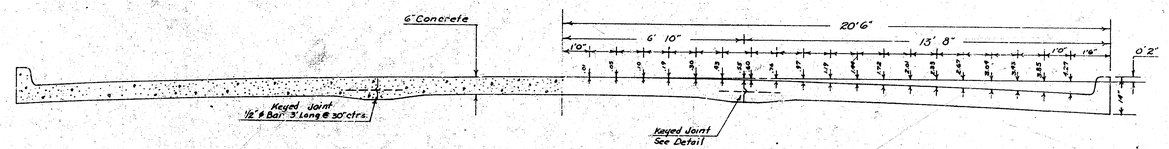
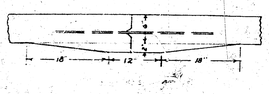
LINCOLN STREET

EL Oliver to WL Casa Lama



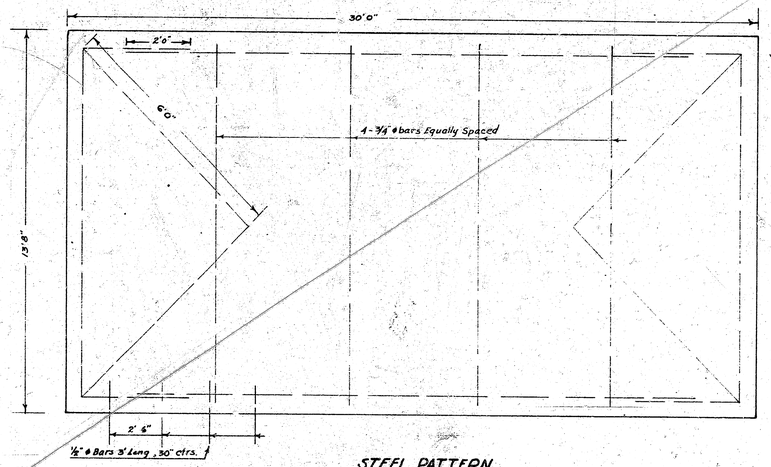
TYPICAL SECTION

No Scale



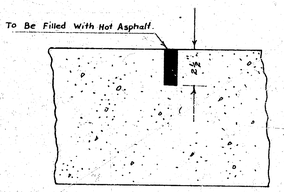
Detail of Keyed Joint

No Scale



STEEL PATTERN

No Scale



Detail of Contraction Joints.

No Scale

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KANSAS
PROFESSIONAL ENGINEER

McG.7

B.M. 157.46 Standard N.W. Cor. Oliver & Lincoln

NOTE: MEASURE FENCE & HEDGE TO BE REMOVED.

OLIVER AVE

LINCOLN ST.

GLENDALE AVE

NOTE: EXCESS DIRT FROM EXCAVATION TO BE USE ON CHANNEL CHANGE JOB NORTH OF LINCOLN.

L. K. WHITE LICENSED 55 KANSAS PROFESSIONAL ENGINEER

LINCOLN STREET

El. Oliver to W.L. Casa Loma

30' Conc. & C.b. Widen to 40'

CITY OF WICHITA, KANSAS

L. K. WHITE CITY ENGINEER

DEC. 1950 PROJ. NO. C10-183 C10-184

6+15 W.S. Dry Creek at N.R.

6+28 E.S. Dry Creek at N.R.

6+41 Beg tin horn (14') 25' N.

ELPYCO AVE

6+78 end tin horn (14') 25' N.

6+89 Toe of Slope

7+06 top of Slope

7+56.5 M.H. 88'N

LINCOLN

8+10.5 M.H. 27'N

8+67 Beg hedge 30'S. Extends S.

8+77 tele pole 26'S

9+43.3 Beg tin horn (14') 25' N.

DRIVE

BLECKLEY

9+81.3 end tin horn 22'N

10+09 tele pole 22'S

10+76 29" tree Stump 30'S

11+40 Beg hedge 30'S Extends S.

11+26 tele pole 26'S

ST.

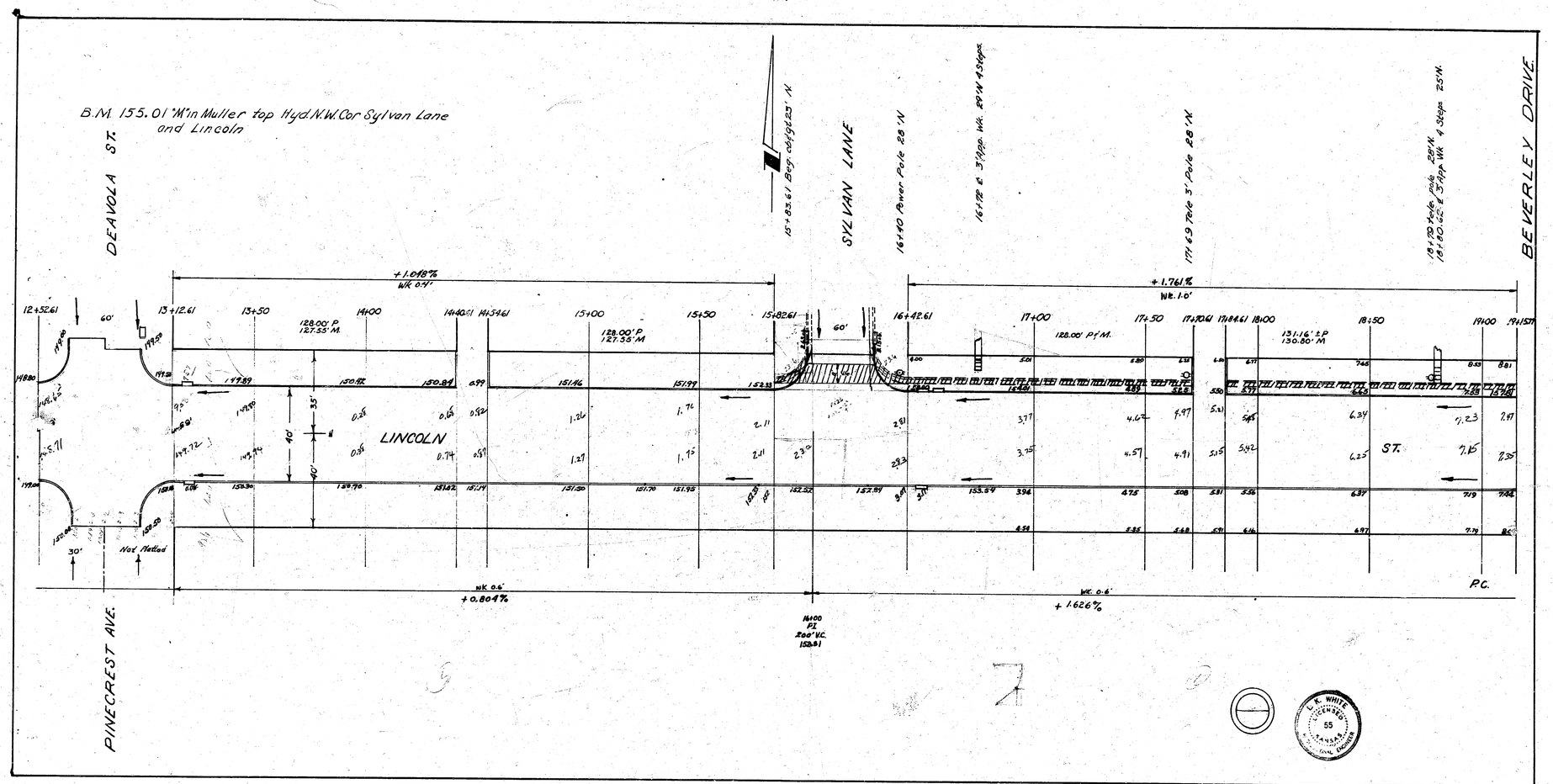
PINECREST AVE

DEAVOLA ST.

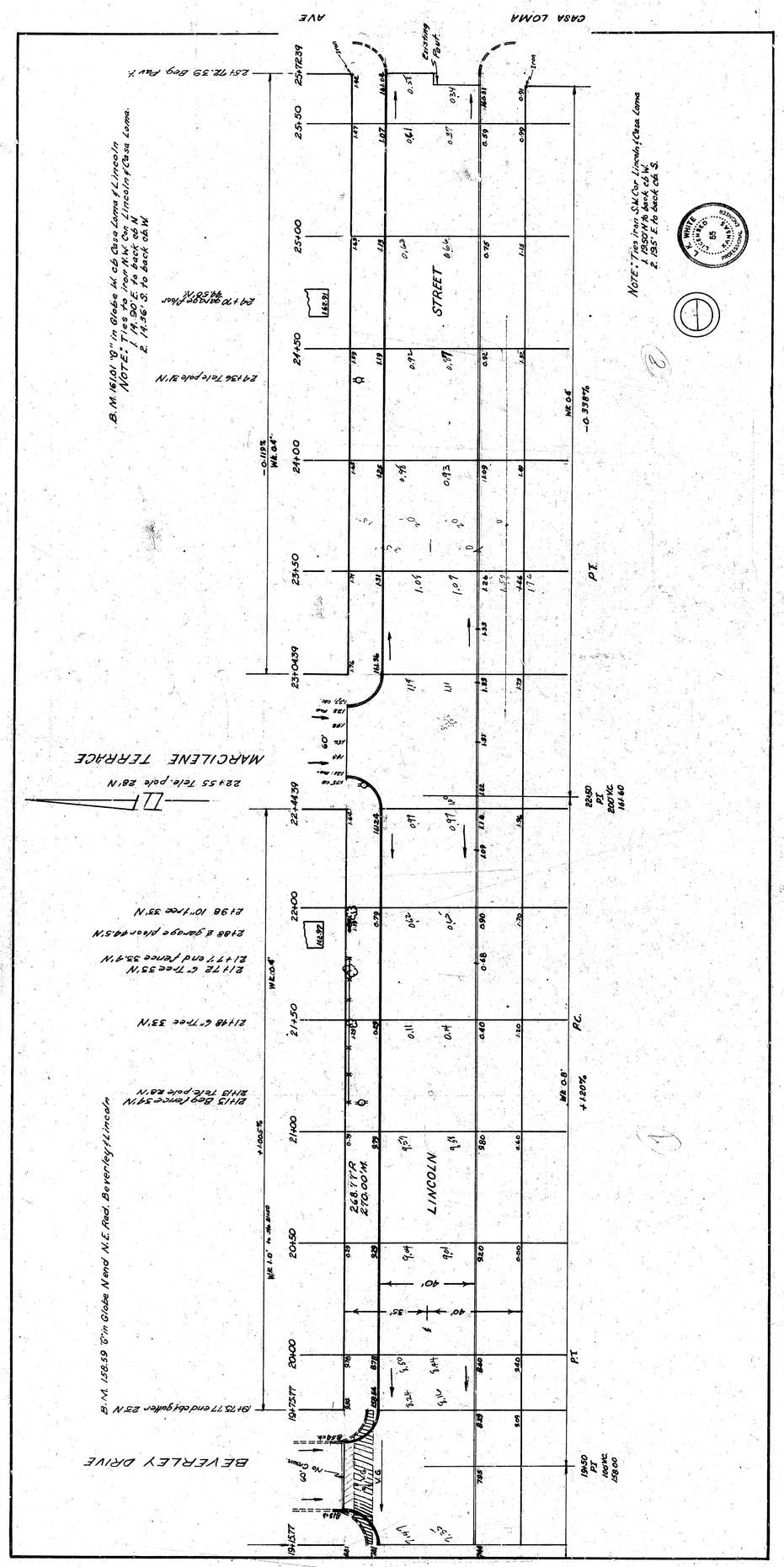
B.M. 157.46 Standard M.W.D. Bolt on E. side of Lincoln

B.M. 155.00 S.W. cor. conc. porch No. 838 Deavola

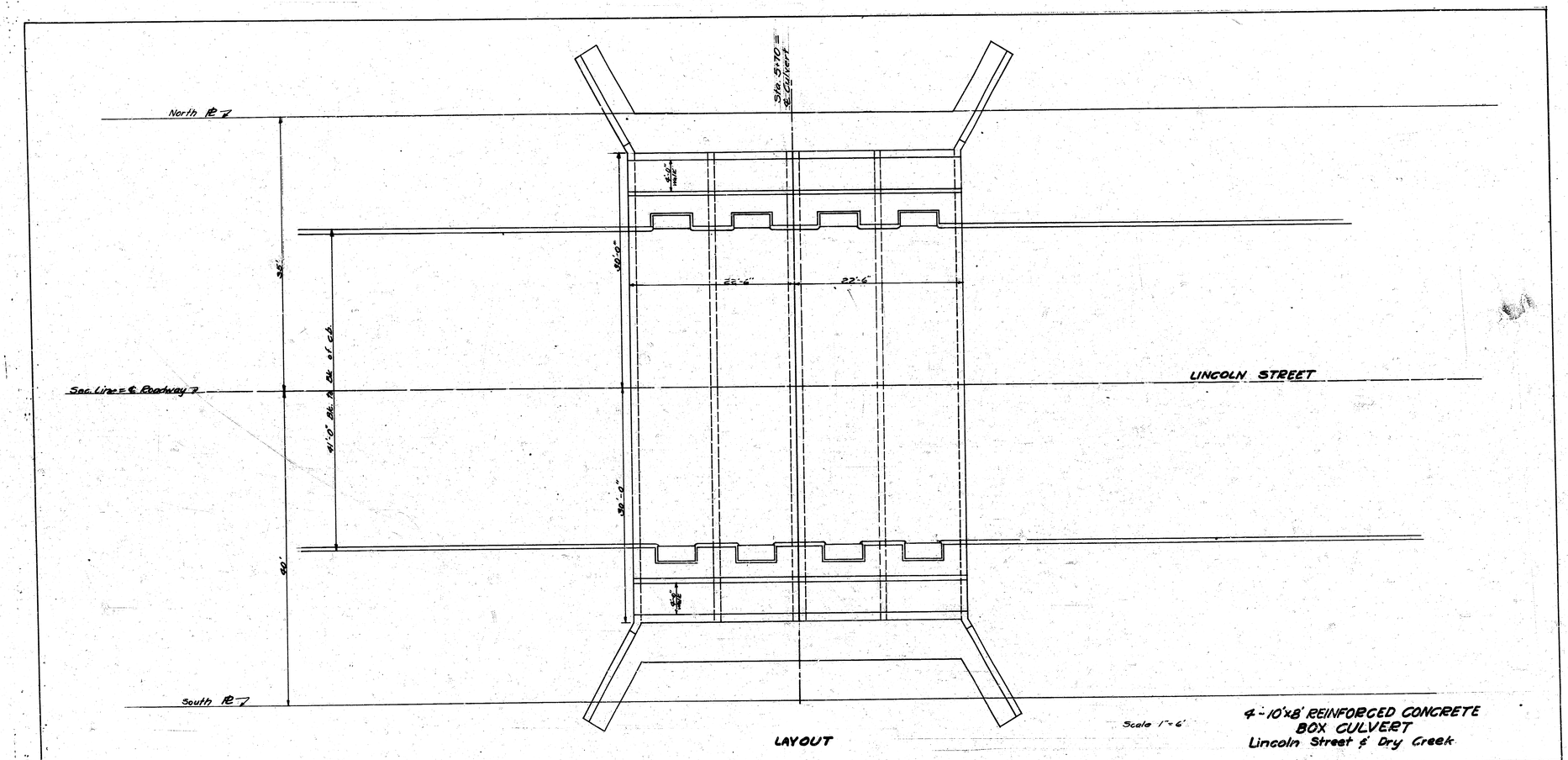
N-6-7

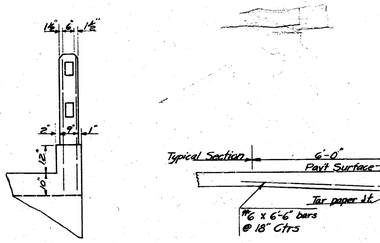


K. WHITE
LICENSED
55
KANSAS
LAND SURVEYOR


CASA LOMA AVE
STREET
LINCOLN
MARCILENE TERRACE
BEVERLEY DRIVE
Existing
St. Paul's
P.C.
P.T.
P.T.
B.M. Hole "B" in Globe at cb Casa Loma & Lincoln
NOTE: 1. Tie to Iron N.W. Cor. Lincoln & Casa Loma.
2. 14.90' E. to back cb W.
2. 14.36' S. to back cb W.
NOTE: Ties Iron S.W. Cor. Lincoln & Casa Loma
1. 1890' N. to back cb W.
2. 1935' E. to back cb S.
B.M. 158.59 "B" in Globe N end N.E. Rad. Beverley & Lincoln
W.E. 64'
W.E. 1.0' to the Curb
W.E. 0.8'
-0.119%
+1.005%
+1.120%
-0.338%
25+72.39 Beg Fav't
24+36 Tel/c pole 31'N
24+70 Garage Phone 44.50'N
23+04.39
24+00
25+00
25+50
21+50
22+00
22+44.39
20+00
19+25.77
19+00
19+57.77 end obstruction 23'N
21+48 6" Tree 33'N
21+72 6" Tree 33'N
21+77 end fence 33.7'N
21+88 Garage Phone 44.5'N
21+98 10" Tree 33'N
22+50
PT
200 VC
161.60
19+50
PT
100 VC
159.00
268.11' R
270.00' M.
40'
35'
No Curb
Curb
Gutter
Curb
Gutter

No. 5-7


North R/W
Sta. 5+70 = ℄ Culvert
5'-0" min.
30'-0"
22'-6"
22'-6"
35'
41'-0" Min. ht. of cb.
Sec. Line & Roadway
LINCOLN STREET
30'-0"
5'-0"
80'
South R/W
Scale 1"=6'
LAYOUT
4-10'x8' REINFORCED CONCRETE
BOX CULVERT
Lincoln Street & Dry Creek

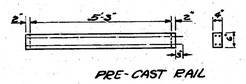


END ELEVATION
HAND RAIL POST

*APPROACH SLAB

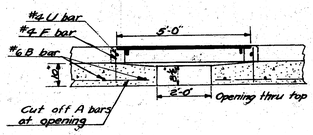
*Steel and extra concrete not included in Bill of Materials

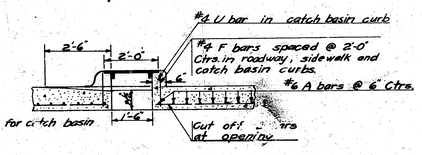
CROSS-SECTION OF BOX &
HAND-RAIL DETAILS



PRE-CAST RAIL

NOTE:
One end of each pre-cast rail to be wrapped with tar paper to allow for expansion.
Class D concrete to be used in handrail posts and rails.
Bevel all exposed edges with a ¾" triangular moulding unless otherwise noted.
Machine excavation to be carried 3' beyond limits of box. Backfill quantities computed to the orginal ground line. Backfill to be sand stabilized and mechanicaly hand compacted.





CATCH BASIN DETAILS

Scale 1"=2'

STEEL SCHEDULE

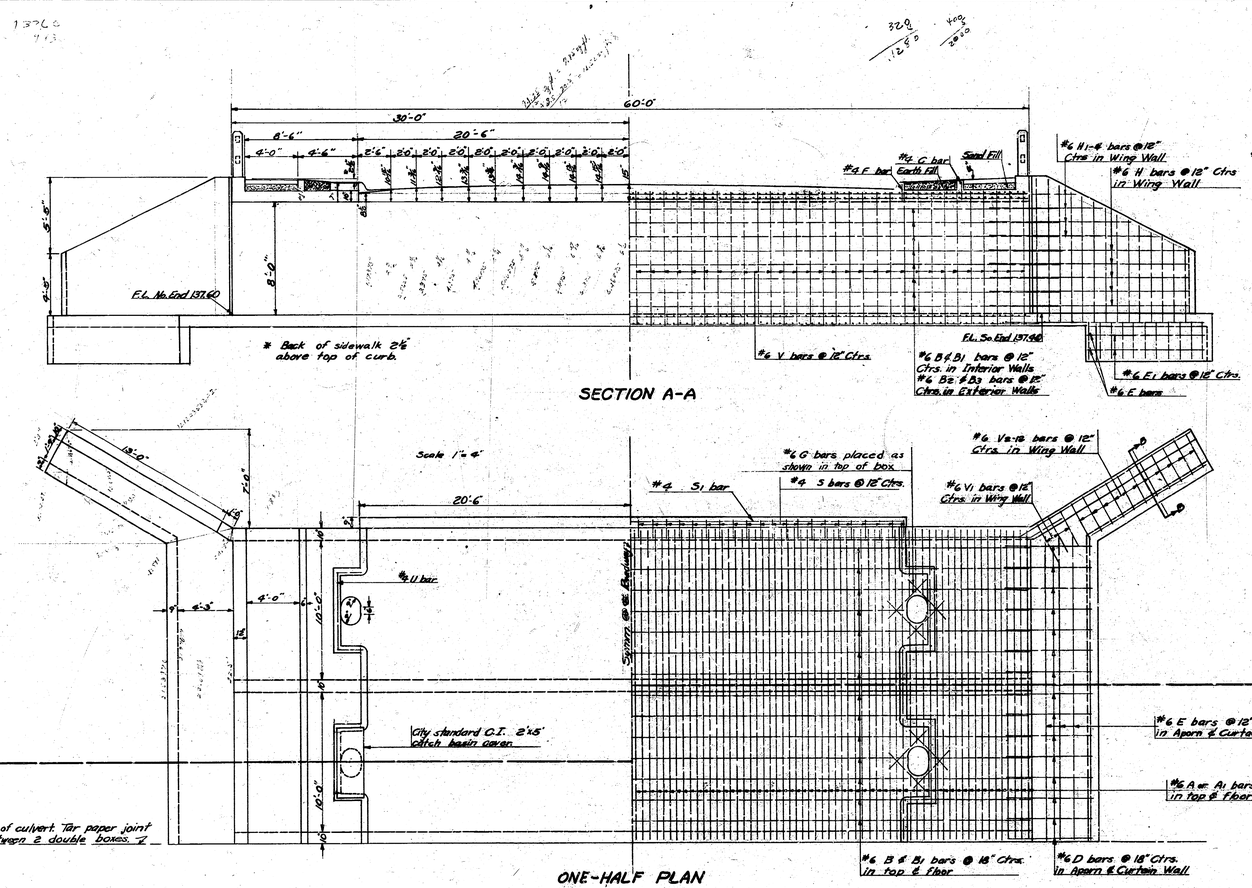
BAR	SIZE	LENGTH	NUMBER	SHAPE	BAR	SIZE	LENGTH	NUMBER	SHAPE
A	#6	22'-3"	480 ✓	10680	H	#6	17'-0"	20 ✓	340
A1	"	7'-0"	480 ✓	3360	H1	"	14'-6"	4 ✓	58
B	"	40'-0"	110 ✓	4400	H2	"	11'-0"	4 ✓	44
B1	"	22'-3"	110 ✓	2447	H3	"	8'-0"	4 ✓	32
B2	"	40'-0"	16 ✓	640	H4	#6	5'-0"	4 ✓	20
B3	"	26'-6"	16 ✓	424	C	#4	22'-3"	4 ✓	89
D	"	9'-0"	60 ✓	540	F	"	1'-2"	108 ✓	126
E	"	27'-5"	208 ✓	5702	U	"	9'-0"	8 ✓	72
E1	"	10'-8"	8 ✓	85	J	"	3'-9"	89 ✓	1715
V	"	9'-8"	480 ✓	4640	S1	"	21'-4"	9 ✓	192
V1	"	12'-6"	12 ✓	148	P	#4	4'-10"	64 ✓	309⅓
V2	"	14'-3"	4 ✓	57⅓	E	#3	5'-10"	112 ✓	655⅓
V3	"	14'-0"	4 ✓	56					
V4	"	13'-7"	4 ✓	54⅓					
V5	"	13'-2"	4 ✓	52⅔					
V6	"	12'-9"	4 ✓	51					
V7	"	12'-4"	4 ✓	49⅓					
V8	"	11'-11"	4 ✓	47⅔					
V9	"	11'-6"	4 ✓	46					
V10	"	11'-1"	4 ✓	44⅓					
V11	"	10'-8"	4 ✓	42⅔					
V12	#6	10'-3"	4 ✓	41					
G	#6	4'-0"	1832	128					

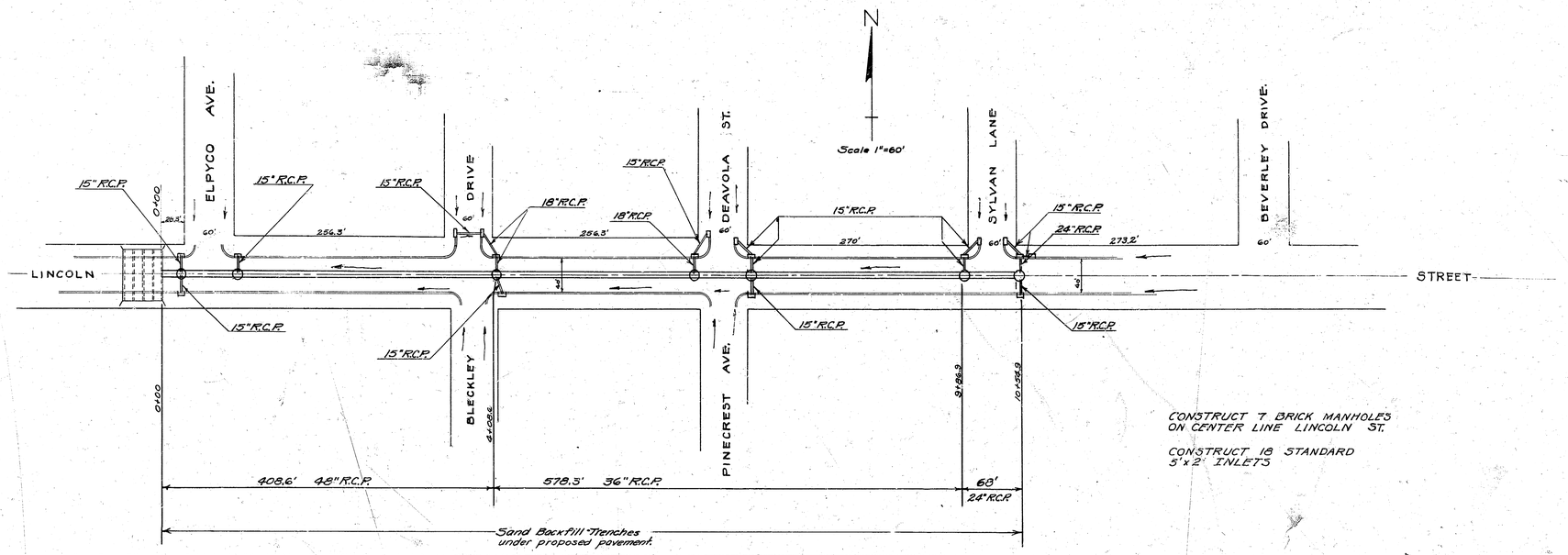
#6 - 33390'
#4 - 7977
#3 - 655'

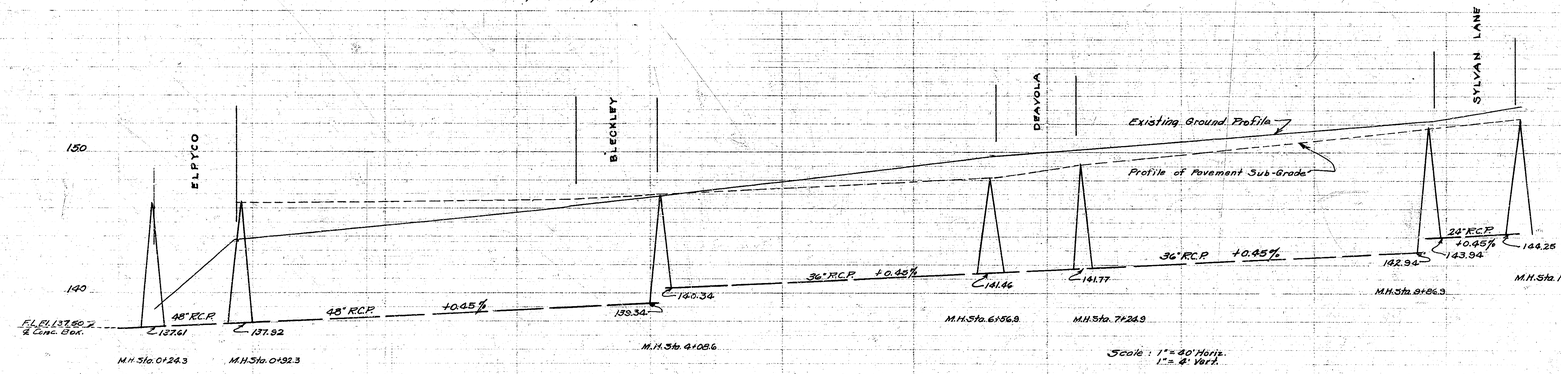
BILL OF MATERIALS

ITEM	QUANTITY	UNITS
Cl. A Concrete	377	Cu. Yd.
Machine Excavation	413	Cu. Yd.
Hand Excavation	34	Cu. Yd.
Compacted Sand Backfill	80	Cu. Yd.
Reinforcing Steel	49735	lbs.
Integral Curb	45	Lin. Ft.
4" Sidewalk	90	Sq. Yd.
Hand Rail	90	Lin. Ft.
C.I. catch basin covers	8	Each

L. K. WHITE
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KANSAS
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PROFESSIONAL ENGINEER

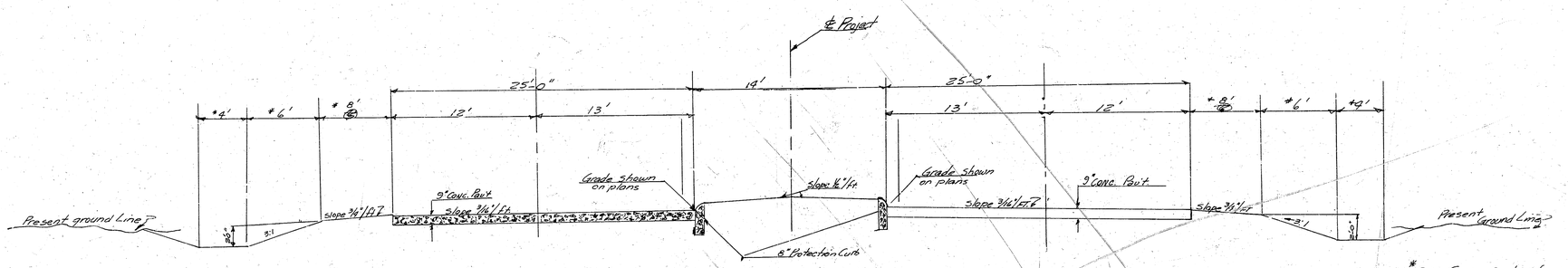

60'-0"
30'-0"
20'-6"
8'-6"
4'-0"
4'-6"
2'-6"
2'-0"
#4 F bar
#4 G bar
Earth Fill
Sand Fill
#6 H1-4 bars @12" Ctrs in Wing Wall
#6 H bars @12" Ctrs in Wing Wall
F.L. No. End 197.60
F.L. So. End 197.46
* Back of sidewalk 2'6" above top of curb.
#6 V bars @ 12" Ctrs.
#6 B & B1 bars @ 12" Ctrs. in Interior Walls
#6 B2 & B3 bars @ 12" Ctrs. in Exterior Walls
#6 E1 bars @ 18" Ctrs.
#6 E bars
SECTION A-A
Scale 1"=4'
#6 G bars placed as shown in top of box
#4 S1 bar
#4 S bars @ 12" Ctrs.
#6 V2-V2 bars @ 12" Ctrs. in Wing Wall
#6 V1 bars @ 12" Ctrs. in Wing Wall
#4 U bar
City standard C.I. 2'x5' ditch basin cover
℄ of culvert Tar paper joint between 2 double boxes. ℄
#6 E bars @ 12" Ctrs in Apron & Curtain Wall
#6 A or A1 bars @ 6" Ctrs. in top & floor
#6 B & B1 bars @ 18" Ctrs. in top & floor
#6 D bars @ 18" Ctrs. in Apron & Curtain Wall
ONE-HALF PLAN
B1 bar 22'-3"
B bar 90'-0"
B& B1 bars in top, floor & interior walls.
B3 bar 24'-6"
B2 bar 38'-0"
B2 & B3 bars in exterior Walls
Splices of B & B1 bars and B2 & B3 bars shall be staggered.
#6 V1 bar
#6 D bar
#4 PS bar
#6 V2-V12 bars
#6 H - H4 bars
#4 U bar
BAR BENDS
SECTION B-B





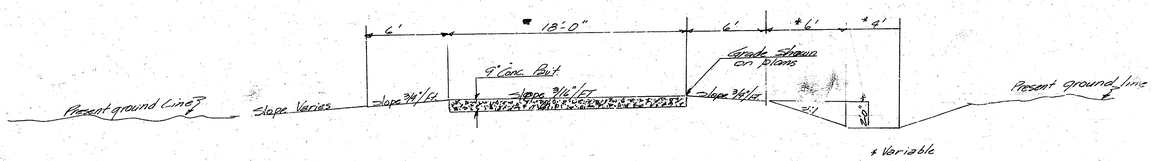
Date 5-23-51
Drawn by J.L.A.
Checked by
Note Sheet No. —

LINCOLN STREET
INCIDENTAL DRAINAGE FROM
ELPYCO TO SYLVAN LANE
CITY OF WICHITA, KANSAS
L. K. WHITE CITY ENGINEER
Proj. No.



Typical Section

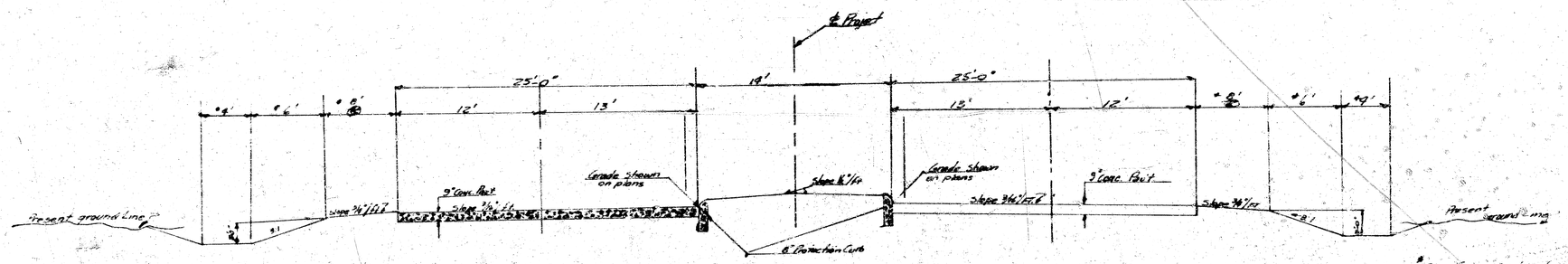
*See Cross Section for Variations



Typical Section (U-Turn Ramp)
Ramp Sta. 2+93.29 (East Bound Lane)
Ramp Sta. 2+50.92 (West Bound Lane)

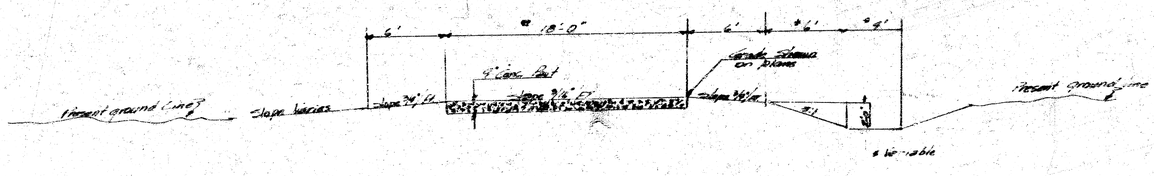
~~State~~ Highway Commission of Kansas

Typical Section



Typical Section

* See Cross Section for Variations



Typical Section (U-Turn Ramp)
Ramp Sta 2+93.29 (East Bound Lane)
Ramp Sta 2+50.92 (West Bound Lane)

Typical Section