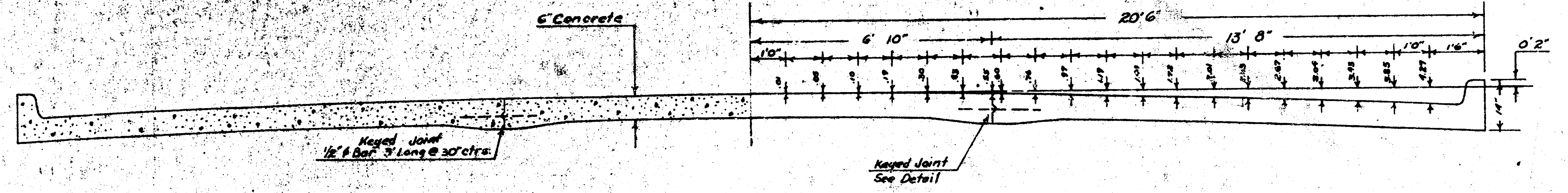
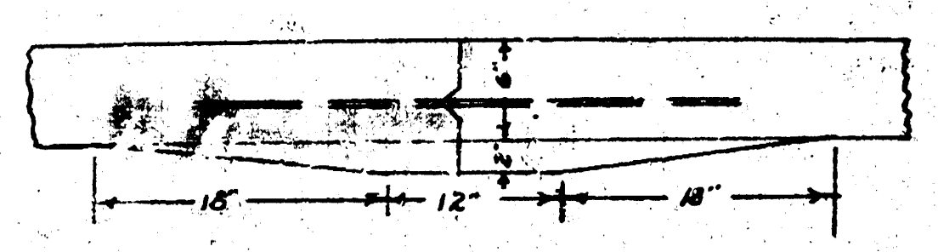
MINNEAPOLIS AVE.
N.L. 9TH TO S.L. 10TH
C13-200

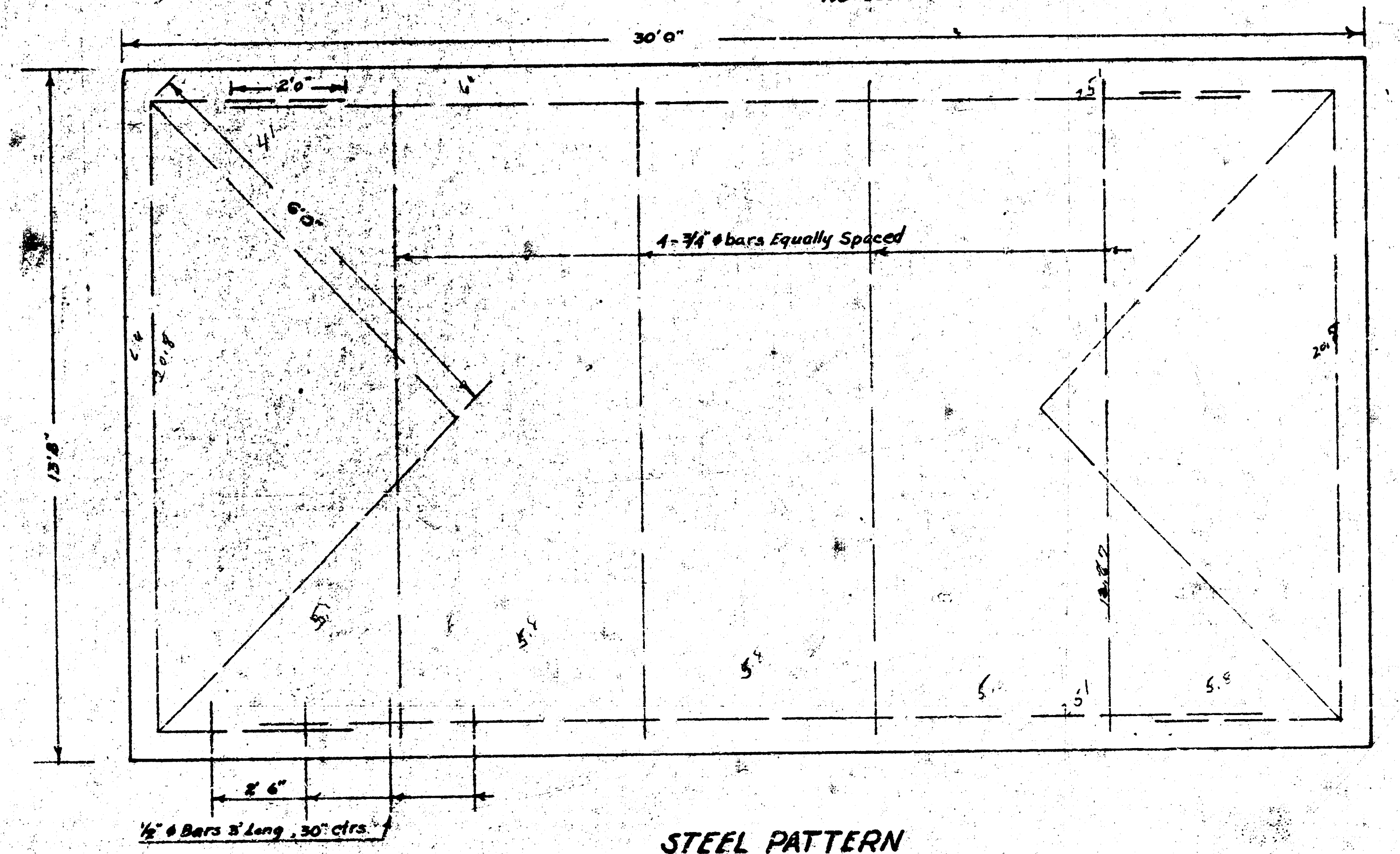

6" Concrete
20'6"
6' 10"
13' 8"
1'0"
1'0"
1'6"
0'2"
14"
Keyed Joint
½" ϕ Bar 3' Long @ 30" ctrs.
Keyed Joint
See Detail

TYPICAL SECTION
No Scale

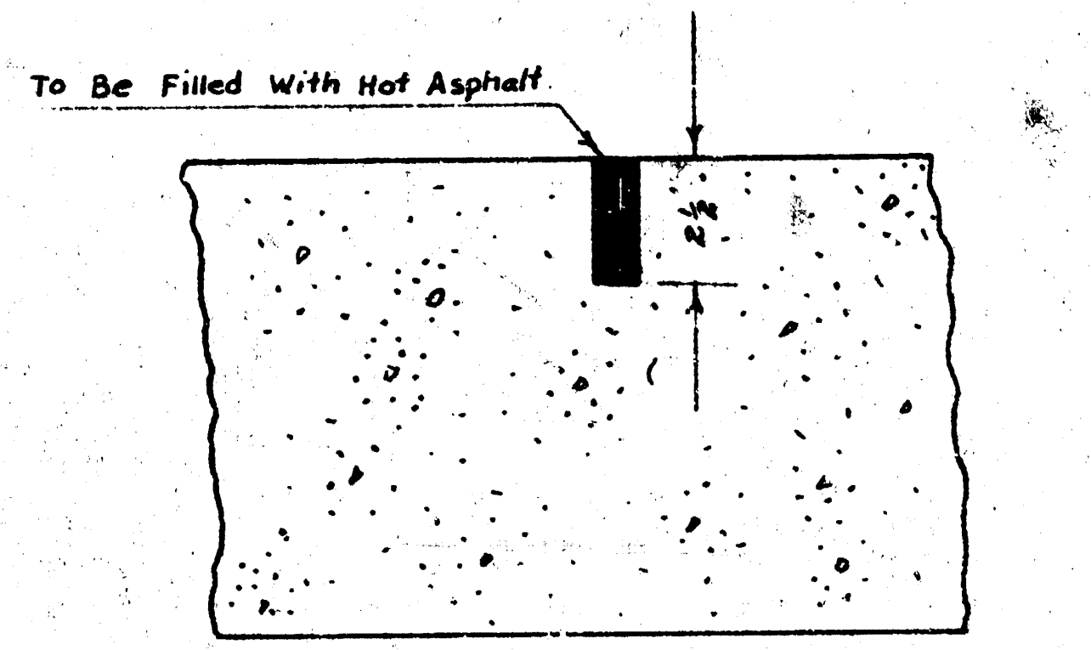


Detail of Keyed Joint

No Scale


30'0"
2'0"
6'0"
4-¾" ϕ bars Equally Spaced
13'8"
2'6"
½" ϕ Bars 3' Long, 30" ctrs.

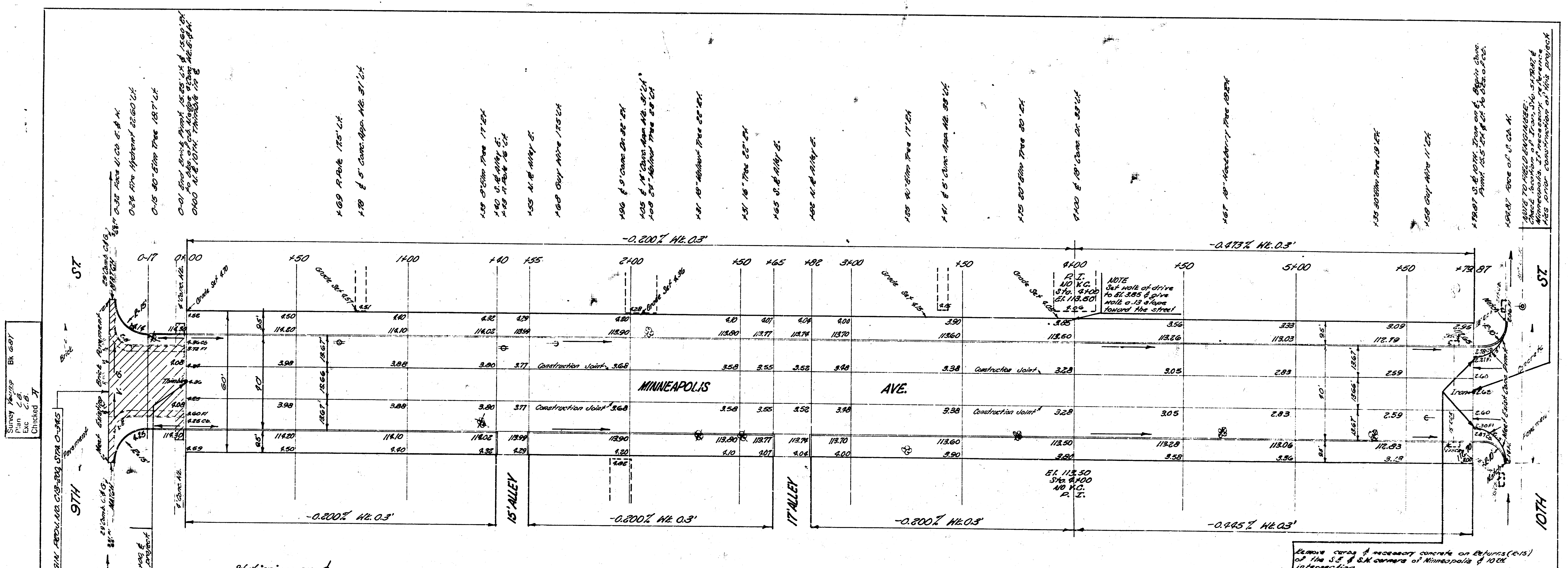
STEEL PATTERN
No Scale


To Be Filled With Hot Asphalt
2¼"

Detail of Contraction Joints.
No Scale

1/13

Survey Young Bk 68Y
Plan C.B.
Exc C.B.
Checked A


BEGIN PROJ. NO. C13-200, STA 0-34.5
9TH ST.
Meet Existing Brick Pavement
Brick Pavement
29' Comb. C.&G. MATCH
4' Conc. Wk.
Grade Set 4.70
60'
9.5'
40'
R.15'
Thimble
0-17
0+00
+50
1+00
+40
+55
2+00
+50
+65
+82
3+00
+50
4+00
+50
5+00
+50
+79.87
-0.200% Wk. 0.3'
-0.473% Wk. 0.3'
-0.445% Wk. 0.3'
15' ALLEY
17' ALLEY
MINNEAPOLIS AVE.
Construction Joint
P.I. NO V.C. Sta. 4+00 El. 113.50
El. 113.50 Sta. 4+00 NO V.C. P.I.
10TH ST.
Meet Exist. Conc. Pvmt.
0-32 Face N. Cb. E. & W.
0-24 Fire Hydrant 22.60' Lt.
0-15 30" Elm Tree 18.7' Lt.
0-01 End Brick Pvmt. 15.25' Lt. & 15.60' Rt. to bks. of cb. Nedge 4' Conc. Wk. E. & W.
0+00 N. R 10TH. Thimble in ℄
+69 P. Pole 17.5' Lt.
+78 ℄ 5' Conc. App. Wk. 31' Lt.
+33 8" Elm Tree 17' Rt.
+40 S. R Alley E.
+43 P. Pole 16' Lt.
+55 N. R Alley E.
+68 Guy Wire 17.5' Lt.
+96 ℄ 9' Conc. Dr. 32' Rt.
+05 ℄ 14' Conc. App. Wk. 31' Lt.
+08 24" Walnut Tree 28' Lt.
+31 18" Walnut Tree 22' Rt.
+51 16" Tree 22' Rt.
+65 S. R Alley E.
+82 N. R Alley E.
+25 40" Elm Tree 17' Rt.
+41 ℄ 5' Conc. App. Wk. 33' Lt.
+75 20" Elm Tree 20' Rt.
4+00 ℄ 18' Conc. Dr. 33' Lt.
+67 18" Hackberry Tree 18' Rt.
+35 30" Elm Tree 19' Rt.
+58 Guy Wire 11' Rt.
+79.87 S. R 10TH. Iron on ℄. Begin Conc. Pvmt. 15.5' Rt. & Lt. to bcs. of cb.
+94.87 Face of S. Cb. N.

NOTE
Set walk at drive to El. 3.85 & give walk a 0.13 slope toward the street

NOTE TO FIELD ENGINEER:
Check location of Iron, Sta. 5+79.87, ℄ Minneapolis. If necessary, reference ties prior construction of this project

NOTE TO FIELD ENGINEER:
Reference ties to THIMBLE, Sta. 0+00, ℄ 9TH, before construction of this project

Stationing on ℄

B.M. 116.47 "T" in TROY Fire Hydrant N.W. Cor. Minneapolis & 9TH.
B.M. 114.94 N.E. Cor. Conc. Step, House # 1147 N. Kansas.

NOTE TO CONTRACTOR & FIELD ENGINEER:
FILL REQUIRED ON MINNEAPOLIS IS EQUAL TO THE EXC. TO BE DONE. DO NOT REMOVE DIRT FROM THIS JOB. EXCESS DIRT ON KANSAS TO BE USED ON MINNEAPOLIS.

EXC.

CITY				PROPERTY			
	CUT		FILL		CUT		FILL
	45.9		4.3		450.5		690.0
+10%	4.6	+10%	.4	+10%	45.1	+10%	69.0
TOTAL	50.5 CU. YDS.	TOTAL	4.7 CU. YDS.	TOTAL	495.6 CU. YDS.	TOTAL	759.0 CU. YDS.

Remove curbs & necessary concrete on Returns (R-15) of the S.E. & S.W. corners of Minneapolis & 10TH intersection.
Construct Returns on 10' Radius & adequate 6" concrete pavement to meet 40' pavement from the S. on Minneapolis. Make ties to Exist. ¾" Bars & Warp Patch to meet Existing Concrete Pavement.

1"=20'

8/3

B. E. SMITH
LICENSED
436
KANSAS
PROFESSIONAL ENGINEER

MINNEAPOLIS AVE.
N.L. 9TH ST. TO S.L. 10TH ST.
40' CONC. & CB-6"

CITY OF WICHITA, KANSAS

B.E. SMITH
SEP. 1953

CITY ENGINEER
PROJ. NO. C13-200