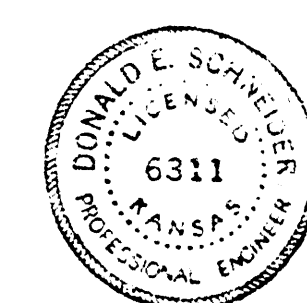
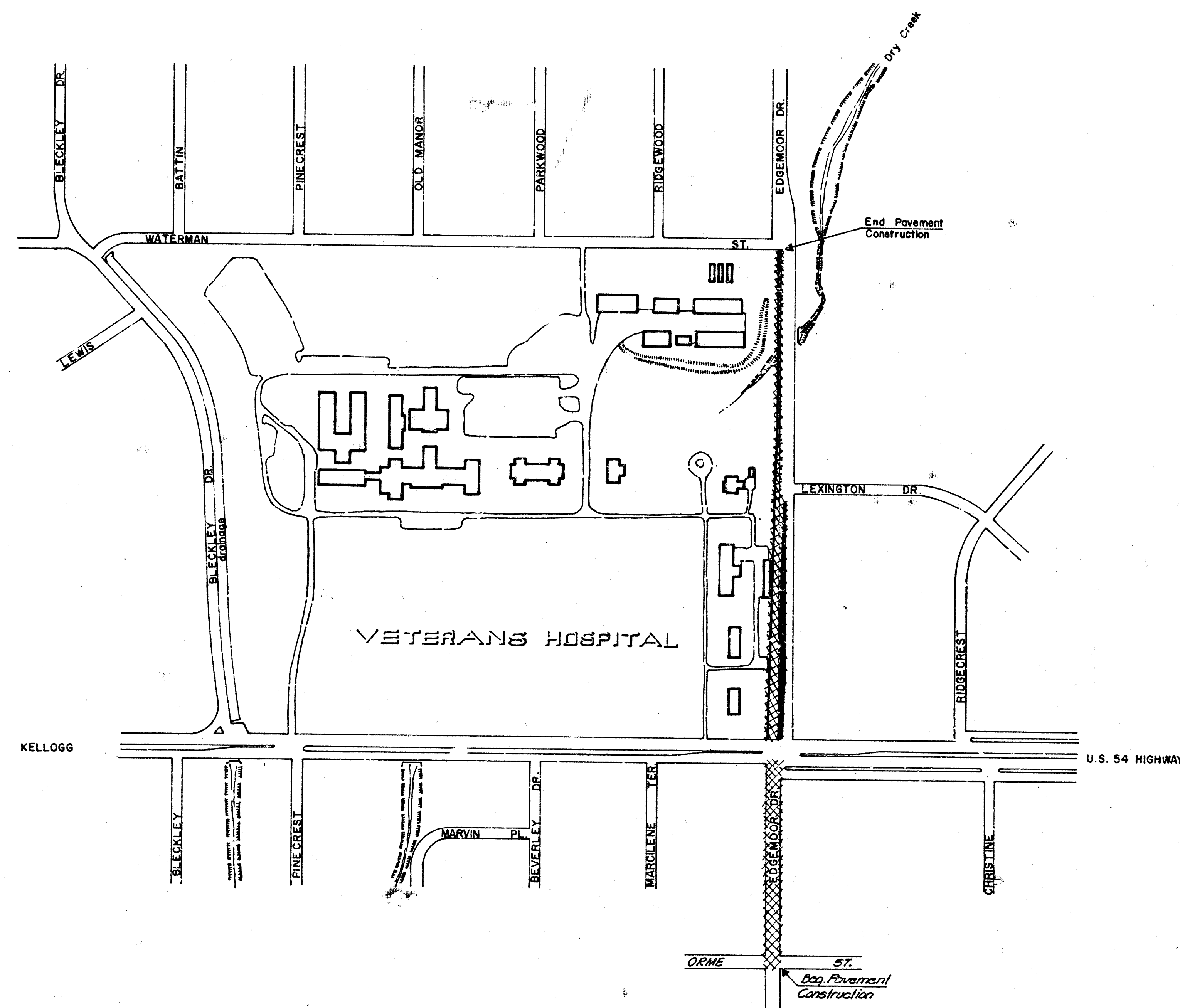
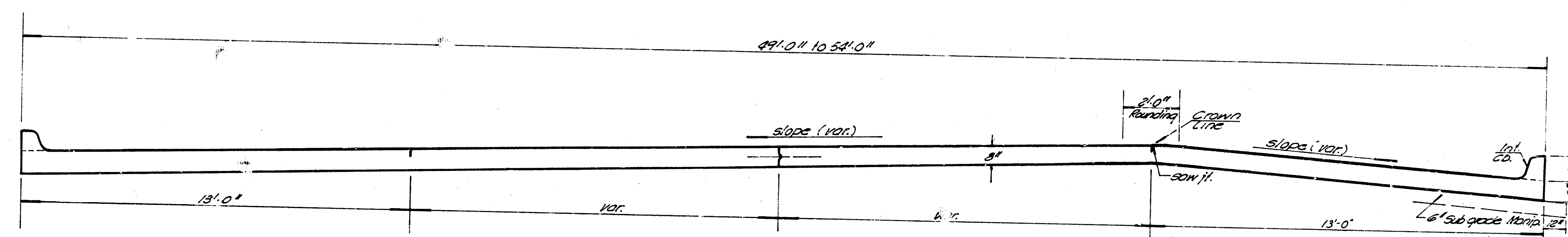
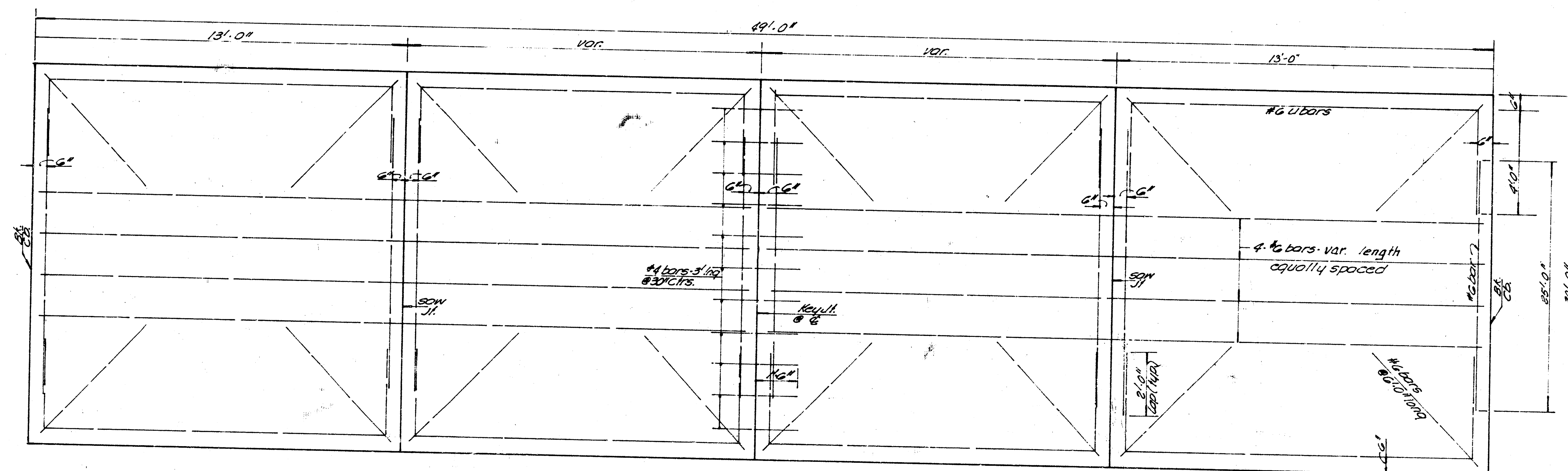




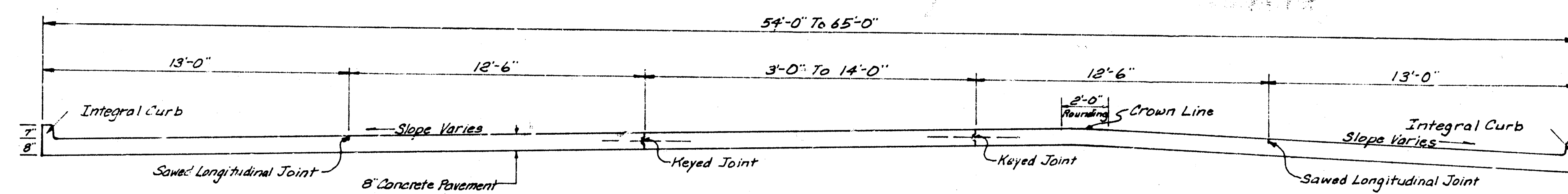
EDGEMOOR DRIVE
 S.L. Orme Street to N.L. Waterman Street
 Improve & Reimprove 7' 8" A.C. & 8" Conc. Pavt.
 City of Wichita, Kansas
 R.W. Linn City Engineer
 Date: Dec. 1973, Proj. No. DAKM 576015



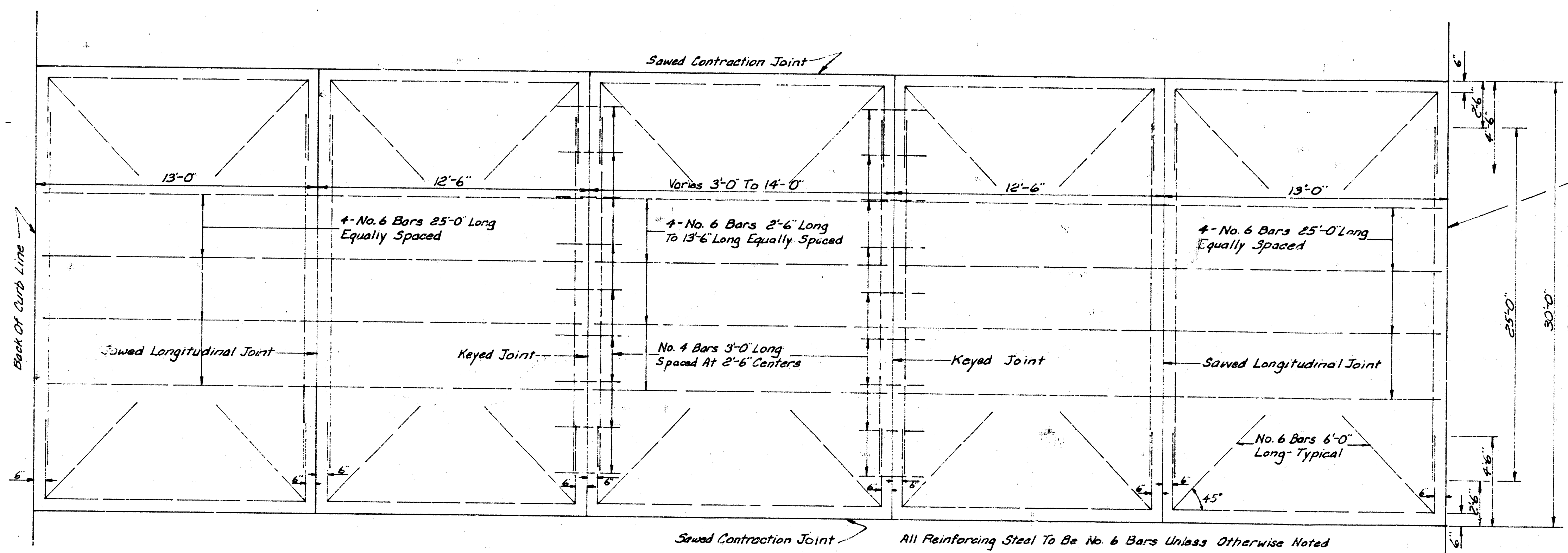
PAVEMENT SECTION
STA. 0+65.5 TO 1+50



STEEL PATTERN
STA. 0+65.5 TO 1+50



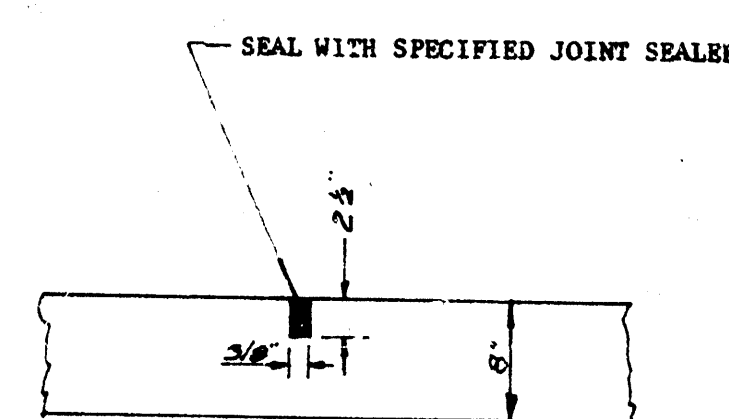
PAVEMENT SECTION
STA 1+50 TO 5+60



STEEL PATTERN
STA. 1+50 TO 5+60

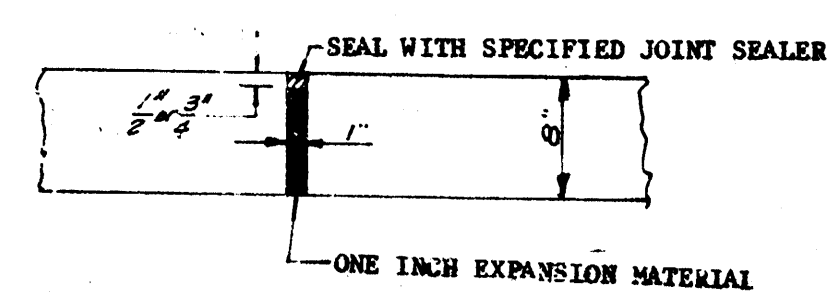
All Reinforcing Steel To Be No. 6 Bars Unless Otherwise Noted

SAWED CONTRACTION JOINTS ARE TO BE CONSTRUCTED 30 FEET INTERVALS EXCEPT WHERE AN EXPANSION JOINT IS USED.

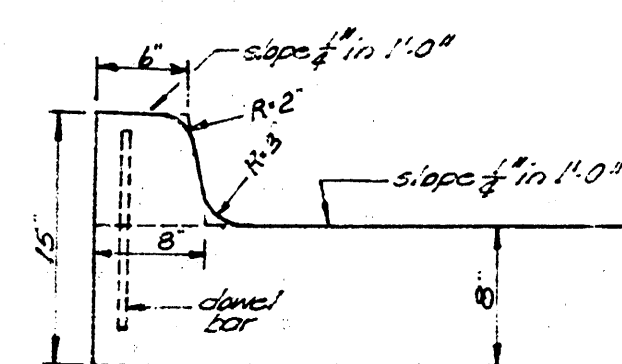


DETAIL OF SAWED CONTRACTION JOINTS AND LONGITUDINAL JOINTS.

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT MAXIMUM INTERVALS OF 120 FEET

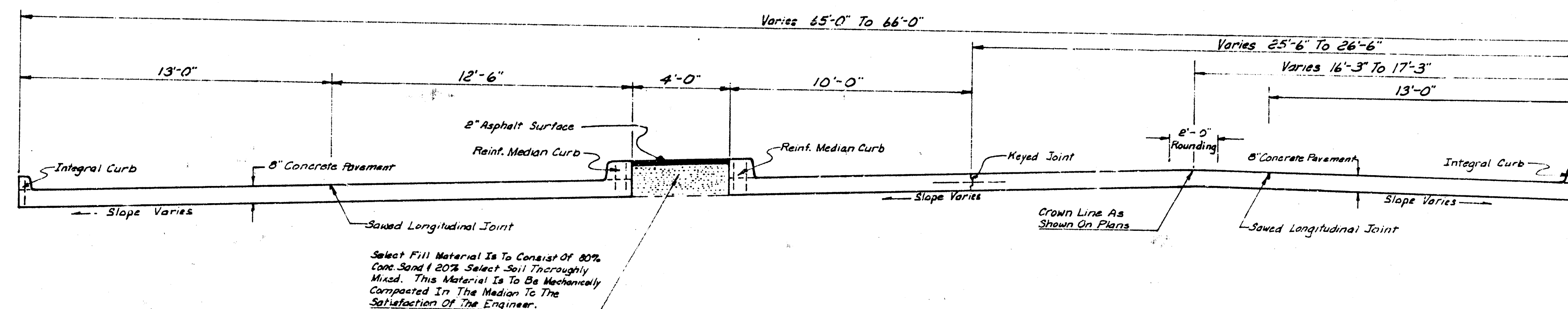


DETAIL OF EXPANSION JOINT

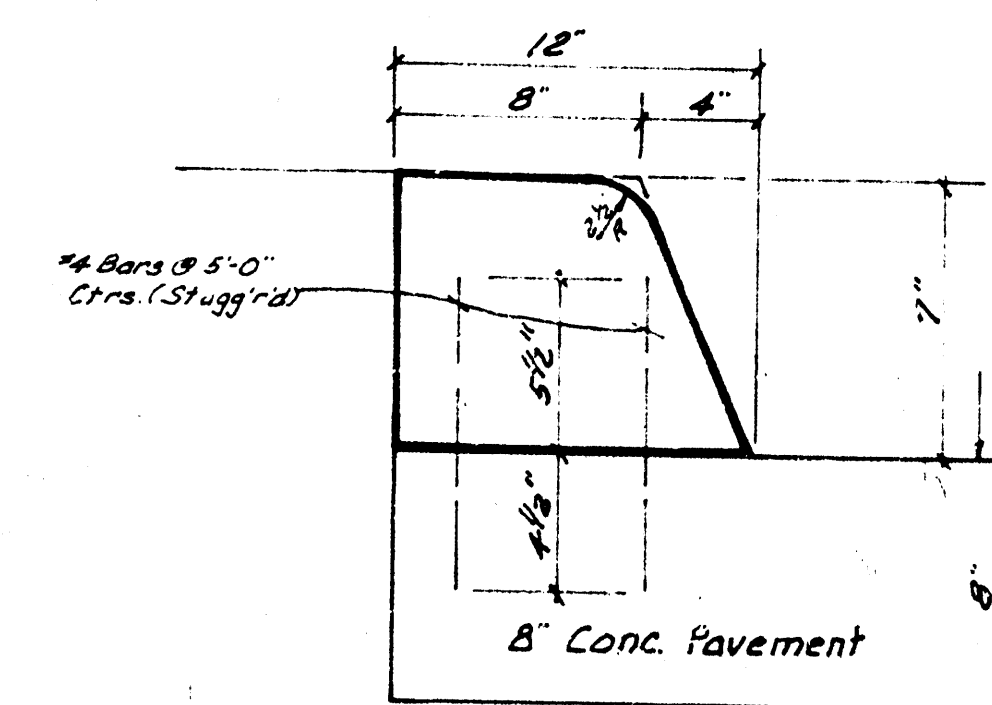


DETAIL OF INTEGRAL CURB

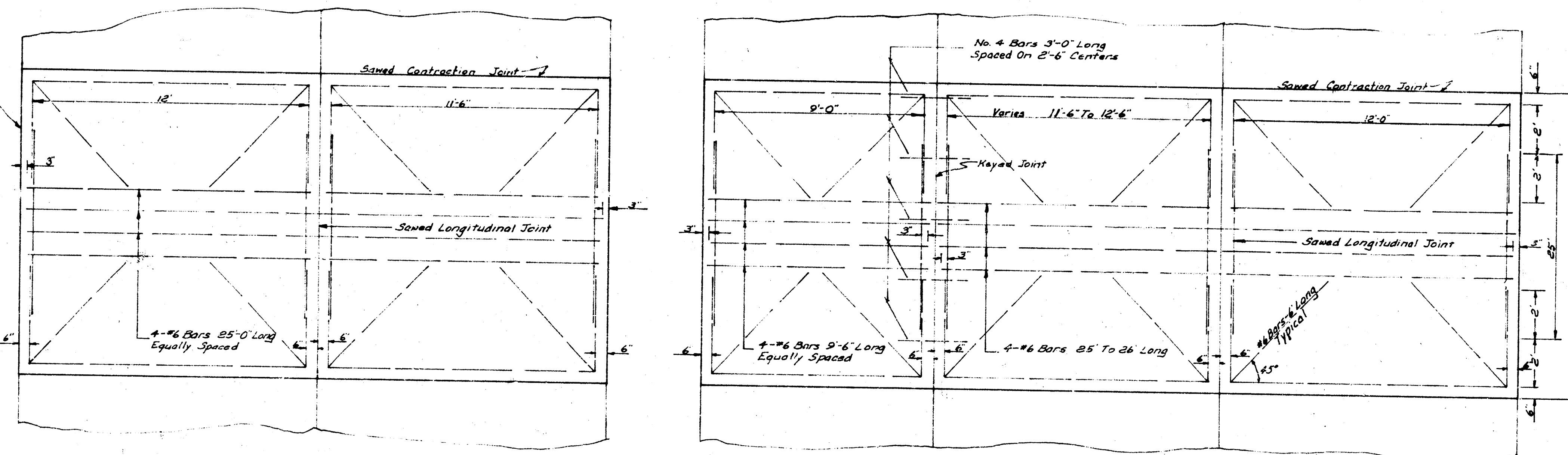
INTEGRAL CURB SHALL BE CUT THROUGH TO THE PAVEMENT IN UNIFORM LENGTHS OF NOT MORE THAN TEN FOOT INTERVALS BETWEEN EXPANSION JOINTS. EXPANSION JOINTS HAVING THE SAME THICKNESS AS EXPANSION JOINTS IN THE PAVEMENT SHALL BE CONSTRUCTED IN THE INTEGRAL CURB AT THE SPECIFIED LOCATIONS. NUMBER 4 OR NUMBER 6 BOLDS SHALL BE INSTALLED IN THE INTEGRAL CURB AS SHOWN ON APPROXIMATELY 2'-6" CENTERS.



PAVEMENT SECTION
STA. 5+60 TO 6+45



Reinforced Median Curb Detail



All Reinforcing Steel #6 Bars Unless Otherwise Noted.

STEEL PATTERN
STA. 5+60 TO 6+45

EDGEWOOD DRIVE
PROJ. NO. DAKM 572015

3. DRIVEWAY WIDTHS & LOCATIONS SHOWN ARE FOR INFORMATION ONLY. CONTRACTOR IS TO CONTACT PROPERTY OWNERS FOR EXACT LOCATIONS AND WIDTHS OF DRIVEWAYS.
4. NO DRIVE SHALL HAVE AN OPENING GREATER THAN 40' FROM END OF RAMP TO END OF RAMP UNLESS OTHERWISE APPROVED BY THE FIELD ENGINEER.

P.I. ELEV.
162.60
NO V.C.

