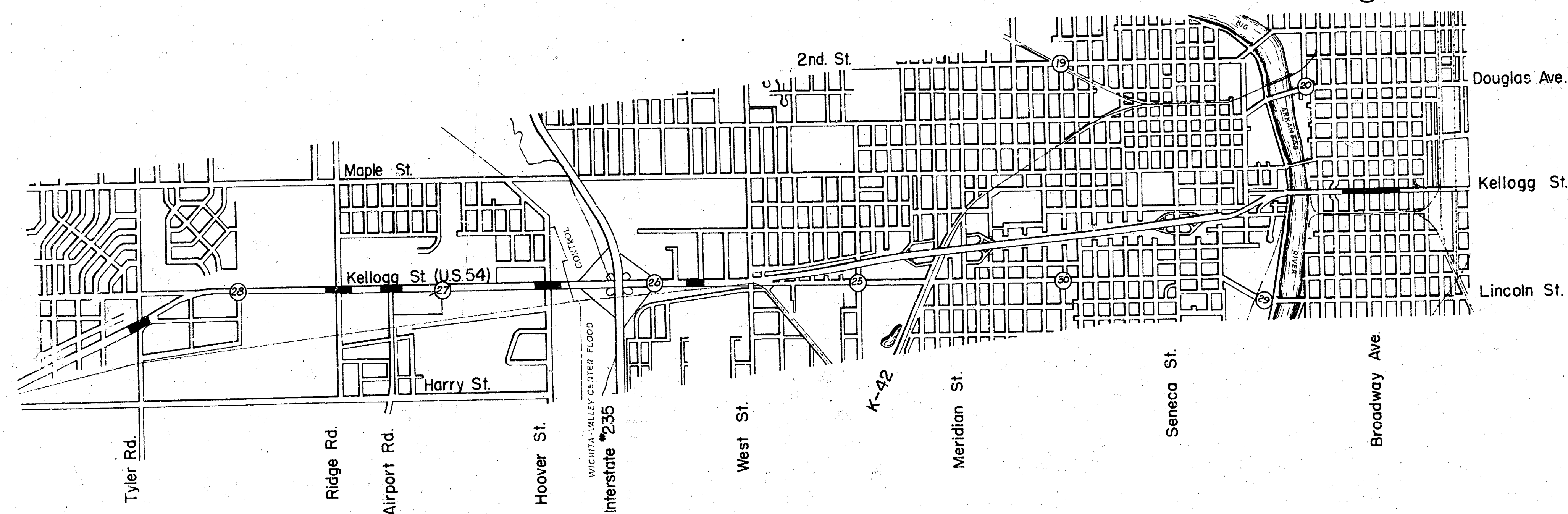


STATE OF KANSAS
STATE HIGHWAY COMMISSION

PLANS FOR IMPROVE AND RE-
IMPROVING CERTAIN PORTIONS
OF KELLOGG ST. (U.S.54)

SEDGWICK COUNTY
CITY OF WICHITA

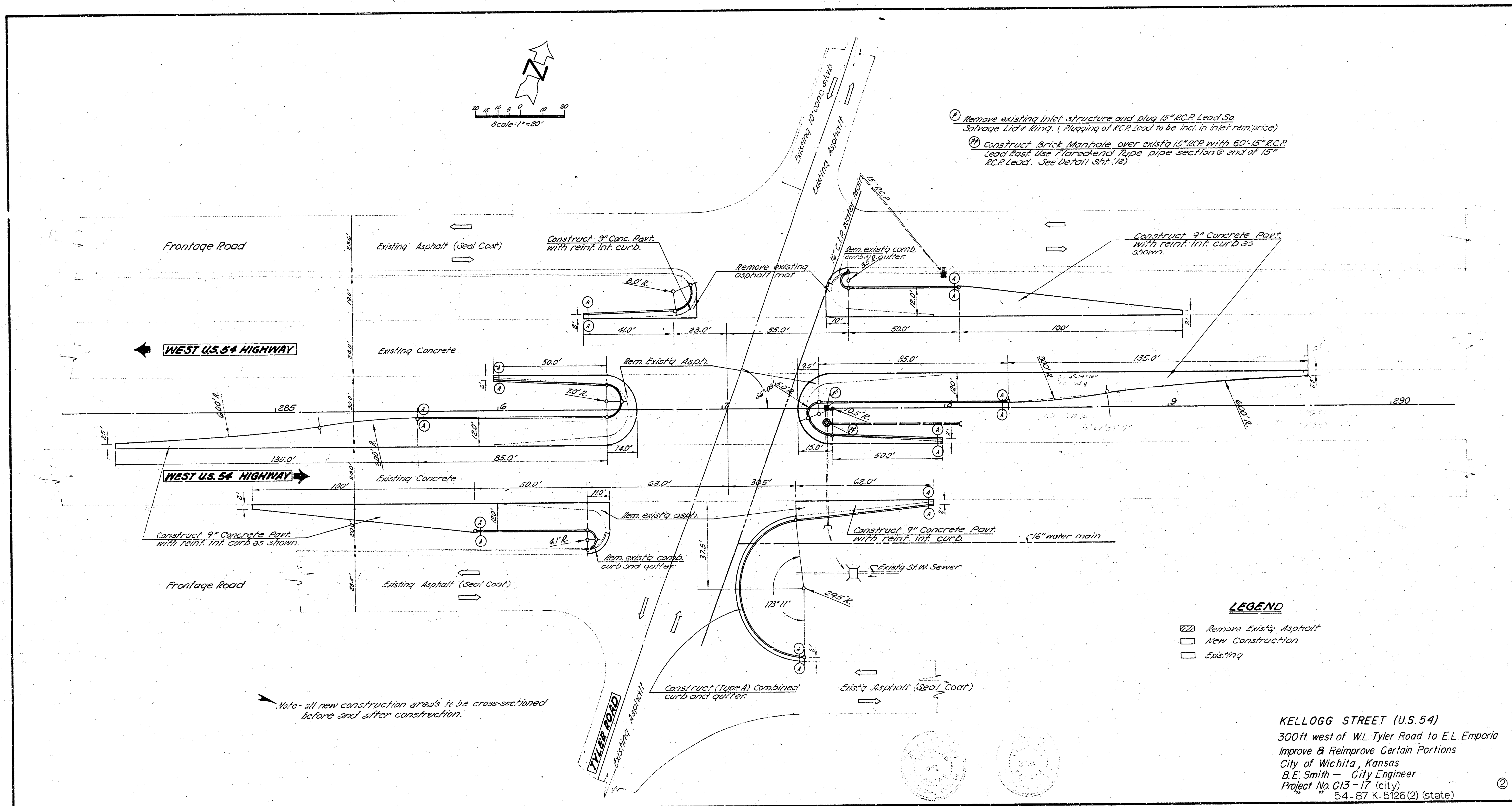


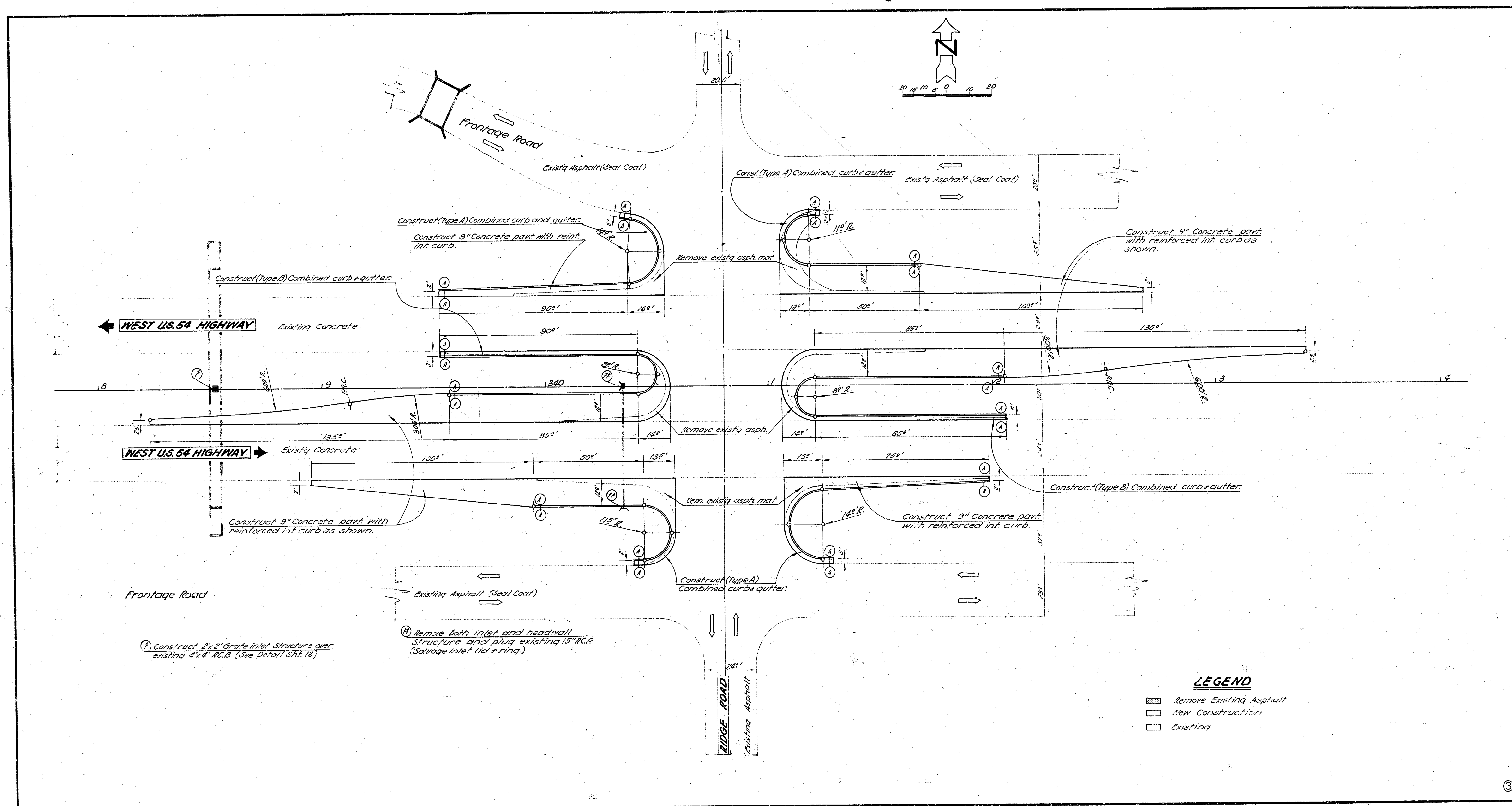
PUB. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	KANSAS	54-87 K-526(2)	1963	1	12

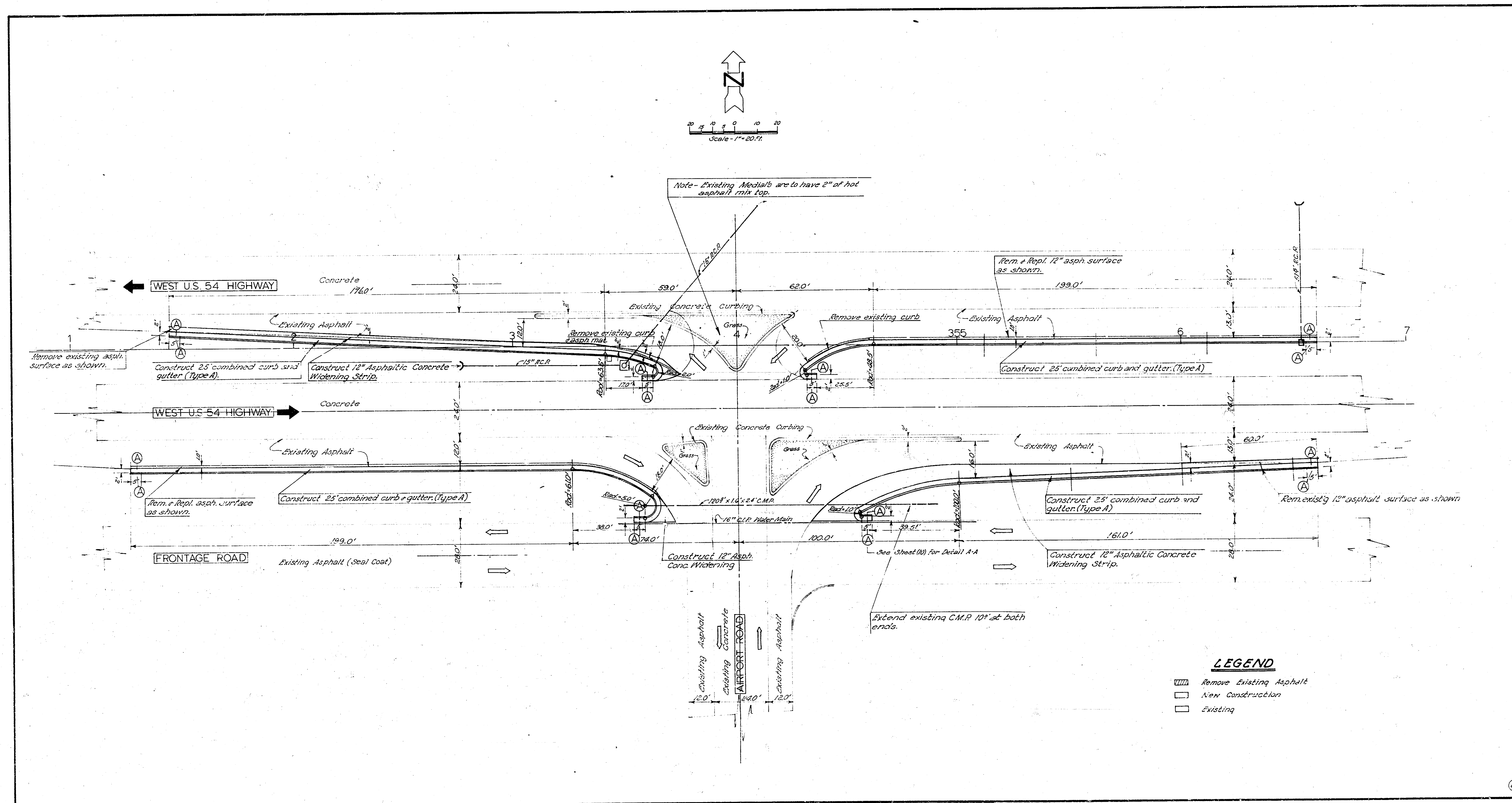
STATE PROJ. NO. 54-87 K-526(2)
CITY PROJ. NO. C13-17

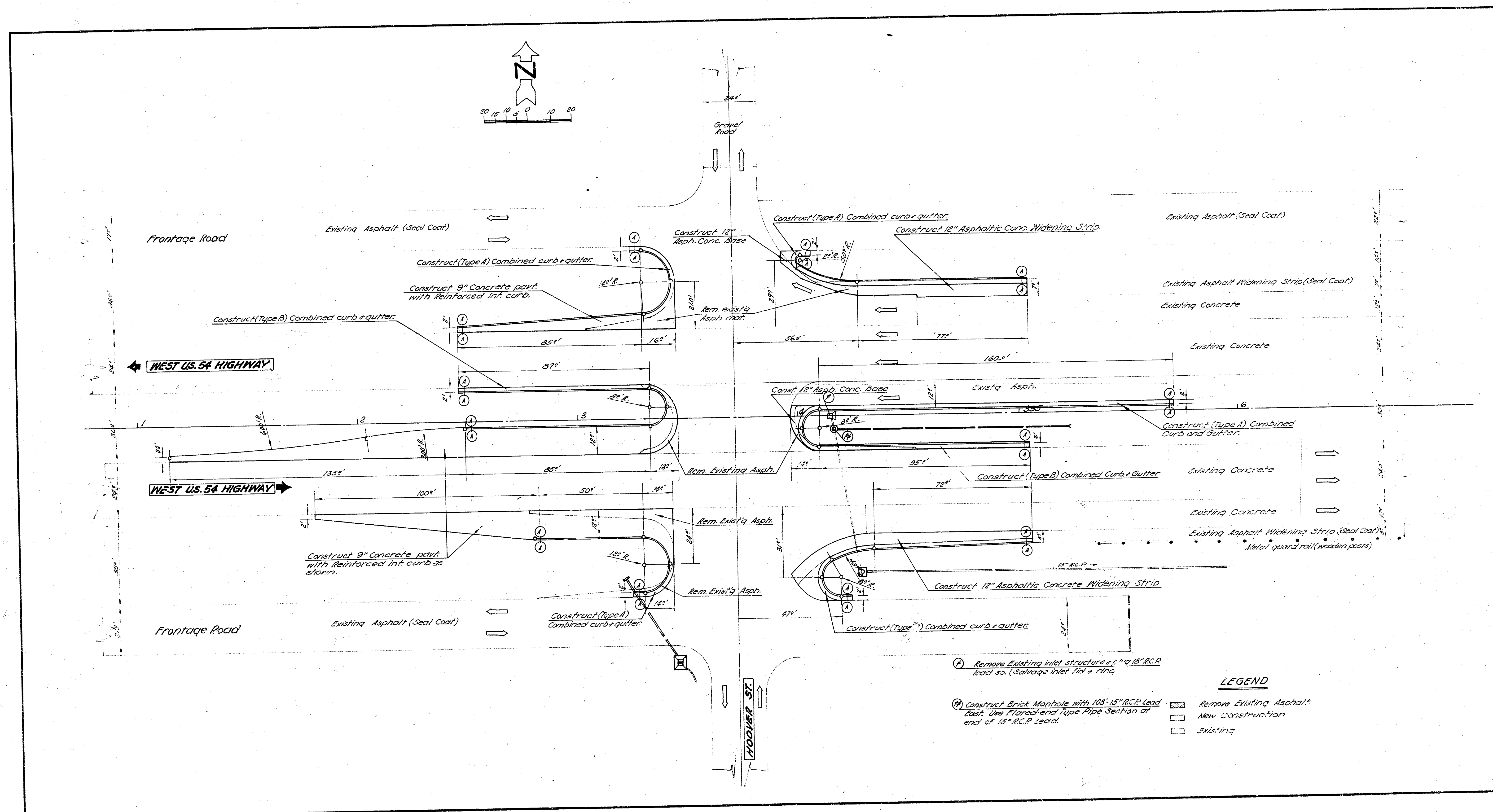
APPROVED _____ DATE _____
STATE HIGHWAY ENGINEER
STATE HIGHWAY COMMISSION OF KANSAS

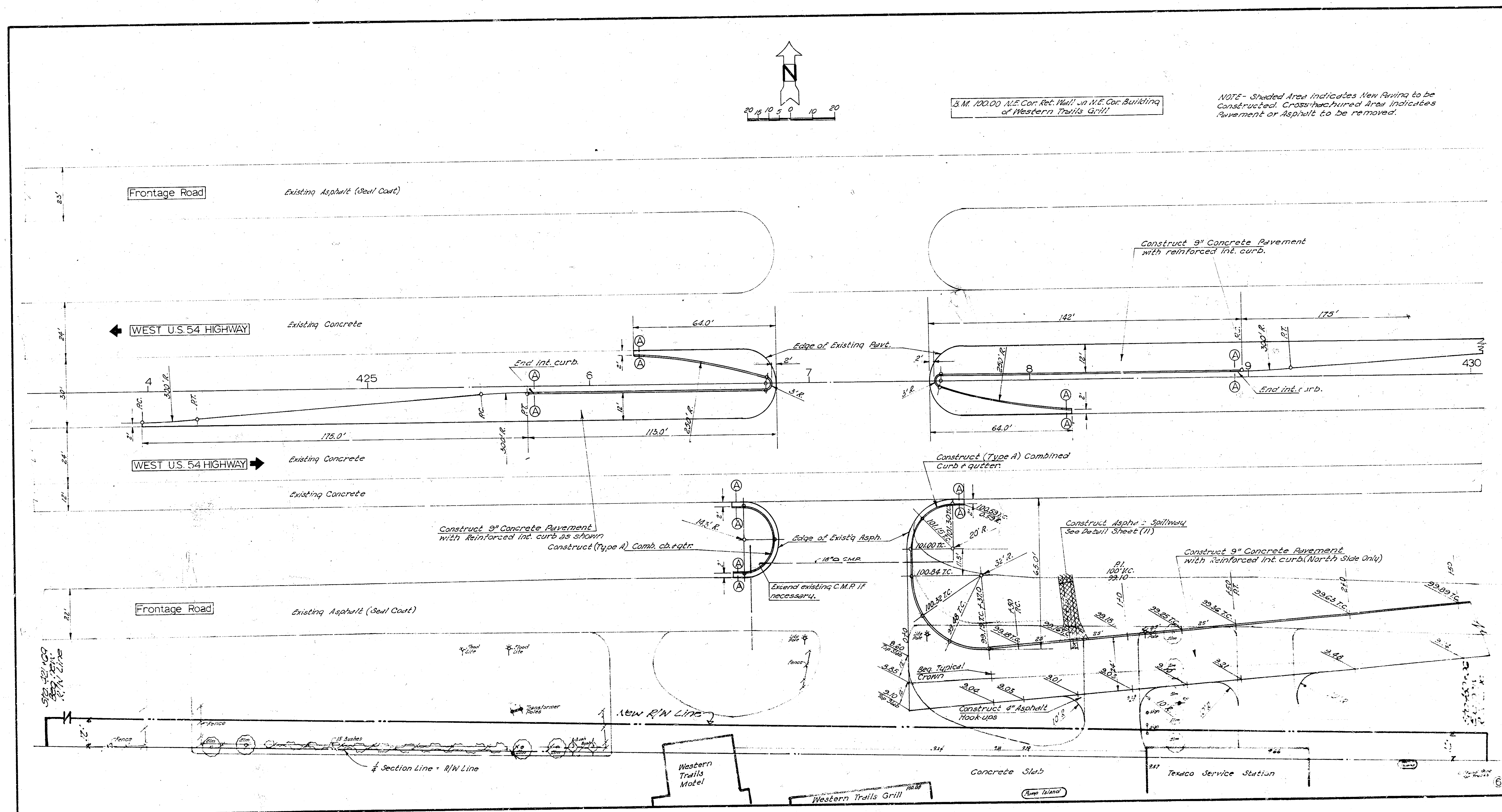
APPROVED _____
CITY ENGINEER
DEPARTMENT OF PUBLIC WORKS
CITY OF WICHITA, KANSAS

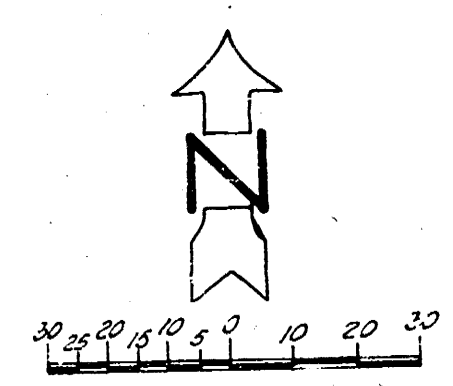






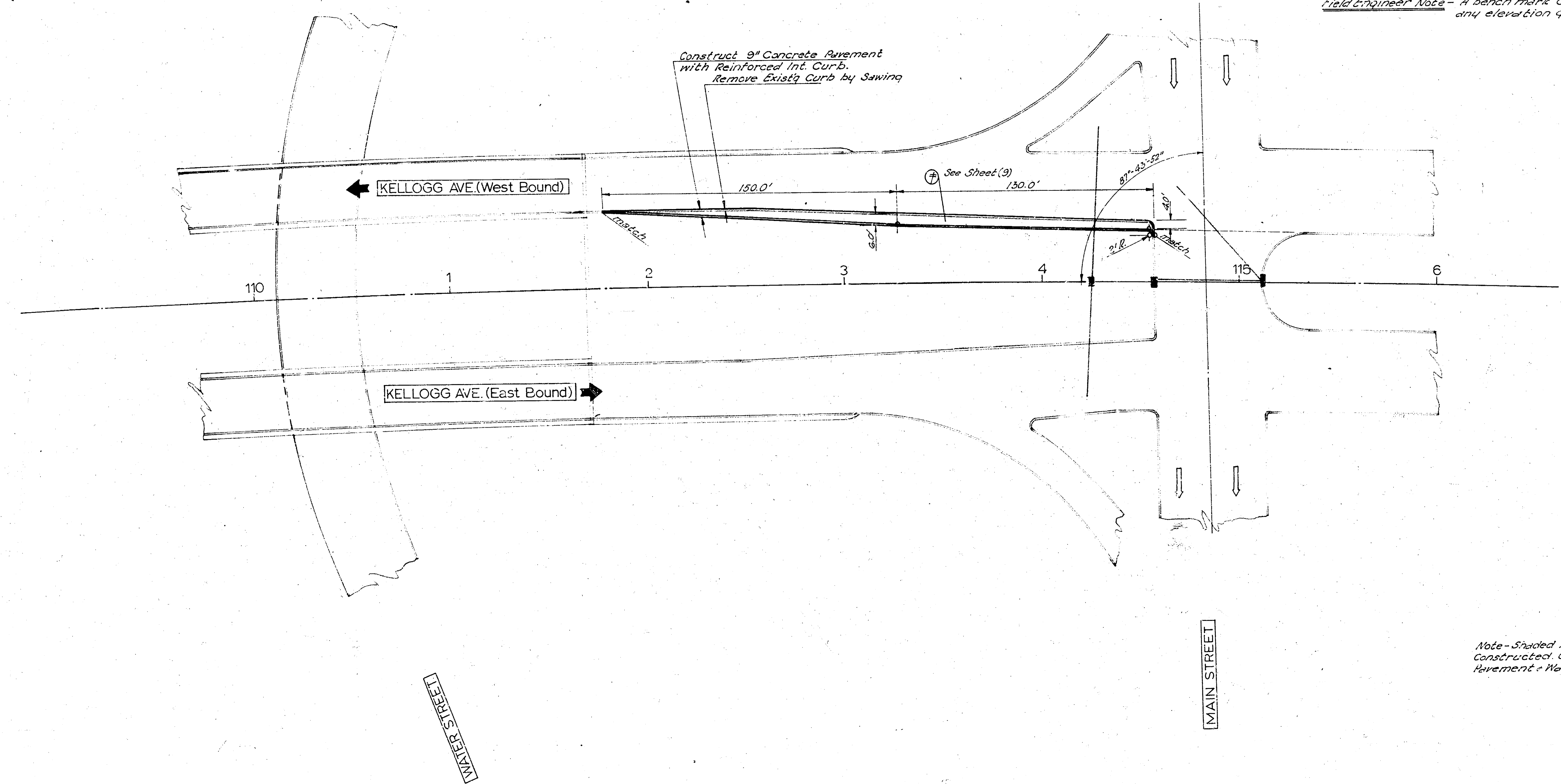




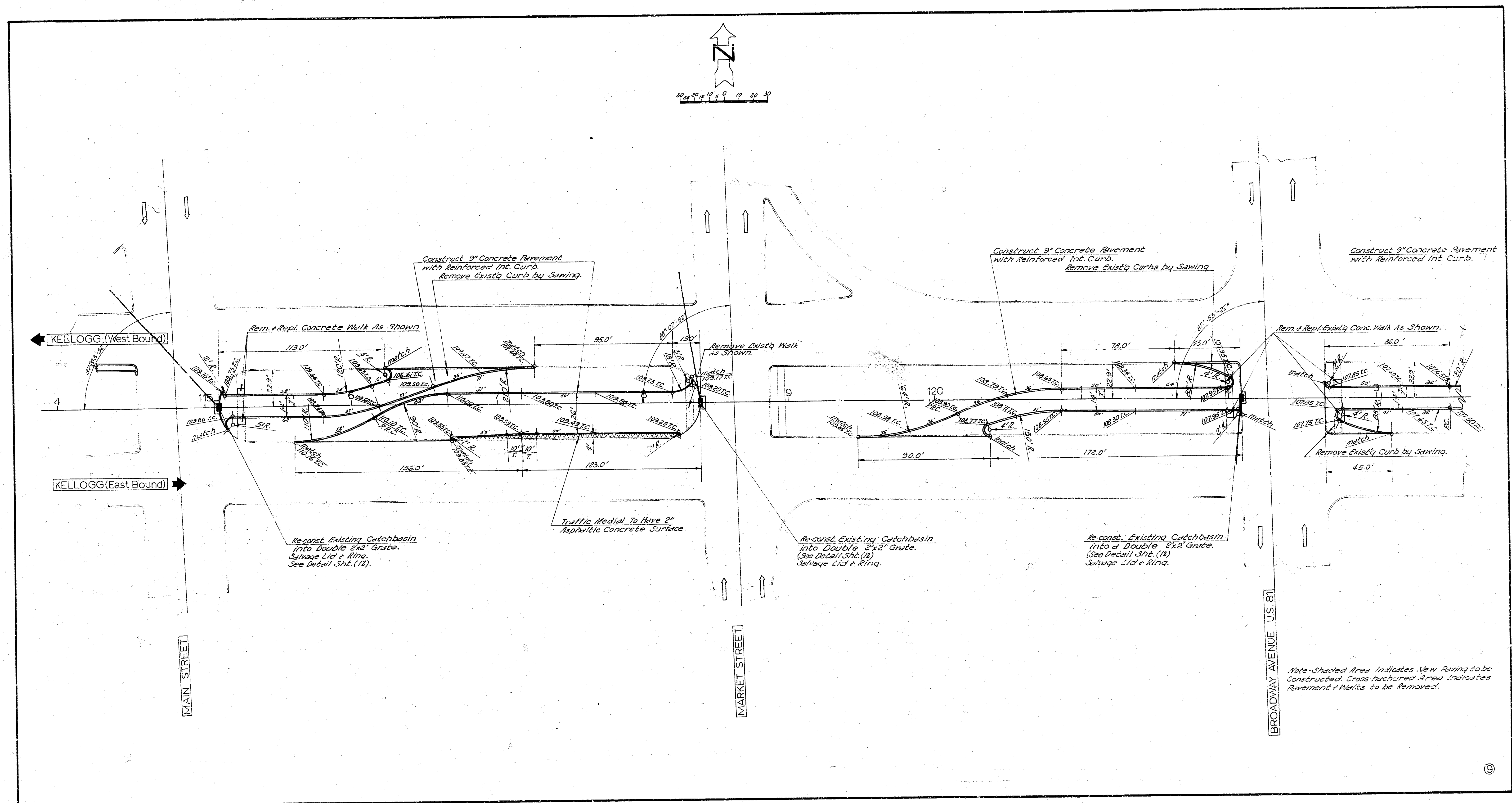


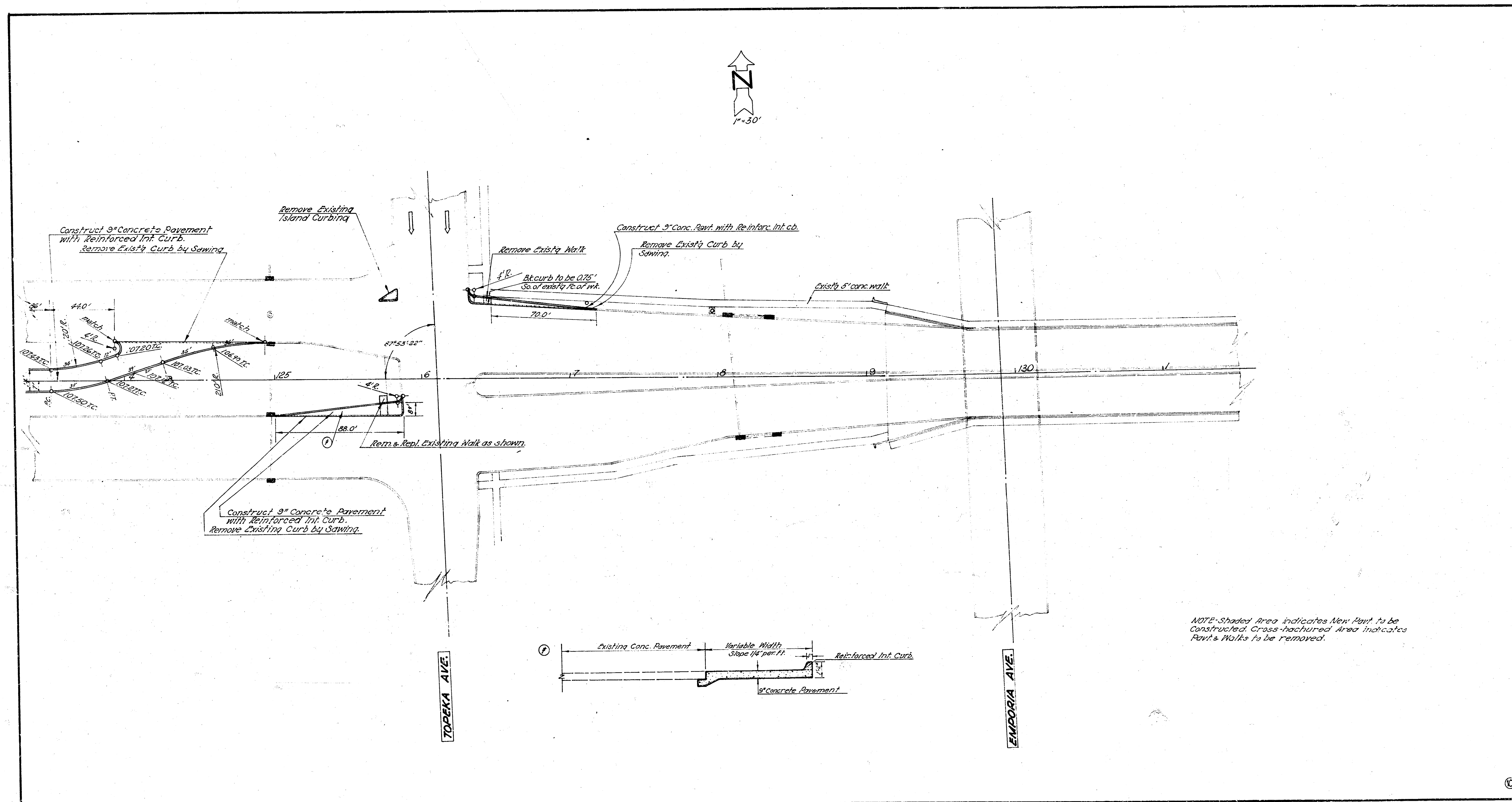
B.M. - 106.92' "Cut on curb, North Side Kellogg, 335' N. of Kellogg @ Michiz St. (State Hwy)
B.M. - 111.83' "E. bolt on top fire hydrant NW Cor. Kellogg & Main. (State Hwy)
B.M. - 109.00' "S.S.C. bolt top fire hydrant SW Cor. Kellogg & Poplar. (State Hwy)
B.M. - 101.45' "21' cut line on Road walk Toward S.W. Hwy. (C.A.W.)
B.M. - 110.01' S.W. Cor. bottom conc. step Nos. 708 So. Market. (C.A.W.)

Field Engineer Note - A bench mark Check should be run before any elevation grade stakes are set.



Note - Shaded Area indicates New Paving to be Constructed Cross-hatched Area indicates Pavement to be removed.







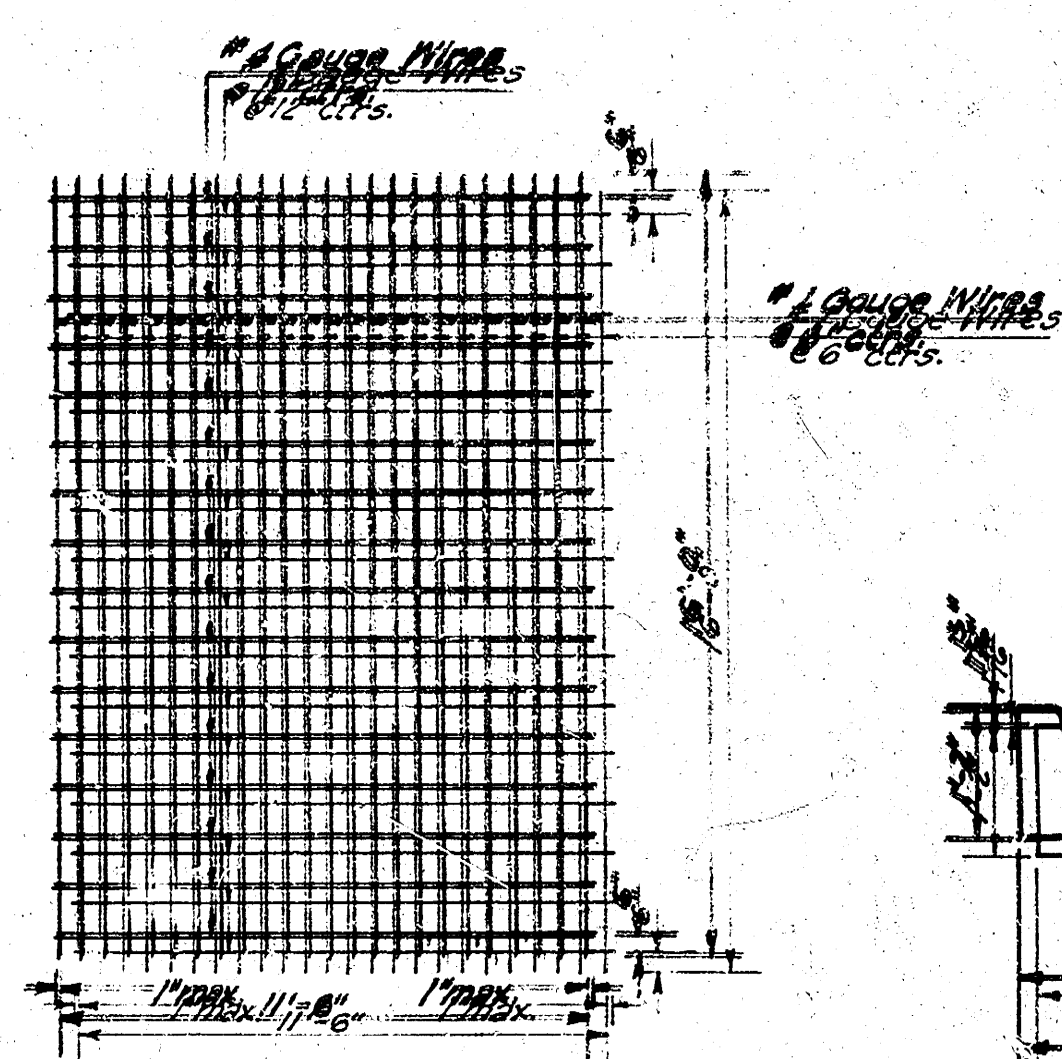
Note - The log shall extend beyond the first transverse pile of each abutment and shall extend beyond the first transverse pile of each pier.

The joints shall be wired securely at the edges and at intervals not to exceed 2' c/c. The full length of the log shall be wired at the top and bottom.

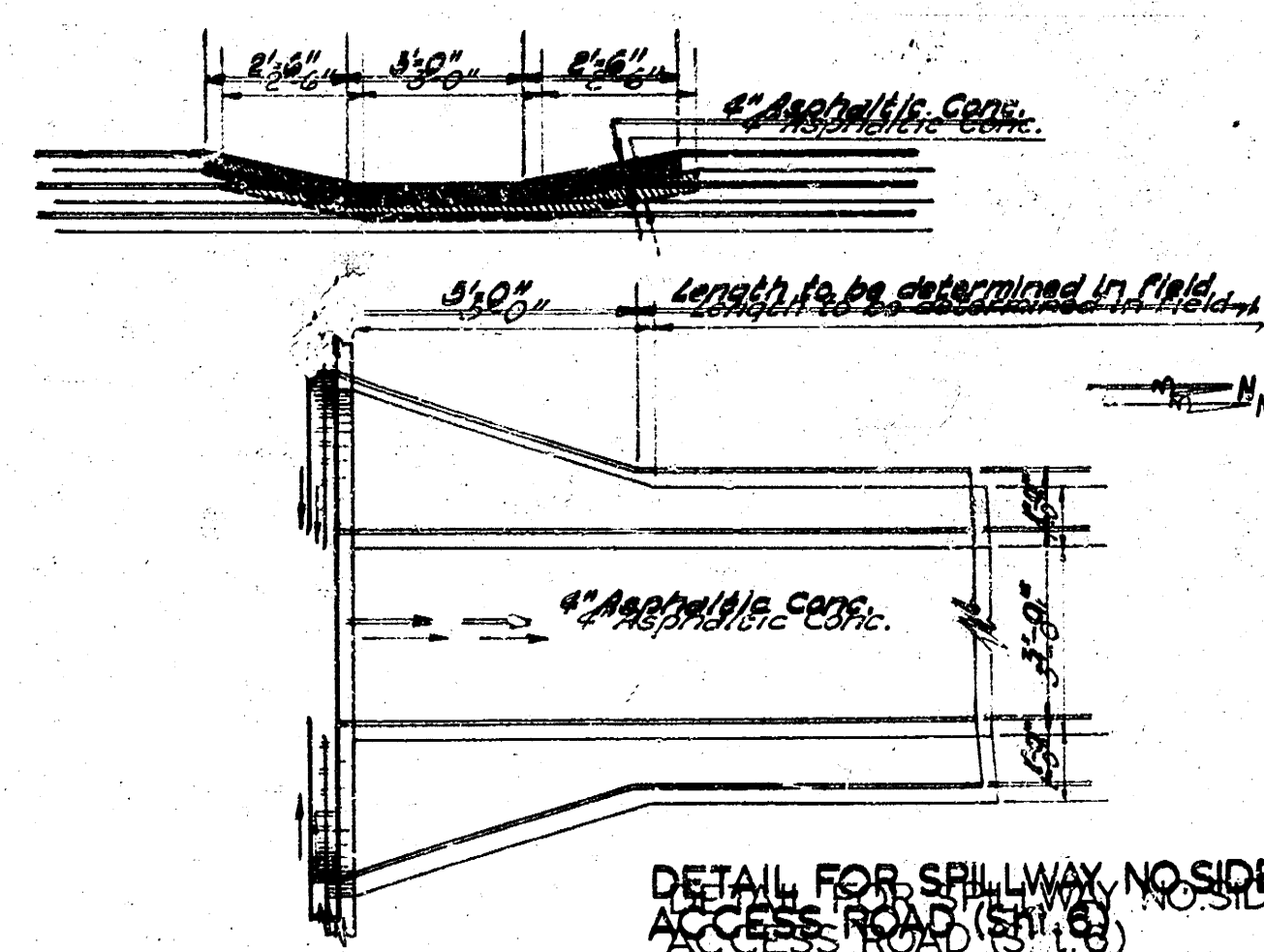
Other methods of securing the abutment or wing timber at the top & bottom shall be used with the approval of the Engineer.

Approximate weight of 10" x 12" x 12' = 4 lbs per sq ft.

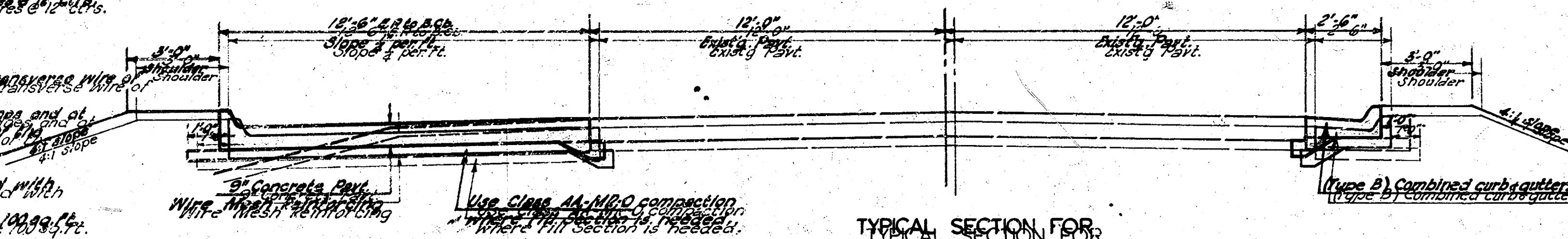
Approximate weight of 12" x 12" x 12' = 6 lbs per sq ft.



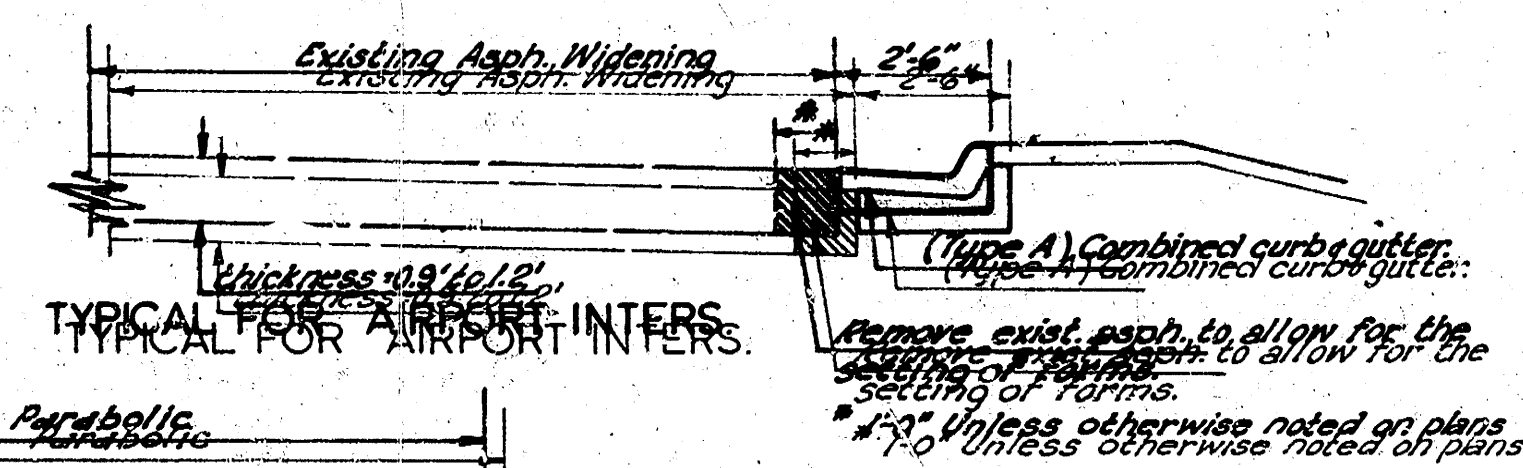
TYPICAL SHEET OF
WELDED WIRE MESH



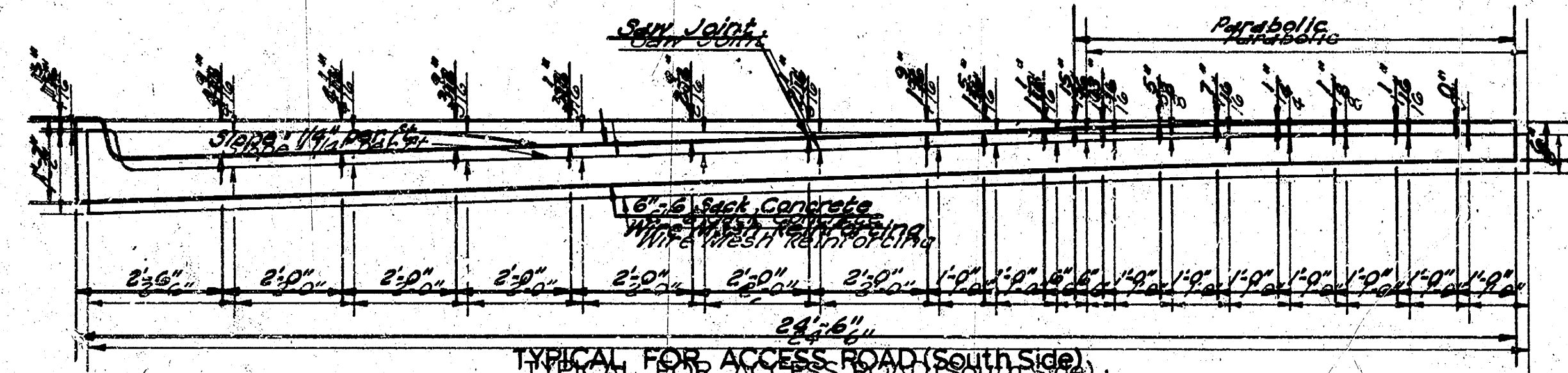
DETAIL FOR SPILLWAY NO SIDE
ACCESS ROAD (SH-6)



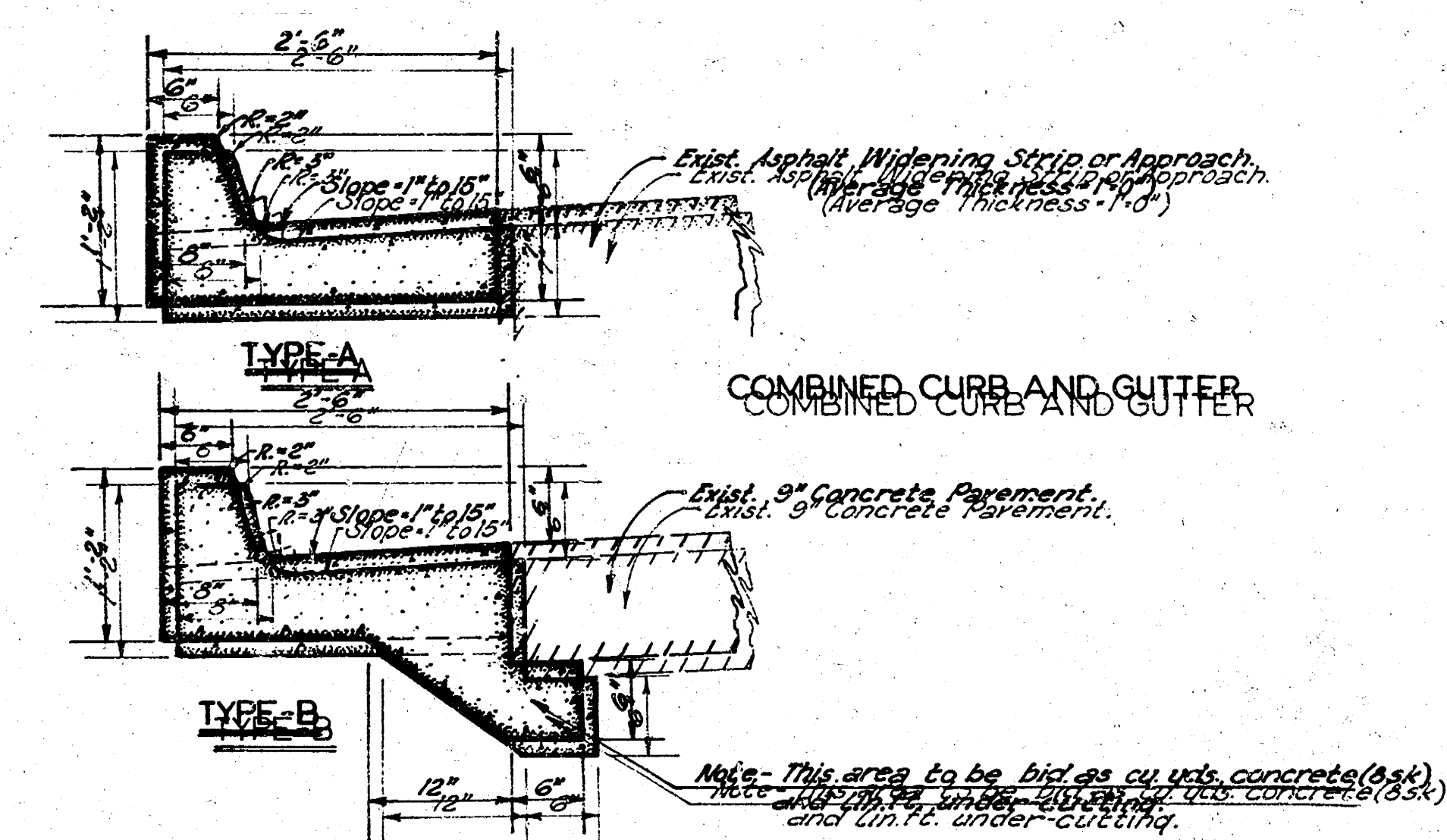
TYPICAL SECTION FOR
TYPICAL SECTION FOR



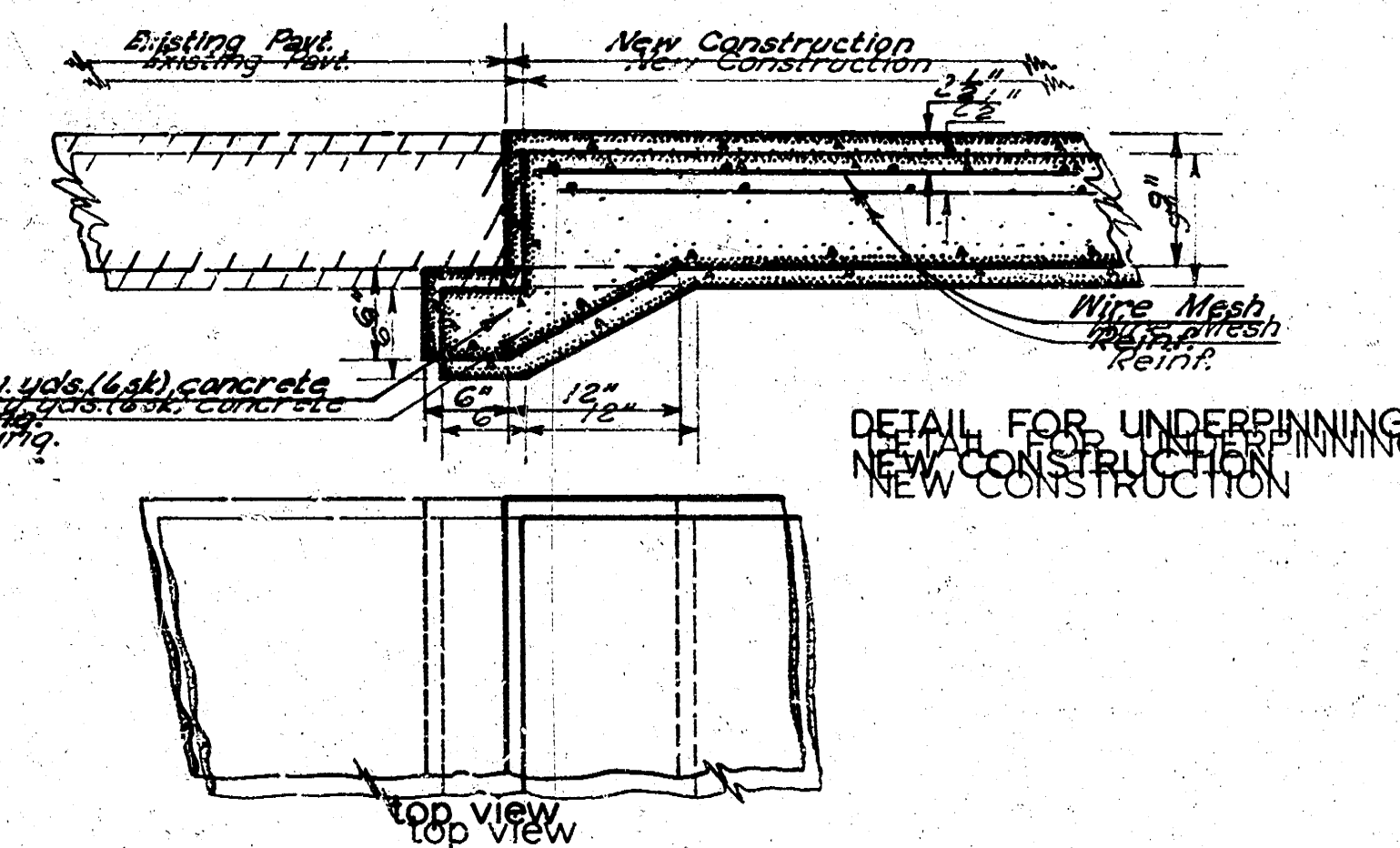
TYPICAL FOR AIRPORT INTERS



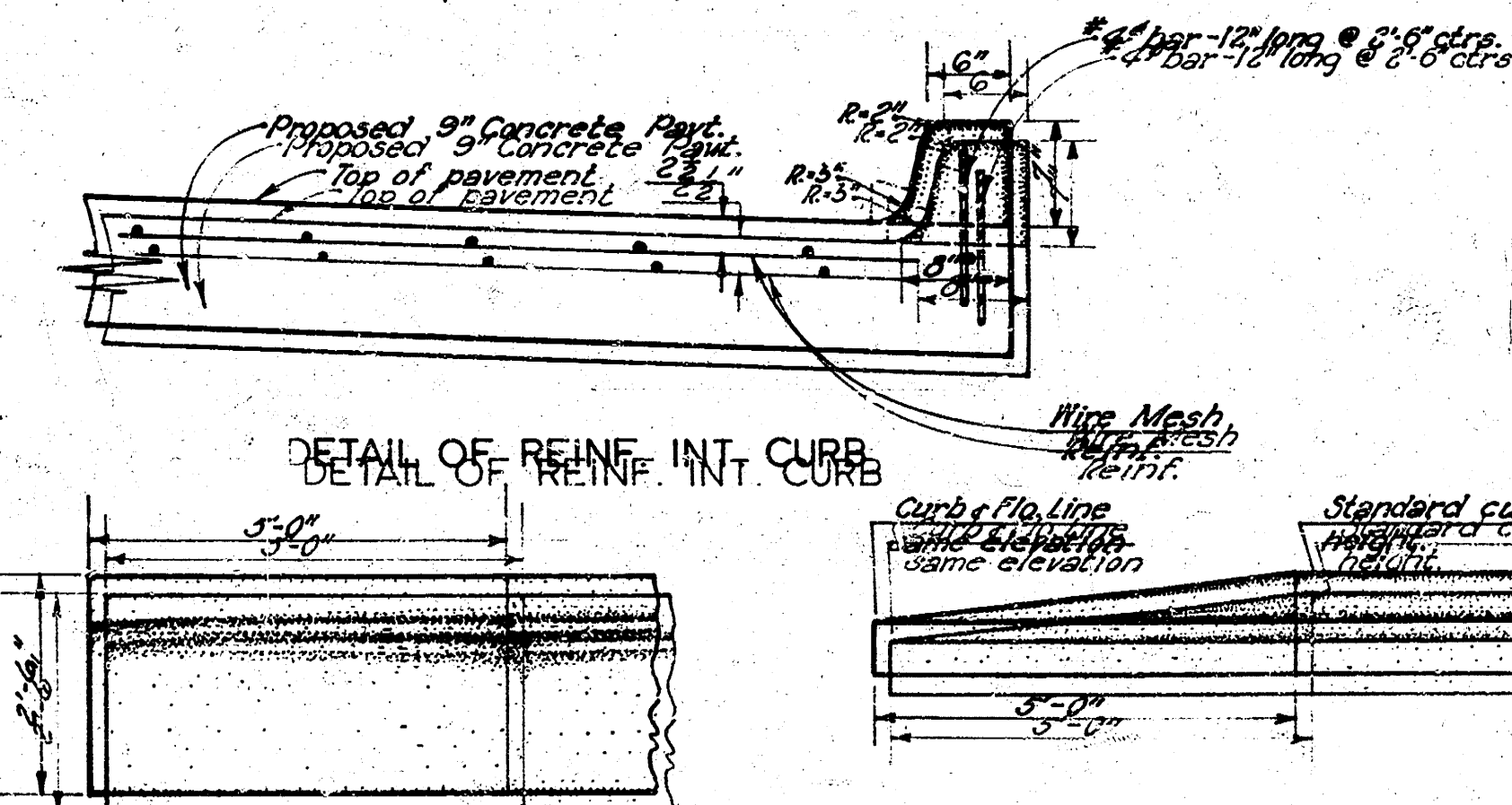
TYPICAL FOR ACCESS ROAD (South Side)
Sta 425.0 to 431.0
Sta 428.0 to 431.0



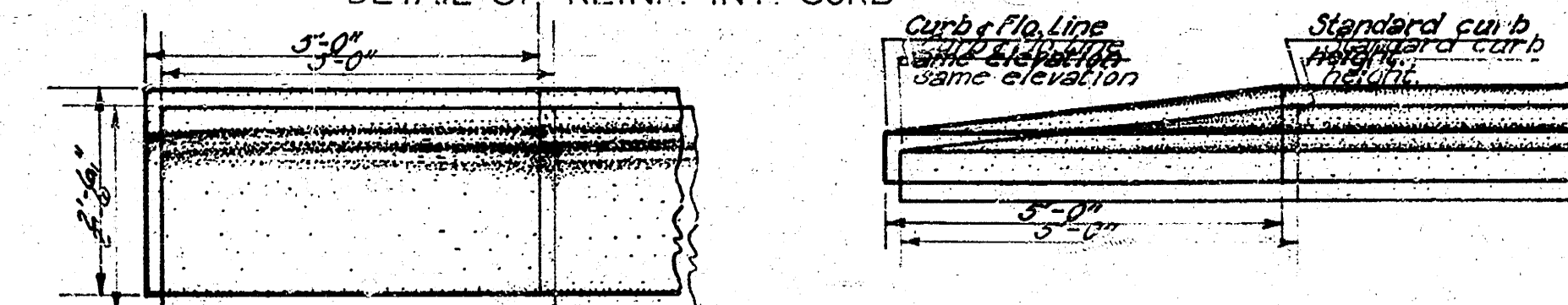
COMBINED CURB AND GUTTER
COMBINED CURB AND GUTTER



DETAIL FOR UNDERPINNING
NEW CONSTRUCTION

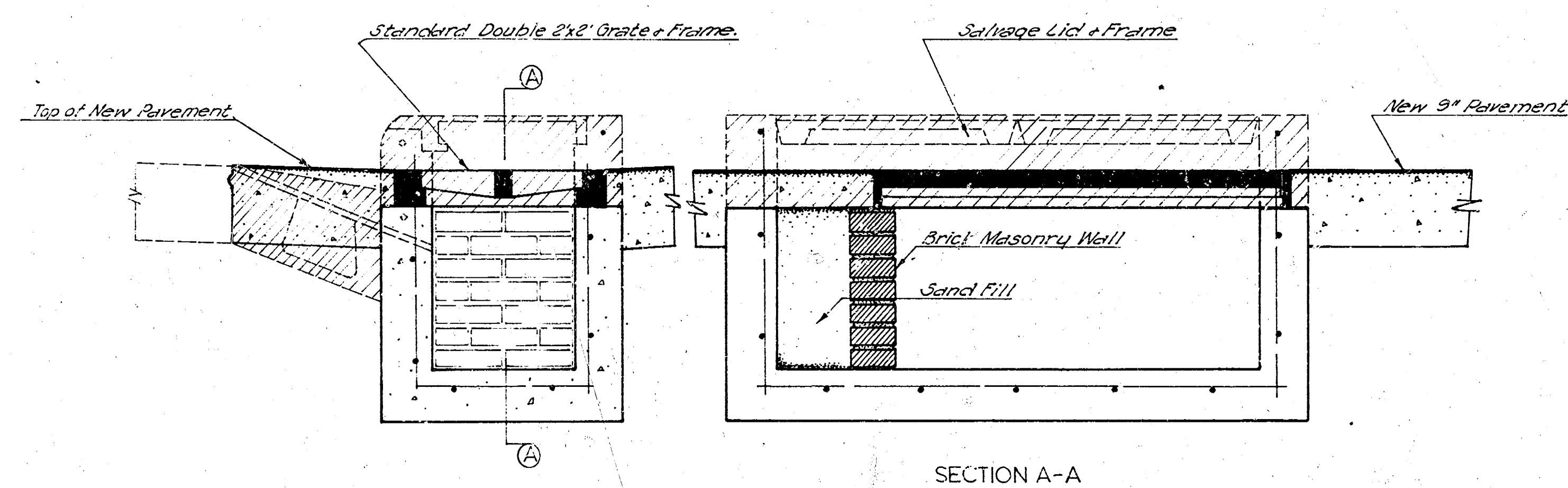


DETAIL OF REINF. INT. CURB

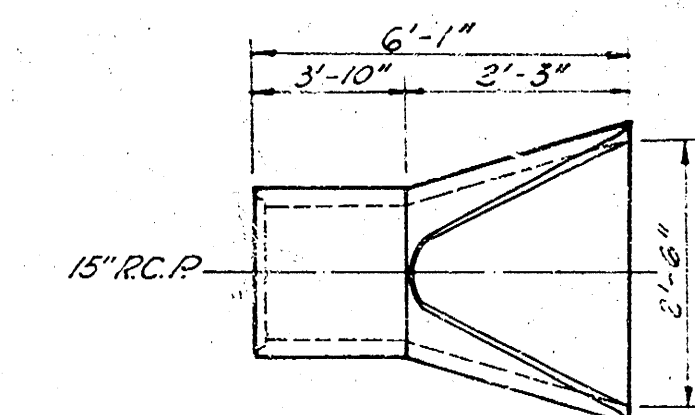
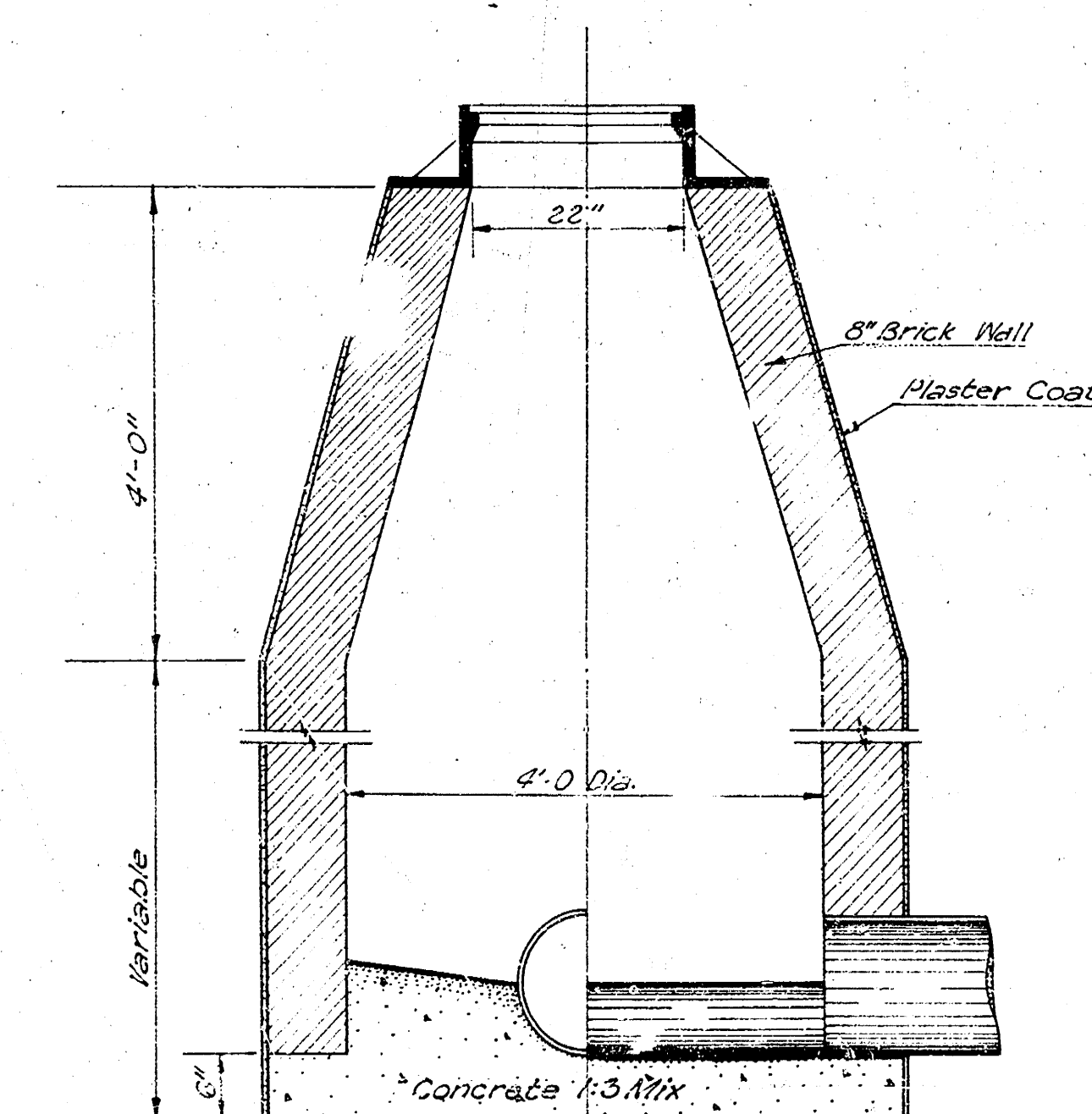
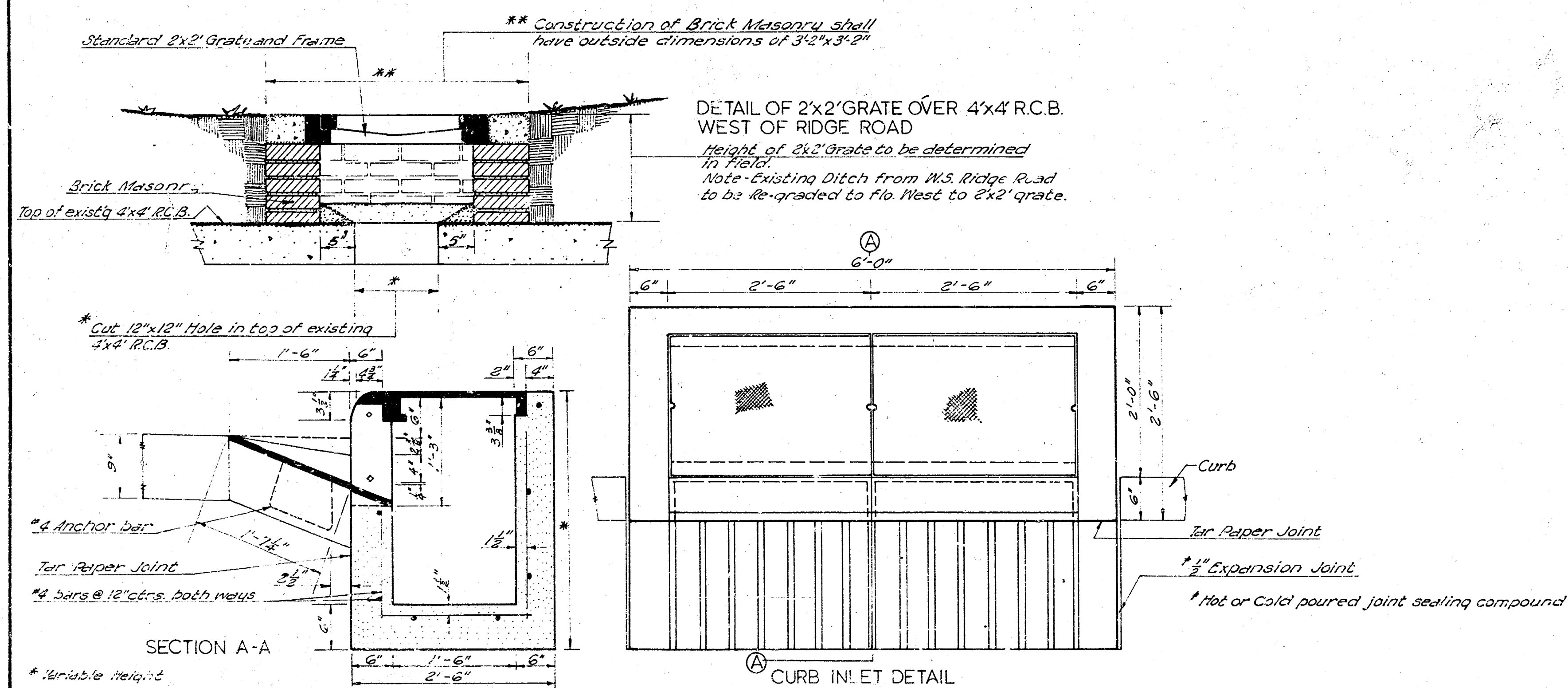
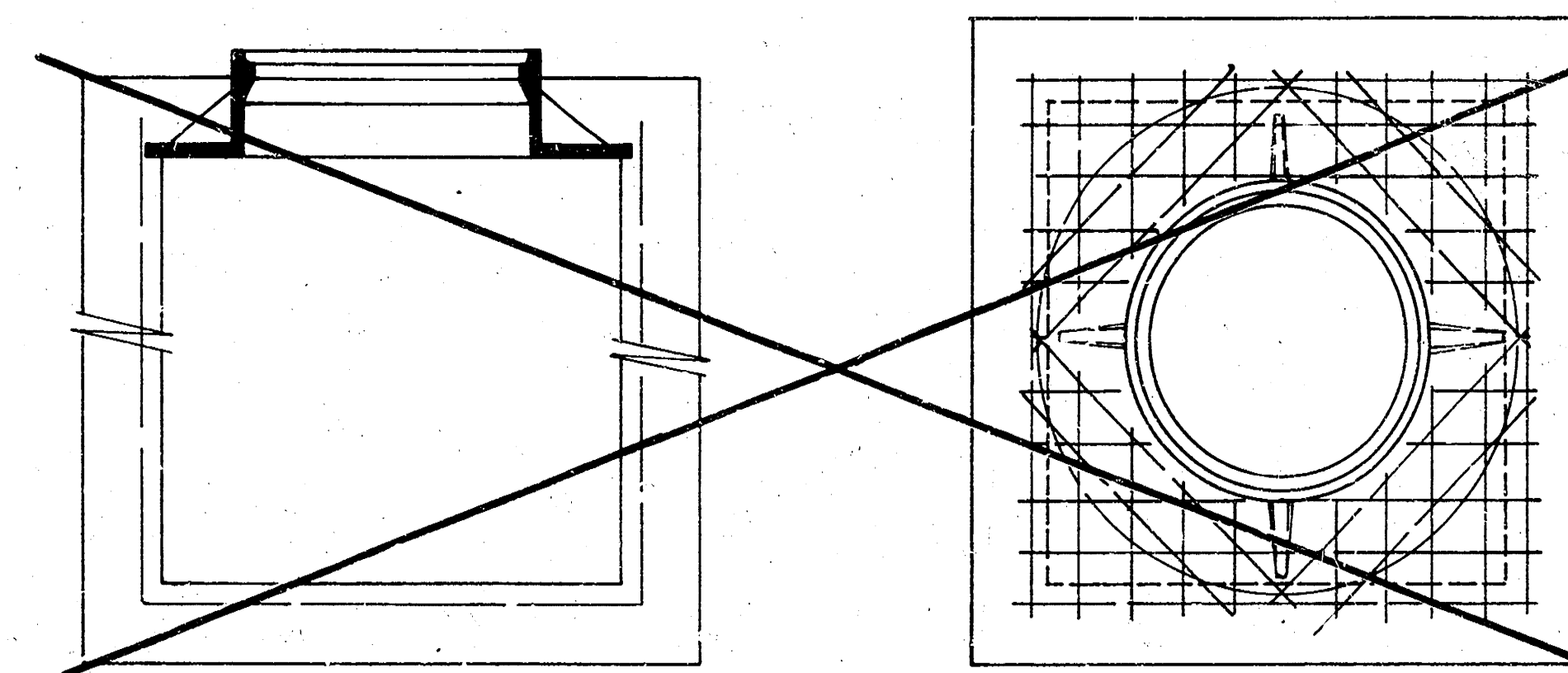


SECTION A-A
SECTION A-A

Note - Same conditions exist
Note - Same conditions exist
on 9 concrete drive
with reinf. int. curb.
with reinf. int. curb.



DETAIL OF EXISTING CATCHBASIN
CONVERTED TO DOUBLE 2x2' GRATE



DETAIL OF FLARED-END
PIPE SECTION

