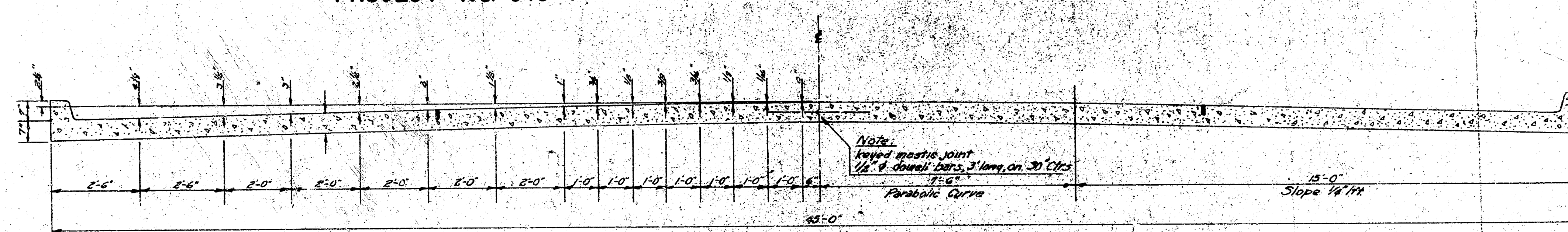


FROM E.L. BROADVIEW, W. TO
W.L. BLUFF & N. TO N.L. MORRIS

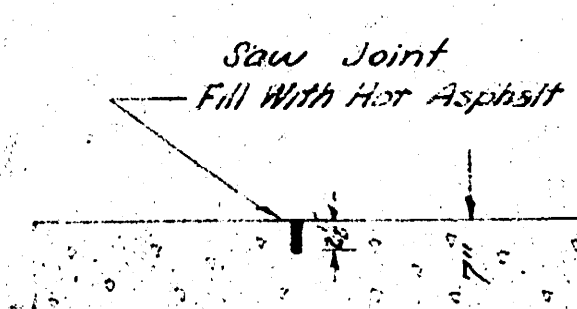
PROJECT NO. C16-7

FROM E.L. HILLSIDE, E. TO E.L. CLIFTON,
N. TO N.L. MORRIS, & E. TO W.L. BLUFF

PROJECT NO. C16-8



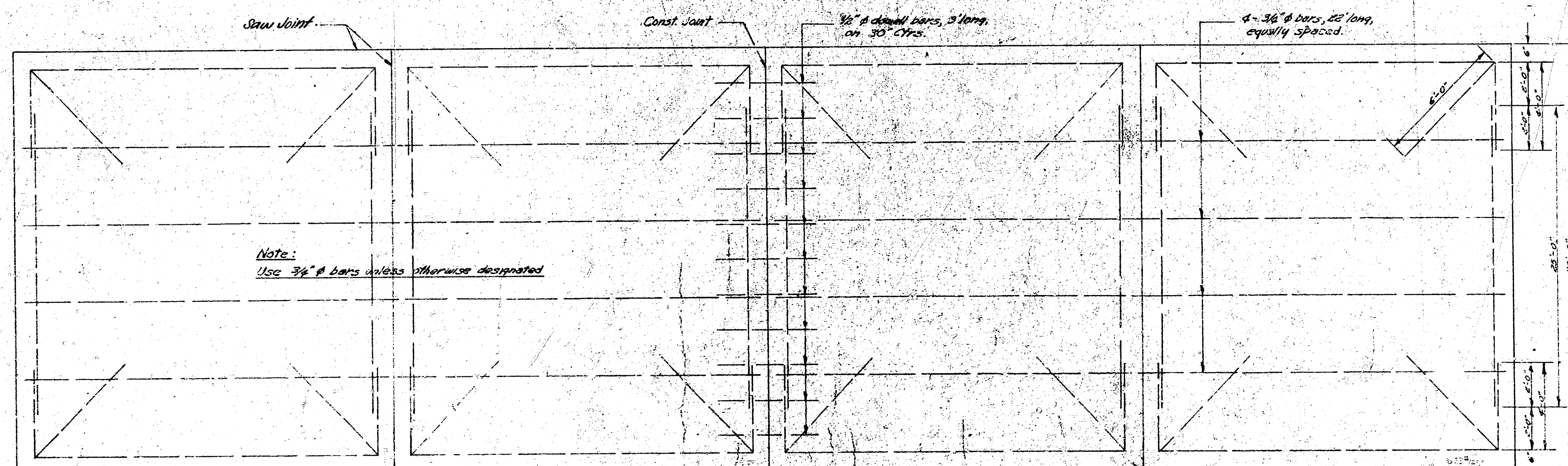
TYPICAL SECTION
NO SCALE



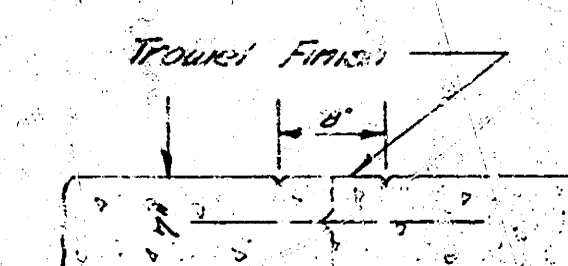
TRANSVERSE & LONGITUDINAL
JOINT DETAIL
NO SCALE

NOTE -

WHERE CURBS IN THE SAME SECTION
ARE AT DIFFERENT ELEVATIONS USE
ELEVATION SHOWN ON PLAN FOR
CONSTRUCTION JOINT.



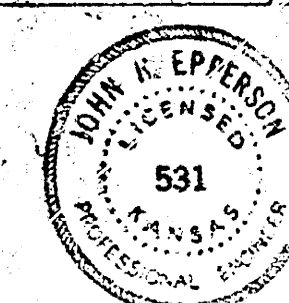
STEEL PATTERN
NO SCALE

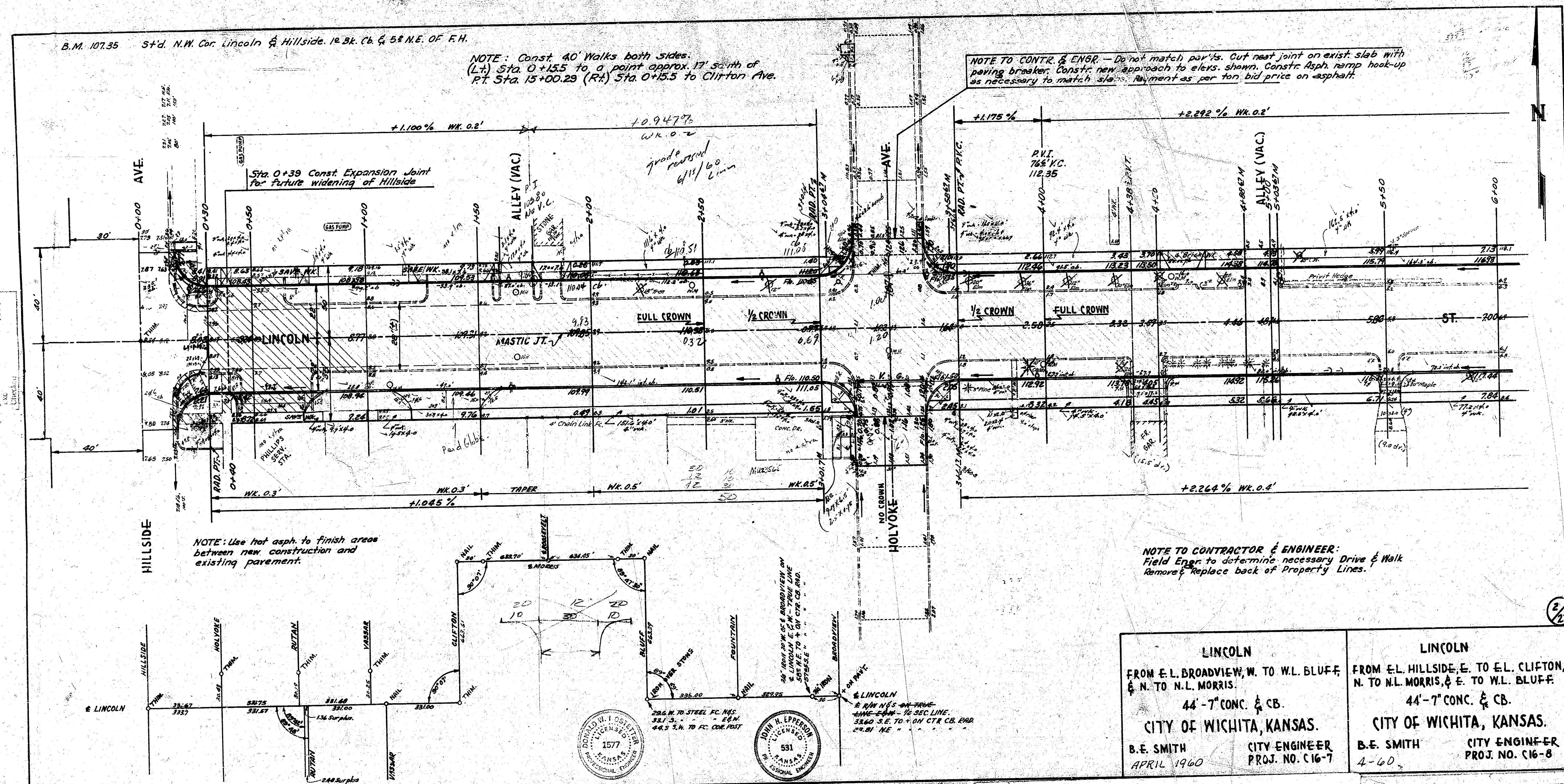


C.L. MARKER DETAIL
NO SCALE

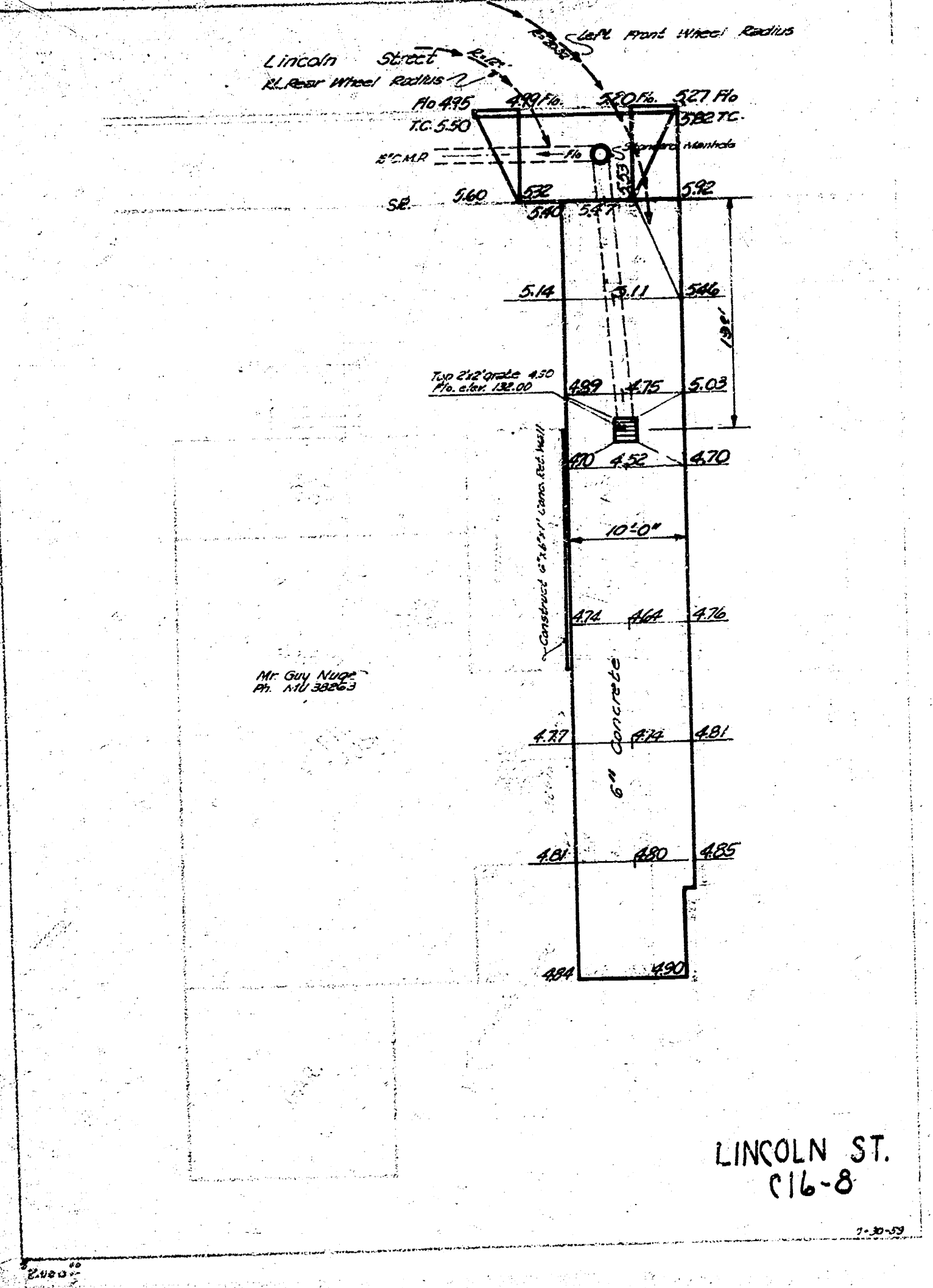
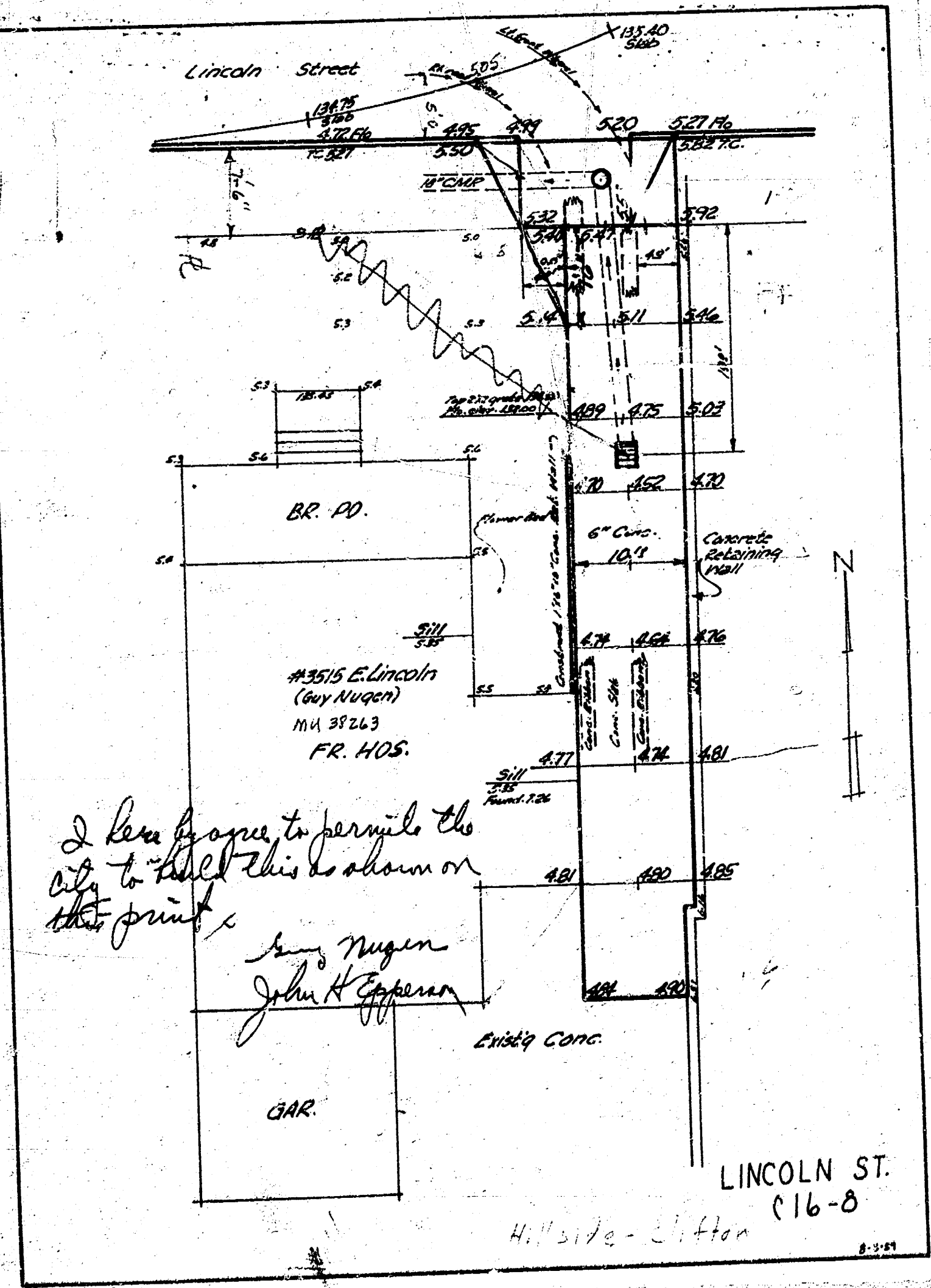
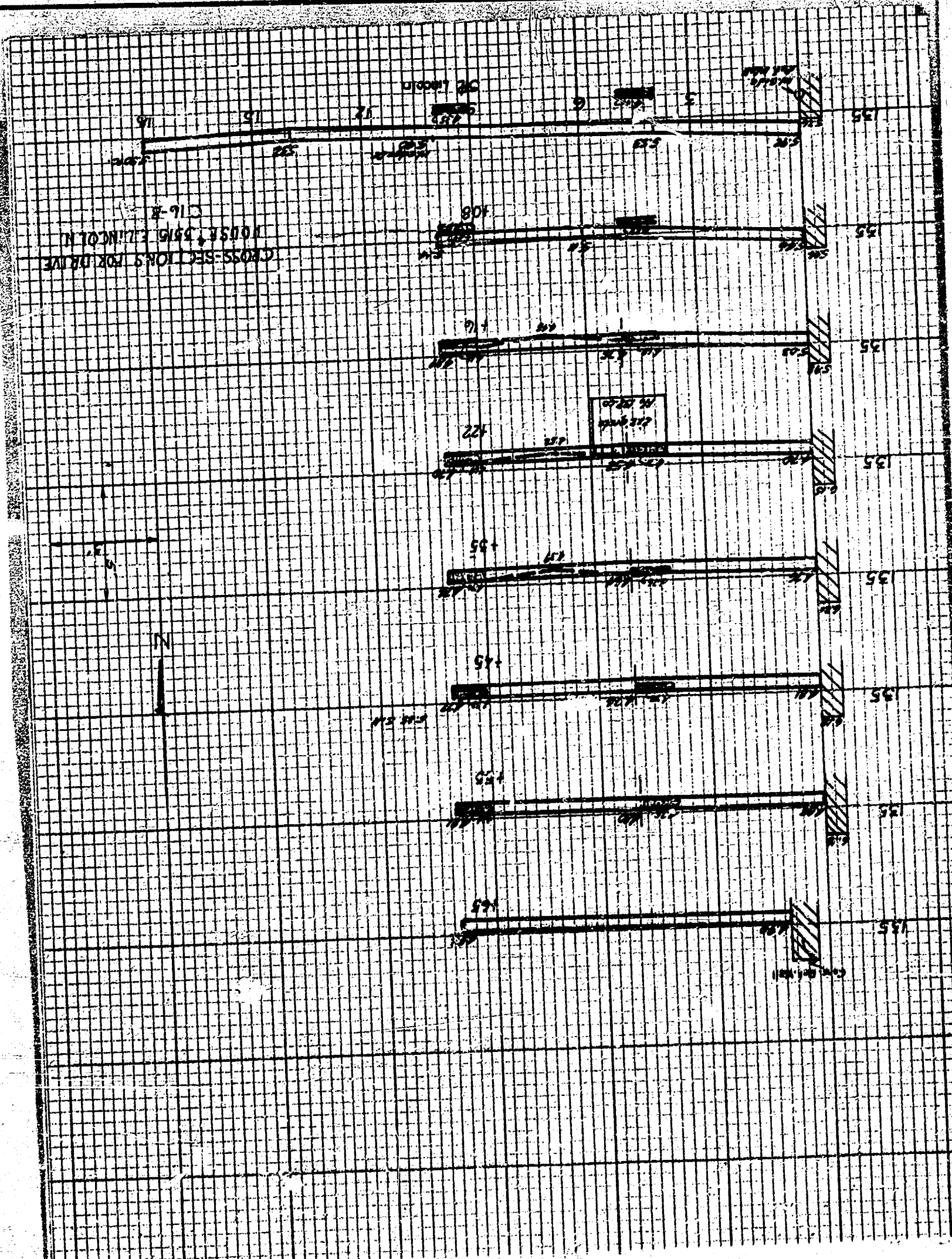
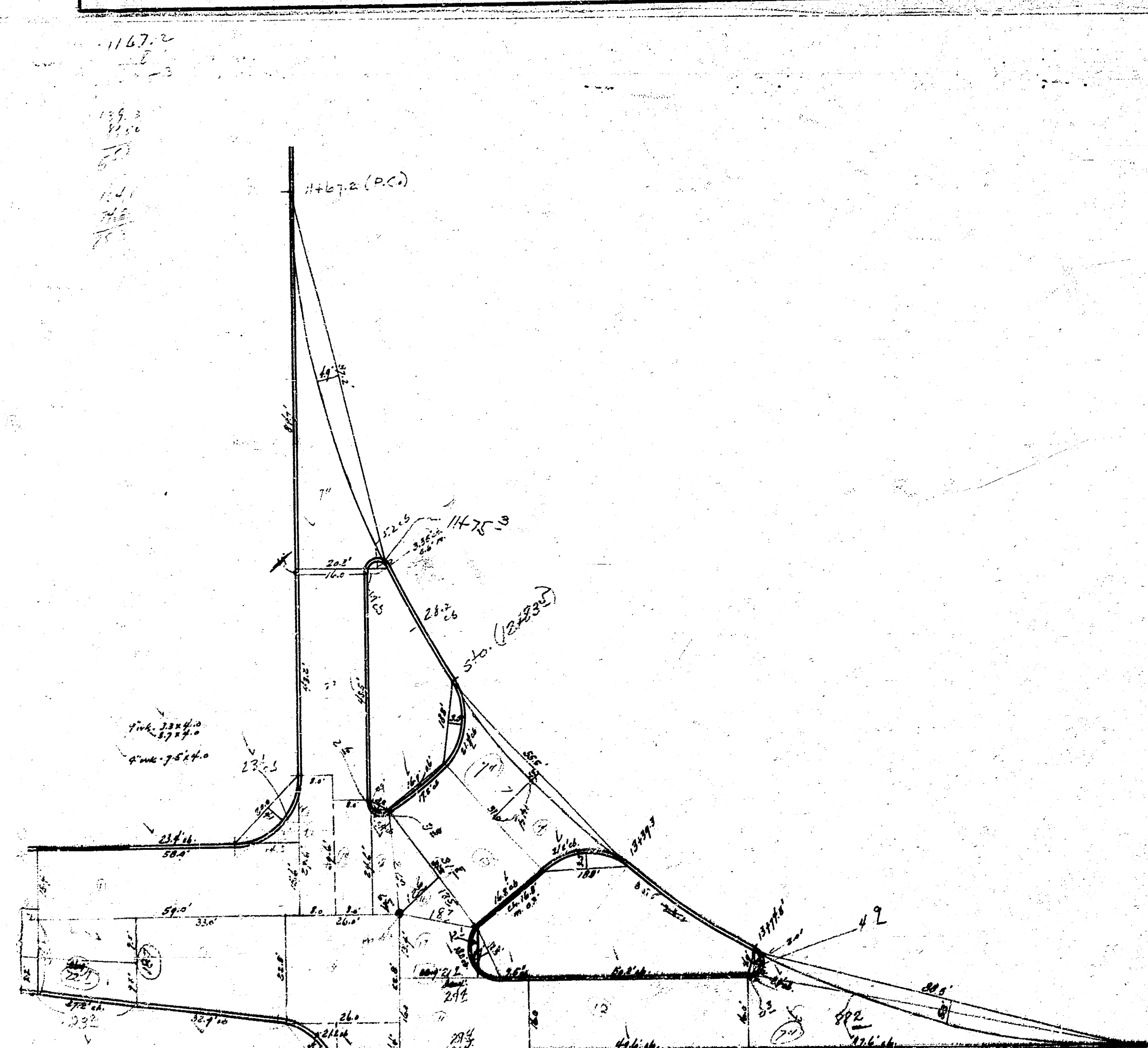
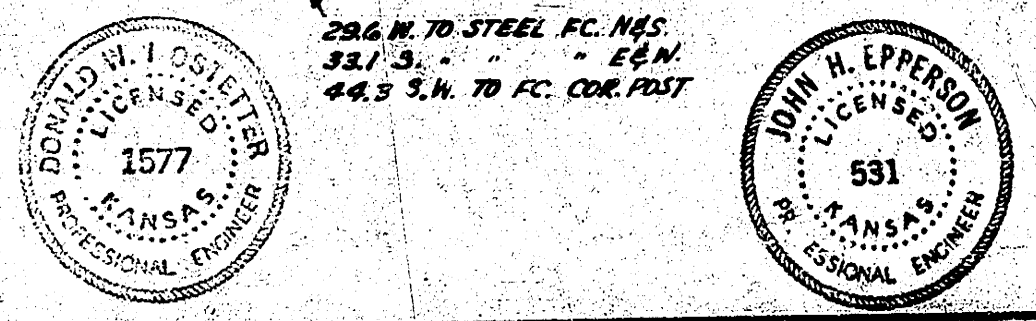
11-7-50

Incident includes





FROM E.L. BROADVIEW, W. TO W.L. BLUFF & N. TO N.L. MORRIS 44'-7" CONC. & CB. CITY OF WICHITA, KANSAS. B.E. SMITH APRIL 1960	FROM E.L. HILLSIDE, E. TO E.L. CLIFTON, N. TO N.L. MORRIS, & E. TO W.L. BLUFF 44'-7" CONC. & CB. CITY OF WICHITA, KANSAS. B.E. SMITH 4-60
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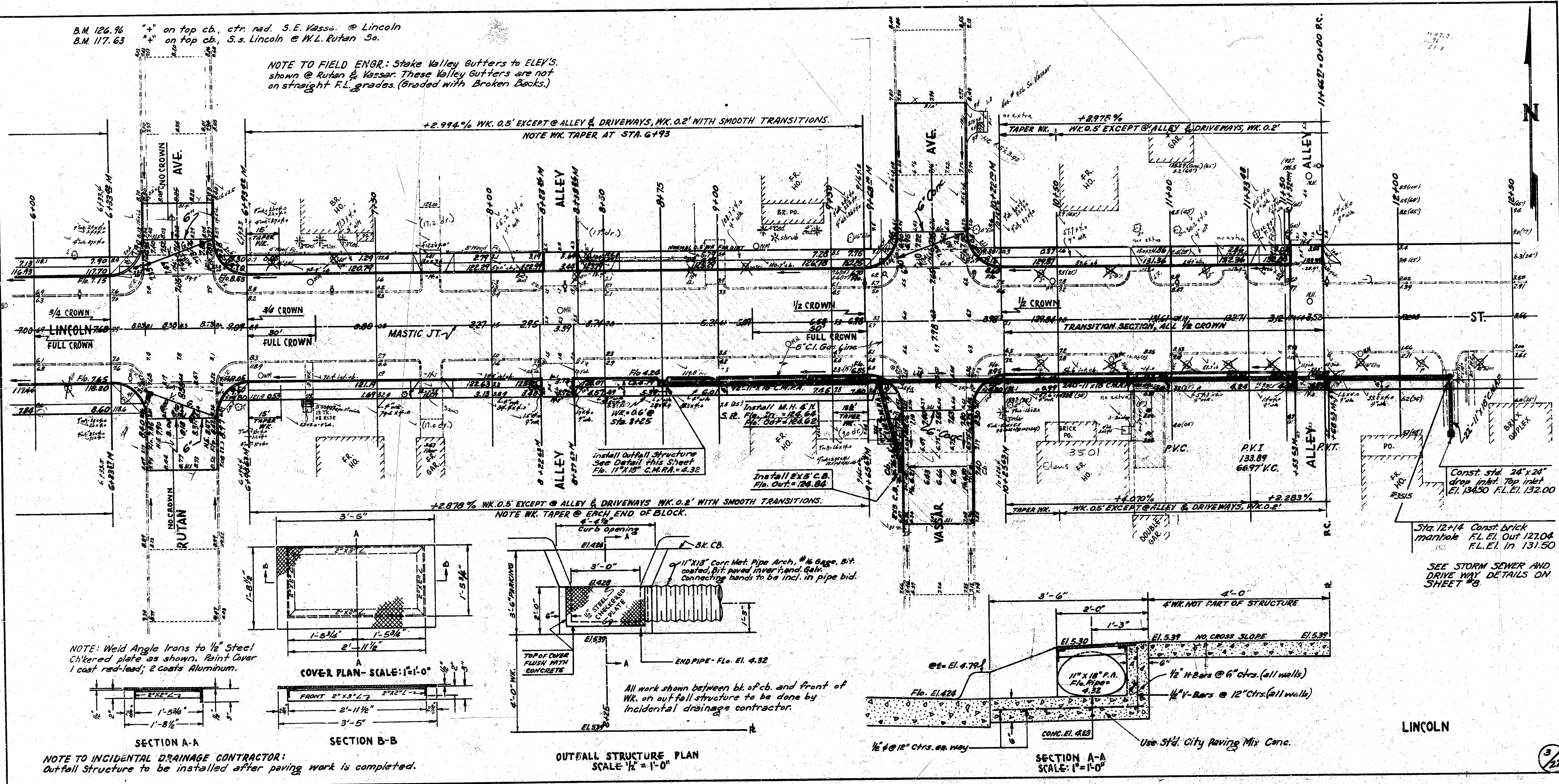


B.M. 126.96
B.M. 117.63

NOTE TO FIELD ENGR: Stake Valley Butters to ELEV'S.
shown @ Rutan & Vassar. These Valley Butters are not
on straight F.L. grades. (Graded with Broken Backs.)

+2.99% WK 0.5' EXCEPT @ ALLEY & DRIVEWAYS, WK 0.2' WITH SMOOTH TRANSITIONS.
NOTE WK TAPER AT STA. 6+93

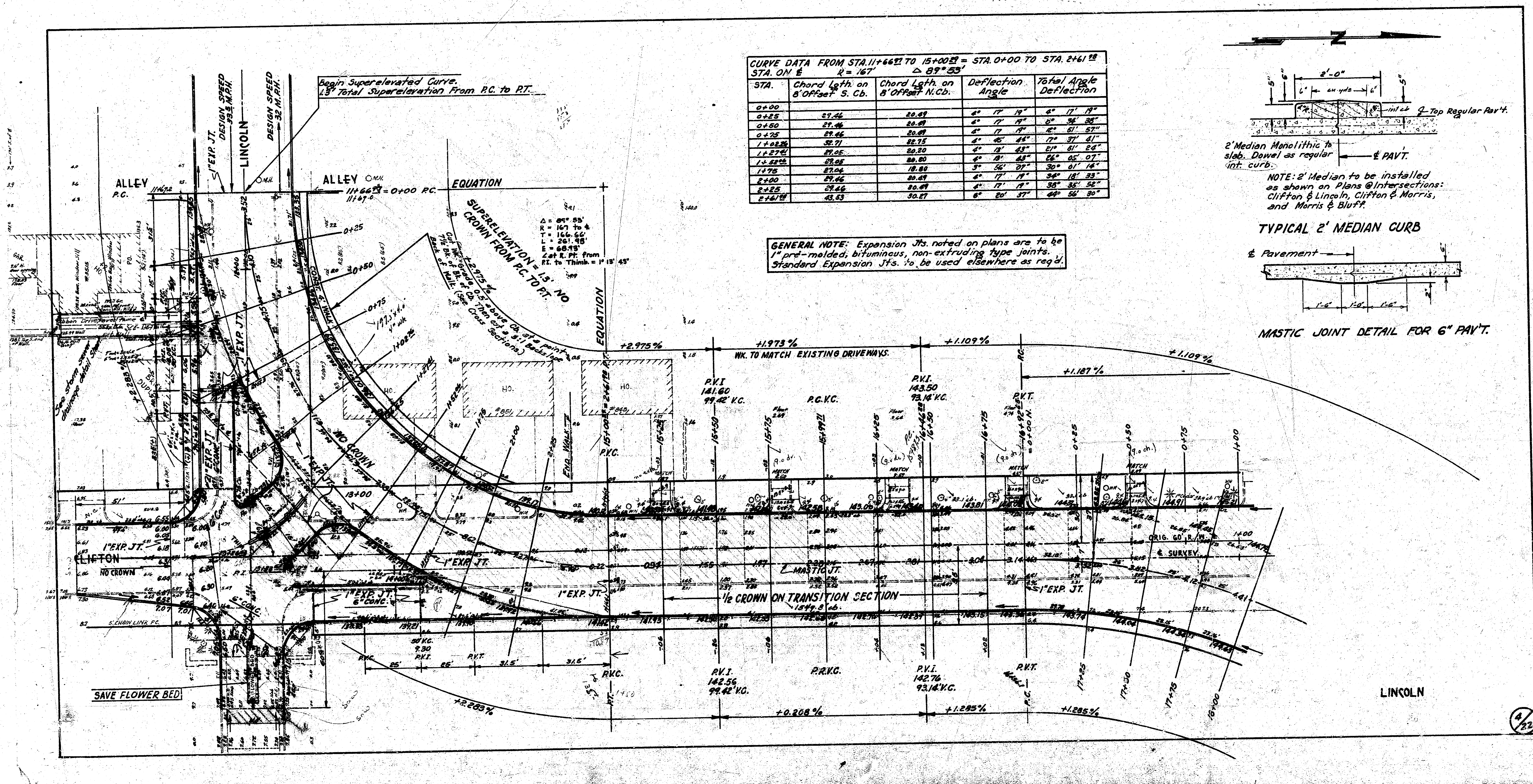
+2.97% WK 0.5' EXCEPT @ ALLEY & DRIVEWAYS, WK 0.2' WITH SMOOTH TRANSITIONS.
NOTE WK TAPER AT STA. 6+93



SEE STORM SEWER AND
DRIVE WAY DETAILS ON
SHEET 19

LINCOLN

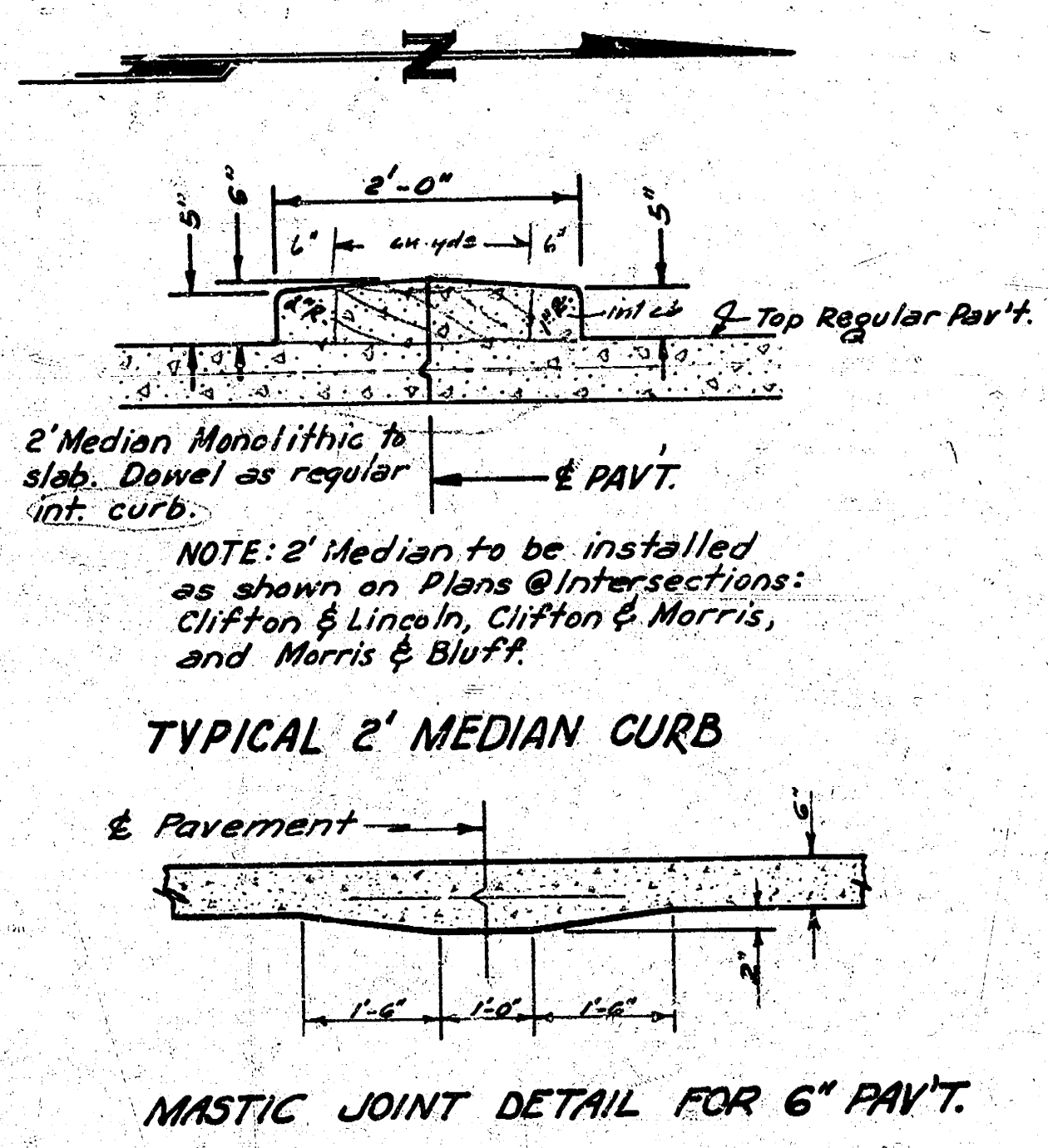
3/22

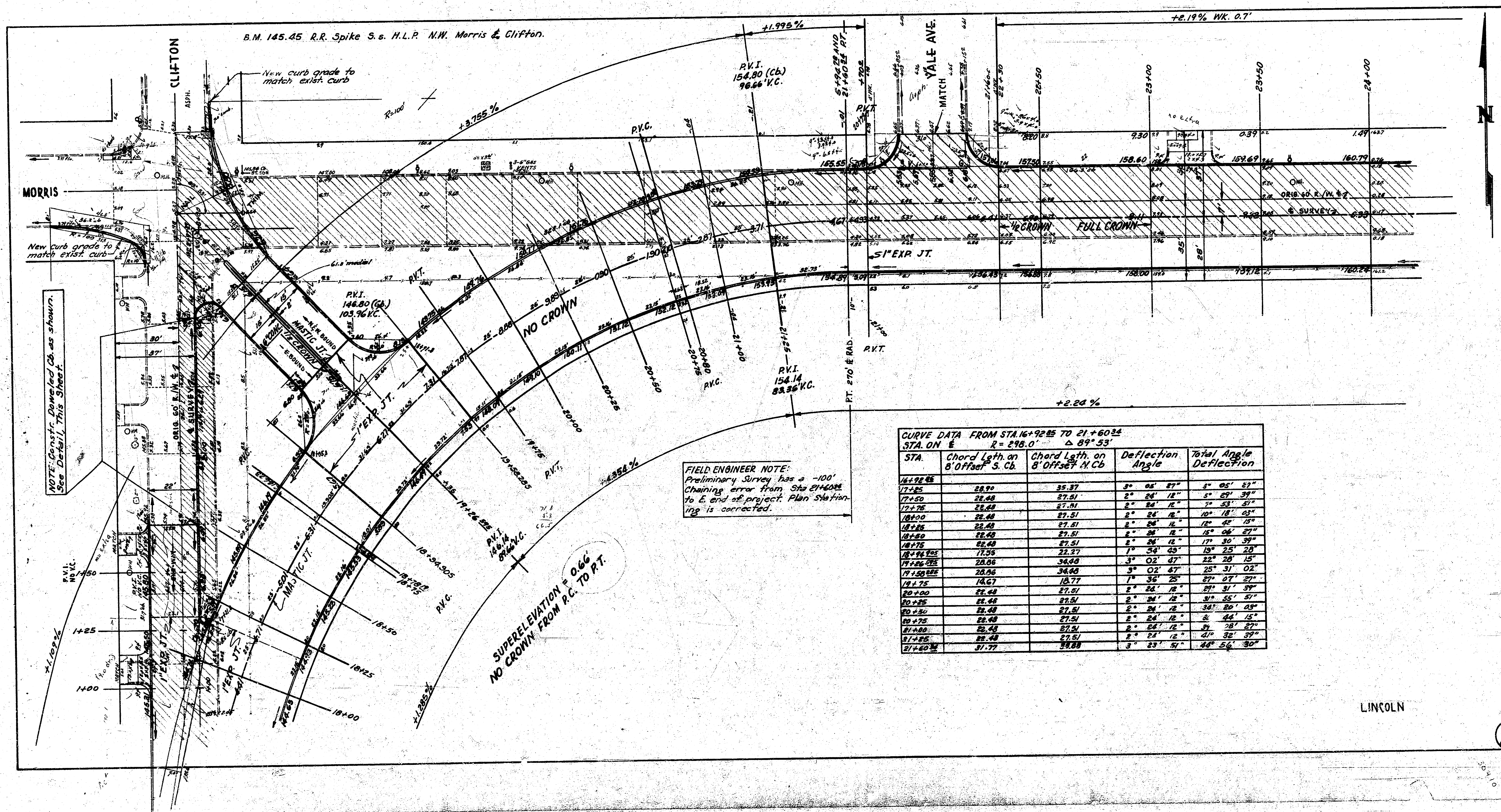


CURVE DATA FROM STA. 11+66.11 TO 15+00.00 = STA. 0+00 TO STA. 2+61.18
STA. ON E. R = 167' Δ = 89° 53'

STA.	Chord Lgth. on S. Cb.	Chord Lgth. on N. Cb.	Deflection Angle	Total Angle Deflection
0+00	27.44	20.67	4° 17' 19"	4° 17' 19"
0+25	27.46	20.69	4° 17' 19"	8° 34' 38"
0+50	27.48	20.71	4° 17' 19"	12° 51' 57"
0+75	27.50	20.73	4° 17' 19"	17° 09' 16"
1+00	27.52	20.75	4° 17' 19"	21° 26' 35"
1+25	27.54	20.77	4° 17' 19"	25° 43' 54"
1+50	27.56	20.79	4° 17' 19"	29° 61' 13"
1+75	27.58	20.81	4° 17' 19"	33° 18' 32"
2+00	27.60	20.83	4° 17' 19"	37° 35' 51"
2+25	27.62	20.85	4° 17' 19"	41° 53' 10"
2+50	27.64	20.87	4° 17' 19"	46° 10' 29"
2+61.18	43.53	30.27	8° 34' 38"	54° 45' 07"

GENERAL NOTE: Expansion Jts. noted on plans are to be 1" pre-molded, bituminous, non-extruding type joints. Standard Expansion Jts. to be used elsewhere as req'd.



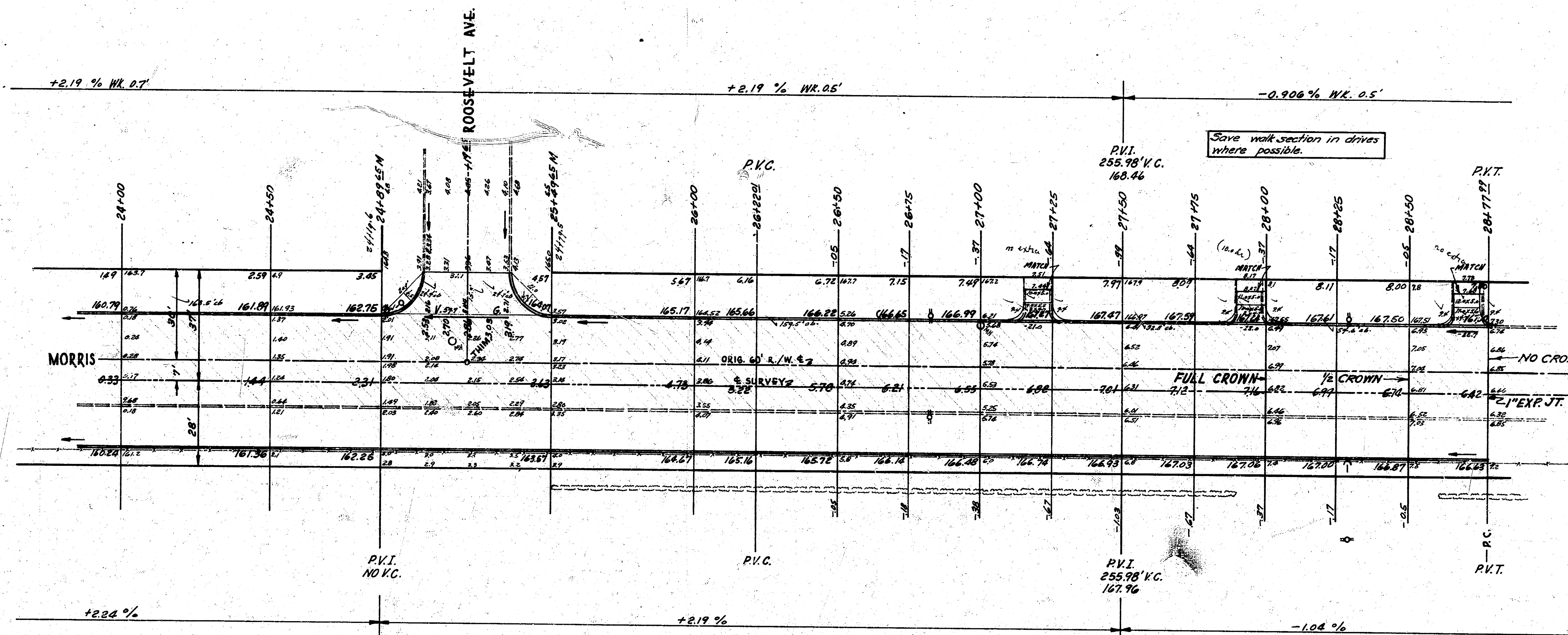


CURVE DATA FROM STA. 16+92.85 TO 21+60.24
 STA. ON E R = 298.0' Δ 89° 53'

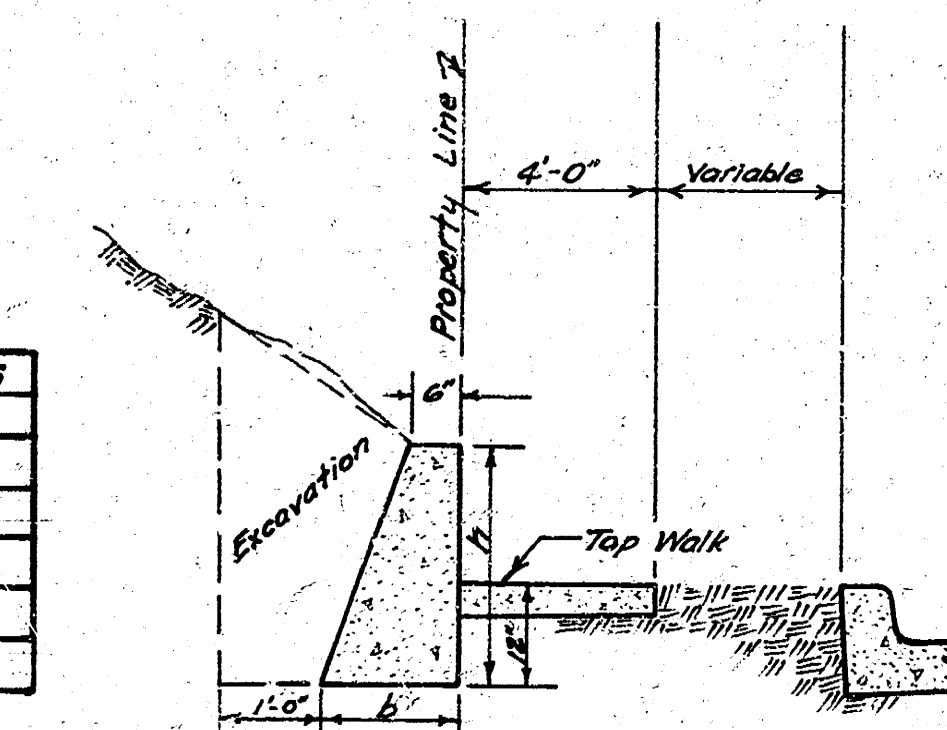
STA.	Chord Lth. on 8' Offset S. Cb.	Chord Lth. on 8' Offset N. Cb.	Deflection Angle	Total Angle Deflection
16+92.85				
17+25	28.90	33.37	3° 05' 21"	3° 05' 21"
17+50	28.68	37.91	2° 24' 18"	5° 29' 39"
17+75	28.69	42.41	2° 24' 18"	7° 53' 57"
18+00	28.48	47.51	2° 24' 18"	10° 18' 15"
18+25	28.48	52.51	2° 24' 18"	12° 42' 33"
18+50	28.48	57.51	2° 24' 18"	15° 06' 51"
18+75	28.48	62.51	2° 24' 18"	17° 30' 59"
19+00	28.48	67.51	2° 24' 18"	19° 55' 17"
19+25	28.48	72.51	2° 24' 18"	22° 19' 35"
19+50	28.48	77.51	2° 24' 18"	24° 43' 53"
19+75	28.48	82.51	2° 24' 18"	27° 08' 11"
20+00	28.48	87.51	2° 24' 18"	29° 32' 29"
20+25	28.48	92.51	2° 24' 18"	31° 56' 47"
20+50	28.48	97.51	2° 24' 18"	34° 21' 05"
20+75	28.48	102.51	2° 24' 18"	36° 45' 23"
21+00	28.48	107.51	2° 24' 18"	39° 09' 41"
21+25	28.48	112.51	2° 24' 18"	41° 33' 59"
21+50	28.48	117.51	2° 24' 18"	43° 58' 17"
21+60.24	28.48	122.51	2° 24' 18"	46° 22' 35"

LINCOLN

B.M. 164.14 + Top of E.s. Roosevelt @ N.L. Morris.

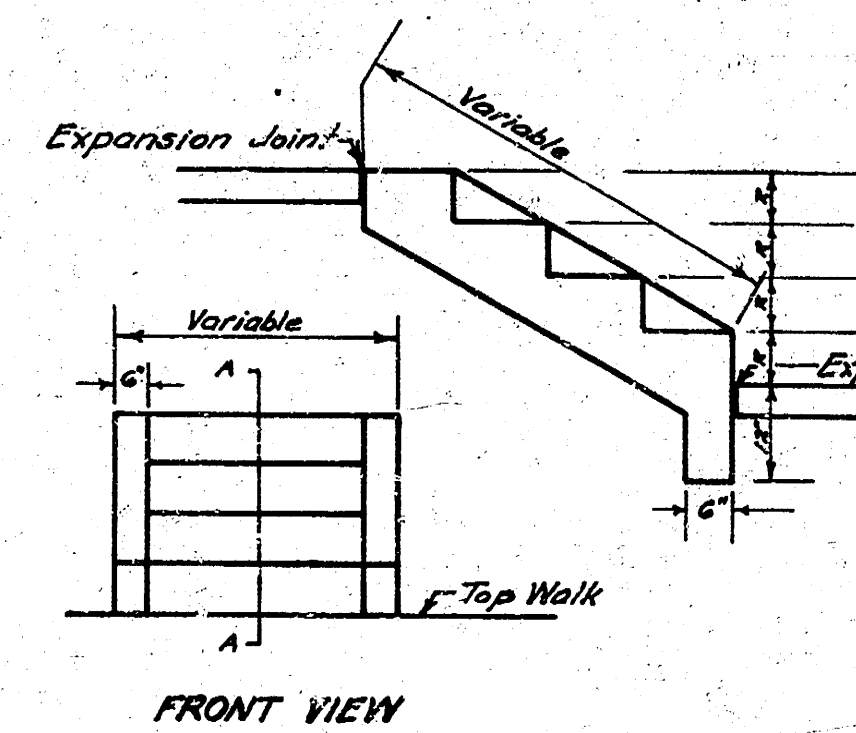


DIMENSIONS	
H	B
2'-0"	13"
2'-6"	17"
3'-0"	20"
3'-6"	24"
4'-0"	28"

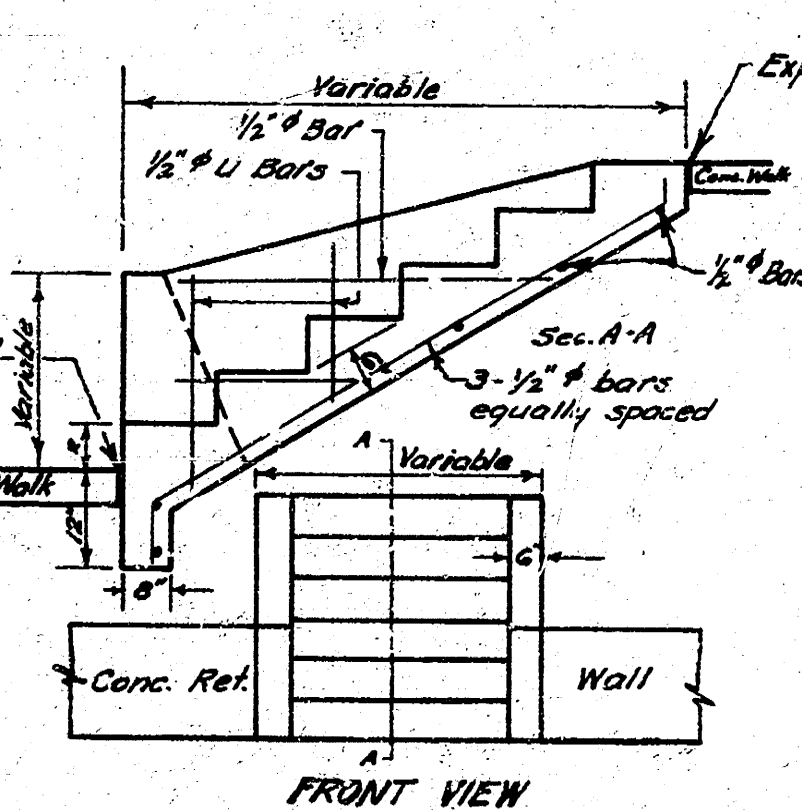


NOTE: Bid price on conc. retaining walls shall be by lin. ft. including all construction costs, including excavation. Backfill to be hand tamped to cut density.

CONCRETE STEP DETAIL NO RET. WALL



CONCRETE STEP DETAIL WITH RET. WALL

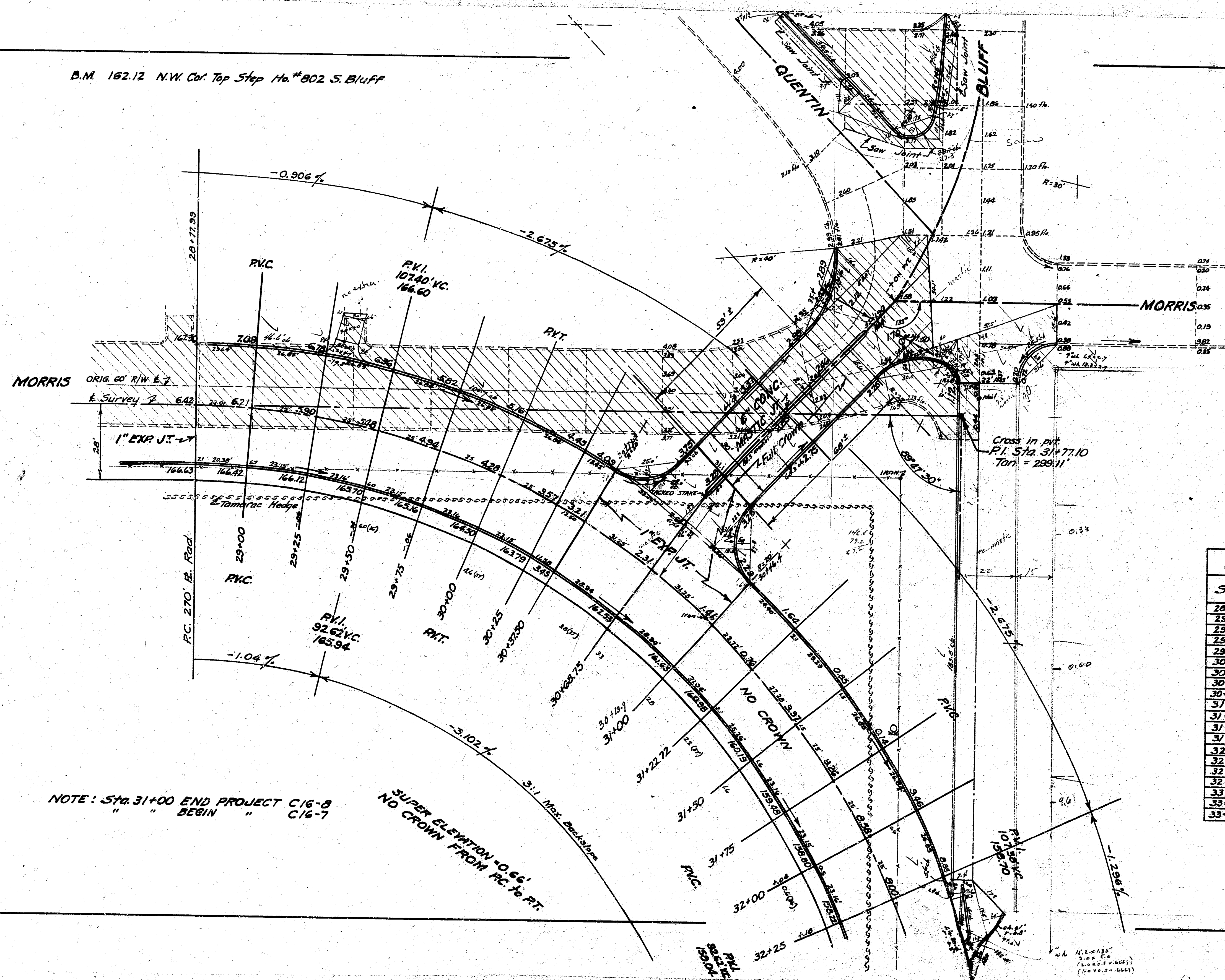


STEP DIMENSIONS	
Riser	Tread
5"	15"
5 1/2"	14 3/4"
6"	14"
6 1/2"	13 1/2"
7"	13"
7 1/2"	12 1/2"
8"	12"
8 1/2"	11 3/4"
9"	11"
9 1/2"	10 3/4"
10"	10"

NOTE: Lin. Ft. of step is defined as width times the number of risers.

LINCOLN

B.M. 162.12 N.Y. Cor. Top Step No. 202 S. Bluff



Curve Data from Sta. 28+77.99 to Sta. 33+42.17
Stationing is on E. R = 298.00 Δ = 90°12'30"

Sta.	Cord length on S. offset S. curb.	Cord length on N. offset N. curb.	Deflection Angle	Total Angle Deflection
28+77.99	18.78'	24.22'	2° 06' 57"	2° 06' 57"
29+00	22.48'	27.51'	2° 24' 12"	4° 31' 09"
29+25	22.48'	27.51'	2° 24' 12"	6° 55' 21"
29+50	22.48'	27.51'	2° 24' 12"	9° 19' 33"
29+75	22.48'	27.51'	2° 24' 12"	11° 43' 45"
30+00	22.48'	27.51'	2° 24' 12"	14° 07' 57"
30+25	22.48'	27.51'	2° 24' 12"	16° 32' 09"
30+50	22.48'	27.51'	2° 24' 12"	18° 56' 21"
30+75	22.48'	27.51'	2° 24' 12"	21° 20' 33"
31+00	22.48'	27.51'	2° 24' 12"	23° 44' 45"
31+25	22.48'	27.51'	2° 24' 12"	26° 08' 57"
31+50	22.48'	27.51'	2° 24' 12"	28° 33' 09"
31+75	22.48'	27.51'	2° 24' 12"	30° 57' 21"
32+00	22.48'	27.51'	2° 24' 12"	33° 21' 33"
32+25	22.48'	27.51'	2° 24' 12"	35° 45' 45"
32+50	22.48'	27.51'	2° 24' 12"	38° 09' 57"
32+75	22.48'	27.51'	2° 24' 12"	40° 34' 09"
33+00	22.48'	27.51'	2° 24' 12"	42° 58' 21"
33+25	22.48'	27.51'	2° 24' 12"	45° 22' 33"
33+42.17	13.94'	24.40'	2° 07' 53"	47° 30' 15"

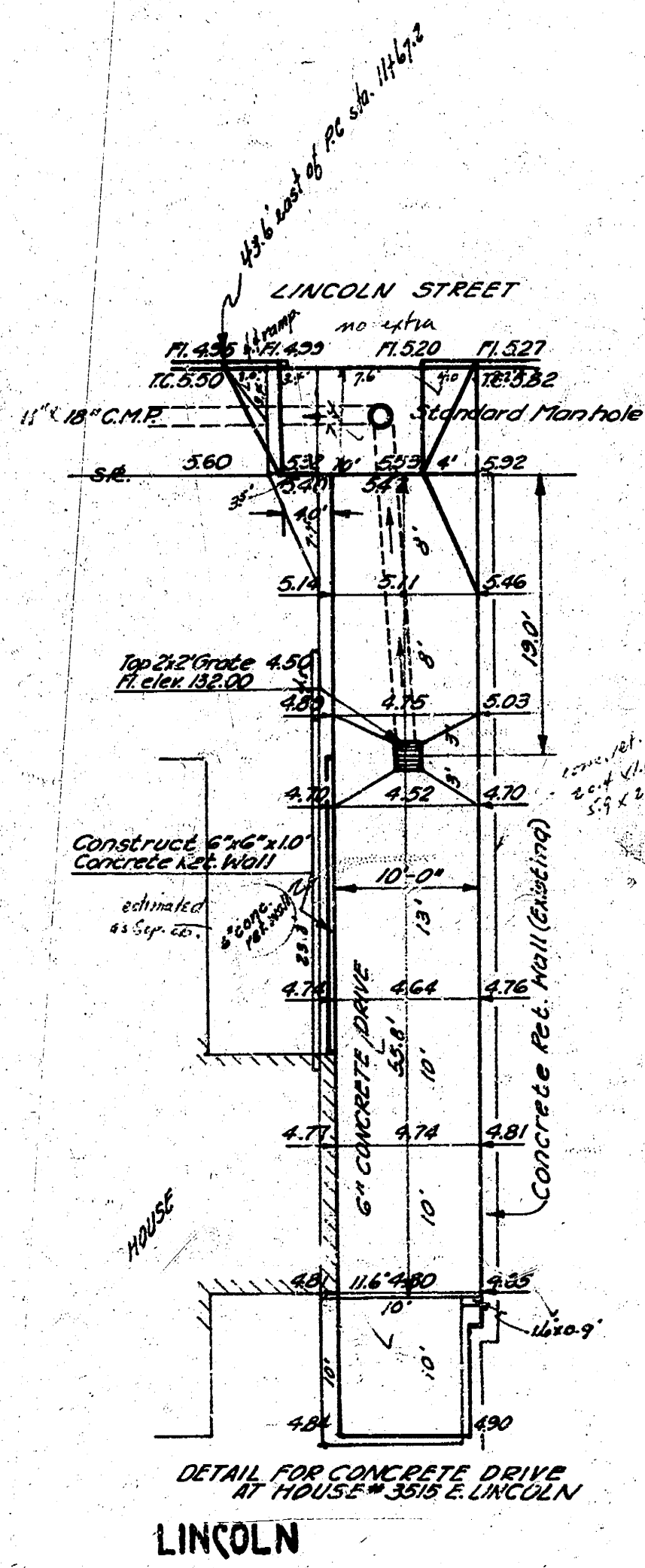
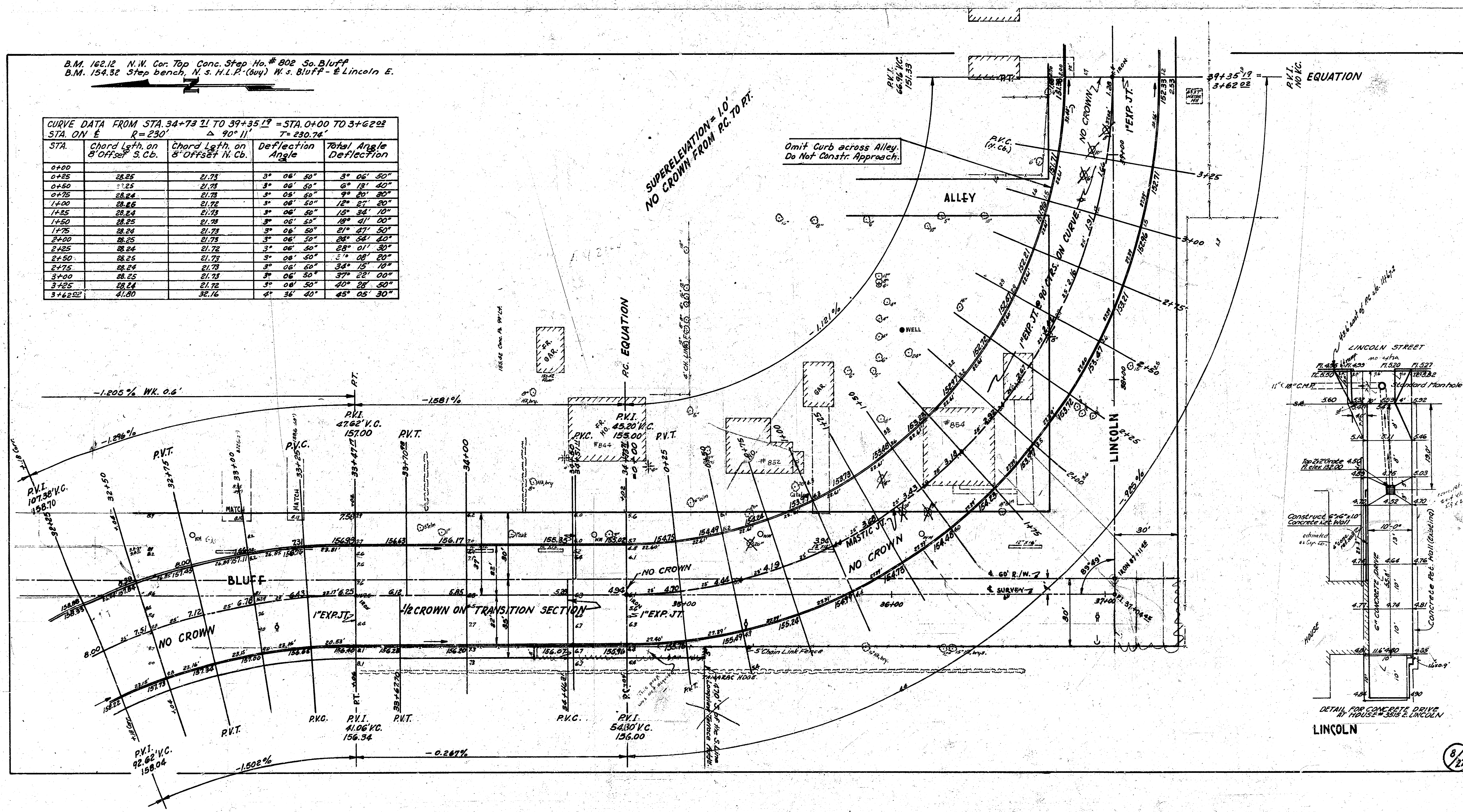
LINCOLN

7/22

B.M. 162.12 N.W. Cor. Top Conc. Step No. 802 So. Bluff
 B.M. 154.32 Step bench, N.S. H.L.P. (Guy) W.S. Bluff - E. Lincoln E.

CURVE DATA FROM STA. 34+73.11 TO 39+35.19 = STA. 0+00 TO 3+62.08
 STA. ON E R=230' Δ=90° 11' T=230.74

STA.	Chord Lgth. on 8' Offset S. Cb.	Chord Lgth. on 8' Offset N. Cb.	Deflection Angle	Total Angle Deflection
0+00	28.85	21.75	3° 06' 30"	3° 06' 30"
0+25	28.85	21.75	3° 06' 30"	6° 13' 00"
0+50	28.85	21.75	3° 06' 30"	9° 19' 30"
0+75	28.85	21.75	3° 06' 30"	12° 26' 00"
1+00	28.85	21.75	3° 06' 30"	15° 32' 30"
1+25	28.85	21.75	3° 06' 30"	18° 39' 00"
1+50	28.85	21.75	3° 06' 30"	21° 45' 30"
1+75	28.85	21.75	3° 06' 30"	24° 52' 00"
2+00	28.85	21.75	3° 06' 30"	27° 58' 30"
2+25	28.85	21.75	3° 06' 30"	31° 05' 00"
2+50	28.85	21.75	3° 06' 30"	34° 11' 30"
2+75	28.85	21.75	3° 06' 30"	37° 18' 00"
3+00	28.85	21.75	3° 06' 30"	40° 24' 30"
3+25	28.85	21.75	3° 06' 30"	43° 31' 00"
3+50	28.85	21.75	3° 06' 30"	46° 37' 30"
3+62.08	41.80	32.16	4° 36' 40"	45° 05' 30"



Excavate 8" below flow line of existing box culvert and place 8" of broken concrete to be considered as a part of Outlet Structure Sta 43+44

Saw tree at ground elev. Do not remove stump

Remove existing flume & const. reinf. conc. flume 8 ft wide by 5" thick. Field Engineer to establish elevations. See above detail. Use 5-#6 bars 15'-3" long & 8-#6 bars 8'-11" long, 12" toe wall.

NOTE: Field Engr. to establish pipe elevations in field for all piping at intersection of Broadview & Lincoln. Adjust Grades to clear other utility piping where possible

PLAN Estimated Quantities
40 cu yd Conc. 390 lbs. Steel.

DRAINAGE OUTLET STRUCTURE RT. STA. 43+44