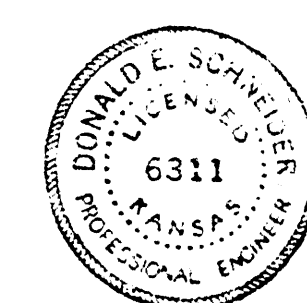
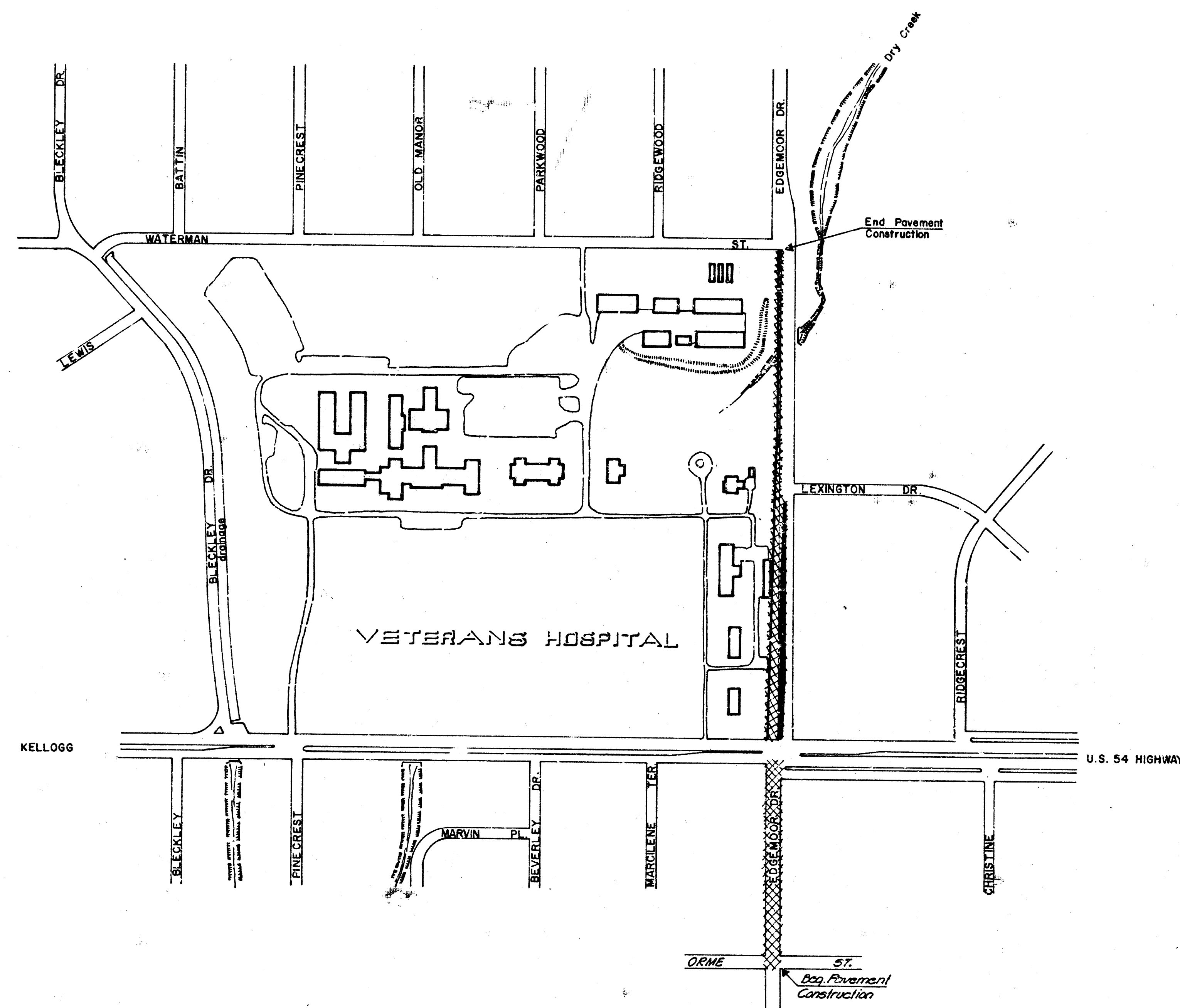
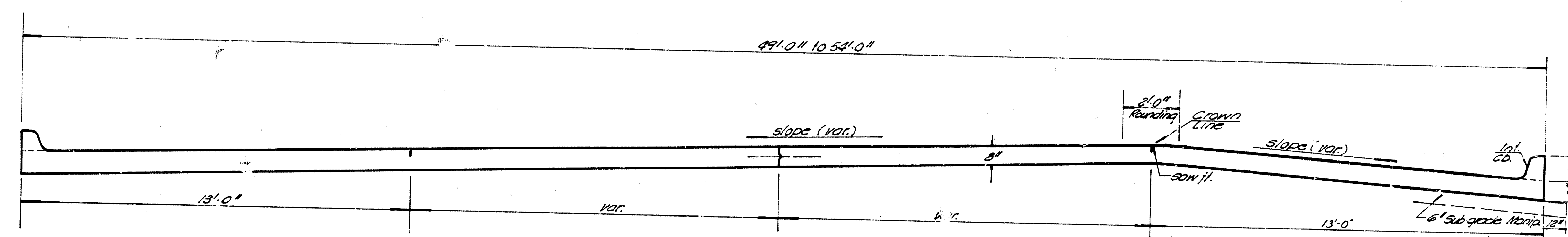
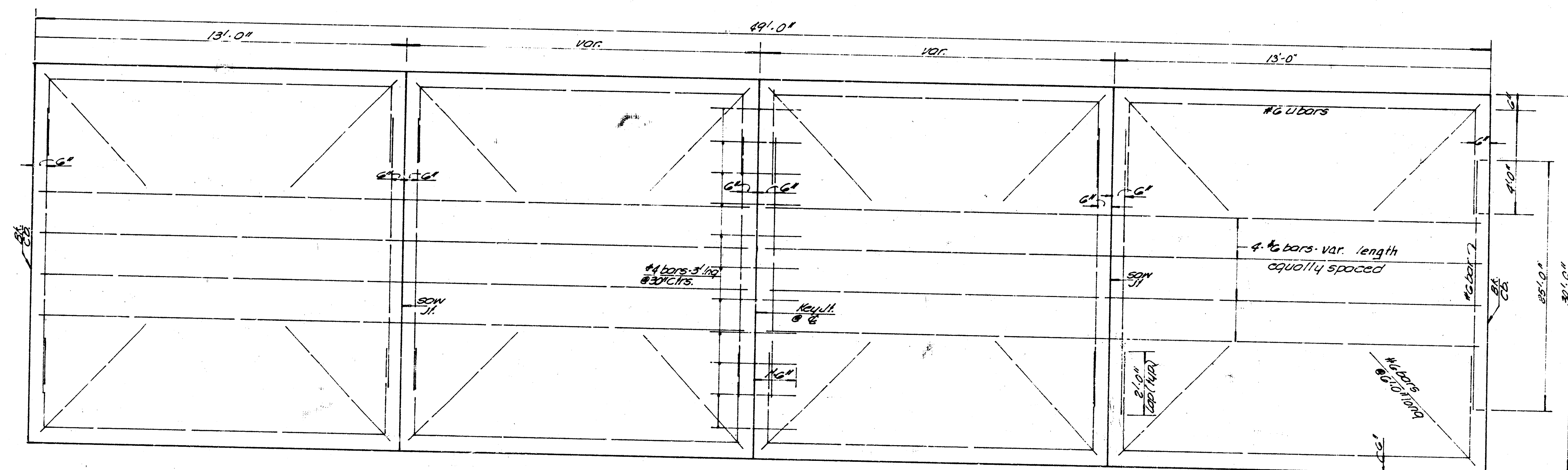




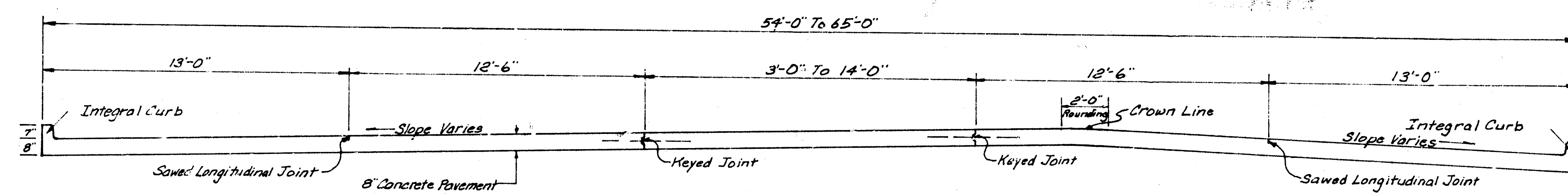
EDGEMOOR DRIVE
 S.L. Orme Street to N.L. Waterman Street
 Improve & Reimprove 14' B¹ A.C. & 8" Conc. Pavt.
 City of Wichita, Kansas
 R.W. Linn City Engineer
 Date: Dec. 1973, Proj. No. DAKM 576015



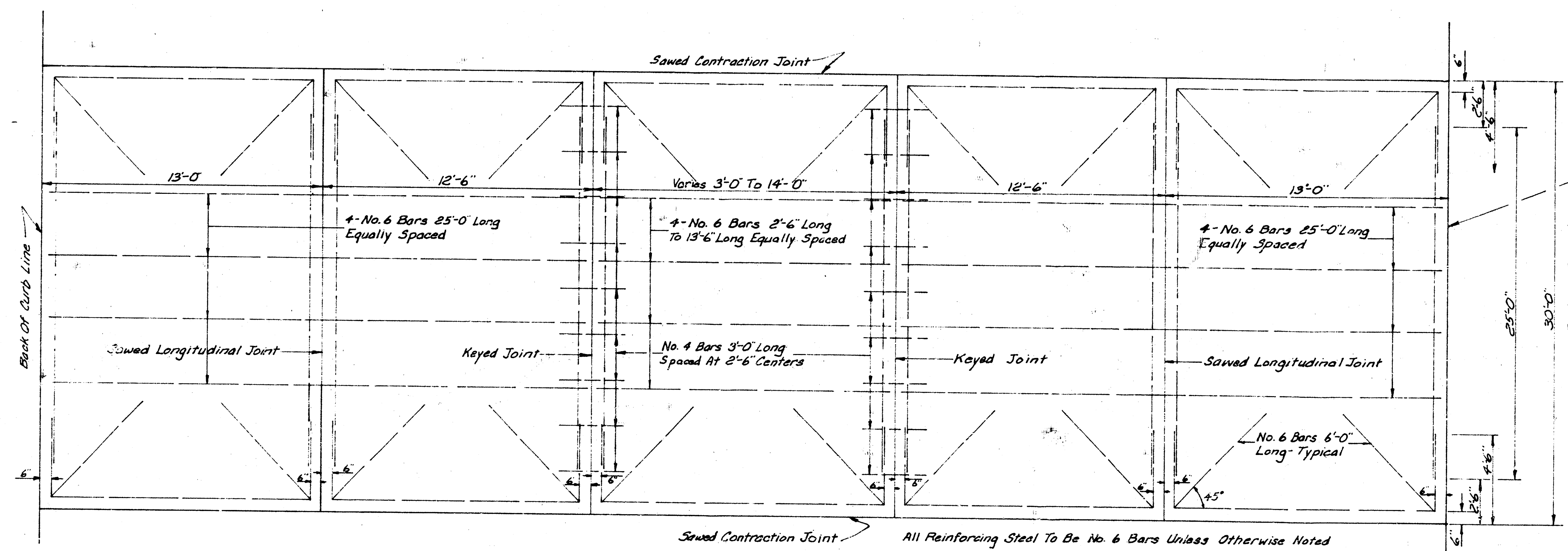
PAVEMENT SECTION
STA. 0+65.5 TO 1+50



STEEL PATTERN
STA. 0+65.5 TO 1+50



PAVEMENT SECTION
STA 1+50 TO 5+60



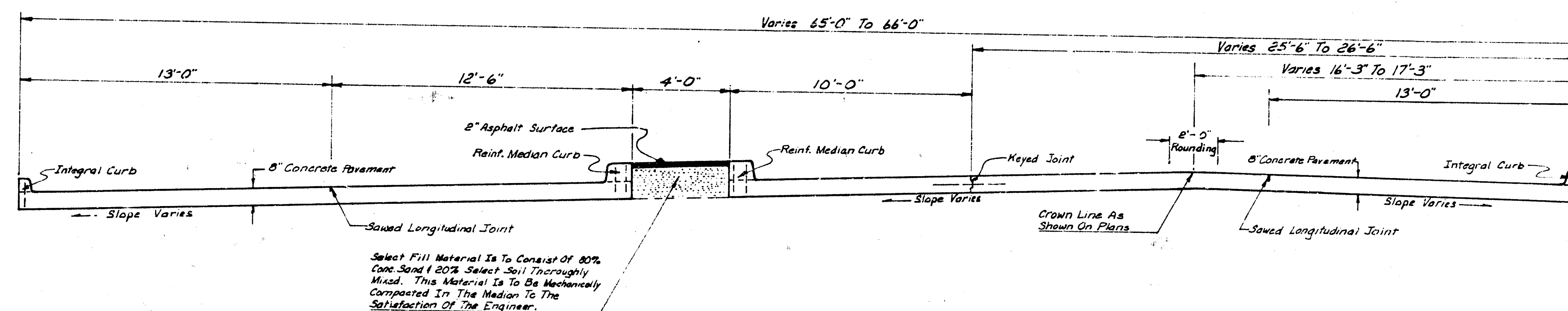
STEEL PATTERN
STA. 1+50 TO 5+60

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

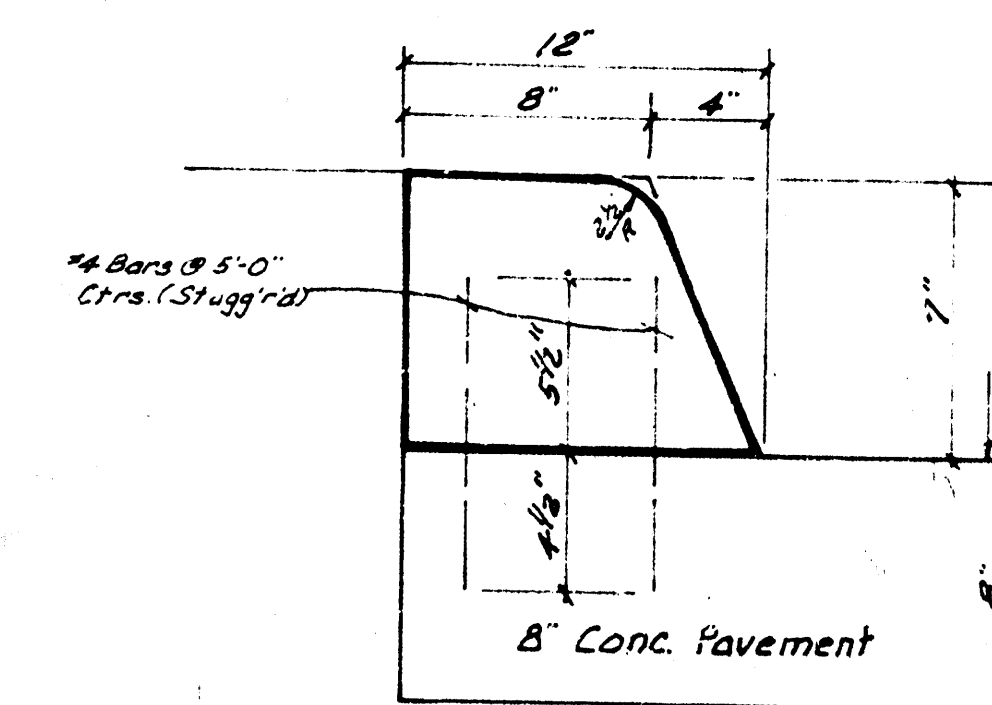
Diagram illustrating the assembly of a butt joint. The joint is formed by two plates, each 1/2" thick, separated by a 2" gap. The total width of the assembly is 6". The instruction "SEAL WITH SPECIFIED JOINT SEALER" points to the gap between the plates.

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

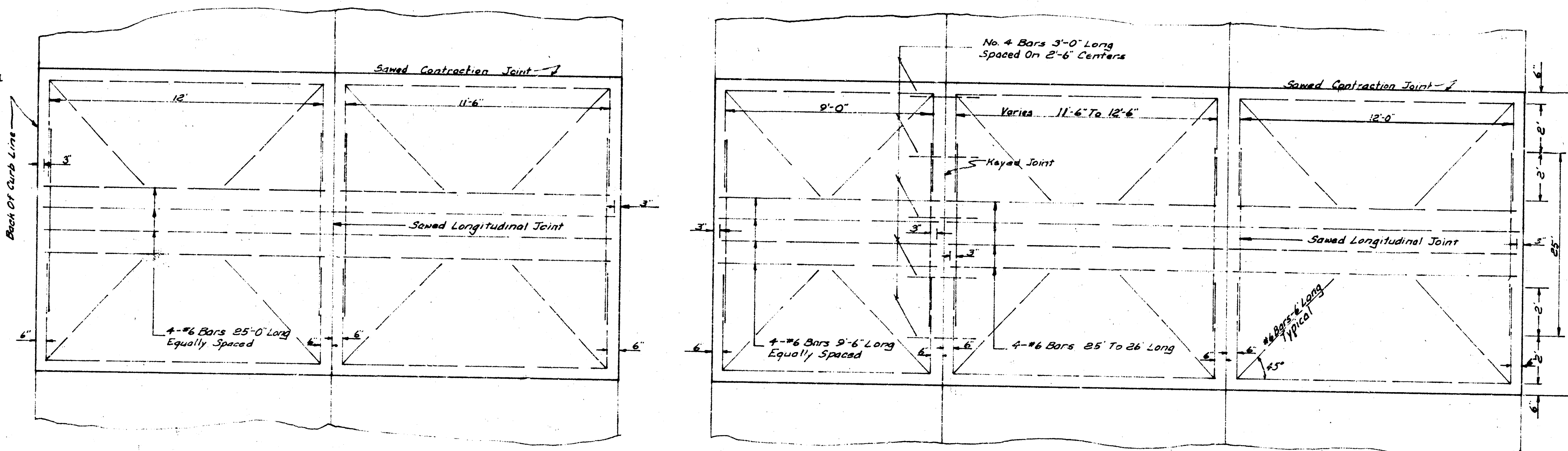
INTEGRAL CURB SHALL BE CUT THROUGH TO THE PAVEMENT IN UNIFORM LENGTHS OF NOT MORE THAN TEN FOOT INTERVALS BETWEEN EXPANSION JOINTS. EXPANSION JOINTS HAVING THE SAME THICKNESS AS EXPANSION JOINTS IN THE PAVEMENT SHALL BE CONSTRUCTED IN THE INTEGRAL CURB AT THE SPECIFIED LOCATIONS. NUMBER 4 OR NUMBER 6 DOWELS 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

EDGEMOOR DRIVE
PROJ. NO. DAKM 572015

