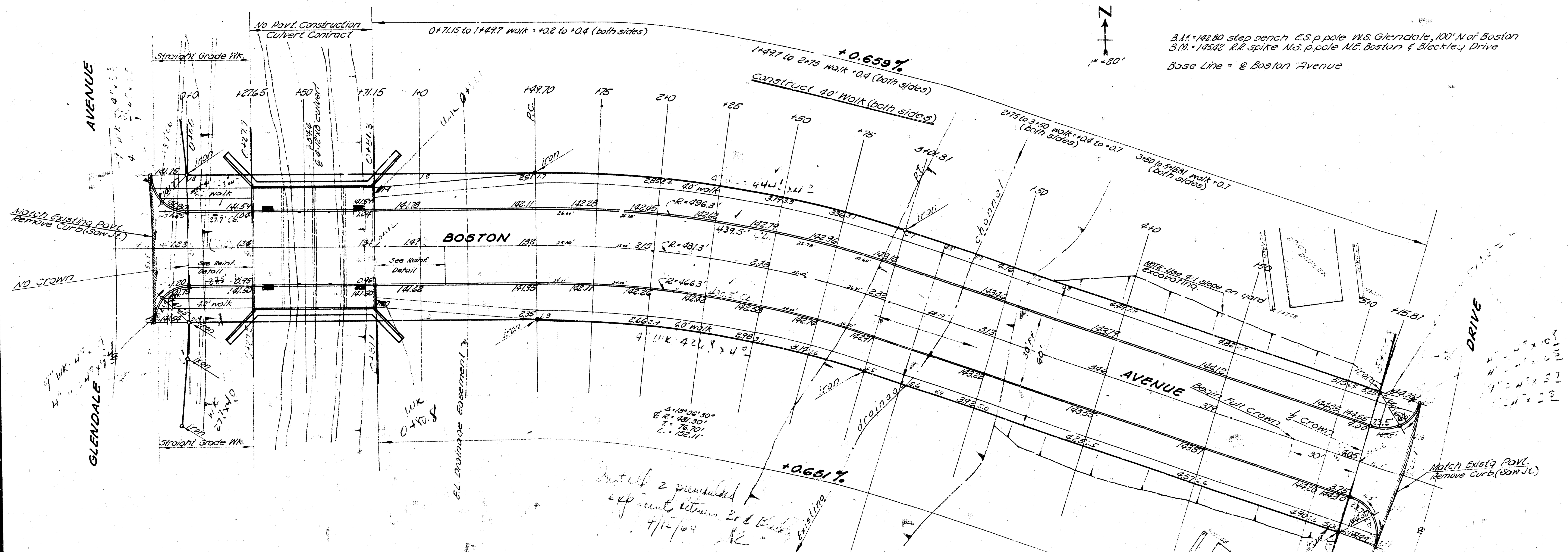
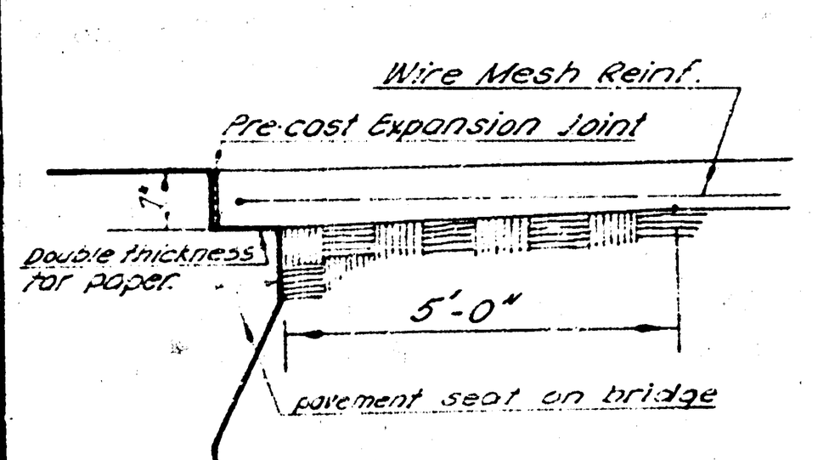


B.M. = 142.80 step bench E.S. p.pole W.S. Glendale, 100' N. of Boston
B.M. = 145.42 R.R. spike N.S. p.pole N.E. Boston & Bleckley Drive

Base Line = ℄ Boston Avenue

1" = 80'



PAVEMENT SEAT DETAIL

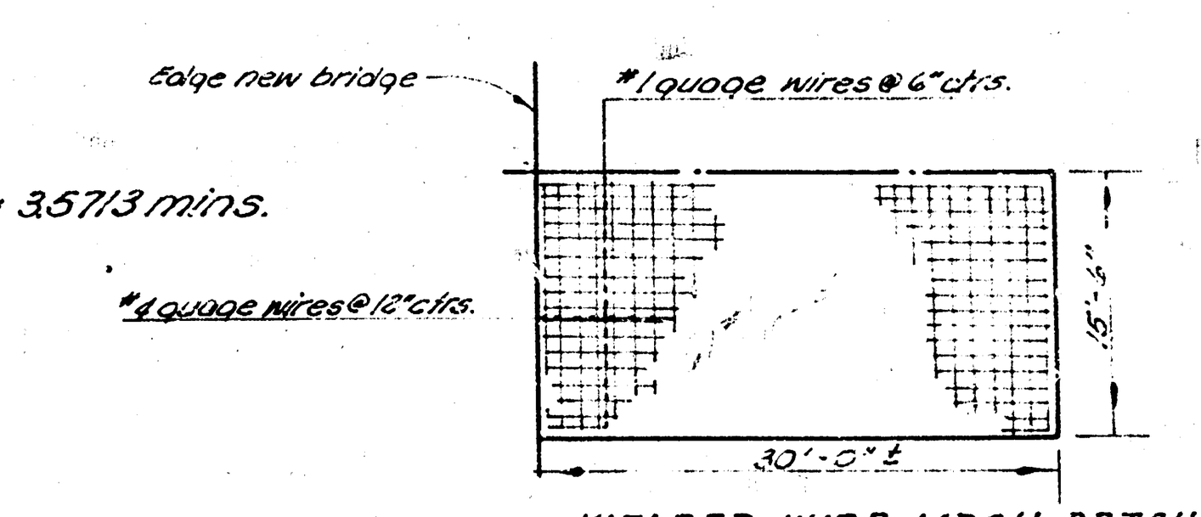
Curve Data Based on ℄ Radius = 481.3' Δ=18°06'30"

Station	Arc.	Chord Lngth 8°@ n. curb	Chord Lngth 8°@ s. curb	Deflection	Total Deflection
1+49.7	–	–	–	0°00'00"	0°00'00"
+75	25.30'	26.51'	24.09'	1°30'31"	1°30'21"
2+0	25.0'	26.19'	23.80'	1°29'17"	2°59'38"
+25	"	"	"	"	4°28'55"
+50	"	"	"	"	5°58'12"
+75	25.0'	26.19'	23.80'	1°29'17"	7°27'29"
3+01.81	26.81'	28.09'	25.53'	1°35'45"	9°03'14"

Defl./ft. of Curve = 3.5713 mins.

Earthwork Quantities

Compacted Fill	Excavation
99.3	1728.1
9.9 +10%	172.8 +10%
109.2 cu.yds.	1900.9 cu.yds.



WELDED WIRE MESH DETAIL

Note - Use welded wire mesh as extra reinforcement in patterns that butt to bridge only. Typical steel pattern to be used in all other patterns.

BOSTON AVENUE

E.L. Glendale Ave. to W.L. Bleckley Dr.

30' of Concrete & Curb

City of Wichita, Kansas

B.E. Smith City Engineer

Date: OCT. 1963 Project No. C13-55 1/8