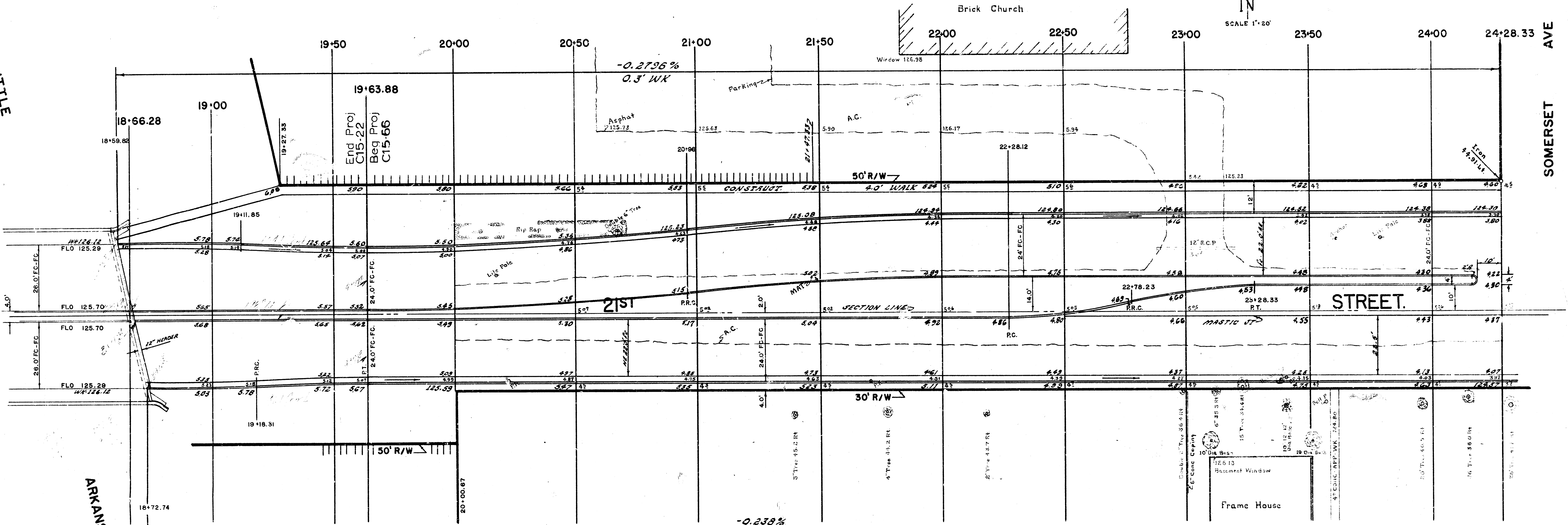


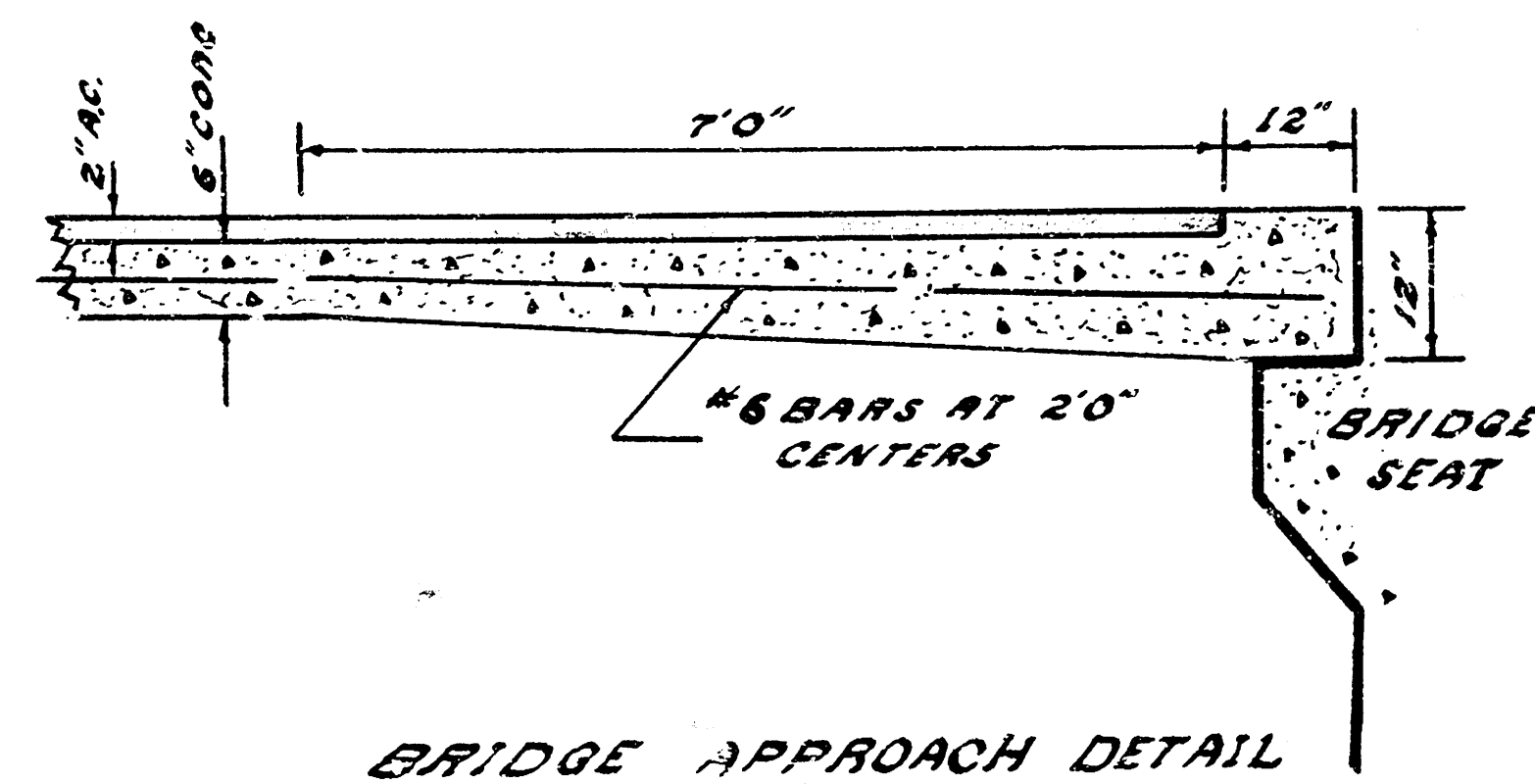
B.M. = 127.46 "D" TOP CONC BASE FOR LIGHT POLE 70' E. OF E. END OLD BRIDGE.
 B.M. = 123.75 R.R. SPIKE N. SIDE P. POLE. ON S. SIDE 21ST ST. AT STA 25+42.
 B.M. = 122.88 "D" ON S.W. COR CONC PARKING. N.E. COR 21ST ST. & HOOD AVE.

NOTE: Transition Cb in 15' at Bridge.

ACCESS CONTROL
 NO DRIVEWAYS



ARKANSAS RIVER.



NOTE: FIELD ENGINEER TO CROSS-SECTION FOR EARTH QUANTITIES PRIOR TO CONSTRUCTION BETWEEN EXISTING BRIDGE TO AND INCLUDING STATION 20+50.

COMP FILL	EXCAVATION
585.0 Cu Yds	124.0 Cu Yds
+10% 58.5	+10% 12.4
TOTAL 643.5 Cu Yds	136.4 Cu Yds

PROJ C15-22

VOLUME OF ASPH MAT IS INCLUDED IN CUBIC YARDS OF EXCAVATION

Removal of Rip Rap from ditch section incidental to bid item Cu yds Excavation.

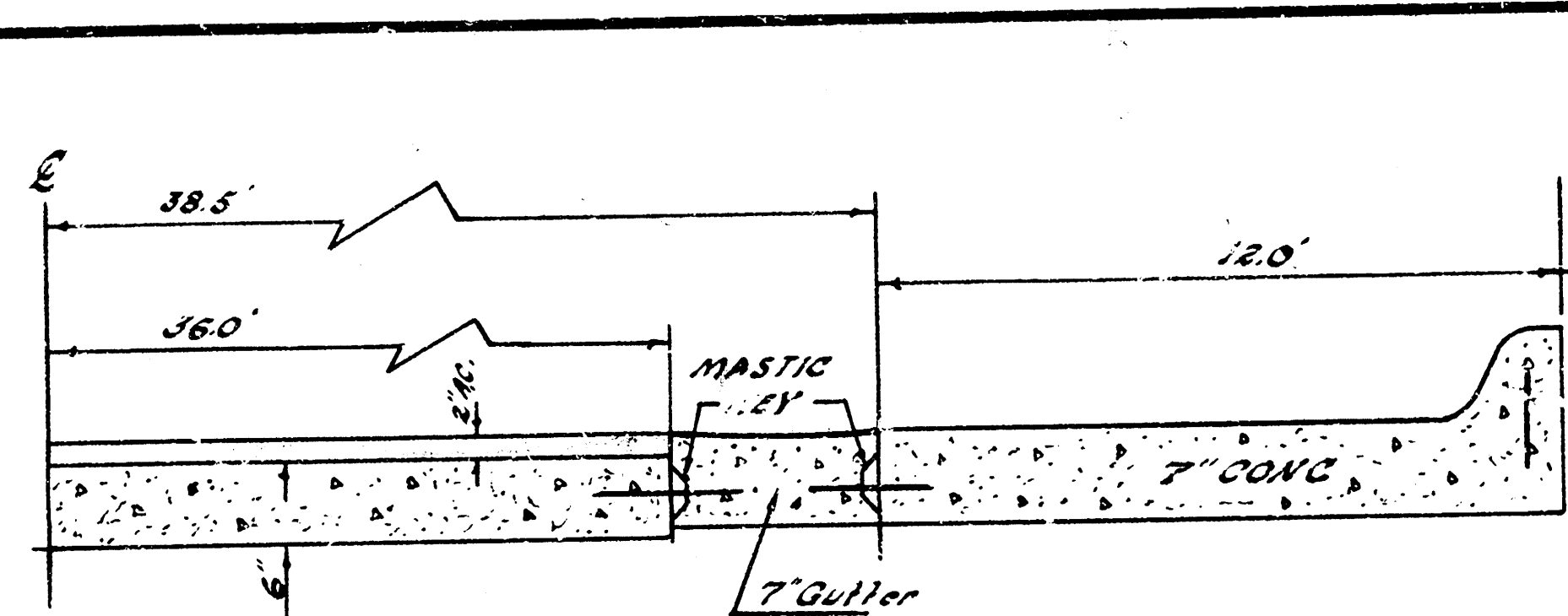
COMP FILL	EXCAVATION
203.1 Cu Yds	2,539.6 Cu Yds
+10% 20.3	+10% 253.96
TOTAL 223.4 Cu Yds	2,859.6 Cu Yds

PROJ C15-66

Sheet 1 of 5

21st STREET.
 From a point 200 E of E.L. Woodrow to a point 480 E of E.L. Woodrow.
BRIDGE APPROACH & ASPH PAVEMENT.
 B.E. SMITH City Engineer
 City of Wichita, Kansas
 Project No. C15-22 Date April 1966

21st STREET.
 480' E. of E.L. Woodrow to E.L. Hood Ave.
ASPHALTIC- CONC- PAVEMENT. & MEDIAL.
 B.E. SMITH City Engineer
 City of Wichita, Kansas
 Project No. C15-66 Date April 1966

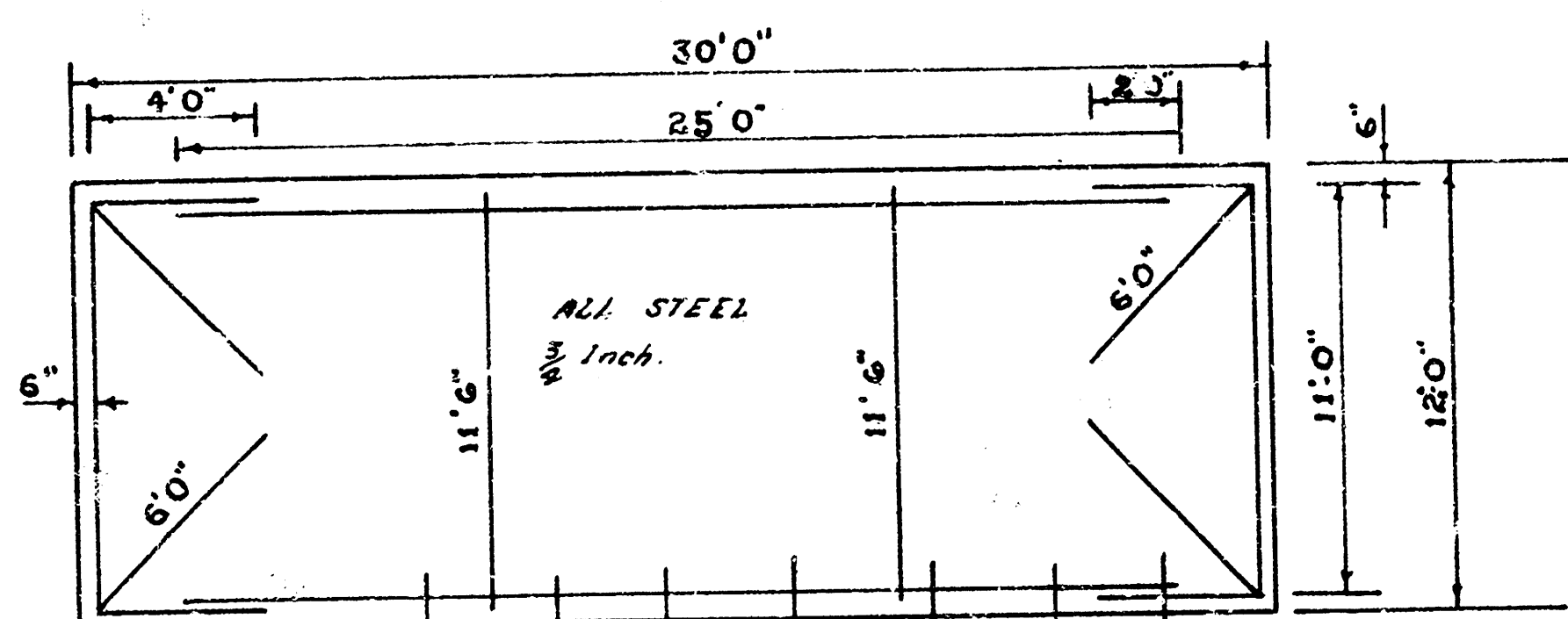
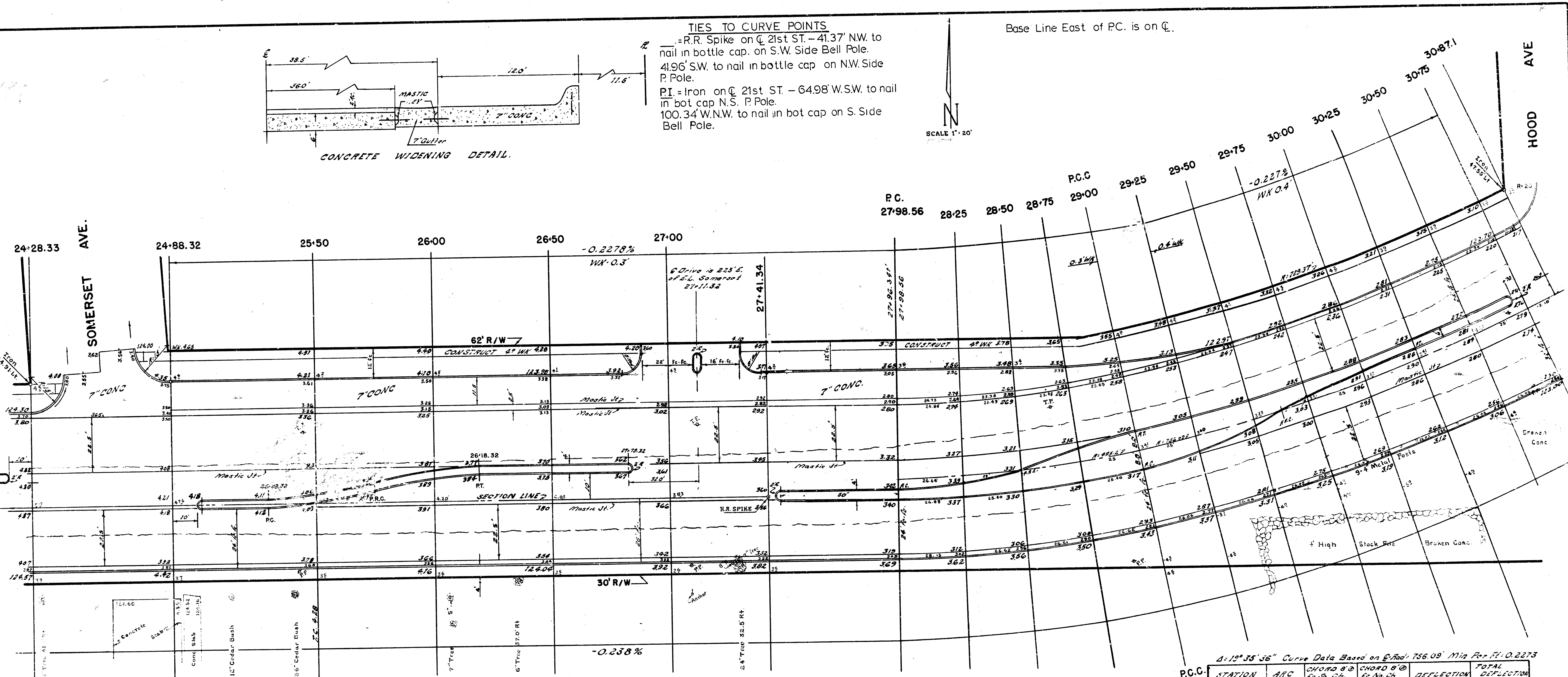


CONCRETE WIDENING DETAIL.

TIES TO CURVE POINTS

= R.R. Spike on $\angle$ 21st ST. - 41.37' NW. to nail in bottle cap. on S.W. Side Bell Pole.
 41.96' S.W. to nail in bottle cap on NW. Side P. Pole.
 P.I. = Iron on $\angle$ 21st ST. - 64.98' W.S.W. to nail in bot cap N.S. P. Pole.
 100.34' W.N.W. to nail in bot cap on S. Side Bell Pole.

Base Line East of P.C. is on $\angle$.



TYPICAL SECTION OF STEEL PATTERN FOR CONCRETE WIDENING DETAIL

4° 11' 24" 14" Curve Data Based on $\angle$ Rad = 495.20'

STATION	ARC	8' @ Chord Pc No. 06	8' @ Chord Pc No. 06	DEFLECTION	TOTAL DEFLECTION
PC 27+98.56				0° 00' 00"	0° 00' 00"
28+25	28.58	28.57'	28.30'	1° 31' 46"	1° 31' 46"
28+50	27.02	27.01'	28.97'	1° 26' 47"	2° 58' 33"
28+75					4° 25' 20"
PC 29+00	27.02	27.01'	28.97'	1° 26' 47"	5° 53' 07"

4° 13' 35' 36" Curve Data Based on $\angle$ Rad = 756.09' Min Pc = 11.02273

P.C.C.	STATION	ARC	8' @ Chord Pc No. 06	8' @ Chord Pc No. 06	DEFLECTION	TOTAL DEFLECTION
	PC 29+00				0° 00' 00"	0° 00' 00"
	29+25	26.32	26.31'	23.67'	0° 56' 50"	0° 56' 50"
	29+50	26.32				1° 53' 40"
	29+75					2° 50' 30"
	30+00					3° 47' 20"
	30+25					4° 44' 10"
	30+50					5° 41' 00"
	30+75	26.32	26.31'	23.67'		6° 37' 50"
	31+00	26.32	26.32'	23.66'		7° 34' 40"
	31+25	26.32	26.32'	23.66'	0° 56' 50"	8° 31' 30"
	31+47.5	23.69	23.66'	21.30'	0° 51' 09"	9° 22' 39"
	PT. 31+58.56	11.65	11.64'	10.46'	0° 25' 09"	9° 47' 48"

