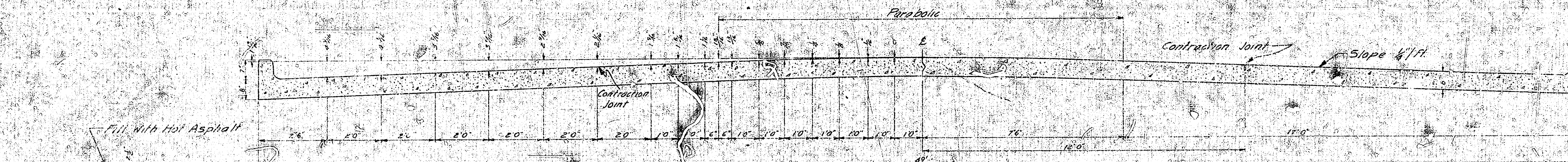


GEO. WASHINGTON BLVD.
N.L. HARRY STREET TO N.L. MENLO DRIVE.
PROJ No. C15-51



TYPICAL SECTION

No Scale

CONTRACTION JOINT

No Scale

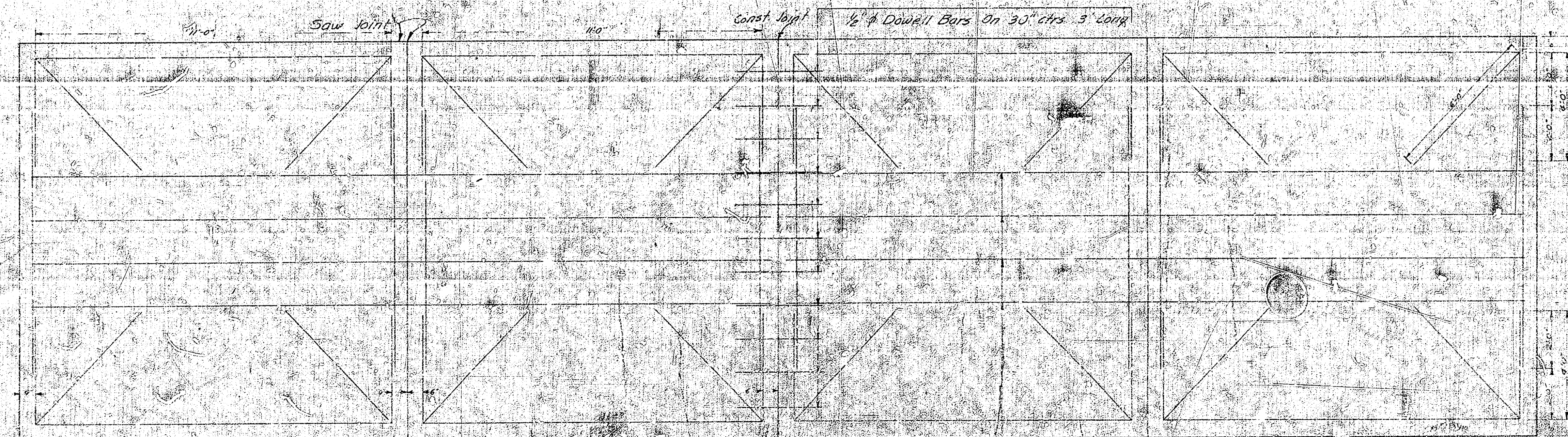
To Be Used At 30' Intervals
 Except Where An Expansion
 Joint Is Used



EXPANSION JOINT

No Scale

To Be Used At 120' Intervals

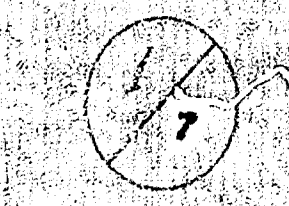


STEEL PATTERN

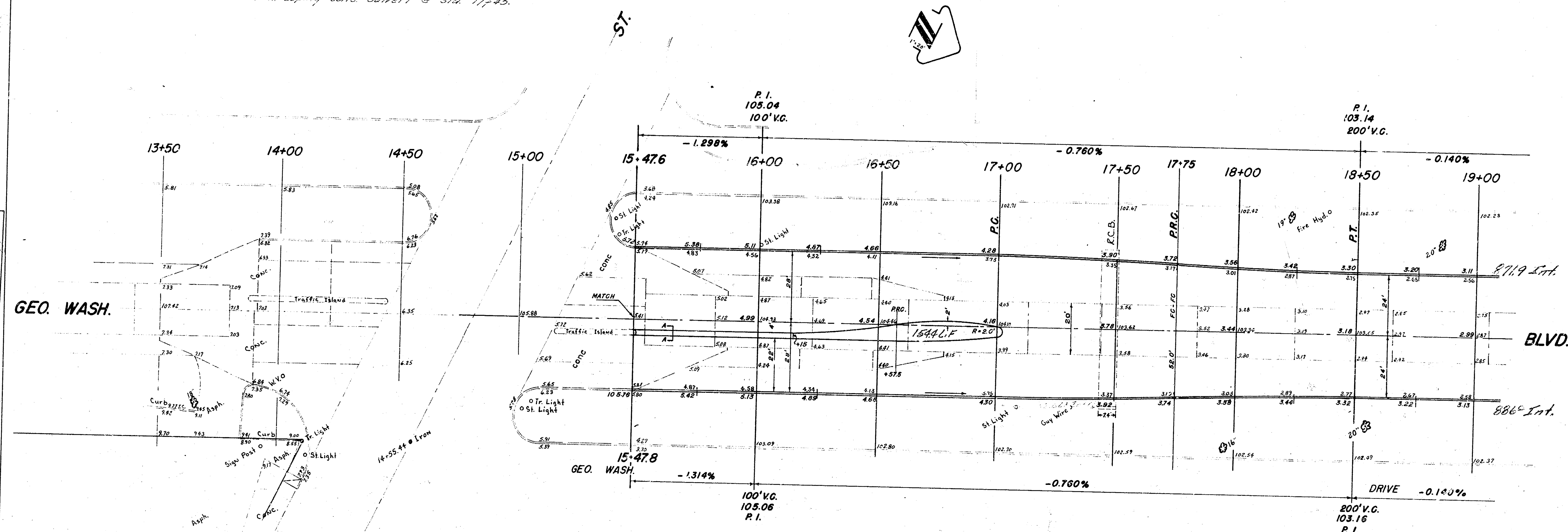
No Scale

Use 1/2" Bars Unless Otherwise Specified

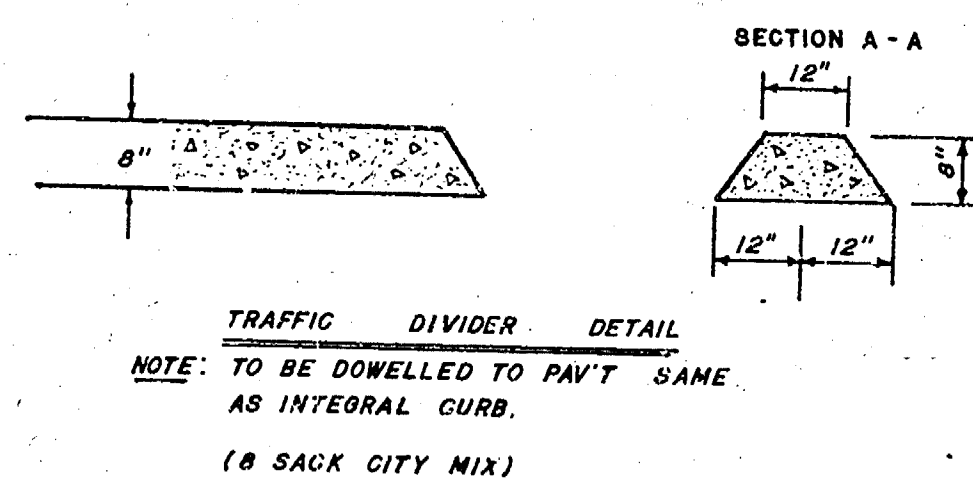
1/2" Bars Equally Spaced, 24" On Center



B.M. 106.74 "T" in gutter, top of 4" S and radius, S.W. cor. Harry & Geo. Wash. Blvd.
 B.M. 103.32 "S" on S end of existing conc. culvert @ sta. 17+45.



Note: To Field Engineer.
 Check elevations & re-section
 earthwork if necessary.



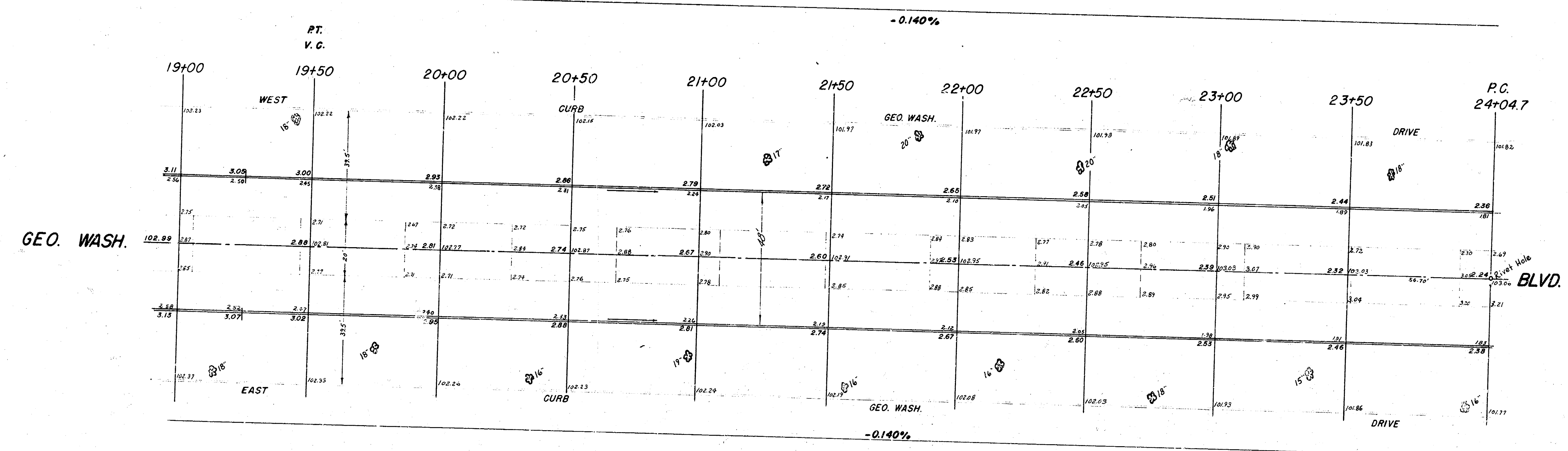
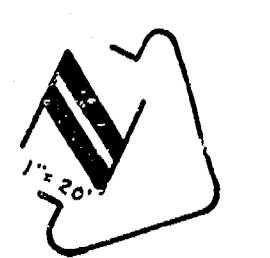
Excavation		Comp. Fill	
4,072.0	cu yds	31.9	cu yds
-1,102.1	(pavt rem)	+10% 3.2	
2,969.9		Total 35.1	cu yds
+10% 297.0			
Total 3,266.9	cu yds		

Culvert to Remain
 1/2" CLEARANCE ±

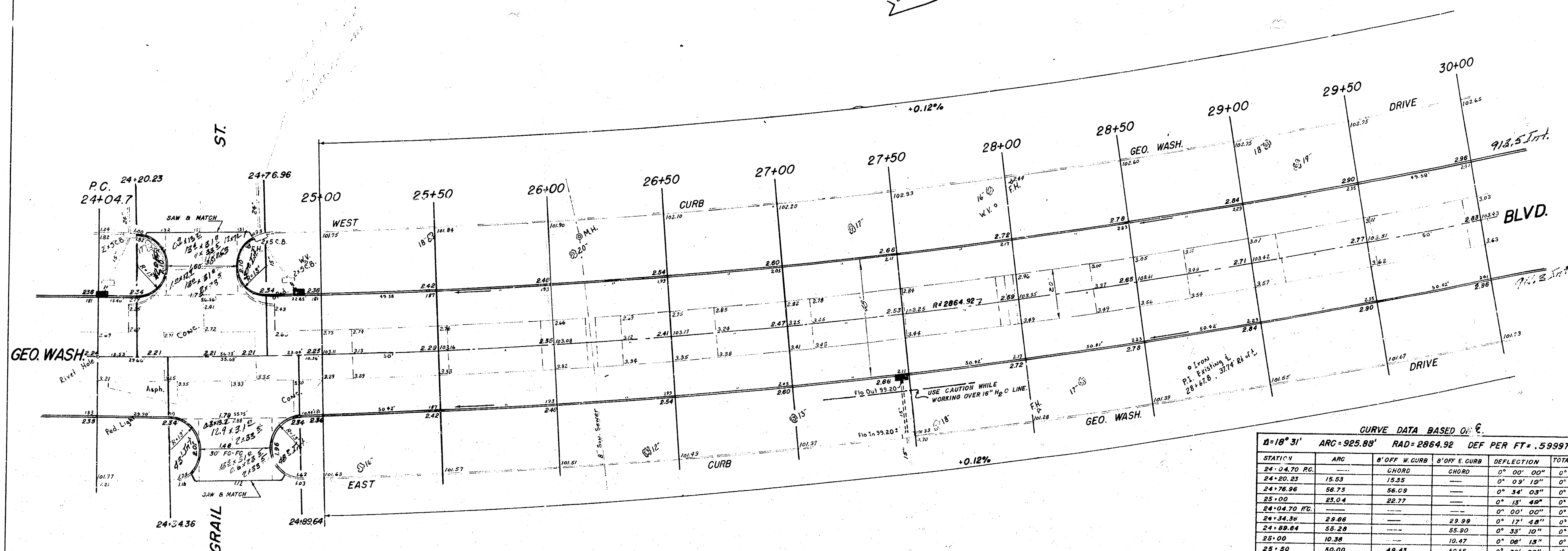
NOTE: To Field Engineer
 Take ties to rivet holes at Station 24+04.7
 and 33+30.58 prior to removal. Replace same
 with irons and monument.
 NOTE: Contractor to retain sufficient dirt
 to grade parking.

GEO. WASHINGTON BLVD.
 N.L. HARRY STREET — N.L. MENLO DRIVE.
48'-8" CONC & CURB
 B.E. SMITH CITY ENGINEER
 CITY OF WICHITA, KANSAS
 DATE: Aug 1960 PROJECT No. 015-51

19+47 15' 0" space in E side large elm tree, W of pavement & sh. 23/20



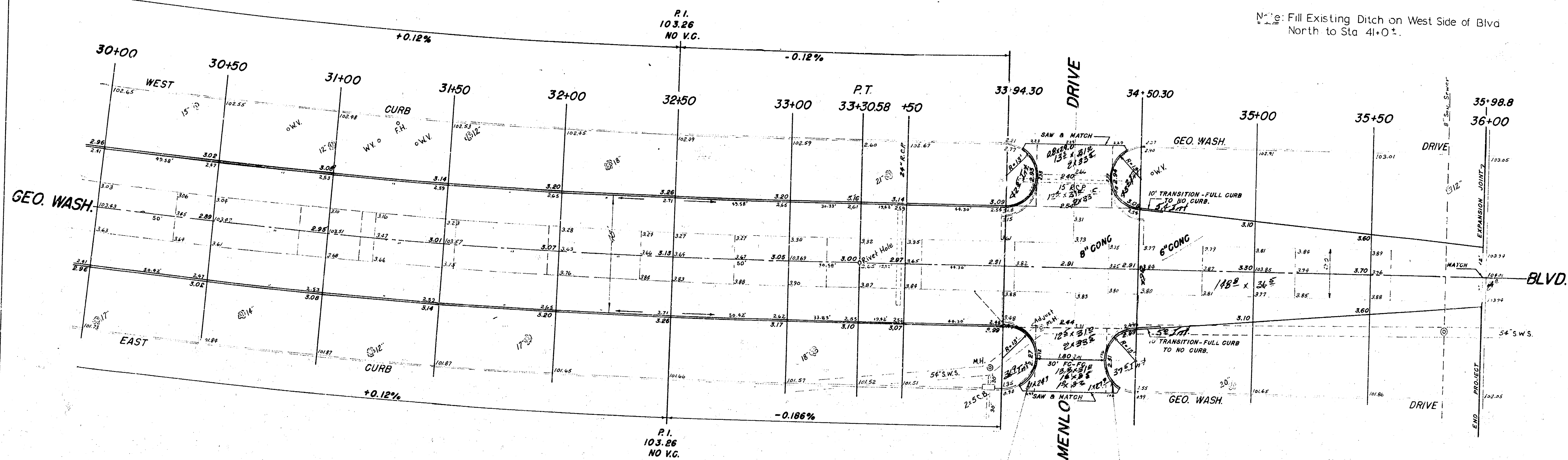
B.M. 10.26 at 10' Manhole. Fire Hydrant E. of 24+00 & Sta. 25+03.



SHEET - 4 -

CURVE DATA BASED ON C					
Δ=18° 31'		ARC=925.88'		RAD=2864.92 DEF PER FT=.599972	
STATION	ARC	8' OFF E. CURB	8' OFF E. CURB	DEFLECTION	TOTAL DEF
24+04.70 RC		CHORD	CHORD	0° 00' 00"	0° 00' 00"
24+20.23	15.53	15.55	15.55	0° 09' 19"	0° 09' 19"
24+35.76	56.78	56.09	56.09	0° 34' 03"	0° 43' 22"
24+51.29	23.04	22.17	22.17	0° 12' 48"	0° 56' 10"
24+66.82				0° 00' 00"	0° 56' 10"
24+82.35	29.66		23.39	0° 12' 14"	0° 17' 48"
24+97.88	52.29		55.50	0° 33' 10"	0° 50' 58"
25+13.41	10.84		10.17	0° 08' 47"	0° 59' 11"
25+28.94	10.38			0° 30' 02"	1° 27' 11"
25+44.47	80.00	49.43	50.55	0° 30' 02"	1° 27' 11"
25+59.99	"	"	"	"	1° 57' 11"
26+06.58	"	"	"	"	2° 27' 11"
26+22.11	"	"	"	"	2° 57' 11"
26+37.64	"	"	"	"	3° 27' 11"
26+53.17	"	"	"	"	3° 57' 11"
26+68.70	"	"	"	"	4° 27' 11"
26+84.23	"	"	"	"	4° 57' 11"
26+99.76	"	"	"	"	5° 27' 11"
27+15.29	"	"	"	"	5° 57' 11"
27+30.82	"	"	"	"	6° 27' 11"
27+46.35	"	"	"	"	6° 57' 11"
27+61.88	"	"	"	"	7° 27' 11"
27+77.41	"	"	"	"	7° 57' 11"
27+92.94	"	"	"	"	8° 27' 11"
28+08.47	"	"	"	"	8° 57' 11"
28+24.00	"	"	"	"	9° 27' 11"
28+39.53	"	"	"	"	9° 57' 11"
28+55.06	"	"	"	"	10° 27' 11"
28+70.59	"	"	"	"	10° 57' 11"
28+86.12	"	"	"	"	11° 27' 11"
28+99.76	"	"	"	"	11° 57' 11"
29+13.41	"	"	"	"	12° 27' 11"
29+27.94	"	"	"	"	12° 57' 11"
29+42.47	"	"	"	"	13° 27' 11"
29+57.00	"	"	"	"	13° 57' 11"
29+71.53	"	"	"	"	14° 27' 11"
29+86.06	"	"	"	"	14° 57' 11"
29+99.76	"	"	"	"	15° 27' 11"
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56+99.76	"	"	"	"	109° 57' 11"
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57+57.00	"	"	"	"	111° 57' 11"
57+71.53	"	"	"	"	112° 27' 11"

0.42 103.25 R.R. Spike E. side large 1772, in side wall & side 187-10.



$CH = 14'$
 $R = 25'$
 $AM = 6.0'$
 $\frac{12' \times 6.0'}{2} = 36.0'$
 $25' \times 14' \times 0.022 = 22.75'$
 $24.75'$

$CH = 15'$
 $R = 25'$
 $AM = 7.1'$
 $\frac{15' \times 7.1'}{2} = 53.25'$
 $25' \times 15' \times 0.022 = 25.75'$
 $27.75'$

Note: Pavement Between 34+50.3 and 35+98.8 is to be 6 inch Concrete.