GENERAL NOTES

1. FIELD ENGINEER SHALL TAKE TIES TO ALL IRONS AND THIMBLES WHICH MAY BE DESTROYED. FIELD ENGINEER SHALL REPLACE ALL IRONS AND THIMPLES WHICH ARE DESTROYED.
2. TREES TO BE REMOVED ARE MARKED ⊗. ALL TREES, WHICH IN THE OPINION OF THE FIELD ENGINEER CAN BE SAVED, SHALL BE SAVED.
3. FIELD ENGINEER TO RECROSS-SECTION CHERRY CREEK DRIVE AND CAPRI BEFORE CONSTRUCTION IF THERE IS EVIDENCE THAT SPOIL FROM OTHER PROJECTS HAS BEEN PLACED THERE.
4. EXCESS EARTH FROM THIS PROJECT TO BE HAULED TO BUTTONWOOD TREE ADDITION. CONTACT KEITH ANDERSON AT (681-1711) FOR EXACT LOCATION.
5. PAVING CONTRACTOR TO COORDINATE WORK WITH STORM SEWER CONTRACTOR, PAVING CONTRACTOR TO BRING EARTHWORK TO FINAL GRADE AT STORM SEWER CONTRACTOR'S REQUEST IN AREAS WHERE NECESSARY TO ENABLE STORM SEWER WORK TO PROCEED.
6. CONTRACTOR TO COORDINATE WORK WITH UTILITY COMPANIES AND OTHER AGENCIES CONNECTED WITH PROJECT SITE DEVELOPMENT.

STREETS IN HEDGECLIFF ADDITION

PARKMONT DRIVE AND LINDEN	- FROM THE WEST LINE OF LOT 26, BLOCK 6, HEDGECLIFF ADDITION TO THE SOUTH LINE OF CHERRY CREEK DRIVE.
CAPRI	- FROM THE NORTH LINE OF PARKMONT DRIVE TO THE NORTH LINE OF CAPRI COURT.
CAPRI COURT	- FOR LOTS 1 THROUGH 4 INCLUSIVE, BLOCK 1 AND LOTS 1 THROUGH 3 INCLUSIVE, BLOCK 2, HEDGECLIFF ADDITION FROM THE EAST LINE OF CAPRI TO AND INCLUDING CUL-DE-SAC.
LINDEN COURT	- FOR LOTS 1 THROUGH 6 INCLUSIVE, BLOCK 6, HEDGECLIFF ADDITION FROM THE EAST LINE LINDEN TO AND INCLUDING CUL-DE-SAC.
LINDEN COURT	- FOR LOTS 7 THROUGH 12 INCLUSIVE, BLOCK 6, HEDGECLIFF ADDITION FROM THE EAST LINE LINDEN TO AND INCLUDING CUL-DE-SAC.
LINDEN COURT	- FOR LOTS 13 THROUGH 18 INCLUSIVE, BLOCK 6, HEDGECLIFF ADDITION FROM THE EAST LINE LINDEN TO AND INCLUDING CUL-DE-SAC.
CHERRY CREEK DRIVE	- FROM THE WEST LINE OF HEDGECLIFF ADDITION TO THE EAST LINE OF HELGECLIFF ADDITION.
CAPRI COURT	- FOR LOTS 4 THROUGH 7 INCLUSIVE, BLOCK 2, HEDGECLIFF ADDITION FROM THE EAST LINE CAPRI TO AND INCLUDING CUL-DE-SAC.

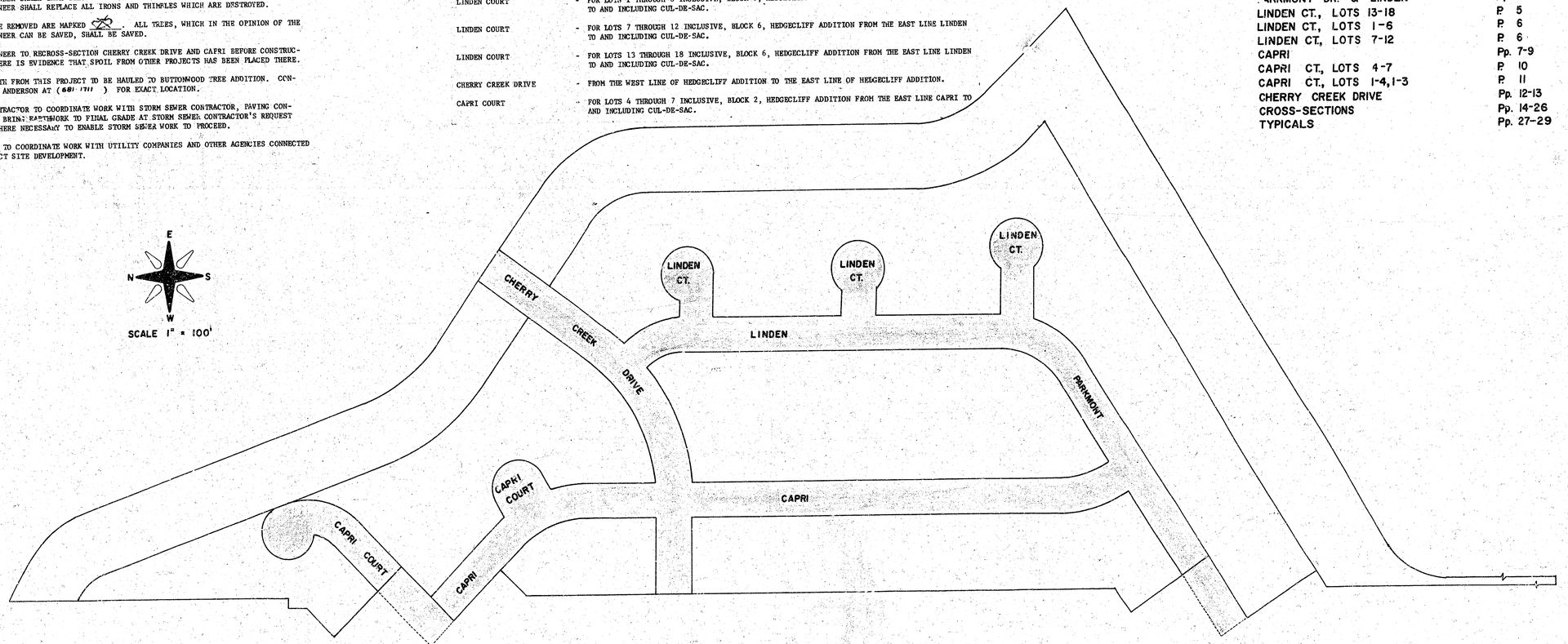


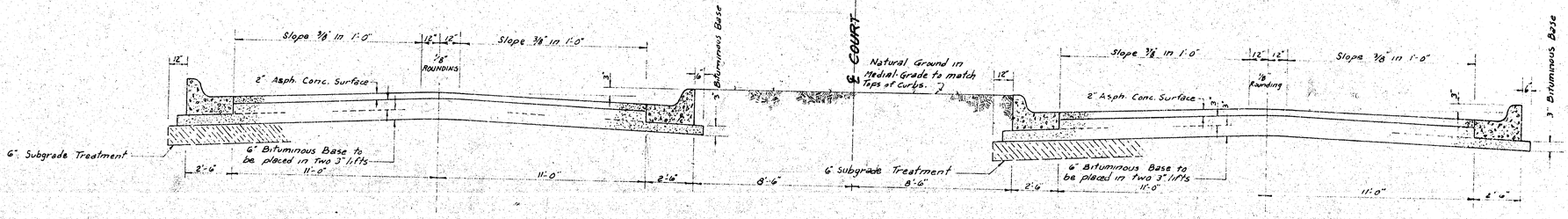
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LINDEN CT., LOTS 1-6	P. 6
LINDEN CT., LOTS 7-12	P. 6
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CAPRI CT., LOTS 4-7	P. 10
CAPRI CT., LOTS 1-4, 1-3	P. 11
CHERRY CREEK DRIVE	Pp. 12-13
CROSS-SECTIONS	Pp. 14-26
TYPICALS	Pp. 27-29

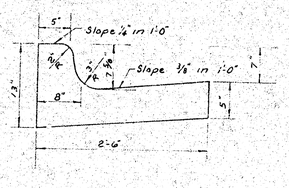
STEPHEN R. LACKEY LICENSED 3744 RALEIGH PROFESSIONAL ENGINEER

Project No. 472-76-245-00777-000-000-001

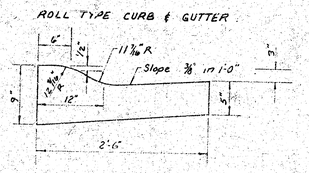
1/16



COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



TYPICAL SECTION

27' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

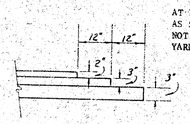
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ. YDS. BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

THE A.C. PAVEMENT BETWEEN THE COMB. CURB & GUTTER SHALL BE PAID AS SQ. YDS. 8" A.C. PAVEMENT (6" BITUMINOUS BASE).

THE BITUMINOUS BASE UNDER THE COMB. CURB & GUTTER SHALL BE PAID AS SQ. YDS. 3" BITUMINOUS BASE.

DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

CITY OF WICHITA, KANSAS

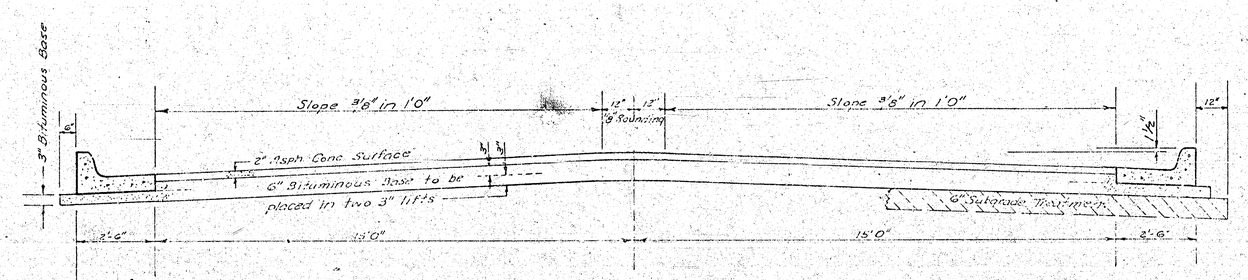
DEPARTMENT OF PUBLIC WORKS-
ENGINEERING DEPARTMENT

R.W. LINN- CITY ENGINEER

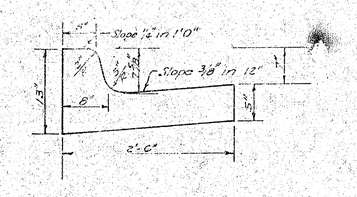
DATE: 2/16

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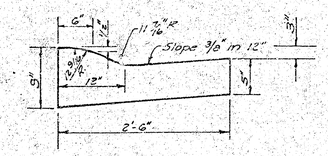
R-M



COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



TYPICAL SECTION

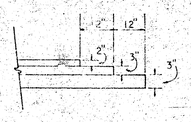
35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

The A.C. Pavement between the conb curb & gutter shall be paid as Sq.Yds. 8" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the conb. curb & gutter shall be paid as Sq.Yds. 3" Bituminous Base.

DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

CITY OF WICHITA KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering Division.

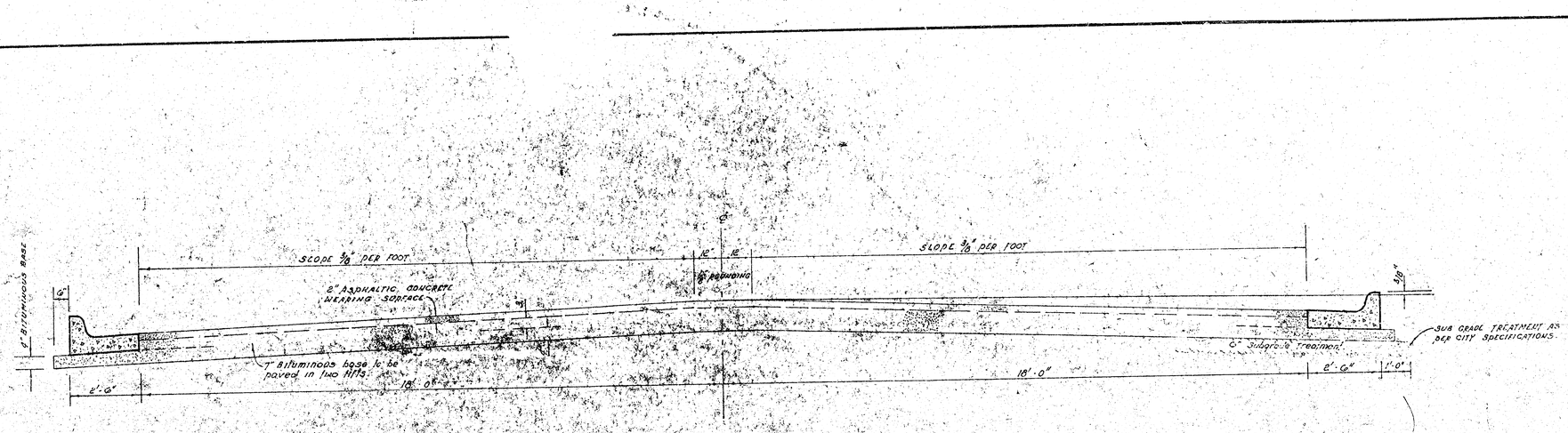
R.W. LINN CITY ENGINEER

DATE _____ Proj No.

3/16

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B-M



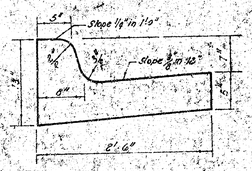
TYPICAL SECTION

41' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

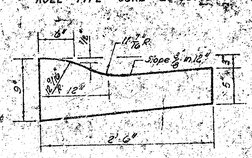
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR GROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS, SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

The A.C. pavement between the comb curb & gutter shall be paid as sq yds 9" A.C. pavement (7" Bituminous Base). The Bituminous base under the comb-curb & gutter shall be paid as sq yds 9" Bituminous Base.

CITY OF WICHITA, KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering Division.

R. W. LINN CITY ENGINEER

DATE _____ Proj. No. 4163

12 4 3 12

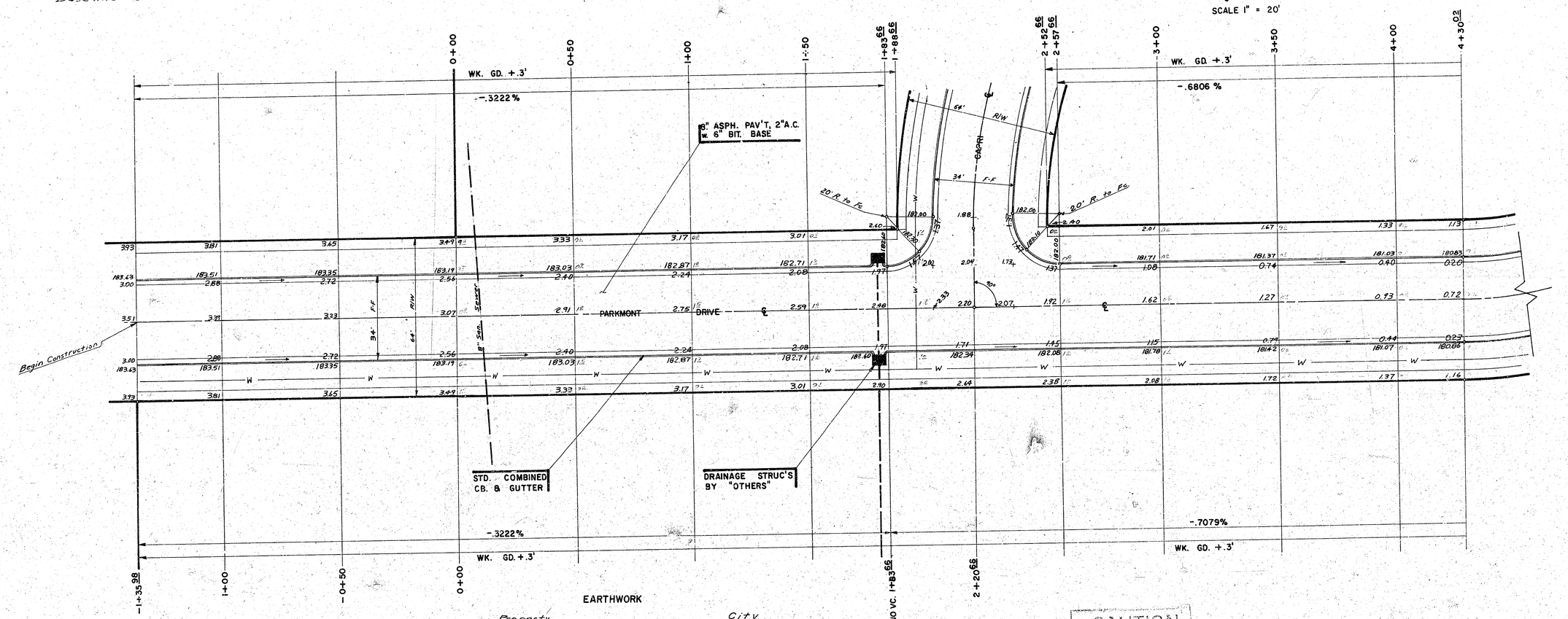
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B-M

B.M. El. 169.65 Iron Set 842' Right of Station 0+67 Cherry Creek Drive ℄ S. of S.L.
B.M. El. 178.46 Top W-Curb Rosalie 5± S. of S.L. Cherry Creek Drive
Base line is Centerline Parkment

NO MORE THAN 17-20' DRIVES TO BE CONSTRUCTED THIS PROJECT

SCALE 1" = 20'



EARTHWORK

Property			City		
Excavation	7,510	C.Y.	Excavation	1,391	C.Y.
+10%	751	C.Y.	+10%	139	C.Y.
Total	8,261	C.Y.	Total	1,530	C.Y.
Compacted Fill	1,096	C.Y.	Compacted Fill	697	C.Y.
+10%	110	C.Y.	+10%	70	C.Y.
Total	1,206	C.Y.	Total	767	C.Y.
Manipulation	17,379	S.Y.	Manipulation	3,124	S.Y.

CAUTION
UNDERGROUND
UTILITIES

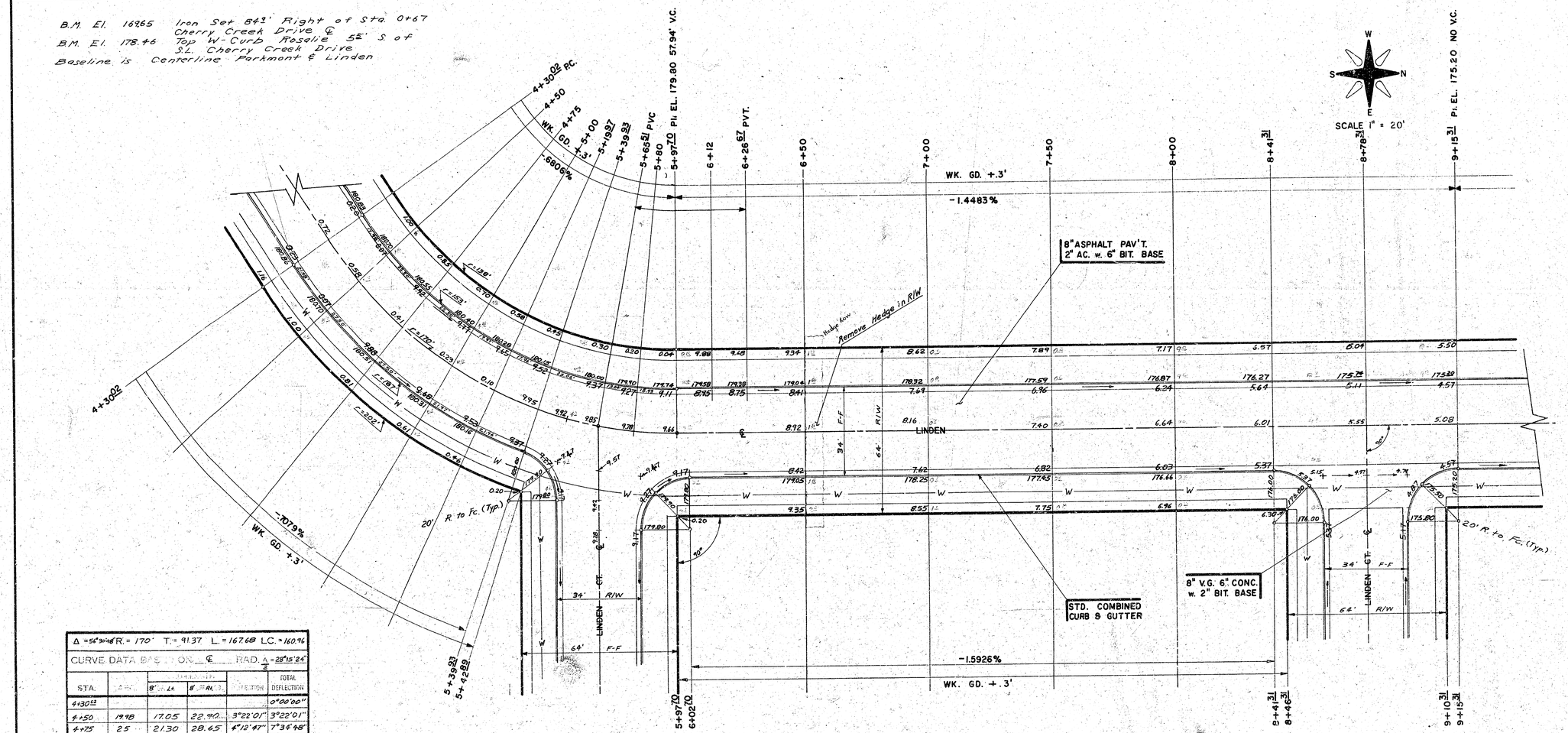
PARKMONT DRIVE & LINDEN - From W.L. Lot 26, Block 5, Hedgecliff Addn. to S.L. Cherry Creek Drive
Proj. No. 472-76-245 80777-000-000-001

5/16

B.M. El. 1686.5 Iron Set 84.2' Right of Sta. 0+67 Cherry Creek Drive ℄

B.M. El. 178.46 Top W-Curb Rosalie 52' S. of S.L. Cherry Creek Drive

Baseline is Centerline Parkmont & Linden



Δ = 56°30'48" R. = 170' T. = 91.37 L. = 167.68 LC. = 160.96					
CURVE DATA BASIS ON ℄ RAD. $\frac{\Delta}{2}$ = 28°15'24"					
STA.	TAN.	8" CURB LA	8" CURB R.	DEFLECTION	TOTAL DEFLECTION
4+30.82					0°00'00"
4+50	19.98	17.05	22.90	3°22'01"	3°22'01"
4+75	25	21.30	28.65	4°12'47"	7°34'48"
5+00	25	21.30	28.65	4°12'45"	11°47'34"
5+19.97	19.97	17.02	22.89	3°21'55"	15°09'29"
5+39.93	19.96	17.01	22.86	3°21'49"	18°31'18"
5+42.89	2.96	2.52	3.39	0°29'56"	19°01'14"
5+61.51	18.62	15.87	21.34	3°08'16"	22°09'30"
5+80	18.49	15.76	21.19	3°06'57"	25°16'27"
5+97.70	17.70	15.09	20.29	2°58'57"	28°15'24"

10.1109 M/Ft.

PARKMONT DRIVE & LINDEN - From W.L. Lot 26, Block 6, Hedgecliff Addn. to S.L. Cherry Creek Drive
Proj. No. 472-76-245-80777-000-000-001

6/16

B.M. El. 178.46 Top W-Curb Rosalie 5.5' S. of S.L. Cherry Creek Drive
B.M. El. 169.65 Iron Set 843 Right of Sta. 0+67 Cherry Creek ℄
Baseline is Centerline Linden

Δ = 44°11'22" R = 125.37 T = 51.02 L = 96.91 L.C. = 94.52

CURVE DATA BASED ON ℄ RAD. Δ = 22°06'41"

STA	ARC	CHORD LENGTH 8" OFF LINES	CHORD LENGTH 8" OUTSIDE	DEFLECTION	TOTAL DEFLECTION
					0°00'00"
12+23.31					
12+27.17	3.86	3.09	4.62	0°52'55"	0°52'55"
12+50	22.83	19.25	27.34	5°13'01"	6°05'56"
12+75	25	19.98	29.93	5°42'45"	11°48'41"
12+99.81	24.81	19.83	29.70	5°40'10"	17°28'51"
13+13.51	13.70	10.96	16.42	3°07'50"	20°36'41"
13+16.24	2.73	2.18	3.27	0°37'25"	21°14'06"
13+20.22	3.98	3.18	4.77	0°54'35"	22°08'41"

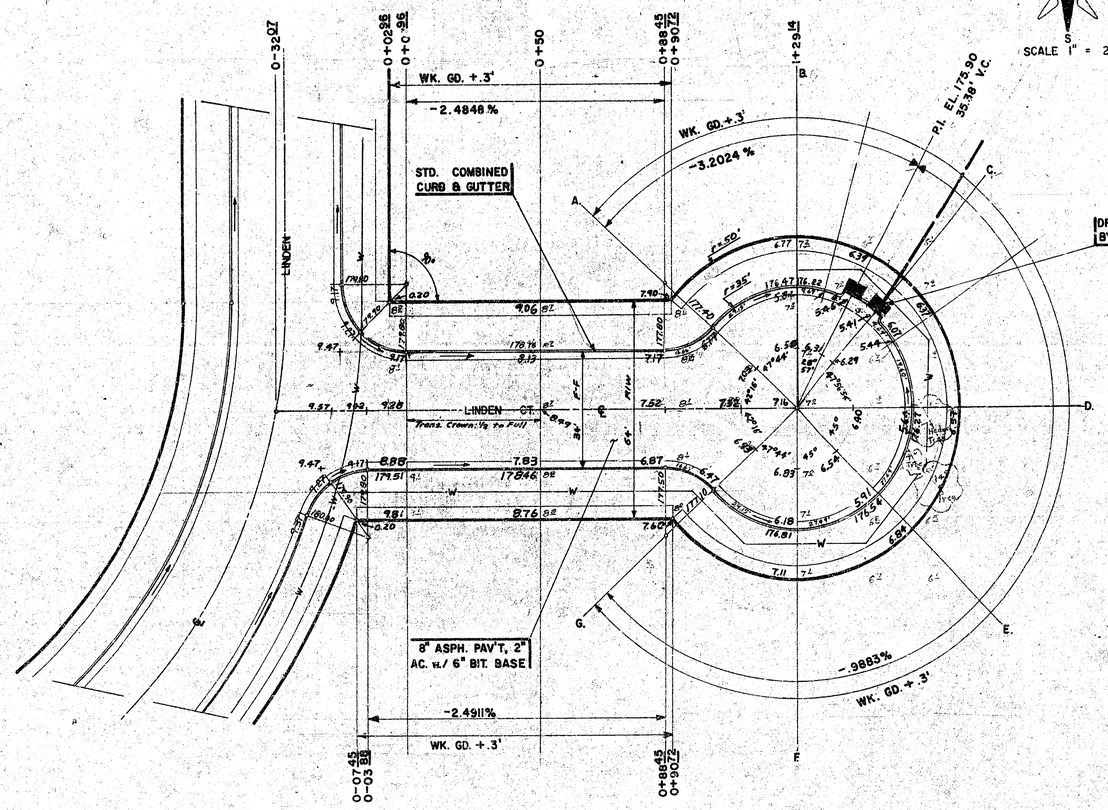
19.7105 M/Ft.

TRANS. WK. GD. +.7' TO +.5'
WK. GD. +.7'
TRANS. WK. GD. +.3' TO +.7'
WK. GD. +.3'
TRANS. WK. GD. +.3' TO +.7'
WK. GD. +.7'
-.3117%
.6413%
-.8787%
-.4943%
8" ASPH. PAV'T. 2" A.C. w. 6" BIT. BASE
STD. 3 COMBINED CURB & GUTTER
LINDEN
℄
DRAINAGE STRUC'S BY "OTHERS"
SHERRY
GREEN
DRIVE
℄
9+19.31
9+50
10+00
10+50
11+00
11+54.31
11+91.31
12+23.31 P.C.
12+99.81
13+13.51
13+20.22 P.T.
13+16.24
P.C. 12+23.31
11+54.31
11+91.31
12+50
12+75
12+99.81
13+20.22 P.T.
13+16.24
20' R to Fc.
34' F-F
64' R/W
SCALE 1" = 20'
N
S
E
W

PARKMONT DRIVE & LINDEN From W.L. Lot 26, Block 6, Hedgecliff Addn. to S.L. Cherry Creek Drive
Proj. No. 42776-245-80777-000-000-001

7/16

B.M. El. 164.60 RR Spk. NE-Side Small Box Elder Tree 12' W of W.L. Capri Circle & 5' N. of S.L. Cedar Lakes Village 4th Addition
Baseline is Centerline Linden Court



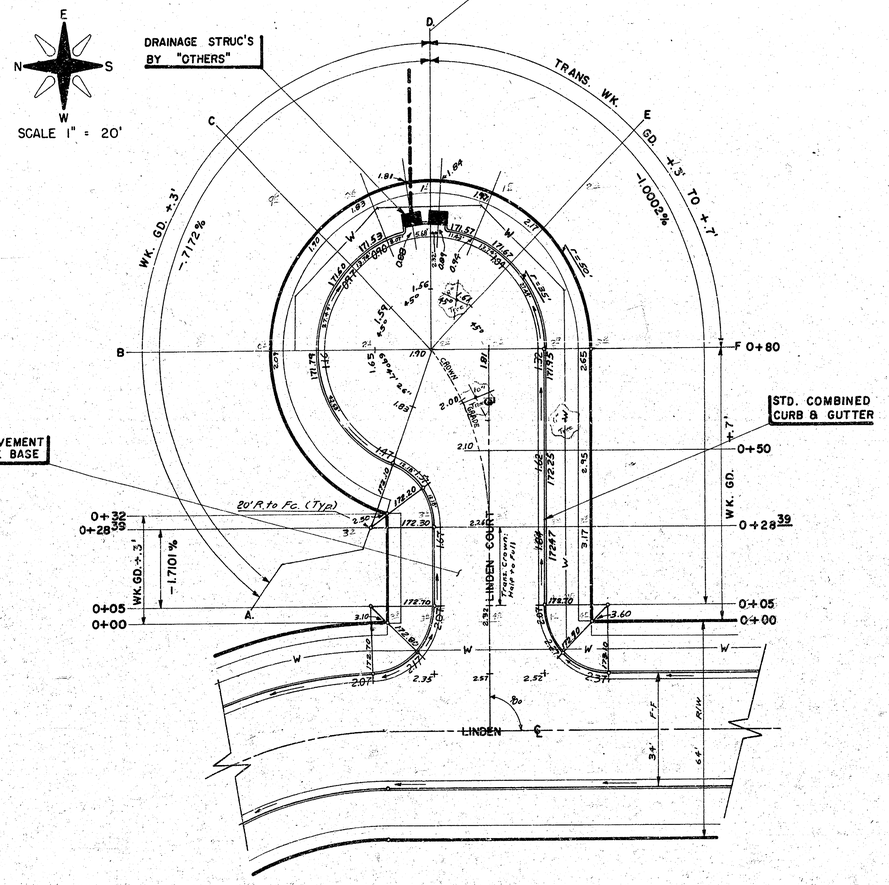
LINDEN COURT - For Lots 13-18, inclusive, Hedgecliff Addn., from E.L. Linden to E. including Cul-de-Sac
Proj. No. 472-78-2-5-80777-000-000-001

8/16

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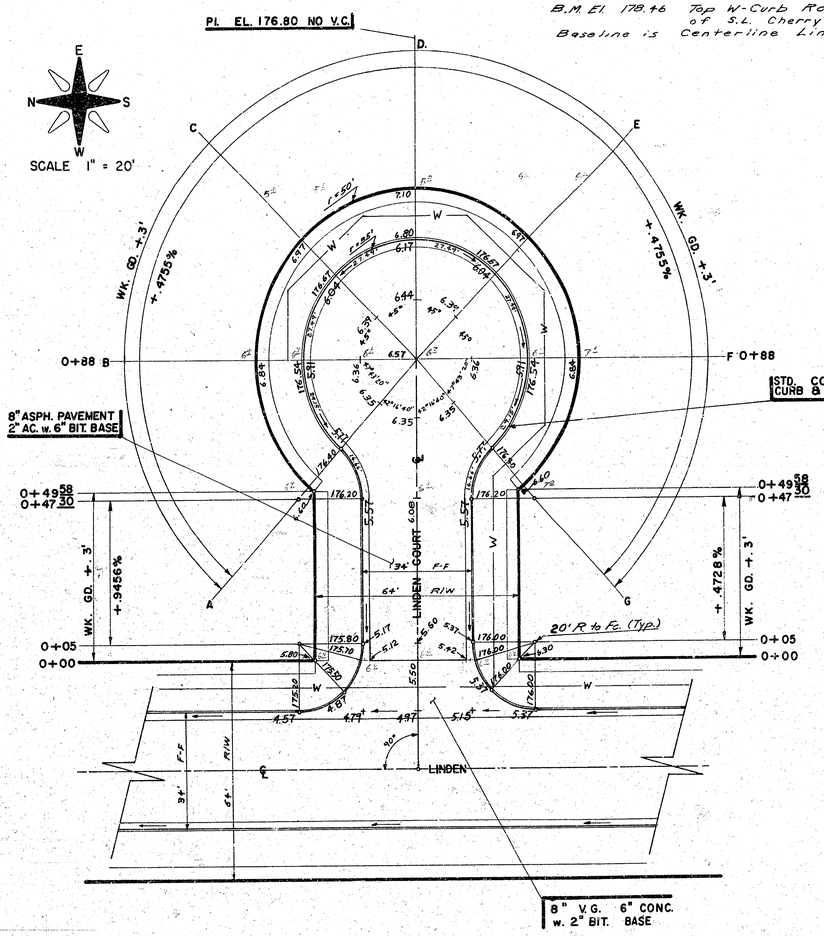
B-M

B.M. El. 169.65 Iron Set 84' Right of Sta. 0+67 Cherry Creek ℄
Baseline is Centerline Linden Court



LINDEN COURT - For Lots 1-6, inclusive, Block 6, Hedgecliff Addn. from E.L. Linden to ℄ including Cul-de-Sac
Proj. No. 172-76-245-80777-000-000-001

B.M. El. 178.46 Top W-Curb Rosalie 5.5' S. of S.L. Cherry Creek Drive
Baseline is Centerline Linden Court

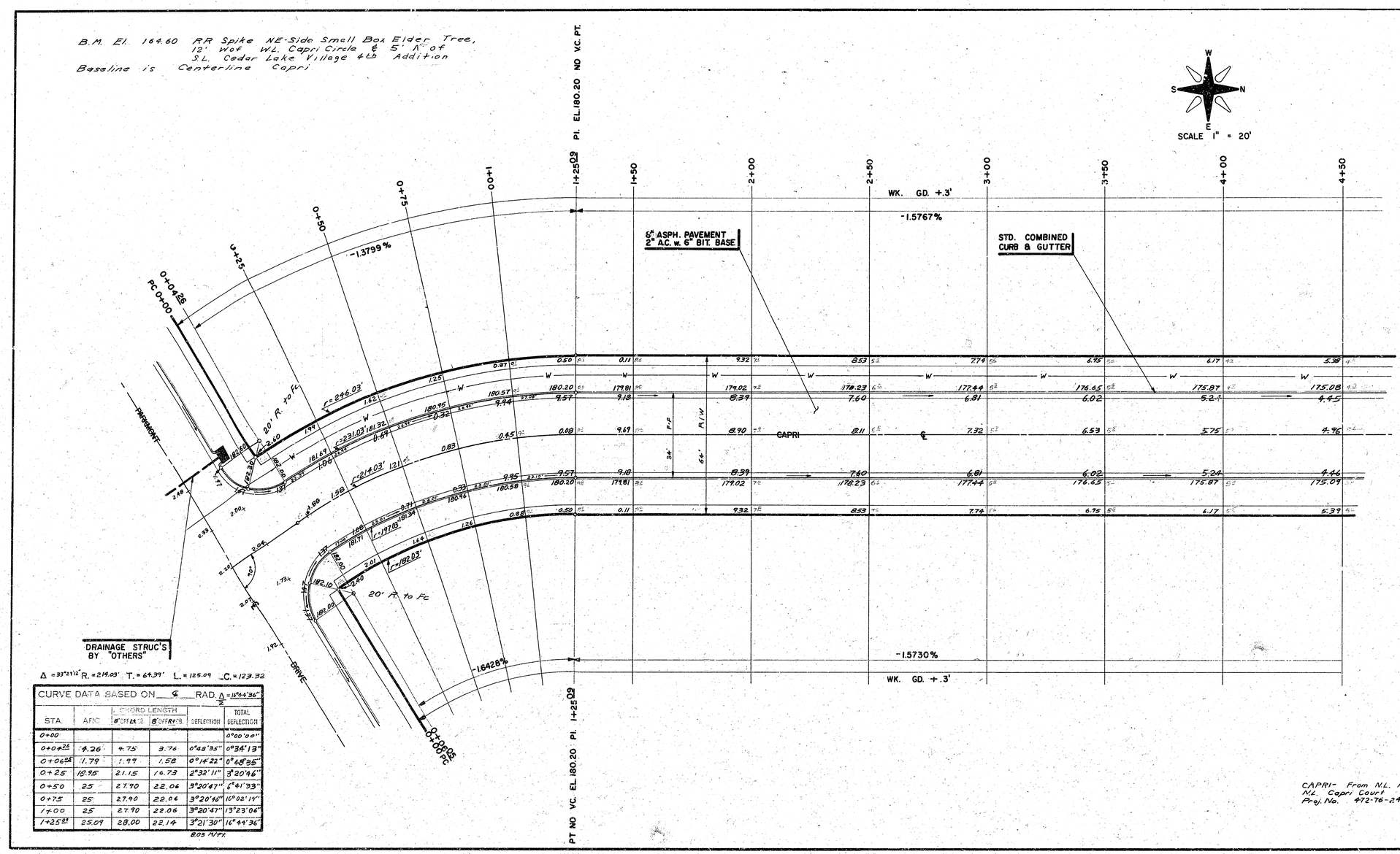


LINDEN COURT - For Lots 7-12, inclusive, Block 6 Hedgecliff Addn. from E.L. Linden, to ℄ including Cul-de-Sac.
Proj. No. 172-76-245-80777-000-000-001

9/16

B.M. El. 164.60 RR Spike NE-Side Small Box Elder Tree, 12' W of W.L. Capri Circle & 5' N. of S.L. Cedar Lake Village 4th Addition

Baseline is Centerline Capri



Δ = 33°21'1/2" R. = 214.03' T. = 64.39' L. = 125.09 C. = 123.32

CURVE DATA BASED ON ___ ℄ ___ RAD. Δ = 16°44'36"

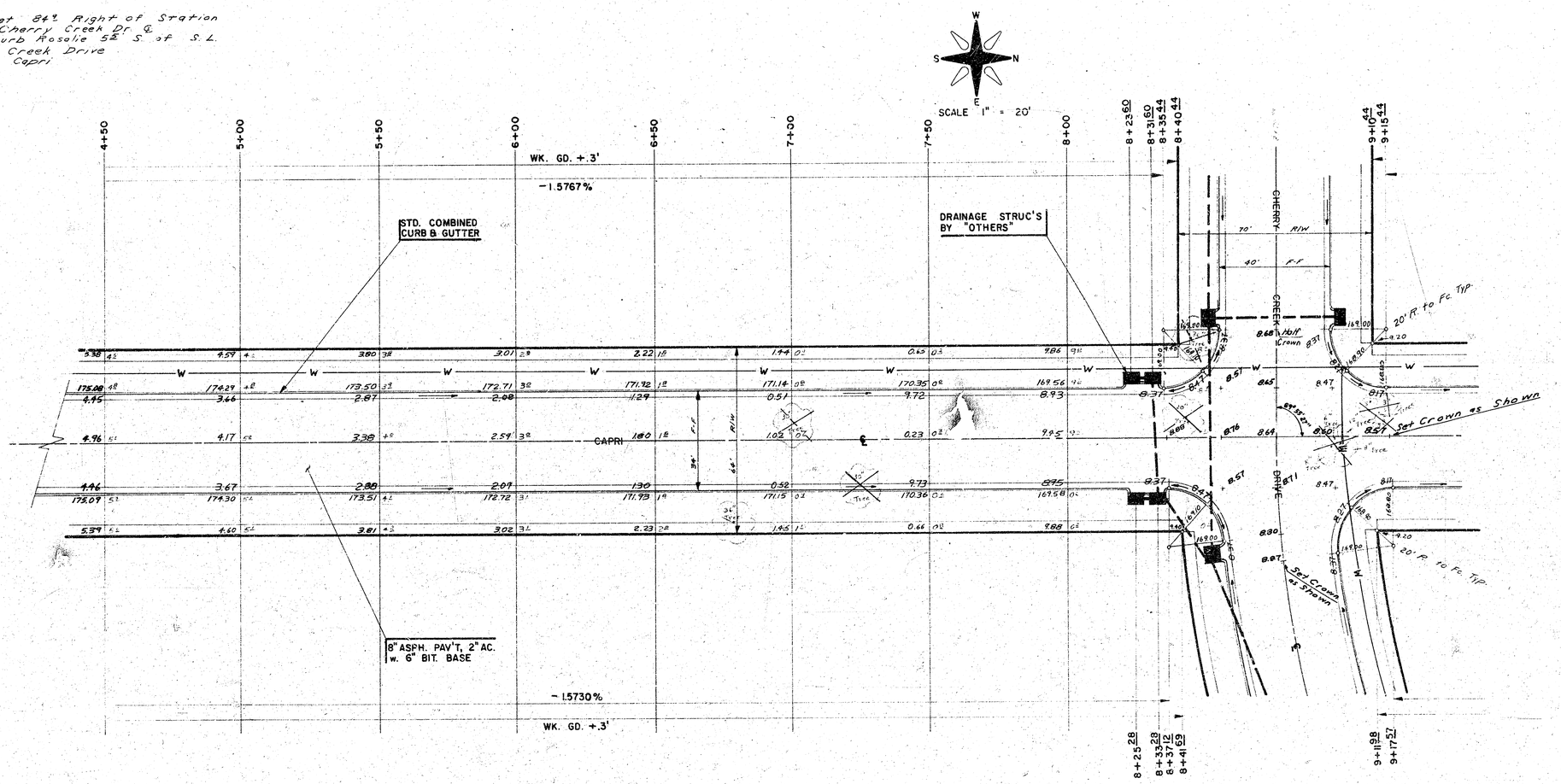
STA.	ARC	CHORD LENGTH 8' OFF L.S.	CHORD LENGTH 8' OFF R.S.	DEFLECTION	TOTAL DEFLECTION
0+00					0°00'00"
0+04.26	4.26	4.75	3.76	0°48'35"	0°36'13"
0+06.58	1.79	1.99	1.58	0°16'22"	0°48'35"
0+25	18.95	21.15	16.73	2°32'11"	3°20'46"
0+50	25	27.90	22.06	3°20'47"	6°41'33"
0+75	25	27.90	22.06	3°20'46"	10°02'19"
1+00	25	27.90	22.06	3°20'47"	13°23'06"
1+25.09	25.09	28.00	22.14	3°21'30"	16°44'36"

8.03 M/FT.

CAPRI- From N.L. Parkment Drive to N.L. Capri Court
Proj. No. 472-76-245-80777-000-000-061

10/10

B.M. El. 169.65 Iron Set 84' Right of Station 0+67 Cherry Creek Dr. ℄
B.M. El. 178.46 Top W Curb Rosolie 52' S. of S.L. Cherry Creek Drive
Baseline is Centerline Capri



CAPRI - From N.L. Parkmont Drive to N.L. Capri Court
Proj. No. 472-76-295-80777-000-000-001

11/16

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B-M

B.M. El. 169.65 Iron Set 84' Right of Sta. 0+67 Cherry Creek ℄
B.M. El. 178.46 Top W-Curb Rosalie 55' S. of S.L. Cherry Creek Drive
Baseline is Centerline Capri

Δ = 45° R. = 200' T. = 82.84' L. = 157.08 L.C. = 153.07

CURVE DATA BASED ON ℄ RAD. $\Delta/2 = 22°30'00"$

STA.	ARC.	CHORD LENGTH 8' OFF ℄ CD.	CHORD LENGTH 8' OFF ARCUS	DEFLECTION	TOTAL DEFLECTION
10+92.26					0°00'00"
10+75	22.44	19.62	25.25	3°12'51"	3°12'51"
11+06.92	31.95	27.92	35.90	4°34'36"	7°47'27"
11+10.39	3.39	2.96	3.81	0°29'08"	8°16'35"
11+25	14.66	12.82	16.48	2°06'00"	10°22'35"
11+53.79	28.79	25.16	32.36	4°07'25"	14°30'00"
11+75	21.21	18.58	23.85	3°02'18"	17°32'18"
11+97.13	22.13	19.35	24.88	3°10'11"	20°42'29"
12+00.63	3.50	3.06	3.93	0°32'05"	21°14'34"
12+09.64	9.01	7.88	10.13	1°15'26"	22°30'00"

85943 M/fc.

SCALE 1" = 20'

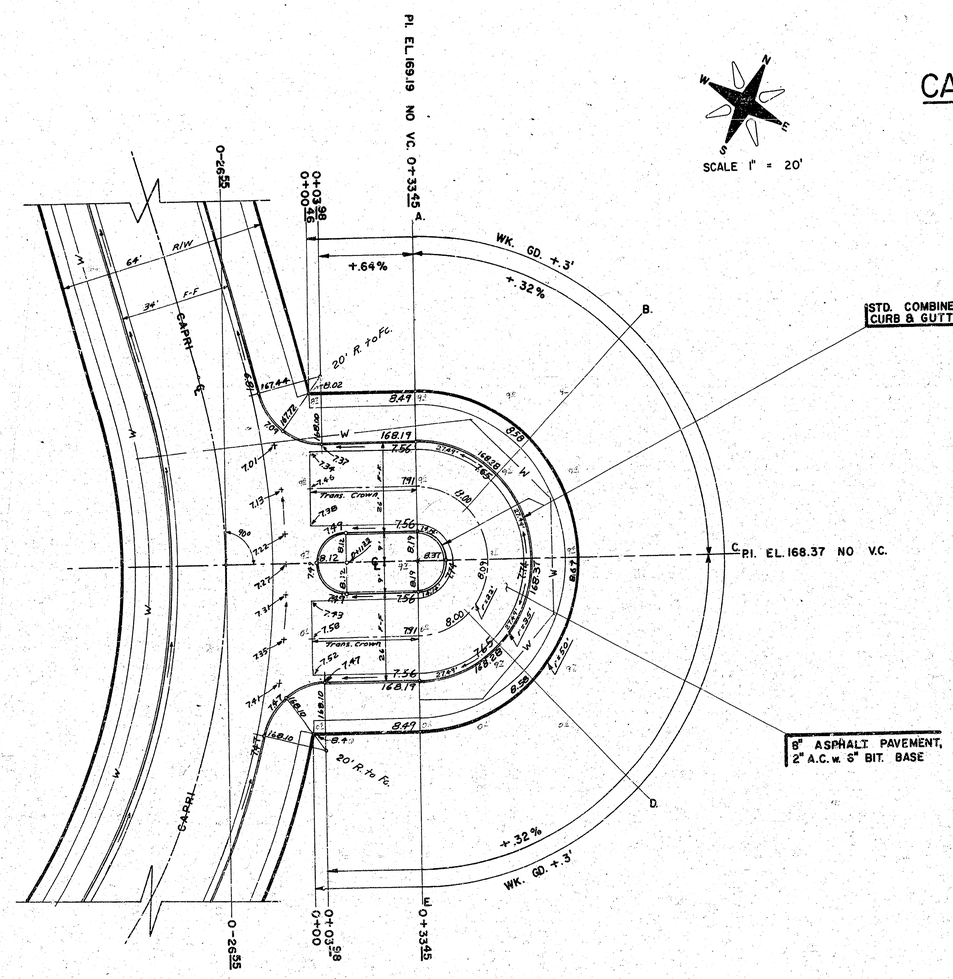
DRIVE
GREEK
CHERRY
CAPRI
CAPRI CT.
9+10.43
9+15.42
9+65
WK. GD. +.3'
-.3646%
10+15
10+52.56 P.C. P.I. EL. 168.30 NO V.C.
10+75
11+06.92
11+25
PVC 11+53.79
11+75
PI. EL. 167.70
85.72' VC.
PT. 12+09.64
12+25
12+44.28
12+50
6" ASPHALT PAVEMENT 2" AC. w. 6" BIT. BASE
-.4429%
STD. COMBINED CURB & GUTTER
13+00
WK. GD. +.3'
-2.3268%
DRAINAGE STRUC'S BY "OTHERS"
13+50
13+99.80
13+94.80
End Construction
Remove Hedge in R/W
20' R. to F.C. (Typ.)
9" V.G. 6" CONC. w. 2" BIT. BASE
CAPRI COURT FOR LOTS 4-7
-.3704%
WK. GD. +.3'
-.3389%
9+11.98
9+17.57
11+06.95
11+10.34
P.C. P.I. 10+52.56 EL. 168.30 NO V.C.
-2.4033%
WK. GD. +.5'
SET GRADES AS SHOWN
TRANS. WK. GRADES AS SHOWN
11+97.13
12+00.63
12+09.64 P.T.
12+50 P.I. EL. 166.47 NO V.C.
13+99.80
14+68.80
14+63.80
20' R. to F. Typ.

CAPRI - From N.L. Parkmont Drive to N.L. Capri Ct.
Proj. No. 472-76-245-80777-000-006-001

12/16

B.M. El. 164.60 RR Spike NE-Side Small Box Elder Tree, 12' W of WL Capri Circle, & 5' N. of S.L. Cedar Lake Village 4th Addn.
Baseline is Centerline Capri Court

CAPRI COURT
for Lots 4-7, Block 2



CAPRI COURT - For Lots 4-7, inclusive, Block 2, Hedgecliff Addn. from E.L. Capri to ℄ including Cul-de-Sac
Proj. No. 472-76-245-80777-000-000-061

13/16

BM. EL. 178.46 TOP W-CURB ROSALIE 5.5' S. OF S-LINE CHERRY CREEK DR.
℄ IS ℄ CAPRI COURT
STA. 1+80 ON PLAN IS STA. 0+00 IN BOOK

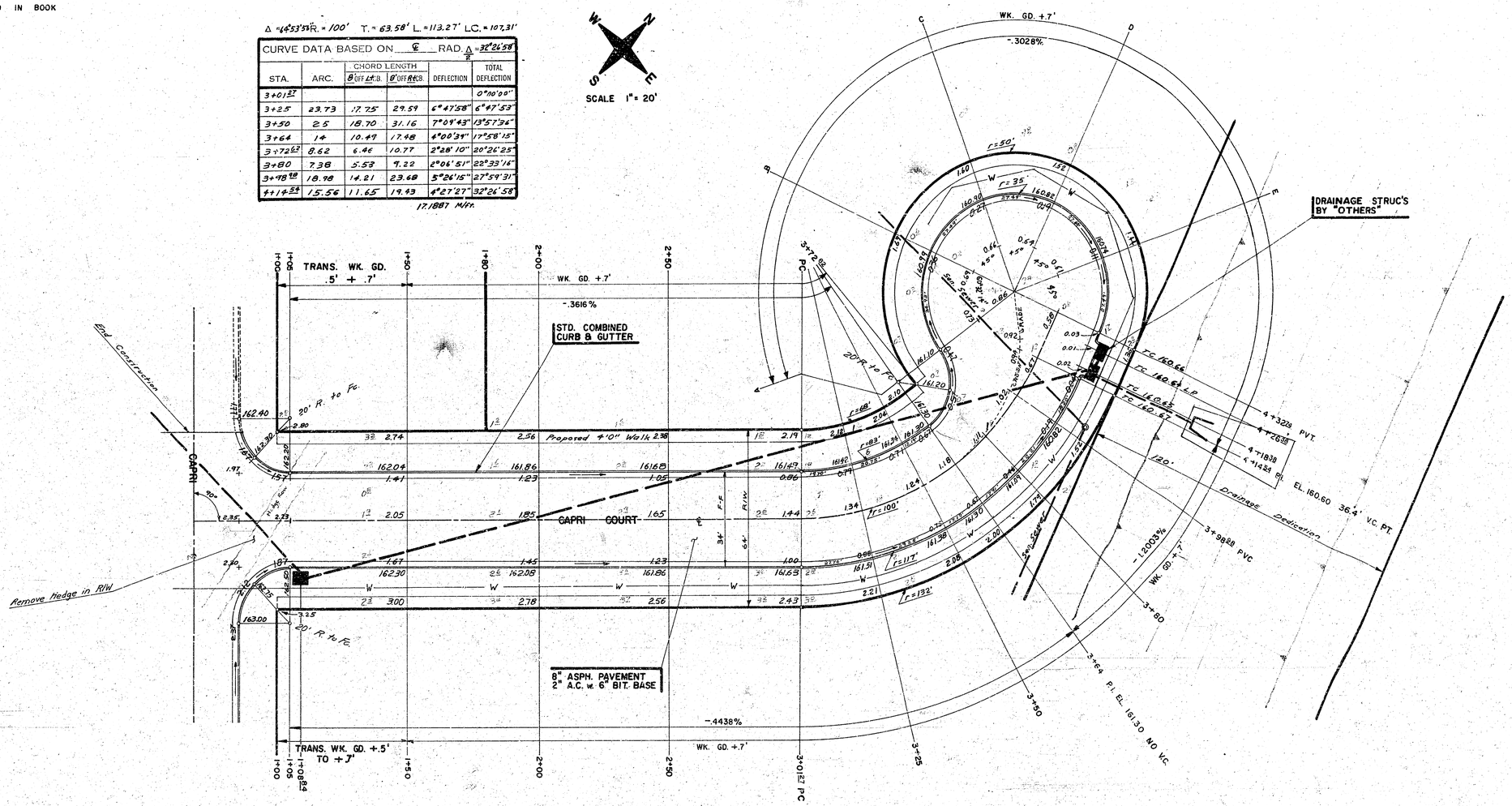
Δ = 64°53'54" R. = 100' T. = 63.58' L. = 113.27' LC. = 107.31'

CURVE DATA BASED ON ℄ RAD. Δ/2 = 32°26'58"

STA.	ARC.	CHORD LENGTH θ° OFF LT.B.	CHORD LENGTH θ' OFF RT.B.	DEFLECTION	TOTAL DEFLECTION
3+01.57					0°00'00"
3+25	23.73	17.75'	29.59	6°47'58"	6°47'53"
3+50	25	18.70	31.16	7°09'43"	13°57'36"
3+64	14	10.49	17.48	4°00'39"	17°58'15"
3+72.62	8.62	6.46	10.77	2°28'10"	20°26'25"
3+80	7.38	5.53	9.22	2°06'51"	22°33'16"
3+98.28	18.98	14.21	23.68	5°26'15"	27°59'31"
4+14.53	15.56	11.65	19.43	4°27'27"	32°26'58"

17.1887 M/Ft.

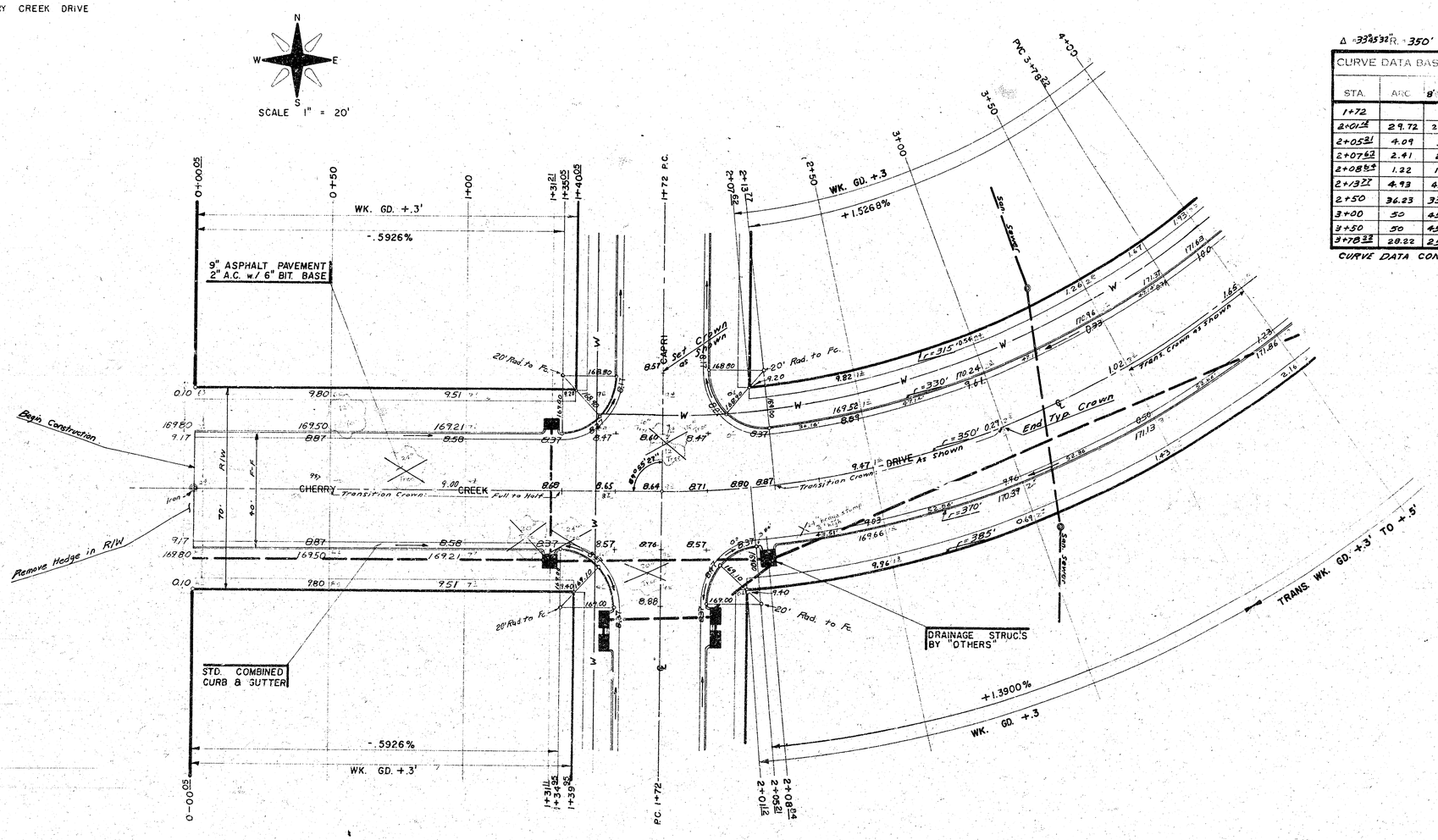
SCALE 1" = 20'



CAPRI COURT- For Lots 1-4 inclusive, Block 1 and Lots 1-3 inclusive, Block 2, Hedgecliff Addn. from Co. Capri Ct. & incluing Cul-de-Sac
Proj. No. 472-76-245-80177-000-000-001

14/116

BM. EL. 178.46 TOP W. CURB 5.5' S. OF S.L. CHERRY CREEK DRIVE
℄ IS ℄ CHERRY CREEK DRIVE



Δ = 33°55'32" R = 350' T = 182.09 L = 335.81 L.C. = 323.08

CURVE DATA BASED ON ℄ RAD Δ/2 = 16°52'46"

STA.	ARC	CHORD LENGTH 8' Lt	8' Rt		TOTAL DEFLECTION
1+72					0°00'00"
2+01.12	29.72	26.78	31.44	2°23'01"	2°23'01"
2+05.21	4.09	3.76	4.41	0°20'05"	2°43'06"
2+07.62	2.41	2.21	2.60	0°11'50"	2°54'56"
2+08.84	1.22	1.12	1.31	0°05'59"	3°00'55"
2+13.77	4.93	4.53	5.32	0°24'13"	3°25'08"
2+50	36.23	33.31	39.11	2°57'36"	6°23'04"
3+00	50	45.96	53.95	4°05'33"	10°28'37"
3+50	50	45.96	53.95	4°05'33"	14°34'10"
3+78.32	28.22	25.95	30.46	2°18'36"	16°52'46"

CURVE DATA CONTINUED NEXT PAGE

CHERRY CREEK DRIVE From W.L. Hedgecliff Addn to E.L. Hedgecliff Addn
Proj. No. 912 To 245 60 FT 300 000 001

15/16

FILMED FROM THE BEST AVAILABLE COPY.....

B-M

B.M. EL. 178.46 TOP W. CURB ROSALIE 5.5' S. OF S-LINE CHERRY CREEK DR.
℄ IS ℄ CHERRY CREEK DR.

SCALE 1" = 20'

Curve Data Table Continued from Preceding Page

4+00	21.78	20.03	23.51	1°46'57"	18°39'43"
4+05.53	5.73	5.27	6.18	0°28'09"	19°07'52"
4+09.26	3.63	3.33	3.92	0°17'44"	18°25'41"
4+13.85	4.99	4.13	4.84	0°22'03"	19°47'44"
4+43.21	29.16	26.81	31.48	2°23'13"	25°10'57"
4+72.14	29.13	26.74	31.45	2°23'03"	24°34'00"
4+76.83	4.49	4.13	4.84	0°22'03"	24°56'03"
5+07.81	31.18	28.67	33.64	2°33'08"	27°29'11"

4/11 M/FR.

3+78.23 PVC. +1.5268% 4+00 4+09.26 4+43.21 P.I. EL. 172.30 122.20' V.C. 4+76.83 5+07.81 P.V.T. 5+50 6+00 WK. GD. +.3' -1.2500 % 6+50.72 PVC. 6+75 7+00 7+10.72 P.I. EL. 169.00 120' V.C. 7+13.72 L.P. 7+30 7+50 7+70.72 P.V.T. +1.0577%

STD. COMBINED C.B. & GUTTER

9" ASPHALT PAVEMENT 2" AC. w./ 7" BIT. BASE

DRAINAGE STRUC.'S BY OTHERS

CHERRY CREEK DRIVE

20' Rad. to F.C.

+1.3900%

-1.1447%

+.9686 %

WK. GD. + .3'

End Construction

4+00 4+05.73 4+09.26 4+13.85 4+72.14 4+76.83 P.T. 5+07.81 PVC 6+50.72 7+10.72 7+15.72 P.V.T. 7+70.72

120' V.C. EL. 169.00 P.I.

CHERRY CREEK DRIVE - From the W.L. of Hedgecliff Addn. to the E.L. of Hedgecliff Addn.
Proj. No. 112-76-245-80777-000-000-001

4/10

FILMED FROM THE BEST AVAILABLE COPY.....

B-M