B.M. RR SPIKE E.S. COTTONWOOD 78' N. OF N.E. COR. AMIDON & 23RD ELEV 124.95
B.M. TOP IRON N.W. COR RIVERLAWN & 23RD ELEV 123.77

NOTE:
STA. ON W.P.L.

6+02 SO. SIDE CAR PORT 30'R ELEV 126.46

6+18 NO. SIDE CAR PORT 30'R ELEV 126.87

P.I. STA 6+21 NO V.C.

ST

RIVERLAWN

23RD

NO CROWN

V.C.

60'

30'

+0.242% WK 0.4'

-0.101% WK 0.4'

+0.241% WK 0.4'

-0.120% WK 0.4'

DR

P.I. STA 6+21 NO V.C.

0+00 0+50 1+00 1+50 2+00 2+50 3+00 3+50 4+00 4+50 5+00 5+50 6+00 6+21

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Survey Record Bk W-4 Pg 20
Plan Book Checked

Excav
814
+10%
895.8 yd³

Fill
135 yd³ ex 7.5% shrink

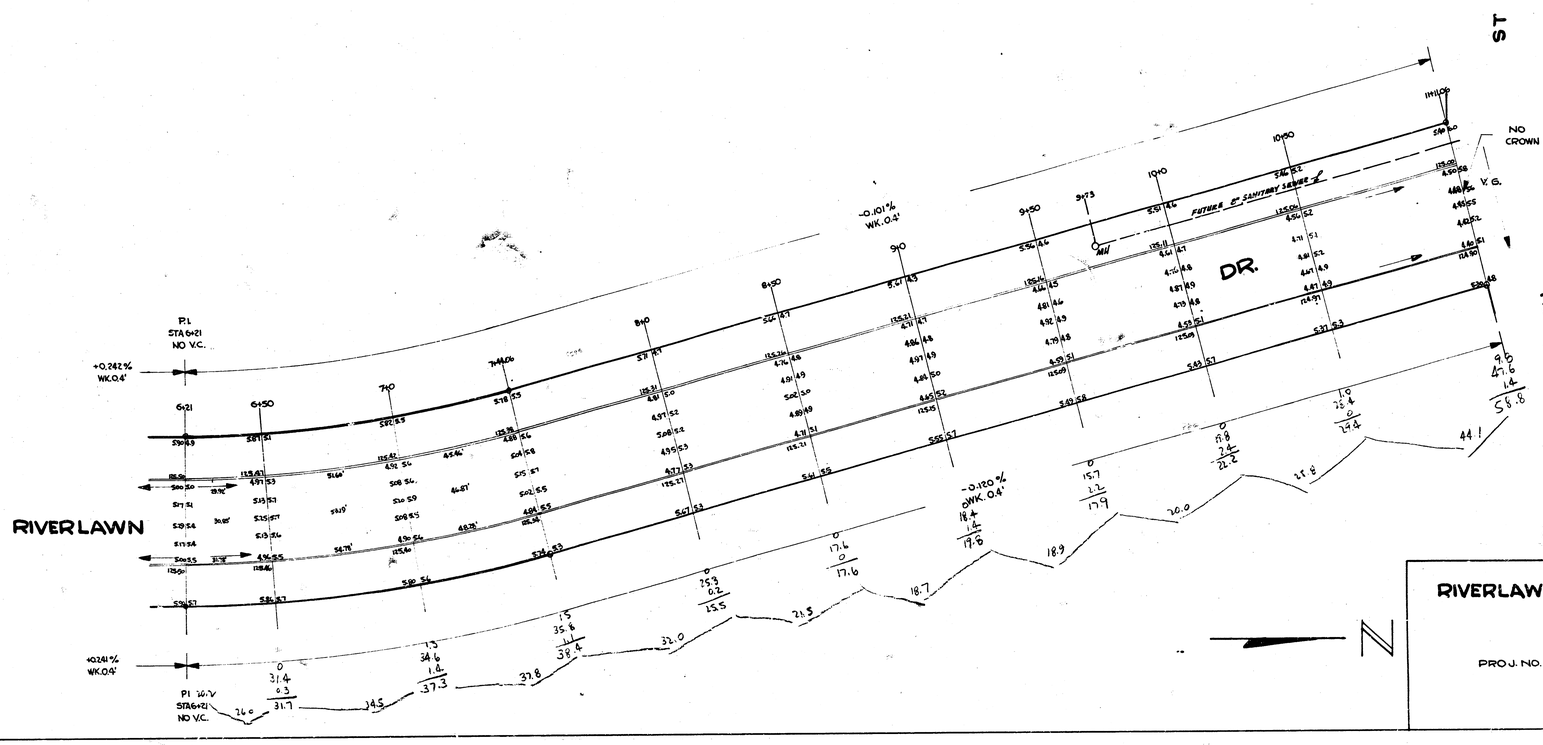
RIVERLAWN DR.
N.L. 23RD TO S.L. 24TH
30' CONC. & CURB
CITY OF WICHITA, KANSAS
B.E. SMITH
MAR 1954
CITY ENGINEER
PROJ. NO. C13-171

B.E. SMITH LICENSED 436 KANSAS PROFESSIONAL ENGINEER

DATA FOR CURVE BS1 STA 6+21 ℄ STA 7+44.06 STA ON W.P.L. R=670' ℄ Δ = 15°00'						
STA	ARC LENGTH ON W.P.L.	CHORD LENGTH ON 6' OFFSET W.C.B.	CHORD LENGTH ON 6' OFFSET E.C.B.	DEFLECTION ANGLE	TOTAL ANGLE DEFLECTION
6+21					
6+50	29.0'	29.54'	32.14'	1° 46' 03"	1° 46' 03"
7+0	50.0'	50.94'	55.40'	3° 02' 51"	4° 48' 54"
7+44.06	44.06'	44.88'	48.82'	2° 41' 06"	7° 30' 00"

B.M. RR SPIKE IN 40" COTTONWOOD S.E.COR. FMIDON ℄ 24TH ELEV. 127.11

NOTE:
Driveway Rep. on Left or West Between Sta. 9+73 & Sta. 11+11.06 are not a part of this Contract. Curb Openings shall be left for future Drives.



RIVERLAWN DR.

PROJ. NO. C13-171

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