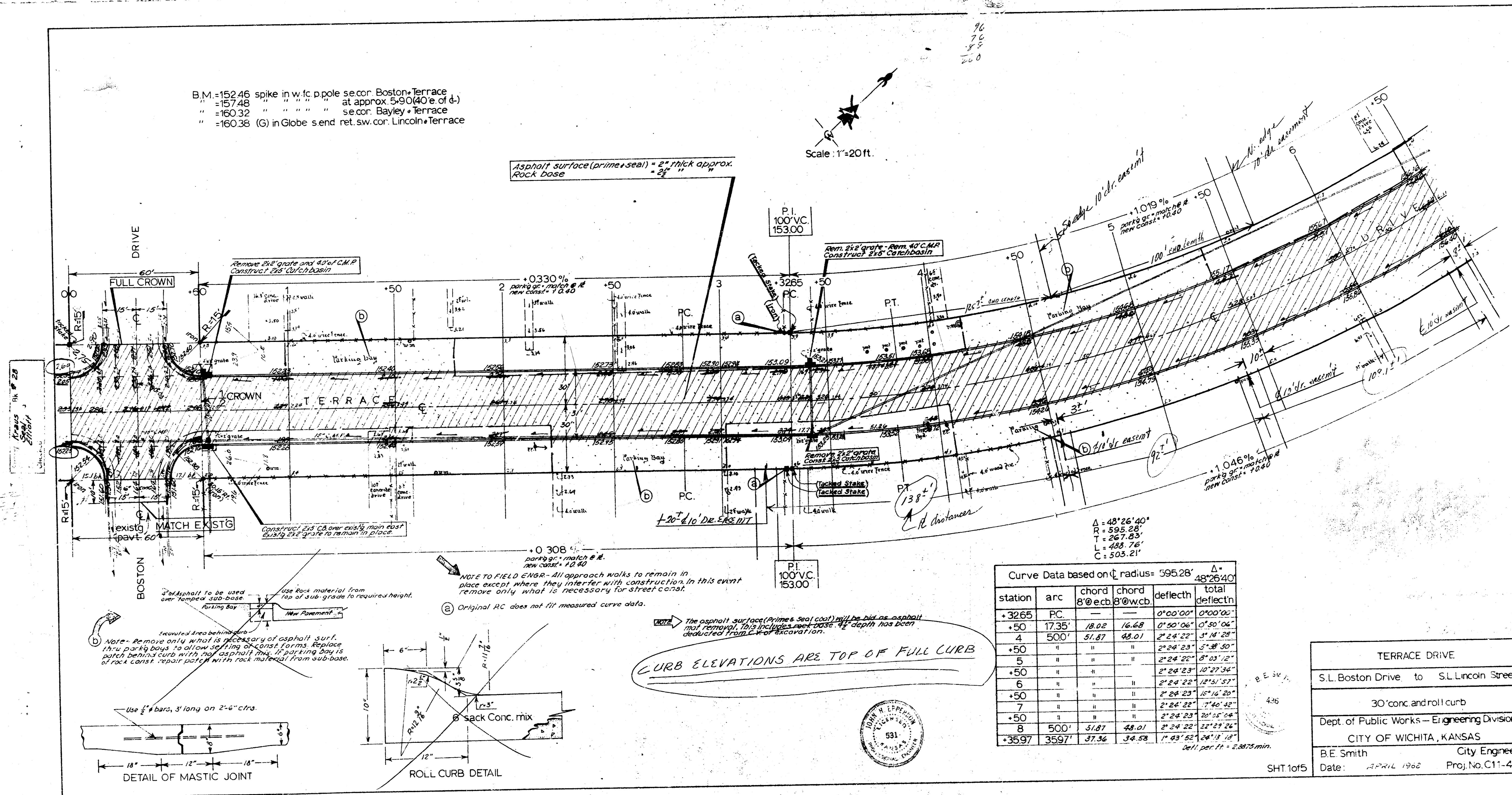


B.M. = 152.46 spike in w.f.c. pole sec. on Boston Terrace
 " = 157.48 " " " " at approx 5' 90' (40' E of E-)
 " = 160.32 " " " " sec. on Bayley Terrace
 " = 160.38 (G) in Globe send ret. sw. cor. Lincoln Terrace

Scale: 1" = 20 ft.

Asphalt surface (prime + seal) = 2" thick approx.
 Rock base = 2" "

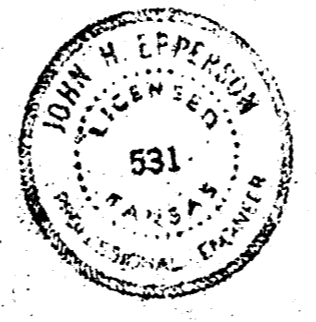


Curve Data based on Δ radius = 595.28' $\Delta = 48^\circ 26' 40"$

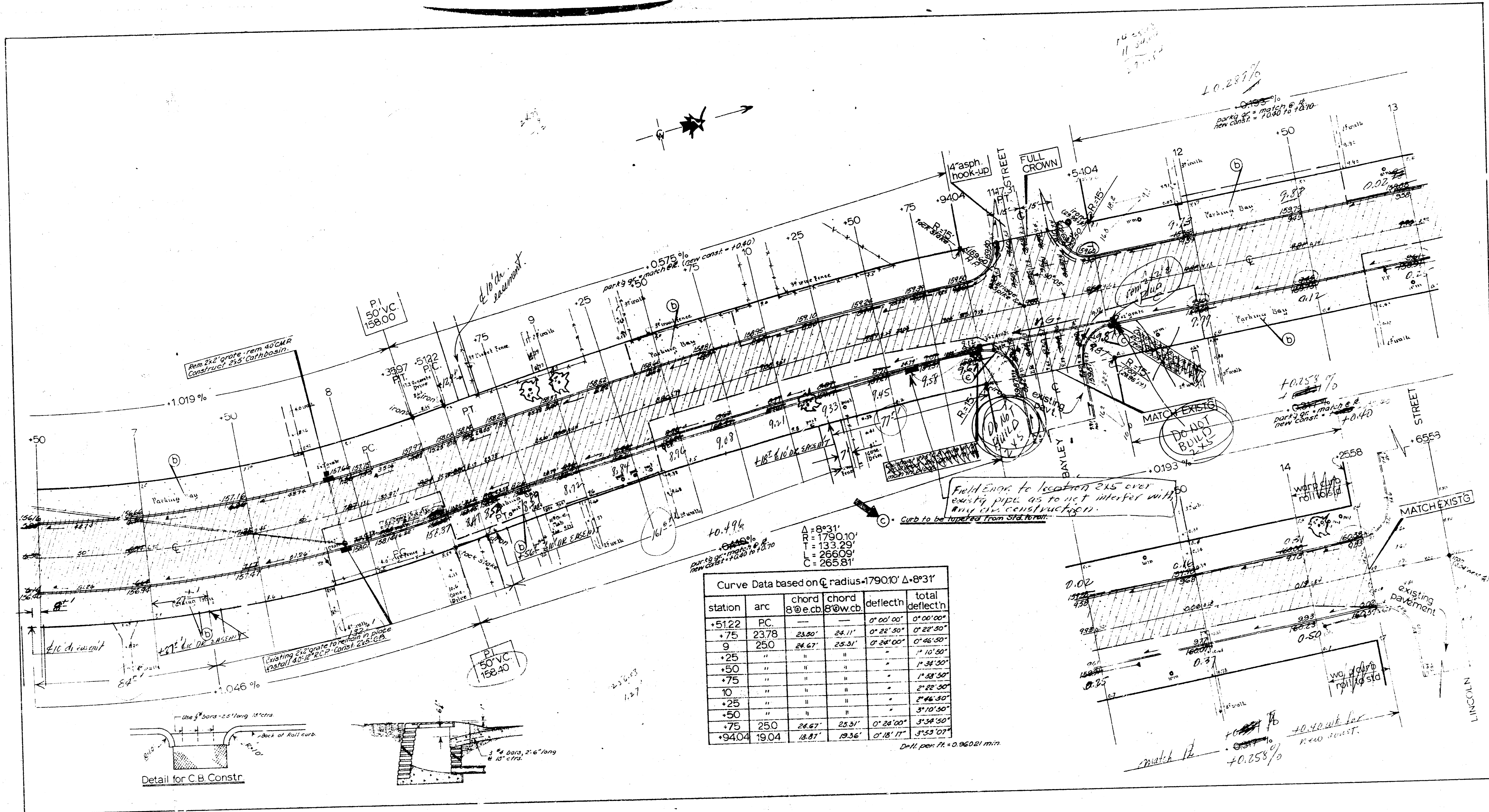
station	arc	chord 8'@e.c.b.	chord 8'@w.c.b.	deflecth	total deflecth
+3265	PC	—	—	0° 00' 00"	0° 00' 00"
+50	17.35'	18.02	16.68	0° 50' 06"	0° 50' 06"
4	500'	51.87	48.01	2° 24' 22"	3° 14' 28"
+50	"	"	"	2° 24' 22"	5° 38' 50"
5	"	"	"	2° 24' 22"	8° 03' 12"
6	"	"	"	2° 24' 22"	10° 27' 34"
+50	"	"	"	2° 24' 22"	12° 51' 57"
7	"	"	"	2° 24' 22"	15° 16' 19"
+50	"	"	"	2° 24' 22"	17° 40' 42"
8	500'	51.87	48.01	2° 24' 22"	20° 05' 04"
+3597	3597'	37.56	34.58	1° 43' 02"	21° 48' 06"

Sett. per ft. = 2.8173 min.

TERRACE DRIVE
 S.L. Boston Drive to S.L. Lincoln Street
 30' conc. and roll curb
 Dept. of Public Works - Engineering Division
 CITY OF WICHITA, KANSAS
 B.E. Smith City Engineer
 Date: 7-27-62 Proj. No. C1-46



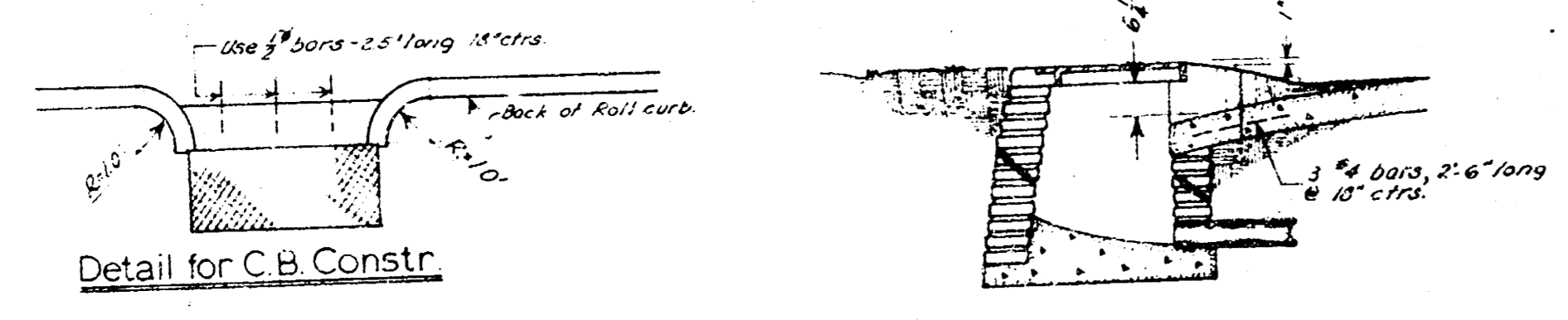
SHT 1015



Curve Data based on $\Delta = 8^{\circ}31'$
 $R = 1790.10'$
 $T = 133.29'$
 $L = 266.09'$
 $C = 265.81'$

station	arc	chord @ e.cb	chord @ w.cb	deflect'n	total deflect'n
+5122	PC			0°00'00"	0°00'00"
+75	2378	23.80'	24.11'	0°22'30"	0°22'30"
9	250	24.67'	25.31'	0°24'00"	0°46'30"
+25	"	"	"	"	1°10'30"
+50	"	"	"	"	1°38'30"
+75	"	"	"	"	2°06'30"
10	"	"	"	"	2°34'30"
+25	"	"	"	"	3°02'30"
+50	"	"	"	"	3°30'30"
+75	250	24.67'	25.31'	0°24'00"	3°54'30"
+9404	PT	18.81'	19.36'	0°18'11"	3°53'07"

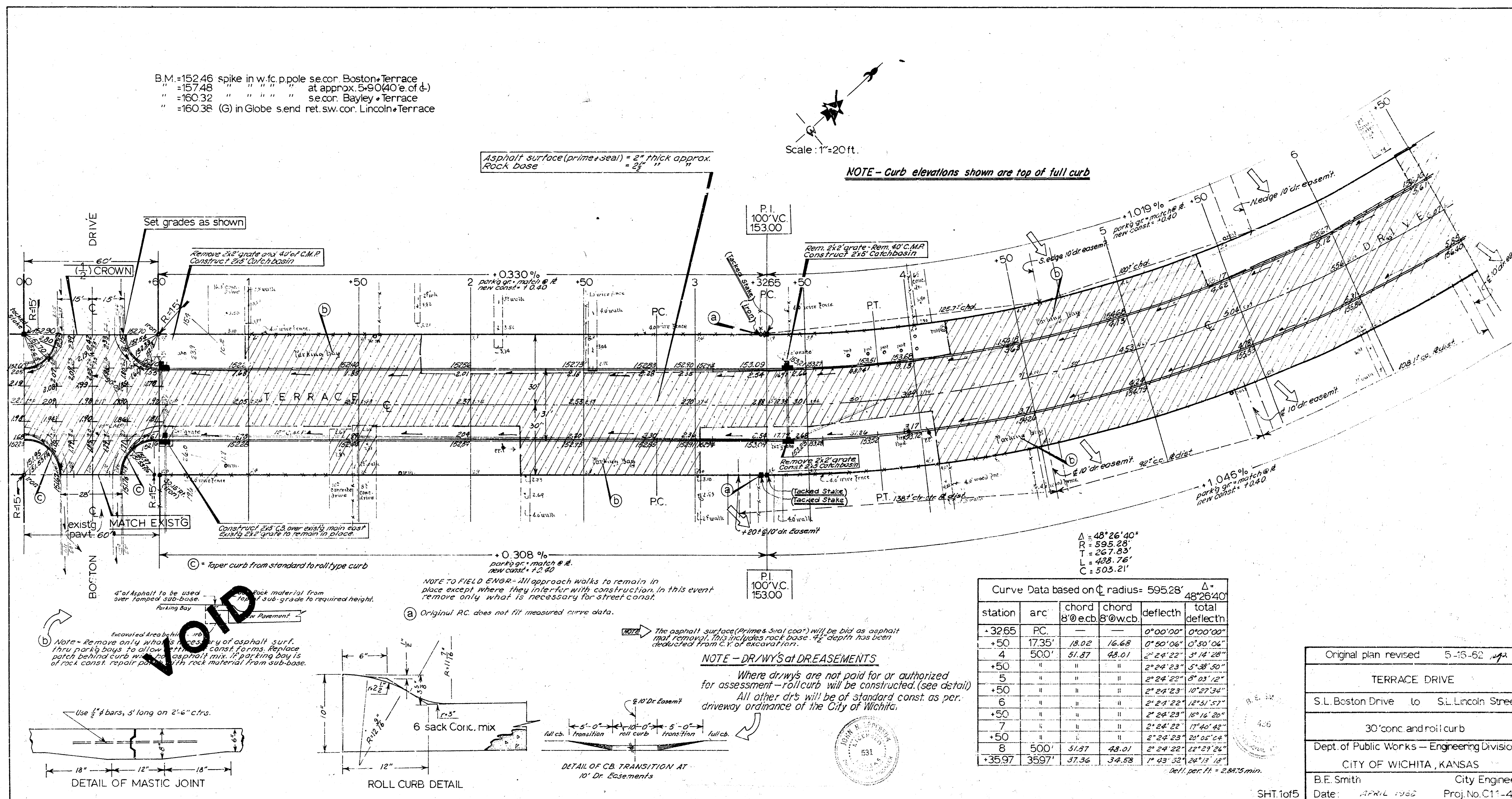
Dist. per ft. = 0.960281 min.



B.M. = 152.46 spike in w.f. pole se. cor. Boston + Terrace
 = 157.48 " " " " at approx. 5+90.40 e. of d.
 = 160.32 " " " " se. cor. Bayley + Terrace
 = 160.38 (G) in Globe send ret. sw. cor. Lincoln + Terrace

Scale: 1"=20 ft.

NOTE - Curb elevations shown are top of full curb



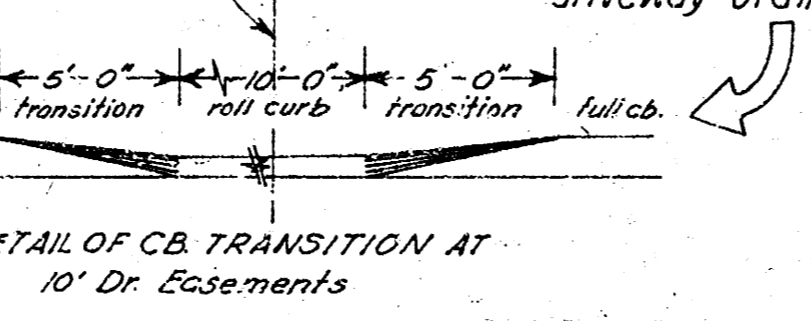
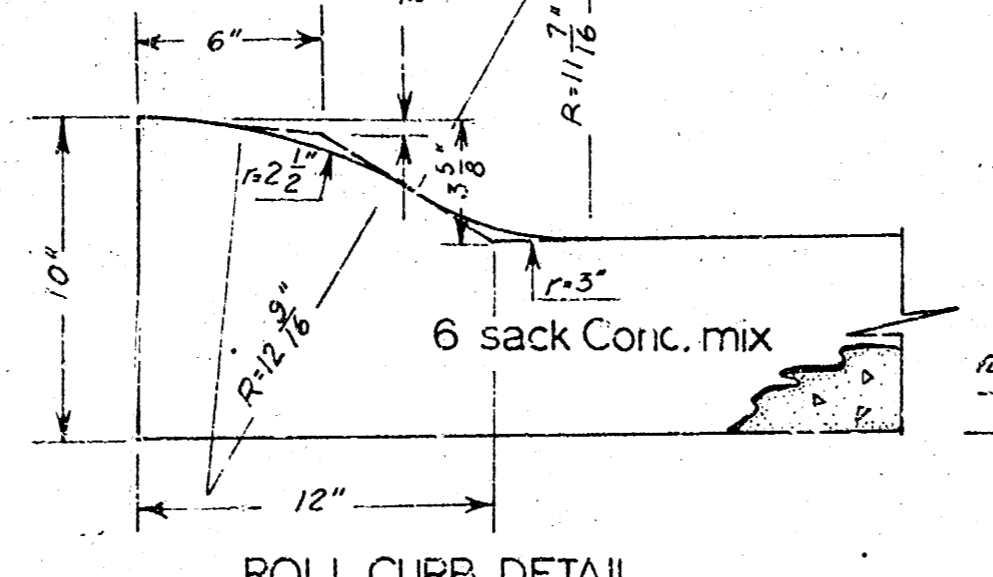
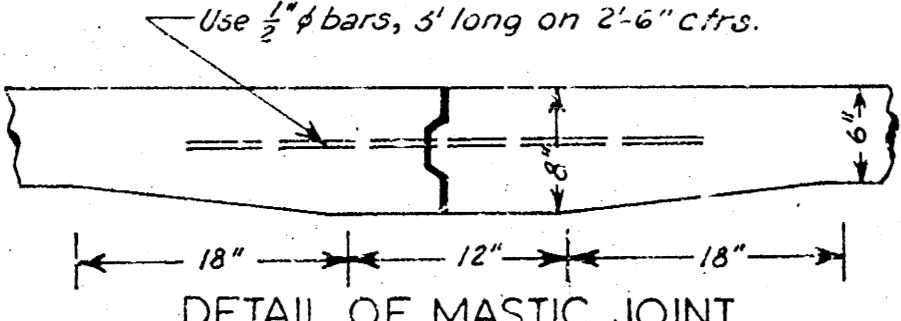
Asphalt surface (prime & seal) = 2" thick approx.
 Rock base = 2 1/2"

Remove 2 1/2" waste and 4" of C.M.P. Construct 2 1/2" C.W.C. (2087)

Remove 2 1/2" waste and 4" of C.M.P. Construct 2 1/2" C.W.C. (2087)

Remove 2 1/2" waste and 4" of C.M.P. Construct 2 1/2" C.W.C. (2087)

Remove 2 1/2" waste and 4" of C.M.P. Construct 2 1/2" C.W.C. (2087)



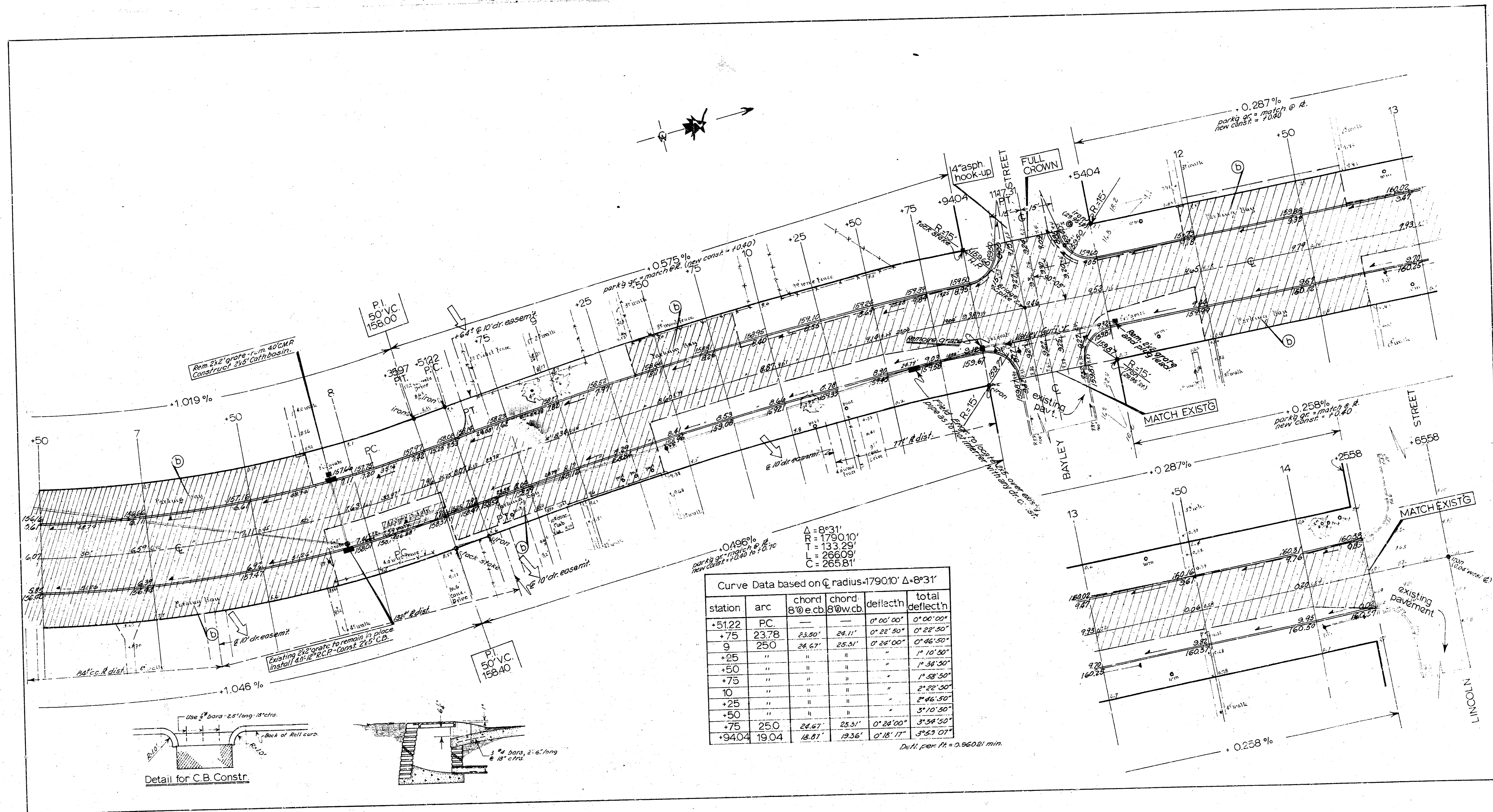
Curve Data based on C radius = 595.28' Δ = 48°26'40" R = 595.28' T = 267.83' L = 408.76' C = 503.21'

station	arc	chord @ ecb	chord @ wcb	deflecth	total deflectn
+3265	PC			0°00'00"	0°00'00"
+50	17.35'	18.02	16.68	0°50'06"	0°50'06"
4	500'	51.87	48.01	2°24'22"	3°14'28"
+50	"	"	"	2°24'23"	5°38'50"
5	"	"	"	2°24'23"	8°03'12"
+50	"	"	"	2°24'23"	10°27'34"
6	"	"	"	2°24'23"	12°51'57"
+50	"	"	"	2°24'23"	15°16'20"
7	"	"	"	2°24'23"	17°40'42"
+50	"	"	"	2°24'23"	20°05'04"
8	500'	51.87	48.01	2°24'22"	22°29'26"
+3597	3597'	37.36	34.58	7°03'32"	29°32'58"

bell per ft. = 2.813 min.

Original plan revised 5-16-62
 TERRACE DRIVE
 S.L. Boston Drive to S.L. Lincoln Street
 30" conc. and roll curb
 Dept. of Public Works - Engineering Division
 CITY OF WICHITA, KANSAS
 B.E. Smith City Engineer
 Date: APRIL 1962 Proj. No. C11-46

SHT. 1 of 5



Curve Data based on C radius 1790.10' $\Delta = 8^{\circ}31'$

station	arc	chord @ e.c.b.	chord @ w.c.b.	deflect	total deflect
+51.22	PC			0° 00' 00"	0° 00' 00"
+75	23.78	23.50'	24.11'	0° 22' 50"	0° 22' 50"
9	25.0	24.67'	25.31'	0° 46' 50"	0° 46' 50"
+25	"	"	"	"	1° 10' 50"
+50	"	"	"	"	1° 38' 50"
+75	"	"	"	"	2° 02' 50"
10	"	"	"	"	2° 22' 50"
+25	"	"	"	"	2° 46' 50"
+50	"	"	"	"	3° 10' 50"
+75	25.0	24.67'	25.31'	0° 28' 00"	3° 34' 50"
+94.04	19.04	18.81'	19.36'	0° 18' 17"	3° 53' 07"

Defl. per ft. = 0.00081 min.

