

B.M. 159.92 City B.M. Disc top N.W. Corner E. end of S. Rail Bridge & Central, approx 100 E. of E.L. Broadmoor N.

B.M. 168.16 "M" in Mueller top F. Hydrant @ S.W. Corner Elm & Broadmoor

Base Line For Curve Data is 80' Offset Face (L) Curb

Station Point	Alignment	Deflection Angle	Chord Arc
0+33.16	P.T.	$\Delta = 30^{\circ} 30'$	16.28
0+75		$R = 157.00$	12' 16" 42"
0+50		$L = 83.58$	8' 11" 08"
0+25			4' 05" 34"
0+00	P.C.		

Base Line For Curve Data is 80' Offset Face (L) Curb

Station Point	Alignment	Deflection Angle	Chord Arc
1+51.22	P.T.	$\Delta = 21^{\circ} 31'$	10' 45" 30"
1+38.11		$R = 172.63$	8' 19" 44"
1+25		$L = 64.83$	5' 55" 58"
1+00		$T = 32.80$	1' 16" 04"
0+93.16	P.C.		

Base Line For Curve Data is 80' Offset Face (L) Curb

Station Point	Alignment	Deflection Angle	Chord Arc
3+77.02	P.T.	$\Delta = 8^{\circ} 33'$	4' 16" 30"
3+50		$R = 1086.65$	3' 32" 53"
3+25		$L = 162.16$	2' 52" 34"
3+00			2' 12" 15"
2+75			1' 31" 56"
2+50			0' 51" 37"
2+25			0' 11" 18"
2+180	P.C.		

Base Line For Curve Data is 80' Offset Face (R) Curb

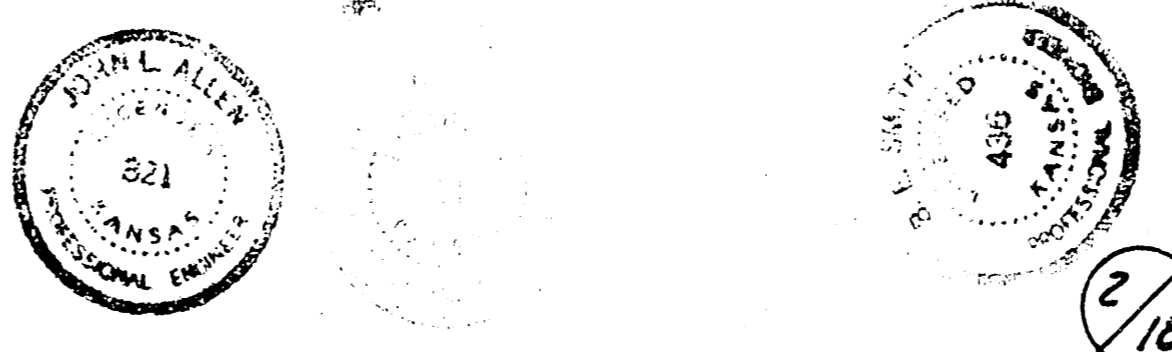
Station Point	Alignment	Deflection Angle	Chord Arc
0+68.56	P.T.	$\Delta = 32^{\circ} 15'$	16' 01" 30"
0+50		$R = 139.80$	11' 45" 30"
0+25		$L = 78.69$	5' 52" 45"
0+00	P.C.		

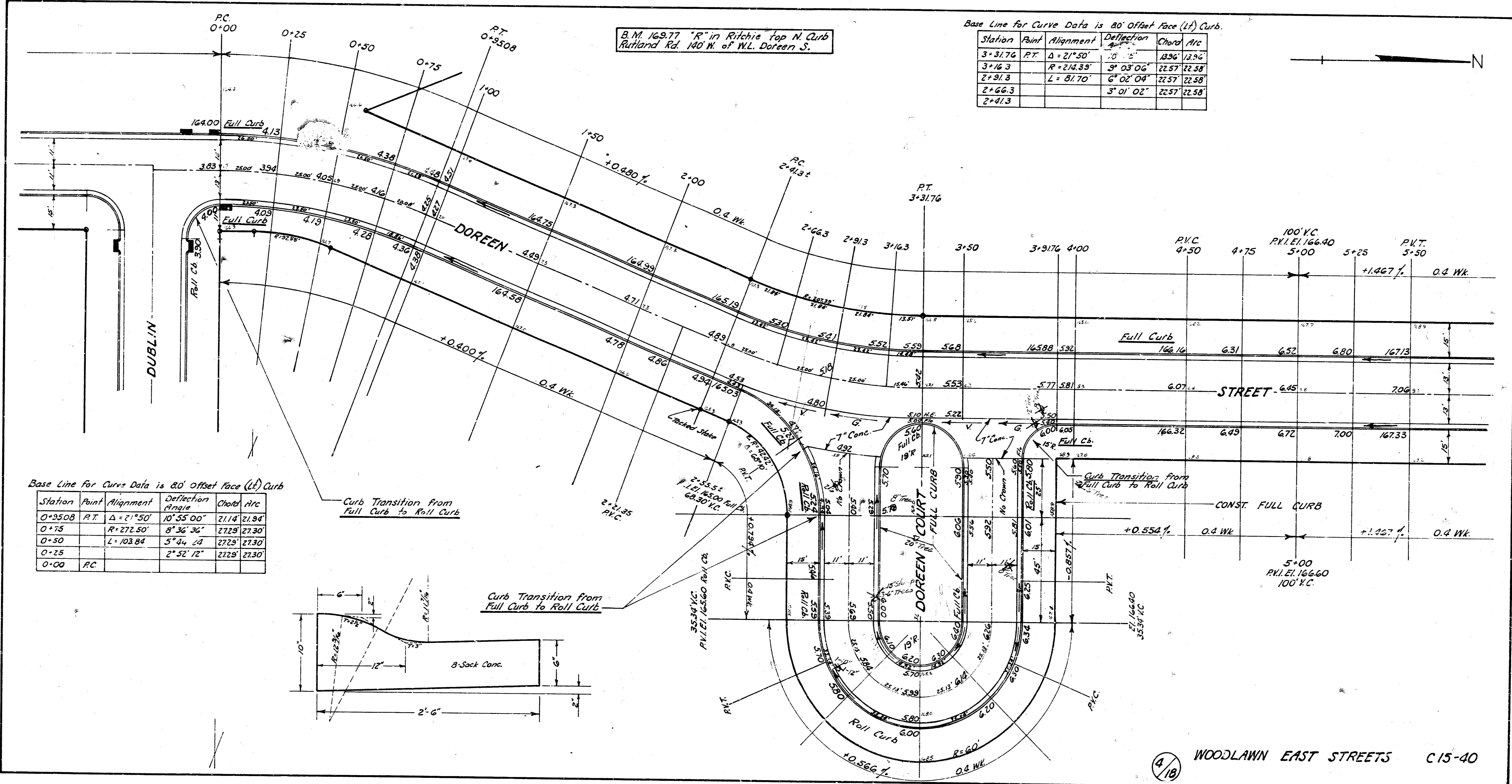
PROPERTY	CITY
EXCAVATION	EXCAVATION
11,677.4	150
+10.7	150
Totals 11,688.1	1430
1034 Cu Yds.	1034 Cu Yds.

NOTE TO FIELD ENGINEER
Preliminary X-Sections are to be taken prior to Construction Operations

NOTE:
Pavement Contractor is to leave opening in curb & gutter for inlets which are to be constructed by others after the curb and gutter is built.

BROADMOOR AVENUE
FROM N.L. CENTRAL AVE.
TO N.L. DUBLIN STREET
22'-2'-26" Asph. Conc.
B.E. SMITH CITY ENGINEER
CITY OF WICHITA, KANSAS
Date: Aug. 1965
Proj. No. C15-40





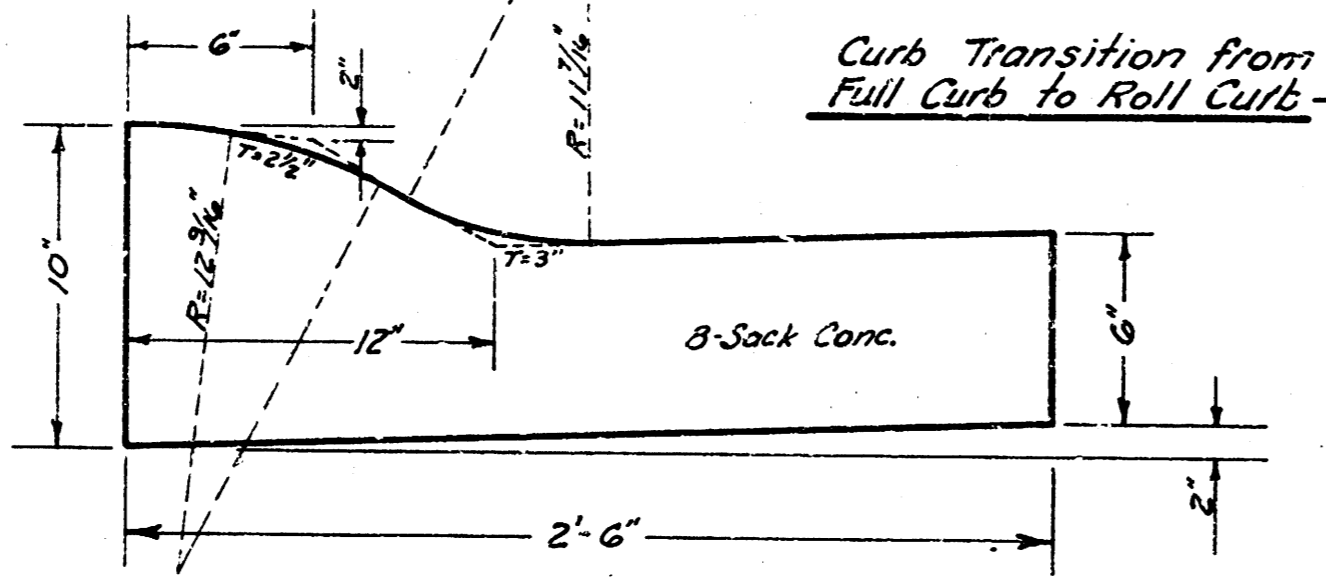
B.M. 16977 "R" in Ritchie top N. Curb
Rutland Rd. 140 W. of W.L. Doreen S.

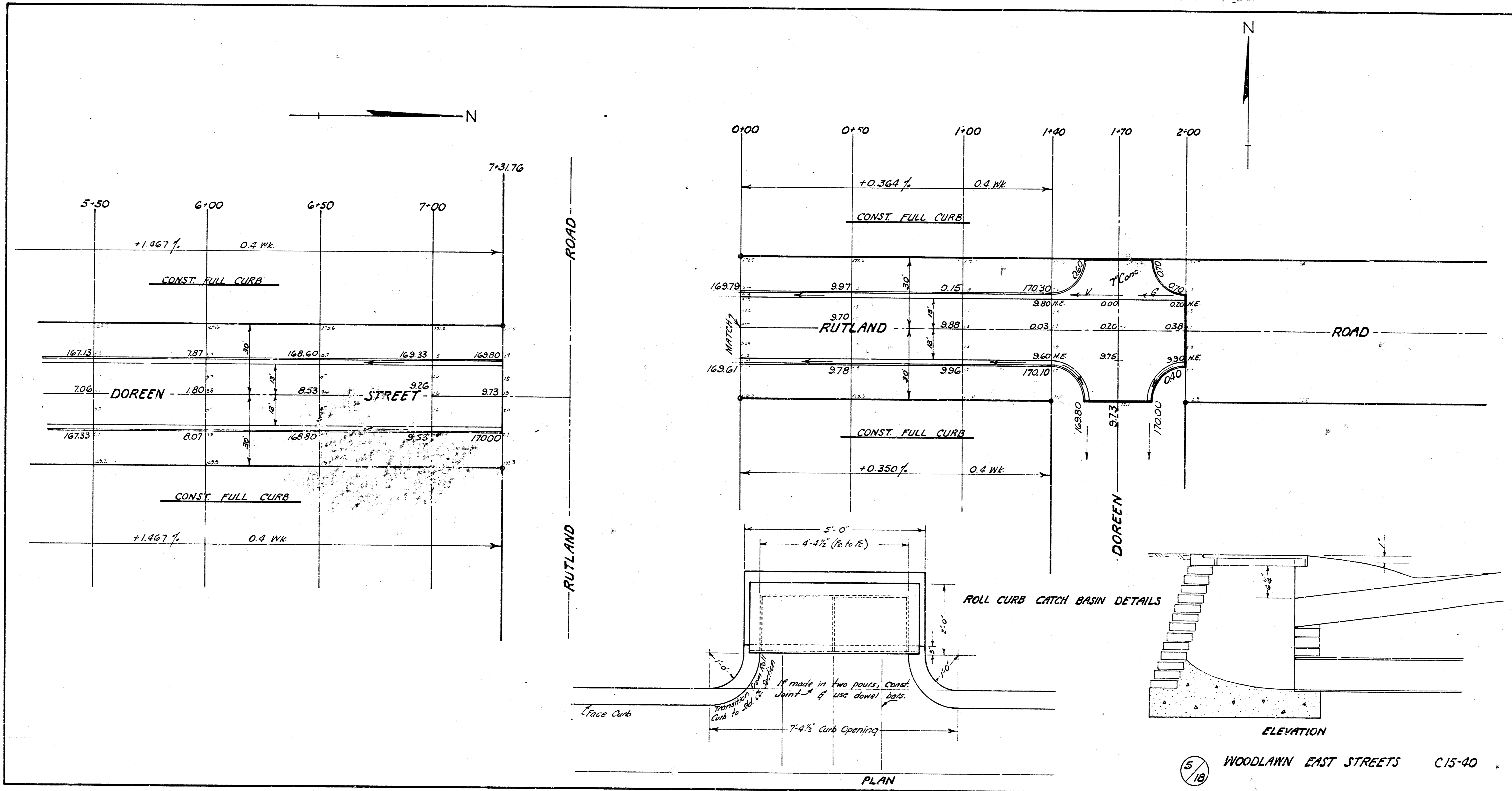
Base Line for Curve Data is 80' Offset Face (L) Curb.

Station	Point	Alignment	Deflection Angle	Chord	Arc
3+31.76	P.T.	Δ = 21° 50'	10°	18.96	13.96
3+16.3		R = 214.88'	3° 03' 06"	22.57	22.58
2+51.3		L = 81.70'	6° 02' 04"	22.57	22.58
2+66.3			3° 01' 02"	22.57	22.58
2+41.3					

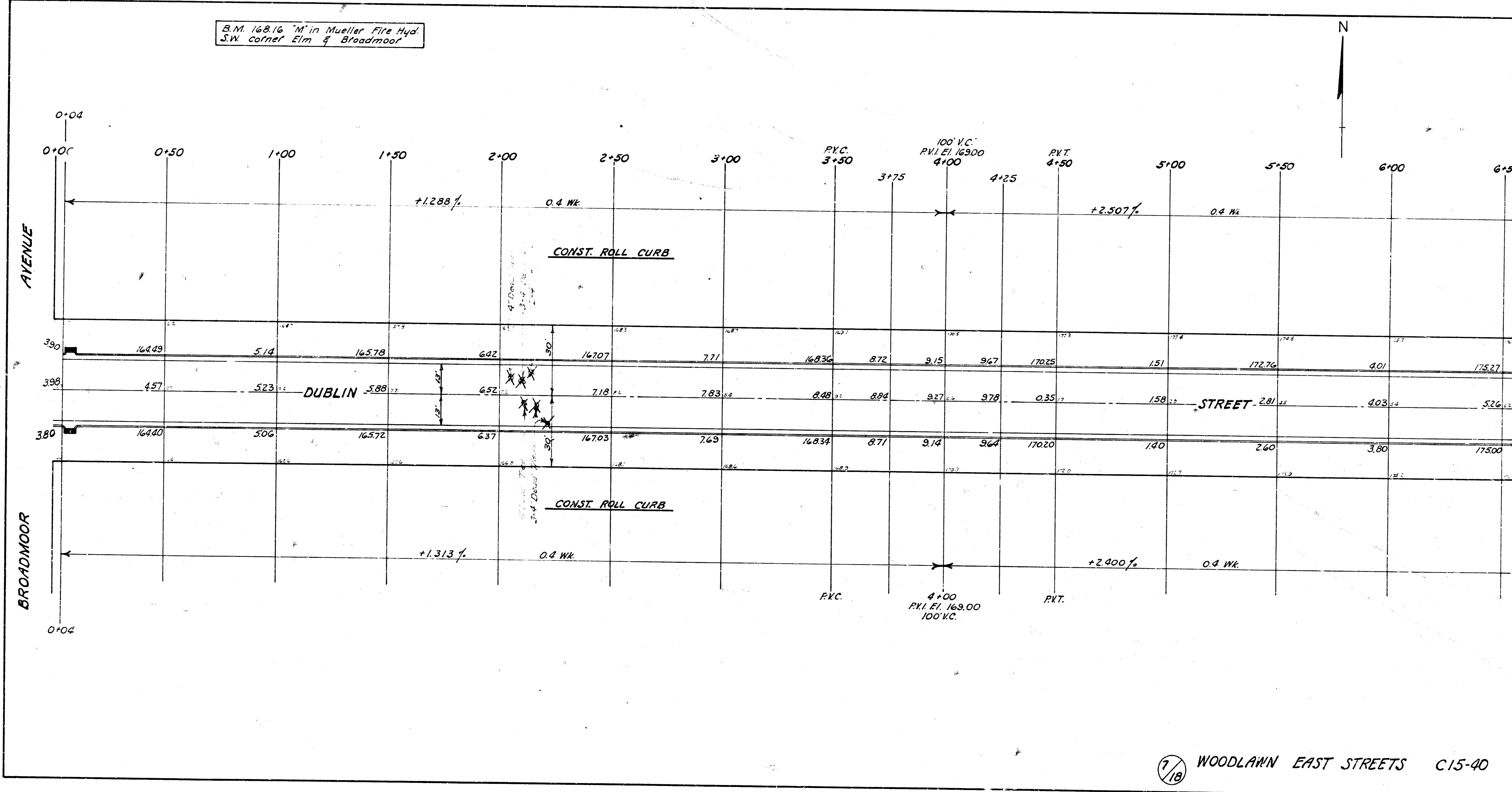
Base Line for Curve Data is 80' Offset Face (L) Curb.

Station	Point	Alignment	Deflection Angle	Chord	Arc
0+25.08	P.T.	Δ = 21° 50'	10° 55' 00"	21.14	21.94
0+75		R = 272.50'	8° 36' 36"	27.29	27.30
0+50		L = 103.84'	5° 24' 14"	27.29	27.30
0+25			2° 52' 12"	27.29	27.30
0+00	P.C.				



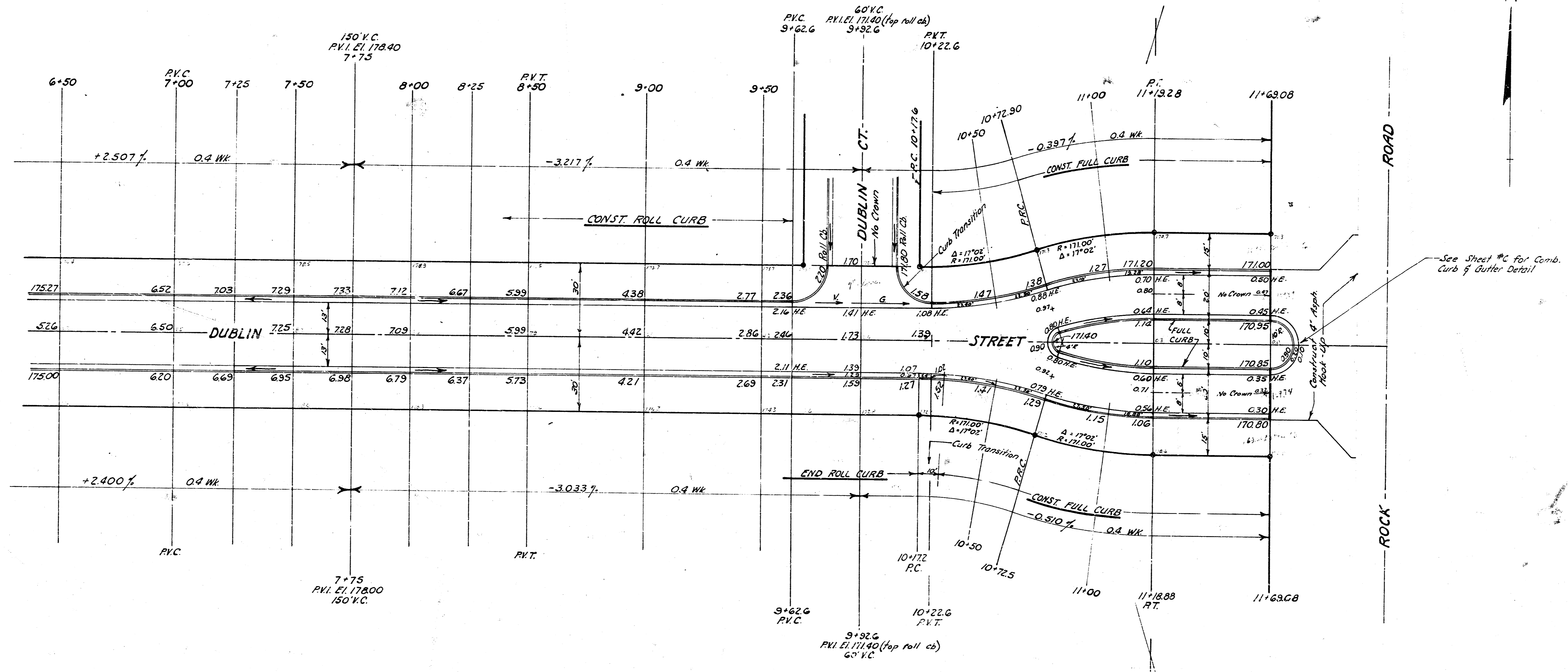


B.M. 168.16 "M" in Mueller Fire Hyd.
S.W. corner Elm & Broadmoor



B.M. 16774 0' on SE corner Conc Valve
Box @ NW cor. Rock Road & Central

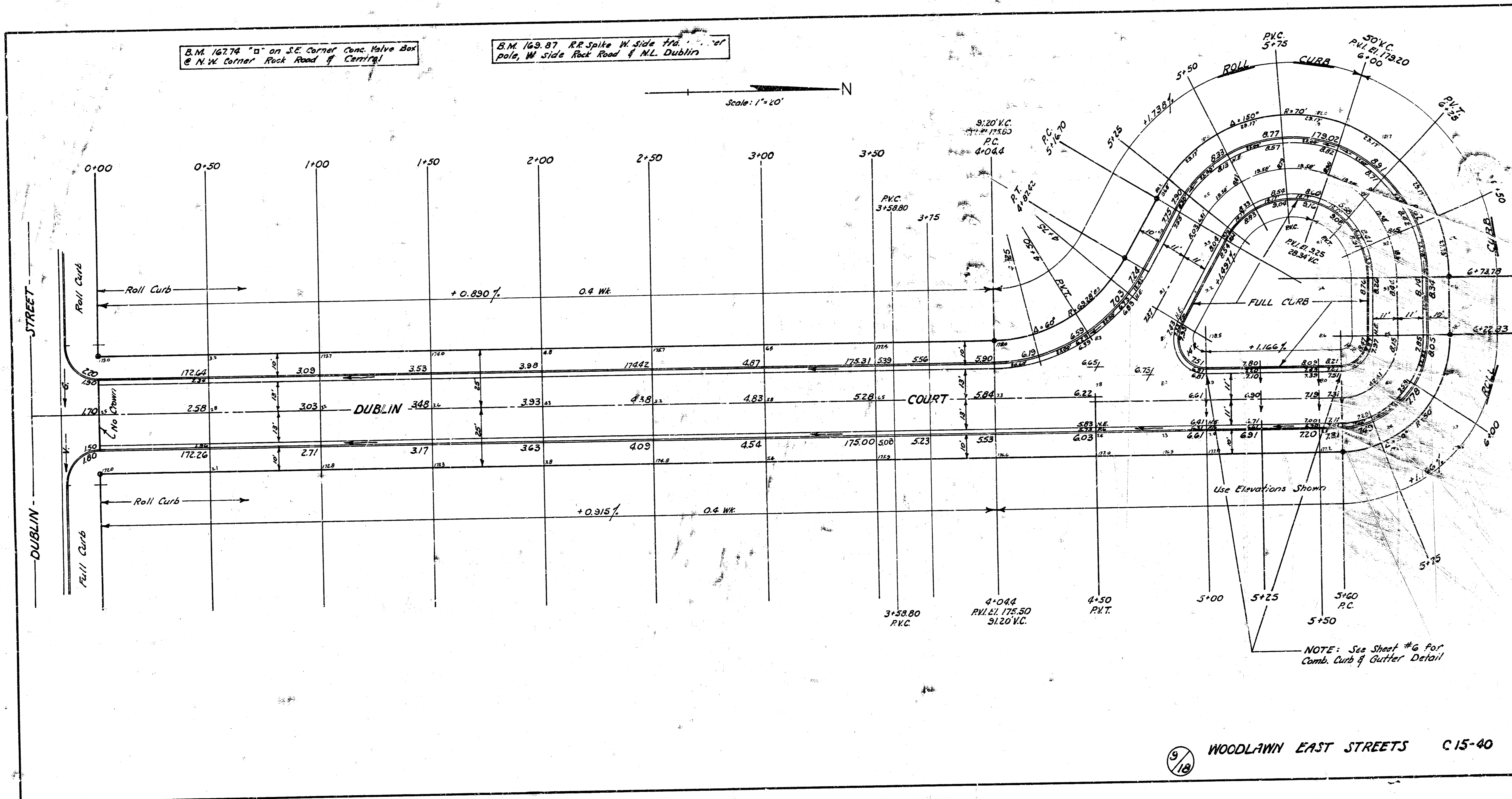
S.M. 16987 RR Spike W. side Transformer
Pole W. side Rock Road @ N.L. Dublin.

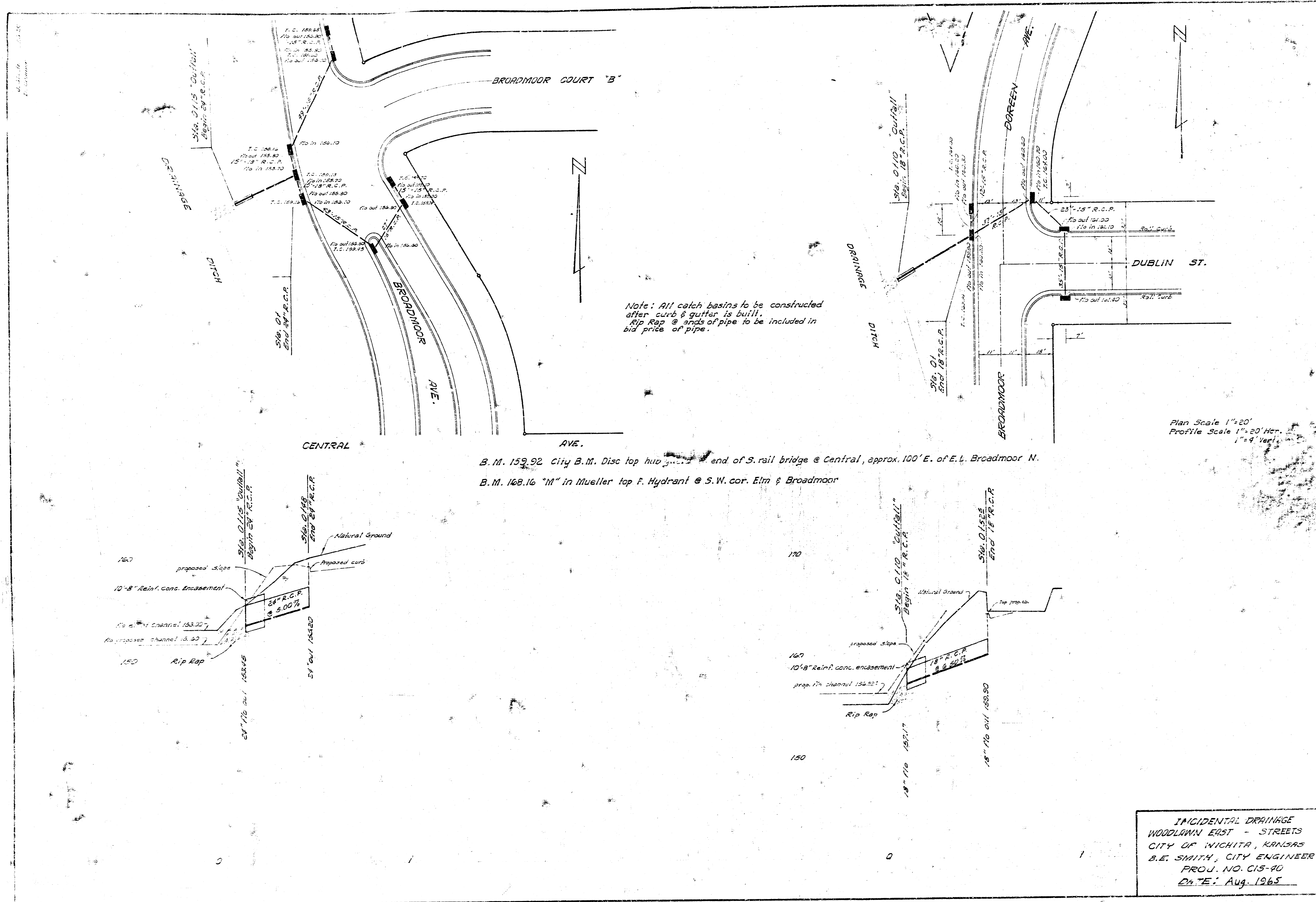


B.M. 16274 "a" on S.E. Corner Conc. Valve Box @ N.W. Corner Rock Road & Carrig!

B.M. 16387 RR Spike W. Side of Pole, W. Side Rock Road & N.L. Dublin

Scale: 1" = 20'





Note: All catch basins to be constructed after curb & gutter is built. Rip Rap @ ends of pipe to be included in bid price of pipe.

B.M. 159.92 City B.M. Disc top hub at end of S. rail bridge @ Central, approx. 100' E. of E.L. Broadmoor N.
 B.M. 168.16 "M" in Mueller top F. Hydrant @ S.W. cor. Elm & Broadmoor

Plan Scale 1"=20'
 Profile Scale 1"=20' Hor.
 1"=4' Vert.

INCIDENTAL DRAINAGE
 WOODLAWN EAST - STREETS
 CITY OF WICHITA, KANSAS
 B.E. SMITH, CITY ENGINEER
 PROJ. NO. C15-40
 Dn. E. Aug. 1965