Survey Bonded Bk. No. 7
Plan Greene
Est. Gorrell
Checked "

Road

0+00 +60.75 1+00 +50 2+00 +50 3+00 +33.59 +50 4+00 +50

+1.084% W.L. 0.4

+2.465% W.L. 0.4

P.I. 102.16 V.C. 152.60

P.C. V.C.

P.C. V.C.

P.I. V.C. No 156.00

P.T. V.C.

P.T. V.C.

P.T. V.C.

LOCHINVAR ROAD

Mastic Key Joint 7'-0"

Base Line

No Crown

Pre-fabricated Mastic Expansion Joint Spaced 60' apart.

Pre-fabricated Mastic Expansion Joint Spaced 60' apart.

Willowbrook

+1.285% W.L. 0.4

+2.12% W.L. 0.4

+2.54% W.L. 0.4

P.I. 112.90 V.C. 152.80

B.M:— 1431.61 - 80° spk. E.S. P.P. N.S. Kellogg-50' W- W.L. Bonnie Brae.
Chaining N on 9 offset E of W.R.

CURVE DATA FROM STA. 0+60.75 TO STA. 3+33.59
Stationing on 9' Offset E-W.R. R=279' Δ=56° 02'

Station	Chord Length & Offset W.R. R=279'	Chord Length & Offset E.C.L. R=321'	Deflection Angle	Total Deflection
0+60.75				
	14.25	16.40	1° 27' 47"	1° 27' 47"
1+75				
	24.99	28.74	2° 34' 02"	4° 01' 49"
1+00				
	24.99	28.74	2° 34' 02"	6° 35' 51"
1+25				
	24.99	28.74	2° 34' 02"	9° 09' 53"
1+50				
	24.99	28.74	2° 34' 02"	11° 43' 55"
1+75				
	24.99	28.74	2° 34' 02"	14° 17' 57"
2+00				
	24.99	28.74	2° 34' 02"	16° 51' 59"
1+25	24.99	28.74	2° 34' 02"	19° 26' 01"
1+50	24.99	28.74	2° 34' 02"	22° 00' 03"
1+75	24.99	28.74	2° 34' 02"	24° 34' 05"
3+00	24.99	28.74	2° 34' 02"	27° 08' 07"
+33.59	33.57	38.63	3° 26' 57"	28° 01' 02"

½ ϕ bars - 3.0' Long on 30" centers.

DETAIL OF MASTIC KEY JOINT
No Scale

B.E. SMITH LICENSED PROFESSIONAL ENGINEER STATE OF KANSAS

1/2

LOCHINVAR ROAD
NL Willowbrook to EL. Heather
30' Conc & Cb.
CITY OF WICHITA, KANSAS
B.E. SMITH CITY ENGINEER
MAY 1956 PROJ. NO. C13-191

BM= 158.81 80# spk. W.S. P.P. N.S. Douglas W.L. Lochinvar S.
BM= 157.95 'G' in Globe N. curb return @ Heather ∦ W.L. Bonnie Brae.

P.I. 200 V.C. 161.30

+2.465% WK. 0.4

-0.555% WK. 0.4

4+50 +75 5+00 +25 +50 +75 6+00 +25 +50 7+00 +50 8+00 +50 9+00 +50 10+00 +45.89

Road

P.C. P.T. P.T. P.C.

IRON

LOCHINVAR ROAD

Match Existing

Heather

+2.54% WK. 0.4

-0.559% WK. 0.4

P.I. 200 V.C. 161.50

2/2