S-8

B.M. 174.70 E in Ritchie S.Co. Ridgecrest & El Courtleigh
B.M. 169.64 Top of Iron SW Cor. Windsor & Morningside

STATIONING ON A LINE 9' N. OF S.P.L.

PROPERTY

RIDGECREST

MORNINGSIDE

WINDSOR ROAD

DRIVE

P.C. 0+00

P.T. 6+78.20

+50 & 1+00 & 1+50 & 2+00 & +50 & 3+00 & +50 & 4+00 & +50 & 5+00 & +50 & 6+00 & +50

-0.8564% Wk. R'

-0.8178% Wk. 0.4'

SURVEY BASE LINE

DATA FOR S.P.L. Δ = 42°21' R = 764.7'

NOTE: Wk. Grade Set By J.Y. 10-30-51 El. 173.43

K. WHITE LICENSED 35 REGISTERED PROFESSIONAL ENGINEER

MORNINGSIDE

EL RIDGECREST TO W.L. WINDSOR

26-2-30 AC.

CITY OF WICHITA, KANSAS

L.K. WHITE — CITY ENGINEER

MAY 1952 — PROJ. NO. C-11-310

BM 1744.10 "R" in Ritchie S.Cb. Ridgecrest E.L. Courtleigh

EXCAVATION

City
384.7
110.2
126.9
451.8
45.2
497.0 cu. yds

Fill
15.6
11.7
12.6
25.7
30.7
34.7
44.3
49.0
207.7
216.9
168.0
136.9
246.2
171.2
151.6
61.3
34.1
32.3
19.6
16.1
33.6
137.2
2496.0
5.2
11.4
12.4
12.7
11.9
11.6
2561.6
1.2
2317.8 cu. yds

Loose Fill below Grade

PI 200' VC 179.88

PI 200' VC 179.88

MORNINGSIDE

MORNINGSIDE

RIDGECREST ROAD

Sta 4+75 Section Typical Flattening Crown

End Beg

Sta. 6+00 Typical Section

Beg

ENGLEWOOD

ST

DRIVE Typical Section

52.62'

Q1' Crown

Q1' Crown

2' Full Crown

48' Warped

No Crown

No Crown

R = 818.68'

Δ = 47°51'15"

NOTE: Stationing on 9' Offset from WPL

Sta.:	Deflection:	Sta.	Deg.
0+50	1° 45'	1+00	14° 0'
1+00	3° 30'	1+50	15° 45'
1+50	5° 15'	2+00	17° 30'
2+00	7° 0'	2+50	19° 15'
2+50	8° 45'	3+00	21° 0'
3+00	10° 30'	3+50	22° 45'
3+50	12° 15'	4+00	22° 53'

L. K. WHITE LICENSED KANSAS PROFESSIONAL ENGINEER 55

1/2

MORNINGSIDE DRIVE

NL RIDGECREST – SL DOUGLAS

26-2-30 AC.

City of Wichita Kansas

L K White City Engineer

April, 1951 Proj. No. C11-42

BM 177.62 RR Spike in P.P. N.S Douglas, 40'E of Norfolk Dr.

NOTE!

All fill between these stations to be removed
Engineer to recross-section same, after fill has been removed.
New fill to be mixed ⅓ sand & compacted with sheeps foot roller.

AVENUE

+0.1672%

WK 0.4'

6+54 | 7+00 | 7+50 | 8+00 | 8+50 | 9+00 | 9+50 | 10+00 | 10+50 | 11+15

401'

	3.71 4.5	3.99 3.7	4.47 3.5	4.46 3.2	4.34 3.0	4.32 2.6	4.41 3.3	4.99 3.8	4.60 5.5
173.43	173.57 4.3	173.39 3.8	173.47 3.2	173.76 3.2	173.84 3.0	173.92 2.7	174.01 3.2	174.09 3.9	174.20 5.5
173.13	3.41	3.69	3.17	3.26	3.39	3.42	3.51	3.89	3.70
	3.39 4.8	3.97 4.2	3.89 3.4	3.61 3.7	3.71 3.6	3.79 3.0	3.87 3.7	3.95 4.2	4.65 4.1
	3.58 5.0	3.66 4.5	3.93 3.8	3.81 3.7	3.89 4.0	3.97 3.9	4.05 3.9	4.13 4.6	4.28 4.4
	3.55 5.1	3.63 4.5	3.70 3.8	3.77 3.6	3.85 3.8	3.93 3.5	4.01 3.9	4.09 4.6	4.19 4.4
173.41	3.48	3.56	3.43	3.74	3.76	3.85	3.93	4.00	4.10
172.9	173.38 4.9	173.06 4.2	174.13 4.0	174.20 3.7	174.28 4.0	174.35 3.3	174.43 3.7	174.50 4.5	174.60 6.3
	4.38 5.4	4.96 4.9	4.53 4.4	4.46 3.8	4.48 4.4	4.25 3.8	4.83 4.0	4.90 4.9	5.00 6.7

WK 0.1'

+0.1494%

DOUGLAS

MORNINGSIDE DRIVE

2/2

A. WHITE LICENSED MANITOBA PROFESSIONAL ENGINEER 55