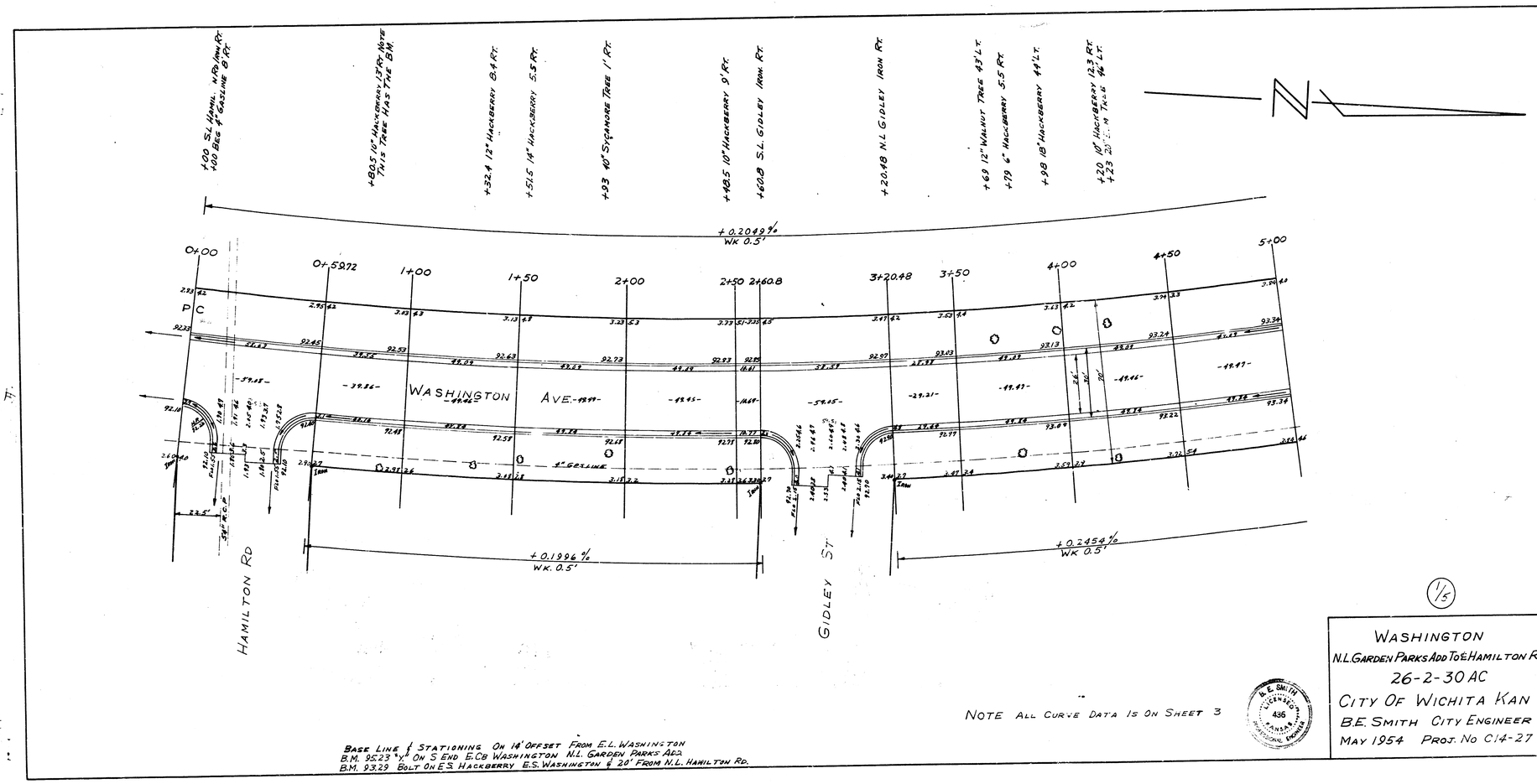


NOTE ALL CURVE DATA IS ON SHEET 3

BASE LINE & STATIONING ON 14' OFFSET FROM E.L WASHINGTON
B.M. 95.23 'X' ON S END E.C.B WASHINGTON N.L. GARDEN PARKS ADD.
B.M. 93.29 BOLT ON E.S. HACKBERRY E.S. WASHINGTON ± 20' FROM N.L. HAMILTON RD.

B. E. SMITH LICENSED 435 KANSAS PROFESSIONAL ENGINEER

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WASHINGTON
N.L. GARDEN PARKS ADD TO E. HAMILTON RD.
26-2-30 AC
CITY OF WICHITA KAN
B.E. SMITH CITY ENGINEER
MAY 1954 PROJ. NO C14-27

+24.83 S.L. TULSA IRON RR

+85.57 Rt. TULSA IRON RR.

+40 24" ELM TREE 15' RT

+72.6 6" TREE 13' LT

+145 15" ELM TREE 53' LT

+21.7 12" TREE 18.6' LT

+45.8 S.L. CROWLEY
+52.8 2 EA. 4" TREES 46.3' LT

+59.2 10" TREE 28.2 LT

+79 10" TREE 28' LT

+08 CLUSTER 5-6" TREES 48.5' LT

+14 CLUSTER 4-5" TREES 48.3' LT
+18 5" TREE 35.6' LT
+18 CLUSTER 3-8" TREE 22.7' LT
+23 8" TREE 32.3' LT
+24 CLUSTER 2-6" 1-10" 42.5' LT
+34 36" COTTONWOOD 34' LT
+40 9" TREE 49.4' LT
3" TREE 29' LT

+50 6" TREE 45.5' LT
+52 8" TREE 34' LT

+82 6" TREE 34.1' LT 24" TREE 36' LT
+88 CLUSTER 5-9" TREES 17' LT

+101 CLUSTER 3-9" TREES 41' LT
+07 2-8" TREES 33' LT
+10 14" TREE 42.3' LT

+0.2049% WK 0.5'

5+00 5+24.83 5+85.57 6+00 6+50 7+00 7+30.5 7+50 8+00 8+40.54 9+00.54 9+50 10+00 10+50

P.I.T

WASHINGTON

4" GAS LINE

TULSA ST

CROWLEY ST.

+0.2454% WK 0.5'

+0.1964% WK. 0.5'

+0.1881% WK. 0.5'

NOTE: TO CONTRACTOR THIS INTERSECTION IS NOT TO BE PAVED UNTILL 36" V.C.P. IS REPLACED OBTAIN PERMISSION FROM FIELD ENG. BEFORE PAVEING.

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WASHINGTON

PROJ. C14-27

CURVE DATA BASED ON 6' OFFSET E.CB. R-1978.86 Δ 2°9'8"

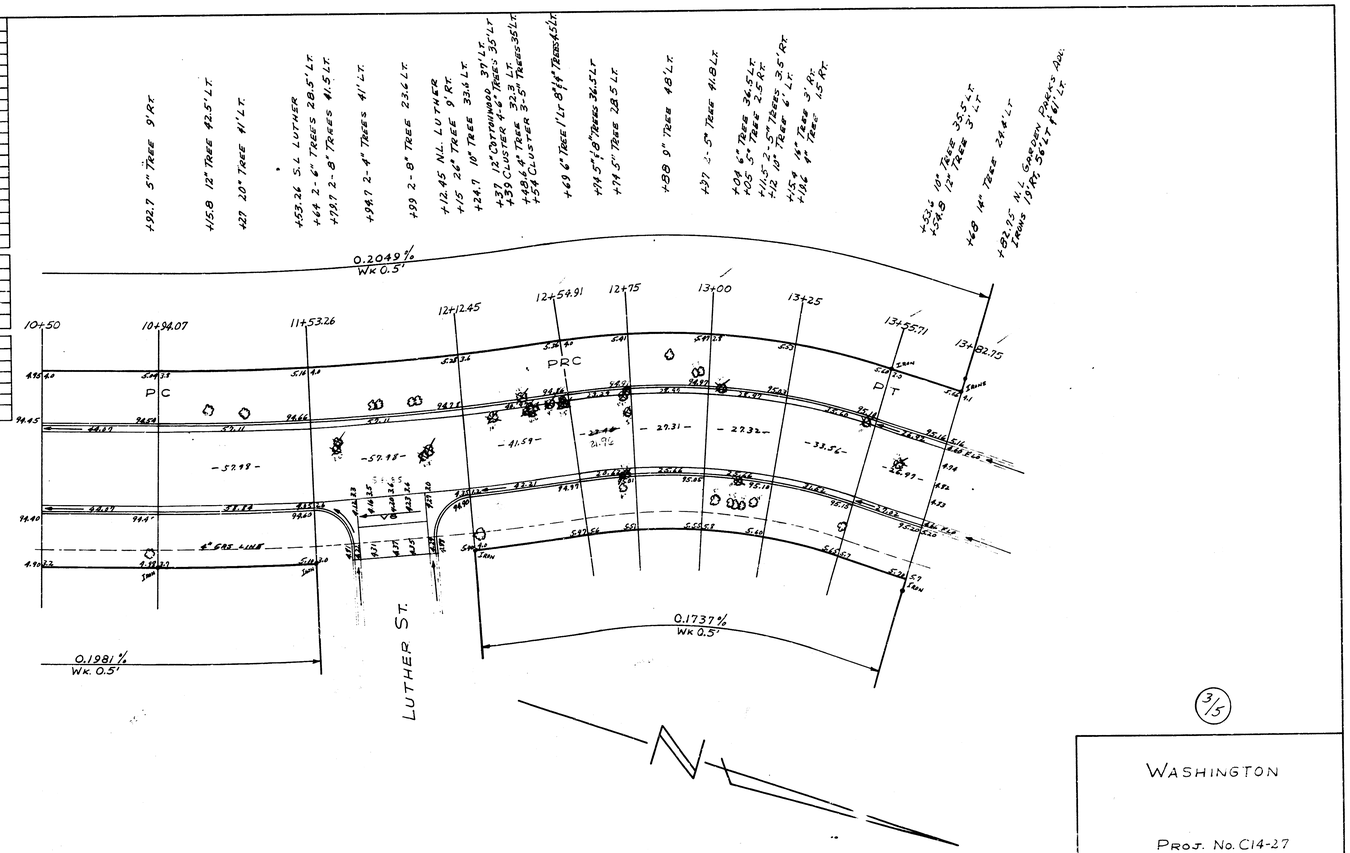
STATIONING	CHORD 6' OFFSET E.CB.	CHORD 6' OFFSET W.CB.	DEF. ∠	TOTAL DEF.
0+00	P.C.			
0+59.72	59.72	58.45	51° 52"	51° 52"
1+00	40.28	39.43	34° 59"	1° 26' 51"
1+50	50.00	48.94	43° 26"	1° 10' 17"
2+00	50.00	48.94	43° 26"	2° 53' 43"
2+50	50.00	48.94	43° 26"	3° 37' 9"
2+60.8	10.80	10.57	9° 23"	3° 46' 32"
3+20.98	59.66	58.40	51° 50"	4° 38' 22"
3+50	29.50	28.88	25° 38"	5° 4'
4+00	50.00	48.94	43° 26"	5° 47' 26"
4+50	50.00	48.94	43° 26"	6° 30' 52"
5+00	50.00	48.94	43° 26"	7° 14' 18"
5+24.83	24.82	24.30	21° 34"	7° 35' 52"
5+85.57	60.74	59.45	52° 46"	8° 28' 38"
6+00	14.42	14.12	12° 32"	8° 41' 10"
6+50	50.00	48.94	43° 26"	9° 24' 36"
7+00	50.00	48.94	43° 26"	10° 8' 2"
7+30.54	30.54	29.89	26° 32"	10° 34' 34"

CURVE DATA BASED ON 6' OFFSET E CB R-1023.93 Δ- 9°

STATIONING	CHORD 6' OFFSET E.CB.	CHORD 6' OFFSET W.CB.	DEF. ∠	TOTAL DEF.
10+34.07	P.C.			
11+53.26	59.18	56.75	1° 39' 22"	1° 39' 22"
12+12.24	59.18	56.75	1° 39' 22"	3° 18' 44"
12+54.91	42.45	40.71	1° 11' 16"	4° 30'

CURVE DATA BASED ON 6' OFFSET E CB R- 226.32 Δ- 25° 31'

STATIONING	CHORD 6' OFFSET E.CB.	CHORD 6' OFFSET W.CB.	DEF. ∠	TOTAL DEF.
12+54.91	P.R.C.			
12+75	20.08	23.79	2° 32' 34"	2° 32' 34"
13+00	24.98	29.62	3° 9' 51"	5° 42' 25"
13+25	24.98	29.62	3° 9' 51"	8° 52' 16"
13+55.71	30.69	36.38	3° 53' 14"	12° 45' 30"



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WASHINGTON

PROJ. No. C14-27