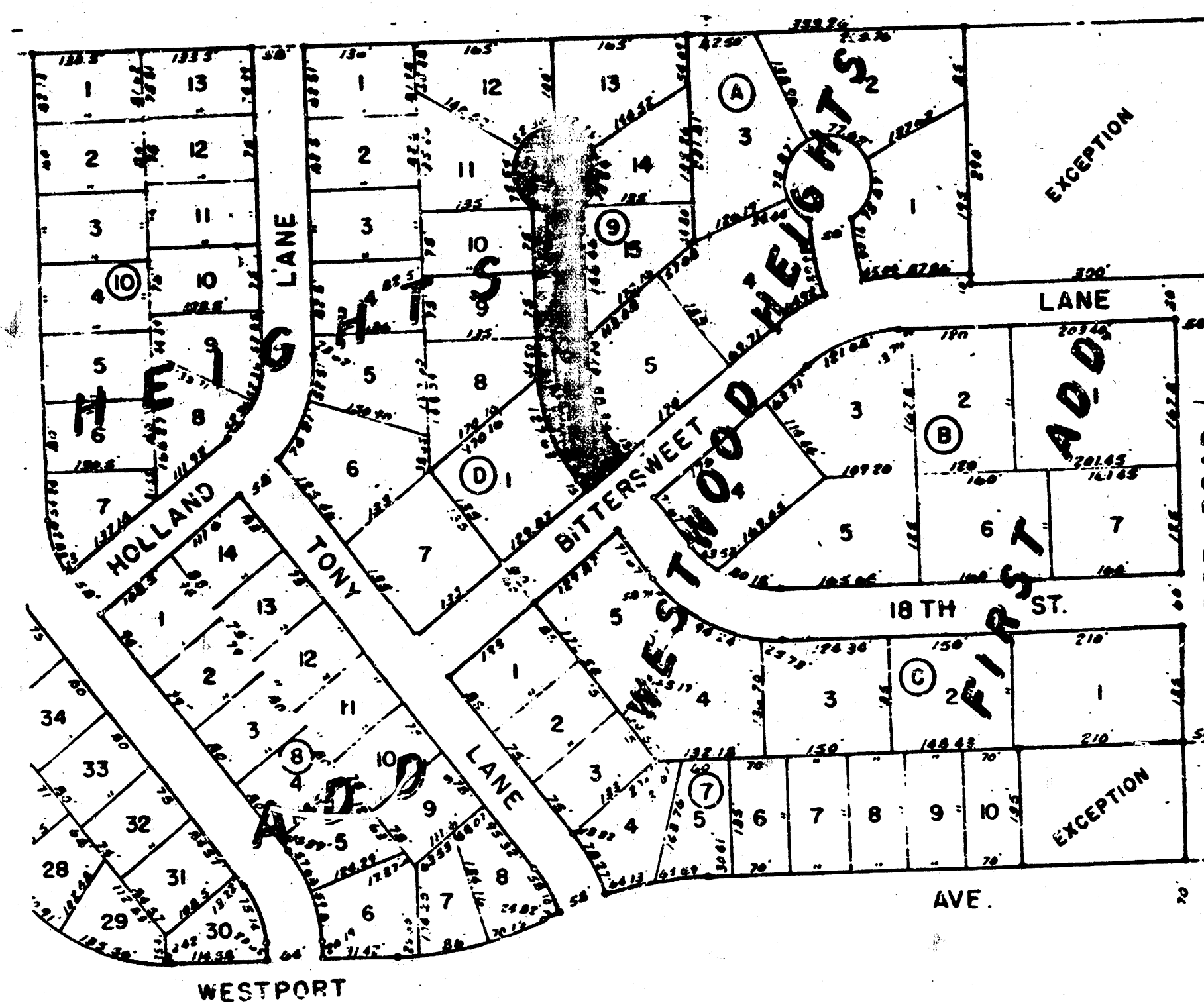


BRUNSWICK CIRCLE

N.L. BITTERSWEET LANE TO & INCL. CUL-DE-SAC

PROJECT NO. 1
472-76-245-80001-000-000-016
CITY OF WICHITA, KS.



NOTE: CONTRACTOR TO CO-ORDINATE PAVEMENT CONSTRUCTION WITH THE WATER LINE CONSTRUCTION FOR THIS CUL-DE-SAC. CONTRACTOR TO REGRADE RIGHT-OF-WAY OPEN AREAS ALONG THE N.L. OF BITTERSWEET LANE AS NECESSARY TO DRAIN. CONTRACTOR TO CONTACT UTILITIES COMPANIES FOR FIELD LOCATIONS PRIOR TO CONSTRUCTION.

TO THE CONTRACTOR:
This project will be constructed under the supervision of the CITY ENGINEER and conforming to the SPECIFICATIONS of the CITY OF WICHITA. The CONTRACTOR will pay the City of Wichita for all costs of plan review, inspection and bonding per contract.

By CITY ENGINEER OF WICHITA
Sanitary Sewers _____
Storm Sewers _____
Driveway Approaches _____
Water Mains _____
Paving CLB 5-11-86

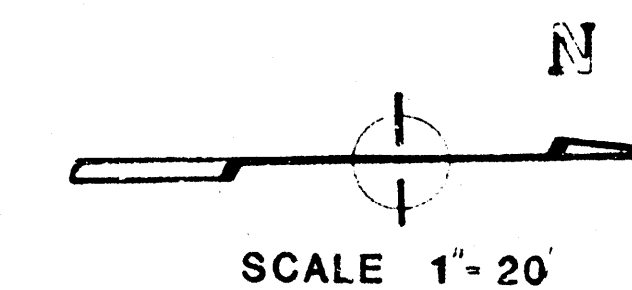


February 1986
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
200 LAUREL ST., WICHITA, KANSAS 67201

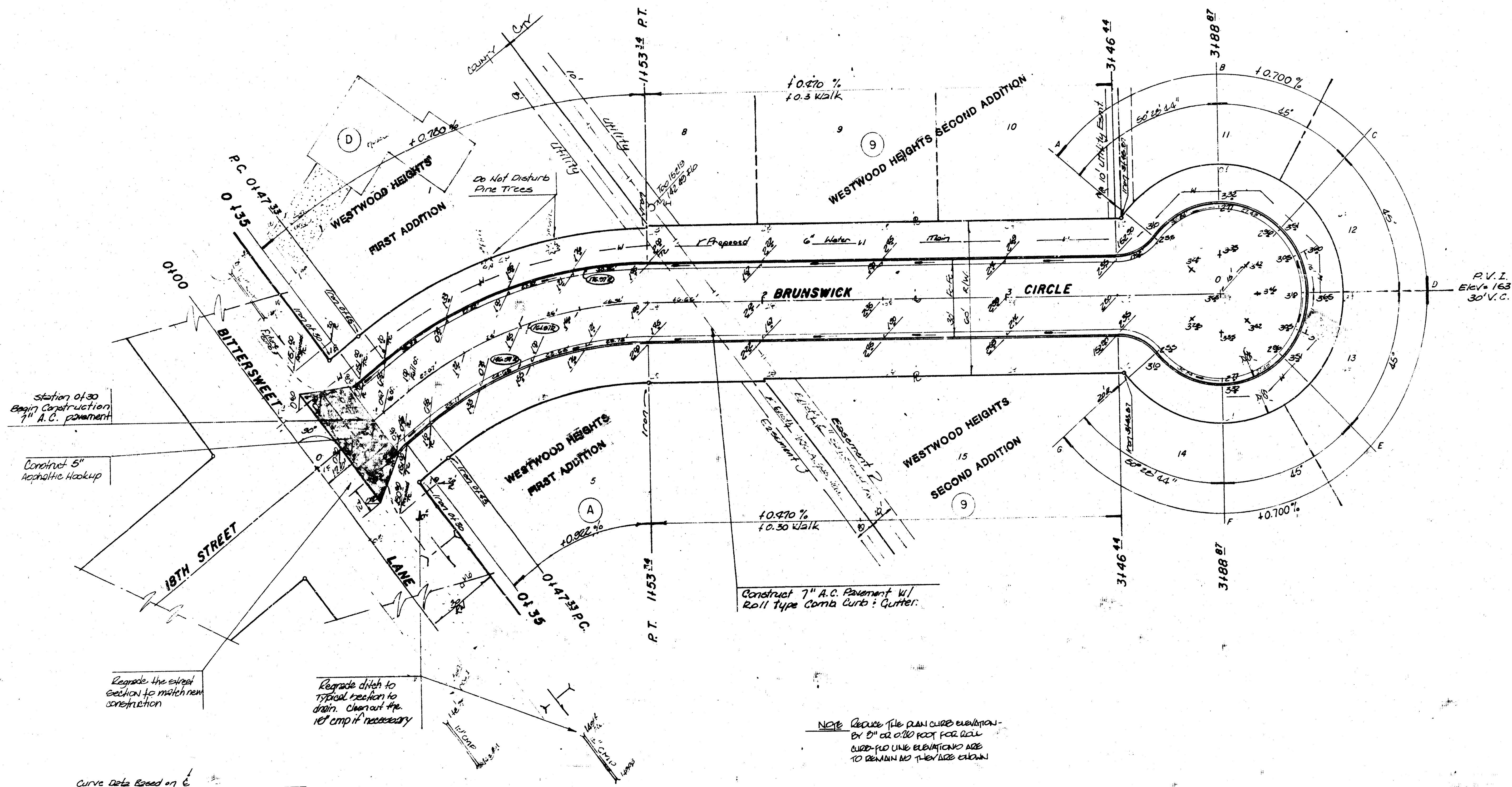
1/5

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BELOW MARK: "M" in Mid-Range on Top of Curb
(North Side) Edge of Pavement from West on
Bittersweet Lane, Near Lot 1, Block D, Westwood
Heights 1st Addition. Elev = 152.00 City Datum



CS 12/18/80 BA-15

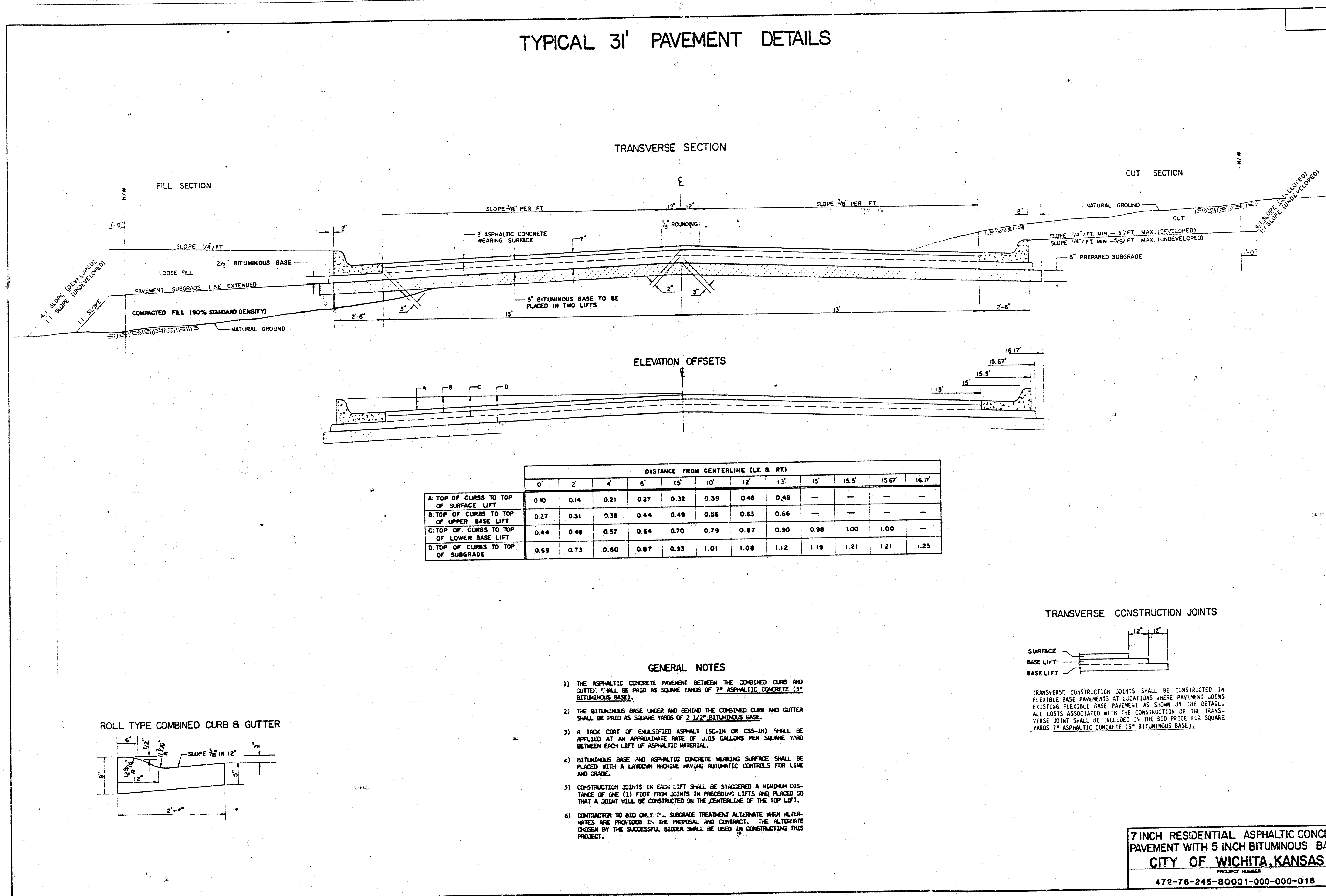


Curve Data Based on C

$\Delta = 31^\circ 30' 00''$ $LC = 61.92'$ $R = 104.15'$ $PI = 108.01'$
 $T = 74.16'$ $E = 104.15'$ $L = 1162.0'$

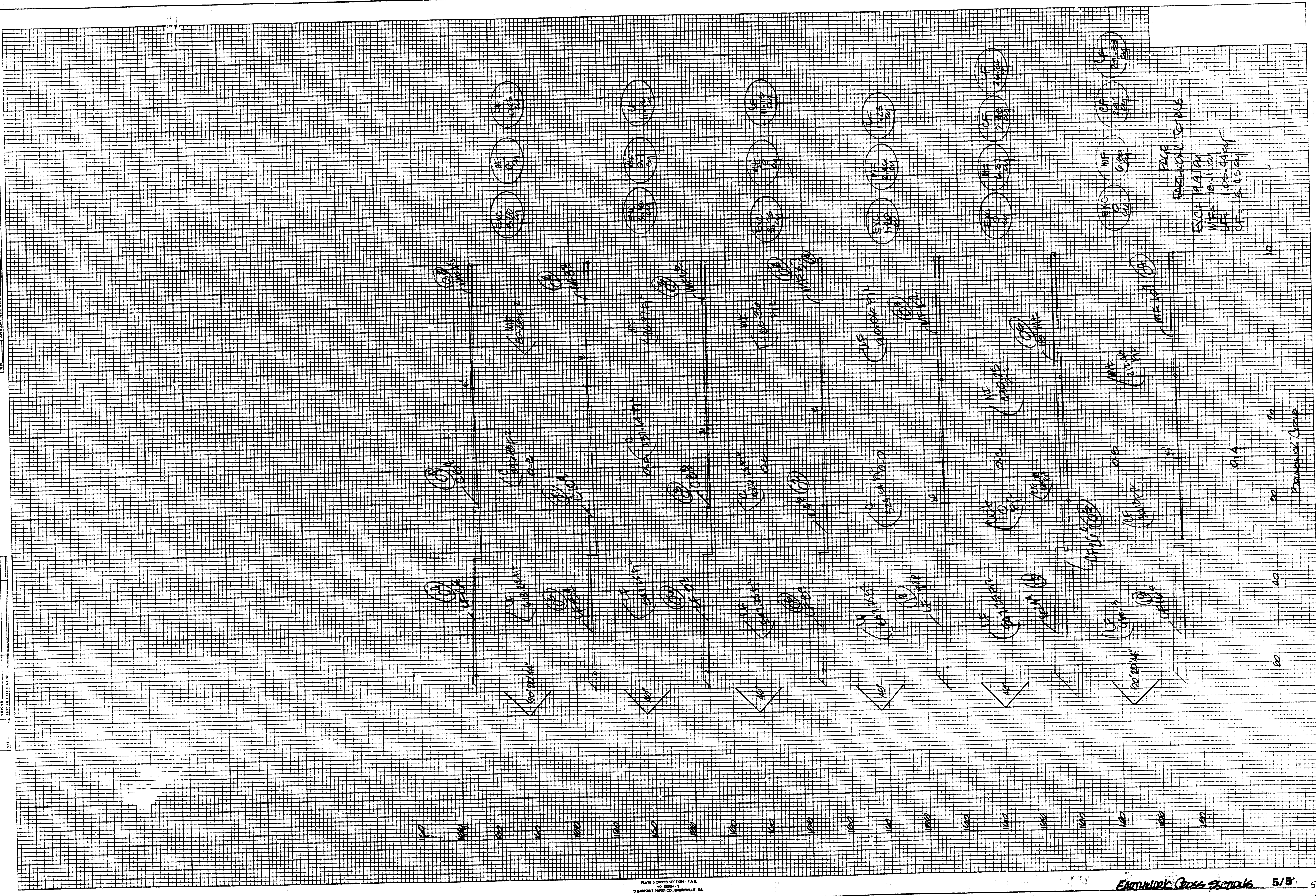
Station	Arc	Chord Length	Chord Bearing	Δ	Total
		Δ Left	Δ Right		Offset
341+52.50					0' 00" 00"
0+52.50	2.67	3.05		$0^\circ 22' 30''$	$0' 22' 30''$
0+75		20.55	21.45	$0^\circ 10' 15''$	$0' 55' 30''$
1+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
1+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
1+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
1+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
2+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
2+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
2+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
2+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
3+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
3+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
3+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
3+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
4+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
4+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
4+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
4+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
5+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
5+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
5+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
5+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
6+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
6+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
6+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
6+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
7+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
7+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
7+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
7+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
8+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
8+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
8+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
8+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
9+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
9+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
9+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
9+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
10+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
10+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
10+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
10+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
11+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
11+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
11+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
11+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
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12+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
12+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
12+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
13+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
13+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
13+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
13+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
14+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
14+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
14+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
14+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
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15+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
15+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
16+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
16+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
16+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
16+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
17+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
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17+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
17+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
18+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
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20+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
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22+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
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23+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
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24+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
24+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
24+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
25+00		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
25+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
25+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
25+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
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26+75		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
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38+25		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$
38+50		20.55	21.45	$0^\circ 16' 10''$	$0' 16' 51''$

TYPICAL 31' PAVEMENT DETAILS



REVIEWED	DATE
REVISOR	
DATE	
BY	

ORIGINAL	DATE
SERIAL	
DATE	
BY	



ENTRANCE CROSS SECTIONS 5/8 5/5

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