

Stamp: King King King  
 12/17/74

Based on E Curve, R=197.03, Δ=15'42"

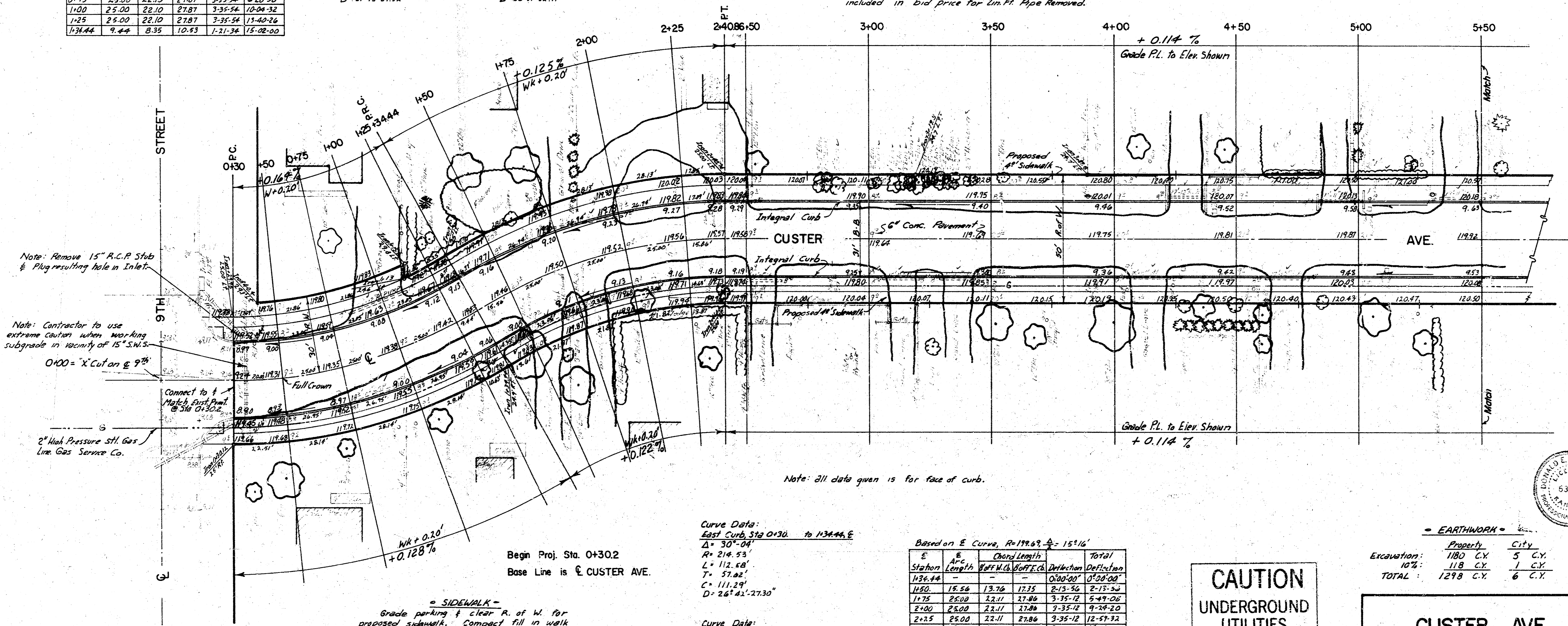
E Station	E Arc Length	Chord Length	Offset	Deflection	Total
0+30	—	—	—	0°00'00"	0+30.00
0+50	20.00	17.88	2.13	2°52'44"	2°52'44"
0+75	25.00	22.10	2.90	3°35'54"	6°28'38"
1+00	25.00	22.10	2.90	3°35'54"	10°04'32"
1+25	25.00	22.10	2.90	3°35'54"	13°40'26"
1+50	25.00	22.10	2.90	3°35'54"	17°16'20"

Curve Data:  
 West Curb, Sta. 0+30 to 1+34.44, E  
 Δ=30°04'  
 R=183.53'  
 L=94.31'  
 T=49.29'  
 C=95.21'  
 D=31°13'-07.52"

Curve Data:  
 West Curb, Sta. 1+34.44 to 2+40.86, E  
 Δ=30°12'  
 R=215.19'  
 L=114.68'  
 T=58.75'  
 C=113.32'  
 D=28°37'-52.41"

BM=122.42 - "M" IN MUELLER FIRE FLUG, S.E. CORNER OF 9TH & CUSTER.  
 BM=122.19 - S.W. CORNER OF CONC. PORCH OF HOUSE AT 1004 N. CUSTER.

Scale: 1"=20'



Note: Remove 15" R.C.P. Stubs & Plug resulting hole in Inlet.

Note: Contractor to use extreme caution when working subgrade in vicinity of 15" S.W.3.

0+00 = X Cut on @ 9%

Connect to 4" Water East End of 9th St @ 0+15.00

2" High Pressure Stl. Gas Line Gas Service Co.

**SIDWALK**  
 Grade parking & 2' clear R. of W. for proposed sidewalk. Compact fill in walk areas. Walk by Others.

**SUBGRADE**  
 Type of subgrade treatment shall be determined by the Field Engineer. Subgrade treatment may consist of lime treatment, cement treatment, subgrade modification or any combination of these.

Curve Data:  
 East Curb, Sta. 0+30 to 1+34.44, E  
 Δ=30°04'  
 R=214.53'  
 L=112.48'  
 T=57.02'  
 C=111.29'  
 D=26°42'-27.30"

Curve Data:  
 East Curb, Sta. 1+34.44 to 2+40.86, E  
 Δ=30°32'  
 R=156.14'  
 L=98.16'  
 T=50.21'  
 C=97.00'  
 D=31°06'-24.80"

Based on E Curve, R=197.03, Δ=15'16"

E Station	E Arc Length	Chord Length	Offset	Deflection	Total
1+34.44	—	—	—	0°00'00"	0°00'00"
1+50	15.56	13.76	1.80	2°15'30"	2°15'30"
1+75	25.00	22.11	2.86	3°35'12"	6°49'06"
2+00	25.00	22.11	2.86	3°35'12"	10°24'18"
2+25	25.00	22.11	2.86	3°35'12"	14°00'30"
2+40.86	15.86	14.03	1.83	2°16'28"	16°16'58"

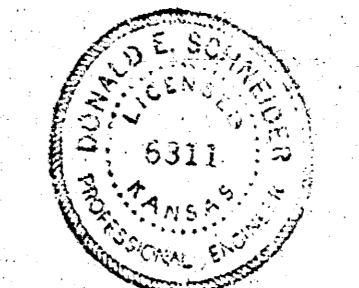
NOTE: THE ELEVATIONS OF THE BACK OF THE SIDEWALK SECTIONS THROUGH ALL DRIVEWAYS SHALL BE SET A MINIMUM OF 0.4 FEET TO A MAXIMUM OF 0.5 FEET ABOVE THE TOP OF THE CURB THROUGH THE DRIVE OPENINGS. THE GRADING FOR THE PROPOSED SIDEWALK BETWEEN DRIVEWAYS IS TO BE RAISED AS INDICATED BY PLANS OR AS DETERMINED BY THE FIELD ENGINEER TO MATCH AS CLOSE AS POSSIBLE THE EXISTING GROUND ELEVATIONS.

**CAUTION**  
 UNDERGROUND UTILITIES  
 Please check for Location

**EARTHWORK**

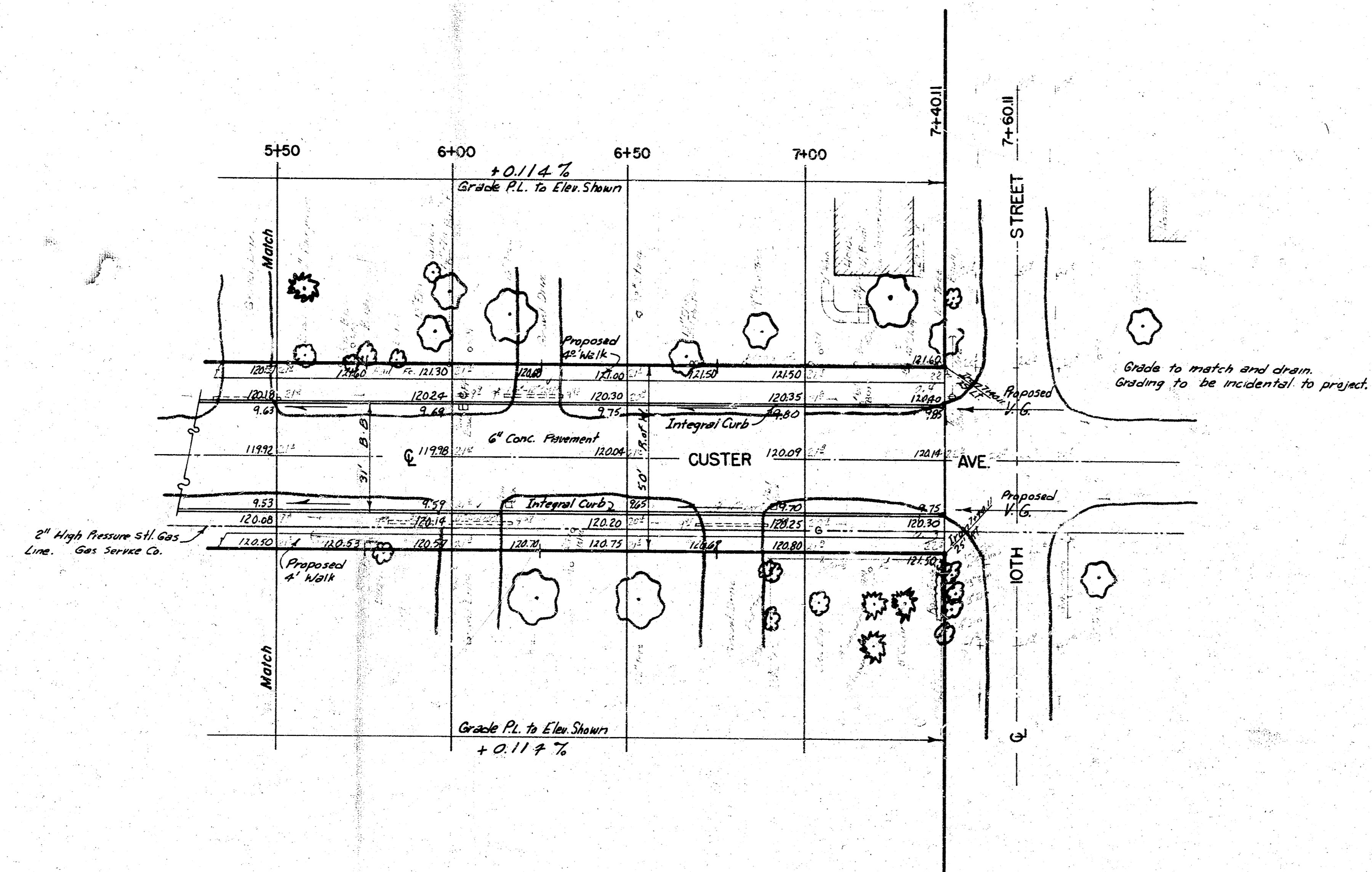
Property	City
Excavation: 1180 C.Y.	5 C.Y.
10%: 118 C.Y.	1 C.Y.
TOTAL: 1298 C.Y.	6 C.Y.

**CUSTER AVE.**  
 N. L. 9TH STREET TO S. L. 10TH STREET  
 6" CONC. - 30' AND CURB  
**CITY OF WICHITA, KANSAS**  
 R. W. LINN - CITY ENGINEER  
 DATE: MAR. 1974 PROJ. NO. DAKS573069



BM = 123.22 - SPIKE IN S.W. SIDE POWER POLE, N.E. CORNER 10TH & CUSTER.  
BM = 125.52 - S.E. CORNER OF CONC. PORCH OF HOUSE AT 1101 N. CUSTER.

Scale: 1" = 20'



CUSTER AVE.  
N.L. 9TH STREET TO S.L. 10TH STREET  
PROJ. NO. DAKS573069

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