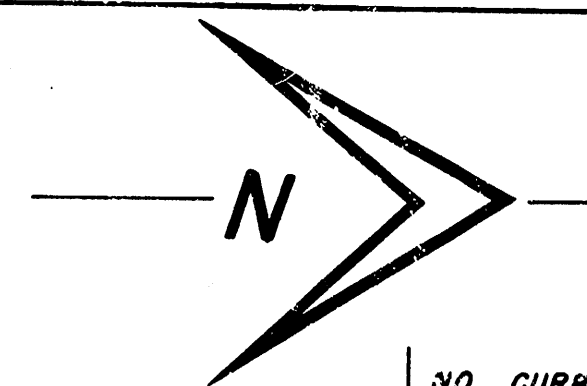
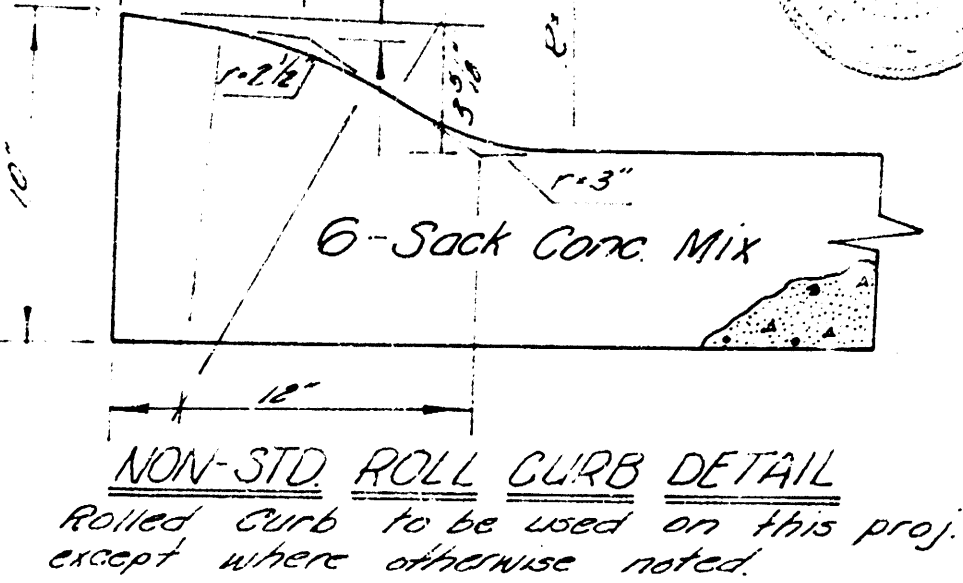
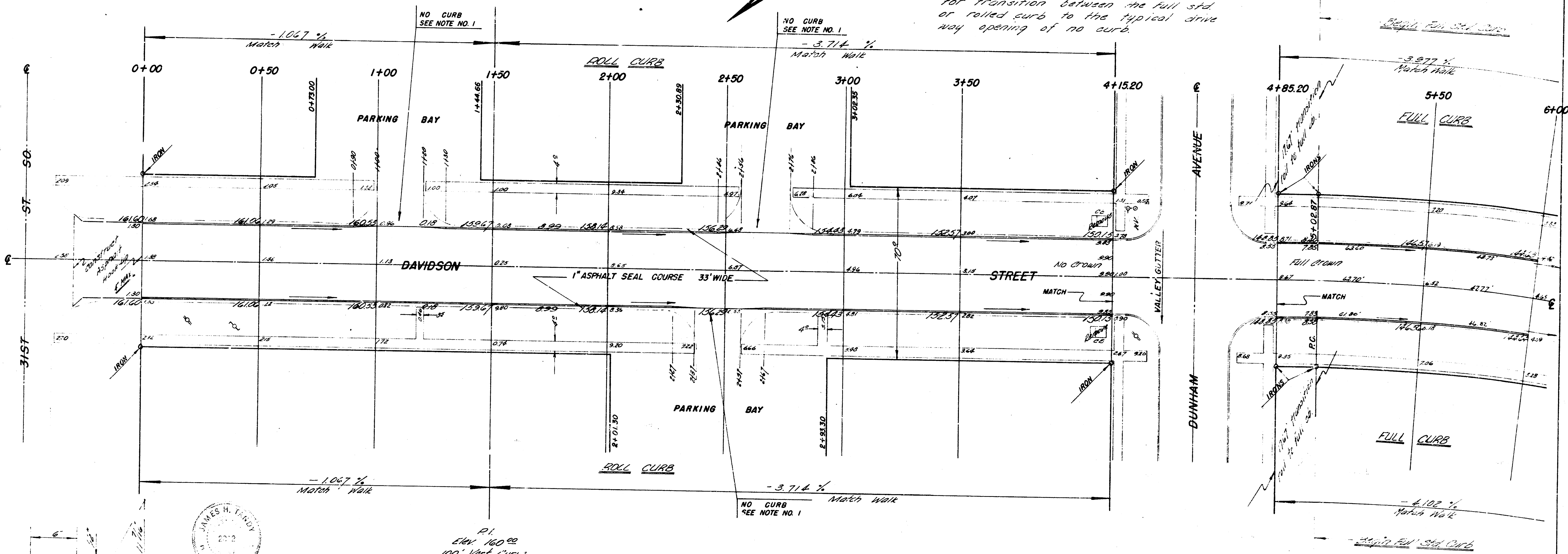


BM 16217 R.R. SPIKE N FACE P.P. E. SIDE DAVIDSON & N. SIDE 31ST ST. SO.  
 BM 15314 N.W. BOLT, FLANGE P.H. S.W. COR. DUNHAM & DAVIDSON  
 BASELINE & STATIONING ON WEST PROPERTY LINE.

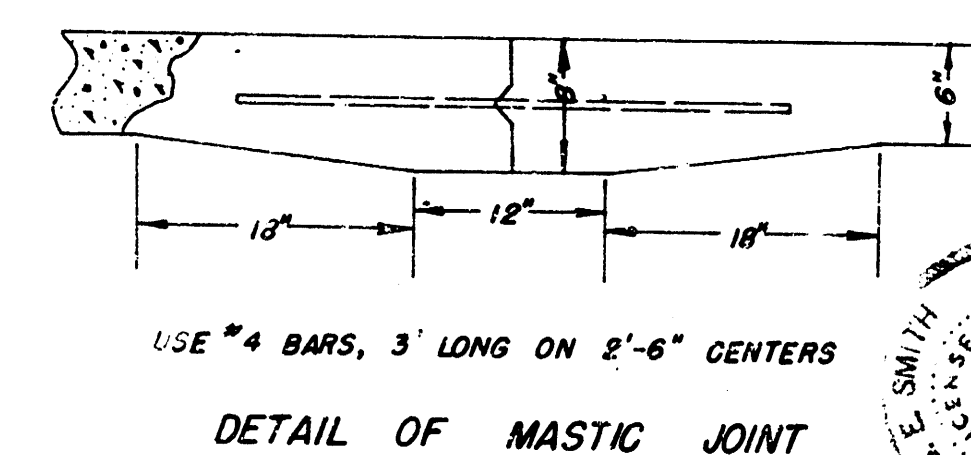
P.I. 160.00  
 Elev. 160.00  
 100' Vert. Curve



General Note No. 1  
 There will be a 20' section of no curb in front of each parking bay as indicated throughout this set of plans. 10' stations will be used for transition between the full and or rolled curb to the typical drive way opening of no curb.



Note  
 The city field engineer shall direct the removal & replacement of concrete sidewalk at locations where he considers this action necessary.



Note to Contractor:  
 Davidson has an existing asphalt surface approx 1" in thickness throughout its entire length. This asphalt is to be removed separately & disposed of within the plan view area as directed by the city supt. of st. maint. Payment will be made as per unit of surface material removed. No deduction from excavation quantities will be made for asphalt removal.

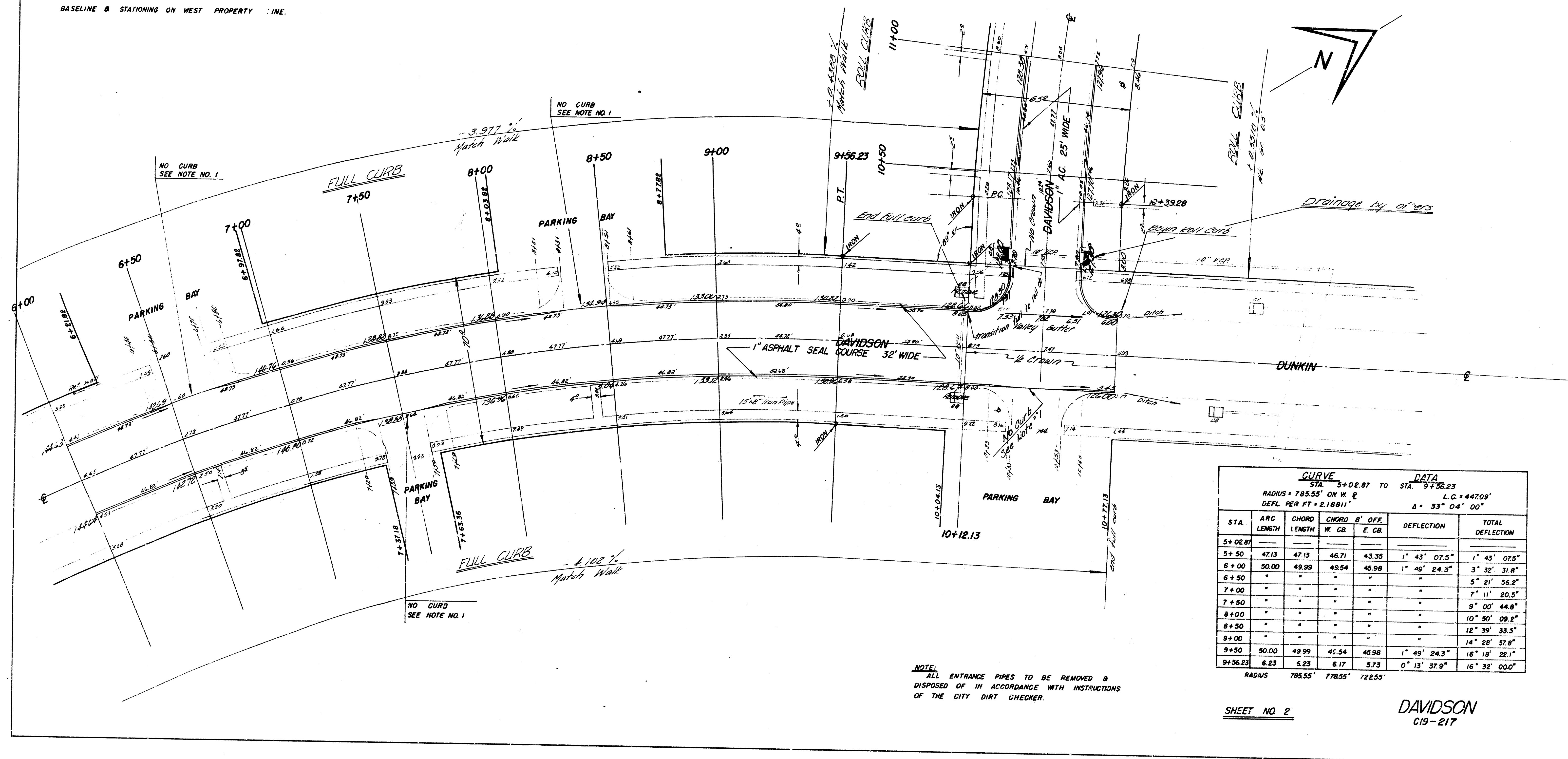
| COMPO FILL |      |
|------------|------|
| PROPERTY   | 1167 |
|            | 1167 |
|            | 1284 |
| EXCAVATION |      |
| PROPERTY   | 1167 |
|            | 1167 |
|            | 1284 |

SHEET NO. 1

**DAVIDSON**  
 N.L. 31ST ST. SO. TO CUL-DE-SAC  
 30' CONC. & CB.  
 CITY OF WICHITA, KANSAS  
 B. E. SMITH CITY ENGINEER  
 DATE MARCH 1964 PROJ. NO. 019-217



B.M. 127.43 R.R. SPIKE S. FACE P.P., N.W. COR. DAVIDSON & DUNKIN.  
 BASELINE & STATIONING ON WEST PROPERTY LINE.



| CURVE DATA |            | STATION      |             | CHORD       |              | CHORD B' OFF  |             | DEFLECTION |             | TOTAL DEFLECTION |            |
|------------|------------|--------------|-------------|-------------|--------------|---------------|-------------|------------|-------------|------------------|------------|
| STA        | ARC LENGTH | CHORD LENGTH | CHORD W. CB | CHORD E. CB | DEFLECTION   | CHORD W. CB   | CHORD E. CB | DEFLECTION | CHORD W. CB | CHORD E. CB      | DEFLECTION |
| 5+02.87    |            |              |             |             |              |               |             |            |             |                  |            |
| 5+50       | 47.13      | 47.13        | 46.71       | 43.35       | 1° 43' 07.5" | 1° 43' 07.5"  |             |            |             |                  |            |
| 6+00       | 50.00      | 49.99        | 49.54       | 45.98       | 1° 49' 24.3" | 3° 32' 31.8"  |             |            |             |                  |            |
| 6+50       | "          | "            | "           | "           | "            | 5° 21' 56.2"  |             |            |             |                  |            |
| 7+00       | "          | "            | "           | "           | "            | 7° 11' 20.5"  |             |            |             |                  |            |
| 7+50       | "          | "            | "           | "           | "            | 9° 00' 44.8"  |             |            |             |                  |            |
| 8+00       | "          | "            | "           | "           | "            | 10° 50' 09.2" |             |            |             |                  |            |
| 8+50       | "          | "            | "           | "           | "            | 12° 39' 33.5" |             |            |             |                  |            |
| 9+00       | "          | "            | "           | "           | "            | 14° 28' 57.8" |             |            |             |                  |            |
| 9+50       | 50.00      | 49.99        | 49.54       | 45.98       | 1° 49' 24.3" | 16° 18' 22.1" |             |            |             |                  |            |
| 9+56.23    | 6.23       | 6.23         | 6.17        | 5.73        | 0° 13' 37.9" | 16° 32' 00.0" |             |            |             |                  |            |
| RADIUS     |            | 785.55'      | 778.55'     | 725.55'     |              |               |             |            |             |                  |            |

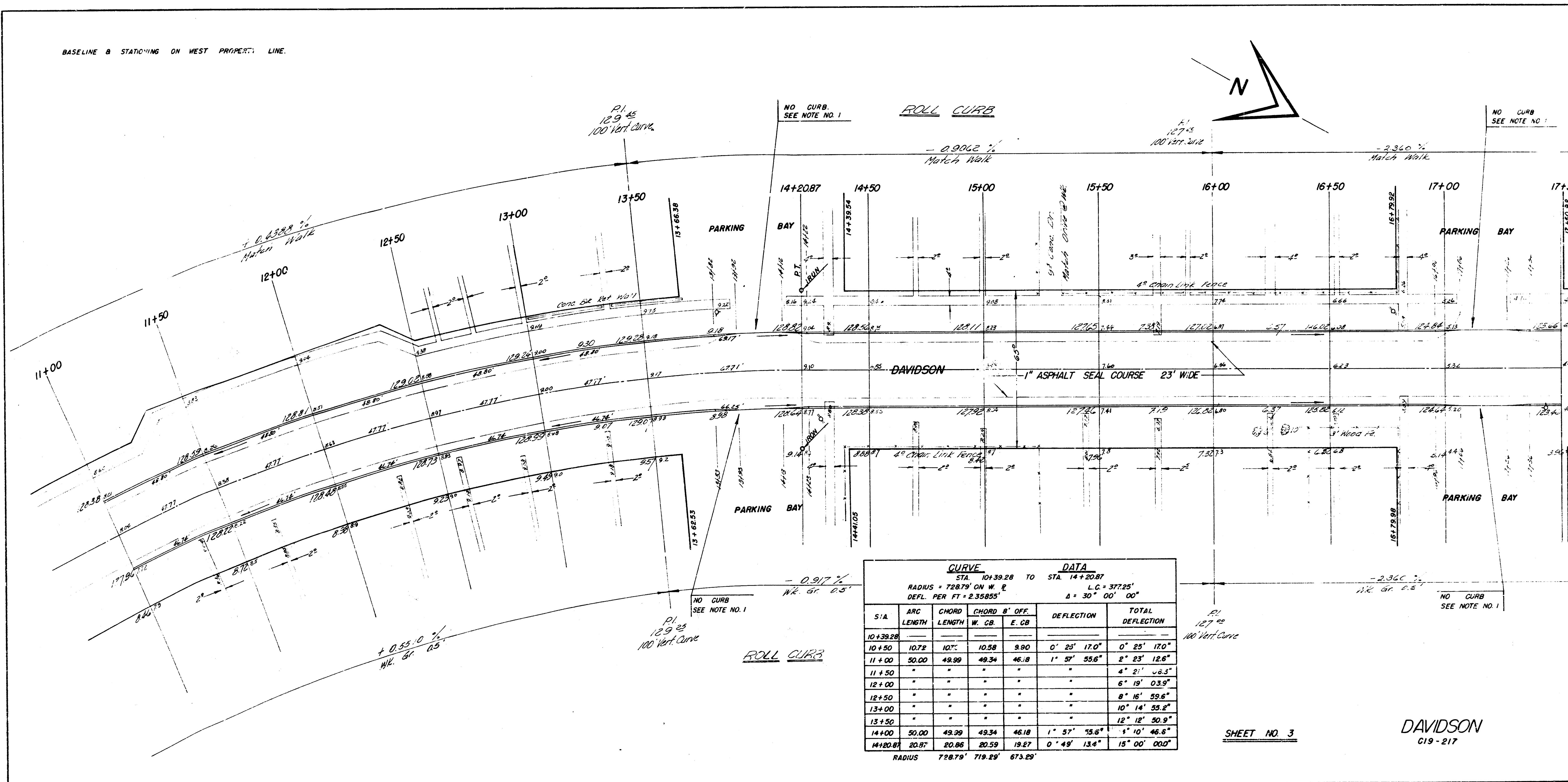
NOTE:  
 ALL ENTRANCE PIPES TO BE REMOVED &  
 DISPOSED OF IN ACCORDANCE WITH INSTRUCTIONS  
 OF THE CITY DIRT CHECKER.

SHEET NO. 2

DAVIDSON  
 C19-217



BASELINE & STATIONING ON WEST PROPERTY LINE.



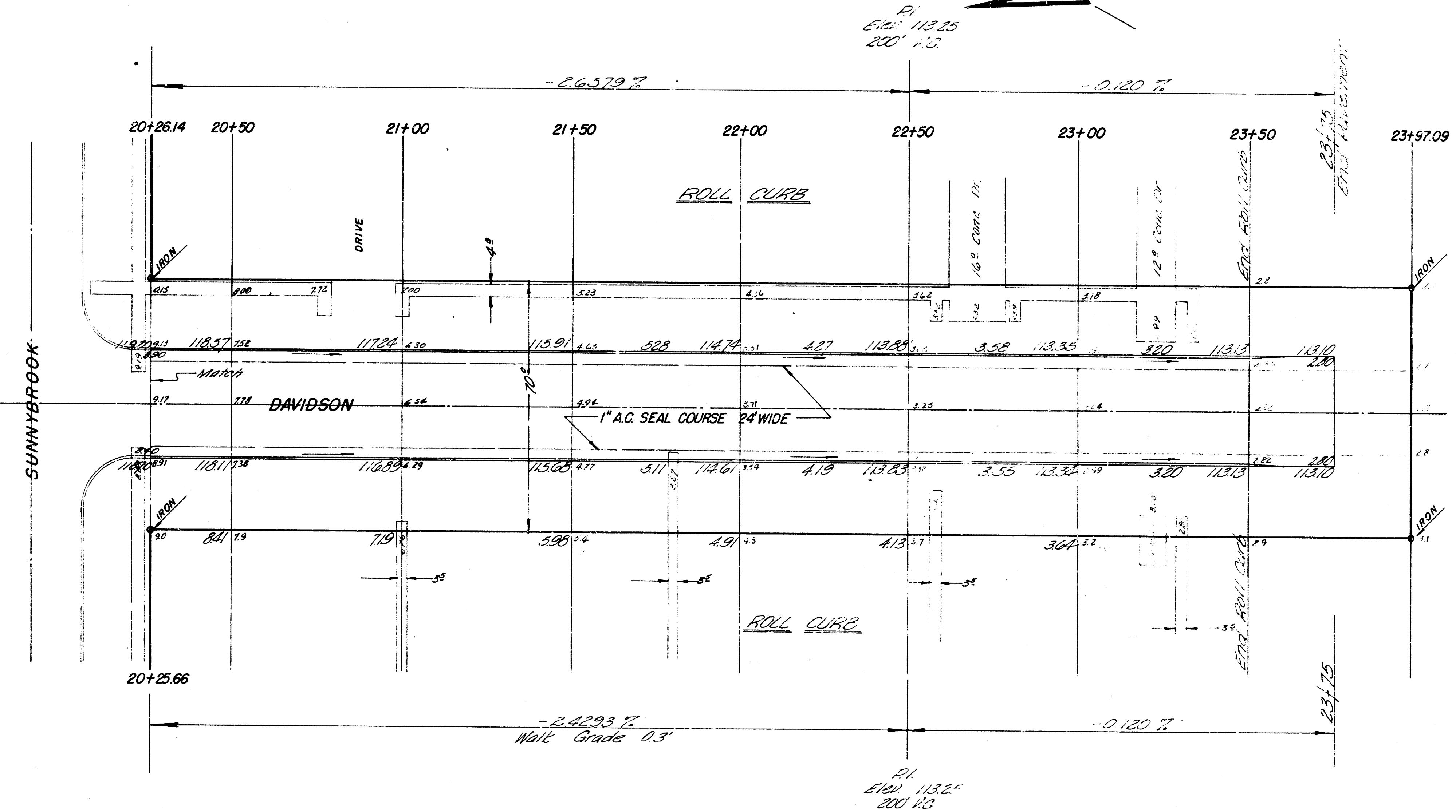
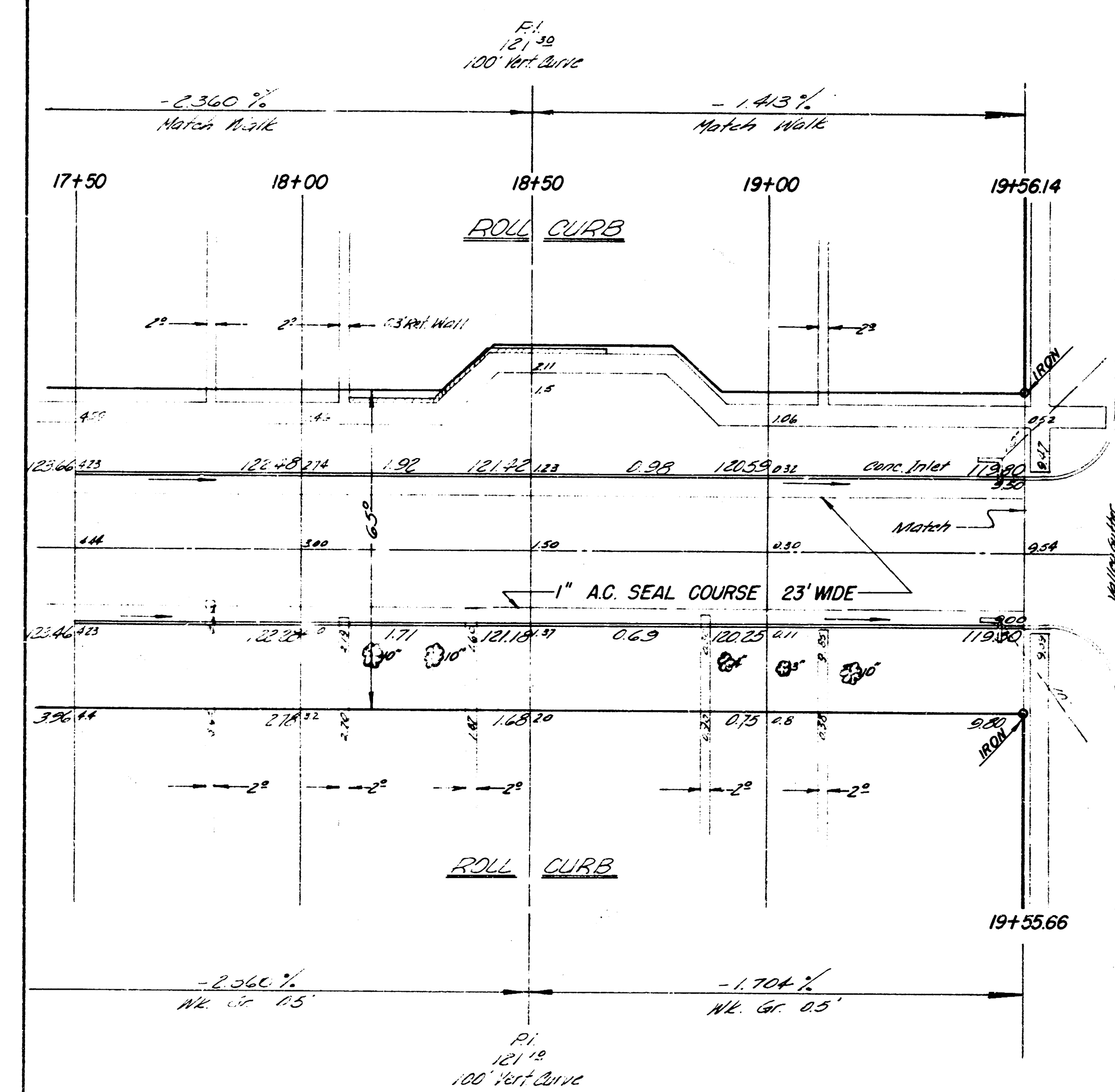
| CURVE DATA                               |            |       |              |
|------------------------------------------|------------|-------|--------------|
| STA. 10+39.28 TO STA. 14+20.87           |            |       |              |
| RADIUS = 728.79' ON W. E. L.C. = 37.25'  |            |       |              |
| DEPL. PER FT. = 2.35855' Δ = 30° 00' 00" |            |       |              |
| S/A                                      | ARC LENGTH | CHORD | CHORD S' OFF |
|                                          |            | W. CB | E. CB        |
| 10+39.28                                 |            |       |              |
| 10+50                                    | 10.72      | 10.58 | 9.90         |
| 11+00                                    | 50.00      | 49.39 | 46.18        |
| 11+50                                    | "          | "     | "            |
| 12+00                                    | "          | "     | "            |
| 12+50                                    | "          | "     | "            |
| 13+00                                    | "          | "     | "            |
| 13+50                                    | "          | "     | "            |
| 14+00                                    | 50.00      | 49.39 | 46.18        |
| 14+20.87                                 | 20.87      | 20.86 | 19.27        |
| RADIUS 728.79' 719.29' 673.29'           |            |       |              |

SHEET NO. 3

DAVIDSON  
C19-217



B.M. 18261 SSW BOLT ON FLANGE F.H., N.E. COR. DAVIDSON & SUNNYBROOK.  
 BASELINE B STATUING ON WEST PROPERTY LINE.



SHEET NO. 4

DAVIDSON  
 619-217



