Survey Issued 11-19-48
Plan Submitted
Est. Submitted
Contract Awarded

CURVE DATA IS BASED ON S.P.I. R= 954.57			Δ= 34° 13'
STATIONING	CH. 8' OFF TAN'S CH.	CH. 8' NORTH N.C.R.	DEF. L / TOTAL DEF.
3+52.48 P.C.			
4+00	47.13	46.86	1° 25' 34" / 1° 25' 34"
4+50	47.63	47.62	1° 30' 2" / 2° 55' 36"
5+00	47.63	47.62	1° 30' 2" / 4° 25' 38"
5+50	47.63	47.62	1° 30' 2" / 5° 55' 40"
6+00	47.63	47.62	1° 30' 2" / 7° 25' 42"
6+32.02	42.98	42.90	1° 08' 37" / 8° 34' 19"
7+22.38	59.87	59.76	1° 48' 0" / 10° 22' 19"
7+50	36.46	36.40	1° 05' 21" / 11° 27' 40"
8+00	47.63	47.62	1° 30' 2" / 12° 57' 42"
8+50	47.63	47.62	1° 30' 2" / 14° 27' 44"
9+00	47.63	47.62	1° 30' 2" / 15° 57' 46"
9+39.20	38.91	39.02	1° 10' 35" / 17° 32' 21"

Deflection for ℄ of Curve = 1.800

AVENUE

WOODLAWN

Scale: 1" = 20'

- 1.660% PVC TO P.I.

P.I. Elev. 1194.80 80' V.C.

- 0.999% PVC TO P.C.

- 0.940% PVC TO P.C.

P.C.

I.C.O. COLLEGE HILL SERVICE DO NOT MATCH

2+804.37

Δ= 34° 13'

D= 1° 59.57

P.I. Elev. 1194.00 80' V.C.

- 1.660% PVC TO P.I.

- 0.940% PVC TO P.C.

FULL CROWN

10' Conc. Dr.

17' Conc. Dr.

MATCH

N.M.C.P.

18" Conc. Cr.

0+00 0+50 1+00 1+50 2+00 2+50 3+00 3+52.48 4+00 4+50 5+00

FILL TOTALS		EXCAVATION TOTALS	
PROPERTY	CITY	PROPERTY	CITY
17.6	0	1276.0	21.6
+10% 1.8		+10% 127.6	+10% 12.2
19.3 C.Y.	0 C.Y.	1401.6 C.Y.	13.3.8 C.Y.
		PROJ. NO. C18-21 1038.9	72.3
15.0	0	+10% 103.9	+10% 7.2
12.5 C.Y.	0 C.Y.	1142.8 C.Y.	79.5 C.Y.

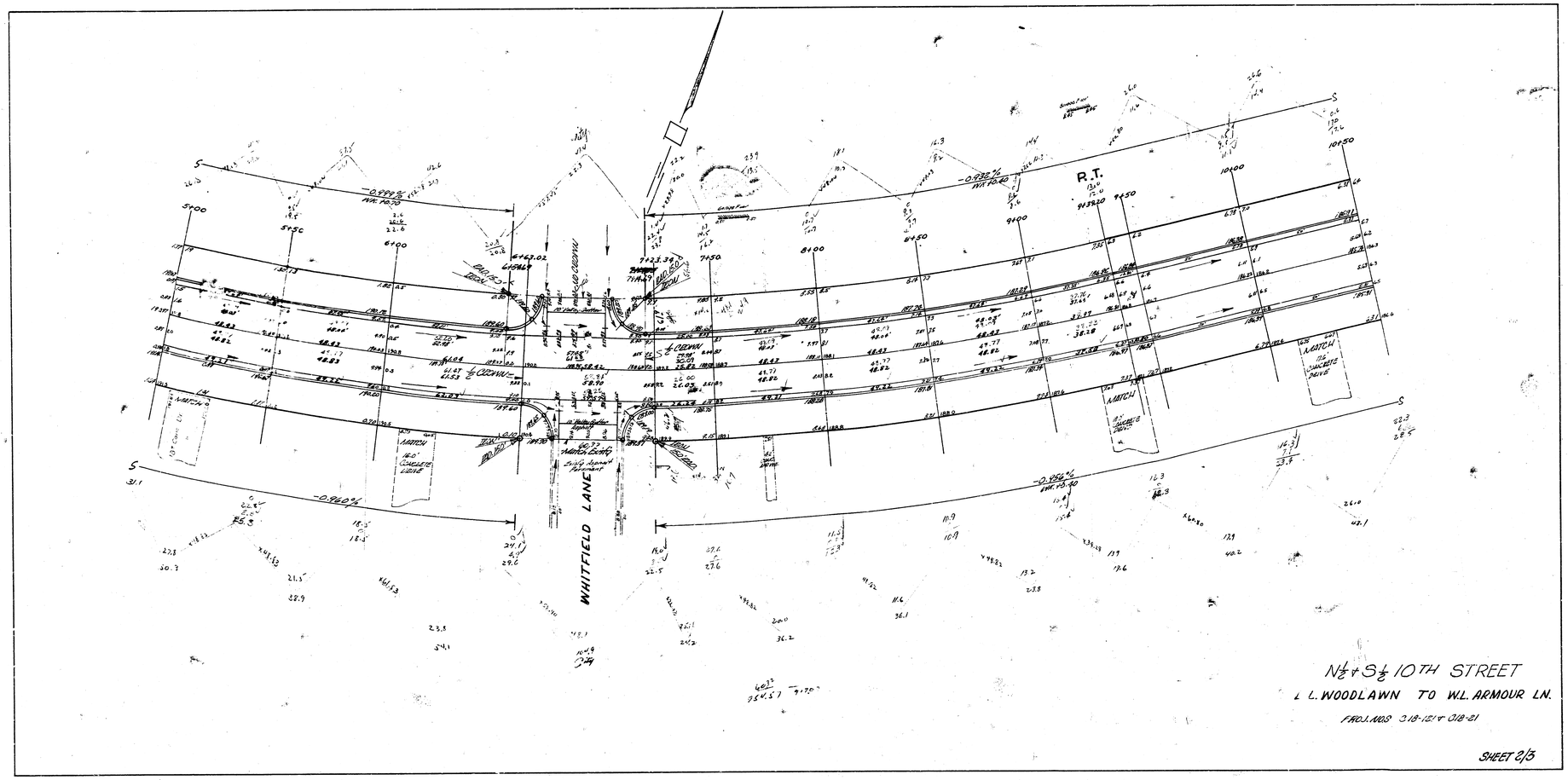
Proj. No. C18-21

SHEET 1/3

JAMES H. TANDY 2012 KANSAS PROFESSIONAL ENGINEER

531

N½ 10TH STREET	S½ 10TH STREET
EL. WOODLAWN + WL. ARMOUR LN.	EL. WOODLAWN - TO - WL. ARMOUR LN.
13-2-15 ASPH. CONC.	13-2-15 A.C.
CITY OF WICHITA, KANS.	CITY OF WICHITA, KANS.
B.E. SMITH CITY ENGINEER	B.E. SMITH CITY ENGINEER
DATE: PROJ. NO. C18-121	DATE: AUG. 1950, PROJ. NO. C18-21



N½ & S½ 10TH STREET

L. L. WOODLAWN TO W.L. ARMOUR LN.

PROJ. NOS 318-121 & 318-21

SHEET 2/3

CURVE DATA IS BASED ON 3 DEG. CV. 2A6.42.			Δ = 28° 18' 30"
TANGENTIVE	CHORD FIRST 5 CR.	CHORD MIDDLE	2ND C.	TOTAL DEF.
14+98.22	D.C.			
14+75	23.54	23.46	3° 5' 18"	3° 5' 18"
13+00	23.49	30.52	2° 52' 59"	5° 58' 17"
13+25	23.49	30.38	2° 52' 59"	8° 51' 15"
13+50	23.59	30.53	2° 52' 59"	11° 44' 15"
13+70.60	21.17	28.78	2° 22' 32"	14° 6' 47"

Deflection for ℄ of Curve = 6°11'12"

NOTE TO FIELD ENGINEER:
STA MEAS & STAKING ROAD FILL ENGINEER TO BE CONSTANTLY INFORM OF CONSTRUCTION CROSS REFERENCE WITH BOOK CHECK

NOTE TO FIELD ENGINEER & CONTRACTOR:
DUE TO SUBSOIL DRAINAGE ENGINEER IS TO DETERMINE TRAPEZ DITCH EXCAVATION TO INSURE STABILITY - CONSTRUCTION TO BE OF SPECIFIED CONST. ENGINEER TO BE CONSULTED BEFORE CONSTRUCTION.

P.C. Horizontal Curve 14+98.22
P.T. Horizontal Curve 15+70.60
-0.492% VC L=10.00
-0.950% VC L=10.00
-0.950% VC L=10.00
-0.492% VC L=10.00
PI Elev. 111.20 100 V.C.
PI Elev. 110.10 100 V.C.
Summit Elev. 111.27
ARMOUR LANE

N½ S½ 10TH STREET
E.L. WOODLAWN TO W.L. ARMOUR LN.

SHEET 3/3