

BENCHMARKS:

BM #1: 80d Spike in West face of North High Line Pole in East R/W Tyler Road 1/2 mile of South of 37th Street North. Elev. = 176.05 City Datum (1363.45 NGVD)

BM #2: "□" Cut Top of Curb on West side of Pepper Ridge 15± South of Northeast Corner Lot 23, Block 5, Forest Lakes West Addition. Elev. = 157.12 City Datum (1344.52 NGVD)

TYLER'S LANDING ADDITION—PHASE II

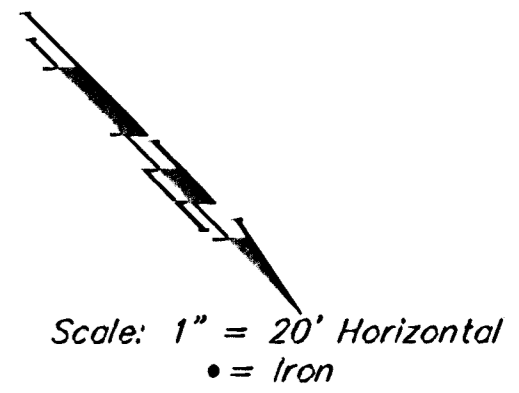
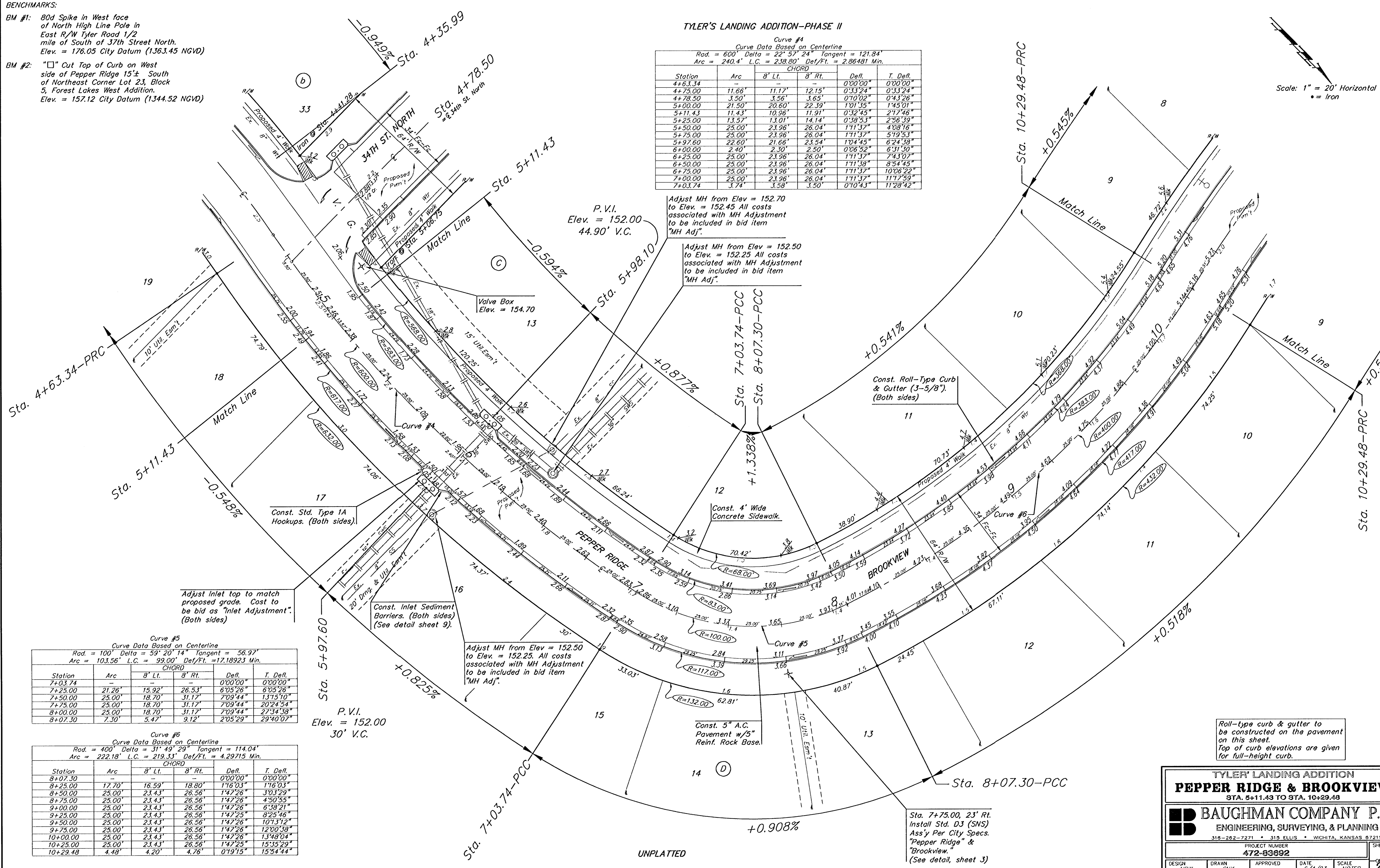
Curve #4
Curve Data Based on Centerline
Rad. = 600' Delta = 22° 57' 24" Tangent = 121.84'
Arc = 240.4' L.C. = 238.80' Def/Ft. = 2.86481 Min.

| Station | Arc | CHORD | | Defl. | T. Defl. |
|---------|--------|--------|--------|----------|-----------|
| | | 8' Lt. | 8' Rt. | | |
| 4+63.34 | - | - | - | 0'00"00" | 0'00"00" |
| 4+75.00 | 11.66' | 11.17' | 12.15' | 0'33"24" | 0'33"24" |
| 4+78.50 | 3.50' | 3.56' | 3.65' | 0'10"02" | 0'43"26" |
| 5+00.00 | 21.50' | 20.60' | 22.39' | 1'01"35" | 1'45"01" |
| 5+11.43 | 11.43' | 10.96' | 11.91' | 0'32"45" | 2'17"46" |
| 5+25.00 | 13.57' | 13.01' | 14.14' | 0'38"53" | 2'56"39" |
| 5+50.00 | 25.00' | 23.96' | 26.04' | 1'11"37" | 4'08"16" |
| 5+75.00 | 25.00' | 23.96' | 26.04' | 1'11"37" | 5'19"53" |
| 5+97.60 | 22.60' | 21.66' | 23.54' | 1'04"45" | 6'24"38" |
| 6+00.00 | 2.40' | 2.40' | 2.50' | 0'06"52" | 6'31"30" |
| 6+25.00 | 25.00' | 23.96' | 26.04' | 1'11"37" | 7'43"07" |
| 6+50.00 | 25.00' | 23.96' | 26.04' | 1'11"37" | 8'54"45" |
| 6+75.00 | 25.00' | 23.96' | 26.04' | 1'11"37" | 10'06"22" |
| 7+00.00 | 25.00' | 23.96' | 26.04' | 1'11"37" | 11'17"59" |
| 7+03.74 | 3.74' | 3.58' | 3.50' | 0'10"43" | 11'28"42" |

P.V.I. Elev. = 152.00
44.90' V.C.

Adjust MH from Elev = 152.70 to Elev. = 152.45 All costs associated with MH Adjustment to be included in bid item "MH Adj".

Adjust MH from Elev = 152.50 to Elev. = 152.25 All costs associated with MH Adjustment to be included in bid item "MH Adj".



Curve #5
Curve Data Based on Centerline
Rad. = 100' Delta = 59° 20' 14" Tangent = 56.97'
Arc = 103.56' L.C. = 99.00' Def/Ft. = 17.18923 Min.

| Station | Arc | CHORD | | Defl. | T. Defl. |
|---------|--------|--------|--------|----------|-----------|
| | | 8' Lt. | 8' Rt. | | |
| 7+03.74 | - | - | - | 0'00"00" | 0'00"00" |
| 7+25.00 | 21.26' | 15.92' | 26.53' | 6'05"26" | 6'05"26" |
| 7+50.00 | 25.00' | 18.70' | 31.17' | 7'09"44" | 13'15"10" |
| 7+75.00 | 25.00' | 18.70' | 31.17' | 7'09"44" | 20'24"54" |
| 8+00.00 | 25.00' | 18.70' | 31.17' | 7'09"44" | 27'34"38" |
| 8+07.30 | 7.30' | 5.47' | 9.12' | 2'05"29" | 29'40"07" |

Curve #6
Curve Data Based on Centerline
Rad. = 400' Delta = 31° 49' 29" Tangent = 114.04'
Arc = 222.18' L.C. = 219.33' Def/Ft. = 4.29715 Min.

| Station | Arc | CHORD | | Defl. | T. Defl. |
|----------|--------|--------|--------|----------|-----------|
| | | 8' Lt. | 8' Rt. | | |
| 8+07.30 | - | - | - | 0'00"00" | 0'00"00" |
| 8+25.00 | 17.70' | 16.59' | 18.80' | 1'16"03" | 1'16"03" |
| 8+50.00 | 25.00' | 23.43' | 26.56' | 1'47"26" | 3'03"29" |
| 8+75.00 | 25.00' | 23.43' | 26.56' | 1'47"26" | 4'50"55" |
| 9+00.00 | 25.00' | 23.43' | 26.56' | 1'47"26" | 6'38"21" |
| 9+25.00 | 25.00' | 23.43' | 26.56' | 1'47"26" | 8'25"46" |
| 9+50.00 | 25.00' | 23.43' | 26.56' | 1'47"26" | 10'13"12" |
| 9+75.00 | 25.00' | 23.43' | 26.56' | 1'47"26" | 12'00"38" |
| 10+00.00 | 25.00' | 23.43' | 26.56' | 1'47"26" | 13'48"04" |
| 10+25.00 | 25.00' | 23.43' | 26.56' | 1'47"26" | 15'35"29" |
| 10+29.48 | 4.48' | 4.20' | 4.76' | 0'19"15" | 15'54"44" |

TYLER'S LANDING ADDITION
PEPPER RIDGE & BROOKVIEW
STA. 5+11.43 TO STA. 10+29.48

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
315-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER: **472-63692**

DESIGN: NBW | DRAWN: GAX | APPROVED: [Signature] | DATE: 6/4/03 | SCALE: NOTED | SHEET: 24