B.M. 103.92 "X" In Top Cb On Radius 20' SE Of Catch Basin
S.W. Cor. Indianapolis & Ellis.
B.M. 107.91 "S" In Globe (1951) E. Lulu N. Cb Indianapolis
Topog. Is Taken From Base Line 20' N of South Prop Line
Stationing On & Of New Pvt.

+10 @ Pattie Iron 14.42 Rt.
+85.5 8in. Cyg 6' Lt. & 35.4 Rt.
+92 @ 4' Wk 4' Lt. & 35.4 Rt.
+95 E.L. Pattie Approach
+123 Beg Existing Asphalt
+123 Beg 3' Cl. & 35.4 Rt. 16in. Elm
+125.5 @ Main Gate 4' Lt. Rt.
+125.5 Beg 3' Cl. & 20' Rt. 16in. Elm
+145 20" Elm Tree 11' Lt.
+146 8" Elm Tree 11' Lt.
+130 6" Elm Tree 11' Lt.
+138 24" Elm Tree 40' Rt.
+165 El. Pole 6' Lt.
+172.5' 10" Elm Tree 11' Lt.
+199 @ Gar 39' Lt.
+200 14" Elm Tree 12' Lt.
+201.6 2-1/2" Sprng Town Bench Mark
+173 14" Elm Tree 12' Lt.
+184 Beg 3' Picket Fc. 69' Rt.
+194.5 12" Elm Tree 12' Lt.
+194 @ Double Gar 52.5 Rt.
+193 @ Man Hole 153' Rt.
+208.95 12" Elm Tree 12' Lt.
+238.52 R/W Wilsons Pawn Mark
+230 End Fc. 33' Rt.
+239 A Pole 9' Lt.
+219 @ 6'-1/4" Dble Grave 9' Lt.
+219 @ Double Gar. 37' Lt.
+207 18" Elm Tree 12' Lt.
+197 Beg 4' Fc. 25' Rt.
+189 16" Elm Tree 11' Lt.
+185 @ Gar. 51' Rt.
+170 12" Elm Tree 11' Lt.
+165 Cistern 29' Rt.
+148 End RS Ret. Wall 35 Lt.
+138 A1 Pole 11' Lt.
+140 @ House 36' Rt.
+106.5 @ 2' CB 11' Lt. & 20' Rt.
+104.35 End Existing Dr.
+101.45 Lt. Line Ret. Wall
-01 Sta. of Ret. Wall & New Line
-05.2 Beg 4' Wk 18.6 Lt.

WK 0.4' To 0.6'
+0.2378%
+0.2527%
Wk. Gr Existing Wk.

3+10 2+75 2460.15 2+40.55 2+08.43 2400 1+67.69 1+39.95 1+00 0+50 0+00
1450
2450
2473.6
9.39
75'
FLO 9.42
9.42
9.36 9.52
9.35 9.8 8.9
8.99
PT PC PT PC
9.20 CB
9.08 FLO
9.12
9.99
9.55
9.37
9.42
7.28
6.89
8.92
8.82
8.61
8.8
7.65
45'
2.98 FLO
2.85 FLO
2.07
2.14
2.05
2.01 FLO
2.70 FLO
45'
2.63
66'
7.25
MEET EXIST. PAVT.
MEET EXIST PAVT.
INDIANAPOLIS
BASE LINE
PATTIE AVE.
LULU AVE.
Property

NOTE TO FIELD ENGINEER & INSPECTOR
CHECK GRADE OF EXIST. WK BET. STA 1+50 & STA 2+50 TO INSURE PROPER DRAINAGE OF WATER OUT OF DRIVE TO BE BUILT AT STA 1+99 WHICH IS ℄ OF EXIST. GARAGE

| Station | Curve Data Bas. On Fc S.Cb. R= 206.78 Δ 3°18' Chord 6' offset S.Cb. | Chord 6' offset N.Cb. | Def. ℄ | Total Def. |
|---|---|---|---|---|
| 2+08.43 | | | | |
| 2+40.55 | 29.05 | 35.13 | 4°9' | 4°9' |

| Station | Curve Data Basis On Fc. S.Cb. R= 206.73 Δ 6°18' Chord 6' offset S.Cb. | Chord 6' offset N.Cb. | Def.℄ | Total Def. |
|---|---|---|---|---|
| 1+39.95 | | | | |
| 1+67.69 | 30.79 | 24.71 | 4°9' | 4°9' |

B. E. SMITH LICENSED KANSAS PROFESSIONAL ENGINEER 436

INDIANAPOLIS
W.L. LULU TO E.L. PATTIE
30' CONC. ℄ CB.
CITY OF WICHITA KAN.
B.E. SMITH CITY ENGINEER.
MAY 1954 PROJ. NO. C14-68