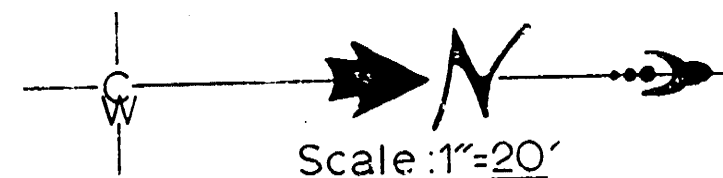


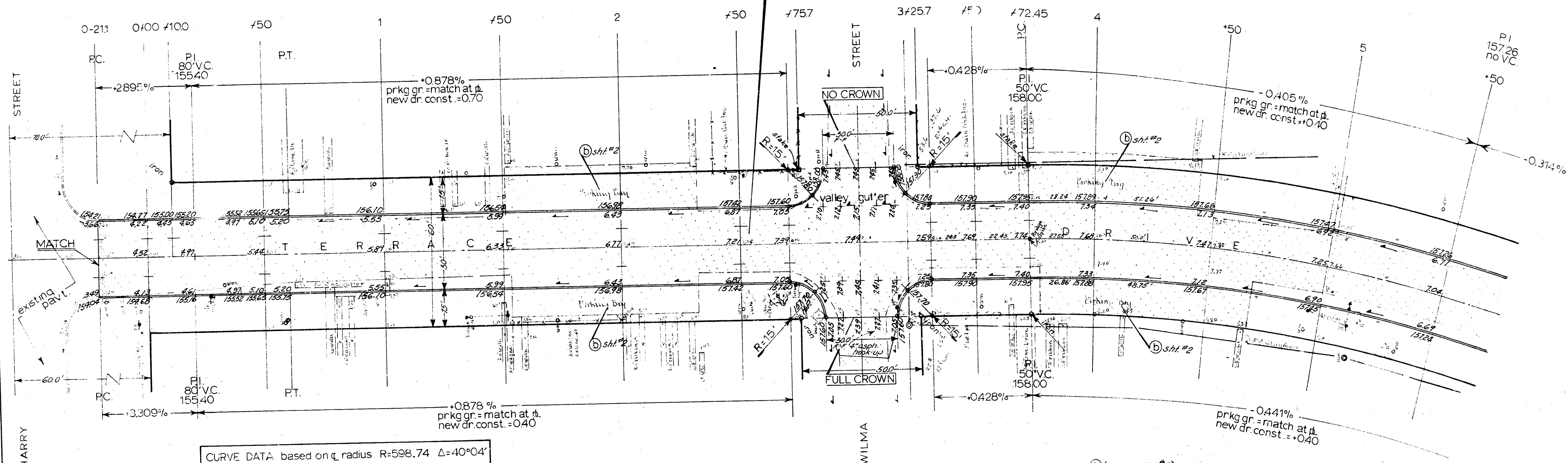
B.M. = 153.98 "G" in Globe-N end east return-Terrace Drive & Harry Str.
 " = 139.93 City Standard S.E. corner Harry & Oliver
 base-line = 4 Terrace Drive



NOTE - Prime & Seal Coat will be bid as 4 inch mat rem.
 This includes rock base. A total depth of 12" shall be
 subtracted from C.V. Excavation.

NOTE - Curb Elevations shown are top of full curb

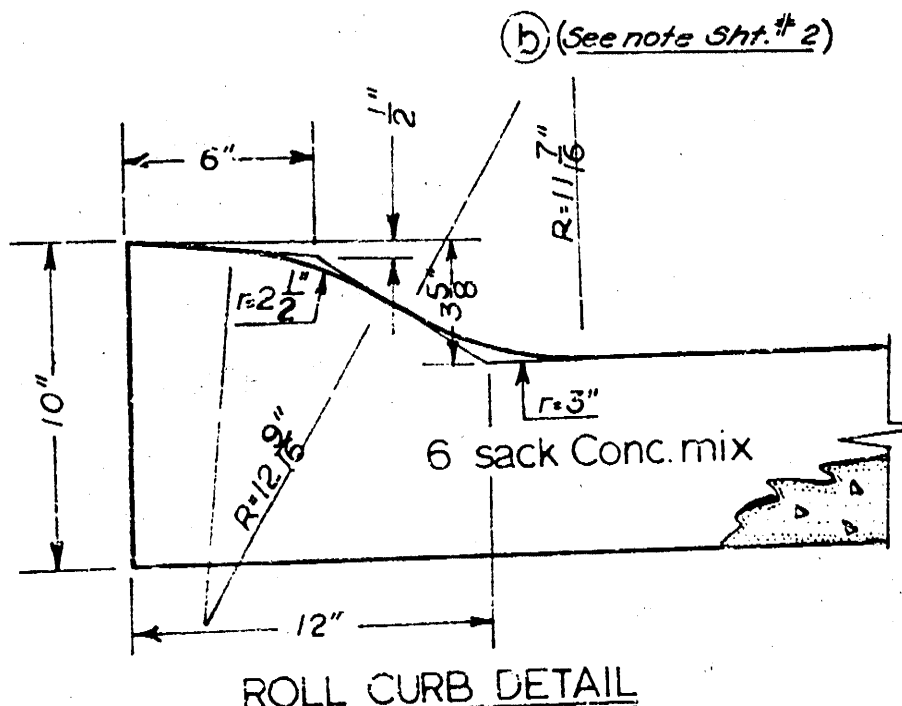
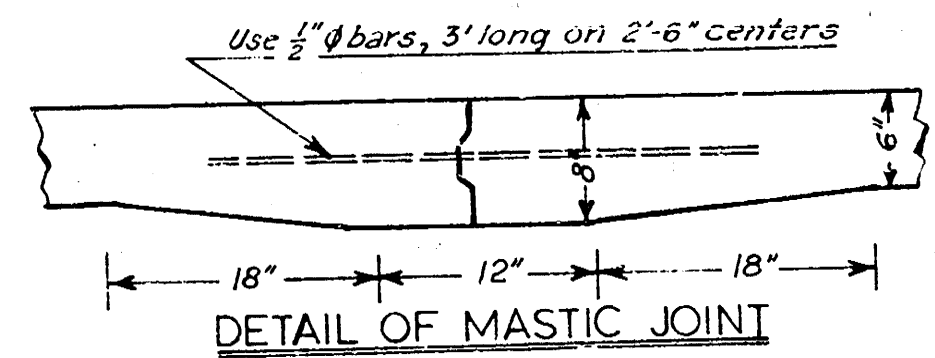
NOTE - Prime & Seal Coat = 2" approx.
 Rock Base



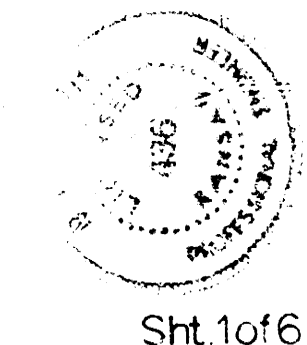
CURVE DATA based on Δ radius $R=598.74$ $\Delta=40^\circ 04'$

sta.	arc.	chord lenth	chord lenth	deflection	total
		8' east cb	8' west cb		deflection
3+72.45	PC			0° 00' 00"	0° 00' 00"
4	27.55	26.46	28.58	1° 19' 06"	1° 19' 06"
50	50.0	48.06	51.90	2° 23' 32"	3° 42' 38"
5					6° 06' 10"
50					8° 29' 42"
6					10° 53' 14"
50	50.0	48.06	51.90	2° 23' 32"	13° 16' 46"
60.15	11.75	11.30	12.20	0° 33' 44"	13° 50' 30"
70.313	58.38	56.11	60.59	2° 47' 36"	16° 38' 01"
80	29.87	28.71	31.00	1° 25' 45"	18° 03' 51"
79.115	41.15	39.61	42.78	1° 38' 19"	19° 01' 52"

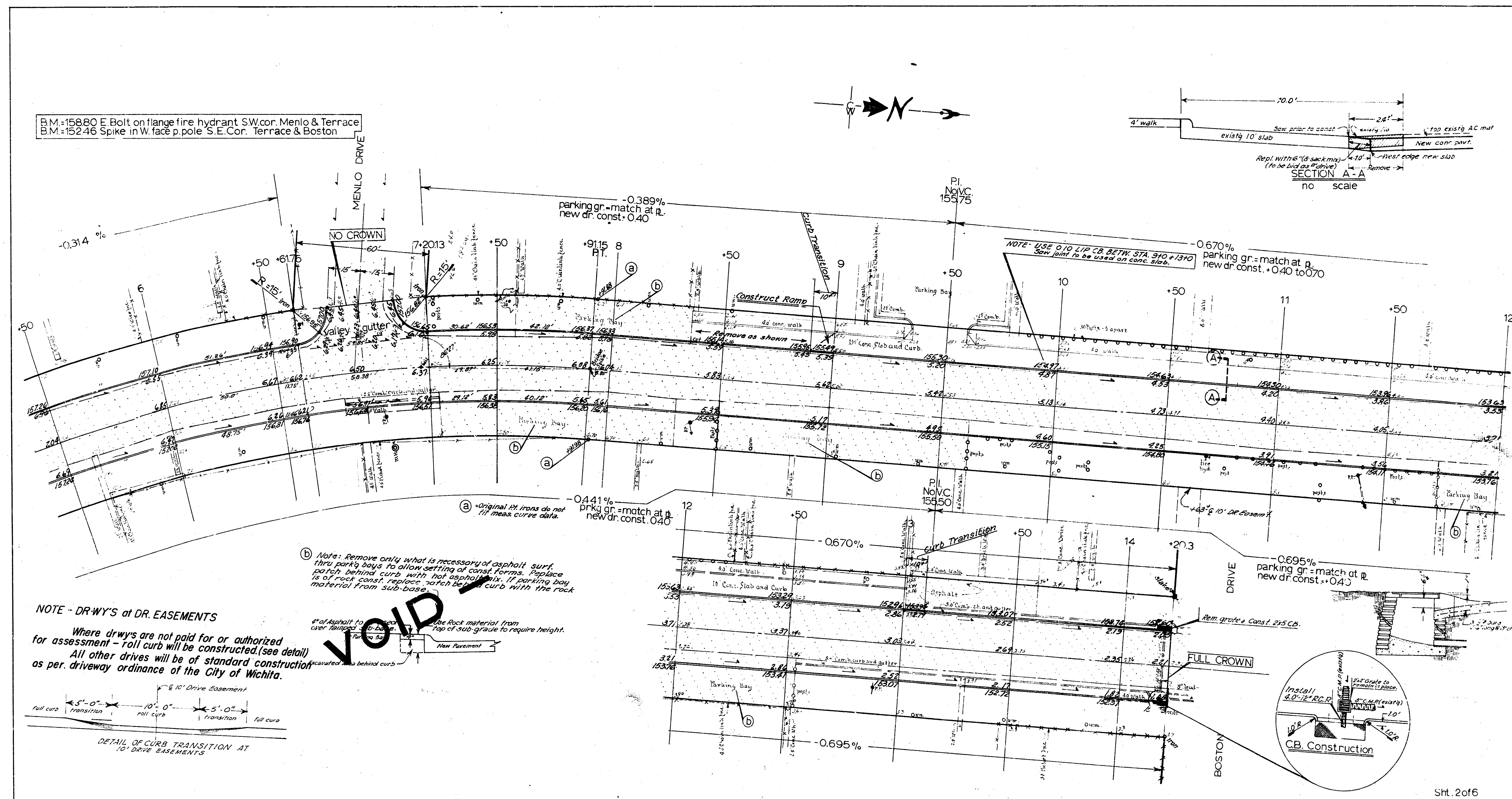
NOTE TO FIELD ENGINEER - All approach walks to remain in place except where they interfere with construction. In this event remove only what is necessary for street const.



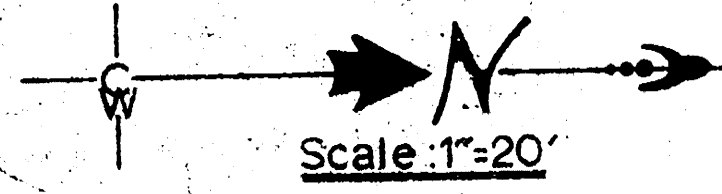
Original plan revised 5-15-62	
TERRACE DRIVE	
N.L. Harry Str. to S.L. Boston Dr.	
30" Concrete Curb	
Department of Public Works-Engr. Div.	
CITY OF WICHITA, KANSAS	
BE Smith	City Engineer
Date: APRIL 1962	Proj. No. C-11-36



Sht. 1 of 6



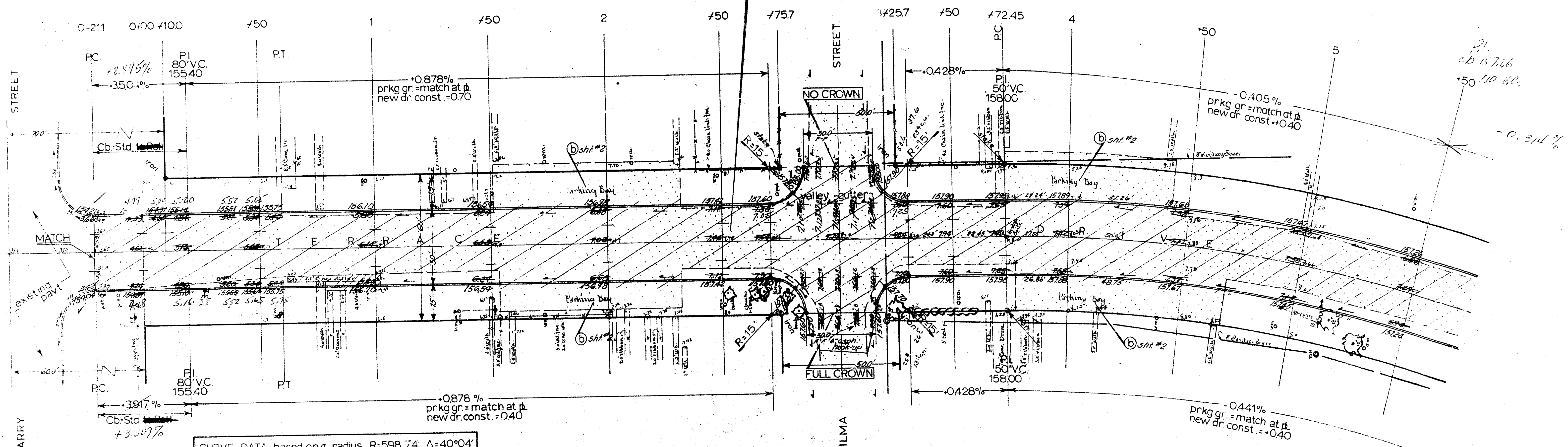
B.M. = 153.98 "C" in Globe-N end east return-Terrace Drive & Harry Str.
 " = 139.83 City Standard S.E. corner Harry & Oliver
 base-line = Terrace Drive



NOTE: Prime & Seal coat will be bid as Asphalt mat rem.
 has included rock base. A total depth of 4 1/2" has been
 subtracted from C.Y. Excavation.

Curb elevations shown as to 1' roll curb.

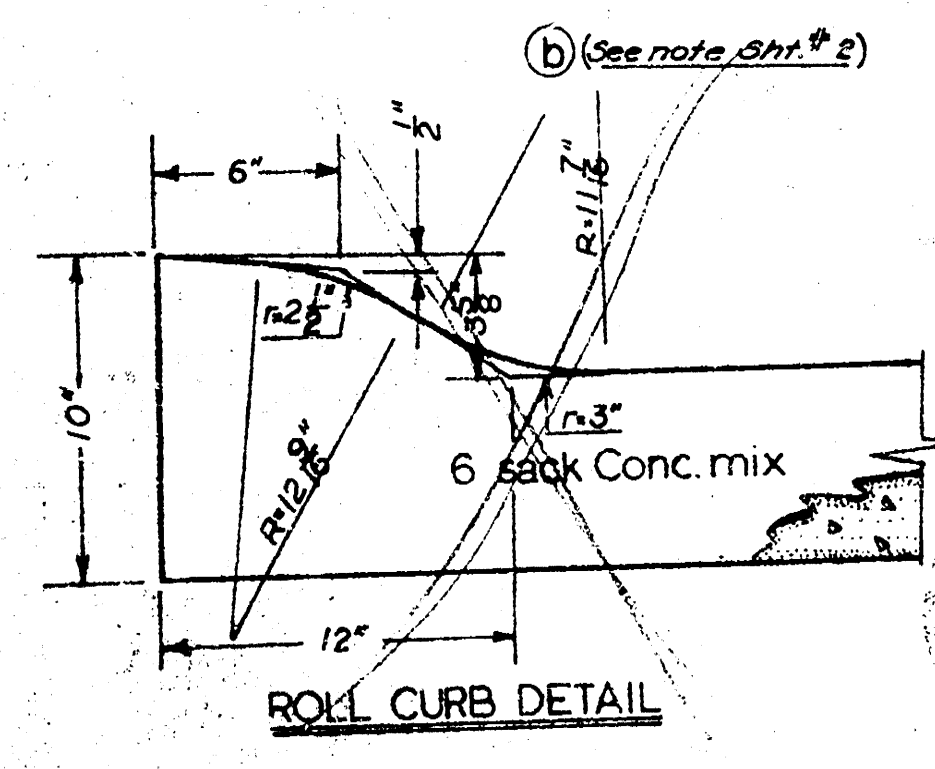
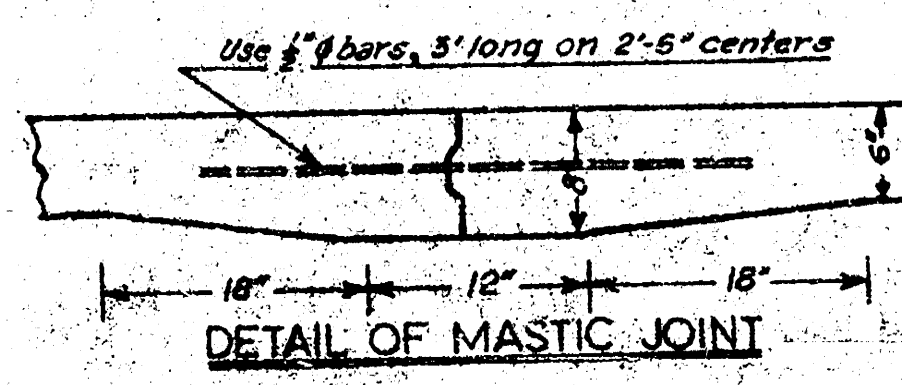
NOTE - Prime (Seal Coat) = 2" approx.
 Rock Base = 2 1/2" "



CURVE DATA based on Δ radius R=598.74 $\Delta=40^{\circ}04'$

sta.	arc	chord lgth	chord lgth	deflection	total
		8' @ east cb	8' @ west cb		deflection
372.45	PC			0' 00' 00"	0' 00' 00"
4	27.55	26.46	28.58	1' 19' 06"	1' 19' 06"
150	50.0	48.06	51.90	2' 23' 32"	3' 42' 38"
5	"	"	"	"	6' 06' 10"
150	"	"	"	"	8' 22' 42"
6	"	"	"	"	10' 53' 18"
150	50.0	48.06	51.90	2' 23' 32"	13' 16' 46"
142.15	11.75	11.30	12.20	0' 33' 44"	13' 50' 30"
740.13	58.38	56.11	60.59	2' 41' 36"	16' 38' 06"
150	29.87	28.71	31.00	1' 29' 45"	18' 03' 51"
749.15	41.15	39.61	42.78	1' 58' 08"	20' 01' 59"

NOTE TO FIELD ENGINEER - All approach walks to remain in place except where they interfere with construction. In this event remove only what is necessary for street const.



TERRACE DRIVE	
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Sht. 1 of 6

