

B.M. 12437 8' in GLOBE, N.C. 23rd, N.L. Minnesota

Stationing on N.E.

N.L. MILLER ADDITION
S.L. UNALTERED 2005 ADDITION
C.M. 12th 16th 17th 18th 19th 20th 21st
C.M. 12th 16th 17th 18th 19th 20th 21st
C.M. 12th 16th 17th 18th 19th 20th 21st

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

1383 1/2" 12" C.M.P. 16' 0" 24"
1/2" 12" C.M.P. 16' 0" 24"

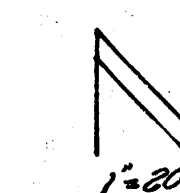
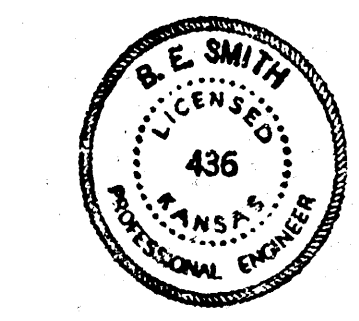
EXC.	
Property	City
1419.2	260.3
101.9	26.0
TOTAL 1789.2	TOTAL 286.3

ST

24TH

NOTE: No Drive Grades Set

NOTE TO CONTRACTOR & FIELD ENGINEER:
All Entrance Pipe to be placed on owner's property.
If owner wishes pipe hauled away, Street Dept.
will remove same.



MINNESOTA AVE.
N.L. MILLER ADDN. TO S.L. 25TH ST.
30' CONC. & CB.

CITY OF WICHITA, KANSAS

B.E. SMITH

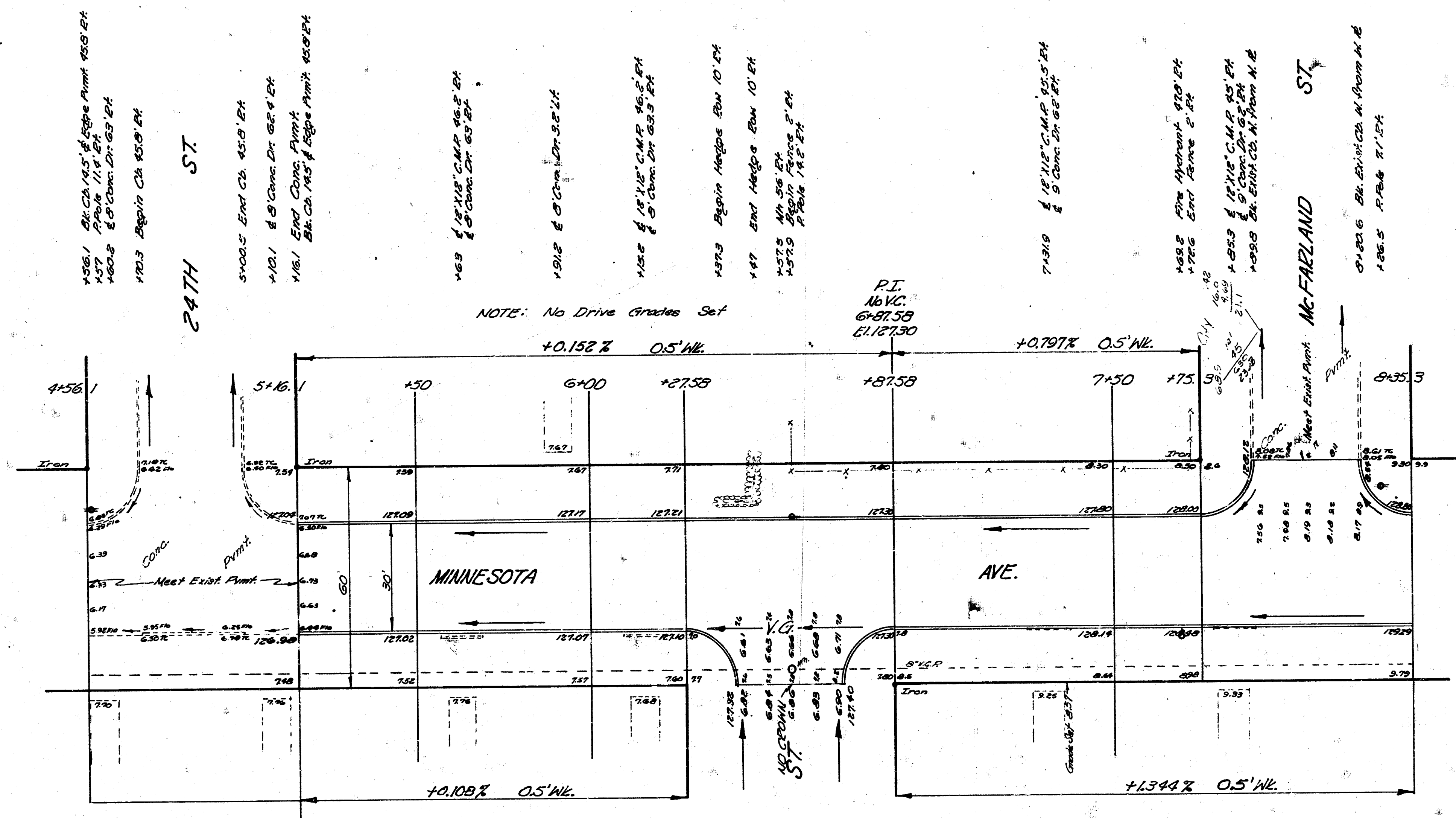
JAN. 1953

CITY ENGINEER

PROJ. NO. C12/119

Survey 1/1/53
Bk. 259
Ex. 1/1/53
Directed

B.M. 128.57 N.W. Cor. Conc. Porch, House #2450 N. Minnesota.



(Handwritten notes and calculations)

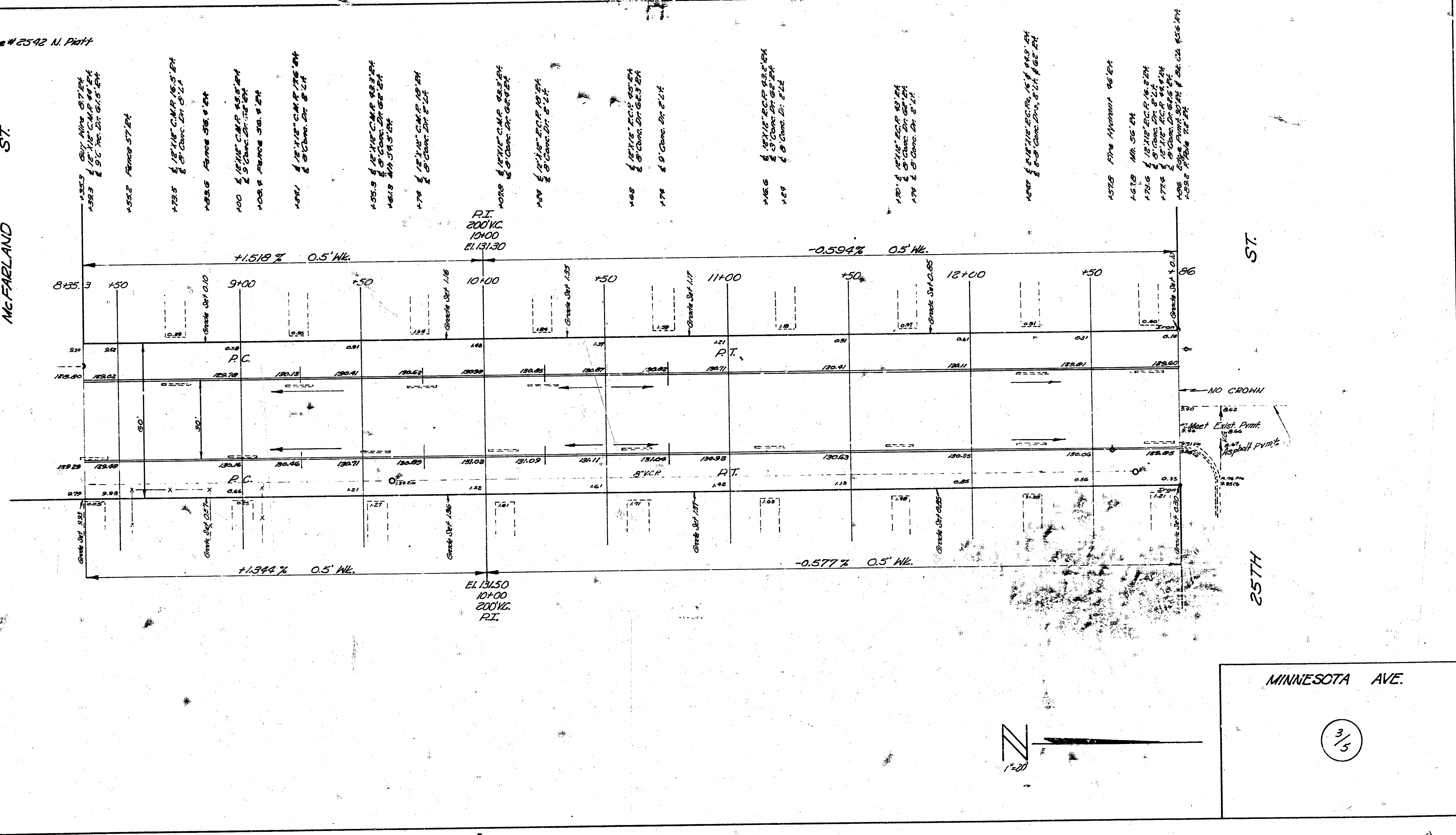
MINNESOTA AVE.

2/5

Diagram illustrating the relationship between the angle of inclination and the slope. A right-angled triangle is shown with a vertical side of length 1 and a hypotenuse of length 2. The angle between the vertical side and the hypotenuse is labeled $1^\circ = 20'$.

D.M. 137.23 N.W. Cor. Sec. 4, T25N R2E

McFARLAND ST.



3/5