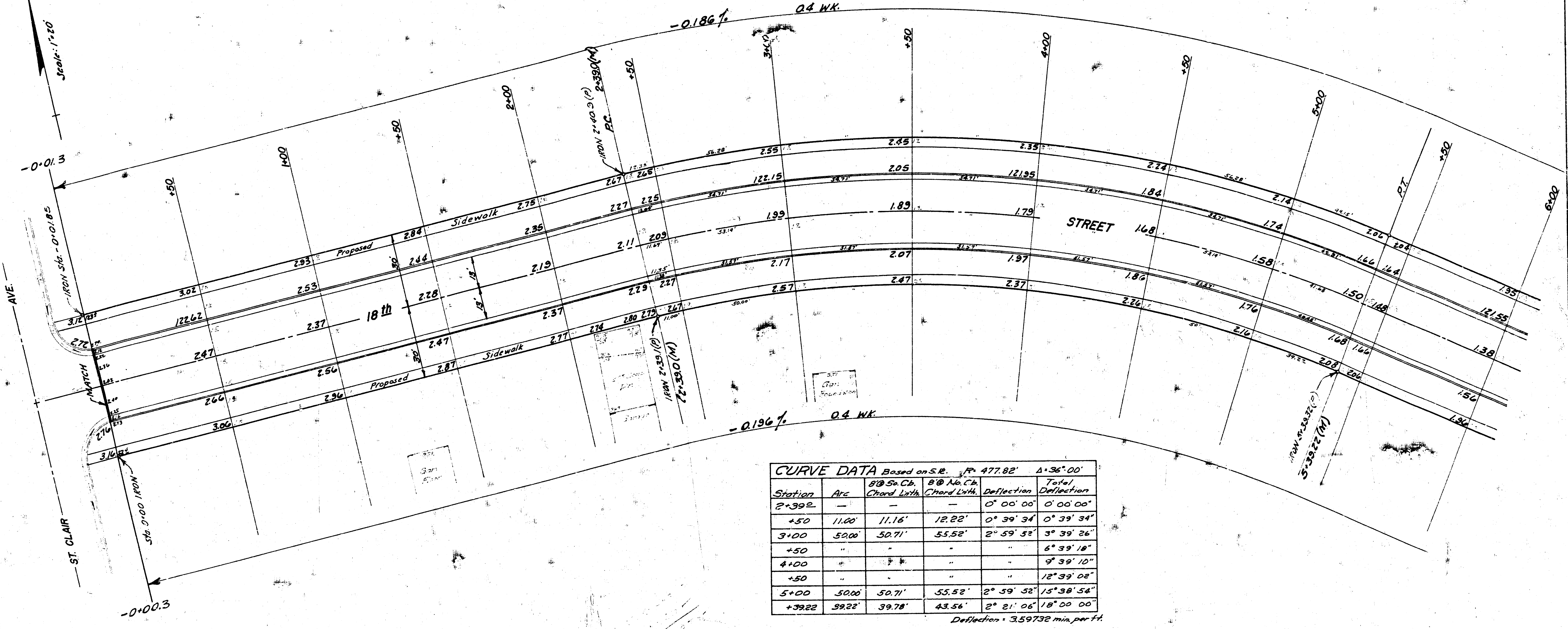
Survey J.F.G. Bk #151
Plan Friesen & J.L.A.
Est. J.L.A.
Checked

B.M. 122.38 "R" in Ritchie N. end
W. radius, Westport & St. Clair.

B.M. 124.61 N.W. cor. conc. porch
House #2225 W. 18th Street.

NOTE:
Contractor to clear right-of-way, grade parkings and compact fill where necessary for proposed Sidewalk. Sidewalk to be constructed by others.


N
Scale: 1"=20'
ST. CLAIR AVE.
18th STREET
Proposed Sidewalk
Proposed Sidewalk
MATCH
-0.186%
0.4 WK.
-0.196%
0.4 WK.
-0+01.3
-0+00.3
IRON Sta. -0+01.85
Sta. 0+00 IRON
+50
1+00
+50
2+00
+50
3+00
+50
4+00
+50
5+00
+50
6+00
P.C.
P.T.
IRON 2+40.9 (P)
2+39.0 (M)
IRON 2+39.1 (P)
2+39.0 (M)
IRON 5+39.32 (P)
5+39.22 (M)
30'
30'
13'
13'
122.62
122.15
121.95
121.55
Gar.
Garage

CURVE DATA Based on S.R. R= 477.82' Δ=36°-00'					
Station	Arc	8' @ So. Cb. Chord Lnth.	8' @ No. Cb. Chord Lnth.	Deflection	Total Deflection
2+39.0	—	—	—	0° 00' 00"	0° 00' 00"
+50	11.00'	11.16'	12.22'	0° 39' 34"	0° 39' 34"
3+00	50.00'	50.71'	55.52'	2° 59' 52"	3° 39' 26"
+50	"	"	"	"	6° 39' 18"
4+00	"	"	"	"	9° 39' 10"
+50	"	"	"	"	12° 39' 02"
5+00	50.00'	50.71'	55.52'	2° 59' 52"	15° 38' 54"
+39.22	39.22'	39.78'	43.56'	2° 21' 06"	18° 00' 00"

Deflection = 3.59732 min. per ft.

	EXCAVATION	COMP. FILL
	1289 Cu. Yds.	238 Cu. Yds.
+10%	129 " "	24 " "
Totals	1418 Cu. Yds.	262 Cu. Yds.

John L. Allen 621

B.E. Smith 436

1/4

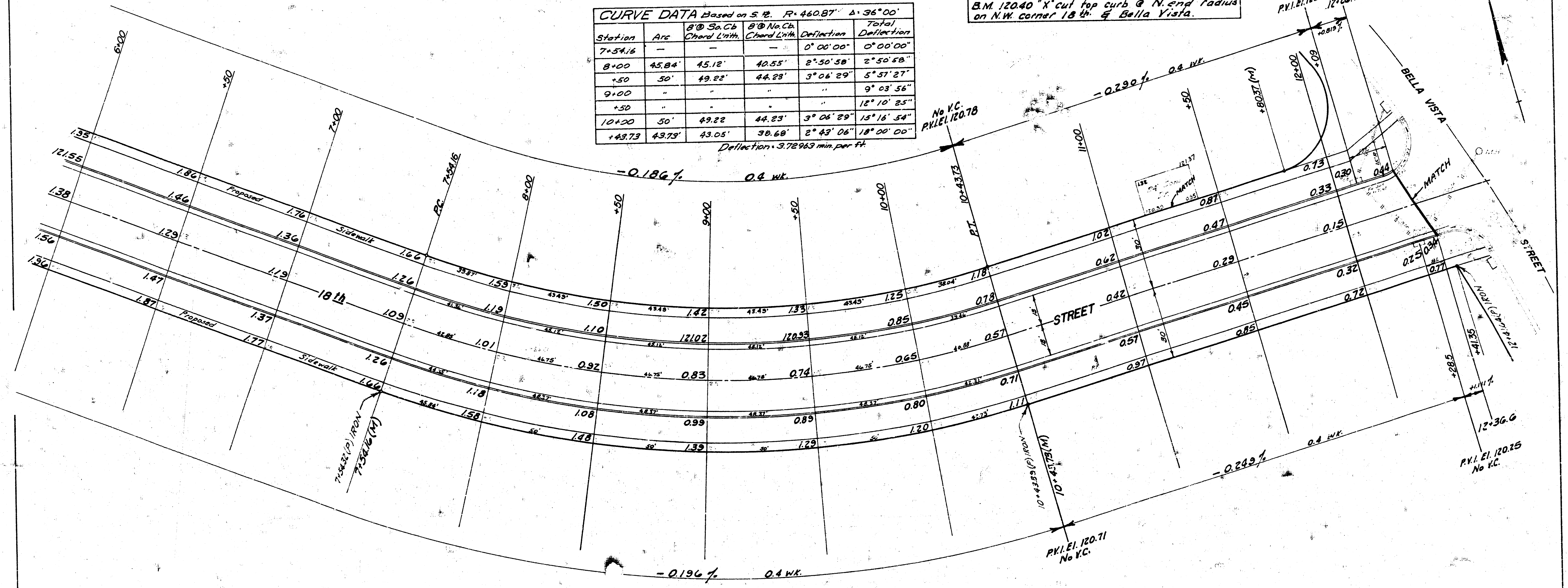
18th STREET

From E.L. ST. CLAIR AVE.
To W.L. BELLA VISTA AVE.

26'-2'-30' A.C.

B.E. SMITH CITY ENGINEER
CITY OF WICHITA, KANSAS

DATE Aug. 1967 C 13-77



6+00
+50
7+00
P.C. 7+54.16
8+00
+50
9+00
+50
10+00
P.T. 10+43.73
11+00
+50
+80.37 (M)
12+00
+09
12+26.1
No V.C.
P.V.I. El. 120.30
+0.819 %
No V.C.
P.V.I. El. 120.78
-0.186 %
0.4 wk.
-0.290 %
0.4 wk.
-0.196 %
0.4 wk.
-0.249 %
0.4 wk.
P.V.I. El. 120.71
No V.C.
10+43.59 (P) IRON
10+43.73 (M)
7+54.32 (P) IRON
7+54.16 (M)
P.V.I. El. 120.25
No V.C.
12+36.6
+1.111 %
+28.5
+41.35
12+41.64 (P) IRON
BELLA VISTA
STREET
MATCH
18th
STREET
Proposed
Sidewalk
Proposed
Sidewalk
121.55
1.95
1.38
1.56
1.96
1.86
1.46
1.29
1.47
1.87
1.76
1.36
1.19
1.37
1.77
1.66
1.26
1.09
1.26
1.66
1.59
1.19
1.01
1.18
1.58
1.50
1.10
0.92
1.08
1.48
1.42
121.02
0.83
0.99
1.39
1.33
120.93
0.74
0.89
1.29
1.25
0.85
0.65
0.80
1.20
1.18
0.78
0.57
0.71
1.11
1.02
0.62
0.42
0.57
0.97
0.87
0.47
0.29
0.45
0.85
0.73
0.33
0.15
0.32
0.72
0.30
0.44
0.25
0.34
0.77
15'
15'
30'
30'
N

CURVE DATA Based on S. ℄. R = 460.87' Δ = 36°00'					
Station	Arc	8' @ So. Cb Chord L'nth.	8' @ No. Cb. Chord L'nth.	Deflection	Total Deflection
7+54.16	—	—	—	0° 00' 00"	0° 00' 00"
8+00	45.84'	45.12'	40.55'	2°-50' 58"	2° 50' 58"
+50	50'	49.22'	44.23'	3° 06' 29"	5° 57' 27"
9+00	"	"	"	"	9° 03' 56"
+50	"	"	"	"	12° 10' 25"
10+00	50'	49.22	44.23'	3° 06' 29"	15° 16' 54"
+43.73	43.73'	43.05'	38.68'	2° 43' 06"	18° 00' 00"

Deflection = 3.72963 min. per ft.

B.M. 120.40 "X" cut top curb @ N. end radius on N.W. corner 18th. & Bella Vista.

18th STREET
C 13-77

2/4