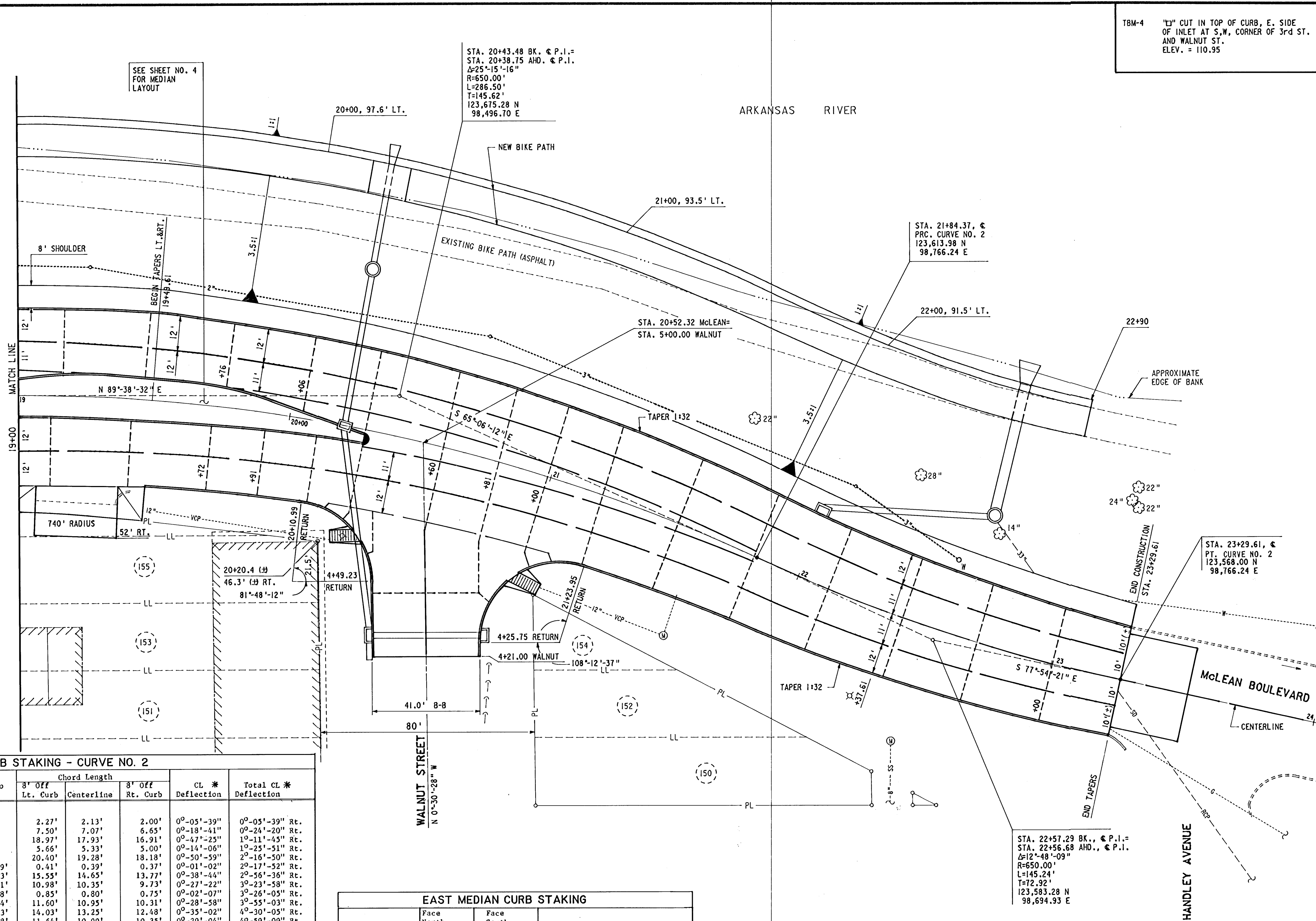
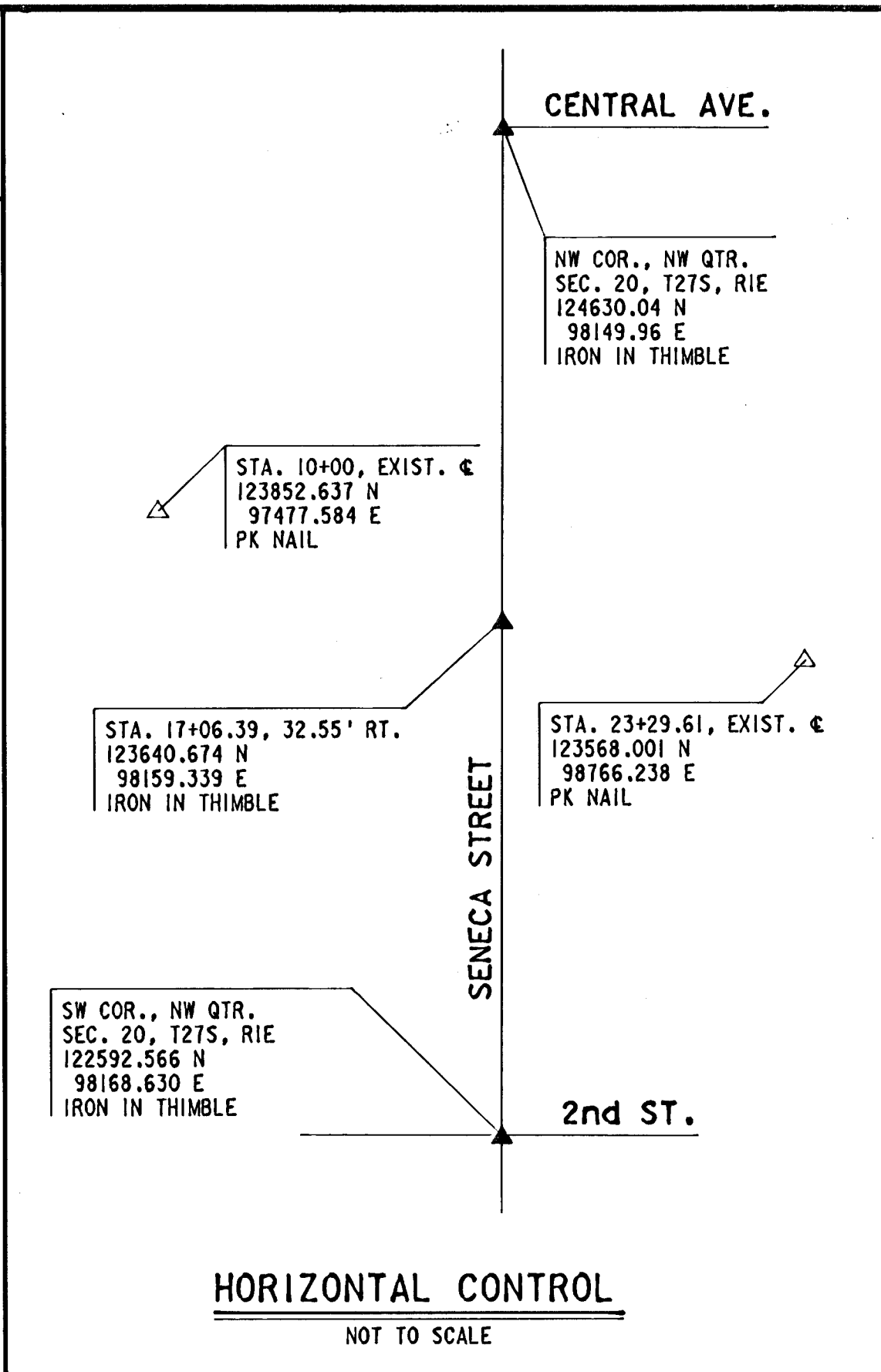




TBM-4
"C" CUT IN TOP OF CURB, E. SIDE
OF INLET AT S.W. CORNER OF 3rd ST.
AND WALNUT ST.
ELEV. = 110.95



HORIZONTAL CONTROL
NOT TO SCALE

CURB STAKING - CURVE NO. 2									
R=650.00' Δ/2=12°-37'-38" Δ/2= 6°-24'-04" CL Stationing									
Arc Length	Offset to CL Dist.	Chord Length		8' Off Lt. Curb	8' Off Rt. Curb	CL * Deflection	Total CL * Deflection		
18 + 97.87 P.C.	2.13'	40'	2.27'	2.13'	2.00'	0°-05'-39"	0°-05'-39" Rt.		
19 + 00	7.07'	40'	7.50'	7.07'	6.65'	0°-18'-41"	0°-18'-41" Rt.		
19 + 07.07	17.93'	40'	18.97'	17.93'	16.91'	0°-47'-25"	1°-11'-45" Rt.		
19 + 25	5.33'	40'	5.66'	5.33'	5.00'	0°-14'-06"	1°-25'-51" Rt.		
19 + 30.33	19.28'	40'	20.40'	19.28'	18.18'	0°-50'-59"	2°-16'-50" Rt.		
19 + 49.61	0.39'	39.99'	0.41'	0.39'	0.37'	0°-01'-02"	2°-17'-52" Rt.		
19 + 50	14.65'	39.53'	15.55'	14.65'	13.77'	0°-38'-44"	2°-56'-36" Rt.		
19 + 64.65	10.35'	39.21'	10.98'	10.35'	9.73'	0°-27'-22"	3°-23'-58" Rt.		
19 + 75	0.80'	39.18'	0.85'	0.80'	0.75'	0°-02'-07"	3°-26'-05" Rt.		
19 + 75.80	10.95'	38.84'	11.60'	10.95'	10.31'	0°-28'-58"	3°-55'-03" Rt.		
20 + 00	13.25'	38.43'	14.03'	13.25'	12.48'	0°-35'-09"	4°-30'-09" Rt.		
20 + 10.99	10.99'	38.08'	11.64'	10.99'	10.35'	0°-29'-04"	4°-59'-09" Rt.		
20 + 25	14.01'	37.64'	14.83'	14.01'	13.20'	0°-37'-03"	5°-36'-12" Rt.		
20 + 29.61	4.61'	37.50'	4.88'	4.61'	4.35'	0°-02'-11"	5°-48'-23" Rt.		
20 + 50	20.39'	36.86'	21.57'	20.39'	19.24'	0°-53'-55"	6°-42'-18" Rt.		
20 + 52.32	2.32'	36.79'	2.45'	2.32'	2.19'	0°-06'-08"	6°-48'-26" Rt.		
20 + 75	22.68'	36.08'	23.96'	22.67'	21.42'	0°-59'-59"	7°-48'-25" Rt.		
21 + 00	25.00'	35.30'	26.38'	25.00'	23.64'	1°-06'-07"	8°-54'-32" Rt.		
21 + 23.95	23.95'	34.55'	25.25'	23.95'	22.67'	1°-03'-20"	9°-57'-52" Rt.		
21 + 25	1.05'	34.52'	1.11'	1.05'	0.99'	0°-02'-47"	10°-00'-38" Rt.		
21 + 50	25.00'	33.74'	26.33'	25.00'	23.70'	1°-06'-07"	11°-06'-45" Rt.		
21 + 75	25.00'	32.96'	26.29'	25.00'	23.73'	1°-06'-07"	12°-12'-51" Rt.		
21 + 84.37 P.C.	9.37'	32.66'	9.85'	9.37'	8.90'	0°-24'-46"	12°-37'-38" Rt.		
22 + 00	15.63'	32.18'	14.86'	15.63'	16.42'	0°-41'-20"	0°-41'-20" Lt.		
22 + 25	25.00'	31.39'	26.23'	25.00'	26.23'	1°-06'-07"	1°-47'-27" Lt.		
22 + 37.61	12.61'	31.00'	12.01'	12.61'	13.22'	0°-33'-21"	2°-20'-48" Lt.		
22 + 50	12.39'	30.61'	11.81'	12.39'	12.98'	0°-32'-46"	2°-53'-33" Lt.		
22 + 75	25.00'	29.83'	23.85'	25.00'	26.17'	1°-06'-07"	3°-59'-40" Lt.		
23 + 00	25.00'	29.05'	23.88'	25.00'	26.14'	1°-06'-07"	5°-05'-47" Lt.		
23 + 25	25.00'	28.27'	23.91'	25.00'	26.11'	1°-06'-07"	6°-11'-53" Lt.		
23 + 29.61 P.T.	4.61'	28.13'	4.41'	4.61'	4.81'	0°-12'-11"	6°-24'-04" Lt.		

EAST MEDIAN CURB STAKING			
CL Stationing	Face North Curb	Face South Curb	Remarks
17 + 45.62 Begin	3.00' Rt.	6.00' Rt.	1.5' R.P., 4.5' Lt.
17 + 50	3.00' Rt.	6.29' Rt.	
17 + 75.62	3.00' Rt.	8.00' Rt.	P.I. S. Curb
18 + 00	3.00' Rt.	8.00' Rt.	
18 + 45.62	3.00' Rt.	8.00' Rt.	P.C. North Curb
18 + 50	2.94' Rt.	8.00' Rt.	
18 + 65.39	1.68' Rt.	8.00' Rt.	P.I., 3.00' Rt.
18 + 84.47	2.18' Lt.	8.00' Rt.	P.R.C. N. Curb
18 + 97.87 P.C.	5.17' Lt.	8.00' Rt.	P.C. S. Curb
19 + 00	5.53' Lt.	8.00' Rt.	
19 + 07.07	6.55' Lt.	8.00' Rt.	P.I., N. Curb 8.42' Lt.
19 + 30.33	8.00' Lt.	8.00' Rt.	P.C.C., North Curb
19 + 49.61	8.00' Lt.	8.00' Rt.	Begin Taper
19 + 50	7.99' Lt.	7.99' Rt.	
19 + 64.65	7.47' Lt.	7.47' Rt.	P.C. North Curb
19 + 75.80	6.94' Lt.	7.18' Rt.	P.I., 7.57' Lt.
19 + 86.75	5.34' Lt.	6.84' Rt.	P.T., North Curb
20 + 00	2.90' Lt.	6.43' Rt.	
20 + 29.61 End	1.50' Rt.	5.50' Rt.	2.0' R.P., 3.5' Rt.

CITY OF WICHITA PROJECT NO. 472-76-245-81199-000-000-001

REVISION	DATE	BY

WICHITA, KANSAS
McLEAN AT SENECA INTERSECTION IMPROVEMENTS
STAKING AND JOINING PLAN
(STATION 19+00 TO STATION 24+00)

DESIGN JMO
DRAWN KWD
7994
KANSAS PROFESSIONAL ENGINEER

WILSON & COMPANY
ENGINEERS & ARCHITECTS
WICHITA - KANSAS

DATE: OCT 1983
FILE NO. 82-324A
SHEET NO. 14 OF 37

* DEFLECTION ANGLES ARE FOR CENTERLINE ONLY. OFFSETS SHALL BE SET BY DOUBLE-CHAINING.

Q51E102.1043232423.DGN BORDER A