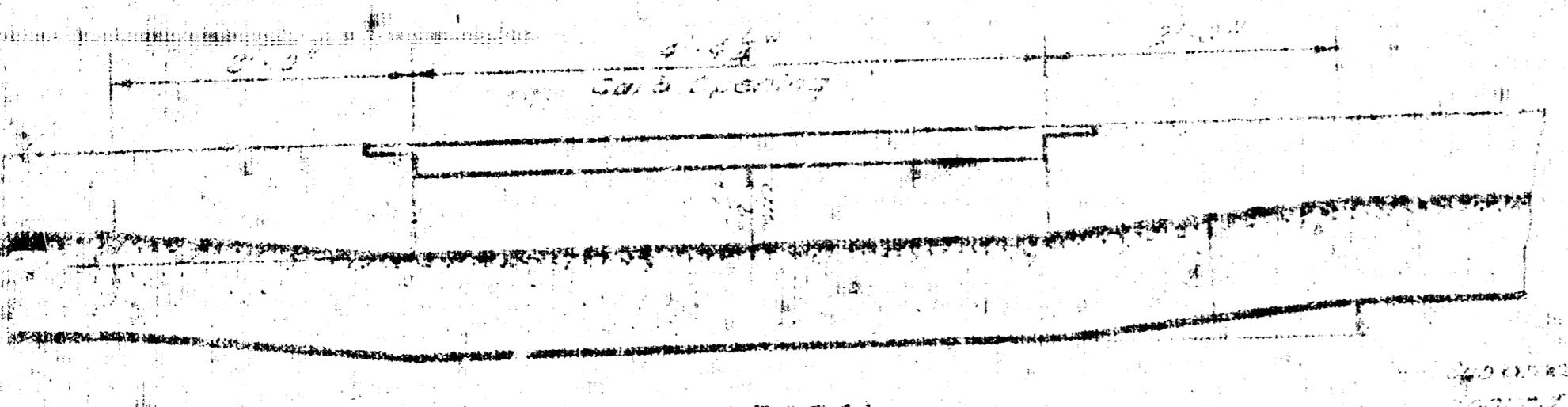
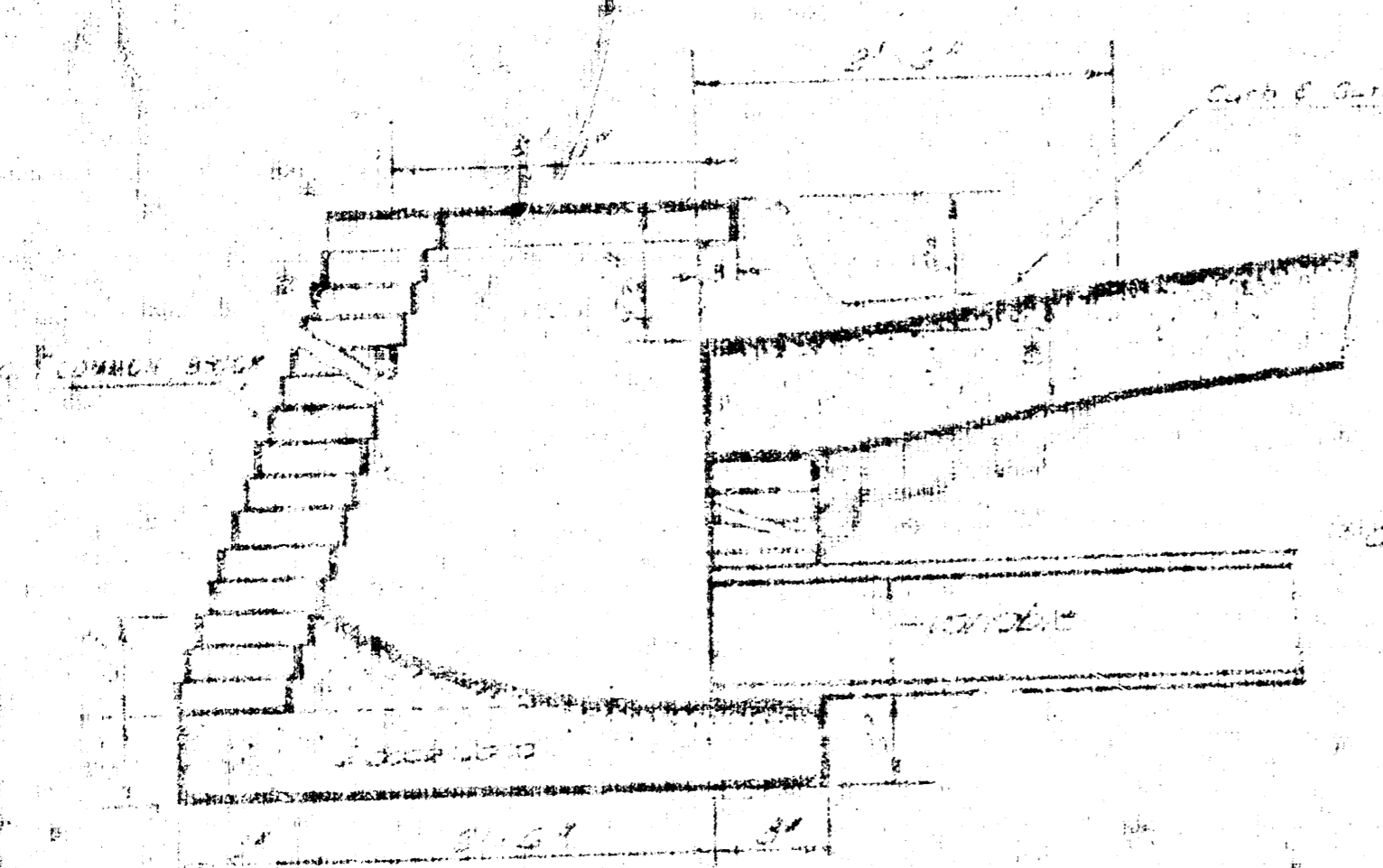


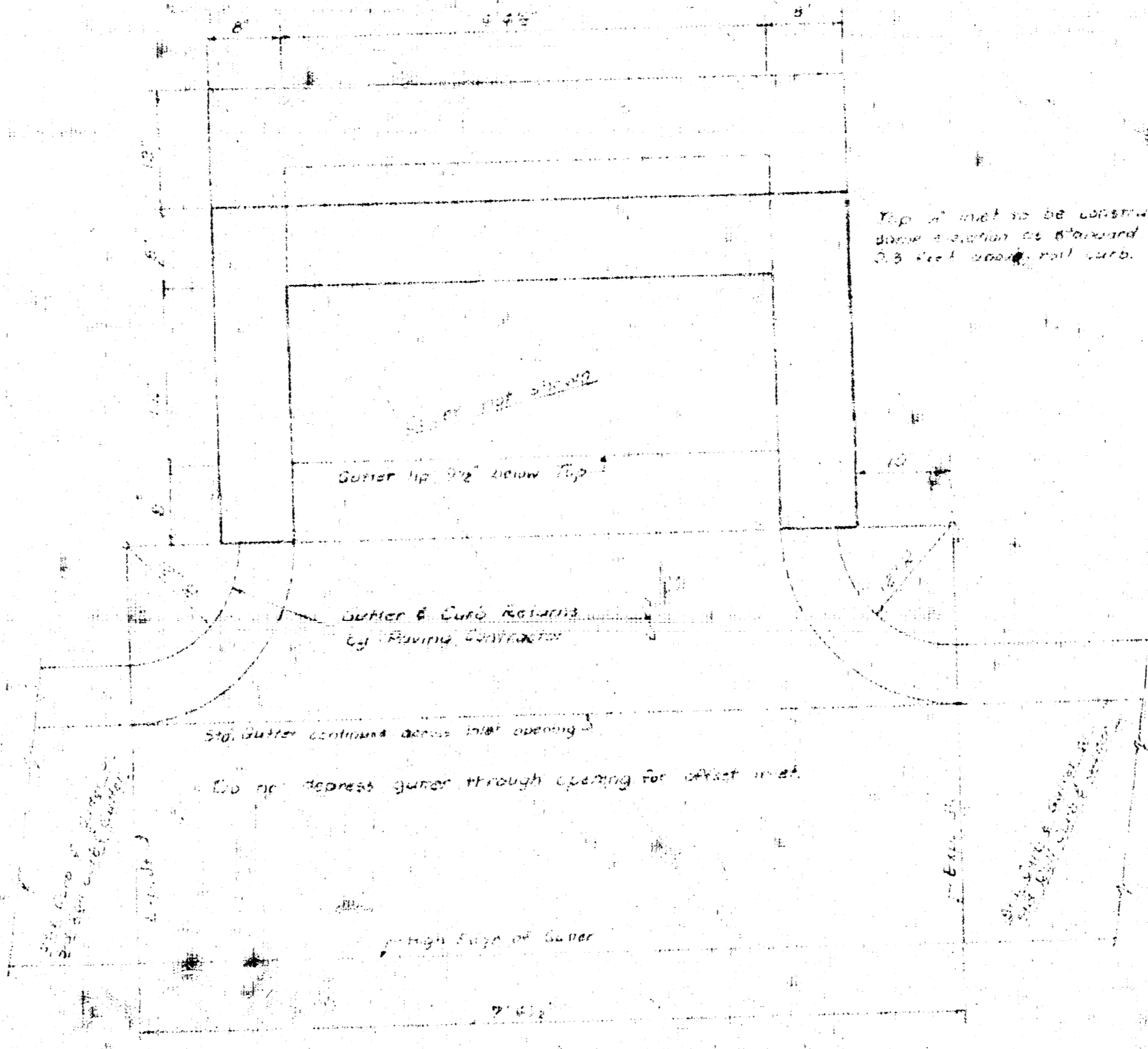
PLAN



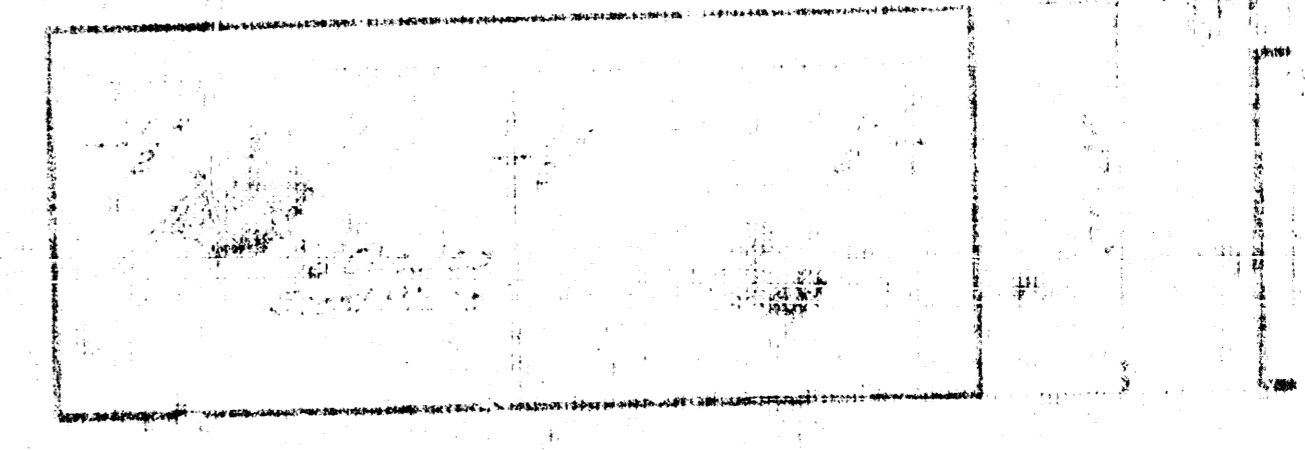
ELEVATION



SECTION THRU INLET
2x5 INLET DETAIL
Scale 1/2"=1'-0"

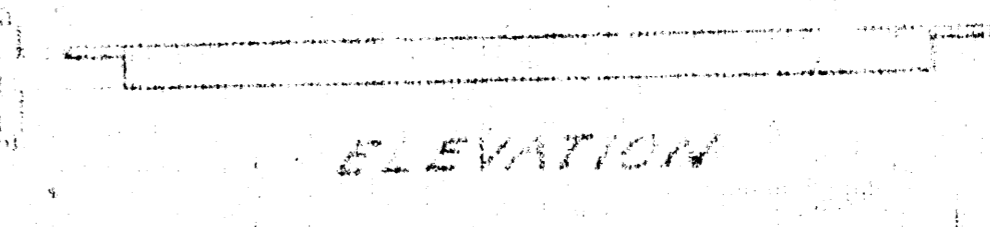


PLAN
STANDARD 2x5 INLET - DETAIL SECTION
Scale 1/2"=1'-0"



PLAN

SECTION



ELEVATION

DETAIL
STANDARD 2x5 INLET.
CITY OF WICHITA, KANSAS
R. W. LINN CITY ENGINEER
SEPT 1973

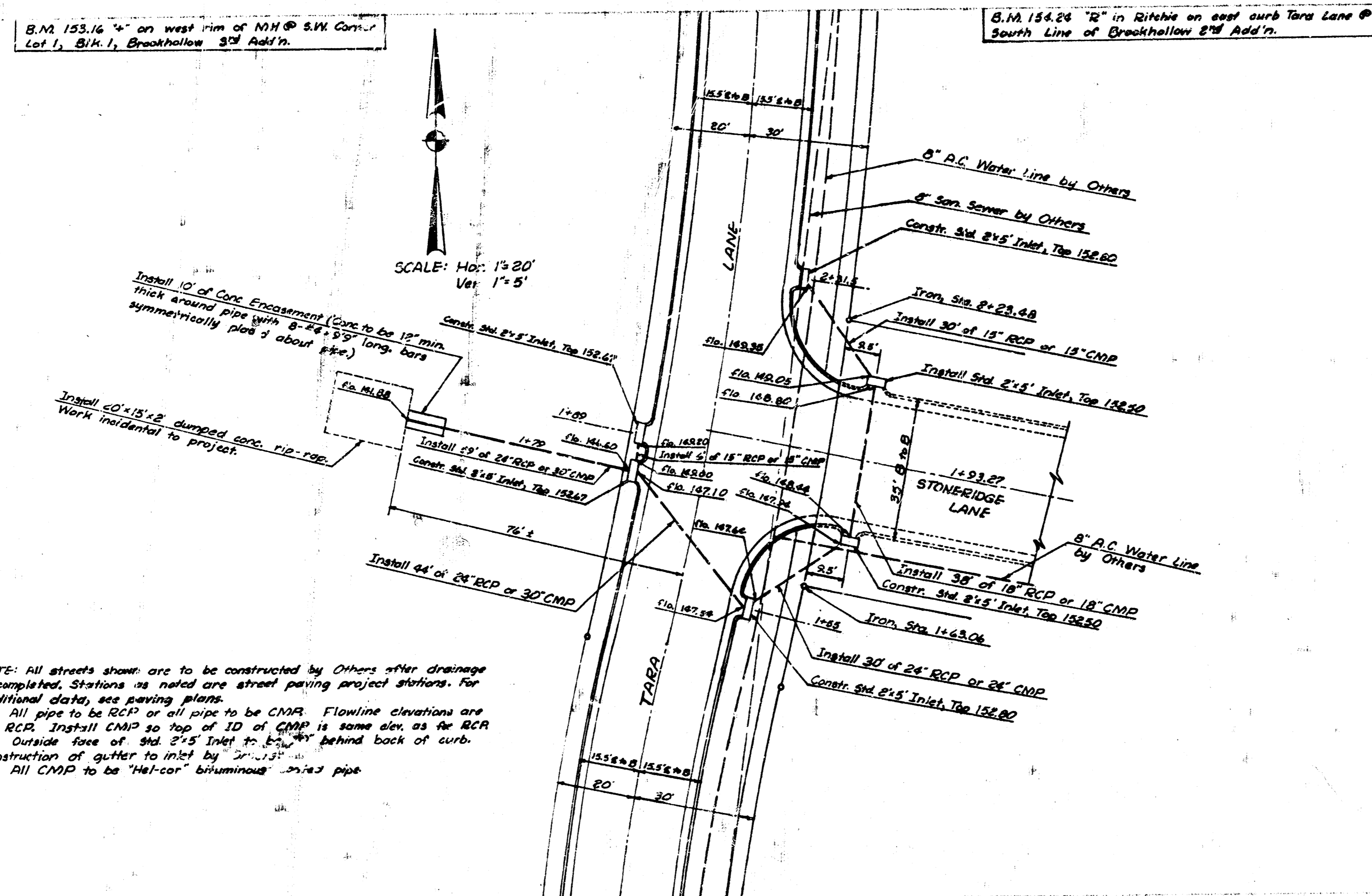
CITY OF WICHITA
ENGINEER

DRAINAGE IN CONNECTION WITH
PAVING TRUCK LANE FROM S.L. BROOKHOLLOW
3RD ADDN TO N.L. BROOKHOLLOW 3RD ADDN.
CITY OF WICHITA, KANSAS
R. W. LINN, CITY ENGINEER
PROJECT NO. DAND 573061 Sheet 2 of 2

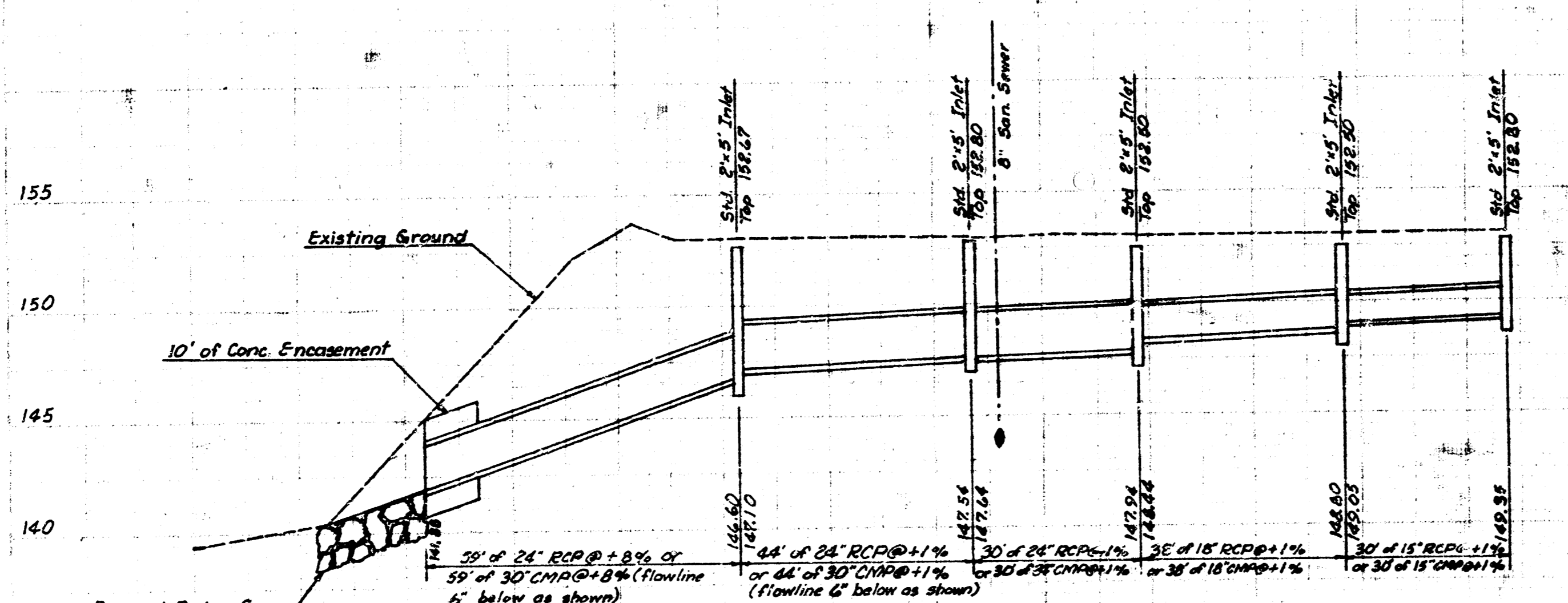
11 0 3 14

B.M. 153.16 "6" on west rim of NW @ SW Corn.
 Lot 1, Blk. 1, Brookhollow 3rd Add'n.

B.M. 154.24 "6" in ditch on east curb Tara Lane @
 South Line of Brookhollow 3rd Add'n.



NOTE: All streets shown are to be constructed by Others after drainage is completed. Stations as noted are street paving project stations. For additional data, see paving plans.
 All pipe to be RCP or all pipe to be CMP. Flowline elevations are for RCP. Install CMP so top of ID of CMP is same elev as the RCP. Outside face of 24" RCP Inlet to be 2" behind back of curb.
 Construction of gutter to meet by 2" or 3".
 All CMP to be "Hel-cor" bituminous lined pipe.

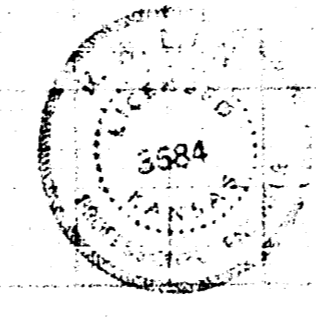
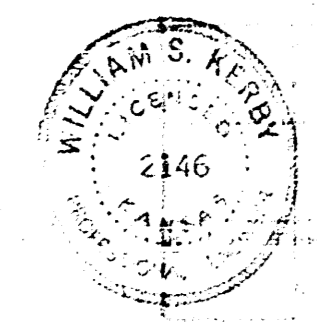


DRAINAGE IN CONNECTION WITH
 PAVING TARA LANE FROM S.E. BROOKHOLLOW
 3RD ADD'N TO N.E. BROOKHOLLOW 3RD ADD'N
 CITY OF WICHITA, KANSAS
 R.W. LINN, CITY ENGINEER
 DATE: MAY 1974
 PROJECT NO. DARD 573041 Sheet 1 of 2

DESIGN DATA:
 D.A. 7.6 Ac
 Surface Drop = 16'
 Length of Flow = 850'
 6" - 10 min. (Orig. V = 14.8 fpm)
 Q = 14.7 (Requires 4 inlets)
 Q = 18.8 (Requires 5 inlets)
 Q = 21.7 (Requires 6 inlets)

Permissible Maximum Allowable
 Daily (CMP) 150.00
 Daily (RCP) 150.00

Q = 21.7 cfs RCP Drop = 0.38' CMP Drop = 0.44'	Q = 14.7 cfs RCP Drop = 0.31' CMP Drop = 0.22'	Q = 10.8 cfs RCP Drop = 0.22' CMP Drop = 0.28'	Q = 7.6 cfs RCP Drop = 0.15' CMP Drop = 0.18'	Q = 3.6 cfs RCP Drop = 0.08' CMP Drop = 0.08'
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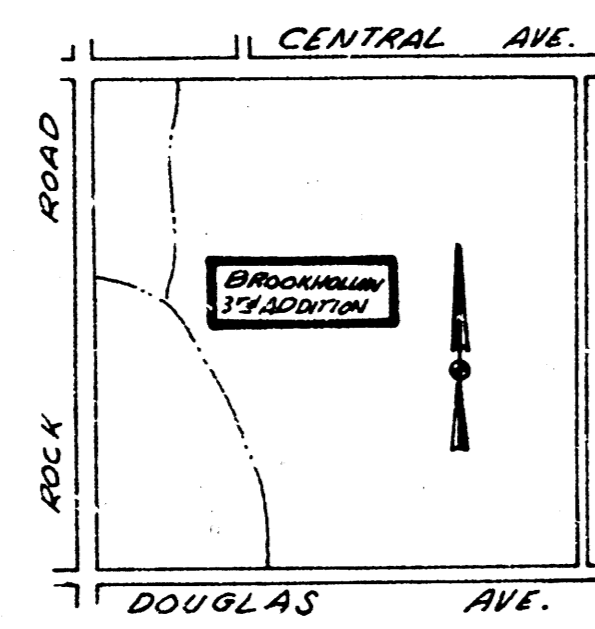
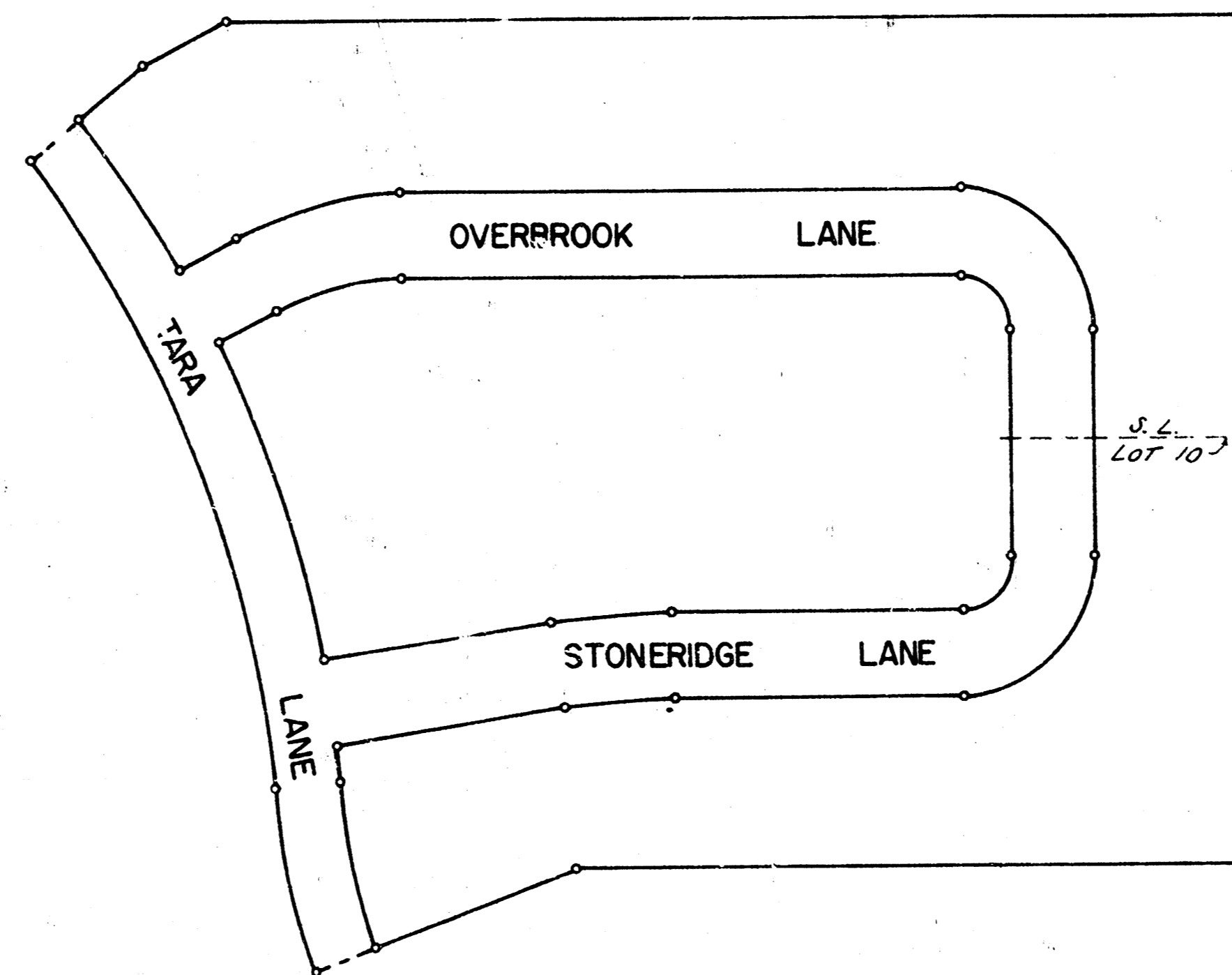


co BROOKHOLLOW 3RD. ADDITION oo

TARA LANE — SL. BROOKHOLLOW 3RD. ADDITION
TO NL. " " " " — 3'-0" ASPH. CONC. PAVT.
OVERBROOK LANE — EL. TARA LANE TO SL. LOT 10,
BLK. (2) BROOKHOLLOW 3RD. ADDN. — 35'-0" " " "
STONERIDGE LANE — EL. TARA LANE TO SL. LOT 10,
BLK. (2) BROOKHOLLOW 3RD. ADDN. — 35'-0" " " "

- PROJ. NO. DAKS573061 -
R. W. LINN — CITY ENGINEER

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

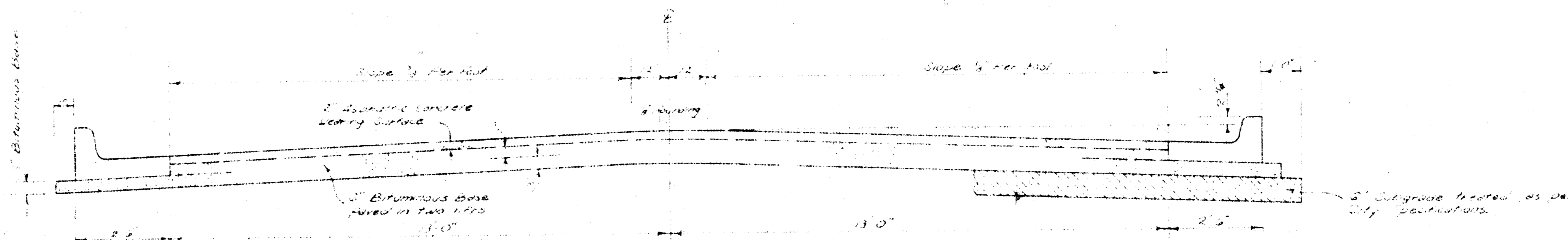


"LOCATION MAP"



- GENERAL NOTES
1. CONTRACTOR TO CLEAR RIGHT-OF-WAY, GRADE BULKINGS, AND CONSTRUCT CONNECTED FILL IN SIDEWALK AREAS. SIDEWALKS TO BE CONSTRUCTED BY OTHERS.
 2. TYPE OF SUBGRADE TREATMENT SHALL BE AS DETERMINED BY FIELD ENGINEER. SUBGRADE TREATMENT MAY CONSIST OF LIME TREATMENT OR CEMENT TREATMENT.
 3. ROLL CURBS SHALL BE DEPRESSED THROUGH DRIVEWAYS CONSTRUCTED IN CONJUNCTION WITH THIS PROJECT.
 4. THIS PROJECT SHALL BE COORDINATED WITH SANITARY SEWER PROJECTS AND INCIDENTAL DRAINAGE PROJECT TO BE CONSTRUCTED WITHIN THE STREET RIGHT-OF-WAY.

TARA LANE



TYPICAL SECTION

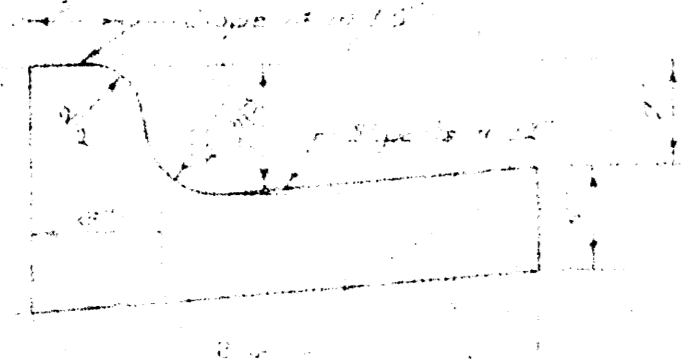
3' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

A TACK COAT OF EMULSIFIED ASPHALT (SS-H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQ YD. BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY, AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.

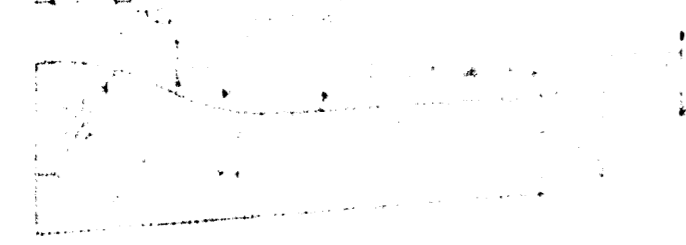
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

The A.C. pavement between the Storm Curb & Gutter shall be paid as 3 1/2\"/>

COMBINED CURB & GUTTER



WALL TYPE CURB & GUTTER



Sheet No. 1A of 12

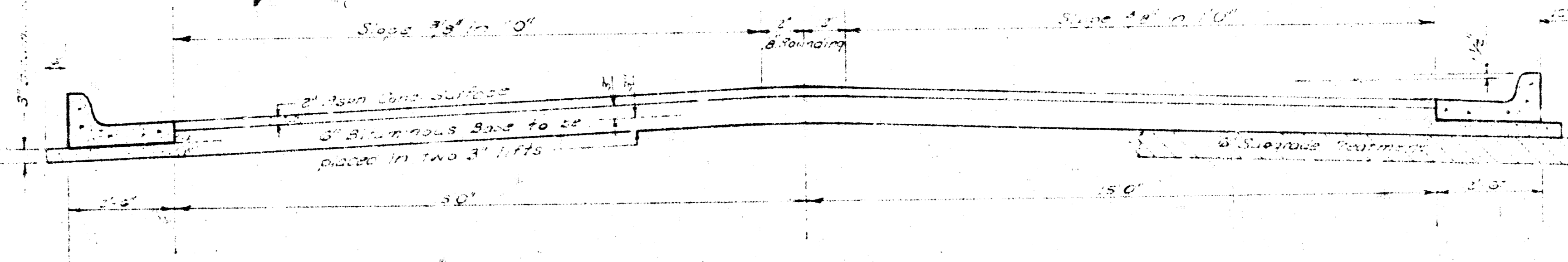
CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS — ENGINEERING

R. W. LINN CITY ENGINEER

DATE MAR 1974 PROJ. NO.

Overbrook Lane
Stoneridge Lane



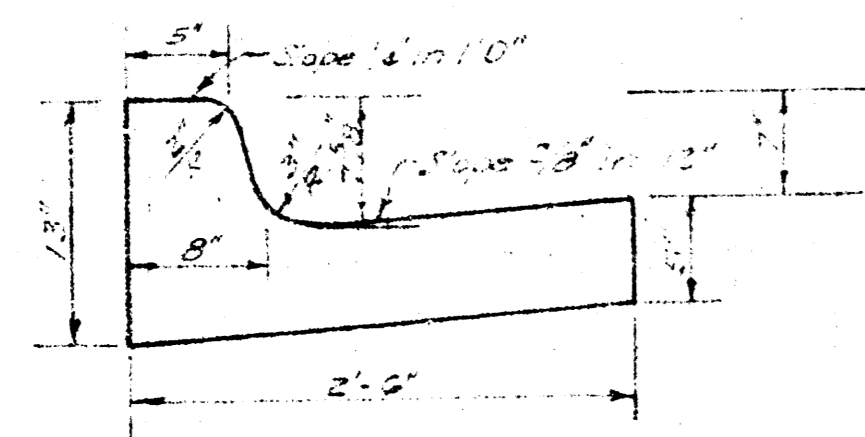
TYPICAL SECTION

35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

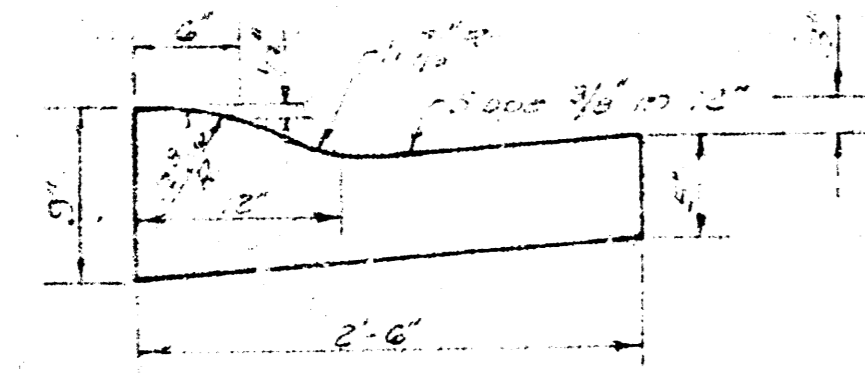
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

The P.C. Pavement between the curb and gutter shall be paid as 4.00" P.C. Pavement (3" Bituminous Base). The Bituminous Base under the curb and gutter shall be paid as 3.00" Bituminous Base.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



Sheet No. 18 of 12

CITY OF WICHITA KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering

Division

R. W. LINN

CITY ENGINEER

DATE

Proj. No.

B.M. 153.16 4" on West Rim of M.H. @ S.W. Corner Lot 4, Bk. 1/2 Brookhollow 3rd Addn.

Δ = 37°35' R. - 895.00' T. - 258.28' L. = 504.31' L.C. = 472.99'

B.M. 154.24 7" in Ritchie on East Curb Tara Lane @ South Line of Brookhollow 2nd Addn.

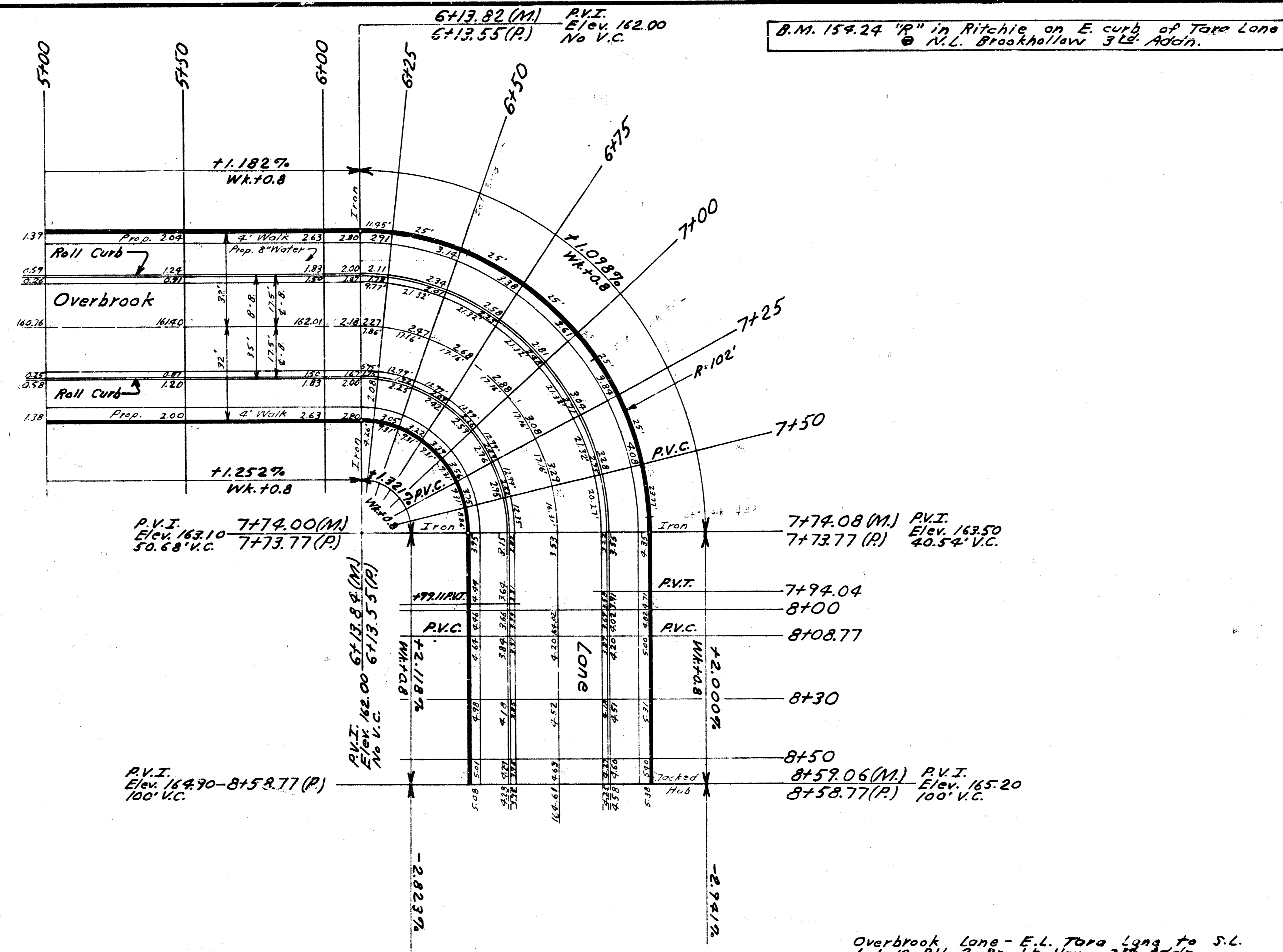
Note: Baseline and stationing is along left right of way line.

CURVE DATA BASED ON L.T. RAD. Δ = 37°35'

| STA | AFC | CHORD LENGTH | DEFLECTION | TOTAL DEFLECTION | CHORD BEARING | CHORD DISTANCE | CHORD BEARING | CHORD DISTANCE | CHORD BEARING | CHORD DISTANCE |
|---------|------|--------------|------------|------------------|---------------|----------------|---------------|----------------|---------------|----------------|
| 1437.97 | R.C. | — | 0°00' | 0°00' | 57.0° | 17.00 | 17.00 | 17.00 | 17.00 | 17.00 |
| 1450 | 25' | 12.64' | 0°24.5' | 0°24.5' | 27.5° | 27.5 | 27.5 | 27.5 | 27.5 | 27.5 |
| 1462.5 | 25' | 8.50' | 0°48.1' | 0°72.6' | 42.8° | 42.8 | 42.8 | 42.8 | 42.8 | 42.8 |
| 1475 | 25' | 4.57' | 0°72.2' | 0°144.8' | 58.1° | 58.1 | 58.1 | 58.1 | 58.1 | 58.1 |
| 1487.5 | 25' | 1.99' | 0°106.6' | 0°251.4' | 73.4° | 73.4 | 73.4 | 73.4 | 73.4 | 73.4 |
| 1500 | 25' | 0.00' | 0°180.0' | 0°360.0' | 88.7° | 88.7 | 88.7 | 88.7 | 88.7 | 88.7 |
| 1512.5 | 25' | 1.99' | 0°253.8' | 0°513.8' | 104.0° | 104.0 | 104.0 | 104.0 | 104.0 | 104.0 |
| 1525 | 25' | 4.57' | 0°328.1' | 0°641.9' | 119.3° | 119.3 | 119.3 | 119.3 | 119.3 | 119.3 |
| 1537.5 | 25' | 8.50' | 0°402.4' | 0°804.3' | 134.6° | 134.6 | 134.6 | 134.6 | 134.6 | 134.6 |
| 1550 | 25' | 12.64' | 0°476.7' | 0°957.0' | 150.0° | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 |
| 1562.5 | 25' | 16.77' | 0°551.0' | 0°1109.7' | 165.3° | 165.3 | 165.3 | 165.3 | 165.3 | 165.3 |
| 1575 | 25' | 20.90' | 0°625.3' | 0°1262.4' | 180.6° | 180.6 | 180.6 | 180.6 | 180.6 | 180.6 |
| 1587.5 | 25' | 25.03' | 0°700.0' | 0°1415.1' | 195.9° | 195.9 | 195.9 | 195.9 | 195.9 | 195.9 |
| 1600 | 25' | 29.16' | 0°774.7' | 0°1567.8' | 211.2° | 211.2 | 211.2 | 211.2 | 211.2 | 211.2 |
| 1612.5 | 25' | 33.29' | 0°849.4' | 0°1720.5' | 226.5° | 226.5 | 226.5 | 226.5 | 226.5 | 226.5 |
| 1625 | 25' | 37.42' | 0°924.1' | 0°1873.2' | 241.8° | 241.8 | 241.8 | 241.8 | 241.8 | 241.8 |
| 1637.5 | 25' | 41.55' | 0°998.8' | 0°2025.9' | 257.1° | 257.1 | 257.1 | 257.1 | 257.1 | 257.1 |
| 1650 | 25' | 45.68' | 0°1073.5' | 0°2178.6' | 272.4° | 272.4 | 272.4 | 272.4 | 272.4 | 272.4 |
| 1662.5 | 25' | 49.81' | 0°1148.2' | 0°2331.3' | 287.7° | 287.7 | 287.7 | 287.7 | 287.7 | 287.7 |
| 1675 | 25' | 53.94' | 0°1222.9' | 0°2484.0' | 303.0° | 303.0 | 303.0 | 303.0 | 303.0 | 303.0 |
| 1687.5 | 25' | 58.07' | 0°1297.6' | 0°2636.7' | 318.3° | 318.3 | 318.3 | 318.3 | 318.3 | 318.3 |
| 1700 | 25' | 62.20' | 0°1372.3' | 0°2789.4' | 333.6° | 333.6 | 333.6 | 333.6 | 333.6 | 333.6 |
| 1712.5 | 25' | 66.33' | 0°1447.0' | 0°2942.1' | 348.9° | 348.9 | 348.9 | 348.9 | 348.9 | 348.9 |
| 1725 | 25' | 70.46' | 0°1521.7' | 0°3094.8' | 364.2° | 364.2 | 364.2 | 364.2 | 364.2 | 364.2 |
| 1737.5 | 25' | 74.59' | 0°1596.4' | 0°3247.5' | 379.5° | 379.5 | 379.5 | 379.5 | 379.5 | 379.5 |
| 1750 | 25' | 78.72' | 0°1671.1' | 0°3400.2' | 394.8° | 394.8 | 394.8 | 394.8 | 394.8 | 394.8 |
| 1762.5 | 25' | 82.85' | 0°1745.8' | 0°3552.9' | 410.1° | 410.1 | 410.1 | 410.1 | 410.1 | 410.1 |
| 1775 | 25' | 86.98' | 0°1820.5' | 0°3705.6' | 425.4° | 425.4 | 425.4 | 425.4 | 425.4 | 425.4 |
| 1787.5 | 25' | 91.11' | 0°1895.2' | 0°3858.3' | 440.7° | 440.7 | 440.7 | 440.7 | 440.7 | 440.7 |
| 1800 | 25' | 95.24' | 0°1969.9' | 0°4011.0' | 456.0° | 456.0 | 456.0 | 456.0 | 456.0 | 456.0 |
| 1812.5 | 25' | 99.37' | 0°2044.6' | 0°4163.7' | 471.3° | 471.3 | 471.3 | 471.3 | 471.3 | 471.3 |
| 1825 | 25' | 103.50' | 0°2119.3' | 0°4316.4' | 486.6° | 486.6 | 486.6 | 486.6 | 486.6 | 486.6 |
| 1837.5 | 25' | 107.63' | 0°2194.0' | 0°4469.1' | 501.9° | 501.9 | 501.9 | 501.9 | 501.9 | 501.9 |
| 1850 | 25' | 111.76' | 0°2268.7' | 0°4621.8' | 517.2° | 517.2 | 517.2 | 517.2 | 517.2 | 517.2 |
| 1862.5 | 25' | 115.89' | 0°2343.4' | 0°4774.5' | 532.5° | 532.5 | 532.5 | 532.5 | 532.5 | 532.5 |
| 1875 | 25' | 120.02' | 0°2418.1' | 0°4927.2' | 547.8° | 547.8 | 547.8 | 547.8 | 547.8 | 547.8 |
| 1887.5 | 25' | 124.15' | 0°2492.8' | 0°5079.9' | 563.1° | 563.1 | 563.1 | 563.1 | 563.1 | 563.1 |
| 1900 | 25' | 128.28' | 0°2567.5' | 0°5232.6' | 578.4° | 578.4 | 578.4 | 578.4 | 578.4 | 578.4 |
| 1912.5 | 25' | 132.41' | 0°2642.2' | 0°5385.3' | 593.7° | 593.7 | 593.7 | 593.7 | 593.7 | 593.7 |
| 1925 | 25' | 136.54' | 0°2716.9' | 0°5538.0' | 609.0° | 609.0 | 609.0 | 609.0 | 609.0 | 609.0 |
| 1937.5 | 25' | 140.67' | 0°2791.6' | 0°5690.7' | 624.3° | 624.3 | 624.3 | 624.3 | 624.3 | 624.3 |
| 1950 | 25' | 144.80' | 0°2866.3' | 0°5843.4' | 639.6° | 639.6 | 639.6 | 639.6 | 639.6 | 639.6 |
| 1962.5 | 25' | 148.93' | 0°2941.0' | 0°5996.1' | 654.9° | 654.9 | 654.9 | 654.9 | 654.9 | 654.9 |
| 1975 | 25' | 153.06' | 0°3015.7' | 0°6148.8' | 670.2° | 670.2 | 670.2 | 670.2 | 670.2 | 670.2 |
| 1987.5 | 25' | 157.19' | 0°3090.4' | 0°6301.5' | 685.5° | 685.5 | 685.5 | 685.5 | 685.5 | 685.5 |
| 2000 | 25' | 161.32' | 0°3165.1' | 0°6454.2' | 700.8° | 700.8 | 700.8 | 700.8 | 700.8 | 700.8 |
| 2012.5 | 25' | 165.45' | 0°3239.8' | 0°6606.9' | 716.1° | 716.1 | 716.1 | 716.1 | 716.1 | 716.1 |
| 2025 | 25' | 169.58' | 0°3314.5' | 0°6759.6' | 731.4° | 731.4 | 731.4 | 731.4 | 731.4 | 731.4 |
| 2037.5 | 25' | 173.71' | 0°3389.2' | 0°6912.3' | 746.7° | 746.7 | 746.7 | 746.7 | 746.7 | 746.7 |
| 2050 | 25' | 177.84' | 0°3463.9' | 0°7065.0' | 762.0° | 762.0 | 762.0 | 762.0 | 762.0 | 762.0 |
| 2062.5 | 25' | 181.97' | 0°3538.6' | 0°7217.7' | 777.3° | 777.3 | 777.3 | 777.3 | 777.3 | 777.3 |
| 2075 | 25' | 186.10' | 0°3613.3' | 0°7370.4' | 792.6° | 792.6 | 792.6 | 792.6 | 792.6 | 792.6 |
| 2087.5 | 25' | 190.23' | 0°3688.0' | 0°7523.1' | 807.9° | 807.9 | 807.9 | 807.9 | 807.9 | 807.9 |
| 2100 | 25' | 194.36' | 0°3762.7' | 0°7675.8' | 823.2° | 823.2 | 823.2 | 823.2 | 823.2 | 823.2 |
| 2112.5 | 25' | 198.49' | 0°3837.4' | 0°7828.5' | 838.5° | 838.5 | 838.5 | 838.5 | 838.5 | 838.5 |
| 2125 | 25' | 202.62' | 0°3912.1' | 0°7981.2' | 853.8° | 853.8 | 853.8 | 853.8 | 853.8 | 853.8 |
| 2137.5 | 25' | 206.75' | 0°3986.8' | 0°8133.9' | 869.1° | 869.1 | 869.1 | 869.1 | 869.1 | 869.1 |
| 2150 | 25' | 210.88' | 0°4061.5' | 0°8286.6' | 884.4° | 884.4 | 884.4 | 884.4 | 884.4 | 884.4 |
| 2162.5 | 25' | 215.01' | 0°4136.2' | 0°8439.3' | 899.7° | 899.7 | 899.7 | 899.7 | 899.7 | 899.7 |
| 2175 | 25' | 219.14' | 0°4210.9' | 0°8592.0' | 915.0° | 915.0 | 915.0 | 915.0 | 915.0 | 915.0 |
| 2187.5 | 25' | 223.27' | 0°4285.6' | 0°8744.7' | 930.3° | 930.3 | 930.3 | 930.3 | 930.3 | 930.3 |
| 2200 | 25' | 227.40' | 0°4360.3' | 0°8897.4' | 945.6° | 945.6 | 945.6 | 945.6 | 945.6 | 945.6 |
| 2212.5 | 25' | 231.53' | 0°4435.0' | 0°9050.1' | 960.9° | 960.9 | 960.9 | 960.9 | 960.9 | 960.9 |
| 2225 | 25' | 235.66' | 0°4509.7' | 0°9202.8' | 976.2° | 976.2 | 976.2 | 976.2 | 976.2 | 976.2 |
| 2237.5 | 25' | 239.79' | 0°4584.4' | 0°9355.5' | 991.5° | 991.5 | 991.5 | 991.5 | 991.5 | 991.5 |
| 2250 | 25' | 243.92' | 0°4659.1' | 0°9508.2' | 1006.8° | 1006.8 | 1006.8 | 1006.8 | 1006.8 | 1006.8 |
| 2262.5 | 25' | 248.05' | 0°4733.8' | 0°9660.9' | 1022.1° | 1022.1 | 1022.1 | 1022.1 | 1022.1 | 1022.1 |
| 2275 | 25' | 252.18' | 0°4808.5' | 0°9813.6' | 1037.4° | 1037.4 | 1037.4 | 1037.4 | 1037.4 | 1037.4 |
| 2287.5 | 25' | 256.31' | 0°4883.2' | 0°9966.3' | 1052.7° | 1052.7 | 1052.7 | 1052.7 | 1052.7 | 1052.7 |
| 2300 | 25' | 260.44' | 0°4957.9' | 0°10119.0' | 1068.0° | 1068.0 | 1068.0 | 1068.0 | 1068.0 | 1068.0 |
| 2312.5 | 25' | 264.57' | 0°5032.6' | 0°10271.7' | 1083.3° | 1083.3 | 1083.3 | 1083.3 | 1083.3 | 1083.3 |
| 2325 | 25' | 268.70' | 0°5107.3' | 0°10424.4' | 1098.6° | 1098.6 | 1098.6 | 1098.6 | 1098.6 | 1098.6 |
| 2337.5 | 25' | 272.83' | 0°5182.0' | 0°10577.1' | 1113.9° | 1113.9 | 1113.9 | 1113.9 | 1113.9 | 1113.9 |
| 2350 | 25' | 276.96' | 0°5256.7' | 0°10729.8' | 1129.2° | 1129.2 | 1129.2 | 1129.2 | 1129.2 | 1129.2 |
| 2362.5 | 25' | 281.09' | 0°5331.4' | 0°10882.5' | 1144.5° | 1144.5 | 1144.5 | 1144.5 | 1144.5 | 1144.5 |
| 2375 | 25' | 285.22' | 0°5406.1' | 0°11035.2' | 1159.8° | 1159.8 | 1159.8 | 1159.8 | 1159.8 | 1159.8 |
| 2387.5 | 25' | 289.35' | 0°5480.8' | 0°11187.9' | 1175.1° | 1175.1 | 1175.1 | 1175.1 | 1175.1 | 1175.1 |
| 2400 | 25' | 293.48' | 0°5555.5' | 0°11340.6' | 1190.4° | 1190.4 | 1190.4 | 1190.4 | 1190.4 | 1190.4 |

Δ = 15°30' S 10' E 67.41' L = 137.97' L.C. = 137.55'

| STA | AFC | CHORD LENGTH | DEFLECTION | TOTAL DEFLECTION | CHORD BEARING | CHORD DISTANCE | CHORD BEARING | CHORD DISTANCE | CHORD BEARING | CHORD DISTANCE |
|------|------|--------------|------------|------------------|---------------|----------------|---------------|----------------|---------------|----------------|
| 0100 | R.C. | — | 0°00' | 0°00' | — | — | — | — | — | — |
| 0125 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 0150 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 0175 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1400 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1425 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1450 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1475 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1500 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1525 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1550 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1575 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1600 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1625 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1650 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1675 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1700 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1725 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1750 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1775 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | 124.3 |
| 1800 | 25' | 25.14' | 22.89' | 124.3' | 124.3° | 124.3 | 124.3 | 124.3 | 124.3 | |



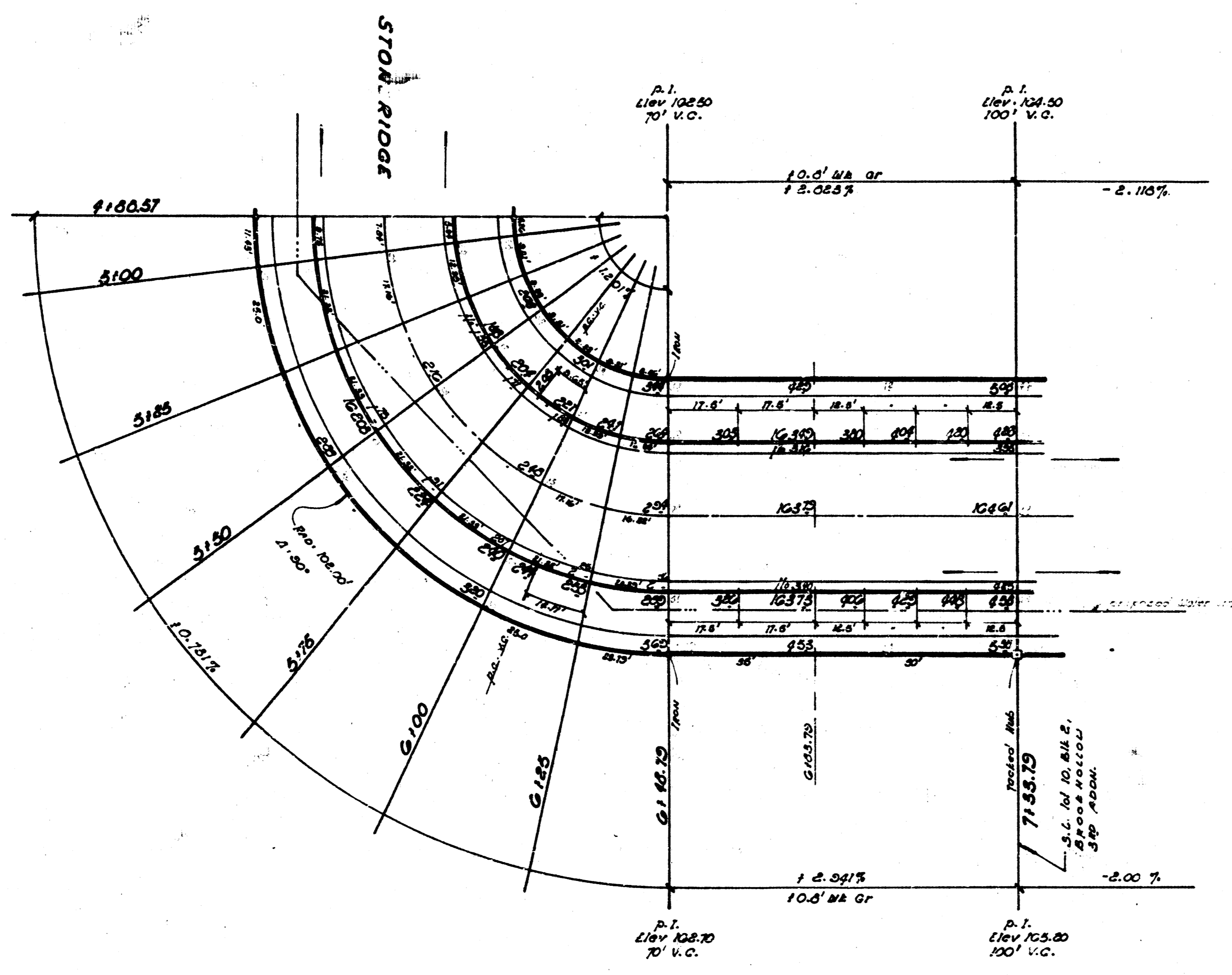
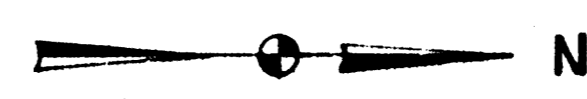
B.M. 159.24 "R" in Ritchie on E. curb of Tara Lane
 @ N.L. Brookhollow 3rd Addn.

$\Delta = 70.00^\circ R = 102.00^\circ T = 102.00^\circ L = 160.22^\circ LC = 144.25^\circ$

CURVE DATA BASED ON: $\frac{1}{2}$ IN. = 100'

| STA. | ARC | CHORD LENGTH | CHORD BEARING | DEFLECTION | TOTAL DEFLECTION |
|---------|--------|--------------|---------------|------------|------------------|
| 6+13.55 | P.C. | — | 0°00' | 0°00' | 0°00' |
| 6+25 | 11.45 | 10.66' | 5.05' | 3°12.9' | 3°12.9' |
| 6+50 | 25' | 23.23' | 11.00' | 7°01.3' | 10°14.2' |
| 6+75 | 25' | 23.23' | 11.00' | 7°01.3' | 17°15.5' |
| 7+00 | 25' | 23.23' | 11.00' | 7°01.3' | 24°16.8' |
| 7+25 | 25' | 23.23' | 11.00' | 7°01.3' | 31°18.1' |
| 7+50 | 25' | 23.23' | 11.00' | 7°01.3' | 38°19.4' |
| 7+73.77 | 23.77' | 22.09' | 10.46' | 6°40.6' | 45°00.0' |

Overbrook Lane - E.L. Tara Lane to S.L.
 Lot 10, Bk. 2, Brookhollow 3rd Addn.
 35' 0" R-2" 2" Asph. Conc. Base & 2" Asph.
 Conc. Surface
 Proj. No. DAKS 573061
 Sheet No. 4 of 12

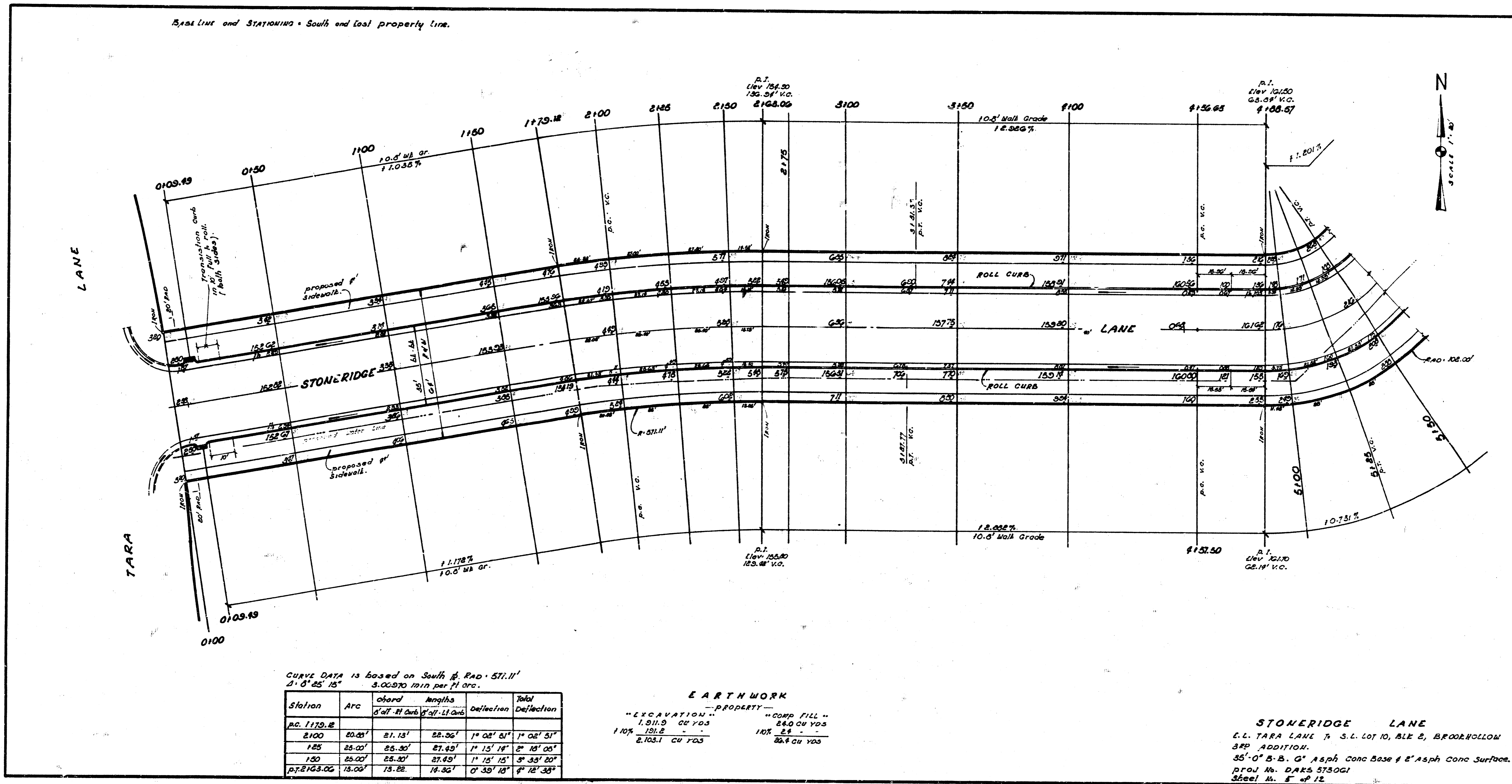


CURVE DATA is based on Seal Coat @ RAD. 108.00'
 2.00' 16.85163 min/ft arc

| Station | Arc | chord lengths | | Deflections | Total Deflection |
|--------------|-------|-----------------|-----------------|-------------|------------------|
| | | 8' off 1/2 curb | 8' off 1/2 curb | | |
| P.O. 5185.57 | | | | | |
| 5100 | 11.88 | 5.08' | 10.08' | 3° 15' 37" | 3° 15' 37" |
| 185 | 25.00 | 11.00' | 23.23' | 7° 01' 17" | 10° 16' 54" |
| 175 | | | | 7° 01' 15" | 17° 18' 09" |
| 6100 | | | | 7° 01' 17" | 24° 19' 26" |
| 185 | 25.00 | 11.00' | 23.23' | 7° 01' 15" | 31° 20' 41" |
| P.T. 6185.79 | 25.79 | 10.41' | 22.11' | 6° 40' 35" | 38° 01' 06" |

Proj. M. DAKS 573061
 Sheet No. 6 of 12

Base Line and STATIONING - South and East property line.



CURVE DATA is based on South θ Rad. $571.11'$
 3.00070 min per ft arc.

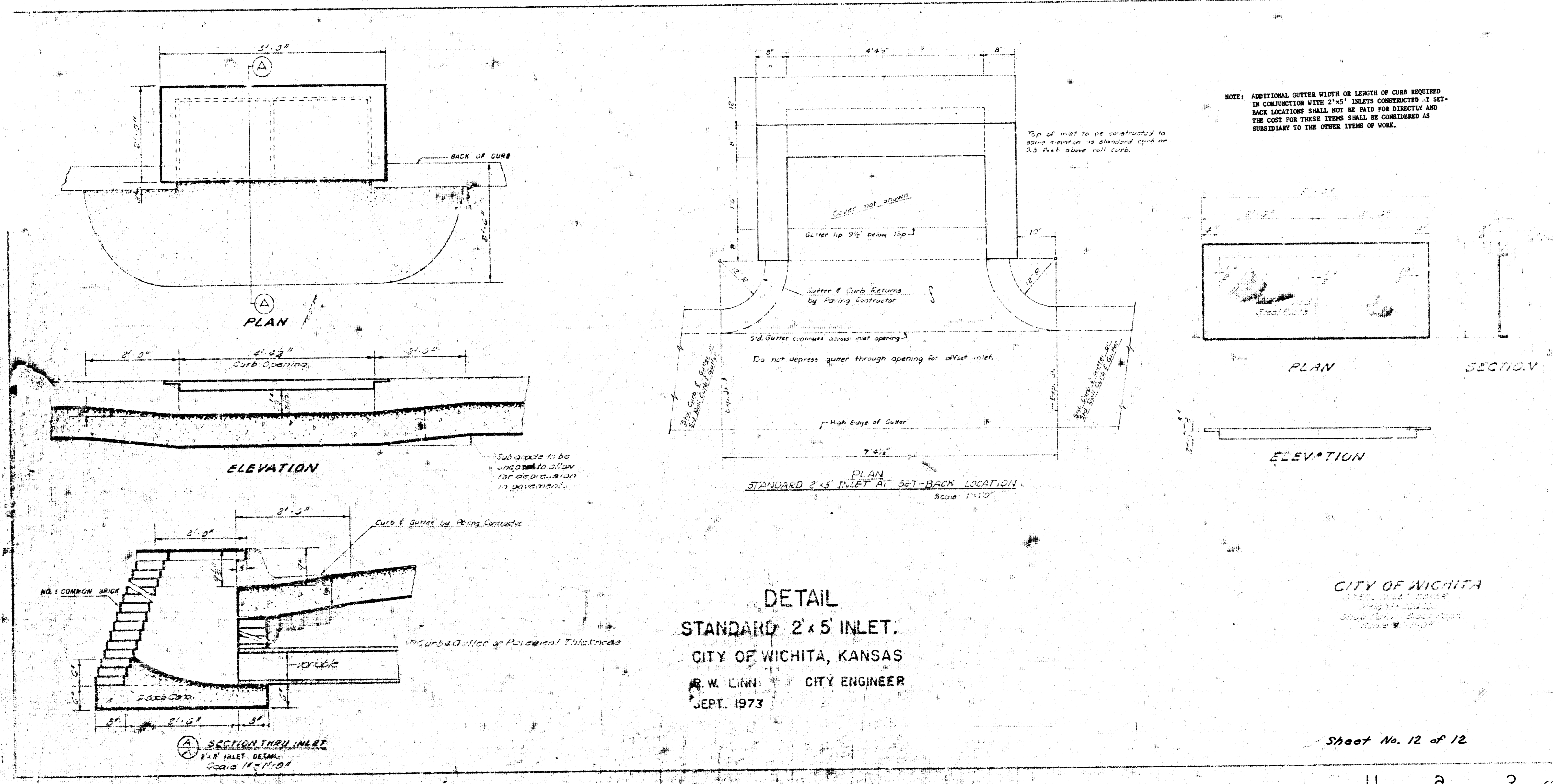
| Station | Arc | Chord Lengths | | Deflection | |
|------------|--------|---------------|-----------------|----------------------|----------------------|
| | | Start - End | Start - 11.000' | Deflection | Total Deflection |
| PC 1179.8 | 20.00' | 21.13' | 22.36' | $1^{\circ} 02' 51''$ | $1^{\circ} 02' 51''$ |
| 125 | 25.00' | 25.30' | 27.40' | $1^{\circ} 15' 14''$ | $2^{\circ} 18' 05''$ |
| 130 | 25.00' | 25.30' | 27.40' | $1^{\circ} 15' 15''$ | $3^{\circ} 33' 20''$ |
| PT 2103.00 | 18.00' | 18.82' | 19.36' | $0^{\circ} 35' 13''$ | $4^{\circ} 12' 33''$ |

EARTHWORK

PROPERTY
 "EXCAVATION" 1,911.9 CU YDS
 10% 191.2
 2,103.1 CU YDS
 "COMP. FILL" 24.0 CU YDS
 24
 24.0 CU YDS

STONE RIDGE LANE

E.L. TARA LANE & S.L. LOT 10, BLK 2, BROOKHOLLOW
 3RD ADDITION.
 55'-0" B.B.G. Asphalt Conc Base & 2" Asphalt Conc Surface.
 PROJ. No. DAKS 5730G1
 Sheet No. 5 of 12



DETAIL
 STANDARD 2 x 5 INLET.
 CITY OF WICHITA, KANSAS
 R. W. LANN CITY ENGINEER
 SEPT. 1973

CITY OF WICHITA
 1225 WEST WASHINGTON
 WICHITA, KANSAS 67202
 PHONE 254-1234

Sheet No. 12 of 12

11 0 3 2 17