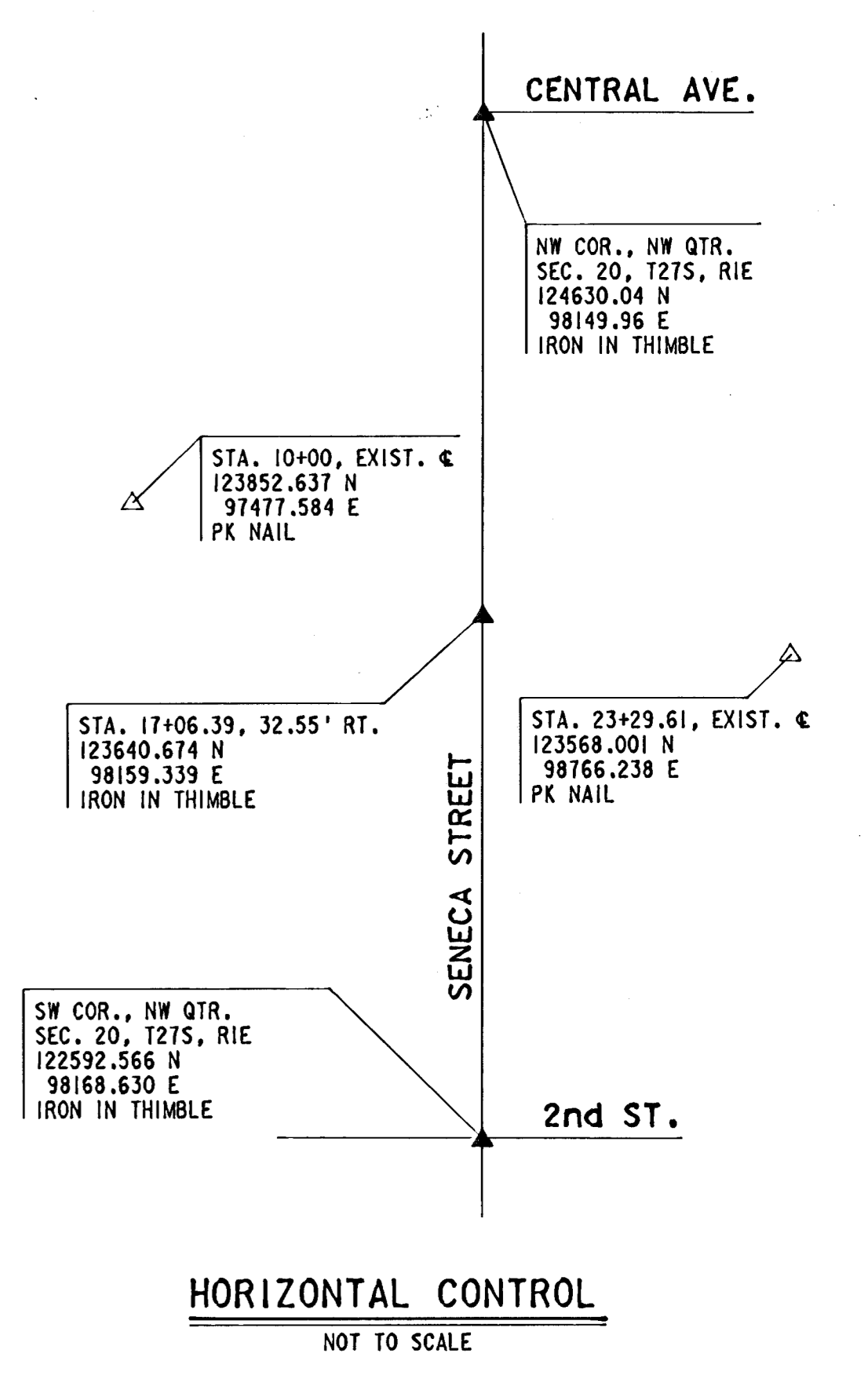


TBM-4
 "1" CUT IN TOP OF CURB, E. SIDE
 OF INLET AT S.W. CORNER OF 3rd ST.
 AND WALNUT ST.
 ELEV. = 110.95

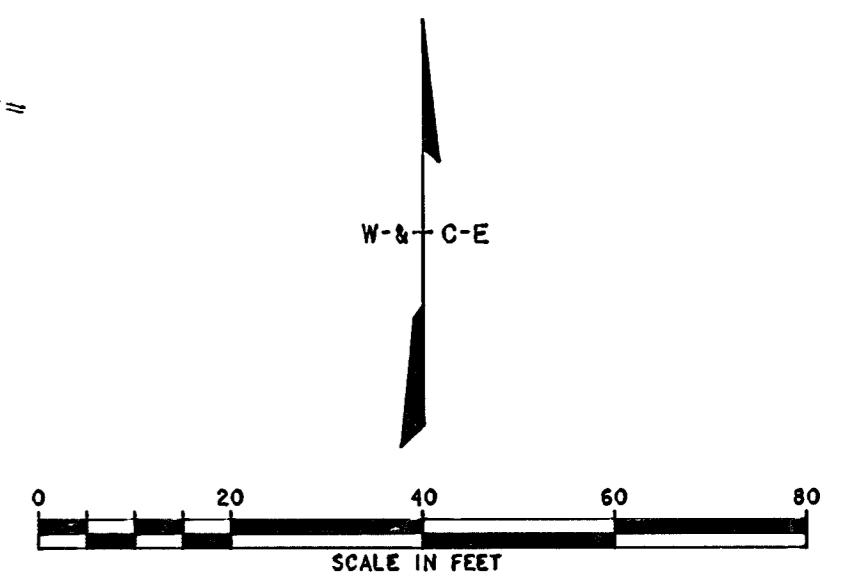


HORIZONTAL CONTROL
 NOT TO SCALE

| CURB STAKING - CURVE NO. 2 | | | | | | | |
|----------------------------|------------|--------------------|-----------------|------------|-----------------|-----------------|-----------------------|
| CL Stationing | Arc Length | Offset to CL Dist. | Chord Length | | 8' Off Rt. Curb | CL * Deflection | Total CL * Deflection |
| | | | 8' Off Lt. Curb | Centerline | | | |
| 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°-24'-20" 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 | 5.33' | 40' | 5.66' | 5.33' | 5.00' | 0°-14'-06" | 1°-25'-51" Rt. |
| 19 + 35.66 | 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. |
| 19 + 86.75 | 13.25' | 38.43' | 14.03' | 13.25' | 12.48' | 0°-39'-09" | 4°-30'-03" Rt. |
| 20 + 00 | 10.99' | 37.64' | 11.64' | 10.99' | 10.35' | 0°-29'-04" | 4°-59'-09" Rt. |
| 20 + 10.99 | 14.01' | 37.64' | 14.93' | 14.01' | 13.20' | 0°-37'-03" | 5°-36'-12" Rt. |
| 20 + 25 | 4.61' | 37.50' | 4.88' | 4.61' | 4.35' | 0°-02'-11" | 5°-48'-23" Rt. |
| 20 + 29.61 | 20.39' | 36.86' | 21.57' | 20.39' | 19.24' | 0°-53'-55" | 6°-42'-18" Rt. |
| 20 + 50 | 2.32' | 36.79' | 2.45' | 2.32' | 2.19' | 0°-06'-08" | 6°-48'-26" Rt. |
| 20 + 52.32 | 36.08' | 33.96' | 23.96' | 22.67' | 21.42' | 0°-59'-59" | 7°-48'-25" Rt. |
| 20 + 75 | 25.00' | 35.30' | 26.38' | 25.00' | 23.64' | 1°-06'-07" | 8°-54'-32" Rt. |
| 21 + 00 | 23.95' | 34.55' | 25.25' | 23.95' | 22.67' | 1°-03'-20" | 9°-57'-52" Rt. |
| 21 + 23.95 | 1.05' | 34.52' | 1.11' | 1.05' | 0.99' | 0°-02'-47" | 10°-00'-38" Rt. |
| 21 + 25 | 25.00' | 33.74' | 26.33' | 25.00' | 23.70' | 1°-06'-07" | 11°-06'-45" Rt. |
| 21 + 50 | 25.00' | 32.96' | 26.29' | 25.00' | 23.73' | 1°-06'-07" | 12°-12'-51" Rt. |
| 21 + 75 | 25.00' | 32.66' | 9.85' | 9.37' | 8.90' | 0°-24'-46" | 12°-37'-38" Rt. |
| 21 + 84.37 P.C. | 15.63' | 32.18' | 14.86' | 15.63' | 16.42' | 0°-41'-20" | 0°-41'-20" Lt. |
| 21 + 84.37 P.C. | 25.00' | 31.39' | 26.23' | 25.00' | 23.79' | 1°-06'-07" | 1°-06'-07" Lt. |
| 22 + 00 | 12.61' | 31.00' | 12.01' | 12.61' | 13.22' | 0°-33'-21" | 2°-20'-48" Lt. |
| 22 + 12.61 | 12.39' | 30.61' | 11.81' | 12.39' | 12.98' | 0°-32'-46" | 2°-53'-33" Lt. |
| 22 + 25 | 25.00' | 29.83' | 23.85' | 25.00' | 26.17' | 1°-06'-07" | 3°-59'-40" Lt. |
| 22 + 50 | 25.00' | 29.05' | 23.88' | 25.00' | 26.14' | 1°-06'-07" | 5°-05'-47" Lt. |
| 23 + 00 | 25.00' | 28.27' | 23.91' | 25.00' | 26.11' | 1°-06'-07" | 6°-11'-53" Lt. |
| 23 + 25 | 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. |

STA. 22+57.29 BK., C.P.I. =
 STA. 22+56.68 AHD., C.P.I. =
 Δ=12°-48'-09"
 R=650.00'
 L=145.24'
 T=72.92'
 123,583.28 N
 98,694.93 E



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

| | | |
|---|--------------|-----------------------|
| DESIGN JMO | DRAWN KWD | DATE: OCT 1983 |
| | | FILE NO. 82-324A |
| WILSON & COMPANY ENGINEERS & ARCHITECTS WICHITA - KANSAS | | SHEET NO. 14 OF 37 |
| REVISION | DATE | BY |

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

051102,104139232463.DGN BORDER A