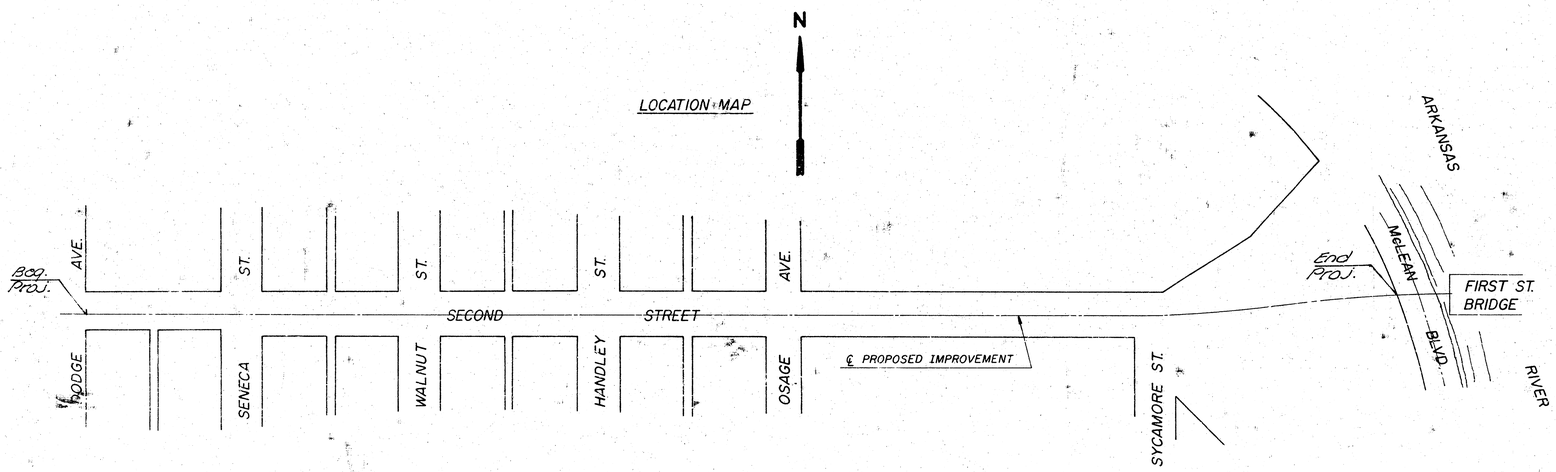
IMPROVING & REIMPROVING
SECOND STREET

E.L. DODGE - ARKANSAS RIVER
PROJECT NO. DAKM576084
CITY OF WICHITA, KANSAS
R.W. LINN - CITY ENGINEER



Pg. **INDEX**

1. Title Sheet
2. Typical Section
3-7 Plan Sheets
8-15 Cross-Sections

GENERAL NOTES

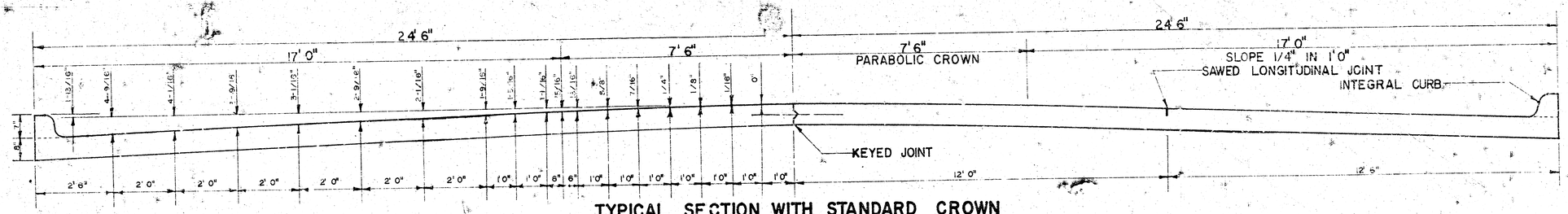
1. COORDINATE PAVING CONSTRUCTION WITH ALL UTILITY CONSTRUCTION.
2. NO DRIVE APPROACHES TO BE CONSTRUCTED LESS THAN MINIMUM STANDARD CITY SPECIFICATION.
3. ALL "IRONS AND THIMBLES" SHALL BE TIED DOWN AND REPLACED ON PROJECT.
4. RAZING OF EXISTING BUILDINGS AT CITY MATERIAL YARDS TO BE DONE BY "OTHERS." CONTRACTOR TO REMOVE ASPHALT MAT AND CONCRETE SLABS.
5. INTERSECTIONS OF SENECA, SYCAMORE, AND MCLEAN BOULEVARD TO BE COMPLETED AS SOON AS CONSTRUCTION ALLOWS, WITH SENECA STREET BEING FIRST TO BE COMPLETED. *A Minimum of Two Lanes of Traffic Flow is to be Maintained at All Times on Seneca Street.*
6. FIELD ENGINEER TO DETERMINE IN FIELD THE PREFERENCE OF LOCATION OF WHEELCHAIR RAMPS. WHEELCHAIR RAMP LOCATIONS ARE SO DESIGNATED (1).
7. TEMPORARY 4" A.C. ACCESS ROAD BETWEEN STAS. 19+80 TO 22+00 Lt. OF CENTERLINE TO BE CONSTRUCTED IN PARKING FOR PEPSI-COLA BOTTLING COMPANY. ALLOW SUFFICIENT CLEARANCE OF PROPOSED CONSTRUCTION. REMOVAL OF ACCESS ROAD IS A PART OF "ASPHALT MAT REMOVAL BID."
8. THE FOLLOWING MANHOLES ARE TO BE ADJUSTED BY THE PAVING CONTRACTOR:

STA. 8+83 ; 33 FT. RT OF CENTERLINE
STA. 10+45 ; 33 FT. RT OF CENTERLINE
STA. 10+51 ; 33 FT. RT OF CENTERLINE
STA. 12+31 ; 33 FT. RT OF CENTERLINE
STA. 12+44 ; 33 FT. RT OF CENTERLINE
STA. 14+43 ; 34 FT. RT OF CENTERLINE
STA. 14+84 ; 33 FT. RT OF CENTERLINE
STA. 17+23 ; 33 FT. RT OF CENTERLINE
STA. 17+75 ; 33 FT. RT OF CENTERLINE
STA. 19+08 ; 31 FT. LT OF CENTERLINE
STA. 19+13 ; 36 FT. RT OF CENTERLINE
STA. 20+99 ; 40 FT. RT OF CENTERLINE

3834

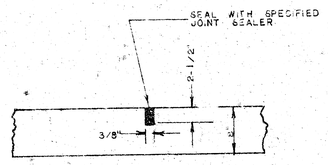
SECOND STREET
E.L. DODGE—W.L. ARKANSAS RIVER
PROJ. NO. DAKM576084
CITY OF WICHITA, KANSAS
R.W. LINN, CITY ENGINEER

SYMETRICAL ABOUT CENTERLINE



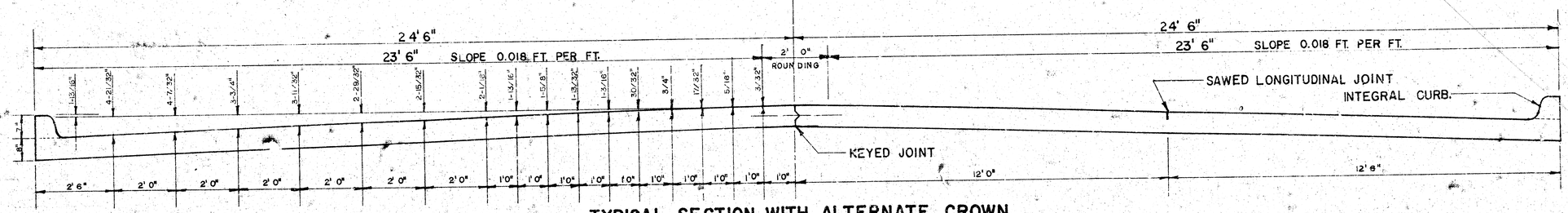
TYPICAL SECTION WITH STANDARD CROWN
48' 0" CONCRETE PAVEMENT

SAWED CONTRACTION JOINTS ARE TO BE CONSTRUCTED AT 30' 0" INTERVALS EXCEPT WHERE AN EXPANSION JOINT IS USED.



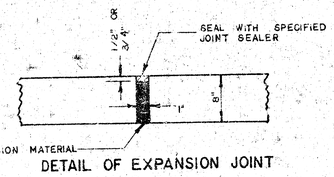
DETAIL OF SAWED CONTRACTION AND LONGITUDINAL JOINTS

SYMETRICAL ABOUT CENTERLINE

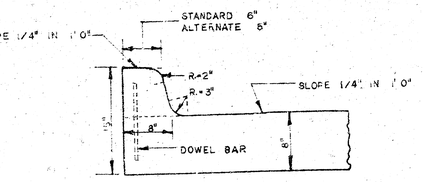


TYPICAL SECTION WITH ALTERNATE CROWN
48' 0" CONCRETE PAVEMENT

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT MAXIMUM INTERVALS OF 120' 0".

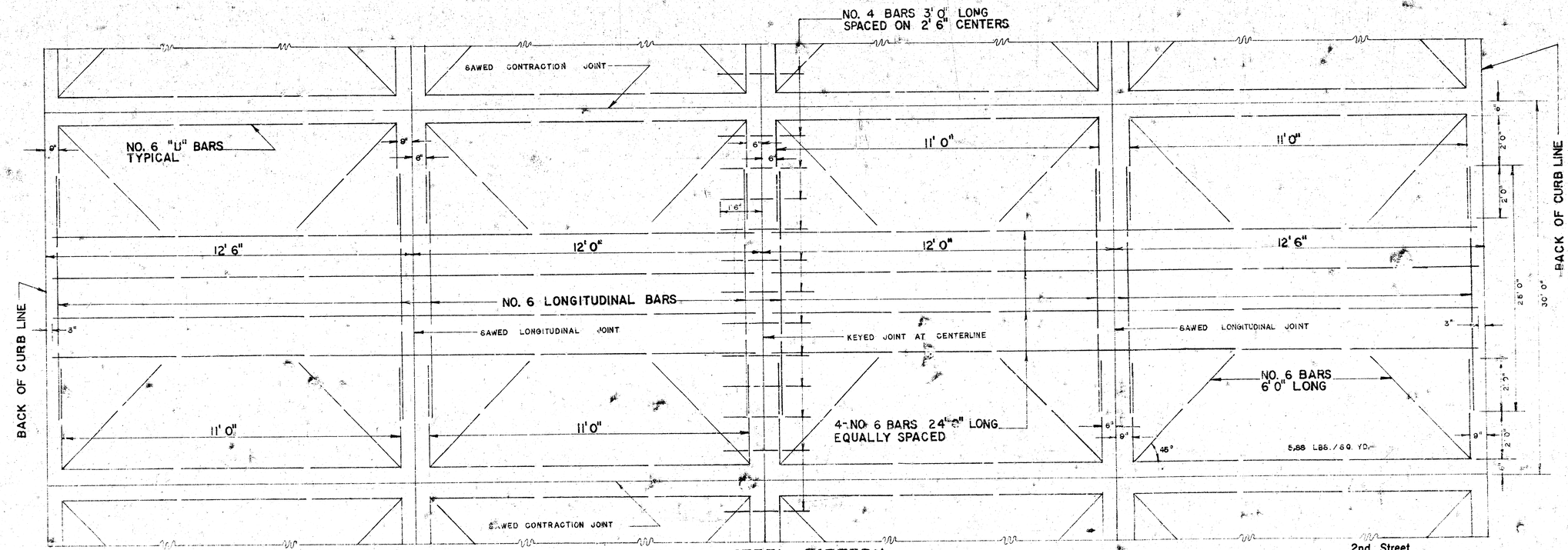


DETAIL OF EXPANSION JOINT



DETAIL OF INTEGRAL CURB

INTEGRAL CURB SHALL BE CUT THROUGH TO THE PAVEMENT IN UNIFORM LENGTHS OF NOT MORE THAN TEN FOOT INTERVALS BETWEEN EXPANSION JOINTS. EXPANSION JOINTS HAVING THE SAME THICKNESS AS THE EXPANSION JOINTS IN THE PAVEMENT SHALL BE CONSTRUCTED IN THE INTEGRAL CURB AT THE SPECIFIED LOCATIONS. NUMBER 4 OR NUMBER 6 DOWELS SHALL BE INSTALLED IN THE INTEGRAL CURB AS SHOWN ON APPROXIMATELY 2'6" CENTERS. PAVEMENT GRADES SHOWN ON PLANS ARE FOR STANDARD CROWN.



TYPICAL STEEL PATTERN
48' 0" CONCRETE PAVEMENT

2nd Street
Dodge-Arkansas River
SHEET NO. 1 OF

7/15

B.M. = 109.70 City Std. S.W. Cor. 2nd & Seneca ; Brass Rod 29' W. & 18.5' S. of ℄ Both

Baseline No. 1 from Dodge to Seneca is 24' N. of & Parallel to ℄ 2nd (North Side)
" " " " " " " 14' S. " " " " " " (South Side)

Scale: 1" = 20'

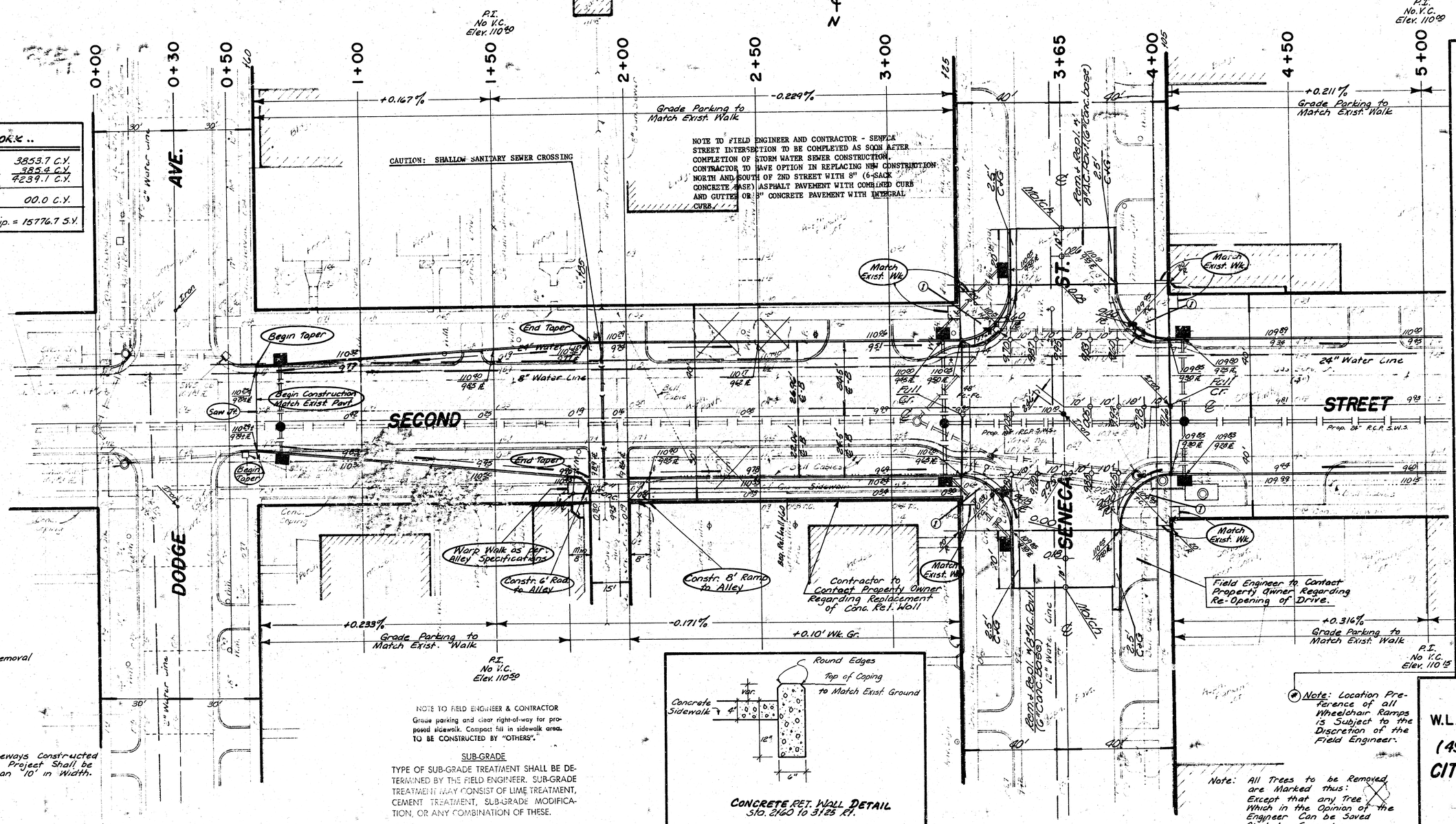
N

Beyond Sta. 3+65 Baseline is 32' N. of & Parallel to ℄ 2nd (North Side)
" " " " " 25' S. " " " " " " (South Side)

..EARTHWORK..	
Excavation	3853.7 C.Y.
+10%	385.4 C.Y.
Total	4239.1 C.Y.
Comp. Fill	00.0 C.Y.
Subgrade Manip. = 15776.7 S.Y.	

= Removal

Note: No Driveways Constructed on this Project Shall be Less than 10' in Width.



NOTE TO FIELD ENGINEER & CONTRACTOR

Grade parking and clear right-of-way for proposed sidewalk. Compact fill in sidewalk area. TO BE CONSTRUCTED BY "OTHERS".

SUB-GRADE

TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

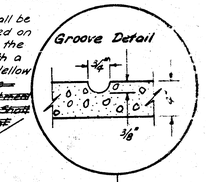
CONCRETE RET. WALL DETAIL
Sta. 21+60 to 31+25 Rt.

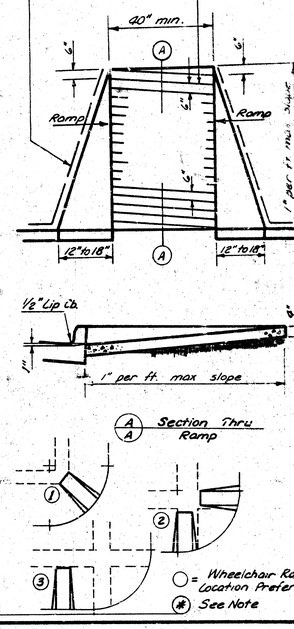
WHEELCHAIR RAMP DETAIL

As Per House Bill No. 2497

CONTRACTOR TO BORDER BOTH SIDES OF [illegible] AND LINE THE CURB WITH A FOUR-INCH [illegible] YELLOW STRIPE. COST OF STRIPING IS INCLUDED IN COST OF 4" RAMP CONCRETE.

The Ramp Shall be Either Bordered on Both Sides of the Curb Line with a 4 inch wide Yellow Stripe, ~~on the surface treatment of the Ramp Shall have Integral Coloration~~





(*) Note: Location Preference of all Wheelchair Ramps is Subject to the Discretion of the Field Engineer.

Note: All Trees to be Removed are Marked thus: X Except that any Tree Which in the Opinion of the Engineer Can be Saved Shall be Spared.

SECOND STREET

W.L. DODGE AVE. TO THE ARKANSAS

(49' B-B, 8" Conc. Pavt. w/ Int. Cb.

CITY OF WICHITA, KANSAS

R.W. LINN - CITY ENGINEER

Proj. No. DAKM576084

Date _____

B.M. = 111.50 N.E. Cor. Top Conc. Step @ Ho. # 909 W. 2nd

N

Scale: 1" = 20'

P.I. No V.C. Elev. 110.00

5+00 P.I. 5+50 6+00 6+50 6+70 6+78 7+10 7+45 7+50 8+00 8+50 9+00 9+50 10+00 10+15 10+20 10+55.00 P 10+55.12 M 10+90 10+95 11+00

Grade Parking to Match Exist. Walk -0.281% Ap. 70' @ 1/2% Gr. Set as Shown Grade Parking to Match Exist. Walk -0.225% Warp Walk Set Grades as Shown Grade Parking to Match Exist. Walk -0.527% -0.207%

CAUTION: SHALLOW SANITARY SEWER CROSSING

Warp Walk as per Alley Specifications

Contractor to Contact Property Owner Regarding Installation of Retaining Wall.

Constr. 4" Conc. Walk

Match Exist. Walk

Match Exist. Wk.

Saw & Match

Saw & Match

Warp Rod

Reconst. Dr. Pan

Match Exist. Wk.

Rem. & Repl. Walk

Remove Walk Do Not Replace

Saw & Match

Connect Drive to new Const.

Construct Narrow Cb. to Protect New P.P. Location Cost Incidental to 7" Conc.

7" Conc. Alley Rep.

Match Exist. Wk.

Taper Cb. in 3' Full Cb. to No Cb.

Taper Cb. in 3' Full Cb. to No Cb.

Saw & Match

Match Exist. Wk.

Match Exist. Walk

Match Walk

Match Exist. Walk

Match Exist. Wk.

Match Exist. Walk

Match Exist. Wk.

Match Exist. Walk

Match Exist. Wk.

Match Exist. Walk

Match Exist. Wk.

Saw & Match

Saw & Replace Cb.

Warp Walk as per Alley Specifications

Warp Walk as per Alley Specifications

7" Conc. Alley Rep.

-0.314% Grade Parking to Match Exist. Walk

-0.218% Grade Parking to Match Exist. Walk

P.I. No V.C. Elev 110.5

15' 8' Min 7" Conc. 8' min. 15' 40' 40' 8' min. 8' min. 15' 40' 40' 40' 40' 5' 5' 10' 10'

End Typical Crown

Beg. Typical Crown

Prop. 24" R.C.P. S.W.S.

Prop. 30" R.C.P. S.W.S.

Prop. 30" R.C.P. S.W.S.

24" Water Line

6" Water Line

SECOND STREET

WALNUT

HANDLEY

ST.

ST.

RETAINING WALL DETAIL

CLASS	H
I	1'6" to 2'0"
II	2'0" to 2'6"
III	2'6" to 3'0"

H	W	C.Y. of conc. per ft.
1'6"	10"	0.0370
1'9"	11"	0.0459
2'0"	13"	0.0586
2'3"	15"	0.0729
2'6"	17"	0.0887
2'9"	18½"	0.1040
3'0"	20"	0.1204

Bevel all exposed edges ¾". per ends of retaining walls om full height to walk elevation all locations where retaining alls are constructed adjacent drives or walks except where e drives or walks have curbs. retaining walls along the sides. tire length of tapered section be included in pay length retaining wall. Concrete to nform to City of Wichita ecifications for Concrete Pavt.

4/15

B.M. = 110.52 S.W. Cor. Bottom Conc. Step Bldg. # 802 W. 2nd

N

Scale: 1"=20'

NOTE TO FIELD ENGINEER AND CONTRACTOR - REMOVE TRACKS AND TIES TO NORTH PROPERTY LINE. STOCK PILE RAILS NORTH OF NORTH PROPERTY LINE FOR MISSOURI PACIFIC RAILROAD COMPANY TO REMOVE. TIES TO BE REMOVED FROM PROJECT.

10+93 | 11+00 | 11+50 | 12+00 | 12+20 | 12+35 | 12+50 | 13+00 | 13+50 | 13+80 | 14+15.00 P 14+15.02 M | 14+50 | 15+00 | 15+50 | 16+00 | 16+50 | 16+70 | 17+00 | 17+20 | 17+45 | 17+50

Grade Parking to Match Exist. Walk -0.207% +0.50' Wk. Gr. Grade Parking to Match Exist. Walk +0.955% +0.70' Wk. Gr. Grad. Wk. +0.70' to Match Exist. Wk. Grade Parking to Match Exist. Wk. +0.960% Warp Walk Set Grades as Shown +2.280% Warp Fp. Set Grades as Shown

P.I. No V.C. Elev 110.93 | P.I. 30' V.C. Elev. 111.43 | P.I. 20' V.C. Elev. 112.10

Warp Walk as per Alley Specifications | Match Exist. Walk | Taper Cb. in 3' Full Cb. to No Cb. | Saw & Match | Taper Cb. in 3' Full Cb. to No Cb. | Match Exist. Wk. | Match Exist. Wk. | Construct 4' Conc. Sidewalk | Rem. & Repl. Walk | Saw & Match

Const. 4' Wk.

SECOND STREET

Warp Crown | Prop. 36" R.C.P. S.W.S. | Prop. 42" R.C.P. S.W.S.

OSAGE AVE.

Match Exist. Wk. | Saw & Match | Rem. Slab to S.P. Saw

Rem. & Repl. Cb. & Gtr. | Close Driveway Approach

Remove Planter Cost is Incidental to Proj. | Construct 4' Conc. Sidewalk

-0.214% Grade Parking to Match Exist. Walk | +0.50' Wk. Gr. | +1.045% Grad. Wk. +0.50' to +0.30' | +0.30' Wk. Gr. | +1.300% Warp Walk Set Grades as Shown | +2.115% Warp Flo. Set Grades as Shown

End Typ. Cr. | Warp Cr.

NOTE TO FIELD ENGINEER AND CONTRACTOR - REMOVE TRUCK SCALES AND STOCK PILE SOUTH OF SOUTH LINE 2ND STREET. THE "LUMP SUM BID" SHALL INCLUDE REMOVAL OF SCALES, REMOVAL OF CONCRETE TO CLEAR CONSTRUCTION LIMITS AND COMPACTED FILL.

P.I. No V.C. Elev. 110.90 | P.I. 32' V.C. Elev. 111.55 | P.I. 20' V.C. Elev. 112.10

17+20 | 17+46

Second St.
DAKM 576084

5/15

B.M. = 115.46 "□" @ Top W. Cb. Sycamore 164' S. of ℄ 2nd

Beyond Sta. 20+50 Baseline is ℄ Second St.

THICKENED EDGE WALK SECTION

N

Scale: 1" = 20'

17+50 | 17+78 | 17+83 | 18+00 | 18+10 | 18+50 | 19+00 | 19+50 | 19+60 | 19+90 | 20+00 | 20+15 | 20+50 | 20+90 | 21+00 | 21+25 | 21+50 | 21+75 | 22+00 | 22+25 | 22+50 | 22+75 | 23+00 | 23+25 | 23+40 | 23+50

P.I. 40' V.C. Elev. 112.20 | P.I. 20' V.C. Elev. 113.75 | P.I. 20' V.C. Elev. 114.90 | P.I. 20' V.C. Elev. 114.40 | P.I. No V.C. Elev. 114.35 | P.I. No V.C. Elev. 114.10 | P.I. No V.C. Elev. 113.62

0.000% | +1.167% | +2.167% | 0.000% | -0.229% | -0.346%

Warp Walk Set Grades Shown | Warp Walk Set Grades as Shown | Grade Parking to Match Exist. Walk | Warp Walk | Warped Grades Set as Shown | Grade Walk as Shown | Warp Walk | +0.10' Wk. Gr. | Grade Parking to Match Exist. Ground in 15'

Warp Flo Line Set Grades as Shown | Warp Flo Line Set Grades as Shown | Warp Flo Line Set Grades as Shown

P.C. on ℄

Construct Temporary 4" A.C. Access Road From Back of Curb to ℄ to Provide Access to Exist. 2nd St. From West of Tracks During Construction

Construct 4' Walk

Wk to 30

Rem. & Repl. Walk | Saw & Match | Connect Drain to New Construction | Match Exist. Walk | Const. 4'x20' conc. walk | Const. 4'x20' conc. walk & 5'x4' conc. ramp | Const. 5' conc. Wk. | Saw joint to match exist. | Grade Line

Topsoil Cb. from 0.0 Cb. @ Track to Full Cb. in 5'

SECOND ST.

Warped Cr. | Begin Typ. Crown | Prop. 42" R.C.P. S.W.S. | End Typ. Crown | End Warped Crown | Begin Typical Crown

Const. 7' Approach Walk | Rem. & Repl. Wk. @ ℄ | Taper Cb. from 0.0 Cb. @ Track to Full Cb. in 5'

SYCAMORE ST.

Warp Flo Line Set Grades as Shown | Warp Flo Line Set Grades as Shown | Warp Flo Line Set Grades Shown

0.000% | +1.011% | +2.606% | 0.000% | Warped Grades Set as Shown | -0.507%

Warp Walk Set Grades Shown | Warp Walk Set Grades as Shown | +0.30' Wk. Gr. | Warp Walk Set Grades as Shown | Grade Parking to Match Exist. in 15'

P.I. 40' V.C. Elev. 112.19 | P.I. 20' V.C. Elev. 113.89 | P.I. 20' V.C. Elev. 114.75 | P.I. No V.C. Elev. 114.61 | P.I. No V.C. Elev. 113.62

Match Existing | Saw & Match | Close Drive Approach

⑦ Top bridge slab = top of pavt. surface - when slab is rem., contractor to compact any earthwork necessary to fill void. Any additional work done in this area will be bid as "bridge repair" @ Lump Sum Bid.

= 4" Asphalt Access Road

RAILROAD HEADER DETAIL

#4 - 2'-0" long @ 2.0' ctrs. or 1'-10" when on diagonal.

1" asph. filler

#4 bar

Form top 18"

3" min. dist. betwn tie & header.

Ballast

12"

All necessary ballast replacement + asph. filler to be incidental to proj.

SIDEWALK DETAIL @ R.R. TRKS.

x'tra thickness incidental to rwk. bid.

18" | 1"

Second St.
DAKM 576084

6/15

B.M. = 115.33 "□" Cut Top West End of Medial on ℄ Second St. @ E. Side McLean

Curve Data for South Curb

(Sta. 24+75 = 0+00 to Sta. 1+00)

Δ = 5°10'26"R. = 1107.42' T. = 50.03' L. = 100.00' LC. = 99.97'

CURVE DATA BASED ON Rt. Cb. RAD. N/2 = 2°35'13"

STA.	ARC.	CHORD LENGTH 8' Lt.	CHORD LENGTH 8' Rt.	DEFLECTION	TOTAL DEFLECTION
24+75 = 0+00	——	——	——	0°00'-00"	0°00'-00"
0+25	25.00	——	24.82'	0°38'-48"	0°38'-48"
0+50	"	——	"	0°38'-48"	1°17'-36"
0+75	"	——	"	0°38'-49"	1°56'-25"
1+00	25.00	——	24.82'	0°38'-48"	2°35'-13"
			Defl. = 1.552142 Min./ft.		

Δ = 7°18'-06"R. = 2600' T. = 165.90' L. = 331.33' LC. = 331.13'

CURVE DATA BASED ON ℄ RAD. N/2 = 3°39'-03"

STA.	ARC.	CHORD LENGTH 8' Lt.	CHORD LENGTH 8' Rt.	DEFLECTION	TOTAL DEFLECTION
20+50	——	——	——	0°-00'-00"	0°00'-00"
20+75	25.00'	24.70'	25.30'	0°-16'-32"	0°-16'-32"
21+00	"	"	"	0°-16'-31"	0°-33'-03"
21+25	"	"	"	0°-16'-32"	0°-49'-35"
21+50	"	"	"	0°-16'-32"	1°-06'-07"
21+75	"	"	"	0°-16'-31"	1°-22'-38"
22+00	"	"	"	0°-16'-32"	1°-39'-10"
22+25	"	"	"	0°-16'-32"	1°55'-42"
22+50	"	"	"	0°-16'-31"	2°12'-13"
22+75	"	"	"	0°-16'-32"	2°28'-45"
23+00	"	"	"	0°-16'-32"	2°45'-17"
23+25	"	"	"	0°-16'-31"	3°01'-48"
23+50	"	"	"	0°-16'-32"	3°18'-20"
23+75	25.00'	24.70'	25.30'	0°-16'-32"	3°-34'-52"
23+81.35	6.35'	6.27'	6.43'	0°04-11"	3°-39'-03"
			Defl. = 0.6611052 Min./ft		

Δ = 2°03'-50"R 2600' 46.83' L 93.65' LC. = 93.64'

CURVE DATA BASED ON ℄ RAD. N/2 = 1°01'-55"

STA.	ARC.	CHORD LENGTH 8' Lt.	CHORD LENGTH 8' Rt.	DEFLECTION	TOTAL DEFLECTION
23+81.35	——	——	——	0°00'-00"	0°00'-00"
24+00	18.65'	18.87	18.43'	0°-12'-20"	0°-12'-20"
24+25	25.00'	25.30	24.70'	0°16'-31"	0°-28'-51"
24+50	"	25.30	24.70'	0°-16'-32"	0°-45'-23"
24+75	25.00'	——	24.70'	0°-16'-32"	1°-01'-55"
			Defl. = 0.6611052 Min./ft		

NOTE TO FIELD ENGINEER AND CONTRACTOR - CONTACT TRAFFIC ENGINEERING DIVISION ABOUT INSTALLATION OF STREET SIGNAL CONDUITS.

Note: Contractor to Close 5 Drives on the West Side of McLean Between 2nd St. ℄ Tracks

N

Scale 1"=20'

FIRST ST. BRIDGE over the ARKANSAS RIVER

This Page Revised Feb. 5, 1977

B.M. = 115.33 "□" Cut Top West End of Medial on ℄ Second St. @ E. Side McLean

Curve Data for South Curb
(Sta 24+75 = PRC on Sta. 1+00 ℄)

24+75 = PRC					
25+00	25.00'		13.84'	0°50'-45"	0°-18"
25+50	"	"	"	2°-32'-13"	1°-34"
25+75	"	"	"	2°-51'-31"	1°-52"
26+00	25.00'		13.84'	3°-36'-18"	2°-35"
1+00 = PRC				Defl. = 25°-42' (min.)	

Curve Data for ℄ Railroad Tracks

12+75					
13+00	25.00'		13.84'	3°-36'-18"	2°-35"
13+25	"	"	"	3°-36'-18"	3°-11"
13+50	"	"	"	3°-36'-18"	3°-47"
13+75	25.00'		13.84'	3°-36'-18"	4°-23"
14+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

23+75					
24+00	25.00'		13.84'	3°-36'-18"	1°-47"
24+25	"	"	"	3°-36'-18"	2°-23"
24+50	"	"	"	3°-36'-18"	3°-00"
24+75	25.00'		13.84'	3°-36'-18"	3°-35"
25+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

25+75					
26+00	25.00'		13.84'	3°-36'-18"	1°-47"
26+25	"	"	"	3°-36'-18"	2°-23"
26+50	"	"	"	3°-36'-18"	3°-00"
26+75	25.00'		13.84'	3°-36'-18"	3°-35"
27+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

27+75					
28+00	25.00'		13.84'	3°-36'-18"	1°-47"
28+25	"	"	"	3°-36'-18"	2°-23"
28+50	"	"	"	3°-36'-18"	3°-00"
28+75	25.00'		13.84'	3°-36'-18"	3°-35"
29+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

29+75					
30+00	25.00'		13.84'	3°-36'-18"	1°-47"
30+25	"	"	"	3°-36'-18"	2°-23"
30+50	"	"	"	3°-36'-18"	3°-00"
30+75	25.00'		13.84'	3°-36'-18"	3°-35"
31+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

31+75					
32+00	25.00'		13.84'	3°-36'-18"	1°-47"
32+25	"	"	"	3°-36'-18"	2°-23"
32+50	"	"	"	3°-36'-18"	3°-00"
32+75	25.00'		13.84'	3°-36'-18"	3°-35"
33+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

33+75					
34+00	25.00'		13.84'	3°-36'-18"	1°-47"
34+25	"	"	"	3°-36'-18"	2°-23"
34+50	"	"	"	3°-36'-18"	3°-00"
34+75	25.00'		13.84'	3°-36'-18"	3°-35"
35+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

35+75					
36+00	25.00'		13.84'	3°-36'-18"	1°-47"
36+25	"	"	"	3°-36'-18"	2°-23"
36+50	"	"	"	3°-36'-18"	3°-00"
36+75	25.00'		13.84'	3°-36'-18"	3°-35"
37+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

37+75					
38+00	25.00'		13.84'	3°-36'-18"	1°-47"
38+25	"	"	"	3°-36'-18"	2°-23"
38+50	"	"	"	3°-36'-18"	3°-00"
38+75	25.00'		13.84'	3°-36'-18"	3°-35"
39+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

39+75					
40+00	25.00'		13.84'	3°-36'-18"	1°-47"
40+25	"	"	"	3°-36'-18"	2°-23"
40+50	"	"	"	3°-36'-18"	3°-00"
40+75	25.00'		13.84'	3°-36'-18"	3°-35"
41+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

41+75					
42+00	25.00'		13.84'	3°-36'-18"	1°-47"
42+25	"	"	"	3°-36'-18"	2°-23"
42+50	"	"	"	3°-36'-18"	3°-00"
42+75	25.00'		13.84'	3°-36'-18"	3°-35"
43+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

43+75					
44+00	25.00'		13.84'	3°-36'-18"	1°-47"
44+25	"	"	"	3°-36'-18"	2°-23"
44+50	"	"	"	3°-36'-18"	3°-00"
44+75	25.00'		13.84'	3°-36'-18"	3°-35"
45+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

45+75					
46+00	25.00'		13.84'	3°-36'-18"	1°-47"
46+25	"	"	"	3°-36'-18"	2°-23"
46+50	"	"	"	3°-36'-18"	3°-00"
46+75	25.00'		13.84'	3°-36'-18"	3°-35"
47+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

47+75					
48+00	25.00'		13.84'	3°-36'-18"	1°-47"
48+25	"	"	"	3°-36'-18"	2°-23"
48+50	"	"	"	3°-36'-18"	3°-00"
48+75	25.00'		13.84'	3°-36'-18"	3°-35"
49+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

49+75					
50+00	25.00'		13.84'	3°-36'-18"	1°-47"
50+25	"	"	"	3°-36'-18"	2°-23"
50+50	"	"	"	3°-36'-18"	3°-00"
50+75	25.00'		13.84'	3°-36'-18"	3°-35"
51+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

51+75					
52+00	25.00'		13.84'	3°-36'-18"	1°-47"
52+25	"	"	"	3°-36'-18"	2°-23"
52+50	"	"	"	3°-36'-18"	3°-00"
52+75	25.00'		13.84'	3°-36'-18"	3°-35"
53+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

53+75					
54+00	25.00'		13.84'	3°-36'-18"	1°-47"
54+25	"	"	"	3°-36'-18"	2°-23"
54+50	"	"	"	3°-36'-18"	3°-00"
54+75	25.00'		13.84'	3°-36'-18"	3°-35"
55+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

55+75					
56+00	25.00'		13.84'	3°-36'-18"	1°-47"
56+25	"	"	"	3°-36'-18"	2°-23"
56+50	"	"	"	3°-36'-18"	3°-00"
56+75	25.00'		13.84'	3°-36'-18"	3°-35"
57+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

57+75					
58+00	25.00'		13.84'	3°-36'-18"	1°-47"
58+25	"	"	"	3°-36'-18"	2°-23"
58+50	"	"	"	3°-36'-18"	3°-00"
58+75	25.00'		13.84'	3°-36'-18"	3°-35"
59+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

59+75					
60+00	25.00'		13.84'	3°-36'-18"	1°-47"
60+25	"	"	"	3°-36'-18"	2°-23"
60+50	"	"	"	3°-36'-18"	3°-00"
60+75	25.00'		13.84'	3°-36'-18"	3°-35"
61+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

61+75					
62+00	25.00'		13.84'	3°-36'-18"	1°-47"
62+25	"	"	"	3°-36'-18"	2°-23"
62+50	"	"	"	3°-36'-18"	3°-00"
62+75	25.00'		13.84'	3°-36'-18"	3°-35"
63+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

63+75					
64+00	25.00'		13.84'	3°-36'-18"	1°-47"
64+25	"	"	"	3°-36'-18"	2°-23"
64+50	"	"	"	3°-36'-18"	3°-00"
64+75	25.00'		13.84'	3°-36'-18"	3°-35"
65+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

65+75					
66+00	25.00'		13.84'	3°-36'-18"	1°-47"
66+25	"	"	"	3°-36'-18"	2°-23"
66+50	"	"	"	3°-36'-18"	3°-00"
66+75	25.00'		13.84'	3°-36'-18"	3°-35"
67+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

67+75					
68+00	25.00'		13.84'	3°-36'-18"	1°-47"
68+25	"	"	"	3°-36'-18"	2°-23"
68+50	"	"	"	3°-36'-18"	3°-00"
68+75	25.00'		13.84'	3°-36'-18"	3°-35"
69+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

69+75					
70+00	25.00'		13.84'	3°-36'-18"	1°-47"
70+25	"	"	"	3°-36'-18"	2°-23"
70+50	"	"	"	3°-36'-18"	3°-00"
70+75	25.00'		13.84'	3°-36'-18"	3°-35"
71+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

71+75					
72+00	25.00'		13.84'	3°-36'-18"	1°-47"
72+25	"	"	"	3°-36'-18"	2°-23"
72+50	"	"	"	3°-36'-18"	3°-00"
72+75	25.00'		13.84'	3°-36'-18"	3°-35"
73+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

73+75					
74+00	25.00'		13.84'	3°-36'-18"	1°-47"
74+25	"	"	"	3°-36'-18"	2°-23"
74+50	"	"	"	3°-36'-18"	3°-00"
74+75	25.00'		13.84'	3°-36'-18"	3°-35"
75+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

75+75					
76+00	25.00'		13.84'	3°-36'-18"	1°-47"
76+25	"	"	"	3°-36'-18"	2°-23"
76+50	"	"	"	3°-36'-18"	3°-00"
76+75	25.00'		13.84'	3°-36'-18"	3°-35"
77+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

77+75					
78+00	25.00'		13.84'	3°-36'-18"	1°-47"
78+25	"	"	"	3°-36'-18"	2°-23"
78+50	"	"	"	3°-36'-18"	3°-00"
78+75	25.00'		13.84'	3°-36'-18"	3°-35"
79+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

79+75					
80+00	25.00'		13.84'	3°-36'-18"	1°-47"
80+25	"	"	"	3°-36'-18"	2°-23"
80+50	"	"	"	3°-36'-18"	3°-00"
80+75	25.00'		13.84'	3°-36'-18"	3°-35"
81+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

81+75					
82+00	25.00'		13.84'	3°-36'-18"	1°-47"
82+25	"	"	"	3°-36'-18"	2°-23"
82+50	"	"	"	3°-36'-18"	3°-00"
82+75	25.00'		13.84'	3°-36'-18"	3°-35"
83+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

83+75					
84+00	25.00'		13.84'	3°-36'-18"	1°-47"
84+25	"	"	"	3°-36'-18"	2°-23"
84+50	"	"	"	3°-36'-18"	3°-00"
84+75	25.00'		13.84'	3°-36'-18"	3°-35"
85+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

85+75					
86+00	25.00'		13.84'	3°-36'-18"	1°-47"
86+25	"	"	"	3°-36'-18"	2°-23"
86+50	"	"	"	3°-36'-18"	3°-00"
86+75	25.00'		13.84'	3°-36'-18"	3°-35"
87+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

87+75					
88+00	25.00'		13.84'	3°-36'-18"	1°-47"
88+25	"	"	"	3°-36'-18"	2°-23"
88+50	"	"	"	3°-36'-18"	3°-00"
88+75	25.00'		13.84'	3°-36'-18"	3°-35"
89+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

89+75					
90+00	25.00'		13.84'	3°-36'-18"	1°-47"
90+25	"	"	"	3°-36'-18"	2°-23"
90+50	"	"	"	3°-36'-18"	3°-00"
90+75	25.00'		13.84'	3°-36'-18"	3°-35"
91+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

91+75					
92+00	25.00'		13.84'	3°-36'-18"	1°-47"
92+25	"	"	"	3°-36'-18"	2°-23"
92+50	"	"	"	3°-36'-18"	3°-00"
92+75	25.00'		13.84'	3°-36'-18"	3°-35"
93+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

93+75					
94+00	25.00'		13.84'	3°-36'-18"	1°-47"
94+25	"	"	"	3°-36'-18"	2°-23"
94+50	"	"	"	3°-36'-18"	3°-00"
94+75	25.00'		13.84'	3°-36'-18"	3°-35"
95+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

95+75					
96+00	25.00'		13.84'	3°-36'-18"	1°-47"
96+25	"	"	"	3°-36'-18"	2°-23"
96+50	"	"	"	3°-36'-18"	3°-00"
96+75	25.00'		13.84'	3°-36'-18"	3°-35"
97+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

97+75					
98+00	25.00'		13.84'	3°-36'-18"	1°-47"
98+25	"	"	"	3°-36'-18"	2°-23"
98+50	"	"	"	3°-36'-18"	3°-00"
98+75	25.00'		13.84'	3°-36'-18"	3°-35"
99+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

99+75					
100+00	25.00'		13.84'	3°-36'-18"	1°-47"
100+25	"	"	"	3°-36'-18"	2°-23"
100+50	"	"	"	3°-36'-18"	3°-00"
100+75	25.00'		13.84'	3°-36'-18"	3°-35"
101+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

101+75					
102+00	25.00'		13.84'	3°-36'-18"	1°-47"
102+25	"	"	"	3°-36'-18"	2°-23"
102+50	"	"	"	3°-36'-18"	3°-00"
102+75	25.00'		13.84'	3°-36'-18"	3°-35"
103+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

103+75					
104+00	25.00'		13.84'	3°-36'-18"	1°-47"
104+25	"	"	"	3°-36'-18"	2°-23"
104+50	"	"	"	3°-36'-18"	3°-00"
104+75	25.00'		13.84'	3°-36'-18"	3°-35"
105+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

105+75					
106+00	25.00'		13.84'	3°-36'-18"	1°-47"
106+25	"	"	"	3°-36'-18"	2°-23"
106+50	"	"	"	3°-36'-18"	3°-00"
106+75	25.00'		13.84'	3°-36'-18"	3°-35"
107+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

107+75					
108+00	25.00'		13.84'	3°-36'-18"	1°-47"
108+25	"	"	"	3°-36'-18"	2°-23"
108+50	"	"	"	3°-36'-18"	3°-00"
108+75	25.00'		13.84'	3°-36'-18"	3°-35"
109+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

109+75					
110+00	25.00'		13.84'	3°-36'-18"	1°-47"
110+25	"	"	"	3°-36'-18"	2°-23"
110+50	"	"	"	3°-36'-18"	3°-00"
110+75	25.00'		13.84'	3°-36'-18"	3°-35"
111+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

111+75					
112+00	25.00'		13.84'	3°-36'-18"	1°-47"
112+25	"	"	"	3°-36'-18"	2°-23"
112+50	"	"	"	3°-36'-18"	3°-00"
112+75	25.00'		13.84'	3°-36'-18"	3°-35"
113+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

113+75					
114+00	25.00'		13.84'	3°-36'-18"	1°-47"
114+25	"	"	"	3°-36'-18"	2°-23"
114+50	"	"	"	3°-36'-18"	3°-00"
114+75	25.00'		13.84'	3°-36'-18"	3°-35"
115+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

115+75					
116+00	25.00'		13.84'	3°-36'-18"	1°-47"
116+25	"	"	"	3°-36'-18"	2°-23"
116+50	"	"	"	3°-36'-18"	3°-00"
116+75	25.00'		13.84'	3°-36'-18"	3°-35"
117+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

117+75					
118+00	25.00'		13.84'	3°-36'-18"	1°-47"
118+25	"	"	"	3°-36'-18"	2°-23"
118+50	"	"	"	3°-36'-18"	3°-00"
118+75	25.00'		13.84'	3°-36'-18"	3°-35"
119+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

119+75					
120+00	25.00'		13.84'	3°-36'-18"	1°-47"
120+25	"	"	"	3°-36'-18"	2°-23"
120+50	"	"	"	3°-36'-18"	3°-00"
120+75	25.00'		13.84'	3°-36'-18"	3°-35"
121+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

121+75					
122+00	25.00'		13.84'	3°-36'-18"	1°-47"
122+25	"	"	"	3°-36'-18"	2°-23"
122+50	"	"	"	3°-36'-18"	3°-00"
122+75	25.00'		13.84'	3°-36'-18"	3°-35"
123+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

123+75					
124+00	25.00'		13.84'	3°-36'-18"	1°-47"
124+25	"	"	"	3°-36'-18"	2°-23"
124+50	"	"	"	3°-36'-18"	3°-00"
124+75	25.00'		13.84'	3°-36'-18"	3°-35"
125+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

125+75					
126+00	25.00'		13.84'	3°-36'-18"	1°-47"
126+25	"	"	"	3°-36'-18"	2°-23"
126+50	"	"	"	3°-36'-18"	3°-00"
126+75	25.00'		13.84'	3°-36'-18"	3°-35"
127+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

127+75					
128+00	25.00'		13.84'	3°-36'-18"	1°-47"
128+25	"	"	"	3°-36'-18"	2°-23"
128+50	"	"	"	3°-36'-18"	3°-00"
128+75	25.00'		13.84'	3°-36'-18"	3°-35"
129+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

129+75					
130+00	25.00'		13.84'	3°-36'-18"	1°-47"
130+25	"	"	"	3°-36'-18"	2°-23"
130+50	"	"	"	3°-36'-18"	3°-00"
130+75	25.00'		13.84'	3°-36'-18"	3°-35"
131+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

131+75					
132+00	25.00'		13.84'	3°-36'-18"	1°-47"
132+25	"	"	"	3°-36'-18"	2°-23"
132+50	"	"	"	3°-36'-18"	3°-00"
132+75	25.00'		13.84'	3°-36'-18"	3°-35"
133+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

133+75					
134+00	25.00'		13.84'	3°-36'-18"	1°-47"
134+25	"	"	"	3°-36'-18"	2°-23"
134+50	"	"	"	3°-36'-18"	3°-00"
134+75	25.00'		13.84'	3°-36'-18"	3°-35"
135+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

135+75					
136+00	25.00'		13.84'	3°-36'-18"	1°-47"
136+25	"	"	"	3°-36'-18"	2°-23"
136+50	"	"	"	3°-36'-18"	3°-00"
136+75	25.00'		13.84'	3°-36'-18"	3°-35"
137+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

137+75					
138+00	25.00'		13.84'	3°-36'-18"	1°-47"
138+25	"	"	"	3°-36'-18"	2°-23"
138+50	"	"	"	3°-36'-18"	3°-00"
138+75	25.00'		13.84'	3°-36'-18"	3°-35"
139+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

139+75					
140+00	25.00'		13.84'	3°-36'-18"	1°-47"
140+25	"	"	"	3°-36'-18"	2°-23"
140+50	"	"	"	3°-36'-18"	3°-00"
140+75	25.00'		13.84'	3°-36'-18"	3°-35"
141+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

141+75					
142+00	25.00'		13.84'	3°-36'-18"	1°-47"
142+25	"	"	"	3°-36'-18"	2°-23"
142+50	"	"	"	3°-36'-18"	3°-00"
142+75	25.00'		13.84'	3°-36'-18"	3°-35"
143+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

143+75					
144+00	25.00'		13.84'	3°-36'-18"	1°-47"
144+25	"	"	"	3°-36'-18"	2°-23"
144+50	"	"	"	3°-36'-18"	3°-00"
144+75	25.00'		13.84'	3°-36'-18"	3°-35"
145+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

145+75					
146+00	25.00'		13.84'	3°-36'-18"	1°-47"
146+25	"	"	"	3°-36'-18"	2°-23"
146+50	"	"	"	3°-36'-18"	3°-00"
146+75	25.00'		13.84'	3°-36'-18"	3°-35"
147+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

147+75					
148+00	25.00'		13.84'	3°-36'-18"	1°-47"
148+25	"	"	"	3°-36'-18"	2°-23"
148+50	"	"	"	3°-36'-18"	3°-00"
148+75	25.00'		13.84'	3°-36'-18"	3°-35"
149+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

149+75					
150+00	25.00'		13.84'	3°-36'-18"	1°-47"
150+25	"	"	"	3°-36'-18"	2°-23"
150+50	"	"	"	3°-36'-18"	3°-00"
150+75	25.00'		13.84'	3°-36'-18"	3°-35"
151+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

151+75					
152+00	25.00'		13.84'	3°-36'-18"	1°-47"
152+25	"	"	"	3°-36'-18"	2°-23"
152+50	"	"	"	3°-36'-18"	3°-00"
152+75	25.00'		13.84'	3°-36'-18"	3°-35"
153+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

153+75					
154+00	25.00'		13.84'	3°-36'-18"	1°-47"
154+25	"	"	"	3°-36'-18"	2°-23"
154+50	"	"	"	3°-36'-18"	3°-00"
154+75	25.00'		13.84'	3°-36'-18"	3°-35"
155+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

155+75					
156+00	25.00'		13.84'	3°-36'-18"	1°-47"
156+25	"	"	"	3°-36'-18"	2°-23"
156+50	"	"	"	3°-36'-18"	3°-00"
156+75	25.00'		13.84'	3°-36'-18"	3°-35"
157+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

157+75					
158+00	25.00'		13.84'	3°-36'-18"	1°-47"
158+25	"	"	"	3°-36'-18"	2°-23"
158+50	"	"	"	3°-36'-18"	3°-00"
158+75	25.00'		13.84'	3°-36'-18"	3°-35"
159+00 = PRC				Defl. = 14°-24' (min.)	

Curve Data for ℄ Railroad Tracks

159+75					
160+00	25.00'		13.84'	3°-36'-18"	1°-47"
160+25	"	"	"	3°-36'-18"	2°-23"
160+50	"	"	"	3°-36'-18"	3°-00"
160+75	25.00'

B.M. = 115.33 "□" Cut Top West End of Medial on ℄ Second St. @ E. Side McLean

Curve Data for South Curb
(Sta 24+75+0+00 to Sta. 1+00)

Δ=5°10'26" R=1107.42' T=50.03' L=100.00' LC=99.97'

CURVE DATA BASED ON Rt. Ch. RAD. N/2 2°35'13"

STA.	ARC	CHORD LENGTH 8" CONC.	CHORD LENGTH 8" ASPH.	DEFLECTION	TOTAL DEFLECTION
24+75 = C+00	——	——	——	0°00'-00"	0°00'-00"
0+25	25.00	——	24.62'	0°38'-48"	0°38'-48"
0+50	"	——	"	0°38'-48"	1°17'-36"
0+75	"	——	"	0°38'-99"	1°56'-25"
1+00	25.00	——	24.82'	0°38'-48"	2°35'-13"
			Defl = 1.552192 Min/ft		

Δ=7°18'-06" R=2600' T=165.90' L=331.93' LC=331.13'

CURVE DATA BASED ON ℄ RAD. N/2 3°39'-03"

STA.	ARC	CHORD LENGTH 8" CONC.	CHORD LENGTH 8" ASPH.	DEFLECTION	TOTAL DEFLECTION
20+50	——	——	——	0°-00'-00"	0°-00'-00"
20+75	25.00'	24.70'	25.30'	0°-16'-32"	0°-16'-32"
21+00	"	"	"	0°-16'-31"	0°-33'-03"
21+25	"	"	"	0°-16'-32"	0°-49'-35"
21+50	"	"	"	0°-16'-32"	1°-06'-07"
21+75	"	"	"	0°-16'-31"	1°-22'-38"
22+00	"	"	"	0°-16'-32"	1°-39'-10"
22+25	"	"	"	0°-16'-32"	1°55'-42"
22+50	"	"	"	0°-16'-31"	2°12'-13"
22+75	"	"	"	0°-16'-32"	2°28'-45"
23+00	"	"	"	0°-16'-32"	2°45'-17"
23+25	"	"	"	0°-16'-31"	3°01'-48"
23+50	"	"	"	0°-16'-32"	3°18'-20"
23+75	25.00'	24.70'	25.30'	0°-16'-32"	3°34'-52"
23+81.35	6.35'	6.27'	6.43'	0°04'-14"	3°39'03"
			Defl = 0.661.052 Min/ft.		

Δ=2°10'-08" R=2474.00' T=46.83' L=93.65' LC=93.64'

CURVE DATA BASED ON ℄ RAD. N/2 1°-5'04"

STA.	ARC	CHORD LENGTH 8" CONC.	CHORD LENGTH 8" ASPH.	DEFLECTION	TOTAL DEFLECTION
23+81.35	——	——	——	0°00'-00"	0°00'-00"
24+00	18.65	18.65'	18.65'	0°-12'-57"	0°-12'-57"
24+25	25.00'	25.00'	25.00'	0°-17'-23"	0°-30'-20"
24+50	"	25.32	25.32	0°-17'-22"	0°-47'-42"
24+75	25.00'	——	24.68'	0°-17'-22"	1°-05'-04"
			Defl = 0.=13775 Min/ft		

Curve Data on ℄
(Sta. 23+81.35 to Sta 26+93.85)

Δ = 7°-18'-14"	R = 2474.00'	T = 15.=34
Δ/2 = 3°37'-07"	L = 312.50'	C = 312.29

	Sta.	Arc.	Chord	Defl.	Total Defl.
P.R.C.	23+51.35	——	——	0°-00'-00"	0°-00'-00"
	24+00	18.65'	18.65'	0°-12'-57"	0°-12'-57"
	24+25	25.00'	25.00'	0°-17'-23"	0°-30'-20"
	24+50	"	"	0°-17'-22"	0°-47'-42"
	24+75	"	"	0°-17'-22"	1°-05'-04"
	25+00	"	"	0°-17'-22"	1°-22'-26"
	25+25	"	"	0°-17'-22"	1°39'-48"
	25+50	"	"	0°-17'-22"	1°57'-10"
	25+75	"	"	0°-17'-23"	2°14'-33"
	26+00	"	"	0°-17'-22"	2°31'-55"
	26+25	"	"	0°-17'-22"	2°49'-17"
	26+50	"	"	0°-17'-22"	3°06'-39"
P.T.	26+93.85	25.00'	25.00'	0°-17'-22"	3°-22'-01"
		43.85	43.85	0°-30'-02"	3°-37'-03"
			Defl = 0.=94775 Min/ft		

All measurements in RED.

NOTE TO FIELD ENGINEER AND CONTRACTOR - CONTACT TRAFFIC ENGINEERING DIVISION ABOUT INSTALLATION OF STREET SIGNAL CONDUITS.

Note: Contractor to Close 5 Drives on the West Side of McLean Between 2nd St & Railroad Tracks

Note: P.T. on ℄ Second St. is 7.10 ft. E. of Iron @ W.L. McLean

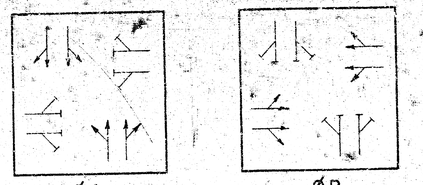
Measure PATCH Asph. Using Chords & M.O.'s as needed.

FIRST ST. BRIDGE
over the ARKANSAS RIVER

7/15

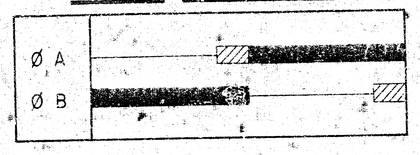
This Page Revised Feb. 3, 1977

PHASE DIAGRAM



ØA ØB

COLOR SEQUENCE



RED
YELLOW
GREEN

SCHEDULE OF EQUIPMENT

SIGNAL HEADS

DETECTOR LOOP
CONTROLLER
SIGNAL HEAD
MASTARM
SERVICE BOX
CONDUIT 2"
CONDUIT 75"
CENTERLINE
CURBLINE
RIGHT of WAY
PEDESTRIAN SIGNAL
JUNCTION BOX

SECOND & SENECA
SIGNALIZATION

SCALE 1" = 20'
APPROVED BY
DATE NOV