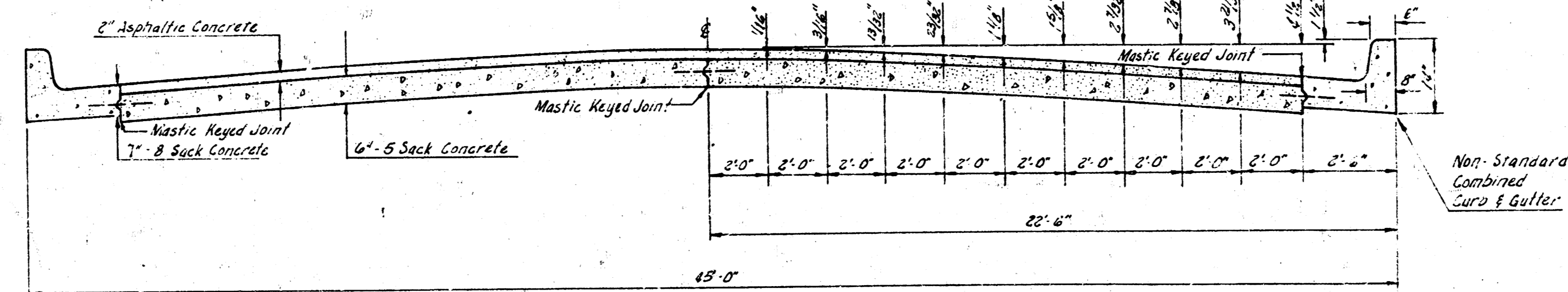
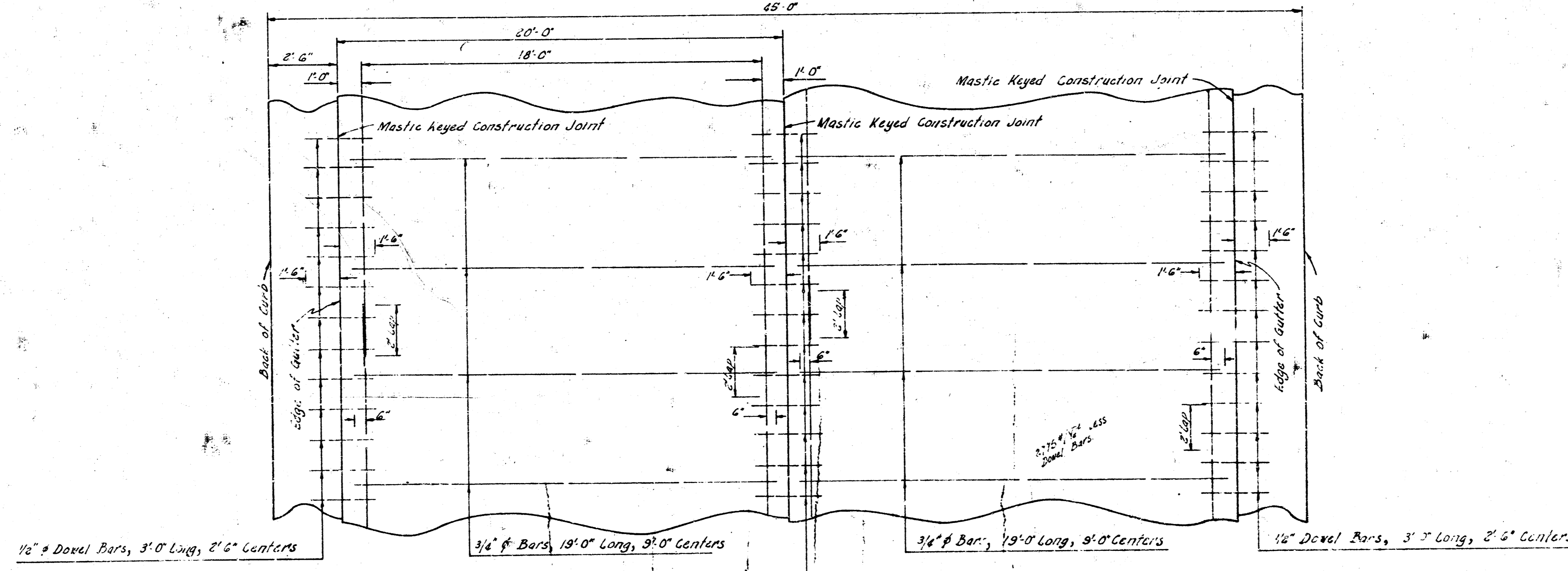


**MC LEAN BOULEVARD**  
 N.L. 9TH ST. - S.L. 13TH ST.  
 C15 - 30 & 31

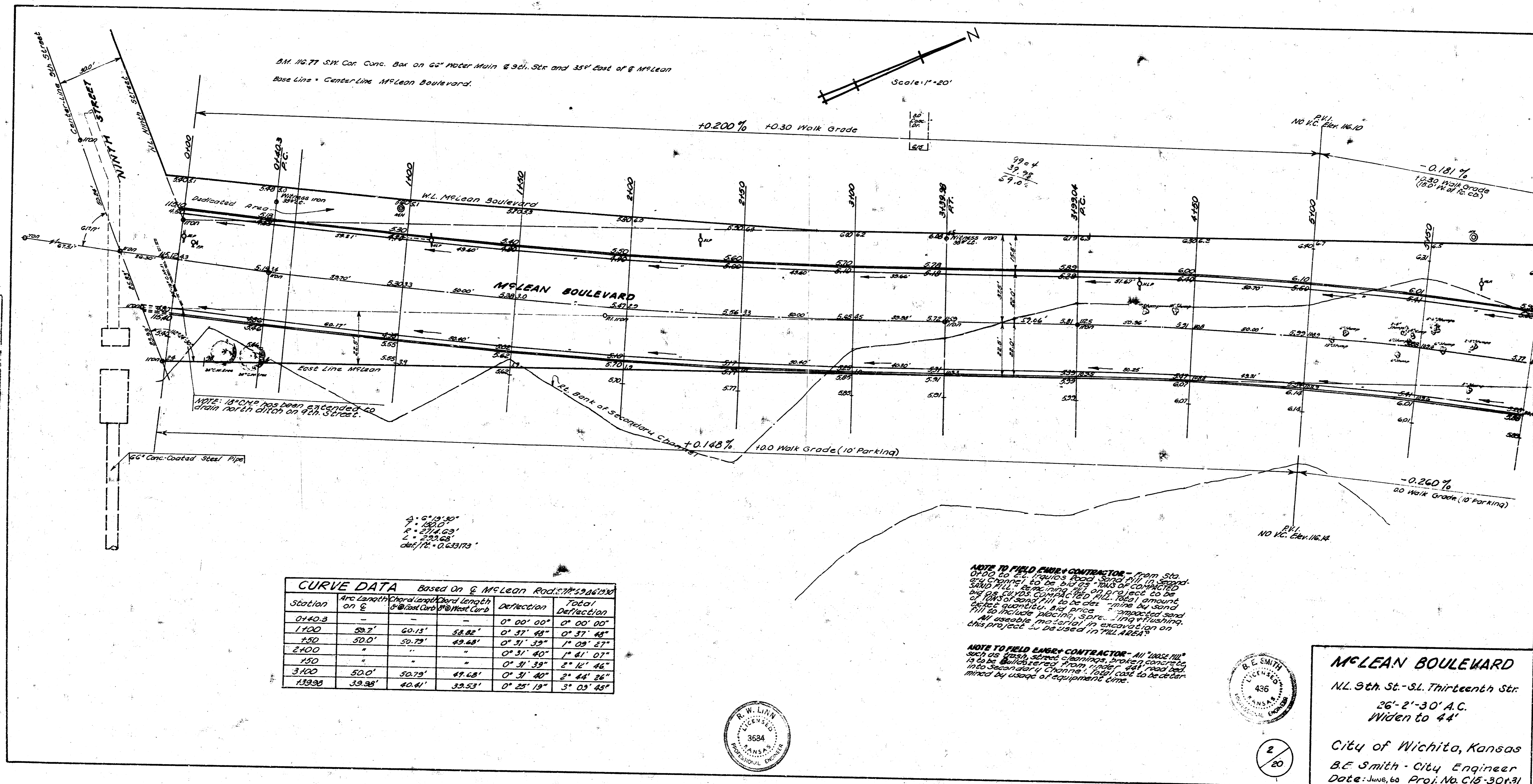


**TYPICAL SECTION**  
 NOT TO SCALE



**STEEL PATTERN**  
 NOT TO SCALE  
 USE 3/4" BARS EXCEPT WHERE NOTED

1  
27



Curve Data Table:

Station	Arc Length on E	Chord Length	Chord Length @ West Curve	Deflection	Total Deflection
0+40.3	-	-	-	0° 00' 00"	0° 00' 00"
1+00	29.7'	60.15'	58.82'	0° 31' 48"	0° 31' 48"
1+50	30.0'	59.79'	49.48'	0° 31' 39"	1° 03' 27"
2+00	-	-	-	0° 31' 40"	1° 35' 07"
2+50	-	-	-	0° 31' 39"	2° 06' 46"
3+00	39.98'	60.41'	59.53'	0° 25' 19"	2° 32' 05"

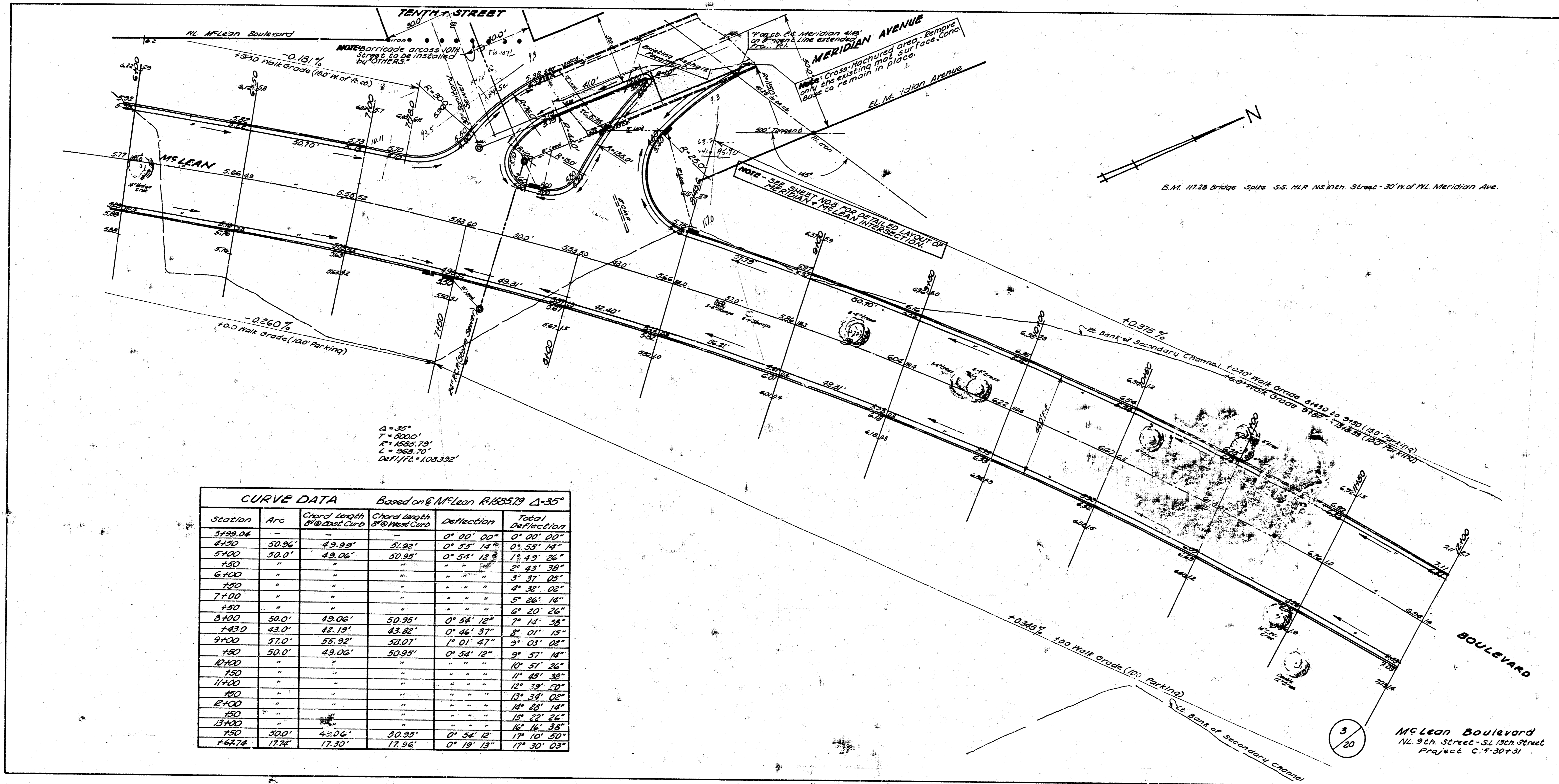
NOTE TO FIELD ENGINEER/CONTRACTOR - From Sta. 0+00 to Sta. 1+00, 12\"/>

NOTE TO FIELD ENGINEER/CONTRACTOR - All "base" fill such as trench, street cleaning, drainage, etc. to be placed in secondary, primary, and secondary road bed. All material to be placed in secondary road bed to be placed in secondary road bed.



**MCLEAN BOULEVARD**  
 N.L. 9th St. - S.L. Thirteenth Str.  
 26'-2"-30' A.C.  
 Widen to 44'  
 City of Wichita, Kansas  
 B.E. Smith - City Engineer  
 Date: June, 60 Proj. No. C15-30131

2/20

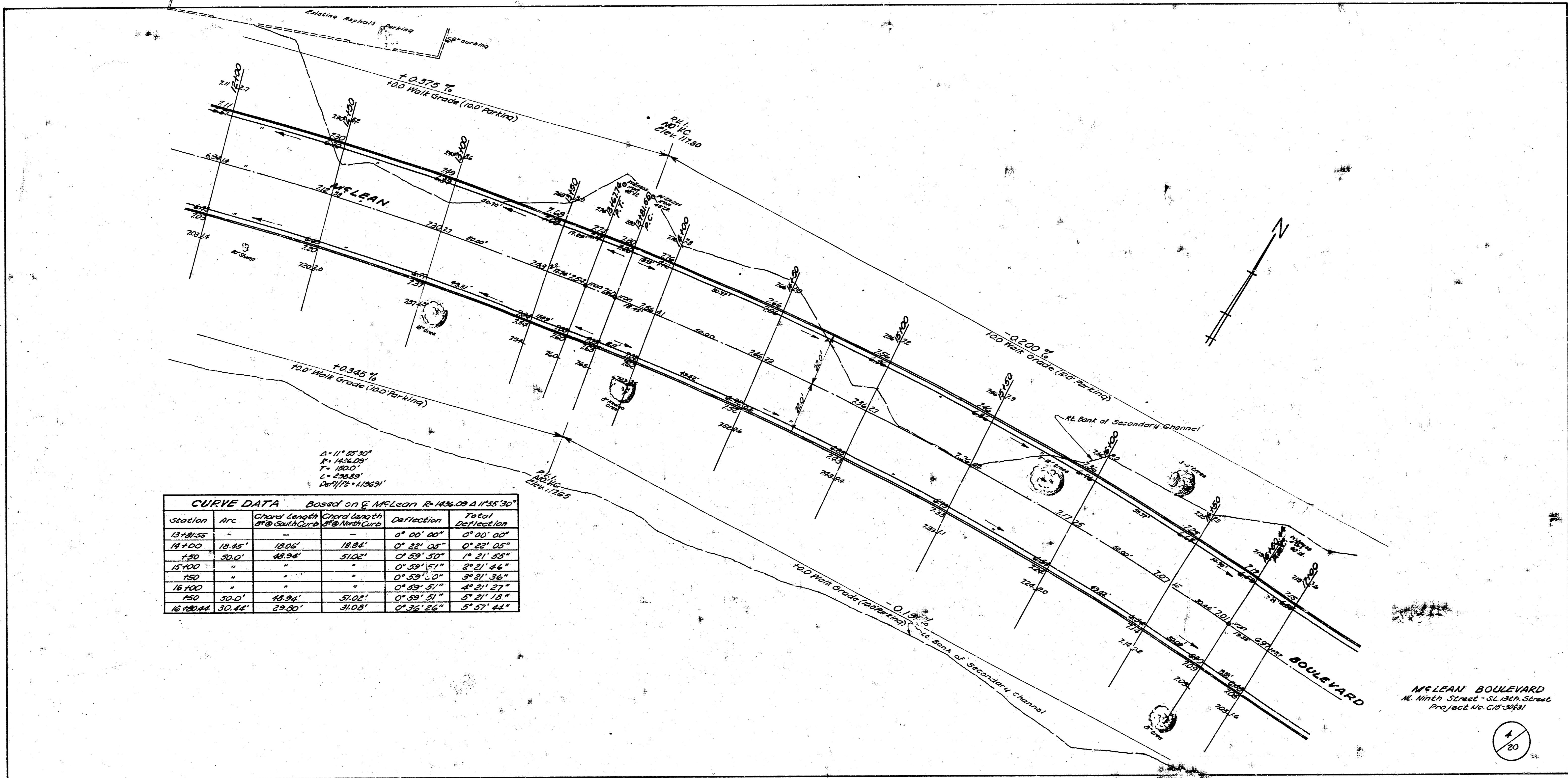


$\Delta = 35^\circ$   
 $R = 5000'$   
 $L = 363.70'$   
 $Def/100 = 100.332'$

**CURVE DATA** Based on McLean R183579  $\Delta = 35^\circ$

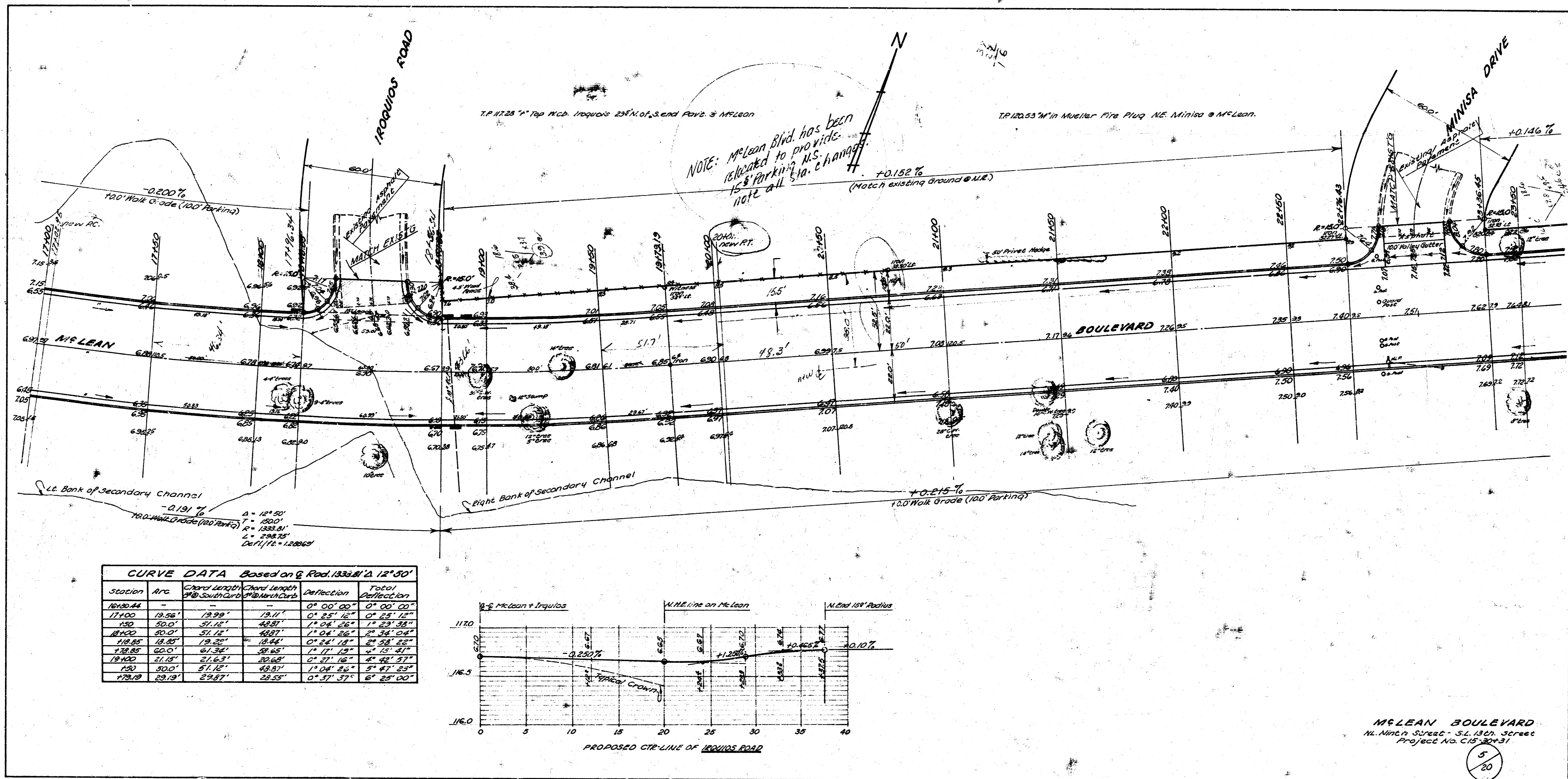
Station	Arc	Chord length @ 100' Chord	Chord length @ 100' West Chord	Deflection	Total Deflection
3+99.04	-	-	-	0° 00' 00"	0° 00' 00"
4+50	50.06'	49.99'	51.93'	0° 35' 14"	0° 35' 14"
5+00	50.0'	49.06'	50.93'	0° 34' 12"	1° 09' 26"
5+50	"	"	"	"	2° 43' 38"
6+00	"	"	"	"	3° 37' 02"
6+50	"	"	"	"	4° 36' 14"
7+00	"	"	"	"	5° 20' 26"
7+50	"	"	"	"	6° 20' 26"
8+00	50.0'	49.06'	50.93'	0° 34' 12"	7° 14' 38"
8+50	43.0'	42.19'	43.82'	0° 46' 37"	8° 01' 15"
9+00	57.0'	55.92'	52.01'	1° 01' 47"	9° 03' 02"
9+50	50.0'	49.06'	50.93'	0° 34' 12"	9° 37' 14"
10+00	"	"	"	"	10° 31' 26"
10+50	"	"	"	"	11° 45' 38"
11+00	"	"	"	"	12° 39' 50"
11+50	"	"	"	"	13° 34' 02"
12+00	"	"	"	"	14° 28' 14"
12+50	"	"	"	"	15° 22' 26"
13+00	"	"	"	"	16° 16' 38"
13+50	50.0'	49.06'	50.93'	0° 34' 12"	17° 10' 50"
14+00	17.94'	17.94'	17.94'	0° 19' 13"	17° 30' 03"

McLean Boulevard  
 N.L. 9th Street - S.L. 13th Street  
 Project C.T. 30731



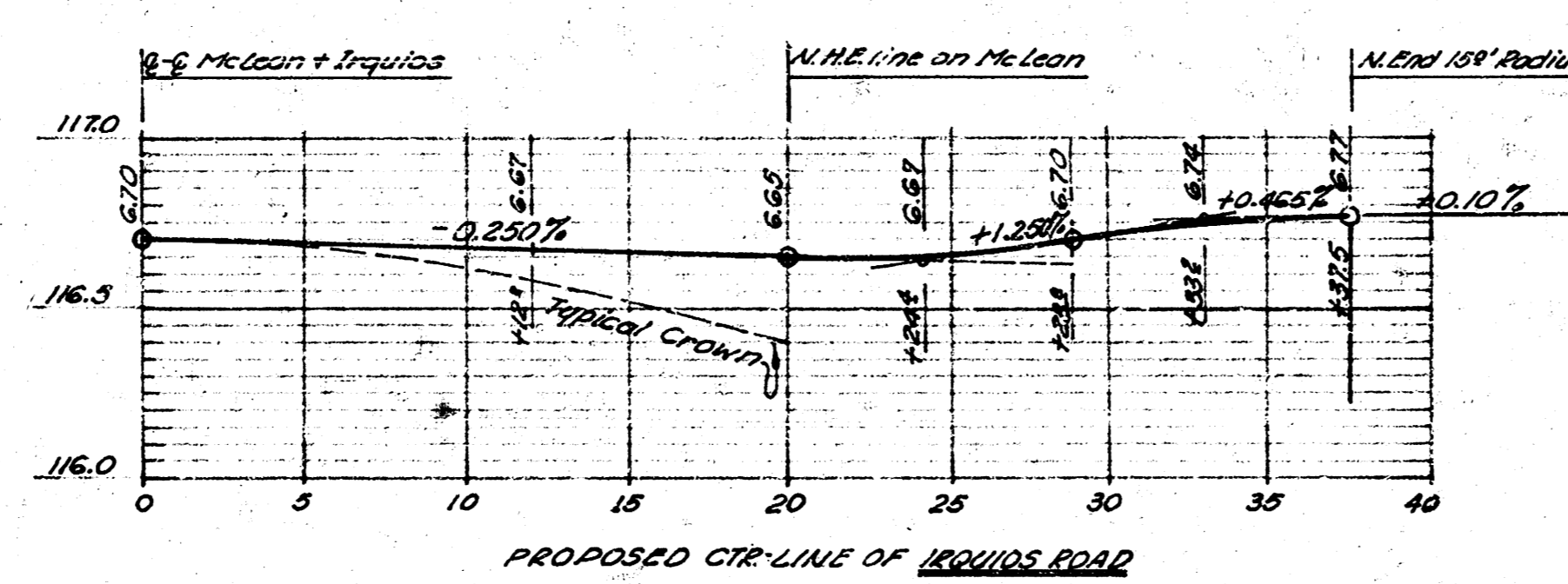
$\Delta = 11^{\circ} 55' 30''$   
 $R = 1436.09'$   
 $T = 100.0'$   
 $L = 200.0'$   
 $\Delta P = 112.11629'$

CURVE DATA Based on $\Delta$ McLean R=1436.09 $\Delta$ 11'55"30"					
Station	Arc	Chord Length	Chord Length	Deflection	Deflection
		@ 0' Station	@ Next Curve		1/20
13+18.55	-	-	-	0° 00' 00"	0° 00' 00"
14+00	18.45'	18.06'	18.84'	0° 22' 05"	0° 22' 05"
150	50.0'	48.94'	51.02'	0° 39' 50"	1° 21' 55"
15+00	"	"	"	0° 39' 51"	2° 21' 46"
150	"	"	"	0° 39' 51"	3° 21' 36"
16+00	"	"	"	0° 39' 51"	4° 21' 27"
150	50.0'	48.94'	51.02'	0° 39' 51"	5° 21' 18"
16+00.44	30.44'	28.80'	31.08'	0° 36' 26"	5° 57' 44"



**CURVE DATA** Based on  $\phi$  Rad. 1333.81'  $\Delta$  12° 50'

Station	ARC	Chord Length	Chord Length	Deflection	Total Deflection
1690.44	-	-	-	0° 00' 00"	0° 00' 00"
17+00	19.56'	19.99'	19.11'	0° 25' 12"	0° 25' 12"
18+00	39.01'	39.16'	38.27'	1° 04' 26"	1° 29' 38"
19+00	58.46'	58.31'	56.41'	1° 43' 40"	2° 53' 18"
19+85	60.0'	61.34'	58.65'	1° 51' 19"	4° 44' 37"
19+00	51.05'	51.63'	50.68'	0° 57' 16"	5° 41' 53"
19+00	30.0'	31.16'	30.91'	1° 04' 26"	6° 46' 19"
19+00	19.56'	19.99'	19.11'	0° 25' 12"	7° 11' 31"



**MCLEAN BOULEVARD**  
 N. Minisota Street - 51.1307 Street  
 Project No. C15-30-31







