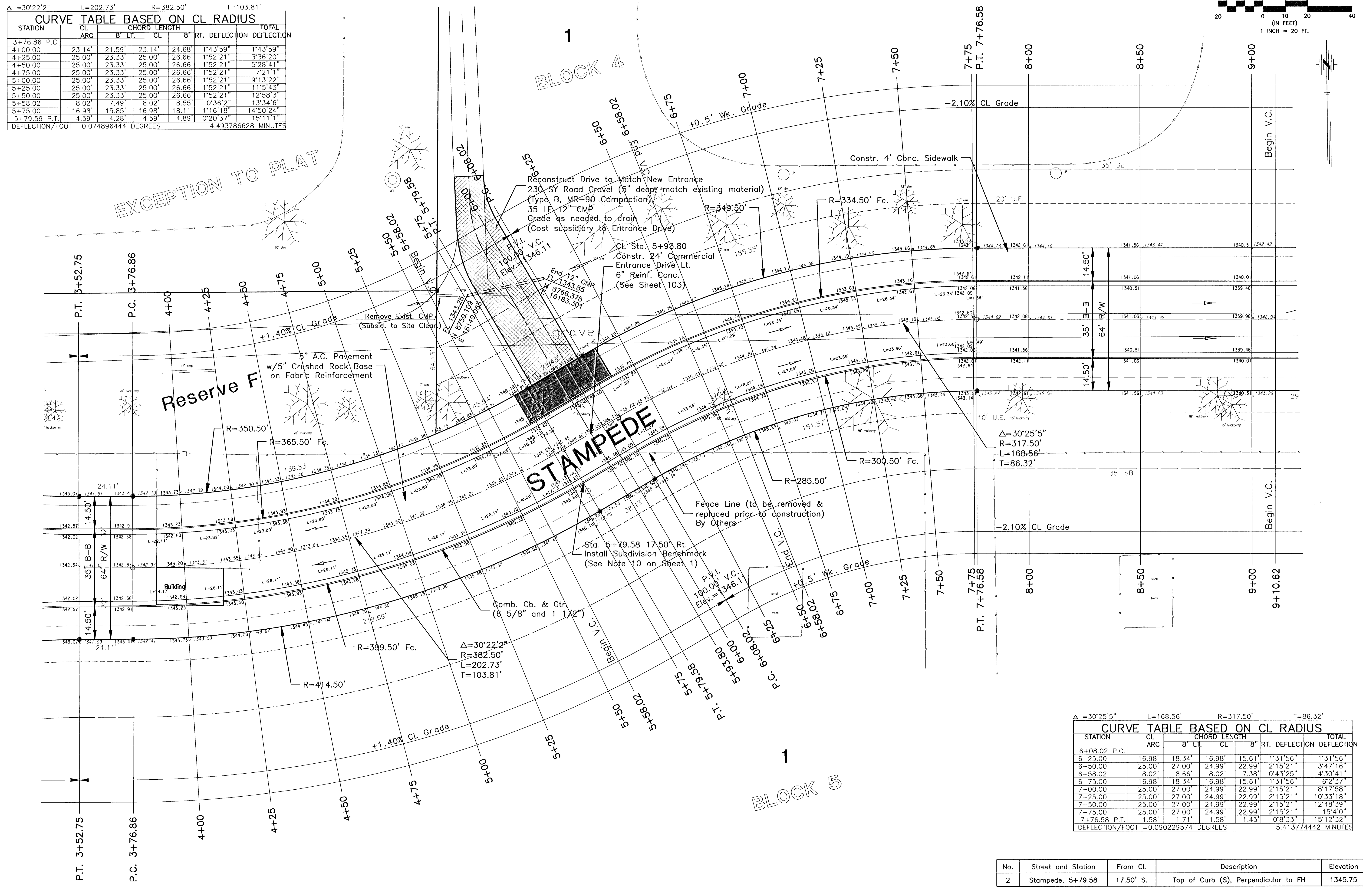
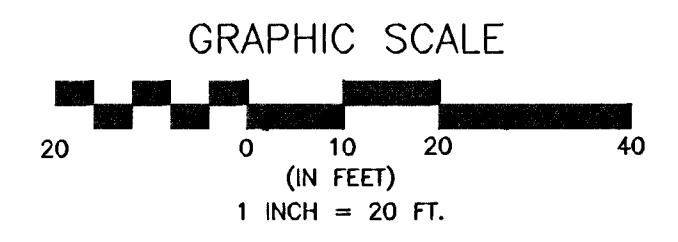


$\Delta=30^{\circ}22'2''$ $L=202.73'$ $R=382.50'$ $T=103.81'$

STATION	CHORD LENGTH		RT. DEFLECTION	TOTAL DEFLECTION		
	CL ARC	8' LT.				
3+76.86 P.C.						
4+00.00	23.14'	21.59'	23.14'	24.68'	1'43'59"	1'43'59"
4+25.00	25.00'	23.33'	25.00'	26.66'	1'52'21"	3'36'20"
4+50.00	25.00'	23.33'	25.00'	26.66'	1'52'21"	5'28'41"
4+75.00	25.00'	23.33'	25.00'	26.66'	1'52'21"	7'21'11"
5+00.00	25.00'	23.33'	25.00'	26.66'	1'52'21"	9'13'22"
5+25.00	25.00'	23.33'	25.00'	26.66'	1'52'21"	11'05'43"
5+50.00	25.00'	23.33'	25.00'	26.66'	1'52'21"	12'58'03"
5+58.02	8.02'	7.49'	8.02'	8.55'	0'36'2"	13'34'6"
5+75.00	16.98'	15.85'	16.98'	18.11'	1'16'18"	14'50'24"
5+79.59 P.T.	4.59'	4.28'	4.59'	4.89'	0'20'37"	15'11'11"

DEFLECTION/FOOT = 0.074896444 DEGREES 4.493786628 MINUTES



$\Delta=30^{\circ}25'5''$ $L=168.56'$ $R=317.50'$ $T=86.32'$

STATION	CHORD LENGTH		RT. DEFLECTION	TOTAL DEFLECTION		
	CL ARC	8' LT.				
6+08.02 P.C.						
6+25.00	16.98'	18.34'	16.98'	15.61'	1'31'56"	1'31'56"
6+50.00	25.00'	27.00'	24.99'	22.99'	2'15'21"	3'47'16"
6+58.02	8.02'	8.66'	8.02'	7.38'	0'43'25"	4'30'41"
6+75.00	16.98'	18.34'	16.98'	15.61'	1'31'56"	6'2'37"
7+00.00	25.00'	27.00'	24.99'	22.99'	2'15'21"	8'17'58"
7+25.00	25.00'	27.00'	24.99'	22.99'	2'15'21"	10'33'18"
7+50.00	25.00'	27.00'	24.99'	22.99'	2'15'21"	12'48'39"
7+75.00	25.00'	27.00'	24.99'	22.99'	2'15'21"	15'4'0"
7+76.58 P.T.	1.58'	1.71'	1.58'	1.45'	0'8'33"	15'12'32"

DEFLECTION/FOOT = 0.090229574 DEGREES 5.413774442 MINUTES

No.	Street and Station	From CL	Description	Elevation
2	Stampede, 5+79.58	17.50' S.	Top of Curb (S), Perpendicular to FH	1345.75

DESIGNED BY: J. UBERT / J. DICKMAN
 DRAWN BY: J. DICKMAN
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 MICHAEL E. LINDBERGH, P.E. - CITY ENGINEER
 C.O.W. Project # 472-83424 O.C.A. # 765705
 March 2002

Stampede
 EQUESTRIAN ESTATES - PHASE 1
 STREET IMPROVEMENTS
 STAMPEDE
 CITY OF WICHITA, KANSAS
 MICHAEL E. LINDBERGH, P.E. - CITY ENGINEER
 C.O.W. Project # 472-83424 O.C.A. # 765705

FINAL

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