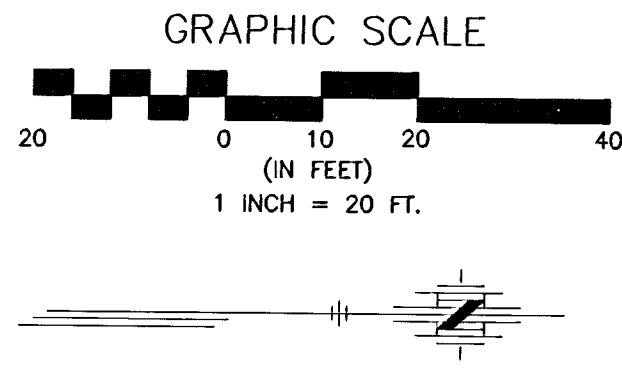


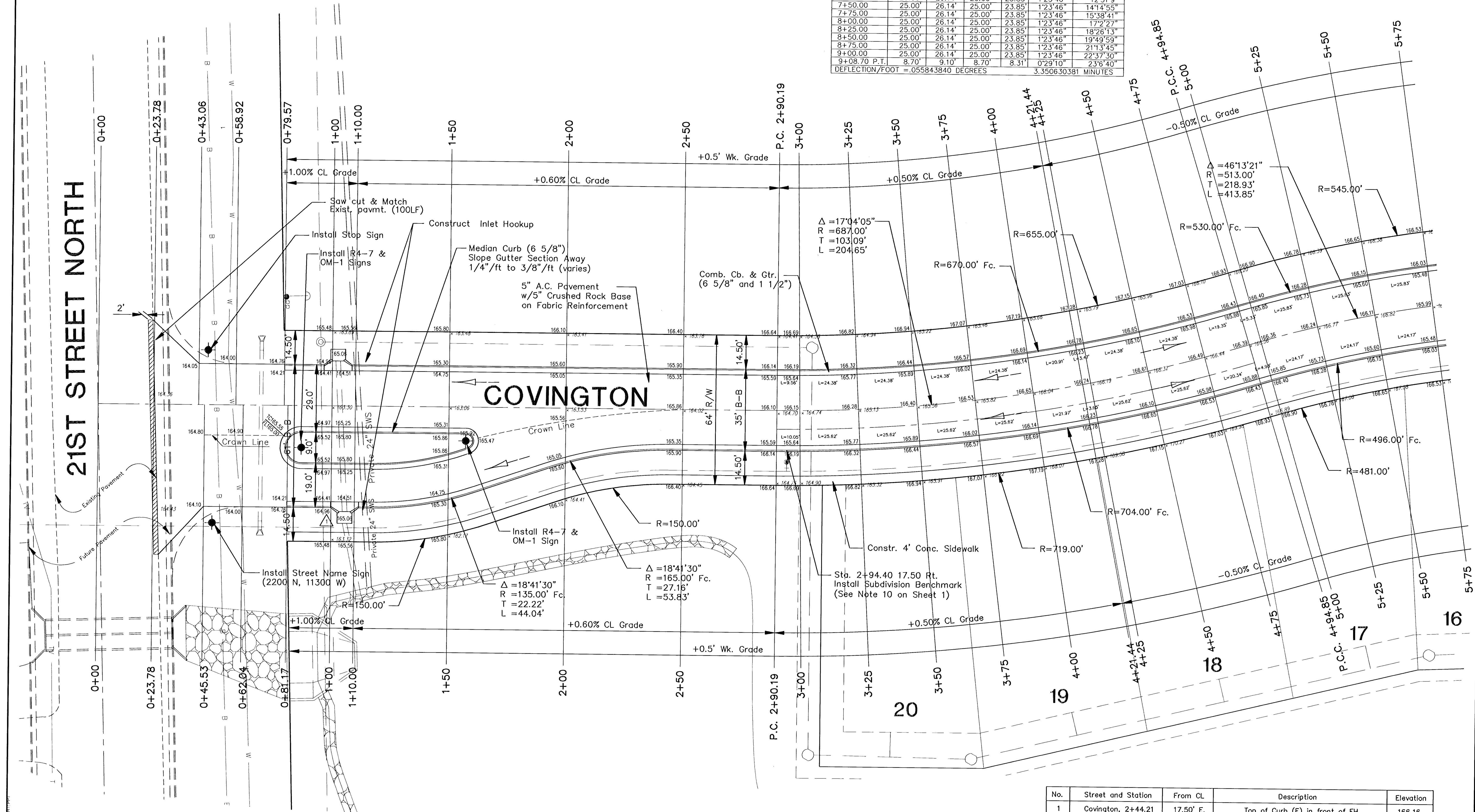


$\Delta = 17^{\circ}4'5''$ $L = 204.65'$ $R = 687.00'$ $T = 103.09'$

CURVE TABLE BASED ON CL RADIUS						
STATION	CL ARC	CHORD LENGTH		DEFLECTION	TOTAL	
		8' LT.	8' RT.			
2+90.19 P.C.						
3+00.00	9.81'	9.45'	9.81'	0'24'33"	0'24'33"	
3+25.00	25.00'	24.07'	25.00'	1'2'33"	1'2'7"6"	
3+50.00	25.00'	24.07'	25.00'	25.93'	1'2'33"	2'29'39"
3+75.00	25.00'	24.07'	25.00'	25.93'	1'2'33"	3'32'12"
4+00.00	25.00'	24.07'	25.00'	25.93'	1'2'33"	4'34'45"
4+25.00	25.00'	24.07'	25.00'	25.93'	1'2'33"	5'37'18"
4+50.00	25.00'	24.07'	25.00'	25.93'	1'2'33"	6'39'51"
4+75.00	25.00'	24.07'	25.00'	25.93'	1'2'33"	7'42'24"
4+94.85 P.T.	19.84'	19.11'	19.84'	20.58'	0'49'39"	8'32'2"
DEFLECTION/FOOT = .041699985 DEGREES 2.501999105 MINUTES						

$\Delta = 46^{\circ}13'21''$ $L = 413.85'$ $R = 513.00'$ $T = 218.93'$

CURVE TABLE BASED ON CL RADIUS						
STATION	CL ARC	CHORD LENGTH		DEFLECTION	TOTAL	
		8' LT.	8' RT.			
4+94.85 P.C.						
5+00.00	5.15'	5.39'	5.15'	4.91'	0'47'15"	0'17'15"
5+25.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	1'41'1"
5+50.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	3'4'47"
5+75.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	4'28'33"
6+00.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	5'52'19"
6+25.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	7'16'5"
6+42.03	17.03'	17.81'	17.03'	16.25'	0'57'4"	8'13'9"
6+50.00	7.97'	8.34'	7.97'	7.60'	0'36'42"	8'39'51"
6+75.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	10'3'37"
7+00.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	11'27'23"
7+25.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	12'51'9"
7+50.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	14'14'55"
7+75.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	15'38'41"
8+00.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	17'2'27"
8+25.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	18'26'13"
8+50.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	19'49'59"
8+75.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	21'13'45"
9+00.00	25.00'	26.14'	25.00'	23.85'	1'23'46"	22'37'30"
9+08.70 P.T.	8.70'	9.10'	8.70'	8.31'	0'29'10"	23'6'40"
DEFLECTION/FOOT = .055843840 DEGREES 3.350630381 MINUTES						



No.	Street and Station	From CL	Description	Elevation
1	Covington, 2+44.21	17.50' E.	Top of Curb (E) in front of FH	166.16

FINAL

Engineer: J. Ubert
Drawn By: B. Kulla
Poe Job No.: 1656B
Date: May 2001

POE & ASSOCIATES OF KANSAS, INC.
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THE LOOKS AT ABERDEEN
STREET IMPROVEMENTS
COVINGTON
CITY OF WICHITA, KANSAS
MICHAEL E. LINDBERGH, P.E. - CITY ENGINEER
Proj.# 472-83359 O.C.A.# 765881

No. ☒ Date: 8/6/01 By: JMU Approved: JMU Revision: Revised Inlet Locations
☒ Date: 10/1/01 By: JMU Approved: JMU Revision: Revised Curve Tables
☒ ☒

Sheet
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