

$\Delta=17^{\circ}59'41''$ $L=31.41'$ $R=100.01'$ $T=15.84'$

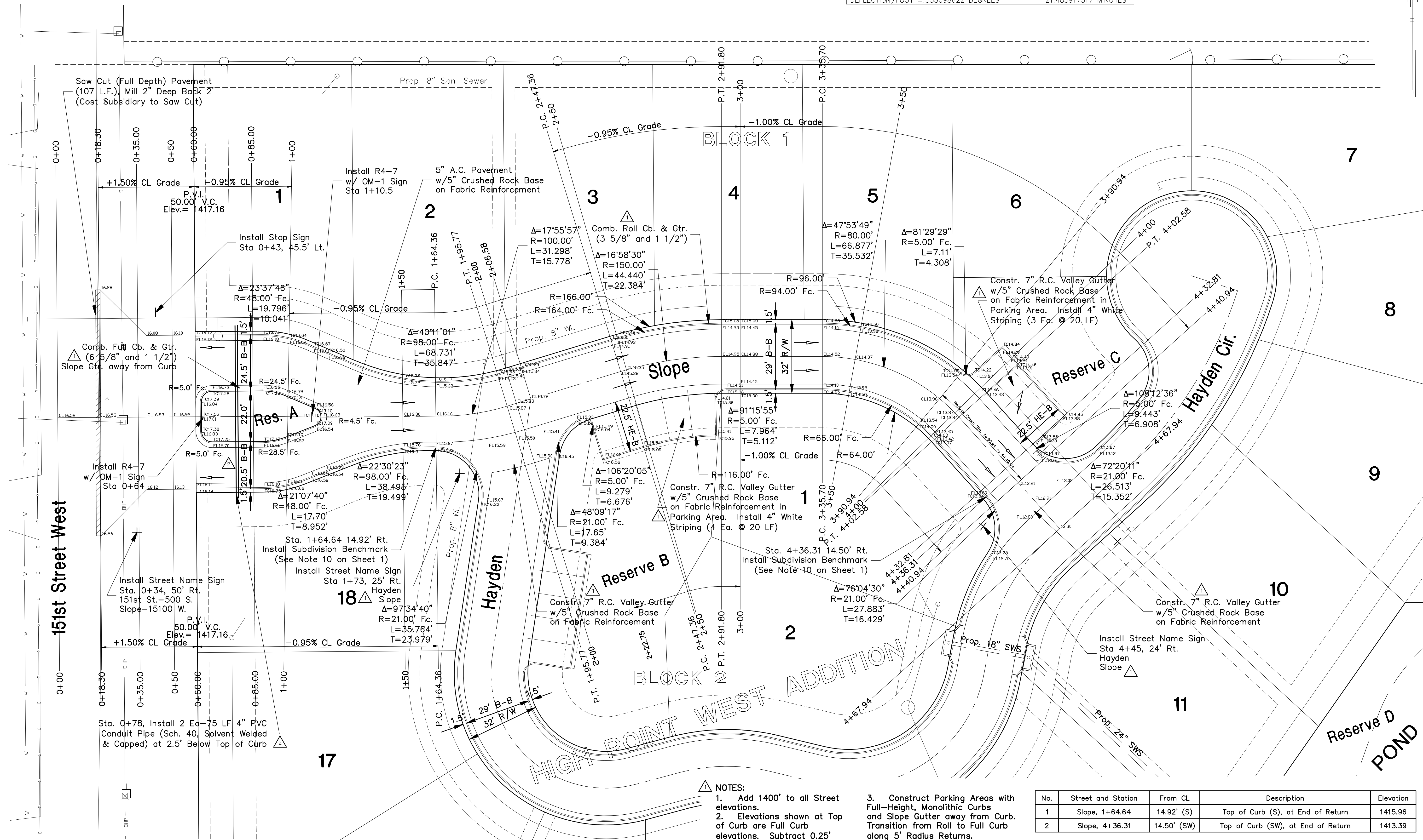
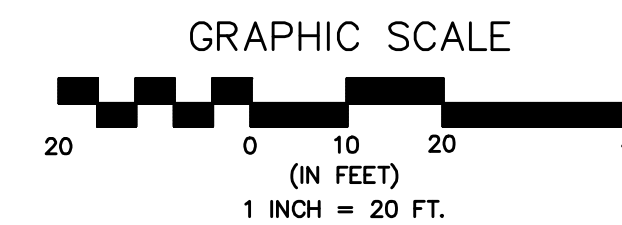
| CURVE TABLE BASED ON CL RADIUS | | | | | | |
|---|--------|--------------|--------|------------|----------|------------------|
| STATION | CL ARC | CHORD LENGTH | | DEFLECTION | | TOTAL DEFLECTION |
| | | 8' LT. | 8' RT. | 8' LT. | 8' RT. | |
| 1+64.36 P.C. | 10.64' | 9.09' | 10.63' | 12.18' | 3'2'52" | 3'2'52" |
| 1+75.00 | 20.77' | 17.73' | 20.73' | 23.74' | 5'56'58" | 8'59'51" |
| 1+95.77 P.T. | | | | | | |
| DEFLECTION/FOOT = .286450253 DEGREES 17.187015152 MINUTES | | | | | | |

$\Delta=16^{\circ}58'30''$ $L=44.44'$ $R=150.00'$ $T=22.38'$

| CURVE TABLE BASED ON CL RADIUS | | | | | | |
|---|--------|--------------|--------|------------|----------|------------------|
| STATION | CL ARC | CHORD LENGTH | | DEFLECTION | | TOTAL DEFLECTION |
| | | 8' LT. | 8' RT. | 8' LT. | 8' RT. | |
| 2+47.36 P.C. | 2.64' | 2.90' | 2.64' | 2.38' | 0'30'15" | 0'30'15" |
| 2+50.00 | 25.00' | 27.38' | 24.97' | 22.56' | 4'46'29" | 5'16'44" |
| 2+75.00 | | | | | | |
| 2+91.80 P.T. | 16.80' | 18.41' | 16.79' | 15.17' | 3'12'31" | 8'29'15" |
| DEFLECTION/FOOT = .190985932 DEGREES 11.459155903 MINUTES | | | | | | |

$\Delta=47^{\circ}53'49''$ $L=66.88'$ $R=80.00'$ $T=35.53'$

| CURVE TABLE BASED ON CL RADIUS | | | | | | |
|---|--------|--------------|--------|------------|----------|------------------|
| STATION | CL ARC | CHORD LENGTH | | DEFLECTION | | TOTAL DEFLECTION |
| | | 8' LT. | 8' RT. | 8' LT. | 8' RT. | |
| 3+35.70 P.C. | 14.30' | 16.87' | 14.28' | 11.69' | 5'7'15" | 5'7'15" |
| 3+50.00 | 25.00' | 29.41' | 24.90' | 20.39' | 8'57'9" | 14'4'24" |
| 3+75.00 | | | | | | |
| 4+00.00 | 25.00' | 29.41' | 24.90' | 20.39' | 8'57'9" | 23'1'33" |
| 4+02.58 P.T. | 2.58' | 3.04' | 2.58' | 2.11' | 0'55'22" | 23'56'55" |
| DEFLECTION/FOOT = .358098622 DEGREES 21.485917317 MINUTES | | | | | | |



- NOTES:**
- Add 1400' to all Street elevations.
 - Elevations shown at Top of Curb are Full Curb elevations. Subtract 0.25' for Roll Curb elevations.
 - Construct Parking Areas with Full-Height, Monolithic Curbs and Slope Gutter away from Curb. Transition from Roll to Full Curb along 5' Radius Returns.

| No. | Street and Station | From CL | Description | Elevation |
|-----|--------------------|-------------|------------------------------------|-----------|
| 1 | Slope, 1+64.64 | 14.92' (S) | Top of Curb (S), at End of Return | 1415.96 |
| 2 | Slope, 4+36.31 | 14.50' (SW) | Top of Curb (SW), at End of Return | 1413.39 |

FINAL

Designed By: J. Dickman
 Drawn By: M. Tucker
 P.O. Job No.: 1916A
 Date: January 2009

POE & ASSOCIATES, INC.
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PE

HIGH POINT WEST ADDITION
STREET AND STORM SEWER IMPROVEMENTS
SLOPE STREET PLANS
CITY OF WICHITA, KANSAS
 JAMES L. ARMOUR, P.E. - CITY ENGINEER
 C.O.N. Proj. No. 472-84705 OCA No. 766219

Revised: Parking Area, Valley Gtr., Curb Elev., & Street Signs
 Added 4" PVC Conduit Pipe at Entrance/Reserve A

Approved: JPD
 By: M.L.T.
 Date: 2/4/2009

Revised: JPD
 By: M.L.T.
 Date: 2/4/2009

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