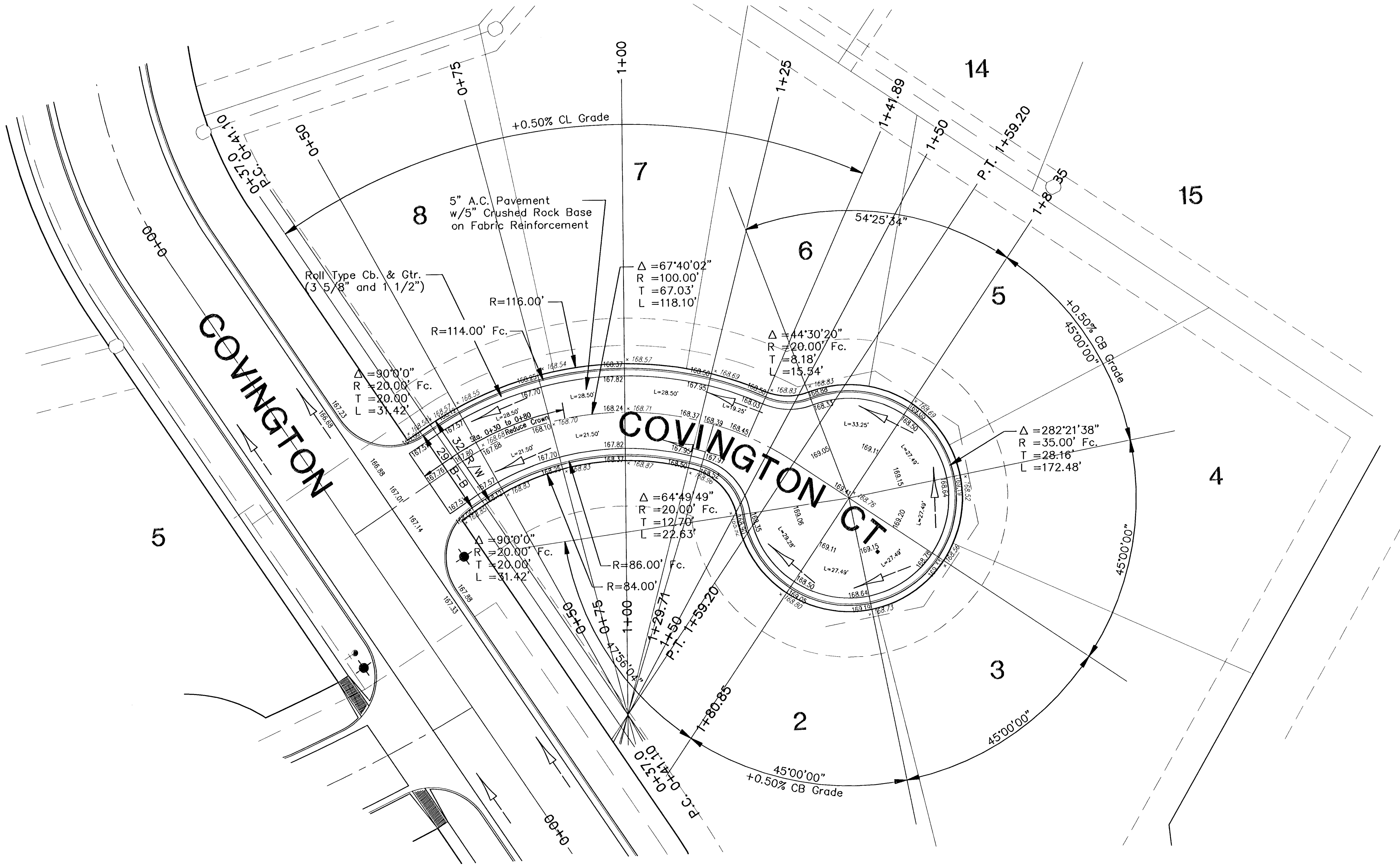
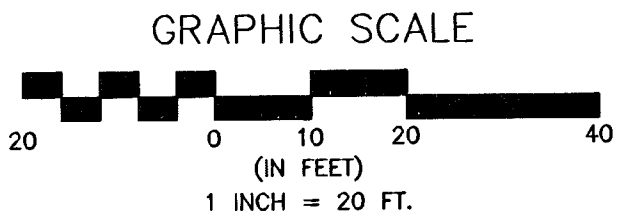


$\Delta = 67^{\circ}40'2''$		$L = 118.10'$		$R = 100.00'$		$T = 67.03'$	
CURVE TABLE BASED ON CL RADIUS							
STATION	CL ARC	CHORD LENGTH				TOTAL DEFLECTION	
		8' L.T.	CL	8' RT.	DEFLECTION		
0+41.10 P.C.							
0+50.00	8.90'	10.90'	8.90'	6.90'	2'32'59"	2'32'59"	
0+75.00	25.00'	30.55'	24.93'	19.32'	7'9'43"	9'42'42"	
1+00.00	25.00'	30.55'	24.93'	19.32'	7'9'43"	16'52'25"	
1+25.00	25.00'	30.55'	24.93'	19.32'	7'9'43"	24'2'8"	
1+29.71	4.71'	5.77'	4.71'	3.65'	1'20'58"	25'23'6"	
1+41.89	12.18'	14.91'	12.17'	9.43'	3'29'22"	28'52'27"	
1+50.00	8.11'	9.93'	8.11'	6.28'	2'19'24"	31'11'51"	
1+59.20 P.T.	9.20'	11.27'	9.20'	7.13'	2'38'10"	33'50'1"	
DEFLECTION/FOOT = .286478898 DEGREES				17.188733854 MINUTES			



NOTE:
All top of curb grades are to top of combined curb and gutter. 0.25' must be subtracted from top of curb elevations for top of roll curb.

FINAL

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

Sheet
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THE LOCHS AT ABERDEEN
STREET IMPROVEMENTS
COVINGTON COURT
CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, P.E., CITY ENGINEER
PROJ# 472-83359 O.C.A.# 755681

P&E
POE & ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS
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No.	Date	By	Approved	Revision
1	10/1/01	JMU		Revised Curve Tables
2				
3				
4				