

SHEET NO.	TOTAL SHEETS
1	16

CITY OF WICHITA, KANSAS
 MICHAEL E. LINDEBAK, P.E., CITY ENGINEER
STREET IMPROVEMENTS

- TEE TIME COURT - W.L. OF THE TIME TO AND INCLUDING CUL-DE-SAC SERVING LOTS 17 THROUGH 21 BLOCK 2 INCLUSIVE
- TEE TIME COURT - W.L. OF THE TIME TO AND INCLUDING CUL-DE-SAC SERVING LOTS 22 THROUGH 31 BLOCK 2 INCLUSIVE
- TEE TIME COURT - W.L. OF THE TIME TO AND INCLUDING CUL-DE-SAC SERVING LOTS 32 THROUGH 40 BLOCK 2 INCLUSIVE
- RIDGE CLUB CIRCLE - S.L. OF REFLECTION ROAD TO AND INCLUDING CUL-DE-SAC SERVING LOTS 1 THROUGH 13 BLOCK 3 INCLUSIVE

IN
REFLECTION RIDGE ADDITION
 CITY OF WICHITA PROJECT NO. 472-76-245-81717-000-000-001

INDEX OF SHEETS

1. TITLE SHEET
2. PLAT
3. TYPICAL 29" PAVEMENT DETAILS
4. PAVING PLAN-TEE TIME COURT (SOUTH)
5. PAVING PLAN-TEE TIME COURT (MIDDLE)
6. PAVING PLAN-TEE TIME COURT (NORTH)
- 7.-8. PAVING PLAN-RIDGE CLUB CIRCLE
9. STANDARD DRIVE ENTRANCE
- 10.-16. CROSS-SECTIONS

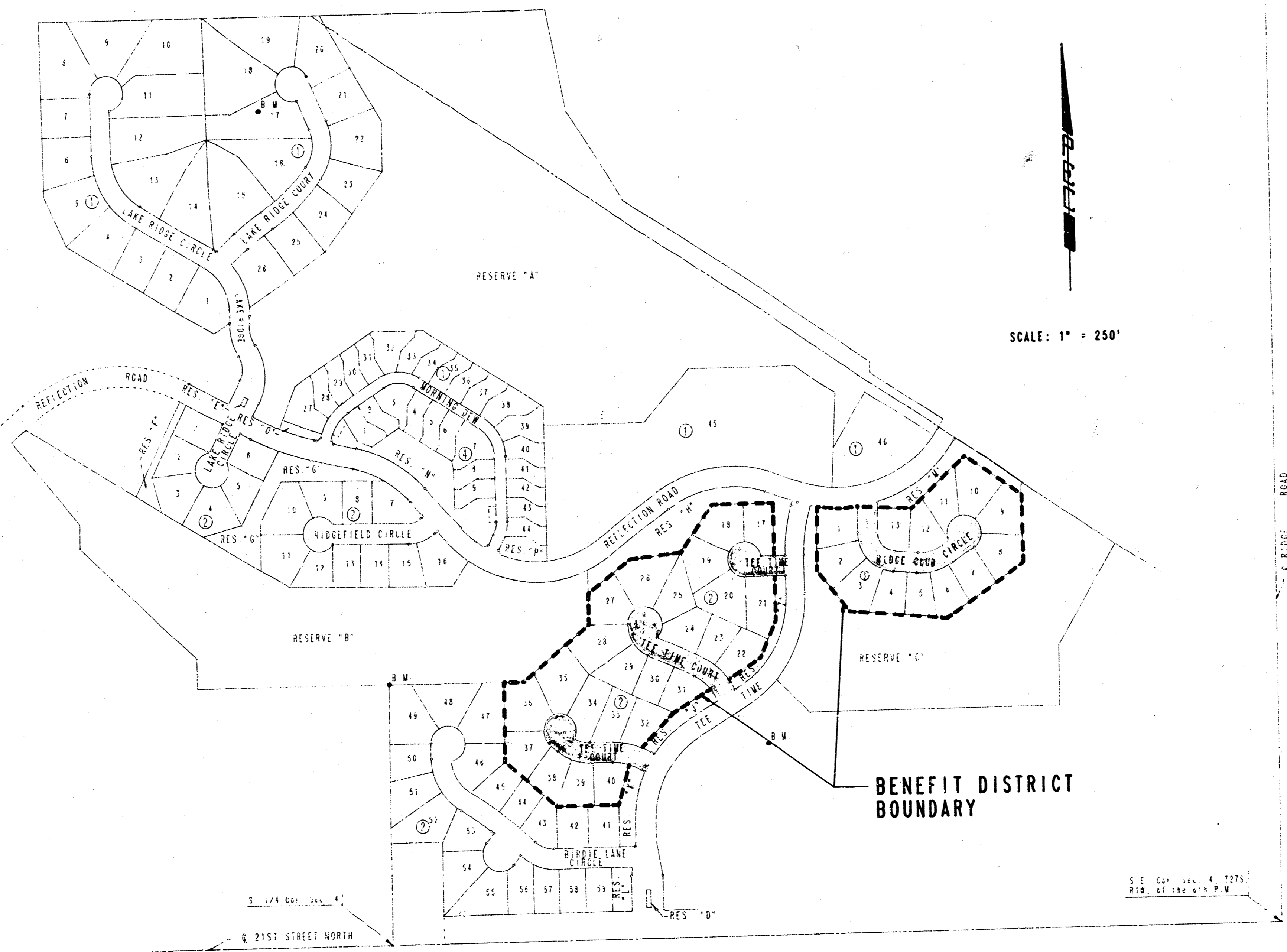
PROJECT SURVEY CONTROL

- PROJECT DATUM: CITY OF WICHITA DATUM
- DATUM BENCH MARK: RAILROAD SPIKE IN SW SIDE OF POWER POLE LOCATED 75' NORTH AND 58' EAST OF THE CENTERLINE INTERSECTION OF RIDGE ROAD AND 21ST STREET NORTH. ELEV. = 143.30
- BENCH MARK: RAILROAD SPIKE IN SOUTH SIDE POWER POLE LOCATED APPROXIMATELY 1/4 MILE EAST OF TYLER ROAD ON NORTH SIDE OF 21ST STREET. ELEV. = 171.66
- BENCH MARK: RAILROAD SPIKE IN EAST FACE OF 18" ELM LOCATED APPROXIMATELY AT STA. 107+75, 192' RIGHT OF CENTERLINE OF TEE TIME. ELEV. = 151.31
- BENCH MARK: RAILROAD SPIKE IN SOUTH FACE OF 36" COTTONWOOD LOCATED APPROXIMATELY AT STA. 58+34.5, 23' LEFT OF CENTERLINE OF LAKE RIDGE COURT. ELEV. = 151.05
- BENCH MARK: TOP OF T-POST (1' BELOW GROUND SURFACE) LOCATED 3' NORTH OF THE NORTHEAST CORNER OF THE FIRST MENNONITE CHURCH PROPERTY (NORTHWEST CORNER OF LOT 49, BLOCK 2, REFLECTION RIDGE ADDITION). ELEV. = 188.33
- BENCH MARK: TOP OF T-POST (1' BELOW GROUND SURFACE) LOCATED 3' NORTH OF THE NORTHWEST CORNER OF THE FIRST MENNONITE CHURCH PROPERTY (APPROXIMATELY 1,315' WEST OF THE NW CORNER LOT 49, BLOCK 2, REFLECTION RIDGE ADDITION). ELEV. = 188.94

EARTHWORK

EXCAVATION	
X-SECTIONS	1821 CU. YDS.
10X	182 CU. YDS.
TOTAL	2003 CU. YDS.
COMPACTED FILL	
X-SECTIONS	135 CU. YDS.
10X	14 CU. YDS.
TOTAL	149 CU. YDS.

SUBGRADE MANIPULATION= 5,494.8 S.Y.



GENERAL NOTES

UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.

TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.

EXCESS EXCAVATED MATERIAL AND EXCESS TOPSOIL SHALL BE STOCKPILED OR WASTED ON THE PROJECT SITE OR WITHIN ONE-HALF MILE OF THE NORTH LINE OF REFLECTION RIDGE ADDITION. THE CONTRACTOR SHALL CONTACT THE OWNER'S ENGINEER AT 282-2801 FOR INFORMATION PERTAINING TO THE ACCEPTABLE LOCATIONS FOR THE DISPOSITION OF EXCESS MATERIAL. WASTE MATERIAL SHALL BE GRADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINTS TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO REMOVAL OF THE SURFACE OR PAVEMENT.

LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED ON THE PLANS WITH A NEW FINISHED GRADE ELEVATION. WHEN A NEW FINISHED GRADE ELEVATION IS SHOWN, THE EARTHWORK SHALL EXTEND ONE FOOT BEYOND THE RIGHT-OF-WAY LINE AND THEN SLOPED UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

THIS PROJECT INCLUDES A CERTAIN AMOUNT OF ROLL TYPE CURB CONSTRUCTION. ROLL CURBS SHALL BE DEPRESSED THROUGH ALL DRIVEWAY OPENINGS WHEN SUCH DRIVES ARE CONSTRUCTED AS A PART OF THE PROJECT.

THE PAVING CONTRACTOR SHALL CONSTRUCT THE PROPOSED STREET IMPROVEMENTS IN THE FOLLOWING SEQUENCE:

1. TEE TIME COURT SERVING LOTS 17-21, BLOCK 2
2. TEE TIME COURTS SERVING LOTS 22-40, BLOCK 2
3. RIDGE CLUB CIRCLE

THE PAVING CONTRACTOR SHALL COORDINATE HIS WORK WITH THE STORM WATER SEWER NO. 346 CONTRACTOR. THE PAVEMENT CONSTRUCTION ON A STREET SHALL NOT BE STARTED UNTIL ALL STORM WATER SEWERS WITHIN THAT STREET RIGHT-OF-WAY HAVE BEEN COMPLETED AND APPROVED BY THE CITY. THE SEQUENCE NOTED ABOVE MAY BE MODIFIED IF APPROVED BY THE ENGINEER, TO AVOID CONFLICT WITH OTHER CONTRACTORS.

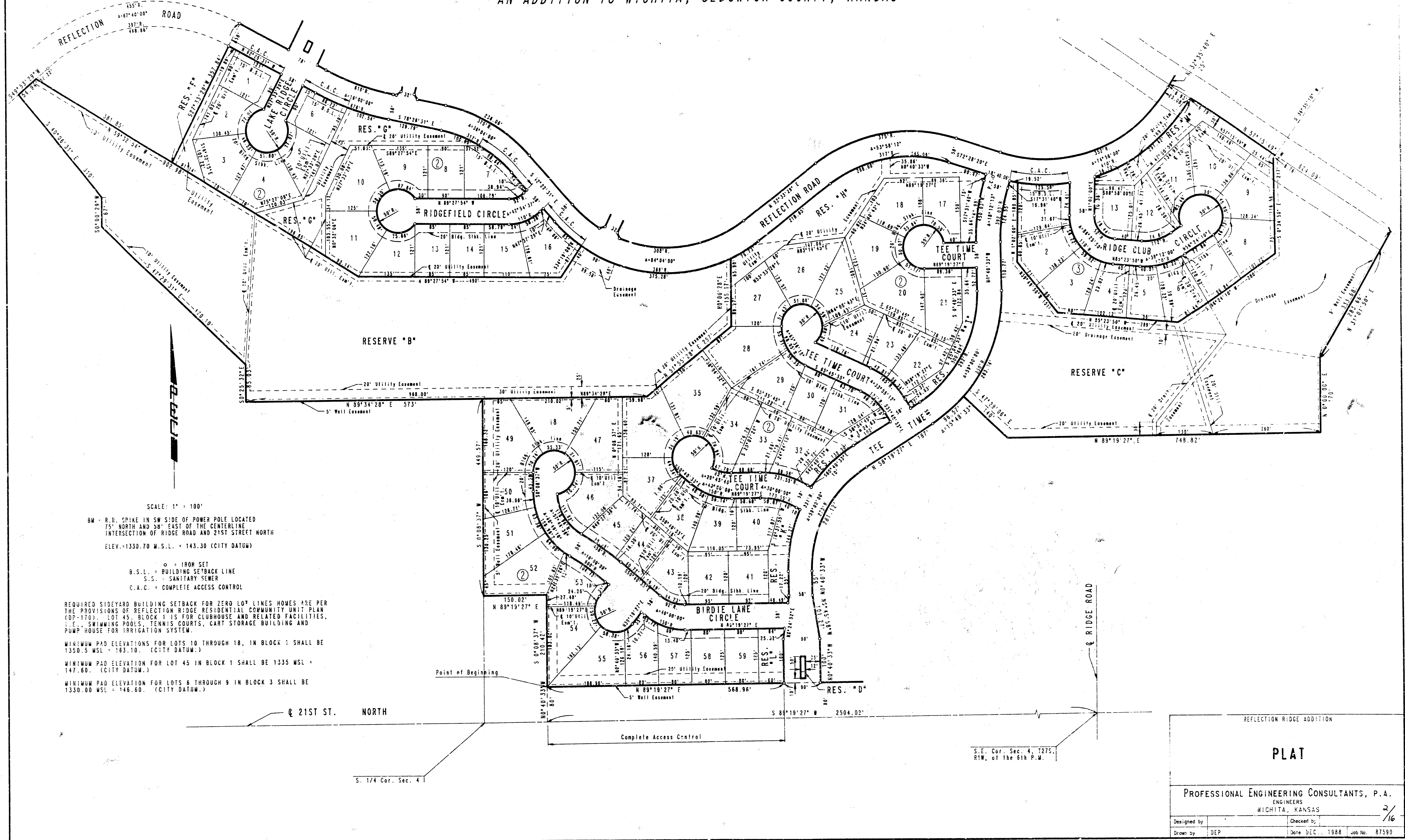
FEBRUARY, 1988

PLANS PREPARED BY
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS



REFLECTION RIDGE

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS



SCALE: 1" = 100'

BM - R.R. SPIKE IN SW SIDE OF POWER POLE LOCATED 75' NORTH AND 38' EAST OF THE CENTERLINE INTERSECTION OF RIDGE ROAD AND 21ST STREET NORTH
ELEV. +1330.70 M.S.L. + 143.30 (CITY DATUM)

○ = IRON SET
B.S.L. = BUILDING SETBACK LINE
S.S. = SANITARY SEWER
C.A.C. = COMPLETE ACCESS CONTROL

REQUIRED SIDEYARD BUILDING SETBACK FOR ZERO LOT LINES HOMES ARE PER THE PROVISIONS OF REFLECTION RIDGE RESIDENTIAL COMMUNITY UNIT PLAN (DP-170). LOT 45, BLOCK 1 IS FOR CLUBHOUSE AND RELATED FACILITIES, I.E. SWIMMING POOLS, TENNIS COURTS, CART STORAGE BUILDING AND PUMP HOUSE FOR IRRIGATION SYSTEM.

MINIMUM PAD ELEVATIONS FOR LOTS 10 THROUGH 18, IN BLOCK 1 SHALL BE 1350.5 MSL + 163.10. (CITY DATUM.)

MINIMUM PAD ELEVATION FOR LOT 45 IN BLOCK 1 SHALL BE 1335 MSL + 147.60. (CITY DATUM.)

MINIMUM PAD ELEVATION FOR LOTS 6 THROUGH 9 IN BLOCK 3 SHALL BE 1330.00 MSL + 146.60. (CITY DATUM.)

Q 21ST ST. NORTH

S. 1/4 Cor. Sec. 4

S.E. Cor. Sec. 4, T27S, R1W, of the 6th P.M.

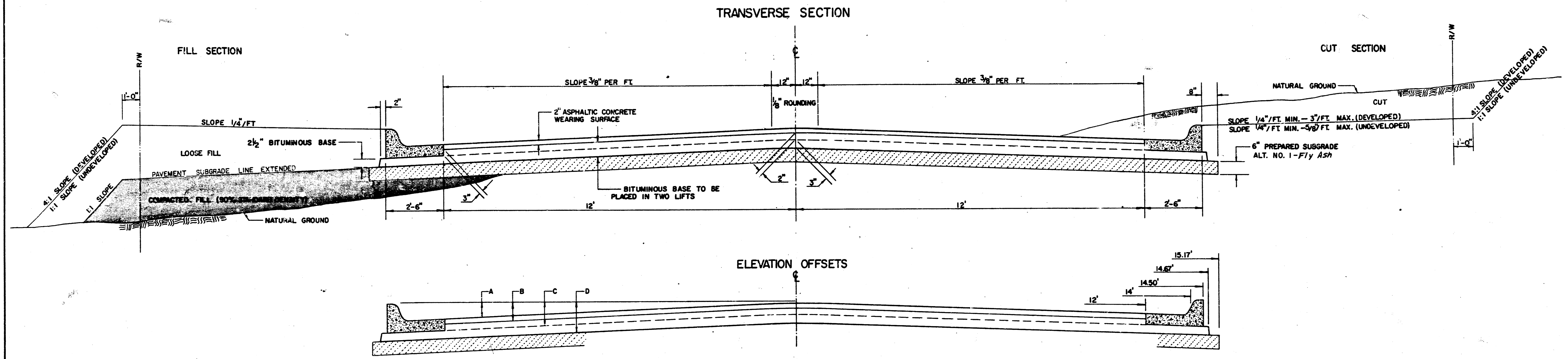
REFLECTION RIDGE ADDITION

PLAT

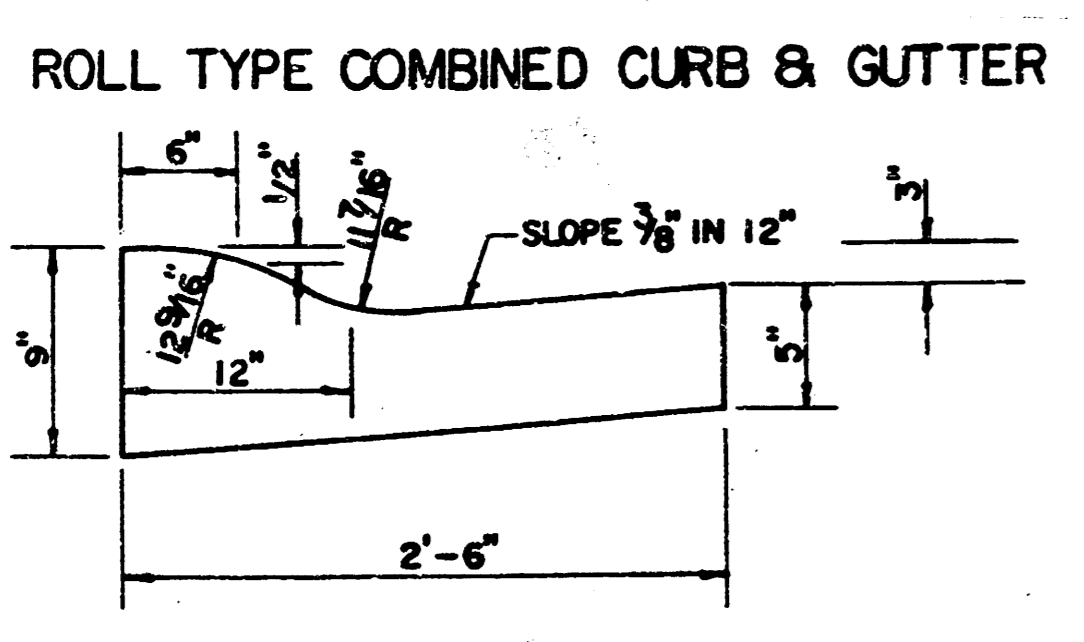
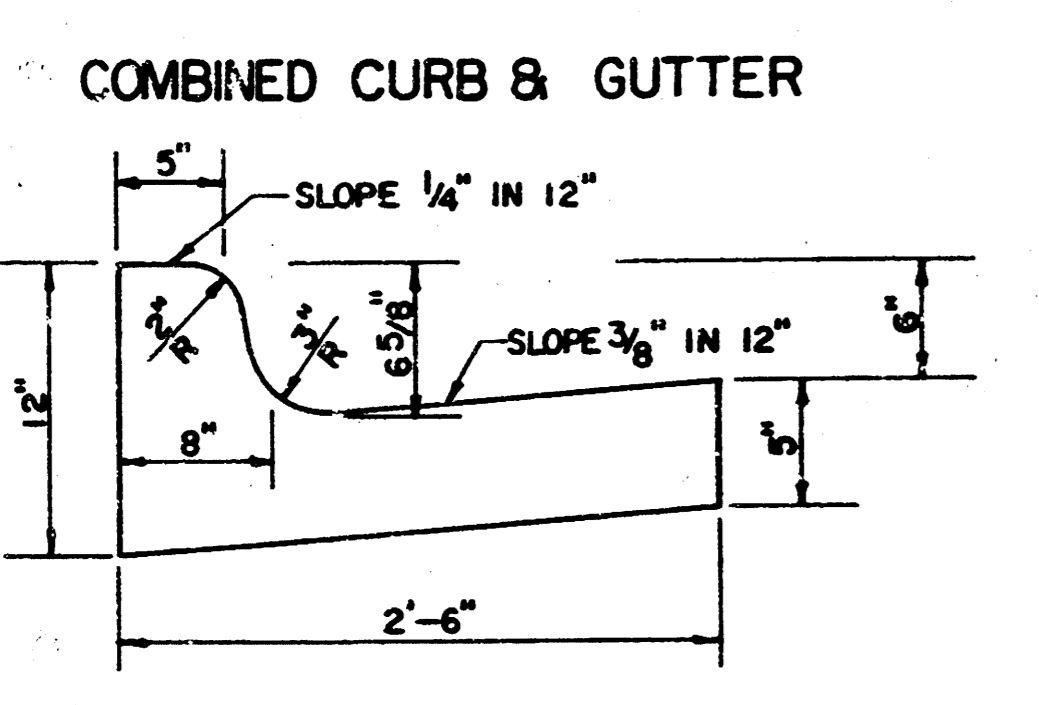
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	Checked by	2/16
Drawn by DEP	Date DEC. 1988	Job No. 87590

TYPICAL 29' PAVEMENT DETAILS



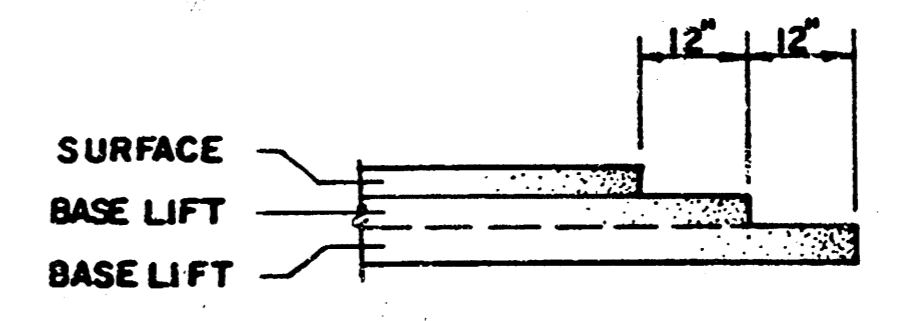
	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	1.01	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	1.21	1.21	1.23



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEYOND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
- 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
- 6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
 CITY OF WICHITA, KANSAS
 PROJECT NUMBER 472-76-245-B1717-C00-000-001 3/16

Q CURVE DATA
 A=40°00'00" D=47°21'15" R=121.00' L=84.47' T=44.04' E=7.77'
 CURVE DATA BASED ON Q RADIUS Δ/2=20°00'00"

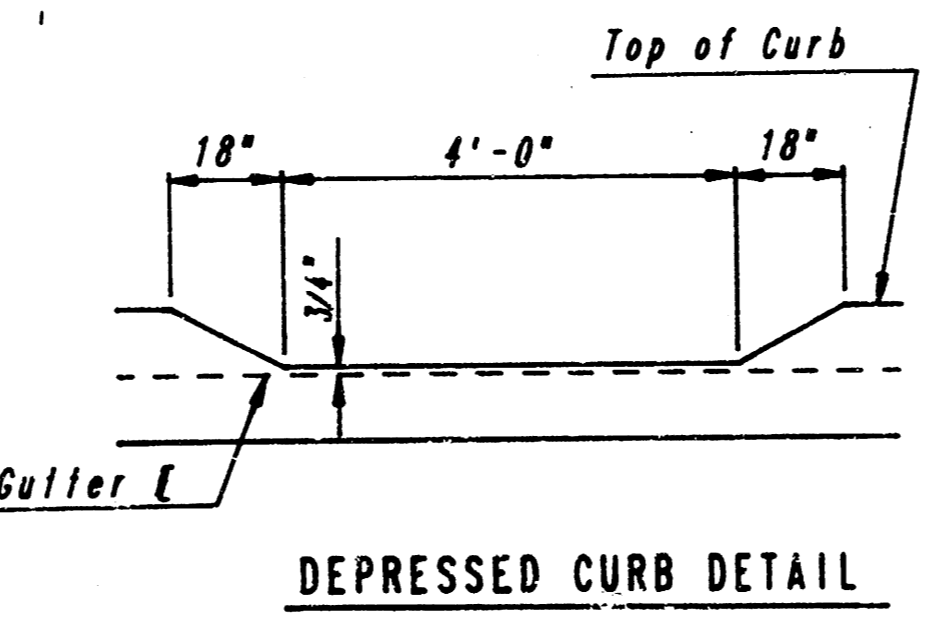
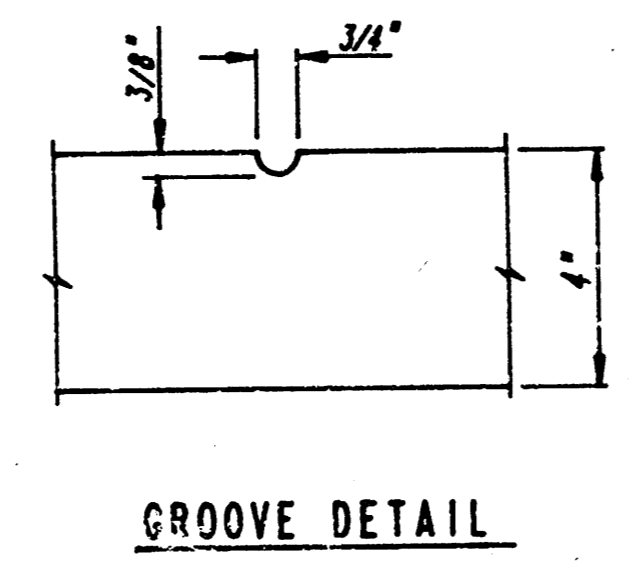
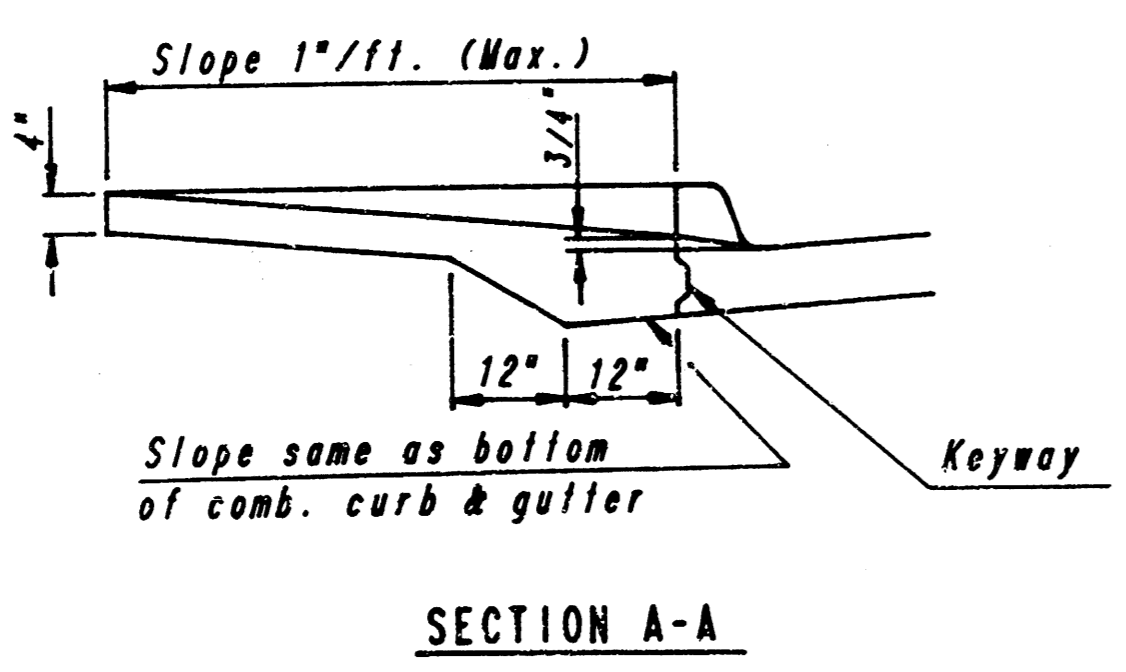
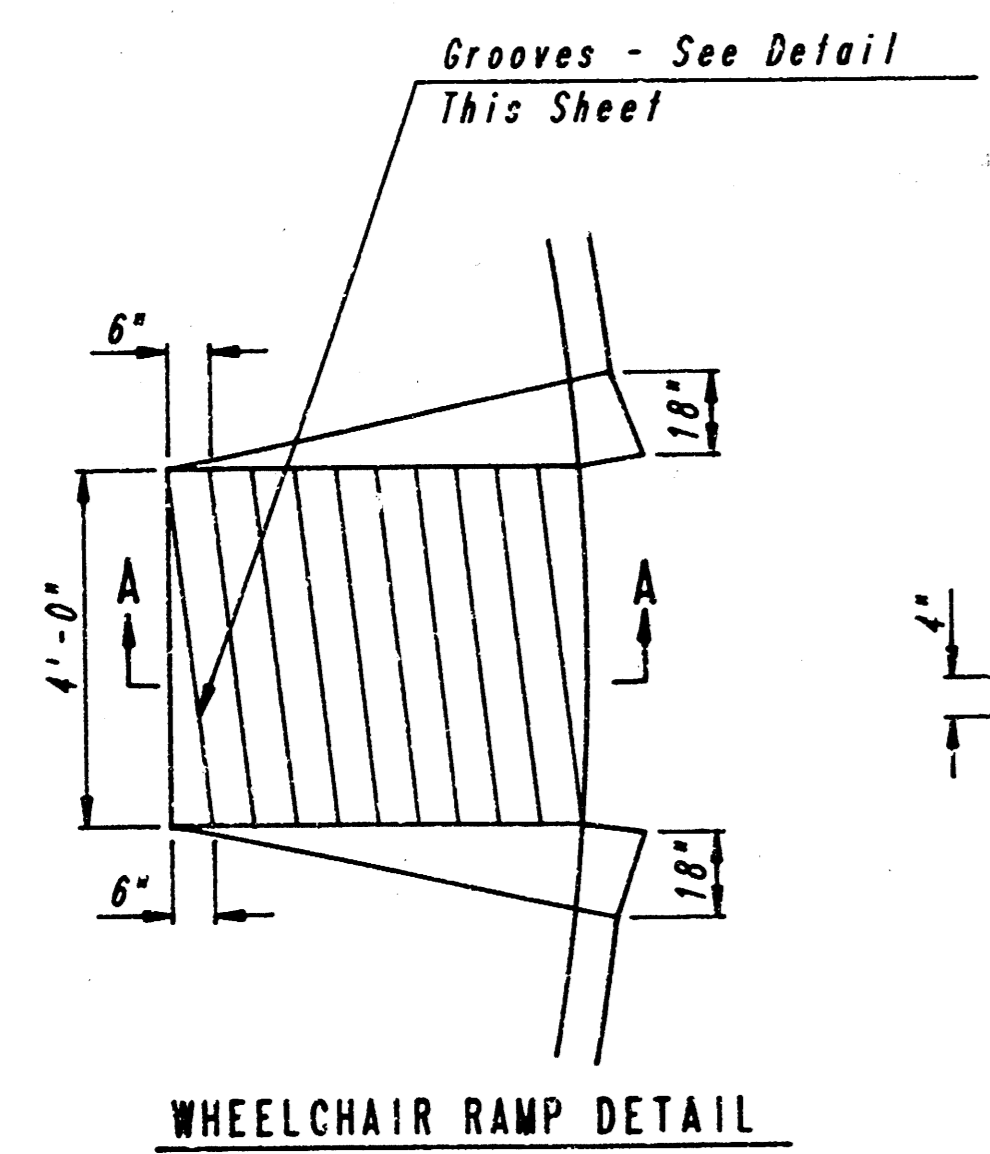
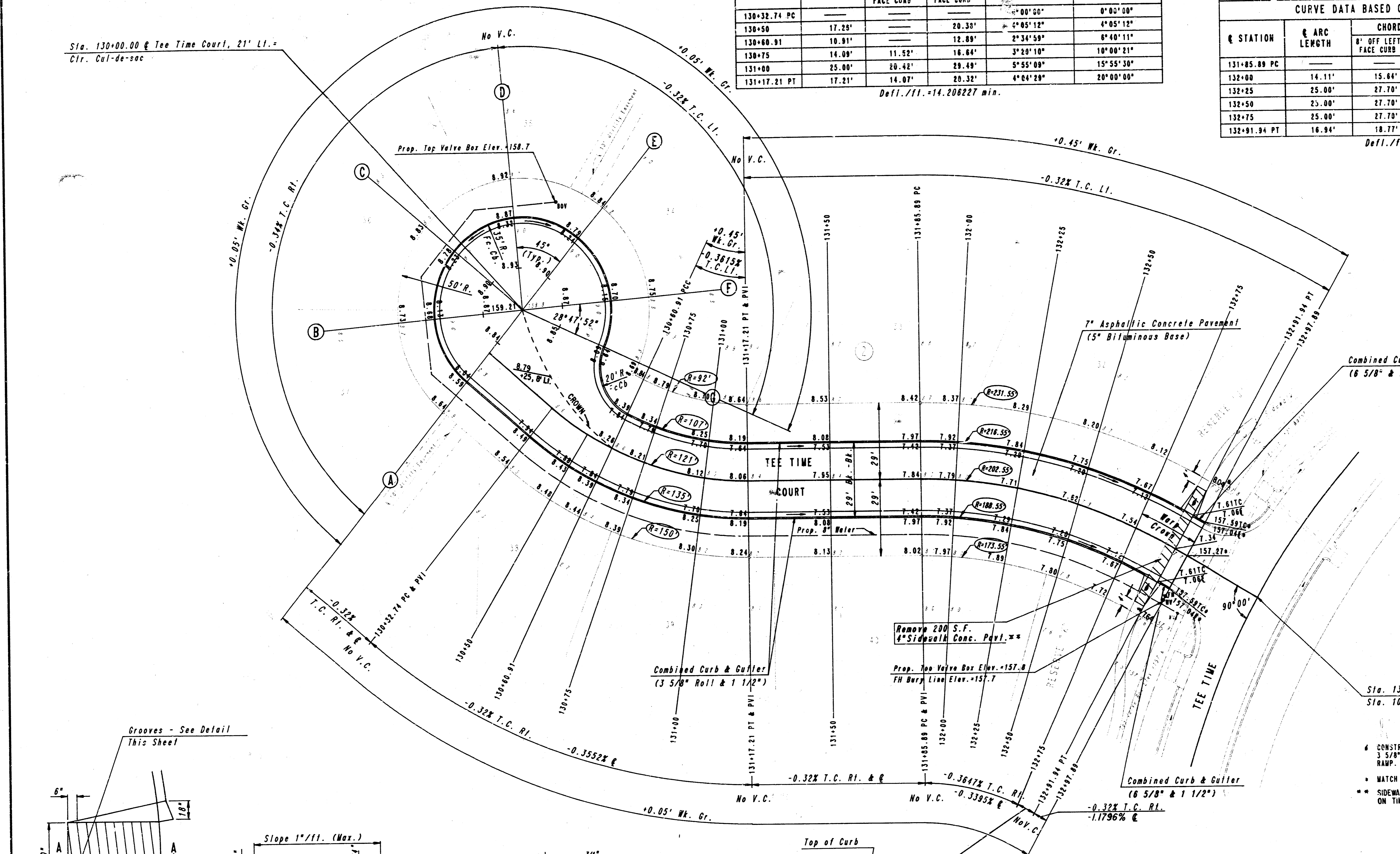
Q STATION	Q ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
130+32.74 PC				0°00'00"	0°00'00"
130+50	17.25'		20.38'	5°05'12"	4°05'12"
130+60.91	10.91'		12.89'	2°34'59"	8°40'11"
130+75	14.09'	11.52'	16.64'	3°20'10"	10°00'21"
131+00	25.00'	20.42'	29.49'	5°55'09"	15°55'30"
131+17.21 PT	17.21'	14.07'	20.32'	4°04'29"	20°00'00"

Defl./fl. = 14.206227 min.

Q CURVE DATA
 A=30°00'00" D=21°12'54" R=202.55' L=141.41' T=54.27' E=7.14'
 CURVE DATA BASED ON Q RADIUS Δ/2=15°09'00"

Q STATION	Q ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
131+05.89 PC				0°00'00"	0°00'00"
132+00	14.11'	15.64'	12.57'	1°59'45"	1°59'45"
132+25	25.00'	27.70'	22.27'	3°32'09"	5°31'54"
132+50	25.00'	27.70'	22.27'	3°32'09"	9°04'03"
132+75	25.00'	27.70'	22.27'	3°32'09"	12°36'12"
132+91.94 PT	16.94'	18.77'	15.10'	2°23'48"	15°00'00"

Defl./fl. = 6.354472 min.



TYPICAL WHEELCHAIR RAMP DETAILS

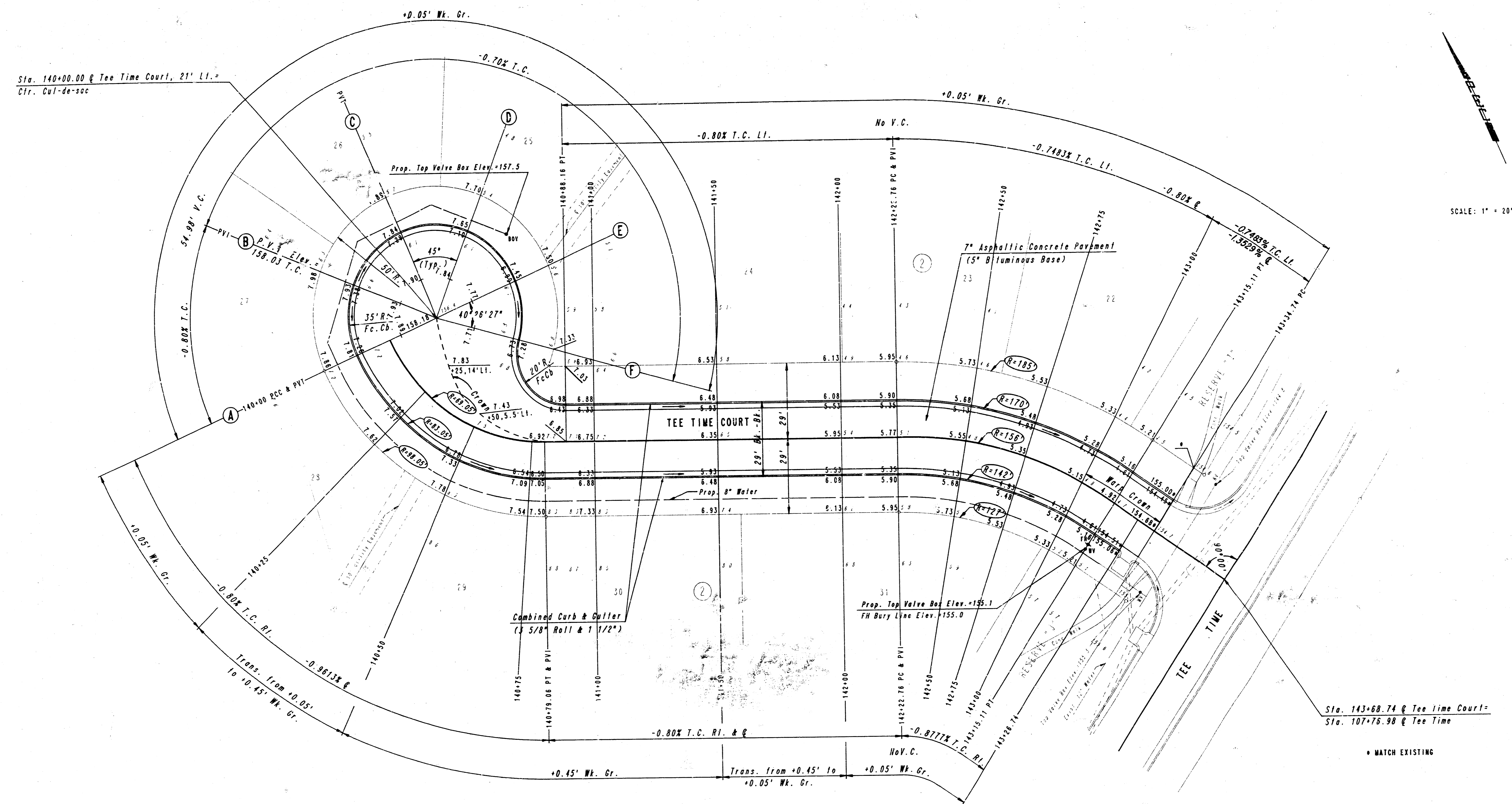
NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

- CONSTRUCT STD. WHEELCHAIR RAMP. TRANSITION FROM 3 5/8\"/>

TEE TIME COURT
 STA. 130+00.00 TO STA. 133+29.67

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS

Designed by CSB, GDD Checked by
 Drawn by DEP Date JAN., 1988 Job No. 87590



SCALE: 1" = 20'

Q CURVE DATA
 $A=65^{\circ}36'12''$ $D=82^{\circ}58'45''$ $R=69.05'$ $L=79.06'$ $T=44.50'$ $E=13.10'$

CURVE DATA BASED ON Q RADIUS $\Delta/2=32^{\circ}48'06''$

Q STATION	Q ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
140+00 PC				0°00'00"	0°00'00"
140+25	25.00'		32.79'	10°22'20"	10°22'20"
140+50	25.00'		32.79'	10°22'20"	20°44'40"
140+75	25.00'		32.79'	10°22'20"	31°07'00"
140+79.06 PT	4.96'		5.35'	1°41'06"	32°48'06"

Defl./ft. = 24.893752 min.

Q CURVE DATA
 $A=33^{\circ}55'12''$ $D=36^{\circ}43'47''$ $R=156.00'$ $L=92.35'$ $T=47.57'$ $E=7.09'$

CURVE DATA BASED ON Q RADIUS $\Delta/2=16^{\circ}57'36''$

Q STATION	Q ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
142+22.76 PC				0°00'00"	0°00'00"
142+50	27.24'	31.04'	23.37'	5°00'09"	5°00'09"
142+75	25.00'	28.50'	21.45'	4°35'28"	9°35'37"
143+00	25.00'	28.50'	21.45'	4°35'28"	14°11'04"
143+15.11 PT	15.11'	17.23'	12.97'	2°46'30"	16°57'36"

Defl./ft. = 11.018950 min.

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

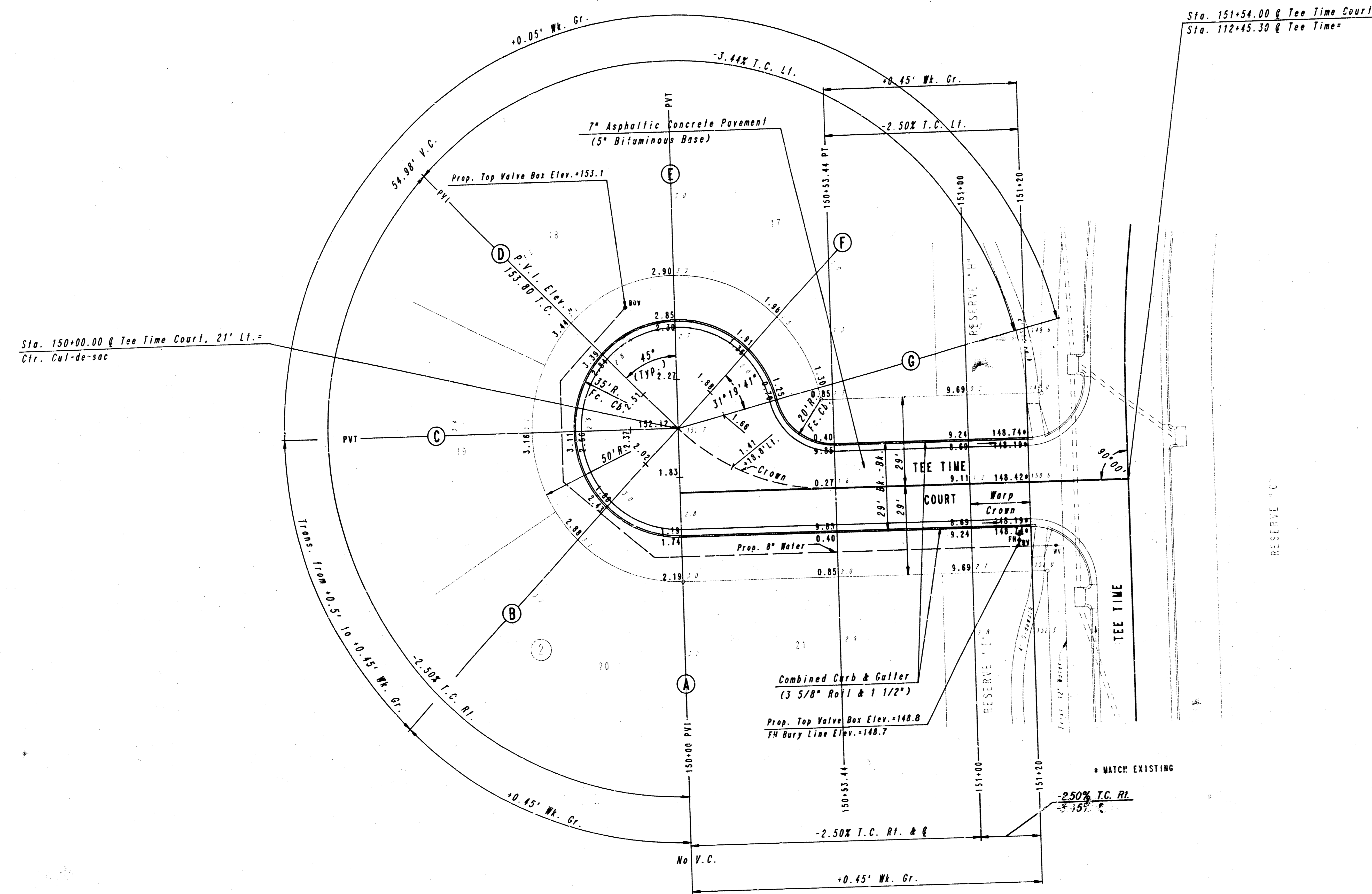
TEE TIME COURT
 STA. 140+00.00 TO STA. 143+68.74

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 ENGINEERS
 WICHITA, KANSAS

Designed by	CSB, CDD	Checked by	
Drawn by	DEP	Date	JAN., 1988

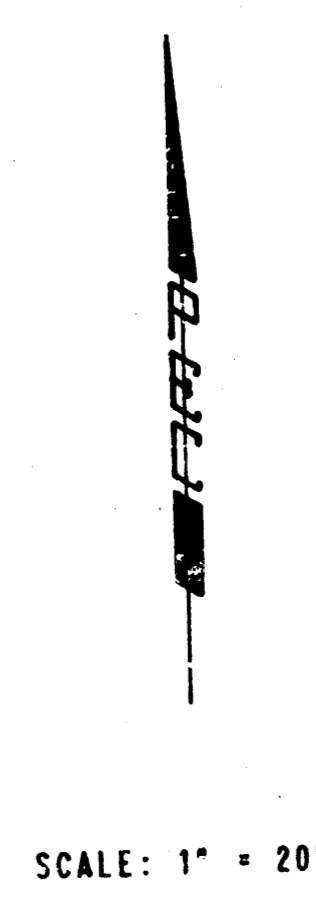
Job No. 87590

PROJECT NO. 472-78-245-81717-000-000-001	SHEET NO. 6	TOTAL SHEETS 16
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Sta. 150+00.00 @ Tee Time Court, 21' LI. =
Ctr. Cul-de-sac

Sta. 151+54.00 @ Tee Time Court
Sta. 112+45.30 @ Tee Time =



NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

TEE TIME COURT
STA. 150+00.00 TO STA. 151+54.00

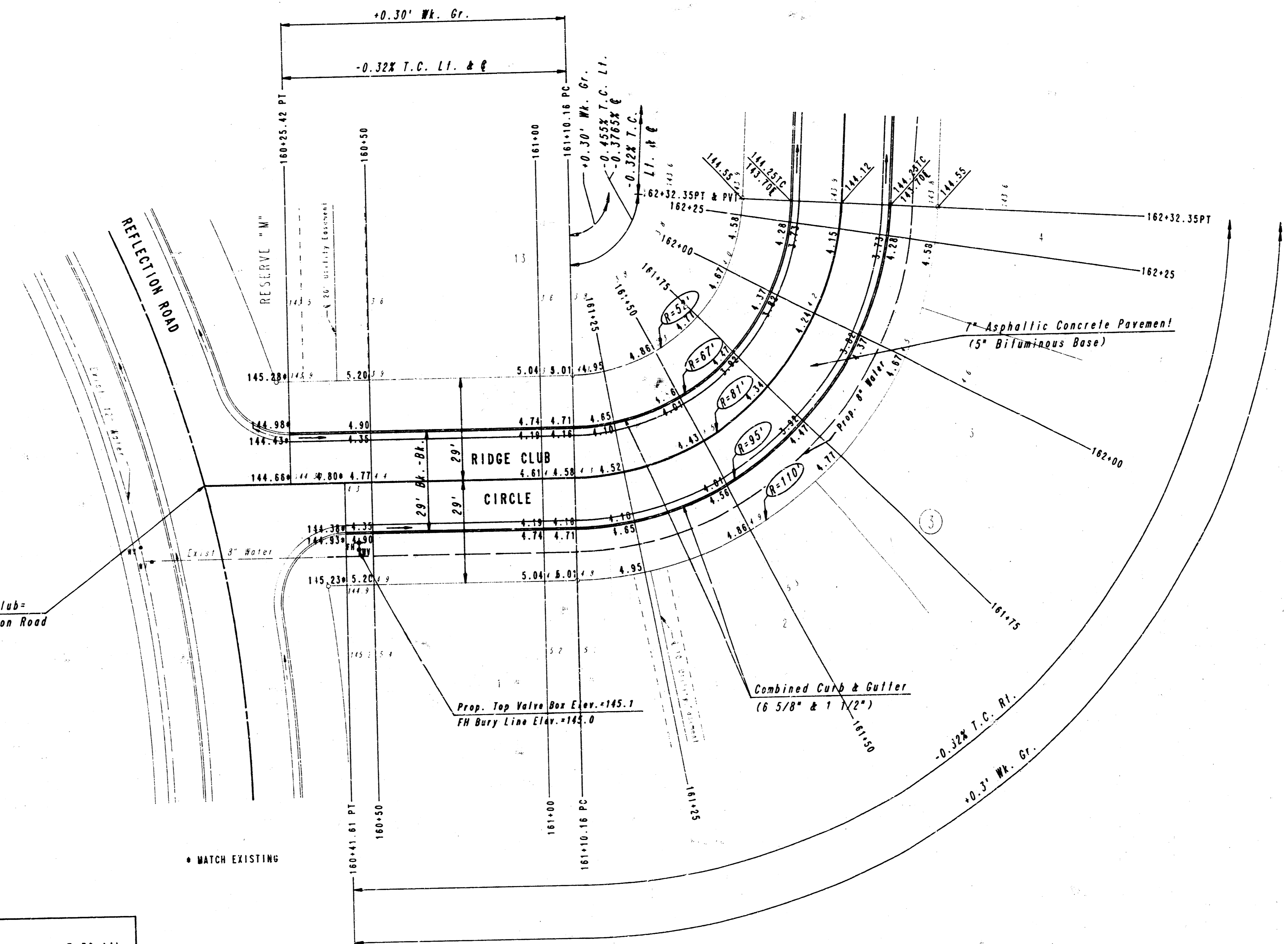
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ENGINEERS
WICHITA, KANSAS

Designed by CSB, GDD	Checked by 6/16
Drawn by DEP	Date JAN., 1988 Job No. 87590



SCALE: 1" = 20'

Sta. 160+00.00 @ Ridge Club =
Sta. 22+68.99 @ Reflection Road



Q CURVE DATA					
A=86°25'50"		D=70°44'04"		E=30.14'	
R=81.00'		L=122.19'		T=76.10'	
CURVE DATA BASED ON Q RADIUS Δ/2=43°12'55"					
Q STATION	Q ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
161+10.16 PC				0°00'00"	0°00'00"
161+25	14.84'	10.79'	18.84'	5°14'54"	5°14'54"
161+50	25.00'	18.14'	31.66'	8°50'31"	14°05'25"
161+75	25.00'	18.14'	31.66'	8°50'31"	22°55'56"
162+00	25.00'	18.14'	31.66'	8°50'31"	31°46'27"
162+25	25.00'	18.14'	31.66'	8°50'31"	40°36'58"
162+32.35 PT	7.35'	5.35'	9.34'	2°35'58"	43°12'55"

Defl./111. = 21.220367 min.

RIDGE CLUB CIRCLE
STA. 160+00.00 TO STA. 162+32.35

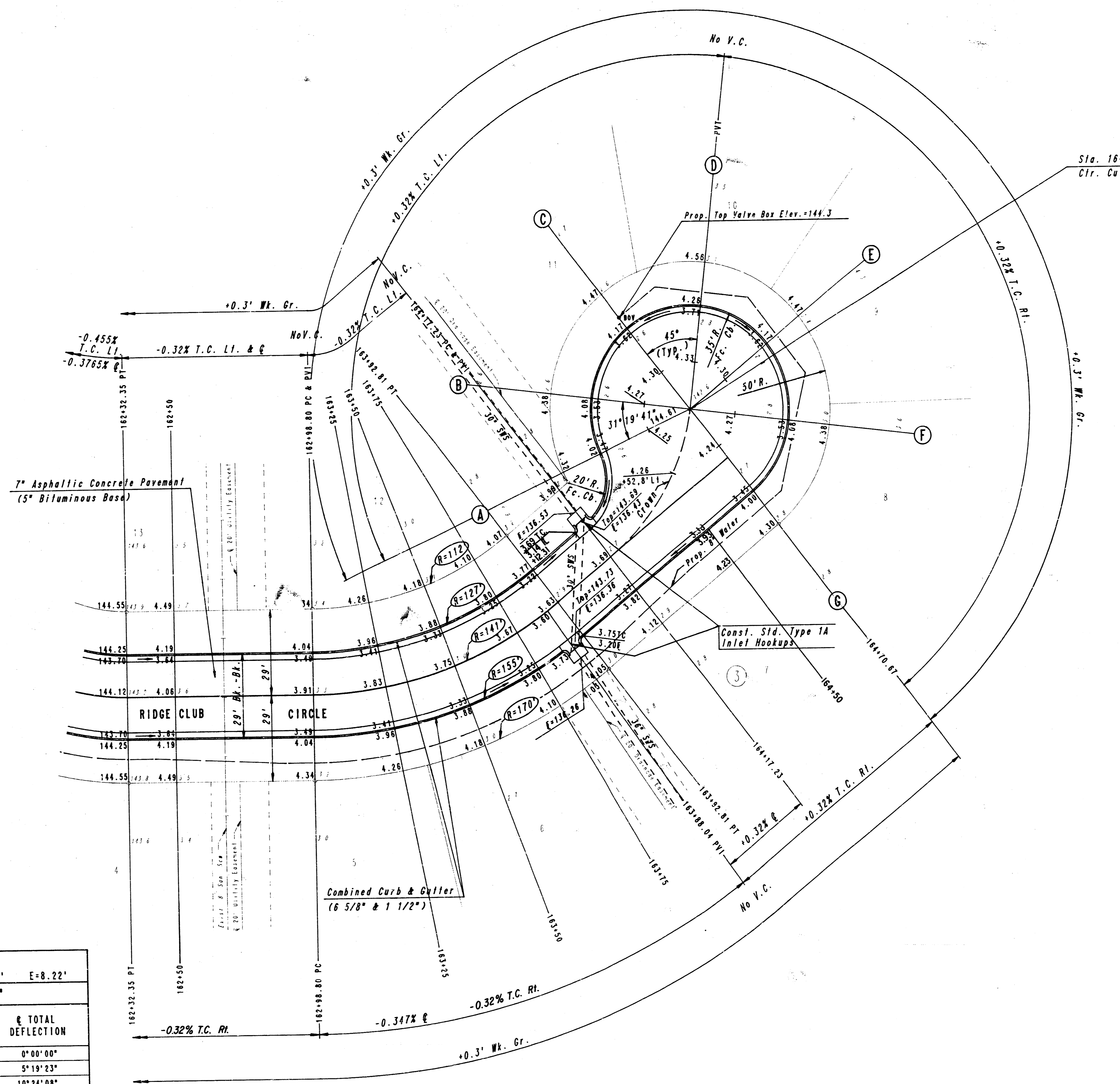
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ENGINEERS
WICHITA, KANSAS

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date	JAN., 1988
		Job No.	87590

7/16



SCALE: 1" = 20'



CURVE DATA					
Δ=30°12'00"		D=40°38'02"		R=141.00'	L=94.01'
T=48.83'		E=8.22'		Δ/2=19°06'00"	
CURVE DATA BASED ON C RADIUS					
STATION	ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
162+98.80 PC				0°00'00"	0°00'00"
163+25	26.20'	22.08'	30.24'	5°19'23"	5°19'23"
163+50	25.00'	21.07'	28.86'	5°04'45"	10°24'08"
163+75	25.00'	21.07'	28.86'	5°04'45"	15°28'53"
163+92.81 PT	17.81'	15.02'	20.58'	3°37'07"	19°06'00"

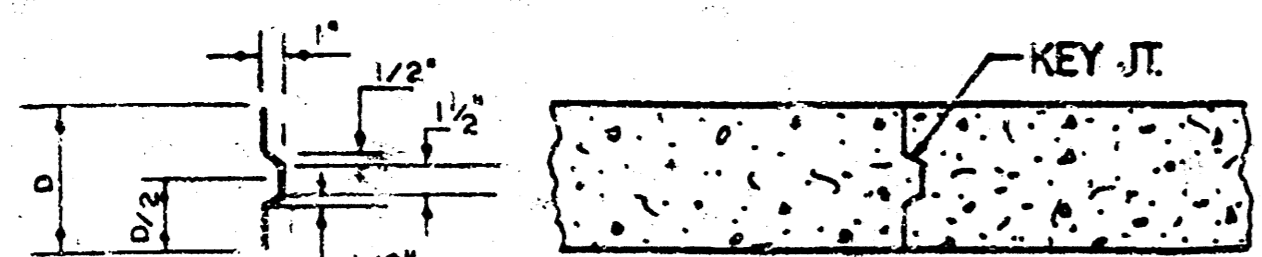
Def./111.=12.190193 min.

NOTE: STORM WATER SEWER INLETS AND PIPES BY OTHERS (S.W.S. NO. 346).

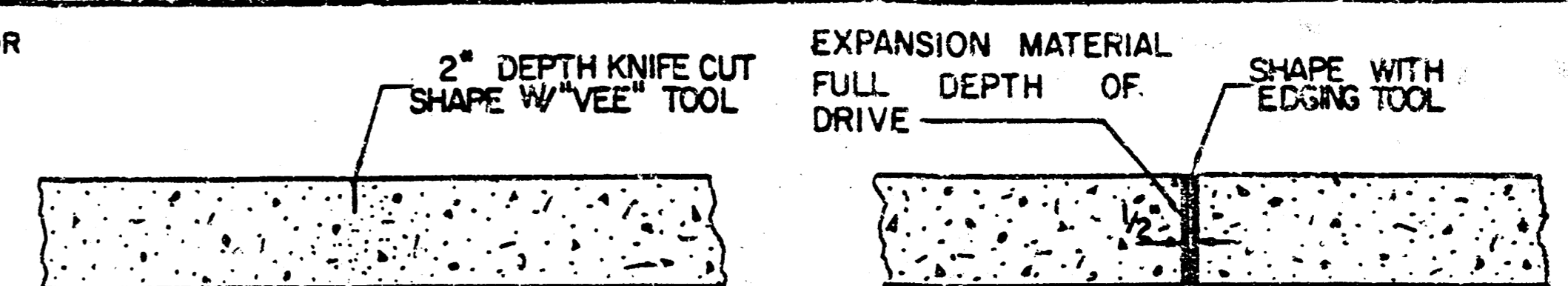
RIDGE CLUB CIRCLE
STA. 162+32.35 TO STA. 164+70.67

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WICHITA, KANSAS

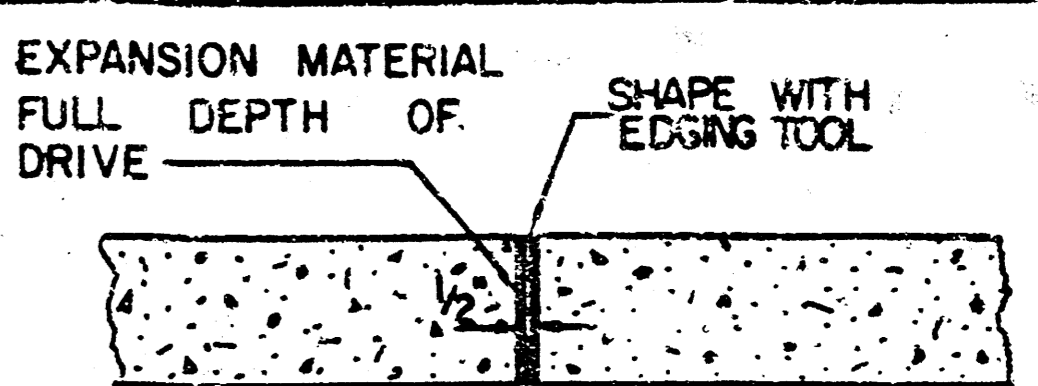
Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date	JAN., 1988 Job No. 87590



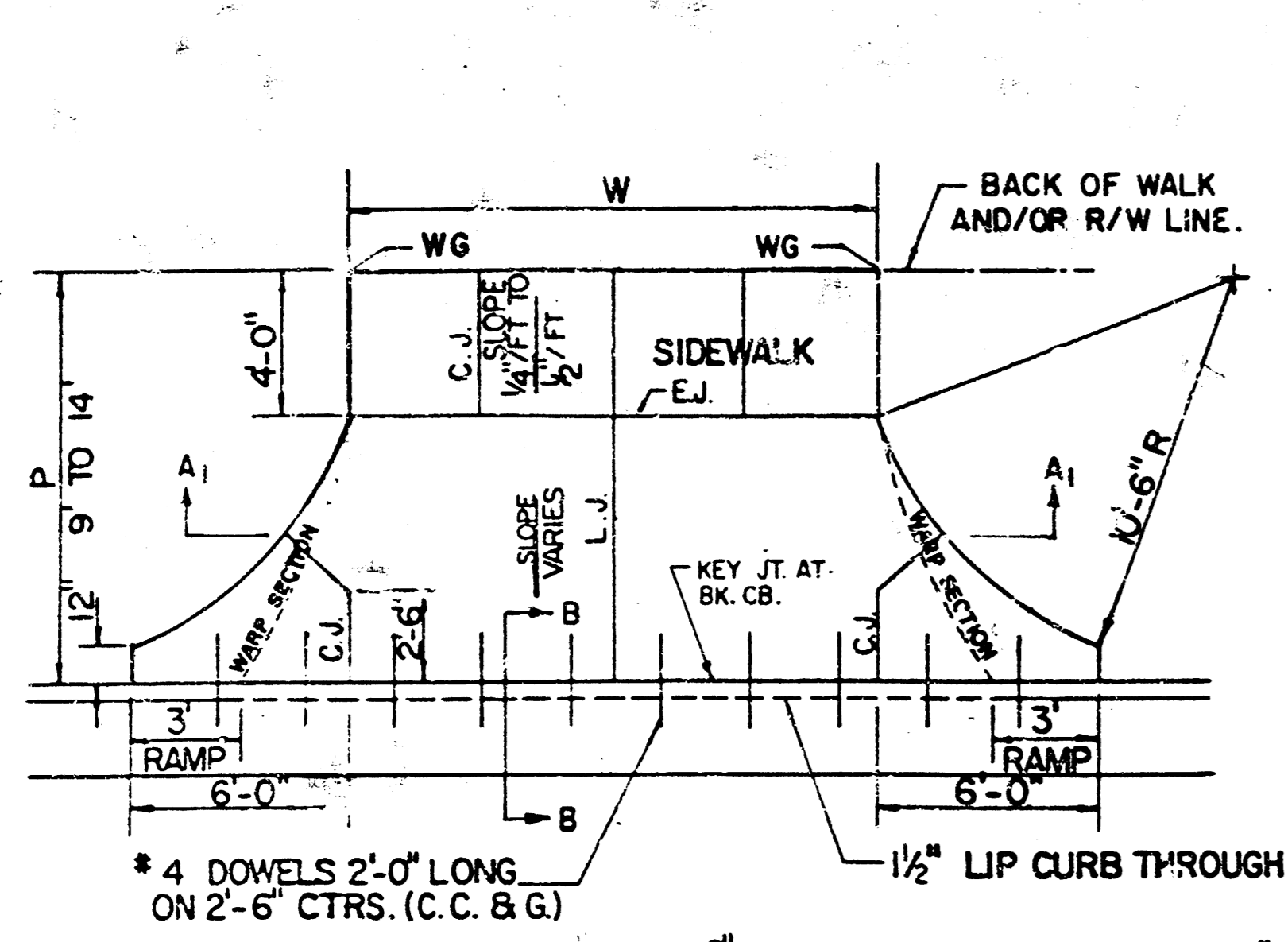
ALT. LONGITUDINAL CONSTRUCTION JOINT



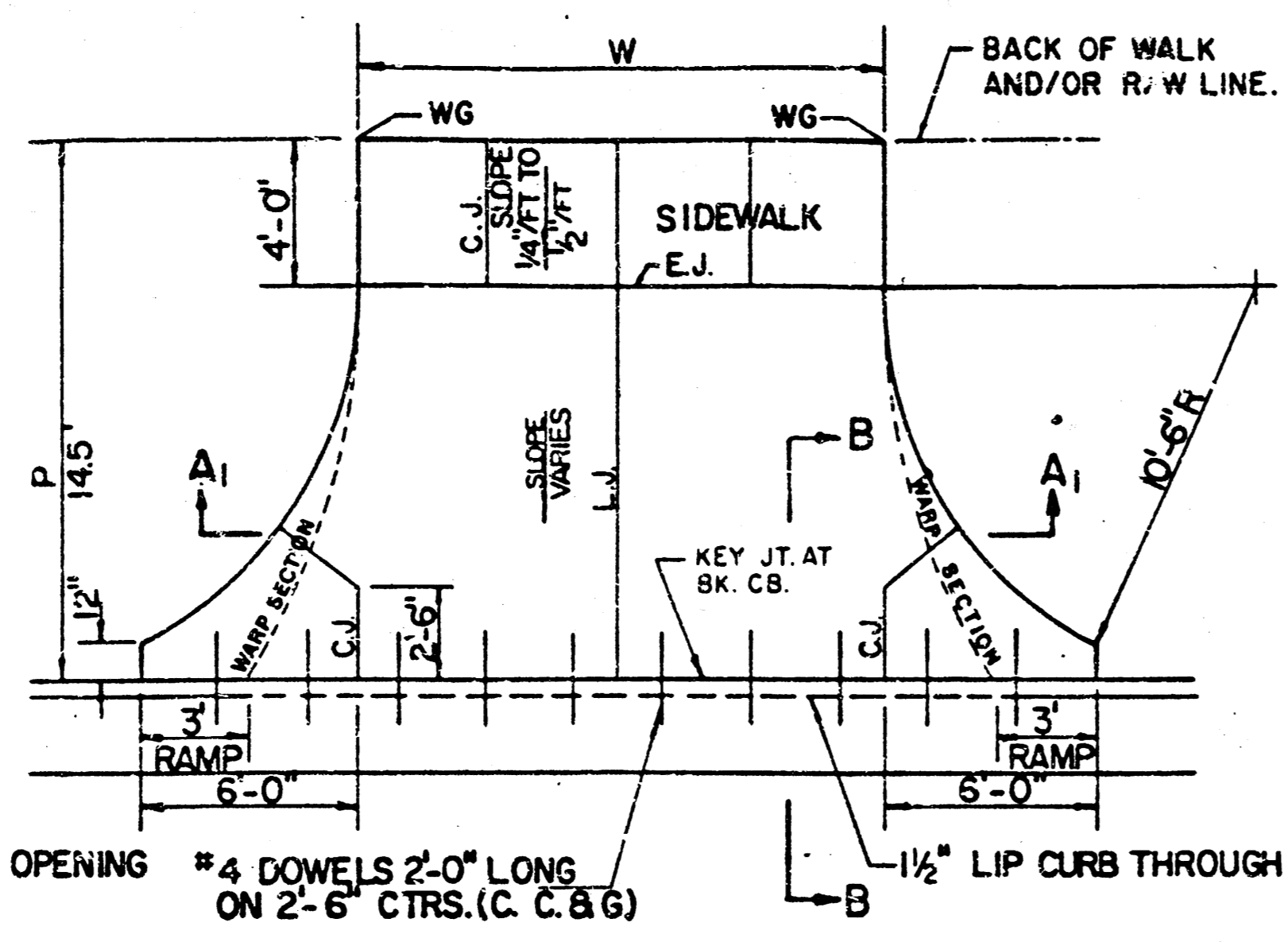
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.) NO SAWN JOINTS WILL BE ALLOWED.



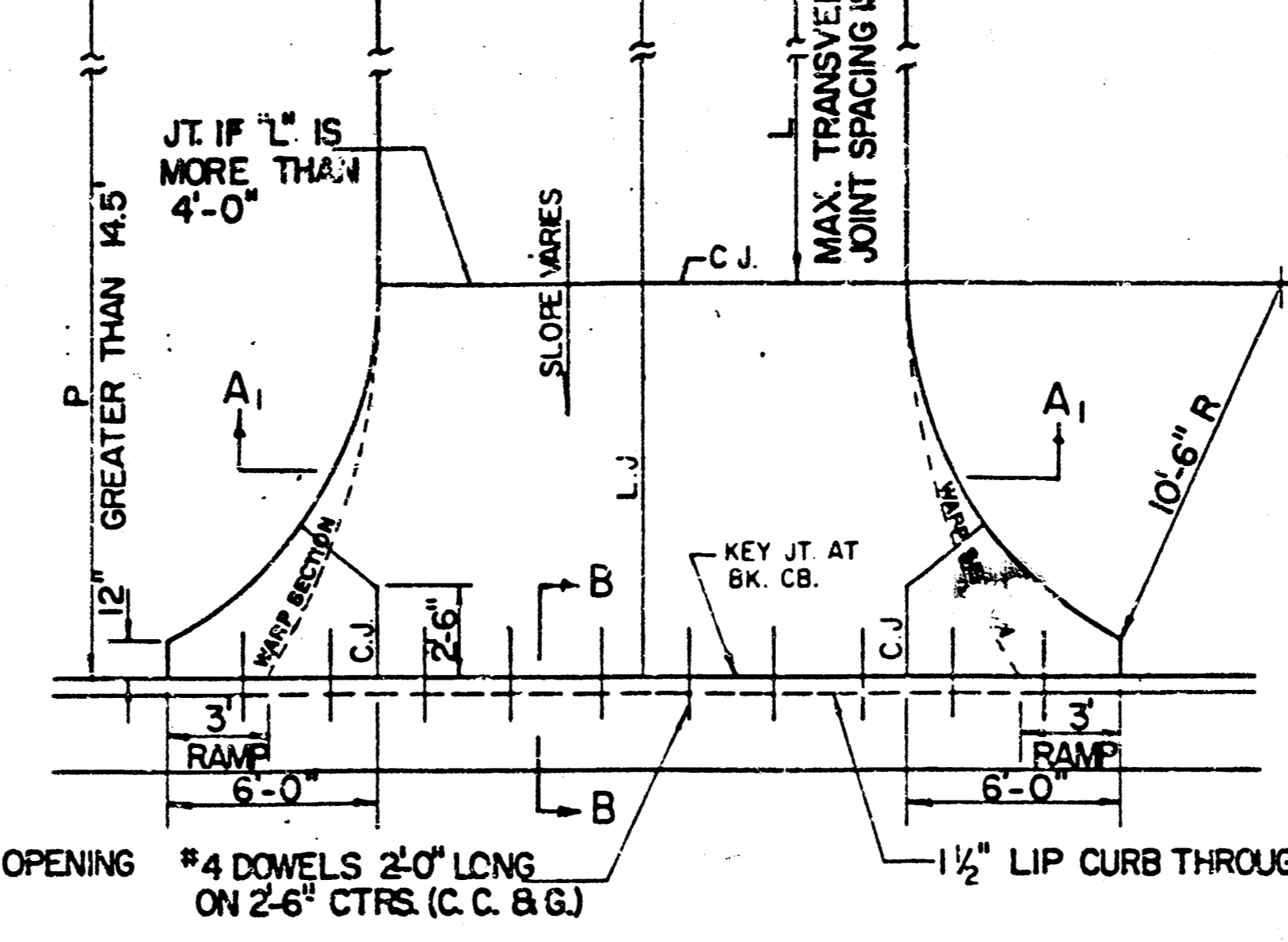
EXPANSION JOINT (E.J.)



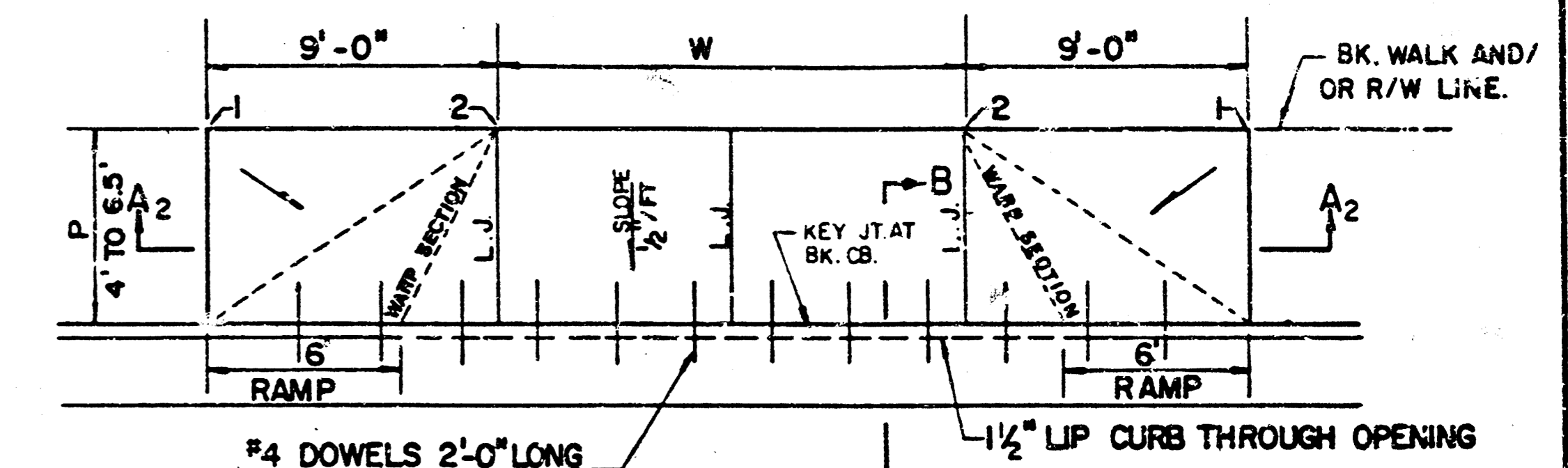
* 4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)



* 4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

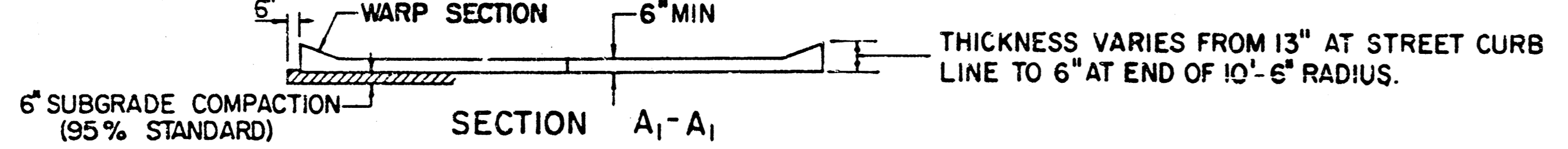


* 4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

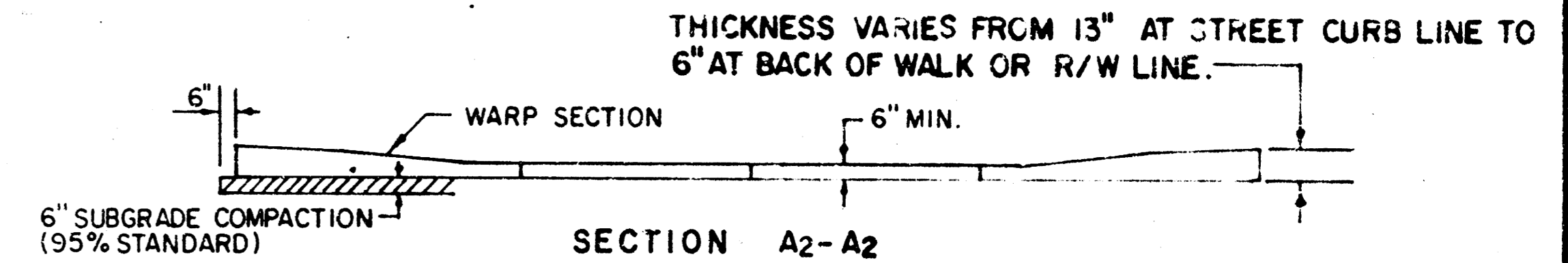


* 4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1/2" LIP CURB THROUGH OPENING



SECTION A1-A1



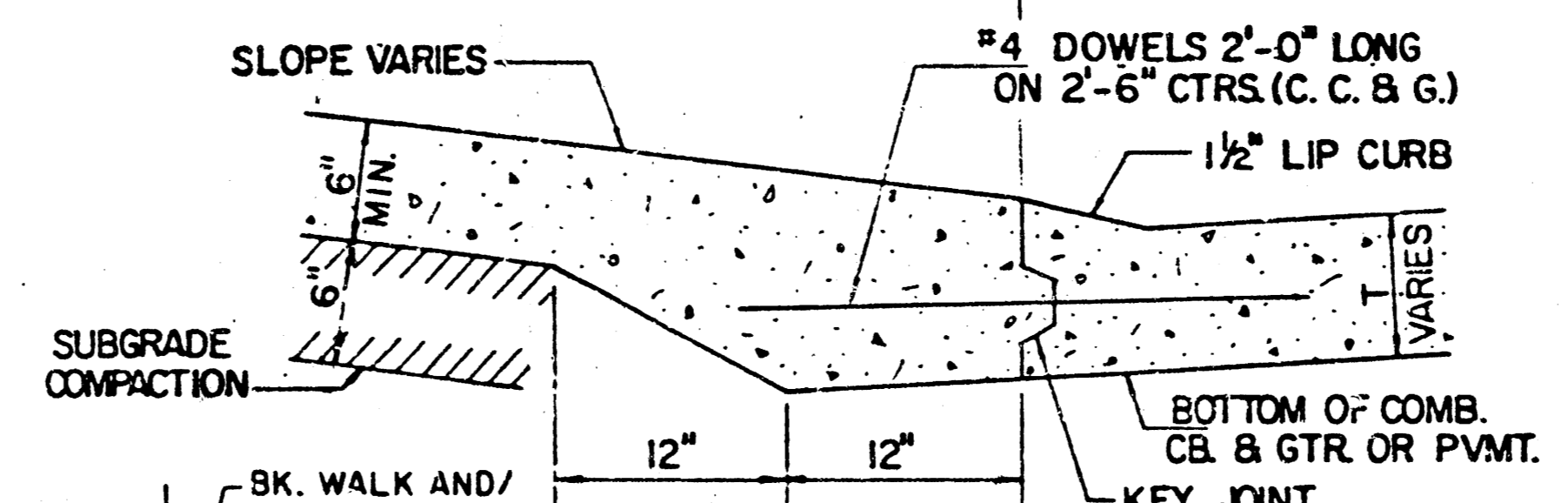
SECTION A2-A2

PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB		0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.135'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB		0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB		0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB		-J9'	-J6'	-J3'	-J0'	-06'	00.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'	

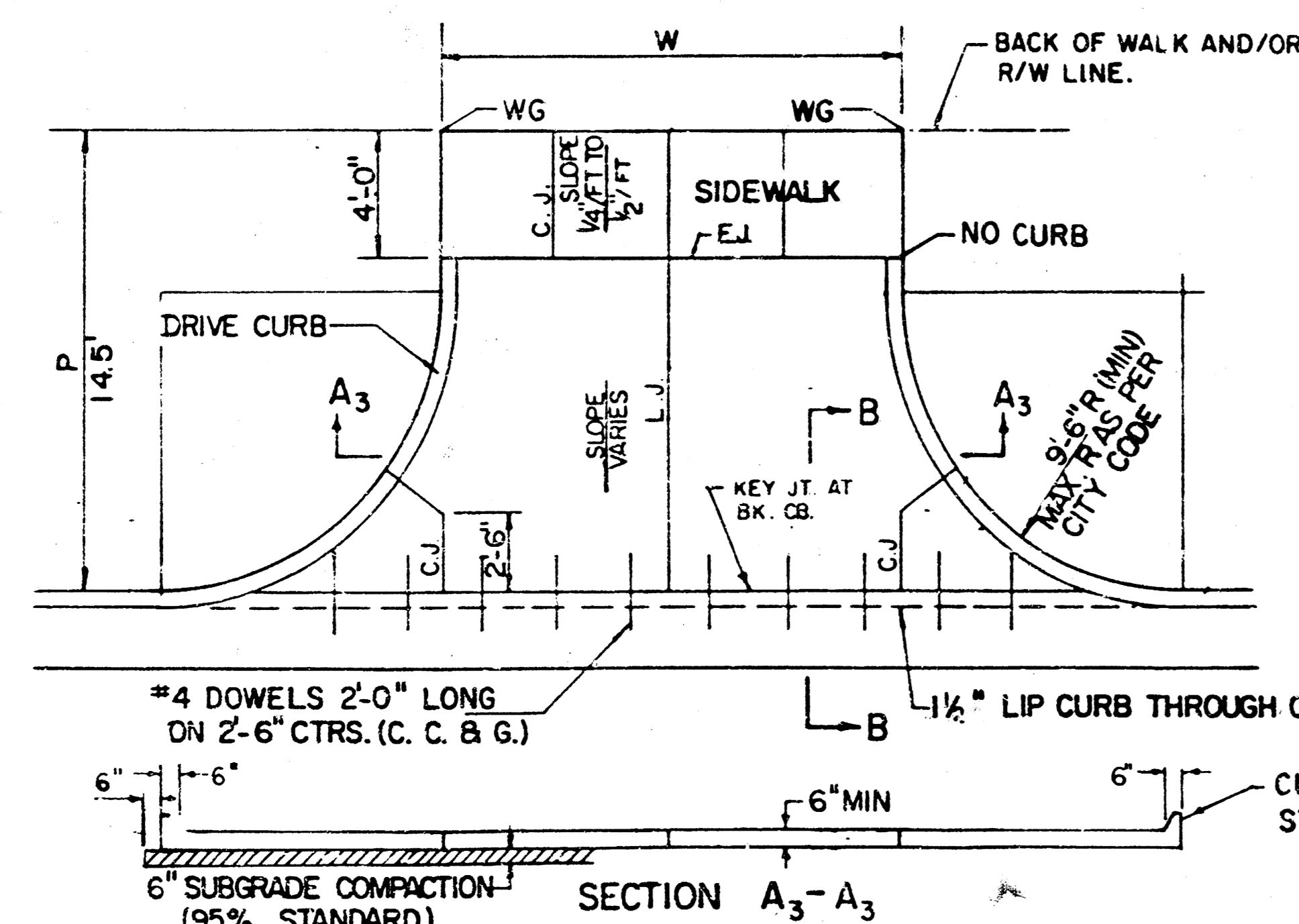
RADIUS RAMP DRIVES (P = 9.0' & GREATER)

PARKING WIDTH "P"		4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CB		0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB		-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

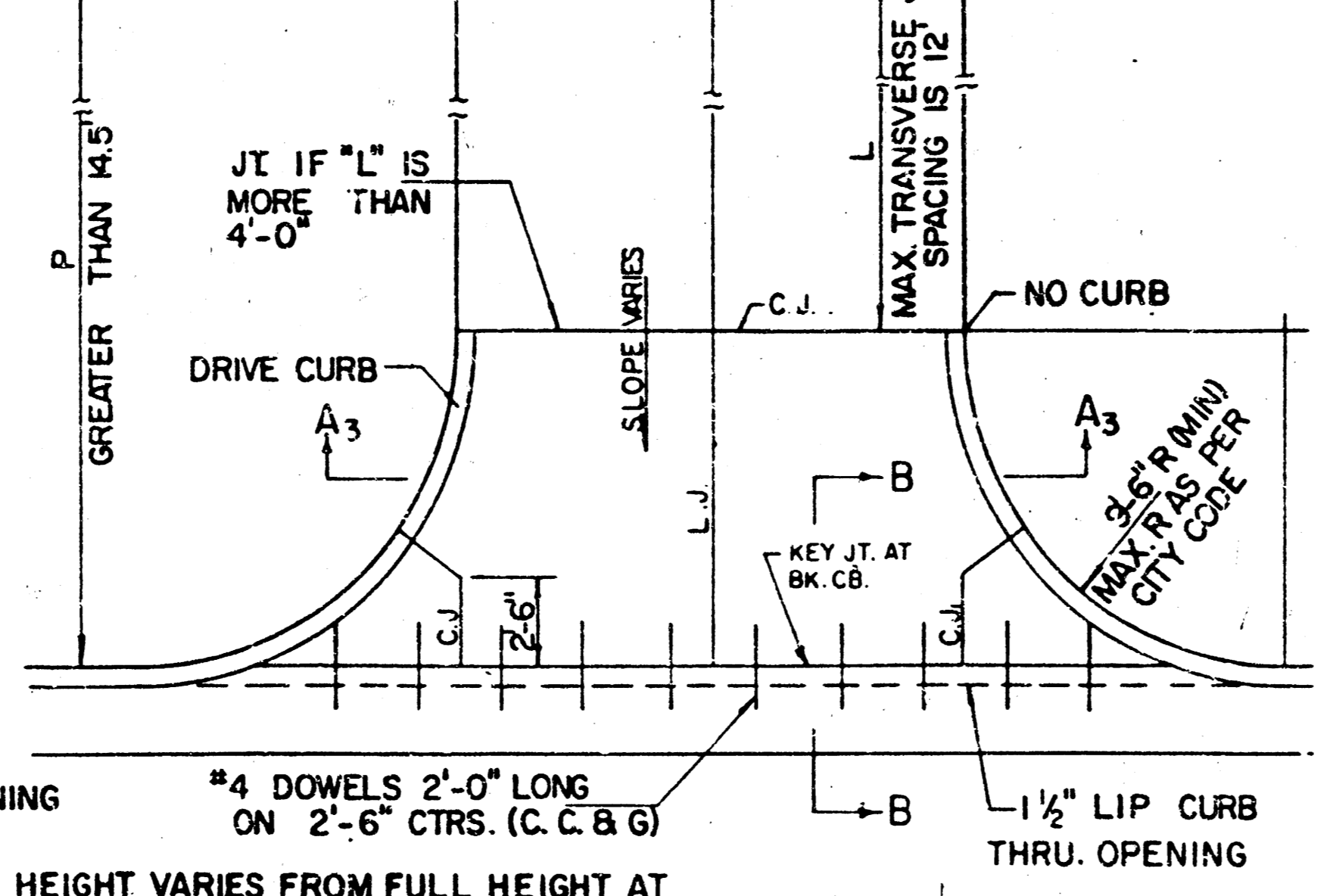
FULL RAMP DRIVE (P = 4.0' TO 6.5')



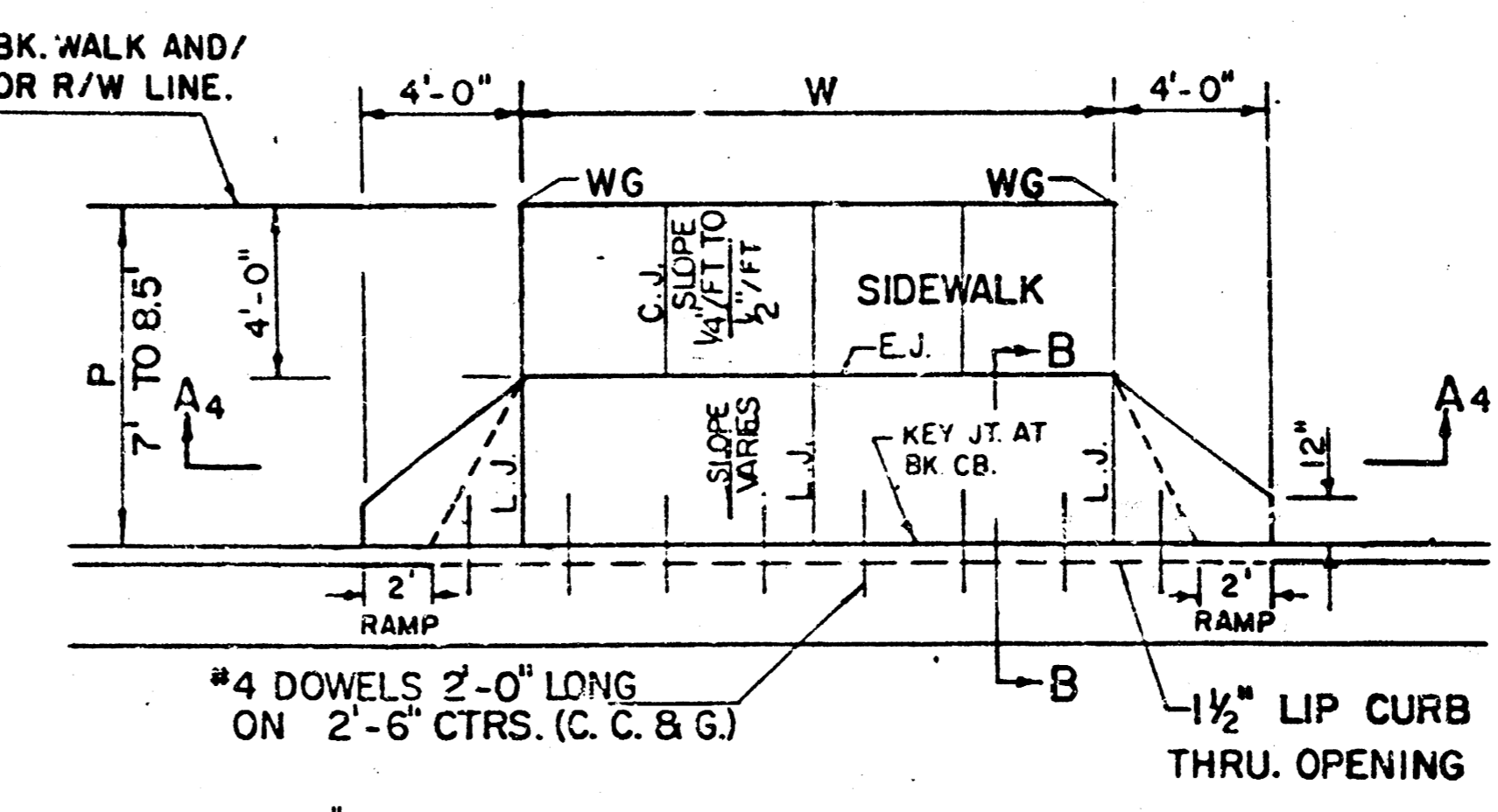
BACK OF CURB DETAIL SECTION B-B (no scale)



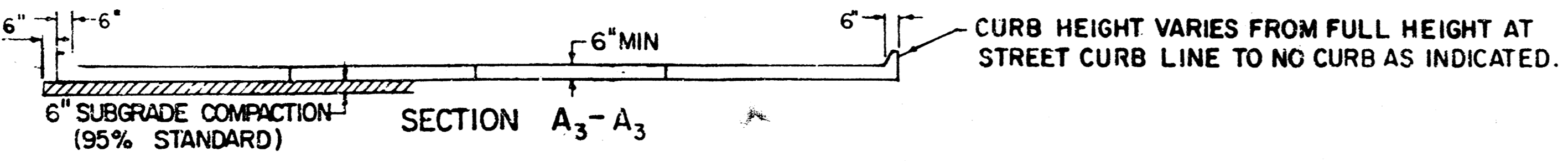
* 4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)



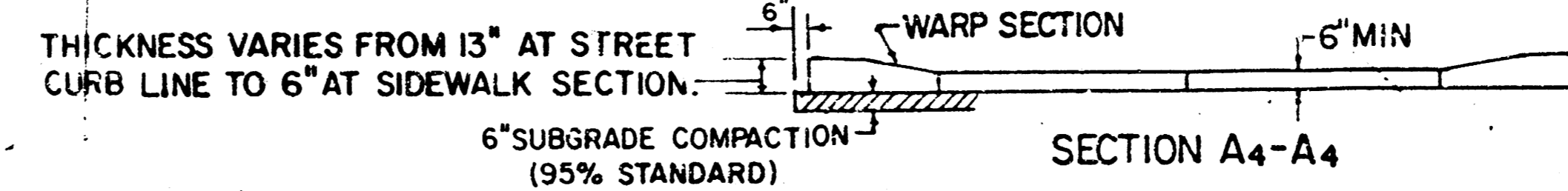
* 4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)



* 4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)



SECTION A3-A3



SECTION A4-A4

PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB		0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB		0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB		0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB		0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P = 14.5' & GREATER)

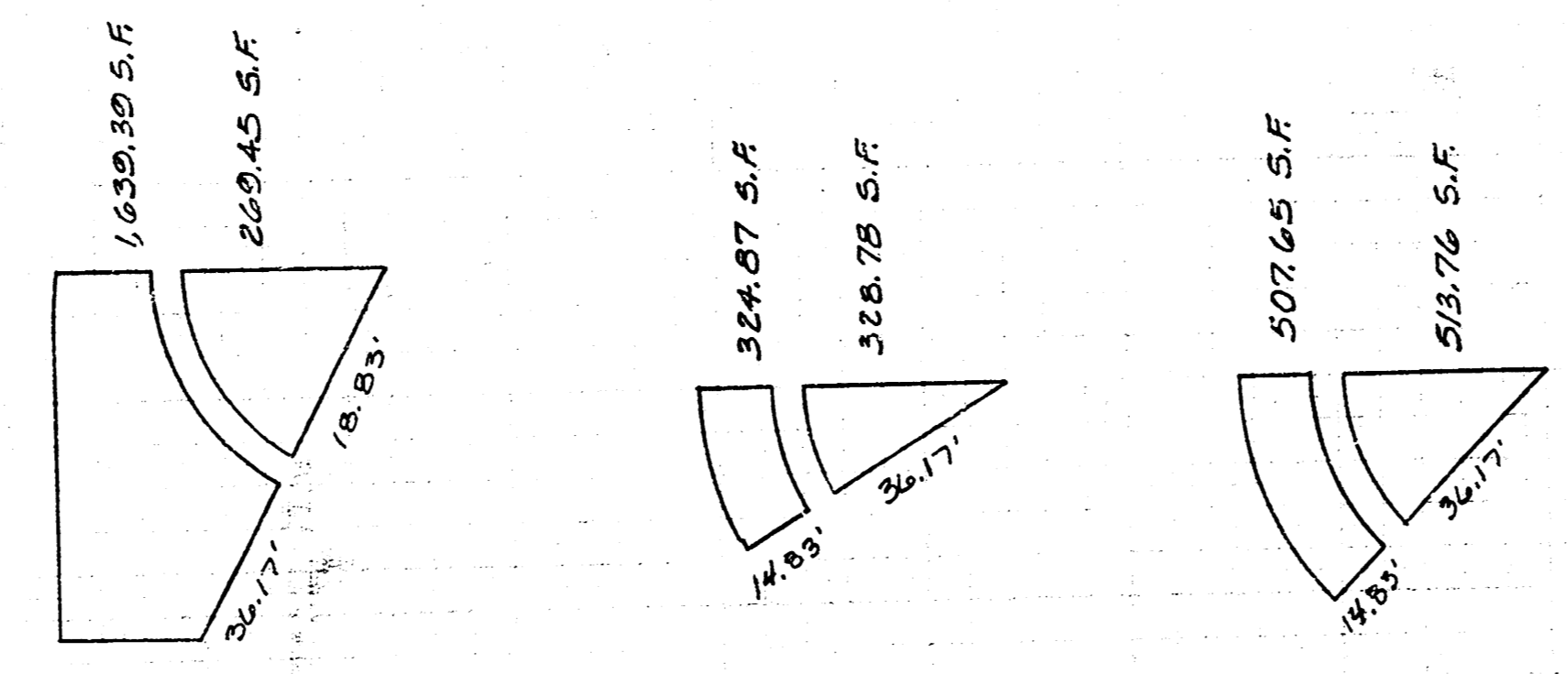
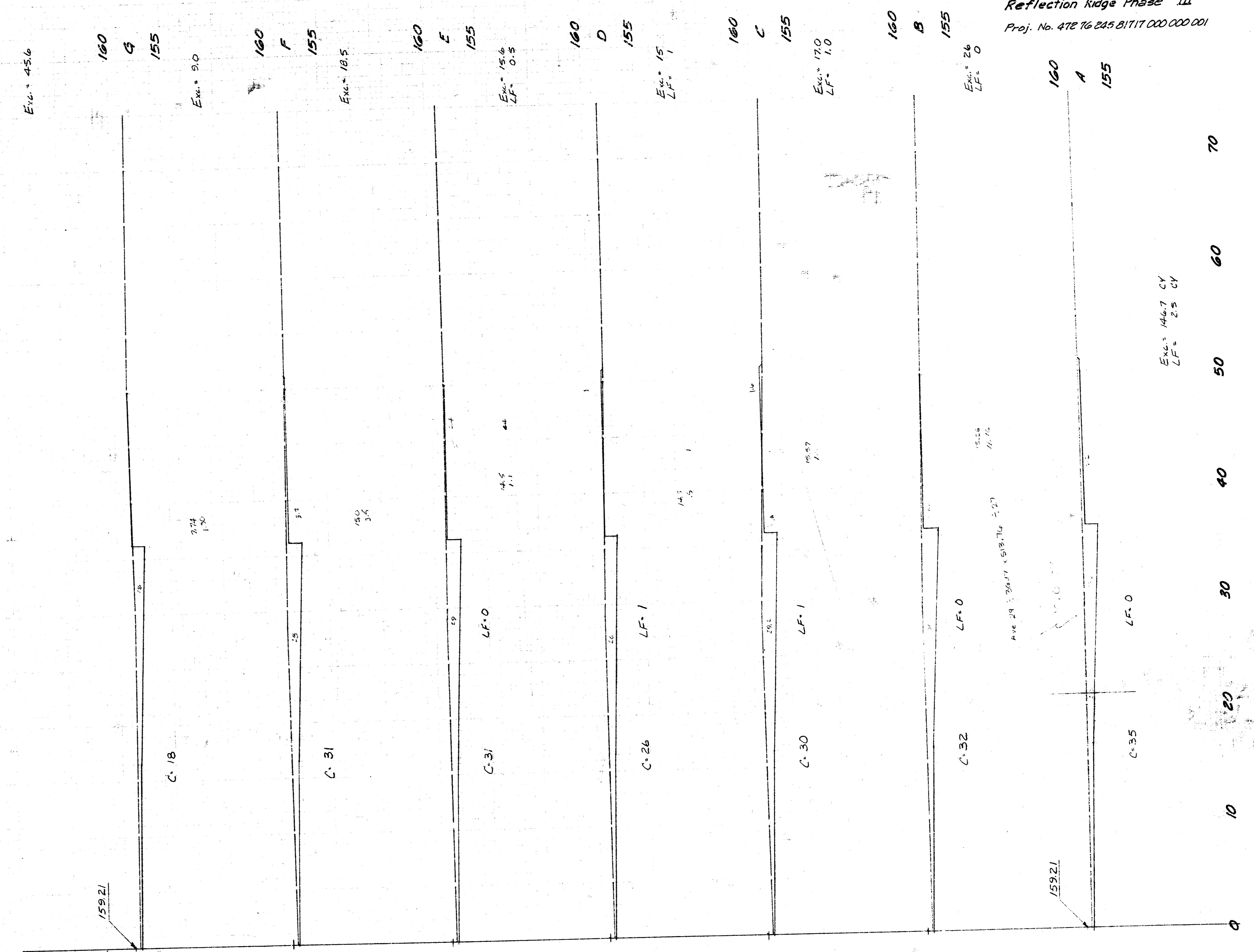
PARKING WIDTH "P"		7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB		0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB		0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB		-.15'	-.16'	-.17'	-.17'
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB		-.25'	-.20'	-.20'	-.20'

FULL RAMP DRIVE (P = 7.0' TO 8.5')

- GENERAL NOTES
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
 - ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "P" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "P" DIMENSION GREATER THAN 24'.
 - DRIVEWAY WIDTH DENOTED AS "W" IN THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
 - CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
 - DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
 - ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
 - ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ADJUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ADJUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
 - ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" WA-WA WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENT.
 - OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

REVISED OCTOBER 1985
SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-285-8171-7-000-000-001



160 G 155
 160 F 155
 160 E 155
 160 D 155
 160 C 155
 160 B 155

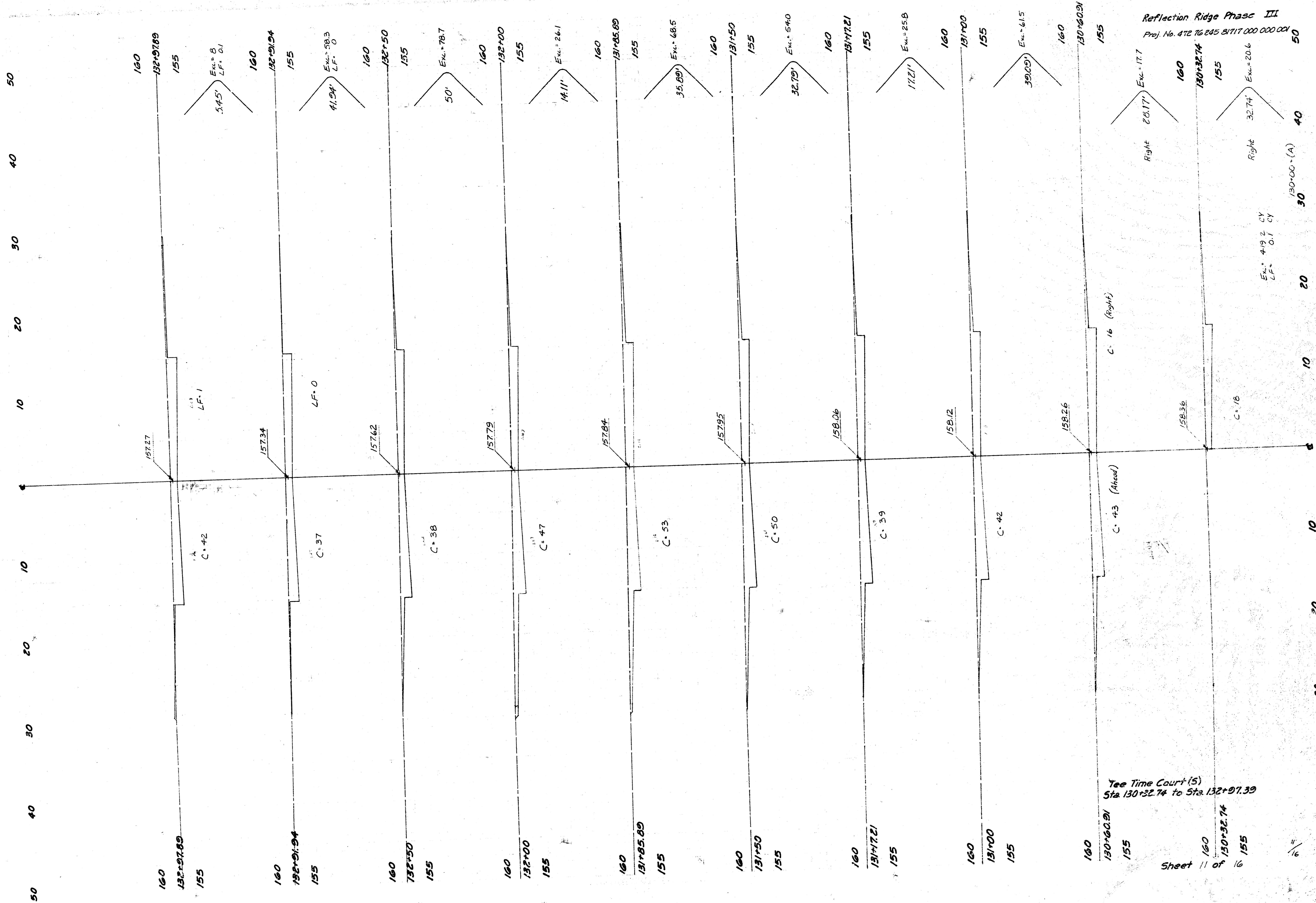
Tee Time Court (5)

160 A 155
 Sheet 10 of 16

Totals:
 Exc. = 18153 C.Y.
 C.F. = 1743 C.Y.
 L.F. = 1300 C.Y.
 MHF = 131.8 C.Y.

Exc. = 146.7 C.Y.
 L.F. = 2.5 C.Y.

0 10 20 30 40 50 60 70



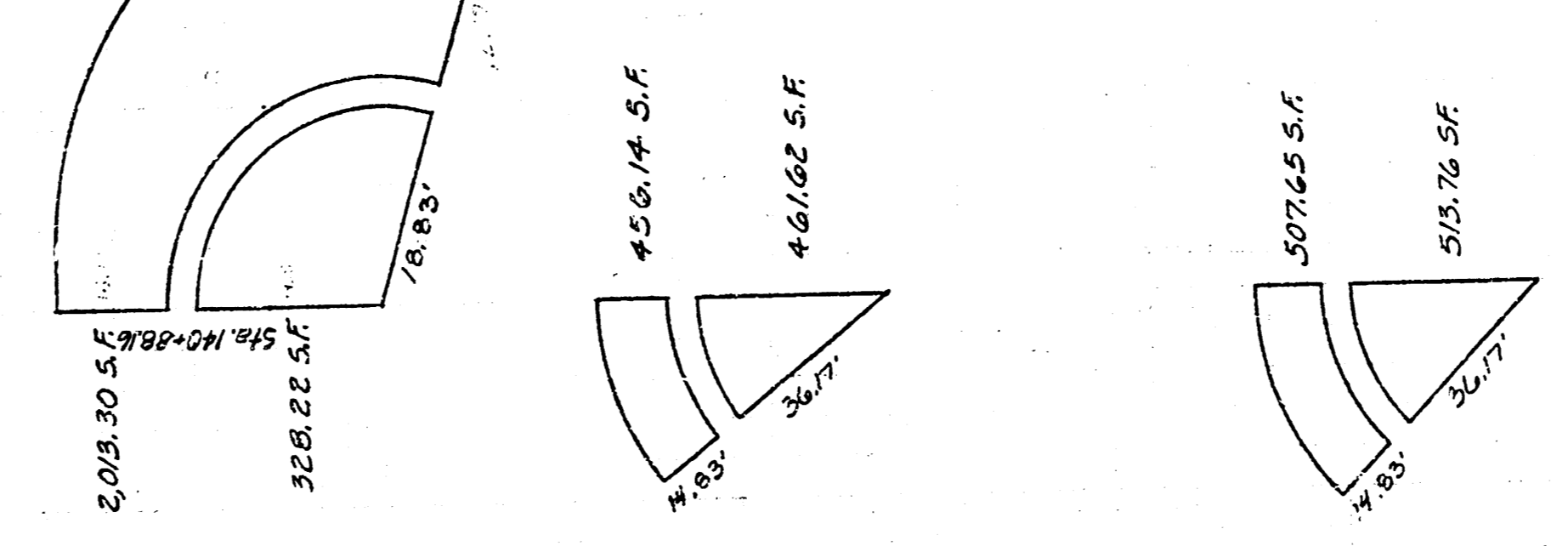
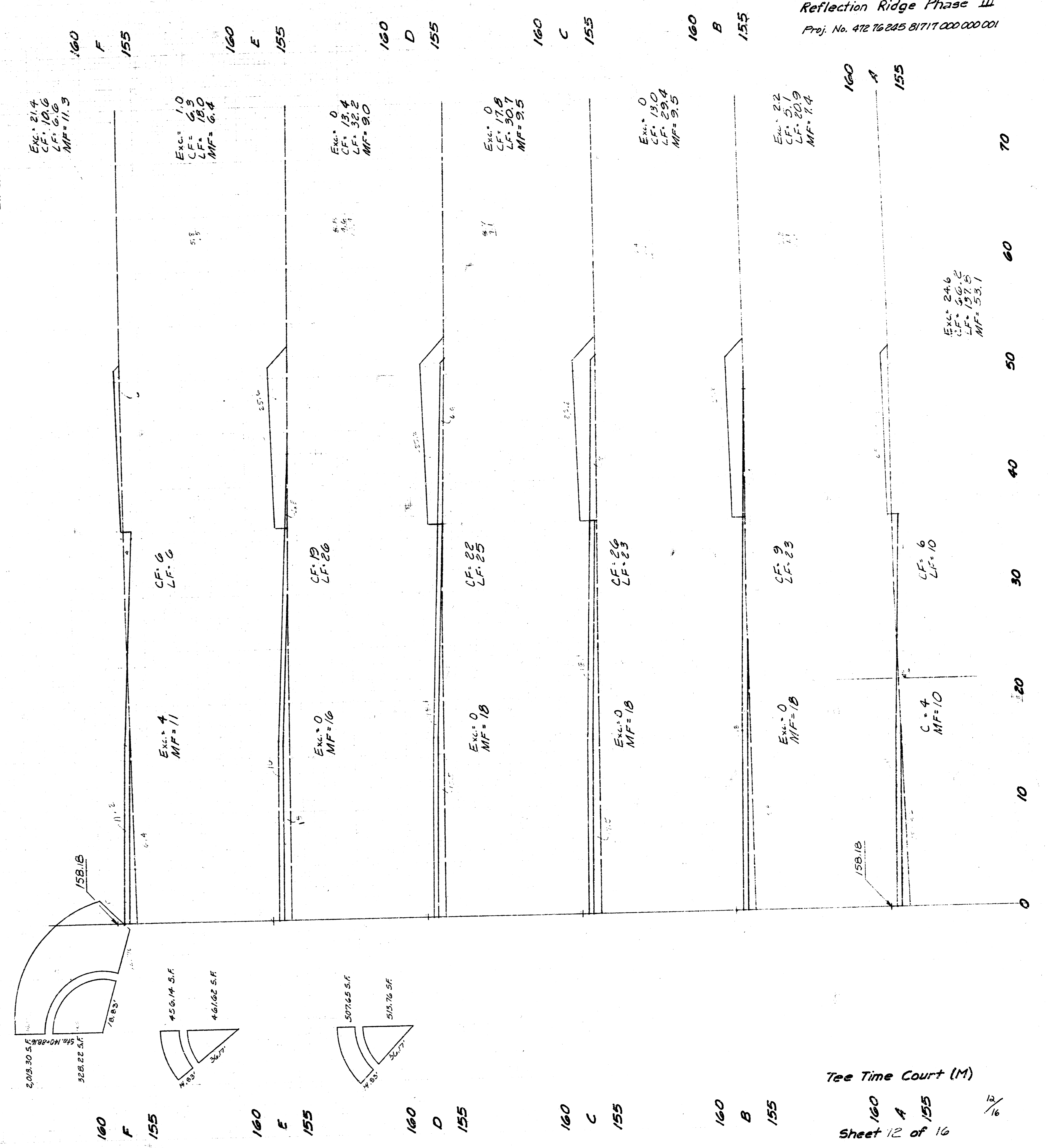
Reflection Ridge Phase III
 Proj. No. 472 76 245 81717 000 000 001

See Time Court (5)
 Sta 130+32.74 to Sta 132+97.39

Sheet 11 of 16

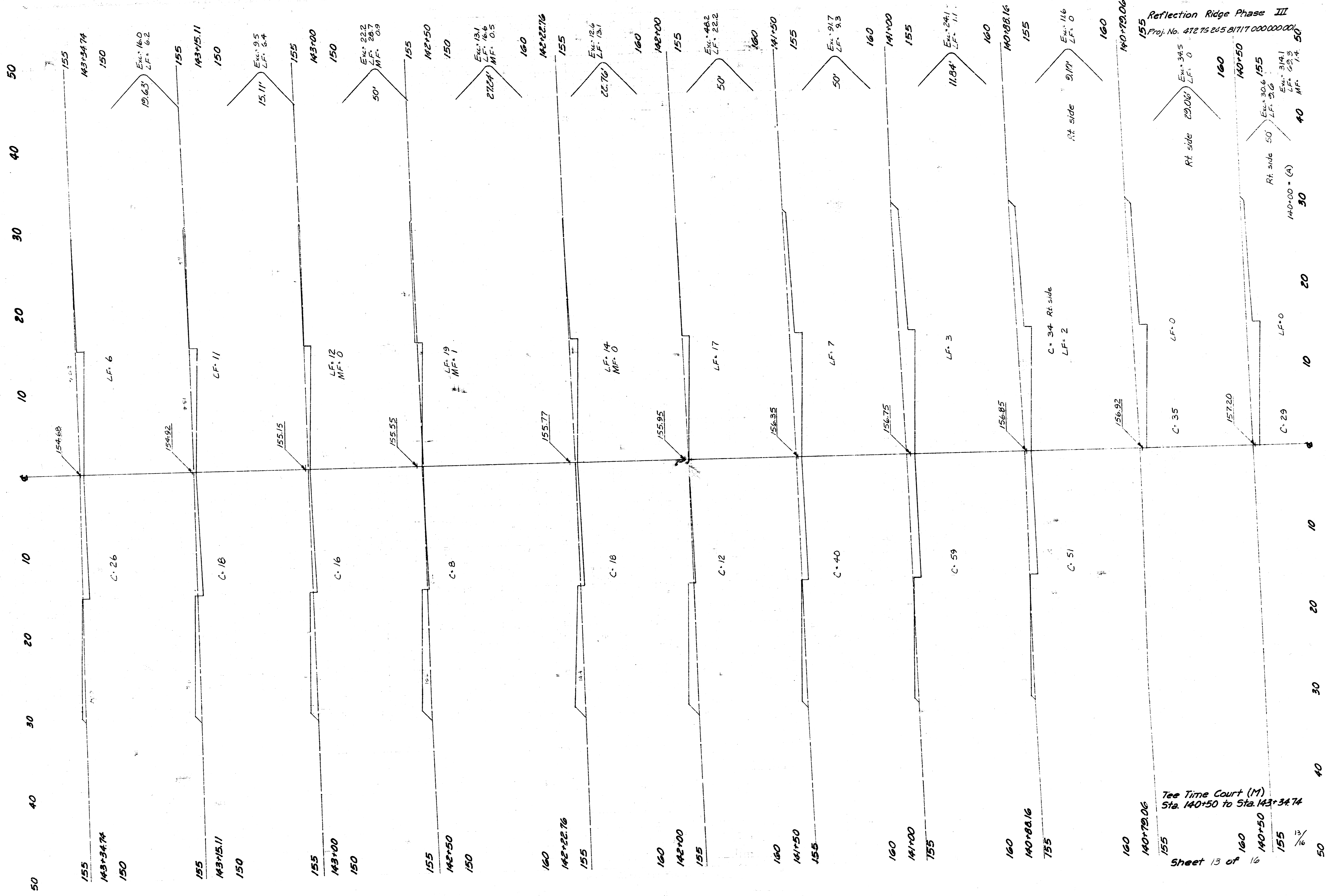
50
40
30
20
10
0
10
20
30
40
50

Sta. 140+88.16
 Lt. side



Tree Time Court (M)

160
 A 155
 Sheet 12 of 16



Reflection Ridge Phase III
 Proj. No. 472 76 265 81717 00000000

Tree Time Court (M)
 Sta. 140+50 to Sta. 143+34.74

155
 140+00 = (A)
 40
 50

140+50
 30

140+70.06
 20

140+50
 10

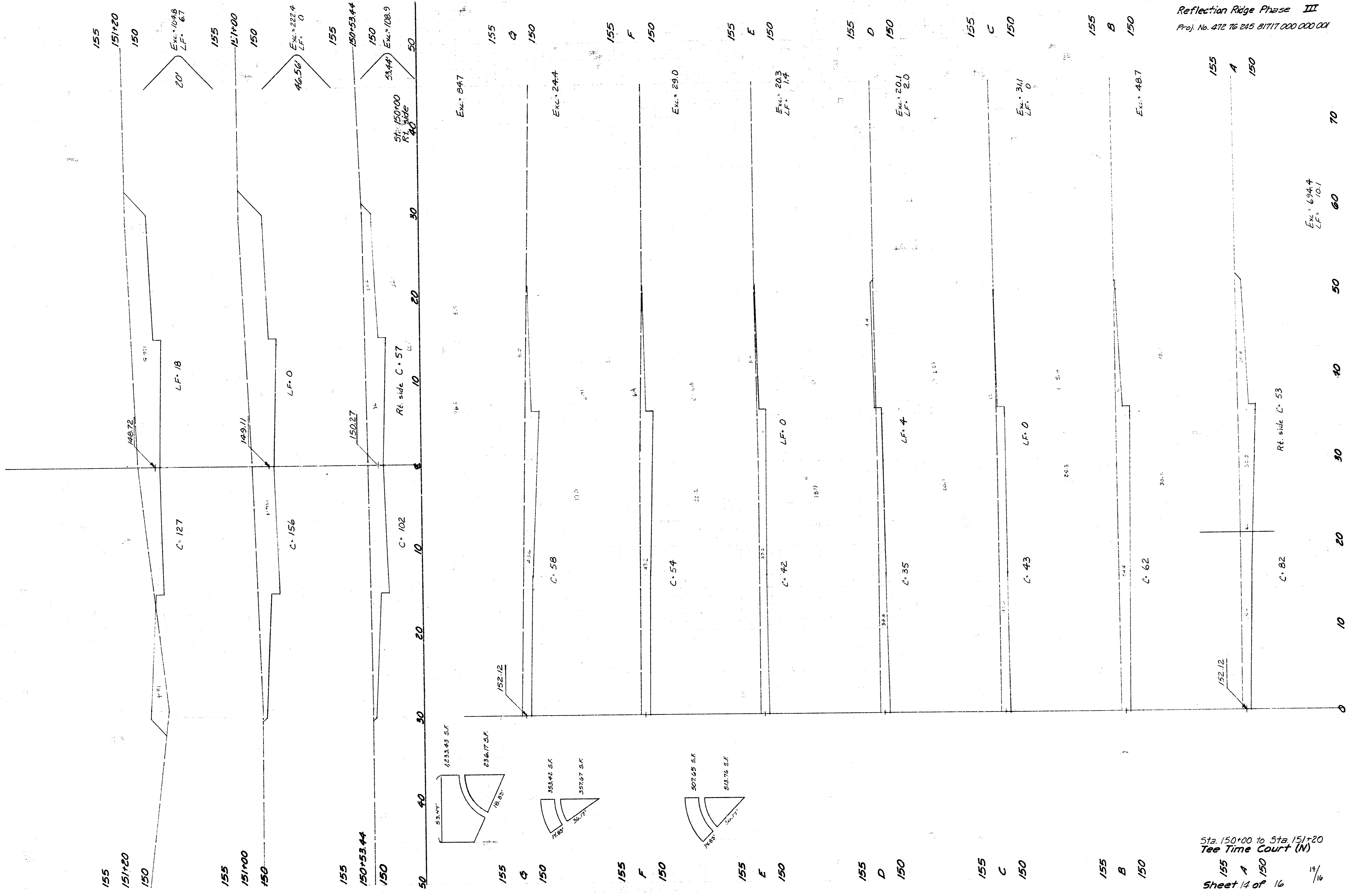
140+50
 10

140+50
 20

140+50
 30

140+50
 40

140+50
 50



Sta. 150+00 to Sta. 151+20
 Tee Time Court (N)
 Sheet 14 of 16

