SHEET NO.	TOTAL SHEETS
1	15

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

STREET IMPROVEMENTS

RIDGEPOINT CIRCLE - W.L. WHEATRIDGE TO AND INCLUDING CUL-DE-SAC
RIDGEPOINT COURT - S.L. RIDGEPOINT CIRCLE TO AND INCLUDING CUL-DE-SAC

IN

AUTUMN RIDGE 2ND ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81810-000-000-001

INDEX OF SHEETS

1. TITLE SHEET
2.-3. PLATS
4. TYPICAL 35' PAVEMENT DETAILS
5. TYPICAL 29' PAVEMENT DETAILS
6. VALLEY GUTTER DETAILS
7.-8. RIDGEPOINT CIRCLE PLAN SHEETS
9. RIDGEPOINT COURT PLAN SHEET
10. STANDARD DRIVE ENTRANCES
11.-15. CROSS SECTIONS

PROJECT SURVEY CONTROL

DATUM BENCH MARK: CITY OF WICHITA BENCH MARK DISC 1/2 MILE EAST OF 119TH STREET WEST AND 13TH STREET, DUE NORTH OF 1/4 SECTION CORNER, 8'± NORTH OF H-L POLE (E-W) AND 40.6' NORTH OF CENTERLINE 13TH STREET.
ELEV. = 158.73

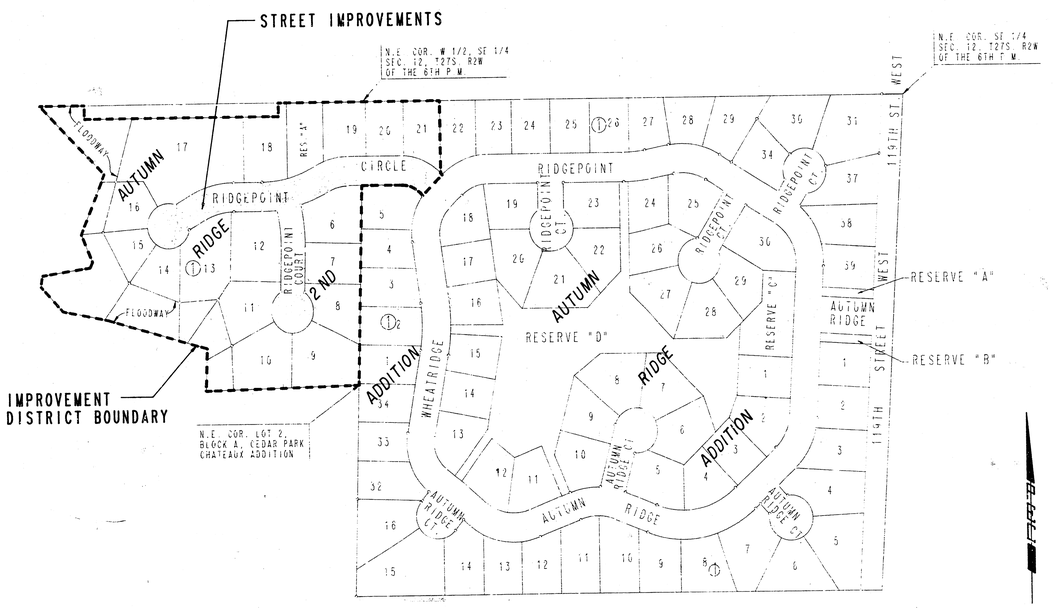
BENCH MARK: CHISELED "D" IN NORTH CURB 17TH STREET AT 119TH STREET WEST, 2 CURB JOINTS EAST OF EAST RETURN.
ELEV. = 164.73

BENCH MARK: P.C., BACK OF NORTH CURB ON OLD WICK ROAD, 127.45' WEST OF SOUTHWEST CORNER OF AUTUMN RIDGE ADDITION.
ELEV. = 158.17

BENCH MARK: CHISELED "D" NE COR. CONC. WALK AROUND RED BRICK WATER WELL HOUSE IN RESERVE "A".
ELEV. = 156.655

BENCH MARK: RR SPIKE IN SOUTH FACE POWER POLE 13' EAST AND 29' NORTH OF THE NORTHEAST CORNER OF LOT 20 BLOCK 1, AUTUMN RIDGE 2ND ADDITION
ELEV.=156.86

BENCH MARK: RR SPIKE IN ROOT OF 14" MULBERRY ON SOUTH SIDE, 45' NORTHWEST OF INTERSECTION OF NORTH PROPERTY LINE OF LOT 15, BLOCK 1, AUTUMN RIDGE 2ND ADDITION AND THE FLOODWAY BOUNDARY.
ELEV.=149.37



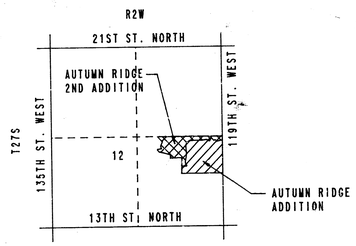
SCALE: 1" = 150'

EARTHWORK

EXCAVATION
X-SECTIONS 71.9 CU. YDS.
COMPACTED FILL
X-SECTIONS 171.0 CU. YDS.

SUBGRADE MANIPULATION=4,188.79 S.Y.

BORROW EXCAVATION (CONTRACTOR FURNISHED)=2,162.7 C.Y.



VICINITY MAP

AUGUST, 1988

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

CHARLES S. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

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.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.

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.

THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY DIRECTLY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.

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 JOINT 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 SUBSIDIARY TO REMOVAL OF THE SURFACE OR PAVEMENT.

PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS IN PUBLIC RIGHT-OF-WAY WHICH CONFLICT WITH NEW CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THEIR OWNER AT THE TIME OF CONSTRUCTION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS AND/OR VALVES AND GIVE SUCH MATERIAL TO THEIR OWNER. PORTIONS OF UNDERGROUND SPRINKLER SYSTEMS NOT IN CONFLICT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONNECTION WITH UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED AS SUBSIDIARY TO THE CONTRACT PAY ITEMS OF WORK.

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.

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 PERMISSABLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF TWENTY-FOUR (24) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

SOUTHWESTERN BELL TELEPHONE COMPANY	1-316-571-2611
CABLEVISION	262-4270 OR 263-2061
KPL GAS SERVICE	263-7511
KANSAS GAS & ELECTRIC	264-1141
CITY OF WICHITA WATER DEPARTMENT	268-4908
CITY OF WICHITA SEWER DEPARTMENT	268-4071
ARKLA GAS COMPANY	942-8350 OR 263-8161
RURAL WATER DISTRICT NO. 4	796-1100

CONTRACTOR FURNISHED BORROW MATERIAL MAY BE AVAILABLE AT A SITE WITHIN 1/2 MILE OF THE PROPOSED STREET IMPROVEMENTS. CONTACT OWNER-DEVELOPER JAY RUSSELL AT 722-2417.

THE CONTRACTOR WILL BE PERMITTED TO BID ONLY ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE BID BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.

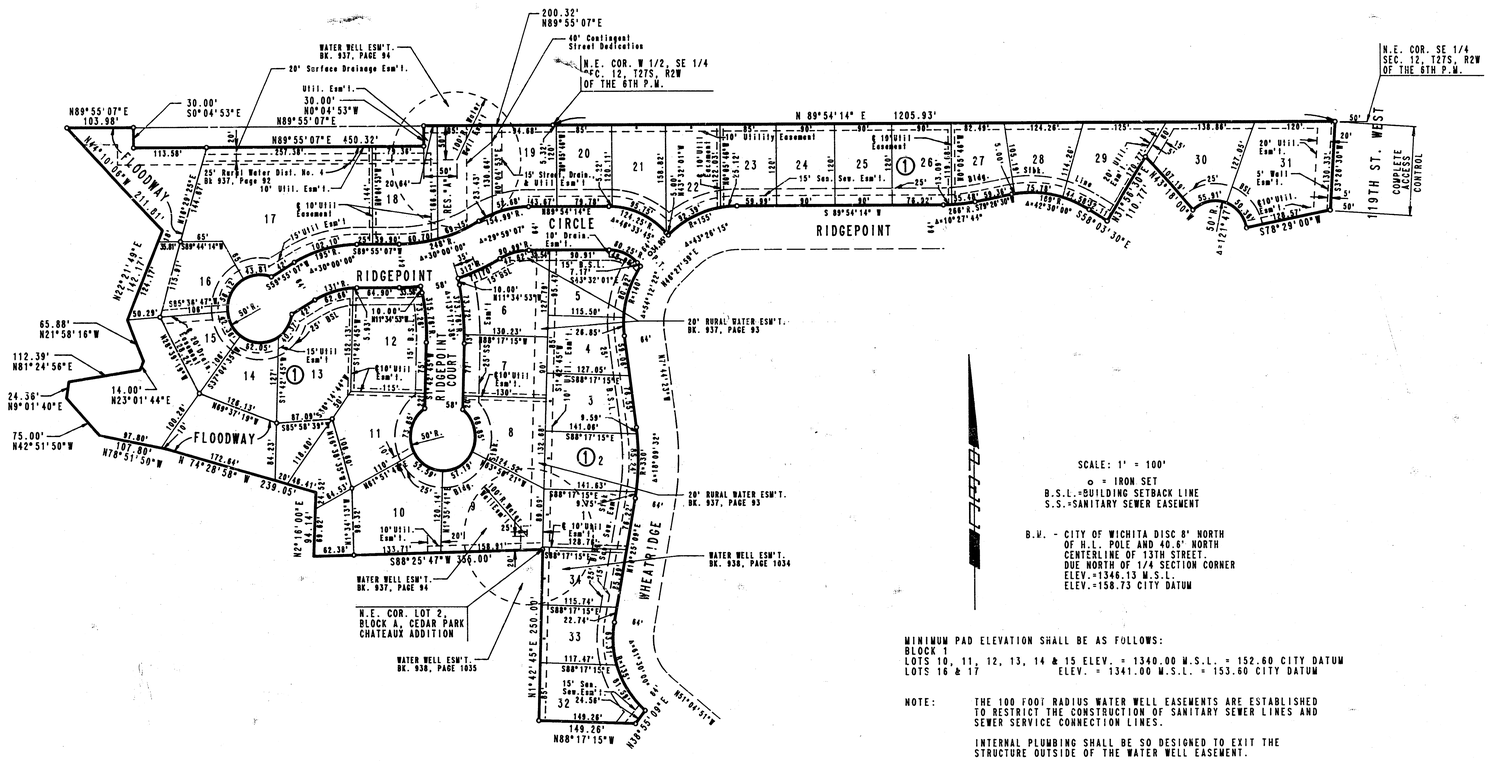
INLET HOOKUPS SHALL BE BID PER EACH REGARDLESS OF INLET SIZE.

1/20

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81810-000-000-001	2	15

AUTUMN RIDGE 2ND ADDITION

TO WICHITA, SEDGWICK COUNTY, KANSAS



MINIMUM PAD ELEVATION SHALL BE AS FOLLOWS:
BLOCK 1
LOTS 10, 11, 12, 13, 14 & 15 ELEV. = 1340.00 M.S.L. = 152.60 CITY DATUM
LOTS 16 & 17 ELEV. = 1341.00 M.S.L. = 153.60 CITY DATUM

NOTE: THE 100 FOOT RADIUS WATER WELL EASEMENTS ARE ESTABLISHED TO RESTRICT THE CONSTRUCTION OF SANITARY SEWER LINES AND SEWER SERVICE CONNECTION LINES.

INTERNAL PLUMBING SHALL BE SO DESIGNED TO EXIT THE STRUCTURE OUTSIDE OF THE WATER WELL EASEMENT.

AUTMN RIDGE 2ND ADDITION

PLAT

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

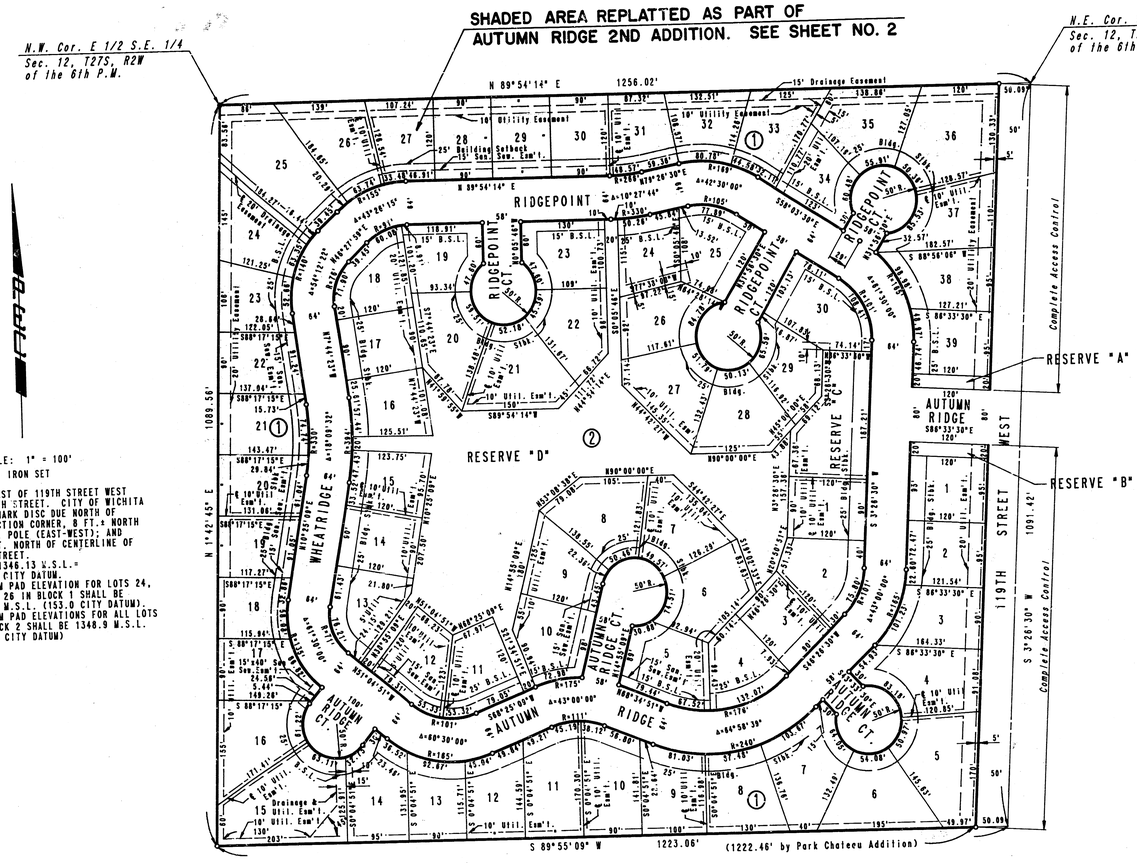
2/20

Designed by		Checked by	
Drawn by	DEP	Date MAY, 1988	Job No. 88155

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81810-000-000-001	3	15

AUTUMN RIDGE

TO WICHITA, SEDGWICK COUNTY, KANSAS



SCALE: 1" = 100'

o - IRON SET

B.M. - 1/2 EAST OF 119TH STREET WEST AND 13TH STREET, CITY OF WICHITA BENCH MARK DISC DUE NORTH OF 1/4 SECTION CORNER, 8 FT.± NORTH OF H.L. POLE (EAST-WEST); AND 40.6 FT. NORTH OF CENTERLINE OF 13TH STREET. ELEV.=1346.13 M.S.L.= 158.73 CITY DATUM. MINIMUM PAD ELEVATION FOR LOTS 24, 25 AND 26 IN BLOCK 1 SHALL BE 1340.4 M.S.L. (153.0 CITY DATUM). MINIMUM PAD ELEVATIONS FOR ALL LOTS IN BLOCK 2 SHALL BE 1348.9 M.S.L. (161.5 CITY DATUM)

AUTUMN RIDGE ADDITION

PLAT

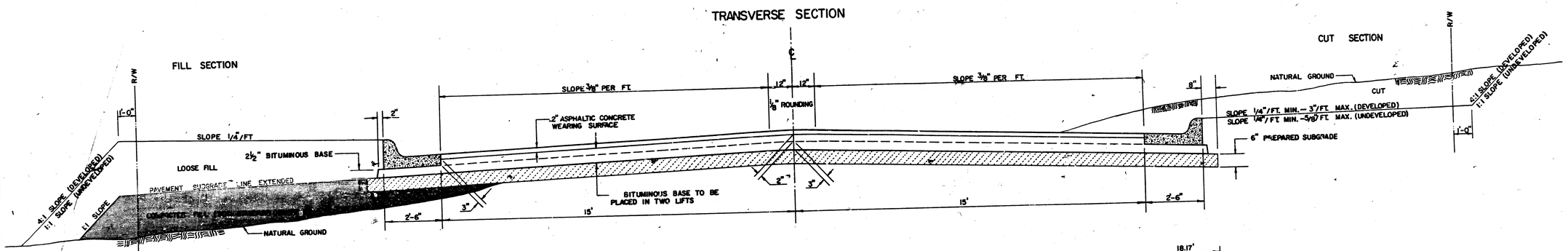
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

3/15

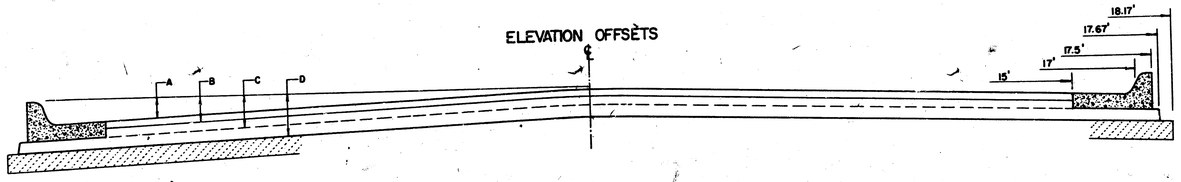
Designed by		Checked by	
Drawn by	DEP	Date JULY, 1988	Job No. 88155

TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

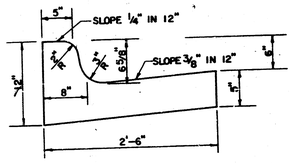


ELEVATION OFFSETS

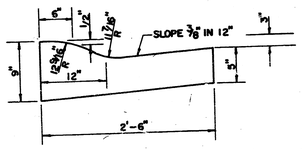


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



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 BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.

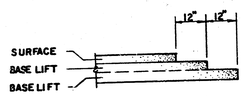
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

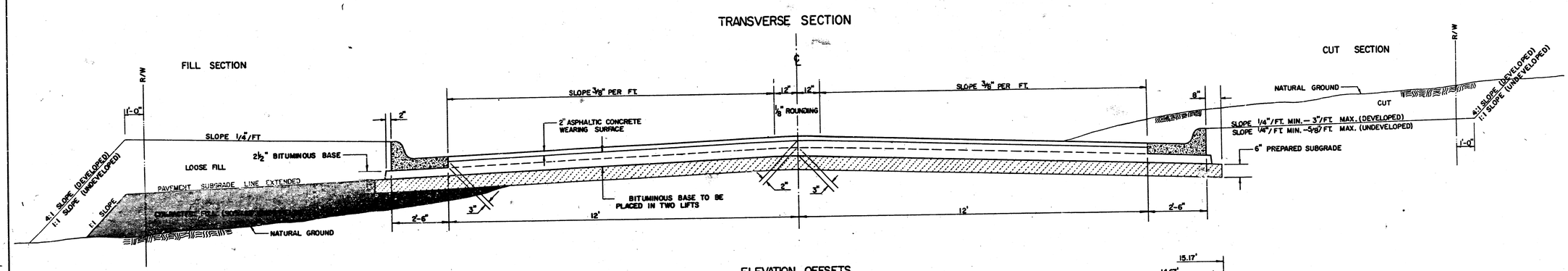
PROJECT NUMBER

472 76 225 81810 000 000 001

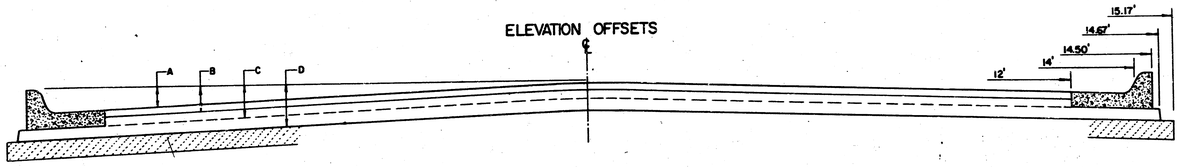
4/20

TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

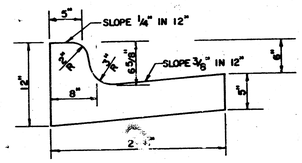


ELEVATION OFFSETS

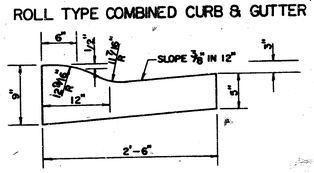


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF 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

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



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 BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.

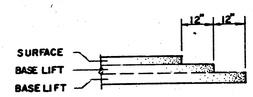
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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).

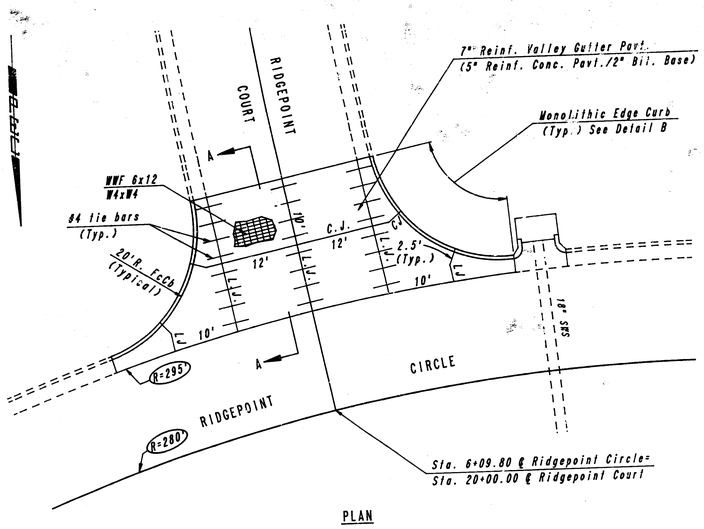
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS 5/20

PROJECT NUMBER

472 76 245 81810 000 000 001

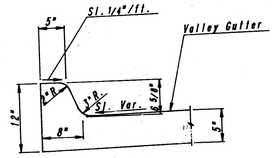
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81810-000-000-001	6	15



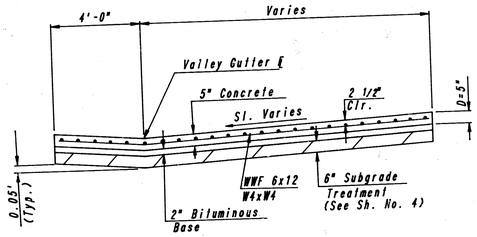
PLAN

REINFORCED VALLEY GUTTER

SCALE: 1" = 10'

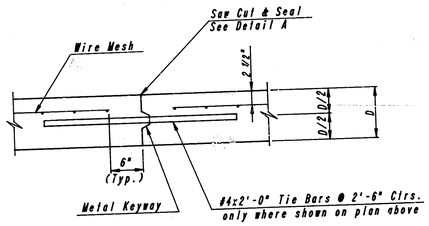


DETAIL B

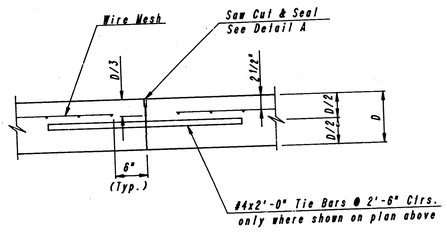


SECTION A-A

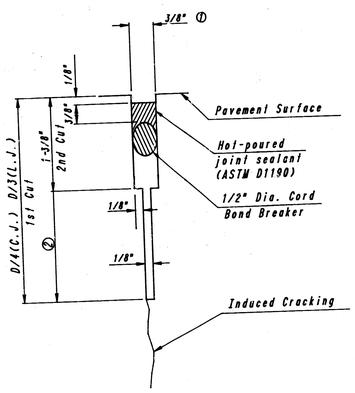
NOTE: OMIT REINFORCING MESH AT ALL JOINTS



LONGITUDINAL CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(ALTERNATE L.J.)



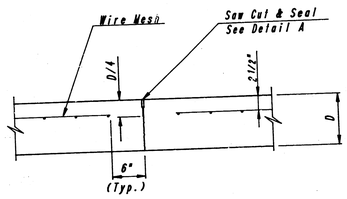
LONGITUDINAL JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(L.J.)



DETAIL A

1 To be accomplished in 2 cuts for Longitudinal Joints & Contraction Joints. Initial cut to be 1/8" wide.

2 Eliminate bottom of cut when metal keyway is used as part of Longitudinal or Transverse Construction Joint and at Doweled Construction Joint Locations.



CONTRACTION JOINT DETAIL
REINFORCED PAVEMENT
(C.J.)

AUTUMN RIDGE 2ND ADDITION

VALLEY GUTTER DETAILS

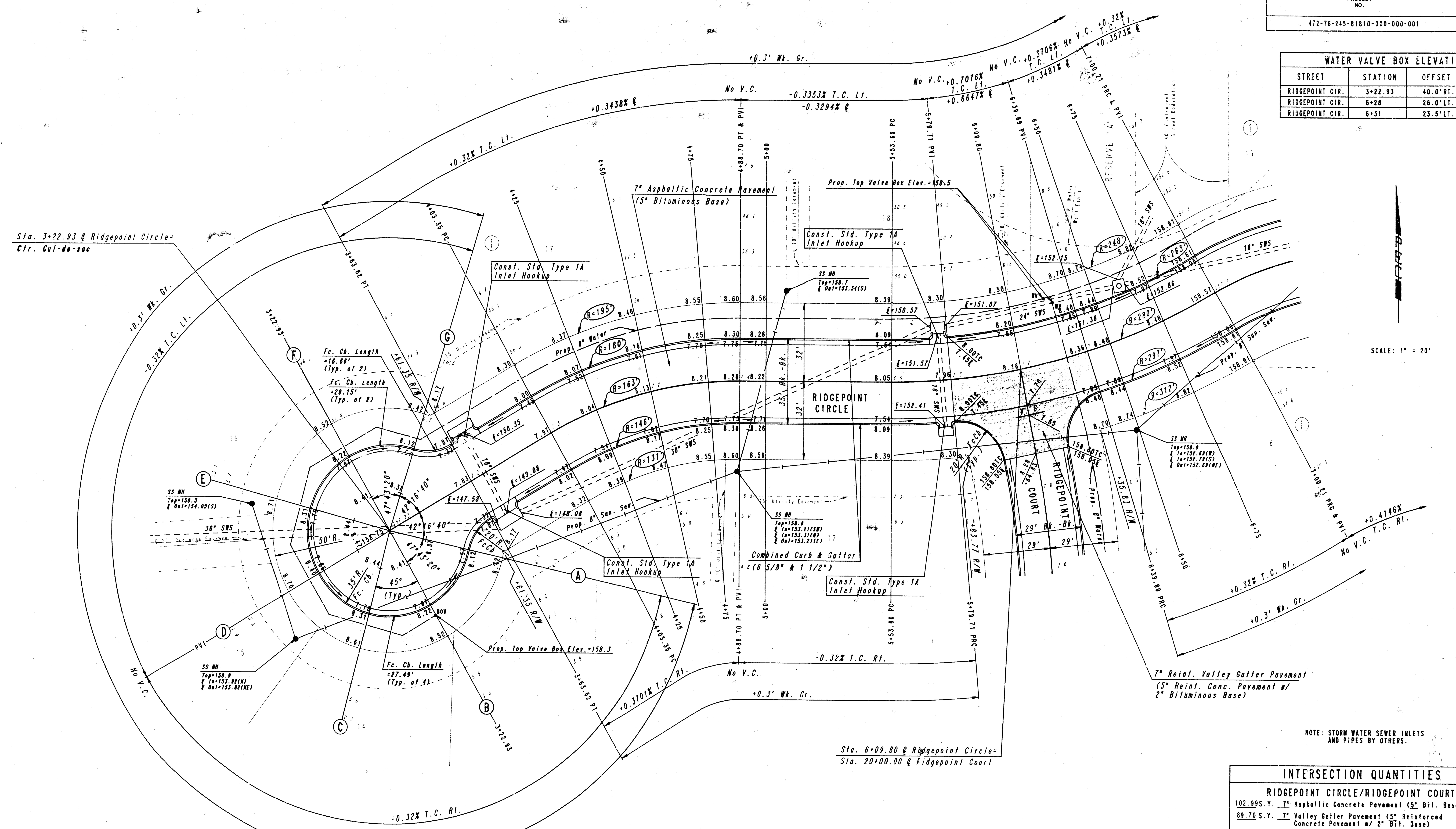
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

6/20

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date JULY, 1988	Job No. 88155

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81810-000-000-001	7	15

WATER VALVE BOX ELEVATIONS			
STREET	STATION	OFFSET	PROPOSED ELEVATION
RIDGEPOINT CIR.	3+22.93	40.0'RT.	158.3
RIDGEPOINT CIR.	6+28	26.0'LT.	158.5
RIDGEPOINT CIR.	6+31	23.5'LT.	158.5



NOTE: STORM WATER SEWER INLETS AND PIPES BY OTHERS.

℄ CURVE DATA

Δ=30°00'00" D=35°09'03" R=163.00' L=85.35' T=43.68' E=5.75'

CURVE DATA BASED ON ℄ RADIUS Δ/2=15°00'00"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH LEFT CURB	FACE CURB LENGTH RIGHT CURB	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
4+03.35 PC	——	——	——	——	——	0°00'00"	0°00'00"
4+25	21.65'	23.90'	19.40'	24.95'	18.32'	3°48'18"	3°48'18"
4+50	25.00'	27.61'	22.39'	28.80'	21.14'	4°23'37"	8°11'55"
4+75	25.00'	27.61'	22.39'	28.80'	21.14'	4°23'37"	12°35'32"
4+88.70 PT	13.70'	15.13'	12.27'	15.80'	11.60'	2°24'28"	15°00'00"
TOTAL	85.35'	94.25'	76.45'				

Defl./ft.=10.544815 min.

℄ CURVE DATA

Δ=30°00'00" D=20°27'46" R=280.00' L=146.61' T=75.03' E=9.88'

CURVE DATA BASED ON ℄ RADIUS Δ/2=15°00'00"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH LEFT CURB	FACE CURB LENGTH RIGHT CURB	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
5+53.60 PC	——	——	——	——	——	0°00'00"	0°00'00"
5+79.71	26.11'	24.52'	27.69'	23.77'	28.43'	2°40'17"	2°40'17"
6+09.80	30.09'	28.26'	31.92'	27.39'	32.76'	3°04'43"	5°45'00"
6+39.89	30.09'	28.26'	31.92'	27.39'	32.76'	3°04'43"	8°49'43"
6+50	10.11'	9.50'	10.72'	9.21'	11.01'	1°02'04"	9°51'47"
6+75	25.00'	23.48'	26.52'	22.76'	27.22'	2°33'28"	12°25'15"
7+00.21 PRC	25.21'	23.68'	26.74'	22.95'	27.45'	2°34'45"	15°00'00"
TOTAL	146.61'	137.71'	155.51'				

Defl./ft.=6.138735 min.

INTERSECTION QUANTITIES

RIDGEPOINT CIRCLE/RIDGEPOINT COURT

102.99 S.Y. 7" Asphaltic Concrete Pavement (5" Bit. Base)

89.70 S.Y. 7" Valley Gutter Pavement (5" Reinforced Concrete Pavement w/ 2" Bit. Base)

58.54 L.F. Monolithic Edge Curb (6 5/8")

196.88 S.Y. Subgrade Stabilization Manipulation

AUTUMN RIDGE 2ND ADDITION

RIDGEPOINT CIRCLE

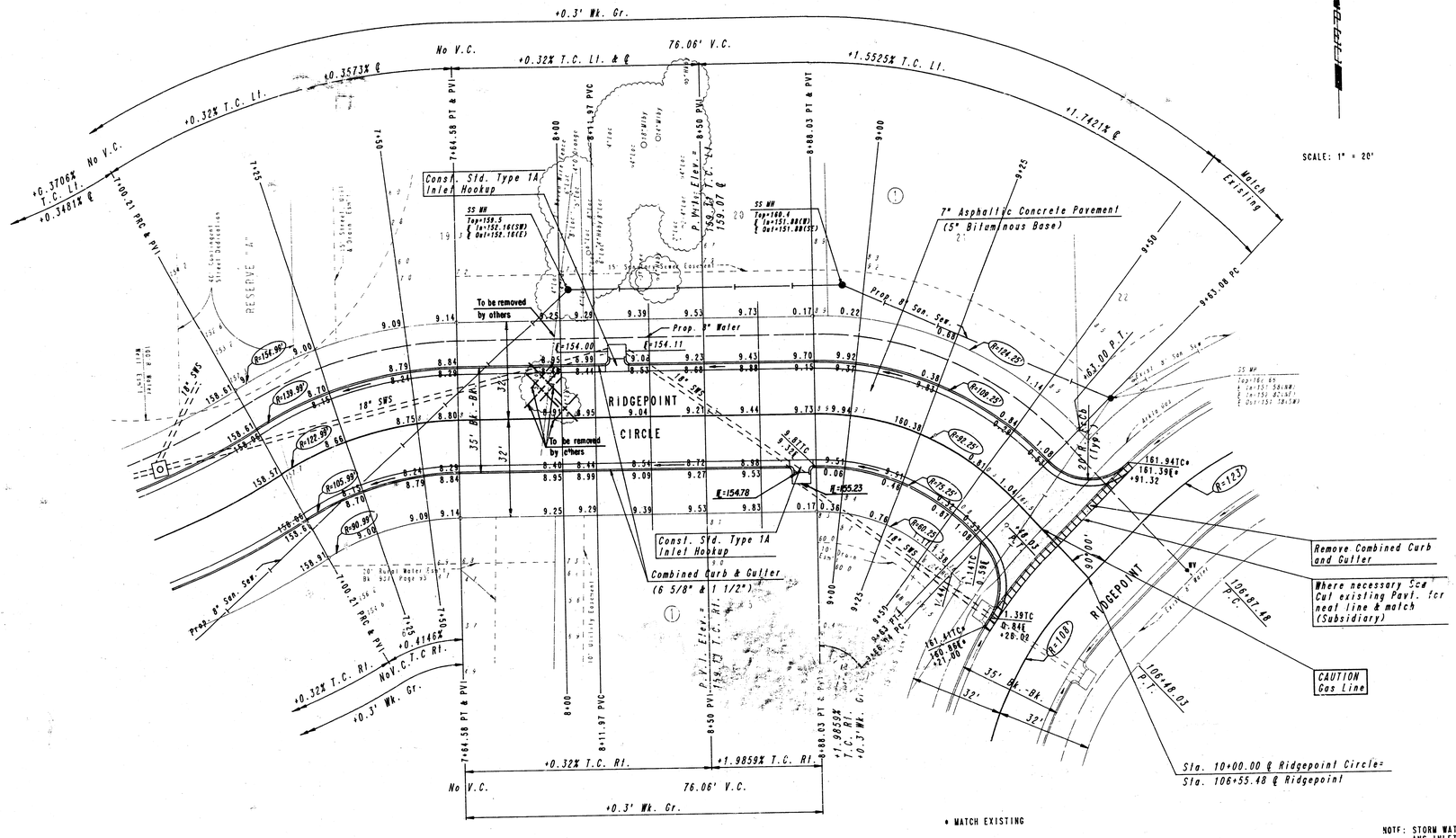
STA. 3+22.93 TO STA. 7+00.21

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

7/20

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date JUNE, 1988	Job No. 88155

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81810-000-000-001	8	15



℄ CURVE DATA

Δ=29°59'07" D=46°35'09" R=122.99' L=64.37' T=32.94' E=4.33'

CURVE DATA BASED ON ℄ RADIUS Δ/2=14°59'33.5"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	℄ TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
7+00.21 PRC	———	———	———	———	———	0°00'00"	0°00'00"
7+25	24.79'	28.21'	21.36'	29.78'	19.72'	5°46'26"	5°46'26"
7+50	25.00'	28.46'	21.54'	30.03'	19.88'	5°49'22"	11°35'48"
7+64.58 PT	14.58'	16.59'	12.57'	17.53'	11.61'	3°23'45"	14°59'33.5"
TOTAL	64.37'	73.26'	55.47'				

Defl./ft.=13.974807 min.

℄ CURVE DATA

Δ=46°33'45" D=62°06'33" R=92.25' L=74.97' T=39.69' E=8.18'

CURVE DATA BASED ON ℄ RADIUS Δ/2=23°16'52.5"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	℄ TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
8+88.03 PC	———	———	———	———	———	0°00'00"	0°00'00"
9+00	11.97'	14.17'	9.76'	15.20'	8.72'	3°43'02"	3°43'02"
9+25	25.00'	29.61'	20.39'	31.68'	18.17'	7°45'49"	11°28'51"
9+50	25.00'	29.61'	20.39'	31.68'	18.17'	7°45'49"	19°14'39"
9+63 PT	13.00'	15.39'	10.61'	16.51'	9.47'	4°02'13"	23°16'52.5"
TOTAL	74.97'	88.78'	61.15'				

Defl./ft.=18.632453 min.

INTERSECTION QUANTITIES

RIDGEPOINT/RIDGEPOINT CIRCLE

87.43 S.Y. 7" Asphaltic Concrete Pavement (5" Bit. Base)

19.47 S.Y. 2 1/2" Bituminous Base (w/ Comb. Curb & Gutter only)

63.56 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")

110.30 S.Y. Subgrade Stabilization Manipulation

AUTUMN RIDGE 2ND ADDITION

RIDGEPOINT CIRCLE

STA. 7+00.21 TO STA. 10+00.00

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
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WICHITA, KANSAS

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date JUNE, 1988	Job No. 88155

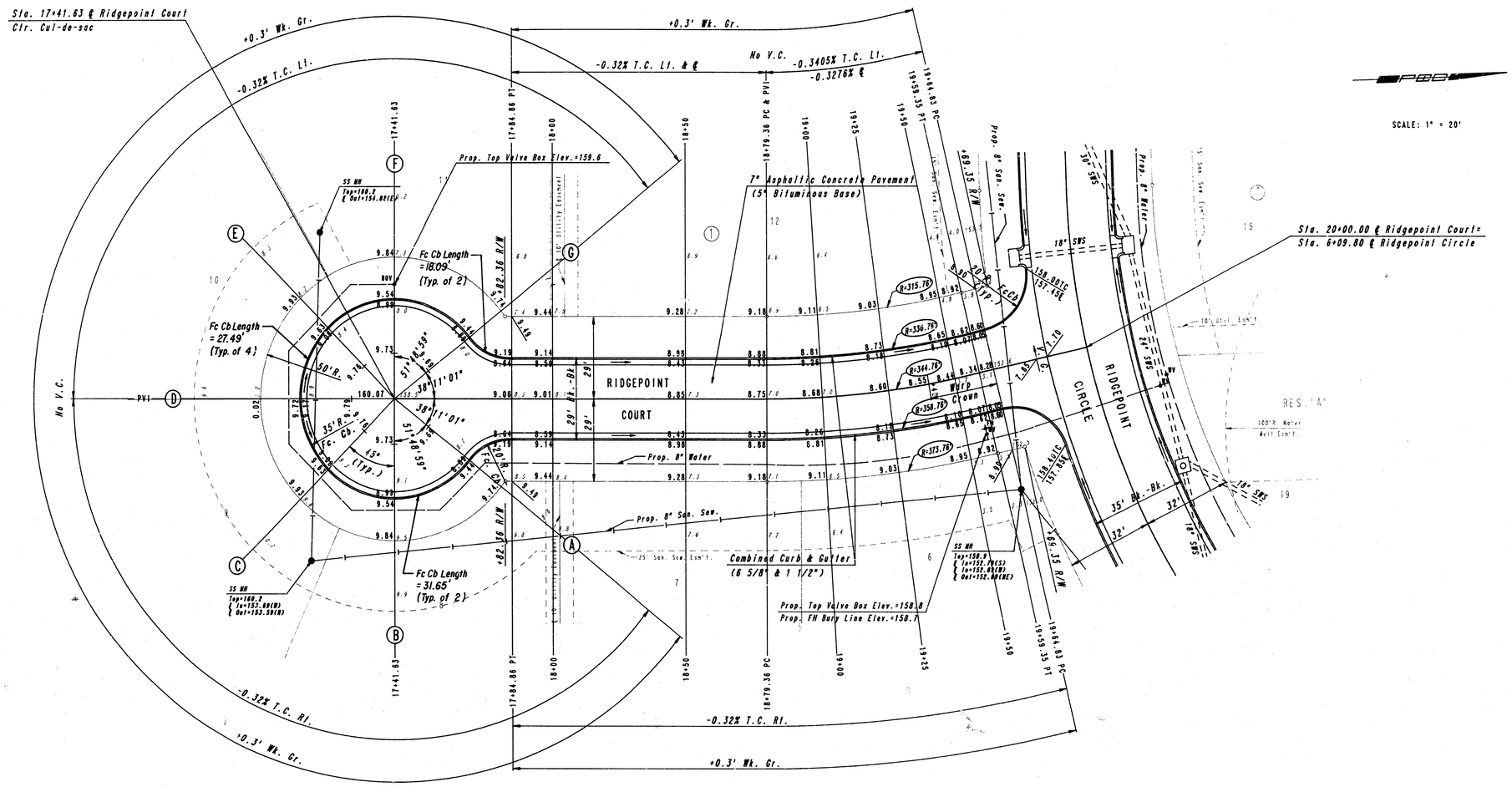
8/20

* MATCH EXISTING

NOTE: STORM WATER SEWER PIPES AND INLETS BY OTHERS.

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81810-000-000-001	9	15

WATER VALVE BOX ELEVATIONS			
STREET	STATION	OFFSET	PROPOSED ELEVATION
RIDGEPOINT CT.	17+41.63	40.0'LT.	159.6
RIDGEPOINT CT.	19+57	21.0'RT.	158.8



℄ CURVE DATA							
Δ=13°17'38" D=16°37'09" R=344.76' L=79.99' T=40.18' E=2.33'							
CURVE DATA BASED ON ℄ RADIUS Δ/2=6°38'49"							
℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	℄ TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
18+79.36 PC	———	———	———	———	———	0°00'00"	0°00'00"
19+00	20.64'	19.81'	21.47'	19.32'	21.95'	1°42'54"	1°42'54"
19+25	25.00'	23.98'	26.02'	23.40'	26.59'	2°04'39"	3°47'33"
19+50	25.00'	23.98'	26.02'	23.40'	26.59'	2°04'39"	5°52'12"
19+59.35 PT	9.35'	8.97'	9.73'	8.75'	9.95'	0°46'37"	6°38'49"
TOTAL	79.99'	76.74'	83.24'	Def./ft.=4.985832 min.			

AUTUMN RIDGE 2ND ADDITION

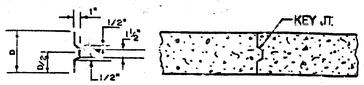
RIDGEPOINT COURT

STA. 17+41.63 TO STA. 20+00.00

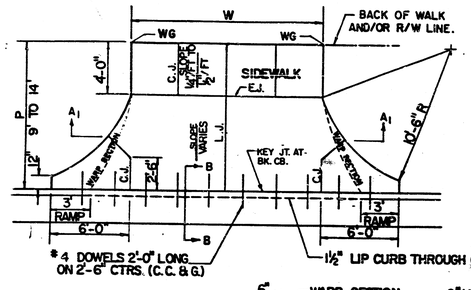
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

9/10

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date JUNE, 1988	Job No. 88155

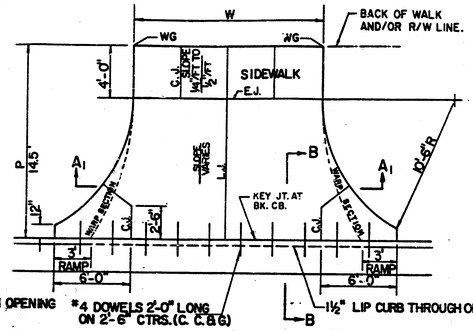


ALT. LONGITUDINAL CONSTRUCTION JOINT



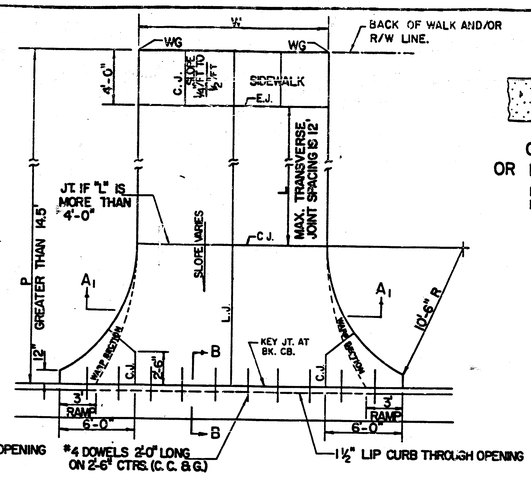
*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



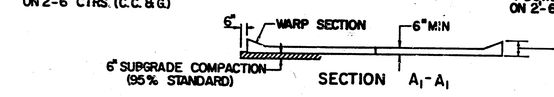
*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



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

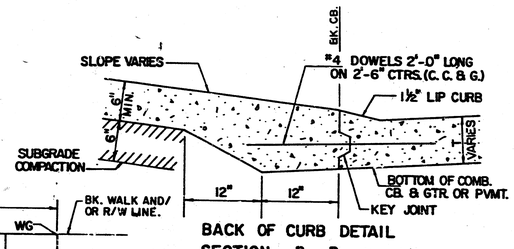
1½" LIP CURB THROUGH OPENING



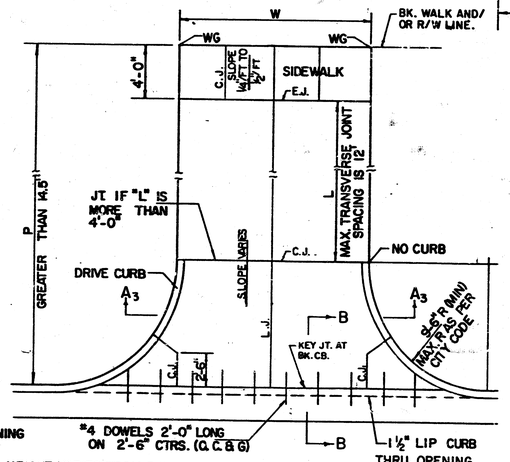
THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT END OF 10'-6" RADIUS.

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	1.35	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	-.19	-.16	-.13	-.10	-.06	0.00	0.00	0.15	0.25	0.35	0.45	0.55	0.65

RADIUS RAMP DRIVES (P = 9.0' & GREATER)

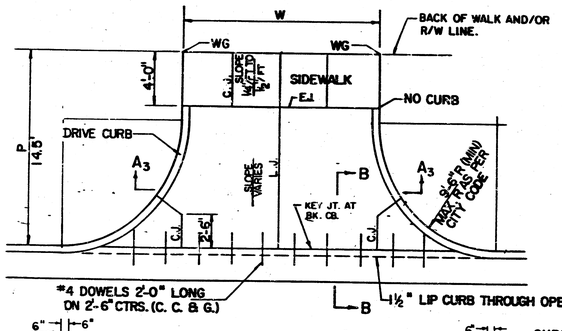


BACK OF CURB DETAIL
SECTION B - B (no scale)



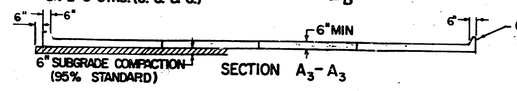
*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THRU. OPENING



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

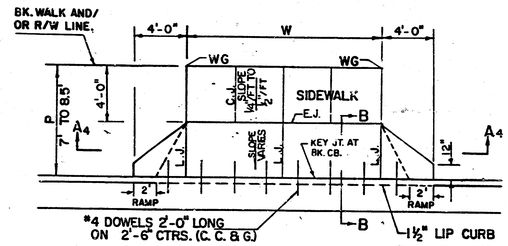
1½" LIP CURB THROUGH OPENING



CURB HEIGHT VARIES FROM FULL HEIGHT AT STREET CURB LINE TO NO CURB AS INDICATED.

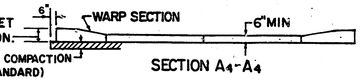
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL 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)



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

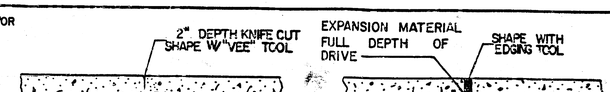
1½" LIP CURB THRU. OPENING



THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT SIDEWALK SECTION.

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 MAX. DIST OF PT. "WG" BELOW TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

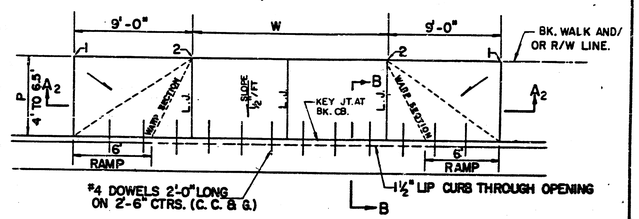
FULL RAMP DRIVE (P=7.0' TO 8.5')



CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

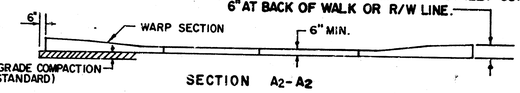
NO SAWN JOINTS WILL BE ALLOWED.

EXPANSION JOINT (E.J.)



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

1½" LIP CURB THROUGH OPENING



THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT BACK OF WALK OR R/W LINE.

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')

GENERAL NOTES

1. 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.
2. C/E 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'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON 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.
4. 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.
5. 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.
6. 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.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS 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 ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
8. 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" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. 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.

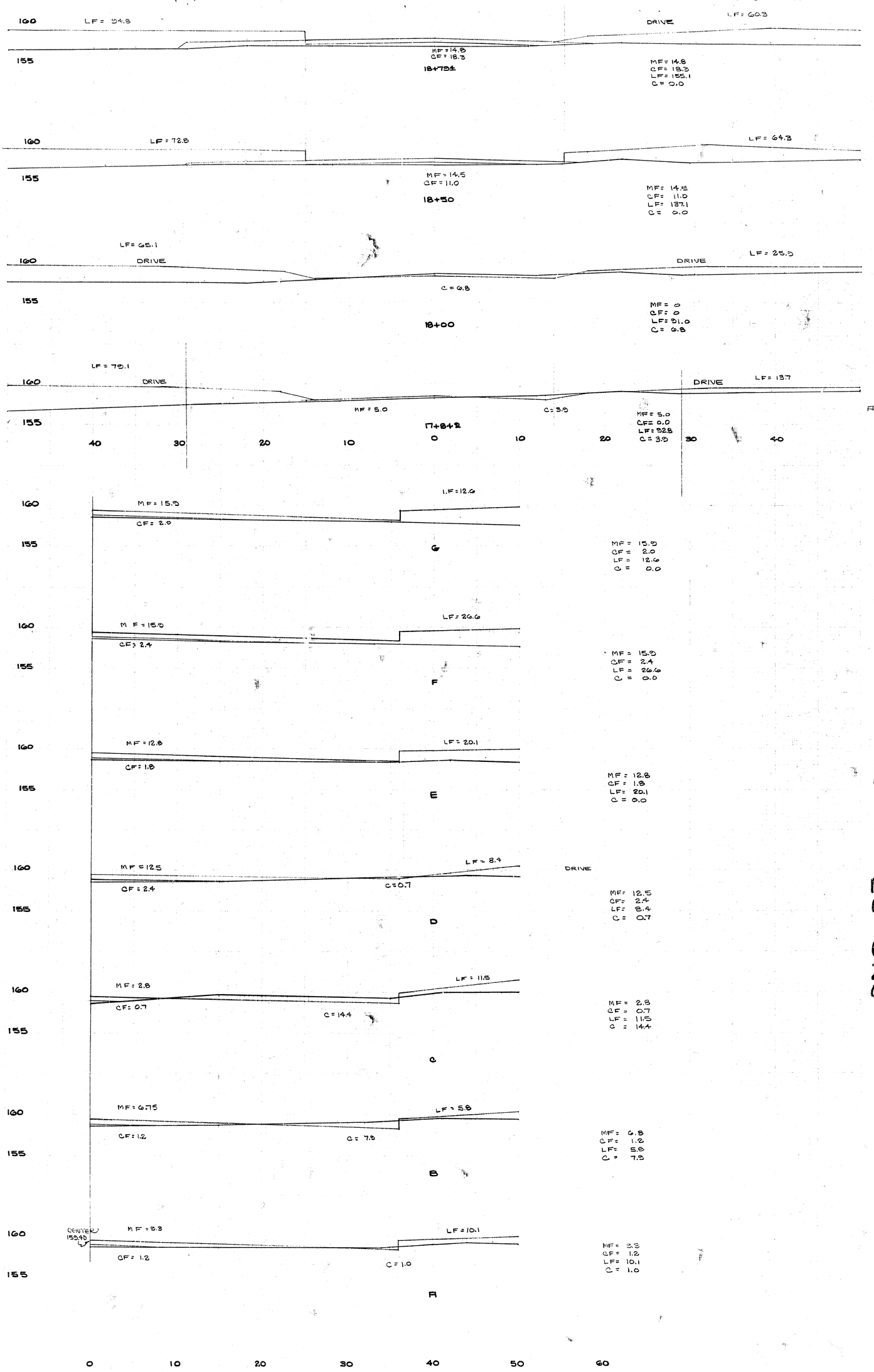
REVISED OCTOBER 1985

SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

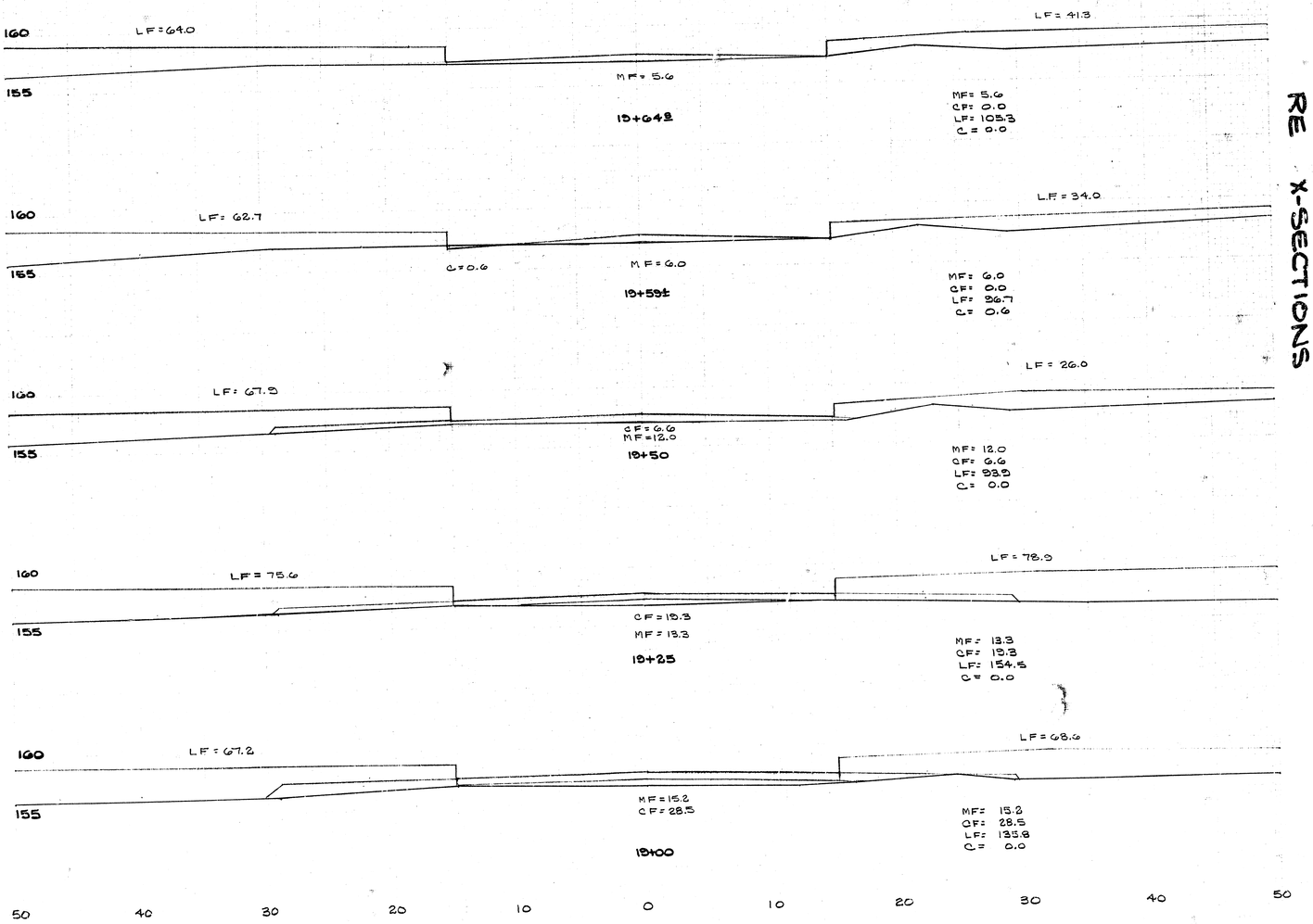
PROJECT NUMBER
472 76 245 81810 000 000 001

RE X-SECTIONS



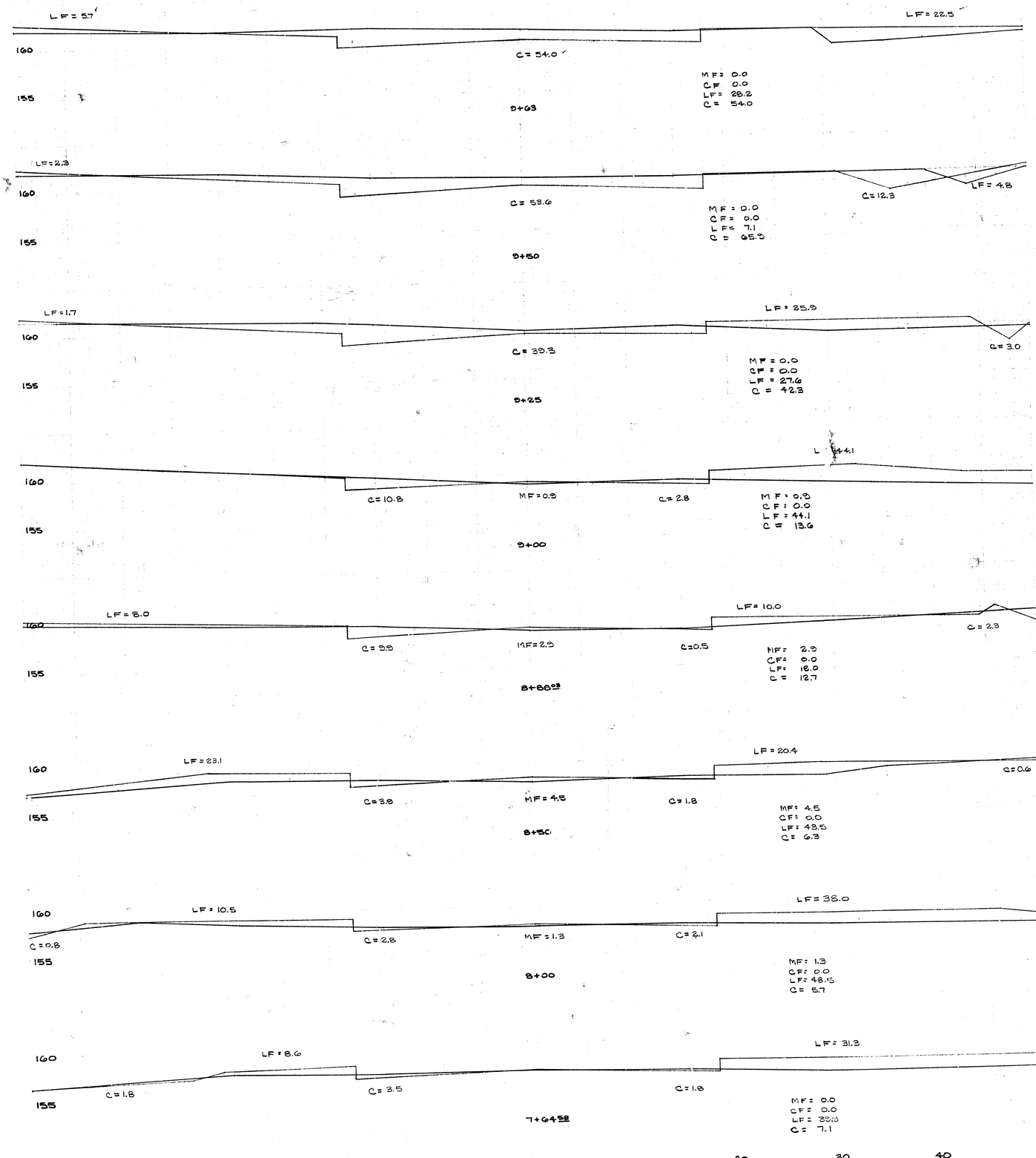
RIDGEPOINT COURT

RE X-SECTIONS

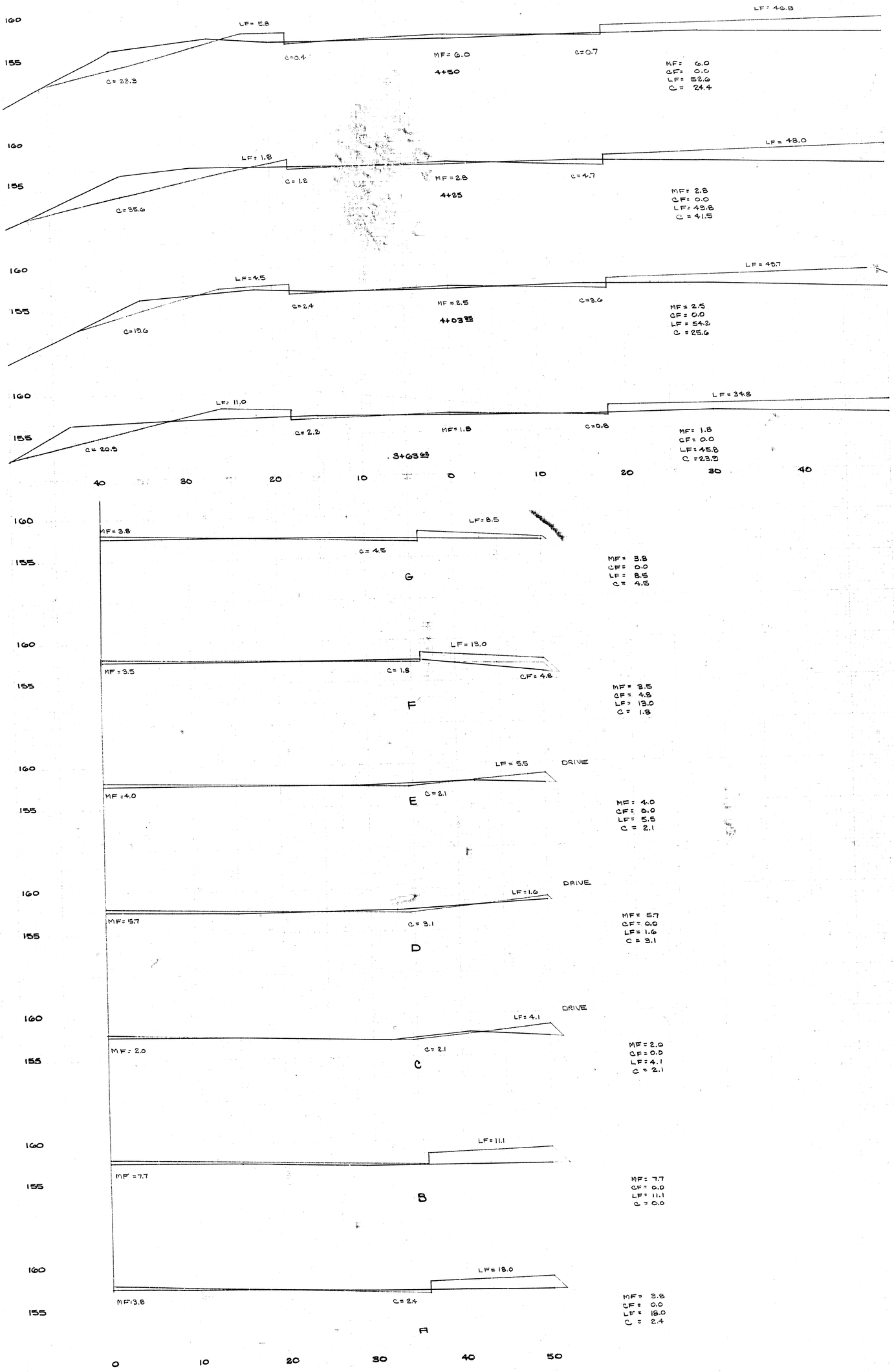


RIDGEPOINT COURT

RE X-SECTIONS



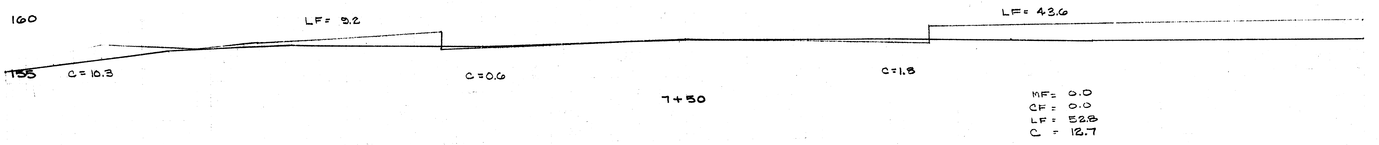
RIDGEPOINT CIRCLE

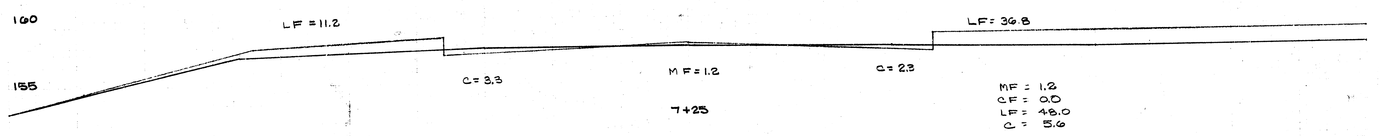


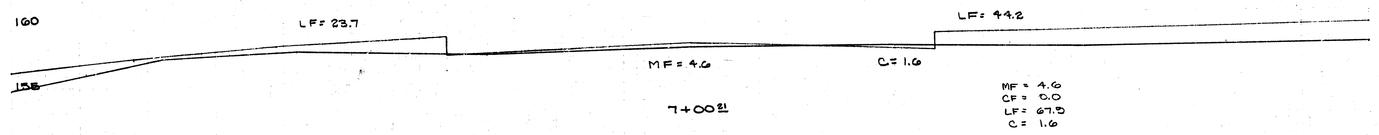
RE. X-SECTIONS

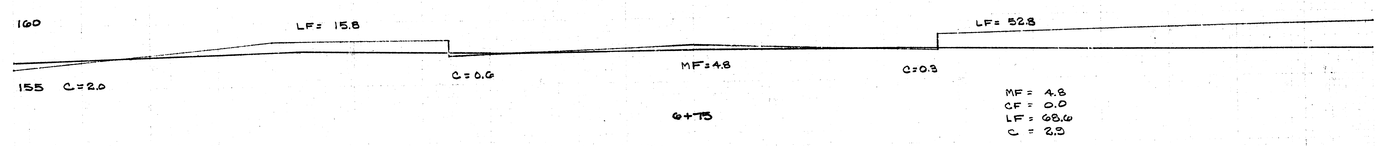
RIDGEPOINT CIRCLE

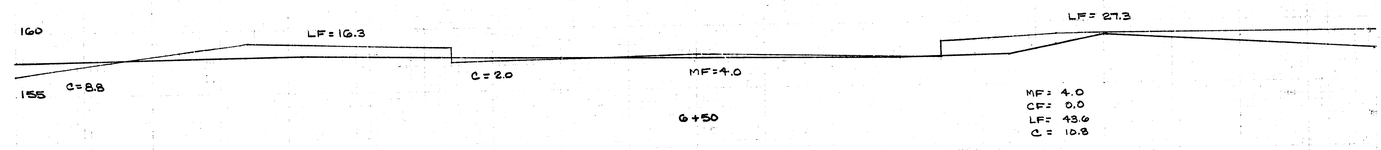
RE X-SECTIONS

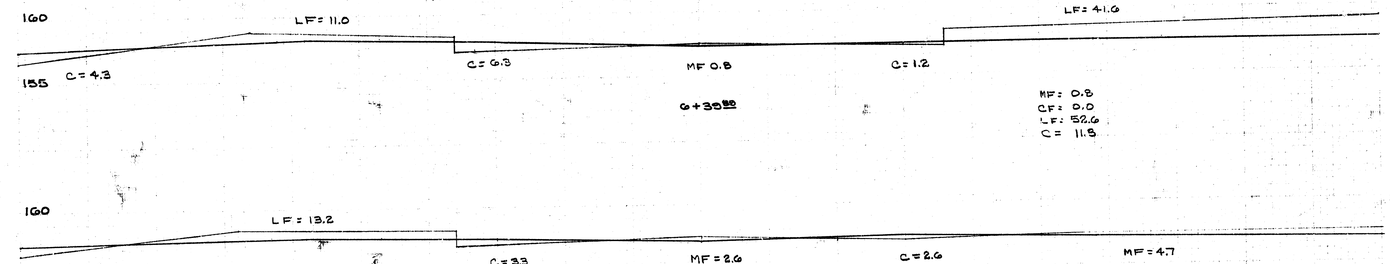


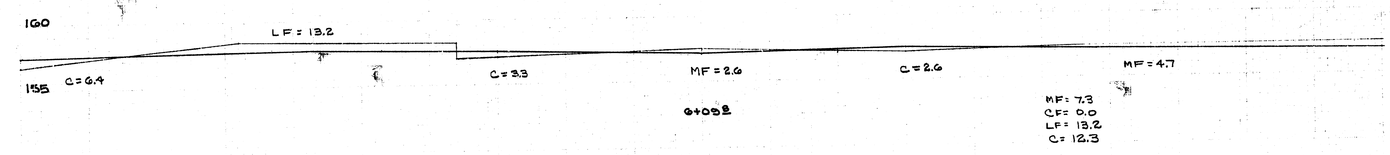


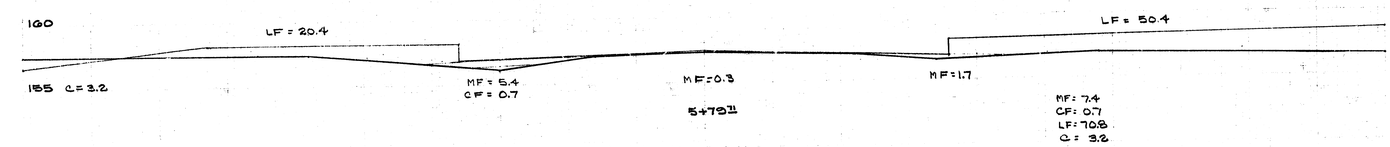


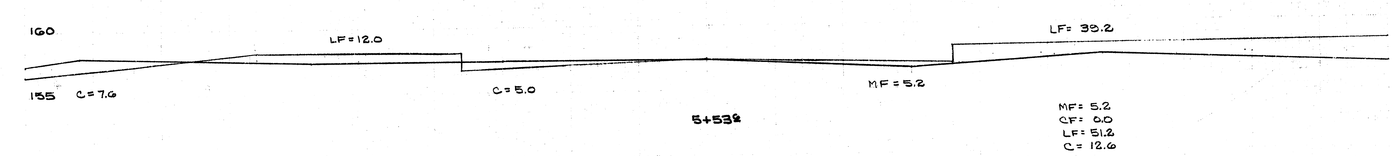


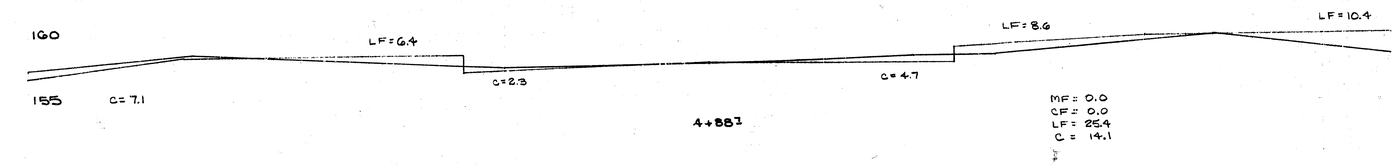


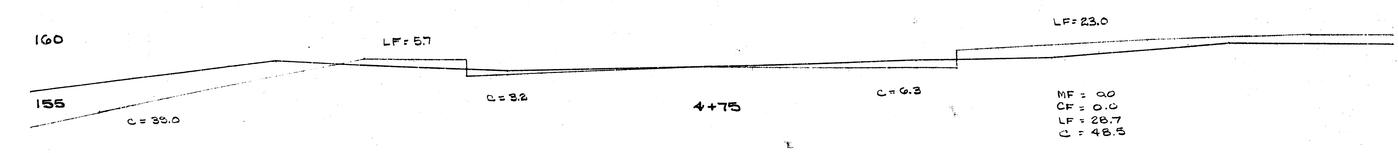












40 30 20 10 0 10 20 30 40

RIDGEPOINT CIRCLE

50 40 30 20 10 ℄ 10 20 30 40 50

158.36

160 6+39.83 155 150

C=0

LF=48
MF=8
CF=2

60.38' LF=106.2
MF=16.8
CF=5.6

160 6+39.83 155 150

158.16

160 6+09.80 155

C=1

LF=21
MF=6
CF=0

30.03' Exc.=0.6
LF=38.4
MF=7.8
CF=1.1

160 6+09.80 155

157.96

160 5+79.77 155

C=7

LF=34
MF=0

26.17' Exc.=3.0
LF=37.3
MF=0.5

160 5+79.77 155

158.05

160 5+53.60 155 150

C=1

LF=43
MF=1
CF=0

64.90' Exc.=1.2
LF=111.6
MF=8.4
CF=1.2

160 5+53.60 155

158.26

160 4+88.70 155

C=0

LF=50
MF=6
CF=1

38.70' LF=71.7
MF=0.3
CF=2.9

160 4+88.70 155

158.13

160 4+50 155 150

C=0

LF=50
MF=7
CF=3

46.65' Exc.=0.9
LF=82.1
MF=6.0
CF=2.6

160 4+50 155

157.97

160 155 4+03.35 150 145

C=1

LF=45
MF=0
CF=0

39.73' Exc.=2.9
LF=62.5

160 4+03.35 155

157.83

160 155 3+63.62 150 145

C=3

LF=40

3+63.62 150 145

Exc.=13.9 C.Y.
LF=540.6 C.Y.
MF=52.1 C.Y.
CF=13.4 C.Y.

50 40 30 20 10 ℄ 10 20 30 40 50

Ridgepoint Circle
Sta. 3+63.62 to Sta 6+39.83

Autumn Ridge 2nd
Proj. No. 42-24-245-8181-000-000-001

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Autumn Ridge 2nd

Proj. No. 432-96-245-8080-000-000-001

Ridgepoint Circle

Sheet 11 of 15

17/20

0 10 20 30 40 50 60 70

160 155 150 145 160 155 150 145 160 155 150 145 160

A B C D E F G

C=0

LF=25
MF=10
CF=0

LF=33.6
MF=6.6
CF=3.3

LF=35.5
MF=9.2
CF=10.4

LF=28
MF=17
CF=3

LF=28
MF=18
CF=9

LF=35.5
MF=8.9
CF=10.3

LF=28
MF=16
CF=5

LF=34.9
MF=8.4
CF=3.4

LF=35.7
MF=8.1
CF=0.7

LF=27
MF=10
CF=1

LF=28
MF=11

C=1

158.75

EXC.=0.5
LF=35.7
MF=5.3

EXC.=0.8
LF=8.5
MF=5.2

TOTAL
EXC.=71.9 C.Y.
LF=1680.6 C.Y.
MF=278.7 C.Y.
CF=1710 C.Y.

EXC.=1.3 C.Y.
LF=228.3 C.Y.
MF=57.4 C.Y.
CF=28.1 C.Y.

EXC.=0.5
LF=8.9
MF=3.5

LF=26
MF=18
CF=0

158.75

605.18 S.F.
36.1°

472.66 S.F.
36.1°

538.88 S.F.
36.1°
1485

244.84 S.F.
36.1°
1485

507.65 S.F.
36.1°
1485

513.76 S.F.
36.1°
1485

50 40 30 20 10 ℄ 10 20 30 40 50

165
9+63.08
160

161.04

C=53 LF=0 CF=0

13.08' Exc.=16.0 LF=12.6 CF=1.7

165
9+63.08
160

160
9+50
155

160.81

C=13 LF=52 MF=0 CF=7

50' Exc.=13.0 LF=85.2 MF=4.6 CF=7.4

160
9+50
155

160
9+00
155

159.94

C=2 LF=40 MF=5 CF=1

11.97' Exc.=0.7 LF=17.3 MF=2.0 CF=0.2

160
9+00
155

160
8+88.03
155

159.73

C=1 LF=38 MF=4 CF=0

38.03' Exc.=1.4 LF=54.9 MF=5.6

160
8+88.03
155

160
8+50
155

159.21

C=1 LF=40 MF=4

50' Exc.=0.9 LF=81.5 MF=10.2

160
8+50
155

160
8+00
155

158.91

C=0 LF=48 MF=7

35.42' Exc.=0.7 LF=62.3 MF=5.2

160
8+00
155

160
7+64.58
155

158.80

C=1 LF=47 MF=1

14.58' Exc.=0.3 LF=25.4 MF=0.3

160
7+64.58
155

160
7+50
155

158.75

C=0 LF=47 MF=0 CF=0

49.79' LF=86.7 MF=6.5 CF=2.3

160
7+50
155

160
7+00.21
155

158.57

LF=47 MF=7 CF=3

Exc.=33.9 C.Y.
LF=423.9 C.Y.
MF=34.4 C.Y.
CF=12.1 C.Y.

160
7+00.21
155
150

Ridgepoint Circle
Sta 7+00.21 to Sta 9+68

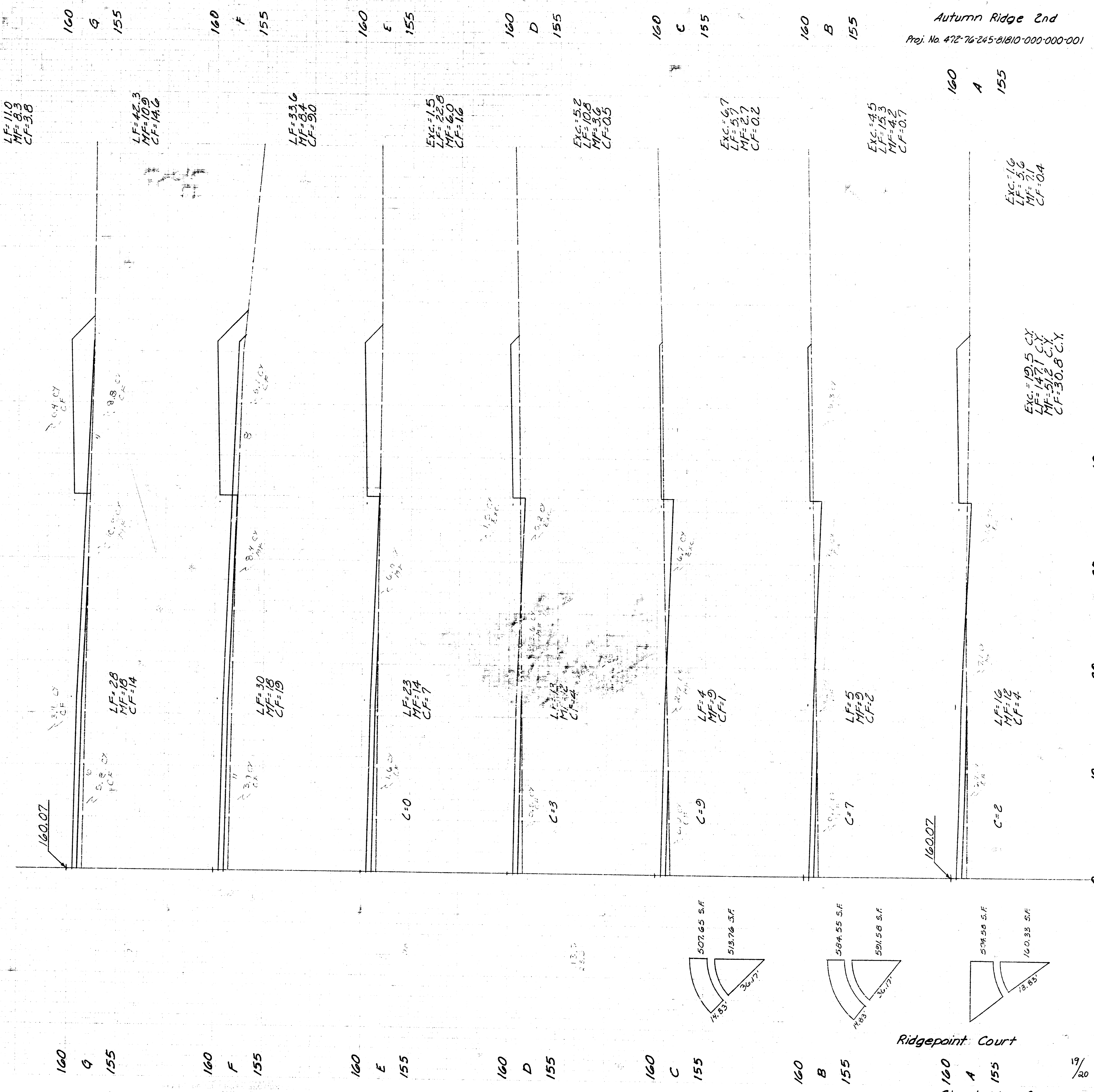
Sheet 13 of 15
18/30

Proj. No. 42-24-5818-0000-001
Autumn Ridge 2nd

50 40 30 20 10 ℄ 10 20 30 40 50

Autumn Ridge 2nd

Proj. No. 472-76-245-81810-000-000-001



19/20

Sheet 14 of 15

160
19+64.83
155

158.28

LF=50
MF=11
CF=2

5.44' LF=10.4 MF=2.4 CF=0.6

160
19+59.39
155

158.34

LF=53
MF=13
CF=4

9.39' LF=18.6 MF=4.9 CF=3.3

160
19+50
155

158.44

LF=54
MF=15
CF=15

50' LF=101.9 MF=27.8 CF=41.7

160
19+00
155

158.68

LF=56
MF=15
CF=30

20.64' LF=41.7 MF=11.5 CF=19.5

160
18+79.36
155

158.75

LF=53
MF=15
CF=21

29.36' LF=57.6 MF=16.3 CF=14.7

160
18+50
155

158.85

C=0

LF=53
MF=15
CF=6

50' Exc.=1.9 LF=86.1 MF=18.5 CF=6.5

160
18+00
155

159.01

C=2

LF=40
MF=5
CF=1

15.14' Exc.=1.4 LF=22.4 MF=2.2 CF=0.3

160
17+84.86
155

159.06

C=3

LF=40
MF=3
CF=0

Exc.=3.3 C.Y.
LF=33.3.7 C.Y.
MF=83.6 C.Y.
CF=86.6 C.Y.

Ridgepoint Court
Sta. 17+84.86 to Sta. 19+64

Autumn Ridge 2nd
Proj. No. 472-16-245-6180-000-000-001

50 40 30 20 10 ℄ 10 20 30 40 50

20/40

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