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 TEE TIME TO AND INCLUDING CUL-DE-SAC SERVING LOTS 17 THROUGH 21 BLOCK 2 INCLUSIVE

TEE TIME COURT - W.L. OF TEE TIME TO AND INCLUDING CUL-DE-SAC SERVING LOTS 22 THROUGH 31 BLOCK 2 INCLUSIVE

TEE TIME COURT - W.L. OF TEE 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. 56+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. = 168.33

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. = 168.94

EARTHWORK

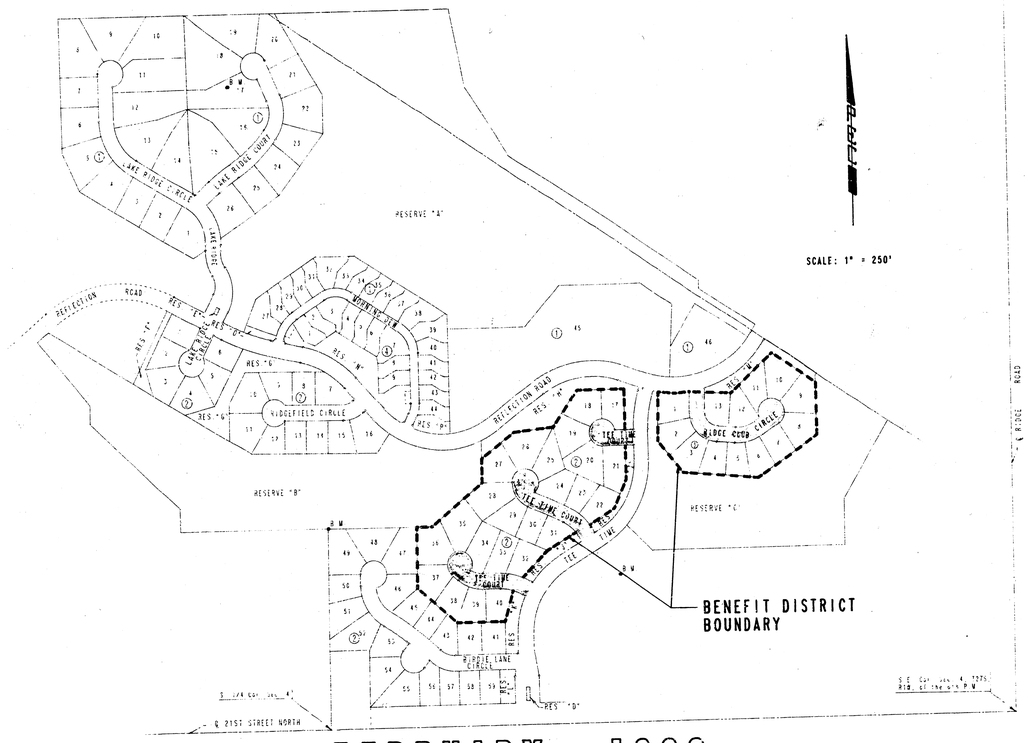
EXCAVATION

X-SECTIONS	1821 CU. YDS.
10%	182 CU. YDS.
TOTAL	2003 CU. YDS.

COMPACTED FILL

X-SECTIONS	135 CU. YDS.
10%	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 262-2691 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 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 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 PERMISSABLE 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

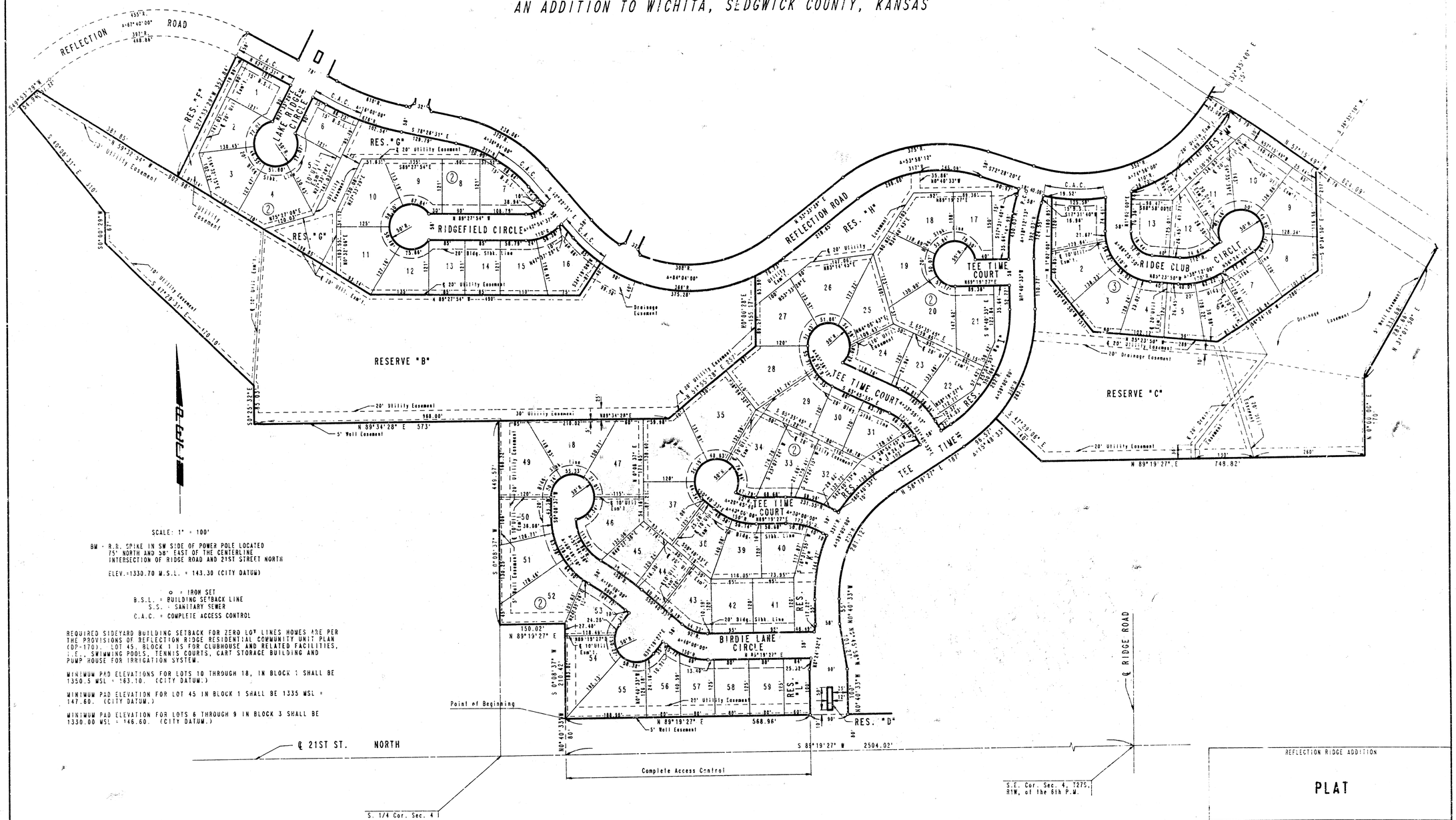
CHARLES E. BROWN LICENSED 7531 KANSAS PROFESSIONAL ENGINEER

1/16

PROJECT NO	SHEET NO.
472-76-245-81717-000-000-001	2 16

REFLECTION RIDGE

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS



BM - R.R. 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.=1330.70 M.S.L. = 143.30 (CITY DATUM)

o = 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.)

REFLECTION RIDGE ADDITION

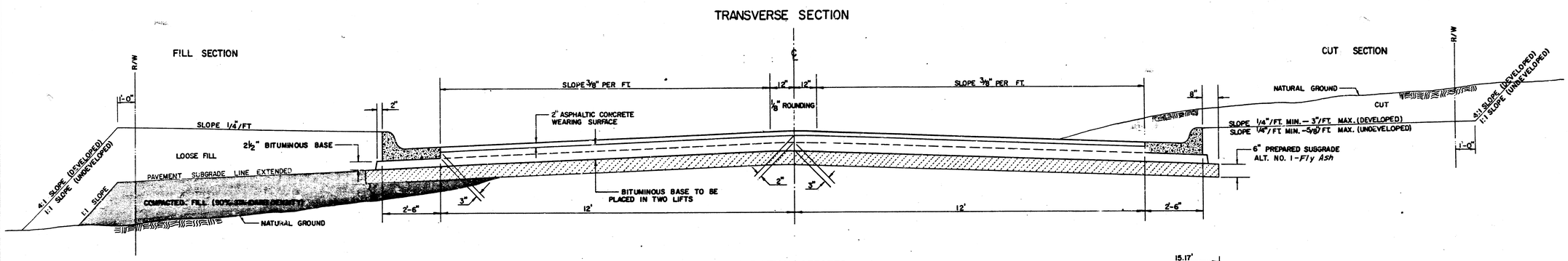
PLAT

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

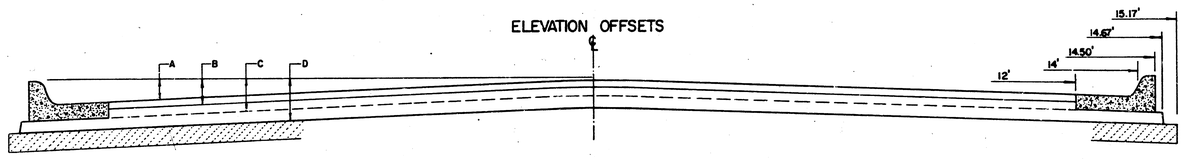
Designed by		Checked by		2/16
Drawn by	DEP	Date DEC., 1988	Job No.	87590

TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

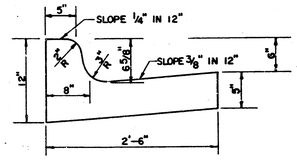


ELEVATION OFFSETS

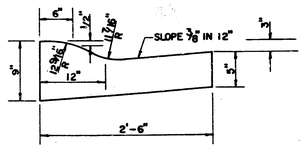


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF 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 BEYOND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.

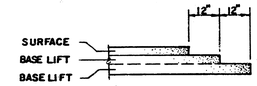
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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 3/16

PROJECT NUMBER
472-76-245-81717-000-000-001

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81717-000-000-001	4	16

℄ CURVE DATA

Δ=40°00'00" D=47°21'15" R=121.00' L=84.47' T=44.04' E=7.77'

CURVE DATA BASED ON ℄ RADIUS Δ/2=20°00'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
130+32.74 PC	——	——	——	0°00'00"	0°00'00"
130+50	17.25'	——	20.38'	4°05'12"	4°05'12"
130+60.91	10.91'	——	12.89'	2°34'59"	6°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./ft.=14.206227 min.

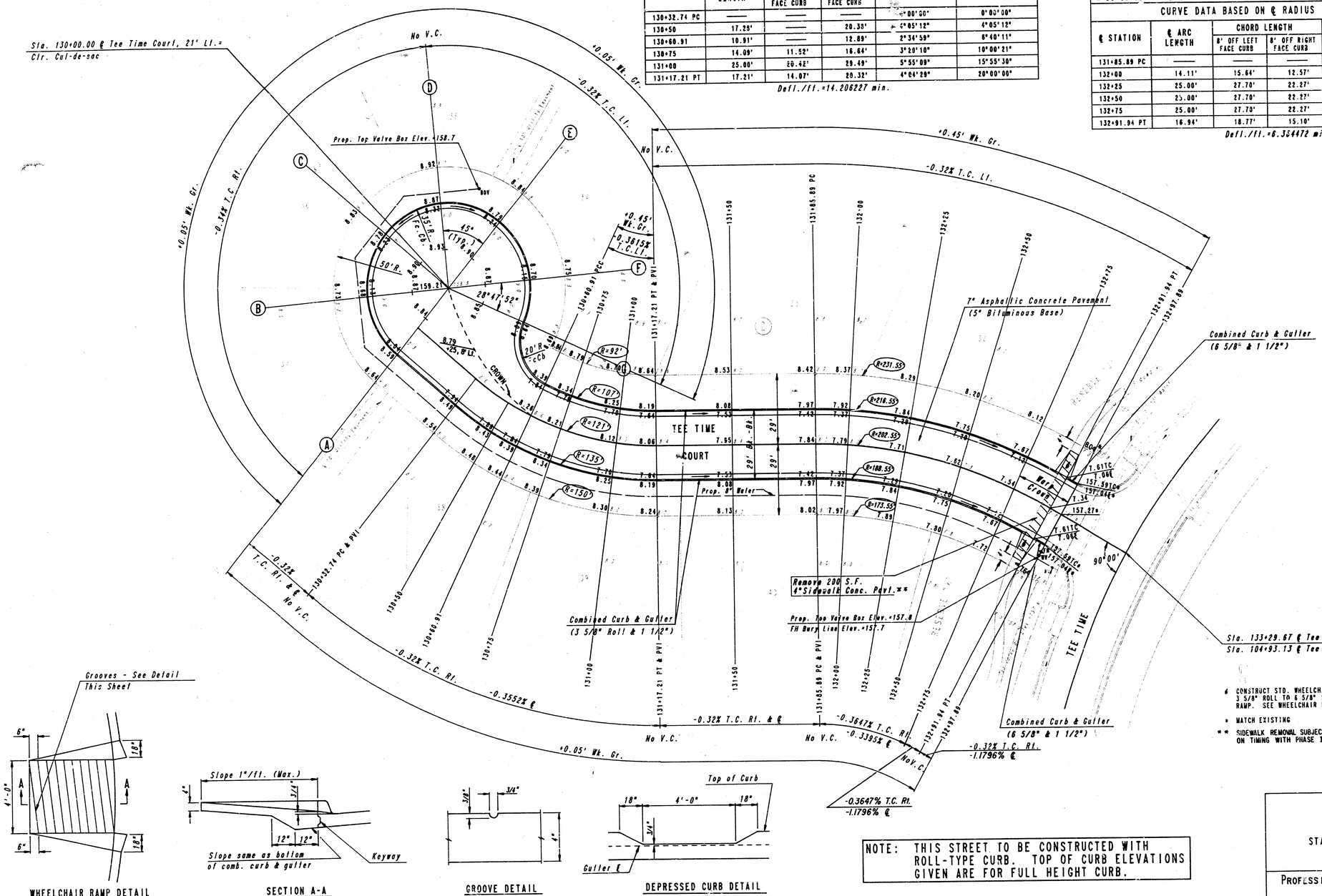
℄ CURVE DATA

Δ=30°00'00" D=21°12'54" R=202.55' L=141.41' T=54.27' E=7.14'

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

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
131+85.89 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./ft.=6.354472 min.



SCALE: 1" = 20'

* CONSTRUCT STD. WHEELCHAIR RAMP. TRANSITION FROM 5 3/8" ROLL TO 6 5/8" STD. CURB AND GUTTER THROUGH RAMP. SEE WHEELCHAIR RAMP DETAILS THIS SHEET.

\+ MATCH EXISTING

** SIDEWALK REMOVAL SUBJECT TO 100% UNDERRUN, DEPENDING ON TIMING WITH PHASE I (TEE TIME) IMPROVEMENTS.

WHEELCHAIR RAMP DETAIL

SECTION A-A

GROOVE DETAIL

DEPRESSED CURB DETAIL

TYPICAL WHEELCHAIR RAMP DETAILS

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

TEE TIME COURT

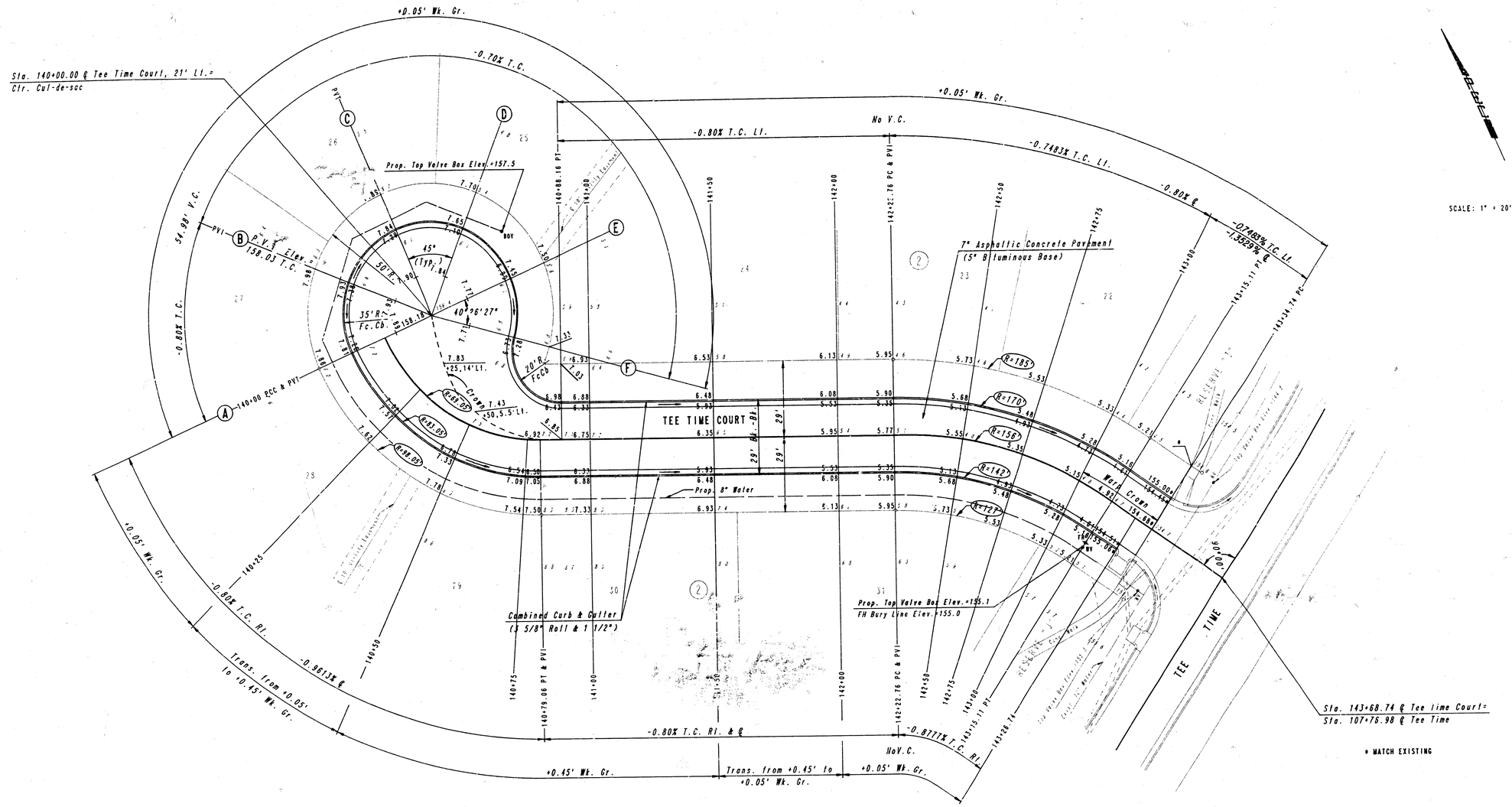
STA. 130+00.00 TO STA. 133+29.67

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

4/16

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

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-243-81717-000-000-001	5	16



SCALE: 1" = 20'

℄ CURVE DATA

Δ=65°36'12" D=82°58'45" R=69.05' L=79.06' T=44.50' E=13.10'

CURVE DATA BASED ON ℄ RADIUS Δ/2=32°48'06"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
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	4.06'	——	5.35'	1°41'06"	32°48'06"

Defl./ft.=24.893752 min.

℄ CURVE DATA

Δ=33°55'12" D=36°43'47" R=156.00' L=92.35' T=47.57' E=7.09'

CURVE DATA BASED ON ℄ RADIUS Δ/2=16°57'36"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
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

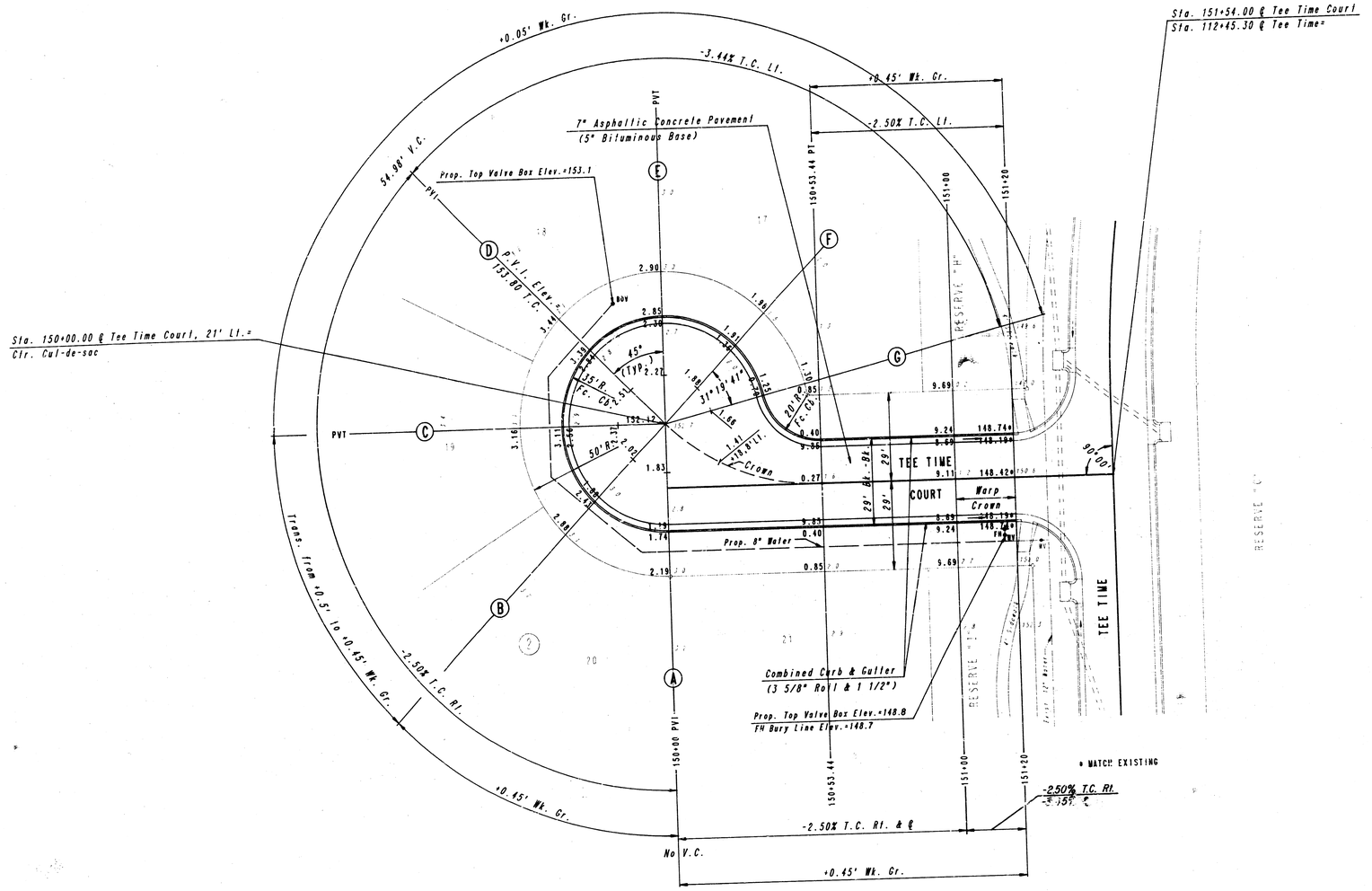
STA. 140+00.00 TO STA. 143+68.74

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

5/16

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

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81717-000-000-001	6	16



SCALE: 1" = 20'

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

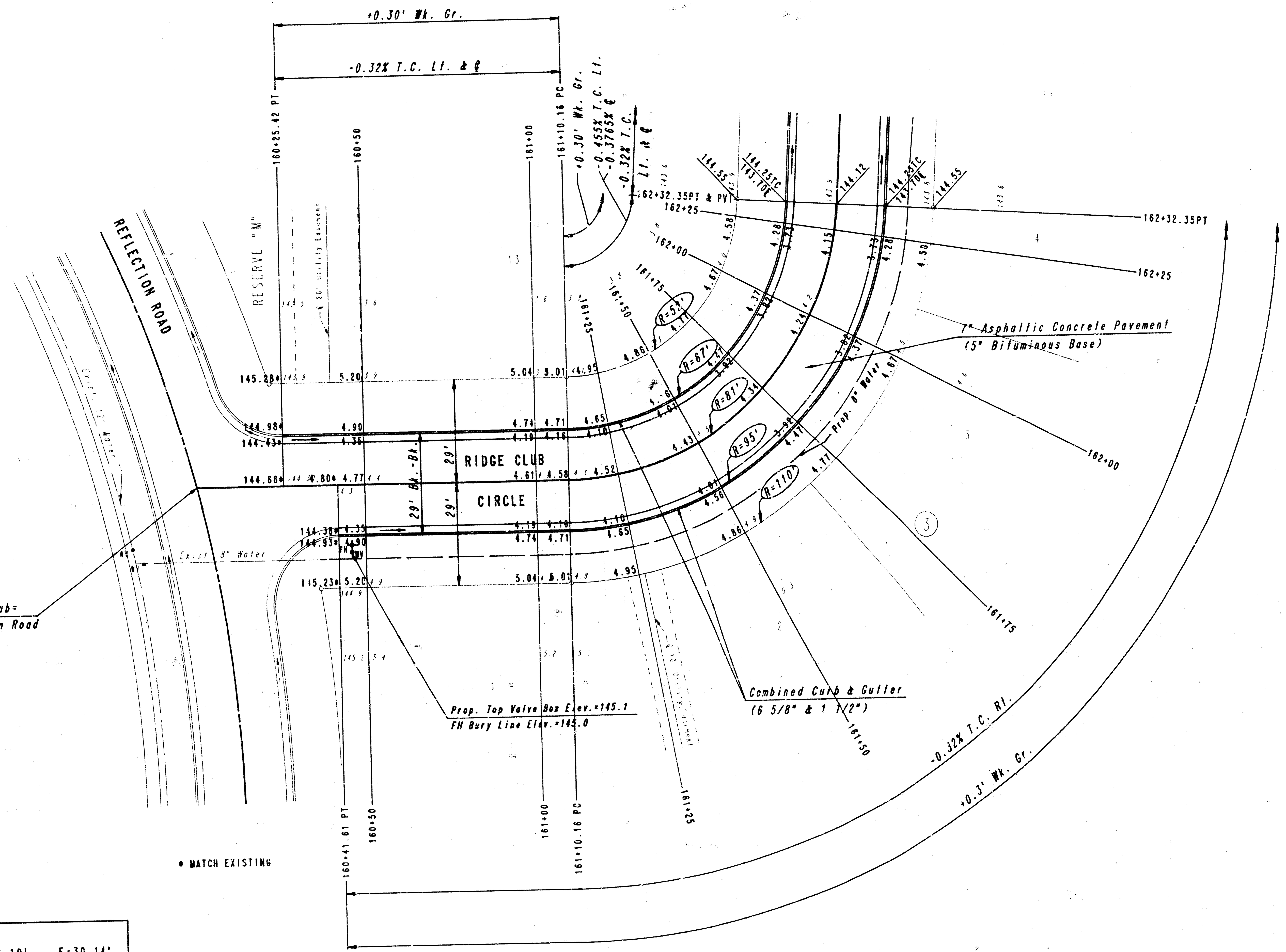
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

6/16

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

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81717-000-000-001	7	16

SCALE: 1" = 20'



* MATCH EXISTING

℄ CURVE DATA					
Δ=86°25'50"	D=70°44'04"	R=81.00'	L=122.19'	T=76.10'	E=30.14'
CURVE DATA BASED ON ℄ RADIUS			Δ/2=43°12'55"		
℄ STATION	℄ ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	℄ 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"
161+32.35 PT	7.35'	5.35'	9.34'	2°35'58"	43°12'55"

Defl./ft.=21.220367 min.

RIDGE CLUB CIRCLE

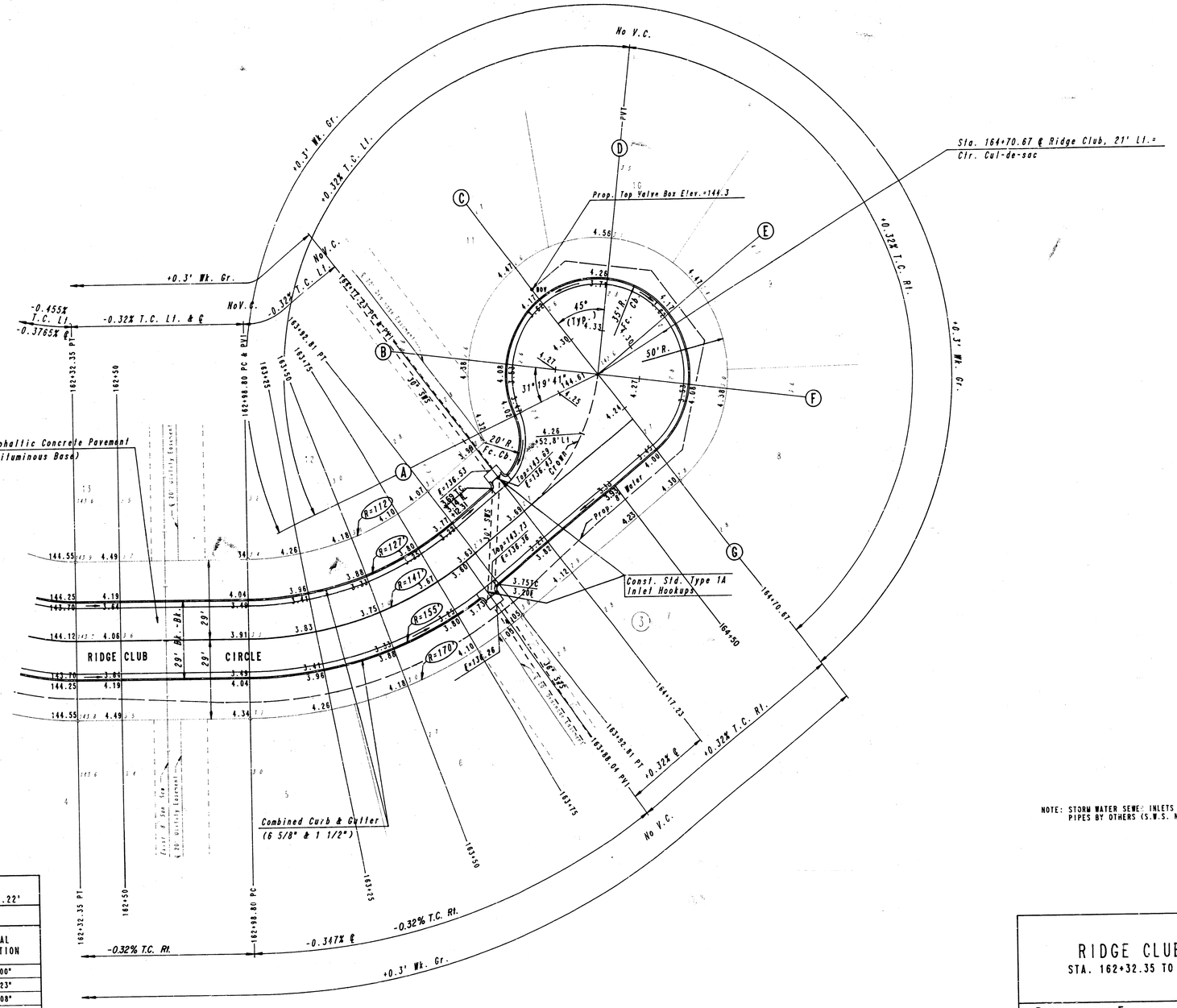
STA. 160+00.00 TO STA. 162+32.35

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

7/16

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

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-8171?-000-[illegible]-001	8	16



SCALE: 1" = 20'

℄ CURVE DATA

Δ=38°12'00" D=40°38'02" R=141.00' L=94.01' T=48.83' E=8.22'

CURVE DATA BASED ON ℄ RADIUS Δ/2=19°06'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
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"

Defl./ft.=12.190193 min.

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

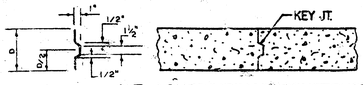
RIDGE CLUB CIRCLE

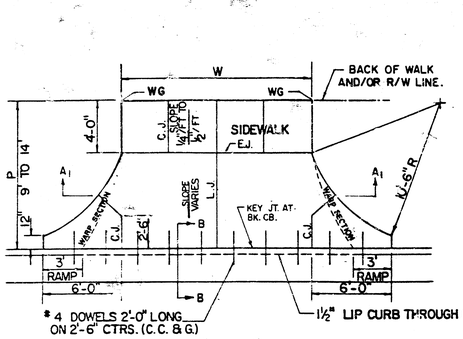
STA. 162+32.35 TO STA. 164+70.67

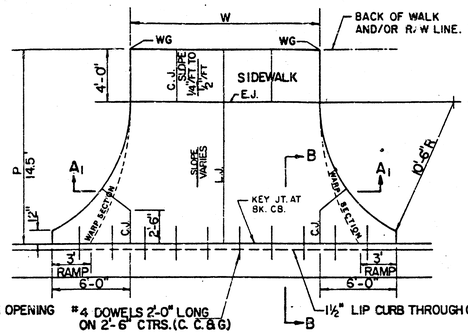
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

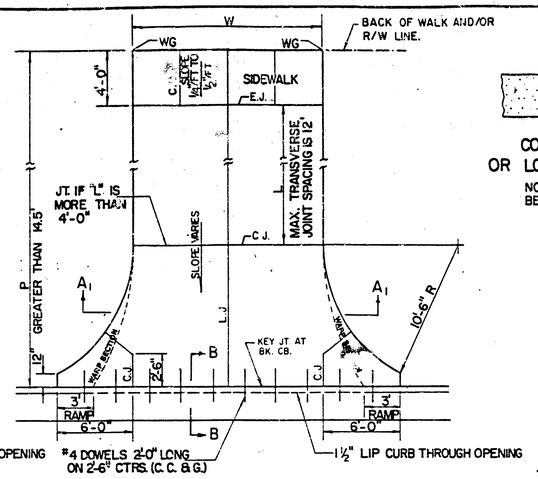
8/16

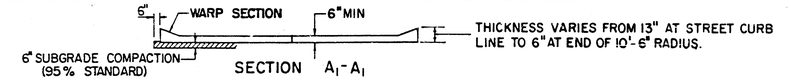
Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date JAN., 1988	Job No. 87590





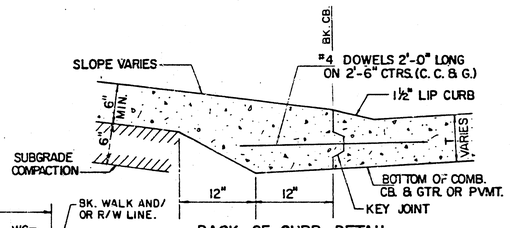




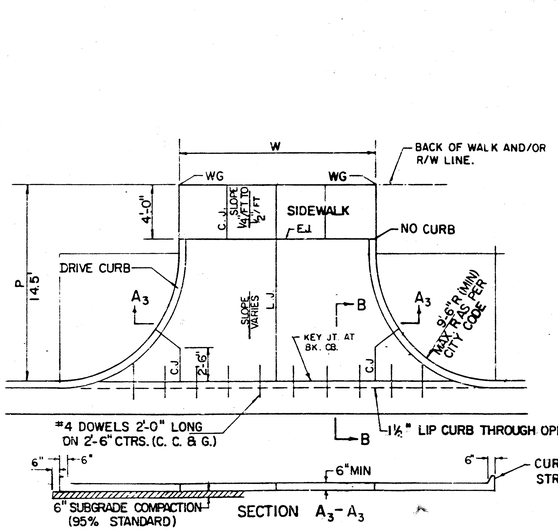


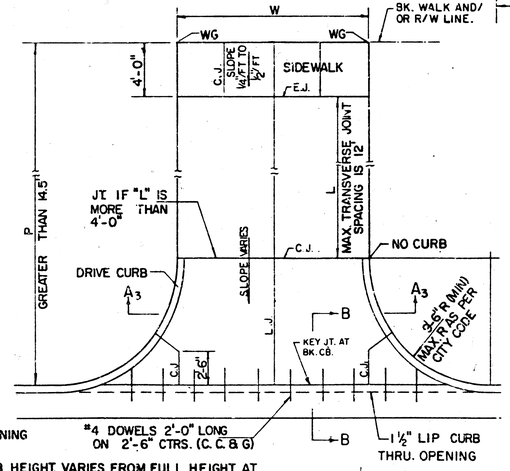
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	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)



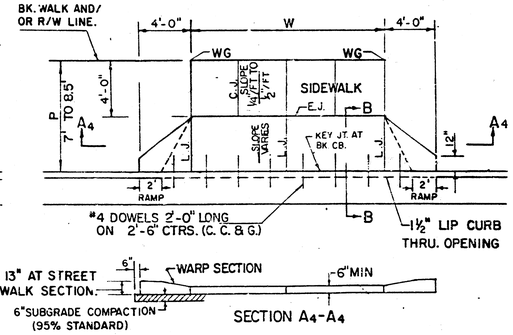
BACK OF CURB DETAIL
SECTION B - B (no scale)





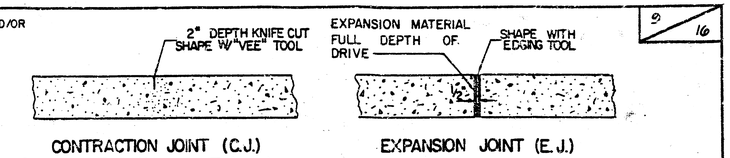
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL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

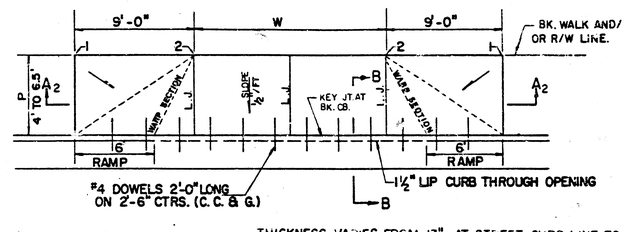
FULL RADIUS DRIVES (P = 14.5' & GREATER)

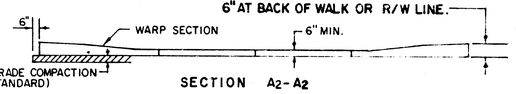


PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE MAX. DIST OF PT. "WG" BELOW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

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







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. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" 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

9/16

PROJECT NUMBER
472-76-285-8177-000-000-001

Reflection Ridge Phase III

Proj. No. 476 96.285.81717.000.000.001

Tee Time Court (5)

Sheet 10 of 16

10/16

Totals:
Exc. = 1815.3 C.Y.
C.F. = 134.9 C.Y.
L.F. = 145.3 C.Y.
M.F. = 137.8 C.Y.

0 10 20 30 40 50 60 70

159.21

160 A 155 — C. 35 — L.F. 0 — Exc. = 144.7 C.Y. L.F. = 2.5 C.Y.

160 B 155 — C. 32 — L.F. 0 — Exc. = 26 L.F. 0

160 C 155 — C. 30 — L.F. 1 — Exc. = 17.0 L.F. = 1.0

160 D 155 — C. 26 — L.F. 1 — Exc. = 15 L.F. = 1

160 E 155 — C. 31 — L.F. 0 — Exc. = 15.6 L.F. = 0.5

160 F 155 — C. 31 — Exc. = 18.5

160 G 155 — C. 18 — Exc. = 9.0

Exc. = 45.6

159.21

507.65 S.F

513.76 S.F

324.87 S.F

328.78 S.F

1639.39 S.F

209.45 S.F

50 40 30 20 10 10 20 30 40 50

157.27
160 / 132+97.89 / 155
C = 42
LF = 1
5.45' Exc. = 8 LF = 0.1
160 / 132+97.89 / 155

157.34
160 / 132+91.94 / 155
C = 37
LF = 0
41.94' Exc. = 58.3 LF = 0
160 / 132+91.94 / 155

157.62
160 / 132+50 / 155
C = 38
50' Exc. = 78.7
160 / 132+50 / 155

157.79
160 / 132+00 / 155
C = 47
14.11' Exc. = 26.1
160 / 132+00 / 155

157.84
160 / 131+85.89 / 155
C = 53
35.89' Exc. = 68.5
160 / 131+85.89 / 155

157.95
160 / 131+50 / 155
C = 50
32.79' Exc. = 54.0
160 / 131+50 / 155

158.06
160 / 131+17.21 / 155
C = 39
17.21' Exc. = 25.8
160 / 131+17.21 / 155

158.12
160 / 131+00 / 155
C = 42
39.09' Exc. = 61.5
160 / 131+00 / 155

158.26
160 / 130+60.91 / 155
C = 43 (Ahead)
C = 16 (Right)
Right 28.17' Exc. = 17.7
160 / 130+60.91 / 155

158.36
160 / 130+32.74 / 155
C = 18
Right 32.74' Exc. = 20.6
160 / 130+32.74 / 155

Exc. = 419.2 CY
LF = 0.1 CY

130+00 = (A)

Tee Time Court (5)
Sta 130+32.74 to Sta 132+97.89

Sheet 11 of 16

Reflection Ridge Phase III
Proj. No. 412 86 005 8/117 000 000 001

1/16"

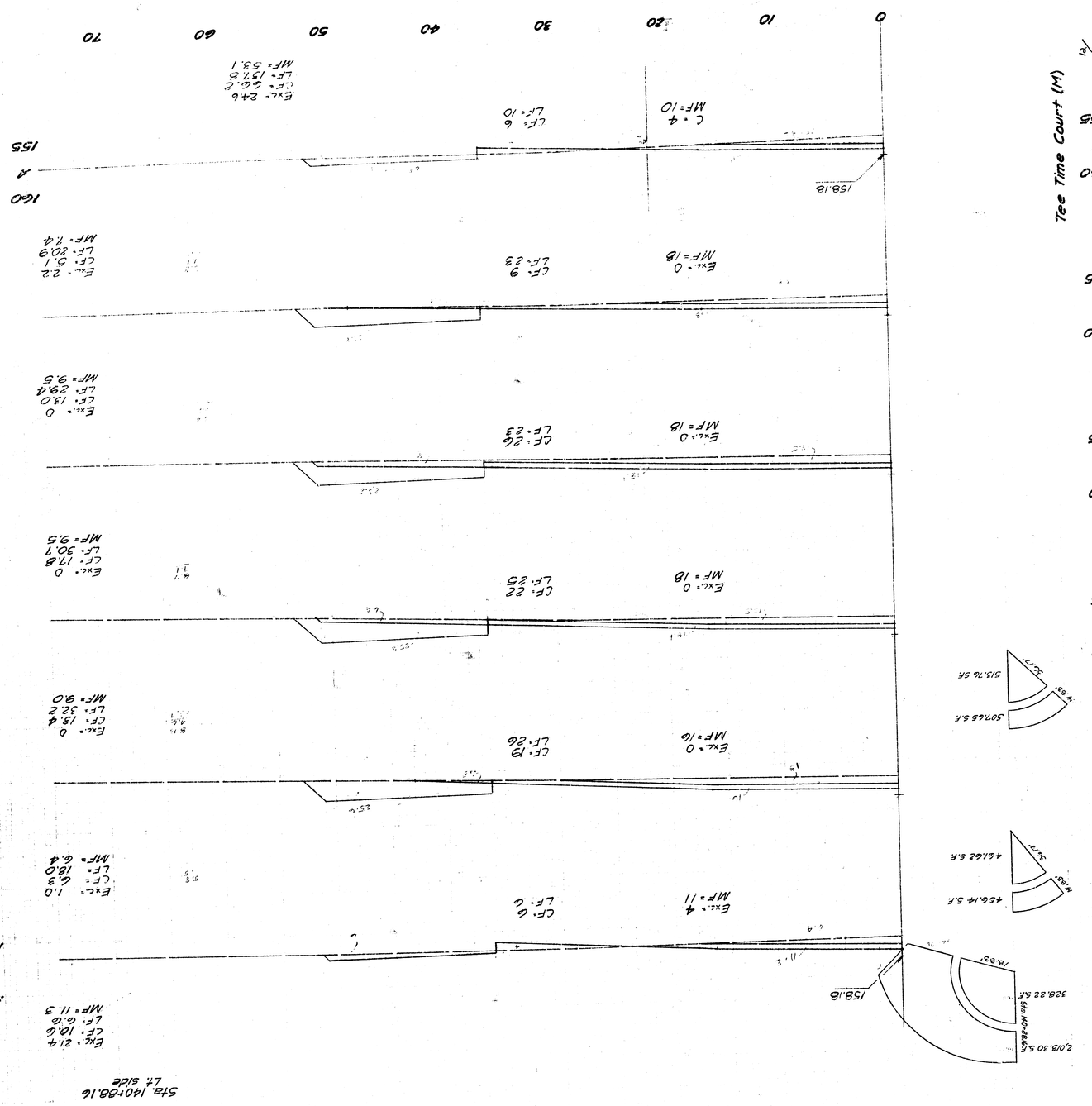
50 40 30 20 10 10 20 30 40 50

Reflection Ridge Phase III
Proj. No. 412 1225 811 1 000 000 01

Tee Time Court (M)
Sheet 12 of 16
12/16

0 10 20 30 40 50 60 70

Sta. 140+88.16
Lt. side



50 40 30 20 10 ℄ 10 20 30 40 50

154.68

155 — 143+34.74 — 150 — C. 26 — LF. 6 — 155 — 143+34.74 — 150

19.63' — Exc.: 16.0 LF: 6.2

154.92

155 — 143+15.11 — 150 — C. 18 — LF. 11 — 155 — 143+15.11 — 150

15.11' — Exc.: 9.5 LF: 6.4

155.15

155 — 143+00 — 150 — C. 16 — LF: 12 MF: 0 — 155 — 143+00 — 150

50' — Exc.: 22.2 LF: 28.7 MF: 0.9

155.55

155 — 142+50 — 150 — C. 8 — LF: 19 MF: 1 — 155 — 142+50 — 150

27.24' — Exc.: 13.1 LF: 16.6 MF: 0.5

160 — 142+22.76 — 155

155.77

160 — 142+22.76 — 155 — C. 18 — LF: 14 MF: 0 — 155

22.76' — Exc.: 12.6 LF: 13.1

160 — 142+00 — 155

155.95

160 — 142+00 — 155 — C. 12 — LF: 17 — 155

50' — Exc.: 48.2 LF: 22.2

160 — 141+50 — 155

156.35

160 — 141+50 — 155 — C. 40 — LF: 7 — 155

50' — Exc.: 91.7 LF: 9.3

160 — 141+00 — 155

156.75

160 — 141+00 — 155 — C. 59 — LF: 3 — 155

11.84' — Exc.: 24.1 LF: 1.1

160 — 140+88.16 — 155

156.85

160 — 140+88.16 — 155 — C. 51 — C. 34 Rt. side LF: 2 — Rt. side 9.11' — 155

Exc.: 11.6 LF: 0

160 — 140+79.06 — 155

156.92

160 — 140+79.06 — 155 — C. 35 — LF: 0 — Rt. side 29.06' — 155

Exc.: 34.5 LF: 0

160 — 140+50 — 155

157.20

160 — 140+50 — 155 — C. 29 — LF: 0 — Rt. side 50' — 155

Exc.: 30.6 LF: 9.6

140+00 = (A)

Exc.: 314.1 LF: 69.3 MF: 1.4

50 40 30 20 10 ℄ 10 20 30 40 50

Sheet 13 of 16

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

13/16

Reflection Ridge Phase III

(Proj. No. 412 75 265 8117 0000000)

155
151+20
150

148.72

C= 127 LF= 18

20' Exc.= 104.8 LF= 6.7

155
151+00
150

149.11

C= 156 LF= 0

46.56' Exc.= 222.4 LF= 0

155
150+53.44
150

150.27

C= 102 Rt. side C= 57

53.44' Exc.= 108.9

St. 150+00 Rt. side

50 40 30 20 10 ℄ 10 20 30 40 50

53.44'
1,233.43 S.F.
236.17 S.F.
18.83'

155
G
150

353.42 S.F.
18.83'
36.77'
357.67 S.F.

155
F
150

507.65 S.F.
18.83'
36.77'
513.76 S.F.

155
E
150

155
D
150

155
C
150

155
B
150

155
A
150

152.12

C= 58 Exc.= 24.4

C= 54 Exc.= 29.0

C= 42 LF= 0 Exc.= 20.3 LF= 1.4

C= 35 LF= 4 Exc.= 20.1 LF= 2.0

C= 43 LF= 0 Exc.= 31.1 LF= 0

C= 62 Exc.= 48.7

152.12

C= 82 Rt. side C= 53

Exc.= 694.4 LF= 10.1

0 10 20 30 40 50 60 70

Exc.= 84.7

155
G
150

155
F
150

155
E
150

155
D
150

155
C
150

155
B
150

155
A
150

Reflection Ridge Phase III
Proj. No. 412 76 245 81717 000 000 004

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

50 40 30 20 10 ℄ 10 20 30 40 50

143.75

145
163+50
140

C=3

LF=34
MF=3

42.81' Exc.=7.1 LF=48.4 MF=3.2

145
163+50
140

143.91

145
162+98.80
140

C=9

LF=27
MF=0

51.20' Exc.=11.4 LF=57.8 MF=2.8

145
162+98.80
140

144.06

145
162+50
140

C=14

LF=23

48.80' Exc.=20.8 LF=45.2 MF=0

145
162+50
140

144.12

145
162+32.35
140

C=20

LF=19

17.65' Exc.=11.1 LF=13.7

145
162+32.35
140

144.24

145
162+00
140

C=22

LF=14

32.35' Exc.=25.2 LF=19.8

145
162+00
140

144.43

145
161+50
140

C=32

LF=5

50' Exc.=50 LF=17.6

145
161+50
140

144.58

145
161+10.16
140

C=20

LF=17

39.84' Exc.=38.4 LF=16.2

145
161+10.16
140

144.61

145
161+00
140

C=18

LF=17

10.16' Exc.=7.2 LF=6.4

145
161+00
140

144.77

145
160+50
140

C=16

LF=20

50' Exc.=31.5 LF=34.3

145
160+50
140

144.80

145
160+41.61
140

C=17

Lt. side: C=6 LF=17

LF=22

8.39' Exc.=5.1 LF=6.5

145
160+41.61
140

144.66

145
160+25.42
140

Lt. side: C=3 LF=19

Exc.=210.5
LF=216.7
MF=6.0

16.19' Exc.=12.7 LF=10.8

145
160+25.42
140

50 40 30 20 10 ℄ 10 20 30 40 50

Ridge Club Circle
Sta 160+25.42 to Sta 163+50

Sheet 15 of 16
15/16

Reflection Ridge Phase III
Proj. No. 472 126 220 871.000 000 001