SHEET NO.	TOTAL SHEETS
1	10

CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

STREET IMPROVEMENTS

RIDGESIDE CIRCLE - N.L. REFLECTION ROAD TO AND INCLUDING CUL-DE-SAC
SERVING LOTS 33 THROUGH 41, BLOCK 2

PEPPER RIDGE CIRCLE - N.L. REFLECTION ROAD TO AND INCLUDING CUL-DE-SAC
SERVING LOTS 42 THROUGH 53, BLOCK 2

IN

REFLECTION RIDGE 3RD ADDITION
PHASE II

CITY OF WICHITA PROJECT NO. 472-76-245-81927-000-000-001
INDEX NO. 760207

INDEX OF SHEETS

1. TITLE SHEET
2. PLAT
3. TYPICAL SECTION
4. PLAN SHEET-PEPPER RIDGE CIRCLE
5. PLAN SHEET-RIDGESIDE CIRCLE
6. STD. DRIVE ENTRANCE DETAILS
7.-10. CROSS SECTIONS

PROJECT SURVEY CONTROL

PROJECT DATUM: CITY OF WICHITA DATUM

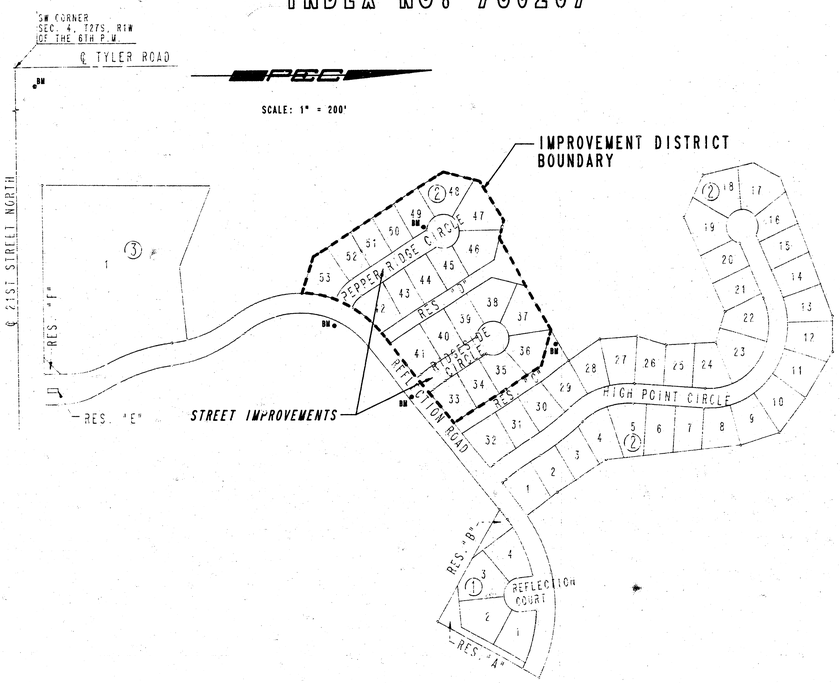
DATUM BENCH MARK: CHIS. "O" IN SW CORNER CONCRETE VENT VAULT FOR 60" WATER TRANSMISSION LINE NE CORNER 21ST ST. AND TYLER ROAD.
ELEV. = 175.57

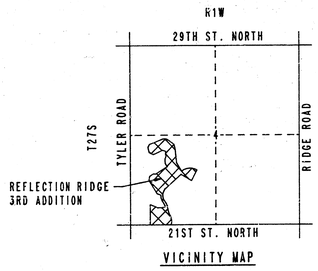
BENCH MARK: TOP OF T-POST (0.5' BELOW GROUND SURFACE) IN RESERVE "C", 66' SW AND 7' SE OF NW CORNER LOT 29, BLOCK 2.
ELEV. = 177.10

BENCH MARK: CHIS. "O" IN CONC. SPRINKLER TIMER VAULT EAST OF REFLECTION ROAD AND ACROSS FROM PEPPER RIDGE CIRCLE.
ELEV. = 171.72

BENCH MARK: CHIS. "O" IN TOP BACK OF CURB SE SIDE REFLECTION ROAD AT ℄ EXTENDED RIDGESIDE CIRCLE.
ELEV. = 170.19

BENCH MARK: T-POST 0.5' BELOW GROUND 5'± SW OF P.C. CUL-DE-SAC LOT 49, BLOCK 2.
ELEV. = 174.00





VICINITY MAP

EARTHWORK

EXCAVATION
X-SECTIONS 756 CU. YDS.

COMPACTED FILL
X-SECTIONS 0 CU. YDS.

SUBGRADE MANIPULATION=2,794.73 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.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES 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.

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

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.

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.

THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AS DIRECTED BY THE ENGINEER. THIS WORK TO BE SUBSIDIARY TO OTHER BID ITEMS.

CONTRACTOR SHALL RESTRICT HIS CONSTRUCTION TO STREET RIGHTS-OF-WAY AND DEDICATED EASEMENTS IN ORDER TO PREVENT DAMAGE TO EXISTING GOLF COURSE. ANY DAMAGE TO THE GOLF COURSE OUTSIDE THE SPECIFIED LIMITS WHICH ARE CAUSED BY THE CONTRACTOR SHALL BE SUBJECT TO REPAIR AT THE CONTRACTOR'S EXPENSE.

EXCESS EXCAVATION FROM STREET AND STORM WATER SEWER CONSTRUCTION SHALL BE STOCKPILED IN REFLECTION RIDGE ADDITION AS DIRECTED BY THE OWNER (REFLECTION RIDGE INC.). PROPOSED STOCKPILE AREAS ARE LOCATED ON THE WEST SIDE OF RIDGE ROAD BETWEEN 21ST STREET NORTH AND 3/4 MILE NORTH OF 21ST STREET. CONTRACTOR SHALL CONTACT MR. JOHN WRIGHT AT 721-2192 PRIOR TO PLACEMENT OF EXCESS MATERIAL. HAUL OF EXCESS MATERIAL IN EXCESS OF 1/2 MILE SHALL NOT BE BID SEPARATELY, BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

NO MORE THAN FOUR (4) DRIVES EIGHTEEN (18) FEET IN WIDTH OR EQUIVALENT COMBINATIONS THEREOF, ARE TO BE CONSTRUCTED WITH THIS PROJECT.

CHARLES S. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

DECEMBER, 1989

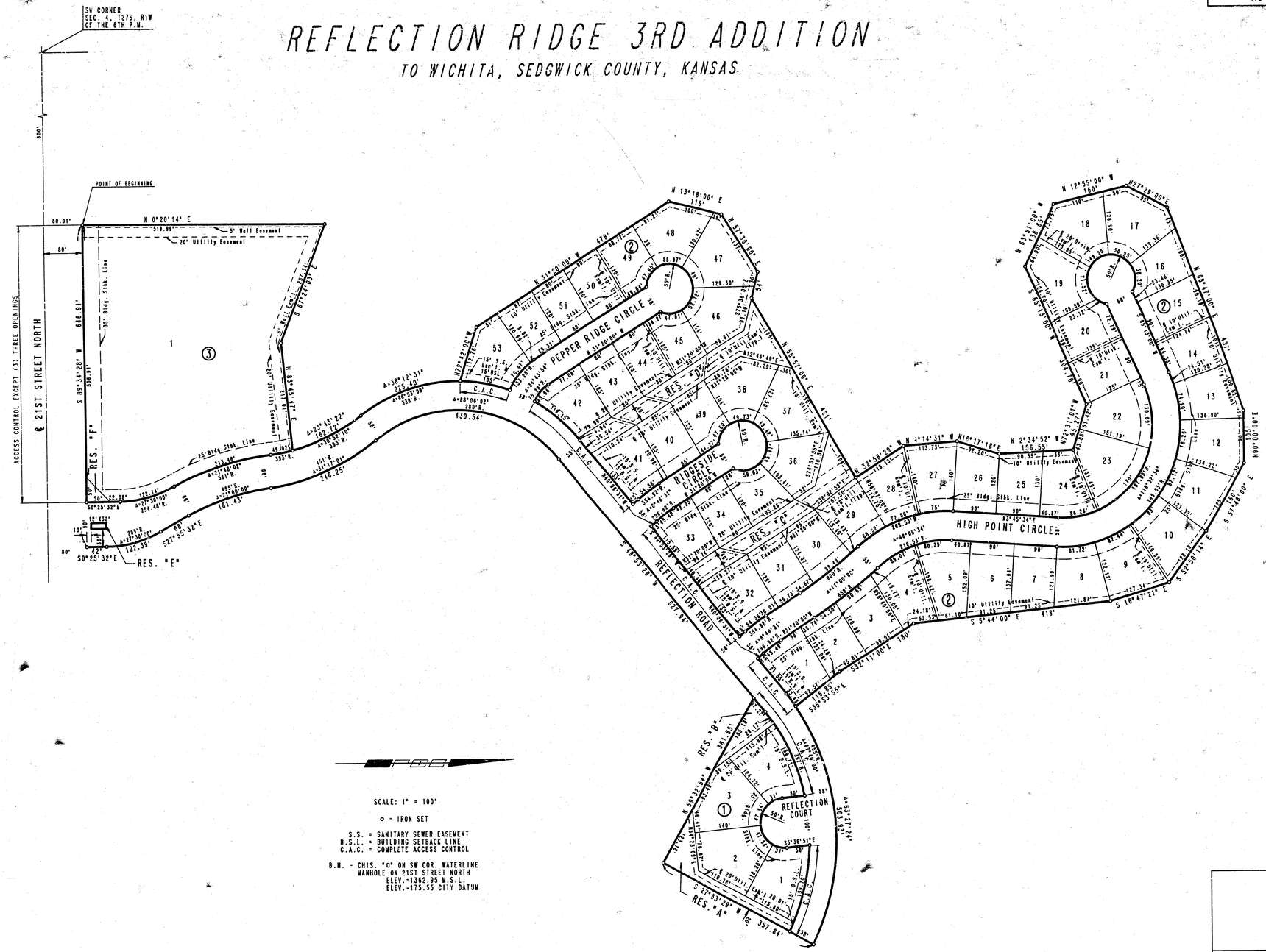
PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81927-000-000-001	2	16

REFLECTION RIDGE 3RD ADDITION

TO WICHITA, SEDGWICK COUNTY, KANSAS



SCALE: 1" = 100'

o = IRON SET

S.S. = SANITARY SEWER EASEMENT
B.S.L. = BUILDING SETBACK LINE
C.A.C. = COMPLETE ACCESS CONTROL

B.M. - CHIS. "D" ON SW COR. WATERLINE MANHOLE ON 21ST STREET NORTH
ELEV.=1362.95 M.S.L.
ELEV.=175.55 CITY DATUM

REFLECTION RIDGE 3RD ADDITION
PHASE II

PLAT

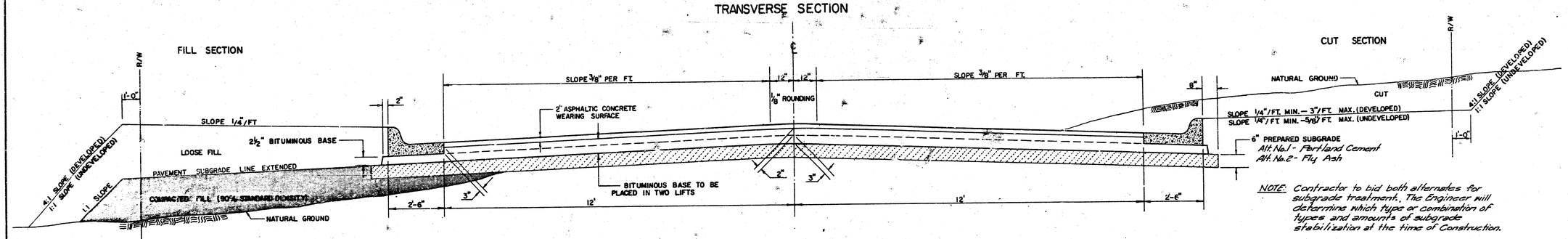
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by		Checked by	
Drawn by	DEP	Date DEC., 1989	Job No. 89475

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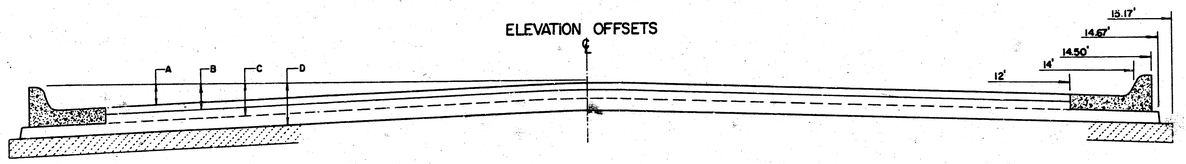
TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION



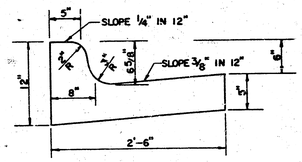
NOTE: Contractor to bid both alternates for subgrade treatment. The Engineer will determine which type or combination of types and amounts of subgrade stabilization at the time of construction.

ELEVATION OFFSETS

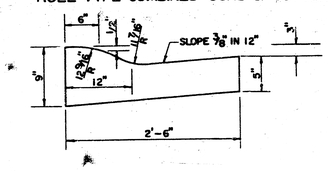


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF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

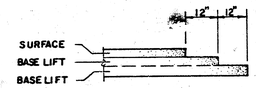
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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 CONSTRICTION 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

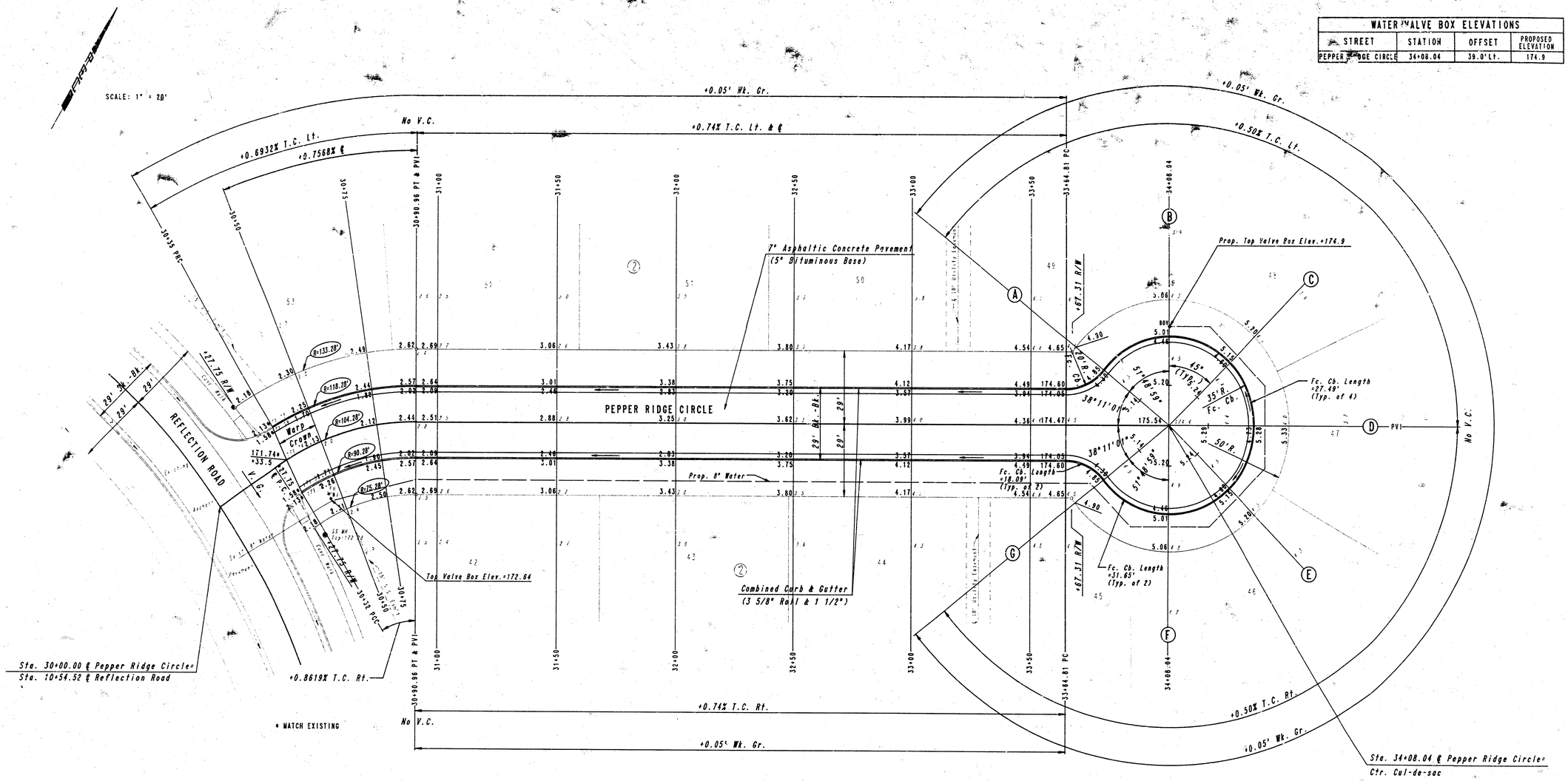
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3

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81927-000-000-001	1	10

WATER VALVE BOX ELEVATIONS			
STREET	STATION	OFFSET	PROPOSED ELEVATION
PEPPER RIDGE CIRCLE	34+08.04	39.0' Lt.	174.9



℄ CURVE DATA

Δ=34°43'54" D=54°56'39" R=104.28' L=63.21' T=32.61' E=4.98'

CURVE DATA BASED ON ℄ RADIUS Δ/2=17°21'57"

℄ 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		
30+27.75	——	——	——	——	——	0°00'00"	0°00'00"
30+32	4.25'	——	——		3.35'	1°10'03"	1°10'03"
30+35	3.00'	——	2.60'	8.78'	2.37'	0°49'27"	1°59'31"
30+50	15.00'	17.01'	12.99'	18.15'	11.83'	4°07'16"	6°06'46"
30+75	25.00'	28.36'	21.64'	30.20'	19.68'	6°52'06"	12°58'52"
30+90.96	15.98'	18.10'	13.82'	19.31'	12.58'	4°23'05"	17°21'57"
TOTAL	63.21'	63.47'	51.05'				

Defl./ft.=16.483942 min.

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

REFLECTION RIDGE 3RD ADDITION
PHASE II

PEPPER RIDGE CIRCLE

STA. 30+00.00 TO STA. 34+08.04

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WICHITA, KANSAS

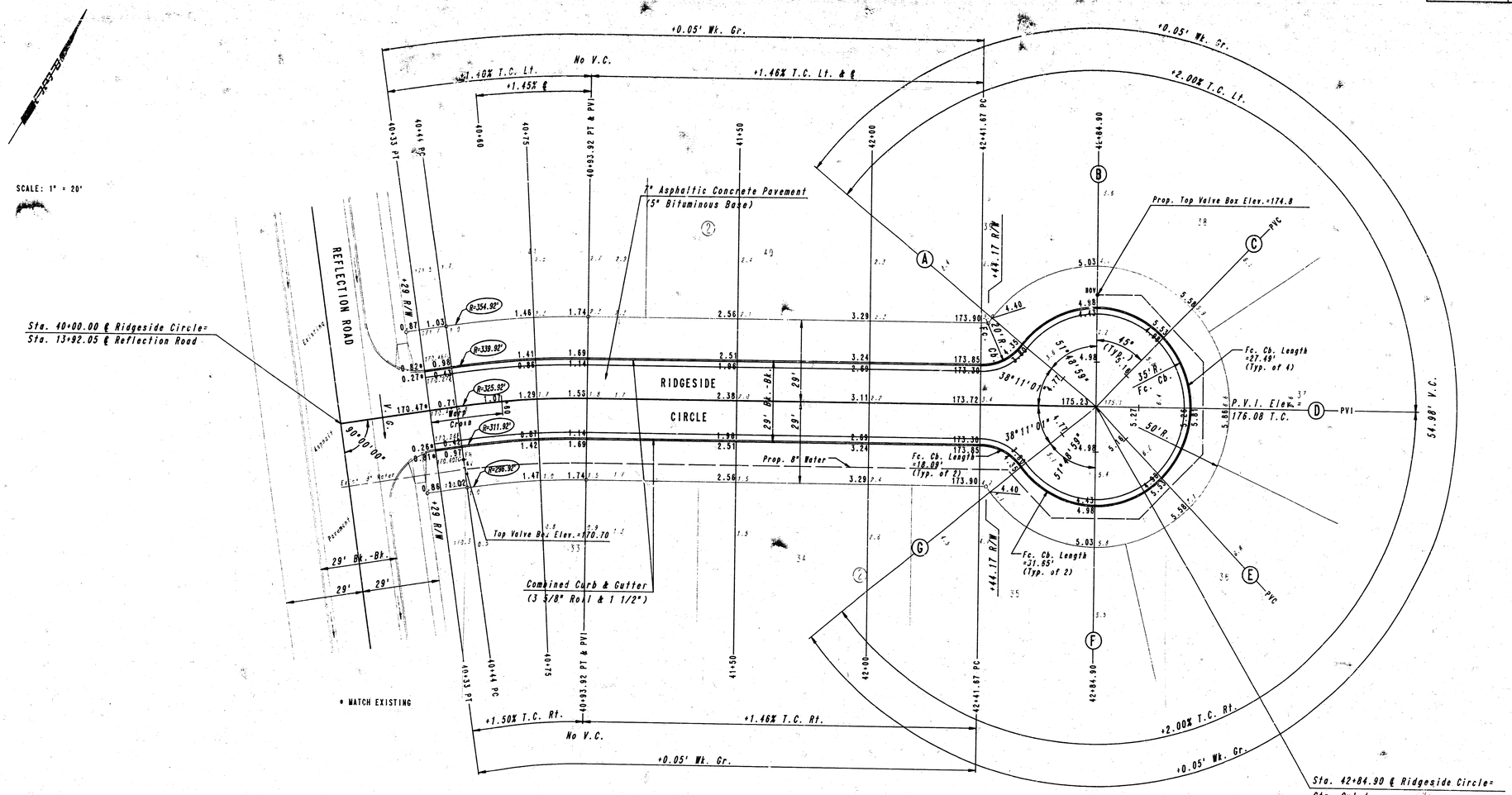
Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date DEC., 1989	Job No. 89475

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-51927-000-000-001	5	18

WATER VALVE BOX ELEVATIONS			
STREET	STATION	OFFSET	PROPOSED ELEVATION
RIDGESIDE CIRCLE	42+84.90	39.0'Lt.	174.8

SCALE: 1" = 20'



℄ CURVE DATA							
Δ=8°46'31" D=17°34'47" R=325.92' L=49.92' T=25.01' E=0.96'							
CURVE DATA BASED ON ℄ RADIUS Δ/2=4°23'15.5"							
℄ 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		
40+44.00	———	———	———	———	———	0°00'00"	0°00'00"
40+50	6.00'	6.26'	5.74'	6.41'	5.60'	0°31'39"	0°31'39"
40+75	25.00'	26.07'	23.92'	26.68'	23.30'	2°11'59"	2°43'29"
40+93.92	18.92'	19.73'	18.11'	20.19'	17.64'	1°39'47"	4°23'15.5"
TOTAL	49.92'	52.06'	47.77'				

Defl./Ft.=5.273604 min.

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

REFLECTION RIDGE 3RC ADDITION
PHASE II

RIDGESIDE CIRCLE

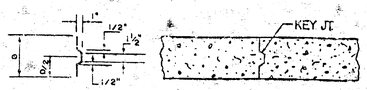
STA. 40+00.00 TO STA. 42+84.90

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ENGINEERS
WICHITA, KANSAS

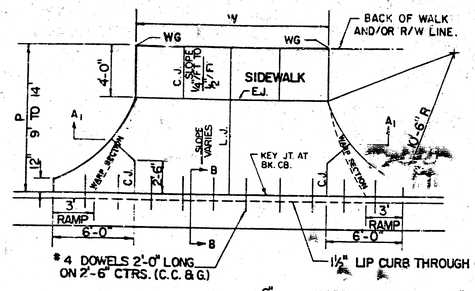
Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date DEC., 1989	Job No. 89475

5

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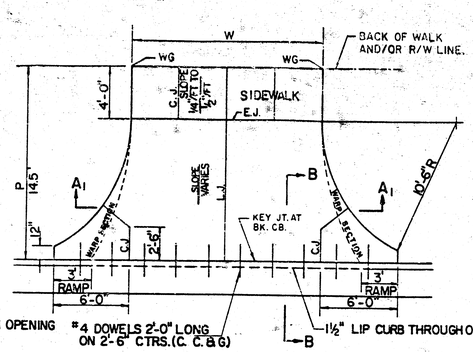


ALT. LONGITUDINAL CONSTRUCTION JOINT



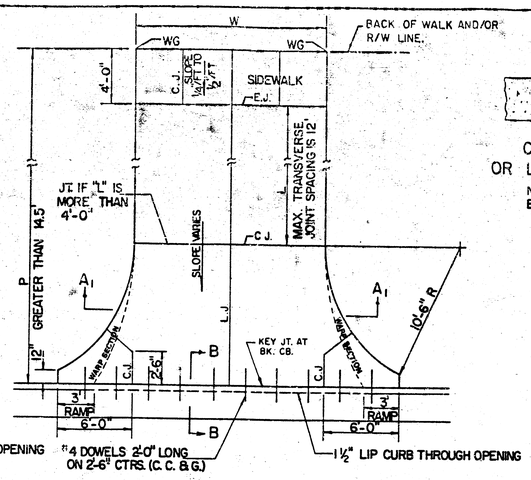
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



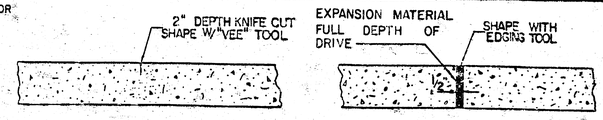
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



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

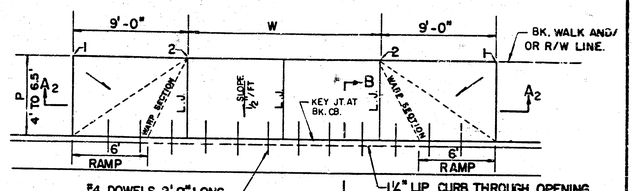
1½" LIP CURB THROUGH OPENING



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

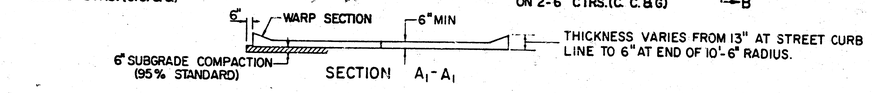
NO SAWN JOINTS WILL BE ALLOWED.

EXPANSION JOINT (E.J.)



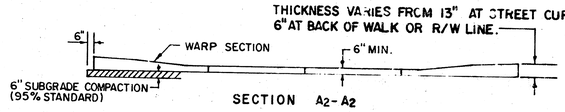
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



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

SECTION A_1-A_1

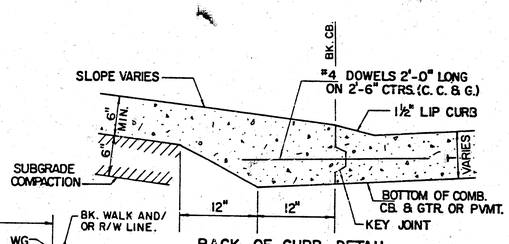


THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT BACK OF WALK OR R/W LINE.

SECTION A_2-A_2

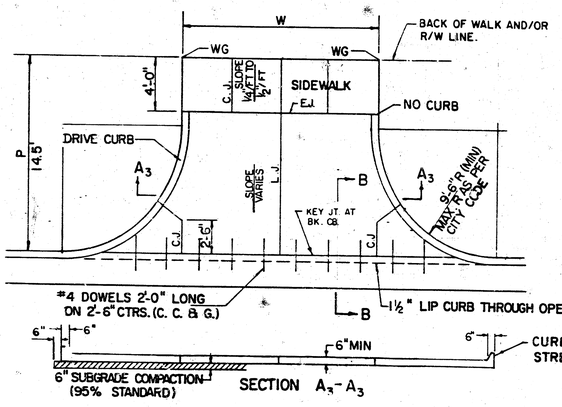
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'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



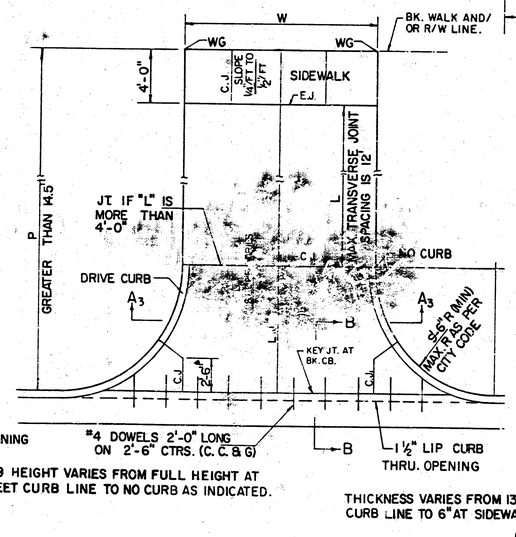
BACK OF CURB DETAIL

SECTION B - B (no scale)



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

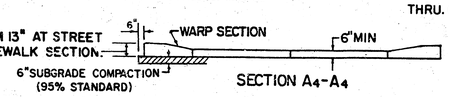
SECTION A_3-A_3



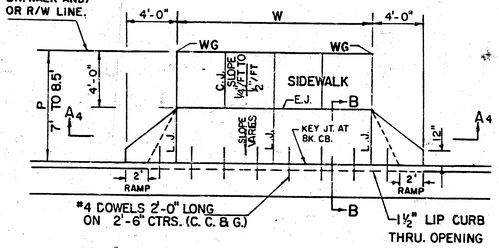
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL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

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



SECTION A_4-A_4



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

PROJECT NUMBER

472 76 245 81927 000 000 001

6

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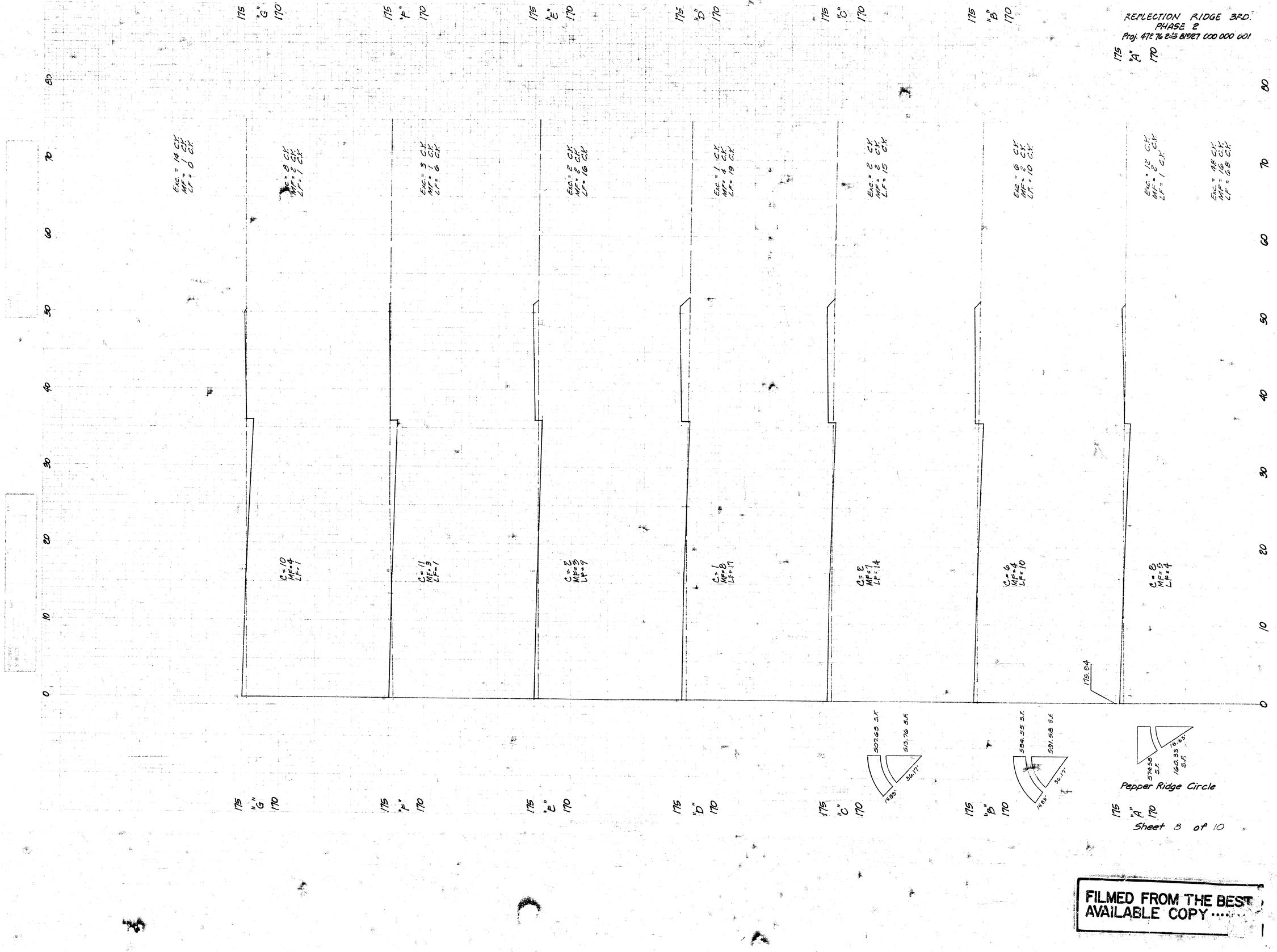
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Proj. No. 472 76 245 89827 000 000 001

Pepper Ridge Circle
Sta 30+33.5 to Sta 33+44.81

Sheet 7 of 10

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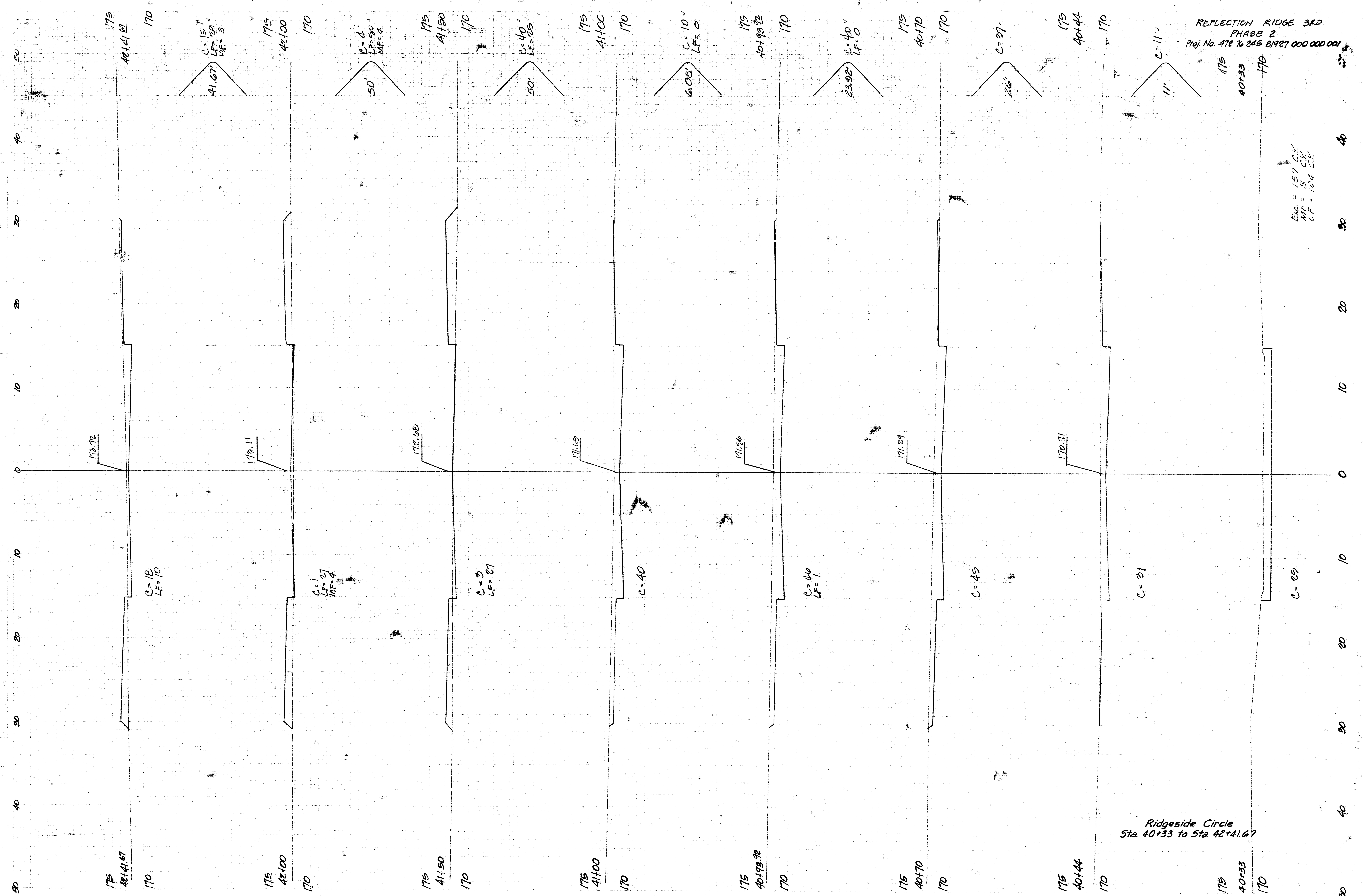
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Proj. 478 76 845 8V827 000 000 001



Sheet 3 of 10

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REFLECTION RIDGE 3RD
PHASE 2
Proj. No. 478 76 245 81927 000 000 001



Ridgeside Circle
Sta. 40+33 to Sta. 42+41.67

Sheet 9 of 10

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REFLECTION RIDGE 3.R.D.
PHASE 2
Proj. No. 412 76 245 81927 000 000 001

175 "G" 170 | 180 "F" 175 | 180 "E" 175 | 180 "D" 175 | 180 "C" 175 | 175 "B" 170 | 175 "A" 170

EXC. = 21 C.Y.
EXC. = 31 C.Y.
EXC. = 42 C.Y.
EXC. = 46 C.Y.
EXC. = 33 C.Y.
EXC. = 16 C.Y.
LF = 4 C.Y.
EXC. = 9 C.Y.
MF = 1 C.Y.
LF = 16 C.Y.
EXC. = 7 C.Y.
MF = 1 C.Y.
LF = 4 C.Y.
EXC. = 205 C.Y.
MF = 21 C.Y.
LF = 21 C.Y.

C = 43
C = 30
C = 70
C = 60
C = 47
C = 13
LF = 11
C = 7
MF = 8
LF = 12

80 70 60 50 40 30 20 10 0

507.65 S.F.
515.76 S.F.
14.53'
34.17'
584.55 S.F.
591.58 S.F.
14.53'
34.17'
176.22'
19.83'
140.33 S.F.
274.20 S.F.

175 "G" 170 | 180 "F" 175 | 180 "E" 175 | 180 "D" 175 | 180 "C" 175 | 175 "B" 170 | 175 "A" 170

Ridgeside Circle

Sheet 10 of 10

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