

CITY OF WICHITA, KANSAS  
 MICHAEL E. LINDEBAK, P.E., CITY ENGINEER  
**STREET IMPROVEMENTS**  
 FOR  
**STONEGATE ESTATES - PHASE III**

JAMESBURG - FROM N.L. LOT 7, BLOCK 3 TO N.L. LOT 12, BLOCK 2  
 VALLEYVIEW - FROM N.L. LOT 23, BLOCK 5 TO N.L. LOT 1, BLOCK 4  
 JAMESBURG - FROM N.L. LOT 16, BLOCK 4 TO E.L. LOT VALLEYVIEW

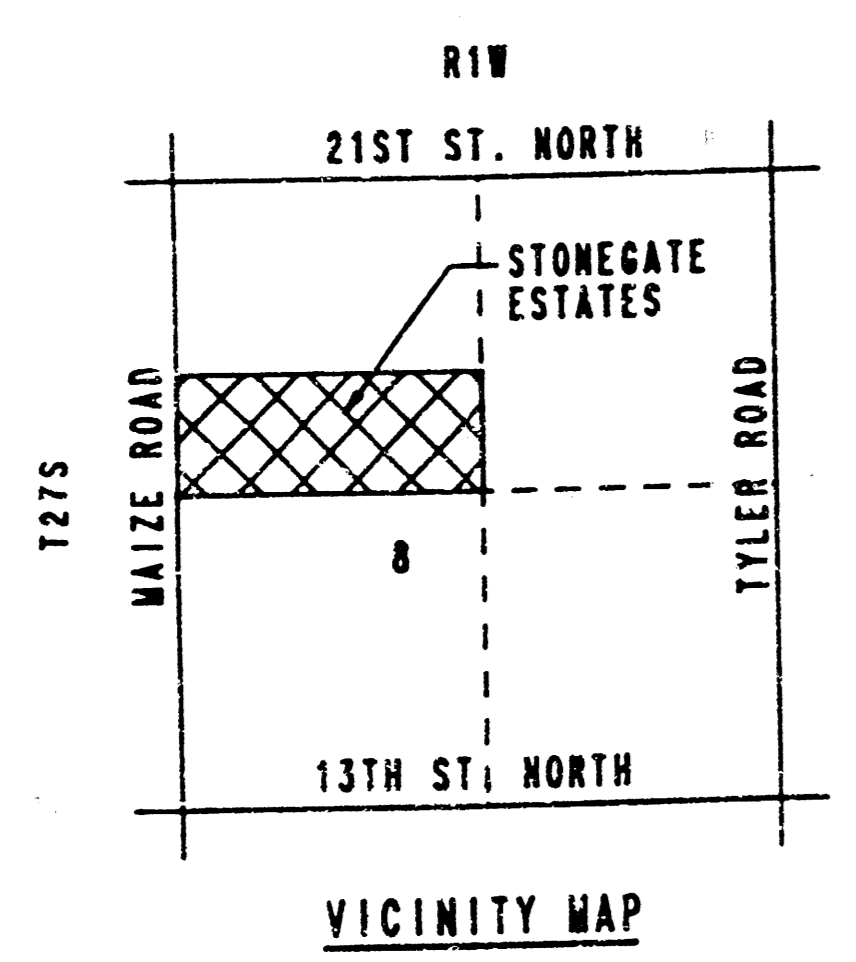
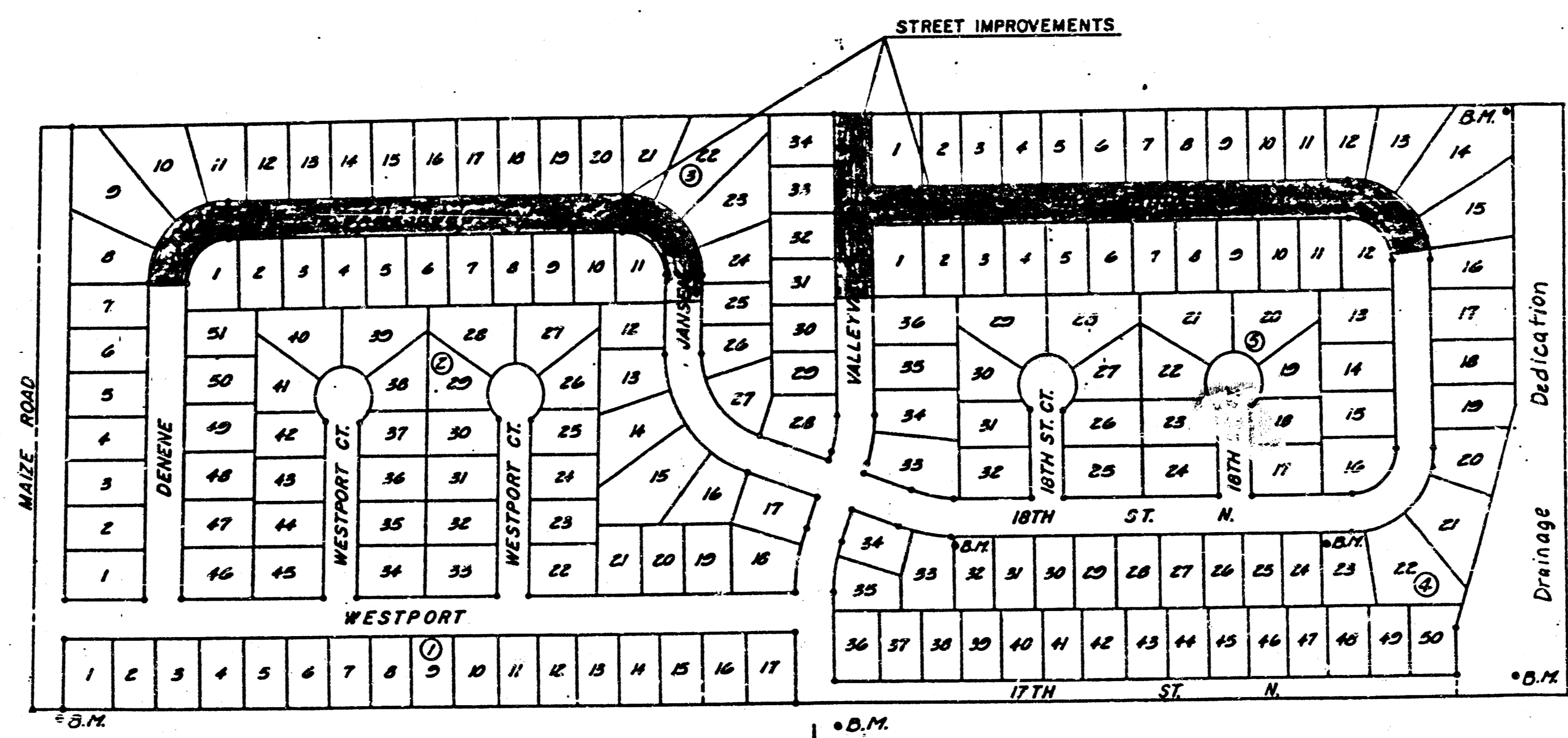
CITY OF WICHITA PROJECT NO. 472-76-245-80001-000-000-052

**INDEX OF SHEETS**

1. TITLE SHEET
2. PLAT
3. TYPICAL 35' PAVEMENT DETAILS
4. TYPICAL 28' PAVEMENT DETAILS
5. PAVING PLAN-JAMESBURG (STA. 25+64.81 TO STA. 31+00.00)
6. PAVING PLAN-JAMESBURG (STA. 31+00.00 TO STA. 36+42.00)
7. PAVING PLAN-VALLEYVIEW (STA. 106+92.55 TO STA. 109+00.55)
8. PAVING PLAN-JAMESBURG (STA. 55+08.58 TO STA. 60+50.00)
9. PAVING PLAN-JAMESBURG (STA. 60+50.00 TO STA. 65+33.04)
10. STANDARD DRIVE ENTRANCE DETAILS

**PROJECT SURVEY CONTROL**

- VERTICAL DATUM: CITY OF WICHITA DATUM
- DATUM BENCH MARK: CITY OF WICHITA DISC, 38.3' SOUTH AND 56.0' EAST OF INTERSECTION OF CENTERLINE MAIZE ROAD AND CENTERLINE 13TH STREET NORTH. ELEV. +159.318
- BENCH MARK: STANDARD DISC ON NORTHEAST CORNER RC&C, 82' WEST AND 15' NORTH OF THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 8, T27S, R1W. ELEV. +156.84
- BENCH MARK: CHISELED "O" ON TOP OF CURB OF NORTH RETURN AT THE SOUTHWEST CORNER VALLEYVIEW AND 17TH STREET NORTH. ELEV. +156.19
- BENCH MARK: CITY STANDARD DISC, 11' SOUTH AND 43' EAST OF THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 8, T27S, R1W. ELEV. +161.04
- BENCH MARK: CHISELED "O" IN SOUTHWEST CORNER OF DRAIN INLET APPROX. 800' NORTH OF RC&C AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 8, T27S, R1W. ELEV. +152.33
- BENCH MARK: 1/2" x 4'-0" REBAR 5' EAST AND 10' SOUTH OF THE NORTHEAST CORNER OF LOT 33, BLOCK 4, STONEGATE ESTATES. ELEV. +156.93
- BENCH MARK: 1/2" x 4'-0" REBAR 10' EAST AND 10' SOUTH OF THE NORTHEAST CORNER LOT 24, BLOCK 4 STONEGATE ESTATES. ELEV. +154.36



**GENERAL NOTES**

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                     | 263-2061             |
| KANSAS GAS & ELECTRIC               | 263-1511             |
| CITY OF WICHITA WATER DEPARTMENT    | 268-1141             |
| CITY OF WICHITA SEWER DEPARTMENT    | 268-4908             |
| ARLKA GAS COMPANY                   | 268-4871             |
|                                     | 942-8350 OR 263-8161 |

CONTRACTOR SHALL CLEAR ~~JAMESBURG~~ RIGHT-OF-WAY NEAR STA. 36+42 AS FOLLOWS:  
 A. REMOVE 30 L.F. AND STONE WALL  
 B. REMOVE 5 PINE TREES  
 C. REMOVE EARTH MOUNDS

UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR OR UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. 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 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.

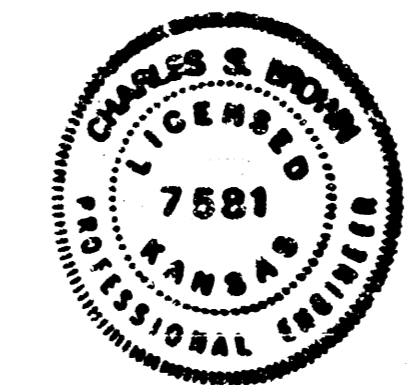
ALL MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH CITY OF WICHITA STANDARD SPECIFICATIONS, LATEST EDITION, UNLESS OTHERWISE NOTED ON THE PLANS.

ALL BARRICADES, SIGNS, LIGHTS AND OTHER PROTECTIVE DEVICES SHALL BE INSTALLED AND MAINTAINED IN CONFORMITY WITH THE LATEST EDITION OF THE CITY OF WICHITA BARRICADE MANUAL AS ADOPTED BY THE TRAFFIC ENGINEERING DIVISION OF THE DEPARTMENT OF OPERATIONS AND MAINTENANCE.

THE CONTRACTOR SHALL SATISFY HIMSELF OF ALL QUANTITIES REQUIRED TO CONSTRUCT THE IMPROVEMENTS IN ACCORDANCE WITH THE INTENT OF THE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT A "LUMP SUM" BID TO MR. RANDALL VOITH, R235 W. KELLOGG, WICHITA, KS. 67209. SAID LUMP SUM SHALL BE FULL COMPENSATION FOR MATERIALS, LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS TO COMPLETE THE WORK.

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 ADJUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAID 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.

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



APPROVED AS NOTED  
 BY CITY ENGINEER OF WICHITA

Revised as built May 24, 1989

**NOTE TO CONTRACTOR**

- SANITARY SEWERS \_\_\_\_\_
- STORM SEWERS \_\_\_\_\_
- DRIVEWAY APPROACHES \_\_\_\_\_
- WATER MAINS \_\_\_\_\_
- PAVING VRH 2/23/89

INSPECTION AND TESTING FOR THIS PROJECT IS TO BE PROVIDED BY A LICENSED CONSULTING ENGINEERING FIRM UNDER CONTRACT WITH THE OWNER/DEVELOPER. SAID INSPECTION TO BE IN ACCORDANCE WITH THE CITY OF WICHITA STANDARD CONSTRUCTION ENGINEERING PRACTICES AND CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER. NO WORK SHALL BE PERFORMED IN DEDICATED EASEMENTS OR PUBLIC RIGHT-OF-WAY BY THE CONTRACTOR WITHOUT SUCH INSPECTION WORK SHALL ANY WORK BE COMMENCED IN DEDICATED EASEMENTS OR PUBLIC RIGHT-OF-WAY WITHOUT WRITTEN AUTHORIZATION BY THE CITY ENGINEER.

FEBRUARY, 1989  
 PLANS PREPARED BY  
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
 ENGINEERS  
 WICHITA, KANSAS

# STONEGATE ESTATES

WICHITA, SEDGWICK COUNTY, KANSAS

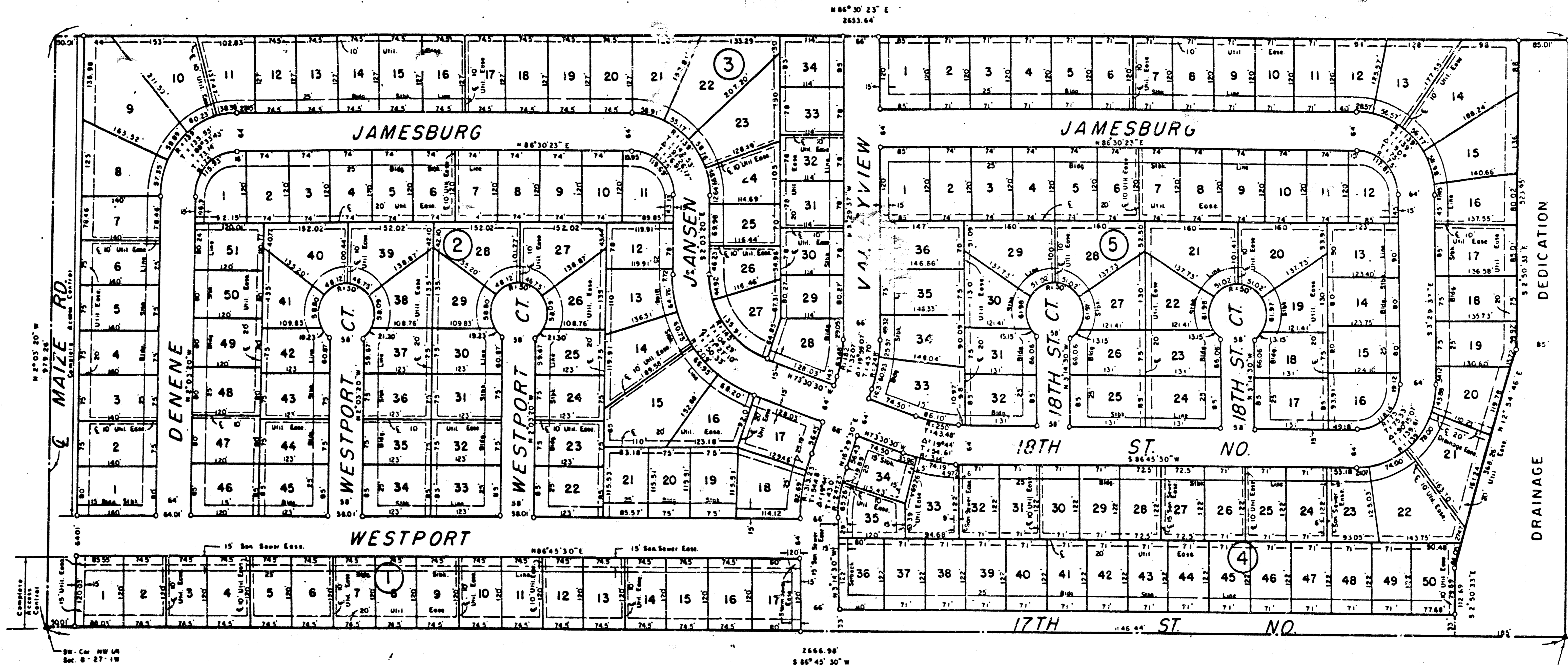


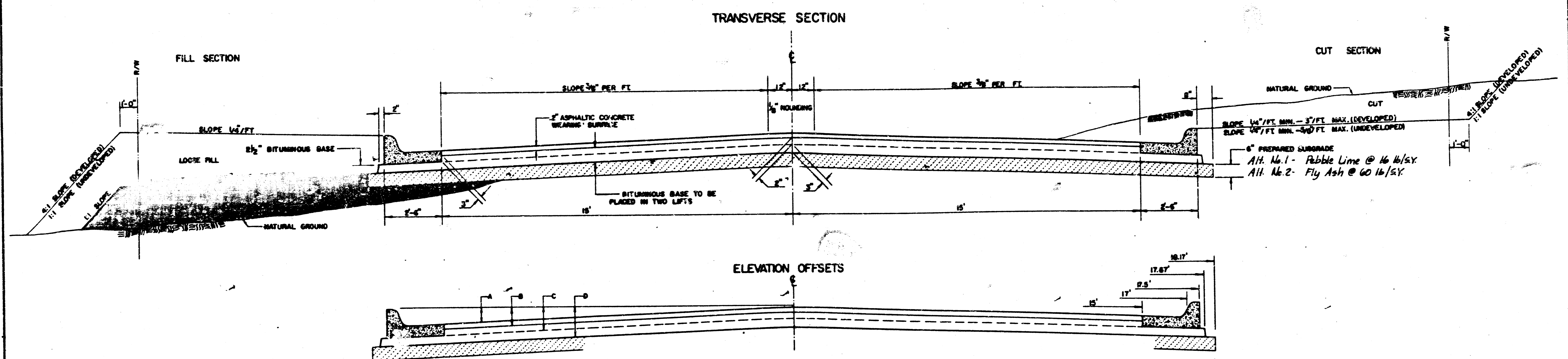
CHART OF MINIMUM PAD ELEVATIONS

| BLOCK | LOT | MEAN SEA LEVEL DATUM | CITY OF WICHITA DATUM |
|-------|-----|----------------------|-----------------------|
| 4     | 14  | 1342.0               | 154.8                 |
| 4     | 15  | 1341.9               | 154.5                 |
| 4     | 16  | 1341.8               | 154.4                 |
| 4     | 17  | 1341.7               | 154.3                 |
| 4     | 18  | 1341.6               | 154.2                 |
| 4     | 19  | 1341.6               | 154.1                 |
| 4     | 20  | 1341.5               | 154.1                 |
| 4     | 21  | 1341.4               | 154.0                 |
| 4     | 22  | 1341.3               | 153.9                 |
| 4     | 50  | 1341.2               | 153.8                 |

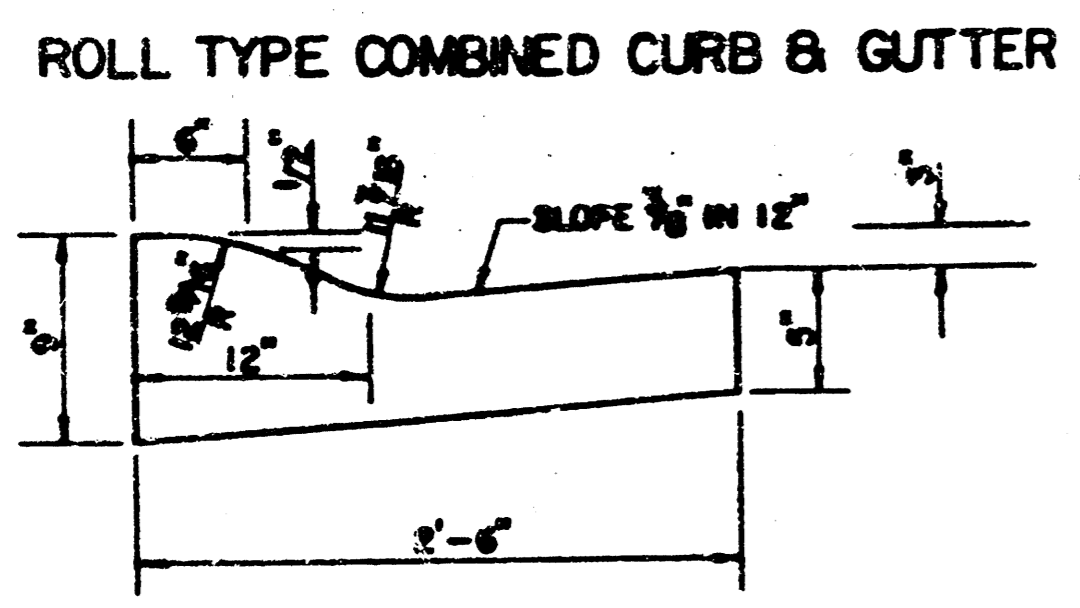
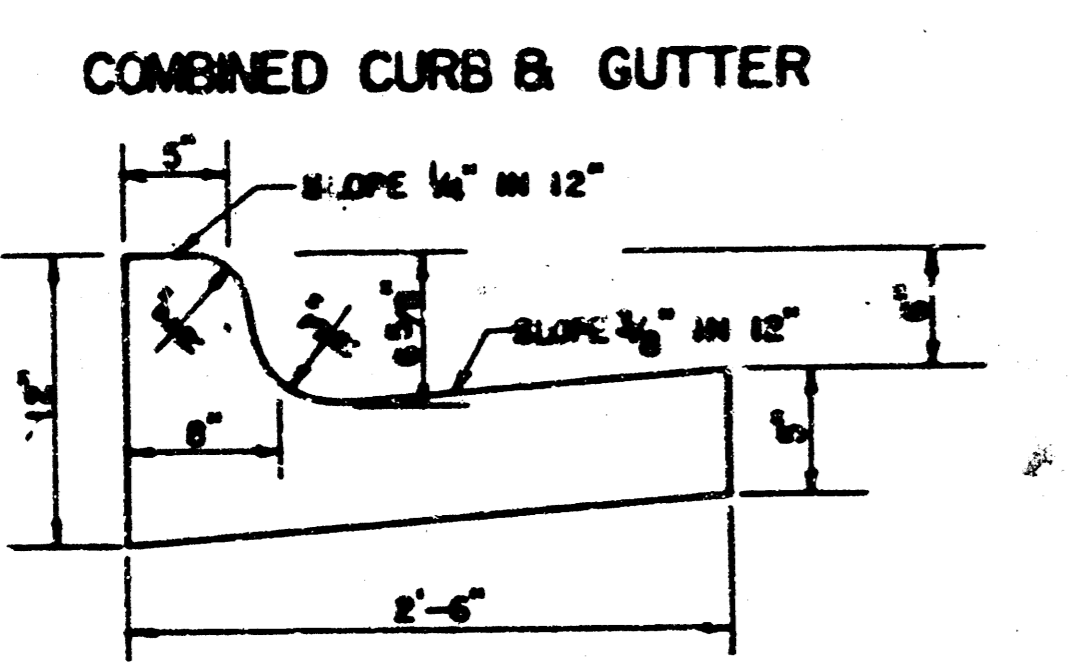


# TYPICAL 35' PAVEMENT DETAILS

3/10



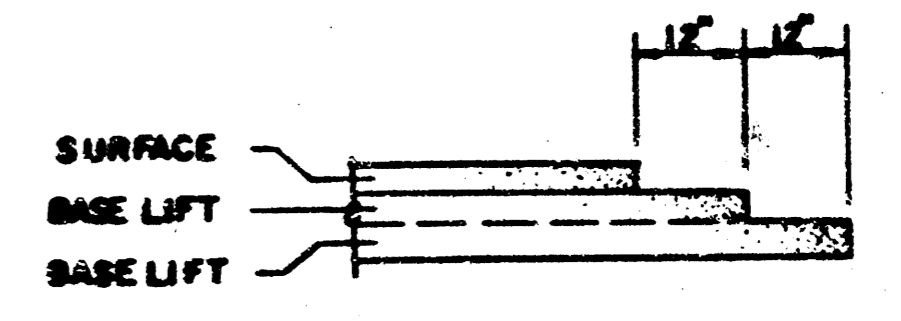
|   | DISTANCE FROM CENTERLINE (LT. & RTL) |      |      |      |      |      |      |      |      |      |       |        |        |
|---|--------------------------------------|------|------|------|------|------|------|------|------|------|-------|--------|--------|
|   | 0'                                   | 2'   | 4'   | 6'   | 8'   | 10'  | 12'  | 14'  | 16'  | 17'  | 17.5' | 17.67' | 18.17' |
| A: TOP OF CURBS TO TOP OF SURFACE LIFT    | 0.04                                 | 0.06 | 0.14 | 0.21 | 0.29 | 0.3  | 0.39 | 0.46 | 0.49 | —    | —     | —      | —      |
| B: TOP OF CURBS TO TOP OF UPPER BASE LIFT | 0.21                                 | 0.28 | 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 | 0.96 | 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   |



### 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 CS-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 LAISON 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.

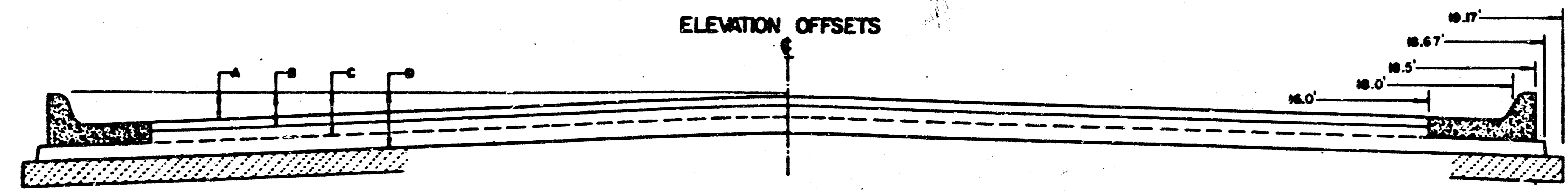
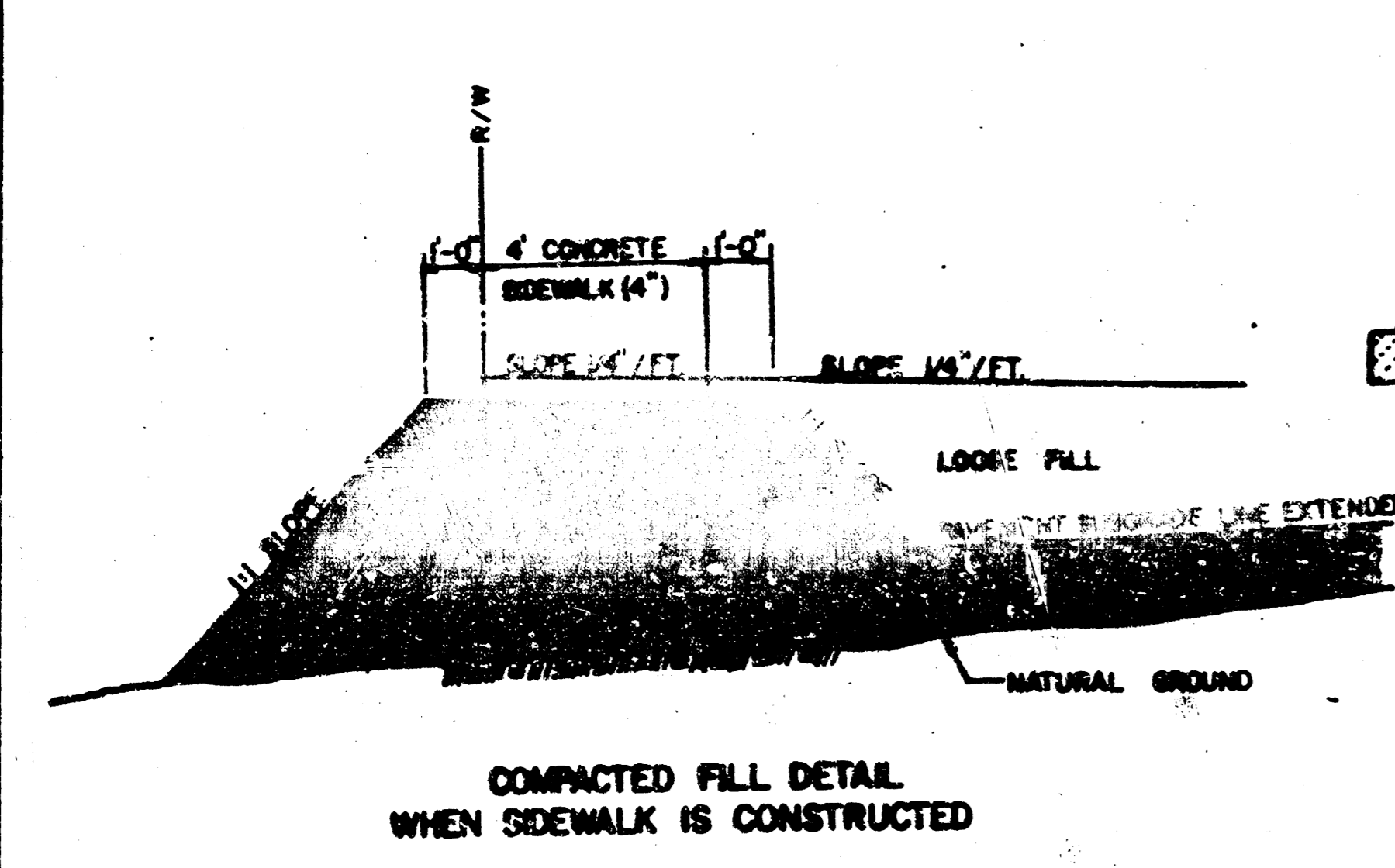
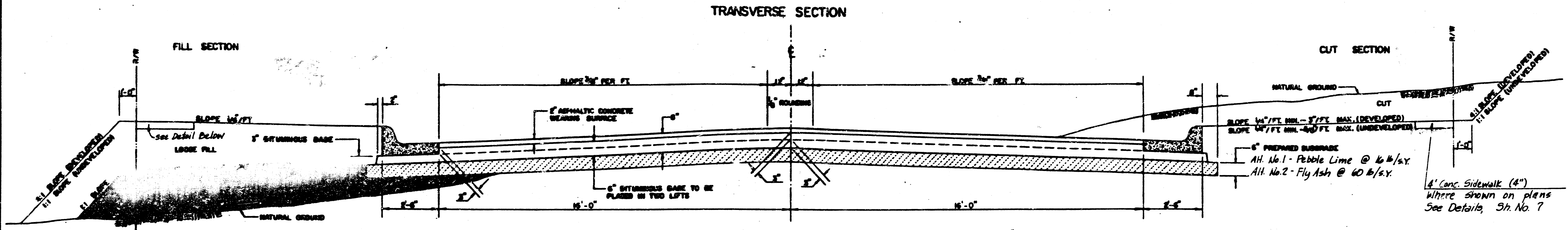
### TRANSVERSE CONSTRUCTION JOINTS



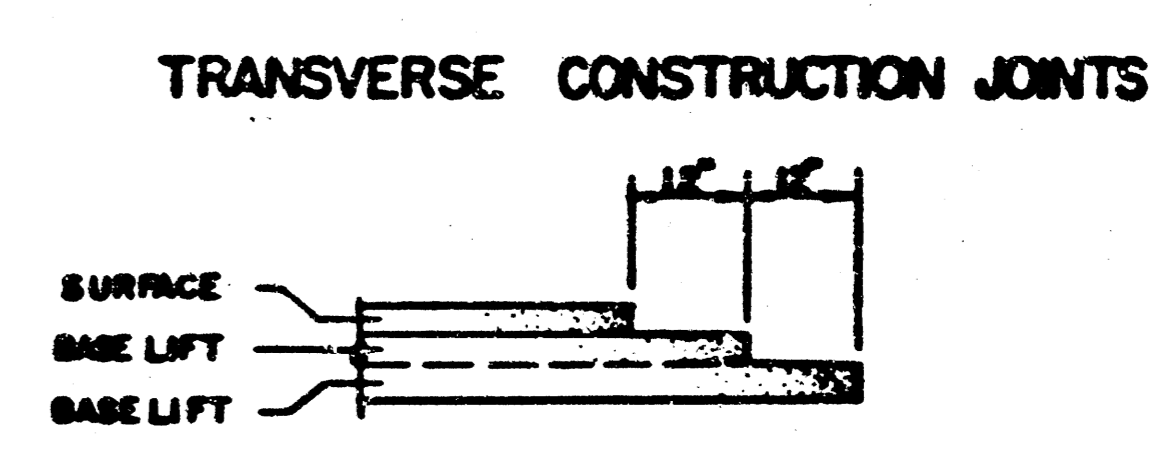
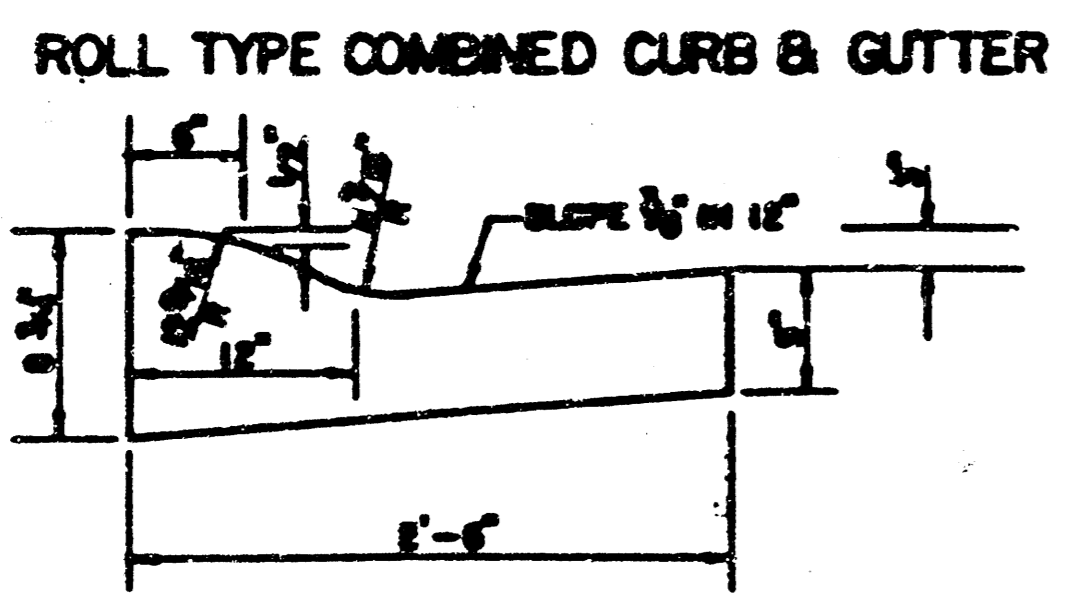
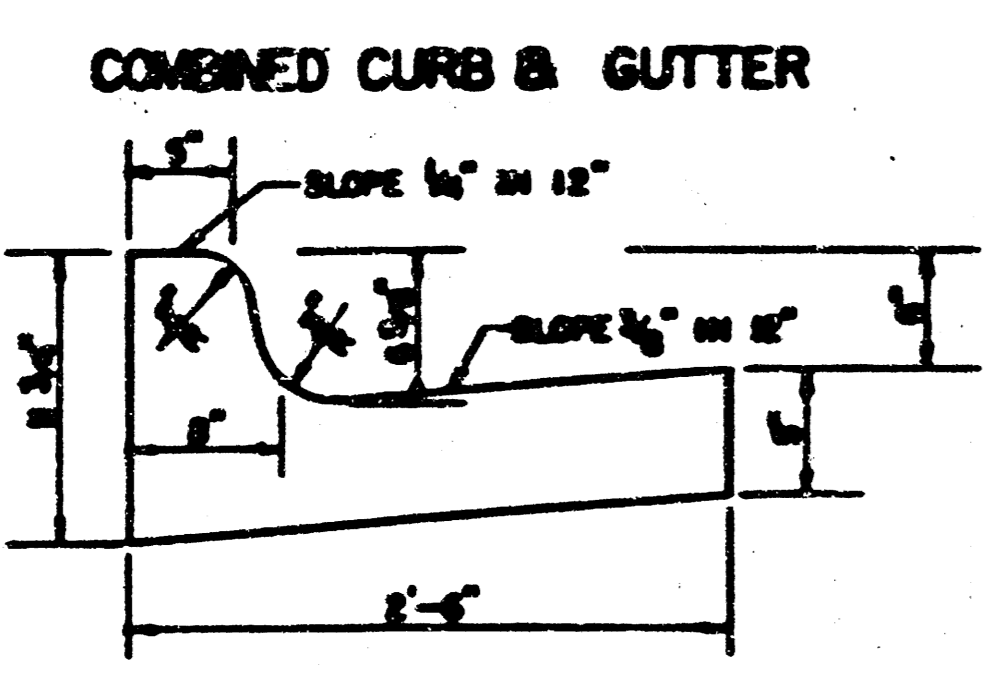
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC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

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE  
CITY OF WICHITA, KANSAS  
PROJECT NUMBER  
472-76-245-00001-000-000-052 3/10

# TYPICAL 37' PAVEMENT DETAILS



|   | DISTANCE FROM CENTERLINE (L.F. & IN.) |     |     |     |     |     |      |      |      |      |      |       |       |  |  |
|---|---------------------------------------|-----|-----|-----|-----|-----|------|------|------|------|------|-------|-------|--|--|
|   | 0                                     | 2   | 4   | 6   | 8   | 10  | 12   | 14   | 16   | 18   | 18.5 | 18.67 | 19.17 |  |  |
| A. TOP OF CURBS TO TOP OF SURFACE LIFT    | .01                                   | .05 | .11 | .18 | .24 | .30 | .36  | .43  | .49  | —    | —    | —     | —     |  |  |
| B. TOP OF CURBS TO TOP OF UPPER BASE LIFT | .17                                   | .22 | .28 | .34 | .40 | .47 | .53  | .59  | .65  | —    | —    | —     | —     |  |  |
| C. TOP OF CURBS TO TOP OF LOWER BASE LIFT | .42                                   | .47 | .53 | .59 | .65 | .72 | .78  | .84  | .90  | .97  | .98  | .99   | —     |  |  |
| D. TOP OF CURBS TO TOP OF SUBGRADE        | .67                                   | .72 | .78 | .84 | .90 | .97 | 1.03 | 1.09 | 1.15 | 1.22 | 1.23 | 1.24  | 1.25  |  |  |



### GENERAL NOTES

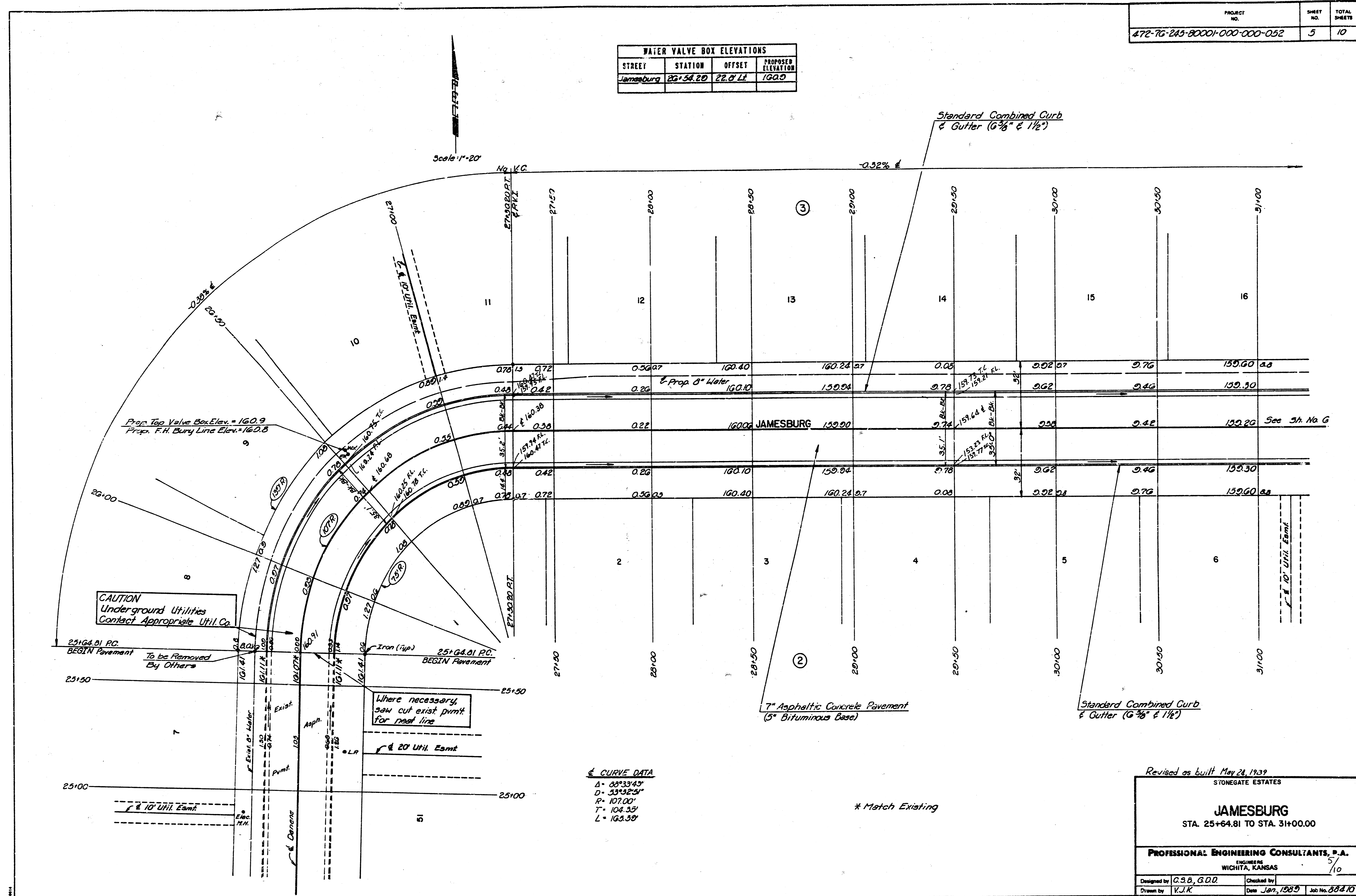
- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 6" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 3" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED ASPHALT (30-40 OR 40-50) SHALL BE APPLIED AT AN APPROPRIATE 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 SHALL BE CONSTRUCTED BY FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS 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 OF 6" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

6 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE  
**CITY OF WICHITA, KANSAS** 4/10  
 PROJECT NUMBER  
 472-76-245-80001-000-000-052

|                              |           |              |
|------------------------------|-----------|--------------|
| PROJECT NO.                  | SHEET NO. | TOTAL SHEETS |
| 472-76-245-80001-000-000-052 | 5         | 10           |

| WATER VALVE BOX ELEVATIONS |          |          |                    |
|----------------------------|----------|----------|--------------------|
| STREET                     | STATION  | OFFSET   | PROPOSED ELEVATION |
| Jamesburg                  | 25+54.20 | 22.0' LT | 160.0              |



Scale: 1"=20'

Standard Combined Curb & Gutter (6 3/8" & 1 1/2")

CAUTION  
Underground Utilities  
Contact Appropriate Util. Co.

Where necessary,  
saw cut exist. pmt.  
for neat line

**CURVE DATA**  
 $\Delta = 89^{\circ}33'43''$   
 $D = 33^{\circ}32'51''$   
 $R = 107.00'$   
 $T = 104.35'$   
 $L = 163.30'$

\* Match Existing

Revised as built May 24, 1989

STONEGATE ESTATES

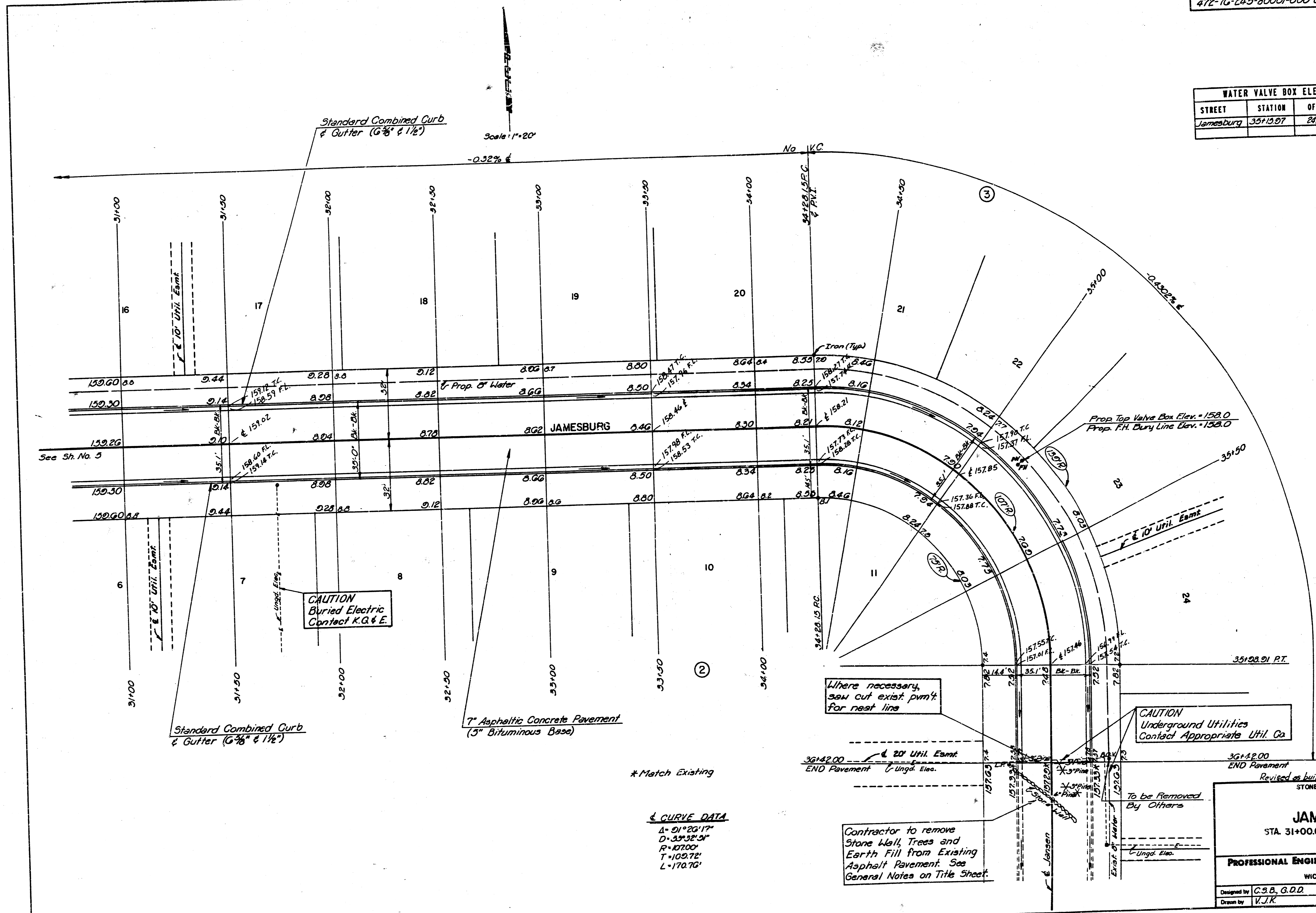
**JAMESBURG**  
STA. 25+64.81 TO STA. 31+00.00

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

Designed by C.S.B., G.D.D.      Checked by  
 Drawn by V.J.K.      Date Jan., 1989      Job No. 88410

|                              |           |              |
|------------------------------|-----------|--------------|
| PROJECT NO.                  | SHEET NO. | TOTAL SHEETS |
| 472-76-245-80001-000-000-052 | 6         | 10           |

| WATER VALVE BOX ELEVATIONS |          |         |                    |
|----------------------------|----------|---------|--------------------|
| STREET                     | STATION  | OFFSET  | PROPOSED ELEVATION |
| Jamesburg                  | 35+15.97 | 24.0 Lt | 158.0              |



CAUTION  
Buried Electric  
Contact K.G. & E.

Where necessary,  
saw out exist. pvm't  
for nest line

CAUTION  
Underground Utilities  
Contact Appropriate Util. Co.

\* Match Existing

**CURVE DATA**  
 $\Delta = 91^{\circ}20'17''$   
 $D = 239.32'54''$   
 $R = 127.00'$   
 $T = 109.72'$   
 $L = 170.76'$

Contractor to remove  
Stone Wall, Trees and  
Earth Fill from Existing  
Asphalt Pavement. See  
General Notes on Title Sheet.

Revised as built May 24, 1989  
 STONEGATE ESTATES

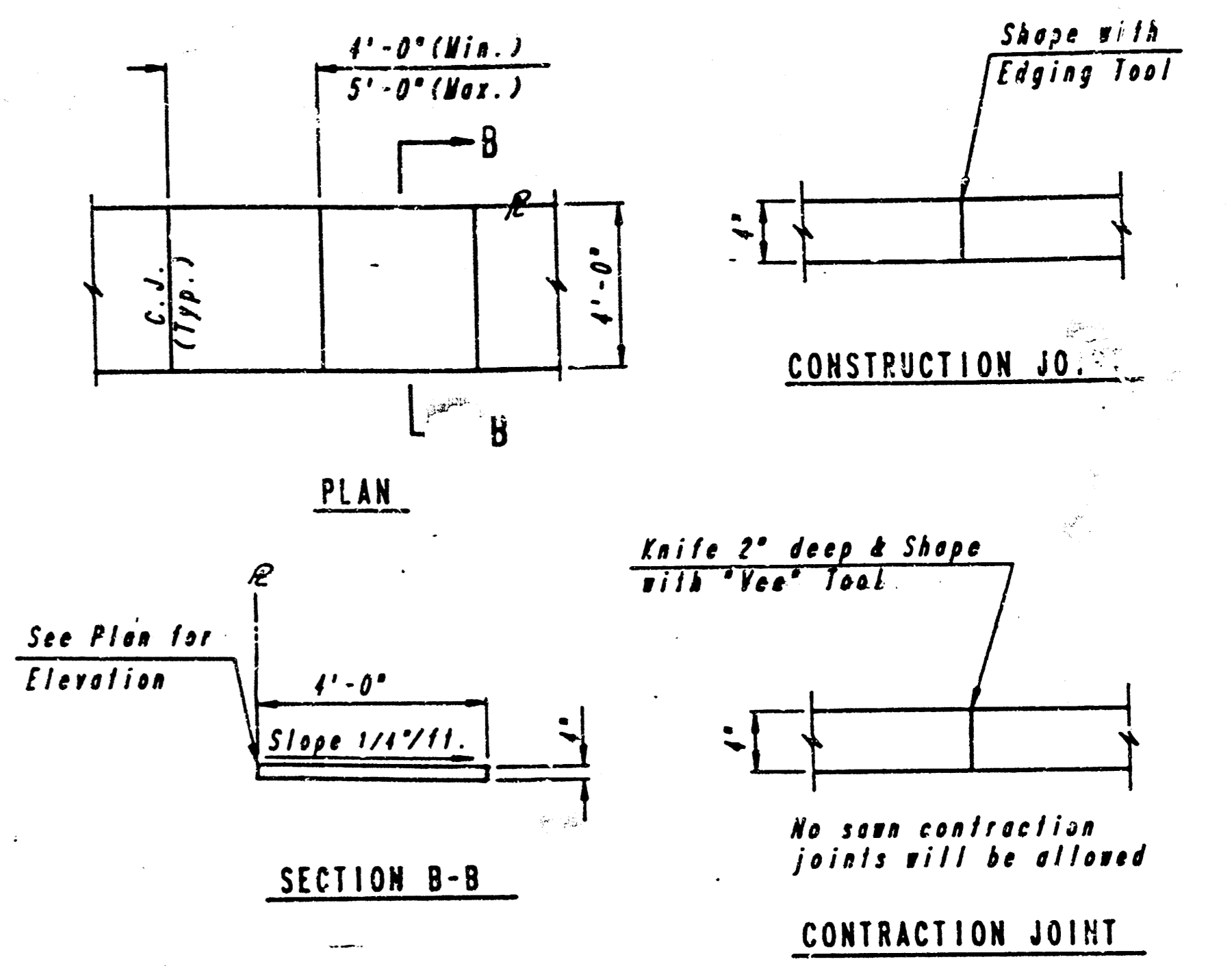
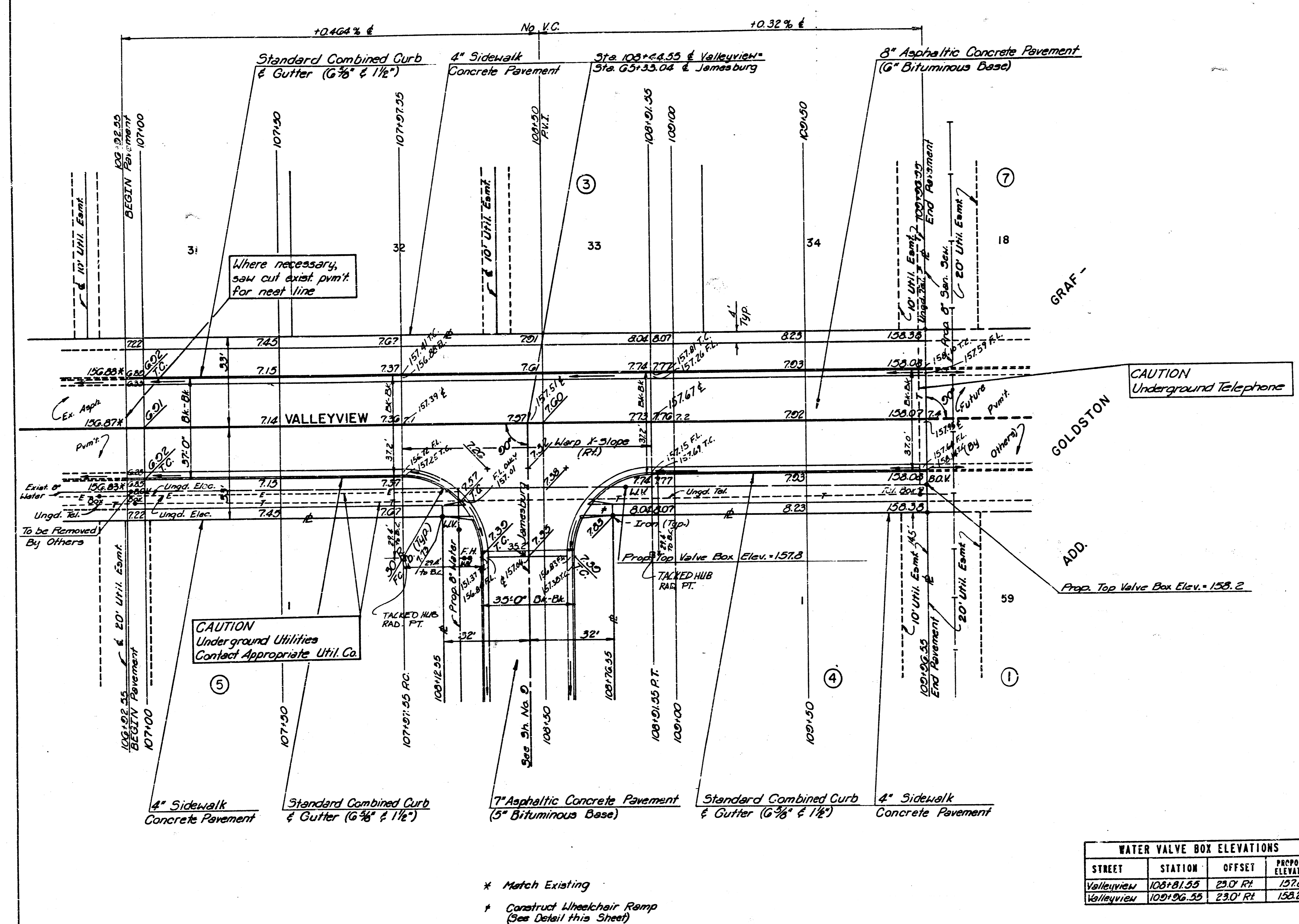
**JAMESBURG**  
 STA. 31+00.00 TO STA. 36+42.00

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

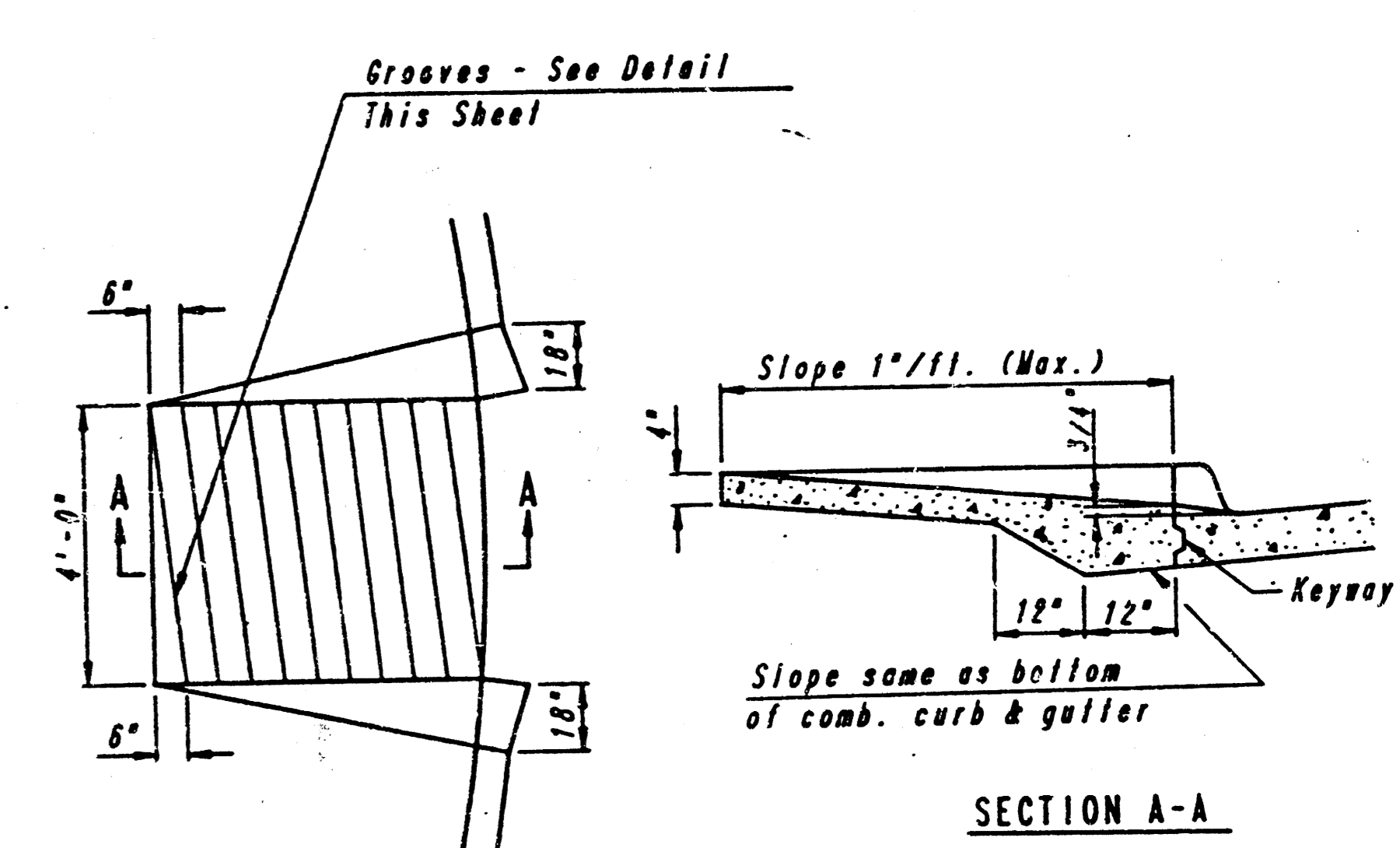
|             |                |            |            |
|-------------|----------------|------------|------------|
| Designed by | C.S.B., G.D.D. | Checked by |            |
| Drawn by    | V.J.K.         | Date       | Jan., 1988 |

Job No. 8840

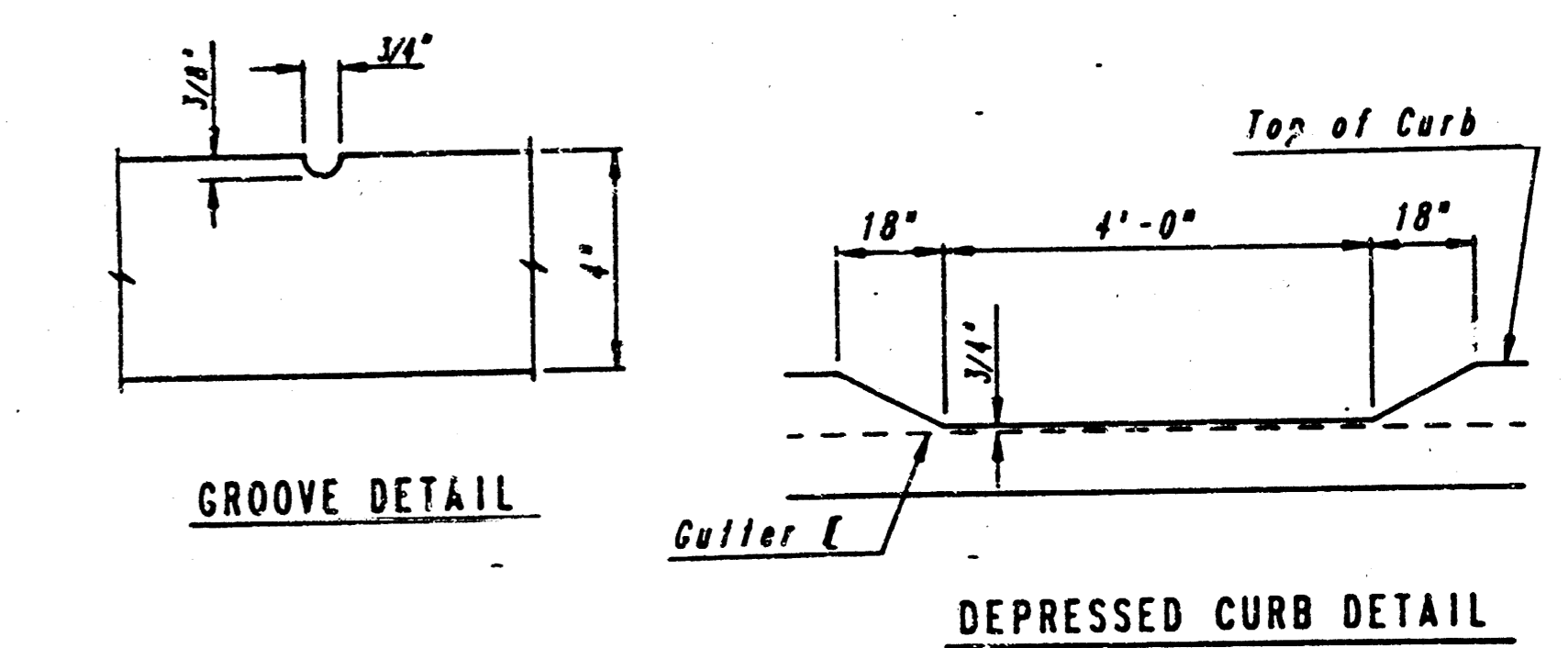
Scale: 1"=20'



4\"/>



WHEELCHAIR RAMP DETAIL



TYPICAL WHEELCHAIR RAMP DETAILS

| WATER VALVE BOX ELEVATIONS |           |           |                    |
|----------------------------|-----------|-----------|--------------------|
| STREET                     | STATION   | OFFSET    | PROPOSED ELEVATION |
| Valleyview                 | 108+81.55 | 23.0' RT. | 157.0              |
| Valleyview                 | 109+96.55 | 23.0' RT. | 158.2              |

\* Match Existing  
 \* Construct Wheelchair Ramp (See Detail this Sheet)

Revised as built May 24, 1989

|     |                                  |        |         |
|-----|----------------------------------|--------|---------|
| 1   | Added Tele. Line @ Sta. 109+95.5 | C.S.B. | 2/20/89 |
| No. | Revision                         | By     | Date    |

STONEGATE ESTATES

**VALLEYVIEW**  
 STA. 106+92.55 TO STA. 109+96.55

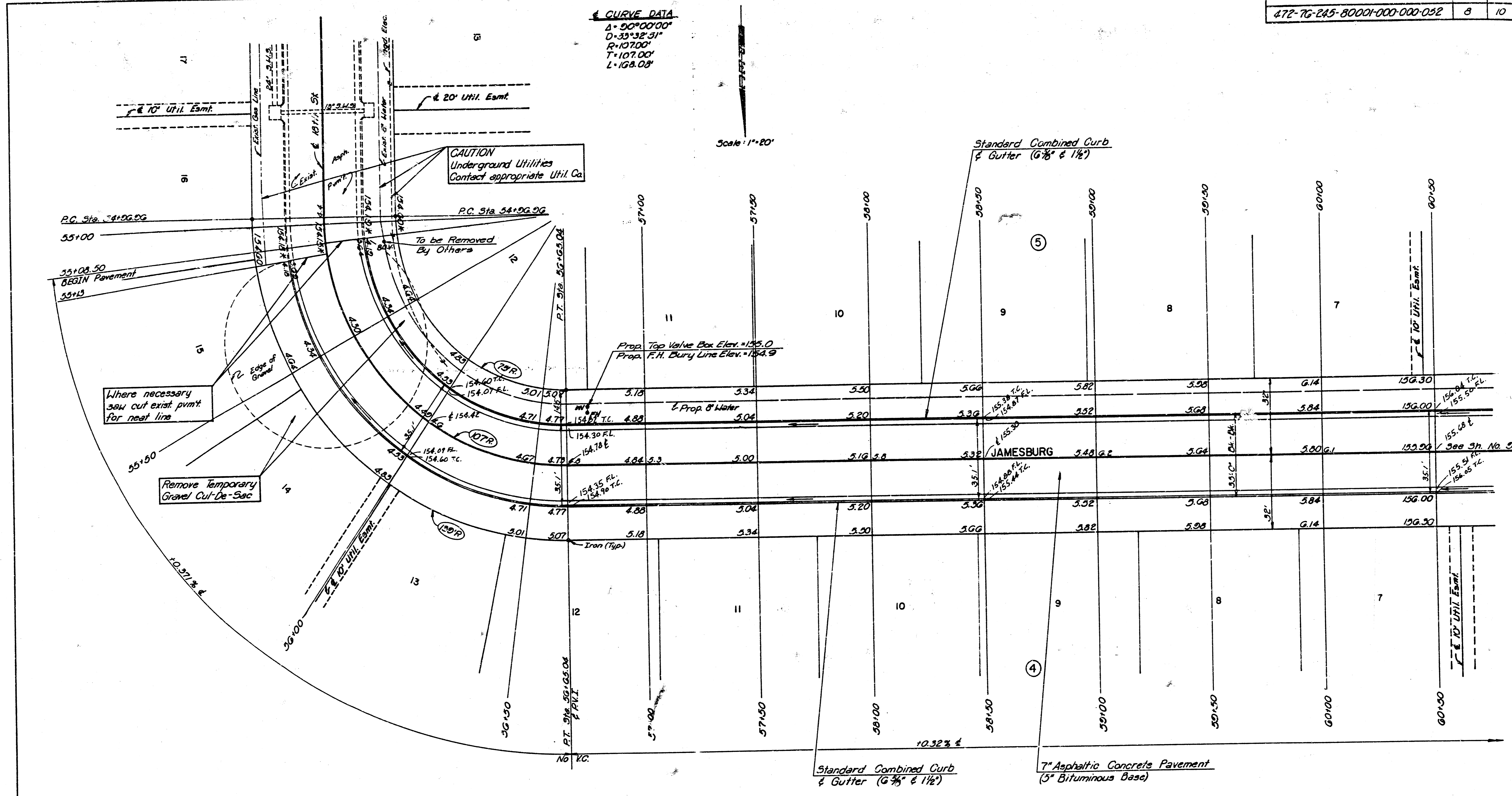
ENGINEERS  
**PROFESSIONAL ENGINEERING CONSULTANTS, P.A.**  
 WICHITA, KANSAS

Designed by C.S.B., G.D.D. Checked by / 10  
 Drawn by V.J.A. Date Jan., 1989 Job No. 88410

|                          |           |              |
|--------------------------|-----------|--------------|
| PROJECT NO.              | SHEET NO. | TOTAL SHEETS |
| 472-76-245-80001-000-052 | 8         | 10           |

**CURVE DATA**  
 $\Delta = 90^{\circ}00'00''$   
 $D = 33^{\circ}32'31''$   
 $R = 107.00'$   
 $T = 107.00'$   
 $L = 168.08'$

Scale: 1"=20'



CAUTION  
 Underground Utilities  
 Contact appropriate Util. Co.

Where necessary  
 saw cut exist pvtmt  
 for neat line

Remove Temporary  
 Gravel Cut-De-Sac

\* Match Existing

| WATER VALVE BOX ELEVATIONS |          |           |                    |
|----------------------------|----------|-----------|--------------------|
| STREET                     | STATION  | OFFSET    | PROPOSED ELEVATION |
| Jamesburg                  | 56+75.04 | 24.0' Lt. | 155.0              |

Revised as built May 24, 1989

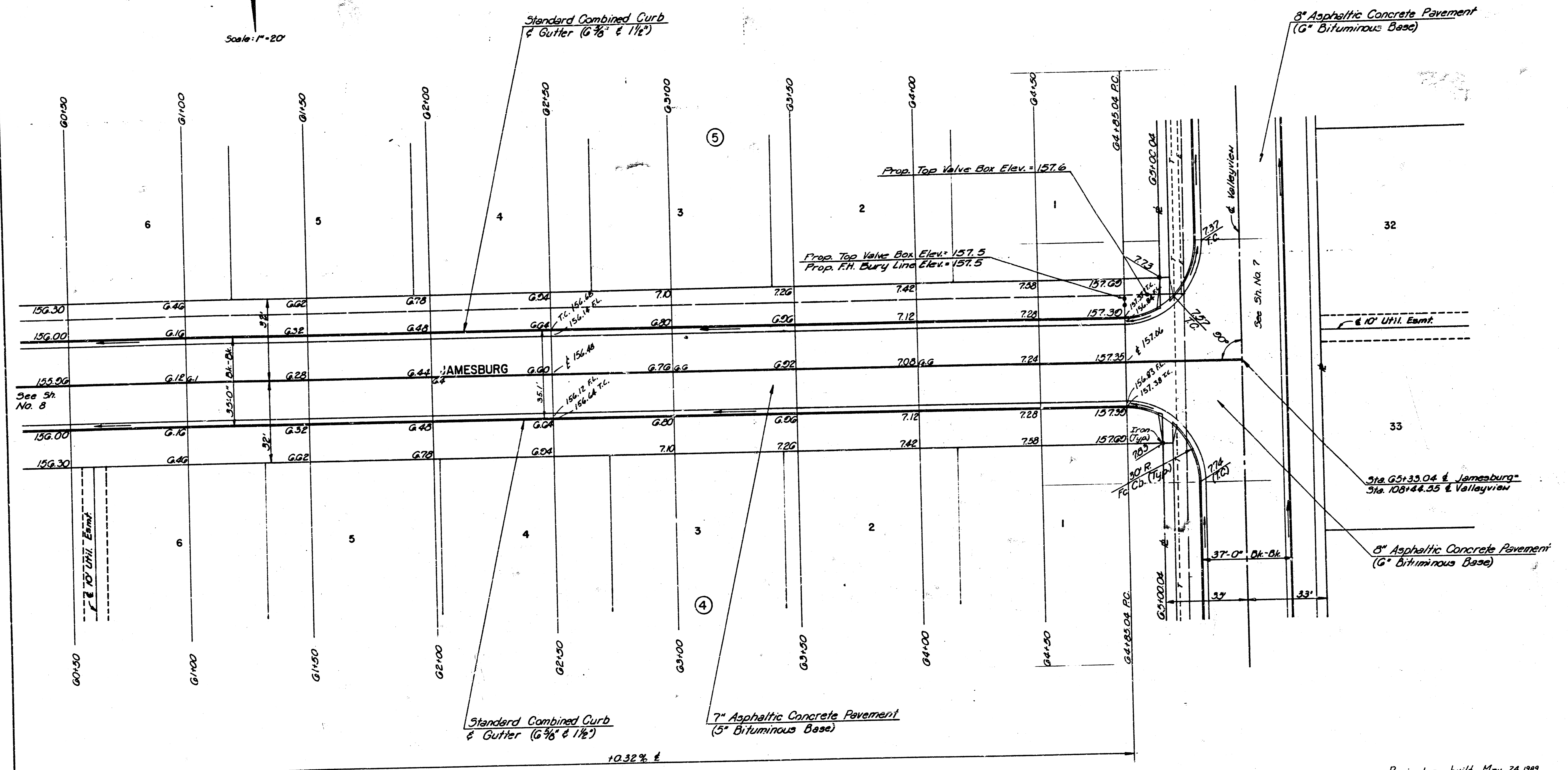
STONEGATE ESTATES

**JAMESBURG**  
 STA. 55+08.50 TO STA. 60+50.00

**PROFESSIONAL ENGINEERING CONSULTANTS, F.A.**  
 ENGINEERS  
 WICHITA, KANSAS

Designed by C.S.B., G.D.D. Checked by \_\_\_\_\_  
 Drawn by V.J.F. Date Jan., 1989 Job No. 88410

Scale: 1"=20'



| WATER VALVE BOX ELEVATIONS |          |           |                    |
|----------------------------|----------|-----------|--------------------|
| STREET                     | STATION  | OFFSET    | PROPOSED ELEVATION |
| Jamesburg                  | 64+85.04 | 24.8' Lt. | 157.5              |
| Jamesburg                  | 64+85.04 | 25.0' Lt. | 157.6              |

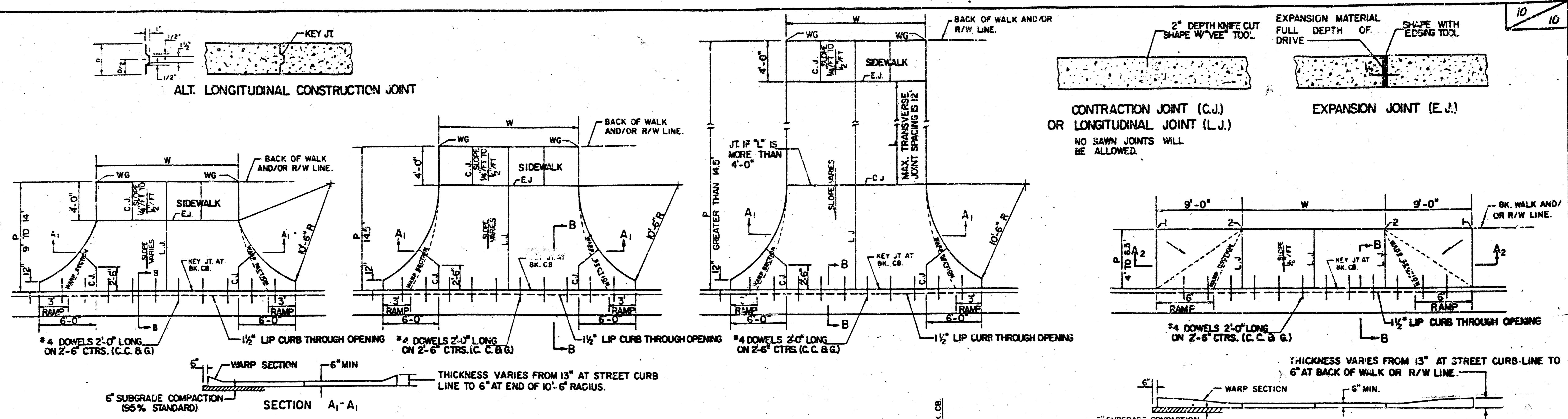
Revised as built May 24, 1989

STONEGATE ESTATES

**JAMESBURG**  
STA. 60+50.00 TO STA. 65+33.04

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

Designed by C.S.B., G.D.D.      Checked by 9/0  
 Drawn by V.J.K.      Date Jan, 1989      Job No. 8840

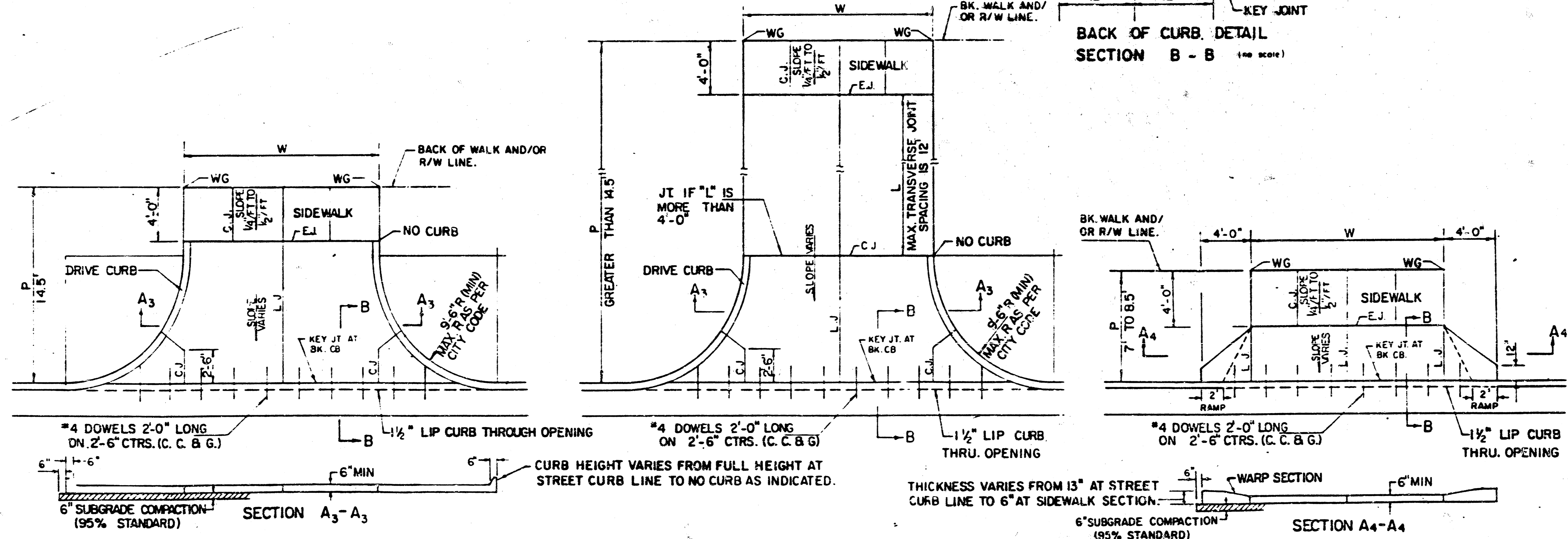


| PARKING WIDTH "P"   | 9'    | 10'   | 11'   | 12'   | 13'   | 14.5' | 20'  | 25'  | 30'  | 35'  | 40'  | 45'  | 50'  |
|---|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB | 0.35  | 0.35  | 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 | -0.19 | -0.16 | -0.13 | -0.10 | -0.06 | 0.00  | 0.00 | 0.15 | 0.25 | 0.35 | 0.45 | 0.55 | 0.65 |

**RADIUS RAMP DRIVES (P = 9.0' & GREATER)**

| PARKING WIDTH "P"                       | 4'    | 4.5'  | 5'    | 5.5'  | 6'    | 6.5'  |
|---|-------|-------|-------|-------|-------|-------|
| DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.08  | 0.09  | 0.10  | 0.12  | 0.13  | 0.14  |
| DIST. OF PT. "WG" BELOW TOP OF FULL CB. | -0.26 | -0.24 | -0.22 | -0.20 | -0.18 | -0.16 |

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



| 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.  | -0.15 | -0.16 | -0.17 | -0.17 |
| ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB. | -0.25 | -0.20 | -0.20 | -0.20 |

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

- GENERAL NOTES**
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
  - ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "P" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "P" DIMENSION GREATER THAN 24'.
  - DRIVEWAY WIDTH DEFINED AS "P" 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.
  - 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.
  - CONCRETE SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
  - ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
  - ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION 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.
  - 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 #4@12" W-84 HELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
  - 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 UTILITY 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 10%  
412-76-245-80001-000-000-052