PRIVATE PAVING PLANS FOR

FOLIAGE 2ND ADDITION

INDEX NO.
USER CODE PP

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

GENERAL NOTES

1. UNLESS SHOWN OR STATED OTHERWISE ON THESE DRAWINGS, MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF WICHITA CONCRETE PAVEMENT AND ASPHALTIC CONCRETE PAVEMENT SPECIFICATIONS.

2. 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.

3. EXISTING UTILITIES AND THEIR LOCATIONS, 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 PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED.

4. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

   KANSAS ONE-CALL 1-800-344-7233
   OR 687-2470 (LOCAL WICHITA)

   THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

SOUTHWESTERN BELL TELEPHONE COMPANY	1-571-2115
CABLEVISION	262-4270 OR 263-2061
KPL GAS SERVICE COMPANY	263-7511
KANSAS GAS & ELECTRIC	264-1141
CITY OF WICHITA WATER DEPARTMENT	268-4908
CITY OF WICHITA SEWER MAINTENANCE	268-4908
ARKLA GAS COMPANY	942-8350 OR 283-8161

5. 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.

6. 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. SAW 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 THE REMOVAL OF SURFACE OR PAVEMENT.

7. TREES WITHIN THE PROJECT LIMITS ARE TO BE MOVED BY THE OWNER. THE CONTRACTOR SHALL COORDINATE THE REMOVAL OF EXISTING TREES WITH THE OWNER. ANY TREES NOT REMOVED BY THE OWNER SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

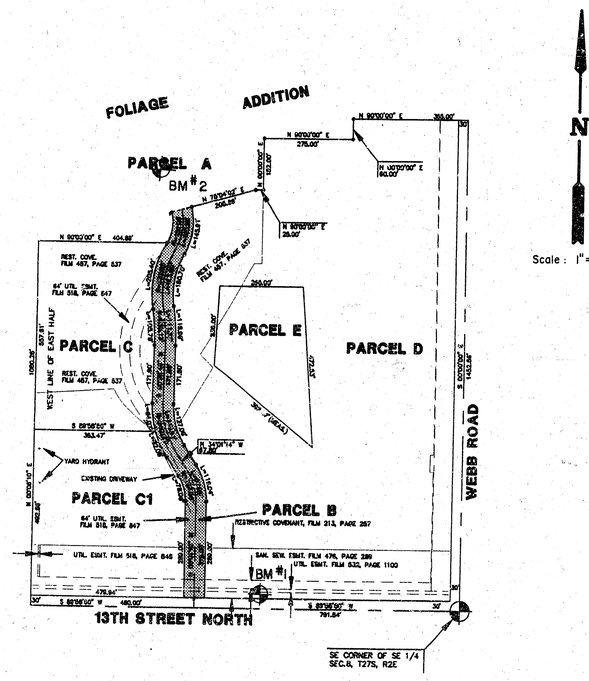
8. CONTRACTOR SHALL REMOVE ALL ITEMS WITHIN CONSTRUCTION LIMITS AND DISPOSE OF ACCORDING TO SPECIFICATIONS. COST SHALL BE PAID AS SITE PREPARATION.

9. CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED GROUND WITHIN PUBLIC RIGHT OF WAY. COST SHALL BE PAID AS SITE RESTORATION.

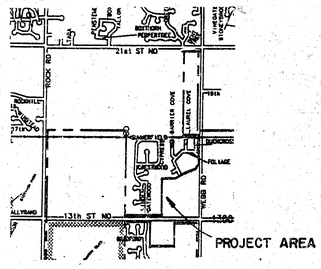
BENCH MARKS

BM #1 SPIKE IN WEST SIDE POWER POLE, 180' +/- EAST OF PRIVATE ENTRANCE ON 13TH STREET NORTH.
ELEV. = 1129.00

BM #2 "□" CUT ON SOUTH END OF SOUTHWEST RETURN OF FOLIAGE DRIVE AND FOLIAGE COVE.
ELEV. = 1132.41



Scale : 1" = 200'



LOCATION MAP

APPROVED AS NOTED
By CITY ENGINEER OF WICHITA

Sanitary Sewers _____

Storm Sewers _____

Driveway Approaches _____

Water Mains _____

Paving _____

NOTE TO CONTRACTOR

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 THE PUBLIC RIGHT-OF-WAY BY THE CONTRACTOR WITHOUT SUCH INSPECTION NOR SHALL ANY WORK BE COMMENCED IN DEDICATED EASEMENTS OR PUBLIC RIGHT-OF-WAY WITHOUT WRITTEN AUTHORIZATION BY THE CITY ENGINEER.

INDEX TO DRAWINGS

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FOLIAGE 2ND ADDITION

PRIVATE PAVING PLANS

Design CJA
Drawn by DPR
Checked by DDS
Date AUG. 1991
Job no.

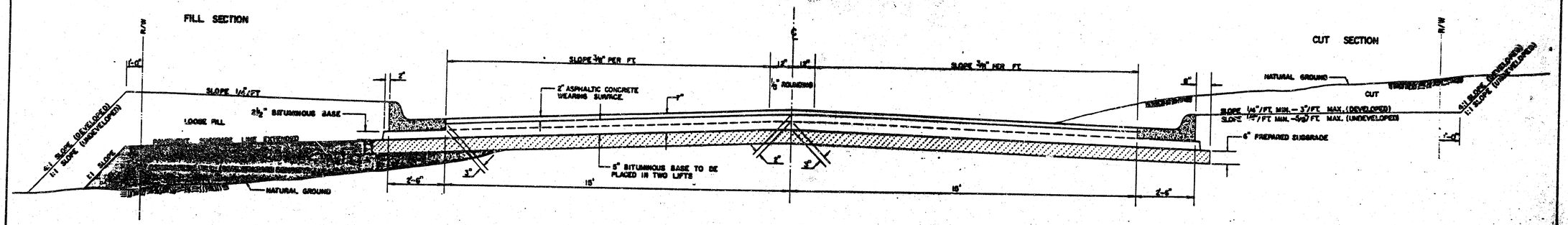
MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5566

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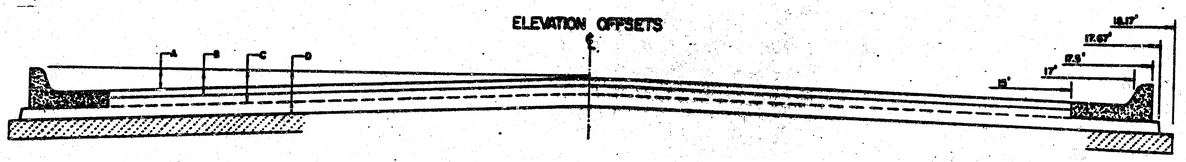
MKEC Proj. No. 91-42-100-E

TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

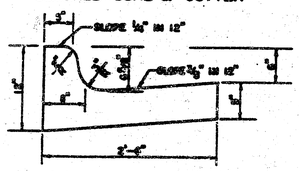


ELEVATION OFFSETS

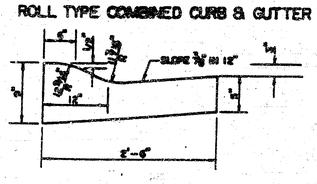


	DISTANCE FROM CENTERLINE (L.T. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.38	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.66	—	—	—	—
C: TOP 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	0.96	1.02	1.06	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 LAYER 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 (RS-2H OR SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.03 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.

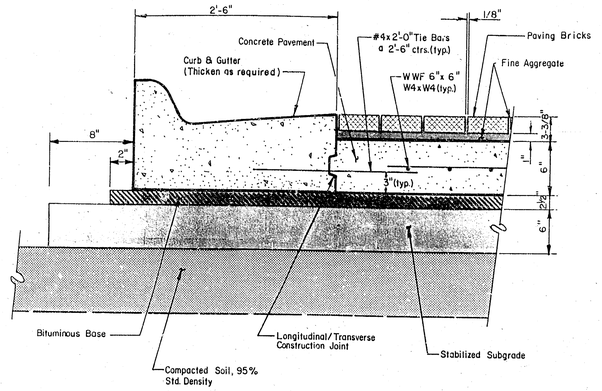
6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENTS 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 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

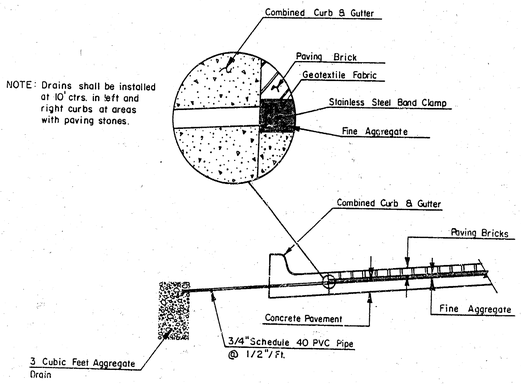
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS



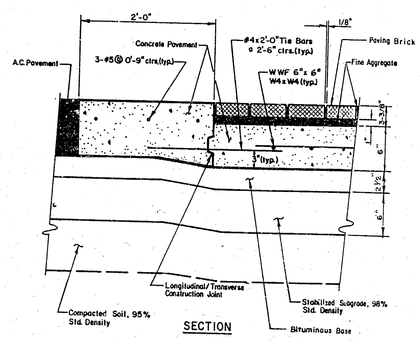
STREET PAVER DETAIL

NOTES:

1. PAVING BRICKS SHALL MEET OR EXCEED ASTM-C902. THE STYLE SHALL BE 4" X 8" X 2-1/4" BLOCK APPROVED BY THE ENGINEER. COLOR SHALL MATCH EXISTING BRICK LOCATED AT THE INTERSECTION OF FOLIAGE DRIVE AND WEBB ROAD, AS APPROVED BY THE ENGINEER. THE LAYING PATTERN SHALL BE HERRINGBONE.
2. SAND BEDDING SHALL MEET THE SPECIFICATION REQUIREMENTS FOR FINE AGGREGATE. AN UNCOMPACTED SAND LAYING COURSE SHALL BE SPREAD EVENLY OVER THE AREA TO BE PAVED THEN SCREEDED TO A LEVEL OF APPROXIMATELY 1" THICKNESS. ONCE SCREEDED AND LEVELED TO THE DESIRED ELEVATION, THE SAND LAYING COURSE SHALL NOT BE DISTURBED IN ANY WAY.
3. THE PAVING BRICKS SHALL BE INSTALLED PERPENDICULAR AND PARALLEL TO THE MAJOR AXIS OF THE AREA BEING PAVED. STONES SHALL BE PLACED KEEPING JOINT SPACES UNIFORM, APPROXIMATELY 1/8" THICK. THE GAPS AT THE EDGE OF THE PAVED SURFACE SHALL BE FILLED WITH STONES CUT TO FIT. CUTTING SHALL BE ACCOMPLISHED TO LEAVE A CLEAN EDGE TOWARD THE TRAFFIC SURFACE, USING A MASONRY SAW. WHENEVER POSSIBLE, NO CUTS SHOULD RESULT WITH A PAVER LESS THAN ONE-THIRD OF ITS ORIGINAL DIMENSION.
4. PAVING BRICKS SHALL BE VIBRATED TO THEIR FINAL LEVEL IN THE SAND LAYING COURSE BY TWO OR THREE PASSES OF A VIBRATING COMPACTOR CAPABLE OF 3000 TO 5000 BOUNDS COMPACTION FORCE WITH THE SURFACE CLEAN AND JOINTS OPEN.
5. AFTER VIBRATION, CLEAN CONCRETE SAND SHALL BE SPREAD OVER THE PAVING BRICK SURFACE, ALLOWED TO DRY, AND VIBRATED INTO THE JOINTS WITH ADDITIONAL PASSES OF THE PLATE VIBRATOR SO AS TO COMPLETELY FILL THE JOINTS. A LIGHT COATING OF SAND SHALL BE SWEPT OVER THE COMPLETED SURFACE AND LEFT TO WEATHER IN.
6. A CONSTRUCTION JOINT IS REQUIRED FOR CONCRETE PAVEMENT WHEN CONCRETE PLACEMENT HAS BEEN INTERRUPTED FOR A SUBSTANTIAL LENGTH OF TIME OR AT THE END OF DAY'S PLACEMENT.



DRAIN DETAIL

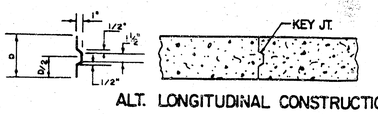


SECTION

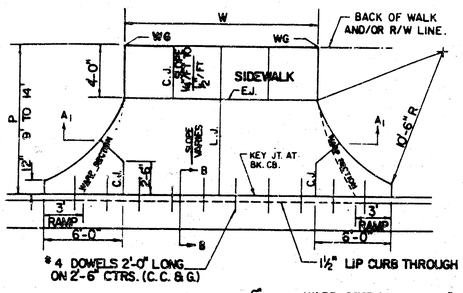
FOLIAGE 2ND ADDITION	Design: GJA
PAVING DETAILS	Drawn by: DPR
PRIVATE PAVING PLANS	Checked by: DDS
	Date: AUG. 1991
	Job no.

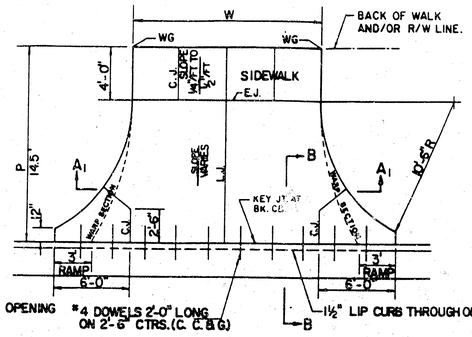
MID-KANSAS ENGINEERING CONSULTANTS PA
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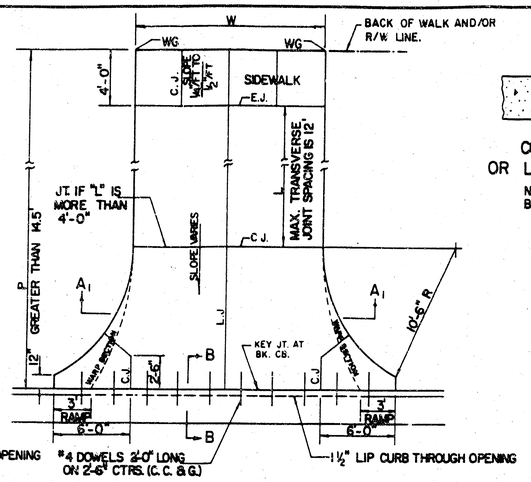
Sheet 3 of 14

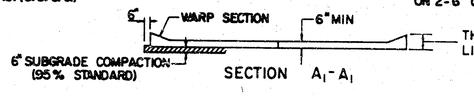


ALT. LONGITUDINAL CONSTRUCTION JOINT



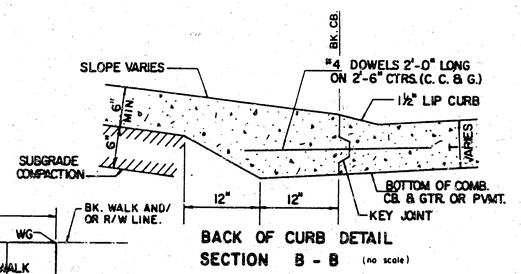




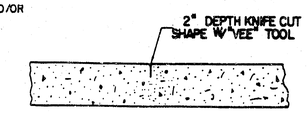


PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'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

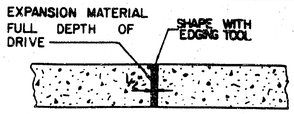
RADIUS RAMP DRIVES (P = 9.0' & GREATER)



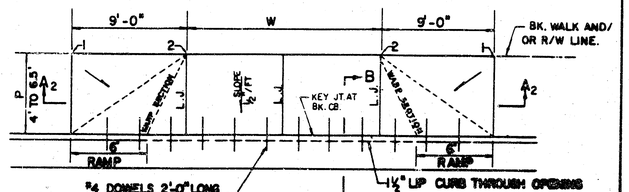
BACK OF CURB DETAIL
SECTION B - B (no scale)

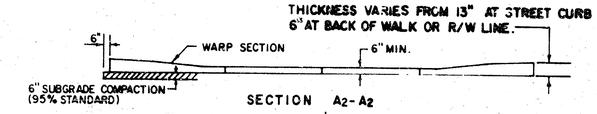


CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)
NO SAWN JOINTS WILL BE ALLOWED.



EXPANSION JOINT (E.J.)

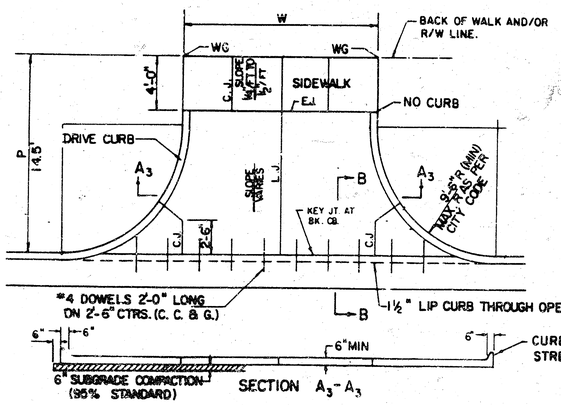




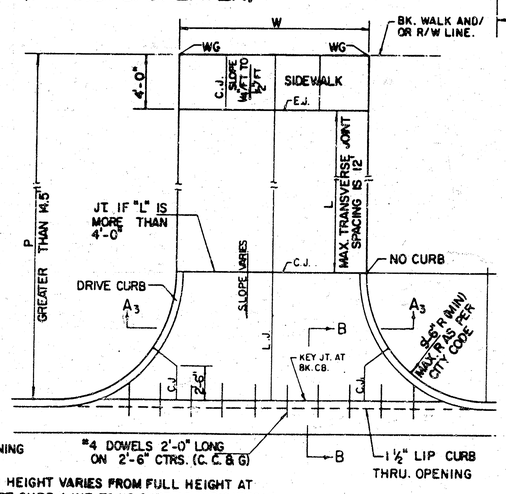
THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT BACK OF WALK OR R/W LINE.

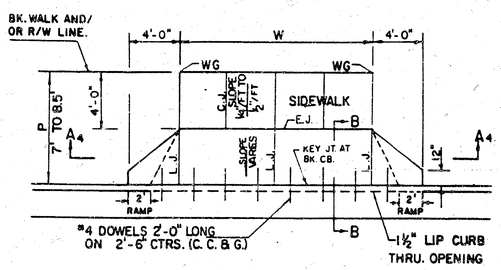
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "I" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

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

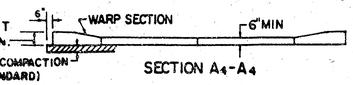


CURB HEIGHT VARIES FROM FULL HEIGHT AT STREET CURB LINE TO NO CURB AS INDICATED.





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



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')

GENERAL NOTES

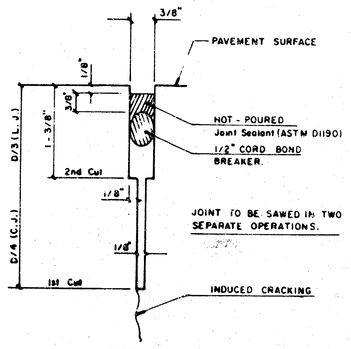
1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF 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

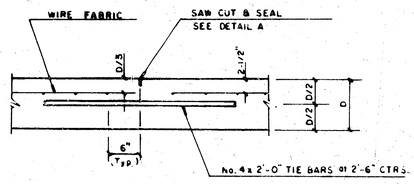
SCALE: 1"=5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

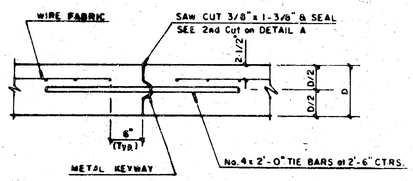
PROJECT NUMBER



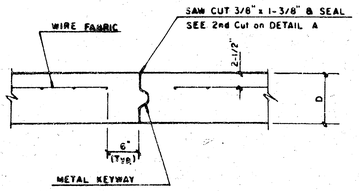
DETAIL A



LONGITUDINAL JOINT DETAIL (L.J.)

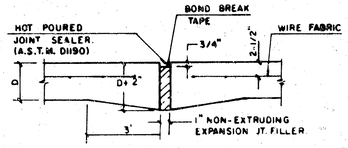


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)
(Alternate L.J.)



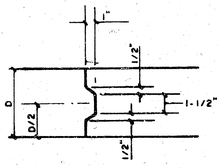
OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)

NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.

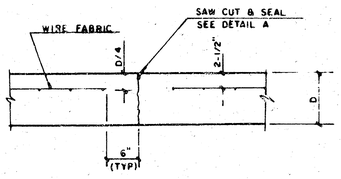


EXPANSION JOINT

NOTE: EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF SQ YDS PAVEMENT.



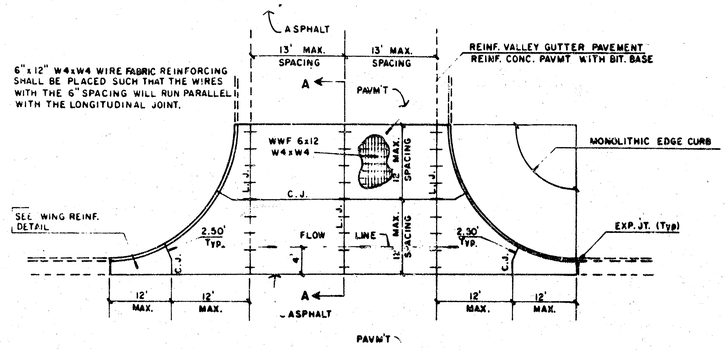
KEYWAY DETAIL



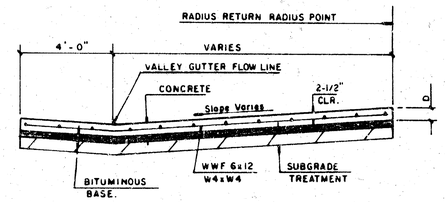
CONTRACTION JOINT DETAIL (C.J.)

L E G E N D

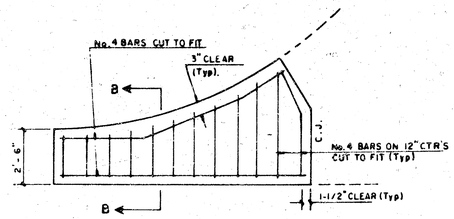
C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT



PLAN
REINFORCED VALLEY GUTTER

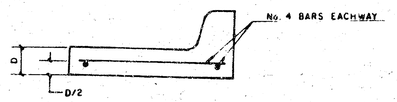


SECTION A-A



WING REINFORCING DETAIL

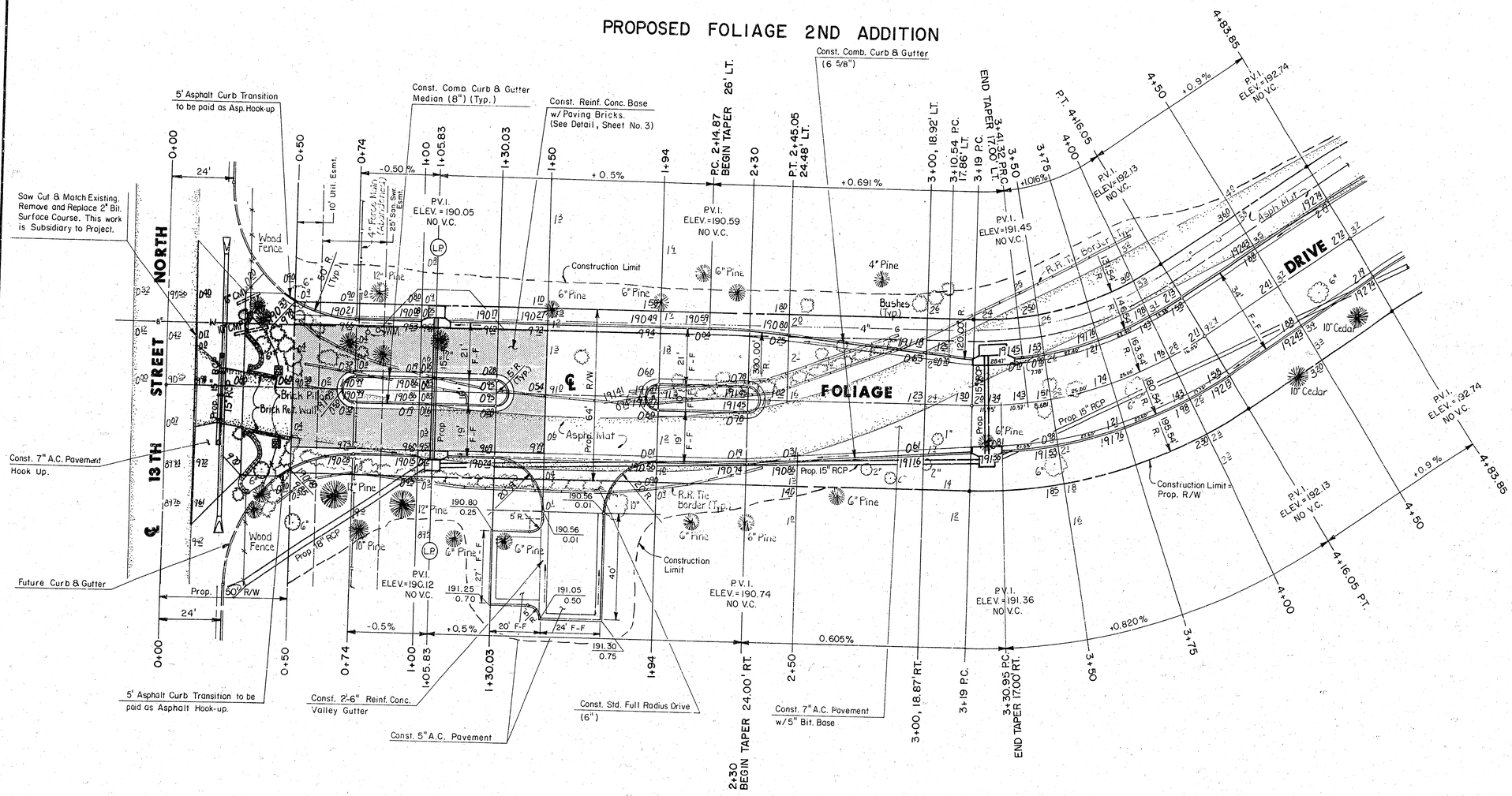
NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.



SECTION B-B

PROJECT DESCRIPTION
VALLEY GUTTER DETAILS 5.
PROJECT NUMBER 14

PROPOSED FOLIAGE 2ND ADDITION



UNPLATTED

FOLIAGE 2ND ADDITION	Design: GJA
FOLIAGE DRIVE	Drawn by: DPR
PRIVATE PAVING PLANS	Checked by: DSS
	Date: AUG. 1991
	Job no.

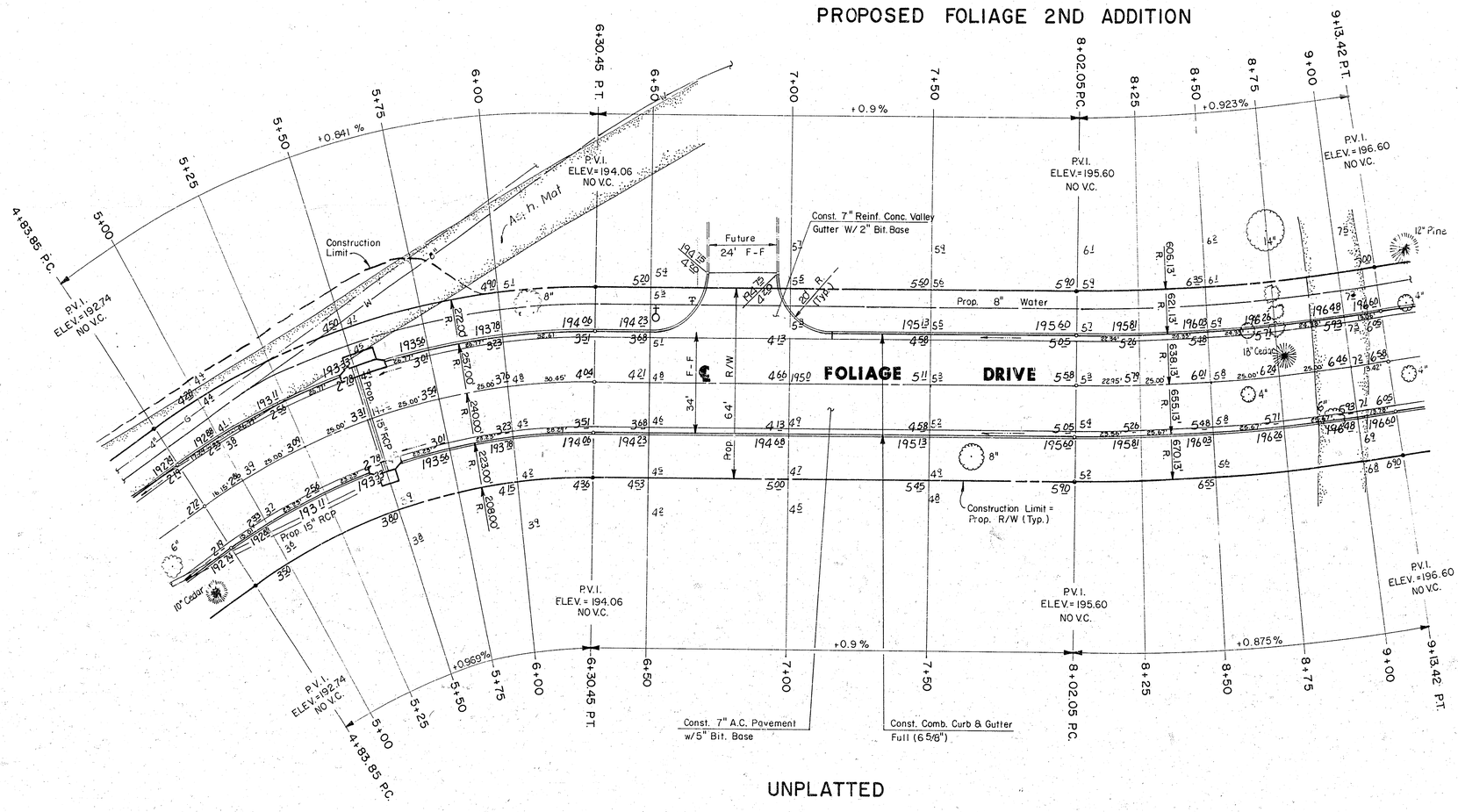
MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5566

Sheet 6 of 14

N

Scale: 1" = 20'

PROPOSED FOLIAGE 2ND ADDITION

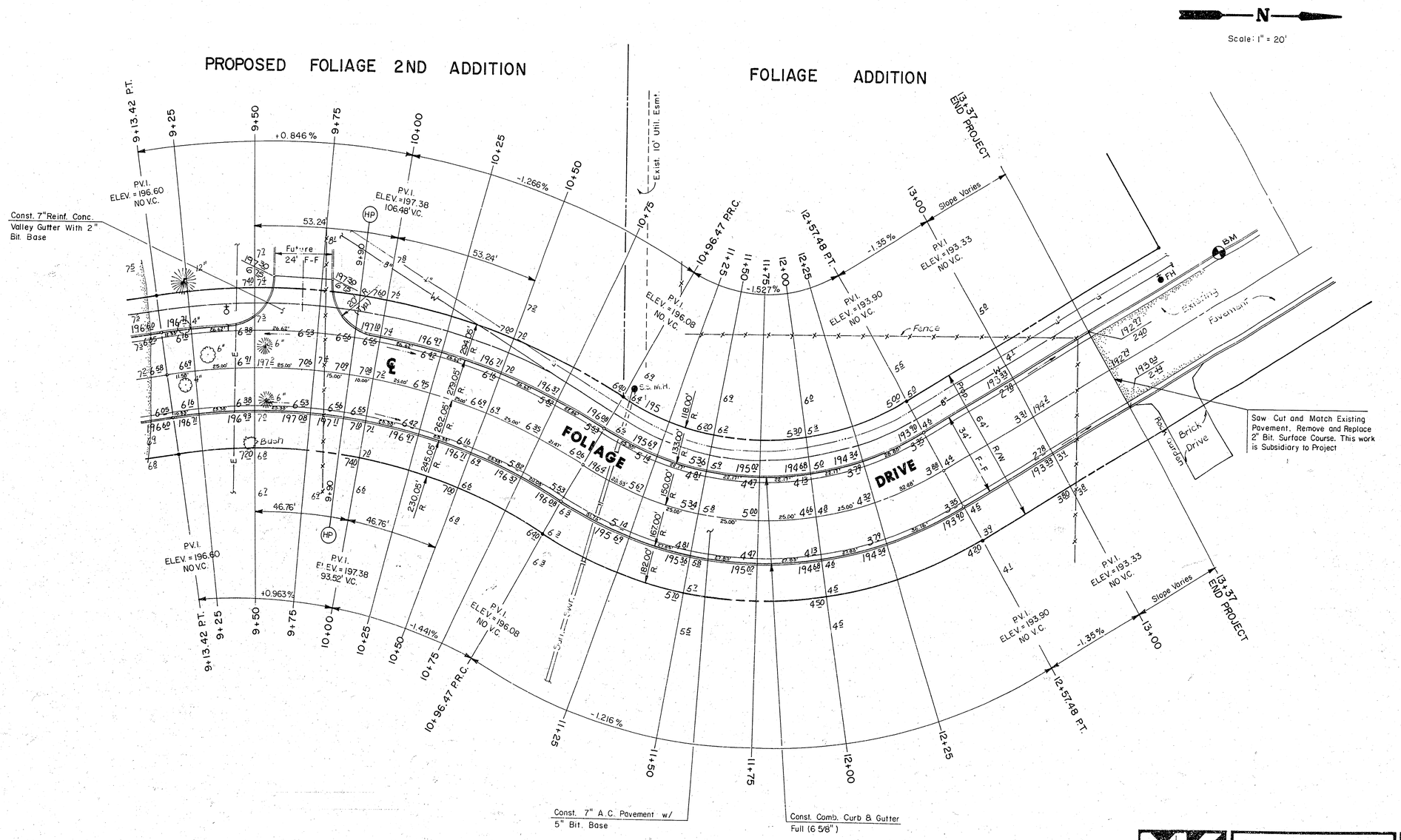


UNPLATTED

MK EC	FOLIAGE 2ND ADDITION
	FOLIAGE DRIVE
	PRIVATE PAVING PLANS
Design: GJA	
Drawn by: DPR	
Checked by: DDS	
Date: AUG. 1991	
Job no.	

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5566

Sheet 7 of 14



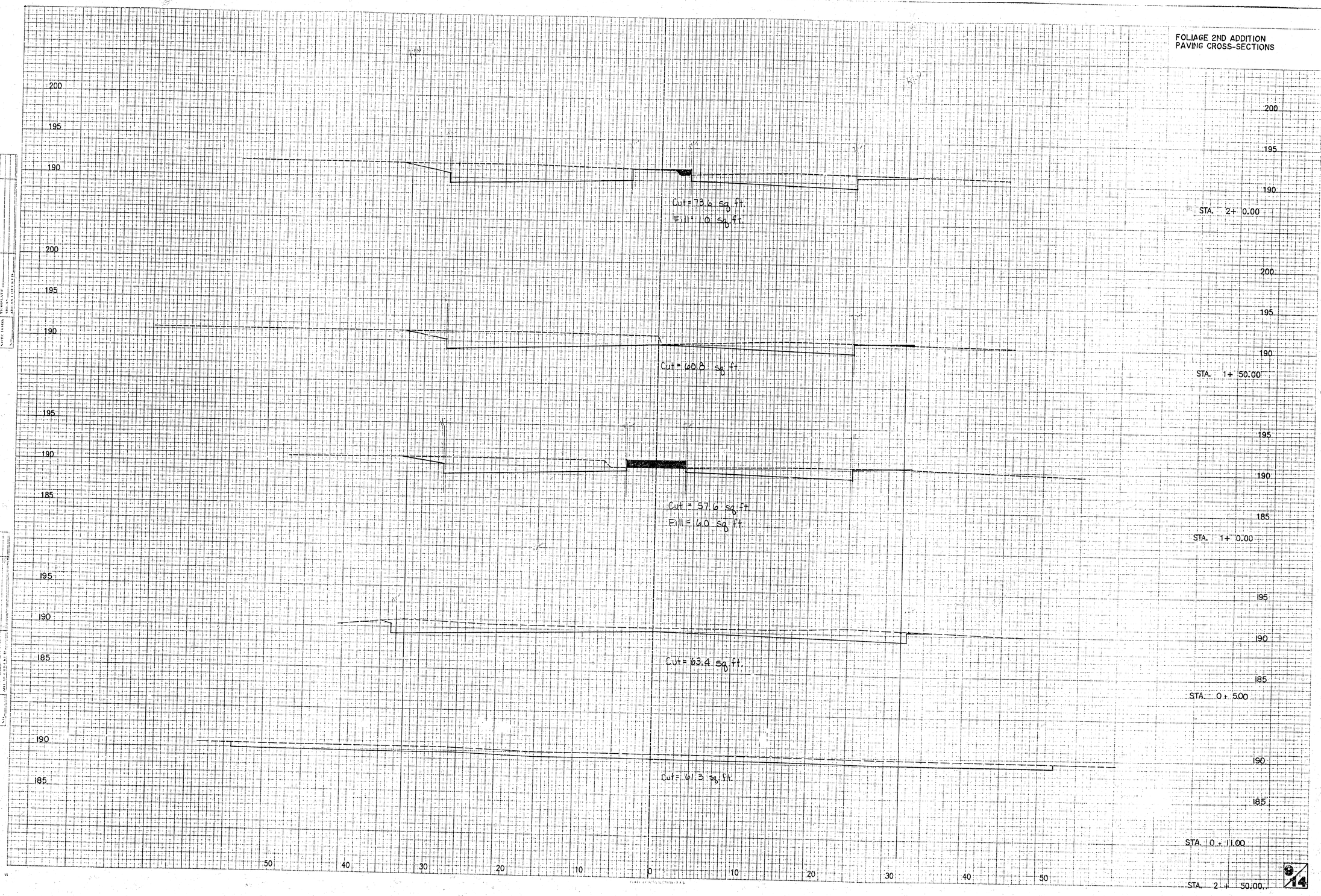
UNPLATTED

FOLIAGE 2ND ADDITION	Design GJA
FOLIAGE DRIVE	Drawn by DPR
PRIVATE PAVING PLANS	Checked by DDS
	Date AUG. 1991
	Job no.

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5566

Sheet 8 of 14

FOLIAGE 2ND ADDITION
PAVING CROSS-SECTIONS



FINAL SURVEY

ORIGINAL SURVEY

FOLIAGE 2ND ADDITION
PAVING CROSS-SECTIONS

STA. 4+ 50.00

Cut = 82.6 sq. ft.

STA. 4+ 0.00

Cut = 70.0 sq. ft.
Fill = 0.4 sq. ft.

STA. 3+ 50.00

Cut = 65.9 sq. ft.
Fill = 0.2 sq. ft.

STA. 3+ 0.00

Cut = 77.8 sq. ft.

STA. 2+ 50.00

Cut = 84.8 sq. ft.

STA. 2+ 50.00 to STA. 4+ 50.00

10/14

FINAL SURVEY
ORIGINAL SURVEY

FOLIAGE 2ND ADDITION
PAVING CROSS-SECTIONS

STA. 7+ 0.00

Cut = 58.9 sq ft
Fill = 0.6 sq ft

STA. 6+ 50.00

Cut = 68.2 sq ft

STA. 6+ 0.00

Cut = 84.6 sq ft

STA. 5+ 50.00

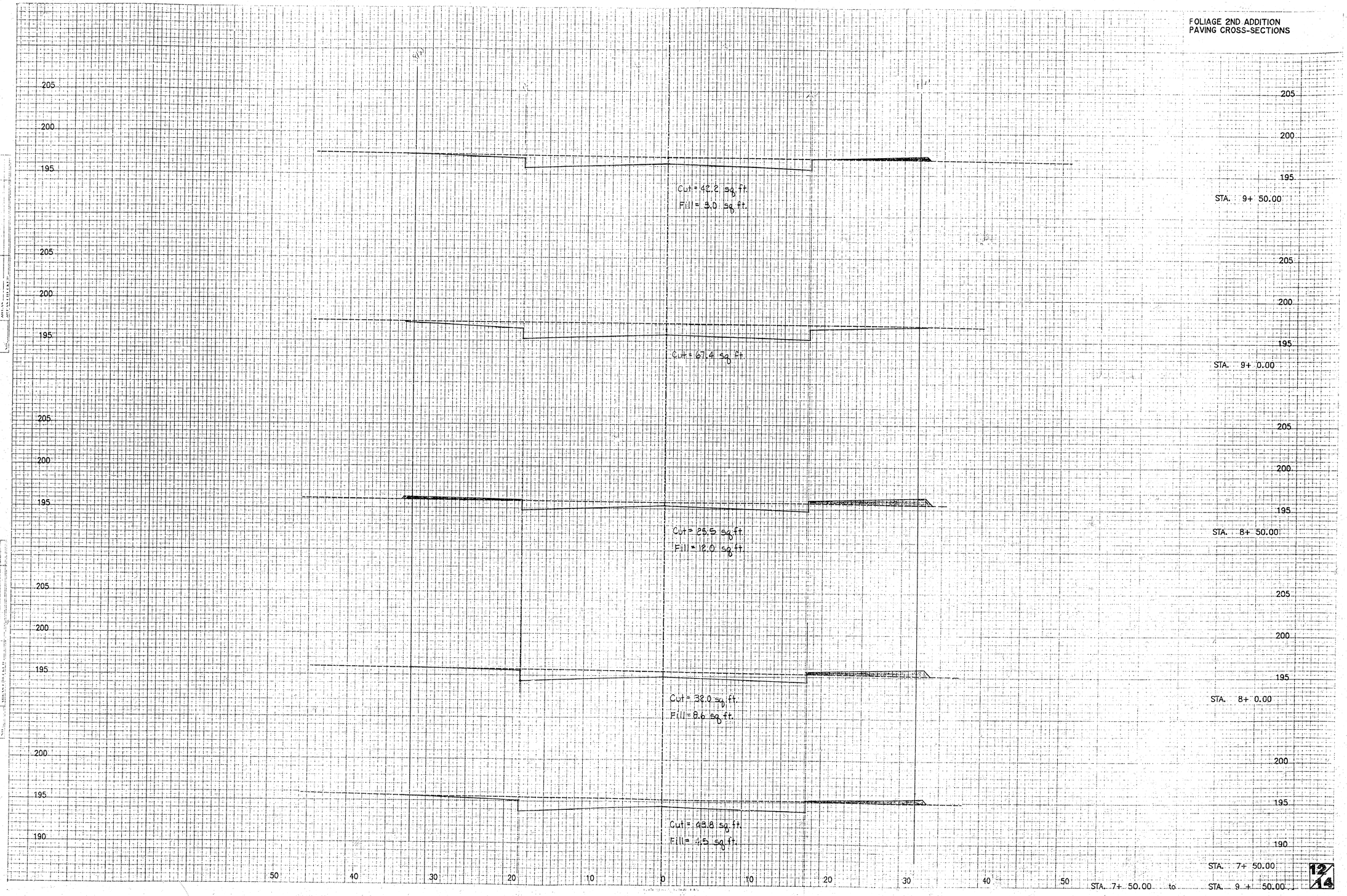
Cut = 75.0 sq ft

STA. 5+ 0.00

Cut = 80.0 sq ft

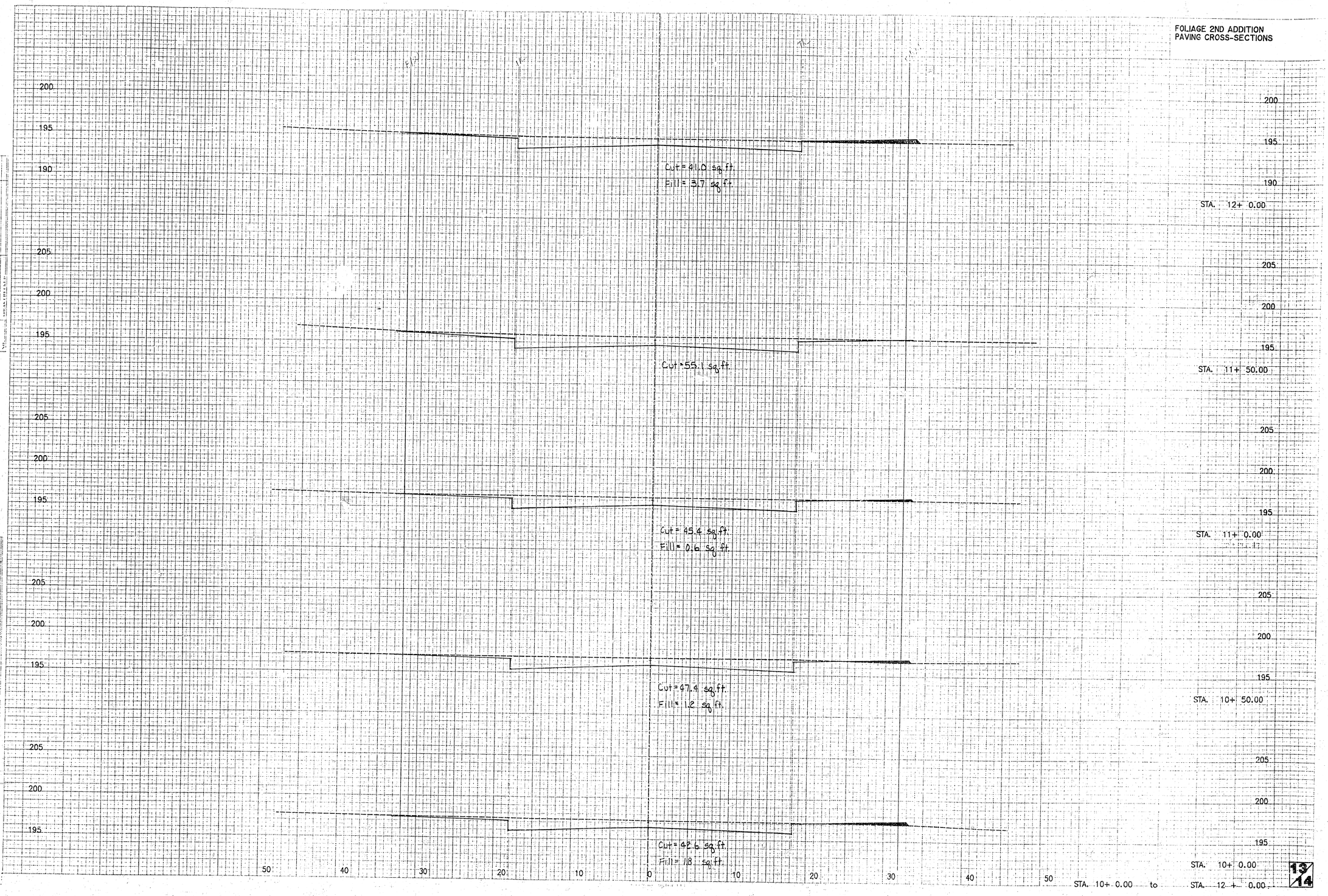
STA. 5+ 0:00 to STA. 7 + 0:00

FOLIAGE 2ND ADDITION
PAVING CROSS-SECTIONS



12
14

FOLIAGE 2ND ADDITION
PAVING CROSS-SECTIONS



STA. 10+ 0.00 to STA. 12 + 0.00

13/14

FINAL SURVEY

ORIGINAL SURVEY

FOLIAGE 2ND ADDITION
PAVING CROSS-SECTIONS

STATION	DIST.	AREA CUT S.F.	AREA L.F. S.F.	AREA C.F. S.F.	AREA M.F. S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	VOLUME C.F. C.Y.	VOLUME M.F. C.Y.
FOLIAGE DRIVE									
11.00		61.3	0.0	0.0	0.0				
	39.00					90.1	0.0	0.0	0.0
50.00		63.4	0.0	0.0	0.0				
	50.00					112.0	5.6	0.0	0.0
100.00		57.8	6.0	0.0	0.0				
	50.00					109.6	5.6	0.0	0.0
150.00		60.8	0.0	0.0	0.0				
	30.00					124.4	0.9	0.0	0.0
200.00		73.6	1.0	0.0	0.0				
	50.00					146.7	0.9	0.0	0.0
250.00		84.8	0.0	0.0	0.0				
	50.00					150.6	0.0	0.0	0.0
300.00		77.8	0.0	0.0	0.0				
	50.00					133.1	0.2	0.0	0.0
350.00		65.9	0.2	0.0	0.0				
	50.00					125.8	0.6	0.0	0.0
400.00		70.0	0.4	0.0	0.0				
	50.00					141.3	0.4	0.0	0.0
450.00		82.6	0.0	0.0	0.0				
	50.00					150.6	0.0	0.0	0.0
500.00		80.0	0.0	0.0	0.0				
	50.00					143.5	0.0	0.0	0.0
550.00		75.0	0.0	0.0	0.0				
	50.00					147.8	0.0	0.0	0.0
600.00		84.6	0.0	0.0	0.0				
	50.00					136.9	0.0	0.0	0.0
650.00		63.2	0.0	0.0	0.0				
	50.00					111.2	0.6	0.0	0.0
700.00		56.9	0.6	0.0	0.0				
	50.00					93.2	4.7	0.0	0.0
750.00		43.8	4.5	0.0	0.0				
	50.00					40.6	4.2	0.0	0.0
800.00		32.0	8.0	0.0	0.0				
	50.00					53.2	19.1	0.0	0.0
850.00		25.5	12.0	0.0	0.0				
	50.00					86.0	11.1	0.0	0.0
900.00		67.4	0.0	0.0	0.0				
	50.00					101.5	2.8	0.0	0.0
950.00		42.2	3.0	0.0	0.0				
	50.00					76.5	4.4	0.0	0.0
1000.00		42.6	1.8	0.0	0.0				
	50.00					83.3	2.8	0.0	0.0
1050.00		47.4	1.2	0.0	0.0				
	50.00					85.9	1.7	0.0	0.0
1100.00		45.4	0.6	0.0	0.0				
	50.00					93.1	0.6	0.0	0.0
1150.00		55.1	0.0	0.0	0.0				
	50.00					89.0	3.4	0.0	0.0
1200.00		41.0	3.7	0.0	0.0				
	50.00					97.3	4.2	0.0	0.0
1250.00		64.1	0.8	0.0	0.0				
	50.00					122.6	0.7	0.0	0.0
1300.00		68.3	0.0	0.0	0.0				
	37.00					61.5	0.0	0.0	0.0
1337.00		21.5	0.0	0.0	0.0				
		PROJECT TOTAL =				2909.3	74.3	0.0	0.0

