SHEET NO.	TOTAL SHEETS
1	6

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

STREET IMPROVEMENTS

STRATFORD LANE - S.L. 21ST NORTH TO S.L. OF LOT 1, BLOCK 1, NORTHBOROUGH 2ND ADDITION

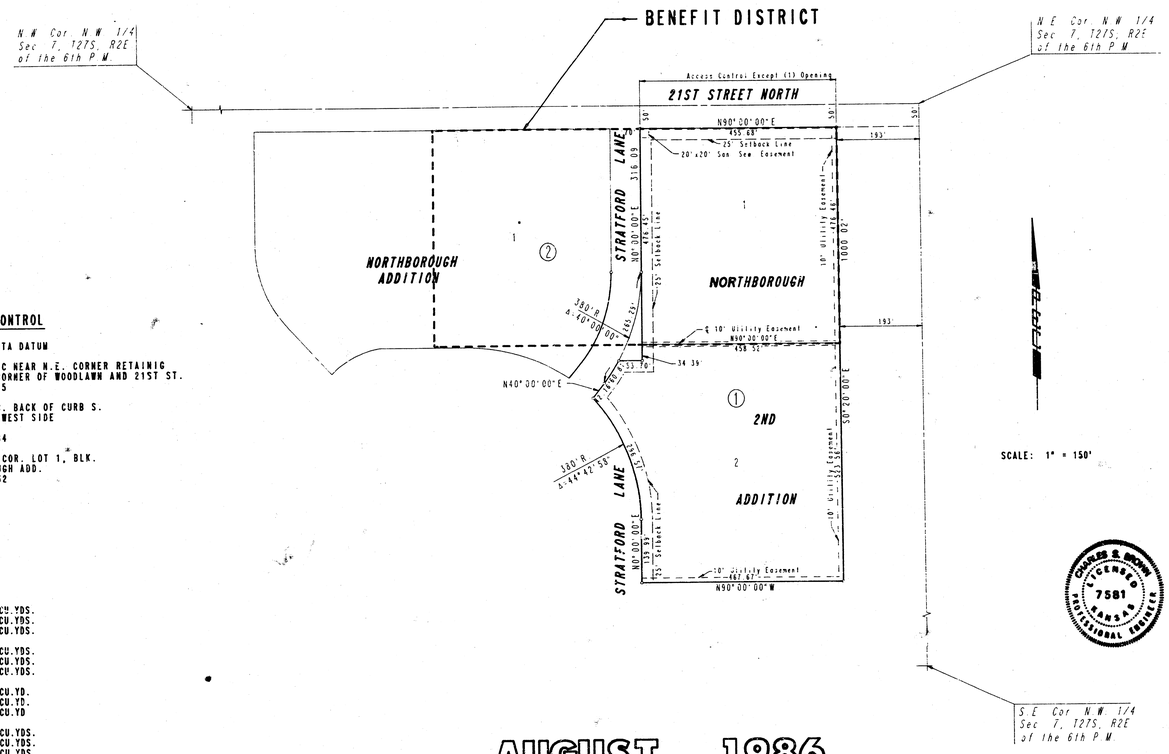
IN

NORTHBOROUGH 2ND ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81586-000-000-001

INDEX OF SHEETS

1. TITLE SHEET
2. TYPICAL SECTION SHEET
3. PLAN SHEET
4. MISCELLANEOUS PAVING DETAILS
5. STANDARD DRIVE ENTRANCES
6. CROSS SECTIONS



SCALE: 1" = 150'

PROJECT SURVEY CONTROL

VERTICAL DATUM: CITY OF WICHITA DATUM

DATUM BENCH MARK: C.O.W. BM DISC NEAR N.E. CORNER RETAINIG WALL @ S.W. CORNER OF WOODLAWN AND 21ST ST. ELEV. = 203.65

BENCH MARK: CHIS. "O" P.C. BACK OF CURB S. CURB 21ST. @ WEST SIDE STRATFORD ST. ELEV. = 209.84

BENCH MARK: CHIS. "+" NW COR. LOT 1, BLK. 4, NORTHBOROUGH ADD. ELEV. = 210.32

EARTHWORK

EXCAVATION:	X-SECTIONS	855	CU.YDS.
	10%	86	CU.YDS.
	TOTAL	941	CU.YDS.
COMPACTED FILL:	X-SECTIONS	52	CU.YDS.
	10%	5	CU.YDS.
	TOTAL	57	CU.YDS.
MANIPULATED FILL:	X-SECTIONS	1	CU.YD.
	10%	0	CU.YD.
	TOTAL	1	CU.YD
LOOSE FILL:	X-SECTIONS	97	CU.YDS.
	10%	10	CU.YDS.
	TOTAL	107	CU.YDS.

SUBGRADE MANIPULATION= 2,222.3 SQ.YDS.

GENERAL NOTES

1. 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. 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.

2. 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.

3. THE CITY OF WICHITA'S SEWER MAINTENANCE DIVISION OF THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL HAS TELEVISED SEWERS WITHIN THE LIMITS OF THE PROJECT AND HAVE FOUND NO DEFECTS REQUIRING REPAIR. THE DIVISION SHALL BE NOTIFIED AND AFFORDED THE OPPORTUNITY TO RETELEVISE SEWER LINES AFTER SUBGRADE WORK HAS BEEN COMPLETED AND PRIOR TO PAVEMENT CONSTRUCTION TO DETERMINE IF SUCH SEWER LINES HAVE BEEN DAMAGED BY THE CONTRACTOR'S OPERATIONS. DAMAGED SEWER LINES WILL BE REPAIRED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE. TELEVISION LOGS ARE AVAILABLE FOR INSPECTION BY THE CONTRACTOR DURING NORMAL OFFICE HOURS AT THE SEWER MAINTENANCE DIVISION'S OFFICE AT CITY HALL.

4. 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.

5. CONTRACTOR SHALL GIVE PROPERTY OWNERS ABUTTING THIS PROJECT, WHOSE YARDS WILL BE LOWER THAN THE NEW FINISHED GRADE ELEVATIONS AT THE RIGHT-OF-WAY LINE, AN OPPORTUNITY TO UTILIZE EXCESS EXCAVATED MATERIAL FROM THE PORJECT TO REGRADE THEIR YARDS TO DRAIN TO THE NEW PAVEMENT. CONTRACTOR WILL BE REQUIRED TO DUMP AND SPREAD THE EXCESS MATERIAL AS REQUIRED BY THE SPECIFICATIONS WHEN REQUESTED BY THE PROPERTY OWNER. THE CONTRACTOR SHALL ASCERTAIN THAT A DIRT ORDER FORM HAS BEEN PROPERLY EXECUTED BY THE PROPERTY OWNER BEFORE ANY SUCH EXCESS MATERIAL IS DELIVERED TO SUCH PROPERTIES.

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

7. 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 OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

8. CONTRACTOR SHALL CONTACT ALL PROPERTY OWNERS RELATIVE TO DRIVEWAY REQUEST FORMS.

9. ~~THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AND FIRE HYDRANTS AS PLACED ON THE GRADE AS THE PAVING AND CURB WORK PROGRESSES. THE WATER CONTRACTOR SHALL SET WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH SETS LOCATED DURING THE CONSTRUCTION.~~ WATER VALVES, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

CHARLES E. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

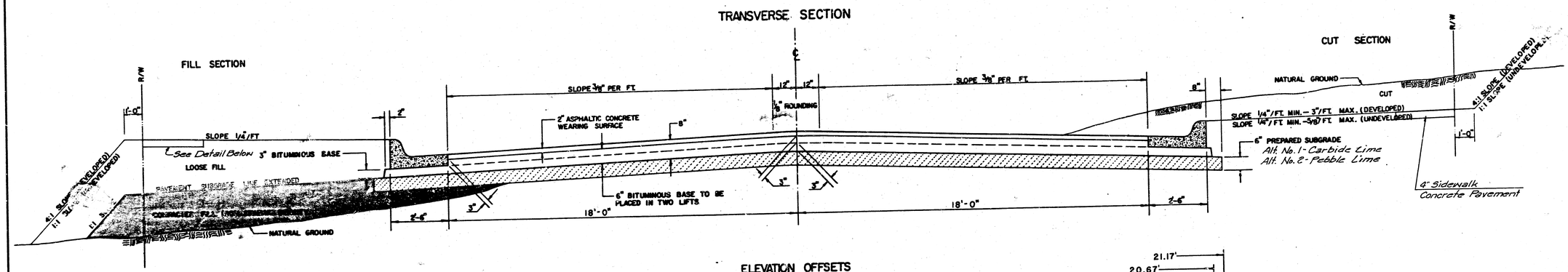
AUGUST, 1986

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

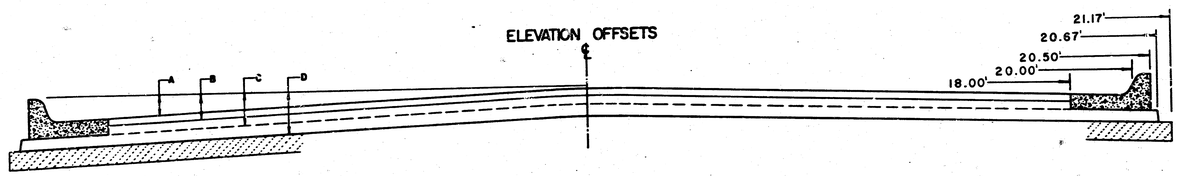
FILMED FROM THE BEST AVAILABLE COPY

TYPICAL 41' PAVEMENT DETAILS

TRANSVERSE SECTION



ELEVATION OFFSETS

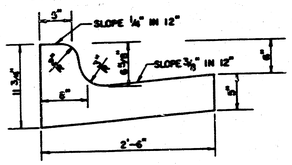


	DISTANCE FROM CENTERLINE (LT. & RT.)													
	0	2	4	6	8	10	12	14	16	18	20	20.5	20.67	21.17
A: TOP OF CURBS TO TOP OF SURFACE LIFT	-.05	-.01	.03	.11	.18	.24	.30	.38	.43	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.11	.16	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.36	.41	.47	.53	.59	.65	.72	.78	.84	.90	.97	.98	.99	—
D: TOP OF CURBS TO TOP OF SUBGRADE	.61	.66	.72	.78	.84	.90	.97	1.03	1.09	1.15	1.22	1.23	1.24	1.25

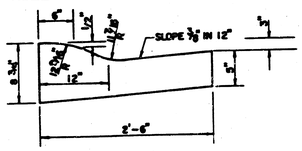


COMPACTED FILL DETAIL
WHEN SIDEWALK IS CONSTRUCTED

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 8" 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.

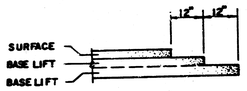
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

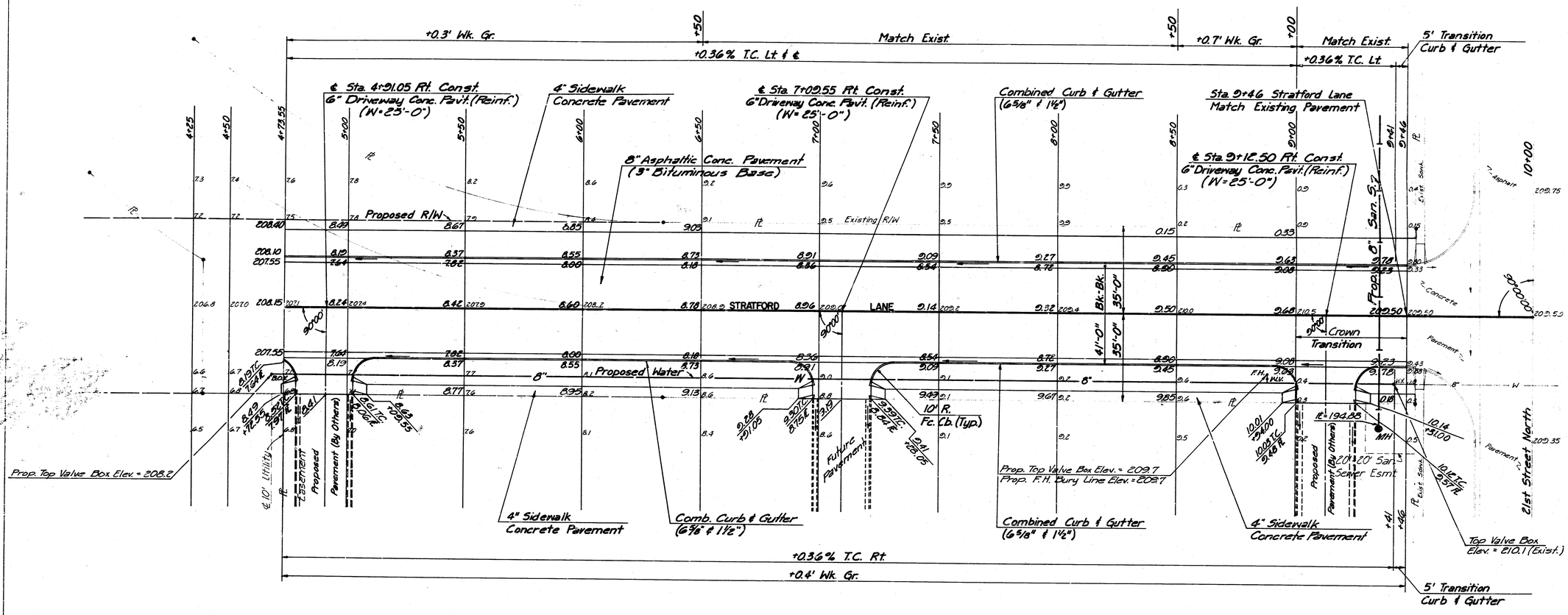
8 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-81586-000-000-001

FILMED FROM THE BEST AVAILABLE COPY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81586-000-000-001	3	6

SPEC

Scale: 1" = 20'



DRIVEWAY REQUESTS
HAVE BEEN COMPLETED
FOR DRIVES SHOWN ON PLAN

STRATFORD LANE
STA. 4+73.55 TO STA. 9+46

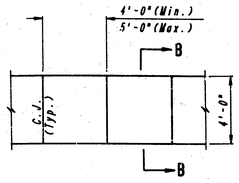
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by		Checked by	
Drawn by	BS	Date June, 1986	Job No. 86173-1

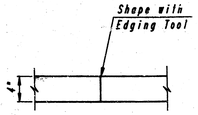
3/6 3

FILMED FROM THE BEST AVAILABLE COPY

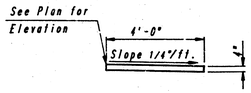
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81586-000-000-001	4	6



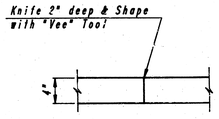
PLAN



CONSTRUCTION JOINT



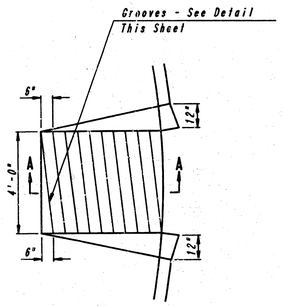
SECTION B-B



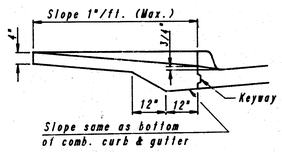
No sawn contraction joints will be allowed

CONTRACTION JOINT

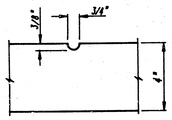
4" WALK DETAILS



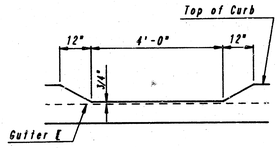
WHEELCHAIR RAMP DETAIL



SECTION A-A

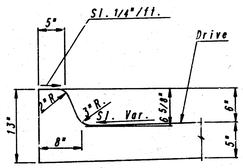


GROOVE DETAIL



DEPRESSED CURB DETAIL

TYPICAL WHEELCHAIR RAMP DETAILS



MONOLITHIC EDGE CURB
(6 5/8")

Note: Monolithic Edge Curb (6 5/8") shall not be paid for seperately but shall be subsidiary to "6" Driveway Concrete Pavement (Reinf.)"

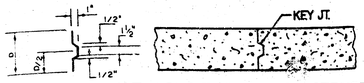
MISCELLANEOUS PAVING DETAIL

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

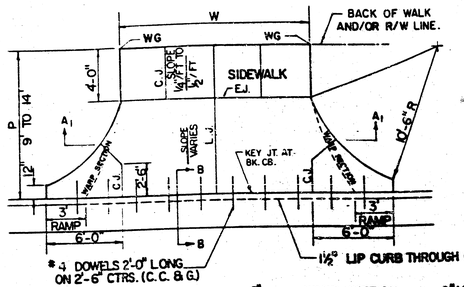
Designed by		Checked by	
Drawn by		Date Aug., 1986	Job No. 86173-1

4/6

FILMED FROM THE BEST AVAILABLE COPY

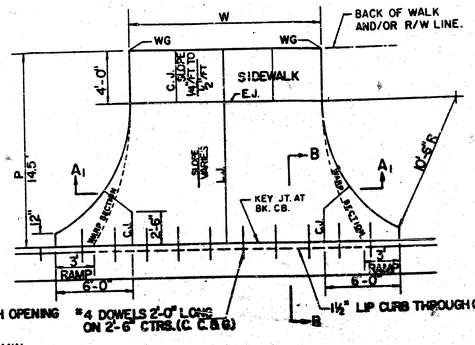


ALT. LONGITUDINAL CONSTRUCTION JOINT



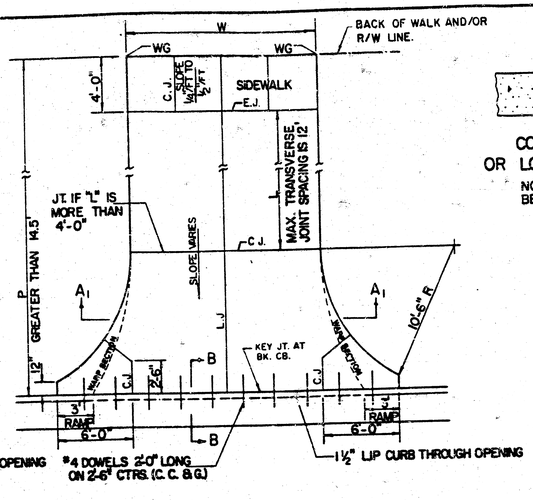
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



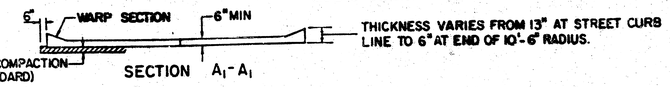
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



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

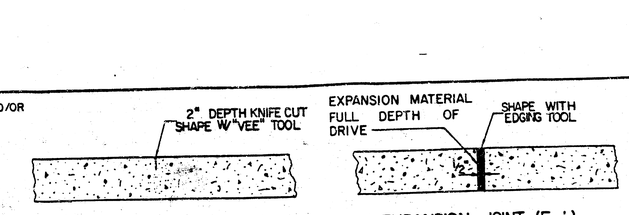
1½" LIP CURB THROUGH OPENING



SECTION $A_1 - A_1$

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'

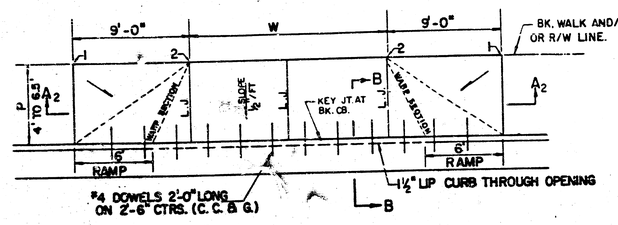
RADIUS RAMP DRIVES (P = 9.0' & GREATER)



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

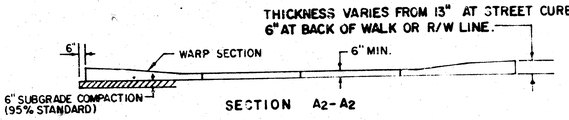
NO SAWN JOINTS WILL BE ALLOWED.

EXPANSION JOINT (E.J.)



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

1½" LIP CURB THROUGH OPENING

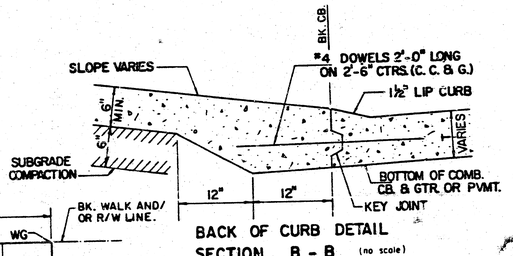


THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT BACK OF WALK OR R/W LINE.

SECTION $A_2 - A_2$

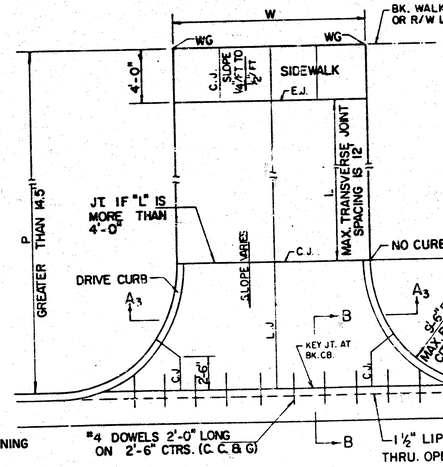
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

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



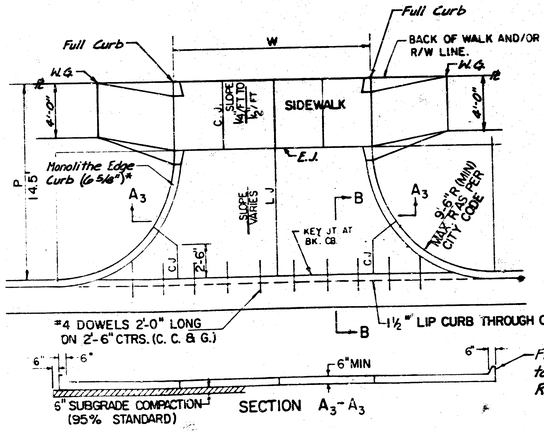
BACK OF CURB DETAIL

SECTION B - B (no scale)



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

1½" LIP CURB THRU. OPENING



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

1½" LIP CURB THROUGH OPENING

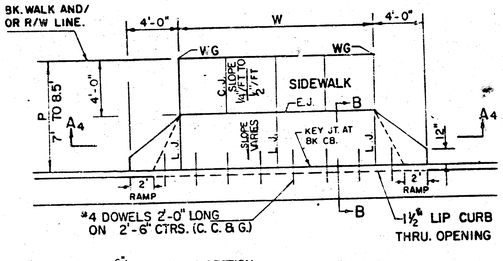
SECTION $A_3 - A_3$

Full Height Curb from Street Curb Line to Property Line except thru Wheelchair Ramp.

*See Sheet No. 4 for Detail

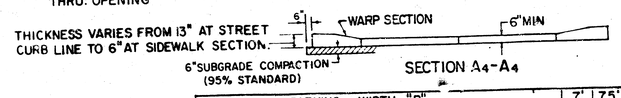
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL. CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL. CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL. CB.	0.30	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST OF PT. "WG" ABOVE TOP OF FULL. CB.	0.00	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P=14.5' & GREATER)



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

1½" LIP CURB THRU. OPENING



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

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')

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" WA-WA 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
472-76-245-81586-009-000-001

5/6

FILMED FROM THE BEST AVAILABLE COPY ....

50 40 30 20 10 0 10 20 30 40 50

215 215

210 210

9+46 9+46

205 205

L.F.=0 C=28

46' Exc.=113 L.F.=0

215 215

9+00 9+00

210 210

Cr. Gd.=209.68

L.F.=0 C=105

50' Exc.=162 L.F.=1

210 210

8+50 8+50

205 205

Cr. Gd.=209.51

L.F.=1 C=70

50' Exc.=113 L.F.=3 CF=1

210 210

8+00 8+00

205 205

Cr. Gd.=209.32

L.F.=2 C=52 CF=1

50' Exc.=96 L.F.=9 CF=2

210 210

7+50 7+50

205 205

Cr. Gd.=209.15

L.F.=2 C=52 CF=1

50' Exc.=98 L.F.=5 CF=2

210 210

7+00 7+00

205 205

Cr. Gd.=208.96

L.F.=3 C=54 CF=1

50' Exc.=98 L.F.=6 CF=2

210 210

6+50 6+50

205 205

Cr. Gd.=208.78

L.F.=3 C=52 CF=1

50' Exc.=77 L.F.=12 CF=5

210 210

6+00 6+00

205 205

Cr. Gd.=208.60

L.F.=10 C=31 CF=4

50' Exc.=53 L.F.=21 CF=11

210 210

5+50 5+50

205 205

Cr. Gd.=208.42

L.F.=13 C=26 CF=8

50' Exc.=36 L.F.=27 CF=18

210 210

5+00 5+00

205 205

Cr. Gd.=208.24

L.F.=16 C=13 CF=11

M.F.=0

26.45' Exc.=9 L.F.=18 M.F.=1 CF=11

210 210

4+73.55 4+73.55

205 205

Cr. Gd.=208.15

L.F.=20 C=45 CF=12

M.F.=2.5

Stratford Lane Sta. 4+73.55 to Sta. 9+46

STRATFORD LANE

Proj. No. STP-NH-0585(000)000 0001

Sheet No. 6 of 11 Sheets

50 40 30 20 10 0 10 20 30 40 50

FILMED FROM THE BEST AVAILABLE COPY