

STREET IMPROVEMENTS AND INCIDENTAL DRAINAGE CITY OF WICHITA, KANSAS

BENCH MARKS

B.M. 76.57 City of Wichita standard disk, 44' W. of Hydraulic and 30' S. of centerline 55th St. S.

B.M. 60.39 1/2" cut on SW cor. conc. base Derby light tower NE cor. 51st and Hydraulic

B.M. 79.85 1/2" in Ritchie on top of curb 35' N. and 15.5' W. of centerline at sta. 0+00

IDLEWILD STREET FROM THE W. LINE OF KANSAS TO THE W. LINE OF ASH

PROJECT NO. 472-76-245-81512-000-000-001

M. E. LINDEBAK - CITY ENGINEER

GENERAL NOTES

- Contractor to bid only one Sub-Grade Treatment Alternate. Alternate chosen by successful bidder shall be used for construction on this project.
- The Contractor shall do no work back of property line on any driveway unless there is a signed permit on file with the City of Wichita.
- Notify the following companies prior to any excavation:

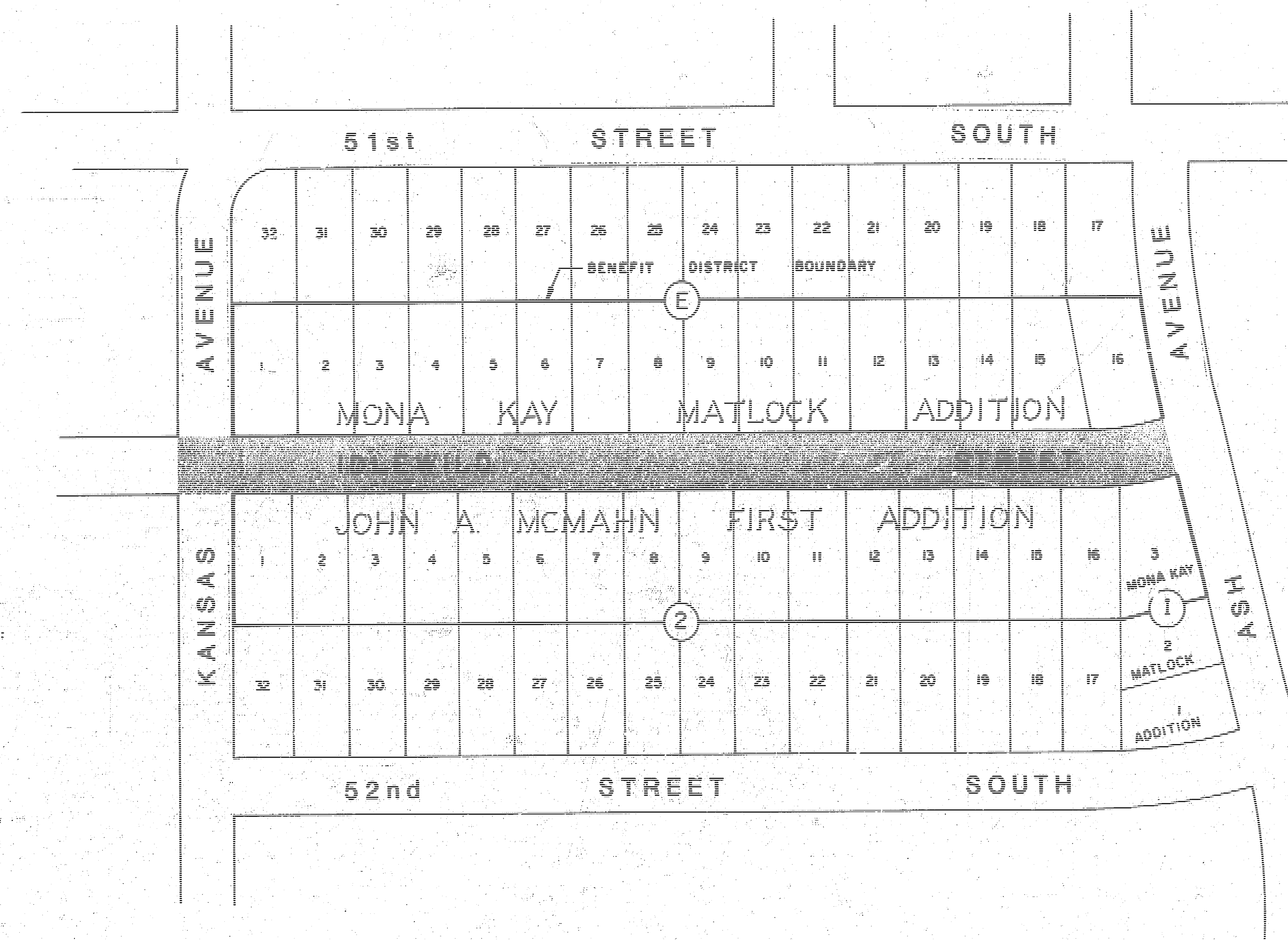
Arkia Gas Company	942-6350
Bell Telephone	268-2256
Cablevision	269-3340
Gas Service Company	263-7511
Kansas Gas & Electric	261-6375
Kansas One-Call	1-800-344-7233

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. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.

RAILROAD TIES SHALL BE REMOVED AND SALVAGED BY THE CONTRACTOR AND GIVEN TO THE ADJACENT PROPERTY OWNER. IN THE EVENT THAT THE PROPERTY OWNER DOES NOT WANT THE R.R. TIES, THE CONTRACTOR SHALL DISPOSE OF SAME IN A MANNER ACCEPTABLE TO THE FIELD ENGINEER. THIS WORK TO BE DONE AT NO ADDITIONAL COST TO THE PROJECT.

NOTE TO FIELD ENGINEER & CONTRACTOR:

VEHICULAR ACCESS TO BE PROVIDED AT ALL TIMES DURING CONSTRUCTION FOR PHYSICALLY HANDICAPPED RESIDENTS WITHIN THIS PROJECT.



INDEX

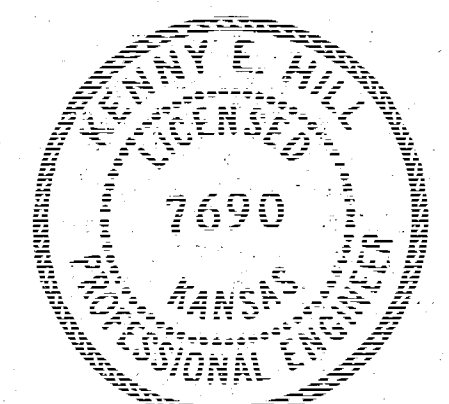
TITLE SHEET	SHEET 1
TYPICAL 31 PAVEMENT DETAILS	SHEET 2
STANDARD DRIVE ENTRANCES	SHEET 3
IDLEWILD - STA. 0+00 TO 6+00	SHEET 4
IDLEWILD - STA. 6+00 TO 10+82.83	SHEET 5
CROSS SECTIONS	SHEET 6
CROSS SECTIONS	SHEET 7
CROSS SECTIONS	SHEET 8
TYPE 1A CURB INLET	SHEET 9
STANDARD SHALLOW MANHOLES	SHEET 10
MANHOLE FRAME AND COVER DETAIL	SHEET 11

The Contractor shall be responsible for preserving property lines. The Contractor shall be required to reestablish any property lines which are damaged or destroyed by his construction operations. Such lines shall be re-established by a Licensed Land Surveyor or a Licensed Professional Engineer in accordance with state laws.

FEBRUARY 1986

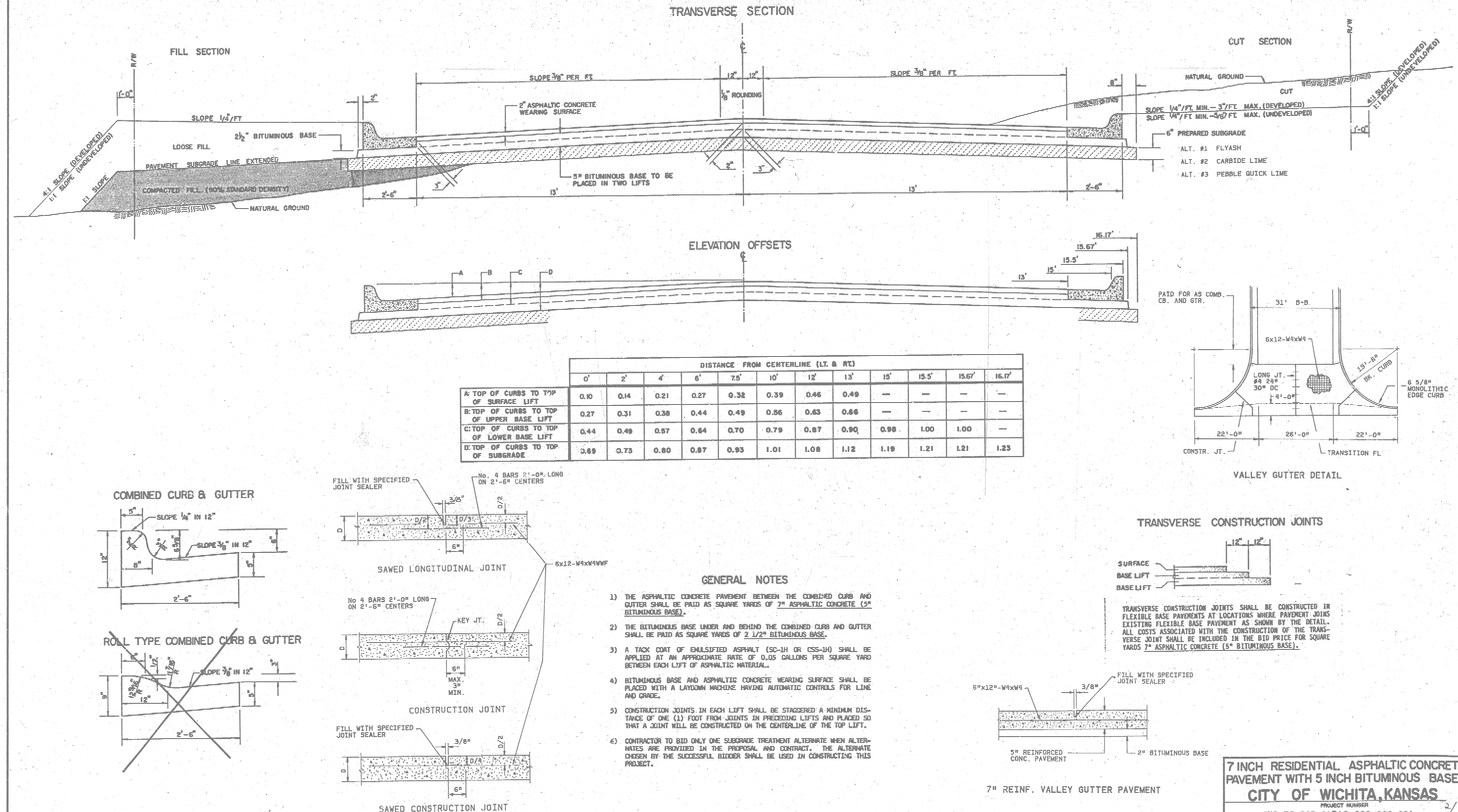
PLANS PREPARED BY

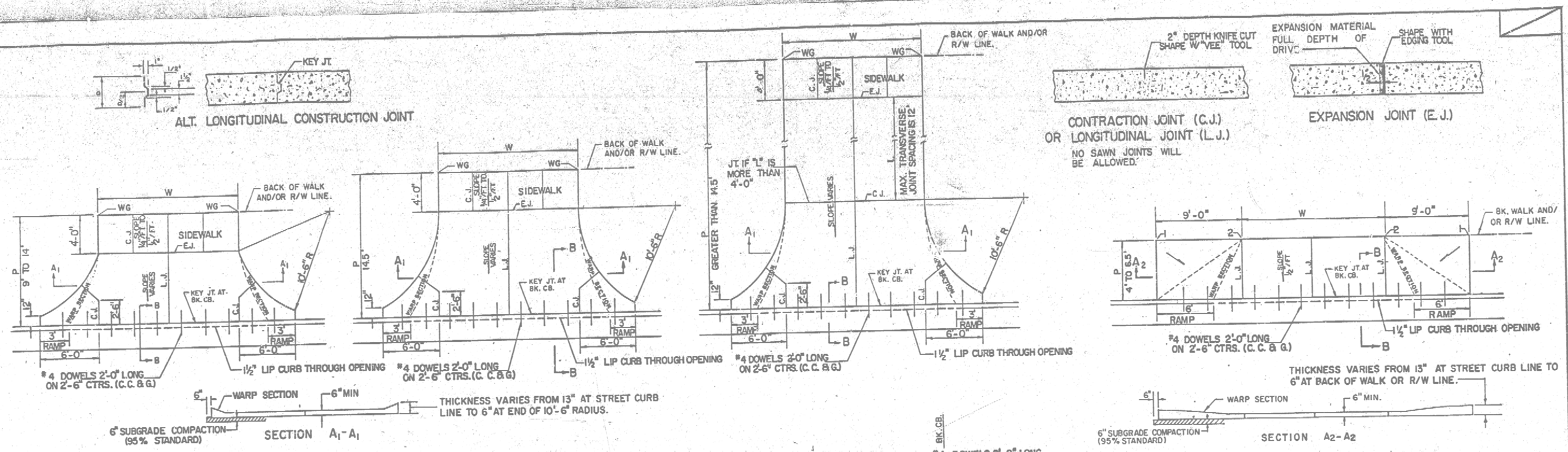
dp POE & ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS



SHEET NO. 1 of 11

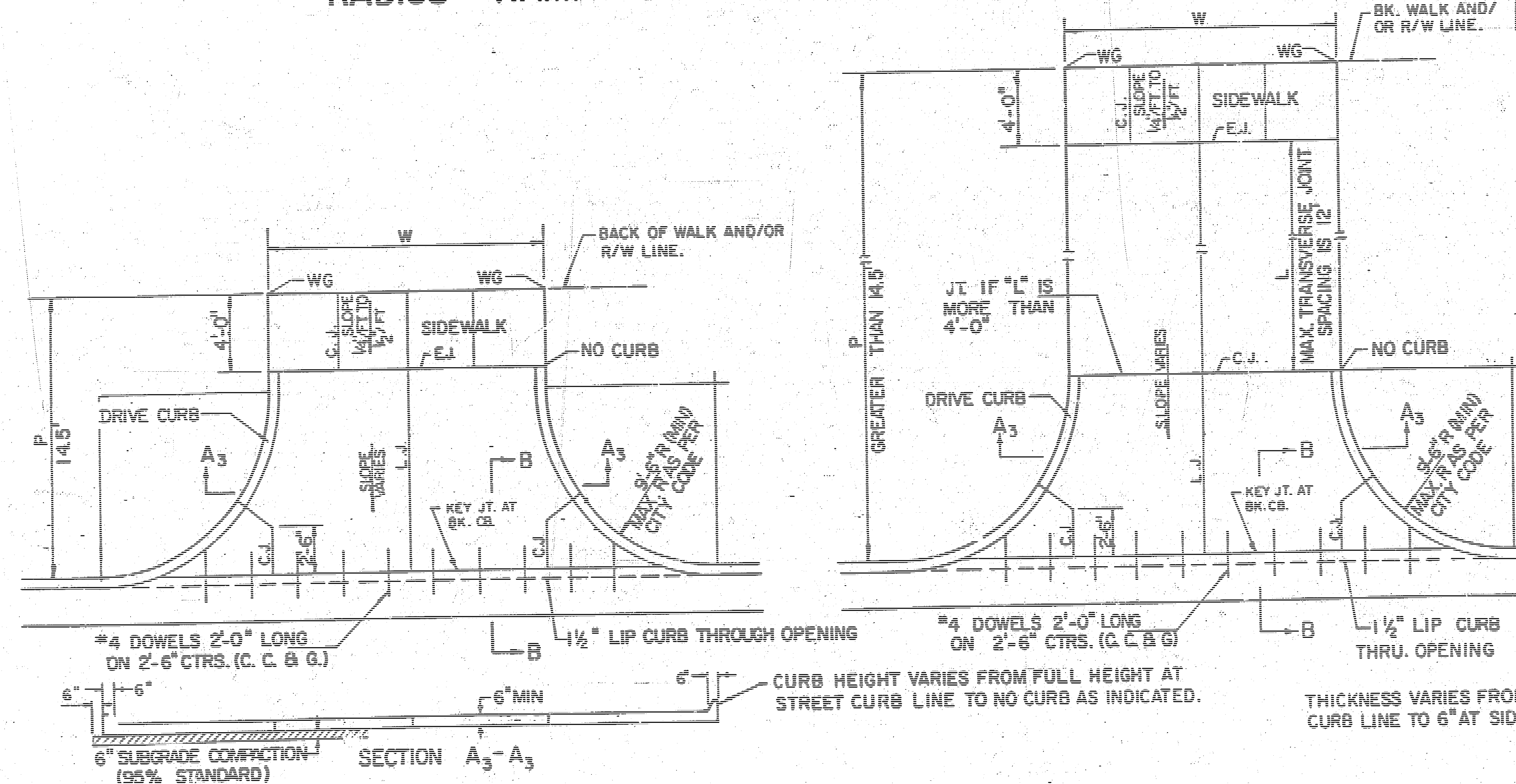
TYPICAL 31' PAVEMENT DETAILS





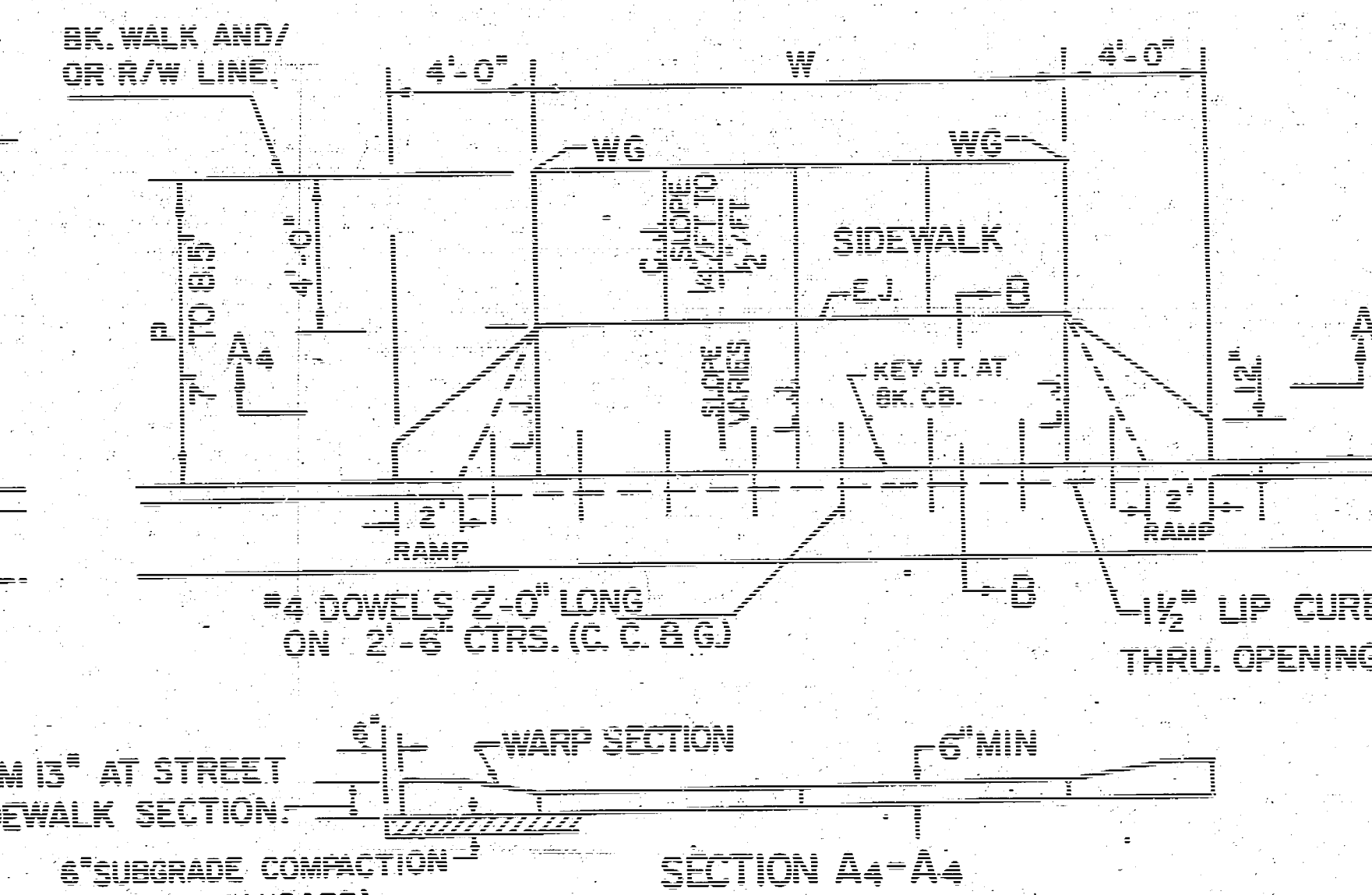
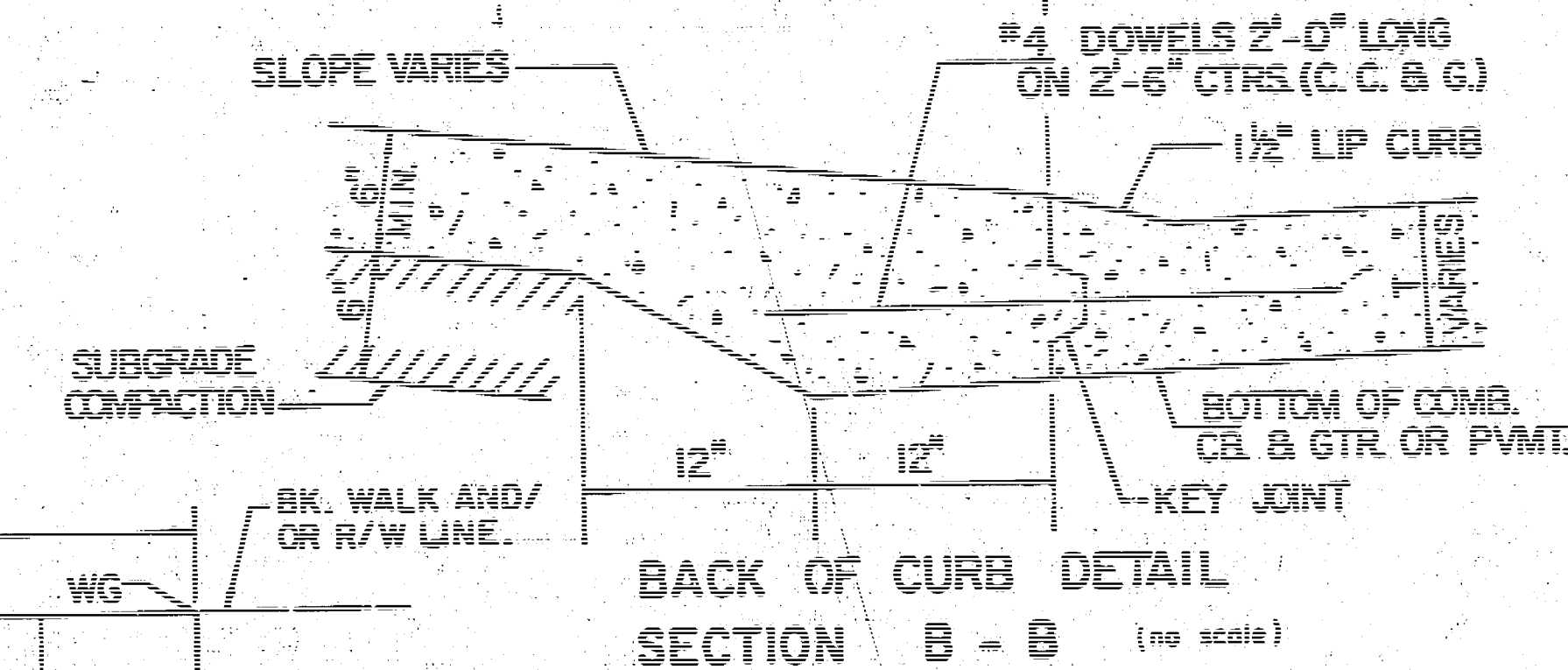
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.60'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	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	-1.9'	-1.6'	-1.3'	-1.0'	-0.6'	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"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB	0.60'	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	-1.15'	-1.16'	-1.17'	-1.17'
ABSOLUTE MAX. DIST. OF PT. "WG" BELOW TOP OF FULL CB	-2.25'	-2.20'	-2.20'	-2.20'

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 "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'.
 - 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.
 - 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.
 - 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.
 - 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 ADJUTS 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 ADJUTS 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 6"x12" W-W WELDED 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 0.33' ABOVE THE OUTER 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.

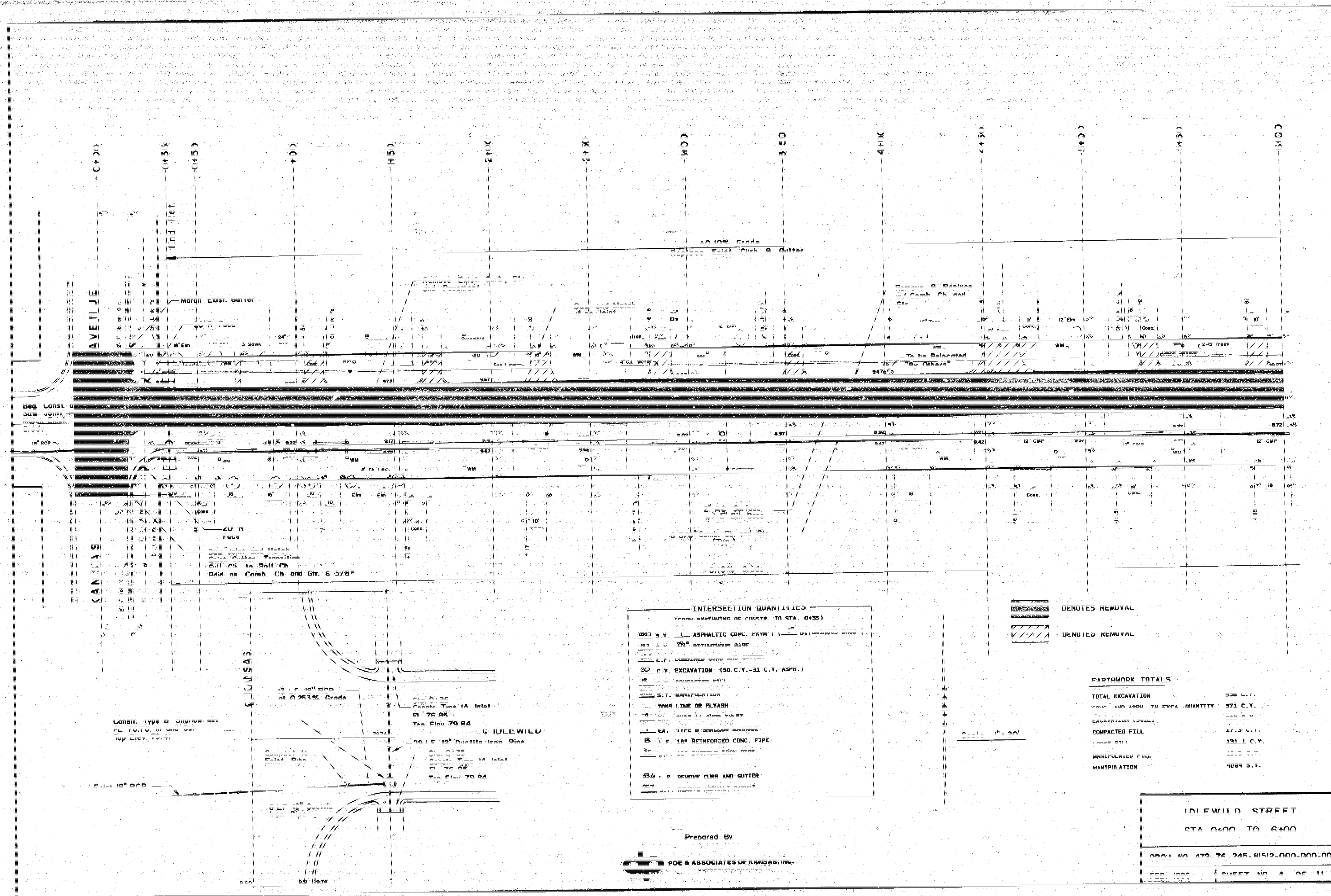
REVISED OCTOBER 1985

SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-76-245-81512-000-000-001

SHEET NO. 3 of 11



INTERSECTION QUANTITIES
(FROM BEGINNING OF CONSTR. TO STA. 0+35)

766.9	S.Y.	1" ASPHALTIC CONC. PAV'T (5" BITUMINOUS BASE)
14.2	S.Y.	2 1/2" BITUMINOUS BASE
42.6	L.F.	COMBINED CURB AND GUTTER
20	C.Y.	EXCAVATION (50 C.Y. - 31 C.Y. ASPH.)
15	C.Y.	COMPACTED FILL
311.0	S.Y.	MANIPULATION
TONS LIME OR FLYASH		
2	EA.	TYPE 1A CURB INLET
1	EA.	TYPE B SHALLOW MANHOLE
15	L.F.	18" REINFORCED CONC. PIPE
35	L.F.	12" DUCTILE IRON PIPE
23.6	L.F.	REMOVE CURB AND GUTTER
257	S.Y.	REMOVE ASPHALT PAV'T

DENOTES REMOVAL
 DENOTES REMOVAL

EARTHWORK TOTALS

TOTAL EXCAVATION	936 C.Y.
CONC. AND ASPH. IN EXCA. QUANTITY	371 C.Y.
EXCAVATION (SOIL)	565 C.Y.
COMPACTED FILL	17.3 C.Y.
LOOSE FILL	131.1 C.Y.
MANIPULATED FILL	15.3 C.Y.
MANIPULATION	4084 S.Y.

Scale: 1" = 20'

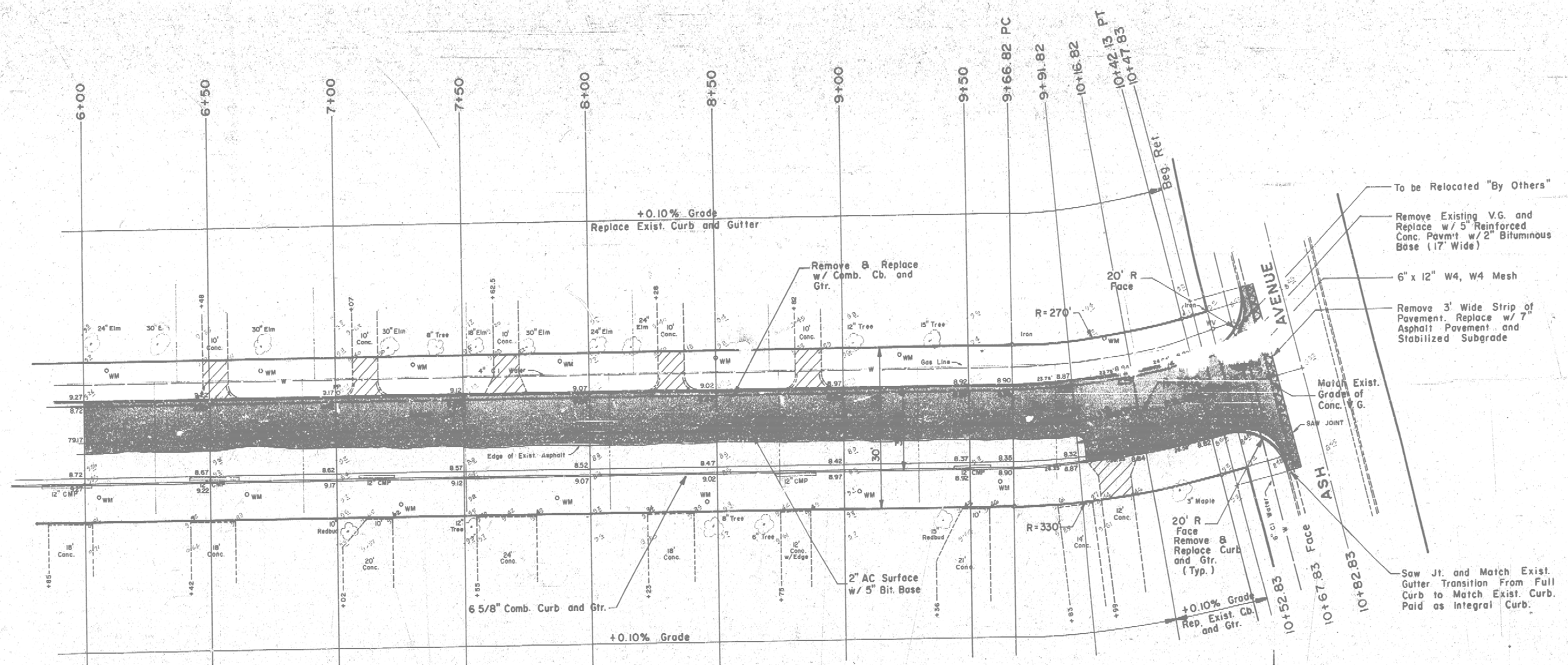
Prepared By

P&E ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS

IDLEWILD STREET
STA 0+00 TO 6+00

PROJ. NO. 472-76-245-01512-000-000-001

FEB. 1986 SHEET NO. 4 OF 11



NOTE:
ALL HOMES HAVE GAS SERVICE. PLASTIC
SERVICE LINES COULD NOT BE FOUND.

INTERSECTION QUANTITIES	
(FROM BEG. OF RET. TO END OF PROJ.)	
375 S.Y.	1\" ASPHALTIC CONC. PAVM'T (-5\" BITUMINOUS BASE)
92.8 L.F.	MONO. EDGE CB., 10 L.F. COMBINED CURB AND GTR.
70 C.Y.	EXCAVATION (24.9 C.Y. - 15.9 C.Y. ASPH.)
182.0 S.Y.	MANIPULATION
TONS LIME OR FLYASH	
20 L.F.	REMOVE CURB AND GUTTER
69.0 S.Y.	REMOVE ASPHALT PAVM'T
43.4 S.Y.	REMOVE CONC. PAVM'T
87.6 S.Y.	7\" REINF. VALLEY GTR. PAVM'T-5\" REINF. CONC. PAVM'T W/ 2\" BIT. BASE

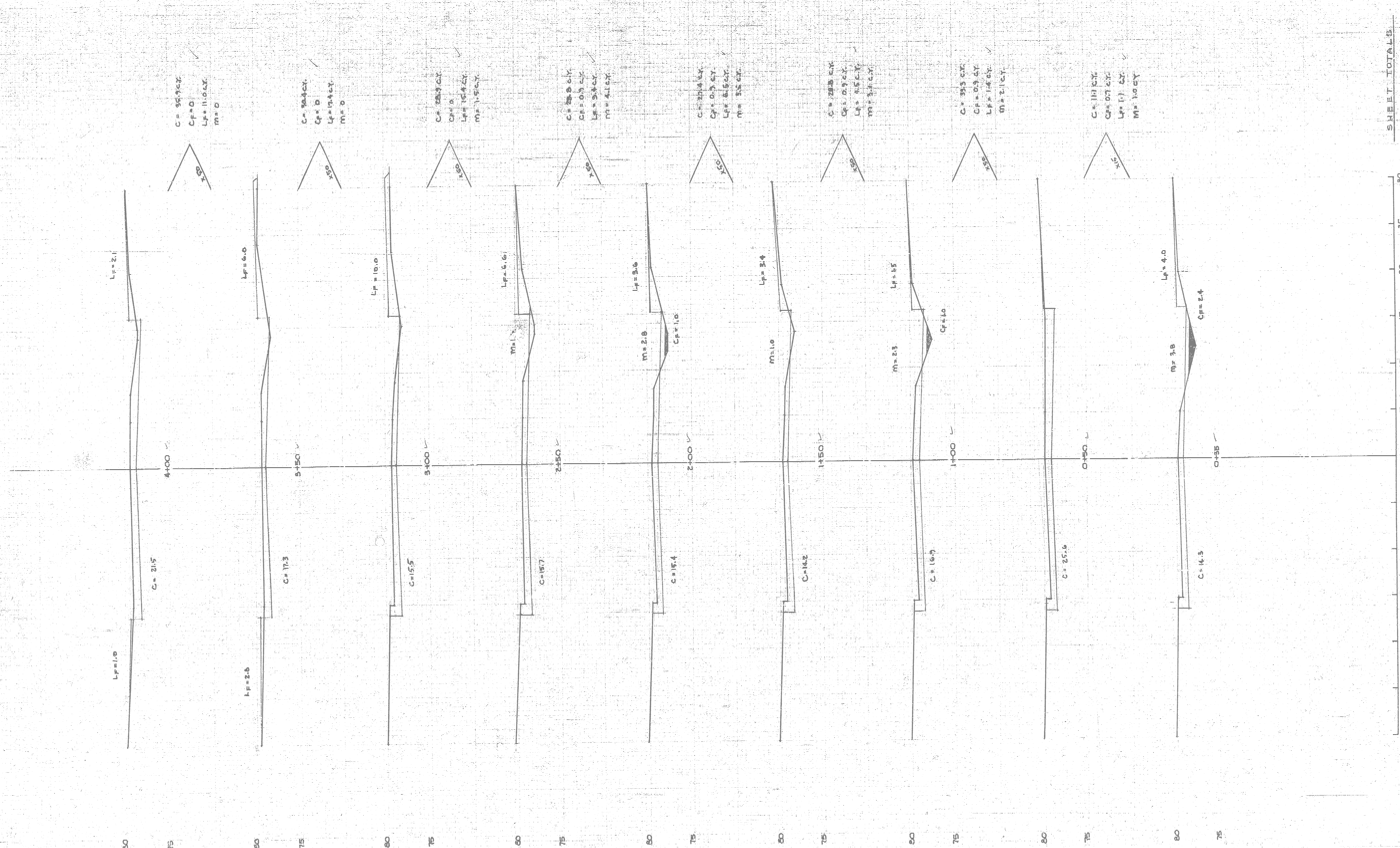
$\Delta = 14^{\circ} 23'$ $R = 300.00'$ $T = 37.85'$ $L = 75.31'$ $LC = 75.11'$									
CURVE DATA BASED ON Δ RADIUS $\frac{\Delta}{2} = 7^{\circ} 11' 30''$									
STA.	ARC	CHORD		DEFLECTION		DEFLECTION		TOTAL	
		FACE	BACK	FACE	BACK	FACE	BACK	FACE	BACK
9+66.82									
9+91.82	25.00	23.07	24.99	26.91	2\" 23' 14"	2\" 23' 14"			
10+16.82	25.00	23.07	24.99	26.91	2\" 23' 14"	4\" 46' 28"			
10+42.13	25.31	23.36	25.30	27.24	2\" 25' 02"	7\" 11' 30"			
DEFLECTION / FOOT = 0.0934929659									

Prepared By



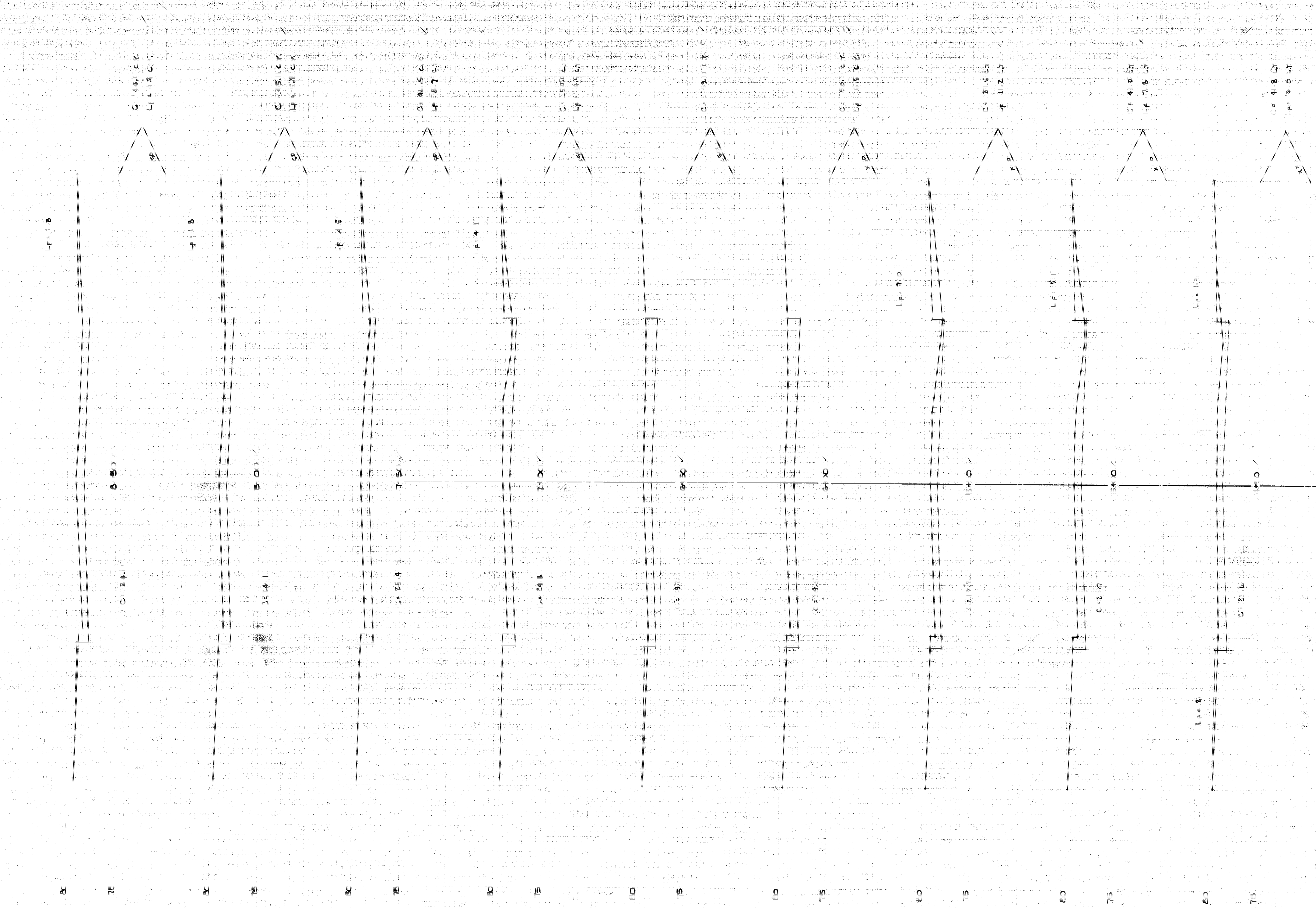
IDLEWILD STREET
STA. 6+00 TO 10+82.83

PROJ. NO. 472-76-245-81512-000-000-001
FEB. 1986 SHEET NO. 5 OF 11

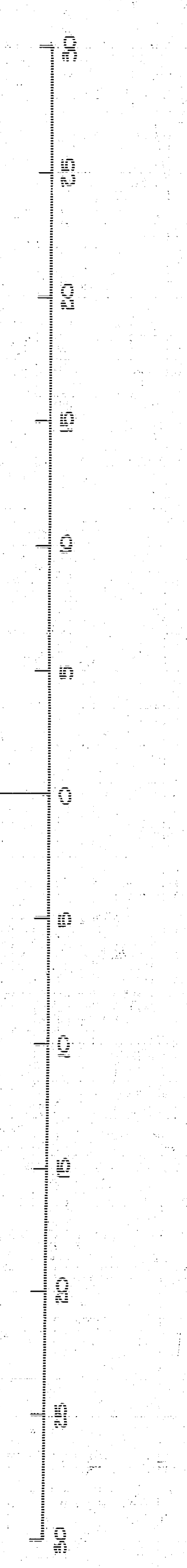


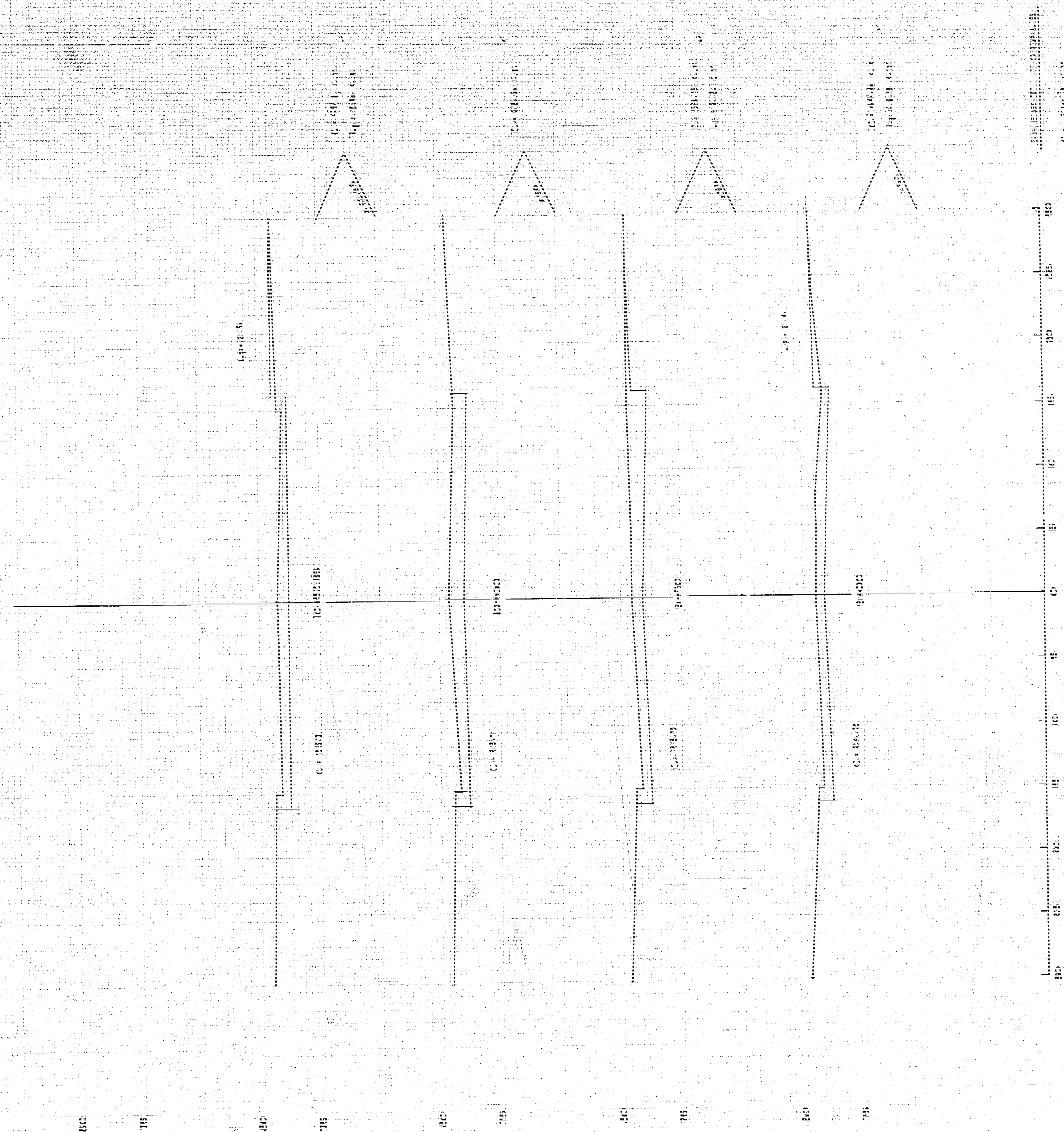
IDLEWILD STREET
 PROJ. NO. 472-76-245-81512-000-000-001
 SHEET NO. 5 of 11

SHEET TOTALS
 C = 230.46 CY
 Lp = 4.3 CY
 M = 66.7 CY
 M = 15.5 CY



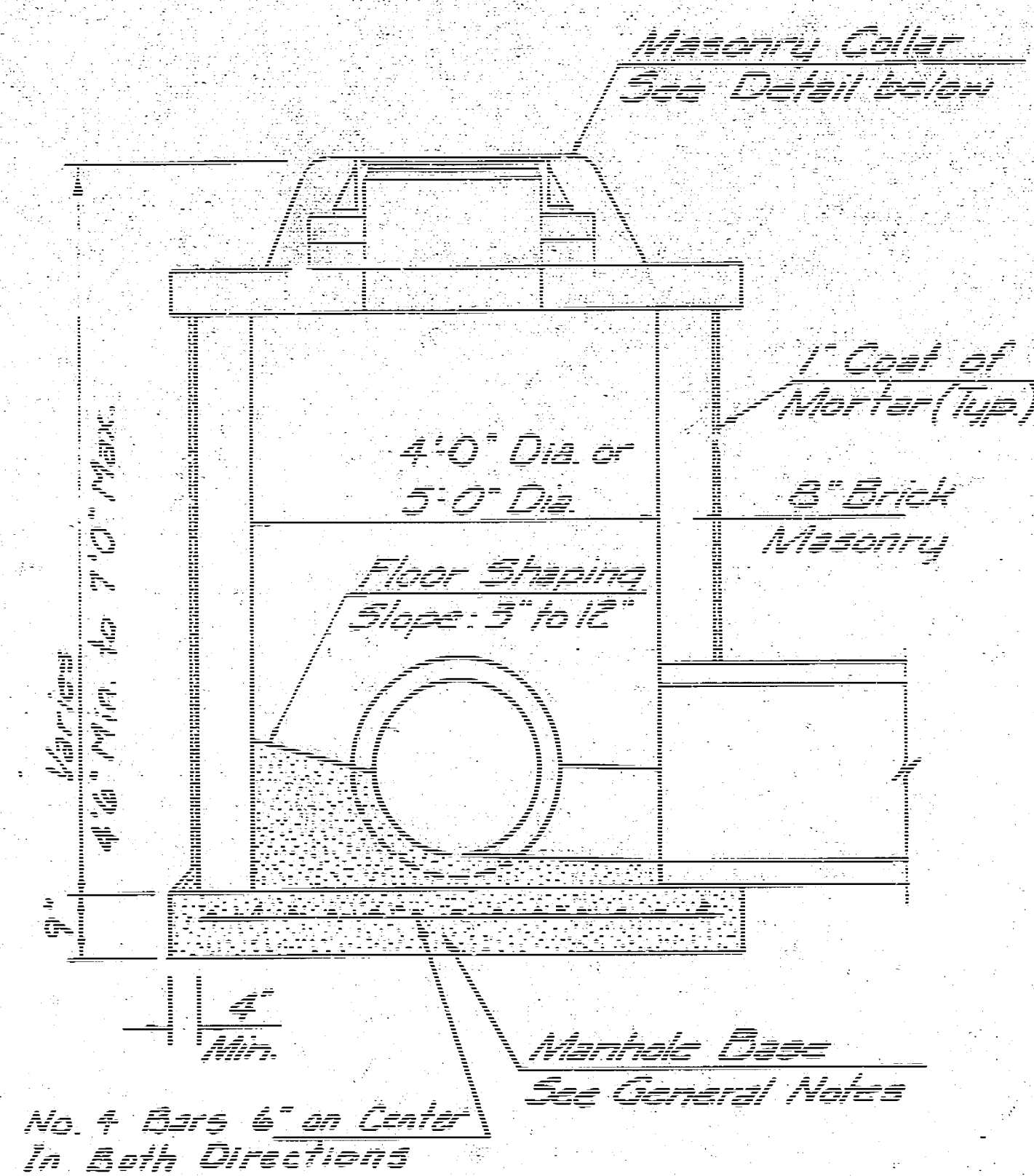
SHEET TOTALS
C = 416.4 CY
Lf = 54.8 CY



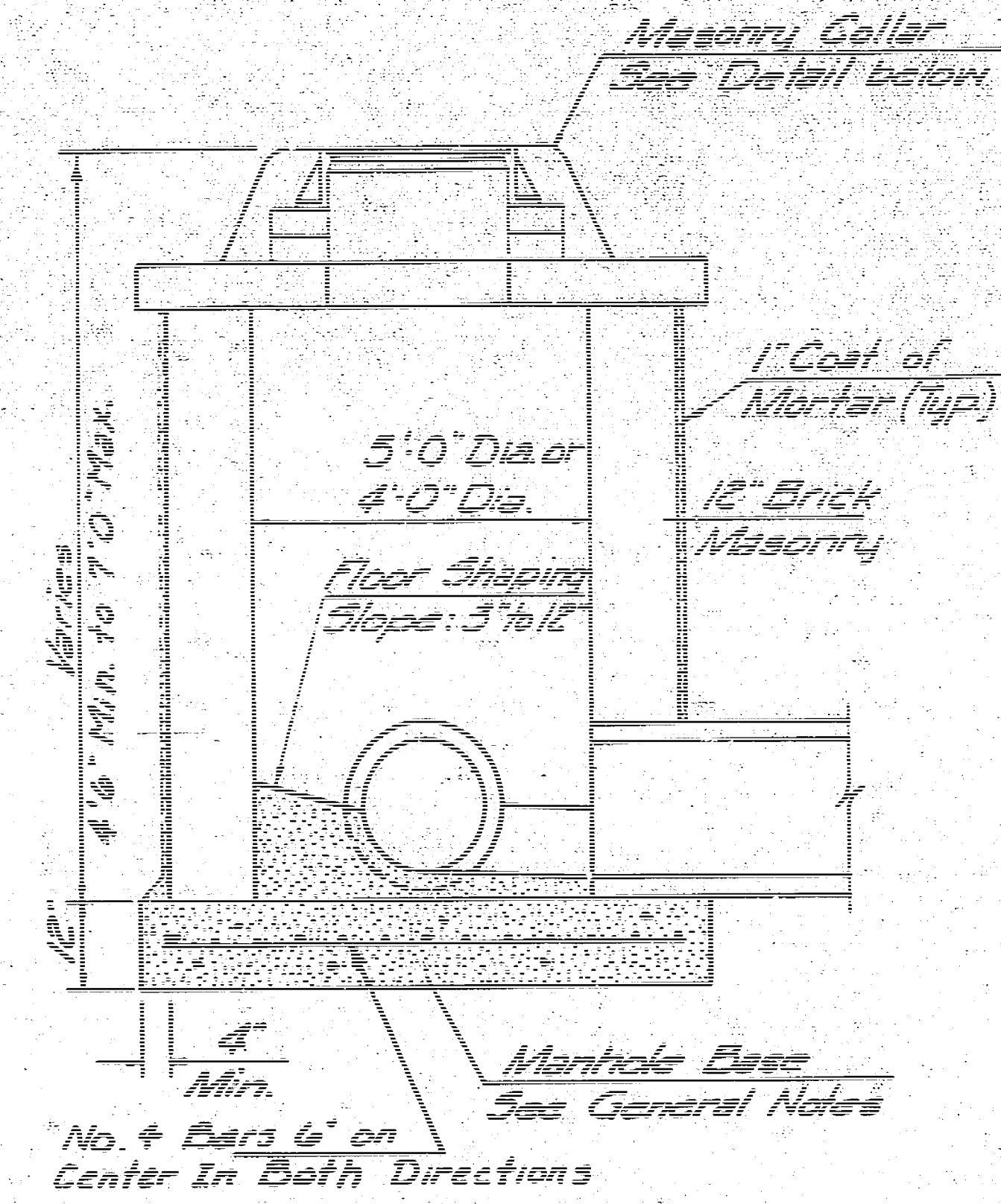


SHEET TOTALS
 C = 24.1 ft
 L = 2.3 ft

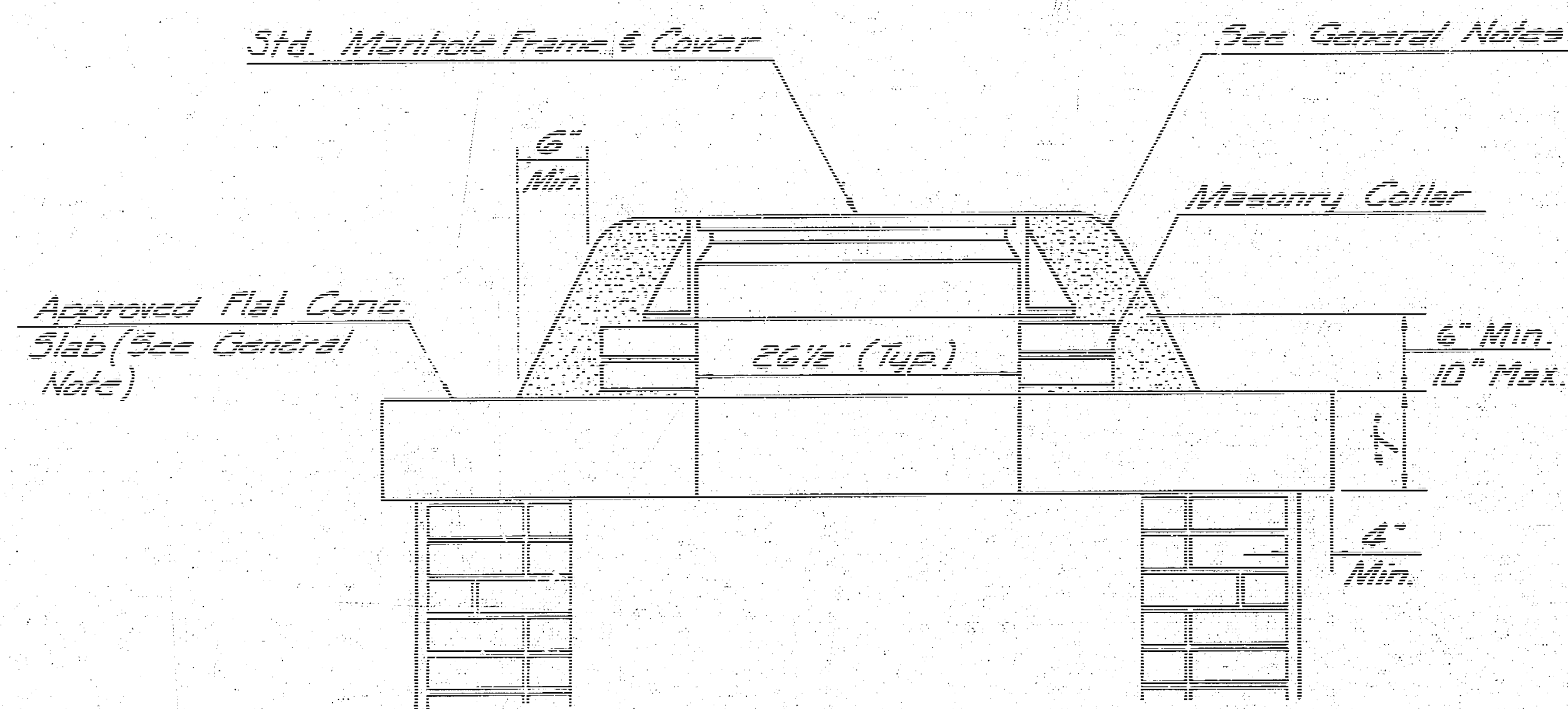
IDLEWILD STREET
 PROJ. NO. 472-76-245-81512-000-000-001
 SHEET NO. 6 of 11 1/11



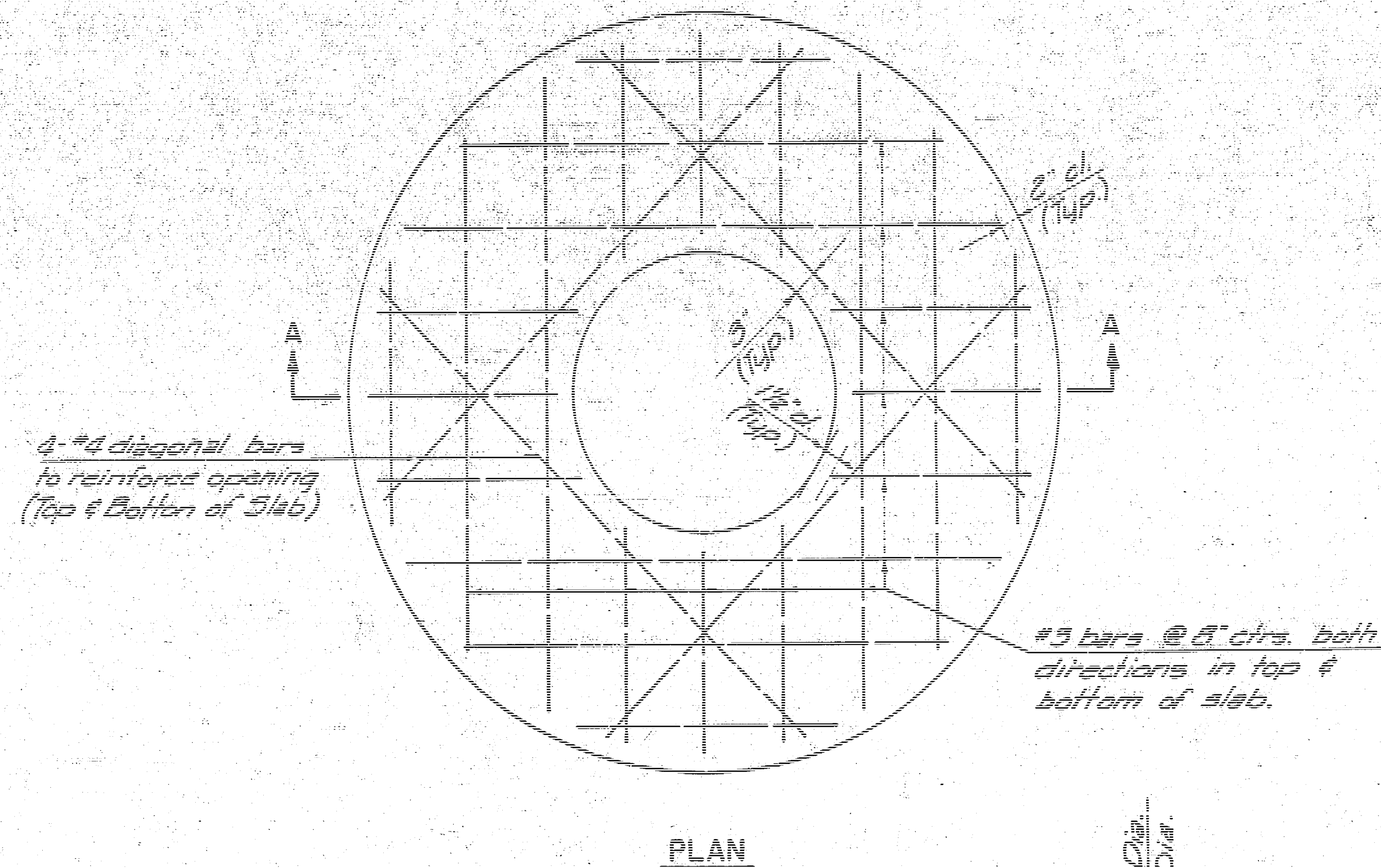
SHALLOW TYPE "A" MANHOLE



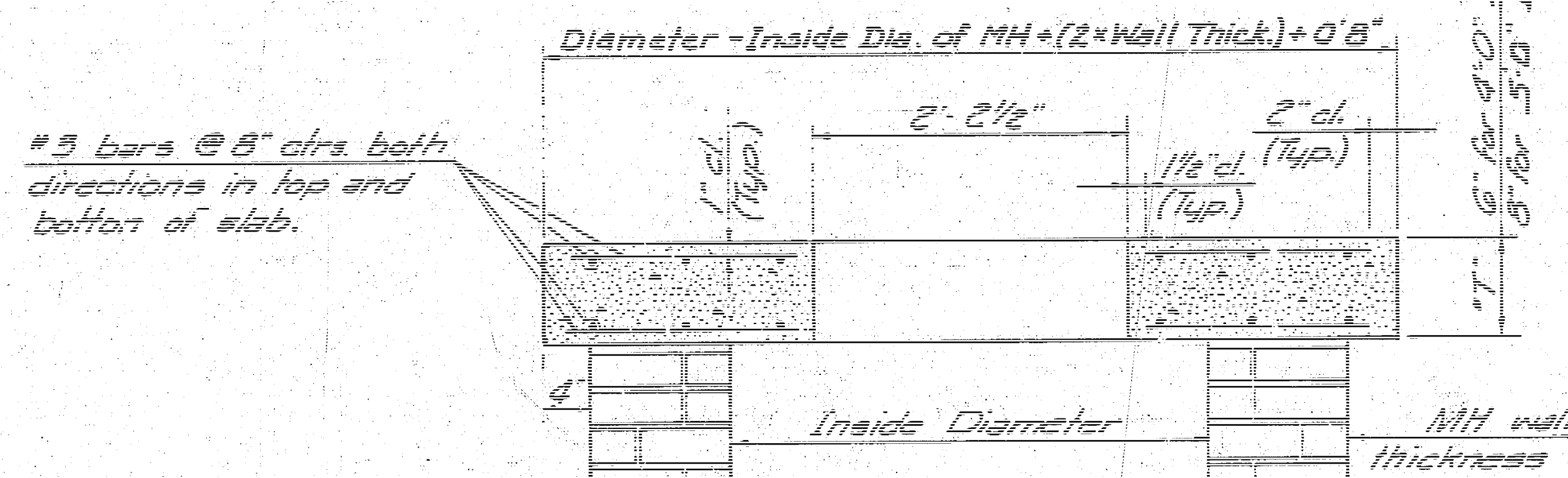
SHALLOW TYPE "B" MANHOLE



MASONRY COLLAR DETAIL

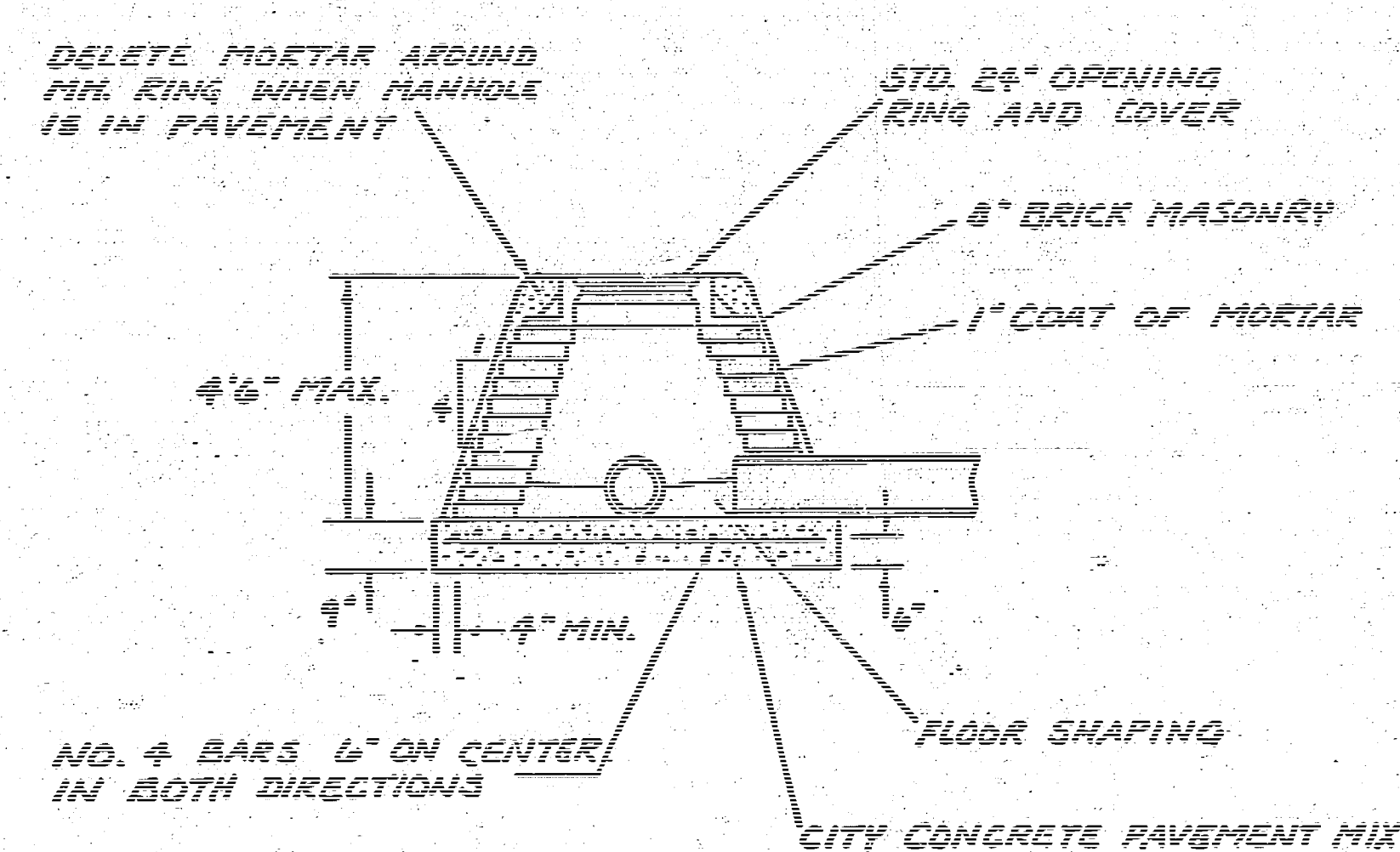


PLAN

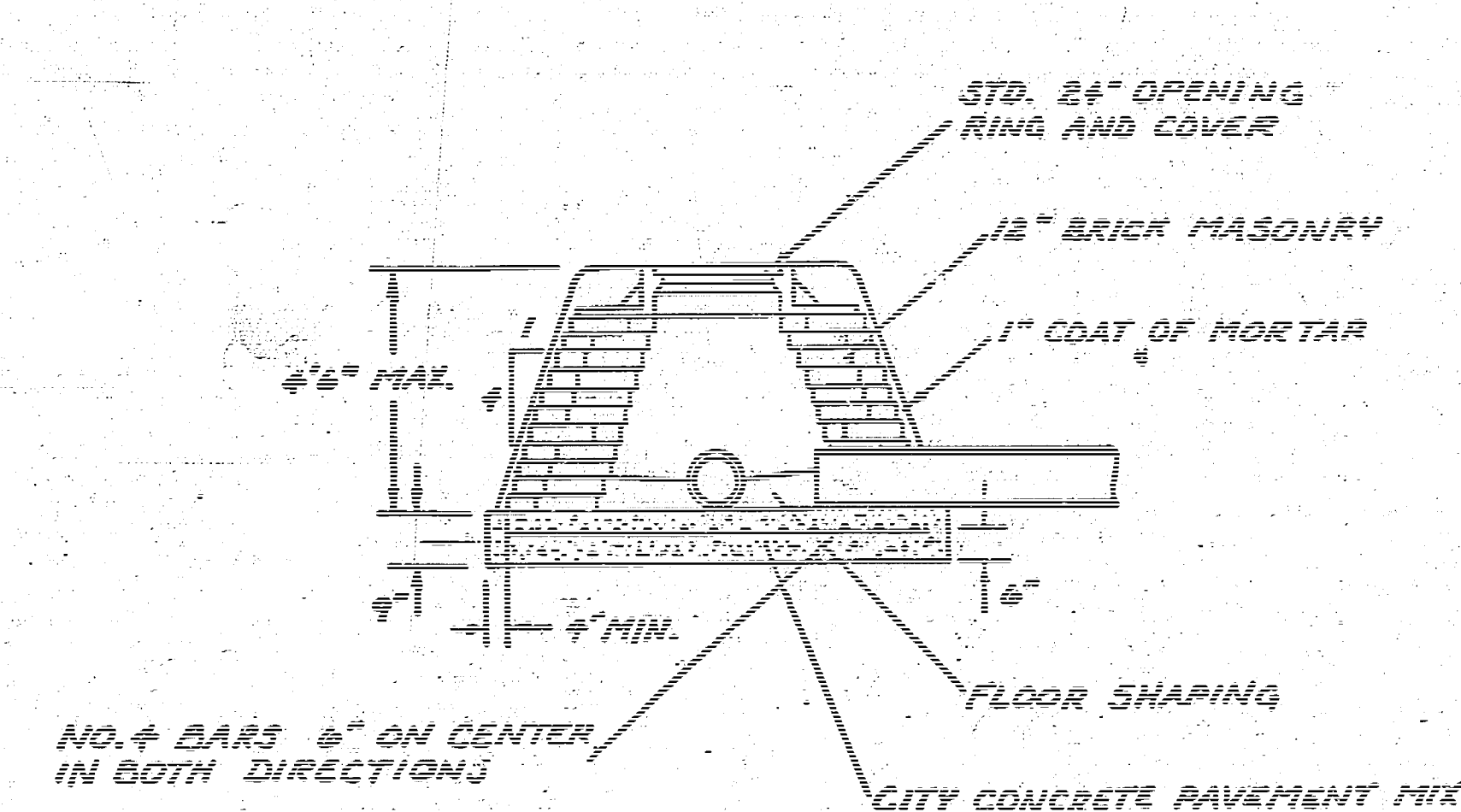


SECTION A-A

FLAT CONCRETE SLAB DETAILS



SPECIAL SHALLOW TYPE "A" MANHOLE



SPECIAL SHALLOW TYPE "B" MANHOLE

GENERAL NOTES

1. MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 BAGS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF THE CITY STANDARD SPECIFICATIONS FOR CONCRETE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN ON THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. TYPE "A" SHALLOW MANHOLES CAN BE USED ON SEWERS WHEN THE MANHOLE IS NOT LOCATED WITHIN PUBLIC STREET PAVEMENT. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE SMALLER THAN 24" SHALL HAVE AN INSIDE DIAMETER OF 4". MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE 24" OR LARGER SHALL HAVE AN INSIDE DIAMETER OF 5". COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATER TIGHT.
2. REINFORCING STEEL SHALL BE INSTALLED IN THE MANHOLE BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 6" CENTERS IN BOTH DIRECTIONS. THE MANHOLE BASE REINFORCEMENT SHALL BE PLACED 6" ABOVE THE BOTTOM OF THE MANHOLE BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
3. THE FLOORS OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF-CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS SEWAGE FLOWS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS. MANHOLE FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF REMOVED TO REVEAL LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.
4. PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MANHOLE. THE CRADLE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF CRADLE WITHIN MANHOLE EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO MANHOLE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
5. MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWINGS.
6. THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.
7. STANDARD SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE AND DIAMETER INDICATED. STANDARD SPECIAL SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE INDICATED. ALL STANDARD SHALLOW MANHOLE DIAMETERS WILL BE 4' UNLESS INDICATED OTHERWISE.

CITY OF WICHITA, KANSAS
STANDARD SHALLOW MANHOLES
TYPE "A" AND TYPE "B"

PROJ. NO. 472-76-245-81512-000-000-001			10/11
SHEET NO. 10 OF 11			
Designed by	Checked by		
Drawn by	Date	Job No.	

MANHOLE FRAME AND COVER DETAIL

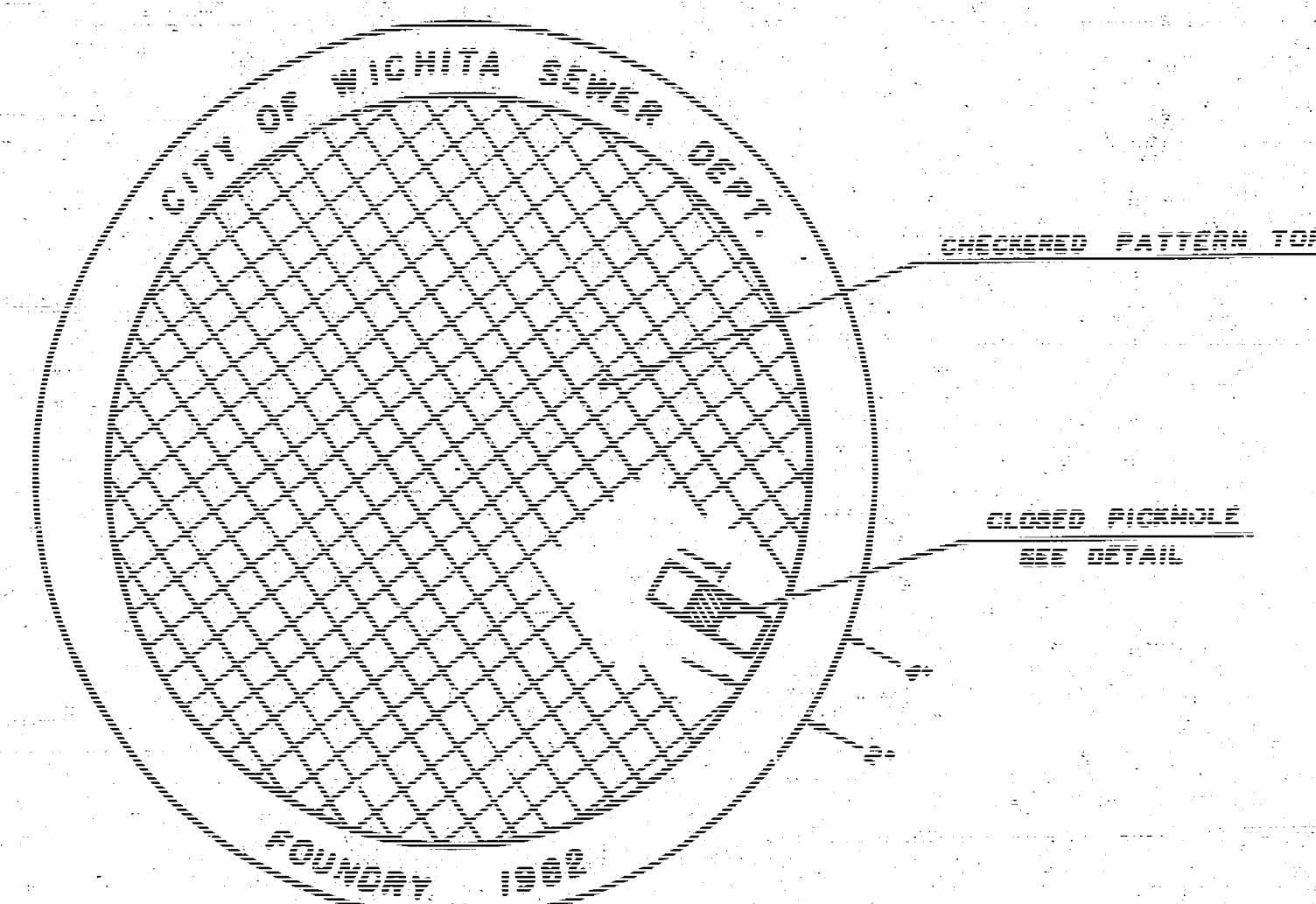
ADOPTED AS STANDARD DESIGN

BY

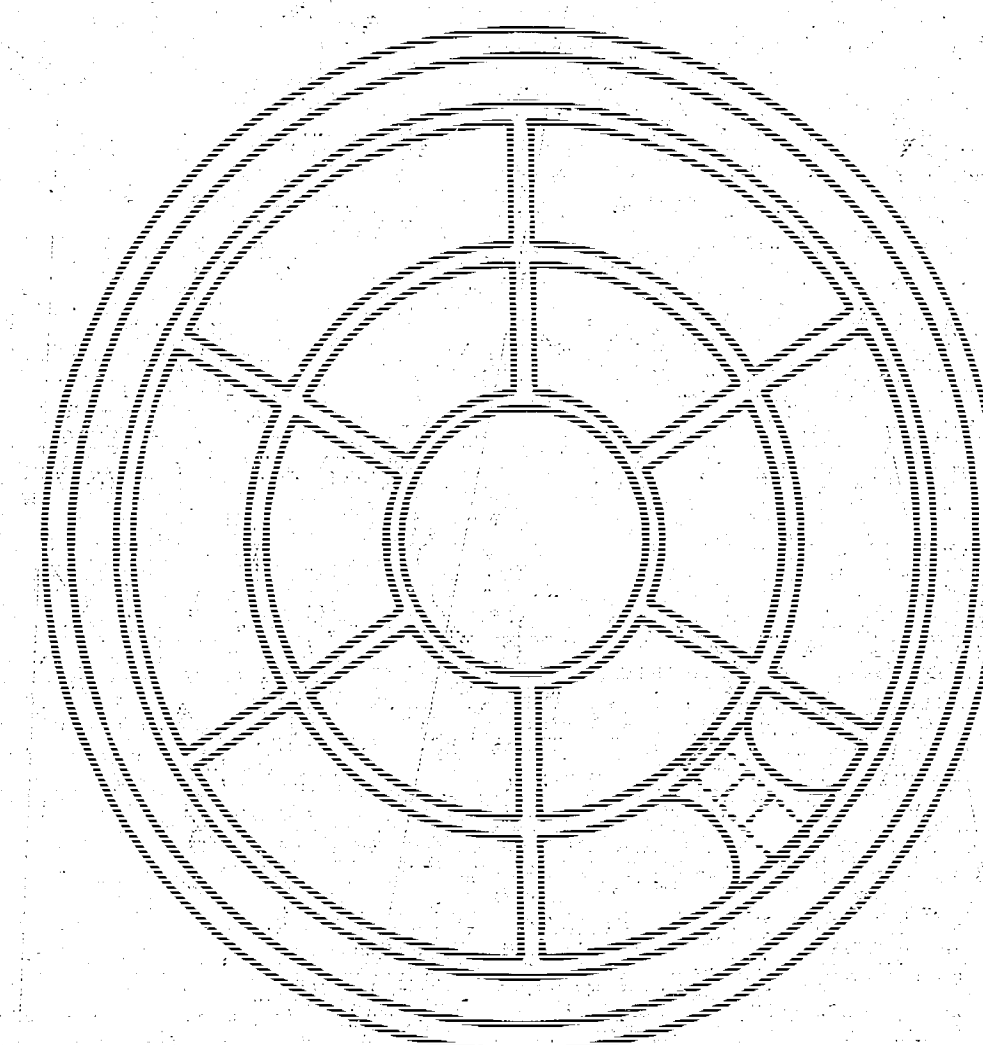
City of Wichita, Kansas

MANHOLE COVER

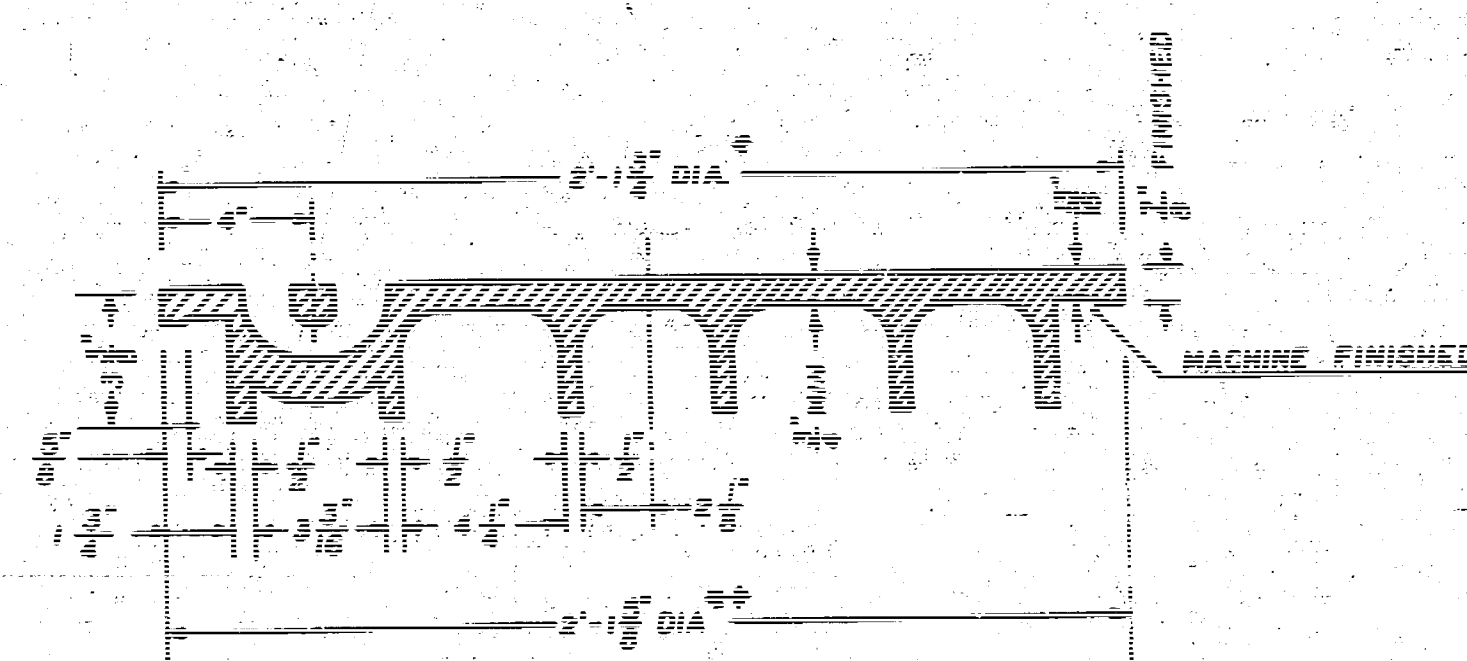
Weight: 180 Lbs.



TOP VIEW



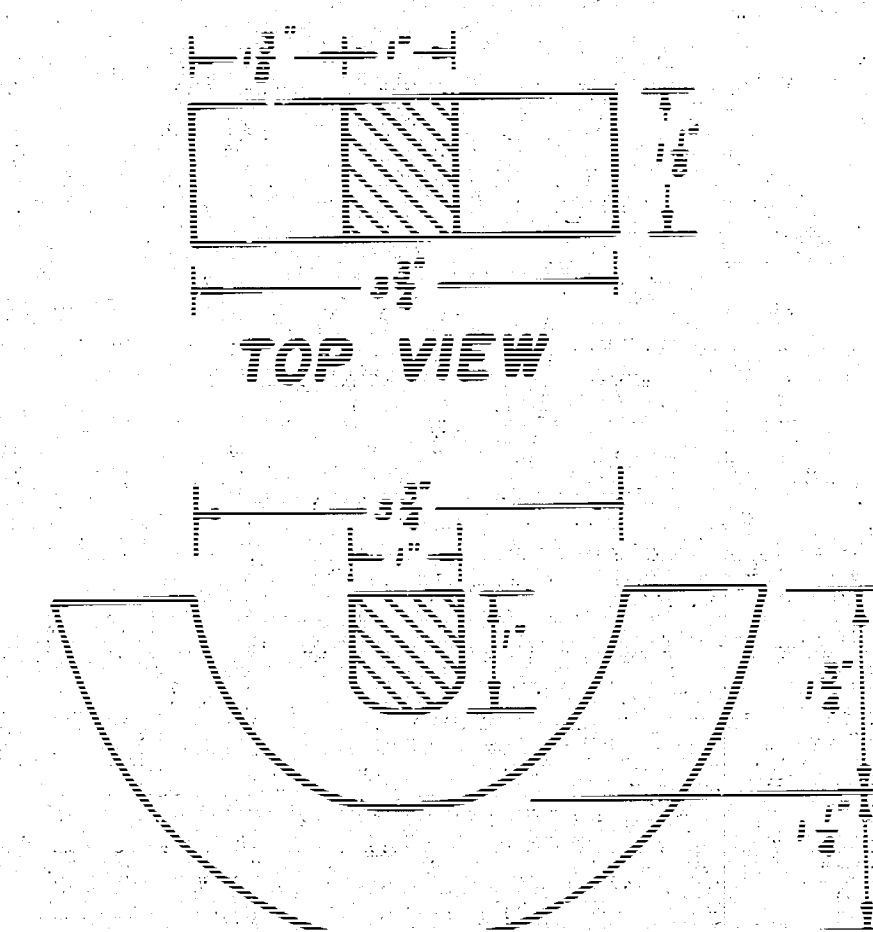
BOTTOM VIEW



SECTION VIEW

* OUTSIDE DIA. TOP OF COVER
** OUTSIDE DIA. BOTTOM OF COVER

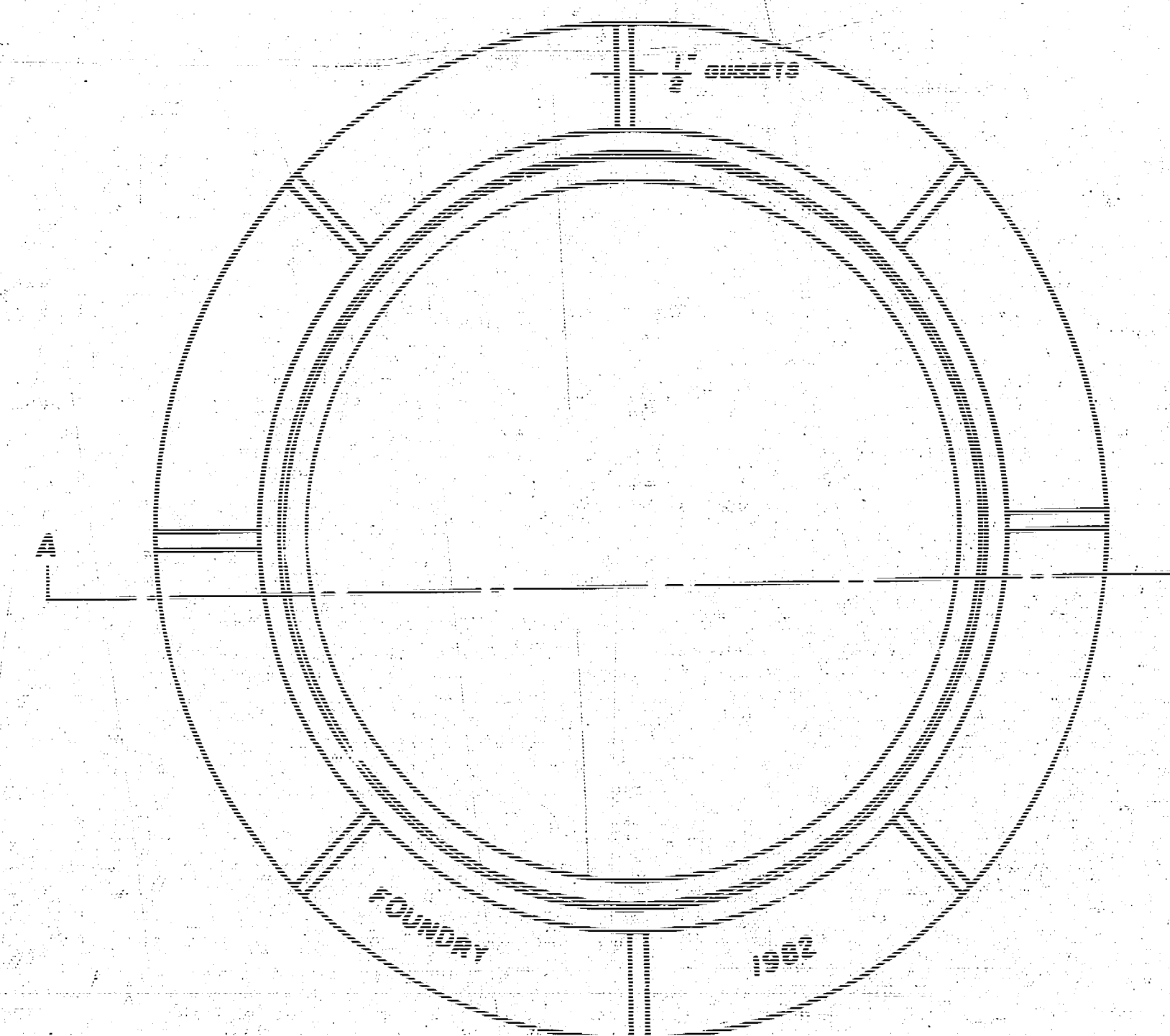
PICKHOLE DETAIL



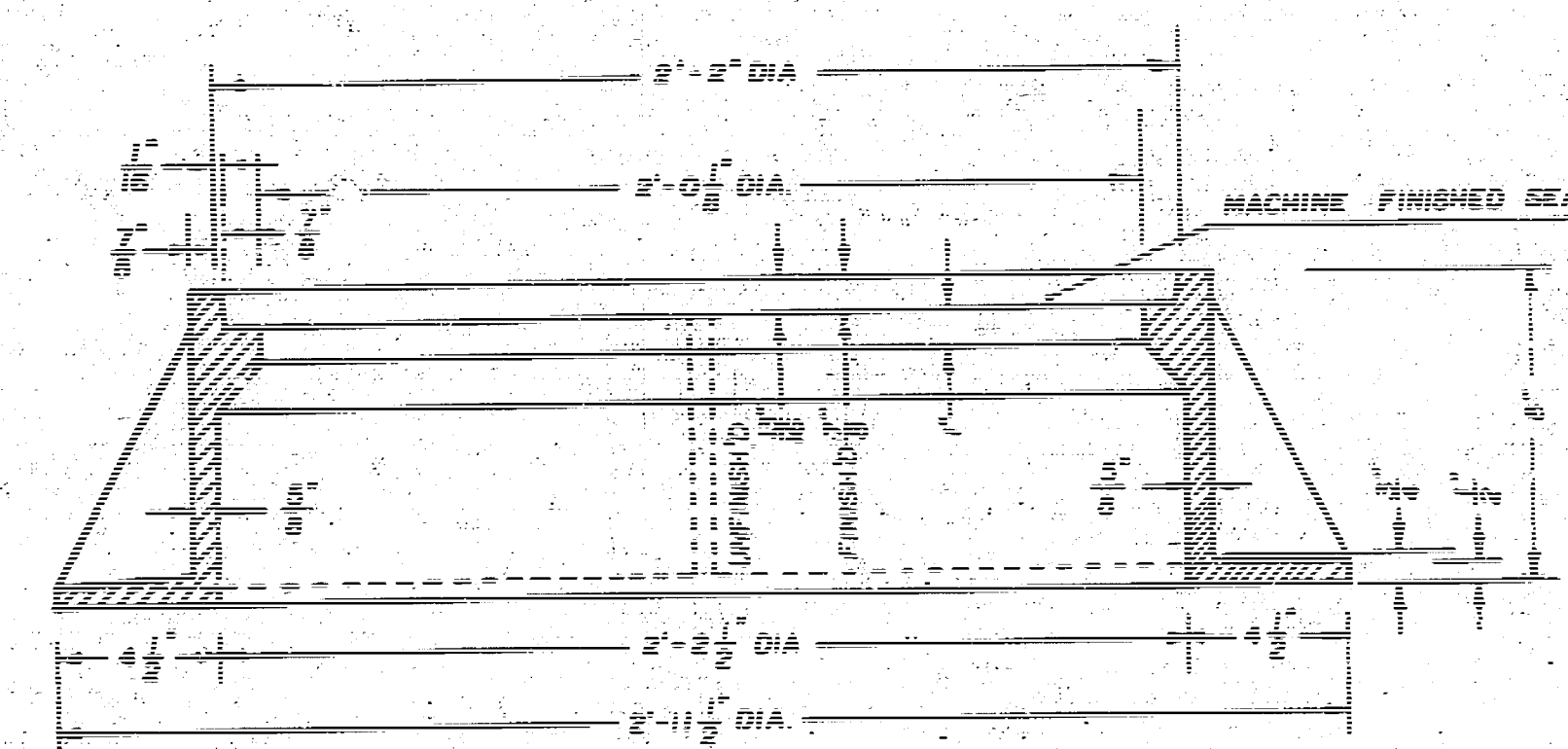
SECTION VIEW

MANHOLE FRAME

Weight: 240 Lbs.



TOP VIEW



SECTION A-A

GENERAL NOTES

1. MANHOLE CASTINGS SHALL BE MANUFACTURED USING GOOD QUALITY GRAY IRON CONFORMING TO CLASS 30 OF A.S.T.M. DESIGNATION A-48. DIMENSIONS AND WEIGHTS SHOWN ON THE DETAILED DRAWINGS SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS AND ANY DEVIATIONS FROM THE DIMENSIONS SHOWN MUST BE SPECIFICALLY APPROVED. THE FINISHED CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE DISTORTIONS OR OTHER DEFECTS.
2. MANHOLE CASTINGS SHALL BE COATED WITH AN ASPHALT PAINT RESULTING IN A SMOOTH, TOUGH AND TENACIOUS COATING WHICH IS NOT BRITTLE OR TACKY.
3. MANHOLE CASTINGS SHALL BE MANUFACTURED SUCH THAT A COVER MANUFACTURED BY ANY ONE FOUNDRY WILL FIT INTERCHANGEABLY INTO A FRAME MANUFACTURED BY ANOTHER FOUNDRY AND STILL MEET ALLOWABLE CLEARANCES AND NON-ROCKING REQUIREMENTS. THIS WILL REQUIRE MANUFACTURING OF THE MATCHING FACES ON THE COVER AND THE FRAME TO CLOSE TOLERANCES.
4. THE OUTSIDE CIRCUMFERENCE OF THE VERTICAL FACE OF THE COVER AND THE INSIDE CIRCUMFERENCE OF THE VERTICAL FACE IN THE FRAME RECESS SHALL BE MANUFACTURED TO TOLERANCES SUCH THAT THE CLEARANCE BETWEEN THE COVER AND FRAME WILL NOT EXCEED 1/8" AT ANY POINT AROUND THE CIRCUMFERENCE OF THE COVER. THE SEATING SURFACES BETWEEN THE COVER AND FRAME SHALL BE MACHINED SUCH THAT THESE SURFACES SHALL MAKE FULL CONTACT FOR THEIR FULL CIRCUMFERENCE TO PRECLUDE THE COVER FROM ROCKING IN THE FRAME.
5. THE MANHOLE FRAME AND COVER SHALL BE MARKED WITH LETTERING INDICATING THE NAME OF THE MANUFACTURER AND THE YEAR WHEN THE COVER OR FRAME WAS CAST. THE COVER SHALL BE FURTHER IDENTIFIED WITH REGARDS TO OWNERSHIP USING LETTERS AT LEAST 1" IN HEIGHT. THIS IDENTIFICATION SHALL BE "CITY OF WICHITA SEWER DEPARTMENT". THE WORD DEPARTMENT MAY BE ABBREVIATED. THE TEXTURE OF THE TOP SURFACE OF THE COVER SHALL BE MANUFACTURED IN A CHECKERED PATTERN DESIGN AS INDICATED ON THE DRAWINGS. SMOOTH BLOCKOUTS SHALL BE UTILIZED TO HIGHLIGHT THE LETTERING ON THE COVER SURFACE. THE TOTAL AREA OF SMOOTH SURFACE BLOCKOUT SHALL NOT EXCEED THE AREA AS INDICATED ON THE DRAWING. POSITIONING OF SMOOTH BLOCKOUTS AND LETTERING MAY VARY FROM THAT SHOWN ON THE DETAILED DRAWING.

IDLEWILD STREET

PROJ. NO. 472-76-245-81512-000-000-001

14 3 3 SHEET NO. 11 of 11