

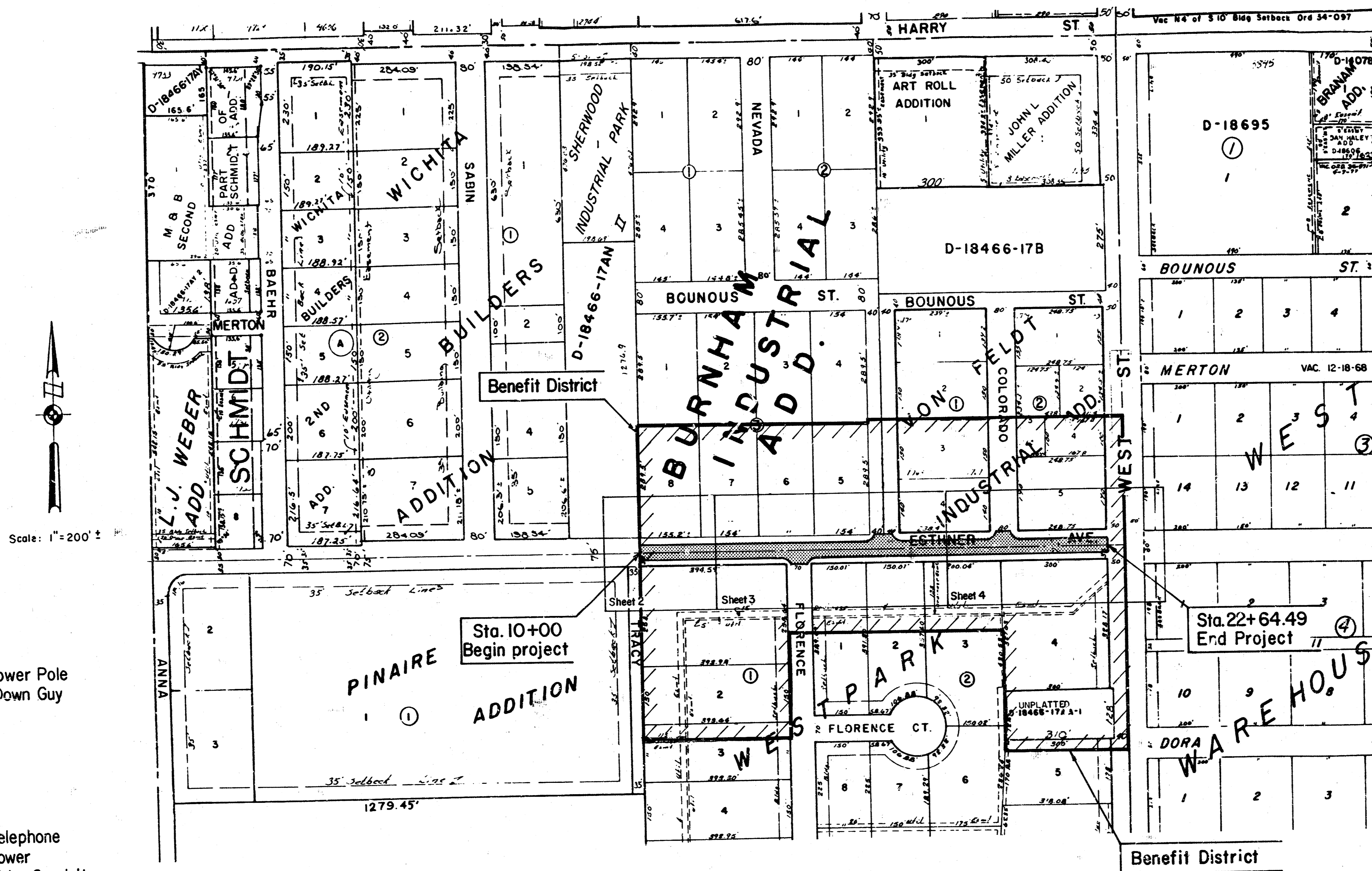
# STREET IMPROVEMENTS FOR ESTHNER AVENUE

WEST LINE OF WESTPARK ADDITION TO WEST LINE WEST STREET

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

INDEX TO DRAWINGS

SHEET NO.	TITLE
1	Title and Location Map
2-4	Typical Section & Street Improvement Plans
5	Joint Details
6	Standard Drive Ent. Full Height Curb
7	Type I-A Curb Inlet
8	Manhole Frame & Cover Detail
9-12	Cross Sections

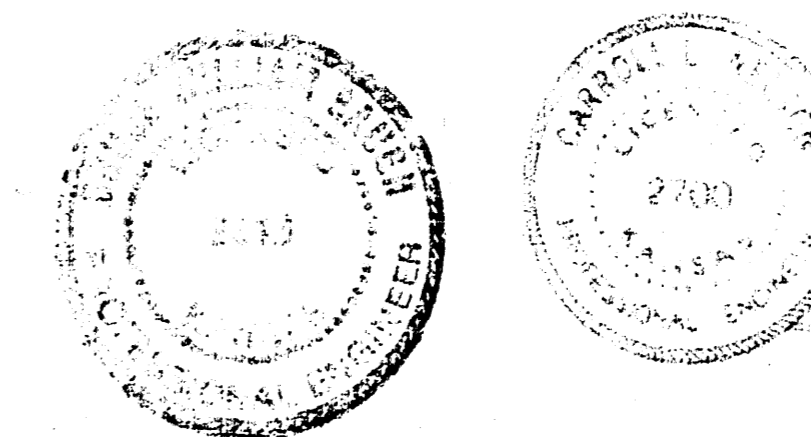


**LEGEND**

- Fire Hydrant
- Sign
- Telephone Pole
- Telephone & Power Pole
- Power Pole & Down Guy
- Water Line
- Water Meter
- Water Valve
- Gas Line
- Gas Meter
- Gas Valve
- Underground Telephone
- Underground Power
- Underground Tele. Conduit
- Sanitary Sewer
- Property or R.O.W. Line
- Fence
- Survey Base Line
- Light Pole
- Trees (Dia.)
- Bush or Ornamental Tree
- Shrubs or Hedge Row
- Culvert
- Curb or Comb. Curb & Gutter

**PROJECT NO.  
472-76-245-80806-000-000-001**

**Van Doren Hazard Stallings**  
architects engineers planners  
topeka • wichita • minneapolis • kansas city



**NOTE:**  
All methods and materials for this project shall conform to the Specifications of the City of Wichita. This project will be constructed under the supervision of the City Engineer.

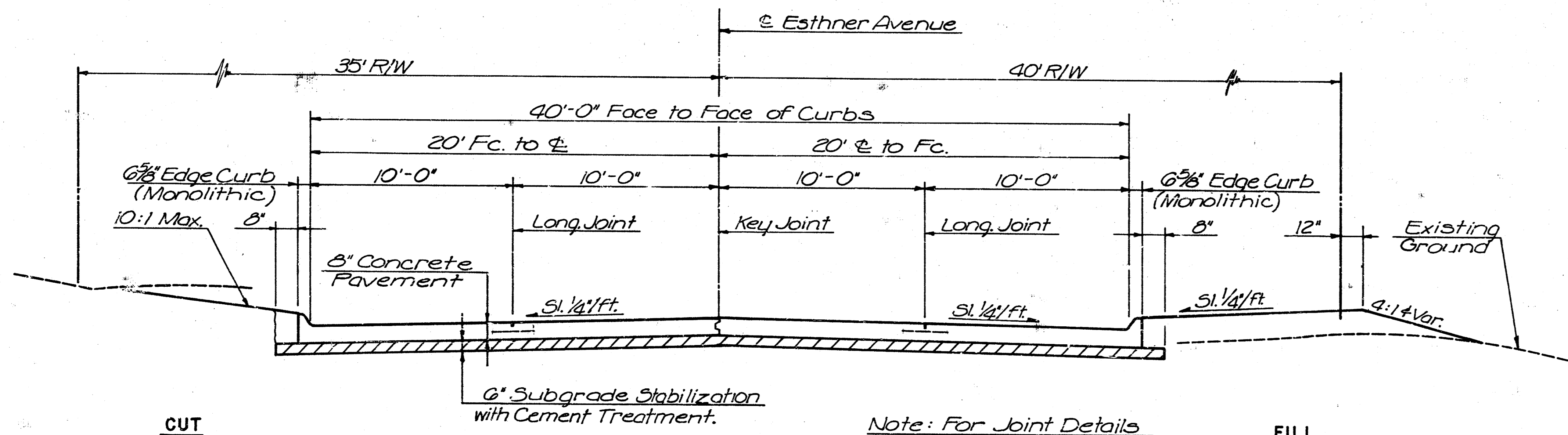
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**GENERAL NOTES**

- Interurban traffic generated outside the project area is not to be carried through construction. Local business or apartment traffic generated within the project area is to be carried through construction.
- Utility service lines, poles, wires, boxes, meters and etcetera are to be adjusted as necessary by others prior to or during construction unless the plans specifically call for their adjustment by the Contractor. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. Location information has been obtained from the various utility companies and is either from company record drawings or company provided field locations. The plan locations shown are not guaranteed. Additional existing utilities may also be encountered. The Contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.
- A saw cut of at least one-half of 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. 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.
- 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.
- The Contractor shall notify pipeline companies at least 24 hours in advance of any work being performed over and/or adjacent to pipelines.
- Properties within the project limits which have underground sprinkler systems in public right-of-way which conflict with new construction have been notified to remove such improvements. Contractor will be required to remove such improvements should they not be removed by their owner at the time of construction of the project. The Contractor will be required to salvage all sprinkler heads and/or valves and give such material to their owner. Portions of underground sprinkler systems not in conflict with new construction shall be protected from damage and shall remain in place. All work in connection with underground sprinkler systems shall be considered as subsidiary to the contract pay items of work.
- Widened gutter section of combined curb and gutter at intersections will not be paid for directly, and this cost shall be considered as subsidiary to the other contract pay items of work.
- No more than 7 drives 20 feet in width, or equivalent combinations thereof, are to be constructed with this project.
- Limits of earthwork shall match existing ground elevations at the right-of-way line unless otherwise noted on the plans with a new finished grade elevation. When a new finished grade elevation is shown, the earthwork shall extend one foot beyond the right-of-way line and then sloped up or down using permissible slopes to match the existing ground surface.
- All entrance and cross road pipe within the project limits shall be removed by the Contractor unless otherwise noted on the plans. Removal of such pipes shall conform to the applicable section of the Standard Specifications.
- 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 project 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.
- 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.
- 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.
- The Owner, the City Engineer and the Consulting Engineers are not assuming any duty to provide supervision of the Contractor's construction methods or processes.

Note:  
Access to all businesses shall be maintained at all times. Cost to be subsidiary to other items of work.

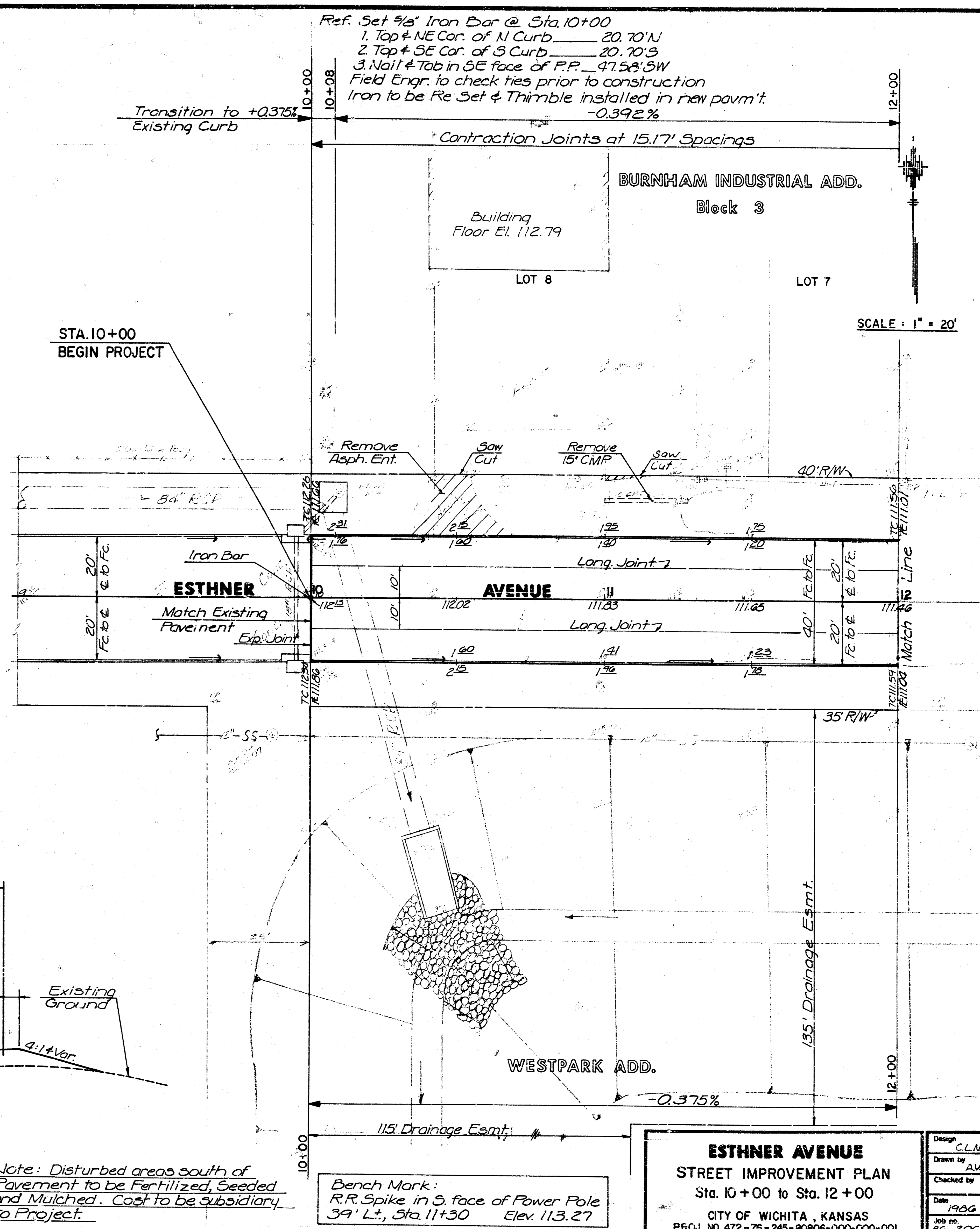


**TYPICAL SECTION**


Note: For Joint Details See Sheet No. 5

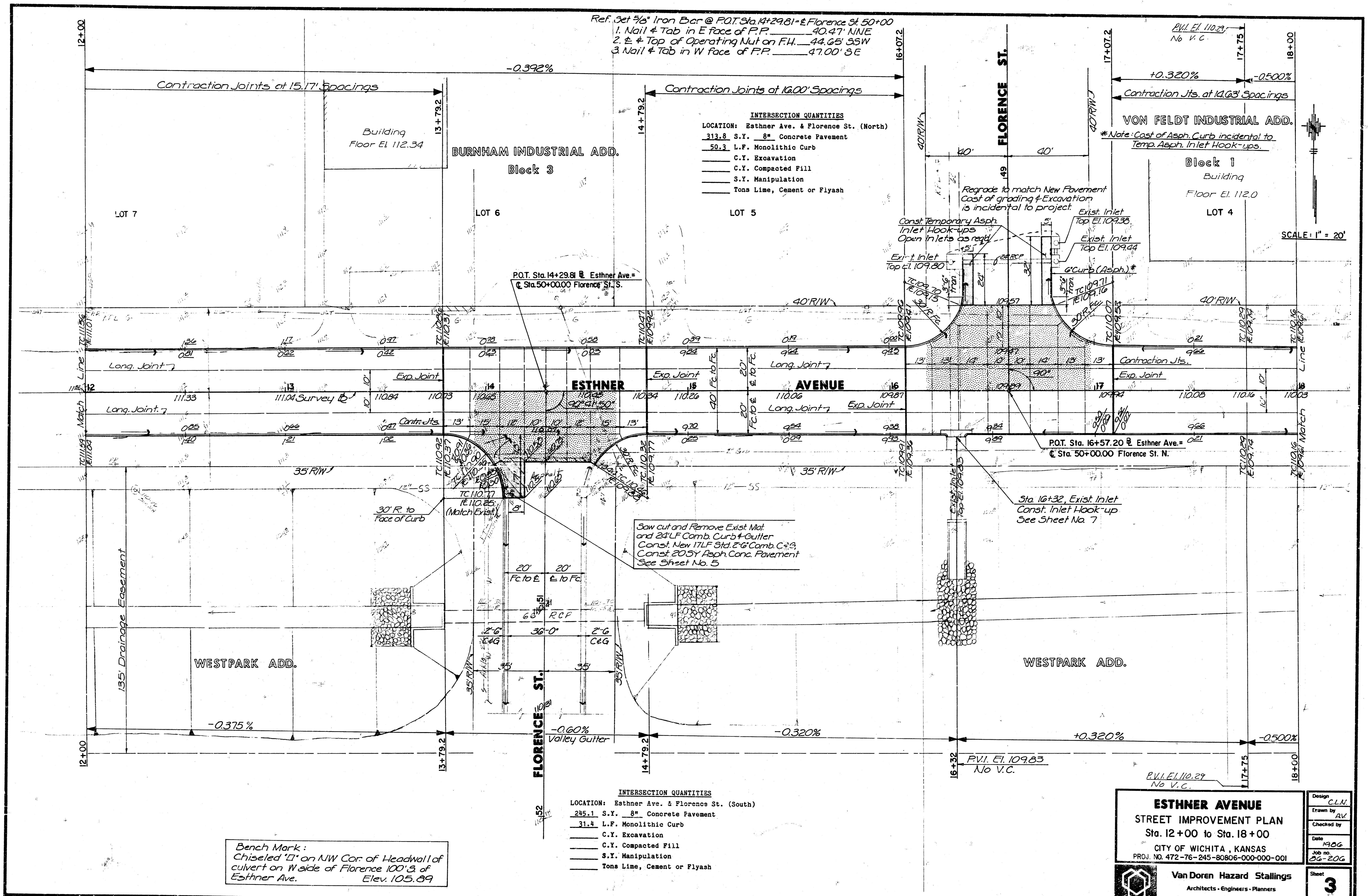
Note: Disturbed areas south of Pavement to be Fertilized, Seeded and Mulched. Cost to be subsidiary to Project.

Ref. Set 3/4\"/>



Bench Mark:  
R.R. Spike in S. face of Power Pole  
39' Lt., Sta. 11+30 Elev. 113.27

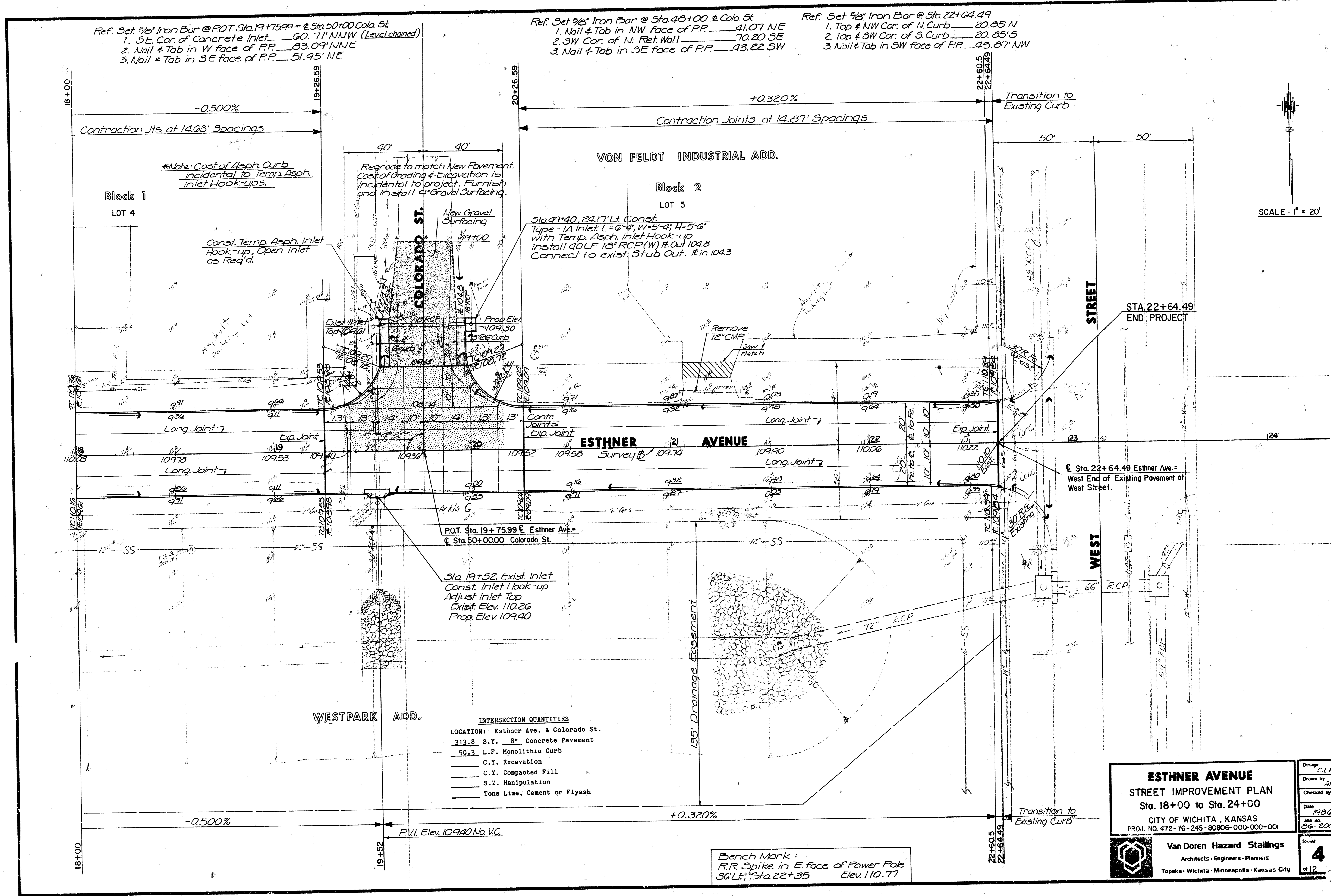
<b>ESTHNER AVENUE</b>	
STREET IMPROVEMENT PLAN	
Sta. 10+00 to Sta. 12+00	
CITY OF WICHITA, KANSAS	
PROJ. NO. 472-76-245-80806-000-C00-001	
 <b>Van Doren Hazard Stallings</b> Architects - Engineers - Planners Topeka - Wichita - Minneapolis - Kansas City	Design: C.L.N. Drawn by: A.V. Checked by: Date: 1986 Job no: 86-206 Sheet: 2 of 12



Ref. Set 5/8" Iron Bar @ P.O.T. Sta. 19+75.99 = @ Sta. 50+00 Colo. St.  
 1. S.E. Cor. of Concrete Inlet. 60.71' NNW (Level changed)  
 2. Nail & Tab in W face of P.P. 83.09' NNE  
 3. Nail & Tab in S.E. face of P.P. 51.95' NE

Ref. Set 5/8" Iron Bar @ Sta. 48+00 @ Colo. St.  
 1. Nail & Tab in NW face of P.P. 41.07' NE  
 2. SW Cor. of N. Ret. Wall 70.20' SE  
 3. Nail & Tab in SE face of P.P. 43.22' SW

Ref. Set 5/8" Iron Bar @ Sta. 22+64.49  
 1. Top & NW Cor. of N. Curb 20.05' N  
 2. Top & SW Cor. of S. Curb 20.85' S  
 3. Nail & Tab in SW face of P.P. 45.87' NW



**INTERSECTION QUANTITIES**

LOCATION: Esthner Ave. & Colorado St.

313.8	S.Y.	8"	Concrete Pavement
50.3	L.F.	Monolithic	Curb
	C.Y.		Excavation
	C.Y.		Compacted Fill
	S.Y.		Manipulation
	Tons		Lime, Cement or Flyash

Bench Mark:  
 R.R. Spike in E. face of Power Pole  
 36' Lt. Sta. 22+35 Elev. 110.77

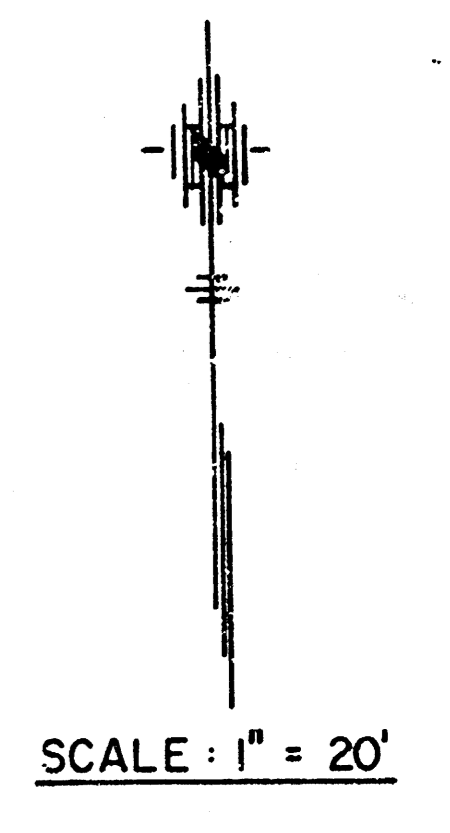
**ESTHNER AVENUE**  
 STREET IMPROVEMENT PLAN  
 Sta. 18+00 to Sta. 24+00

CITY OF WICHITA, KANSAS  
 PROJ. NO. 472-76-245-80806-000-000-001

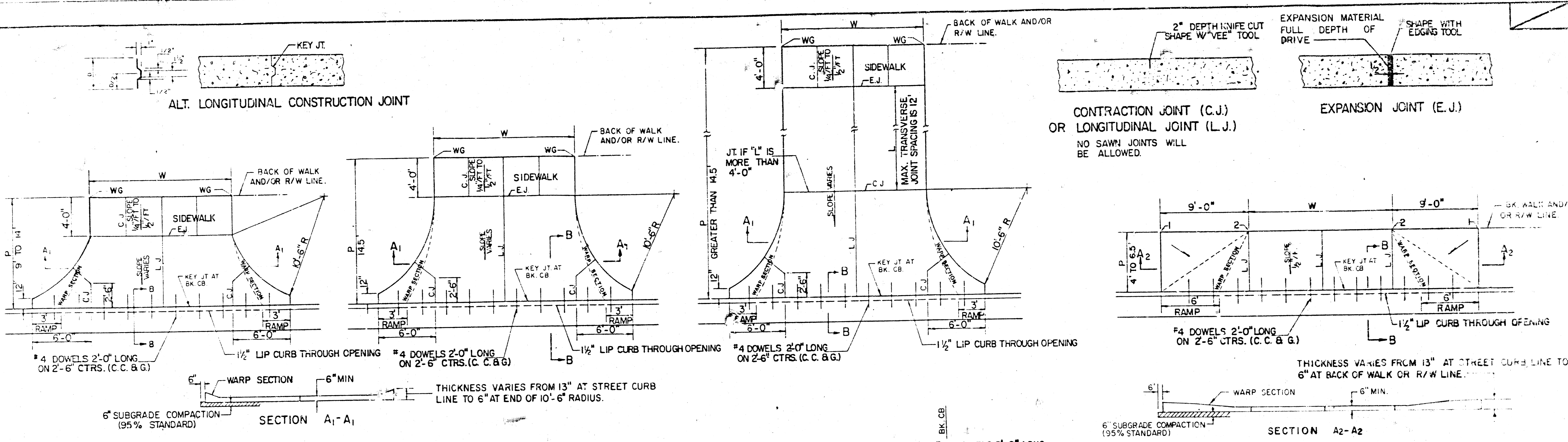
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 Drawn by: JN  
 Checked by:  
 Date: 1986  
 Job no.: 86-206

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Sheet 4 of 12

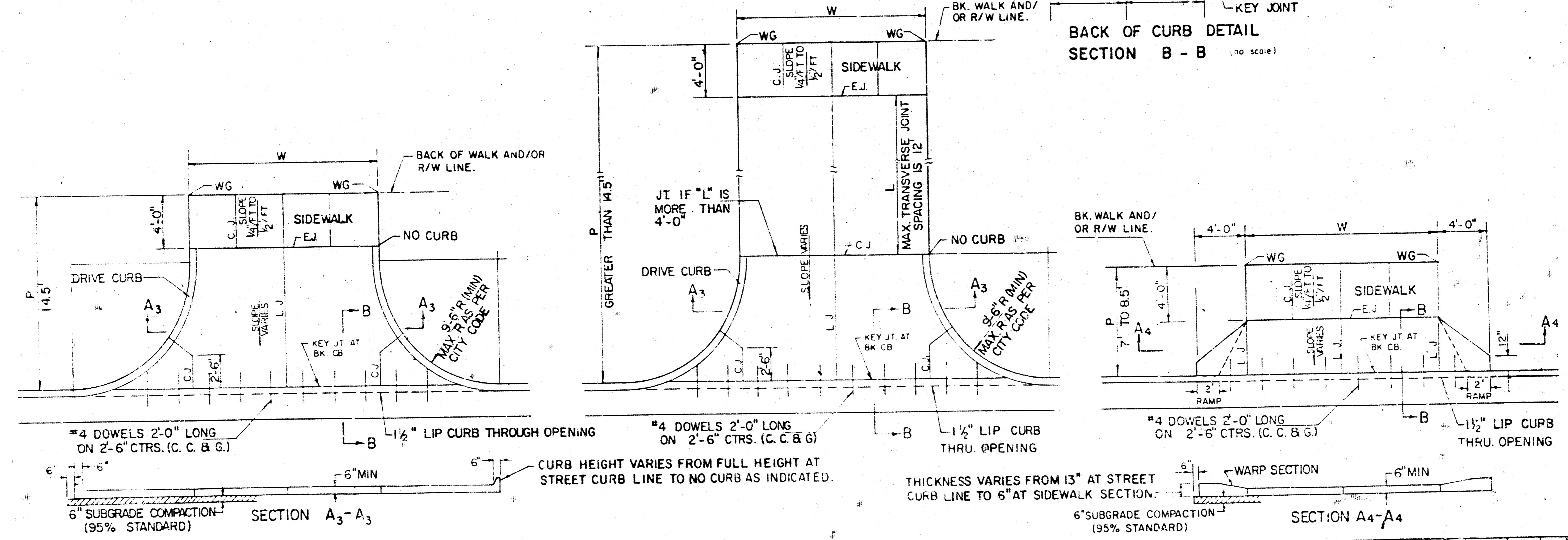






PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35	0.35	0.40	0.45	0.60	0.80	1.35	1.85	2.35	2.85	3.35	3.85	4.35
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35	0.35	0.40	0.45	0.60	0.70	1.04	1.30	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	-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.	-1.5	-1.6	-1.7	-1.7
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-2.5	-2.0	-2.0	-2.0

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

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "L" 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.	-2.6	-2.4	-2.2	-2.0	-1.8	-1.6

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

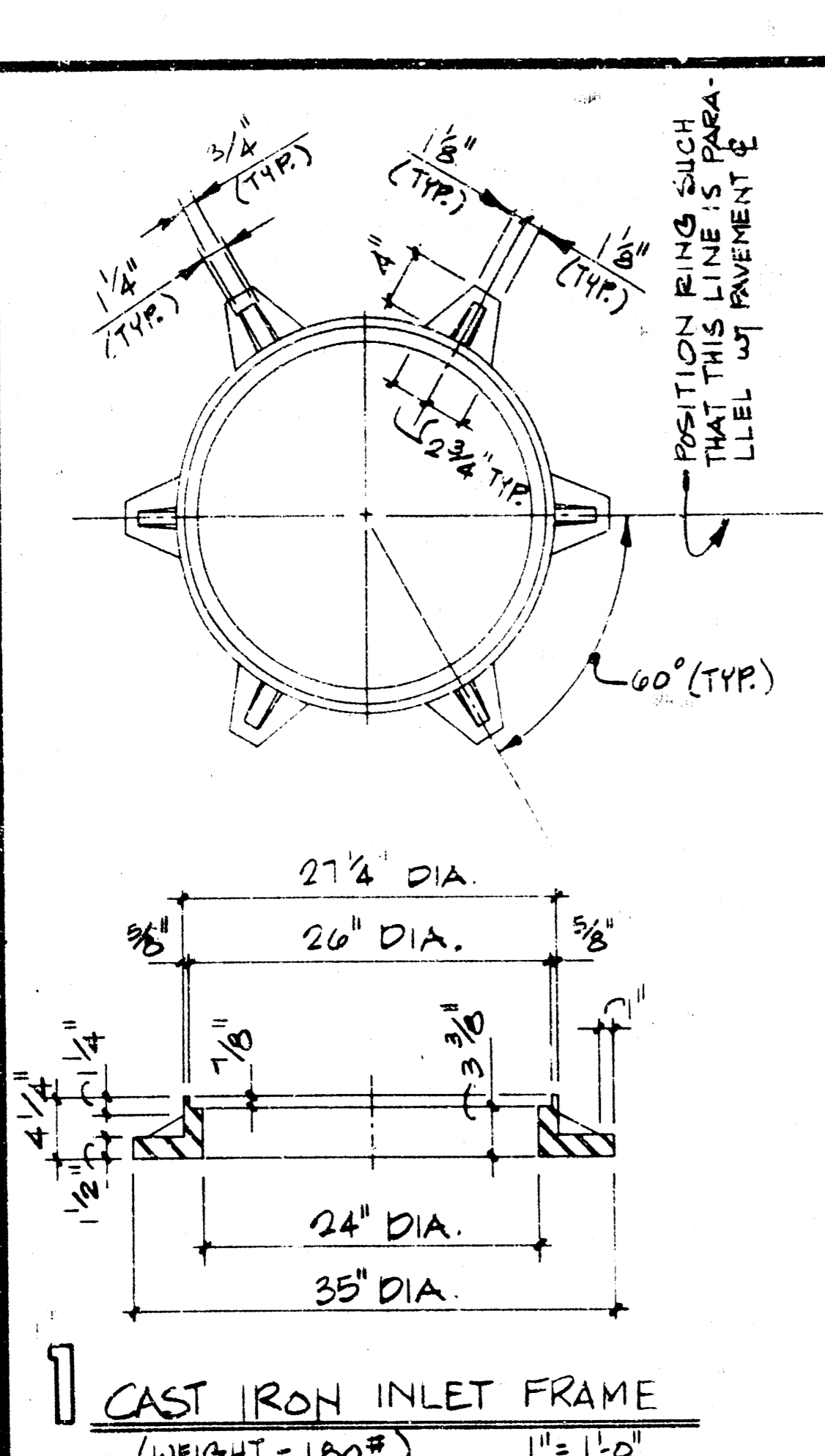
- GENERAL NOTES**
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
  - ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG 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 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.
  - DOSEL 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 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 6"x12" W-88 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENT.
  - OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED WHEREVER THE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES. APPROVED VALUES SHOWN IN THE TABLES ARE BASED ON A FULL-DEPTH HEIGHT ELEVATION OF DRIVE ABOVE THE SUTTER 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  
472-76-245-80806-000-000-001

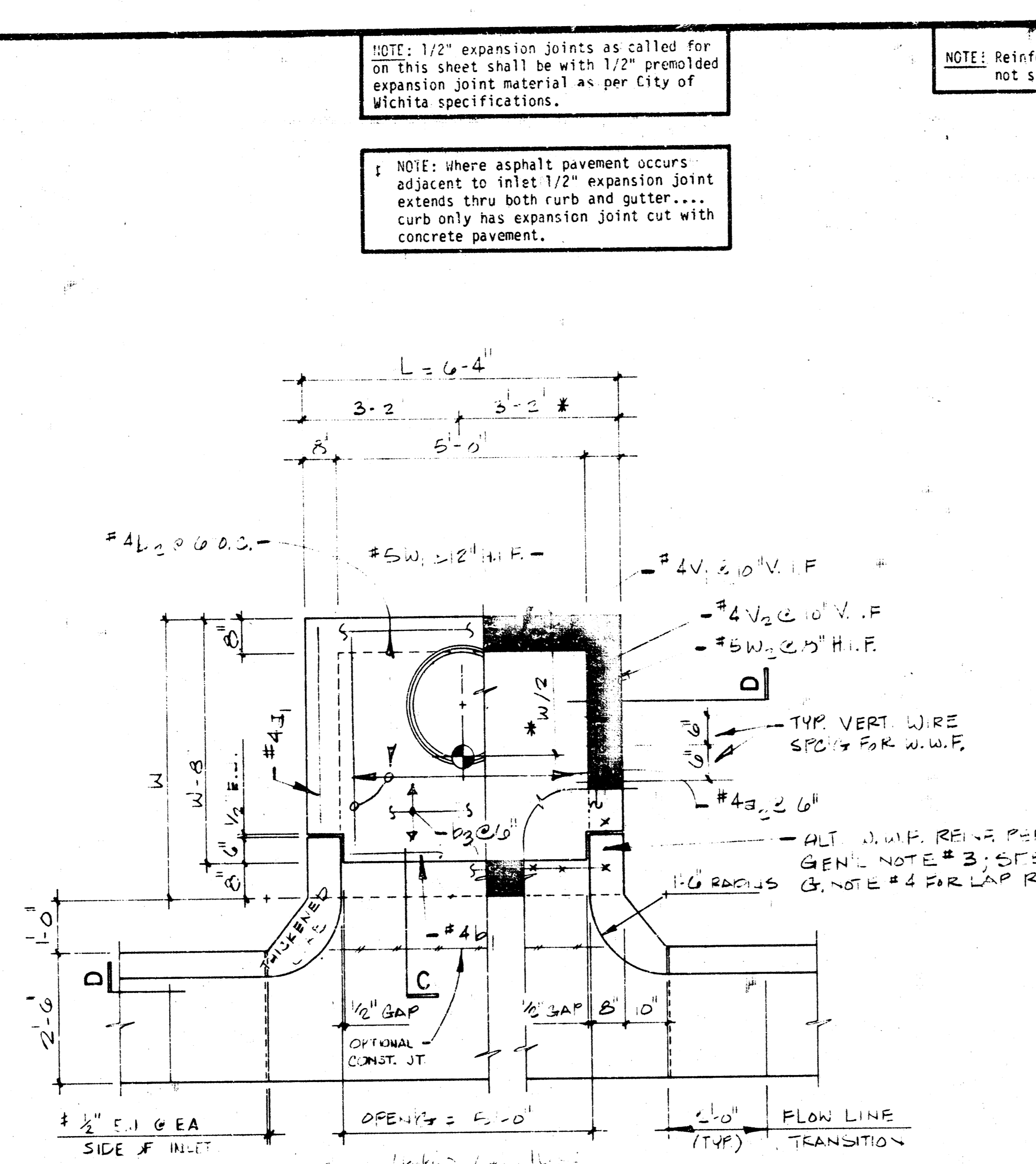
Sheet **6** of 12



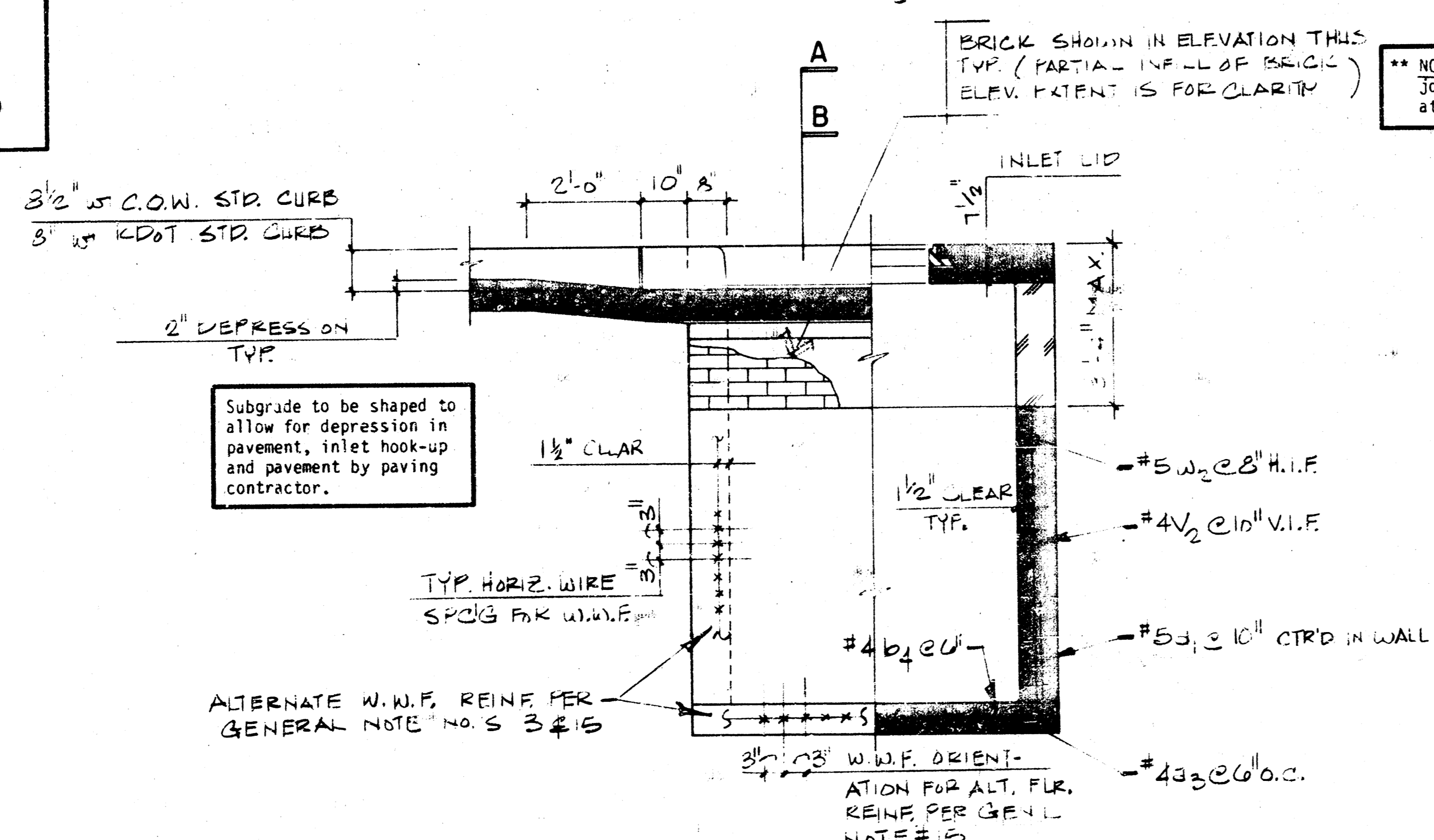
NOTE: THIS POINT LOCATES STATION AND OFFSET CALLED OUT ON PLAN AND PROFILE SHEETS 20 THRU 23.

**REBAR LEGEND**

- F D FOOTING DOHEL
- C B CORNER BAR
- C BOTTOM BAR
- F FOOTING BAR
- H HORIZONTAL
- V VERTICAL
- R REINFORCING
- T TOP BAR
- O F OUTSIDE FACE
- I F INSIDE FACE
- E F EACH FACE
- N F NEAR FACE
- F F FAR FACE
- E W EACH WAY
- U N D UNLESS NOTED OTHERWISE



2 INLET PLAN W/ LID & WALL REIN. 1/2" = 1'-0"

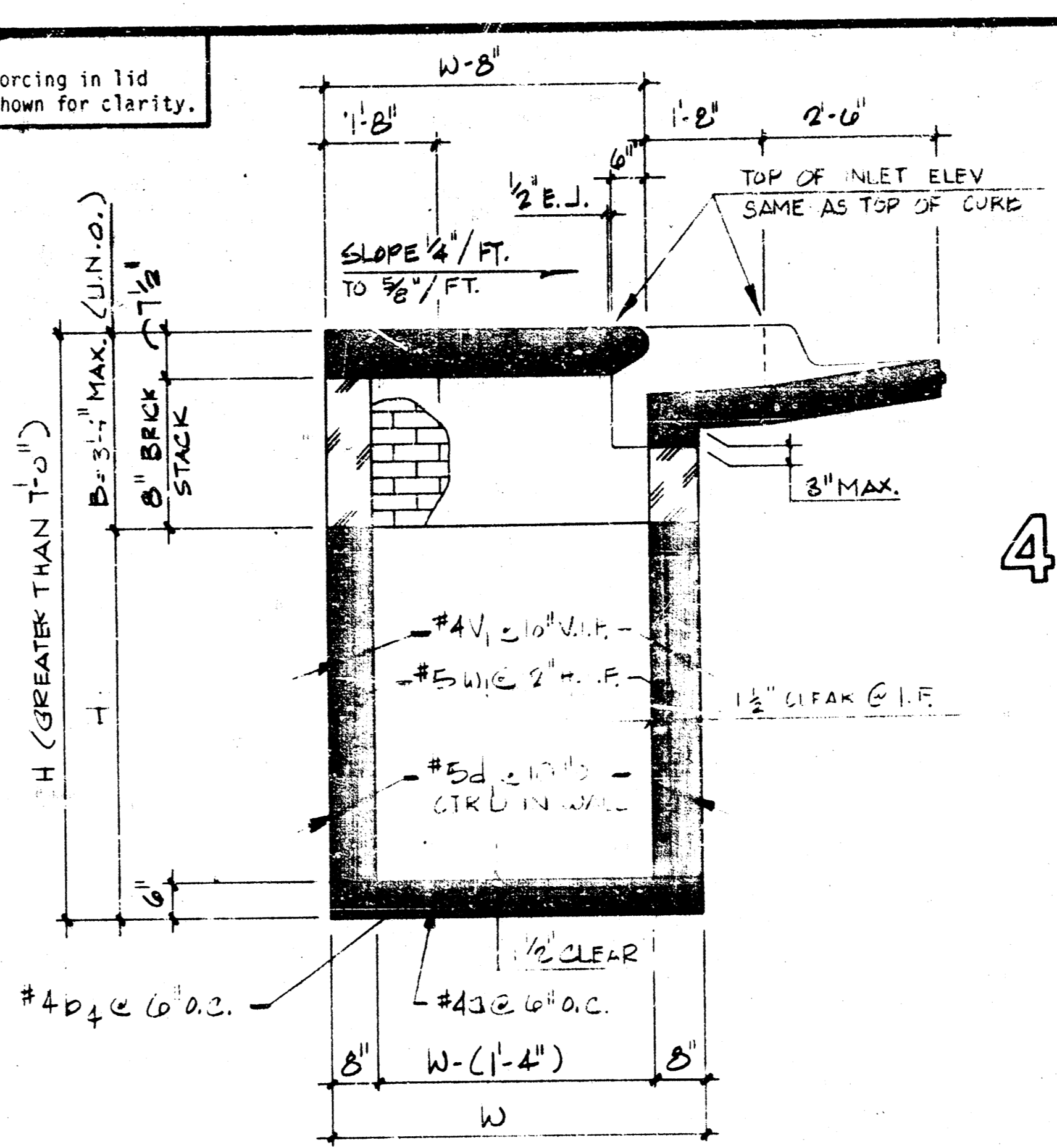


D SECT. THRU INLET AND CURB & GUTTER CONSTRUCTION (TYP. & ALT. W.W.F. END WALL REIN. SHOWN) 1/2" = 1'-0"

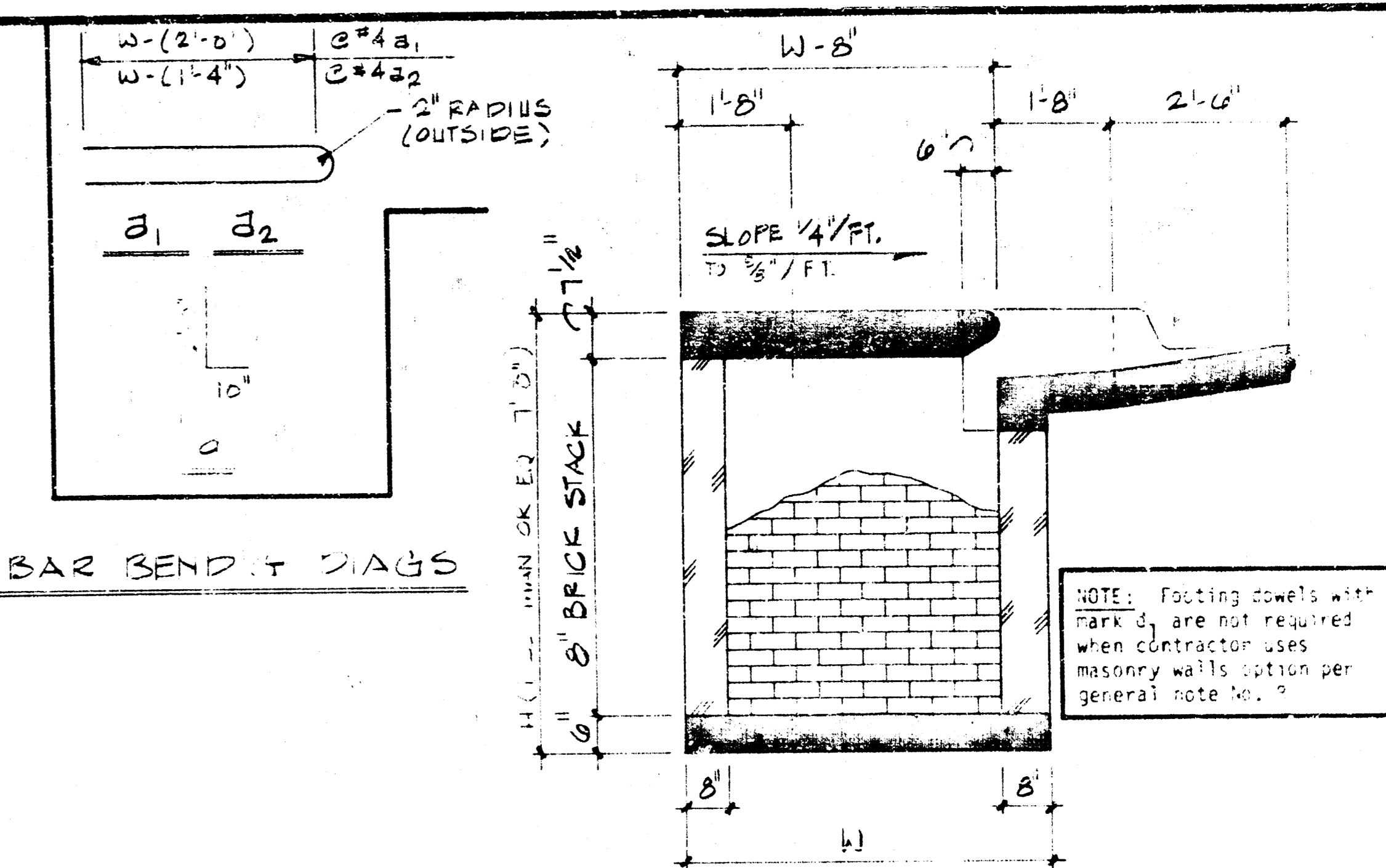
NOTE: 1/2" expansion joints as called for on this sheet shall be with 1/2" premolded expansion joint material as per City of Wichita specifications.

NOTE: Where asphalt pavement occurs adjacent to inlet 1/2" expansion joint extends thru both curb and gutter.... curb only has expansion joint cut with concrete pavement.

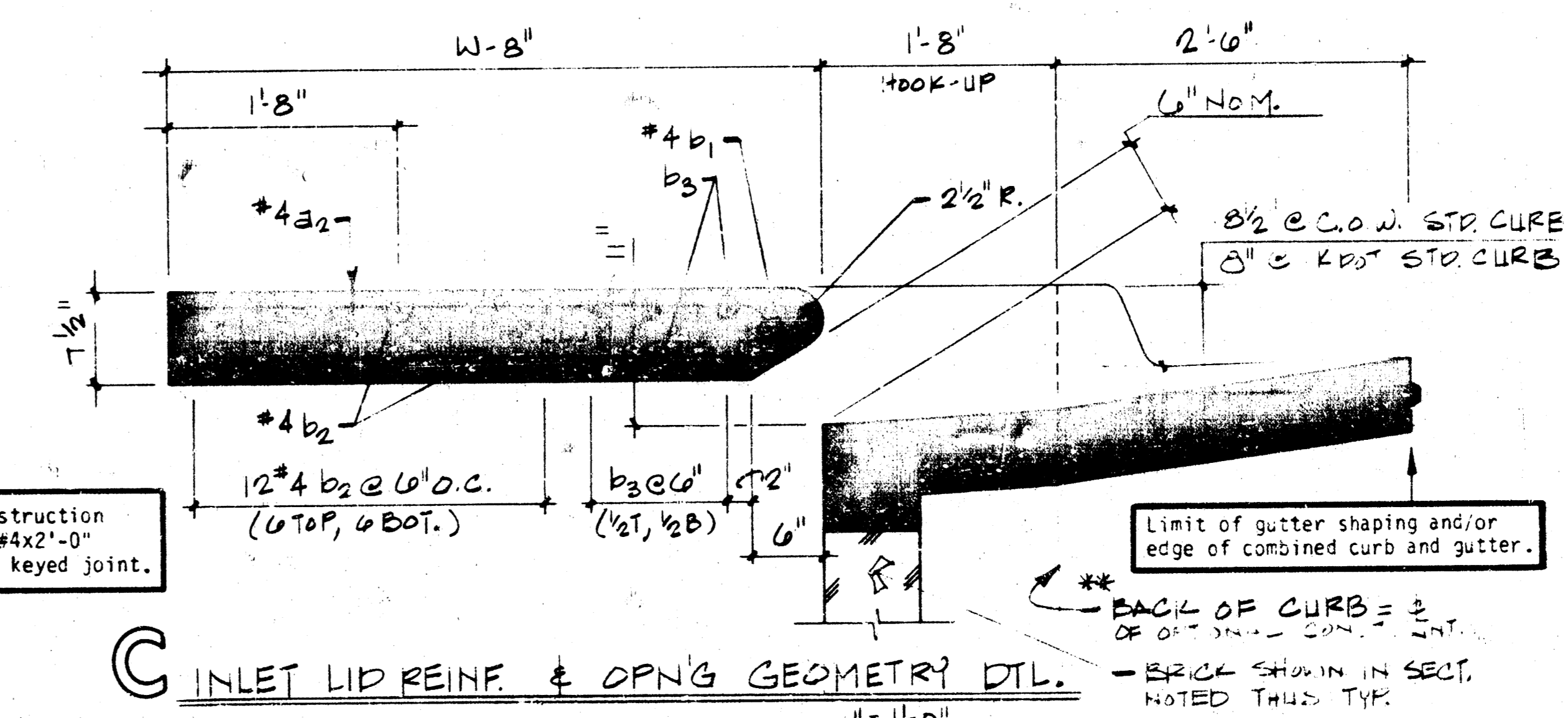
NOTE: Reinforcing in lid not shown for clarity.



A TYP. INLET SECT. W/ CONC. WALLS 1/2" = 1'-0"



B TYP. INLET SECT. W/ EXT. MASONRY WALLS (ALT. PER GEN'L NOTE # 3) 1/2" = 1'-0"



C INLET LID REIN. & OPNG GEOMETRY DTL. 1/2" = 1'-0"

SLAB & FLOOR REIN.									
MARK	SIZE	W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
		NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
a1	# 4	2	7 - 2	2	9 - 2	2	11 - 2	2	13 - 2
a2	# 4	11	8 - 6	11	10 - 6	11	12 - 6	11	14 - 6
a3	# 4	13	4 - 10	13	5 - 10	13	6 - 10	13	7 - 10
b1	# 4	1	4 - 8	1	4 - 8	1	4 - 8	1	4 - 8
b2	# 4	12	6 - 0	12	6 - 0	12	6 - 0	12	6 - 0
b3	# 4	6 # 6	6 - 0	8 # 5	6 - 0	10 # 4	6 - 0	12 # 4	6 - 0
b4	# 4	11	5 - 10	13	5 - 10	15	5 - 10	17	5 - 10

Wall Reinforcing									
MARK	SIZE	W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
		NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
v1	# 4	28	1	28	1	28	1	28	1
v2	# 4	12	3 - 0	14	3 - 0	16	3 - 0	18	3 - 0
w1	# 5	40	2 - 10	42	2 - 10	44	2 - 10	46	2 - 10
w2	# 5	40	2 - 10	42	2 - 10	44	2 - 10	46	2 - 10

3 INLET REINFORCING SCHEDULE

- GENERAL NOTES**
- Concrete shall be City of Wichita standard paving mix, proportioned and mixed per Pages 21 and 22 of City of Wichita's "Concrete Paving" specification.
  - All reinforcing to meet ASTM A615-60,200, welded wire fabric shall meet ASTM A185.
  - Reinforcement of the inlet walls may, at the Contractor's option, be woven with wire fabric. Such welded wire fabric inlet wall reinforcing shall be 1/2" x 1/2" x 16'-0" long x 2'-0" wide flat sheets. Approximately 232 lbs./100 sq. ft. or 2347 sheet.
  - Welded wire fabric splices shall be made with a minimum of 3 wire spacing lap (i.e. 18" horizontal, 9" vertical lap lengths).
  - Concrete protection for reinforcing 1-1/2" unless noted otherwise.
  - All concrete exposed edges shall be finished with an edging tool.
  - Floors of inlets shall be staped with 2 sack sand mix concrete to increase hydraulic efficiency such that the inlet will be self-clearing between all inlet and/or outfall pipe(s).
  - The Contractor shall construct 8" brick masonry walls between the concrete inlet base and the top on this inlet when 17'-0" or less and 16'-4" or less.
  - Concrete inlet tops to be installed on thin mortar cushion to insure full support along walls.
  - See Sheet No. 7 for standard City of Wichita manhole cover.
  - Reinforcing bars shall be field cut or bent to clear pipes and inlet frame.
  - If dimension on any inlet built in compliance with this detail sheet shall not exceed 13'-0", where 13'-0" dimension shall not exceed 14'-0".
  - Contractor shall trim off all pipes, entering inlets at a skew, flush with the inside face of the inlet walls. Workmanship of such pipe cuts shall be accomplished in a manner that is satisfactory to the field engineer.
  - Reinforcement of the inlet floor may, at Contractor's option, be with woven wire fabric per general note No. 3 providing orientation of wire spacing is as shown in detail "B" of this sheet.
  - Inlet or outlet pipes aligned perpendicular (more or less) to the adjacent pavement centerline shall be centered on manhole openings.
  - Curb and gutter construction necessary to connect setback inlet to pavement will be paid for at the unit price bid for each inlet hookup.

**TYPE IA CURB INLET**  
INLET OPENING: 6" x 5'-0"

PRGJ NO. 472-76-245-80806-000-000-001

Van Doren Hazard Stallings  
Architects - Engineers - Planners  
Topeka - Wichita - Minneapolis - Kansas City

Design  
Drawn by  
Checked by  
Date 1986  
Job No. 86-206  
Sheet 7 of 12

# MANHOLE FRAME AND COVER DETAIL

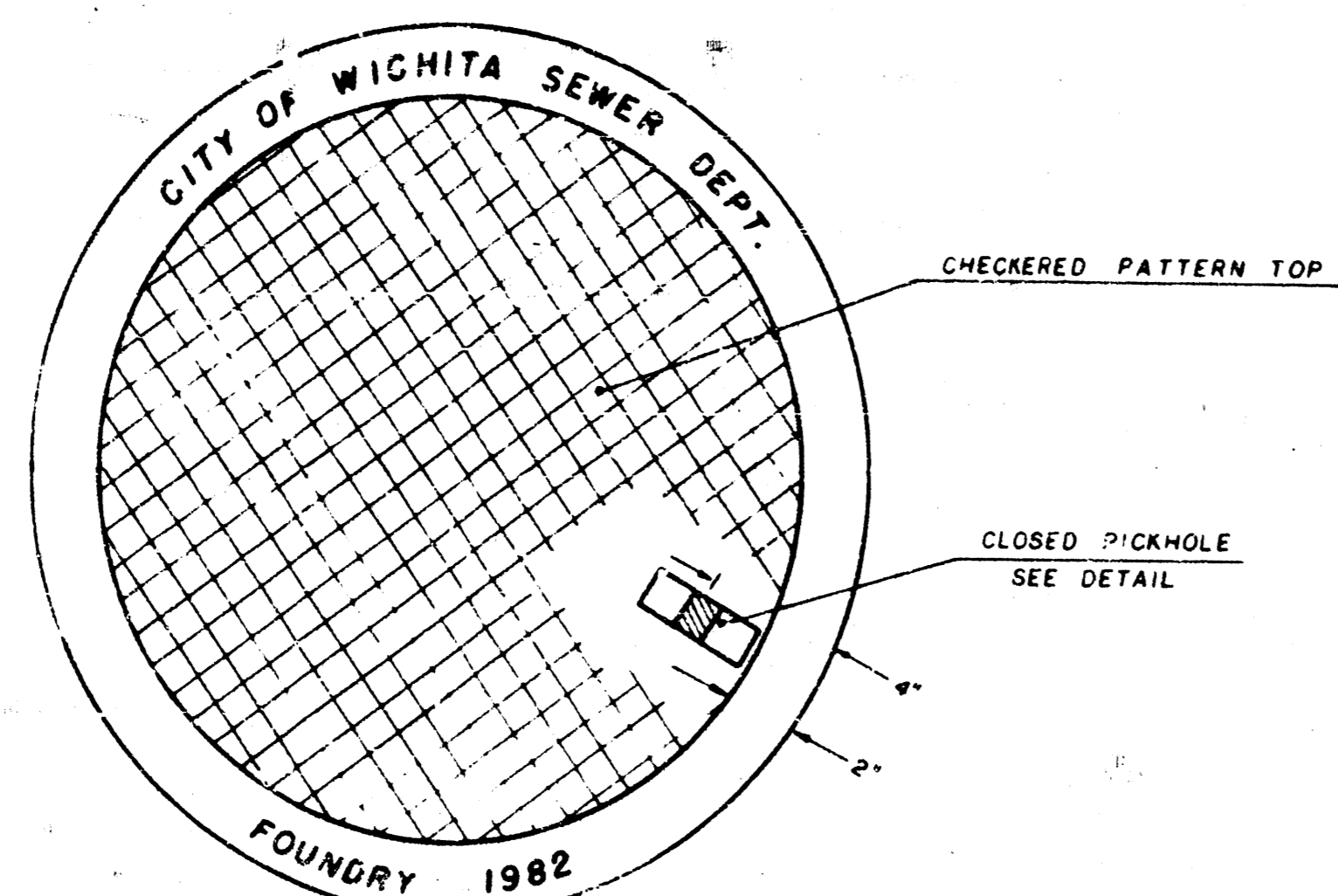
ADOPTED AS STANDARD DESIGN

BY

City of Wichita, Kansas

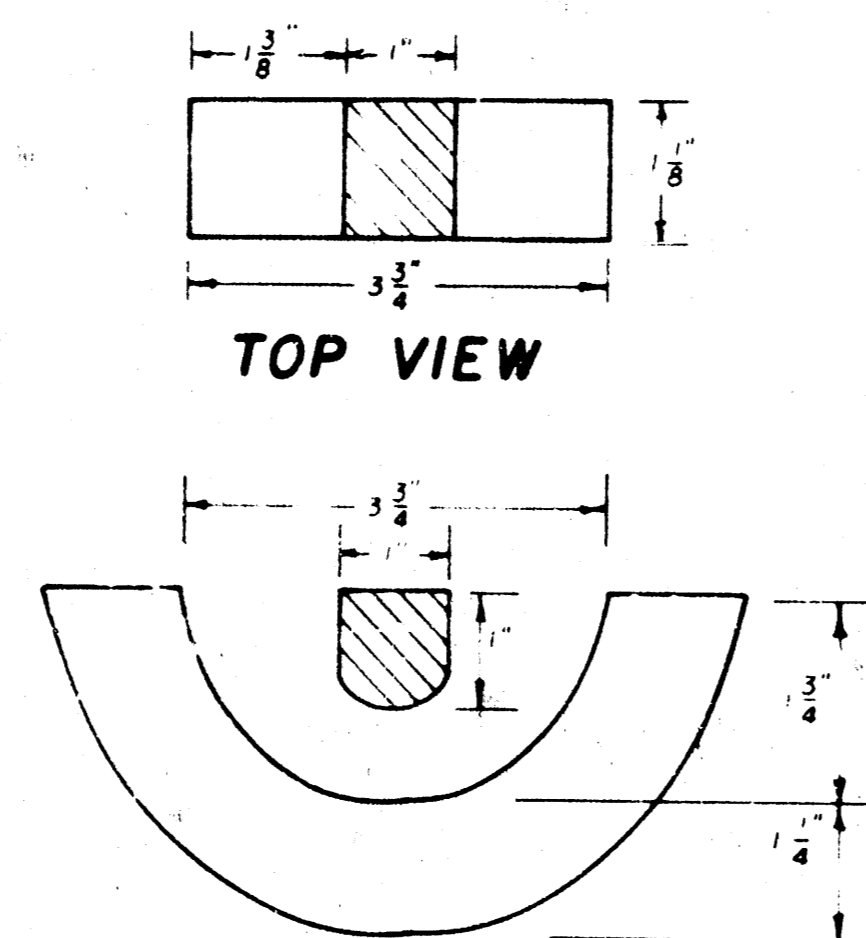
## MANHOLE COVER

Weight: 180 Lbs.

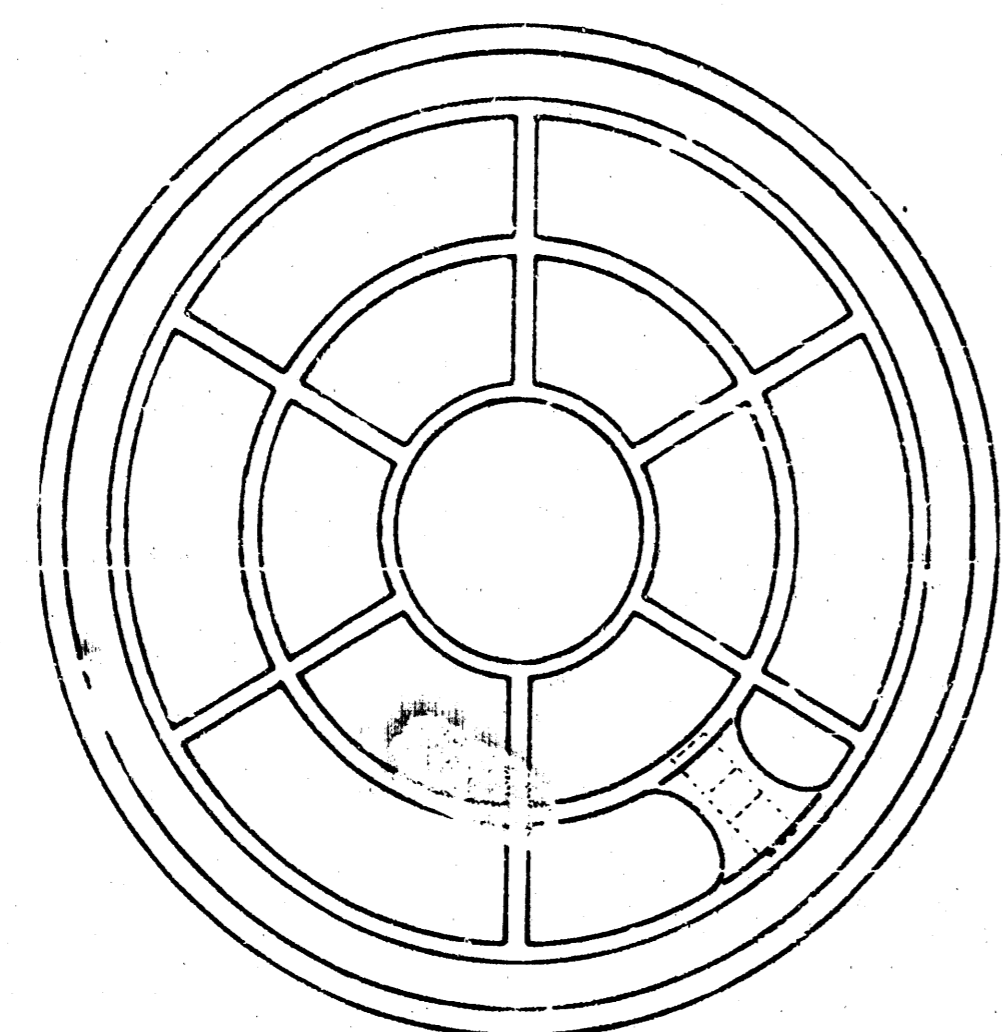


TOP VIEW

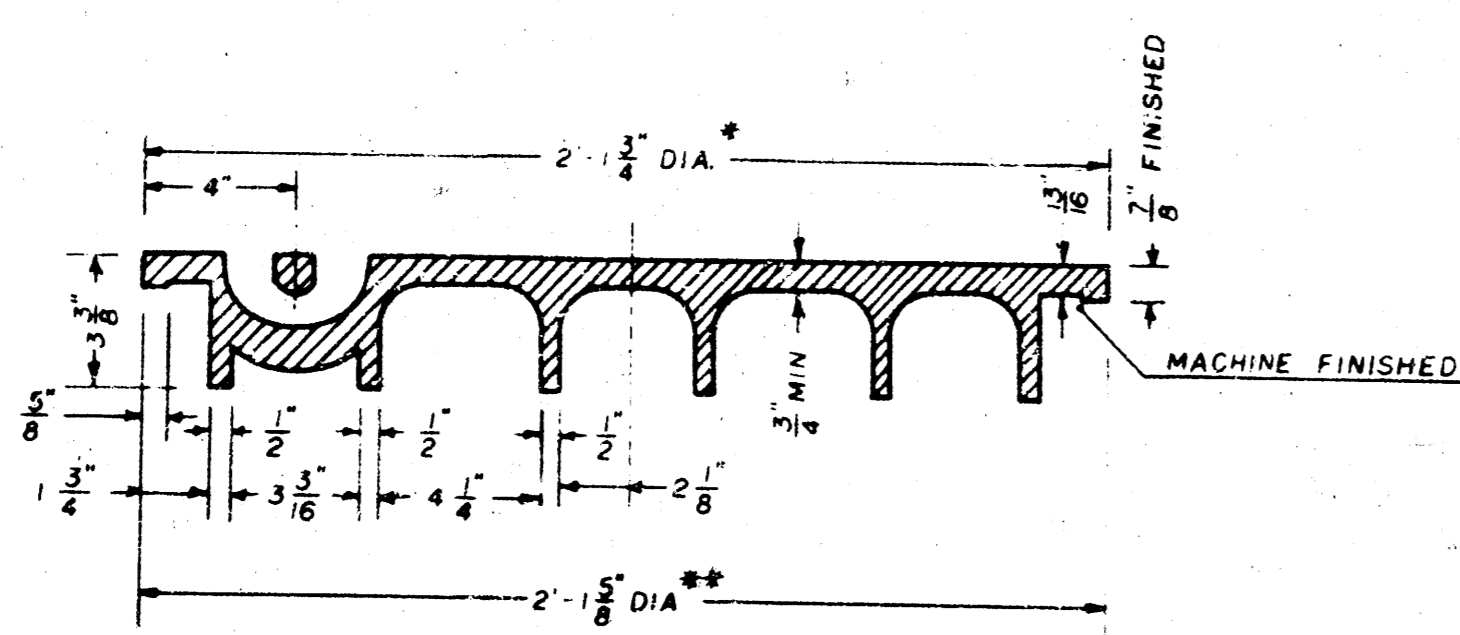
## PICKHOLE DETAIL



SECTION VIEW



BOTTOM VIEW

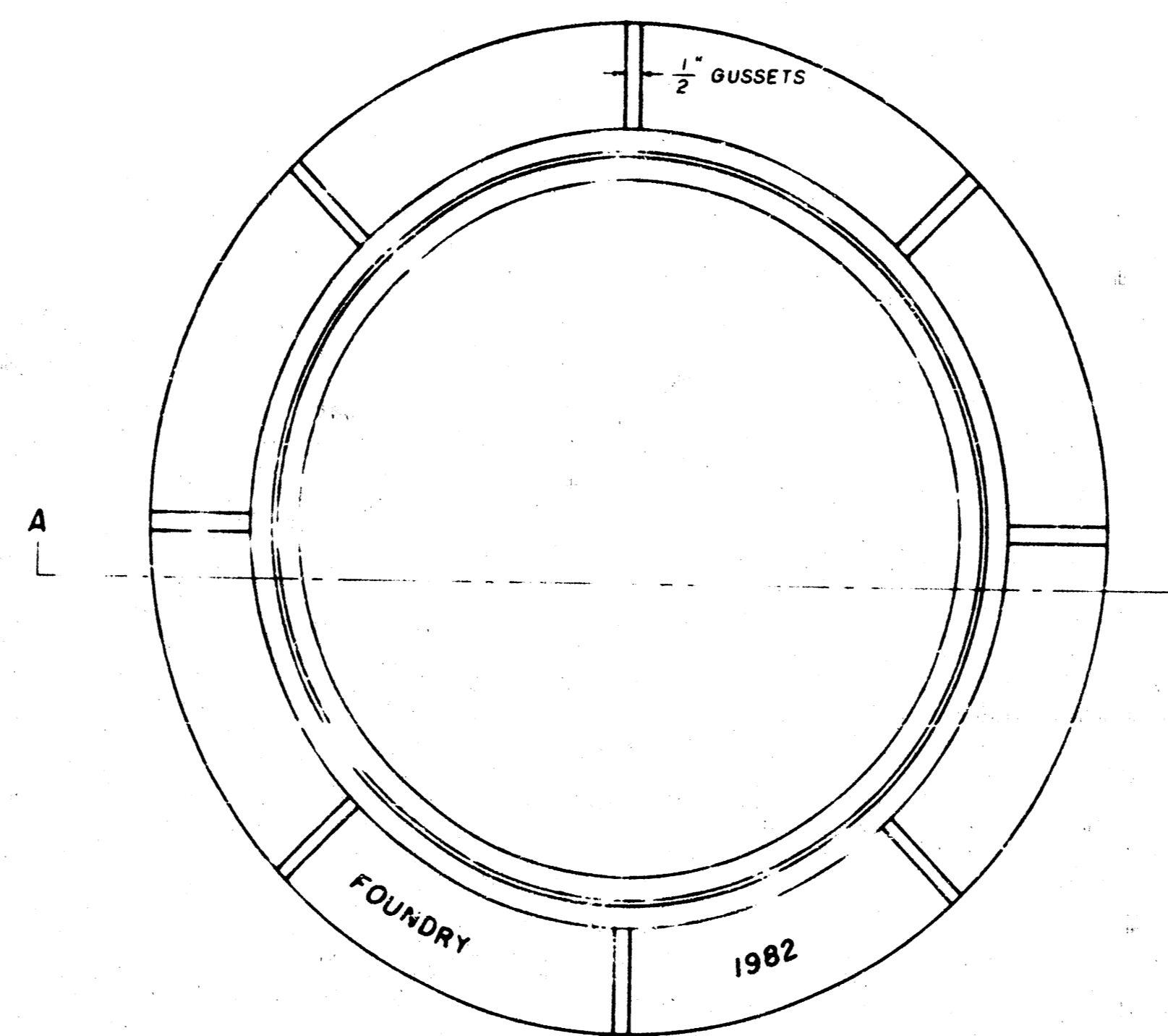


SECTION VIEW

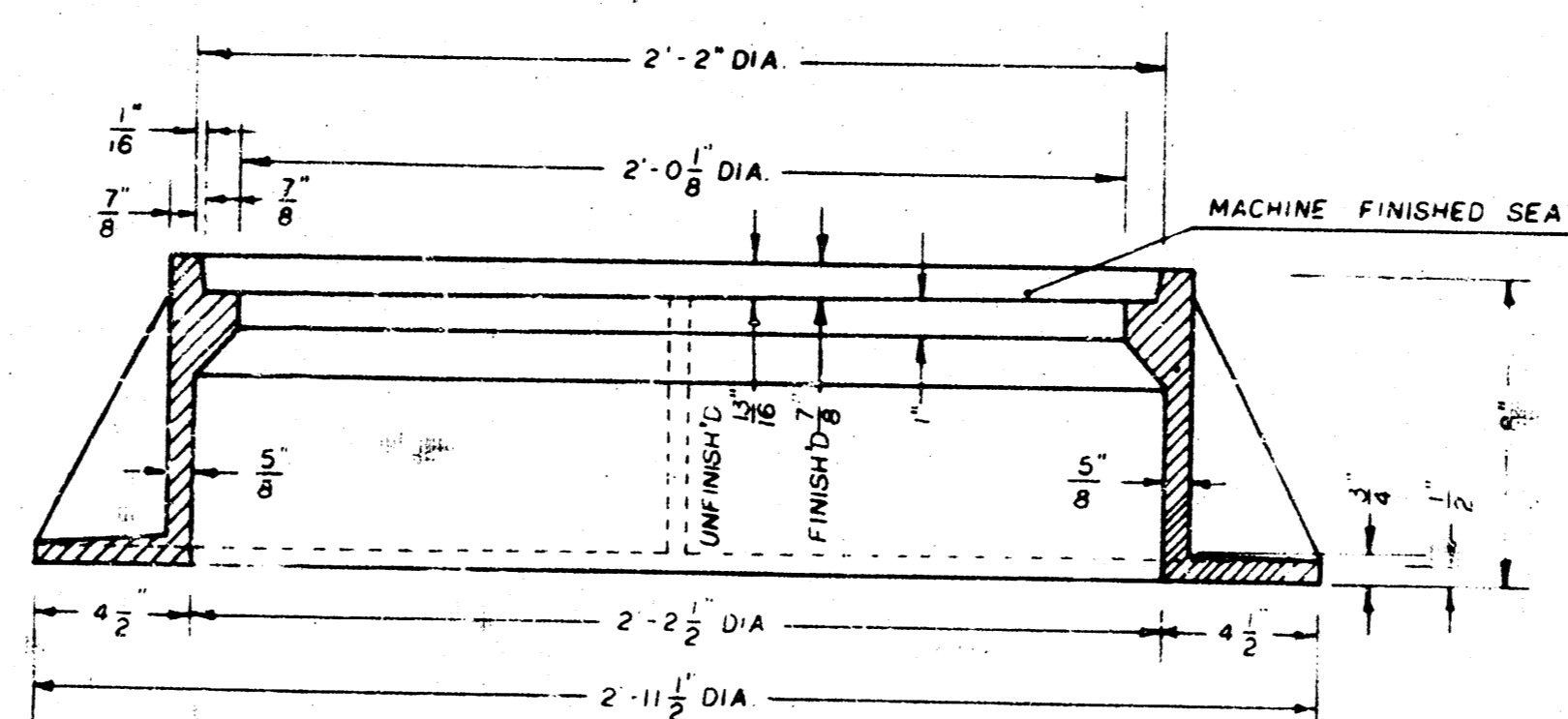
\* OUTSIDE DIA. TOP OF COVER  
\*\* OUTSIDE DIA. BOTTOM OF COVER

## MANHOLE FRAME

Weight: 240 Lbs.



TOP VIEW



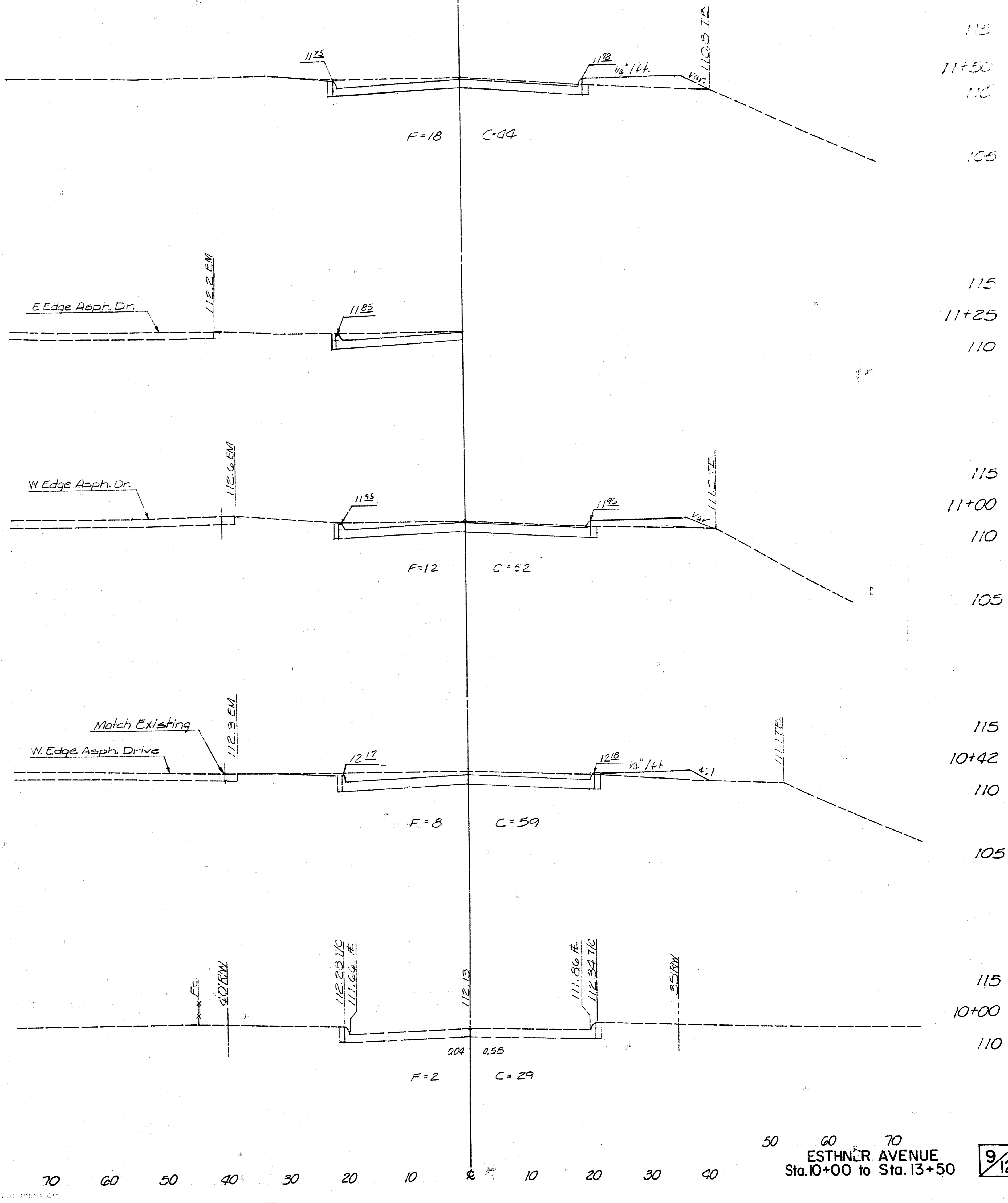
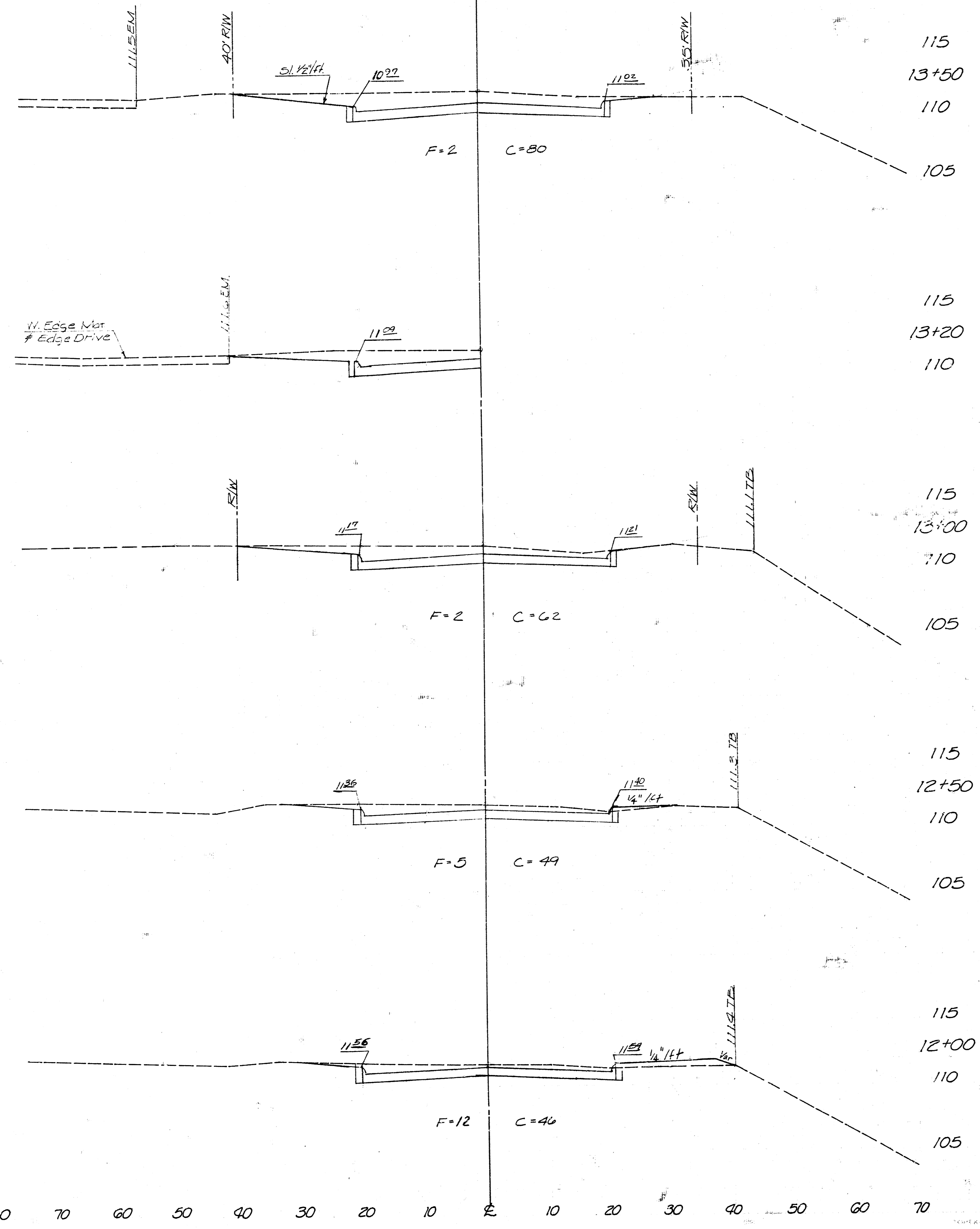
SECTION A-A

### GENERAL NOTES

1. MANHOLE CASTINGS SHALL BE MANUFACTURED USING GOOD QUALITY GRAY IRON CONFORMING TO CLASS 30 OF A.S.T.M. DESIGNATION A-18. 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 BLAGHOLES, 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.

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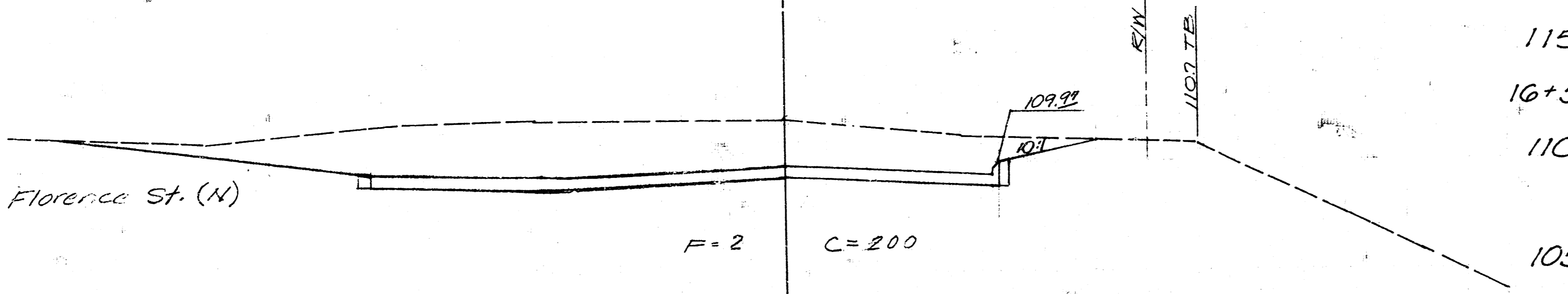
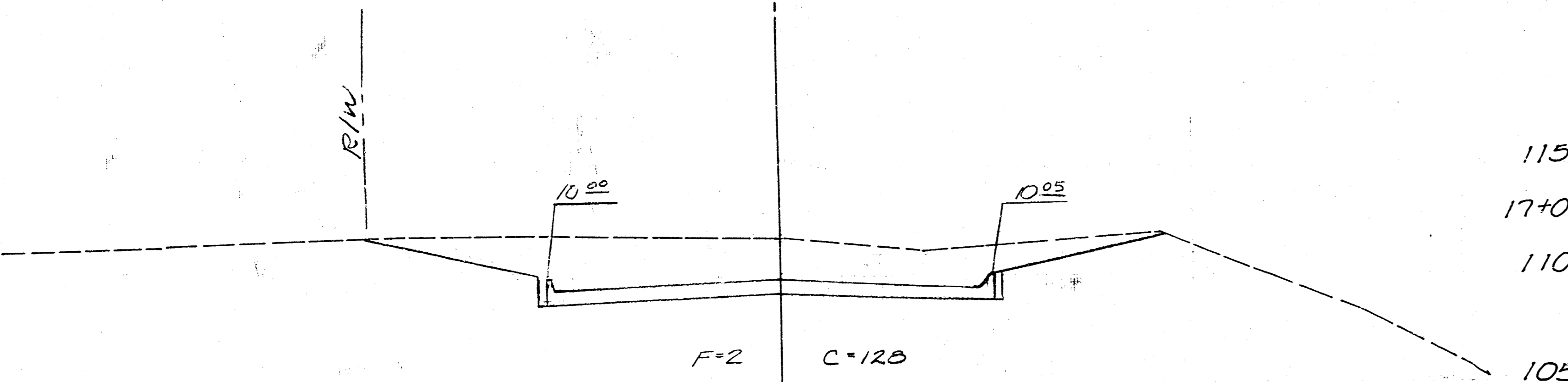
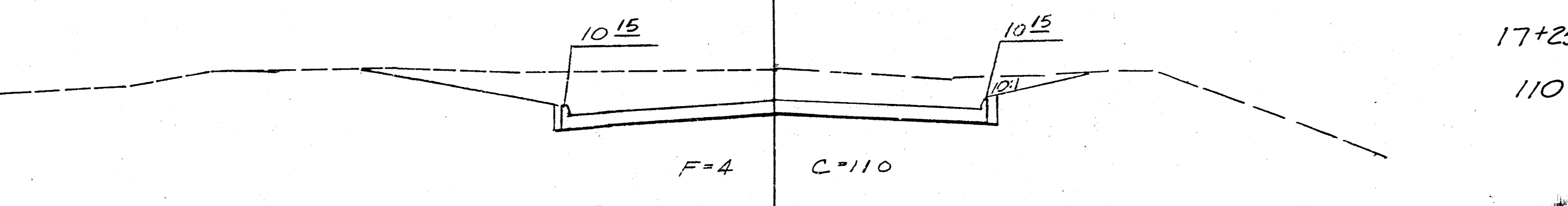
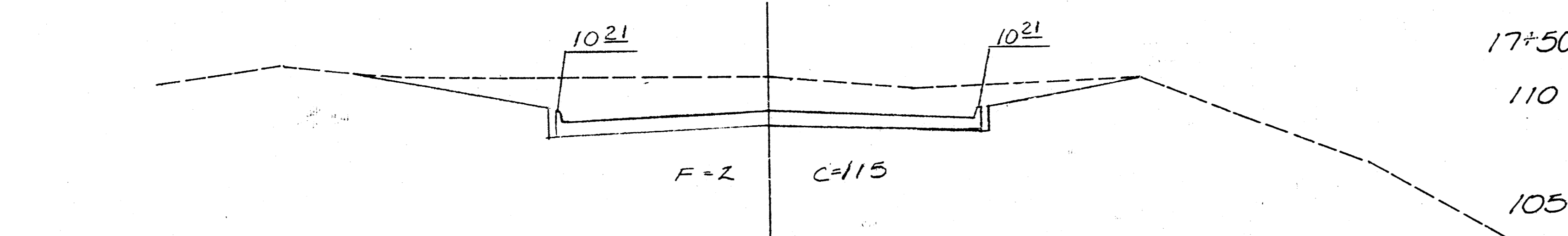
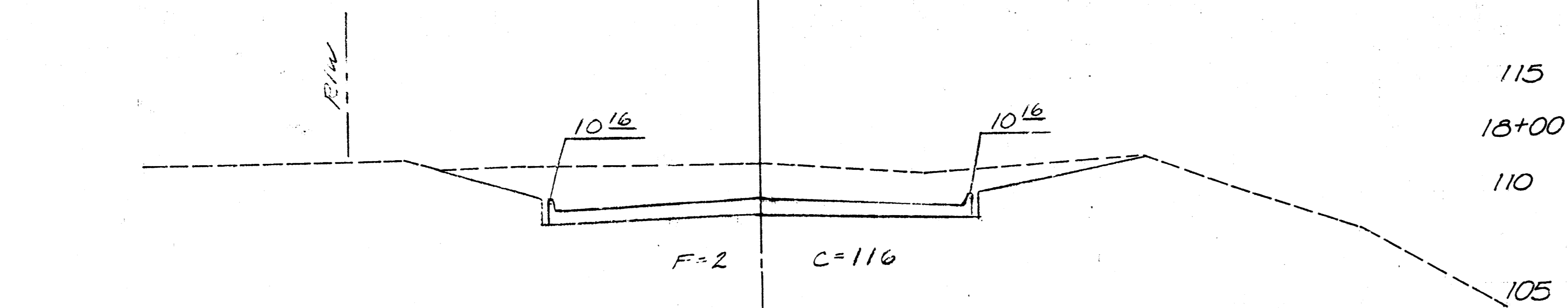
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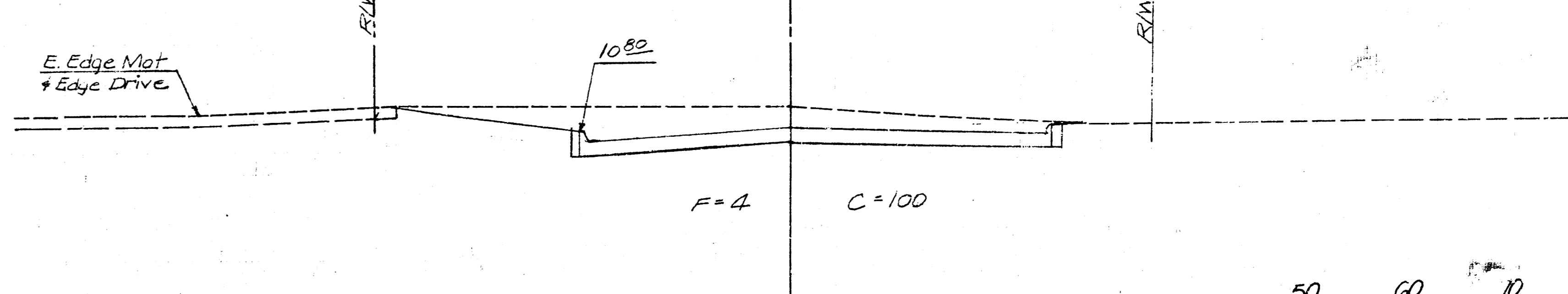
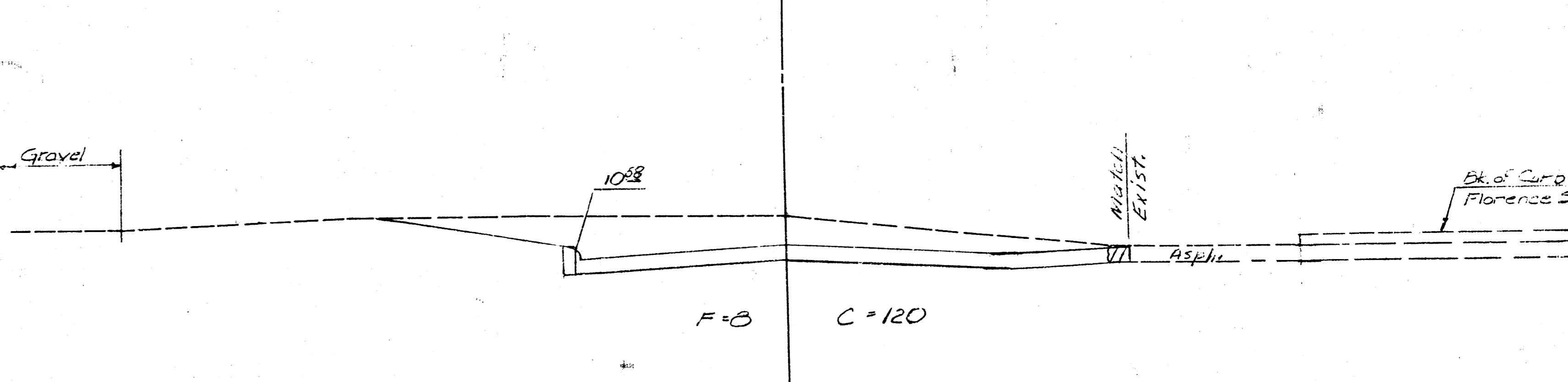
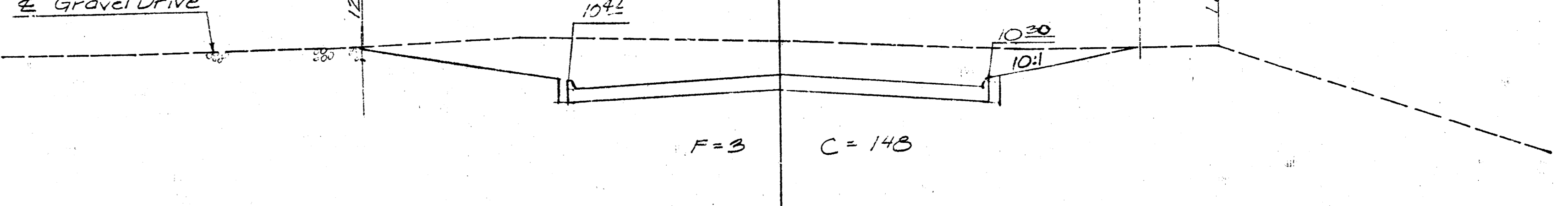
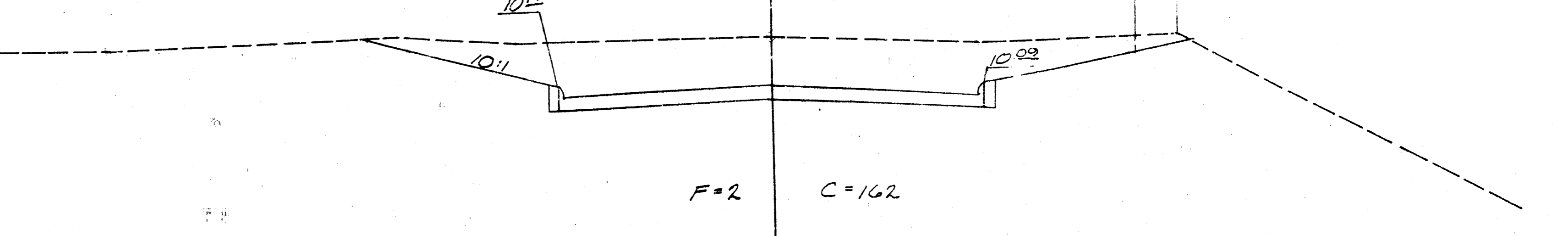
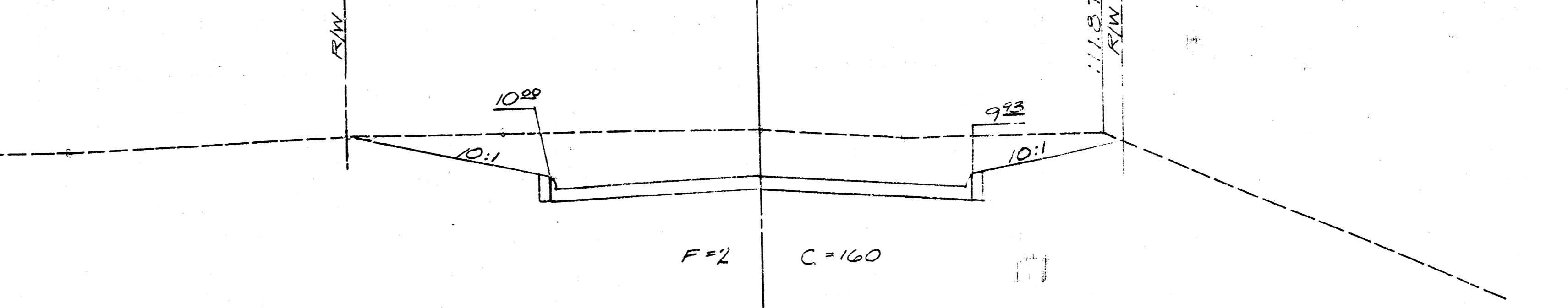
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Florence St. (N)

Gravel Drive

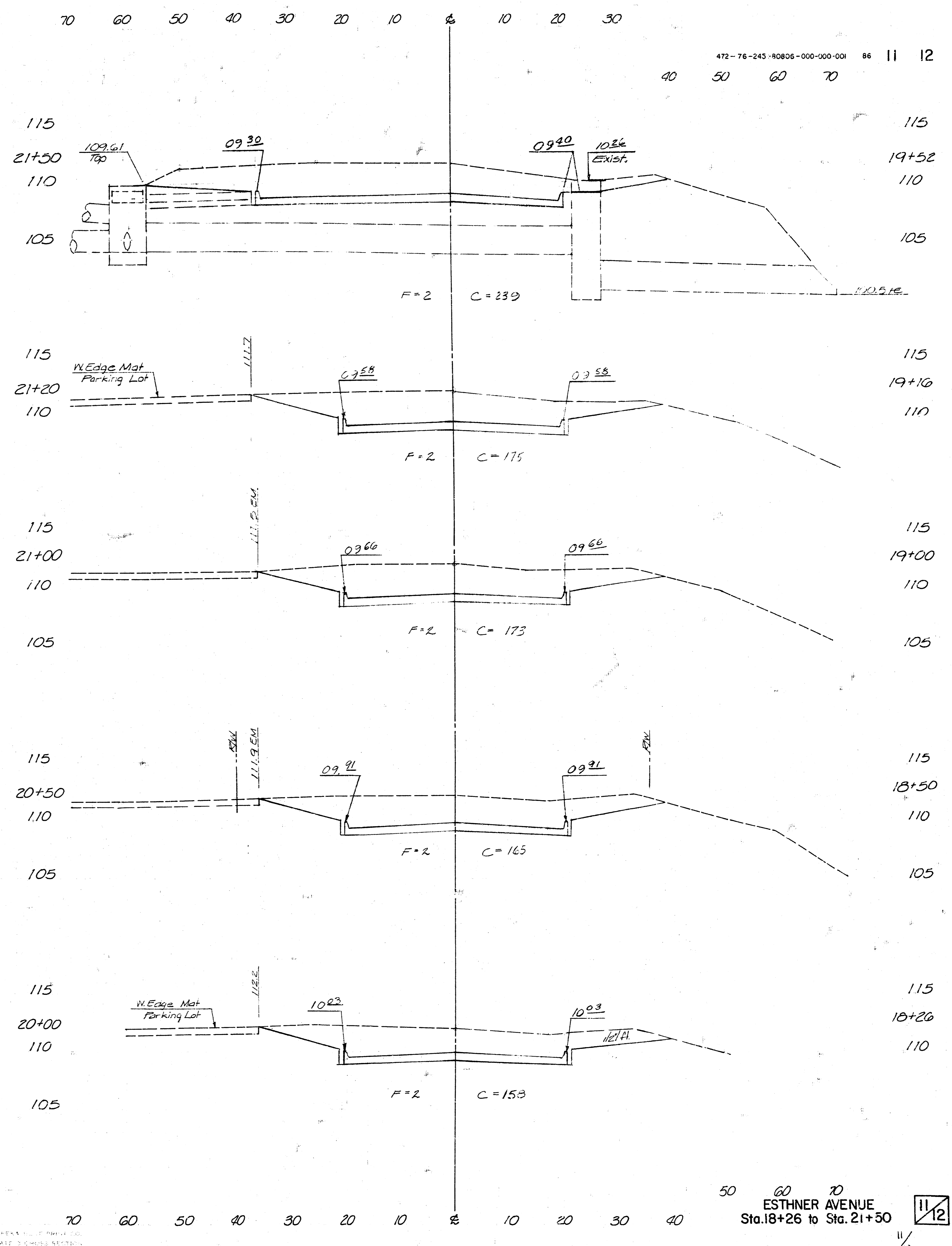
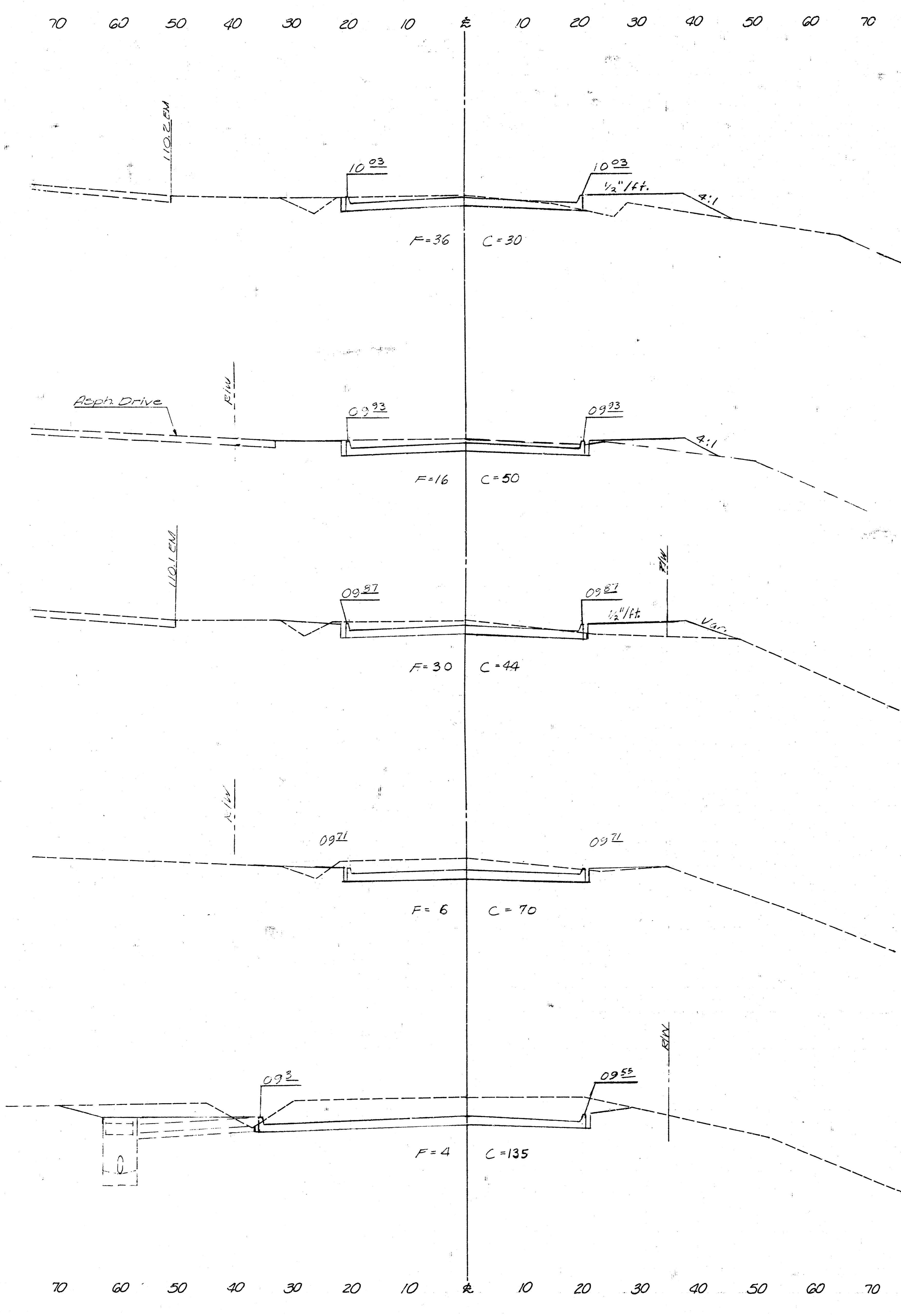
Gravel

E Edge Mat + Edge Drive

ESTHNER AVENUE  
Sta. 13+95 to Sta. 18+00

10/12

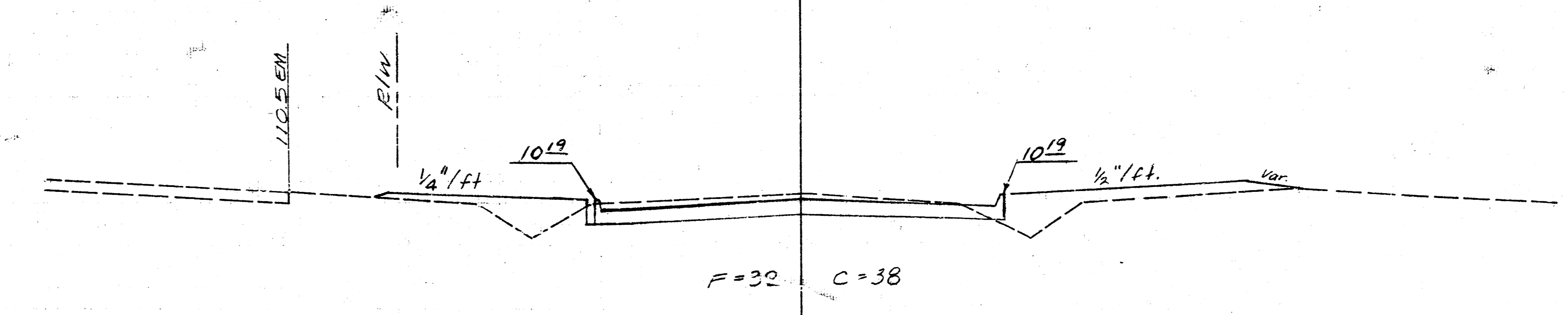
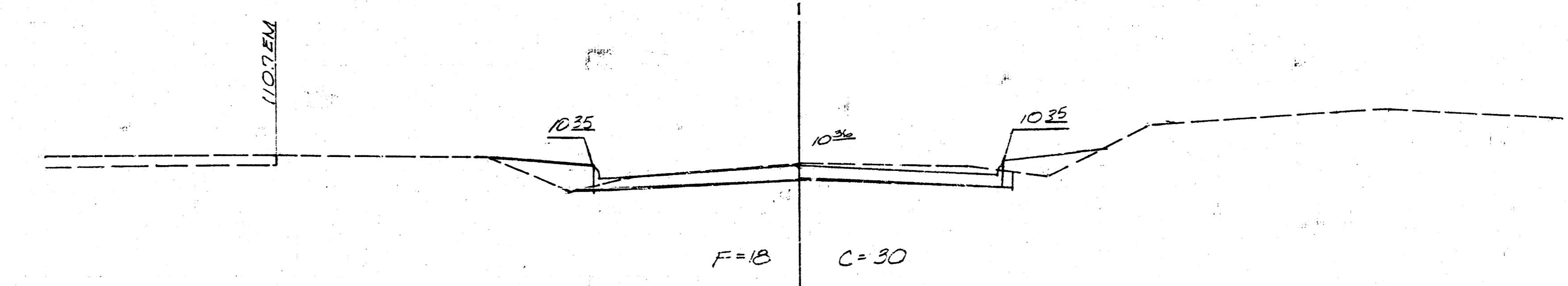
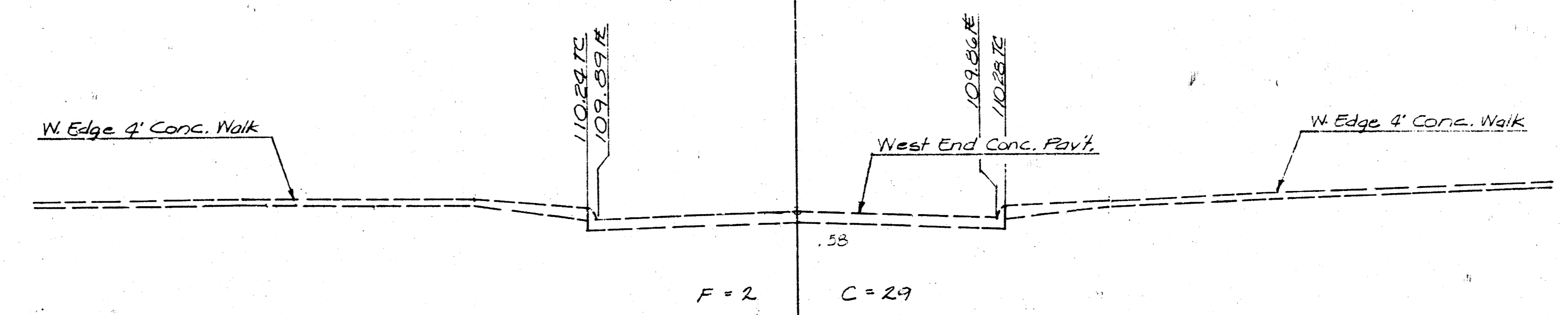
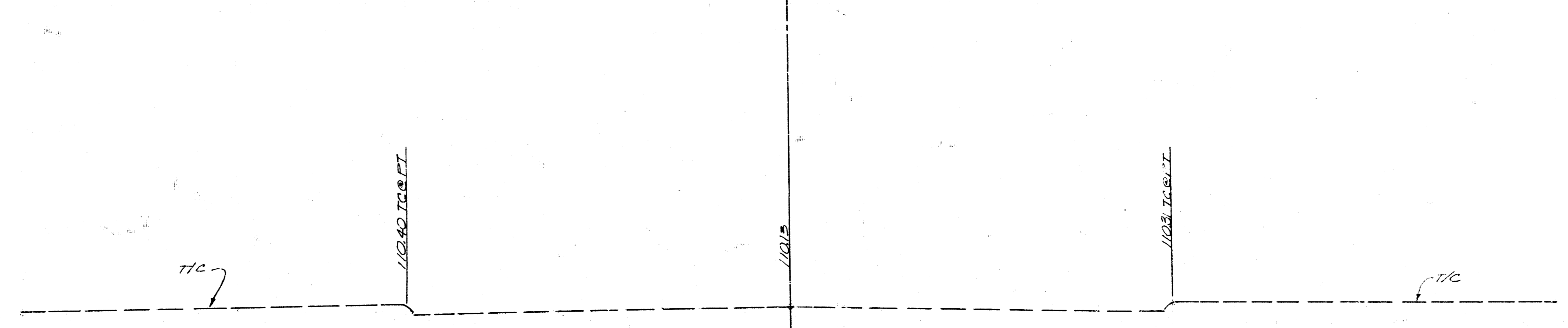
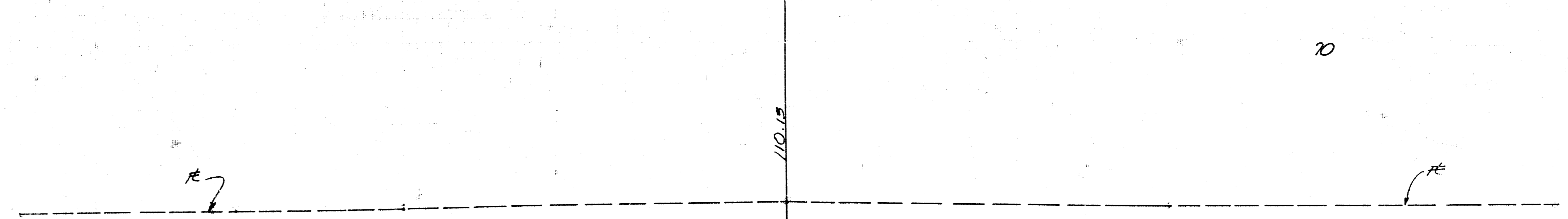
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40 50 60 70

50 60 70  
ESTHNER AVENUE  
Sta. 18+26 to Sta. 21+50  
11/12

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60



100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60

ESTHNER AVENUE  
Sta. 22+00 to Sta. 22+91.5  
12/12

115  
22+90.75  
110

115  
22+64.49  
110

115  
22+50  
110

115  
22+00  
110

105

10

8

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