

ARKANSAS AVENUE

LEFT TURN LANES AT 21ST and 25TH
STREETS NORTH.

GENERAL NOTES

Utility service lines, poles, valve boxes, meters, etc. 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. 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 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. Sawed 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 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.

PROJECT No. 472-76-245-81837-000-000-001
INDEX No. 606129

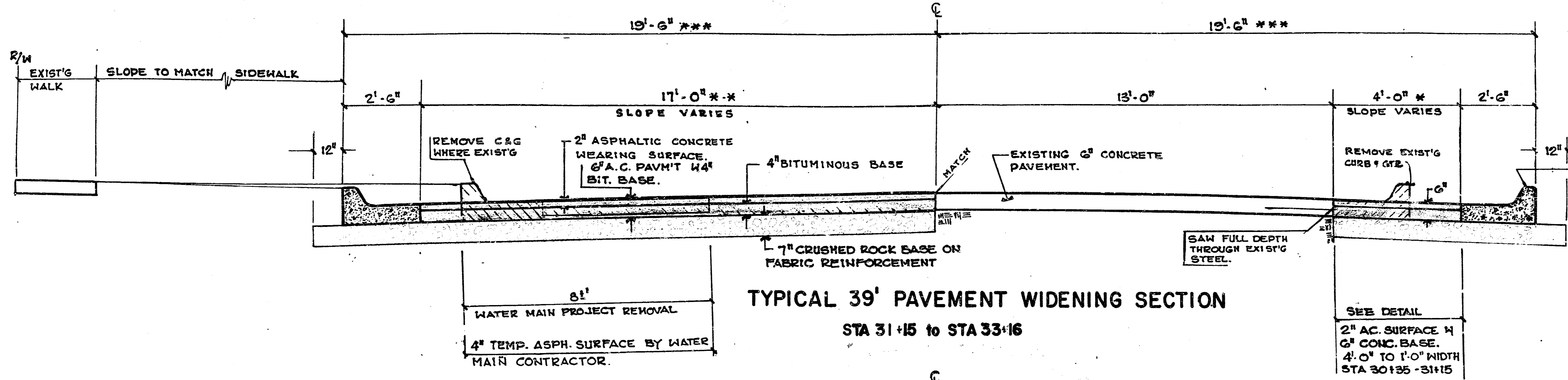
CITY OF WICHITA, KANSAS
M.E. LINDEBAK - CITY ENGINEER

INDEX of SHEETS

<u>Sheet No.</u>	<u>Description</u>
1	TITLE SHEET
2	PAVEMENT WIDENING (TYP. SECTION)
3	PAVING PLAN 21ST & ARKANSAS
4	PAVING PLAN 25TH & ARKANSAS
5 & 6	CROSS SECTIONS (Information Only)
7	DETAIL STD. DRIVE ENTRANCES
8	INCIDENTAL DRAINAGE PLAN
9	STD. TYPE II CURB INLET
10	STD. SPECIAL SHALLOW TYPE "B" MANHOLE
11 & 12	MARKING PLAN (Information Only)

SHEET 1 of 12

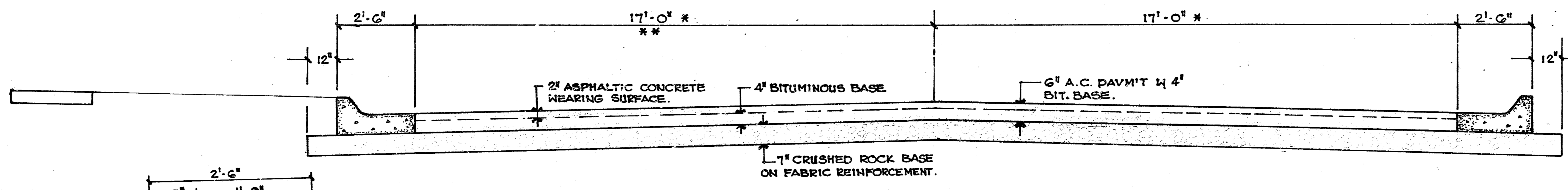
FILMED FROM THE BEST
AVAILABLE COPY



TYPICAL 39' PAVEMENT WIDENING SECTION
STA 31+15 to STA 33+16

* VARIES FROM 1'-0" TO 4'-0" STA 30+35 TO STA 31+15 RT.
 ** VARIES FROM 13'-0" TO 17'-0" STA 30+15 TO STA 31+15 LT.
 *** VARIES FROM 15'-6" TO 19'-6" STA 30+15 TO STA 31+15 LT & RT.

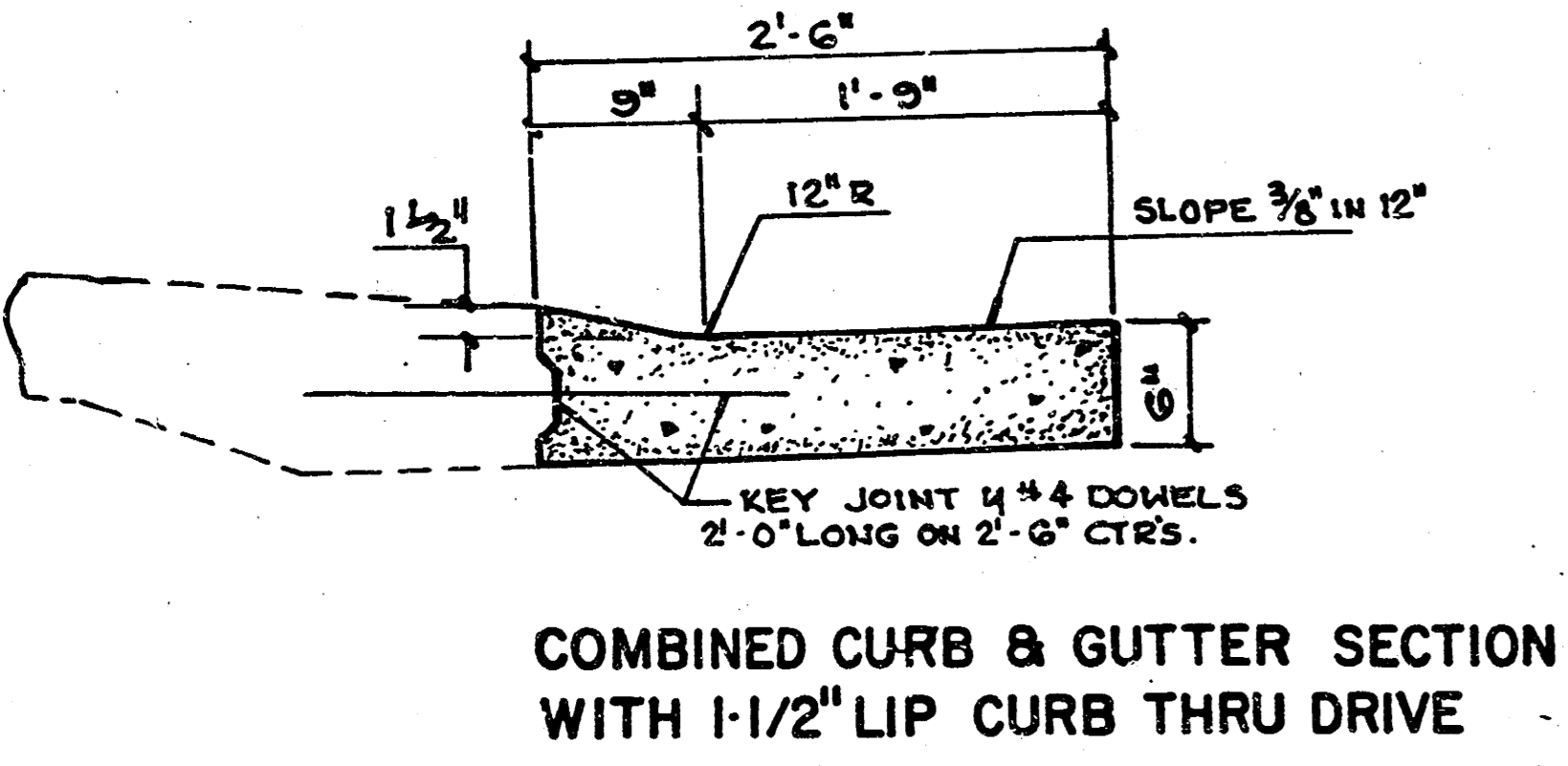
ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.



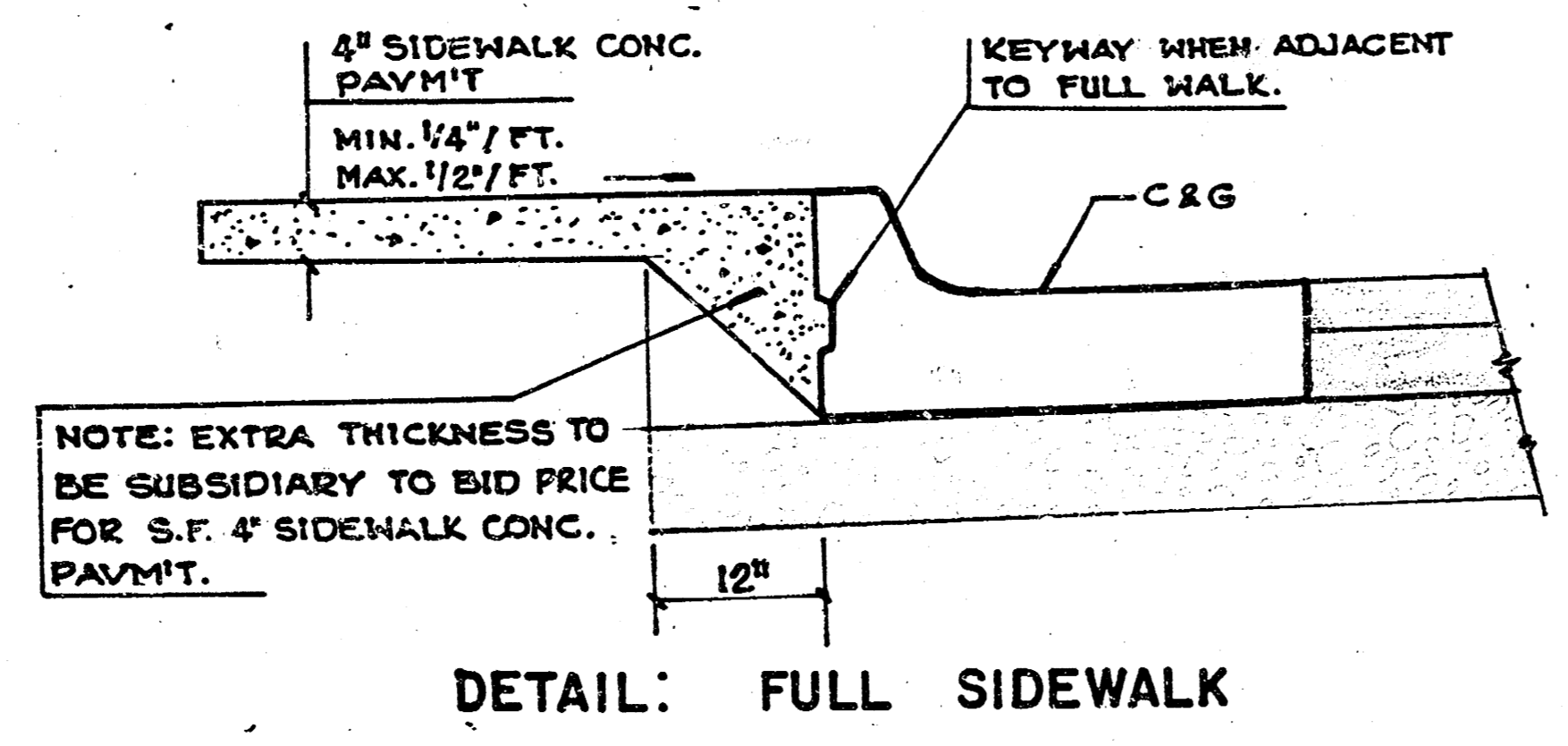
TYPICAL 39' PAVEMENT SECTION
STA 8+16 to STA 9+72 LT.
STA 7+51.8 to STA 9+72 RT.

* VARIES FROM 17'-0" TO 13'-0" STA 9+12 TO STA 10+12 LT & RT.
 ** VARIES FROM 22'-6" TO 17'-0" STA 7+51.8 TO STA 8+16 LT.

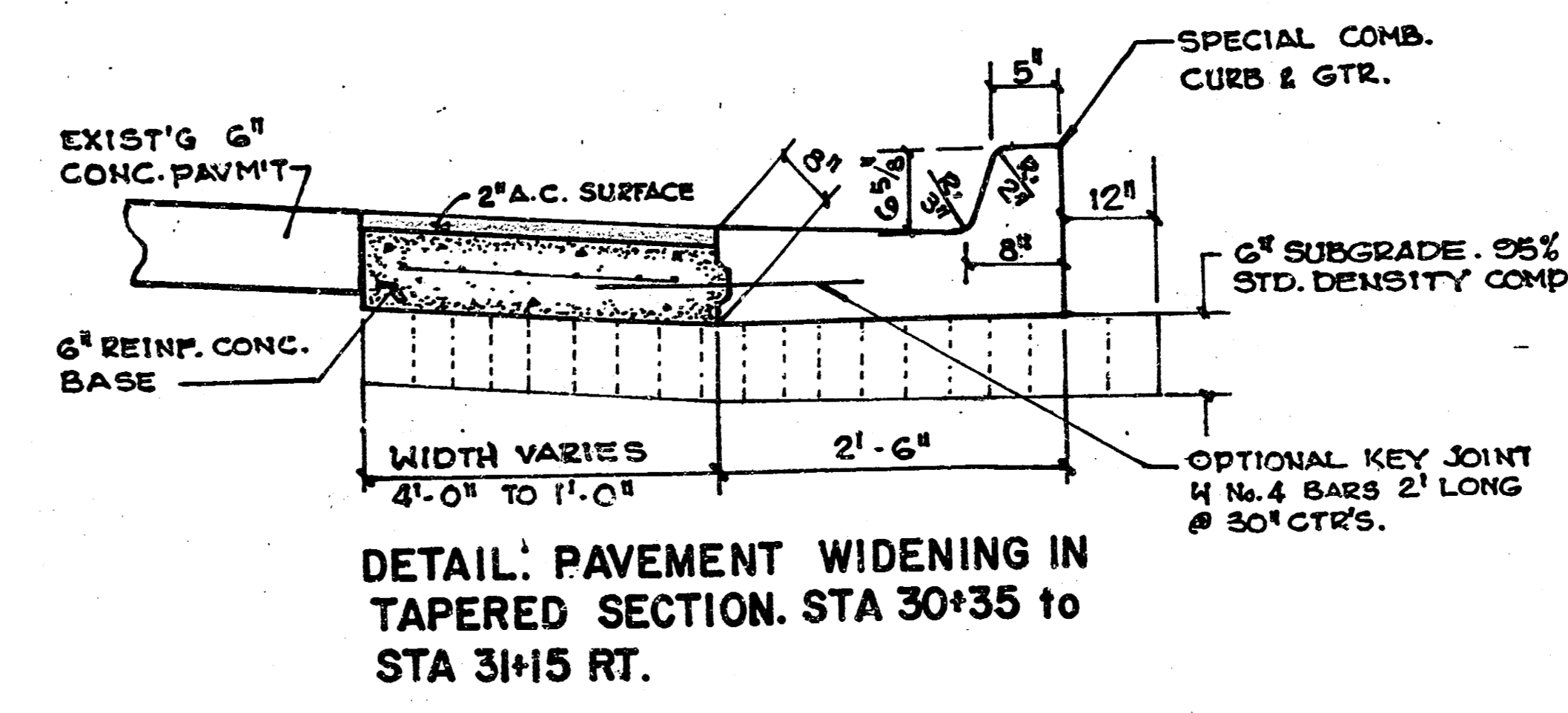
FABRIC BASE REINFORCEMENT SHALL BE 8X1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED FROM 1-1/2" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING A No. 200 SIEVE. ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR CONCRETE MIXES.



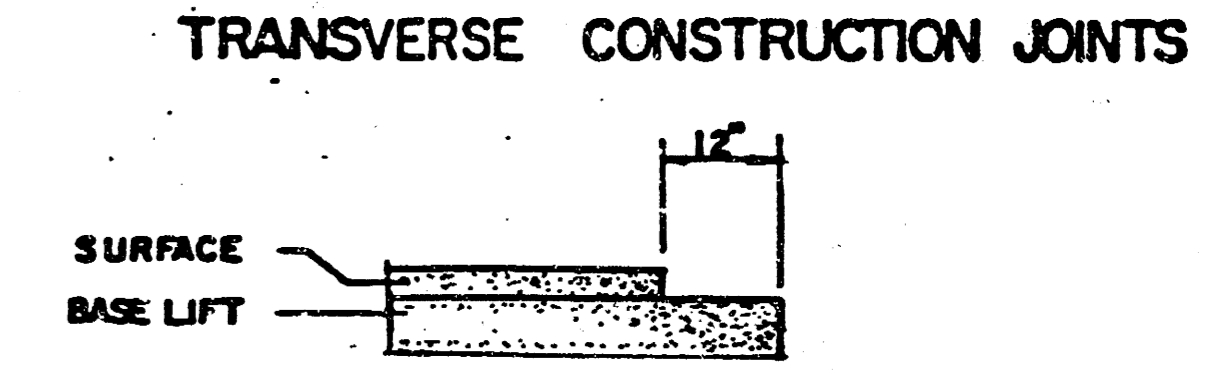
COMBINED CURB & GUTTER SECTION WITH 1-1/2" LIP CURB THRU DRIVE



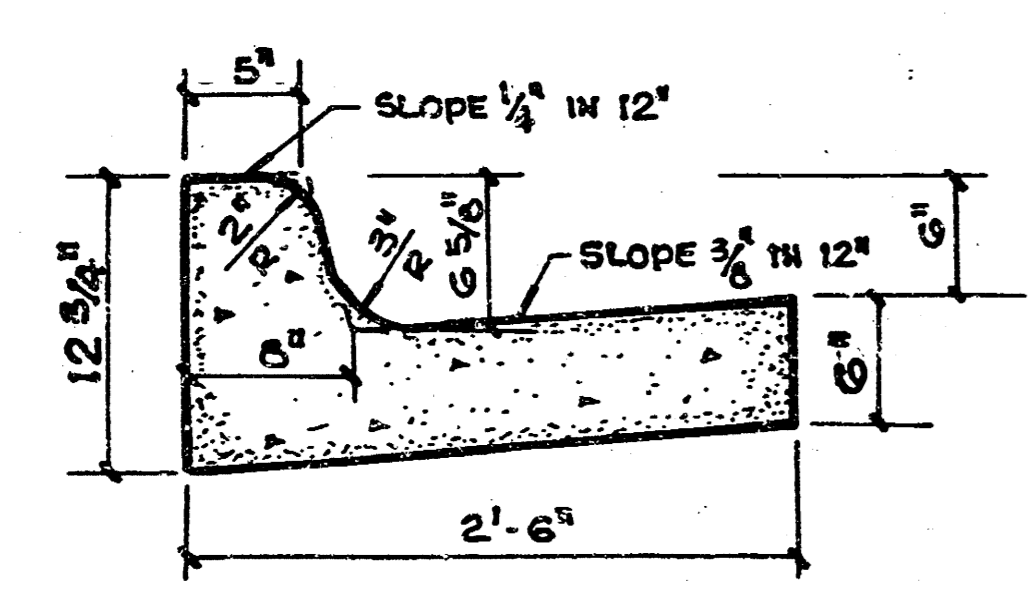
DETAIL: FULL SIDEWALK



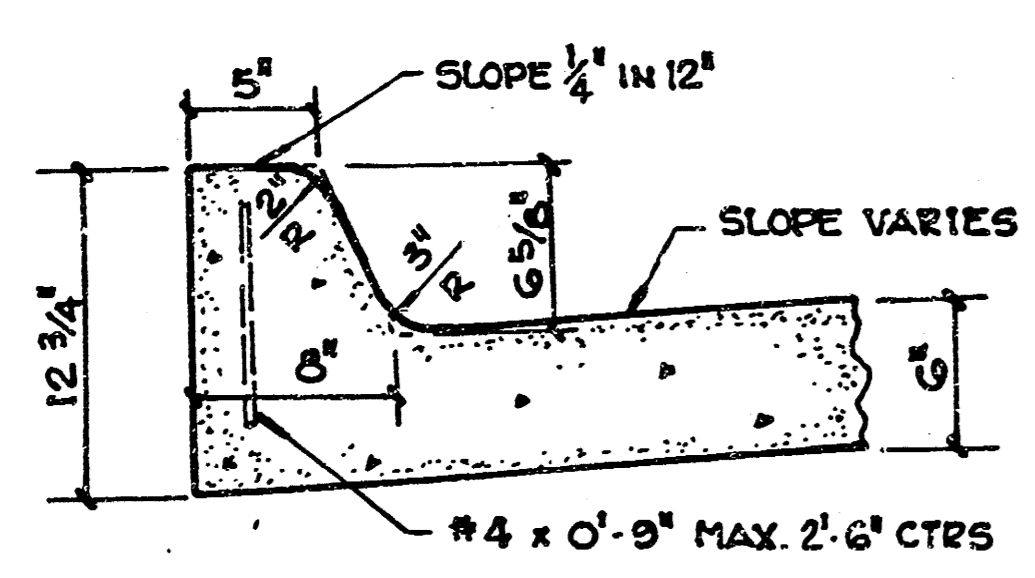
DETAIL: PAVEMENT WIDENING IN TAPERED SECTION. STA 30+35 TO STA 31+15 RT.



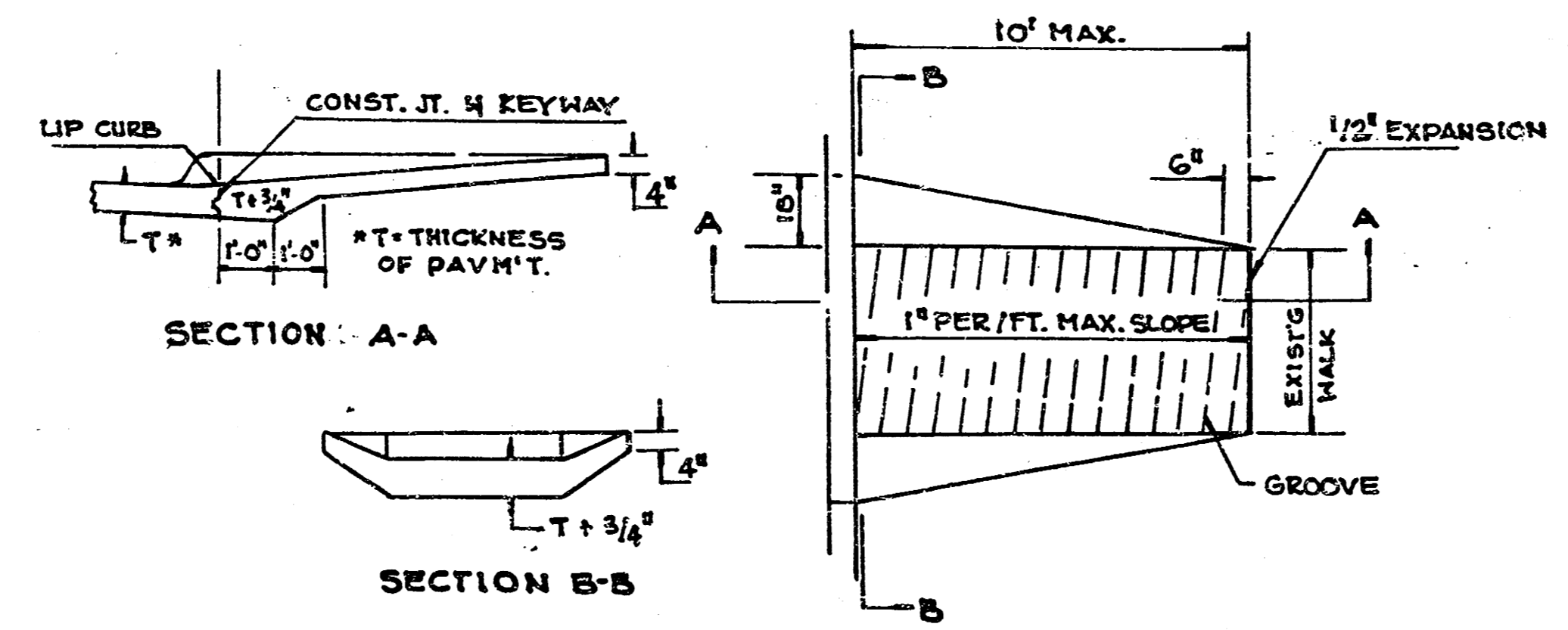
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE (4" BITUMINOUS BASE).



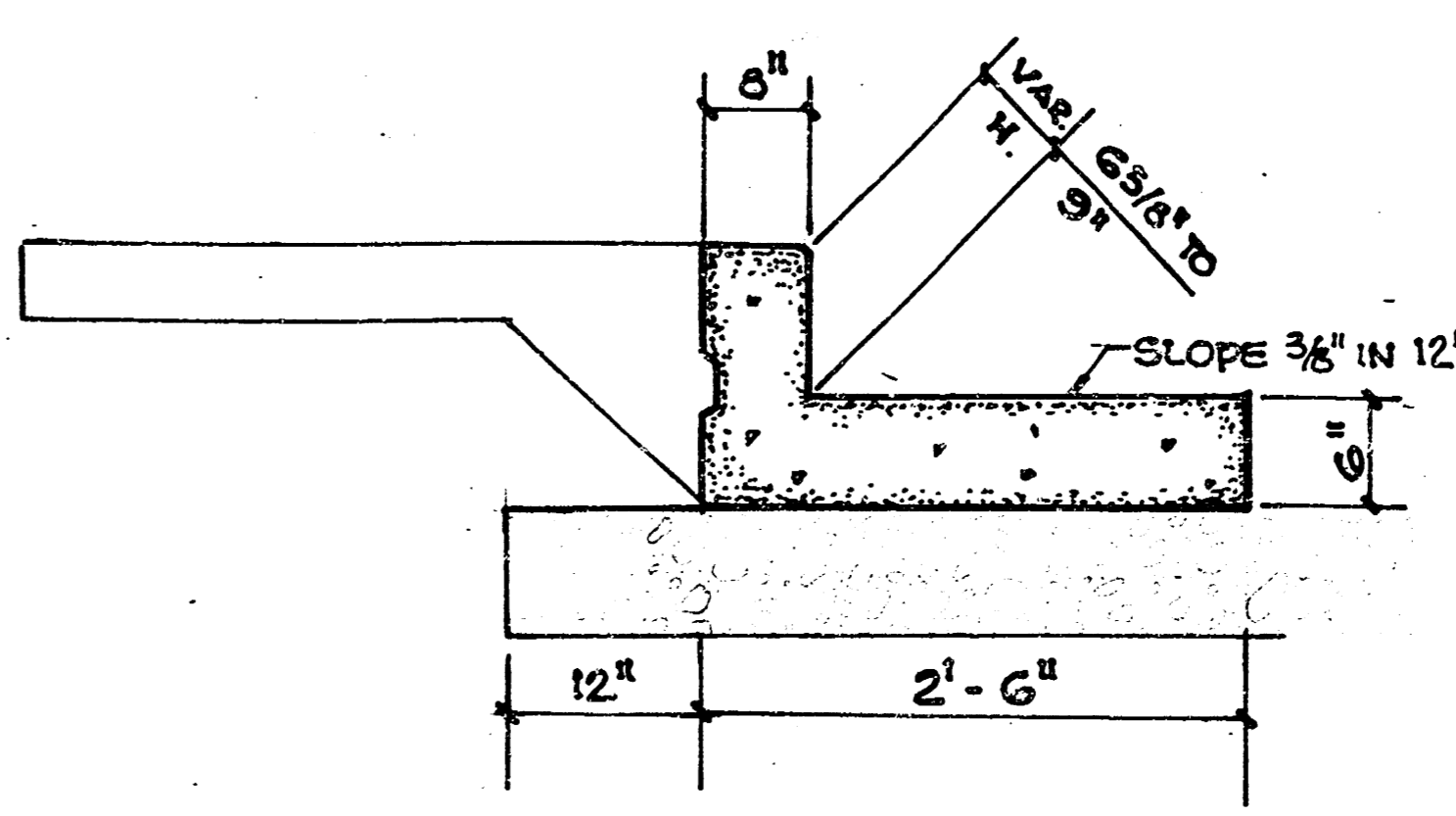
COMBINED CURB & GUTTER



MONOLITHIC EDGE CURB



STANDARD WHEELCHAIR RAMP DETAIL



STA 7+51.8 TO 8+16 LT. VERTICAL FACE COMB. CURB & GTR.

GENERAL NOTES

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 6" ASPHALTIC CONCRETE (4" BITUMINOUS BASE).

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.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

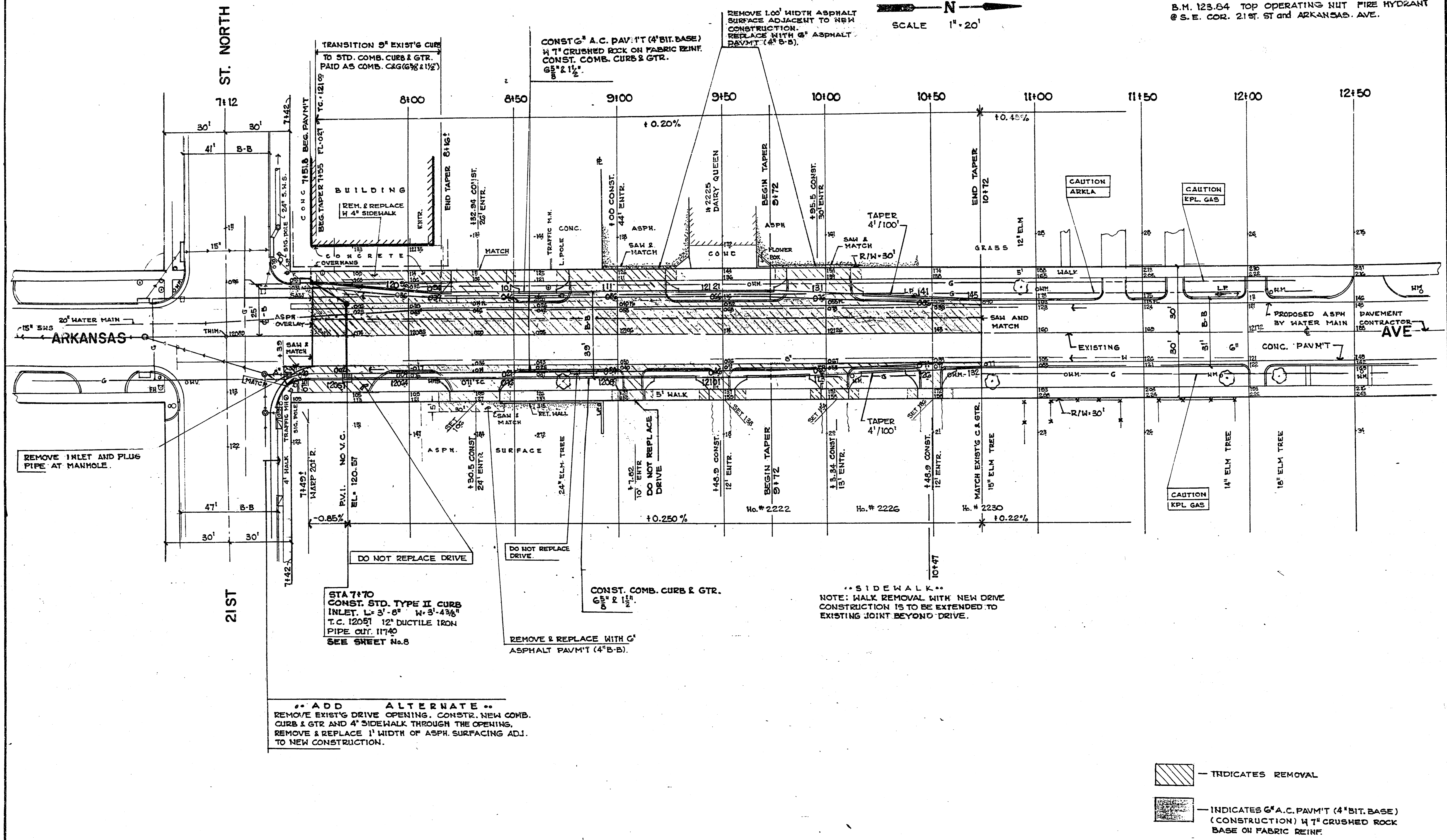
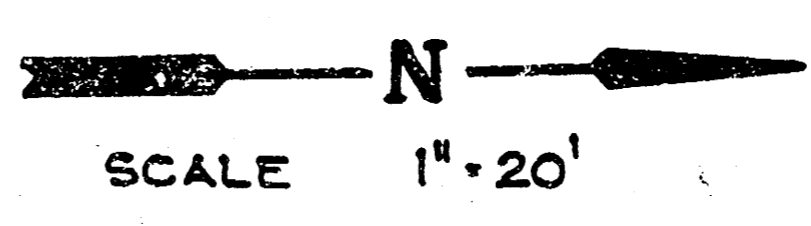
CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

PROJECT DESCRIPTION
ARKANSAS AVE LEFT TURN LANES AT 21ST and 25TH STREETS NORTH

PROJECT NUMBER
 472-76-245-81837-000-000-001

FILMED FROM THE BEST AVAILABLE COPY

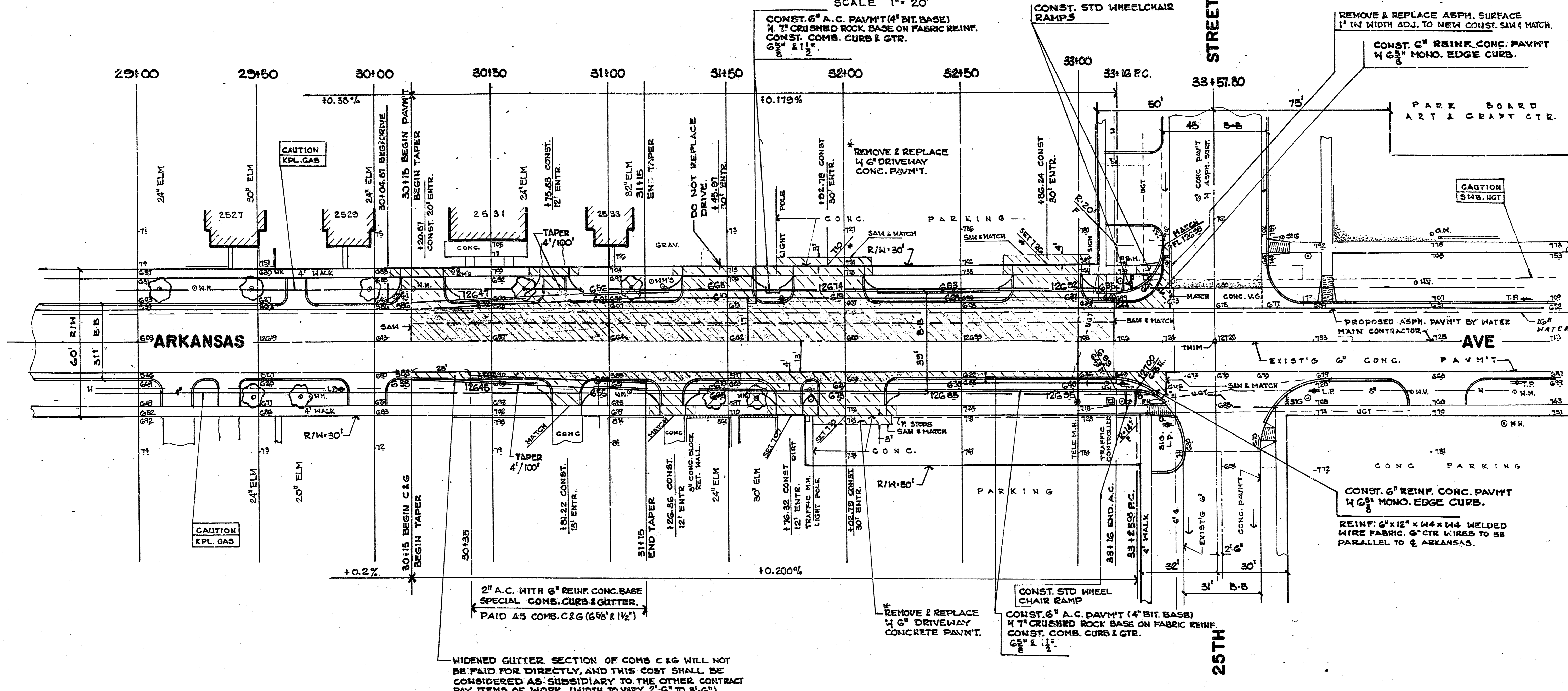
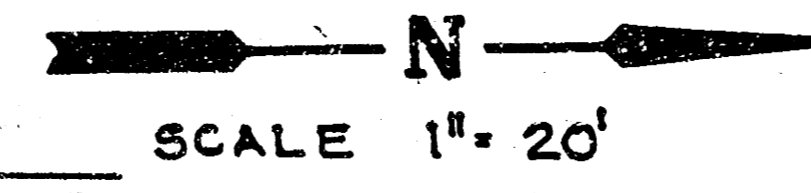
B.M. 123.84 TOP OPERATING NUT FIRE HYDRANT @ S. E. COR. 21st ST and ARKANSAS AVE.



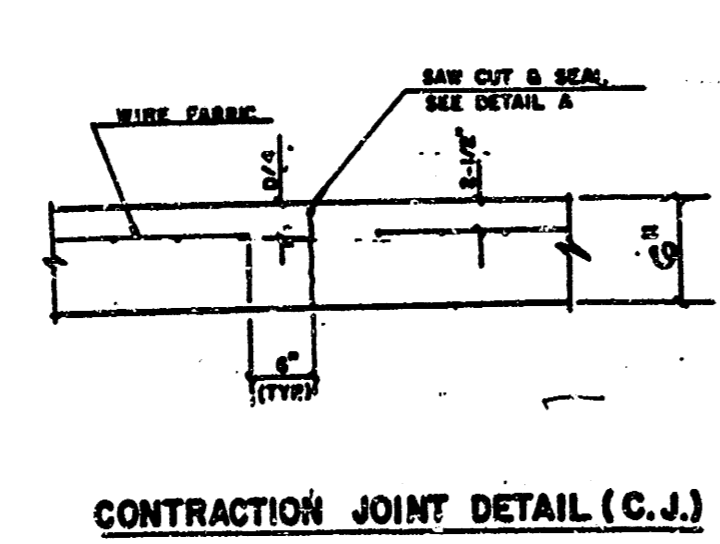
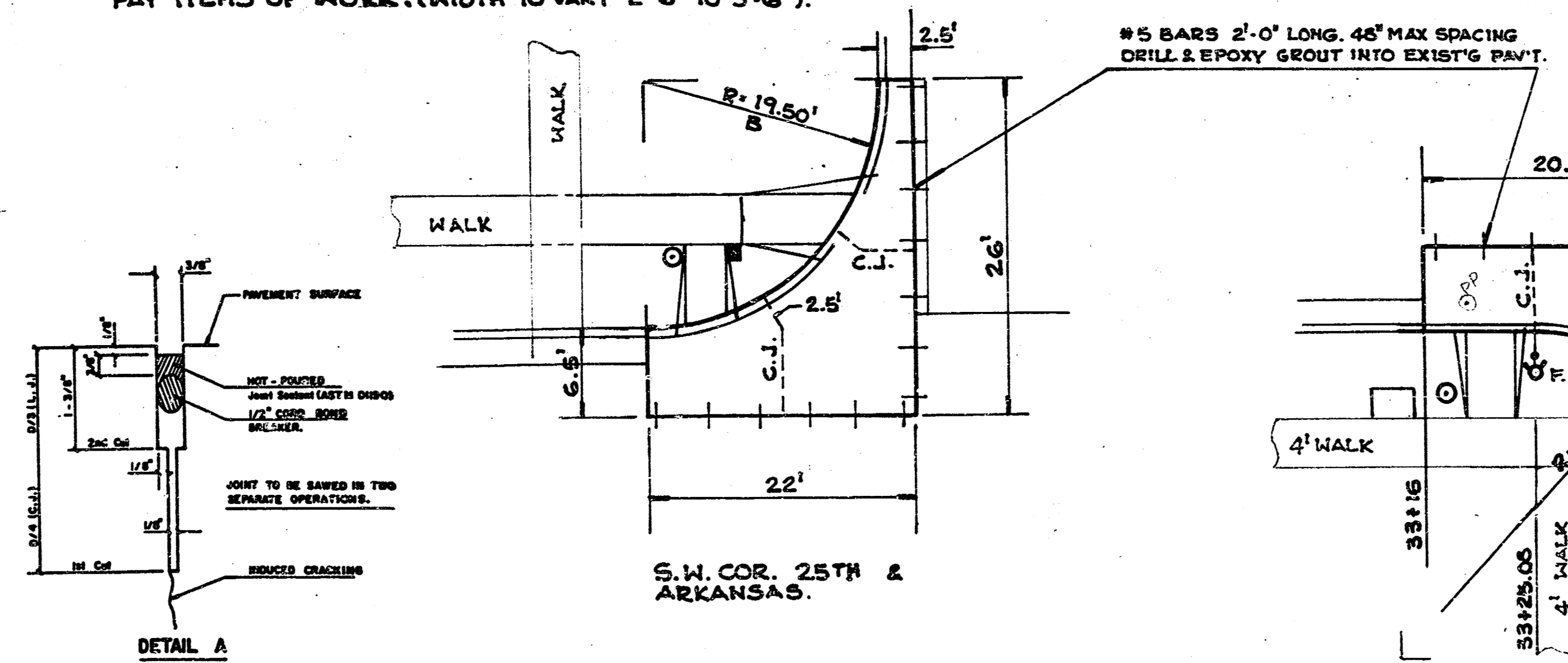
.. ADD ALTERNATE ..
 REMOVE EXIST'G DRIVE OPENING. CONST. NEW COMB. CURB & GTR AND 4" SIDEWALK THROUGH THE OPENING. REMOVE & REPLACE 1' WIDTH OF ASPH. SURFACING ADJ. TO NEW CONSTRUCTION.

.. EARTHWORK ..
 EXCAVATION, BORROW, IF ANY, AND COMPACTED FILL, EXCEPT THE COMPACTED FILL IN THE 6" IMMEDIATELY UNDER THE PAVEMENT, SHALL BE INCIDENTAL TO OTHER BID ITEMS OF WORK.

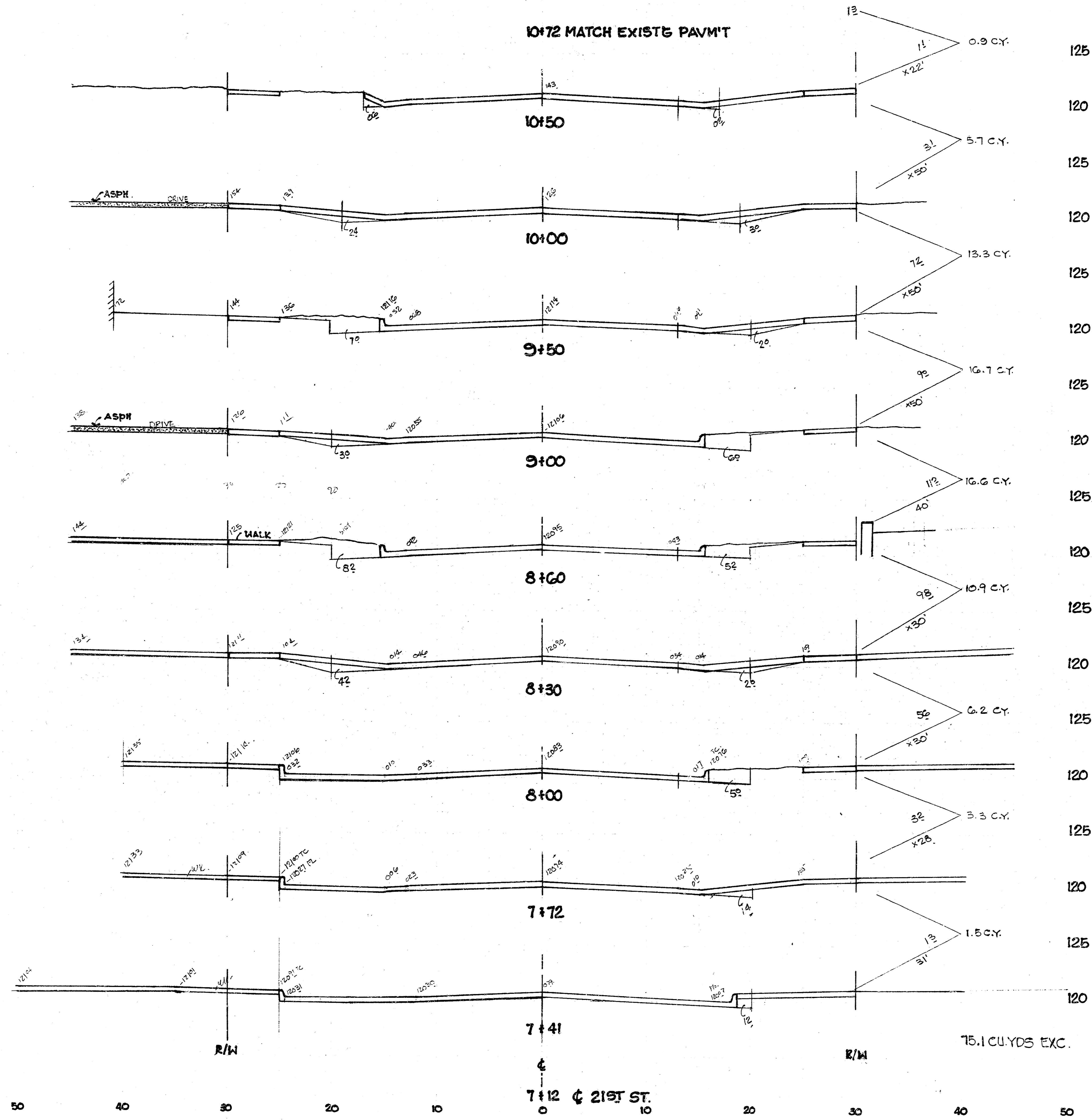
- INDICATES REMOVAL
- INDICATES 6" A.C. PAVMT (4" BIT. BASE) (CONSTRUCTION) 1/4" CRUSHED ROCK BASE ON FABRIC REINF.



WIDENED GUTTER SECTION OF COMB C & G WILL NOT BE PAID FOR DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER CONTRACT PAY ITEMS OF WORK. (WIDTH TO VARY 2'-6" TO 3'-6").



FILMED FROM THE BEST AVAILABLE COPY



FOR INFORMATION ONLY

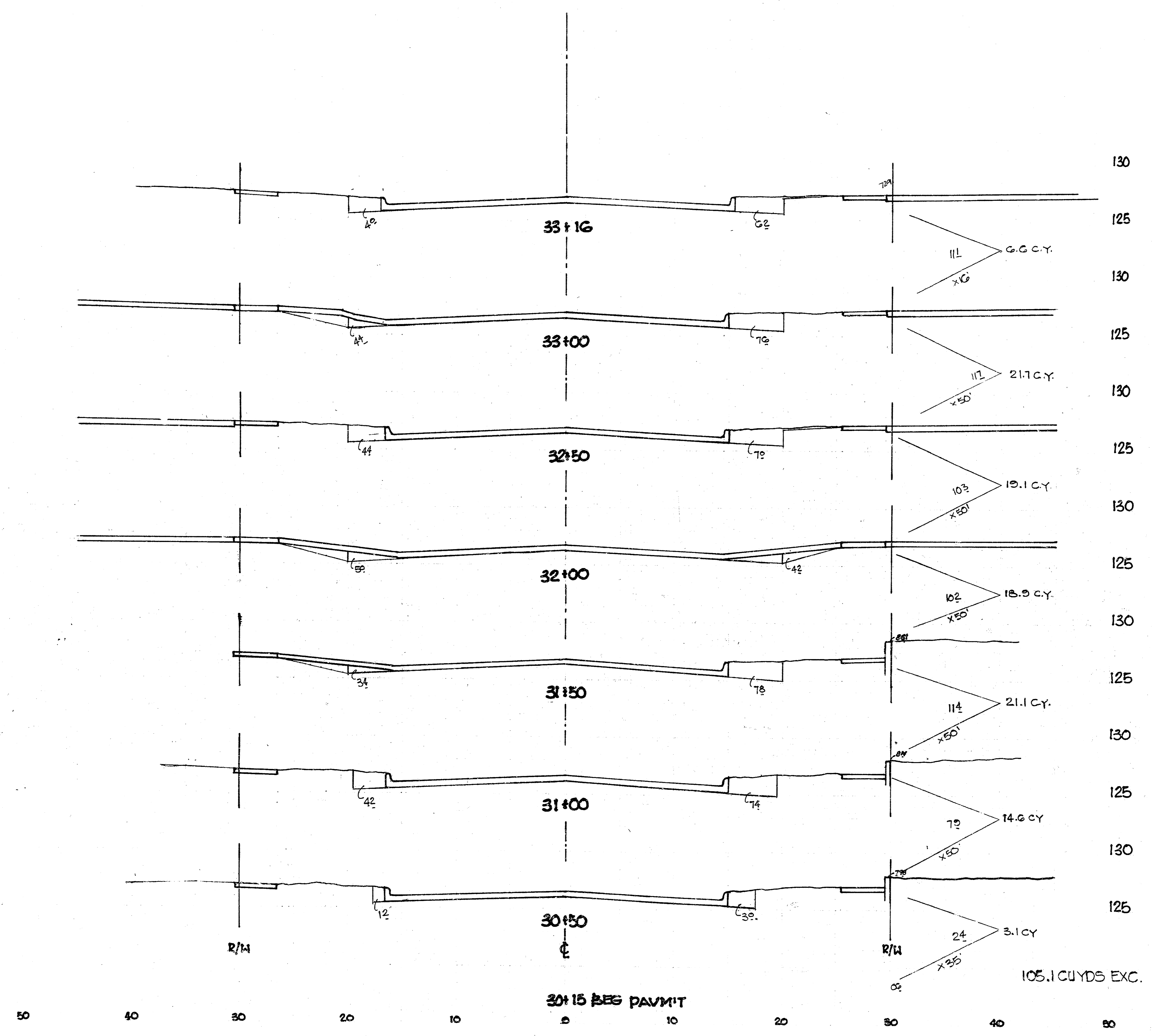
ARKANSAS AVE
LT. TURN LANES AT
21ST & 25TH STS. N.

SHEET 5 of 12

PROJ. NO. 472-TG-245-61837-000-000-001

FILMED FROM THE BEST
AVAILABLE COPY

33+51.8. C 25TH ST. N.

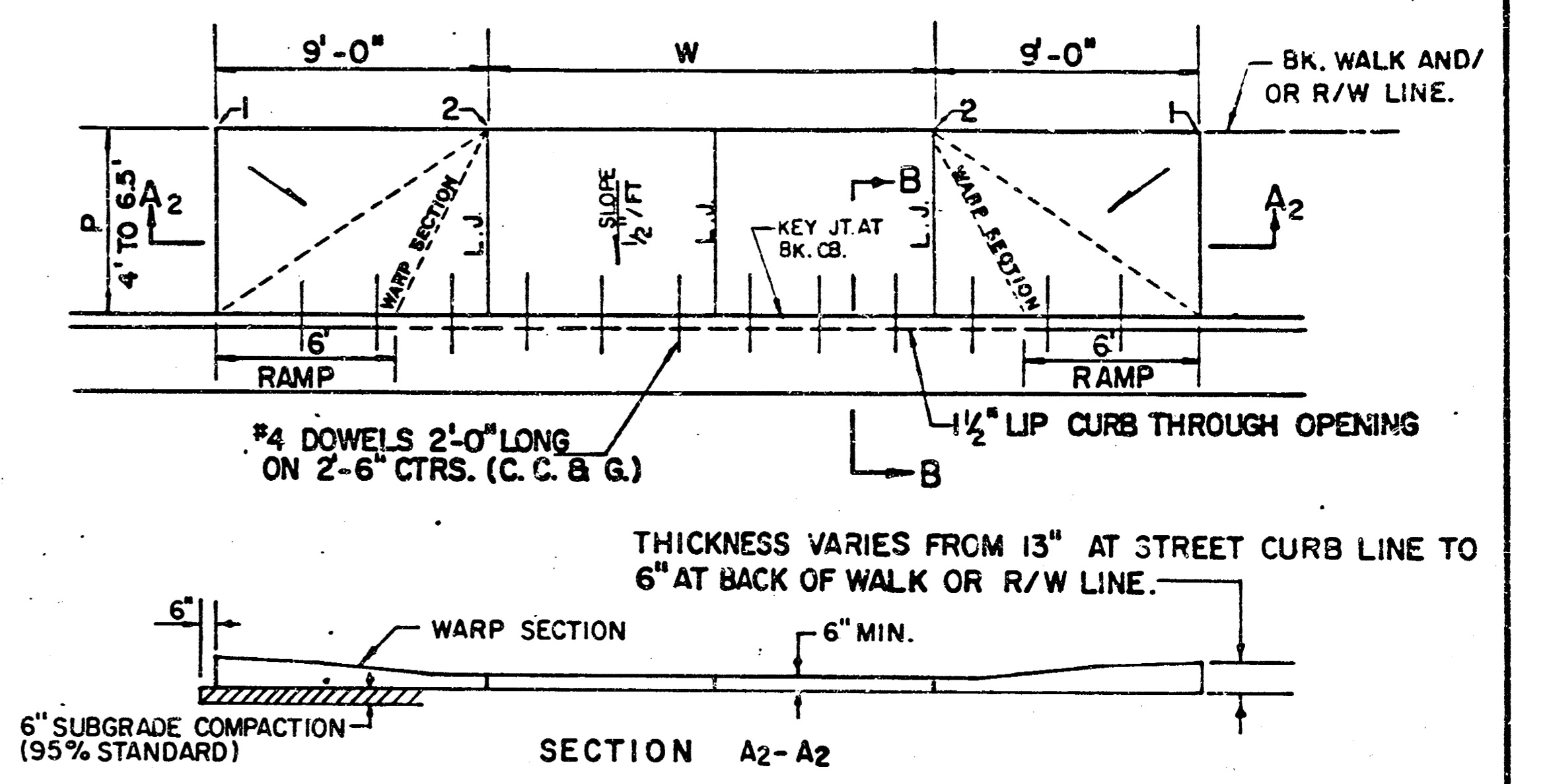
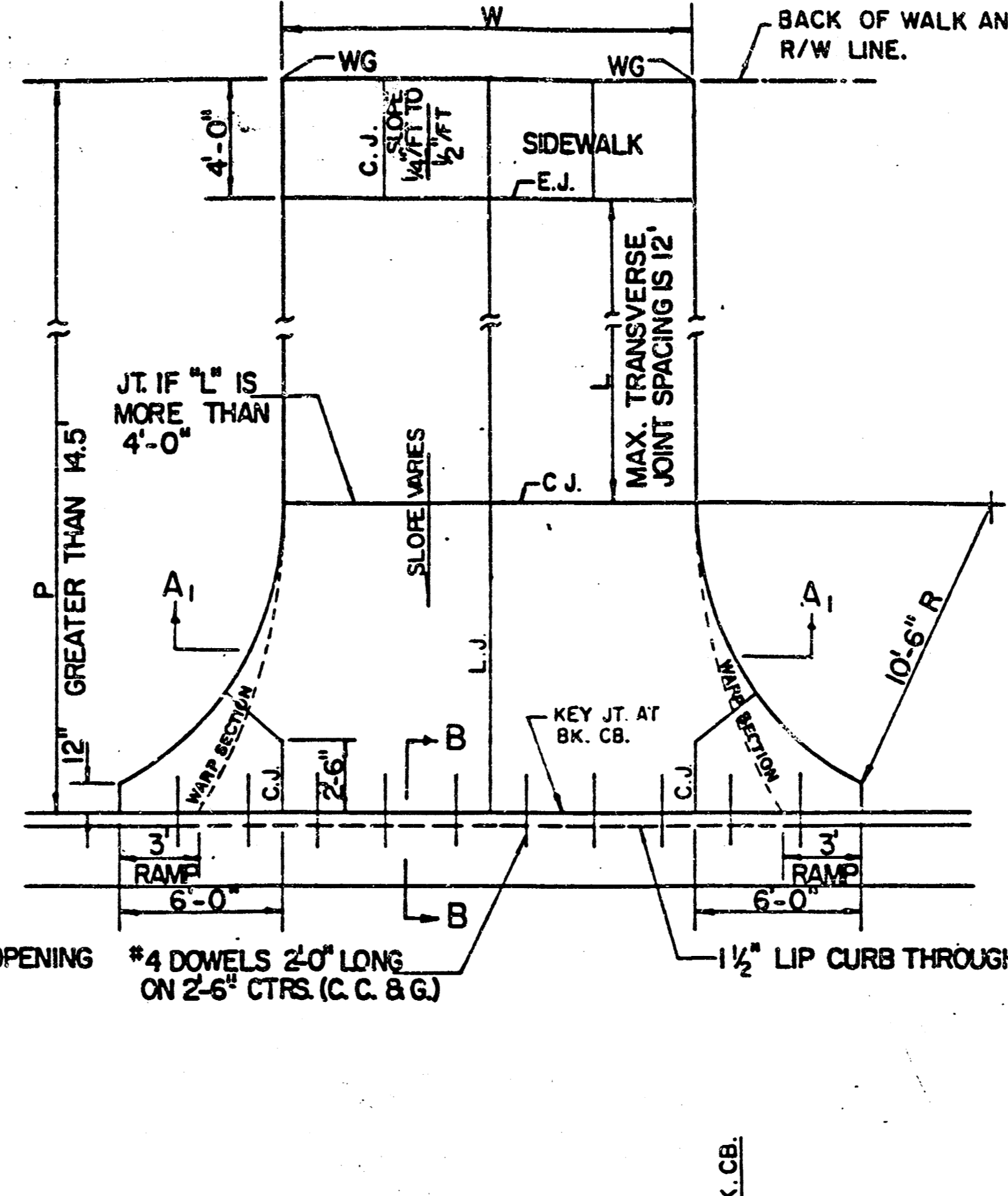
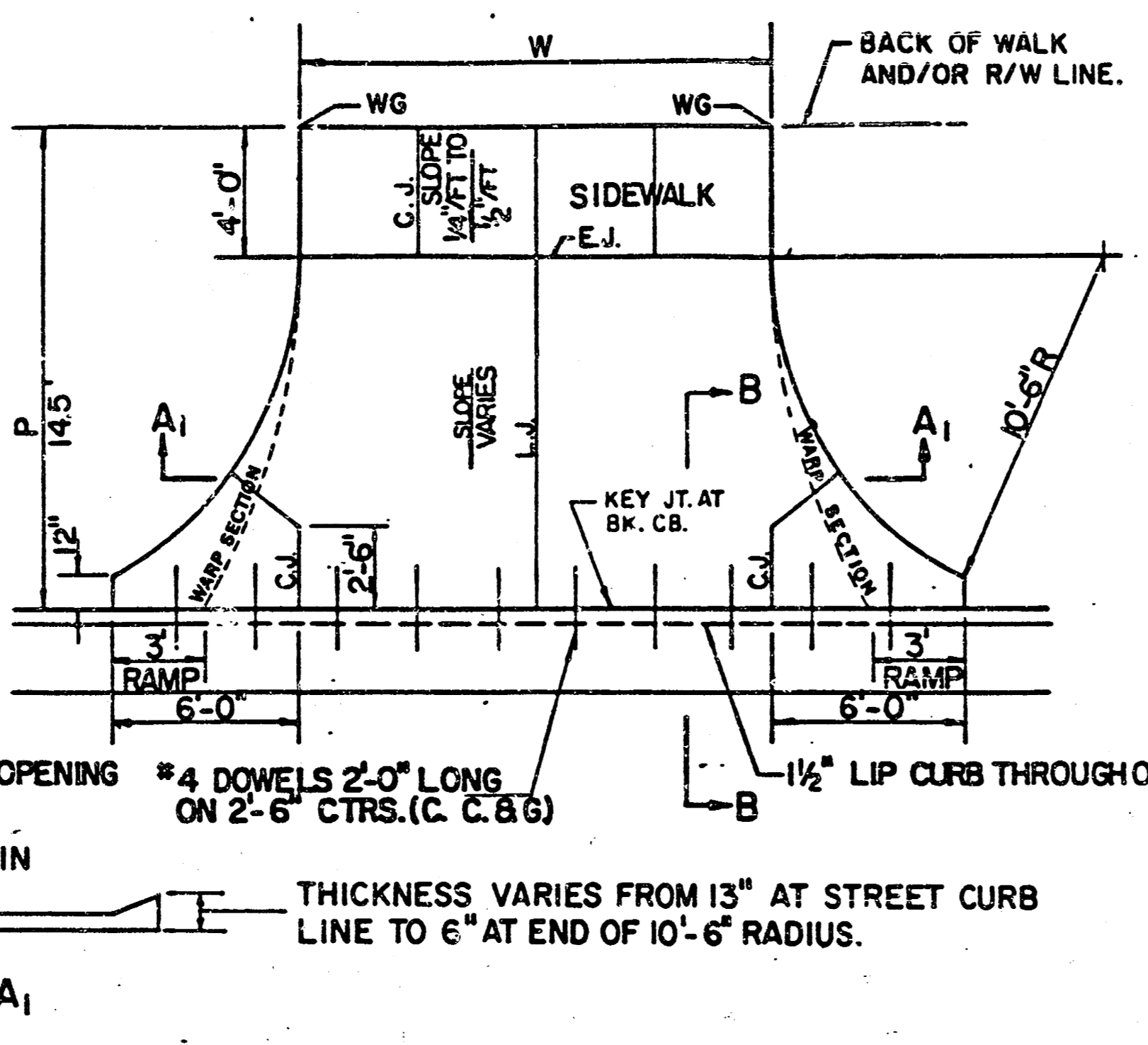
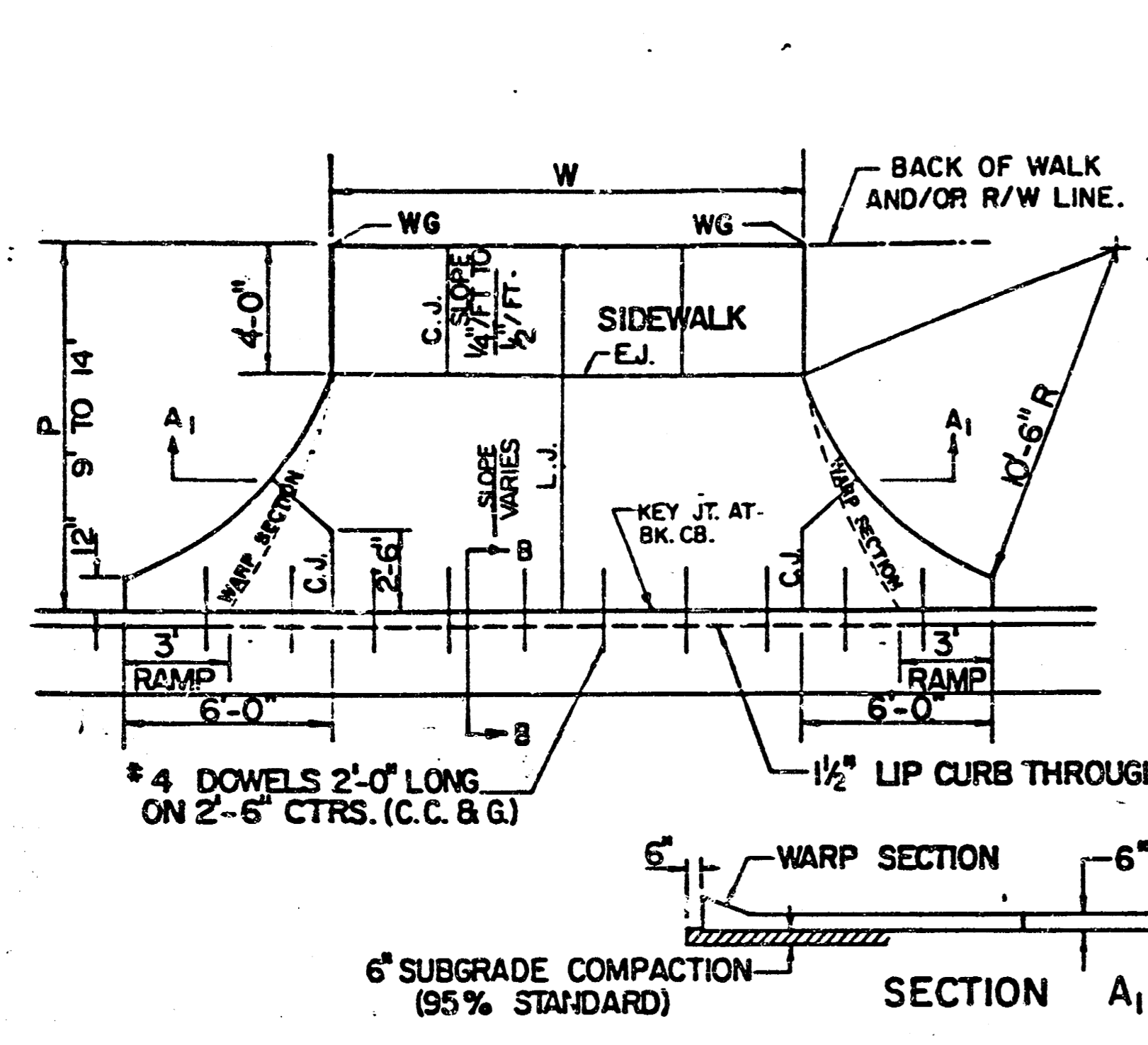
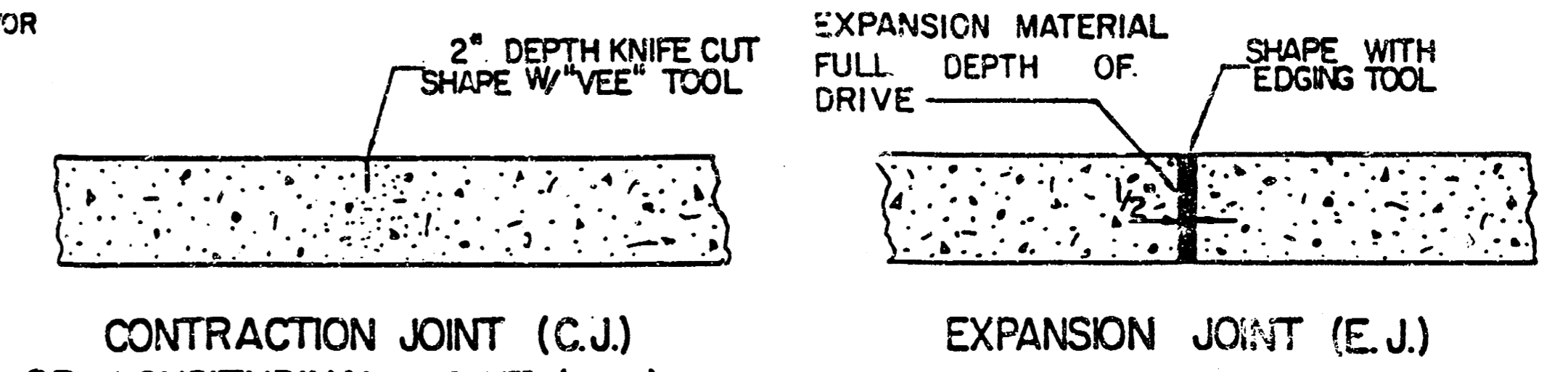
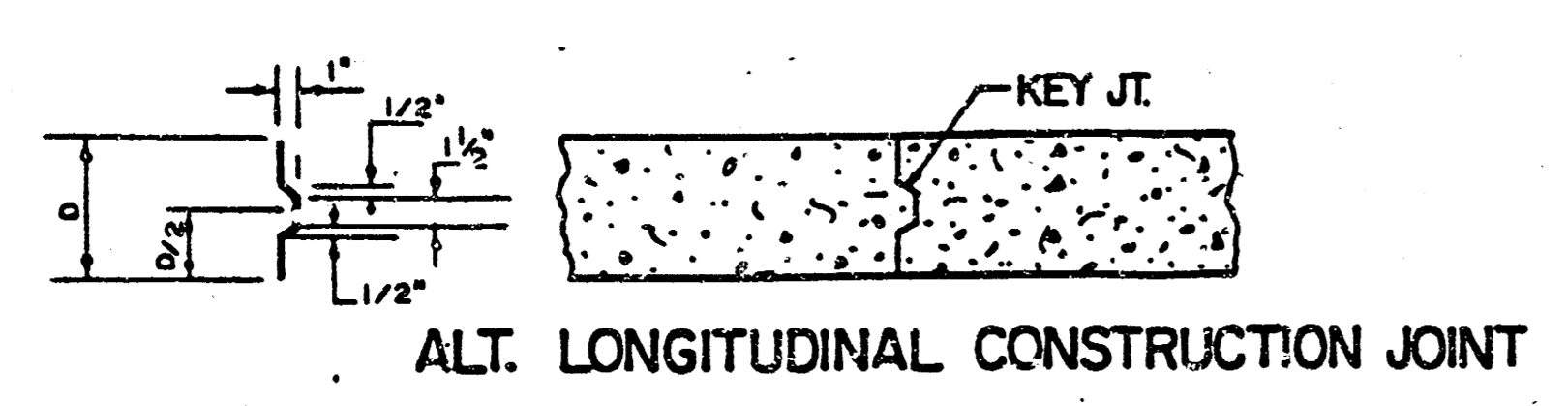


FOR INFORMATION ONLY

ARKANSAS AVE
LT. TURN LANES AT
21ST & 25TH STS. N
PROJ. NO. 412-76-245-81637-000-000-001

SHEET 6 of 12

FILMED FROM THE BEST AVAILABLE COPY



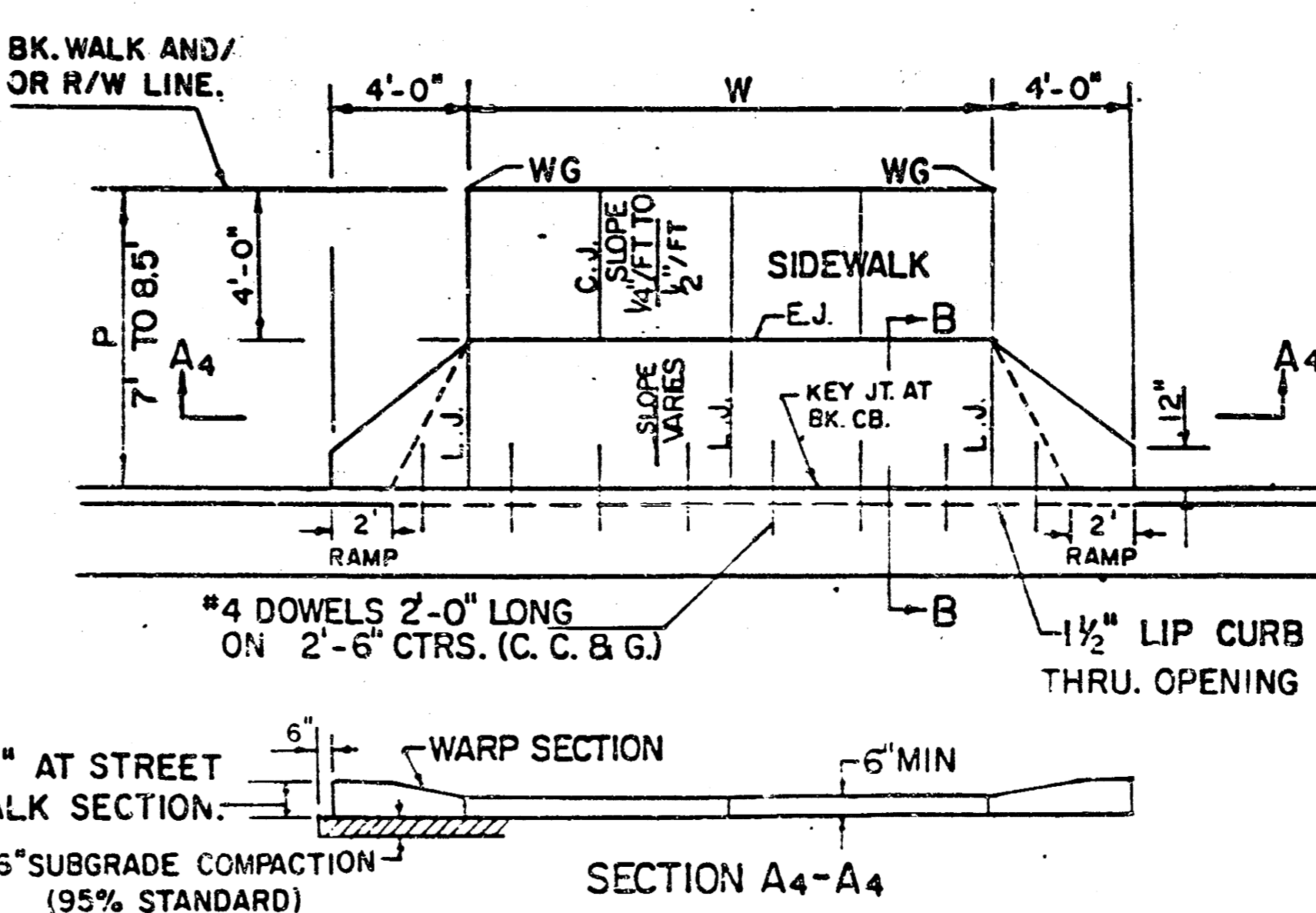
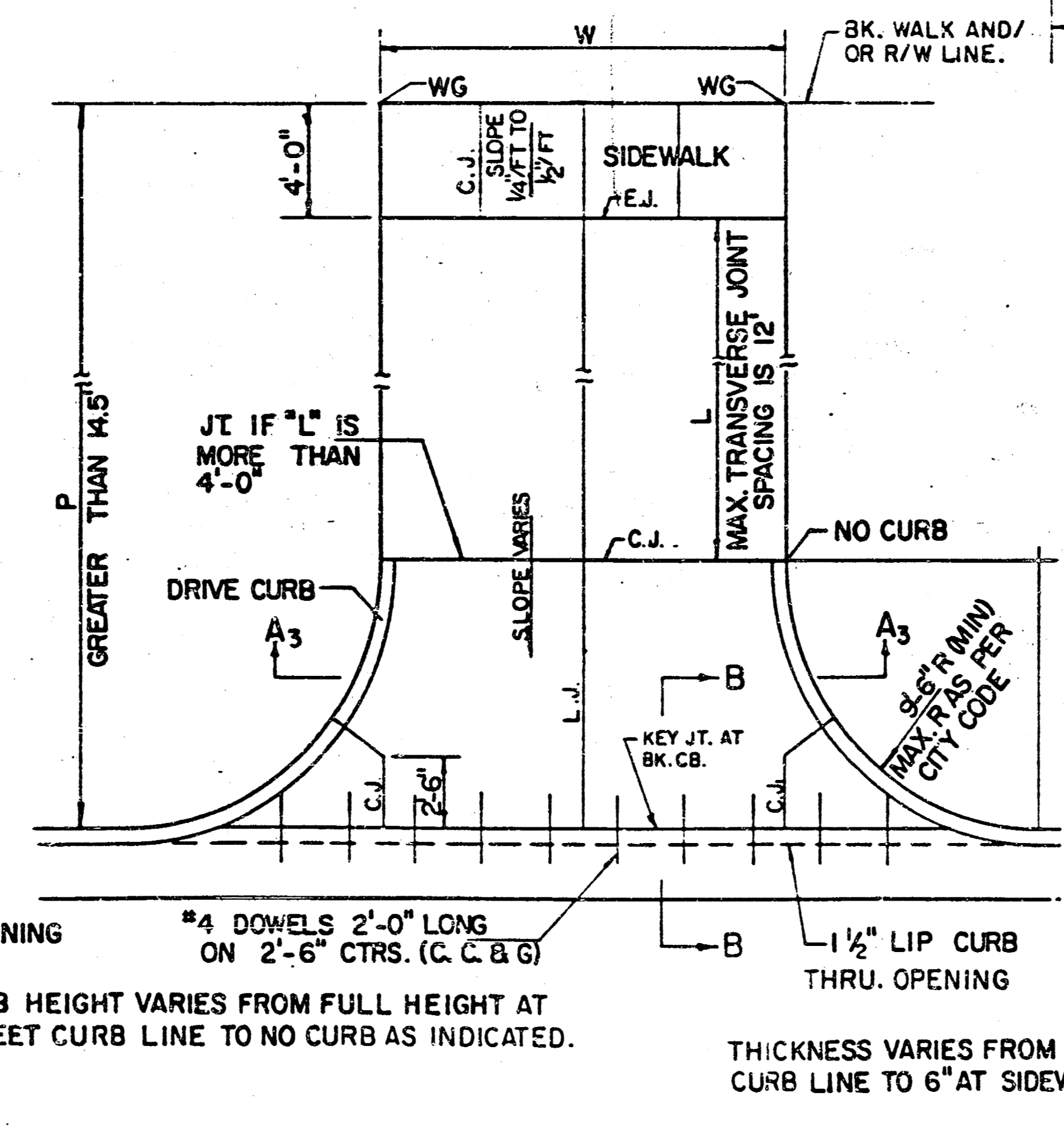
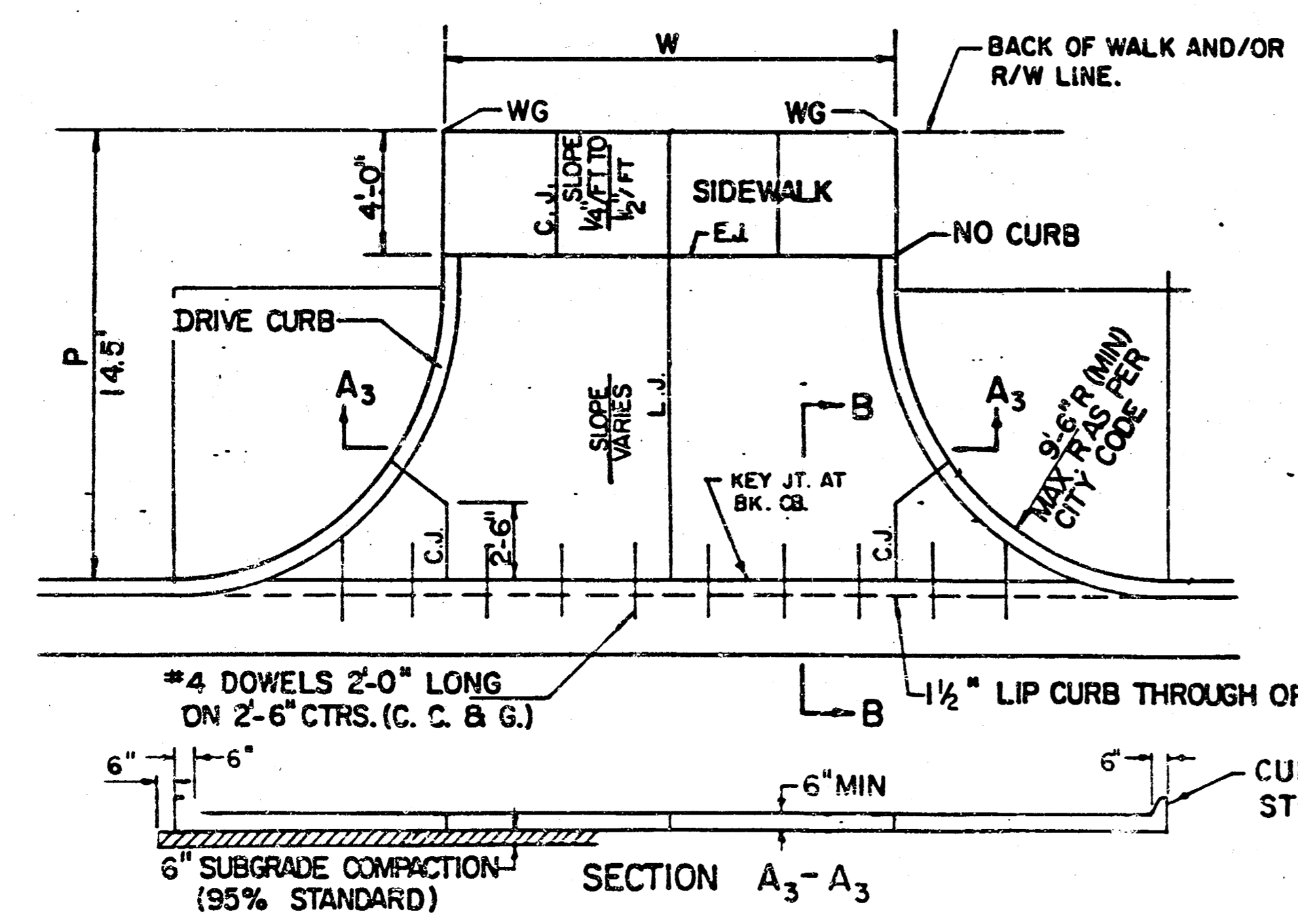
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-0.19'	-0.16'	-0.13'	-0.10'	-0.08'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

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.	-0.26'	-0.24'	-0.22'	-0.20'	-0.18'	-0.16'

RADIUS RAMP DRIVES (P=9.0' & GREATER)

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 "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.
 - DOSEL BARS SHALL BE OMITTED FROM THE KEVED 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-44 HELIX WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCUERDANCE.
 - 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.



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'

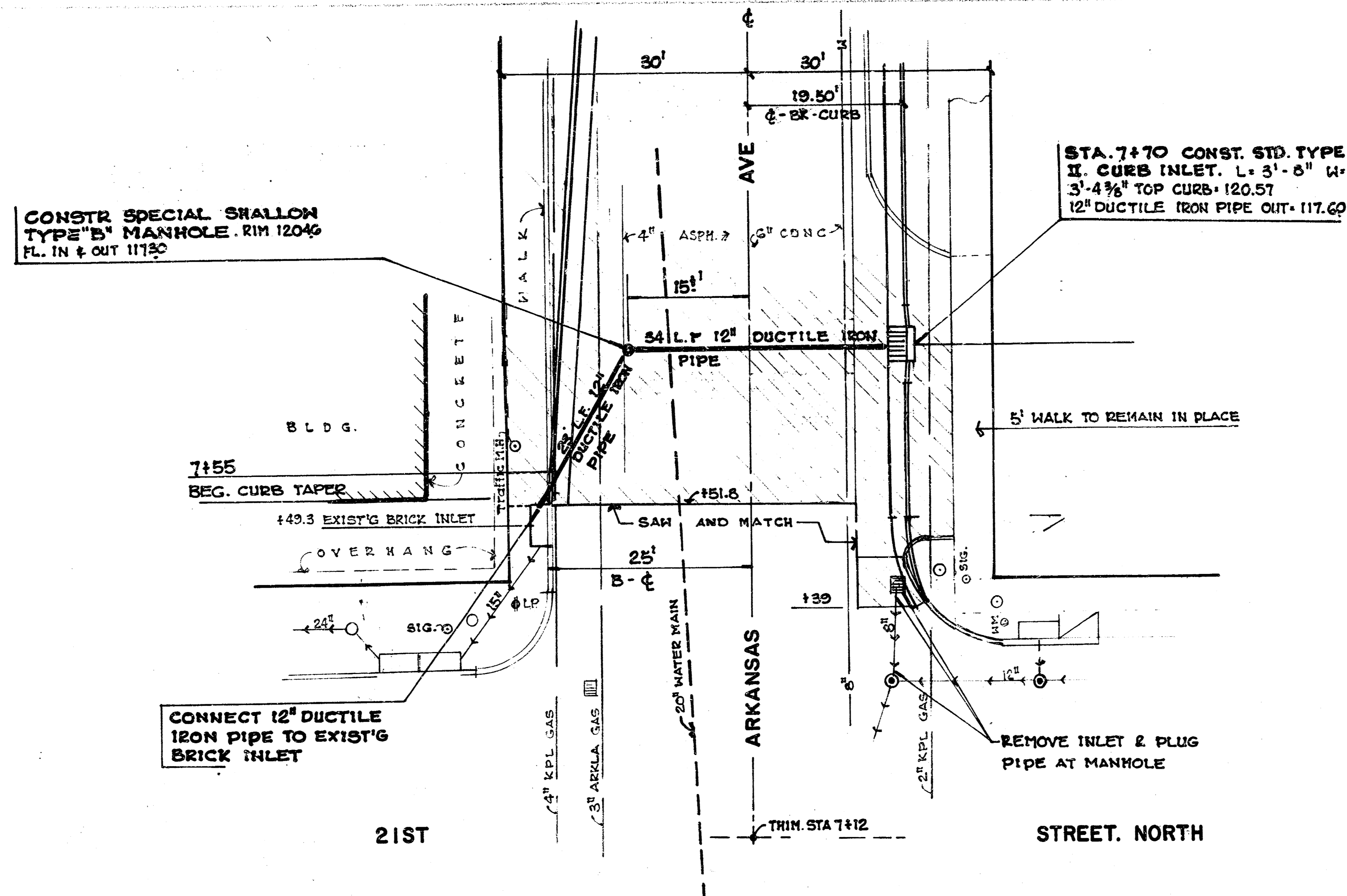
PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-0.15'	-0.16'	-0.17'	-0.17'
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-0.25'	-0.20'	-0.20'	-0.20'

FULL RADIUS DRIVES (P=14.5' & GREATER)

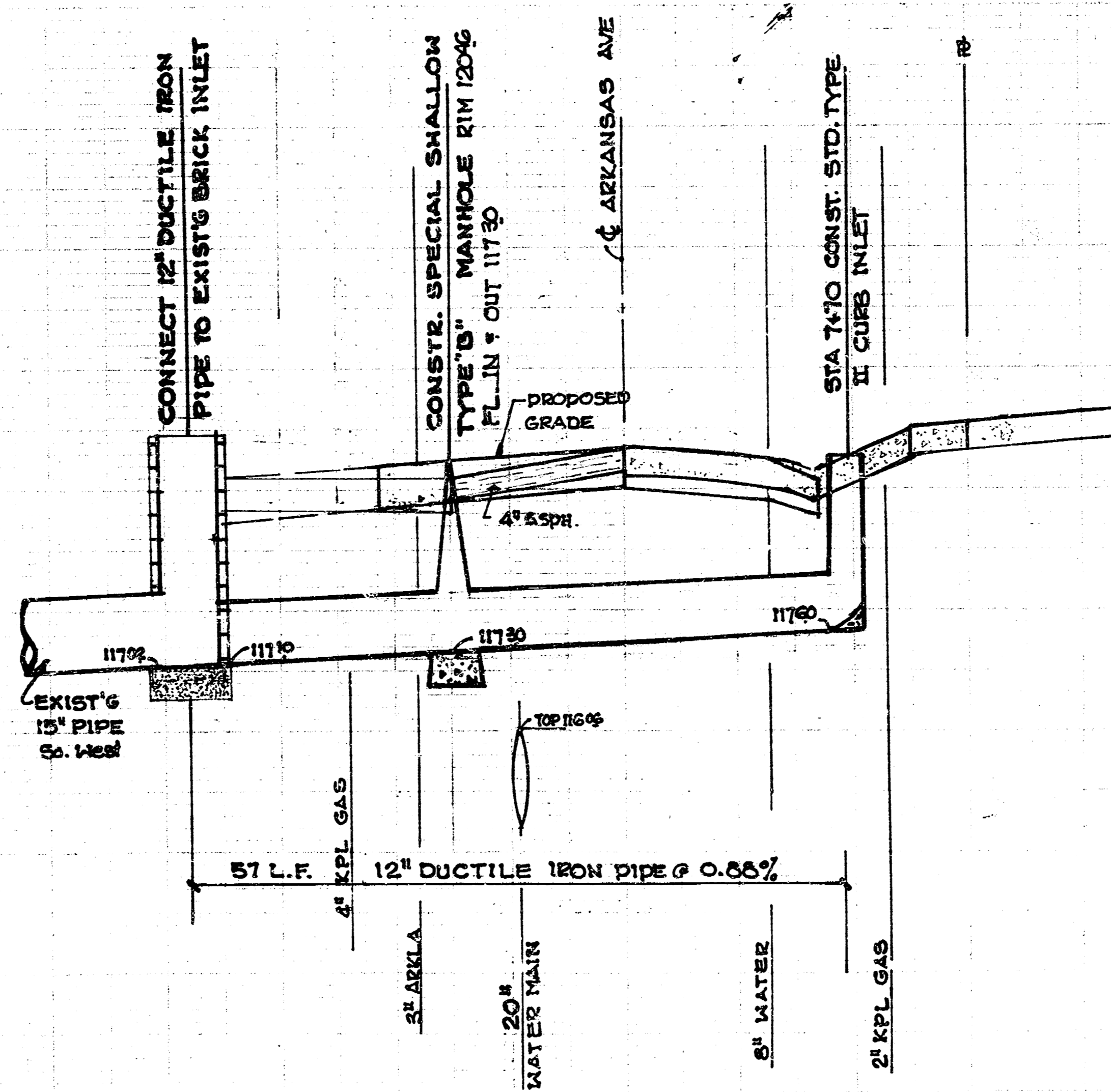
FULL RAMP DRIVE (P=7.0' TO 8.5')

REVISED OCTOBER 1985
SCALE: 1"=5' SHEET 7 of 12

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-81837-000-000-001

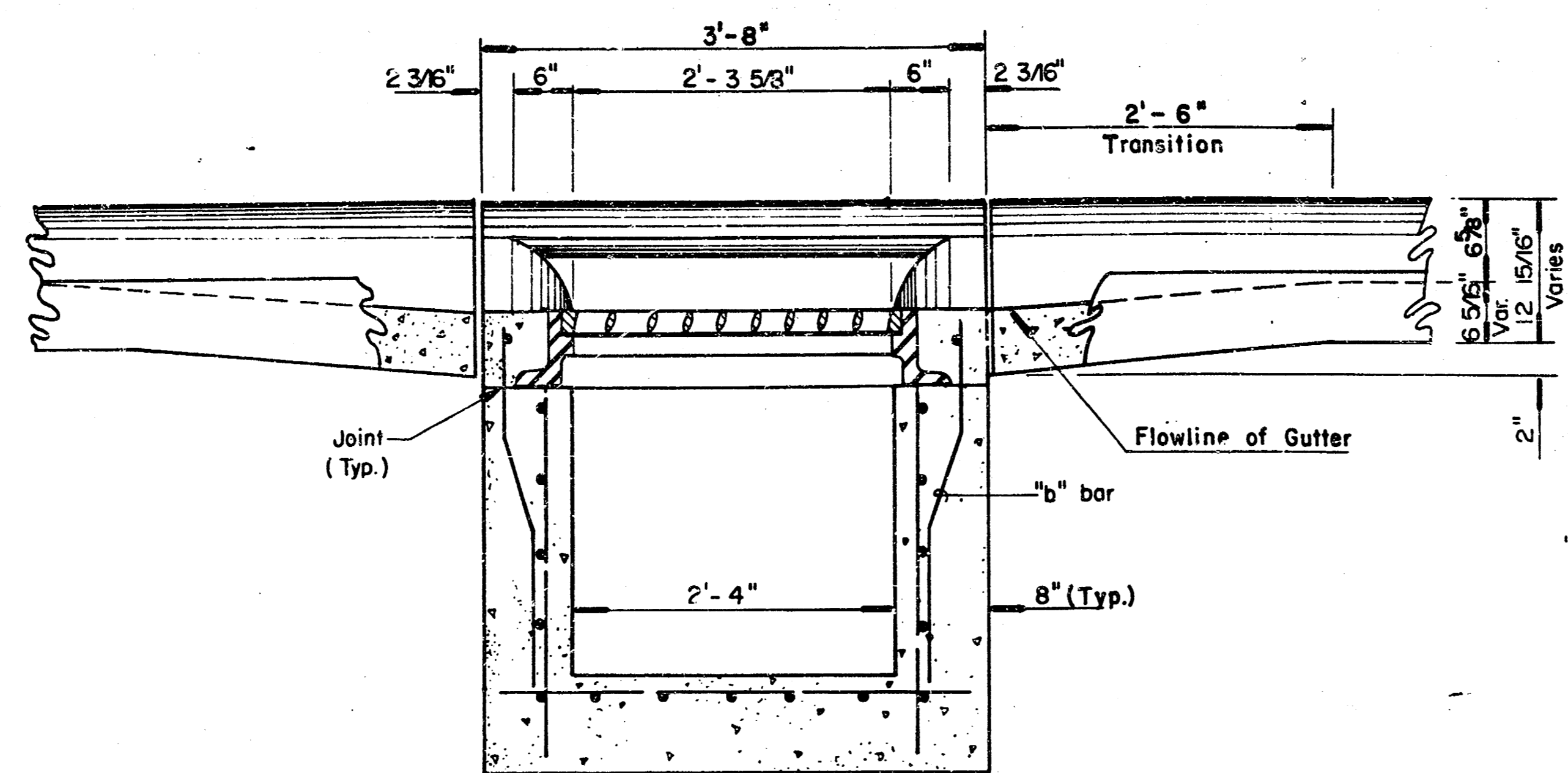


PLAN SCALE 1" = 10'
 PROFILE SCALE 1" = 10' HORIZ.
 " " 1" = 1' VERT.

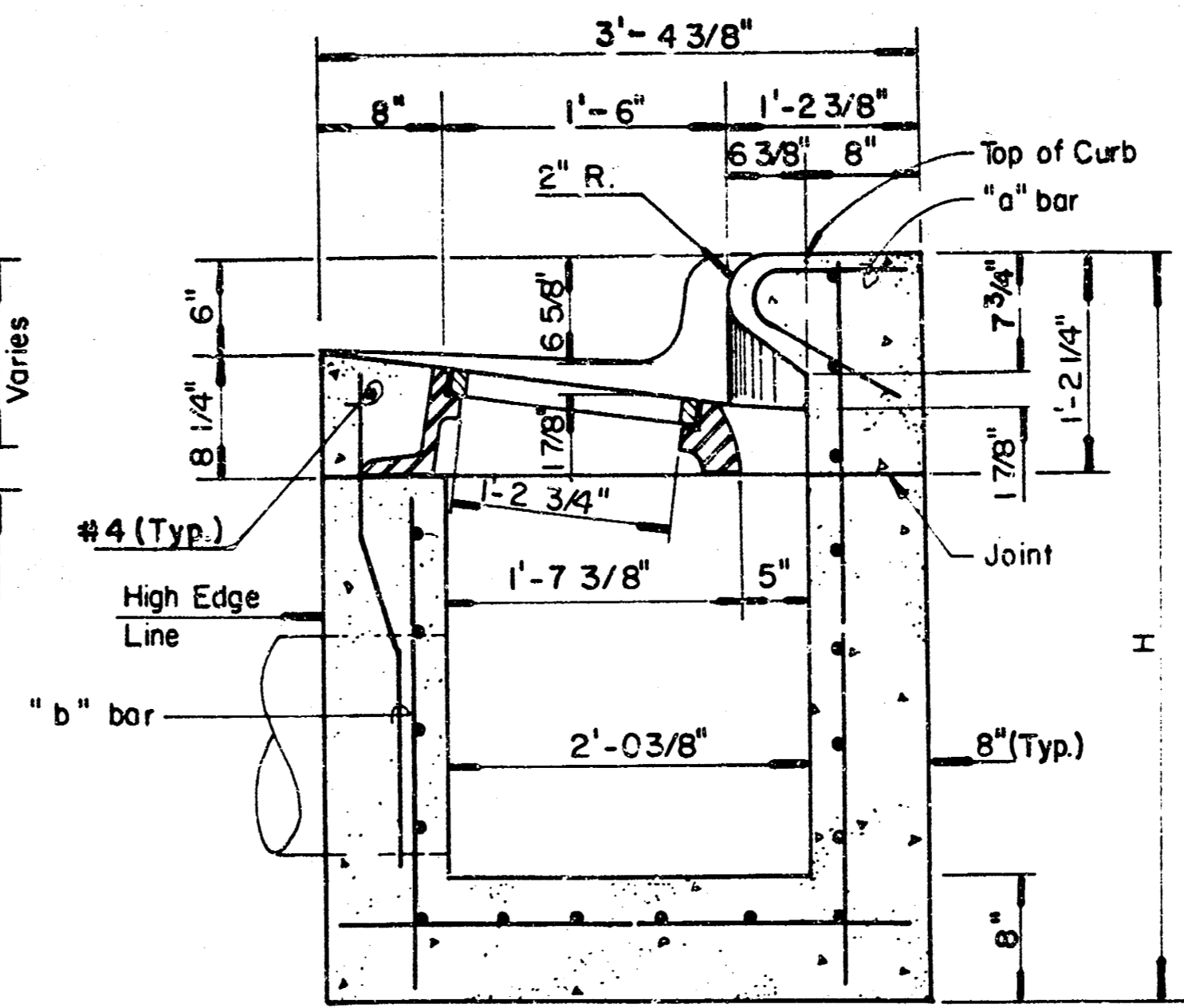


122
121
120
119
118
117
116
115

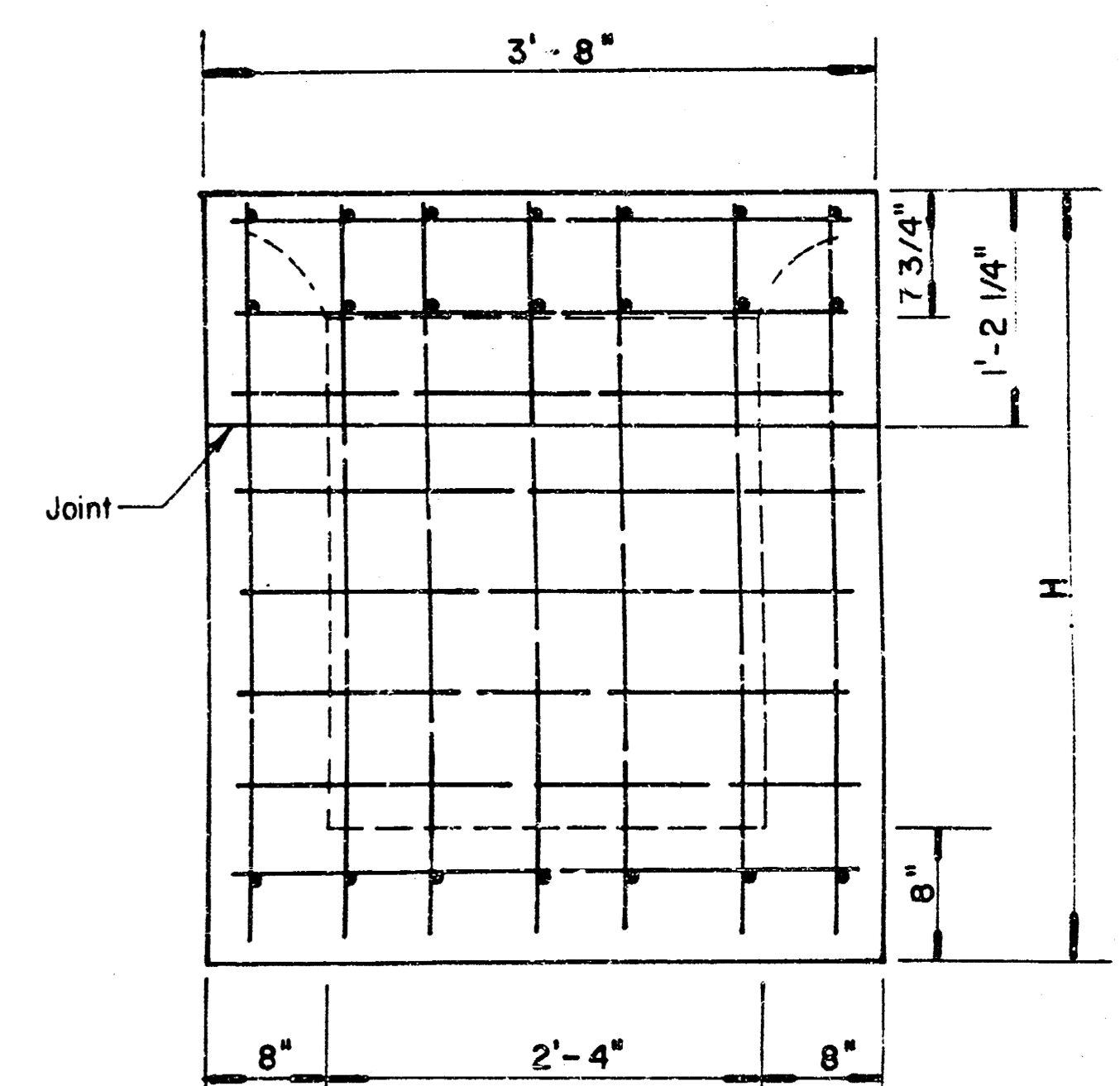
122
121
120
119
118
117
116
115



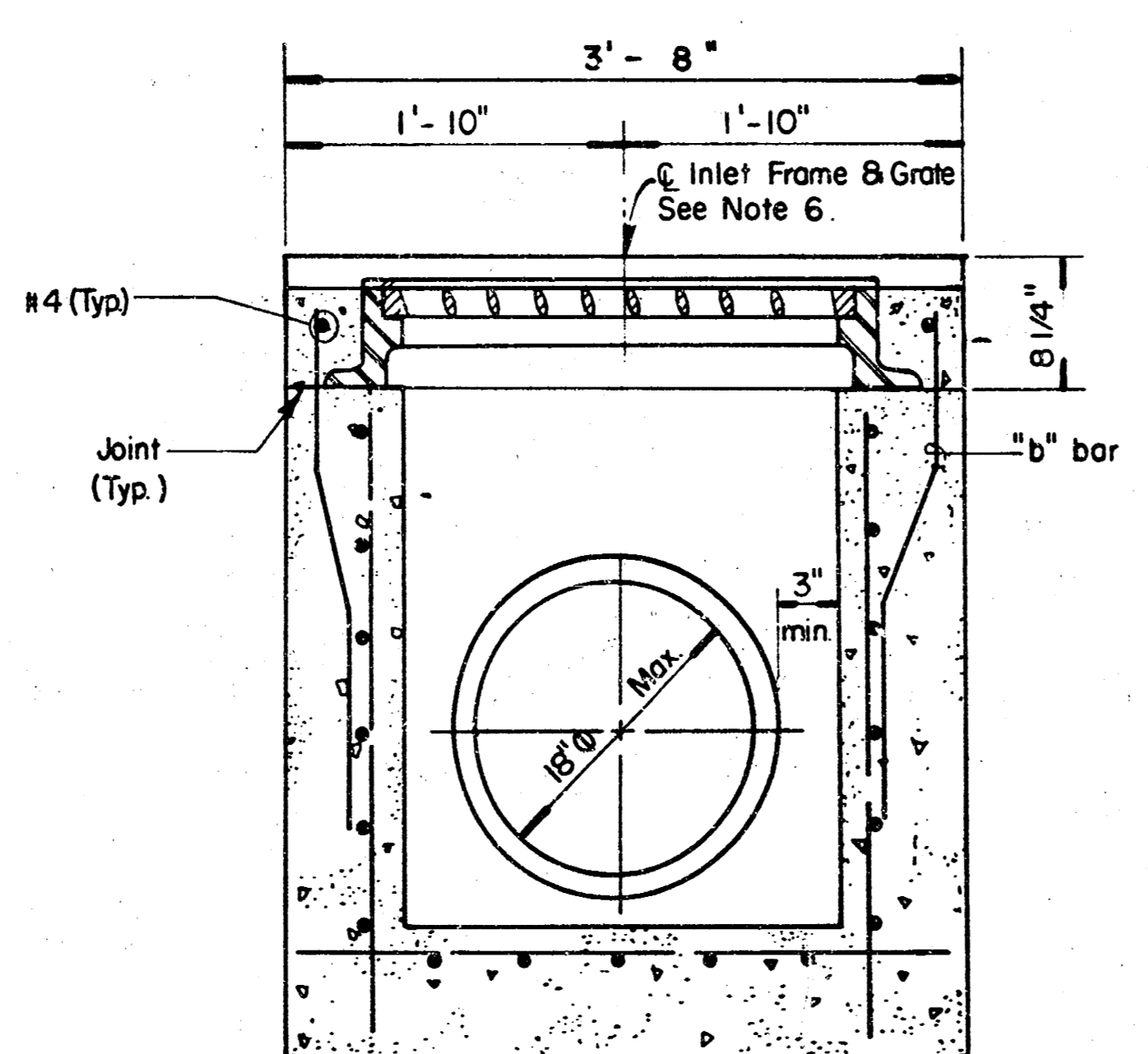
SECTION C-C



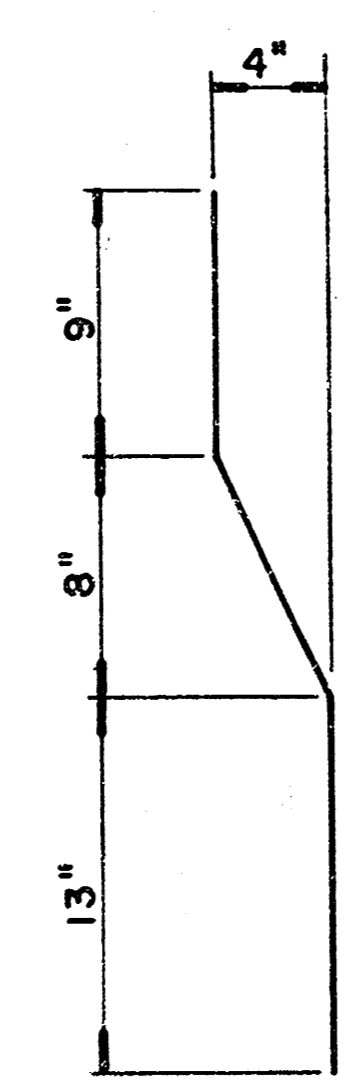
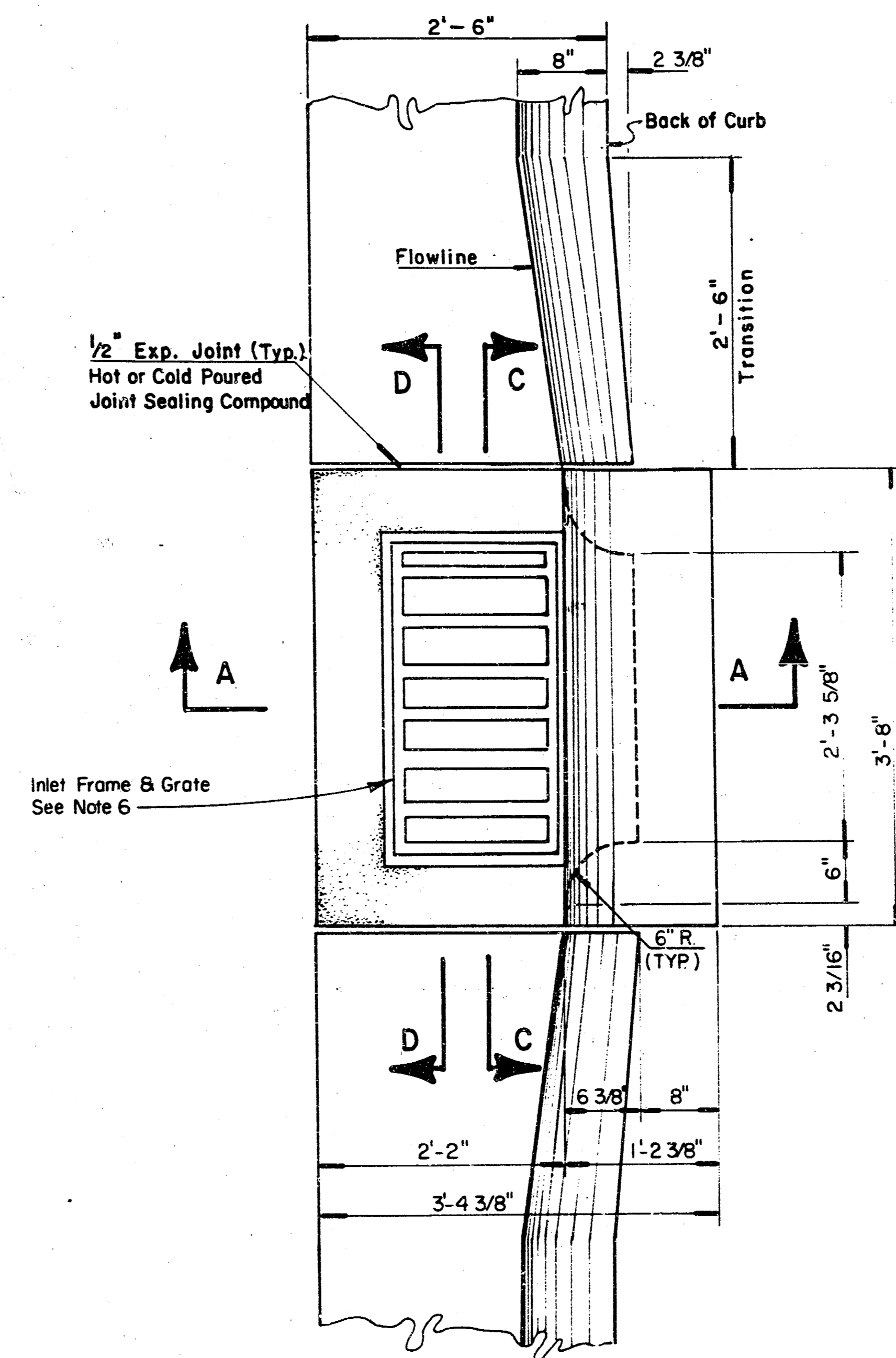
SECTION A-A



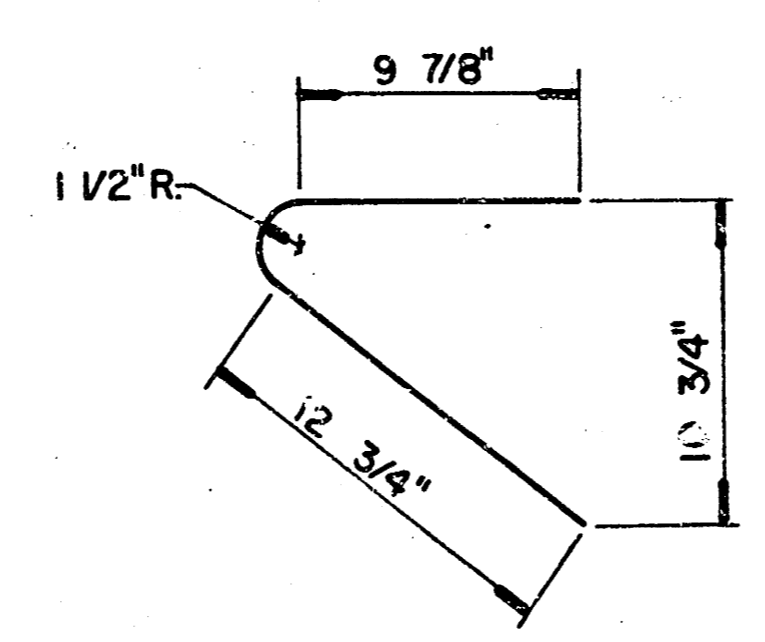
REAR WALL



SECTION D-D



"b" bar



"a" bar

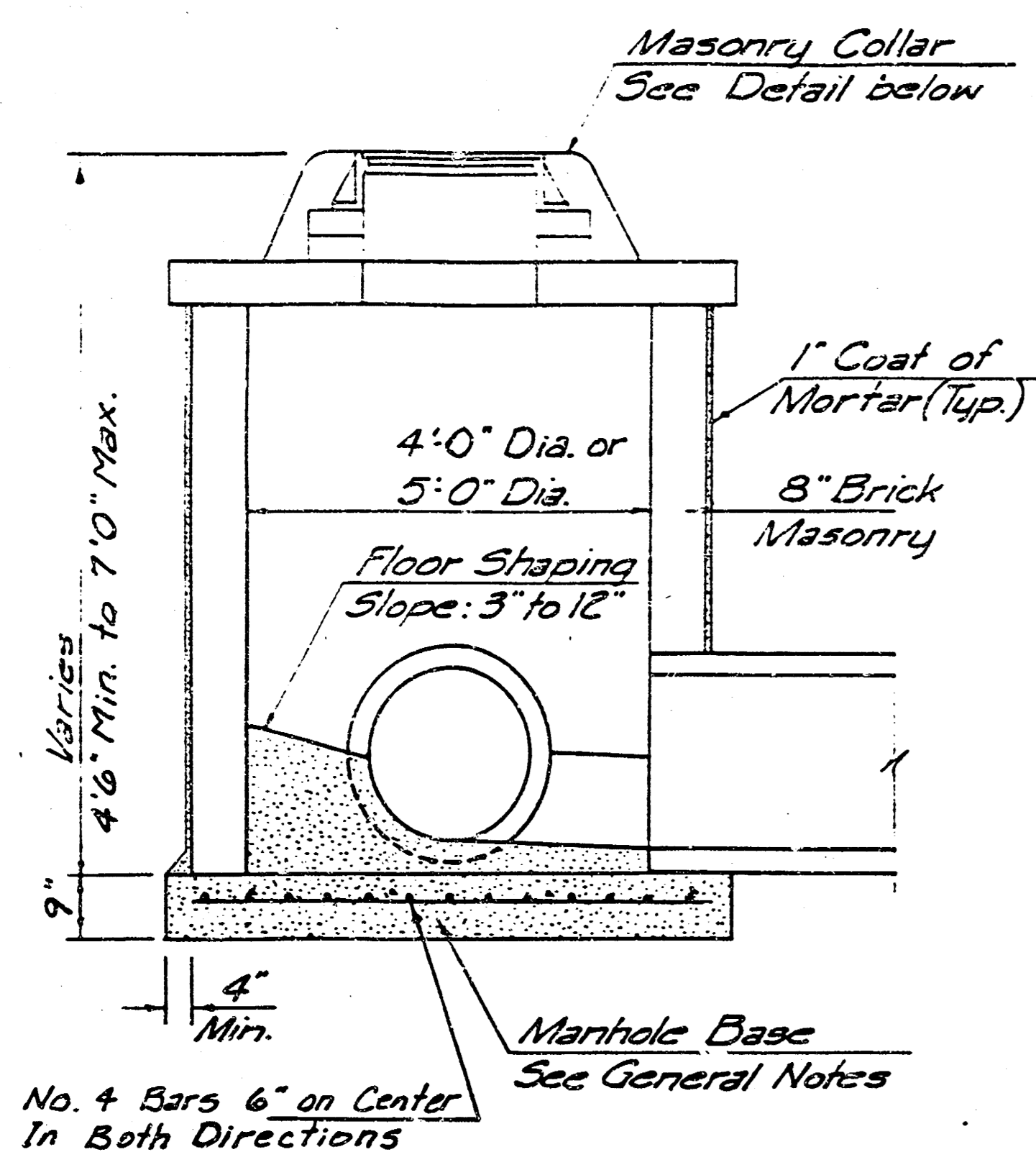
BENDING DIAGRAM

- GENERAL NOTES:**
1. Use the concrete mix specified for the City of Wichita concrete pavement throughout. All exposed edges shall be finished with an edging tool. Reinforcing bars shall be bent around pipe.
 2. Inlet invert shall be shaped with 8 sack mix concrete to create flow channels and to increase hydraulic efficiency such that the inlet will be self cleaning between all inlet and/or outlet pipes.
 3. All bars are #4 with 6" spacing and shall have a minimum clearance of 1 1/2 inches unless otherwise noted on the plans.
 4. When directed by the Engineer, a small opening may be required in the back of the inlet in order to drain a low area. Reinforcing bars will extend through the openings. No deductions in concrete quantities will be made for these openings.
 5. No deductions will be made in pay length of curb, gutter, or curb and gutter through the inlet area.
 6. Use Neenah R-3289 HV Single Inlet Frame and Grate or approved equal. Inlet frame to be proof load tested to 40,000 lbs on unsupported side.
 7. Reinforcing bars shall be cut or bent around pipes. No deduction in concrete quantities shall be made for pipe openings.
 8. The vanes of the grate shall be oriented with respect to the flow arrows shown on the plans.

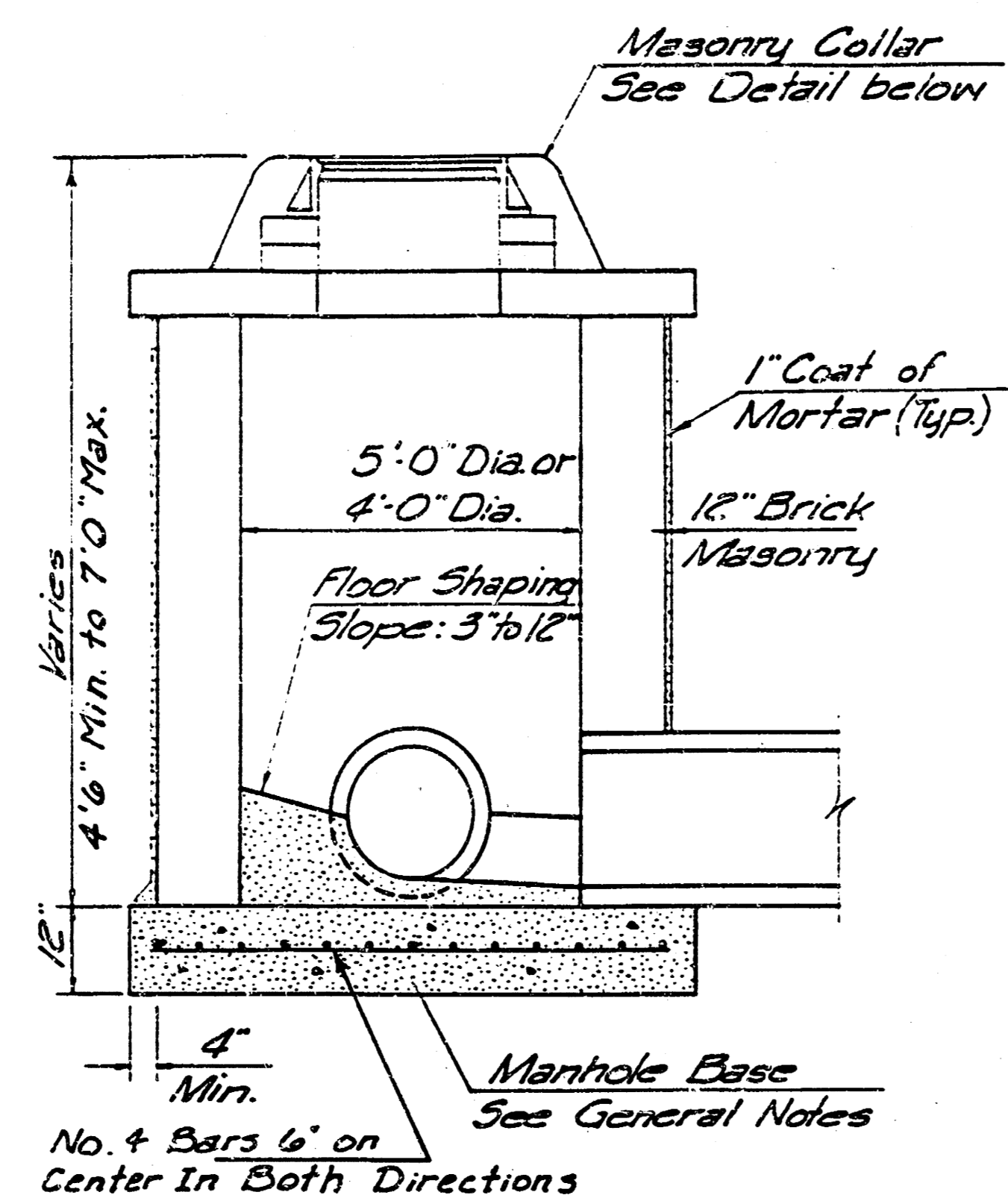
SHEET 9 of 12
472 -76 -245 - 81837-000-000-001

DETAIL STANDARD TYPE II CURB INLET
CITY OF WICHITA, KANSAS
INLET OPENING = 6"x2'-3 5/8"
JANUARY, 1987

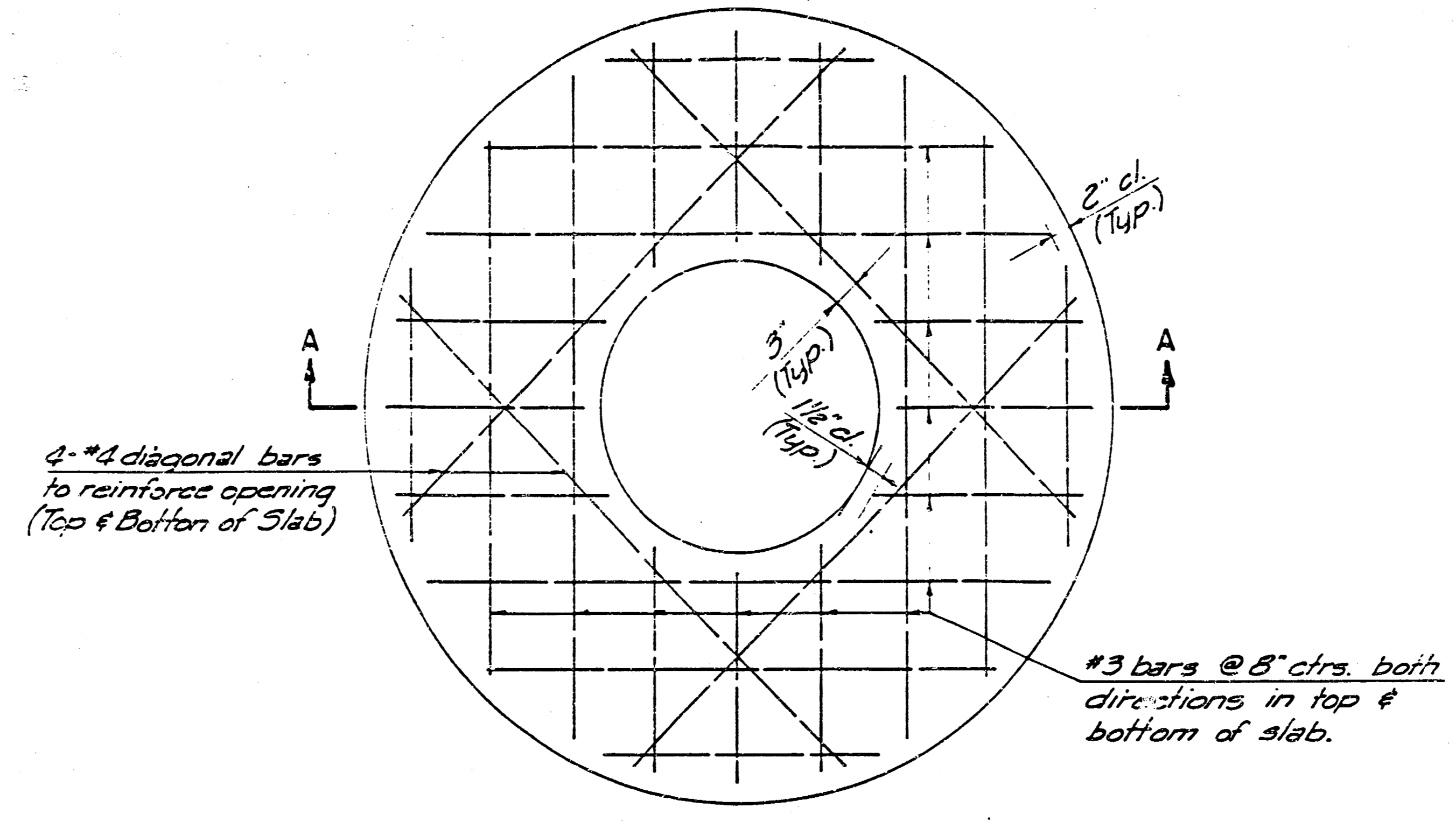
FILMED FROM THE AVAILABLE COPY



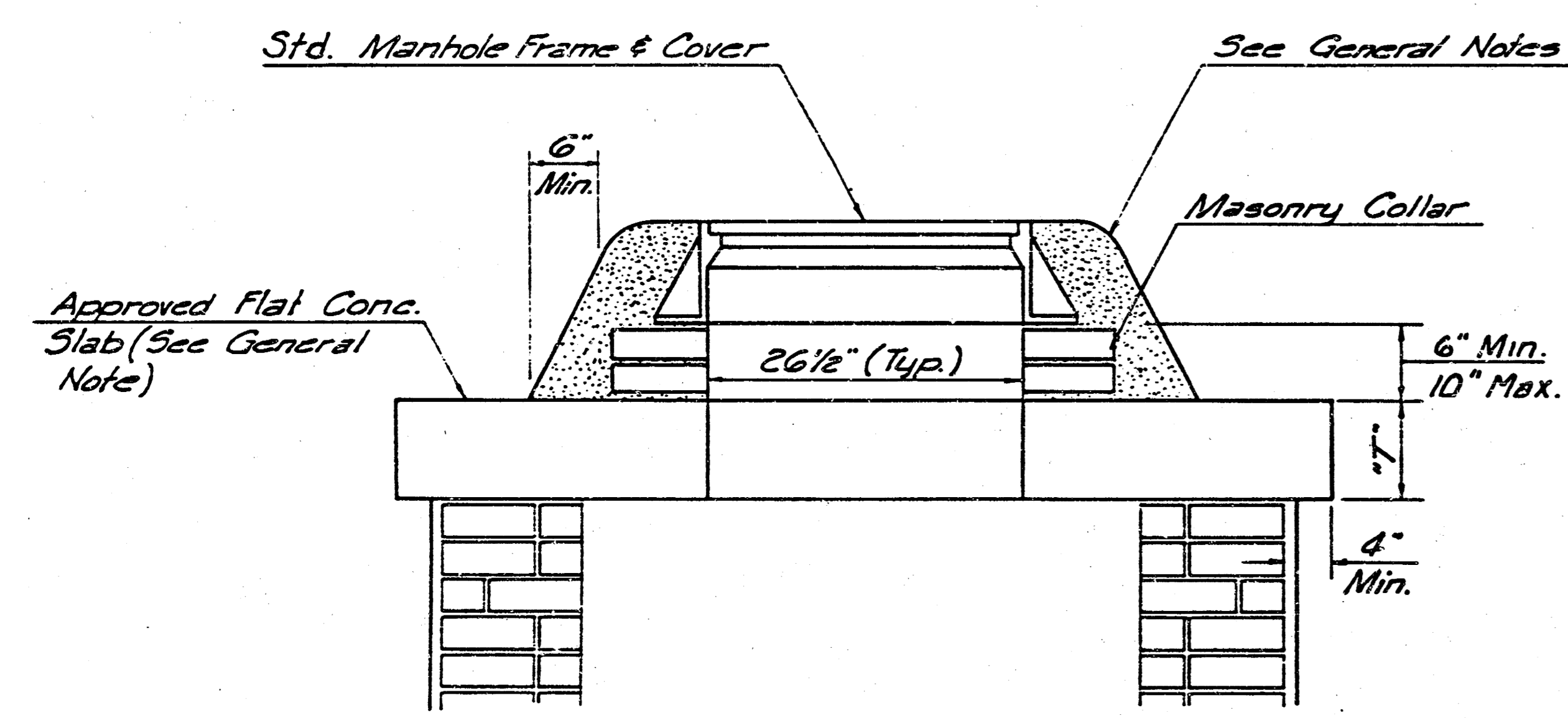
SHALLOW TYPE "A" MANHOLE



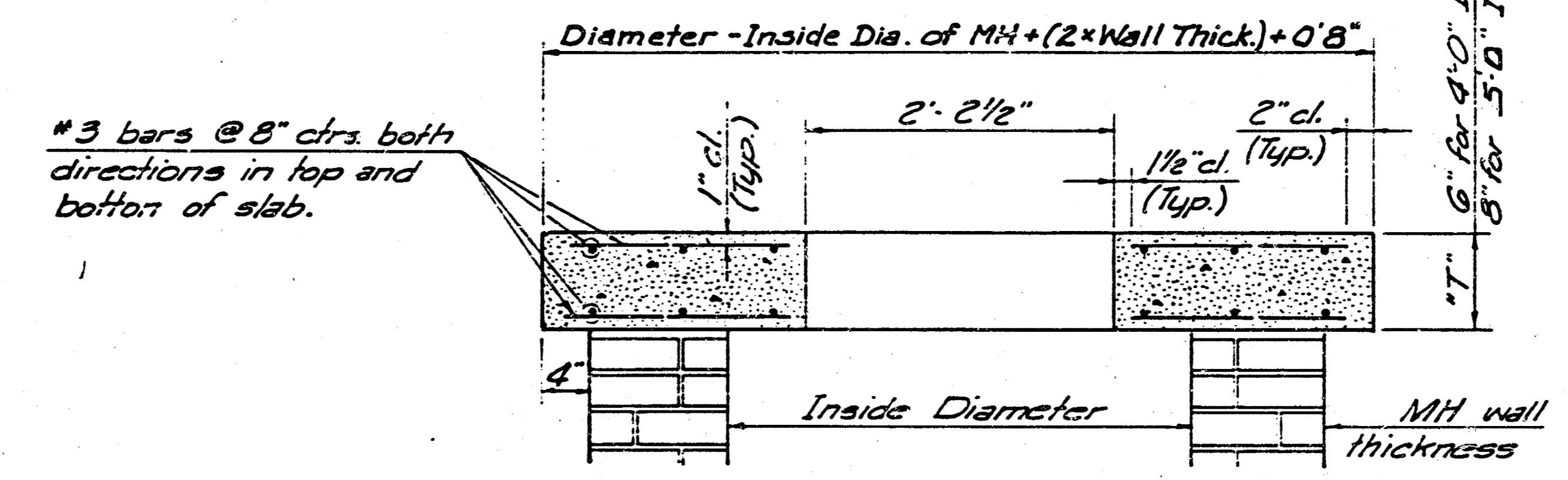
SHALLOW TYPE "B" MANHOLE



PLAN

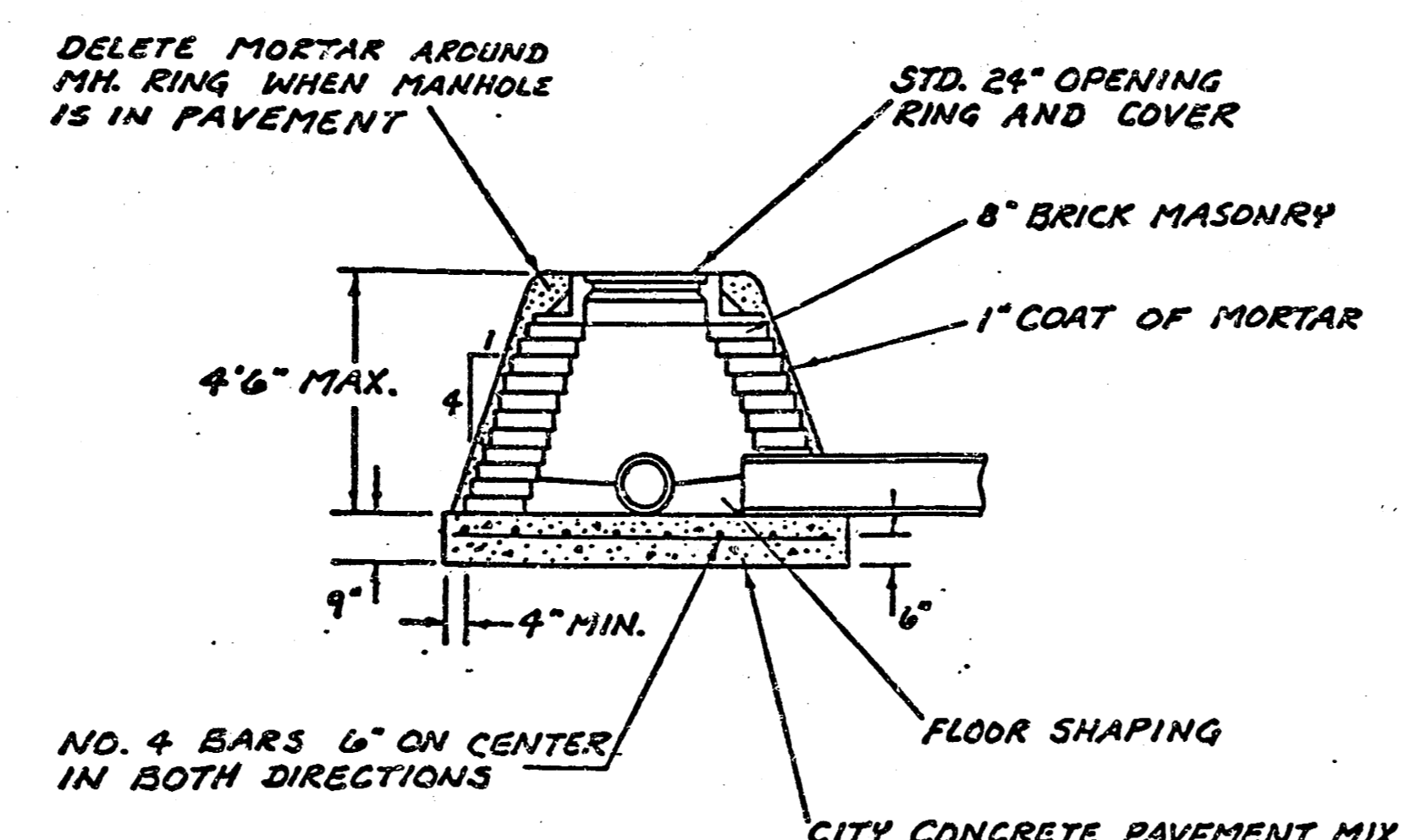


MASONRY COLLAR DETAIL

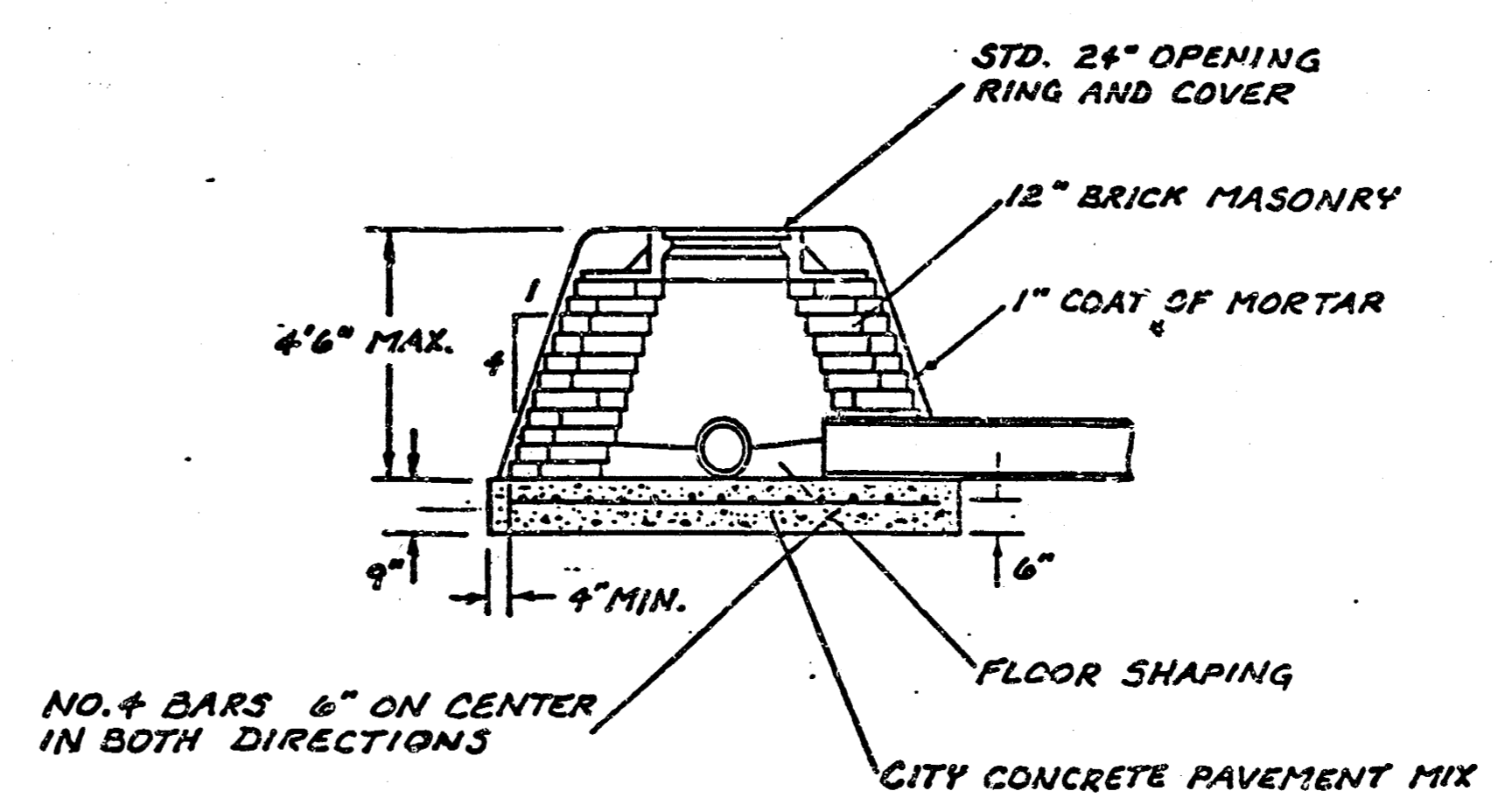


SECTION A-A

FLAT CONCRETE SLAB DETAILS



SPECIAL SHALLOW TYPE 'A' MANHOLE

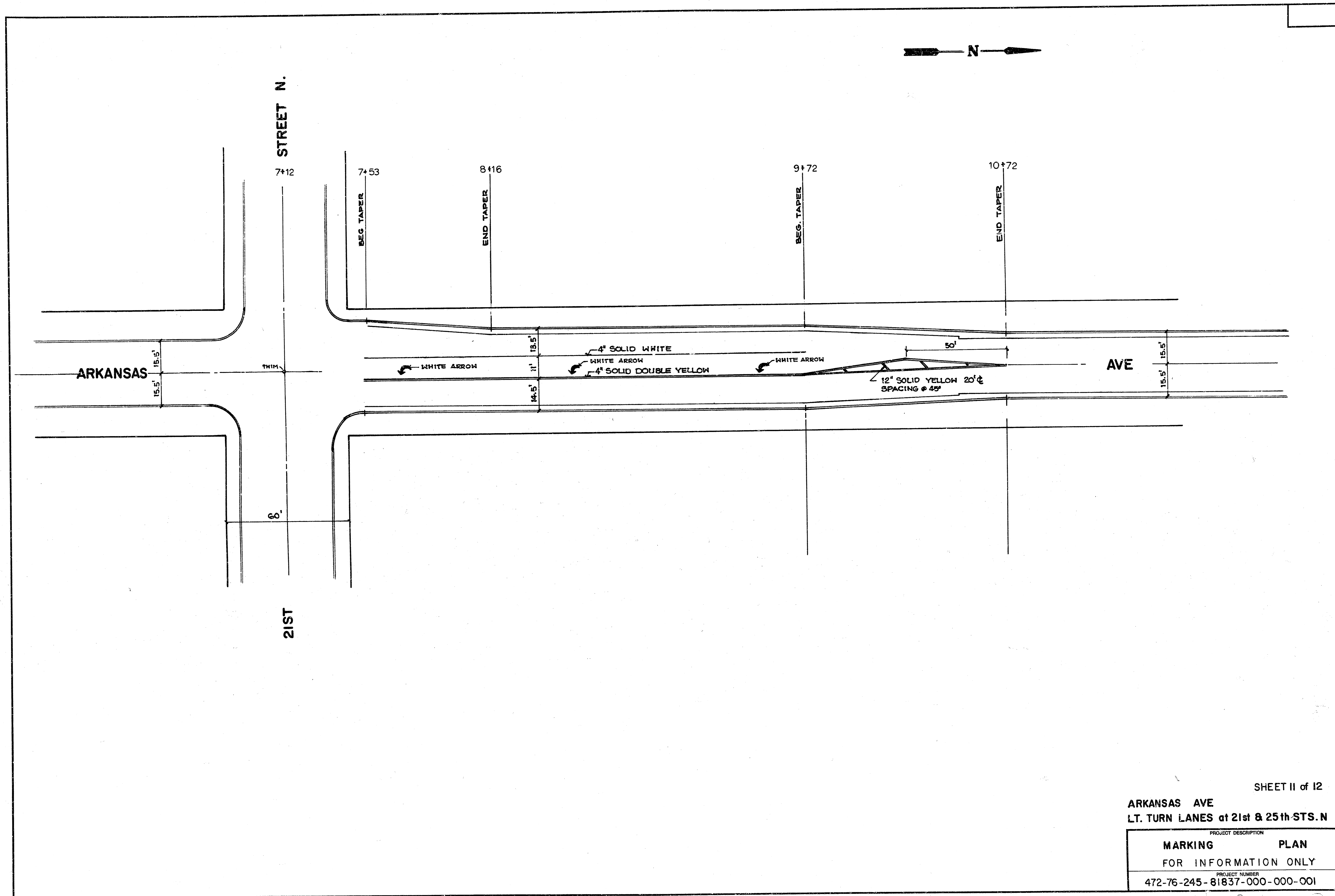


SPECIAL SHALLOW TYPE 'B' MANHOLE

GENERAL NOTES

- MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE CEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. 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.
- 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.
- 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 HEAT 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.
- 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.
- 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.
- THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.
- 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.

FILMED FROM THE BEST AVAILABLE COPY

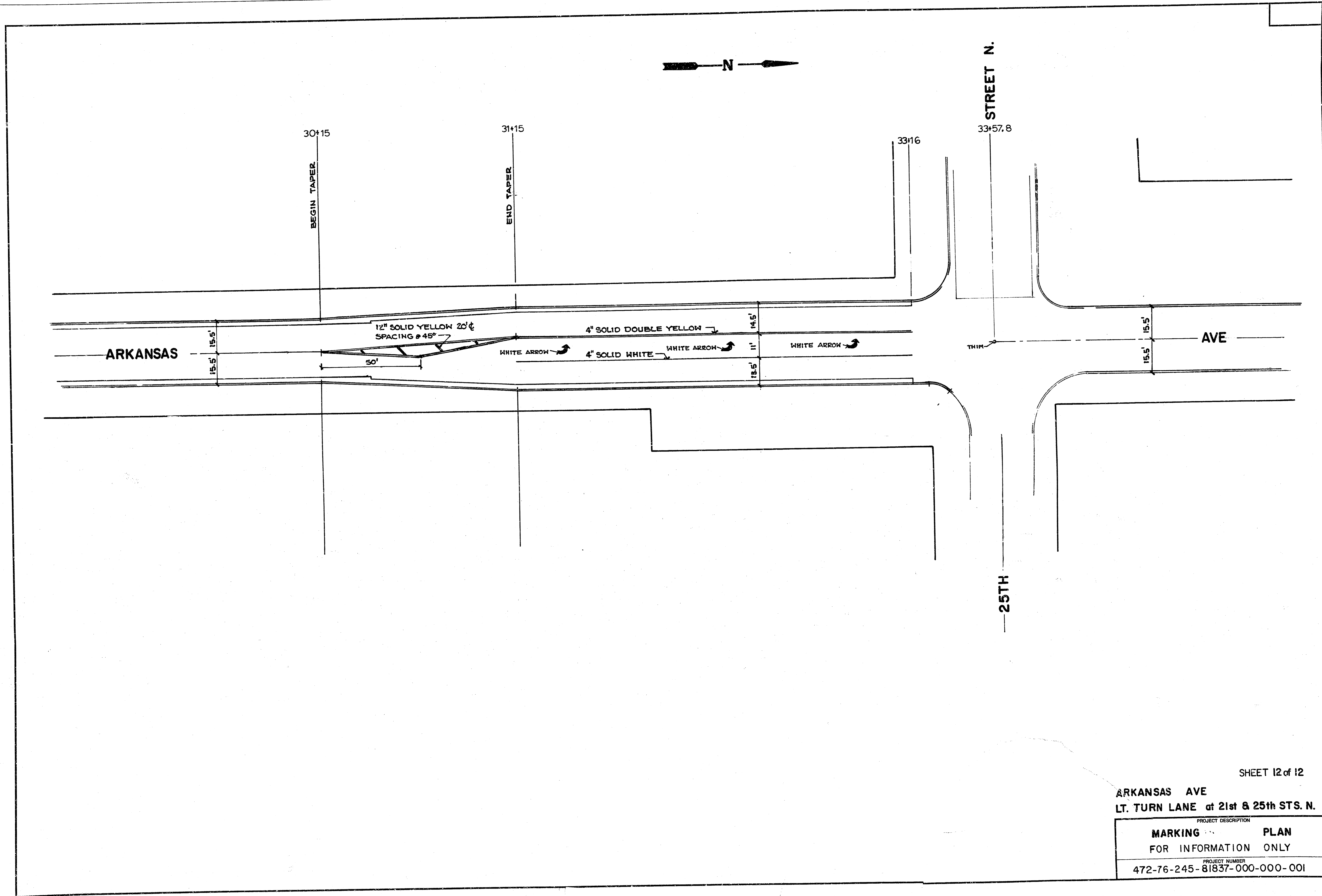


SHEET 11 of 12

ARKANSAS AVE
LT. TURN LANES at 21st & 25th STS. N

PROJECT DESCRIPTION	MARKING PLAN
FOR INFORMATION ONLY	
PROJECT NUMBER	
472-76-245-81837-000-000-001	

FILMED FROM THE BEST AVAILABLE COPY



SHEET 12 of 12

ARKANSAS AVE
 LT. TURN LANE at 21st & 25th STS. N.

PROJECT DESCRIPTION
MARKING PLAN
FOR INFORMATION ONLY
PROJECT NUMBER
472-76-245-81837-000-000-001

FILMED FROM THE BEST
 AVAILABLE COPY