Minn. Proj. No.

MINNESOTA DEPARTMENT OF TRANSPORTATION

THE COUNTY OF OLMSTED

CONSTRUCTION PLAN FOR CONCRETE PAVEMENT REHABILITATION, CONCRETE AND BITUMINOUS SURFACING, CONCRETE CURB & GUTTER, STORM SEWER AND WATERMAIN REPLACEMENT

LOCATED ON C.S.A.H. 25 BETWEEN THE JUNCTION OF T.H. 52 AND THE JUNCTION OF T.H. 63 (GEOGRAPHIC DESCRIPTION)

FROM 490.07 FEET NORTH AND 1179.81 FEET WEST OF THE W 1/4 CORNER OF SEC. 11, T 106 N, R 14 W TO 10.58 FEET NORTH AND 1061.12 FEET EAST OF THE CENTER OF SEC. 11, T 106 N, R 14 W (LEGAL DESCRIPTION)

S.A.P. NO. 55-625-19

GROSS LENGTH	4923.15	FEET	0.932	MILES
BRIDGES LENGTH	317.15	FEET	0.060	MILES
EXCEPTIONS LENGTH	317.15	FEET	0.060	MILES
NET LENGTH	4606.00	FEET	0.872	MILES

AS-BUILT

FEB 0 8 2005

ENGINEERING

PLAN SYMBOLS

ROAD AND ROADWAY FEATURES

PROJECTED ROAD
PRIMARY ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACE ROAD
GRAVEL OR STONE ROAD
BITUMINOUS ROAD
PAVED ROAD
CURBED ROAD
TEMPORARY DETOUR UNDER CONSTRUCTION
ROADS IN UNINCORPORATED COMMUNITIES, EXCEPTIONS OF LOCAL ROADS (NOT F.A.S.) WITHIN MUNICIPALITIES AND FRONTAGE ROADS
POINTS BETWEEN WHICH DISTANCES ARE MEASURED INDICATED THUS

ROAD SYSTEM DESIGNATIONS

INTERSTATE TRUNK HIGHWAY
U.S. NUMBERED TRUNK HIGHWAY
STATE NUMBERED TRUNK HIGHWAY
COUNTY STATE AID HIGHWAY
COUNTY ROAD
COUNTY STATE AID OR ADJOINING COUNTY
FEDERAL AID INTERSTATE SYSTEM — FAI.
NATIONAL FOREST HIGHWAY — N.F.H.
NATIONAL FOREST DEVELOPMENT — N.F.D.
STATE FOREST ROAD — S.F.R.
STATE PARK ROAD — S.P.R.

RAILROADS

RAILROAD (ONE MARKER OF TRACKS) USED BY A SINGLE OPERATING COMPANY OR BY TRACKS OF ANOTHER CARRIER UNDER TRACKAGE RIGHTS
RAILROADS IN JUXTAPOSITION (TWO OR MORE TRACKS OF SEPARATELY OPERATED COMPANIES ON ADJACENT RIGHTS OF WAY)
RAILROAD STATION
GRADE CROSSING
UNDERPASS (HIGHWAY BELOW)
OVERPASS (HIGHWAY ABOVE)

AIRWAYS

AIRPORT
MILITARY FIELD
COMMERCIAL OR MUNICIPAL FIELD
LANDING AREA OR STRIP
AIRWAY LIGHT BEACON, GENERAL

STRUCTURES

General Symbols (over 20' span)
HIGHWAY BRIDGE
SMALL BRIDGES CLOSELY SPACED
DRAWBRIDGE
TRUSS
Other Structures
PEDESTRIAN BRIDGE
DAM WITH ROAD
DAM WITHOUT ROAD
LEVEE OR DIKE WITH ROAD
LEVEE OR DIKE WITHOUT ROAD
MINOR STRUCTURES (5' TO 20' SPAN)
CONCRETE FORD OR DIP
FORD — ROAD ESTABLISHED

BOUNDARIES

NATIONAL OR STATE
COUNTY
CIVIL TOWNSHIP
CONGRESSIONAL TOWNSHIP (U.S. LAND)
CORPORATE LINE
SECTION LINE
CONCEIVED AREA
NATIONAL OR STATE PARK
NATIONAL OR STATE FOREST
GAME REFUGE
AIRPORT
WILDLIFE MANAGEMENT AREA (STATE) OR WATERFOWL AREA (FEDERAL)

DRAINAGE

NARROW STREAM
WIDE STREAM
MARSH OR SWAMP LAND
DRAINAGE DITCH
LAKE OR POND

CONSERVATION

FOREST RANGER STATION
GUARD OR RANGER STATION (NOT PERMANENTLY OCCUPIED)
FISH HATCHERY
GAME PRESERVE
OBSERVATION OR LOOKOUT TOWER
SMALL PARK: SP = STATE, CP = COUNTY, MP = MUNICIPAL, WP = WAYSIDE
PUBLIC ACCESS POINT

RECREATION

GOLF COURSE OR COUNTRY CLUB
GUN CLUB
ATHLETIC FIELD
AMUSEMENT PARK
PICNIC GROUND
PLAYGROUND, BALLFIELD ETC.
BATHING BEACH OR SWIMMING POOL
SCENIC SITE
CAMP SITE
CAMP OR LODGE

FARM AND DWELLING UNITS

FARM UNIT
DWELLING UNITS THAN FARM
BARRACKS OR DORMITORIES FOR STUDENTS, WORKERS, MIGRANTS ETC.
SEASONAL DWELLING
HOMES OR GROUPS OF DWELLINGS CLOSELY SPACED NUMBER ADJACENT TO SYMBOL INDICATES NUMBER OF EACH UNIT

INDUSTRIAL

FACTORY OR INDUSTRIAL PLANT
SMOKE STACK
STORAGE TANKS, OIL OR GAS
GRAIN ELEVATOR
MILL OR CANNERY
PEAT DUMP
STOCKYARD, FEEDLOT
DUMP
MILK DEPOT, CREAMERY OR CHEESE FACTORY
WAREHOUSE

COMMERCIAL

STORE OR SMALL BUSINESS ESTABLISHMENT
HOTEL
MOTEL
TOURIST COURT
DRIVE-IN THEATRE
NURSERY
GREENHOUSE

PUBLIC SERVICE FACILITIES

POST OFFICE
FIRE STATION
MUSEUM
PUBLIC LIBRARY
SCHOOL
RADIO STATION
SEWAGE DISPOSAL PLANT
HOSPITAL
TOWN HALL

CITY CENTERS

COUNTY SEAT
CITY CENTER
INCORPORATED CITY (DESIGNATED)
UNINCORPORATED COMMUNITY

MISCELLANEOUS MAP FEATURES

CHURCH, OTHER RELIGIOUS INSTITUTIONS
CEMETERY
FAIRGROUNDS, RACE COURSE, SPEEDWAY
GRAVEL PIT
SANITARY LANDFILL
AUTO JUNKYARD
MISSION GARAGE
DEPARTMENT OF TRANSPORTATION DISTRICT OFFICE
VALVE HOUSE
PUMPING OR PUMPING STATION NATURAL GAS, PETROLEUM PRODUCTS, CRUDE OIL OR WATER
PIPELINE, NATURAL GAS
PIPELINE, PETROLEUM PRODUCTS
PIPELINE, CRUDE OIL
PIPELINE, WATER
TRANSMISSION LINE (1,000 OR OVER)
POWER PLANT
TRANSFORMER STATION
LEISURE AND LEISURELIKE INTERCHOW
HISTORIC SITE: STATE OR NATIONAL OPEN TO PUBLIC

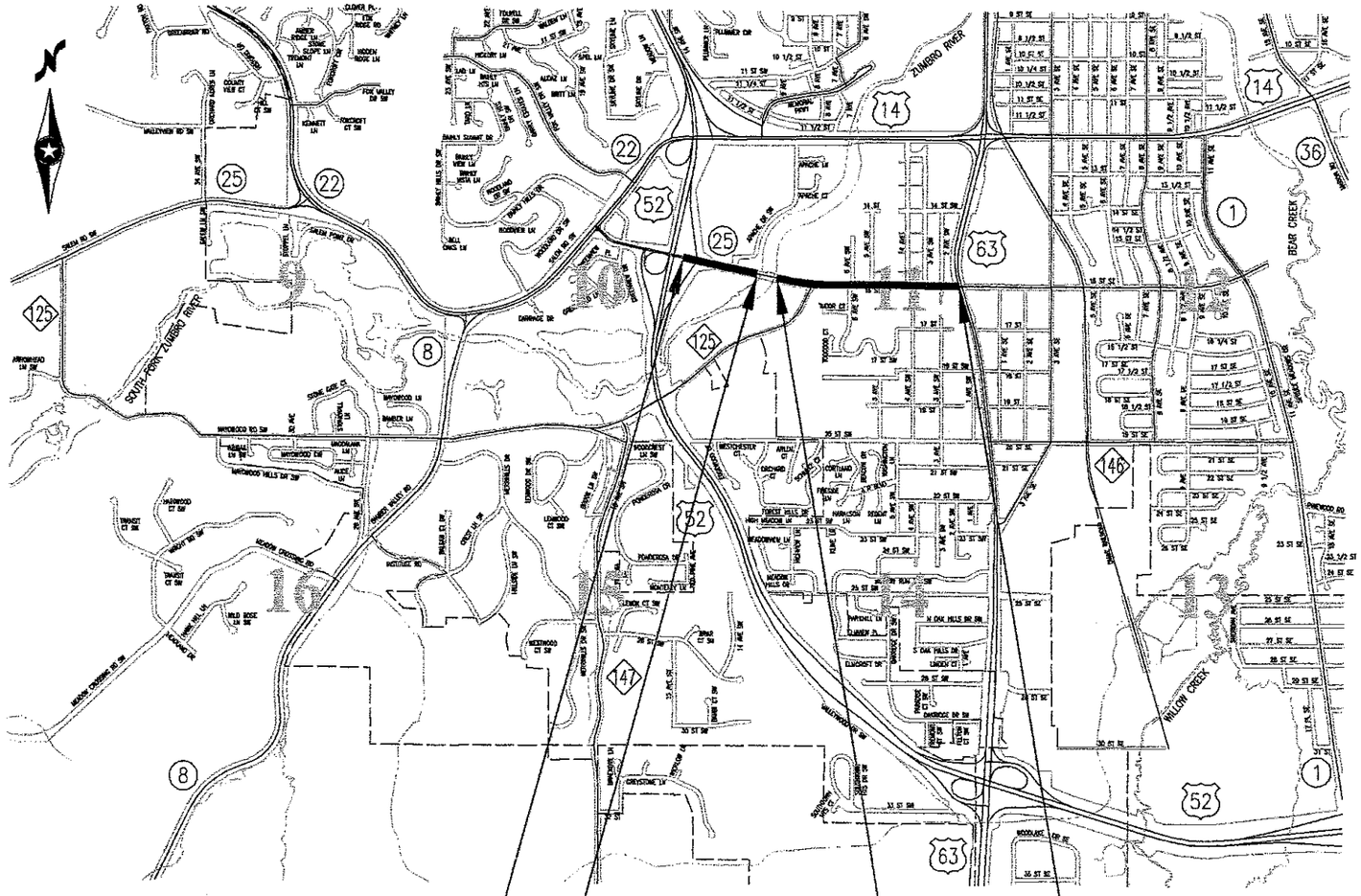
SCALES

PLAN: 50 FEET

PROFILE: 50 FEET HORIZ. / 10 FEET VERT.

CROSS SECTIONS: 20 FEET HORIZ. and VERT.

INDEX MAP: 1/2 MILE



GOVERNING SPECIFICATIONS

THE 2000 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

INDEX

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED QUANTITIES AND STANDARD PLATES
3	TYPICAL SECTIONS
4–5	QUANTITY TABULATIONS
6–9	STANDARD PLAN SHEETS
10	ALIGNMENT TABULATION
11–15	REMOVAL PLAN
16–23	C.S.A.H. 25 PLAN AND PROFILE
24	C.R. 125 PLAN AND PROFILE
25–28	SURFACING PLAN
29–32	SUPERELEVATION PLAN
33–34	INTERSECTION DETAILS
35–39	STRIPING PLAN AND DETAILS
40–50	TRAFFIC CONTROL PLAN

THIS PLAN CONTAINS 50 SHEETS

DESIGN DESIGNATION: S.A.P. 55-625-19

ADT (Current Year)	= 19,427 (2002)
ADT (Future Year)	= 31,083 (2022)
HCADT (Heavy Commercial)	= 7.5%
Functional Classification	= Minor Arterial
10 Ton Design	
Soil Factor	= 130%
No. of Traffic Lanes	= 4 at 11 Ft.
Shoulder Width	= N/A

Design Speed 40 MPH Based on Stopping Sight Distance
Stopping Sight Distance based on 3.5 Ft. Height of Eye and 0.5 Ft. Height of Object
Design Speed not achieved at:

DESIGN ENGINEER: I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 10/30/02 REG. NUMBER 19917
PRINTED NAME: KAYE M. BIENIEK
SIGNED NAME: Kaye M Bieniek
COUNTY DESIGN ENGINEER

DESIGNED BY: GOODMAN

DATE 10/30/02 REG. NUMBER 10397
APPROVED: OLMSTED COUNTY ENGINEER

DATE: 10/31/02
APPROVED: CITY OF ROCHESTER ENGINEER

DATE: 11/4/02
APPROVED: CITY OF ROCHESTER WATER DEPARTMENT

DATE: 12/3/02
DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE-AID RULES/POLICY

DATE: 12/3/02
STATE AID ENGINEER: APPROVED FOR STATE-AID & FEDERAL-AID FUNDING

FILE NAME: C25-CT01.DWG DATE: 10-03-02

STATEMENT OF ESTIMATED QUANTITIES

SPECIFICATION NO.	ITEM	ITEM NOTES	UNITS	S.A.P. 55-625-19 PARTICIPATING	S.A.P. 55-625-19 NON PARTICIPATING	100% CITY LOCAL	TOTAL ~~ESTIMATED~~ QUANTITIES	
2021.501	MOBILIZATION		LUMP SUM	1			1	
2101.502	CLEARING		TREE	~~5~~			~~5~~	6
2101.507	GRUBBING		TREE	~~5~~			~~5~~	6
2104.501	REMOVE SEWER PIPE (STORM)	(1)	LIN. FT.	~~98~~			~~98~~	146
2104.501	REMOVE CURB AND GUTTER		LIN. FT.	~~4689~~			~~4689~~	4714
2104.505	REMOVE CONCRETE SIDEWALK		SQ. YD.	~~699~~			~~699~~	460
2104.505	REMOVE CONCRETE DRIVEWAY PAVEMENT		SQ. YD.	~~552~~			~~552~~	531
2104.505	REMOVE CONCRETE PAVEMENT		SQ. YD.	~~18213~~			~~18213~~	18207
2104.505	REMOVE CONCRETE APPROACH PANEL		SQ. YD.	~~356~~			~~356~~	353
2104.505	REMOVE BITUMINOUS DRIVEWAY PAVEMENT		SQ. YD.	~~88~~			~~88~~	0
2104.505	REMOVE BITUMINOUS PAVEMENT		SQ. YD.	1057 ~~158~~		105 ~~140~~	~~298~~	1162
2104.509	REMOVE HYDRANT		EACH			3	3	
2104.509	REMOVE CATCH BASIN		EACH	~~1~~			~~1~~	6
2104.511	SAWING CONCRETE PAVEMENT		LIN. FT.	~~289~~			~~289~~	302
2104.513	SAWING BITUMINOUS PAVEMENT		LIN. FT.	479 ~~398~~		114 ~~157~~	~~555~~	593
2105.515	UNCLASSIFIED EXCAVATION	(2)	CU. YD.	189			189	
2105.523	COMMON BORROW (CV)		CU. YD.	~~120~~			~~120~~	112
2112.501	SUBGRADE PREPARATION	(3)	ROAD STA.	3262			(P) 3262	
2130.501	WATER	(4)	M-GALLONS	~~50~~			~~50~~	0
2211.501	AGGREGATE BASE, CLASS 5	(5)	TON	3265 ~~3761~~		14 ~~29~~	~~3790~~	3279
2232.501	MILL BITUMINOUS SURFACE		SQ. YD.	~~82~~			~~82~~	0
2301.501	CONCRETE PAVEMENT TYPE CX		SQ. YD.	~~5~~			~~5~~	8
2301.501	CONCRETE PAVEMENT TYPE D-1		SQ. YD.	~~44~~			~~44~~	25
2301.501	CONCRETE PAVEMENT TYPE D-2		SQ. YD.	~~13~~			~~13~~	0
2301.502	CONCRETE PAVEMENT STANDARD WIDTH 8"		SQ. YD.	~~15877~~			(P) ~~15877~~	15,852
2301.503	CONCRETE PAVEMENT IRREGULAR WIDTH 8"		SQ. YD.	~~2073~~			(P) ~~2073~~	2161
2301.511	STRUCTURAL CONCRETE		CU. YD.	~~4000~~			(P) ~~4000~~	4020
2301.529	REINFORCEMENT BARS (EPOXY COATED)	(6)	POUND	~~10857~~			~~10857~~	9796
2301.538	DOWEL BAR (EPOXY COATED)	(7)	EACH	~~10254~~			(P) ~~10254~~	10,322
2301.545	CONCRETE CORING		EACH	~~7~~			(P) ~~7~~	16
2301.551	BRIDGE APPROACH PANEL	(8)	EACH	2			2	
2301.602	DRILL & GROUT REINFORCEMENT BAR		EACH	~~181~~			~~181~~	175
2301.603	PERMANENT TERMINAL HEADER		LIN. FT.	~~125~~			~~125~~	0
2301.603	JOINT REPAIR (TYPE A-1H) VAR.		LIN. FT.	~~4843~~			~~4843~~	4644
2301.603	JOINT REPAIR (TYPE B-3)		LIN. FT.	~~741~~			~~741~~	737
2301.603	CRACK REPAIR (TYPE B-1)		LIN. FT.	~~122~~			~~122~~	55
2301.603	CRACK REPAIR (TYPE A-3H)		LIN. FT.	~~122~~			~~122~~	52
2301.603	CRACK REPAIR (TYPE A-4H)		LIN. FT.	~~70~~			~~70~~	12
2301.603	CRACK REPAIR (TYPE A-7H)		LIN. FT.	~~49~~			~~49~~	95
2301.603	MID-PANEL REPAIR (TYPE C-2)		LIN. FT.	~~24~~			~~24~~	0
2301.603	LONG. JOINT REPAIR (TYPE A-5H) VAR.		LIN. FT.	~~6634~~			~~6634~~	6043
2301.603	LONG. JOINT REPAIR (TYPE A-6) VAR.		LIN. FT.	~~2688~~			~~2688~~	2668
2301.603	CONTRACTION JOINT REPAIR (TYPE C-3A)		LIN. FT.	~~48~~			~~48~~	108
2301.603	CONTRACTION JOINT (SPECIAL) (TYPE C-3AS)		LIN. FT.	~~72~~			~~72~~	0
2301.603	CONTRACTION JOINT REPAIR (TYPE C-3D)		LIN. FT.	~~27~~			~~27~~	0
2301.603	EDGE REPAIR (TYPE C-4C)		LIN. FT.	~~35~~			~~35~~	0
2301.608	SEAL CONCRETE PAVEMENT JOINT (3725)	(9)	POUND	~~2738~~			~~2738~~	3630
2301.618	SPOT SURFACE REPAIR (TYPE B-2A)		SQ. FT.	~~254~~			~~254~~	352
2301.618	SPOT FULL DEPTH JOINT REPAIR (TYPE C-1)		SQ. FT.	~~13~~			~~13~~	109
2301.618	REPAIR SPECIAL (TYPE B-2E)		SQ. FT.	~~58~~			~~58~~	72
2350.501	TYPE MV 4 WEARING COURSE MIXTURE		TON	1076 ~~104~~		15 ~~12~~	~~116~~	122.4
2350.502	TYPE MV 4 NON WEARING COURSE MIXTURE		TON	225 ~~107~~		19	~~126~~	244
2501.515	24" RC PIPE APRON		EACH	1			1	
2503.511	12" RC PIPE SEWER, CLASS 5		LIN. FT.	~~100~~			~~100~~	117
2503.511	24" RC PIPE SEWER, CLASS 5		LIN. FT.	~~28~~			~~28~~	27
2504.601	RECONNECT WATER SERVICE		EACH			7	7	
2504.602	HYDRANT		EACH			3	3	
2504.602	ADJUST HYDRANT		EACH	~~1~~			~~1~~	0
2504.602	ADJUST GATE VALVE BOX		EACH	16			16	

STATEMENT OF ESTIMATED QUANTITIES

SPECIFICATION NO.	ITEM	ITEM NOTES	UNITS	S.A.P. 55-625-19 PARTICIPATING	S.A.P. 55-625-19 NON PARTICIPATING	100% CITY LOCAL	TOTAL ~~ESTIMATED~~ QUANTITIES	
2504.602	4" GATE VALVE AND BOX		EACH			1	1	
2504.602	6" GATE VALVE AND BOX		EACH			3	3	
2504.602	8" GATE VALVE AND BOX		EACH			4	4	
2504.602	12" GATE VALVE AND BOX		EACH			~~3~~	~~3~~	4
2504.603	4" WATER MAIN DUCTILE IRON CL. 52		LIN. FT.			~~6~~	~~6~~	10
2504.603	6" WATER MAIN DUCTILE IRON CL. 52		LIN. FT.			~~53~~	~~53~~	46
2504.603	8" WATER MAIN DUCTILE IRON CL. 52		LIN. FT.			~~201~~	~~201~~	171
2504.603	12" WATER MAIN DUCTILE IRON CL. 52		LIN. FT.			~~891~~	~~891~~	895
2504.608	DUCTILE IRON FITTINGS		POUND			~~1298~~	~~1298~~	1184
2506.602	RECONSTRUCT DRAINAGE STRUCTURE	(10)	EACH	~~10~~			~~10~~	8
2506.602	INSTALL CATCH BASIN		EACH	~~6~~			~~6~~	8
2506.602	ADJUST DRAINAGE STRUCTURE	(10)	EACH	~~10~~			~~10~~	11
2506.602	ADJUST FRAME AND RING CASTING	(11)	EACH	10		10	20	
2521.501	4" CONCRETE WALK	(12) (13)	SQ. FT.	6123 ~~6995~~			~~6995~~	6123
2521.501	6" CONCRETE WALK	(14)	SQ. FT.	~~281~~			~~281~~	277
2521.511	3" BITUMINOUS WALK		SQ. FT.	~~412~~			~~412~~	352
2531.501	CONCRETE CURB AND GUTTER DESIGN B624		LIN. FT.	158 ~~121~~		6715 ~~6730~~	~~6851~~	6873
2531.507	6" CONCRETE DRIVEWAY PAVEMENT		SQ. YD.	~~478~~			~~478~~	395
2531.507	8" CONCRETE DRIVEWAY PAVEMENT		SQ. YD.	~~233~~			~~233~~	240
2545.521	4" RIGID STEEL CONDUIT		LIN. FT.	~~120~~			~~120~~	127
2545.553	PULL BOX (PVC WITH METAL COVER)		EACH	4			4	
2545.602	ADJUST PULL BOX		EACH	2			2	
2563.601	TRAFFIC CONTROL		LUMP SUM	1			1	
2564.602	PAVEMENT MESSAGE (LEFT ARROW) EPOXY		EACH	2			2	
2564.602	PAVEMENT MESSAGE (RIGHT ARROW) EPOXY		EACH	3			3	
2564.603	4" SOLID LINE WHITE - EPOXY		LIN. FT.	~~843~~			~~843~~	798
2564.603	24" SOLID LINE WHITE - EPOXY		LIN. FT.	~~33~~			~~33~~	36
2564.603	4" BROKEN LINE WHITE - EPOXY		LIN. FT.	~~1250~~			~~1250~~	1550
2564.603	4" DOUBLE SOLID LINE YELLOW - EPOXY		LIN. FT.	~~3602~~			~~3602~~	3906
2564.603	24" SOLID LINE YELLOW - EPOXY		LIN. FT.	~~157~~			~~157~~	143
2564.618	ZEBRA CROSSWALK WHITE - EPOXY		SQ. FT.	~~180~~			~~180~~	198
2575.505	SODDING TYPE LAWN		SQ. YD.	~~4143~~			~~4143~~	4848
2575.532	COMMERCIAL FERTILIZER ANALYSIS 12-12-12		POUND	~~172~~			~~172~~	400

(1) INCLUDES REMOVAL OF 24" RC PIPE APRON AT STA. 39+71.40 -- 50.39' RT

(2) CONSISTS OF EXCAVATION FOR TURN LANE EXTENSION AT STA. 19+14.95 TO STA. 22+20.00.

(3) STA. 28+96.85 TO STA. 29+46.85 AND STA. 32+64.00 TO STA. 64+76.06.

(4) INCLUDED FOR DUST CONTROL WITHIN THE PROJECT LIMITS ONLY, AS DIRECTED BY THE ENGINEER.

(5) SPECIFICATION 1903 SHALL NOT APPLY FOR THESE ITEMS.

(6) QUANTITY INCLUDES 14 LBS. FOR CONCRETE PAVEMENT REHABILITATION.

(7) DOWEL BARS FOR CONTRACTION JOINTS SHALL BE 1-1/4 INCH.

(8) INCLUDES CONSTRUCTION OF E8S JOINT AT CONCRETE SILL.

(9) QUANTITY SHOWN TO BE USED FOR CONCRETE PAVEMENT REHABILITATION.

(10) INCLUDES REMOVAL AND REPLACEMENT OF FRAME, GRATE AND CASTING.

(11) INCLUDES REMOVAL AND REPLACEMENT REPLACE WITH NEENAH R-1916-C OR APPROVED EQUAL.

(12) PEDESTRIAN CURB RAMPS PAID FOR AS 4" CONCRETE WALK.

(13) MEDIAN CONCRETE AT STA. 20+14.95 TO STA. 22+20.00 AND STA. 24+52.93 TO STA. 24+61.93 PAID FOR AS 4" CONCRETE WALK.

(14) CONCRETE APPROACH NOSES PAID FOR AS 6" CONCRETE WALK.

BASIS OF QUANTITY

AGGREGATE BASE, CLASS 5 -- 140 LBS./CU. FT. COMPACTED
BITUMINOUS MIXTURE - 110 LBS./SQ. YD./1 INCH DEPTH
COMMERCIAL FERTILIZER -- 200 LBS./ACRE

STANDARD PLATES

THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION SHALL APPLY ON THIS PROJECT.

PLATE NO.	DESCRIPTION
1103J	TYPICAL DOWEL BAR ASSEMBLY
1141D	PAVEMENT KEYWAY FOR KEYED JOINT CONSTRUCTION
1150Q	CONSTRUCTION OF HEADER JOINTS
3000L	REINFORCED CONCRETE PIPE
3006G	GASKET JOINT FOR R.C. PIPE
4026A	CONCRETE ENCASED CONCRETE ADJUSTING RINGS
7035L	CONCRETE WALK AND CURB RETURNS AT ENTRANCES
7036E	PEDESTRIAN CURB RAMP
7100G	CONCRETE CURB AND GUTTER
7111J	INSTALLATION OF CATCH BASIN CASTINGS
7112C	INSTALLATION & REINFORCEMENT OF CATCH BASIN & MANHOLE CASTINGS
7113A	CONCRETE APPROACH NOSE DETAIL
8000I	STANDARD BARRICADES
8114A	P.V.C. HANDHOLE/PULLBOX

AS-BUILT

FEB 08 2005

ENGINEERING

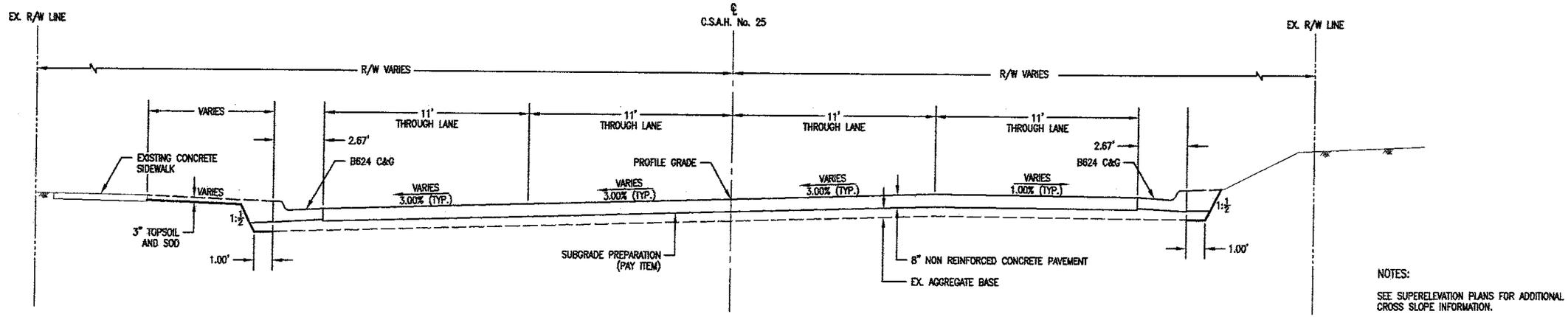
CERTIFIED BY Kayne M Kruenich REG. NO. 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE: ESTIMATED QUANTITIES

Sheet No. 2 of 50 Sheets

FILE NAME: C25-EQ01.DWG DATE: 01-23-03

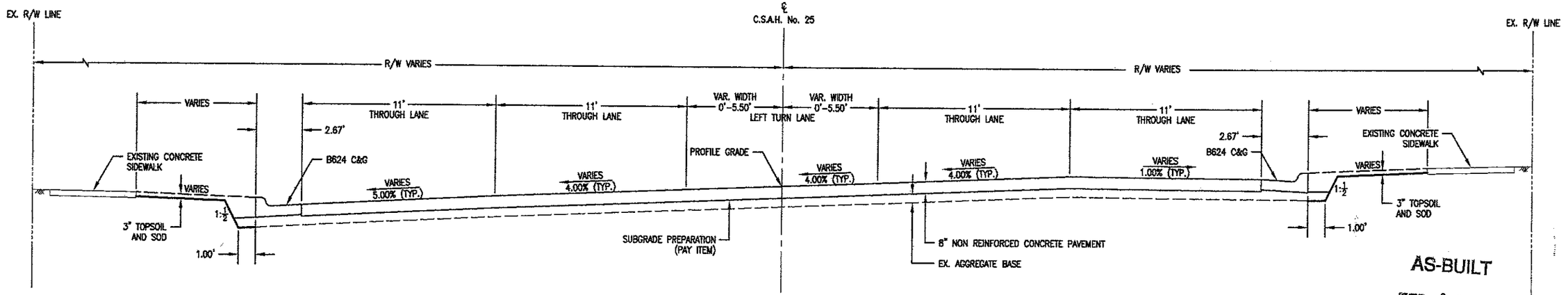


NOTES:

SEE SUPERELEVATION PLANS FOR ADDITIONAL CROSS SLOPE INFORMATION.

SEE SURFACING PLANS FOR ADDITIONAL SIDE STREET AND DRIVEWAY INFORMATION.

TYPICAL SECTION
STA. 32+64.00 TO STA. 54+31.41

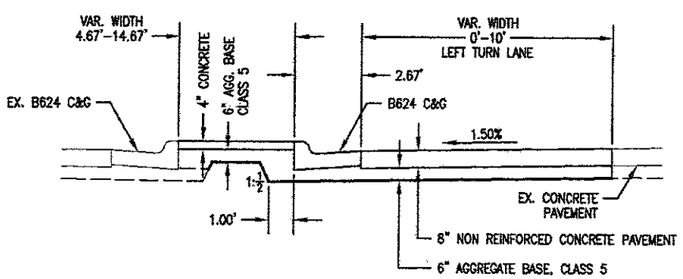


TYPICAL SECTION
STA. 54+31.41 TO STA. 64+76.06

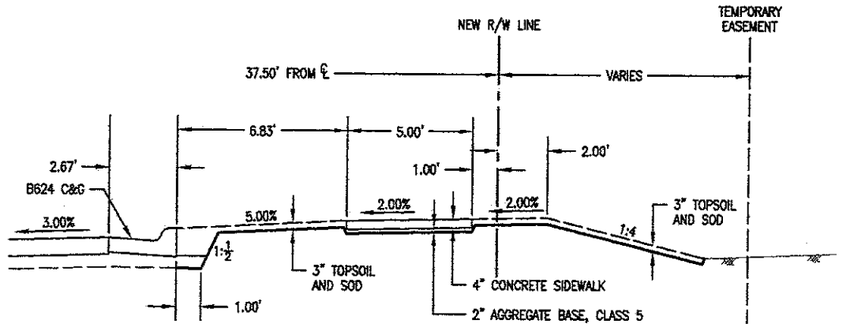
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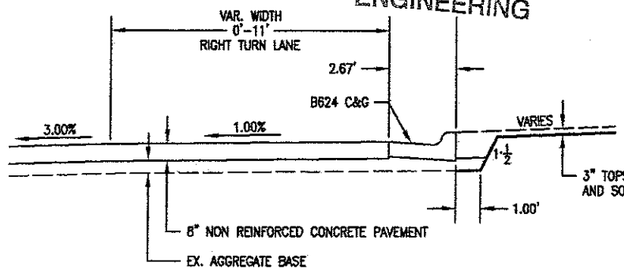
ENGINEERING



LEFT TURN LANE SECTION
STA. 19+14.95 TO STA. 22+20.00



TYPICAL SIDEWALK SECTION
STA. 38+85.00 TO STA. 41+04.02



RIGHT TURN LANE SECTION
STA. 35+60.00 TO STA. 38+17.75

CERTIFIED BY Kaye M Bronick REG. NO. 19917 11/7 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE: TYPICAL SECTIONS

Sheet No. 3 of 50 Sheets

FILE NAME: C25-TYP01.DWG DATE: 11-07-02

CONCRETE QUANTITIES

STATION	LOCATION	4" CONCRETE WALK	6" CONCRETE WALK	8624 CURB & GUTTER	6" DRIVEWAY PAVEMENT	8" DRIVEWAY PAVEMENT
		SQ. FT.	SQ. FT.	LIN. FT.	SQ. YD.	SQ. YD.
17+78.79-17+83.79	LT.		50			
17+96.85-18+62.92	RT.			38		
18+70.33-18+80.33	LT. & RT.		100	10		
18+62.92-19+19.40	RT.			22		
19+14.95-22+20.00	LT. & RT.			305		
20+14.95-22+20.00	LT.	956				
24+46.85-25+12.83	RT.			30		
24+50.99-25+12.83	LT.			7		
24+52.93-24+66.93	LT.	42	50	14		
25+56.85-25+61.85	LT. & RT.		45			
27+51.85-27+56.85	LT. & RT.		36			
28+96.85-29+26.85	LT.			30		
28+96.85-29+26.85	RT.			30		
32+64.00-32+97.54	LT.	161				
32+84.00-38+85.00	RT.			622		
32+84.00-46+05.58	LT.			1313		
38+85.00-41+04.02	RT.	1059				
38+85.00-45+55.38	RT.			678		
39+36.00	LT.	40			22	
41+12.89	LT.	184			33	
41+26.12	RT.	50			22	
42+24.41	RT.	40			21	
43+21.21	RT.	32			21	
43+21.84	LT.	24				29
43+30.84-44+25.87	LT.	620				
45+31.24	RT.	179				
45+55.38-61+34.33	RT.			1577		
45+81.57	LT.	130				
46+05.58-49+34.56	LT.			325		
46+10.50	RT.				15	
46+26.08	LT.	169				
46+67.76	RT.				15	
47+11.21	RT.				31	
48+02.11	LT.	50			25	
48+52.66	RT.				23	
49+09.55	LT.	126				
49+34.56-55+59.45	LT.			616		
49+59.05	LT.	110				
49+66.52	RT.				23	
50+64.13	LT.	52			21	
51+29.47	RT.				23	
51+32.91	LT.	48				23
53+65.78	LT.	51				35
54+01.06	RT.				17	
54+27.50	RT.				23	
54+47.68	LT.	50			34	
55+27.20	LT.	127				
55+59.45-58+49.71	LT.			284		
55+59.96	RT.				23	
55+87.74	LT.	144				
55+92.34-56+48.54	LT.	287				
56+68.70	RT.				17	
58+17.34	LT.	130				
58+43.20	RT.				25	
58+49.71-61+36.36	LT.			283		
58+77.88	LT.	144				
59+54.81	RT.	52			27	
60+22.02	RT.	44			17	
61+07.25	LT.	159				
61+10.56	RT.	149				
61+34.33-64+76.06	RT.			351		
61+36.36-64+76.06	LT.			316		
61+59.41	RT.	237				
61+63.10	LT.	139				
61+95.96	RT.	84				56
63+17.36	RT.	290				45
63+93.25	RT.	80				45
64+15.36	LT.	340				
64+52.58	RT.	416				
TOTALS		6995	281	6851	478	233

BITUMINOUS AND AGGREGATE QUANTITIES

STATION	LOCATION	3" BITUMINOUS WALK	TYPE MV 4 WEAR		TYPE MV 4 NON WEAR		AGG. BASE, CLASS 5	
			COUNTY	CITY	COUNTY	CITY	COUNTY	CITY
		SQ. FT.	TON	TON	TON	TON	TON	TON
C.S.A.H. 25								
28+96.85-29+46.85	LT. & RT.						48	
19+14.95-22+20.00	LT. & RT.						107	
32+64.00-35+00.00	LT. & RT.						215	
35+00.00-40+00.00	LT. & RT.						516	
40+00.00-45+00.00	LT. & RT.						449	
45+00.00-50+00.00	LT. & RT.						491	
45+23.99-45+87.99	RT.		3		5			
45+74.32-46+33.33	LT.		1		2			
49+02.30-49+66.30	LT.		1		2			
50+00.00-54+31.41	LT. & RT.						388	
54+31.41-59+97.63	LT. & RT.						795	
55+17.45-55+97.49	LT.			4		7		10
55+59.96	RT.		1					
58+07.59-58+87.63	LT.			4		6		10
58+43.20	RT.		1					
59+97.63-64+73.56	LT. & RT.						752	
60+97.50-61+72.85	LT.			4		6		9
61+00.81-61+69.16	RT.		2		3			
COUNTY RD. 125								
182+00.00-183+86.87	LT. & RT.		95		95			
183+15.61-183+39.39	LT.	412						
TOTALS		412	104	12	107	19	3761	29

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FEB 0 8 2005

ENGINEERING

FILE NAME: 025-0701.DWG DATE: 01-23-03

CERTIFIED BY Kevin M Pieniek LICENSED PROFESSIONAL ENGINEER REG. NO 19917 1/27/2003

S.A.P. 55-625-19

TITLE: QUANTITY TABULATIONS

Sheet No. 4 of 50 Sheets

CONCRETE PAVEMENT AND JOINT SUMMARY

STATION	LOCATION	DEPTH	CONCRETE PAVEMENT STANDARD WIDTH	CONCRETE PAVEMENT IRREGULAR WIDTH	STRUCTURAL CONCRETE	RE-INFORCEMENT BARS (1)	DOWEL BAR (2)	DRILL & GROUT REINF. TIE BAR (3)	PERMANENT TERMINAL HEADER	INCIDENTAL ITEMS				
										CONTRACTION JOINT		LONGITUDINAL JOINT		
										C2B	C2B-D	L1TH	L2KTH	L3H
		INCH	SQ. YD.	SQ. YD.	CU. YD.	POUND	EACH	EACH	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.
19+14.95-20+14.95	RT.	8		55	12	134	22	40			22	100	100	
20+14.95-22+20.00	RT.	8	228		51	137	100	92			110	205	205	
28+96.85-29+26.85	LT. & RT.	8 (4)	160	1	48 (6)	378	48	49			48	60	84	30
32+84.00-33+54.00	LT. & RT.	8 (5)		354	86 (6)	446	182				182	140	140	70
33+54.00-35+00.00	LT. & RT.	8	714		159	391	440				440	292	292	146
35+00.00-40+00.00	LT. & RT.	8	2444		543	1336	1496				1496	1000	1000	500
35+60.00-36+70.00	RT.	8		63	14	147	42				42		111	
36+70.00-39+24.00	RT.	8	314		70	100	187				187		149	
39+24.00-39+56.10	RT.	8		13	3	22	3				3			
40+00.00-45+00.00	LT. & RT.	8	2444		543	1336	1452				1452	1000	1000	500
45+00.00-50+00.00	LT. & RT.	8	2444		543	1211	1452				1452	1000	813	687
45+23.99-45+87.99	RT.	8		71	16	98				37		35	72	
45+74.32-46+33.33	LT.	8		62	14	98				33		35	72	
49+02.30-49+66.30	LT.	8		71	16	98				37		35	72	
50+00.00-54+31.41	LT. & RT.	8	2109		469	1152	1276				1276	863	863	431
54+31.41-55+29.00	LT. & RT.	8		487	108	253	315				315	195	169	124
55+17.45-55+97.49	LT.	8		117	26	124				44		47	96	
55+29.00-59+97.63	LT. & RT.	8	2292	335	584	1476	1567				1567	937	1273	602
58+07.59-58+87.63	LT.	8		117	26	124				43		47	96	
59+97.63-64+44.00	LT. & RT.	8	2728		606	1396	1650				1650	893	1195	591
60+97.50-61+72.85	LT.	8		102	22	123				39		45	93	
61+00.81-61+69.16	RT.	8		84	19	123				33		45	93	
64+03.86-64+73.56	LT. & RT.	8		141	31	154	22		125	40	22	25	131	10
TOTALS			15877	2073	4009	10857	10254	181	125	306	10264	6999	8119	3691

(1) QUANTITY INCLUDES TIE BARS AND OTHER REINFORCEMENT BARS SHOWN IN THE PLANS. SEE SURFACING PLANS FOR DETAILS.

(2) USE 1-1/4 INCH DOWEL BARS.

(3) QUANTITY INCLUDES 10 DOWEL BARS FOR C2B-D JOINT AT STA. 22+20.00 AND 49 DOWEL BARS FOR C2B-D JOINT AT STA. 28+96+85.

(4) DEPTH OF CONCRETE TAPERS FROM 8 INCHES AT STA. 29+11.85 TO 12 INCHES AT STA. 29+26.85.

(5) DEPTH OF CONCRETE TAPERS FROM 12 INCHES AT STA. 32+84.00 TO 8 INCHES AT STA. 32+99.00.

(6) QUANTITY INCLUDES STRUCTURAL CONCRETE REQUIRED FOR CONSTRUCTION OF KEYWAYS AS SHOWN ON STANDARD PLAN 5-297.225.

SODDING - TYPE LAWN

STATION	LOCATION	LAWN SOD
		SQ. YD.
C.S.A.H. 25		
18+75.33-18+80.33	LT. & RT.	8
19+14.95-20+14.95	LT. & RT.	47
32+64.00-38+66.33	RT.	296
32+64.00-39+28.00	LT.	554
39+08.67-41+18.12	RT.	375
39+44.00-41+00.89	LT.	91
41+24.89-43+12.84	LT.	177
41+34.12-42+16.41	RT.	57
42+32.41-43+13.21	RT.	55
43+29.21-45+38.21	RT.	176
43+30.84-43+56.94	LT.	19
44+20.87-45+89.08	LT.	86
45+73.21-46+05.50	RT.	30
46+15.50-46+62.76	RT.	36
46+19.08-47+93.11	LT.	121
46+72.76-47+03.21	RT.	30
47+19.21-48+44.66	RT.	89
48+11.11-49+17.06	LT.	72
48+60.66-49+58.52	RT.	67
49+52.06-50+56.13	LT.	60
49+74.52-51+21.47	RT.	100
50+72.13-51+24.91	LT.	38
51+37.47-53+95.06	RT.	171
51+40.91-53+53.78	LT.	172
53+77.78-54+32.68	LT.	33
54+07.06-54+19.50	RT.	9
54+35.50-55+51.96	RT.	54
54+62.68-55+38.70	LT.	45
55+67.96-56+62.70	RT.	46
55+79.70-58+28.96	LT.	90
56+74.70-58+34.20	RT.	75
58+52.20-59+44.81	RT.	58
58+69.96-61+17.69	LT.	154
59+64.81-60+16.02	RT.	35
60+28.02-61+19.66	RT.	58
61+49.00-61+80.96	RT.	25
61+54.03-64+27.72	LT.	160
62+10.96-63+05.36	RT.	131
63+29.36-63+81.25	RT.	64
64+05.25-64+71.04	RT.	45
COUNTY RD. 125		
182+00.00-183+25.96	LT.	64
182+00.00-183+48.52	RT.	70
TOTALS		4143

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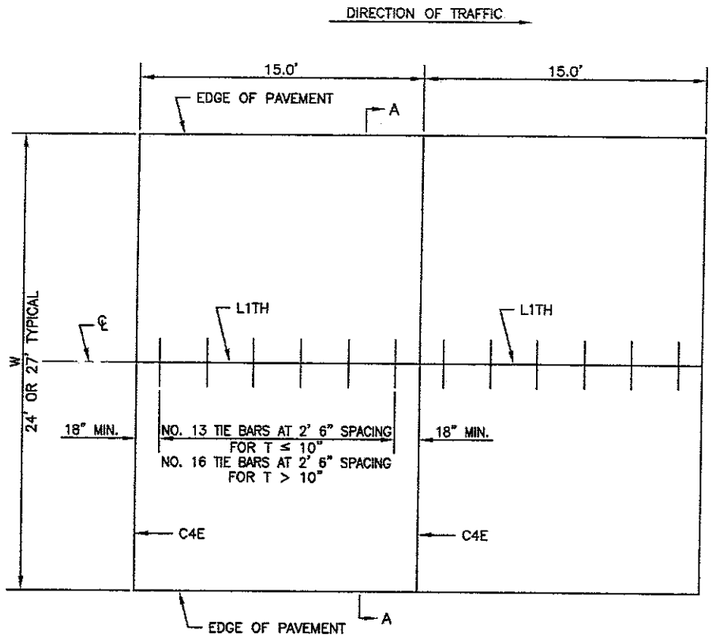
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CERTIFIED BY Kayne M Kienitz LICENSED PROFESSIONAL ENGINEER REG. NO. 19917 1/27 2003

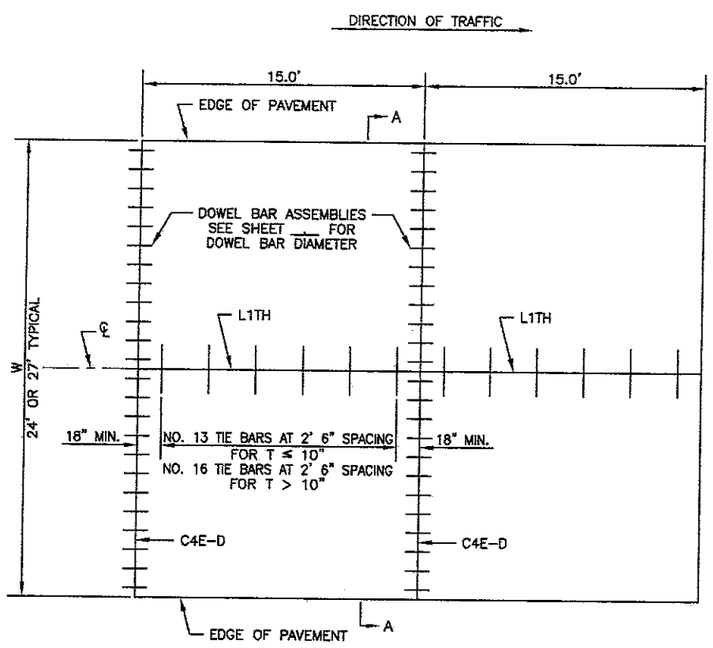
S.A.P. 55-625-19

TITLE: QUANTITY TABULATIONS

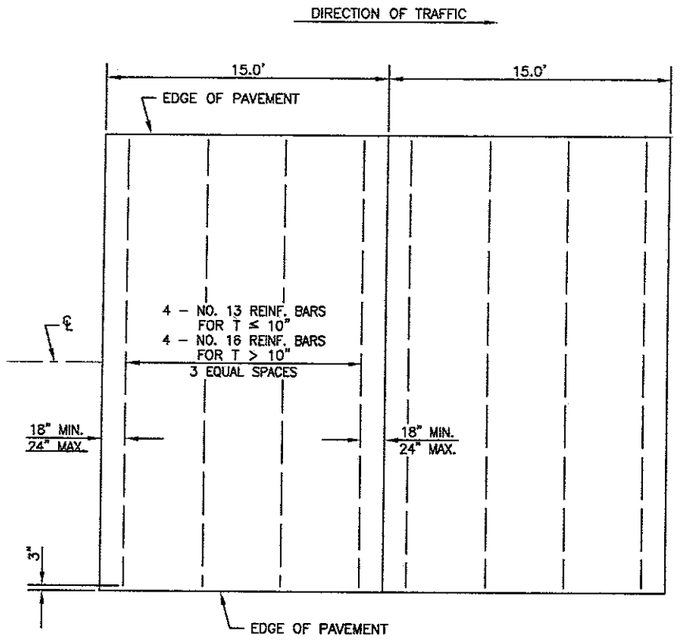
Sheet No. 5 of 50 Sheets



MAINLINE PAVEMENT
UNDOWELED



MAINLINE PAVEMENT
DOWELED

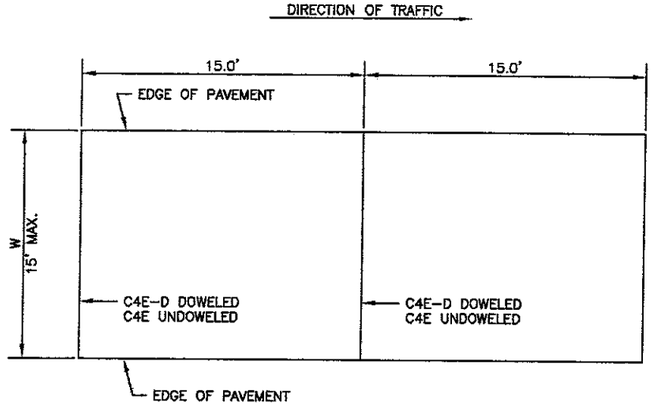


SUPPLEMENTAL PANEL REINFORCEMENT

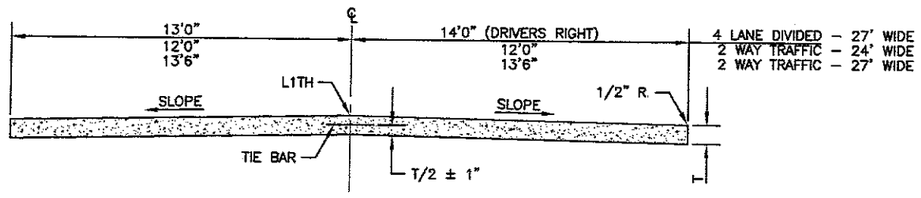
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ENGINEERING



PAVEMENT 2 FT. THRU 15 FT. WIDTH



SECTION A–A

GENERAL NOTES:

ALL REBARS ARE IN METRIC DESIGNATIONS

SEE TYPICAL SECTIONS AND PLAN SHEETS FOR CROSS SLOPES AND PAVEMENT THICKNESS, T.

WHEN RIGID PAVEMENT ADJOINS FLEXIBLE PAVEMENT, BRIDGE APPROACHES, R.R. CROSSINGS OR OTHER TYPES OF FREE ENDS, THE FOLLOWING MODIFICATIONS SHALL BE MADE: THE FIRST OR LAST 10 JOINTS SHALL BE DOWELED CONTRACTION JOINTS, C4E–D.

DOWEL BAR ASSEMBLIES, WHEN REQUIRED, SHALL BE SIMILAR TO THOSE SHOWN ON STANDARD PLATE 1103.

ALL REINFORCING BARS SHALL BE EPOXY COATED IN ACCORDANCE WITH SPEC. 3301 AND SHALL MEET THE REQUIREMENTS OF GRADE 60 FOR AASHTO M–31 OR M–53. FOR ADDITIONAL REINFORCEMENT OVER CULVERTS, SEE STANDARD PLATE 1070.

TIE BARS:
USE NO. 13 BARS 2'–6" LONG, AT 2'–6" SPACING, FOR T ≤ 10". USE NO. 16 BARS 3'–0" LONG, AT 2'–6" SPACING, FOR T > 10".

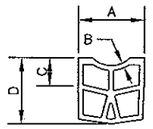
SUPPLEMENTAL PANEL REINFORCEMENT:
PLACE IN PANELS WHERE PAVEMENT WIDTH EXCEEDS 15.0' WITHOUT A LONGITUDINAL JOINT, AND IN THE MIDDLE LANE(S) WHERE TIED PAVEMENT WIDTH EXCEEDS 4 LANES. USE NO. 13 BARS FOR PAVEMENT THICKNESS 10" OR LESS. USE NO. 16 BARS FOR PAVEMENT THICKNESS GREATER THAN 10". PLACEMENT DEPTH SHALL BE PLANNED T/2 ± 1".

NO MORE THAN TWO LANES SHALL BE PAVED AT THE SAME TIME.

STANDARD SHEET NO. 5–297.217	TITLE: CONCRETE MAINLINE PAVEMENT 15.0 FT. PANEL LENGTH
STANDARD APPROVED: OCTOBER 1, 1998	
REVISION DATE 01–21–2000	~~State Proj. No.~~ S.A.P. 55-625-19

FILE NAME: C25–SP01.DWG DATE: 09–23–02

REQUIRED DIMENSIONS	
JOINT TYPE	TRANSVERSE
NOMINAL SEALER SIZE	11/16" USE IN ALL 3/8" JOINTS
A	0.80" +0.14" −0.05"
B	0.08" ±0.02"
C	0.60" MIN.
D	0.80" MIN.
WEB AND WALL THICKNESS, UNLESS NOTED	0.03" MIN.



SPEC. REFERENCE 3721

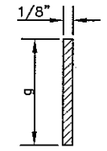
TYPICAL SHAPE FOR SATISFACTORY INSTALLATION IN JOINT (5 CELL MIN.)

NOTES:

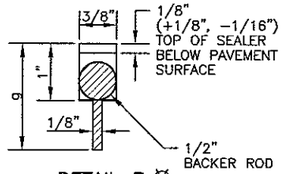
"A" DIMENSION SHALL APPLY AT ANY POINT THROUGHOUT "C" DEPTH. IN ITS FINAL POSITION, THE TOP CORNERS OF THE PREFORMED JOINT SEALER SHALL BE PLACED NOT LESS THAN 1/8 IN., NOR MORE THAN 5/16 IN. BELOW THE PAVEMENT SURFACE.

SHARP INTERNAL CORNERS WILL NOT BE PERMITTED. ALL CORNERS SHALL BE PROVIDED WITH SUITABLE FILLET. CURRENTLY APPROVED CONFIGURATIONS ARE ON FILE IN THE MATERIALS ENGINEERING SECTION, MINNESOTA DEPARTMENT OF TRANSPORTATION.

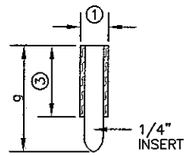
CONTRACTION JOINT SEALER
PREFORMED ELASTIC TYPE



DETAIL A
FORMED & SAWED



DETAIL B ⊗
SAWED
(MODIFIED)



DETAIL C
FORMED
(INSERT TO BE REMOVED)

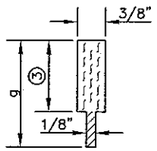
CONTRACTION JOINT CLASS DESIGNATION, DETAIL & SEALER SPEC. TABLE

CLASS DESIGNATION		JOINT DETAIL	JOINT SEALER SPEC.
WITHOUT DOWELS	WITH DOWELS		
C1A	C1A-D	A	UNSEALED
C2B	C2B-D	B	3725
C2X	C2X-D	B OR C	3725
C3D	C3D-D	D	3721
C3X	C3X-D	C OR D	3721
C4E	C4E-D	E	POLYMERIC

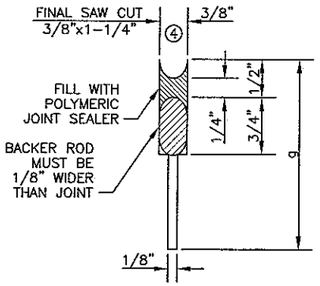
(MODIFIED)

CONTRACTION JOINT DEPTH & DOWEL BAR TABLE ⑤

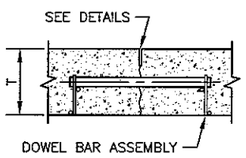
PAVEMENT THICKNESS T	CONCRETE BASE JOINT DEPTH g	DOWEL BAR DIAMETER
6"-6-1/4"	1-1/4"	1"
6-1/2"-10-1/4"	2"	1-1/4"
10-1/2"-12-1/2"	—	1-1/2"
13"-14"	—	1-3/4"



DETAIL D
SAWED



DETAIL E
SAWED



SECTION AT JOINT

LEGEND

C = CONTRACTION JOINT
NO. = SEALANT TYPE
1 = UNSEALED
2 = 3725
3 = 3721
4 = MOISTURE CURED POLYMERIC
LETTER = DETAIL
X = MORE THAN 1 DETAIL
−D = DOWEL BARS

EXAMPLE

C2B-D

NOTES:

① **DESIGN C3X OR C3X-D** – PRIOR TO INSTALLING PREFORMED JOINT SEALER IN THE FORMED JOINT (DETAIL C), THE JOINT SHALL BE WIDENED TO A NOMINAL WIDTH OF 3/8" BY SAWING ALONG THE FULL LENGTH OF THE FORMED JOINT.

DESIGN C2X OR C2X-D – PRIOR TO SEALING FORMED JOINT (DETAIL C) WITH HOT POUR SEALER, THE JOINT SHALL BE WIDENED TO A NOMINAL WIDTH OF 1/2" FOR A DEPTH OF 3/4", +1/8", −1/16", BY SAWING ALONG THE FULL LENGTH OF THE FORMED JOINT. THE SEALER SHALL BE FILLED TO THE SAME DEPTH AS SHOWN IN DETAIL B.

② **DESIGN C2B OR C2B-D** – PRIOR TO SEALING JOINT (DETAIL B) WITH HOT POUR JOINT SEALER, A STRIP OF PAPER 1/2" WIDE SHALL BE PLACED ON THE BOTTOM OF THE 1/2" WIDE JOINT

③ WHEN USING PREFORMED JOINT SEALER, THE DEPTH SHALL BE 1/4" MORE THAN THE PREFORMED SEALER, WHEN COMPRESSED, TO FIT THE JOINT DESIGN WIDTH.

④ THE JOINT FACES SHALL BE CLEANED AND DRIED BY SANDBLASTING AND AIR BLASTING PRIOR TO SEALING THE JOINT. A 1/2" DIA. CLOSED CELL BACKER ROD SHALL BE PLACED SUCH THAT THE TOP OF THE BACKER ROD IS 1/2" BELOW THE SURFACE OF THE PAVEMENT. POLYMERIC SHALL BE TOOLED INTO THE JOINT MAINTAINING A SEALANT BEAD THICKNESS OF 1/4"

⑤ FOR UNBONDED OVERLAYS, THE JOINT DEPTH "g" SHALL BE T/3.
FOR CONCRETE PAVEMENT, THE JOINT DEPTH "g" SHALL BE T/4.

CONTRACTION JOINT NOTES:

IN CONCRETE BASE CONSTRUCTION THE CONTRACTION JOINTS SHALL BE SPACED AT 30 FT. INTERVALS AND AT RIGHT ANGLES TO THE LONGITUDINAL JOINTS, EXCEPT AS NOTED BELOW. WHERE THE CONCRETE BASE IS CONSTRUCTED ADJACENT TO EXISTING PAVEMENT OR BASE, THE CONTRACTION JOINTS IN THE NEW BASE SHALL MATCH THOSE IN THE EXISTING PAVEMENT OR BASE, EXCEPT THAT THE SPACING SHALL NOT BE LESS THAN 15 FT., NOR MORE THAN 30 FT

JOINT WIDTH TOLERANCES: +1/16 IN. AND −1/32 IN.

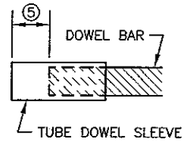
GENERAL NOTES:

SEE THE FOLLOWING STANDARD PLATES AND STANDARD PLAN SHEETS FOR ADDITIONAL DETAILS: DOWEL BAR ASSEMBLY, 1103; CONSTRUCTION OF HEADER JOINTS, 1150; AND CONCRETE MAINLINE/RAMP PAVEMENT, 5-297.217 & .219.

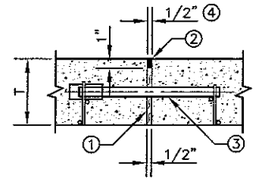
SEE PAVING LAYOUTS IN THE PLANS FOR JOINT CLASS DESIGNATION TO BE USED AND SPECIAL REINFORCEMENT REQUIRED.

CONTRACTION JOINTS
DESIGN C

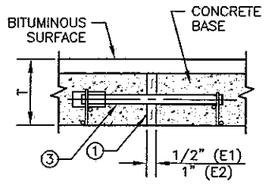
REVISION DATE 12-21-1999



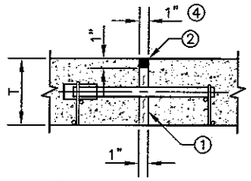
DOWEL BAR SLEEVE DETAIL



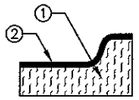
E1D-1 (W/DOWELS) E1-1 (WO/DOWELS)
DETAIL A



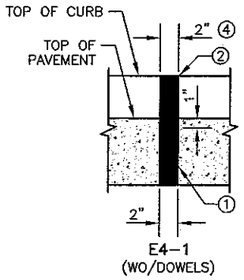
E1DB & E2DB (W/DOWELS) E1B & E2B (WO/DOWELS)
DETAIL B



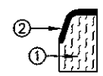
E2D-1 (W/DOWELS) E2-1 (WO/DOWELS)
DETAIL C



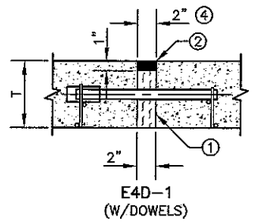
SECTION THRU CURB E2-1



E4-1 (WO/DOWELS)
DETAIL D



SECTION THRU CURB E4-1



E4D-1 (W/DOWELS)
DETAIL E

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EXPANSION JOINTS

CLASS DESIGNATION		JOINT DETAIL	JOINT SEALER SPEC.
WITH DOWELS	WITHOUT DOWELS		
E1D-1	E1-1	A	②
E1DB	E1B	B	UNSEALED
E2D-1	E2-1	C	②
E2DB	E2B	B	UNSEALED
	E4-1	D	②
E4D-1		E	②

LEGEND

E = EXPANSION JOINT
NO. = JOINT REFERENCE
−1 = HOT POURED SEAL ②
D = DOWEL BARS
B = CONCRETE BASE
S = CONCRETE SILL

EXAMPLE

E1D-1
HOT POURED SEAL ②
DOWEL BARS
JOINT REFERENCE
EXPANSION JOINT

NOTES:

① PREFORMED JOINT FILLER MATERIAL, SPEC. 3702.

② JOINT SEALER SPEC. 3723. TOP OF SEALER, FLUSH TO 1/8 IN. BELOW TOP OF PAVEMENT SURFACE. MAKE TOP OF SEALER FOR CURB SECTION E JOINTS FLUSH WITH SURFACE ±1/8 IN

③ DOWEL BAR ASSEMBLY, SEE STANDARD PLATE 1103.

④ JOINT WIDTH IS EQUAL TO HALF OF THE JOINT NUMBER IN 1/2 IN. INTERVALS. (i.e. E1=1/2 IN., E2=1 IN., E3=1−1/2 IN., E4=2 IN., E8=4 IN.)

⑤ SPACE FROM END OF DOWEL BAR TO END OF SLEEVE TO BE EQUAL TO EXPANSION JOINT WIDTH

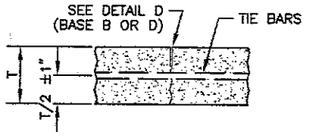
EXPANSION JOINTS
DESIGN E

CERTIFIED BY Kyle M Brenden REG. NO. 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

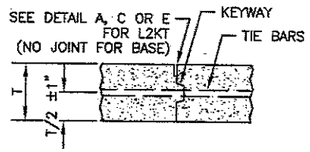
STANDARD SHEET NO.	TITLE:
5-297.221 (1 OF 2)	**PAVEMENT JOINTS**
STANDARD APPROVED: JANUARY 25, 1993	CONTRACTION (DESIGN C) AND EXPANSION (DESIGN E)

~~State Proj. No.~~ S.A.P. 55-625-19 **Sheet No. 7 of 50 Sheets**

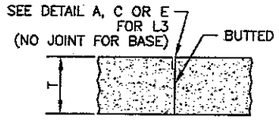
FILE NAME: C25-SP02.DWG DATE: 01-22-03



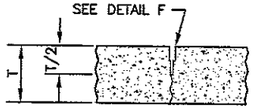
L1, L1T, L1B & L1TB



L2KT & L2KTB



L3 & L3B



L4

LONGITUDINAL JOINT CLASS DESIGNATION, DETAIL & SEALER SPEC. TABLE

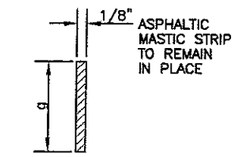
CLASS DESIGNATION				JOINT DETAIL	JOINT SEALER SPEC.
WITHOUT TIE BARS	WITH TIE BARS	WITH KEYWAY & TIE BARS	BUTTED		
L1H	L1TH			B	3723
L1BU	L1TBU			A OR B	UNSEALED
		L2KTH		D OR E	3723
		L2KTS		C	POLYMERIC
			L3H	D OR E	3723
			L3S	C	POLYMERIC
L4S				F	POLYMERIC

LEGEND
- L = LONGITUDINAL JOINT
- NO. = JOINT REFERENCE
- K = KEYWAY
- T = TIE BARS
- B = CONCRETE BASE
- U = UNSEALED
- H = HOT POUR
- S = MOISTURE CURED POLYMERIC

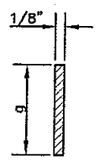
JOINT REFERENCE NUMBERS
- 1 = SAWED TO A DEPTH OF T/3
- 2 = KEYED CONSTRUCTION JOINT
- 3 = BUTTED CONSTRUCTION JOINT
- 4 = SAWED TO A DEPTH OF T/2

LONGITUDINAL JOINT DEPTH TABLE ③

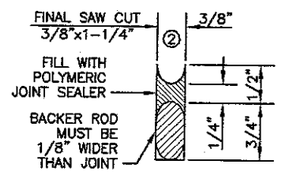
PAVEMENT THICKNESS T	CONCRETE BASE JOINT DEPTH g
6"–6–1/2"	2"
7"–7–1/2"	2–1/4"
8"–8–1/2"	2–1/2"
9"–9–1/2"	3"



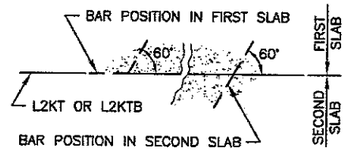
DETAIL A
FORMED & UNSEALED



DETAIL B
SAWED & SEALER, SPEC. 3723
(BASE JOINTS UNSEALED)



DETAIL C
SAWED



TIE BAR BENDING DETAIL

LONGITUDINAL JOINT NOTES:

ALL REBARS ARE IN METRIC DESIGNATIONS

TIE BARS FOR L1TB JOINTS SHALL BE THE SAME SIZE AND SPACING AS SHOWN ON STANDARD PLAN SHEETS 5–297.217 & .219.

EXCEPT WHEN NOTED OTHERWISE IN THE PLANS, THE TIE BAR SPACING FOR ALL L2KT AND L2KTB JOINTS SHALL BE 2' 6" C. TO C. AND BENT 60° AS SHOWN.

TIE BARS IN THE L2KT AND L2KTB JOINTS SHALL BE THE SAME SIZE AND LENGTH AS USED FOR THE L1T OR L1TB JOINTS, WHEN TYING PAVEMENT TO PAVEMENT OR BASE TO BASE. TIE BARS IN THE L2KT OR L2KTB JOINTS SHALL BE NO. 13 x 2' 6", WHEN TYING CURB & GUTTER TO PAVEMENT OR BASE.

ALL TIE BARS SHALL MEET THE REQUIREMENTS OF GRADE 60 FOR AASHTO M–31 OR M–53.

NORMALLY, TIED PAVEMENT WIDTHS SHALL NOT EXCEED 4 LANES, EXCEPT BRIDGE APPROACH PANELS AND PAVEMENT TAPERS.

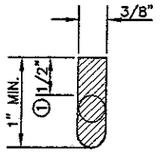
JOINT WIDTH TOLERANCE IS +1/16 IN. TO –1/32 IN.

SPEC. 3723 SEALER – TOP OF SEALER FLUSH TO –3/16 IN. BELOW TOP OF PAVEMENT SURFACE.

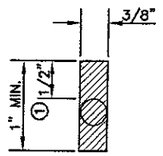
① THE JOINT FACES SHALL BE CLEANED AND DRIED BY SANDBLASTING AND AIR BLASTING. PRIOR TO SEALING THE JOINT, A CLOSED CELL BACKER ROD CAPABLE OF WITHSTANDING SEALANT TEMPERATURES OF 400 DEGREES F, WITH A DIAMETER 1/8 IN. LARGER THAN THE JOINT OPENING, MAY BE PLACED 1/2 IN. BELOW THE TOP OF THE PAVEMENT.

② THE JOINT FACES SHALL BE CLEANED AND DRIED BY SANDBLASTING AND AIR BLASTING. PRIOR TO SEALING THE JOINT, A 1/2 IN. DIAMETER CLOSED CELL BACKER ROD SHALL BE PLACED SUCH THAT THE TOP OF THE BACKER ROD IS 1/2 IN. BELOW THE SURFACE OF THE PAVEMENT. POLYMERIC SHALL BE TOOLED INTO THE JOINT MAINTAINING A SEALANT BEAD THICKNESS OF 1/4 IN.

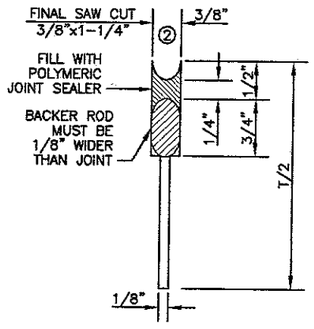
③ FOR CONCRETE PAVEMENT, THE JOINT DEPTH "g" SHALL BE T/3.



DETAIL D
FORMED & SEALED
SPEC. 3723



DETAIL E
FORMED & SEALER
SPEC. 3723



DETAIL F
SAWED

AS-BUILT

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ENGINEERING

GENERAL NOTES:

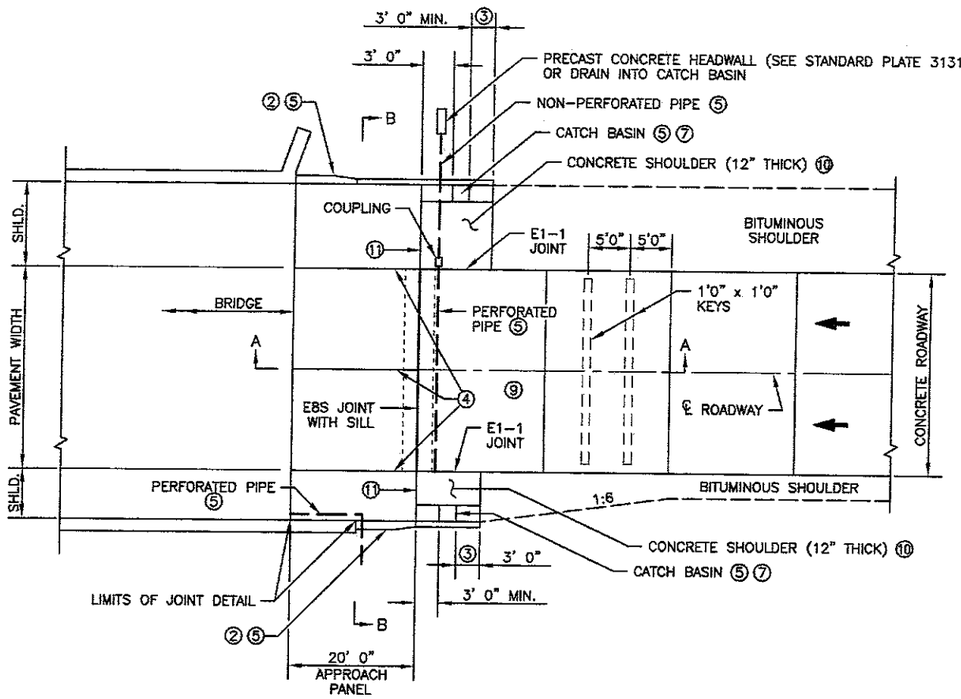
SEE THE FOLLOWING STANDARD PLATES AND STANDARD PLAN SHEETS FOR ADDITIONAL DETAILS: DOWEL BAR ASSEMBLY, 1103; PAVEMENT KEYWAY, 1141; AND CONCRETE MAINLINE/RAMP PAVEMENT, 5–297.217 & .219.

SEE PAVING LAYOUTS IN THE PLANS FOR JOINT CLASS DESIGNATION TO BE USED AND SPECIAL REINFORCEMENT REQUIRED.

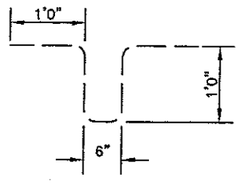
FILE NAME: 029-SP03.DWG DATE: 09-23-02

REVISION DATE 04-03-2000

STANDARD SHEET NO. 5–297.221 (2 OF 2)	TITLE: PAVEMENT JOINTS LONGITUDINAL (DESIGN L)
STANDARD APPROVED: JANUARY 25, 1993	
~~State Proj. No.~~ S.A.P. 55-625-19	Sheet No. 8 of 50 Sheets

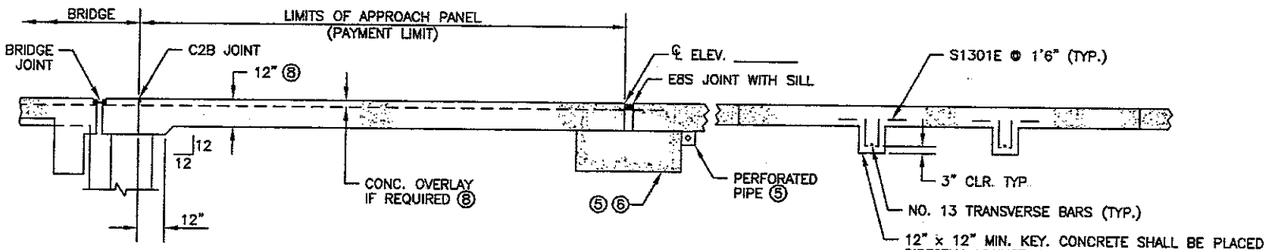


DIVIDED – URBAN ROADWAY PLAN
PARALLEL & NONPARALLEL WINGWALLS

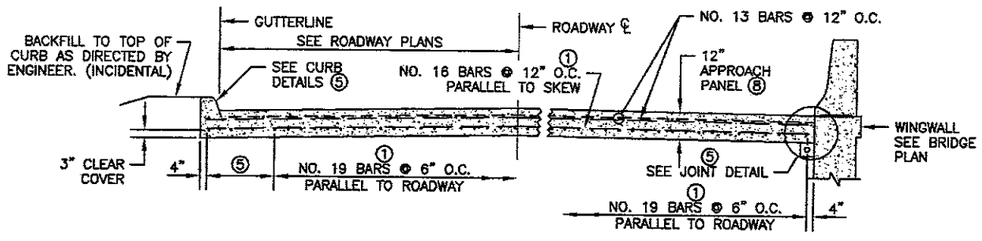


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SECTION A–A
(SOME REINFORCEMENT NOT SHOWN)



SECTION B–B
(SEE ROADWAY PLAN VIEW)

NOTES:

① ALL REINFORCEMENT IN APPROACH PANEL, SILL AND CURB SHALL BE GRADE 60 AND EPOXY COATED AS PER SPEC. 3301.

② TRANSITION FACE OF 4" CURB INTO PROFILE OF BRIDGE RAILING. SEE CURB TRANSITION DETAIL SHEET.

③ TRANSITION APPROACH PANEL CURB HEIGHT 4" TO 0" WHERE THERE IS NO ROADWAY CURB.

④ L2KT OR L1T LONGITUDINAL JOINT IS REQUIRED. SEE STANDARD PAVEMENT JOINT SHEET FOR DETAILS.

⑤ SEE SHEET ___ FOR REQUIRED MISCELLANEOUS DETAILS NOT SHOWN.

⑥ 18" x 4' 0" CONCRETE SILL UNDER TRAFFIC LANES ONLY WHEN MAINLINE ROADWAY PAVEMENT IS CONCRETE. CONCRETE SILL AND CURBING IF REQUIRED IS INCLUDED IN APPROACH PANEL PAY ITEM.

⑦ LOCATE BETWEEN GUARDRAIL POSTS OR AS DETERMINED BY THE DESIGNER. SEE ROAD DESIGN MANUAL CHAPTER 7 FOR CATCH BASIN INFORMATION.

⑧ APPROACH SLAB THICKNESS SHOWN INCLUDES ANY CONCRETE OVERLAY THAT MAY BE REQUIRED. CHECK BRIDGE PLANS FOR OVERLAYS. CONCRETE OVERLAYS TO BE INCLUDED IN BRIDGE QUANTITIES AND DONE AT THE SAME TIME BY BRIDGE CONTRACTOR.

⑨ SEE SHEET ___ FOR BRIDGE APPROACH ROADWAY INFORMATION.

⑩ CONCRETE SHOULDERS INCLUDED IN PAYMENT FOR APPROACH PANEL QUANTITY.

⑪ C4E–D OR C2B–D JOINT.

STANDARD SHEET NO. 5–297.225	TITLE: **BRIDGE APPROACH PANEL** CONCRETE MAINLINE – JOINT AT ABUTMENT SQUARE TO 10° SKEWS
STANDARD APPROVED: MAY 2, 2002	
~~State Proj. No.~~ S.A.P. 55-625-19	Sheet No. 9 of 50 Sheets

FILE NAME: C25-SP04.DWG DATE: 09-23-02

ALIGNMENT TABULATION

CURVE NO.	POINT	STATION	CURVE DATA					COORDINATES		BEARING
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH	X	Y	
C.S.A.H. 25 (16TH ST. S.W.)										
	P.I.	STA. 15+52.91 – BEGIN ALIGNMENT, BEGIN CONCRETE REHAB.						614079.8839	161364.0401	
	P.O.T.	STA. 18+61.94 – C/L T.H. 52 ENTRANCE RAMP						614381.3797	161296.2085	S 77°19'14" E
	P.O.T.	STA. 18+62.92 – C/L T.H. 52 EXIT RAMP						614382.3335	161295.9939	
1	P.I.	STA. 25+00.08	01°12'00" LT.					615003.9517	161156.1400	
	P.O.T.	STA. 25+12.83 – C/L APACHE DR. S.W.						615016.4496	161153.6020	
	P.O.T.	STA. 29+46.85 – EX. BRIDGE No. 55522, END CONCRETE REHAB.						615441.7882	161067.2244	S 78°31'14" E
	P.O.T.	STA. 32+64.00 – EX. BRIDGE No. 55522, BEGIN CONCRETE REPLACEMENT						615752.5940	161004.1061	
	P.C.	STA. 35+48.45						616031.3529	160947.4959	
2	P.I.	STA. 38+41.58	11°41'04" LT.	02°00'00"	2864.79	293.13	584.22	616318.6183	160889.1582	
	R.P.							616601.4951	163754.9787	
	P.O.C.	STA. 38+85.00 – C/L CO. RD. 125 (MAYOWOOD RD. S.W.)						616384.3431	160900.0215	
	P.T.	STA. 41+32.67						616611.7457	160890.2070	N 89°47'42" E
	P.O.T.	STA. 45+55.38 – C/L 6TH AVE. S.W. (SOUTH)						617034.4529	160891.7195	
	P.O.T.	STA. 46+05.58 – C/L 6TH AVE. S.W. (NORTH)						617084.6510	160891.8992	
	P.O.T.	STA. 49+34.56 – C/L 5TH AVE. S.W.						617413.6236	160893.0763	
3	P.I.	STA. 54+31.41	02°03'12" RT.					617910.4758	160894.8541	
	P.O.T.	STA. 55+59.45 – C/L 4TH AVE. S.W.						618038.4495	160890.7245	S 88°09'06" E
	P.O.T.	STA. 58+49.71 – C/L 3RD AVE. S.W.						618328.5594	160881.3630	
4	P.I.	STA. 59+97.63	01°38'12" LT.					618476.4002	160876.5923	
	P.O.T.	STA. 61+34.33 – C/L 2ND AVE. S.W. (SOUTH)						618613.0961	160876.0873	S 89°47'18" E
	P.O.T.	STA. 61+36.36 – C/L 2ND AVE. S.W. (NORTH)						618615.1277	160876.0798	
	P.I.	STA. 64+76.06 – END ALIGNMENT, C/L T.H. 63 S.B.L.						618954.8283	160874.8250	
CO. RD. 125 (MAYOWOOD RD. S.W.)										
	P.I.	STA. 182+00.00 – BEGIN CONSTRUCTION						616303.4114	160691.9687	
	P.C.	STA. 182+80.47						616339.3581	160763.9694	N 26°31'51" E
5	P.I.	STA. 183+17.22	21°46'57" LT.	30°00'00"	190.99	36.75	72.61	616355.7729	160796.8480	
	R.P.							616168.4805	160849.2608	
	P.T.	STA. 183+53.08						616358.8150	160833.4703	N 04°44'54" E
	P.I.	STA. 184+19.87 – C/L C.S.A.H. 25 (16TH ST. S.W.)						616364.3431	160900.0215	
6TH AVE. S.W. (SOUTH)										
	P.O.T.	STA. 8+00.00						617036.5938	160691.7310	
	P.I.	STA. 10+00.00 – C/L C.S.A.H. 25 (16TH ST. S.W.)						617034.4529	160891.7195	N 00°36'48" W
6TH AVE. S.W. (NORTH)										
	P.I	STA. 10+00.00 – C/L C.S.A.H. 25 (16TH ST. S.W.)						617084.6510	160891.8992	
	P.O.T.	STA. 12+00.00						617082.6229	161091.8889	N 00°34'52" W
5TH AVE. S.W.										
	P.I	STA. 10+00.00 – C/L C.S.A.H. 25 (16TH ST. S.W.)						617413.6236	160893.0763	
	P.O.T.	STA. 12+00.00						617411.5955	161093.0660	N 00°34'52" W
4TH AVE. S.W.										
	P.O.T.	STA. 23+00.00						618036.8857	161044.9331	
	P.I.	STA. 24+54.22 – C/L C.S.A.H. 25 (16TH ST. S.W.)						618038.4495	160890.7245	S 00°34'52" E
3RD AVE. S.W.										
	P.O.T.	STA. 23+00.00						618326.8708	161047.8739	
	P.I.	STA. 24+66.52 – C/L C.S.A.H. 25 (16TH ST. S.W.)						618328.5594	160881.3630	S 00°34'52" E
2ND AVE. S.W. (SOUTH)										
	P.O.T.	STA. 8+00.00						618614.9918	160676.0963	
	P.I.	STA. 10+00.00 – C/L C.S.A.H. 25 (16TH ST. S.W.)						618613.0961	160876.0873	N 00°32'35" W
2ND AVE. S.W. (NORTH)										
	P.O.T.	STA. 12+00.00						618614.0405	160983.2842	
	P.I.	STA. 13+07.21 – C/L C.S.A.H. 25 (16TH ST. S.W.)						618615.1277	160876.0798	S 00°34'52" E

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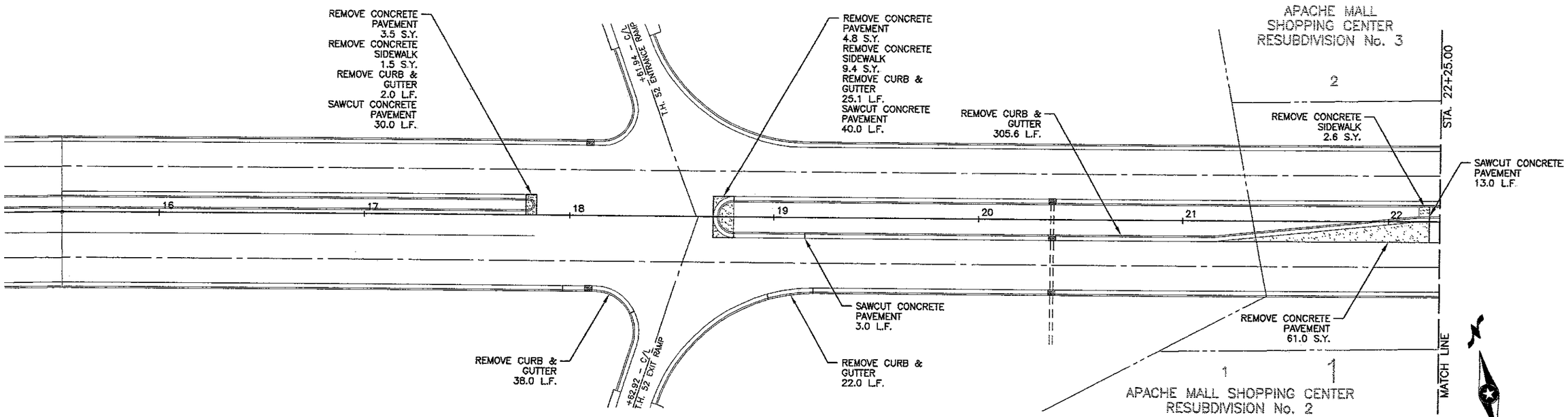
FILE NAME: C25-ATD1.DWG DATE: 09-23-02

CERTIFIED BY Wayne M Bierniet LICENSED PROFESSIONAL ENGINEER REG. NO. 19917 10/7 2002

S.A.P. 55-625-19

TITLE: ALIGNMENT TABULATION

Sheet No. 10 of 50 Sheets



NOTES
1. ALL UTILITY LOCATIONS ARE APPROXIMATE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR.

AS-BUILT
FEB 08 2005
ENGINEERING

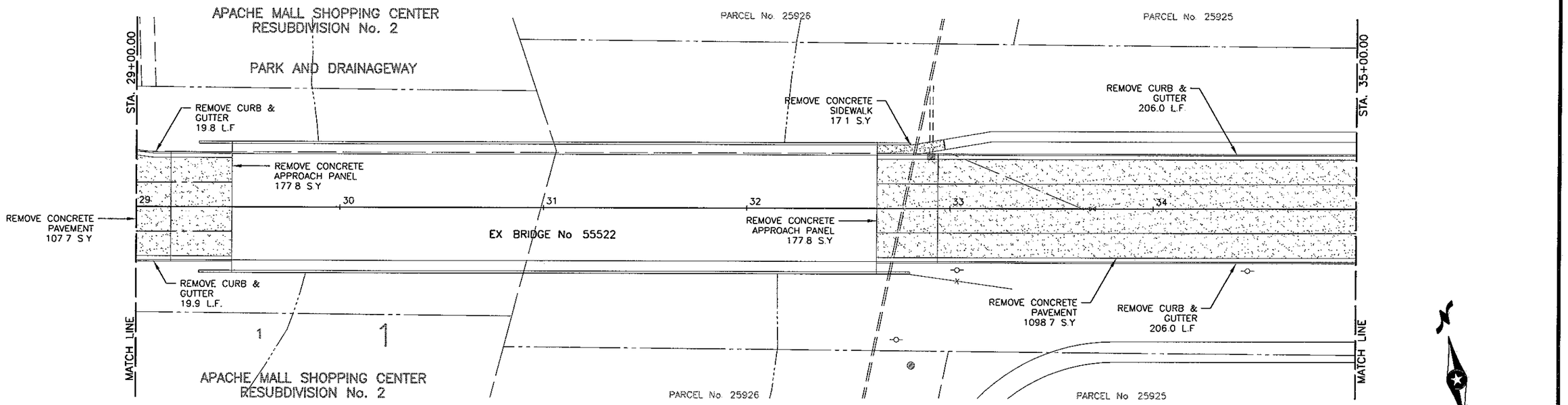
CERTIFIED BY Karen M Bruinich REG. NO. 19917 10/7 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE:
C.S.A.H. No. 25
REMOVAL PLAN
STA. 15+52.91 to STA. 29+00.00

Sheet No. 11 of 50 Sheets

FILE NAME: C25-GR01.DWG DATE: 09-23-02



LEGEND

BITUMINOUS REMOVAL

CONCRETE REMOVAL

NOTES

1 ALL UTILITY LOCATIONS ARE APPROXIMATE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR

AS-BUILT

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ENGINEERING

TILE NAME: C25-CR02.DWG DATE: 01-22-03

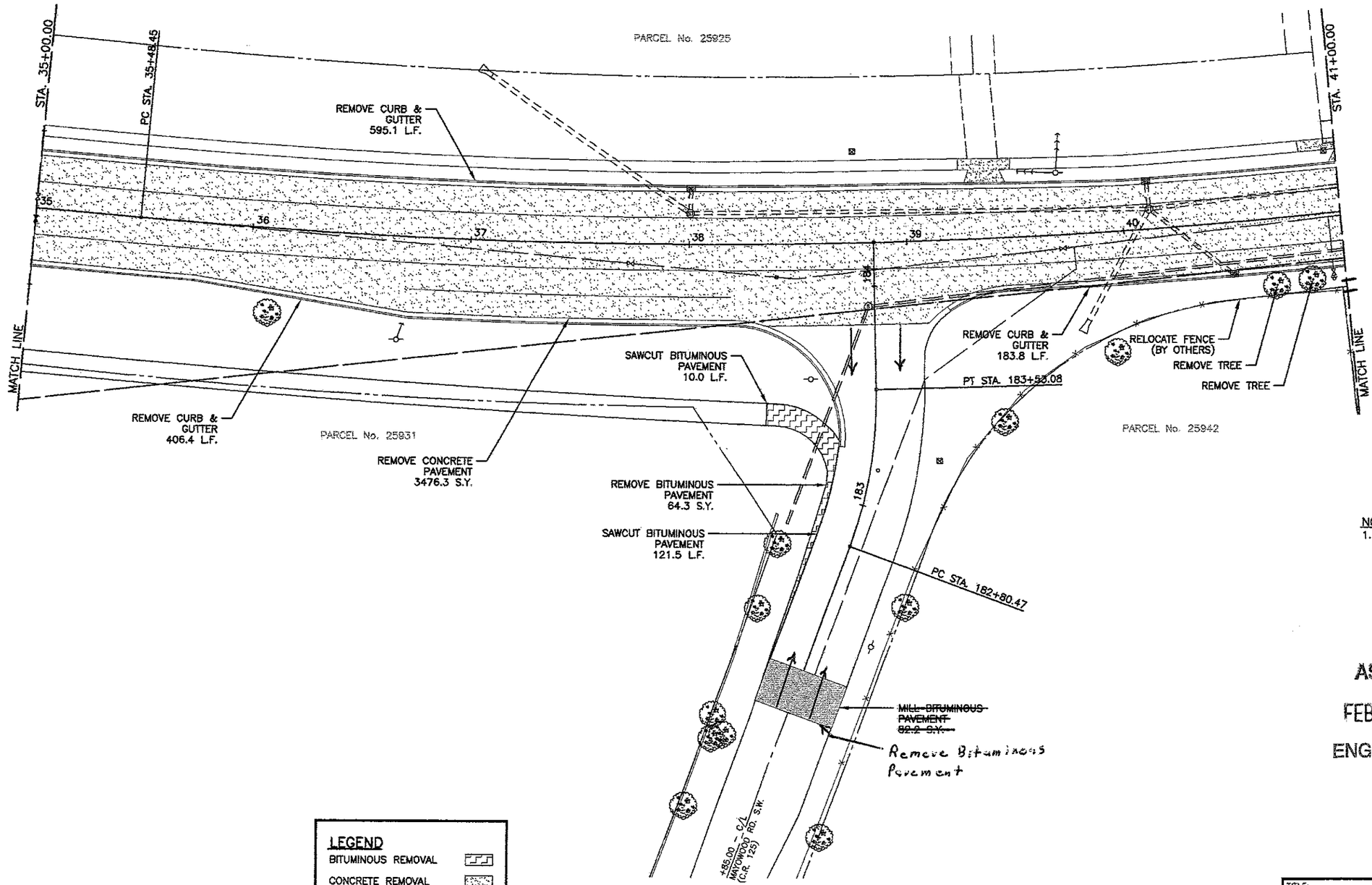
CERTIFIED BY Kevin M Poienick LICENSED PROFESSIONAL ENGINEER REG. NO 19917 1/27 2003

S.A.P. 55-625-19

TITLE:
C.S.A.H. No. 25
REMOVAL PLAN
STA. 29+00.00 to STA. 35+00.00

Sheet No. 12 of 50 Sheets

STA. 39+36.00 – LT.
REMOVE CONCRETE DRIVE
PAVEMENT – 11.0 S.Y.
REMOVE CONCRETE
SIDEWALK – 13.4 S.Y.



NOTES
1. ALL UTILITY LOCATIONS ARE APPROXIMATE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR.

AS-BUILT

FEB 0 8 2005

ENGINEERING

LEGEND
BITUMINOUS REMOVAL
CONCRETE REMOVAL

CERTIFIED BY Kaye M Brevick REG. NO. 19917 11/7 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE:
C.S.A.H. No. 25
REMOVAL PLAN
STA. 35+00.00 to STA. 41+00.00

Sheet No. 13 of 50 Sheets

FILE NAME: C25-CR03.DWG DATE: 11-07-02

STA. 41+12.89 – LT.
REMOVE CONCRETE DRIVE
PAVEMENT – 18.3 S.Y.
REMOVE CONCRETE
SIDEWALK – 34.1 S.Y.
SAWCUT BIT. – 25.0 L.F.
REMOVE BIT. DRIVE
PAVEMENT – 7.5 S.Y.

STA. 43+21.84 – LT.
REMOVE CONCRETE DRIVE
PAVEMENT – 20.8 S.Y.

STA. 46+05.58 – 5TH AVE.
SAWCUT BIT. – 28.7 L.F.
REMOVE BITUMINOUS
PAVEMENT – 15.0 S.Y.

STONE BARN ESTATES

STONE BARN SUBDIVISION

MAPLE LANE

MAPLE LANE

STA. 41+00.00

PT. STA. 41+32.67

REMOVE CURB & GUTTER 497.7 L.F.

REMOVE CONCRETE SIDEWALK 92.7 S.Y.

REMOVE CONCRETE SIDEWALK 10.4 S.Y.

+05.58 – C/L 6TH AVE. S.W.

REMOVE CONCRETE SIDEWALK 11.8 S.Y.

STA. 47+00.00

RELOCATE GUY WIRE (BY OTHERS)

RELOCATE PEDESTAL (BY OTHERS)

RELOCATE POWER POLE (BY OTHERS)

RELOCATE POWER POLE (BY OTHERS)

REMOVE CURB & GUTTER 90.4 L.F.

MATCH LINE

REMOVE CONCRETE PAVEMENT 2979.7 S.Y.

REMOVE CURB & GUTTER 455.6 L.F.

REMOVE CONCRETE SIDEWALK 11.3 S.Y.

+55.38 – C/L 6TH AVE. S.W.

REMOVE CURB & GUTTER 135.0 L.F.

MATCH LINE

TOOGOOD'S SUBDIVISION

TOOGOOD'S SUBDIVISION

STA. 41+26.12 – RT.
REMOVE CONCRETE DRIVE
PAVEMENT – 11.9 S.Y.
REMOVE CONCRETE
SIDEWALK – 14.4 S.Y.

STA. 42+24.41 – RT.
REMOVE CONCRETE DRIVE
PAVEMENT – 10.8 S.Y.
REMOVE CONCRETE
SIDEWALK – 13.3 S.Y.

STA. 43+21.21 – RT.
REMOVE CONCRETE DRIVE
PAVEMENT – 10.9 S.Y.
REMOVE CONCRETE
SIDEWALK – 12.5 S.Y.

STA. 45+55.38 – 6TH AVE.
SAWCUT BIT. – 24.1 L.F.
REMOVE BITUMINOUS
PAVEMENT – 39.5 S.Y.

STA. 46+10.50 – RT.
REMOVE CONCRETE DRIVE
PAVEMENT – 12.1 S.Y.
SAWCUT BIT. – 10.0 L.F.
REMOVE BIT. DRIVE
PAVEMENT – 2.9 S.Y.

STA. 46+67.76 – RT.
REMOVE CONCRETE DRIVE
PAVEMENT – 11.4 S.Y.
SAWCUT BIT. – 9.5 L.F.
REMOVE BIT. DRIVE
PAVEMENT – 2.9 S.Y.

0 25 50
SCALE IN FEET

LEGEND
BITUMINOUS REMOVAL
CONCRETE REMOVAL

STA. 48+02.11 – LT.
REMOVE CONCRETE DRIVE
PAVEMENT – 16.7 S.Y.
REMOVE CONCRETE
SIDEWALK – 16.0 S.Y.

STA. 49+34.56 – 5TH AVE.
SAWCUT BIT. – 34.7 L.F.
REMOVE BITUMINOUS
PAVEMENT – 16.7 S.Y.

STA. 50+64.13 – LT.
REMOVE CONCRETE DRIVE
PAVEMENT – 14.7 S.Y.
REMOVE CONCRETE
SIDEWALK – 14.7 S.Y.

STA. 51+32.91 – LT.
REMOVE CONCRETE DRIVE
PAVEMENT – 15.5 S.Y.
REMOVE CONCRETE
SIDEWALK – 14.2 S.Y.

NOTES
1. ALL UTILITY LOCATIONS ARE APPROXIMATE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR.

MAPLE LANE

TOOGOOD MEADOWS SUBDIVISION

TOOGOOD MEADOWS SUBDIVISION

UNPLATTED

STA. 47+00.00

REMOVE CURB & GUTTER 225.7 L.F.

REMOVE CONCRETE SIDEWALK 9.1 S.Y.

+34.56 – C/L 5TH AVE. S.W.

REMOVE CONCRETE SIDEWALK 10.8 S.Y.

REMOVE CURB & GUTTER 357.7 L.F.

RELOCATE POWER POLE (BY OTHERS)

RELOCATE LIGHT POLE (BY OTHERS)

STA. 53+00.00

MATCH LINE

REMOVE CONCRETE PAVEMENT 2918.2 S.Y.

REMOVE CURB & GUTTER 600.0 L.F.

PARCEL No. 25933

PARCEL No. 25936

MATCH LINE

TOOGOOD TERRACE

UNPLATTED

STA. 47+11.21 – RT.
REMOVE CONCRETE DRIVE
PAVEMENT – 39.4 S.Y.

STA. 48+52.66 – RT.
REMOVE CONCRETE DRIVE
PAVEMENT – 18.0 S.Y.
SAWCUT BIT. – 18.0 L.F.
REMOVE BIT. DRIVE
PAVEMENT – 5.9 S.Y.

STA. 49+66.52 – RT.
REMOVE CONCRETE DRIVE
PAVEMENT – 17.8 S.Y.
SAWCUT BIT. – 15.0 L.F.
REMOVE BIT. DRIVE
PAVEMENT – 5.1 S.Y.

STA. 51+29.47 – RT.
REMOVE CONCRETE DRIVE
PAVEMENT – 18.0 S.Y.
SAWCUT BIT. – 15.0 L.F.
REMOVE BIT. DRIVE
PAVEMENT – 5.9 S.Y.

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FEB 08 2005
ENGINEERING

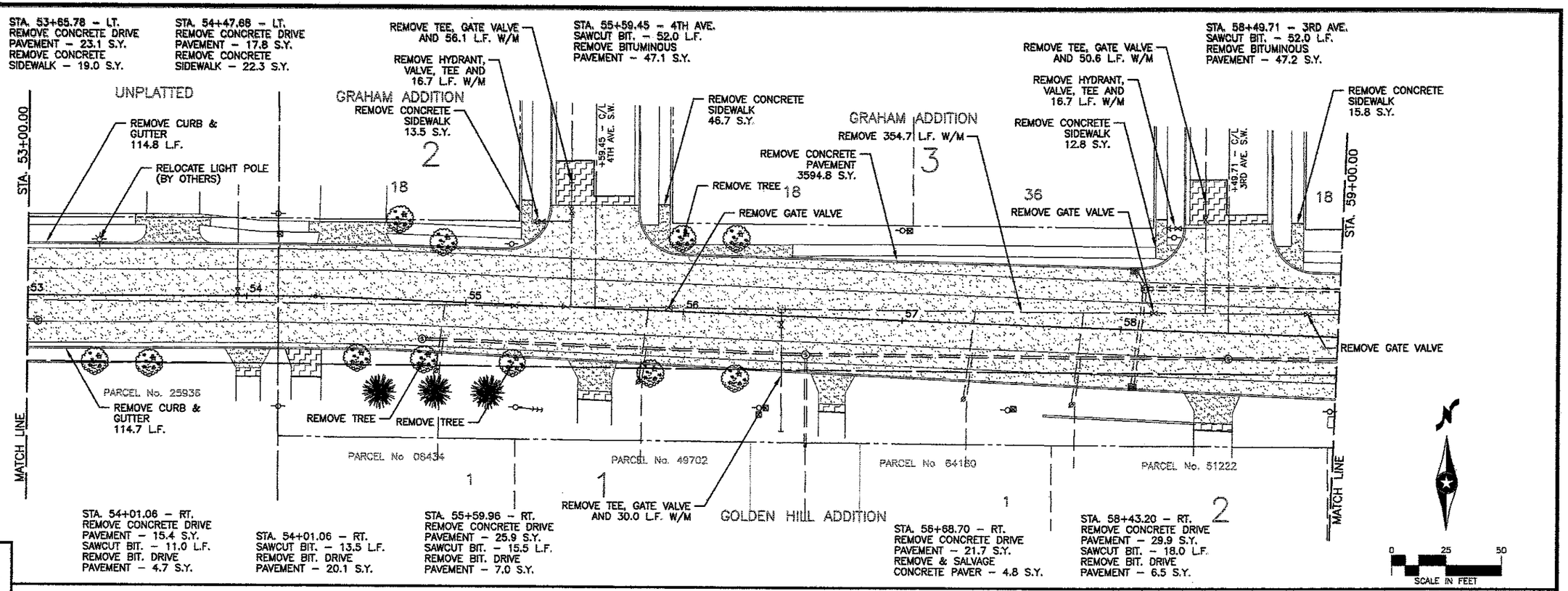
CERTIFIED BY Kevin M. O'Brien REG. NO. 19917 10/7 2002
LICENSED PROFESSIONAL ENGINEER

TITLE:
C.S.A.H. No. 25
REMOVAL PLAN
STA. 41+00.00 to STA. 53+00.00

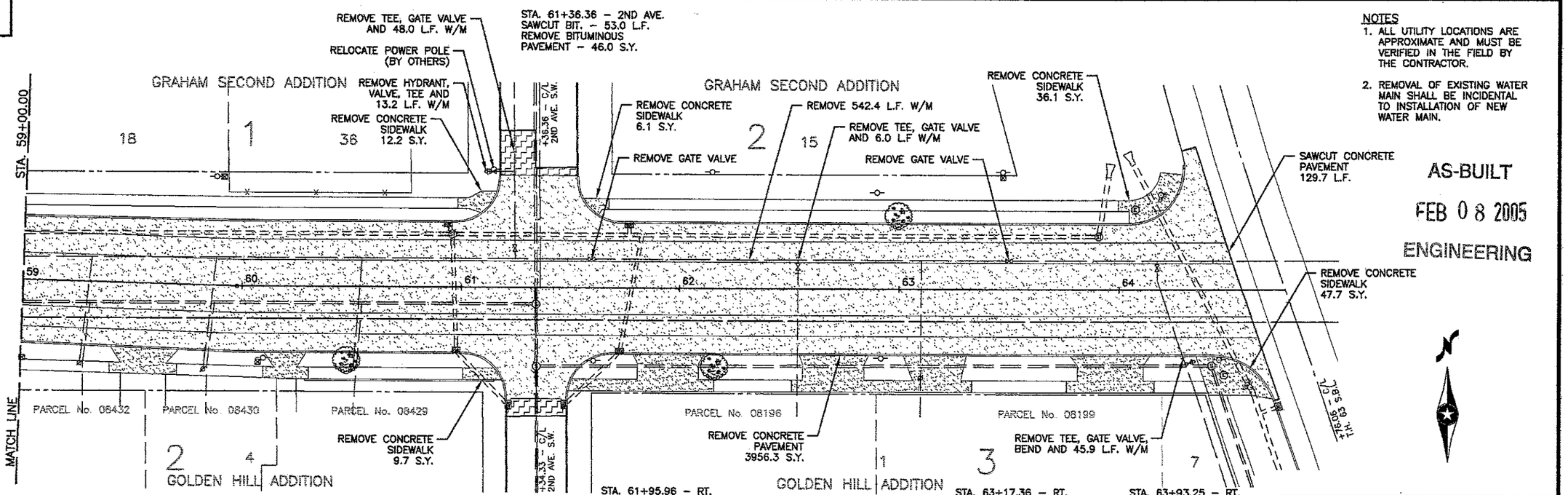
S.A.P. 55-625-19

Sheet No. 14 of 50 Sheets

FILE NAME: C25-RR04.DWG DATE: 09-24-02



LEGEND
BITUMINOUS REMOVAL
CONCRETE REMOVAL



NOTES
1. ALL UTILITY LOCATIONS ARE APPROXIMATE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
2. REMOVAL OF EXISTING WATER MAIN SHALL BE INCIDENTAL TO INSTALLATION OF NEW WATER MAIN.

AS-BUILT
FEB 08 2005
ENGINEERING

CERTIFIED BY Kevin M Romine REG. NO. 19917 10/30 2002
REGISTERED PROFESSIONAL ENGINEER

TITLE: C.S.A.H. No. 25
REMOVAL PLAN
STA. 53+00.00 to STA. 64+76.06

S.A.P. 55-625-19

Sheet No. 15 of 50 Sheets

FILE NAME: 025-CR05.DWG DATE: 10-09-02

C.B. 1
STA. 18+09.34 – 35.67' RT
ADJUST EXISTING C.B.

C.B. 2
STA. 20+36.00 – 1.67' LT.
CONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 24.66
TOP GRATE EL. 23.99
INL. EL. 19.10 FROM EX. 12" R.C.P
OUT. EL. 19.00 TO C.B. 3
10.00 L.F 12" R.C.P CL. 5

C.B. 3
STA. 20+36.00 – 8.33' RT
REMOVE EXISTING C.B.
REMOVE 10.00 L.F 12" R.C.P.
INV. EL. 18.90 TO EX. 12" R.C.P.
CONNECT 12" R.C.P. FROM C.B. 2

APACHE MALL SHOPPING CENTER
RESUBDIVISION No. 3

2

BEGIN S.A.P. 55–625–19
BEGIN CONCRETE REHABILITATION
STA. 15+52.91

CONCRETE APPROACH NOSE
SEE STD. PLATE 7113A

+61.94 – C/L ENTRANCE RAMP

T.H. 52

EX. 14' LANE
EX. 14' LANE
EX. 12' LEFT TURN LANE
EX. 12' LANE
EX. 14' LANE

16 17 18 19 20 21 22

C.B. 1A
Adjust existing C.B.

C.B. 1

CURB & GUTTER REPLACEMENT

+62.92 – C/L T.H. 52 EXIT RAMP

BEGIN 4" CONCRETE
STA. 20+14.95

B624 C&G

END 4" CONCRETE
STA. 22+20.00

STA. 22+25.00

C.B. 2
C.B. 3

12' LEFT TURN LANE

BEGIN TAPER
STA. 19+14.95

END TAPER
STA. 20+14.95

END CURB
STA. 22+20.00

CURB & GUTTER REPLACEMENT

CONCRETE APPROACH NOSE
SEE STD. PLATE 7113A

1 1

APACHE MALL SHOPPING CENTER
RESUBDIVISION No. 2

MATCH LINE

PI STA. 15+52.91
Δ=00°44'27.87" RT.
X=614079.8839
Y=161364.0401

NOTES
1 ALL DIMENSIONS SHOWN ARE TO FACE OF CURB.

0 25 50
SCALE IN FEET

T/C LEFT ELEVATION

29.72 29.44 28.47 27.44 26.36 25.52 25.11 24.09 23.06 22.04 21.01 19.99 18.96 17.94 17.12

BEGIN TAPER
END TAPER
MATCH EX.

EXISTING C/L PROFILE

EXISTING C/L ELEVATION

18.26

1040 1035 1030 1025 1020 1015 1010 1005

38.00 37.20 36.40 35.57 34.67 33.36 31.94 30.31 28.47 26.45 24.40 22.35 20.30

+50 +75 16 +25 +50 +75 17 +25 +50 +75 18 +25 +50 +75 19 +14.95 +25 +50 +75 20 +14.95 +25 +50 +75 21 +25 +50 +75 22 +20.00 +25

AS-BUILT
FEB 08 2005
ENGINEERING

CERTIFIED BY Kaye M. Bienert REG. NO. 19917 10/7 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE:
C.S.A.H. No. 25
CONSTRUCTION PLAN & PROFILE
STA. 15+52.91 to STA. 22+25.00

Sheet No. 16 of 50 Sheets

FILE NAME: C25-CP01.DWG DATE: 09-24-02

APACHE MALL SHOPPING CENTER
RESUBDIVISION No. 3

STA. 22+25.00

CURB & GUTTER REPLACEMENT

EX. 14'LANE

EX. 14'LANE

EX. 12' LEFT TURN LANE

EX. 14'LANE

EX. 14' LANE

EX. 12' RIGHT TURN LANE

MATCH LINE

CURB & GUTTER REPLACEMENT

+12.83 – ℄ APACHE DR. S.W.

C.B. 4
STA. 24+58.43 – 8.33' LT
ADJUST EXISTING C.B.

C.B. 5
STA. 24+58.43 – 1.67' RT
ADJUST EXISTING C.B.

C.B. 6
STA. 24+64.10 – 45.67' RT
ADJUST EXISTING C.B.

CONCRETE APPROACH NOSE
SEE STD. PLATE 7113A

C.B. 4

C.B. 5

C.B. 6

APACHE MALL SHOPPING CENTER
RESUBDIVISION No. 2

APACHE MALL SHOPPING CENTER
RESUBDIVISION No. 3

W-1
STA. 27+17.00 – 5.00' LT
ADJUST GATE VALVE BOX

W-2
STA. 27+17.00 – 5.00' RT
ADJUST GATE VALVE BOX

W-3
STA. 28+30.16 – ℄
ADJUST GATE VALVE BOX

END CONCRETE REHABILITATION
BEGIN CONCRETE REPLACEMENT
STA. 28+96.85

STA. 29+00.00

EX. 12' RIGHT TURN LANE

EX. 12' LANE

EX. 14' LANE

EX. 12' LT. TURN LANE

EX. 12" W/M

EX. 14' LANE

EX. 14' LANE

W-1

W-2

W-3

CONCRETE APPROACH NOSE
SEE STD. PLATE 7113A

CONCRETE APPROACH NOSE
SEE STD. PLATE 7113A

MATCH LINE

PI STA. 25+00.08
Δ=01°12'00.00" LT
X=615003.9517
Y=161156.1400

NOTES
1. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB.

SCALE IN FEET
0 25 50



AS-BUILT
FEB 08 2005
ENGINEERING

CERTIFIED BY Kevin Polenek REG. NO. 19917 10/7 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE:
C.S.A.H. No. 25
CONSTRUCTION PLAN & PROFILE
STA. 22+25.00 to STA. 29+00.00

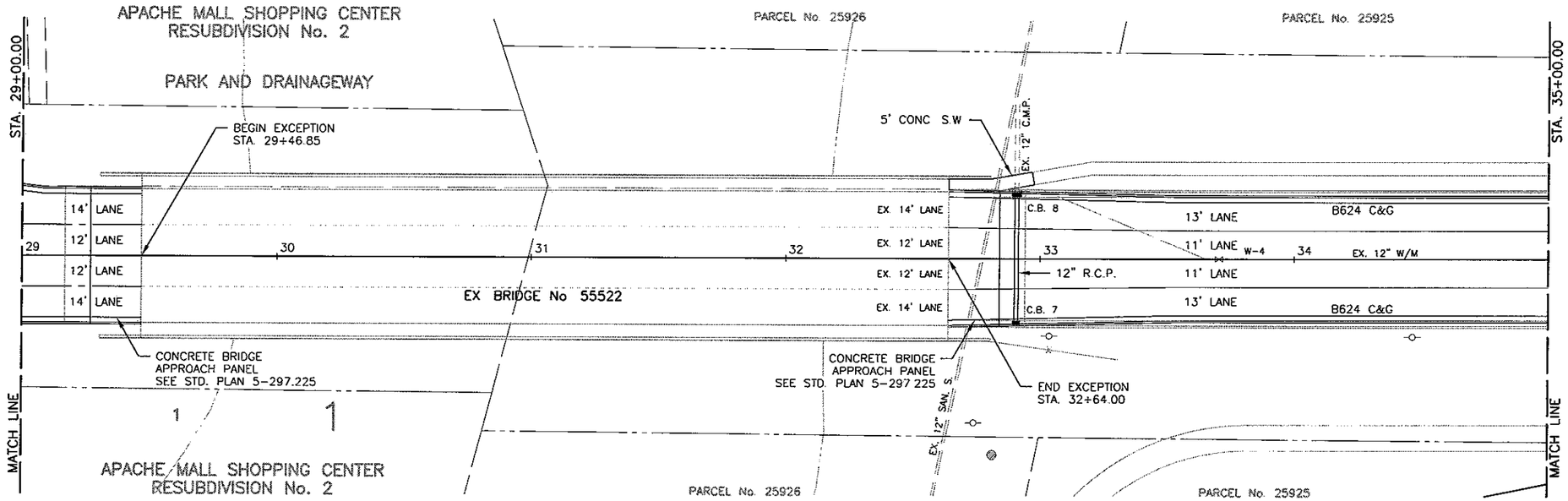
Sheet No. 17 of 50 Sheets

FILE NAME: C25-GP02.DWG DATE: 09-24-02

C.B. 7
STA. 32+90.68 – 25.08' RT.
CONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 17.24
TOP GRATE EL. 16.57
OUT. EL. 14.05 TO C.B. 8
50.15 L.F 12" R.C.P CL. 5

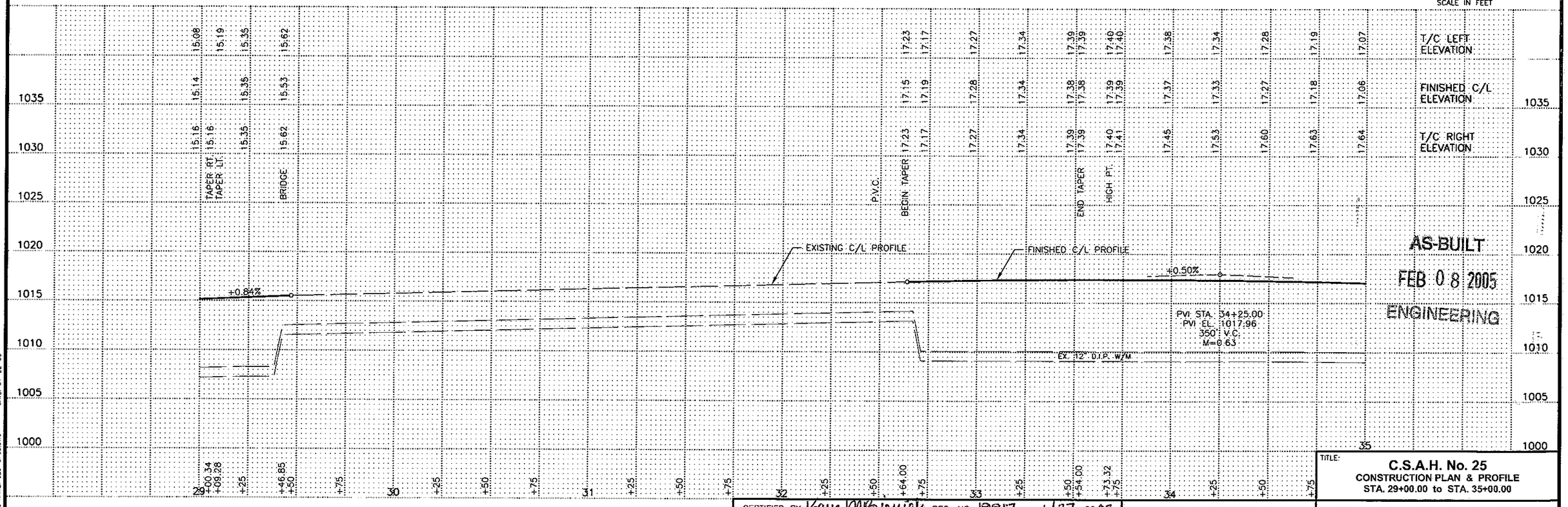
C.B. 8
STA. 32+90.68 – 25.08' LT.
RECONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 17.24
TOP GRATE EL. 16.57
INL. EL. 13.55 FROM C.B. 7
OUT EL. 13.45 TO EX. 12" C.M.P

W-4
STA. 33+70.15 – C/L
ADJUST GATE VALVE BOX



NOTES
1 ALL DIMENSIONS SHOWN ARE TO FACE OF CURB.

0 25 50
SCALE IN FEET



AS-BUILT
FEB 08 2005
ENGINEERING

CERTIFIED BY Kaye M Brienich REG. NO 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

TITLE:
C.S.A.H. No. 25
CONSTRUCTION PLAN & PROFILE
STA. 29+00.00 to STA. 35+00.00

S.A.P. 55-625-19

Sheet No. 18 of 50 Sheets

DATE: 01-22-03
FILE NAME: C25-0903.DWG

Remove & Install C.B.

C.B. 9
STA. 38+00.53 – 23.67' LT.
~~RECONSTRUCT STRUCTURE TYPE 1~~
TOP CURB EL. 14.24
TOP GRATE EL. 13.57
OUT EL. 09.55 TO M.H. S–1

C.B. 10
STA. 39+91.66 – 23.67' RT.
CONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 14.79
TOP GRATE EL. 14.12
INL. EL. 09.27 FROM APRON 1
OUT. EL. 09.17 TO EX. 24" R.C.P.
~~REMOVE~~ 24.66 L.F. 24" R.C.P
(APRON INCLUDED)

C.B. 11
STA. 40+10.00 – 23.67' LT.
REMOVE EXISTING C.B.
CONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 13.48
TOP GRATE EL. 12.81
INL. EL. 08.72 FROM C.B. 12
OUT. EL. 08.62 TO M.H. S–2
REMOVE 13.25 L.F. 12" R.C.P
14.70 L.F 12" R.C.P CL. 5

C.B. 12
STA. 39+91.66 – 23.67' LT.
CONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 13.47
TOP GRATE EL. 12.80
OUT. EL. 08.87 TO C.B. 11
18.19 L.F 12" R.C.P CL. 5

C.B. 13
STA. 40+49.44 – 23.84' RT
REMOVE EXISTING C.B.
REMOVE 49.93 L.F. 12" R.C.P.
PLUG EX. INL. AT M.H. S–2

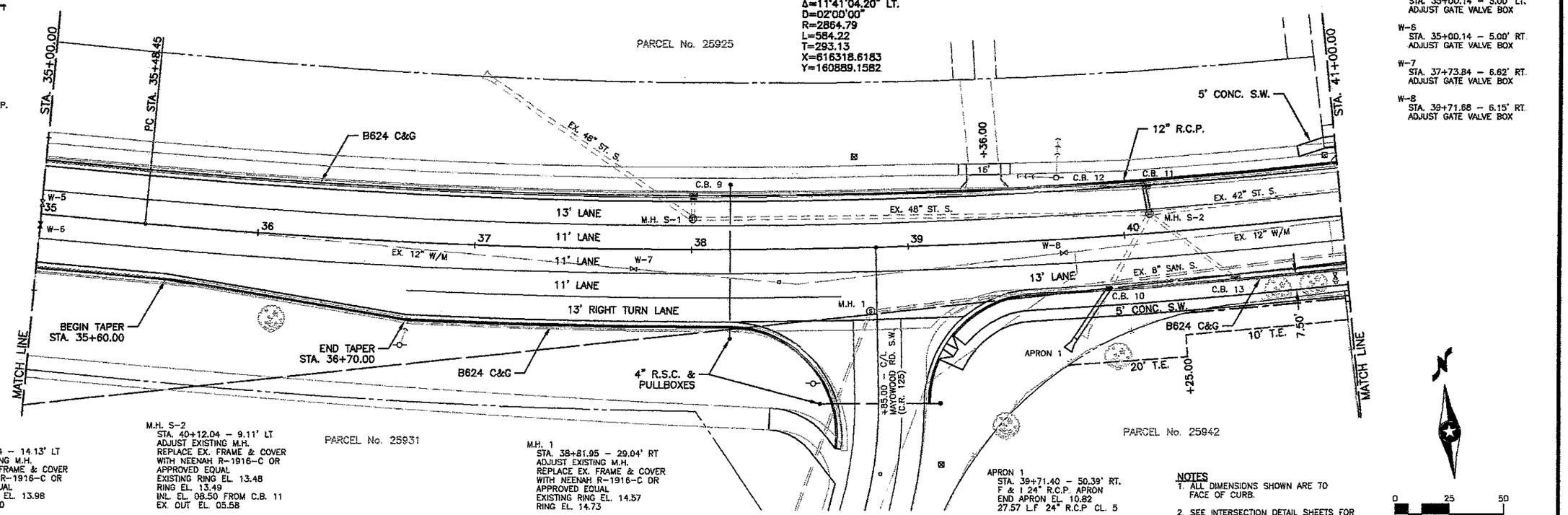
PI STA. 38+41.58
Δ=11°41'04.20" LT.
D=02°00'00"
R=2864.79
L=584.22
T=293.13
X=616318.6183
Y=160889.1582

W–5
STA. 35+00.14 – 5.00' LT.
ADJUST GATE VALVE BOX

W–6
STA. 35+00.14 – 5.00' RT.
ADJUST GATE VALVE BOX

W–7
STA. 37+73.84 – 6.62' RT.
ADJUST GATE VALVE BOX

W–8
STA. 39+71.68 – 6.15' RT.
ADJUST GATE VALVE BOX



M.H. S–1
STA. 38+00.44 – 14.13' LT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R–1916–C OR
APPROVED EQUAL
EXISTING RING EL. 13.98
RING EL. 14.10

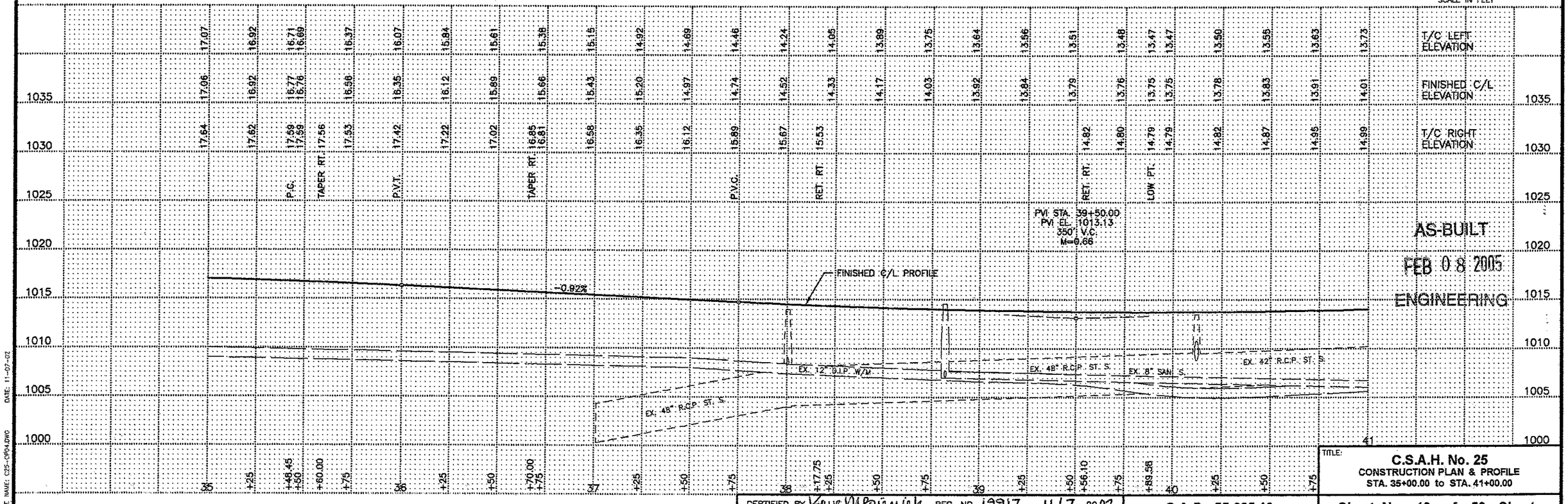
M.H. S–2
STA. 40+12.04 – 9.11' LT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R–1916–C OR
APPROVED EQUAL
EXISTING RING EL. 13.48
RING EL. 13.49
INL. EL. 08.50 FROM C.B. 11
EX. OUT EL. 05.58

M.H. 1
STA. 38+81.95 – 29.04' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R–1916–C DR
APPROVED EQUAL
EXISTING RING EL. 14.57
RING EL. 14.73

APRON 1
STA. 39+71.40 – 50.39' RT.
F & I 24" R.C.P. APRON
END APRON EL. 10.82
27.57 L.F 24" R.C.P CL. 5

NOTES
1. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB.
2. SEE INTERSECTION DETAIL SHEETS FOR ELEVATIONS AND RADIUS INFORMATION.

0 25 50
SCALE IN FEET



AS-BUILT
FEB 08 2005
ENGINEERING

DATE: 11-07-02
FILE NAME: C25-10P04.DWG

CERTIFIED BY Kevin M Poirier REG. NO. 19917 11/7 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE:
C.S.A.H. No. 25
CONSTRUCTION PLAN & PROFILE
STA. 35+00.00 to STA. 41+00.00

Sheet No. 19 of 50 Sheets

Remove & Install C.B

C.B. 14
STA. 43+00.56 – 23.67' LT.
~~RECONSTRUCT STRUCTURE TYPE 1~~
TOP CURB EL. 14.88
TOP GRATE EL. 14.21
OUT. EL. 10.21 TO M.H. S-3

C.B. 15
STA. 43+00.56 – 23.67' RT.
Adjust ~~RECONSTRUCT~~ STRUCTURE TYPE 1
TOP CURB EL. 15.76
TOP GRATE EL. 15.09
OUT. EL. 11.09 TO M.H. S-3

C.B. 16
STA. 45+39.52 – 43.02' RT.
ADJUST EXISTING C.B.
EXISTING GRATE EL. 16.85
TOP CURB EL. 17.37
TOP GRATE EL. 16.70

C.B. 17
STA. 45+72.54 – 43.16' RT.
EXISTING C.B. WITH DITCH GRATE
~~NO ADJUSTMENT REQUIRED~~
Reconstruct

C.B. 18
STA. 45+91.49 – 23.67' RT.
RECONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 17.45
TOP GRATE EL. 16.78
OUT. EL. 12.78 TO EX. 36" R.C.P.

C.B. 19
STA. 46+40.46 – 23.67' LT.
~~RECONSTRUCT STRUCTURE TYPE 1~~
TOP CURB EL. 16.85
TOP GRATE EL. 16.18
OUT. EL. 12.30 TO EX. 24" R.C.P.

Remove & Install C.B.

M.H. S-3
STA. 43+00.56 – 12.99' LT.
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER WITH NEENAH R-1916-C OR APPROVED EQUAL
EXISTING RING EL. 14.63
RING EL. 14.77

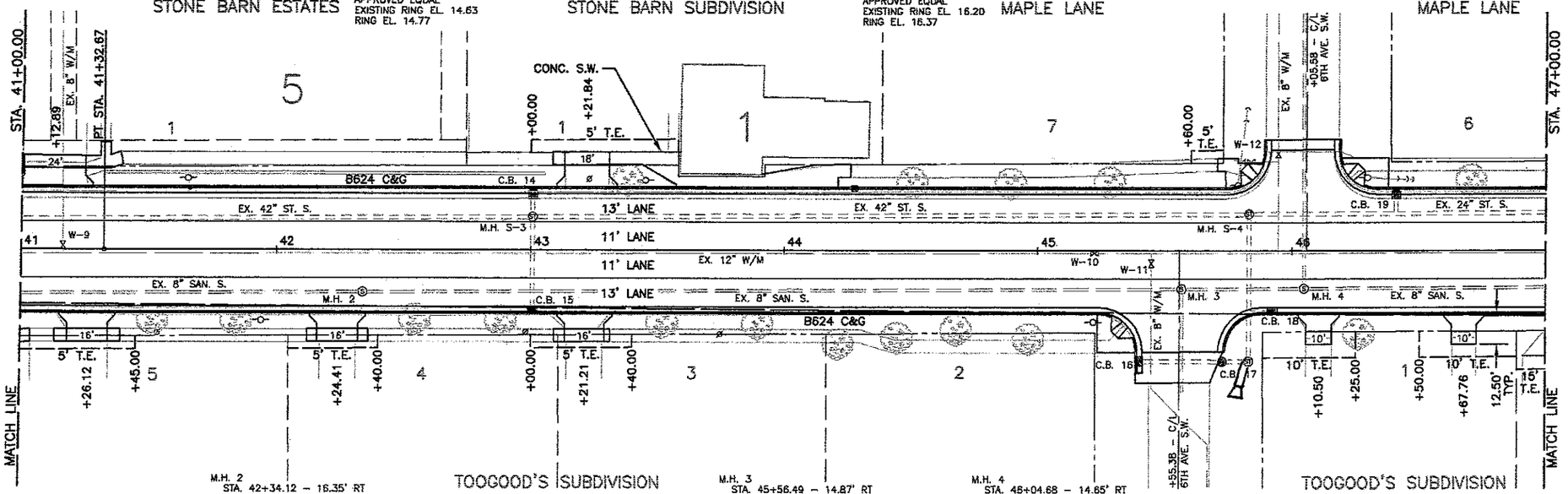
M.H. S-4
STA. 45+82.97 – 14.32' LT.
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER WITH NEENAH R-1916-C OR APPROVED EQUAL
EXISTING RING EL. 16.20
RING EL. 16.37

W-9
STA. 41+16.52 – 1.51' LT.
ADJUST GATE VALVE BOX

W-10
STA. 45+22.34 – 0.96' RT.
ADJUST GATE VALVE BOX

W-11
STA. 45+44.42 – 4.93' RT.
ADJUST GATE VALVE BOX

W-12
STA. 45+94.33 – 37.78' LT.
ADJUST GATE VALVE BOX



M.H. 2
STA. 42+34.12 – 16.35' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER WITH NEENAH R-1916-C OR APPROVED EQUAL
EXISTING RING EL. 14.97
RING EL. 15.06

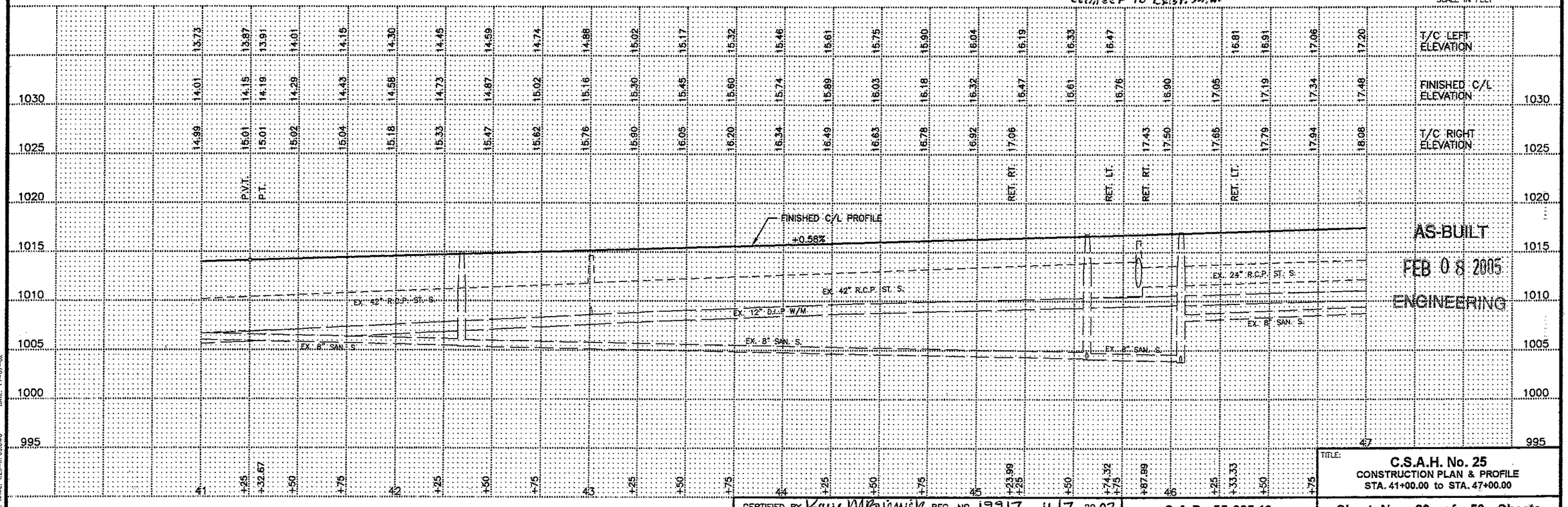
M.H. 3
STA. 45+56.49 – 14.87' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER WITH NEENAH R-1916-C OR APPROVED EQUAL
EXISTING RING EL. 16.83
RING EL. 16.94

M.H. 4
STA. 45+04.68 – 14.65' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER WITH NEENAH R-1916-C OR APPROVED EQUAL
EXISTING RING EL. 17.08
RING EL. 17.22

Inlet Modification
18"x16" R.C.P
1-18" R.C.P. Apron
Connect To Exist. M.H.

NOTES
1 ALL DIMENSIONS SHOWN ARE TO FACE OF CURB.
2 SEE INTERSECTION DETAIL SHEETS FOR ELEVATIONS AND RADIUS INFORMATION.

0 25 50
SCALE IN FEET



AS-BUILT
FEB 08 2005
ENGINEERING

CERTIFIED BY Kurt M Bauer REG. NO. 19917 11/7/2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE: C.S.A.H. No. 25
CONSTRUCTION PLAN & PROFILE
STA. 41+00.00 to STA. 47+00.00

Sheet No. 20 of 50 Sheets

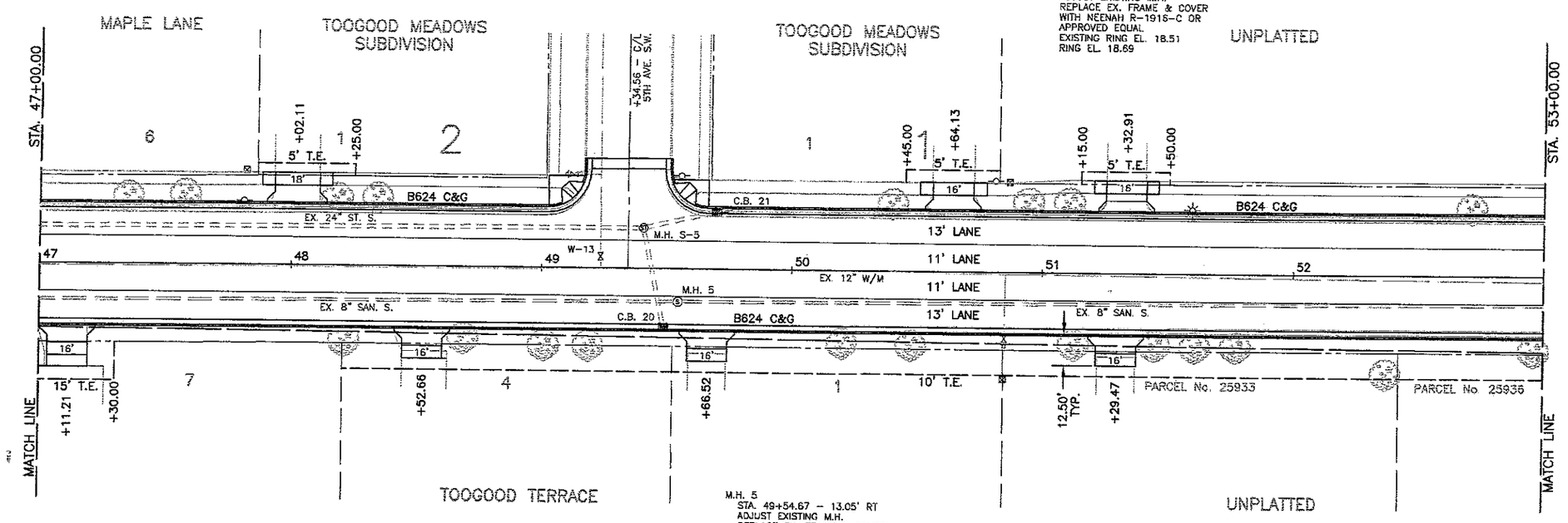
FILE NAME: C25-CP20.DWG DATE: 11-07-02

C.B. 20
STA. 49+49.06 – 23.67' RT.
RECONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 19.86
TOP GRATE EL. 19.19
OUT EL. 15.17 TO M.H. S-5

C.B. 21
STA. 49+74.27 – 23.67' LT
REMOVE EXISTING C.B.
CONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 19.28
TOP GRATE EL. 18.61
OUT. EL. 14.54 TO M.H. S-5
6.48 L.F 12" R.C.P CL. 5

M.H. S-5
STA. 49+40.46 – 15.99' LT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1915-C OR
APPROVED EQUAL
EXISTING RING EL. 18.51
RING EL. 18.69

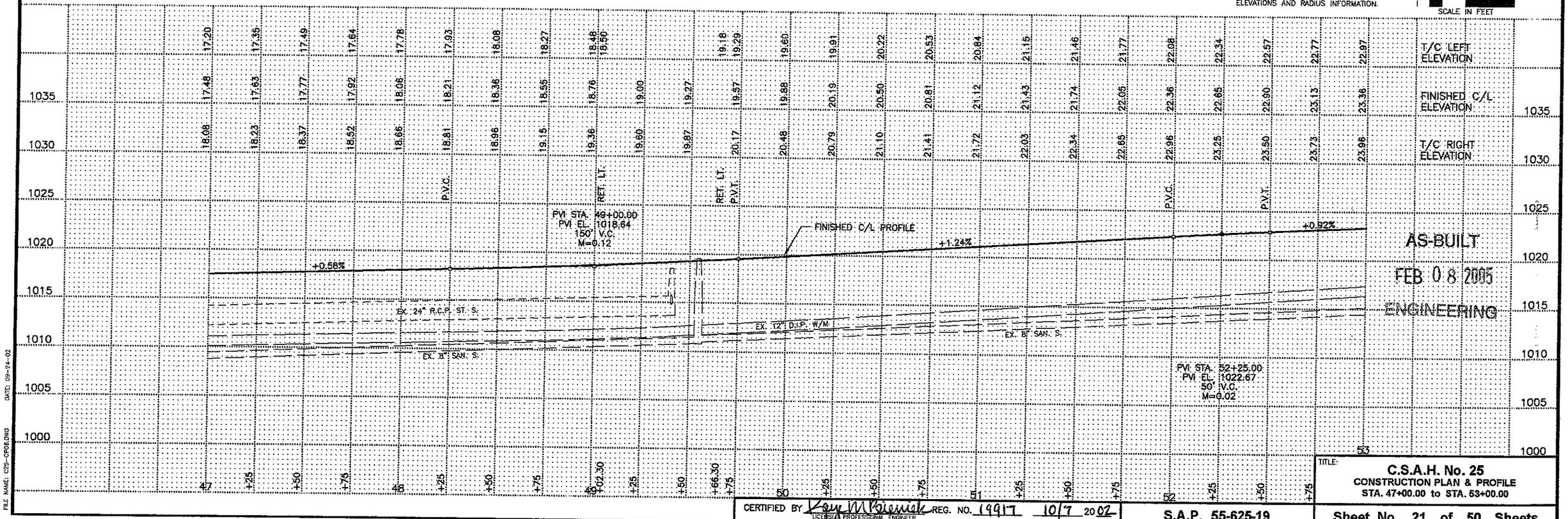
W-13
STA. 49+23.53 – 4.52' LT.
ADJUST GATE VALVE BOX



M.H. 5
STA. 49+54.67 – 13.05' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1915-C OR
APPROVED EQUAL
EXISTING RING EL. 19.55
RING EL. 19.64

NOTES
1. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB.
2. SEE INTERSECTION DETAIL SHEETS FOR ELEVATIONS AND RADIUS INFORMATION.

SCALE IN FEET
0 25 50



AS-BUILT
FEB 08 2005
ENGINEERING

CERTIFIED BY Kevin M Biernicki REG. NO. 19917 10/7 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE:
C.S.A.H. No. 25
CONSTRUCTION PLAN & PROFILE
STA. 47+00.00 to STA. 53+00.00

Sheet No. 21 of 50 Sheets

DATE: 09-24-02
FILE NAME: C25-CP08.DWG

W-14
STA. 53+95.82 – 2.09' LT
ADJUST GATE VALVE BOX

W-15
STA. 55+22.40 – 0.57' RT
ADJUST GATE VALVE BOX

W-16
STA. 55+45.44 – 0.09' LT =
W.A. STA. 55+45.63
REMOVE 12" x 6" REDUCER
CONNECT TO EX. 12" W/M

W-17
STA. 55+48.44 – 0.17' LT =
W.A. STA. 55+48.63 =
STA. 24+53.58 – 11.00' RT =
W.A. STA. 24+53.58
F & I 12" x 8" TEE

12" Gate Valve & Box

W-18
STA. 24+11.70 – 11.00' RT =
W.A. STA. 24+11.70
F & I 8" x 6" TEE
F & I 6" GATE VALVE & BOX – 24.50' RT
F & I 6" HYDRANT – 27.50' RT
FLANGE EL. 24.21

W-19
STA. 24+05.45 – 11.00' RT =
W.A. STA. 24+05.45
F & I 8" GATE VALVE & BOX

W-20
STA. 23+97.45 – 11.00' RT. =
W.A. STA. 23+97.45
F & I 8" x 6" REDUCER
F & I 6" SLEEVE
CONNECT TO EX. 8" W/M

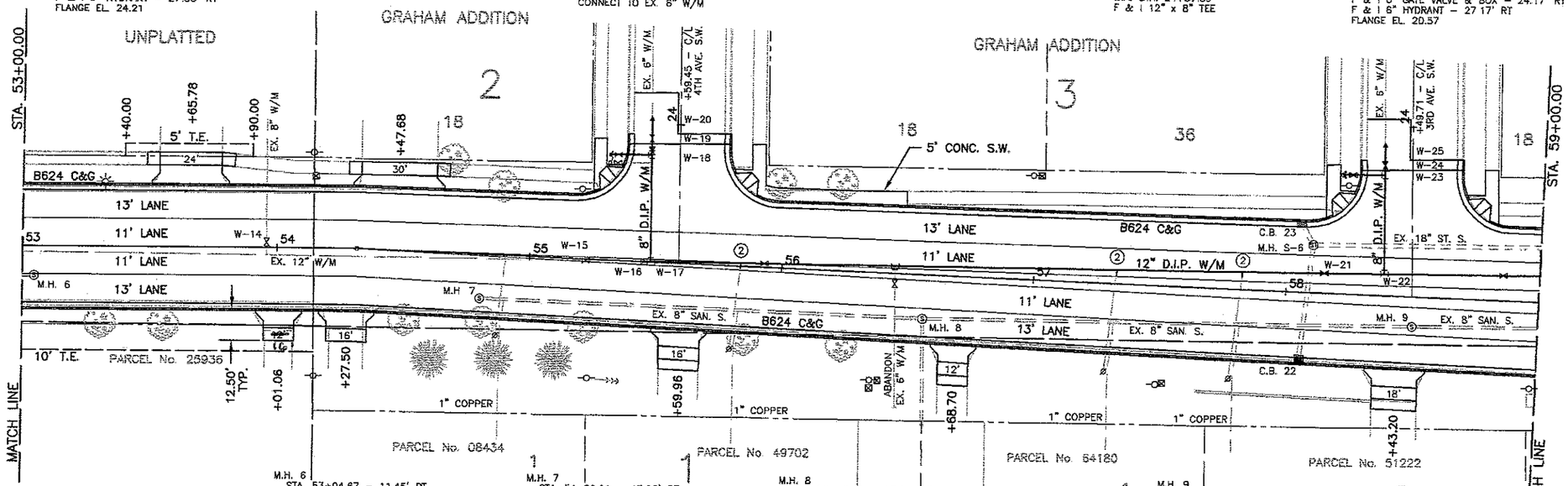
W-21
STA. 58+~~19.07~~ 42 – 7.78' LT =
W.A. STA. 58+14.97
F & I 12" GATE VALVE & BOX

W-22
STA. 58+38.35 – 8.45' LT =
W.A. STA. 58+38.65 =
STA. 24+57.59 – 11.00' RT. =
W.A. STA. 24+57.59
F & I 12" x 8" TEE

W-23
STA. 24+18.76 – 11.00' RT =
W.A. STA. 24+18.76
F & I 8" x 6" TEE
F & I 6" GATE VALVE & BOX – 24.17' RT
F & I 6" HYDRANT – 27.17' RT
FLANGE EL. 20.57

W-24
STA. 24+15.00 – 11.00' RT =
W.A. STA. 24+15.00
F & I 8" GATE VALVE & BOX

W-25
STA. 24+07.00 – 11.00' RT =
W.A. STA. 24+07.00
F & I 8" x 6" REDUCER
~~F & I 6" SLEEVE~~
CONNECT TO EX. 6" W/M



C.B. 22
STA. 58+06.25 – 27.30' RT.
RECONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 22.99
TOP GRATE EL. 22.32
OUT EL. 17.95 TO M.H. S-6

C.B. 23
STA. 58+04.95 – 27.30' LT
ADJUST EXISTING C.B.
EXISTING GRATE EL. 20.84
TOP CURB EL. 21.38
TOP GRATE EL. 20.71

M.H. S-6
STA. 58+10.02 – 18.65' LT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1916-C OR
APPROVED EQUAL
EXISTING RING EL. 21.33
RING EL. 21.30

M.H. 6
STA. 53+04.67 – 11.45' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1916-C OR
APPROVED EQUAL
EXISTING RING EL. 23.74
RING EL. 23.73

M.H. 7
STA. 54+80.91 – 17.26' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1916-C OR
APPROVED EQUAL
EXISTING RING EL. 25.24
RING EL. 25.40

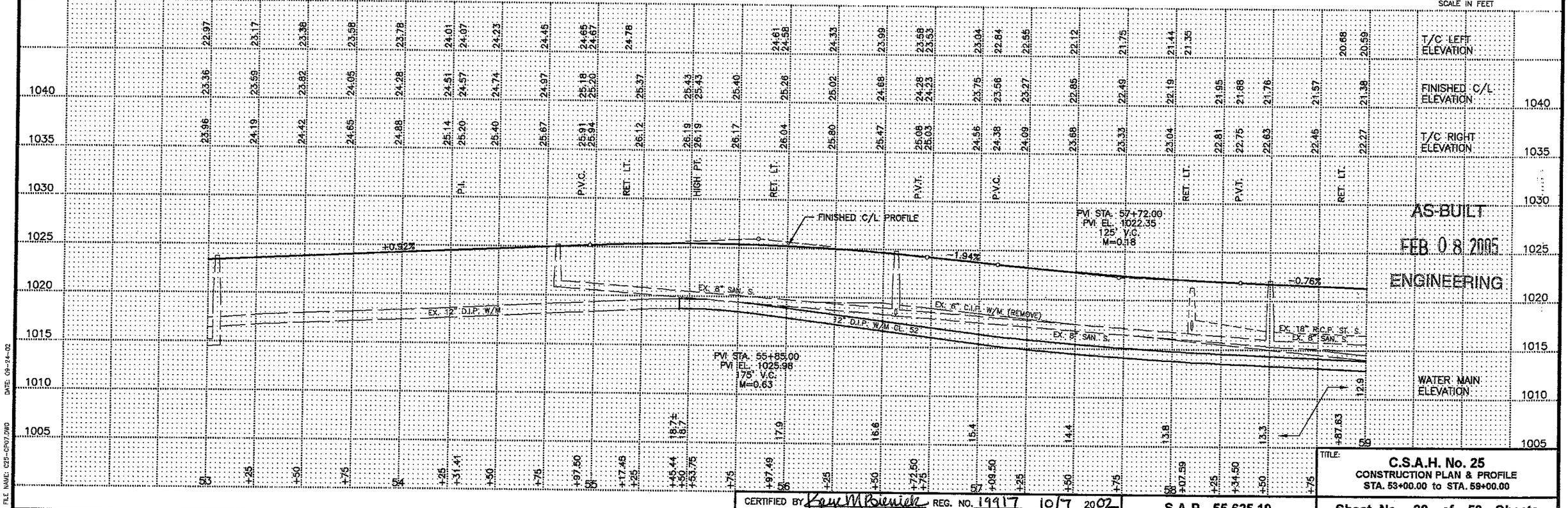
M.H. 8
STA. 56+56.78 – 17.24' RT.
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1916-C OR
APPROVED EQUAL
EXISTING RING EL. 24.84
RING EL. 25.06

M.H. 9
STA. 58+50.21 – 11.72' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1916-C OR
APPROVED EQUAL
EXISTING RING EL. 22.09
RING EL. 22.23

NOTES
1. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB.
2. VERIFY SERVICE RECONNECTIONS WITH OWNERS PRIOR TO CONSTRUCTION.
3. SEE INTERSECTION DETAIL SHEETS FOR ELEVATIONS AND RADIUS INFORMATION.

N

0 25 50
SCALE IN FEET



AS-BUILT
FEB 08 2005
ENGINEERING

CERTIFIED BY Kay M Bienich REG. NO. 19917 10/7 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE:
C.S.A.H. No. 25
CONSTRUCTION PLAN & PROFILE
STA. 53+00.00 to STA. 59+00.00

Sheet No. 22 of 50 Sheets

DATE: 09-24-02
FILE NAME: C25-CP07.DWG

C.B. 24
STA. 60+93.63 – 29.17' LT.
ADJUST EXISTING C.B.
EXISTING GRATE EL. 18.42
TOP CURB EL. 19.08
TOP GRATE EL. 18.41

C.B. 25
STA. 60+97.70 – 29.17' RT.
~~ADJUST EXISTING~~ C.B. Reconstruct
EXISTING GRATE EL. 20.19
TOP CURB EL. 20.81
TOP GRATE EL. 20.14

C.B. 26
STA. 61+21.35 – 52.88' RT.
~~RECONSTRUCT STRUCTURE TYPE 1~~
TOP CURB EL. 21.39 Adjust
TOP GRATE EL. 20.72
OUT EL. 17.15 TO C.B. 25

C.B. 27
STA. 61+76.70 – 29.17' LT.
ADJUST EXISTING C.B.
EXISTING GRATE EL. 18.16
TOP CURB EL. 18.82
TOP GRATE EL. 18.15

C.B. 28
STA. 61+72.66 – 29.17' RT.
~~ADJUST EXISTING~~ C.B. Reconstruct
EXISTING GRATE EL. 19.83
TOP CURB EL. 20.57
TOP GRATE EL. 19.90

C.B. 29
STA. 61+48.69 – 52.04' RT.
RECONSTRUCT STRUCTURE TYPE 1
TOP CURB EL. 21.36
TOP GRATE EL. 20.69
OUT. EL. 16.94 TO C.B. 28

W-26 ~~62.64~~ 28.43
STA. 61+~~02.64~~ – 13.00' LT. =
W.A. STA. 61+02.64
F & I 12" GATE VALVE & BOX

W-27
STA. 61+24.43 – 13.00' LT. =
W.A. STA. 61+24.43 =
STA. 12+94.05 – 11.75' RT =
W.A. STA. 12+94.05
F & I 12" x 8" TEE

W-28
STA. 12+55.25 – 11.75' RT. =
W.A. STA. 12+55.25
F & I 8" x 6" TEE
F & I 6" GATE VALVE & BOX – 22.50' RT
F & I 6" HYDRANT – 25.50' RT
FLANGE EL. 19.53

W-29
STA. 12+52.04 – 11.75' RT. =
W.A. STA. 12+52.04
F & I 8" GATE VALVE & BOX

W-30
STA. 12+46.04 – 11.75' RT =
W.A. STA. 12+46.04
F & I 8" x 6" REDUCER
~~F & I 6" SLEEVE~~
CONNECT TO EX. 6" W/M

W-31
STA. 62+53.88 – 13.00' LT. =
W.A. STA. 62+53.88
F & I 12" x 4" TEE
F & I 4" GATE VALVE & BOX – 10.00' LT
F & I 4" SLEEVE – 7.00' LT
CONNECT TO EX. 4" W/M

W-32 64+15 3.0' RT.
STA. 64+~~16.41~~ 13.00' LT. =
W.A. STA. 64+~~16.41~~
F & I 12" x 8" TEE
F & I 8" GATE VALVE & BOX – ~~10.00' LT.~~
~~F & I 8" x 22 1/2° BEND – 7.00' LT~~
STA. 64+29.61 – 30.75' RT
F & I 8" SLEEVE 11 1/4° Bend
CONNECT TO EX. 8" W/M

W-33 32
STA. 64+~~19.41~~ – 13.00' LT =
W.A. STA. 64+19.41
F & I 12" GATE VALVE & BOX

W-34 40
STA. 64+~~36.25~~ – 13.00' LT. =
W.A. STA. 64+36.25
F & I 12" x 6" REDUCER

W-35
~~STA. 64+39.25 13.00' LT =~~
~~W.A. STA. 64+39.25~~
~~F & I 8" x 45° VERTICAL BEND~~

W-36 40
STA. 64+~~41.25~~ – 13.00' LT =
W.A. STA. 64+42.08
~~F & I 8" x 45° VERTICAL BEND~~
~~F & I 6" SLEEVE~~
CONNECT TO EX. 6" W/M

W-37
STA. 64+34.30 – 32.31' RT
ADJUST GATE VALVE BOX
~~ADJUST HYDRANT~~
FLANGE EL. 22.00

GRAHAM SECOND ADDITION
GRAHAM SECOND ADDITION
GOLDEN HILL ADDITION
GOLDEN HILL ADDITION
PARCEL No. 08432
PARCEL No. 08430
PARCEL No. 08429
PARCEL No. 08196
PARCEL No. 08199
STA. 59+00.00
MATCH LINE
B624 C&G
13' LANE
11' LANE
EX. 18" ST. S.
EX. 24" ST. S.
EX. 8" SAN. S.
12" D.I.P. W/M
8" D.I.P. W/M
EX. 6" W/M
EX. 4" W/M
1" COPPER
REMOVE
5' CONC. S.W.
ADJUST PULLBOX
END S.A.P. 55-625-19
STA. 64+76.06
M.H. S-7
M.H. S-8
M.H. 10
M.H. 11
M.H. 12
C.B. 24
C.B. 25
C.B. 26
C.B. 27
C.B. 28
C.B. 29

PI STA. 59+97.63
Δ=01°38'11.67" LT.
X=618476.4002
Y=160876.5923

M.H. S-7
STA. 60+95.63 – 24.00' LT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1916-C OR
APPROVED EQUAL
EXISTING RING EL. 18.86
RING EL. 18.86

M.H. S-8
STA. 63+90.63 – 24.00' LT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1916-C OR
APPROVED EQUAL
EXISTING RING EL. 19.13
RING EL. 19.47

M.H. 10
STA. 61+34.43 – 7.50' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1916-C OR
APPROVED EQUAL
EXISTING RING EL. 19.98
RING EL. 20.00

M.H. 11
STA. 61+34.80 – 35.50' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1916-C OR
APPROVED EQUAL
EXISTING RING EL. 20.52
RING EL. 20.56

M.H. 12
STA. 64+42.47 – 34.20' RT
ADJUST EXISTING M.H.
REPLACE EX. FRAME & COVER
WITH NEENAH R-1916-C OR
APPROVED EQUAL
EXISTING RING EL. 21.75
RING EL. 21.98

NOTES
1. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB.
2. VERIFY SERVICE RECONNECTIONS WITH OWNERS PRIOR TO CONSTRUCTION.
3. SEE INTERSECTION DETAIL SHEETS FOR ELEVATIONS AND RADIUS INFORMATION.

0 25 50
SCALE IN FEET

T/C LEFT ELEVATION
FINISHED C/L ELEVATION
T/C RIGHT ELEVATION
WATER MAIN ELEVATION

FINISHED C/L PROFILE
-0.76%
+0.40%
P.I.
P.V.C.
P.V.T.
RET. LT.
RET. RT.
RET. PT. LOW
END C/L
PVI STA. 61+50.00
PVI EL. 1019.48
125' V.C.
M=0.18
EX. 18" R.C.P. ST. S.
EX. 24" R.C.P. ST. S.
EX. 36" R.C.P. ST. S.
EX. 8" SAN. S.
12" D.I.P. W/M CL 52
EX. 6" D.I.P. W/M (REMOVE)
6" D.I.P. W/M

AS-BUILT
FEB 08 2005
ENGINEERING

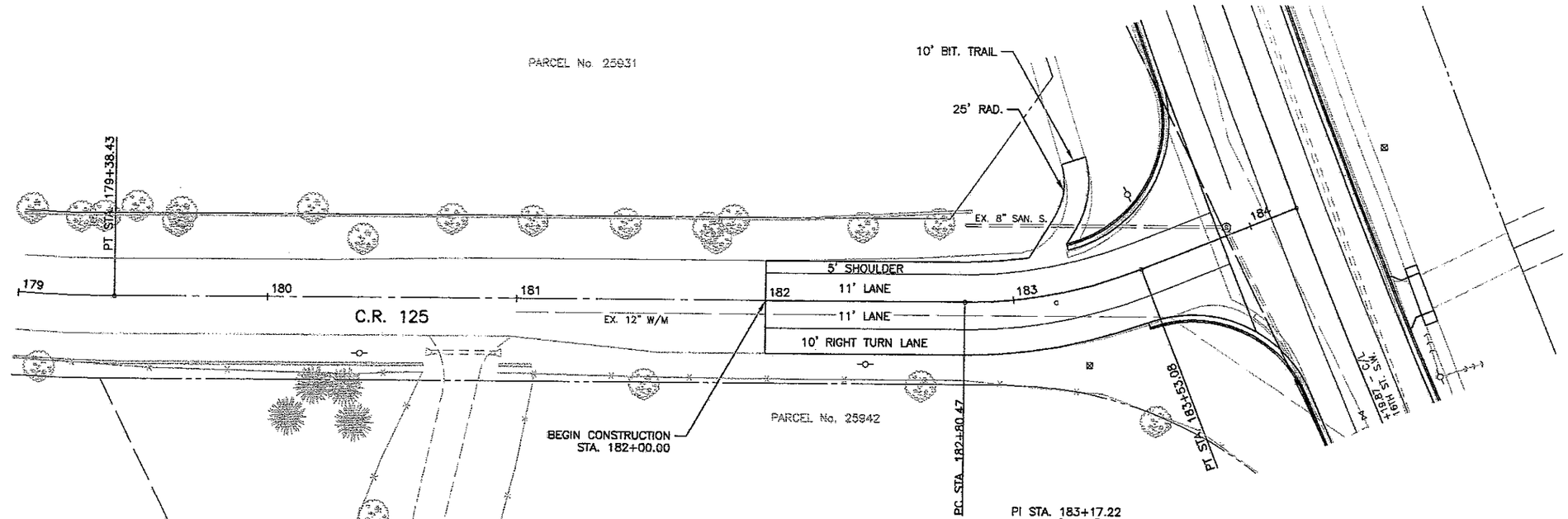
DATE: 10-08-02
FILE NAME: C25-CP08.DWG

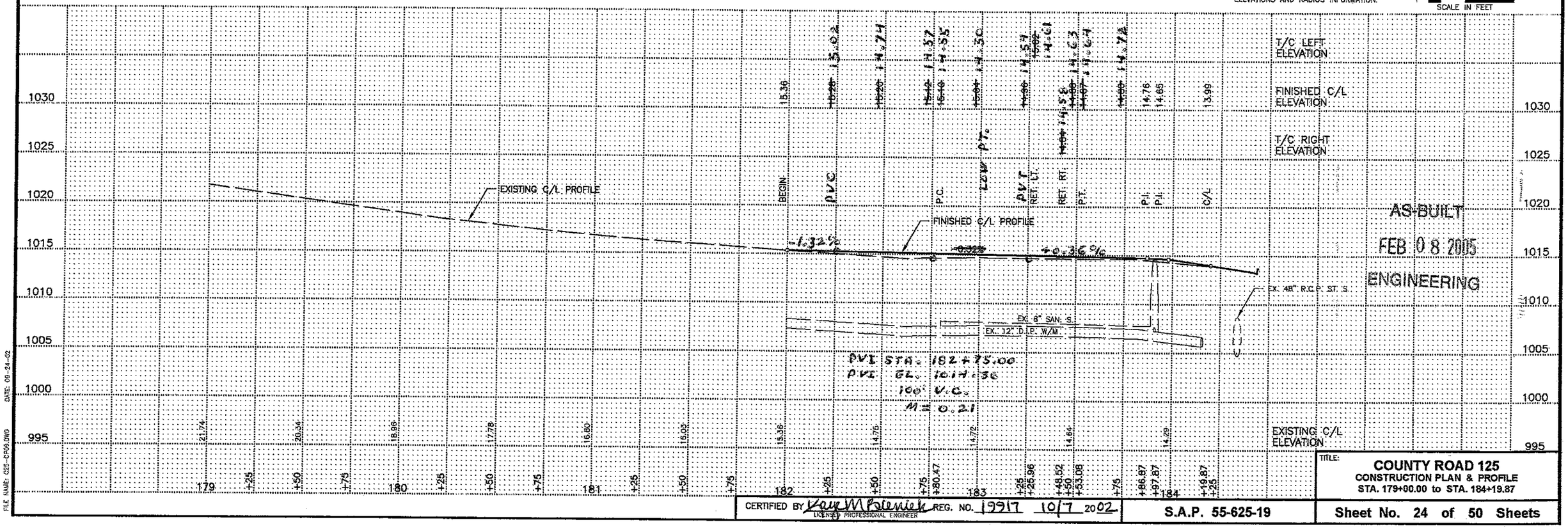
CERTIFIED BY Kevin M Biesiek REG. NO. 13917 10/30 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE:
C.S.A.H. No. 25
CONSTRUCTION PLAN & PROFILE
STA. 59+00.00 to STA. 64+76.06

Sheet No. 23 of 50 Sheets





AS-BUILT
FEB 08 2005
ENGINEERING

CERTIFIED BY Kevin M Blenich REG. NO. 19917 10/7 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

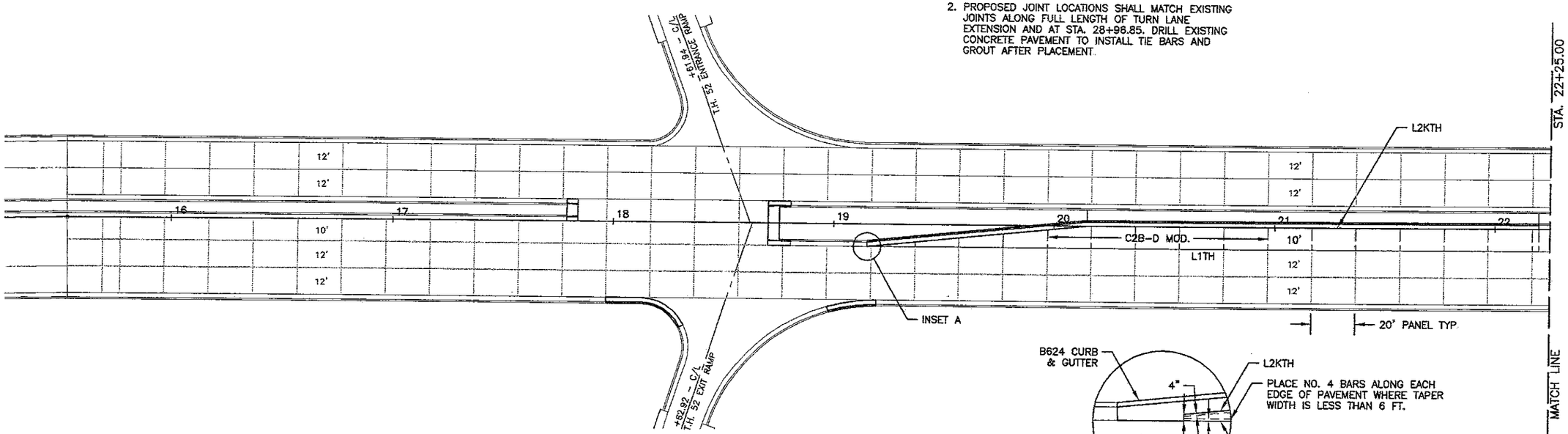
TITLE:
COUNTY ROAD 125
CONSTRUCTION PLAN & PROFILE
STA. 179+00.00 to STA. 184+19.87

Sheet No. 24 of 50 Sheets

FILE NAME: 025--CP09.DWG DATE: 09-24-02

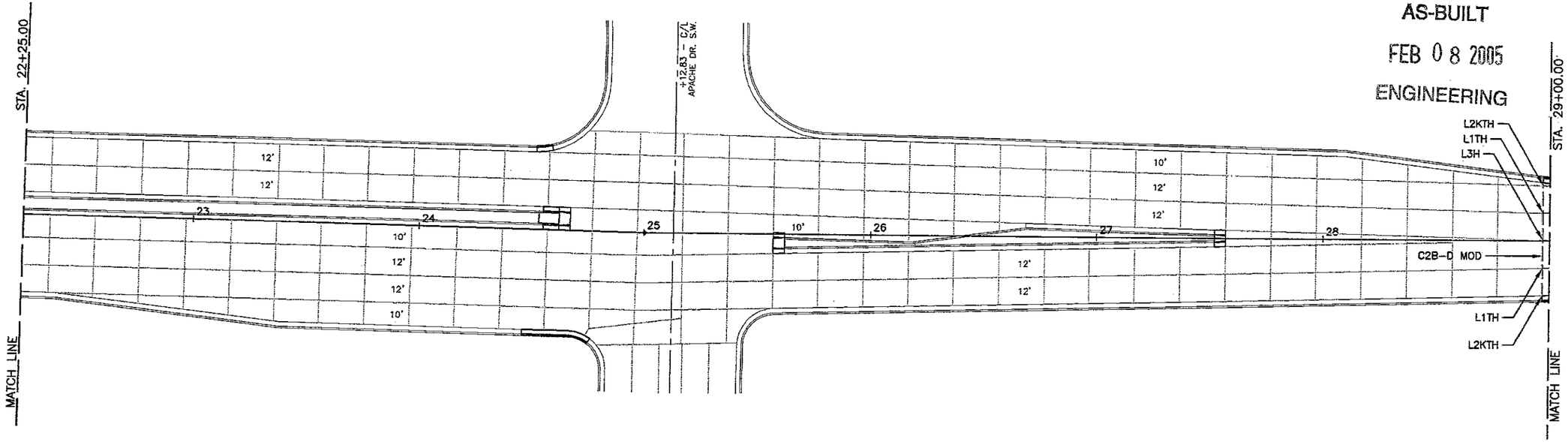
NOTES

1. CONSTRUCTION HEADER JOINTS SHALL BE INCIDENTAL TO PAVING ITEMS AND NO DIRECT COMPENSATION WILL BE MADE THEREFOR.
2. PROPOSED JOINT LOCATIONS SHALL MATCH EXISTING JOINTS ALONG FULL LENGTH OF TURN LANE EXTENSION AND AT STA. 28+96.85. DRILL EXISTING CONCRETE PAVEMENT TO INSTALL TIE BARS AND GROUT AFTER PLACEMENT.



INSET A

0 25 50
SCALE IN FEET



AS-BUILT

FEB 0 8 2005

ENGINEERING

CERTIFIED BY Kaye M Bienick REG. NO. 19917 10/7 2002
LICENSED PROFESSIONAL ENGINEER

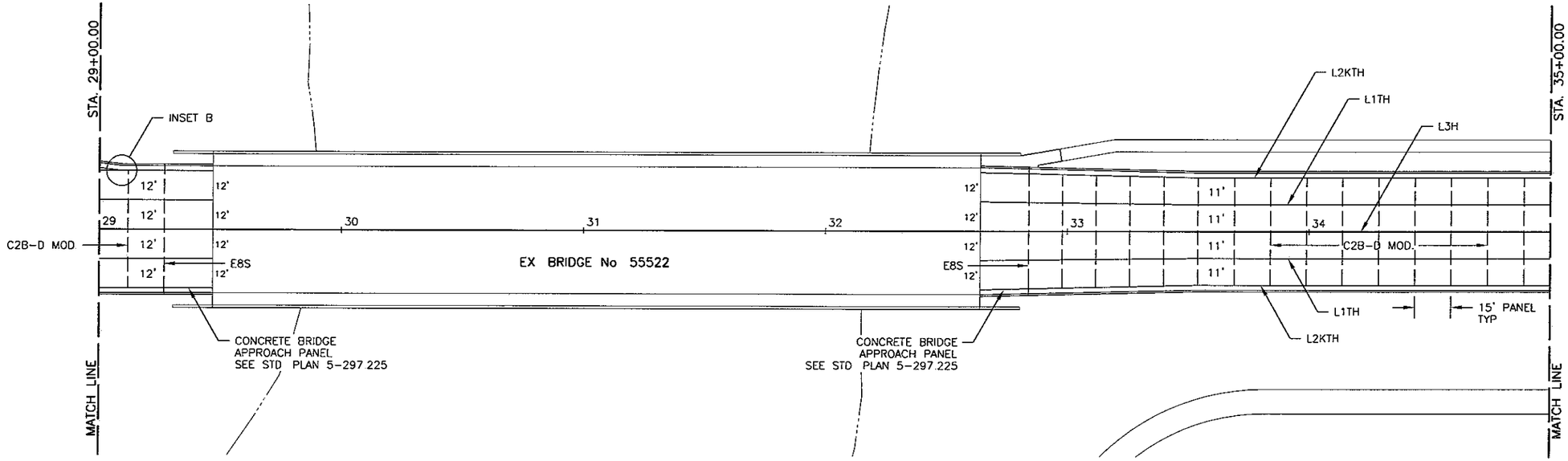
S.A.P. 55-625-19

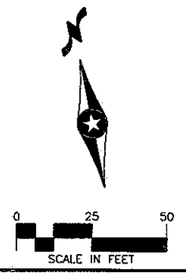
TITLE:
C.S.A.H. No. 25
SURFACING PLAN
STA. 15+52.91 to STA. 29+00.00

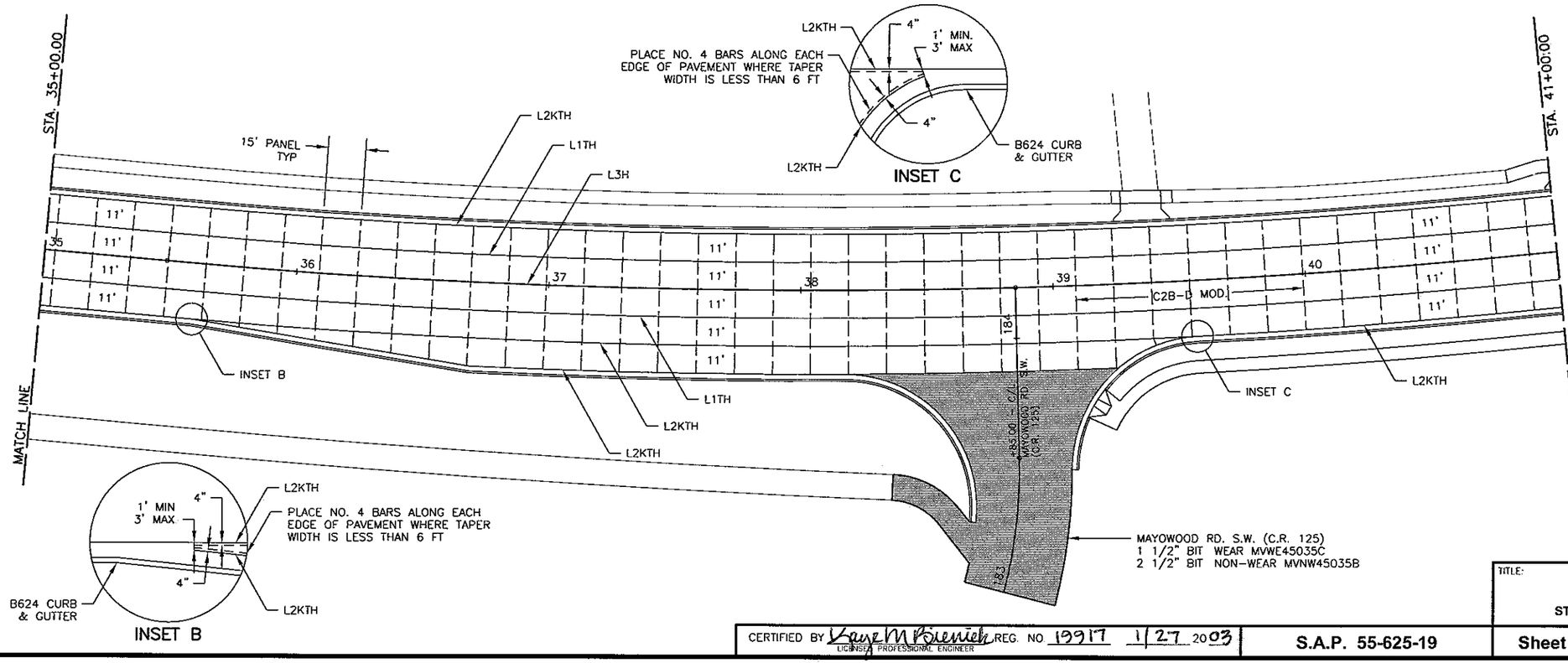
Sheet No. 25 of 50 Sheets

FILE NAME: C25-J101.DWG DATE: 09-24-02

NOTES
1 CONSTRUCTION HEADER JOINTS SHALL BE INCIDENTAL TO PAVING ITEMS AND NO DIRECT COMPENSATION WILL BE MADE THEREFOR.







AS-BUILT
FEB 0 8 2005
ENGINEERING

CERTIFIED BY Kaye M Bruemich REG. NO 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

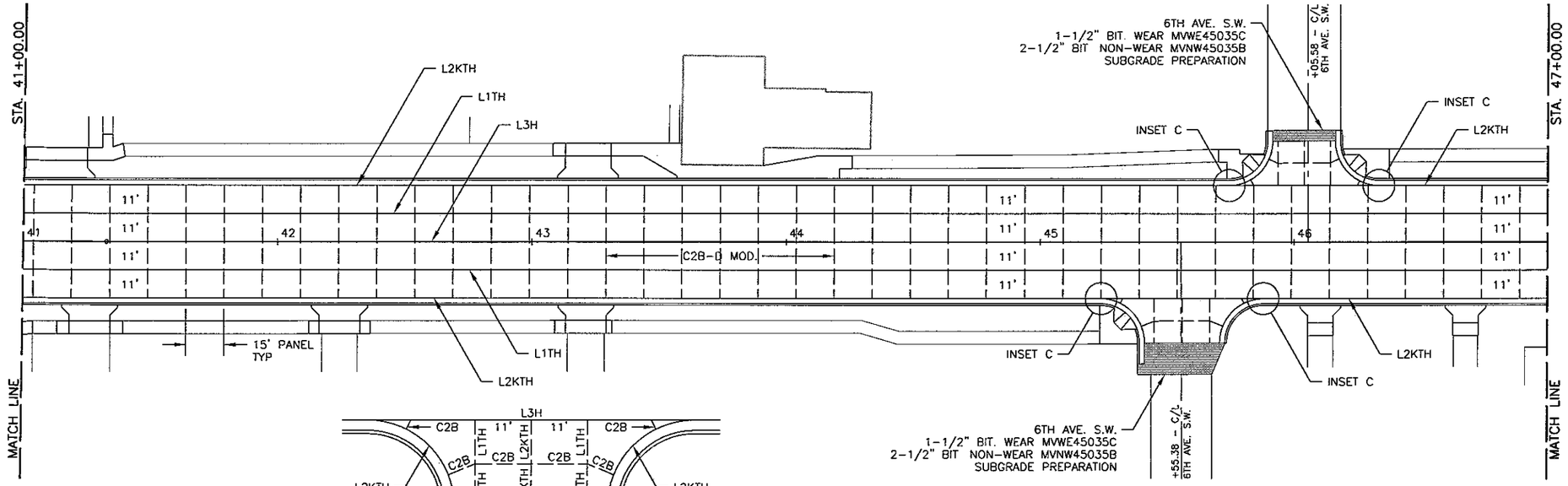
TITLE:
C.S.A.H. No. 25
SURFACING PLAN
STA. 29+00.00 to STA. 41+00.00

Sheet No. 26 of 50 Sheets

FILE NAME: C25-AS2.DWG DATE: 01-27-03

NOTES

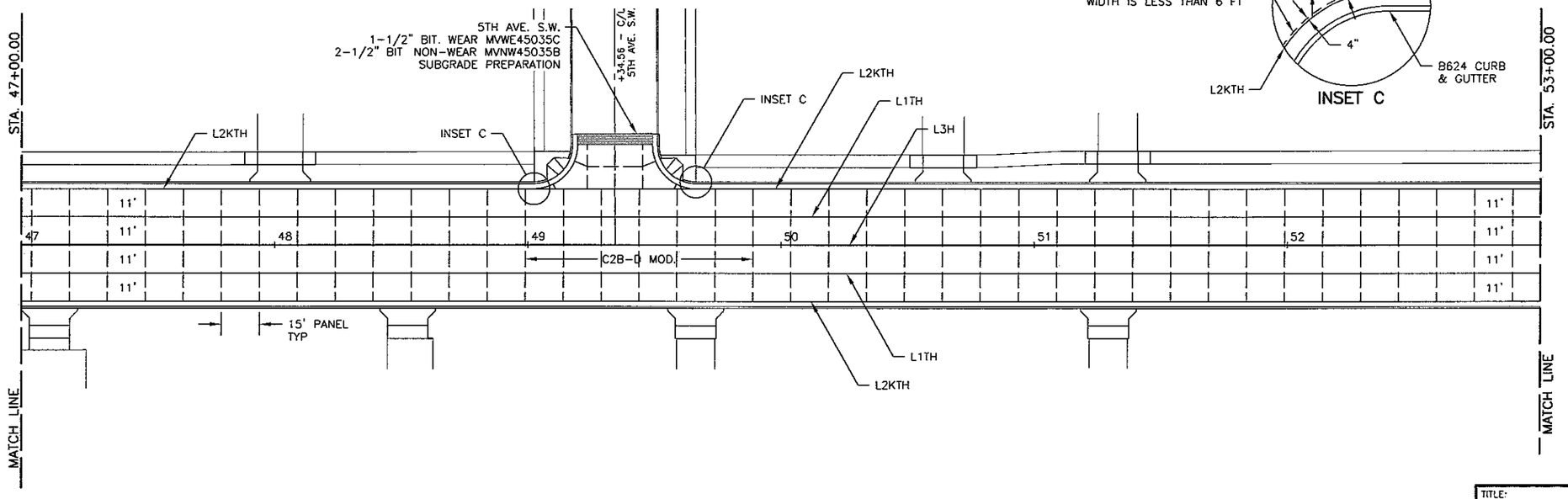
1 CONSTRUCTION HEADER JOINTS SHALL BE INCIDENTAL TO PAVING ITEMS AND NO DIRECT COMPENSATION WILL BE MADE THEREFOR.



TYPICAL INTERSECTION JOINT LAYOUT



0 25 50
SCALE IN FEET



AS-BUILT

FEB 0 8 2005

ENGINEERING



CERTIFIED BY Lance M Pieniek REG. NO 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

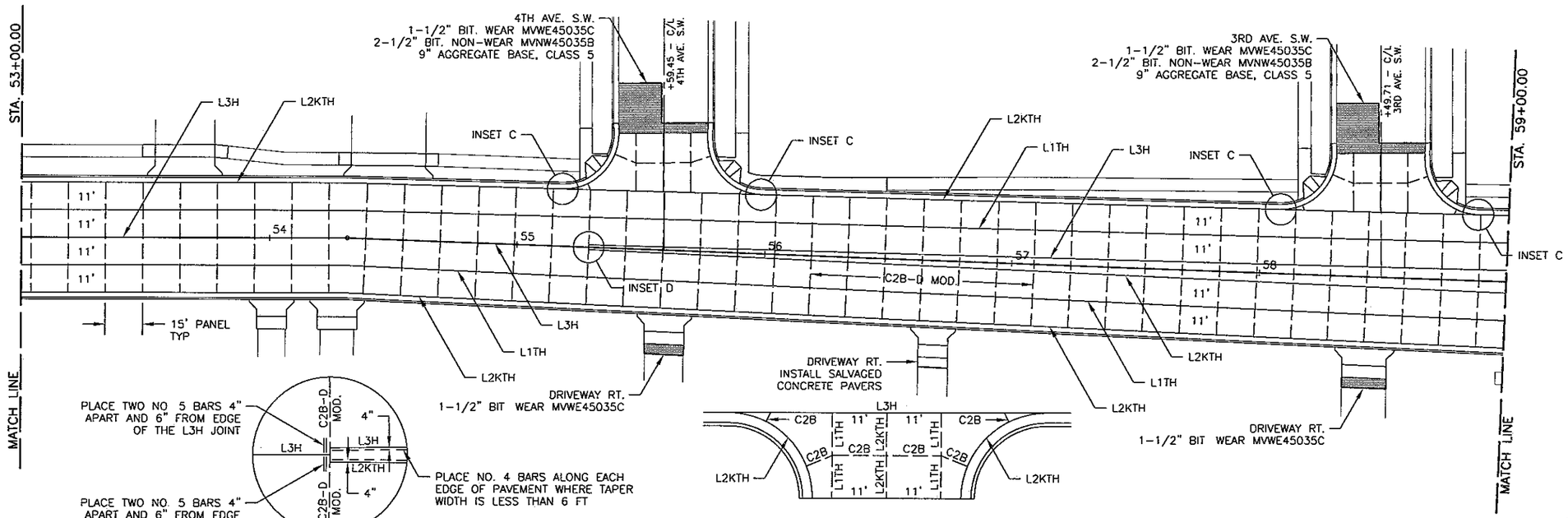
S.A.P. 55-625-19

TITLE: C.S.A.H. No. 25
SURFACING PLAN
STA. 41+00.00 to STA. 53+00.00

Sheet No. 27 of 50 Sheets

FILE NAME: C25-J103.DWG DATE: 01-22-03

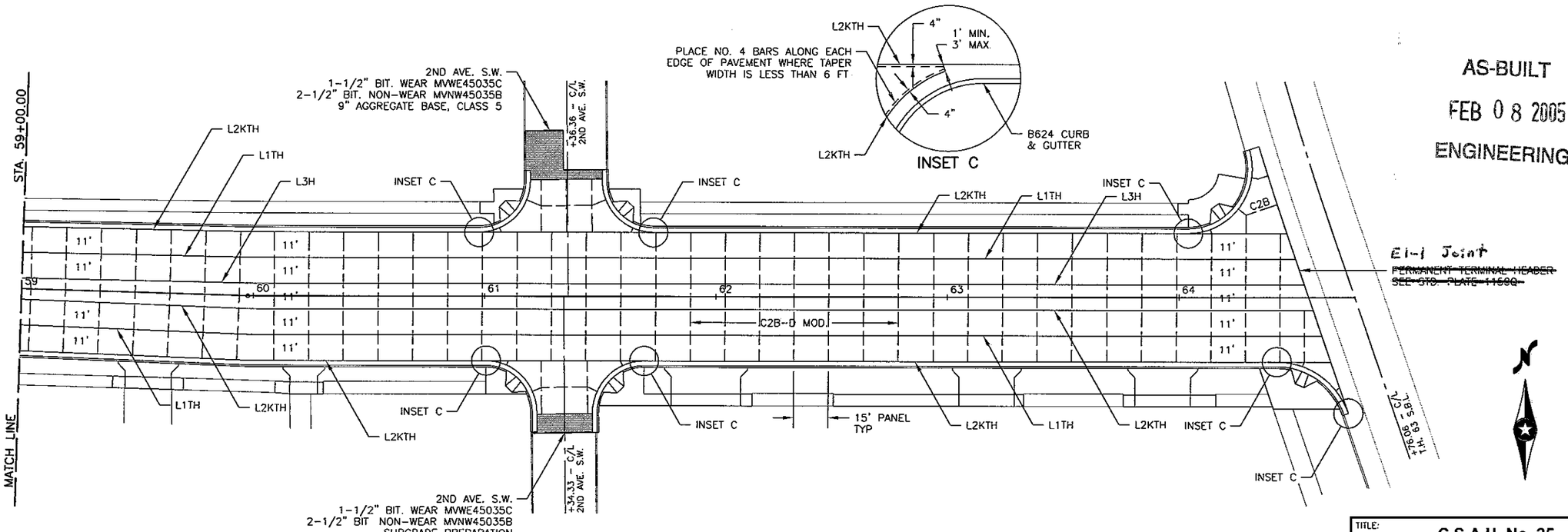
NOTES
1 CONSTRUCTION HEADER JOINTS SHALL BE INCIDENTAL TO PAVING ITEMS AND NO DIRECT COMPENSATION WILL BE MADE THEREFOR



INSET D

TYPICAL INTERSECTION JOINT LAYOUT

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SCALE IN FEET



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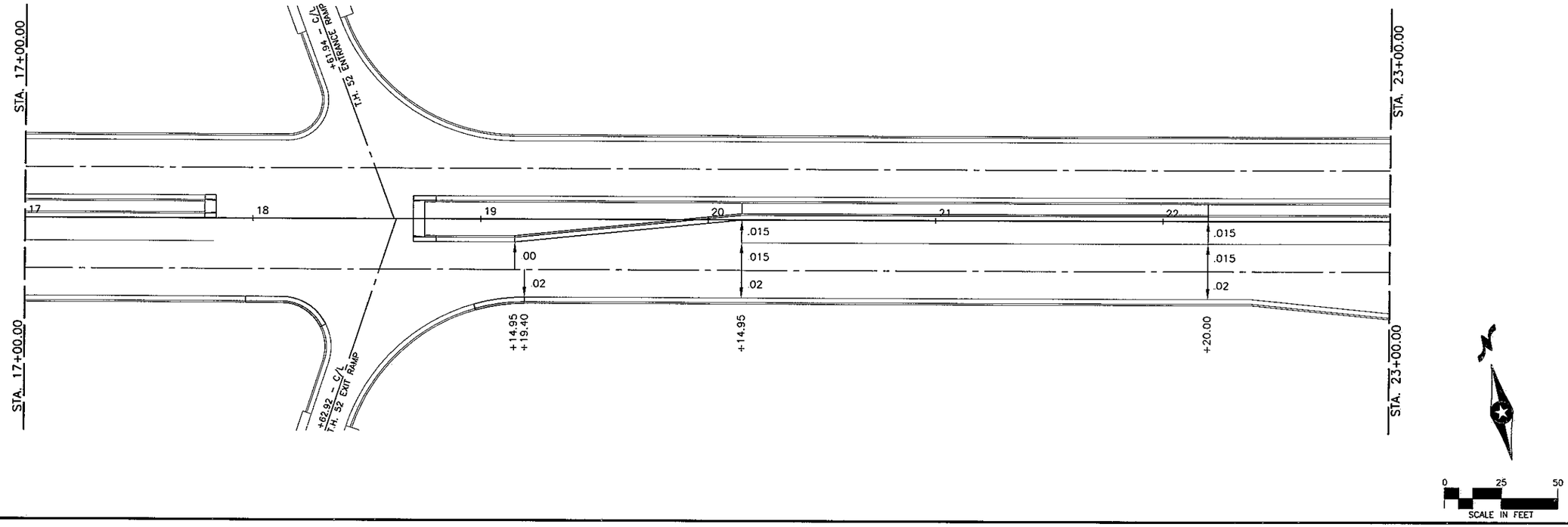
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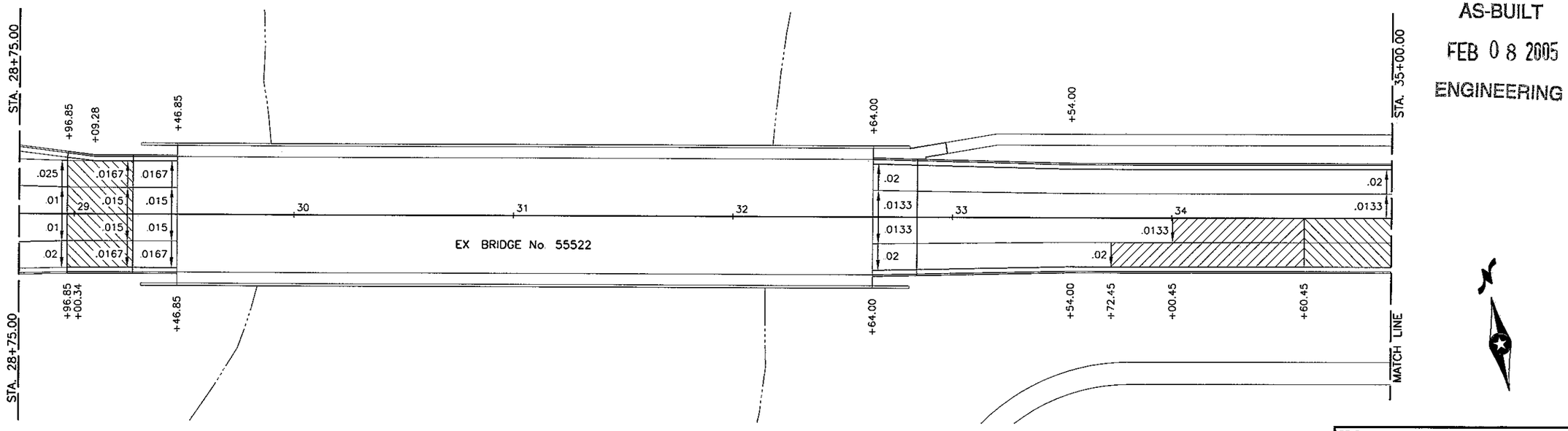
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C.S.A.H. No. 25
SURFACING PLAN
STA. 53+00.00 to STA. 64+76.06

S.A.P. 55-625-19

Sheet No. 28 of 50 Sheets

FILE NAME: 625-J04.DWG DATE: 01-22-03





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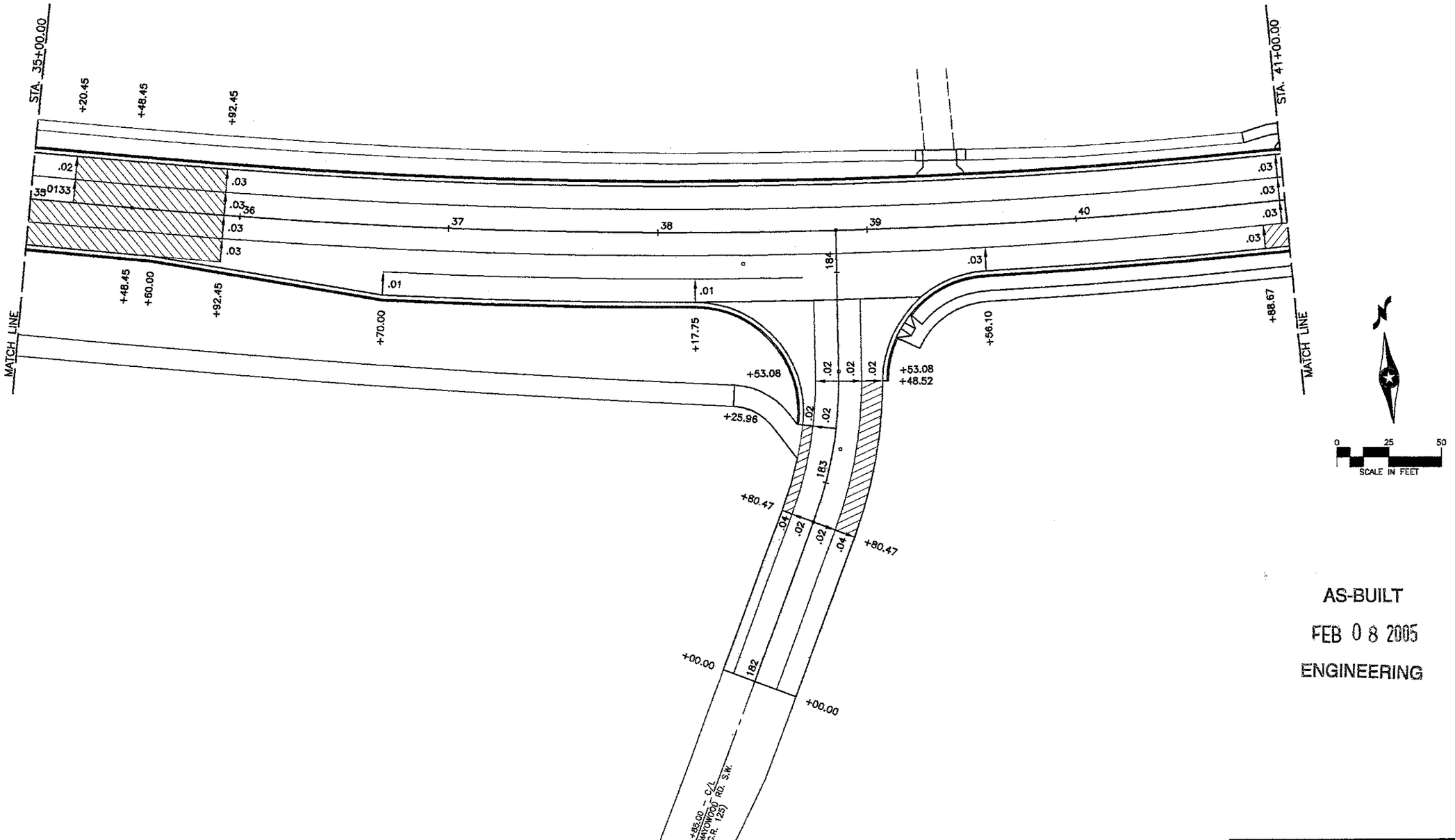
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TITLE:
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SUPERELEVATION PLAN
STA. 17+00.00 to STA. 35+00.00

Sheet No. 29 of 50 Sheets

FILE NAME: C25-S001.DWG DATE: 01-22-03



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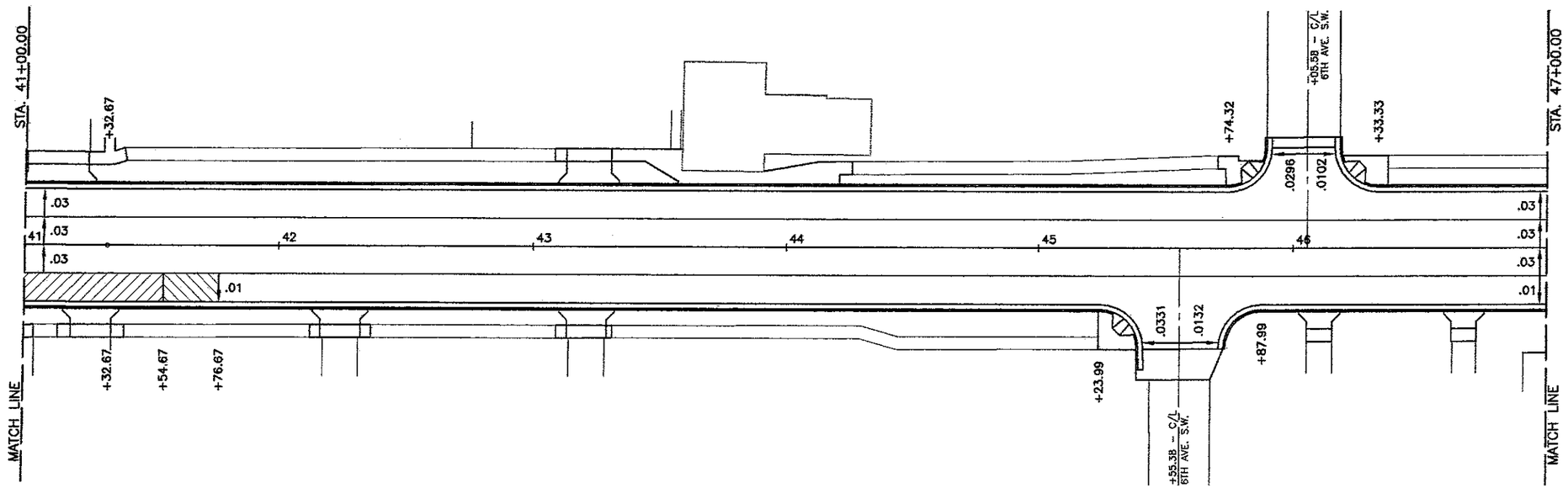
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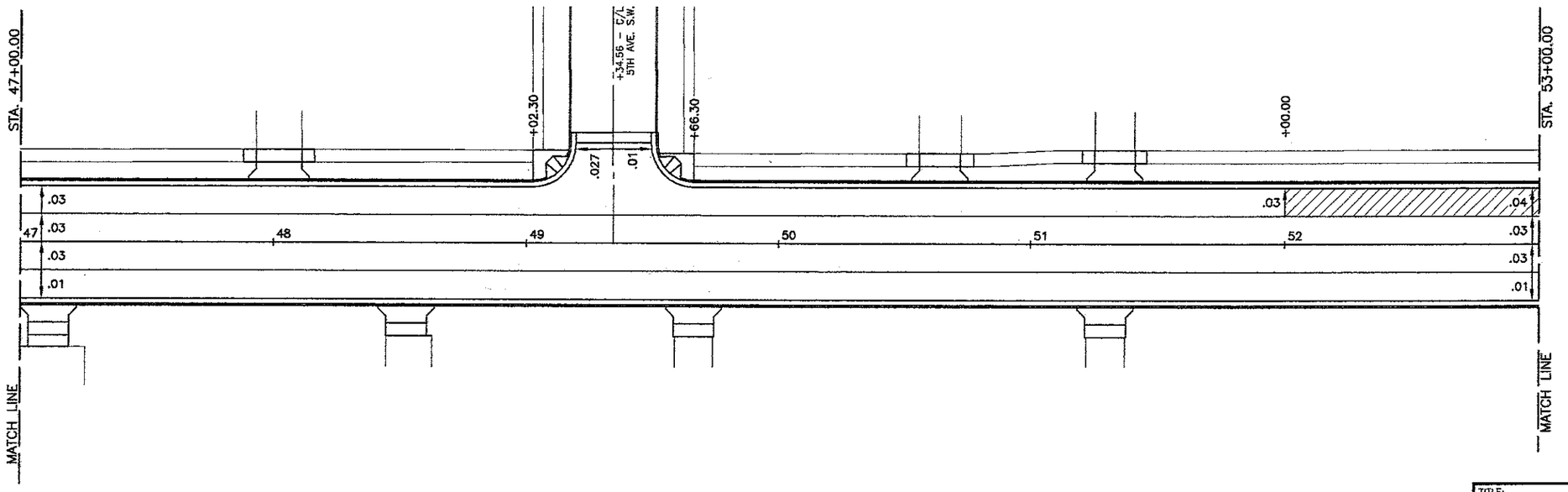
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STA. 35+00.00 to STA. 41+00.00

Sheet No. 30 of 50 Sheets

FILE NAME: C25-SN02.DWG DATE: 11-06-02









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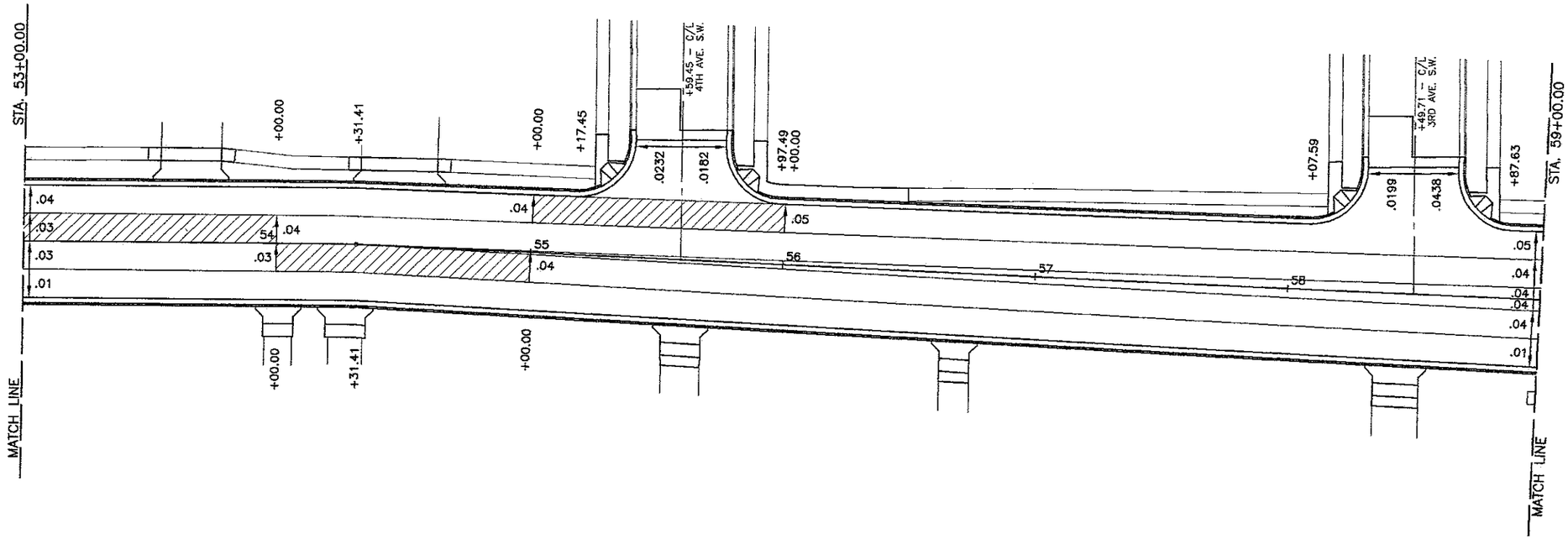
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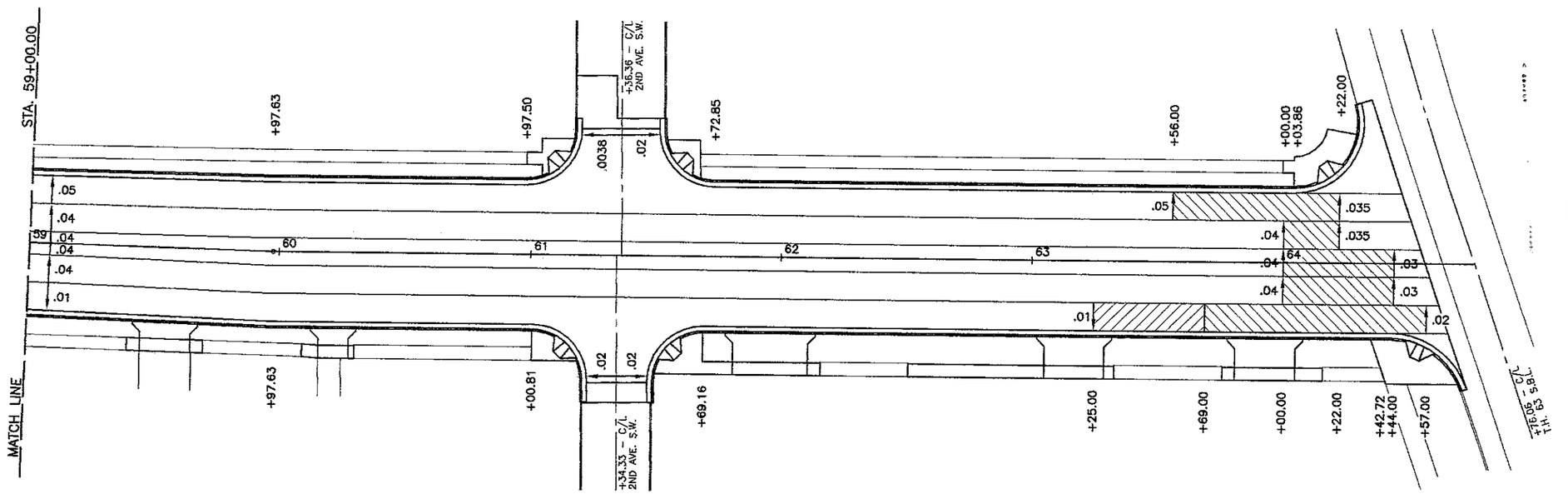
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STA. 41+00.00 to STA. 53+00.00

Sheet No. 31 of 50 Sheets

FILE NAME: 025-S003.DWG DATE: 11-06-02





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ENGINEERING

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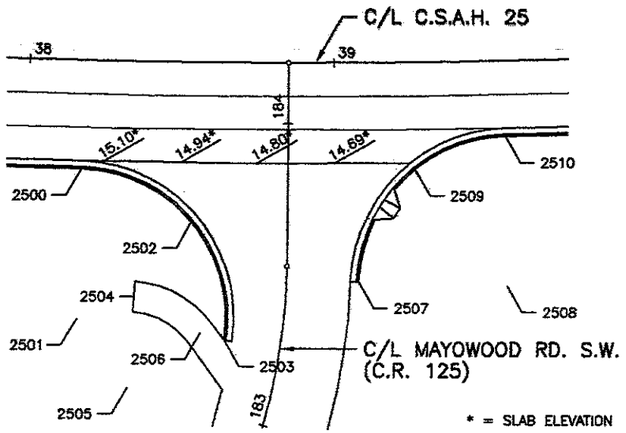
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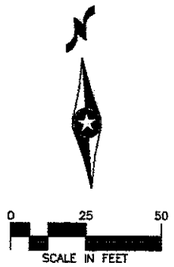
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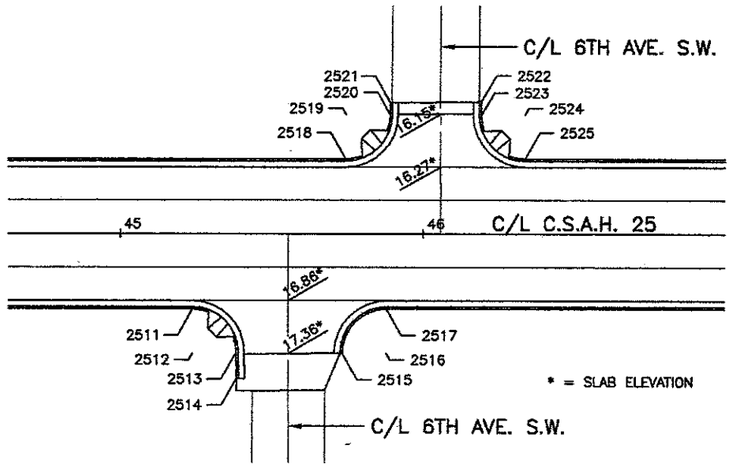
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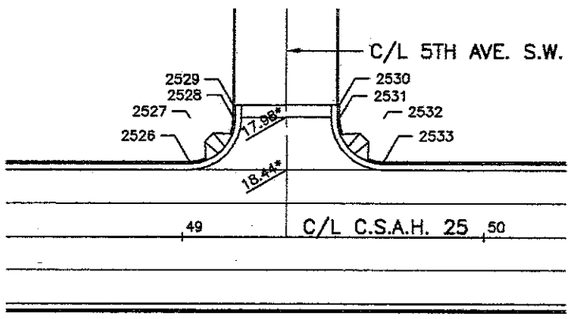
Sheet No. 32 of 50 Sheets













POINT NO.	CENTERLINE	STATION	OFFSET	COORDINATES		TOP CURB ELEVATION	DESCRIPTION
				X	Y		
2500	C.S.A.H. 25	38+17.75	35.67' RT.	616293.6100	160870.9061	1015.53	TOP BACK OF CURB RET.
2501	C.S.A.H. 25	38+17.75	85.00' RT.	616286.3736	160821.8548		50.00' FACE OF CURB RAD. PT.
2502				616328.5285	160850.5084	1015.28	TOP BACK OF CURB MID
2503	C.R. 125	183+25.96	18.67' LT.	616336.4614	160810.8545	1015.02	TOP BACK OF CURB RET.
2504	C.R. 125	183+39.39	50.01' LT.	616307.7841	160827.5752		P.C. TRAIL
2505				616303.2576	160797.9187		30.00' C/L RAD. PT.
2506	C.R. 125	183+27.36	26.94' LT.	616328.8671	160813.8673		P.T. TRAIL
2507	C.R. 125	183+48.52	23.67' RT.	616381.9174	160826.3989	1014.84	TOP BACK OF CURB RET.
2508	C.S.A.H. 25	39+56.10	74.00' RT.	616430.9684	160821.1405		50.00' FACE OF CURB RAD. PT.
2509				616403.1544	160861.8829	1014.99	TOP BACK OF CURB HI PT.
2510	C.S.A.H. 25	39+56.10	24.67' RT.	616433.8288	160870.3874	1014.82	TOP BACK OF CURB RET.
2511	C.S.A.H. 25	45+23.99	24.67' RT.	617003.1497	160866.9374	1017.06	TOP BACK OF CURB RET.
2512	C.S.A.H. 25	45+23.99	39.17' RT.	617003.2016	160852.4375		15.17' FACE OF CURB RAD. PT.
2513				617017.7008	160852.5927	1017.26	TOP BACK OF CURB RET.
2514				617017.7918	160844.0932	1017.50	TOP BACK OF CURB END
2515				617052.7036	160852.5113	1017.54	TOP BACK OF CURB RET.
2516	C.S.A.H. 25	45+87.99	39.17' RT.	617067.2028	160852.6665		15.17' FACE OF CURB RAD. PT.
2517	C.S.A.H. 25	45+87.99	24.67' RT.	617067.1509	160867.1664	1017.43	TOP BACK OF CURB RET.
2518	C.S.A.H. 25	45+74.32	24.67' LT.	617053.3052	160916.4572	1016.47	TOP BACK OF CURB RET.
2519	C.S.A.H. 25	45+74.32	39.17' LT.	617053.2533	160930.9571		15.17' FACE OF CURB RAD. PT.
2520				617067.7525	160931.1041	1016.12	TOP BACK OF CURB RET.
2521				617067.7120	160935.1039	1016.09	TOP BACK OF CURB END
2522				617097.7104	160935.4081	1016.40	TOP BACK OF CURB END
2523				617097.7549	160931.0211	1016.43	TOP BACK OF CURB RET.
2524	C.S.A.H. 25	46+33.33	39.17' LT.	617112.2542	160931.1682		15.17' FACE OF CURB RAD. PT.
2525	C.S.A.H. 25	46+33.33	24.67' LT.	617112.3061	160916.6683	1016.81	TOP BACK OF CURB RET.
2526	C.S.A.H. 25	49+02.30	24.67' LT.	617381.2778	160917.6307	1018.50	TOP BACK OF CURB RET.
2527	C.S.A.H. 25	49+02.30	39.17' LT.	617381.2259	160932.1306		15.17' FACE OF CURB RAD. PT.
2528				617395.7252	160932.2776	1017.96	TOP BACK OF CURB RET.
2529				617395.6846	160936.2774	1017.92	TOP BACK OF CURB END
2530				617430.6828	160936.6323	1018.19	TOP BACK OF CURB END
2531				617430.7276	160932.2126	1018.23	TOP BACK OF CURB RET.
2532	C.S.A.H. 25	49+66.30	39.17' LT.	617445.2269	160932.3596		15.17' FACE OF CURB RAD. PT.
2533	C.S.A.H. 25	49+66.30	24.67' LT.	617445.2788	160917.8597	1019.18	TOP BACK OF CURB RET.

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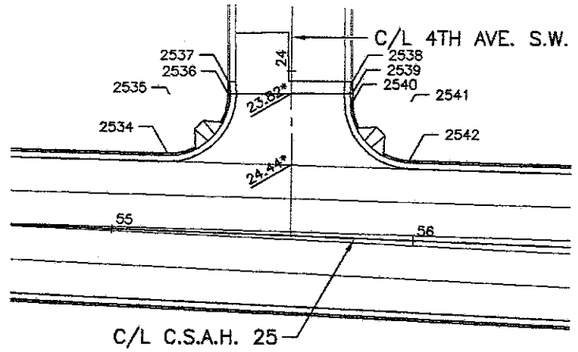
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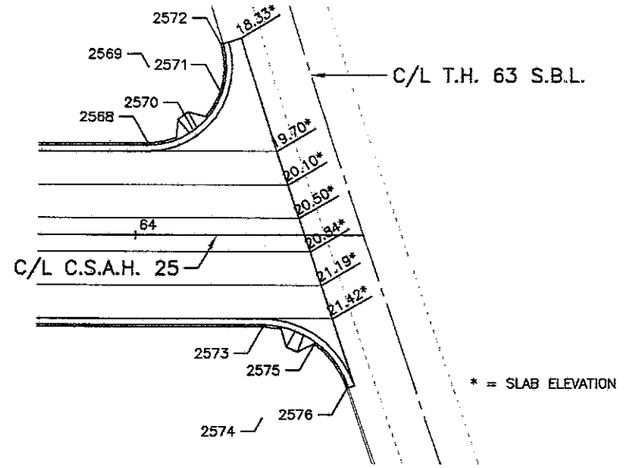
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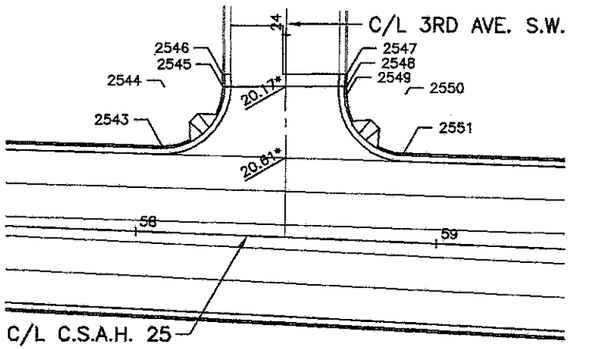
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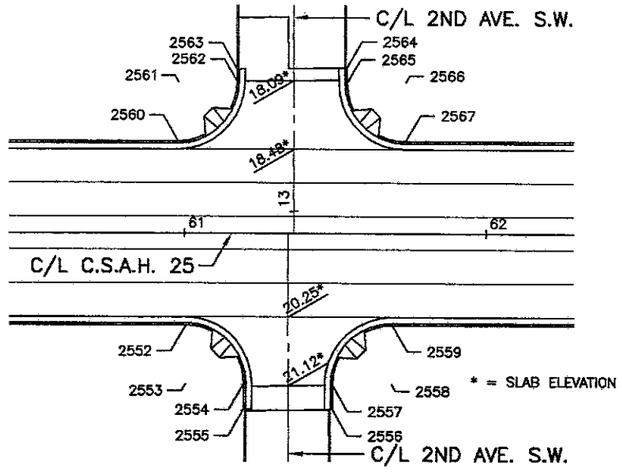
TITLE: INTERSECTION DETAILS

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POINT NO.	CENTERLINE	STATION	OFFSET	COORDINATES		TOP CURB ELEVATION	DESCRIPTION
				X	Y		
2534	C.S.A.H. 25	55+17.45	25.50' LT.	617997.2880	160917.5693	1024.78	TOP BACK OF CURB RET.
2535	C.S.A.H. 25	55+17.28	45.00' LT.	617997.7275	160937.0643		20.17' FACE OF CURB RAD. PT.
2536	4TH AVE.	24+07.47	20.75' RT.	618017.2265	160937.2621	1023.78	TOP BACK OF CURB RET.
2537	4TH AVE.	24+03.47	20.75' RT.	618017.1860	160941.2619	MATCH	TOP BACK OF CURB END
2538	4TH AVE.	24+03.47	20.25' LT.	618058.1838	160941.6776	MATCH	TOP BACK OF CURB END
2539	4TH AVE.	24+07.47	20.25' LT.	618058.2244	160937.6778	1023.88	TOP BACK OF CURB
2540	4TH AVE.	24+10.08	20.25' LT.	618058.2509	160935.0624	1023.94	TOP BACK OF CURB RET.
2541	C.S.A.H. 25	55+97.30	45.78' LT.	618077.7499	160935.2601		20.17' FACE OF CURB RAD. PT.
2542	C.S.A.H. 25	55+97.49	26.28' LT.	618077.3104	160915.7651	1024.61	TOP BACK OF CURB RET.
2543	C.S.A.H. 25	58+07.59	28.32' LT.	618287.3692	160911.0290	1021.35	TOP BACK OF CURB RET.
2544	C.S.A.H. 25	58+07.40	47.82' LT.	618287.8088	160930.5241		20.17' FACE OF CURB RAD. PT.
2545	3RD AVE.	24+16.95	20.75' RT.	618307.3078	160930.7218	1020.19	TOP BACK OF CURB RET.
2546	3RD AVE.	24+12.95	20.75' RT.	618307.2672	160934.7216	MATCH	TOP BACK OF CURB END
2547	3RD AVE.	24+12.95	20.25' LT.	618348.2651	160935.1374	MATCH	TOP BACK OF CURB END
2548	3RD AVE.	24+16.95	20.25' LT.	618348.3056	160931.1376	1019.78	TOP BACK OF CURB
2549	3RD AVE.	24+19.56	20.25' LT.	618348.3322	160928.5221	1019.85	TOP BACK OF CURB RET.
2550	C.S.A.H. 25	58+87.44	48.60' LT.	618367.8312	160928.7198		20.17' FACE OF CURB RAD. PT.
2551	C.S.A.H. 25	58+87.63	29.10' LT.	618367.3916	160909.2248	1020.68	TOP BACK OF CURB RET.
2552	C.S.A.H. 25	61+00.81	30.17' RT.	618579.4662	160846.0414	1020.79	TOP BACK OF CURB RET.
2553	C.S.A.H. 25	61+00.81	49.67' RT.	618579.3942	160826.5415		20.17' FACE OF CURB RAD. PT.
2554				618598.8933	160826.7263	1021.26	TOP BACK OF CURB RET.
2555				618598.9739	160818.2267	1021.58	TOP BACK OF CURB END
2556				618628.3163	160818.1046	1021.58	TOP BACK OF CURB END
2557				618628.2405	160826.1042	1021.26	TOP BACK OF CURB RET.
2558	C.S.A.H. 25	61+69.16	49.67' RT.	618647.7386	160826.2890		20.17' FACE OF CURB RAD. PT.
2559	C.S.A.H. 25	61+69.16	30.17' RT.	618647.8117	160845.7889	1020.57	TOP BACK OF CURB RET.
2560	C.S.A.H. 25	60+97.50	30.17' LT.	618576.3785	160906.3932	1019.05	TOP BACK OF CURB RET.
2561	C.S.A.H. 25	60+97.50	49.67' LT.	618576.4506	160925.8931		20.17' FACE OF CURB RAD. PT.
2562	2ND AVE.	12+57.01	18.67' RT.	618595.9496	160926.0908	1018.41	TOP BACK OF CURB RET.
2563	2ND AVE.	12+53.01	18.67' RT.	618595.9090	160930.0906	1018.34	TOP BACK OF CURB END
2564	2ND AVE.	12+53.01	17.67' LT.	618632.2471	160930.4591	1018.12	TOP BACK OF CURB END
2565	2ND AVE.	12+58.05	17.67' LT.	618632.2983	160925.4170	1018.19	TOP BACK OF CURB RET.
2566	C.S.A.H. 25	61+72.85	49.67' LT.	618651.7973	160925.6147		20.17' FACE OF CURB RAD. PT.
2567	C.S.A.H. 25	61+72.85	30.17' LT.	618651.7252	160906.1149	1018.81	TOP BACK OF CURB RET.
2568	C.S.A.H. 25	64+03.86	30.17' LT.	618882.7341	160905.2615	1019.80	TOP BACK OF CURB RET.
2569	C.S.A.H. 25	64+03.86	55.17' LT.	618882.8264	160930.2613		25.67' FACE OF CURB RAD. PT.
2570				618897.3730	160909.9292	1019.88	TOP BACK OF CURB 1/3 PT. - HI PT.
2571				618906.5172	160922.2772	1019.27	TOP BACK OF CURB 1/3 PT.
2572	T.H. 63 SBL		25.67' LT.	618908.7124	160937.6411	1018.67	TOP BACK OF CURB RET.
2573	C.S.A.H. 25	64+42.72	30.17' RT.	618921.3710	160844.7783	1021.72	TOP BACK OF CURB RET.
2574	C.S.A.H. 25	64+42.72	60.17' RT.	618921.2601	160814.7786		30.67' FACE OF CURB RAD. PT.
2575				618938.7126	160839.1796	1022.11	TOP BACK OF CURB MID
2576	T.H. 63 SBL		21.34' LT.	618949.6147	160824.5775	1022.50	TOP BACK OF CURB RET.

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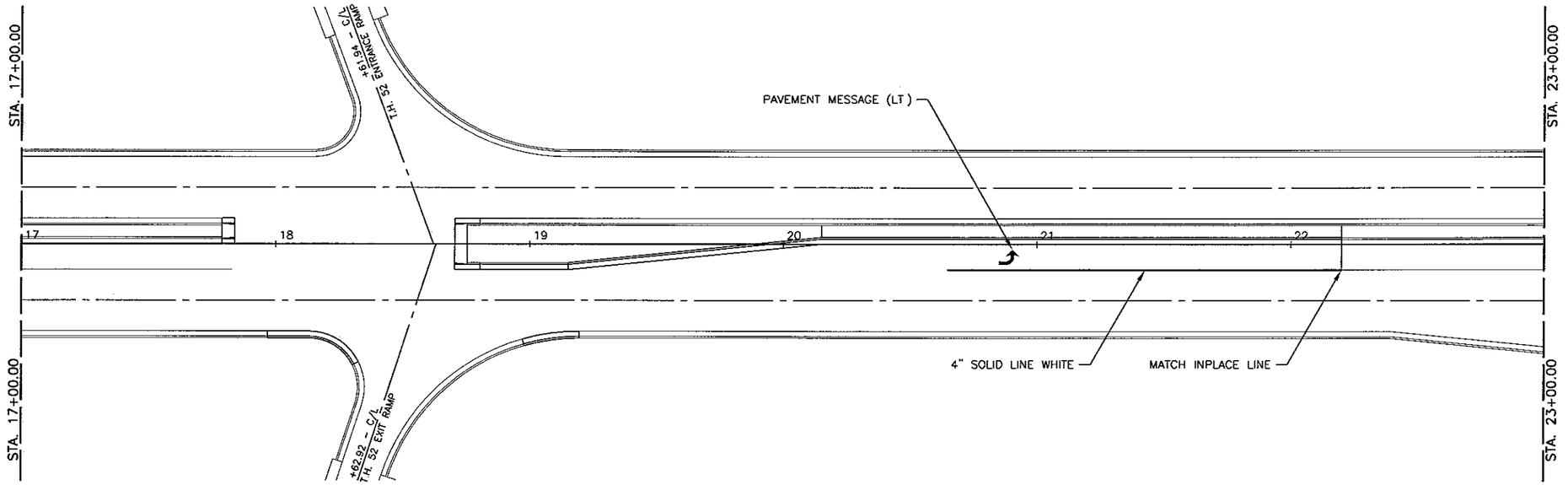
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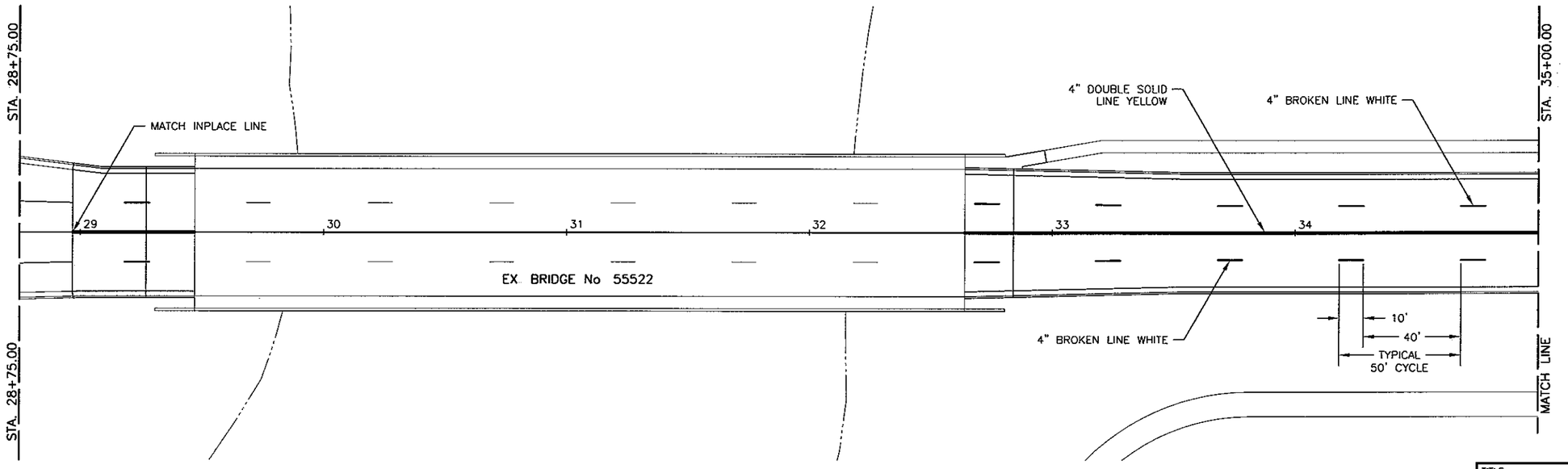
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TITLE:
INTERSECTION DETAILS

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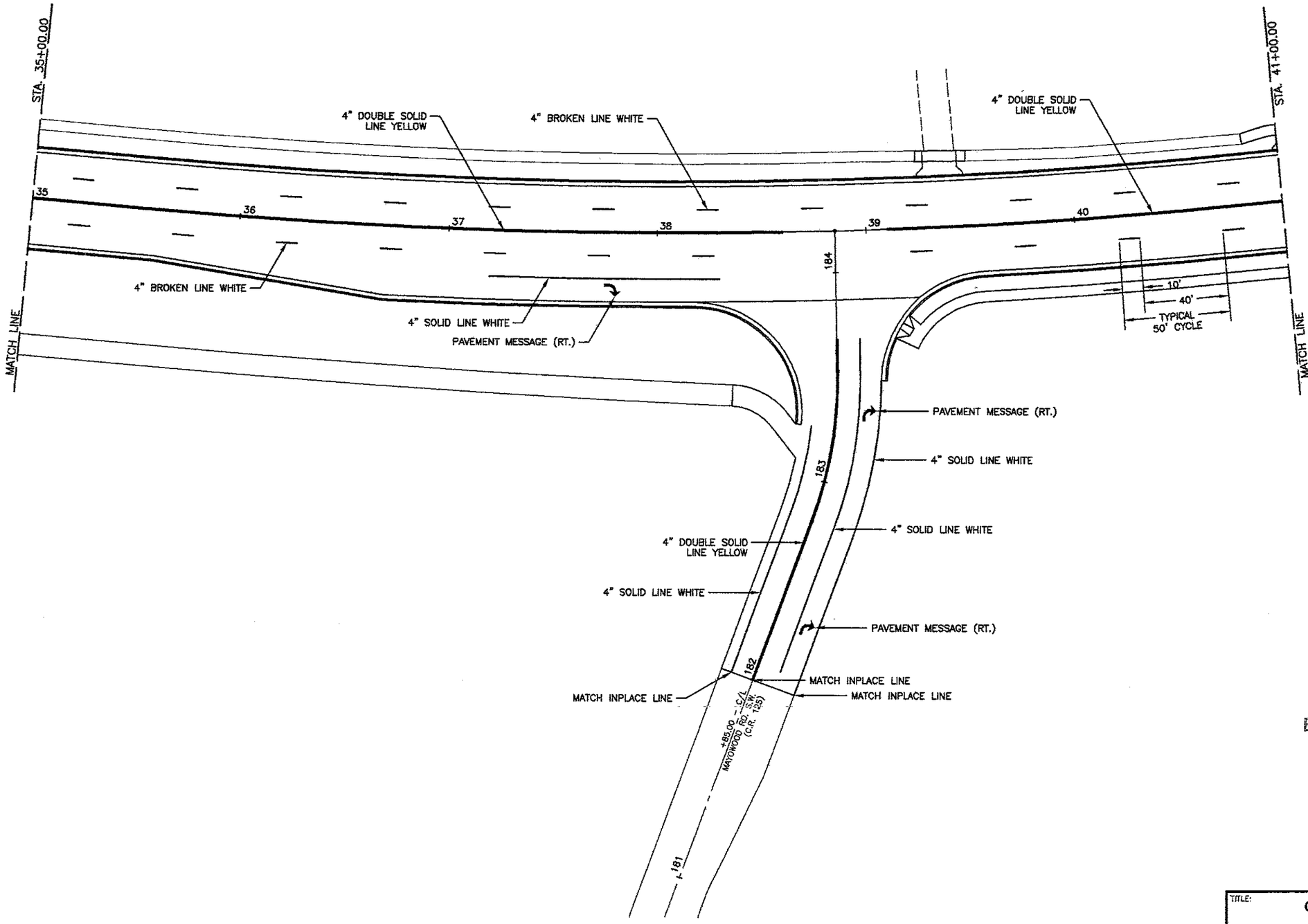
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S.A.P. 55-625-19

TITLE:
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STRIPING PLAN
STA. 17+00.00 to STA. 35+00.00

Sheet No. 35 of 50 Sheets

FILE NAME: C25-PN01.DWG DATE: 01-22-03



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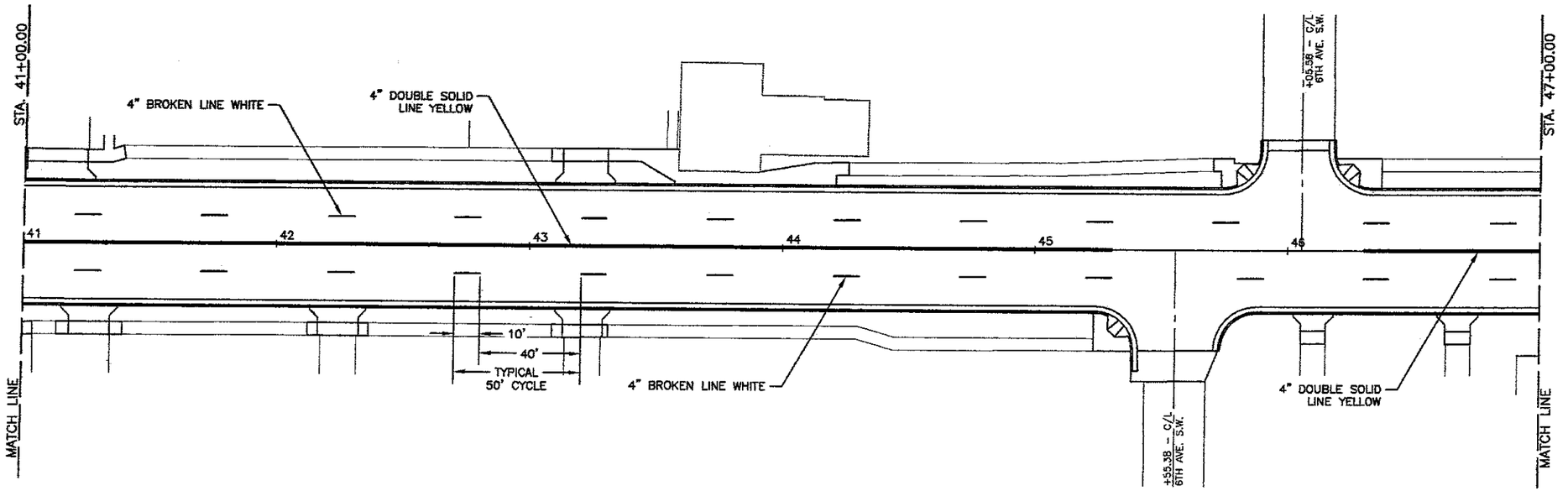
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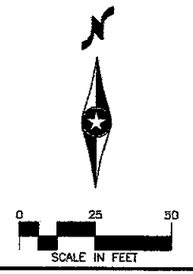
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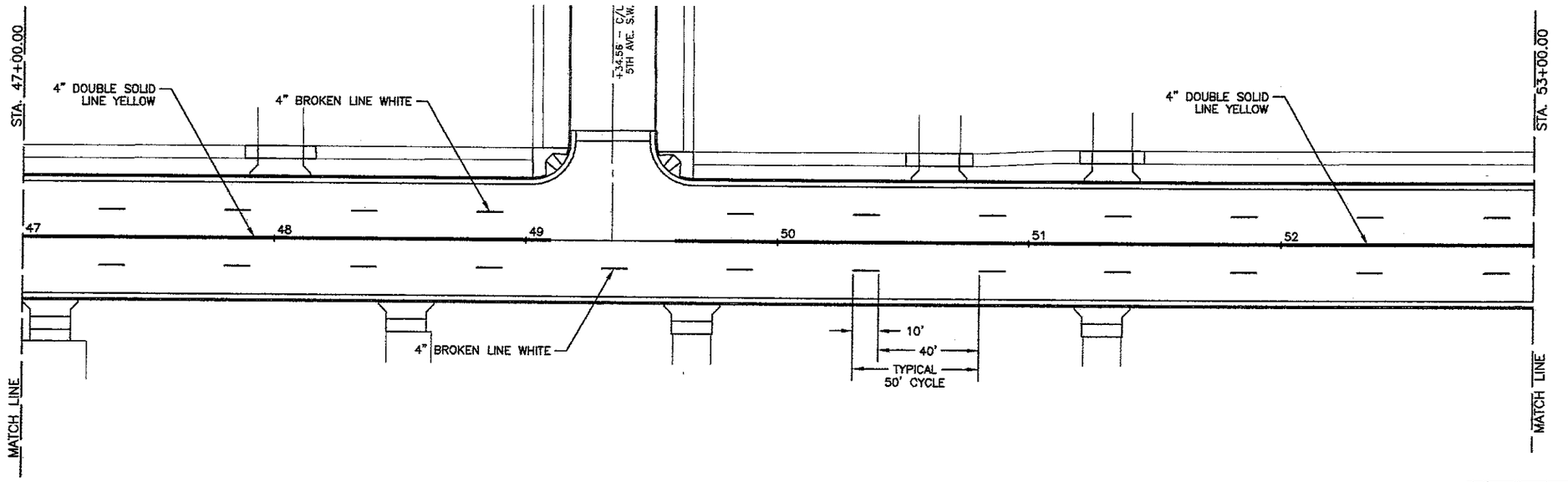
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STRIPING PLAN
STA. 35+00.00 to STA. 41+00.00

Sheet No. 36 of 50 Sheets

FILE NAME: C25-PM02.DWG DATE: 11-05-02







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FEB 0 8 2005

ENGINEERING



TITLE:

C.S.A.H. No. 25

STRIPING PLAN

STA. 41+00.00 to STA. 53+00.00

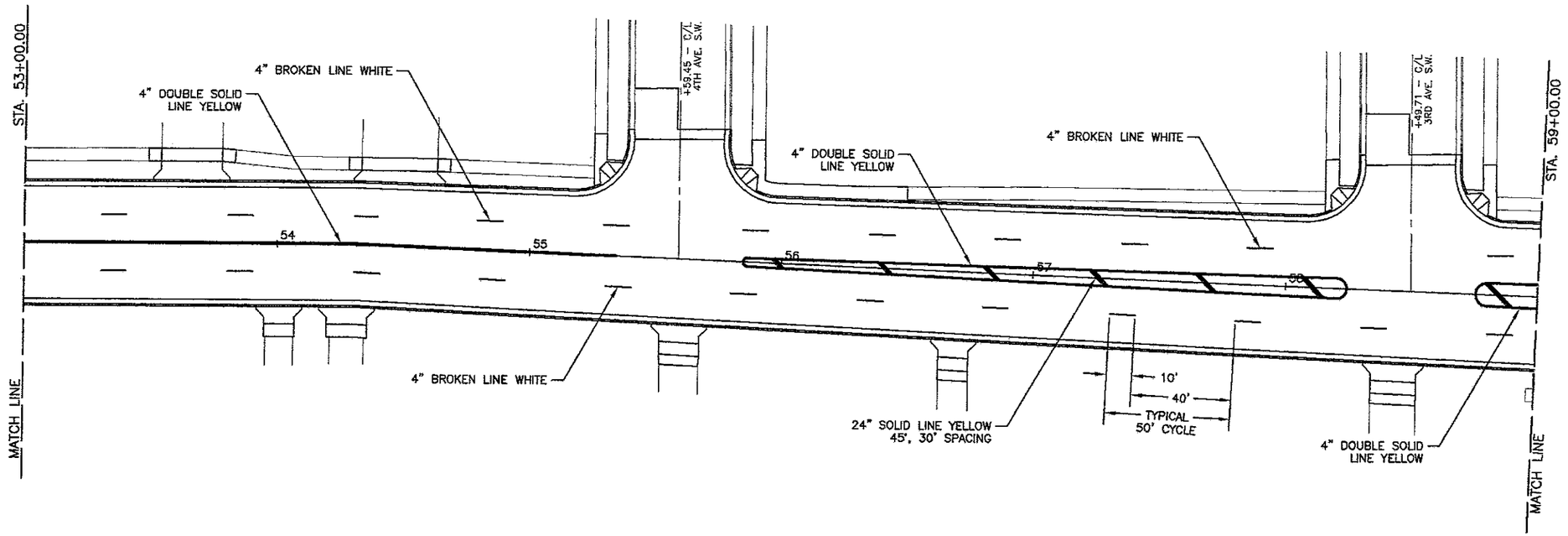
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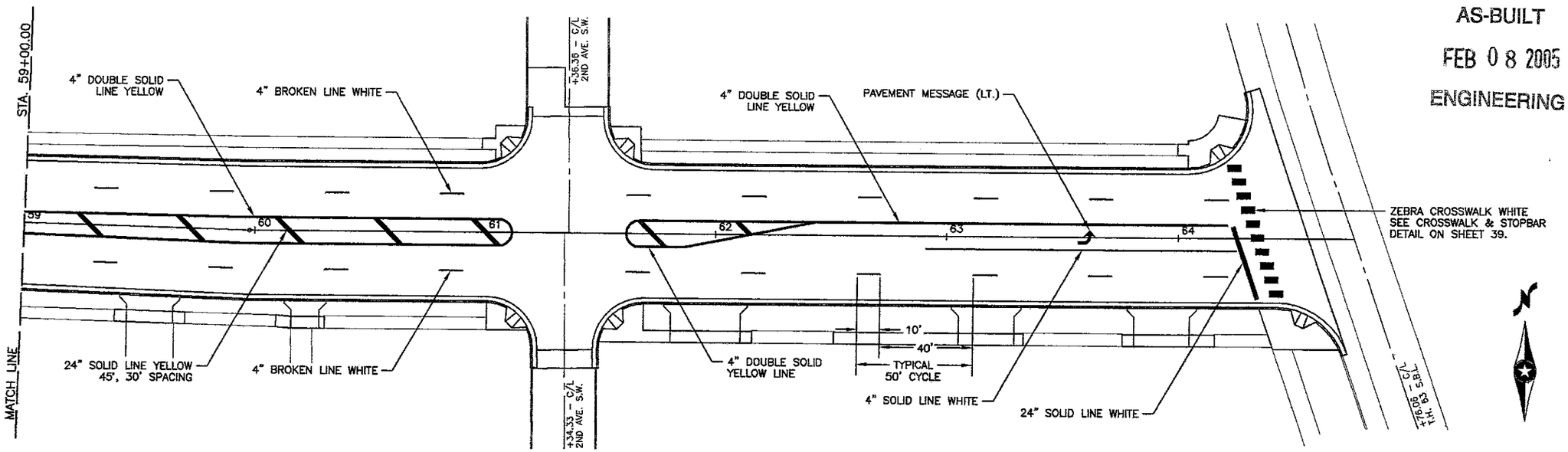
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S.A.P. 55-625-19

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FILE NAME: C25-PM03.DWG DATE: 11-05-02





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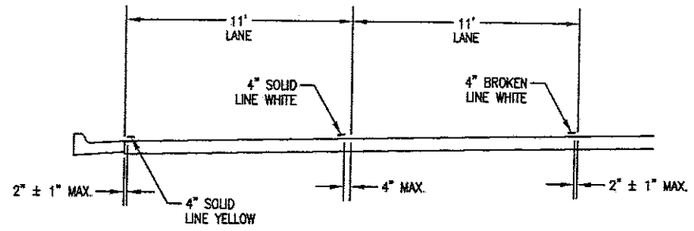
FILE NAME: 025-PH04.DWG DATE: 09-21-02

CERTIFIED BY Kenneth M Bierwirth REG. NO. 19917 10/7 2002
LICENSED PROFESSIONAL ENGINEER

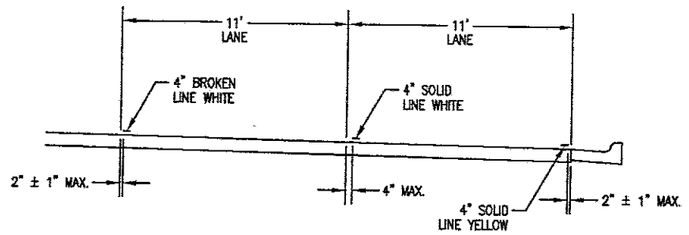
TITLE: **C.S.A.H. No. 25**
STRIPING PLAN
STA. 53+00.00 to STA. 64+76.06

S.A.P. 55-625-19

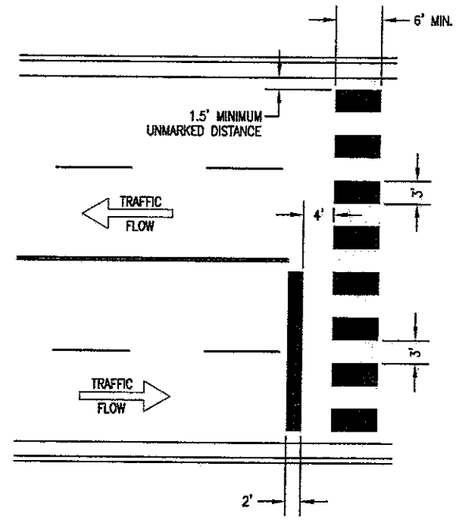
Sheet No. 38 of 50 Sheets



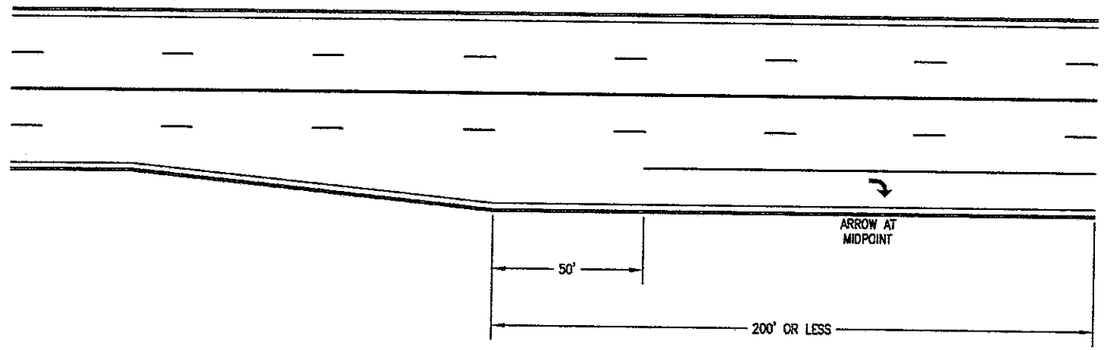
TYPICAL LEFT TURN LANE

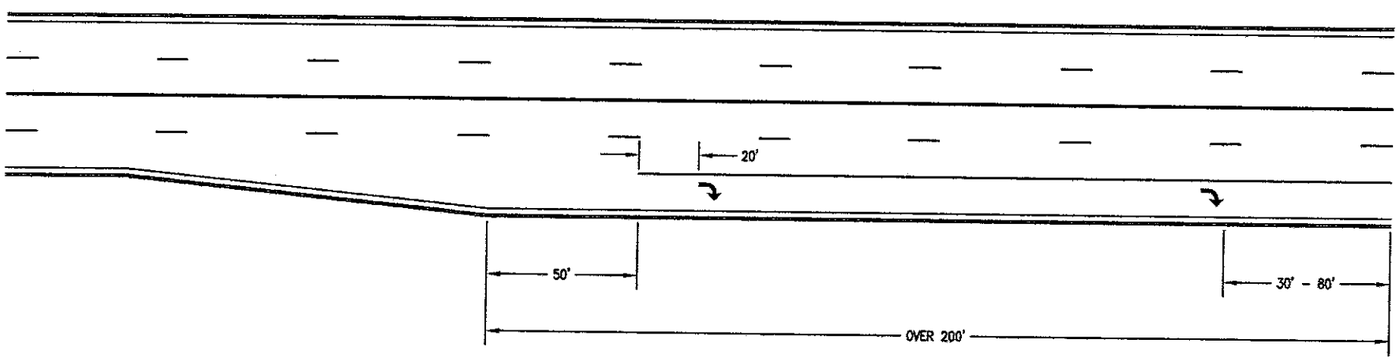


TYPICAL RIGHT TURN LANE



CROSSWALK & STOPBAR DETAIL





TYPICAL MESSAGE PLACEMENT FOR TURN LANES

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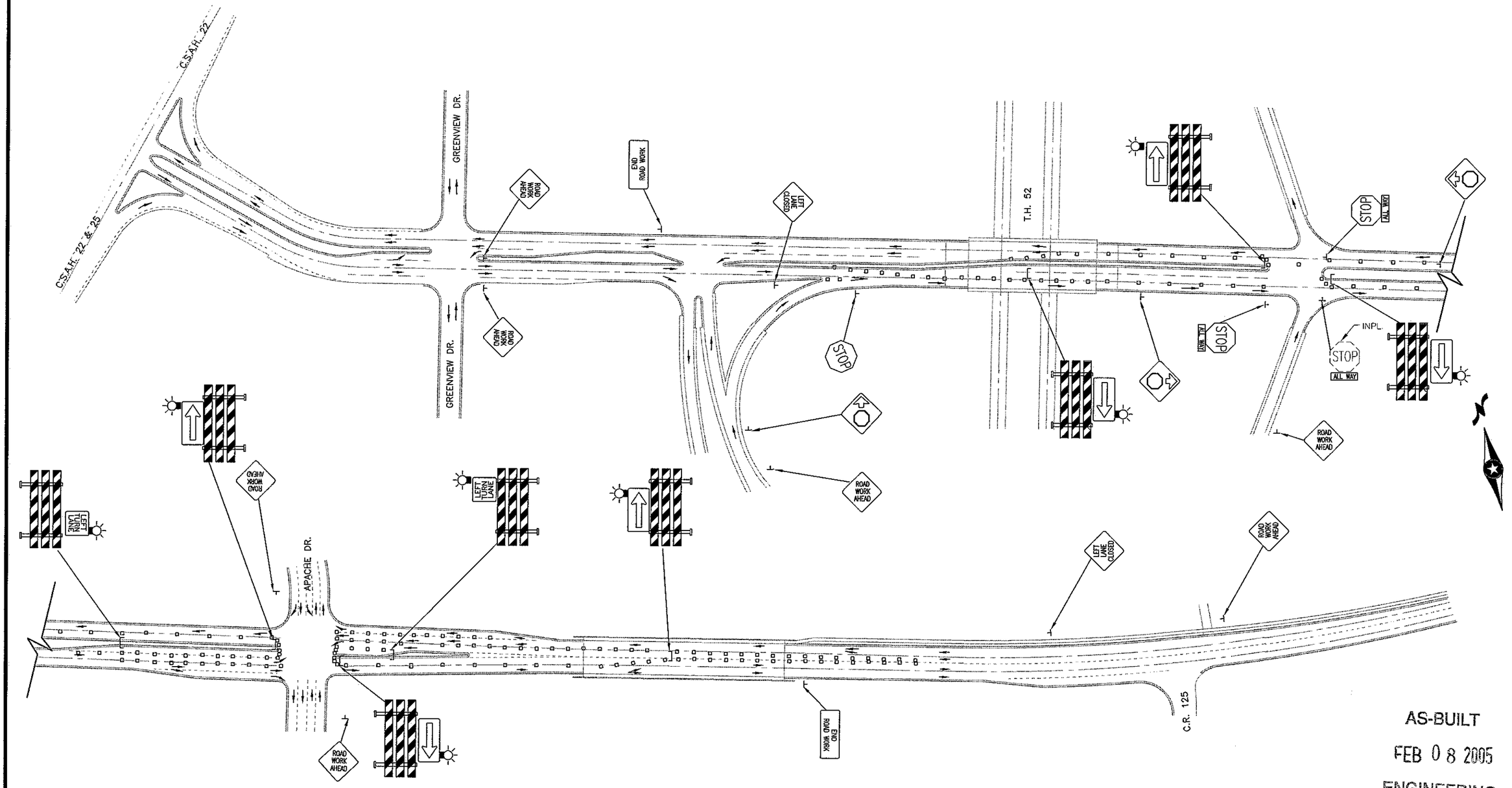
FILE NAME: C25-PM00.DWG DATE: 09-24-02

CERTIFIED BY Kevin M Biernicki REG. NO. 19917 10/7 2002
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE: STRIPING DETAILS

Sheet No. 39 of 50 Sheets



ADVANCE WARNING SIGNS	TAPER LENGTH ENTERING THE WORK ZONE	STOP AHEAD SIGN PLACEMENT	BUFFER SPACE	APPROXIMATE WORK ZONE LENGTH NOT INCLUDING BUFFER	TAPER LENGTH EXITING THE WORK ZONE
325 FEET	350 FEET	150 FEET	170 FEET	1430 FEET	100 FEET
	RETROREFLECTIVE DRUM SPACING IS 25 FEET			RETROREFLECTIVE DRUM SPACING IS 25 FEET WHEN ADJACENT TRAFFIC LANES ARE NOT DIVIDED BY A CONCRETE MEDIAN	RETROREFLECTIVE DRUM SPACING IS 25 FEET
				RETROREFLECTIVE DRUM SPACING IS 50 FEET WHEN ADJACENT TRAFFIC LANES ARE DIVIDED BY A CONCRETE MEDIAN	

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□ – RETROREFLECTIVE DRUM, TYPE I OR TYPE II BARRICADE, OR DIRECTIONAL INDICATOR BARRICADE

NOTE: WORK PERFORMED IN INTERSECTIONS SHALL BE SIGNED AND BARRICADED. THIS WORK SHALL BE SCHEDULED IN A MANNER THAT MINIMIZES TRAFFIC INTERRUPTIONS. THIS IS INCIDENTIAL TO TRAFFIC CONTROL.

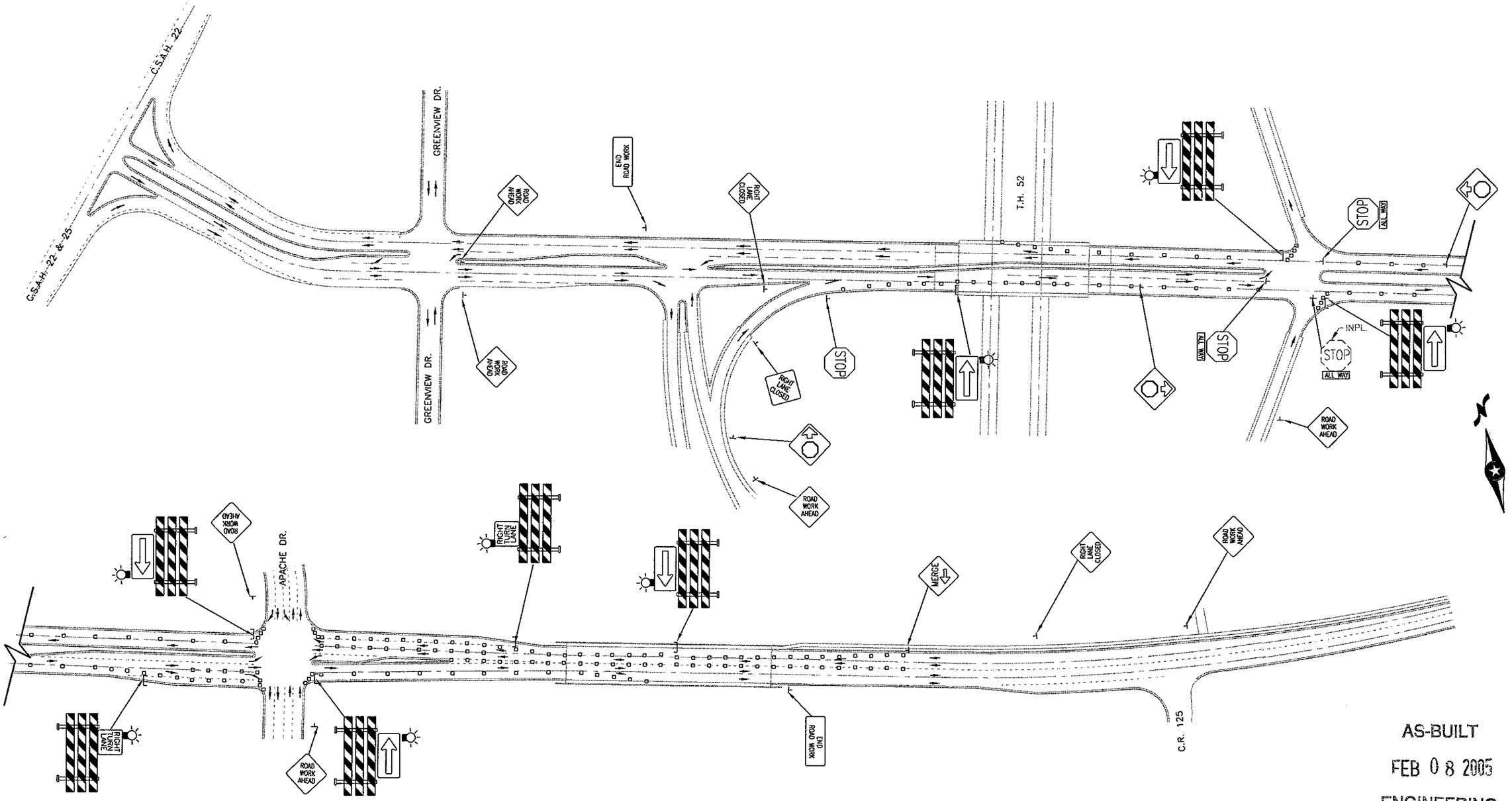
CERTIFIED BY Kayn M Brimeier REG. NO. 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

TITLE: **TRAFFIC CONTROL**
PAVEMENT REHABILITATION PHASE
INSIDE LANE CLOSURE

S.A.P. 55-625-19

Sheet No. 40 of 50 Sheets

FILE NAME: C25-TC01.DWG DATE: 01-23-03



ADVANCE WARNING SIGNS	TAPER LENGTH ENTERING THE WORK ZONE	STOP AHEAD SIGN PLACEMENT	BUFFER SPACE	APPROXIMATE WORK ZONE LENGTH NOT INCLUDING BUFFER	TAPER LENGTH EXITING THE WORK ZONE
325 FEET	350 FEET	150 FEET	170 FEET	1430 FEET	100 FEET
	RETROREFLECTIVE DRUM SPACING IS 25 FEET			RETROREFLECTIVE DRUM SPACING IS 25 FEET WHEN ADJACENT TRAFFIC LANES ARE NOT DIVIDED BY A CONCRETE MEDIAN	RETROREFLECTIVE DRUM SPACING IS 25 FEET
				RETROREFLECTIVE DRUM SPACING IS 50 FEET WHEN ADJACENT TRAFFIC LANES ARE DIVIDED BY A CONCRETE MEDIAN	

□ - RETROREFLECTIVE DRUM, TYPE I OR TYPE II BARRICADE, OR DIRECTIONAL INDICATOR BARRICADE

NOTE: WORK PERFORMED IN INTERSECTIONS SHALL BE SIGNED AND BARRICADED. THIS WORK SHALL BE SCHEDULED IN A MANNER THAT MINIMIZES TRAFFIC INTERRUPTIONS. THIS IS INCIDENTIAL TO TRAFFIC CONTROL.

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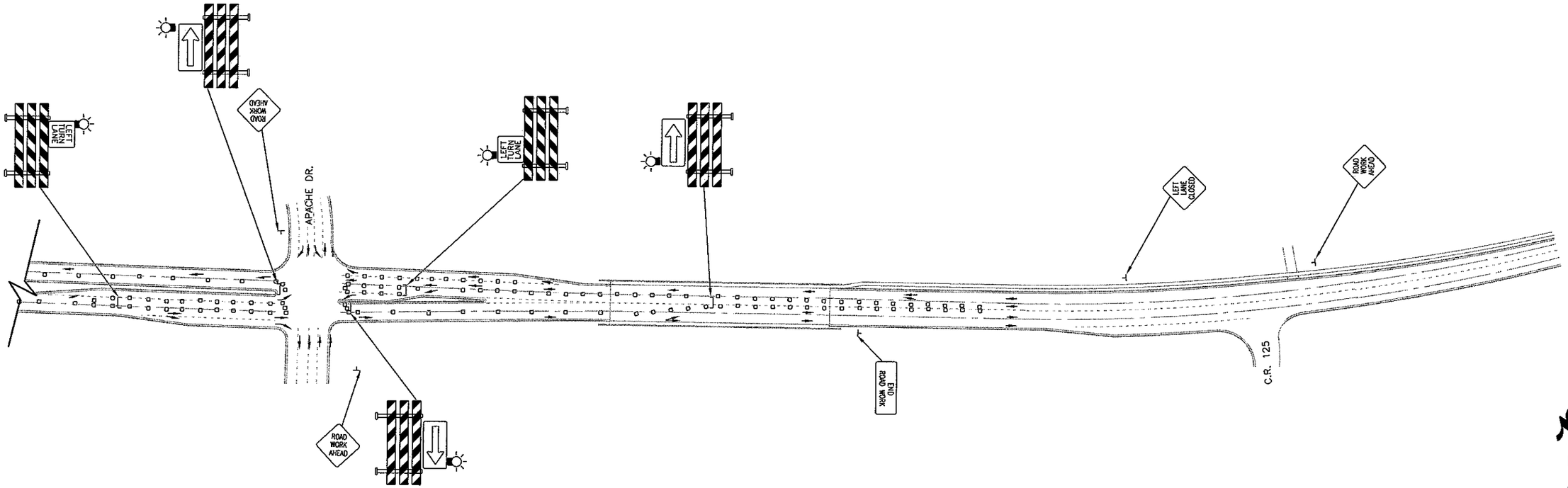
CERTIFIED BY Kevin M Barnick REG. NO. 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

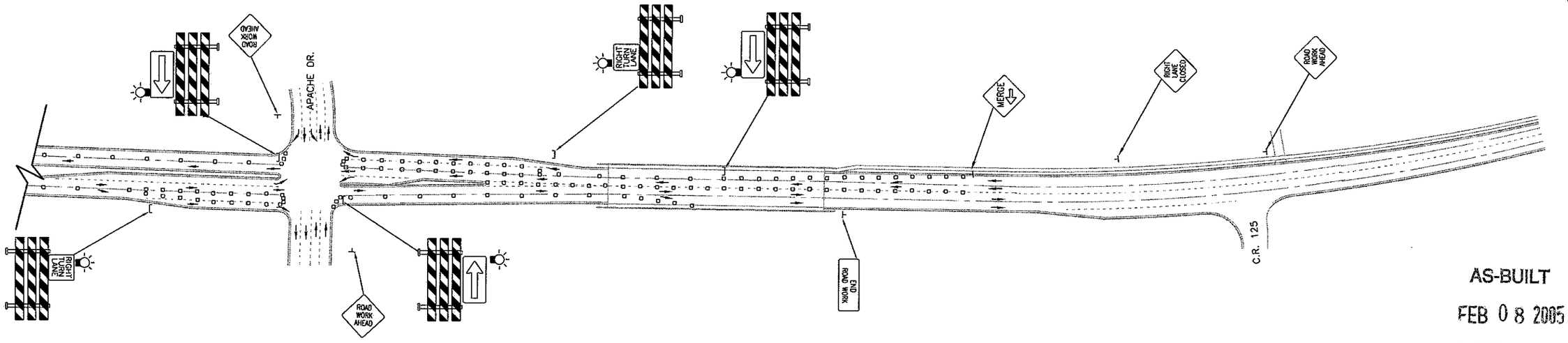
S.A.P. 55-625-19

TITLE: **TRAFFIC CONTROL**
PAVEMENT REHABILITATION PHASE
OUTSIDE LANE CLOSURE

Sheet No. 41 of 50 Sheets

FILE NAME: C25-TC02.DWG DATE: 01-23-03





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ENGINEERING

ADVANCE WARNING SIGNS	TAPER LENGTH ENTERING THE WORK ZONE	STOP AHEAD SIGN PLACEMENT	BUFFER SPACE	APPROXIMATE WORK ZONE LENGTH NOT INCLUDING BUFFER	TAPER LENGTH EXITING THE WORK ZONE
325 FEET	350 FEET	150 FEET	170 FEET	1430 FEET	100 FEET
	RETROREFLECTIVE DRUM SPACING IS 25 FEET			RETROREFLECTIVE DRUM SPACING IS 25 FEET WHEN ADJACENT TRAFFIC LANES ARE NOT DIVIDED BY A CONCRETE MEDIAN	RETROREFLECTIVE DRUM SPACING IS 25 FEET
				RETROREFLECTIVE DRUM SPACING IS 50 FEET WHEN ADJACENT TRAFFIC LANES ARE DIVIDED BY A CONCRETE MEDIAN	

□ – RETROREFLECTIVE DRUM, TYPE I OR TYPE II BARRICADE, OR DIRECTIONAL INDICATOR BARRICADE

NOTE: WORK PERFORMED IN INTERSECTIONS SHALL BE SIGNED AND BARRICADED. THIS WORK SHALL BE SCHEDULED IN A MANNER THAT MINIMIZES TRAFFIC INTERRUPTIONS. THIS IS INCIDENTIAL TO TRAFFIC CONTROL.

TITLE: **TRAFFIC CONTROL**
PAVEMENT REHABILITATION PHASE
TEMPORARY TURN LANE CLOSURE

CERTIFIED BY Kevin M Brenich REG. NO. 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

Sheet No. 42 of 50 Sheets

FILE NAME: C25-TC03.DWG DATE: 01-23-03

ESTIMATE OF TRAFFIC CONTROL DEVICES

DEVICE	NUMBER	SIZE	COLOR	QUANTITY	DEVICE	NUMBER	SIZE	COLOR	QUANTITY
END ROAD WORK	G20-2A	48" x 24"	BLACK/ORANGE	2	MERGE	W20-X3L	48" x 48"	BLACK/ORANGE	1
STOP	R1-1	48" x 48"	WHITE/RED	3	LEFT LANE CLOSED	W21-X4L	48" x 48"	BLACK/ORANGE	2
ALL WAY	R1-4	18" x 6"	WHITE/RED	3	RIGHT LANE CLOSED	W21-X4R	48" x 48"	BLACK/ORANGE	3
RIGHT TURN LANE	R3-X1	30" x 30"	BLACK/WHITE	2		TYPE III	MIN. 6'	ORANGE/WHITE	8
LEFT TURN LANE	R3-X2	30" x 30"	BLACK/WHITE	2		TYPE A	FLASHING LAMP	AMBER	8
	W1-6	48" x 24"	BLACK/ORANGE	6					
	W3-1A	48" x 48"	BLACK/ORANGE	3					
ROAD WORK AHEAD	W20-1	48" x 48"	BLACK/ORANGE	7					

TRAFFIC CONTROL NOTES

1. THE LOCATION OF SIGNS AND DEVICES WILL BE STAKED BY THE ENGINEER IN THE FIELD.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL ON THIS PROJECT
3. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL DATED, JANUARY 2001
4. CONSTRUCTION ZONE SIGNING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WILL INCLUDE, BUT NOT BE LIMITED TO, SIGNS FOR LANE CLOSURE, MACHINERY AHEAD, BUMP, DIP, LOOSE GRAVEL, ETC.. THE NUMBER AND LOCATION WILL BE DETERMINED BY THE CONTRACTORS OPERATION.
5. ALL BARRICADES ON THIS PROJECT SHALL BE REFLECTORIZED ON BOTH SIDES.
6. THE CONTRACTOR SHALL COVER, REMOVE OR CHANGE INPLACE SIGNS THAT CONFLICT WITH THE TRAFFIC PATTERNS AS DIRECTED BY THE ENGINEER. ALL SIGNS ALTERED BY THE CONTRACTOR SHALL BE RETURNED TO THEIR ORIGINAL STATUS UPON COMPLETION OF THE PROJECT. ALL SIGNS COVERED WITH PANELS SHALL BE PROTECTED FROM DAMAGE BY USING NYLON WASHERS FOR SPACERS.

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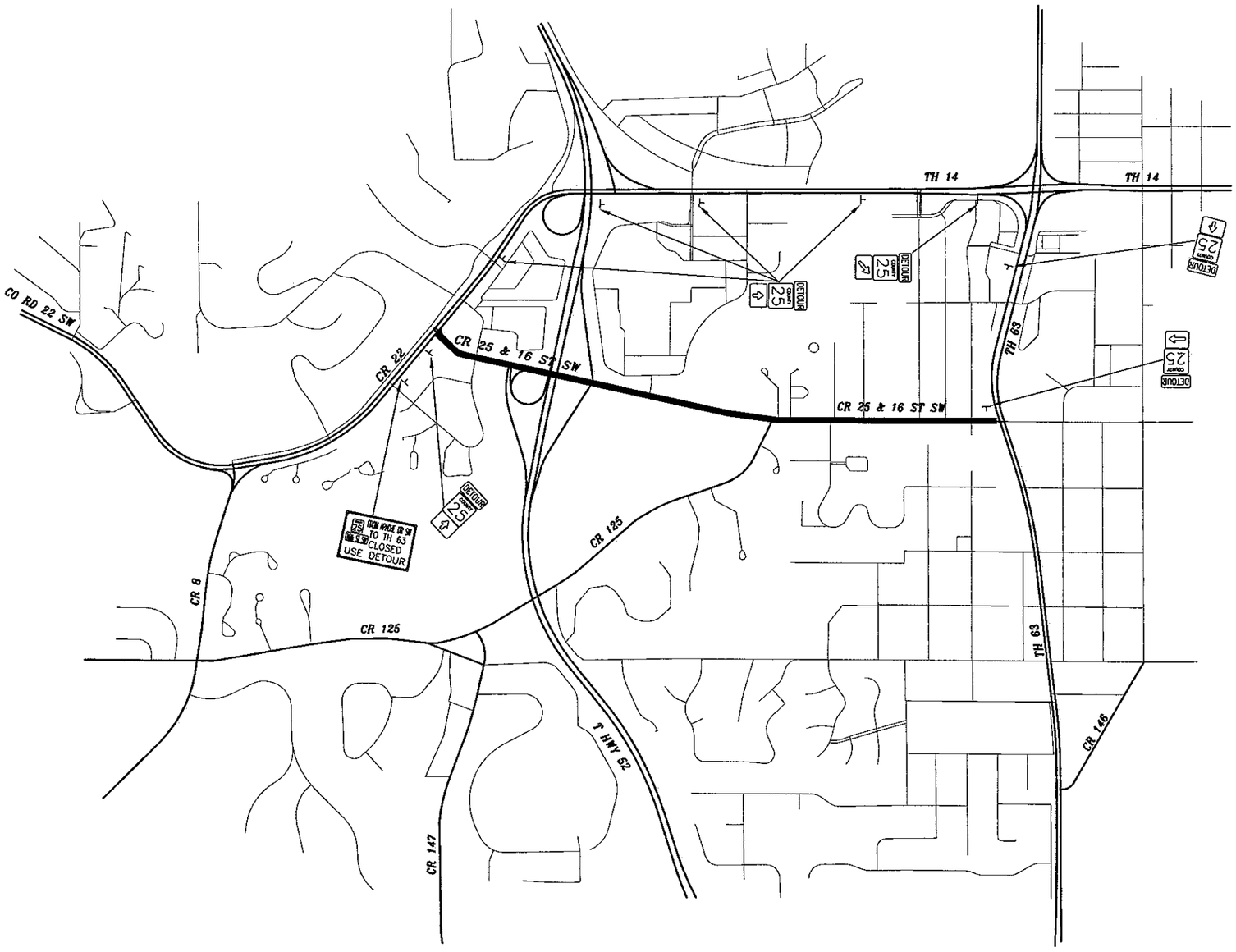
ENGINEERING

FILE NAME: 025-T004.DWG DATE: 01-23-03

CERTIFIED BY Kaye M Bienieh REG. NO 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE: **TRAFFIC CONTROL**
PAVEMENT REHABILITATION PHASE
ESTIMATE OF TRAFFIC CONTROL DEVICES



SEE SHEET No. 45 & 46 FOR EASTBOUND TRAFFIC CONTROL

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ENGINEERING

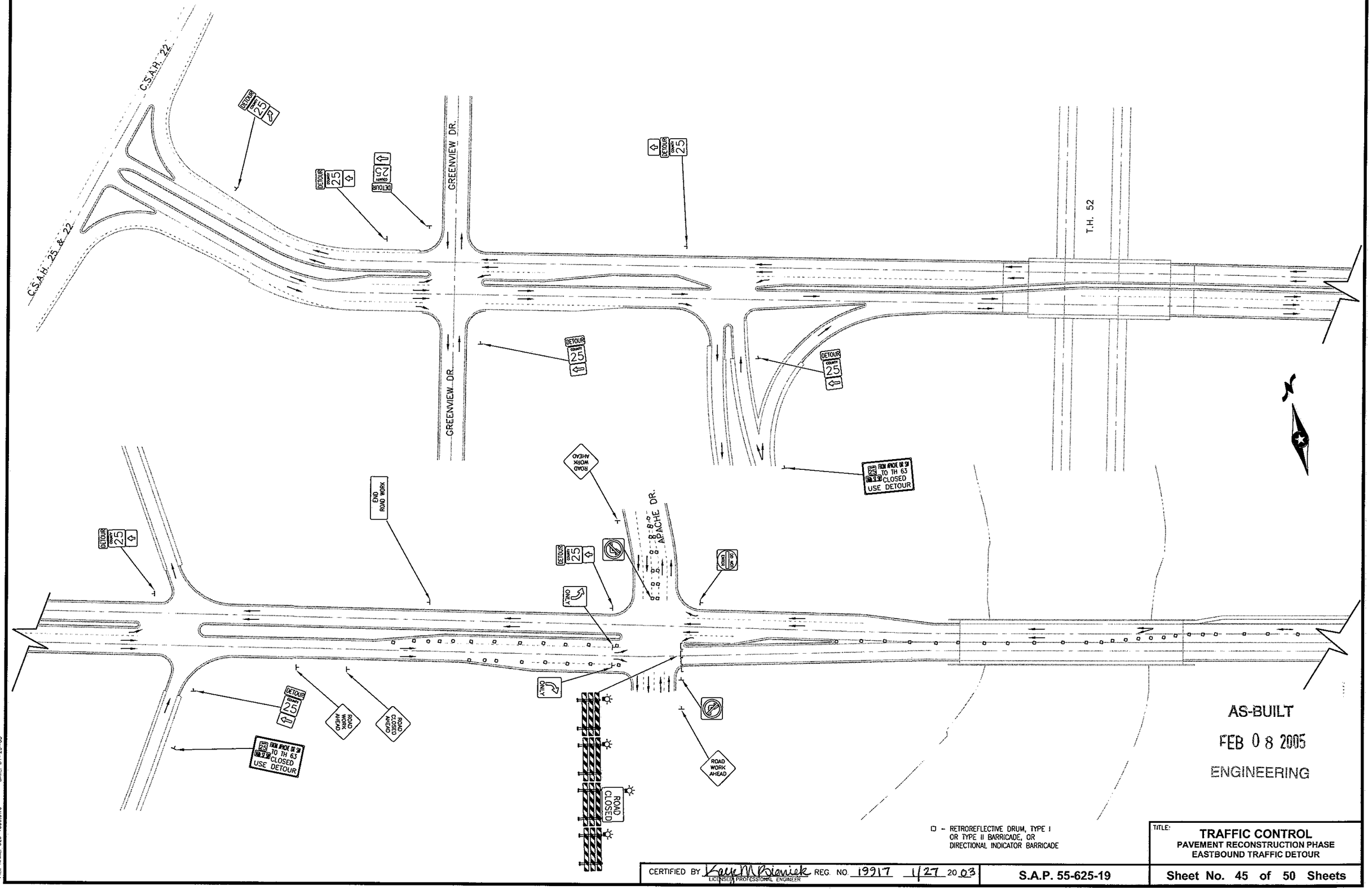
FILE NAME: C25-TC05.DWG DATE: 01-23-03

CERTIFIED BY Kaye M Boeneke REG. NO. 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE: **TRAFFIC CONTROL**
PAVEMENT RECONSTRUCTION PHASE
EASTBOUND TRAFFIC DETOUR

Sheet No. 44 of 50 Sheets



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□ - RETROREFLECTIVE DRUM, TYPE I OR TYPE II BARRICADE, OR DIRECTIONAL INDICATOR BARRICADE

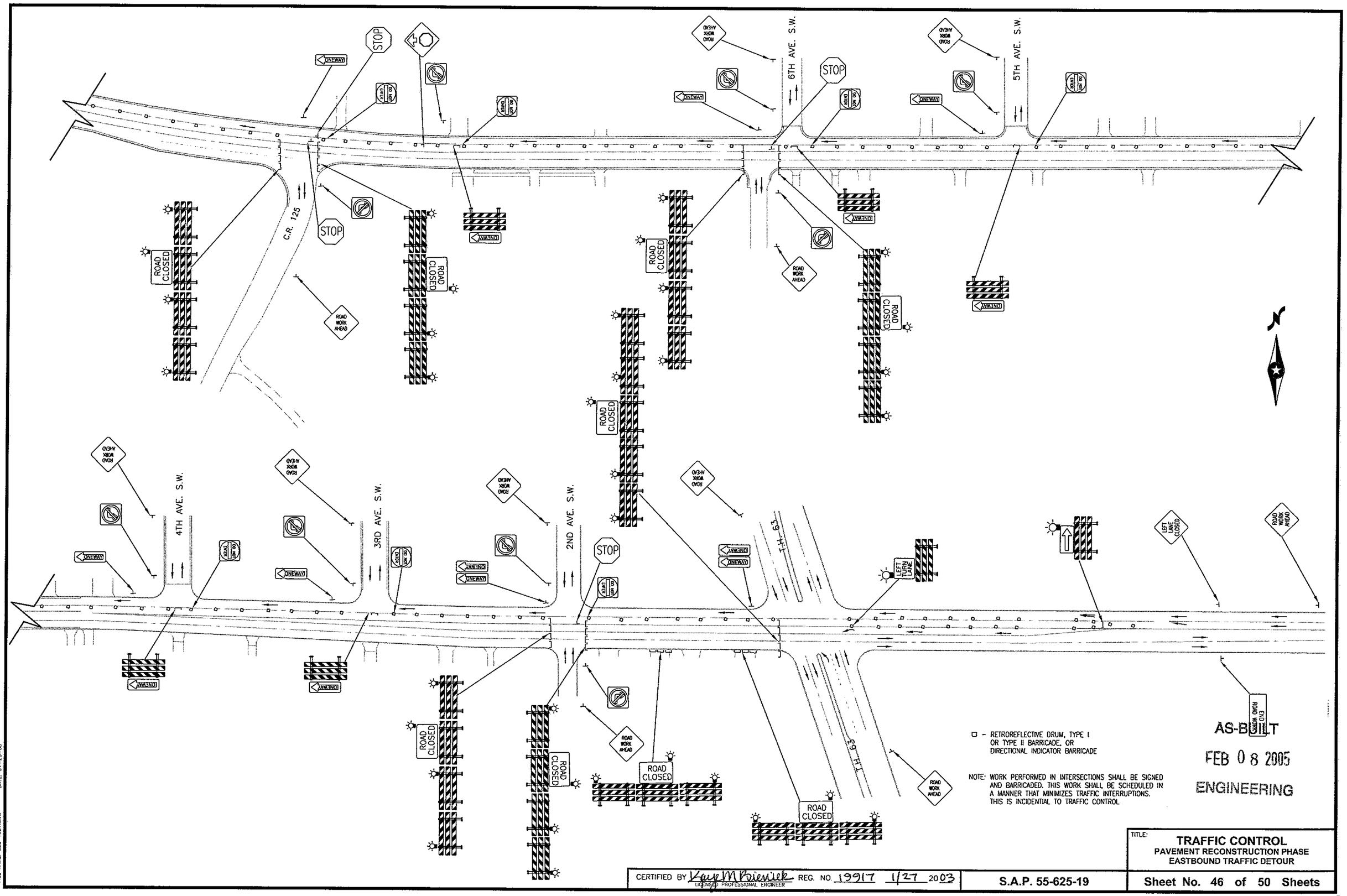
TITLE: **TRAFFIC CONTROL**
PAVEMENT RECONSTRUCTION PHASE
EASTBOUND TRAFFIC DETOUR

CERTIFIED BY Kevin M Bieniek REG. NO 19917 1/27 20 03
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

Sheet No. 45 of 50 Sheets

FILE NAME: C25-TC06.DWG DATE: 01-23-03



□ - RETROREFLECTIVE DRUM, TYPE I OR TYPE II BARRICADE, OR DIRECTIONAL INDICATOR BARRICADE

NOTE: WORK PERFORMED IN INTERSECTIONS SHALL BE SIGNED AND BARRICADED. THIS WORK SHALL BE SCHEDULED IN A MANNER THAT MINIMIZES TRAFFIC INTERRUPTIONS. THIS IS INCIDENTIAL TO TRAFFIC CONTROL.

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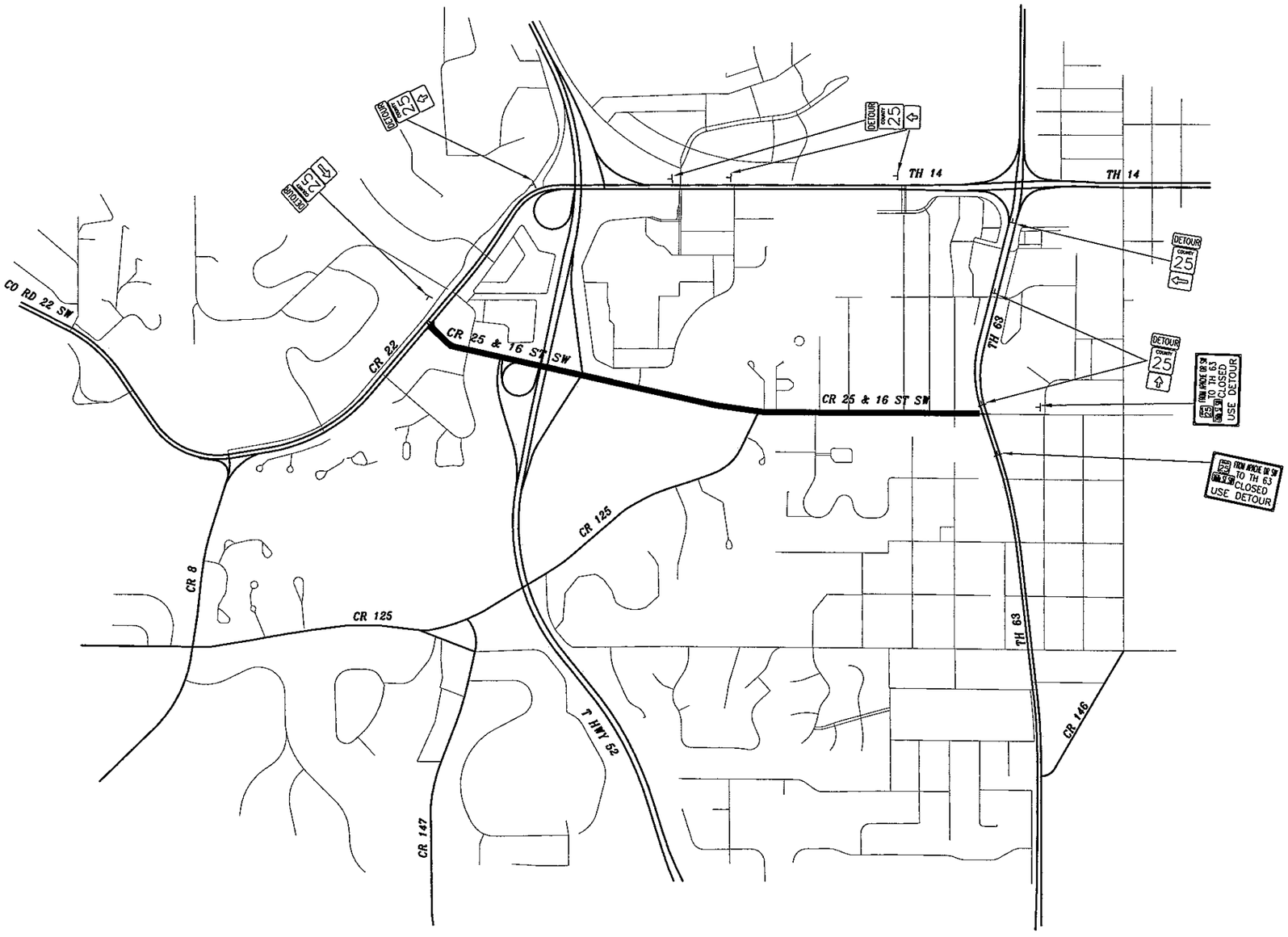
FILE NAME: C25-1007.DWG DATE: 01-23-03

CERTIFIED BY Kaye M Brevick LICENSED PROFESSIONAL ENGINEER REG. NO. 19917 1/27 2003

S.A.P. 55-625-19

TITLE: **TRAFFIC CONTROL**
PAVEMENT RECONSTRUCTION PHASE
EASTBOUND TRAFFIC DETOUR

Sheet No. 46 of 50 Sheets



SEE SHEET No. 48 & 49 FOR WESTBOUND TRAFFIC CONTROL

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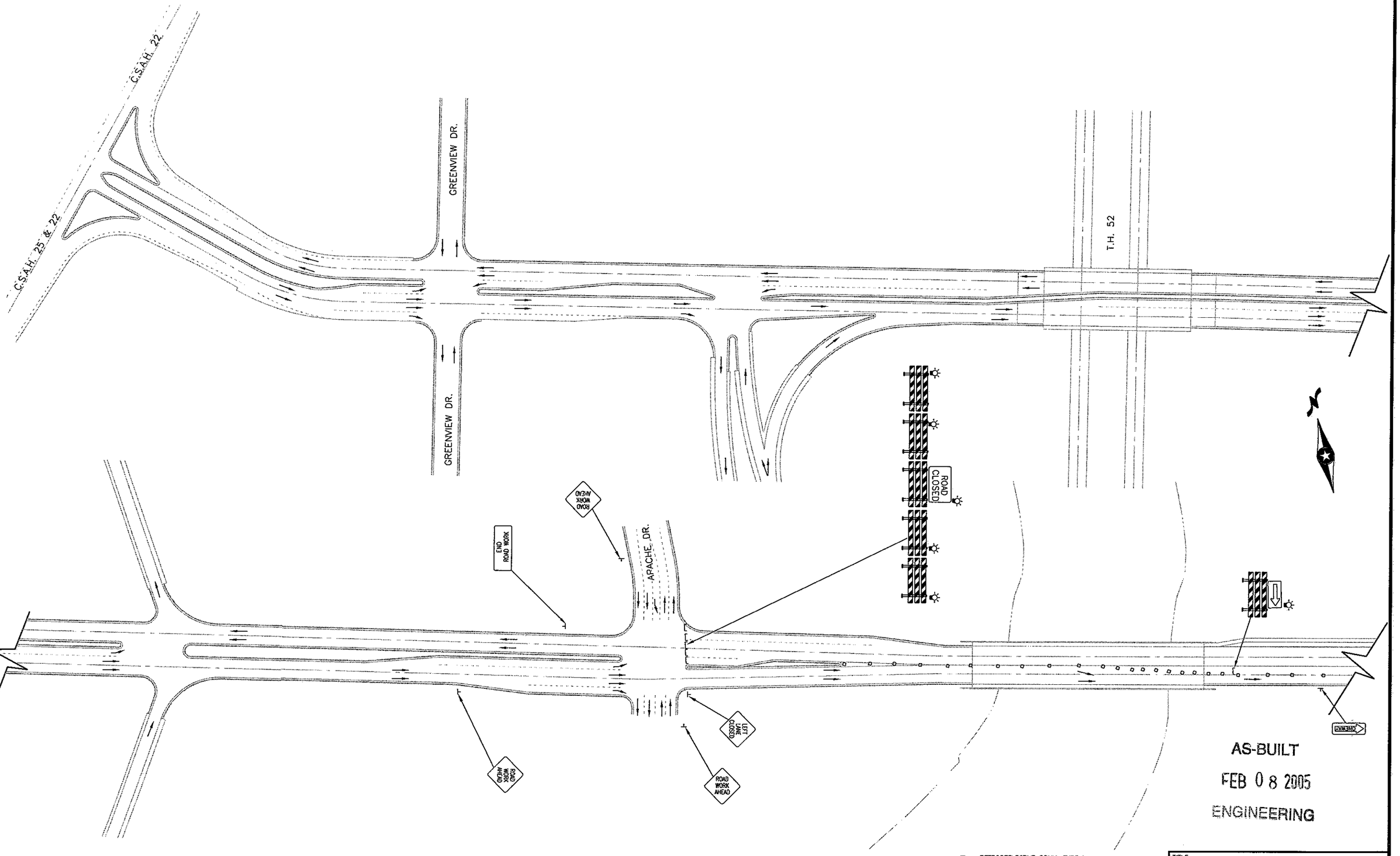
FILE NAME: C25-TC08.DWG DATE: 01-23-03

CERTIFIED BY Dave M Boenish REG. NO 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE:
TRAFFIC CONTROL
PAVEMENT RECONSTRUCTION PHASE
WESTBOUND TRAFFIC DETOUR

Sheet No. 47 of 50 Sheets



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□ - RETROREFLECTIVE DRUM, TYPE I OR TYPE II BARRICADE, OR DIRECTIONAL INDICATOR BARRICADE

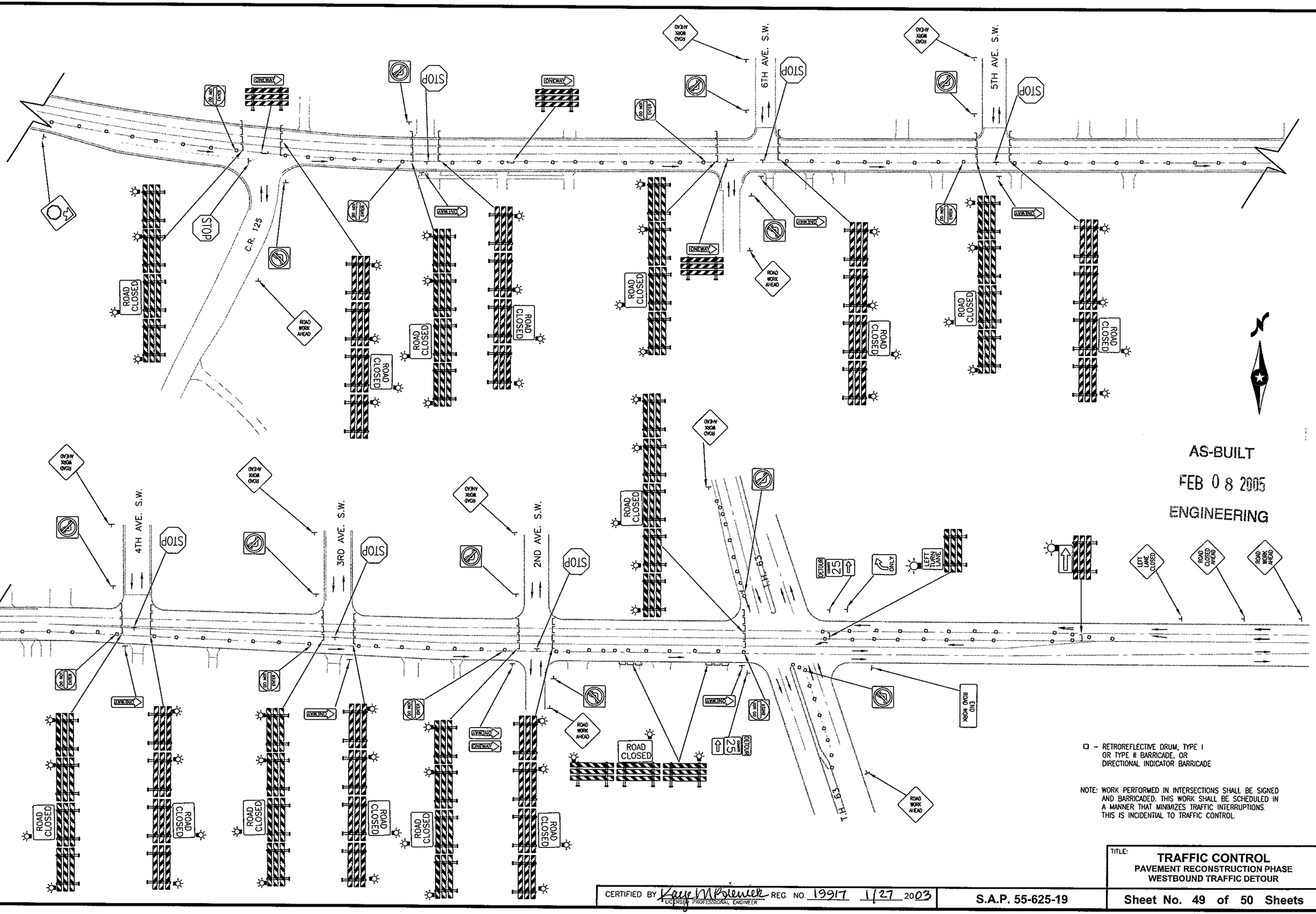
CERTIFIED BY Kevin M Brenneck REG NO. 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE: **TRAFFIC CONTROL**
PAVEMENT RECONSTRUCTION PHASE
WESTBOUND TRAFFIC DETOUR

Sheet No. 48 of 50 Sheets

FILE NAME: C25-TC08.DWG DATE: 01-23-03



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ENGINEERING

□ – RETROREFLECTIVE DRUM, TYPE I OR TYPE II BARRICADE, OR DIRECTIONAL INDICATOR BARRICADE

NOTE: WORK PERFORMED IN INTERSECTIONS SHALL BE SIGNED AND BARRICADED. THIS WORK SHALL BE SCHEDULED IN A MANNER THAT MINIMIZES TRAFFIC INTERRUPTIONS. THIS IS INCIDENTIAL TO TRAFFIC CONTROL.

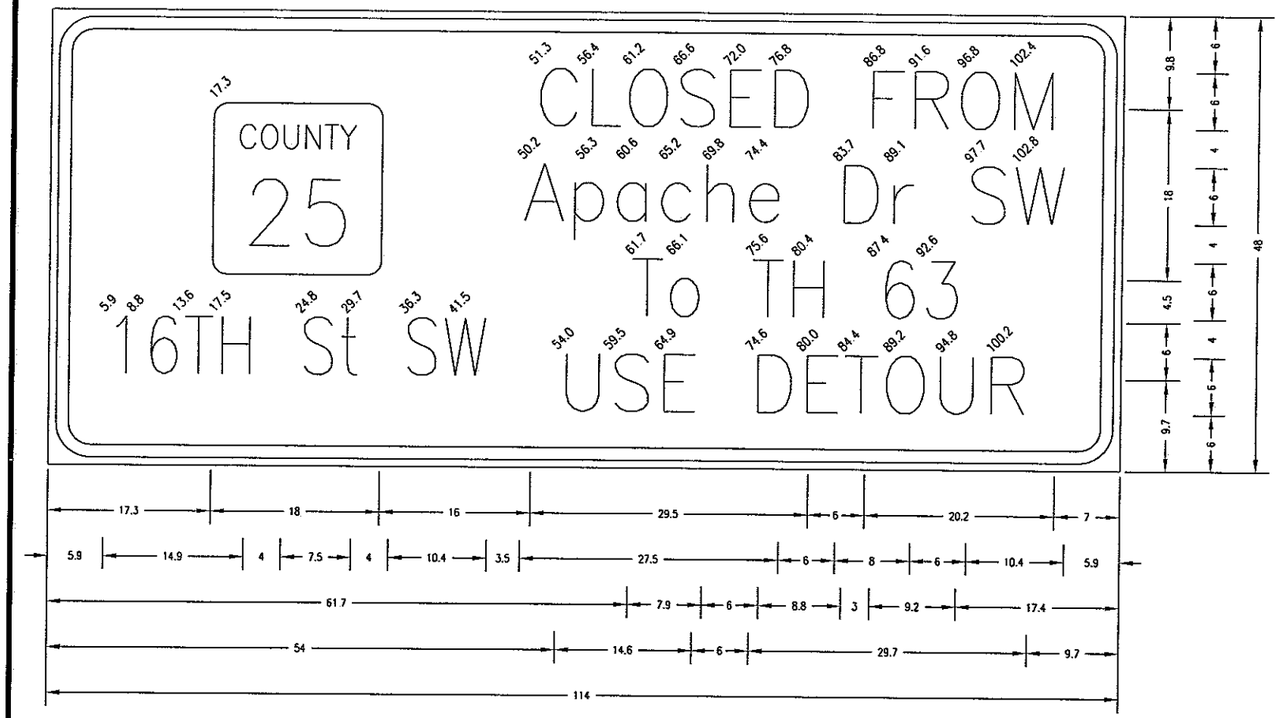
FILE NAME: C25-TC10.DWG DATE: 01-23-03

CERTIFIED BY Kevin M Polenick REG. NO. 19917 1/27 2003
LICENSED PROFESSIONAL ENGINEER

S.A.P. 55-625-19

TITLE: **TRAFFIC CONTROL**
PAVEMENT RECONSTRUCTION PHASE
WESTBOUND TRAFFIC DETOUR

Sheet No. 49 of 50 Sheets



3.0" RADIUS, 1.3" BORDER, 0.8" INDENT, BLACK ON ORANGE
"16TH St SW" D; "CLOSED FROM" D; "Apache Dr SW" D; "To TH 63" D; "USE DETOUR" D

ESTIMATE OF TRAFFIC CONTROL DEVICES

DEVICE	NUMBER	SIZE	COLOR	QUANTITY	DEVICE	NUMBER	SIZE	COLOR	QUANTITY
END ROAD WORK	G20-2A	48" x 24"	BLACK/ORANGE	2	ONEWAY	R6-1L	36" x 12"	BLACK/WHITE	8
STOP	R1-1	48" x 48"	WHITE/RED	7	ONEWAY	R6-1R	36" x 12"	BLACK/WHITE	7
COUNTY 25	M1-X4A	24" x 24"	BLACK/WHITE	17	ROAD CLOSED	R11-2	48" x 30"	BLACK/WHITE	18
DETOUR	M4-8	24" x 12"	BLACK/ORANGE	17		W1-6	48" x 24"	BLACK/ORANGE	9
	M6-1	21" x 15"	BLACK/WHITE	5		W3-1A	48" x 48"	BLACK/ORANGE	1
	M6-2R	21" x 15"	BLACK/WHITE	2	ROAD WORK AHEAD	W20-1	48" x 48"	BLACK/ORANGE	14
	M6-3	21" x 15"	BLACK/WHITE	10	ROAD CLOSED AHEAD	W20-3	48" x 48"	BLACK/ORANGE	1
	R3-1	24" x 24"	BLACK/WHITE	7	LEFT LANE CLOSED	W21-X4L	48" x 48"	BLACK/ORANGE	2
	R3-2	24" x 24"	BLACK/WHITE	7		TYPE III	MIN. 6'	ORANGE/WHITE	77
ONLY	R3-5L	30" x 30"	BLACK/WHITE	1		TYPE A	FLASHING LAMP	AMBER	74
ONLY	R3-5L	30" x 30"	BLACK/WHITE	2	CLOSED FROM 25 Apache Dr SW TO TH 63 USE DETOUR	SPECIAL	SEE DETAIL	SEE DETAIL	3
DO NOT ENTER	R5-1	36" x 36"	WHITE/RED	8					

TRAFFIC CONTROL NOTES

1. THE LOCATION OF SIGNS AND DEVICES WILL BE STAKED BY THE ENGINEER IN THE FIELD.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL ON THIS PROJECT
3. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL DATED, JANUARY 2001
4. CONSTRUCTION ZONE SIGNING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WILL INCLUDE, BUT NOT BE LIMITED TO, SIGNS FOR LANE CLOSURE, MACHINERY AHEAD, BUMP, DIP, LOOSE GRAVEL, ETC.. THE NUMBER AND LOCATION WILL BE DETERMINED BY THE CONTRACTORS OPERATION.
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CERTIFIED BY Kaye M Prewitt LICENSED PROFESSIONAL ENGINEER REG. NO. 19917 1/27 2003

S.A.P. 55-625-19

TITLE: **TRAFFIC CONTROL**
PAVEMENT RECONSTRUCTION PHASE
SIGN DETAIL AND ESTIMATE

Sheet No. 50 of 50 Sheets

FILE NAME: C25-TC11.DWG DATE: 01-23-03