MINNESOTA DEPARTMENT OF TRANSPORTATION

THE COUNTY OF OLMSTED

CONSTRUCTION PLAN FOR AGGREGATE BASE, AGGREGATE SHOULDER & CONCRETE PAVING.

LOCATED ON C.S.A.H. 25 BETWEEN C.S.A.H. 3 AND C.S.A.H. 8 APPROX. 0.5 MILE WEST OF ROCHESTER **(GEOGRAPHIC DESCRIPTION)**

FROM CENTER SEC. 15 T.106N. – R.15W. **TO** 497.2' SO. & 940.0' N.W. OF E. 1/4 COR. SEC. 9 R.14W. T.106N. **(LEGAL DESCRIPTION)**

STATE PROJ. NO. .....

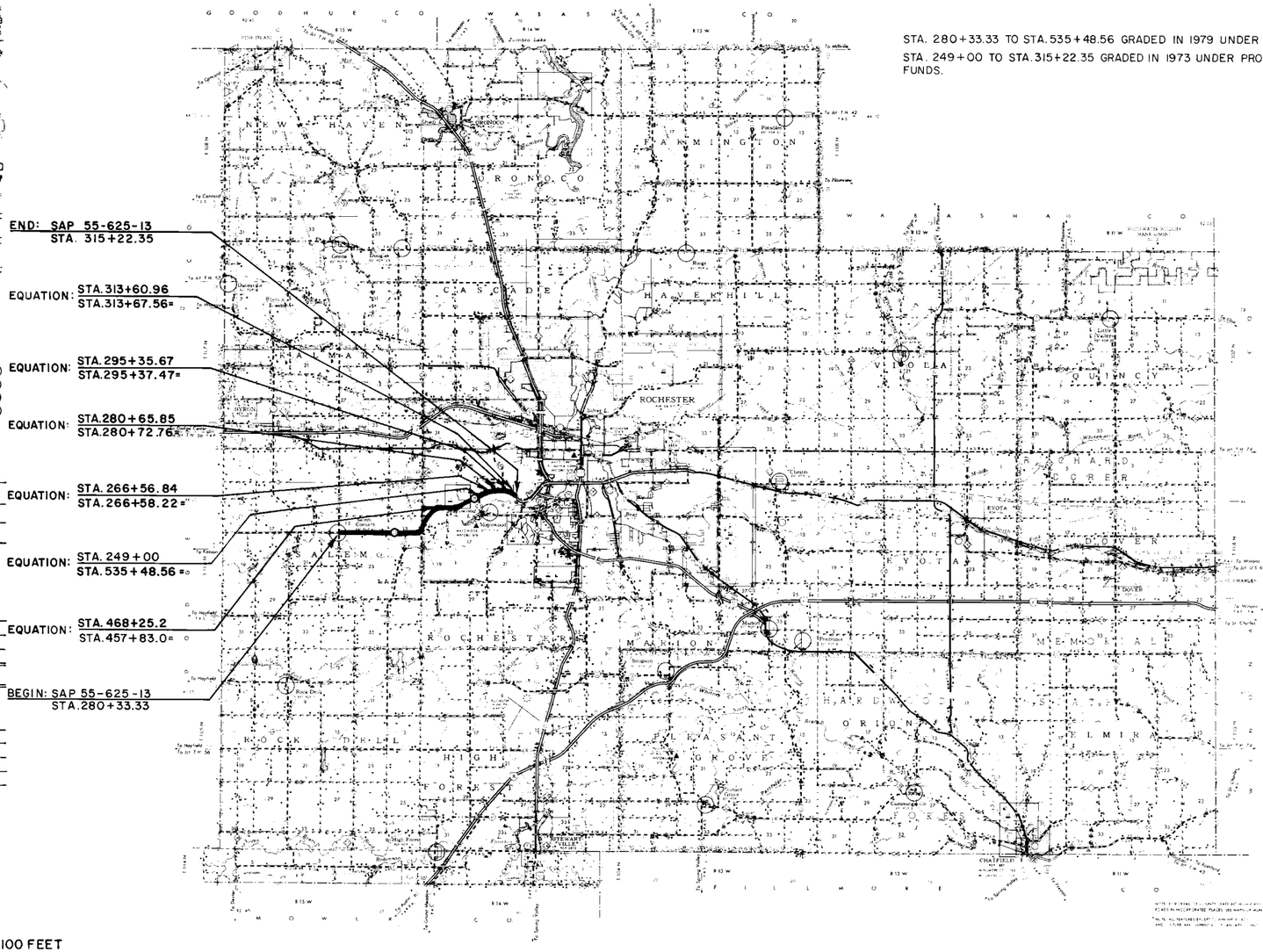
GROSS LENGTH	..... FEET	.....	MILES
BRIDGES-LENGTH	..... FEET	.....	MILES
EXCEPTIONS-LENGTH	..... FEET	.....	MILES
NET LENGTH	..... FEET	.....	MILES

~~STATE PROJ. NO.~~ S.A.P. 55-625-13

GROSS LENGTH	31,112.05 FEET	5,892	MILES
BRIDGES-LENGTH	..... FEET	.....	MILES
EXCEPTIONS-LENGTH	..... FEET	.....	MILES
NET LENGTH	31,112.05 FEET	5,892	MILES

STA. 280+33.33 TO STA. 535+48.56 GRADED IN 1979 UNDER PROJ. NO. SAP 55-625-12

STA. 249+00 TO STA. 315+22.35 GRADED IN 1973 UNDER PROJ. NO. C25-73-3 LOCAL FUNDS.



PLANS SYMBOLS

STATE LINE
COUNTY LINE
TOWNSHIP OR RANGE LINE
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
RIGHT OF WAY LINE
PRESENT RIGHT OF WAY LINE
CONTROL OF ACCESS LINE
PROPERTY LINE (Except Land Lines)
VACATED PLATTED PROPERTY
CORPORATE OR CITY LIMITS
TRUNK HIGHWAY CENTER LINE
RETAINING WALL
RAILROAD
RAILROAD RIGHT OF WAY LINE
RIVER OR CREEK
DRY RUN
DRAINAGE DITCH
DRAIN TILE
CULVERT
DROP INLET
GUARD RAIL
BARBED WIRE FENCE
WOVEN WIRE FENCE
CHAIN LINK FENCE
RAILROAD SNOW FENCE
STONE WALL OR FENCE
HEDGE
RAILROAD CROSSING SIGN
RAILROAD CROSSING BELL
ELECTRIC WARNING SIGN
CROSSING GATE
MEANDER CORNER
SPRINGS
MARSH
TIMBER
ORCHARD
BRUSH
NURSERY
CATCH BASIN
FIRE HYDRANT
CATTLE GUARD
OVERPASS (Highway Over)
UNDERPASS (Highway Under)
BRIDGE
BUILDING (One Story Frame)
F FRAME C CONCRETE
S STONE T TILE
B BRICK ST STUCCO
IRON PIPE OR ROD
MONUMENT (STONE, CONCRETE, OR METAL)
WOODEN HUB
GRAVEL PIT
SAND PIT
BORROW PIT
ROCK QUARRY
SLOPE EASEMENT

UTILITIES SYMBOLS

POWER POLE LINE
TELEPHONE OR TELEGRAPH POLE LINE
JOINT TELEPHONE AND POWER ON POWER POLES
ON TELEPHONE POLES
ANCHOR
STEEL TOWER
STREET LIGHT
PEDESTAL (TELEPHONE CABLE TERMINAL)
GAS MAIN
WATER MAIN
CONDUIT
TELEPHONE CABLE IN CONDUIT
ELECTRIC CABLE IN CONDUIT
TELEPHONE MANHOLE
ELECTRIC MANHOLE
BURIED TELEPHONE CABLE
BURIED ELECTRIC CABLE
AERIAL TELEPHONE CABLE
SEWER, (SANITARY OR STORM)
SEWER MANHOLE

SCALES

PLAN	———	100 FEET
PROFILE	———	100 FEET HORZ. & 20' VERT.
INDEX MAP	———	10,560 FEET
GENERAL LAYOUT	———	30 FEET & 100 FEET

STATE AID TITLE SHEET 3-77 ALBINSON MPLS 55409

MINN. PROJ. NO. .....

SPECIFICATIONS REFERENCE

The 1978 Edition of the Minnesota Department of Transportation "Standard Specifications For Highway Construction" Shall Govern.

INDEX

SHEET NO. 1 TITLE SHEET & LAYOUT MAP.

SHEET NO. 2 ESTIMATE OF QUANTITIES & TYPICAL SECTIONS.

SHEET NO. 3 DETAILED LAYOUTS.

SHEET NO. 4 PAVEMENT JOINTS.

SHEET NO. 5 TO 10 PLAN & PROFILE.

DESIGN DESIGNATION

R			
ADT (Current Year)	=	949	
ADT (Future Year)	=	1518	
DHV (Design Hr. Vol.)	=		
D (Directional Distr.)	=		%
T (Heavy Commercial)	=		%
SOIL FACTOR		130	
PROJ. HCADT ONEWAY		24	
PROJ. TST HCADT ONEWAY		18	

ΣN18 (20) .....
Design Speed 55 MPH
Based on Stopping Sight Distance
Height of eye 3.75' Height of object 0.5'
Design Speed not achieved at:

STA.	TO STA.	MPH
STA.	TO STA.	MPH
STA.	TO STA.	MPH

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

DATE 3-11-82 REG. NO. 10219 ENGR. R K Nolan

COUNTY Olmsted

Recommended for Approval G W Meisel 3-12-1982
DISTRICT STATE AID ENGINEER

Recommended for Approval Robert D. Offerdahl April 6, 1982
STATE AID PLANS AND SPECS ENGINEER

Approved 4-6 1982 for Leroy T. Hanson
STATE AID ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED

....
DIVISION ADMINISTRATOR DATE

STATE AID PROJ. NO. 55-625-13
~~STATE PROJ. NO.~~ .....

SHEET NO. 1 **OF** 10 **SHEETS**

ESTIMATED QUANTITIES

SPECIFICATION NO.	ITEM	UNIT	RURAL	TOTAL ESTIMATED QUANTITIES	
2021.501	MOBILIZATION	LUMP SUM	1	1	
2112.501	SUBGRADE PREPARATION	ROAD STA.	311	311	
2105.525	TOPSOIL BORROW (LV)	CU. YD.	708	708	
2130.501	WATER	(M) GALS.	87	87	
2211.501	AGGREGATE BASE, CLASS 5	TON	17,325	17,325	
2221.501	AGGREGATE SHOULDERING, CLASS 2	TON	26,513	26,513	
2301.501	CONCRETE PAVEMENT	SQ.YD.	82,934	82,934	(P)
2301.511	STRUCTURAL CONCRETE	CU. YD.	16,126	16,126	(P)
2331.504	BITUMINOUS MATERIAL FOR MIXTURE	TON	172	172	
2331.516	SHOULDER MIXTURE	TON	2,648	2,648	
2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	247	247	
2531.501	CONCRETE CURB & GUTTER DESIGN B624	LIN. FT.	1,960	1,960	
2575.505	SODDING	SQ. YD.	2,322	2,322	
2221.501	AGGREGATE SHOULDERING, CLASS 3	TON	13,022	13,022	

(P) PLAN QUANTITY.

CONSTRUCTION NOTES

GRADES:

THE CENTERLINE GRADE FOR PAVING WILL BE ESTABLISHED BY THE OLMSTED COUNTY HIGHWAY DEPT.

JOINTS:

ALL CONTRACTION JOINTS, ALL LONGITUDINAL JOINTS AND PERMANENT HEADER JOINTS AT BEGINNING AND END OF PROJECT WILL BE INCIDENTAL TO ITEM NO. 2301.501 CONCRETE PAVEMENT AND NO DIRECT COMPENSATION WILL BE MADE THERE FOR.

REINFORCED PANEL OVER CULVERTS:

REINFORCED CONCRETE PANELS OF THE LENGTH INDICATED AT LOCATIONS LISTED BELOW SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD DETAIL PLATE NOTED IN THE PLANS, MODIFIED TO THE EXTENT THAT A DOWELED TRANSVERSE JOINT WILL NOT BE REQUIRED. REINFORCED PANELS WILL BE INCIDENTAL TO ITEM NO. 2301.501 CONCRETE PAVEMENT AND NO DIRECT COMPENSATION WILL BE MADE THEREFOR.

STATION	286+63	19' PANEL	STATION	493+79	14' PANEL
	345+85	13'-16'-14'-19' PANELS		498+95	12'-15'-13'-18' PANELS
	363+47	18' PANEL		275+70	15'-14' PANELS
	379+98	15-13' PANELS		287+41	13' PANEL
	391+42	19' PANELS		290+12	18'-12' PANELS
	402+26	16' PANEL		304+22	17' PANEL
	430+72	13'-16' PANELS		304+96	13' PANEL
	469+35	14'-19' PANELS			

CONCRETE PAVEMENTS NON-REINFORCED:

CONCRETE PAVEMENT SHELL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD DETAIL PLATE NOTED IN THE PLANS, MODIFIED TO THE EXTENT THAT DOWELS WILL NOT BE REQUIRED IN THE FIRST TEN CONTRATION JOINTS AT BEGINNING OF PROJECT AND LAST TEN CONTRACTION JOINTS AT END OF PROJECT.

AGGREGATE BASE:

ITEM NO. 2211.501 AGGREGATE BASE CLASS 5 INCLUDES 11250 TONS FOR ROAD, 272 TON FOR TWP RD. LT. STA. 512+00 AND 5803 TONS IN CONJUNCTION WITH THE OPERATIONS OF ITEM NO. 2112.501 SUBGRADE PREPARATION.

AGGREGATE SHOULDERING, CLASS 2:

ITEM NO. 2221.501 AGGREGATE SHOULDERING CLASS 2 INCLUDES 2404 TONS FOR 84 ENTRANCES AND APPROACHS AND 24,109 FOR SHOULDERING.

SHOULDER MIXTURE:

ITEM NO. 2331.516 SHOULDER MIXTURE INCLUDES 529 TONS FOR 47 ENTRANCES AND APPROACHES, 326 TONS FOR TWP ROAD RT. STA. 444+00, 100 TONS FOR TWP ROAD LT. STA. 512+00 AND 1,693 TONS FOR BITUMINOUS SHOULDER CONST.

WATER: WATER TO BE USED AS A DUST PREVENTATIVE AS DIRECTED BY THE ENGINEER.

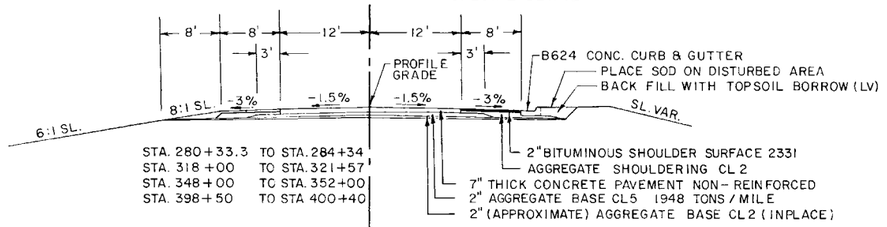
STANDARD PLATES

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

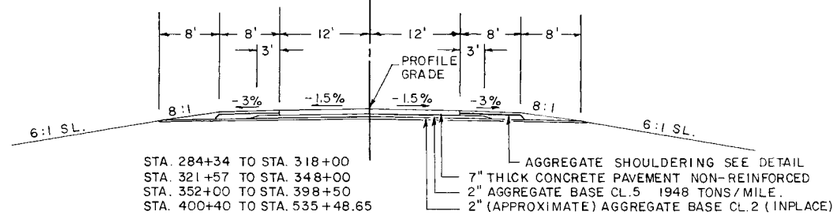
PLATE NO.		DESCRIPTION
0003	A	SPECIFICATION REFERENCE TO STANDARD PLATES.
1016	G	CONCRETE PAVEMENTS NON-REINFORCED.
1070	I	REINFORCED PANEL OVER CULVERTS.
1120	R	CONTRACTION JOINTS
1140	R	LONGITUDINAL JOINTS
1141	B	PAVEMENT KEYWAY FOR KEYED JOINT CONSTRUCTION
1150	N	CONSTRUCTION OF HEADER JOINTS
7035	J	CONCRETE WALK AND CURB RETURNS AT ENTRANCES
7100	E	CONCRETE CURB AND GUTTERS DESIGN B624
8000	H	STANDARD BARRICADES

TYPICAL SECTIONS

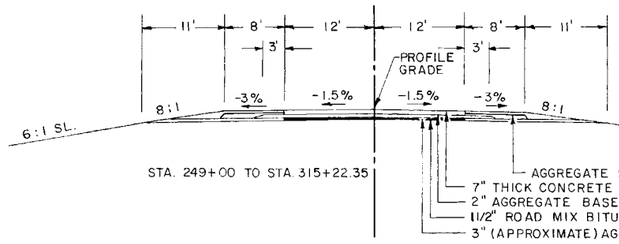
SPECIAL DETAIL



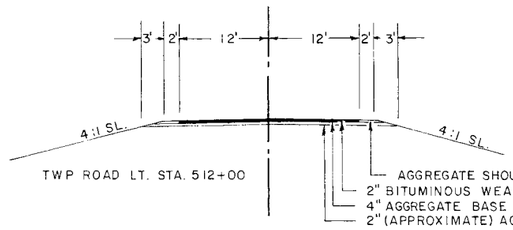
STA. 280+33.3 TO STA. 284+34
STA. 318+00 TO STA. 321+57
STA. 348+00 TO STA. 352+00
STA. 398+50 TO STA 400+40



STA. 284+34 TO STA. 318+00
STA. 321+57 TO STA. 348+00
STA. 352+00 TO STA. 398+50
STA. 400+40 TO STA. 535+48.65

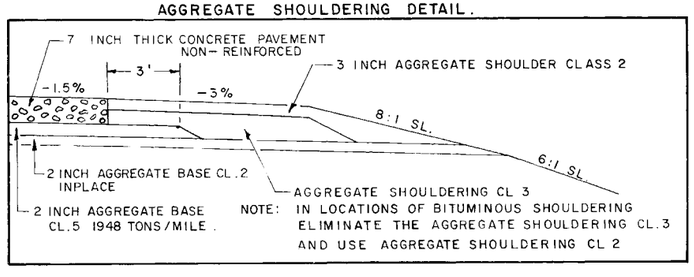


STA. 249+00 TO STA. 315+22.35

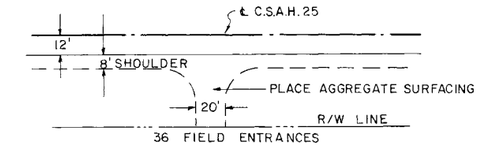


TWP ROAD LT. STA. 512+00

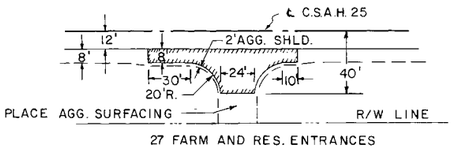
AGGREGATE SHOULDERING DETAIL.



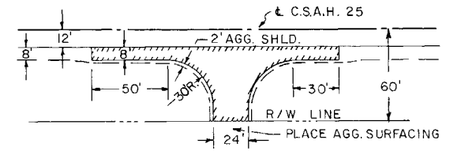
APPROACHES AND ENTRANCES



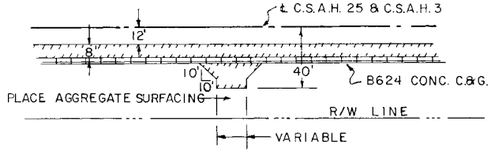
36 FIELD ENTRANCES



27 FARM AND RES. ENTRANCES



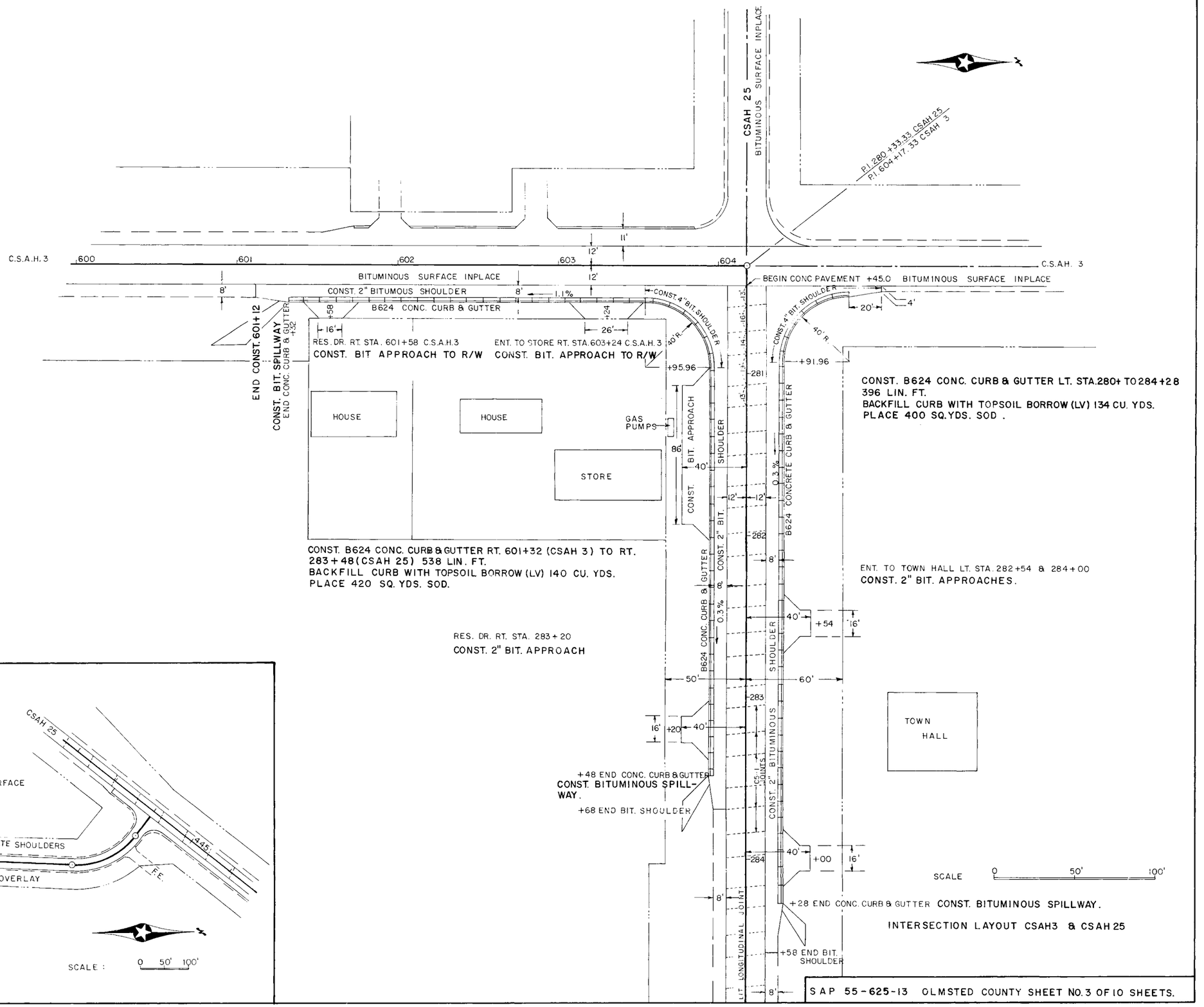
11 ROAD APPROACHES

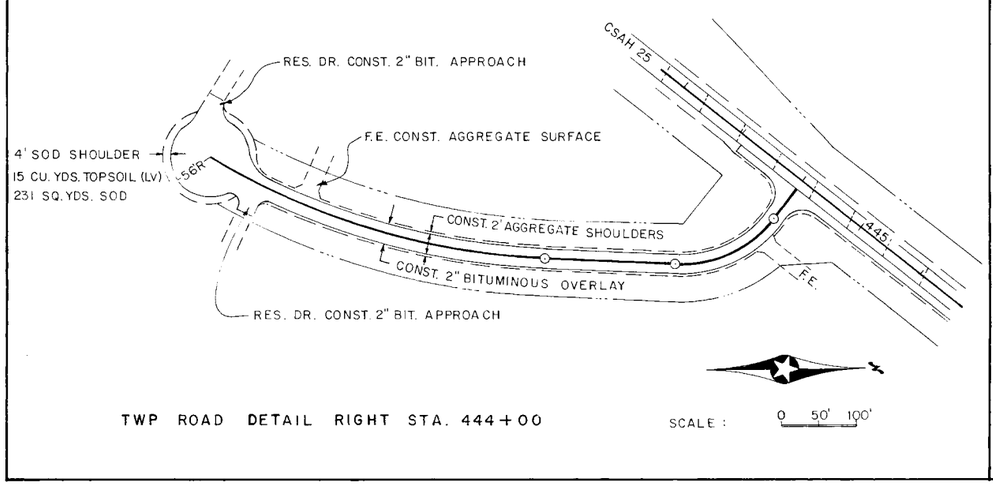


10 URBAN TYPE ENTRANCES

DESIGNATES BITUMINOUS SURFACING.

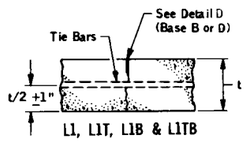
NOTE: ALL DIMENSIONS AND SLOPES SHOWN ON TYPICAL SECTIONS ARE APPROXIMATE.



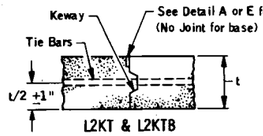


TWP ROAD DETAIL RIGHT STA. 444+00

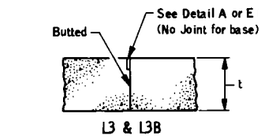
Fed. Proj. No.



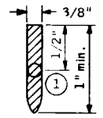
L1, L1T, L1B & L1TB



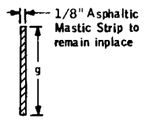
L2KT & L2KTB



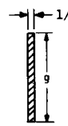
L3 & L3B



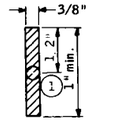
DETAIL A
(Formed & Sealer Spec. 3723)



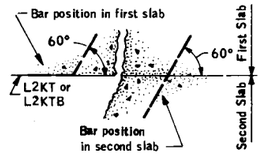
DETAIL B
(Formed & Unsealed)



DETAIL D
(Sawed & Sealer Spec. 3723)
(Base joints unsealed)



DETAIL E
(Sawed & Sealer Spec. 3723)



TIE BAR BENDING DETAIL

TYPE L1 JOINT DEPTHS

Pav't. Thickness	Non-Reinf. Pav't.	Reinforced Pav't.	Concrete Base
t	g	g	g
6"	2"		2"
6-1/2"	2"		2"
7"	2-1/4"		2-1/4"
7-1/2"	2-1/4"		2-1/4"
8"	2-1/2"	2-1/2"	2-1/2"
8-1/2"	2-1/2"	2-1/2"	2-1/2"
9"	2-3/4"	2-3/4"	2-3/4"
10"	3"	3"	3"

LONGITUDINAL JOINTS

CLASS DESIGNATION				JOINT DETAIL	JOINT SEALER SPEC.
Without Tie Bars	With Tie Bars	With Keyway & Tie Bars	Butted		
L1 L1B	L1T L1TB	L2KT L2KTB	L3 L3B	D B or D A or E None	3723 Unsealed 3723 Unsealed

LEGEND

L = Longitudinal Joint
No. = Joint Reference
T = Tie Bars
K = Keyway
B = Concrete Base

EXAMPLE

L2KT
- Tie Bars
- Keyway
- Joint Reference
- Longitudinal Joint

LONGITUDINAL JOINT NOTES

Tie bars for L1TB joints shall be the same size and spacing as shown on standard plan sheet 5-297.217.

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 pav't. to pav't. or base to base. Tie bars in the L2KT or L2KTB joints shall be No. 4 x 2' 6" when tying curb and gutter to pav't. or base.

All tie bars shall meet the requirements of Grade 60 for AASHO M-31 or M-53.

Normally, tied pavement widths shall not exceed 30 feet except bridge approach panels and pavement tapers.

Joint width tolerance, +1/16", -1/32".

Spec. 3723 Sealer - Top of sealer flush to -3/16" below top of pavement surface.

(1) Just prior to sealing joint (Detail A&E) a paper rope with a 1/8" larger diameter than the joint opening may be placed 1/2" below the top of the pavement.

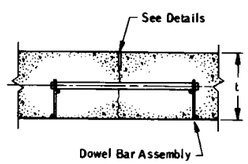
GENERAL NOTES:

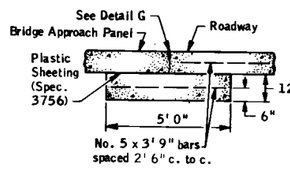
See the following standard plates and standard plan sheet for additional details: Dowel Bar Assembly 1103; Pav't. Keyway 1141; and Concrete Pavement with Skewed Joints 5-297.217.

See paving layouts in the plans for joint class designations to be used and special reinforcement required.

APPROVED June 8, 1981
R. O. Kipp
Director
OFFICE OF ENGINEERING STANDARDS

LONGITUDINAL JOINTS
DESIGN L





CONCRETE SILL
(Included as part of C3S joint)

LEGEND

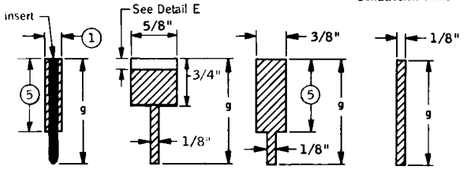
C = Contraction Joint
No. = Joint Reference
-1 = Hot Poured Seal 3723
D = Dowel Bars
S = Concrete Sill
B = Concrete Base

EXAMPLE

C1DB
- Concrete Base
- Dowel Bars
- Joint Reference
- Contraction Joint

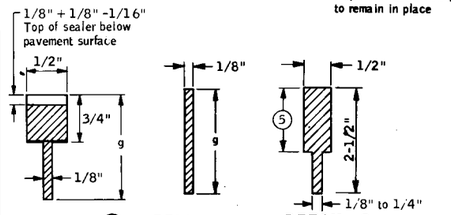
CONTRACTION JOINTS

CLASS DESIGNATION		JOINT DETAIL	JOINT SEALER SPEC.
WITHOUT DOWELS	WITH DOWELS		
C1	C1D	A or C	3721
C1-1	C1D-1	A or B	3723
C1B	C1DB	D or F	Unsealed
C2-1	C2D-1	B	3723
C3S		G	3721
C4	C4D	C	3721
C5-1	C5D-1	E	3723



DETAIL A (Formed, Insert to be removed) DETAIL B (2) (Sawed or Formed (3)) DETAIL C (Sawed) DETAIL D (Formed, Asphaltic mastic strip to remain in place)

MIN. CONTRACTION JOINT DEPTHS			
Pav't. Thickness'	Non-Reinf. Pav't.	Reinforced Pav't.	Concrete Base
t	g	g	g
6"	1-5/8"		1-1/4"
6-1/2"	1-5/8"		1-1/4"
7"	1-5/8"		1-1/2"
7-1/2"	1-5/8"		1-1/2"
8"	1-5/8"	2"	1-1/2"
8-1/2"	1-5/8"	2"	1-1/2"
9"	1-5/8"	2"	1-1/2"
10"	2"	2-1/2"	2"



DETAIL E (6) Sawed DETAIL F Sawed DETAIL G Formed and Sawed (4)

(1) Design C1 or C1D: Prior to installing preformed joint sealer in the formed joint, (Detail A) the joint shall be widened to a nominal width of 3/8" by sawing along the full length of the formed joint.

Design C1-1 or C1D-1: Prior to sealing formed joint (Detail A) with hot poured joint sealer, the joint shall be widened to a nominal width of 5/8" for a depth of 3/4", +1/8", -1/16", by sawing along the full length of the formed joint. Prior to sealing joint (Detail B) with hot poured joint sealer a strip of paper 5/8" wide shall be placed on the bottom of the 5/8" wide joint

(2) Design C1-1 or C1D-1, C2-1 or C2D-1: Prior to sealing joint (Detail B) with hot poured joint sealer a strip of paper 5/8" wide shall be placed on the bottom of the 5/8" wide Joint.

(3) Design C2-1 or C2D-1: Use insert for forming joint (no sawing permitted).

(4) Use 5/16" x 2" insert for forming joint. Final dimensions shall be obtained by sawing.

(5) Depth shall be 1/4" greater than preformed joint sealer when compressed to fit joint design width.

(6) Design C5-1 or C5D-1: Prior to sealing joint (Detail E) with hot poured joint sealer a strip of paper 1/2" wide shall be placed on the bottom of the 1/2" wide joint

CONTRACTION JOINT NOTES

In concrete base construction the contraction joints shall be spaced at 30 foot intervals and at right angles to the longitudinal joints except as noted below. Where 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 feet nor more than 30 feet.

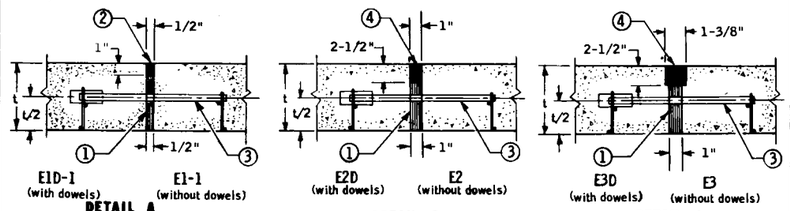
Joint width tolerances: +1/16", -1/32"

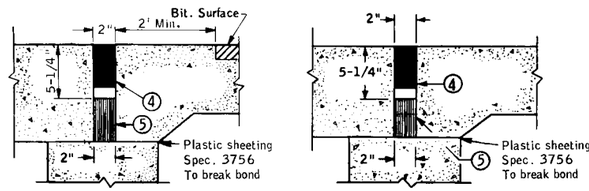
GENERAL NOTES:

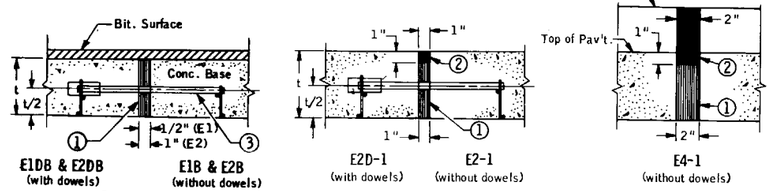
See the following standard plates and standard plan sheet for additional details: Dowel Bar Assembly 1103; Construction of Header Joints 1150, and Concrete Pavement with Skewed Joints 5-297.217.

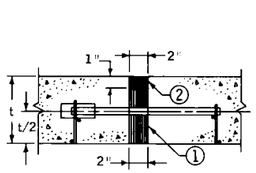
See paving layouts in the plans for joint class designation to be used and special reinforcement required.

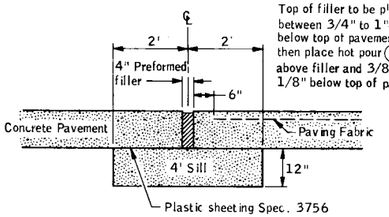
CONTRACTION JOINTS
DESIGN C











Top of filler to be placed between 3/4" to 1" below top of pavement, then place hot pour (2) above filler and 3/8" ± 1/8" below top of pav't.

DETAIL E&S JOINT

(1) Preformed Joint Filler Material - Spec. 3702

(2) Joint Sealer as specified. Top of sealer, flush to 1/8" below top of pavement surface. Top of sealer for curb section E joints flush with surface (0") ± 1/8".

(3) Dowel Bar Assembly See Std. Pl. 1103

(4) Joint Sealer - Spec. 3721 Refer to plans for details of sealer

(5) Preformed Joint Filler Material - Spec. 3702 or an approved sheet polystyrene.

LEGEND

E = Expansion Joint
No. = Joint Reference
-1 = Hot Poured Seal (2)
D = Dowel Bars
B = Concrete Base

EXAMPLE

E1D-1
- Hot Poured Seal (2)
- Dowel Bars
- Joint Reference
- Expansion Joint

EXPANSION JOINTS

CLASS DESIGNATION		JOINT DETAIL	JOINT SEALER SPEC.
WITH DOWELS	WITHOUT DOWELS		
E1D-1	E1-1	A	(2)
E1DB	E1B	F	Unsealed
E2D	E2	B	3721
E2D-1	E2-1	G	(2)
E2DB	E2B	F	Unsealed
E3D	E3	C	3721
	E4	E	3721
	E4B	D	3721
	E4-1	H	(2)
E4D		I	(2)

EXPANSION JOINTS
DESIGN E

PAVEMENT JOINTS

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Fed. Proj. No.

BEGIN: S.A.P. 55-625-13
STA. 280 + 33.33

C.S.A.H. 25

C.S.A.H. 3

TOWN HALL ENT. LT. 282+54 & 284+00
CONST. 2" BITUMINOUS APPROACHES

℄ CULV. 286+63
INPL. 102" SPAN x 86' R.C.P.-A.
CONST. 19' REINFORCED PANEL
STA. 286+52 TO STA. 286+71

F. E. LT. 289+75
CONST. AGGREGATE SURFACE

8' AGGREGATE SHOULDER
8' AGGREGATE SHOULDER
24' CONC. PAVEMENT NON-REINFORCED

GAS PUMPS
STORE

END CURB & GUTTER

NOTE: C5-1 CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' & 13' PANELS. ROTATION OF JOINTS TO BE AT 13', 16', 14', AND 19' UNLESS OTHERWISE SHOWN.

P.I. 280+33.33
3/4" PIPE

CENTER SECTION 15 T.106 N. R.13 W.

SEE PLAN SHEET NO. 3 FOR DETAIL DRAWING FROM STA. 280+33.33 TO STA. 284+50

RES. DR. RT. 283+20
CONST. 2" BITUMINOUS APPROACH

F.E. RT. 289+83
CONST. AGGREGATE SURFACE

RES. DR. RT. 290+54, 291+80 & 293+45
CONST. 2" APPROACES & RT. TURN LANES

F.E. RT. 295+26
CONST. AGGREGATE SURFACE

F.E. RT. 296+00
CONST. AGGREGATE SURFACE

B.M. ELEV. 1078.74
SPK. IN P.P. S.W. COR. INTERS. 3 & 25

B.M. ELEV. 1091.38
TOP ELEC. METER POST RT. 294+52

B.M. ELEV. 1097.14
SPK. IN P.P. RT.
STA. 297+48

P.V.C. +55.26316
ELEV. 75.23421

P.I. +55.26316
ELEV. 75.23421
800' V.C.
M = 3.8

P.V.T. +55.26316
ELEV. 88.23420

-0.3%

+3.5%

℄ FINISHED GRADE ELEV.

RES. DR. LT. 309+18
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

F.E. LT. 311+50
CONST. AGGREGATE SURFACE

RES. DR. LT. 321+48 & 323+25
CONST. 2" BITUMINOUS APPROACHES

CONST. B624 CONC. CURB & GUTTER LT. STA. 319+50 TO 321+33.
CONST. 2" BITUMINOUS SHOULDER LT. STA. 319+30 TO 323+85
BACKFILL CURB WITH TOPSOIL BORROW (LV) 77 CU. YDS.
PLACE 243 SQ. YDS. SOD.

8' AGGREGATE SHOULDER
8' AGGREGATE SHOULDER
24' CONC. PAVEMENT NON-REINFORCED

NOTE: C5-1 CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' AND 13' PANELS. ROTATION OF JOINTS TO BE AT 13', 16', 14', AND 19' UNLESS OTHERWISE SHOWN.

F.E. RT. 309+66
CONST AGGREGATE SURFACE

RES. DR. RT. 318+31 & 321+45
CONST. 2" BITUMINOUS APPROACHES

CONST. B624 CONC. CURB & GUTTER RT. STA. 318+46 TO STA. 321+30.
CONST. 2" BITUMINOUS SHOULDER RT. STA. 317+71 TO STA. 321+75.
BACKFILL CURB WITH TOPSOIL BORROW (LV) 116 CU. YDS.
PLACE 335 SQ. YDS. SOD.

CONST. BITUMINOUS SPILLWAY LT. & RT. STA. 321+65.
BITUMINOUS QUANTITIES INCLUDED IN SHOULDER MIXTURE.

F.E. RT. 323+45
CONST. AGGREGATE SURFACE

B.M. ELEV. 1137.22
SPK. IN P.P. RT.
STA. 307+06

B.M. ELEV. 1162.37
SPK. IN P.P. RT.
STA. 318+68

B.M. ELEV. 1127.57
SPK. IN P.P. 50' RT.
STA. 331+12

P.V.C. +89.06250
ELEV. 46.41719

P.I. +89.06250
ELEV. 69.16719
1300' V.C.
M = 10.4

P.V.T. +89.06250
ELEV. 69.31719

P.V.C. +36.20689
ELEV. 40.25003

P.I. +86.20689
ELEV. 33.00003
500' V.C.
M = 0.90625

P.V.T. +36.20689
ELEV. 29.37501

+3.5%

-2.9%

-1.45%

℄ FINISHED GRADE ELEV.

~~State Proj. No.~~ S.A.P. 55-625-13 OLMSTED COUNTY **Sheet No. 5 of 10 Sheets**

Fed. Proj. No.

F. E. LT. 343 + 90
CONST. AGGREGATE SURFACE

℄ CULV. 345 + 85 SKEWED 30°
INPL. 60" x 112' R.C.P.
CONST. 13', 16', 14', AND 19' REINFORCED PANELS
STA. 345 + 55 TO STA. 346 + 17.

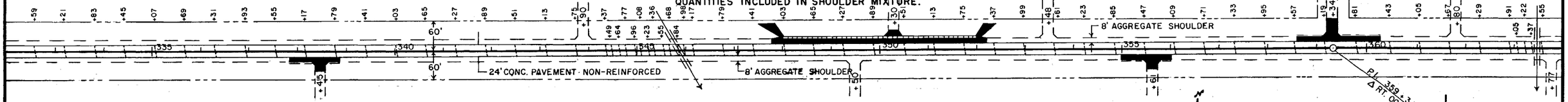
RES. DR. RT. 350 + 30
CONST. 2" BITUMINOUS APPROACH

CONST. B624 CONC. CURB & GUTTER LT. STA. 348+00 TO STA. 352+00. CONST. 2" BITUMINOUS SHOULDER STA. 347+80 TO STA. 352+20. BACKFILL CURB WITH TOPSOIL BORROW (LV) 162 CU. YDS. PLACE 497 SQ. YDS. SOD.
CONST. BIT. SPILLWAYS LT. STA. 348+00 & 352+00.
QUANTITIES INCLUDED IN SHOULDER MIXTURE.

F. E. LT. 353 + 48
CONST. AGGREGATE SURFACE

TWP. RD. LT. 359 + 34
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

F. E. LT. 361 + 80
CONST. AGGREGATE SURFACE



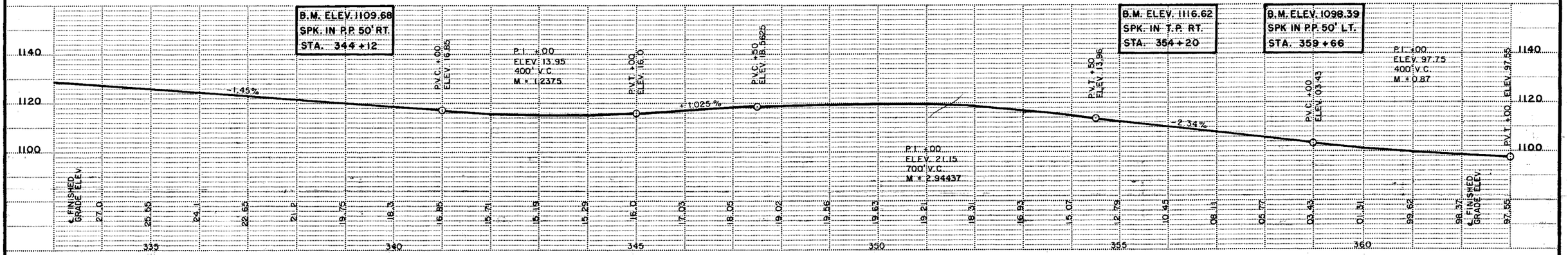
NOTE: C5-1 CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' & 13' PANELS. ROTATION OF JOINTS TO BE AT 13', 16', 14' AND 19' UNLESS OTHERWISE SHOWN.

RES. DR. RT. 338 + 45
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

F. E. RT. 349 + 50
CONST. AGGREGATE SURFACE

RES. DR. RT. 355 + 61
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

F. E. RT. 363 + 77
CONST. AGGREGATE SURFACE



℄ CULV. STA. 363 + 47
INPL. 65" SPAN x 78' R.C.P.-A
CONST. 18' REINFORCED PANEL
STA. 363 + 37 TO STA. 363 + 55

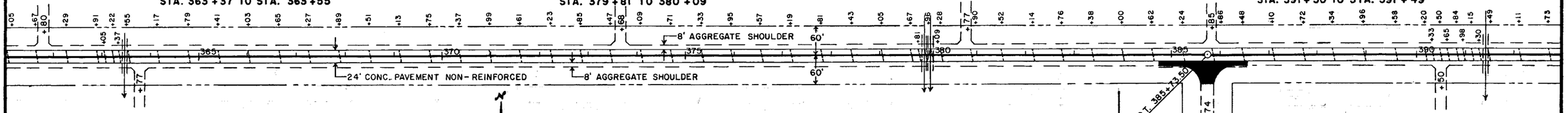
F. E. LT. 373 + 68
CONST. AGGREGATE SURFACE

℄ CULV. 379 + 94 & 380 + 02
INPL. 2-44" SPAN x 80' R.C.P.-A
CONST. 15' AND 13' REINFORCED PANELS
STA. 379 + 81 TO 380 + 09

F. E. LT. 380 + 77
CONST. AGGREGATE SURFACE

F. E. LT. 385 + 85
CONST. AGGREGATE SURFACE

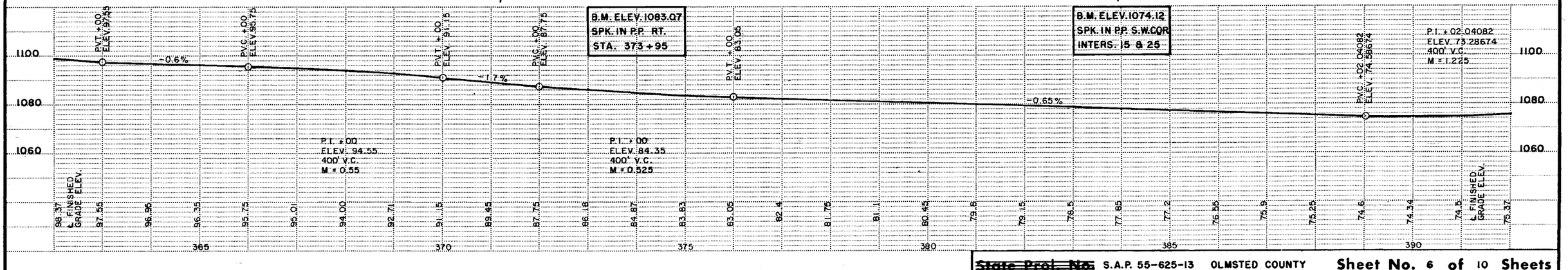
℄ CULV. 391 + 42
INPL. 74" SPAN x 82' R.C.P.-A
CONST. 19' REINFORCED PANEL
STA. 391 + 30 TO STA. 391 + 49



NOTE: C5-1 CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' AND 13' PANELS. ROTATION OF JOINTS TO BE AT 13', 16', 14', AND 19' UNLESS OTHERWISE SHOWN.

C.S.A.H. 15 RT. 385 + 74
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

F.E. RT. 390 + 50
CONST. AGGREGATE SURFACE



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Fed. Proj. No.

NOTE: C5-1 CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' AND 13' PANELS. ROTATION OF JOINTS TO BE AT 13', 16', 14' AND 19' UNLESS OTHERWISE SHOWN

P.I. 407 +36.00
Δ LT. 66° 16'
D = 5° 00'
T = 747.96'
L = 1325.33
R = 1145.92

P.C. 399 +88.04

MATCH LINE STA. 405 +00

8' AGGREGATE SHOULDER

24' CONC. PAVEMENT NON-REINFORCED

8' AGGREGATE SHOULDER

CONST. 2" BITUMINOUS SHOULDER LT. STA. 399 +00 TO STA. 416 +05

MATCH LINE

24' CONC. PAVEMENT NON-REINFORCED

8' BITUMINOUS SHOULDER

8' AGGREGATE SHOULDER

RES. DR. LT. 415 +45
CONST. 2" BITUMINOUS APPROACH

F.E. LT. 416 +98
CONST. AGGREGATE SURFACE

C.R. 104 LT. 419 +15
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

P.T. 413 +13.37

C.R. 104

P.C. 419 +73.13

RES. DR. RT. 398 +55 & 400 +44
CONST. 2" BITUMINOUS APPROACH

CONST. B624 CONC. CURB & GUTTER RT. STA. 398 +70 TO STA. 400 +29.
CONST. 2" BITUMINOUS SHOULDER RT. STA. 397 +95 TO STA. 400 +74.
BACKFILL CURB WITH TOPSOIL BORROW (LV) 64 CU. YDS.
PLACE 196 SQ. YDS. SOD.
CONST. BITUMINOUS SPILLWAY RT. STA. 398 +40
BIT. QUANTITIES INCLUDED IN SHOULDER MIXTURE.

℄ CULV. 402 +26
INPL. 54"x 100' R.C.P.
CONST. 16' REINFORCED PANEL STA. 402 +18 TO STA. 402 +34

C.R. 104 RT. 412 +00
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

B.M. ELEV. 1089.01
PAINTED BOLT TOP
WELL RT. 399 +60

B.M. ELEV. 1116.50
SPK. IN P.P. 60' LT.
STA. 420 +50

P.V.T. +00.00
ELEV. 1086.72

P.V.C. +50 ELEV. 86.75

P.I. +50
ELEV. 89.35
400' V.C.
M = 0.75

P.V.T. +50 ELEV. 90.9

P.V.C. +50 ELEV. 91.55

P.I. +50
ELEV. 92.15
400' V.C.
M = 1.55

P.V.T. +50 ELEV. 99.05

P.V.C. +00
ELEV. 10.85

P.I. +50
ELEV. 23.15
900' V.C.
M = 5.0625

P.V.T. +00 ELEV. 21.2

+1.8%

+0.3%

+3.4%

1120
1100
1080

74.5 75.37 76.85 78.65 80.45 82.25 84.05 85.85 87.6 89.03 90.08 90.75 91.1 91.4 91.8 92.87 94.72 97.35 00.65 04.05 07.45 10.85 14.0 16.65 18.85 20.45 21.6 22.3 22.4 22.05 21.2

℄ FINISHED GRADE ELEV.

395 400 405 410 415 420

NOTE: C5-1 CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' AND 13' PANELS. ROTATION OF JOINTS TO BE AT 13', 16', 14' AND 19' UNELESS OTHERWISE SHOWN.

C.R. 104

8' AGGREGATE SHOULDER

24' CONC. PAVEMENT NON-REINFORCED

8' AGGREGATE SHOULDER

P.I. 424 +00
RT. 16° 57'
D = 2° 00'
T = 426.87'
L = 847.50
R = 2864.79

P.C. 419 +73.13

℄ CULV. 430 +72
INPL. 42"x 128' R.C.P.
CONST. 13' AND 16' REINFORCED PANEL STA. 430 +57 TO STA. 430 +86

F.E. LT. 433 +00
CONST. AGGREGATE SURFACE

P.C. 434 +13.19

P.I. 437 +77.40
Δ LT. 5° 27'
D = 0° 45'
T = 363.71'
L = 726.67'
R = 7639.44'

P.T. 441 +40.46

RES. DR. LT. 446 +76
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE.

P.T. 428 +20.63

RES. DR. RT. 423 +40
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

TWP. RD. RT. 444 +00
SEE PLAN SHEET NO. 3 FOR CONSTRUCTION DETAILS

TWP. RD.

F.E.

P.C. 446 +84.17

F.E. RT. NORTH TWP. RD.
CONST. AGGREGATE SURFACE

B.M. ELEV. 1112.44
HUB 100' LT.
STA. 433 +50

P.V.T. +00
ELEV. 21.2

P.V.C. 15.71428
ELEV. 05.62715

P.I. + 65.71428
ELEV. 01.77715
700' V.C.
M = 3.0625

P.V.T. +15.71428
ELEV. 85.87715

P.V.C. +00
ELEV. 98.8

-1.1%

-4.6%

+4.8%

1120
1100
1080
1060
1040

22.05 21.2 20.1 19.0 17.9 16.8 15.7 14.6 13.5 12.4 11.3 10.2 09.1 08.0 06.9 05.8 04.52 02.75 00.98 97.7 94.43 90.66 86.39 81.8 77.2 72.6 68.0 63.4 58.8 54.66 51.45

℄ FINISHED GRADE ELEV.

425 430 435 440 445 450

~~State Proj. No.~~ S.A.P. 55-625-13 OLMSTED COUNTY

Sheet No. 7 of 10 Sheets

Fed. Proj. No.

TWP RD. LT. 450+80
CONST. 2" BITUMINOUS APPR.
& RT. TURN LANE

NOTE: C5-1 CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' AND 13' PANELS. ROTATION OF JOINTS TO BE AT 13', 16', 14' AND 19' UNLESS OTHERWISE SHOWN.

P.T. 457+83.00

TWP RD. +80

P.I. 452+80.15
Δ RT. 54°56.15
D 5°00'
T 595.98'
L 1098.83'
R 1145.92'

℄ CULV. 469+30 & 469+40
INPL. 2-59" SPAN x 78" RCP-A.

CONST. 14'AN 19' REINFORCED PANELS
STA. 469+18 TO 469+51.

R.O.T. 468+25.20

EQUATION

RES. DR. LT. 470+28
CONST. 2" BITUMINOUS APPROACH
& RT. TURN LANE

RES. DR. LT. 485+29
CONST. 2" BITUMINOUS APPROACH
& RT. TURN LANE.

8' AGGREGATE SHOULDER

24' CONC. PAVEMENT NON-REINFORCED

8' AGGREGATE SHOULDER

CONST. 2" BITUMINOUS SHOULDER RT.
STA. 443+08 TO 469+00

F.E. RT. 472+26
CONST. AGGREGATE SURFACE

TWP. RD. RT. 480+46
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE.

F.E. RT. 486+70
CONST. AGGREGATE SURFACE

B.M. ELEV. 1042.04
SPK. IN P.P. 50' LT.
STA. 470+35

B.M. ELEV. 1038.83
SPK. IN P.P. 55' LT.
STA. 489+10

P.I. 452+80.15
Δ RT. 54°56.15
D 5°00'
T 595.98'
L 1098.83'
R 1145.92'

P.I. +00
ELEV. 49.6
400' V.C.
M = 1.85

P.V.T. +00
ELEV. 47.8

-0.9%

P.V.C. +77.78261
ELEV. 45.29997

P.I. +77.78261
ELEV. 43.49995
400' V.C.
M = 0.575

P.V.T. +19.98261
ELEV. 43.99995

+0.25%

P.V.C. +00
ELEV. 46.95

P.I. +00
ELEV. 47.45
400' V.C.
M = 0.35

P.V.T. +00
ELEV. 46.55

-0.45%

1060
1040
1020

℄ FINISHED GRADE ELEV.
54.66 51.45 49.16 47.8 46.9 46.0 45.1 44.4 44.04 43.88
43.88 43.95 44.2 44.45 44.7 44.95 45.2 45.45 45.7 45.95 46.2 46.45 46.7 46.95 47.1 47.10 46.81 46.55 46.1 45.65 45.2 44.79

450 455 470 475 480 485

EQUATION

RT. TURN LANE

RES. DR. LT. 518+16
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE.

P.I. 494+14.28
Δ LT. 24°59'
D 4°
T 317.34
L 624.58
R 1432.39

P.C. 490+96.94

℄ CULV. 493+79
INPL. 6"x 86' RCP

CONST. 14' REINFORCED PANEL STA. 493+72 TO 493+86.

P.T. 497+21.52

F.E. LT. 497+50
CONST. AGGREGATE SURFACE.

℄ CULV. 498+95 SKEWED 30°
INPL. 48"x 98' RCP

CONST. 12', 15', 13' & 18' REINF. PANELS STA. 498+67 TO 499+25

F.E. LT. 501+80
CONST. AGGREGATE SURFACE

TWP RD. LT. 512+00
CONST. 4" AGGREGATE BASE
CONST. 2" BITUMINOUS SURFACE & RT. TURN LANE 12' WIDE.
CONST. 2' AGGREGATE SHOULDER.
SEE TYPICAL SECTION ON SHEET 2

TWP RD. +00

END 12' WIDE RT. TURN

8' AGGREGATE SHOULDER

24' CONC. PAVEMENT NON-REINFORCED

F.E. RT. 496+75
CONST. AGGREGATE SURFACE

F.E. RT. 499+61
CONST. AGGREGATE SURFACE

F.E. RT. 504+20
CONST. AGGREGATE SURFACE

NOTE: C5-1 CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' AND 13' PANELS. ROTATION OF JOINTS TO BE AT 13', 16', 14' AND 19' UNLESS OTHERWISE SHOWN.

B.M. ELEV. 1039.05
SPK. IN P.P. 50' LT.
STA. 498+10

P.V.C. +02.24719
ELEV. 40.86989

P.I. +02.24719
ELEV. 39.23989
600' V.C.
M = 3.3375

P.V.T. +02.24719

-0.45%

+4.0%

P.V.C. +50
ELEV. 66.15

B.M. ELEV. 1081.65
SPK. IN P.P. 60' RT.
STA. 513+90

P.I. +50
ELEV. 02.15
1800' V.C.
M = 20.25

1080
1060
1040

℄ FINISHED GRADE ELEV.
45.2 44.75 44.3 43.85 43.4 42.95 42.5 42.05 41.6 41.61 42.15 43.54 45.66 48.54 52.15 56.15 60.15 64.15 68.07 71.69 74.59 77.09 79.09 80.59 81.59 82.09 82.09 81.89 80.59 79.09 77.08

490 495 500 505 510 515

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RES. DR. LT. 518 +16
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

P.I. 521 +11.60
Δ LT. 1° 00'
D = 00° 08' 30"
T = 352.94'
L = 705.89'
R = 40,444.07

RES. DR. LT. 521+31
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

F. E. LT. 524 + 11
CONST. AGGREGATE SURFACE

F. E. LT. 526 + 15
CONST. AGGREGATE SURFACE

P.O.T. 535+48.56 = EQUATION

P.C. 517+58.66

P.T. 524+64.54

F. E. LT. 249 + 22
CONST. AGGREGATE SURFACE

P.O.T. 249+00

8' AGGREGATE SHOULDER

24' CONC. PAVEMENT NON-REINFORCED

8' AGGREGATE SHOULDER

F. E. RT. 520 +25
CONST. AGGREGATE SURFACE

RES. DR. RT. 523 +81
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

RES. DR. RT. 527 + 20
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

P.C. 527+90.57

F. E. RT. 534 + 43
CONST. AGGREGATE SURFACE

P.I. 531 + 47.70
Δ RT. 00° 50'
D = 00° 07'
T = 357.17'
L = 714.58'
R = 34,377.40'

P.T. 535+04.84

C.R. 125 +45

C.R. 125 RT. 249 + 45
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

NOTE: C5-I CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' AND 13' PANELS. ROTATION OF JOINTS TO BE AT 13', 16', 14' AND 19' UNLESS OTHERWISE SHOWN.

B.M. ELEV. 1030.88
SPK. IN PP 60' RT.
STA. 535 + 48

P.I. +00
ELEV. 44.65
500' V.C.
M = 2.1875

P.V.T. +50 ELEV. 57.16
P.V.C. +00 ELEV. 57.16
-2.0%
P.V.T. +50 ELEV. 40.90
-1.5%
P.V.C. +31.42857 ELEV. 35.67858
P.V.T. +31.42857 ELEV. 32.77858
EQUATION

B.M. ELEV. 1030.01
SPK. IN P.P. RT.
STA. 261 +00

P.I. +00
ELEV. 28.55
400' V.C.
M = 0.335

-0.45%
P.V.C. +00 ELEV. 30.45
P.V.T. +00 ELEV. 29.99
+0.22%
EQUATION

1080
1060
1040
1020

520 525 530 535 250 255 260

79.09 77.09 74.59 71.59 68.09 64.09 59.59 56.74 50.44 46.82 43.84 41.74 40.16 38.66 37.16 35.71 34.52 33.6 32.93 32.70 32.70 32.25 31.85 31.35 30.9 30.45 30.08 29.86 29.86 29.99 30.21 30.45

℄ FINISHED GRADE ELEV.

NOTE: C5-I CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' AND 13' PANELS. ROTATION OF JOINTS TO BE AT 13', 16', 14' AND 19' UNLESS OTHERWISE SHOWN.

8' AGGREGATE SHOULDER

24' CONC. PAVEMENT NON-REINFORCED

8' AGGREGATE SHOULDER

P.I. 263 +92.72
Δ RT. 5° 19'
D = 0.99 38°
T = 265.898'
L = 531.39'
R = 5744.63'

P.C. 261 +26.83

P.T. 266+58.22 = EQUATION

1.33

P.O.T. 266+56.84

F. E. LT. 271 +96
CONST. AGGREGATE SURFACE

℄ CULV. 275+66 & 275 +75
INPL. 2-51" SPAN x 78' R.C.P.-A.
CONST. 15' AND 14' REINFORCED PANELS STA. 275 +57 TO STA. 275 + 86.

34TH. AVE. S.W. LT. 275+97
T.W.P. RD.
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE.

RES. DR. LT. 277 +87
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

F. E. LT. 281 +24
CONST. AGGREGATE SURFACE

℄ CULV. 287 +41
INPL. 30" x 82' R.C.P.
CONST. 13' REINFORCED PANEL. STA. 287 +37 TO STA. 287 +50

MATCH EQUATION LINE
P.O.T. 280+65.87

RES. DR. LT. 279+83
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE

T.W.P. RD.

F. E. RT. 266 +16
CONST. AGGREGATE SURFACE

P.C. 271+88.09

F. E. RT. 279 +75
CONST. AGGREGATE SURFACE

P.I. 276 +38.38
Δ RT. 29° 26' 20"
D = 2.98 26°
T = 430.99'
L = 884.67'
R = 1924.86'

P.T. 280+72.76 = EQUATION

MATCH LINE

EQUATION LINE

6.81

B.M. ELEV. 1027.83
SPK. IN P.P. RT.
STA. 267 +75

P.I. +00
ELEV. 31.31
400' V.C.
M = 0.325

P.V.C. +00 ELEV. 30.87
P.V.T. +00 ELEV. 30.45
+0.22%

-0.43%
P.V.C. +00 ELEV. 27.44

B.M. ELEV. 1022.83
BOLT IN P.P. 57'
RT. STA. 277 +22

P.I. +00
ELEV. 26.58
400' V.C.
M = 0.19

P.V.T. +00 ELEV. 26.48
-0.05%

-0.05%

EQUATION

1040
1020

260 265 267 270 275 280 281 285

30.21 30.43 30.65 30.87 31.01 30.99 30.8 30.45 30.20 30.2 30.02 29.59 29.16 28.73 28.3 27.87 27.44 27.06 26.77 26.58 26.48 26.43 26.38 26.33 26.294 26.234 26.28 26.23 26.18 26.13 26.08 26.03 25.98

℄ FINISHED GRADE ELEV.

℄ CULV. 290+07 & 290+17
INPL. 2-59" SPAN x 78' RCP.-A
CONST. 18' & 12' REINFORCED PANEL
STA. 289+95 TO 290+25

CR. 122

P.I. 291+94.48
△ RT 6° 51'
D 0.99738°
T 343.81
L 686.80
R 5744.63

P.C. 288+50.67

P.T. 295+37.47 =

EQUATION

CR. 122 LT. 291+25
CONST. 4" BITUMINOUS APPROACH, RIGHT TURN LANE 12' WIDE & 2' AGGREATE SHOULDER.

℄ CULV. 304+25
INPL. 30"x 88' RCP
CONST. 17' REINF. PANEL STA. 304+14 TO 304+31.

RES. DR. LT. 304+75
CONST. 2" BIT. APPROACH.

℄ CULV. 304+96
INPL. 30"x 84'
CONST. 13' REINF. PANEL STA. 304+89 TO 305+02

RES. DR. LT. 305+48
CONST. 2" BITUMINOUS APPROACH.

RES. DR. LT. 307+03
CONST. 2" BITUMINOUS APPROACH & RT. TURN LANE.

CONST. 12' WIDE 4" BITUMINOUS BY-PASS LANE LT. STA. 299+60 TO 306+93 & 2' AGGREGATE SHOULDER.

P.I. 306+80.39
△ RT. 47° 19' 30"
D 3° 14'
T 776.49
L 1463.66
R 1772.03

PIT ENT. RT. 302+02
CONST. 4" BITUMINOUS APPR. ACCELERATION LANE 12' WIDE & 2' AGGREGATE SHOULDERS. Rt sta 301+40 to sta 310+50

P.C. 299+03.9 =

F.E. RT. 306+12
CONST. AGGREGATE APPROACH.

P.O.T. 295+35.67

B.M. EL. 1023.0
BOLT IN P.P. LT.
STA. 291+01

B.M. EL. 1022.68
SPK. IN P.P. 66' RT. STA. 292+07

B.M. EL. 1022.89
SPK. IN T.P. LT.
STA. 306+05

P.I.+00 ELEV. 25.93
P.I.+00 ELEV. 25.33

-0.05 %
-0.24 %
-0.24%

P.I.+00
ELEV. 25.83
400' V.C.
M = 0.095

1040
1020
1000

℄ FINISHED GRADE ELEV.
26.03 25.98 25.93 25.86 25.73 25.57 25.35 25.11 24.87 24.63 24.38 24.15 23.91 23.67 23.43 23.19 22.95 22.71 22.47 22.23 21.99 21.75 21.51 22.27

290 295 300 305 308

EQUATION

NOTE: C5-1 CONTRACTION JOINTS SHOWN ARE THE JOINTS LOCATED BETWEEN THE 19' AND 13' PANELS. ROTATION OF JOINTS TO BE AT 13'-16'-14' AND 19' UNLESS OTHERWISE SHOWN.

P.T. 313+67.56 =

P.O.T. 313+60.96

END : SAP 55-625-13
STA. 315+22.35

B.M. EL. 1019.20
REINF. ROD ℄
STA. 315+22.35

-0.24%
-0.24%

℄ FINISHED GRADE ELEV.
21.51 21.27 21.03 20.79 20.55 20.31 20.15 20.15 20.06 19.82 19.77

310 315

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