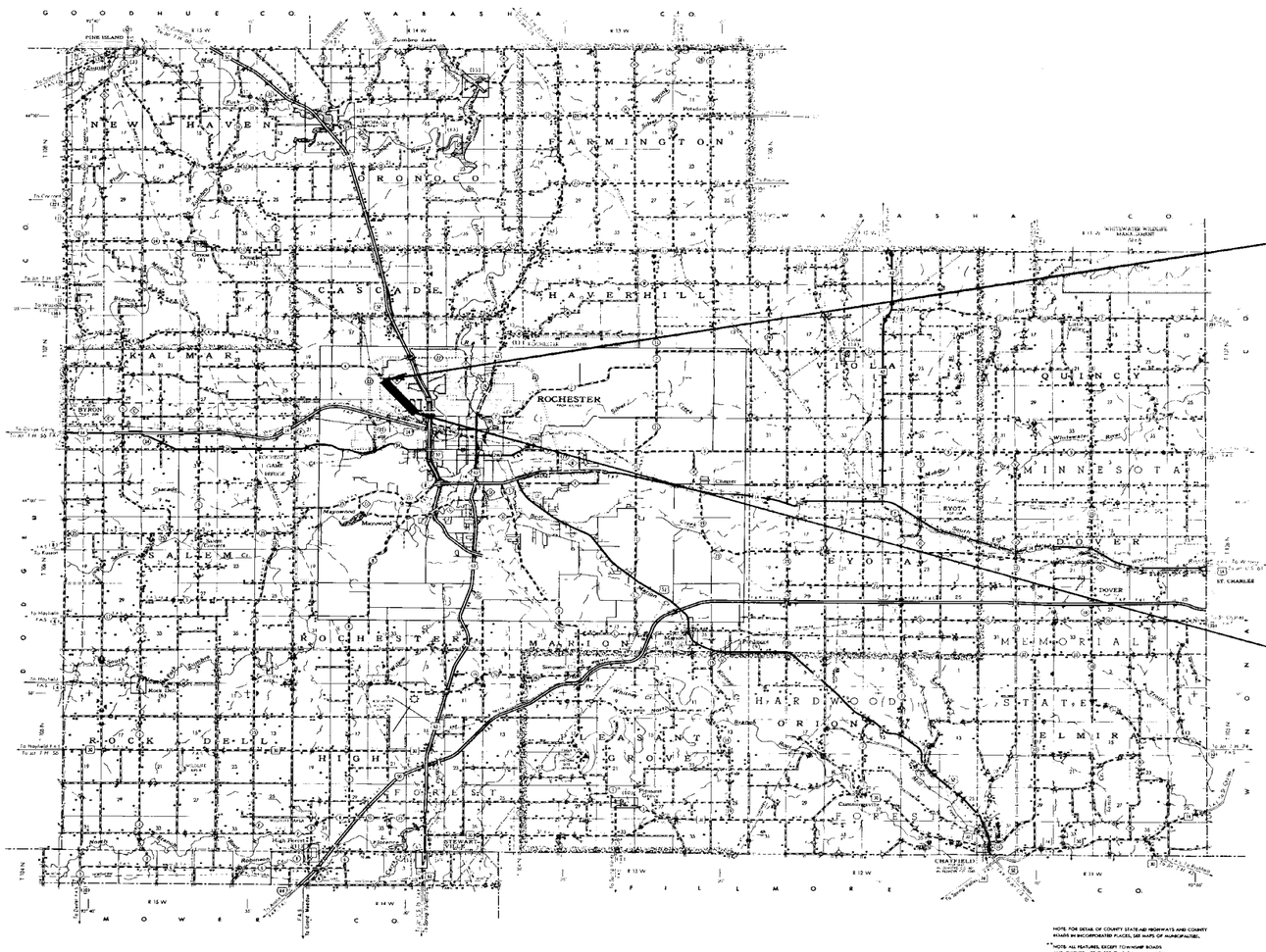
FORM 100-A '65

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 (45° 20° PI, PT, PT)
RETAINING WALL
RAILROAD
RAILROAD RIGHT-OF-WAY LINE
RIVER OR CREEK (NAME)
DRY RUN
DRAINAGE DITCH (SIZE)
DRAIN TILE
CULVERT
DROP INLET
GUARD RAIL
BARBED WIRE FENCE
WOVEN WIRE FENCE
CHAIN LINK FENCE (C.L.)
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
(TIMBER)
CATCH BASIN (C.B.)
FIRE HYDRANT
CATTLE GUARD
OVERPASS (Highway Over)
UNDERPASS (Highway Under)
BRIDGE
BUILDING (One Story Frame) (F.S.F.)
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 (G)
SAND PIT (S)
BORROW PIT (B)
ROCK QUARRY (Q)

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 (G)
WATER MAIN (W)
CONDUIT
TELEPHONE CABLE IN CONDUIT (T)
ELECTRIC CABLE IN CONDUIT (P)
TELEPHONE MANHOLE (T)
ELECTRIC MANHOLE (P)
BURIED TELEPHONE CABLE (T-BUR)
BURIED ELECTRIC CABLE (P-BUR)
AERIAL TELEPHONE CABLE (T-AE)
SEWER, (SANITARY OR STORM)
SEWER MANHOLE



NOTE: FOR DETAIL OF COUNTY STATE AID HIGHWAYS AND COUNTY ROADS IN INCORPORATED PLACES, SEE MAPS OF MUNICIPALITIES.

* NOTE: ALL FEATURES, EXCEPT TOWNSHIP ROADS, ARE CURRENT AS OF JAN. 1, 1968.

NOTE: SEE SD 121(2) FOR TRAFFIC SIGNS FOR ALL INTERSECTIONS OF ST. HIGHWAYS WITH COUNTY HIGHWAYS.

— SPECIFICATIONS —

STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION DATED JANUARY 1, 1968, SHALL GOVERN.

Fed. Proj. No.

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS

CONSTRUCTION PLAN FOR Grading, Aggregate Base, Bituminous Surface, Bituminous Curb and Storm Sewer.

COUNTY STATE AID HIGHWAY NO. 4

BETWEEN 1669.77' N.W. of CR "A" **AND** Rochester West City Limits

From 489.12' South and 1669.77' N.W. of S 1/4 Cor. Sec. 21 T 107N-R14W
(Give proper reference to Sections, Township and Range)

To 905.17' South and 1189.66' S.E. of the E 1/4 Cor. Sec. 28 T107N-R14W

GROSS LENGTH	6892.56	FEET	1.305	MILES
BRIDGES-LENGTH	0	FEET	0	MILES
EXCEPTIONS-LENGTH	0	FEET	0	MILES
NET LENGTH	6892.56	FEET	1.305	MILES

INDEX OF SHEETS

Sheet No. 1 Title Sheet & Layout Map
" No. 2 Est. Quantities & Typical Sec
" No. 3 To 7 Plan & Profile
" No. 8 To 11 Intersections Details
" No.12 To 29 Cross Sections

DESIGN SPEED 50 M. P. H.

PROJECTED A. D. T. 7758

9 TON DESIGN

SOIL FACTOR 130

PROJ. HCADT LESS THAN 600

ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

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.

A. L. Schellhammer — COUNTY ENGINEER — DATE 6-23-69

Olmsted — COUNTY REG. NO. 8284

RECOMMENDED FOR APPROVAL Karl H. Peterson 6-23 19 69 — DISTRICT STATE AID ENGINEER

RECOMMENDED FOR APPROVAL C. E. Weidelbaum 7-15 19 69

APPROVED 7/17 19 69 — Stanley M. Hoyt — STATE AID ENGINEER

Minn. Project No. _____ S.A.P. 55-604-06 State Project No. _____

Olmsted County, Minnesota. County Proj. No. _____ Plan No. _____ Sheet 1 of 29 Sheets

ALBINSON, INC.
MINNEAPOLIS, MINN. 55415

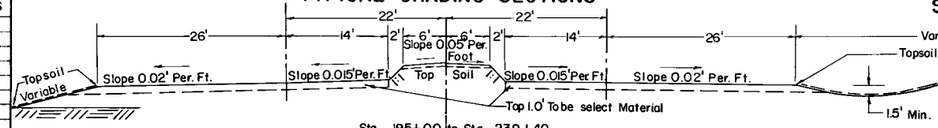
FORM 100-A '63

FED. ROAD DIV. NO.	STATE	FEDERAL PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	MINN.				

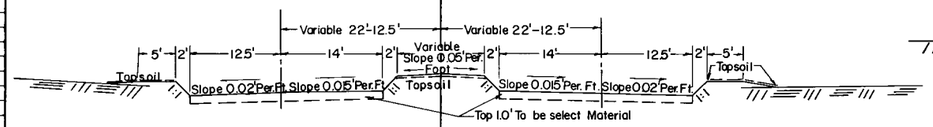
ESTIMATED QUANTITIES

SPECIFICATION NO.	ITEM	UNIT	MUNICIPAL	RURAL	TOTAL ESTIMATED QUANTITIES
2101.502	Clearing	Tree		4	4
2101.507	Grubbing	Tree		4	4
2104.501	Remove Portable Culverts	Lin.Ft.		308	308
2104.520	Remove Concrete Box Culv. Sta. 244+02	Structure		1	1
2105.501	Common Excavation	Cu.Yd.		47,108	47,108
2105.503	Rock Excavation	Cu.Yd.		0	0
2105.507	Subgrade Excavation	Cu.Yd.		10,570	10,570
2211.501	Aggregate Base Class II	Ton		44,497	44,497
2221.501	Aggregate Shouldering Class II	Ton		1,197	1,197
2130.501	Water	M-Gal.		10	10
2331.504	Bituminous Material for Mixture	Ton		672	672
2331.514	Base Course Mixture	Ton		15,616	15,616
2357.502	Bituminous Material for Tack Coat	Gal.		2,797	2,797
2358.501	Bituminous Material for Prime Coat	Gal.		18,380	18,380
2501.511	18" Metal Pipe Culvert	Lin.Ft.		214	214
2501.523	18" Concrete Culvert Class IV	Lin.Ft.		114	114
2501.523	24" Concrete Culvert Class IV	Lin.Ft.		104	104
2501.523	66" Concrete Culvert Class II	Lin.Ft.		108	108
2501.524	28 1/2" Span Conc. Pipe-Arch Culv. Cl. IV	Lin.Ft.		104	104
2501.532	18" Metal Aprons	Apron		12	12
2501.536	18" Conc. Aprons	Apron		4	4
2501.536	24" Conc. Aprons	Apron		2	2
2501.536	66" Conc. Aprons	Apron		2	2
2501.537	28 1/2" Span Conc. Aprons	Apron		4	4
2501.523	30" Conc. Culv. Class III	Lin.Ft.		338	338
2501.536	30" Concrete Aprons	Apron		2	2
2506.509	Construct Catch Basins, Design A (Castings Included)	Structure		1	1

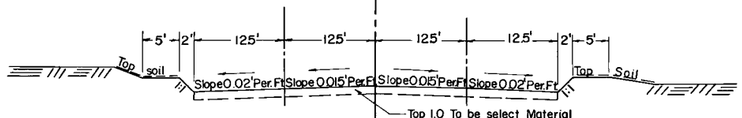
TYPICAL GRADING SECTIONS



Sta. 195+00 to Sta. 239+40

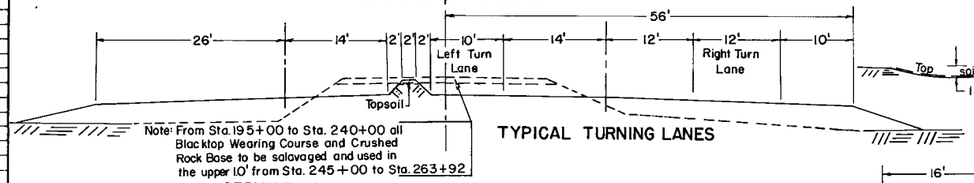


Sta. 239+40 to Sta. 245+00



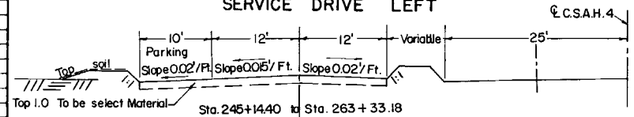
Sta. 245+00 to Sta. 263+92.56

TYPICAL TURNING LANES



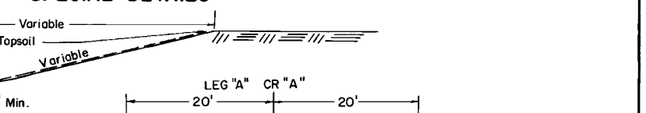
Note: From Sta. 195+00 to Sta. 240+00 all Blacktop Wearing Course and Crushed Rock Base to be salvaged and used in the upper 10' from Sta. 245+00 to Sta. 263+92

SERVICE DRIVE LEFT

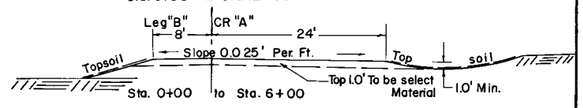


Sta. 245+14.40 to Sta. 263+33.18

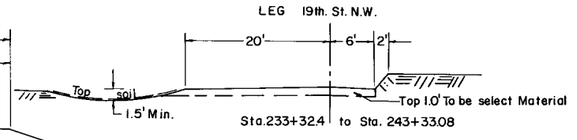
SPECIAL DETAILS



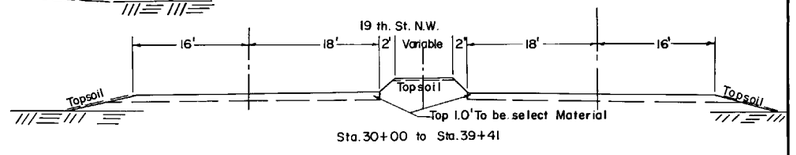
Sta. 0+75 to Sta. 3+50 Leg "A"
Sta. 6+00 to Sta. 12+00 CR "A"



Sta. 0+00 to Sta. 6+00

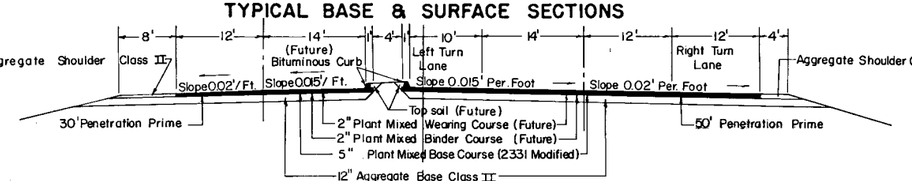


Sta. 233+32.4 to Sta. 243+33.08



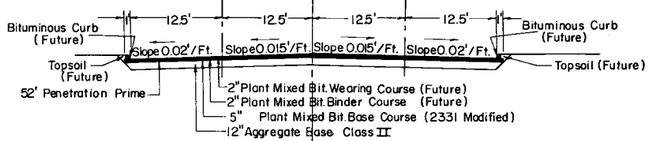
Sta. 30+00 to Sta. 39+41

TYPICAL BASE & SURFACE SECTIONS



27,442 Tons to the Mile (77' Width)

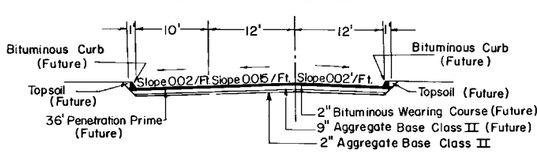
Sta. 195+00 to Sta. 245+00



18,176 Tons to the Mile (For 51' Wide)

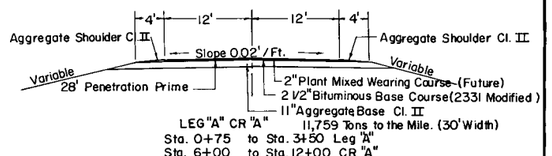
Sta. 245+00 to Sta. 263+92.56

SERVICE DRIVE LEFT

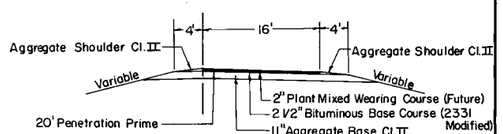


Sta. 245+14.40 to Sta. 263+33.18

TYPICAL BASE & SURFACE SECTIONS

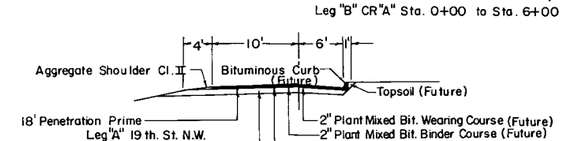


LEG "A" CR "A" 11,759 Tons to the Mile. (30' Width)
Sta. 0+75 to Sta. 3+50 Leg "A"
Sta. 6+00 to Sta. 12+00 CR "A"

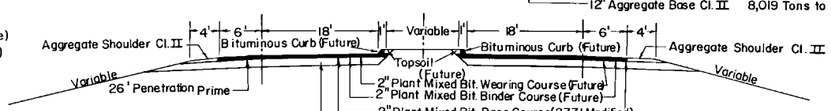


9,140 Tons to the Mile

Leg "B" CR "A" Sta. 0+00 to Sta. 6+00



8,019 Tons to the Mile (23' Width)



23,166 Tons to the Mile. (65' Width)

19th. St. N.W. Sta. 30+00 to Sta. 39+41

STANDARD DETAIL PLATES

THE FOLLOWING STANDARD DETAIL PLATES, APPROVED BY THE BUREAU OF PUBLIC ROADS, SHALL APPLY ON THIS PROJECT.

PLATE NO.	DESCRIPTION
0001 A	SPECIFICATION REFERENCE TO STANDARD PLATES
3000 F	REINFORCED CONCRETE PIPE-ARCH
3040 C	CORRUGATED METAL PIPE
3100 E	CONCRETE APRON FOR REINFORCED CONCRETE PIPE
3110 C	CONCRETE APRON FOR REINFORCED CONCRETE PIPE-ARCH
3123 E	METAL APRON FOR C.M. PIPES
4000 G	MANHOLE OR CATCH BASIN
4010 D	ADJUSTING RING
4011 C	PRECAST CONCRETE BASE
4101 B	RING CASTING FOR CATCH BASIN 10" CASTING NO. 700-10
4140 D	SPECIAL GRATE CASTINGS CASTING NO. 721
8000 C	STANDARD BARRICADES
8008 C	CONTRACTORS SIGN
9000 B	APPROACHES AND ENTRANCES

Note: All dimensions and slopes shown on typical sections are approximate.

S.A.P. 55-604-06

Minn. Project No. _____ State Project No. _____

ALBINSON, INC.
MINNEAPOLIS 15, MINN.

Olmsted County, Minnesota. County Proj. No. _____ Plan No. _____ Sheet 2 of 29 Sheets

North Bound Lane
P.I. 195+00
Δ Lt 2°31'

Note: Material from the upper 1.0' of the natural topsoil shall not be used in the upper 1.0' of the roadway. Part of this material shall be uniformly spread on slopes, medians and ditch bottoms to a depth of 3". No payment in addition to the contract price for Common Excavation will be made for spreading the topsoil as above provided, nor will any undercutting made in excavation prior to placing the topsoil, be measured for payment.

North Bound Lane
P.I. 200+00
Δ Rt. 2°31'

Note: Corrugated Metal and Sectional Concrete pipe culvert excavation will be considered incidental, and will be under unit price for "Furnish and install Culvert Pipe".

Note: Place Sectional Concrete Pipe on Class "C" Bedding.

FE Lt. 201+17
Inpl. 12" X 28' CMP
Remove & Salvage
F&I 18" X 28' CMP
F&I 2-18" Metal Aprons
For CMP

CR "A" FE Lt. 4+25
No Culv. Inpl.
Remove FE

CR "A" Leg A
0+60
F&I 28 1/2" Span X 60' RCP-A Cl. IV
F&I 2-28 1/2" Span Conc. Aprons
For RCP-A
Place on "C" Bedding

CR "A" FE Rt. 3+74
Inpl. 15" X 32' CMP & 2 Aprons
Remove & Salvage
Remove FE

BEGIN S.A.P. 55-604-06
Sta. 195+00

EQUATION: Sta. 200+00.5 = Sta. 200+00

See Sheet No. 8
For Detail of CR "A"
Intersection.

P.O.T. 203+54.85

Tele. Cable Marker

150' Taper

150' Taper

150' Taper

Sewage Tile Outlet

Tele. Cable Marker

Chicago and Great Western Railroad

EQUATION: Sta. 200+00.5 = Sta. 200+00

South Bound Lane
P.I. 195+00
Δ Rt. 2° 31'

Note: Subgrade Treatment:
Excavate 1.0' below profile grade for compaction, as shown on the plan and profile sheets. Excavation has been computed and is listed as Subgrade Excavation. Backfill with select material from R.O.W. Tapers shall be 50:1 in all cases.

South Bound Lane
P.I. 200+00
Δ Lt. 2°31'

FE Rt. 201+20
No Culv. Inpl.
F&I 18" X 28' CMP
F&I 2-18" Metal Aprons
For CMP

Driveway Rt. 205+05
Inpl. 15" X 36' CMP
Remove & Salvage
F&I 18" X 32' CMP
F&I 2-18" Metal Aprons
For CMP

℄ Culv. 205+84
Inpl. 24" X 66' CMP
Remove & Salvage

Construct ℄ Culv. 206+00
F&I 24" X 104' RCP Cl 4
F&I 2-24' Conc. Aprons
For RCP
Place on "C" Bedding

CL. 4 - GR. 4

℄ Finished Elev.

P.I. +00
Elev. 64.6
600' V.C.
M = 1.050

-1.0%

+0.4%

P.V.C. +00 ℄ Elev. 67.6

P.V.T. +00 ℄ Elev. 65.8

P.V.C. +80 ℄ Elev. 66.5

Inlet Elev. 61.7

Outlet Elev. 58.5

Profile 75' Lt.

Profile 75' Rt.

Note: Subgrade Treatment
Excavate 1.0' Below Subgrade Grade
Sta. 0+00 to Sta. 12+00 CR "A" Leg "B"
and Sta. 0+75 to Sta. 3+50 CR "A" Leg "A"

EXC. Common Exc. 26,522 EMB. 18,291
Subgrade Exc. 1,986

See Sheet No. 8
For Detail of CR "A" Intersection

Proposed 26th. St. N.W. 213+23.78
(Future)

℄ Cattle Pass 224+02
Inpl. C 88 X 35.3'
Remove
F & I 66" X 108' RCP Cl. III
F & I 2-66" Conc. Aprons
For RCP
Place on "C" Bedding

Proposed Approach L t.
225+20
(Future)

R.O.W. M&P
Shows access
at 221+80

CR "A"

Proposed 26 St. N.W.
+23.78

24' 24'

25' R

P.O.T. 211+69.77 C.S.A.H. 4 = CR "A"
P.I. 0+00

Tele Cable Marker

210
150' Taper

180'

+25

+75

300'

215

150' Taper

Proposed Approach
Marin Investment
+20

15' 15'

25' R

10'

14'

12'

8'

50'

12-14'

16'

220

150' Taper

225

180'

Tele Cable Marker

230'

35' R

24' 24'

Chicago and Great Western Railroad

Tele. Cable Marker

Const. Drive Rt.
213+23.78
F & I 18" X 66' CMP
F & I 2-18" Metal Aprons
For CMP

Const. Approach +23.78

B.M. Elev. 1065.16'
Spk. in TP 44' Rt.
Sta. 211+71

℄ Finished Elev.

66.7 66.5 65.9 64.9 63.8 62.7 61.6 60.5 59.4 58.3 57.2 56.1 55.03 53.96 53.08 52.22

1070

60

50

1040

P.V.T. +80.0 Elev. 65.1

-1.1 %

P.I. +074074
Elev. 53.81853
400' V.C.
M=0.135

P.V.C. +074074 Elev. 56.01851

P.V.T. +074074 Elev. 52.15852

-0.83%

Profile 75' Lt.

Profile 75' Rt.

P.I. +80.0
Elev. 67.32
400' V.C.
M=0.75

Note: From Sta. 195+00 to Sta. 240+00 all Blacktop Wearing Course and Crushed Rock Base to be salavaged and used in the upper 1.0' from Sta. 245+00 to Sta. 263+92

Inlet Elev. 42.7
Outlet Elev. 41.8

1067.3 67.4 67.6 67.6 67.5 67.2 66.0 64.8 1063.5 62.9 62.0 60.7 59.5 58.2 1057.2 56.2 55.2 54.2 53.6 53.4 53.1 1052.5

+68 +29 +53 +39 +70 +38

210 215 220 225

PLAN
LOCATED
PLOTTED
NOTE BOOK
No.
ALIGNMENT CHECKED
PROFILE CHECKED

S.A.P. 55-604-06

C.S.A.H. No. 4 SHEET 4 of 29 SHEETS

Proposed Approach Lt.
225+20
(Future)

Proposed Approach
+20 Marlin Investment

FE Lt. 232+20
Inpl. 15" X 24' CMP
Remove & Salvage Const.(Temporary) FE
F&I 18" X 28' CMP
F&I 2-18" Metal Aprons
For CMP

Property Line

Location Line
P.I. 236+46.7
Δ Lt. 15°00'
D 2°24'
T 314.32'
L 625.00'

N.B.L.
Pl. 236+20.63
Δ Lt. 15°00'
D 2.61704°
T 288.23'
L 573.17'

See Sheet 9
For Detail of 19th. St. N.W.
Intersection.

℄ Culv. 239+73
Inpl. 24" X 69' CMP
Remove & Salvage

℄ 19th St Leg

Begin Taper +32

P.C. 233+32.28
Location Line, N.B.L. & 19th St. Leg

150' Taper

200' Taper

100' Taper

Equation P.I. 239+01.68 = P.O.T. 239+12.80 N.B.L.
P.O.T. 239+00.55 S.B.L.

P.I. 239+51.23

Pipe

Chicago and Great Western Railroad

P.C. 233+32.40
S.B.L.

Farm Ent. Rt. 232+20
Inpl. 15" X 24' CMP
Remove & Salvage Const.(Temporary) FE
F&I 18" X 32' CMP
F&I 2-18" Metal Aprons
For CMP

S.B.L.
P.I. 236+18.67
Δ Lt. 15°00'
D 2.6350°
T 286.27'
L 569.26'

℄ Culv. 239+70
Inpl. 24" X 25' CMP
Remove & Salvage

B.M. Elev. 1045.06
Spk. in PP 52' Rt.
Sta. 232 +80

B.M. Elev. 1038.95'
Spk. in PP 17' Rt.
Sta. 239+73

℄ Finished Elev.

P.V.T. +074074 Elev. 52.5852

-0.83%

+0.5%

-0.67%

P.I. +00
Elev. 45.2

Special Ditch Rt.

Profile 75' Lt.

Profile 75' Rt.

EXC. Common Exc. 12,764 EMB. 9,359

Sub grade Exc. 2,207

S.A.P. 55-604-06 C.S.A.H. NO. 4 SHEET 5 of 29 SHEETS

See Sheet No. 9
For Detail of 19th. St. N.W.
Intersection

N.B.L.
P.I. 243+12.43
Δ Rt. 15°00'
D 3.5954°
T 209.80'
L 417.20'

S.B.L.
P.I. 243+72.57
Δ Rt. 15°00'
D 2.7943°
T 269.94'
L 536.81'

18 1/2 St. N.W.
Pl. 92.59' Lt. 245+22.54
Δ Lt. 38°09'
D 43°08'
T 45.99'
L 88.56'
R 133.00'
E 7.73

Service Drive
P.I. 246+96.89 33' Lt.
Δ Lt. 19°03'30"
D 9°36'
T 100.19'
L 198.52'

SUNSET TERRACE 4TH. ADDITION

Location Line
P.I. 244+16.93
Δ Rt. 15°00'
D 2°24'
T 314.32'
L 625.00'

Construct Ent. Rt. 245+22.54
No Culv. Req'd.

Construct Ent. Rt. Sta. 249+00
No Culv. Req'd.

Construct Ent. Rt. 253+95
No Culv. Req'd.

Chicago and Great Western Railroad

P.I. +00
Elev. 3894
200' V.C.
M=0.1775

P.I. +80.85106
Elev. 3461490
360' V.C.
M=0.423

P.I. +00
Elev. 31.5
400' V.C.
M=0.325

P.I. +00
Elev. 24.0
400' V.C.
M=0.4250

Profile 75' Lt.
Profile 75' Rt.

EXC. Common Exc. 7,822 EMB 5,388
Subgrade Exc. 6,377

Note: Subgrade Treatment (Service Drive)
Excavate 1.0' Below Subgrade Grade
Between Sta. 245+14.4 to Sta. 263+14

Note: Subgrade Treatment
Excavate 1.0' Below Subgrade Grade
Between Sta. 242+50 to Sta. 263+92

S.A.P. 55-604-06 C.S.A.H. NO. 4 SHEET 6 of 29 SHEETS

SUNSET TERRACE 4TH. ADDITION

25th. Ave. N.W.

21st. Ave.

16 1/2 st. N.W.

SUNSET TERRACE

Valley High Drive

2ND. ADDITION

11 13 15 17 19 7 9 11 13 15 17 19 21 23

P.O.T. 263+33.18 = CITY LIMITS
1ST 263+14.28
Service Drive

P.O.T. 266+49.92

Equation P.T. 265+93.01

P.O.T. 268+87

P.O.T. 265+89.84

10' 12' 12' 12.5 12.5' 12.5' 12.5'

255 Service Drive ℄
255 Location ℄
255 Construction ℄

Location Line
P.I. 262+66.24
Δ Lt. 52°04'
D 7°22'
T 379.91'
L 706.68'
E 87.82'

P.C. 258+98.33 Service Drive
33 Lt.

P.C. 258+60.74 Construction Line

Construction Line
P.I 262+56.50
Δ Lt. 52°04'
D 7.0715°
T 395.76'
L 736.29'
E 91.49'

Service Drive
P.I. 261+16.35
Δ Lt 52°04'
D 12° 10'
T 230.02'
L 427.95'
E 53.18'

15.85'
Location P.I.
Construction P.I.

C.B. C.B. C.B. C.B.

Water Shutoff
Water Hydrant

END S.A.P. 55-604-06 P.O.C. 263+92.56
Construction Line

Chicago and Great Western Railroad

B.M. Elev. 1024.58
Hydrant Arrow 32' Rt
Sta. 264+60

℄ Finished Elev.

24.4 23.7 23.2 22.8 22.4 22.0 21.75 21.5 21.25 21.0

Profile 75' Lt.
Profile 75' Rt.

1040
30
1020

P.I. +00
Elev. 22.0
200' V.C.
M = .0375

-0.4% -0.25%

P.V.T. +00 Elev. 23.2
P.V.C. +00 Elev. 22.4
P.V.T. +00 Elev. 21.75
+92.5

+55 +60 +55 +66 +50 +50 +50 +50 +50 +22 +44 +64 +50

24.1 1024.0 23.1 22.5 22.1 21.4 21.5 21.2 21.5 21.9 1021.5 21.1 20.7 20.6 20.3 20.0 19.9 20.8 21.0 21.2 21.2 21.3 1019.7 20.0 20.4

255 260 265

S.A.P. 55-604-06 C.S.A.H. 4 SHEET 7 of 29 SHEETS

℄ Culv. 9+17
Inpl. 24"X 56' CMP
Remove & Salvage
F&I 28 1/2" Span X 44' RCP Cl. IV
F&I 2-28 1/2" Span Conc. Aprons
For RCP
Place on "C" Bedding
Inlet Elev. 78.7
Outlet Elev. 77.6

℄ CR "A"

Leg A
P.I. 3+06.04
Δ Lt. 52°20'
D 15°00'
T 187.68'
L 348.89'
E 43.62'

P.O.T. 6+79.28 CR "A" Leg A
P.T. 4+67.25 Leg A

P.T. 5+82.87 Leg "B"

Leg C
P.I. 2+00
ΔRt. 40°00'
D 28°30'
T 73.17'
L 140.35'
E 12.90'

P.C. 4+42.87 Leg "B"

CR "A"
P.I. 4+89.12
Δ 1°04'

Leg B
P.I. 5+03.02
Δ Lt. 10°00'
D 8°20'
T 60.15'
L 120.00'
E 2.63

P.C. 1+18.36 Leg A

P.T. 2+64.81 Leg "B"

℄ Existing CR "A"

Leg B
P.I. 1+40.61
ΔRt. 47°40'
D 18°00'
T 140.61'
L 264.81'
E 29.67'

P.C. 0+00 Leg "B"=
P.O.T. 211+83.94, 26' Lt., C.S.A.H. 4

26th. St. N.W.
+23.78

SCALE: 1"=30'

205
150' Taper
-150'-

210
150'

150' Taper
-230'-

215
-180'-
-300'-

P.O.T. 207+88.22 C.S.A.H. 4 =
P.O.T. 0+00 Leg "A", 90° Lt.

P.O.T. 210+43.33, 26' Lt. C.S.A.H. 4 =
P.I. 1+40.61 Leg "B"

P.O.T. 211+69.77 C.S.A.H. 4 =
0+00 Existing CR "A"

P.O.T. 213+23.78 C.S.A.H. 4 =
℄ Crenlo Approach Rt. & ℄ 26th. St. N.W. Lt.

Chicago and Great Western Railroad

Crenlo Approach
+23.78

S.A.P. 55-604-06

P.C. 233+32.40 Location Line
N.B.L., S.B.L. & 19th. St. Leg

Property Line

Location Line C.S.A.H.4
P.I. 236+46.70
Δ 15°00' Lt.
D 2°24'
T 314.32'
L 625.00'

C.S.A.H. 4 S.B.L.
P.I. 236+18.67 22' Rt.
Δ Lt. 15°00'
D 2.6350'
T 286.27'
L 569.26'

C.S.A.H. 4 N.B.L.
P.I. 236+20.63 22' Lt.
Δ Lt. 15°00'
D 2.6170'
T 288.23'
L 573.17'

19th St. W.B.L.
P.I. 30+68.32, 18' Rt.
Δ Rt. 2°45'
D 2°45'
T 50.01'
L 100.00'
E 0.60'

P.C. 30+18.31

P.T. 243+33.08 19th. St. Leg

P.C. 30+18.31

P.T. 31+18.31

19th St. E.B.L.
P.I. 30+68.32, 18' Lt.
Δ Lt. 22°00'
D 22°00'
T 150.01'
L 0.44'

P.T. 31+18.31

NOTE: Inlet of Culv. at Sta. 240+60 26' Lt. to End of Apron
from ℄ 19th St. Leg
Inlet Elev. 34.2

M.H. No. 1
Sta. 239+78 13.5' Lt.
Const. M.H. Design A St. Pl. No. 4000 G.
Rim Elev. 39.60
Inlet Elev. 3347
Outlet Elev. 33.22

19th. St. Leg
P.I. 238+69.93 28' Lt.
Δ 31°51'
D 5.1815°
T 537.63'
L 1000.68'
E 125.73'

F&I 30"X96' RCP Cl. III
F&I 1-30" Conc. Apron for R.C.P.

240 ℄ 19th St. Leg

℄ 19th. St. W.B.L.

℄ 19th St. N.W. Location Line

19th. St. E.B.L.

P.C. 34+83.63

19th St. W.B.L.
P.I. 34+23.66 25.53' Rt.
Δ Lt. 4°45'
D 4°45'
T 50.03'
L 100.00'
E 1.04'

P.T. 239+05.57 N.B.L.
P.T. 239+12.80 N.B.L.
50' T. 239+01.66 S.B.L.
P.O.T. 239+00.32 S.B.L.

140' R

1.0%

M.H. 1

240 N.B.L.

P.T. 34+83.63

P.C. 35+20.56

240 S.B.L.

F&I 30"X242' RCP Cl. III -2.02% F&I 1-30" Conc. Apron for RCP

P.T. 241+02.63 S.B.L.

P.T. 241+02.61 Location

P.T. 241+02.63 N.B.L.

P.T. 239+57.39 Location Line

118' R

19th. St. S.E.B.L.
P.I. 35+70.59
Δ Rt. 4°45'
D 4°45'
T 50.03'
L 100.00'
E 1.04'

353.53' Lt.

P.I. N.B.L. 108.18'

P.I. L.L.

243 ℄ N.B.L.

P.I. S.B.L.

100' Taper

243 ℄ S.B.L.

180' Taper

56' R

Location Line
P.I. 244+16.93
Δ 15°00' Rt.
D 2°24'
T 314.30'
L 625.00'
E 20.6'

C.S.A.H. 4 S.B.L.
P.I. 243+72.57 14' Rt.
Δ 15°00' Rt.
D 2.7943°
T 269.94'
L 536.81'

C.S.A.H. 4 N.B.L.
P.I. 243+09.24 27' Lt.
Δ 15°00' Rt.
D 3.5326'
T 213.53'
L 424.62
E 14.00'

SCALE 1"=30'

NOTE: Outlet of Culv. 173' Rt.
Sta. 240+05
Elev. 28.2

Const. ℄ Culv. 37+00
F&I 18" X 114' RCP Cl. 4 skew 38°09'
F&I 2-18" Conc. Aprons For RCP
Place on "C" Bedding
Inlet Elev. 37.0
Outlet Elev. 36.0

P.C. 233+32.40 Location Line

235 ℄ 19th St. Leg

℄ Location Survey

℄ S.B.L.

P.I. N.B.L.

100' Taper

P.I. L.L.

100' Taper

P.I. S.B.L.

P.I. 19th. St.

P.T. 36+20.50

℄ 19th St. Location Line

48' R

Chicago and Great Western Railroad

Elev. 27.65

19th. St. W.B.L.
P.I. 39+35.89 18' Rt.
Δ Rt. 2°00'
D 2°00'
T 50.01'
L 100.00'
E 044'

Drive Rt. 39+02

P.C. 38+85.88

19th. St. E.B.L. 18' Lt.
P.I. 39+35.89
Δ Lt. 2°45'
D 2°45'
T 50.01'

Drive Lt. 38+08

P.C. 38+85.88

S.A.P. 55-604-06

Sheet 9 of 29 Sheets