FORM 100-A '65

Fed. Proj. No.

STATE OF MINNESOTA

# DEPARTMENT OF HIGHWAYS

**CONSTRUCTION PLAN FOR** Concrete Paving & Bituminous Surfacing

**COUNTY STATE AID HIGHWAY NO.** 7

**BETWEEN** I.9 Miles North T.H. No.52 **AND** T.H. No. 14

**From** 124' South of the E 1/4 Cor. Sec.3 T105N–R12W
(Give proper reference to Sections, Township, and Range)

**To** Center of Sec. 10 T106N–R12W

| | | | |
|---|---|---|---|
| **GROSS LENGTH** | 28,793.82 | FEET | 5.453 MILES |
| **BRIDGES-LENGTH** | 222.00 | FEET | .042 MILES |
| **EXCEPTIONS-LENGTH** | 1,633.55 | FEET | .309 MILES |
| **NET LENGTH** | 26,938.27 | FEET | 5.102 MILES |

**INDEX OF SHEETS**

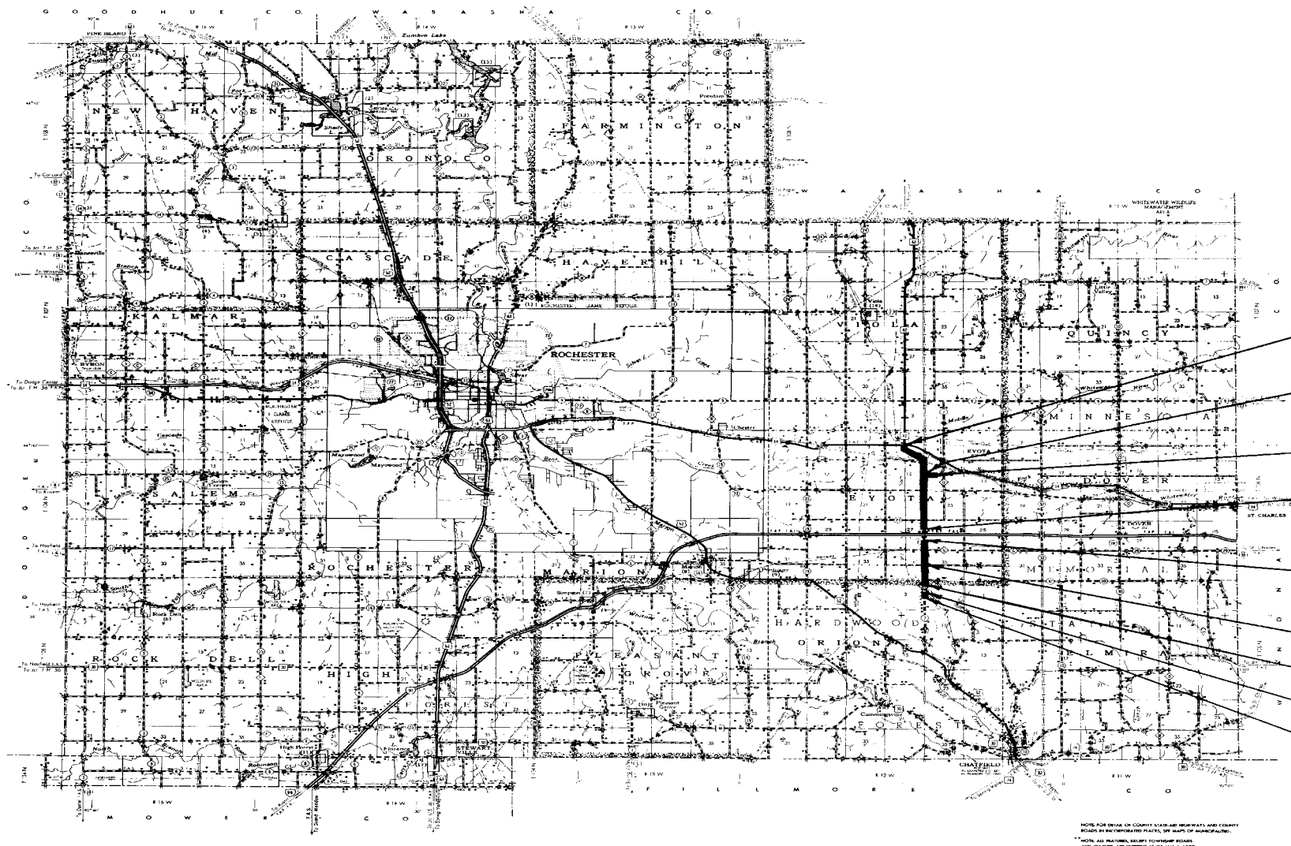
| | | | |
|---|---|---|---|
| Sheet No. 1 | Title Sheet & Layout Map | | |
| " No. 2 | Est. Quantities & Typical Sec | | |
| " No. 3 | To 7 | Plan & Profile | |
| " No. | To | Cross Sections | |

## 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

## 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




END PROJECT S.A.P. 55-607-05
Sta. 383+38.0

BEGIN PROJECT S.A.P. 55-607-05
Sta. 314+76.69 Lt

END PROJECT S.A.P. 55-607-05
Sta. 323+32.51 Lt

END EXCEPTION
Sta. 216+10

INTERSTATE NO. 90

BEGIN EXCEPTION
Sta. 199+75

EQUATION: Sta. 157+91.0
Sta. 157+92.45 =

END BRIDGE NO. 55516
Sta. 116+58.4

BEGIN BRIDGE NO. 55516
Sta. 114+36.4

BEGIN PROJECT S.A.P. 55-607-05
Sta. 104+00

DESIGN SPEED 50 M. P. H.

PROJECTED A. D. T. 1758

9 TON DESIGN

SOIL FACTOR 130

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.

Carlo Schallhammer — COUNTY ENGINEER — DATE 5/22/69

Olmsted — COUNTY — REG. NO. 8284

RECOMMENDED FOR APPROVAL Karl H. Petersen — DISTRICT STATE AID ENGINEER — 5/22, 1969

RECOMMENDED FOR APPROVAL C.E. Weichselbaum — 6-9, 1969

APPROVED 6/13, 1969 — Stanley M. Lay — STATE AID ENGINEER

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

S.A.P. 55-607-05

Minn. Project No. _____ State Project No. _____

Olmsted County, Minnesota. County Proj. No. _____ Plan No. _____ Sheet 1 of 7 Sheets

ALBINSON, INC.
MINNEAPOLIS, MINN. 55415

## ESTIMATED QUANTITIES

| SPECIFICATION NO. | ITEM | UNIT | MUNICIPAL | RURAL | TOTAL ESTIMATED QUANTITIES |
|---|---|---|---|---|---|
| 2021.501 | Mobilization | Lump Sum | | | 1 |
| 2031.503 | Field Laboratory, Type A | Each | | | 1 |
| 2112.501 | Subgrade Preparation | Road Station | 5 | 35 | 40 |
| 2301.502 | Concrete Pavement Standard Width | Square Yard | 7042 | 62511 | 69553 |
| 2301.511 | Structural Concrete | Cubic Yard | 1272 | 11287 | 12559 |
| 2331.504 | Bituminous Material for Mixture | Ton | 23 | 25 | 48 |
| 2331.508 | Wearing Course Mixture | Ton | 437 | 507 | 944 |
| 2357.502 | Bituminous Material Tack | Gal. | 198 | 231 | 429 |
| 2358.501 | Bituminous Material Prime Coat | Gal. | 1305 | 1382 | 2687 |

## CONSTRUCTION NOTES

### GRADES

THE CENTERLINE GRADE FOR PAVING WILL BE ESTABLISHED AND CONSTRUCTED BY THE OLMSTED COUNTY HIGHWAY DEPARTMENT

### JOINTS

ALL CONTRACTION JOINTS, ALL LONGITUDINAL JOINTS, INCLUDING THE TERMINAL HEADER JOINTS AT THE SOUTH END OF THE PROJECT, STATION 199+75 AND STATION 216+10 AND ALL EXPANSION JOINTS AT STATIONS 114+36.4, 116+58.4, 340+60 AND STATION 340+66 WILL BE INCIDENTAL TO ITEM NO. 2301.501, 6 1/2 INCH THICK PLAIN CONCRETE PAVEMENT AND NO DIRECT COMPENSATION WILL BE MADE THEREFOR.

THE CENTERLINE JOINT (LONGITUDINAL) MAY ALSO BE FORMED IN THE PLASTIC CONCRETE BY THE USE OF A POLYETHYLENE PLASTIC RIBBON OF NOT LESS THAN 12MIL.(NOMINAL) THICKNESS WHICH WILL REMAIN IN PLACE, AND WILL NOT REQUIRE SEALING, (SEE SPECIAL PROVISIONS)

### WIRE FABRIC REINFORCEMENT OVER CENTERLINE CULVERTS

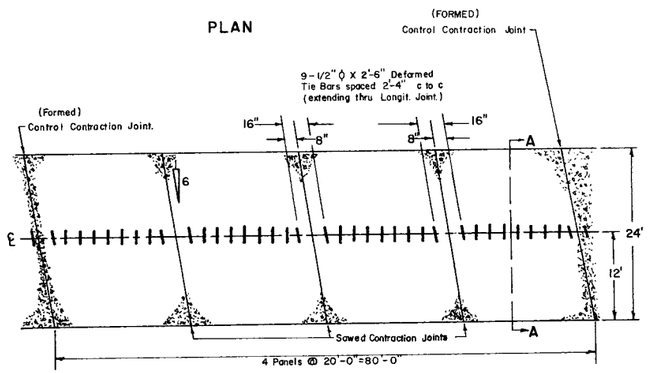
REINFORCED CONCRETE PANELS OF THE LENGTH INDICATED AT THE LOCATIONS LISTED BELOW SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD DETAIL PLATE NOTED IN THE PLANS, MODIFIED TO THE EXTENT THAT A DOWELED TRANSVERSE JOINT WILL NOT BE REQUIRED.

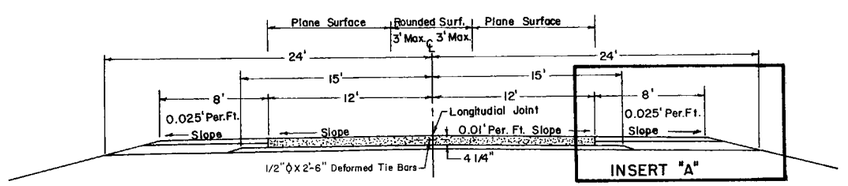
REINFORCED PANELS WILL BE INCIDENTAL TO ITEM NO. 2301.501, 6 1/2 INCH THICK PLAIN CONCRETE PAVEMENT AND NO DIRECT COMPENSATION WILL BE MADE THEREFOR.

| STATION: | | |
|---|---|---|
| | 130+76 | 20' PANEL |
| | 132+84 | 20' " |
| | 139+42 | 20' " |
| | 159+49 | 20' " |
| | 173+87 | 20' " |
| | 187+00 | 40' " |
| | 229+53 | 20' " |

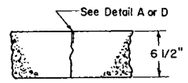
| STATION: | | |
|---|---|---|
| | 267+04 | 20' PANEL |
| | 309+32 | 20' " |
| | 333+21 | 20' " |
| | 339+25 | 20' " |
| | 339+82 | 20' " |
| | 342+57 | 20' " |
| | 369+00 | 20' " |

PLAN

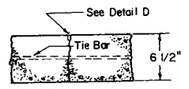


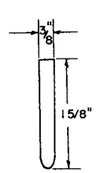




CONTRACTION JOINTS

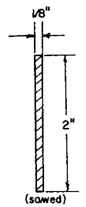



LONGITUDINAL JOINTS



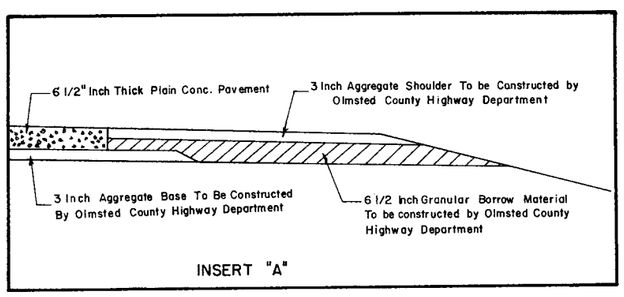




DETAIL "A" CONTROLLED CONTRACTION JOINT




DETAIL "D"

TYPICAL SECTION A-A

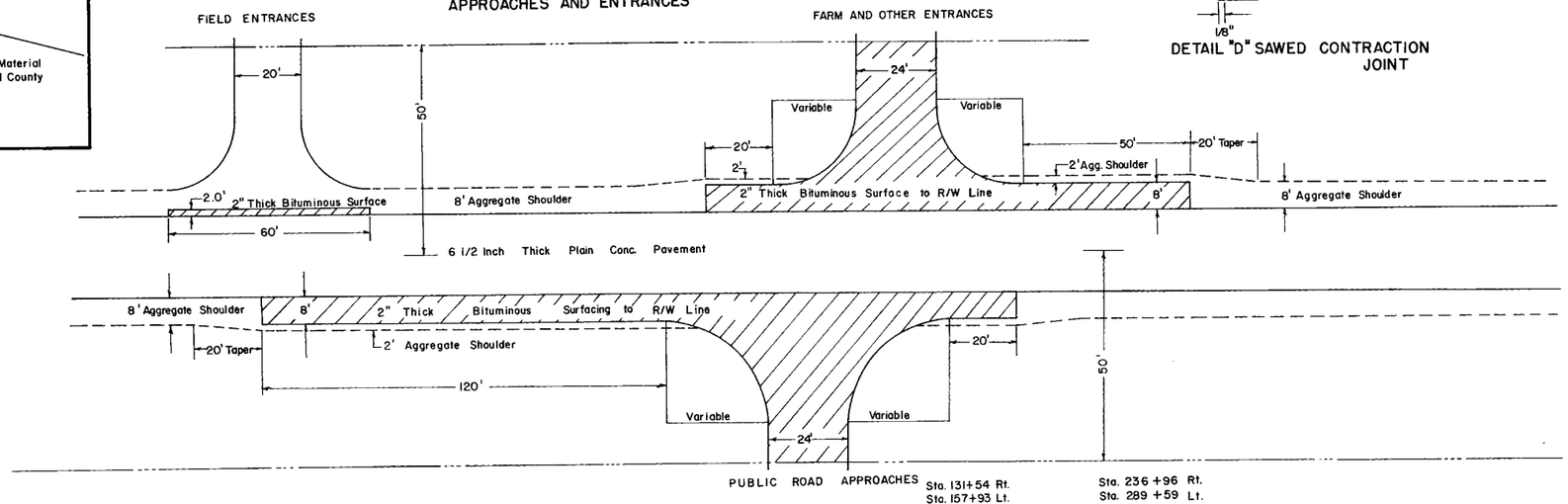






DETAIL "D" SAWED CONTRACTION JOINT

APPROACHES AND ENTRANCES




Sta. 131+54 Rt.
Sta. 157+93 Lt.
Sta. 157+93 Rt.
Sta. 184+31 Lt.
Sta. 184+31 Rt.

Sta. 236+96 Rt.
Sta. 289 +59 Lt.
Sta. 338 + 30 Lt.

### STANDARD 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 |
| 1016 B | CONCRETE PAVEMENTS NON-REINFORCED |
| 1070 E | REINFORCED PANEL OVER CULVERTS, WIRE FABRIC REINFORCEMENT |
| 1100 G | EXPANSION JOINTS |
| 1150 J | CONSTRUCTION OF HEADER JOINTS |
| 1210 C | CONCRETE PAVEMENT ADJACENT TO RAILWAY CROSSING |
| 1036 B | BRIDGE APPROACH PANEL (RECTANGULAR) |
| 8000 C | STANDARD BARRICADES |
| 8008 C | CONTRACTORS SIGN |
| 9000 B | APPROACHES AND ENTRANCES |

County Proj.No.

S.A.P. 55-607-05

OLMSTED County, Minnesota Sheet 2 of 7 Sheets

Note: Sta. 104+00 Construct Terminal Header
See Standard Plate 1150 J

Construct 2" Wearing Course from
Sta. 102+00 to Sta. 104+00

P.O.T. 105+24

F. Ent. Lt. Sta. 105+36
Construct 2" Bituminous Approach
See Detail Sheet No. 2

F. Ent. Lt. Sta. 113+20
Construct 2" Bituminous Approach
See Detail Sheet No. 2

Begin Bridge 55516
114+36.4

End Bridge 55516
116+58.4

Drive Lt. Sta. 121+30
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No. 2

F. Ent. Lt. Sta. 121+77
No Change

℄ Culv. Sta. 130+76
Place 20' Wire Fabric
Reinforcement in Concrete
Over Culv.

F. Ent. Sta. 131+54 LT
Construct 2" Bituminous Approach
See Detail Sheet No. 2

BEGIN S.A.P. 55-607-05
Sta. 104+00

F Ent. Rt. Sta. 105+13
Construct 2" Bituminous Approach
See Detail Sheet No. 2

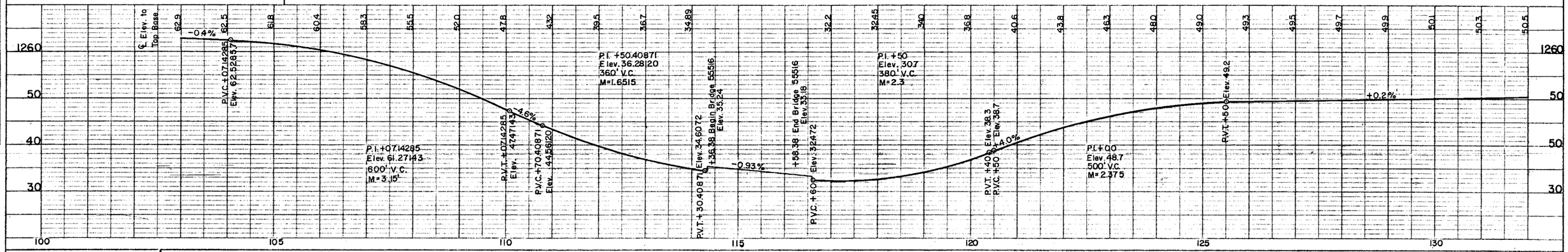
Drive Rt. Sta. 107+10
Construct 2" Bituminous Approach and
Right Turn Lane
See Detail Sheet No. 2

Note: Sta. 114+36.4 and Sta. 116+58.4
Construct Expansion Joints (Plain)
See Standard Plate 1100G

Construct Bridge Approach Panel (RECTANGULAR)
at North and South End of Bridge No. 55516.

Twp Road Rt. Sta. 131+54
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No. 2

PLAN
SURVEYED
PLOTTED
NOTE BOOK ALIGNMENT CHECKED
NO. PT. OF INT. CHECKED
DATE




F Ent. Lt. Sta. 137+16
Construct 2" Bituminous Approach
See Detail Sheet No. 2

F. Ent. Lt. Sta. 151+96
Construct 2" Bituminous Approach
See Detail Sheet No. 2

F. Ent. Lt. 154+15
Construct 2" Bituminous Approach
See Detail Sheet No. 2

Twp Rd Lt. 157+93
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No. 2

℄ Culv. Sta. 159+49
Place 20' Wire Fabric
Reinforcement in Concrete
over Culvert

Pi 151+58.82

T 10 S
R 3 W
S 32

℄ Culv. Sta. 132+84
Place 20' Wire Fabric
Reinforcement in Concrete
over Culv.

F Ent. Rt. Sta. 137+16
Construct 2" Bituminous Approach
See Detail Sheet No. 2

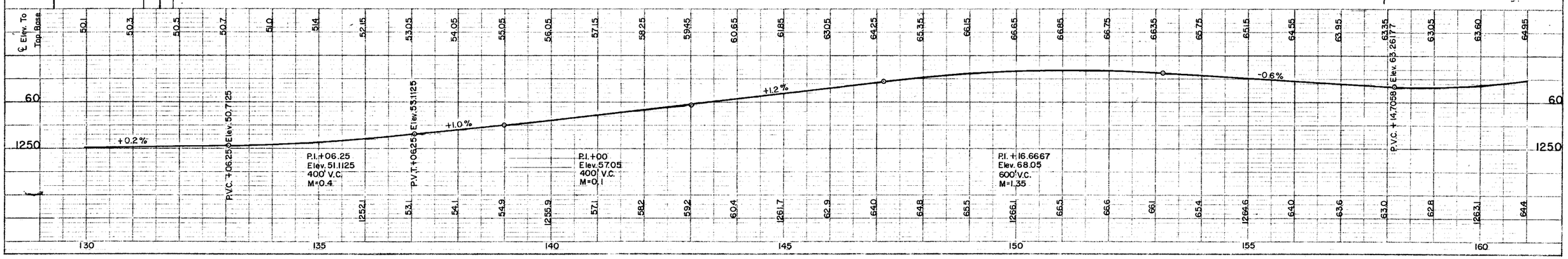
℄ Culv. Sta. 139+42
Place 20' Wire Fabric Reinforcement
in Concrete over Culv.

Drive Rt. Sta. 154+30
Construct 2" Bituminous Approach and
Right Turn Lane
See Detail Sheet No. 2

Pi 157+92.45
157+91.0
34°35'

Twp Road Rt. Sta. 157+93
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No. 2

PROFILE
SURVEYED
PLOTTED
NOTE BOOK CROSS SECTIONS CHECKED
NO. STRUCTURE NO. 55-516 CHECKED
DATE



E Ent. Lt. Sta. 170+79
Construct 2" Bituminous Approach
See Detail Sheet No. 2

Twp Road Lt. Sta. 184+31
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No. 2

℄ Culv. Sta. 186+90 ℄ Culv. Sta. 187+00 ℄ Culv. Sta. 187+10
Place 40' Wire Fabric Reinforcement in Concrete over Culverts

E Ent. Rt. Sta. 170+79
Construct 2" Bituminous Approach
See Detail Sheet No. 2

℄ Cattle Pass Sta. 173+87
Place 20' Wire Fabric Reinforcement
in Concrete over Culvert

GR "G" Rt Sta. 184+31
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No. 2

P.I. 184+32.45
Δ Rt. 00°41'
D 00°06'
T 341.65'
L 683.30'

P.C. 180+90.8

180' Taper

300'

P.T. 187+74.1

E Ent. Lt. Sta. 190+68
Construct 2" Bituminous Approach
See Detail Sheet No. 2

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, PROFILE CHECKED, NOTE BOOK, NO.

℄ Elev. TO Top Base
63.05 63.60 64.95 67.25 70.05 72.85 74.65 76.45 78.25 80 81.25 83.45 85.0 85.9 86.2 86.85 85.85 84.65 83.75 82.65 81.55 80.45 79.35 78.25 77.25 76.4 75.6 75.0 74.6 74.6 74.9 75.6 76.6 77.4 78.3 79.2

P.I.+147.058
Elev. 62.06777
400' V.C.
M=1.7

+2.8%

P.V.C.+147.058 Elev. 67.66176

P.V.T. +147.058 Elev. 67.66176

P.I.+161.53846
Elev. 80.17307

P.V.C.+161.53846 Elev. 80.17307

P.I.+161.53846
Elev. 88.57307
600' V.C.
M=2.925

P.V.T.+161.53846 Elev. 85.27308

-1.1%

P.V.C.+170 Elev. 78.58

P.I.+170
Elev. 76.38
400' V.C.
M=.25

P.V.T.+170 Elev. 75.22

P.V.C.+200 Elev. 75.0

+0.9%

P.I.+200
Elev. 73.8%
400' V.C.
M=0.750

P.V.T.+200 Elev. 76.6

62.8 63.1 64.4 66.7 69.8 72.7 75.5 78.3 80.8 82.6 84.2 85.1 85.4 85.3 84.5 83.6 82.4 81.4 80.2 79.0 77.7 77.1 76.7 77.2 78.1 79.2 80.2 80.8 80.6 80.2 80.6 81.2 82.1 83.1 84.2 85.3

160 165 170 175 180 185 190

F Ent. Lt. Sta. 197+32
Construct 2" Bituminous Approach
See Detail Sheet No. 2

F Ent. Lt. Sta. 199+64
Construct 2" Bituminous Approach
See Detail Sheet No. 2

P.I. 202+06.36
Δ Lt. 00° 33' 30"
D 00°05'
T 335.12'
L 670.24'

P.C. 198+71.24

+75 Begin Interstate No.90

P.T. 205+41.48

P.I. 210+60.22
Lt 17.87

F Ent. Lt. Sta. 216+31
Construct 2" Bituminous
Approach, See Detail
Sheet No. 2

P.C. 213+39.90

P.I. 216+60.0
Δ Lt. 00° 32'
D 00° 05'
T 320.10
L 640.22

Drive Rt. Sta. 218+19
Construct 2" Bituminous
Approach, See Detail
Sheet No. 2

F Ent. Rt Sta. 216+48
Construct 2" Bituminous
Approach, See Detail
Sheet No.2

P.T. 219+80.12

F Ent. Rt. Sta. 197+26
Construct 2" Bituminous Approach
See Detail Sheet No. 2

Drive Rt. Sta. 199+58
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No. 2

Note: Sta. 199+75. Construct Terminal Header
See Standard Plate 1150 J

+10 End Interstate No.90

Note: Sta. 216+10 Construct Terminal Header
See Standard Plate 1150 J

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, NOTE BOOK, NO.

℄ Elev. To Top Base
77.4 78.3 79.2 80.1 81.0 82 82.8 83.7 84.6 85.5 86.4 87.3

+0.9%

P.V.C.+43.79310 Elev. 87.29414

℄ Subgrade Elev. Interstate 87.9

199+75 Begin Interstate No. 90

P.I.+43.79310
Elev. 89.09414
400' V.C.
M=1.450

P.V.T.+43.79310 Elev. 96.69414

+3.8%

P.V.C.+65.53 Elev. 85.12

P.V.T.+85.53 Elev. 84.84

+75.4

℄ E.B.

℄ W.B.

P.I.+25.53
Elev. 15.0
520' V.C.
M=3.51

P.V.C.+46.66667 Elev. 89.86333

P.V.T.+46.66667 Elev. 89.11333

P.I.+96.66667
Elev. 87.46333
300' V.C.
M=1.0125

P.V.C.+100 Elev. 91.12

℄ Elev. to Top Base
89.6 91.97 95.1 98.83 02.63 06.37 09.29 11.17 12.02 11.83 10.84 09.11 08.5 08.7 10.1 11.2 12.2 12.8 13.2 13.3

190 195 200 205 210 215 220

PLATE 2 — STANDARD CONSTRUCTION DRAWINGS
ADOPTED BY MINUTE ORDER
A & E Co. NO. 350-20

S.A.P. 55-607-05

SHEET 4 of 7 SHEETS

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
PLANIMETRIC CHECKED
NO. OF SHEET CHECKED
BY
DATE

℄ Culv. Sta. 229+53
Place 20' Wire Fabric Reinforcement
in Concrete over Culvert

P.I. Sta. 236+92.56
Δ Rt 0° 23'

CSAH 23 Lt. Sta. 236+93
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No. 2

393 CSAH 23

300' — 180' Taper — 10'

P.T. 219+80.12

F. Ent. Rt. Sta. 220+11
Construct 2" Bituminous Approach
See Detail Sheet No. 2

Twp Road Rt. Sta. 236+96
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No.2

P.C. 238+11.07

P.I. Sta. 241+58.89
Δ Rt 01° 16' 30"
D 0° 11'
T 347.82'
L 695.58'

P.T. 245+06.65

F. Ent. Rt Sta. 246+78
Construct 2" Bituminous Approach
See Detail Sheet No. 2

℄ Elev. To Top Base

P.I.+00
Elev. 15.6
800' V.C.
M= 2.3'

-1.2%

P.I.+00
Elev. 08.4
400' V.C.
M=0.4'

-0.4%

P.I.+00
Elev. 04.4
400' V.C.
M= 0.2'

-0.8%

P.I.+50
Elev. 98.4
400' V.C.
M=0.25'

-0.3%

F. Ent. Lt. Sta. 257+17
Construct 2" Bituminous Approach
See Detail Sheet No. 2

P.C. 249+88.32

P.I. Sta. 253+60.78
Δ Lt. 01° 14' 30"
D 00° 10'
T 372.45'
L 744.81'

P.T. 257+33.13

Drive Lt Sta. 258+86
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No. 2

Drive Lt Sta. 260+82
Construct 2" Bituminous Approach
and Right Turn Lane
See Detail Sheet No. 2

F. Ent. Rt Sta. 258+86
Construct 2" Bituminous Approach
See Detail Sheet No. 2

F. Ent. Lt Sta. 267+85
Construct 2" Bituminous Approach
See Detail Sheet No. 2

P.C. 267+28.07

P.I. Sta. 271+13.77
Δ Lt 01° 02'
D 00° 08'
T 387.60'
L 775.17'

P.T. 275+01.34

F. Ent. Lt Sta. 276+85
Construct 2" Bituminous Approach
See Detail Sheet No. 2

F. Ent. Rt Sta. 266+05
Construct 2" Bituminous Approach
See Detail Sheet No. 2

℄ Culv. Sta. 267+04
Place 20' Wire Fabric Reinforcement
in Concrete over Culvert

F. Ent. Rt. Sta. 279+58
Construct 2" Bituminous Approach
See Detail Sheet No. 2

℄ Elev. To Top Base

P.I.+36.66667
Elev. 94.54001
400' V.C.
M= 0.75'

-0.3%

-1.8%

P.I.+00
Elev. 77.2
600' V.C.
M=2.55'

+1.6%

P.I.+42.85714
Elev. 93.88571
600' V.C.
M= 1.575'

-0.5%

PROFILE

P.C. 281+61.39

P.T. 289+35.56

Twp. Rd. Lt. 289+59
Construct 2" Bituminous Approach and
Right Turn Lane. See Detail Sheet 2.

Drive Rt. 302+46
Construct 2" Bituminous Approach and
Right Turn Lane. See Detail Sheet 2.

+55

+46

280 285 290 295 VILLAGE 300 305 LIMITS 310

P.I. 285+49.0
Δ Rt. 1°02'
D 0°08'
T 387.61'
L 775.17'

P.I. 289+58.88

+64

EYOTA

FE Rt. 289+64
Construct 2" Bituminous Approach.
See Detail Sheet 2.

+97

FE Rt. 297+97
Construct 2" Bituminous Approach.
See Detail Sheet 2.

℄ Culv. 309+32
Place 20' Wire Fabric Reinforcement
in Conc. over Culvert

PLAN

℄ Elev. to Top Base

92.6 92.1 91.6 91.1 90.6 90.1 89.6 89.1 88.6 88.1 87.6 87.1 86.6 86.1 85.6 85.1 84.6 84.1 83.5 82.6 81.5 80.1 78.5 76.6 74.6 72.8 71.5 70.5 70.0 69.7 69.4 69.1

1290 80 70 60

-0.5%

P.V.C.+00 Elev. 84.1

P.I.+00
Elev. 82.6
600' V.C.
M=1.125

P.V.T.+00 Elev. 76.6

-2.0%

P.V.C.+00 Elev. 74.6

P.I.+00
Elev. 70.6
400' V.C.
M=0.85

P.V.T.+00 Elev. 70.0

-0.3%

1280 70 60

280 285 290 295 300 305 310

FE Lr. 314+76
Construct 2" Bituminous Approach
See Detail Sheet 2.

+76

P.I. 316+04.4

℄ Culv. 339+25
Place 20' Wire Fabric Reinforcement
in Concrete over Culvert

Twp. Rd. Lr. 338+30
Construct 2" Bituminous Approach
and Right Turn Lane.
See Detail Sheet 2.

+30

R.Y.

310 EYOTA 315 320 325 VILLAGE 330 335 LIMITS 340

10'
180' Taper
300'

+50

+88

10'
180' Taper
300'

See Sheet No. 7 Plan and Profile
of C.S.A.H. 7 into Eyota.

C.S.A.H. 7

FE Rt. 320+50
Construct 2" Bituminous Approach.
See Detail Sheet 2.

NOTE: Sta. 339+60 and 339+66
Construct Concrete Pavement
adjacent to Railway Crossing
See Standard Plate 1210 C Section B-B

℄ Culv. 333+21
Place 20' Wire Fabric
Reinforcement in Concrete
over Culvert.

Twp. Rd. Rt. 334+88
Construct 2" Bituminous Approach
and Right Turn Lane.
See Detail Sheet 2.

C.N.W.

℄ Culv. 339+82
Place 20' Wire Fabric
Reinforcement in
Concrete over Culvert.

℄ Elev. to Top Base

69.7 69.4 69.1 68.8 68.5 68.2 67.9 67.6 67.3 67.0 66.6 65.9 64.9 63.6 62.2 60.8 59.4 58.0 56.6 55.2 53.8 52.6 52.1 52.0 52.6 53.4 54.2 55.0 55.8 56.6 57.4 56.9 56.4

1260 50

-0.3%

P.V.C.+00 Elev.

P.I.+00
Elev. 66.4
400' V.C.
M=0.550

P.V.T.+00 Elev.

-1.4%

P.V.C.+00 Elev. 53.8

P.I.+00
Elev. 51.0
400' V.C.
M=1.1

P.V.T.+00 Elev. 52.6

+0.8%

P.V.C.+25 Elev. 56.8

P.V.T.+75 Elev. 57.025

-0.5%

P.I.+00
Elev. 57.4
150 V.C.
M=0.24375

1260 50

310 315 320 325 330 335 340

PLAN
SURVEYED
PLOTTED
DRAWING CHECKED
R/T. OF WAY CHECKED
NOTE BOOK
NO.

PROFILE
SURVEYED
PLOTTED
DRAWING CHECKED
STRUCTURE BOARD
NO.

P.I. 349+85.0
Δ Lt. 72°36'
D 5°00'
T 842.03'
L 1452.0'

P.C. 341+42.97

P.T. 355+94.97

MATCH LINE

EYOTA VILLAGE LIMITS

C.N.W. R.Y.

℄ Culv. 342+57
Place 20' Wire Fabric Reinforcement in Concrete over Culvert.

FE Rt. 349+17
Construct 2" Bituminous Approach.
See Detail Sheet 2.

FE Lt. 361+00
Construct 2" Bituminous Approach.
See Detail Sheet 2.

FE Rt. 361+00
Construct 2" Bituminous Approach
See Detail Sheet 2.

FE Rt. 365+00
Construct 2" Bituminous Approach.
See Detail Sheet 2.

P.C. 366+65.84

FE Rt. 368+50
Construct 2" Bituminous Approach.
See Detail Sheet 2.

℄ Elev. to Top Base

P.I. +00
Elev. 54.9
600' V.C.
M=2.4

P.V.C. +00 Elev. 56.4

-0.5%

P.V.T. +00 Elev. 63.0

P.V.C. +00 Elev. 63.0

+2.7%

P.I. +18.75
Elev. 71.60625
600' V.C.
M=1.20

P.V.T. +00 Elev.

-1.1%

P.V.C. +00 Elev.

P.I. +00
Elev. 85.7
400' V.C.
M=0.3

P.V.T. +00 Elev.

+0.5%

FE Lt. 378+00
Construct 2" Bituminous Approach
See Detail Sheet 2.

P.I. 375+08.64
Δ Rt. 72°40'
D 5°00'
T 842.80'
L 1453.33

Cattle Pass 369+00
Place 20' Wire Fabric Reinforcement in Concrete over Culvert.

FE Rt. 378+00
Construct 2" Bituminous Approach
See Detail Sheet 2.

PT 381+19.17

MATCH LINE

T.H. 14

T.H. 42

383+38.0

END S.A.P. 55-607-05
Sta. 383+38.0

Construct 30' Shldr. Radius (Bituminous)

Construct 75' Shldr. Radius (Bituminous)

℄ Culv. 317+76 $L_2$
No Change

FE Lt. 321+85
Construct 2" Bituminous Approach
See Detail Sheet 2.

P.I. 323+32.51

BEGIN S.A.P. 55-607-05
Sta. 314+76.69 $L_1$
C.S.A.H. 7 Into Eyota.
Construct 2" Bituminous Wearing Course from Sta. 314+88.69 to 323+32.51
See Detail of Right Turn Lane Sheet 6

END S.A.P. 55-607-05
Sta. 323+32.51 $L_1$

FE Rt. 323+20
Construct 2" Bituminous Approach
See Detail Sheet 2

℄ Elev. to Top Base

P.I. +72.72727
Elev. 91.56364
600' V.C.
M=0.825

P.V.C. +72.72727 Elev. 90.06364

+0.5%

P.V.T. +72.72727 Elev. 89.76364

-0.6%

P.I. +00
Elev. 87.2

0.0%