

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS

Fed. Proj. No. STATE FUNDS

CONSTRUCTION PLAN FOR MISC. GRADING & BIT. SURF. FOR TURN, BY-PASS, AND R. R. STOPPING LANES

TRUNK HIGHWAY NO. 242-242

BETWEEN 815 FT. EAST OF E. CORP. LIM. OF ANOKA AND 1870 FT. WEST OF T.H. 65 (S. B.)

From 815 FT. E. OF S.W. COR. SEC 5, T31N, R24W To 793 FT. E. OF S.W. COR. SEC 5, T31N, R23W

Give proper reference to Sections, Township and Range

MINN. PROJ.	STATE PROJ. NO. 0212-15	NO.
GROSS LENGTH FT MI.	31,717 FT. 6.01 MI. FT MI.
BRIDGES-LENGTH FT MI. FT MI. FT MI.
EXCEPTIONS-LENGTH FT MI.	17,238 FT. 3.26 MI. FT MI.
NET LENGTH FT MI.	14,479 FT. 2.75 MI. FT MI.



FINAL CONSTRUCTION DELIVERED
JP Jensen 12-3-75
 Project Engineer

AREA: 53 JOB: 719

Design Speed 60 MPH
 Based on NON STRIPING Sight Distance
 Height of eye 4' Height of object 4'
 Design Speed not achieved at:
 STA. _____ TO STA. _____ MPH _____
 STA. _____ TO STA. _____ MPH _____

DESIGN DESIGNATION

ADT (CURRENT YEAR) 1972 = 6,975
 ADT (FUTURE YEAR) 1985 = 14,300
 DHV (DESIGN HOUR VOLUME) = _____
 D (DIRECTIONAL DISTRIBUTION) = 50 %
 T (HEAVY COMMERCIAL) = 8.3 %

PROJECT LOCATION -
 ANOKA TO T.H. 65
 Anoka County
 M.H.D. DIST. 5



INDEX

SHEET NO.	DESCRIPTION
1-2	TITLE SHEETS
3-4	ESTIMATED QUANTITIES
5-7	TYPICAL DETAILS
8-9	PUBLIC UTILITIES TABULATIONS
9	STANDARD PLATES
10-13	LETTLIS
14-15	PLAN SHEETS
16-17	DETAILED TABULATIONS
18-19	X-SECTION TABULATIONS
20	SCHEDULE OF QUANTITIES & BENCH MARK TABULATIONS
21-22	X-SECTIONS

This Plan Contains 66 Sheets

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.

Glen C. Ellis

DATE 2/14/75 REG. NO. 89226

Right of Way Approval *R. D. Brannon* 1975
DIRECTOR OF RIGHT OF WAY OPERATIONS

Recommended for Approval _____ 19__

Recommended for Approval *John Michaelis* 19__
REGISTERED PROFESSIONAL ENGINEER

Recommended for Approval *E. E. Oplead* 2/14/75
ASSISTANT DISTRICT ENGINEER

Recommended for Approval _____ 19__
ASSISTANT ROAD DESIGN ENGINEER

Recommended for Approval *Paul G. Vely* 5-22-75
ROAD DESIGN ENGINEER

Approved 5-23-75 *Paul A. [Signature]*
Director, Design and Right of Way Division

DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 APPROVED: _____
DIVISION ENGINEER, DATE

Design Squad: A. Polec

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 Long 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	-----
DITCH	-----
DRY RUN	-----
GUARD RAIL	-----
RAILROAD SNOW FENCE	-----
WOODEN 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	-----
GRASSLAND	-----
BRUSH	-----
NURSERY	-----
CATCH BASIN	CB □
FIRE HYDRANT	□
CATTLE GUARD	-----
OVERPASS (Highway Over)	-----
UNDERPASS (Highway Under)	-----
BRIDGE	-----
BUILDING (One Story Frame)	-----
F FRAME	-----
S STONE	-----
D BRICK	-----
C CONCRETE	-----
T TILE	-----
S STUCCO	-----
IRON PIPE OR ROD	-----
MONUMENT (STONE, CONCRETE, OR METAL)	-----
WOODEN MUD	-----
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	-----

PIT DATA

S.W. 1/4 S.E. 1/4 Sec. 14, T119N, R22W
Near Osseo in Hennepin County

Granular PIT NO. 3125

Located in	-----
Dead Haul	-----
Located in	-----
Dead Haul	-----
Located in	-----
Dead Haul	-----

REVISIONS		
DATE	SHEET NO	APPROVED BY

SPECIFICATIONS

THE MINNESOTA HIGHWAY DEPARTMENT
"STANDARD SPECIFICATIONS FOR HIGHWAY
CONSTRUCTION" DATED JANUARY 1, 1972
AS AMENDED BY "SUPPLEMENTAL
SPECIFICATIONS" DATED JANUARY 1,
1974 SHALL GOVERN.

NOTE: NET LENGTH OF THE PROJECT
INCLUDES ALL THE SECTIONS ON
T.H. 242 SCHEDULED FOR
PROPOSED CONSTRUCTION. FOR
LOCATION OF SAID SECTIONS
SEE PLAN SHEETS NO. 14
THROUGH NO. 40

Plan Scale: 1" = 100'

Pit No. 3125 is a possible source of aggregates used in production of 2331 Base, 2341 Wearing Course, and granular borrow.

A gradation correction may be required in the production of BA-1.
On State owned areas, class 5 material or better shall not be used for granular borrow without the Engineer's permission.

Gravel Pit Sheets are not included in this Plan.
Prints of Pit Sheets may be obtained at the time Plans and Proposals are purchased.

FINAL CONSTRUCTION CHANGES COMPLETED
[Signature] 12-1-75
Project or Resident Engineer Date

TITLE SHEET - 2

STATEMENT OF ESTIMATED QUANTITIES

Fed. Proj. No.

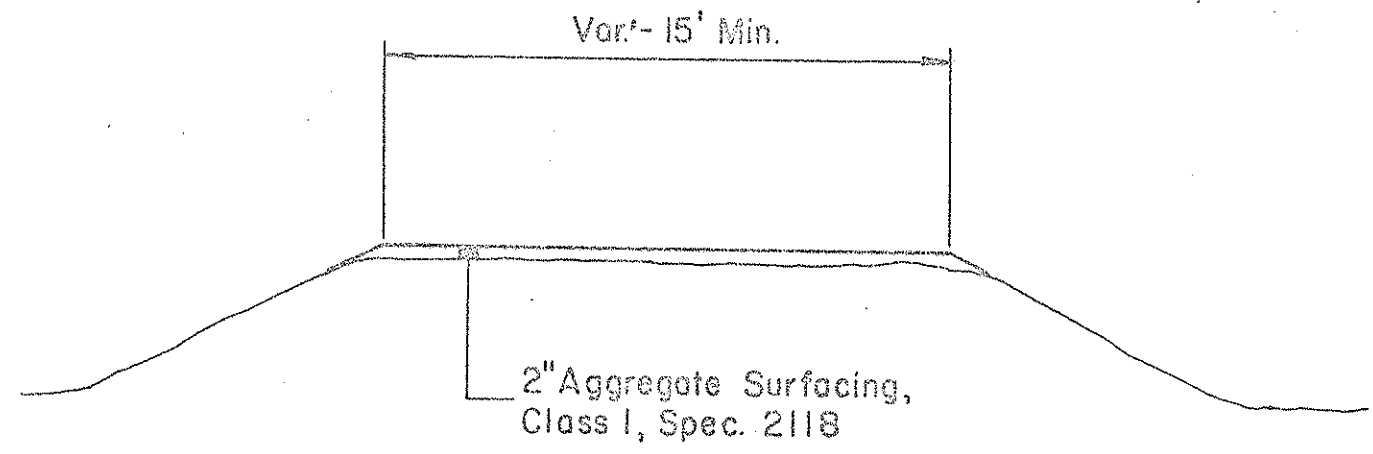
ITEM NO.	ITEM	UNIT	TOTAL ESTIMATED QUANTITIES	TOTAL FINAL QUANTITIES
2021.501	MOBILIZATION	LUMP SUM		L.S.
2031.503	FIELD LABORATORY, TYPE C	EACH	1	1
2051.501	MAINTAINENCE AND RESTORATION OF HAUL ROADS	LUMP SUM		0
2104.501	REMOVE PIPE CULVERTS	LIN. FT.	118	179
2104.521	SALVAGE PIPE CULVERT	LIN. FT.	1135	1219
2104.523	SALVAGE METAL APRON	EACH	29	30
2104.523	SALVAGE CONCRETE APRON	EACH	6	8
2105.501	COMMON EXCAVATION	CU. YD.	(P) 13905	14170
2105.521	GRANULAR BORROW (LV)	CU. YD.	18102	18,622
2118.502	AGGREGATE SURFACING, CLASS I	CU. YD.	60	90
2331.504	BIT. MATERIAL FOR MIXTURE	TON	299	332
2331.514	BASE COURSE MIXTURE	TON	7465	7371
2341.504	BIT. MATERIAL FOR MIXTURE	TON	134	165
2341.508	WEARING COURSE MIXTURE	TON	2427	2889
2357.502	BIT. MATERIAL FOR TACK COAT	GAL.	883	1924
2501.511	18" CS PIPE CULVERT	LIN. FT.	58	58
2501.511	24" RC PIPE CULVERT	LIN. FT.	26	26
2501.511	30" CS PIPE CULVERT	LIN. FT.	56	56
2501.515	15" GS PIPE APRONS	EACH	11	12
2501.515	18" GS PIPE APRONS	EACH	6	6
2501.515	24" GS PIPE APRONS	EACH	6	6
2501.501	CULVERT EXCAVATION CLASS E	CU. YD.	(X) 890	950

(X) - Not Plan. Quantity

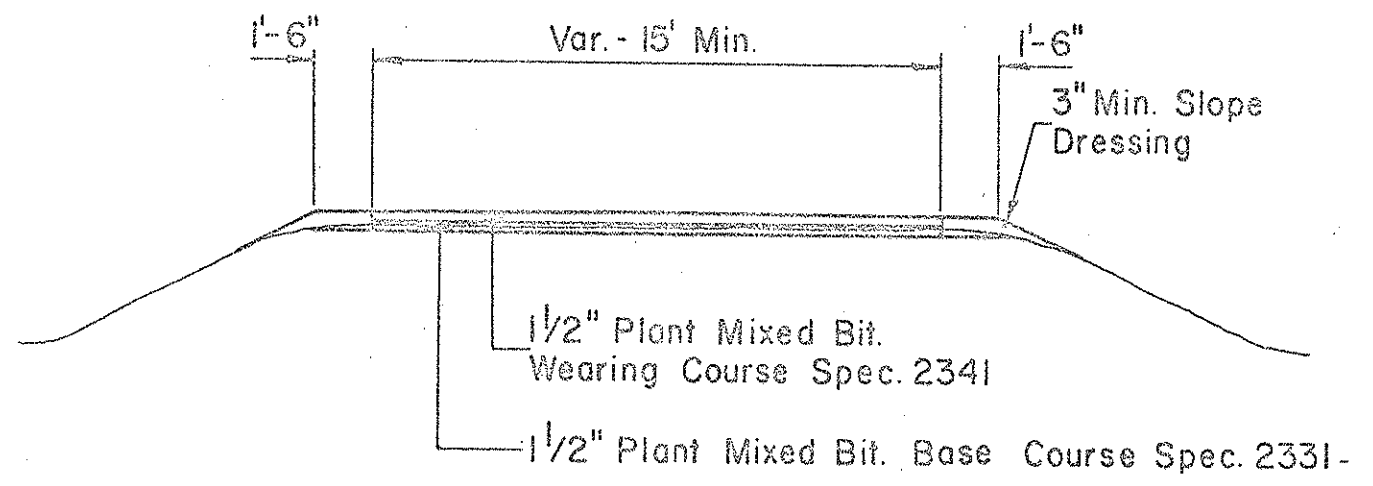
SEE SHEET 4 FOR NOTES

FINAL CHECKED BY
 PROJECT ENGINEER
 DATE

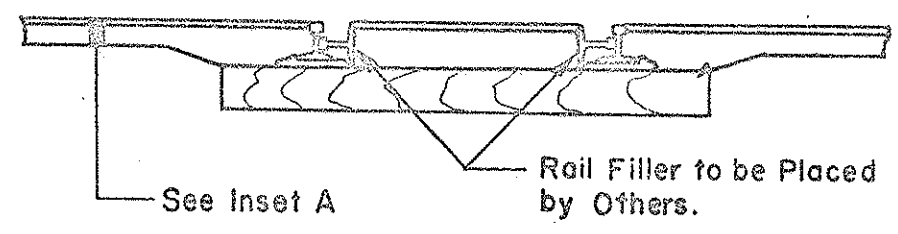
ESTIMATED QUANTITIES



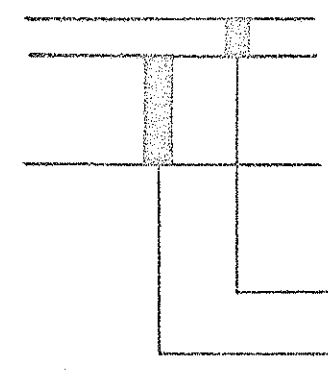
GRAVEL ENTRANCES



BITUMINOUS ENTRANCES

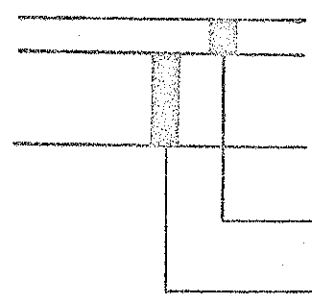


10' REINFORCED SHOULDERS AT RAILROAD CROSSINGS (TYPICAL)



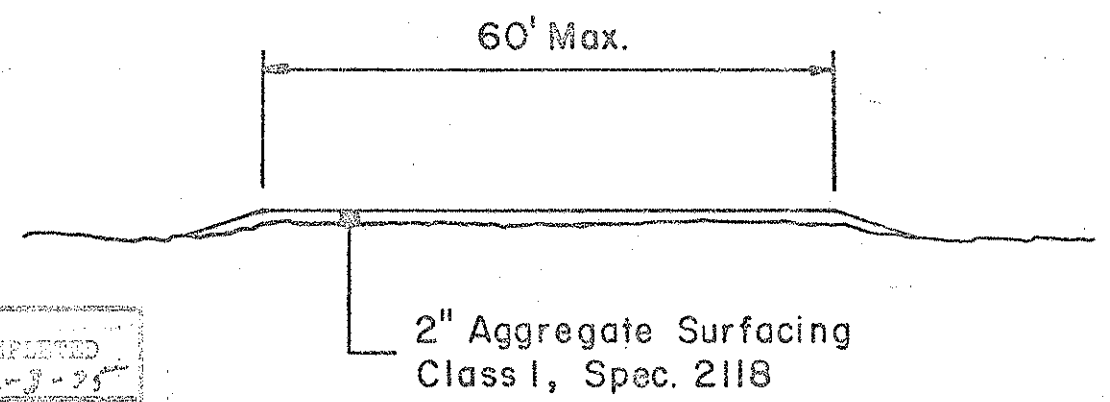
1-1/2" Plant Mixed Bit. Wearing Course - Spec. 2341
5-1/2" Plant Mixed Bit. Base - Spec. 2331

INSET B



1-1/2" Plant Mixed Bit. Wearing Course - Spec. 2341
4" Plant Mixed Bit. Base - Spec. 2331

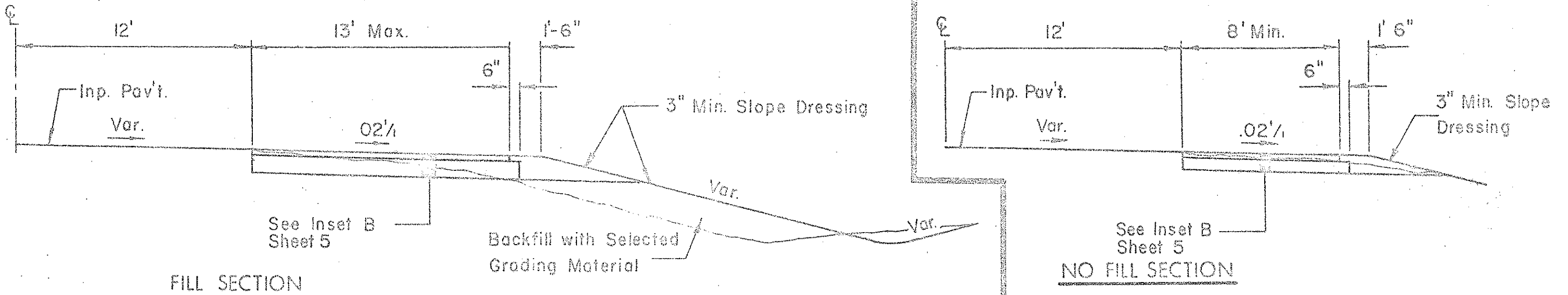
INSET A



CUL-DE-SAC at NORTH DALE BLVD.

TYPICAL SECTIONS

FINAL CONSTRUCTION CHANGES COMPLETED	
Project & Reside	Engineer Date
	12-3-95



Sta.	51+50	to	54+90 L.
	61+00	to	66+50 R.
	63+35	to	69+50 L.
	148+82	to	152+82 L.
	161+17	to	166+00 L.
	185+00	to	190+34 R.
	194+64	to	199+15 R.
	197+50	to	202+00 L.
	249+50	to	253+98 L.
	257+50	to	266+50 R.
	260+50	to	268+50 L.
	281+19	to	286+50 L.
	299+50	to	303+97 R.
	304+49	to	308+60 L.
	328+50	to	335+80 R.
	329+86	to	338+50 L.
	353+50	to	359+65 R.
	355+50	to	363+50 L.

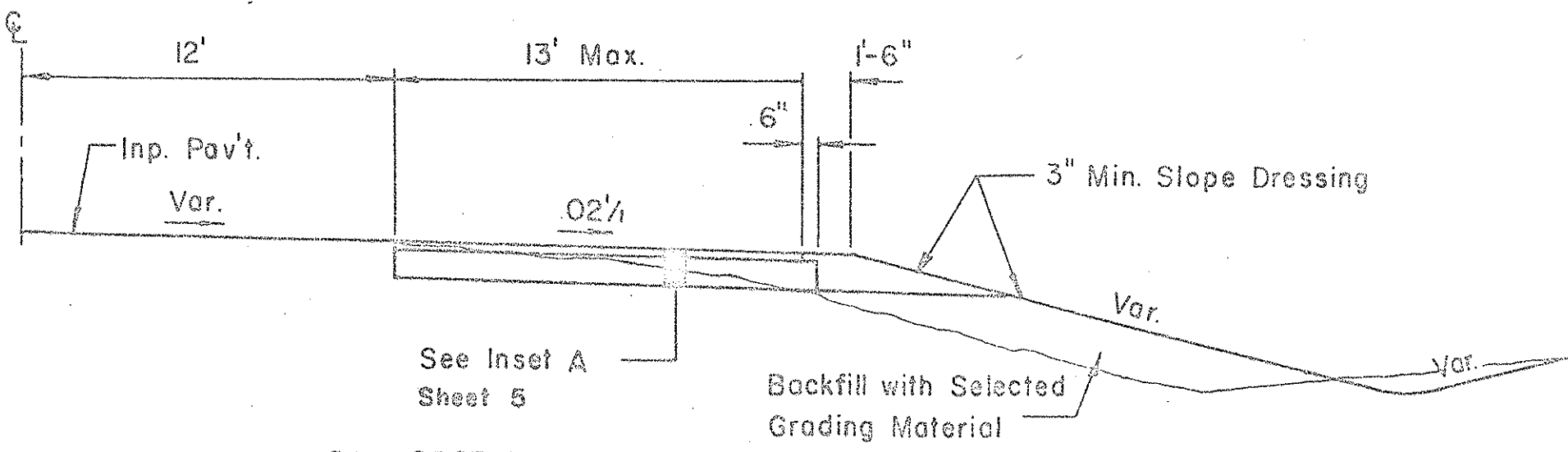
Sta.	50+28	to	51+50 L.	Sta.	258+80	to	260+50 L.
	60+85	to	61+00 R.		266+50	to	267+49 R.
	66+50	to	68+25 R.		268+50	to	269+99 L.
	69+50	to	70+75 L.		286+50	to	287+29 L.
	147+77	to	148+82 L.		298+63	to	299+50 R.
	152+82	to	154+10 L.		301+11	to	304+49 L.
	166+00	to	167+27 L.		303+97	to	305+98 R.
	184+24	to	185+00 R.		326+74	to	328+50 R.
	193+59	to	194+64 R.		338+50	to	340+12 L.
	196+09	to	197+50 L.		351+96	to	353+50 R.
	199+15	to	200+95 R.		354+46	to	355+50 L.
	202+00	to	203+45 L.		359+65	to	361+45 R.
	247+88	to	249+50 L.		363+50	to	364+95 L.
	256+30	to	257+50 R.				

FINAL CONSTRUCTION CHANGES COMPLETED
 Project Resident Engineer Date

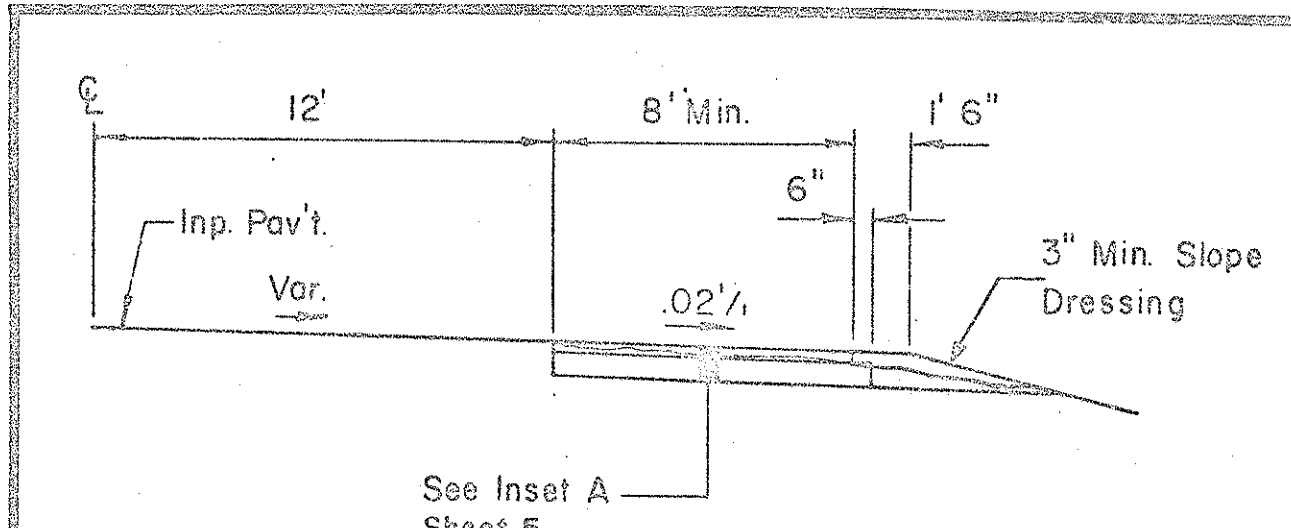
TYPICAL SECTIONS
 High count Turn Lanes and
 By-Pass Lanes

Construction Notes

1. Selected grading material shall consist of granular soils, excluding topsoil.
 2. In any new construction the upper 4.0' of the grading subgrade shall be constructed of selected grading materials (granular Material) the upper 1.0' of which shall be selected granular borrow meeting the gradation requirements of Spec. 3149.2B.
 3. Strip and re-use as slope dressing all topsoil and in place slope dressing to a minimum depth of 3" from all areas to be disturbed by construction. Approximate depths of slope dressing encountered are as follows: 6" maximum, 3" minimum, and 5" average.
- Slope dressing on this project is defined as the topsoil or other soil which has been placed during prior construction to provide a medium for establishing turf.
4. Where connecting new surfacing adjacent to an in place pavement the excavation shall be backfilled promptly to avoid undermining the in place pavement.
 5. Bituminous surfacing and concrete items disturbed by this construction shall be disposed of by the contractor off the project limits.
 6. All compaction of this project shall be accomplished in accordance with the "Ordinary Compaction Method", M. H. D. SPEC. 2105.3F2 (Grading) and M. H. D. SPEC. 2331.3H (Bituminous)
 7. Test rolling will not be required



FILL SECTION



NO FILL SECTION

Sta. 49+50	to	52+50 R.
56+00	to	58+03 R.
57+50	to	60+05 L.
146+25	to	150+65 R.
160+00	to	164+14 R.
187+36	to	191+79 L.
225+12	to	232+62 R.
226+67	to	234+17 L.
245+38	to	249+50 R.
279+50	to	284+17 R.
341+66	to	344+50 R.

Sta. 47+78	to	49+50 R.
52+50	to	56+00 R.
54+90	to	57+50 L.
144+92	to	146+25 R.
158+67	to	160+00 R.
191+79	to	192+84 L.
249+50	to	250+00 R.
278+69	to	279+50 R.
344+50	to	346+35 R.

FINAL CONSTRUCTION CHANGES COMPLETED
 Project Engineer Date

TYPICAL SECTIONS
 Low count Turn Lanes and
 Reinforced Bit. Shoulders.

PUBLIC UTILITIES

Fed. Proj. No.

STATION	LOCATION	ITEM INP	REMARKS	ADJ. EL. TO	OWNERSHIP	STATION	LOCATION	ITEM INP	REMARKS	ADJ. EL. TO	OWNERSHIP
45+00 to 357+00	16' Rt.	Bur. T. Cond.	(1)		D	144+00 to 170+00	30'-8' Lt.	Bur. Gas	(1)		F
47+00	16.5' Rt.	M.H.	(2)	872.76	D	150+93	45' Rt.	L. Pole	(4)		C
49+00 to 53+02	16.5'-59' Rt.	Bur. T. Cond.	(1)		D	163+00	67' Rt. -40' Lt.	Bur. Gas	(1)		F
49+63	29.5' Rt.	P.M.H.	(2)	871.78	G	163+82	43' Rt.	L. Pole	(4)		C
49+63 to 54+93	29.5'-27.5' Rt.	Bur. P. Cable	(1)		G	182+00 to 205+00	45' Lt.	Bur. Gas	(2)		F
52+40	58' Rt.	Guy Pole	(1)		C	183+19	36' Lt.	L. Pole	(4)		C
53+02	44' Rt.	Guy & Anchor	(4)		C	178+93	47' Lt.	L. Pole	(3)		C
54+93	27.5' Rt.	P.M.H.	(1)		G	196+76 to 198+81	71'-51' Rt.	Bur. T. Cable	(1)		D
54+96	15' Rt.	R.R. Signal	(4)		B	198+81 to 199+95	51'-70' Rt.	Bur. T. Cable	(1)		D
55+27	33' Rt.	H.H.	(1)		B	198+81	51' Rt.	M.H.	(1)		D
55+40	32' Lt.	H.H.	(1)		B	198+81	73' Rt. -75' Lt.	Bur. T. Cable	(1)		D
55+46	29' Lt.	Cont. Box	(1)		B	198+83	57' Lt.	L. Pole	(1)		C
55+50	26' Lt.	Cont. Box	(1)		B	198+85	41' Rt.	L. Pole	(4)		C
55+60	18' Lt.	R.R. Signal	(4)		B	223+00 to 223+00	45' Lt.	Bur. Gas	(1)		F
56+79	15' Rt.	M.H.	(2)	872.65	D	229+51	35' Lt.	R.R. H.H.	(1)		B
64+00 to 65+56	15'-16.5' Rt.	Bur. T. Cond.	(1)		D	229+51	27' Lt.	R.R. Signal	(1)		B
65+50	37' Rt.	L. Pole	(4)		C	229+53	21' Rt.	R.R. Signal	(4)		B
65+56	16.5' Rt.	M.H.	(2)	870.87	D	229+77	21' Lt.	R.R. Signal	(4)		B
65+60	16.5' Rt. -75' Lt.	Bur. T. Cond.	(1)		D	229+77	75' Rt. - Lt.	Bur. Telegraph	(1)		E
65+64	16.5' Rt.	M.H.	(2)	870.87	D	230+78	75' Rt. - Lt.	Bur. Gas	(1)		A
65+64 to 72+00	16.5'-15' Rt.	Bur. T. Cond.	(1)		D	250+00	41' Rt.	L. Pole	(4)		C
65+64 to 72+58	16.5'-65' Rt.	Bur. T. Cond.	(1)		D	261+81	50' Lt.	L. Pole	(1)		C
65+64	16.5' Rt. -75' Lt.	Bur. T. Cond.	(1)		D	264+70 to 264+84	69' Rt. -75' Lt.	Bur. T. Cable	(1)		D
72+58	65' Rt.	M.H.	(1)		D	264+32	44' Lt.	L. Pole	(4)		C
143+00 to 163+00	67' Rt.	Bur. Gas	(1)		F	276+43	45' Lt.	Gas Valve	(1)		F

LEGEND

- A Northern Natural Gas Co.
- B Burlington Northern Inc.
- C Anoka Electric Co.
- D Northwestern Bell
- E Western Union
- F North Central Public Service
- G City of Anoka

NOTES:

- (1) Leave as is
- (2) To be adjusted by others
- (3) To be removed by others
- (4) To be moved by others

FINAL CONSTRUCTION CHANGES COMPLETED	
Project Engineer	Date

PUBLIC UTILITIES TABULATION

PUBLIC UTILITIES

Fed. Proj. No.

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

STATION	LOCATION	ITEM INP	REMARKS	ADJ EL TO	OWNERSHIP
224+00 to 224+00	67' RL	Bur. Gas	(1)		F
233+53	71' RL -55' Lt.	Bur. Gas	(1)		F
234+00 to 234+00	67' Lt.	Bur. Gas	(1)		F
301+71	65' RL	M.H.	(1)		D
301+71 to 303+93	63'-59' RL	Bur. T. Cond.	(1)		D
303+26	71' RL -75' Lt.	Bur. T. Cable	(1)		D
303+28	77' Lt.	T. Pole	(1)		D
303+53	67' Lt.	Gas Valve	(1)		F
303+56	65' Lt.	Gas Valve	(1)		F
303+93	59' RL	M.H.	(1)		D
303+93 to 307+00	59'-62' RL	Bur. T. Cable	(1)		D
304+02	71' RL	L. Pole	(1)		C
304+04	79' Lt.	Gas Pres. Box	(1)		F
304+00 to 351+00	67'-45' Lt.	Bur. Gas	(1)		F
351+00 to 357+00	45' Lt.	Bur. Gas	(1)		F
330+16	40' Lt.	L. Pole	(4)		C
330+61	65' RL	M.H.	(1)		D
330+61	65' RL -75' Lt.	Bur. T. Cable	(1)		D
342+16	69' RL	L. Pole	(4)		C
356+53	79' Lt.	T. Box	(1)		D
356+53	62' RL	M.H.	(1)		D
356+53	62' RL -75' Lt.	Bur. T. Cable	(1)		D
357+48	45' RL	L. Pole	(4)		C

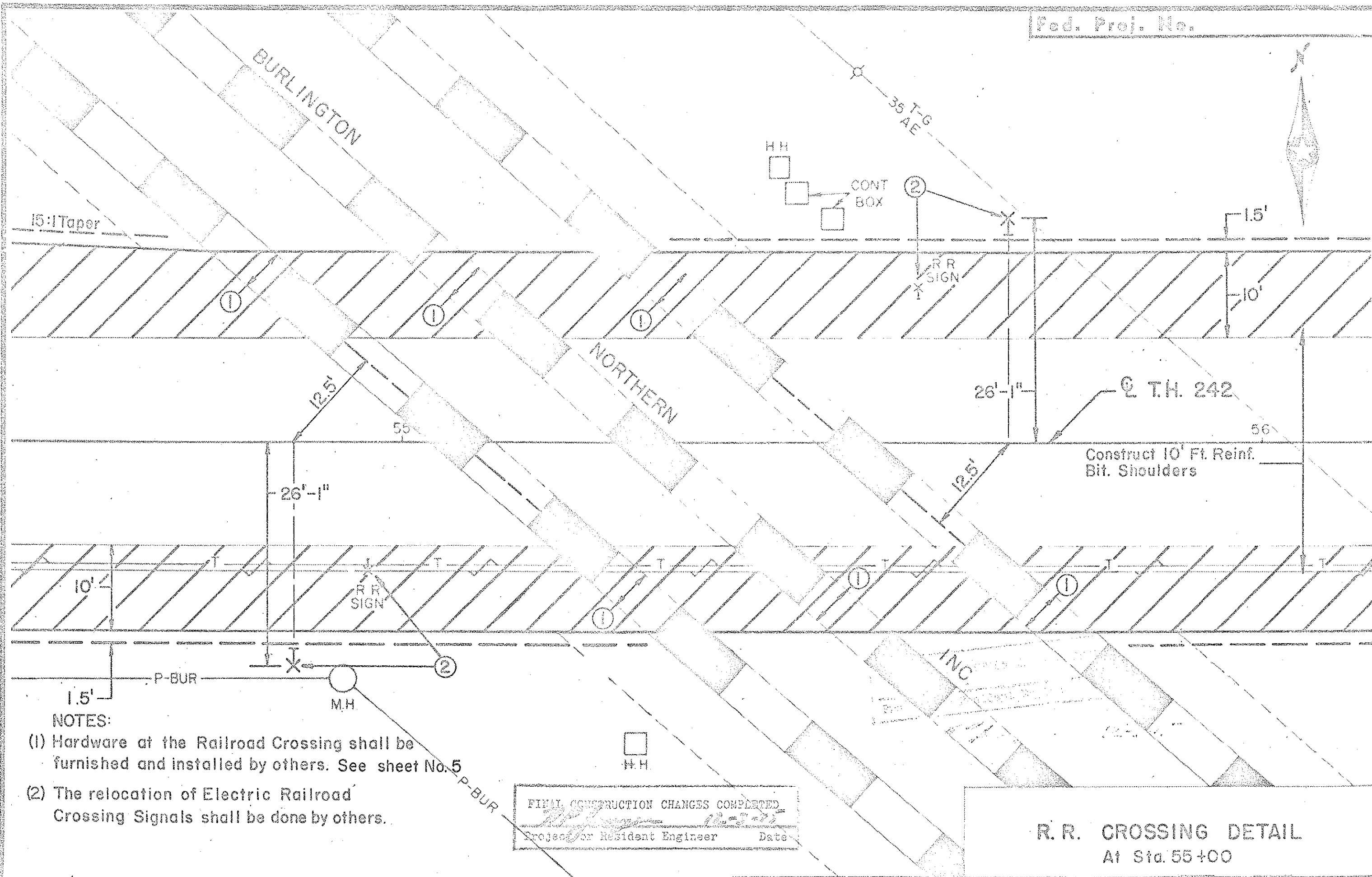
STANDARD PLATES

PLATE NO.	DESCRIPTION
202A	SPECIFICATION REFERENCE TO STANDARD PLATES
300F	REINFORCED CONCRETE PIPE
305A	REINFORCED CONCRETE PIPE - WALL C
310F	CONCRETE APRON FOR REINFORCED CONCRETE PIPE
312F	METAL APRON FOR C.M. PIPE
313A	METAL APRON CONNECTION
314A	CONCRETE PIPE JOINT TIES
5072D	PERMANENT BARRICADE
8000A	INSTALLATION OF CULVERT MARKERS
9102C	SODDING AT PIPE CULVERT ENDS
3040D	CORRUGATED METAL PIPE
7065C	BITUMINOUS CURB
8000F	STANDARD BARRICADES

For legend see Sheet No. 8.

FINAL CONSTRUCTION CHANGES COMPLETED
[Signature]
 Project or Resident Engineer Date

PUBLIC UTILITIES TABULATION & STANDARD PLATES

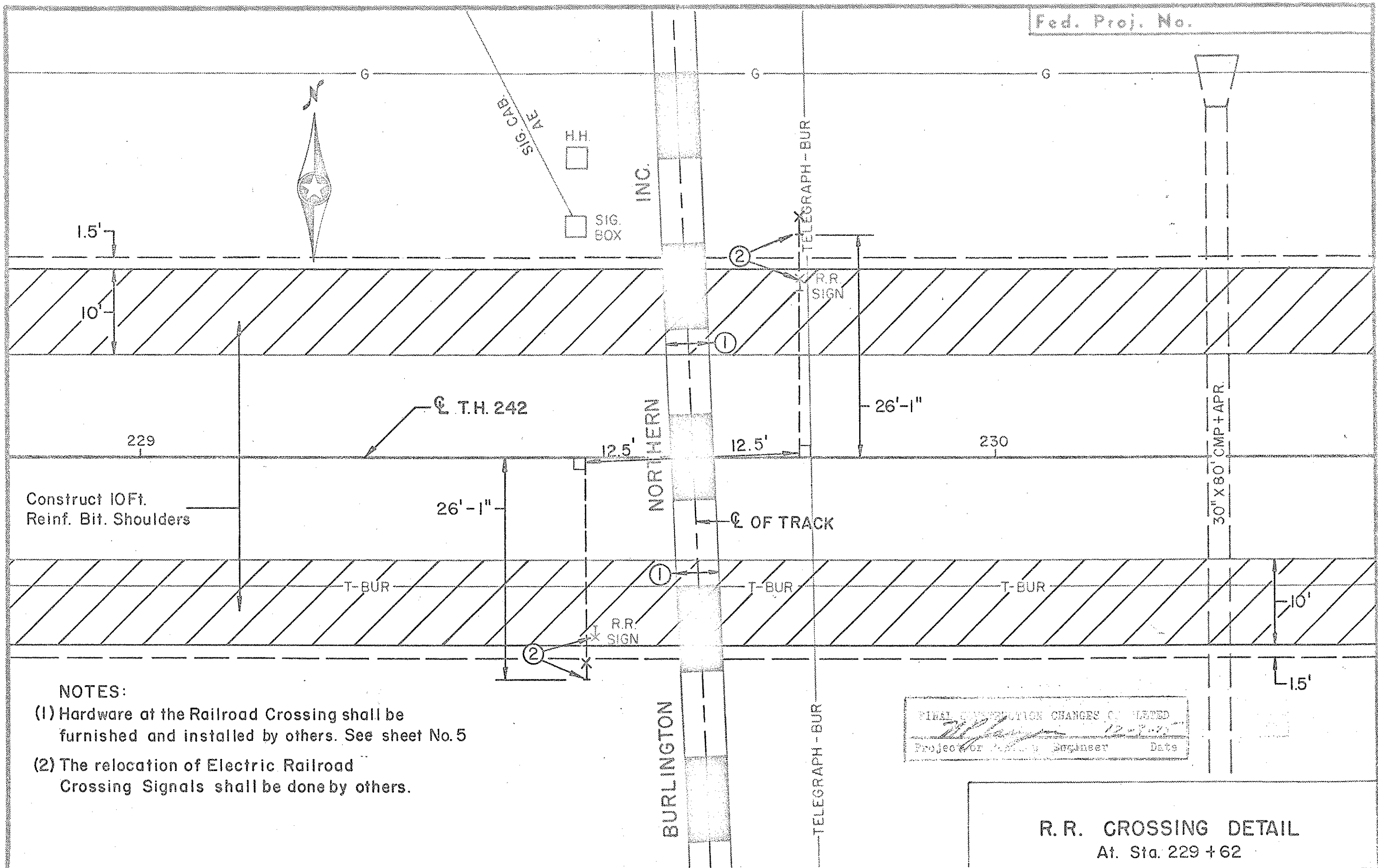


- NOTES:
- (1) Hardware at the Railroad Crossing shall be furnished and installed by others. See sheet No. 5
 - (2) The relocation of Electric Railroad Crossing Signals shall be done by others.

FINAL CONSTRUCTION CHANGES COMPLETED

 Project or Resident Engineer Date

R. R. CROSSING DETAIL
 At Sta. 55+00

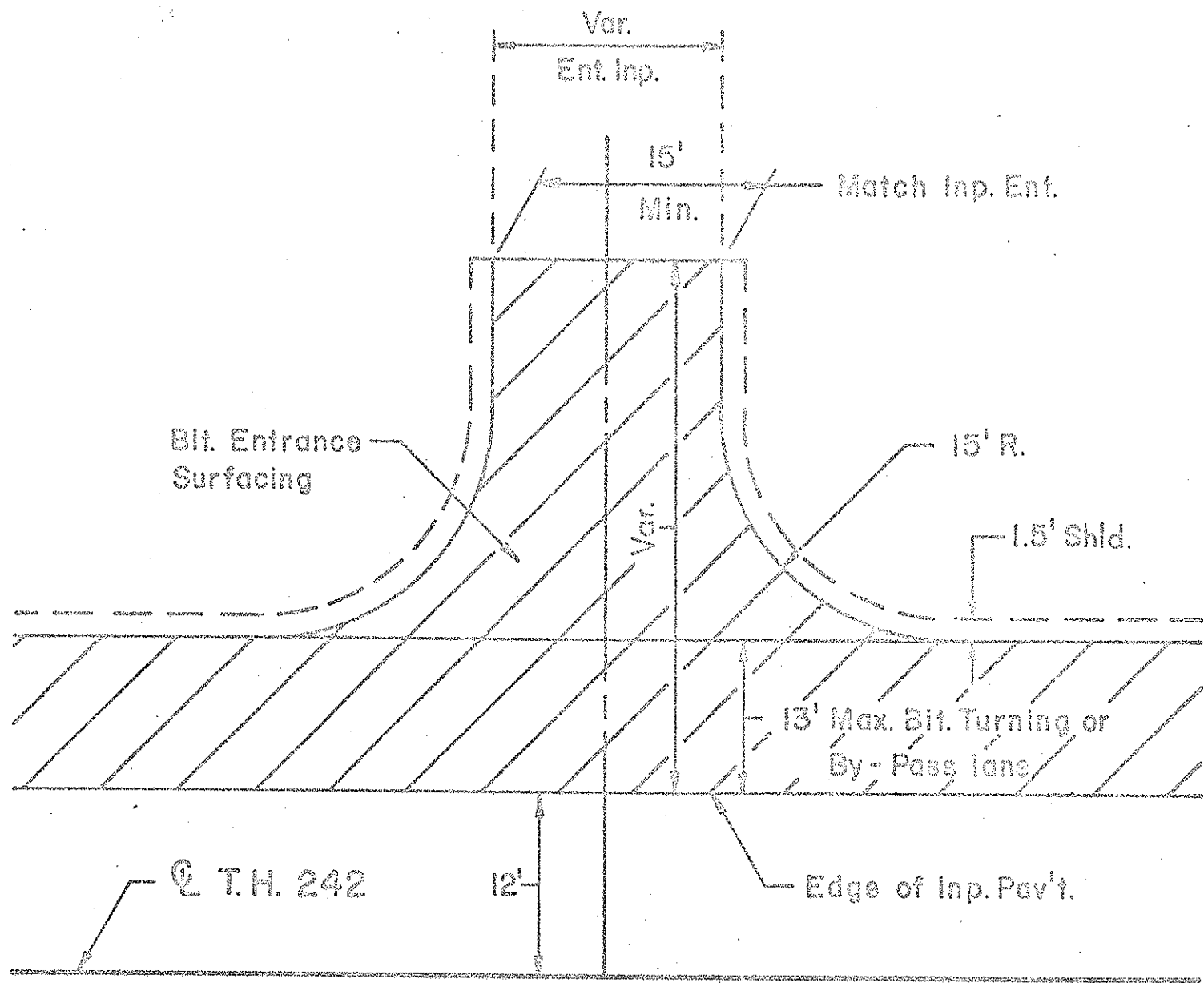


NOTES:

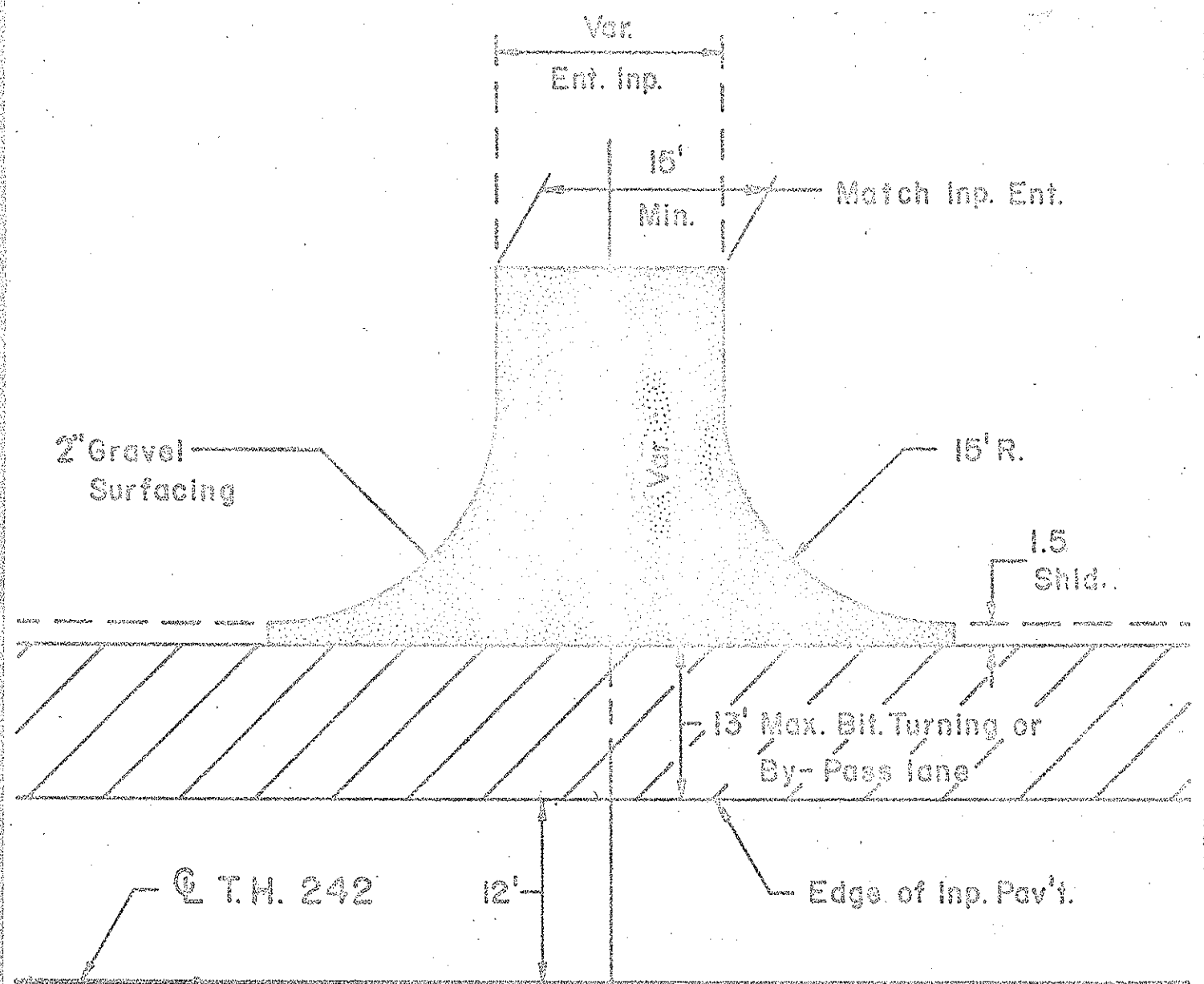
- (1) Hardware at the Railroad Crossing shall be furnished and installed by others. See sheet No. 5
- (2) The relocation of Electric Railroad Crossing Signals shall be done by others.

FINAL CONSTRUCTION CHANGES COMPLETED
[Signature] 12-8-22
 Project Engineer Date

R. R. CROSSING DETAIL
 At Sta. 229 + 62



FARM AND OTHER ENTRANCES

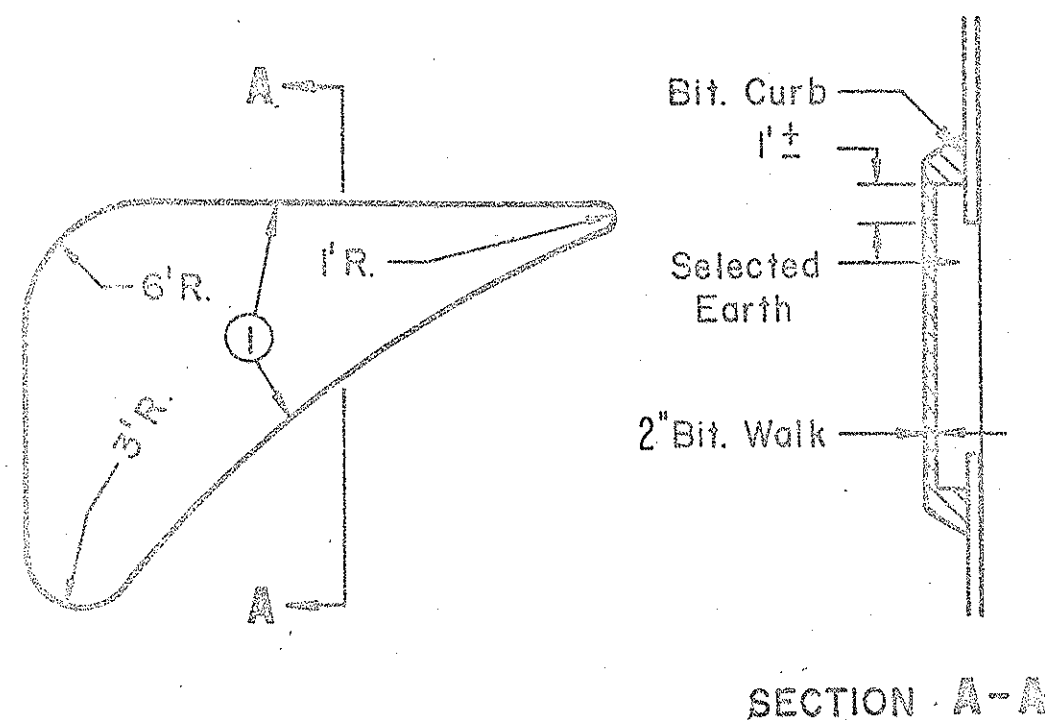
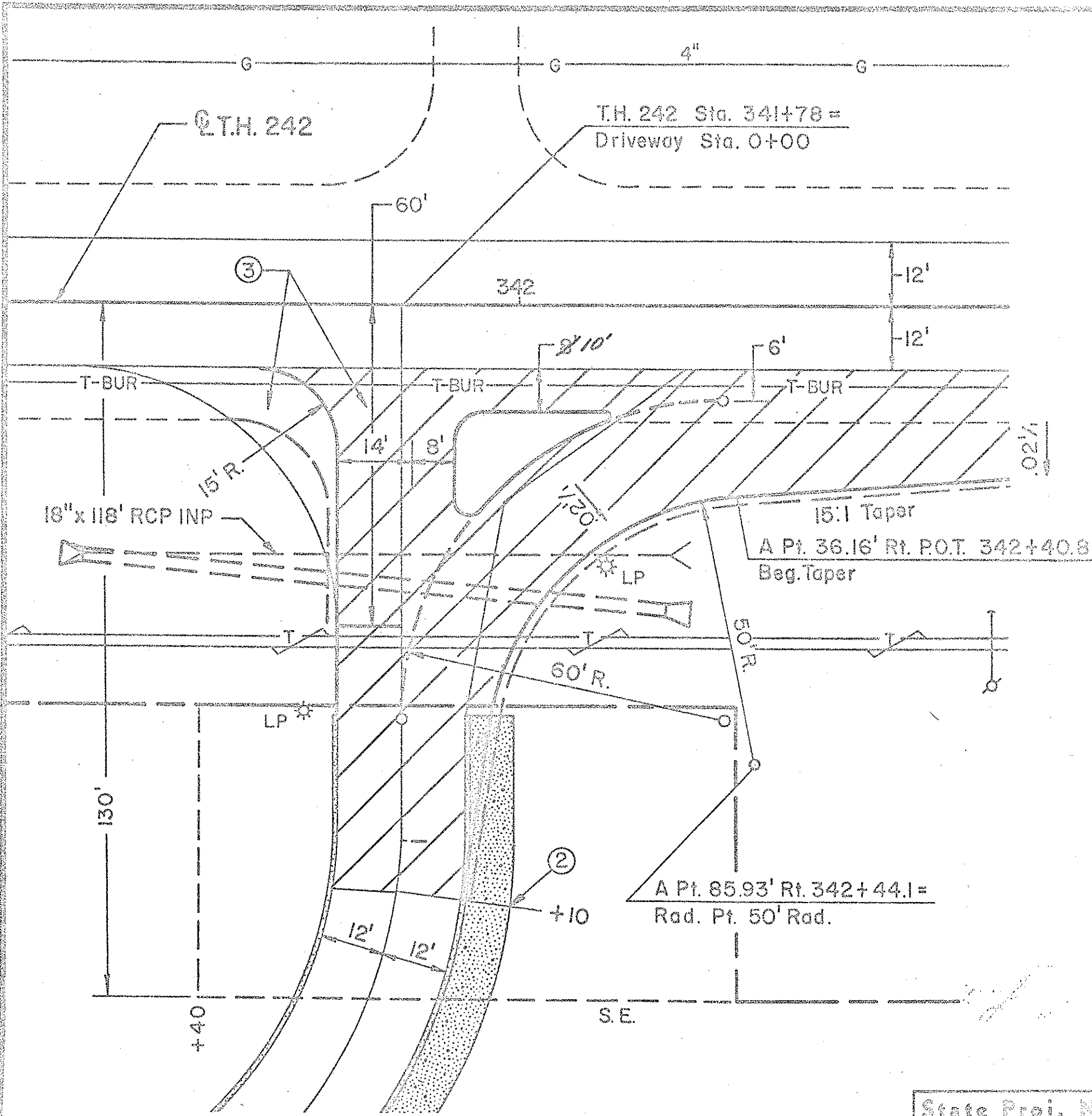


FIELD ENTRANCES

FINAL CONSTRUCTION CHANGES COMPLETED

Project or Resident Engineer _____ Date 12-3-75

ENTRANCE DETAILS



NOTES:



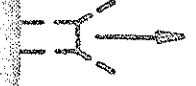

- ① Bituminous Curb shall be incidental.
- ② Remove Conc. Curb and Walk to Sta. 1+10.
- ③ Remove 1/2\"/>

Note: Removal of Conc. Curb and Walk shall be incidental to cost of pavement construction.

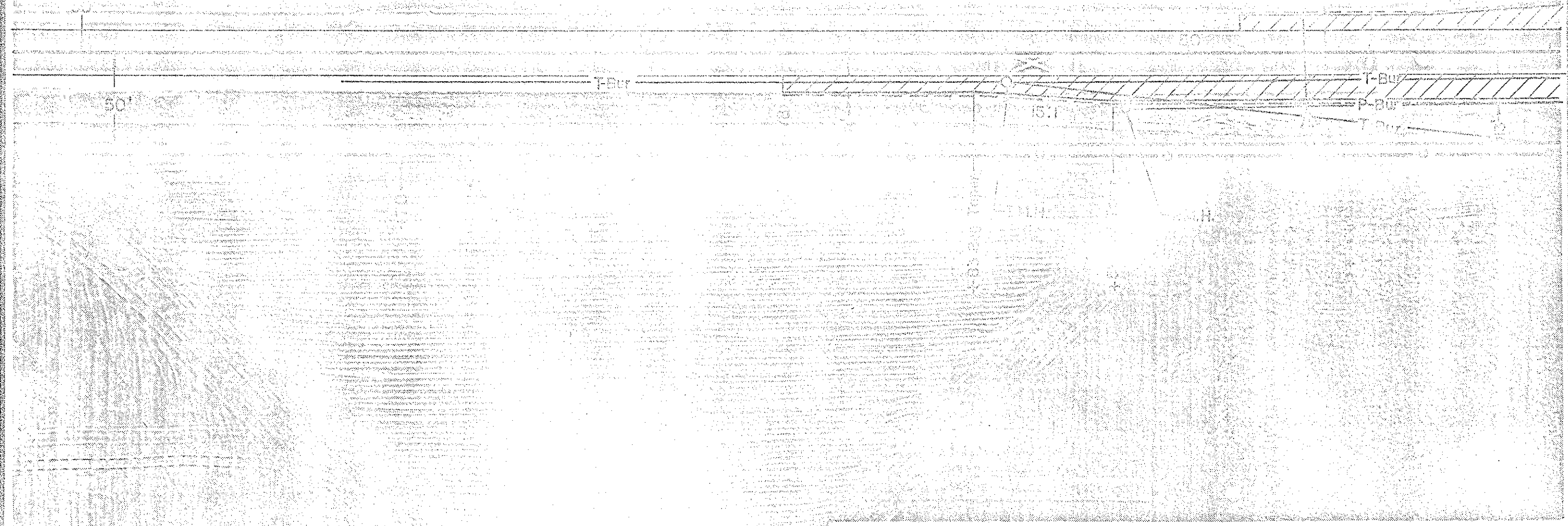
FINAL CONSTRUCTION CHANGES COMPLETED
[Signature] 12-3-85
 Project or Resident Engineer Date

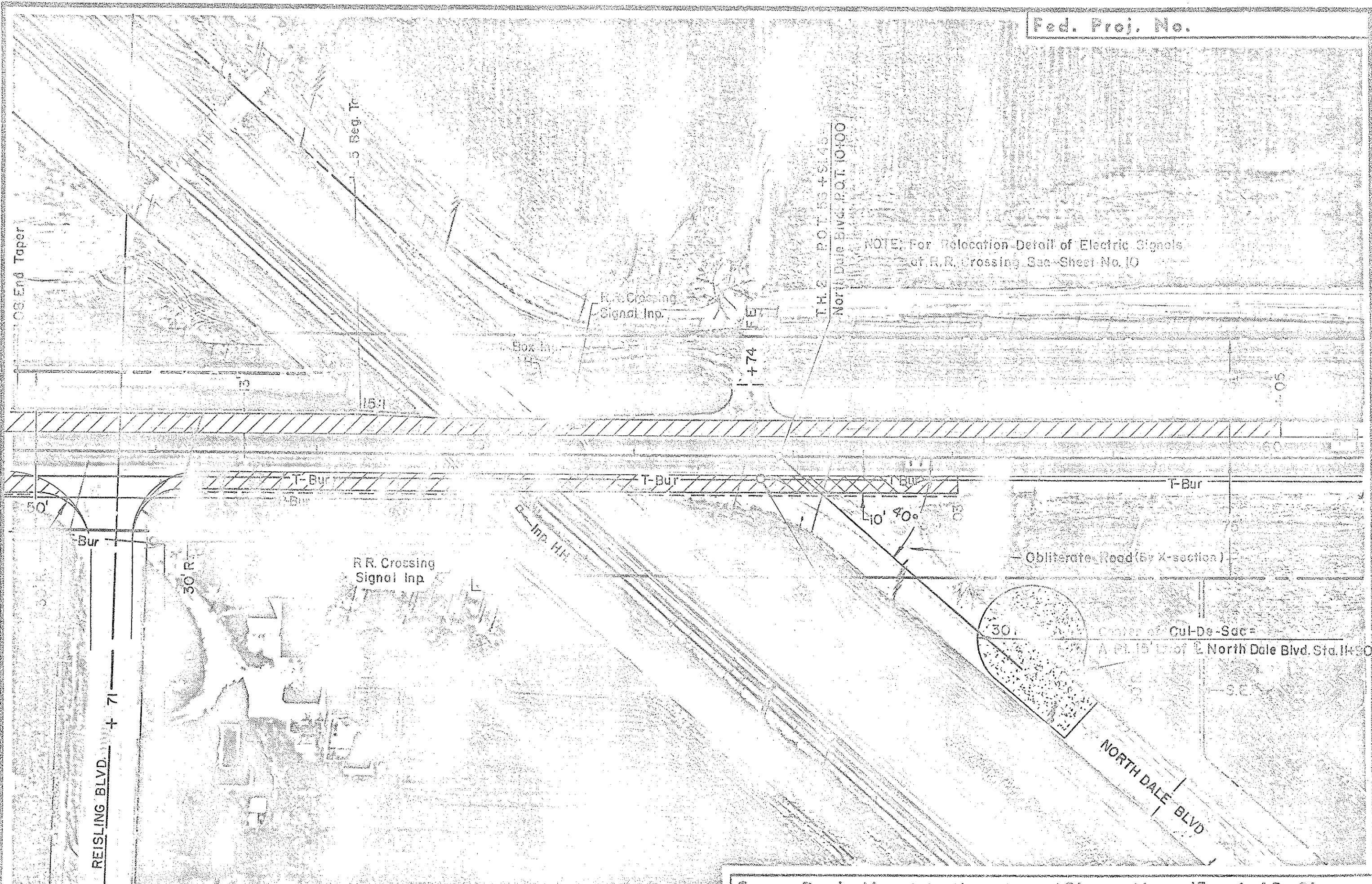
RIGHT TURN LANE DETAIL
 AT ROOSEVELT JR. HIGH

LEGEND

-  - Indicates Bit. Surfacing to be placed.
-  - Indicates Gravel Surfacing to be placed.
-  - Indicates Direction of Drainage flow.
-  - Indicates Imp. Bit. Surfacing is to be Removed

NOTE: When removing Bituminous Surfacing, the Contractor will take care to leave a vertical edge against which new Bituminous Pavement will be placed.





NOTE: For Relocation Detail of Electric Signals of R.R. Crossing See Sheet No. 10

T.H. 242 P.O.T. 55+51.45
North Dale Blvd. P.O.T. 10+00

OS End Taper

REISLING BLVD. + 71

NORTH DALE BLVD

Center of Cul-De-Sac =
A Pt. 15' East of North Dale Blvd. Sta. 11+50

ROUND LAKE BLVD.

C.S.A.H. 9

26



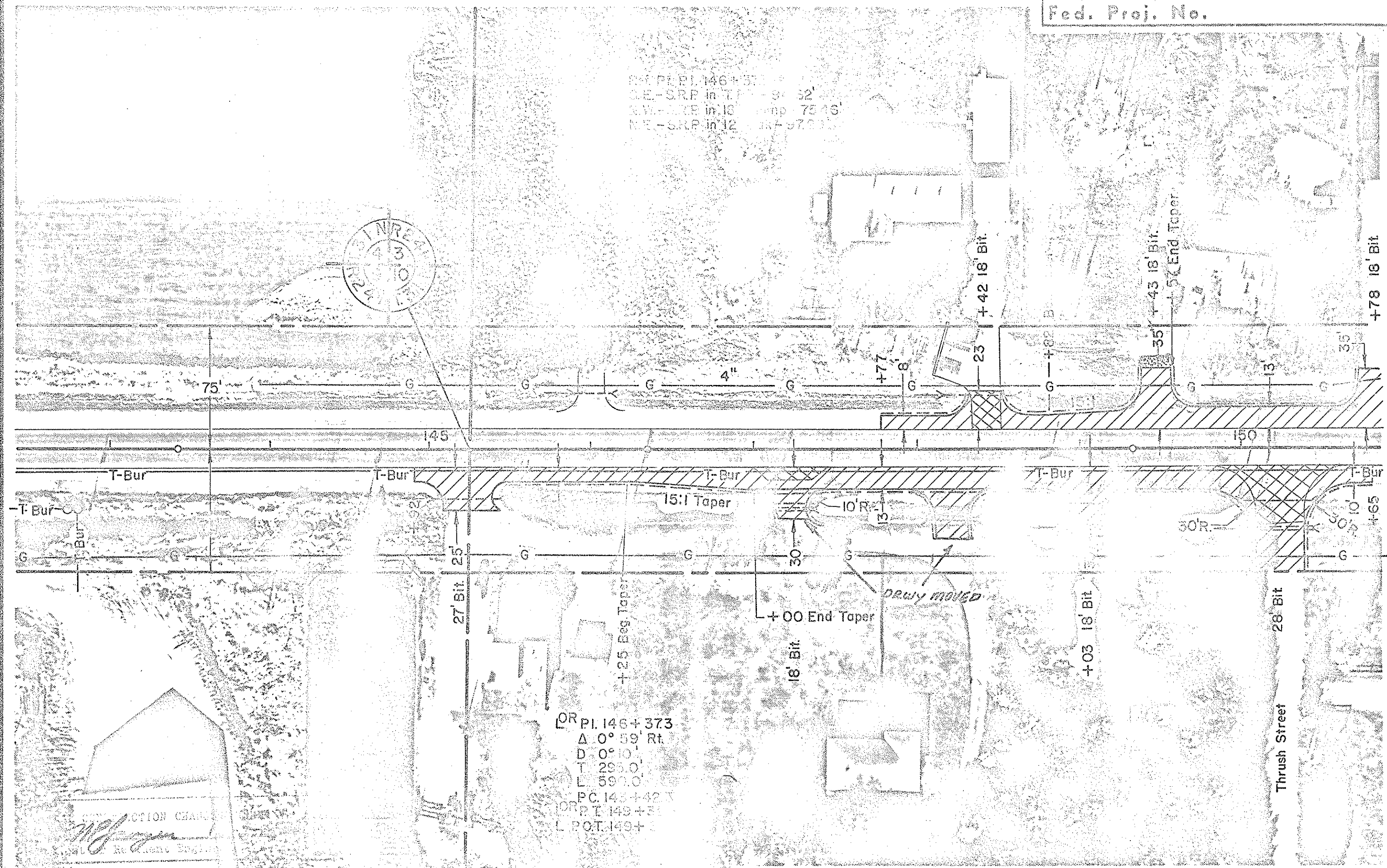
Fed. Proj. No.



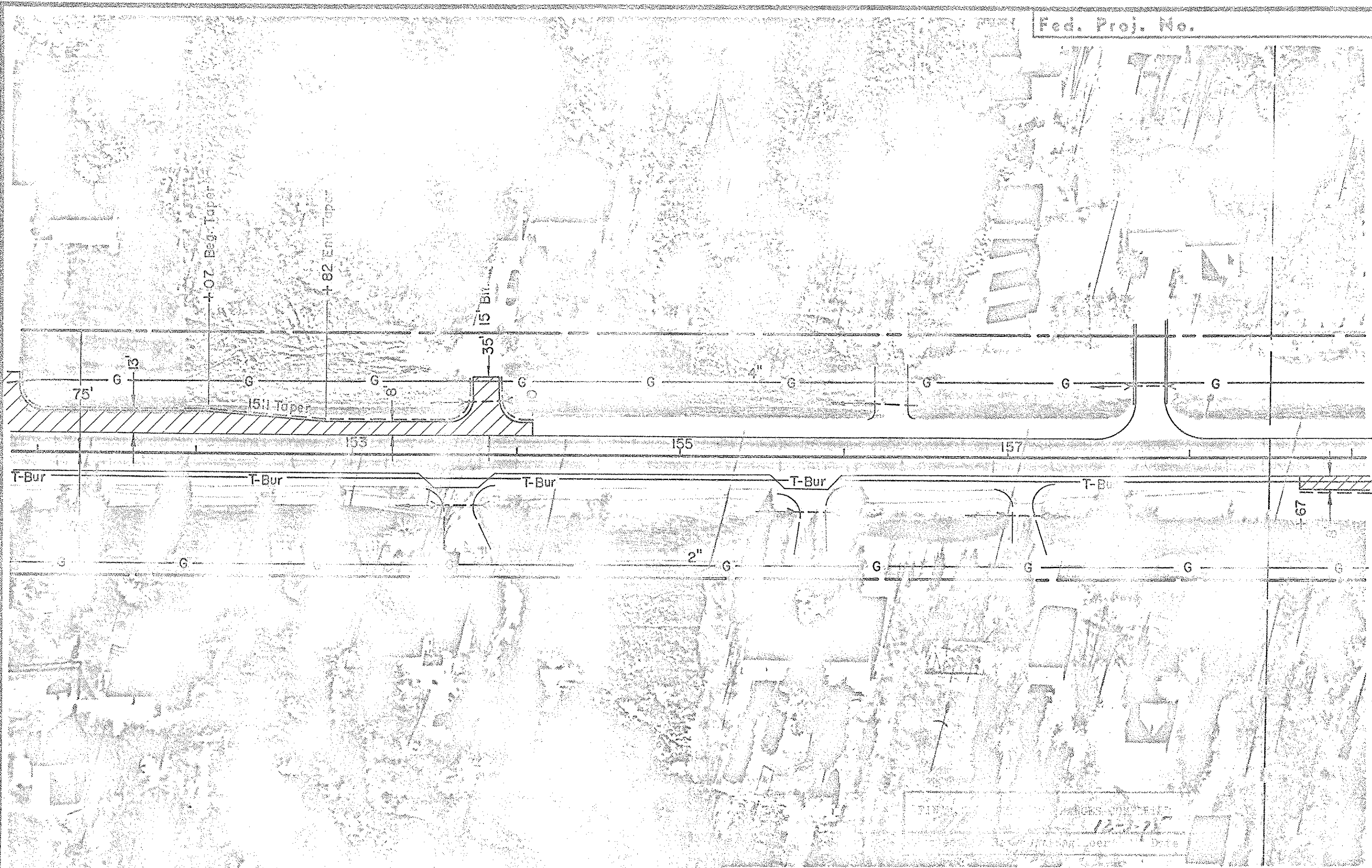
Project or Student Engineer	Date
<i>M. J. ...</i>	12-5-25
REVISIONS CHARGES COMPLETED	

State Proj. No. 0212-15 (T. H242-242) Sheet No. 17 of 48 Sheets

PI. 146+373
Δ 0° 59' Rt.
D 0° 10'
T 295.0'
L 590.0'
PC 146+427
PT 149+500
POT 149+500

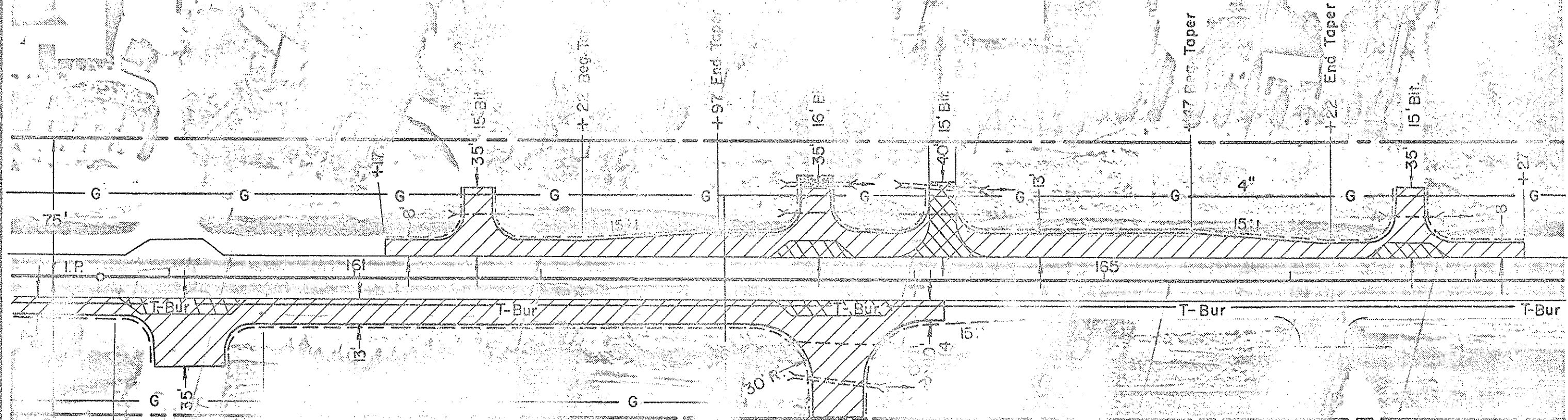


OR PI. 146+373
Δ 0° 59' Rt.
D 0° 10'
T 295.0'
L 590.0'
PC 146+427
PT 149+500
POT 149+500



DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 DATE: 12-2-25

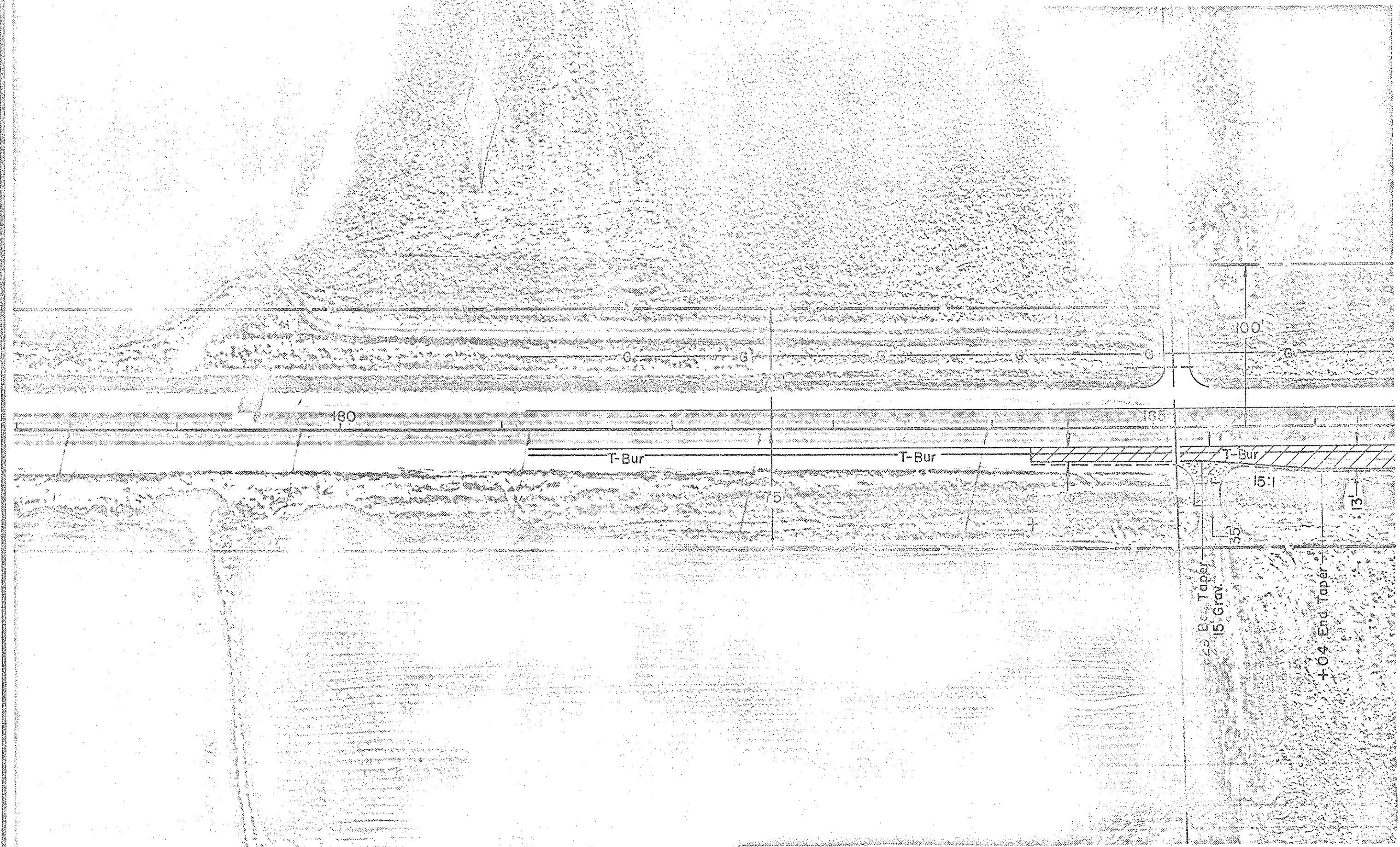
N1120



Ref. Pt. P.O.T. 159+ 64.58
 S.W.-S.R.P in 10" Weep. Will. - 94.38'
 S. - S.R.P in 8" Catalpa - 89.31'
 S.E.-S.R.P in T.P.P. - 85.25'

+72 Beg. 15:1 Taper
 +47 End Taper
 38' Bit.

PARTRIDGE ST.
 28' Bit.



IBIS ST

HUMMINGBIRD ST

Install Permanent Barricade

App. Center

Obliterate Street
to Right of Way

30' R

45'

30' R

100'

+04 Beg. Taper

+29

+79 End Taper

+35

190

193

T-Bur

T-Bur

T-Bur

T-Bur

+34

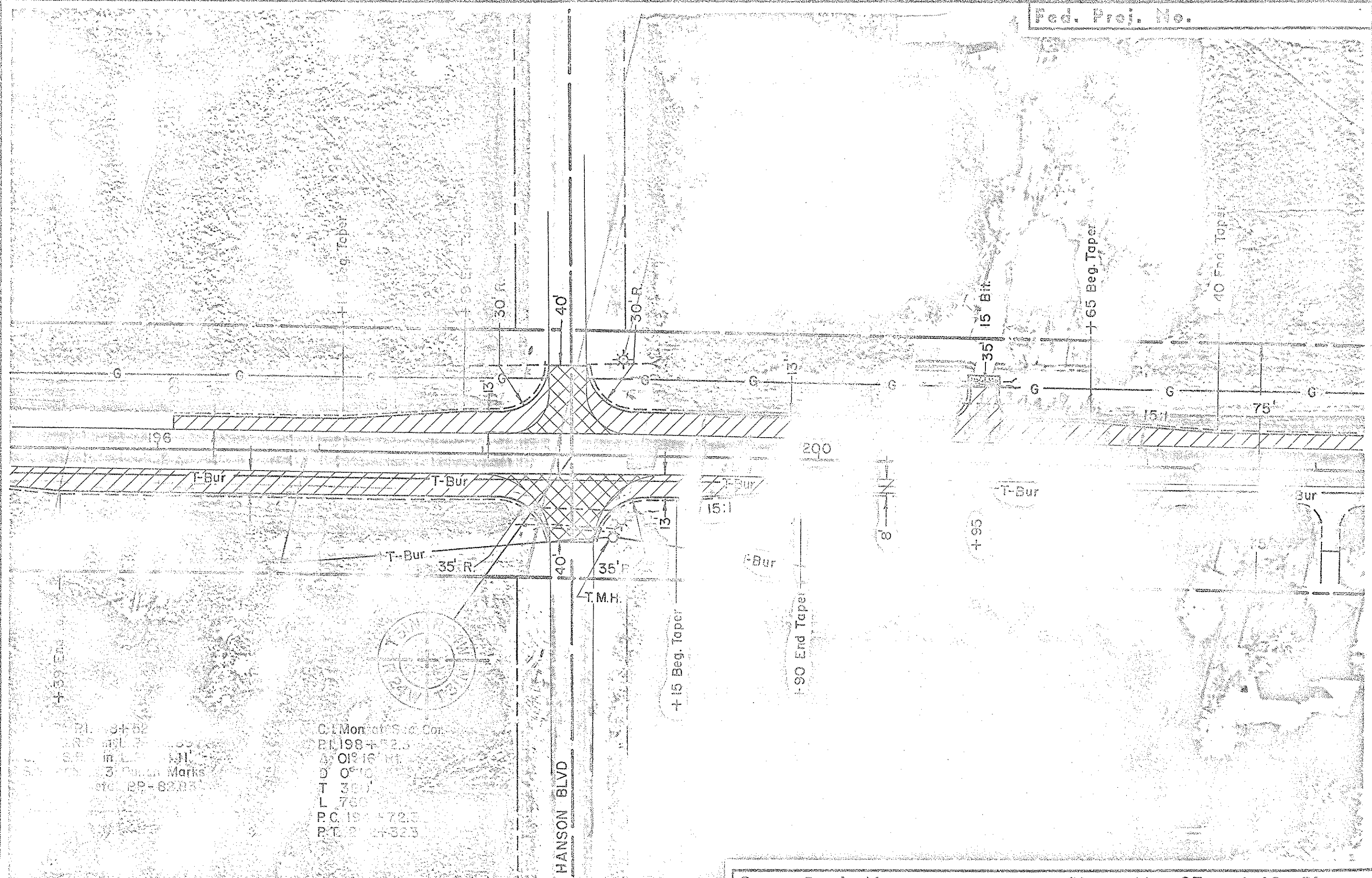
+83

+59

+51

29 End

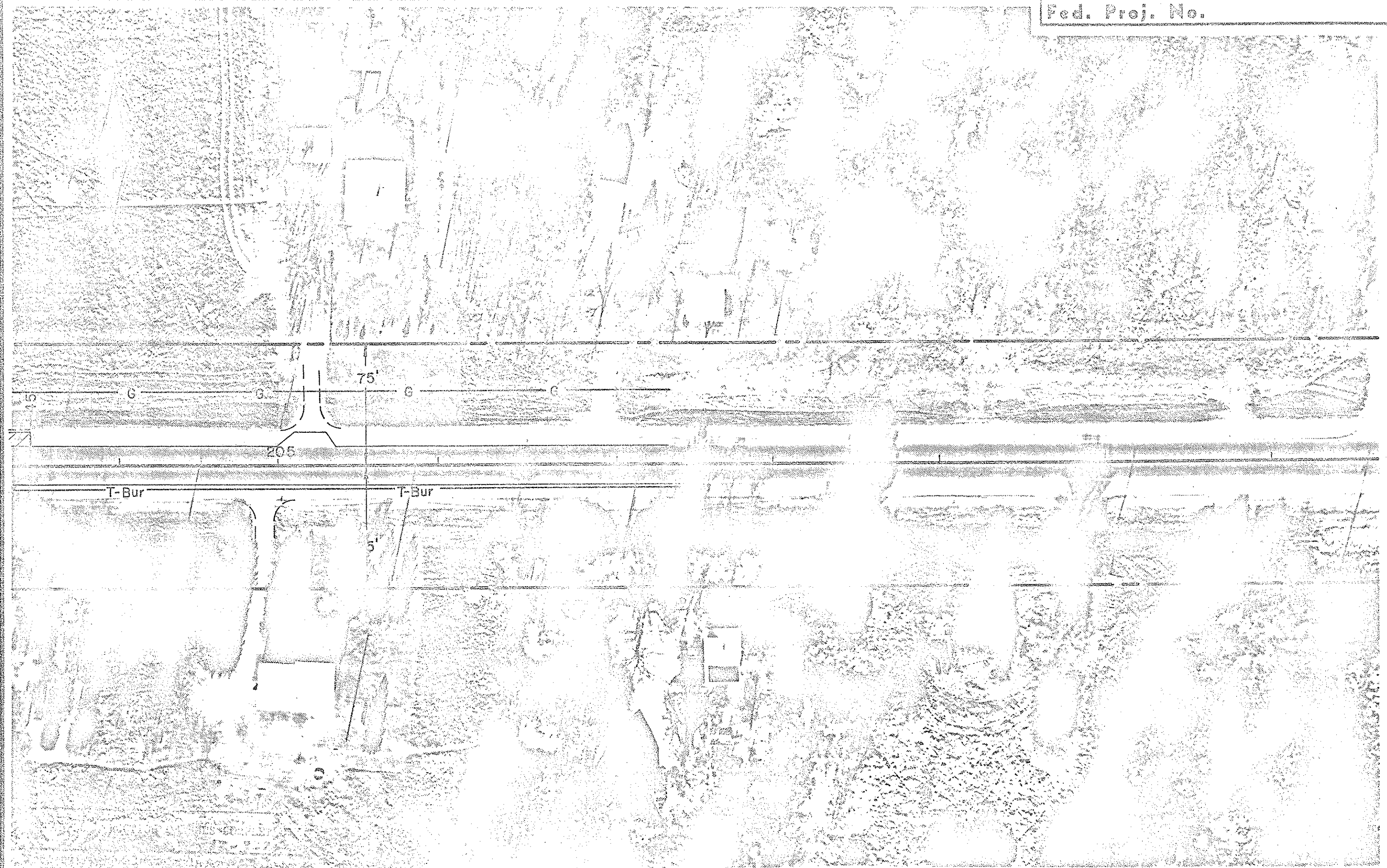
+64 Beg. Taper



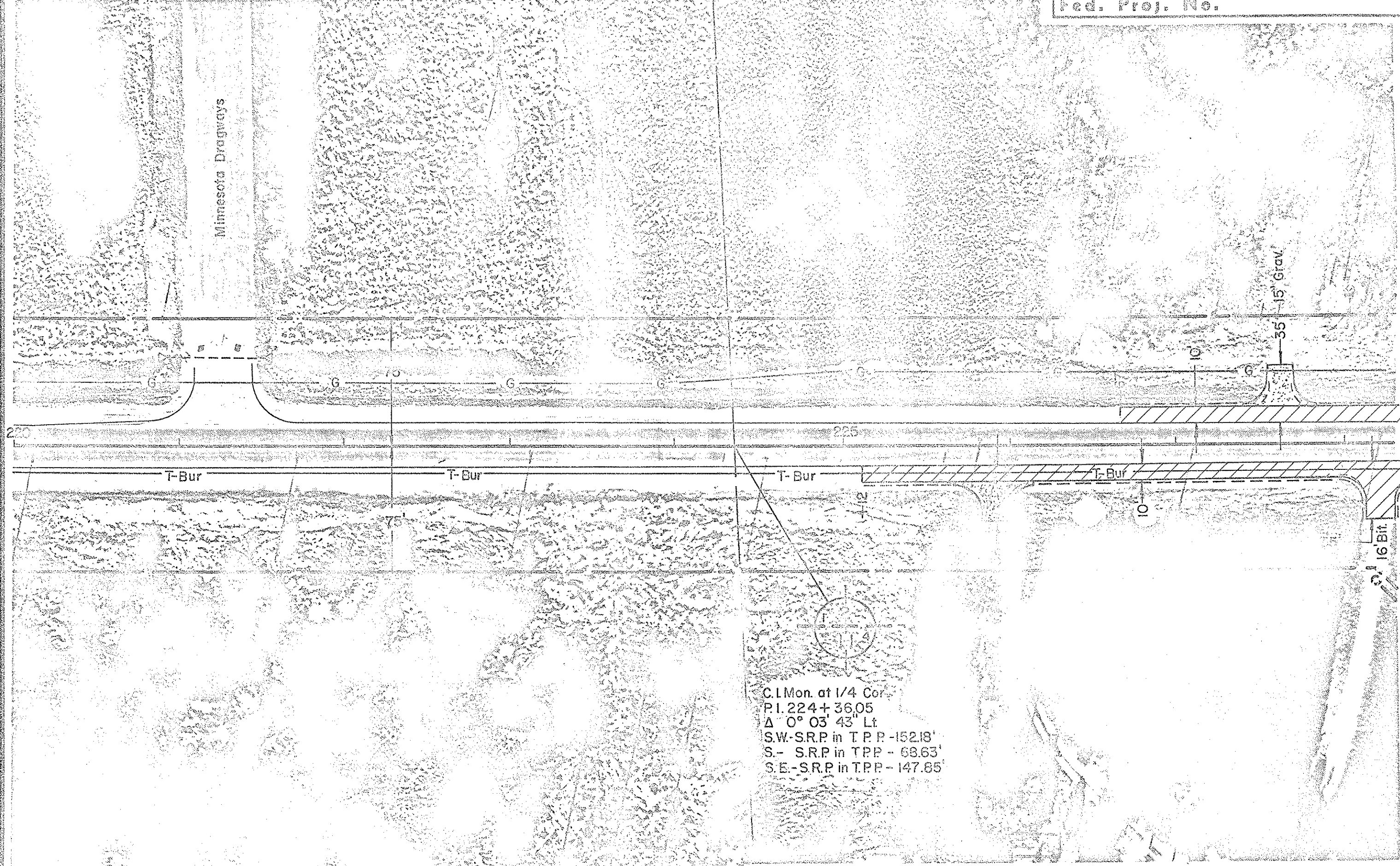
PL 198-52
 R.P. 198-52.5
 S.P. in L.S. 198-52.5
 etc. PP-62.5

C. I. Mon. of S. Car.
 PL 198-52.5
 OIR 16' H.
 D. 0' 10"
 T. 30"
 L. 760
 P.C. 198-52.5
 P.T. 198-52.5

HANSON BLVD



Minnesota Dragways



C.I. Mon. at 1/4 Cor.
 P.I. 224+36.05
 Δ 0° 03' 43" Lt
 S.W.-S.R.P. in T.P.P. - 152.18'
 S.- S.R.P. in T.P.P. - 68.63'
 S.E.-S.R.P. in T.P.P. - 147.85'

245
SUB
STA.

SIG. BC

R. SIG.

PL

230

230

T-Bur

T-Bur

T-Bur

T-Bur

75'

TELEGRAPH-BUR

Note: For Relocation Deck
by Crossing St
Signals

Ref. Pt. - P.I. 250 + 33.5
S.W. - S.R.P. in L.P. - 47.75'
S. - S.R.P. in T.T.P. - 77.55'
S.E. S.R.P. in T.T.P. - 74.83'

C.I. Mon. at Sec. Cor.
P.I. 250 + 33.5
Δ 3° 17' Lt. 3.
D 0° 30'
T 328.4'
L 656.7'
P.C. 247 + 05.7
P.T. 253 + 61.8

+10 Beg. Taper

+33

245

250

T-Bur

T-Bur

T-Bur

T-Bur

15'

+41

+43 Beg. Taper

+18 End Taper

+33

FINAL CONSTRUCTION CHANGES COMPLETED
[Signature] 12-23-25
Project or Resident Engineer Date

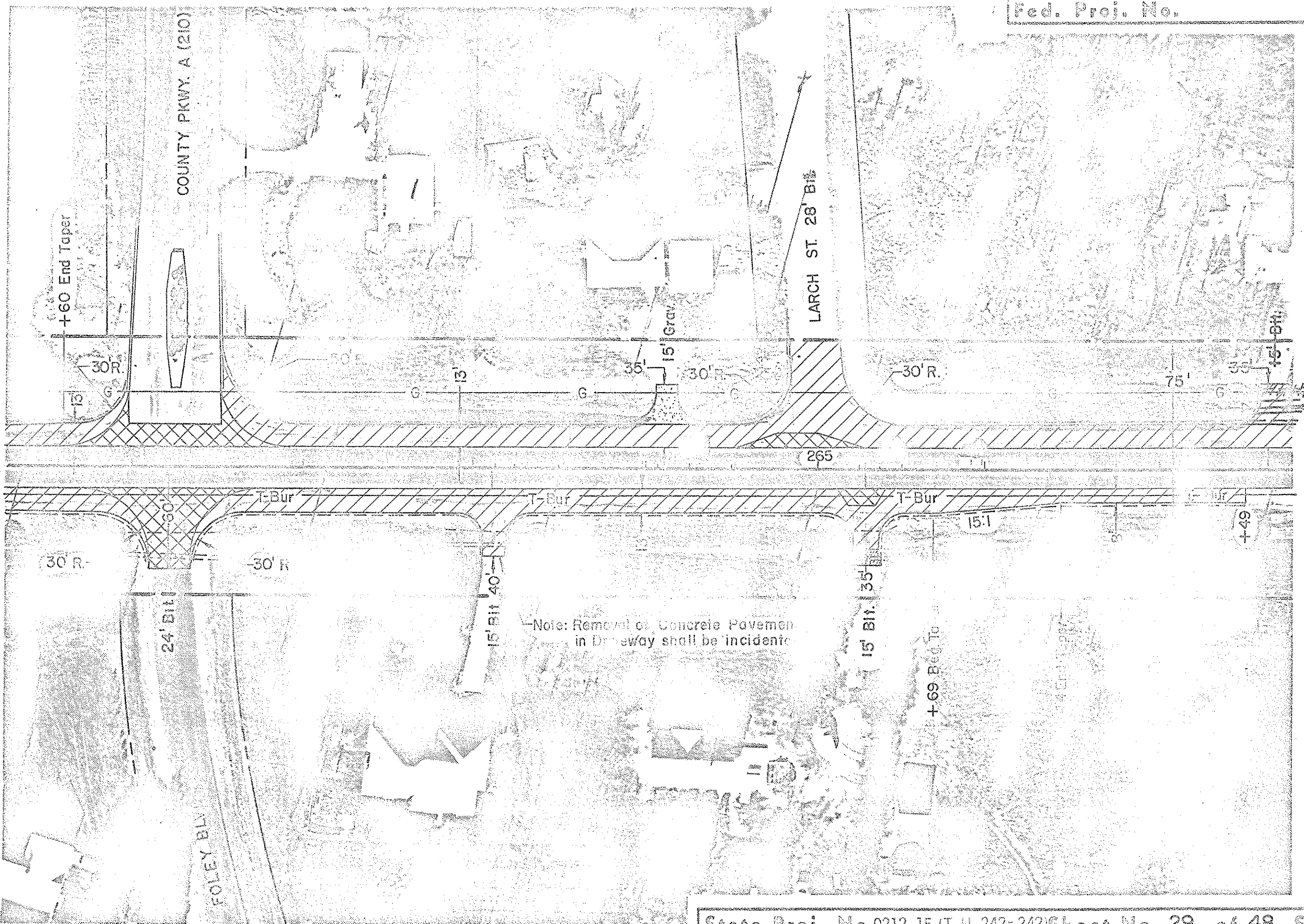


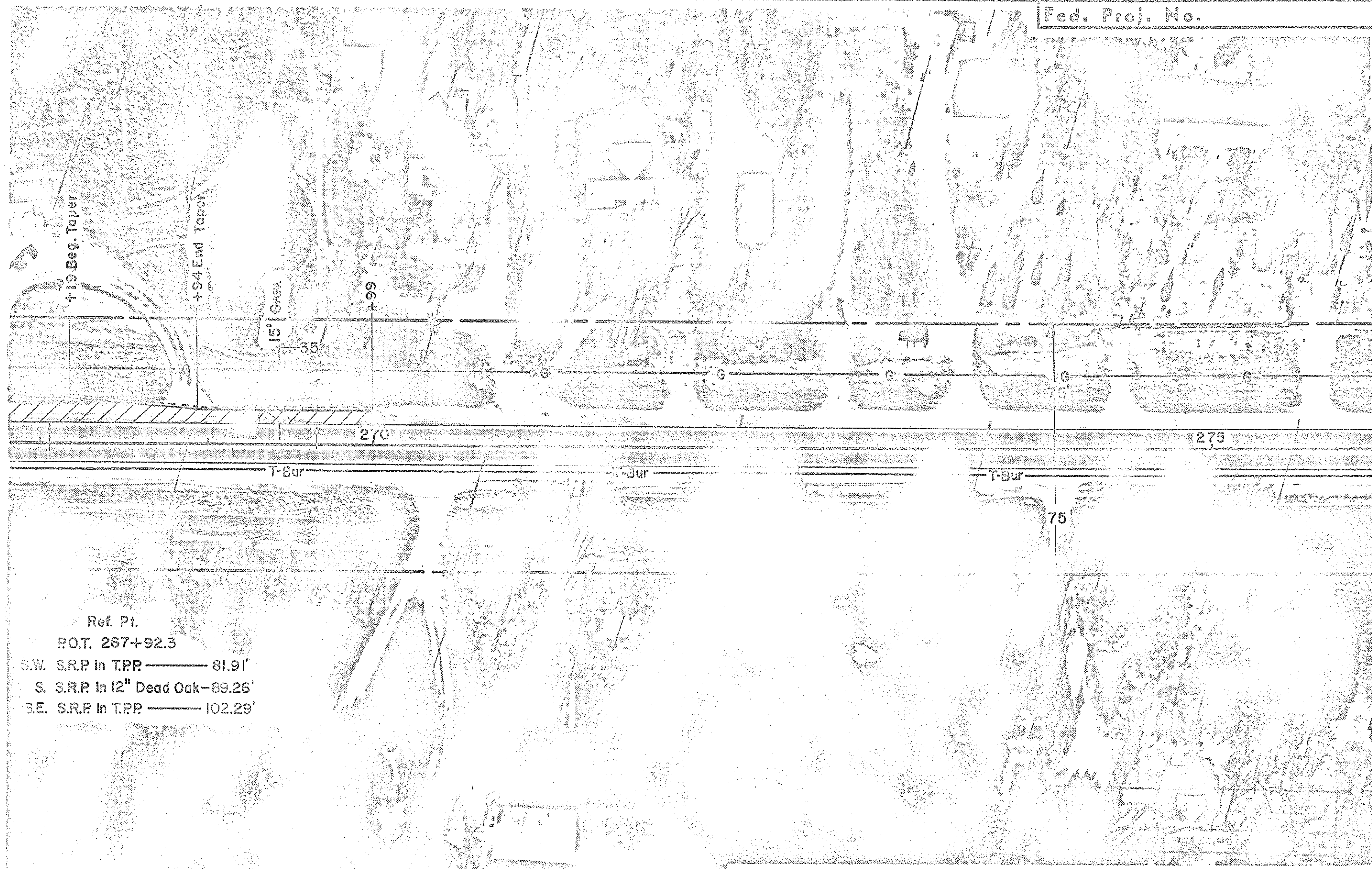
+93 End Taper

+85 Beg Taper



FINAL CONTRACT
 PROJECT NO. 0212-15 (T. H. 242-242)





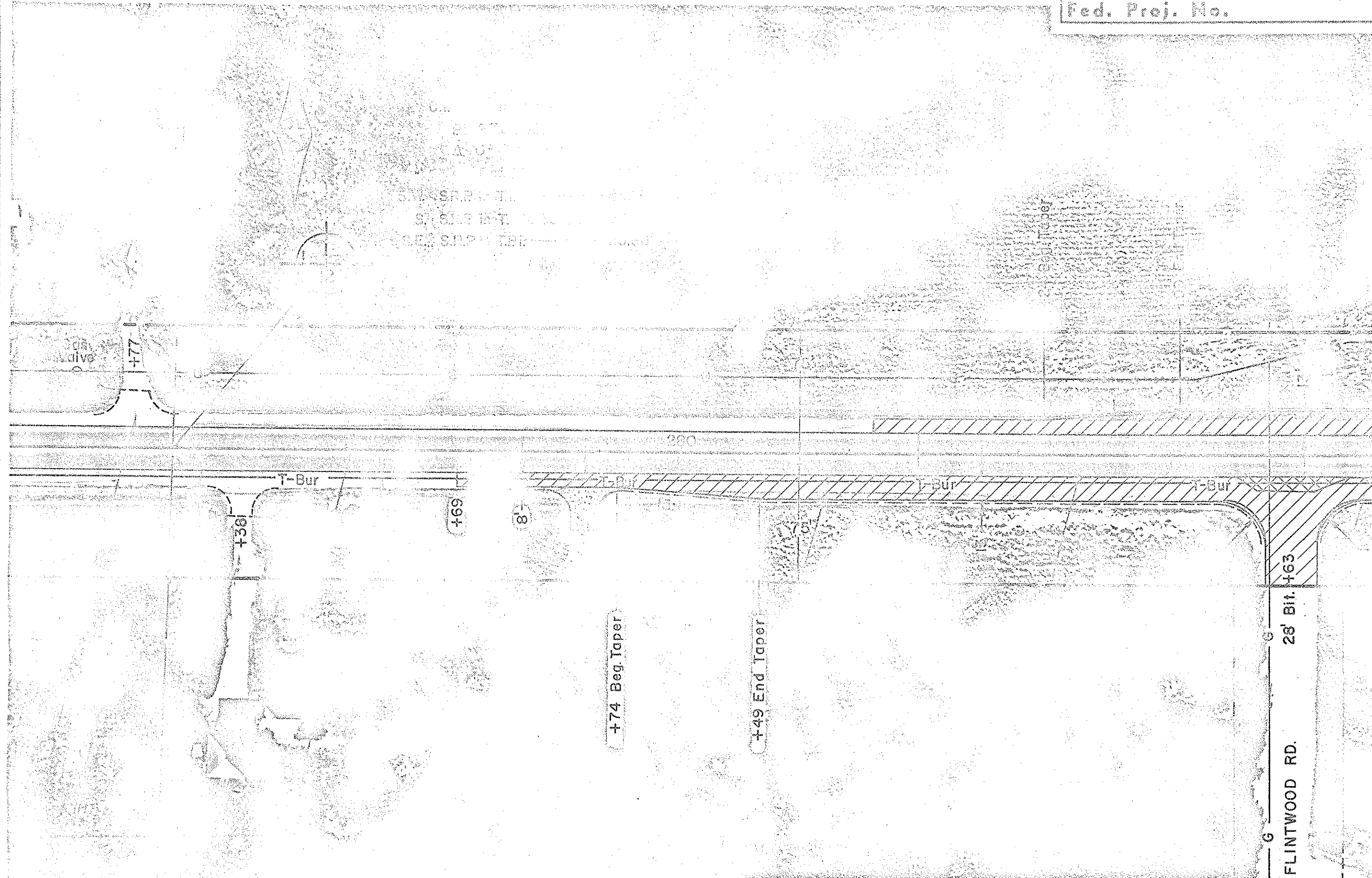
Ref. Pt.

P.O.T. 267+92.3

S.W. S.R.P. in T.P.P. ——— 81.91'

S. S.R.P. in 12" Dead Oak — 89.26'

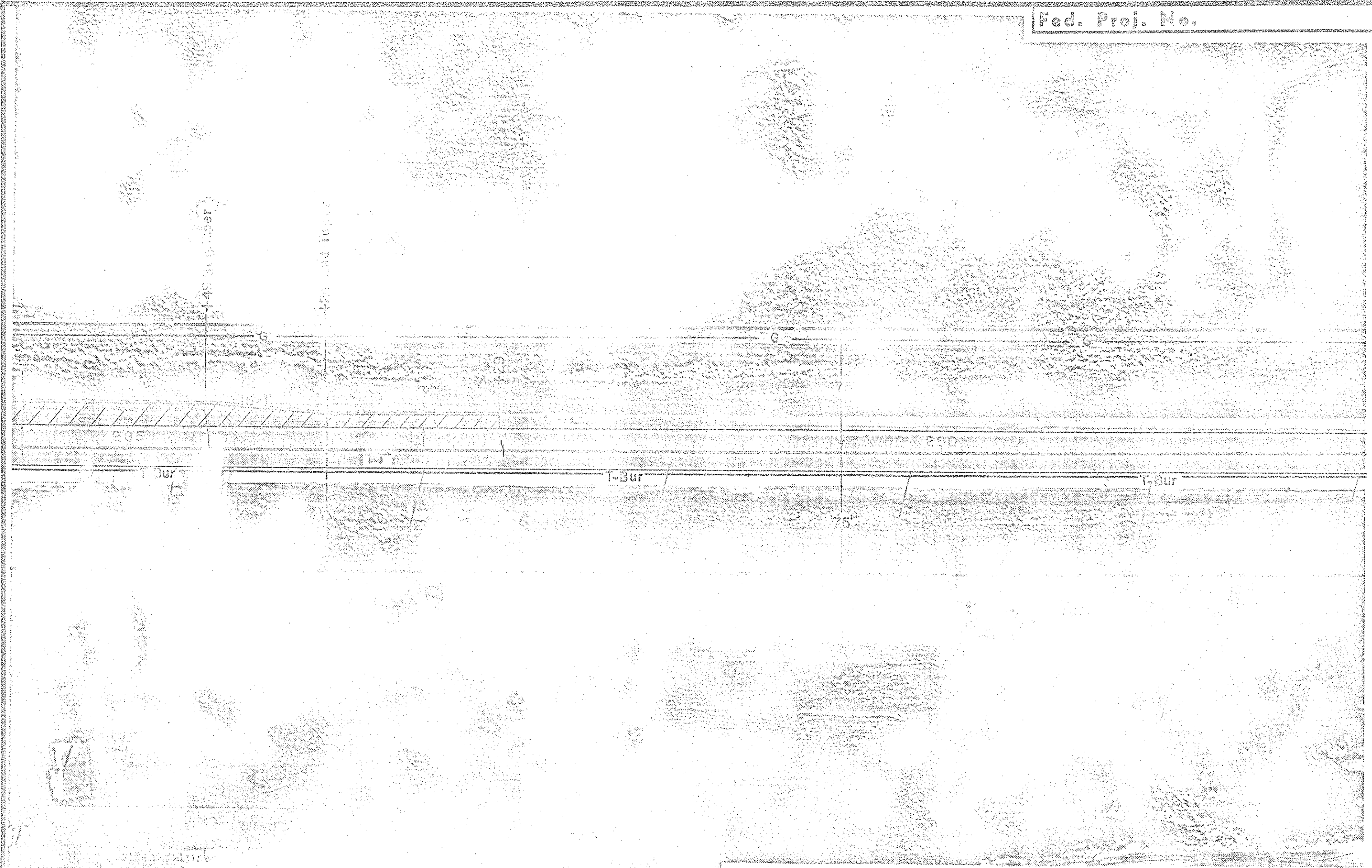
S.E. S.R.P. in T.P.P. ——— 102.29'



+74 Beg. Taper

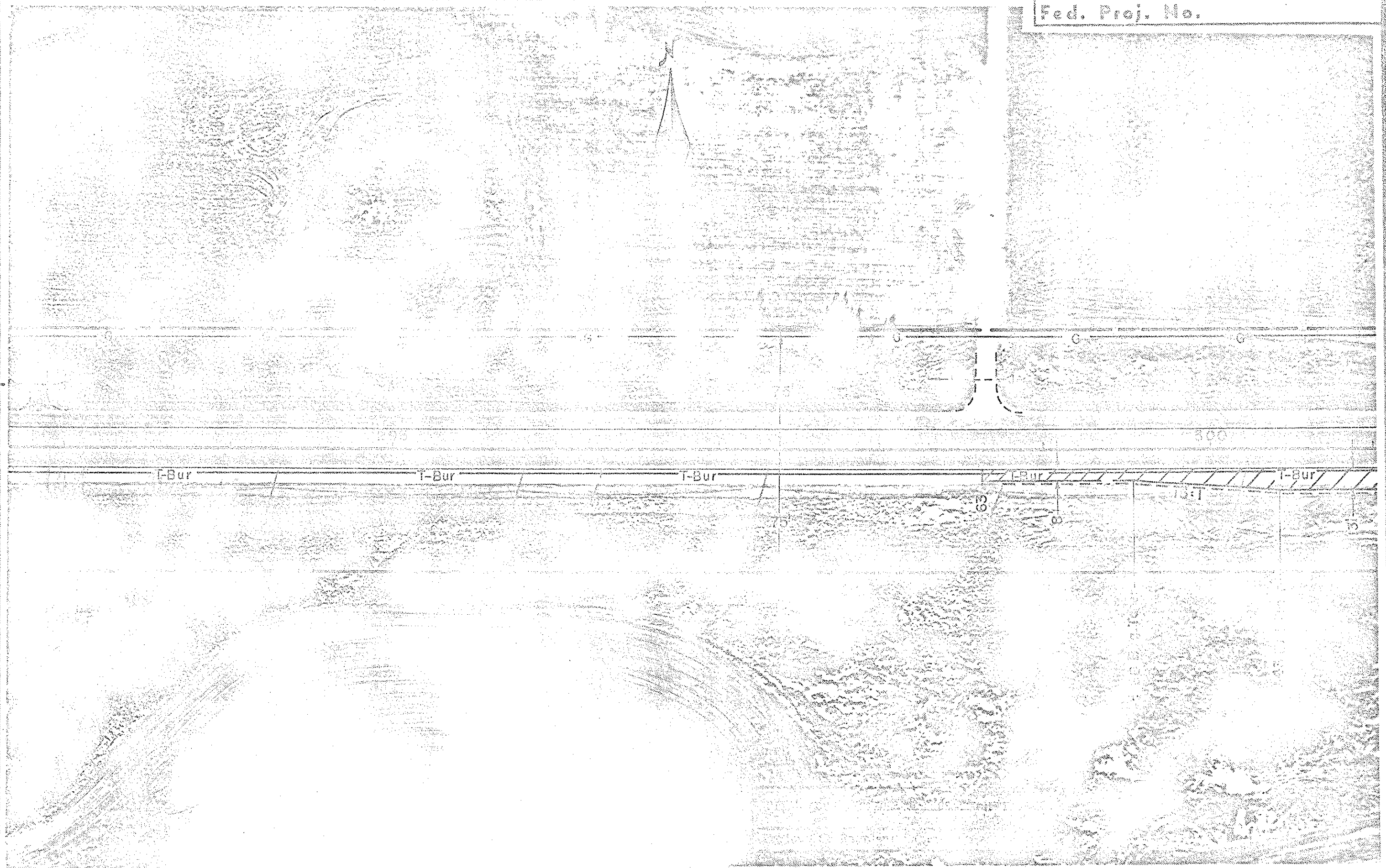
+49 End Taper

Fed. Proj. No.



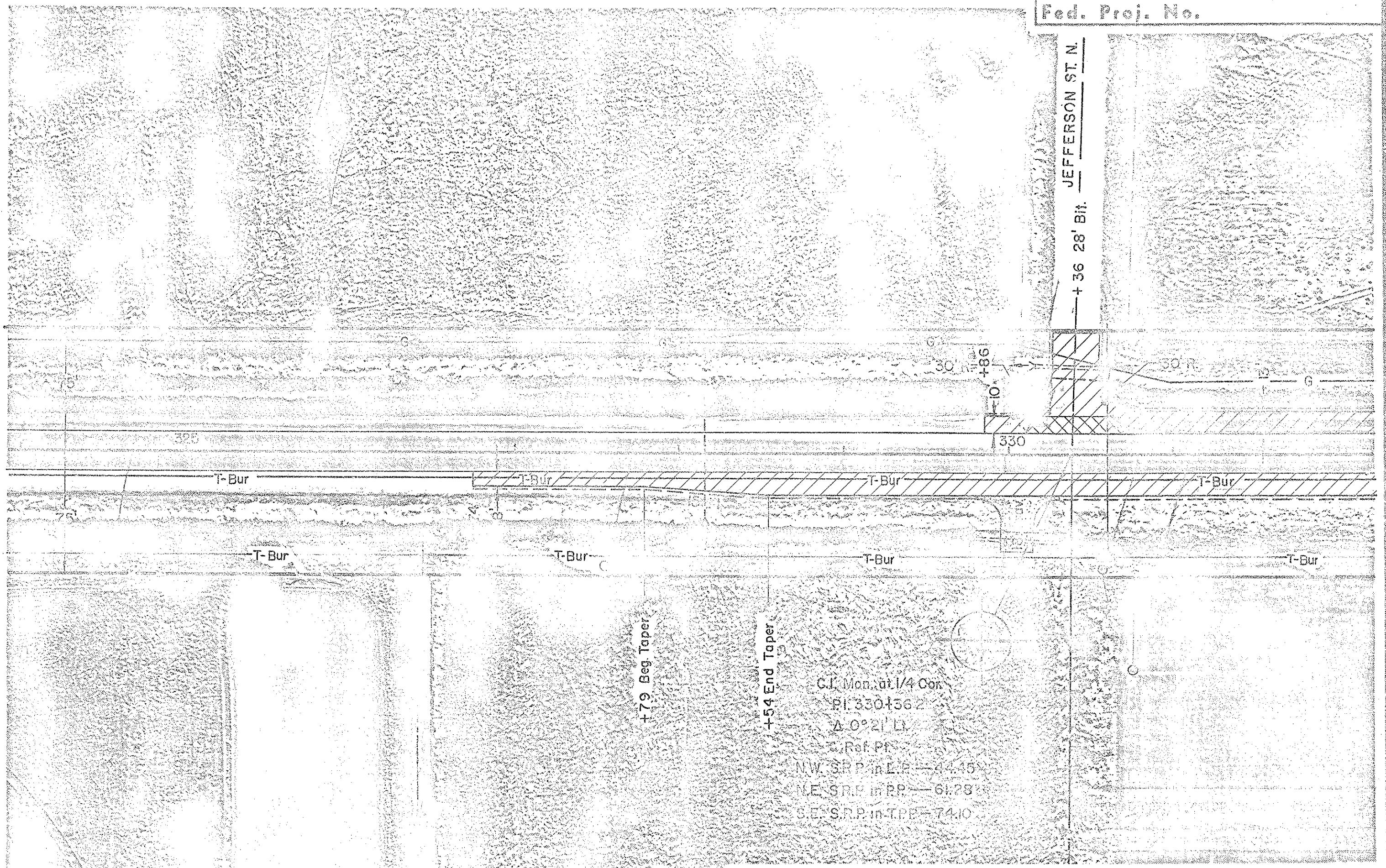
State Proj. No. 0212-15 (T. H. 242=242) Sheet No. 32 of 48 Sheets

Fed. Proj. No.



JEFFERSON ST. N.

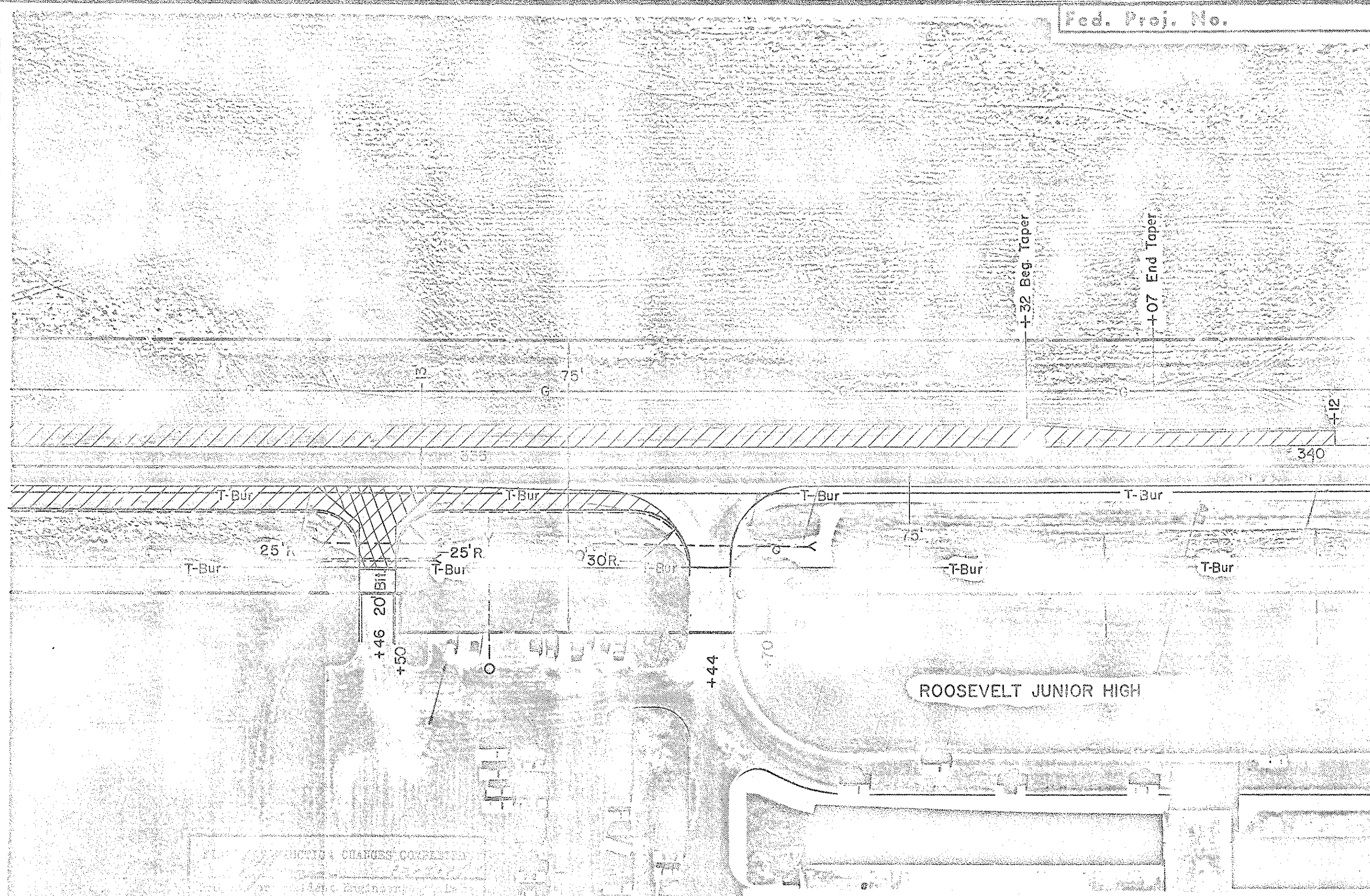
+ 36 28' Bit.



+79 Beg. Taper

+54 End Taper

C.I. Mon. at 1/4 Cor.
 P.I. 330+36.2
 $\Delta 0^{\circ}21' L$
 T. Ref. Pt.
 N.W. S.R.P. in L.P. = 44.45
 N.E. S.R.P. in R.P. = 61.28
 S.E. S.R.P. in T.P.P. = 74.10



W. H. ... & ... ENGINEERS
 ...
 ...

T.H. 242 Sta. 341+78=
Drive Sta. 0+00
See Detail Sheet 13

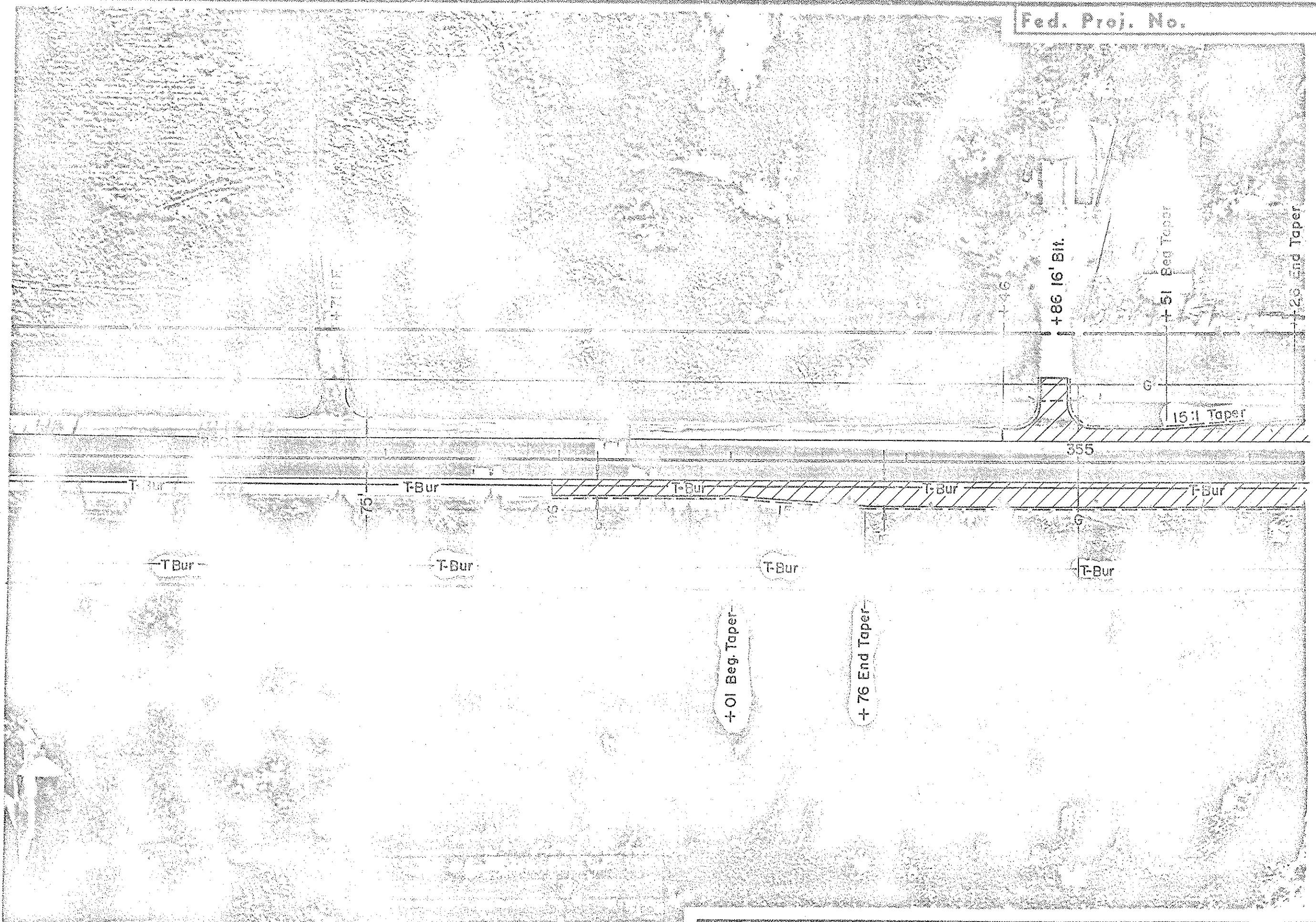


A Pt. 3616 Rt. P.O.T.
342+40.8 - Beg. Taper

Note: Removal of
Curb shall be

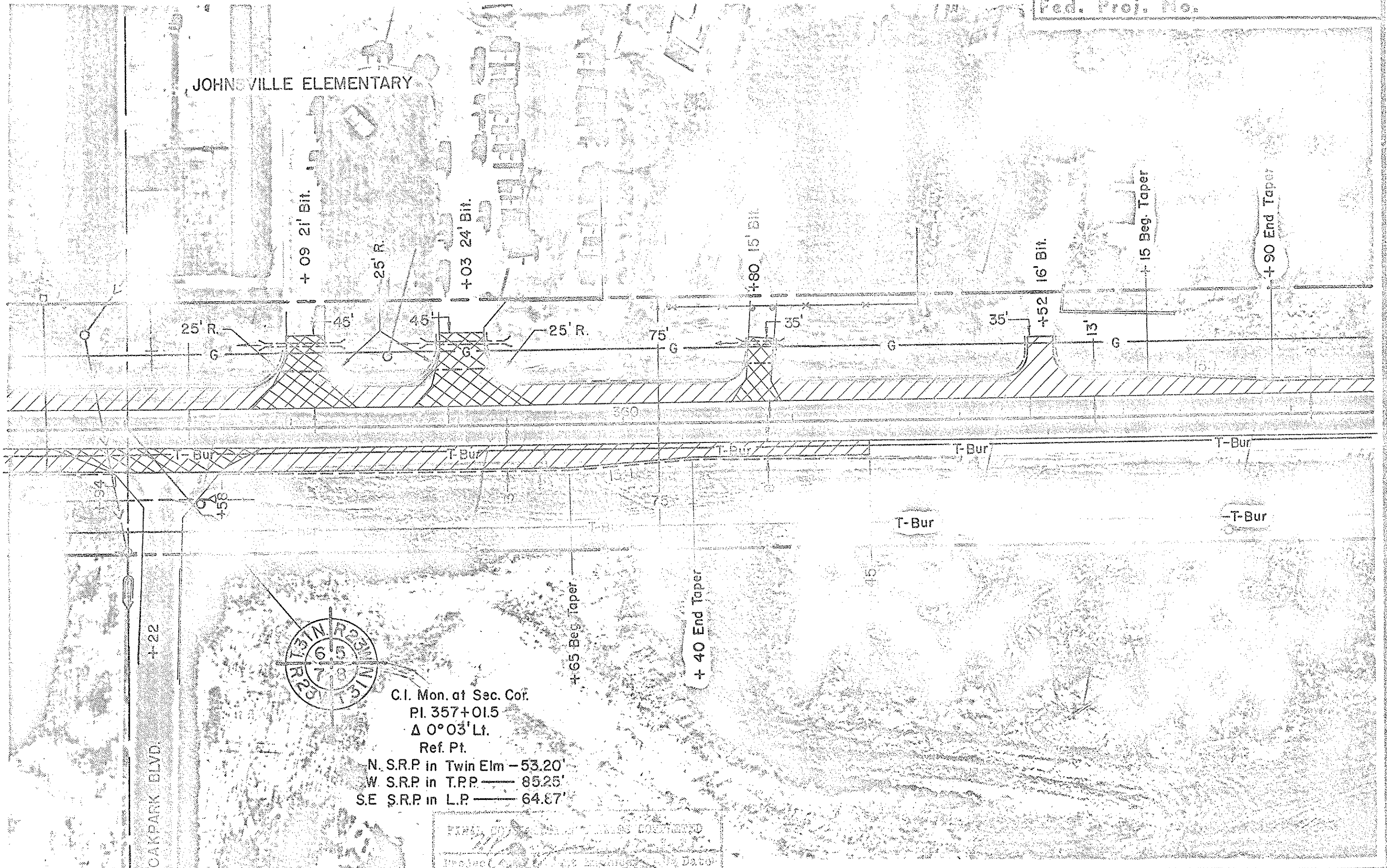
+83 End Taper

15' Bit +10



NI 1550

JOHNSVILLE ELEMENTARY



C.I. Mon. at Sec. Cor.
 P.I. 357+01.5
 $\Delta 0^{\circ}03' Lt.$
 Ref. Pt.

N. S.R.P. in Twin Elm - 53.20'
 W. S.R.P. in T.P.P. - 85.25'
 SE S.R.P. in L.P. - 64.87'

Project _____ Date _____

Fed. Proj. No.



State Proj. No. 0212-15 (T. H242=242) Sheet No. 40 of 48 Sheets

DRAINAGE

Fed. Proj. No.

STATION	INP. LOC.	INPLACE	REMARKS	SALVAGE		REMOVE PIPE CULV.	FURNISH @			INSTALL APRONS	INSTALL CULV.	INSTALL APRONS	INL. ⁽¹⁴⁾		SODDING (Sq. Yd.)
				PIPE CULV.	APRONS		18" C.S.	24" R.C.	30" C.S.				INL.	OUT.	
150+72	C	24"x64" RC + 2 Apr.	Extend 6' Rt.		1 ✓			6' ✓			1 ✓	865.79	866.49	16	
150+71	45' Lt.	17"x32" CM + 2 Apr.	Leave as is									868.61	868.23		
150+75	C	15"x30" CM + 2 Apr.	Extend 20' Rt.		1 ✓			20' ✓			1 ✓	864.52	861.50	16	
150+73	39' Lt.	15"x30" CM + 2 Apr.	Relocate to 50' Rt.	40' ✓	2 ✓					20' 44	2 ✓	857.26	866.86	17	
150+79	34' Lt.	15"x32" CM	Relocate to 50' Lt.	40' ✓					2 ✓	62' ✓		867.14	866.85	17	
150+81	33' Lt.	15"x32" CM + 2 Apr.	Relocate to 50' Lt.	42' ✓	2 ✓					62' ✓	2 ✓	867.92	867.63	17	
150+77	39' Lt.	15"x32" CM + 2 Apr.	Leave as is									868.27	868.17		
150+73	39' Lt.	15"x32" CM + 2 Apr.	Leave as is									857.90	855.86		
150+83	29' Lt.	15"x32" CM	Relocate to 39' Rt.			30' ✓	30' ✓		2 ✓			858.78	858.72	17	
150+83	29' Lt.	15"x32" CM	Furnish Aprons						2 ✓			860.17	859.83	17	
150+81	38' Lt.	15"x24" CM + 2 Apr.	See Note ①			28' ✓	28' ✓		2 ✓			859.55	859.05	17	
150+72	39' Lt.	15"x34" CM + 2 Apr.	Relocate to 50' Rt.	48' ✓	2 ✓					44' ✓	2 ✓	861.74	860.71	23	
150+73	39' Lt.	15"x35" CM + 2 Apr.	Leave as is									870.16	869.50		
150+83	39' Lt.	15"x36" CM + 2 Apr.	Leave as is									877.88	877.57		
150+49	37' Lt.	15"x36" CM + 2 Apr.	Relocate to 50' Lt.	30' ✓	2 ✓					20' 32	2 ✓	875.60	875.36	17	
150+59	35' Lt.	15"x40" CM + 2 Apr.	Relocate to 51.5' Rt. ②	40' ✓	2 ✓					46' ✓	2 ✓	876.56	875.50	17	
150+13	36' Lt.	15"x44" CM	Relocate to 48' Lt. ③	48' ✓					2 ✓	44' ✓		875.27	874.59	17	
150+68	35' Lt.	15"x34" CM + 2 Apr.	Leave as is									871.03	870.26		
150+30	35' Lt.	15"x32" CM	Leave as is									860.70	860.43		
150+88	40' Lt.	15"x32" CM + 2 Apr.	Relocate to 47.5' Lt. ⑤	50 50	2 ✓	2'			1	52' 50	2 ✓	863.83	863.31	17	
150+24	42' Lt.	15"x30" CM	Remove	18		41 41									
150+42	54' Lt.	15"x22" CM + 1 Apr.	Leave as is									883.66	879.05		
150+57	35' Lt.	15"x32" CM + 2 Apr.	Relocate to 43' Rt. ⑦	48' ✓	2 ✓	2			1	43' 64	2 ✓	883.44	882.72	17	
150+09	35' Lt.	15"x30" CM + 2 Apr.	Relocate to 48' Lt.	30' ✓	2 ✓					30' ✓	2 ✓	885.54	885.25	17	
150+25	C	30"x30" CM + 2 Apr.	Extend 20' Rt. & Lt.		2 ✓			40' ✓			2 ✓	883.66	882.38	42	
150+78	Lt	15" C.M.								18'					
191+15	Lt.	15" C.M.		0	0	0			1	45'	1				

- ① Install inlet to 50' Rt. & outlet to 52' Rt.
- ② Relocate inlet to 49' Rt. & outlet to 54' Rt.
- ③ Relocate inlet to 49' Lt. & outlet to 47' Lt.

- ⑤ Relocate inlet to 48' Lt. & outlet to 47' Lt.
- ⑦ Relocate inlet to 44' Rt. & outlet to 42' Rt.

FINAL CONSTRUCTION CHANGES COMPLETED
[Signature] 12-2-75
 Project Engineer Date

DRAINAGE TABULATION

DRAINAGE

Fed. Proj. No.

STATION	INP. LOC.	INPLACE	REMARKS	SALVAGE PIPE CULV.	SALVAGE APRONS	REMOVE PIPE CULV.	FURNISH & INSTALL				INSTALL CULV.	INSTALL APRONS	INL. (14)	OUT. (14)	SODDING (Sq. Yd.)
							18" C.S.	24" R.C.	30" C.S.	Aprons					
249+05	☉	30"x100' CM + 2 Apr.	Extend 8' Rt.		1 ✓				8' ✓		1 ✓	886.80	885.34	20	
250+38	48' Rt.	15"x60' CM + 2 Apr.	Leave as is									890.25	888.96		
257+93	☉	30"x74' CM + 2 Apr.	Extend 8' Rt.		1 ✓				8' ✓		1 ✓	890.14	889.01	20	
258+69	46' Rt.	15"x42' CM	Relocate to 58' Rt.	42' 44	2					20	2	891.04	890.49	17	
259+58	45' Rt.	15"x38' CM + 2 Apr.	Relocate to 57' Rt.	38' ✓	2 ✓						2 ✓	891.96	891.28	17	
261+21	39' Rt.	15"x68' CM + 2 Apr.	Relocate to 51.5' Rt. (8)	68' ✓	2 ✓	2					2 ✓	895.86	894.73	17	
263+08	38' Rt.	15"x48' CM	Relocate to 46' Rt.	48' ✓						2 ✓		898.66	897.70	17	
265+28	34' Rt.	15"x26' CM + 2 Apr.	Relocate to 49.5' Rt. (9)	26' ✓	2 ✓						2 ✓	900.04	899.86	17	
267+67	34' Lt.	15"x30' CM + 2 Apr.	Relocate to 43.5' Lt. (10)	30' 0	2 ✓	30					20	902.97	902.76	17	
269+40	35' Lt.	15"x48' CM	Leave as is									901.19	900.53		
286+22	☉	30"x72' CM + 2 Apr.	Leave as is									888.77	888.50		
303+64	49' Lt.	15"x84' CM + 2 Apr.	Leave as is									894.90	894.72		
303+31	67' Lt.	12"x32' CM + 1 Apr.	Leave as is									895.96	894.71		
303+95	63' Lt.	12"x43' CM + 1 Apr.	Leave as is									896.12	894.96		
328+17	☉	48"x77' CM	Leave as is									886.37	885.63		
330+05	48' Rt.	24"x49' CM	Relocate to 53' Rt. (11)	49' 50							2 ✓	887.53	886.99	31	
330+37	46' Lt.	18"x46' CM	Relocate to 51.5' Lt. (12)	46' 42	0	10					2 ✓	888.74	888.23	23	
334+44	46' Rt.	18"x73' RC + 2 Apr.	Relocate to 54' Rt. (13)	73' ✓	2 ✓							892.43	891.54	23	
336+47	47' Rt.	29"x117' RC-A+2Apr.	Leave as is									894.61	894.15		
341+73	47' Rt.	18"x119' RC + 2 Apr.	Relocate Inlet to 55' Rt.	119' ✓	2 ✓							896.35	895.65	23	
346+09	37' Rt.	15"x26' CM + 2 Apr.	Leave as is									898.63	898.34		
354+88	36' Lt.	15"x26' CM + 2 Apr.	Leave as is									902.25	901.19		
357+01	43' Rt.	18"x101' CM	Leave as is									902.92	902.82		
358+08	34' Lt.	24"x45' CM	Relocate to 49' Lt.	45' 35		10					2 ✓	903.98	903.73	31	
359+02	34' Lt.	24"x45' CM	Relocate to 49' Lt.	45' 32		12					2 ✓	904.47	904.25	31	
360+82	36' Lt.	15"x22' CM + 1 Apr.	Relocate to 48' Lt.	22' ✓	1 ✓						1 ✓	905.50	905.28	17	

- ⑧ Relocate inlet to 50' Rt. & outlet to 53' Rt.
- ⑨ Relocate inlet to 50' Rt. & outlet to 49' Rt.
- ⑩ Relocate inlet to 43' Lt. & outlet to 44' Lt.

- ⑪ Relocate inlet to 55' Rt. & outlet to 52' Rt.
- ⑫ Relocate inlet to 52' Lt. & outlet to 51' Lt.
- ⑬ Relocate inlet to 53' Rt. & outlet to 55' Rt.

FINAL CONSTRUCTION CHANGES COMPLETED
[Signature] 12-2-75
 Project or Resident Engineer Date

⑭ See Plan Sheets for direction of drainage flow

DRAINAGE TABULATION

X-SECTION TABULATIONS

X-SECTION TABULATIONS

Field Proj. No

DITCH LT.				STATION	DITCH RT.			
Back-slope	Dist. from C	Elev.	In-slope		In-slope	Elev.	Dist. from C	Back-slope
				50+00	5:1			
				+62	3:1	867.0	44'	2:1
				51+00	"			
			4:1	52+00	5:1			
			"	+56				
			5:1	+84				
			6:1	54+00				
				57+00	6:1	867.7	55'	
				+80	"	867.5	55'	4:1
				62+00	5:1			
				63+00	"			
				64+00	"			
4:1	56'	866.0	6:1	65+00	6:1			
"	50'	866.8	"	+43	"	866.9	50'	4:1
"	50'	867.1	"	66+05	"	867.3	50'	"
"	50'	867.5	"	67+00				
"	50'	868.6	"	68+00				
"	48'	869.4	"	69+00				
				146+50		(1)		
				147+00		(1)		
				148+00		(1)		
			6:1	149+00		Ent.		
			"	+93	6:1	860.5	52'	3:1
			"	150+00		Ent.		
			"	+52	6:1	861.8	48'	4:1
			"	151+00				
4:1	47'	866.0	"	152+00				
				161+00	6:1			
				162+00	"	879.2	40'	
4:1	51'	876.3	6:1	163+00	"	877.5	44'	4:1
3:1	49'	875.3	"	+86	"	875.4	55'	3:1
2:1	46'	874.5	6:1	164+50				
"	44'	874.1	"	165+00				
				186+00	6:1	861.8	42'	4:1
				187+00	"	862.7	46'	"
4:1	47'	863.3	6:1	+59	"	864.1	42'	"

DITCH LT.				STATION	DITCH RT.			
Back-slope	Dist. from C	Elev.	In-slope		In-slope	Elev.	Dist. from C	Back-slope
		Ent.		187+69	6:1	864.2	42'	4:1
		Ent.		188+07	"			
4:1	48'	863.9	6:1	+16	"			
"	51'	864.8	"	189+00	"			
"	52'	866.3	"	190+00				
"	50'	868.5	"	191+00				
"	50'	868.6	"	+07				
"	48'	869.1	"	+29				
"	45'	869.6	"	+50				
"	46'	869.8	"	+56				
				195+00	6:1			
				196+00	"			
				197+00	"			
				+81	"			
		Ent.		198+06	"	882.5	40'	4:1
				+77	"	883.4	44'	"
				+89	"	883.5	44'	"
				+94	"	883.6	43'	"
4:1	48'	884.5	"	200+00				
		Ent.		201+00				
4:1	43'	887.3	6:1	202+00				
				225+62	6:1			
				226+11	"			
4:1	49'	886.0	6:1	227+00	"			
"	48'	887.4	"	228+00	"			
				229+00	"			
				230+00	5:1			
	58'	886.2	"	231+00	5:1	885.4	63'	4:1
4:1	56'	887.3	"	232+00	4:1			
				233+00	6:1			
				234+00	"			
				247+00	4:1	890.2	55'	2:1
				248+00	"			
				249+00	"			
				250+00	4:1			

DITCH LT.				STATION	DITCH RT.			
Back-slope	Dist. from C	Elev.	In-slope		In-slope	Elev.	Dist. from C	Back-slope
			4:1	251+00				
			"	252+00				
				258+00	4:1			
				259+00	"	891.1	58'	2:1
				260+00	"	892.0	56'	3:1
			4:1	+53	5:1	894.2	54'	4:1
		Ent		+85	"	894.7	53'	3:1
		Ent		261+62	"	896.0	50'	2:1
			6:1	+88	"	897.4	43'	3:1
			"	262+79	4:1	897.6	46'	2:1
5:1	46'	899.4	"	263+79	6:1	899.6	46'	6:1
			"	264+70	"	899.8	48'	4:1
			5:1	265+45	"	900.0	50'	"
			6:1	266+00	"			
3:1	46'	902.4	"	267+00				
"	42'	903.1	"	268+00				
				280+00	6:1			
				281+00	"			
				282+00	"			
	61'	889.7	6:1	283+00	"			
	63'	889.5	"	284+00	"			
4:1	59'	889.2	5:1	285+00				
"	61'	888.6	"	286+00				
				300+00	6:1	895.0	45'	4:1
				301+00	"			
				302+00	"			
			4:1	303+00	"			
			"	304+09	5:1			
3:1	52'	895.5	6:1	305+00				
"	53'	895.7	"	306+00				
4:1	53'	895.9	"	307+00				

Project Engineer Date

X-SECTION TABULATIONS

(1) Special Ditch Section - See X-Sections

X-SECTION TABULATIONS								
DITCH LT.				STATION	DITCH RT.			
Back-slope	Dist. from C	Elev.	In-slope		In-slope	Elev.	Dist. from C	Back-slope
				329+00		(1)		
				330+40		(1)		
4:1	53'	890.3	4:1	331+00		(1)		
"	54'	891.5	5:1	332+00		(1)		
	54'	892.5	6:1	333+00		(1)		
4:1	54'	893.4	"	334+00		(1)		
"	54'	893.7	"	335+00		(1)		
	53'	894.0	"	336+00				
			"	337+00				
			"	338+00				
				342+87	4:1	896.5	57'	2:1
				343+00	5:1			
				+58	6:1			
				344+00	"			
				354+00	"	902.5	50'	
				355+00	"	902.0	55'	
			6:1	356+00	"	903.2	48'	4:1
			"	+50	4:1			
4:1	50'	903.3	"	357+10		Ent.		
"	49'	904.1	"	358+50	5:1			
"	49'	904.5	"	359+30	6:1			
"	47'	904.9	"	360+00				
"	48'	905.5	"	361+00				
"	43'	906.0	"	362+00				
			4:1	363+00				

(1) Special Ditch Section - See X-Sections

STATION TO STATION	EMBANKMENT & EXCAVATION QUANTITIES				BITUMINOUS QUANTITIES	
	CUT(2) Cu. Yd.	FILL (3) Cu. Yd.	BORROW Cu. Yd.	CULV. EXC. Cu. Yd. (1)	WEAR Ton	BASE Ton
47+78 TO 60+05	755	375	118	0.0	169.8	528.1
60+85 TO 70+75	1031	1673	2102	121.6	189.2	631.4
144+92 TO 154+10	625	386	289	47.3	168.3	437.9
158+67 TO 167+27	1076	767	421	83.3	161.0	423.3
184+24 TO 192+84	967	488	157	35.0	129.2	385.7
193+59 TO 203+45	795	332	76	40.8	173.5	597.4
225+12 TO 234+17	1230	2381	3112	0.0	142.1	354.4
245+38 TO 253+98	621	1898	2714	0.0	108.8	334.0
256+30 TO 269+99	1946	1702	1538	179.6	285.3	956.4
278+69 TO 287+29	671	1439	2036	0.0	133.8	397.5
298+63 TO 308+60	756	715	758	0.0	173.8	608.4
326+74 TO 340+12	1811	2191	2412	177.6	244.2	831.1
341+66 TO 346+35	239	373	470	111.0	83.6	205.6
351+96 TO 364+95	1382	1644	1898	93.6	244.5	772.9

* These quantities are for information only.

BENCH MARK TABULATION

- B.M. ELEV. 862.153 Std. Disk in S.E. Corner of BR. NO. 3656
- B.M. ELEV. 856.359 Spk. in P.P. 69' Rt. of Sta. 179+48
- B.M. ELEV. 886.606 Top Nut on Hyd. 72' Rt. of Sta. 230+31
- B.M. ELEV. 892.953 Boat Spk. in T.P.P. 69' Rt. of Sta. 285+17
- B.M. ELEV. 903.102 Boat Spk. in P.P. 312' Rt. of Sta. 303+26
- B.M. ELEV. 907.374 Top of Nut on Hyd. 78' Lt. of Sta. 356+64

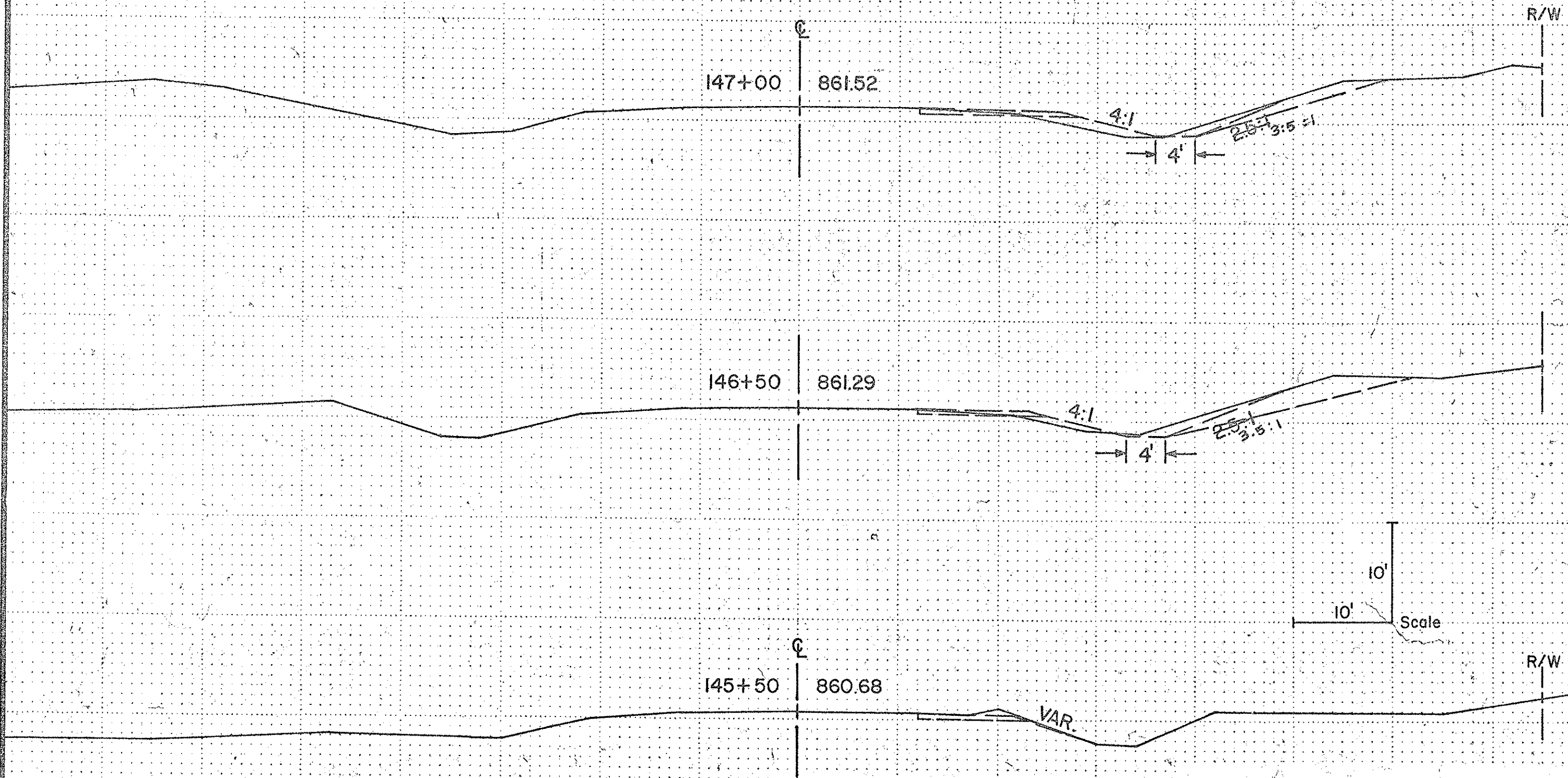
(1) Includes Excavation for Salvage and Placement of Culverts.

(2) Quantities Shown are for Cuts Inplace, Including the Slope Dressing.

(3) Dose not include slope dressing.

X-SECTION TABULATIONS
SCHEDULE OF QUANTITIES
BENCH MARK TABULATIONS

FINAL CONSTRUCTION CHANGES COMPLETED
Project or Incident Engineer Date



FINAL CONSTRUCTION CHANGES COMPLETED
[Signature] 12-3-75
 Project Engineer Date

SPECIAL DITCH

N1155

Fed. Proj. No.

149+93 864.77

6:1 32.5' DITCH RADIUS 4:1

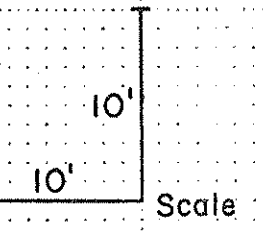
R/W

149+00 863.42

148+00 862.25

4:1 4' 3:1

R/W



Scale

~~147+27~~

861.68

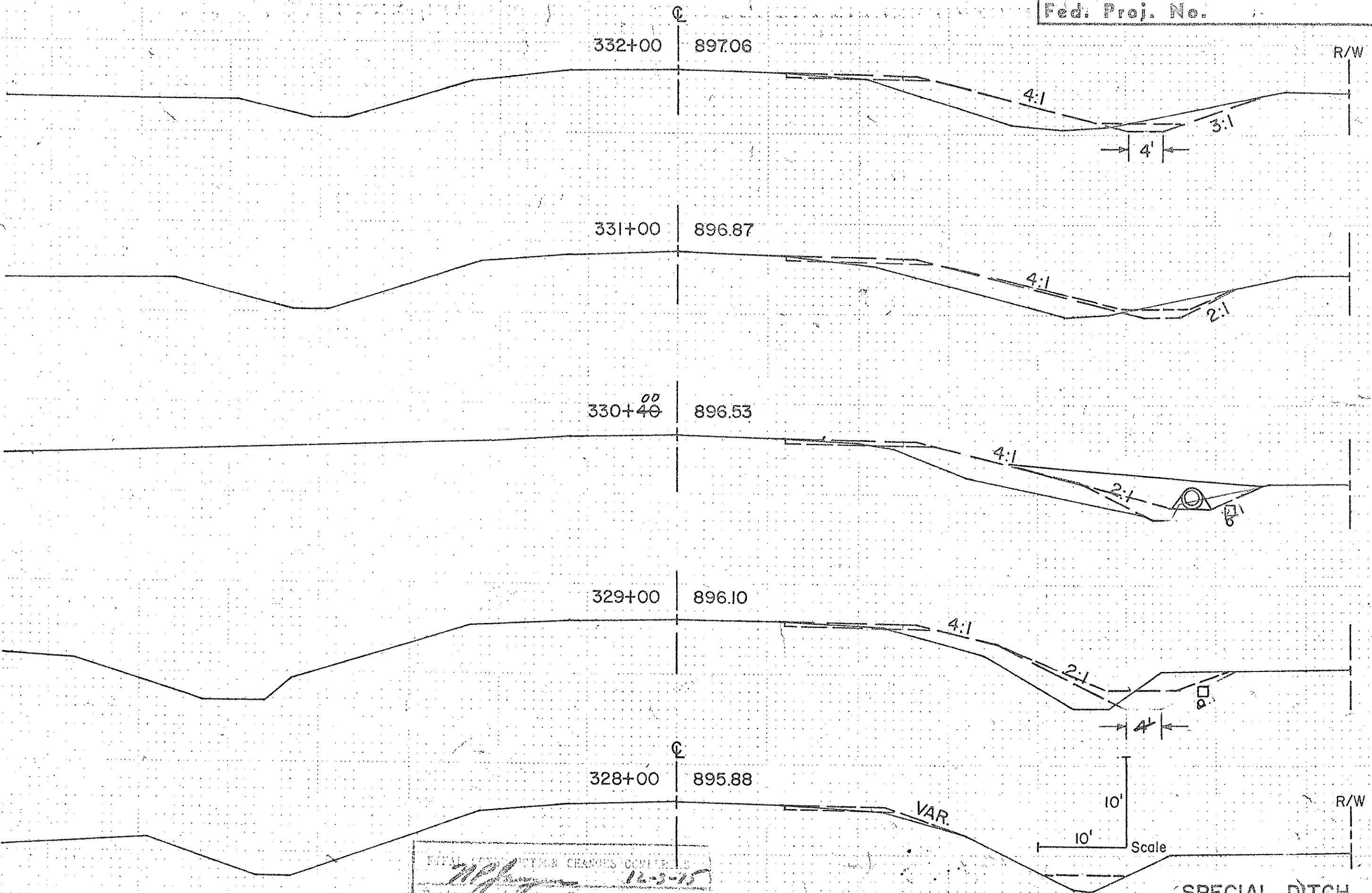
ENTRANCE MOVED TO 148+20

REVISIONS
12-3-15
Project Engineer

SPECIAL DITCH

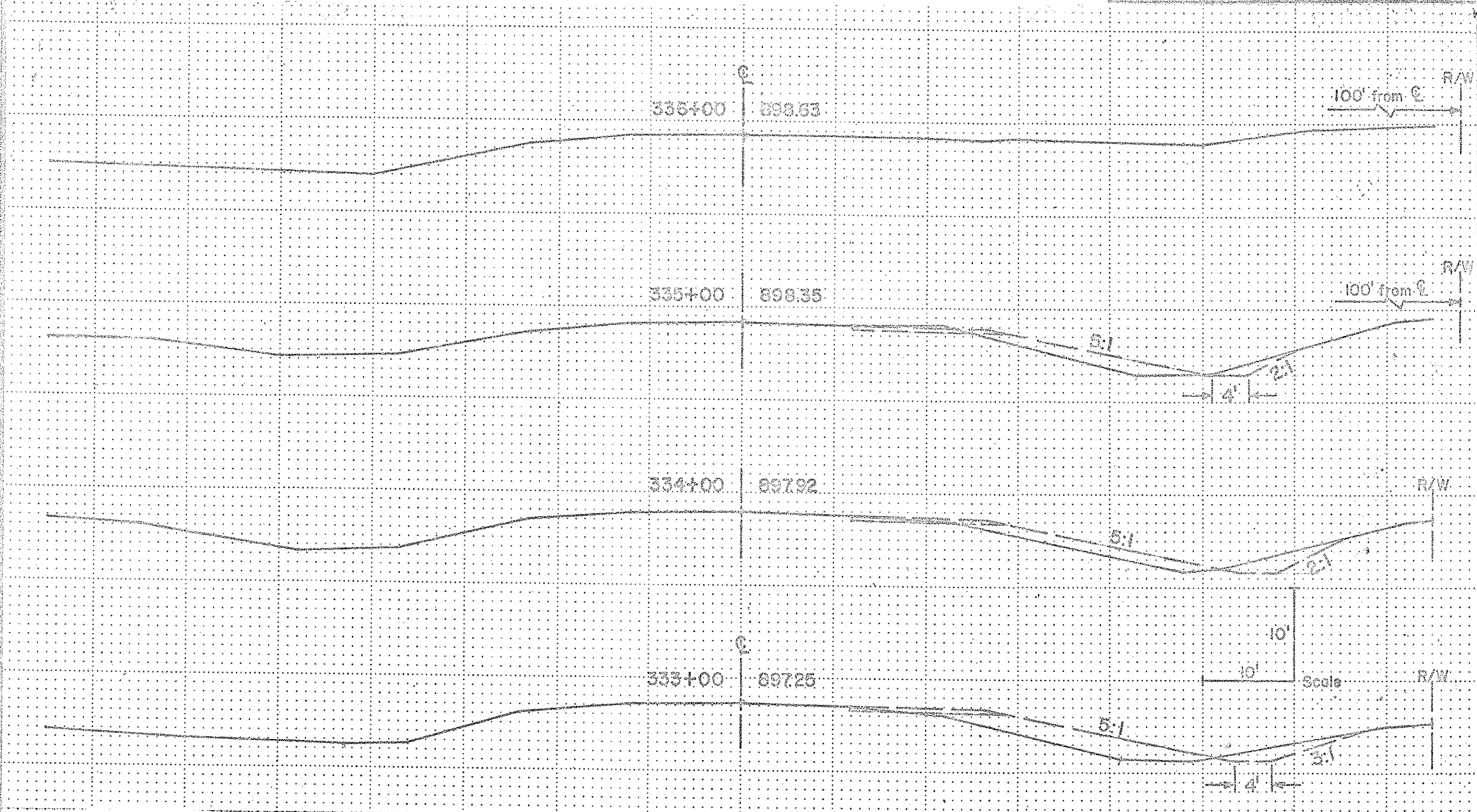
State Proj. No. 0212-15 (T. H. 242-242) Sheet No. 46 of 48 Sheets

Fed. Proj. No.



FEDERAL HIGHWAY ADMINISTRATION
W.P.H.
 Project or Resident Engineer
 Date 12-3-15

SPECIAL DITCH



FINAL CONSTRUCTION CHANGES COMPLETED
[Signature]
 Project or Resident Engineer Date