

PLANS SYMBOLS

Table of symbols for various features including State Line, County Line, Township Line, Section Line, Quarter Line, Section Line, Right of Way Line, Slope Easement, Present Right of Way Line, Control of Access Line, Property Line, Easement Line, and various utility lines like Gas, Water, Sewer, Telephone, and Power.

Table of symbols for various features including Timber, Orchard, Brush, Nursery, Catch Basin, Fire Hydrant, Cattle Guard, Overpass, Underpass, Bridge, Building, Iron Pipe, Monument, Wooden Hub, Travel Pit, Sand Pit, Gravel Pit, Rock Quarry, and various utility lines like Power Pole, Telephone, Gas, Water, Sewer, and Telephone Cable.

UTILITIES SYMBOLS

Table of symbols for various utility features including Power Pole Line, Telephone or Telegraph Pole Line, Joint Telephone and Power on Power Poles, and various types of poles and towers like Anchor, Steel Tower, Street Light, Pedestal, Gas Main, Water Main, and various types of cables and conduits.

SCALES

Table of scales for Plan (1" = 100'), Profile (1" = 100'), Index Map (1" = 2 Miles), and General Layout (1" = 100').

MINNESOTA DEPARTMENT OF TRANSPORTATION

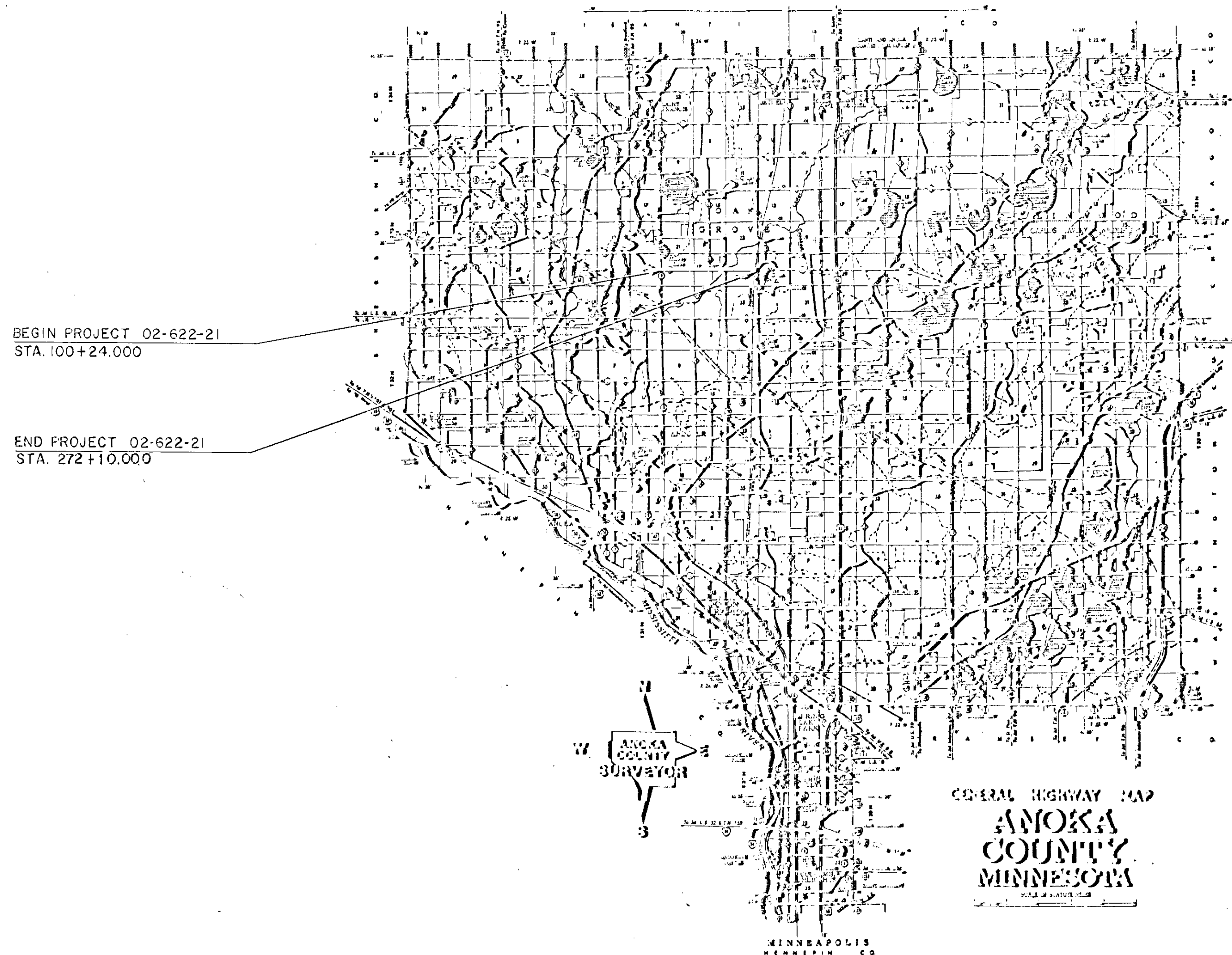
ANOKA COUNTY

CONSTRUCTION PLAN FOR GRADING, BASE, BITUMINOUS SURFACING

LOCATED ON CSAH # 22 BETWEEN CSAH # 9, 7 MILES NO. OF ANOKA AND CSAH # 13 (Geographic Description)
FROM A POINT 24' E. OF THE W. 1/4 COR. OF SEC. 28, T. 33 N., R. 24 W. TO A POINT 673.32' E. & 657.52' NO. OF THE E. 1/4 COR. OF SEC. 28, T. 33 N., R. 24 W. (Legal Description)

STATE AID PROJ. NO. STATE AID PROJ. NO.

Table with 4 columns: Gross Length, Bridges Length, Exceptions Length, Net Length, and units (Feet, Miles).



MINN. PROJ. NO. RS. 6371 (008)
MINN. PROJ. NO. CRP 0029 (010)

GOVERNING SPECIFICATIONS

THE 1938 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION 'STANDARD SPECIFICATIONS FOR CONSTRUCTION' SHALL GOVERN

INDEX

Index table listing sheet numbers and titles, such as Sheet No. 1 Title Sheet & Layout Sheet, Sheet No. 2 Est. Qty. & Spl. Details, etc.

THIS PLAN CONTAINS 41 SHEETS

DESIGN DESIGNATION

Design Speed 55 MPH
Based on STOPPING Sight Distance
Height of eye 3.5' Height of object .50'
Design Speed not achieved at:
STA. 255+75 TO STA. 262+08 MPH 45 \*
STA. 264+77 TO STA. 267+83 MPH 45 \*
\* POSTED 30 M.P.H. & 40 M.P.H.

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

DATE 11/23/88 REG. NO. 6549 ENGR. Bruce K. Kinnaird
COUNTY Anoka

Recommended for Approval a.c. Wenzel, District State Aid Engineer

Recommended for Approval David Skallam, State Aid Plans and Specs Engineer

Approved 9/16/89 Andrew M. Boy, State Aid Engineer

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DIVISION ADMINISTRATOR DATE

STATE AID PROJ. NO. 02-622-21
STATE PROJ. NO. 02-622-21
SHEET NO. 1 OF 41 SHEETS

THIS SHEET WITHOUT BLUEPRINTS

- 1 INCLUDES 23,819 CU. YDS. OF SUB-CUT FOR UNIFORMITY AND COMPACTION OF SOILS.
- 2 PROVIDED FOR DUST CONTROL AS DIRECTED BY THE ENGINEER.
- 3 INCLUDES 843 CU. YDS. FOR ROAD APPROACHES.
- 4 INCLUDES 620 TONS FOR ROAD APPROACHES AND 955 TONS FOR RIGHT TURN AND BY-PASS LANES.
- 5 INCLUDES 175 TON FOR C.R. #67 ROAD APPROACH, 945 TON FOR ROAD APPROACHES AND 165 TON FOR FREE RIGHT TURN LANES.
- 6 INCLUDES 365 TON FOR ROAD APPROACHES AND 620 TON FOR RIGHT TURN & BY-PASS LANES.
- 7 INCLUDES QUANTITY FOR BASE, BINDER AND WEAR COURSE.
- 8 PROVIDES FOR DRIVEWAY PAVING, PAYMENT BY SQ. YD. INCLUDES BITUMINOUS MATERIAL AND 3' CL. #5 AGG. BASE. 45 DRIVEWAYS AT APPROXIMATELY 55.5 SQUARE YARDS PER DRIVEWAY
- 9 INCLUDES 137 TON FOR C.R. #67 ROAD APPROACH AND 130 TON FOR FREE RIGHT TURN LANE.
- 10 INCLUDES 53 LIN. FT. OF WOOD FENCE.
- 11 INCLUDES 43 LIN. FT. OF WOOD FENCE.
- 12 RAILROAD TIE RETAINING WALL.
- 13 REMOVE EXISTING BITUMINOUS SURFACE, APPROXIMATELY 3' THICK.

STATEMENT OF ESTIMATED QUANTITIES

ITEM NO	ITEM	UNIT	TOTAL ESTIMATED QUANTITIES	TOTAL FINAL QUANTITIES
2021.501	MOBILIZATION	LUMP SUM	1	
2031.501	FIELD OFFICE TYPE D	EACH	1	
2101.501	CLEARING	ACRE	8.15	
2101.502	CLEARING	TREE	172	
2101.506	GRUBBING	ACRE	8.15	
2101.507	GRUBBING	TREE	171	
2104.501	REMOVE PIPE CULVERTS	LIN. FT.	66	
2104.503	REMOVE RETAINING WALL	SQ. FT.	76	
2104.505	REMOVE BITUMINOUS PAVEMENT	SQ. YD.	45 396	
2104.513	SAVING BITUMINOUS PAVEMENT	LIN. FT.	399	
2104.521	SALVAGE PIPE CULVERT	LIN. FT.	60	
2104.521	SALVAGE BARBED WIRE FENCE	LIN. FT.	8868	
2104.521	SAL GUARDRAIL PLATE BEAM	LIN. FT.	146	
2104.523	SALVAGE METAL APRONS	EACH	1	
2104.523	SALVAGE TWISTED END TREATMENT	EACH	4	
2105.501	COMMON EXCAVATION	CU. YD.	98032 (P)	
2105.505	MUCK EXCAVATION	CU. YD.	42536	
2105.521	GRANULAR BORROW (EV)	CU. YD.	26100	
2105.535	SALVAGED TOPSOIL (LV)	CU. YD.	13122	
2130.501	WATER	M-GAL	300	
2211.503	AGGREGATE BASE PLACED, CLASS 5A	CU. YD.	12 595 (P)	
2331.504	BITUMINOUS MATERIAL FOR MIXTURE	TON	950	
2331.510	BINDER COURSE MIXTURE	TON	6 695	
2331.514	BASE COURSE MIXTURE	TON	7 600	
2331.516	SHOULDER MIXTURE	TON	3 100	
2580.501	TEMPORARY LANE MARKING	RD. STA.	513	
0331.601	2" THICK BIT. WEARING COURSE	SQ. YD.	2500	
2341.504	BITUMINOUS MATERIAL FOR MIXTURE	TON	214	
2341.508	WEARING COURSE MIXTURE	TON	3 685	
2357.502	BIT. MATERIAL FOR TACK COAT	GALLON	5 885	
2501.511	15" CS PIPE CULVERT	LIN. FT.	1100	
2501.511	18" CS PIPE CULVERT	LIN. FT.	264	
2501.511	24" CS PIPE CULVERT	LIN. FT.	16	
2501.515	15" GS PIPE APRON	EACH	58	
2501.515	18" GS PIPE APRON	EACH	8	
2501.515	24" RC PIPE APRON	EACH	2	
2501.521	22" SPAN RC PIPE CUL CL IIA	LIN. FT.	58	
2501.521	28" SPAN RC PIPE CUL CL IIA	LIN. FT.	80	
2501.525	22" SPAN RC PIPE ARCH APRON	EACH	2	
2501.525	28" SPAN RC PIPE ARCH APRON	EACH	2	
2501.561	24" RC PIPE CUL DES 3006 CL II	LIN. FT.	82	
2501.571	INSTALL PIPE CULVERT	LIN. FT.	60	
2501.573	INSTALL METAL APRON	EACH	1	
2335.501	BITUMINOUS CURB	LIN. FT.	640	
2554.511	INSTALL TRAF. BARRIER DES B 8307	LIN. FT.	146	
0354.602	INSTALL TWISTED END TREATMENT	EACH	4	
0357.603	INSTALL BARBED WIRE FENCE	LIN. FT.	8478	
2573.501	BALE CHECK	EACH	40	
2573.502	SILT FENCE, HEAVY DUTY	LIN. FT.	1,870	
2573.508	BITUMINOUS LINED FLUME	SQ. YD.	31	
0564.602	PAVEMENT MESSAGE R/R X-ING PAINT	EACH	2	
0563.601	TRAFFIC CONTROL	LUMP SUM	1	
2564.531	F & I SIGN PANEL TYPE C	SQ. FT.	825	
0564.602	PAVEMENT MESSAGE CRT ARROW PAINT	EACH	13	
0564.603	4" SOLID LINE YELLOW-PAINT	LIN. FT.	11550	
0564.603	4" SOLID LINE WHITE-PAINT	LIN. FT.	36510	
0564.603	24" STOP LINE WHITE-PAINT	LIN. FT.	114	
0564.603	4" BROKEN LINE YELLOW-PAINT	LIN. FT.	2740	
0564.603	4" BROKEN LINE WHITE-PAINT	LIN. FT.	60	
0564.602	PAVEMENT MESSAGE (ONLY) PAINT	EACH	13	
2575.501	SEEDING	ACRE	21.5 (P)	
2575.502	SEED, MIXTURE #900	POUND	968	
2575.505	SODDING TYPE EROSION	SQ. YD.	18779	
2575.511	MULCH MATERIAL TYPE 1	TON	43	
2575.519	DISC ANCHORING	ACRE	21.5 (P)	
2575.531	CGM FERT ANALYSIS 10-10-10	TON	5.4	

**SPECIAL DETAILS**

EXCAVATED MUCK MATERIAL SHALL BE USED TO CONSTRUCT INSLOPES ADJACENT TO MUCK EXCAVATION AREAS AND AS TOPSOIL COVERING THROUGHOUT THE PROJECT.

APPROXIMATELY 13122 CU. YDS. OF THE EXCESS MUCK MATERIAL SHALL BE SPREAD TO A UNIFORM 3" MINIMUM DEPTH ON SLOPES AND DITCH BOTTOMS OVER THE LENGTH OF THE PROJECT. THIS WORK WILL BE COMPENSATED FOR UNDER ITEM 2105.535 SALVAGED TOPSOIL

MUCK MATERIAL STOCKPILED ADJACENT TO THE EXCAVATION AREAS SHALL BE REMOVED PRIOR TO COMPLETION OF GRADING OPERATIONS AND RESTORED TO APPROXIMATELY THE ORIGINAL ELEVATIONS. THE CONTRACTOR SHALL DISPOSE OF EXCESS MUCK MATERIAL OFF THE RIGHT OF WAY OR OTHER AREAS AS APPROVED BY THE ENGINEER. THIS SHALL BE CONSIDERED AS INCIDENTAL TO MUCK EXCAVATION

**EARTHWORK SUMMARY**

EXCAVATION (CU. YD.)			
PAY QUANTITY			
101,906	COMMON	74,219	
-3,874	SUBCUT	23,813	
98,032 (PAY QTY)	BIT REMOVAL	3,874 *	
42,536 C.Y.	MUCK		
EMBANKMENT (CU. YD.)			
124,265	REGULAR (SHRINKAGE FACTOR 150%)		
	SUBCUT (175% IN MUCK EXC. AREA)		
	(SHRINKAGE FACTOR 120)		
26,100	GRANULAR BORROW		
14,406	MUCK (SHRINKAGE FACTOR 125%)		
13,122	TOPSOIL (SHRINKAGE FACTOR 140%)		
15,008	① EXCESS MUCK		

① SEE SPECIAL PROVISIONS FOR HANDLING OF EXCESS MUCK MATERIAL

\* PAID FOR UNDER ITEM 2104.505

**STANDARD PLATES**

THE FOLLOWING STANDARD PLATES, APPROVED BY THE FIRMA, SHALL APPLY OF THIS PROJECT.

PLATE NO.	DESCRIPTION
0006A	SPECIFICATION REFERENCE TO STANDARD PLATES
3000K	REINFORCED CONCRETE PIPE
3006F	GASKET JOINT FOR R.C. PIPE
3040F	CORRUGATED METAL PIPE CULVERT
3100G	CONCRETE APRON FOR R.C. PIPE
3123J	METAL APRON FOR C.S. PIPE
3145E	CONCRETE PIPE TIES
3221C	CORRUGATED STEEL PIPE COUPLING BAND
8000I	STANDARD BARRICADES
8003B	BREAKAWAY SIGN SUPPORTS (PLASTIC)
8307N	STEEL PLATE BEAM GUARD RAIL
8319C	TWISTED END TREATMENT
9000B	APPROACHES AND ENTRANCES
9102C	SODDING AT PIPE CULVERT ENDS
7065C	BITUMINOUS CURB

**BASIS OF PLANNED QUANTITIES**

2331	PLANT MIXED BASE AND BINDER COURSE
	BITUMINOUS MIXTURE 110 LBS./ SQ. YD. PER 1" THICKNESS
	BITUMINOUS MATERIAL FOR MIXTURE 5.3% BY WEIGHT.
2331	PLANT MIXED SHOULDER COURSE
	BITUMINOUS MIXTURE 110 LBS./SQ. YD. PER 1" THICKNESS
	BITUMINOUS MATERIAL FOR MIXTURE 6.2% BY WEIGHT.
2341	PLANT MIXED WEARING COURSE
	BITUMINOUS MIXTURE 110 LBS./SQ.YD. PER 1" THICKNESS
	BITUMINOUS MATERIAL FOR MIXTURE 5.8% BY WEIGHT
2357	BITUMINOUS MATERIAL FOR TACK COAT
	0.05 GALLON PER SQ.YD.
2575	MULCH MATERIAL, TYPE-1, 2 TONS PER ACRE
2575	COMMERCIAL FERTILIZER, ANALYSIS 10-10-10
	500 LBS./ACRE ON ALL SEED AND SOD AREAS
2575	ROADSIDE SEEDING BASED ON HORIZONTAL MEASUREMENT PLUS 10 %
	SEED MIXTURE 900 2.45 LBS. PER ACRE

REVISIONS			
DATE	BY	DATE	BY



CLEARING AND GRUBBING					
STATION (TO STATION)	LOC.	CLEARING		GRUBBING	
		TREE	ACRE	TREE	ACRE
103+85 TO 112+98	LT.		0.70		0.70
113+73 TO 121+29	LT.		0.85		0.85
122+14 TO 124+42	LT.		0.10		0.10
124+79 TO 126+50	LT.		0.25		0.25
126+68 TO 127+99	RT. 35'-50'		0.10		0.10
126+80 TO 130+42	LT.		0.35		0.35
131+16	37' LT.	1		1	
132+14 TO 132+93	RT.		0.10		0.10
132+45 TO 133+70	LT.		0.10		0.10
133+89	37' LT.	1		1	
134+50	37' LT.	1		1	
134+62 TO 135+54	RT.		0.10		0.10
134+75 TO 138+53	LT.		0.25		0.25
138+09	41' RT.	1		1	
138+21	41' RT.	1		1	
138+24	41' RT.	1		1	
139+70 TO 140+25	LT.		0.05		0.05
141+43	41' RT.	1		1	
141+72	35' RT.	1		1	
141+26	30' RT.			1	
142+11	43' RT.	1		1	
142+24	31' RT.	1		1	
142+40	31' RT.	1		1	
142+44	43' RT.	1		1	
142+55	30' RT.	1		1	
142+92	36' RT.			1	
143+05	29' RT.			1	
143+23	29' RT.	1		1	
143+29	32' RT.	1		1	
143+00 TO 143+54	LT.		0.05		0.05
144+26	42' LR.			1	
144+97	50' LT.	1		1	
145+13	45' LT.			1	
145+13	41' LT.			1	
146+07	40' RT.	1		1	
148+82	39' LT.	2		1	
149+13	43' LT.	1		1	
149+53	45' LT.	1		1	
149+87	44' LT.	1		1	
152+26	35' LT.	1		1	
152+52	29' LT.	1		1	
153+70	29' LT.	3		1	
155+91 TO 157+80	LT.		0.20		0.20
157+00 TO 158+50	RT.		0.05		0.05
158+83	41' LT.	1		1	
159+73	34' LT.	1		1	
159+80	34' LT.	1		1	
159+84	39' LT.	1		1	
160+25	42' LT.	1		1	
161+20	43' LT.	1		1	
161+59	36' LT.	2		1	
161+60	32' LT.	1		1	
161+63	33' LT.	1		1	
162+18	44' RT.			1	
162+10	42' RT.			1	
163+47	39' RT.	2		1	
164+82	33' LT.	1		1	
165+00	41' LT.	1		1	
165+47 TO 173+34	LT.		1.35		1.35
166+44	37' RT.			1	
166+90	32' RT.			1	
166+92	35' RT.			1	
166+96	29' RT.	1		1	
167+10	34' RT.	1		1	
168+00	67' RT.	1		1	
168+44	60' RT.	1		1	
168+54	67' RT.	1		1	
168+84	70' RT.	1		1	

CLEARING AND GRUBBING					
STATION (TO STATION)	LOC.	CLEARING		GRUBBING	
		TREE	ACRE	TREE	ACRE
169+00	42' RT.	1		1	
169+18	42' RT.	1		1	
169+99	47' RT.	1		1	
170+02	46' RT.	1		1	
170+39	40' RT.	1		1	
171+26	41' RT.	1		1	
172+07 TO 174+12	RT.		0.20		0.20
176+53	44' RT.	1		1	
177+55	45' RT.	1		1	
178+68	50' RT.	1		1	
178+77	44' RT.	1		1	
178+90	33' RT.	1		1	
179+32	44' RT.	2		1	
180+76	33' RT.	1		1	
181+54	47' RT.	1		1	
181+91	37' RT.	1		1	
183+33 TO 184+33	33'-39' RT.		0.05		0.05
184+56	38' RT.	2		1	
185+08	37' RT.	1		1	
185+28	38' RT.	1		1	
185+35	38' RT.	1		1	
185+43	39' RT.	1		1	
185+73	41' RT.	1		1	
185+80	41' RT.	1		1	
186+18	38' LT.	2		1	
186+34	43' LT.	1		1	
186+37	48' LT.	1		1	
186+39	50' LT.	1		1	
187+50 TO 188+41	RT.		0.05		0.05
188+76 TO 191+00	RT.		0.15		0.15
191+22	37' RT.	2		1	
191+69	37' RT.	1		1	
191+71	40' RT.	2		1	
191+93	35' RT.	1		1	
191+93	39' RT.	1		1	
191+95	36' RT.	1		1	
192+00	37' RT.	1		1	
192+06	26' RT.	4		1	
192+16	26' RT.	1		1	
192+22	27' RT.	1		1	
192+25	28' RT.	2		1	
192+41	35' RT.	1		1	
192+51	32' RT.	1		1	
193+32	43' LT.	1		1	
193+59	43' LT.	1		1	
193+65	39' LT.			1	
193+65	54' LT.	1		1	
202+29	35' RT.	3		1	
209+82 TO 213+63	RT.		0.50		0.50
209+98 TO 213+90	LT.		0.35		0.35
218+67 TO 218+95	RT.		0.05		0.05
219+08	39' LT.			1	
219+59	47' RT.	1		1	
219+72	47' RT.	1		1	
220+01	46' LT.	1		1	
223+44	32' RT.	1		1	
223+44	34' RT.	1		1	
223+44	39' LT.	1		1	
223+44	41' RT.	2		1	
223+52	42' RT.	1		1	
224+23	27' RT.	1		1	
224+23	29' RT.	1		1	
224+23	33' RT.	1		1	
224+27	28' RT.	1		1	
224+29	30' RT.	1		1	
224+72	26 RT.	1		1	
225+17	28' RT.			1	
225+75	31' RT.	1		1	
226+97	24' RT.			1	

CLEARING AND GRUBBING					
STATION (TO STATION)	LOC.	CLEARING		GRUBBING	
		TREE	ACRE	TREE	ACRE
227+24	24' RT.			1	
227+35	24' RT.			1	
227+65	23' RT.			1	
227+98	30' RT.	4		1	
228+05 TO 228+21	RT.		0.05		0.05
228+70	29' RT.	3		1	
231+98	56' LT.	1		1	
231+98	58' LT.	1		1	
231+98	60' LT.	1		1	
231+98	62' LT.	1		1	
231+99	45' RT.	1		1	
232+11	47' LT.	1		1	
232+43	51' LT.	4		1	
232+78	46' RT.	1		1	
233+07	57' RT.	1		1	
233+72	53' LT.	1		1	
233+83	46' RT.	1		1	
234+15	46' LT.	1		1	
234+50 TO 240+02	RT.		0.35		0.35
240+33	38' RT.	1		1	
240+64	37' RT.	1		1	
240+88	39' RT.	1		1	
240+98	41' RT.	1		1	
241+25	39' RT.	1		1	
241+38	34' RT.	1		1	
241+63	33' RT.	1		1	
241+81	36' RT.	1		1	
241+91	44' RT.	1		1	
242+14	33' RT.	1		1	
243+90	32' RT.			1	
243+26	38' RT.			1	
244+31	32' RT.			1	
244+34	39' RT.	1		1	
245+14	38' RT.	1		1	
246+06	34' RT.	1		1	
246+46	32' RT.	1		1	
246+64	36' RT.	1		1	
246+85	38' RT.	1		1	
246+92	36' RT.	1		1	
247+05	40' RT.	1		1	
247+11	40' RT.	1		1	
247+24	52' RT.	1		1	
248+98 TO 250+69	RT.		0.20		0.20
251+08 TO 253+10	RT.		0.20		0.20
255+15	41' RT.	1		1	
255+25	38' RT.	1		1	
255+36	37' RT.	1		1	
255+50	36' RT.			1	
255+52	30' RT.			1	
255+61	37' RT.	1		1	
255+66	43' RT.	1		1	
255+67	34' RT.	1		1	
255+88	29' RT.			1	
256+14	35' LT.	1		1	
256+24	35' LT.	1		1	
256+63	34' LT.	1		1	
256+99	33' LT.	1		1	
256+00 TO 256+20	38'-42' RT.		0.05		0.05
256+49	29' RT.	1		1	
257+08	22' LT.	1		1	
257+28	21' LT.	1		1	
257+65	18'-50' LT.		0.05		0.05
257+90	19'-50' LT.		0.05		0.05
258+00 TO 263+50	0'-53' LT.		0.75		0.75
258+12 TO 262+21	0'-53' RT.		0.50		0.50
TOTALS=		172	8.15	171	8.15

REVISIONS			
DATE	BY	DATE	BY

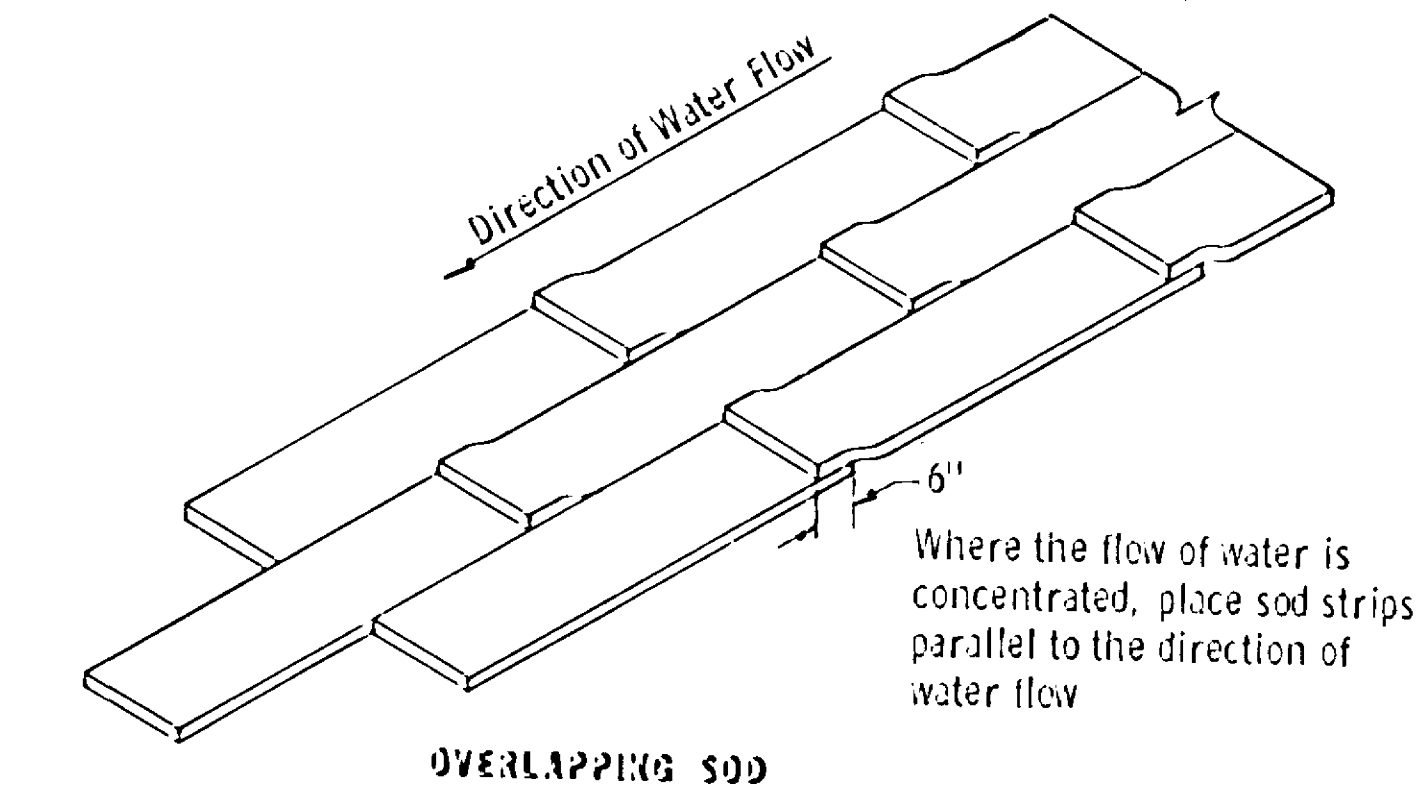
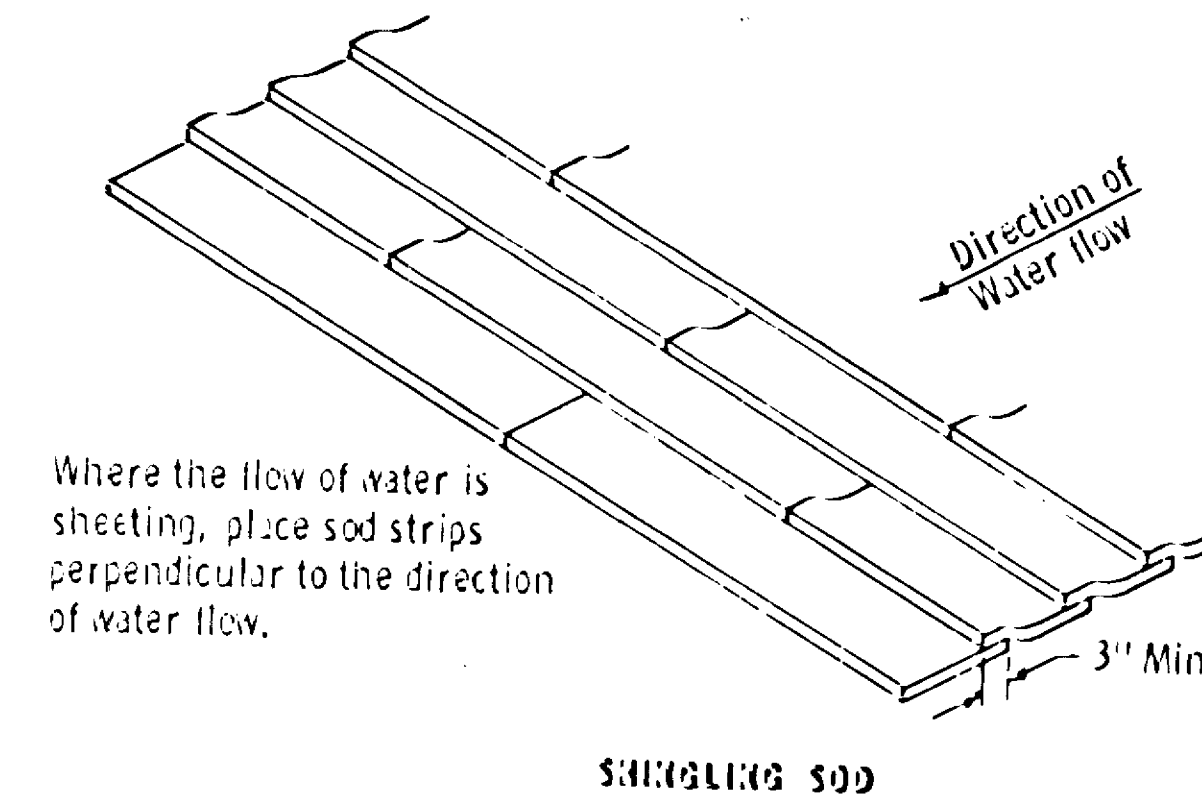
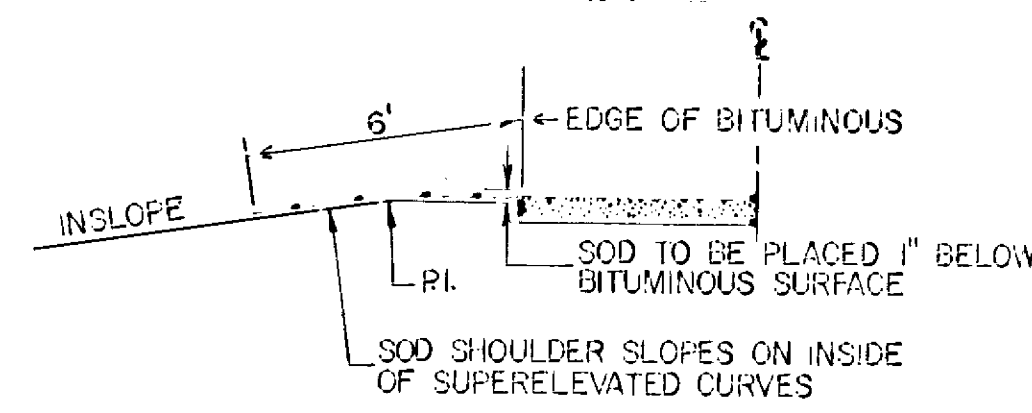
S.A.P. S.P. 02-622-21 C.P.





SALVAGE & INSTALL FENCE				
STATION	LOC.	SALVAGE	INSTALL	REMARKS
105+50-108+70	LT	120	78	42' LINE FENCE
119+85	LT	37	0	LINE FENCE
123+78-128+80	RT	180	180	FENCE POST NO WIRE
129+38-130+12	LT	91	76	27' LINE FENCE
132+23-134+12	RT	120	120	POST AND CABLE
133+60-138+00	LT	258	210	18' LINE FENCE
140+00-140+30	LT	90	90	
143+78-179+27	RT	3835	3551	REMOVE 84' LINE FENCE
159+59-181+76	LT	217	217	
187+79-189+22	LT	143	110	REMOVE 33' LINE FENCE
208+00-218+62	RT	1311	1262	REMOVE 49' LINE FENCE
232+03-252+38	LT	2146	2098	REMOVE 18' LINE FENCE
235+89-240+02	RT	467	413	REMOVE 54' LINE FENCE
257+04-257+47	RT	43	43	WOOD FENCE
257+47	RT	10	00	WOOD FENCE
<b>TOTAL</b>		<b>8868</b>	<b>8478</b>	

**SODDING INSLOPES OF SUPERELEVATED CURVES**



**SPECIAL SOD PLACEMENT TECHNIQUES**

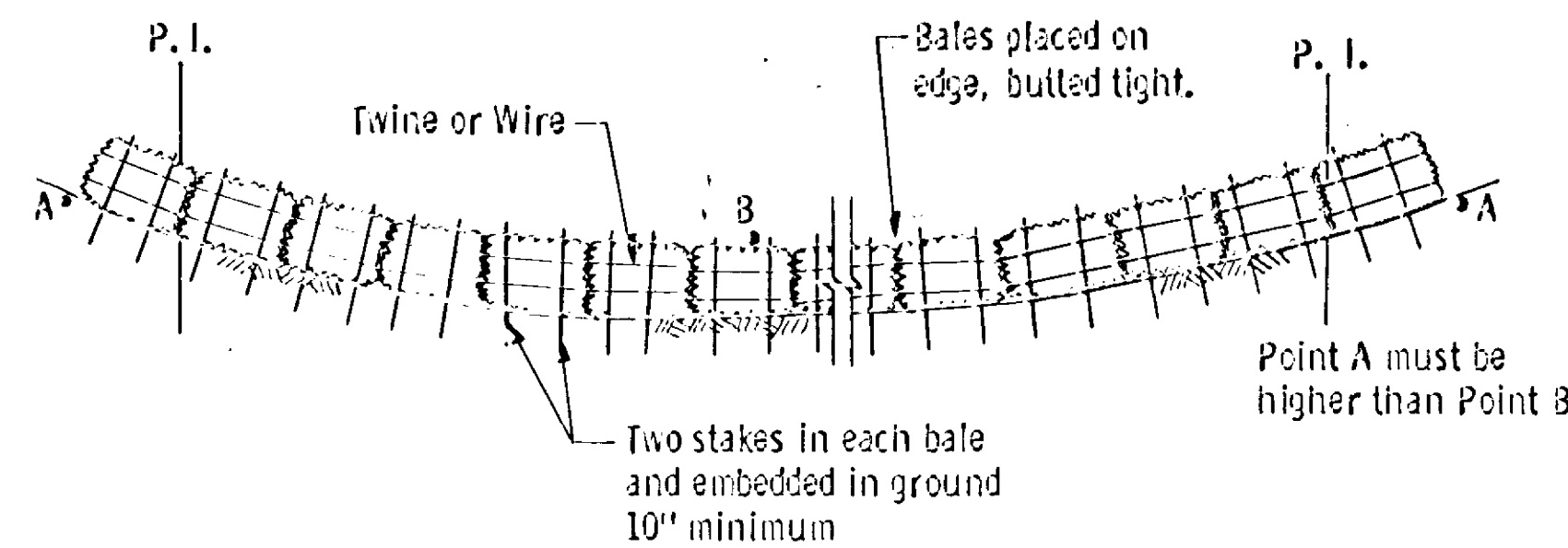
SODDING			
STATION	LOC.	SQ. YDS.	REMARKS
107+49 TO 108+00	LT.	133	SOD SLOPES AT ENT.
113+44 TO 118+00	RT.	917	
117+11 TO 117+61	LT.	202	SOD SLOPES AT ENT.
119+25 TO 120+00	RT.	150	SOD DITCH BOTTOM
120+00 TO 123+20	RT.	800	
121+60 TO 122+10	LT.	98	SOD SLOPES AT ENT.
124+39 TO 124+91	LT.	178	SOD SLOPES AT ENT.
128+38 TO 128+90	LT.	228	SOD SLOPES AT ENT.
128+68 TO 128+50	RT.	470	
130+20 TO 133+00	LT.	755	
133+50 TO 134+24	RT.	148	SOD DITCH BOTTOM
138+00 TO 143+89	RT.	1878	
150+39 TO 150+93	LT.	184	SOD SLOPES AT ENT.
155+00 TO 157+00	LT.	400	SOD DITCH BOTTOM
157+00 TO 159+41	LT.	609	
162+50 TO 165+00	LT.	482	
183+00 TO 185+00	LT.	400	SOD DITCH BOTTOM
185+00 TO 188+50	RT.	300	SOD DITCH BOTTOM
190+50 TO 192+50	RT.	502	
192+50 TO 194+00	RT.	300	SOD DITCH BOTTOM
204+50 TO 205+50	LT.	244	SOD INSLOPES & AROUND
204+50 TO 206+00	RT.	317	INPLACE CULVERT APRONS
210+50 TO 214+55	RT.	786	SOD DITCH BOTTOM
210+50 TO 215+00	LT.	900	SOD DITCH BOTTOM
218+50 TO 217+25	LT.	150	SOD DITCH BOTTOM
217+00 TO 218+50	RT.	300	SOD DITCH BOTTOM
218+50 TO 221+50	RT.	983	
219+50 TO 222+00	LT.	500	SOD DITCH BOTTOM
222+00 TO 225+00	LT.	1051	
223+50 TO 226+00	RT.	770	
226+00 TO 227+00	RT.	228	SOD DITCH BOTTOM
231+83 TO 232+33	RT.	147	SOD SLOPES AT ENT.
233+70 TO 234+24	RT.	147	SOD SLOPES AT ENT.
234+00 TO 234+57	LT.	133	SOD SLOPES AT ENT.
240+55 TO 241+05	RT.	111	SOD SLOPES AT ENT.
245+37 TO 248+91	RT.	1157	
250+50 TO 251+20	RT.	176	SOD SLOPES AT ENT.
254+80 TO 255+10	RT.	69	SOD SLOPES AT ENT.
255+75 TO 262+10	LT.	426	SH. LOW SIDE OF SUPER
258+00 TO 258+00	RT.	397	
		695	CULVERT APRONS
<b>TOTAL</b>		<b>18,779</b>	

**SAWING BITUMINOUS PAVEMENT**

STATION	LOC.	LIN. FT.	REMARKS
0+24	C/L	144	74' LT. - 70' RT.
107+74	LT.	10	BIT. ENT.
117+37	LT.	10	BIT. ENT.
150+68	LT.	14	BIT. ENT.
179+00	LT.	24	C.R. 67
185+97	LT.	15	BIT. ENT.
205+73	RT.	24	FLAMINGO ST.
224+14	RT.	10	BIT. ENT.
229+72	RT.	24	YELLOW PINE ST.
234+28	LT.	10	BIT. ENT.
240+80	RT.	10	BIT. ENT.
255+91	LT.	12	BIT. ENT.
257+68	RT.	24	GILLIS ST.
261+50	RT.	24	C.R. 67
267+30	C/L	44	C.S.A.H. #22
<b>TOTAL</b>		<b>399</b>	

**BALE CHECKS**

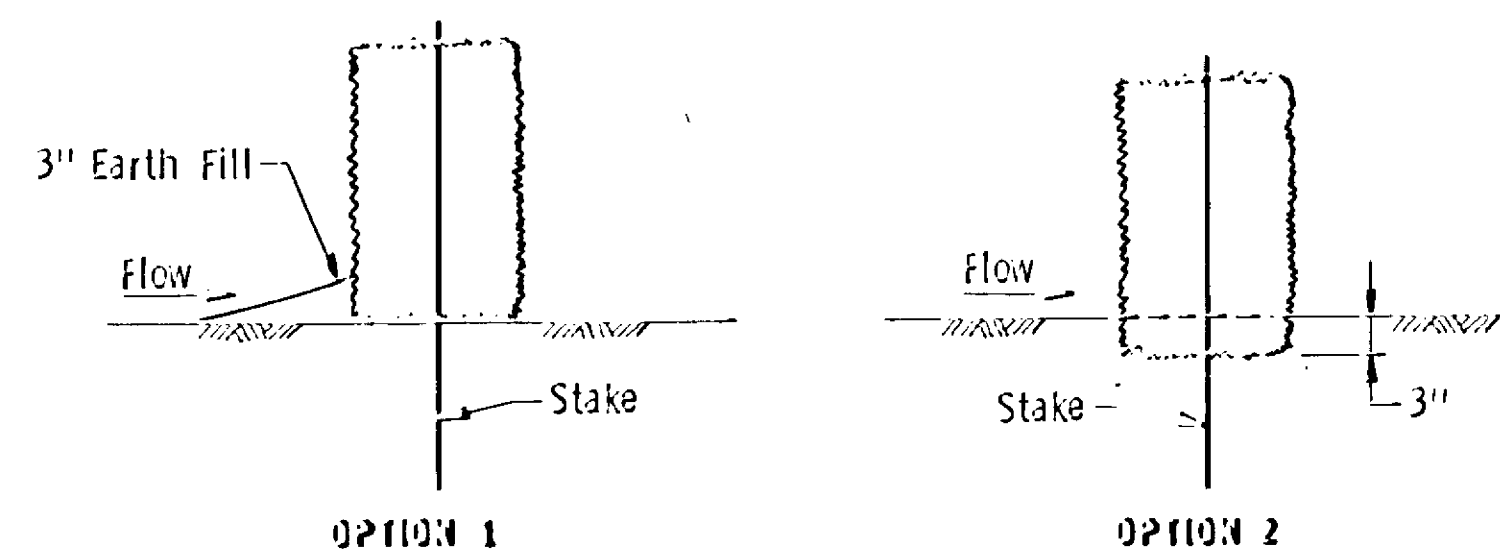
STATION	LOCATION	QUANTITY
107+00	LT.	5
188+50	LT.	5
200+00	LT. & RT.	10
210+50	LT. & RT.	10
212+00	LT. & RT.	10
<b>TOTAL</b>		<b>40</b>



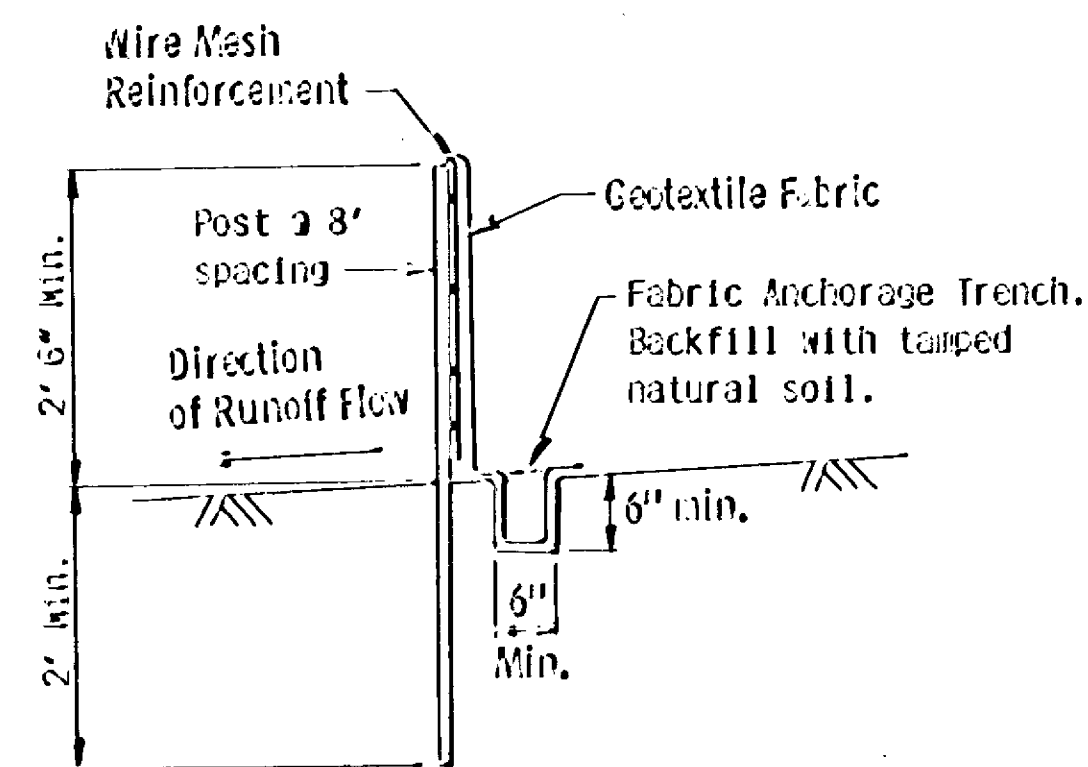
**BALE HAY OR STRAW DITCH CHECK**

SILT FENCE		
STATION	LOCATION	LN. FT.
200+25 TO 203+50	LT.	325
200+25 TO 205+50	RT.	525
204+20 TO 210+20	LT.	600
208+00 TO 210+20	RT.	420
<b>TOTAL</b>		<b>1870</b>

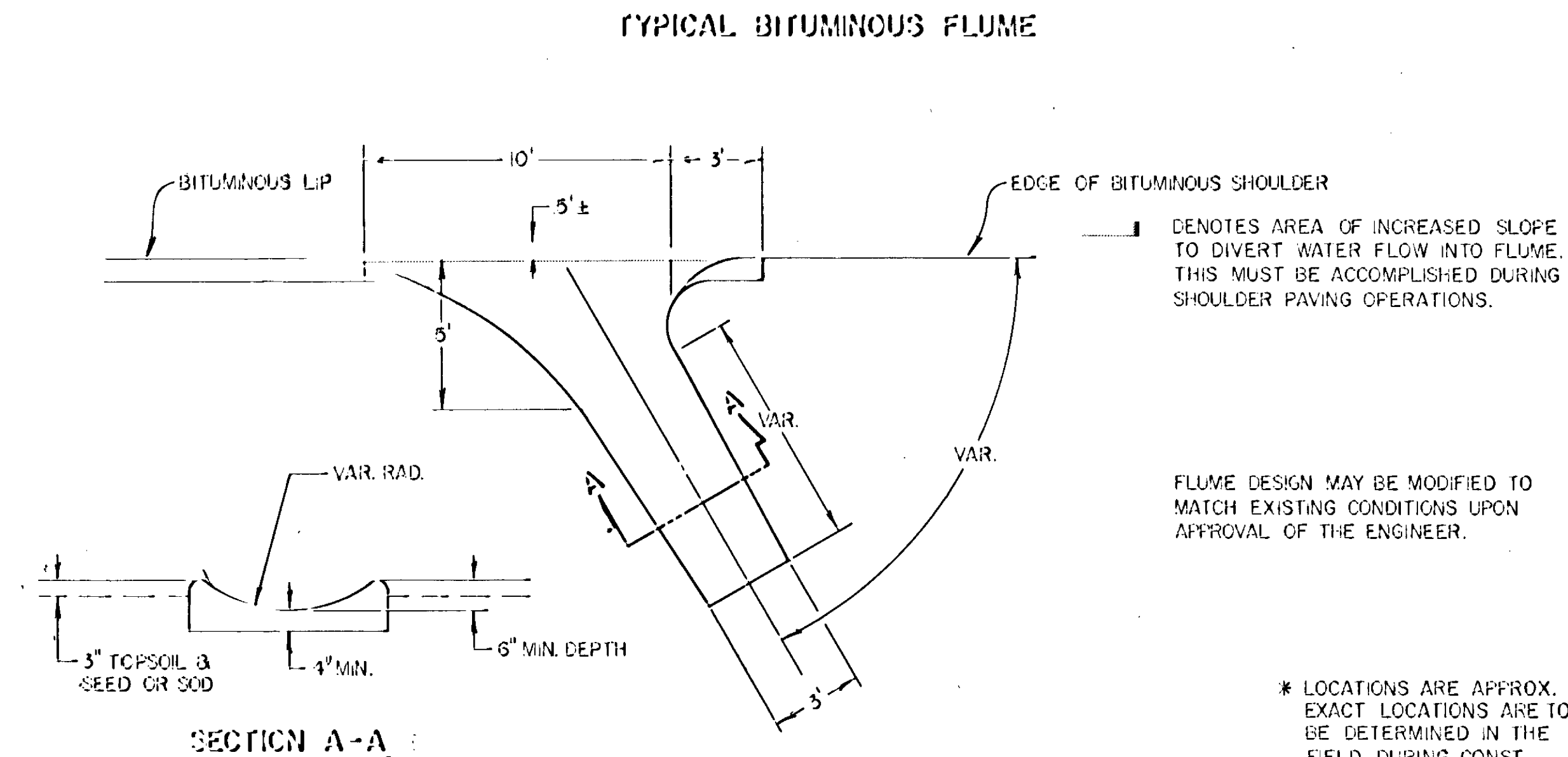
NOTE: INSTALL SILT FENCE AT TOE OF FILL SLOPE



**DITCH CHECK SECTIONS**



**SILT FENCE DETAIL**



DENOTES AREA OF INCREASED SLOPE TO DIVERT WATER FLOW INTO FLUME. THIS MUST BE ACCOMPLISHED DURING SHOULDER PAVING OPERATIONS.

FLUME DESIGN MAY BE MODIFIED TO MATCH EXISTING CONDITIONS UPON APPROVAL OF THE ENGINEER.

BITUMINOUS FLUME		
STATION	LOCATION	S.Y.
223+30	RT.	6
159+40	LT.	10
254+30	RT.	9
257+40	RT.	6
<b>TOTAL</b>		<b>31</b>

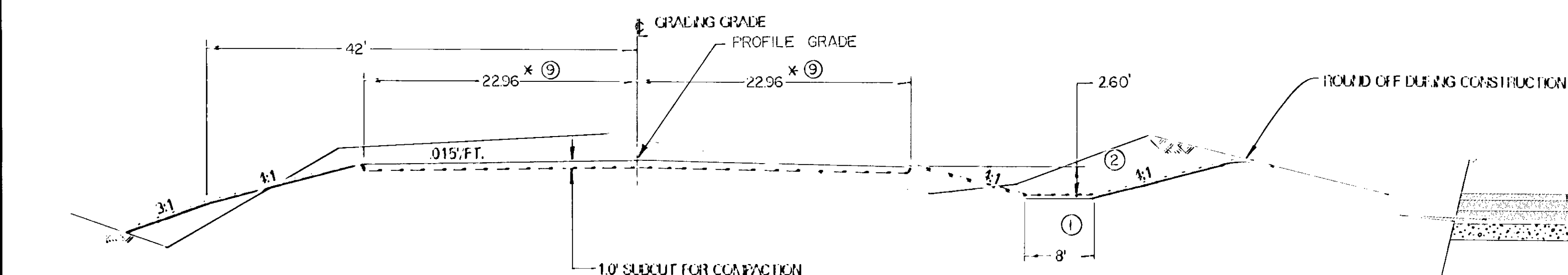
\* LOCATIONS ARE APPROX. EXACT LOCATIONS ARE TO BE DETERMINED IN THE FIELD DURING CONST.

REVISIONS			
DATE	BY	DATE	BY

S.A.P

S.P 02-622-21 C.P

**GRADING SECTION**



- ① FOR SPECIAL DITCHES SEE PROFILE SHEETS & CROSS SECTIONS
- ② SEE CROSS SECTIONS FOR MODIFIED BACKSLOPES

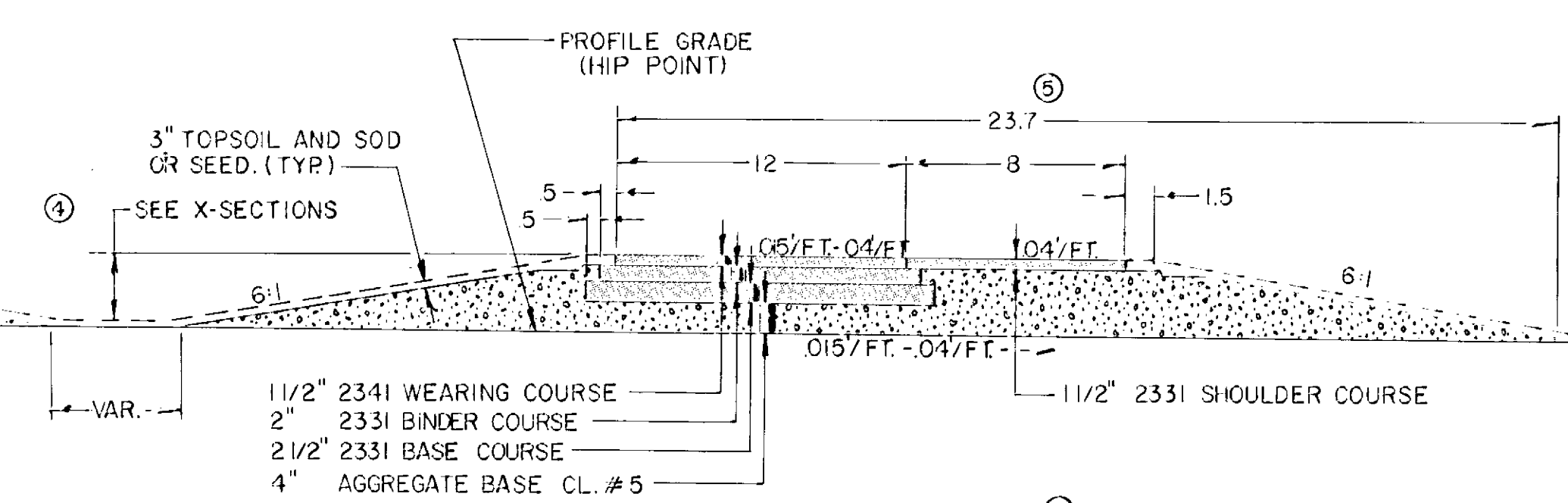
**NOTE:**  
SPECIAL DITCH ELEVATIONS ON THE PLAN & PROFILE & CROSS SECTION SHEETS ARE GRADING GRADE ELEVATIONS

\* 27.68 IN RIGHT TURN LANES

**L<sup>1</sup> ROAD APPROACH**

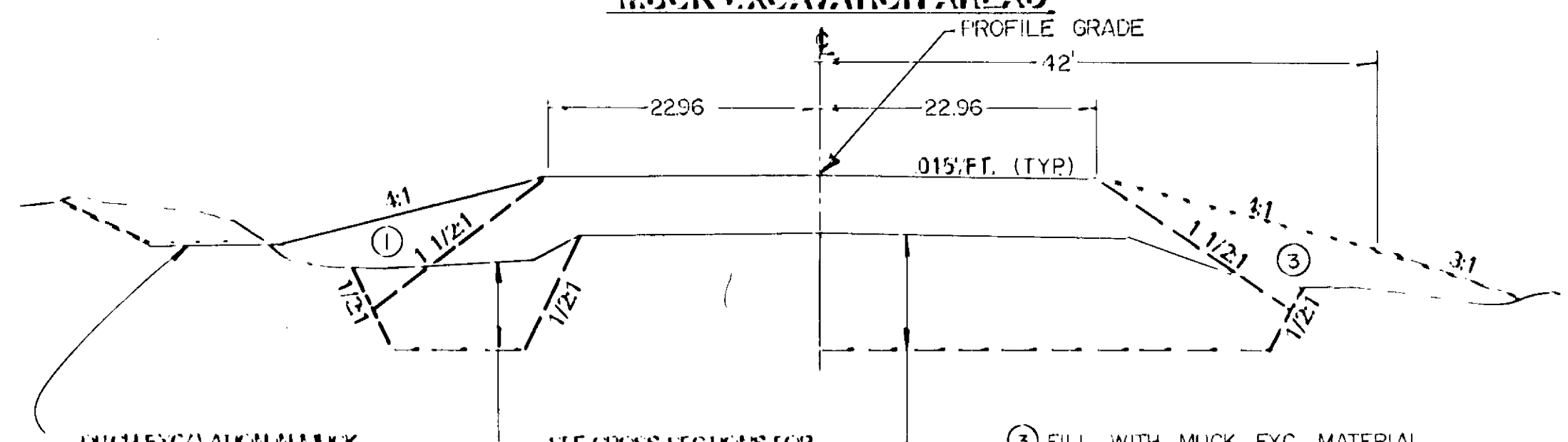
L<sup>1</sup> ROAD APPROACH DESIGN IS THE SAME AS THE MAINLINE. SEE PLAN & PROFILE SHEETS FOR TAPER TRANSITIONS TO MATCH INPLACE ROADWAY.  
④ PROFILE = GRADING GRADE

**L<sup>2</sup> ROAD APPROACH**



- ④ SEE X-SECTIONS FOR SPECIAL DITCH ELEVATIONS.
- ⑤ VARIES WITH RATE OF SUPER ELEV. FROM 23.7' MIN. TO 26.1' MAX.

**GRADING SECTION  
MUCK EXCAVATION AREAS**

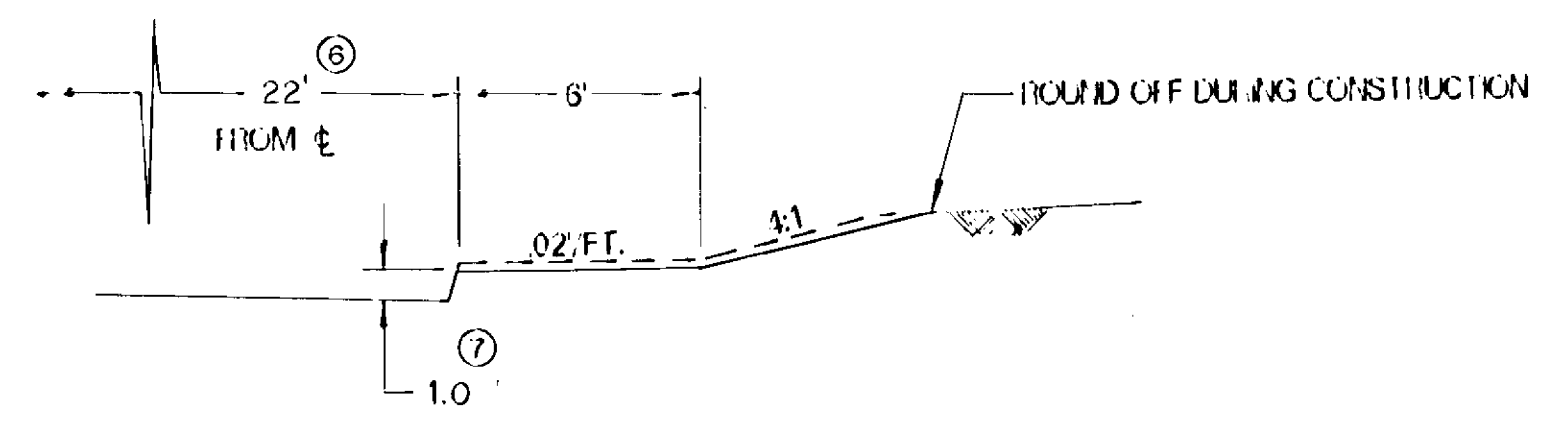


DITCH EXCAVATION IN MUCK EXCAVATION AREAS WILL BE INCLUDED WITH MUCK EXCAVATION QUANTITIES FOR PAYMENT.

SEE CROSS SECTIONS FOR MUCK DEPTH AND LOCATION

- ③ FILL WITH MUCK EXC. MATERIAL

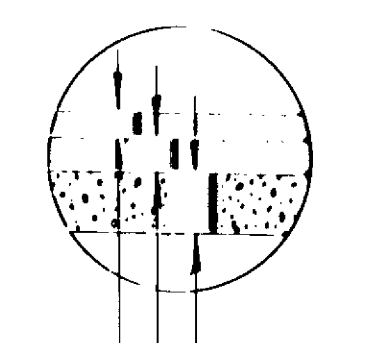
**GRADING BERM**



- BERM LOCATIONS**
- 156+50 - 159+30 LT.
  - 224+00 - 226+00 RT.
  - 255+00 - 257+30 RT.

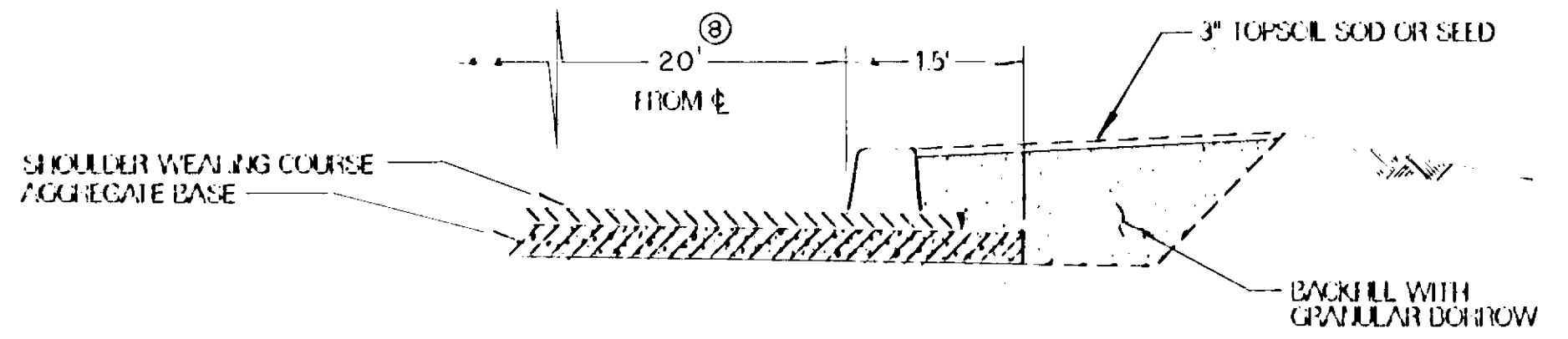
- ⑥ 28' IN RIGHT TURN LANE
- ⑦ 1.16' IN RIGHT TURN LANE
- ⑧ 26' IN RIGHT TURN LANE

**DETAIL 'A'  
RIGHT TURN LANE CONSTRUCTION**



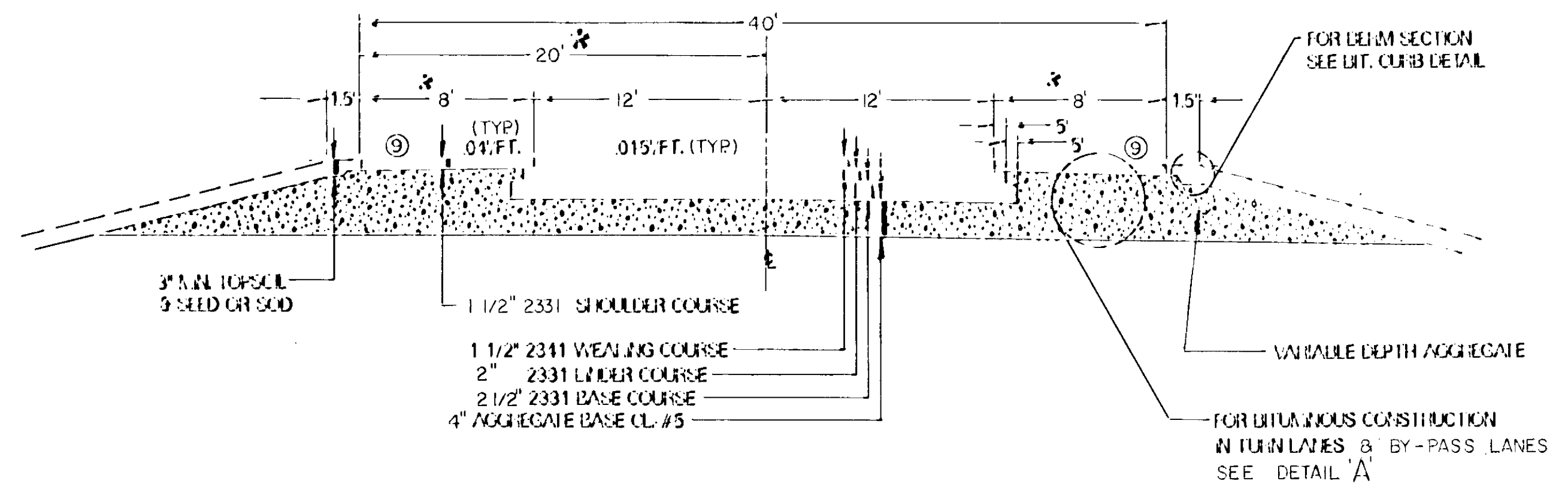
1 1/2" 2331 SHOULDER WEARING COURSE  
2" 2331 BINDER COURSE  
VARIABLE DEPTH CL. #5

**BITUMINOUS CURB DETAIL**  
STD. PLATE DETAIL 7065  
(USE IN BERM LOCATIONS)



- RIGHT TURN LANE LOCATIONS**
- 00+24 - 105+04 LT.
  - 08+35 - 113+15 RT.
  - 113+47 - 118+27 LT.
  - 118+39 - 123+19 RT.
  - 177+64 - 182+45 RT.
  - 179+11 - 190+83 LT.
  - 200+77 - 205+57 RT.
  - 204+25 - 209+05 LT.
  - 224+77 - 229+57 RT.
  - 245+98 - 261+30 RT.
- BY-PASS LANE LOCATIONS**
- 259+00 - 265+10 LT.

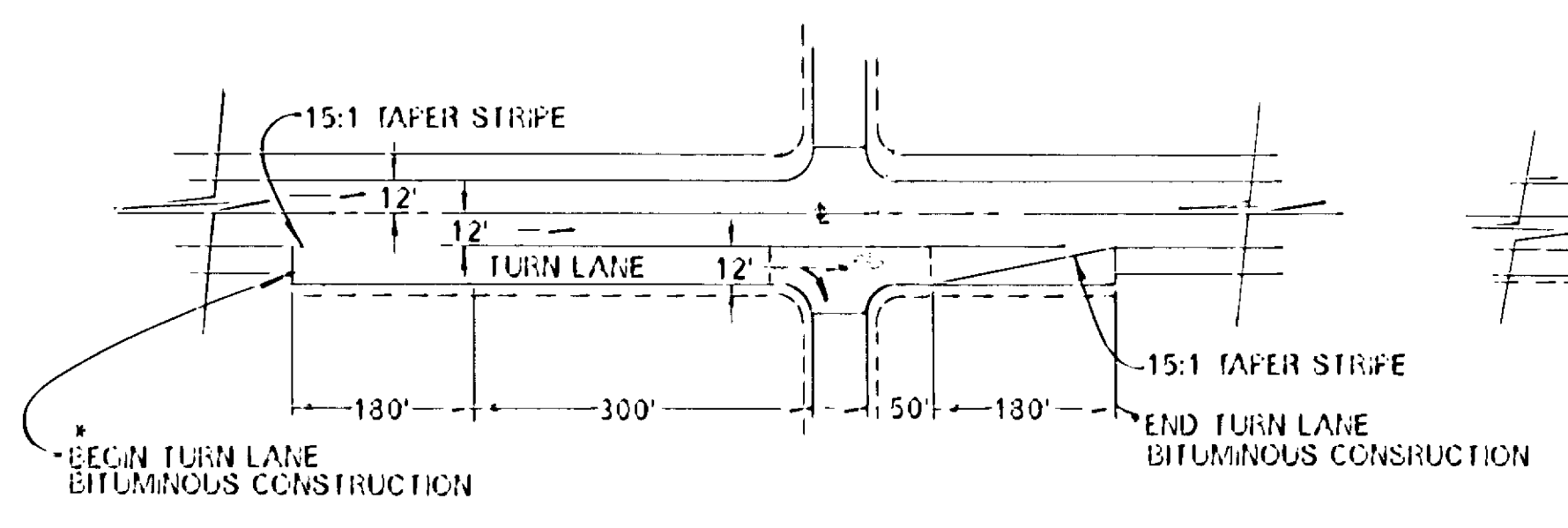
**TYPICAL BASE & SURFACING SECTION**



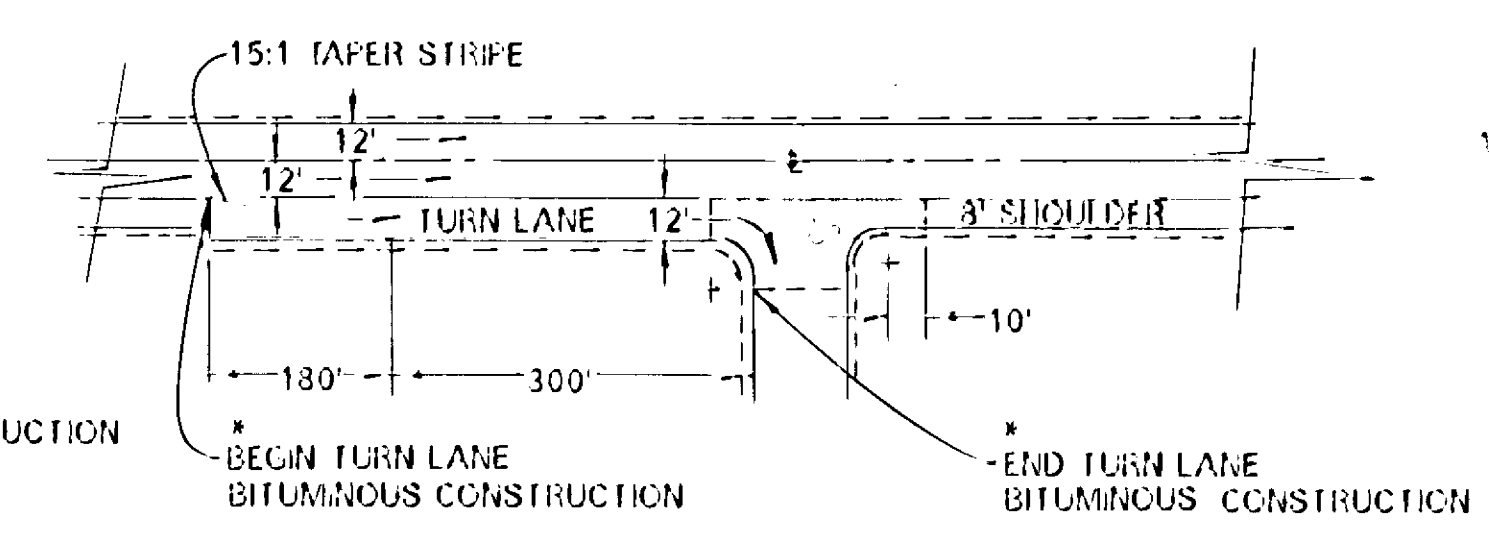
- ③ .02' / FT. IN RIGHT TURN LANES
- \* 4' WIDER IN TURN LANES

**NOTE:**  
RECOVERY AREA 42' FROM CENTERLINE. ALL UTILITY POLES AND OTHER UNYIELDING OBJECTS SHALL BE REMOVED AND RELOCATED OUTSIDE THE 42' RECOVERY AREA.

**COMBINED  
BY-PASS AND RIGHT TURN LANE**



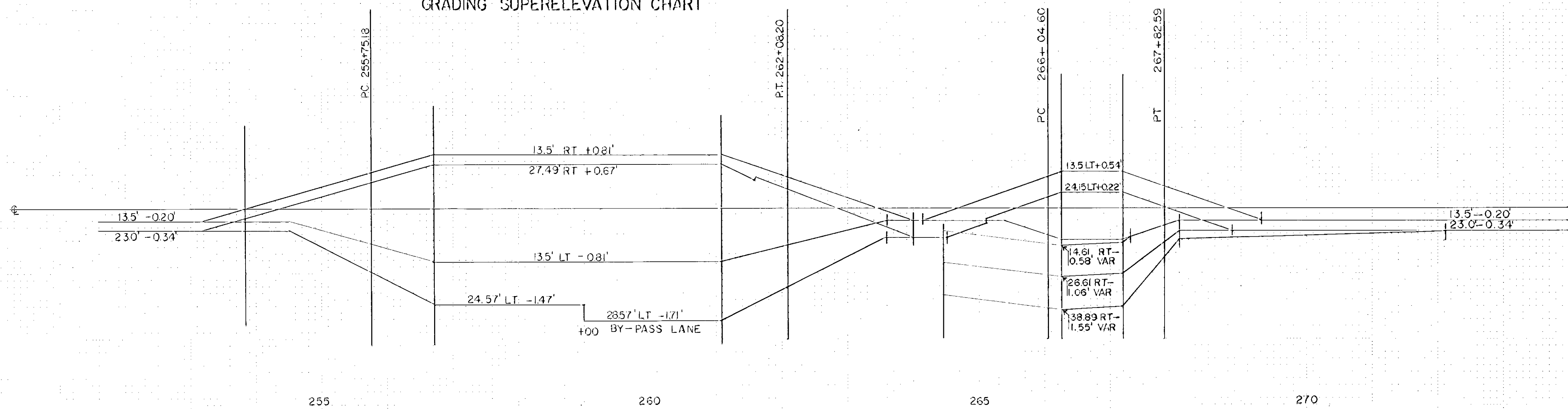
**TYPICAL RIGHT TURN LANE**



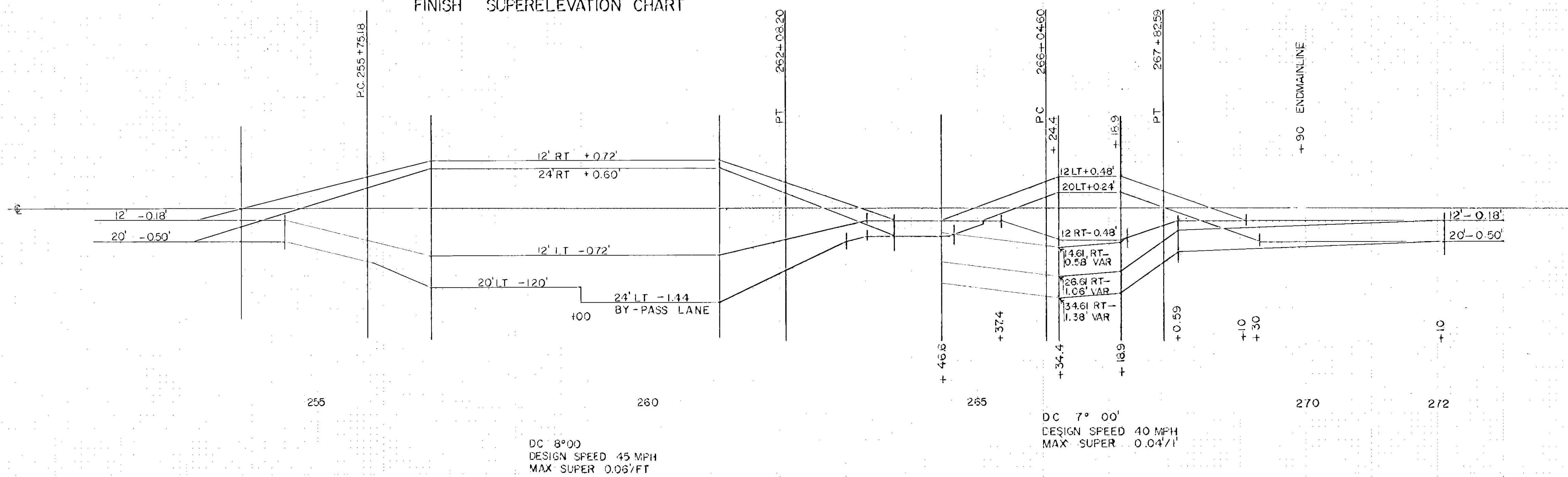
\* SEE DETAIL 'A' FOR BASE AND BITUMINOUS CONSTRUCTION.

REVISIONS			
DATE	BY	DATE	BY

GRADING SUPERELEVATION CHART



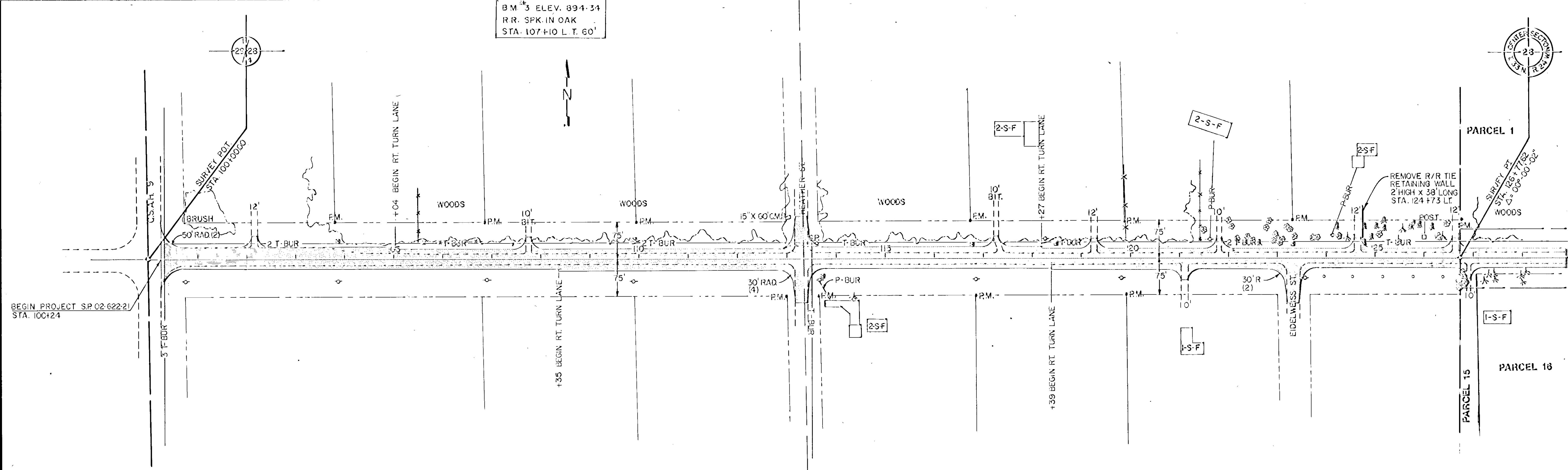
FINISH SUPERELEVATION CHART





B.M. #3 ELEV. 894.34  
R.R. SPK. IN OAK  
STA. 107+10 L.T. 60'

SECTION 23  
EAST 1/4



B.M. #2 ELEV. 889.00  
R.R. SPK. IN PP  
TOP N.E. COR. OF T. 44'

B.M. #4 ELEV. 908.10  
TOP N.W. COR. STEP  
STA. 114+73 R.T. 125'

B.M. #5 ELEV. 913.92  
TOP N.E. COR. GAR. APRON  
STA. 121+06 R.T. 141'

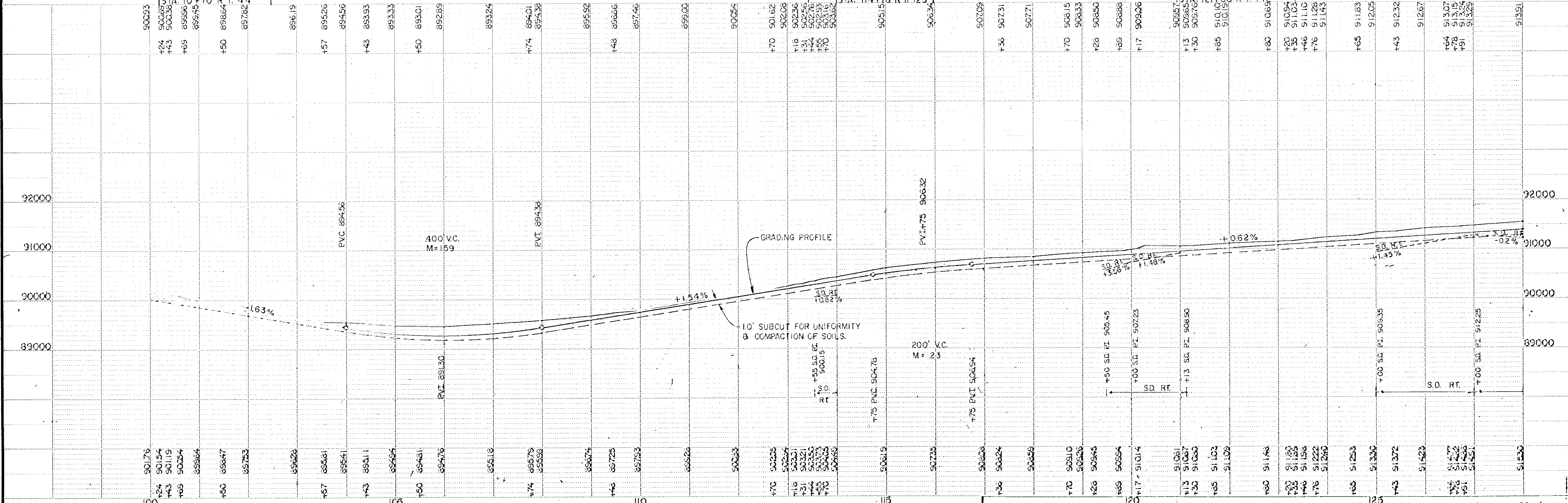
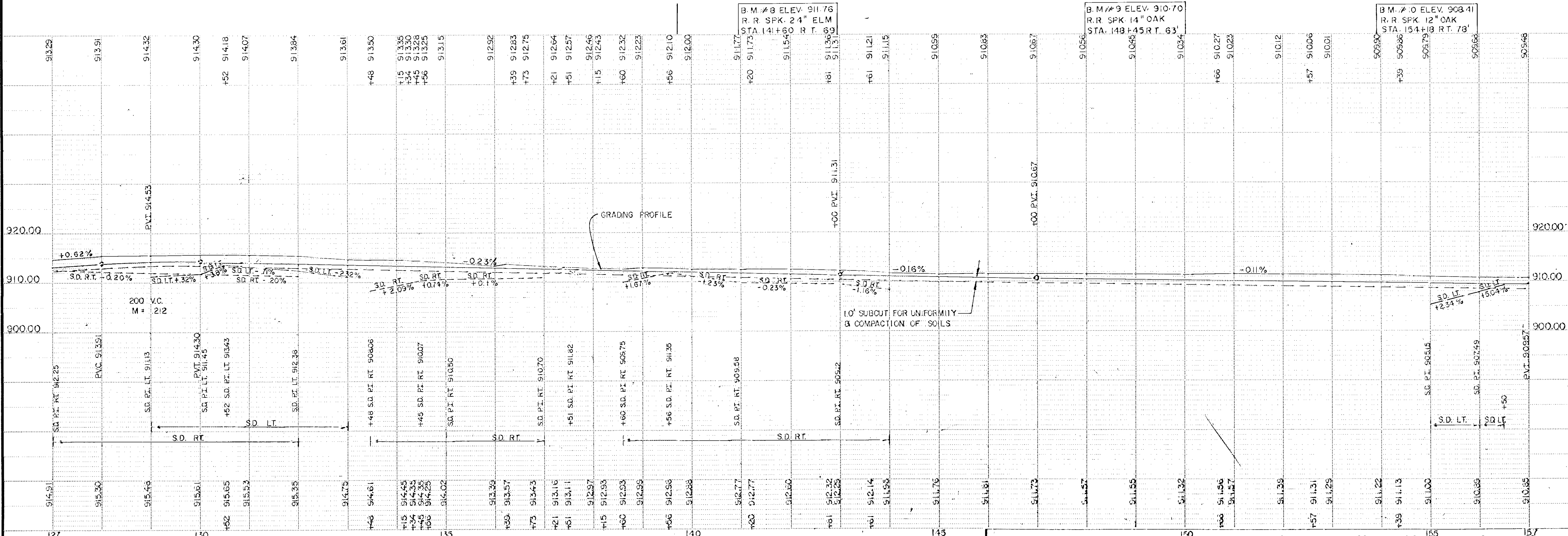
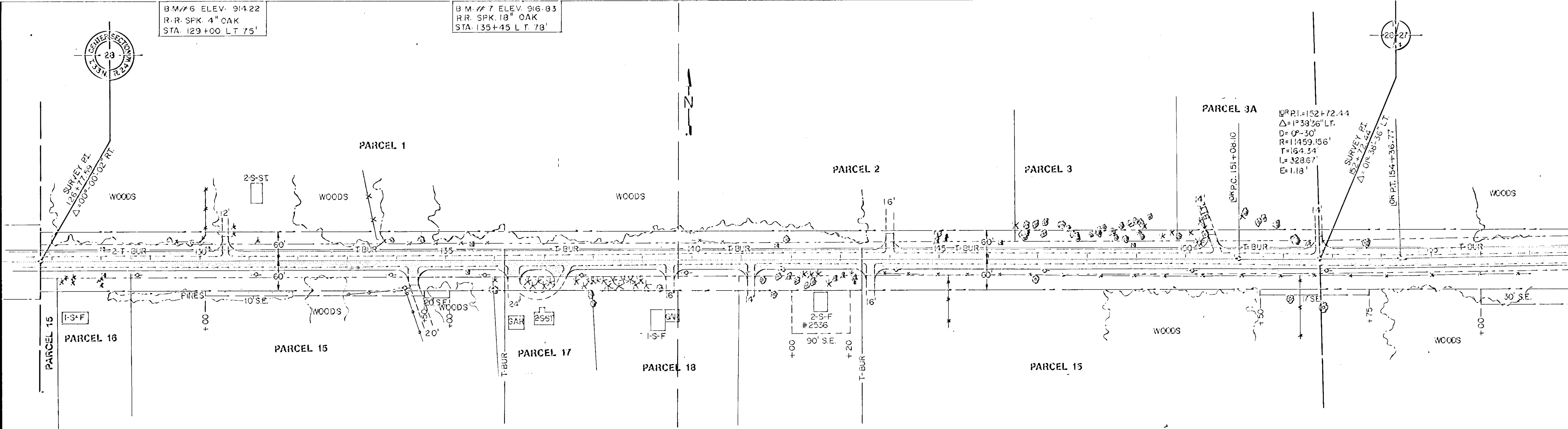


ILLUSTRATION BY: J.W. HANCOCK

B.M. #6 ELEV. 914.22  
R.R. SPK. 4" OAK  
STA. 129+00 LT. 75'

B.M. #7 ELEV. 916.83  
R.R. SPK. 18" OAK  
STA. 135+45 LT. 78'

PARCEL 3A  
B.P.I. = 152+72.44  
 $\Delta = 193336''$  LT.  
D = 0°-30'  
R = 11459.156'  
T = 164.34'  
L = 328.67'  
E = 1.18'



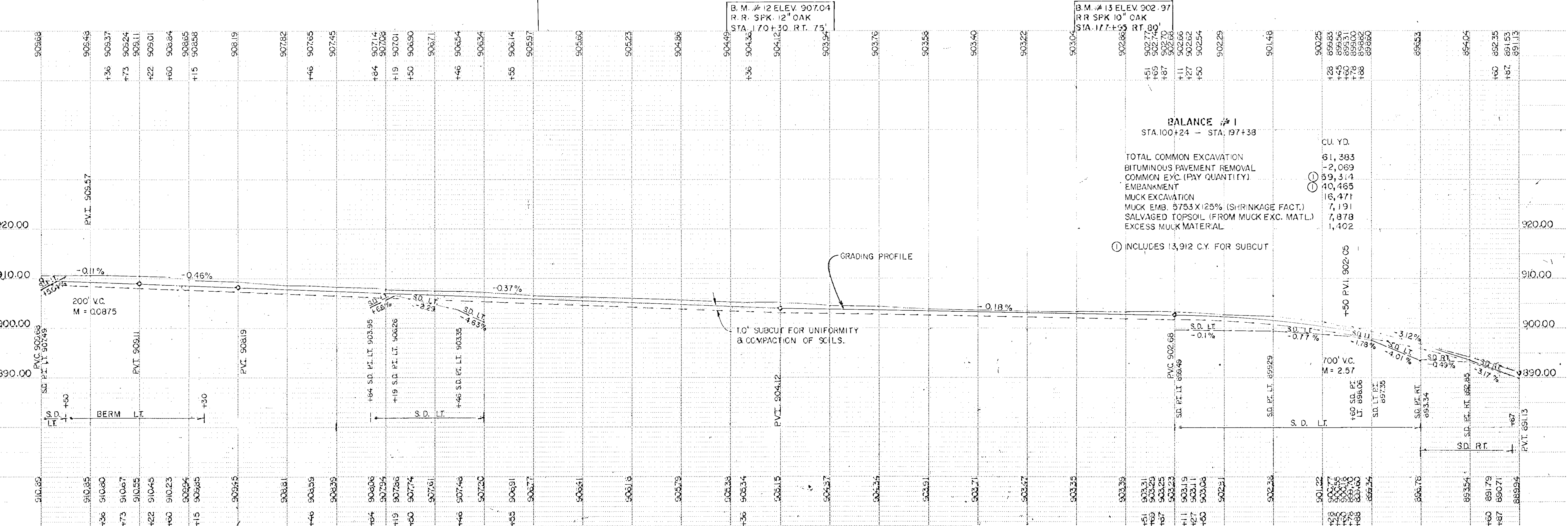
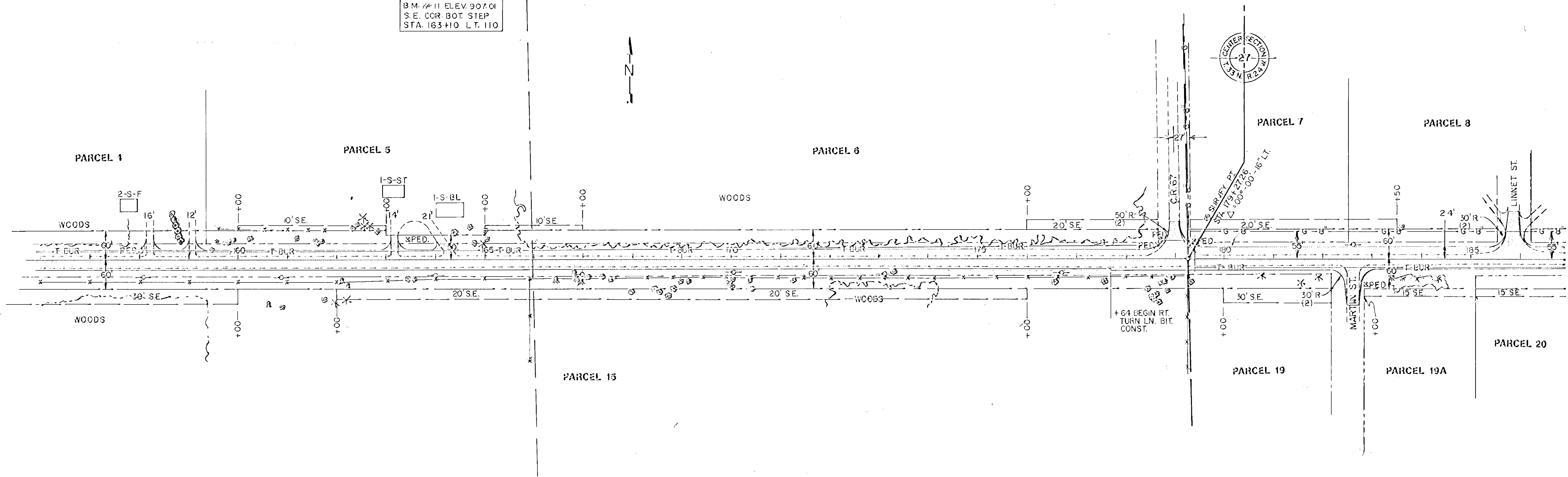
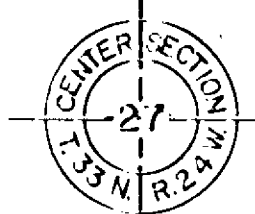
B.M. #8 ELEV. 911.76  
R.R. SPK. 24" ELM  
STA. 141+60 RT. 69'

B.M. #9 ELEV. 910.70  
R.R. SPK. 14" OAK  
STA. 148+45 RT. 63'

B.M. #10 ELEV. 908.41  
R.R. SPK. 12" OAK  
STA. 154+18 RT. 78'



B.M. #11 ELEV. 907.01  
S.E. COR. BOT. STEP  
STA. 163+10 L.T. 110



B.M. #12 ELEV. 907.04  
R.R. SPK 12" OAK  
STA. 170+30 RT. 75'

B.M. #13 ELEV. 902.97  
R.R. SPK 10" OAK  
STA. 177+55 RT. 80'

**BALANCE #1**  
STA. 100+24 - STA. 197+38

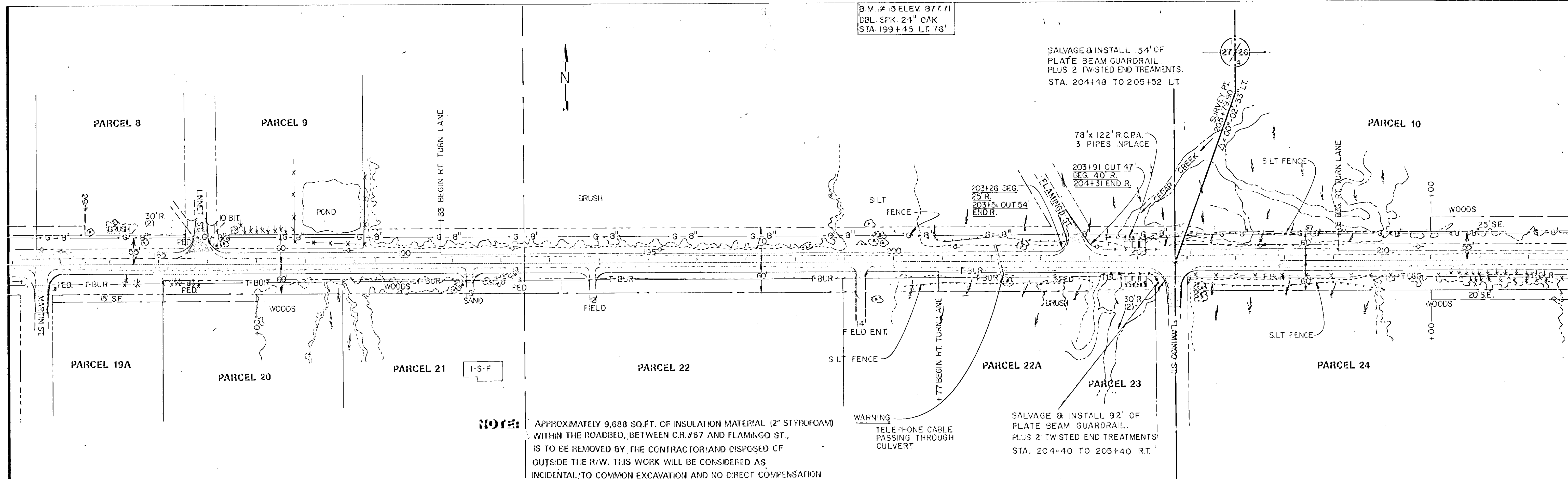
Item	CU. YD.
TOTAL COMMON EXCAVATION	61,383
BITUMINOUS PAVEMENT REMOVAL	2,069
COMMON EXC. (PAY QUANTITY)	59,314
EMBANKMENT	10,465
MUCK EXCAVATION	16,471
MUCK EMB. 5.753 X 125% (SHRINKAGE FACT.)	7,191
SALVAGED TOPSOIL (FROM MUCK EXC. MATL.)	7,878
EXCESS MUCK MATERIAL	1,402

① INCLUDES 13,912 C.Y. FOR SUBCUT

1.0" SUBCUT FOR UNIFORMITY & COMPACTION OF SOILS.

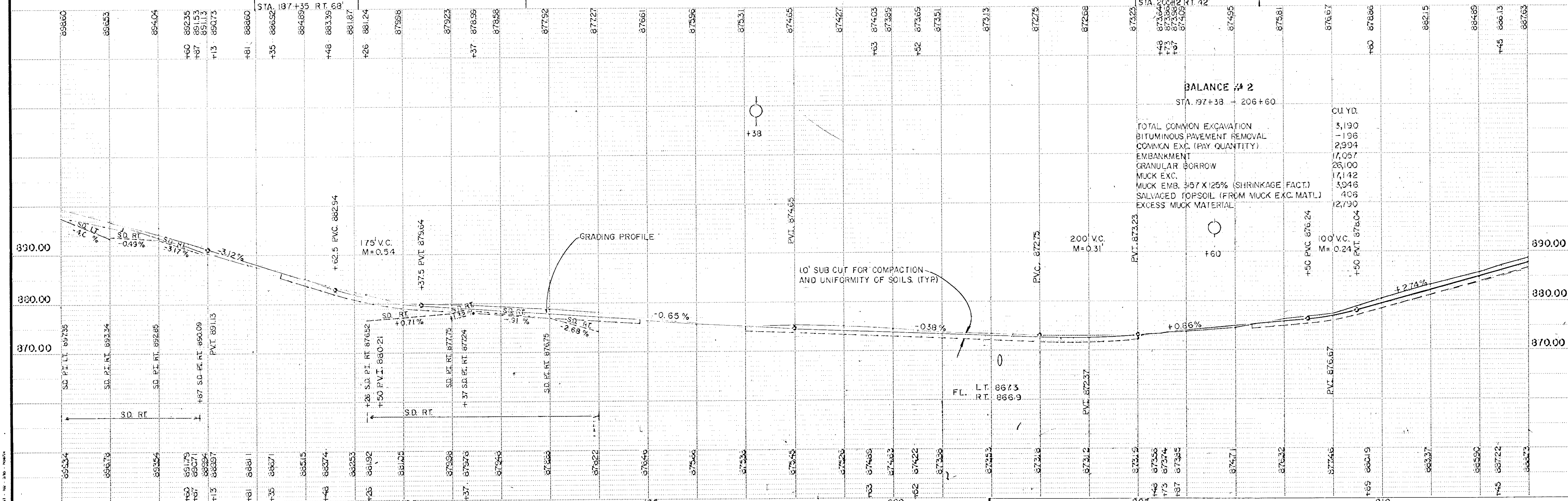


B.M. #15 ELEV. 877.11  
 DBL. SPK. 24" OAK  
 STA. 199+45 LT. 76'



B.M. #14 ELEV. 880.80  
 DBL. SPK. 16" COP  
 STA. 187+55 RT. 80'

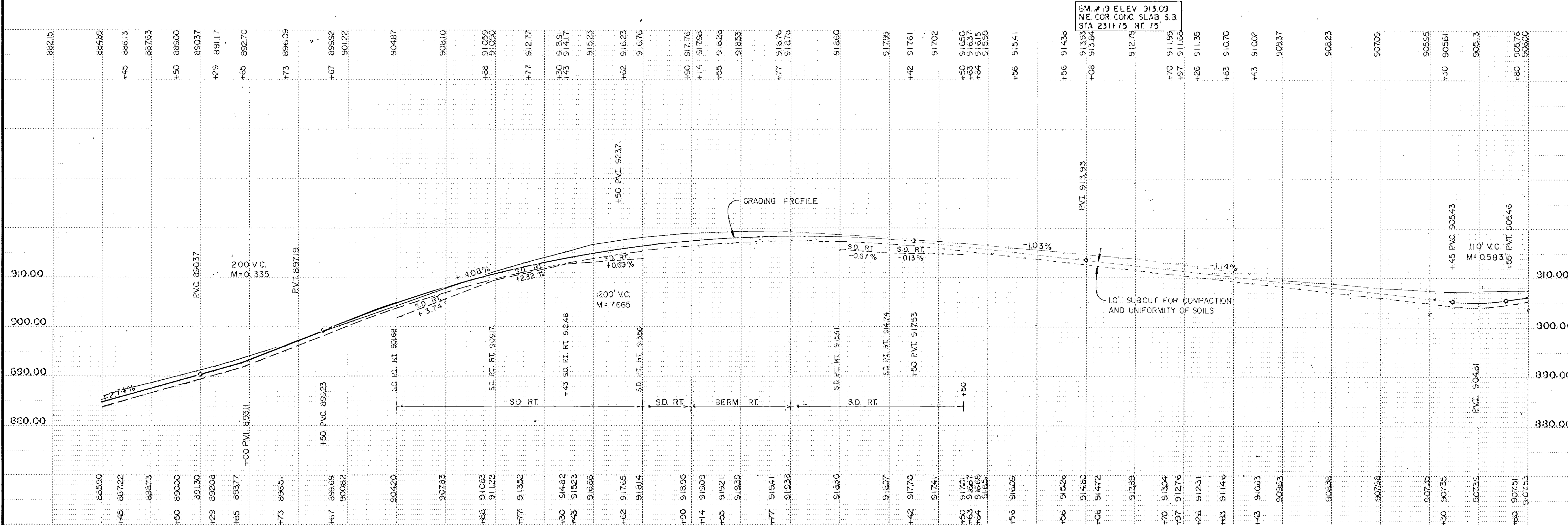
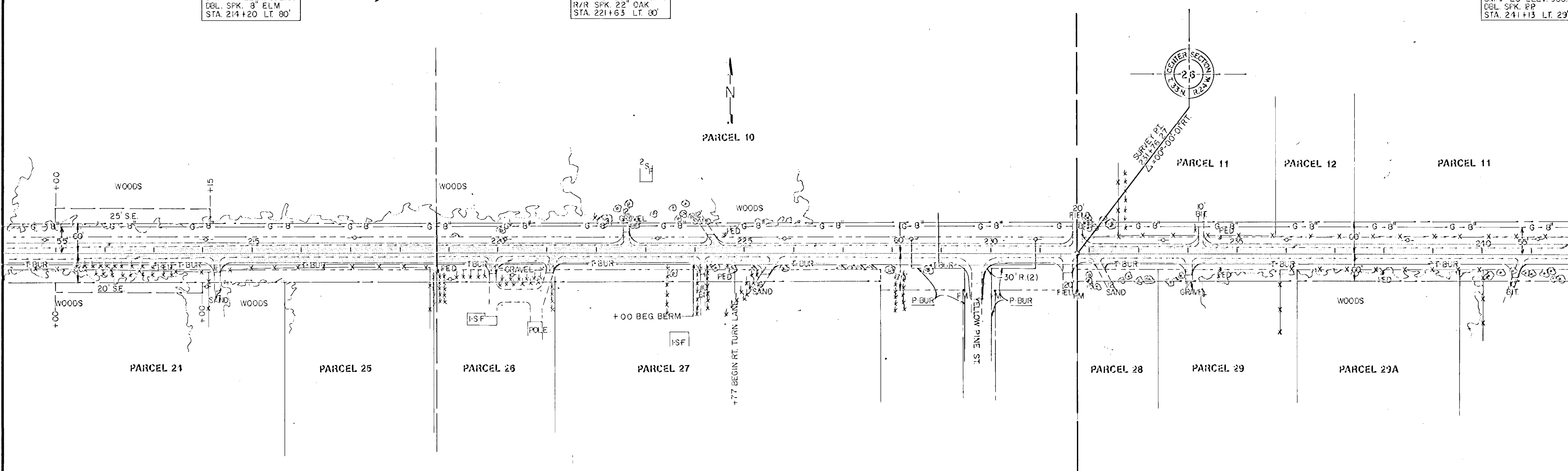
B.M. #16 ELEV. 870.65  
 "X" ON SO END EAST CULV.  
 STA. 197+38 RT. 12'



BM. # 17 ELEV. 892.89  
 DEL. SPK. 8' ELM  
 STA. 214+20 LT. 80'

BM. # 18 ELEV. 915.49  
 R/R SPK. 22' OAK  
 STA. 221+63 LT. 80'

BM. # 20 ELEV. 905.66  
 DEL. SPK. RP  
 STA. 241+13 LT. 29'



BM. # 19 ELEV. 913.09  
 NE COR CONC. SLAB SB  
 STA. 231+75 RT. 75'

ILLUSTRATION NO. 316 10/24



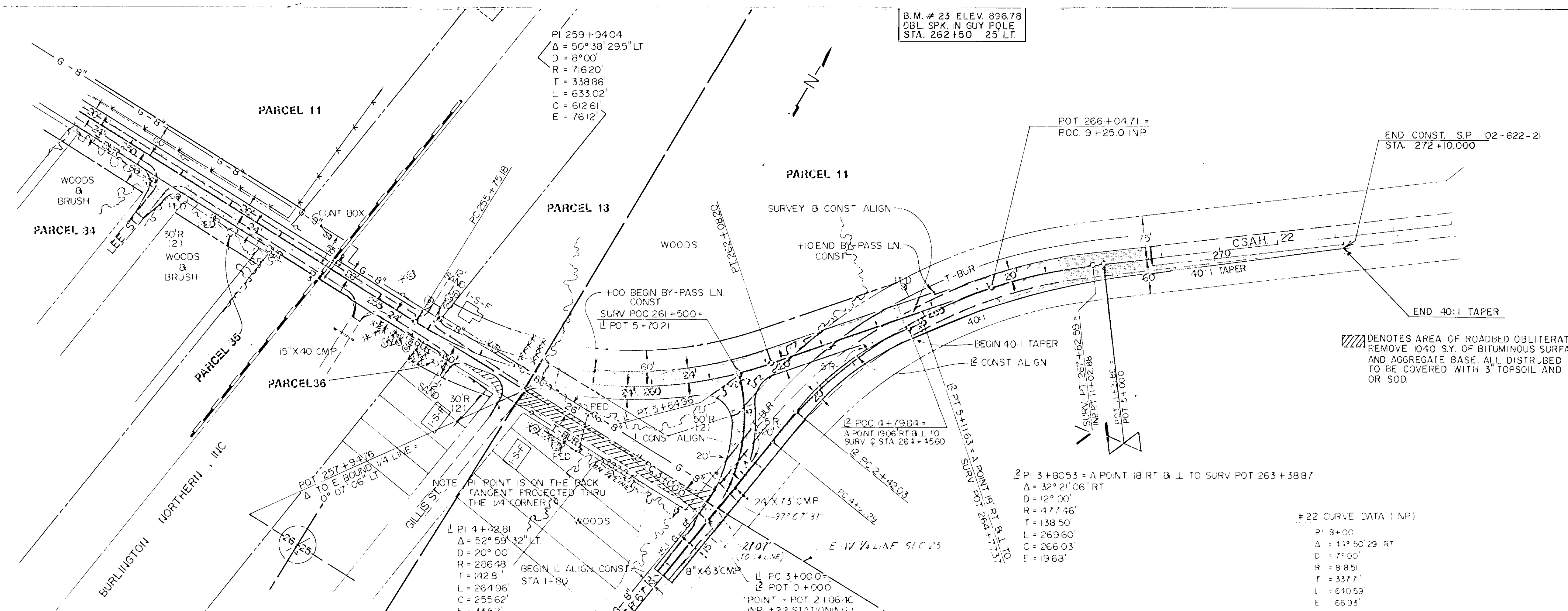






B.M. # 23 ELEV. 896.78  
 DBL. SPK. N GUY POLE  
 STA. 262+50 25' LT.

PI 259+94.04  
 $\Delta = 50^\circ 38' 29.5''$  LT  
 D = 8° 00'  
 R = 716.20'  
 T = 338.86'  
 L = 633.02'  
 C = 612.61'  
 E = 76.12'



NOTE: PI POINT IS ON THE BACK TANGENT PROJECTED THROUGH THE 1/4 CORNER

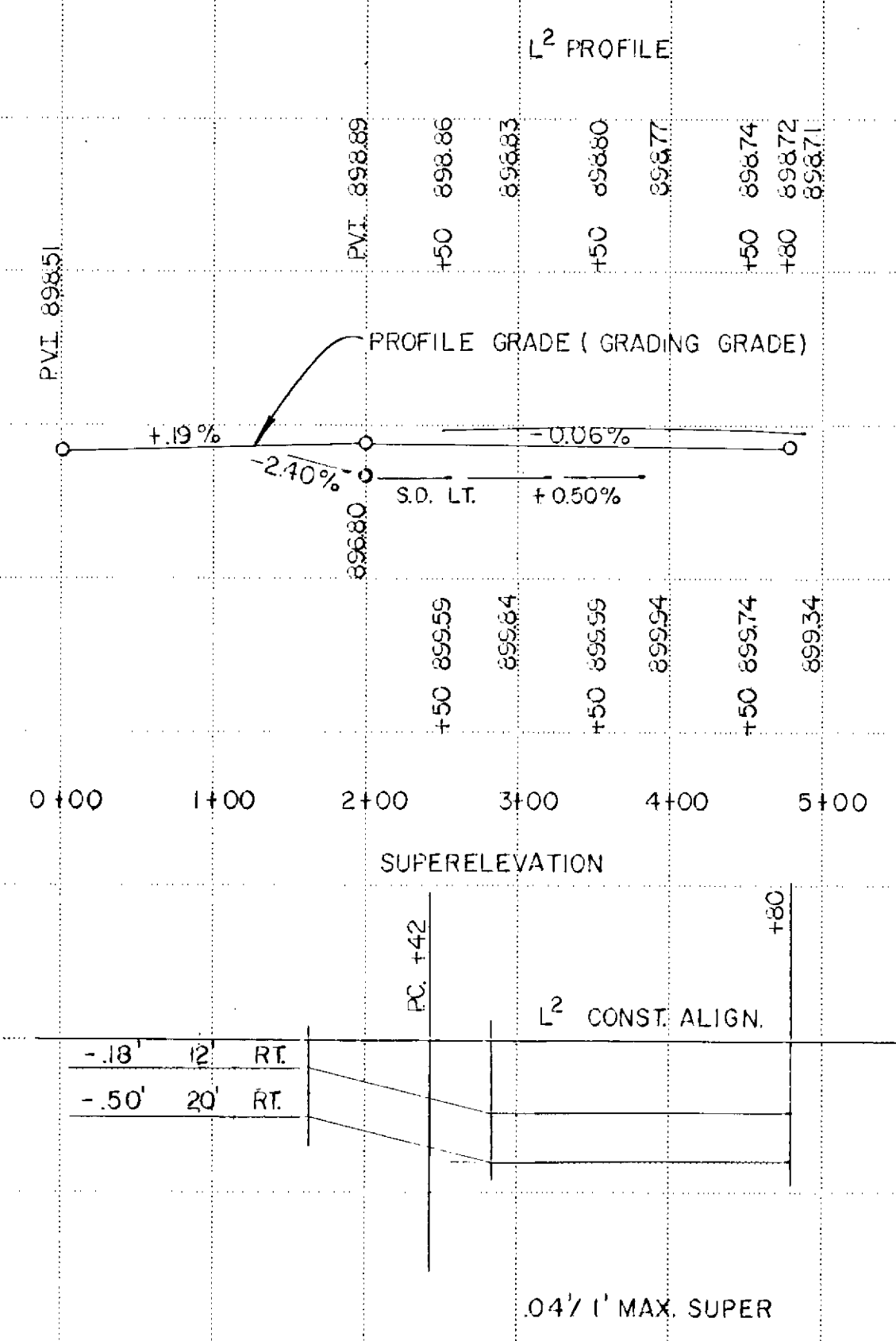
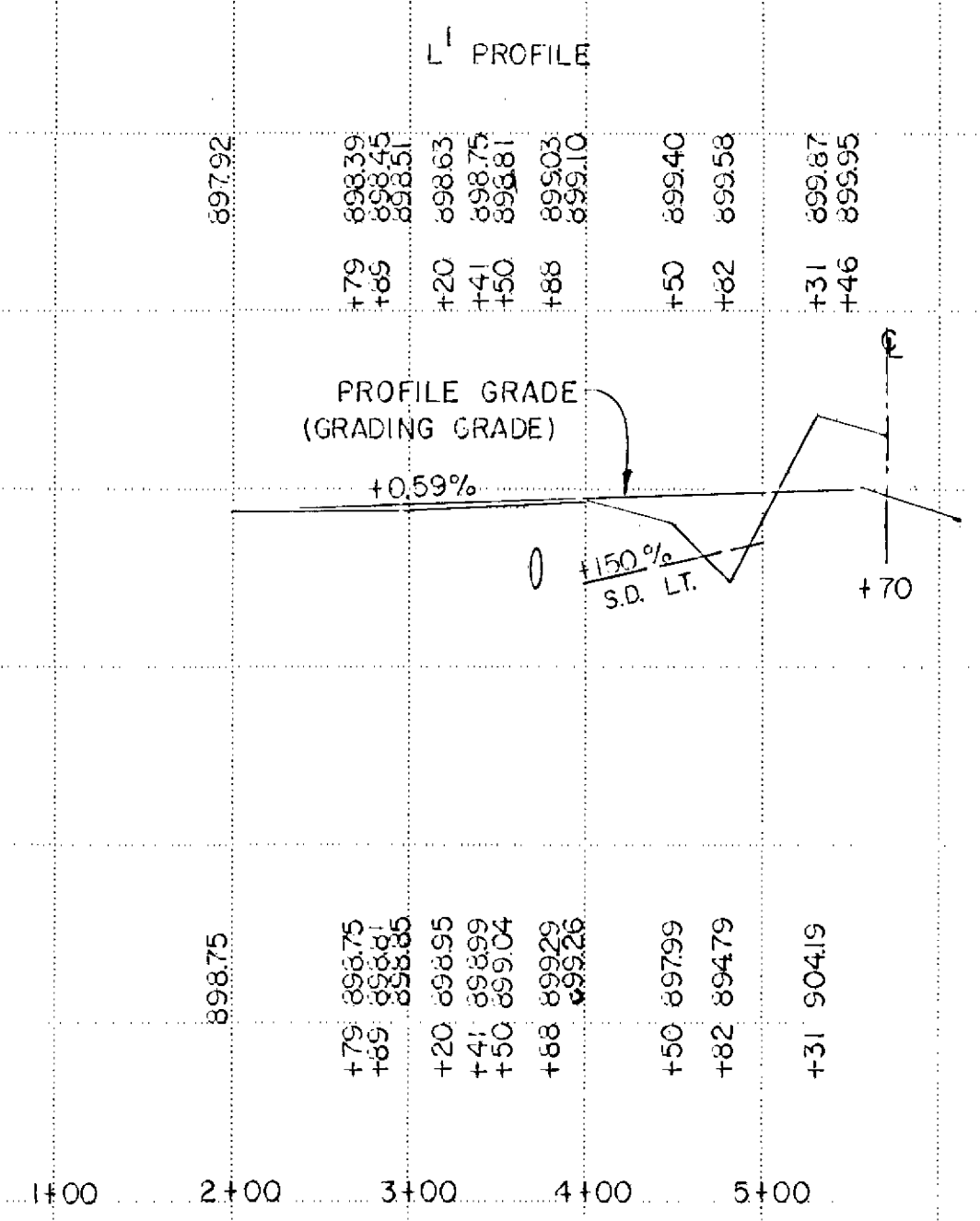
PI 4+72.81  
 $\Delta = 52^\circ 59' 32''$  LT  
 D = 20° 00'  
 R = 286.48'  
 T = 142.81'  
 L = 264.96'  
 C = 255.62'  
 E = 33.62'

BEGIN L ALIGN CONST  
 STA 1+50

PC 3+00.00  
 POT 0+000  
 POINT = POT 2+06.4C  
 INP #22 STATIONING

PI 3+80.53 = A POINT 18' RT &  $\perp$  TO SURV POT 263+38.87  
 $\Delta = 32^\circ 21' 06''$  RT  
 D = 12° 00'  
 R = 477.46'  
 T = 138.50'  
 L = 269.60'  
 C = 266.03'  
 E = 19.68'

#22 CURVE DATA (NP)  
 PI 8+00  
 $\Delta = 11^\circ 50' 29''$  RT  
 D = 7° 00'  
 R = 8.85'  
 T = 337.71'  
 L = 640.59'  
 C = 669.33'



L<sup>1</sup> & L<sup>2</sup> ROAD APPROACHES



EXCAVATION EMBANKMENT

EXCAVATION EMBANKMENT

Sub-Totals: Cut Yds. Emb. Yds. Sub-Totals

Sub-Totals: Cut Yds. Emb. Yds. Sub-Totals



SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

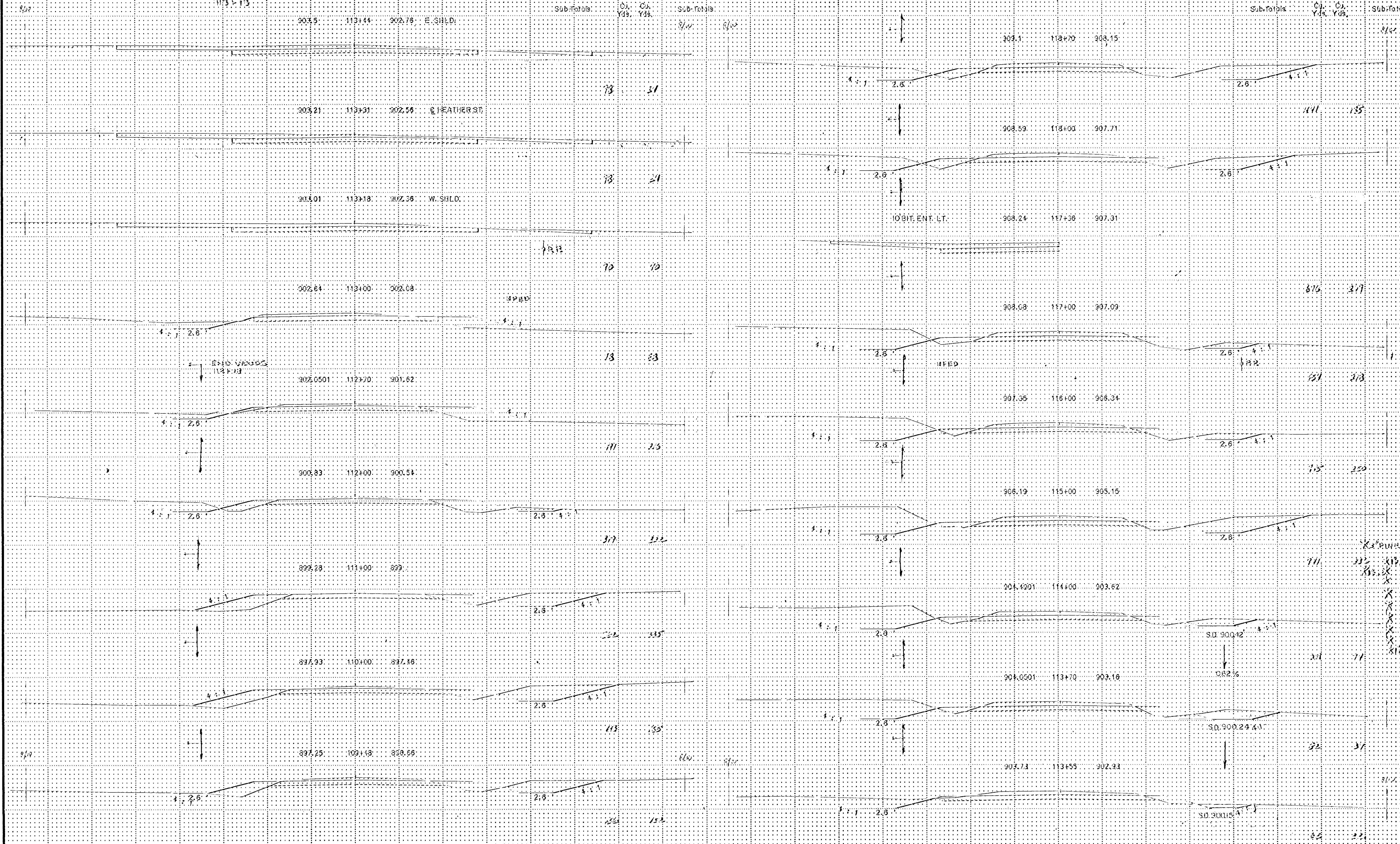
STA. 100+00 TO 103+00



BESS WOODS  
113-13

EXCAVATION EMBANKMENT

EXCAVATION EMBANKMENT



SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

STA. 09+48 TO 118+70

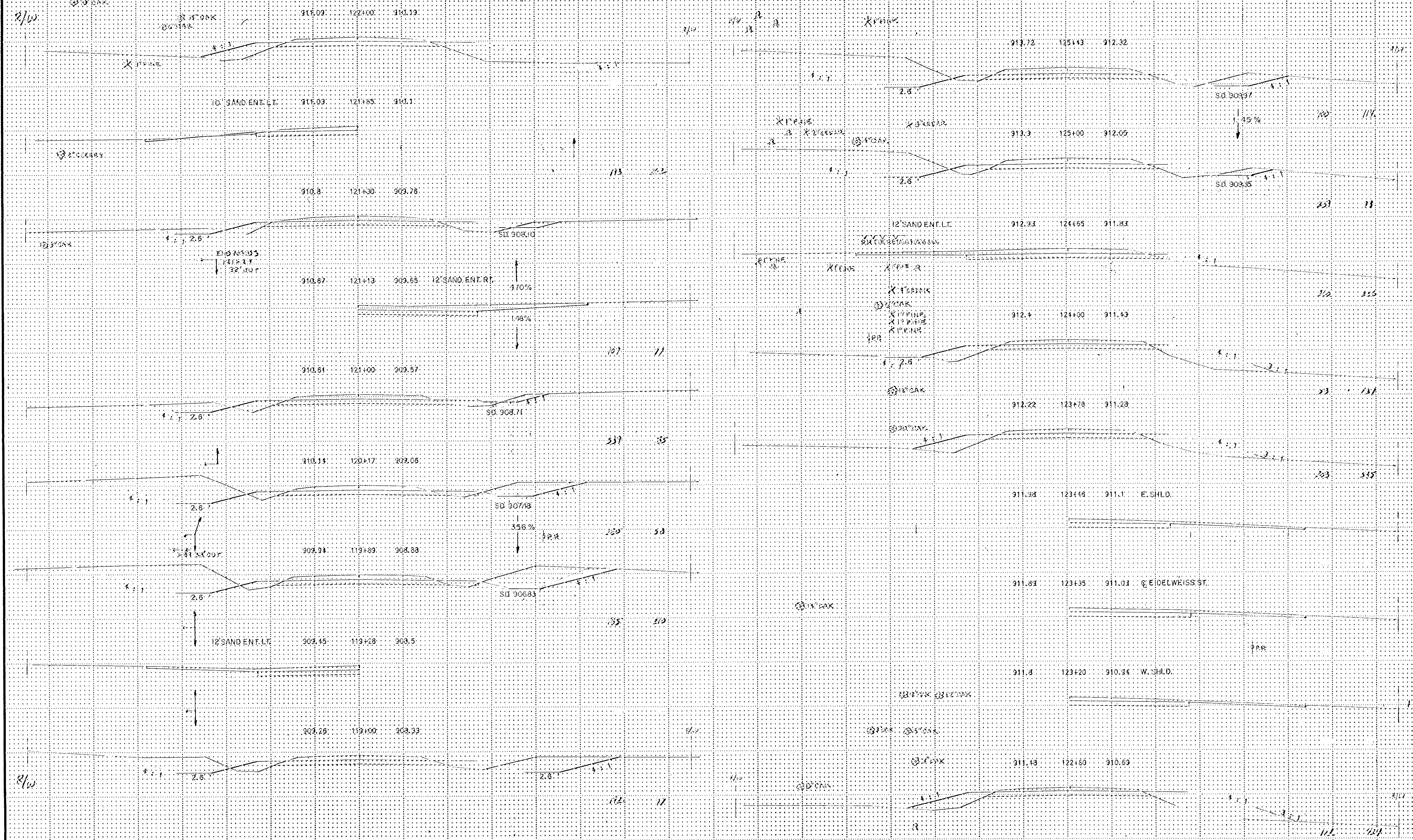


EXCAVATION EMBANKMENT

EXCAVATION EMBANKMENT

Sub-Totals Cu. Yds. Emb. Yds. Sub-Totals

Sub-Totals Cu. Yds. Emb. Yds. Sub-Totals



SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

STA. 119+00 TO STA. 125+00





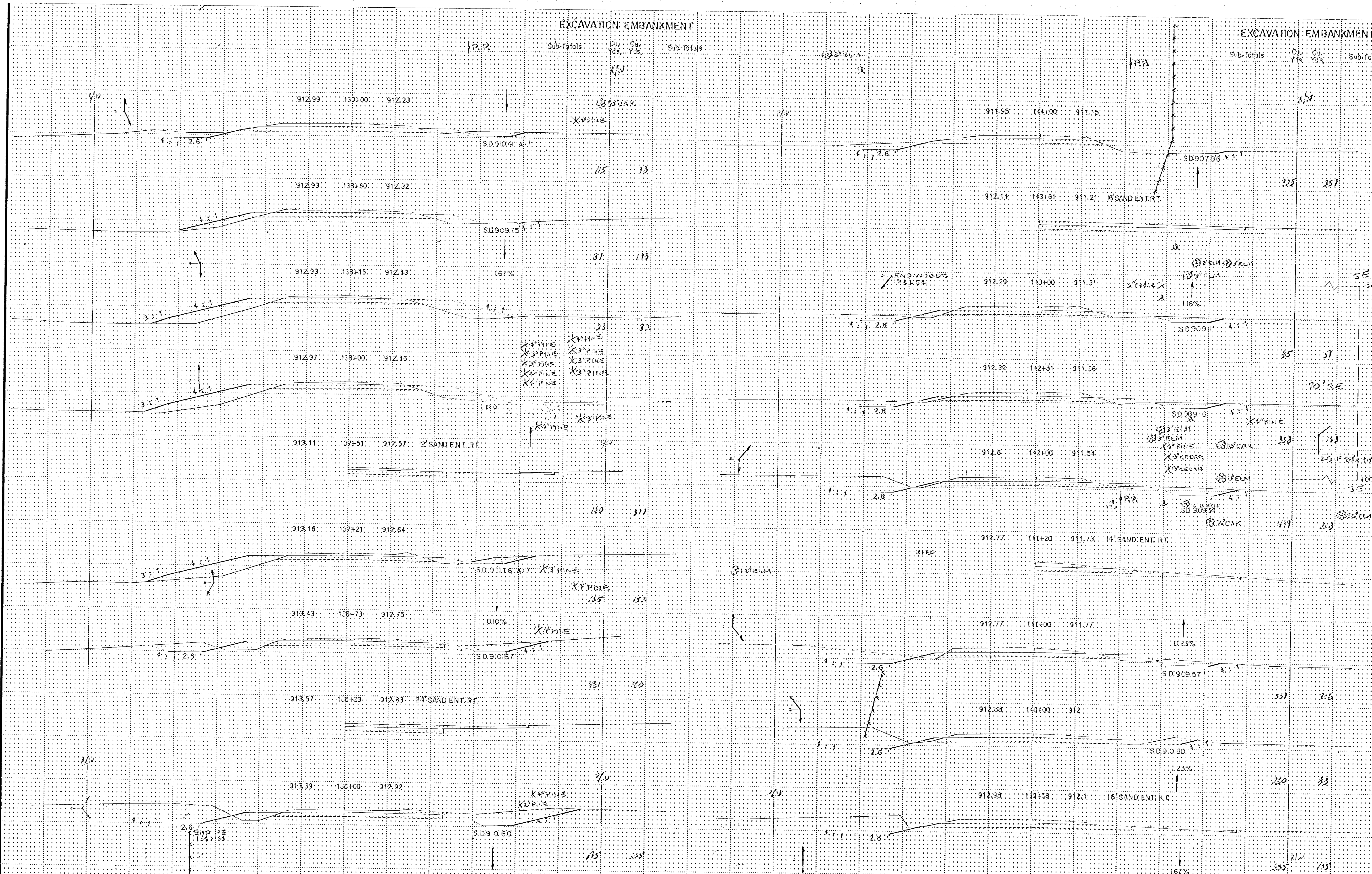


EXCAVATION EMBANKMENT

EXCAVATION EMBANKMENT

Sub-Totals Cu. Yds. Cu. Yds. Sub-Totals

Sub-Totals Cu. Yds. Cu. Yds. Sub-Totals



SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

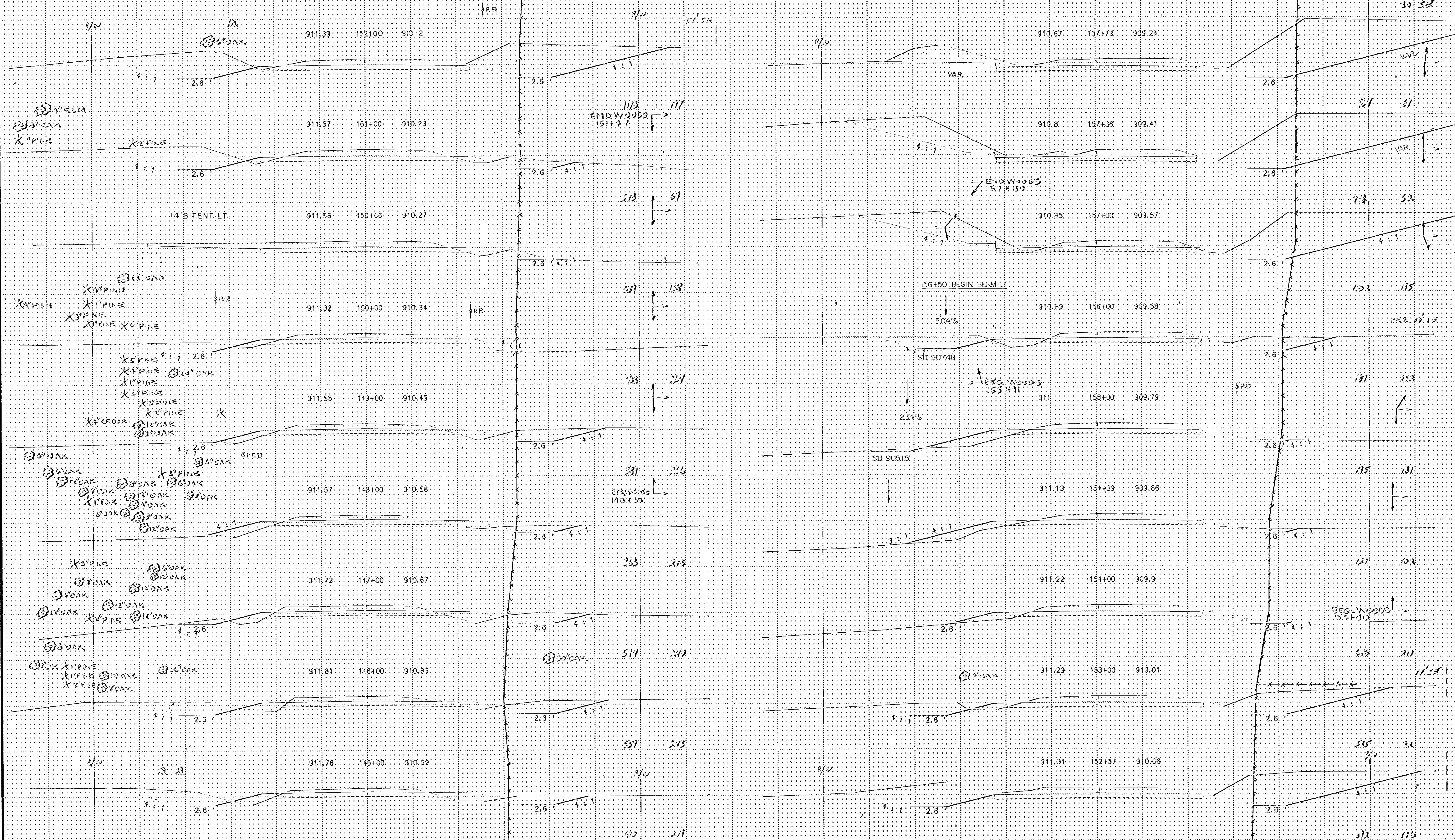


EXCAVATION EMBANKMENT

Sub-Totals Cu. Yds. Cu. Yds. Sub-Totals

EXCAVATION EMBANKMENT

Sub-Totals Cu. Yds. Cu. Yds. Sub-Totals



SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

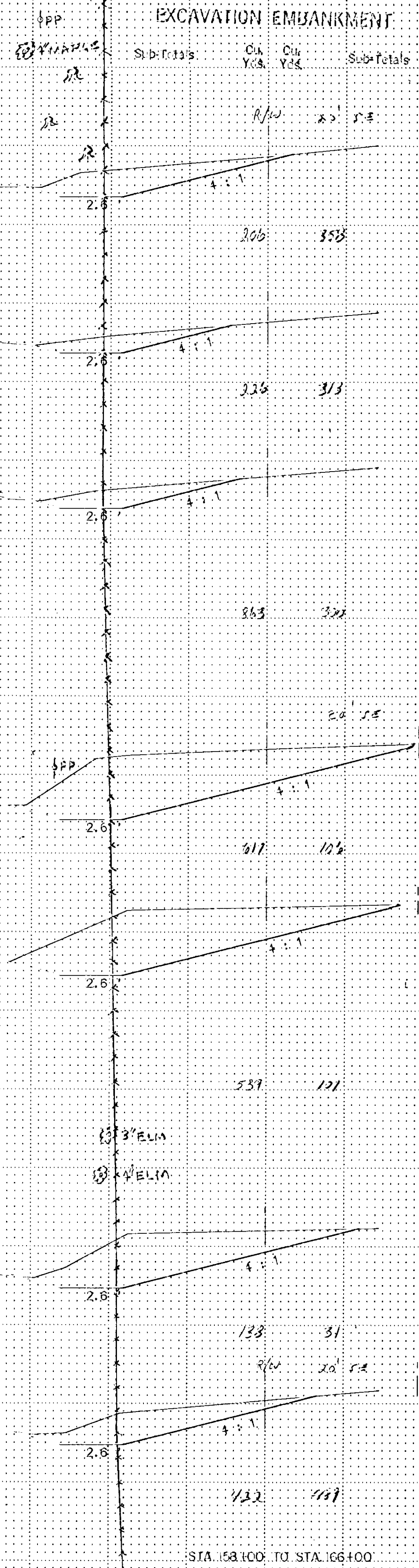
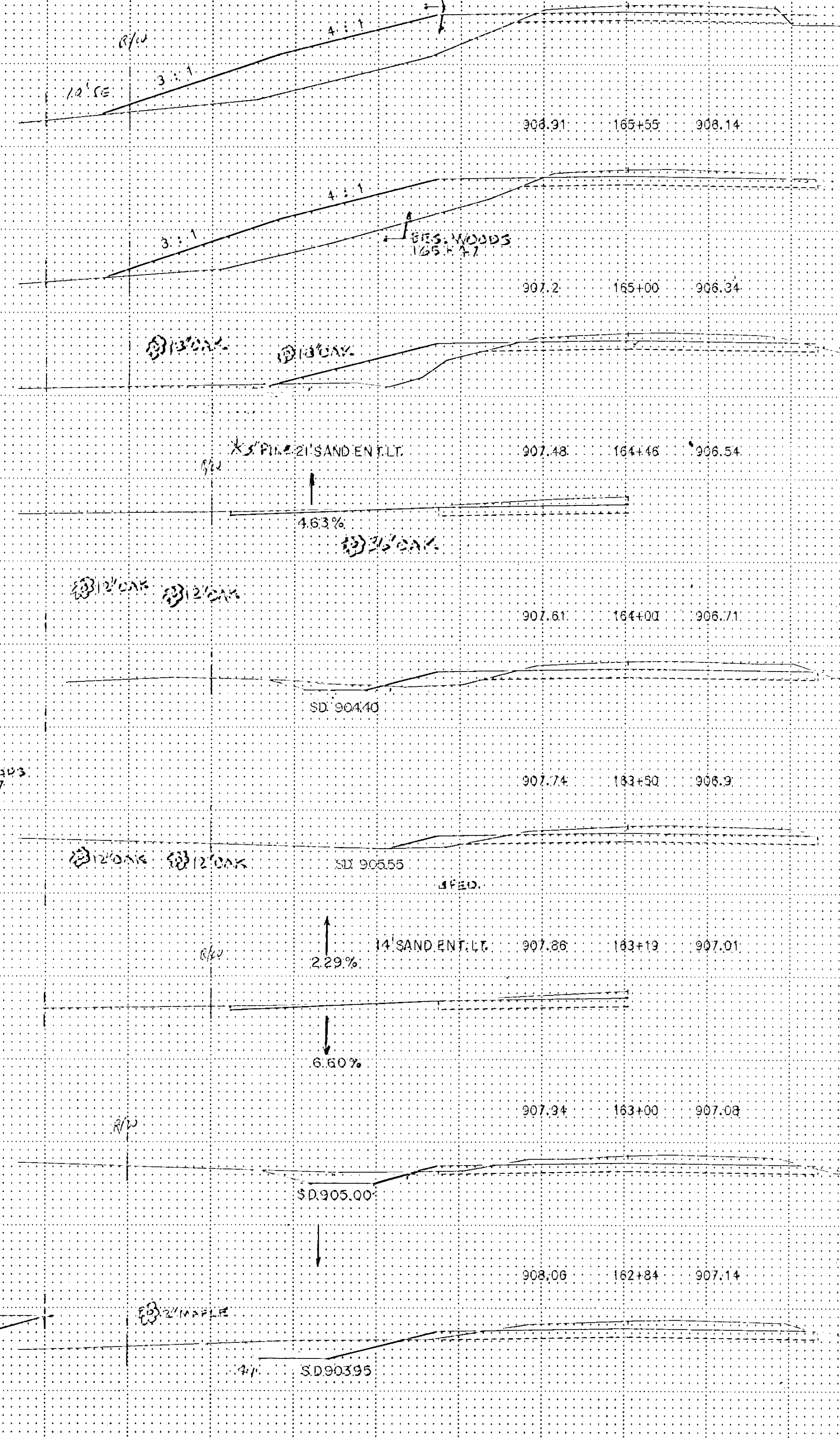
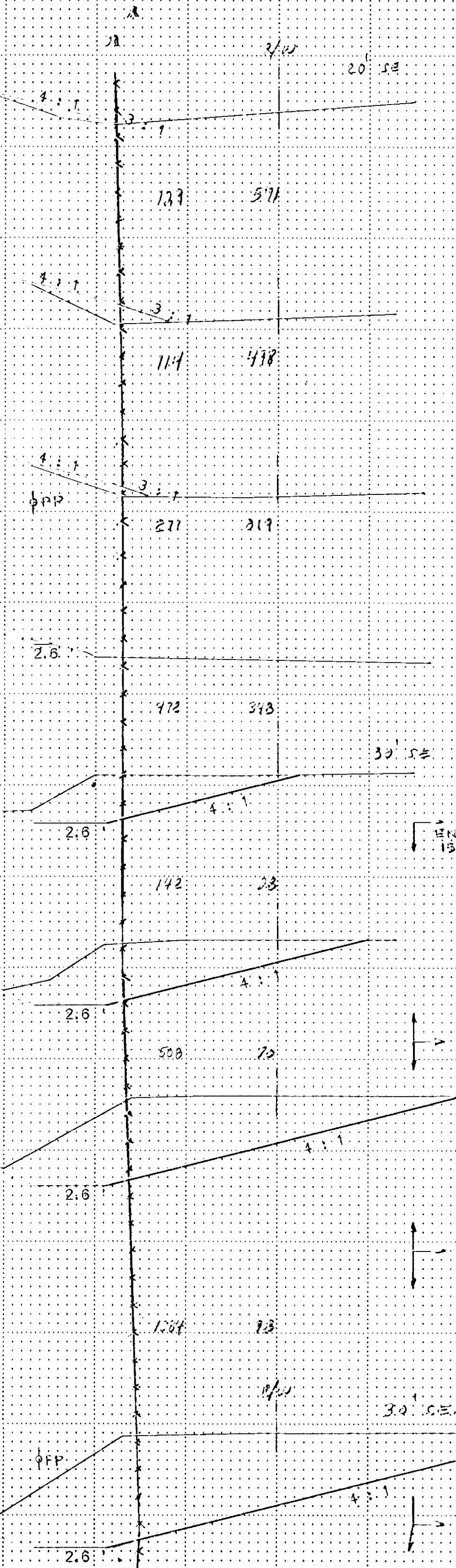
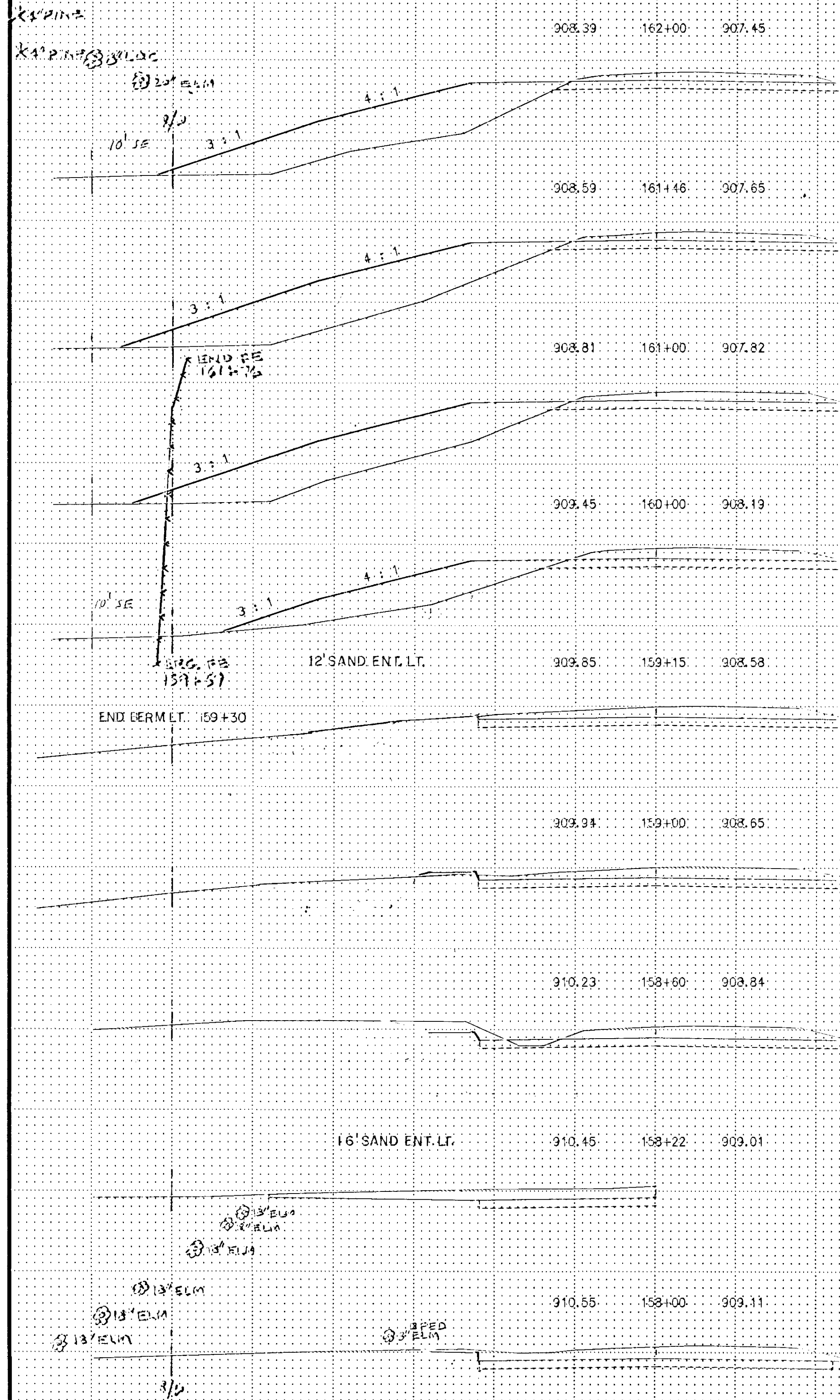
22

6.



EXCAVATION EMBANKMENT

Sub-Footings CUL. CUL. Sub-Footings  
Yds. Yds.



SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

BLISSON ROAD CROSS SECTION 02-10-20

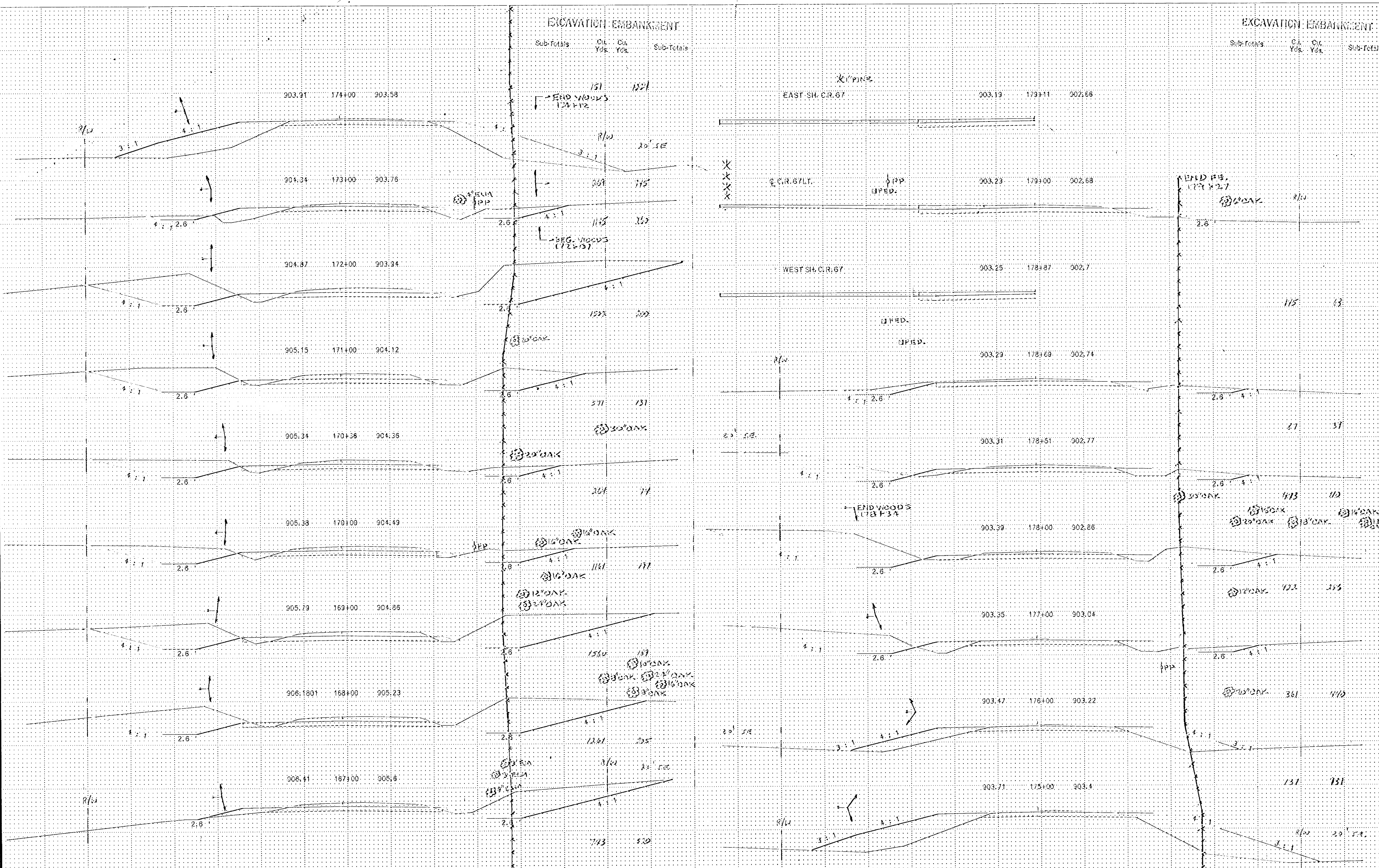


EXCAVATION EMBANKMENT

Sub-Totals Cu. Yds. Cu. Yds. Sub-Totals

EXCAVATION EMBANKMENT

Sub-Totals Cu. Yds. Cu. Yds. Sub-Totals



SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

STA. 174+00 TO STA. 179+00



EXCAVATION EMBANKMENT

Sub-Totals Cu. Cu. Sub-Totals  
Yds. Yds.

EXCAVATION EMBANKMENT

Sub-Totals Cu. Cu. Sub-Totals  
Yds. Yds.

342 68

535 240 295  
136 76

900.18 182+60 899.31  
C. MARTIN ST. 33' SAND RT.

889.37 186+13 890.73

900.55 182+45 899.56

889.94 186+00 891.13

900.77 182+28 899.83

890.71 185+87 891.53  
L. LINNET ST. LT. (GRAVEL)

901.22 182+00 900.25

891.72 185+60 892.35

902.38 181+00 901.48

893.54 185+00 894.04

902.81 180+00 902.29

896.78 184+00 896.53

903.08 179+50 902.54

899.34 183+00 898.6

903.11 179+27 902.62

899.6 182+88 898.82

899.7 182+78 899

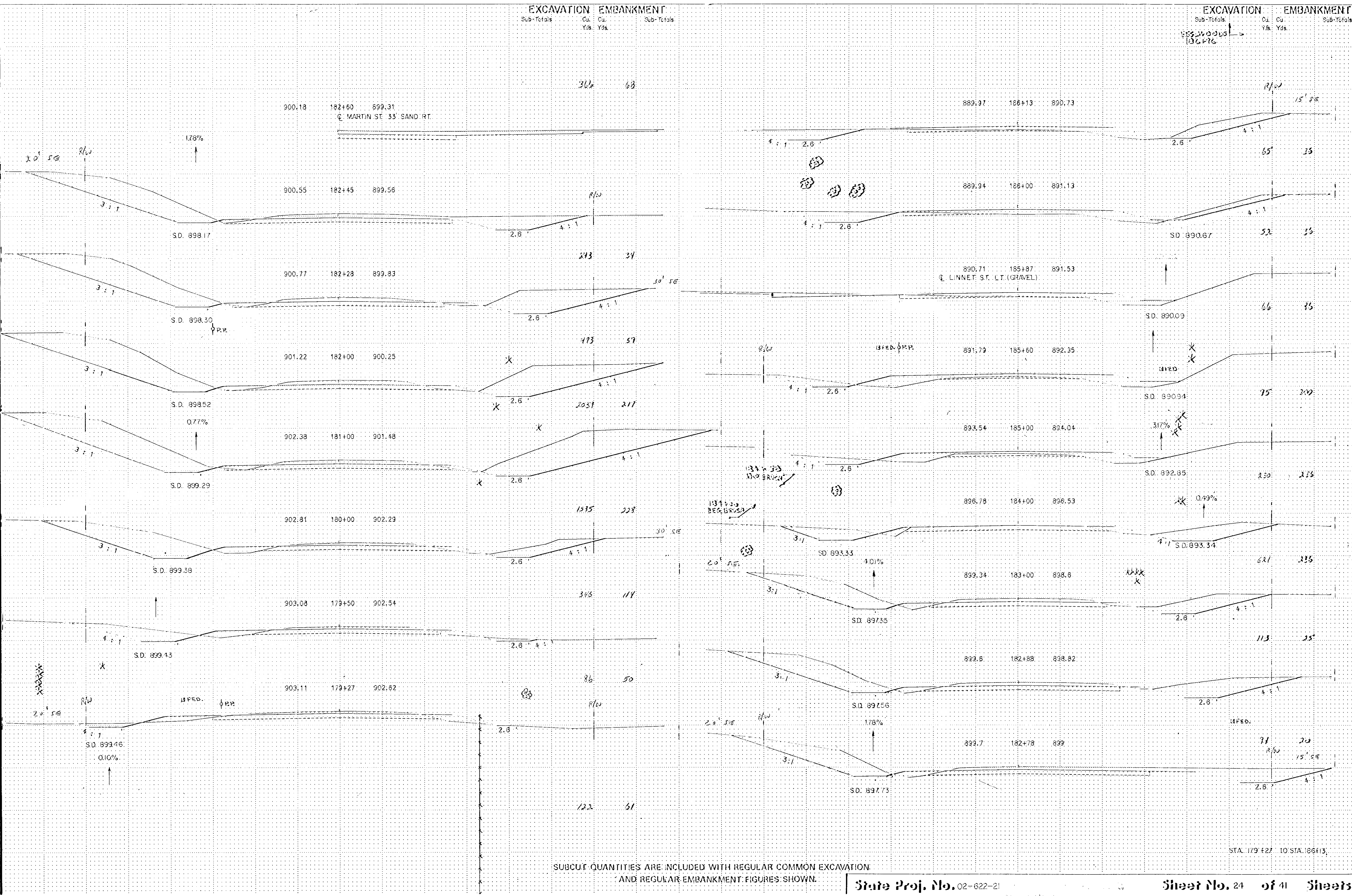
SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION  
AND REGULAR EMBANKMENT FIGURES SHOWN.

State Proj. No. 02-622-21

Sheet No. 24 of 41 Sheets

STA. 179+27 TO STA. 186+13

HORIZONTAL POINT CROSS SECTION CUT TO BE MADE



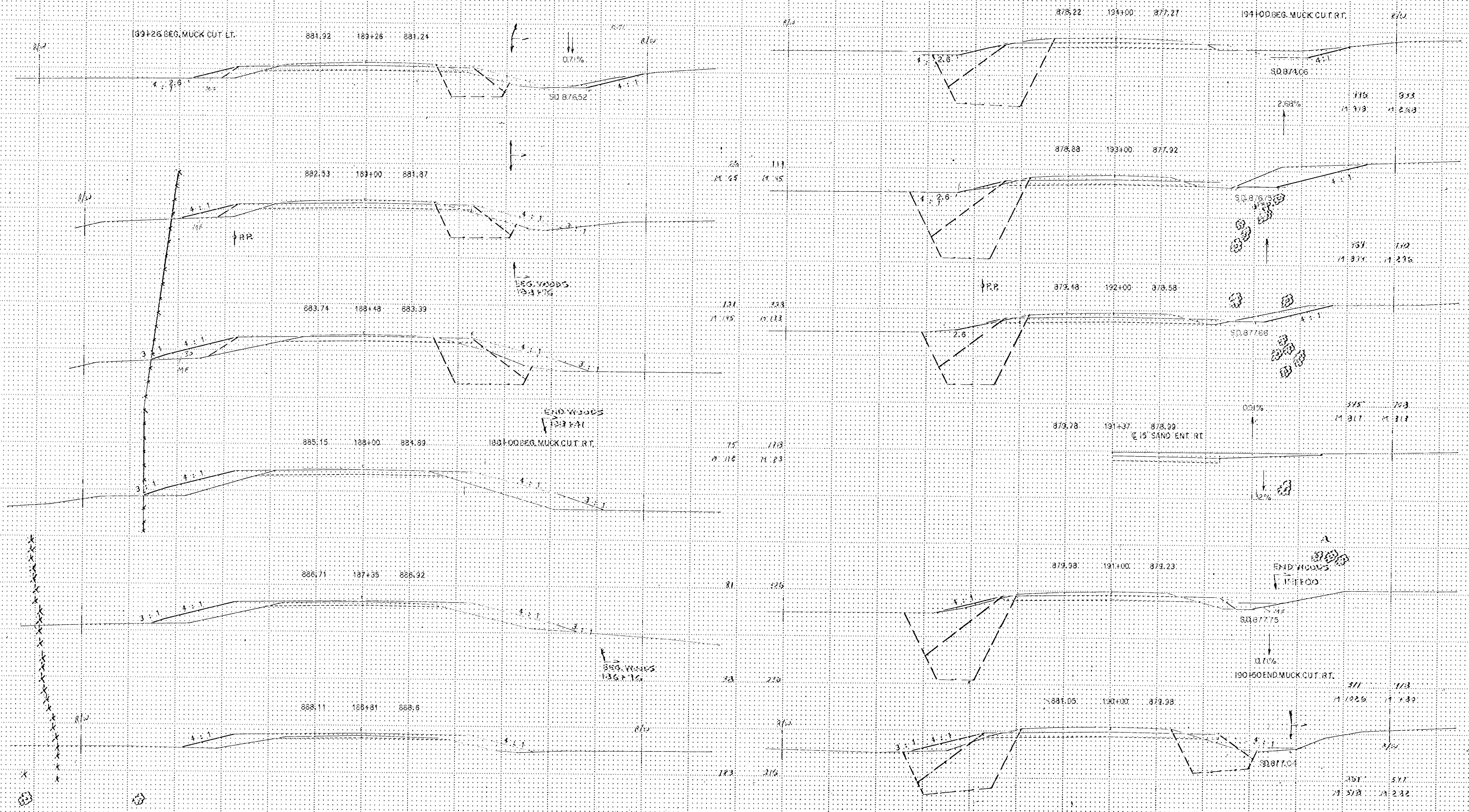


EXCAVATION EMBANKMENT

Sub-Totals Cyl. Cyl. Sub-Totals  
Yds. Yds.

EXCAVATION EMBANKMENT

Sub-Totals Cyl. Cyl. Sub-Totals  
Yds. Yds.



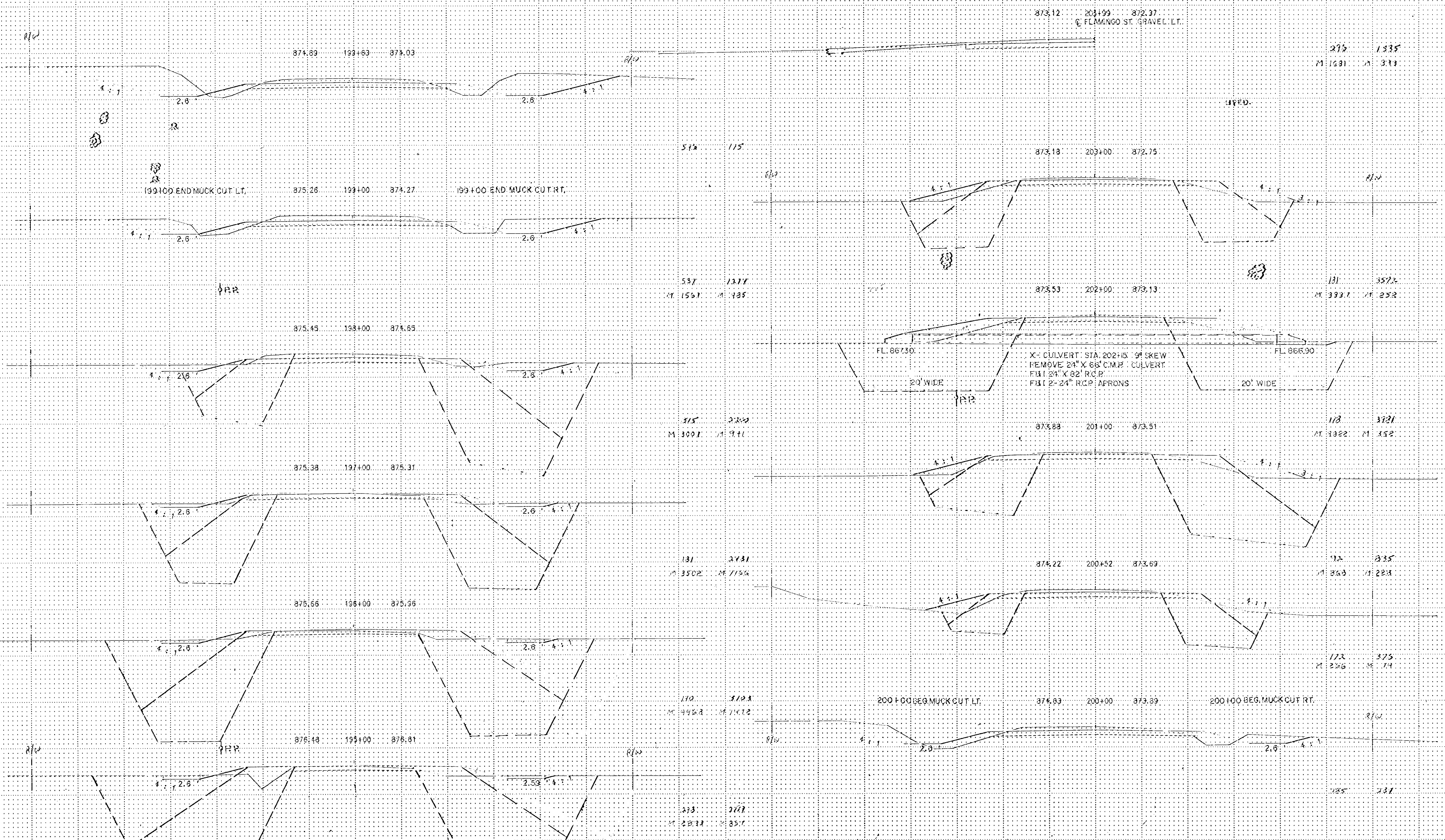
SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

STA. 186+81 TO STA. 194+00



EXCAVATION EMBANKMENT  
Sub-Totals Cu. Yds. Cr. Yds. Sub-Totals

EXCAVATION EMBANKMENT  
Sub-Totals Cu. Yds. Cr. Yds. Sub-Totals

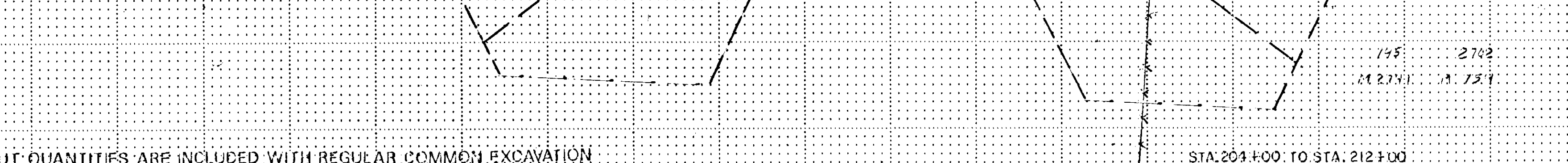
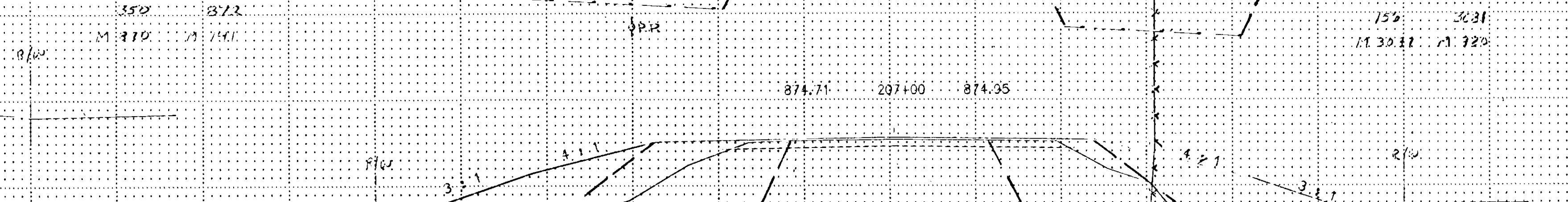
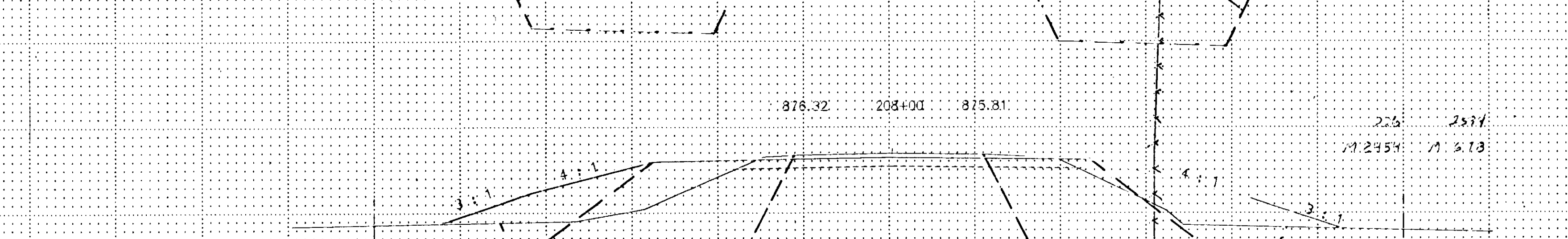
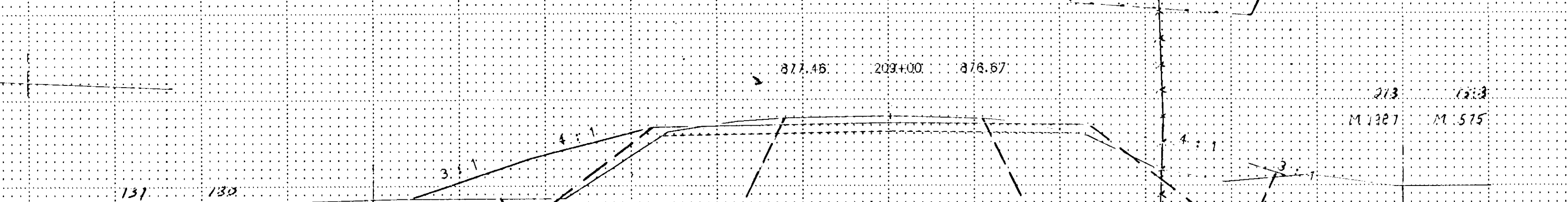
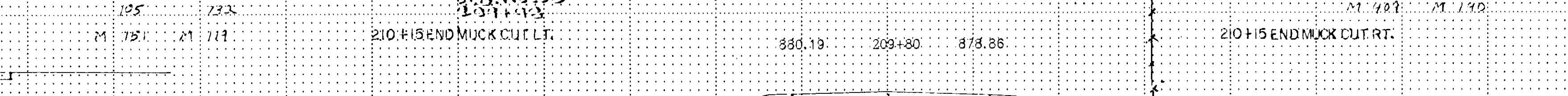
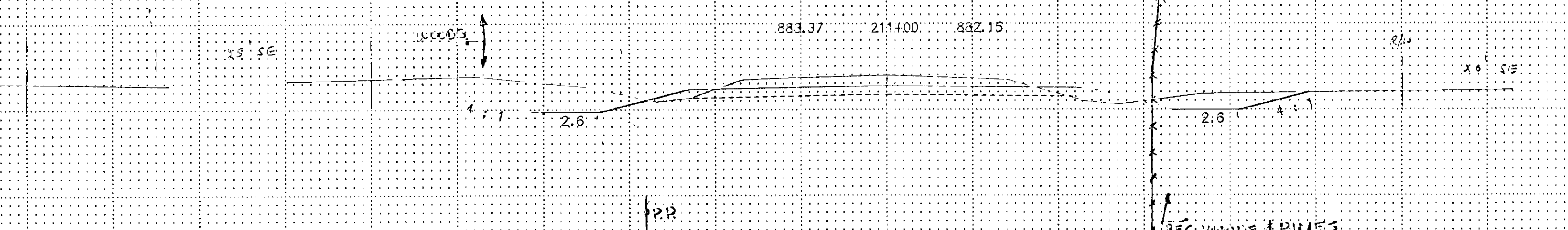
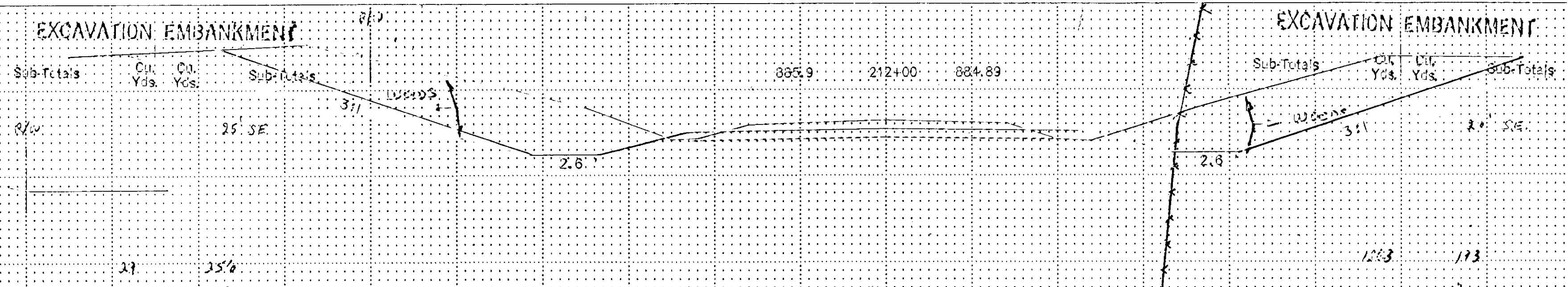
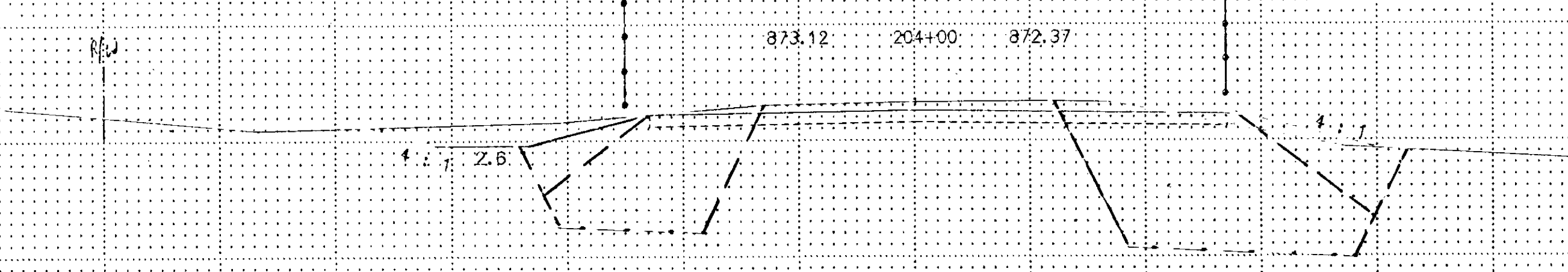
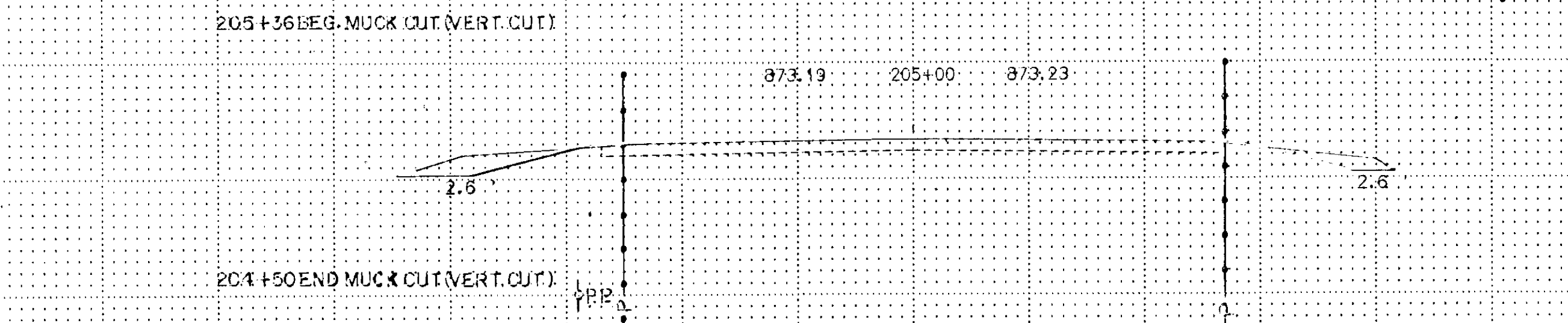
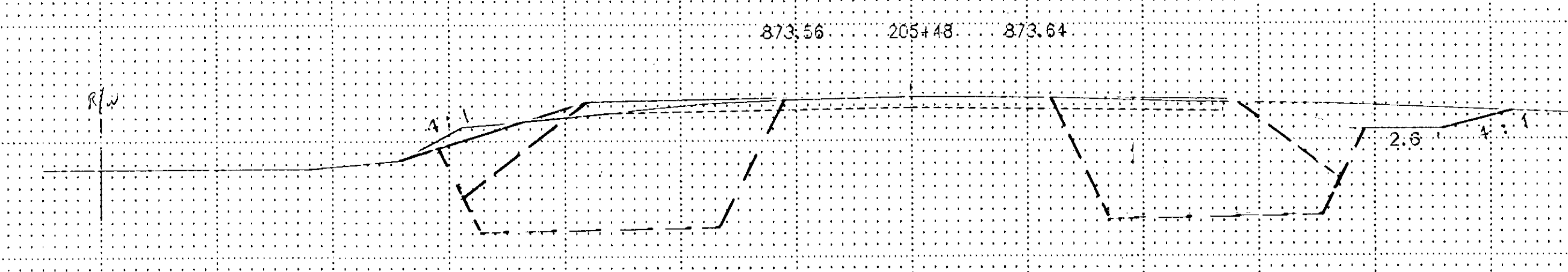
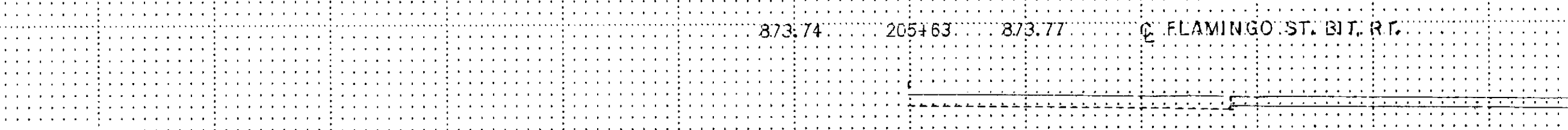
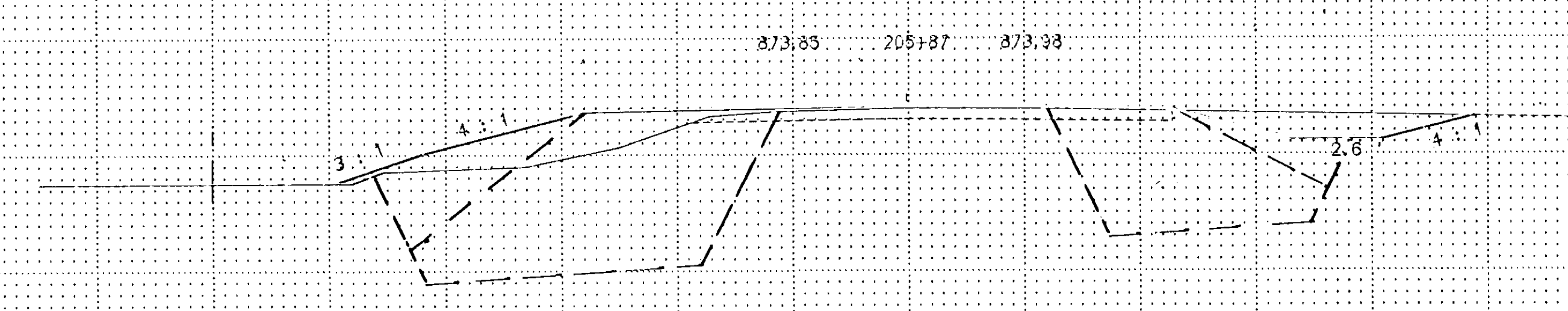
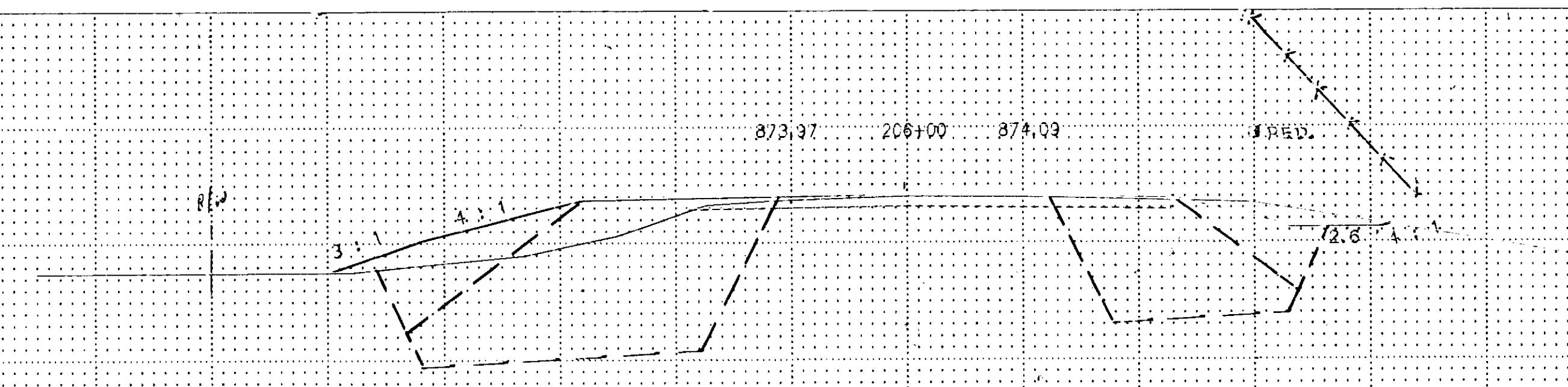


SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

STA. 196+00 TO STA. 203+99

ILLUSTRATION BOARD CROSS SECTION UNIT SCALE 1/4"=1'



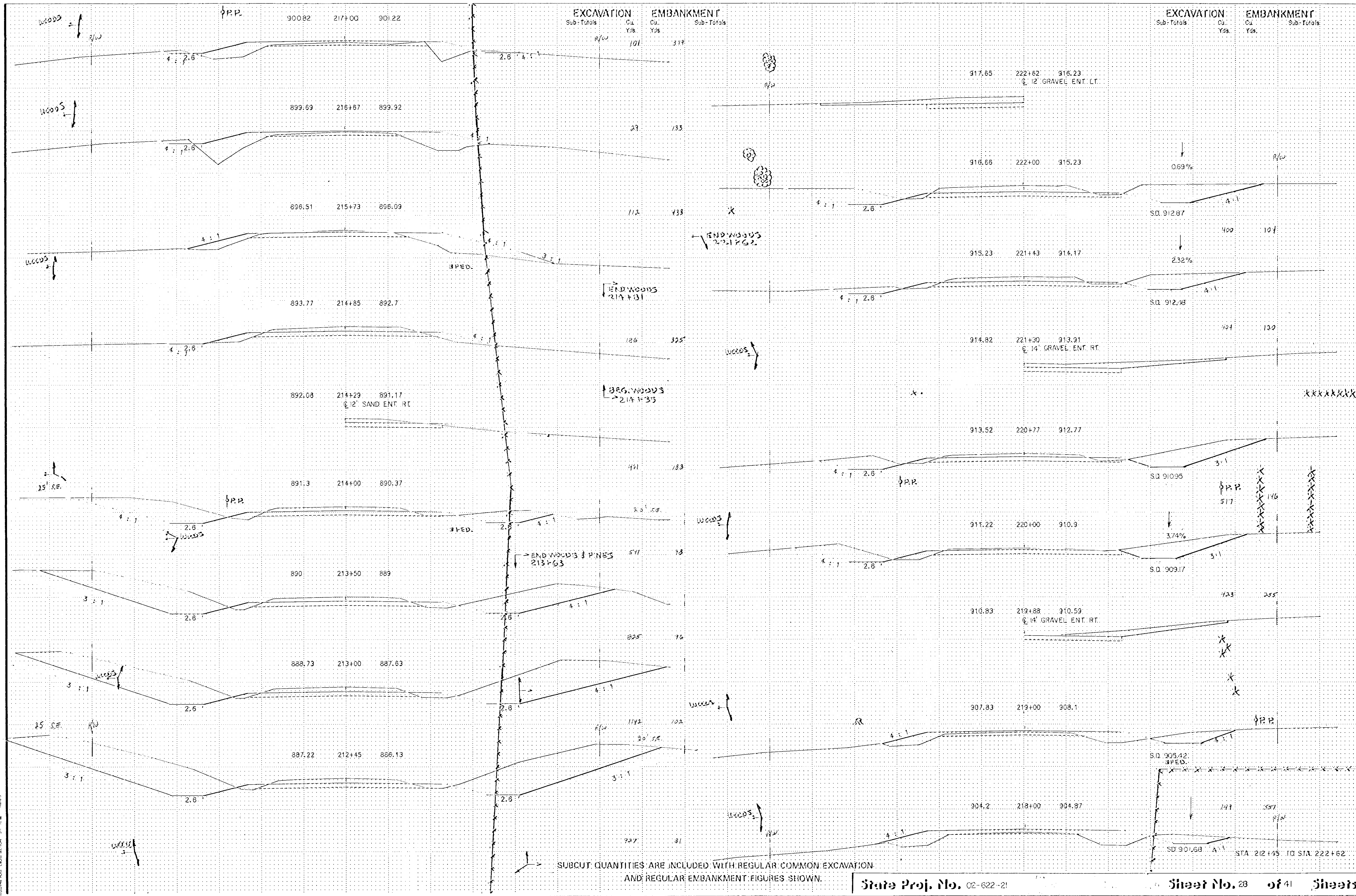


Sub-Totals Cut Yds. Emb. Yds. Sub-Totals Cut Yds. Emb. Yds. Sub-Totals Cut Yds. Emb. Yds.

SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

ILLUSTRATION NO. 1000 SECTION 1011 1000 1000





SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION  
AND REGULAR EMBANKMENT FIGURES SHOWN.

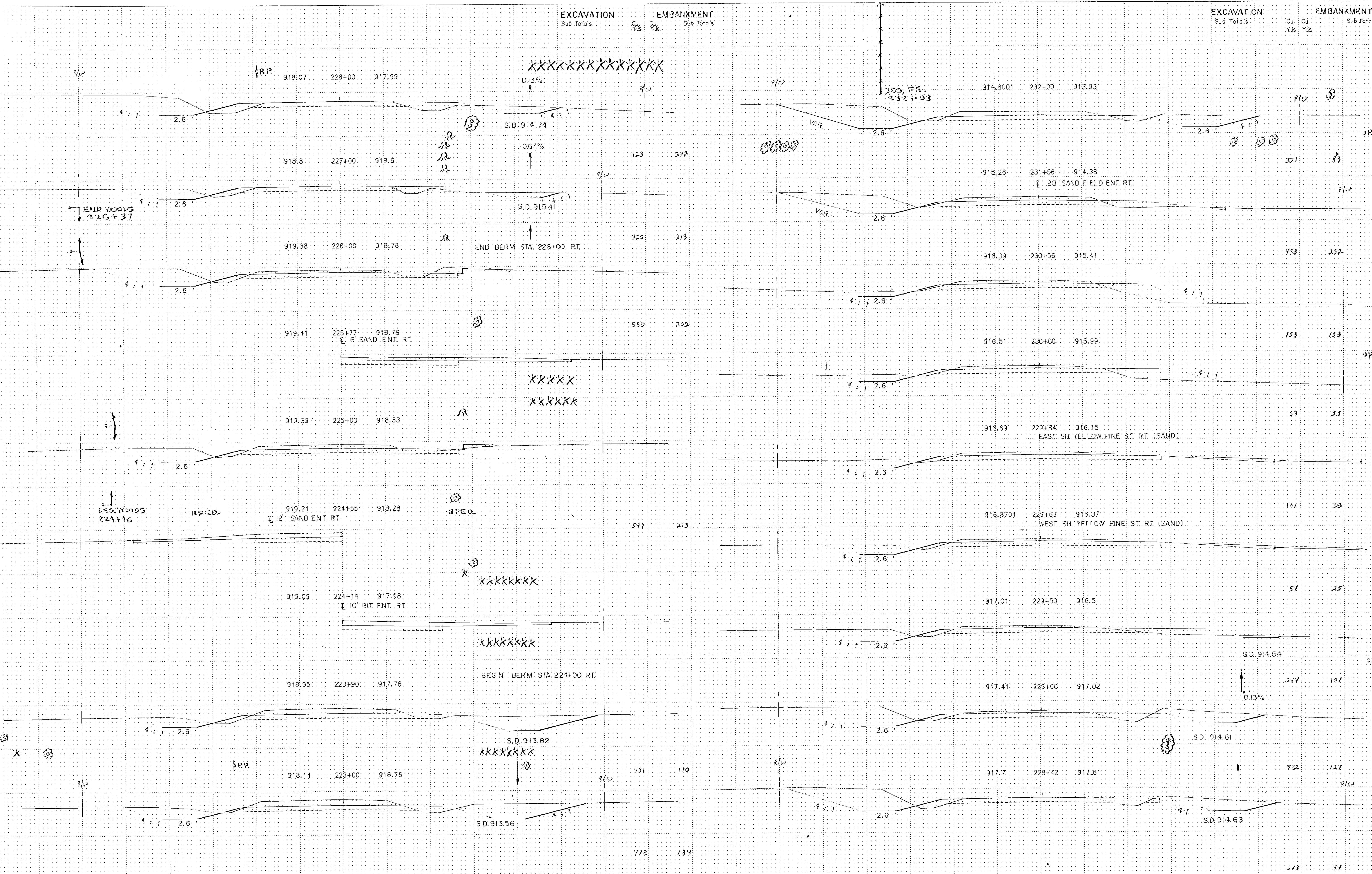
INCLUDE FOOT CROSS SECTION CUT TO BE DRAWN

x 12



EXCAVATION Sub Totals      EMBANKMENT Sub Totals

EXCAVATION Sub Totals      EMBANKMENT Sub Totals



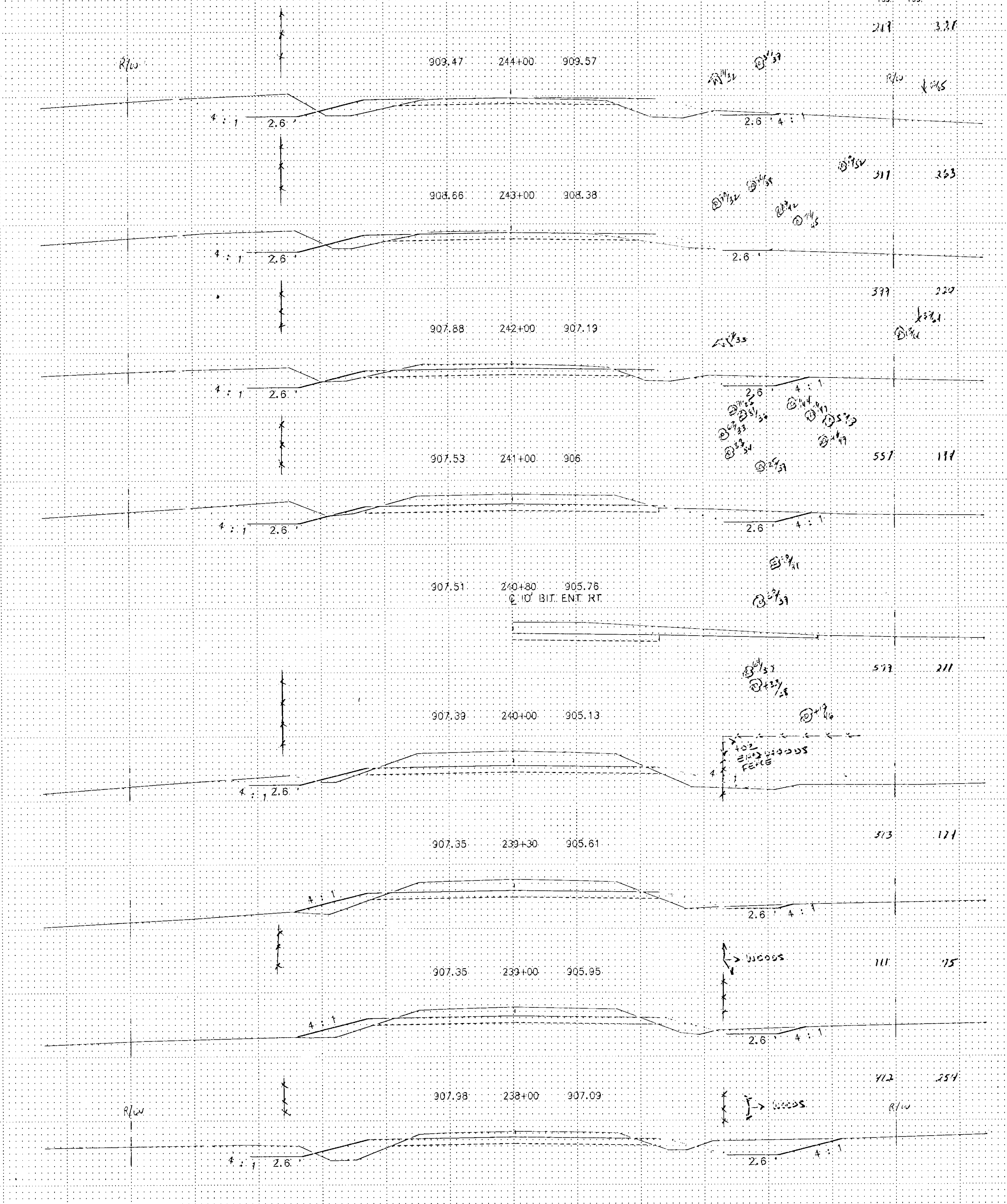
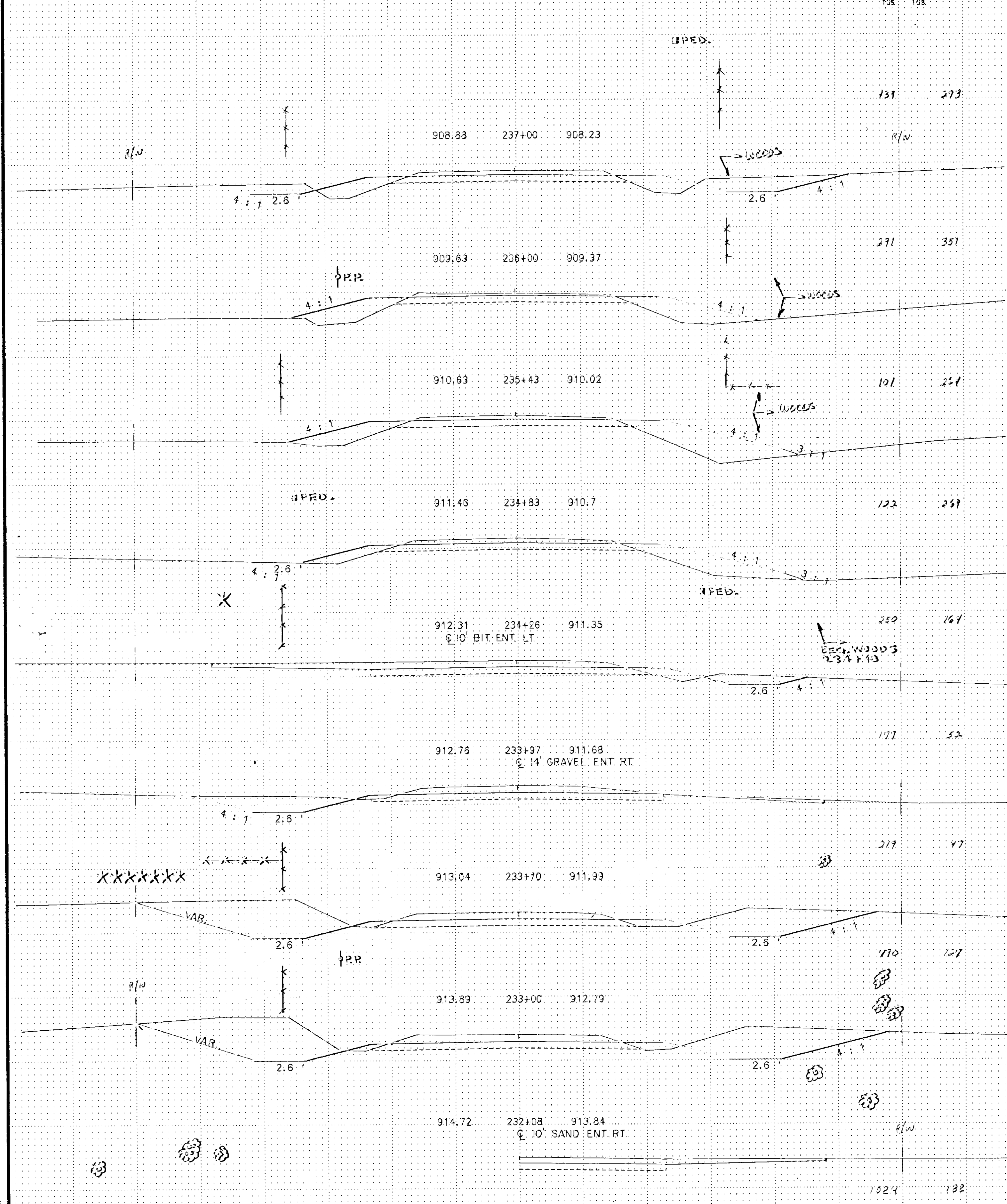
SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

State Proj. No. 02-622-21

Sheet No. 29 of 41 Sheets

EXCAVATION Sub Totals Cu. Yds. EMBANKMENT Sub Totals Cu. Yds.

EXCAVATION Sub Totals Cu. Yds. EMBANKMENT Sub Totals Cu. Yds.



SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

State Proj. No. 02-622-21

Sheet No. 30 of 41 Sheets

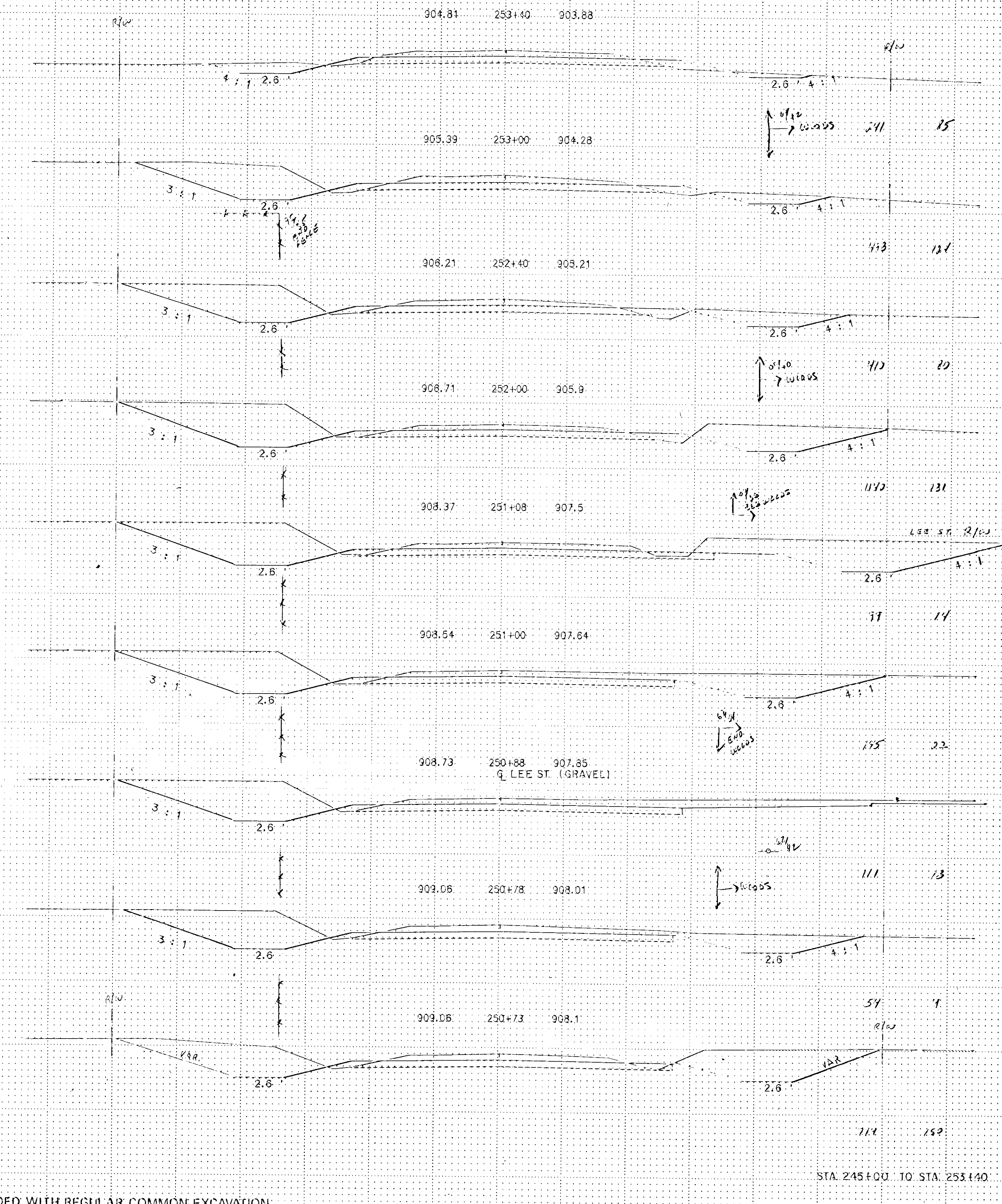
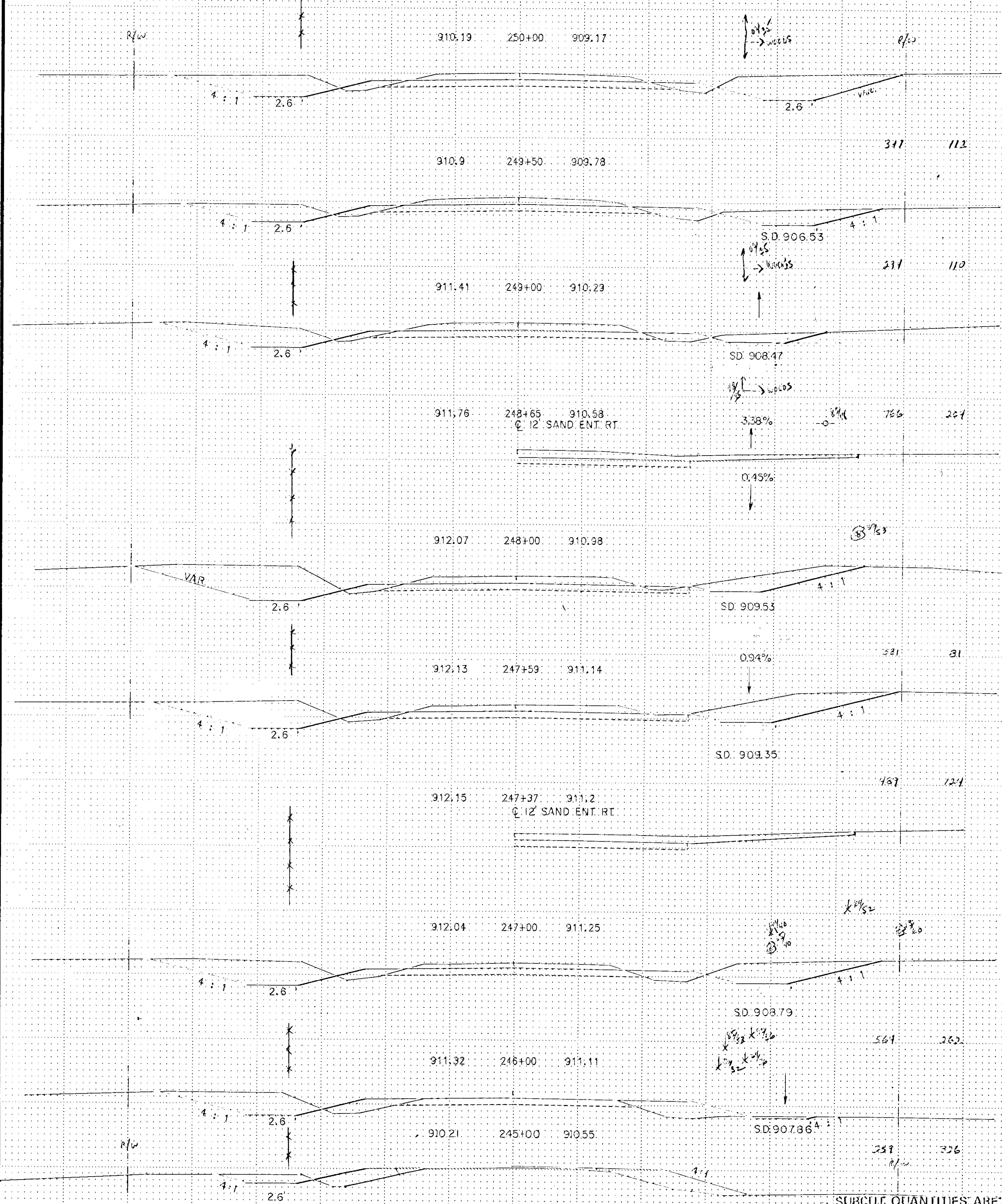
STA. 232+08 TO STA. 244+00

P.L. 10-10-10



EXCAVATION  
Sub Totals Cu. Yds. Cu. Yds. Sub Totals

EXCAVATION  
Sub Totals Cu. Yds. Cu. Yds. Sub Totals

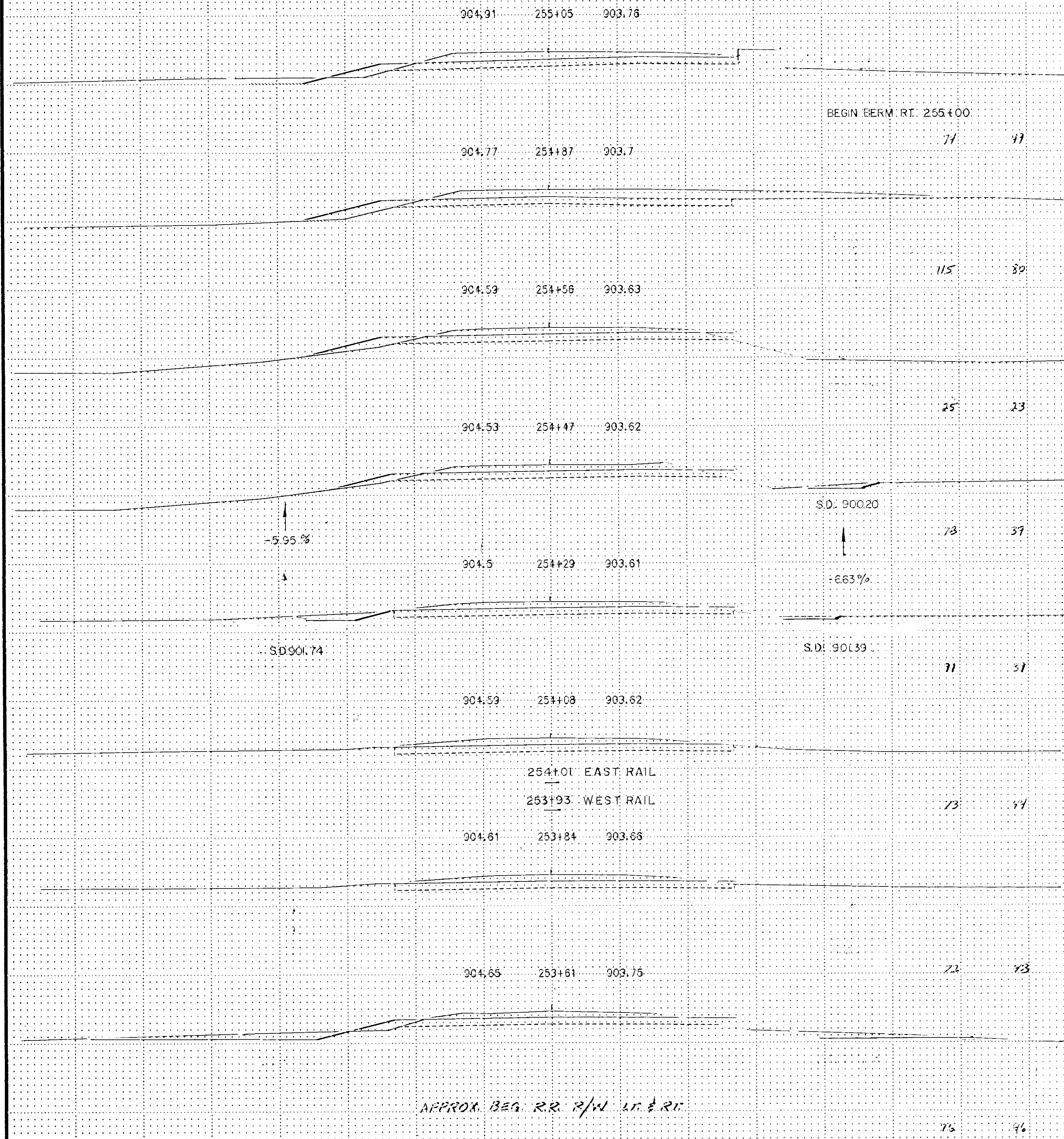


SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION  
AND REGULAR EMBANKMENT FIGURES SHOWN.



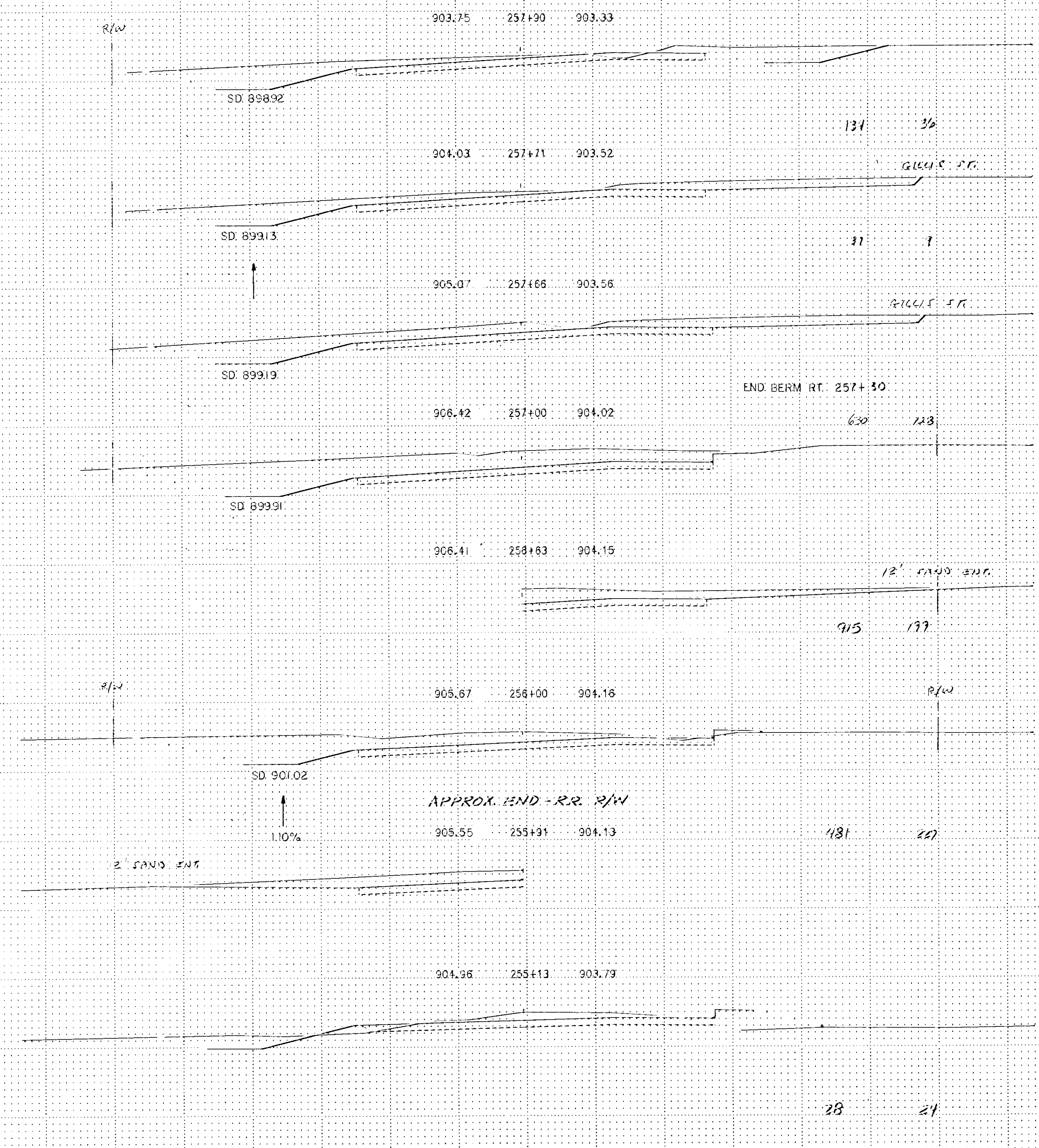
EXCAVATION EMBANKMENT

SUB-TOTALS CU.YDS. CU.YDS. SUB-TOTALS



EXCAVATION EMBANKMENT

SUB-TOTALS CU.YDS. CU.YDS. SUB-TOTALS



SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.



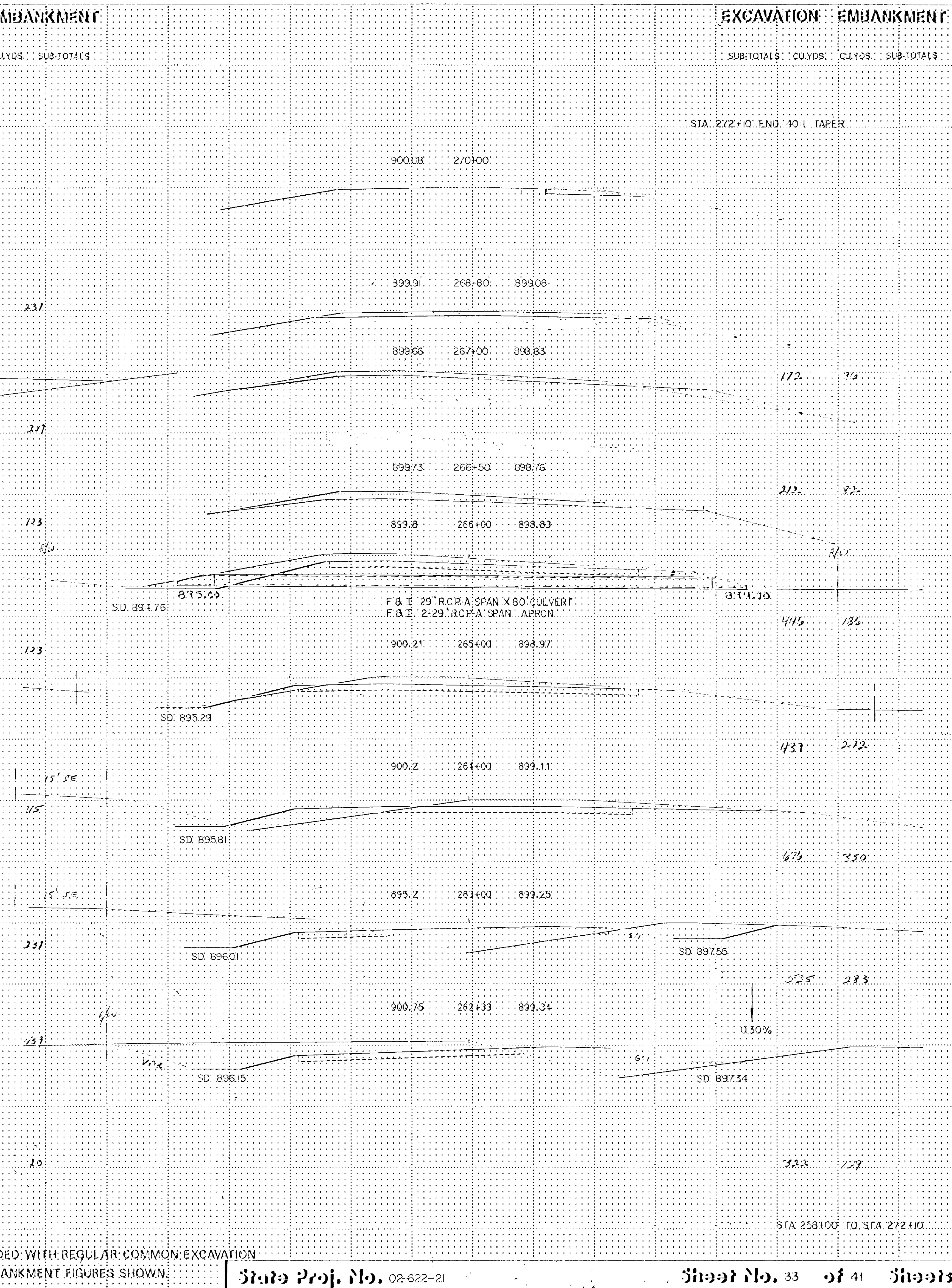
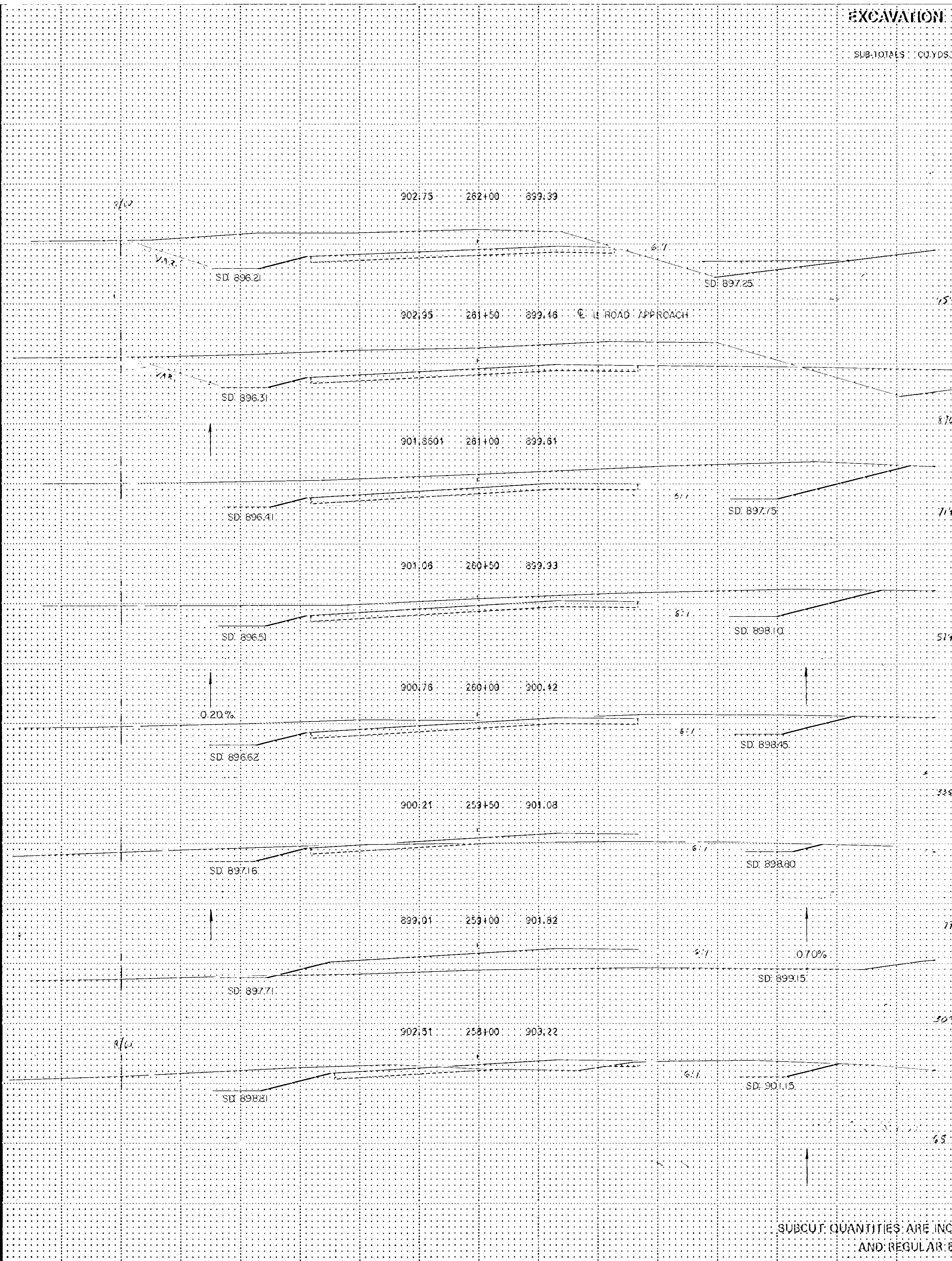
EXCAVATION EMBANKMENT

SUB-TOTALS CU.YDS. CU.YDS. SUB-TOTALS

EXCAVATION EMBANKMENT

SUB-TOTALS CU.YDS. CU.YDS. SUB-TOTALS

STA. 272+10. END 10:1 TAPER

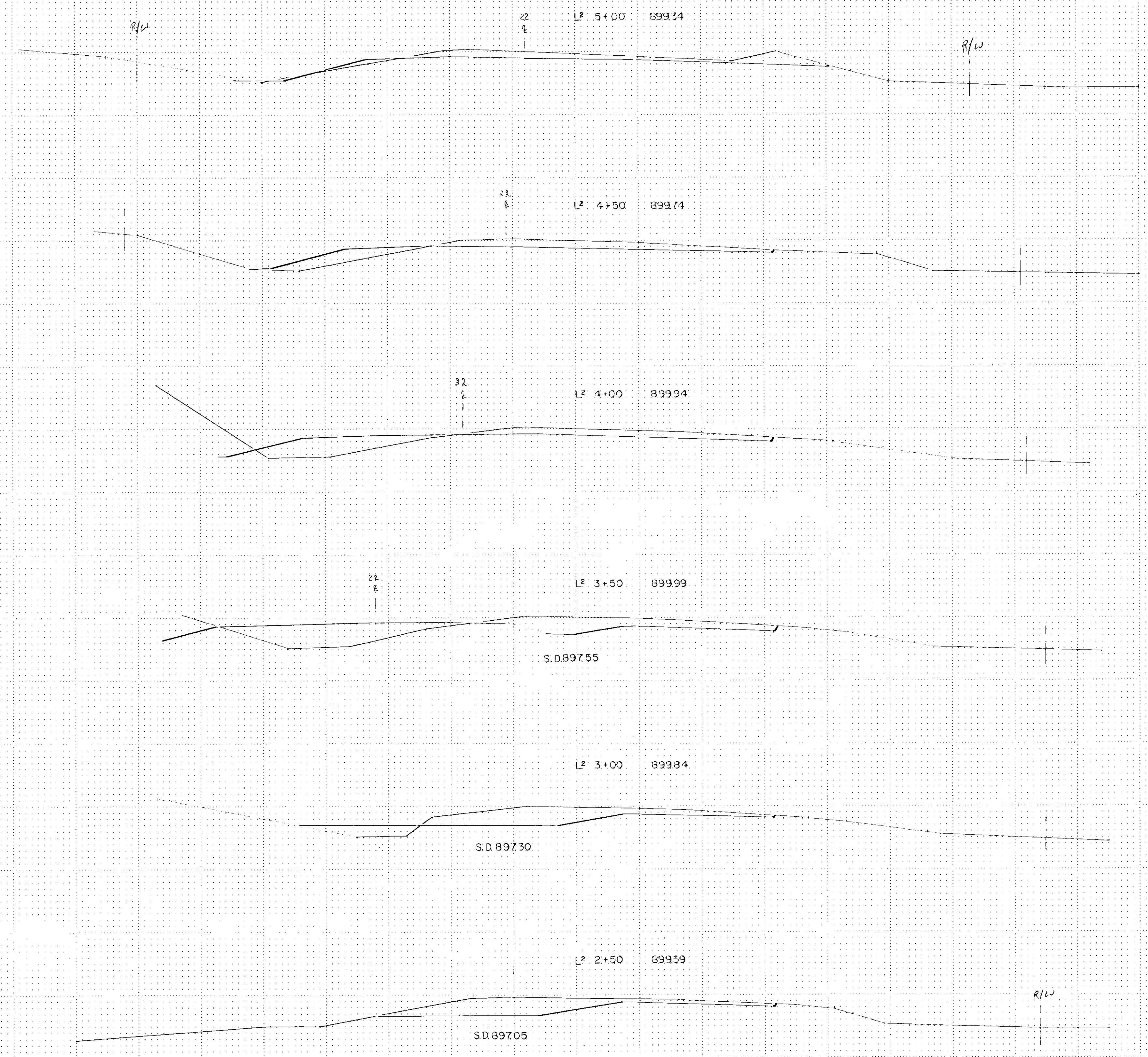


SUBCUT QUANTITIES ARE INCLUDED WITH REGULAR COMMON EXCAVATION AND REGULAR EMBANKMENT FIGURES SHOWN.

Vertical Road Grade Station 100' Below

EXCAVATION: EMBANKMENT

SUB-TOTALS: CU.YDS. CU.YDS. SUB-TOTALS:



31 0

117 31

122 31

69 0

L<sup>2</sup> ALIGN. STA. 2+50 TO STA. 5+00

PLANNING AND DESIGN SECTION

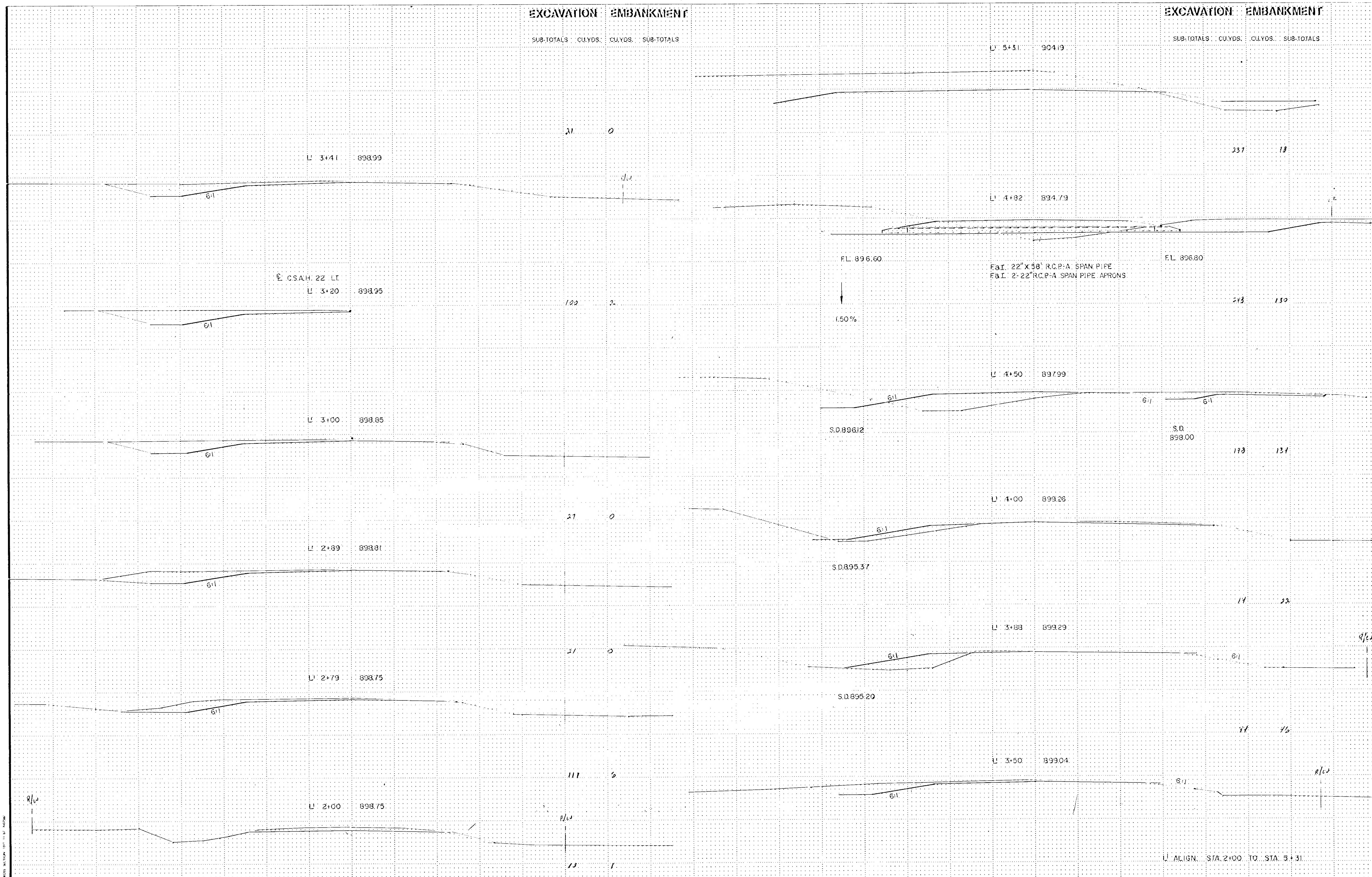


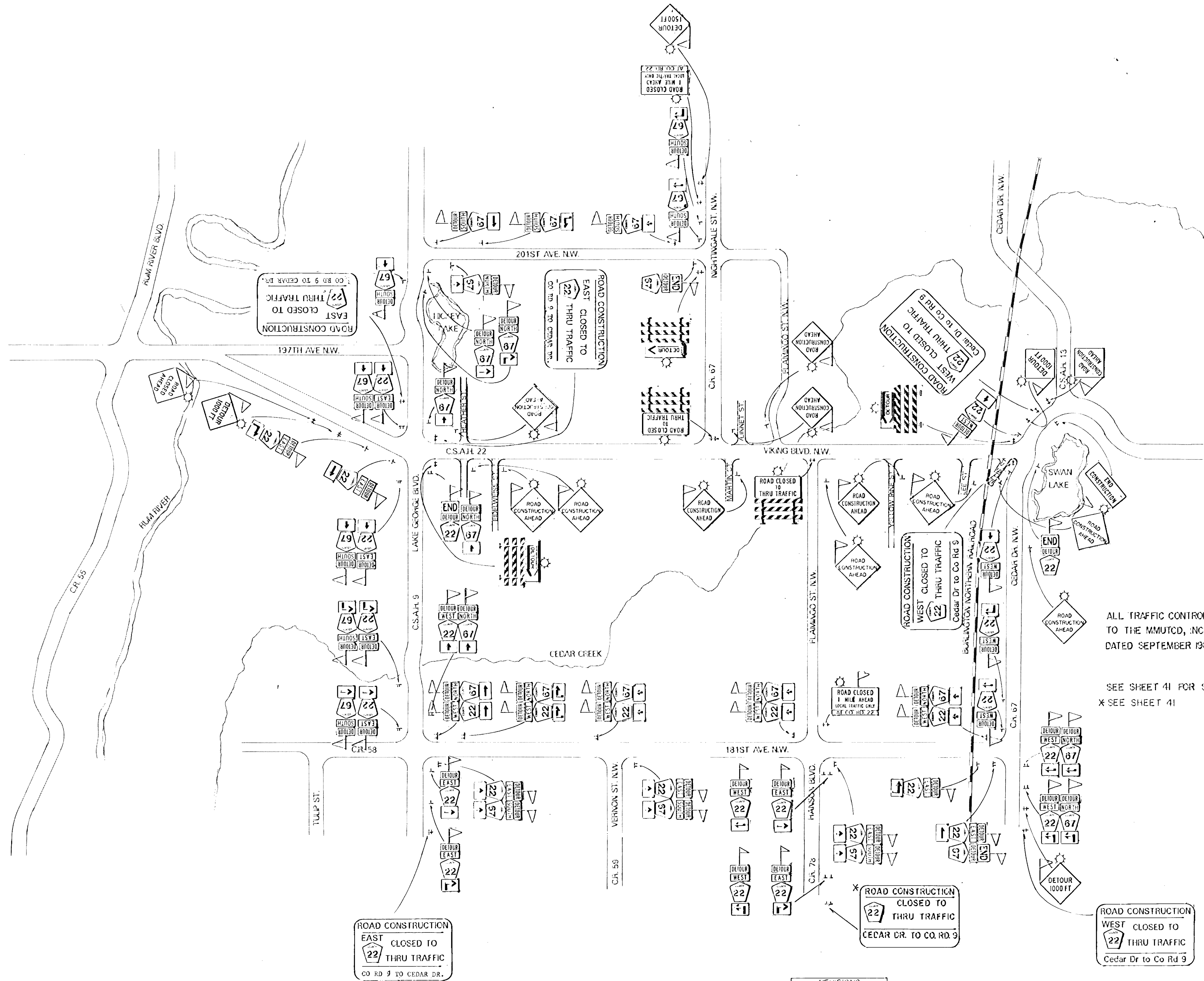
EXCAVATION EMBANKMENT

SUB-TOTALS CU.YDS. CU.YDS. SUB-TOTALS

EXCAVATION EMBANKMENT

SUB-TOTALS CU.YDS. CU.YDS. SUB-TOTALS





ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MMUTCD, INCLUDING APPENDIX "B", DATED SEPTEMBER 1985

SEE SHEET 41 FOR SIGN SUMMARY  
X SEE SHEET 41

ROAD CONSTRUCTION EAST CLOSED TO THRU TRAFFIC  
CO RD 9 TO CEDAR DR.

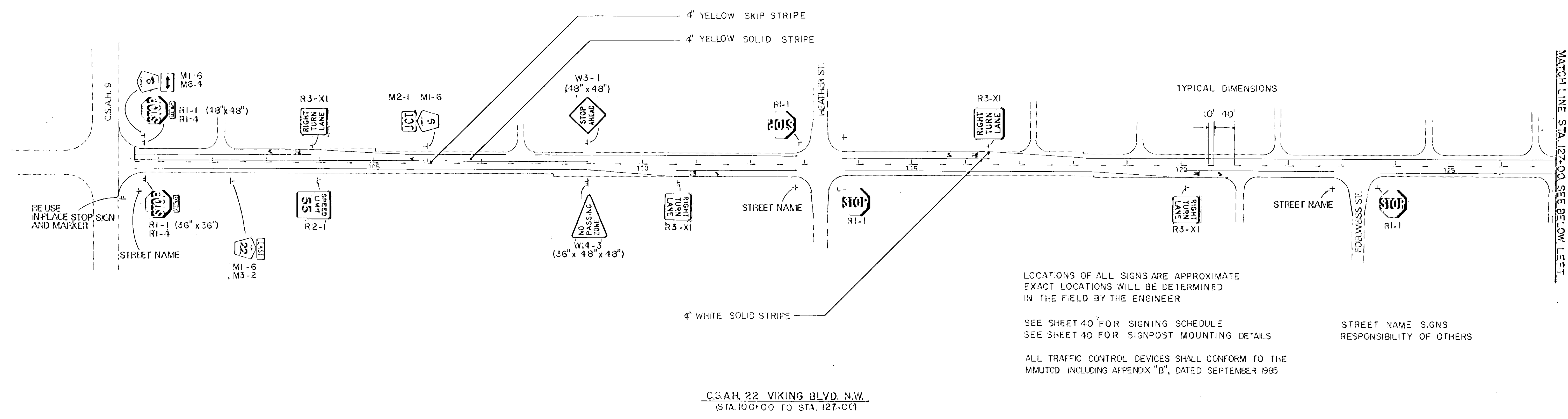
ROAD CONSTRUCTION CLOSED TO THRU TRAFFIC  
CEDAR DR. TO CO RD 9

ROAD CONSTRUCTION WEST CLOSED TO THRU TRAFFIC  
Cedar Dr to Co Rd 9

REVISIONS			
DATE	BY	DATE	BY
4-17-89	D.M.		

S.A.P. S.P.02-822-21 C.P.





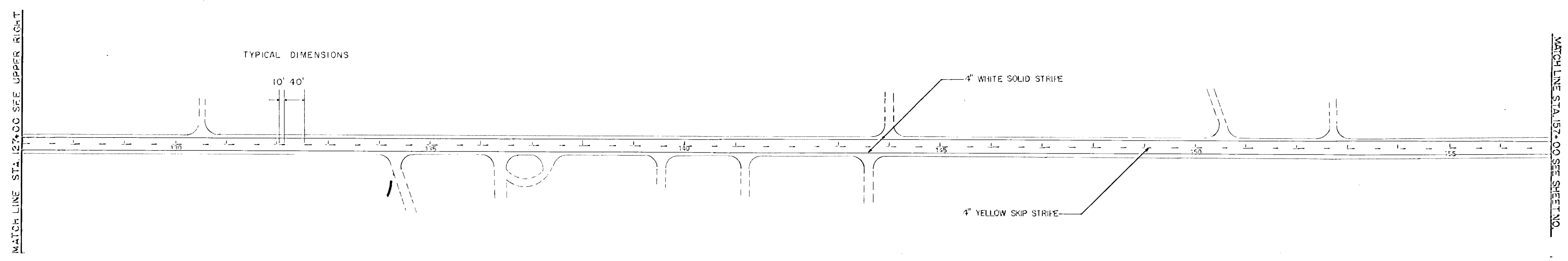
LOCATIONS OF ALL SIGNS ARE APPROXIMATE  
EXACT LOCATIONS WILL BE DETERMINED  
IN THE FIELD BY THE ENGINEER

SEE SHEET 40 FOR SIGNING SCHEDULE  
SEE SHEET 40 FOR SIGNPOST MOUNTING DETAILS

STREET NAME SIGNS  
RESPONSIBILITY OF OTHERS

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE  
MMUTCD INCLUDING APPENDIX "B", DATED SEPTEMBER 1985

**C.S.A.H. 22 VIKING BLVD. N.W.**  
(STA. 100+00 TO STA. 127+00)



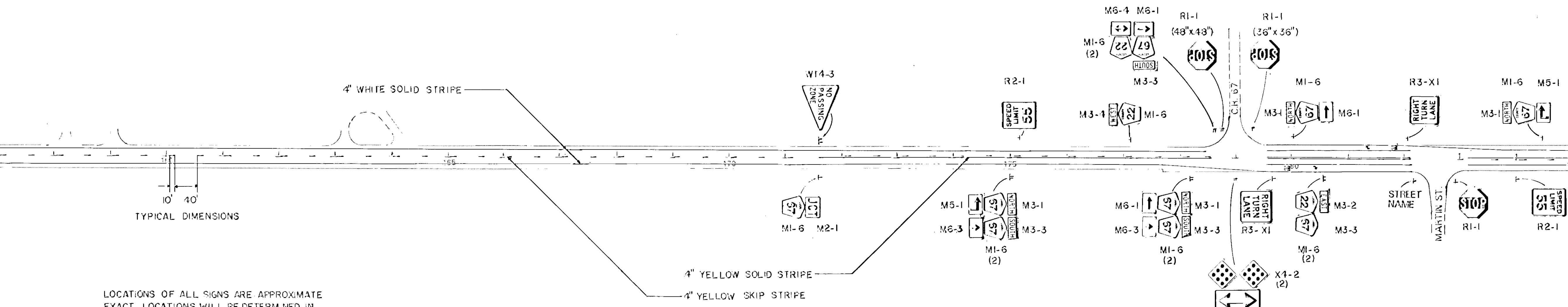
**C.S.A.H. 22 VIKING BLVD. N.W.**  
(STA. 127+00 TO STA. 157+00)

REVISIONS		
DATE	BY	DATE

S.A.P. \_\_\_\_\_ S.P. 02-622-21 C.P. \_\_\_\_\_

MATCH LINE STA. 157+00 SEE SHEET NO. \_\_\_\_\_

MATCH LINE STA. 195+00 SEE LOWER LEFT



LOCATIONS OF ALL SIGNS ARE APPROXIMATE  
EXACT LOCATIONS WILL BE DETERMINED IN  
THE FIELD BY THE ENGINEER

SEE SHEET 40 FOR SIGNING SCHEDULE  
SEE SHEET 40 FOR SIGNPOST MOUNTING DETAILS

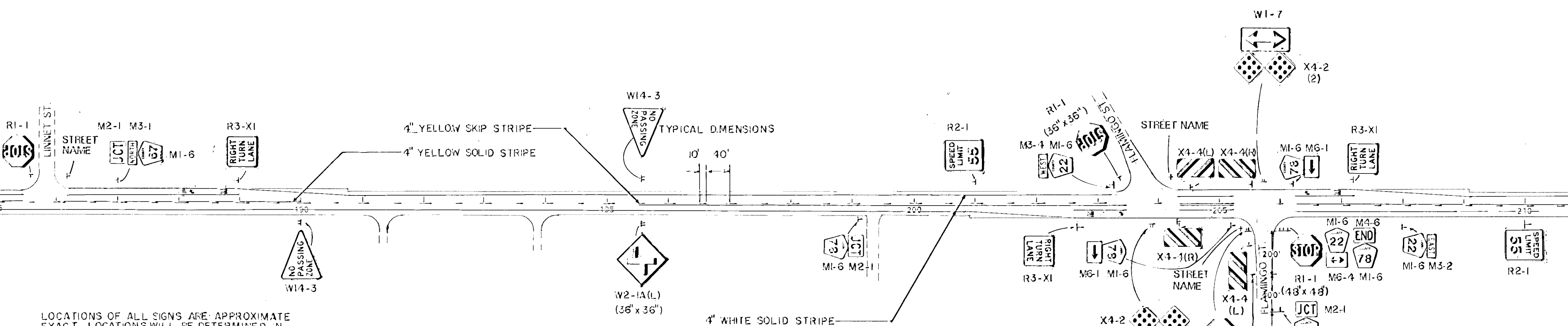
ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE  
MMUTCD, INCLUDING APPENDIX "B", DATED SEPTEMBER 1985

STREET NAME SIGNS  
RESPONSIBILITY OF OTHERS

**C.S.A.H. 22 VIKING BLVD. N.W.**  
(STA. 157+00 TO STA. 195+00)

MATCH LINE STA. 185+00 SEE UPPER RIGHT

MATCH LINE STA. 211+00 SEE SHEET NO. \_\_\_\_\_



LOCATIONS OF ALL SIGNS ARE APPROXIMATE  
EXACT LOCATIONS WILL BE DETERMINED IN  
THE FIELD BY THE ENGINEER

SEE SHEET 40 FOR SIGNING SCHEDULE  
SEE SHEET 40 FOR SIGNPOST MOUNTING DETAILS

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE  
MMUTCD, INCLUDING APPENDIX "B", DATED SEPTEMBER 1985

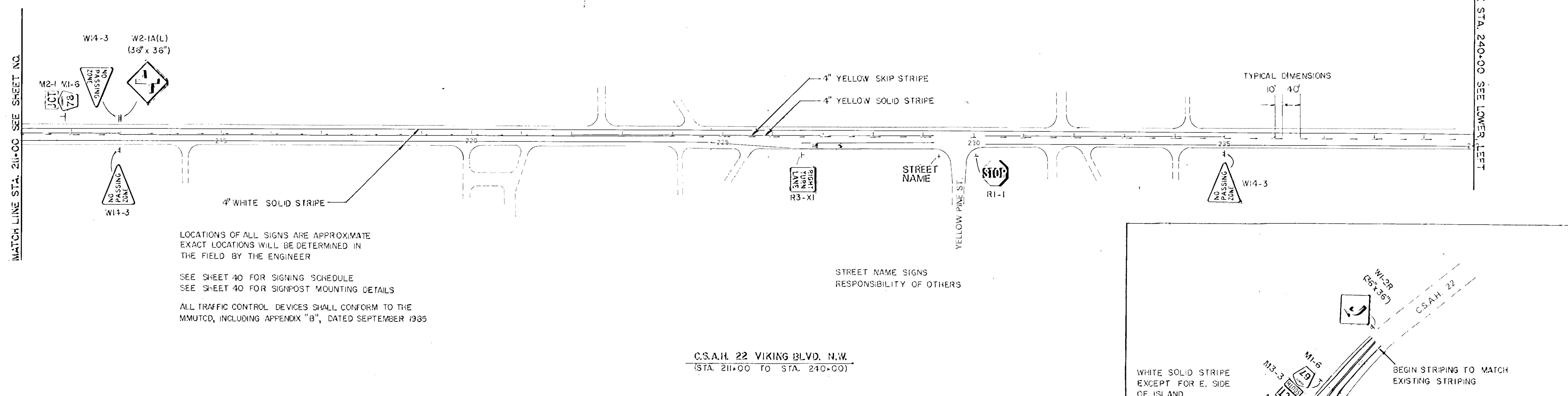
STREET NAME SIGNS  
RESPONSIBILITY OF OTHERS

**C.S.A.H. 22 VIKING BLVD. N.W.**  
(STA. 185+00 TO STA. 211+00)

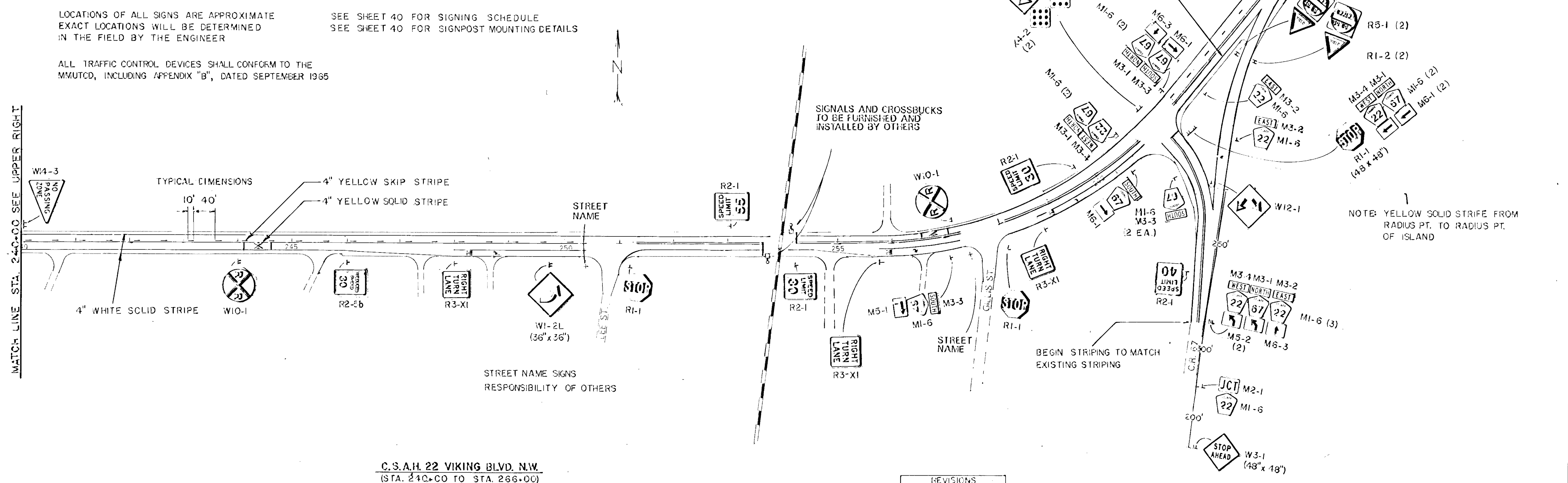
REVISIONS			
DATE	BY	DATE	BY

S.A.P. \_\_\_\_\_ S.P. 02-622-21 C.P. \_\_\_\_\_





**C.S.A.H. 22 VIKING BLVD. N.W.**  
(STA. 211+00 TO STA. 240+00)



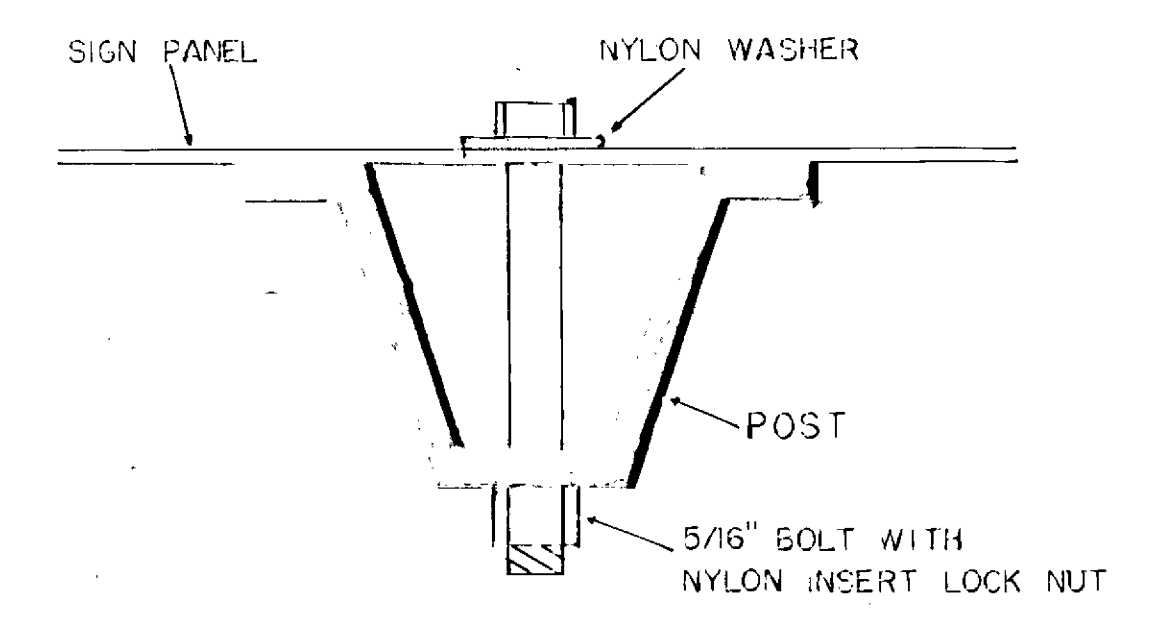
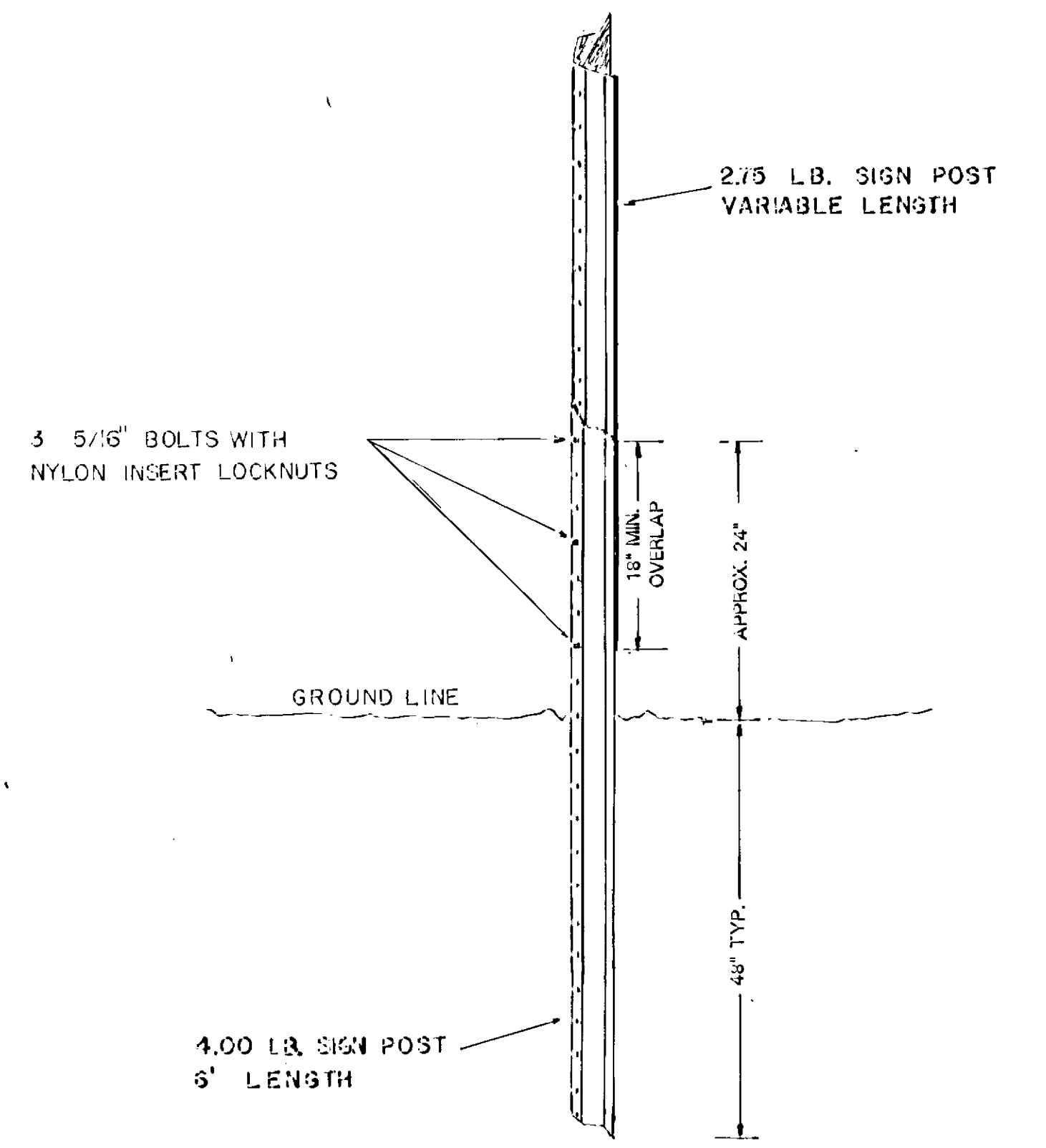
**C.S.A.H. 22 VIKING BLVD. N.W.**  
(STA. 240+00 TO STA. 266+00)

REVISIONS			
DATE	BY	DATE	BY

S.A.P. \_\_\_\_\_ S.P. 02-622-2L C.P. \_\_\_\_\_

W.U.T.C.D. CODE NUMBER	PANEL SIZE (INCHES)	PANEL AREA (SQ. FT.)	NO. OF GROUND MOUNT INSTALLATIONS	NO. OF ISLAND MOUNT INSTALLATIONS	SIGN PANEL LEGEND	NO. OF POSTS/INSTALLATIONS
RI-1	30" x 30" 36" x 36" 48" x 48"	6.25 9.00 16.00	8 4 3		STOP	1 2 2
RI-2	36" x 36" x 36"	3.90	1	1	YIELD	2
RI-4	18" x 6"	0.75	2		ALL WAY	
R2-1	24" x 30"	5.00	2 1 6		SPEED LIMIT 40 55	1
R2-5b	24" x 30"	5.00	1		REDUCED SPEED AHEAD	1
R3-XI	30" x 30"	6.25	13		RIGHT TURN LANE	1
R5-1	30" x 30"	6.25	1	1	DO NOT ENTER	2
WI-2	36" x 36"	9.00	1 1		CURVE	2
WI-7	48" x 24"	8.00	4		LARGE ARROW	2
W2-1A(L)	36" x 36"	9.00	2		OFFSET CROSS ROAD	2
W3-1	48" x 48"	16.00	3		STOP AHEAD	2
W10-1	36" DIA.	7.06	2		RAILROAD ADVANCE WARNING	2
WI2-1	24" x 24"	4.00		1	DOUBLE ARROW	1
WI4-3	36" x 48" x 48"	5.56	8		NO PASSING ZONE	2
MI-6	24" x 24"	4.00	2 13 18 6	2 1	COUNTY HIGHWAY MARKER	1
M2-1A	21" x 15"	2.19	8		JUNCTION MARKER	

W.U.T.C.D. CODE NUMBER	PANEL SIZE (INCHES)	PANEL AREA (SQ. FT.)	NO. OF GROUND MOUNT INSTALLATIONS	NO. OF ISLAND MOUNT INSTALLATIONS	SIGN PANEL LEGEND	NO. OF POSTS/INSTALLATIONS
M3-1A M3-2A M3-3A M3-4A	24" x 12"	2.00	8 4 10 4	1 1	CARDINAL DIRECTIONAL MARKER	
M4-6A	21" x 15"	2.19	1		END MARKER	
M5-1A M5-2A	21" x 15"	2.19	1 2 2		ADVANCE TURN ARROW	
M6-1A M6-2A M6-1A	21" x 15"	2.19	4 3 4 3	2	DIRECTIONAL ARROW	
X4-4	36" x 18"	4.50	2 2		CLEARANCE MARKER	
X4-2	18" x 18"	2.25	8		OBJECT MARKER	



NOTE: ALL WORK MUST MEET Mn/DOT SPEC. 2564 EXCEPT SIGN POSTS SHALL NOT BE GALVANIZED BUT SHALL BE PAINTED BLACK  
SIGN POSTS SHALL BE OF TWO-PIECE CONSTRUCTION AS SHOWN BELOW  
ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MMUTCD, INCLUDING APPENDIX "B", DATED SEPTEMBER 1965

REVISIONS			
DATE	BY	DATE	BY



SIGN REQUIRED	QUANTITY
R11-3	2
R11-4	2
W20-1	12
W20-2	
W20-2	3
W20-2	1
W20-3	1
G20-2	1
MI-6	31
MI-6	28
M3-1A	13
M3-2A	15
M3-3A	13
M3-4A	14
M4-6A	4
M4-8	59
M4-10L	1
M4-10R	2

SIGN REQUIRED	QUANTITY
M5-1A(L)	7
M5-1A(R)	8
M6-1A	15
M6-3A	25
AT CO. RD. 22	2
WEST CLOSED TO THRU TRAFFIC Cedar Dr to Co Rd 9	4 *
EAST CLOSED TO THRU TRAFFIC CO. RD. 9 TO CEDAR DR.	3
TYPE III BARRIER	5
TYPE A WARNING LIGHT	24
SAFETY FLAG	72

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MMUTCD, INCLUDING APPENDIX "B", DATED SEPTEMBER 1985

PLANS SHOW MINIMUM TRAFFIC CONTROL TO BE REQUIRED SUBJECT TO CHANGE BY ENGINEER

\* SEE SHEET 36 FOR ADVANCE WARNING SIGN LEGEND FOR CO. RD. 78

TRAFFIC CONTROL SIGN SUMMARY

REVISIONS			
DATE	BY	DATE	BY
4-19-88	DM		

S.A.P. \_\_\_\_\_ S.P. 02-622-21 C.P. \_\_\_\_\_