

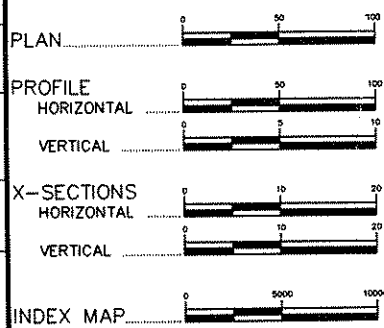
PLAN SYMBOLS

- COUNTY LINE
- TOWNSHIP OR RANGE LINE
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- RIGHT OF WAY LINE
- SLOPE EASEMENT
- PRESENT RIGHT OF WAY
- PROPERTY LINE
- CORPORATE OR CITY LIMITS
- RETAINING WALL
- RAILROAD
- RAILROAD RIGHT OF WAY
- RIVER OR CREEK
- DRAINAGE DITCH
- CULVERT
- DROP INLET
- GAURD RAIL
- BARBED WIRE FENCE
- WOVEN WIRE FENCE
- CHAIN LINK FENCE
- WOOD FENCE
- STONE WALL OR FENCE
- HEDGE
- LOWLAND
- TIMBER
- ORCHARD
- BRUSH
- NURSERY
- CATTLE GAURD
- OVERPASS (Highway Over)
- UNDERPASS (Highway Under)
- BRIDGE
- BUILDING (One Story Frame)
- F-FRAME C-CONCRETE
- S-STONE T-TILE
- B-BRICK ST-STUCCO
- RAILROAD CROSSING BELL
- RAILROAD CROSSING GATE
- MANHOLE
- CATCH BASIN
- FIRE HYDRANT
- CAST IRON MONUMENT
- IRON PIN
- GRAVEL PIT
- SAND PIT
- BORROW PIT
- ROCK QUARRY
- GEOTECHNICAL BORINGS

UTILITY SYMBOLS

- POWER POLE LINE
- TELEPHONE OR TELEGRAPH POLE LINE
- JOINT TELEPHONE & POWER ON POWER POLES
- ON TELEPHONE POLES
- ANCHOR
- STEEL TOWER
- STREET LIGHT
- PEDESTAL (Cable Terminus)
- GAS MAIN
- WATERMAIN
- TELEPHONE CABLE IN CONDUIT
- ELECTRIC CABLE IN CONDUIT
- TELEPHONE MANHOLE
- ELECTRIC MANHOLE
- BURIED TELEPHONE CABLE
- BURIED ELECTRIC CABLE
- AERIAL TELEPHONE CABLE
- SEWER (Sanitary or Storm)
- SEWER MANHOLE

SCALES



MINNESOTA DEPARTMENT OF TRANSPORTATION

ANOKA COUNTY

CONSTRUCTION PLAN FOR COLD INPLACE RECYCLING, GRADING, AGGREGATE BASE, AND BITUMINOUS SURFACING

LOCATED ON CR 72 BETWEEN WEST C.S.A.H. 24 AND EAST C.S.A.H. 24 (GEOGRAPHIC DESCRIPTION)

FROM A POINT 276.95' W. AND 1553.07' S. OF THE N.E. COR. OF SEC. 32, T-34 N. R-24 W. TO A POINT 290.37' N. AND 841.63' E. OF THE N.E. COR. OF SEC. 32, T-34 N. R-24 W. (LEGAL DESCRIPTION)

COLD INPLACE RECYCLING

COUNTY PROJ. NO. 96-18-72

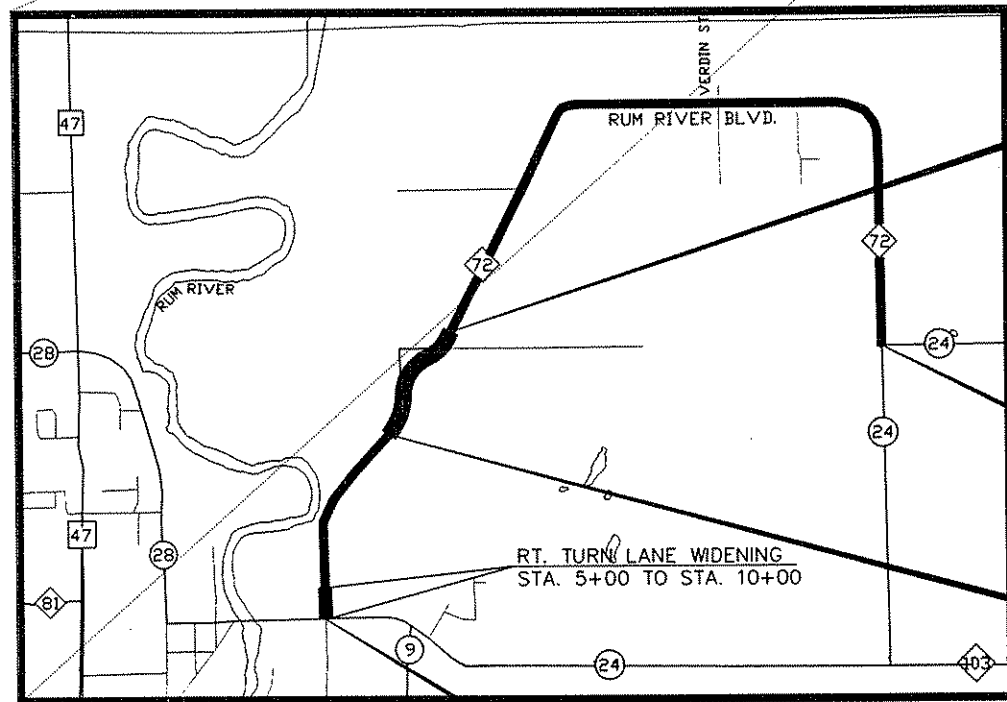
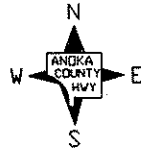
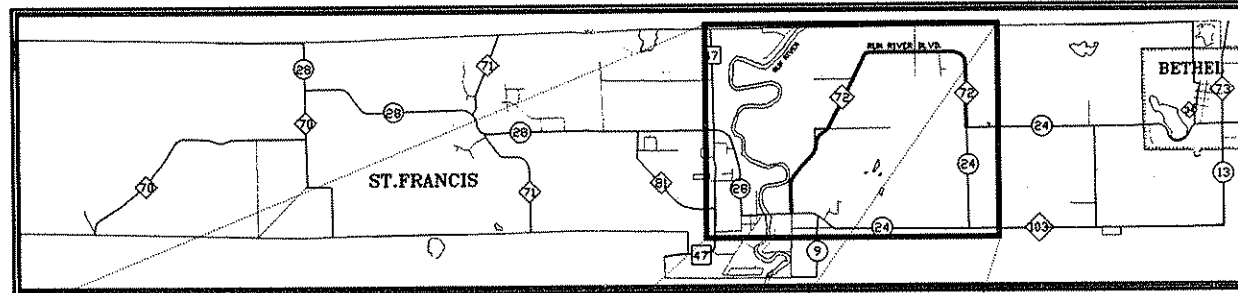
GROSS LENGTH 18,784 FEET 3.558 MILES
 BRIDGES-LENGTH 0 FEET 0 MILES
 EXCEPTIONS-LENGTH 0 FEET 0 MILES
 NET LENGTH 18,784 FEET 3.558 MILES

CONSTRUCTION

COUNTY PROJ. NO. 96-18-72

GROSS LENGTH 2,280 FEET 0.432 MILES
 BRIDGES-LENGTH 0 FEET 0 MILES
 EXCEPTIONS-LENGTH 0 FEET 0 MILES
 NET LENGTH 2,280 FEET 0.432 MILES

CITIES OF
ST. FRANCIS
BETHEL



END RECONSTRUCTION
 STA. 31+70.00 =
 STA. 63+40.94

END C.P. 96-18-72
 STA. 192+83.71

RT. TURN LANE WIDENING
 STA. 5+00 TO STA. 10+00

BEGIN. RECONSTRUCTION
 STA. 37+13.07 =
 STA. 8+90.00

BEGIN. C.P. 96-18-72
 STA. 5+00.00

MINN. PROJ. NO. _____
 LOCAL FUNDS _____

GOVERNING SPECIFICATIONS

THE 1988 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AS AMENDED BY THE MAY 2, 1994 SUPPLEMENTAL SPECIFICATIONS SHALL GOVERN.

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	STATEMENT OF ESTIMATED QUANTITIES
3-4	TABULATION CHARTS
5	EARTHWORK SUMMARY/PAVEMENT CHART
6-7	EROSION CONTROL
8-9	TYPICAL SECTIONS
10	EXISTING CONDITIONS AND REMOVAL PLAN
11	SUPERELEVATION CHART
12-13	PLAN AND PROFILE
14-17	CROSS-SECTION
18-19	MITIGATION SITE CROSS-SECTION

THIS PLAN CONTAINS 19 SHEETS

DESIGN DESIGNATION

≤N1820	297,163
R VALUE	50
ADT (1996)=	783
Proj. ADT (2016)=	1,331
Proj. HCADT (2016)=	91
Soil Factor	N/A
7 TON DESIGN	
Shoulder Width	3 FT.

Functional Classification	COLLECTOR
No. of Traffic Lanes	2
No. of Parking Lanes	0
Design Speed	45 MPH
Based on Stopping Sight Distance	
Height of eye	3.5'
Height of object	0.5'
Design Speed not achieved at:	
STA. TO STA.	MPH
STA. TO STA.	MPH
STA. TO STA.	MPH

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

DATE 8/30/96 REG. NO. 20235 ENGR. *[Signature]*
 DESIGN SQUAD M. GABRCK AND M. NAJ

Approved 8/30/96 *[Signature]*
 ANOKA COUNTY ENGINEER

COUNTY PROJ. NO. 96-18-72
 STATE PROJ. NO. _____ SHEET NO. 1 OF 19 SHEETS

REVISIONS	DATE	BY

DRAINAGE CHART					F & I CULV.									
STATION	LOC	INPLACE	REMARKS	SODDING	REMOVE	SALVAGE	15" CMP		18" CMP		24" RCP			
				CULV. PIPE	CULV. PIPE	CULV. PIPE	LN.FT.	AP.	LN.FT.	AP.	LN.FT.	AP.	LN.FT.	AP.
9+55	33'	LT	ENT#23400	16			44'	2						
12+40	34'	RT	235th AVE	22					62	2				
13+55	30'	LT	ENT#23520	16			44'	2						
13+85	34'	RT	ENT#23525	16			54'	2						
16+75	0			28							62	2		
18+50	42'	LT	ENT#23554	16			60'	2						
28+20	34'	RT	ENT#23787	16			48'	2						
30+50	0			28							54	2		
TOTALS				158			250	10	62	2	116	4		

CLEAR AND GRUBBING					
STATION TO STATION	LOCATION	CLEARING		GRUBBING	
		TREE	ACRE	TREE	ACRE
9+44	35' RT	1		1	
9+53	30' RT	1		1	
9+57	29' RT	1		1	
9+76	50' LT	1		1	
9+90	49' LT	1		1	
9+99	49' LT	1		1	
10+09	49' LT	1		1	
10+19	48' LT	1		1	
10+29	48' LT	1		1	
10+40	48' LT	1		1	
10+52	47' LT	1		1	
10+64	46' LT	1		1	
10+76	46' LT	1		1	
10+91	46' LT	1		1	
11+08	44' LT	1		1	
13+93	7' LT	1		1	
13+96	1' LT	1		1	
14+07	57' RT	1		1	
14+16	50' RT	1		1	
14+21	51' RT	1		1	
14+24	54' RT	1		1	
14+32	48' RT	1		1	
14+38	47' RT	1		1	
14+43	46' RT	1		1	
14+48	44' RT	1		1	
14+57	42' RT	1		1	
14+63	43' RT	1		1	
14+69	42' RT	1		1	
14+75	40' RT	1		1	
14+80	40' RT	1		1	
14+87	38' RT	1		1	
14+92	39' RT	1		1	
14+97	38' RT	1		1	
15+03	37' RT	1		1	
15+09	37' RT	1		1	
15+19	36' RT	1		1	
15+24	34' RT	1		1	
15+32	34' RT	1		1	
15+74	32' RT	1		2	
17+38	48' LT	1		1	
17+86	50' LT	1		1	
18+24	56' LT	1		1	
26+77	58' LT	1		1	
26+78	55' LT	1		1	
29+05	44' RT	1		1	
29+19	48' RT	1		1	
29+28	41' RT	1		1	
29+42	40' RT	1		1	
29+55	39' RT	1		1	
29+64	33' RT	1		1	
TOTALS		50		51	

TURF ESTABLISHMENT (R)						
STATION TO STATION	LOC./DESC.	SODDING	SEEDING	SEED	MULCH	FERTILIZER
		SQ. YDS.	ACRES	POUND	TON	POUND
9+00 - 11+80	RT	1220				
12+50 - 13+80	LT	575				
14+00 - 15+80	RT	780				
17+15 - 18+70	LT	675				
8+90 - 31+70	LT&RT		3.594	125.8	7.1	1797.4
TOTAL		3250	3.594	125.8	7.1	1797.4

SALVAGE & INSTALL FENCE				
STATION	LOC.	SALVAGE	INSTALL	REMARKS
13+80-13+91	4'-44' LT	40	0	LINE FENCE
13+91-16+11	4'-33' LT	218	218	INSTALL AT R/W
16+11-16+10	33'-60' LT	27	0	LINE FENCE
18+69	56'-60' LT	4	0	LINE FENCE
18+69-18+84	56'-60' LT	16	16	INSTALL AT R/W
29+28-30+33	34'-41' LT	105	105	INSTALL AT R/W
TOTALS		410	339	

DRAINAGE CHART
TURF ESTABLISHMENT
CLEAR AND GRUBBING
SALVAGE & INSTALL FENCE

TABULATION CHARTS

REVISIONS	BY	DATE

CONCRETE CURB & GUTTER REMOVAL			
STATION - STATION	LOCATION	REMARKS	LIN. FT.
5+00	LT		51
TOTAL			51

SAWCUT BITUMINOUS			
LOCATION		REMARKS	LIN. FT.
8+00	LT		52
		TOTAL	52

BITUMINOUS REMOVAL			
STATION - STATION	LOCATION	REMARKS	SQ. YD.
8+00			82
TOTAL			82

BALE CHECKS			
STATION	LOCATION	REMARKS	EACH
13+00	LT		5
13+25	LT	CULVERT INLET	1
12+00	RT	CULVERT INLET	1
13+60	RT	CULVERT INLET	1
15+00	RT		5
16+75	LT	CULVERT INLET	1
18+75	LT	CULVERT INLET	1
20+00	RT		5
20+00	LT		5
23+00	RT		5
26+00	LT		5
28+00	LT		5
27+75	RT		5
29+50	LT		5
29+50	RT		5
29+75	RT	CULVERT INLET	1
30+50	LT	CULVERT INLET	1
31+00	LT		5
		TOTAL	62

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REVISIONS	DATE	BY

TABULATION CHARTS
 CONCRETE CURB & GUTTER REMOVAL
 BITUMINOUS REMOVAL
 SAWCUT BITUMINOUS
 BALE CHECKS

EARTHWORK SUMMARY

Fed. Project No. _____

EXCAVATION

COMMON EXCAVATION	9,230	CU.YD.	{ REGULAR. 6887 CU.YD. ① SUBCUT 1314 CU.YD. ② TOPSOIL 1029 CU.YD. ②
MUCK EXCAVATION723	CU.YD.	
EXCAVATION SPECIAL3344	CU.YD.	

EMBANKMENT (CV)

GRANULAR.	4919	CU.YD.	③
SUBCUT	1314	CU.YD.	
TOPSOIL.	1801	CU.YD.	

BALANCE

TOPSOIL
 TOPSOIL DRESSING (CV) - [TOPSOIL STRIPPING (EV) x SHRINKAGE FACTOR] = EXCESS(-) OR SHORTAGE(+)
 $1,801 - (1,493 \times 0.85) = 532$ CU.YD. SHORTAGE

GRANULAR
 GRAN(CV)+SUBCUT - [REGULAR EXCAVATION (EV) x SHRINKAGE FACTOR] - [SUBCUT EXCAVATION x SHRINKAGE FACTOR] = EXCESS(-) OR SHORTAGE(+)
 $4919+1314 - (6887 \times 0.85) - (1314 \times 0.90) = -804$ CU.YD. EXCESS

MUCK
 TOPSOIL SHORTAGE - [MUCK EXCAVATION (EV) x SHRINKAGE FACTOR] = EXCESS(-) OR SHORTAGE(+)
 $532 - (723 \times 0.60) = 98$ CU.YD. SHORTAGE
 $98 \times 1.2 = 118$ CU. YD. (LV)

SOIL FACTORS:

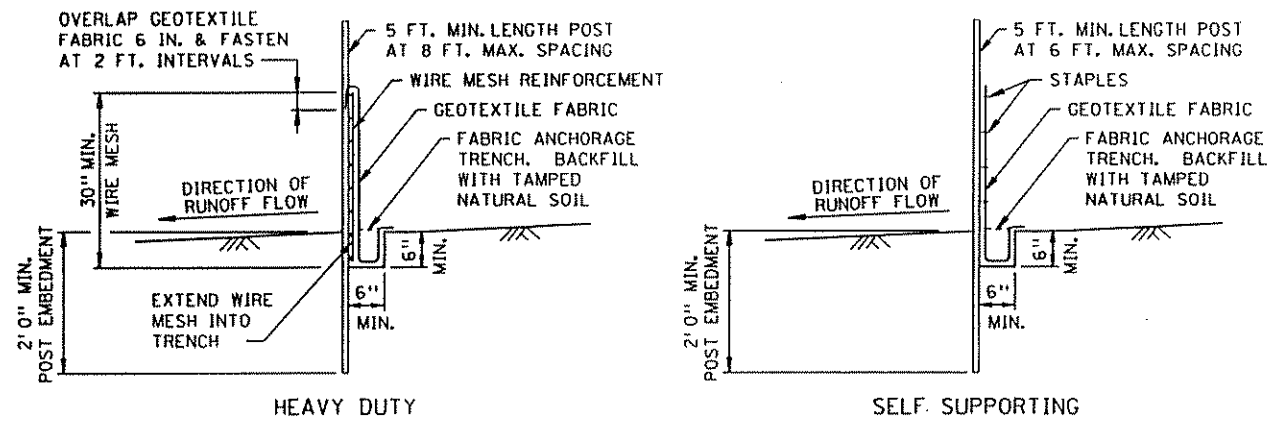
- | | |
|---|--|
| ① 6,666 CU. YD. FOR NEW CONSTRUCTION AND 221 CU. YD. FOR TURN LANE CONSTRUCTION | (1) REGULAR GRADING AND TOPSOIL DRESSING (EV TO CV): 85% SHRINKAGE |
| ② NEW CONSTRUCTION ONLY | (2) SUBCUT COMPACTION (EV TO CV): 90% SHRINKAGE |
| ③ 4,862 CU. YD. FOR NEW CONSTRUCTION AND 57 CU. YD. FOR TURN LANE CONSTRUCTION | (3) GRANULAR BORROW (CV TO LV): 120% SWELL |
| ④ INCLUDES 2880 CU. YD. REGULAR EXCAVATION AND 464 CU. YD. TOPSOIL STRIPPING | (4) MUCK EXCAVATION (EV TO CV): 60% SHRINKAGE |

SOILS AND CONSTRUCTION NOTES:

1. TOP OF GRADING GRADE IS DEFINED AS THE BOTTOM OF THE AGGREGATE BASE.
2. IN FILL AREAS, THE SUBGRADE SHALL BE CONSTRUCTED WITH SELECTED GRADING MATERIAL.
3. SELECTED GRADING MATERIALS SHALL CONSIST OF SELECT GRANULAR MATERIALS.
4. GRANULAR MATERIAL, REGARDLESS OF SOURCE, SHALL MEET THE REQUIREMENTS OF SPEC. 3149.2B.
5. COMPACTION OF THE GRADING PORTION OF THIS PROJECT SHALL BE BY THE "SPECIFIED DENSITY METHOD"
6. TEST ROLLING WILL NOT BE REQUIRED.
7. BITUMINOUS OR CONCRETE ITEMS REMOVED BY CONSTRUCTION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE EITHER RECYCLED OR DISPOSED OF IN ACCORDANCE WITH THE REQUIREMENTS OF 2104.3C3 WITH NO DIRECT COMPENSATION MADE THEREFORE.
8. DISPOSITION OF EXCESS EXCAVATED MATERIAL SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF 2105.3D WITH NO DIRECT COMPENSATION THEREFORE.
9. WHERE MATCHING INTO THE INPLACE ROADWAY AT THE ENDS OF CONSTRUCTION, CUT VERTICALLY TO THE TOP OF THE GRADING GRADE, AND THEN AT A 20:1 TAPER TO THE BOTTOM OF THE RECOMMENDED SUBGRADE EXCAVATION.
10. WHERE CONNECTING NEW SURFACING TO AN INPLACE PAVEMENT, THE EXCAVATION SHALL BE BACKFILLED PROMPTLY TO AVOID UNDERMINING THE INPLACE PAVEMENT.
11. USE TACK COAT BETWEEN ALL BITUMINOUS MIXTURES PRIOR TO PLACING BITUMINOUS MIXTURES AND PRIOR TO PLACING ANY BITUMINOUS MIXTURES ON EXISTING CONCRETE OR BITUMINOUS SURFACES. THE BITUMINOUS TACK COAT MATERIAL SHALL BE APPLIED AT UNIFORM RATE OF 0.03 TO 0.05 GALLONS PER SQUARE YARD BETWEEN BITUMINOUS LAYERS. THE APPLICATION RATES ARE FOR UNDILUTED EMULSION (AS SUPPLIED FROM THE REFINERY); ASPHALT EMULSION MAY BE FURTHER DILUTED IN THE FIELD IN ACCORDANCE WITH SPEC. 2357.
12. COMPACTION OF ALL OF THE BITUMINOUS COURSES SHALL BE BY THE "MODIFIED SPECIFIED DENSITY METHOD".
13. COMPACTION OF THE AGGREGATE BASE LAYERS SHALL BE BY THE "SPECIFIED DENSITY METHOD".
14. PLACE MINIMUM 4 INCHES TOPSOIL OR SLOPE DRESSING ON ALL AREAS DISTURBED BY CONSTRUCTION AND SCHEDULED FOR PERMANENT TURF ESTABLISHMENT. FERTILIZE WITH COMMERCIAL FERTILIZER, ANALYSIS 10-10-10, AT A RATE OF 500 POUND PER ACRE.
15. USE MIXTURE 700 SEED AND TYPE 1 MULCH IN AREAS TO BE SEEDED.
16. SOD ALL DISTURBED LAWNS.
17. ALL SOD UTILIZED WITHIN THE PROJECT LIMITS SHALL MEET THE REQUIREMENTS OF SPEC. 3878.2C (SALT RESISTANT SOD).
18. ORGANIC AND NONGRANULAR EXCAVATED MATERIAL MAY BE USED IN EMBANKMENT CONSTRUCTION IN AREAS OUTSIDE OF A 1 1/2:1 SLOPE FROM THE BACK OF CURB, OR GRADING P.I.
19. BITUMINOUS REMOVAL QUANTITY BASED ON SQUARE YARDS REMOVED. IN PLACE SURFACE ASSUMED TO BE 5 INCH IN DEPTH.(2" BIT. ENT.) CONTRACTOR SHALL INVESTIGATE AND MAKE OWN DETERMINATION OF ACTUAL PAVEMENT DEPTH.
20. ALL EROSION CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS.

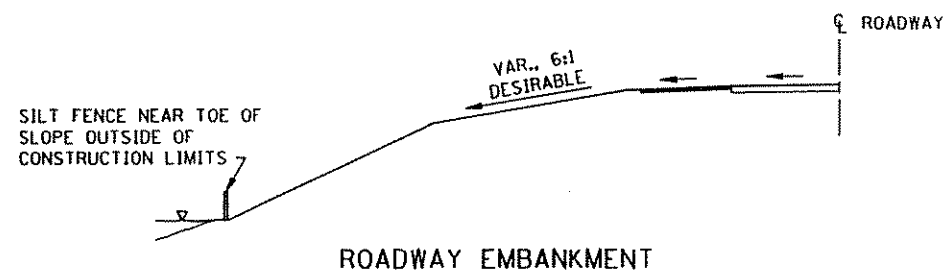
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REVISIONS	DATE	BY

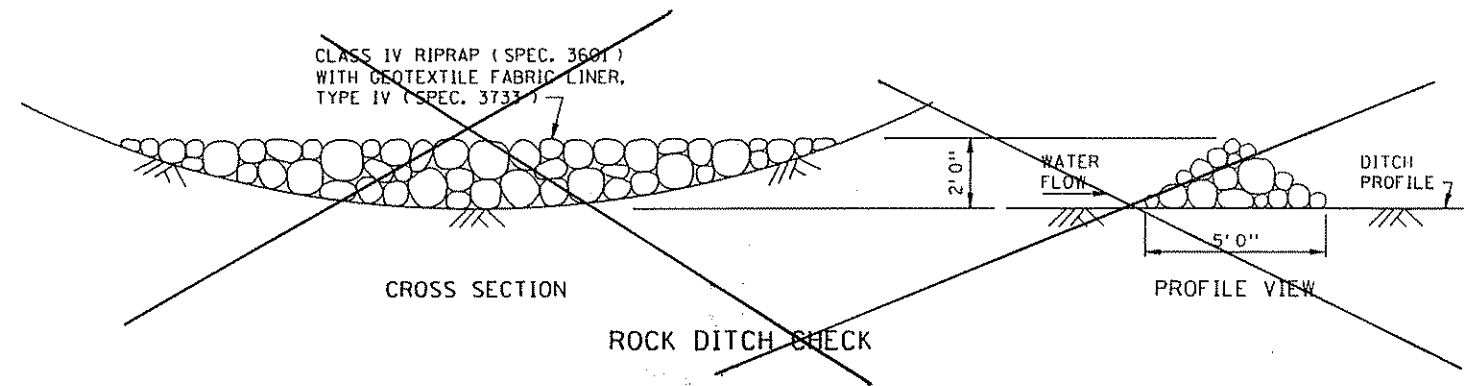


SILT FENCE DETAILS
TO PROTECT AREAS FROM SHEET FLOW
(SEE SPEC. 3886)

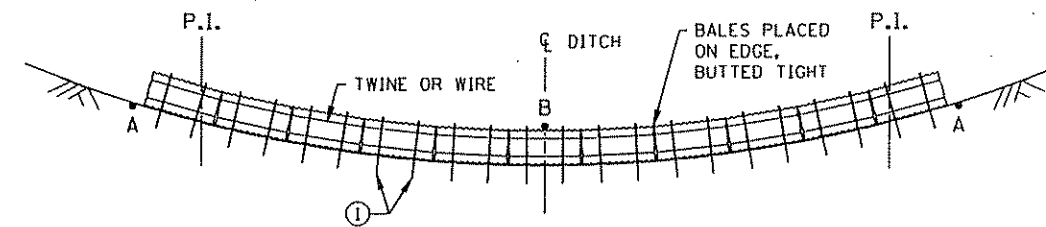
DESIGN CRITERIA:
MAXIMUM CONTRIBUTING AREA: 3 ACRES



ROADWAY EMBANKMENT

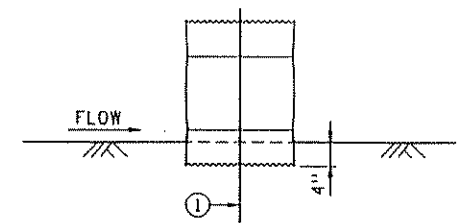


ROCK DITCH CHECK

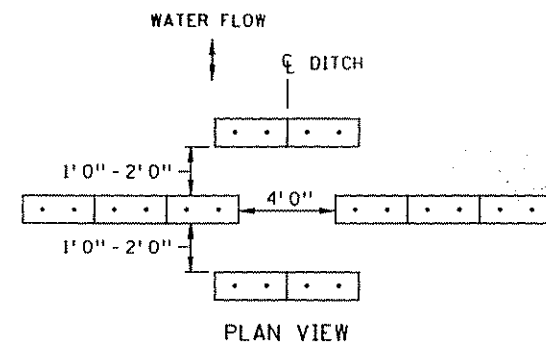


NOTE:
POINT A MUST BE HIGHER THAN POINT B

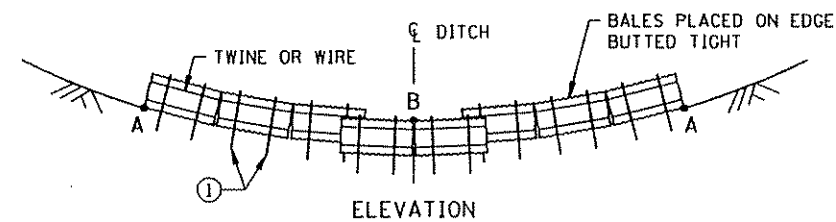
BALE DITCH SEDIMENT CHECK



BALE CHECK DETAIL



PLAN VIEW



ELEVATION

NOTE:
POINT A MUST BE HIGHER THAN POINT B

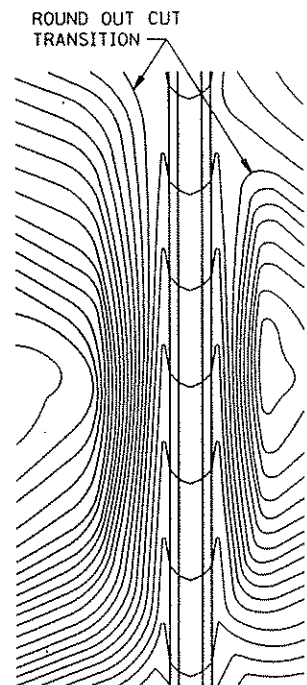
BALE DITCH VELOCITY CHECKS
(WILL REQUIRE A MINIMUM OF 10 BALES PER SITE)

RECOMMENDED SPACING BETWEEN DITCH CHECKS	
DITCH GRADE (%)	SPACING (FT.)
2	100
4	75
6	50
8	40
10	25

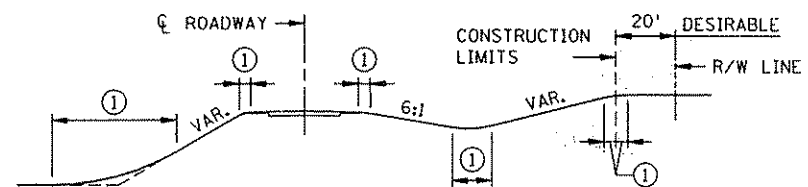
DESIGN CRITERIA:

	BALE	ROCK
STORM FREQUENCY:	2 YR. - 24 HR.	10 YR. - 24 HR.
MAX. FLOW VELOCITY:	5 FT./SEC.	12 FT./SEC.
MAX. DITCH GRADE:	5%	—
MAX. DRAINAGE AREA:	2 ACRES	5 ACRES

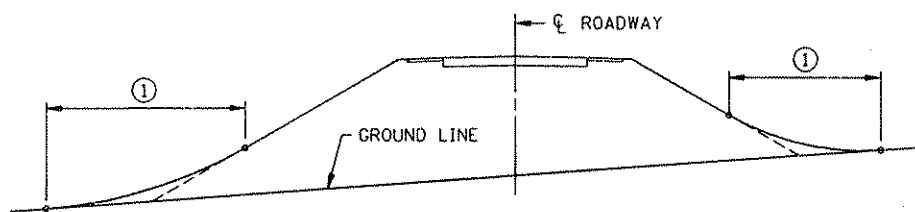
NOTE:
① TWO 2 IN. X 2 IN. WOOD STAKES OR REINFORCING BARS IN EACH BALE AND EMBEDDED IN THE GROUND 10 IN. MINIMUM.



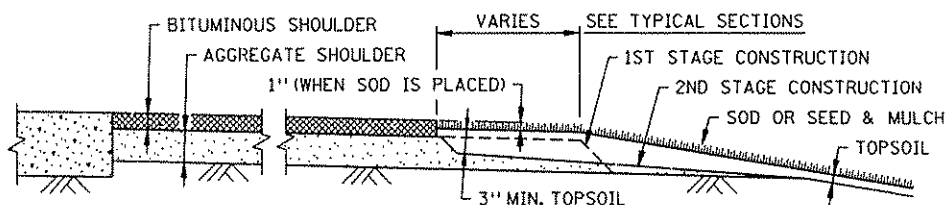
CONTOURING ROAD CUTS



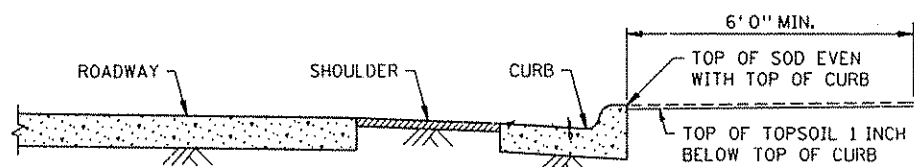
ROUNDING SHOULDERS AND BACKSLOPES



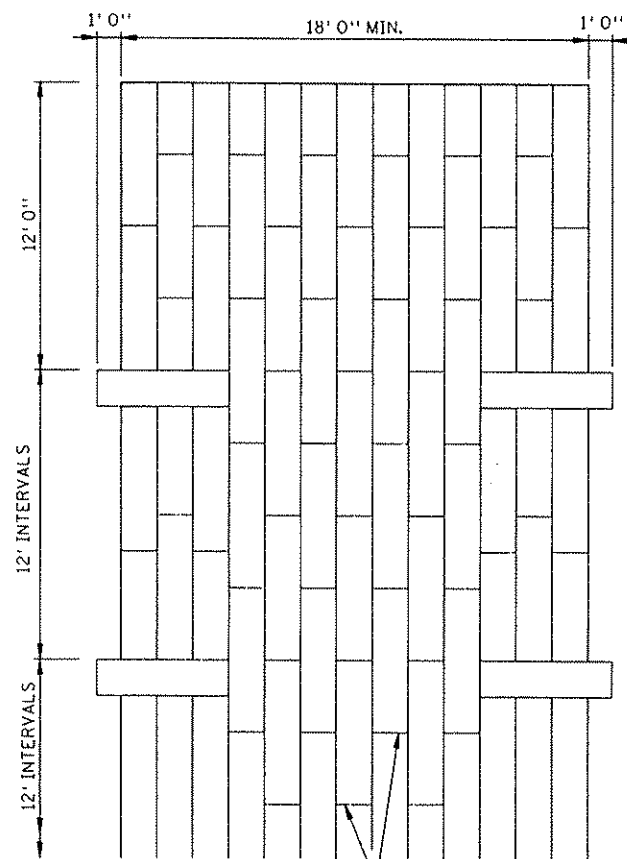
SHAPING FOR DRAINAGE ALONG THE TOE OF FILL SLOPES



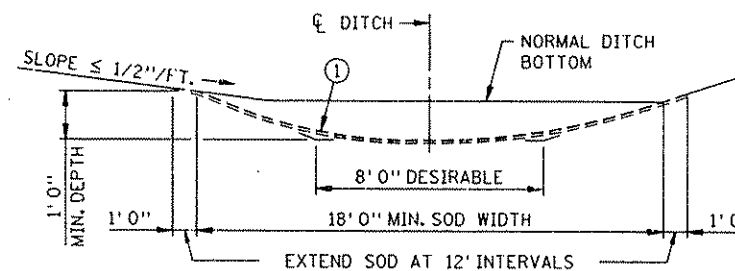
SHAPING AND TOPSOILING INSLOPES



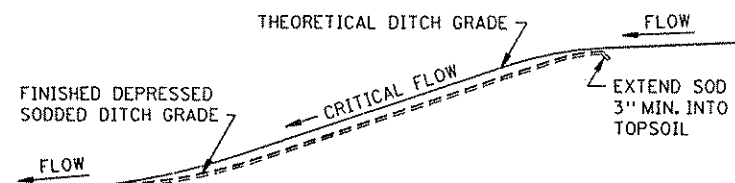
SHAPING ADJACENT TO CURBS WHEN SOD IS PLACED



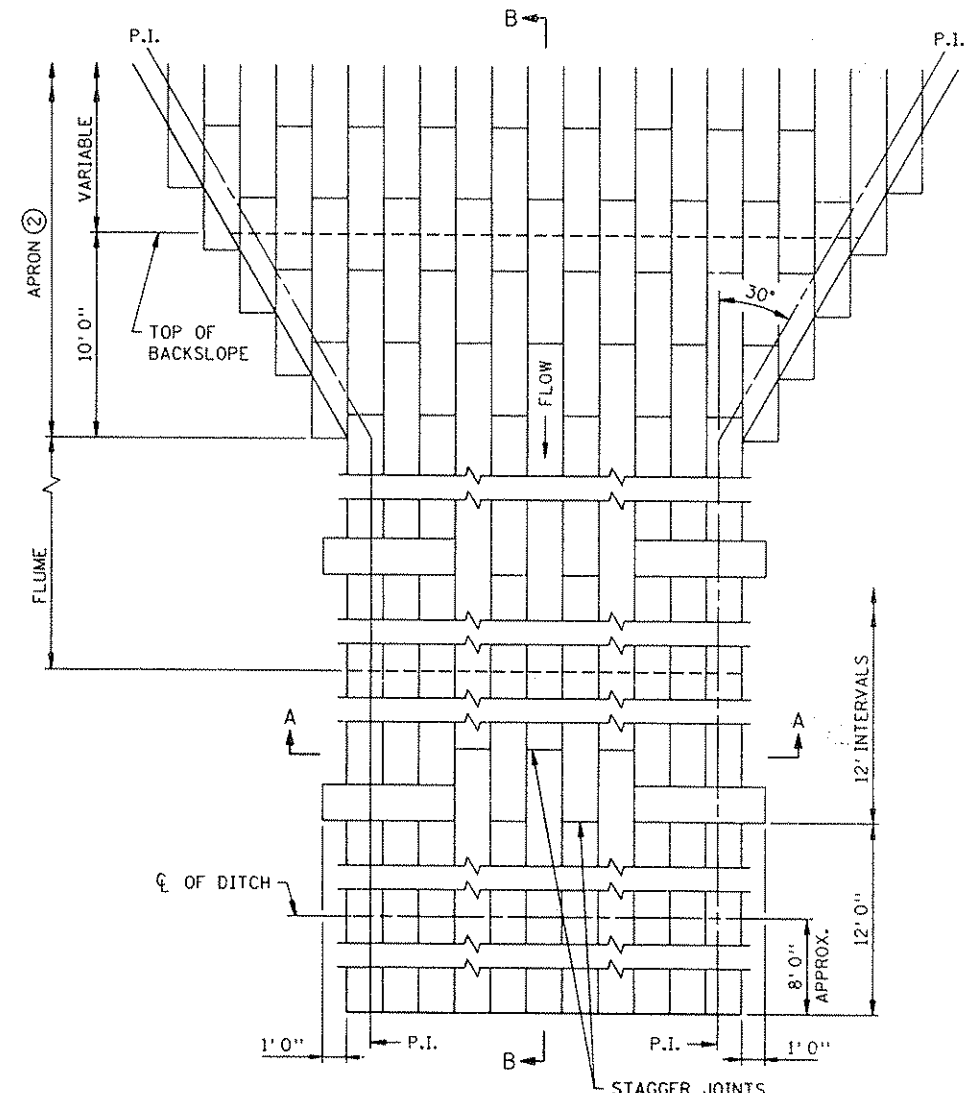
STAGGER JOINTS
PLAN VIEW



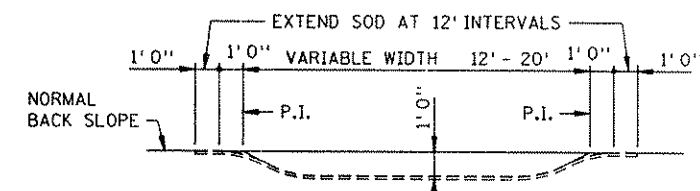
SODDED DITCH CROSS SECTION
WHERE FRONT OR BACK SLOPE IS FLAT (LESS THAN 1/2\"/>



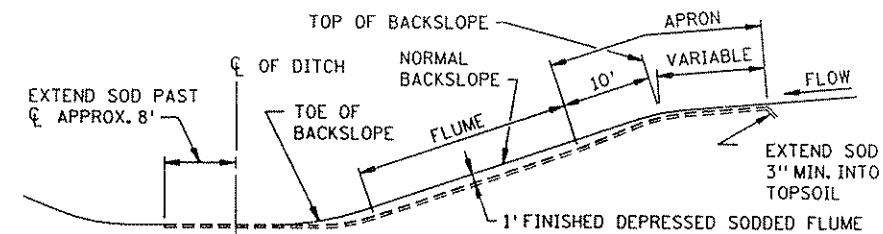
DITCH PROFILE
SODDED DITCH DETAILS



STAGGER JOINTS
PLAN VIEW



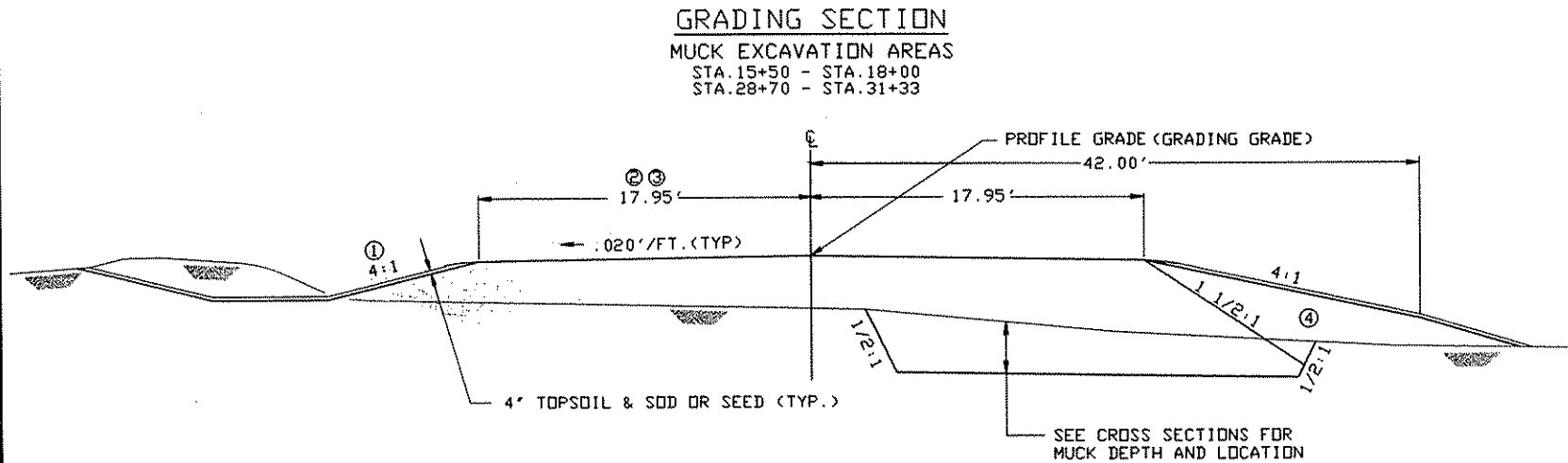
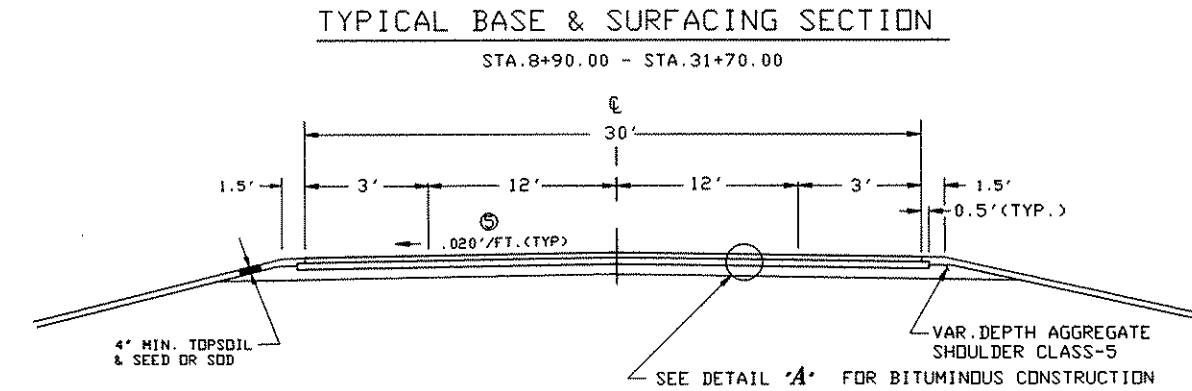
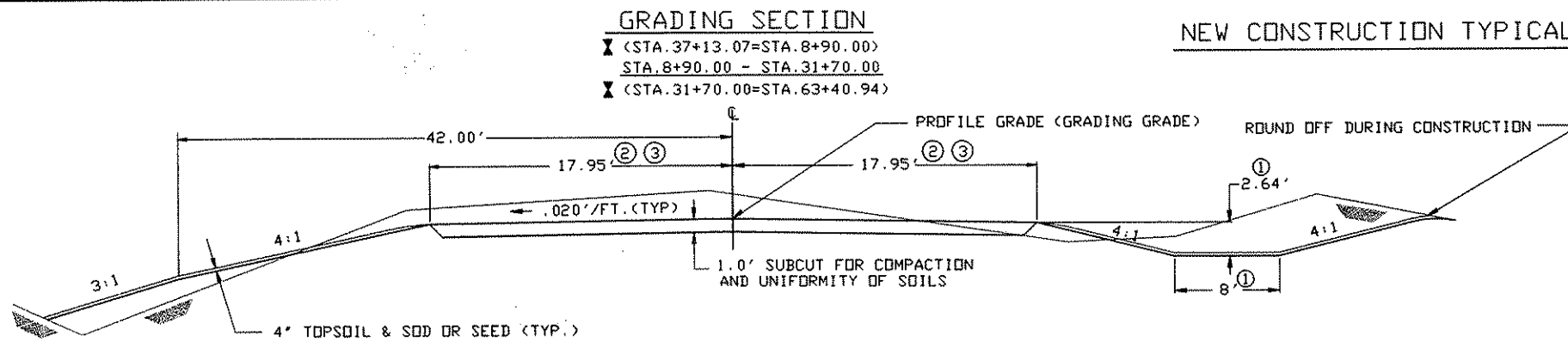
SECTION A-A



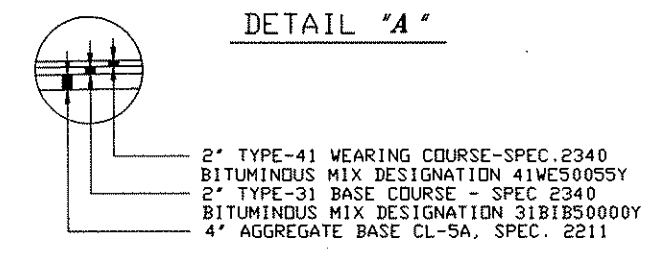
SECTION B-B
SODDED FLUME DETAILS

- NOTES:
SEE SPEC. 2575.3 FOR ADDITIONAL INFORMATION.
① FOR ROUNDING, SEE ROAD DESIGN MANUAL.
② CONSTRUCT TAPER AS DIRECTED BY THE ENGINEER.

STANDARD SHEET NO. 5-297.404	TITLE: PERMANENT EROSION CONTROL ALONG ROADWAYS, DITCHES AND FLUMES
STANDARD APPROVED: DECEMBER 19, 1990	
STATE PROJ. NO. _____	C.P. 96-18-72 SHEET NO. 7 OF 19 SHEETS

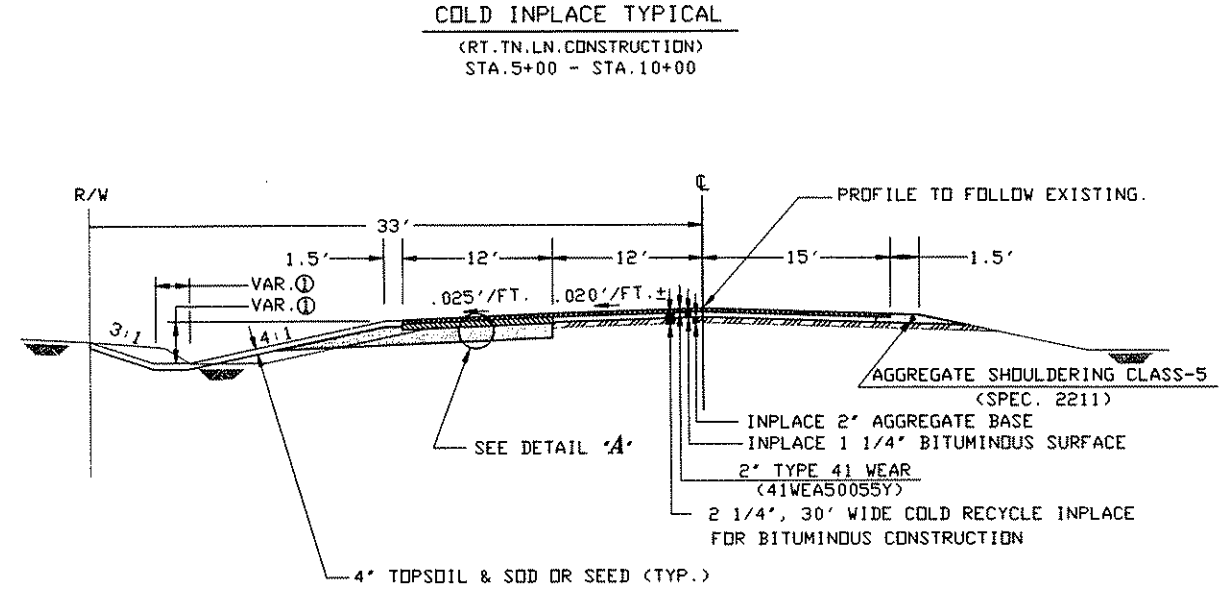
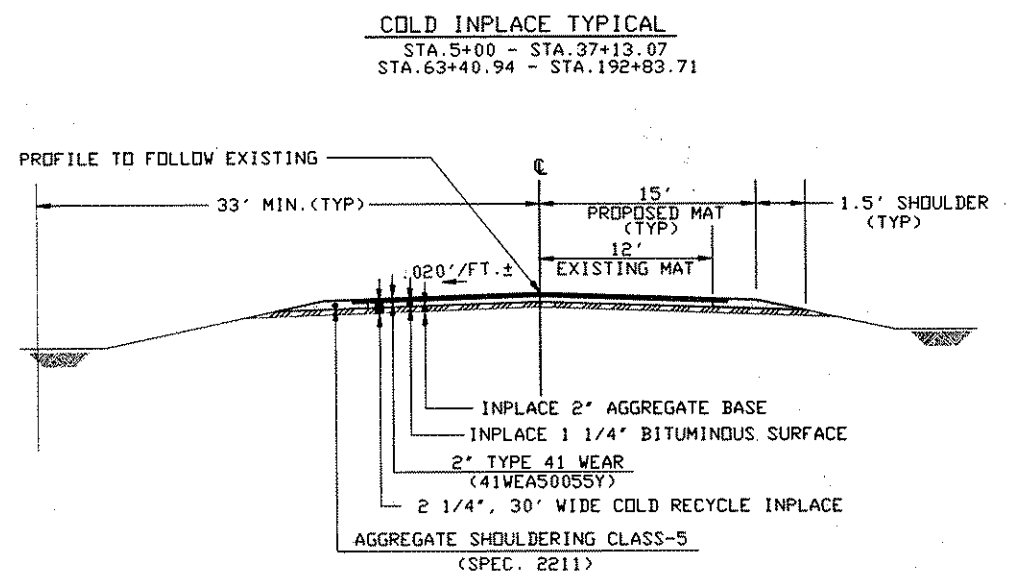


- ① FOR SPECIAL DITCHES & SLOPES SEE PLAN AND PROFILE AND CROSS SECTION SHEETS.
- ② 17.58' ON LOW SIDE IN SUPERELEVATION 29.4' IN LOW SIDE OF SUPERELEVATION IN RIGHT TURN LANE.
- ③ 18.25' ON HIGH SIDE SUPERELEVATION.
- ④ FILL WITH SWAMP EXCAVATION MATERIAL.
- ⑤ SHOULDER SLOPE TO MATCH DRIVING LANE SLOPE.



NOTE: NOT TO SCALE

COLD INPLACE RECYCLE TYPICAL CONSTRUCTION

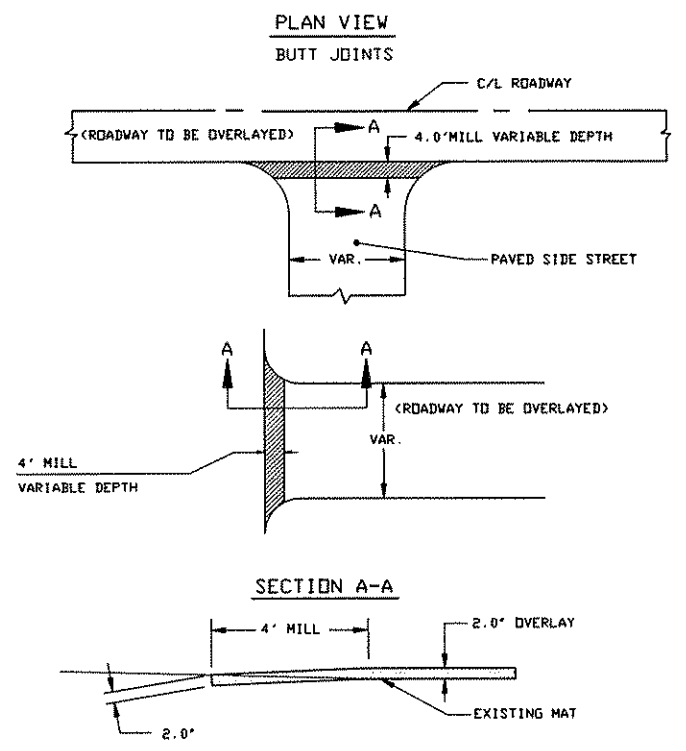


NOTE: NOT TO SCALE

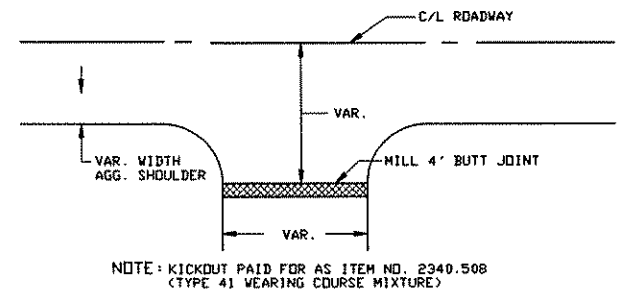
REVISIONS	DATE	BY

TYPICAL SECTIONS

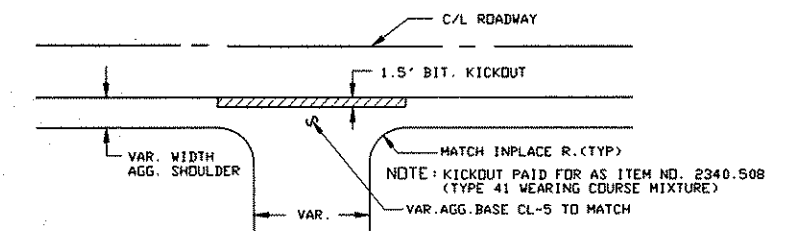
TYPICAL SECTIONS
STREET MILLING DETAIL



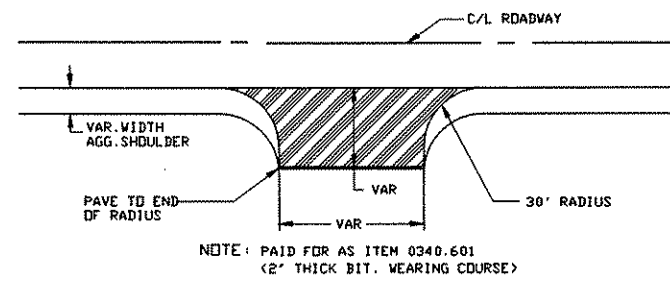
PAVED SIDE ROADS & STREETS



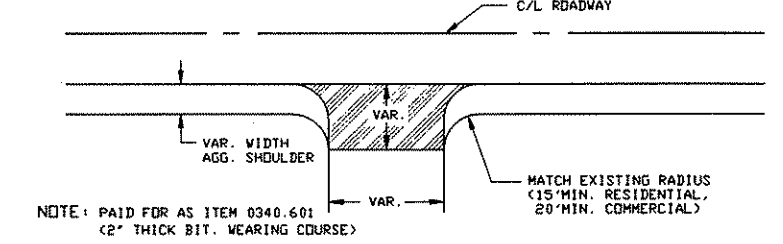
UNPAVED DRIVEWAY AND FIELD ENTRANCES



UNPAVED SIDE ROADS & STREETS

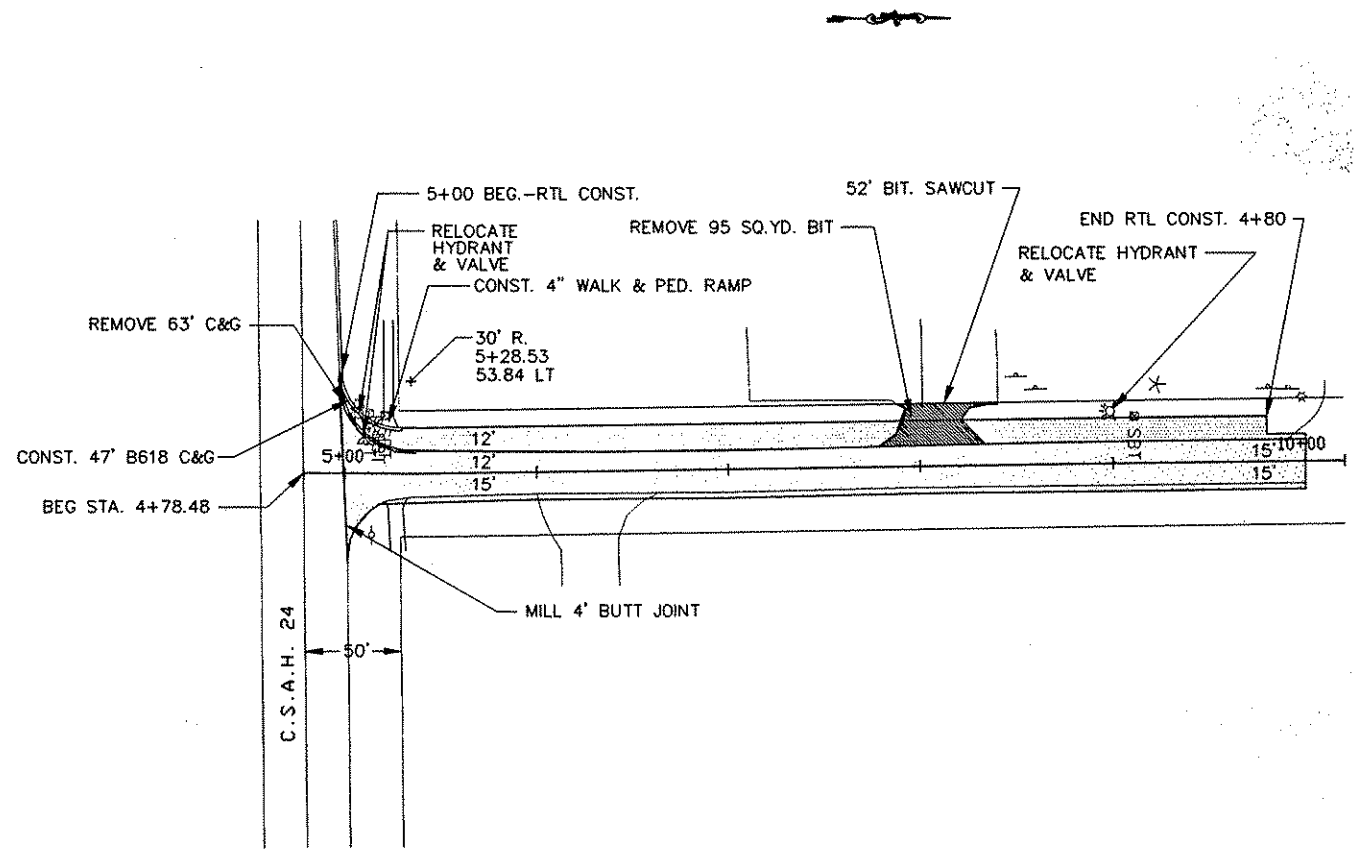


PAVED ENTRANCES



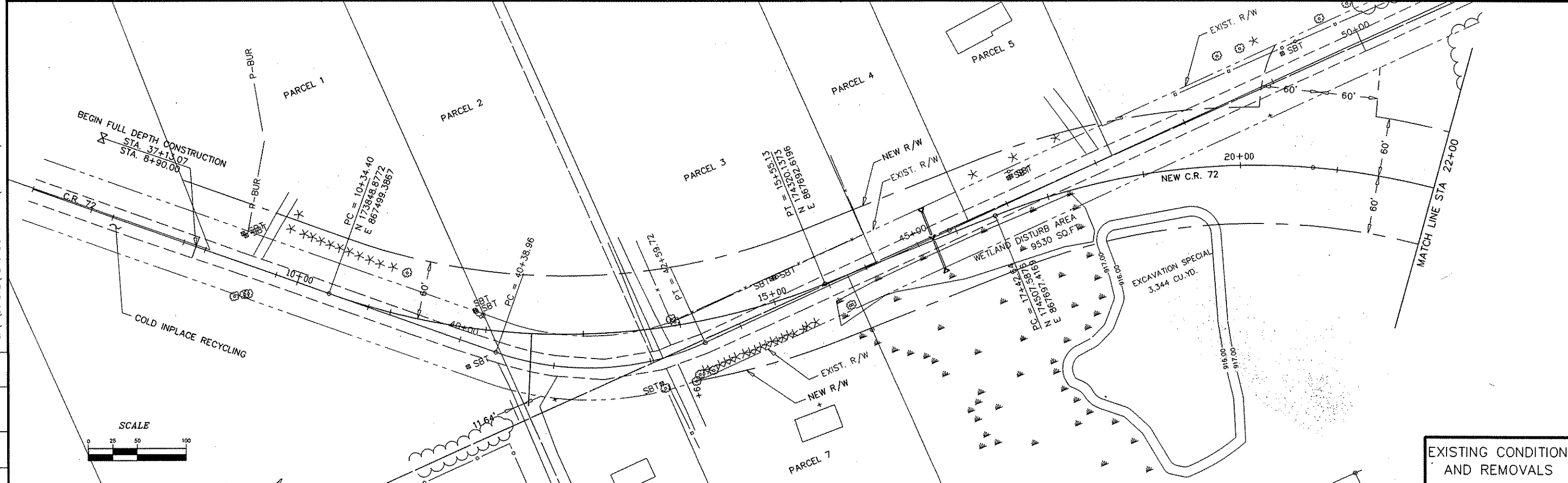
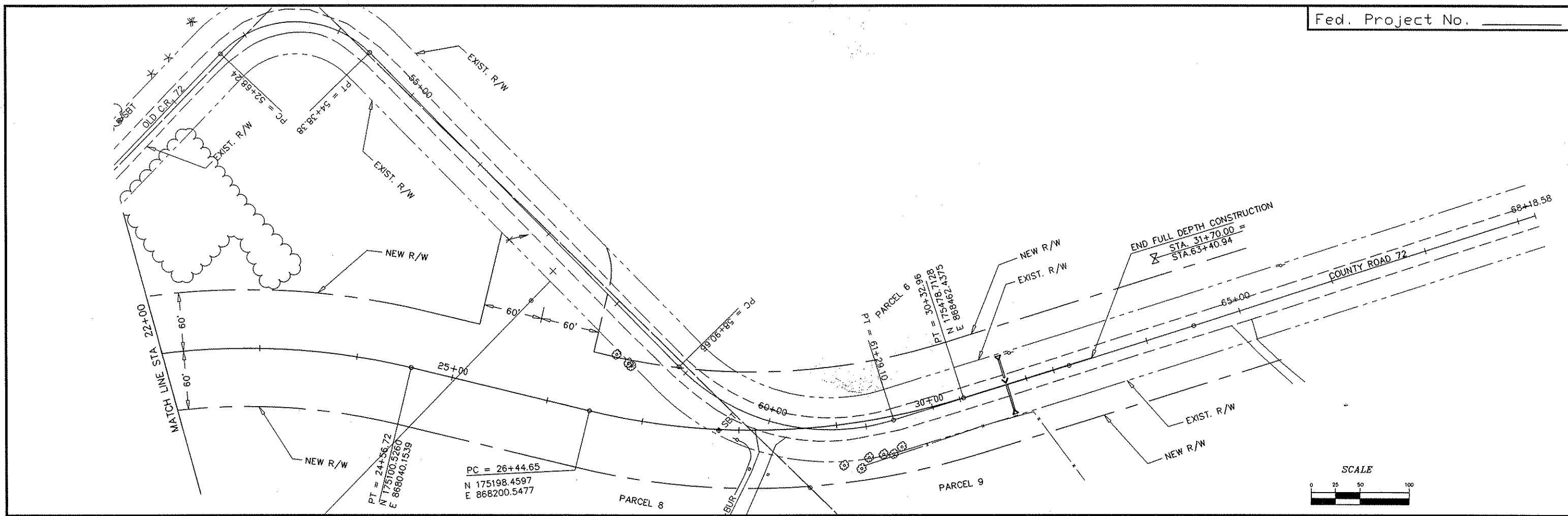
NOTE: NOT TO SCALE

PLAN VIEW RIGHT TURN CONSTRUCTION



REVISIONS	DATE	BY

TYPICAL SECTIONS

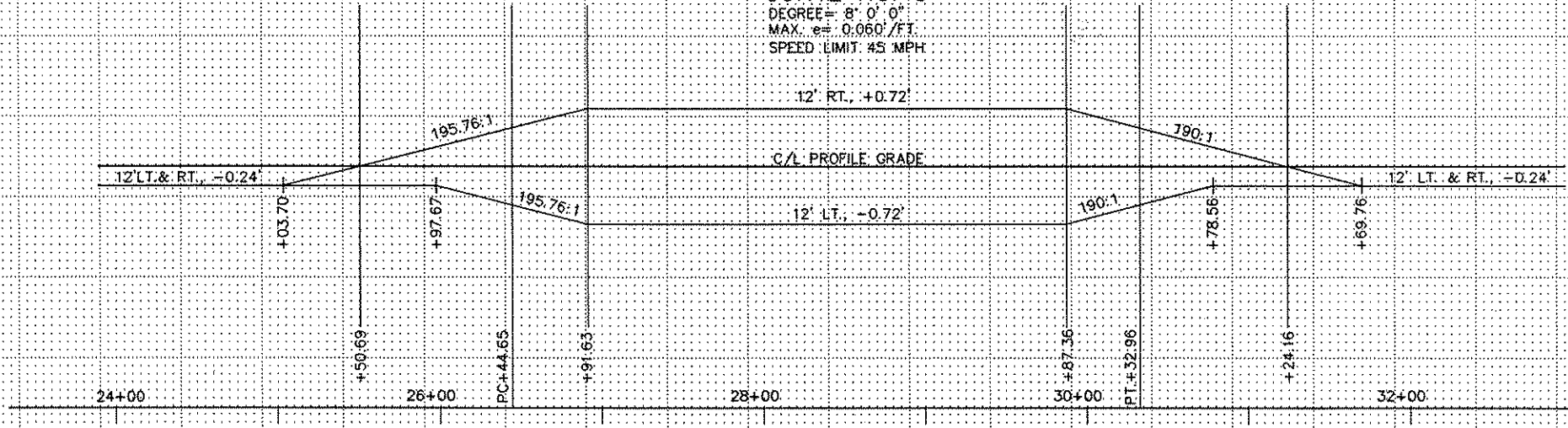


REVISIONS	DATE	BY

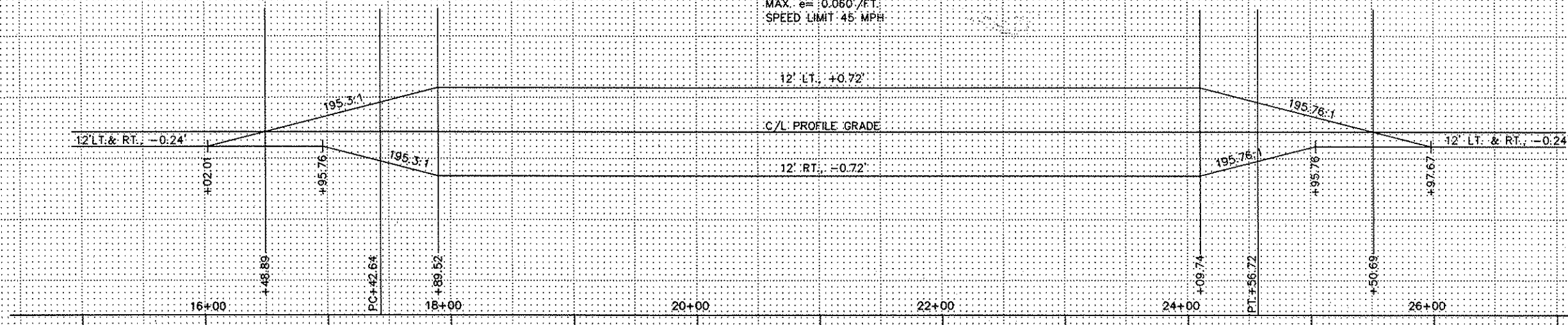
C:\P\961872\REMOVE.DWG M.N. (08-16-96)

EXISTING CONDITION AND REMOVALS

CURVE NO. 3
 DEGREE = 8° 0' 0"
 MAX. e = 0.060'/FT.
 SPEED LIMIT 45 MPH

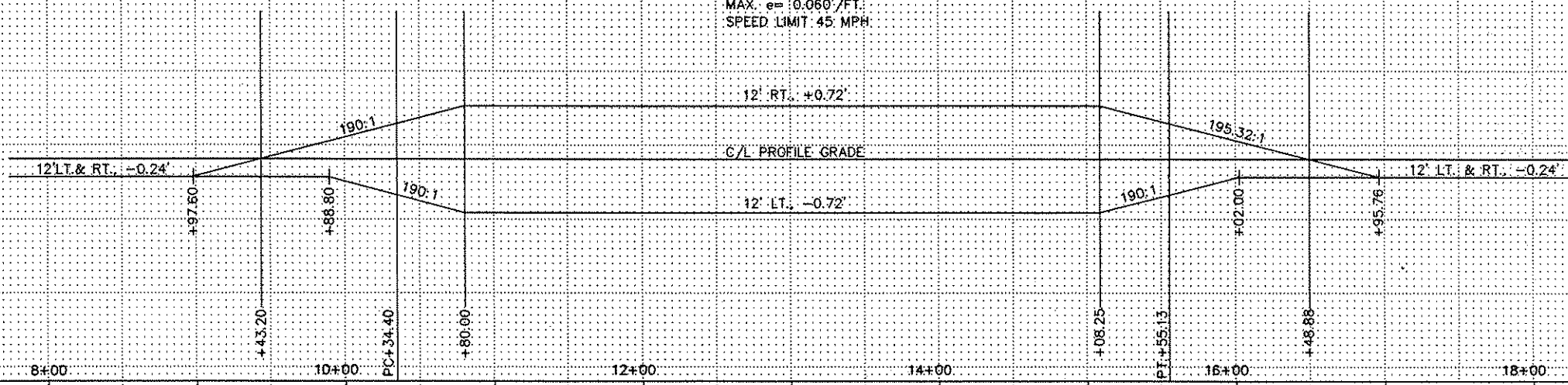


CURVE NO. 2
 DEGREE = 8° 0' 0"
 MAX. e = 0.060'/FT.
 SPEED LIMIT 45 MPH



NOTE: SHOULDER SLOPE MATCH WITH DRIVING LINE SLOPE

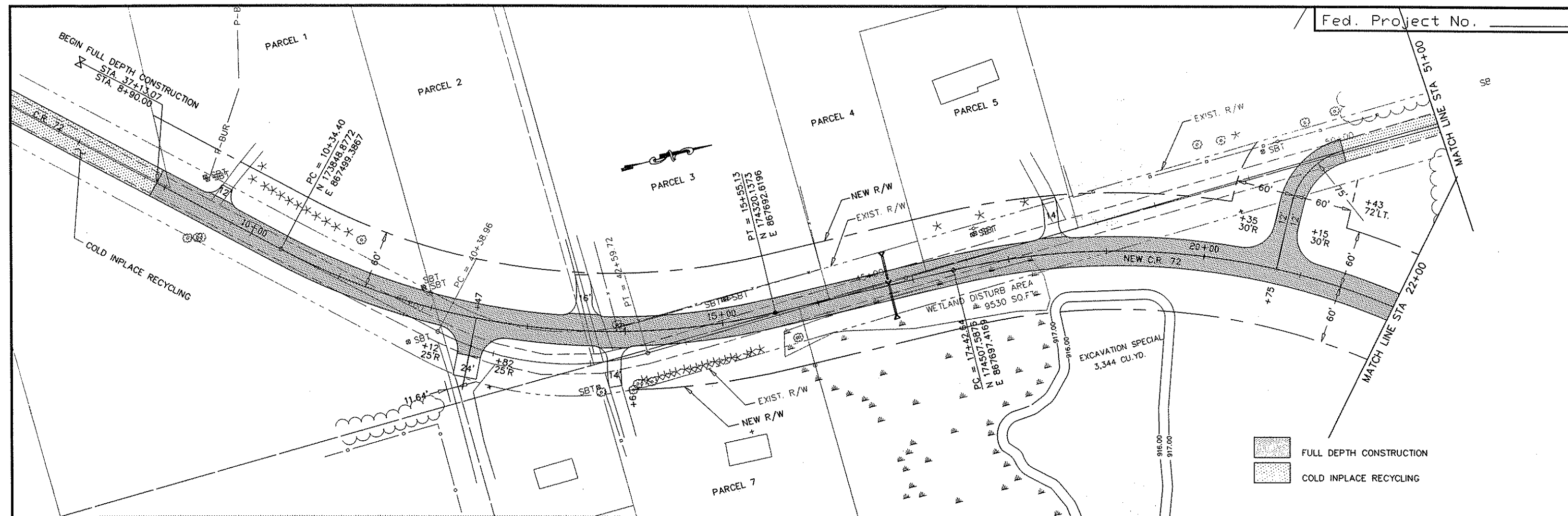
CURVE NO. 1
 DEGREE = 8° 0' 0"
 MAX. e = 0.060'/FT.
 SPEED LIMIT 45 MPH



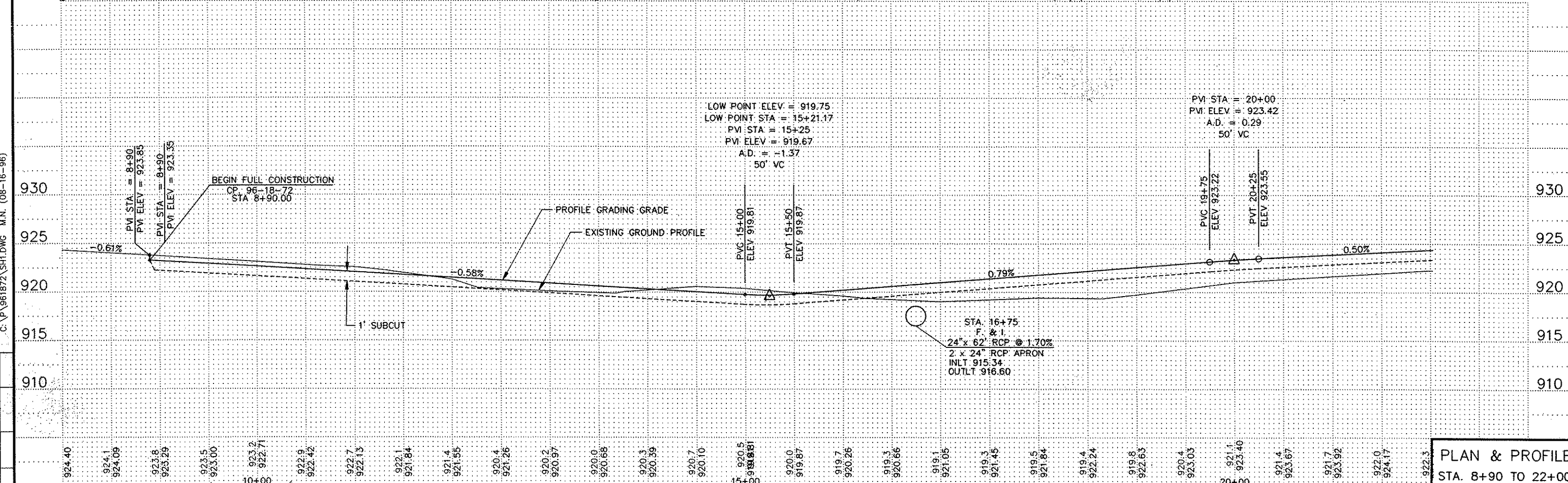
REVISIONS	DATE	BY

SUPERELEVATION CHARTS

FILE NAME: P:\961872\SUPER.DWG MR. (08-16-96)



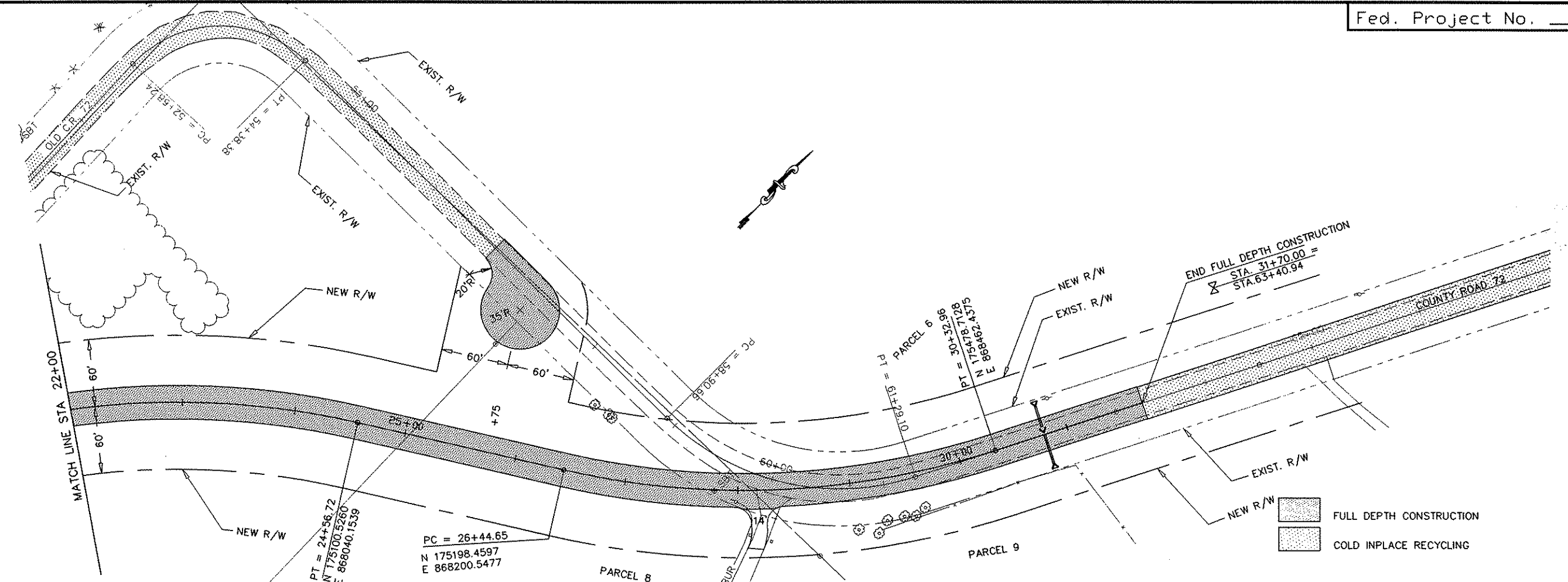
FULL DEPTH CONSTRUCTION
 COLD INPLACE RECYCLING



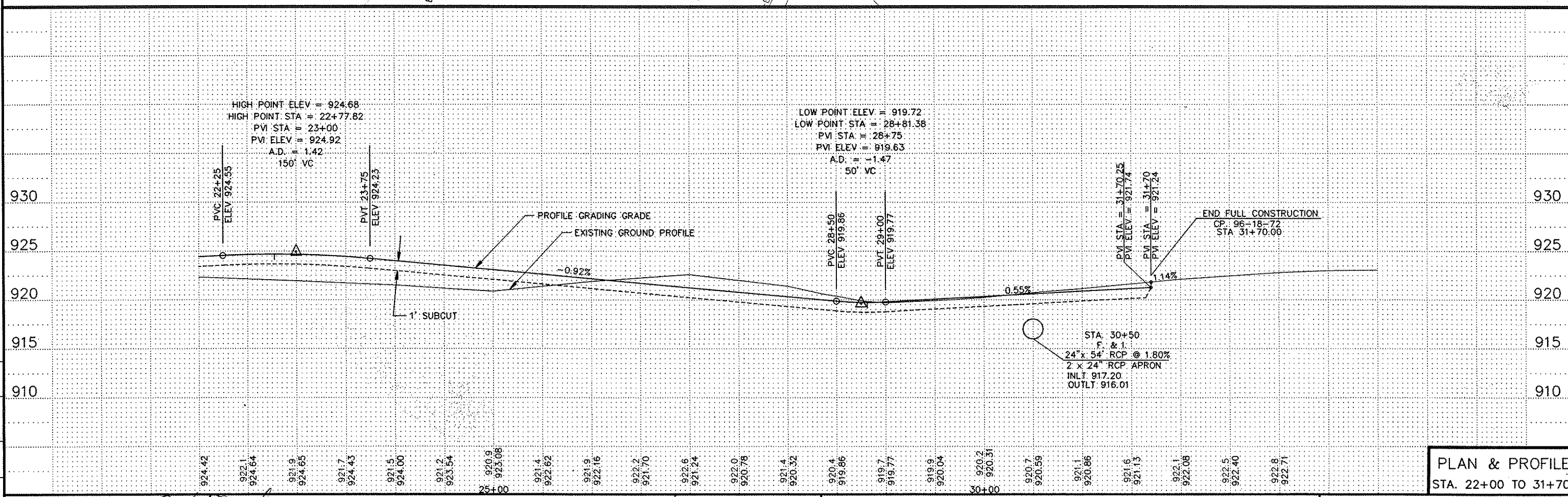
C:\P\961872\SH.DWG M.N. (08-16-96)

DATE	REVISIONS	BY

PLAN & PROFILE
STA. 8+90 TO 22+00



FULL DEPTH CONSTRUCTION
 COLD INPLACE RECYCLING



REVISIONS	DATE	BY

C:\P\961872\SH2.DWG M.N. (08-16-96)

PLAN & PROFILE
STA. 22+00 TO 31+70

EXCAVATION EMBANKMENT

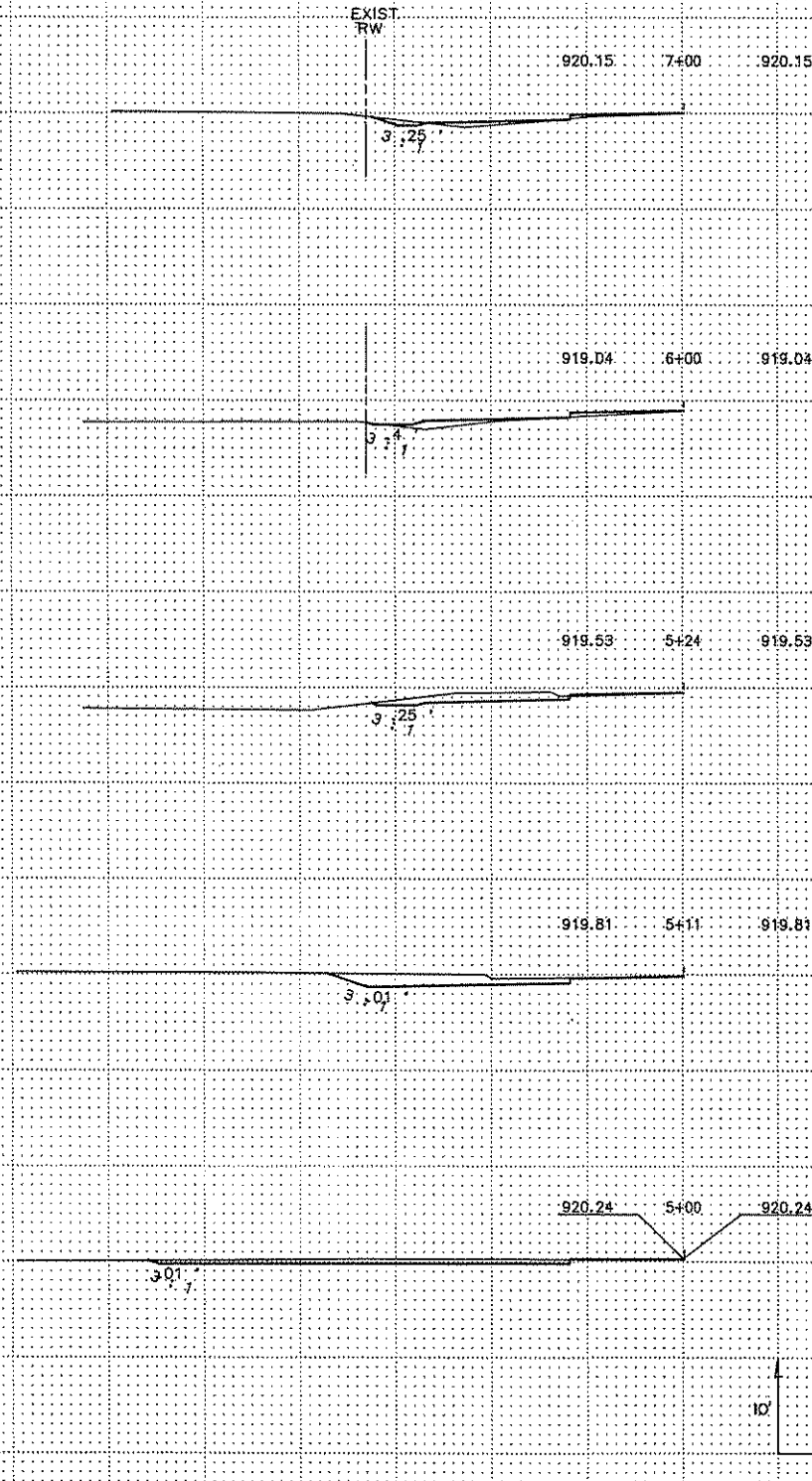
SUB-TOTALS CU.YDS. SUB-TOTALS CU.YDS.

COMMON
SUB
MUCK

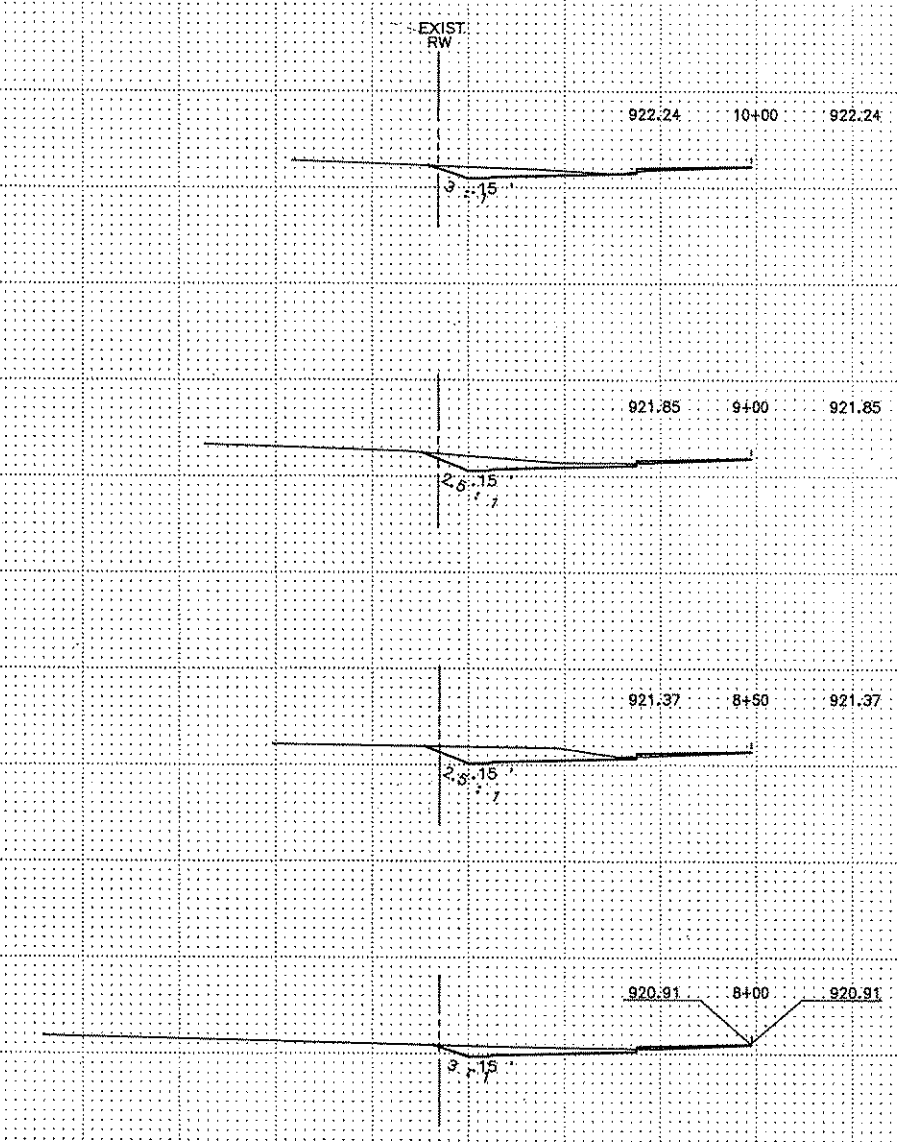
EXCAVATION EMBANKMENT

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

COMMON
SUB
MUCK



4	22
0	0
0	0
23	13
0	0
0	0
10	0
0	0
0	0
0	0
0	0



56	4
0	0
0	0
39	3
0	0
0	0
37	4
0	0
0	0
31	11
0	0
0	0

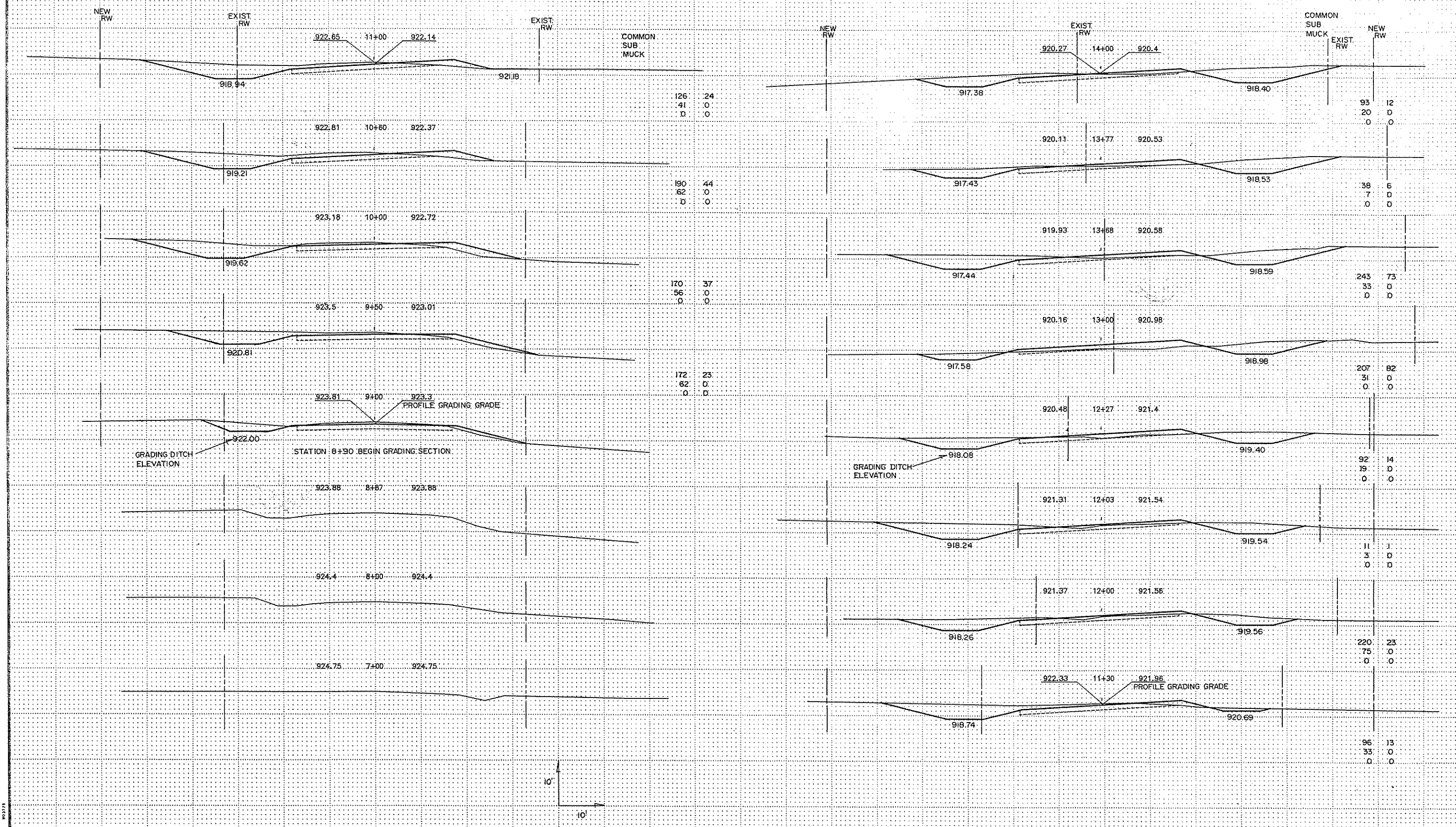
RIGHT TURN LANE AT C.S.A.H. 24

CROSS-SECTIONS
STA. 5+00 TO STA. 10+00

Dist. Engineer Form #18 R33315

EXCAVATION EMBANKMENT
SUB-TOTALS CU.YDS. SUB-TOTALS CU.YDS.

EXCAVATION EMBANKMENT
SUB-TOTALS CU.YDS. SUB-TOTALS CU.YDS.



Station	Excavation (CU.YDS.)	Embankment (CU.YDS.)
11+00	126.41	24.00
10+50	190.62	44.00
10+00	170.56	37.00
9+50	172.62	23.00
8+30		
8+00		
7+00		

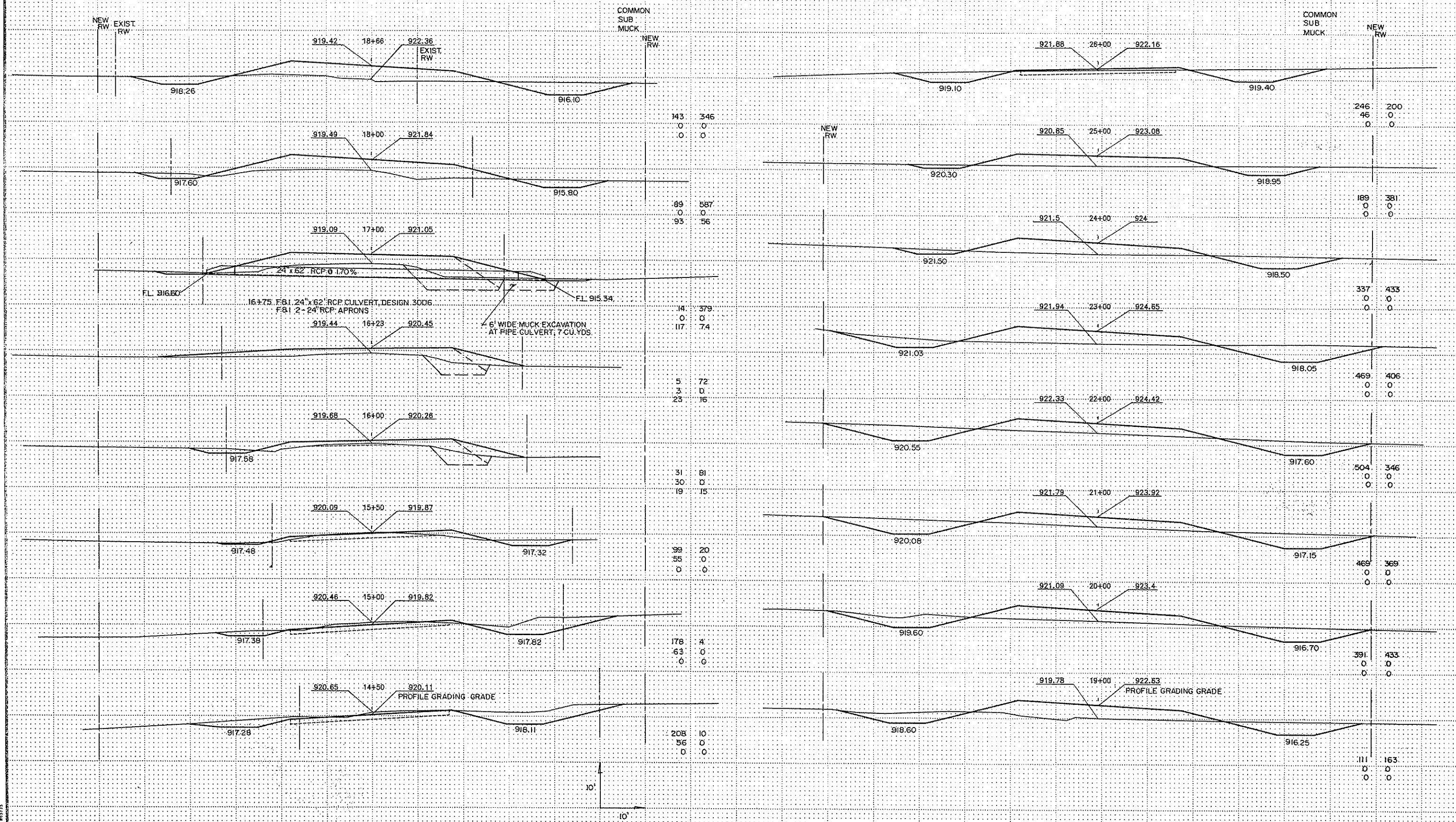
Station	Excavation (CU.YDS.)	Embankment (CU.YDS.)
14+00	93.20	12.00
13+77	38.77	6.00
13+58	243.33	73.00
13+00	207.31	82.00
12+27	92.19	14.00
12+03	11.33	1.00
12+00	220.75	23.00
11+30	96.33	13.00

CROSS-SECTIONS
STA. 7+00 TO STA. 14+00

Civil Engineer Form #11 10/27/75

EXCAVATION EMBANKMENT
SUB-TOTALS CU.YDS. SUB-TOTALS CU.YDS.

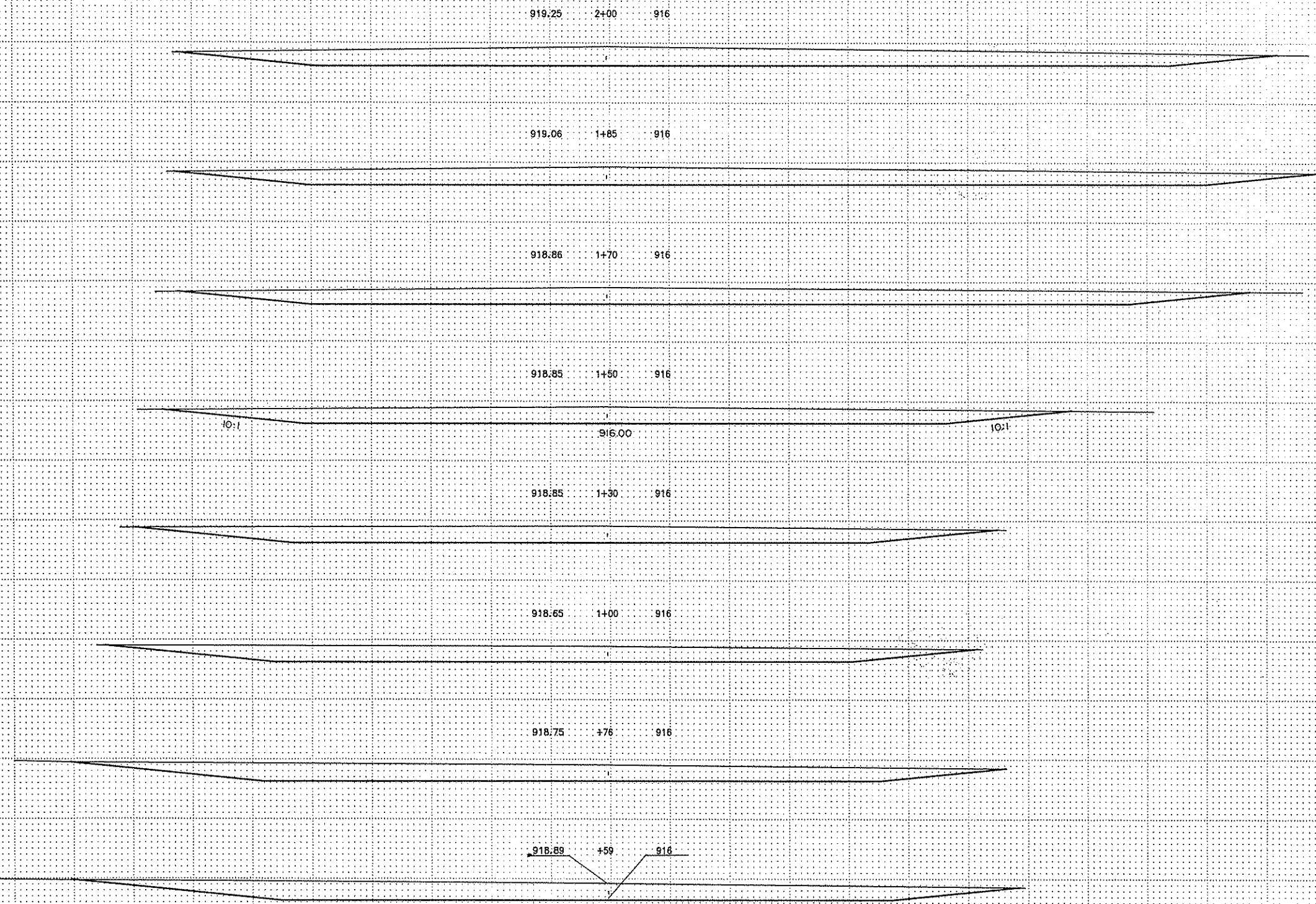
EXCAVATION EMBANKMENT
SUB-TOTALS CU.YDS. SUB-TOTALS CU.YDS.



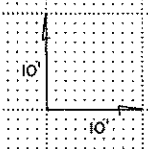
24' x 62' RCP @ 1.70%
 FL. 916.80
 16+75 F.B.I. 24" x 62" RCP CULVERT, DESIGN 3006
 F.B.I. 2-24" RCP APRONS
 FL. 915.34
 6' WIDE MUCK EXCAVATION AT PIPE CULVERT, 7 CU.YDS.

PROFILE GRADING GRADE

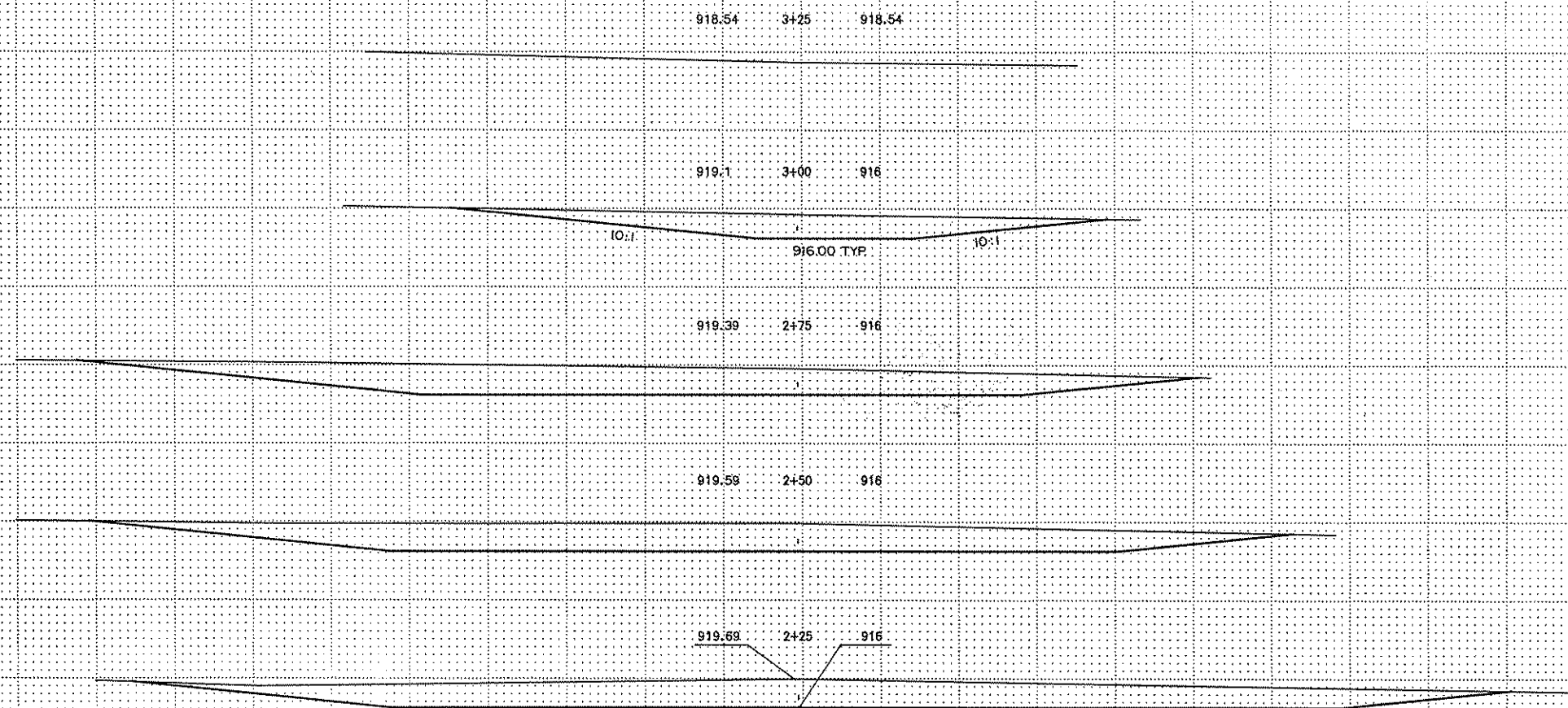
CROSS-SECTIONS
 STA. 14+50 TO STA. 26+00



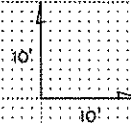
NOTE: WETLAND LIMITS AS PER PLAN.
BOTTOM ELEV. TO MATCH 916.00 CONTOUR.
10:1 SLOPES TO WETLAND LIMITS.



City Equipment Form #101



NOTE: WETLAND LIMITS AS PER PLAN.
BOTTOM ELEV. TO MATCH 916.00 CONTOUR
10:1 SLOPES TO WETLAND LIMITS



City Engineer from 2/14