

PLAN SYMBOLS

- COUNTY LINE
- TOWNSHIP OR RANGE LINE
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- RIGHT OF WAY LINE
- SLOPE EASEMENT
- EXISTING RIGHT OF WAY
- PROPERTY LINE
- CORPORATE OR CITY LIMITS
- RETAINING WALL
- RAILROAD
- RAILROAD RIGHT OF WAY
- RIVER OR CREEK
- DRAINAGE DITCH
- CULVERT
- DROP INLET
- GUARD RAIL
- BARBED WIRE FENCE
- WOVEN WIRE FENCE
- CHAIN LINK FENCE
- WOOD FENCE
- STONE WALL OR FENCE
- HEDGE

- LOWLAND
- TIMBER
- ORCHARD
- BRUSH
- NURSERY

- CATTLE GUARD
- OVERPASS (Highway Over)
- UNDERPASS (Highway Under)
- BRIDGE

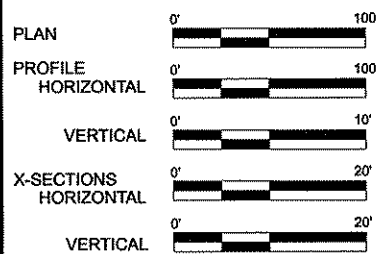
- BUILDING (One Story Frame)
- F-FRAME C-CONCRETE
- S-STONE T-TILE
- B-BRICK ST-STUCCO

- RAILROAD CROSSING BELL
- RAILROAD CROSSING GATE
- MANHOLE
- CATCH BASIN
- FIRE HYDRANT
- CAST IRON MONUMENT
- IRON PIN
- GRAVEL PIT
- SAND PIT
- BORROW PIT
- ROCK QUARRY

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 Terminal)
- GAS MAIN
- WATERMAIN
- TELEPHONE CABLE IN CONDUIT
- ELECTRIC CABLE IN CONDUIT
- TELEPHONE MANHOLE
- ELECTRIC MANHOLE
- BURIED TELEPHONE CABLE
- BURIED ELECTRIC CABLE
- SEWER (Sanitary or Storm)
- SEWER MANHOLE

SCALES



MINNESOTA DEPARTMENT OF TRANSPORTATION ANOKA COUNTY

CONSTRUCTION PLAN FOR GRADING, AGG.BASE, BITUMINOUS SURFACING, DRAINAGE, CURB & GUTTER, SIGNAL SYSTEM

LOCATED ON C.S.A.H. 17 BETWEEN 2194' SOUTH OF C.S.A.H. 14 AND 1660' NORTH OF C.S.A.H. 116

STATE PROJ. NO. 002-617-018, 106-020-029

STATE PROJ. NO. 002-617-018, 197-020-002

C.S.A.H. 17

C.S.A.H. 17

GROSS LENGTH	7,517.84 FEET	1.424 MILES
BRIDGES-LENGTH	0.00 FEET	0.000 MILES
EXCEPTIONS-LENGTH	0.00 FEET	0.000 MILES
NET LENGTH	7,517.84 FEET	1.424 MILES

GROSS LENGTH	6,943.60 FEET	1.315 MILES
BRIDGES-LENGTH	0.00 FEET	0.000 MILES
EXCEPTIONS-LENGTH	0.00 FEET	0.000 MILES
NET LENGTH	6,943.6 FEET	1.315 MILES

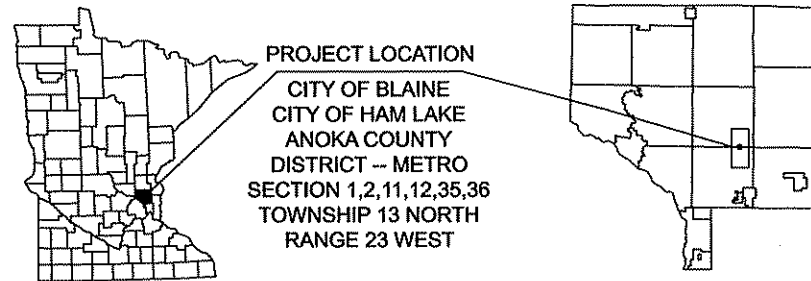
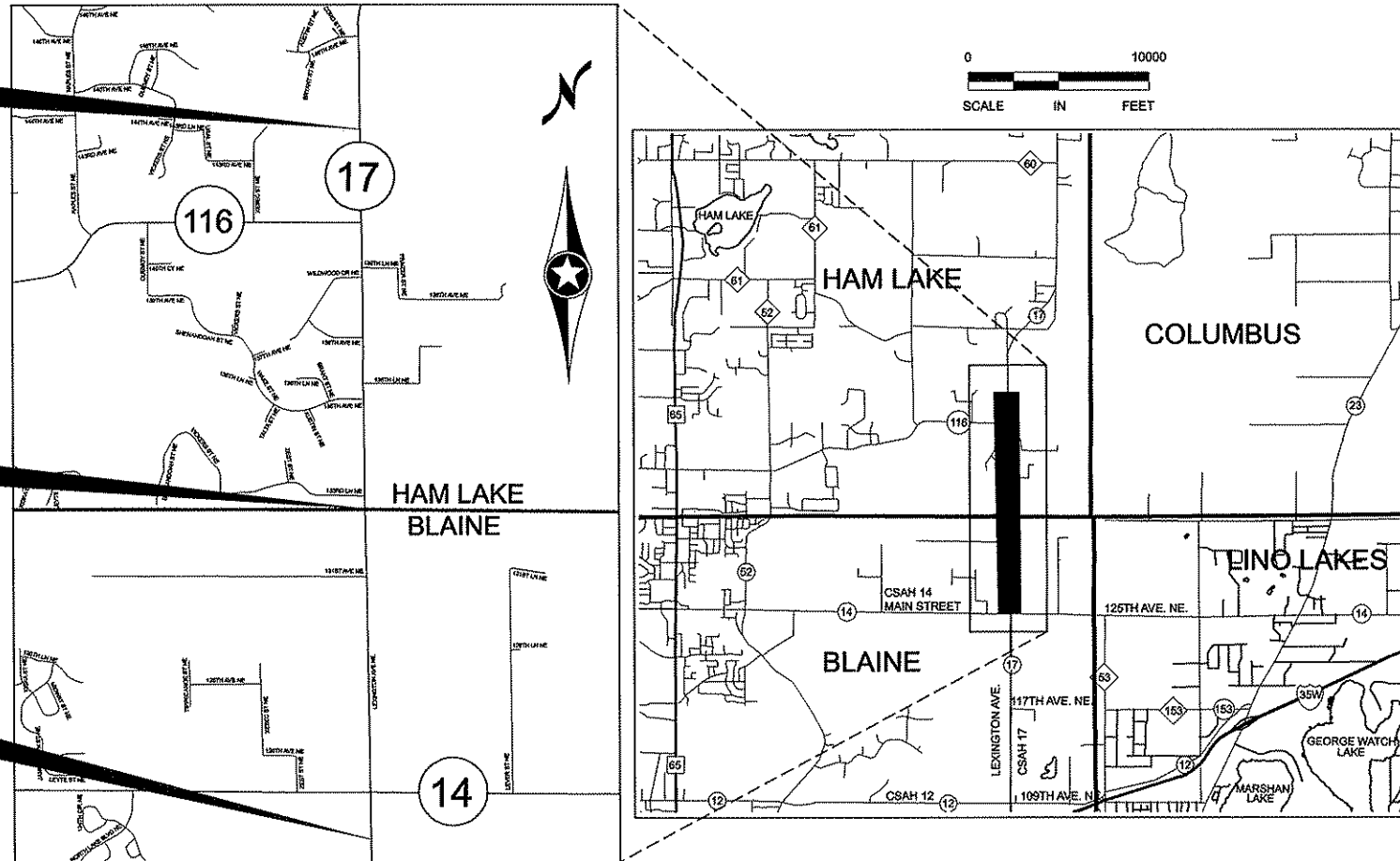
THE PROJECT LENGTH AND DESCRIPTION ARE BASED ON NB C.S.A.H. 17 ALIGNMENT

THE PROJECT LENGTH AND DESCRIPTION ARE BASED ON NB C.S.A.H. 17 ALIGNMENT

END S.P. 002-617-018,
S.P. 197-020-002
NB C.S.A.H. 17 STA. 290+92.22

END S.P. 106-020-029
BEGIN S.P. 197-020-002
NB C.S.A.H. 17 STA. 221+48.62

BEGIN S.P. 002-617-018,
S.P. 106-020-029
NB C.S.A.H. 17 STA. 146+30.78



UTILITY NOTE: THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

C.S.A.H. 116 DESIGN DESIGNATION	
ESAL 20	372,776
R VALUE	70
ADT (2012)=	1600
Proj. ADT (2032)=	2400
10 TON DESIGN	

DESIGN DESIGNATION - BIKE PATH	
DESIGN SPEED (MPH)	20
BASED ON:	
4.5 FT HEIGHT OF EYE	
0.0 FT HEIGHT OF OBJECT	

FUNCTIONAL CLASSIFICATION	
NO. OF TRAFFIC LANES	2
A MINOR EXPANDER	
NO. OF PARKING LANES	0
DESIGN SPEED	55 MPH
BASED ON STOPPING SIGHT DISTANCE	
HEIGHT OF EYE	3.5'
HEIGHT OF OBJECT	2'
DESIGN SPEED NOT ACHIEVED AT:	

MINN. PROJ. NO. STPX 0212(003)

GOVERNING SPECIFICATIONS

THE 2005 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE INSTALLED IN ACCORDANCE TO THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MNMUTCD), AND PAR VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS."

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THIS PLAN CONTAINS 366 SHEETS
C.S.A.H. 17 DESIGN DESIGNATION

ESAL 20	1,919,797
R VALUE	70
ADT (2012) =	10,200
Proj. ADT (2032) =	30,400
Proj. HCA DT (2032) =	1793
Soil Factor	NA
10 TON DESIGN	

Functional Classification	A MINOR EXPANDER	
No. of Traffic Lanes	4	No. of Parking Lanes 0
Design Speed	55 MPH	
Based on Stopping Sight Distance	N/A	
Height of eye	3.5'	Height of object 2.0'
Design Speed not achieved at:		
STA.	TO STA.	MPH

Approved: *[Signature]* 3/20/12
ANOKA COUNTY ENGINEER

Approved: *[Signature]* 20 Mar 2012
CITY OF BLAINE ENGINEER

Approved: *[Signature]* 3/20/12
CITY OF HAM LAKE ENGINEER

REVIEWED FOR COMPLIANCE WITH STATE AND FEDERAL AID RULES/POLICY: *[Signature]* 3/27/12
DISTRICT STATE AID ENGINEER

Approved for State AND/OR FEDERAL AID FUNDING: *[Signature]* 3/27/12
STATE AID ENGINEER

NO	DATE	BY	CKD	APPR	REVISION

NAME: P:02-617-18\PLAN\0261718_TSH.dgn 03/20/2012 9:48:49 AM

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

PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *[Signature]*
DATE: 3-20-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
DESIGN BY: GMP DATE: 3/8/2012
CHECKED BY: JEO DATE: 3/8/2012

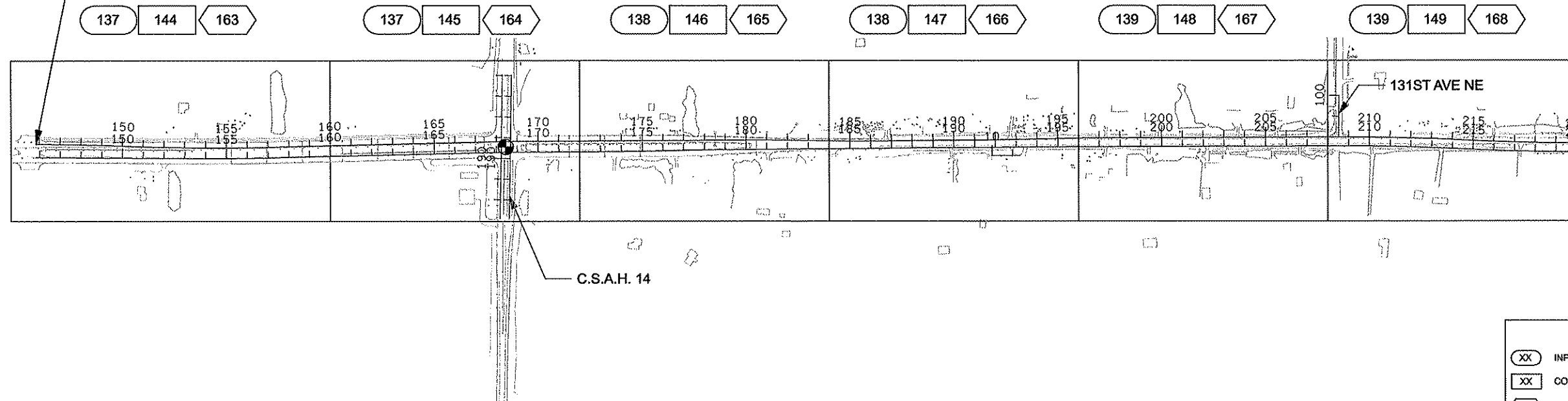
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
** *** **

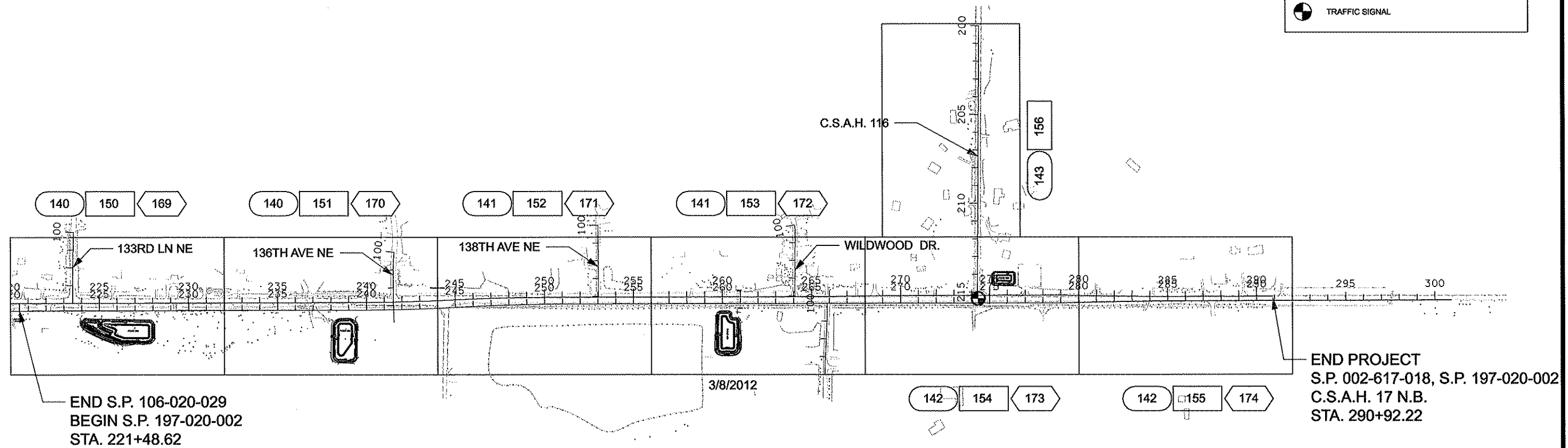
TITLE SHEET
Sheet 1 of 366 Sheets



BEGIN PROJECT
 S.P. 002-617-018, S.P. 106-020-029
 C.S.A.H. 17 N.B. STA. 146+30.78



LEGEND	
XX	INPLACE TOPOGRAPHY AND REMOVAL PLAN
XX	CONSTRUCTION PLAN
XX	STORM DRAINAGE PLAN
	TRAFFIC SIGNAL



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plant\0261718_LO_P.dgn 03/13/2012 7:07:42 AM

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

PRINT NAME: CURT A. KOBIARCSIK

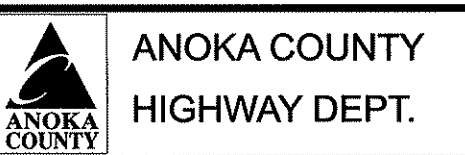
SIGNATURE: *Curt Kobilarcsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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GENERAL LAYOUT
 STA. 146+30.78 TO 290+92.22
 Sheet 2 of 366 Sheets

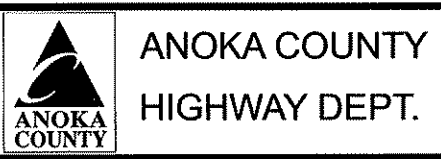
TAB/NOTE	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FEDERAL PARTICIPATING				FEDERAL NON-PARTICIPATING			ANOKA COUNTY LOCAL
					ANOKA COUNTY 002-617-018	CITY OF BLAINE 106-020-029	CITY OF HAM LAKE 197-020-002	STORM SEWER 002-617-018 106-020-029 197-020-002	ANOKA COUNTY 002-617-018	CITY OF BLAINE 106-020-029	CITY OF HAM LAKE 197-020-002	
	2021.501	MOBILIZATION	LUMP SUM	1	0.919	0.045	0.036		-	-	-	
	2031.501	FIELD OFFICE TYPE D	EACH	1	0.919	0.045	0.036		-	-	-	
	2041.610	TRAINEES	HOUR	1,600	1,600	-	-		-	-	-	
A	2101.501	CLEARING	ACRE	2.8	2.8	-	-		-	-	-	
A	2101.502	CLEARING	TREE	613	613	-	-		-	-	-	
A	2101.506	GRUBBING	ACRE	2.8	2.8	-	-		-	-	-	
A	2101.507	GRUBBING	TREE	544	544	-	-		-	-	-	
(3)	2102.502	PAVEMENT MARKING REMOVAL	LIN FT	3,000	2,757	136	107		-	-	-	
C	2104.501	REMOVE PIPE CULVERTS	LIN FT	1,105	1,105	-	-		-	-	-	
C	2104.501	REMOVE SEWER PIPE (STORM)	LIN FT	2,259	2,259	-	-		-	-	-	
B	2104.501	REMOVE CURB	LIN FT	-	-	-	-		-	-	-	
B	2104.501	REMOVE CURB AND GUTTER	LIN FT	2,906	2,906	-	-		-	-	-	
B	2104.503	REMOVE CONCRETE WALK	SQ FT	670	670	-	-		-	-	-	
B	2104.505	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	425	425	-	-		-	-	-	
	2104.505	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	-	-	-	-		-	-	-	
B	2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	2,390	2,390	-	-		-	-	-	
C	2104.509	REMOVE PIPE APRON	EACH	11	11	-	-		-	-	-	
C	2104.509	REMOVE MANHOLE OR CATCH BASIN	EACH	15	15	-	-		-	-	-	
C	2104.509	REMOVE CASTING	EACH	15	15	-	-		-	-	-	
	2104.509	REMOVE SIGNAL SYSTEM	EACH	1	1	-	-		-	-	-	
E	2104.509	REMOVE MAIL BOX SUPPORT	EACH	23	23	-	-		-	-	-	
B	2104.511	SAWING CONCRETE PAVEMENT	LIN FT	122	122	-	-		-	-	-	
B	2104.513	SAWING BITUMINOUS PAVEMENT	LIN FT	4,775	4,775	-	-		-	-	-	
H	2104.523	SALVAGE SIGN TYPE C	EACH	71	-	-	-		-	-	-	71
H	2104.523	SALVAGE SIGN TYPE D	EACH	4	4	-	-		-	-	-	
H	2104.523	SALVAGE SIGN TYPE SPECIAL	EACH	8	8	-	-		-	-	-	
	2104.601	HAUL SALVAGED MATERIAL	LUMP SUM	1	-	-	-		-	-	-	1
AA	2105.501	COMMON EXCAVATION (EV) (P)	CU YD	129,902	129,902	-	-		-	-	-	
AA	2105.505	MUCK EXCAVATION (EV)	CU YD	32,493	32,493	-	-		-	-	-	
AA	2105.507	SUBGRADE EXCAVATION (EV) (P)	CU YD	24,776	24,776	-	-		-	-	-	
AA	2105.522	SELECT GRANULAR BORROW (LV)	CU YD	67,021	67,021	-	-		-	-	-	
N	2118.501	AGGREGATE SURFACING CLASS 5	TON	123	123	-	-		-	-	-	
	2130.501	WATER	M GALLONS	250	250	-	-		-	-	-	
F,G,N	2211.503	AGGREGATE BASE (CV) CLASS 5 (P)	CU YD	22,343	18,137	2,122	2,084		-	-	-	
F	2221.501	AGGREGATE SHOULDERING CLASS 5	TON	50	50	-	-		-	-	-	
B	2232.501	MILL BITUMINOUS SURFACE	SQ YD	9,500	9,500	-	-		-	-	-	
F	2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	11,172	11,172	-	-		-	-	-	
G,N	2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (2,B)	TON	552	369	93	90		-	-	-	
F	2360.501	TYPE SP 12.5 WEARING COURSE MIXTURE (4,F)	TON	19,994	19,994	-	-		-	-	-	
F	2360.502	TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,B)	TON	17,602	17,602	-	-		-	-	-	

NO	DATE	BY	CHKD	APPR	REVISION

NAME: P:\02-617-18\PLAN\0261718_SEQ.dgn
04/18/2012 1:36:15 PM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: GINA M. PIZZO
 SIGNATURE: *Gina Pizzo*
 DATE: 4-16-12 LICENSE NO. 22713

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

STATEMENT OF ESTIMATED QUANTITIES
 Sheet 3 of 366 Sheets

TAB/NOTE	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FEDERAL PARTICIPATING				FEDERAL NON-PARTICIPATING			ANOKA COUNTY LOCAL
					ANOKA COUNTY 002-617-018	CITY OF BLAINE 106-020-029	CITY OF HAM LAKE 197-020-002	STORM SEWER 002-617-018 106-020-029 197-020-002	ANOKA COUNTY 002-617-018	CITY OF BLAINE 106-020-029	CITY OF HAM LAKE 197-020-002	
D	2422.618	WOOD NOISE BARRIER	SQ FT	1,008	1,008	-	-	-	-	-	-	-
	2451.509	AGGREGATE BEDDING (LV)	CU YD	80	80	-	-	-	-	-	-	-
J	2501.511	15" CS PIPE CULVERT	LIN FT	424	424	-	-	-	-	-	-	-
J	2501.511	18" CS PIPE CULVERT	LIN FT	50	50	-	-	-	-	-	-	-
J	2501.511	24" CS PIPE CULVERT	LIN FT	150	150	-	-	-	-	-	-	-
J	2501.511	36" CS PIPE CULVERT	LIN FT	216	216	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
J	2501.515	15" GS PIPE APRON	EACH	18	18	-	-	-	-	-	-	-
J	2501.515	24" GS PIPE APRON	EACH	2	2	-	-	-	-	-	-	-
J	2501.515	36" GS PIPE APRON	EACH	2	2	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
K	2501.515	15" RC PIPE APRON	EACH	25	-	-	-	25	-	-	-	-
K	2501.515	18" RC PIPE APRON	EACH	1	-	-	-	1	-	-	-	-
K	2501.515	21" RC PIPE APRON	EACH	1	-	-	-	1	-	-	-	-
K	2501.515	24" RC PIPE APRON	EACH	1	-	-	-	1	-	-	-	-
K	2501.515	27" RC PIPE APRON	EACH	1	-	-	-	1	-	-	-	-
K	2501.515	30" RC PIPE APRON	EACH	1	-	-	-	1	-	-	-	-
				-	-	-	-	-	-	-	-	-
J	2501.521	22" SPAN RC PIPE-ARCH CULVERT CL IIA	LIN FT	132	132	-	-	-	-	-	-	-
J	2501.521	44" SPAN RC PIPE-ARCH CULVERT CL IIA	LIN FT	134	134	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
J	2501.525	22" SPAN RC PIPE-ARCH APRON	EACH	2	2	-	-	-	-	-	-	-
K	2501.525	36" SPAN RC PIPE-ARCH APRON	EACH	1	-	-	-	1	-	-	-	-
J,K	2501.525	44" SPAN RC PIPE-ARCH APRON	EACH	3	2	-	-	1	-	-	-	-
				-	-	-	-	-	-	-	-	-
J	2501.569	15" GS SAFETY APRON	EACH	2	2	-	-	-	-	-	-	-
J	2501.569	18" GS SAFETY APRON	EACH	2	2	-	-	-	-	-	-	-
J	2501.569	24" GS SAFETY APRON	EACH	4	4	-	-	-	-	-	-	-
J	2501.569	36" GS SAFETY APRON	EACH	4	4	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
K	2503.511	15" RC PIPE SEWER CLASS V	LIN FT	8,384	-	-	-	8,384	-	-	-	-
K	2503.511	18" RC PIPE SEWER CLASS III	LIN FT	1,614	-	-	-	1,614	-	-	-	-
K	2503.511	21" RC PIPE SEWER CLASS III	LIN FT	1,672	-	-	-	1,672	-	-	-	-
K	2503.511	24" RC PIPE SEWER CLASS III	LIN FT	904	-	-	-	904	-	-	-	-
K	2503.511	27" RC PIPE SEWER CLASS III	LIN FT	1,117	-	-	-	1,117	-	-	-	-
K	2503.511	30" RC PIPE SEWER CLASS III	LIN FT	60	-	-	-	60	-	-	-	-
				-	-	-	-	-	-	-	-	-
K	2503.521	28" SPAN RC PIPE-ARCH SEWER CL III	LIN FT	386	-	-	-	386	-	-	-	-
K	2503.521	36" SPAN RC PIPE-ARCH SEWER CL III	LIN FT	39	-	-	-	39	-	-	-	-
K	2503.521	44" SPAN RC PIPE-ARCH SEWER CL III	LIN FT	719	-	-	-	719	-	-	-	-
				-	-	-	-	-	-	-	-	-
K	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	7	-	-	-	7	-	-	-	-
				-	-	-	-	-	-	-	-	-
K	2506.501	CONST DRAINAGE STRUCTURE DESIGN G	LIN FT	392	-	-	-	392	-	-	-	-
K	2506.501	CONST DRAINAGE STRUCTURE DESIGN H	LIN FT	189	-	-	-	189	-	-	-	-
K	2506.501	CONST DRAINAGE STRUCTURE DESIGN 48-4020	LIN FT	268	-	-	-	268	-	-	-	-
K	2506.501	CONST DRAINAGE STRUCTURE DESIGN 54-4020	LIN FT	38	-	-	-	38	-	-	-	-
K	2506.501	CONST DRAINAGE STRUCTURE DESIGN 60-4020	LIN FT	4	-	-	-	4	-	-	-	-
K	2506.501	CONST DRAINAGE STRUCTURE DESIGN 72-4020	LIN FT	37	-	-	-	37	-	-	-	-
				-	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-	-
K	2506.516	CASTING ASSEMBLY	EACH	226	-	-	-	226	-	-	-	-

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-22-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

STATEMENT OF ESTIMATED QUANTITIES

TAB/NOTE	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FEDERAL PARTICIPATING			FEDERAL NON-PARTICIPATING			ANOKA COUNTY LOCAL
					ANOKA COUNTY 002-617-018	CITY OF BLAINE 106-020-029	CITY OF HAM LAKE 197-020-002	STORM SEWER 002-617-018 106-020-029 197-020-002	ANOKA COUNTY 002-617-018	CITY OF BLAINE 106-020-029	
J,K	2511.501	RANDOM RIPRAP CLASS II	CU YD	167	13	-	-	154	-	-	-
J,K	2511.515	GEOTEXTILE FILTER TYPE IV	SQ YD	501	39	-	-	462	-	-	-
L	2521.501	4" CONCRETE WALK	SQ FT	112,725	112,725	-	-	-	-	-	-
L	2531.501	CONCRETE CURB & GUTTER DESIGN B418	LIN FT	22,316	22,316	-	-	-	-	-	-
L	2531.501	CONCRETE CURB & GUTTER DESIGN B424	LIN FT	23,086	11,543	5,673	5,870	-	-	-	-
L	2531.501	CONCRETE CURB & GUTTER DESIGN D312	LIN FT	356	178	-	178	-	-	-	-
N	2531.507	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	390	390	-	-	-	-	-	-
O	2531.511	CONCRETE FLUME	CU YD	2	2	-	-	-	-	-	-
L	2531.618	TRUNCATED DOMES	SQ FT	317	-	96	221	-	-	-	-
L	2531.618	PEDESTRIAN CURB RAMP	SQ FT	2,770	-	900	1,870	-	-	-	-
Z	2533.507	PORTABLE PRECAST CONCRETE BARRIER DESIGN 8337-PINNED	LIN FT	2,950	2,950	-	-	-	-	-	-
Z	2533.508	RELOCATE PORTABLE PRECAST CONC BARRIER DES 8337-PINNED	LIN FT	1,850	1,850	-	-	-	-	-	-
E	2540.602	MAIL BOX SUPPORT	EACH	23	23	-	-	-	-	-	-
E	2540.602	RELOCATE MAIL BOX SUPPORT	EACH	31	31	-	-	-	-	-	-
	2550.511	CABINET FOUNDATION	EACH	-	-	-	-	-	-	-	-
	2550.512	HANDHOLE	EACH	-	-	-	-	-	-	-	-
Z	2554.615	IMPACT ATTENUATOR	AMBY	3	3	-	-	-	-	-	-
Z	2554.615	RELOCATE IMPACT ATTENUATOR	AMBY	3	3	-	-	-	-	-	-
	2563.601	TRAFFIC CONTROL SUPERVISOR	LUMP SUM	1	0.919	0.045	0.036	-	-	-	-
	2563.601	TRAFFIC CONTROL -- STAGE 2	LUMP SUM	1	0.919	0.045	0.036	-	-	-	-
	2563.601	TRAFFIC CONTROL -- STAGE 3 AND STAGE 3A	LUMP SUM	1	0.919	0.045	0.036	-	-	-	-
	2563.601	TRAFFIC CONTROL -- STAGE 4	LUMP SUM	1	0.919	0.045	0.036	-	-	-	-
	2563.601	TRAFFIC CONTROL -- STAGE 5	LUMP SUM	1	0.919	0.045	0.036	-	-	-	-
(3)	2563.602	RAISED PAVEMENT MARKER TEMPORARY	EACH	2,400	2,206	109	85	-	-	-	-
Z	2563.602	PORTABLE CONCRETE BARRIER DELINEATOR	EACH	178	178	-	-	-	-	-	-
	2563.610	POLICE OFFICER	HOURL	30	30	-	-	-	-	-	-
(1)	2564.531	SIGN PANELS TYPE C	SQ FT	693	693	-	-	-	-	-	-
H	2564.537	INSTALL SIGN TYPE D	EACH	4	4	-	-	-	-	-	-
H	2564.537	INSTALL SIGN TYPE SPECIAL	EACH	8	8	-	-	-	-	-	-
	2565.511	TRAFFIC CONTROL SIGNAL SYSTEM A	SIG SYS	1	0.5	0.5	-	-	-	-	-
	2565.511	TRAFFIC CONTROL SIGNAL SYSTEM B	SIG SYS	1	0.5	-	0.5	-	-	-	-
(2)	2565.601	EMERGENCY VEHICLE PREEMPTION SYSTEM B	LUMP SUM	1	-	-	1	-	-	-	-
(2)	2565.601	TRAFFIC CONTROL INTERCONNECTION	LUMP SUM	1	-	1	-	-	-	-	-
(2)	2565.602	PVC HANDHOLE	EACH	8	-	8	-	-	-	-	-
(2)	2565.602	SIGNAL SERVICE CABINET	EACH	2	1	0.5	0.5	-	-	-	-
(2)	2565.603	4" NON METALLIC CONDUIT	LIN FT	375	-	375	-	-	-	-	-
(2)	2565.603	4" RIGID STEEL CONDUIT	LIN FT	125	-	125	-	-	-	-	-
(2)	2565.616	TEMPORARY SIGNAL SYSTEM	SYSTEM	1	0.5	0.5	-	-	-	-	-
M	2573.502	SILT FENCE, TYPE MACHINE SLICED	LIN FT	27,442	27,442	-	-	-	-	-	-
M	2573.530	STORM DRAIN INLET PROTECTION	EACH	227	227	-	-	-	-	-	-
	2573.550	EROSION CONTROL SUPERVISOR	LUMP SUM	1	1	-	-	-	-	-	-
M	2573.602	CULVERT PROTECTION	EACH	31	31	-	-	-	-	-	-
M	2575.501	SEEDING	ACRE	16.20	16.20	-	-	-	-	-	-

NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\PLAN\0261718_SEQ.dgn 04/10/2012 1:27:05 PM

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

PRINT NAME: GINAM PIZZO
 SIGNATURE: *GINAM PIZZO*
 DATE: 4-16-12 LICENSE NO. 22713

DRAWN BY: GMP DATE 3/8/2012
 DESIGN BY: GMP DATE 3/8/2012
 CHECKED BY: JEO DATE 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

STATEMENT OF ESTIMATED QUANTITIES

Sheet 5 of 366 Sheets

TAB/NOTE	ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	FEDERAL PARTICIPATING				FEDERAL NON-PARTICIPATING			ANOKA COUNTY LOCAL
					ANOKA COUNTY 002-617-018	CITY OF BLAINE 106-020-029	CITY OF HAM LAKE 197-020-002	STORM SEWER 002-617-018 106-020-029 197-020-002	ANOKA COUNTY 002-617-018	CITY OF BLAINE 106-020-029	CITY OF HAM LAKE 197-020-002	
M	2575.502	SEED MIXTURE 270	POUND	1,697	1,697	-	-	-	-	-	-	-
M	2575.502	SEED MIXTURE 310	POUND	210	210	-	-	-	-	-	-	-
M	2575.502	SEED MIXTURE 328	POUND	50	50	-	-	-	-	-	-	-
M	2575.502	SEED MIXTURE 340	POUND	6	6	-	-	-	-	-	-	-
M	2575.502	SEED MIXTURE 350	POUND	31	31	-	-	-	-	-	-	-
M	2575.505	SODDING TYPE EROSION	SQ YD	424	424	-	-	-	-	-	-	-
K,M	2575.505	SODDING TYPE SALT RESISTANT	SQ YD	15,968	15,968	-	-	-	-	-	-	-
M	2575.511	MULCH MATERIAL TYPE 3	TON	32.6	32.6	-	-	-	-	-	-	-
M	2575.519	DISK ANCHORING	ACRE	16.2	16.2	-	-	-	-	-	-	-
M	2575.523	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD	18,179	18,179	-	-	-	-	-	-	-
M	2575.532	FERTILIZER TYPE 3	POUND	5,412	5,412	-	-	-	-	-	-	-
M	2575.532	FERTILIZER TYPE 4	POUND	438	438	-	-	-	-	-	-	-
M	2575.571	RAPID STABILIZATION METHOD 3	MGALLONS	23.8	23.8	-	-	-	-	-	-	-
(3)	2581.501	REMOVABLE PREFORMED PLASTIC MARKING	LIN FT	3,000	2,768	125	107	-	-	-	-	-
I	2582.501	PAVT MSSG (LT ARROW) PREFORMED THERMOPLASTIC	EACH	16	16	-	-	-	-	-	-	-
I	2582.501	PAVT MSSG (RT ARROW) PREFORMED THERMOPLASTIC	EACH	10	10	-	-	-	-	-	-	-
(3)	2582.502	4" SOLID LINE WHITE - PAINT	LIN FT	25,000	25,000	-	-	-	-	-	-	-
(3)	2582.502	4" BROKEN LINE WHITE - PAINT	LIN FT	3,000	3,000	-	-	-	-	-	-	-
(3)	2582.502	24' STOP LINE WHITE - PAINT	LIN FT	200	200	-	-	-	-	-	-	-
(3)	2582.502	4" SOLID LINE YELLOW - PAINT	LIN FT	15,000	15,000	-	-	-	-	-	-	-
(3)	2582.502	4" DOUBLE SOLID LINE YELLOW - PAINT	LIN FT	3,000	3,000	-	-	-	-	-	-	-
I	2582.502	24' SOLID LINE YELLOW - PREFORMED THERMOPLASTIC	LIN FT	1,197	1,197	-	-	-	-	-	-	-
I	2582.502	24" SOLID LINE WHITE - PREFORMED THERMOPLASTIC	LIN FT	322	322	-	-	-	-	-	-	-
I	2582.502	4" SOLID LINE WHITE - EPOXY	LIN FT	25,810	25,810	-	-	-	-	-	-	-
I	2582.502	4" BROKEN LINE WHITE - EPOXY	LIN FT	3,340	3,340	-	-	-	-	-	-	-
I	2582.502	8" BROKEN LINE WHITE - EPOXY	LIN FT	150	150	-	-	-	-	-	-	-
I	2582.502	4" SOLID LINE YELLOW - EPOXY	LIN FT	15,033	15,033	-	-	-	-	-	-	-
I	2582.502	4" DOUBLE SOLID LINE YELLOW - EPOXY	LIN FT	3,492	3,492	-	-	-	-	-	-	-
I	2582.503	CROSSWALK MARKING - PREFORMED THERMOPLASTIC	SQ FT	1,620	1,620	-	-	-	-	-	-	-

NOTES:
(1) SEE SHEET 226 TRAFFIC CONTROL QUANTITIES
(2) SEE SIGNAL PLAN
(3) FOR TEMPORARY TRAFFIC CONTROL

NO DATE BY CKD APPR REVISION NAME: P:\02-617-18\PLAN\0261718_SEQ.dgn 03/21/2012 11:45:53 AM					I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. PRINT NAME: CURT A. KOBILARCSIK SIGNATURE: <i>Curt Kobilarcsik</i> DATE: 3-22-12 LICENSE NO. 24756			DRAWN BY: GMP DATE 3/8/2012 DESIGN BY: GMP DATE 3/8/2012 CHECKED BY: JEO DATE 3/8/2012		 ANOKA COUNTY HIGHWAY DEPT.		S.P. 002-617-018 S.P. 106-020-029 S.P. 197-020-002 **_**_*		STATEMENT OF ESTIMATED QUANTITIES Sheet <u>6</u> of <u>366</u> Sheets	
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1. TOP OF THE GRADING SUBGRADE (GRADING GRADE) IS DEFINED AS THE BOTTOM OF THE CLASS 5 AGGREGATE BASE LAYER.
2. BOTTOM OF THE SUBBASE GRADE SHALL BE DEFINED AS THE BOTTOM OF THE 1' SUBGRADE EXCAVATION.
3. IN AREAS OF MUCK EXCAVATION ANY EXCAVATION ABOVE THE UNSUITABLE ORGANIC MATERIAL IS PAID FOR AND INCLUDED AS COMMON EXCAVATION.
4. SUITABLE GRADING MATERIAL ON THIS PROJECT SHALL CONSIST OF ALL GRANULAR AND FINER GRAINED SOILS ENCOUNTERED WITH THE EXCEPTION OF TOPSOIL, DEBRIS, PEAT, MUCK, ORGANIC MATERIAL AND OTHER UNSTABLE MATERIAL.
5. SELECT GRANULAR MATERIAL SHALL MEET THE REQUIREMENTS OF MN/DOT SPEC. 3149.2B2
6. ALL TOPSOIL STRIPPING WILL BE CONSIDERED TO BE COMMON EXCAVATION.
7. TOPSOIL SHALL BE DEFINED AS EXISTING SOILS WHICH MEET MN/DOT SPEC. 3877 THAT WOULD BE SUITABLE FOR REUSE.
8. SELECT GRANULAR MATERIAL SHALL BE USED TO BACK FILL THE EMBANKMENT UNDER THE NEW ROADWAY CORE, UP TO THE TOP OF THE GRADING SUBGRADE.
9. SLOPE DRESSING ON THE PROJECT IS DEFINED AS THE TOPSOIL OR OTHER SOIL PLACED DURING PRIOR CONSTRUCTION TO PROVIDE A MEDIUM FOR ESTABLISHING TURF.
10. UNSUITABLE SOILS ARE DEFINED AS SOILS WHICH DO NOT MEET OR ARE NOT MANUFACTURED TO MEET ANY OF THE ABOVE DEFINED CATEGORIES, AND ARE THEREFORE NOT REUSABLE AS STRUCTURAL BACKFILL OR EMBANKMENT WITHIN THE ROADWAY CORE.
11. SUITABLE GRADING MATERIAL OBTAINED FROM COMMON EXCAVATION NOT MEETING THE REQUIREMENTS OF MN/DOT SPEC. 3149.2B1, SHALL BE USED AS EMBANKMENT MATERIAL ON THE PROJECT AS APPROVED BY THE ENGINEER.
12. UNSUITABLE MATERIALS ARE TOPSOILS, PAVEMENT OR CONCRETE DEBRIS, PEAT, MUCK AND ORGANIC OR OTHER UNSTABLE SOILS.
13. UNLESS OTHERWISE SPECIFICALLY ALLOWED OR REQUIRED BY THE CONTRACT, BITUMINOUS AND CONCRETE ITEMS DISTURBED BY CONSTRUCTION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE RECYCLED TO THE EXTENT ALLOWED IN BASE AND SURFACING ITEMS OR DISPOSED OF OUTSIDE THE RIGHT-OF-WAY IN ACCORDANCE WITH SPEC. 2104.3C3.
14. REGULAR EMBANKMENT SHALL BE DEFINED AS ALL GRADING MATERIALS THAT ARE APPROPRIATE FOR REUSE ON THE PROJECT BUT THAT MAY NOT MEET THE REQUIREMENTS OF SUITABLE GRADING MATERIALS. REGULAR EMBANKMENT MAY CONSIST OF GRADING SOILS NOT MEETING GRANULAR SPECIFICATIONS AND THEREFORE NOT SUITABLE FOR REUSE UNDER ROAD CORE.
15. WHERE CONNECTING TO THE INPLACE ROADWAYS AT THE TERMINI OF PROPOSED NEW CONSTRUCTION, CUT VERTICALLY TO THE BOTTOM OF THE INPLACE SURFACING OR TO THE BOTTOM OF THE NEW SURFACING DESIGN, WHICHEVER IS DEEPER, THEN AT A 1:20 TAPER TO THE BOTTOM OF THE RECOMMENDED SUBGRADE EXCAVATION.
16. WHERE MATCHING INTO INPLACE CROSSROADS, CUT VERTICALLY TO THE BOTTOM OF THE INPLACE SURFACING OR TO THE BOTTOM OF NEW SURFACING DESIGN, WHICHEVER IS DEEPER, THEN AT A 1:20 TAPER TO THE BOTTOM OF THE RECOMMENDED SUBGRADE EXCAVATION.
17. CONTRACTOR SHALL PROVIDE A UNIFORM BITUMINOUS TACK COAT BETWEEN ALL BITUMINOUS LAYERS AND PRIOR TO PLACING ANY BITUMINOUS MIXTURES ON EXISTING PAVEMENT IN ACCORDANCE WITH SPEC. 2357.
18. CONTRACTOR SHALL PROVIDE A FULL DEPTH SAWCUT WHERE PLACING NEW PAVEMENT ADJACENT TO INPLACE PAVEMENT TO ENSURE A UNIFORM JOINT. IF NO ITEM FOR THIS WORK IS SPECIFICALLY CALLED OUT FOR THE ARE TO BE SAWN THE WORK SHALL BE INCIDENTAL WITH NO DIRECT COMPENSATION.

19. STRIP ALL TOPSOIL AND INPLACE SLOPE DRESSING WHERE PRESENT IN AREAS TO BE DISTURBED BY CONSTRUCTION AND REUSE AS SLOPE DRESSING. FOR ESTIMATING PURPOSES, THE DEPTH OF TOPSOIL AVAILABLE IS CONSIDERED TO BE 4 INCHES. CONTRACTOR TO VERIFY PRIOR TO PLACING BID.
20. EMBANKMENT QUANTITIES SHOWN ON THE EARTHWORK TABULATION REPRESENT ALL EARTHWORK QUANTITIES BELOW THE PROPOSED GRADING GRADE OF ALL PERMANENT ROADWAYS. QUANTITIES REQUIRED ABOVE THE GRADING GRADE ARE PROVIDED IN DETAIL ON THE BITUMINOUS SUMMARY TAB.
21. THE CONSTRUCTION LIMITS AS SHOWN IN THE PLANS REPRESENT THE POINT OF INTERSECTION BETWEEN THE REQUIRED FILL OR CUT SLOPE AND THE EXISTING GROUND LINE AS DEPICTED ON THE CROSS SECTIONS. THE CONSTRUCTION LIMITS DO NOT INCLUDE AREAS REQUIRED FOR SLOPE ROUNDING.
22. DITCH BOTTOMS, TOE OF FILL, CUT RUNOUTS AND THE TOP EDGE OF THE BACKSLOPES SHALL BE ROUNDED REGARDLESS OF THE SECTION USED ON THE CROSS SECTION SHEETS.
23. ANY DEBRIS WHICH MAY BE ENCOUNTERED DURING GRADING SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE PROJECT RIGHT OF WAY IN A SUITABLE DISPOSAL AREA AS APPROVED BY THE ENGINEER.
24. UNSUITABLE SOILS NOT USED ON THE PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE PROJECT AND DISPOSED OF IN ACCORDANCE WITH MN/DOT SPECIFICATIONS.
25. INPLACE BITUMINOUS PAVEMENT RANGES FROM 3" TO 7" THICK. (AVERAGE 5") FOR INFORMATION ONLY, CONTRACTOR TO VERIFY PAVEMENT DEPTH PRIOR TO PLACING BID. NO WARRANTY IS MADE OR IMPLIED WITH THIS INFORMATION.
26. AGGREGATE BASE MATERIAL SHALL BE 100% CRUSHED AND MEET THE REQUIREMENTS OF MN/DOT SPEC. 3138, CLASS 5.
27. COMPACTION OF AGGREGATE BASE SHOULD BE IN ACCORDANCE WITH MN/DOT "MODIFIED PENETRATION INDEX METHOD". COMPACTION OF SELECT GRANULAR MATERIAL SHOULD BE IN ACCORDANCE WITH MN/DOT "SPECIFIED DENSITY METHOD".
28. COMPACTION OF ALL ROADWAY BITUMINOUS MIXTURES SHALL BE BY THE "MAXIMUM DENSITY METHOD". COMPACTION OF BITUMINOUS TRAIL AND DRIVEWAYS SHALL BE BY THE "ORDINARY COMPACTION METHOD".
29. COMPACTION OF ALL TEMPORARY BITUMINOUS MIXTURES SHALL BE BY THE "ORDINARY COMPACTION METHOD". TEMPORARY BITUMINOUS MIXTURES SHALL BE BITUMINOUS PAVEMENT REMOVED PRIOR TO THE COMPLETION OF CONSTRUCTION.

NO	DATE	BY	CHKD	APPR	REVISION
NAME: p:\02-617-18\plan\0261718_SCN.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012

DESIGN BY GMP DATE 3/8/2012

CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

SOILS AND
CONSTRUCTION NOTES

BASIS OF QUANTITIES		
SPEC NO	DESCRIPTION	RATE
2357.502	BITUMINOUS MATERIAL FOR TACK COAT	0.05 GAL / SQ YD / LIFT
2360.501	TYPE SP12.5 WEARING COURSE MIXTURE	115 LBS / SQ YD / IN
2360.502	TYPE SP12.5 WEARING NON-COURSE MIXTURE	115 LBS / SQ YD / IN
2573.623	RAPID STABILIZATION METHOD 3	6000 GALS / ACRE
2575.502	SEED MIXTURE 270	120 LBS/ACRE
2575.502	SEED MIXTURE 310	82 LBS / ACRE
2575.502	SEED MIXTURE 328	88 LBS/ACRE
2575.502	SEED MIXTURE 340	84.5 LBS / ACRE
2575.502	SEED MIXTURE 350	84.5 LBS/ACRE
2575.511	MULCH MATERIAL TYPE 3	2 TONS / ACRE
2575.532	COMMERCIAL FERTILIZER 22-5-10 (SOD & 270 SEED MIX) FERTILIZER TYPE 3	350 LBS / ACRE
2575.532	COMMERCIAL FERTILIZER 17-10-7 (310,328 & 340 SEED MIX) FERTILIZER TYPE 4	120 LBS/ACRE
2575.532	COMMERCIAL FERTILIZER 17-10-7 (350 SEED MIX) FERTILIZER TYPE 4	150 LBS / ACRE

INDEX OF TABULATION CHARTS		
TAB.	DESCRIPTION	SHEET NO.
A	CLEAR AND GRUB	9
B	REMOVALS	9
C	REMOVE EXISTING STORM SEWER	10
D	NOISE BARRIER	190
E	MAILBOX	10
F	BASE AND BITUMINOUS SUMMARY	10
G	BITUMINOUS PATH	10
H	SALVAGE SIGNS	12
I	PERMANENT PAVEMENT MARKINGS	220
J	CULVERTS	20
K	STORM SEWER TABULATION	180-183
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M	TURF ESTABLISHMENT AND EROSION CONTROL	13
N	DRIVEWAYS	11
O	CONCRETE FLUME	11
P	PRIVATE UTILITY OWNERS	14
Q	GAS - CENTER POINT ENERGY	14
R	GAS - NORTHERN NATURAL GAS	14
S	XCEL ENERGY - GAS	14
T	OVERHEAD POWER - CONNEXUS ENERGY	17
U	BURIED POWER - CONNEXUS ENERGY	18
V	OVERHEAD POWER - GREAT RIVER ENERGY	19
W	PETROLEUM - KOCH PIPELINE CO., L.P.	14
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Y	CABLE TV - COMCAST	15
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THE FOLLOWING STANDARD PLATES APPROVED BY THE DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION SHALL APPLY ON THIS PROJECT.

STANDARD PLATES		
PLATE NO.		DESCRIPTION
3000	L	REINFORCED CONCRETE PIPE
3006	G	GASKET JOINT FOR R.C. PIPE
3007	D	SHEAR REINFORCEMENT FOR PRECAST DRAINAGE STRUCTURES
3014	J	REINFORCED CONCRETE PIPE ARCH
3022	C	REINFORCED CONCRETE SAFETY APRON
3100	G	CONCRETE APRON FOR REINFORCED CONCRETE PIPE
3110	G	CONCRETE APRON FOR REINFORCED CONCRETE PIPE-ARCH
3123	J	METAL APRON FOR C.S. PIPE
3124	B	METAL APRON CONNECTION
3128	H	METAL SAFETY APRON & GRATE
3133	C	RIPRAP AT RCP OUTLETS
3145	F	CONCRETE PIPE TIES
3148	A	SAFETY SLOPE METAL END SECTION FOR CIRCULAR & ARCHED PIPES
4005	L	MANHOLE OR CATCH BASIN TYPE A & B CONE SECTIONS PRECAST-DESIGN F
4006	L	MANHOLE OR CATCH BASIN PRECAST-DESIGNS G AND H
4010	H	CONCRETE SHORT CONE AND ADJUSTING RING
4011	E	PRECAST CONCRETE BASE
4020	J	MANHOLE OR CATCH BASIN (FOR USE WITH OR WITHOUT TRAFFIC LOADS)
4026	A	CONCRETE ENCASED CONCRETE ADJUSTING RINGS
4108	F	ADJUSTING RINGS FOR CATCH BASINS AND MANHOLES
4125	D	CATCH BASIN FRAME CASTING
4134	A	CURB BOX CASTING FOR CATCH BASIN
4143	E	STOOL GRATE AND CONCRETE FRAME
4154	B	CATCH BASIN GRATE CASTING
4180	J	MANHOLE OR CATCH BASIN STEP
7035	N	CONCRETE WALK & CURB RETURNS AT ENTRANCES
7036	G	PEDESTRIAN CURB RAMP
7038	A	DETECTABLE WARNING SURFACE TRUNCATED DOMES
7100	H	CONCRETE CURB AND GUTTER
7109	C	MEDIAN NOSE AND ISLAND (UNDIVIDED TO DIVIDED ROADWAY)
7111	J	INSTALLATION OF CATCH BASIN CASTINGS
7113	A	CONCRETE APPROACH NOSE DETAIL
8000	I	STANDARD BARRICADES
8110	E	TRAFFIC SIGNAL BRACKETING (POLE MOUNTED)
8114	A	PVC HANDHOLE/PULLBOX
8118	D	SERVICE EQUIPMENT AND POLE-TRAFFIC CONTROL SIGNALS
8119	C	GROUND MOUNTED CABINET FOUNDATION
8120	P	POLE FOUNDATION (PA 85)
8121	G	TRANSFORMER BASE AND POLE BASE PLATE
8123	G	POLE AND MAST ARM FOR ALL POLE TYPES
8126	J	POLE FOUNDATION (PA90 AND PA100)
8150	C	INSTALLATION OF CULVERT MARKERS
8337	C	TEMPORARY PRECAST PORTABLE BARRIERS (TYPE F)
9000	D	APPROACHES AND ENTRANCES (RECOMMENDED STANDARDS)
9102	D	TURF ESTABLISHMENT AREAS
9350	A	MAILBOX SUPPORT (SWING-AWAY TYPE)

CLEAR AND GRUB								A
ALIGNMENT	STATION TO STATION	OFFSET		CLEARING		GRUBBING		NOTES
		LEFT	RIGHT	(TREE)	(ACRE)	(TREE)	(ACRE)	
NB CSAH 17	170+58 - 170+97		39' - 61'		0.05		0.05	
SB CSAH 17	174+00 - 177+00	45' - 63'		12		12		1
SB CSAH 17	177+00 - 177+75	17' - 75'			0.1		0.1	1
NB CSAH 17	173+90 - 176+24		37' - 46'		0.05		0.05	
NB CSAH 17	180+72 -		43'	1		1		
SB CSAH 17	180+70 - 181+02	38'		2		2		1
NB CSAH 17	182+45 - 183+30		28' - 50'	2	0.05	2	0.05	
SB CSAH 17	183+55 - 186+60	15' - 85'		57		57		
NB CSAH 17	185+25 - 185+50		40' - 45'	2		2		
SB CSAH 17	187+00 - 192+00	15' - 83'		19		19		
NB CSAH 17	190+00 - 192+30		32' - 47'	4		4		
SB CSAH 17	192+85 - 195+70	29' - 70'		79		50		
NB CSAH 17	195+00 - 198+00		30' - 60'	18		10		
SB CSAH 17	196+55 - 199+20	25' - 65'		7	0.05	7	0.05	
NB CSAH 17	198+00 - 200+00		36' - 70'	2	0.1	2	0.1	
SB CSAH 17	200+80 - 205+50	30' - 50'		9	0.25	13	0.25	
NB CSAH 17	201+75 - 206+50		20' - 50'	56	0.2	56	0.2	
SB CSAH 17	205+65 - 208+30	30' - 60'			0.3		0.3	
NB CSAH 17	206+70 - 210+05		25' - 55'		0.2		0.2	
NB CSAH 17	210+25 - 217+15		0' - 50'		0.8		0.8	
SB CSAH 17	211+40 - 215+30	30' - 80'		16		18		
NB CSAH 17	220+00 - 239+50	2'	190'	162		150		
SB CSAH 17	225+60 - 225+90	65'		3		2		
SB CSAH 17	237+71 -	60'		1		1		
SB CSAH 17	245+94 - 246+50	55' - 70'			0.05		0.05	
SB CSAH 17	250+40 - 250+85	40' - 70'			0.05		0.05	
SB CSAH 17	252+45 -	64'		1		1		
SB CSAH 17	258+55 - 263+00	20' - 70'		15	0.2	13	0.2	
NB CSAH 17	260+80 - 265+30		5' - 93'	15	0.05	11	0.05	
SB CSAH 17	264+20 - 273+85	25' - 80'		93	0.05	79	0.05	2
NB CSAH 17	266+20 - 270+60		20' - 70'	14		11		
SB CSAH 17	275+02 -	31'		1		1		
SB CSAH 17	275+26 -	32'		1		1		
SB CSAH 17	277+20 - 280+15	30' - 50'			0.2		0.2	
SB CSAH 17	283+60 -	45'		1		1		
NB CSAH 17	288+98 -		60'	1		1		
NB CSAH 17	289+85 - 290+00		42'	2		2		
SB CSAH 17	289+80 - 290+85	25' - 50'		10	0.05	8	0.05	
CSAH 116	210+75 - 211+20		30' - 35'	7		7		
TOTAL				613	2.8	544	2.8	

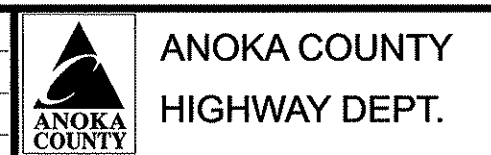
NOTES:
1) WOOD FROM CLEARING PARCELS 2 & 3 (12592 AND 12614 LEXINGTON AVE.) TO BE LEFT FOR PROPERTY OWNER.
2) WOOD FROM CLEARING PARCEL 51 (13990 LEXINGTON AVE.) TO BE LEFT FOR PROPERTY OWNER.

REMOVALS										B
ALIGNMENT	STATION TO STATION	LOCATION	REMOVE (SPEC. 2104)				SAWING (SPEC. 2104)		MILLING (SPEC. 2232)	NOTES
			BITUMINOUS PAVEMENT (SQ YD)	CONCRETE DRIVEWAY PAVEMENT (SQ YD)	CONCRETE WALK (SQ FT)	CONC. CURB & GUTTER (LIN FT)	BITUMINOUS PAVEMENT (LIN FT)	CONCRETE PAVEMENT (LIN FT)	BITUMINOUS SURFACE (1.5") (SQ YD)	
SB CSAH 17	146+30 - 168+10									6100
NB CSAH 17	157+64 - 167+82									3400
NB CSAH 17	160+65 - 168+10	RT	300				790	800		
NB CSAH 17	164+16 - 164+96	RT	190					55		DRIVEWAY
NB CSAH 17	157+64 - 167+82	LT	300					1060		
NB CSAH 17	167+72 - 167+82	LT			170					
SB CSAH 17	145+84 - 167+82	RT	1600					2200		
NB CSAH 17	167+78 - 167+91	RT			100					
NB CSAH 17	169+16 - 169+34	RT			140					
NB CSAH 17	169+18 - 169+24	LT			120					
SB CSAH 17	168+98 - 169+14	LT			140					
NB CSAH 17	168+83 - 177+76	RT					915	230		
SB CSAH 17	168+78 - 176+98	LT					846			
NB CSAH 17	173+60 - 173+72	RT						12		DRIVEWAY
SB CSAH 17	175+36 - 175+44	LT						8		DRIVEWAY
SB CSAH 17	176+44 - 176+66	LT						10	12	DRIVEWAY
SB CSAH 17	192+74 - 192+87	LT						13		DRIVEWAY
NB CSAH 17	197+20 - 197+32	RT						12		DRIVEWAY
SB CSAH 17	199+78 -	LT			150				35	DRIVEWAY
NB CSAH 17	202+20 -	RT			30				20	DRIVEWAY
SB CSAH 17	205+53 -	LT			130				40	DRIVEWAY
NB CSAH 17	206+60 - 206+72	RT							12	DRIVEWAY
NB CSAH 17	213+42 - 213+54	RT							12	DRIVEWAY
SB CSAH 17	221+70 - 221+90	LT							20	DRIVEWAY
133RD	102+38 -								28	STREET
SB CSAH 17	225+71 - 225+87	LT							16	DRIVEWAY
SB CSAH 17	228+15 - 228+25	LT							10	DRIVEWAY
SB CSAH 17	232+75 - 232+85	LT							10	DRIVEWAY
136TH AVE	100+50 -						355		28	
NB CSAH 17	244+37 - 244+57	RT							20	STREET
138TH AVE	102+50 -								24	STREET
SB CSAH 17	258+24 - 258+36	LT							12	DRIVEWAY
SB CSAH 17	260+15 -	LT			115				15	DRIVEWAY
WILDWOOD DR	103+25 -								24	STREET
SB CSAH 17	265+77 - 265+91	LT							14	DRIVEWAY
SB CSAH 17	267+46 - 267+59	LT							13	DRIVEWAY
SB CSAH 17	271+88 - 272+00	LT							12	DRIVEWAY
NB CSAH 17	290+92.22 -								24	
CSAH 116	210+29 - 211+00								96	
TOTAL			2390	425	670	2906	4775	122	9500	

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN0261718_TAB.dgn					
03/13/2012 7:12:08 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt Kobilarsik*
DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
DESIGN BY: GMP DATE: 3/8/2012
CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

REMOVE EXISTING STORM SEWER								C
ALIGNMENT	STATION TO STATION	OFFSET	REMOVE (SPEC. 2104)				NOTES	
			DRAINAGE STRUCTURE (EACH)	CASTING (EACH)	PIPE APRON (EACH)	SEWER PIPE STORM (LIN FT)		PIPE CULVERT (LIN FT)
NB CSAH 17	160+58 - 162+28	25' RT	1	1		170		
NB CSAH 17	162+28 - 164+00	25' RT	1	1		172		
NB CSAH 17	164+00 - 165+71	25' RT	1	1		172		
NB CSAH 17	165+71 - 167+40	25' RT	1	1		168		
NB CSAH 17	171+50 - 171+50	25' RT - 77' LT	2	2		102		
SB CSAH 17	171+50 - 173+21	25' LT				170		
SB CSAH 17	173+21 - 174+91	25' LT				170		
NB CSAH 17	173+20 - 173+21	25' RT - 76' LT	2	2		102		
NB CSAH 17	174+90 - 174+91	25' RT - 77' LT	2	2		102		
SB CSAH 17	174+91 - 176+34	25' LT	1	1		143		
SB CSAH 17	176+34 - 180+52	25' LT - 10' LT	2	2		417		
SB CSAH 17	178+50 - 178+52	24' RT - 35' LT			2	60		
SB CSAH 17	180+52 - 181+93	10' LT - 4' LT	1	1		142		
SB CSAH 17	181+93 - 182+43	4' LT - 72' LT			1	85		
NB CSAH 17	180+50 - 180+52	29' RT - 55' LT	1	1		84		
NB CSAH 17	183+94 - 184+45	30' RT			2	50	DRIVEWAY	
SB CSAH 17	203+50 - 203+80	13' LT				30	DRIVEWAY	
SB CSAH 17	205+37 - 205+67	10' LT				30	DRIVEWAY	
NB CSAH 17	206+48 - 206+78	12' RT				30	DRIVEWAY	
NB CSAH 17	209+95 - 210+26	15' RT				31	DRIVEWAY	
SB CSAH 17	214+68 - 215+08	32' LT				40	DRIVEWAY	
SB CSAH 17	232+62 - 232+92	50' LT				30	DRIVEWAY	
NB CSAH 17	236+70 - 236+57	32' LT - 75' LT				46	MAINLINE(RCP)	
SB CSAH 17	241+17 - 241+92	43' LT			2	72	136TH ST	
SB CSAH 17	252+71 - 253+31	16' LT				60		
SB CSAH 17	258+12 - 258+42	18' LT				30		
NB CSAH 17	259+65 - 260+35	18' RT			2	70		
SB CSAH 17	259+95 - 260+35	22' LT				40		
NB CSAH 17	260+84 - 260+84	17' RT - 69' LT				86	MAINLINE	
SB CSAH 17	263+88 - 264+26	22' LT				38		
NB CSAH 17	265+54 - 266+28	18' RT				74		
SB CSAH 17	265+69 - 266+00	24' LT				32		
SB CSAH 17	271+70 - 272+12	21' LT				42		
SB CSAH 17	276+74 - 277+34	16' LT				60		
SB CSAH 17	280+81 - 281+23	24' LT				42		
NB CSAH 17	283+70 - 284+00	26' RT				30		
SB CSAH 17	286+81 - 287+24	32' LT				44		
SB CSAH 17	289+07 - 289+55	28' LT				48		
CSAH 116	212+84 - 212+82	25' RT - 24' LT			2	50	MAINLINE	
TOTAL			15	15	11	2259	1105	

BITUMINOUS PATH						G
ALIGNMENT	STATION TO STATION	OFFSET	BITUMINOUS PATH [1]		AGG BASE CL 5	NOTES
			SQ YD	TON	CY	
SB CSAH 17	168+98 - 208+37	LT	4377	70	1605	
SB CSAH 17	208+79 - 221+49.30	LT	1411	23	517	
SB CSAH 17	221+49.30 - 223+32	LT	203	3	74	
SB CSAH 17	223+69 - 241+38	LT	1966	31	721	
SB CSAH 17	241+70 - 252+88	LT	1243	20	456	
SB CSAH 17	253+20 - 263+92	LT	1191	19	437	
SB CSAH 17	264+25 - 273+98	LT	1081	17	396	
TOTAL			11472	183	4206	

GENERAL NOTES:
 [1] 2.5" TYPE SP 12.5 WEARING COURSE MIXTURE SPWEB230B

BASE AND BITUMINOUS SUMMARY							F	
ALIGNMENT	STATION TO STATION	LOCATION	AGGREGATE SHOULDERING CLASS 5	AGGREGATE BASE CLASS 5	BITUMINOUS			NOTES
					2360 TYPE SP 12.5 WEAR (4,F)	2360 TYPE SP 12.5 NON - WEAR (3,B)	2357 BIT. TACK COAT	
					TON	CU YD	GAL	
NB CSAH 17	146+30 - 168+10	MAINLINE		1112	1247	2011	1142	
NB CSAH 17	168+80 - 208+57	MAINLINE		5787	6489	5490	3472	
NB CSAH 17	208+57 - 221+48.62	MAINLINE		1652	1852	1567	991	
NB CSAH 17	221+48.62 - 223+50	MAINLINE		288	323	273	173	
NB CSAH 17	223+50 - 241+53	MAINLINE		2318	2599	2199	1391	
NB CSAH 17	241+53 - 265+85	MAINLINE		3030	3398	2875	1818	
NB CSAH 17	265+85 - 274+32	MAINLINE		1125	1261	1067	675	
NB CSAH 17	274+32 - 290+92.22	MAINLINE	50	1995	2237	1893	1197	
CSAH 116	210+29 - 214+98	LT		239	268	227	143	
WILDWOOD	-	LT		10	11		6	
138TH	-	LT		39	44		23	
136TH	-	LT		79	89		47	
133RD	-	LT		57	64		34	
131ST	-	LT		100	112		60	
TOTAL				50	17831	19994	17602	11172

GENERAL NOTES:
 SEE BELOW FOR BIT PATH SUMMARY (TAB G)
 INCLUDES QUANTITY FOR ADDITIONAL 1/4 INCH TO DESIGN PAVEMENT THICKNESS

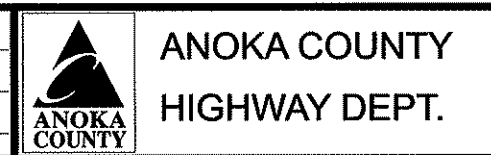
MAILBOX						E
ALIGNMENT	STATION	OFFSET		RELOCATE MAIL BOX SUPPORT (SPEC 2540) (EACH)	MAIL BOX SUPPORT (SPEC 2540) (EACH)	NOTES
		LEFT	RIGHT			
SB CSAH 17	174+30	30		1	(1)	
NB CSAH 17	173+45		28	1	(1)	
SB CSAH 17	175+55	29		1	(1)	
NB CSAH 17	176+41		28	1	(1)	
NB CSAH 17	181+39		12	1	1	
NB CSAH 17	193+13	8		1	1	
NB CSAH 17	197+63	5		1	1	
SB CSAH 17	197+56		2	1	1	
NB CSAH 17	199+54	4		1	1	
NB CSAH 17	202+34	4		1	1	
SB CSAH 17	203+43	4		1	1	
SB CSAH 17	205+30	2		1	1	
NB CSAH 17	205+35	8		1	1	
NB CSAH 17	209+88	7		1	1	
NB CSAH 17	213+07	17		1	(1)	
SB CSAH 17	214+67	20		1	1	
SB CSAH 17	220+44	33		1	1	
SB CSAH 17	221+61	34		1	1	
SB CSAH 17	225+55	33		1	1	
SB CSAH 17	227+91	30		1	1	
SB CSAH 17	228+67	32		1	1	
SB CSAH 17	230+68	30		1	1	
SB CSAH 17	232+57	29		1	1	
SB CSAH 17	259+93	1		1	(1)	
SB CSAH 17	265+65	3		1	1	
SB CSAH 17	267+40	1		1	1	
SB CSAH 17	268+15		0	1	1	
SB CSAH 17	271+63	2		1	1	
SB CSAH 17	280+75	6		1	1	
SB CSAH 17	286+91	11		1	(1)	
SB CSAH 17	289+05	12		1	(1)	
TOTAL				31	23	

(1) EXISTING MAIL BOX SUPPORT MEETS STANDARD PLATE 9350A AND SHALL BE RELOCATED TO FINAL LOCATION.

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

CONCRETE								L
ALIGNMENT	STATION TO STATION	LOCATION	CONCRETE CURB & GUTTER DESIGN B424	CONCRETE CURB & GUTTER DESIGN B418	CONCRETE CURB & GUTTER DESIGN D312	PEDESTRIAN CURB RAMP (6" CONC. WALK)	TRUNCATED DOMES	4" CONCRETE WALK
			LIN FT	LIN FT	LIN FT	SQ FT	SQ FT	SQ FT
NB CSAH 17	160+65 - 168+06	26' - 37' RT	765			210	16	
NB CSAH 17	161+76 - 167+67	29' - 35' LT		590				2630
SB CSAH 17	161+76 - 167+67	13' RT		590				
SB CSAH 17	167+58 - 167+68	78' - 90' LT				60	8	
NB CSAH 17	168+90 - 208+57	32' - 20' RT	3993			240	16	
NB CSAH 17	168+85 - 208+38	13' - 25' LT		3892				45761
SB CSAH 17	168+85 - 208+38	37' - 20' LT	4006			210	16	
SB CSAH 17	169+18 - 208+12	25' - 14' RT		3892				
SB CSAH 17	208+34	35' LT				90	20	
SB CSAH 17	208+82	40' LT				90	20	
NB CSAH 17	208+57 - 221+48.62	20' RT	1293					
NB CSAH 17	209+06 - 221+48.62	14' - 25' LT		1244				11906
SB CSAH 17	209+06 - 221+49.30	14' - 25' RT		1244				
SB CSAH 17	208+78 - 221+49.30	25' - 20' LT	1289					
SB CSAH 17	223+27	35' LT				90	20	
SB CSAH 17	223+78	35' LT				90	27	
NB CSAH 17	221+48.62 - 241+53	20' - 25' RT	2006					
NB CSAH 17	221+48.62 - 241+01	14' - 25' LT		1850				17753
SB CSAH 17	221+49.30 - 241+01	14' - 25' RT		1850				
SB CSAH 17	221+49.30 - 241+41	25' - 20' LT	2054					
SB CSAH 17	241+32	35' LT				90	23	
NB CSAH 17	241+53 - 265+72	20' - 25' RT	2436					
SB CSAH 17	241+80	35' LT				90	27	
NB CSAH 17	241+98 - 265+86	14' LT		2389				22470
SB CSAH 17	252+82	35' LT				90	23	
SB CSAH 17	241+69 - 252+89	25' - 20' LT	1170					
SB CSAH 17	241+97 - 253+03	25' - 14' RT		1106				
SB CSAH 17	253+30	35' LT				90	27	
SB CSAH 17	253+17 - 263+93	25' - 20' LT	1154					
SB CSAH 17	253+03 - 264+07	14' RT		1104				
SB CSAH 17	263+86	35' LT				90	23	
SB CSAH 17	264+21 - 274+08	25' - 20' LT	1062			360		
SB CSAH 17	264+34	35' LT				90	27	
SB CSAH 17	264+07 - 273+77	14' RT		971				
SB CSAH 17	273+82	30' LT				90	8	
SB CSAH 17	273+92	36' LT				90	8	
SB CSAH 17	274+75	35' LT				90	8	
SB CSAH 17	274+47 - 279+10	25' - 20' LT	488			240		
SB CSAH 17	275+02 - 279+04	14' RT		401				
NB CSAH 17	266+02 - 273+77	14' - 25' LT		791				6574
NB CSAH 17	265+86 - 279+10	20' RT	1330			280		
NB CSAH 17	275+03 - 279+10	14' LT		402				5631
136TH AVE.		14.5' LT				174		
136TH AVE.		14.5' RT				182		
WILDWOOD	103+25 - 103+45	14.0' LT & RT	40					
TOTAL			23086	22316	356	2770	317	112725

CONCRETE FLUME					O
ALIGNMENT	STATION	OFFSET	CONCRETE FLUME	GEOTEXTILE FILTER TYPE IV	RIPRAP
			CU YD	SQ YD	CU YD
NB CSAH 17	168+90	139' LT	0.5	1.5	3.2
NB CSAH 17	265+65	53' RT	0.5	1.5	3.2
NB CSAH 17	266+05	51' RT	0.5	1.5	3.2
CSAH 116	214+47	30' RT	0.5	1.5	3.0
TOTAL			2	6	12.6

DRIVEWAYS								N
APRON CENTERLINE STATION	OFFSET	DRIVEWAY TYPE	APRON WIDTH	AGGREGATE		TYPE SP 12.5 WEARING COURSE MIX (2,B)	6" CONCRETE DRIVEWAY PAVEMENT	NOTES
				AGGREGATE SURFACING CLASS 5	AGGREGATE BASE CLASS 5			
			FEET	TON	CU YD	TON	SQ YD	
171+99.84	RT	BITUMINOUS	16		2	4		
173+67.71	RT	BITUMINOUS	16		4	5		
174+13.30	LT	AGGREGATE	16	5	6	7		
175+40	LT	BITUMINOUS	16		7	8		
176+63.25	RT	BITUMINOUS/AGG	16	2	6	7		
176+66.21	LT	BITUMINOUS	16		10	9	14	
181+05.75	RT	BITUMINOUS/AGG	16	9	4	5		
184+22.16	RT	AGGREGATE	16	6	4	5		
186+75.44	LT	AGGREGATE	16	5	6	7		
187+04.61	RT	AGGREGATE	16	2	4	5		
189+87.41	RT	AGGREGATE	16		6	7		
192+73.21	LT	BITUMINOUS	16		14	16		
193+36.28	RT	AGGREGATE	16	4	5	6		
197+29.57	RT	BITUMINOUS	16		6	7		
197+33.22	LT	AGGREGATE	16	4	6	7		
199+37.90	RT	AGGREGATE	16	6	4	5		
198+62.17	LT	CONCRETE	16				45	
202+18.92	RT	CONCRETE	17		2	3	19	
203+18.08	RT	AGGREGATE	16	2	4	5		
203+68.07	LT	AGGREGATE	16	3	6	7		
205+52.75	LT	CONCRETE	24				192	
206+65.23	RT	BITUMINOUS	16		4	5		
210+11.66	RT	AGGREGATE	16	2	4	5		
213+47.78	RT	BITUMINOUS	16		4	5		
214+86.52	LT	AGGREGATE	16	6	6	7		
217+26.11	RT	AGGREGATE	16	3	4	5		
220+69.48	LT	AGGREGATE	16	3	6	7		
223+55.46	RT	AGGREGATE	36	11	4	5		
225+77.22	LT	BITUMINOUS	16		10	12		
228+00.00	RT	AGGREGATE	16	2	2	3		
228+19.27	LT	BITUMINOUS	16		7	9		
229+14.41	LT	CONCRETE	16				64	
230+90.77	LT	BITUMINOUS	18		11	13		
232+79.40	LT	BITUMINOUS	16		9	11		
238+24.86	RT	AGGREGATE	16	6	2	3		
244+41.56	RT	BITUMINOUS	36		14	16		
258+27.65	LT	BITUMINOUS	16		8	10		
260+17.41	LT	CONCRETE	16				56	
260+16.87	RT	AGGREGATE	16	2	2	3		
265+84.20	LT	BITUMINOUS	16		13	16		
267+53.19	LT	BITUMINOUS	16		14	17		
268+53.58	LT	AGGREGATE	16	18	6	7		
271+93.97	LT	BITUMINOUS	16		9	11		
275+49.63	LT	AGGREGATE	16		3	3		
277+04.63	LT	BITUMINOUS	32		11	13	1, 2	
280+99.27	LT	AGGREGATE	16		8	10	1	
283+65.86	RT	AGGREGATE	16	7	6	8	1	
284+20.27	LT	AGGREGATE	16		4	5	1, 2	
286+98.27	LT	AGGREGATE	16		8	10	1, 2	
287+52.98	RT	AGGREGATE	22	15	10	12	1	
289+27.69	LT	AGGREGATE	16		8	10	1, 2	
103+12 (133RD)	RT	BITUMINOUS	16		3	3		
TOTAL				123	306	369	390	

NOTES:

- 1). RURAL DRIVEWAY
- 2). EXISTING AGGREGATE DRIVEWAY, PLACE BITUMINOUS APRON.

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt A. Kobiarcsik*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

TABULATIONS

SALVAGE SIGNS										H
ALIGNMENT	STATION		TYPE C	TYPE D	TYPE SPECIAL (1)	INSTALL SIGN TYPE D	INSTALL SIGN TYPE SPECIAL	SIGN NUMBER	NOTES	
			EACH	EACH	EACH	EACH	EACH			
CSAH 17	146+20	Lt	1					R4-7		
CSAH 17	146+20	Lt						X4-2		
CSAH 17	146+56	Lt	1					R5-1		
CSAH 17	147+20	Lt						x4-3		
CSAH 17	147+20	Lt	1					x4-3		
CSAH 17	151+73	Lt	1					R3-x2		
CSAH 17	153+81	Lt	1					R6-1R		
CSAH 17	154+68	Lt	1					R5-1		
CSAH 17	159+10	Rt	1					W3-3		
CSAH 17	159+28	Lt	1					x4-3		
CSAH 17	161+15	Rt						M1-6		
CSAH 17	161+15	Rt	1					M2-1A		
CSAH 17	162+67	Lt	1					R3-x2		
CSAH 17	163+13	Lt		1		1		1-x1		
CSAH 17	164+18	Lt	1					R5-1		
CSAH 17	164+45	Lt	1					R2-1		
CSAH 17	164+69	Lt	1					R6-1R		
CSAH 17	165+10	Rt						R6-1R		
CSAH 17	165+10	Rt	1					R1-1		
CSAH 17	165+10	Rt						x4-13		
CSAH 17	166+80	Lt						M3-3A		
CSAH 17	166+80	Lt	1					M1-6		
CSAH 17	167+35	Rt						M1-6		
CSAH 17	167+35	Rt	1					M6-4A		
CSAH 17	167+50	Lt	1					R5-1		
CSAH 17	167+63	Lt	0					R6-1R	2	
CSAH 17	167+63	Lt						R6-1L	2	
CSAH 17	167+60	Lt		0				MAIN ST	2	
CSAH 17	167+74	Lt	1					R4-7		
CSAH 17	167+74	Lt						X4-2		
CSAH 17	167+82	Rt						R6-1R	2	
CSAH 17	167+82	Rt	0					R6-1L	2	
CSAH 17	167+82	Rt		0				LEXINGTON AVE	2	
CSAH 17	169+08	Lt	0					R6-1R	2	
CSAH 17	169+08	Lt						R6-1L	2	
CSAH 17	169+08	Lt		0				LEXINGTON AVE	2	
CSAH 17	169+23	Lt	1					R4-7		
CSAH 17	169+23	Lt						x4-2		
CSAH 17	169+27	Rt	0					R6-1R	2	
CSAH 17	169+27	Rt						R6-1L	2	
CSAH 17	169+27	Rt		0				MAIN ST	2	
CSAH 17	169+43	Lt	1					R5-1		
CSAH 17	169+45	Lt	1					M1-6		
CSAH 17	169+45	Lt						M6-4A		
CSAH 17	170+17	Rt	1					M1-6		
CSAH 17	170+17	Rt						M3-1A		
CSAH 17	171+61	Rt	1					R2-1		
CSAH 17	172+85	Rt	1					W9-2L		
CSAH 17	174+62	Rt	1					W20-x3L		
CSAH 17	174+71	Lt	1					R3-x2		
CSAH 17	175+66	Lt						M2-1A		
CSAH 17	175+66	Lt	1					M1-6		
CSAH 17	175+66	Lt						Vehicle Noise Law Enforced		
CSAH 17	175+76	Rt	1					Vehicle Noise Law Enforced		
CSAH 17	176+98	Lt	1					W3-3		
CSAH 17	178+20	Rt	1					W4-2L		
CSAH 17	178+51	Lt	1					X4-3		

SALVAGE SIGNS										H
ALIGNMENT	STATION		TYPE C	TYPE D	TYPE SPECIAL (1)	INSTALL SIGN TYPE D	INSTALL SIGN TYPE SPECIAL	SIGN NUMBER	NOTES	
			EACH	EACH	EACH	EACH	EACH			
CSAH 17	179+72	Rt		1				Adopt		
CSAH 17	180+20	Lt						R4-7		
CSAH 17	180+20	Lt	1					x4-2		
CSAH 17	187+42	Lt	1					W6-1		
CSAH 17	191+49	Rt	1					W14-3		
CSAH 17	208+27	Lt	1					R1-1		
CSAH 17	208+27	Lt						x4-13		
CSAH 17	208+77	Lt			1		1	Street sign		
CSAH 17	211+06	Lt	1					No Parking		
CSAH 17	223+17	Rt		1			1	City of Ham Lake		
CSAH 17	223+24	Lt						R1-1		
CSAH 17	223+24	Lt	1					x4-13		
CSAH 17	223+75	Lt			1		1	Street sign		
CSAH 17	237+00	Rt	1					x4-3 / x4-3		
CSAH 17	237+00	Lt	1					x4-3 / x4-3		
CSAH 17	239+46	Rt	1					x4-4L		
CSAH 17	241+26	Lt						R1-1		
CSAH 17	241+26	Lt	1					x4-13		
CSAH 17	241+75	Rt	1					R3-x1		
CSAH 17	241+75	Lt			1		1	Street sign		
CSAH 17	244+78	Rt	1					R1-1		
CSAH 17	244+78	Rt						x4-13		
CSAH 17	244+78	Rt			1		1	Street sign		
CSAH 17	249+58	Rt	1					W14-3		
CSAH 17	250+41	Rt	1					Crime Watch		
CSAH 17	252+78	Lt	1					R1-1		
CSAH 17	252+78	Lt						x4-13		
CSAH 17	253+21	Lt			1		1	Street sign		
CSAH 17	263+83	Lt	1					R1-1		
CSAH 17	263+83	Lt						x4-13		
CSAH 17	264+30	Lt			1		1	Street sign		
CSAH 17	265+67	Rt			1		1	Street sign		
CSAH 17	266+14	Rt	1					R1-1		
CSAH 17	266+14	Rt						x4-13		
CSAH 17	267+91	Rt	1					M1-6A		
CSAH 17	267+91	Rt						M2-1A		
CSAH 17	267+94	Lt	1					W14-3		
CSAH 17	270+74	Lt		1			1	Adopt		
CSAH 17	272+33	Lt	1					R2-1		
CSAH 17	273+45	Lt	1					M1-6A		
CSAH 17	273+45	Lt						M3-3A		
CSAH 17	274+00	Rt	1					M1-6A		
CSAH 17	274+00	Rt						M6-1AL		
CSAH 17	274+18	Rt	1					W1-7		
CSAH 17	274+18	Rt						x4-4		
CSAH 17	274+55	Lt			1		1	Street sign		
CSAH 17	274+94	Lt	1					M1-6A		
CSAH 17	274+94	Lt						M6-1AR		
CSAH 17	275+38	Rt	1					M1-6A		
CSAH 17	275+38	Rt						M3-1A		
CSAH 17	276+40	Rt	1					R2-1		
CSAH 17	280+69	Lt						M1-6A		
CSAH 17	280+69	Lt	1					M2-1A		
CSAH 17	280+73	Rt	1					W14-3		

- CONSTRUCTION NOTES:
- FOR RELOCATING TRAFFIC SIGNS DURING CONSTRUCTION, AS DIRECTED BY THE ENGINEER. RELOCATION INCIDENTAL TO TRAFFIC CONTROL.
 - "ONEWAY" and MAST ARM SIGN REMOVAL INCIDENTAL TO TRAFFIC SIGNAL REMOVAL.

SALVAGE SIGNS										H
ALIGNMENT	STATION		TYPE C	TYPE D	TYPE SPECIAL (1)	INSTALL SIGN TYPE D	INSTALL SIGN TYPE SPECIAL	SIGN NUMBER	NOTES	
			EACH	EACH	EACH	EACH	EACH			
CSAH 14 (MAIN ST)										
CSAH 14	188+71	Lt	1					R5-1		
CSAH 14	188+81	Lt						R4-7		
CSAH 14	188+81	Lt	1					x4-2		
CSAH 14	190+10	Lt						R4-7		
CSAH 14	190+10	Lt	1					x4-2		
CSAH 14	190+15	Lt	1					R5-1		
CSAH 14	190+43	Lt						M1-6A		
CSAH 14	190+43	Lt	1					M6-4A		
CSAH 14	190+43	Rt	1					W4-2L		
BUNKER LAKE BLVD										
CSAH 116	211+23	Rt						M1-6A		
CSAH 116	211+23	Rt	1					M2-1A		
CSAH 116	212+45	Lt	1					R2-1		
CSAH 116	213+70	Lt						M1-6A		
CSAH 116	213+70	Lt	1					M3-4A		
CSAH 116	214+90	Rt						R1-1		
CSAH 116	214+90	Rt	1					x4-13		
CSAH 116	214+90	Rt						M1-6A		
CSAH 116	214+90	Rt	1					M6-4A		
CSAH 116	214+90	Rt						M4-6A		
CSAH 116	214+90	Rt	1					M1-6A		
			71	4	8	4	8			

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:02-617-18\PLAN0261718_TAB.dgn					
DATE: 03/13/2012 7:12:21 AM					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24766

DRAWN BY: GMP DATE 3/8/2012

DESIGN BY: GMP DATE 3/8/2012

CHECKED BY: JEO DATE 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

TABULATIONS

TRAFFIC BARRIER							Z
STAGE	STATION TO STATION	RELOCATE PORTABLE PRECAST CONC BARRIER DES 8337 LIN FT	PORTABLE PRECAST CONCRETE BARRIER DES 8337 LIN FT	PORTABLE CONCRETE BARRIER DELINEATOR EACH	IMPACT ATTENUATOR AMBY	RELOCATE IMPACT ATTENUATOR AMBY	NOTES
STAGE 2	184+00 - 188+50		450	90	1		
STAGE 2	198+00 - 211+50		1350	27	1		
STAGE 2	258+00 - 269+50		1150	23	1		
STAGE 3	203+68.18 - 209+00	550		11		2	
STAGE 3A	168+80 - 172+36	350		7		2	
STAGE 4	274+36 - 169+34	475		10		2	
STAGE 5	168+98 - 169+14	475		10		2	
TOTAL		1850	2950	178	3	8	

TURF ESTABLISHMENT AND EROSION CONTROL																	M		
ALIGNMENT	STATION TO STATION	LOCATION	SILT FENCE LIN FT	SEEDING ACRE	SEED MIXTURE					MULCH MATERIAL TYPE 3 TON	DISK ANCHOR ACRE	FERTILIZER		INLET PROTECTION TYPE C	EROSION CONTROL BLANKET (CAT. 3 WOOD FIBER) SQ YD	RAPID STABILIZATION METHOD 3 M GAL	SODDING SALT RESISTANT SQ YD	CULVERT PROTECTION EACH	NOTES
					270	310	328	340	350			TYPE 3	TYPE 4						
					POUND	POUND	POUND	POUND	POUND			POUND	POUND						
NB CSAH 17	160+65 - 168+22.5	RT										53		5			728		
NB CSAH 17	168+80 - 208+00	RT	2540	0.87	104				1.7	0.87	530		37	718			3,124	3	
NB CSAH 17	208+00 - 223+20	RT	861	0.88	102	3			1.8	0.88	309	4	14	343	1.4			2	
NB CSAH 17	223+85 - 241+20	RT	2984	2.53	192	59		18	5.1	2.5	559	118	19	1956	1.8			3	
NB CSAH 17	241+20 - 253+03	RT	949	0.58	70				1.2	0.6	204		8		2.4				
NB CSAH 17	253+03 - 265+86	RT	2407	1.85	149	42		9	3.7	1.9	435	76	14	3160	4.2			2	
NB CSAH 17	265+86 - 274+32	RT	1688	1.19	103	27			2.4	1.2	299	40	6	3,880	3.1			1	
NB CSAH 17	274+32 - 290+92	RT	3380	1.89	149	53			3.8	1.9	435	78	6	5,880	5.9			2	
SB CSAH 17	146+31.58 - 168+24	RT	1286	0.46	56				0.9	0.5	162								
SB CSAH 17	168+84 - 208+57	LT	3669	2.02	340		50	6	4.0	2.0	596	76	42	923			3,928	4	
SB CSAH 17	208+57 - 223+50	LT	1267	0.78	94				1.6	0.8	326		16	423	0.2		731	1	
SB CSAH 17	223+50 - 241+52	LT	1183	0.60	72				1.2	0.6	353		18		0.8		1,978	1	
SB CSAH 17	241+52 - 253+03	LT	1190	0.76	91				1.5	0.8	405		12	244	1.0		1,925	1	
SB CSAH 17	253+03 - 264+07	LT	883	0.38	27	13			0.8	0.4	208	19	14	339	0.9		1,787	2	
SB CSAH 17	264+07 - 274+32	LT	660	0.28	34				0.6	0.3	202		9				1,440	3	
SB CSAH 17	274+32 - 290+92	LT	2023	0.82	73	13		5	1.6	0.8	213	27	7	313	2.1			5	
CSAH 116	210+29 - 214+77	RT	72	0.22	26				0.4	0.2	77								
CSAH 116	212+50 - 214+77	LT	400	0.13	16				0.3	0.1	46								1
TOTAL			27,442	16.20	1,697	210	50	6	31	32.6	16.2	5412	438	227	18,179	23.8	15,640	31	

NOTES:
 - QUANTITIES ARE BASED ON 110% OF THE COMPUTED AREA.
 - SEE BASIS OF QUANTITIES FOR APPLICATION RATES

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					
03/13/2012 7:12:13 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt Kobiarcsik*
 DATE: 3-13-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

TABLICATIONS

Sheet 13 of 366 Sheets

PRIVATE UTILITY OWNERS		P
CITY OF HAM LAKE RFC ENGINEERING 13635 JOHNSON STREET HAM LAKE, MN 55304 CONTACT TOM COLLINS CITY ENGINEER TEL: 763-862-8000	XCEL ENERGY 414 NICOLLET MALL MINNEAPOLIS, MN 55401-1993 CONTACT KATHY RONNING TEL 651-462-6201	
CITY OF BLAINE 10801 TOWN SQUARE DRIVE NE BLAINE, MN 55449 CONTACT JEAN KEELY CITY ENGINEER TEL: 763-785-6171	GREAT RIVER ENERGY 12300 ELM CREEK BOULEVARD MAPLE GROVE, MN 55369-4718 CONTACT MICHELLE MAC MILLAN TEL: 763-445-5984	
CONNEXUS ENERGY 14601 RAMSEY BLVD RAMSEY, MN 55303 CONTACT DOUG CABAK TEL. 763-323-2710	CENTERPOINT ENERGY 700 WEST LINDEN AVE P.O. BOX 1165 MINNAPOLIS, MN 55440-1165 CONTACT STEVE GUHANICK TEL 612-321-5421	
COMCAST CABLE 3050 ECHO LAKE AVE MAHTOMEDI, MN 55115 CONTACT DOUG ZAHN TEL 651-493-5316	CENTURY LINK 425 MONROE ANOKA, MN 55303 CONTACT TOM BURNEY TEL. 763-712-5023	
MINNESOTA PIPELINE(KOCH) P.O. BOX 64596 ST. PAUL, MN 55164 CONTACT LOIS WELLS TEL: 651-438-1564	NORTHERN NATURAL GAS 6579 420TH ST HARRIS, MN 55032 CONTACT MARK PETERSON TEL. 612-270-8509	
ANOKA COUNTY HIGHWAY DEPARTMENT TRAFFIC SIGNAL 1440 BUNKER LAKE BLVD. NW ANDOVER, MN 55304 CONTACT: AL BRADFORD TEL: 763-862-4231		

GAS - CENTER POINT ENERGY				Q
ALIGNMENT	STATION	LOCATION	INPLACE ITEM	REMARKS
SB CSAH 17	145+84 - 153+76	0' - 12' LT	GAS	LEAVE AS IS
SB CSAH 17	145+84 - 153+48	27' LT - 40' LT	GAS	LEAVE AS IS
SB CSAH 17	151+16 - 151+31	37' LT - 238' RT	GAS	
SB CSAH 17	153+76 - 168+74	12' LT	GAS	LEAVE AS IS
SB CSAH 17	153+48 - 168+01	40' LT - 37' LT	GAS	LEAVE AS IS
SB CSAH 17	168+01 - 168+01	37' LT - 65' LT	GAS	LEAVE AS IS
SB CSAH 17	168+01 - 168+99	65' LT	GAS	LEAVE AS IS
SB CSAH 17	168+74 - 185+15	4' LT - 12' LT	GAS	RELOCATE
SB CSAH 17	185+15 - 189+72	12' LT - 10' LT	GAS	RELOCATE
SB CSAH 17	168+99 - 169+37	65' LT - 29' LT	GAS	RELOCATE
SB CSAH 17	169+37 - 177+19	29' LT	GAS	RELOCATE
SB CSAH 17	177+19 - 189+72	29' LT - 15' LT	GAS	RELOCATE
SB CSAH 17	168+98 - 180+89	17' LT - 9' LT	GAS	RELOCATE
SB CSAH 17	180+89 - 183+03	9' LT - 12' LT	GAS	RELOCATE
SB CSAH 17	183+03	12' LT	GAS VALVE	RELOCATE
SB CSAH 17	189+72 - 191+72	5' LT - 10' LT	GAS	RELOCATE
SB CSAH 17	191+72 - 196+42	10' LT - 1' LT	GAS	RELOCATE
SB CSAH 17	196+42 - 208+58	1' LT - 4' LT	GAS	RELOCATE
SB CSAH 17	208+58 - 217+58	4' LT - 33' LT	GAS	RELOCATE
	131ST ST	100+00 - 101+96	23' LT - 21' LT	GAS ADJUST
	WB CSAH 14	185+98 - 192+90	6' LT - 18' LT	GAS LEAVE AS IS
	WB CSAH 14	185+98 - 192+90	31' LT - 28' LT	GAS LEAVE AS IS

GAS - NORTHERN NATURAL GAS				R
ALIGNMENT	STATION	LOCATION	INPLACE ITEM	REMARKS
NB CSAH 17	276+23 - 276+59	100' RT - 105' LT	GAS	ADJUST
NB CSAH 17	276+50 - 276+80	104' RT - 108' LT	GAS	ADJUST

XCEL ENERGY - GAS				S
ALIGNMENT	STATION	LOCATION	INPLACE ITEM	REMARKS
SB CSAH 17	223+25 - 241+80	48' LT - 45' LT	GAS	ADJUST
SB CSAH 17	226+56	48' LT - LT	GAS SERVICE	LEAVE AS IS
SB CSAH 17	227+58	48' LT - LT	GAS SERVICE	LEAVE AS IS
SB CSAH 17	229+01	48' LT - LT	GAS SERVICE	LEAVE AS IS
SB CSAH 17	232+12	48' LT - LT	GAS SERVICE	LEAVE AS IS
SB CSAH 17	233+07	48' LT - LT	GAS SERVICE	LEAVE AS IS
SB CSAH 17	241+80 - 266+40	45' LT - 21' LT	GAS	RELOCATE
SB CSAH 17	244+18 - 244+05	38' LT - 135' RT	GAS	LEAVE AS IS
SB CSAH 17	257+81	21' LT - LT	GAS SERVICE	RELOCATE
SB CSAH 17	260+39	21' LT - LT	GAS SERVICE	RELOCATE
SB CSAH 17	265+61 - 265+58	21' LT - 276' RT	GAS	RELOCATE
SB CSAH 17	266+15 - 265+95	21' LT - 114' LT	GAS SERVICE	RELOCATE
SB CSAH 17	266+40 - 269+65	21' LT - 14' LT	GAS	RELOCATE
SB CSAH 17	269+65 - 270+95	14' LT - 16' LT	GAS	RELOCATE
SB CSAH 17	267+81 - 268+01	17' LT - 35' LT	GAS SERVICE	RELOCATE
SB CSAH 17	268+01	35' LT - LT	GAS SERVICE	RELOCATE
SB CSAH 17	270+05	25' LT - LT	GAS SERVICE	RELOCATE
SB CSAH 17	270+88	27' LT - LT	GAS SERVICE	RELOCATE
SB CSAH 17	270+95 - 273+28	16' LT - 8' LT	GAS	RELOCATE
SB CSAH 17	272+26	10' LT - LT	GAS SERVICE	RELOCATE
SB CSAH 17	273+28 - 274+60	8' LT - 30' LT	GAS	RELOCATE
SB CSAH 17	274+60 - 277+59	30' LT - 21' LT	GAS	RELOCATE
SB CSAH 17	277+59 - 277+88	21' LT - 8' LT	GAS	RELOCATE
SB CSAH 17	277+88 - 290+92	8' LT - 17' LT	GAS	RELOCATE
SB CSAH 17	277+81 - 290+00	22' LT - 36' LT	GAS	RELOCATE
SB CSAH 17	285+92	14' LT	GAS VALVE	RELOCATE
SB CSAH 17	285+92 - 285+88	14' LT - 130' RT	GAS	RELOCATE
SB CSAH 17	286+65	13' LT - LT	GAS SERVICE	RELOCATE
SB CSAH 17	289+03	18' LT - LT	GAS SERVICE	RELOCATE
	133RD ST	100+66 - 103+57	20' RT - 21' RT	GAS LEAVE AS IS
	136TH AVE.	100+00 - 102+34	25' RT	GAS LEAVE AS IS
	136TH AVE.	100+50 - 102+35	27' LT	GAS LEAVE AS IS
	138TH AVE.	100+00 - 101+44	22' LT	GAS LEAVE AS IS
	WILDWOOD DR.	100+00 - 103+84	23' RT	GAS LEAVE AS IS
	139TH	100+00 - 102+39	26' RT - 22' RT	GAS RELOCATE
	CSAH 116	205+00 - 274+60	30' LT	GAS LEAVE AS IS

KOCH PIPELINE CO., L.P.				W
ALIGNMENT	STATION	LOCATION	INPLACE ITEM	REMARKS
NB CSAH 17	283+22 - 284+29	107' RT TO 107' LT		ADJUST
NB CSAH 17	283+42 - 284+45	117' RT TO 99' LT		ADJUST
NB CSAH 17	283+49 - 284+56	122' RT TO 94' LT		

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					
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I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: CURT A. KOBIARCSIK

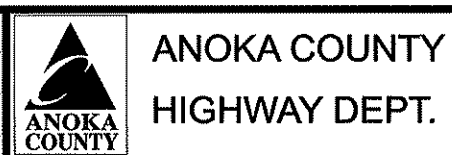
SIGNATURE: *Curt A. Kobiarcsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

TABULATIONS

Sheet 14 of 366 Sheets

CABLE TV - COMCAST					Y
ALIGNMENT	STATION		LOCATION	INPLACE ITEM	REMARKS
	BEGIN	END			
NB CSAH 17	167+57		34' RT	VAULT	RELOCATE
NB CSAH 17	167+57	173+47	34' RT	BURIED	RELOCATE
NB CSAH 17	173+47	176+47	34' RT TO 43' RT	BURIED	RELOCATE
NB CSAH 17	176+47	180+55	43' RT TO 41' RT	BURIED	RELOCATE
NB CSAH 17	180+55	186+98	41' RT TO 27' RT	BURIED	RELOCATE
NB CSAH 17	186+98	188+82	27' RT	BURIED	RELOCATE
NB CSAH 17	188+82	208+80	27' RT TO 6' RT	BURIED	RELOCATE
NB CSAH 17	208+80	214+74	6' RT TO 11' RT	BURIED	RELOCATE
NB CSAH 17	169+27		38' RT	VAULT	RELOCATE
NB CSAH 17	169+27	169+30	38' RT TO 81' LT	BURIED	RELOCATE
SB CSAH 17	169+30	170+55	29' LT TO 53' LT	BURIED	RELOCATE
NB CSAH 17	170+55		40' RT	PEDESTAL	RELOCATE
SB CSAH 17	170+55	173+54	53' LT TO 40' LT	BURIED	
SB CSAH 17	173+54	198+85	40' LT TO 20' LT	BURIED	RELOCATE
SB CSAH 17	198+85	204+76	20' LT TO 24' LT	BURIED	RELOCATE
SB CSAH 17	204+76	220+09	24' LT TO 72' LT	BURIED	LEAVE AS IS
NB CSAH 17	208+80	208+80	6' RT TO 340' LT	BURIED	
SB CSAH 17	220+09	223+79	72' LT TO 52' LT	BURIED	LEAVE AS IS
NB CSAH 17	223+15		100' LT	PEDESTAL	LEAVE AS IS
NB CSAH 17	223+78		95' LT	PEDESTAL	LEAVE AS IS
NB CSAH 17	227+02		104' LT	PEDESTAL	LEAVE AS IS
NB CSAH 17	228+52		100' LT	PEDESTAL	LEAVE AS IS
NB CSAH 17	231+95		87' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	223+79	227+02	52' LT TO 62' LT	BURIED	LEAVE AS IS
SB CSAH 17	227+02	231+95	62' LT TO 45' LT	BURIED	LEAVE AS IS
SB CSAH 17	231+95	240+47	45' LT TO 41' LT	BURIED	LEAVE AS IS
SB CSAH 17	240+47	241+00	41' LT TO 55' LT	BURIED	LEAVE AS IS
SB CSAH 17	241+00	244+34	55' LT TO 44' LT	BURIED	LEAVE AS IS
SB CSAH 17	244+34	259+33	44' LT TO 4' RT	BURIED	RELOCATE
SB CSAH 17	259+33	260+70	4' RT TO 5' LT	BURIED	RELOCATE
SB CSAH 17	260+70	264+39	5' LT TO 11' LT	BURIED	RELOCATE
SB CSAH 17	264+39	270+33	11' LT TO 5' LT	BURIED	RELOCATE
SB CSAH 17	270+33	274+03	5' LT TO 6' LT	BURIED	RELOCATE
SB CSAH 17	257+37	258+52	20' LT TO 18' LT	BURIED	RELOCATE
SB CSAH 17	258+52		40' LT	PEDESTAL	RELOCATE
SB CSAH 17	258+52	268+06	18' LT TO 37' LT	BURIED	RELOCATE
SB CSAH 17	268+06		37' LT	PEDESTAL	RELOCATE
SB CSAH 17	268+06	268+75	37' LT TO 14' LT	BURIED	RELOCATE
SB CSAH 17	268+75	269+57	14' LT TO 26' LT	BURIED	RELOCATE
SB CSAH 17	269+57	272+03	26' LT TO 22' LT	BURIED	RELOCATE
SB CSAH 17	272+03	272+78	22' LT TO 40' LT	BURIED	RELOCATE
SB CSAH 17	272+78	274+04	40' LT TO 47' LT	BURIED	RELOCATE
136TH	100+00	100+05	31' LT TO 40' RT	BURIED	LEAVE AS IS
136TH	100+05		40' RT	PEDESTAL	LEAVE AS IS
136TH	100+05	102+27	40' RT TO 37' RT	BURIED	LEAVE AS IS
138TH	100+37	103+91	35' RT TO 37' RT	BURIED	LEAVE AS IS
WILDWOOD	100+30	100+28	30' LT TO 32' RT	BURIED	LEAVE AS IS
WILDWOOD	100+28	103+95	32' RT TO 33' RT	BURIED	ADJUST
WILDWOOD	102+21	102+21	33' RT TO 32' LT	BURIED	LEAVE AS IS
WILDWOOD	100+30	103+94	30' LT TO 30' LT	BURIED	ADJUST
CSAH 116	208+80	210+30	30' RT	BURIED	LEAVE AS IS
CSAH 116	210+30	215+13	30' RT	BURIED	RELOCATE

TELEPHONE - CENTURYLINK					X
ALIGNMENT	STATION		LOCATION	INPLACE ITEM	REMARKS
	BEGIN	END			
NB CSAH 17	146+16		35' RT	PEDESTAL	LEAVE AS IS
NB CSAH 17	146+16	151+78	35' RT TO 35' RT	BURIED TELEPHONE	LEAVE AS IS
NB CSAH 17	146+16	155+03	32' RT TO 33' RT	FIBER OPTIC	LEAVE AS IS
NB CSAH 17	151+78		35' RT	PEDESTAL	LEAVE AS IS
NB CSAH 17	151+78	155+03	35' RT TO 32' RT	BURIED TELEPHONE	LEAVE AS IS
NB CSAH 17	155+03		32' RT	MANHOLE	LEAVE AS IS
NB CSAH 17	155+03		39' RT	PEDESTAL	LEAVE AS IS
NB CSAH 17	155+03	162+27	32' RT TO 34' RT	FIBER OPTIC	RELOCATE
NB CSAH 17	162+27		34' RT	PEDESTAL	RELOCATE
NB CSAH 17	162+27	169+27	34' RT TO 33' RT	FIBER OPTIC	RELOCATE
NB CSAH 17	165+98		33' RT	MANHOLE	RELOCATE
NB CSAH 17	165+98	167+86	33' RT TO 51' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	167+86		51' RT	PEDESTAL	RELOCATE
NB CSAH 17	169+27	186+97	38' RT TO 22' RT	FIBER OPTIC	RELOCATE
NB CSAH 17	169+27	170+49	38' RT TO 38' RT	BURIED TELEPHONE	LEAVE AS IS
NB CSAH 17	169+27		38' RT	PEDESTAL	LEAVE AS IS
NB CSAH 17	170+49		38' RT	PEDESTAL	LEAVE AS IS
NB CSAH 17	170+49	170+55	38' RT TO 38' RT	BURIED TELEPHONE	LEAVE AS IS
NB CSAH 17	170+55		38' RT	PEDESTAL	LEAVE AS IS
NB CSAH 17	170+41		50' RT	PEDESTAL	LEAVE AS IS
NB CSAH 17	170+41	170+49	50' RT TO 38' RT	BURIED TELEPHONE	LEAVE AS IS
NB CSAH 17	170+57		40' RT	PEDESTAL	LEAVE AS IS
NB CSAH 17	170+55	170+98	38' RT TO 38' RT	BURIED TELEPHONE	LEAVE AS IS
NB CSAH 17	170+98		38' RT	PEDESTAL	RELOCATE
NB CSAH 17	170+98		32' RT	MANHOLE	RELOCATE
NB CSAH 17	170+98	171+00	32' RT TO 91' LT	FIBER OPTIC	ADJUST
NB CSAH 17	170+98	171+41	38' RT TO 39' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	171+41		39' RT	PEDESTAL	RELOCATE
NB CSAH 17	171+41	172+12	39' RT TO 40' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	172+12		40' RT	PEDESTAL	RELOCATE
NB CSAH 17	172+12	173+39	40' RT TO 36' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	173+39		40' RT	PEDESTAL	RELOCATE
NB CSAH 17	173+39	173+46	40' RT TO 35' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	173+46		35' RT	PEDESTAL	RELOCATE
NB CSAH 17	173+46	176+06	35' RT TO 36' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	176+06		36' RT	PEDESTAL	RELOCATE
NB CSAH 17	176+06	179+88	36' RT TO 45' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	177+20		43' RT	PEDESTAL	RELOCATE
NB CSAH 17	182+35	204+75	27' RT TO 16' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	186+97	210+00	22' RT TO 28' RT	FIBER OPTIC	RELOCATE
NB CSAH 17	204+75	216+28	22' RT TO 0' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	210+00	218+76	28' RT TO 0' RT	FIBER OPTIC	RELOCATE
NB CSAH 17	216+28	221+93	0' RT TO 9' LT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	218+76	242+29	0' RT TO 0' RT	FIBER OPTIC	RELOCATE
NB CSAH 17	221+93		9' LT	PEDESTAL	RELOCATE
NB CSAH 17	221+93	241+23	9' LT TO 13' LT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	241+23		14' LT	PEDESTAL	RELOCATE
NB CSAH 17	241+23	244+74	14' LT TO 5' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	242+29	245+06	0' RT TO 11' RT	FIBER OPTIC	RELOCATE
NB CSAH 17	244+75		5' RT	PEDESTAL	RELOCATE
NB CSAH 17	244+75	244+53	5' RT TO 103' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	245+06	245+11	11' RT TO 85' LT	FIBER OPTIC	RELOCATE
NB CSAH 17	245+01		9' RT	PEDESTAL	RELOCATE
NB CSAH 17	245+01	245+02	8' RT TO 16' LT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	245+02	253+33	16' LT TO 7' LT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	253+33	263+92	7' LT TO 1' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	263+92		1' RT	PEDESTAL	RELOCATE
NB CSAH 17	263+92	265+26	1' RT TO 22' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	265+26		22' RT	PEDESTAL	RELOCATE
NB CSAH 17	265+26	265+63	22' RT TO 40' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	265+63		40' RT	PEDESTAL	RELOCATE
NB CSAH 17	265+63	272+11	40' RT TO 5' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	272+11		5' RT	PEDESTAL	RELOCATE
NB CSAH 17	272+11	281+11	5' RT TO 14' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	281+11		14' RT	PEDESTAL	RELOCATE
NB CSAH 17	281+11	281+14	14' RT TO 86' LT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	281+11	287+61	14' RT TO 30' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	287+61	287+81	30' RT TO 17' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	287+81		17' RT	PEDESTAL	RELOCATE
NB CSAH 17	287+71	289+10	17' RT TO 5' RT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	289+10	289+14	5' RT TO 67' LT	BURIED TELEPHONE	RELOCATE
NB CSAH 17	289+10	291	5' RT TO 15' RT	BURIED TELEPHONE	RELOCATE

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt A. Kobiarcsik*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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TABLATIONS
 Sheet 15 of 366 Sheets

TELEPHONE - CENTURYLINK					X
ALIGNMENT	STATION		LOCATION	INPLACE ITEM	REMARKS
	BEGIN	END			
SB CSAH 17	148+75		37' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	148+75	150+65	37' LT TO 42' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	150+65		42' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	150+65	154+78	42' LT TO 47' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	166+01		32' LT	MANHOLE	LEAVE AS IS
SB CSAH 17	166+01	165+97	32' LT TO 85' RT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	170+54		53' LT	PEDESTAL	RELOCATE
SB CSAH 17	170+54	171+00	53' LT TO 39' LT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	171+00		39' LT	MANHOLE	RELOCATE
SB CSAH 17	171+00	173+54	39' LT TO 40' LT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	173+54		40' LT	PEDESTAL	RELOCATE
SB CSAH 17	173+54	175+04	40' LT TO 39' LT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	175+04		39' LT	PEDESTAL	RELOCATE
SB CSAH 17	175+04	177+24	39' LT TO 36' LT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	177+24		36' LT	PEDESTAL	RELOCATE
SB CSAH 17	198+85		20' LT	PEDESTAL	RELOCATE
SB CSAH 17	198+85	215+39	20' LT TO 60' LT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	202+50	202+48	7' LT TO 60' RT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	204+75	204+76	24' LT TO 59' RT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	215+39		60' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	215+39	215+49	60' LT TO 46' RT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	220+11		68' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	221+54		57' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	221+54	221+59	57' LT TO 57' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	221+59		57' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	221+59	223+14	57' LT TO 55' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	223+14		55' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	223+14	223+79	55' LT TO 52' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	223+79		52' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	223+79	227+02	52' LT TO 61' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	227+02		61' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	227+02	228+52	61' LT TO 57' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	228+52		57' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	228+52	231+95	57' LT TO 44' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	240+47		41' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	240+47	241+03	41' LT TO 54' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	241+03		54' LT	PEDESTAL	LEAVE AS IS
SB CSAH 17	241+03	241+22	54' LT TO 30' RT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	244+32		44' LT	PEDESTAL	RELOCATE
SB CSAH 17	245+09	252+64	42' LT TO 44' LT	FIBER OPTIC	LEAVE AS IS
SB CSAH 17	252+64		44' LT	PEDESTAL	RELOCATE
SB CSAH 17	252+64	253+24	44' LT TO 45' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	253+24		45' LT	PEDESTAL	RELOCATE
SB CSAH 17	253+24	258+44	37' LT TO 17' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	258+44	258+47	17' LT TO 40' LT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	258+47		40' LT	PEDESTAL	RELOCATE
SB CSAH 17	258+49		40' LT	PEDESTAL	RELOCATE
SB CSAH 17	258+44	265+49	40' LT TO 10' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	265+49	271+81	10' LT TO 29' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	271+81	272+14	29' LT TO 44' LT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	271+81	276+70	29' LT TO 0' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	272+14		44' LT	PEDESTAL	RELOCATE
SB CSAH 17	272+14	273+67	44' LT TO 27' LT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	273+67	274+56	27' LT TO 50' LT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	274+56	274+88	50' LT TO 2' RT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	274+88	276+68	2' RT TO 2' RT	BURIED TELEPHONE	RELOCATE
SB CSAH 17	276+55		32' LT	PEDESTAL	RELOCATE
SB CSAH 17	276+68	276+88	2' RT TO 35' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	276+88	281+12	35' LT TO 50' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	281+12		50' LT	PEDESTAL	RELOCATE
SB CSAH 17	281+12	284+92	50' LT TO 20' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	284+92	287+16	20' LT TO 27' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	287+16	287+76	27' LT TO 10' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	287+76	288+64	10' LT	FIBER OPTIC	RELOCATE
SB CSAH 17	288+64	289+16	10' LT TO 16' LT	FIBER OPTIC	RELOCATE

TELEPHONE - CENTURYLINK					X
ALIGNMENT	STATION		LOCATION	INPLACE ITEM	REMARKS
	BEGIN	END			
SB CSAH 17	287+27	287+50	34' LT TO 32' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	287+50	289+15	32' LT TO 43' LT	BURIED TELEPHONE	LEAVE AS IS
SB CSAH 17	289+15		43' LT	PEDESTAL	LEAVE AS IS
136TH AVE	100+02		34' RT	PEDESTAL	LEAVE AS IS
136TH AVE	100+02	100+00	34' LT TO 40' RT	BURIED TELEPHONE	LEAVE AS IS
136TH AVE	100+00		40' RT TO	PEDESTAL	LEAVE AS IS
136TH AVE	100+00	102+27	40' RT TO 50' RT	BURIED TELEPHONE	LEAVE AS IS
136TH AVE	102+27		50' RT	PEDESTAL	LEAVE AS IS
138TH AVE	102+74	103+68	15' LT TO 21' LT	BURIED TELEPHONE	
138TH AVE	103+68		21' LT	PEDESTAL	
WILDWOOD DR	101+23		33' RT	PEDESTAL	LEAVE AS IS
WILDWOOD DR	101+23	102+23	33' RT TO 33' RT	BURIED TELEPHONE	LEAVE AS IS
WILDWOOD DR	102+23		33' RT	PEDESTAL	LEAVE AS IS
WILDWOOD DR	102+23	103+16	33' RT TO 22' RT	BURIED TELEPHONE	LEAVE AS IS
WILDWOOD DR	103+16		22' RT	PEDESTAL	LEAVE AS IS
WILDWOOD DR	103+16	103+45	22' RT TO 105' LT	BURIED TELEPHONE	LEAVE AS IS
BUNKER LAKE BLVD	205+00	210+25	31' RT TO 30' RT	BURIED TELEPHONE	LEAVE AS IS
BUNKER LAKE BLVD	210+25		30' RT	PEDESTAL	LEAVE AS IS
BUNKER LAKE BLVD	210+25	214+30	30' RT	BURIED TELEPHONE	LEAVE AS IS
BUNKER LAKE BLVD	214+30		30' RT	PEDESTAL	LEAVE AS IS
BUNKER LAKE BLVD	214+30	214+73	30' RT	BURIED TELEPHONE	RELOCATE
BUNKER LAKE BLVD	214+73		30' RT	FIBER OPTIC	RELOCATE
BUNKER LAKE BLVD	214+73	214+68	30' RT TO 23' LT	BURIED TELEPHONE	
BUNKER LAKE BLVD	210+49		33' LT	PEDESTAL	LEAVE AS IS
BUNKER LAKE BLVD	210+49	213+52	33' RT TO 32' LT	BURIED TELEPHONE	RELOCATE
BUNKER LAKE BLVD	213+52		32' LT	PEDESTAL	RELOCATE
BUNKER LAKE BLVD	213+52	214+68	32' LT TO 23' LT	BURIED TELEPHONE	RELOCATE
BUNKER LAKE BLVD	214+68	214+95	23' LT TO 24' LT	BURIED TELEPHONE	RELOCATE

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					03/13/2012
					7:12:18 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

TABULATIONS

OVERHEAD POWER - CONNEXUS				T
ALIGNMENT	STATION	LOCATION	INPLACE ITEM	REMARKS
NB CSAH 17	146+13	35' RT	POWER POLE	LEAVE AS IS
NB CSAH 17	146+13 - 148+89	35' RT	OH POWER	LEAVE AS IS
NB CSAH 17	148+89	35' RT	POWER POLE	LEAVE AS IS
NB CSAH 17	148+89 - 151+75	35' RT	OH POWER	LEAVE AS IS
NB CSAH 17	151+75	35' RT	POWER POLE	LEAVE AS IS
NB CSAH 17	151+75 - 154+75	35' RT	OH POWER	LEAVE AS IS
NB CSAH 17	154+75	35' RT	POWER POLE	LEAVE AS IS
NB CSAH 17	154+75 - 157+68	35' RT	OH POWER	LEAVE AS IS
NB CSAH 17	157+68	35' RT	POWER POLE	LEAVE AS IS
NB CSAH 17	157+68 - 160+67	35' RT	OH POWER	LEAVE AS IS
NB CSAH 17	160+67	36' RT	POWER POLE	RELOCATE
NB CSAH 17	160+67 - 163+65	35' RT	OH POWER	RELOCATE
NB CSAH 17	163+65	35' RT	POWER POLE	RELOCATE
NB CSAH 17	170+61	35' RT	POWER POLE	RELOCATE
NB CSAH 17	170+61 - 173+37	35' RT	OH POWER	RELOCATE
NB CSAH 17	173+37	35' RT	POWER POLE	RELOCATE
NB CSAH 17	173+37 - 176+03	35' RT - 36' RT	OH POWER	RELOCATE
NB CSAH 17	176+03	36' RT	POWER POLE	RELOCATE
NB CSAH 17	176+03 - 178+28	36' RT - 41' RT	OH POWER	RELOCATE
NB CSAH 17	178+28	41' RT	POWER POLE	RELOCATE
NB CSAH 17	178+28 - 177+30	41' RT - 123' LT	OH POWER	RELOCATE
NB CSAH 17	178+28 - 180+55	41' RT	OH POWER	RELOCATE
NB CSAH 17	180+55	41' RT	POWER POLE	RELOCATE
NB CSAH 17	180+55 - 183+03	41' RT - 22' RT	OH POWER	RELOCATE
NB CSAH 17	183+03	22' RT	POWER POLE	RELOCATE
NB CSAH 17	183+03 - 185+55	22' RT	POWER POLE	RELOCATE
NB CSAH 17	185+55	22' RT	POWER POLE	RELOCATE
NB CSAH 17	185+55 - 188+05	22' RT - 24' RT	OH POWER	RELOCATE
NB CSAH 17	185+55 - 186+00	22' RT - 133' LT	OH POWER	RELOCATE
NB CSAH 17	188+05	24' RT	POWER POLE	RELOCATE
NB CSAH 17	188+05 - 190+55	24' RT - 23' RT	OH POWER	RELOCATE
NB CSAH 17	190+55	23' RT	POWER POLE	RELOCATE
NB CSAH 17	190+55 - 193+03	23' RT - 24' RT	OH POWER	RELOCATE
NB CSAH 17	193+03	24' RT	POWER POLE	RELOCATE
NB CSAH 17	193+03 - 195+54	24' RT - 23' RT	OH POWER	RELOCATE
NB CSAH 17	195+54	23' RT	POWER POLE	RELOCATE
NB CSAH 17	195+54 - 195+08	23' RT - 66' LT	OH POWER	RELOCATE
NB CSAH 17	195+54 - 197+45	23' RT	OH POWER	RELOCATE
NB CSAH 17	197+45	23' RT	POWER POLE	RELOCATE
NB CSAH 17	197+45 - 199+70	23' RT	OH POWER	RELOCATE
NB CSAH 17	199+70	23' RT	POWER POLE	RELOCATE
NB CSAH 17	199+70 - 200+26	23' RT - 67' LT	OH POWER	RELOCATE
NB CSAH 17	199+70 - 201+95	23' RT	OH POWER	RELOCATE
NB CSAH 17	201+95	23' RT	POWER POLE	RELOCATE
NB CSAH 17	201+95 - 204+21	23' RT	OH POWER	RELOCATE
NB CSAH 17	204+21	23' RT	POWER POLE	RELOCATE
NB CSAH 17	204+21 - 206+49	23' RT - 24' RT	OH POWER	RELOCATE

OVERHEAD POWER - CONNEXUS				T
ALIGNMENT	STATION	LOCATION	INPLACE ITEM	REMARKS
NB CSAH 17	206+49	24' RT	POWER POLE	RELOCATE
NB CSAH 17	206+49 - 208+70	24' RT - 23' RT	OH POWER	RELOCATE
NB CSAH 17	208+70	23' RT	POWER POLE	RELOCATE
NB CSAH 17	208+70 - 210+95	23' RT	OH POWER	RELOCATE
NB CSAH 17	210+95	20' RT	POWER POLE	RELOCATE
NB CSAH 17	210+95 - 213+21	20' RT - 13' RT	OH POWER	RELOCATE
NB CSAH 17	213+21	13' RT	POWER POLE	RELOCATE
NB CSAH 17	213+21 - 215-46	23' RT - 2' RT	OH POWER	RELOCATE
NB CSAH 17	215+46	2' RT	POWER POLE	RELOCATE
NB CSAH 17	215+46 - 215+07	2' RT - 80' LT	OH POWER	RELOCATE
NB CSAH 17	215+07 - 215+02	80' LT - 178' LT	OH POWER	RELOCATE
NB CSAH 17	215+46 - 217+75	2' RT - 4' LT	OH POWER	RELOCATE
NB CSAH 17	217+75	4' LT	POWER POLE	RELOCATE
NB CSAH 17	217+75 - 220+09	4' LT - 8' LT	OH POWER	RELOCATE
NB CSAH 17	220+09	8' LT	POWER POLE	RELOCATE
NB CSAH 17	220+09 - 220+10	8' LT - 115' LT	OH POWER	RELOCATE
NB CSAH 17	220+09 - 222+36	8' LT	OH POWER	RELOCATE
NB CSAH 17	222+36	8' LT	POWER POLE	RELOCATE
NB CSAH 17	222+36 - 223+24	8' LT - 189' LT	OH POWER	RELOCATE
NB CSAH 17	222+36 - 224+65	8' LT	OH POWER	RELOCATE
NB CSAH 17	224+65	8' LT	POWER POLE	RELOCATE
NB CSAH 17	224+65 - 226+95	8' LT	OH POWER	RELOCATE
NB CSAH 17	226+95	8' LT	POWER POLE	RELOCATE
NB CSAH 17	226+95 - 229+42	8' LT	OH POWER	RELOCATE
NB CSAH 17	229+42	8' LT	POWER POLE	RELOCATE
NB CSAH 17	229+42 - 231+66	8' LT	OH POWER	RELOCATE
NB CSAH 17	231+66	8' LT	POWER POLE	RELOCATE
NB CSAH 17	231+66 - 231+84	8' LT - 87' LT	OH POWER	RELOCATE
NB CSAH 17	231+84	87' LT - 145' LT	OH POWER	RELOCATE
NB CSAH 17	231+66 - 233+85	8' LT	OH POWER	RELOCATE
NB CSAH 17	233+85	8' LT	POWER POLE	RELOCATE
NB CSAH 17	244+70	2' RT	POWER POLE	RELOCATE
NB CSAH 17	244+70 - 244+67	2' RT - 58' RT	OH POWER	RELOCATE
NB CSAH 17	244+67	58' RT	POWER POLE	LEAVE AS IS
NB CSAH 17	244+67 - 244+54	58' RT - 197' RT	OH POWER	LEAVE AS IS
NB CSAH 17	244+54	197' RT	POWER POLE	LEAVE AS IS
NB CSAH 17	244+54 - 244+44	197' RT - 337' RT	OH POWER	LEAVE AS IS
NB CSAH 17	244+44	337' RT	POWER POLE	LEAVE AS IS
NB CSAH 17	259+59	41' RT	POWER POLE	LEAVE AS IS
NB CSAH 17	259+59 - 262+54	41' RT - 40' RT	OH POWER	RELOCATE
NB CSAH 17	262+54	40' RT	POWER POLE	RELOCATE
NB CSAH 17	262+54 - 265+60	40' RT	OH POWER	RELOCATE
NB CSAH 17	265+60	40' RT	POWER POLE	RELOCATE
NB CSAH 17	265+60 - 268+37	40' RT - 39' RT	OH POWER	RELOCATE
NB CSAH 17	268+37	39' RT	POWER POLE	RELOCATE
NB CSAH 17	268+37 - 271+11	39' RT	OH POWER	RELOCATE
NB CSAH 17	271+11	39' RT	POWER POLE	RELOCATE
NB CSAH 17	271+11 - 273+75	39' RT - 38' RT	OH POWER	RELOCATE
NB CSAH 17	273+75	38' RT	POWER POLE	RELOCATE

OVERHEAD POWER - CONNEXUS				T
ALIGNMENT	STATION	LOCATION	INPLACE ITEM	REMARKS
NB CSAH 17	274+74	32' RT	POWER POLE	RELOCATE
NB CSAH 17	274+74 - 274+65	32' RT - 66' LT	OH POWER	RELOCATE
NB CSAH 17	286+08	200' RT	POWER POLE	LEAVE AS IS
NB CSAH 17	286+08 - 285+66	200' RT - 64' LT	OH POWER	LEAVE AS IS
NB CSAH 17	285+66	64' LT	POWER POLE	LEAVE AS IS
NB CSAH 17	285+66 - 286+44	64' LT - 67' LT	OH POWER	LEAVE AS IS
NB CSAH 17	286+44	67' LT	POWER POLE	LEAVE AS IS
NB CSAH 17	286+44 - 289+90	67' LT - 68' LT	OH POWER	LEAVE AS IS
NB CSAH 17	289+90	68' LT	POWER POLE	LEAVE AS IS
NB CSAH 17	289+90 - 291+58	68' LT - 66' LT	OH POWER	LEAVE AS IS
NB CSAH 17	291+58	66' LT	POWER POLE	LEAVE AS IS
NB CSAH 17	291+58 - 294+26	66' LT	OH POWER	LEAVE AS IS
NB CSAH 17	294+26	66' LT	POWER POLE	LEAVE AS IS
EB CSAH 14	186+20	33' LT	POWER POLE	LEAVE AS IS
EB CSAH 14	186+20 - 186+88	33' LT	OH POWER	LEAVE AS IS
EB CSAH 14	186+88	33' LT	POWER POLE	LEAVE AS IS
EB CSAH 14	186+88 - 187+70	33' LT	OH POWER	LEAVE AS IS
EB CSAH 14	187+70	33' LT	POWER POLE	LEAVE AS IS
EB CSAH 14	191+34	33' LT	POWER POLE	LEAVE AS IS
EB CSAH 14	191+34 - 192+62	33' LT	OH POWER	LEAVE AS IS
EB CSAH 14	192+62	33' LT	POWER POLE	LEAVE AS IS
EB CSAH 14	192+62 - 194+10	33' LT	OH POWER	LEAVE AS IS
EB CSAH 14	194+10	33' LT	POWER POLE	LEAVE AS IS
133RD	100+00 - 100+81	22' RT	OH POWER	LEAVE AS IS
133RD	100+81	22' RT	POWER POLE	LEAVE AS IS
133RD	100+81 - 100+90	22' RT - 19' RT	OH POWER	LEAVE AS IS
133RD	100+90	19' RT	POWER POLE	LEAVE AS IS
133RD	100+90 - 102+55	19' RT - 25' RT	OH POWER	LEAVE AS IS
133RD	102+55	25' RT	POWER POLE	LEAVE AS IS
139TH	100+40	25' RT	POWER POLE	RELOCATE
139TH	100+40 - 103+28	25' RT	OH POWER	RELOCATE
139TH	103+28	25' RT	POWER POLE	LEAVE AS IS
CSAH 116	205+00 - 206+30	31' RT	OH POWER	LEAVE AS IS
CSAH 116	206+30	31' RT	POWER POLE	LEAVE AS IS
CSAH 116	206+30 - 211+52	31' RT - 32' RT	OH POWER	RELOCATE
CSAH 116	208+82	30' RT	POWER POLE	RELOCATE
CSAH 116	211+52	32' RT	POWER POLE	RELOCATE
CSAH 116	211+52 - 213+97	32' RT - 30' RT	OH POWER	RELOCATE
CSAH 116	213+97	30' RT	POWER POLE	RELOCATE
CSAH 116	213+97 - 214+26	30' RT	OH POWER	RELOCATE
CSAH 116	214+26	30' RT	POWER POLE	RELOCATE
CSAH 116	214+26 - 214+70	30' RT - 117' RT	OH POWER	RELOCATE
CSAH 116	214+70	117' RT	POWER POLE	LEAVE AS IS
CSAH 116	214+70 - 215+03	117' RT - 43' RT	OH POWER	RELOCATE
CSAH 116	215+03	43' RT	POWER POLE	RELOCATE

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

TABULATIONS

Sheet 17 of 366 Sheets

BURIED POWER - CONNEXUS ENERGY					U
ALIGNMENT	STATION		LOCATION	INPLACE ITEM	REMARKS
	BEGIN	END			
SB CSAH 17	145+84	153+76	30' LT - 42' LT		LEAVE AS IS
SB CSAH 17	153+76	167+96	42' LT		LEAVE AS IS
SB CSAH 17	145+83	153+38	25' LT - 37' LT		LEAVE AS IS
SB CSAH 17	153+38	167+20	37' LT		LEAVE AS IS
NB CSAH 17	154+73	154+75	89' LT - 35' RT		LEAVE AS IS
SB CSAH 17	163+69	167+59	32' LT		LEAVE AS IS
SB CSAH 17	167+20	167+20	37' LT - 72' LT		LEAVE AS IS
SB CSAH 17	167+20	167+53	72' LT - 74' LT		LEAVE AS IS
SB CSAH 17	167+53	167+76	74' LT - 90' LT		LEAVE AS IS
NB CSAH 17	163+69	163+70	84' LT - 38' RT		RELOCATE
NB CSAH 17	163+70	167+87	38' RT - 56' RT		ADJUST
NB CSAH 17	163+70	170+62	30' RT - 35' RT		RELOCATE
NB CSAH 17	177+20	186+98	44' RT - 27' RT		RELOCATE
NB CSAH 17	186+98	188+78	27' RT - 26' RT		RELOCATE
NB CSAH 17	188+78	188+82	26' RT - 46' LT		RELOCATE
NB CSAH 17	188+82	208+10	46' LT - 63' LT		RELOCATE
NB CSAH 17	208+10	208+15	63' LT - 3' RT		RELOCATE
NB CSAH 17	208+15	241+11	3' RT - 20' LT		RELOCATE
NB CSAH 17	222+42	223+10	11' LT - 30' LT		RELOCATE
NB CSAH 17	223+10	223+17	30' LT - 97' LT		ADJUST
NB CSAH 17	223+17	223+73	97' LT - 108' LT		ADJUST
NB CSAH 17	223+73	223+83	108' LT - 28' LT		ADJUST
NB CSAH 17	241+11	241+15	20' LT - 96' LT		ADJUST
SB CSAH 17	241+15	244+90	53' LT - 27' LT	BURIED CABLE	LEAVE AS IS
SB CSAH 17	244+90	244+82	27' LT - 46' RT	BURIED CABLE	LEAVE AS IS
SB CSAH 17	244+90	250+43	27' LT - 19' LT	BURIED CABLE	RELOCATE
SB CSAH 17	250+43	252+63	19' LT - 30' LT		RELOCATE
SB CSAH 17	252+63	252+61	30' LT - 52' LT		RELOCATE
SB CSAH 17	252+61	252+84	52' LT - 54' LT		RELOCATE
SB CSAH 17	252+84	252+85	54' LT - 109' LT		RELOCATE
SB CSAH 17	252+63	258+49	30' LT - 40' LT		RELOCATE
SB CSAH 17	258+49	260+55	40' LT - 53' LT		LEAVE AS IS
NB CSAH 17	259+52	259+60	85' LT - 41' RT		ADJUST
SB CSAH 17	264+25	264+38	19' LT - 6' LT		ADJUST
SB CSAH 17	264+38	268+02	6' LT - 5' LT		RELOCATE
SB CSAH 17	268+02	268+02	5' LT - 37' LT		ADJUST
SB CSAH 17	268+02	270+90	37' LT - 29' LT		ADJUST
SB CSAH 17	270+90	273+16	29' LT - 50' LT		ADJUST
NB CSAH 17	268+34	268+39	90' LT - 39' RT		ADJUST
SB CSAH 17	269+97	273+36	5' LT - 16' LT		RELOCATE
SB CSAH 17	273+36	273+80	16' LT - 32' LT		RELOCATE
SB CSAH 17	273+80	274+04	32' LT - 93' LT		RELOCATE
SB CSAH 17	274+63	274+83	45' LT - 14' LT		RELOCATE
SB CSAH 17	274+83	275+16	14' LT - 3' LT		RELOCATE
SB CSAH 17	275+16	280+62	3' LT - 6' LT		RELOCATE
SB CSAH 17	280+62	281+11	6' LT - 50' LT		RELOCATE
SB CSAH 17	281+11	281+15	50' LT - 8' LT		RELOCATE
SB CSAH 17	281+15	282+59	8' LT - 12' LT		RELOCATE
SB CSAH 17	282+59	284+13	12' LT - 39' LT		RELOCATE
SB CSAH 17	284+13	285+77	39' LT - 23' LT		LEAVE AS IS
SB CSAH 17	285+77	286+04	23' LT		LEAVE AS IS
SB CSAH 17	286+04	286+45	23' LT - 46' LT		LEAVE AS IS
SB CSAH 17	290+92	290+92	42' LT - 196' LT		LEAVE AS IS
WILDWOOD	100+00	100+38	14' LT - 18' LT		LEAVE AS IS
WILDWOOD	100+38	103+86	18' LT		LEAVE AS IS
CSAH 116	212+00	212+00	30' RT - 30' LT		LEAVE AS IS
CSAH 116	212+00	214+73	30' LT		LEAVE AS IS

NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\PLAN\0261718_TAB.dgn 03/13/2012 7:12:20 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
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TABULATIONS

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OVERHEAD POWER - GREAT RIVER ENERGY				V
ALIGNMENT	STATION	LOCATION	INPLACE ITEM	REMARKS
SB CSAH 17	146+20	28' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	146+20	37' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	146+20	50' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	146+20 - 149+39	38' LT	OH POWER	LEAVE AS IS
SB CSAH 17	149+39	38' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	149+39 - 153+32	38' LT - 46' LT	OH POWER	LEAVE AS IS
SB CSAH 17	153+32	46' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	153+32 - 156+82	46' LT	OH POWER	LEAVE AS IS
SB CSAH 17	156+82	46' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	156+82 - 160+43	46' LT	OH POWER	LEAVE AS IS
SB CSAH 17	160+43	46' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	160+43 - 164+03	46' LT	OH POWER	LEAVE AS IS
SB CSAH 17	164+03	46' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	164+03 - 167+44	46' LT	OH POWER	LEAVE AS IS
SB CSAH 17	167+44	46' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	167+44 - 169+46	46' LT - 42' LT	OH POWER	LEAVE AS IS
SB CSAH 17	169+46	42' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	169+46 - 173+56	42' LT - 39' LT	OH POWER	RELOCATE
SB CSAH 17	173+56	39' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	173+56 - 177+90	39' LT - 35' LT	OH POWER	LEAVE AS IS
SB CSAH 17	177+90	35' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	177+90 - 182+26	35' LT - 33' LT	OH POWER	LEAVE AS IS
SB CSAH 17	182+26	33' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	182+26 - 186+34	33' LT - 34' LT	OH POWER	LEAVE AS IS
SB CSAH 17	186+34	35' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	186+34 - 190+67	34' LT - 28' LT	OH POWER	LEAVE AS IS
SB CSAH 17	190+67	28' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	190+67 - 195+09	28' LT - 24' LT	OH POWER	LEAVE AS IS
SB CSAH 17	195+09	26' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	195+09 - 195+64	24' LT	OH POWER	LEAVE AS IS
SB CSAH 17	195+64	24' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	195+64 - 200+26	24' LT	OH POWER	LEAVE AS IS
SB CSAH 17	200+26	24' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	200+26 - 204+81	24' LT - 23' LT	OH POWER	LEAVE AS IS
SB CSAH 17	204+81	23' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	204+81 - 208+76	23' LT	OH POWER	LEAVE AS IS
SB CSAH 17	208+76	23' LT	POWER POLE	LEAVE AS IS

OVERHEAD POWER - GREAT RIVER ENERGY				V
ALIGNMENT	STATION	LOCATION	INPLACE ITEM	REMARKS
SB CSAH 17	208+76 - 209+83	23' LT - 24' LT	OH POWER	RELOCATE
SB CSAH 17	209+83	24' LT	POWER POLE	RELOCATE
SB CSAH 17	209+83 - 214+50	24' LT - 39' LT	OH POWER	RELOCATE
SB CSAH 17	214+50	39' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	214+50 - 217+86	39' LT - 52' LT	OH POWER	LEAVE AS IS
SB CSAH 17	217+86	52' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	217+86 - 221+51	52' LT - 55' LT	OH POWER	LEAVE AS IS
SB CSAH 17	221+51	55' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	221+51 - 226+09	55' LT	OH POWER	LEAVE AS IS
SB CSAH 17	226+09	55' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	226+09 - 230+73	55' LT	OH POWER	LEAVE AS IS
SB CSAH 17	230+73	55' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	230+73 - 235+50	55' LT - 56' LT	OH POWER	LEAVE AS IS
SB CSAH 17	235+50	56' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	235+50 - 240+17	56' LT	OH POWER	LEAVE AS IS
SB CSAH 17	240+17	56' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	240+17 - 244+37	56' LT - 43' LT	OH POWER	LEAVE AS IS
SB CSAH 17	244+37	43' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	244+37 - 248+77	43' LT - 30' LT	OH POWER	LEAVE AS IS
SB CSAH 17	248+77	30' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	248+77 - 253+38	30' LT	OH POWER	LEAVE AS IS
SB CSAH 17	253+38	30' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	253+38 - 257+44	30' LT - 29' LT	OH POWER	LEAVE AS IS
SB CSAH 17	257+44	29' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	257+44 - 261+86	29' LT - 28' LT	OH POWER	LEAVE AS IS
SB CSAH 17	261+86	28' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	261+86 - 266+14	28' LT	OH POWER	LEAVE AS IS
SB CSAH 17	266+14	28' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	266+14 - 270+43	28' LT - 23' LT	OH POWER	LEAVE AS IS
SB CSAH 17	270+43	23' LT	POWER POLE	LEAVE AS IS
SB CSAH 17	270+43 - 274+66	23' LT	OH POWER	LEAVE AS IS
SB CSAH 17	274+66	23' LT	POWER POLE	RELOCATE
CSAH 116	208+26	33' LT	POWER POLE	LEAVE AS IS
CSAH 116	208+26 - 211+14	33' LT - 34' LT	OH POWER	LEAVE AS IS
CSAH 116	211+14	34' LT	POWER POLE	LEAVE AS IS
CSAH 116	211+14 - 214+95	34' LT	OH POWER	RELOCATE
CSAH 116	214+95	34' LT	POWER POLE	RELOCATE

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:102-617-18\PLAN0261718_TAB.dgn					
03/13/2012 7:12:19 AM					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

TABULATIONS

Sheet 19 of 366 Sheets

PIPE CULVERTS

ALIGNMENT	STATION TO STATION	OFFSET	INLET ELEVATION	OUTLET ELEVATION	15" CSP	18" CSP	24" CSP	24" RCP	36" CSP	22" SPAN RC PIPE ARCH CL IIA	44" SPAN RC PIPE-ARCH CL IIA	15" GS PIPE APRON	15" GS SAFETY APRON	18" GS SAFETY APRON	24" GS PIPE APRON	24" GS SAFETY APRON	24" RC PIPE APRON	36" GS PIPE APRON	36" GS SAFETY APRON	22" SPAN RC PIPE-ARCH APRON	44" SPAN RC PIPE-ARCH APRON	SODDING TYPE EROSION	RIPRAP CL II	GEOTEXTILE FABRIC TYPE IV	NOTES		
					LIN FT	LIN FT	LIN FT	LIN FT	LIN FT	EACH	LIN FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	SQ YD		CU YD	SQ YD
NB CSAH 17	184+43 - 184+01	40' RT	902.71	902.31	42							2															
NB CSAH 17	197+00 - 197+54	45' RT	905.72	905.65	54							2															
NB CSAH 17	199+17 - 199+57	44' RT	905.42	905.36	40							2															
NB CSAH 17	210+00 - 210+26	41' RT	900.65	900.61	26							2															
SB CSAH 17	232+64 - 232+96	57' LT	898.4	898.34	32							2															
NB CSAH 17	236+91 - 236+51	31' RT - 93' LT	895.12	895.04						132																	
SB CSAH 17	252+79 - 253+29	66' - 69' LT	893.36	892.57			50										2				2			3.9	11.7		
SB CSAH 17	258+48 - 258+12	53' LT	893.92	893.78	36							2															
NB CSAH 17	260+84	100' LT - 50' RT	889.82	888.41							134																
NB CSAH 17	265+42 - 266+30	60' RT	889.46	889.42					88															9.1	27.6		
SB CSAH 17	267+34 - 267+74	57' - 60' LT	894.51	894.51	40							2							2								
SB CSAH 17	268+29 - 268+79	62' LT	893.76	893.61	50							2															
SB CSAH 17	276+77 - 277+33	43' LT	892.11	892.11	56							2															
NB CSAH 17	278+13		889.2	889.1				118													2						
SB CSAH 17	280+73 - 281+23	32' LT	892.02	891.91			50																				
NB CSAH 17	283+37 - 283+91	54' RT	(1)	(1)					54																		
SB CSAH 17	286+74 - 287+22	32' LT	891.14	891.08	48															2							
NB CSAH 17	287+16 - 287+90	48' RT	887.43	887.36					74																		
SB CSAH 17	289+06 - 289+48	30' LT	891.99	891.8			42																				
CSAH 116	212+83 -	33' RT - 25' LT	892.11	891.85			58																				
TOTAL							424	50	150	118	216	132	134	18	2	2	2	4	2	2	4	2	2	424	13	39.3	

NOTES:
 (1) ELEVATIONS TO BE SUPPLIED BY THE ENGINEER DURING CONSTRUCTION

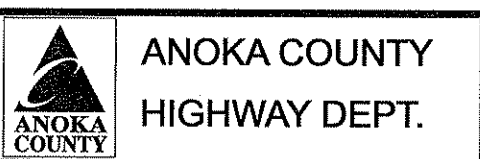
NO	DATE	BY	CHK	APPR	REVISION

NAME: P:\02-617-18\PLAN\0261718_TAB.dgn 03/14/2012 9:26:04 AM

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-14-12 LICENSE NO. 24756

DRAWN BY: GMP DATE 3/8/2012
 DESIGN BY: GMP DATE 3/8/2012
 CHECKED BY: JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** *** **

STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES					STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)		COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
147+00.00	0	0	0	0	0	0	0	0	172+00.00	17	26	0	3	30	0	30	0
147+50.00	28	27	0	4	0	0	27	0	172+50.00	123	182	0	23	205	0	211	0
148+00.00	27	27	0	4	0	0	27	0	173+00.00	130	179	0	21	201	0	207	0
148+50.00	27	27	0	5	1	0	27	0	173+50.00	135	176	0	18	148	0	203	0
149+00.00	24	27	0	7	5	0	27	0	173+55.00	14	18	0	1	8	0	20	0
151+00.00	137	200	0	45	26	0	202	0	173+66.00	34	39	0	2	15	0	45	0
151+50.00	35	54	0	11	5	0	54	0	174+00.00	126	121	0	8	37	0	138	0
152+00.00	24	34	0	7	8	0	35	0	174+15.00	75	54	0	3	14	0	61	0
152+50.00	24	33	0	7	9	0	35	0	174+50.00	192	127	0	7	34	0	142	0
152+89.00	18	26	0	5	8	0	27	0	175+00.00	274	180	0	16	52	0	204	0
153+00.00	5	7	0	2	2	0	8	0	175+40.00	229	144	0	8	42	0	164	0
153+50.00	23	30	0	7	13	0	34	0	175+50.00	54	36	0	2	10	0	41	0
153+54.00	2	2	0	1	1	0	3	0	176+00.00	275	181	0	15	51	0	203	0
154+50.00	44	45	0	15	47	0	65	0	176+50.00	308	182	0	17	42	0	198	0
155+00.00	22	20	0	8	30	0	34	0	176+63.00	93	47	0	4	10	0	50	0
155+50.00	23	20	0	8	30	0	34	0	176+66.39	26	12	0	1	3	0	13	0
156+00.00	23	20	0	8	32	0	34	0	177+00.00	244	123	0	9	31	0	128	0
156+50.00	22	20	0	8	29	0	34	0	177+50.00	313	177	0	19	74	0	186	0
157+00.00	22	20	0	8	27	0	34	0	177+90.00	212	138	0	13	102	0	147	0
157+50.00	22	21	0	8	27	0	34	0	178+00.00	54	36	0	3	23	0	37	0
158+00.00	22	21	0	7	25	0	34	0	178+50.00	291	178	0	19	135	0	184	0
158+50.00	32	28	0	13	25	0	41	0	179+00.00	301	176	0	22	180	0	184	0
158+64.00	12	10	0	5	7	0	14	0	179+50.00	328	182	0	20	134	0	184	0
159+00.00	29	27	0	13	24	0	38	0	180+00.00	377	184	0	18	77	0	184	0
159+50.00	40	39	0	16	48	0	58	0	180+50.00	407	184	0	16	36	0	184	0
160+00.00	40	39	0	14	62	0	64	0	181+00.00	495	184	0	16	9	0	184	0
160+50.00	43	44	0	11	59	0	70	0	181+05.00	65	18	0	1	0	0	18	0
161+00.00	50	49	0	11	45	0	75	0	181+50.00	591	166	0	12	0	0	166	0
161+50.00	59	53	0	11	39	0	83	0	182+00.00	586	184	0	18	0	0	184	0
162+00.00	73	59	0	8	42	0	94	0	182+25.00	281	92	0	8	3	0	92	0
162+50.00	80	63	0	5	44	0	105	0	182+50.00	262	92	0	13	35	0	92	0
163+00.00	80	66	0	4	36	0	111	0	183+00.00	428	183	0	25	94	0	184	0
163+50.00	77	67	0	4	25	0	111	0	183+50.00	339	169	0	20	93	0	184	0
164+00.00	78	68	0	4	17	0	111	0	184+00.00	312	156	0	25	163	0	190	0
164+50.00	79	69	0	4	16	0	111	0	184+22.00	138	72	0	9	93	0	86	0
164+63.00	19	18	0	0	4	0	29	0	184+50.00	166	88	0	11	130	0	108	0
165+00.00	55	51	0	2	13	0	82	0	185+00.00	264	145	0	22	204	0	192	0
165+50.00	78	69	0	4	15	0	111	0	185+50.00	267	155	0	20	136	0	190	0
166+00.00	75	70	0	4	15	0	111	0	186+00.00	270	159	0	19	98	0	190	0
166+50.00	74	70	0	5	14	0	111	0	186+28.00	143	86	0	11	55	0	106	0
167+00.00	78	79	0	4	5	0	111	0	186+50.00	109	67	0	9	45	0	84	0
167+50.00	90	99	0	4	0	0	111	0	186+75.52	148	83	0	7	25	0	97	0
168+82.00	336	683	0	6	0	0	683	0	187+00.00	137	77	0	7	30	0	93	0
169+00.00	51	125	0	1	0	0	125	0	187+05.39	26	15	0	2	12	0	20	0
169+50.00	121	248	0	12	84	0	251	0	187+50.00	210	123	0	17	82	0	170	0
170+00.00	125	197	0	19	181	0	212	0	188+00.00	198	134	0	25	69	0	190	0
170+50.00	129	186	0	18	195	0	212	0	188+50.00	184	127	0	26	63	0	190	0
171+00.00	124	184	0	20	195	0	212	0	189+00.00	166	115	0	26	82	0	186	0
171+50.00	120	183	0	24	209	0	212	0	189+50.00	160	107	0	27	121	0	178	0
171+92.89	100	157	0	17	185	0	182	0	189+87.54	138	90	0	20	122	0	129	0

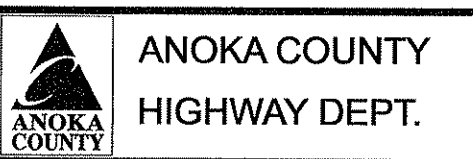
NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\PLAN\0261718_TAB.dgn
03/13/2012 8:18:52 AM

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

PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt A. Kobilarsik*
DATE: 3-13-12 LICENSE NO. 24768

DRAWN BY: GMP DATE 3/8/2012
DESIGN BY: GMP DATE 3/8/2012
CHECKED BY: JEO DATE 3/8/2012



S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

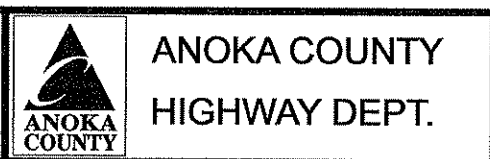
STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
190+00.00	42	30	0	7	49	0	42	0
190+50.00	113	87	0	31	273	0	164	0
190+73.00	43	28	0	16	175	0	74	0
191+00.00	53	26	0	21	244	0	86	0
191+50.00	98	36	0	39	470	0	159	0
192+00.00	106	24	0	40	433	0	157	0
192+50.00	130	14	0	43	369	0	156	0
192+74.00	49	5	0	13	130	0	75	0
192+85.00	18	2	0	5	46	0	34	0
193+00.00	38	1	0	11	73	0	47	0
193+43.50	125	1	0	28	256	0	136	0
193+50.00	17	0	0	4	37	0	20	0
194+00.00	130	0	0	38	424	0	150	0
194+50.00	120	0	0	42	625	0	143	0
195+00.00	110	0	0	45	649	0	141	0
195+50.00	110	0	0	44	653	0	140	0
195+64.00	28	0	0	11	186	0	39	0
196+00.00	74	0	0	30	471	0	101	0
196+50.00	105	0	0	41	610	0	140	0
197+00.00	136	3	0	39	438	0	140	0
197+34.00	134	33	0	21	119	0	95	0
197+50.00	77	21	0	10	18	0	45	0
198+00.00	207	35	0	40	95	0	140	0
198+50.00	121	47	0	35	152	0	140	0
199+00.00	88	51	0	35	221	0	140	0
199+38.00	67	42	0	23	212	0	106	0
199+50.00	21	17	0	7	52	0	34	0
200+00.00	89	68	0	35	132	0	140	0
200+25.00	45	32	0	17	68	0	70	0
200+50.00	49	30	0	19	71	0	70	0
201+00.00	94	63	0	33	123	0	140	0
201+50.00	88	70	0	25	88	0	140	0
202+00.00	101	93	0	22	41	0	140	0
202+19.00	51	44	0	6	3	0	53	0
202+50.00	80	63	0	8	5	0	87	0
203+00.00	114	83	0	19	17	0	140	0
203+18.00	51	38	0	6	4	0	50	0
203+50.00	99	72	0	9	6	0	90	0
203+68.18	63	37	0	5	8	0	52	0
204+00.00	103	65	0	8	12	0	92	0
204+50.00	159	111	0	16	12	0	154	0
204+80.00	108	77	0	10	8	0	96	0
205+00.00	65	53	0	6	5	0	64	0
205+47.00	183	126	0	14	12	0	151	0
205+53.00	34	16	0	1	2	0	19	0
205+66.00	64	34	0	2	2	0	42	0
205+85.00	62	49	0	5	2	0	61	0
206+00.00	44	37	0	4	2	0	48	0
206+50.00	139	131	0	14	19	0	161	0
206+66.00	44	45	0	5	10	0	51	0

STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
207+00.00	91	84	0	11	41	0	109	0
207+50.00	127	101	0	23	186	0	161	0
208+00.00	133	103	0	28	299	0	161	0
208+50.00	176	133	0	22	216	0	177	0
209+00.00	185	120	0	20	208	0	171	0
209+50.00	165	85	0	30	352	0	159	0
209+82.00	119	58	0	22	246	0	109	0
210+00.00	73	38	0	12	121	0	61	0
210+12.00	50	30	0	7	71	0	41	0
210+50.00	159	85	0	23	212	0	129	0
211+00.00	233	100	0	39	227	0	170	0
211+50.00	277	106	0	39	152	0	170	0
212+00.00	296	110	0	40	106	0	170	0
212+50.00	298	119	0	39	81	0	167	0
213+00.00	301	128	0	38	76	0	156	0
213+47.00	259	127	0	22	66	0	136	0
213+50.00	15	8	0	1	4	0	8	0
214+00.00	226	135	0	12	46	0	141	0
214+47.00	235	120	0	10	26	0	131	0
214+50.00	17	8	0	1	1	0	8	0
214+93.00	338	111	0	9	8	0	120	0
215+00.00	67	18	0	2	0	0	20	0
215+50.00	507	133	0	25	13	0	140	0
216+00.00	572	134	0	26	15	0	140	0
216+50.00	557	133	0	22	19	0	140	0
217+00.00	424	132	0	18	34	0	140	0
217+25.00	155	68	0	6	27	0	70	0
217+50.00	139	54	0	7	44	0	70	0
217+85.00	177	51	0	15	130	0	98	0
218+00.00	87	21	0	9	97	0	42	0
218+50.00	323	70	0	38	416	0	140	0
219+00.00	322	69	0	39	450	0	145	0
219+50.00	351	72	0	39	388	0	154	0
220+00.00	427	76	0	42	354	0	160	0
220+50.00	456	115	0	31	191	0	161	0
220+68.00	190	56	0	5	1	0	58	0
221+00.00	404	102	0	10	2	0	103	0
221+50.00	601	161	0	21	5	0	161	0
221+80.00	375	96	0	9	2	0	96	0
222+00.00	263	64	0	5	0	0	64	0
222+13.52	171	43	0	5	0	0	43	0
222+50.00	428	117	0	15	5	0	117	0
223+00.00	500	161	0	18	6	0	161	0
223+50.00	447	160	0	9	3	0	161	0
223+55.50	48	18	0	0	1	0	18	0
224+00.00	379	138	0	5	13	0	139	0
224+50.00	567	159	0	17	13	0	159	0
225+00.00	782	170	0	21	6	0	170	0
225+50.00	904	170	0	20	2	0	170	0
225+78.00	588	95	0	10	0	0	95	0

NO	DATE	BY	CKD	APPR	REVISION
					03/13/2012
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					
8:18:40 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 *** **

EARTHWORK SUMMARY
 STA 190+00 TO 225+78
 Sheet 22 of 366 Sheets

STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
226+00.00	489	75	0	8	0	0	75	0
226+10.00	218	34	0	4	0	0	34	0
226+50.00	876	136	0	19	2	0	136	0
227+00.00	1075	168	0	28	11	0	169	0
227+50.00	878	158	0	29	20	0	166	0
228+00.00	459	120	0	24	42	0	155	0
228+20.00	80	32	0	6	47	0	59	0
228+50.00	111	42	0	12	119	0	86	0
228+82.00	108	44	0	16	123	0	90	0
229+00.00	55	25	0	8	48	0	50	0
229+50.00	133	94	0	21	84	0	140	0
230+00.00	117	98	0	23	110	0	140	0
230+50.00	106	70	0	29	189	0	140	0
230+73.00	45	25	0	13	96	0	64	0
230+90.00	33	18	0	7	77	0	48	0
231+00.00	20	10	0	4	55	0	28	0
231+25.00	45	25	0	14	168	0	70	0
231+50.00	43	25	0	13	222	0	70	0
231+75.00	43	25	0	15	275	0	70	0
232+00.00	43	25	0	16	303	0	70	0
232+50.00	105	49	0	39	631	0	140	0
232+80.00	64	29	0	20	342	0	84	0
233+00.00	46	19	0	14	202	0	56	0
233+50.00	129	49	0	45	528	0	140	0
234+00.00	117	50	0	41	516	0	140	0
234+50.00	146	62	0	39	352	0	140	0
235+00.00	247	97	0	39	186	0	140	0
235+50.00	351	122	0	38	150	0	140	0
236+00.00	402	123	0	37	141	0	140	0
236+50.00	307	104	0	34	190	0	140	0
236+81.21	119	44	0	21	287	0	91	0
237+00.00	68	21	0	12	209	0	56	0
237+50.00	187	60	0	25	310	0	154	0
238+00.00	203	66	0	20	139	0	165	0
238+24.00	96	44	0	7	36	0	81	0
238+50.00	111	50	0	9	38	0	88	0
239+00.00	246	80	0	23	91	0	170	0
239+50.00	261	87	0	20	74	0	170	0
240+00.00	271	107	0	17	42	0	170	0
240+15.00	82	36	0	5	10	0	51	0
240+50.00	192	85	0	11	25	0	119	0
241+00.00	273	119	0	17	29	0	170	0
241+50.00	315	141	0	11	14	0	175	0
242+00.00	331	158	0	11	12	0	175	0
242+50.00	311	152	0	18	17	0	170	0
243+00.00	309	152	0	20	37	0	170	0
243+50.00	264	149	0	21	56	0	170	0
244+00.00	187	150	0	20	67	0	170	0
244+40.00	157	129	0	13	68	0	136	0
244+41.50	8	5	0	0	3	0	5	0
244+50.00	35	29	0	2	16	0	29	0

STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
245+00.00	128	138	13	18	145	7	169	0
245+50.00	84	93	27	24	259	181	164	0
246+00.00	71	70	28	29	387	405	160	0
246+50.00	67	40	39	33	547	258	152	0
247+00.00	70	9	49	36	694	66	142	0
247+50.00	71	0	61	38	799	104	140	0
248+00.00	73	0	103	40	889	139	140	0
248+50.00	74	0	104	41	942	156	140	0
248+80.00	47	0	57	25	581	120	84	0
249+00.00	33	0	55	17	389	113	56	0
249+50.00	81	0	111	41	971	295	140	0
250+00.00	81	0	75	41	1073	231	140	0
250+50.00	79	0	108	40	1112	165	140	0
251+00.00	78	0	150	38	998	150	145	0
251+50.00	76	0	120	37	900	239	151	0
252+00.00	75	0	33	35	825	152	151	0
252+50.00	512	0	251	35	650	834	151	0
253+40.00	1750	0	1997	65	998	3991	280	0
253+50.00	192	0	342	7	121	549	32	0
254+00.00	923	0	1310	36	554	2348	160	0
254+50.00	927	0	726	35	467	1766	160	0
255+00.00	923	0	365	34	420	1369	160	0
255+50.00	912	0	196	32	386	1155	160	0
256+00.00	899	0	195	33	337	1105	160	0
256+50.00	877	0	193	35	299	1055	160	0
257+00.00	512	42	97	35	354	515	157	0
257+45.00	160	79	0	32	352	0	137	0
257+50.00	19	9	0	4	36	0	15	0
258+00.00	222	98	0	34	307	0	151	0
258+28.00	142	64	0	12	107	0	85	0
258+50.00	120	51	0	9	72	0	66	0
259+00.00	271	108	0	26	210	0	151	0
259+50.00	262	112	0	20	205	0	151	0
260+00.00	332	133	0	15	121	0	151	0
260+07.15	59	22	0	1	3	0	22	0
260+18.00	97	33	0	1	0	0	33	0
260+50.00	244	86	0	9	76	0	97	0
260+83.96	365	79	0	29	240	0	103	0
261+00.00	235	38	0	17	102	0	48	0
261+50.00	691	119	0	47	175	0	151	0
261+85.00	493	78	0	34	128	0	106	0
262+00.00	214	32	0	15	58	0	46	0
262+50.00	705	103	0	47	214	0	158	0
263+00.00	720	101	0	48	250	0	160	0
263+50.00	732	98	0	51	288	0	160	0
264+00.00	764	150	0	44	241	0	205	0
264+50.00	794	150	0	46	216	0	209	0
265+00.00	740	92	0	55	281	0	170	0
265+50.00	651	85	0	50	352	0	169	0
265+84.00	277	97	0	16	141	0	127	0

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					
03/13/2012 8:18:31 AM					

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

PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt Kobilarcsik*
DATE: 3-13-12 LICENSE NO. 24755

DRAWN BY: GMP DATE 3/8/2012
DESIGN BY: GMP DATE 3/8/2012
CHECKED BY: JEO DATE 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

EARTHWORK SUMMARY
STA 226+00 TO 265+84
Sheet 23 of 366 Sheets

	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
266+00.00	58	62	0	2	18	0	65	0
266+15.00	98	42	0	9	46	0	55	0
266+50.00	356	55	0	34	244	0	109	0
267+00.00	482	62	0	50	484	0	149	0
267+50.00	766	30	102	43	386	486	147	0
267+53.00	65	0	12	2	18	58	9	0
268+00.00	1009	0	246	43	306	940	134	0
268+50.00	1055	0	262	46	394	982	140	0
268+54.00	84	0	16	3	36	75	11	0
269+00.00	708	28	95	44	454	429	129	0
269+50.00	513	67	0	57	463	0	144	0
270+00.00	605	83	0	54	387	0	154	0
270+45.00	608	85	0	50	293	0	144	0
270+50.00	70	10	0	6	29	0	16	0
271+00.00	692	97	0	55	317	0	161	0
271+50.00	679	100	0	50	330	0	161	0
271+94.71	588	103	0	36	221	0	144	0
272+00.00	67	14	0	4	19	0	17	0
272+50.00	584	116	0	42	222	0	161	0
273+00.00	515	105	0	40	254	0	161	0
273+50.00	492	108	0	38	252	0	161	0
274+00.00	632	54	88	33	152	217	178	0
274+50.00	785	0	260	26	44	466	187	0
274+65.00	220	19	98	8	13	150	52	0
275+00.00	457	43	194	20	28	325	112	0
275+50.00	522	0	366	37	83	463	148	0
276+00.00	374	0	525	41	138	517	149	0
276+50.00	303	0	623	41	145	569	149	0
277+00.00	252	0	796	32	107	652	149	0
277+04.63	22	0	88	2	6	69	14	0
277+50.00	213	0	827	23	69	714	135	0
278+00.00	198	0	819	27	111	808	149	0
278+10.00	50	0	169	7	27	172	30	0
278+36.00	147	0	476	20	57	482	76	0
278+50.00	63	0	265	8	23	269	40	0
279+00.00	440	0	817	30	94	1056	141	0
279+50.00	647	0	700	30	78	1188	136	0
280+00.00	607	0	736	31	42	1212	132	0
281+00.00	1500	0	1565	94	153	2409	296	0
281+50.00	745	0	782	50	89	1222	148	0
282+00.00	590	0	794	38	70	1258	136	0
282+50.00	635	48	836	39	69	1281	139	0
283+00.00	675	48	865	40	72	1276	136	0
283+50.00	707	0	441	40	68	638	133	0
283+66.00	189	0	0	7	26	0	42	0
283+78.00	147	0	0	5	24	0	31	0
284+00.00	327	0	0	17	32	0	56	0
284+20.00	288	0	0	14	33	0	49	0
284+50.00	495	27	0	20	64	0	73	0
285+00.00	774	45	461	37	89	639	122	0

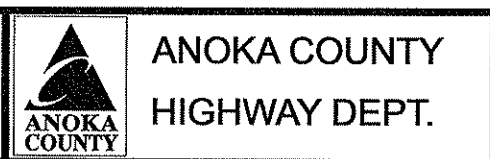
	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
285+50.00	579	0	941	37	81	1255	119	0
286+00.00	534	0	907	36	82	1139	116	0
286+50.00	516	0	816	36	87	1021	112	0
287+00.00	558	0	741	33	120	943	109	0
287+50.00	739	0	670	36	99	856	106	0
287+53.00	41	0	38	1	3	49	6	0
288+00.00	526	0	541	22	59	727	96	0
288+50.00	631	0	498	42	91	632	99	0
289+00.00	666	0	427	46	105	580	96	0
289+27.00	389	0	187	23	65	323	50	0
289+50.00	335	0	138	19	60	255	42	0
290+00.00	668	0	298	46	127	565	89	0
290+50.00	617	0	397	48	121	540	85	0
290+92.22	498	0	279	41	99	397	70	0
290+92.23	0	0	0	0	0	0	0	0
0+00.00	0	0	0	0	0	0	0	0
0+00.00	0	0	0	0	0	0	0	0
0+00.00	0	0	0	0	0	0	0	0
0+00.00	0	0	0	0	0	0	0	0
0+00.00	0	0	0	0	0	0	0	0
0+00.00	0	0	0	0	0	0	0	0
SUBTOTAL (CSAH 17)	93145	24132	30793	7558	53960	51730	41821	0

STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
210+30.00	0	0	0	0	0	0	0	0
210+50.00	7	7	0	3	2	0	8	0
210+82.00	13	12	0	6	4	0	12	0
211+00.00	15	15	0	5	4	0	16	0
211+25.00	30	32	0	9	9	0	36	0
211+50.00	34	32	0	8	10	0	38	0
211+72.69	34	29	0	8	11	0	35	0
212+00.00	130	18	30	9	16	97	42	0
212+25.00	942	0	84	10	18	200	39	0
212+50.00	936	0	140	10	19	241	39	0
212+83.00	255	0	218	17	27	328	51	0
213+00.00	138	0	111	10	13	159	26	0
213+25.00	209	0	164	13	16	221	39	0
213+50.00	213	0	162	12	14	207	39	0
213+75.00	216	0	160	11	13	194	39	0
214+00.00	215	0	159	10	12	183	39	0
214+25.00	210	0	157	8	13	172	39	0
214+44.00	152	0	114	6	20	120	29	0
214+50.00	46	0	35	2	9	36	9	0
214+75.00	212	0	166	11	43	172	47	0
SUBTOTAL (CSAH 116)	4007	145	1700	168	273	2330	622	0

NO	DATE	BY	CKD	APPR	REVISION
					03/13/2012
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE 3/8/2012
 DESIGN BY: GMP DATE 3/8/2012
 CHECKED BY: JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

EARTHWORK SUMMARY
 STA 266+00 TO 290+92.22
 AND CSAH 116
 Sheet 24 of 366 Sheets

STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
100+25.00	0	0	0	0	0	0	0	0
100+50.00	23	0	0	1	1	0	0	0
100+75.00	21	0	0	1	3	0	0	0
101+00.00	21	0	0	3	7	0	0	0
101+25.00	24	0	0	4	15	0	0	0
101+50.00	39	17	0	6	31	0	20	0
101+75.00	63	42	0	7	50	0	56	0
SUBTOTAL (131ST)	191	59	0	22	107	0	76	0

STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
100+50.00	0	0	0	0	0	0	0	0
100+75.00	19	30	0	3	0	0	30	0
101+00.00	21	30	0	3	0	0	30	0
101+25.00	27	30	0	3	0	0	30	0
101+50.00	38	30	0	4	0	0	30	0
101+75.00	44	30	0	4	0	0	30	0
102+00.00	52	30	0	4	0	0	30	0
102+25.00	61	30	0	5	0	0	30	0
SUBTOTAL (136TH)	262	210	0	26	0	0	210	0

STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
102+50.00	0	0	0	0	0	0	0	0
102+75.00	24	30	0	4	0	0	30	0
103+00.00	50	30	0	8	0	0	30	0
103+25.00	68	32	0	8	0	0	32	0
103+50.00	85	35	0	4	0	0	35	0
SUBTOTAL (133RD)	227	127	0	24	0	0	127	0

STATION	EXCAVATION TOTALS			EMBANKMENT VOLUMES				
	COMMON (C.Y.)	SUBGRADE (C.Y.)	MUCK (C.Y.)	TOPSOIL (C.Y.)	SUITABLE (C.Y.)	SEL. GRAN. (MUCK BACKFILL C.Y.)	SEL. GRAN. (C.Y.)	SEL GRAN MOD (C.Y.)
102+50.00	0	0	0	0	0	0	0	0
102+75.00	10	26	0	2	0	0	26	0
103+00.00	8	26	0	3	1	0	26	0
103+25.00	7	24	0	6	2	0	26	0
103+32.00	6	6	0	3	1	0	7	0
103+50.00	20	12	0	11	23	0	20	0
103+75.00	19	9	0	15	85	0	39	0
103+75.01	0	0	0	0	0	0	0	0
0+00.00	0	0	0	0	0	0	0	0
0+00.00	0	0	0	0	0	0	0	0
SUBTOTAL (138TH)	70	103	0	40	112	0	144	0

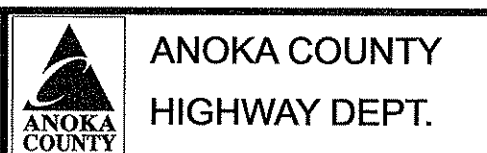
STATION	EXCAVATION TOTALS				EMBANKMENT VOLUMES			
	COMMON CY	SUBGRADE CY	POND CY	MUCK CY	TOPSOIL CY	SELECT GRANULAR (MUCK BACKFILL) CY	SELECT GRANULAR (S.G. EX BACKFILL) CY	SUITABLE CY
SUBTOTAL (CSAH 17)	93145	24132	0	28007	7558	47772	41821	53960
SUBTOTAL (CSAH 116)	4007	145		1700	168	2330	622	273
SUBTOTAL (131ST)	191	59			22	0	76	107
SUBTOTAL (133RD)	227	127			24	0	127	0
SUBTOTAL (136TH)	262	210			26	0	210	0
SUBTOTAL (138TH)	70	103			40	0	144	112
POND 100			1500					
POND 200			20000					
POND 300			5500					
POND 400			3700					
POND 500			1300					
TOTAL	97902	24776	32000	29707	7838	50102	43000	54452

NO	DATE	BY	CHK	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					
03/13/2012 8:19:05 AM					

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

PRINT NAME: CURTA KOBILARCSIK
SIGNATURE: *Curta Kobilarsik*
DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
DESIGN BY: GMP DATE: 3/8/2012
CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__***

EARTHWORK BALANCE AA

EXCAVATION (CY)

			UNSUITABLE	_____	2,000				
			SUITABLE	_____	100,947	(EV) /	1.2	=	84,123 (CV)(10)
COMMON (EV) (1)	129,902	_____	PAVEMENT	_____	6,745	(EV)			
			TOPSOIL	_____	20,210	(EV) /	1.2	=	16,842 (CV)
MUCK (EV) (2) (9)	29,707	_____	MUCK	_____	29,707	(EV) (9)			
SUBGRADE EX (EV) (P) (3)	24,776	_____	SUBGRADE	_____	24,776	(EV) /	1.2	=	20,647 (CV) (7)

EMBANKMENT (CY)

SUITABLE	_____	54,452	(CV)	_____	54,452	(CV)
TOPSOIL	_____	7,838	(CV)	_____	7,838	(CV)
SELECT GRANULAR	_____	93,102	(CV)	_____	93,102	(CV)(8)

EXCESS (CY)

TOPSOIL	_____	16,842	(CV) -	7,838	(CV)	=	9,004	(CV) (5)
SUITABLE	_____	84,123	(CV) -	54,452	(CV)	=	29,671	(CV) (4)

BORROW (CY)

SELECT GRANULAR _____ 93,102 (CV) - 20,647 (CV) - 24,583 (CV)(10) : 47,872 (CV) (6) x 140% = 67021 (LV)

- (1) TOTAL COMMON EXCAVATION FOR PROJECT (INCLUDING PAVEMENT AND TOPSOIL)
- (2) TOTAL MUCK EXCAVATION FOR PROJECT
- (3) TOTAL SUBGRADE EXCAVATION FOR PROJECT
- (4) TOTAL SUITABLE GRADING EXCESS FOR PROJECT
- (5) TOTAL TOPSOIL EXCESS FOR PROJECT
- (6) TOTAL SELECT GRANULAR BORROW FOR PROJECT
- (7) ALL SUBGRADE EXCAVATION ASSUMED TO MEET REQUIREMENTS FOR SELECT GRANULAR BORROW
- (8) COMBINED SELECT GRANULAR QUANTITY FOR BOTH 1.0' SUBCUT AND MUCK BACKFILL
- (9) ALL MUCK MATERIAL, DEEMED TO BE EXCESS BY THE ENGINEER, TO BE DISPOSED OF OFF SITE BY CONTRACTOR
- (10) IT IS ASSUMED THAT 29500 CY(EV) OF COMMON EXCAVATION FROM PONDS WILL MEET REQUIREMENTS FOR SELECT GRANULAR BORROW

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TAB.dgn					
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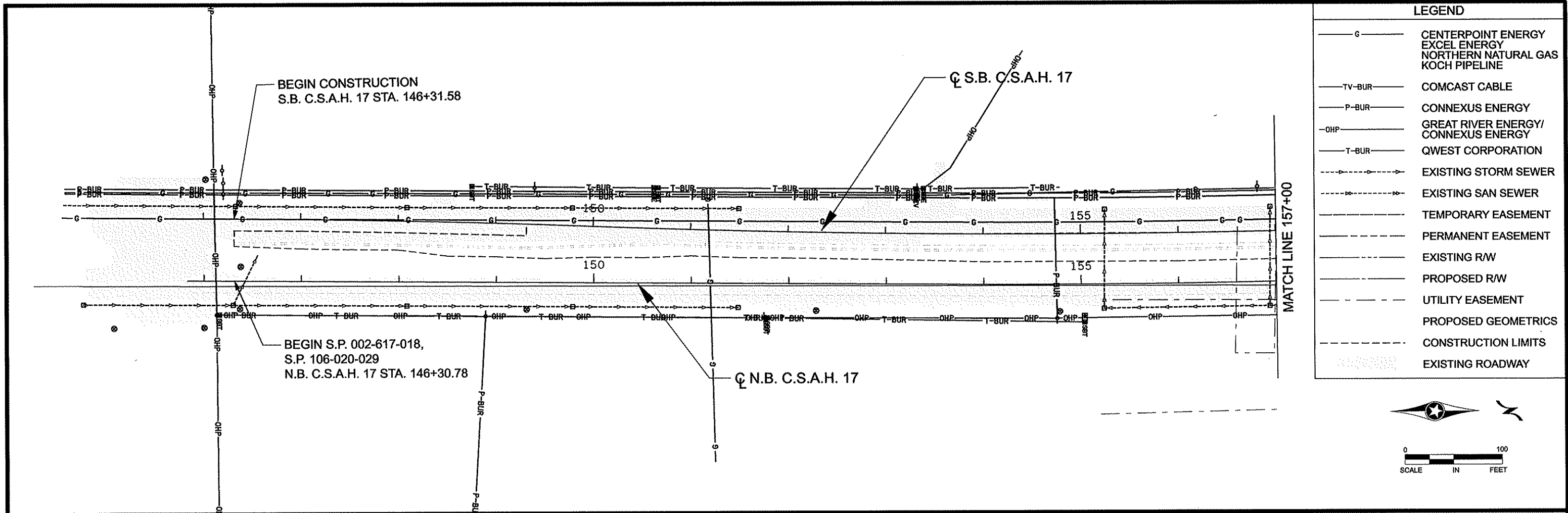
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-14-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



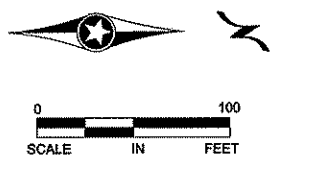
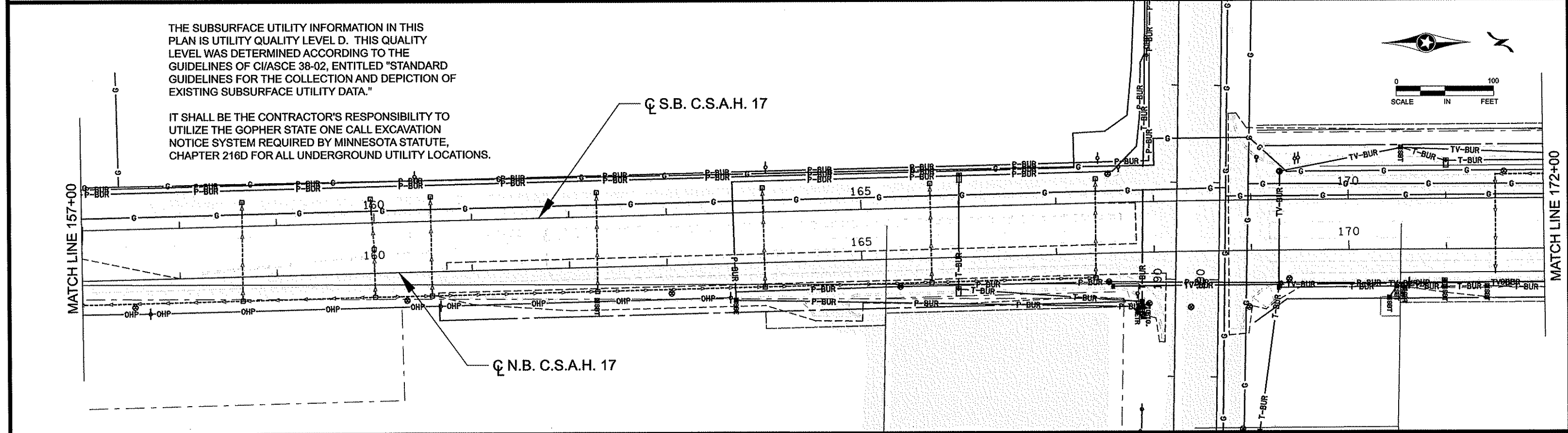
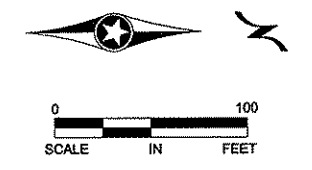
ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002



LEGEND

— G —	CENTERPOINT ENERGY EXCEL ENERGY NORTHERN NATURAL GAS KOCH PIPELINE
— TV-BUR —	COMCAST CABLE
— P-BUR —	CONNEXUS ENERGY
— OHP —	GREAT RIVER ENERGY/ CONNEXUS ENERGY
— T-BUR —	QWEST CORPORATION
— > > > —	EXISTING STORM SEWER
— > > > —	EXISTING SAN SEWER
— - - - -	TEMPORARY EASEMENT
— - - - -	PERMANENT EASEMENT
— - - - -	EXISTING RW
— - - - -	PROPOSED RW
— - - - -	UTILITY EASEMENT
— - - - -	PROPOSED GEOMETRICS
— - - - -	CONSTRUCTION LIMITS
— - - - -	EXISTING ROADWAY



THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO UTILIZE THE GOPHER STATE ONE CALL EXCAVATION NOTICE SYSTEM REQUIRED BY MINNESOTA STATUTE, CHAPTER 216D FOR ALL UNDERGROUND UTILITY LOCATIONS.

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718 UT1 P.dgn 03/08/2012 12:39:35 PM

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

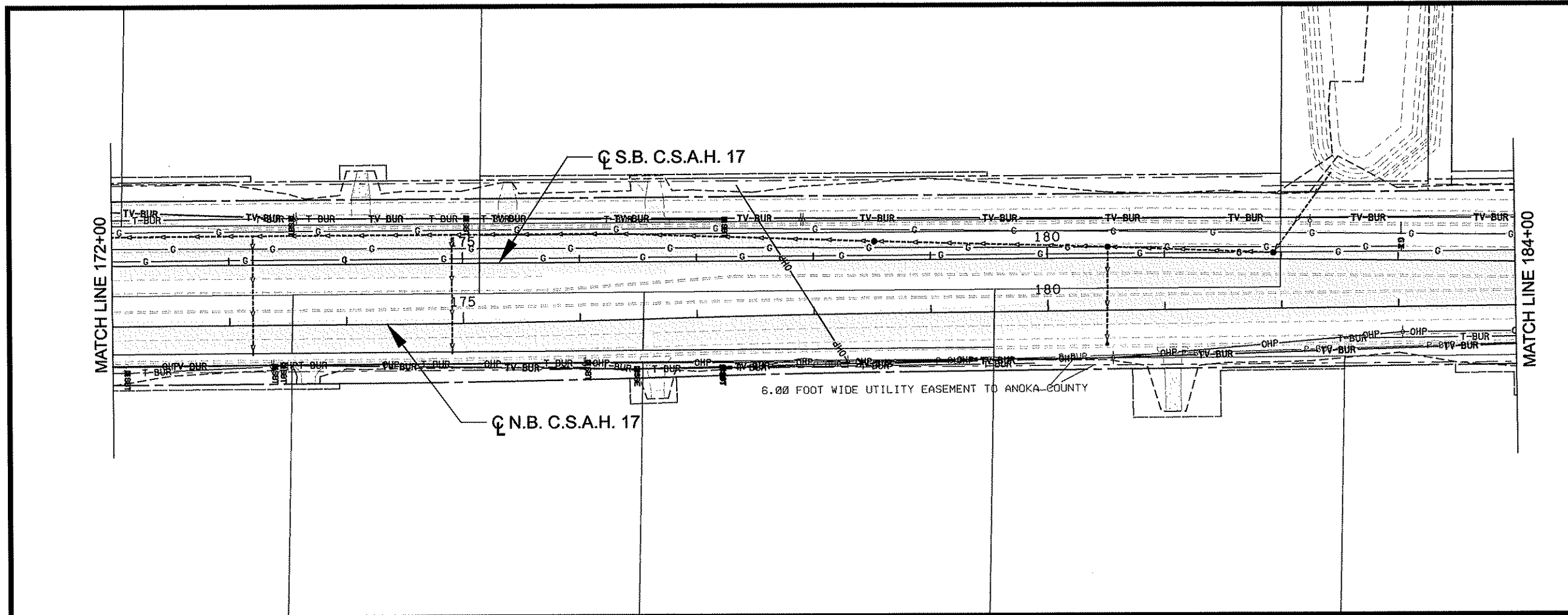
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 12-10-09
 DESIGN BY: GMP DATE: 12-10-09
 CHECKED BY: JEO DATE: 12-10-09

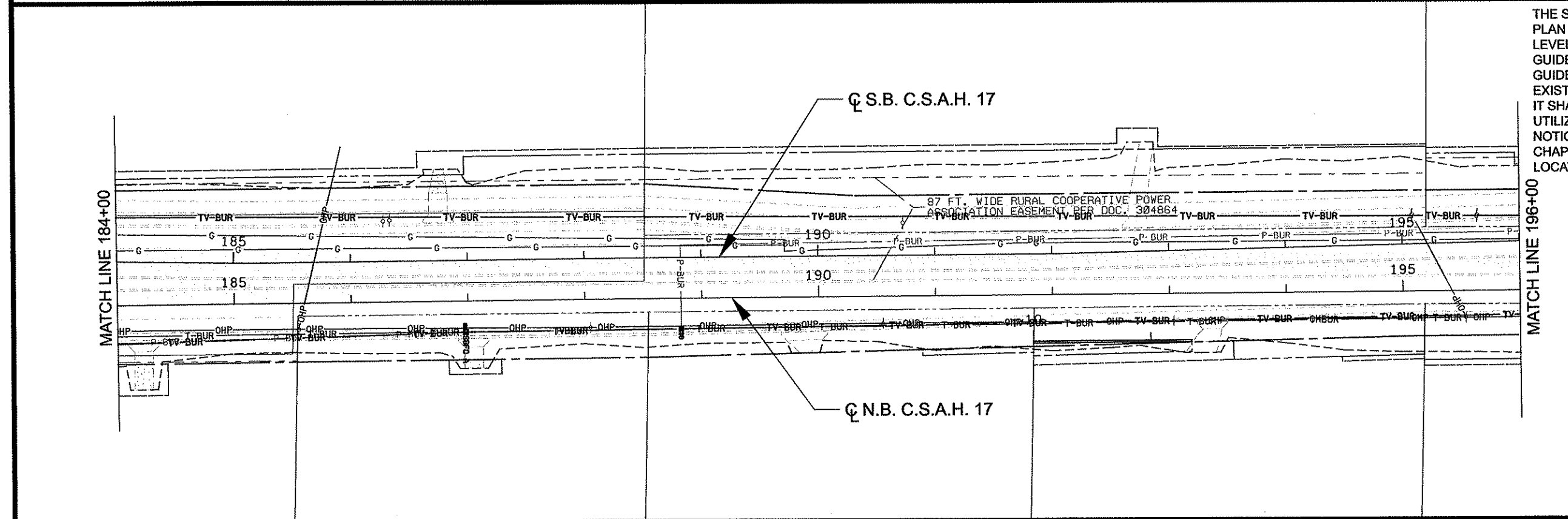
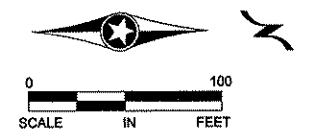


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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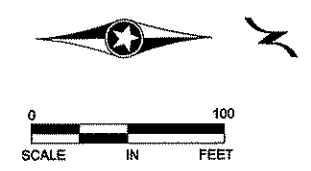
INPLACE UTILITY PLAN
 LEXINGTON AVENUE
 STA 146+00.00 to STA 172+00.00
 Sheet 27 of 366 Sheets



LEGEND	
— G —	CENTERPOINT ENERGY EXCEL ENERGY NORTHERN NATURAL GAS KOCH PIPELINE
— TV-BUR —	COMCAST CABLE
— P-BUR —	CONNEXUS ENERGY
— OHP —	GREAT RIVER ENERGY/ CONNEXUS ENERGY
— T-BUR —	QWEST CORPORATION
— > > > —	EXISTING STORM SEWER
— > > > —	EXISTING SAN SEWER
— - - - -	TEMPORARY EASEMENT
— - - - -	PERMANENT EASEMENT
— - - - -	EXISTING R/W
— - - - -	PROPOSED R/W
— - - - -	UTILITY EASEMENT
— - - - -	PROPOSED GEOMETRICS
— - - - -	CONSTRUCTION LIMITS
— - - - -	EXISTING ROADWAY



THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO UTILIZE THE GOPHER STATE ONE CALL EXCAVATION NOTICE SYSTEM REQUIRED BY MINNESOTA STATUTE, CHAPTER 216D FOR ALL UNDERGROUND UTILITY LOCATIONS.



NO	DATE	BY	CKD	APPR	REVISION

NAME: P:102-617-18\PLAN0261718_UT2_Pdgn 03/08/2012 12:45:07 PM

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

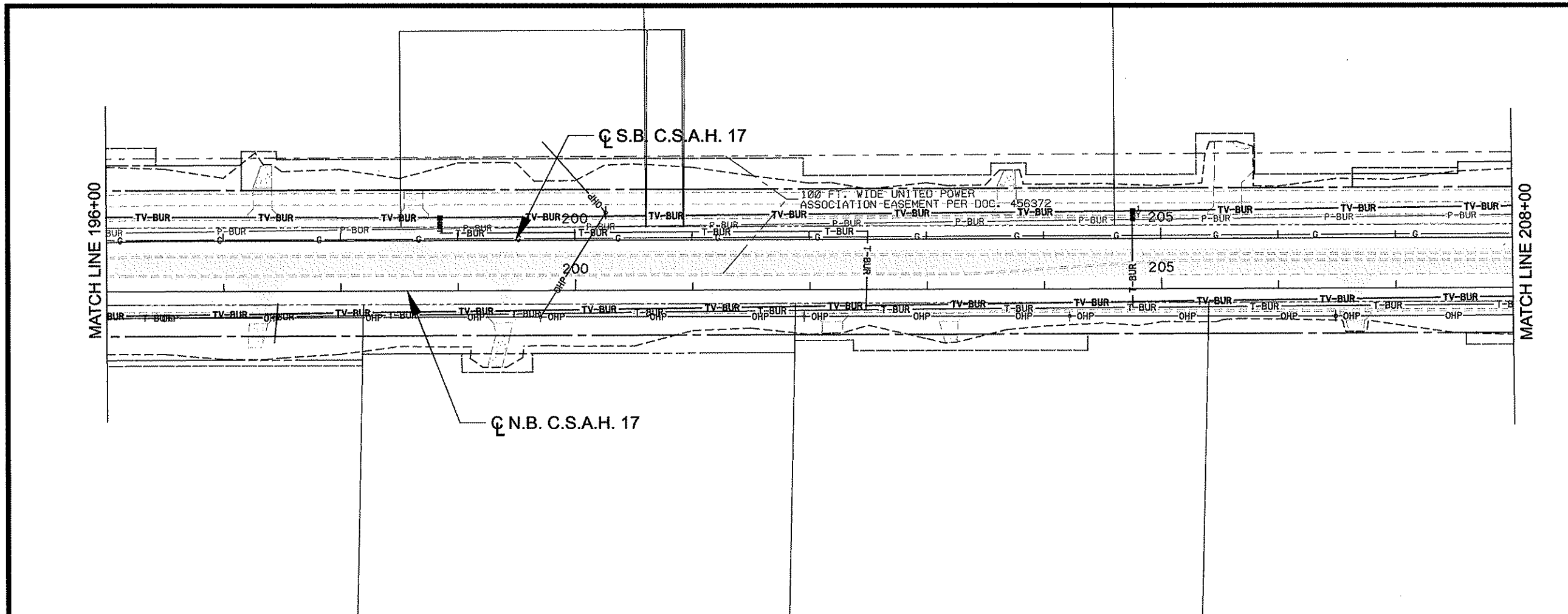
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 12-10-09
 DESIGN BY: GMP DATE: 12-10-09
 CHECKED BY: JEO DATE: 12-10-09



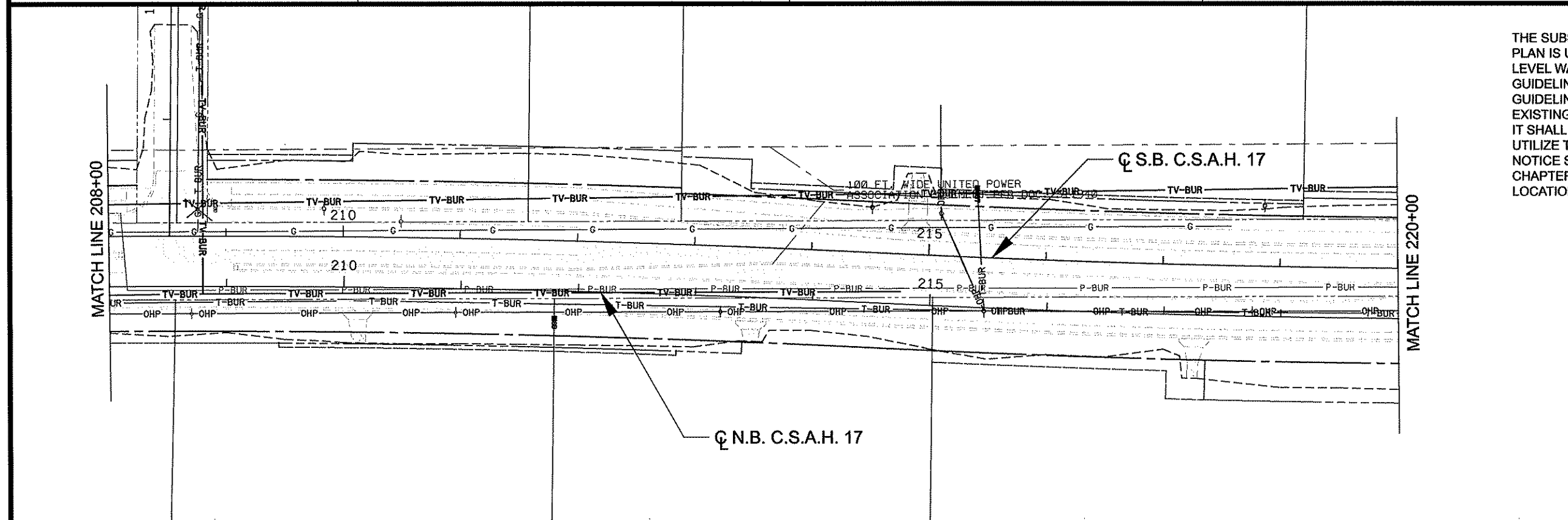
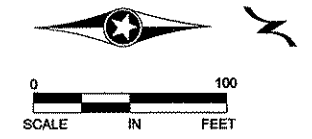
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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INPLACE UTILITY PLAN
 LEXINGTON AVENUE
 STA 172+00.00 to STA 196+00.00
 Sheet 28 of 366 Sheets

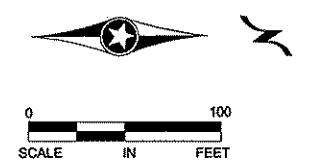


LEGEND

— G —	CENTERPOINT ENERGY EXCEL ENERGY NORTHERN NATURAL GAS KOCH PIPELINE
— TV-BUR —	COMCAST CABLE
— P-BUR —	CONNEXUS ENERGY
— OHP —	GREAT RIVER ENERGY/ CONNEXUS ENERGY
— T-BUR —	QWEST CORPORATION
—>—>	EXISTING STORM SEWER
—>—>	EXISTING SAN SEWER
---	TEMPORARY EASEMENT
---	PERMANENT EASEMENT
---	EXISTING R/W
---	PROPOSED R/W
---	UTILITY EASEMENT
---	PROPOSED GEOMETRICS
---	CONSTRUCTION LIMITS
---	EXISTING ROADWAY



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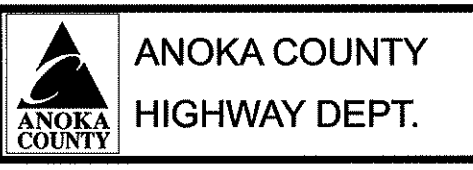


NO	DATE	BY	CKD	APPR	REVISION
NAME: p:102-617-18\plant\0261718 UT3 P.dgn 03/08/2012 12:45:11 PM					

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

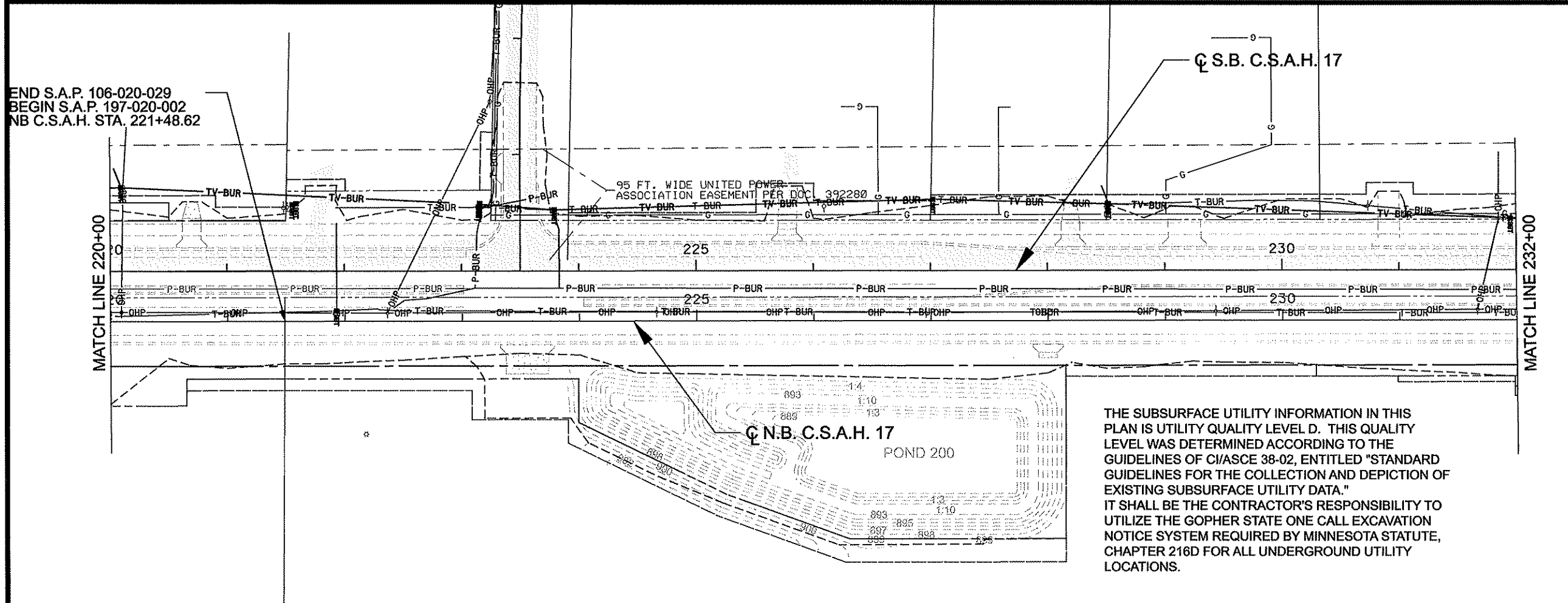
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 12-10-09
 DESIGN BY: GMP DATE: 12-10-09
 CHECKED BY: JEO DATE: 12-10-09



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

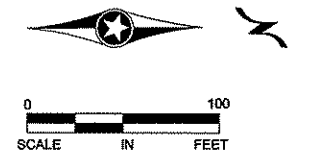
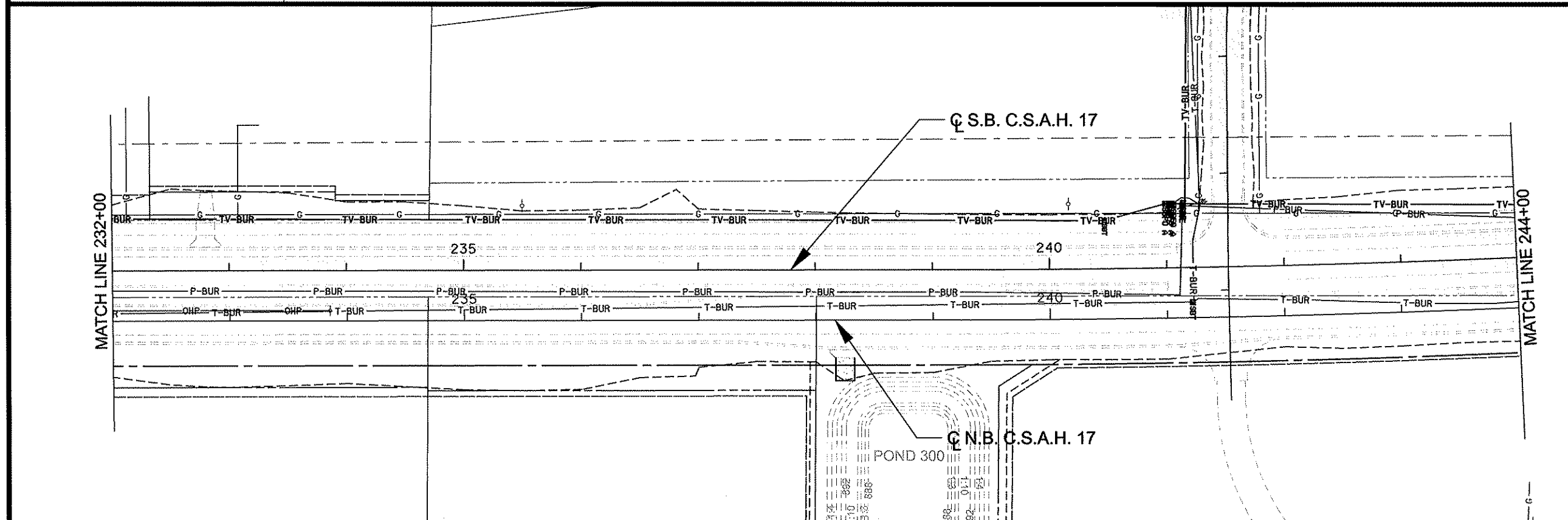
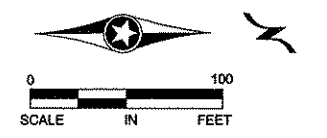
INPLACE UTILITY PLAN
 LEXINGTON AVENUE
 STA 196+00.00 to STA 220+00.00
 Sheet 29 of 366 Sheets



END S.A.P. 106-020-029
 BEGIN S.A.P. 197-020-002
 NB C.S.A.H. STA. 221+48.62

LEGEND	
— G —	CENTERPOINT ENERGY EXCEL ENERGY NORTHERN NATURAL GAS KOCH PIPELINE
— TV-BUR —	COMCAST CABLE
— P-BUR —	CONNEXUS ENERGY
— OHP —	GREAT RIVER ENERGY/ CONNEXUS ENERGY
— T-BUR —	QWEST CORPORATION
— > > > —	EXISTING STORM SEWER
— > > > —	EXISTING SAN SEWER
— - - - -	TEMPORARY EASEMENT
— - - - -	PERMANENT EASEMENT
— - - - -	EXISTING RW
— - - - -	PROPOSED RW
— - - - -	UTILITY EASEMENT
— - - - -	PROPOSED GEOMETRICS
— - - - -	CONSTRUCTION LIMITS
— - - - -	EXISTING ROADWAY

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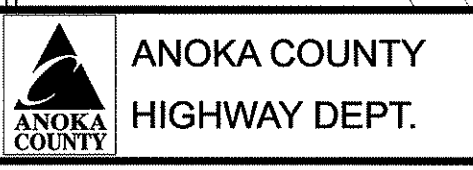
NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718 UT4 P.dgn 03/08/2012 12:45:16 PM

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

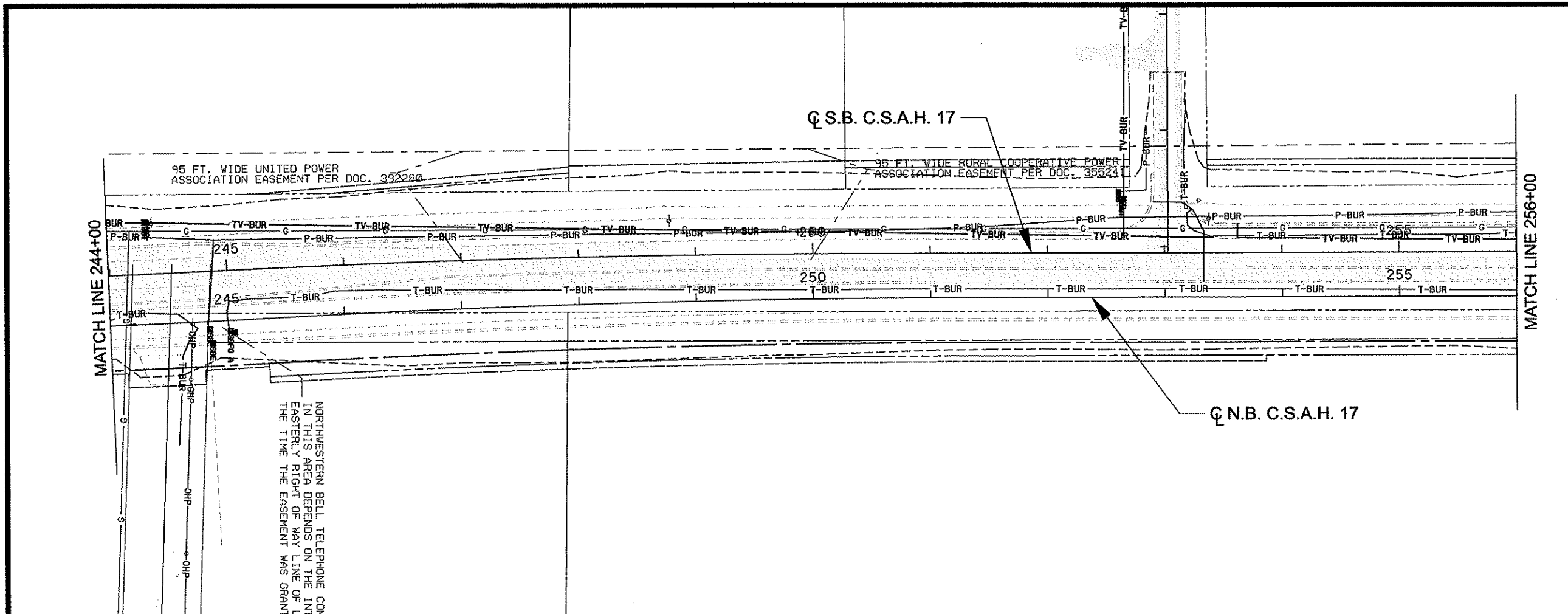
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 12-10-09
 DESIGN BY: GMP DATE: 12-10-09
 CHECKED BY: JEO DATE: 12-10-09

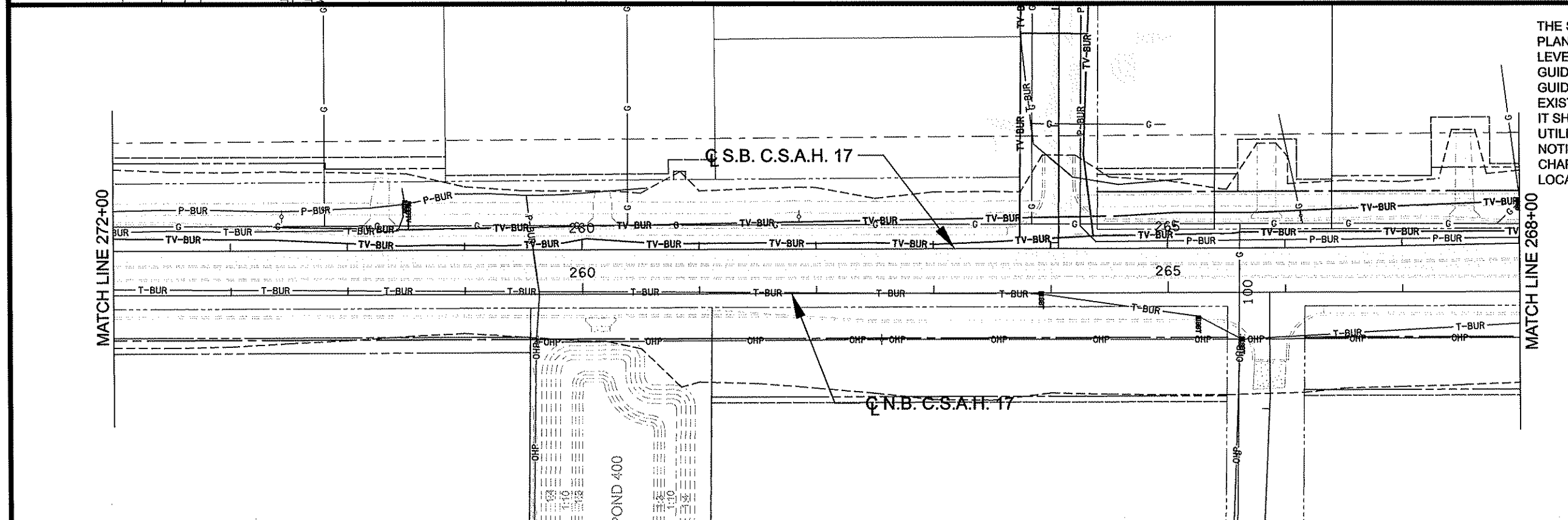
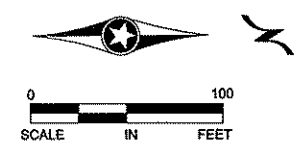


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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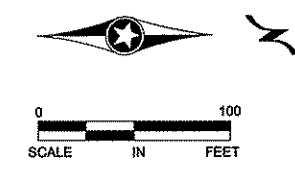
INPLACE UTILITY PLAN
 LEXINGTON AVENUE
 STA 220+00.00 to STA 244+00.00
 Sheet 30 of 366 Sheets



LEGEND	
— G —	CENTERPOINT ENERGY EXCEL ENERGY NORTHERN NATURAL GAS KOCH PIPELINE
— TV-BUR —	COMCAST CABLE
— P-BUR —	CONNEXUS ENERGY
— OHP —	GREAT RIVER ENERGY/ CONNEXUS ENERGY
— T-BUR —	QWEST CORPORATION
—>>>—	EXISTING STORM SEWER
—>>>—	EXISTING SAN SEWER
— - - - -	TEMPORARY EASEMENT
— - - - -	PERMANENT EASEMENT
— - - - -	EXISTING RW
— - - - -	PROPOSED RW
— - - - -	UTILITY EASEMENT
— - - - -	PROPOSED GEOMETRICS
— - - - -	CONSTRUCTION LIMITS
— - - - -	EXISTING ROADWAY



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NO	DATE	BY	CKD	APPR	REVISION

NAME: p:102-617-18\plant\0261718 UTS P.dgn 03/08/2012 12:45:20 PM

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

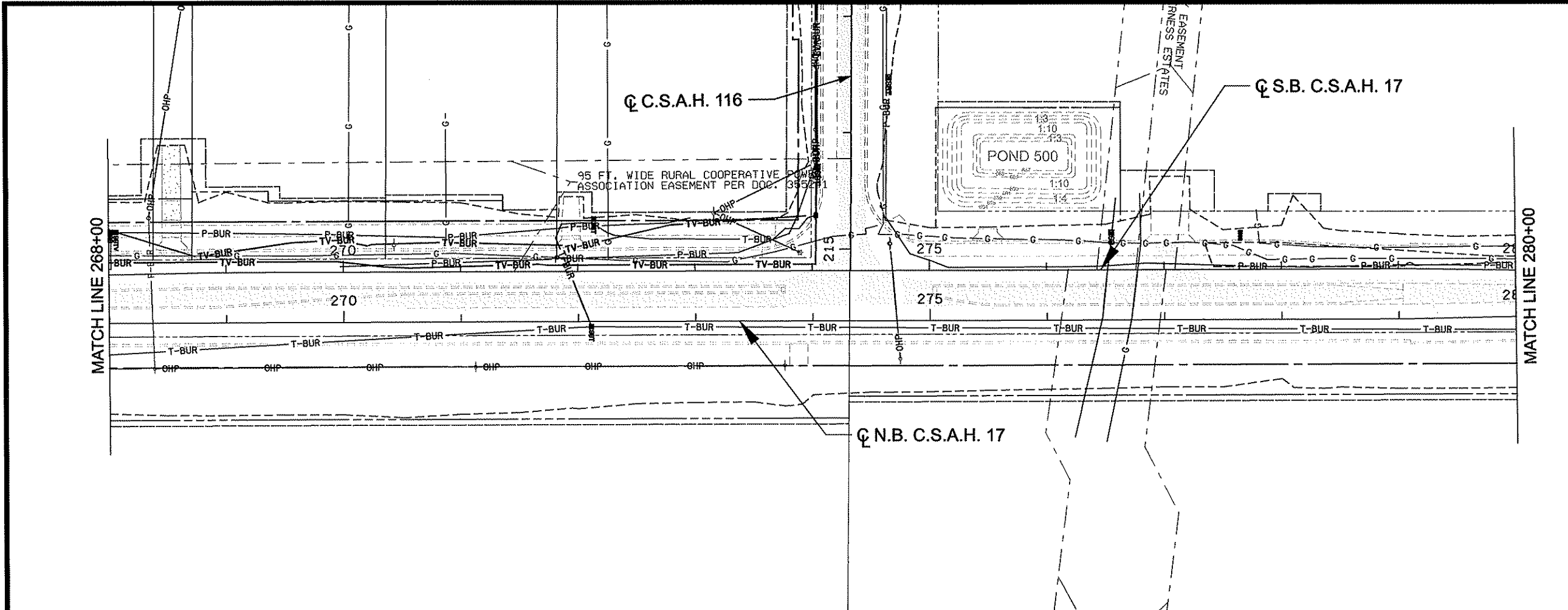
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 12-10-09
 DESIGN BY: GMP DATE: 12-10-09
 CHECKED BY: JEO DATE: 12-10-09

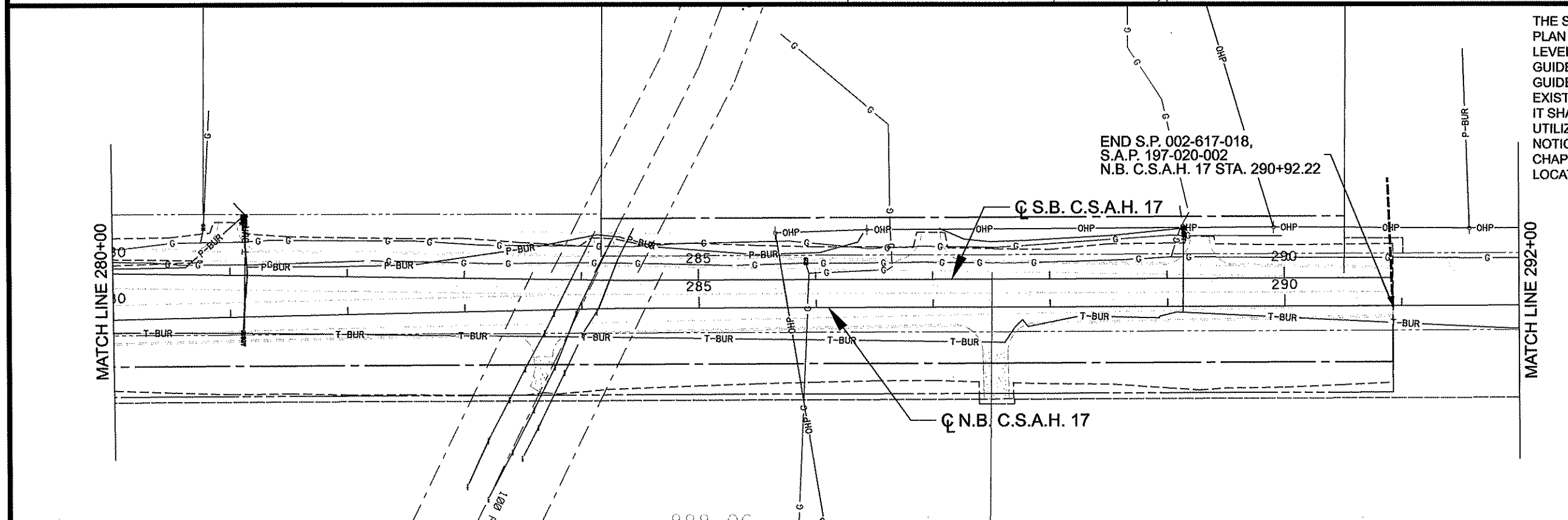
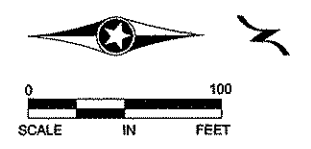


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

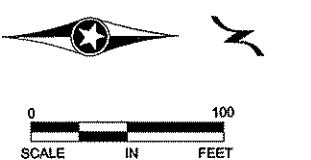
INPLACE UTILITY PLAN
 LEXINGTON AVENUE
 STA 244+00.00 to STA 268+00.00
 Sheet 31 of 366 Sheets



LEGEND	
— G —	CENTERPOINT ENERGY EXCEL ENERGY NORTHERN NATURAL GAS KOCH PIPELINE
— TV-BUR —	COMCAST CABLE
— P-BUR —	CONNEXUS ENERGY
— OHP —	GREAT RIVER ENERGY/ CONNEXUS ENERGY
— T-BUR —	QWEST CORPORATION
— —>	EXISTING STORM SEWER
— —>	EXISTING SAN SEWER
— — — — —	TEMPORARY EASEMENT
— — — — —	PERMANENT EASEMENT
— — — — —	EXISTING R/W
— — — — —	PROPOSED R/W
— — — — —	UTILITY EASEMENT
— — — — —	PROPOSED GEOMETRICS
— — — — —	CONSTRUCTION LIMITS
— — — — —	EXISTING ROADWAY



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NO	DATE	BY	CKD	APPR	REVISION

NAME: p:02-617-18\plant\0261718 UT6 P.dgn 03/08/2012 12:45:25 PM

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

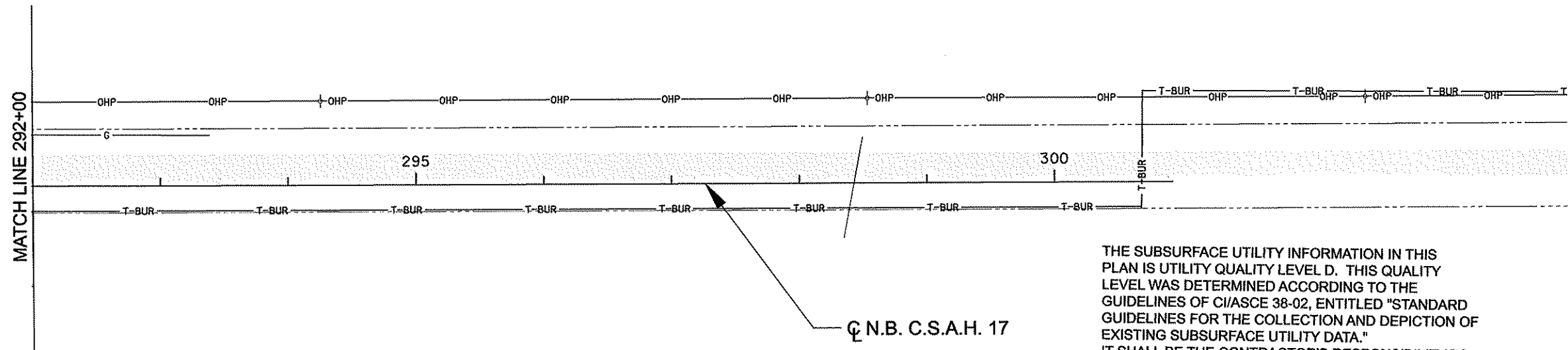
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarscik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 12-10-09
 DESIGN BY: GMP DATE: 12-10-09
 CHECKED BY: JEO DATE: 12-10-09



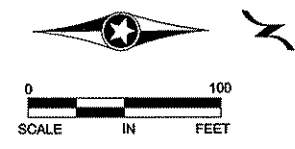
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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INPLACE UTILITY PLAN
 LEXINGTON AVENUE
 STA 268+00.00 to STA 292+00.00
 Sheet 32 of 366 Sheets



THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO UTILIZE THE GOPHER STATE ONE CALL EXCAVATION NOTICE SYSTEM REQUIRED BY MINNESOTA STATUTE, CHAPTER 216D FOR ALL UNDERGROUND UTILITY LOCATIONS.

LEGEND	
— G —	CENTERPOINT ENERGY EXCEL ENERGY NORTHERN NATURAL GAS KOCH PIPELINE
— TV-BUR —	COMCAST CABLE
— P-BUR —	CONNEXUS ENERGY
— OHP —	GREAT RIVER ENERGY/ CONNEXUS ENERGY
— T-BUR —	QWEST CORPORATION
--->---	EXISTING STORM SEWER
--->---	EXISTING SAN SEWER
---	PERMANENT EASEMENT
---	EXISTING R/W
---	PROPOSED R/W
---	UTILITY EASEMENT
---	PROPOSED GEOMETRICS
---	CONSTRUCTION LIMITS
---	EXISTING ROADWAY



NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\PLAN\0261718_UT7_P.dgn 03/08/2012 12:45:29 PM

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 12-10-09
 DESIGN BY: GMP DATE: 12-10-09
 CHECKED BY: JEO DATE: 12-10-09

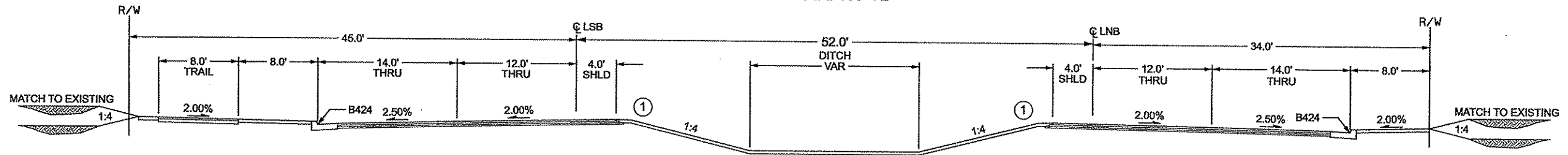


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

INPLACE UTILITY PLAN
 LEXINGTON AVENUE
 STA 292+00 to STA 300+92.22
 Sheet 33 of 366 Sheets

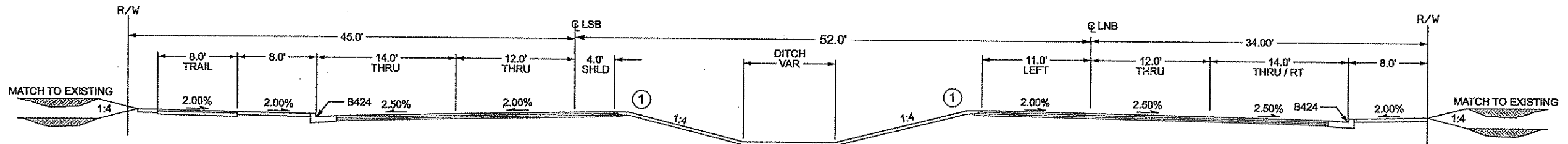
EXISTING C.S.A.H. 17 (LEXINGTON AVE)

N.B. STA. 153+34 - STA. 160+72



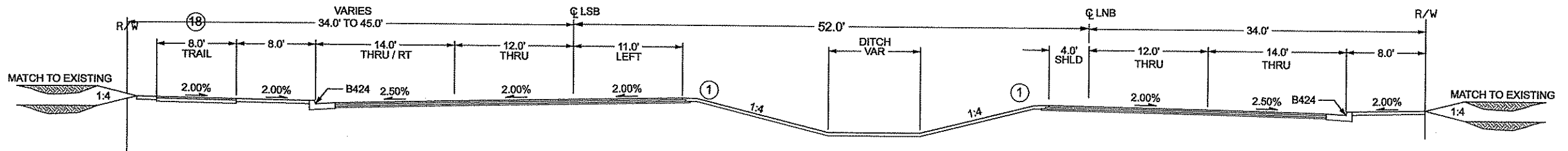
EXISTING C.S.A.H. 17 (LEXINGTON AVE)

N.B. STA. 160+72 - STA. 168+50



EXISTING C.S.A.H. 17 (LEXINGTON AVE)

N.B. STA. 146+00 - STA. 153+34
N.B. STA. 168+50 - STA. 176+75



GENERAL NOTES:

- SEE CONSTRUCTION PLANS FOR TURN LANE LOCATIONS
- ALL CROSS SLOPES ARE EXPRESSED AS A PERCENT
- 4.0" TOPSOIL & SEED ON ALL DISTURBED AREAS
- ALL STATIONING BASED ON ALIGNMENT N17_10 (NB CSAH 17) UNLESS OTHERWISE NOTED

- UNLESS OTHERWISE SPECIFIED, THE GRADING GRADE CROSS SLOPES SHALL BE THE SAME AS THE FINISHED SURFACE OF THE MAINLINE.

- UNLESS OTHERWISE SPECIFIED, CLASS 5 AGGREGATE WILL EXTEND 1' BEYOND BACK OF CURB, AND 2' BEYOND RURAL SHOULDER EDGE.

NOTES:

- ① SEE DETAIL "B" PAGE 43
- ⑱ NO TRAIL NORTH OF CSAH 14 (MAIN STREET)

NO	DATE	BY	CHKD	APPR	REVISION

NAME: P:\02-617-18\PLAN\0281718_TYP_10.dgn 03/08/2012 10:32:44 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURTIS KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012

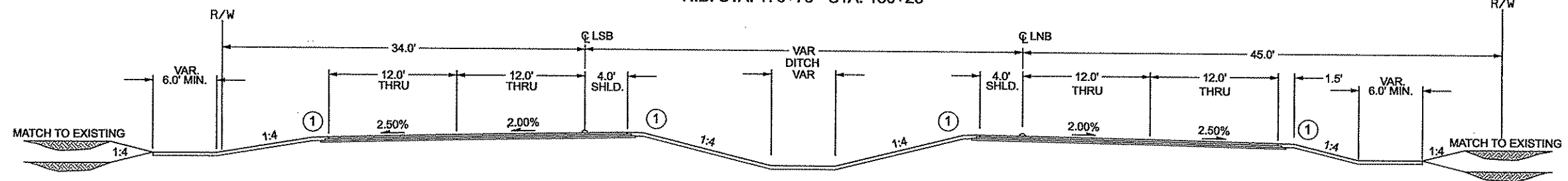


ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

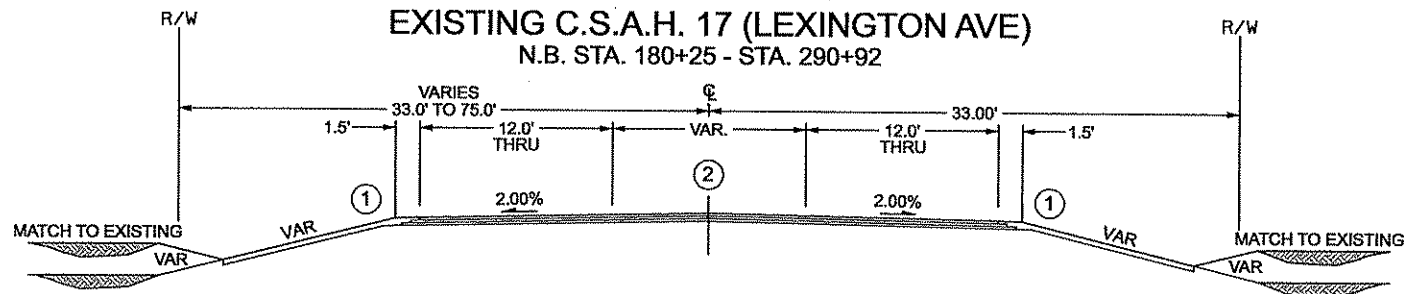
EXISTING
TYPICAL SECTIONS

EXISTING C.S.A.H. 17 (LEXINGTON AVE)
N.B. STA. 176+75 - STA. 180+25



EXISTING C.S.A.H. 116 (BUNKER LAKE BLVD)
E.B. STA. 210+29 - STA. 215+18

EXISTING C.S.A.H. 17 (LEXINGTON AVE)
N.B. STA. 180+25 - STA. 290+92



GENERAL NOTES:

- SEE CONSTRUCTION PLANS FOR TURN LANE LOCATIONS
- ALL CROSS SLOPES ARE EXPRESSED AS A PERCENT
- UNLESS OTHERWISE SPECIFIED, THE GRADING GRADE CROSS SLOPES SHALL BE THE SAME AS THE FINISHED SURFACE OF THE MAINLINE.
- UNLESS OTHERWISE SPECIFIED, CLASS 5 AGGREGATE WILL EXTEND 1' BEYOND BACK OF CURB, AND 2' BEYOND RURAL SHOULDER EDGE.
- 4.0" TOPSOIL & SEED ON ALL DISTURBED AREAS
- ALL STATIONING BASED ON ALIGNMENT N17_10 (NB CSAH 17) UNLESS OTHERWISE NOTED

NOTES:

- ① SEE DETAIL "B" PAGE 43
- ② VARIES NB CSAH 17 STA. 180+25 - 187+70
0' CSAH 17 STA. 187+70 - 290+92
0' CSAH 116 STA. 210+29 - 215-18
- ③ SEE INSET "B" PAGE 43

NO	DATE	BY	CHKD	APPR	REVISION

NAME: P:\02-617-18\PLAN\0261718_TYP_10.dgn 03/08/2012 10:32:45 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY GMP DATE 3/8/2012

DESIGN BY GMP DATE 3/8/2012

CHECKED BY JEO DATE 3/8/2012



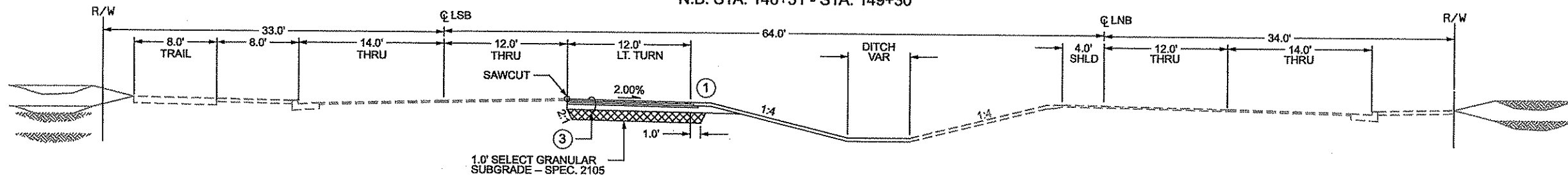
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

EXISTING
TYPICAL SECTIONS

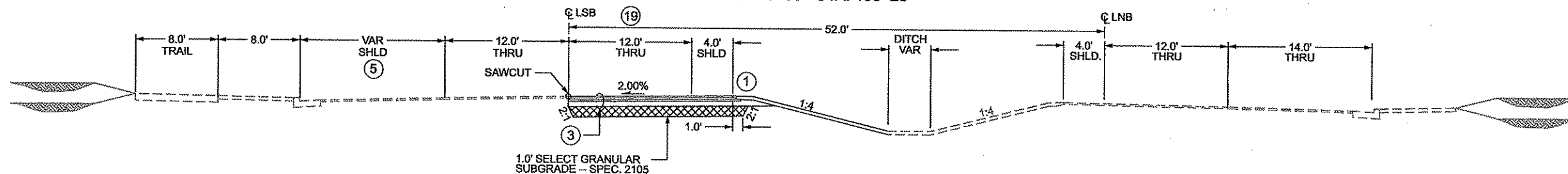
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N.B. STA. 146+31 - STA. 149+30



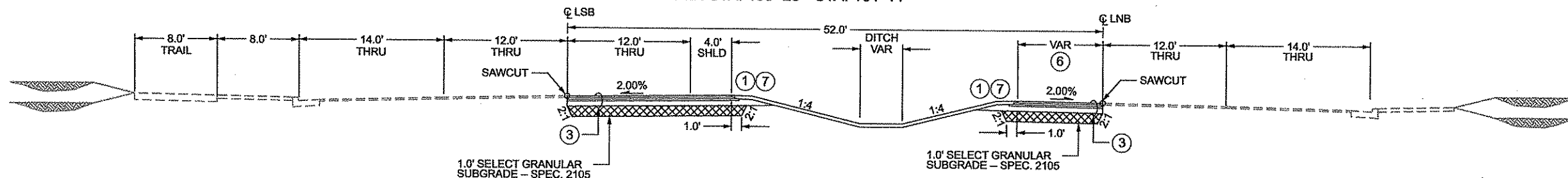
C.S.A.H. 17 (LEXINGTON AVE)

N.B. STA. 149+30 - STA. 158+23



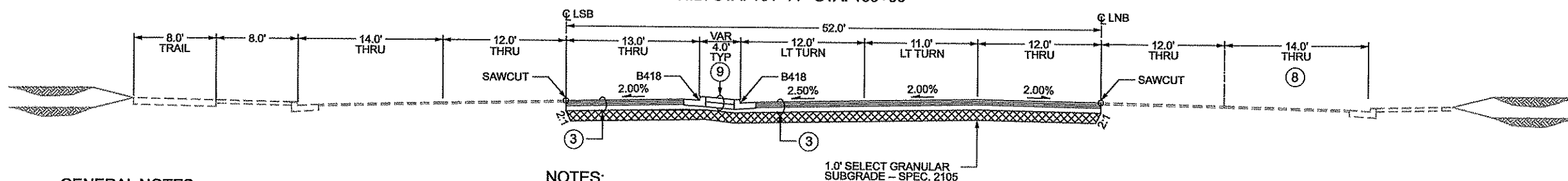
C.S.A.H. 17 (LEXINGTON AVE)

N.B. STA. 158+23 - STA. 161+77



C.S.A.H. 17 (LEXINGTON AVE)

N.B. STA. 161+77 - STA. 169+00



GENERAL NOTES:

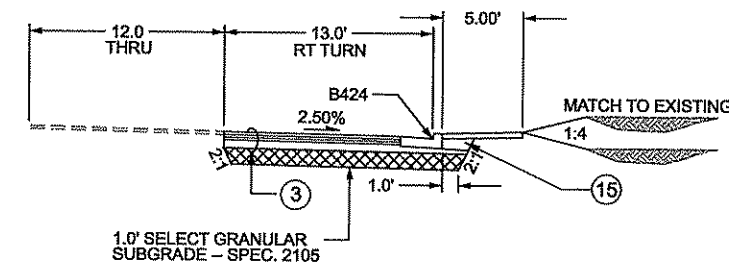
- SEE CONSTRUCTION PLANS FOR TURN LANE LOCATIONS
- ALL CROSS SLOPES ARE EXPRESSED AS A PERCENT
- UNLESS OTHERWISE SPECIFIED, THE GRADING GRADE CROSS SLOPES SHALL BE THE SAME AS THE FINISHED SURFACE OF THE MAINLINE.
- UNLESS OTHERWISE SPECIFIED, CLASS 5 AGGREGATE WILL EXTEND 1' BEYOND BACK OF CURB, AND 2' BEYOND RURAL SHOULDER EDGE.
- 4.0" TOPSOIL & SEED ON ALL DISTURBED AREAS
- ALL STATIONING BASED ON ALIGNMENT N17_10 (NB CSAH 17) UNLESS OTHERWISE NOTED

NOTES:

- ① SEE DETAIL "B" PAGE 43
- ③ SEE INSET "B" PAGE 43
- ⑤ TRANSITION FROM 12.0' THRU LANE TO SHOULDER STA 150+78 - STA 157+40. 12.0' THRU LANE BEYOND STA 157+40.
- ⑥ DEVELOPMENT OF THRU LANE AND TWO LEFT TURN LANES AT MAIN STREET STA 158+23 TO STA 162+67
- ⑦ END AGGREGATE SHOULDER STA 161+76.72. BEGIN CONCRETE MEDIAN
- ⑧ SEE C.S.A.H. 17 TURN LANE DETAIL
- ⑨ SEE DETAIL "A" PAGE 43
- ⑮ SUITABLE MATERIAL
- ⑲ VARIABLE WIDTH STA 149+30 - STA 150+50

C.S.A.H. 17 TURN LANE DETAIL

N.B. STA. 162+25 - STA. 169+00



NO	DATE	BY	CHKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TYP_10.dgn					
03/08/2012 10:32:46 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

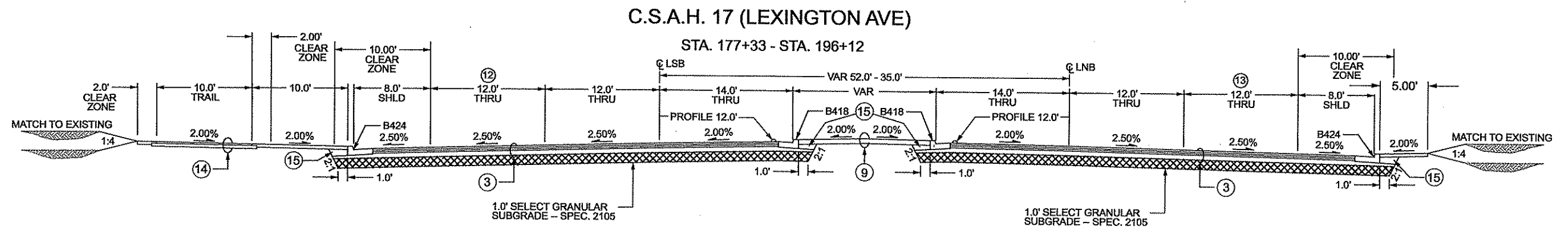
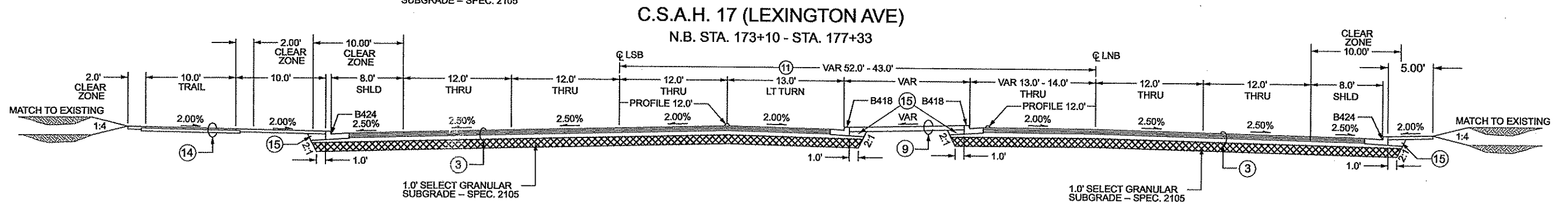
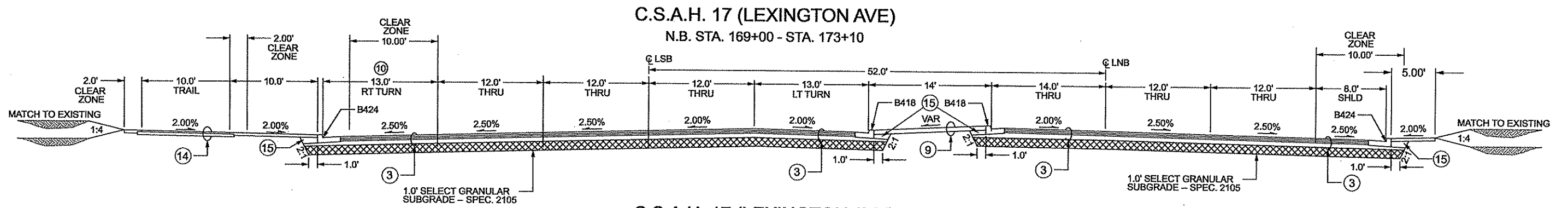
DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** *** **

PROPOSED
 TYPICAL SECTIONS



GENERAL NOTES:

- SEE CONSTRUCTION PLANS FOR TURN LANE LOCATIONS
- ALL CROSS SLOPES ARE EXPRESSED AS A PERCENT
- UNLESS OTHERWISE SPECIFIED, THE GRADING GRADE CROSS SLOPES SHALL BE THE SAME AS THE FINISHED SURFACE OF THE MAINLINE.
- UNLESS OTHERWISE SPECIFIED, CLASS 5 AGGREGATE WILL EXTEND 1' BEYOND BACK OF CURB, AND 2' BEYOND RURAL SHOULDER EDGE.

- 4.0" TOPSOIL & SEED ON ALL DISTURBED AREAS
- ALL STATIONING BASED ON ALIGNMENT N17_10 (NB CSAH 17) UNLESS OTHERWISE NOTED
- UNLESS OTHERWISE SPECIFIED, CLASS 5 AGGREGATE WILL EXTEND 6" BEYOND THE EDGE OF BITUMINOUS TRAIL

NOTES:

- ③ SEE INSET "B" PAGE 43
- ④ SEE INSET "A" PAGE 43
- ⑤ SEE DETAIL "A" PAGE 43
- ⑥ TRANSITION FROM 13.0' RT TURN TO 8.0' SHLD. STA. 172+35 - STA. 173+10
- ⑦ VAR. 12' TO 0' STA. 188+52 - STA. 195+12
- ⑧ VAR. 13' TO 0' STA. 175+68 - STA. 177+30
- ⑨ VAR. 12' TO 0' STA. 188+52 - STA. 190+31
- ⑩ 0' STA. 190+31 - STA. 196+12
- ⑪ SUITABLE MATERIAL

NO	DATE	BY	CHKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TYP_10.dgn					
03/08/2012 10:32:48 AM					

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

PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt Kobilarsik*
DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY GMP DATE 3/8/2012
DESIGN BY GMP DATE 3/8/2012
CHECKED BY JEO DATE 3/8/2012



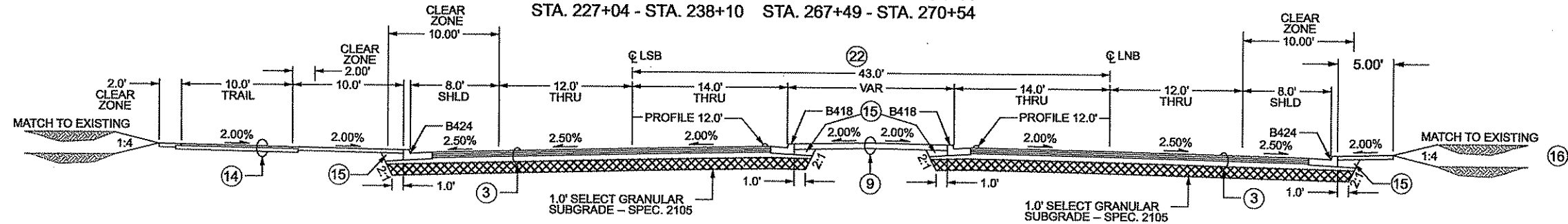
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

PROPOSED
TYPICAL SECTIONS

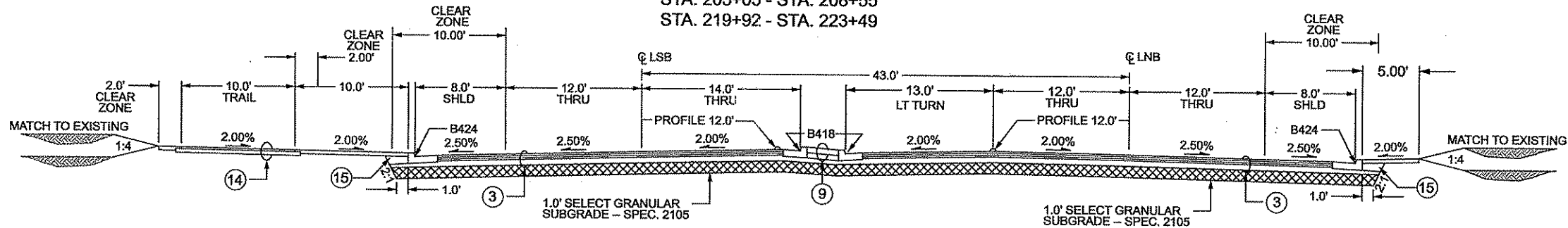
C.S.A.H. 17 (LEXINGTON AVE)

STA. 196+12 - STA. 205+05 STA. 244+99 - STA. 253+02
 STA. 211+98 - STA. 219+92 STA. 256+45 - STA. 262+44
 STA. 227+04 - STA. 238+10 STA. 267+49 - STA. 270+54



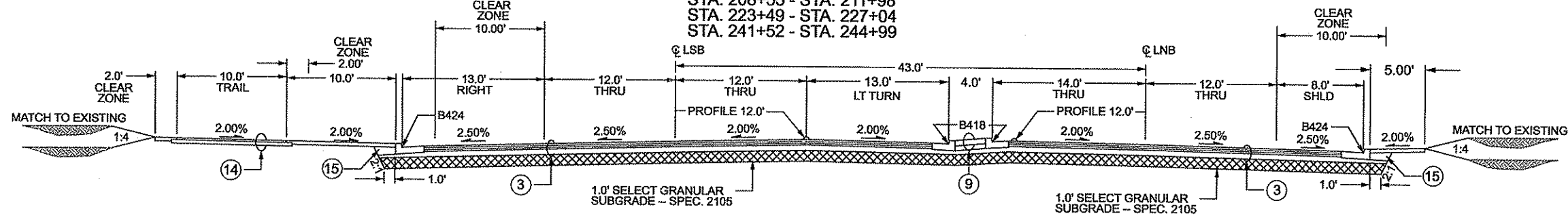
C.S.A.H. 17 (LEXINGTON AVE)

STA. 205+05 - STA. 208+55
 STA. 219+92 - STA. 223+49



C.S.A.H. 17 (LEXINGTON AVE)

STA. 208+55 - STA. 211+98
 STA. 223+49 - STA. 227+04
 STA. 241+52 - STA. 244+99



GENERAL NOTES:

- SEE CONSTRUCTION PLANS FOR TURN LANE LOCATIONS
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- UNLESS OTHERWISE SPECIFIED, CLASS 5 AGGREGATE WILL EXTEND 1' BEYOND BACK OF CURB, AND 2' BEYOND RURAL SHOULDER EDGE.

- 4.0" TOPSOIL & SEED ON ALL DISTURBED AREAS
- ALL STATIONING BASED ON ALIGNMENT N17_10 (NB CSAH 17) UNLESS OTHERWISE NOTED
- UNLESS OTHERWISE SPECIFIED CLASS 5 AGGREGATE WILL EXTEND 6" BEYOND THE EDGE OF BITUMINOUS TRAIL

NOTES:

- ③ SEE INSET "B" PAGE 43
- ⑨ SEE DETAIL "A" PAGE 43
- ⑭ SEE INSET "A" PAGE 43
- ⑮ SUITABLE MATERIAL
- ⑯ STA. 261+00 - 297+35 SEE DETAIL "C" PAGE 43
- ⑰ VAR. 43' TO 38' STA. 244+84 - STA. 251+38
 VAR. 38' TO 43' STA. 266+14 - STA. 268+89

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TYP_10.dgn					
03/08/2012 10:32:49 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



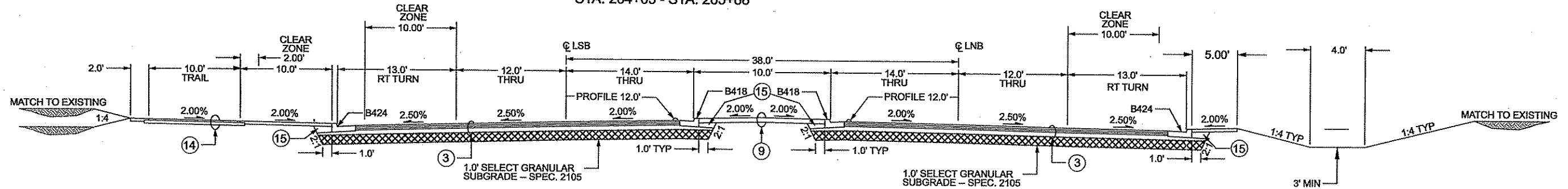
ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ***_**_**

PROPOSED
 TYPICAL SECTIONS

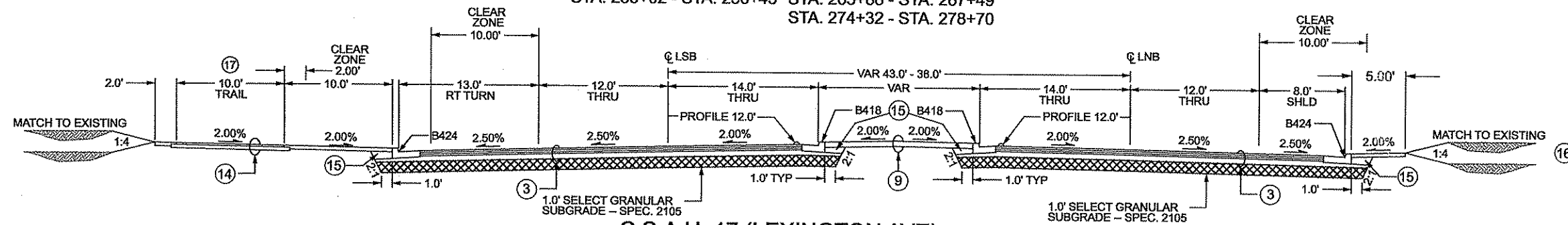
C.S.A.H. 17 (LEXINGTON AVE)

STA. 264+05 - STA. 265+88



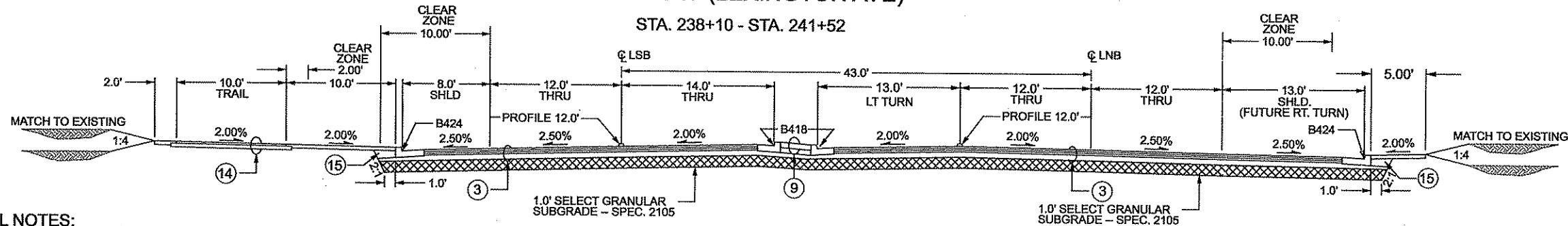
C.S.A.H. 17 (LEXINGTON AVE)

STA. 253+02 - STA. 256+45 STA. 265+88 - STA. 267+49
STA. 274+32 - STA. 278+70



C.S.A.H. 17 (LEXINGTON AVE)

STA. 238+10 - STA. 241+52



GENERAL NOTES:

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- ALL CROSS SLOPES ARE EXPRESSED AS A PERCENT
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- 4.0" TOPSOIL & SEED ON ALL DISTURBED AREAS
- ALL STATIONING BASED ON ALIGNMENT N17_10 (NB CSAH 17) UNLESS OTHERWISE NOTED
- UNLESS OTHERWISE SPECIFIED CLASS 5 AGGREGATE WILL EXTEND 6" BEYOND THE EDGE OF BITUMINOUS TRAIL

NOTES:

- ③ SEE INSET "B" PAGE 43
- ⑨ SEE DETAIL "A" PAGE 43
- ⑭ SEE INSET "A" PAGE 43
- ⑮ SUITABLE MATERIAL
- ⑯ STA. 265+88 - STA. 267+49
STA. 274+32 - STA. 278+70
SEE DETAIL "C" PAGE 43
- ⑰ NO TRAIL BEYOND STA. 274+31.28

NO	DATE	BY	CHKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TYP_10.dgn					
03/08/2012 10:32:50 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



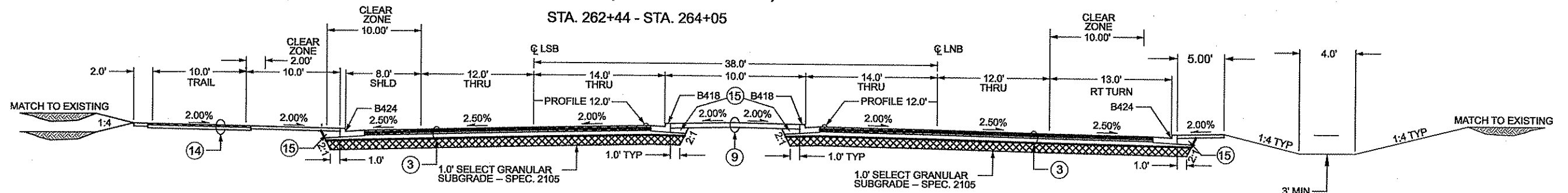
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

PROPOSED
TYPICAL SECTIONS

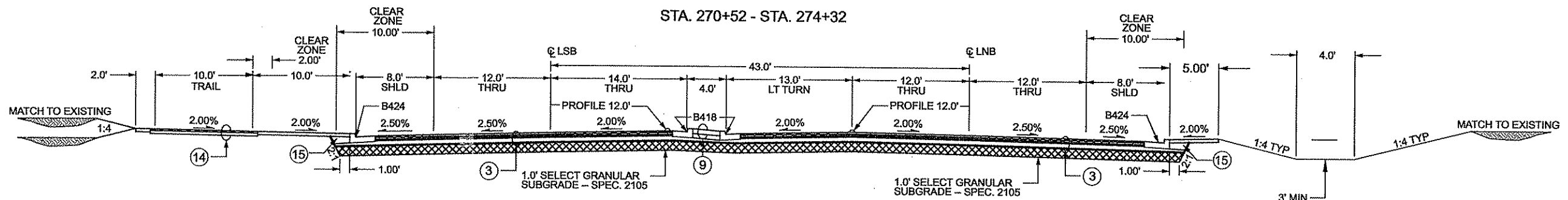
C.S.A.H. 17 (LEXINGTON AVE)

STA. 262+44 - STA. 264+05



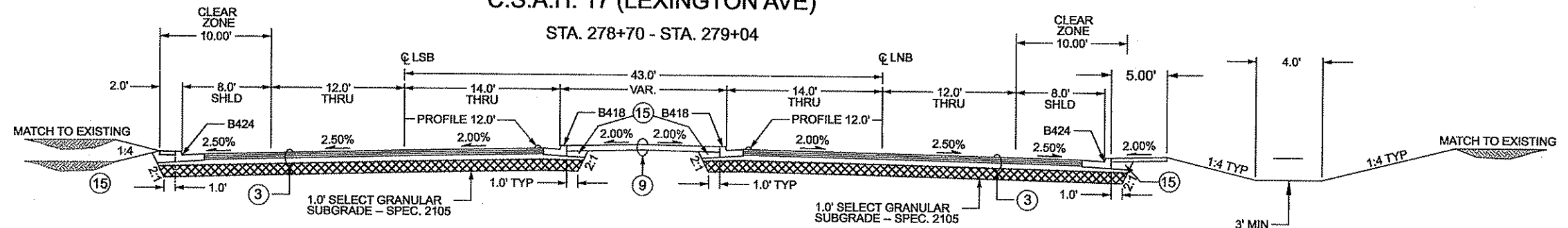
C.S.A.H. 17 (LEXINGTON AVE)

STA. 270+52 - STA. 274+32



C.S.A.H. 17 (LEXINGTON AVE)

STA. 278+70 - STA. 279+04



GENERAL NOTES:

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- 4.0" TOPSOIL & SEED ON ALL DISTURBED AREAS
- UNLESS OTHERWISE SPECIFIED CLASS 5 AGGREGATE WILL EXTEND 6" BEYOND THE EDGE OF BITUMINOUS TRAIL

NOTES:

- ③ SEE INSET "B" PAGE 43
- ⑨ SEE DETAIL "A" PAGE 43
- ⑭ SEE INSET "A" PAGE 43
- ⑮ SUITABLE MATERIAL

NO	DATE	BY	CHKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TYP_10.dgn					
03/08/2012 10:32:52 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURTA KOBILARCSIK
 SIGNATURE: *Curta Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24758

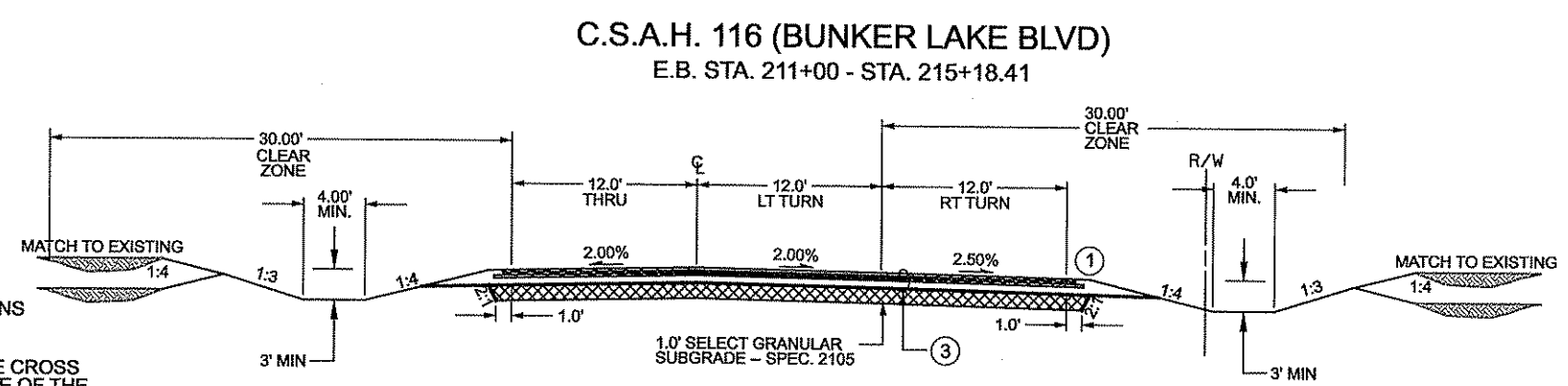
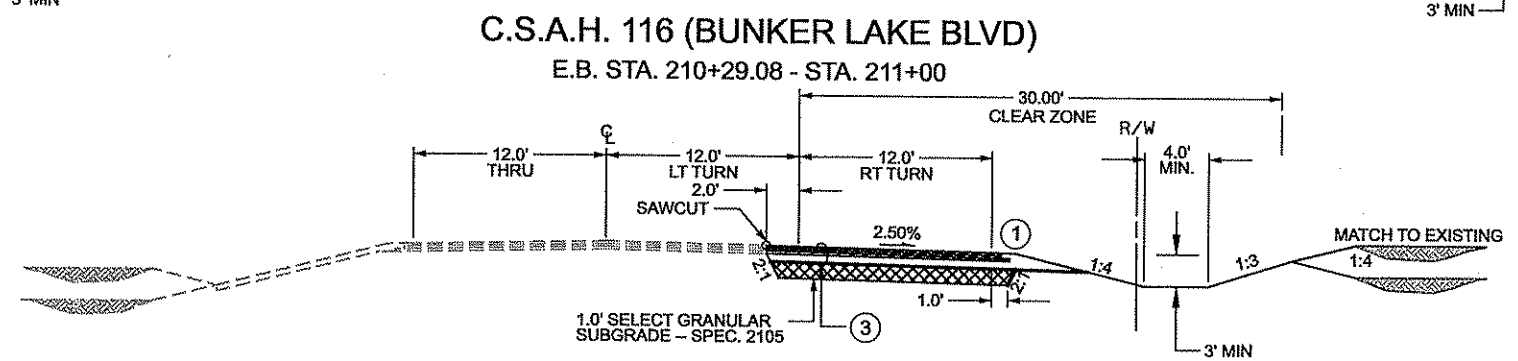
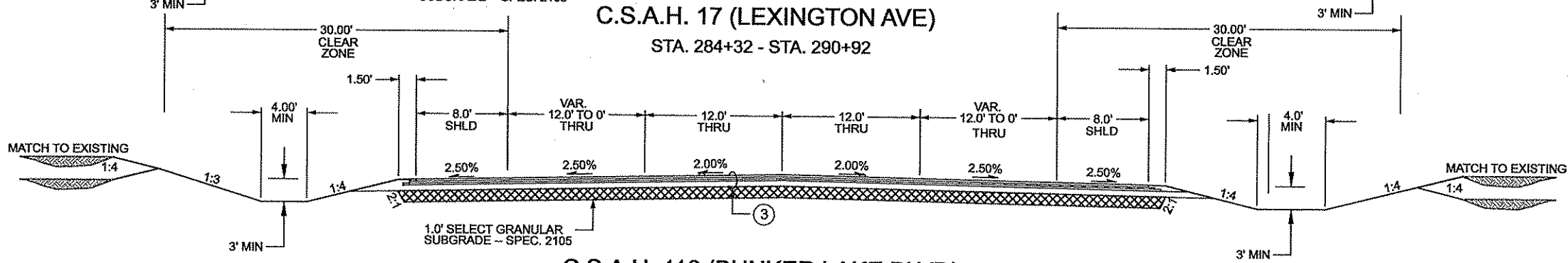
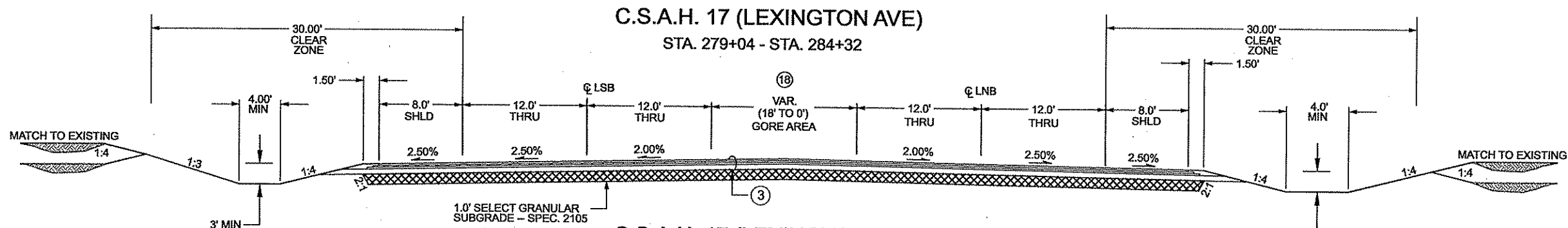
DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
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PROPOSED
 TYPICAL SECTIONS



GENERAL NOTES:

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NOTES:

- ① SEE DETAIL "B" PAGE 43
- ③ SEE INSET "B" PAGE 43
- ⑱ MEDIAN TAPER STA. 279+08.86 - 280+18.70

NO	DATE	BY	CHKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TYP_10.dgn					
DATE: 03/09/2012 10:32:53 AM					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

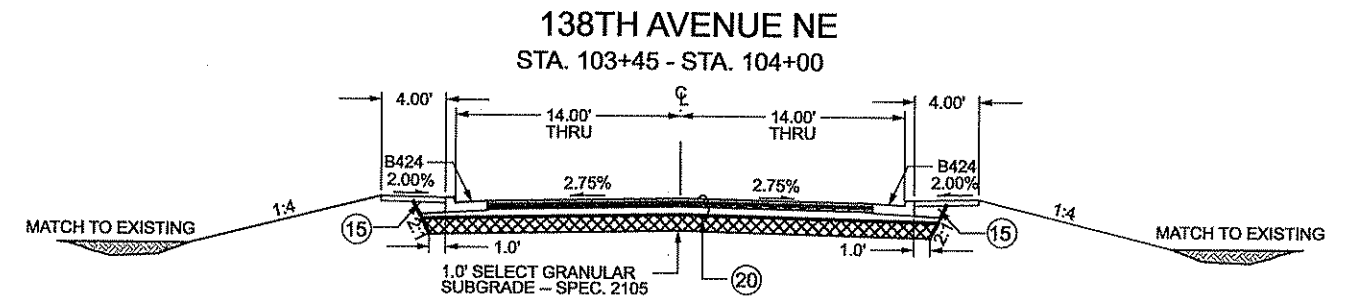
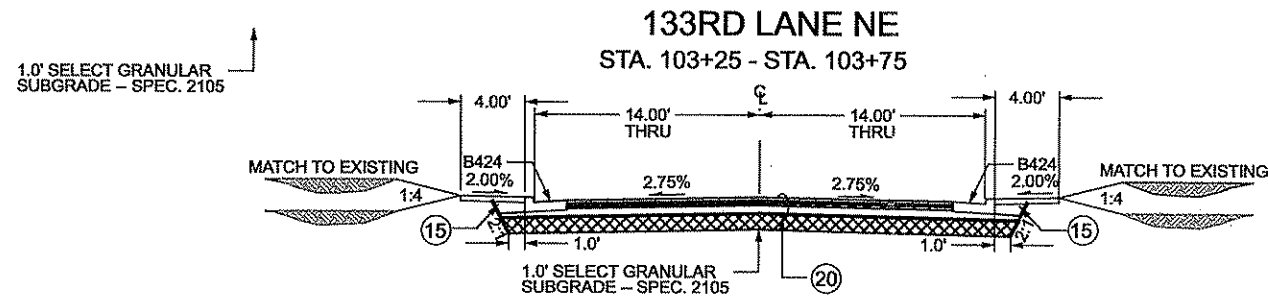
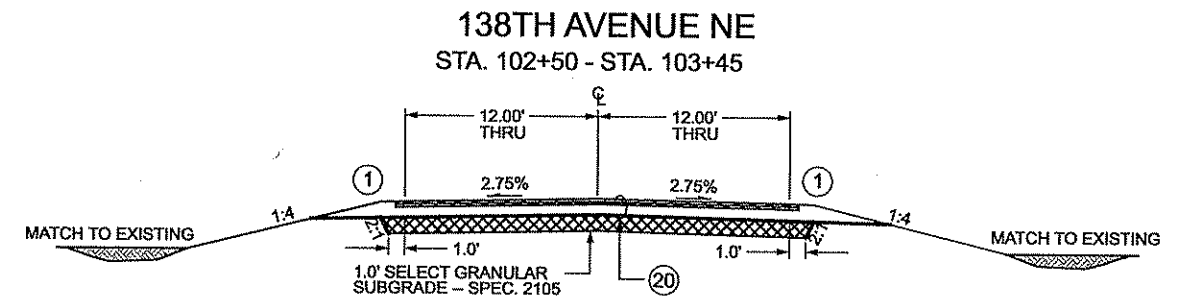
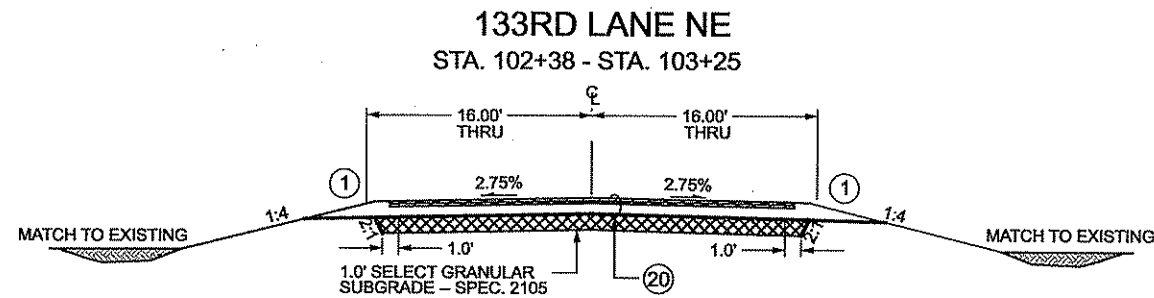
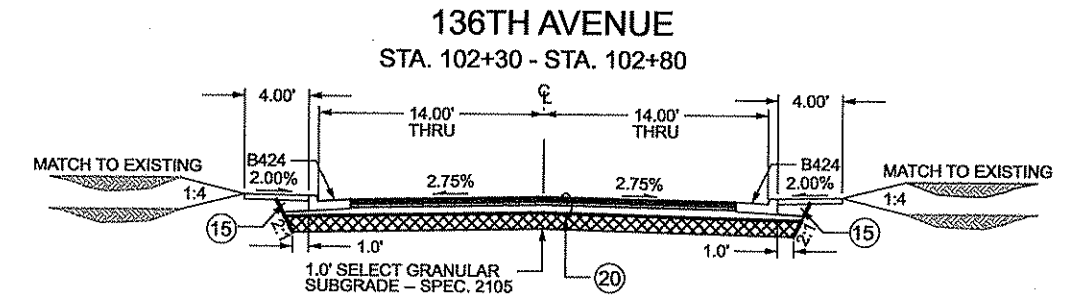
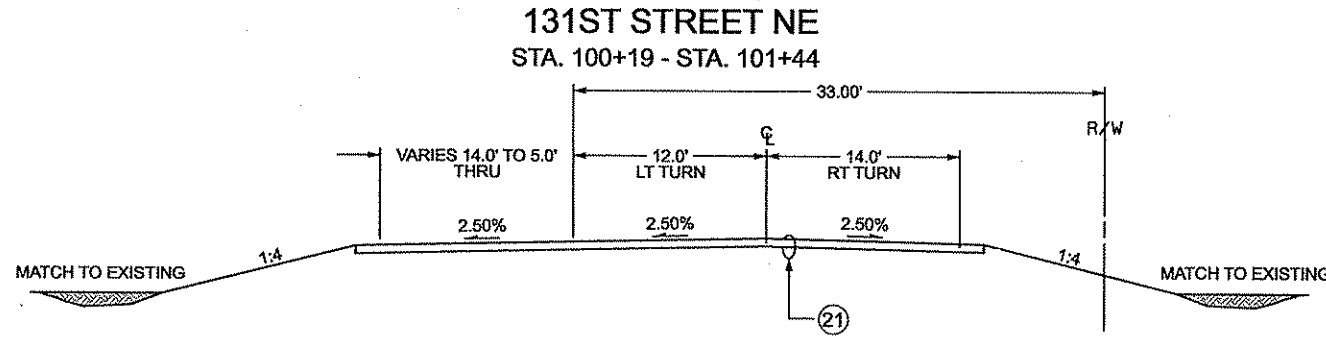
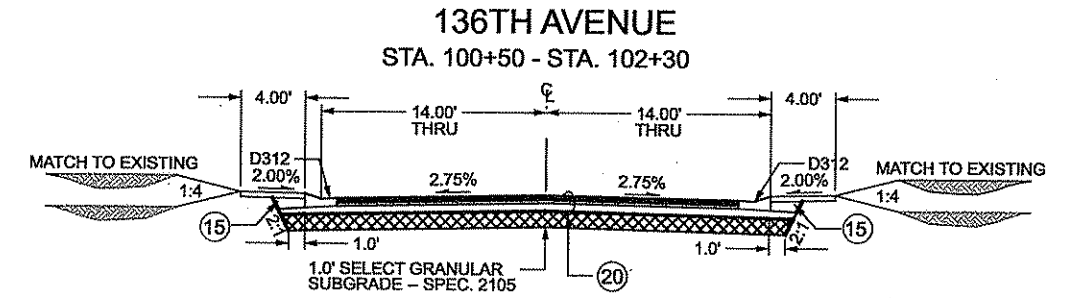
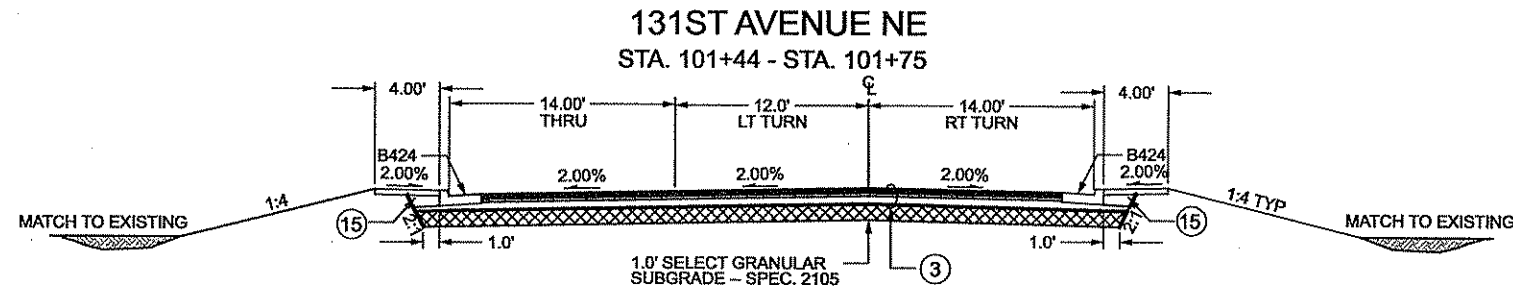
DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
*** **



GENERAL NOTES:

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- 4.0" TOPSOIL & SEED ON ALL DISTURBED AREAS

NOTES:

- ① SEE DETAIL "B" PAGE 43
- ③ SEE INSET "B" PAGE 43
- ⑮ SUITABLE MATERIAL
- ⑳ SEE INSET "D" PAGE 43
- ㉑ SEE INSET "C" PAGE 43

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TYP_10.dgn					
03/08/2012 10:32:54 AM					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY GMP DATE 3/8/2012

DESIGN BY GMP DATE 3/8/2012

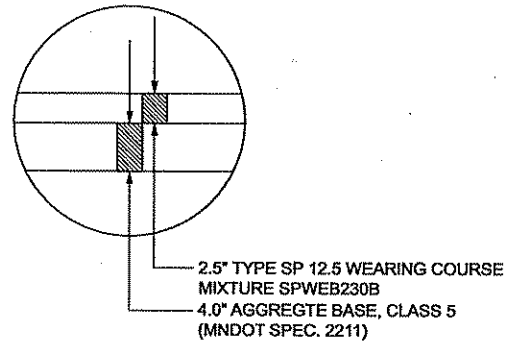
CHECKED BY JEO DATE 3/8/2012



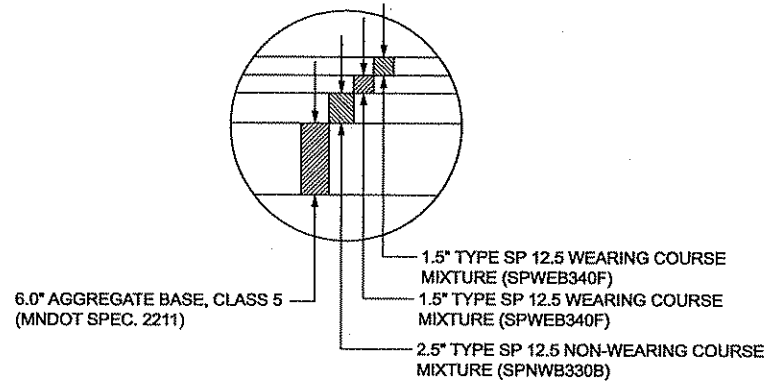
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
** *** **

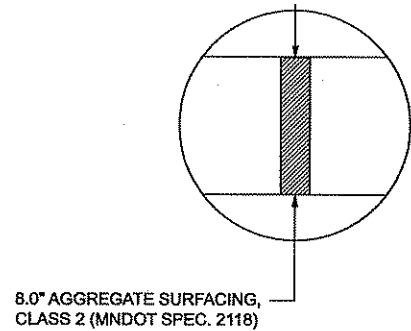
INSET "A" BITUMINOUS PATH



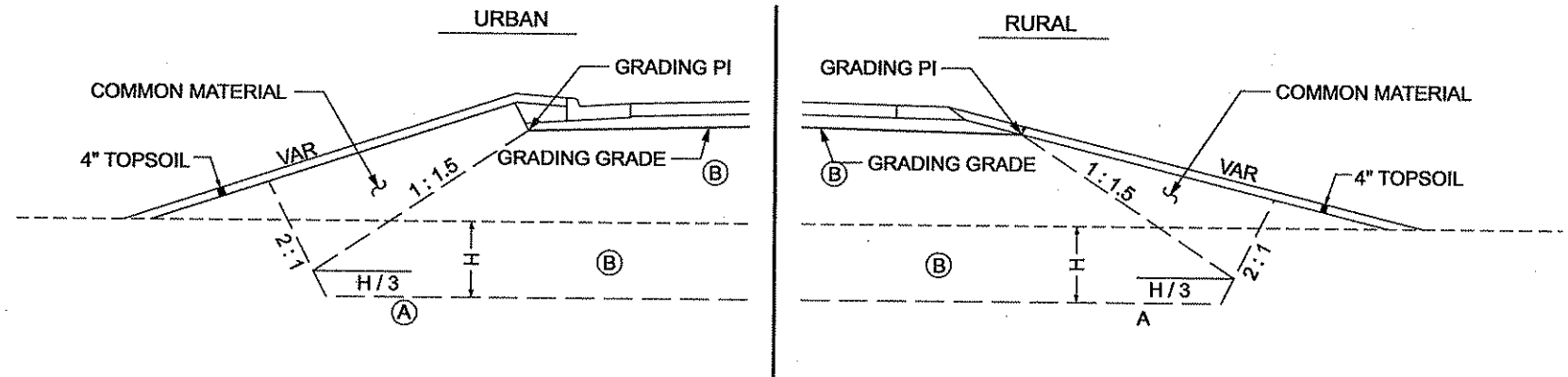
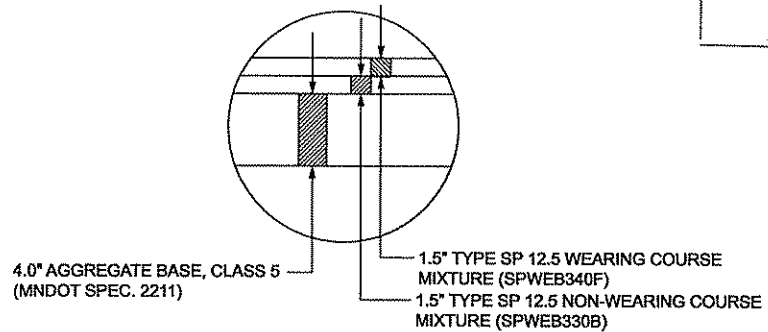
INSET "B" PAVEMENT DESIGN



INSET "C" PAVEMENT DESIGN



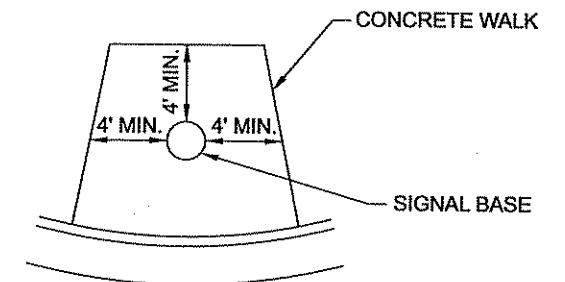
INSET "D" PAVEMENT DESIGN



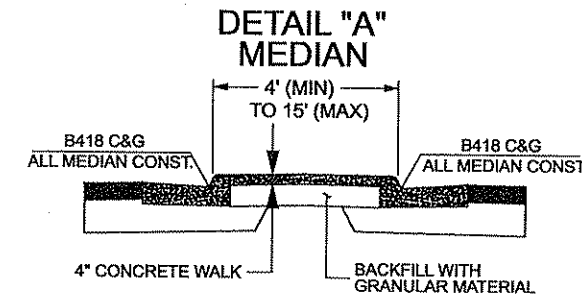
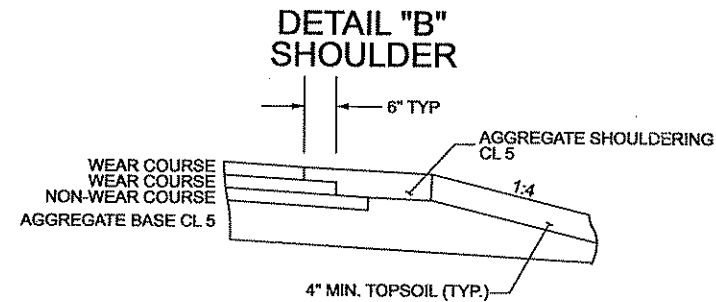
MUCK EXCAVATION

- (A) SEE PROFILES AND CROSS SECTIONS FOR MUCK EXCAVATION DEPTH
- (B) BACKFILL WITH SELECT GRANULAR MATERIAL

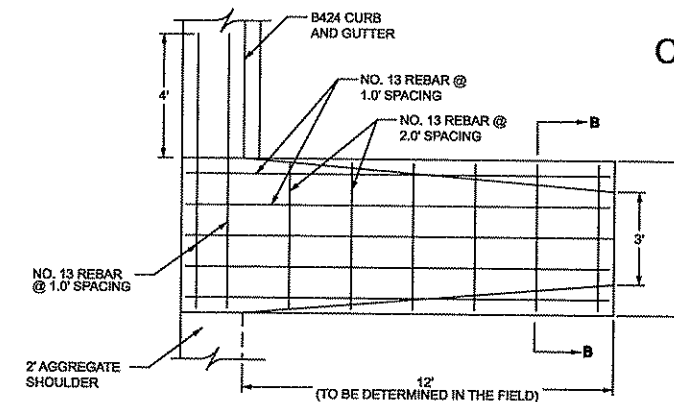
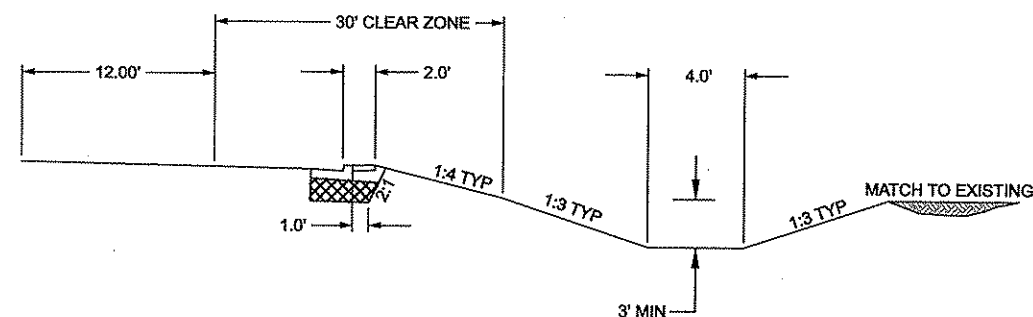
CONCRETE WALK AT SIGNAL BASES



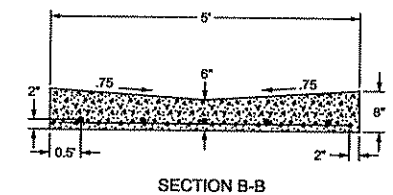
PROVIDE MINIMUM 4" CONCRETE WALK ADJACENT TO ALL SIGNAL POLES.



DETAIL "C" COUNTY DITCH TYP (SEE CROSS SECTIONS)



CONCRETE FLUME



NO	DATE	BY	CKD	APPR	REVISION

NAME: P:102-617-18\PLAN\0261718_TYP_10.dgn 03/08/2012 10:32:55 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRINT NAME: CURTA KOBLARCSIK
SIGNATURE: *Curta Koblarczik*
DATE: 3-8-12 LICENSE NO. 24756

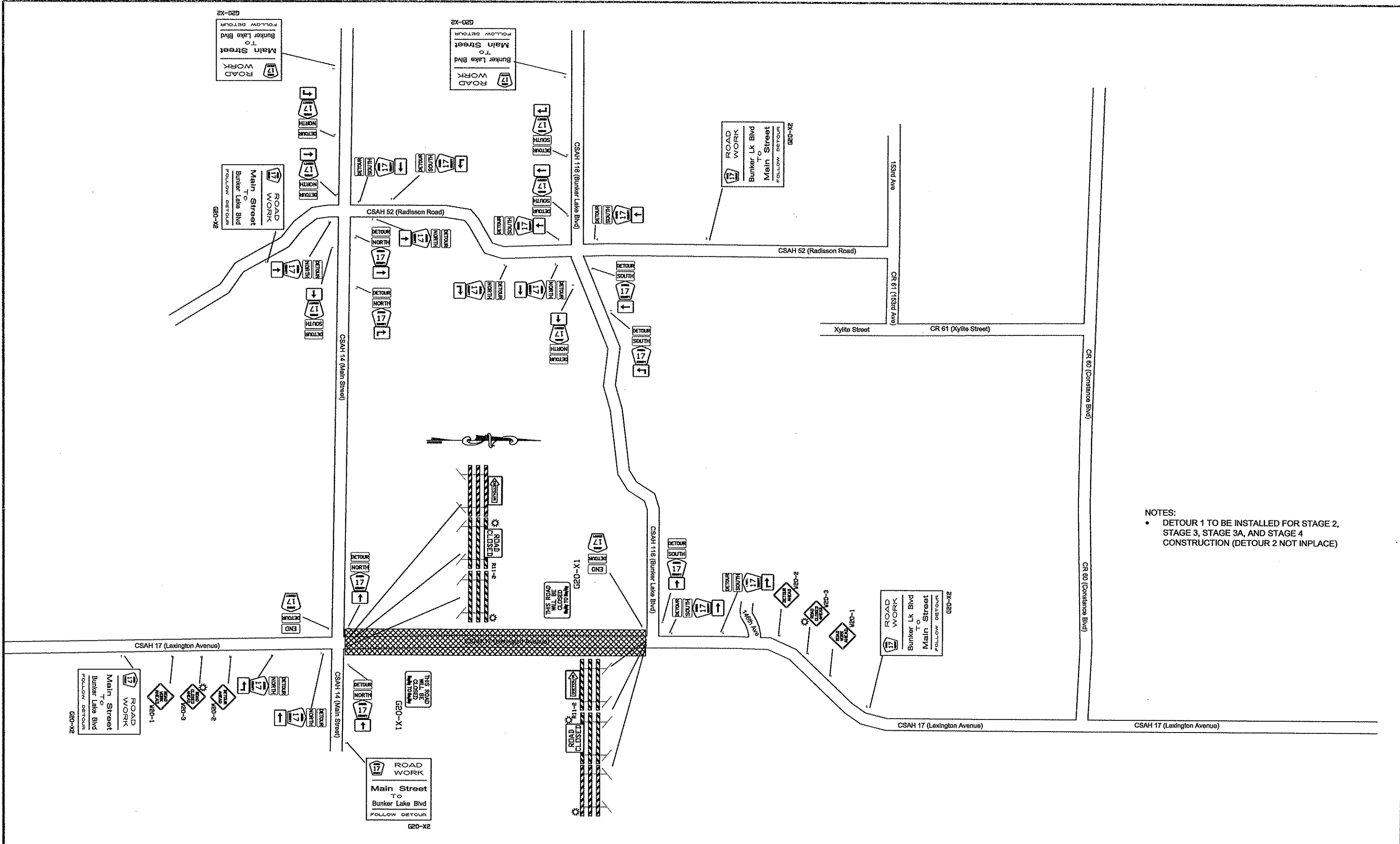
DRAWN BY GMP DATE 3/8/2012
DESIGN BY GMP DATE 3/8/2012
CHECKED BY JEO DATE 3/8/2012



**ANOKA COUNTY
HIGHWAY DEPT.**

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
*** **

TYPICAL SECTION DETAILS
CONSTRUCTION DETAILS

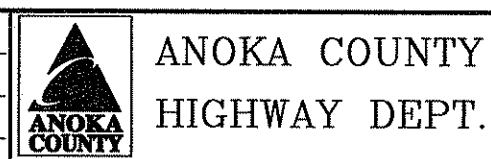


NOTES:
 • DETOUR 1 TO BE INSTALLED FOR STAGE 2, STAGE 3, STAGE 3A, AND STAGE 4 CONSTRUCTION (DETOUR 2 NOT INPLACE)

NO	DATE	BY	CKD	APPR	REVISION

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 5/19/11
 DESIGN BY: _____ DATE _____
 CHECKED BY: JVR DATE 3/07/12

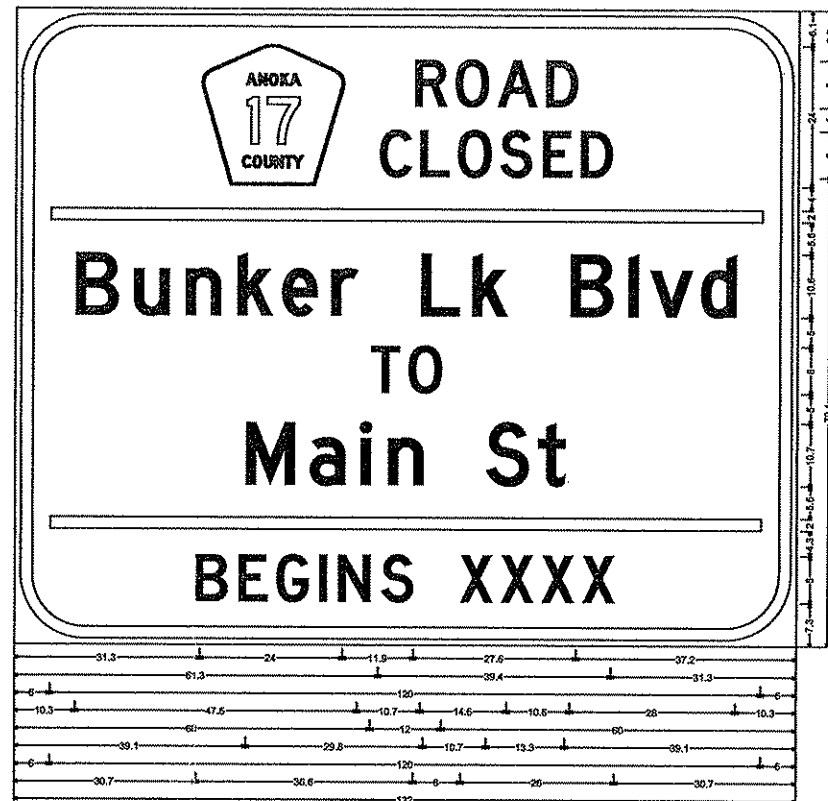


S.P. 002-617-018
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 S.P. 197-020-002

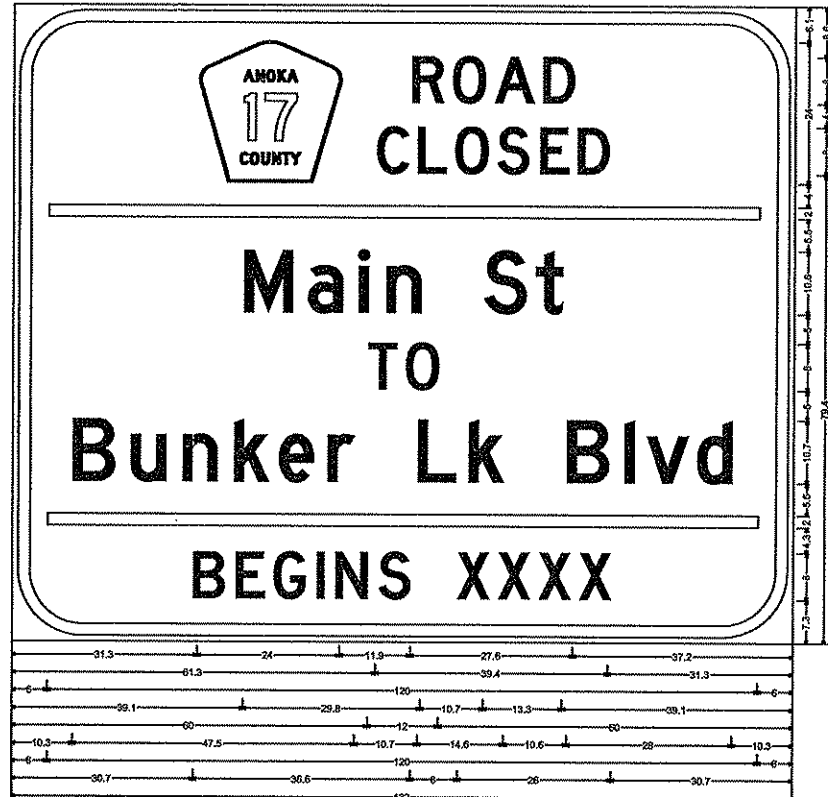
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W20-2	48" x 48"		2
W20-3	48" x 48"		2
W20-100P	24" x 18"		0
W20-100P	24" x 18"		0
M4-10R	48" x 18"		SEE NOTE ②
TYPE III	8 FOOT		1
M4-10L	48" x 18"		SEE NOTE ②
TYPE III	8 FOOT		1
R11-2	48" x 30"		SEE NOTE ②
TYPE III	8 FOOT		2
R11-3	48" x 30"		SEE NOTE ②
TYPE III	8 FOOT		0
R11-3	48" x 30"		SEE NOTE ②
TYPE III	8 FOOT		0

M.U.T.C.D. CODE	SIZE	INSERT	QUANTITY
TYPE III	8 FOOT		1
TYPE III	8 FOOT		1
G20-X2	132"x 108"		4
G20-X2	132"x 108"		3
M4-8A	24" x 12"		2
M3-4A	24" x 12"		2
M1-6A	24" x 24"		2
	21" x 15"		2
			2
			5
M4-8A	24" x 12"		2
M3-2A	24" x 12"		2
M1-6A	24" x 24"		2
	21" x 15"		2
			2
			4
M4-6A	24" x 12"		2
M4-8A	24" x 12"		2
M1-6A	24" x 24"		2
G20-X1	60" x 48"		2

* SIGNS TO BE INSTALLED A MINIMUM OF SEVEN DAYS PRIOR TO ACTUAL CLOSING DATE OF ROAD CLOSURE AND IMPLEMENTATION OF DETOUR SIGNING. SIGNS TO BE REMOVED AT TIME OF DETOUR INSTALLATION.



G20-X2, 132x108; 12.0" Radius, 2.0" Border, 1.0" Inset, Black on Orange; [ROAD] D; [CLOSED] D; [Bunker Lk Blvd] D; [TO] D; [Main St] D; [BEGINS] D; [XXXX] D;



G20-X2, 132x108; 12.0" Radius, 2.0" Border, 1.0" Inset, Black on Orange; [ROAD] D; [CLOSED] D; [Main St] D; [TO] D; [Bunker Lk Blvd] D; [BEGINS] D; [XXXX] D;

- NOTES:
- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE PLACED IN ACCORDANCE TO THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES: (MN MUTCD), AND PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS" DATED FEBRUARY, 2011
 - ALL TYPE III BARRICADES SHALL BE REFLECTORIZED ON BOTH SIDES. BARRICADE MARKINGS SHALL BE SLANTED IN ACCORDANCE WITH THE MUTCD.

NO	DATE	BY	CHKD	APPR	REVISION

NAME: P:\02-617-18\base\TRAFFIC\02-617-18 Detours.dwg

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.

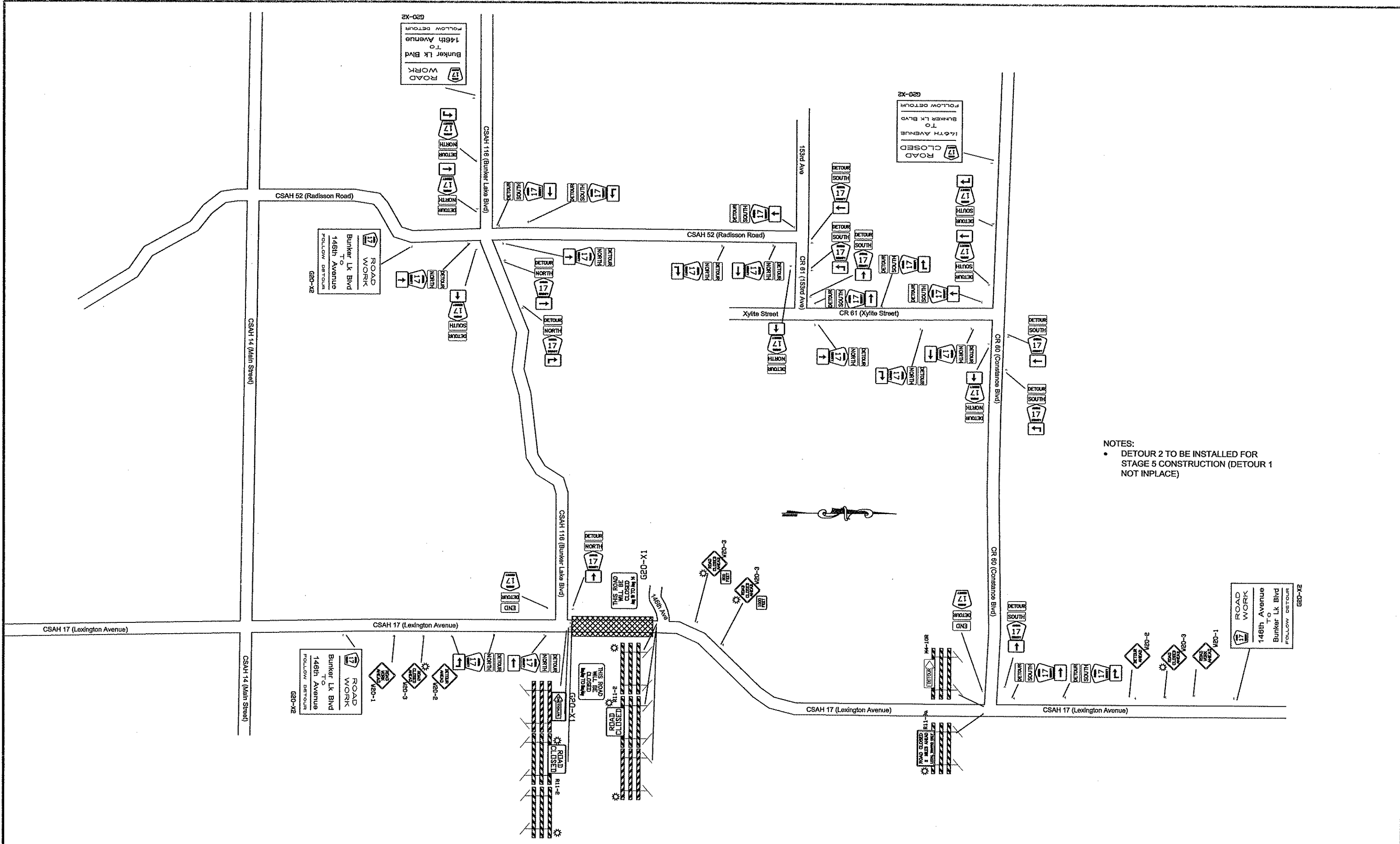
PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt Kobilarcsik*
DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 5/19/11
DESIGN BY: DATE
CHECKED BY: JR DATE 3/07/12

ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

CSAH 17 (Lexington Ave)
Detour 1
Quantities
Sheet 45 of 366 Sheets

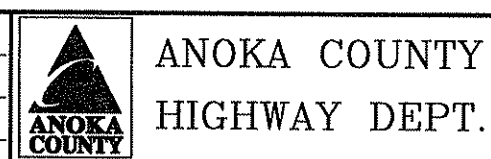


NOTES:
 • DETOUR 2 TO BE INSTALLED FOR STAGE 5 CONSTRUCTION (DETOUR 1 NOT INPLACE)

NO	DATE	BY	CHKD	APPR	REVISION

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

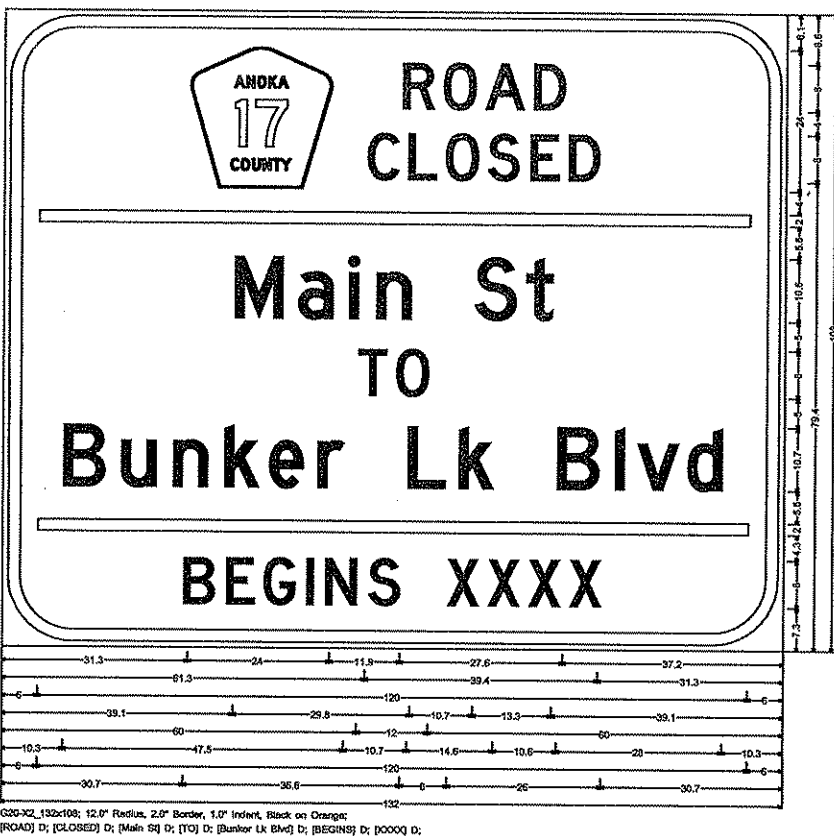
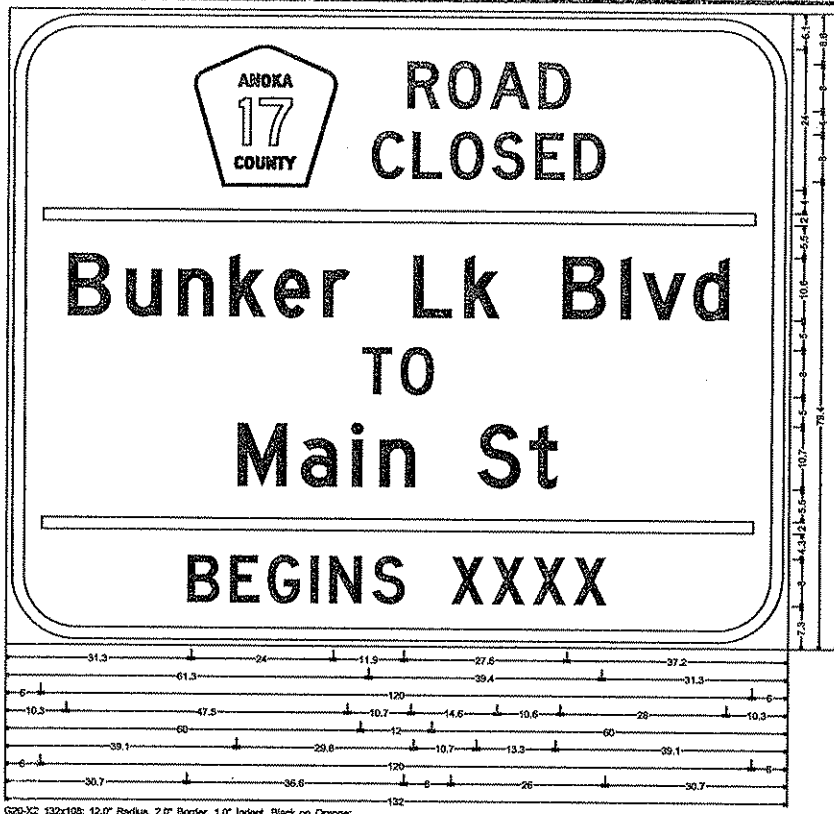
DRAWN BY: MTH DATE: 5/19/11
 DESIGN BY: DATE:
 CHECKED BY: JR DATE: 3/07/12



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

M.U.T.C.D. CODE	SIZE	INSERT	QUANTITY	M.U.T.C.D. CODE	SIZE	INSERT	QUANTITY
W20-1	48" x 48"		2	TYPE III	8 FOOT		2
W20-2	48" x 48"		2	TYPE III	8 FOOT		1
W20-3	48" x 48"		4	G20-X2	132"x 108"		3
W20-100P	24" x 18"		1				
W20-100P	24" x 18"		1				
M4-10R	48" x 18"		SEE NOTE ②	G20-X2	132"x 108"		2
TYPE III	8 FOOT		1				
M4-10L	48" x 18"		SEE NOTE ②				
TYPE III	8 FOOT		1				
R11-2	48" x 30"		SEE NOTE ②	M4-8A	24" x 12"		3
TYPE III	8 FOOT		2	M3-4A	24" x 12"		3
				M1-6A	24" x 24"		2
					21" x 15"		3
							3
							2
							2
							6
R11-3	48" x 30"		SEE NOTE ②	M4-8A	24" x 12"		3
TYPE III	8 FOOT		0	M3-2A	24" x 12"		3
				M1-6A	24" x 24"		3
					21" x 15"		3
							3
							5
R11-3	48" x 30"		SEE NOTE ②	M4-6A	24" x 12"		
TYPE III	8 FOOT		1	M4-8A	24" x 12"		2
				M1-6A	24" x 24"		
				G20-X1	60" x 48"		2

* SIGNS TO BE INSTALLED A MINIMUM OF SEVEN DAYS PRIOR TO ACTUAL CLOSING DATE OF ROAD CLOSURE AND IMPLEMENTATION OF DETOUR SIGNING. SIGNS TO BE REMOVED AT TIME OF DETOUR INSTALLATION.



- NOTES:
- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE PLACED IN ACCORDANCE TO THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES: (MN MUTCD), AND PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS" DATED FEBRUARY, 2011
 - ALL TYPE III BARRICADES SHALL BE REFLECTORIZED ON BOTH SIDES. BARRICADE MARKINGS SHALL BE SLANTED IN ACCORDANCE WITH THE MUTCD.

NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\base\TRAFFIC\02-617-18 Detours.dwg

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.

PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt Kobilarcsik*
DATE: 3-22-12 REG. NO. 24756

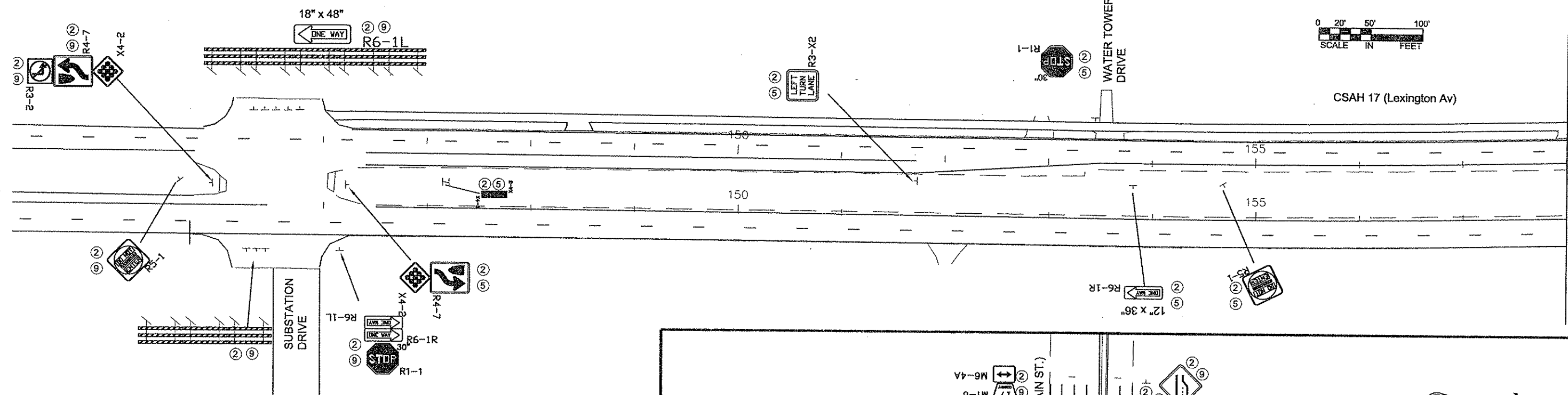
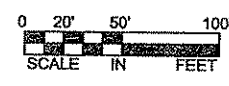
DRAWN BY: MTH DATE 5/19/11
DESIGN BY: DATE
CHECKED BY: JR DATE 3/07/12

ANOKA COUNTY HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

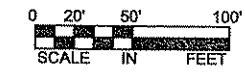
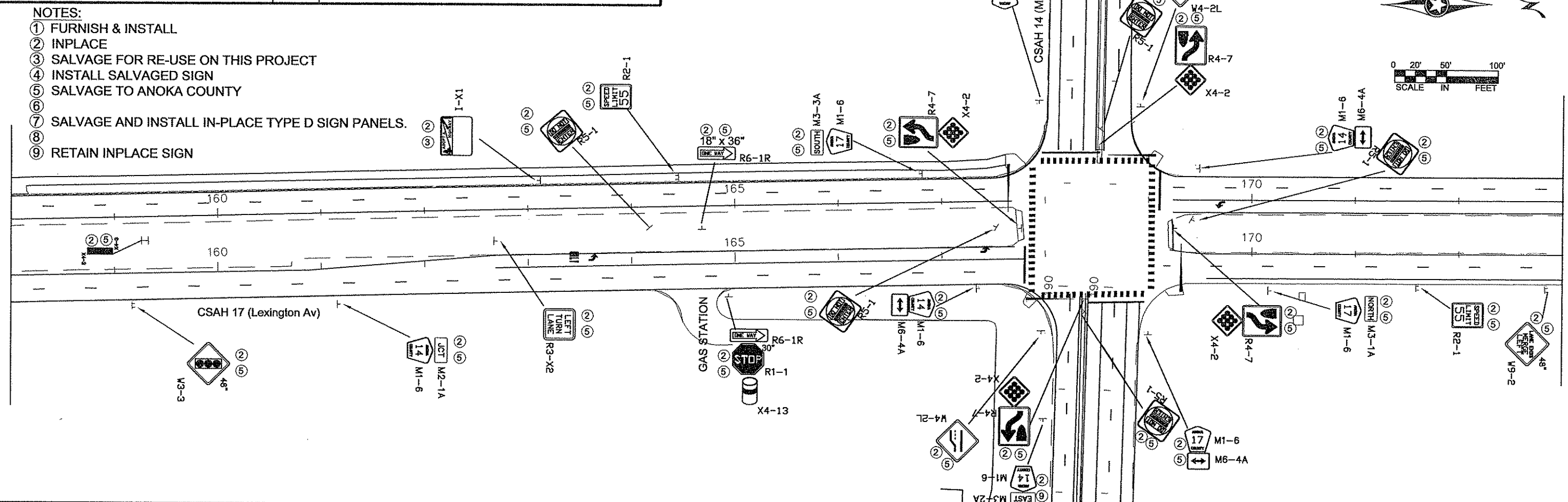
CSAH 17 (Lexington Ave)
Detour 2
Quantities

Sheet 47 of 366 Sheets



MATCHLINE STA 158+00

- NOTES:
- ① FURNISH & INSTALL
 - ② INPLACE
 - ③ SALVAGE FOR RE-USE ON THIS PROJECT
 - ④ INSTALL SALVAGED SIGN
 - ⑤ SALVAGE TO ANOKA COUNTY
 - ⑥
 - ⑦ SALVAGE AND INSTALL IN-PLACE TYPE D SIGN PANELS.
 - ⑧
 - ⑨ RETAIN INPLACE SIGN

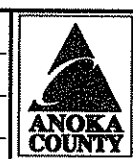


1	12/19/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:02-617-181Base1TRAFFIC0261718 Existing Signing_Striping.dwg					

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.

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 06/07/11
 DESIGN BY: MTH DATE 06/07/11
 CHECKED BY: JR DATE 3/09/12

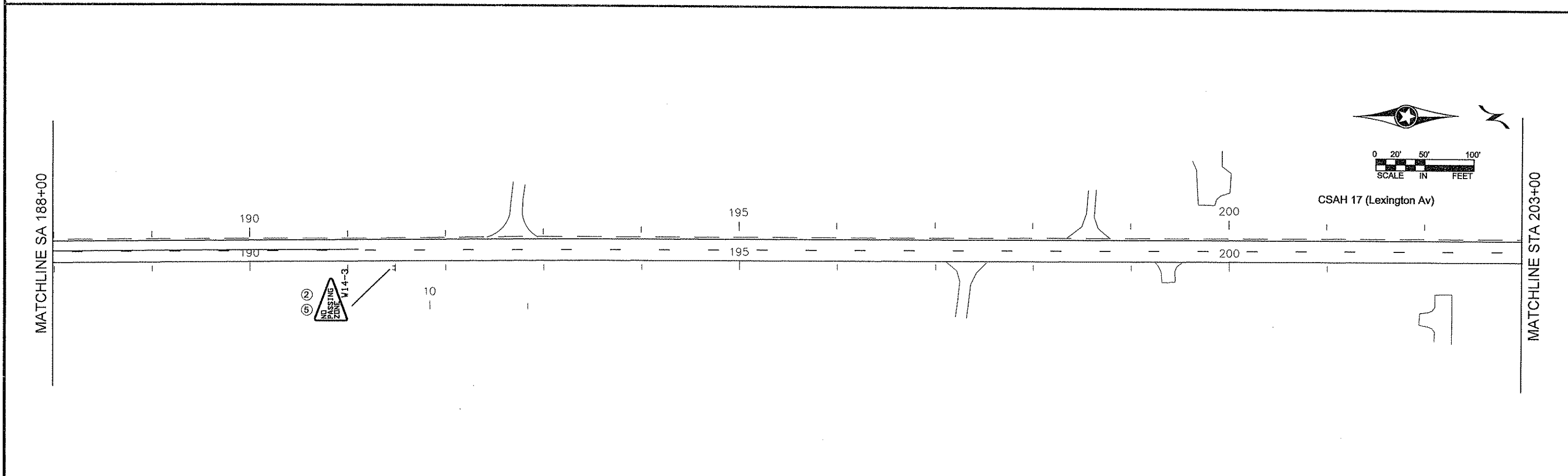
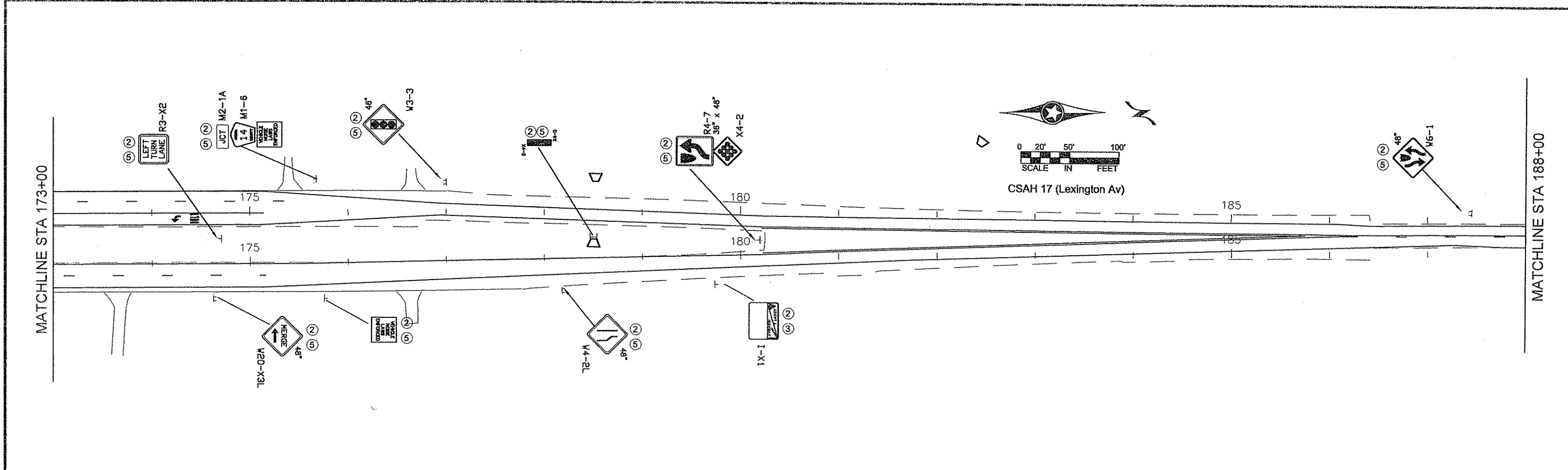


ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

EXISTING SIGNING AND STRIPING PLAN

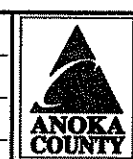
Sheet 48 of 366 Sheets



1	12/19/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:02-617-18\Bases\TRAFFIC\0261718 Existing Signing_Striping.dwg					

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.
 PRINT NAME: CURT A KOBILARCSIK
 SIGNATURE: *Curt A Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

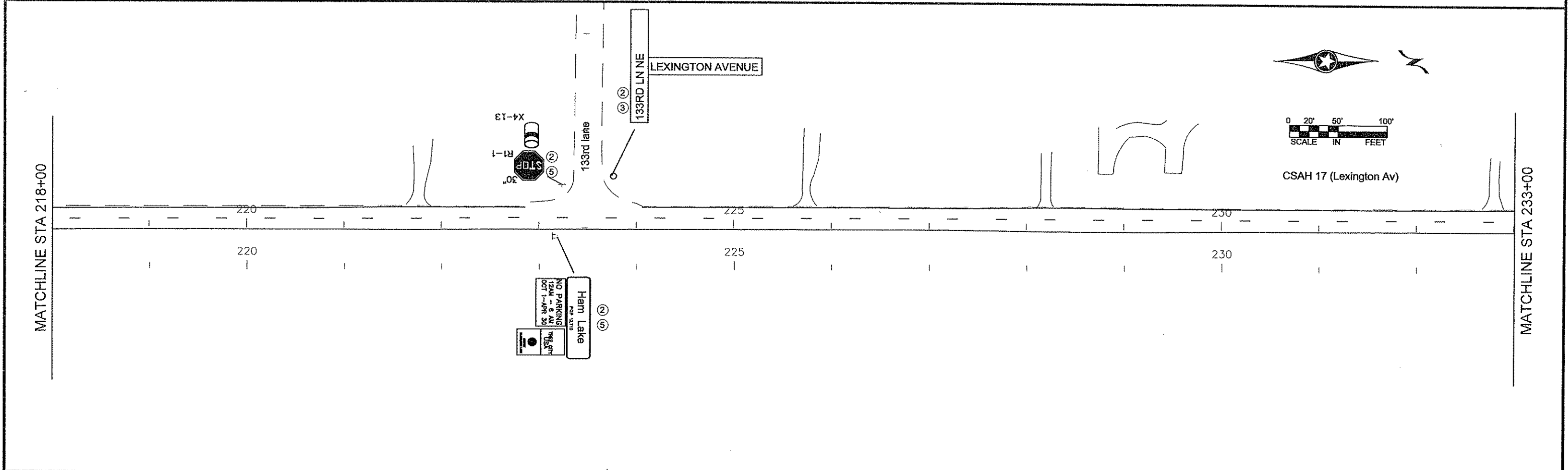
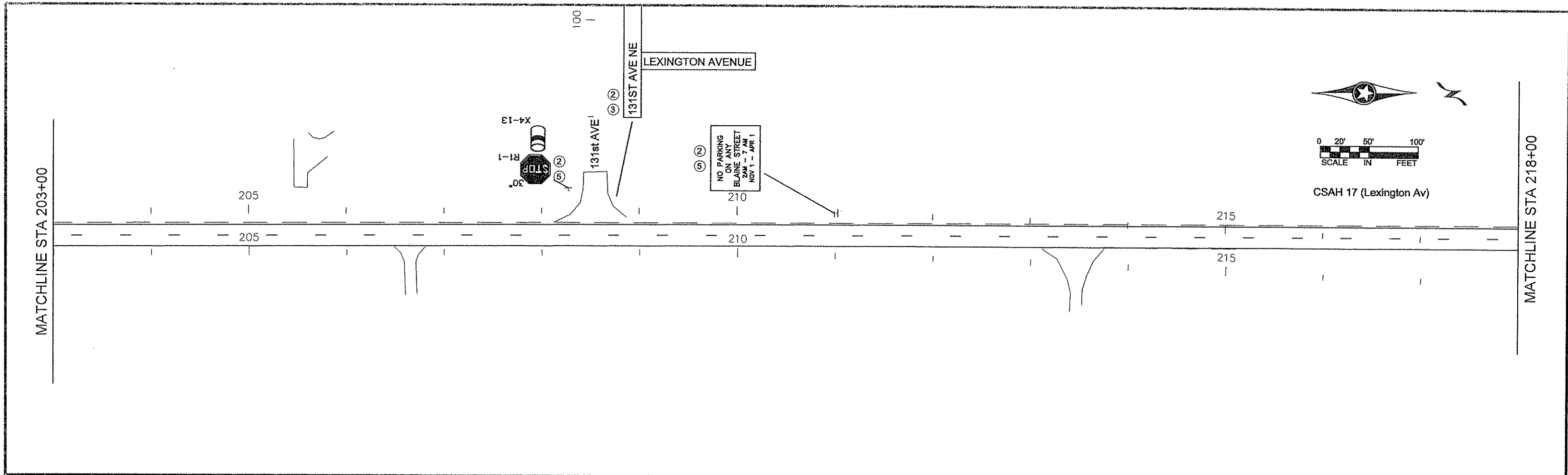
DRAWN BY: MTH DATE 06/07/11
 DESIGN BY: MTH DATE 06/07/11
 CHECKED BY: JR DATE 3/09/12



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

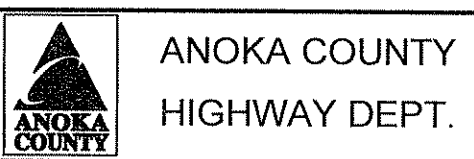
EXISTING SIGNING AND STRIPING PLAN
 Sheet 49 of 366 Sheets



1	12/19/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:02-617-18\Baset\TRAFFIC\0261718 Existing Signing_Striping.dwg					

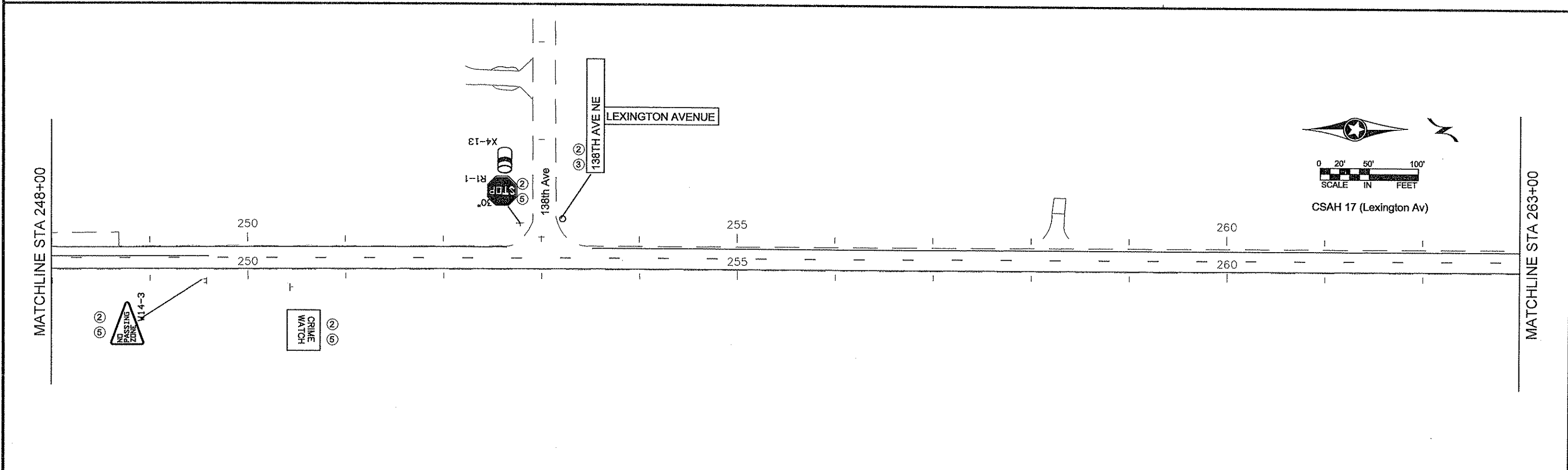
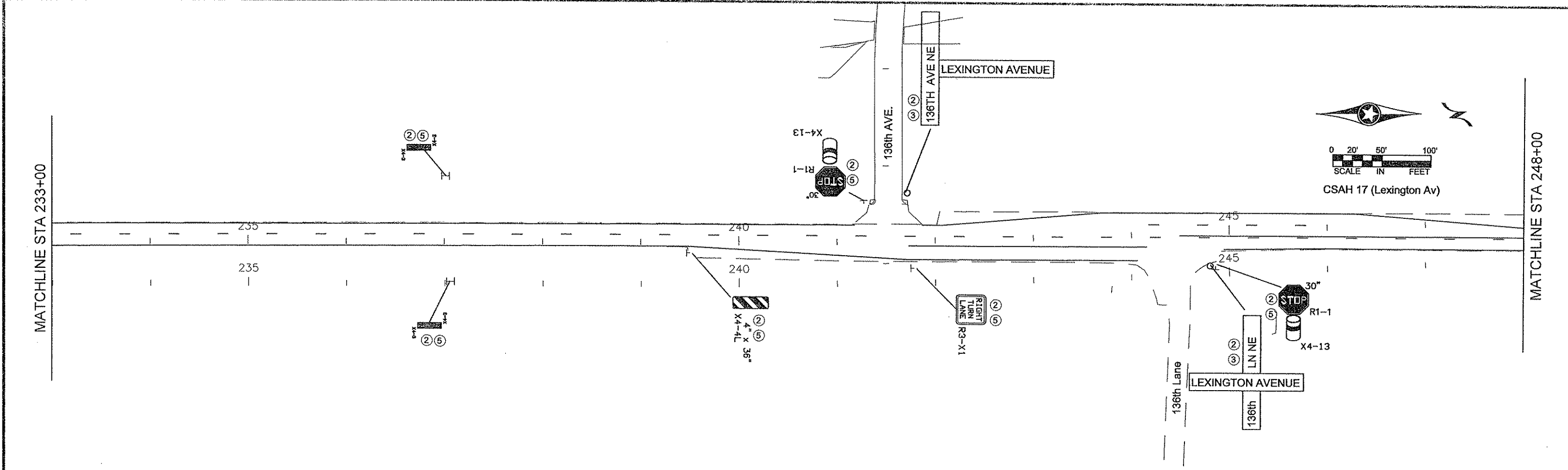
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 06/07/11
 DESIGN BY: MTH DATE 06/07/11
 CHECKED BY: JR DATE 3/09/12



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __***

EXISTING SIGNING AND STRIPING PLAN
 Sheet 50 of 366 Sheets



1	12/19/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:02-617-181Base\TRAFFIC\0261718 Existing Signing Striping.dwg					

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.

PRINT NAME: CURT A KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

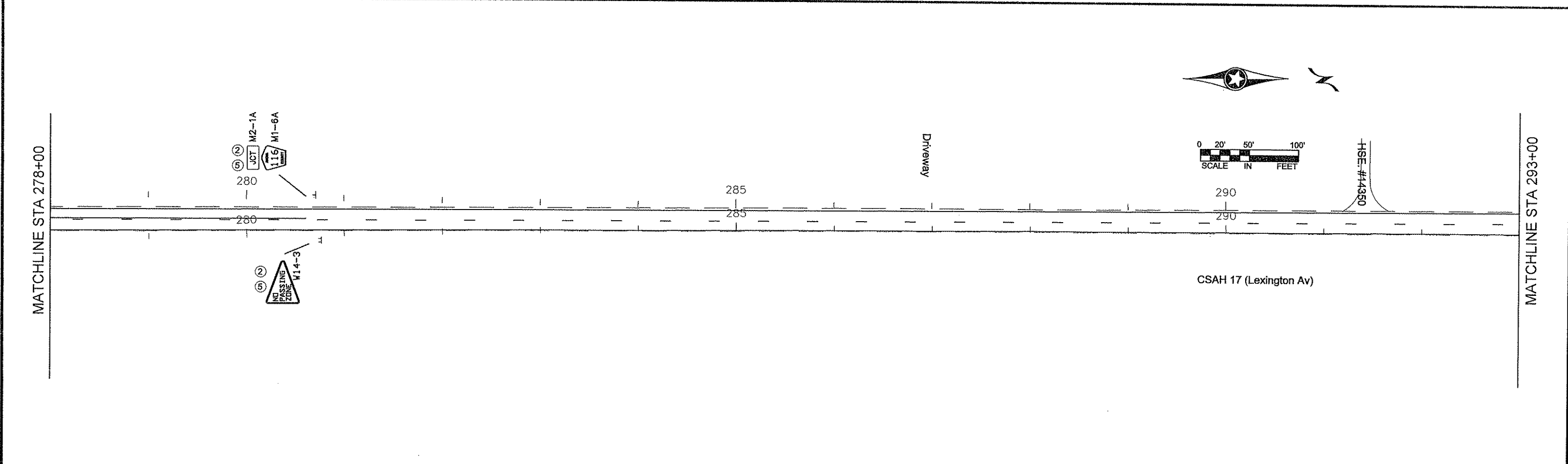
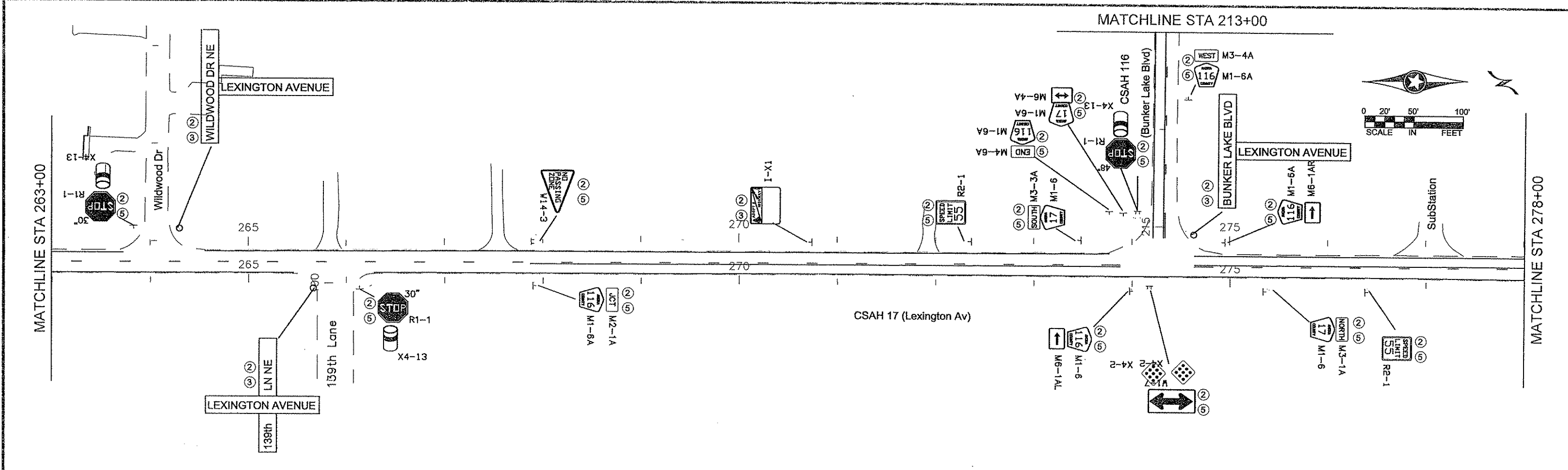
DRAWN BY: MTH DATE 05/07/11
 DESIGN BY: MTH DATE 05/07/11
 CHECKED BY: JR DATE 3/09/12

ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

EXISTING SIGNING AND STRIPING PLAN

Sheet 51 of 366 Sheets



1	12/19/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:02-617-18\Baset\TRAFFIC\0261718 Existing Signing, Striping.dwg					

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.
 PRINT NAME: CURT A KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 05/07/11
 DESIGN BY: MTH DATE 06/07/11
 CHECKED BY: JR DATE 3/09/12



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

EXISTING SIGNING AND STRIPING PLAN

Sheet 52 of 366 Sheets

MATCHLINE STA 293+00

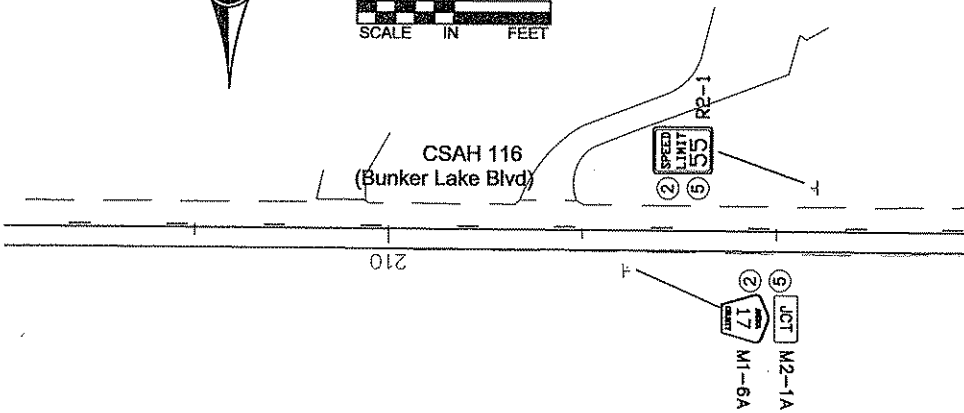


CSAH 17 (Lexington Ave)



CSAH 116
(Bunker Lake Blvd)

MATCHLINE STA 213+00



1	12/19/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:02-617-18\Baset\TRAFFIC\0261718 Existing Signing Striping.dwg					

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.
 PRINT NAME: CURT A KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE: 06/07/11
 DESIGN BY: MTH DATE: 06/07/11
 CHECKED BY: JR DATE: 3/09/12

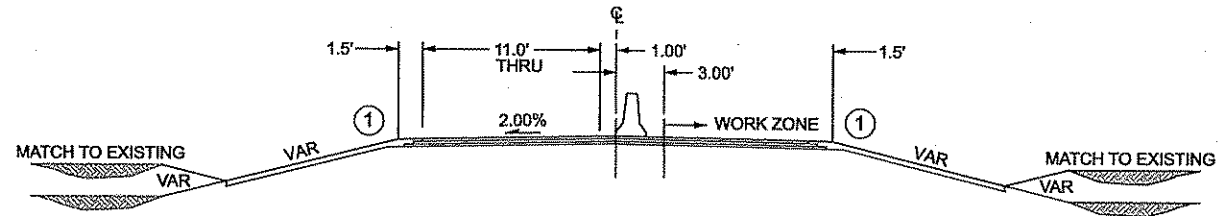


ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

EXISTING SIGNING AND STRIPING PLAN
 Sheet 53 of 366 Sheets

C.S.A.H. 17 (LEXINGTON AVE)
STAGE 2



NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_TYP_10.dgn					
03/08/2012 10:32:56 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24758

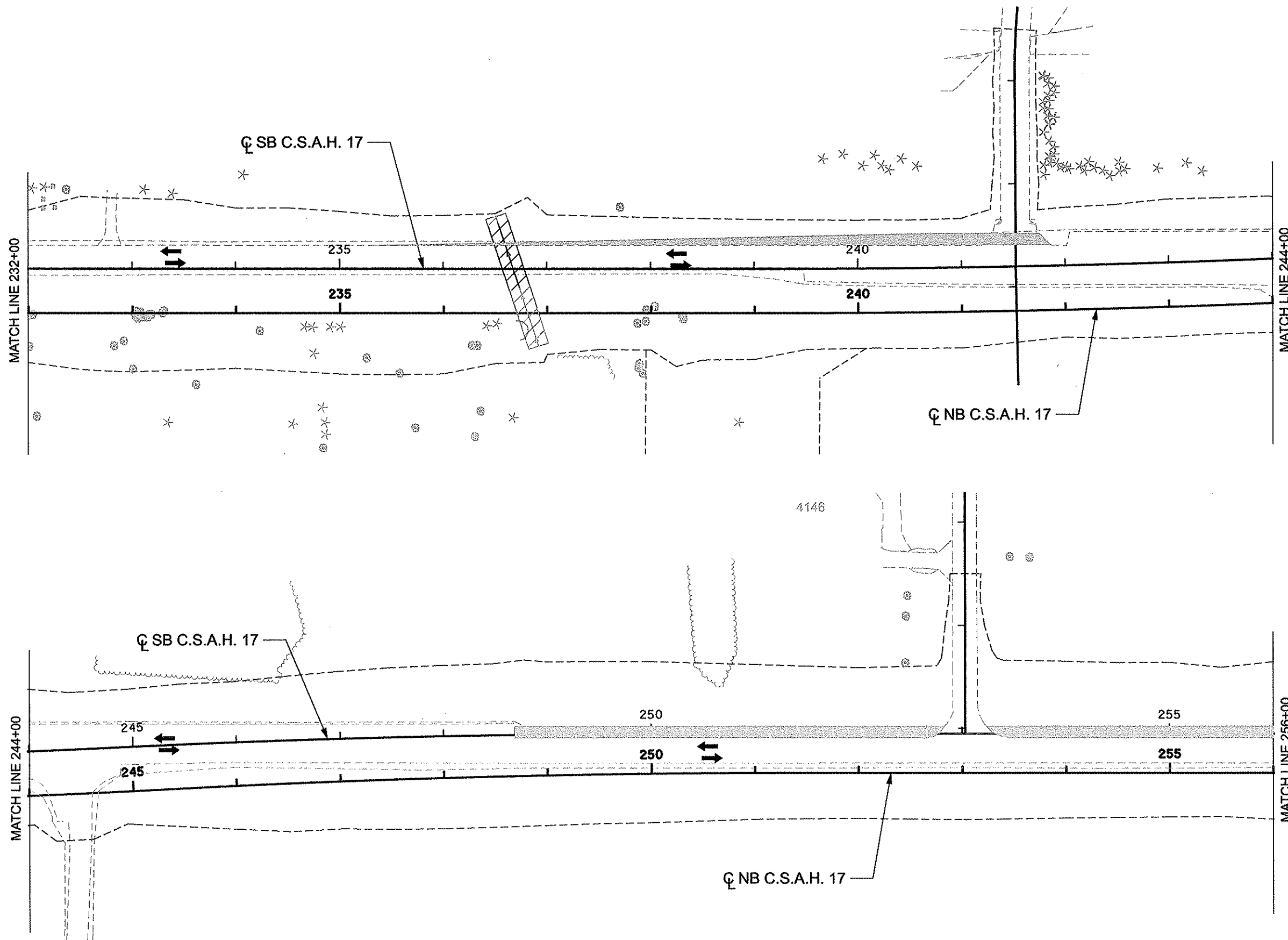
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 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

STAGING TYPICALS
 Sheet 54 of 366 Sheets



LEGEND

- WORK AREA
- TEMPORARY WIDENING
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES

STAGE 1 CONSTRUCTION NOTES:

STAGE 1 PLANS SHOW ONLY THE AREAS WHERE CONSTRUCTION WILL BE OCCURRING DURING STAGE 1.

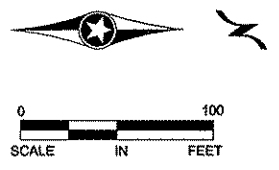
CONSTRUCT CSAH 17 CROSS CULVERTS AT STATIONS 236+81 AND 260+84, AND CSAH 116 CROSS CULVERT AT STATION 212+83 UNDER TRAFFIC. SOME GRADING MAY BE NECESSARY TO CONNECT TO EXISTING ROADSIDE DITCHES AND COUNTY DITCH #44.

CONSTRUCT RELOCATED COUNTY DITCH #44. EXISTING COUNTY DITCH #44 MUST REMAIN OPEN UNTIL NEW DITCH IS COMPLETE.

CONSTRUCT TEMPORARY WIDENING FROM STATION 235+00 TO STATION 242+00 AND FROM STATION 248+70 TO STATION 262+40 FOR USE IN STAGE 2.

STAGE 1 TRAFFIC NOTES:

CSAH 17 WILL REMAIN OPEN TO THRU TRAFFIC DURING THIS STAGE. THE CONTRACTOR SHALL PROVIDE FOR FLAGGING OPERATIONS, AS DIRECTED BY THE ENGINEER, PER THE "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS". (NO DETOURS IN PLACE)



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:102-617-18\plant0261718_STG1_P1.dgn 03/13/2012 7:14:53 AM

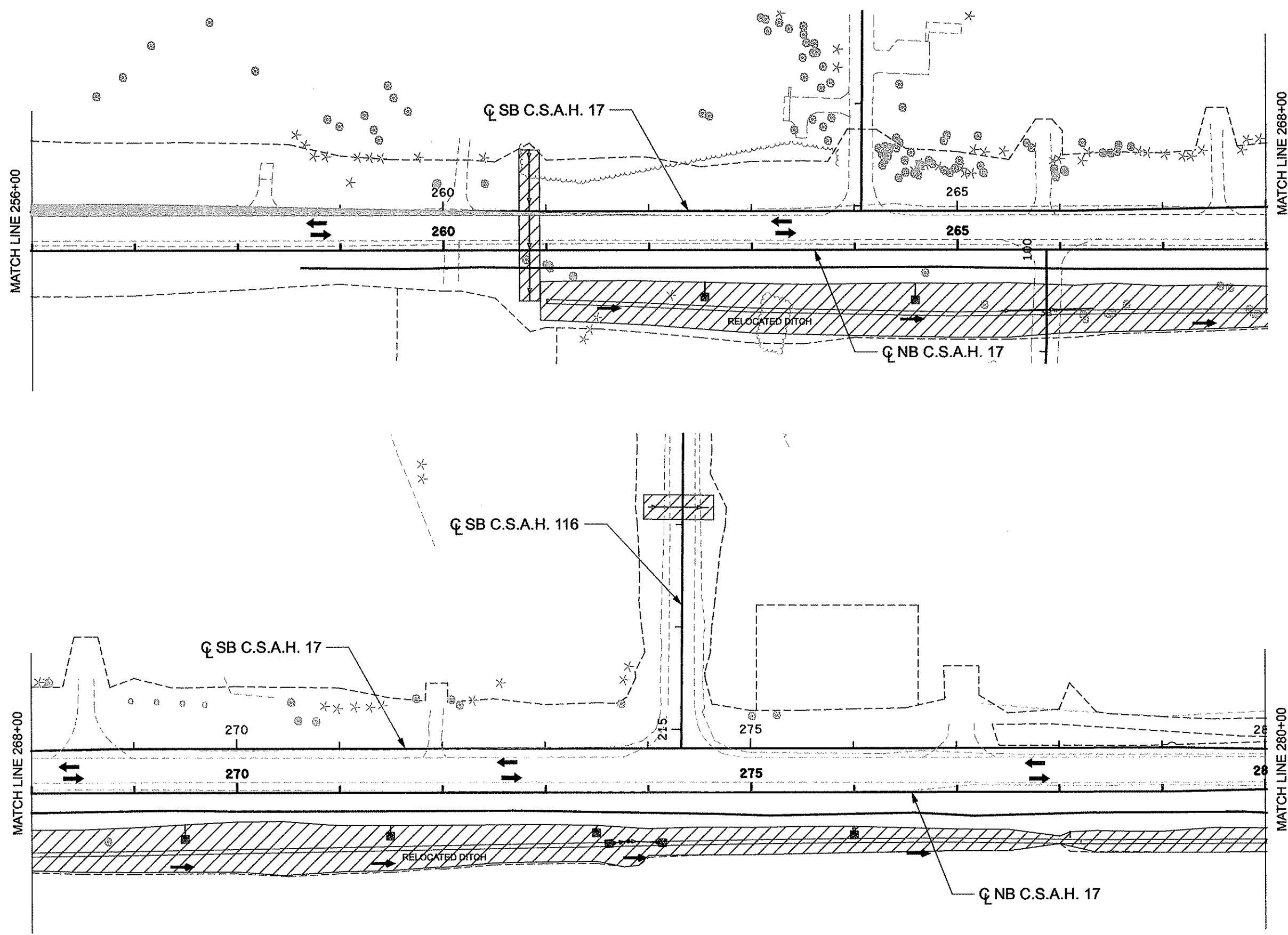
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-13-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**



LEGEND

- WORK AREA
- WORK AREA
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES

STAGE 1 CONSTRUCTION NOTES:

STATE 1 PLANS SHOW ONLY THE AREAS WHERE CONSTRUCTION WILL BE OCCURRING DURING STAGE 1.

CONSTRUCT CSAH 17 CROSS CULVERTS AT STATIONS 236+81 AND 260+84, AND CSAH 116 CROSS CULVERT AT STATION 212+83 UNDER TRAFFIC. SOME GRADING MAY BE NECESSARY TO CONNECT TO EXISTING COUNTY DITCH #44

CONSTRUCT RELOCATED COUNTY DITCH #44. EXISTING COUNTY DITCH #44 MUST REMAIN OPEN UNTIL NEW DITCH IS COMPLETE.

CONSTRUCT TEMPORARY WIDENING FROM STATION 235+00 TO STATION 242+00 AND FROM STATION 248+70 TO STATION 262+40 FOR USE IN STAGE 2.

STAGE 1 TRAFFIC NOTES:

CSAH 17 WILL REMAIN OPEN TO THRU TRAFFIC DURING THIS STAGE. THE CONTRACTOR SHALL PROVIDE FOR FLAGGING OPERATIONS, AS DIRECTED BY THE ENGINEER, PER THE "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS". (NO DETOURS IN PLACE)



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\plan\0261718_STG1_P2.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarcsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

STATE PROJECT NO. S.P. 106-020-029










STATE PROJECT NO. S.P. 197-020-002

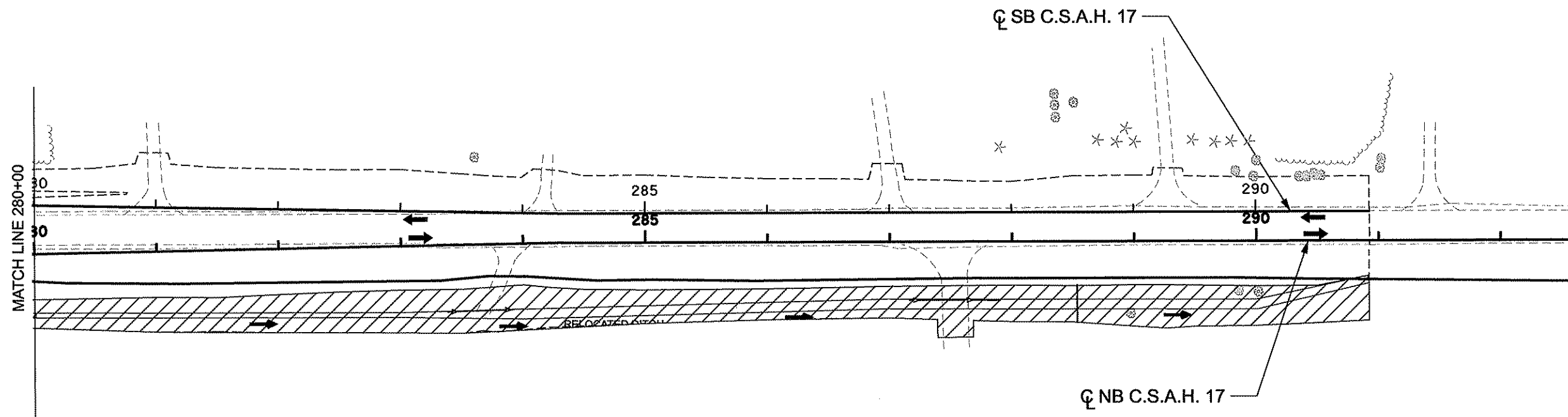
STATE PROJECT NO. **_**_**

STAGING PLAN
STAGE 1

Sheet 56 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVING
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES



STAGE 1 CONSTRUCTION NOTES:

STAGE 1 PLANS SHOW ONLY THE AREAS WHERE CONSTRUCTION WILL BE OCCURRING DURING STAGE 1.

CONSTRUCT CSAH 17 CROSS CULVERTS AT STATIONS 236+81 AND 260+84, AND CSAH 116 CROSS CULVERT AT STATION 212+83 UNDER TRAFFIC. SOME GRADING MAY BE NECESSARY TO CONNECT TO EXISTING COUNTY DITCH #44.

CONSTRUCT RELOCATED COUNTY DITCH #44. EXISTING COUNTY DITCH #44 MUST REMAIN OPEN UNTIL NEW DITCH IS COMPLETE.

STAGE 1 TRAFFIC NOTES:

CSAH 17 WILL REMAIN OPEN TO THRU TRAFFIC DURING THIS STAGE. THE CONTRACTOR SHALL PROVIDE FOR FLAGGING OPERATIONS, AS DIRECTED BY THE ENGINEER, PER THE "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS". (NO DETOURS IN PLACE)




NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_STG1_P3.dgn 03/13/2012 7:15:02 AM

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012













ANOKA COUNTY
HIGHWAY DEPT.

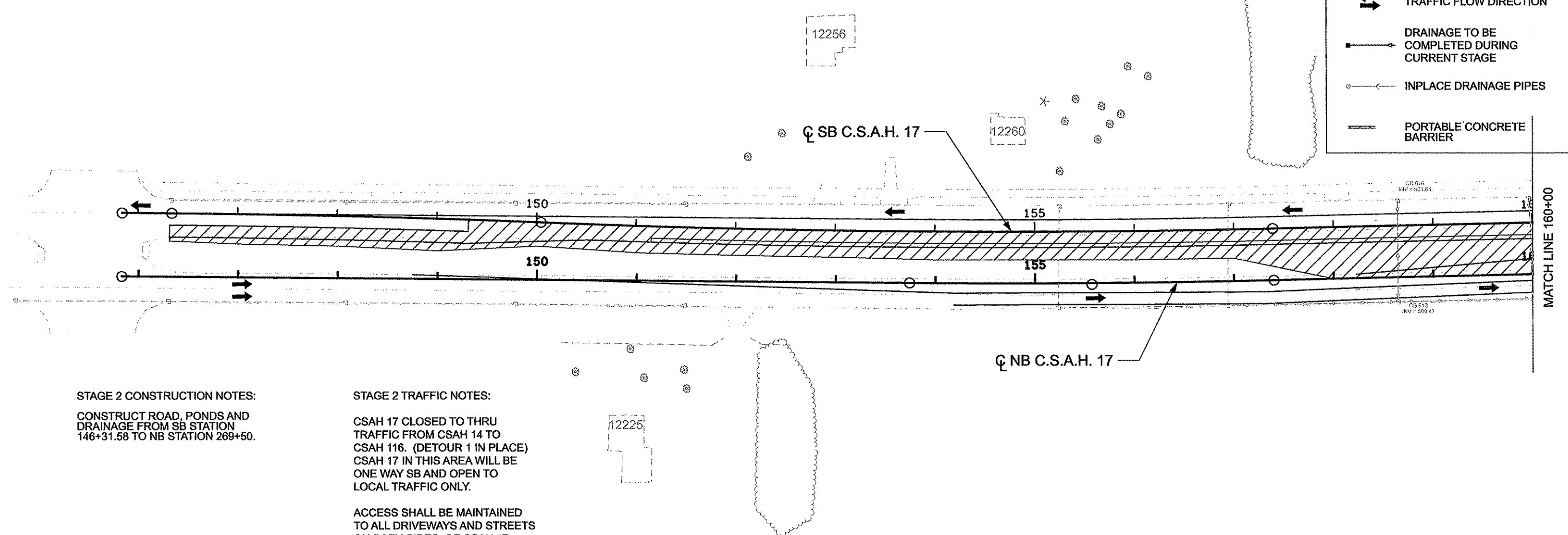
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 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 1

Sheet 57 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



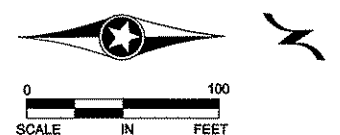
STAGE 2 CONSTRUCTION NOTES:
 CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+50.

STAGE 2 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)
 CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.

ALL-WAY STOP IMPLEMENTED AT CSAH 14/CSAH 17 INTERSECTION AND TRAFFIC SIGNAL MAINTAINED IN ALL-RED FLASH MODE AS SIGNAL CONSTRUCTION STAGING PROVIDES.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG2_P1.dgn					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-13-12 LICENSE NO. 24766











DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012

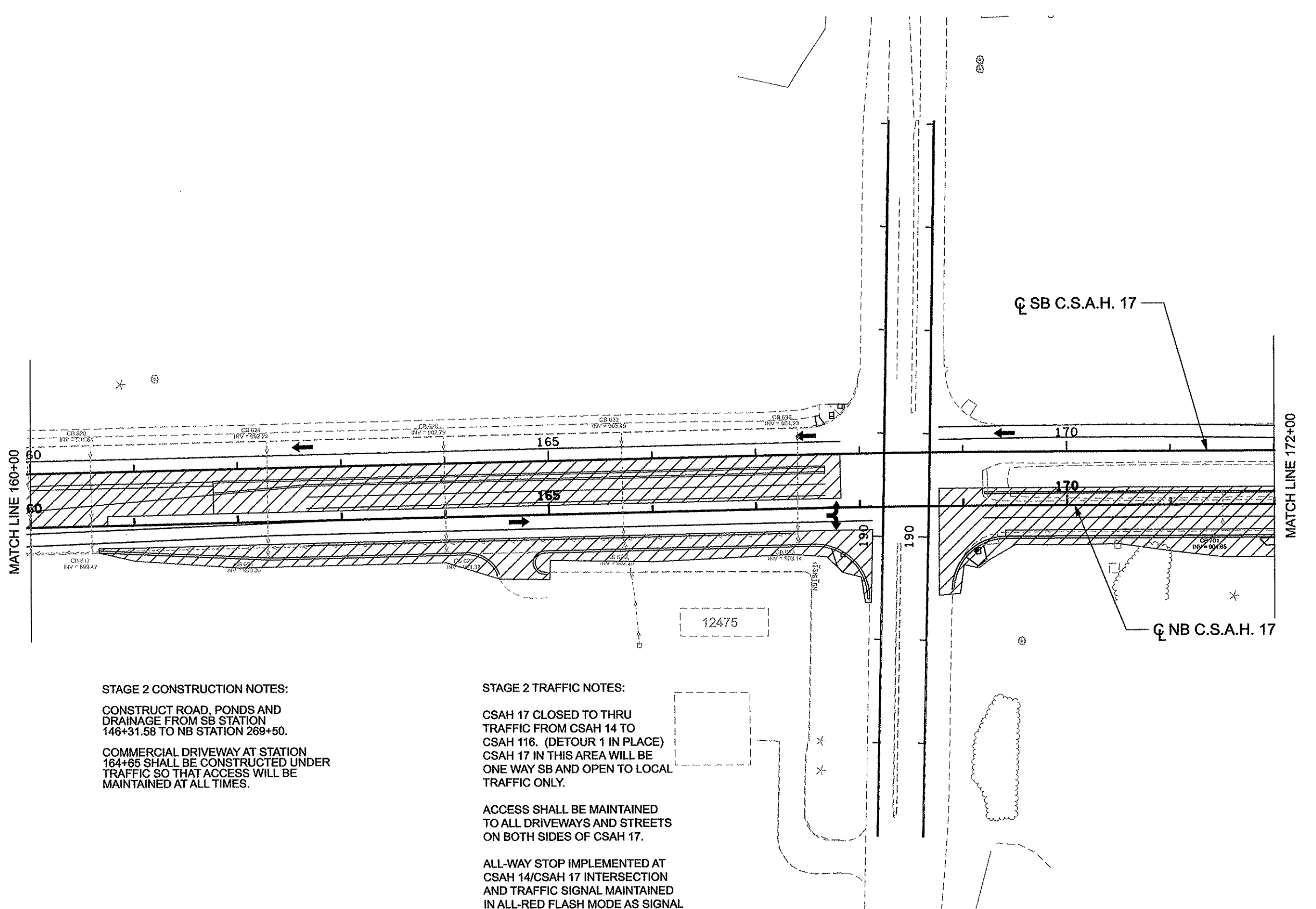
ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_**_**

STAGING PLAN
 STAGE 2
 Sheet 58 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 2 CONSTRUCTION NOTES:

CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+50.

COMMERCIAL DRIVEWAY AT STATION 164+65 SHALL BE CONSTRUCTED UNDER TRAFFIC SO THAT ACCESS WILL BE MAINTAINED AT ALL TIMES.

STAGE 2 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE) CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.

ALL-WAY STOP IMPLEMENTED AT CSAH 14/CSAH 17 INTERSECTION AND TRAFFIC SIGNAL MAINTAINED IN ALL-RED FLASH MODE AS SIGNAL STAGING PROVIDES.

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\PLAN\0261718_STG2_P2.dgn 03/13/2012 7:15:10 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012











ANOKA COUNTY
HIGHWAY DEPT.

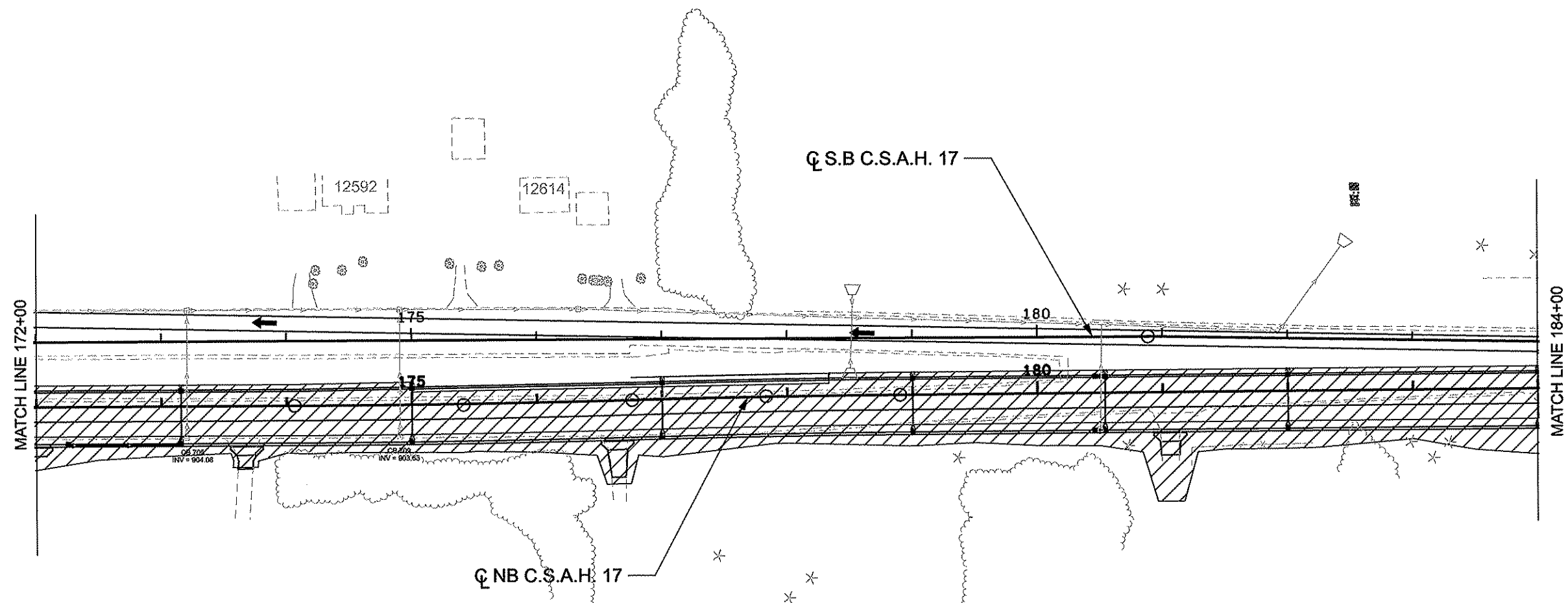
STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_**_**

STAGING PLAN
STAGE 2

Sheet 59 of 366 Sheets

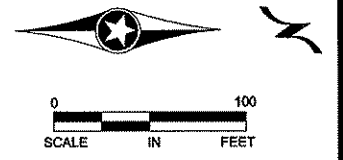
LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 2 CONSTRUCTION NOTES:
 CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+50.

STAGE 2 TRAFFIC NOTES:
 CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)
 CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.
 ALL-WAY STOP IMPLEMENTED AT CSAH 14/CSAH 17 INTERSECTION AND TRAFFIC SIGNAL MAINTAINED IN ALL-RED FLASH MODE AS SIGNAL CONSTRUCTION STAGING PROVIDES.



NO	DATE	BY	CKD	APPR	REVISION
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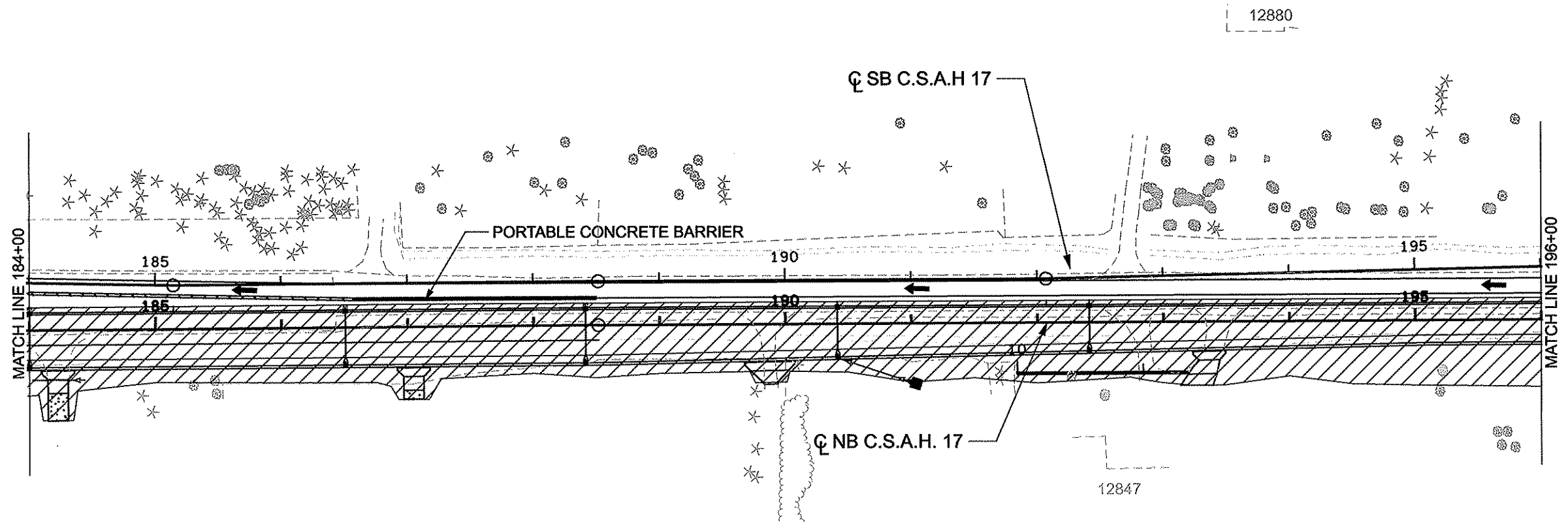
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_**_**

STAGING PLAN
STAGE 2
 Sheet 60 of 366 Sheets



LEGEND

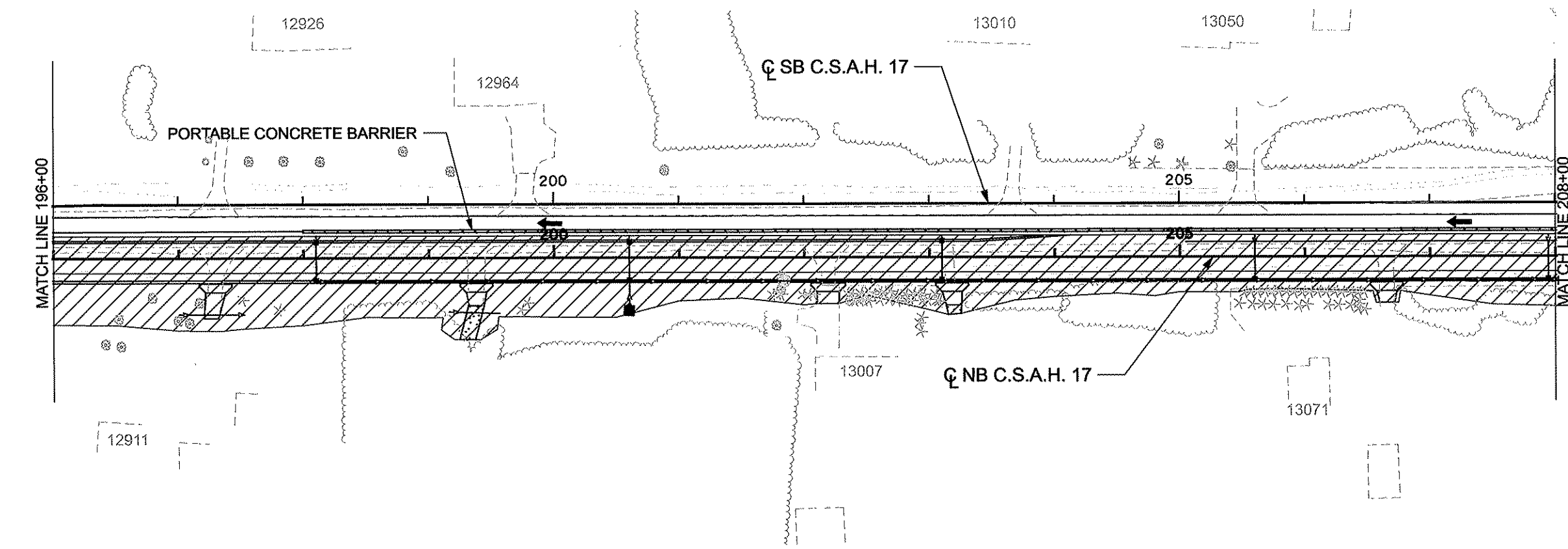
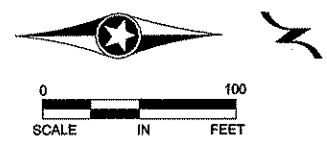
- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 2 CONSTRUCTION NOTES:
 CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+50.

STAGE 2 TRAFFIC NOTES:
 CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE) CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.

ALL-WAY STOP IMPLEMENTED AT CSAH 14/CSAH 17 INTERSECTION AND TRAFFIC SIGNAL MAINTAINED IN ALL-RED FLASH MODE AS SIGNAL CONSTRUCTION STAGING PROVIDES.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:02-617-18\PLAN\0261718_STG2_P4.dgn					

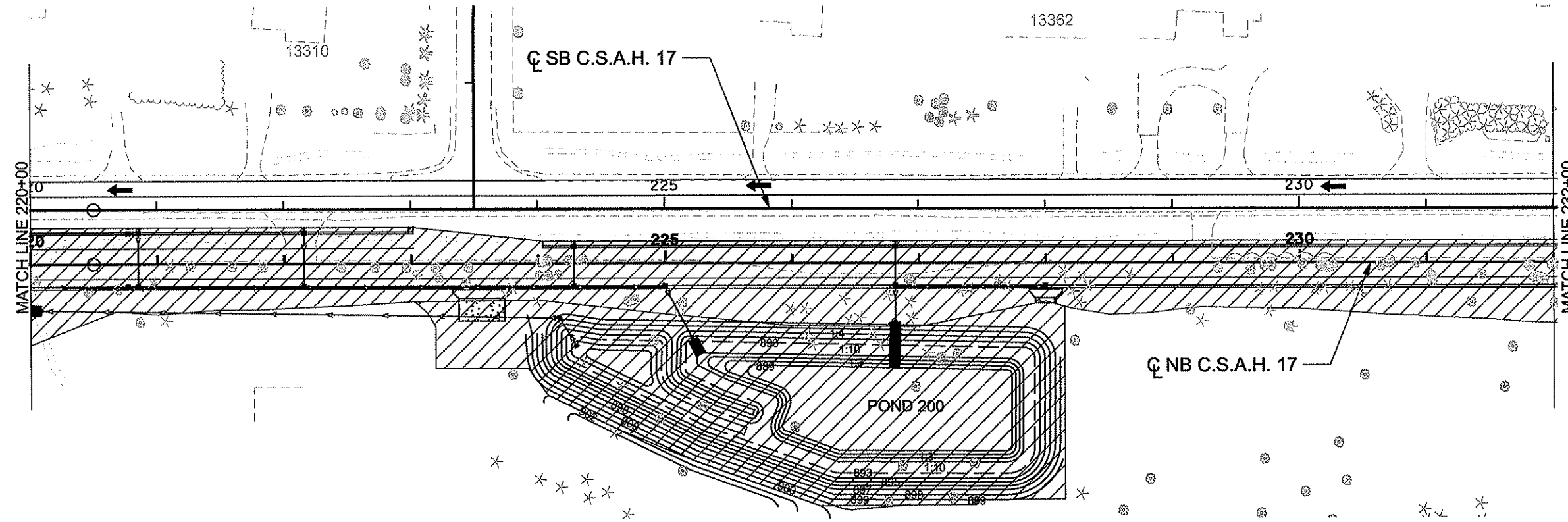
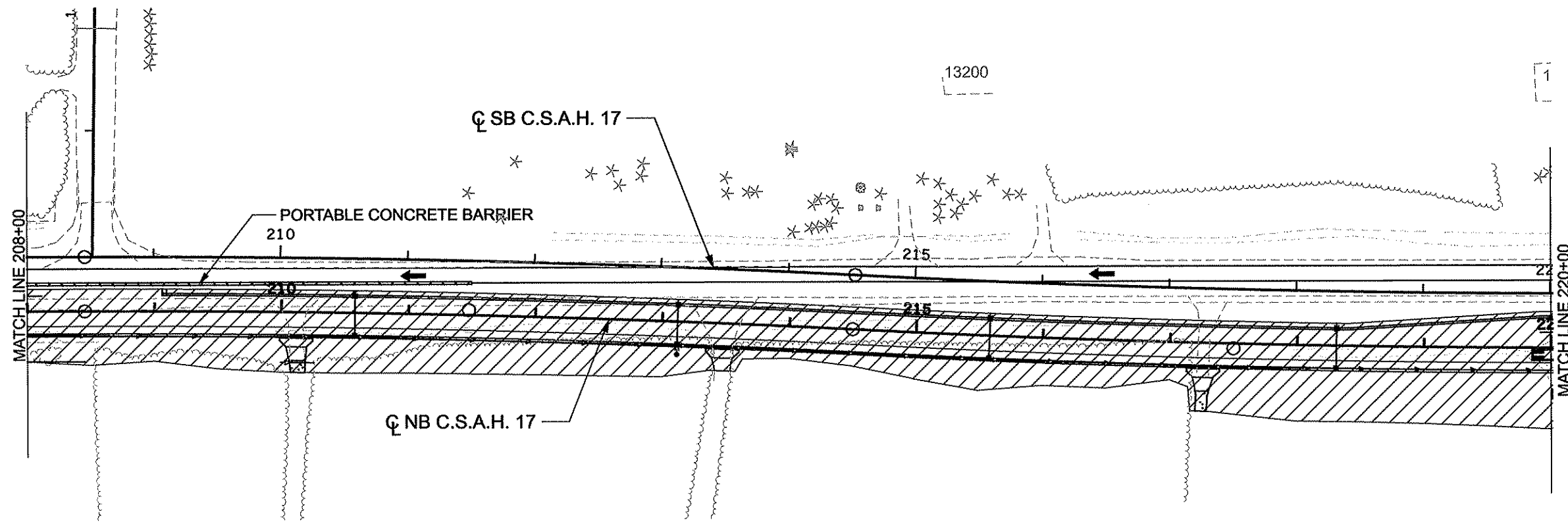
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-13-12 LICENSE NO. 24758

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 2
 Sheet 61 of 366 Sheets



LEGEND

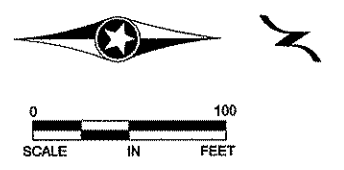
- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 2 CONSTRUCTION NOTES:
 CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+50.

STAGE 2 TRAFFIC NOTES:
 CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)
 CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.

ALL-WAY STOP IMPLEMENTED AT CSAH 14/CSAH 17 INTERSECTION AND TRAFFIC SIGNAL MAINTAINED IN ALL-RED FLASH MODE AS SIGNAL CONSTRUCTION STAGING PROVIDES.



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-16\PLAN\0261718_STG2_P5.dgn 03/13/2012 7:15:23 AM

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarscik*
 DATE: 3-13-12 LICENSE NO. 24758

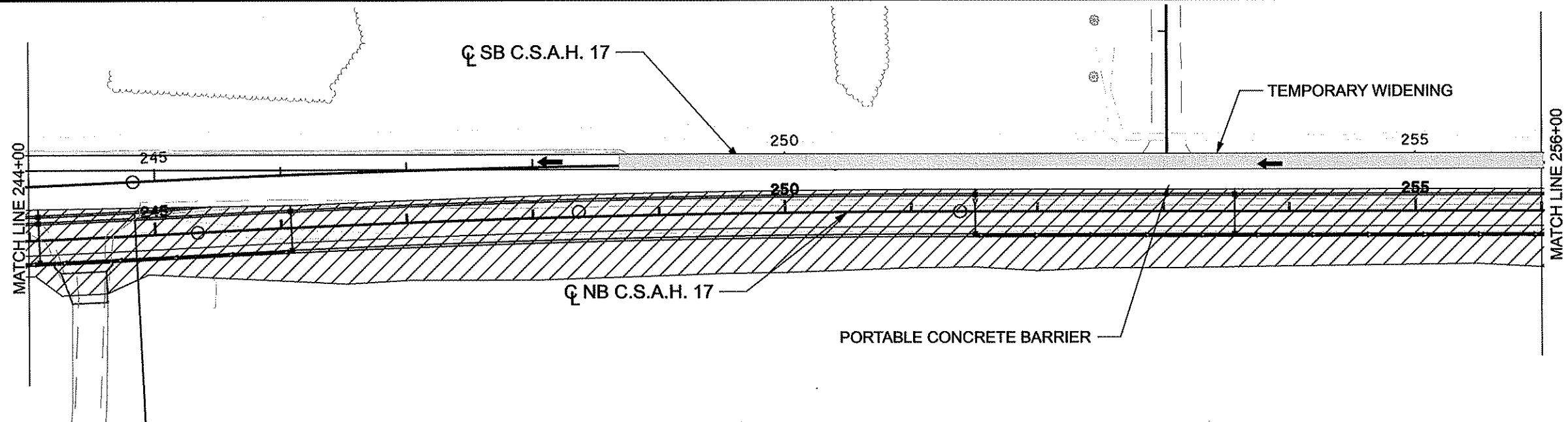
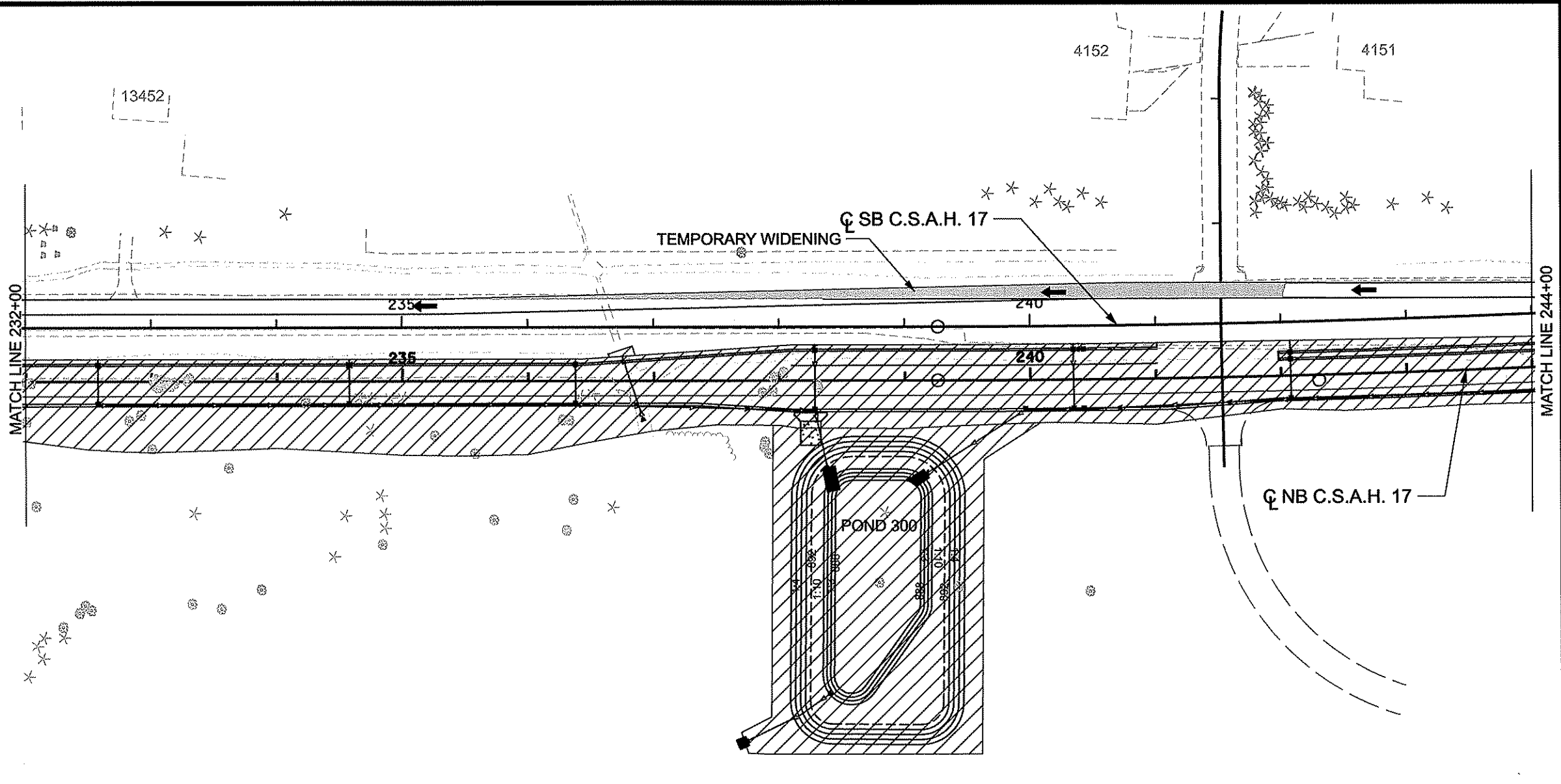
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ANOKA COUNTY HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

STAGING PLAN STAGE 2

Sheet 62 of 366 Sheets

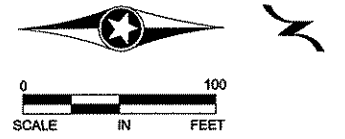


LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 2 CONSTRUCTION NOTES:
 CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 164+31.58 TO NB STATION 269+50.
 CONSTRUCT REMAINING EASTERLY PORTION OF CULVERT PIPE AT STATION 236+81.

STAGE 2 TRAFFIC NOTES:
 CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)
 CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.
 ALL-WAY STOP IMPLEMENTED AT CSAH 14/CSAH 17 INTERSECTION AND TRAFFIC SIGNAL MAINTAINED IN ALL-RED FLASH MODE AS SIGNAL CONSTRUCTION STAGING PROVIDES.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG2_P6.dgn					

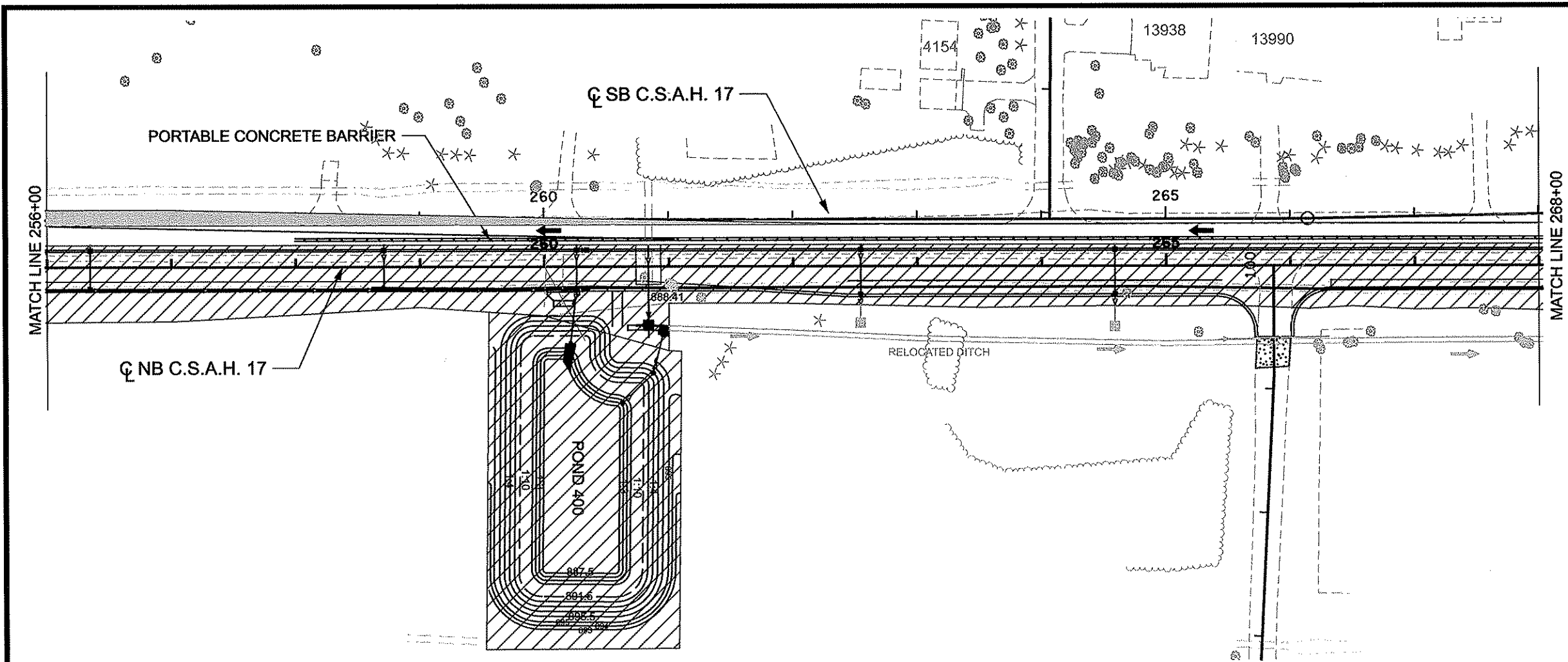
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-13-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
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 CHECKED BY: JEO DATE: 3/8/2012

ANOKA COUNTY HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_**_**

STAGING PLAN STAGE 2
 Sheet 63 of 366 Sheets



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 2 CONSTRUCTION NOTES:

CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+50.

CONSTRUCT REMAINING EASTERLY PORTION OF CULVERT PIPE AT STATION 260+84.

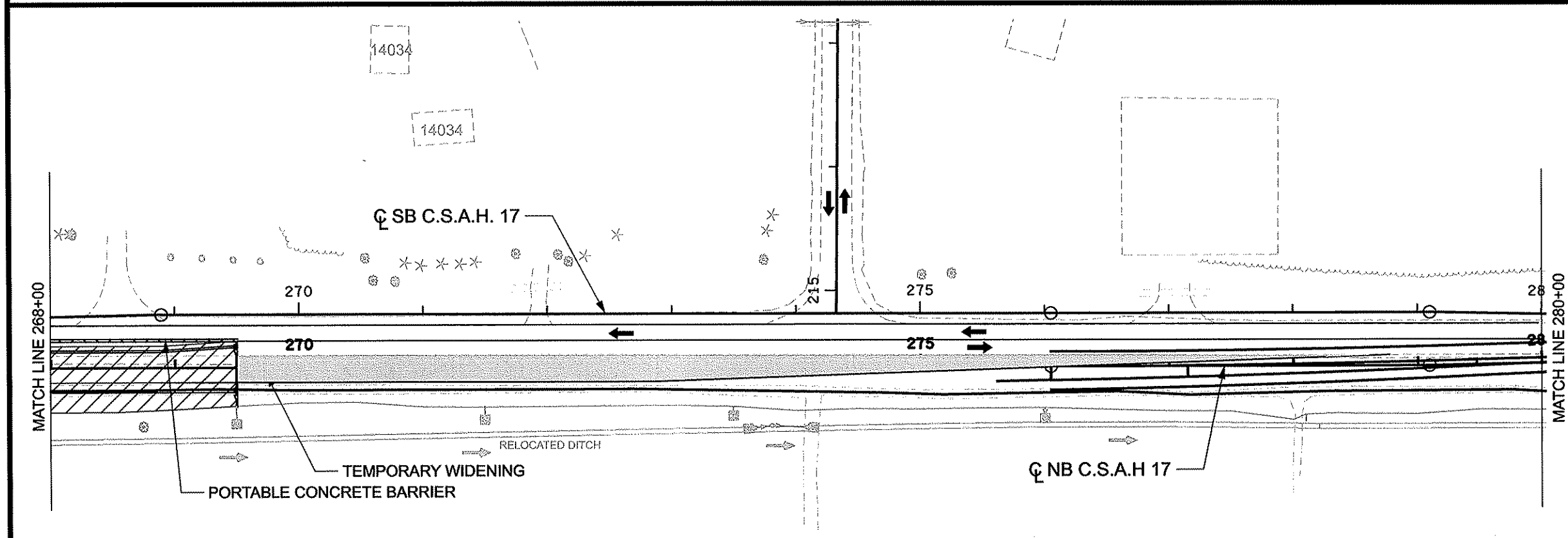
CONSTRUCT TEMPORARY WIDENING ON NB CSAH 17 FROM STATION 269+50 TO STATION 280+00 FOR USE IN STAGE 3.

STAGE 2 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.

ALL-WAY STOP IMPLEMENTED AT CSAH 14/CSAH 17 INTERSECTION AND TRAFFIC SIGNAL MAINTAINED IN ALL-RED FLASH MODE AS SIGNAL CONSTRUCTION SIGNAGE PROVIDES.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-16\PLAN\0261716_STG2_P7.dgn					

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











PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt Kobiarcsik*
 DATE: 3-13-12 LICENSE NO. 24756

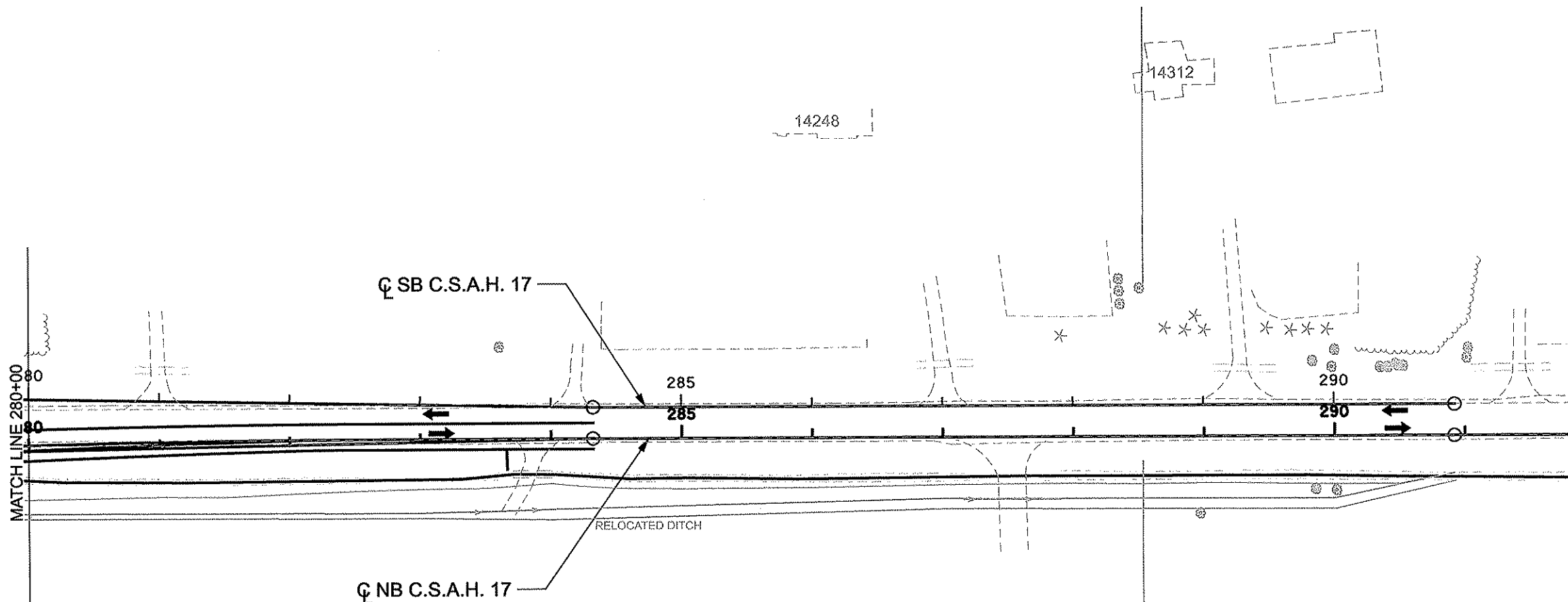
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 CHECKED BY: JEO DATE: 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

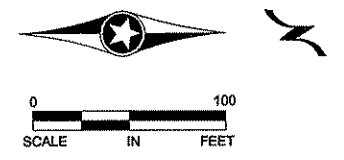
LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 2 CONSTRUCTION NOTES:
 CONSTRUCT ROAD, PONDS AND DRAINAGE FROM CSAH 14 TO STATION 269+50.

STAGE 2 TRAFFIC NOTES:
 CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)
 CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.
 ALL-WAY STOP IMPLEMENTED AT CSAH 14/CSAH 17 INTERSECTION AND TRAFFIC SIGNAL MAINTAINED IN ALL-RED FLASH MODE AS SIGNAL CONSTRUCTION STAGING PROVIDES.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG2_P8.dgn					
03/13/2012 7:15:37 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-12-12 LICENSE NO. 24756











DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012

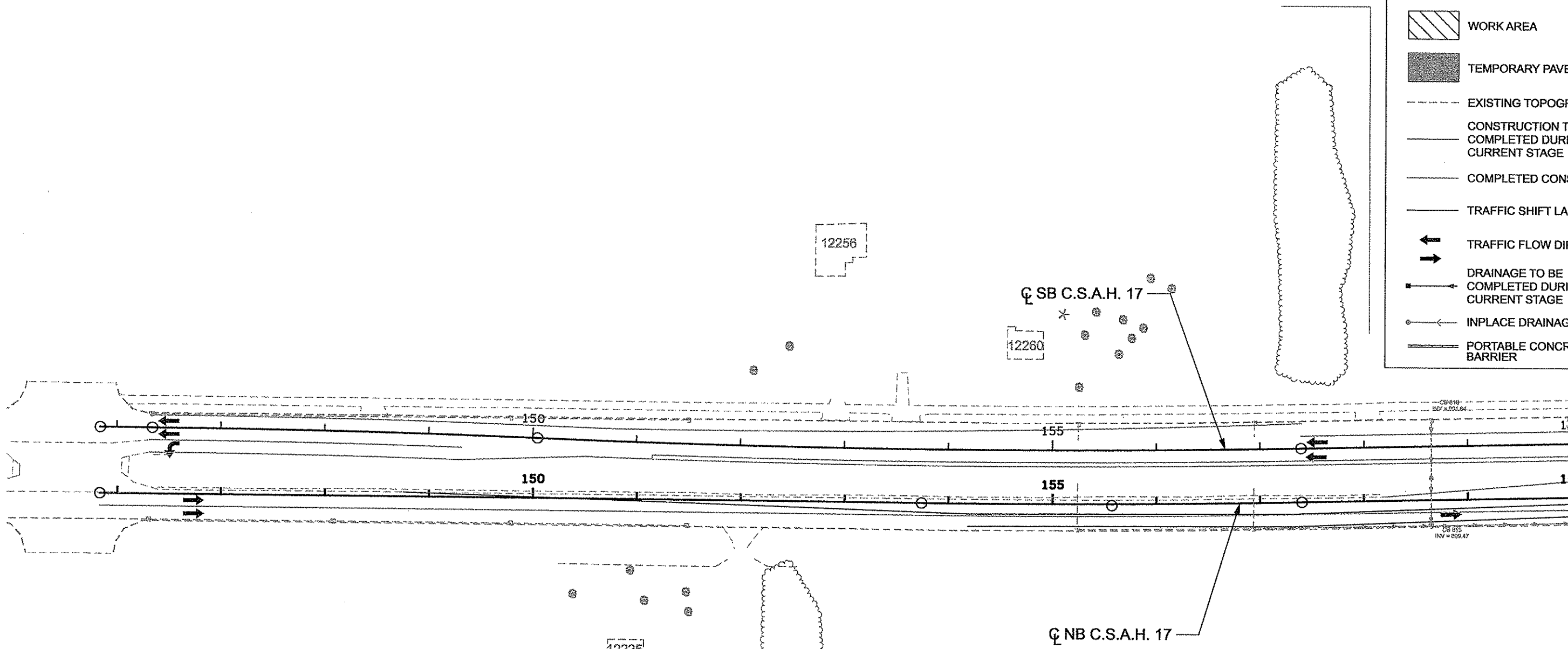
ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 2
 Sheet 65 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 3 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2.

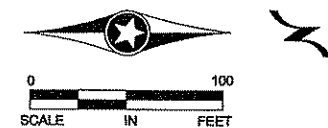
ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

STAGE 3 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF CSAH 14 AND NB CSAH 17 PREVIOUSLY COMPLETED IN STAGE 2.

CONSTRUCT SB CSAH 17, PONDS AND DRAINAGE FROM CSAH 14 TO STATION 269+50.

CONSTRUCT SB WIDENING FROM STATION 269+50 TO STATION 279+00 FOR USE IN STAGE 3A.



NO	DATE	BY	CKD	APPR	REVISION

NAME: P:02-617-18\PLAN\0261718_STG3_P1.dgn 03/13/2012 8:22:32 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarcsik*

DATE: 3-13-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

STATE PROJECT NO. S.P. 106-020-029











STATE PROJECT NO. S.P. 197-020-002

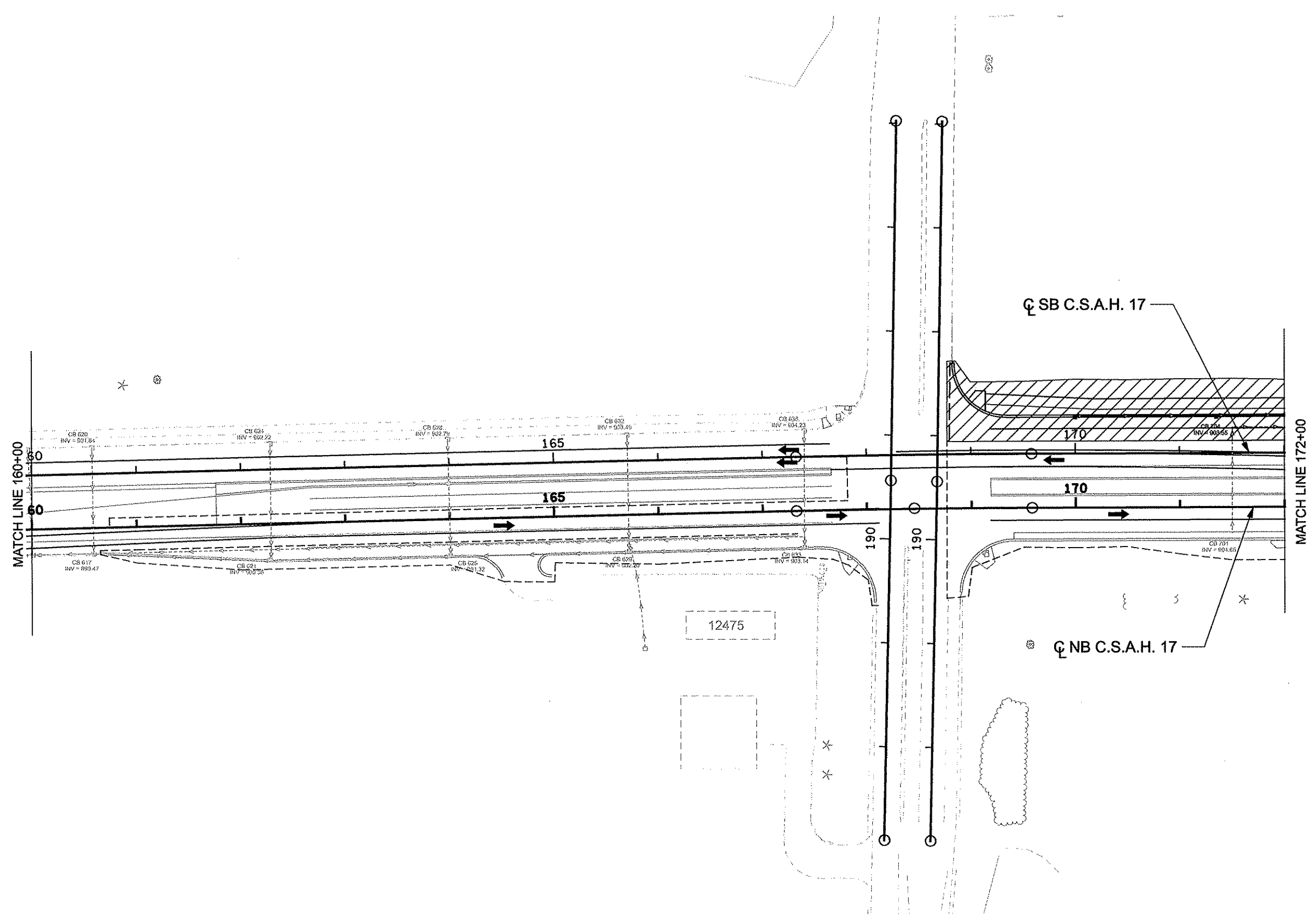
STATE PROJECT NO. ** ** ** **

STAGING PLAN
STAGE 3

Sheet 66 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 3 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF CSAH 14 AND NB CSAH 17 PREVIOUSLY COMPLETED IN STAGE 2.

CONSTRUCT SB CSAH 17, PONDS AND DRAINAGE FROM CSAH 14 TO STATION 269+50.

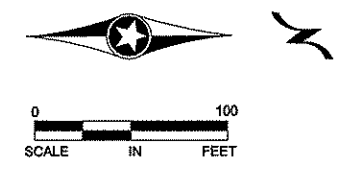
CONSTRUCT SB WIDENING FROM STATION 269+50 TO STATION 279+00 FOR USE IN STAGE 3A.

STAGE 3 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116.

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG3_P2.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012

DESIGN BY GMP DATE 3/8/2012

CHECKED BY JEO DATE 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

STATE PROJECT NO. S.P. 106-020-029











STATE PROJECT NO. S.P. 197-020-002

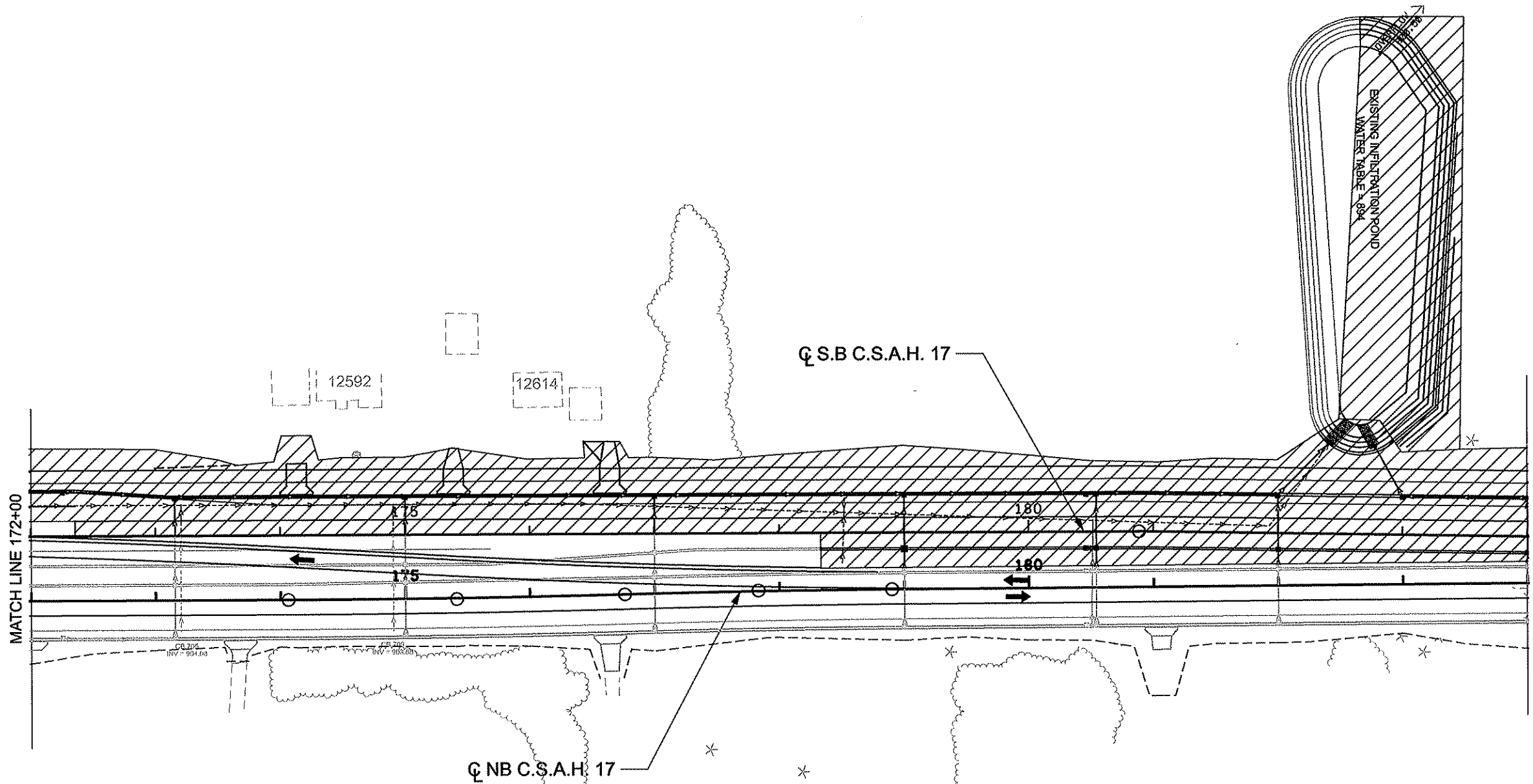
STATE PROJECT NO. **_**_**

STAGING PLAN
STAGE 3

Sheet 67 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 3 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF CSAH 14 AND NB CSAH 17 PREVIOUSLY COMPLETED IN STAGE 2.

CONSTRUCT SB CSAH 17, PONDS AND DRAINAGE FROM CSAH 14 TO STATION 269+50.

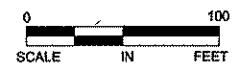
CONSTRUCT SB WIDENING FROM STATION 269+50 TO STATION 279+00 FOR USE IN STAGE 3A.

STAGE 3 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-13-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



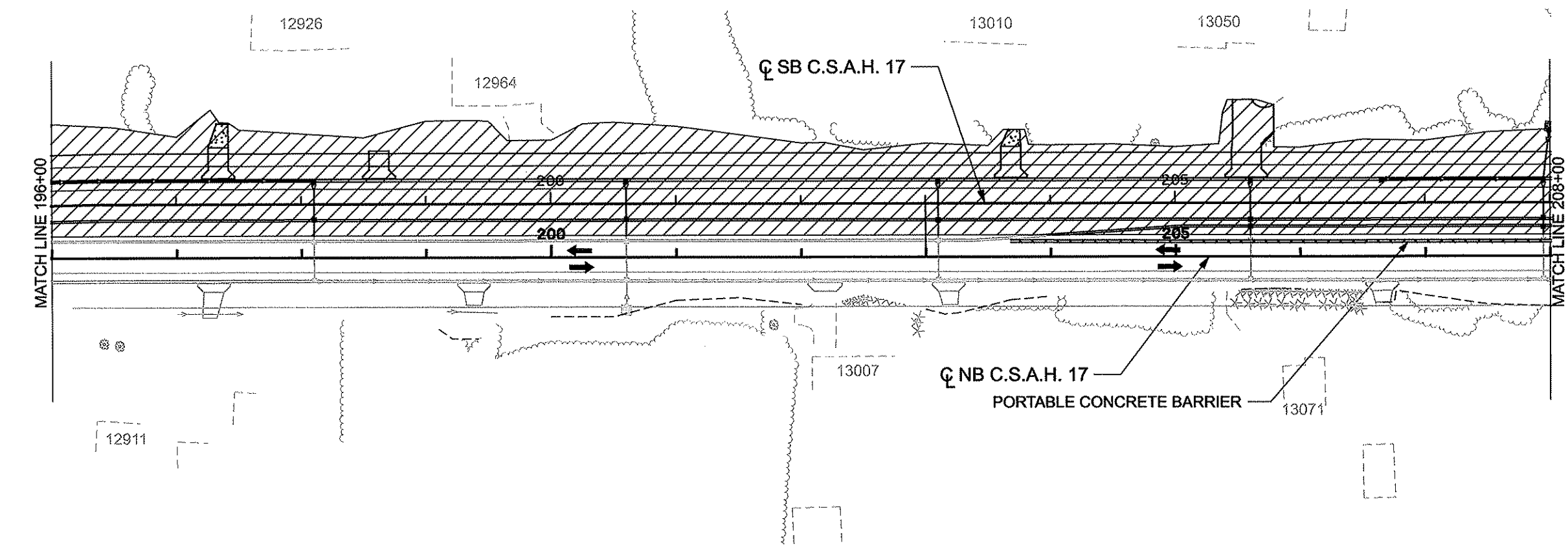
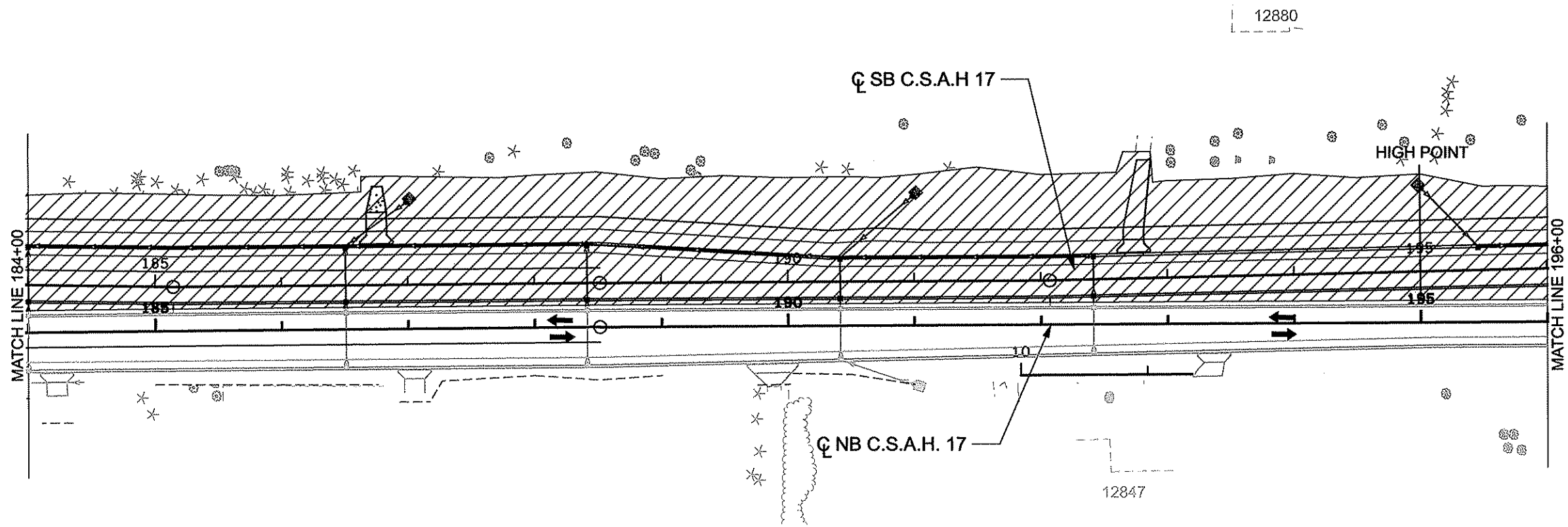
ANOKA COUNTY
 HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

STAGING PLAN
 STAGE 3
 Sheet 68 of 366 Sheets

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\PLAN\0261718_STG3_P3.dgn 03/13/2012 7:15:50 AM



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- INPLACE DRAINAGE PIPES

STAGE 3 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF CSAH 14 AND NB CSAH 17 PREVIOUSLY COMPLETED IN STAGE 2.

CONSTRUCT SB CSAH 17, PONDS AND DRAINAGE FROM CSAH 14 TO STATION 269+50.

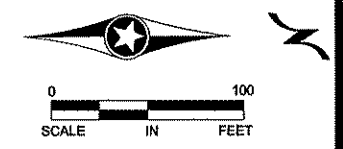
CONSTRUCT SB WIDENING FROM STATION 269+50 TO STATION 279+00 FOR USE IN STAGE 3A.

STAGE 3 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\PLAN\0261718_STG3_P4.dgn 03/13/2012 7:15:54 AM

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

PRINT NAME: CURT A. KOBIARCSIK

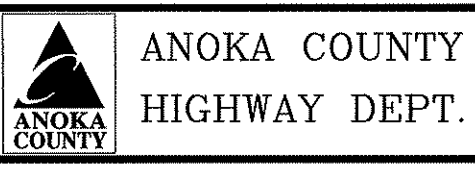
SIGNATURE: *Curt A. Kobilarcsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



STATE PROJECT NO. S.P. 002-617-018

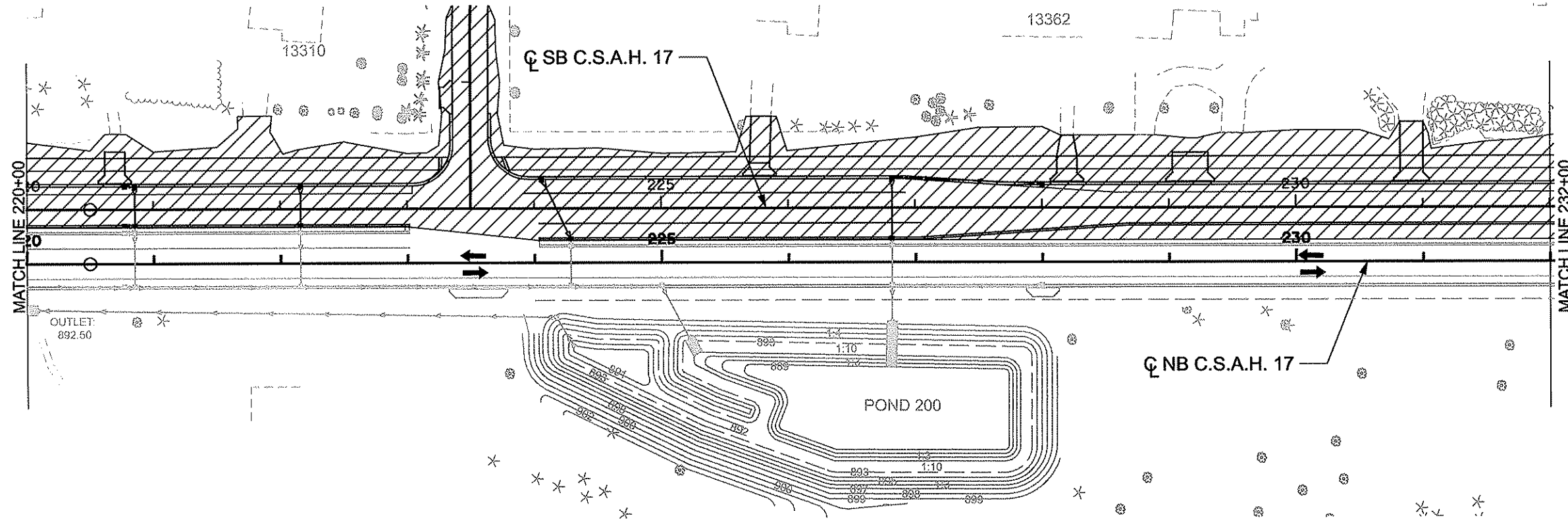
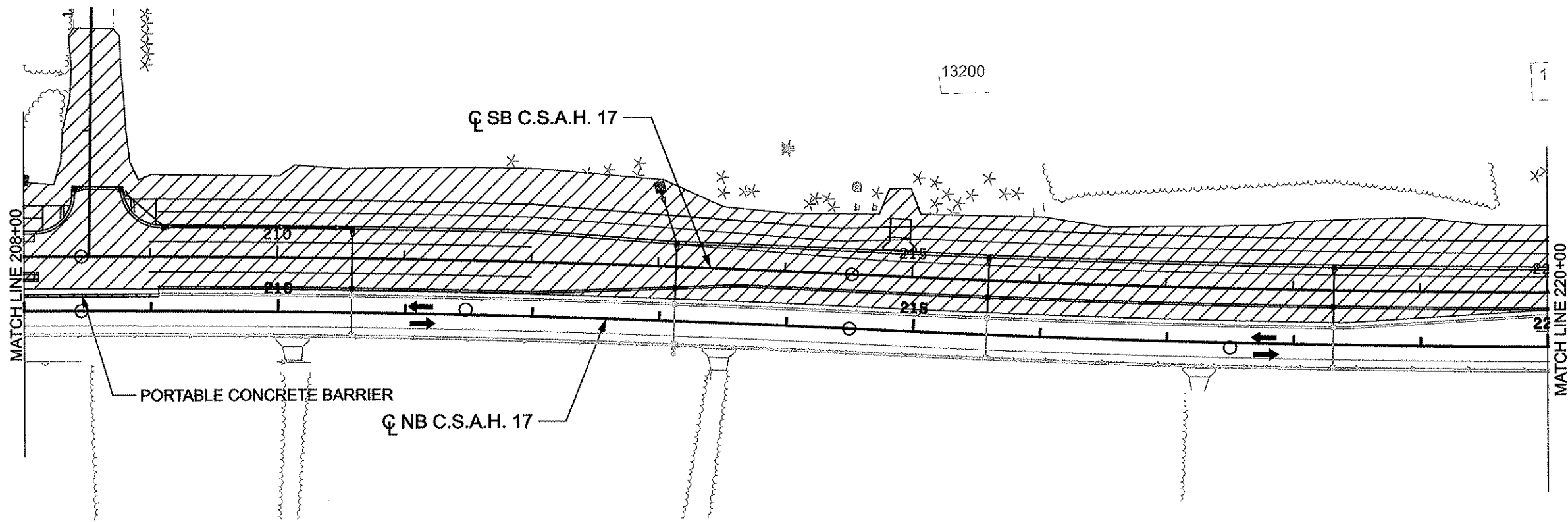
STATE PROJECT NO. S.P. 106-020-029

STATE PROJECT NO. S.P. 197-020-002

STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 3

Sheet 69 of 366 Sheets



LEGEND	
	WORK AREA
	TEMPORARY PAVEMENT
	EXISTING TOPOGRAPHY
	CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
	COMPLETED CONSTRUCTION
	TRAFFIC SHIFT LANES
	TRAFFIC FLOW DIRECTION
	DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
	INPLACE DRAINAGE PIPES
	PORTABLE CONCRETE BARRIER

STAGE 3 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF CSAH 14 AND NB CSAH 17 PREVIOUSLY COMPLETED IN STAGE 2.

CONSTRUCT SB CSAH 17, PONDS AND DRAINAGE FROM CSAH 14 TO STATION 269+50.

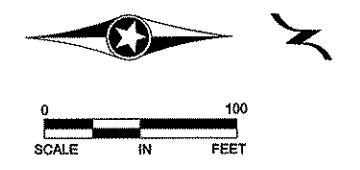
CONSTRUCT SB WIDENING FROM STATION 269+50 TO STATION 279+00 FOR USE IN STAGE 3A.

STAGE 3 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.



NO	DATE	BY	CHKD	APPR	REVISION
NAME: p:\102-617-18\PLAN\0261718_STG3_P5.dgn					

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

PRINT NAME: CURTA KOBIARCSIK

SIGNATURE: *Curta Kobiarczik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

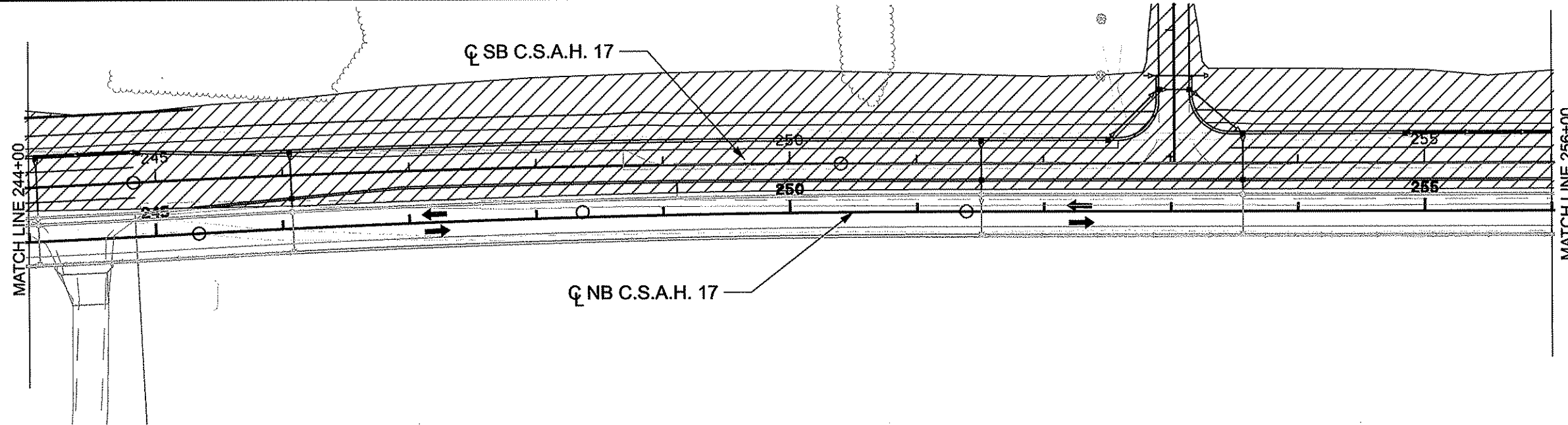
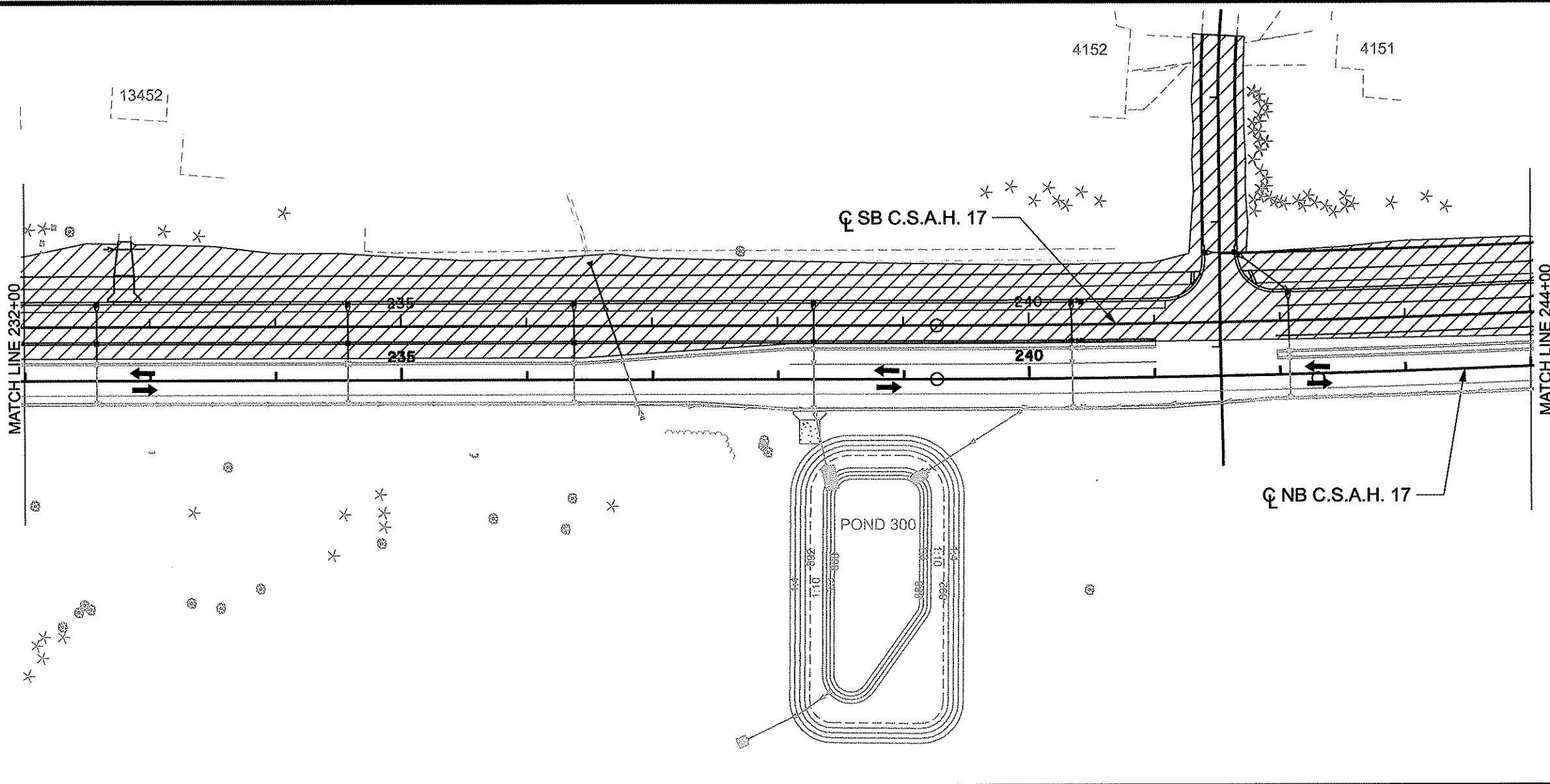
STATE PROJECT NO. S.P. 106-020-029

STATE PROJECT NO. S.P. 197-020-002

STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 3

Sheet 70 of 366 Sheets



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 3 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF CSAH 14 AND NB CSAH 17 PREVIOUSLY COMPLETED IN STAGE 2.

CONSTRUCT SB CSAH 17, PONDS AND DRAINAGE FROM CSAH 14 TO STATION 269+50.

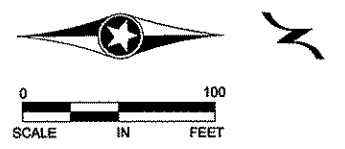
CONSTRUCT SB WIDENING FROM STATION 269+50 TO STATION 279+00 FOR USE IN STAGE 3A.

STAGE 3 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17. (SEE DETAILS AND SPECIFICATIONS)



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG3_P6.dgn					
DATE: 03/13/2012 7:16:05 AM					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24766

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012

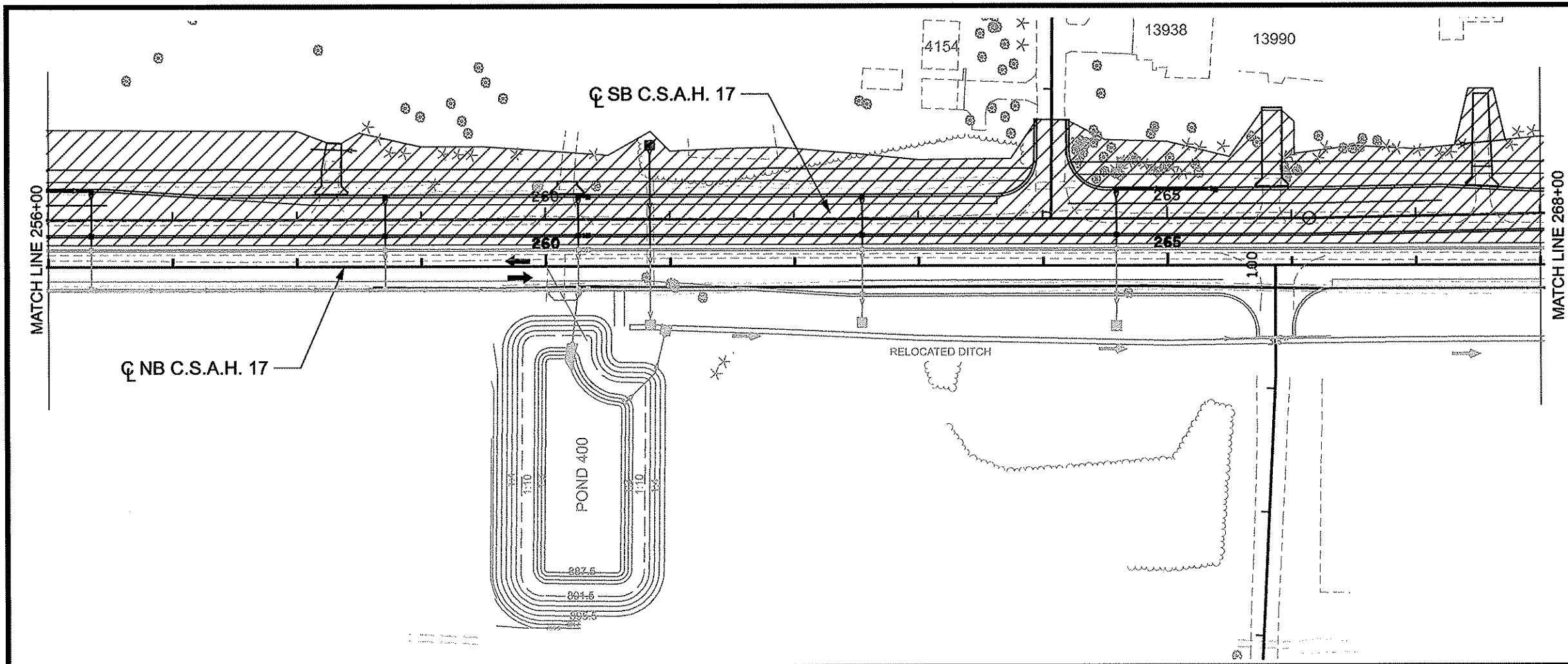
ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

STATE PROJECT NO. S.P. 106-020-029

STATE PROJECT NO. S.P. 197-020-002

STATE PROJECT NO. **_**_**



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 3 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF CSAH 14 AND NB CSAH 17 PREVIOUSLY COMPLETED IN STAGE 2.

CONSTRUCT SB CSAH 17, PONDS AND DRAINAGE FROM CSAH 14 TO STATION 269+50.

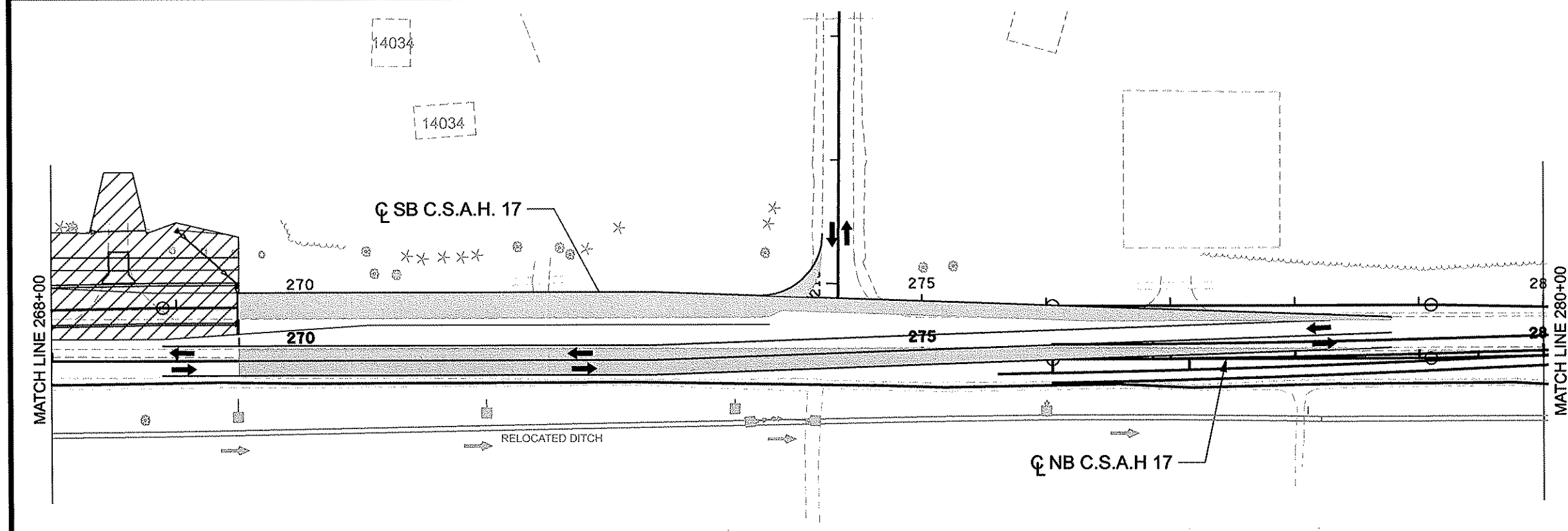
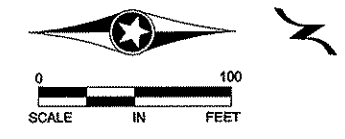
CONSTRUCT SB WIDENING FROM STATION 269+50 TO STATION 279+00 FOR USE IN STAGE 3A.

STAGE 3 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0281718_STG3_P7.dgn					
03/13/2012 7:18:09 AM					

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

PRINT NAME: CURTA KOBILARCSIK

SIGNATURE: *C. Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012

DESIGN BY GMP DATE 3/8/2012

CHECKED BY JEO DATE 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

STATE PROJECT NO. S.P. 106-020-029











STATE PROJECT NO. S.P. 197-020-002

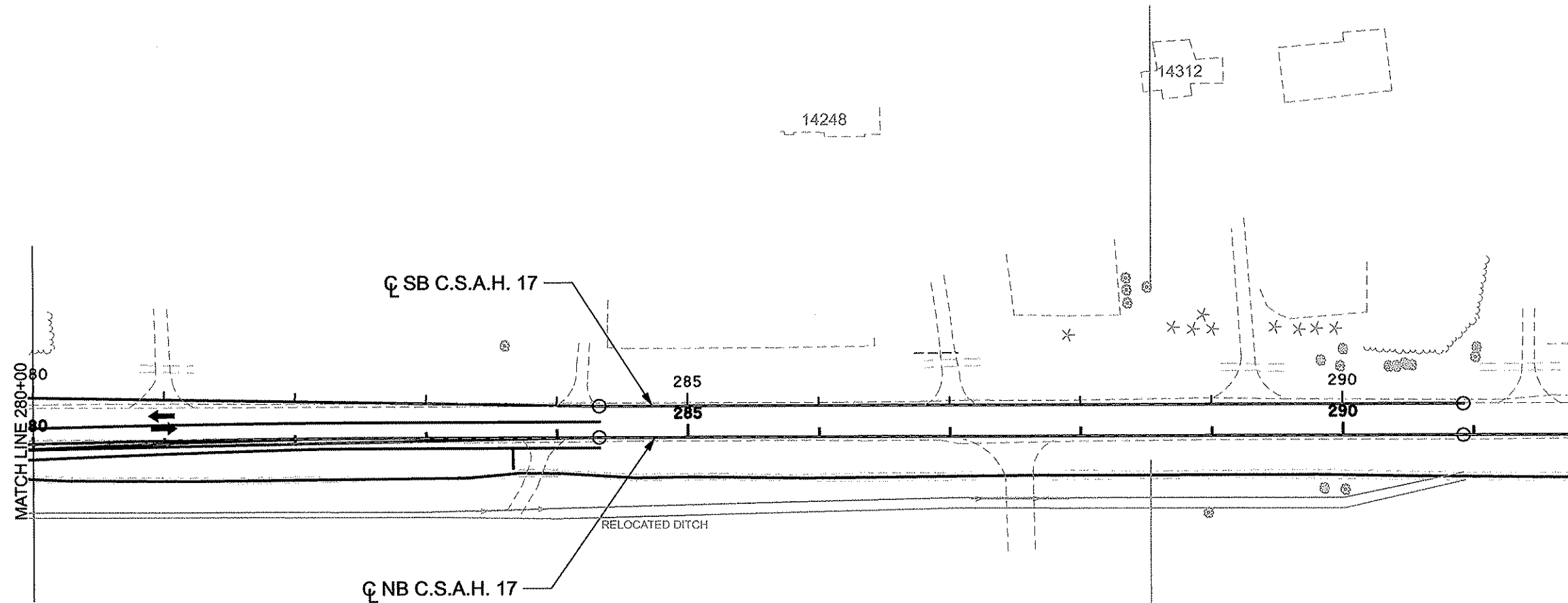
STATE PROJECT NO. **_**_**

STAGING PLAN
STAGE 3

Sheet 72 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 3 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF CSAH 14 AND NB CSAH 17 PREVIOUSLY COMPLETED IN STAGE 2.

CONSTRUCT SB CSAH 17, PONDS AND DRAINAGE FROM CSAH 14 TO STATION 269+50.

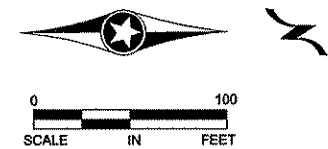
CONSTRUCT SB WIDENING FROM STATION 269+50 TO STATION 279+00 FOR USE IN STAGE 3A.

STAGE 3 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-16\PLAN\0261716_STG3_P8.dgn 03/13/2012 7:16:14 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012

DESIGN BY GMP DATE 3/8/2012

CHECKED BY JEO DATE 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

STATE PROJECT NO. S.P. 106-020-029











STATE PROJECT NO. S.P. 197-020-002

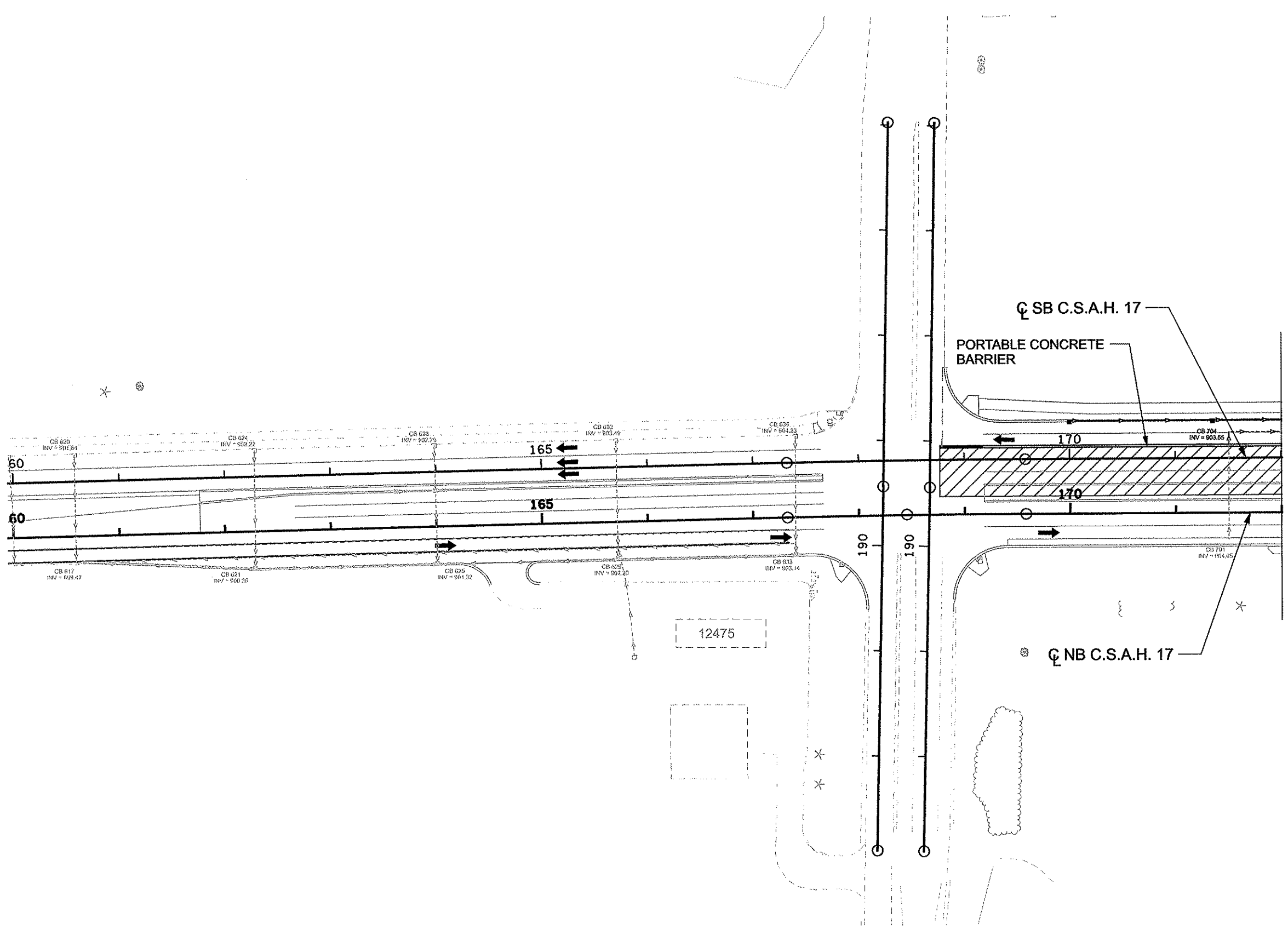
STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 3

Sheet 73 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 3A CONSTRUCTION NOTES:

STAGE 3A PLANS SHOW ONLY THE AREAS WHERE CONSTRUCTION WILL BE OCCURRING DURING STAGE 3A.

CONSTRUCT SB THRU LANE, MEDIAN AND LEFT TURN LANE AT CSAH 14.

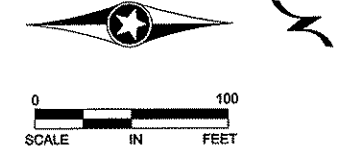
CONSTRUCT MEDIAN TO FILL IN GAPS FOR DRIVEWAY AND STREET CROSSINGS FROM STAGES 2 AND 3.

STAGE 3A TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 IN PLACE).

MOVE NB AND SB TRAFFIC TO OUTSIDE LANES.

WHEN STAGE 3A CONSTRUCTION IS COMPLETE OPEN TO THRU TRAFFIC IN BOTH DIRECTIONS UTILIZING EXISTING WIDENING ON THE NORTH END TO TAPER TO AND FROM EXISTING CSAH 17 PAVEMENT NORTH OF CSAH 116.



NO	DATE	BY	CKD	APPR	REVISION	DATE	TIME
NAME: p:02-617-18\PLAN\0261718_STG3A_P2.dgn					03/13/2012	7:16:18 AM	

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012











ANOKA COUNTY
HIGHWAY DEPT.

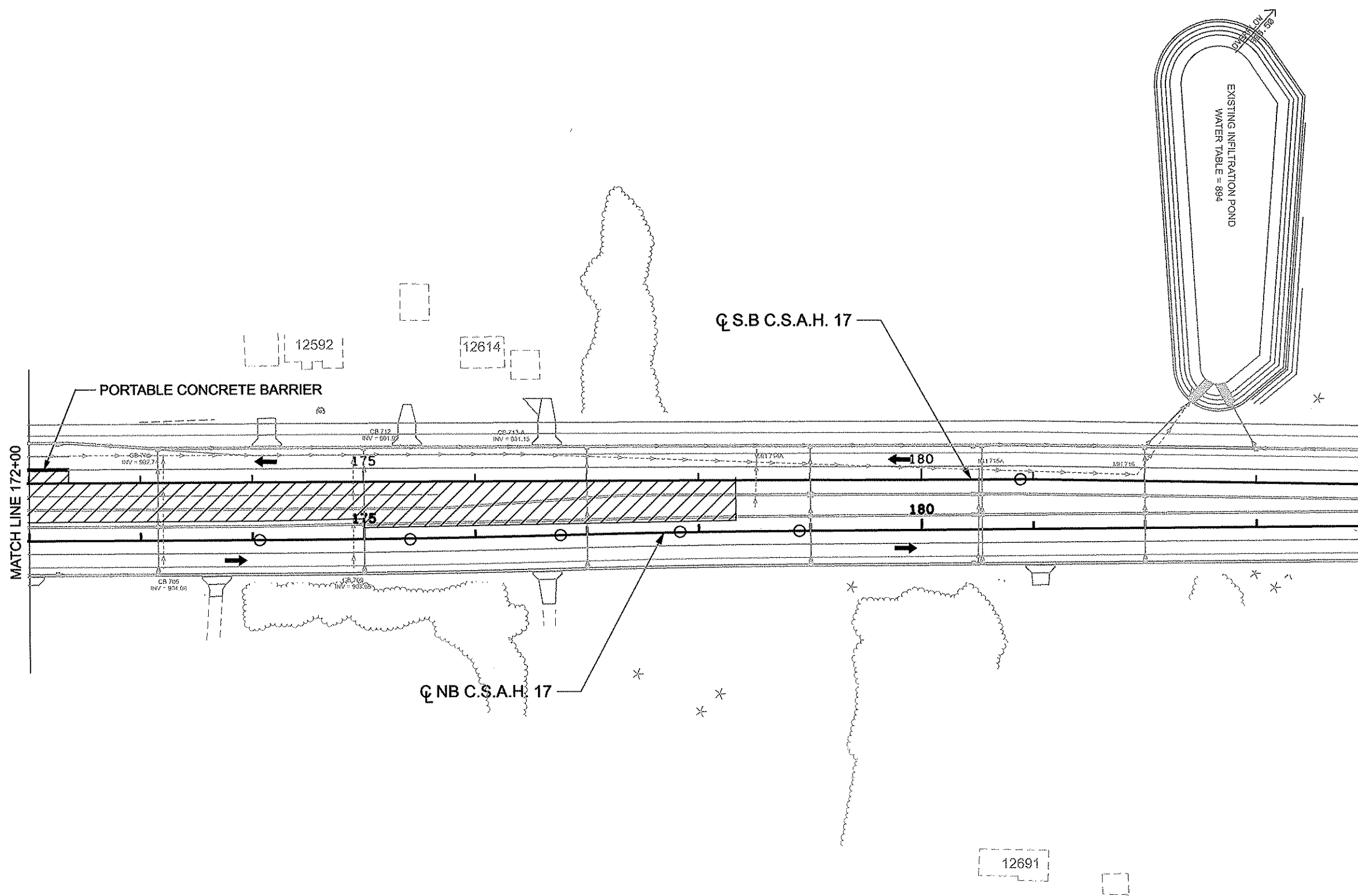
STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

STAGING PLAN
 STAGE 3 A

Sheet 74 of 366 Sheets

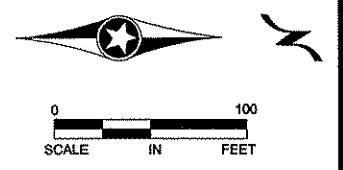
LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 3A CONSTRUCTION NOTES:
 STAGE 3A PLANS SHOW ONLY THE AREAS WHERE CONSTRUCTION WILL BE OCCURRING DURING STAGE 3A.
 CONSTRUCT SB THRU LANE, MEDIAN AND LEFT TURN LANE AT CSAH 14.

STAGE 3A TRAFFIC NOTES:
 CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 IN PLACE).
 TAPER NB CSAH 17 LANES TO UTILIZE OUTSIDE SHOULDER.
 TAPER SB CSAH 17 FROM TWO LANES TO ONE LANE THRU THE CSAH 14 INTERSECTION.



NO	DATE	BY	CKD	APPR	REVISION











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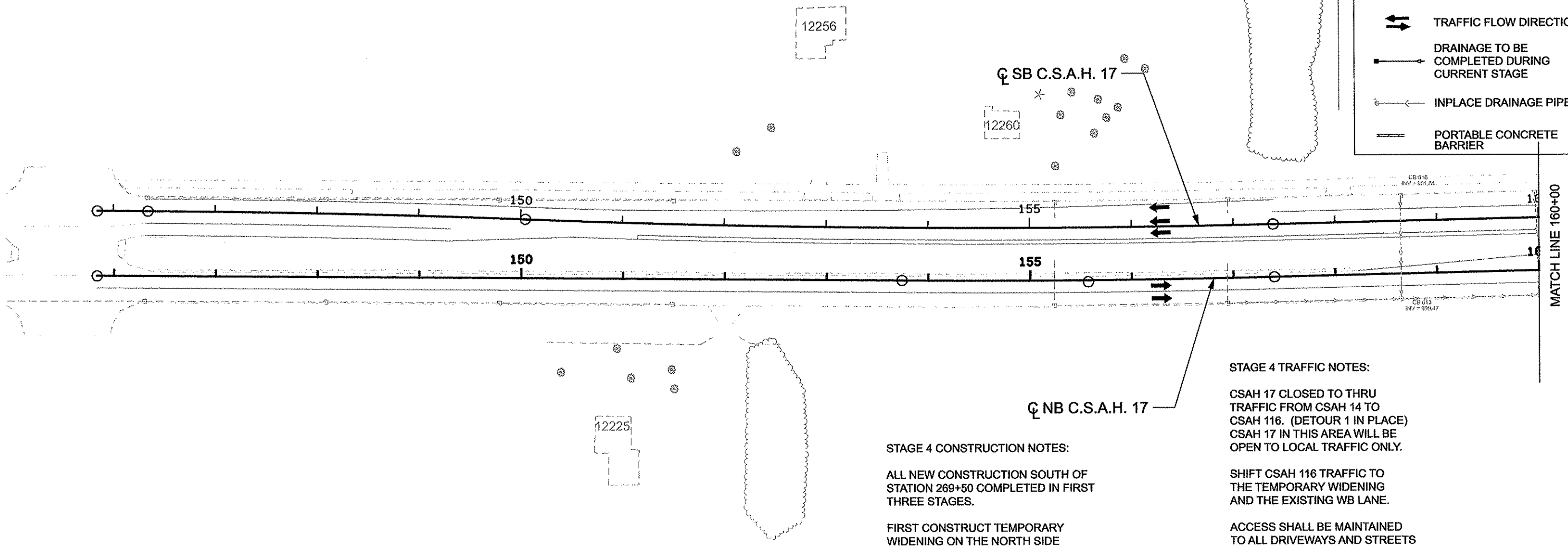
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

LEGEND	
	WORK AREA
	TEMPORARY PAVEMENT
	EXISTING TOPOGRAPHY
	CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
	COMPLETED CONSTRUCTION
	TRAFFIC SHIFT LANES
	TRAFFIC FLOW DIRECTION
	DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
	INPLACE DRAINAGE PIPES
	PORTABLE CONCRETE BARRIER



STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.

FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50.

STAGE 4 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE TEMPORARY WIDENING AND THE EXISTING WB LANE.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

A MEDIAN CROSSING SHALL BE MAINTAINED TO ALLOW LOCAL NB TRAFFIC ACCESS TO SB CSAH 17.

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarcsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012

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CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

STATE PROJECT NO. S.P. 106-020-029

STATE PROJECT NO. S.P. 197-020-002

STATE PROJECT NO. **_***_**











STAGING PLAN
STAGE 4

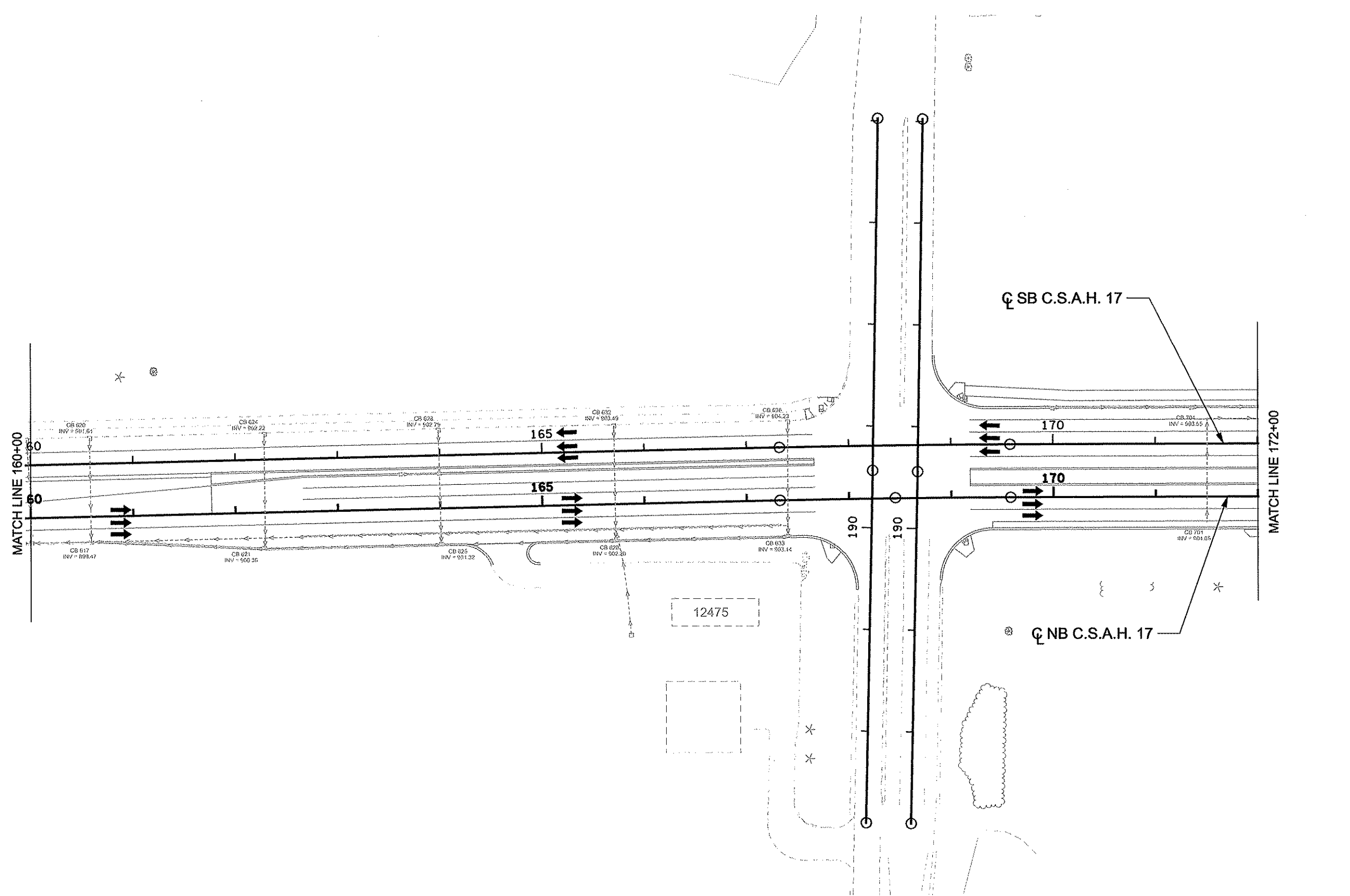
Sheet 76 of 366 Sheets

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:102-617-18\PLAN\0261718_STG4_P1.dgn 03/13/2012 7:16:27 AM

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.

FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50.

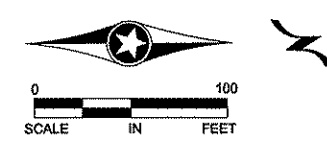
STAGE 4 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE TEMPORARY WIDENING AND THE EXISTING WB LANE.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

A MEDIAN CROSSING SHALL BE MAINTAINED TO ALLOW LOCAL NB TRAFFIC ACCESS TO SB CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\PLAN\0261718_STG4_P2.dgn 03/13/2012 7:16:30 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarcsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012











ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 4

Sheet 77 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.

FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50.

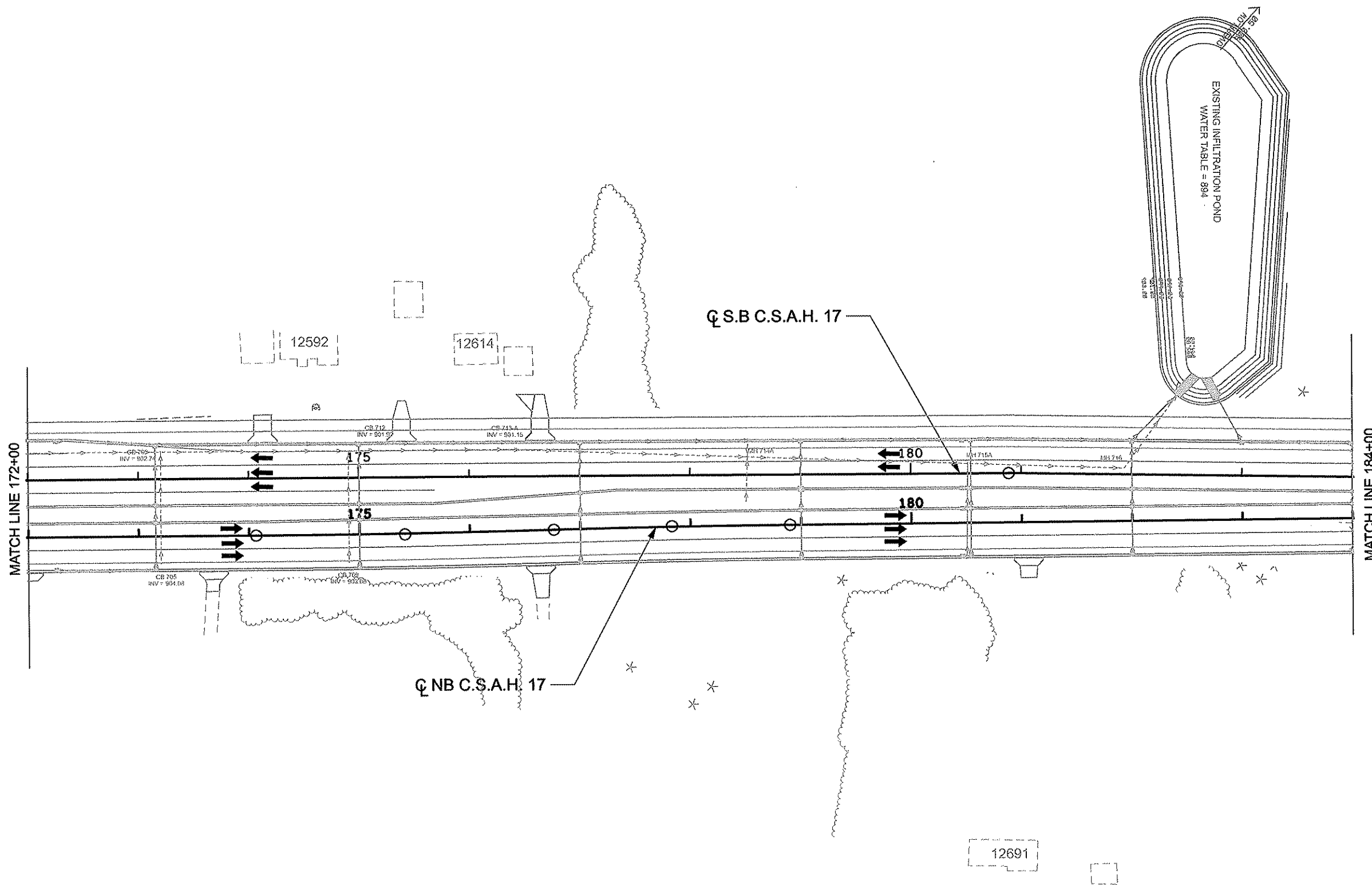
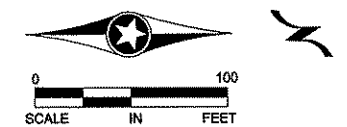
STAGE 4 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE TEMPORARY WIDENING AND THE EXISTING WB LANE.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

A MEDIAN CROSSING SHALL BE MAINTAINED TO ALLOW LOCAL NB TRAFFIC ACCESS TO SB CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:102-617-16\PLAN\10261716_STG4_P3.dgn

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarcsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



STATE PROJECT NO. S.P. 002-617-018

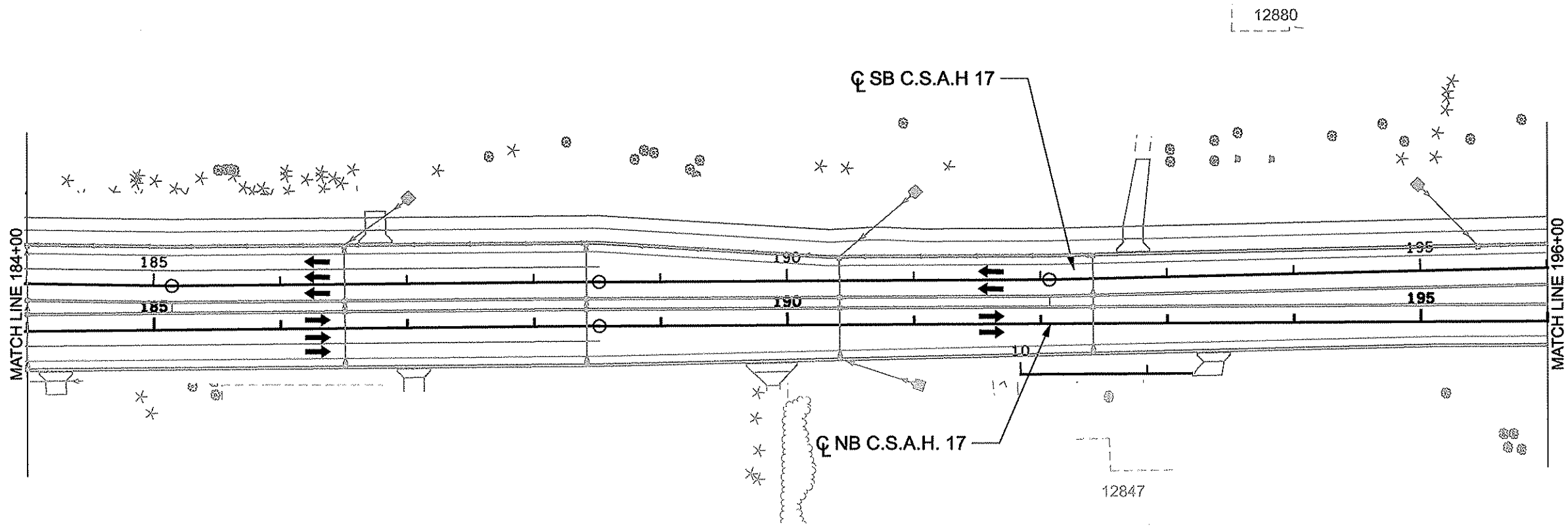
STATE PROJECT NO. S.P. 106-020-029

STATE PROJECT NO. S.P. 197-020-002

STATE PROJECT NO. **_**_**

STAGING PLAN
STAGE 4

Sheet 78 of 366 Sheets



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.

FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50.

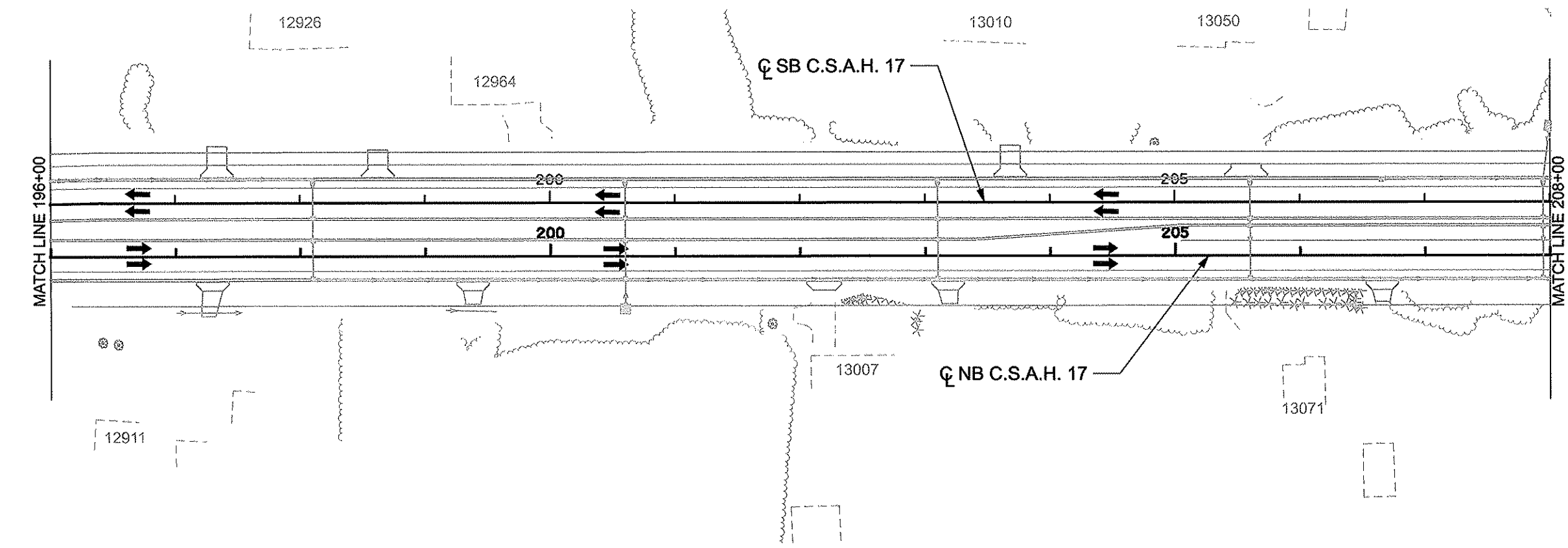
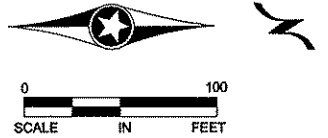
STAGE 4 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE)
 CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE TEMPORARY WIDENING AND THE EXISTING WB LANE.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

A MEDIAN CROSSING SHALL BE MAINTAINED TO ALLOW LOCAL NB TRAFFIC ACCESS TO SB CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\PLAN\0261718_STG4_P4.dgn 03/13/2012 7:16:39 AM

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-13-12 LICENSE NO. 24756

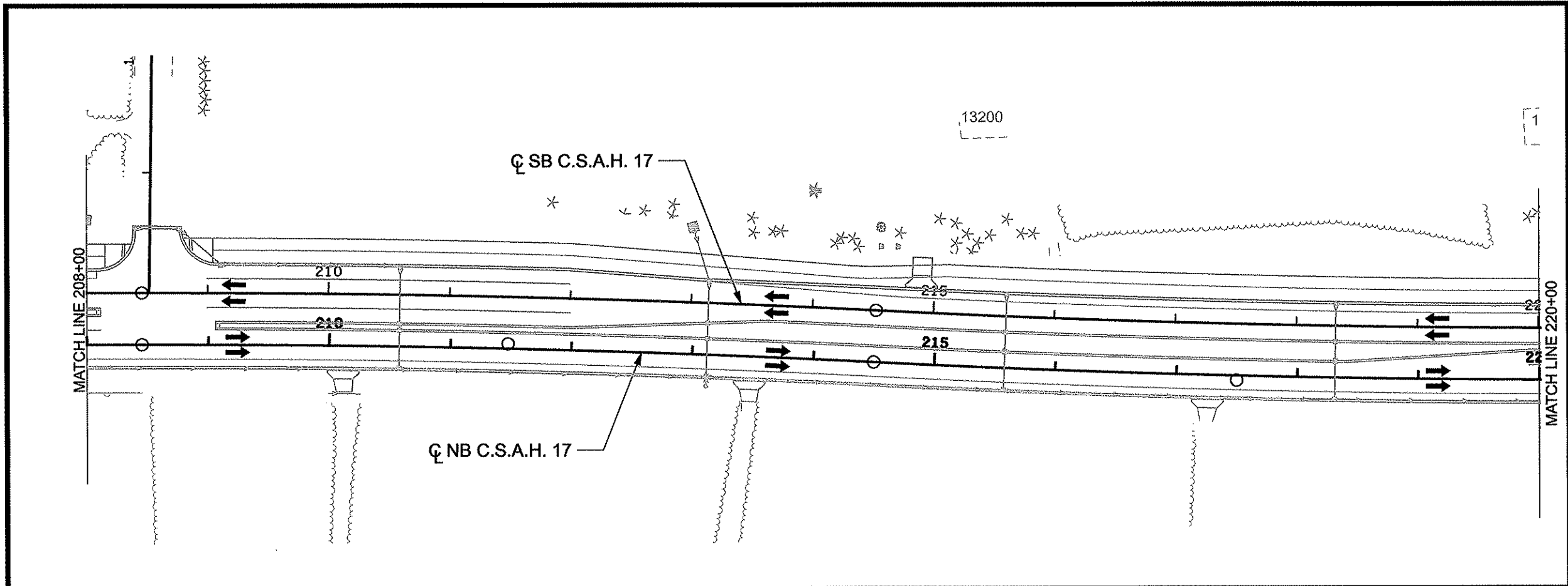
DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 4

Sheet 79 of 366 Sheets



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.

FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50.

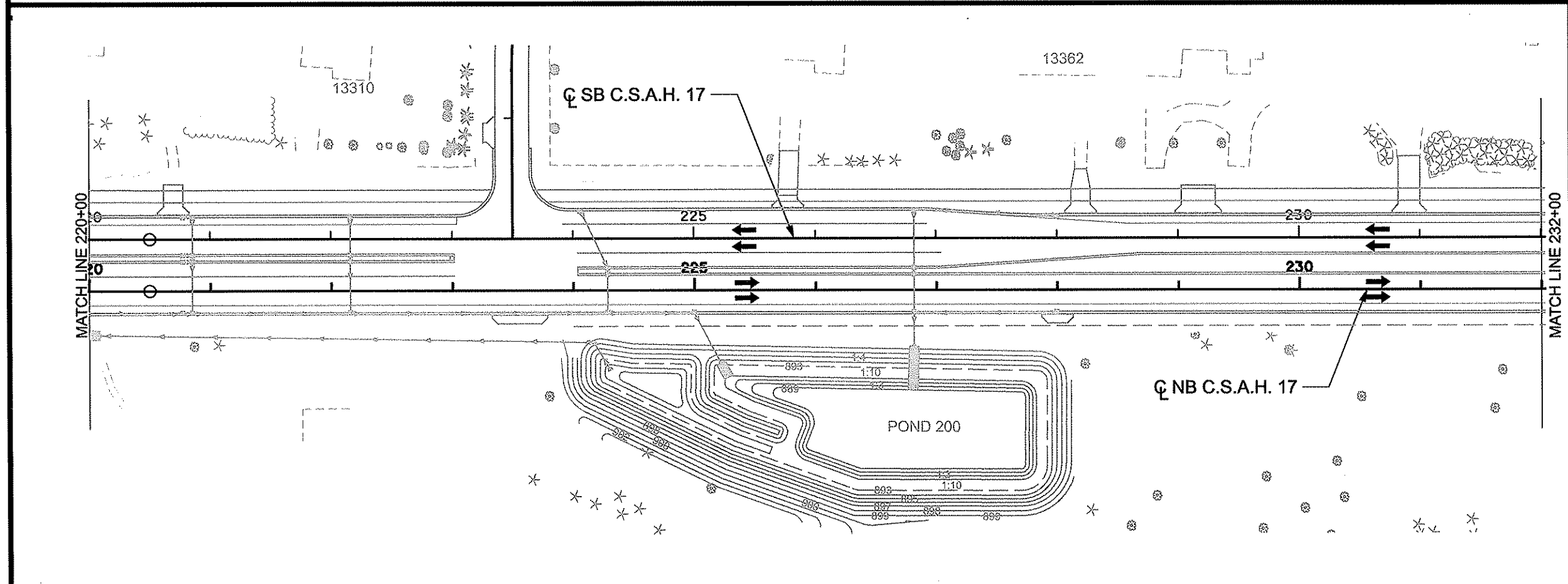
STAGE 4 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE TEMPORARY WIDENING AND THE EXISTING WB LANE.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

A MEDIAN CROSSING SHALL BE MAINTAINED TO ALLOW LOCAL NB TRAFFIC ACCESS TO SB CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG4_P5.dgn					

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

PRINT NAME: CURT A. KOBIARCSIK

SIGNATURE: *Curt Kobilarcsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

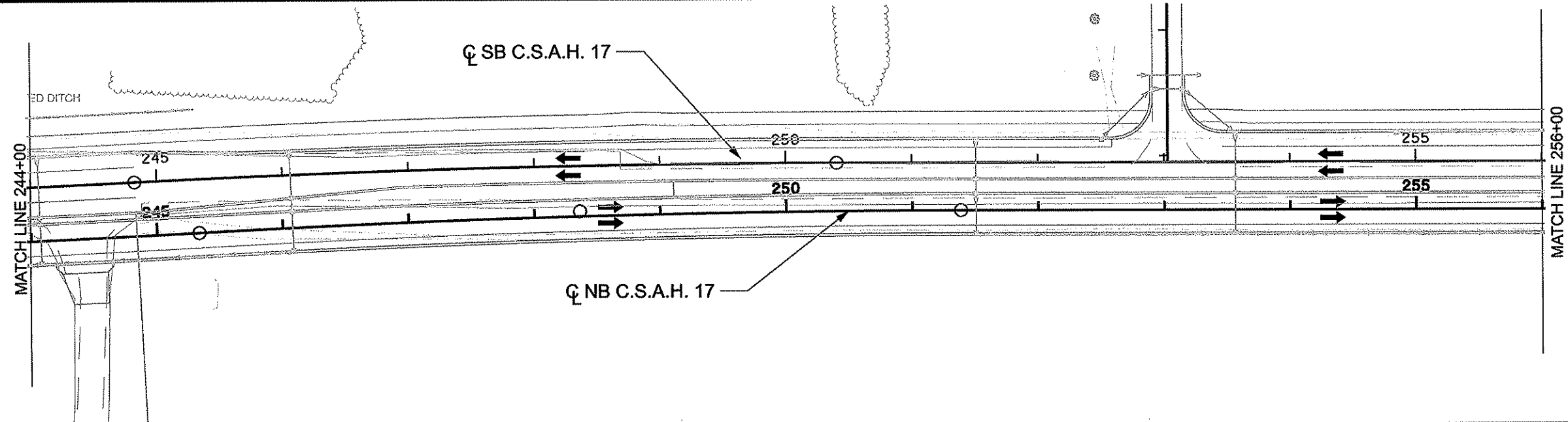
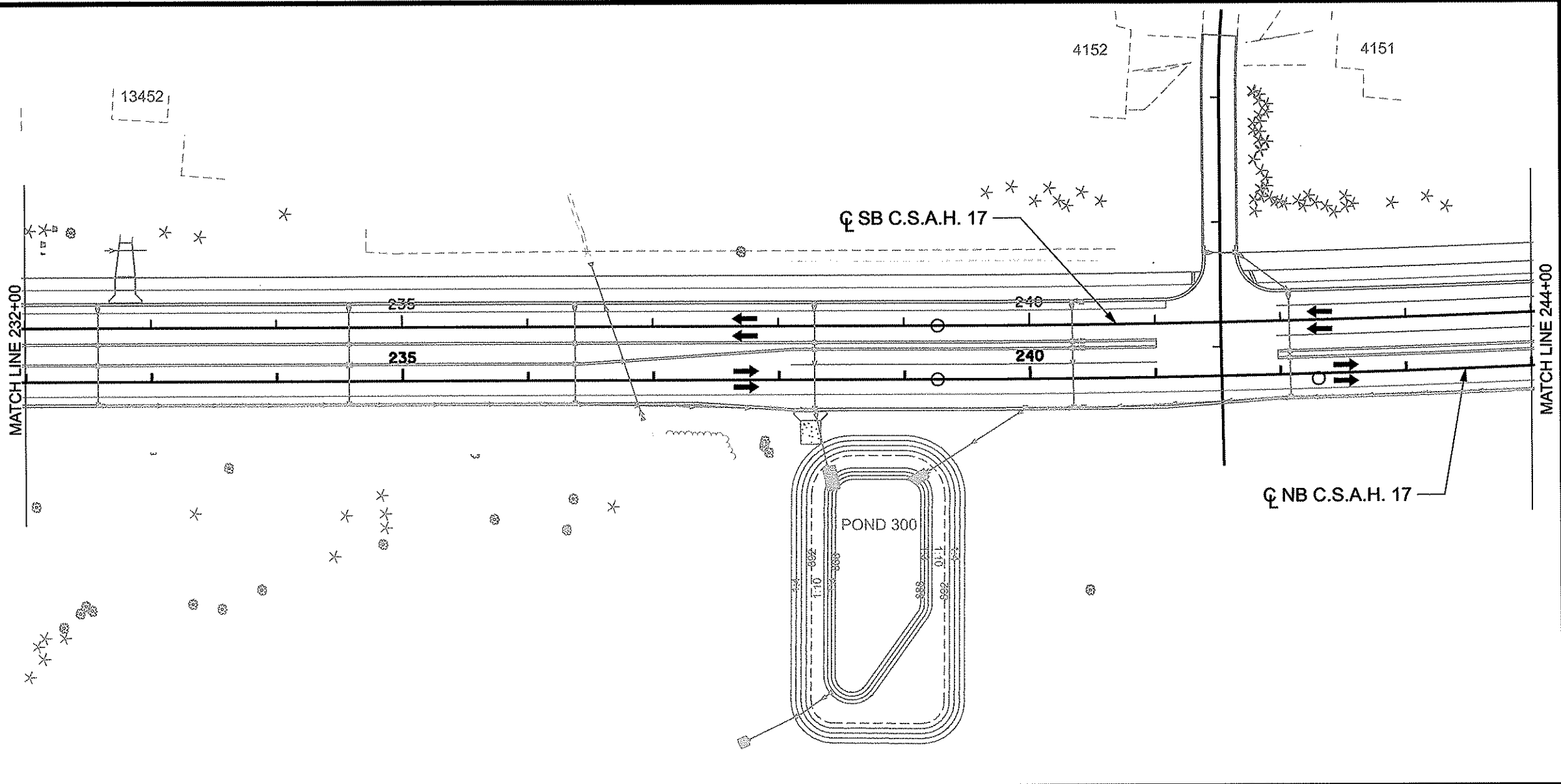
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ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_**_**

STAGING PLAN
STAGE 4

Sheet 80 of 366 Sheets



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.

FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50.

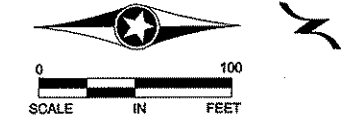
STAGE 4 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE TEMPORARY WIDENING AND THE EXISTING WB LANE.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

A MEDIAN CROSSING SHALL BE MAINTAINED TO ALLOW LOCAL NB TRAFFIC ACCESS TO SB CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG4_P6.dgn					

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PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

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ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

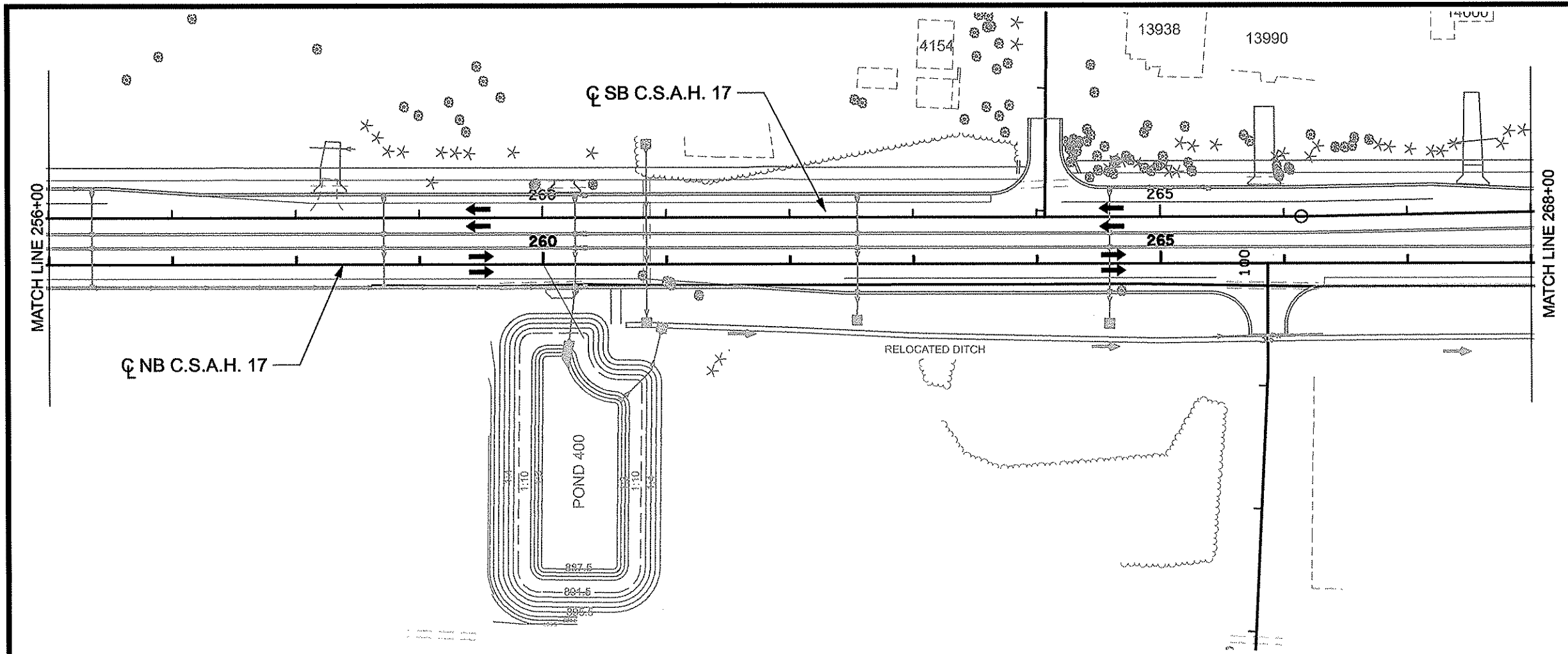
STATE PROJECT NO. S.P. 106-020-029

STATE PROJECT NO. S.P. 197-020-002

STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 4

Sheet 81 of 366 Sheets



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.

FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50.

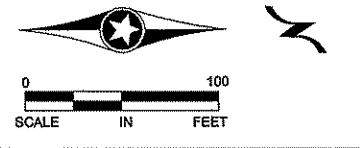
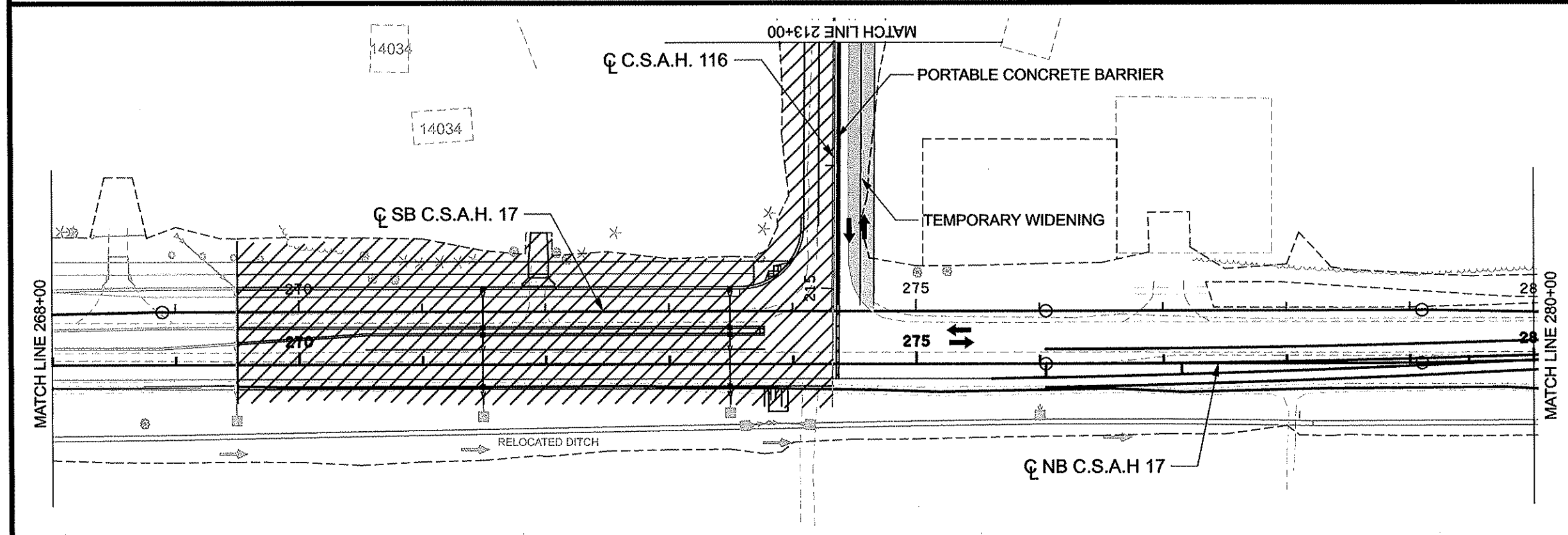
STAGE 4 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE TEMPORARY WIDENING AND THE EXISTING WB LANE.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

A MEDIAN CROSSING SHALL BE MAINTAINED TO ALLOW LOCAL NB TRAFFIC ACCESS TO SB CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG4_P7.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012

DESIGN BY GMP DATE 3/8/2012











CHECKED BY JEO DATE 3/8/2012

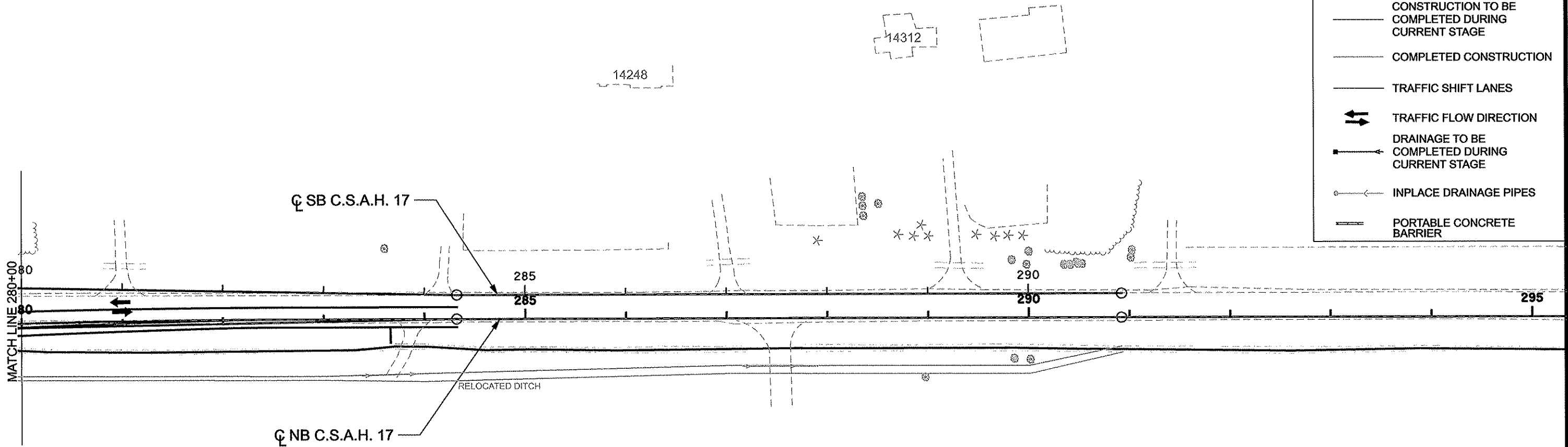
ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_**_**

STAGING PLAN
STAGE 4

Sheet 82 of 366 Sheets

LEGEND	
	WORK AREA
	TEMPORARY PAVEMENT
	EXISTING TOPOGRAPHY
	CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
	COMPLETED CONSTRUCTION
	TRAFFIC SHIFT LANES
	TRAFFIC FLOW DIRECTION
	DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
	INPLACE DRAINAGE PIPES
	PORTABLE CONCRETE BARRIER



STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.

FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50.

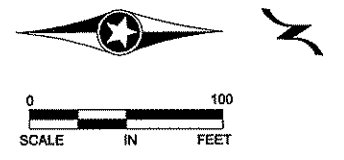
STAGE 4 TRAFFIC NOTES:


CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE TEMPORARY WIDENING AND THE EXISTING WB LANE.











ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

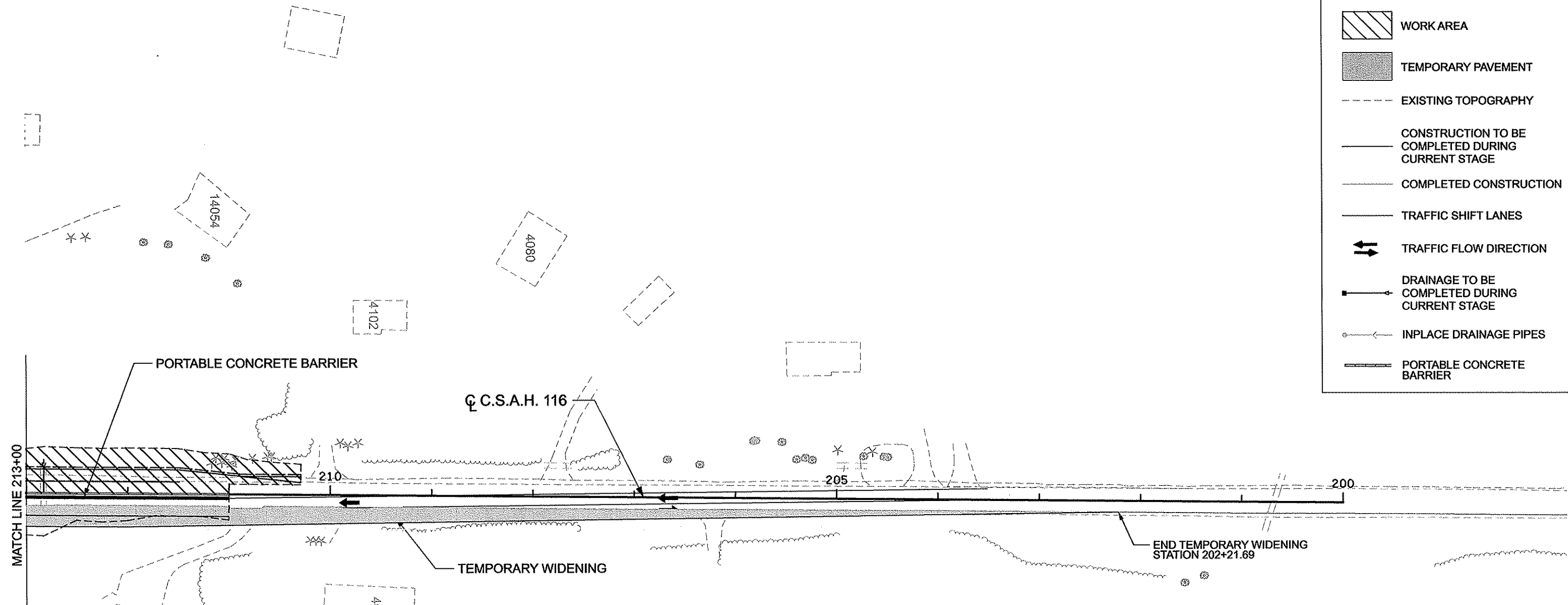
A MEDIAN CROSSING SHALL BE MAINTAINED TO ALLOW LOCAL NB TRAFFIC ACCESS TO SB CSAH 17.



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NO	DATE	BY	CHKD	APPR	REVISION																					
NAME: p:\02-617-18\PLAN\0261718_STG4_P8.dgn						03/13/2012 7:16:58 AM																				

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.

FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50.

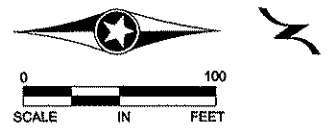
STAGE 4 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116. (DETOUR 1 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE TEMPORARY WIDENING AND THE EXISTING WB LANE.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

A MEDIAN CROSSING SHALL BE MAINTAINED TO ALLOW LOCAL NB TRAFFIC ACCESS TO SB CSAH 17.



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:02-617-18\PLAN\0261718_STG4_P8.dgn 03/13/2012 7:17:02 AM

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

PRINT NAME: CURT A. KOBILARCSIK


SIGNATURE: *Curt Kobilarcsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012

 ANOKA COUNTY HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

STATE PROJECT NO. S.P. 106-020-029











STATE PROJECT NO. S.P. 197-020-002

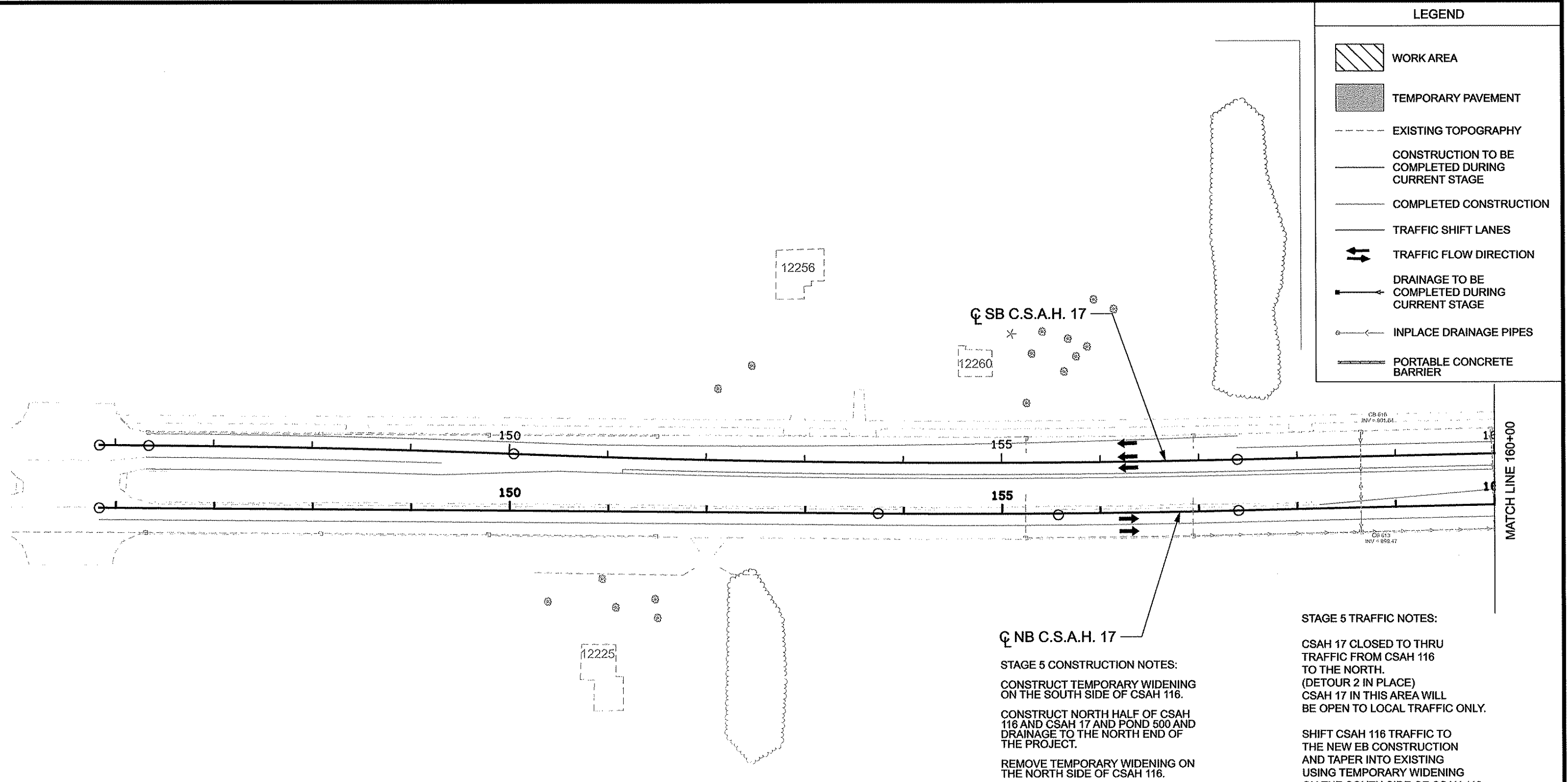
STATE PROJECT NO. **_***_**

STAGING PLAN STAGE 4

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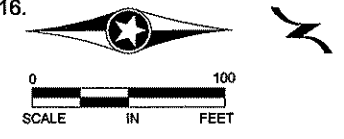
LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



Q NB C.S.A.H. 17
STAGE 5 CONSTRUCTION NOTES:
 CONSTRUCT TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.
 CONSTRUCT NORTH HALF OF CSAH 116 AND CSAH 17 AND POND 500 AND DRAINAGE TO THE NORTH END OF THE PROJECT.
 REMOVE TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

STAGE 5 TRAFFIC NOTES:
 CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 116 TO THE NORTH. (DETOUR 2 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.
 SHIFT CSAH 116 TRAFFIC TO THE NEW EB CONSTRUCTION AND TAPER INTO EXISTING USING TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17 AND CSAH 116.

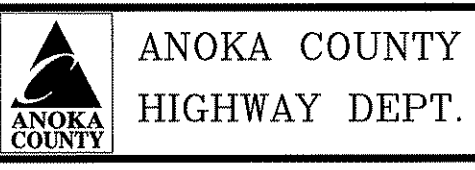


NO	DATE	BY	CKD	APPR	REVISION

NAME: p102-617-18\PLAN\0281718_STG5_P1.dgn
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I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-13-12 LICENSE NO. 24756











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 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012

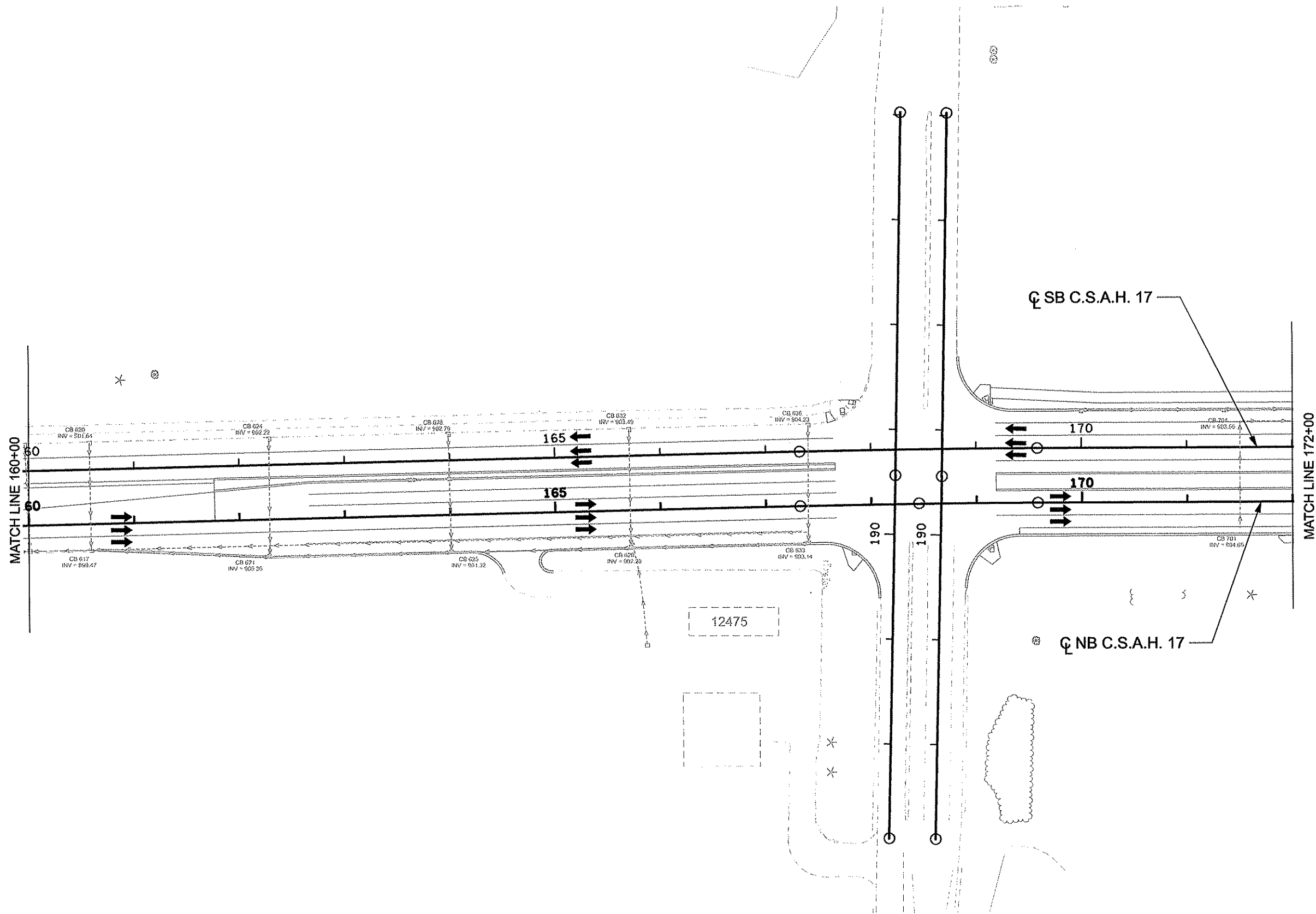


STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 5
 Sheet 85 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 5 CONSTRUCTION NOTES:

CONSTRUCT TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

CONSTRUCT NORTH HALF OF CSAH 116 AND CSAH 17 AND POND 500 AND DRAINAGE TO THE NORTH END OF THE PROJECT.

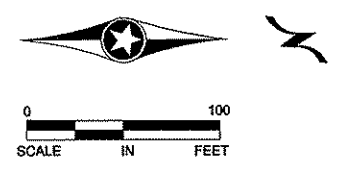
REMOVE TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

STAGE 5 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 116 TO THE NORTH. (DETOUR 2 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE NEW EB CONSTRUCTION AND TAPER INTO EXISTING USING TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17 AND CSAH 116.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG5_P2.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *[Signature]*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012











ANOKA COUNTY
HIGHWAY DEPT.

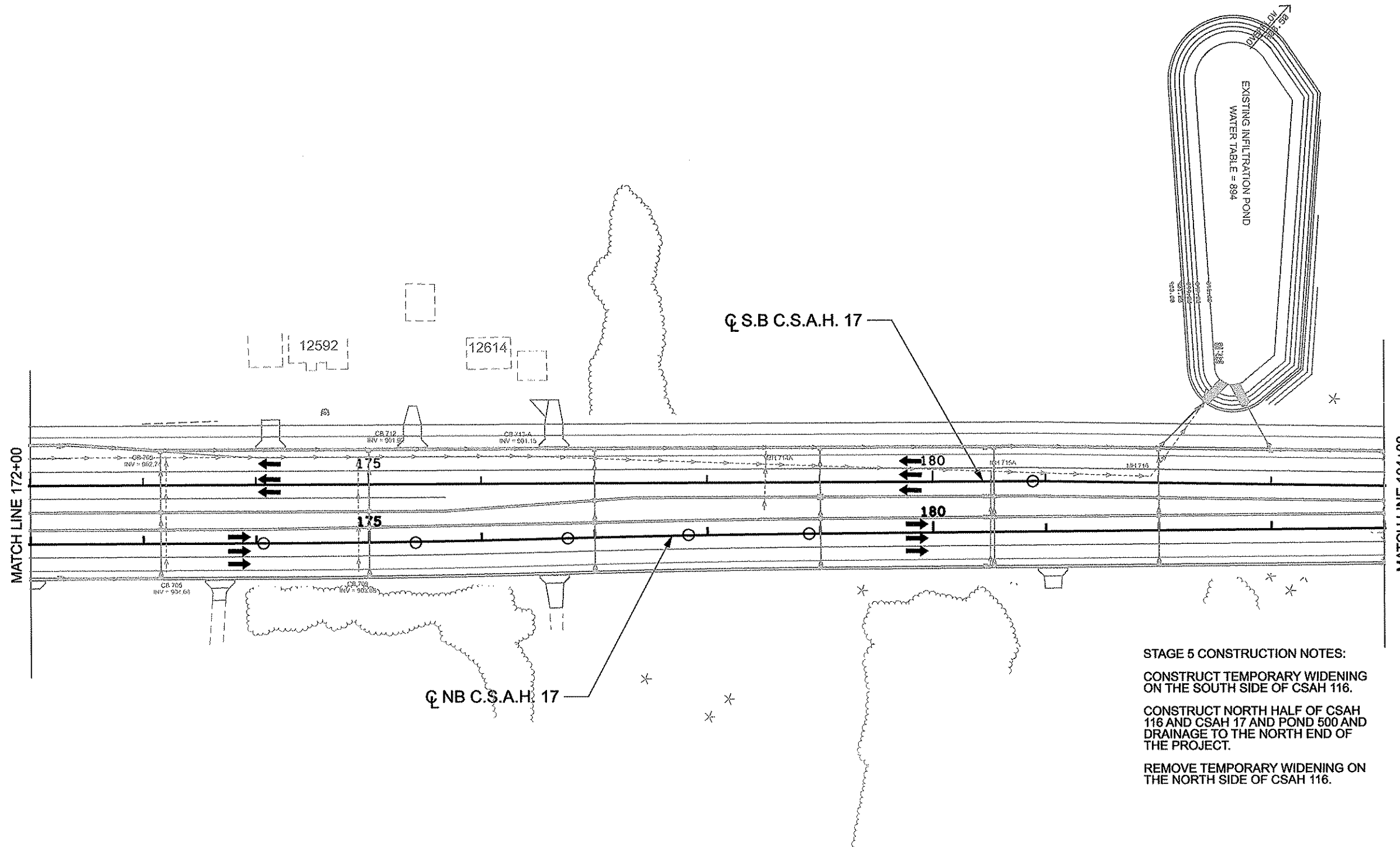
STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_***_**

STAGING PLAN
STAGE 5

Sheet 86 of 366 Sheets

LEGEND

-  WORK AREA
-  TEMPORARY PAVEMENT
-  EXISTING TOPOGRAPHY
-  CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
-  COMPLETED CONSTRUCTION
-  TRAFFIC SHIFT LANES
-  TRAFFIC FLOW DIRECTION
-  DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
-  INPLACE DRAINAGE PIPES
-  PORTABLE CONCRETE BARRIER



STAGE 5 CONSTRUCTION NOTES:

CONSTRUCT TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

CONSTRUCT NORTH HALF OF CSAH 116 AND CSAH 17 AND POND 500 AND DRAINAGE TO THE NORTH END OF THE PROJECT.

REMOVE TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

STAGE 5 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 116 TO THE NORTH. (DETOUR 2 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE NEW EB CONSTRUCTION AND TAPER INTO EXISTING USING TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

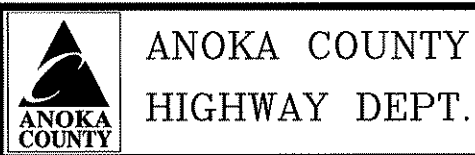
ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17 AND CSAH 116.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG5_P3.dgn					
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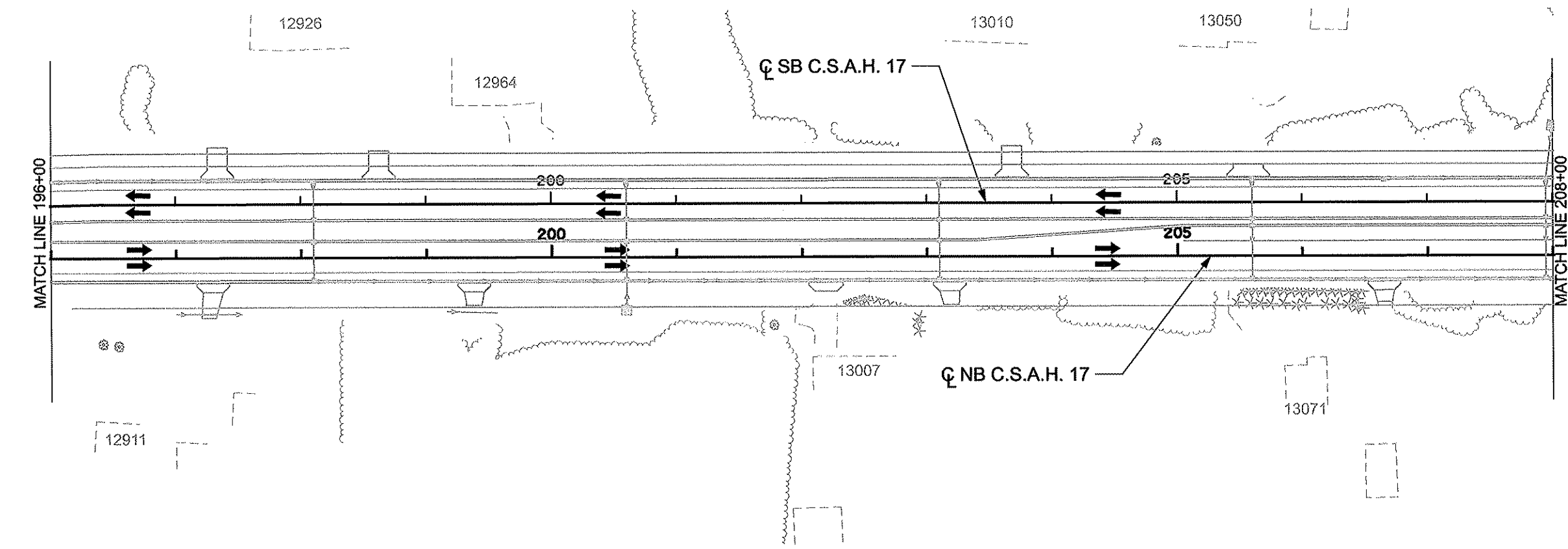
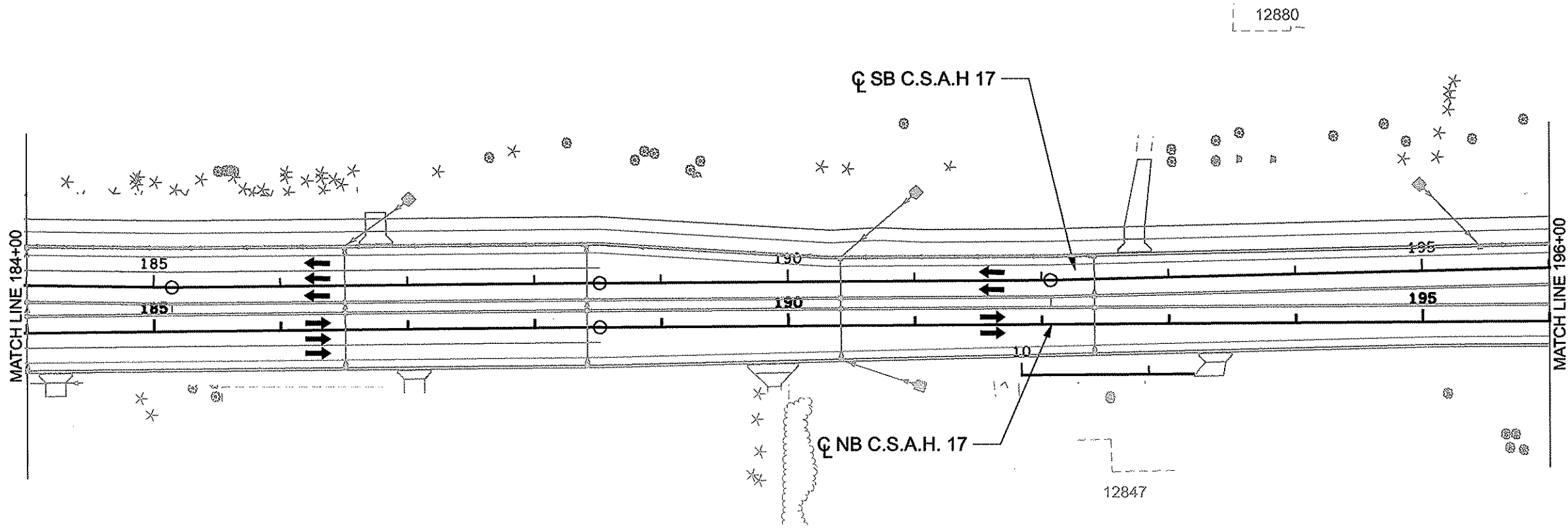
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-13-12 LICENSE NO. 24758

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_**_**

STAGING PLAN
 STAGE 5
 Sheet 87 of 366 Sheets



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 5 CONSTRUCTION NOTES:

CONSTRUCT TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

CONSTRUCT NORTH HALF OF CSAH 116 AND CSAH 17 AND POND 500 AND DRAINAGE TO THE NORTH END OF THE PROJECT.

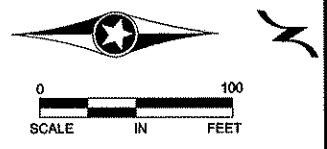
REMOVE TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

STAGE 5 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 116 TO THE NORTH. (DETOUR 2 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE NEW EB CONSTRUCTION AND TAPER INTO EXISTING USING TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17 AND CSAH 116.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG5_P4.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012

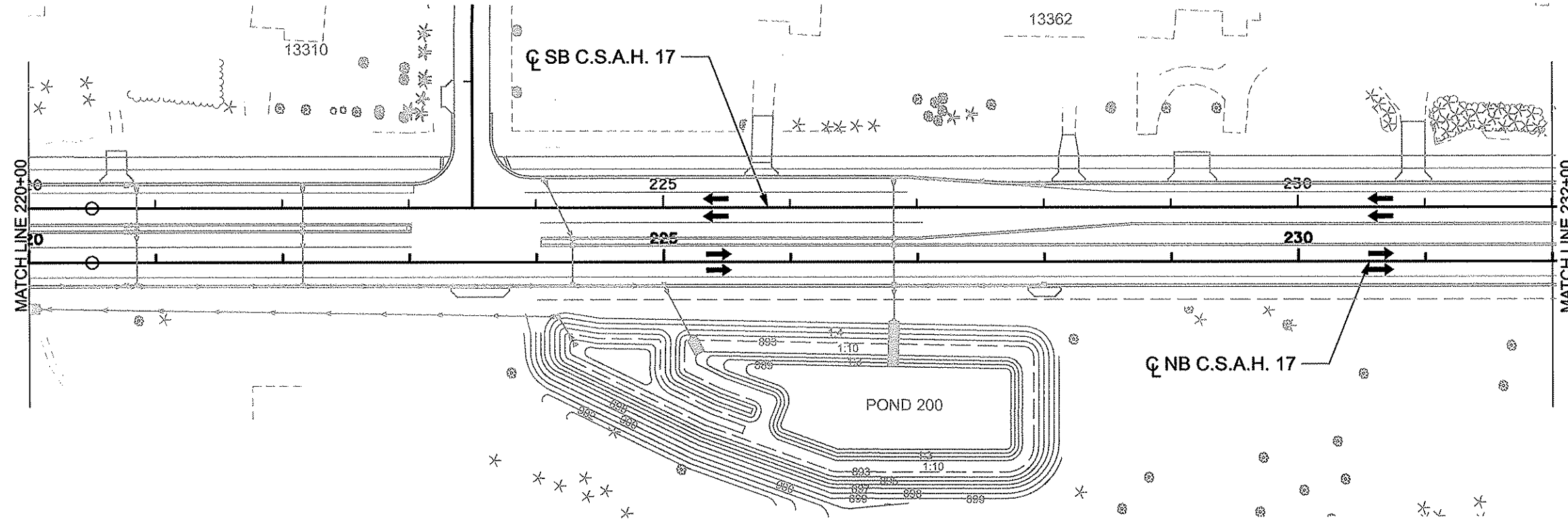
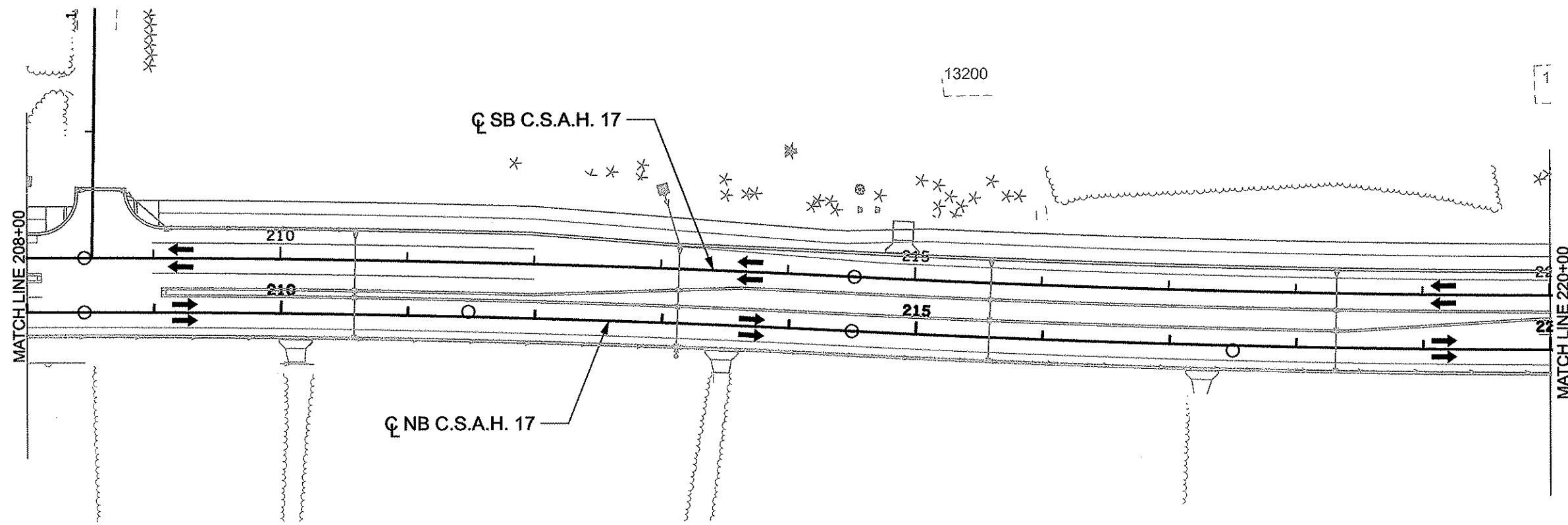
ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018

STATE PROJECT NO. S.P. 106-020-029

STATE PROJECT NO. S.P. 197-020-002

STATE PROJECT NO. **_**_**



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 5 CONSTRUCTION NOTES:

CONSTRUCT TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

CONSTRUCT NORTH HALF OF CSAH 116 AND CSAH 17 AND POND 500 AND DRAINAGE TO THE NORTH END OF THE PROJECT.

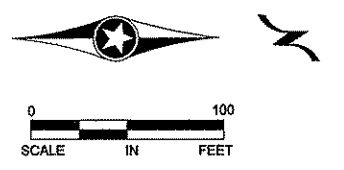
REMOVE TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

STAGE 5 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 116 TO THE NORTH. (DETOUR 2 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE NEW EB CONSTRUCTION AND TAPER INTO EXISTING USING TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17 AND CSAH 116.



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\PLAN\0261718_STG5_P5.dgn 03/13/2012 7:17:24 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

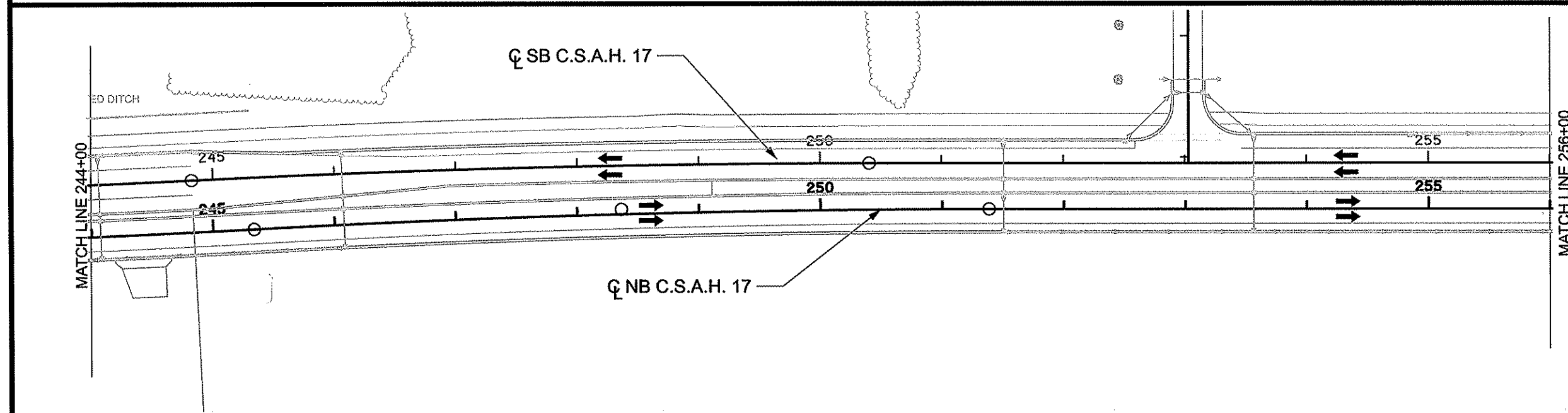
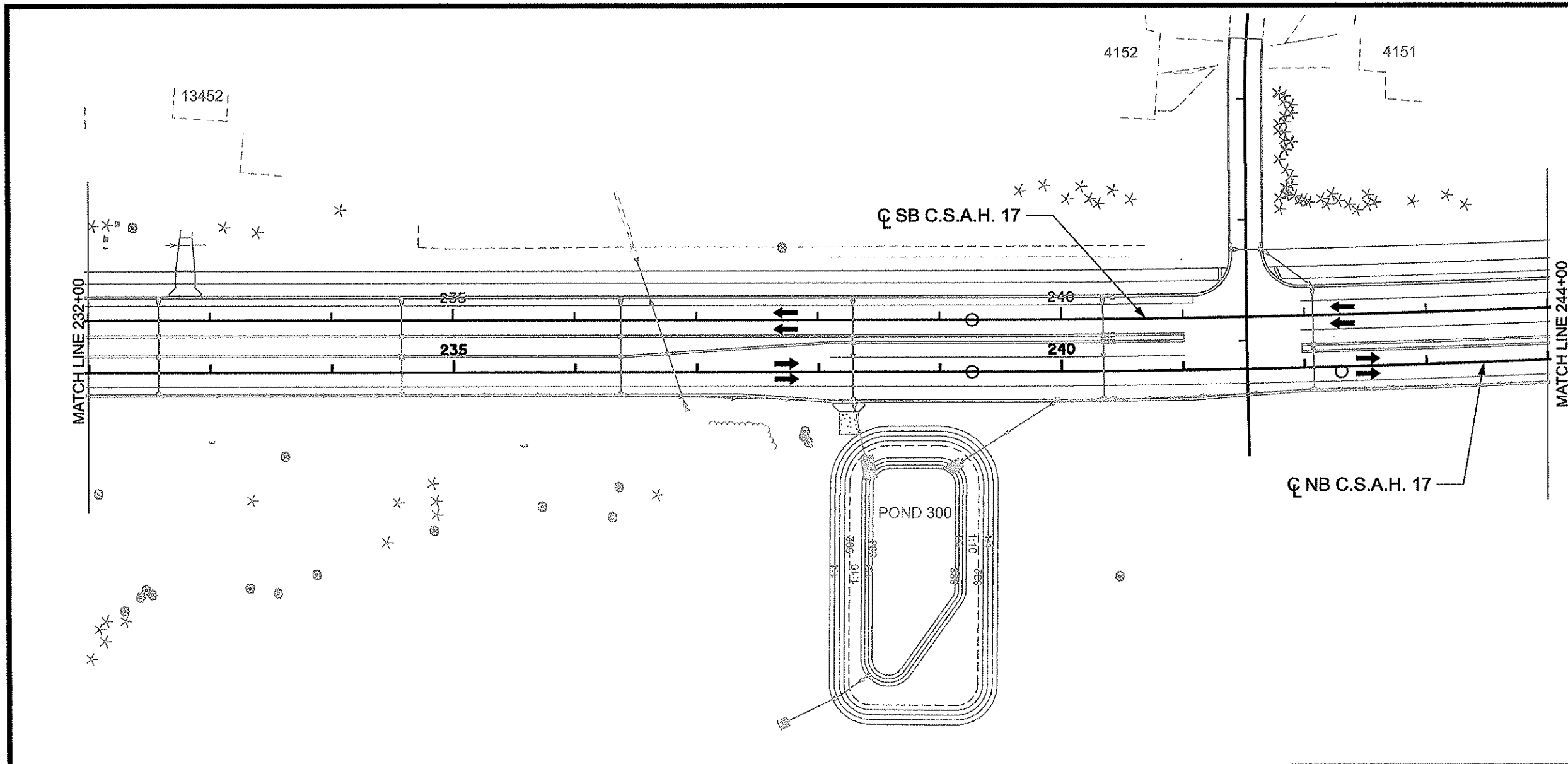
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ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_**_**

STAGING PLAN
STAGE 5

Sheet 89 of 366 Sheets



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
- EXISTING TOPOGRAPHY
- CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
- COMPLETED CONSTRUCTION
- TRAFFIC SHIFT LANES
- TRAFFIC FLOW DIRECTION
- DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
- INPLACE DRAINAGE PIPES
- PORTABLE CONCRETE BARRIER

STAGE 5 CONSTRUCTION NOTES:

CONSTRUCT TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

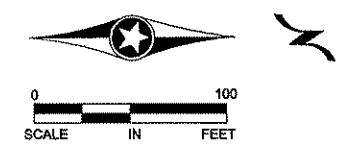
CONSTRUCT NORTH HALF OF CSAH 116 AND CSAH 17 AND POND 500 AND DRAINAGE TO THE NORTH END OF THE PROJECT.

STAGE 5 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 116 TO THE NORTH. (DETOUR 2 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE NEW EB CONSTRUCTION AND TAPER INTO EXISTING USING TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17 AND CSAH 116.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG5_P6.dgn					

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

PRINT NAME: CURTA KOBILARCSIK

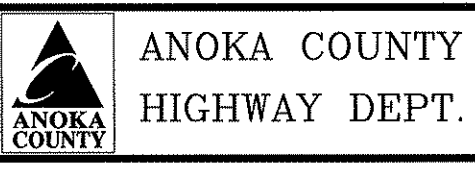
SIGNATURE: *[Signature]*

DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/9/2012

DESIGN BY: GMP DATE: 3/9/2012

CHECKED BY: JEO DATE: 3/9/2012



STATE PROJECT NO. S.P. 002-617-018

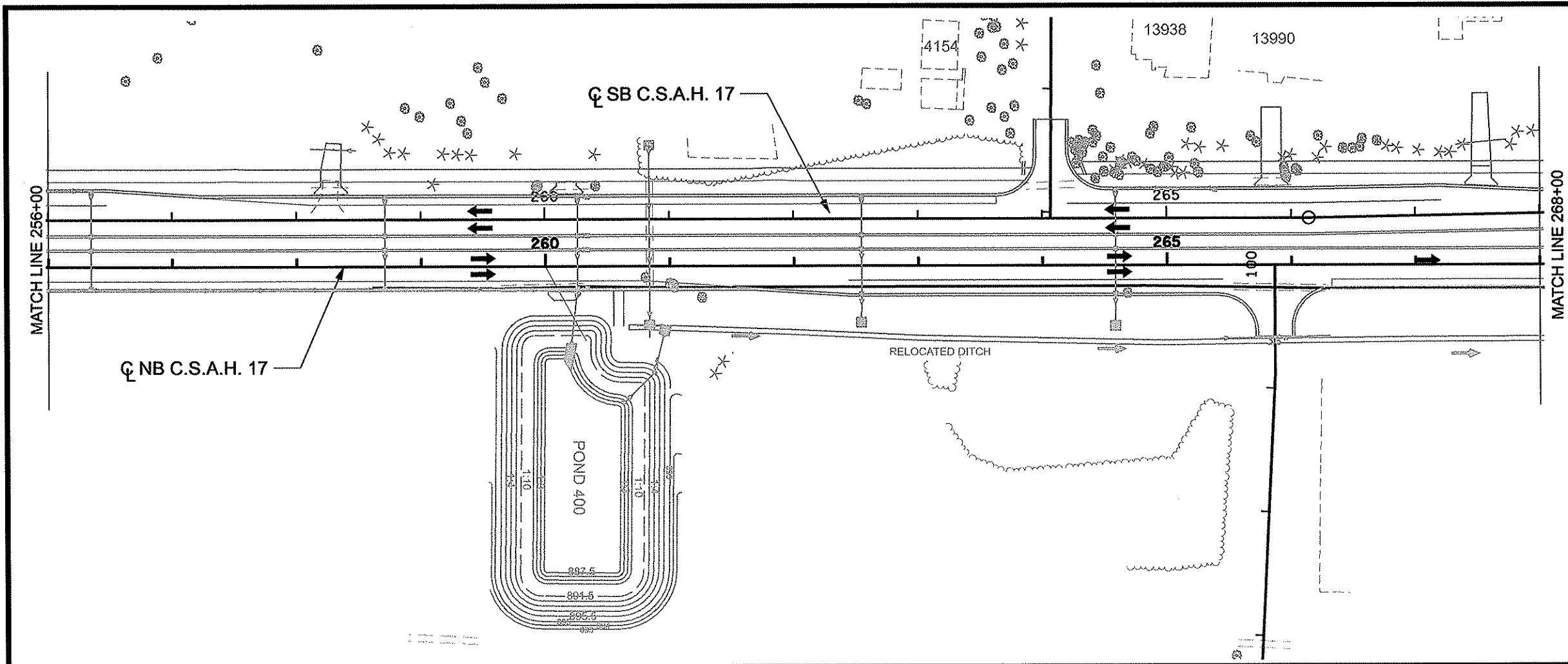
STATE PROJECT NO. S.P. 106-020-029

STATE PROJECT NO. S.P. 197-020-002

STATE PROJECT NO. **.*.*.*

STAGING PLAN
STAGE 5

Sheet 90 of 366 Sheets



STAGE 5 CONSTRUCTION NOTES:

CONSTRUCT TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

CONSTRUCT NORTH HALF OF CSAH 116 AND CSAH 17 AND POND 500 AND DRAINAGE TO THE NORTH END OF THE PROJECT.

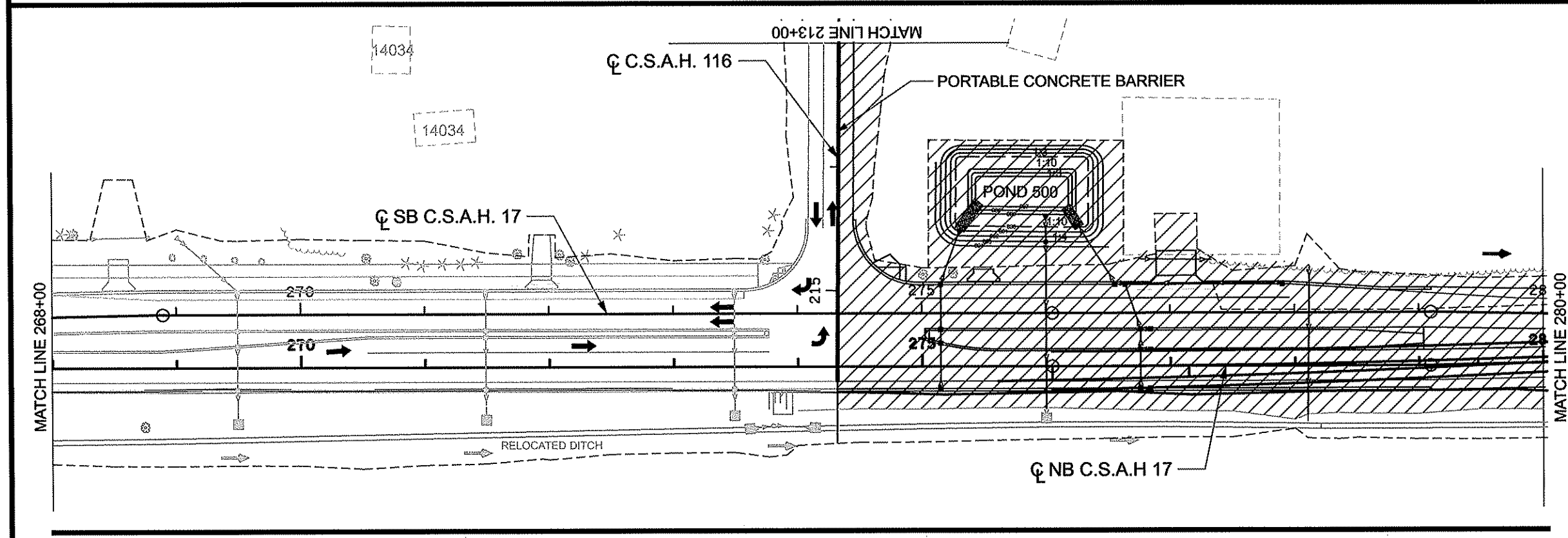
REMOVE TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

STAGE 5 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 116 TO THE NORTH. (DETOUR 2 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE NEW EB CONSTRUCTION AND TAPER INTO EXISTING USING TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17 AND CSAH 116.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_STG5_P7.dgn					
03/13/2012 7:17:34 AM					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *[Signature]*

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DRAWN BY GMP DATE 3/8/2012

DESIGN BY GMP DATE 3/8/2012

CHECKED BY JEO DATE 3/8/2012











ANOKA COUNTY HIGHWAY DEPT.

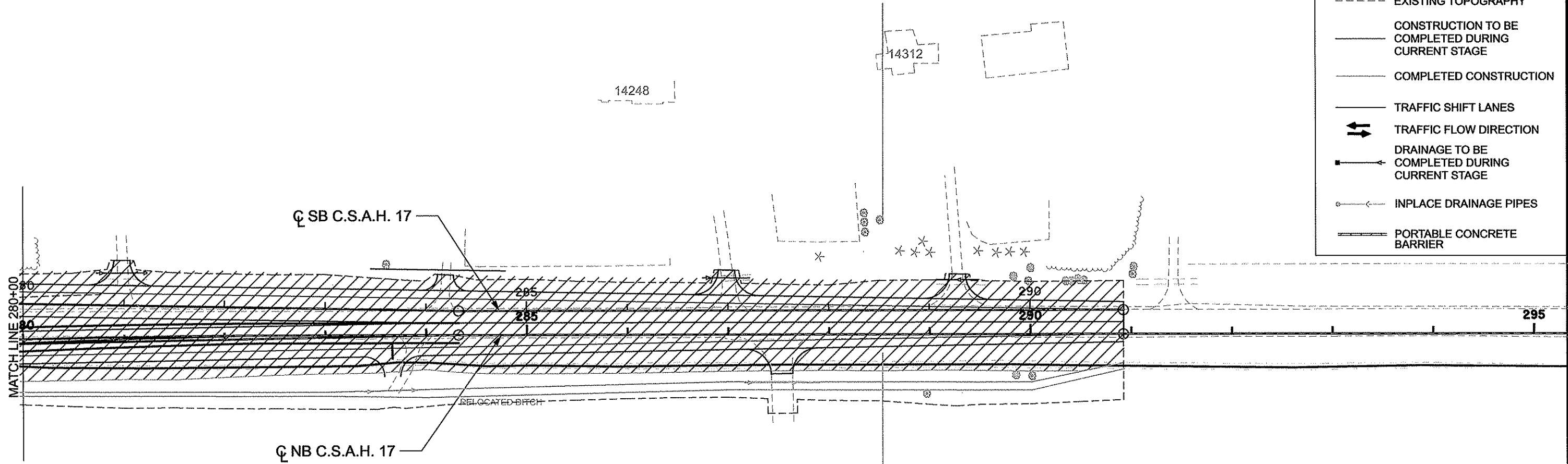
STATE PROJECT NO. S.P. 002-617-018

STATE PROJECT NO. S.P. 106-020-029

STATE PROJECT NO. S.P. 197-020-002

STATE PROJECT NO. **_**_**

LEGEND	
	WORK AREA
	TEMPORARY PAVEMENT
	EXISTING TOPOGRAPHY
	CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
	COMPLETED CONSTRUCTION
	TRAFFIC SHIFT LANES
	TRAFFIC FLOW DIRECTION
	DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
	INPLACE DRAINAGE PIPES
	PORTABLE CONCRETE BARRIER



STAGE 5 CONSTRUCTION NOTES:

CONSTRUCT TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

CONSTRUCT NORTH HALF OF CSAH 116 AND CSAH 17 AND POND 500 AND DRAINAGE TO THE NORTH END OF THE PROJECT.

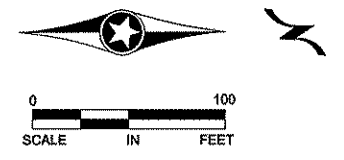
REMOVE TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.


STAGE 5 TRAFFIC NOTES:











CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 116 TO THE NORTH. (DETOUR 2 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

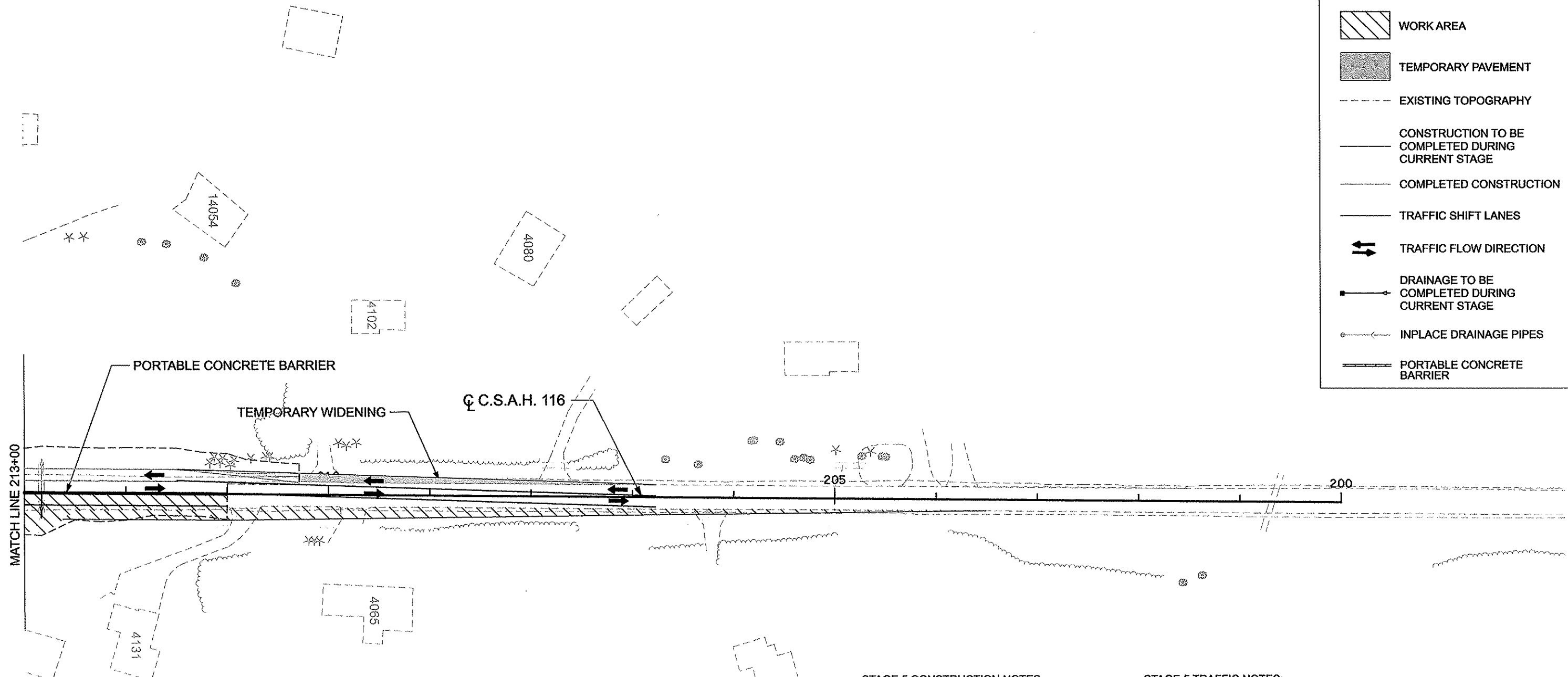
SHIFT CSAH 116 TRAFFIC TO THE NEW EB CONSTRUCTION AND TAPER INTO EXISTING USING TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17 AND CSAH 116.



					I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.		DRAWN BY <u>GMP</u> DATE <u>3/8/2012</u>		ANOKA COUNTY HIGHWAY DEPT.	STATE PROJECT NO. <u>S.P. 002-617-018</u>	STAGING PLAN STAGE 5
					PRINT NAME: <u>CURT A. KOBILARCSIK</u>		DESIGN BY <u>GMP</u> DATE <u>3/8/2012</u>			STATE PROJECT NO. <u>S.P. 106-020-029</u>	
					SIGNATURE: 		CHECKED BY <u>JEO</u> DATE <u>3/8/2012</u>			STATE PROJECT NO. <u>S.P. 197-020-002</u>	
NO DATE BY CKD APPR REVISION					DATE: <u>3-13-12</u> LICENSE NO. <u>24756</u>					STATE PROJECT NO. <u>**_***_**</u>	Sheet <u>92</u> of <u>366</u> Sheets
NAME: p:102-617-18\PLAN\0281718_STG5_P8.dgn					03/13/2012 7:17:39 AM						

LEGEND	
	WORK AREA
	TEMPORARY PAVEMENT
	EXISTING TOPOGRAPHY
	CONSTRUCTION TO BE COMPLETED DURING CURRENT STAGE
	COMPLETED CONSTRUCTION
	TRAFFIC SHIFT LANES
	TRAFFIC FLOW DIRECTION
	DRAINAGE TO BE COMPLETED DURING CURRENT STAGE
	INPLACE DRAINAGE PIPES
	PORTABLE CONCRETE BARRIER



STAGE 5 CONSTRUCTION NOTES:

FIRST CONSTRUCT TEMPORARY WIDENING ON SOUTH SIDE OF CSAH 116.

CONSTRUCT NORTH HALF OF CSAH 116 AND CSAH 17 AND POND 500 AND DRAINAGE TO THE NORTH END OF THE PROJECT.

REMOVE TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116.

STAGE 5 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 116 TO THE NORTH. (DETOUR 2 IN PLACE) CSAH 17 IN THIS AREA WILL BE OPEN TO LOCAL TRAFFIC ONLY.

SHIFT CSAH 116 TRAFFIC TO THE NEW EB CONSTRUCTION AND TAPER INTO EXISTING USING TEMPORARY WIDENING ON THE SOUTH SIDE OF CSAH 116.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17 AND CSAH 116.

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\PLAN\0261718_STG5_P9.dgn 03/13/2012 7:17:48 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-13-12 LICENSE NO. 24766

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

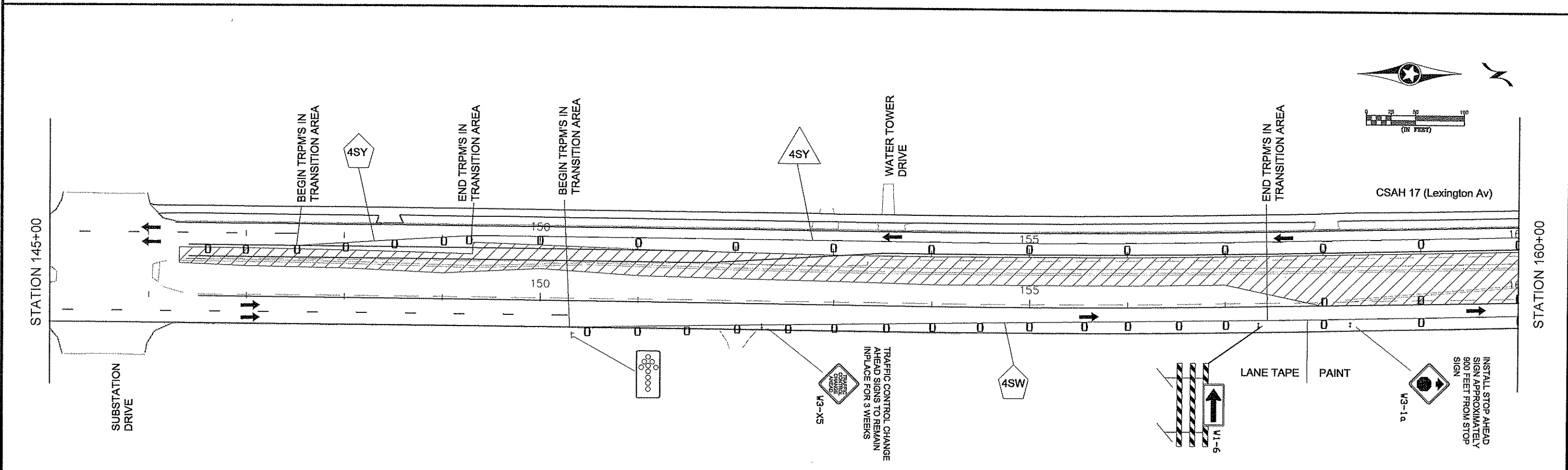
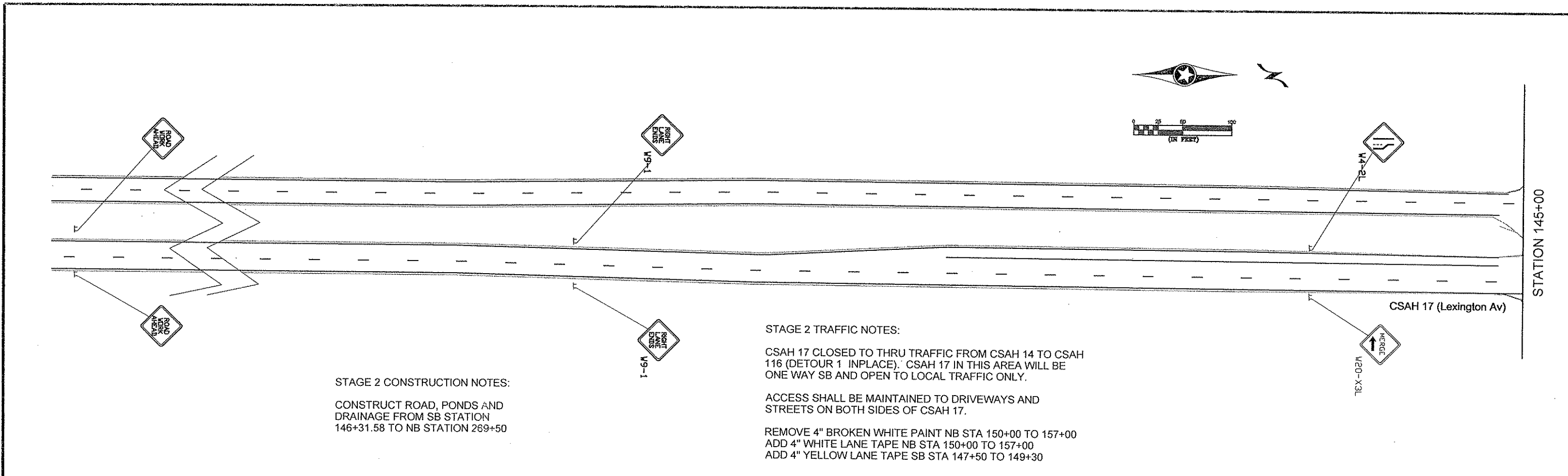
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ANOKA COUNTY
HIGHWAY DEPT.

STATE PROJECT NO. S.P. 002-617-018
 STATE PROJECT NO. S.P. 106-020-029
 STATE PROJECT NO. S.P. 197-020-002
 STATE PROJECT NO. **_**_**

STAGING PLAN
STAGE 5

Sheet 93 of 366 Sheets



1	12/19/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\BASE\0261718_STG2.dwg					

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

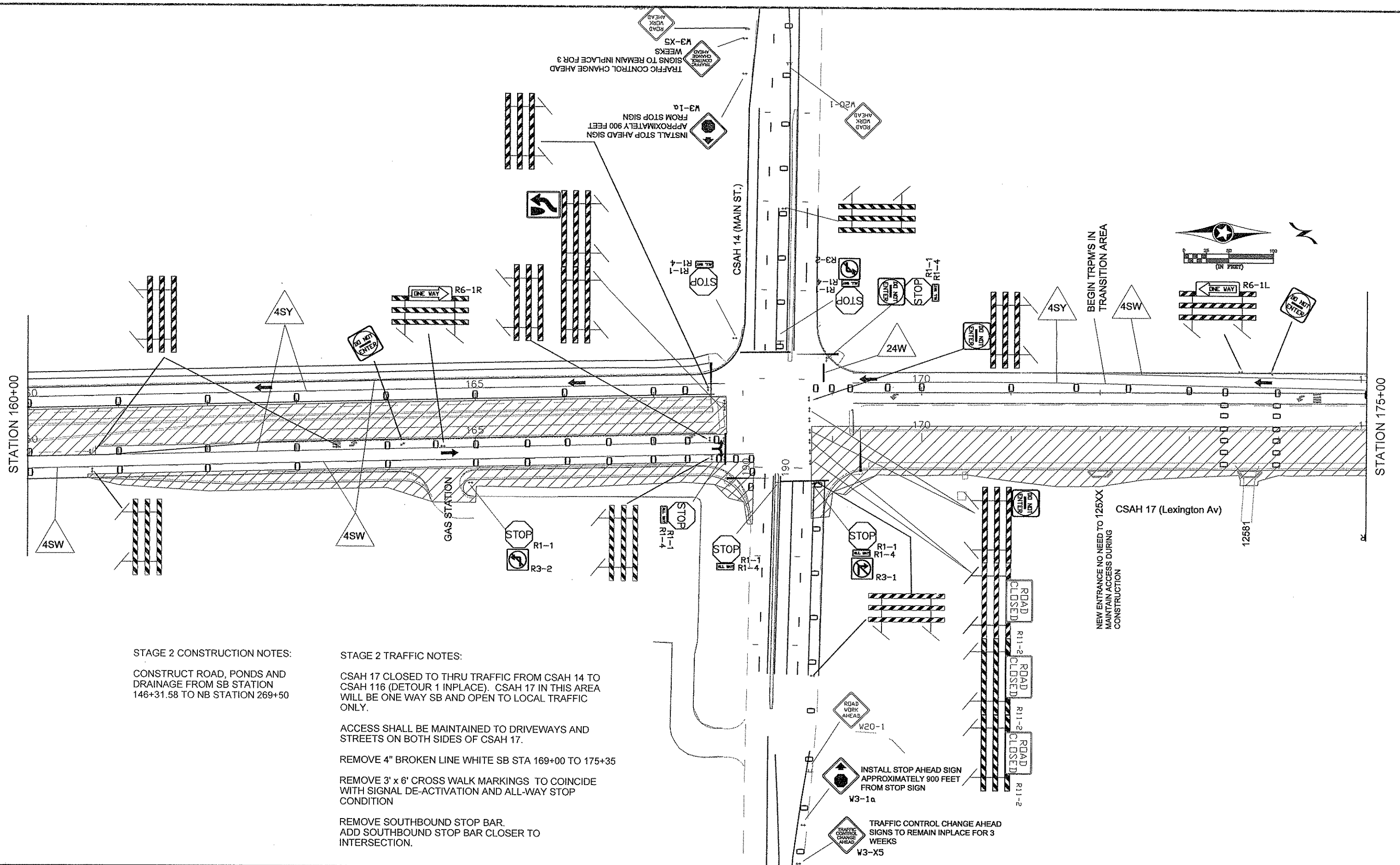
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 DESIGN BY: MTH DATE: 11/18/11
 CHECKED BY: JR DATE: 3/09/12



**ANOKA COUNTY
 HIGHWAY DEPT.**

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

**TRAFFIC CONTROL
 LAYOUT STAGE 2**
 Sheet 94 of 366 Sheets



STAGE 2 CONSTRUCTION NOTES:

CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+50

STAGE 2 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE). CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.

ACCESS SHALL BE MAINTAINED TO DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.

REMOVE 4" BROKEN LINE WHITE SB STA 169+00 TO 175+35

REMOVE 3' x 6' CROSS WALK MARKINGS TO COINCIDE WITH SIGNAL DE-ACTIVATION AND ALL-WAY STOP CONDITION

REMOVE SOUTHBOUND STOP BAR. ADD SOUTHBOUND STOP BAR CLOSER TO INTERSECTION.

1	12/19/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\BASE\0261718_STG2.dwg					

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

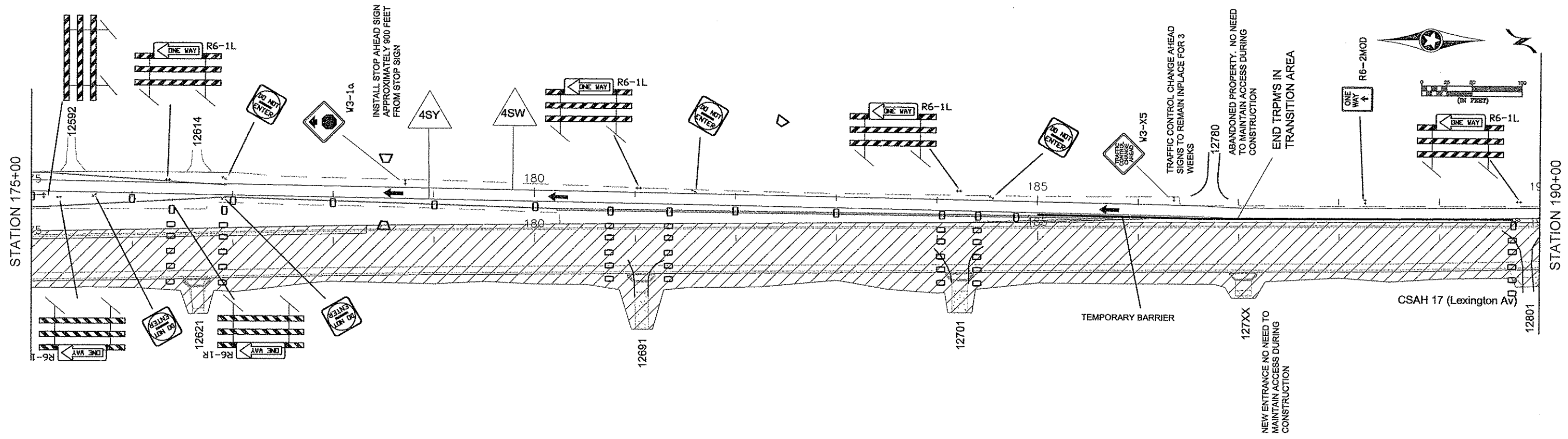
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 DESIGN BY: MTH DATE 11/18/11
 CHECKED BY: JR DATE 3/09/12



**ANOKA COUNTY
HIGHWAY DEPT.**

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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**TRAFFIC CONTROL
LAYOUT STAGE 2**



STAGE 2 CONSTRUCTION NOTES:

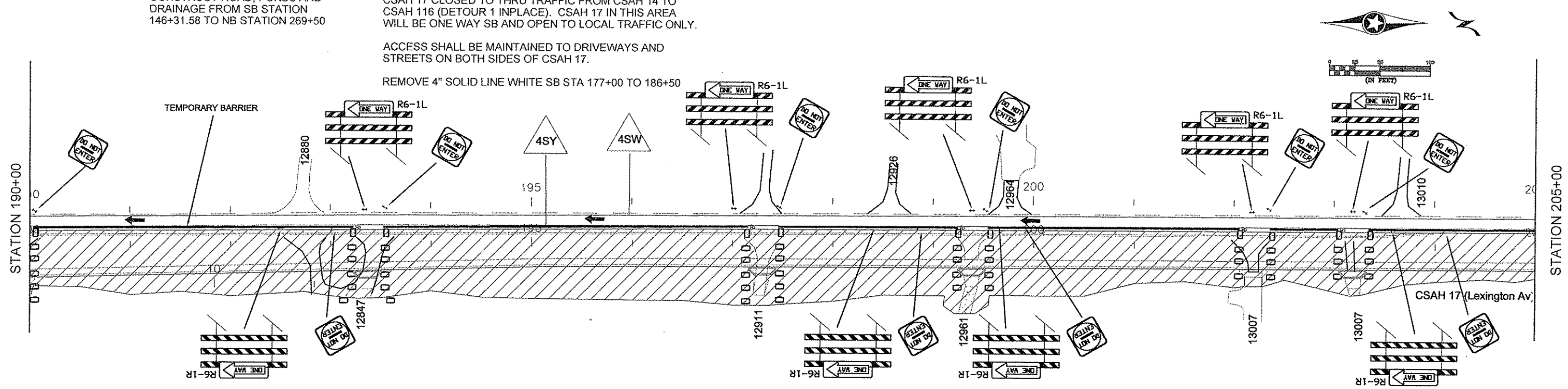
CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+50

STAGE 2 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE). CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.

ACCESS SHALL BE MAINTAINED TO DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.

REMOVE 4" SOLID LINE WHITE SB STA 177+00 TO 186+50



1	12/19/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\BASE\0261718_STG2.dwg					

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

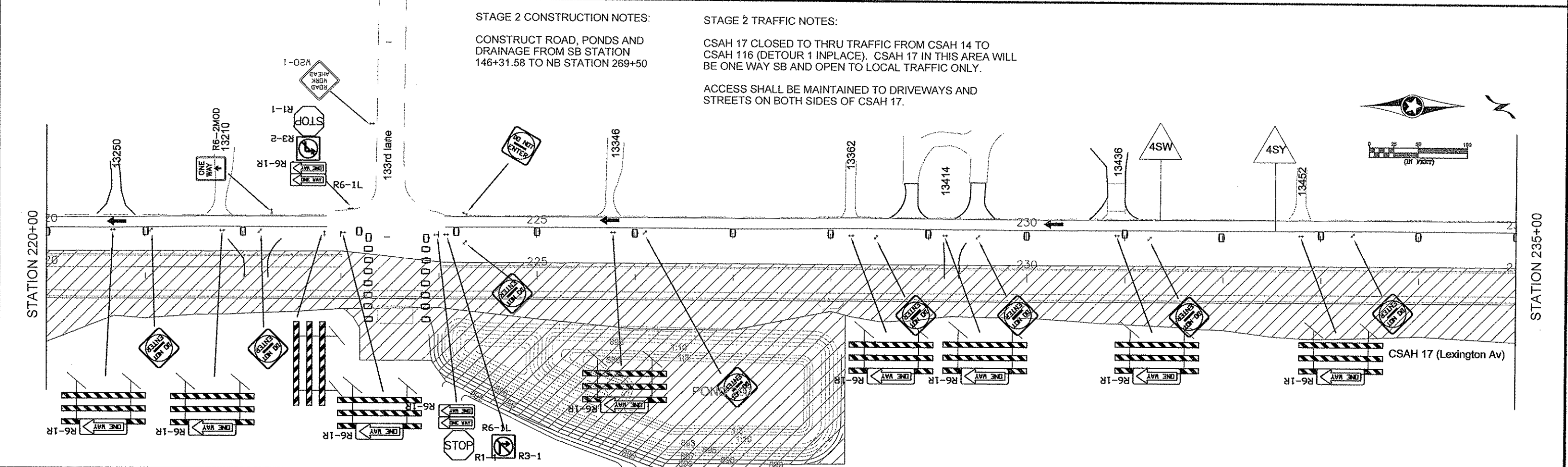
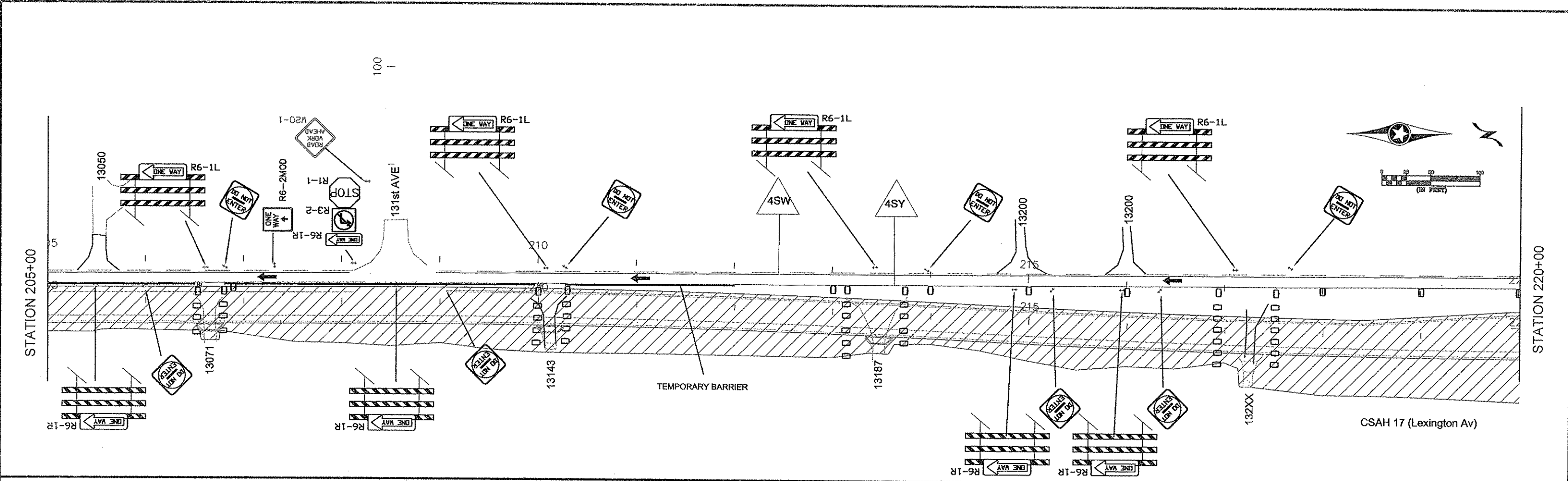
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 DESIGN BY: MTH DATE: 11/18/11
 CHECKED BY: JR DATE: 3/09/12



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

TRAFFIC CONTROL LAYOUT STAGE 2
 Sheet 96 of 366 Sheets



STAGE 2 CONSTRUCTION NOTES:

CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+40

STAGE 2 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 IN PLACE). CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.

ACCESS SHALL BE MAINTAINED TO DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.

1	12/19/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\BASE\0261718_STG2.dwg

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.

PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt A. Kobiarcsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 11/18/11

DESIGN BY: MTH DATE 11/18/11

CHECKED BY: JR DATE 3/09/12



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018

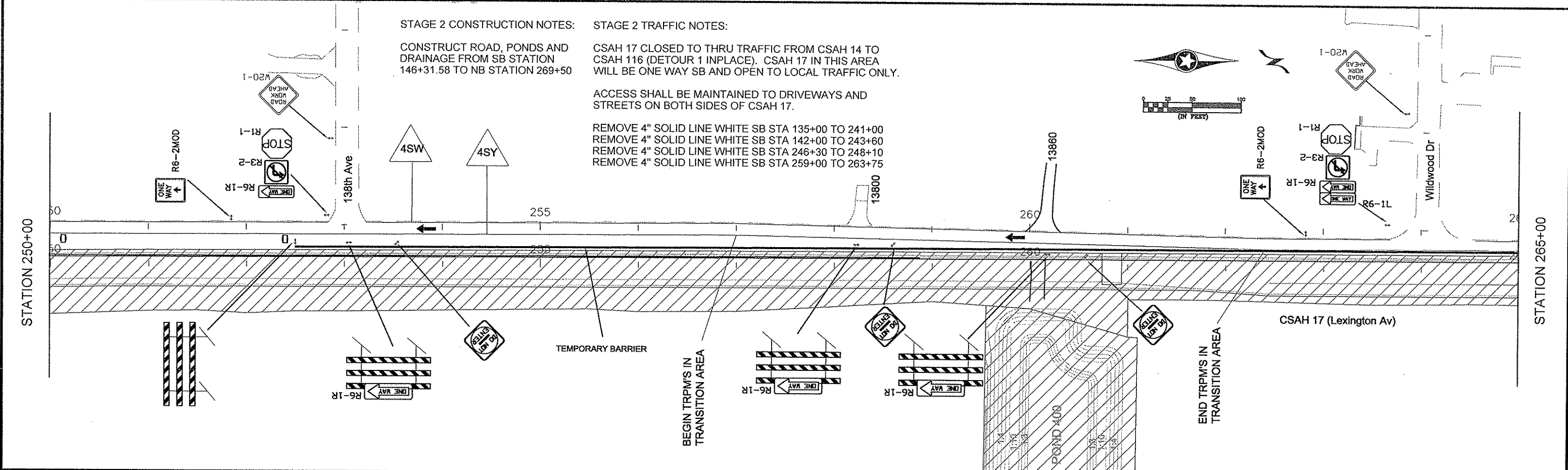
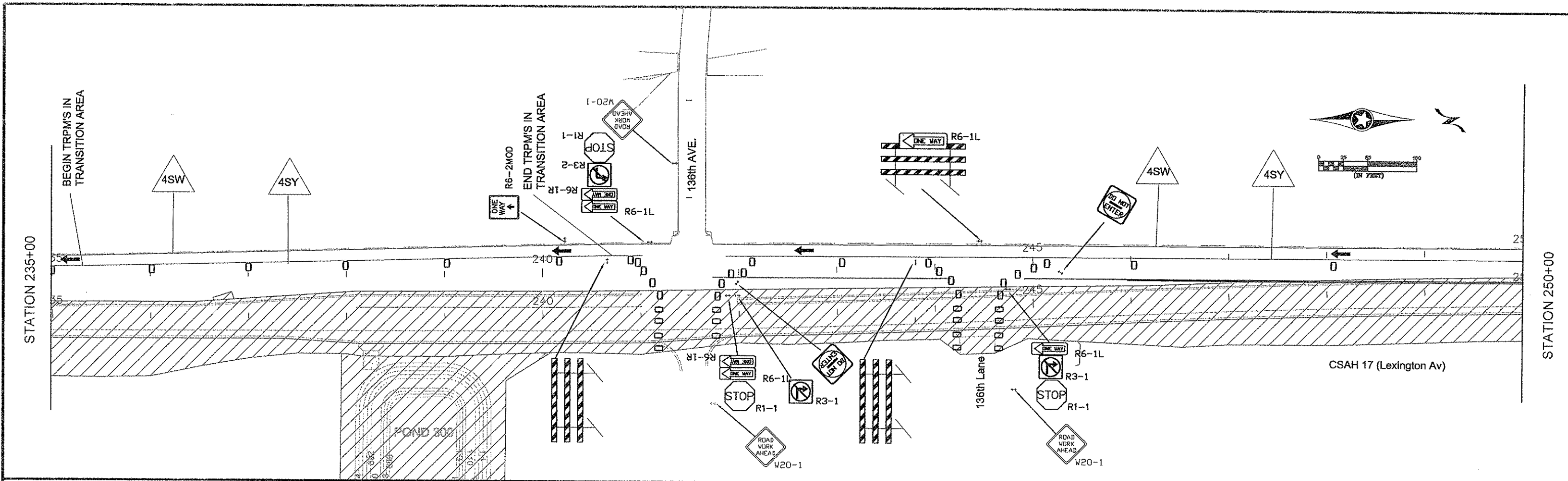
S.P. 106-020-029

S.P. 197-020-002

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TRAFFIC CONTROL
LAYOUT STAGE 2

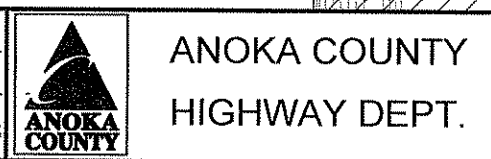
Sheet 97 of 366 Sheets



1	12/19/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\BASE\0261718_STG2.dwg					

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE: 11/18/11
 DESIGN BY: MTH DATE: 11/18/11
 CHECKED BY: JR DATE: 3/09/12



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

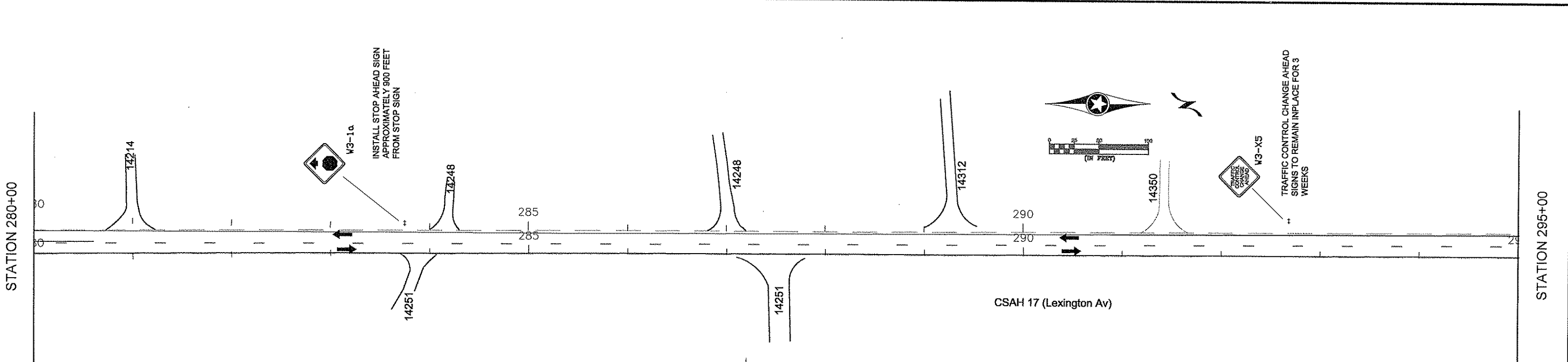
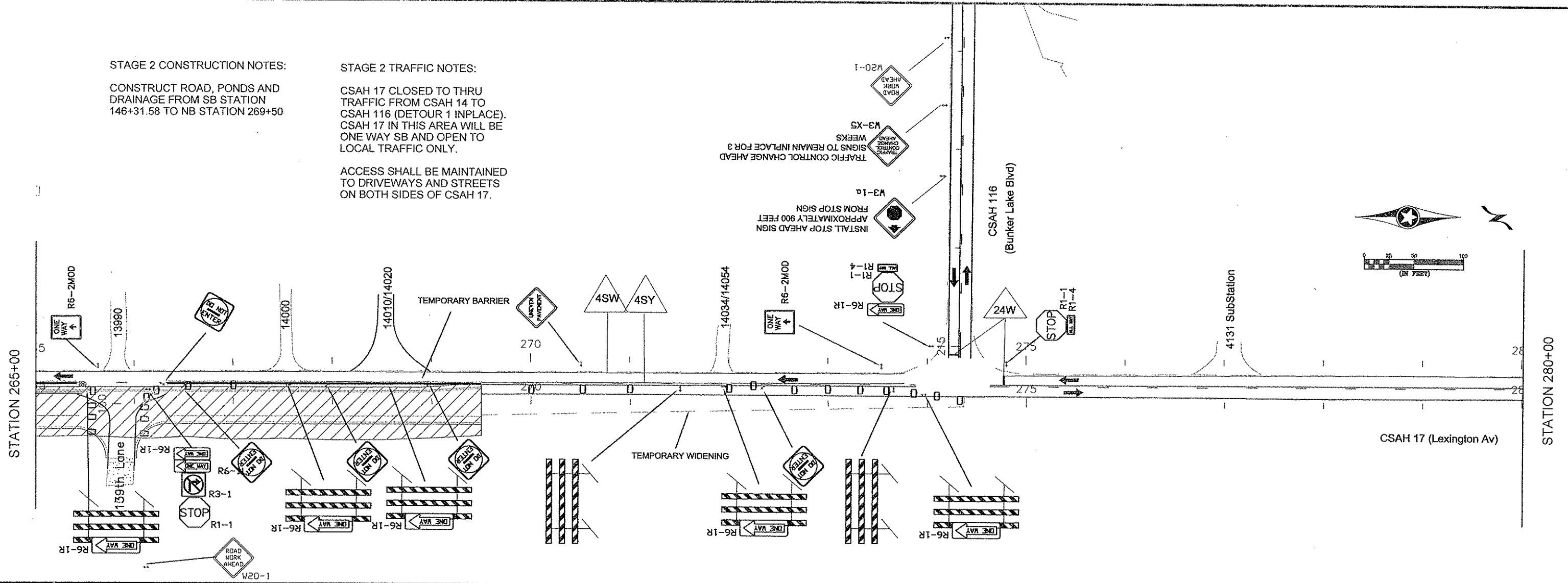
STAGE 2 CONSTRUCTION NOTES:

CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+50

STAGE 2 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE). CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.

ACCESS SHALL BE MAINTAINED TO DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.



1	12/19/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
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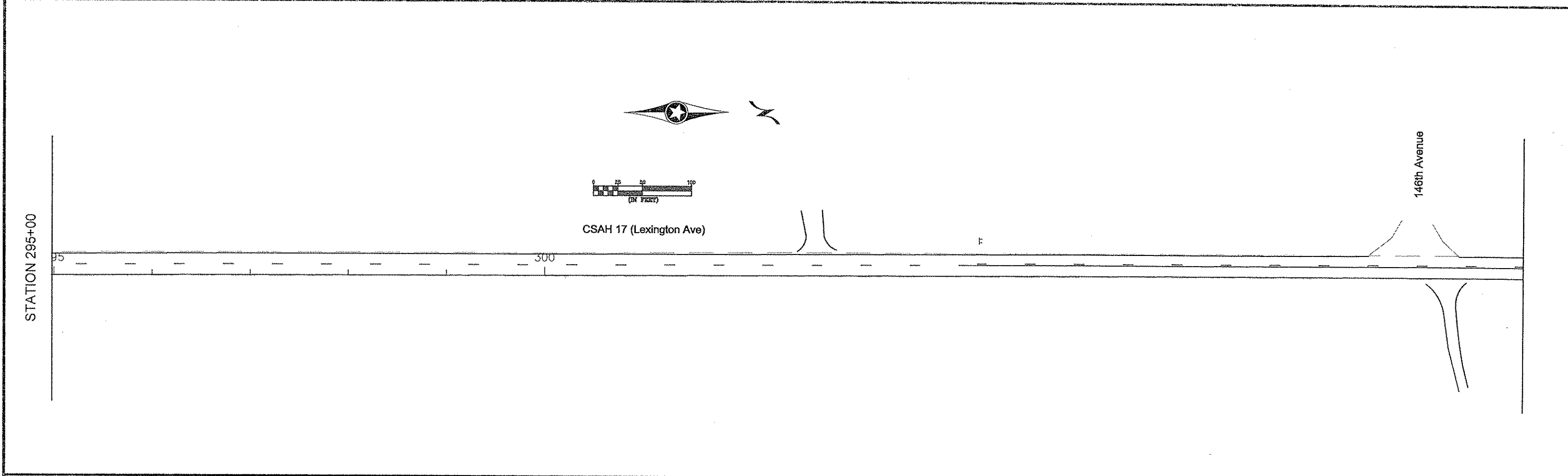
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE: 11/18/11
 DESIGN BY: MTH DATE: 11/18/11
 CHECKED BY: JR DATE: 3/09/12



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002



STAGE 2 CONSTRUCTION NOTES:

CONSTRUCT ROAD, PONDS AND DRAINAGE FROM SB STATION 146+31.58 TO NB STATION 269+50

STAGE 2 TRAFFIC NOTES:

CSAH 17 CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE). CSAH 17 IN THIS AREA WILL BE ONE WAY SB AND OPEN TO LOCAL TRAFFIC ONLY.

ACCESS SHALL BE MAINTAINED TO DRIVEWAYS AND STREETS ON BOTH SIDES OF CSAH 17.

1	12/19/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CHKD	APPR	REVISION
NAME: P:\02-617-18\BASE\0261718_STG2.dwg					

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.

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

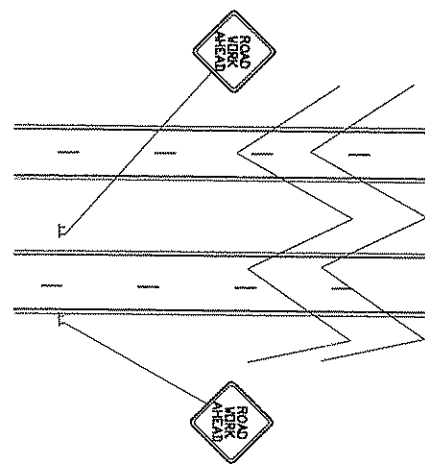
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 DESIGN BY: MTH DATE 11/18/11
 CHECKED BY: JR DATE 3/09/12



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

TRAFFIC CONTROL
LAYOUT STAGE 2



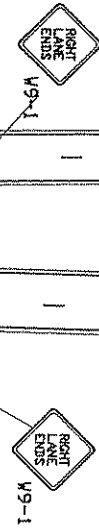
STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE

CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50

END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

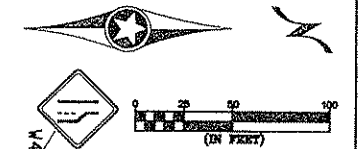


STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

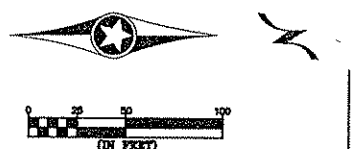
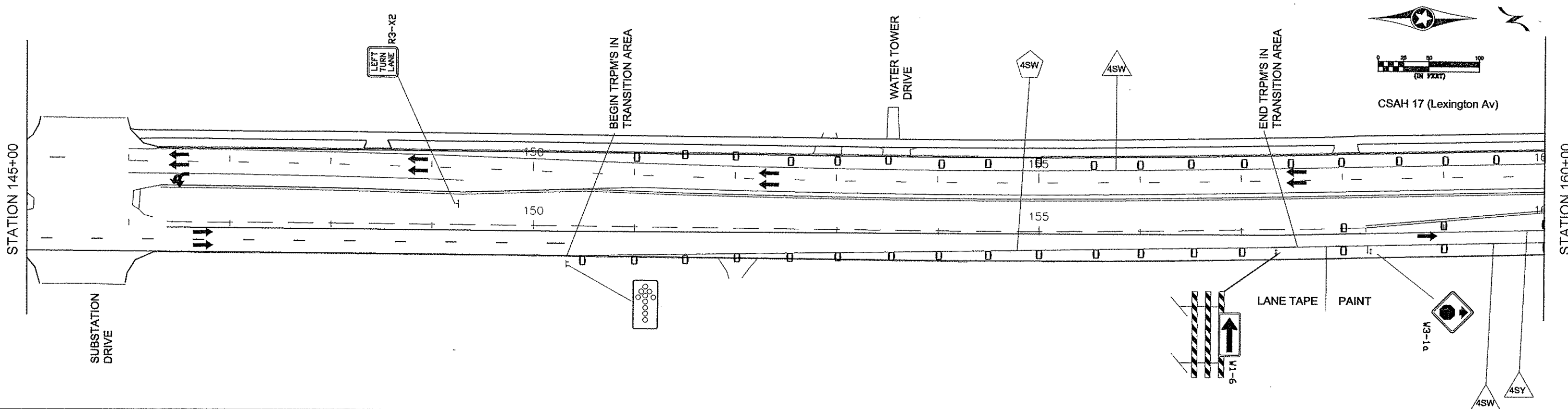
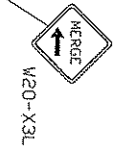
TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.



STATION 145+00

CSAH 17 (Lexington Av)



STATION 160+00

CSAH 17 (Lexington Av)

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Bose\TRAFFIC\0261718_STG2.dwg					

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

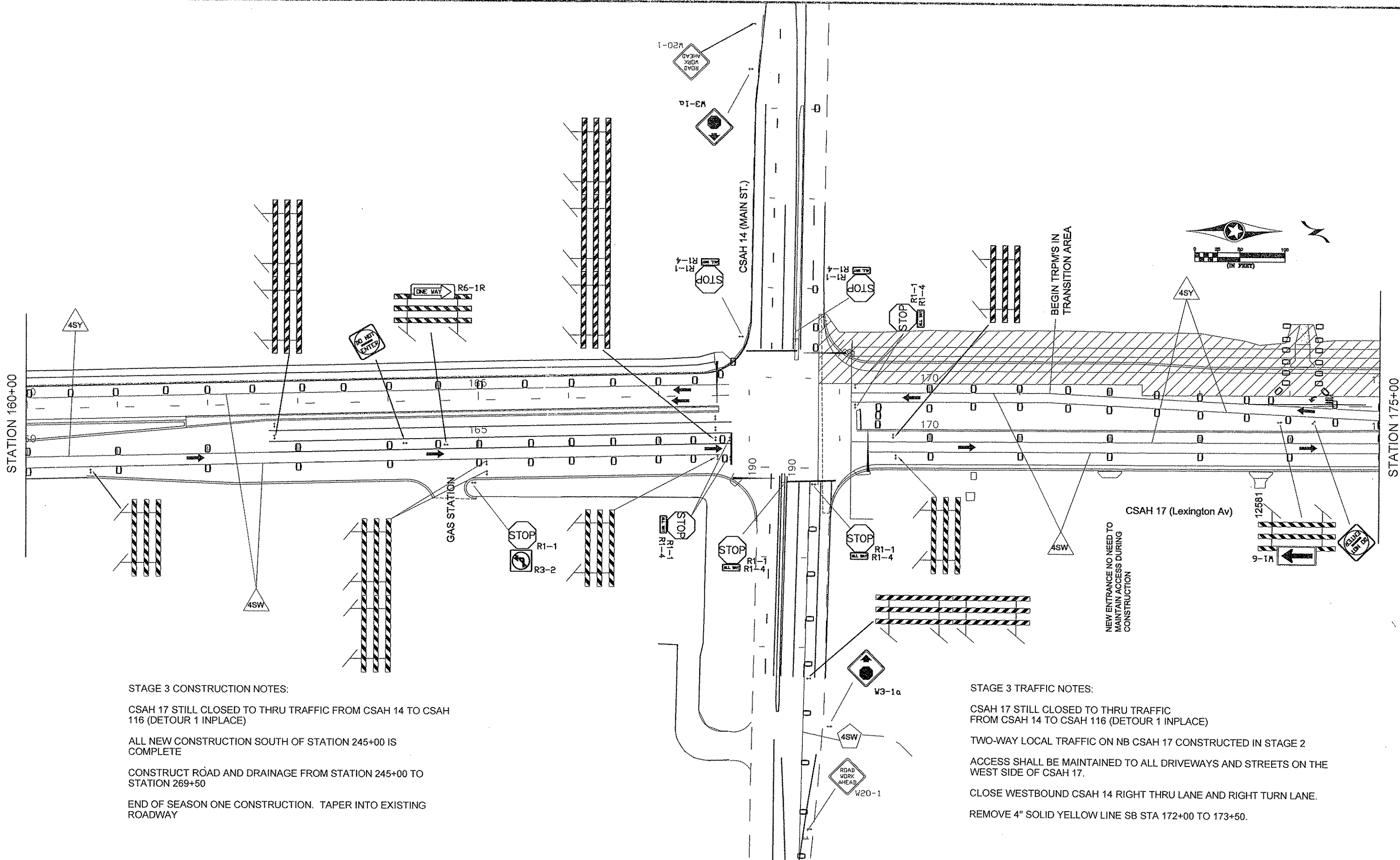
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 DESIGN BY MTH DATE 11/18/11
 CHECKED BY JR DATE 3/09/12



**ANOKA COUNTY
 HIGHWAY DEPT.**

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

**TRAFFIC CONTROL
 LAYOUT STAGE 3**
 Sheet 101 of 366 Sheets



STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE

CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+00

END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

CLOSE WESTBOUND CSAH 14 RIGHT THRU LANE AND RIGHT TURN LANE.

REMOVE 4" SOLID YELLOW LINE SB STA 172+00 TO 173+50.

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Base\TRAFFIC\0261718_STG2.dwg					

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 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

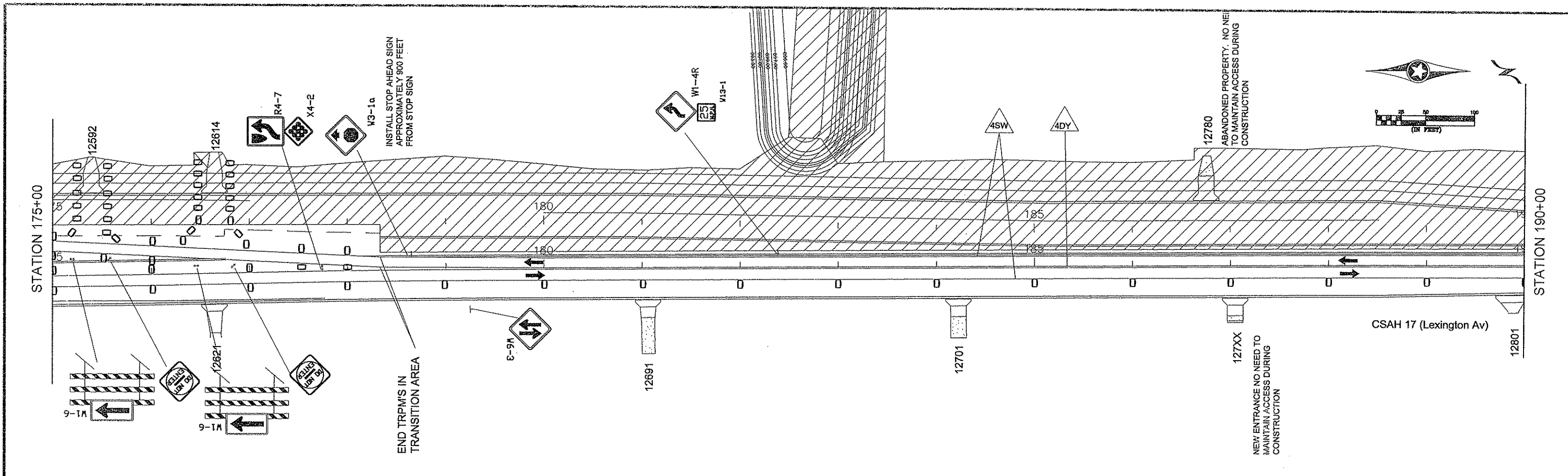
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 CHECKED BY: JR DATE: 3/09/12



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

TRAFFIC CONTROL
 LAYOUT STAGE 3



STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE

CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50

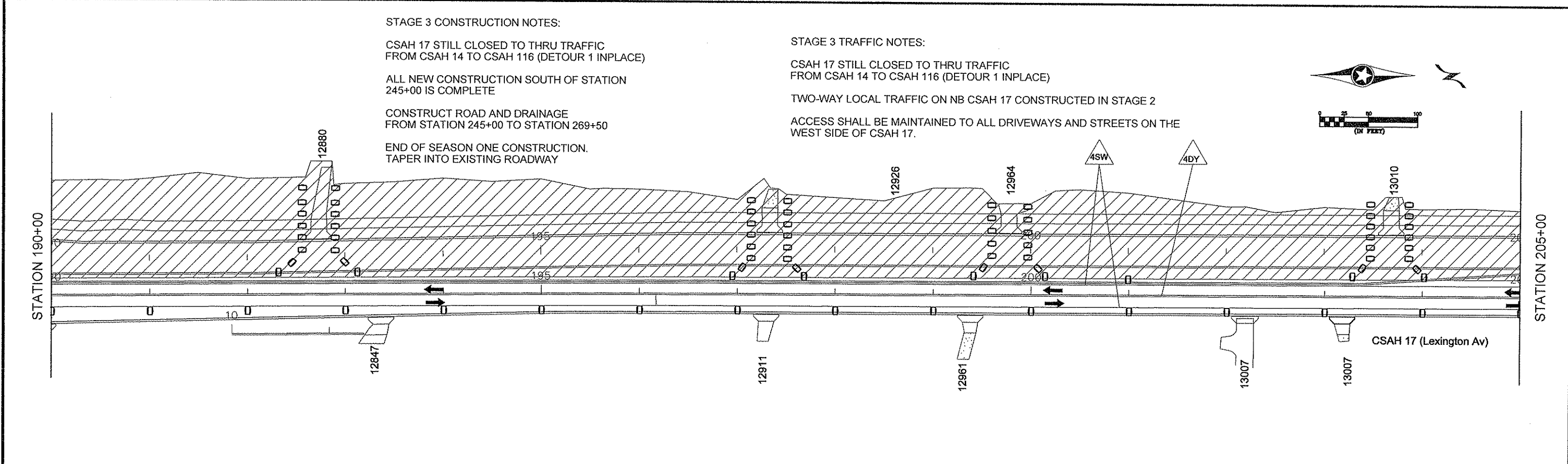
END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.



1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Bose\TRAFFIC\0261718_STG2.dwg					

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.

PRINT NAME: CURT A. KOBILARCSIK

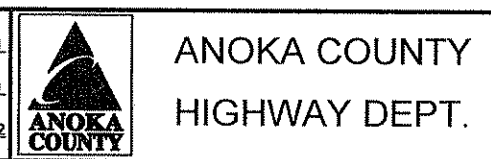
SIGNATURE: *Curt Kobilarcsik*

DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 11/18/11

DESIGN BY: MTH DATE 11/18/11

CHECKED BY: JR DATE 3/09/12



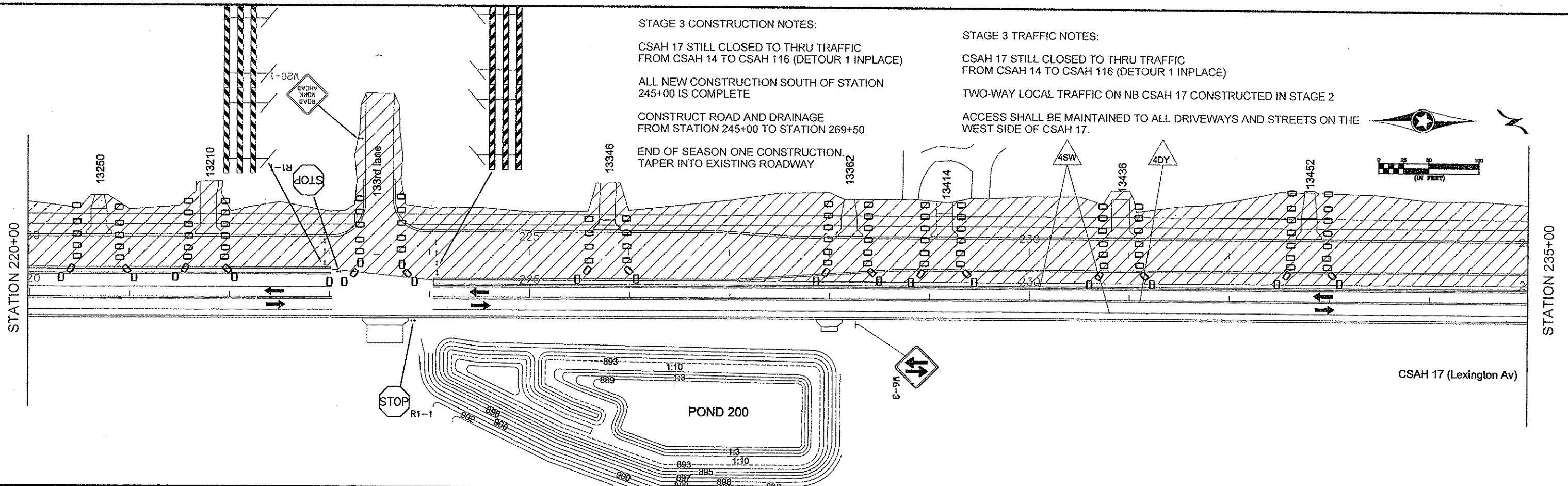
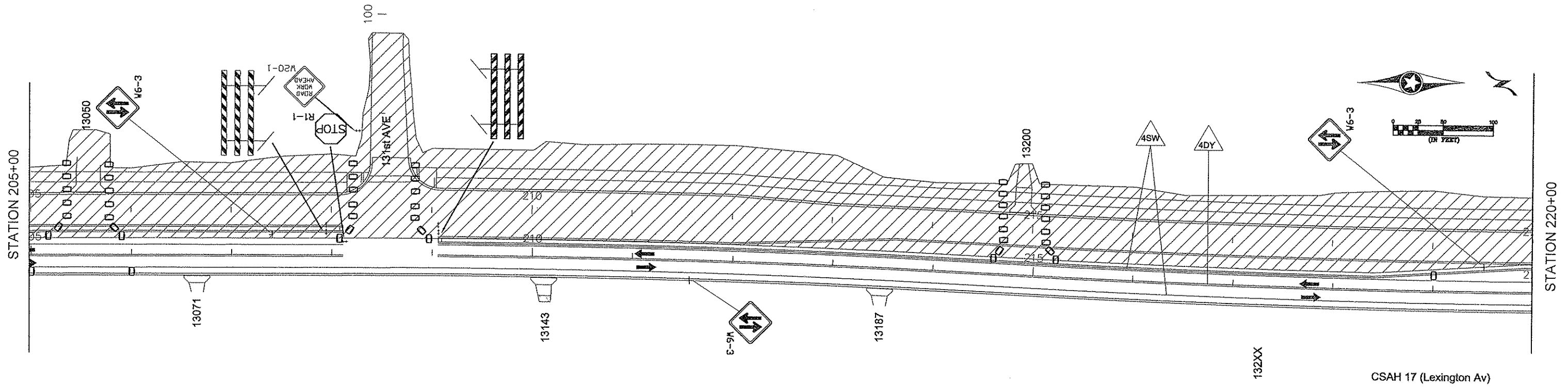
S.P. 002-617-018

S.P. 106-020-029

S.P. 197-020-002

TRAFFIC CONTROL LAYOUT STAGE 3

Sheet 103 of 366 Sheets



STAGE 3 CONSTRUCTION NOTES:
 CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)
 ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE
 CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50
 END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:
 CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)
 TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Basa\TRAFFIC\0261718_STG2.dwg					

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

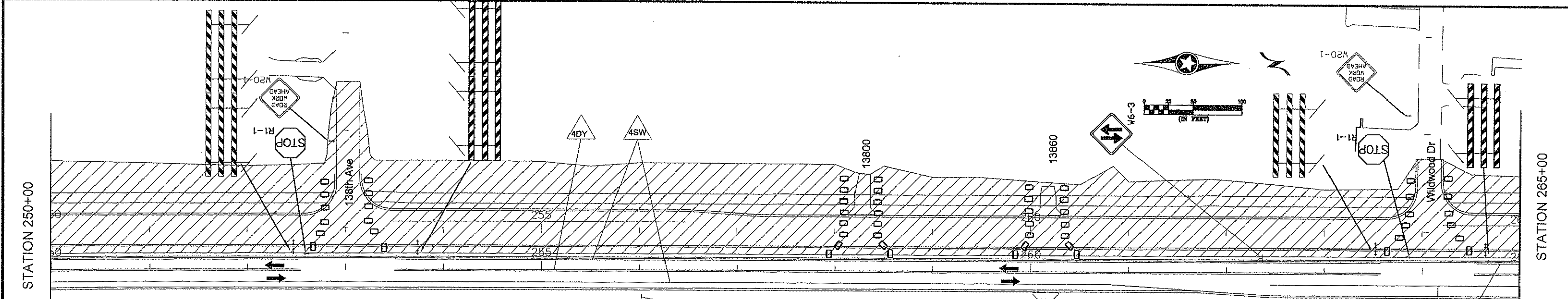
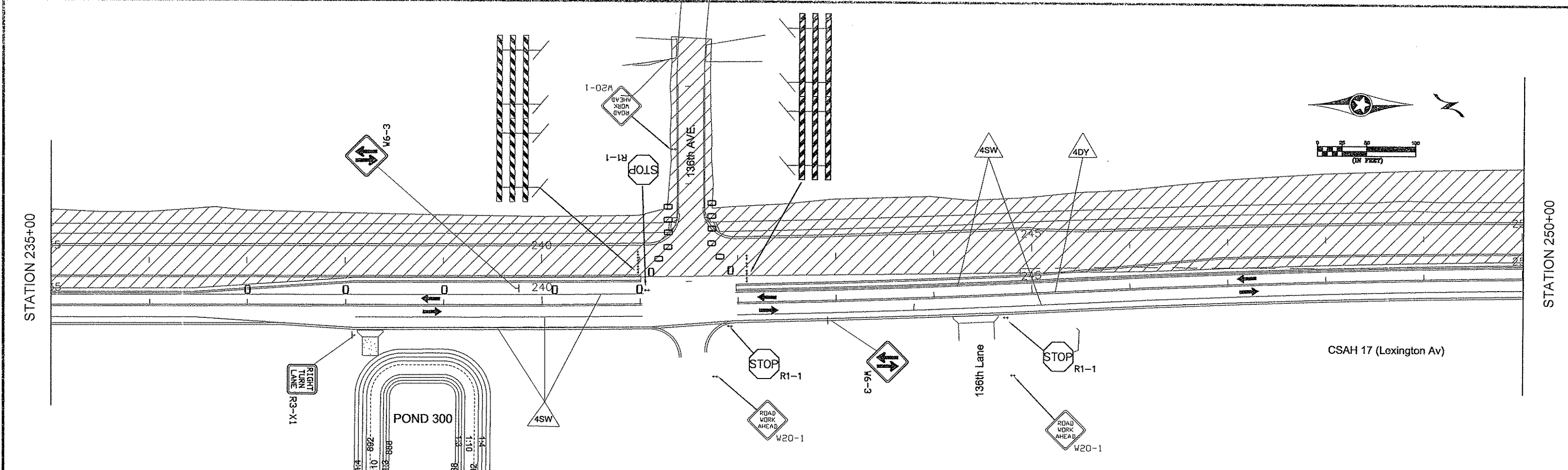
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 DESIGN BY: MTH DATE: 11/18/11
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ANOKA COUNTY
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TRAFFIC CONTROL
 LAYOUT STAGE 3



STAGE 3 CONSTRUCTION NOTES:
 CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)
 ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE
 CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50
 END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:
 CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)
 TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Bose\TRAFFIC\0261718_STG2.dwg					

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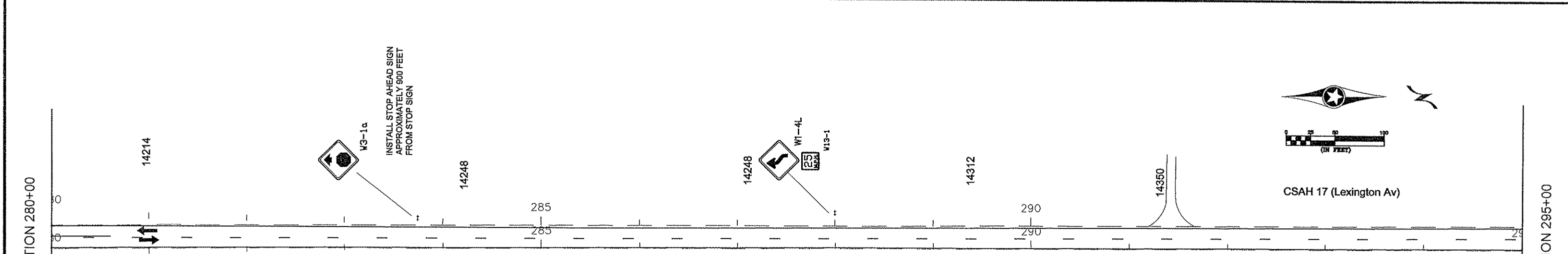
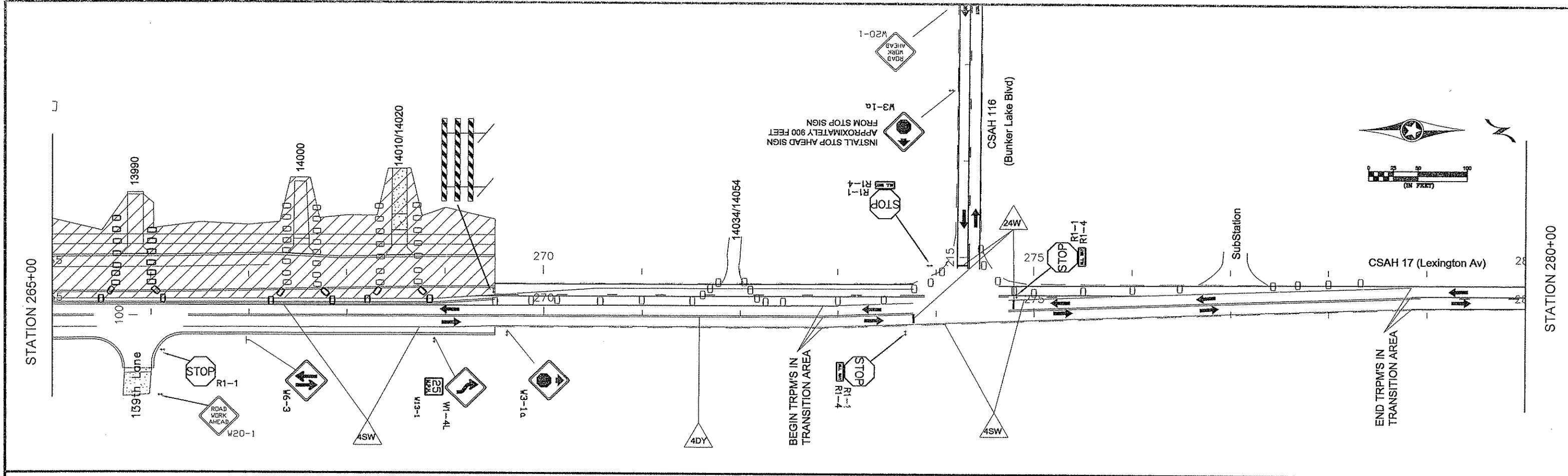
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TRAFFIC CONTROL
 LAYOUT STAGE 3
 Sheet 105 of 366 Sheets



STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE

CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50

END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

REMOVE 4" SOLID LINE WHITE NB STA 273+00 TO 279+00
 REMOVE 4" SOLID LINE YELLOW STA 276+00 TO 279+00
 REMOVE 4" BROKEN YELLOW STA 276+00 TO 279+00

ADD 4" DOUBLE YELLOW LANE TAPE STA 269+50 TO 279+00
 ADD 4" WHIE LANE TAPE NB AND SB STA 269+50 TO 279+00

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
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PRINT NAME: CURT A. KOBILARCSIK

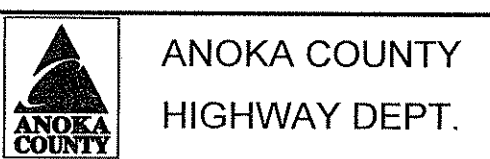
SIGNATURE: *Curt Kobilarcsik*

DATE: 3-22-12 REG. NO. 24756

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DESIGN BY: MTH DATE 11/18/11

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S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** *** **



146th Avenue

CSAH 17 (Lexington Ave)

STATION 295+00

STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC
FROM CSAH 14 TO CSAH 116

ALL NEW CONSTRUCTION SOUTH OF STATION
245+00 IS COMPLETE

CONSTRUCT ROAD AND DRAINAGE
FROM STATION 245+00 TO STATION 269+50

END OF SEASON ONE CONSTRUCTION.
TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC
FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE
WEST SIDE OF CSAH 17.

NO	DATE	BY	CHKD	APPR	REVISION
1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT

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.

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SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-22-12 REG. NO. 24756

DRAWN BY MTH DATE 11/18/11

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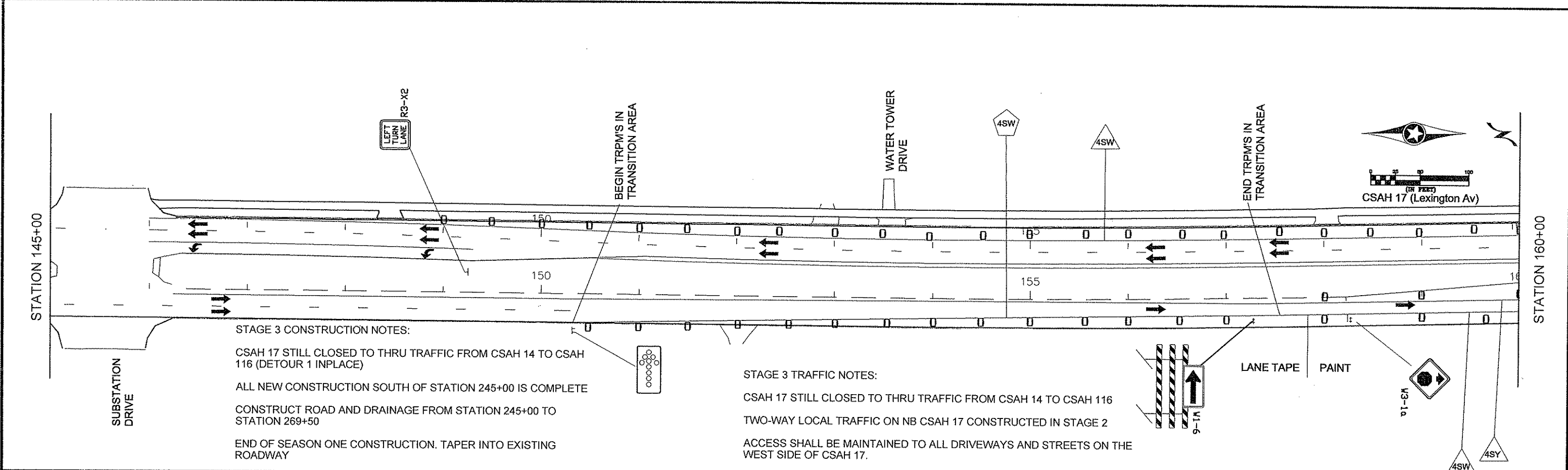
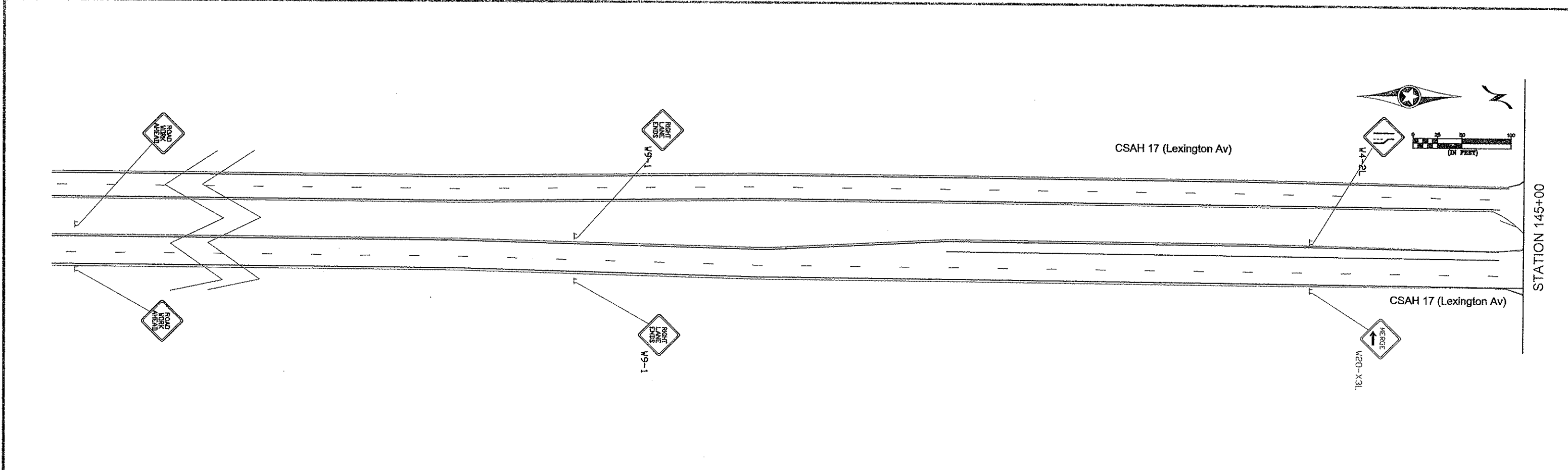
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S.P. 106-020-029
S.P. 197-020-002

TRAFFIC CONTROL
LAYOUT STAGE 3



STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)
 ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE
 CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50
 END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116
 TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

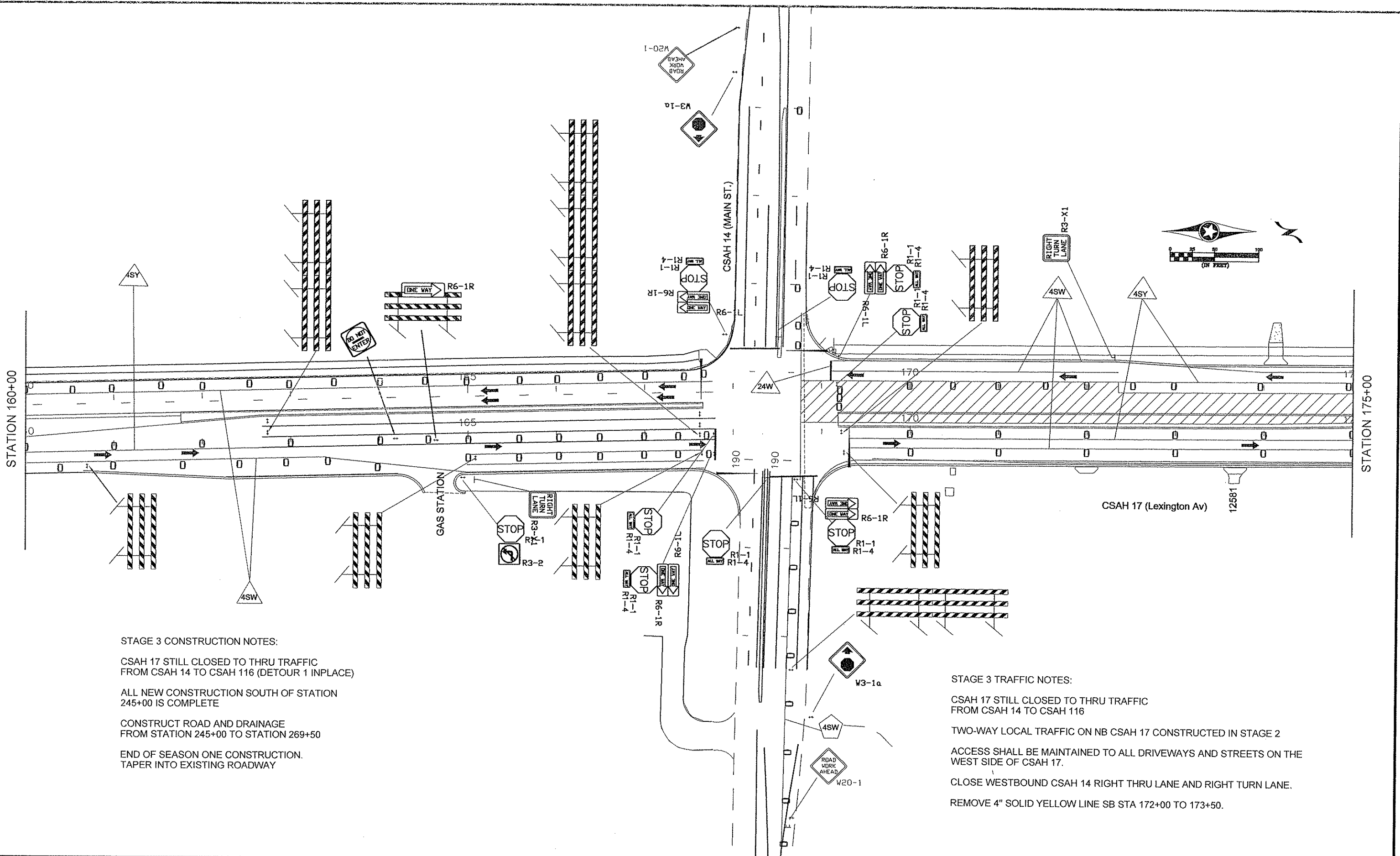
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NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Basa\TRAFFIC\0261718_STG3_A.dwg					

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DRAWN BY: MTH DATE: 12/21/11
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ANOKA COUNTY HIGHWAY DEPT.

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STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE

CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50

END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

CLOSE WESTBOUND CSAH 14 RIGHT THRU LANE AND RIGHT TURN LANE.

REMOVE 4" SOLID YELLOW LINE SB STA 172+00 TO 173+50.

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
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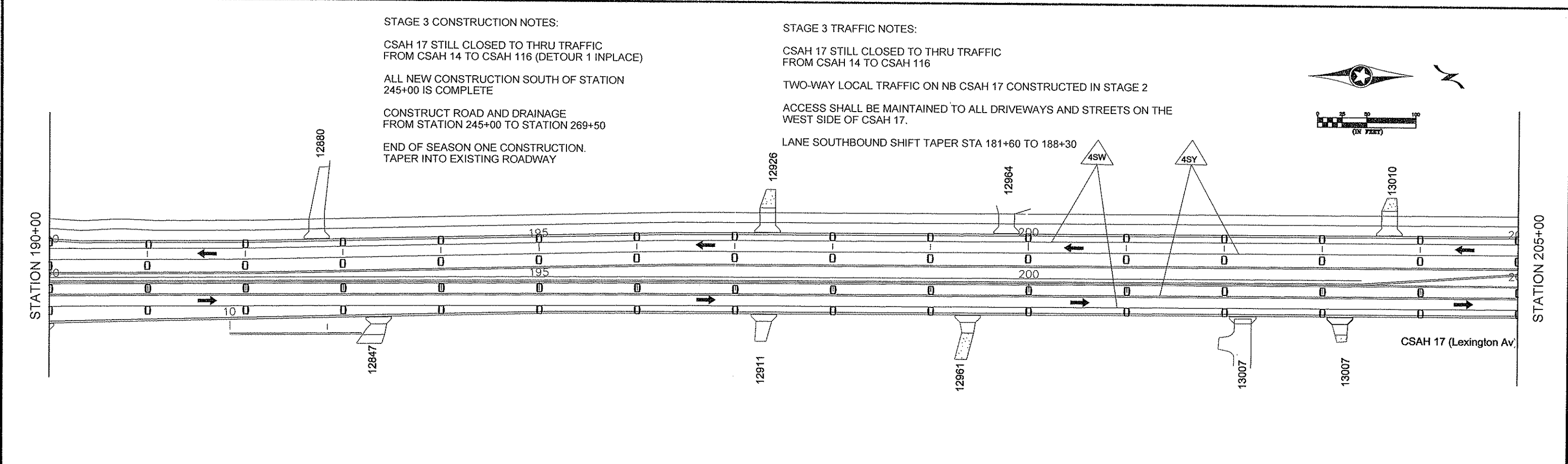
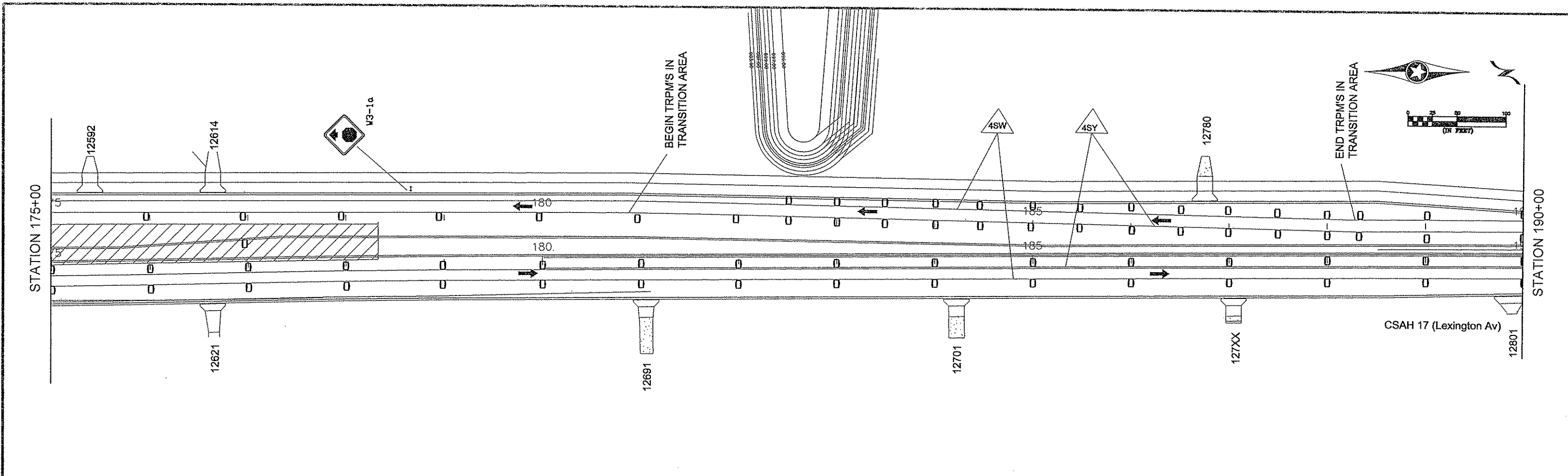
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ANOKA COUNTY HIGHWAY DEPT.

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STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE

CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50

END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

LANE SOUTHBOUND SHIFT TAPER STA 181+60 TO 188+30

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
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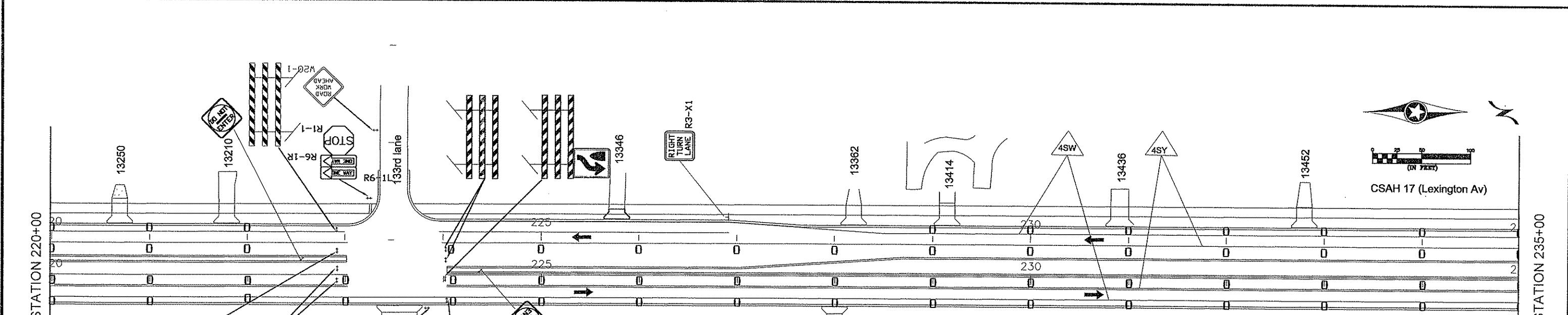
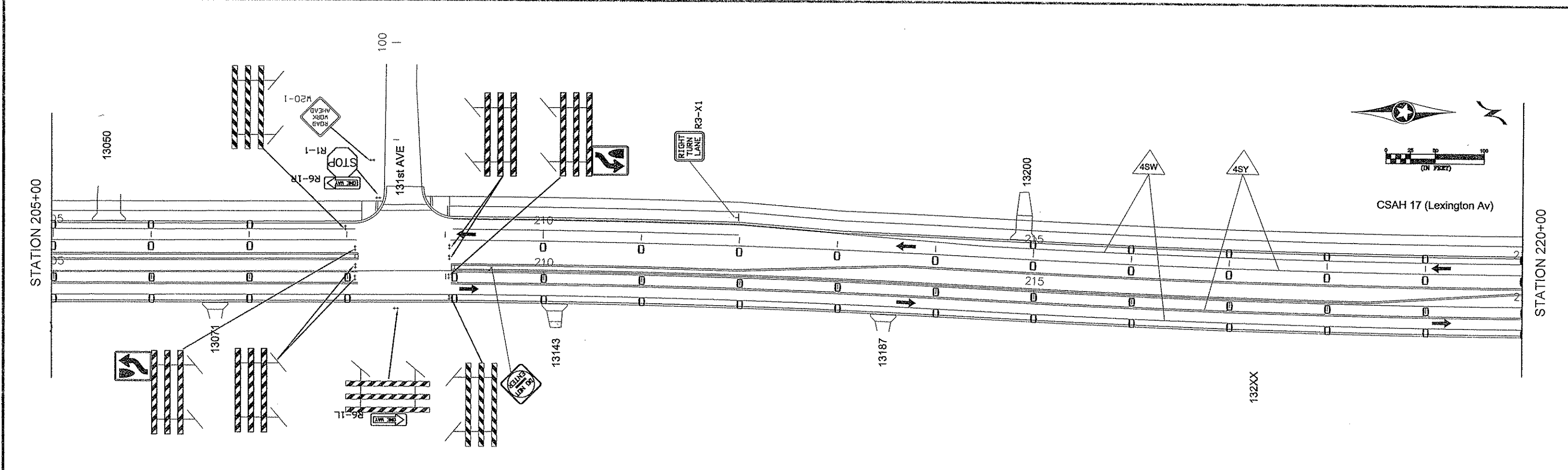
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ANOKA COUNTY
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TRAFFIC CONTROL
LAYOUT STAGE 3A



STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 IN PLACE)

ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE

CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50

END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
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NAME: P:\02-617-18\Basa\TRAFFIC\0261718_STG3_A.dwg					

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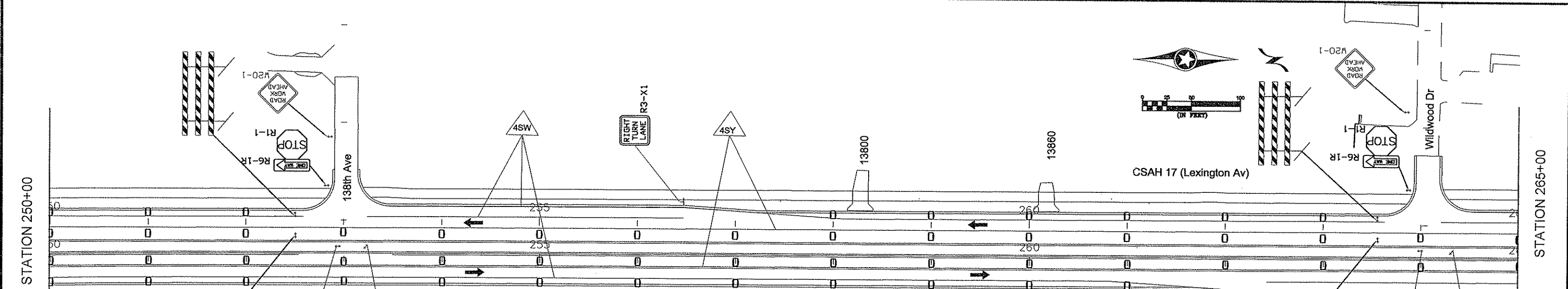
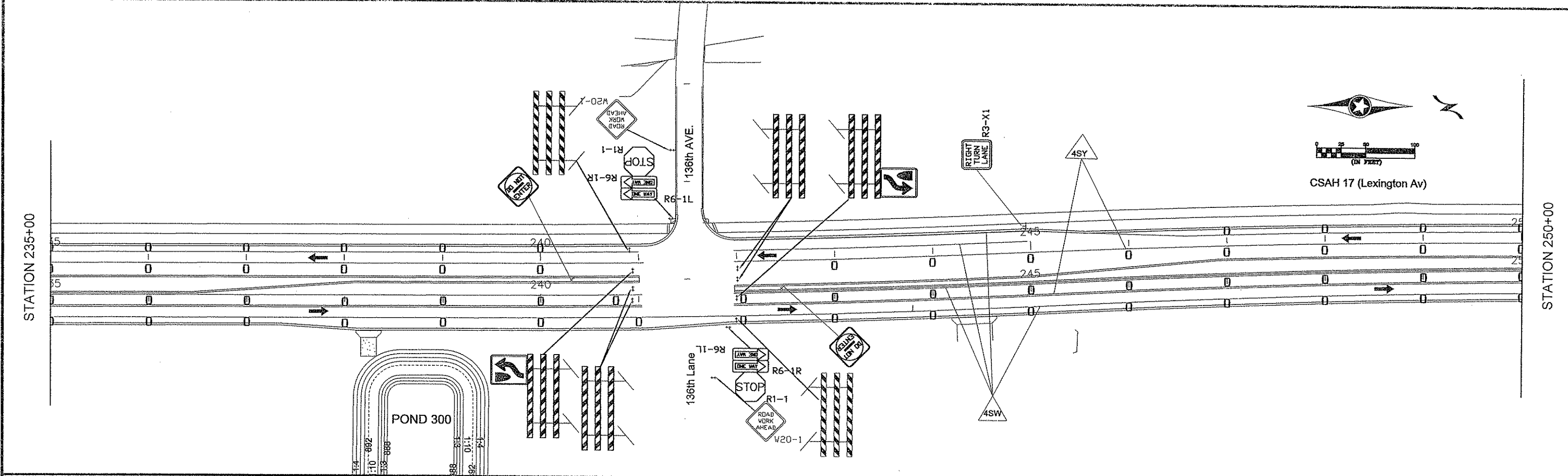
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**TRAFFIC CONTROL
LAYOUT STAGE 3A**



STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE

CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50

END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
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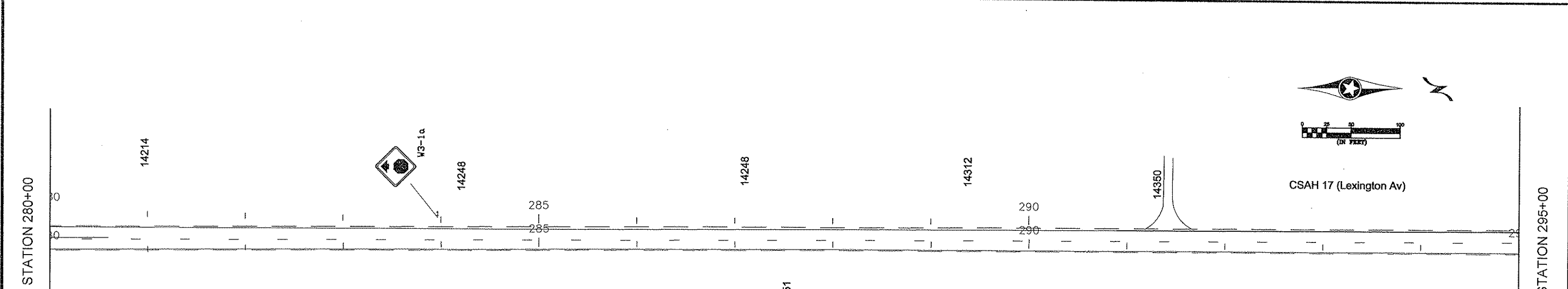
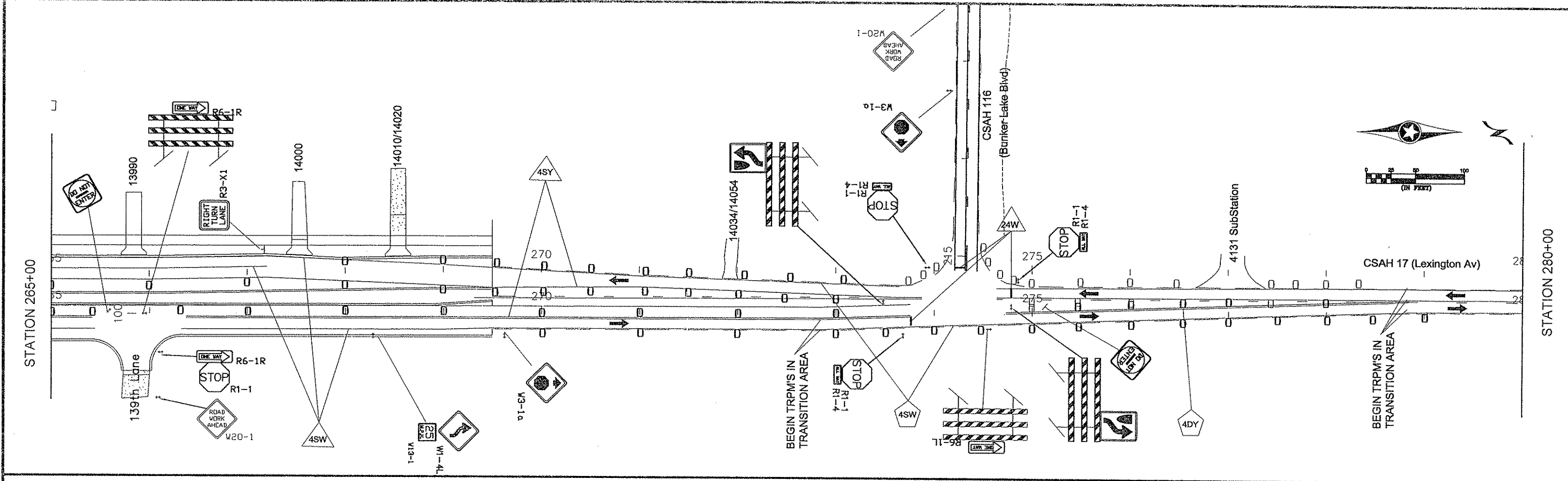
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**ANOKA COUNTY
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S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
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**TRAFFIC CONTROL
LAYOUT STAGE 3A**



STAGE 3 CONSTRUCTION NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116 (DETOUR 1 INPLACE)

ALL NEW CONSTRUCTION SOUTH OF STATION 245+00 IS COMPLETE

CONSTRUCT ROAD AND DRAINAGE FROM STATION 245+00 TO STATION 269+50

END OF SEASON ONE CONSTRUCTION. TAPER INTO EXISTING ROADWAY

STAGE 3 TRAFFIC NOTES:

CSAH 17 STILL CLOSED TO THRU TRAFFIC FROM CSAH 14 TO CSAH 116

TWO-WAY LOCAL TRAFFIC ON NB CSAH 17 CONSTRUCTED IN STAGE 2

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS ON THE WEST SIDE OF CSAH 17.

REMOVE 4" SOLID LINE YELLOW STA 269+50 TO 273+50
 REMOVE 4" BROKEN LINE YELLOW STA 269+50 TO 273+50
 ADD 4" SOLID LINE WHITE SB STA 167+50 TO 273+50
 ADD 4" SOLID LINE YELLOW SB STA 269+50 TO 273+50

NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\Bose\TRAFFIC\0261718_STG3_A.dwg

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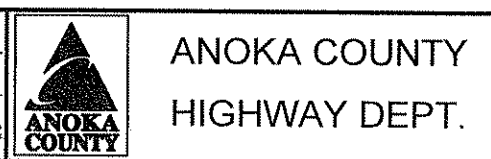
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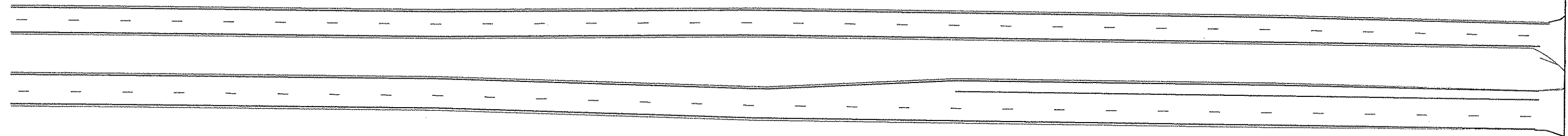
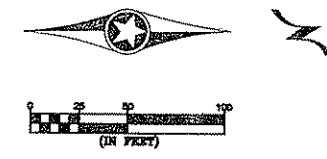
CHECKED BY: JR DATE: 03/09/12



S.P. 002-617-018
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 S.P. 197-020-002

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.
 FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116
 CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50

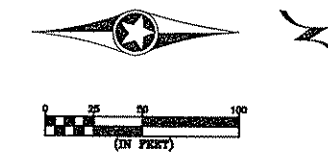
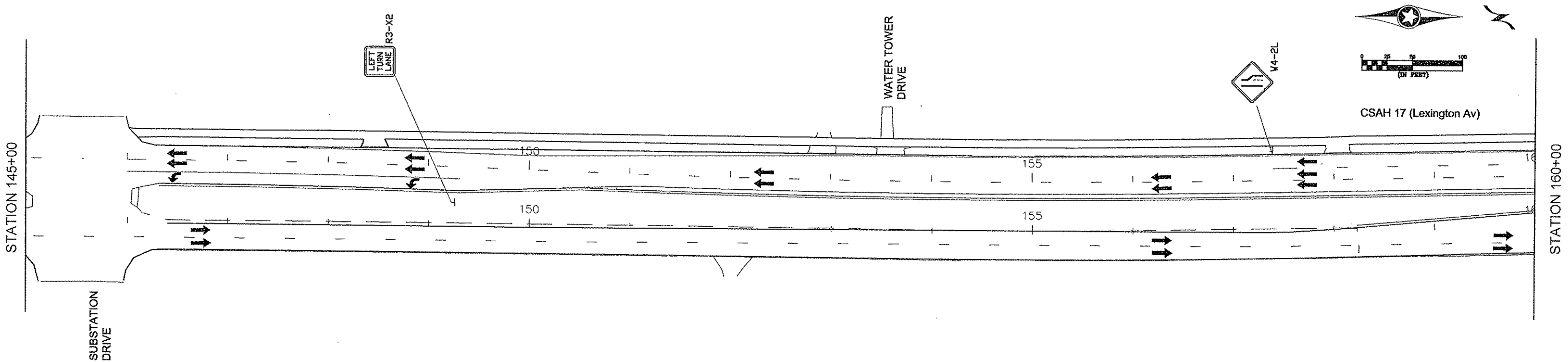


STATION 145+00

CSAH 17 (Lexington Av)

STAGE 4 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO 139TH LANE.
 CSAH 17 CLOSED FROM 139TH LANE TO BUNKER LAKE BLVD (DETOUR 1 INPLACE)
 ALL PROPOSED LANES ARE OPEN.
 THE SIGNAL IS OPERATING AT CSAH 17 AND CSAH 14
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.



STATION 145+00

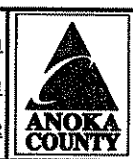
STATION 160+00

CSAH 17 (Lexington Av)

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
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NAME: P:\02-617-18\Bases\TRAFFIC\0261718_STG4.dwg					

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DRAWN BY MTH DATE 12/22/11
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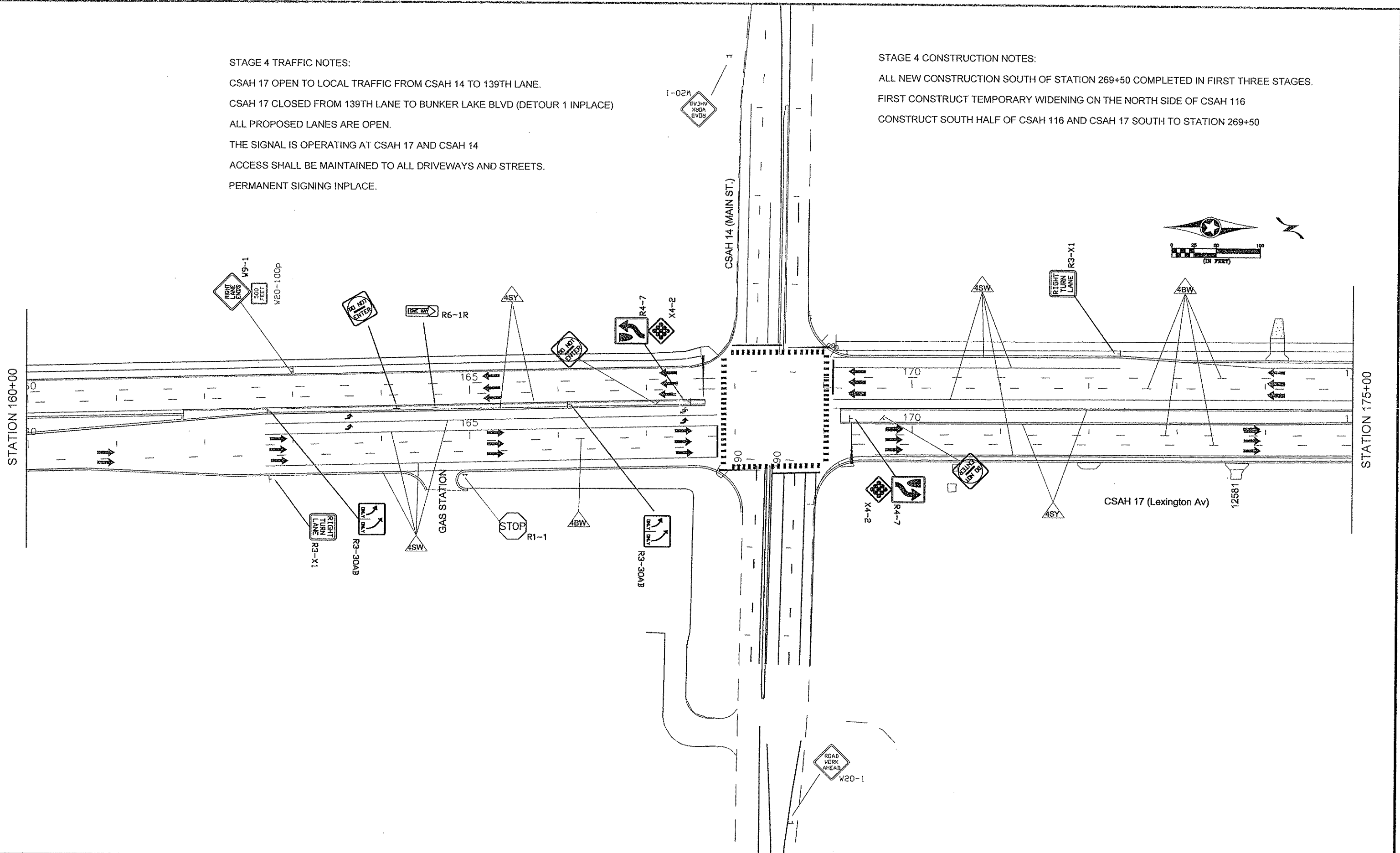
TRAFFIC CONTROL
 LAYOUT STAGE 4
 Sheet 114 of 366 Sheets

STAGE 4 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO 139TH LANE.
 CSAH 17 CLOSED FROM 139TH LANE TO BUNKER LAKE BLVD (DETOUR 1 INPLACE)
 ALL PROPOSED LANES ARE OPEN.
 THE SIGNAL IS OPERATING AT CSAH 17 AND CSAH 14
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.
 FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116
 CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50



1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
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NAME: P:\02-617-18\Bases\TRAFFIC\0261718_STG4.dwg					

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 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

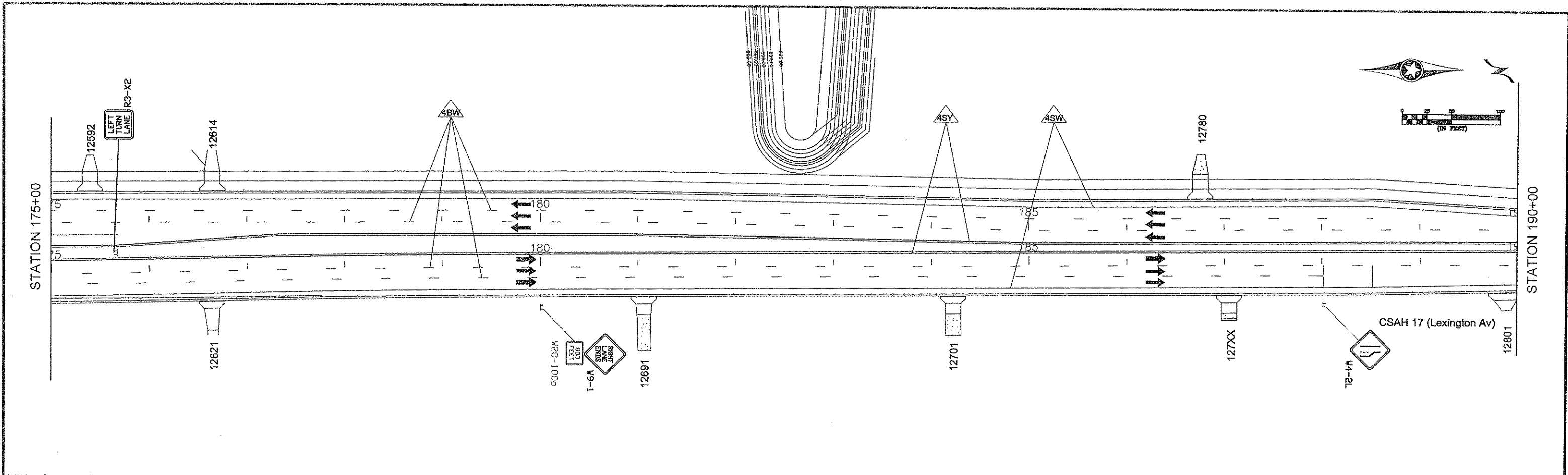
DRAWN BY: MTH DATE 12/22/11
 DESIGN BY: MTH DATE 12/22/11
 CHECKED BY: JR DATE 3/09/12



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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TRAFFIC CONTROL
 LAYOUT STAGE 4
 Sheet 115 of 366 Sheets

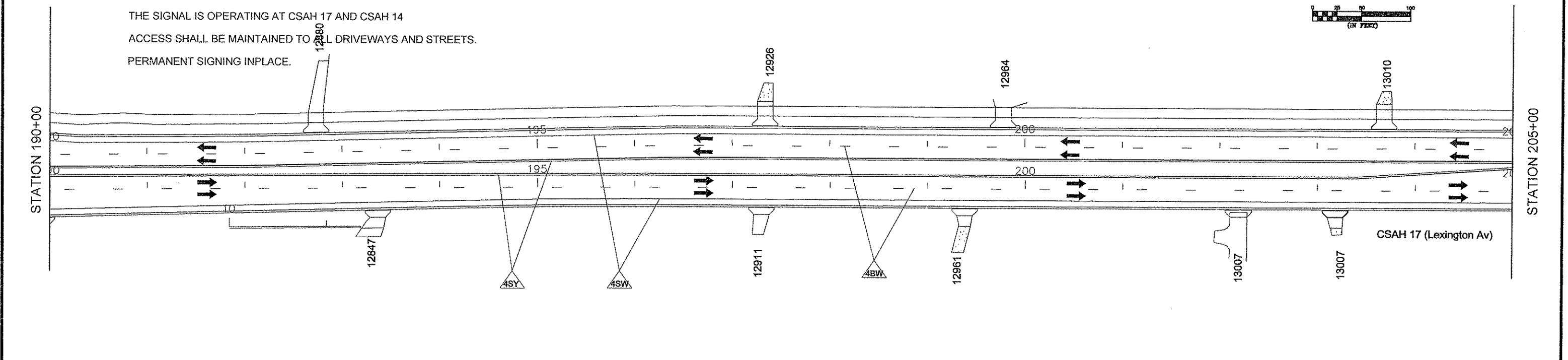


STAGE 4 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO 139TH LANE.
 CSAH 17 CLOSED FROM 139TH LANE TO BUNKER LAKE BLVD (DETOUR 1 INPLACE)
 ALL PROPOSED LANES ARE OPEN.
 THE SIGNAL IS OPERATING AT CSAH 17 AND CSAH 14
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.
 FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116
 CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50



1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Bases\TRAFFIC\0261718_STG4.dwg					

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 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

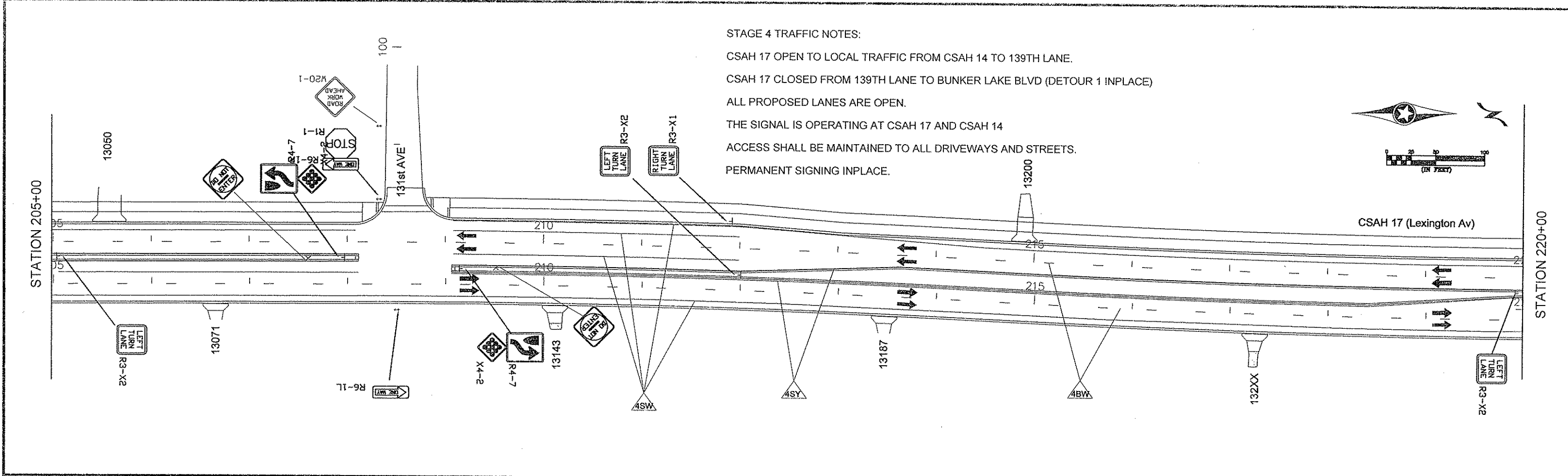
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 DESIGN BY: MTH DATE: 12/22/11
 CHECKED BY: JR DATE: 3/09/12



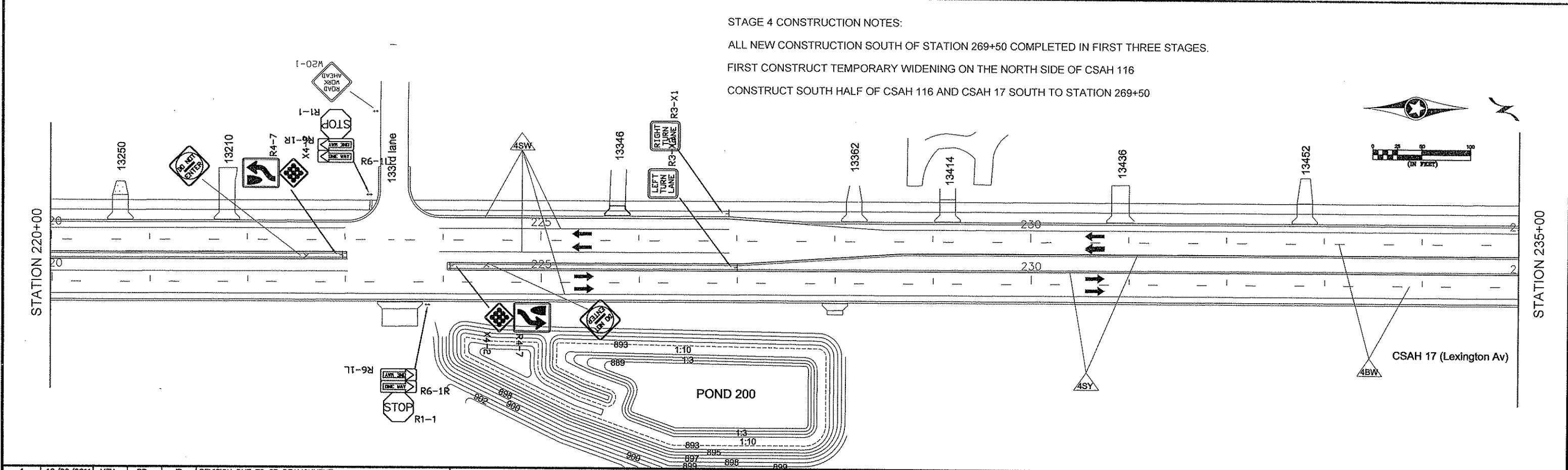
ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

TRAFFIC CONTROL
 LAYOUT STAGE 4
 Sheet 116 of 366 Sheets



STAGE 4 TRAFFIC NOTES:
 CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO 139TH LANE.
 CSAH 17 CLOSED FROM 139TH LANE TO BUNKER LAKE BLVD (DETOUR 1 INPLACE)
 ALL PROPOSED LANES ARE OPEN.
 THE SIGNAL IS OPERATING AT CSAH 17 AND CSAH 14
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.



STAGE 4 CONSTRUCTION NOTES:
 ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.
 FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116
 CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50

1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Bose\TRAFFIC\0261718_STG4.dwg					

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 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

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ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

STAGE 4 TRAFFIC NOTES:

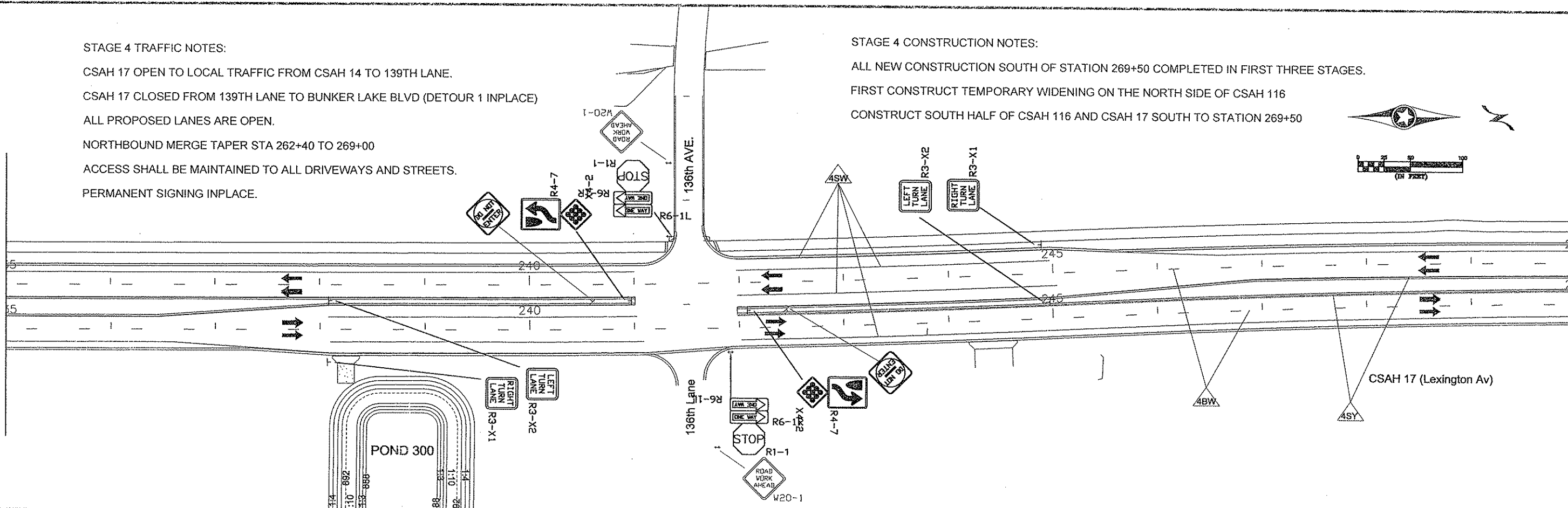
CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO 139TH LANE.
 CSAH 17 CLOSED FROM 139TH LANE TO BUNKER LAKE BLVD (DETOUR 1 INPLACE)
 ALL PROPOSED LANES ARE OPEN.
 NORTHBOUND MERGE TAPER STA 262+40 TO 269+00
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.
 FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116
 CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50

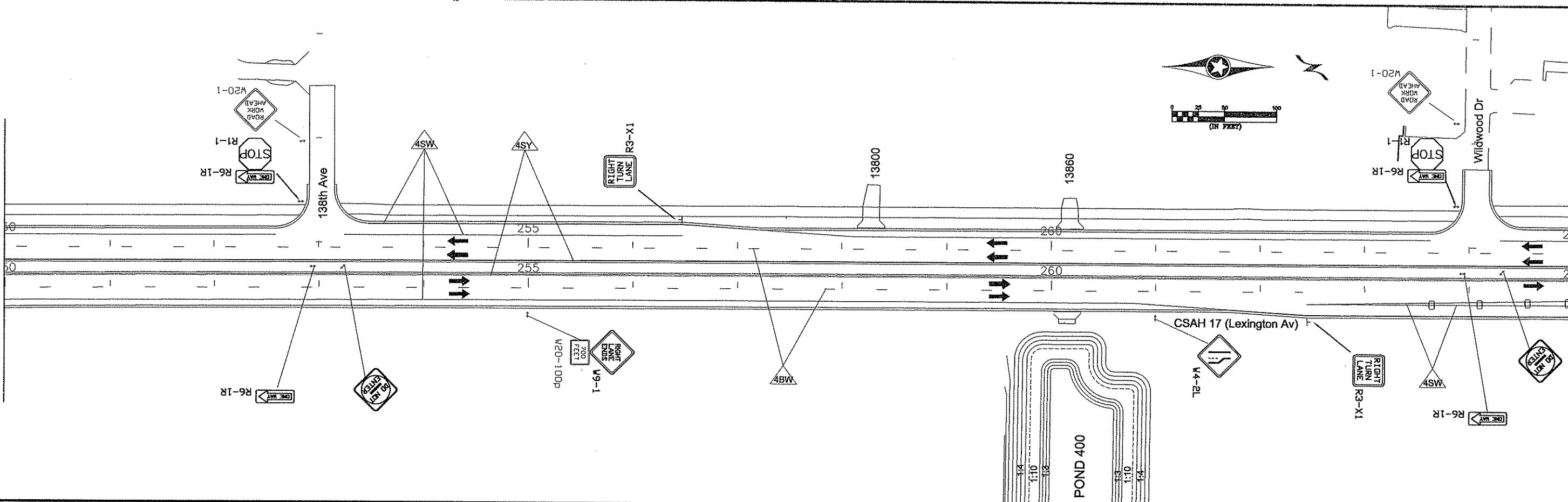
STATION 235+00

STATION 250+00



STATION 250+00

STATION 265+00



1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Bases\TRAFFIC\0261718_STG4.dwg					

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 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

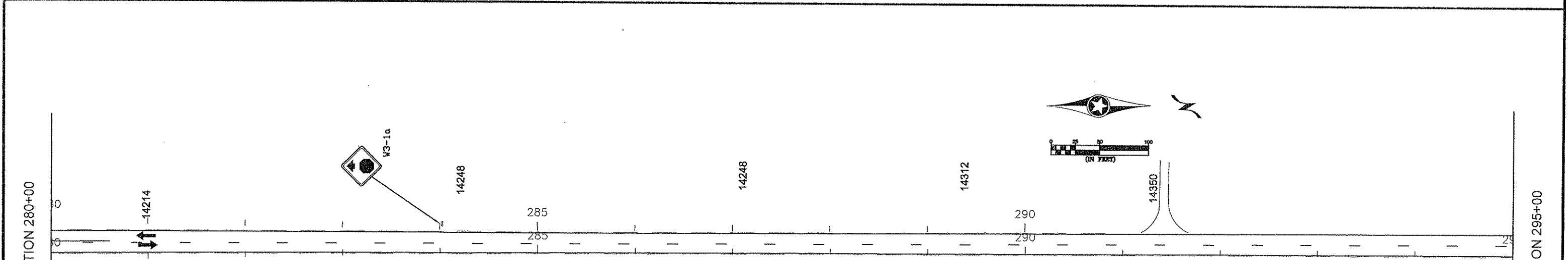
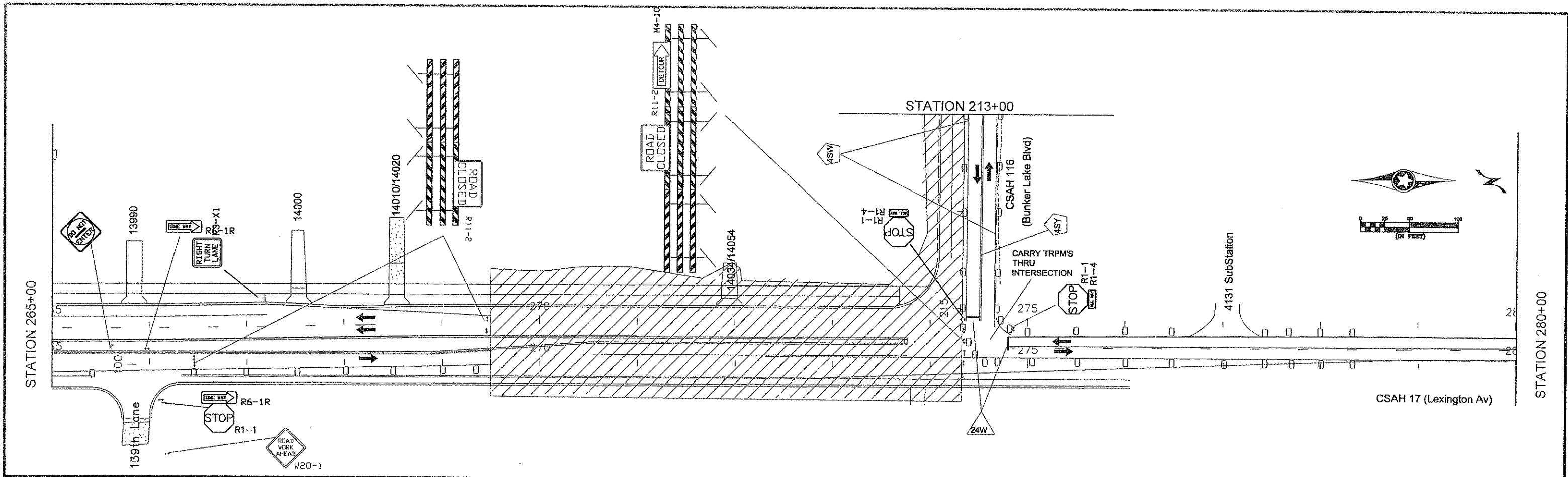
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 DESIGN BY: MTH DATE: 12/22/11
 CHECKED BY: JR DATE: 3/09/12



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

TRAFFIC CONTROL
 LAYOUT STAGE 4
 Sheet 118 of 366 Sheets



STAGE 4 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO 139TH LANE.

CSAH 17 CLOSED FROM 139TH LANE TO BUNKER LAKE BLVD (DETOUR 1 INPLACE)

REMOVE SOLID AND BROKEN LINE YELLOW PAINT STA 205+00 TO 209+00
 REMOVE WESTBOUND SOLID LINE WHITE STA 205+00 TO 215+00

ADD DOUBLE YELLOW LANE TAPE STA 205+00 TO 215+00
 ADD WHITE LANE TAPE STA 205+00 TO 215+00

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.

PERMANENT SIGNING INPLACE.

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.

FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116

CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50

NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\Bose\TRAFFIC\0261718_STG4.dwg

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.

PRINT NAME: CURT A. KOBILARCSIK

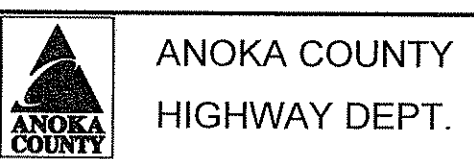
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DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 12/22/11

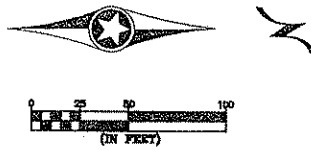
DESIGN BY: MTH DATE 12/22/11

CHECKED BY: JR DATE 3/09/12



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

STATION 295+00



146th Avenue

CSAH 17 (Lexington Ave)

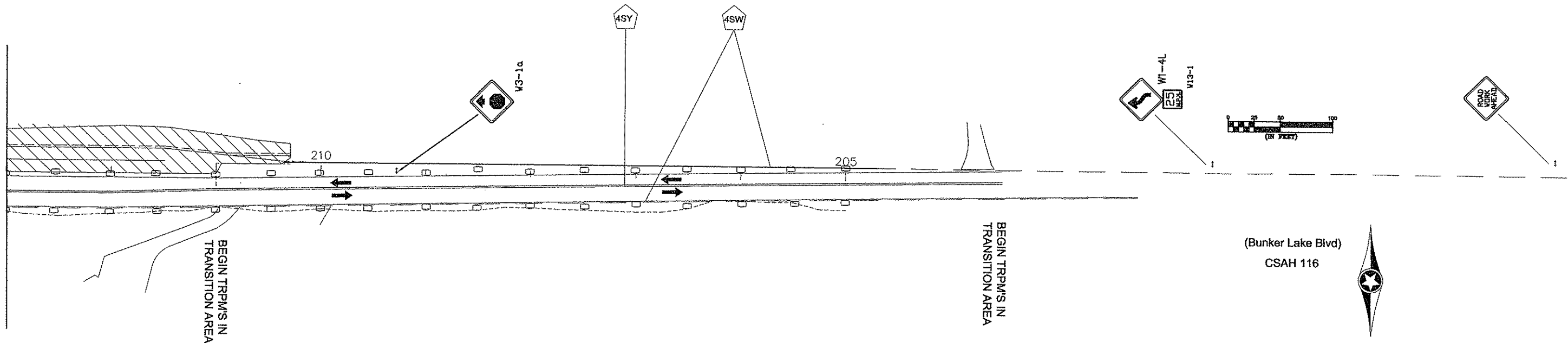
STAGE 4 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO 139TH LANE.
 CSAH 17 CLOSED FROM 139TH LANE TO BUNKER LAKE BLVD (DETOUR 1 INPLACE)
 REMOVE SOLID AND BROKEN YELLOW PAINT STA 205+00 TO 209+00
 REMOVE WESTBOUND SOLID LINE WHITE STA 205+00 TO 215+00
 ADD DOUBLE YELLOW LANE TAPE STA 205+00 TO 215+00
 ADD WHITE LANE TAPE STA 205+00 TO 215+00
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.

STAGE 4 CONSTRUCTION NOTES:

ALL NEW CONSTRUCTION SOUTH OF STATION 269+50 COMPLETED IN FIRST THREE STAGES.
 FIRST CONSTRUCT TEMPORARY WIDENING ON THE NORTH SIDE OF CSAH 116
 CONSTRUCT SOUTH HALF OF CSAH 116 AND CSAH 17 SOUTH TO STATION 269+50

STATION 213+00



(Bunker Lake Blvd)
CSAH 116

NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\Bases\TRAFFIC\0261718_STG4.dwg

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 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 12/22/11
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ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
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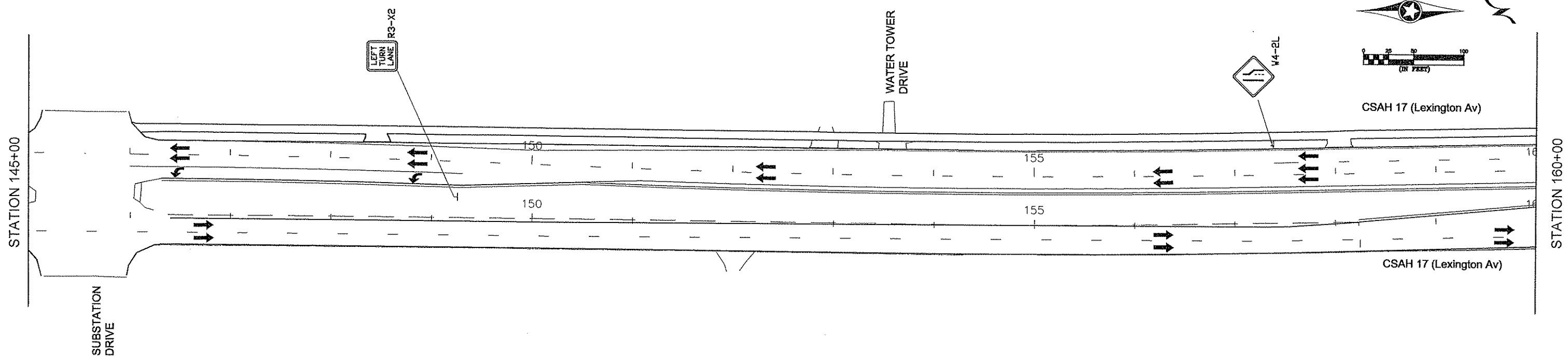
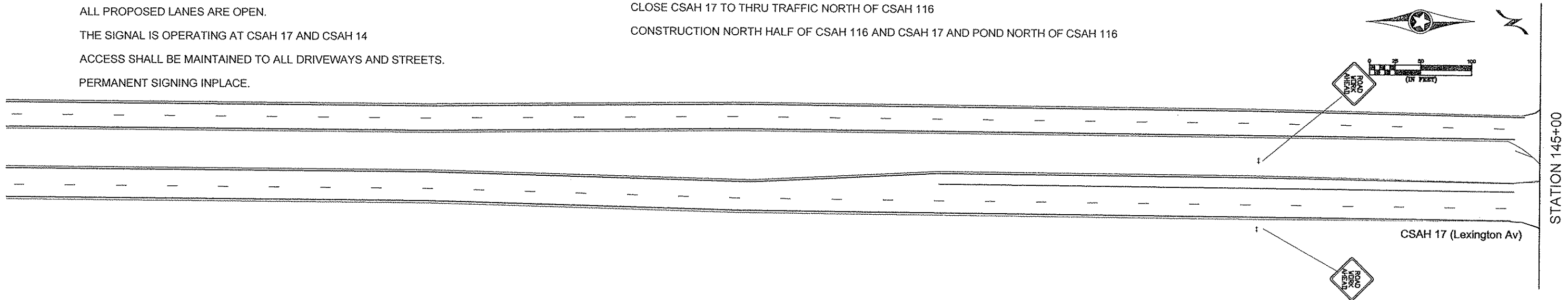
TRAFFIC CONTROL
LAYOUT STAGE 4

STAGE 5 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO CSAH 116.
 CSAH 17 CLOSED FROM STATION 274+00 (CSAH 116) TO STA 291+00 (DETOUR 2 INPLACE)
 ALL PROPOSED LANES ARE OPEN.
 THE SIGNAL IS OPERATING AT CSAH 17 AND CSAH 14
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.

STAGE 5 CONSTRUCTION NOTES:

SHIFT TRAFFIC ONTO CSAH 116 TO THE TWO NEW SOUTH LANES
 CLOSE CSAH 17 TO THRU TRAFFIC NORTH OF CSAH 116
 CONSTRUCTION NORTH HALF OF CSAH 116 AND CSAH 17 AND POND NORTH OF CSAH 116



1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Bose\TRAFFIC\0261718_STG5.dwg					

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ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

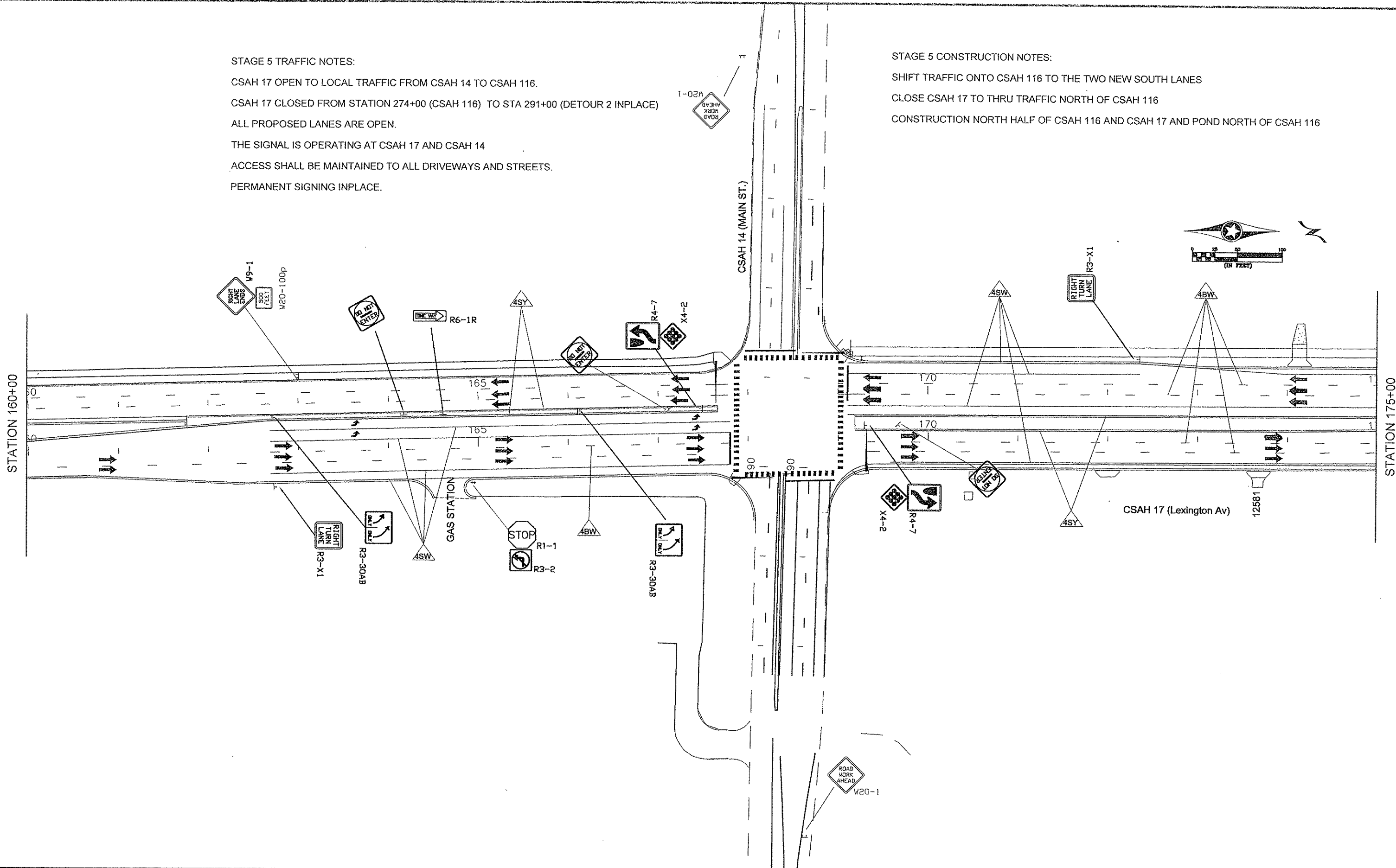
TRAFFIC CONTROL
 LAYOUT STAGE 5
 Sheet 121 of 366 Sheets

STAGE 5 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO CSAH 116.
 CSAH 17 CLOSED FROM STATION 274+00 (CSAH 116) TO STA 291+00 (DETOUR 2 INPLACE)
 ALL PROPOSED LANES ARE OPEN.
 THE SIGNAL IS OPERATING AT CSAH 17 AND CSAH 14
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.

STAGE 5 CONSTRUCTION NOTES:

SHIFT TRAFFIC ONTO CSAH 116 TO THE TWO NEW SOUTH LANES
 CLOSE CSAH 17 TO THRU TRAFFIC NORTH OF CSAH 116
 CONSTRUCTION NORTH HALF OF CSAH 116 AND CSAH 17 AND POND NORTH OF CSAH 116



1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\Bases\TRAFFIC\0261718_STGS.dwg					

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 PRINT NAME: CURT A. KOBILARCSIK
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 DATE: 3-22-12 REG. NO. 24756

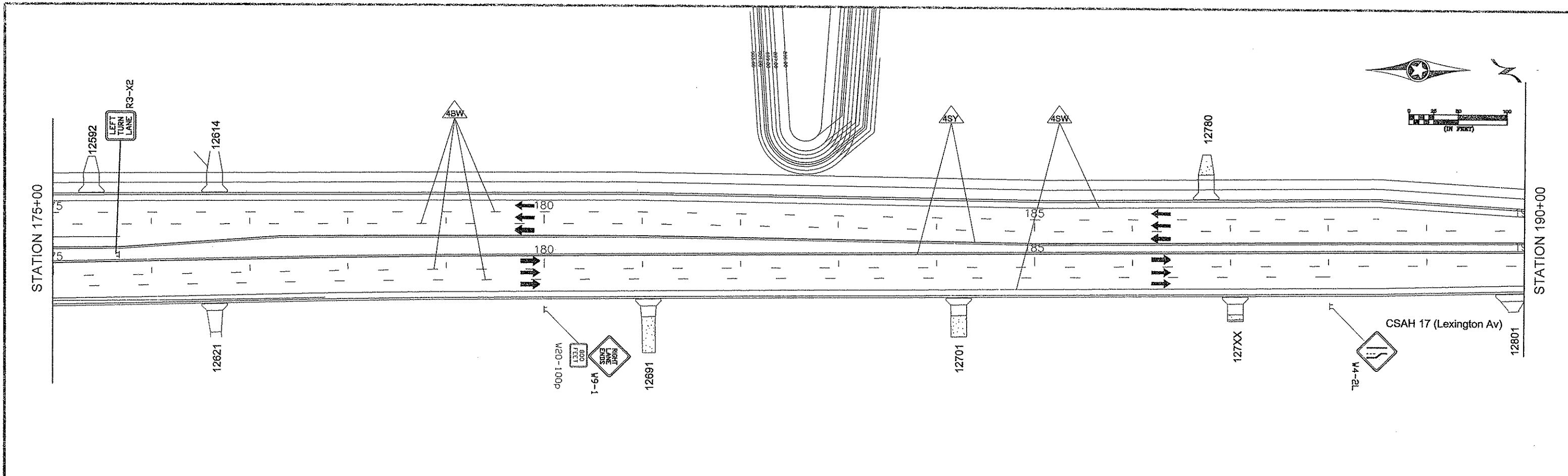
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 CHECKED BY: JR DATE: 3/09/12



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

TRAFFIC CONTROL
 LAYOUT STAGE 5
 Sheet 122 of 366 Sheets

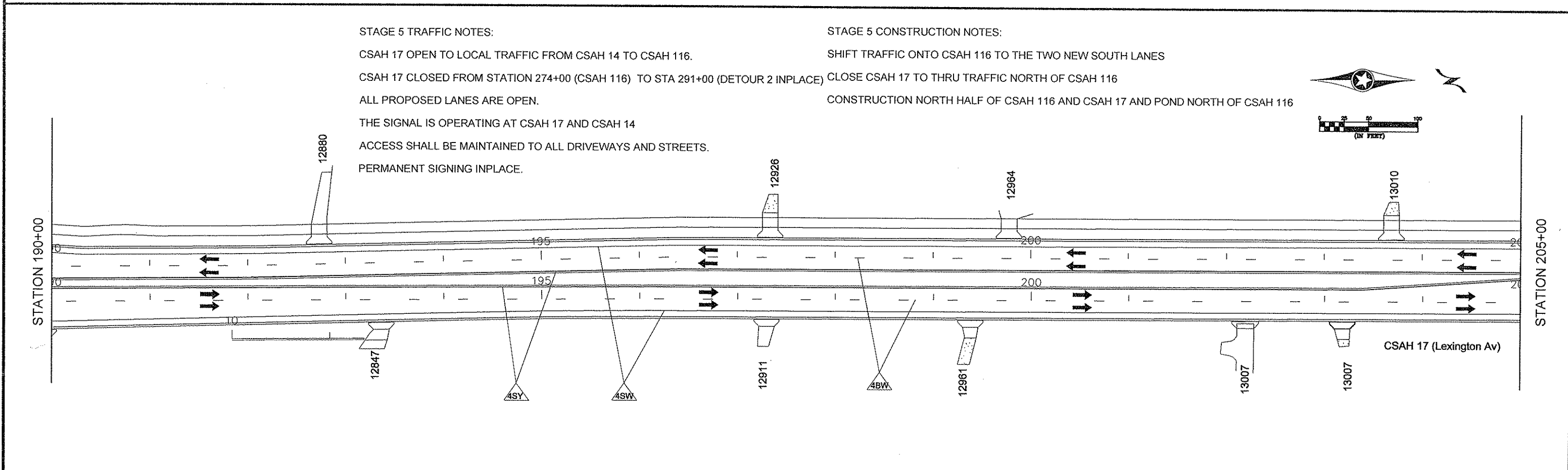


STAGE 5 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO CSAH 116.
 CSAH 17 CLOSED FROM STATION 274+00 (CSAH 116) TO STA 291+00 (DETOUR 2 INPLACE)
 ALL PROPOSED LANES ARE OPEN.
 THE SIGNAL IS OPERATING AT CSAH 17 AND CSAH 14
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.

STAGE 5 CONSTRUCTION NOTES:

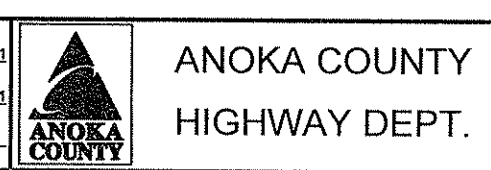
SHIFT TRAFFIC ONTO CSAH 116 TO THE TWO NEW SOUTH LANES
 CLOSE CSAH 17 TO THRU TRAFFIC NORTH OF CSAH 116
 CONSTRUCTION NORTH HALF OF CSAH 116 AND CSAH 17 AND POND NORTH OF CSAH 116



1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
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NAME: P:\02-617-18\Bases\TRAFFIC\0261718_STG5.dwg					

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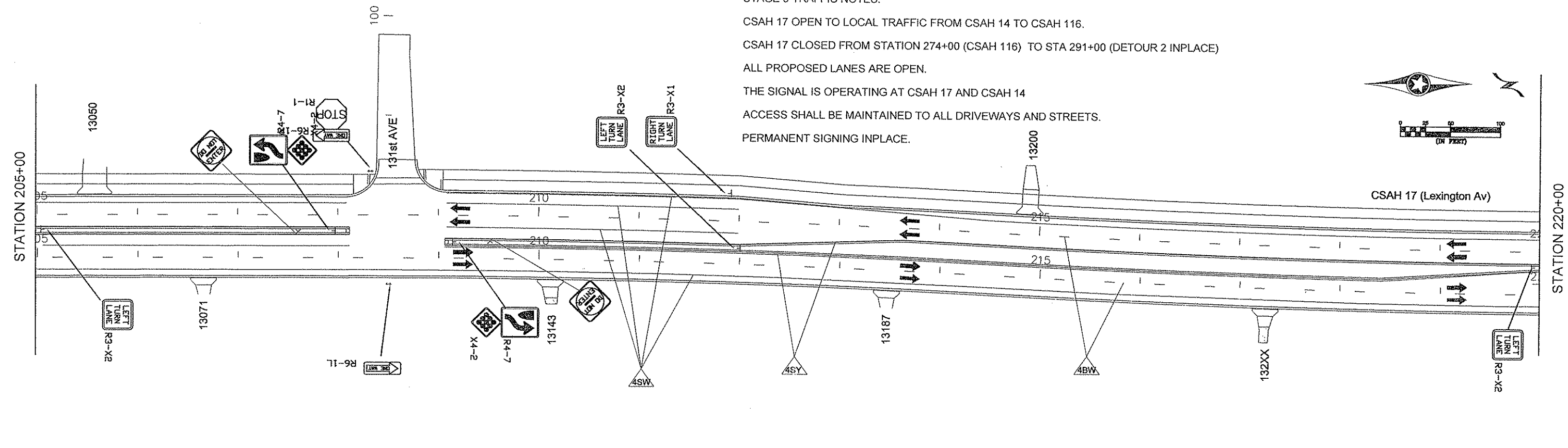
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 DESIGN BY: MTH DATE 12/27/11
 CHECKED BY: JR DATE 3/09/12



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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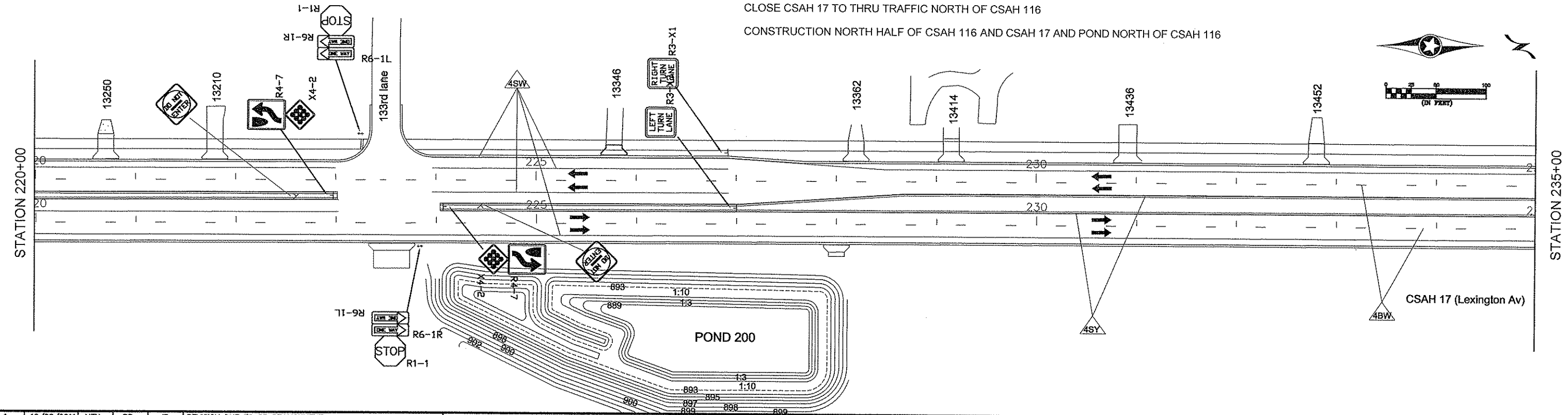
STAGE 5 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO CSAH 116.
 CSAH 17 CLOSED FROM STATION 274+00 (CSAH 116) TO STA 291+00 (DETOUR 2 INPLACE)
 ALL PROPOSED LANES ARE OPEN.
 THE SIGNAL IS OPERATING AT CSAH 17 AND CSAH 14
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.



STAGE 5 CONSTRUCTION NOTES:

SHIFT TRAFFIC ONTO CSAH 116 TO THE TWO NEW SOUTH LANES
 CLOSE CSAH 17 TO THRU TRAFFIC NORTH OF CSAH 116
 CONSTRUCTION NORTH HALF OF CSAH 116 AND CSAH 17 AND POND NORTH OF CSAH 116



1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
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ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

TRAFFIC CONTROL
 LAYOUT STAGE 5
 Sheet 124 of 366 Sheets

STAGE 5 TRAFFIC NOTES:

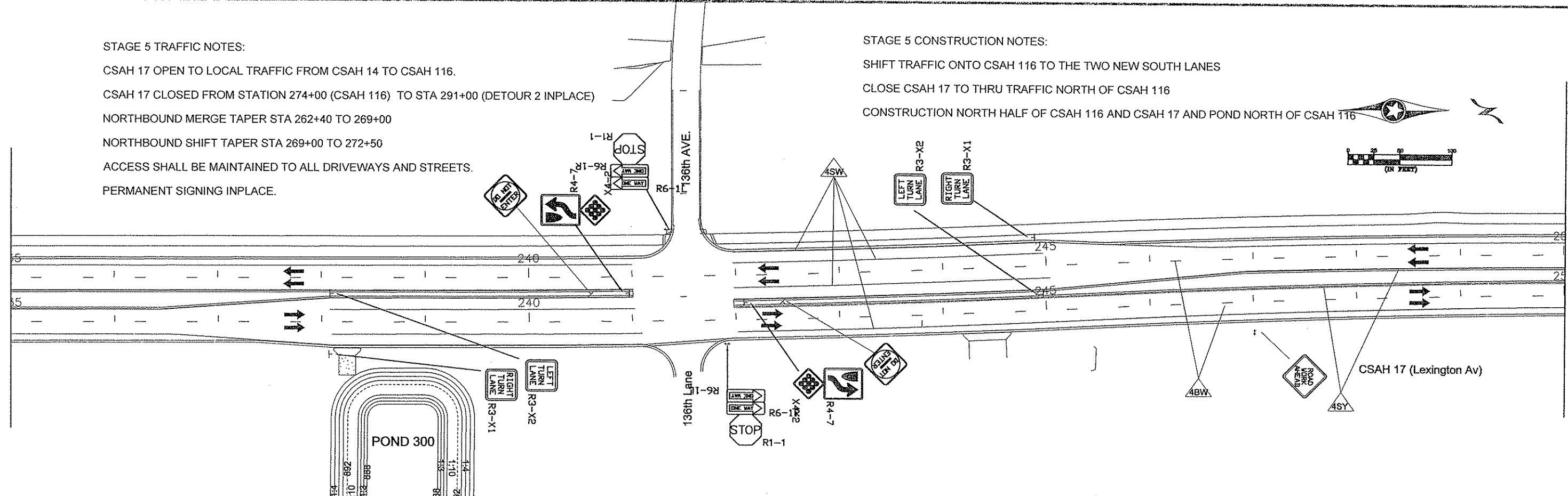
CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO CSAH 116.
 CSAH 17 CLOSED FROM STATION 274+00 (CSAH 116) TO STA 291+00 (DETOUR 2 INPLACE)
 NORTHBOUND MERGE TAPER STA 262+40 TO 269+00
 NORTHBOUND SHIFT TAPER STA 269+00 TO 272+50
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.

STAGE 5 CONSTRUCTION NOTES:

SHIFT TRAFFIC ONTO CSAH 116 TO THE TWO NEW SOUTH LANES
 CLOSE CSAH 17 TO THRU TRAFFIC NORTH OF CSAH 116
 CONSTRUCTION NORTH HALF OF CSAH 116 AND CSAH 17 AND POND NORTH OF CSAH 116

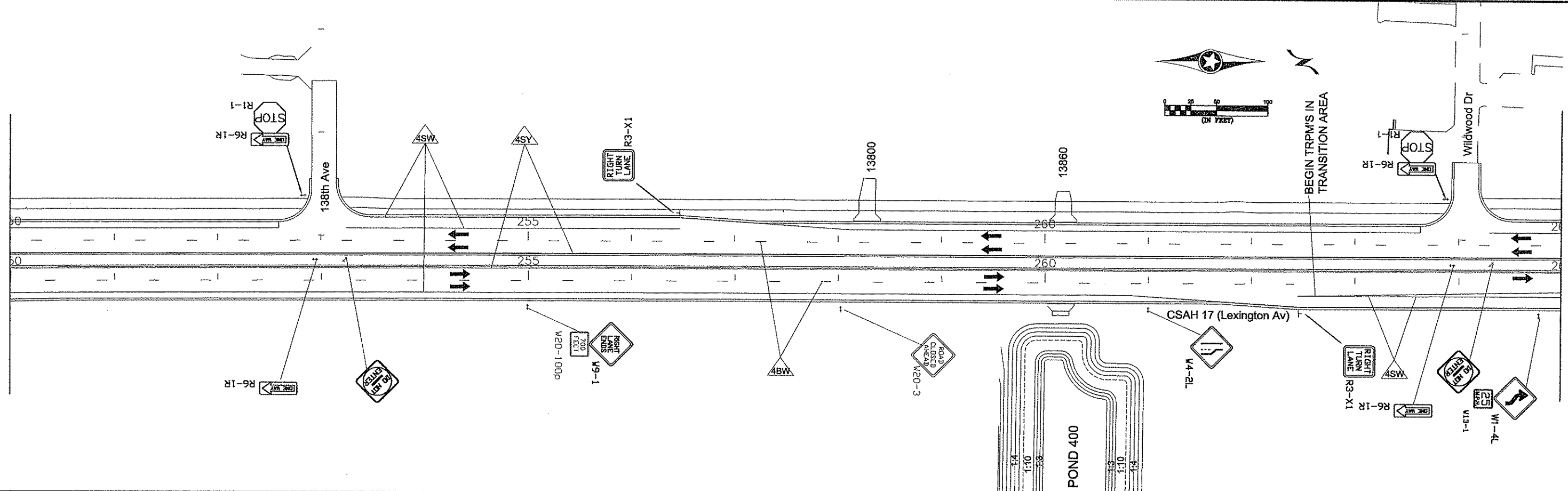
STATION 235+00

STATION 250+00



STATION 250+00

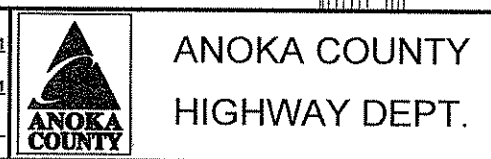
STATION 265+00



1	12/20/2011	MTH	RB	JR	REVISION DUE TO SB REALIGNMENT
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NAME: P:\02-617-18\Case\TRAFFIC\0261718_STG5.dwg					

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 DATE: 3-22-12 REG. NO. 24756

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S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

TRAFFIC CONTROL LAYOUT STAGE 5
 Sheet 125 of 366 Sheets

STAGE 5 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO CSAH 116.
 CSAH 17 CLOSED FROM STATION 274+00 (CSAH 116) TO STA 291+00 (DETOUR 2 INPLACE)
 NORTHBOUND SHIFT TAPER STA 269+00 TO 272+50
 CSAH 116: 4" DOUBLE YELLOW LANE TAPE STA 205+00 TO 215+00;
 4" WHITE LANE TAPE STA 205+00 TO 215+00
 4" SOLID

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAY AND STREETS.
 PERMANENT STRIPING INPLACE.

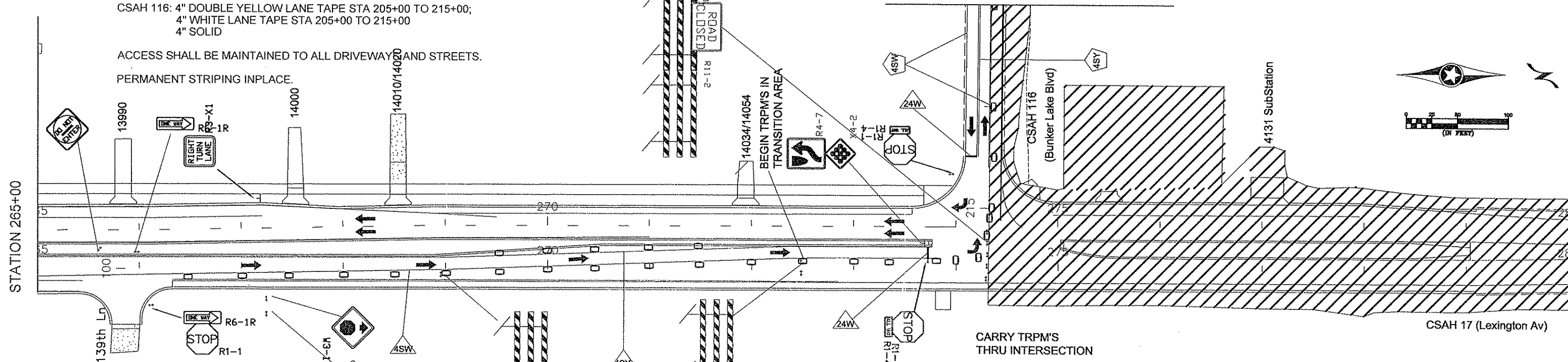
STAGE 5 CONSTRUCTION NOTES:

SHIFT TRAFFIC ONTO CSAH 116 TO THE TWO NEW SOUTH LANES
 CLOSE CSAH 17 TO THRU TRAFFIC NORTH OF CSAH 116
 CONSTRUCTION NORTH HALF OF CSAH 116 AND CSAH 17 AND POND NORTH OF CSAH 116

STATION 265+00

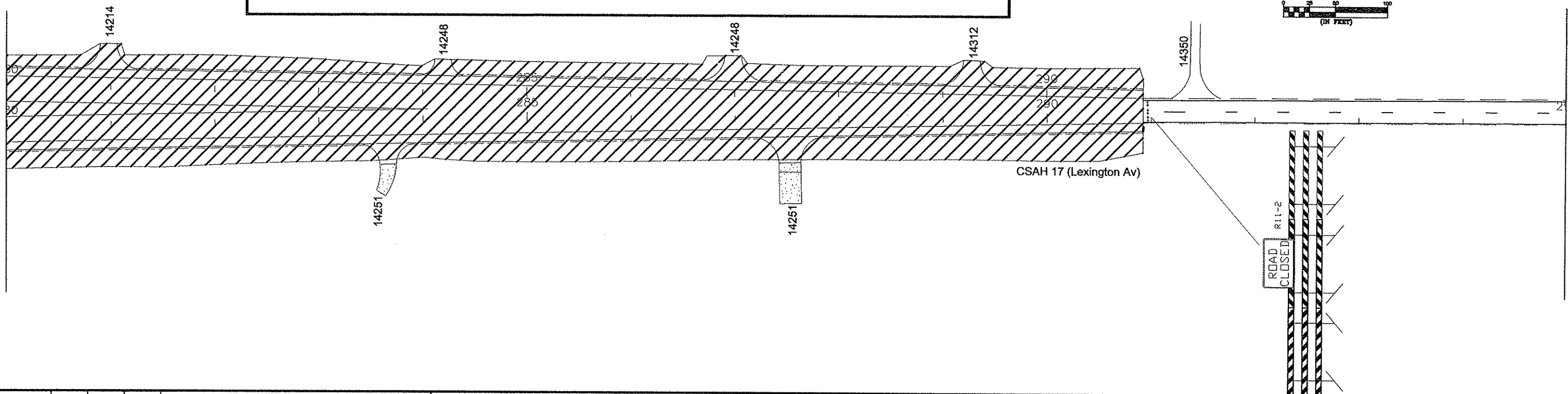
STATION 213+00

STATION 280+00



STATION 280+00

STATION 295+00



NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\Bases\TRAFFIC\0261718_STG5.dwg

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 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

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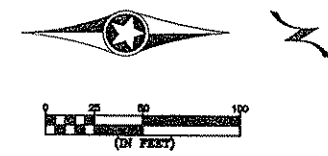


ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

TRAFFIC CONTROL
 LAYOUT STAGE 5
 Sheet 126 of 366 Sheets

STATION 295+00



146th Avenue

CSAH 17 (Lexington Ave)

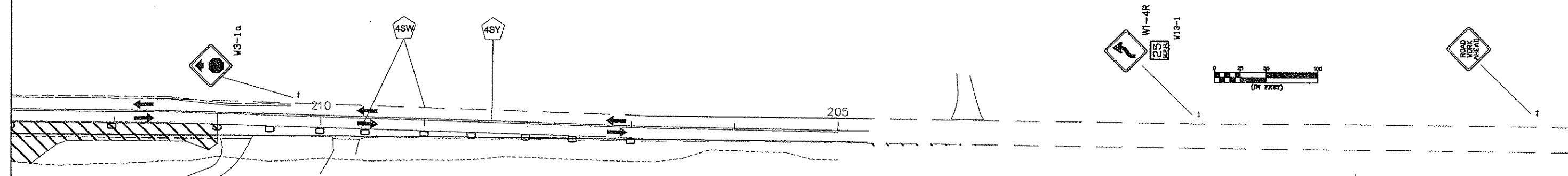
STAGE 5 TRAFFIC NOTES:

CSAH 17 OPEN TO LOCAL TRAFFIC FROM CSAH 14 TO CSAH 116.
 CSAH 17 CLOSED FROM STATION 274+00 (CSAH 116) TO STA 291+00 (DETOUR 2 INPLACE).
 ADD 4" DOUBLE YELLOW LANE TAPE STA 205+00 TO 215+00
 ADD 4" WHITE LANE TAPE STA 205+00 TO 215+00
 ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AND STREETS.
 PERMANENT SIGNING INPLACE.

STAGE 5 CONSTRUCTION NOTES:

SHIFT TRAFFIC ONTO CSAH 116 TO THE TWO NEW SOUTH LANES
 CLOSE CSAH 17 TO THRU TRAFFIC NORTH OF CSAH 116
 CONSTRUCTION NORTH HALF OF CSAH 116 AND CSAH 17 AND POND NORTH OF CSAH 116

STATION 213+00



(Bunker Lake Blvd)
CSAH 116



NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\Bases\TRAFFIC\0261718_STGS.dwg

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 12/27/11
 DESIGN BY: MTH DATE 12/27/11
 CHECKED BY: JR DATE 3/09/12



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

TRAFFIC CONTROL
 LAYOUT STAGE 5
 Sheet 127 of 366 Sheets

M.U.T.C.D. CODE	SIZE	INSERT	QTY. STG. 2	QTY. STG. 3	QTY. STG. 3A	QTY. STG. 4	QTY. STG. 5
R1-1	48" x 48"		20	21	21	11	2
R1-4	6" x 12"		10	11	11	2	2
R3-X1	30" x 30"		0	2	8	9	0
R3-X2	30" x 30"		0	1	1	8	0
R3-1	24" x 24"		4	0	0	2	0
R3-2	24" x 24"		8	1	1	3	0
R3-30AB	36" x 30"		0	0	0	2	0
R4-7	24" x 30"		0	1	3	8	0
x4-2	15" x 15"		0	1	3	8	0
R5-1	30" x 30"		46	4	10	12	0
R6-1R	36" x 12"		9	0	8	12	0
	48" x 18"		0	0	0	0	0
R6-1L	36" x 12"		7	0	4	4	0
	48" x 18"		0	0	0	1	0
R6-2	24" x 30"		8	0	0	0	0
MOD							
W1-4R	48" x 48"		0	1	0	0	1
W13-1	30" x 30"		0	1	0	0	1
W1-4L	48" x 48"		0	2	1	1	0
W13-1	30" x 30"		0	2	1	1	0
W3-1a	48" x 48"		6	7	7	2	2
W3-1a	48" x 48"		0	9	0	0	0

M.U.T.C.D. CODE	SIZE	INSERT	QTY. STG. 2	QTY. STG. 3	QTY. STG. 3A	QTY. STG. 4	QTY. STG. 5
W4-2L	48" x 48"		1	1	1	3	0
W9-1	48" x 48"		2	2	2	3	0
W20-100p	30" x 24"		0	0	0	1	0
			0	0	0	1	0
			0	0	0	1	0
W20-X3L	48" x 48"		1	1	1	0	0
W20-1	48" x 48"		13	13	13	13	13
W3-X5	48" x 48"		6	0	0	0	0
W20-3	48" x 48"		0	0	0	0	0
M4-10L	48" x 18"		1	0	0	3	1
TYPE III	8 FOOT						
M4-10R	48" x 18"		0	0	0	1	0
TYPE III	8 FOOT						
R6-1R	48" x 18"		27	1	3	0	0
TYPE III	8 FOOT						
R6-1L	48" x 18"		15	0	2	0	0
TYPE III	8 FOOT						

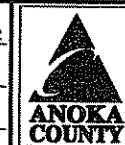
M.U.T.C.D. CODE	SIZE	INSERT	QTY. STG. 2	QTY. STG. 3	QTY. STG. 3A	QTY. STG. 4	QTY. STG. 5
R11-2	48" x 30"		3	0	0	1	0
TYPE III	8 FOOT						
R11-2	48" x 30"		0	0	0	2	2
TYPE III	8 FOOT						
R11-3a	48" x 30"		0	0	8	0	0
TYPE III	8 FOOT						
R11-3a	48" x 30"		0	3	0	0	0
TYPE III	8 FOOT						
R11-3a	48" x 30"		1	1	1	0	0
TYPE III	8 FOOT						
TYPE III	8 FOOT		4	17	13	0	5
TYPE III	8 FOOT		11	14	20	3	1
REFLECTORIZED REBOUNDABLE DRUM			365	535	537	80	38
CHANGABLE MESSAGE BOARD			1	1	1	0	0

NOTES:

- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE PLACED IN ACCORDANCE TO THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD), AND PART IV, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS".
- ALL TYPE III BARRICADES SHALL BE REFLECTORIZED ON BOTH SIDES. BARRICADE MARKINGS SHALL BE SLANTED IN ACCORDANCE WITH THE M.U.T.C.D.

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE:
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE: 3/09/12
 DESIGN BY: DATE: _____
 CHECKED BY: DATE: _____



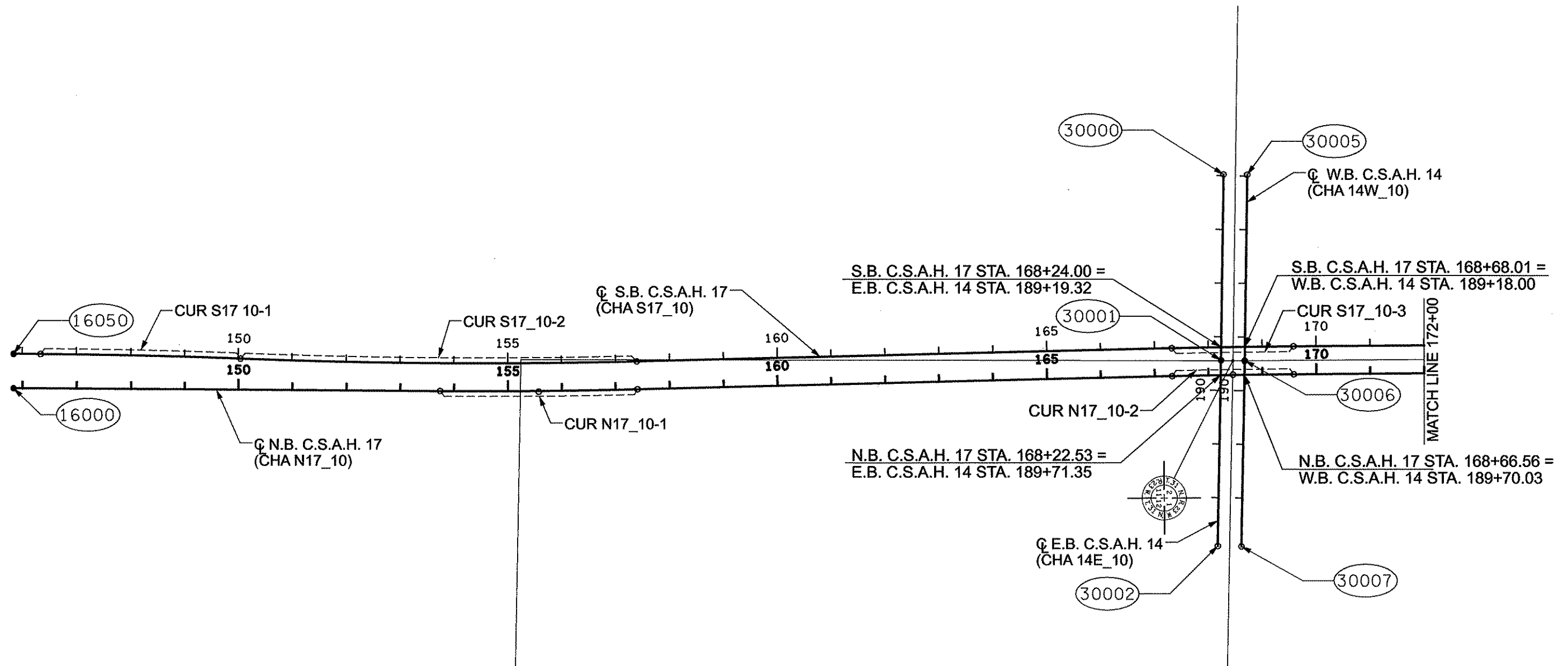
ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

STAGING
 SIGN QUANTITIES

ALIGNMENT TABULATION										
POINT NUMBER	POINT	ALIGNMENT	CIRCULAR CURVE DATA					COORDINATES		AZIMUTH
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH	X	Y	
☉ E.B. C.S.A.H. 14 <14E_10>										
30000	POT	☉ C.S.A.H. 14	185+97.410					526,415.9011	158,837.2259	S 87° 26' 00.39" E
30001	PI		189+43.670					526,762.1207	158,831.9439	PI
30002	POT	☉ C.S.A.H. 14	192+89.985					527,108.3695	158,825.1569	S 88° 52' 37.44" E
☉ W.B. C.S.A.H. 14 <14W_10>										
30005	POT	☉ C.S.A.H. 14	185+97.410					526,416.5723	158,881.2177	S 89° 07' 33.39" E
30006	PI		189+44.068					526,763.1897	158,875.9296	
30007	POT	☉ C.S.A.H. 14	192+90.127					527,109.1824	158,869.1477	S 88° 52' 37.44" E

ALIGNMENT TABULATION												
POINT NUMBER	POINT	ALIGNMENT	CIRCULAR CURVE DATA					COORDINATES		AZIMUTH		
			DELTA	DEGREE	RADIUS	TANGENT	LENGTH	X	Y			
☉ 131ST AVE. <CL_131_10>												
3000	POT	☉ 131ST AVE.	100+00.000							526,517.1327	162,868.1979	
3001	POT	☉ 131ST AVE.	102+00.000							526,717.1198	162,865.9200	
☉ 133RD LANE <CL_133_10>												
30015	POT	☉ 133RD LN.	100+00.000							526,345.6652	164,363.5532	
30016	POT		102+60.000							526,605.5926	164,357.4093	
30017	POT	☉ 133RD LN.	104+00.000							526,745.5924	164,357.6688	
☉ 136TH AVE. <CL13610>												
	PC	☉ 136TH AVE.	100+00.000							526,460.0490	166,164.3929	S 83° 15' 46.09" E
CL13610-1	PI		100+49.709	7° 06' 40.00" LT	7° 09' 43.10"	800.000'	49.709'	99.290'		526,509.4145	166,158.5613	PI
	CC									526,553.9014	166,958.8686	
	PT		100+99.29							526,559.1222	166,158.8857	N 89° 37' 33.91" E
30024	PI		102+80.200							526,740.0289	166,160.0663	PI
30025	POT	☉ 136TH AVE.	103+94.242							526,854.0439	166,162.5236	
☉ 138TH AVE. <CL13810>												
30034	POT	☉ 138TH AVE	100+00.000							526,308.1203	167,309.3697	
30035	POT	☉ 138TH AVE	104+05.000							526,713.1196	167,310.1204	
☉ WILDWOOD DR. <CLWWS10>												
	PC	☉ WILDWOOD DR.	100+00.000							526,306.3016	168,412.6775	N 79° 02' 21.98" E
CLWWS10-1	PI		100+18.812	11° 18' 32.11" RT	30° 09' 20.42"	190.000'	18.812'	37.502'		526,324.7704	168,416.2542	PI
	CC									526,342.4269	168,226.1434	
	PT		100+37.502							526,343.5821	168,416.1399	S 89° 39' 05.91" E
30041	POT	☉ WILDWOOD DR.	104+05.000							526,711.0736	168,413.9055	
☉ 139TH AVE. <CL13910>												
30045	POT	☉ 139TH AVE.	100+00.000							526,748.7398	168,594.0042	
30046	POT		100+90.000							526,838.7397	168,594.1711	
30047	POT		103+30.000							527,078.4884	168,583.1922	
30048	POT	☉ 139TH AVE.	104+00.000							527,148.4864	168,582.6549	
☉ C.S.A.H. 116 <E116_3>												
1600	POT	☉ C.S.A.H. 116	200+00.000							525,185.7972	169,450.2686	
1601	POT	☉ C.S.A.H. 116	215+18.412							526,704.1722	169,439.7090	



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURTIS KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY: GMP DATE 3/8/2012
 DESIGN BY: GMP DATE 3/8/2012
 CHECKED BY: JEO DATE 3/8/2012



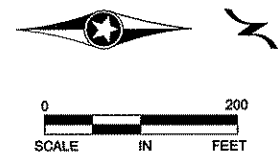
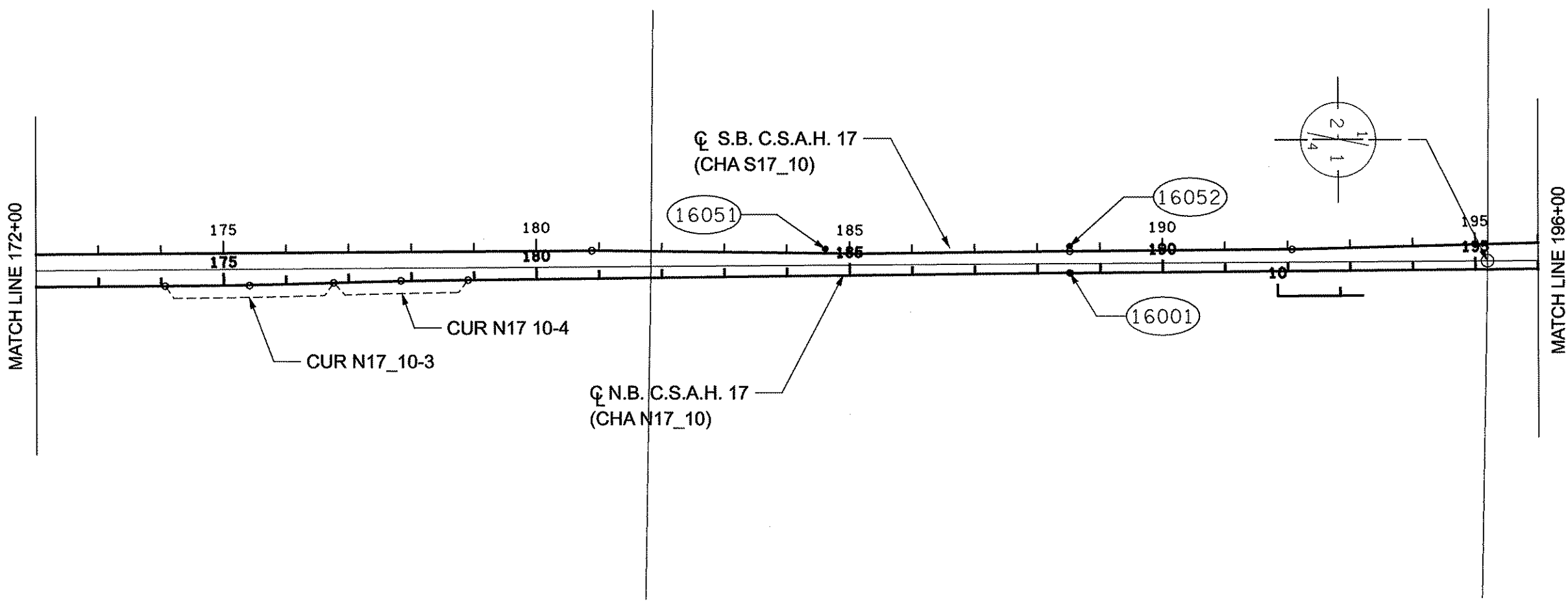
**ANOKA COUNTY
 HIGHWAY DEPT.**

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __***

ALIGNMENT PLAN
 STA 145+83.31 TO 172+00
 Sheet 131 of 366 Sheets

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_AL11.dgn
 03/08/2012 10:40:18 AM



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-16\plan\0261716_ALI2.dgn 03/08/2012 10:40:21 AM

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

PRINT NAME: CURT A. KOBILARCSIK

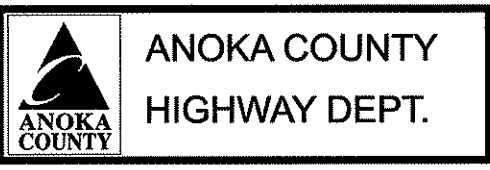
SIGNATURE: *Curt Kobilarcsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012

DESIGN BY GMP DATE 3/8/2012

CHECKED BY JEO DATE 3/8/2012

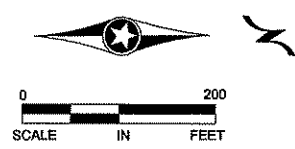
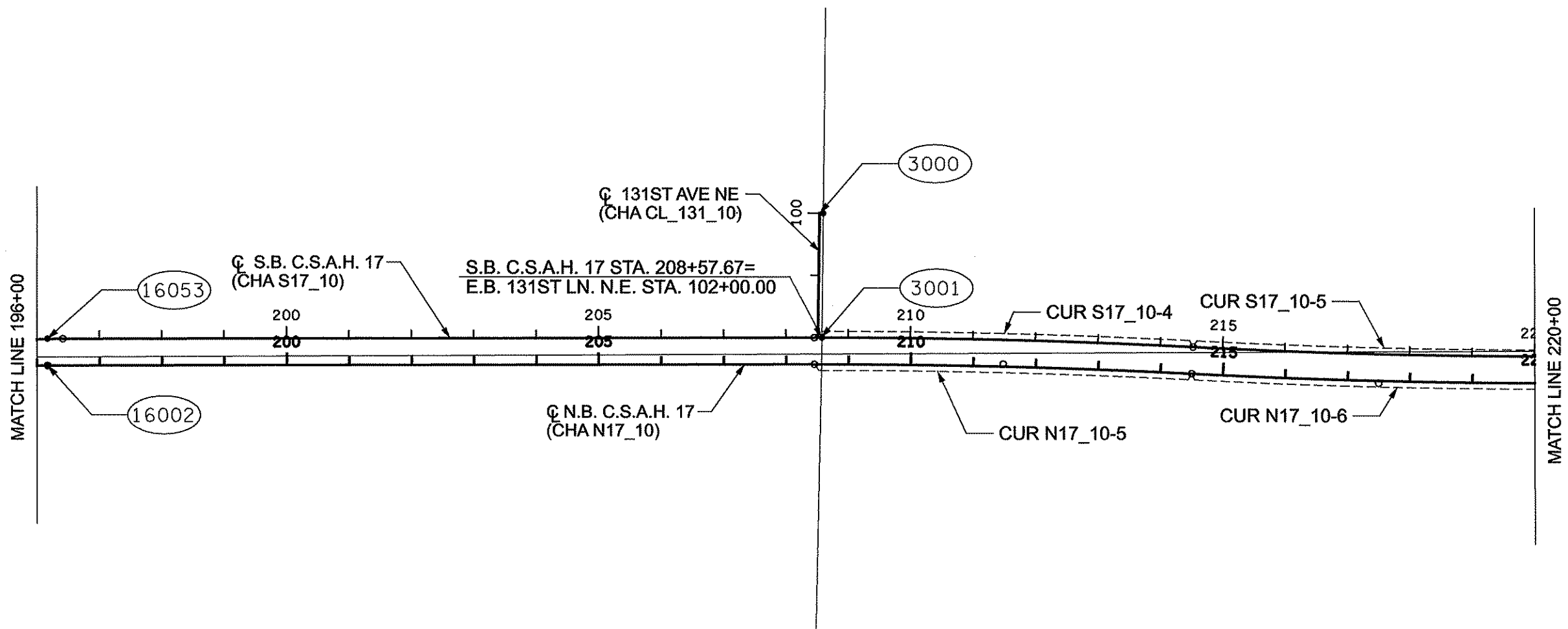


S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

ALIGNMENT PLAN

STA 172+00 TO 196+00

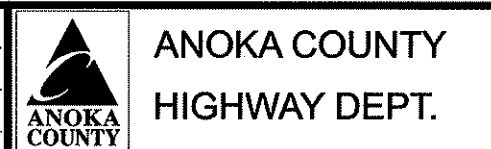
Sheet 132 of 366 Sheets



NO	DATE	BY	CHKD	APPR	REVISION
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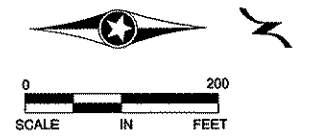
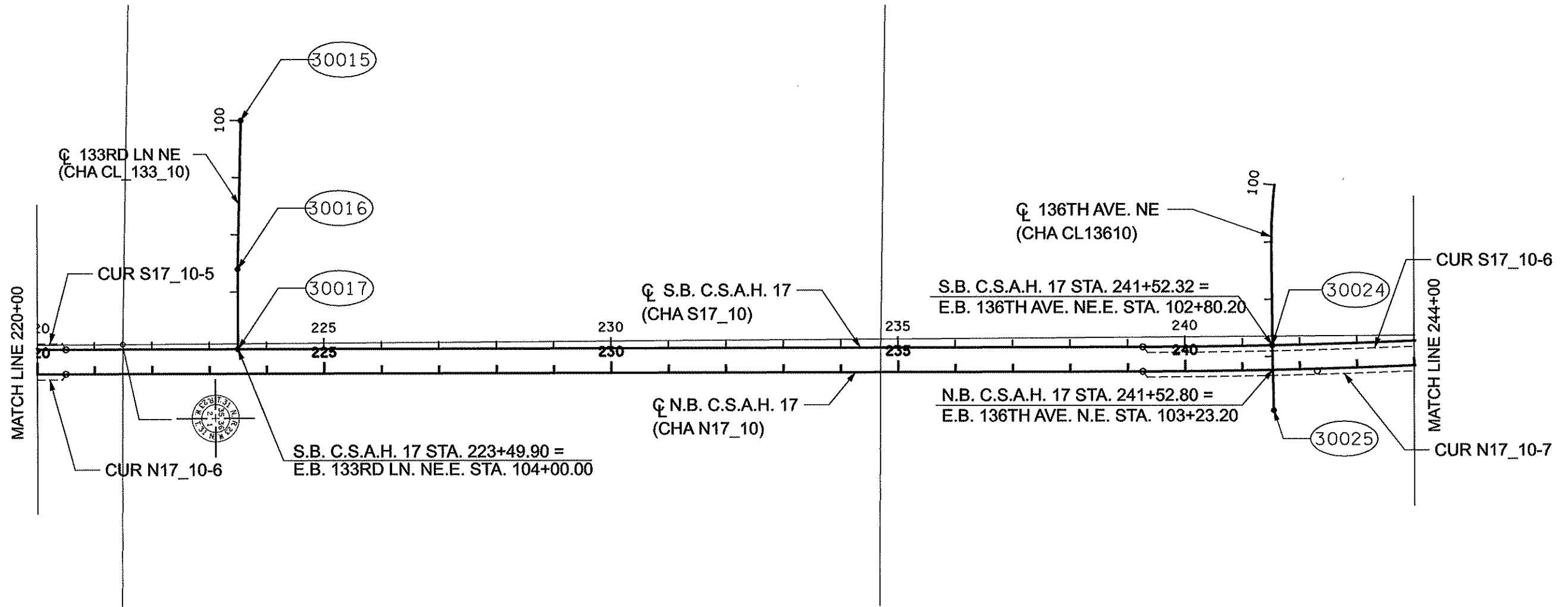
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

ALIGNMENT PLAN
 STA 196+00 TO 220+00
 Sheet 133 of 366 Sheets



NO	DATE	BY	CKD	APPR	REVISION

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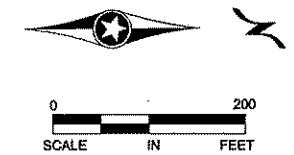
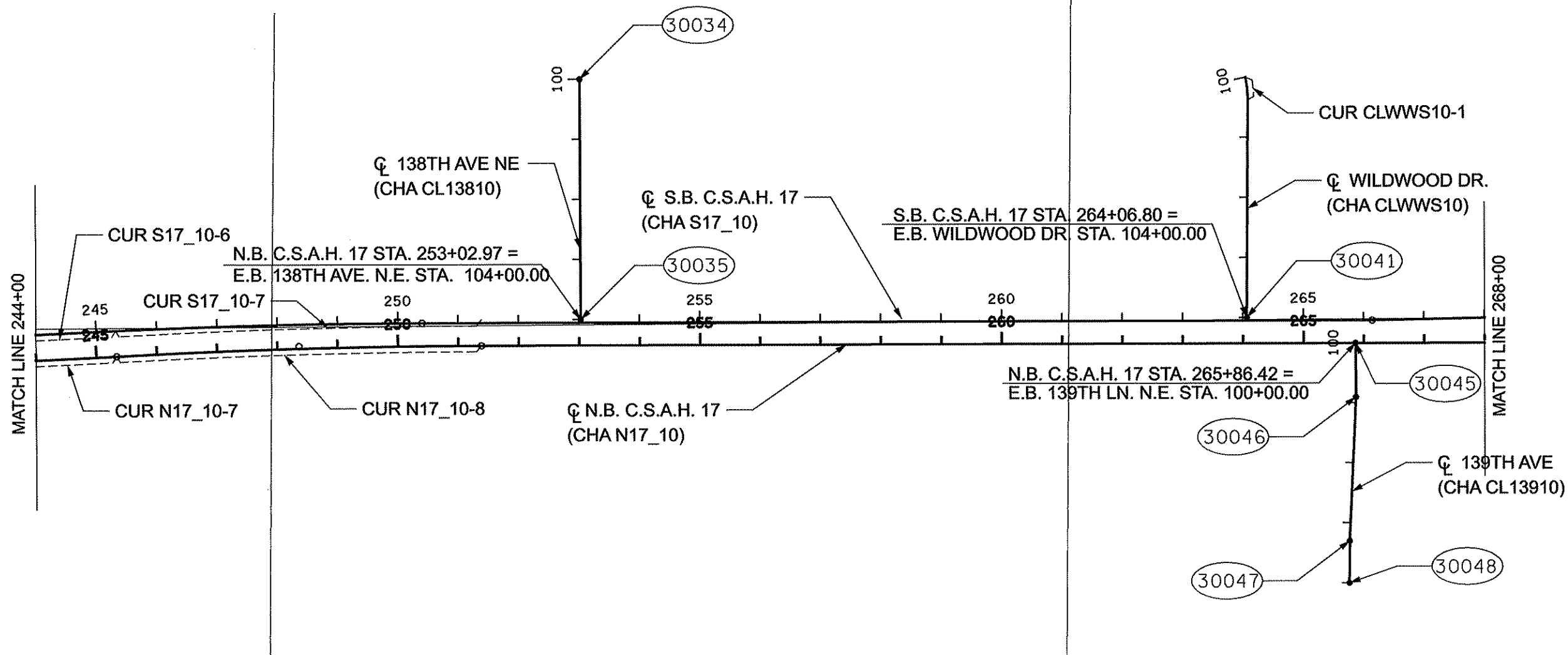
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEQ DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

ALIGNMENT PLAN
 STA 220+00 TO 244+00
 Sheet 134 of 366 Sheets



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\plan\0261718_ALI5.dgn					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-13-12 LICENSE NO. 24766

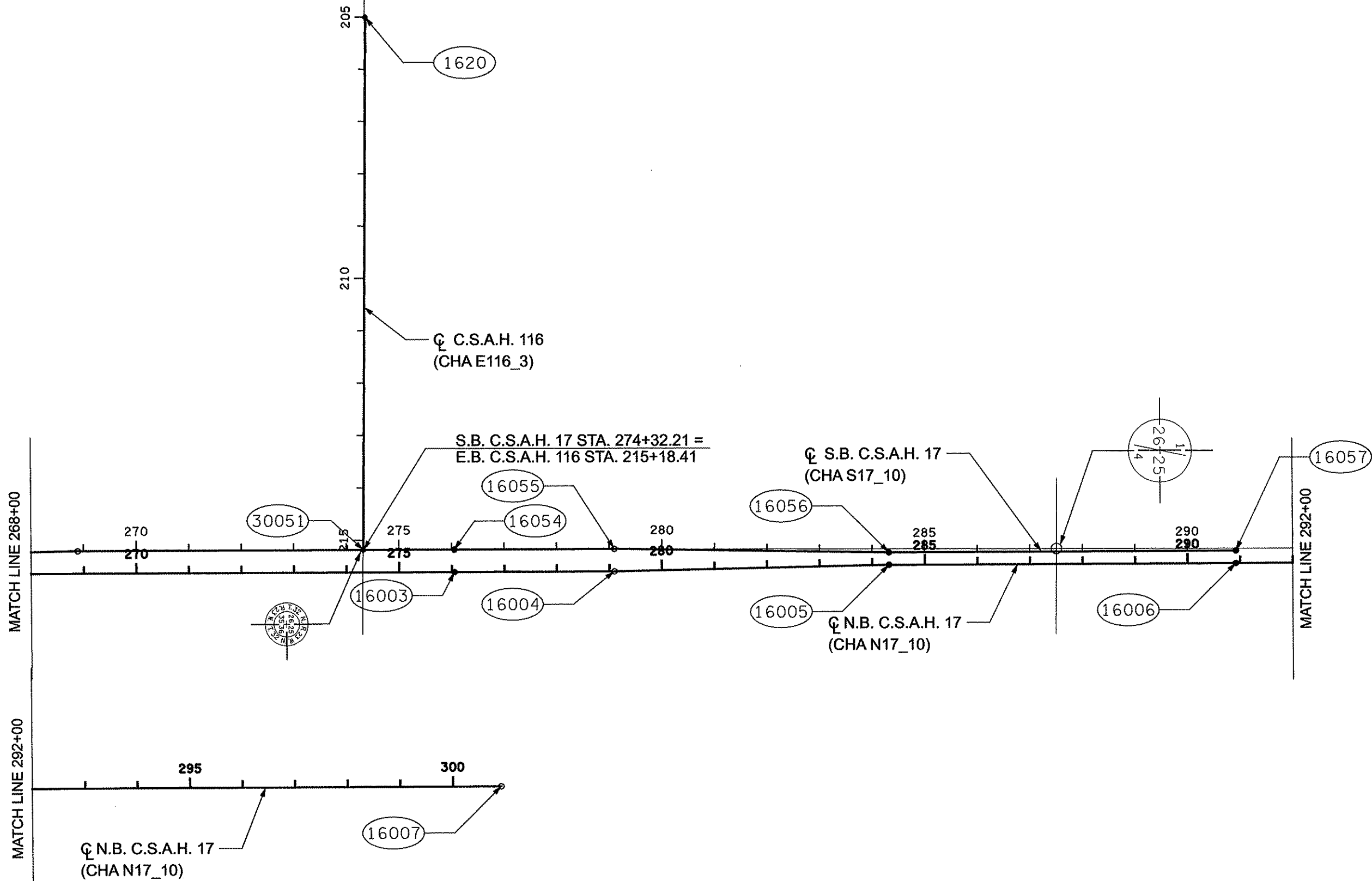
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 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



**ANOKA COUNTY
 HIGHWAY DEPT.**

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** *** **

ALIGNMENT PLAN
 STA 244+00 TO 268+00
 Sheet 135 of 366 Sheets



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:102-617-18\plan\0261718_AL16.dgn 03/08/2012 10:40:33 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt A. Kobilarsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012

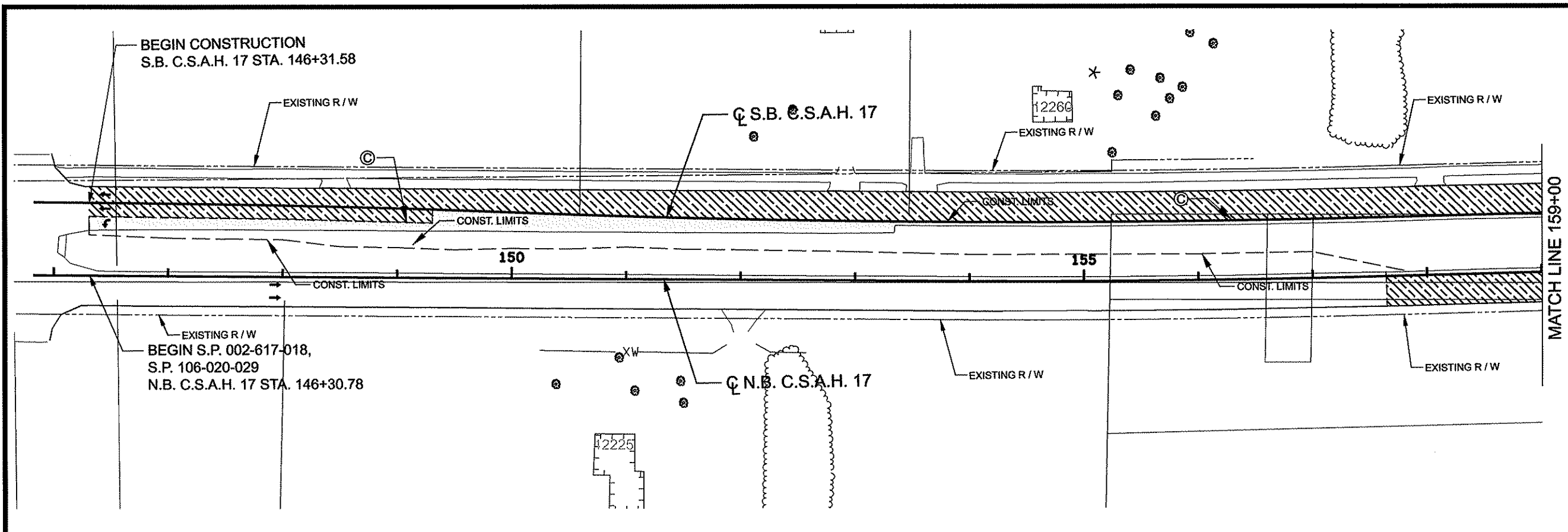


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

ALIGNMENT PLAN

STA 268+00 TO 300+92.22

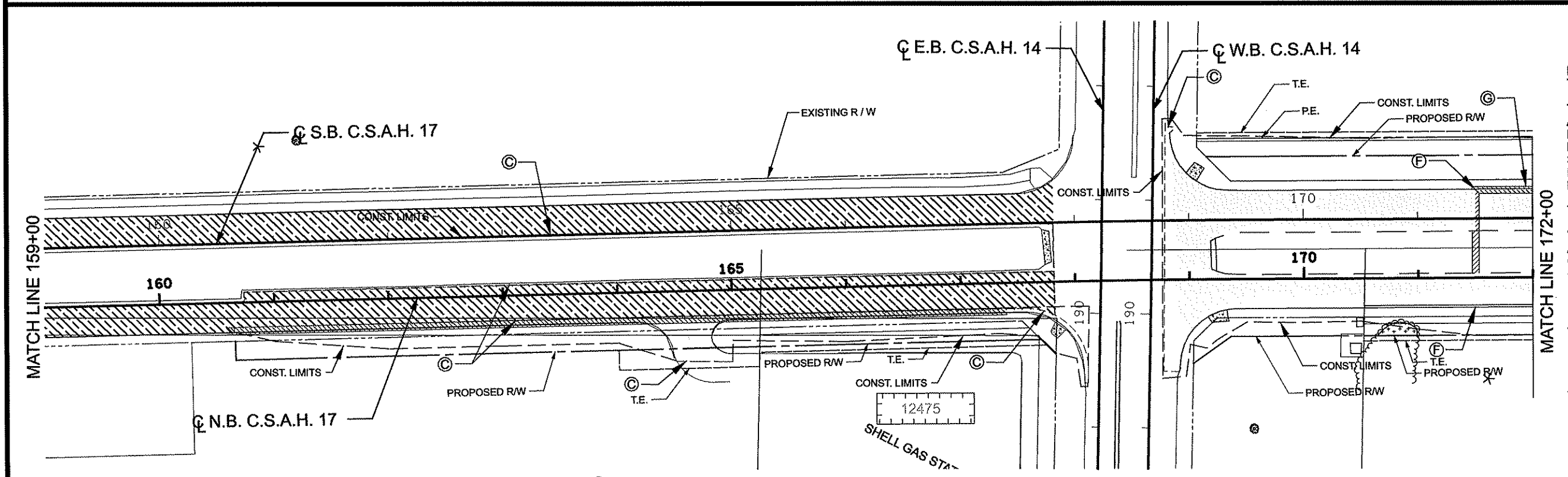
Sheet 136 of 366 Sheets



LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE CONCRETE MEDIAN
- REMOVE BITUMINOUS MEDIAN
- MILL AND OVERLAY BITUMINOUS PAVEMENT
- CLEAR & GRUB (ACRE)
- REMOVE PIPE CULVERTS
- REMOVE CURB AND GUTTER
- REMOVE BITUMINOUS CURB
- TREE REMOVAL BY EACH
- SOIL BORING

0 100
SCALE IN FEET



REMOVAL NOTES

REFER TO TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL REMOVALS.

THE CONTRACTOR SHALL PERFORM ALL CLEARING AND GRUBBING AS DIRECTED AND MARKED IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL OTHERWISE PROTECT ALL EXISTING TREES NOT SPECIFICALLY MARKED FOR REMOVAL.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

ALL PRIVATE UTILITIES TO BE RELOCATED BY OTHERS AS REQUIRED. SEE IN PLACE UTILITY TABULATION FOR MORE INFORMATION.

ALL ROADWAY SIGNS WITHIN THE CONSTRUCTION LIMITS AND CONFLICTING SIGNS SHALL BE SALVAGED BY THE CONTRACTOR AS PER THE TRAFFIC CONTROL PLANS AND THE SPECIAL PROVISIONS.

0 100
SCALE IN FEET

- NOTES:**
- (A) REMOVE PIPE CULVERT
 - (B) REMOVE PIPE APRON
 - (C) SAWCUT BITUMINOUS PAVEMENT (FULL DEPTH)
 - (D) SAWCUT CONCRETE PAVEMENT (FULL DEPTH)
 - (E) FENCE REMOVED BY OTHERS
 - (F) REMOVE MANHOLE OR CATCH BASIN
 - (G) REMOVE SEWER PIPE (STORM)

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_REMO_P0.dgn					
03/08/2012 10:44:50 AM					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarcsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012

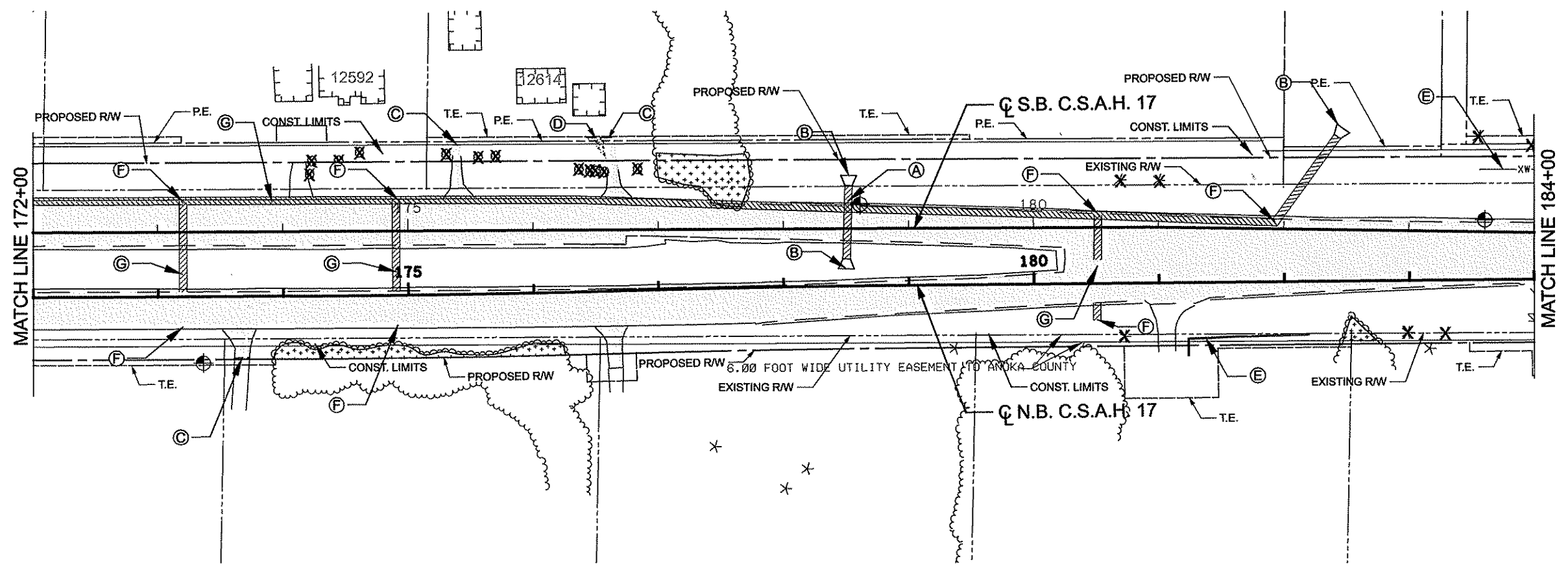
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

REMOVAL PLAN

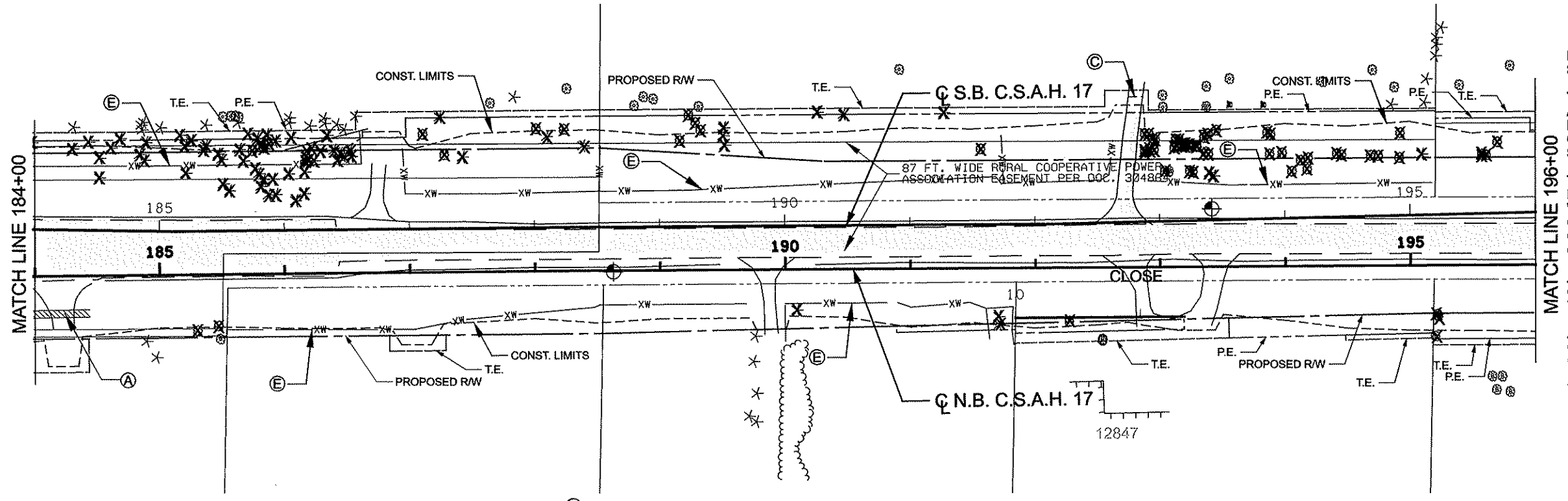
STA 146+30.78 TO 172+00

SHEET 137 OF 366 SHEETS



LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE CONCRETE MEDIAN
- REMOVE BITUMINOUS MEDIAN
- MILL AND OVERLAY BITUMINOUS PAVEMENT
- CLEAR & GRUB (ACRES)
- REMOVE PIPE CULVERTS
- REMOVE CURB AND GUTTER
- REMOVE BITUMINOUS CURB
- TREE REMOVAL BY EACH
- SOIL BORING



REMOVAL NOTES

REFER TO TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL REMOVALS.

THE CONTRACTOR SHALL PERFORM ALL CLEARING AND GRUBBING AS DIRECTED AND MARKED IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL OTHERWISE PROTECT ALL EXISTING TREES NOT SPECIFICALLY MARKED FOR REMOVAL.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

ALL PRIVATE UTILITIES TO BE RELOCATED BY OTHERS AS REQUIRED. SEE IN PLACE UTILITY TABULATION FOR MORE INFORMATION.

ALL ROADWAY SIGNS WITHIN THE CONSTRUCTION LIMITS AND CONFLICTING SIGNS SHALL BE SALVAGED BY THE CONTRACTOR AS PER THE TRAFFIC CONTROL PLANS AND THE SPECIAL PROVISION

- NOTES:
- (A) REMOVE PIPE CULVERT
 - (B) REMOVE PIPE APRON
 - (C) SAWCUT BITUMINOUS PAVEMENT (FULL DEPTH)
 - (D) SAWCUT CONCRETE PAVEMENT (FULL DEPTH)
 - (E) FENCE REMOVED BY OTHERS
 - (F) REMOVE MANHOLE OR CATCH BASIN
 - (G) REMOVE SEWER PIPE (STORM)

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

PRINT NAME: CURT A. KOBIARCSIK

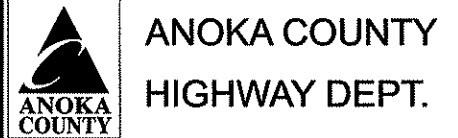
SIGNATURE: *Curt Kobiarcsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012

DESIGN BY GMP DATE 3/8/2012

CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
*** **

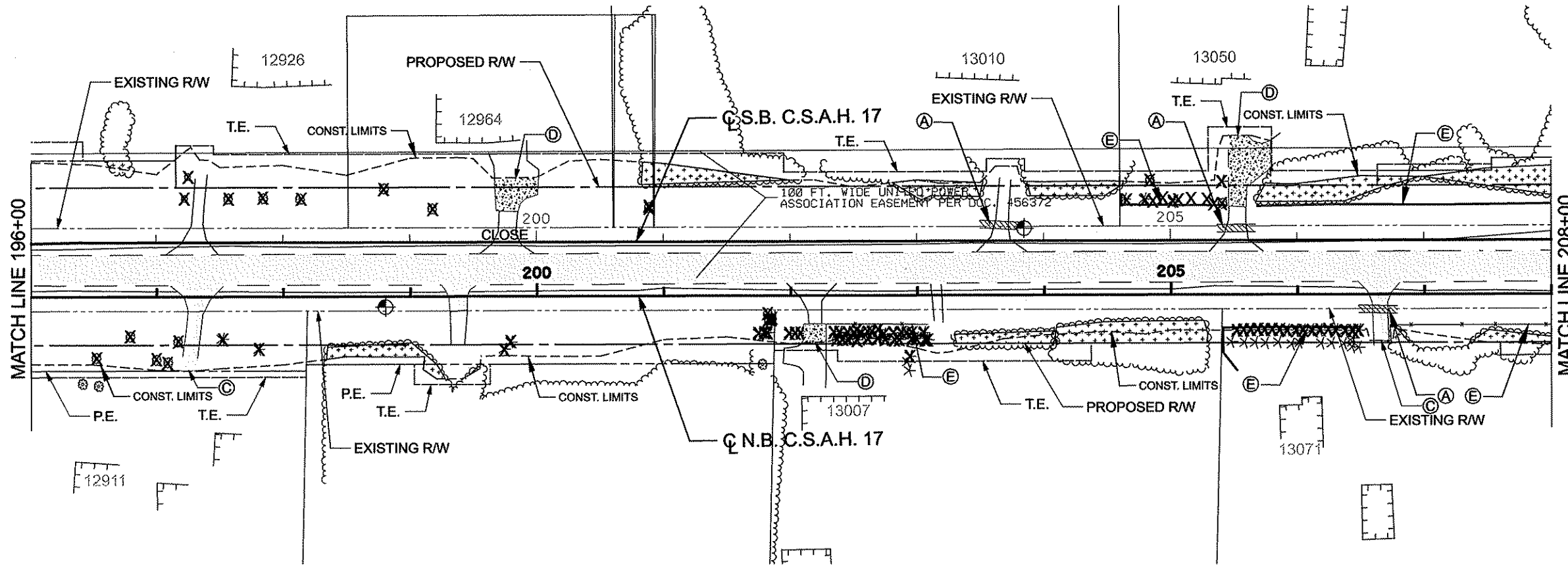
REMOVAL PLAN

STA 172+00 TO 196+00

SHEET 138 OF 366 SHEETS

NO	DATE	BY	CKD	APPR	REVISION

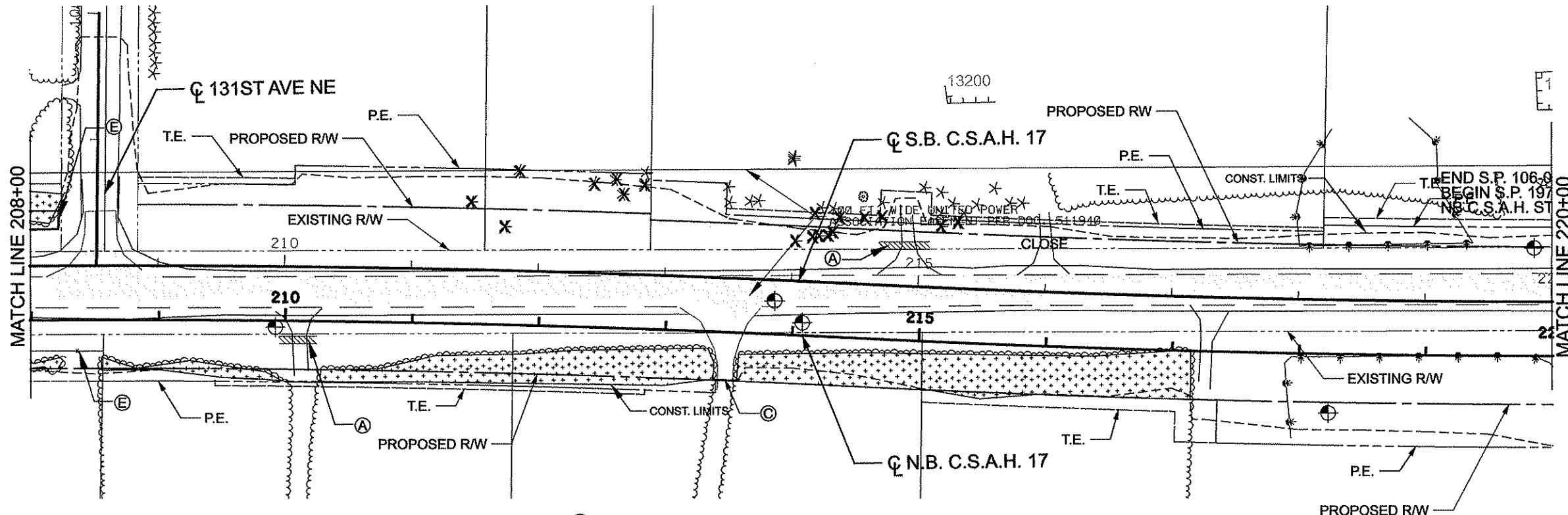
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LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE CONCRETE MEDIAN
- REMOVE BITUMINOUS MEDIAN
- MILL AND OVERLAY BITUMINOUS PAVEMENT
- CLEAR & GRUB (ACRES)
- REMOVE PIPE CULVERTS
- REMOVE CURB AND GUTTER
- REMOVE BITUMINOUS CURB
- TREE REMOVAL BY EACH
- SOIL BORING

0 100
SCALE IN FEET



REMOVAL NOTES

REFER TO TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL REMOVALS.

THE CONTRACTOR SHALL PERFORM ALL CLEARING AND GRUBBING AS DIRECTED AND MARKED IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL OTHERWISE PROTECT ALL EXISTING TREES NOT SPECIFICALLY MARKED FOR REMOVAL.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

ALL PRIVATE UTILITIES TO BE RELOCATED BY OTHERS AS REQUIRED. SEE IN PLACE UTILITY TABULATION FOR MORE INFORMATION.

ALL ROADWAY SIGNS WITHIN THE CONSTRUCTION LIMITS AND CONFLICTING SIGNS SHALL BE SALVAGED BY THE CONTRACTOR AS PER THE TRAFFIC CONTROL PLANS AND THE SPECIAL PROVISIONS.

0 100
SCALE IN FEET

- NOTES:**
- (A) REMOVE PIPE CULVERT
 - (B) REMOVE PIPE APRON
 - (C) SAWCUT BITUMINOUS PAVEMENT (FULL DEPTH)
 - (D) SAWCUT CONCRETE PAVEMENT (FULL DEPTH)
 - (E) FENCE REMOVED BY OTHERS
 - (F) REMOVE MANHOLE OR CATCH BASIN
 - (G) REMOVE SEWER PIPE (STORM)

NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\plan\0261718_REM2_PO.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012

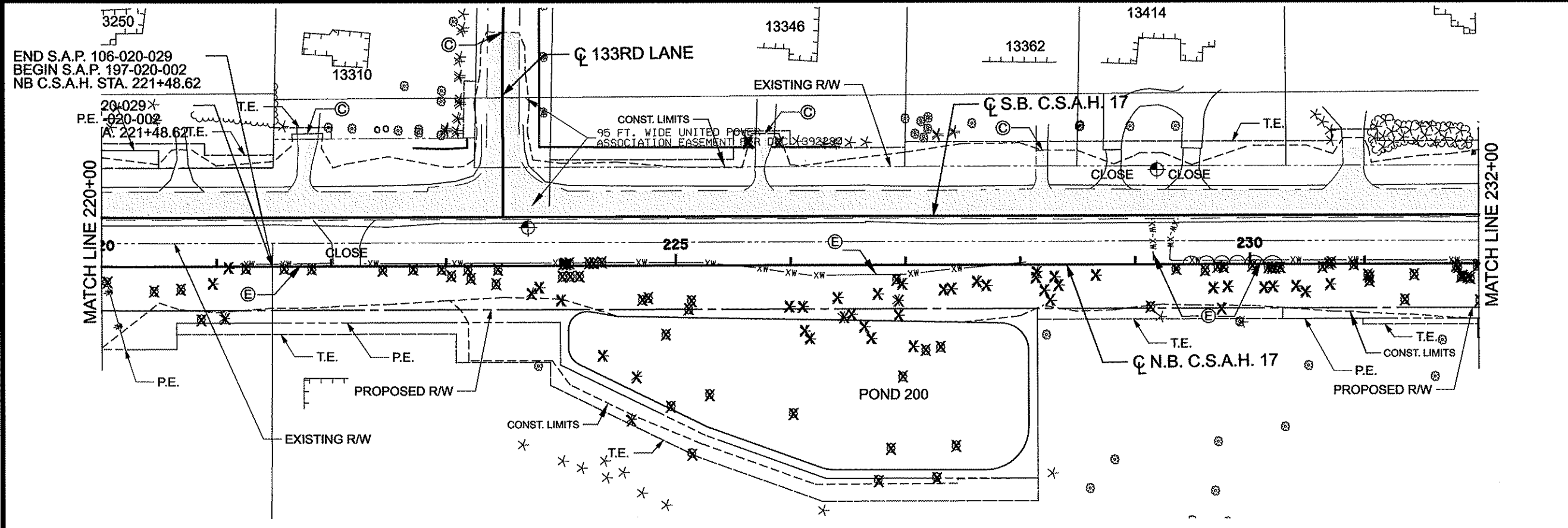
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__*

REMOVAL PLAN

STA 196+00 TO 220+00

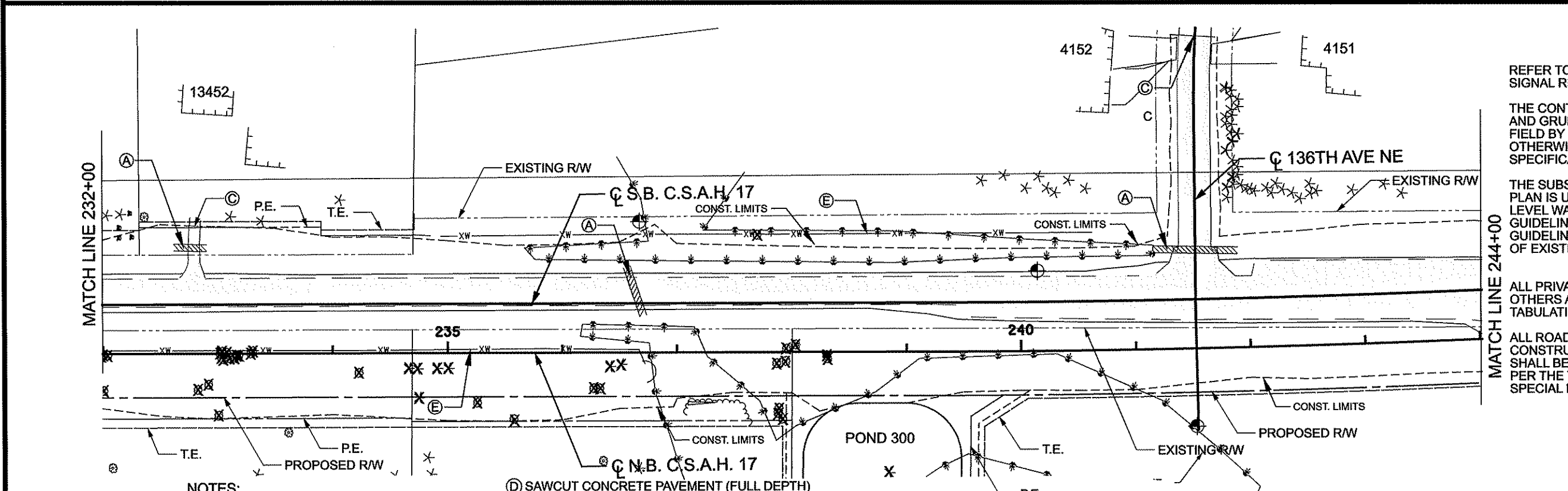
SHEET 139 OF 366 SHEETS



LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE CONCRETE MEDIAN
- REMOVE BITUMINOUS MEDIAN
- MILL AND OVERLAY BITUMINOUS PAVEMENT
- CLEAR & GRUB (ACRE)
- REMOVE PIPE CULVERTS
- REMOVE CURB AND GUTTER
- REMOVE BITUMINOUS CURB
- TREE REMOVAL BY EACH
- SOIL BORING

0 100
SCALE IN FEET



REMOVAL NOTES

REFER TO TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL REMOVALS.

THE CONTRACTOR SHALL PERFORM ALL CLEARING AND GRUBBING AS DIRECTED AND MARKED IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL OTHERWISE PROTECT ALL EXISTING TREES NOT SPECIFICALLY MARKED FOR REMOVAL.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

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ALL ROADWAY SIGNS WITHIN THE CONSTRUCTION LIMITS AND CONFLICTING SIGNS SHALL BE SALVAGED BY THE CONTRACTOR AS PER THE TRAFFIC CONTROL PLANS AND THE SPECIAL PROVISIONS.

0 100
SCALE IN FEET

- NOTES:**
- (A) REMOVE PIPE CULVERT
 - (B) REMOVE PIPE APRON
 - (C) SAWCUT BITUMINOUS PAVEMENT (FULL DEPTH)
 - (D) SAWCUT CONCRETE PAVEMENT (FULL DEPTH)
 - (E) FENCE REMOVED BY OTHERS
 - (F) REMOVE MANHOLE OR CATCH BASIN
 - (G) REMOVE SEWER PIPE (STORM)

NO	DATE	BY	CKD	APPR	REVISION
NAME: pt:02-617-18\plan\0261718_REM3_P0.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

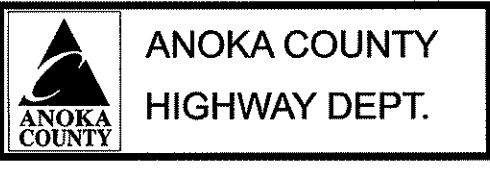
SIGNATURE: *Curt Kobilarcsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012

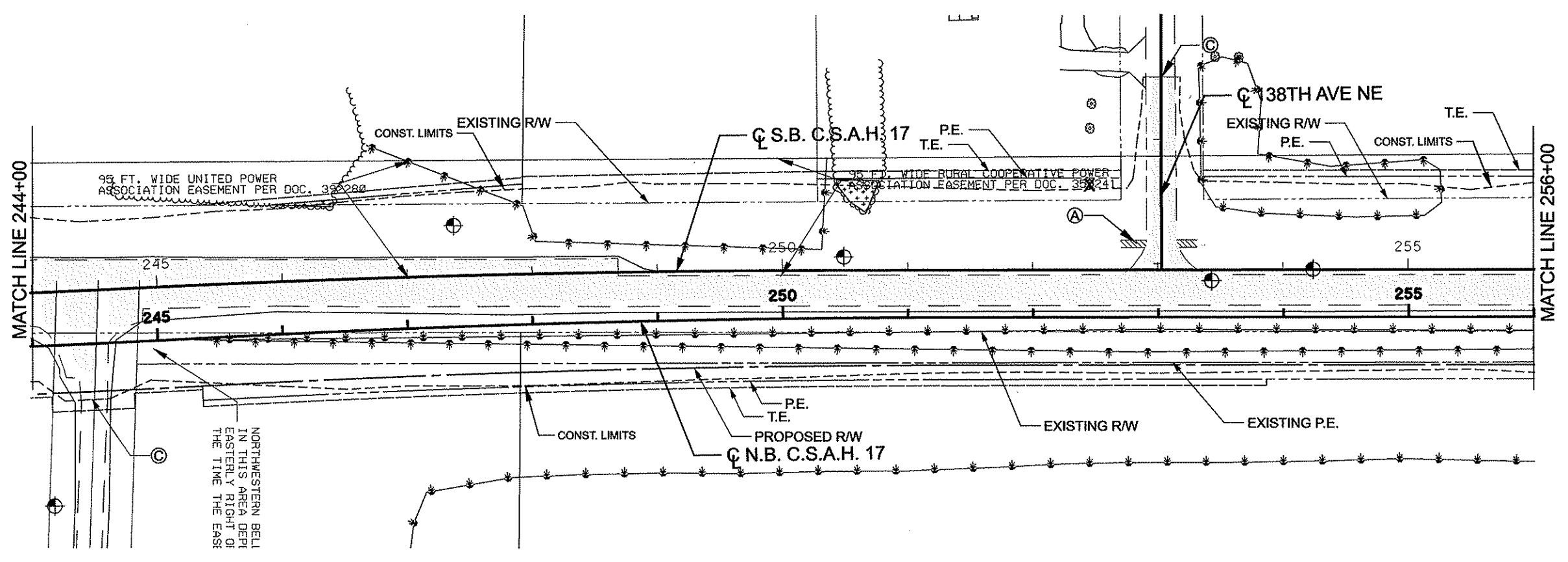


S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

REMOVAL PLAN

STA 220+00 TO 244+00

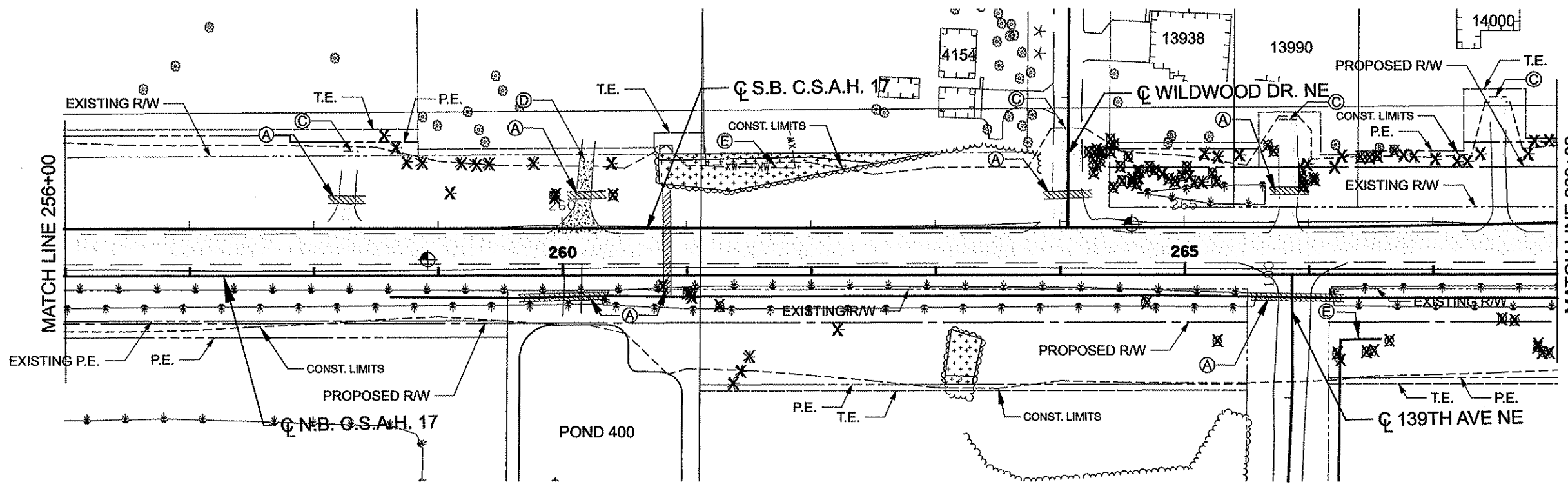
SHEET 140 OF 366 SHEETS



LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE CONCRETE MEDIAN
- REMOVE BITUMINOUS MEDIAN
- MILL AND OVERLAY BITUMINOUS PAVEMENT
- CLEAR & GRUB (ACRES)
- REMOVE PIPE CULVERTS
- REMOVE CURB AND GUTTER
- REMOVE BITUMINOUS CURB
- TREE REMOVAL BY EACH
- SOIL BORING

SCALE 0 100 IN FEET



REMOVAL NOTES

REFER TO TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL REMOVALS.

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THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

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SCALE 0 100 IN FEET

- NOTES:**
- (A) REMOVE PIPE CULVERT
 - (B) REMOVE PIPE APRON
 - (C) SAWCUT BITUMINOUS PAVEMENT (FULL DEPTH)
 - (D) SAWCUT CONCRETE PAVEMENT (FULL DEPTH)
 - (E) FENCE REMOVED BY OTHERS
 - (F) REMOVE MANHOLE OR CATCH BASIN
 - (G) REMOVE SEWER PIPE (STORM)

NO	DATE	BY	CHKD	APPR	REVISION

NAME: p:102-617-18\plant\0261718_REM4_P0.dgn 03/08/2012 10:40:58 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012

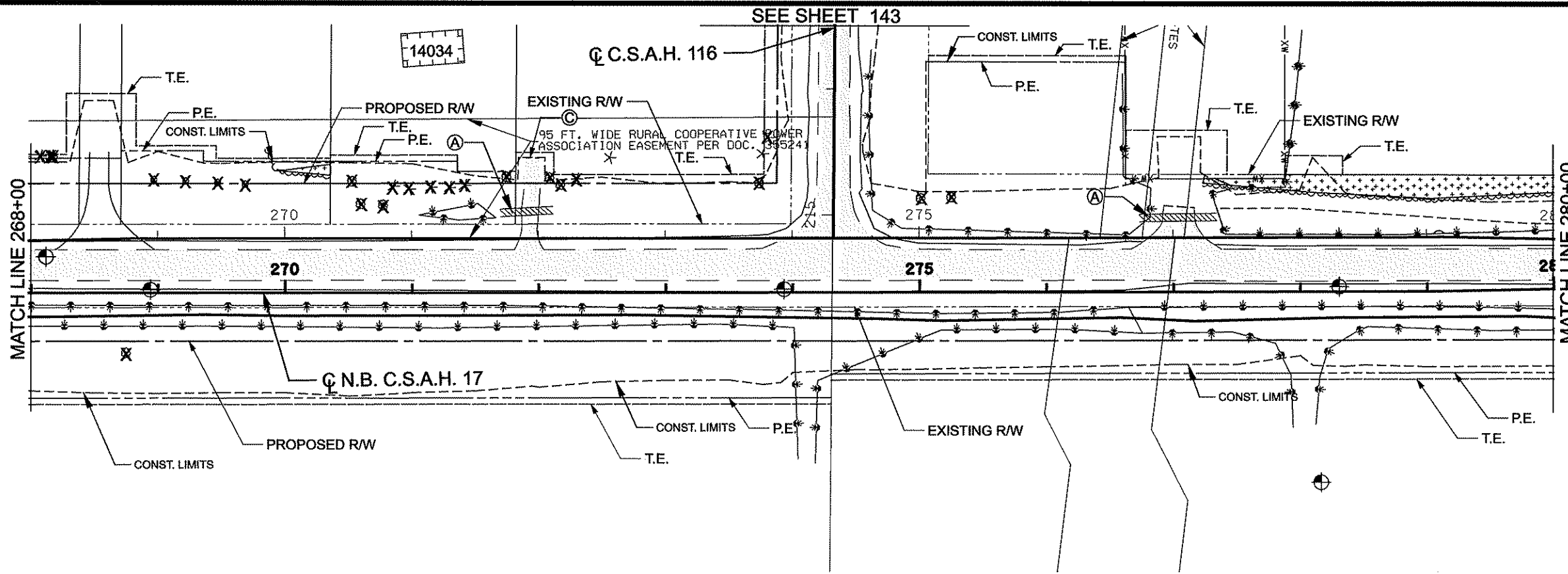
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

REMOVAL PLAN

STA 244+00 TO 268+00

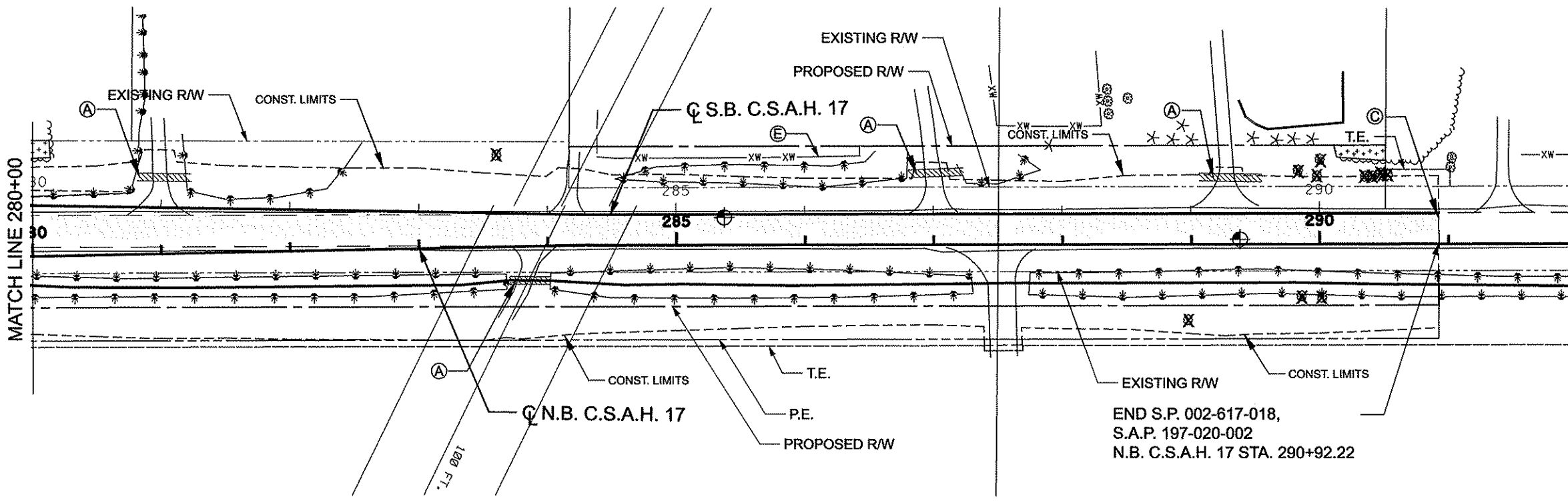
SHEET 141 OF 366 SHEETS



LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- REMOVE CONCRETE MEDIAN
- REMOVE BITUMINOUS MEDIAN
- MILL AND OVERLAY BITUMINOUS PAVEMENT
- CLEAR & GRUB (ACRES)
- REMOVE PIPE CULVERTS
- REMOVE CURB AND GUTTER
- REMOVE BITUMINOUS CURB
- TREE REMOVAL BY EACH
- SOIL BORING

0 100
SCALE IN FEET



REMOVAL NOTES

REFER TO TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL REMOVALS.

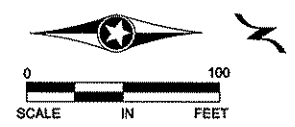
THE CONTRACTOR SHALL PERFORM ALL CLEARING AND GRUBBING AS DIRECTED AND MARKED IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL OTHERWISE PROTECT ALL EXISTING TREES NOT SPECIFICALLY MARKED FOR REMOVAL.

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ALL ROADWAY SIGNS WITHIN THE CONSTRUCTION LIMITS AND CONFLICTING SIGNS SHALL BE SALVAGED BY THE CONTRACTOR AS PER THE TRAFFIC CONTROL PLANS AND THE SPECIAL PROVISIONS.

END S.P. 002-617-018,
S.A.P. 197-020-002
N.B. C.S.A.H. 17 STA. 290+92.22



- NOTES:**
- (A) REMOVE PIPE CULVERT
 - (B) REMOVE PIPE APRON
 - (C) SAWCUT BITUMINOUS PAVEMENT (FULL DEPTH)
 - (D) SAWCUT CONCRETE PAVEMENT (FULL DEPTH)
 - (E) FENCE REMOVED BY OTHERS
 - (F) REMOVE MANHOLE OR CATCH BASIN
 - (G) REMOVE SEWER PIPE (STORM)

NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\plan\0261718_REM5_P0.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarcsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

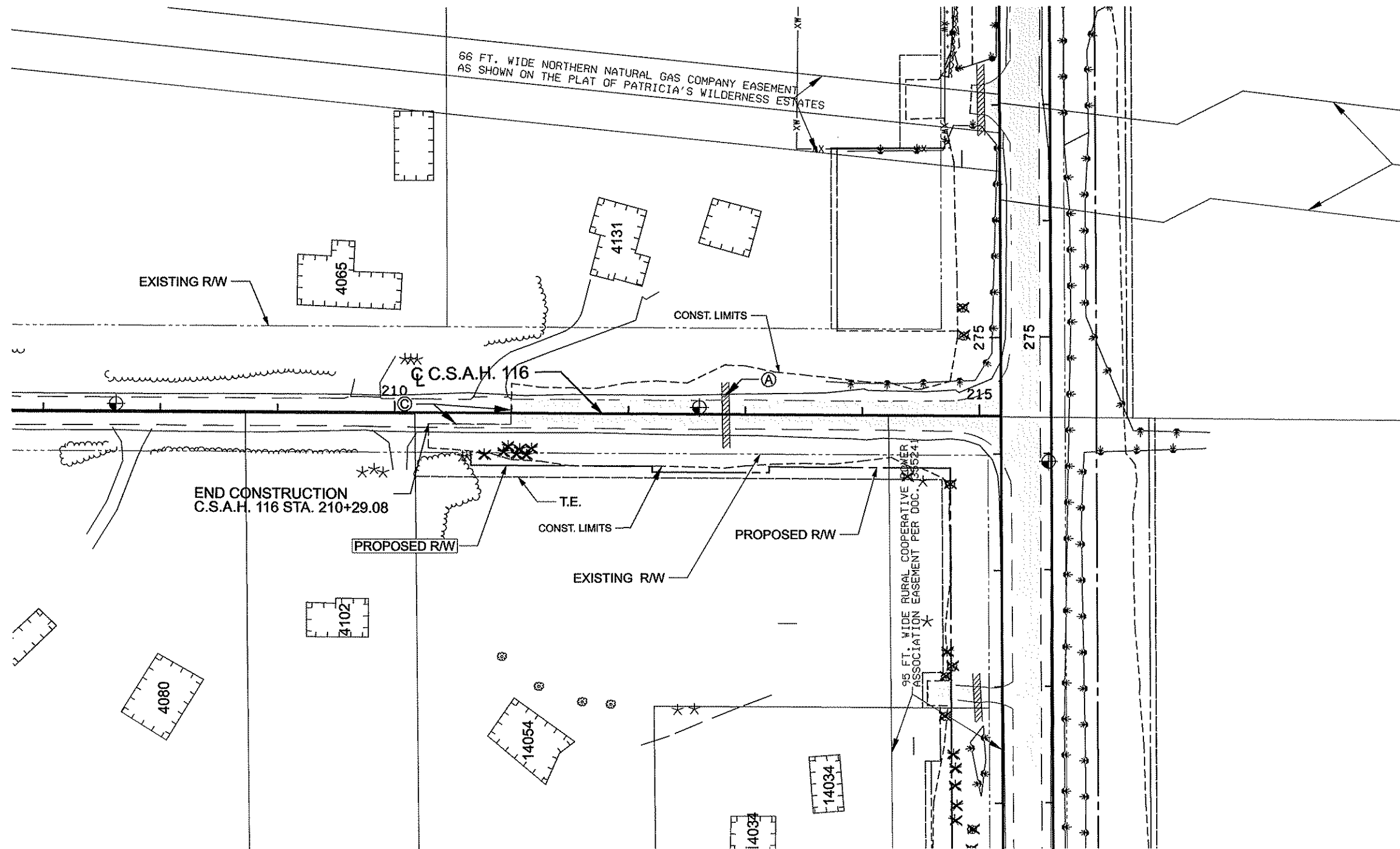
DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

REMOVAL PLAN
STA 268+00 TO 290+92.22
SHEET 142 OF 366 SHEETS



LEGEND	
[Pattern]	REMOVE BITUMINOUS PAVEMENT
[Pattern]	REMOVE CONCRETE PAVEMENT
[Pattern]	REMOVE CONCRETE MEDIAN
[Pattern]	REMOVE BITUMINOUS MEDIAN
[Pattern]	MILL AND OVERLAY BITUMINOUS PAVEMENT
[Pattern]	CLEAR & GRUB (ACRE)
[Pattern]	REMOVE PIPE CULVERTS
[Pattern]	REMOVE CURB AND GUTTER
[Pattern]	REMOVE BITUMINOUS CURB
[Symbol]	TREE REMOVAL BY EACH
[Symbol]	SOIL BORING

REMOVAL NOTES

REFER TO TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL REMOVALS.

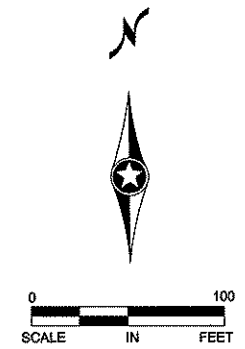
THE CONTRACTOR SHALL PERFORM ALL CLEARING AND GRUBBING AS DIRECTED AND MARKED IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL OTHERWISE PROTECT ALL EXISTING TREES NOT SPECIFICALLY MARKED FOR REMOVAL.

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- NOTES:**
- (A) REMOVE PIPE CULVERT
 - (B) REMOVE PIPE APRON
 - (C) SAWCUT BITUMINOUS PAVEMENT (FULL DEPTH)
 - (D) SAWCUT CONCRETE PAVEMENT (FULL DEPTH)
 - (E) FENCE REMOVED BY OTHERS
 - (F) REMOVE MANHOLE OR CATCH BASIN
 - (G) REMOVE SEWER PIPE (STORM)



NO	DATE	BY	CHKD	APPR	REVISION
NAME: p:\02-617-18\plan\0261718_REM6_F0.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-8-12 LICENSE NO. 24756

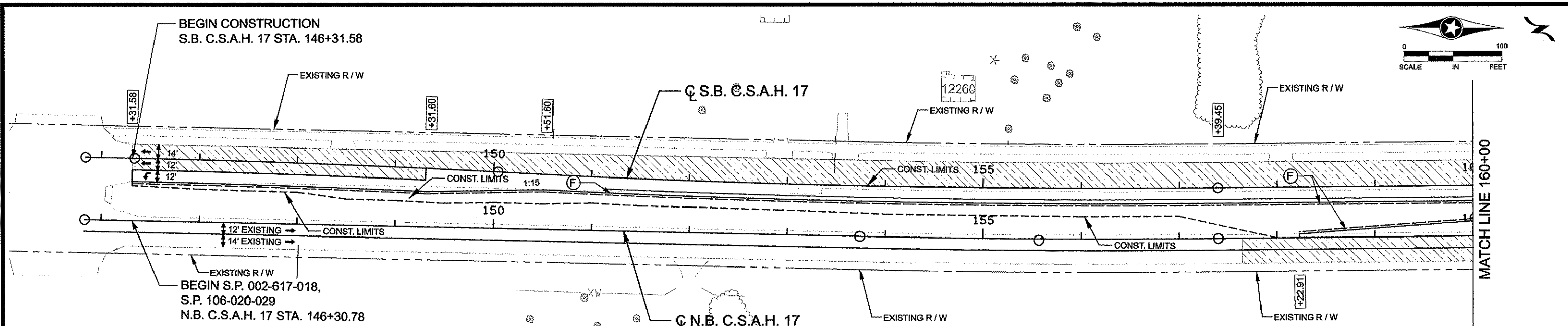
DRAWN BY: GMP DATE: DATE
 DESIGN BY: GMP DATE: DATE
 CHECKED BY: JEO DATE: DATE



**ANOKA COUNTY
 HIGHWAY DEPT.**

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 **.*.*.*

REMOVAL PLAN
 STA 210+25 TO 215+00
 Sheet 143 of 366 Sheets



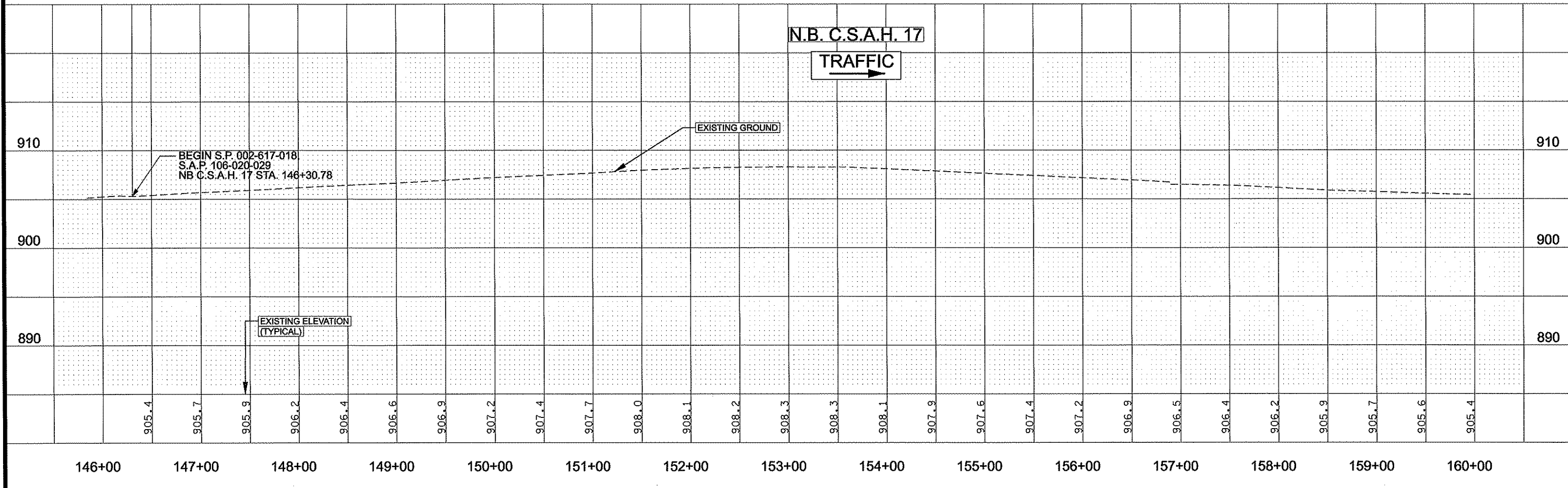
BEGIN CONSTRUCTION
S.B. C.S.A.H. 17 STA. 146+31.58

BEGIN S.P. 002-617-018,
S.P. 106-020-029
N.B. C.S.A.H. 17 STA. 146+30.78

NOTES:
DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.
DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.
ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.

CONSTRUCTION NOTES:

(A) CONCRETE MEDIAN	(F) 2' AGGREGATE SHOULDER	ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
(B) B418 CURB & GUTTER	(G) SEE INT. DETAIL SHEETS	
(C) B424 CURB & GUTTER	(H) AGGREGATE DRIVEWAY	MILL AND OVERLAY BITUMINOUS PAVEMENT
(D) CONCRETE APPROACH NOSE STD. PLATE 7113	(I) BITUMINOUS DRIVEWAY	
(E) CURB DROP	(J) CONCRETE DRIVEWAY	WETLAND

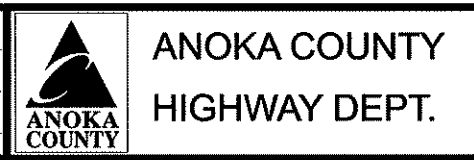


NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_PP1.dgn
03/08/2012 11:02:17 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt Kobilarsik*
DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
DESIGN BY: GMP DATE: 3/8/2012
CHECKED BY: JEO DATE: 3/8/2012



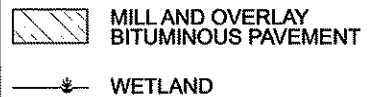
S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__***

CONSTRUCTION PLAN
CSAH 17
STA 146+30.78 TO 160+00
Sheet 144 of 366 Sheets

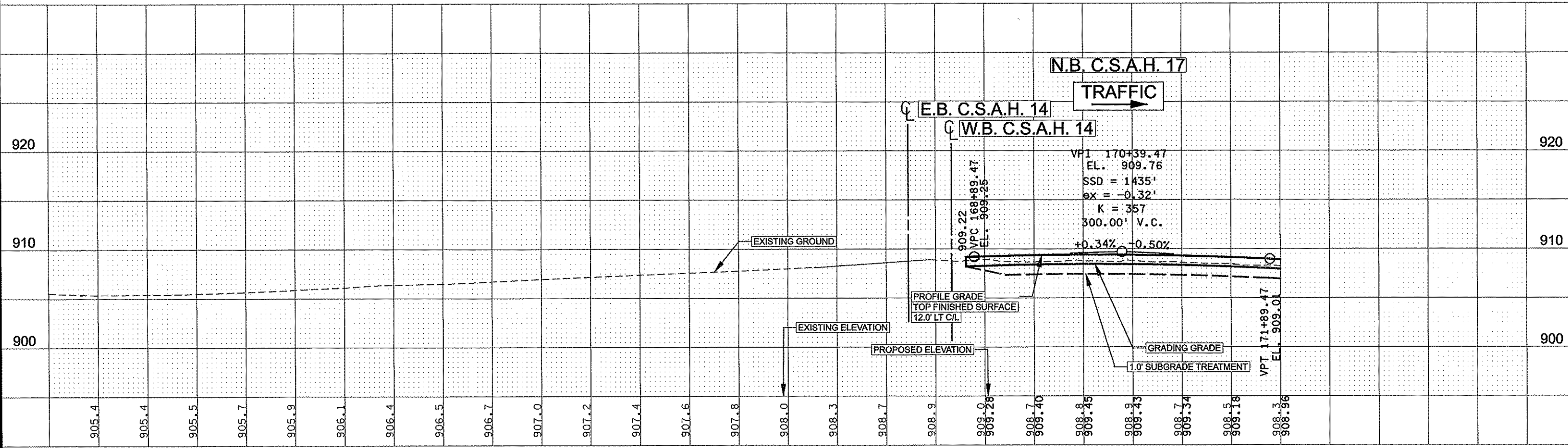
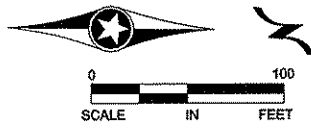
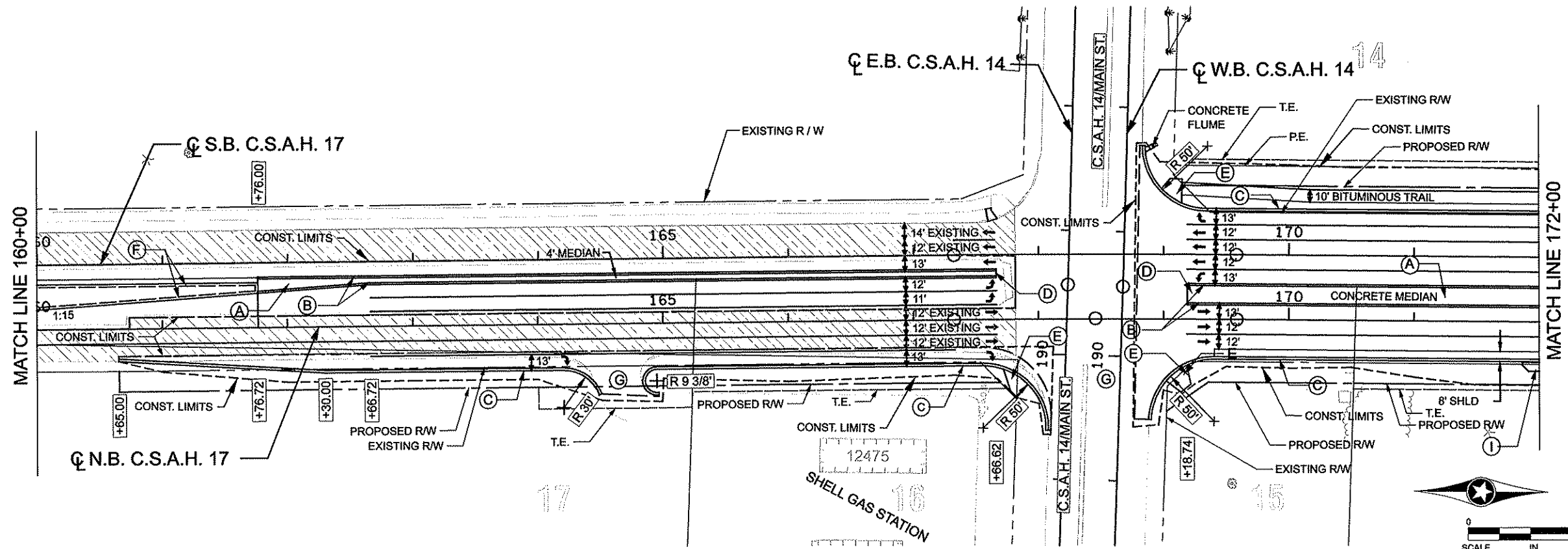
CONSTRUCTION NOTES:

- (A) CONCRETE MEDIAN
- (B) B418 CURB & GUTTER
- (C) B424 CURB & GUTTER
- (D) CONCRETE APPROACH NOSE STD. PLATE 7113
- (E) CURB DROP
- (F) 2' AGGREGATE SHOULDER
- (G) SEE INT. DETAIL SHEETS
- (H) AGGREGATE DRIVEWAY
- (I) BITUMINOUS DRIVEWAY
- (J) CONCRETE DRIVEWAY

ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.



NOTES:
 DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.
 DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.
 ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.



160+00	161+00	162+00	163+00	164+00	165+00	166+00	167+00	168+00	169+00	170+00	171+00	172+00
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NO	DATE	BY	CKD	APPR	REVISION

NAME: P:102-617-16\PLAN0261718_PP1A.dgn 03/08/2012 11:02:23 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt Kobiarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 *** **

CONSTRUCTION PLAN
 CSAH 17
 STA 160+00 TO 172+00
 Sheet 145 of 366 Sheets

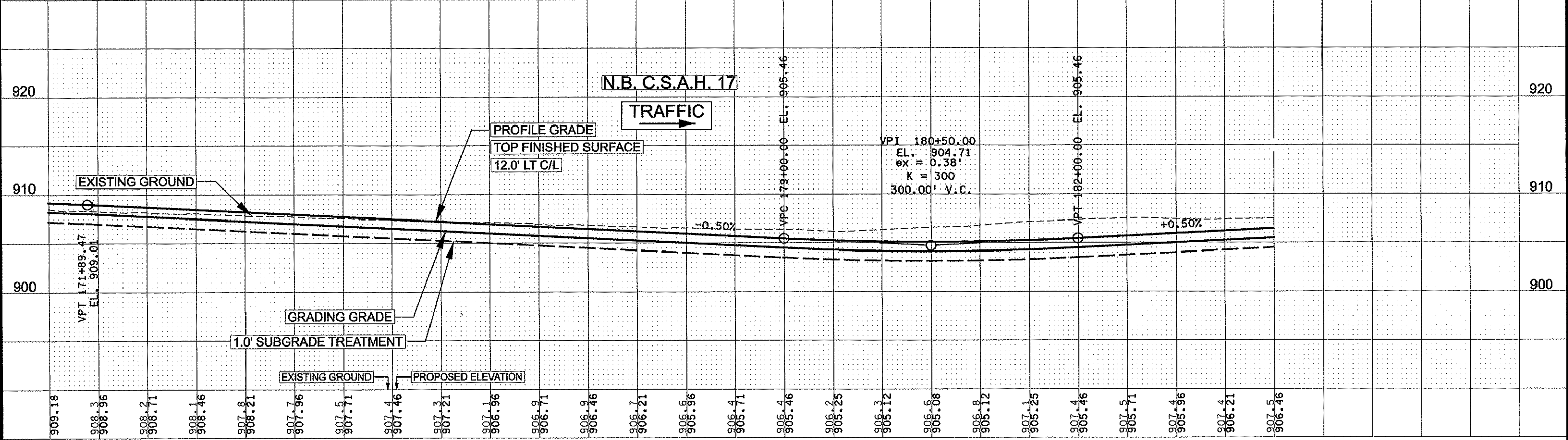
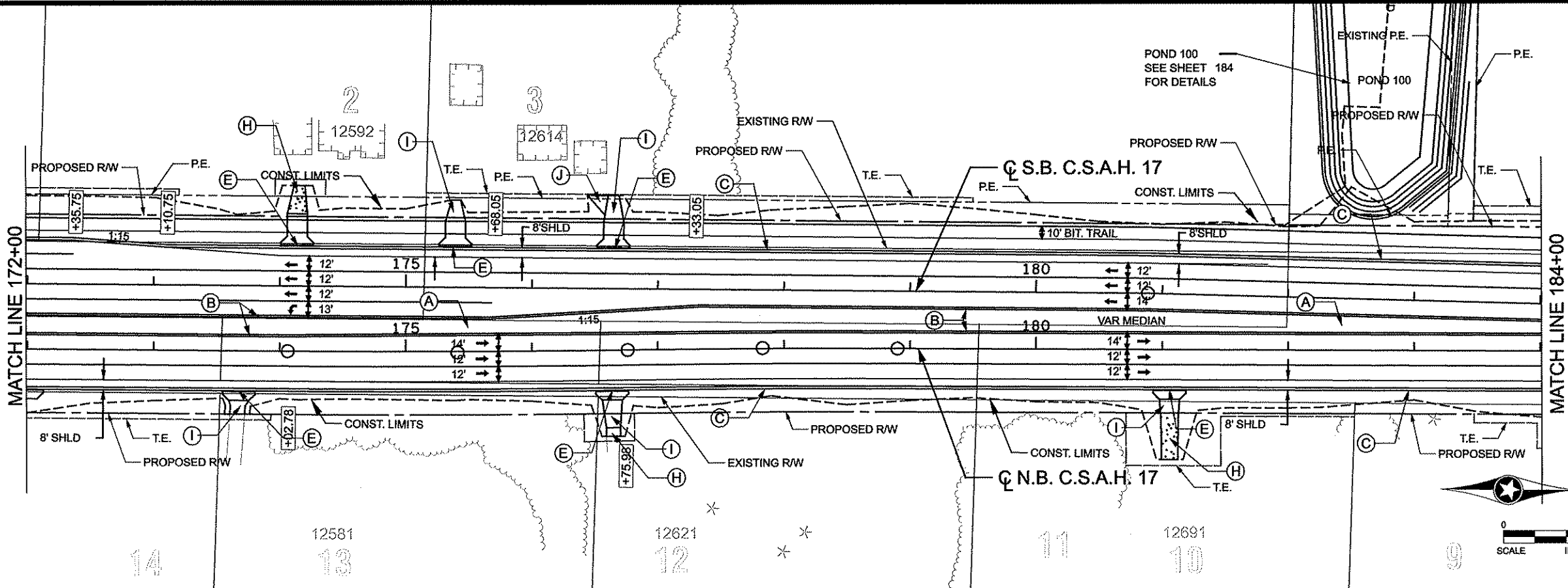
CONSTRUCTION NOTES:

- (A) CONCRETE MEDIAN
- (B) B418 CURB & GUTTER
- (C) B424 CURB & GUTTER
- (D) CONCRETE APPROACH NOSE STD. PLATE 7113
- (E) CURB DROP
- (F) 2' AGGREGATE SHOULDER
- (G) SEE INT. DETAIL SHEETS
- (H) AGGREGATE DRIVEWAY
- (I) BITUMINOUS DRIVEWAY
- (J) CONCRETE DRIVEWAY

ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

- MILL AND OVERLAY BITUMINOUS PAVEMENT
- WETLAND

NOTES:
 DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.
 DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.
 ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.



909.18	908.3	908.36	908.2	908.71	908.46	907.8	908.21	907.7	907.96	907.5	907.71	907.4	907.46	907.3	907.21	907.1	906.96	906.9	906.71	906.9	906.46	906.7	906.21	906.6	906.96	906.4	906.71	906.4	906.46	906.2	906.25	906.3	906.12	906.6	906.08	906.8	906.12	907.1	906.25	907.4	906.46	907.5	906.71	907.4	906.96	907.4	906.21	907.5	906.46	
172+00	173+00	174+00	175+00	176+00	177+00	178+00	179+00	180+00	181+00	182+00	183+00	184+00																																						

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_PP2.dgn
 03/08/2012 11:02:28 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE:
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

CONSTRUCTION PLAN
 CSAH 17
 STA 172+00.00 TO 184+00.00
 Sheet 146 of 366 Sheets

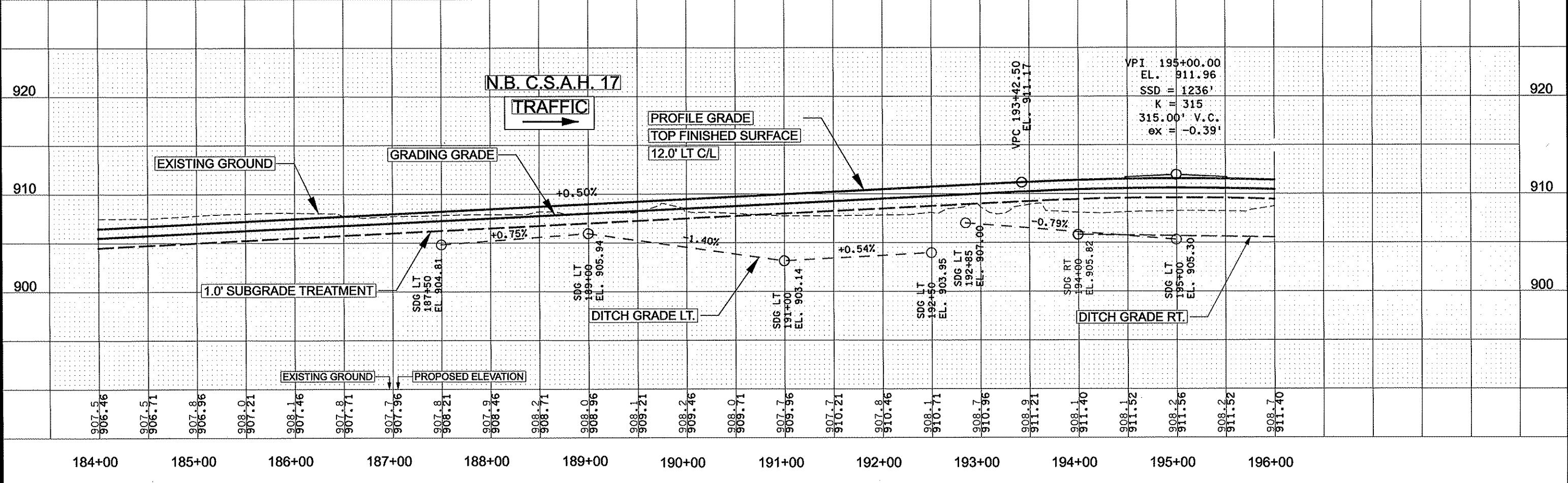
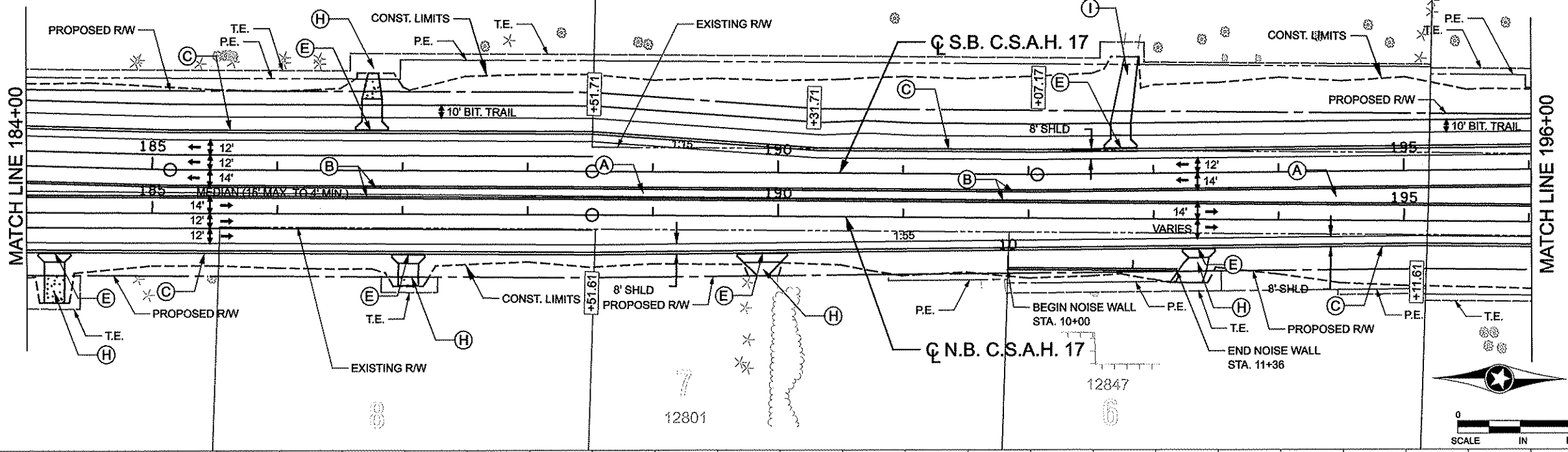
CONSTRUCTION NOTES:

- (A) CONCRETE MEDIAN
- (B) B418 CURB & GUTTER
- (C) B424 CURB & GUTTER
- (D) CONCRETE APPROACH NOSE STD. PLATE 7113
- (E) CURB DROP
- (F) 2' AGGREGATE SHOULDER
- (G) SEE INT. DETAIL SHEETS
- (H) AGGREGATE DRIVEWAY
- (I) BITUMINOUS DRIVEWAY
- (J) CONCRETE DRIVEWAY

ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

- MILL AND OVERLAY BITUMINOUS PAVEMENT
- WETLAND

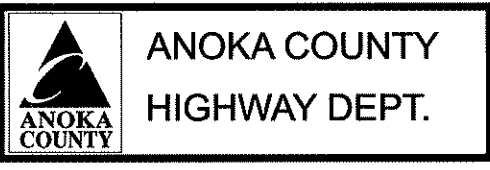
NOTES:
 DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.
 DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.
 ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:02-617-18\plan\0281718_PP3.dgn					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012





S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** *** **

CONSTRUCTION PLAN
 CSAH 17
 STA 184+00.00 TO 196+00.00
 Sheet 147 of 366 Sheets

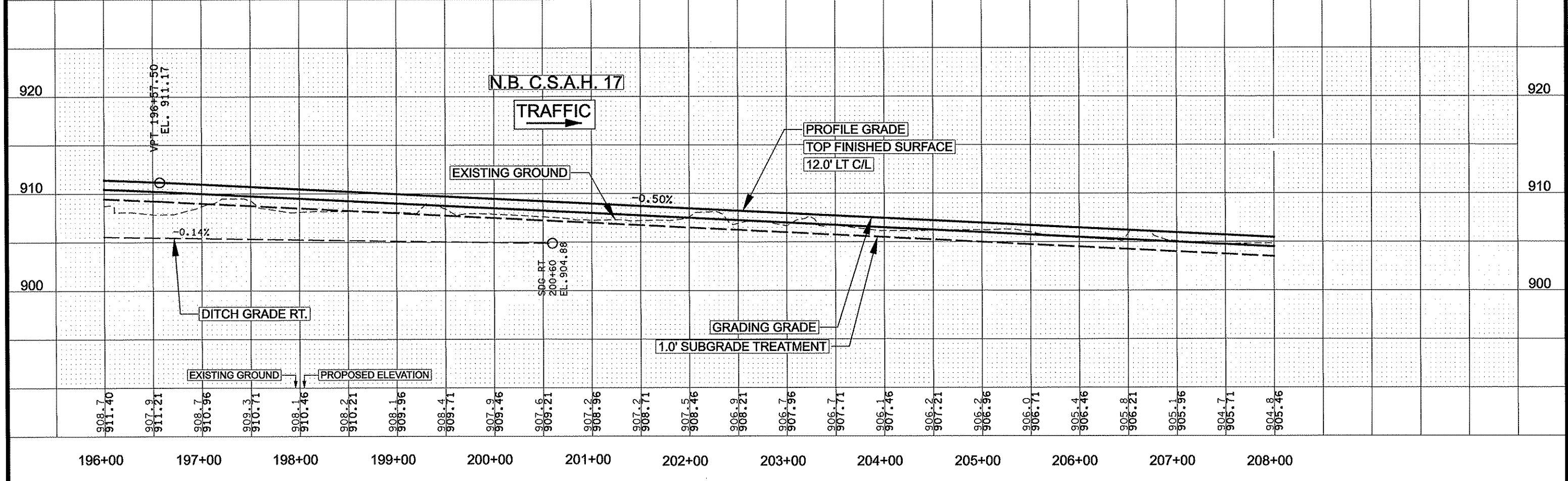
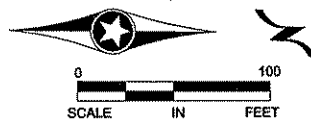
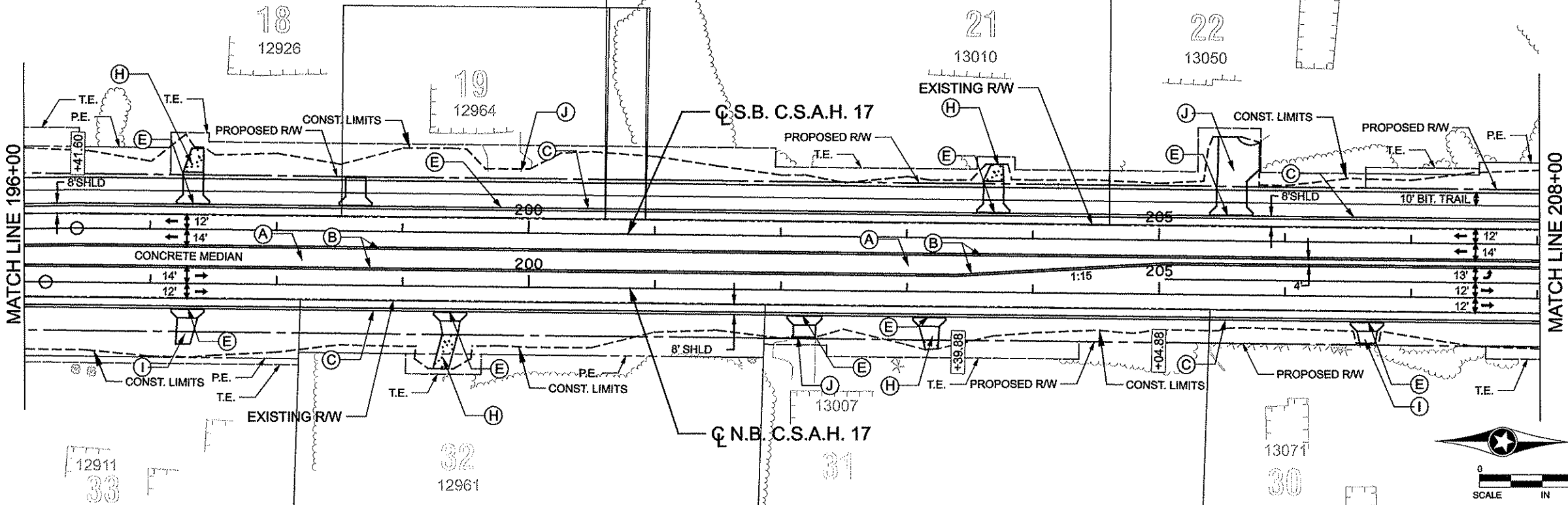
CONSTRUCTION NOTES:

- (A) CONCRETE MEDIAN
- (B) B418 CURB & GUTTER
- (C) B424 CURB & GUTTER
- (D) CONCRETE APPROACH NOSE STD. PLATE 7113
- (E) CURB DROP
- (F) 2' AGGREGATE SHOULDER
- (G) SEE INT. DETAIL SHEETS
- (H) AGGREGATE DRIVEWAY
- (I) BITUMINOUS DRIVEWAY
- (J) CONCRETE DRIVEWAY

ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

-  MILL AND OVERLAY BITUMINOUS PAVEMENT
-  WETLAND

NOTES:
 DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.
 DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.
 ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.

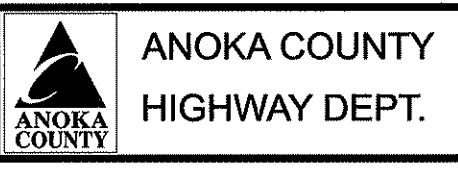


NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_PP4.dgn
 03/08/2012 11:02:38 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE 3/8/2012
 DESIGN BY: GMP DATE 3/8/2012
 CHECKED BY: JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

CONSTRUCTION PLAN
 CSAH 17
 STA 196+00.00 TO 208+00.00
 Sheet 148 of 366 Sheets

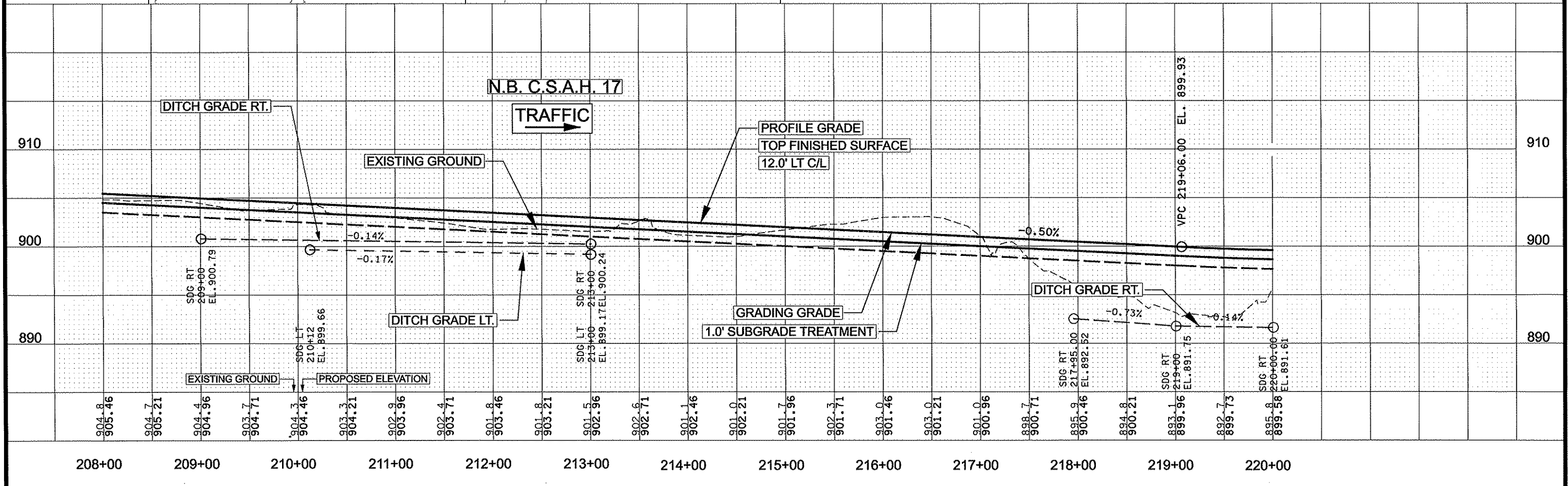
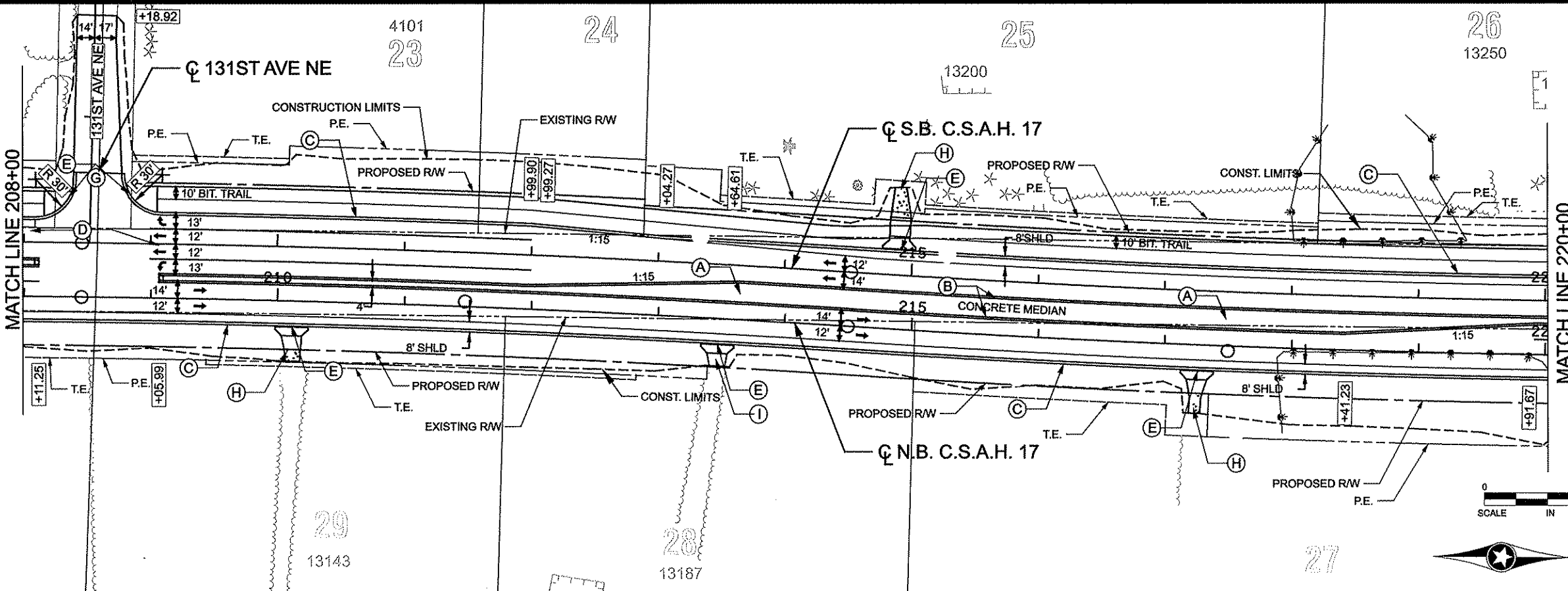
CONSTRUCTION NOTES:

- (A) CONCRETE MEDIAN
- (B) B418 CURB & GUTTER
- (C) B424 CURB & GUTTER
- (D) CONCRETE APPROACH NOSE STD. PLATE 7113
- (E) CURB DROP
- (F) 2' AGGREGATE SHOULDER
- (G) SEE INT. DETAIL SHEETS
- (H) AGGREGATE DRIVEWAY
- (I) BITUMINOUS DRIVEWAY
- (J) CONCRETE DRIVEWAY

ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

- MILL AND OVERLAY BITUMINOUS PAVEMENT
- WETLAND

NOTES:
 DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.
 DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.
 ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.

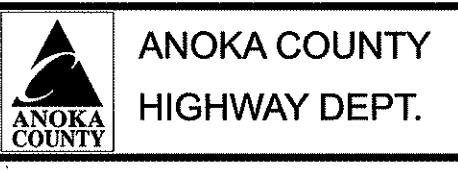


NO	DATE	BY	CHKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_PP5.dgn
 03/08/2012 11:02:43 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt Kobiarcsik*
 DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

CONSTRUCTION PLAN
 CSAH 17
 STA 208+00.00 TO 220+00.00
 Sheet 149 of 366 Sheets

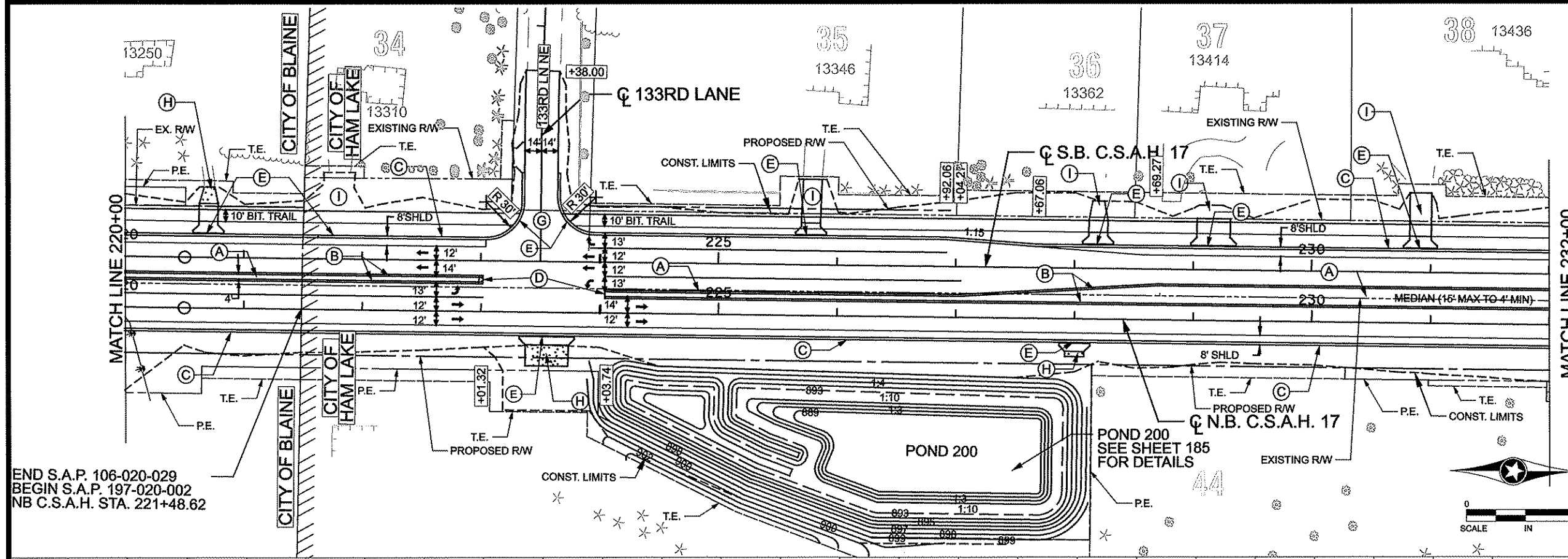
CONSTRUCTION NOTES:

- (A) CONCRETE MEDIAN
- (B) B418 CURB & GUTTER
- (C) B424 CURB & GUTTER
- (D) CONCRETE APPROACH NOSE STD. PLATE 7113
- (E) CURB DROP
- (F) 2' AGGREGATE SHOULDER
- (G) SEE INT. DETAIL SHEETS
- (H) AGGREGATE DRIVEWAY
- (I) BITUMINOUS DRIVEWAY
- (J) CONCRETE DRIVEWAY

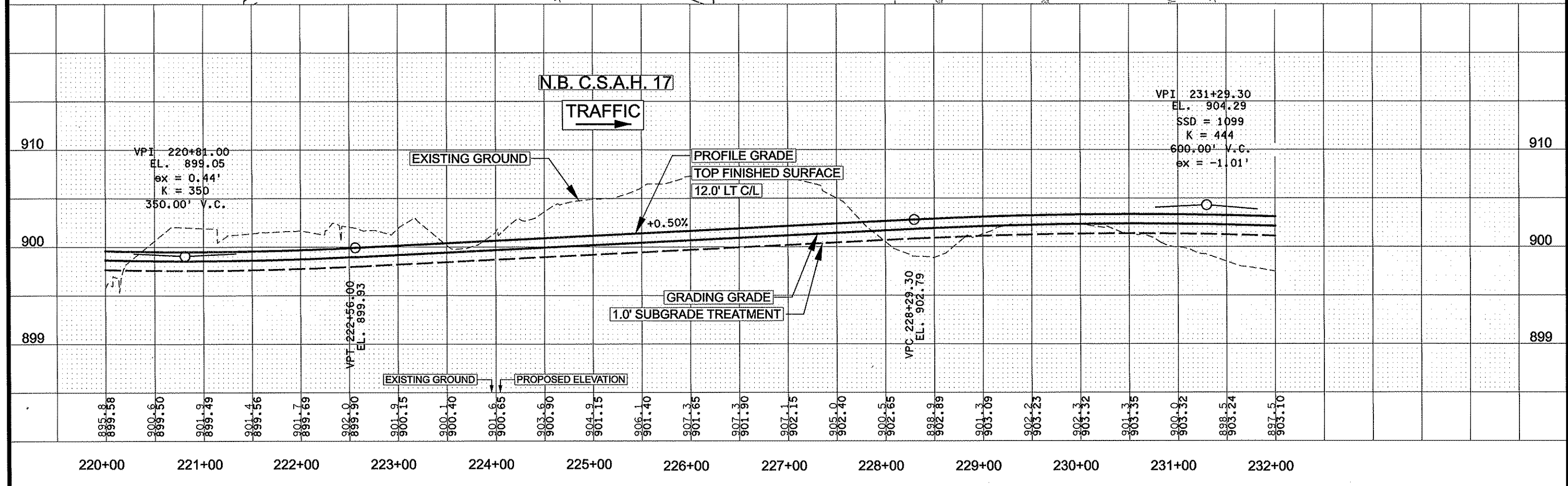
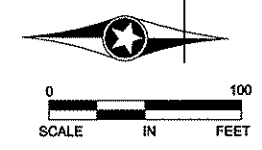
ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.



NOTES:
 DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.
 DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.
 ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.



END S.A.P. 106-020-029
 BEGIN S.A.P. 197-020-002
 NB C.S.A.H. STA. 221+48.62

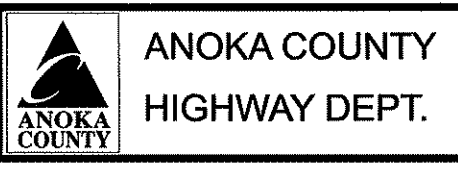


NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plant\0261718_PP6.dgn 03/08/2012 11:10:31 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-8-12 LICENSE NO. 24766

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

CONSTRUCTION PLAN
 CSAH 17
 STA 220+00.00 TO 232+00.00
 Sheet 150 of 366 Sheets

CONSTRUCTION NOTES:

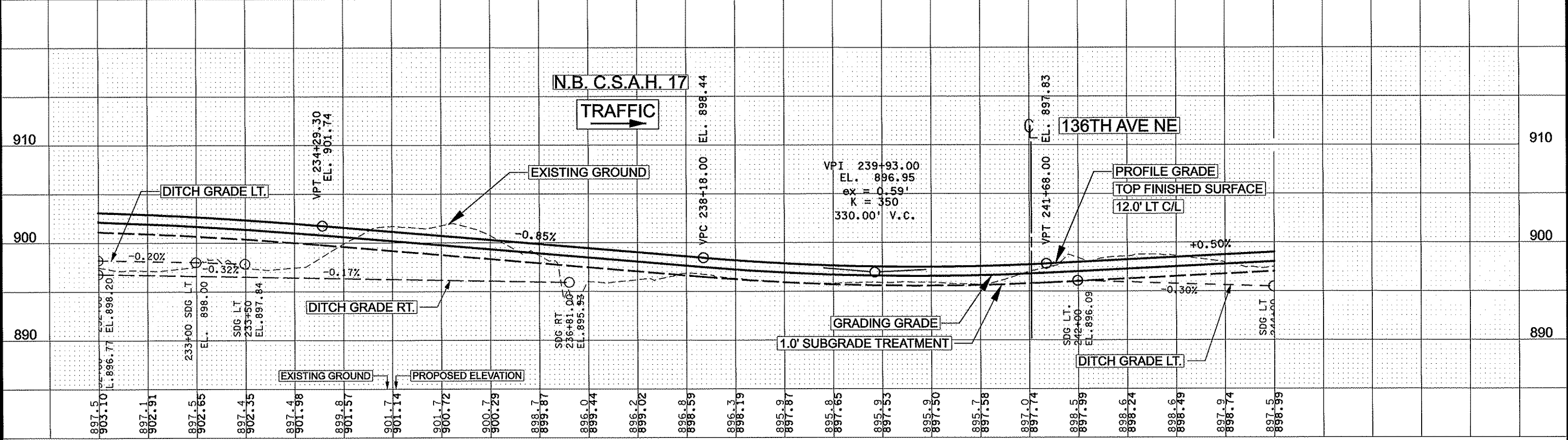
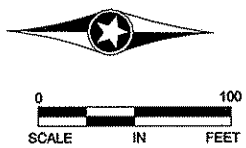
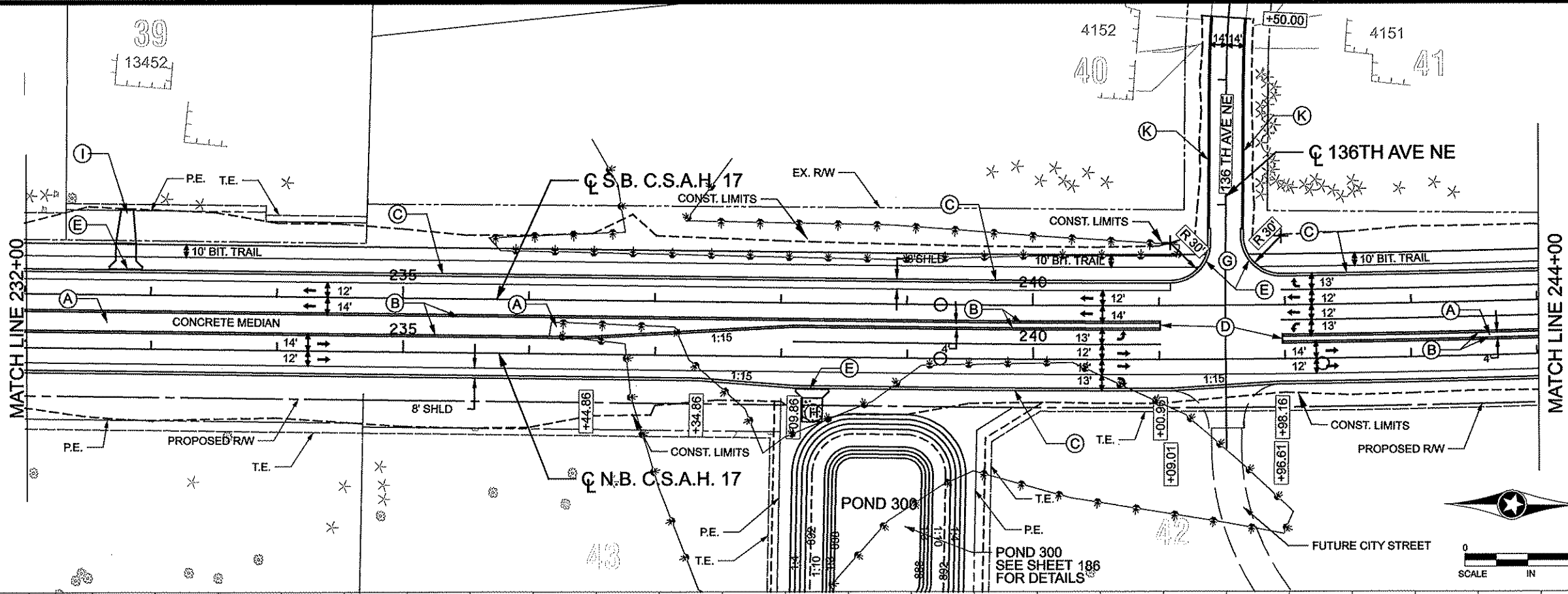
- (A) CONCRETE MEDIAN
 - (B) B418 CURB & GUTTER
 - (C) B424 CURB & GUTTER
 - (D) CONCRETE APPROACH NOSE STD. PLATE 7113
 - (E) CURB DROP
 - (F) 2' AGGREGATE SHOULDER
 - (G) SEE INT. DETAIL SHEETS
 - (H) AGGREGATE DRIVEWAY
 - (I) BITUMINOUS DRIVEWAY
 - (J) CONCRETE DRIVEWAY
 - (K) D312 CURB & GUTTER
- ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- MILL AND OVERLAY BITUMINOUS PAVEMENT
 - WETLAND

NOTES:

DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.

DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.

ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.



232+00	233+00	234+00	235+00	236+00	237+00	238+00	239+00	240+00	241+00	242+00	243+00	244+00
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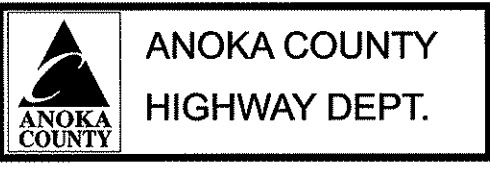
NO	DATE	BY	CKD	APPR	REVISION

NAME: P:102-617-18\PLAN\0261718_PP7.dgn
03/13/2012 7:28:56 AM

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

PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt Kobilarcsik*
DATE: 3-12-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
DESIGN BY: GMP DATE: 3/8/2012
CHECKED BY: JEO DATE: 3/8/2012



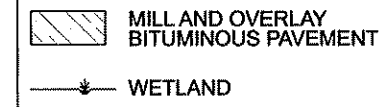
S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
** *** **

CONSTRUCTION PLAN
CSAH 17
STA 232+00.00 TO 244+00.00
Sheet 151 of 366 Sheets

CONSTRUCTION NOTES:

- (A) CONCRETE MEDIAN
- (B) B418 CURB & GUTTER
- (C) B424 CURB & GUTTER
- (D) CONCRETE APPROACH NOSE STD. PLATE 7113
- (E) CURB DROP
- (F) 2' AGGREGATE SHOULDER
- (G) SEE INT. DETAIL SHEETS
- (H) AGGREGATE DRIVEWAY
- (I) BITUMINOUS DRIVEWAY
- (J) CONCRETE DRIVEWAY

ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

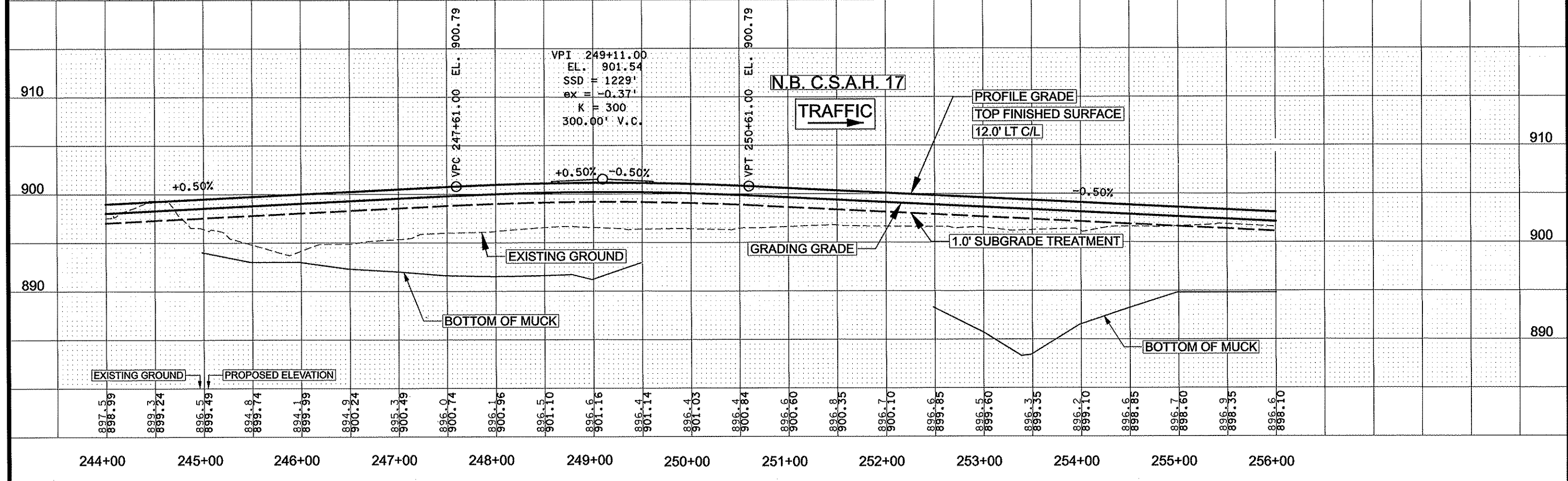
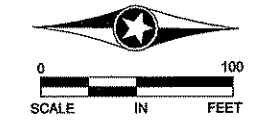
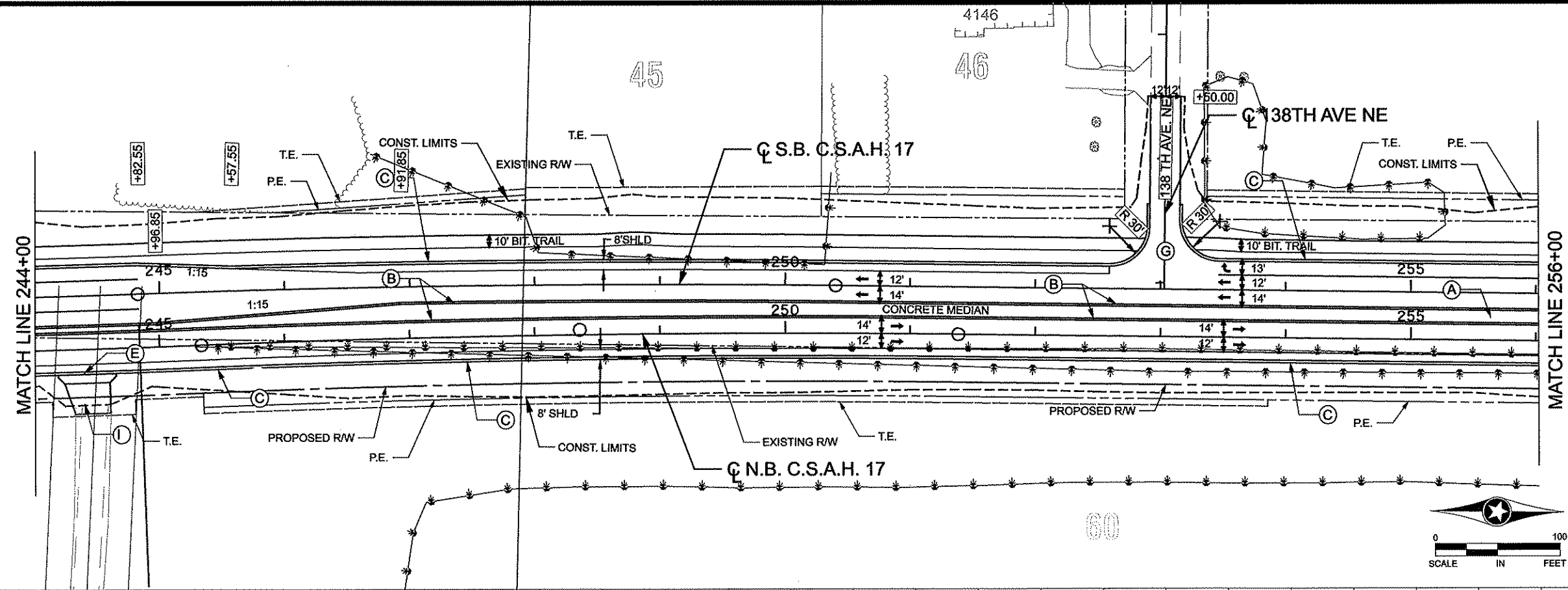


NOTES:

DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.

DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.

ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_PP8.dgn
 03/08/2012 11:02:58 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

CONSTRUCTION PLAN
 CSAH 17
 STA 244+00.00 TO 256+00.00
 Sheet 152 of 366 Sheets

CONSTRUCTION NOTES:

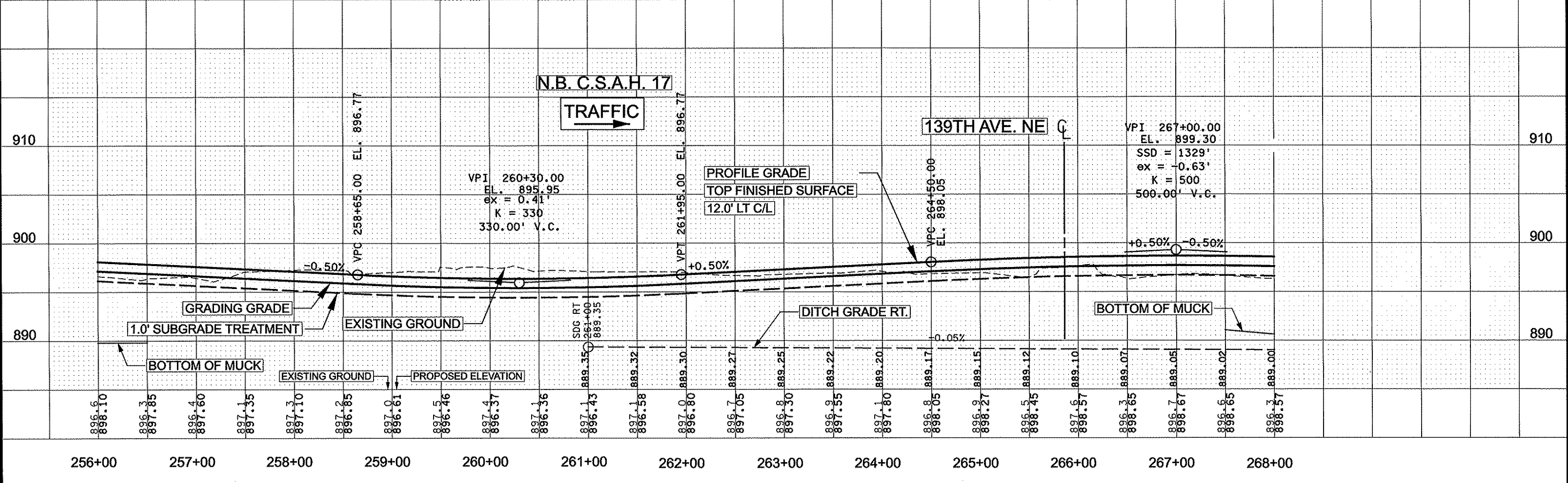
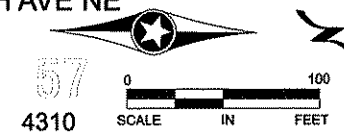
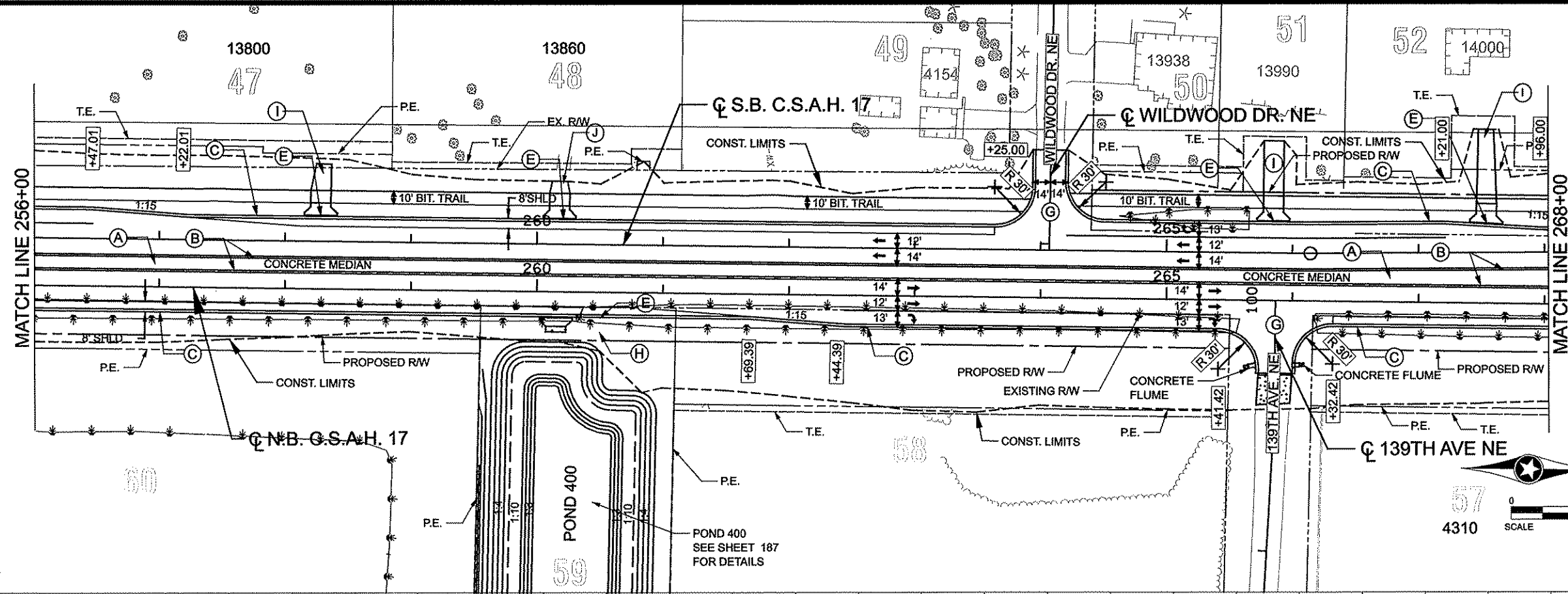
- (A) CONCRETE MEDIAN
 - (B) B418 CURB & GUTTER
 - (C) B424 CURB & GUTTER
 - (D) CONCRETE APPROACH NOSE STD. PLATE 7113
 - (E) CURB DROP
 - (F) 2' AGGREGATE SHOULDER
 - (G) SEE INT. DETAIL SHEETS
 - (H) AGGREGATE DRIVEWAY
 - (I) BITUMINOUS DRIVEWAY
 - (J) CONCRETE DRIVEWAY
- ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- MILL AND OVERLAY BITUMINOUS PAVEMENT
 - WETLAND

NOTES:

DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.

DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.

ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.



NO	DATE	BY	CKD	APPR	REVISION

NAME: pt02-617-18\plant0261718_PP9.dgn 03/08/2012 11:03:03 AM

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarcsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018

S.P. 106-020-029

S.P. 197-020-002

** *** **

CONSTRUCTION PLAN
CSAH 17



STA 256+00.00 TO 268+00.00

Sheet 153 of 366 Sheets

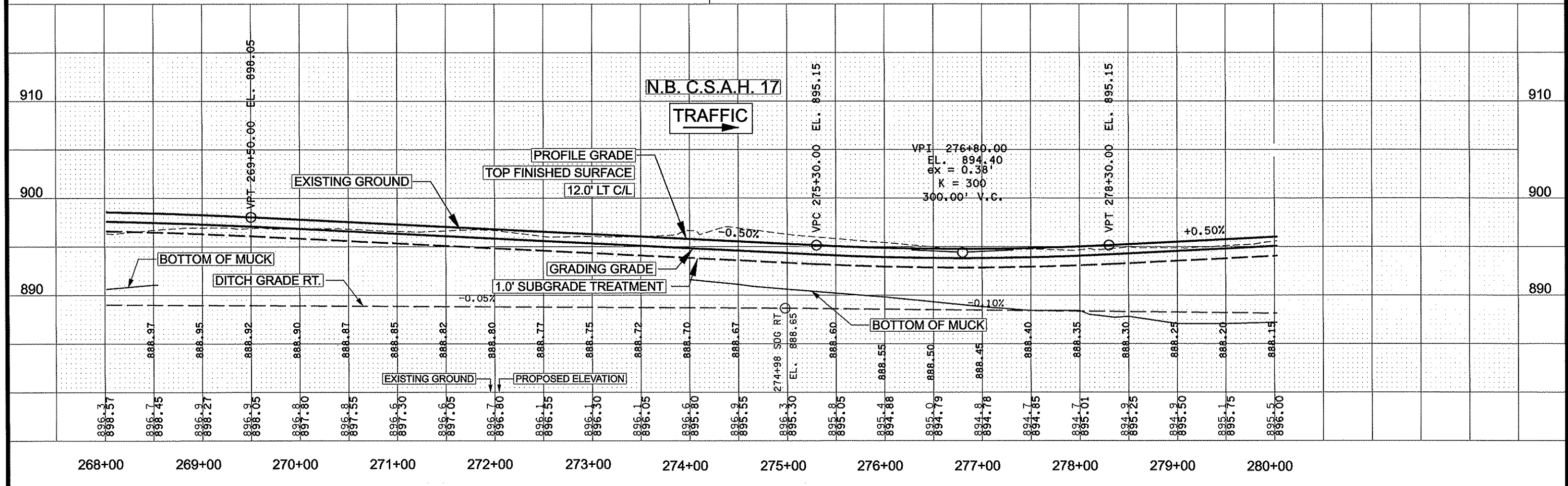
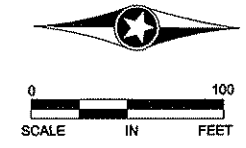
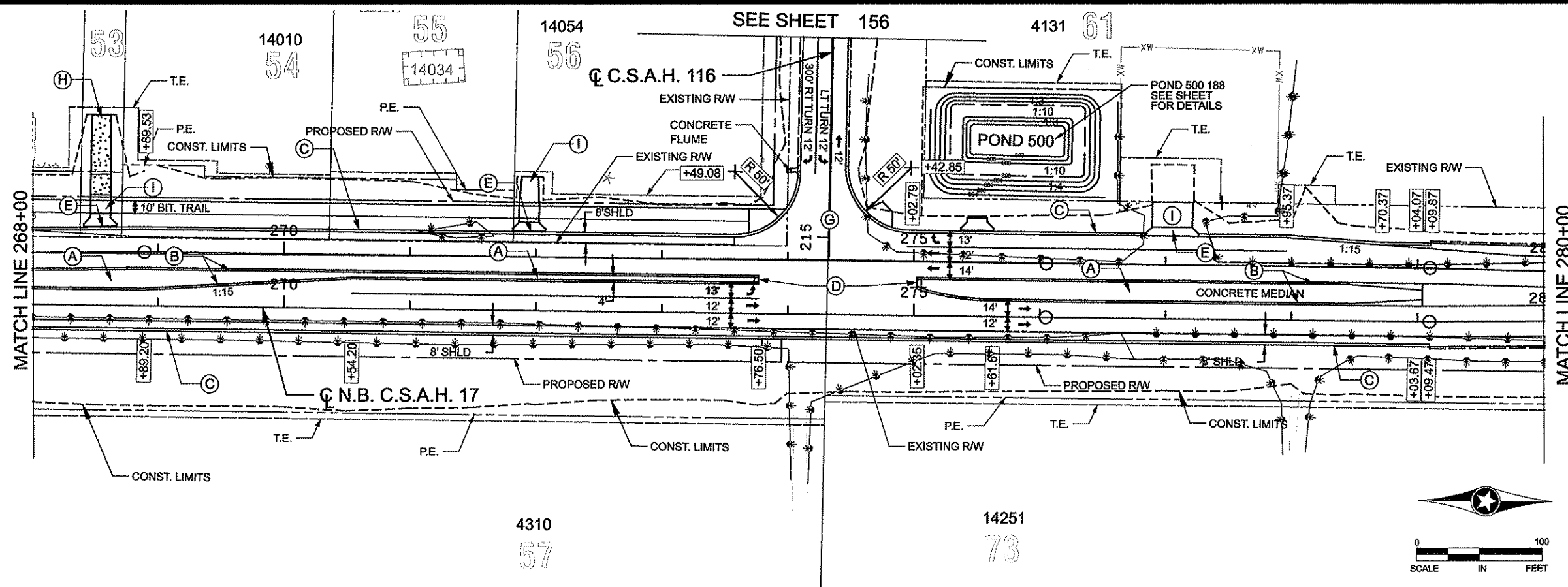
CONSTRUCTION NOTES:

- (A) CONCRETE MEDIAN
- (B) B418 CURB & GUTTER
- (C) B424 CURB & GUTTER
- (D) CONCRETE APPROACH NOSE STD. PLATE 7113
- (E) CURB DROP
- (F) 2' AGGREGATE SHOULDER
- (G) SEE INT. DETAIL SHEETS
- (H) AGGREGATE DRIVEWAY
- (I) BITUMINOUS DRIVEWAY
- (J) CONCRETE DRIVEWAY

ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

-  MILL AND OVERLAY BITUMINOUS PAVEMENT
-  WETLAND

NOTES:
 DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.
 DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.
 ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.

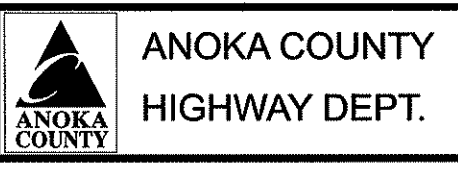


NO	DATE	BY	CHKD	APPR	REVISION

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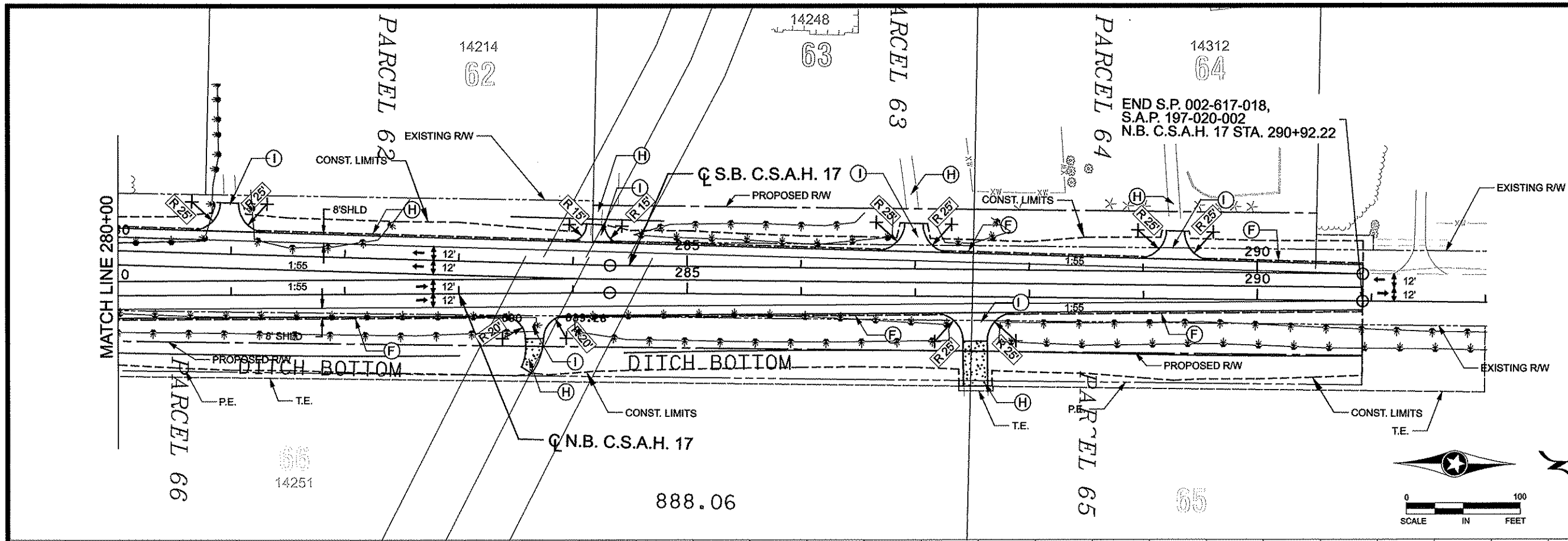
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBLARCSIK
 SIGNATURE: *Curt Koblarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

CONSTRUCTION PLAN
 CSAH 17
 STA 268+00.00 TO 280+00.00
 Sheet 154 of 366 Sheets



CONSTRUCTION NOTES:

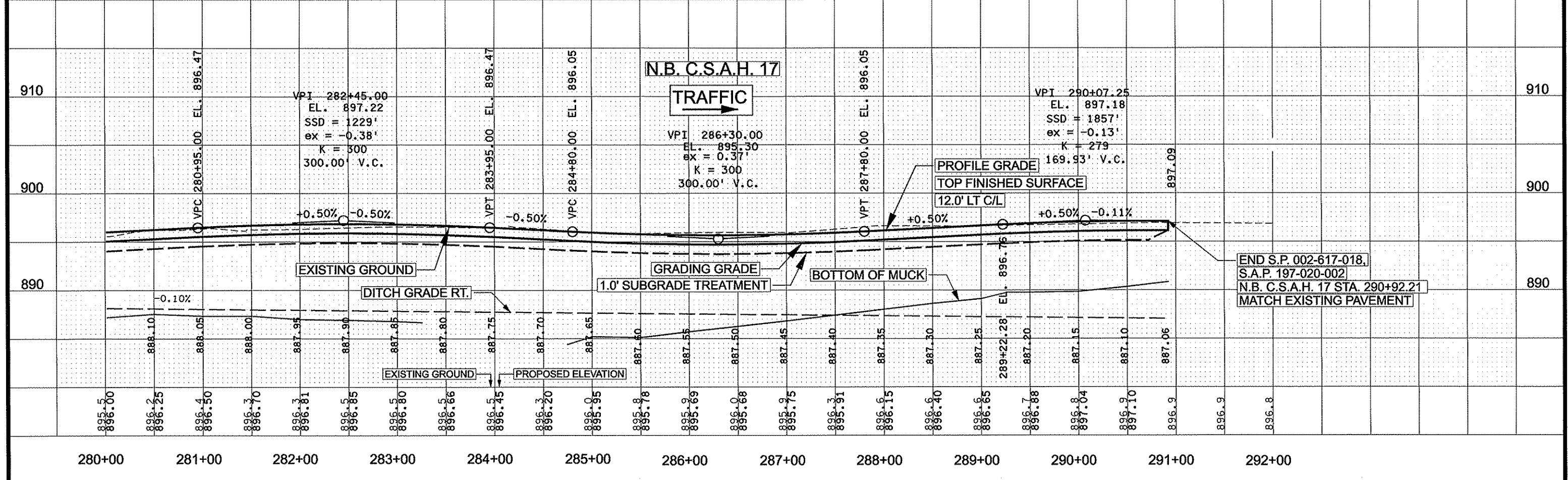
- (A) CONCRETE MEDIAN
 - (B) B418 CURB & GUTTER
 - (C) B424 CURB & GUTTER
 - (D) CONCRETE APPROACH NOSE STD. PLATE 7113
 - (E) CURB DROP
 - (F) 2' AGGREGATE SHOULDER
 - (G) SEE INT. DETAIL SHEETS
 - (H) AGGREGATE DRIVEWAY
 - (I) BITUMINOUS DRIVEWAY
 - (J) CONCRETE DRIVEWAY
- ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- MILL AND OVERLAY BITUMINOUS PAVEMENT
 - WETLAND

NOTES:

DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.

DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.

ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.



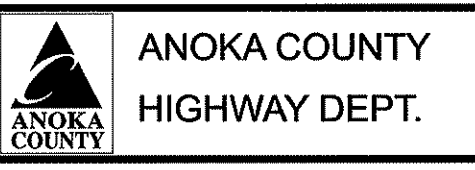
NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_PP11.dgn
03/08/2012 11:03:14 AM

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

PRINT NAME: CURT A. KOBIARCSIK
SIGNATURE: *Curt Kobilarcsik*
DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
DESIGN BY: GMP DATE: 3/8/2012
CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

CONSTRUCTION PLAN
CSAH 17
STA 280+00.00 TO 292+00.00
Sheet 155 of 366 Sheets

CONSTRUCTION NOTES:

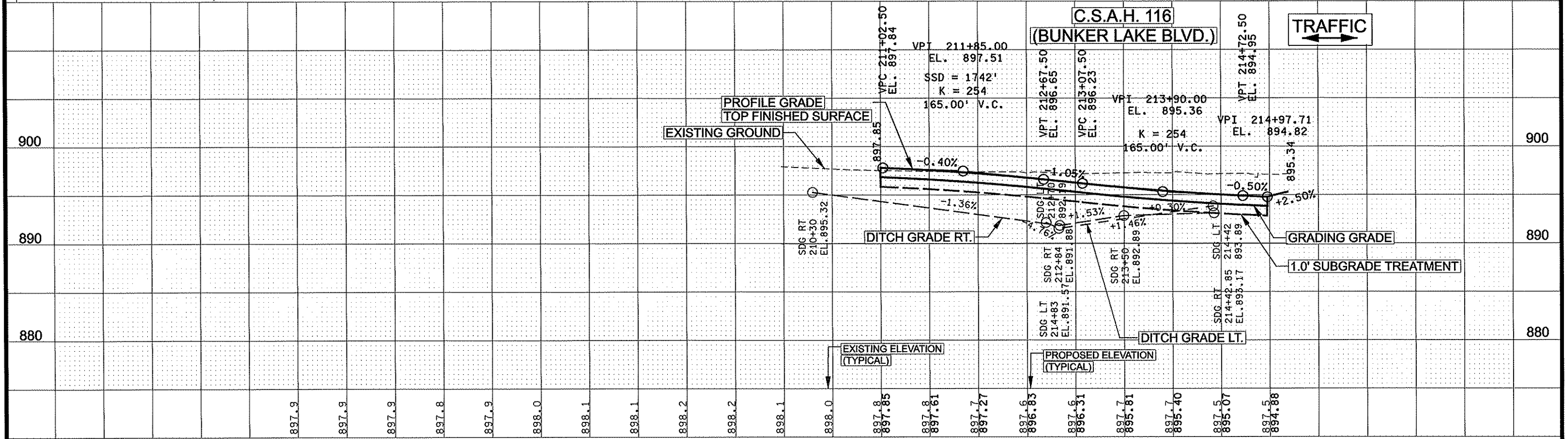
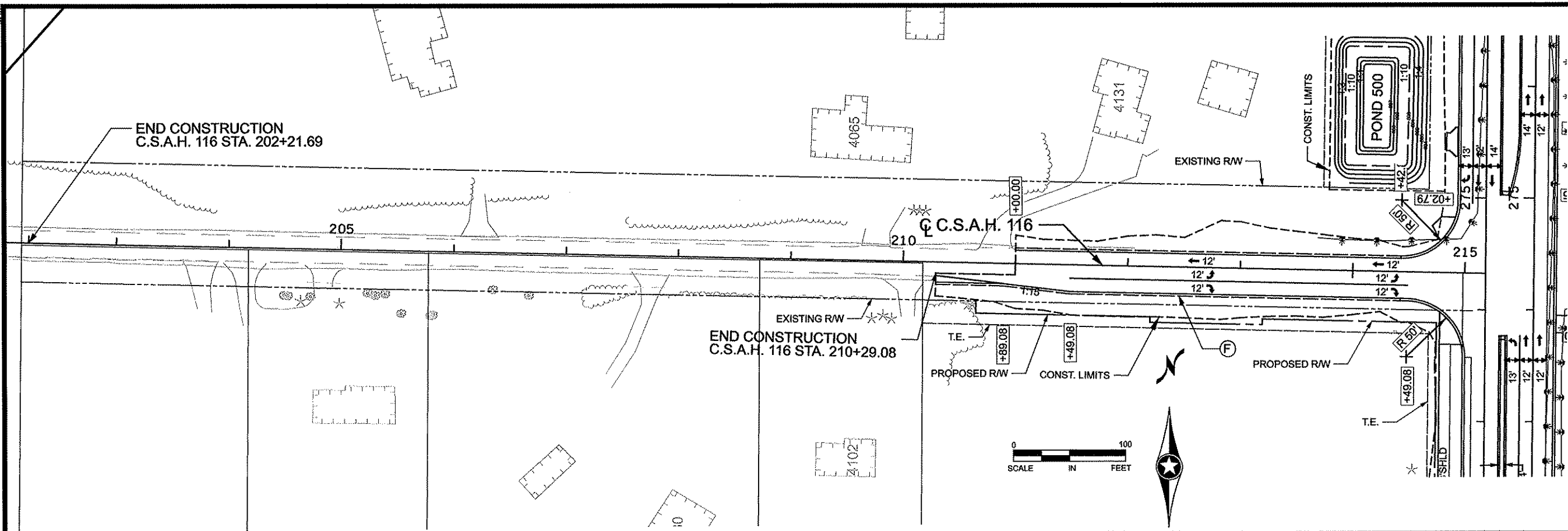
- (A) CONCRETE MEDIAN
- (B) B418 CURB & GUTTER
- (C) B424 CURB & GUTTER
- (D) CONCRETE APPROACH NOSE STD. PLATE 7113
- (E) CURB DROP
- (F) 2' AGGREGATE SHOULDER
- (G) SEE INT. DETAIL SHEETS
- (H) AGGREGATE DRIVEWAY
- (I) BITUMINOUS DRIVEWAY
- (J) CONCRETE DRIVEWAY

ALL DIMENSIONS ARE TO FACE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

MILL AND OVERLAY BITUMINOUS PAVEMENT

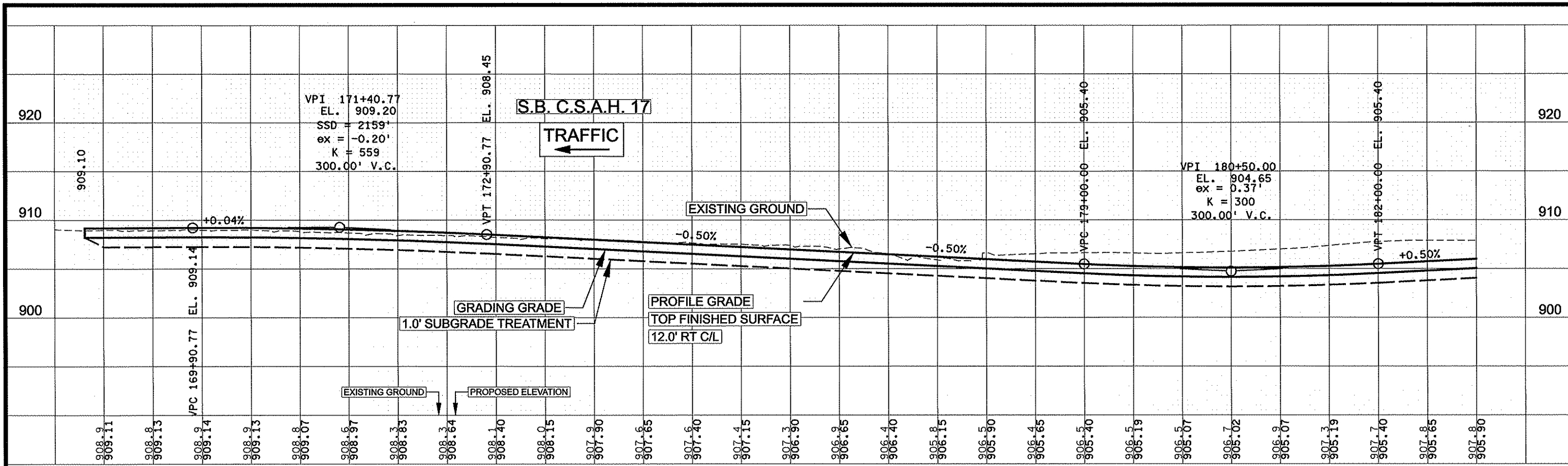
NOTES:
DRIVEWAY APRONS ARE BITUMINOUS FOR BITUMINOUS AND AGGREGATE DRIVEWAYS.
DRIVEWAY APRONS ARE CONCRETE FOR CONCRETE DRIVEWAYS.

ALL AGGREGATE DRIVEWAYS IN THE CITY OF BLAINE TO BE PAVED WITH BITUMINOUS TO THE RIGHT OF WAY.

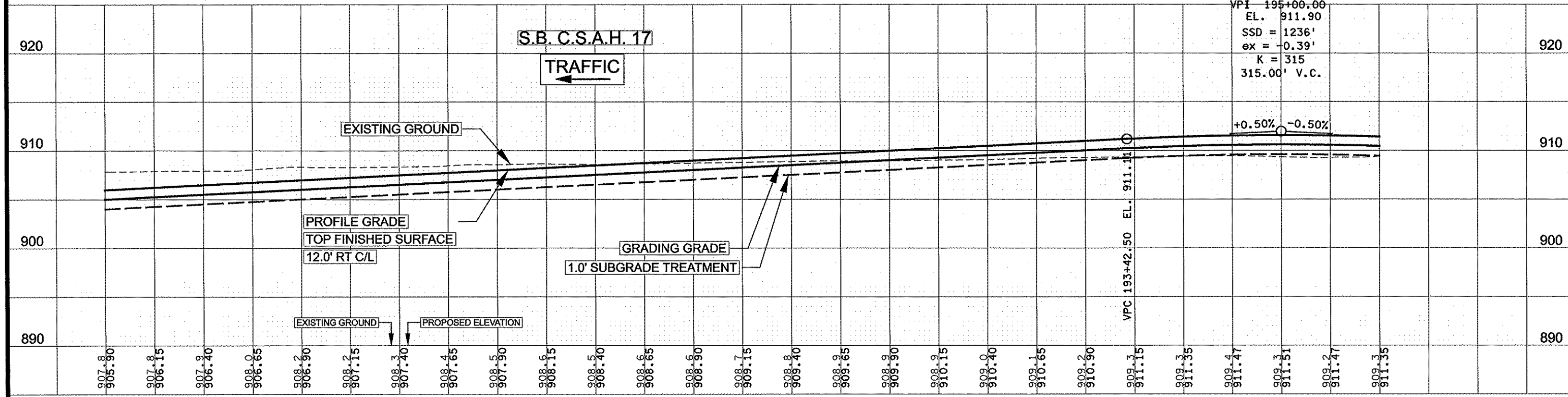


897.9	897.9	897.9	897.8	897.9	898.0	898.1	898.1	898.2	898.2	898.1	898.0	897.8	897.8	897.6	897.7	897.6	897.7	897.5	897.5	897.5	897.5	894.88
205+00	206+00	207+00	208+00	209+00	210+00	211+00	212+00	213+00	214+00	215+00												

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. PRINT NAME: CURT A. KOBIARCSIK SIGNATURE: <i>[Signature]</i> DATE: 3-8-12 LICENSE NO. 24756				DRAWN BY: GMP DATE 3/8/2012 DESIGN BY: GMP DATE 3/8/2012 CHECKED BY: JEO DATE 3/8/2012		ANOKA COUNTY HIGHWAY DEPT. S.P. 002-617-018 S.P. 106-020-029 S.P. 197-020-002 **_**_**		CONSTRUCTION PLAN CSAH 116 STA 210+25 TO 215+00 Sheet 156 of 366 Sheets	
NO	DATE	BY	CKD	APPR	REVISION				
					03/08/2012	11:03:19 AM			



169+00 170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00 178+00 179+00 180+00 181+00 182+00 183+00



183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_PR1_P.dgn 03/08/2012 11:03:23 AM

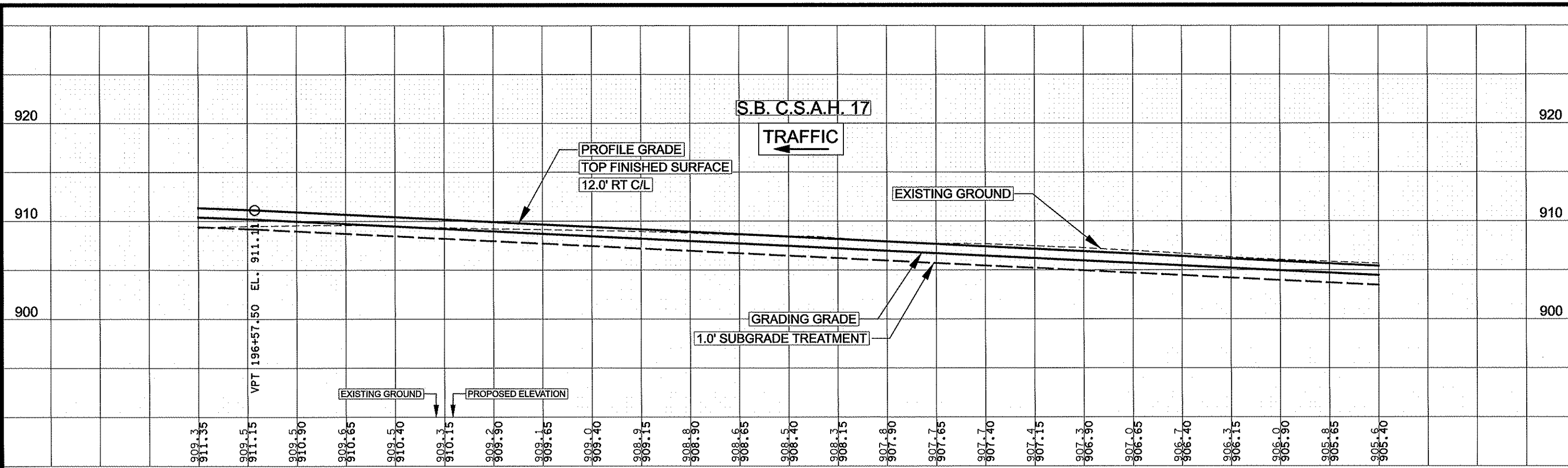
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

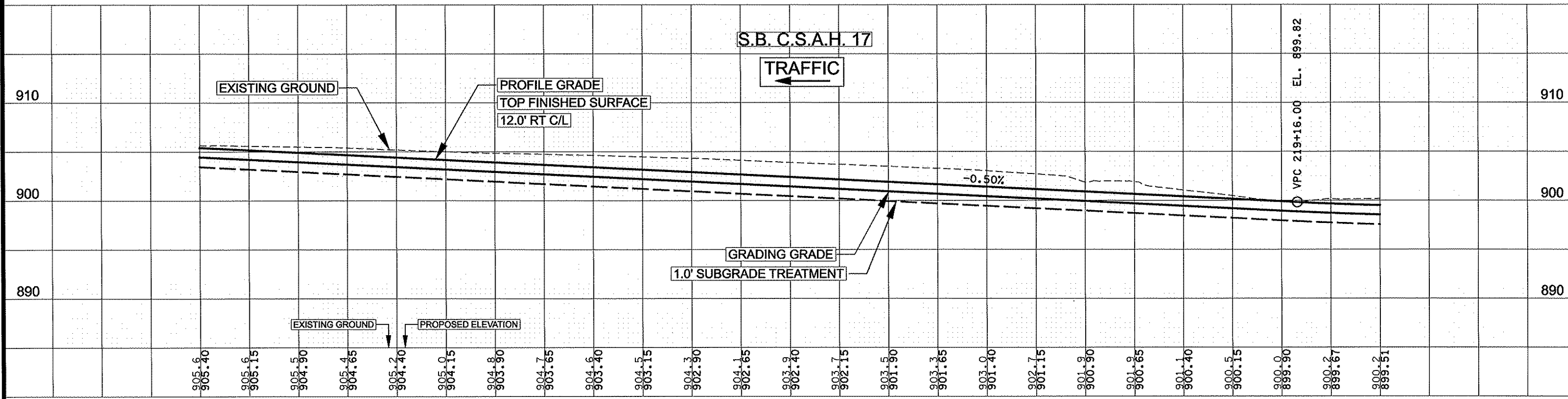


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

SB PROFILE CSAH 17
 STA 168+80.87 TO 196+00.00
 Sheet 157 of 366 Sheets



196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00



208+00 209+00 210+00 211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00

NO	DATE	BY	CKD	APPR	REVISION

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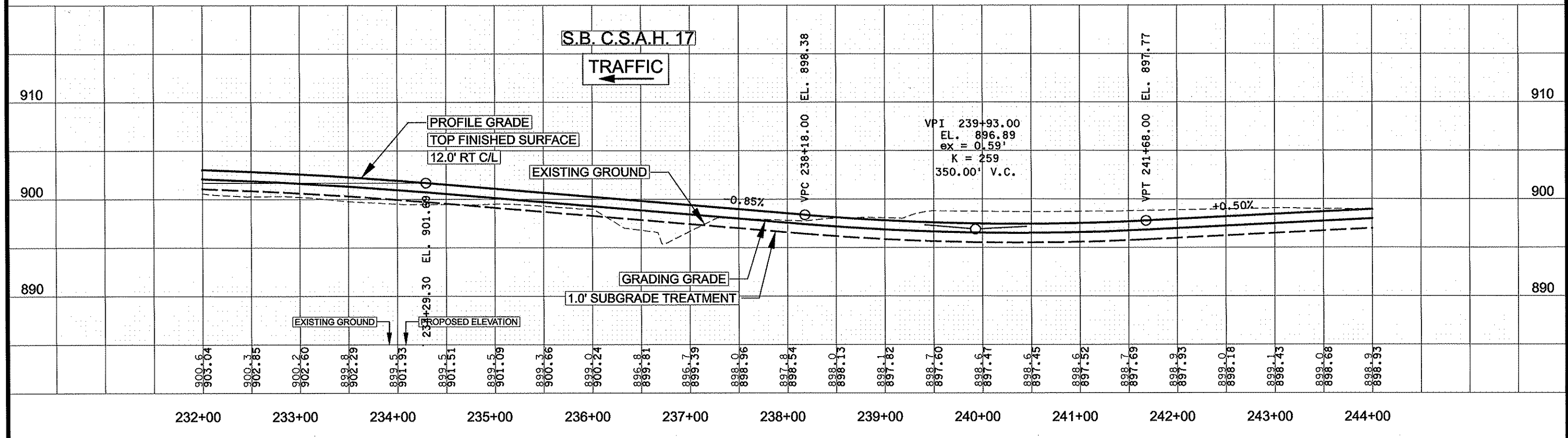
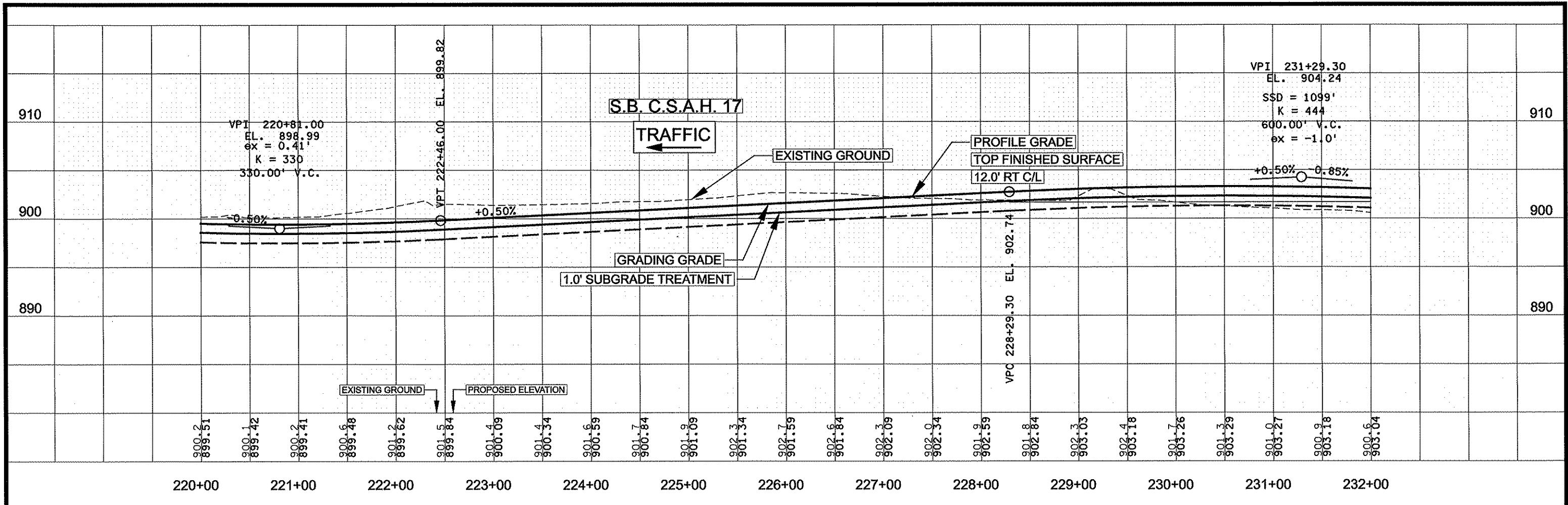
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

SB PROFILE CSAH 17
 STA 196+00.00 TO 220+00.00
 Sheet 158 of 366 Sheets

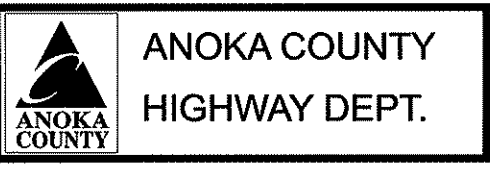


NO	DATE	BY	CKD	APPR	REVISION

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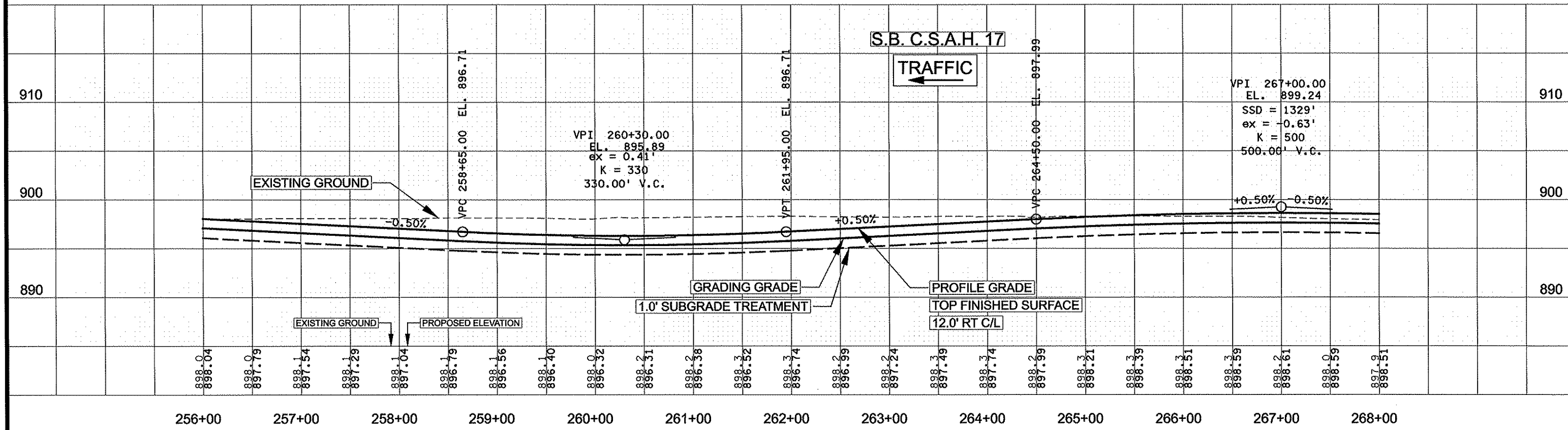
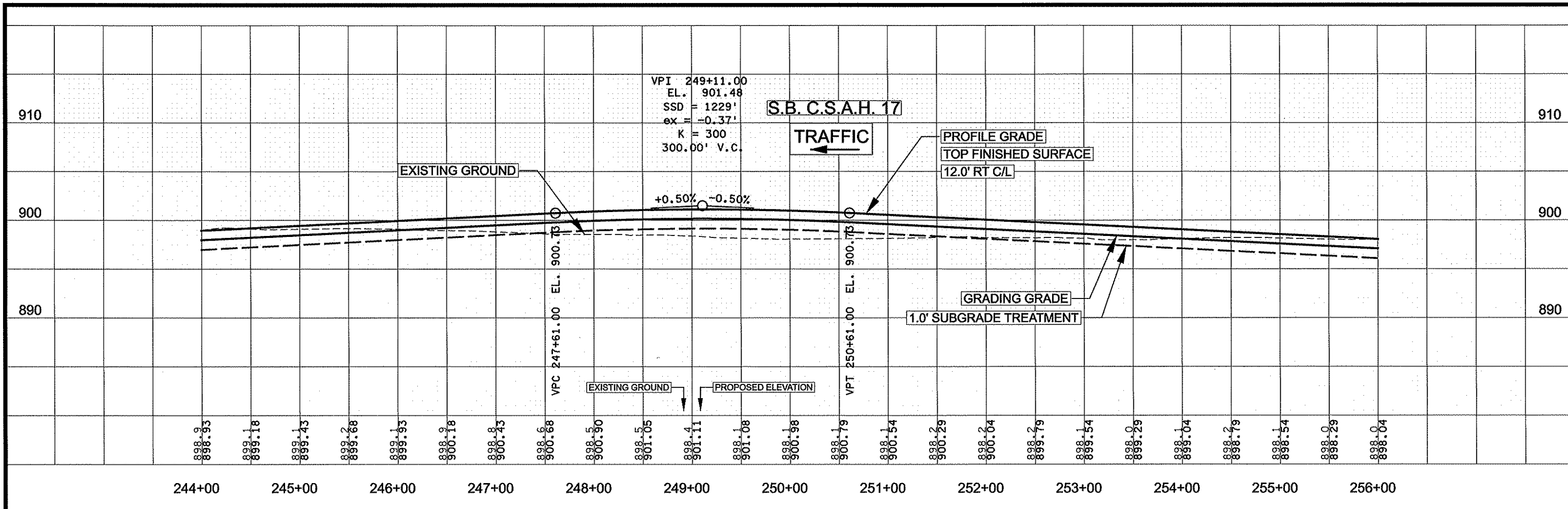
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

SB PROFILE CSAH 17
 STA 220+00.00 TO 244+00.00
 Sheet 159 of 366 Sheets



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-16\plan\0261718_PR4_P.dgn
03/08/2012 11:03:33 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24766

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

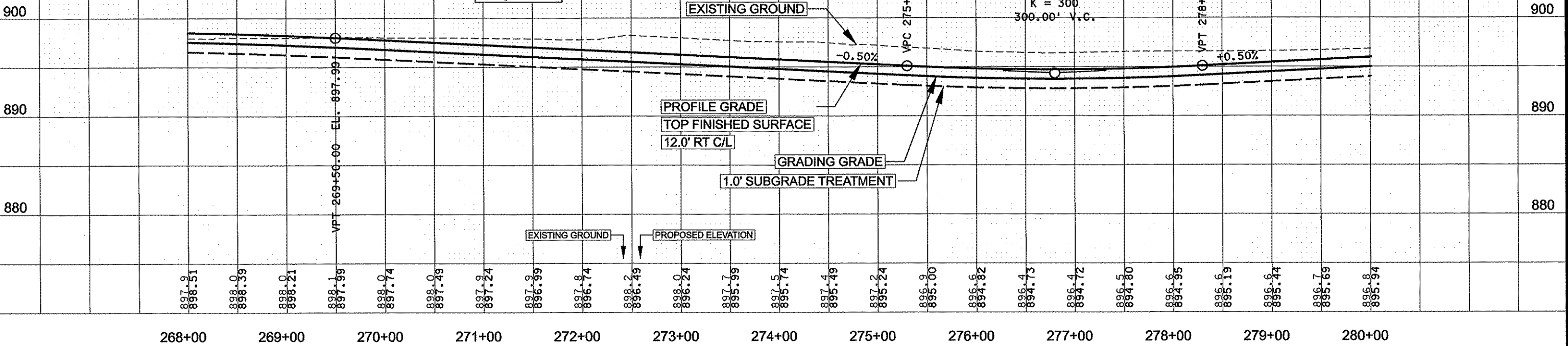


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

SB PROFILE CSAH 17
 STA 244+00.00 TO 268+00.00
 Sheet 160 of 366 Sheets

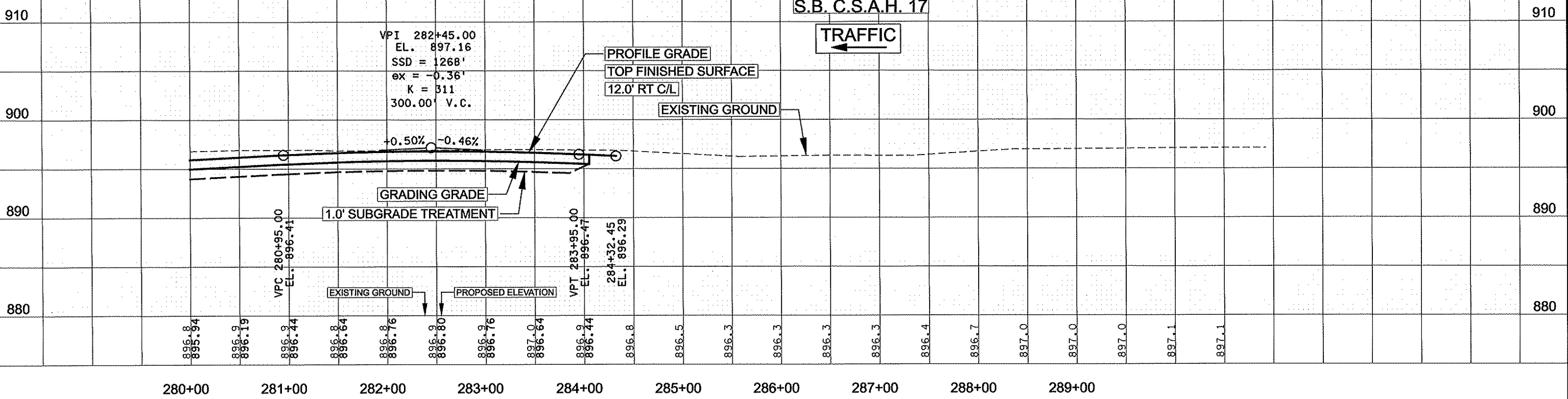
S.B. C.S.A.H. 17

TRAFFIC ←



S.B. C.S.A.H. 17

TRAFFIC ←



NO	DATE	BY	CKD	APPR	REVISION
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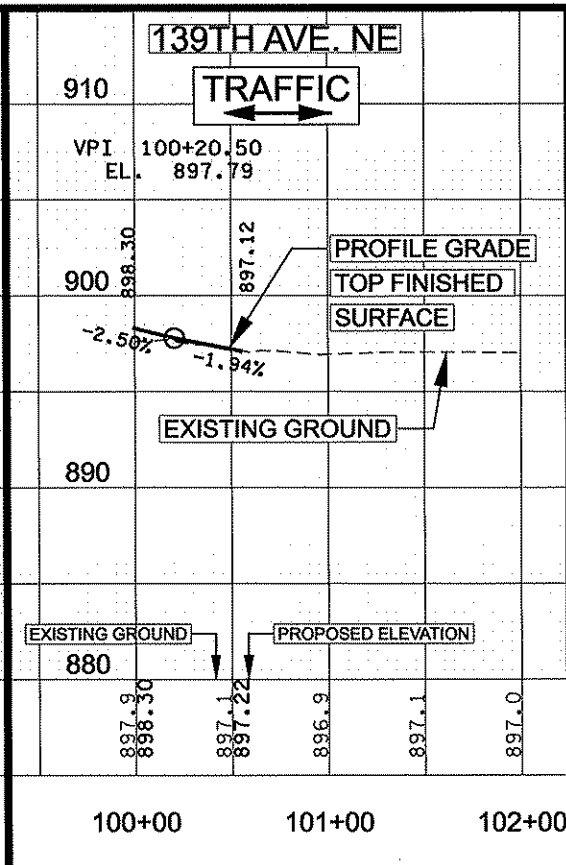
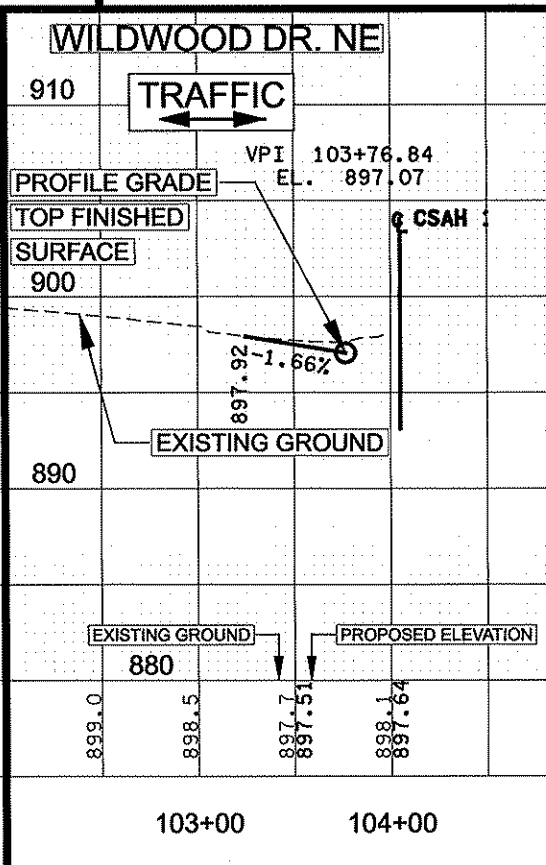
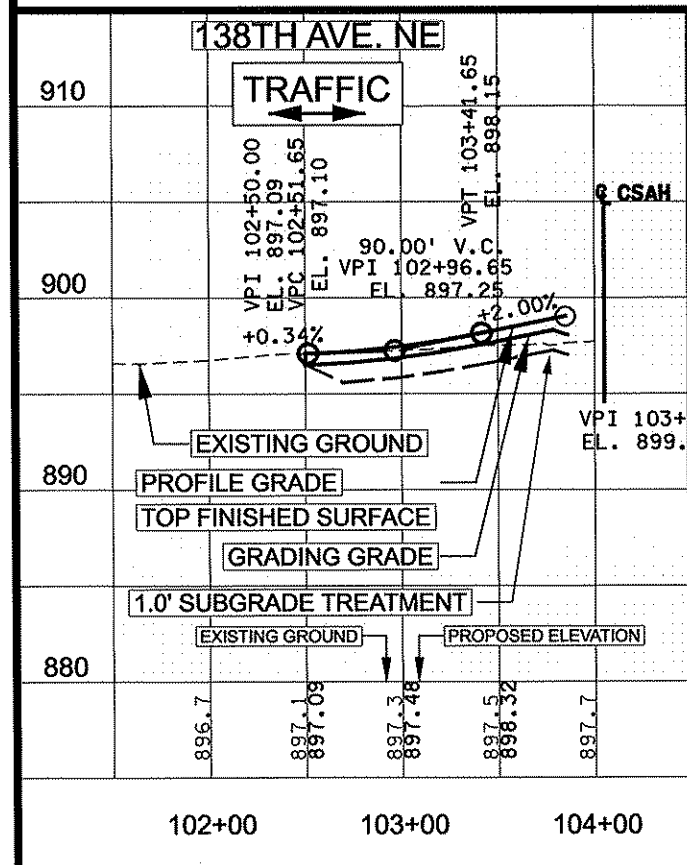
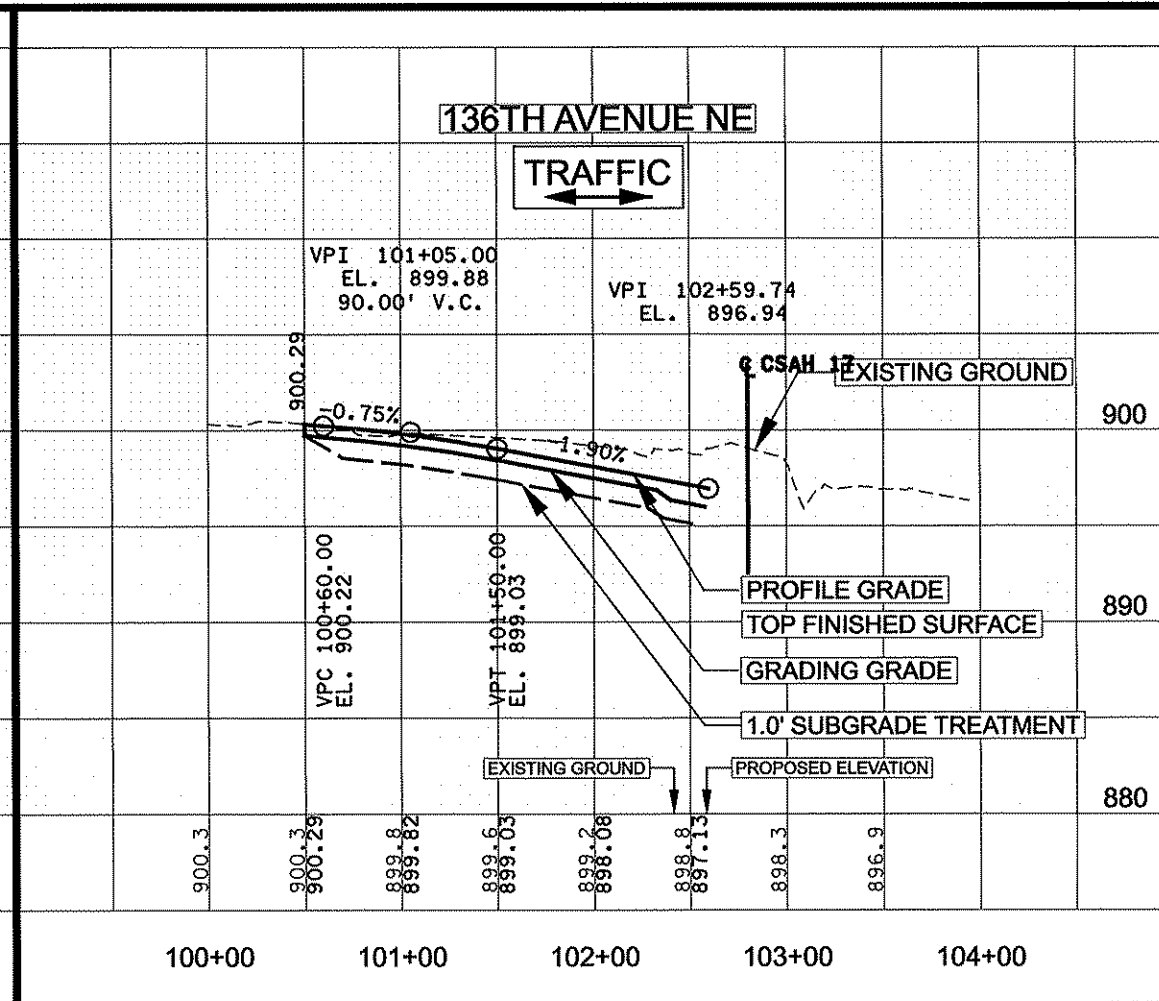
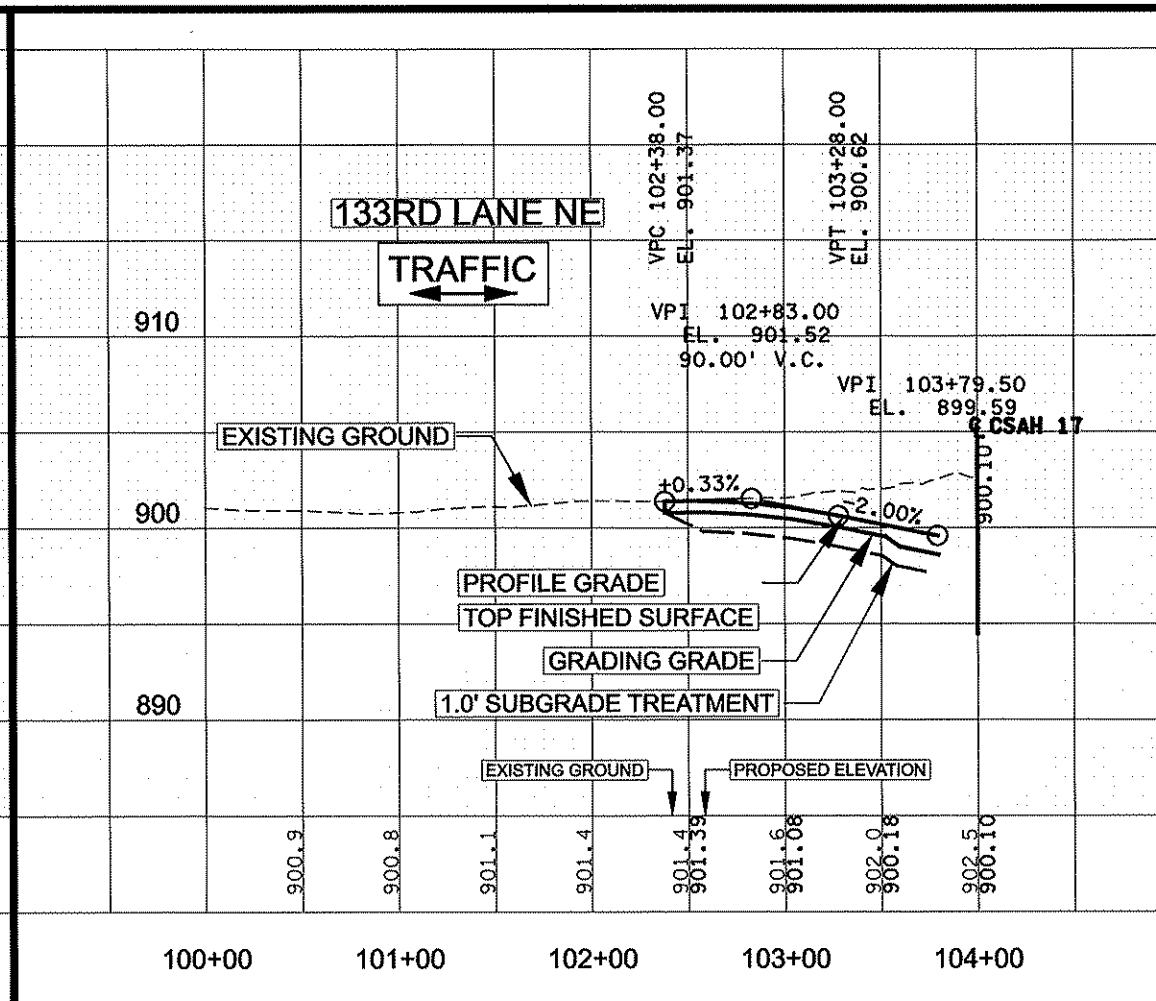
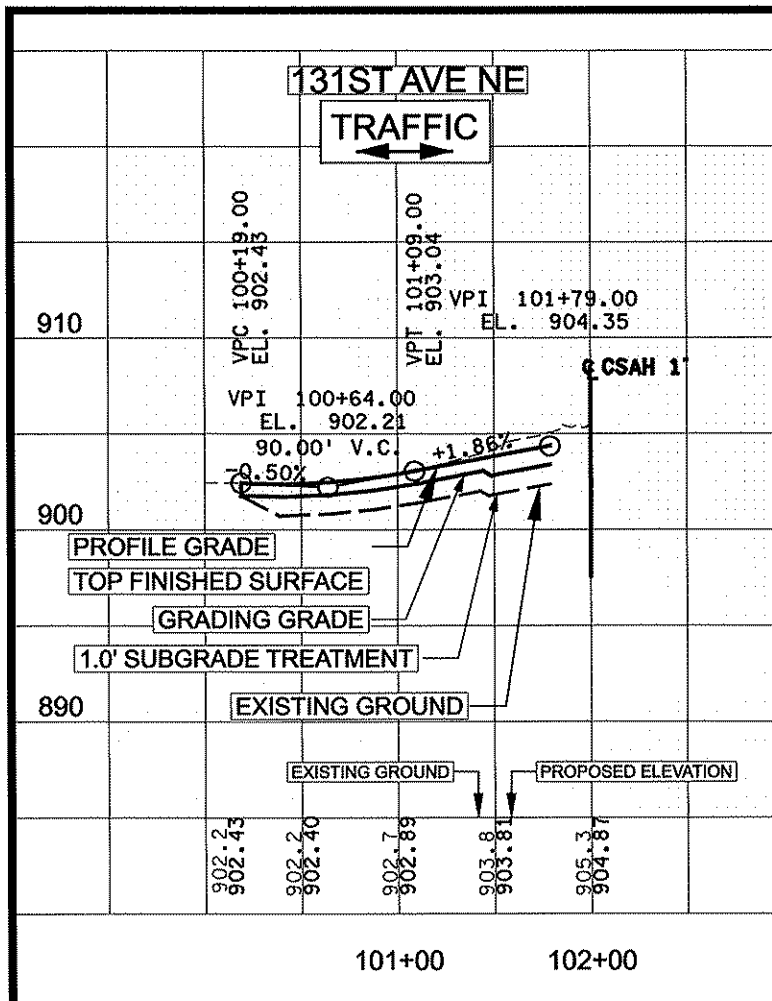
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** *** **



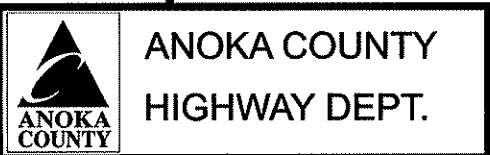
NO	DATE	BY	CKD	APPR	REVISION

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03/08/2012 11:03:41 AM

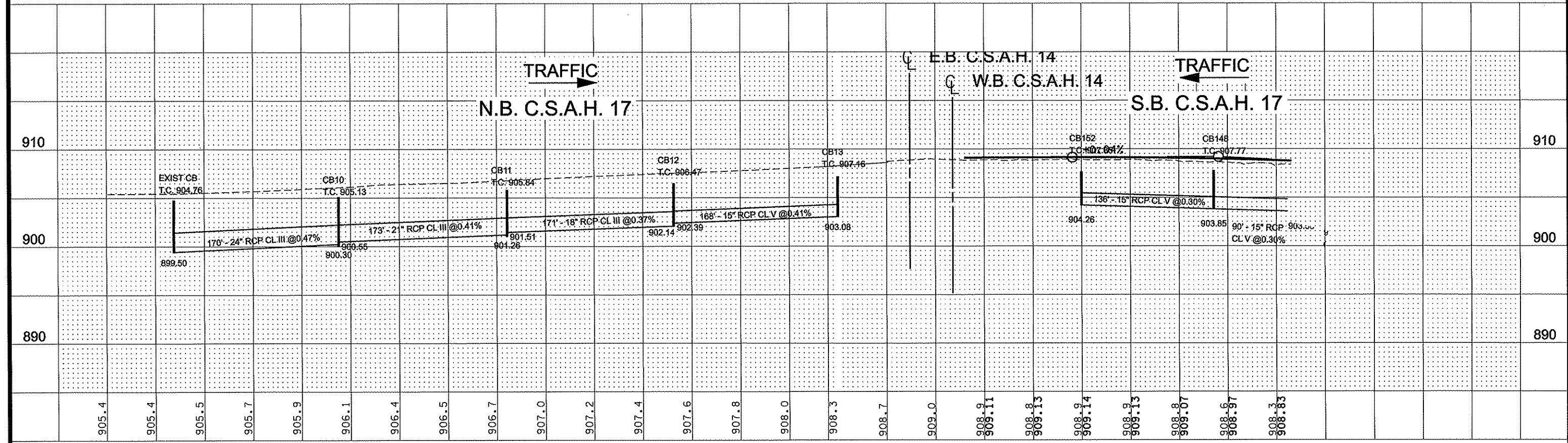
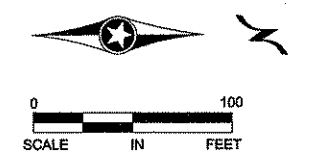
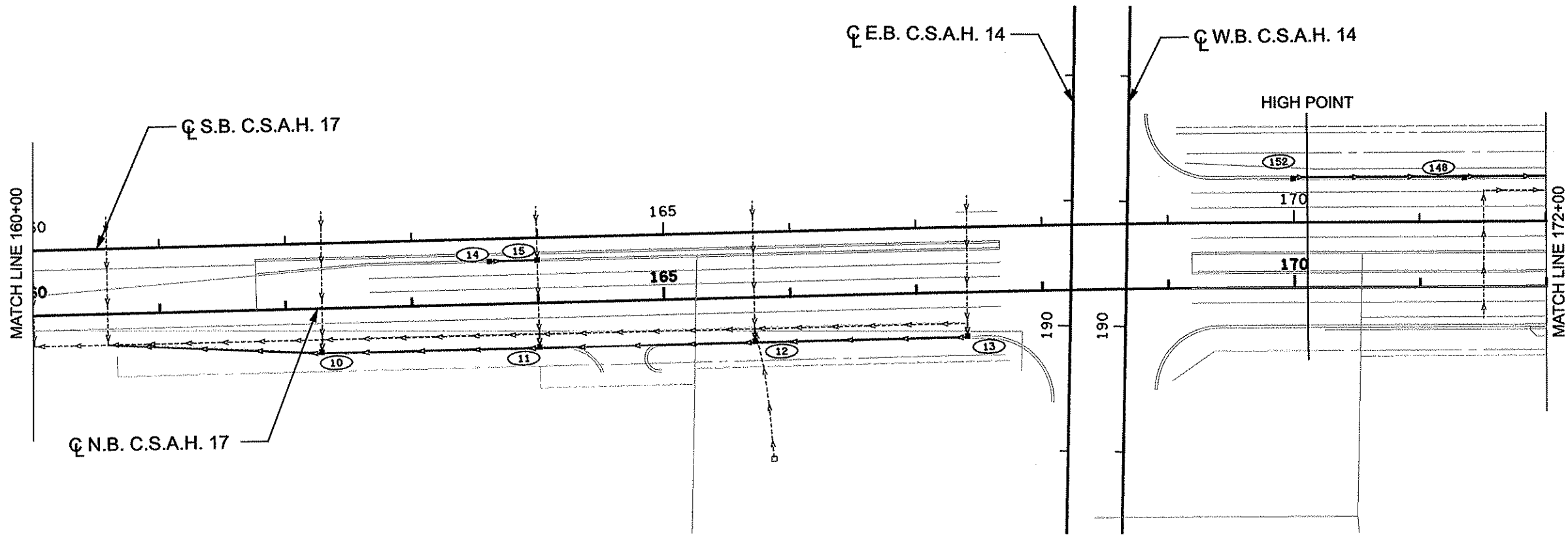
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt Kobilarcsik*
DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
DESIGN BY: GMP DATE: 3/8/2012
CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002



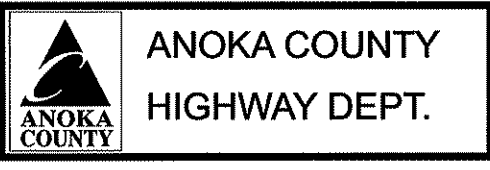
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160+00	161+00	162+00	163+00	164+00	165+00	166+00	167+00	168+00	169+00	170+00	171+00	172+00																					

NO	DATE	BY	CKD	APPR	REVISION	
NAME: p:02-617-18\plan\0261718_DR_P2.dgn						03/08/2012 11:05:04 AM

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

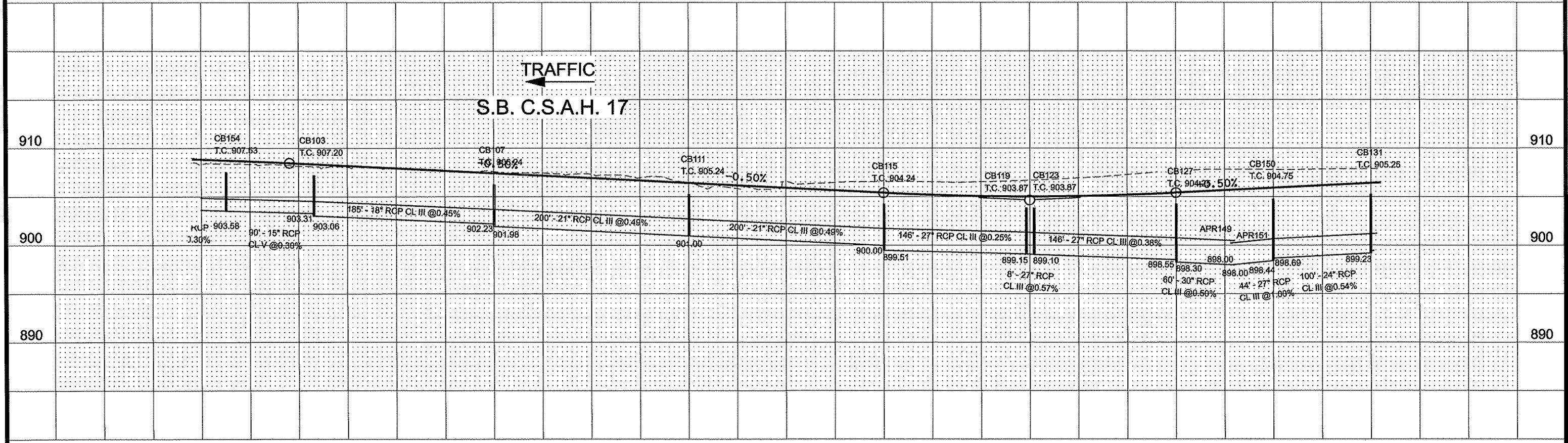
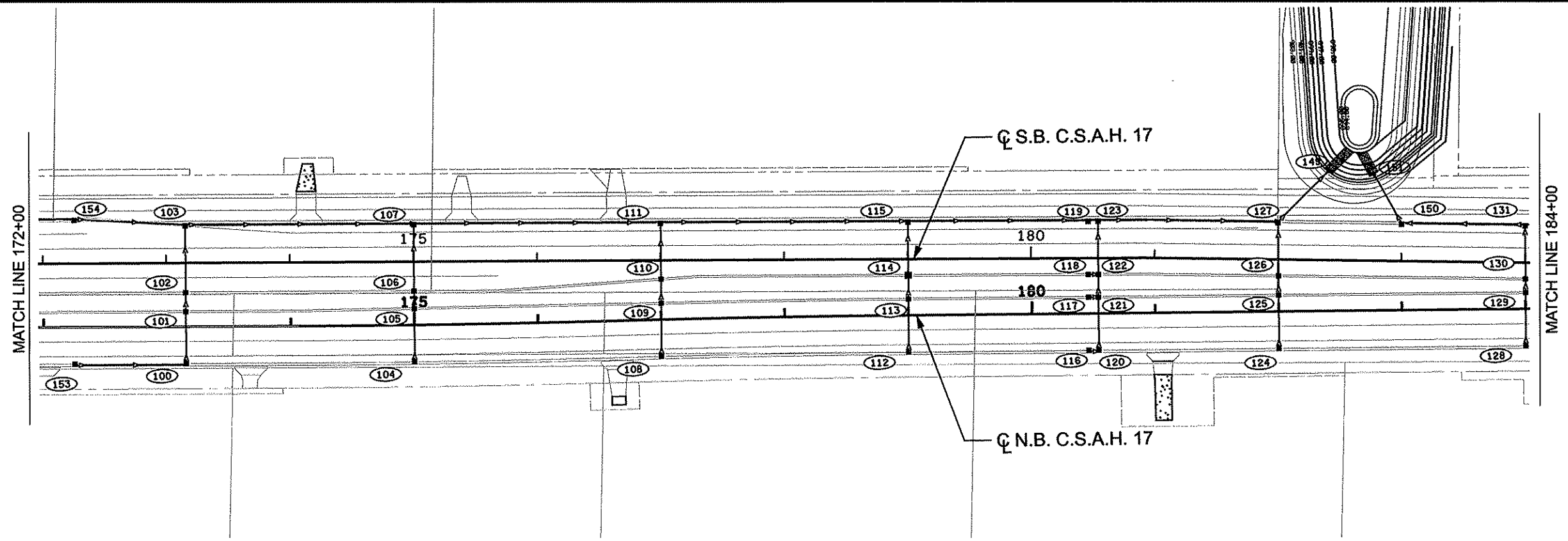
PRINT NAME: CURPA KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

DRAINAGE PLAN
 STA 160+00.00 TO 172+00.00
 Sheet 164 of 366 Sheets



172+00 173+00 174+00 175+00 176+00 177+00 178+00 179+00 180+00 181+00 182+00 183+00 184+00

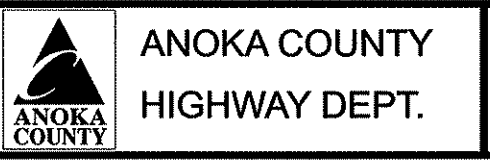
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NAME: p:102-617-18\plan\0261718_DR_P3.dgn 03/08/2012 11:05:08 AM

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

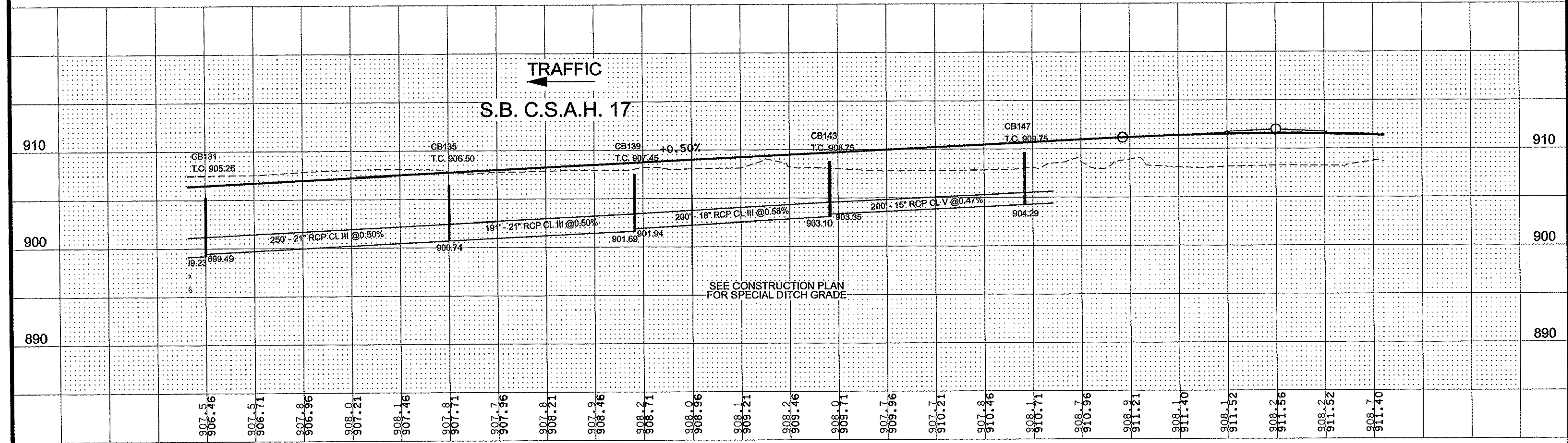
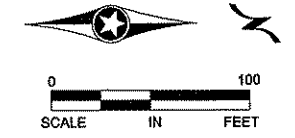
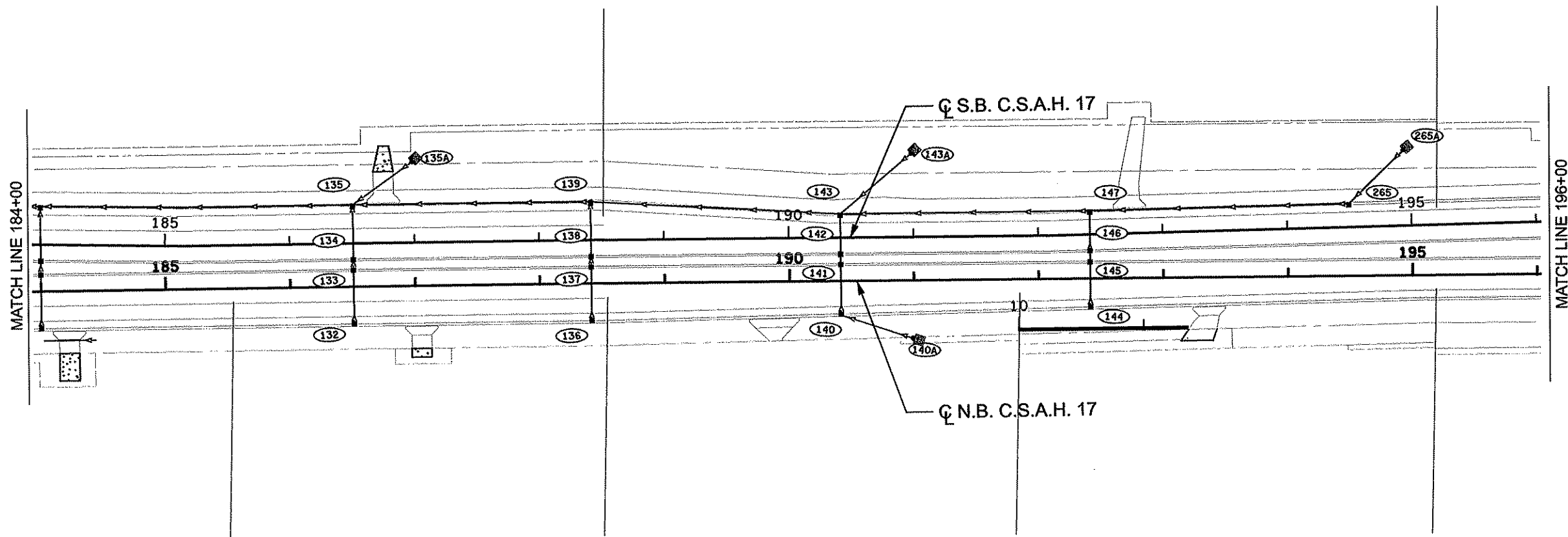
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

DRAINAGE PLAN
 STA 172+00.00 TO 184+00.00
 Sheet 165 of 366 Sheets

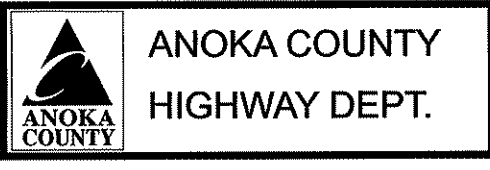


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NO	DATE	BY	CHKD	APPR	REVISION
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DATE: 03/19/2012 11:39:42 AM					

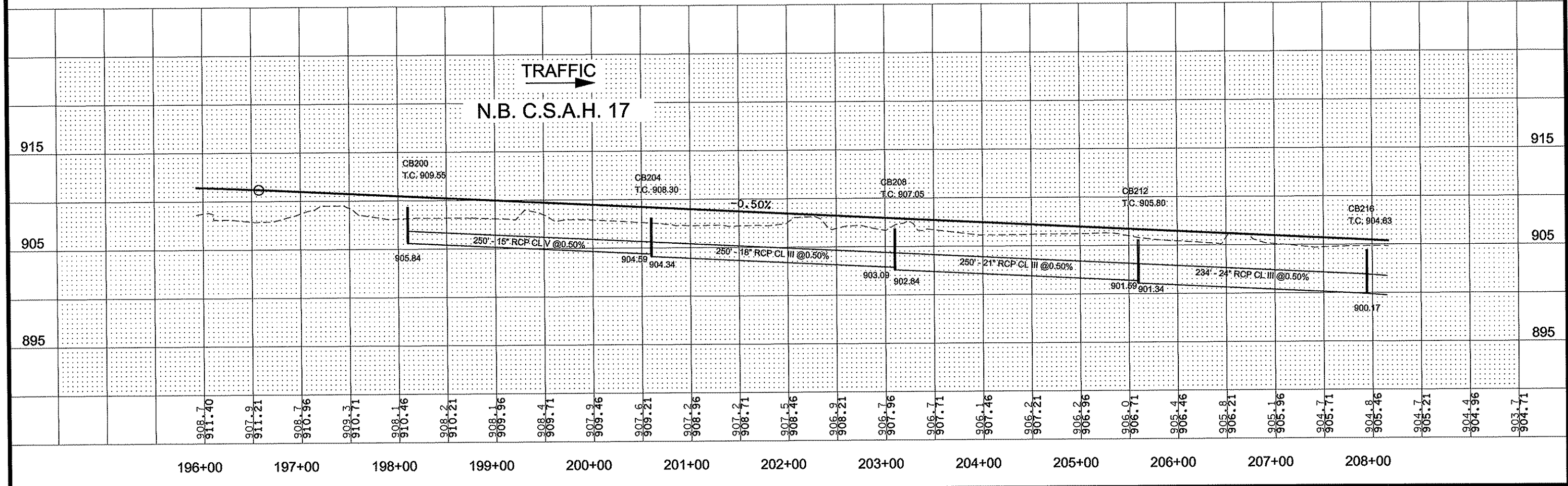
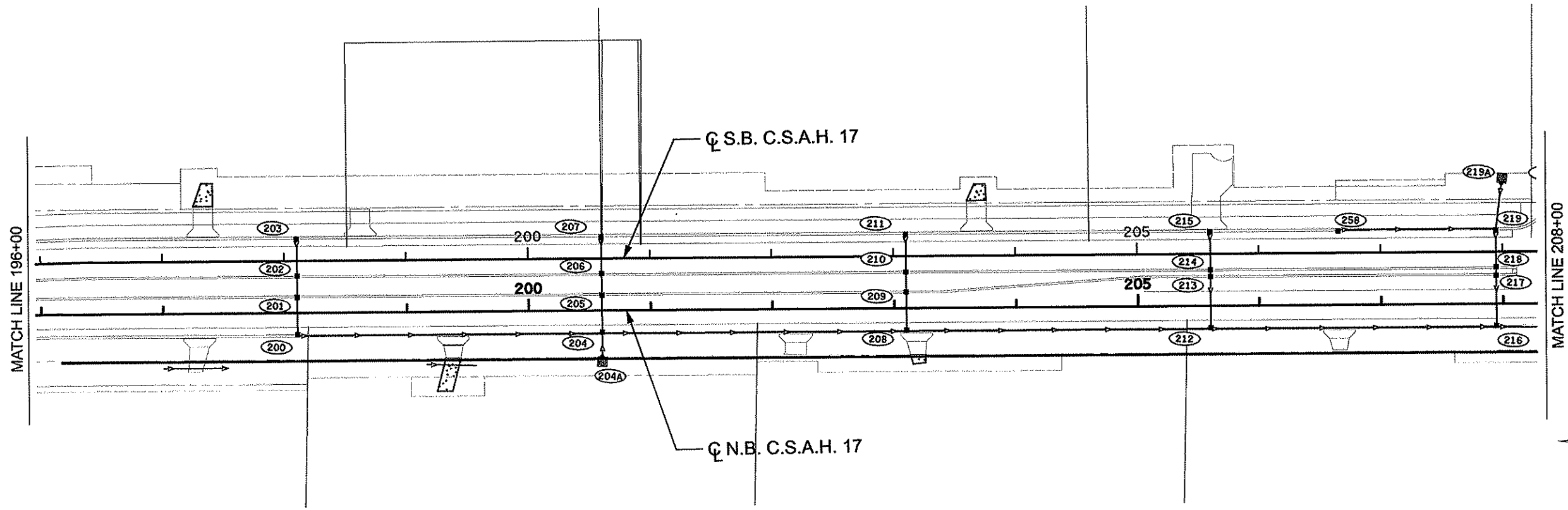
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-19-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** ** **

DRAINAGE PLAN
 STA 184+00.00 TO 196+00.00
 Sheet 166 of 366 Sheets



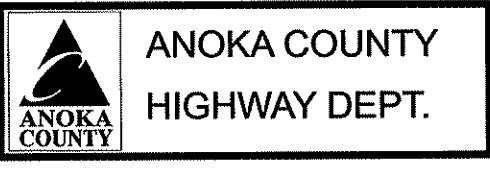
NO	DATE	BY	CKD	APPR	REVISION

NAME: p:02-617-18\plan\0261718_DR_P5.dgn
03/19/2012 11:39:46 AM

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

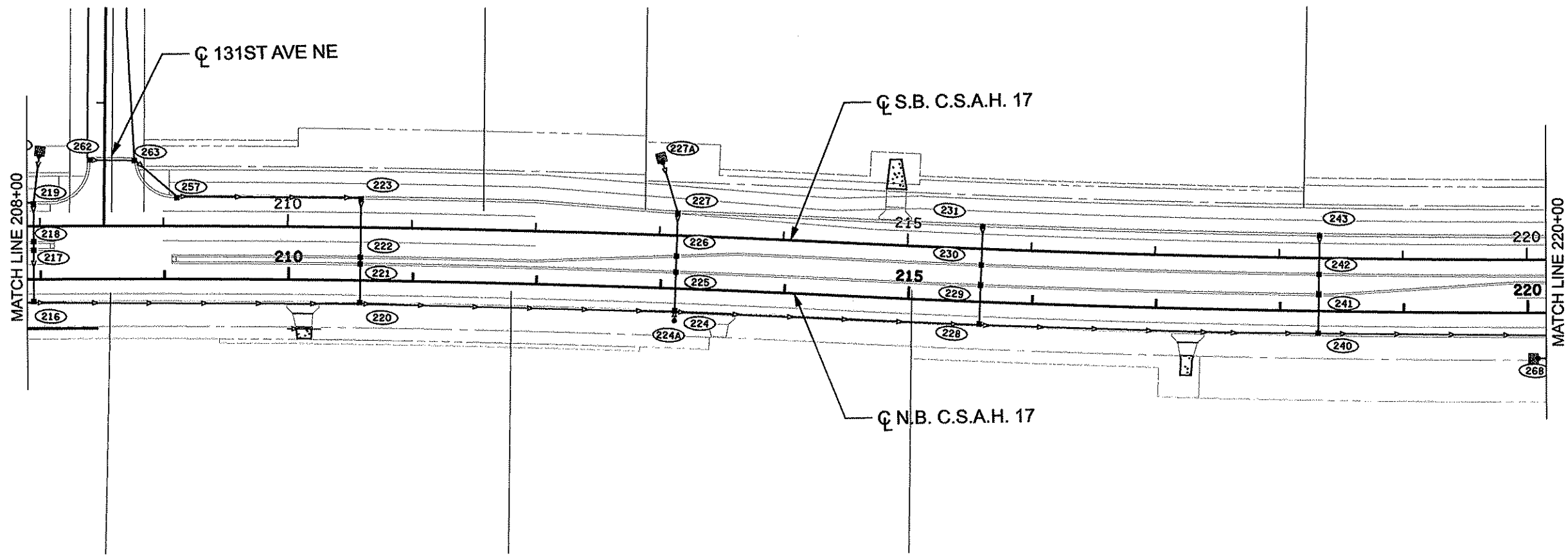
PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt Kobilarsik*
DATE: 3-19-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
DESIGN BY: GMP DATE: 3/8/2012
CHECKED BY: JEO DATE: 3/8/2012

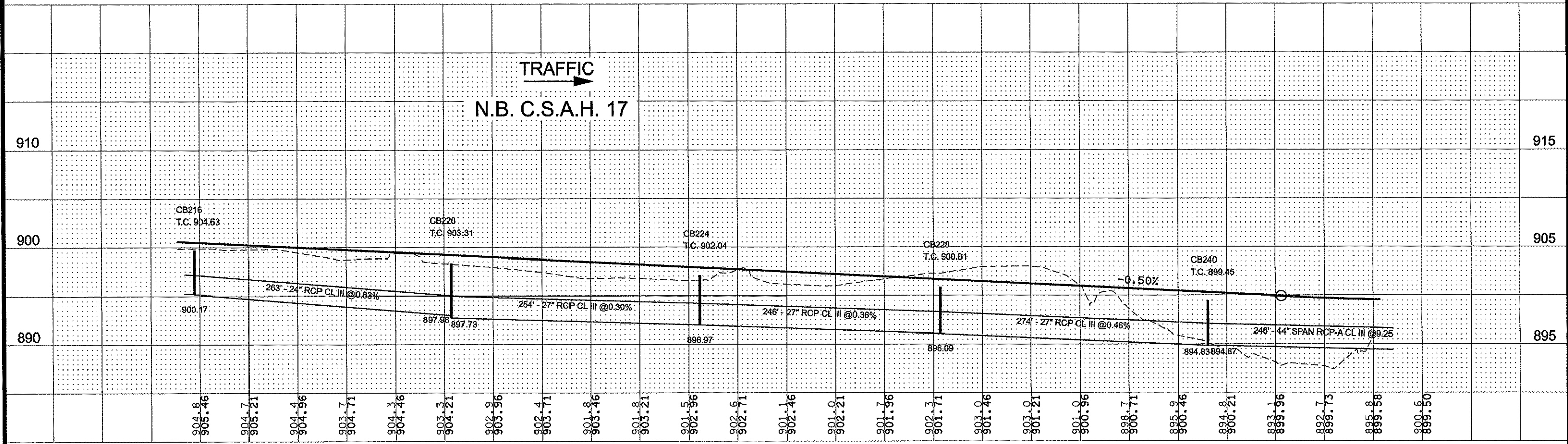


S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
*** **

DRAINAGE PLAN
STA 196+00.00 TO 208+00.00
Sheet 167 of 366 Sheets



TRAFFIC
 N.B. C.S.A.H. 17



208+00 209+00 210+00 211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_DR_P6.dgn 03/08/2012 11:05:21 AM

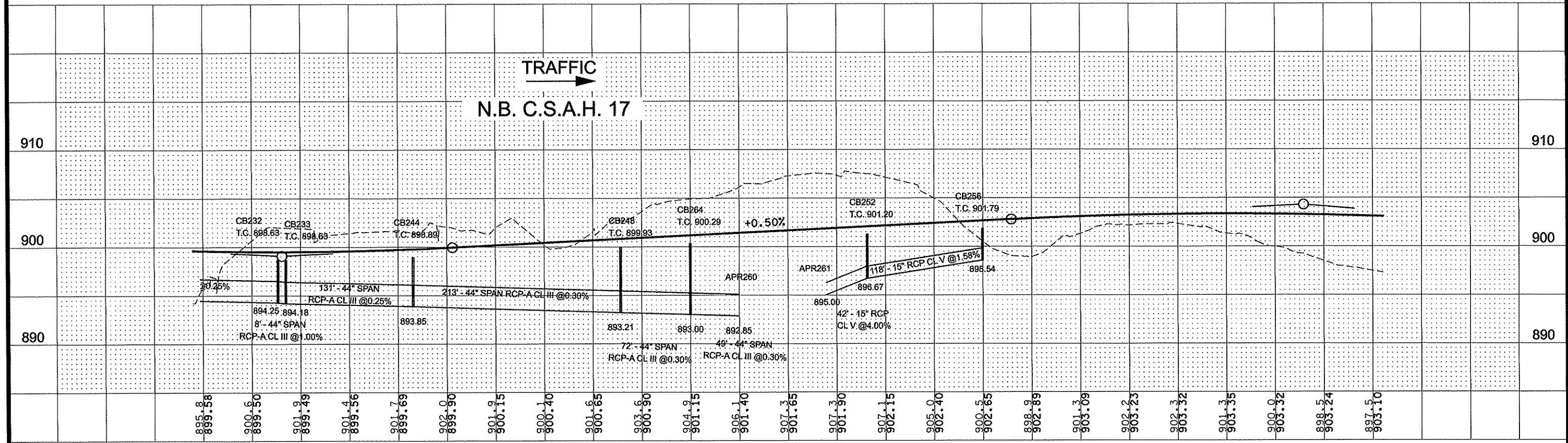
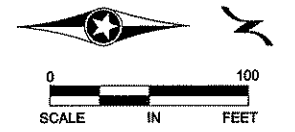
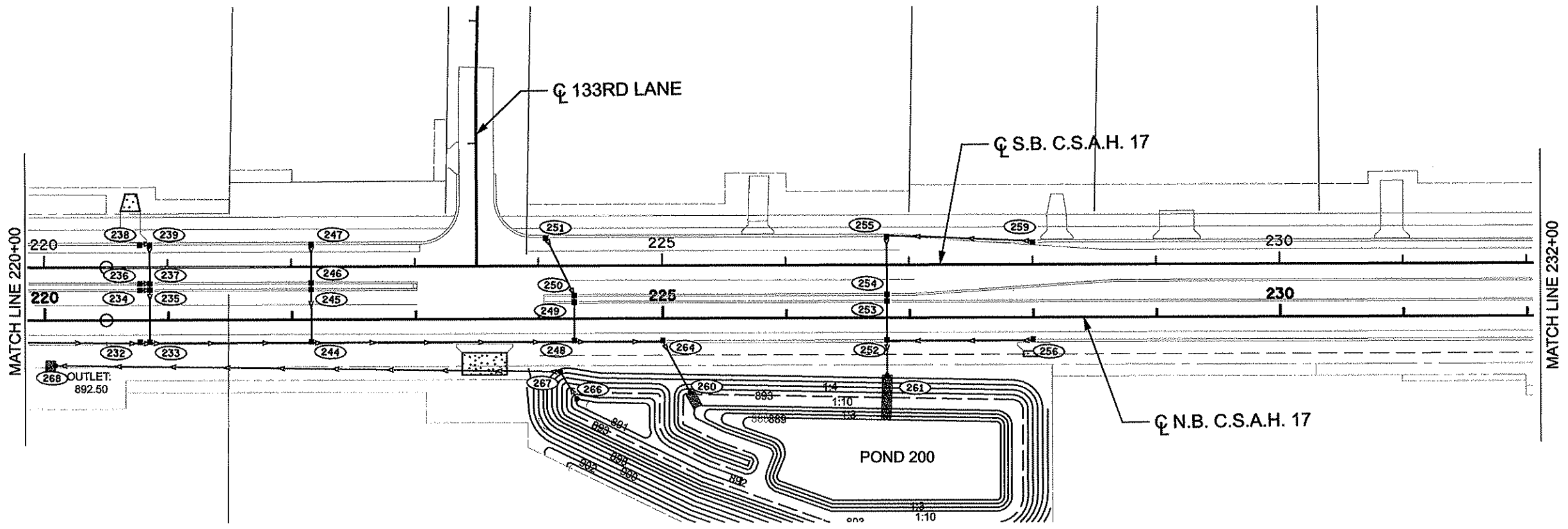
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** *** **

DRAINAGE PLAN
 STA 208+00.00 TO 220+00.00
 Sheet 168 of 366 Sheets



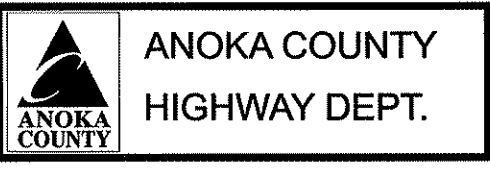
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NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plant\0261718_DR_P7.dgn
03/08/2012 11:05:26 AM

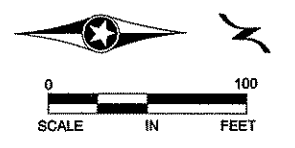
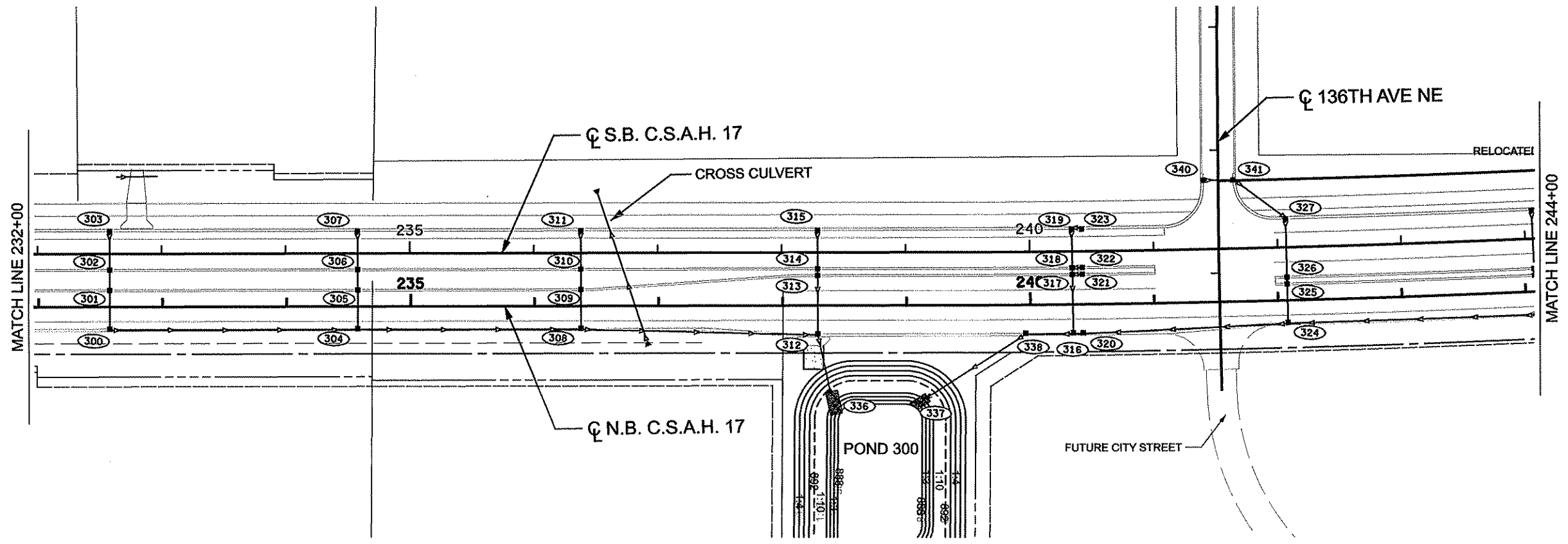
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

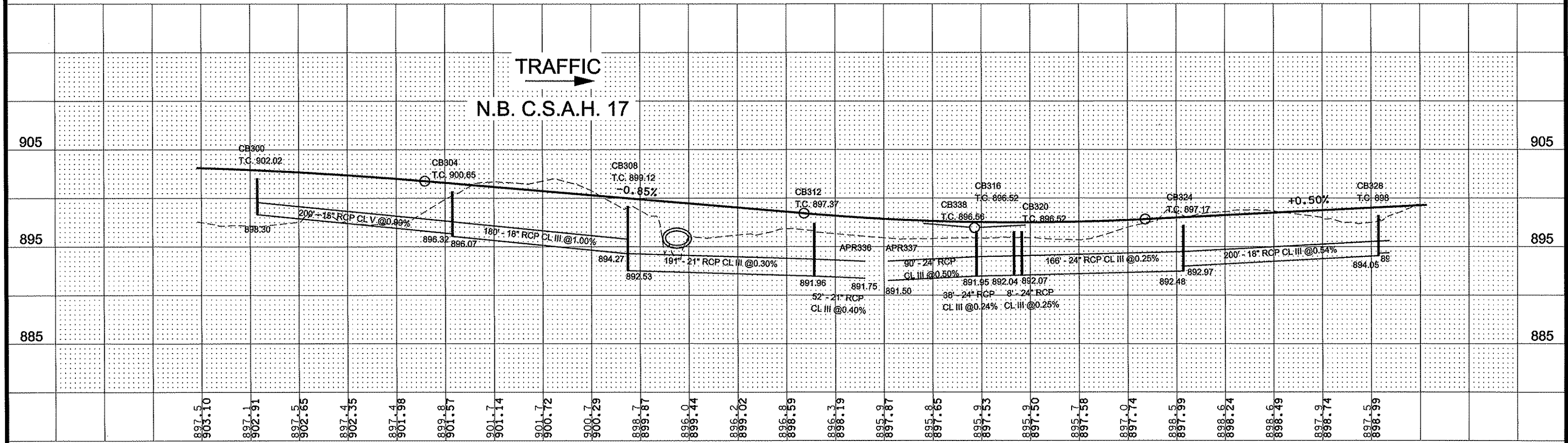


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** *** **

DRAINAGE PLAN
 STA 220+00.00 TO 232+00.00
 Sheet 169 of 366 Sheets

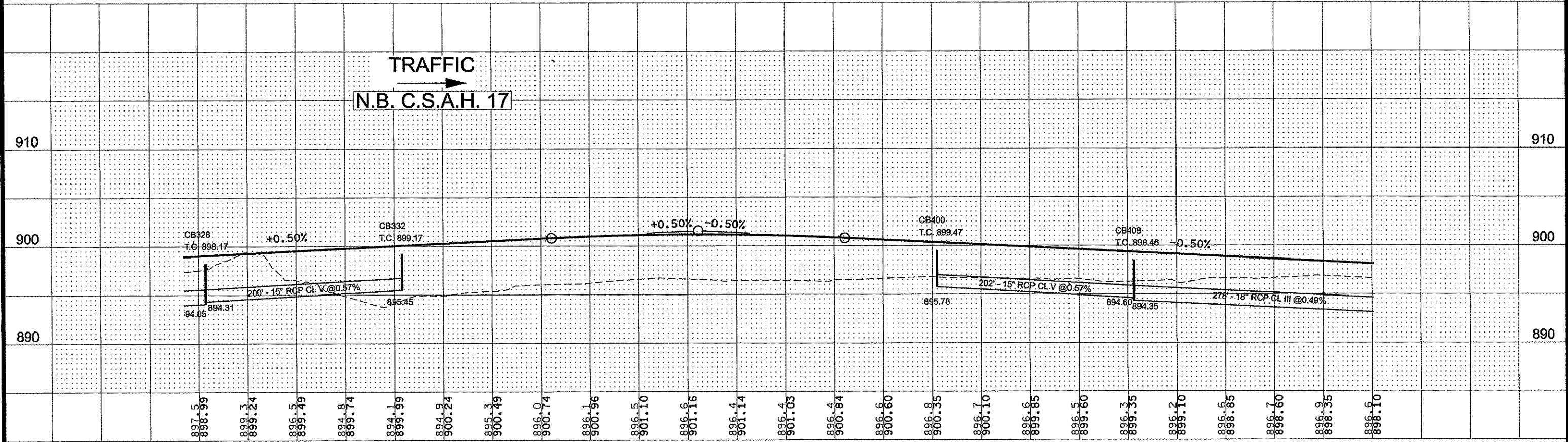
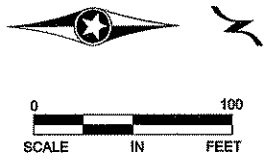
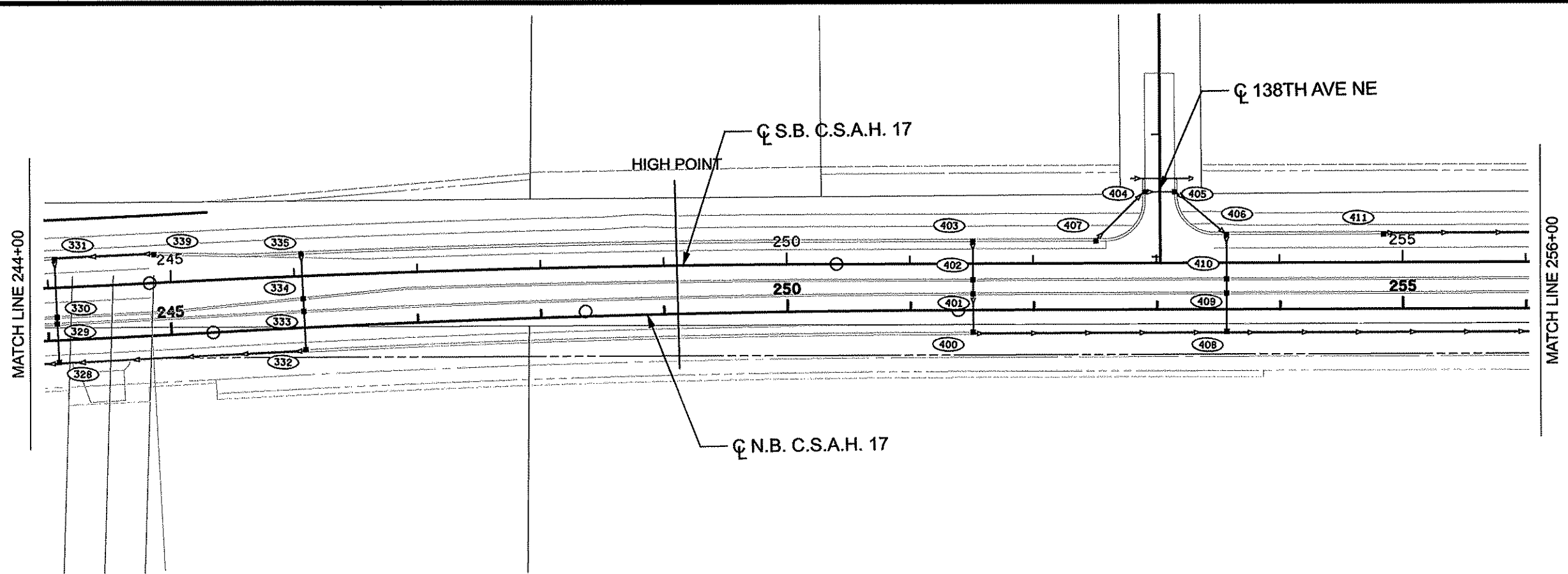


TRAFFIC
 N.B. C.S.A.H. 17



897.5	903.10	897.1	902.91	897.5	902.65	897.4	902.35	897.4	901.98	899.8	901.57	901.14	900.72	900.29	899.87	899.44	899.02	898.59	898.19	897.87	897.65	897.53	897.50	897.58	897.74	897.99	898.24	898.49	898.74	898.99
232+00	233+00	234+00	235+00	236+00	237+00	238+00	239+00	240+00	241+00	242+00	243+00	244+00																		

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. PRINT NAME: CURT A. KOBIARCSIK SIGNATURE: <i>Curt Kobiarcsik</i> DATE: 3-8-12 LICENSE NO. 24756					DRAWN BY: GMP DATE: 3/8/2012 DESIGN BY: GMP DATE: 3/8/2012 CHECKED BY: JEO DATE: 3/8/2012		ANOKA COUNTY HIGHWAY DEPT.		S.P. 002-617-018 S.P. 106-020-029 S.P. 197-020-002 **_**_**		DRAINAGE PLAN STA 232+00.00 TO 244+00.00 Sheet 170 of 366 Sheets	
NO	DATE	BY	CKD	APPR	REVISION							
					03/08/2012	11:05:29 AM						
NAME: p:\02-617-18\plan\0261718_DR_P8.dgn												

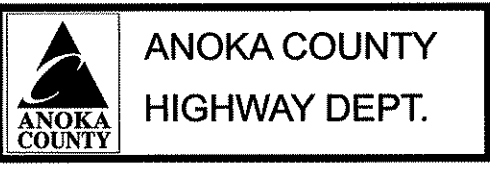


244+00 245+00 246+00 247+00 248+00 249+00 250+00 251+00 252+00 253+00 254+00 255+00 256+00

NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\plan\0261718_DR_P8.dgn					03/08/2012
					11:05:34 AM

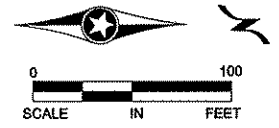
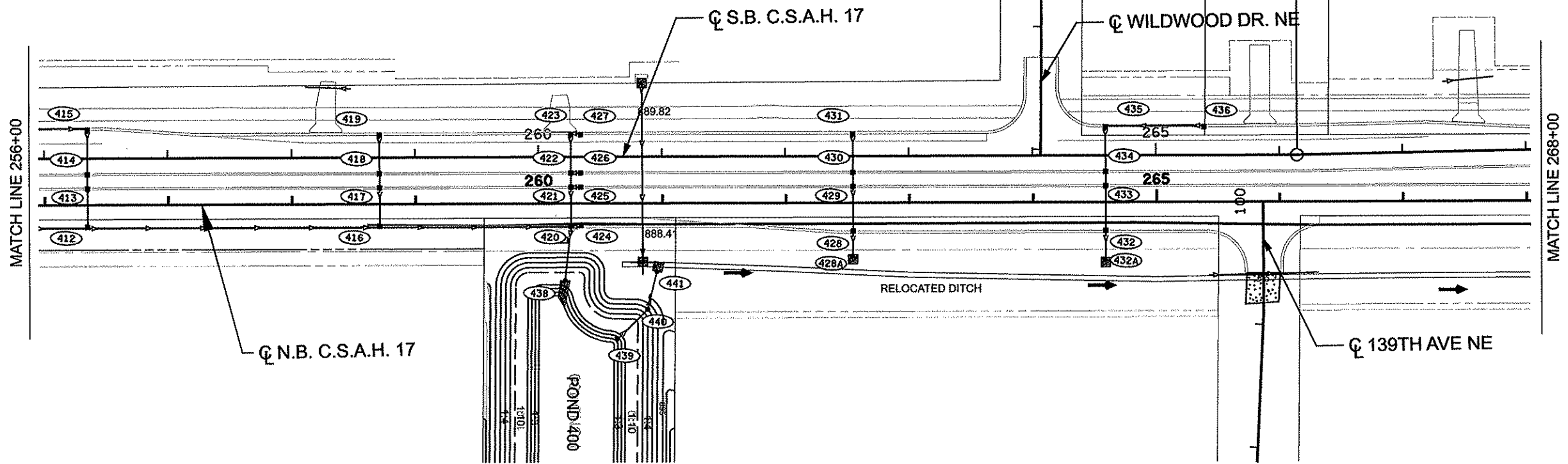
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

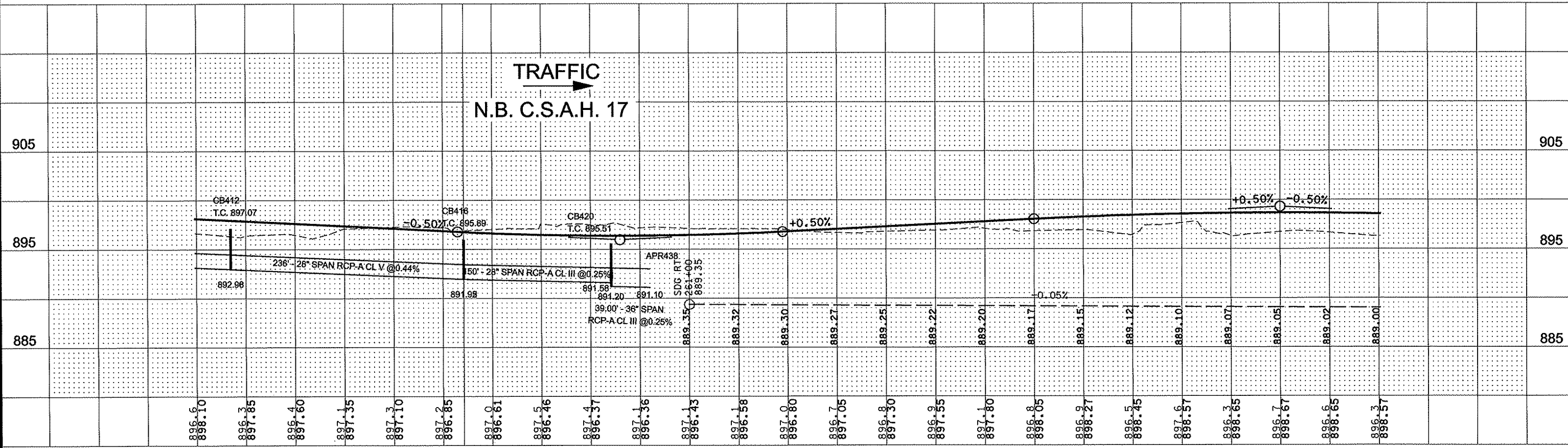


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

DRAINAGE PLAN
 STA 244+00.00 TO 256+00.00
 Sheet 171 of 366 Sheets



TRAFFIC
N.B. C.S.A.H. 17



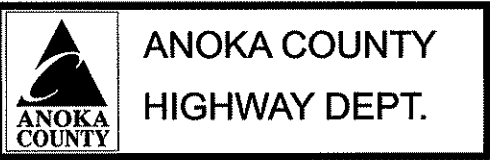
256+00 257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00

NO	DATE	BY	CKD	APPR	REVISION

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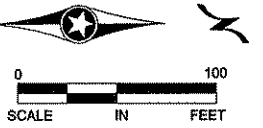
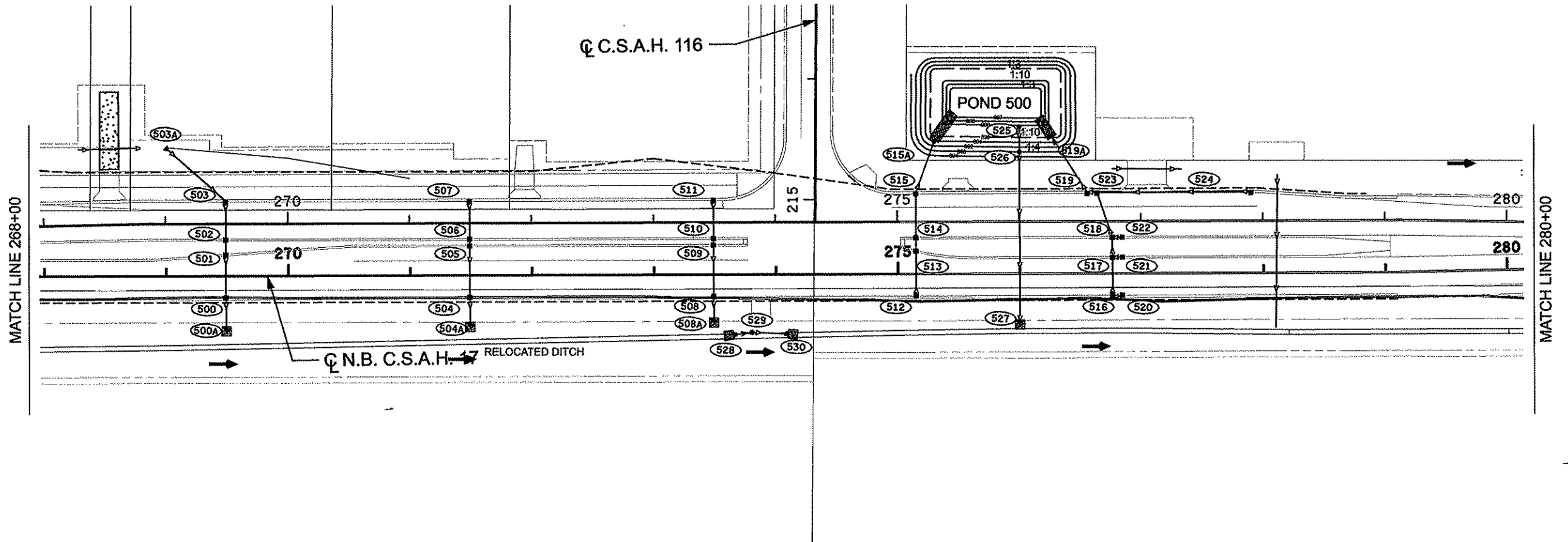
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-13-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012

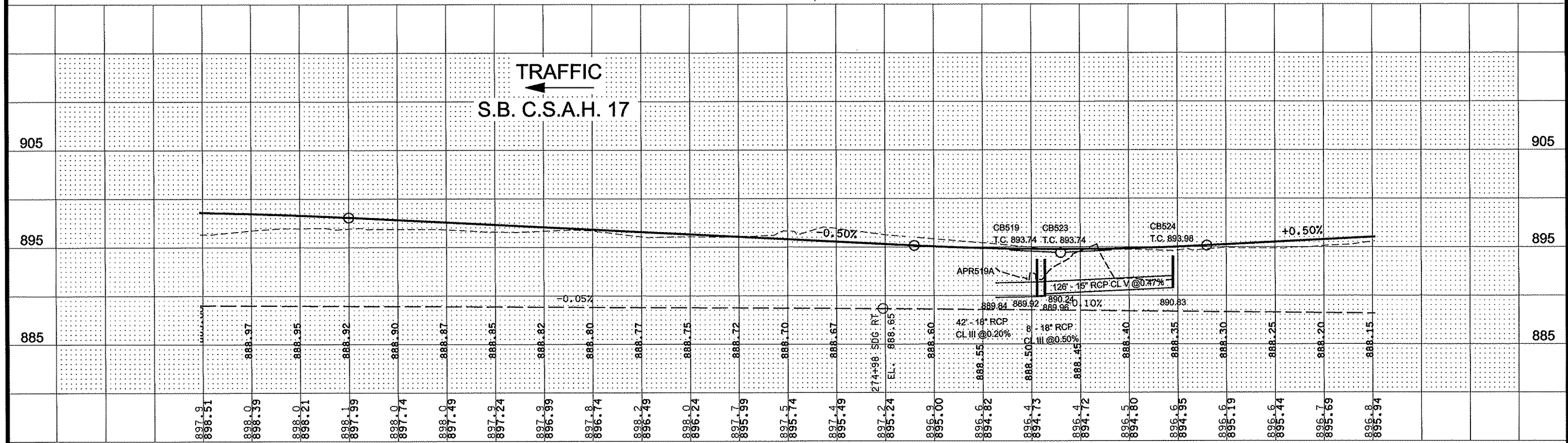


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

DRAINAGE PLAN
 STA 256+00.00 TO 268+00.00
 Sheet 172 of 366 Sheets



TRAFFIC
←
S.B. C.S.A.H. 17



268+00	269+00	270+00	271+00	272+00	273+00	274+00	275+00	276+00	277+00	278+00	279+00	280+00
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NO	DATE	BY	CKD	APPR	REVISION

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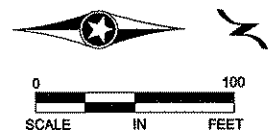
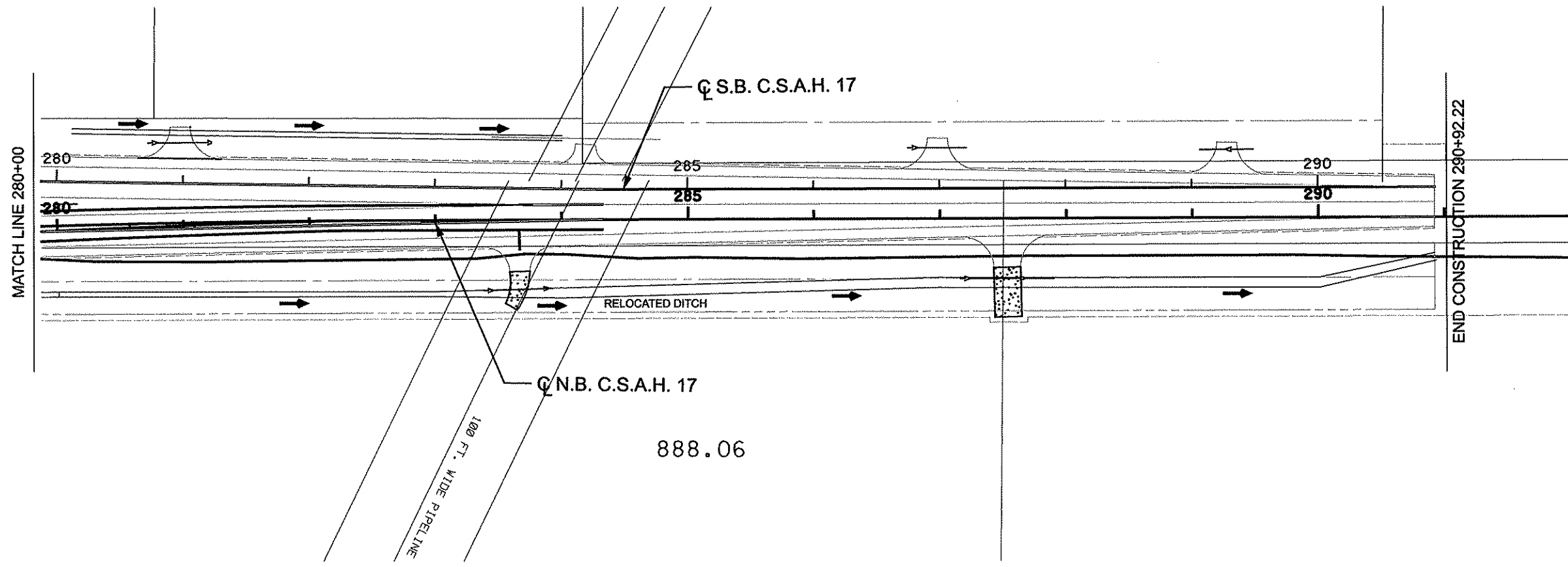
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

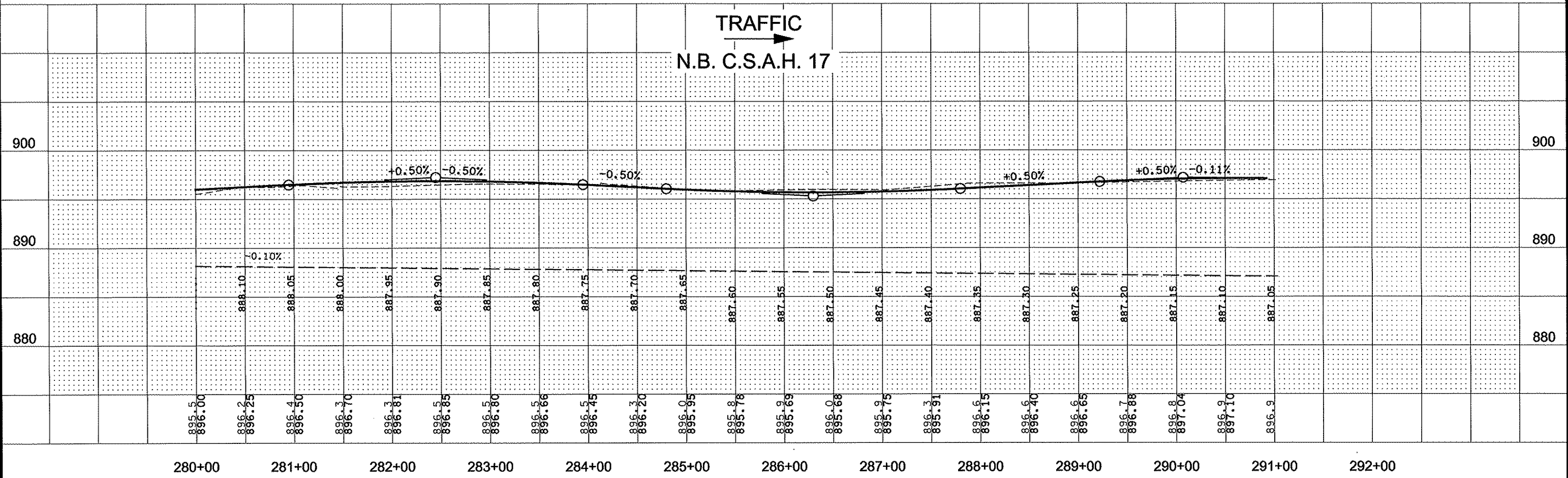
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

DRAINAGE PLAN
 STA 268+00.00 TO 280+00.00
 Sheet 173 of 366 Sheets



TRAFFIC
 N.B. C.S.A.H. 17



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_DR_P12.dgn
 03/08/2012 11:05:48 AM

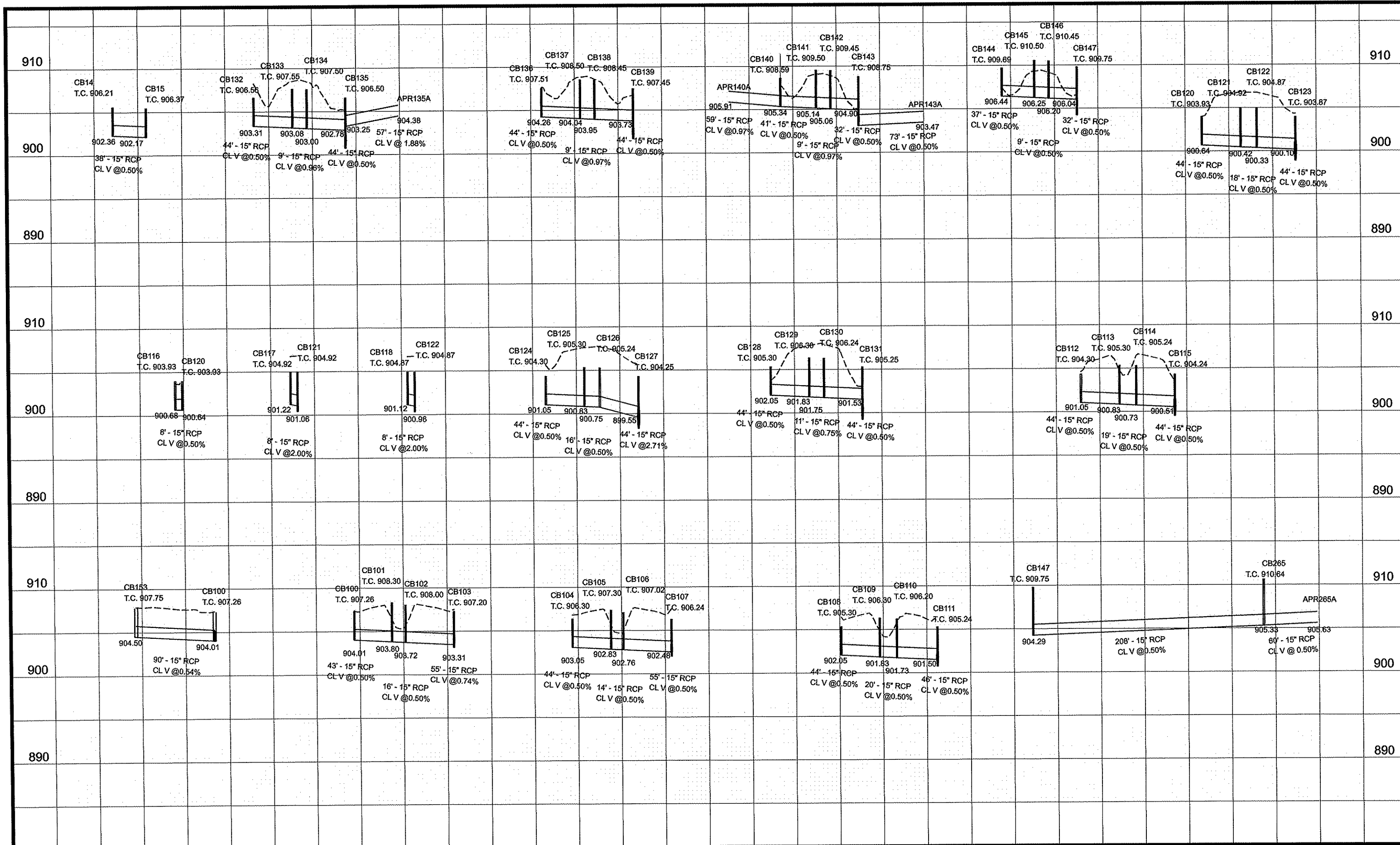
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

DRAINAGE PLAN
 STA 280+00.00 TO 292+00.00
 Sheet 174 of 366 Sheets



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-19-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



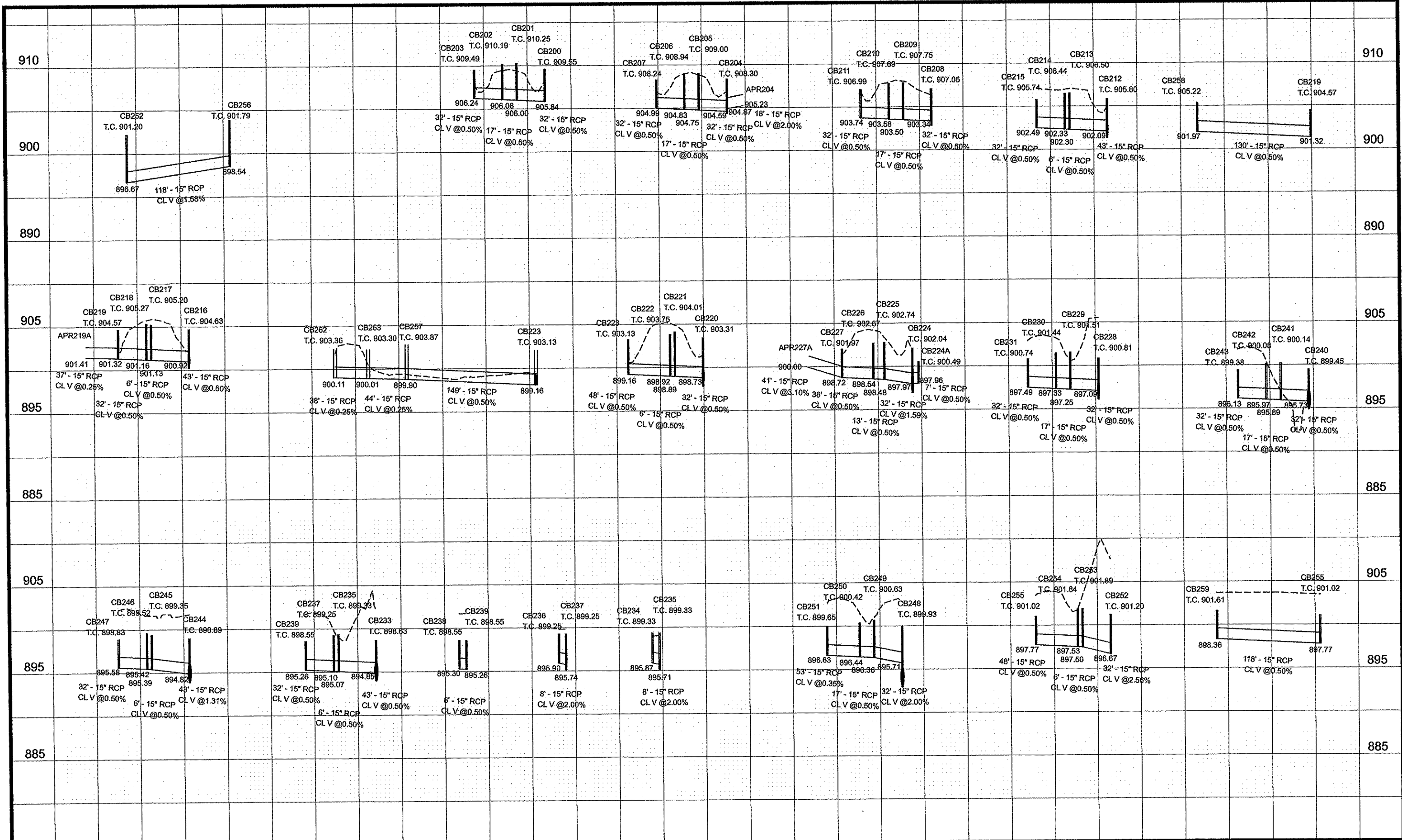
ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

DRAINAGE LEADS
 SYSTEM 100
 Sheet 175 of 366 Sheets

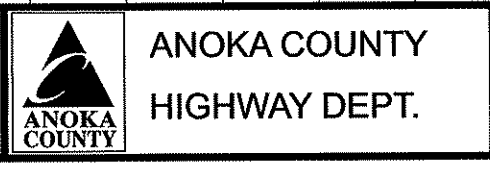
NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_DR_LEADS.dgn 03/19/2012 11:38:00 AM



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-19-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

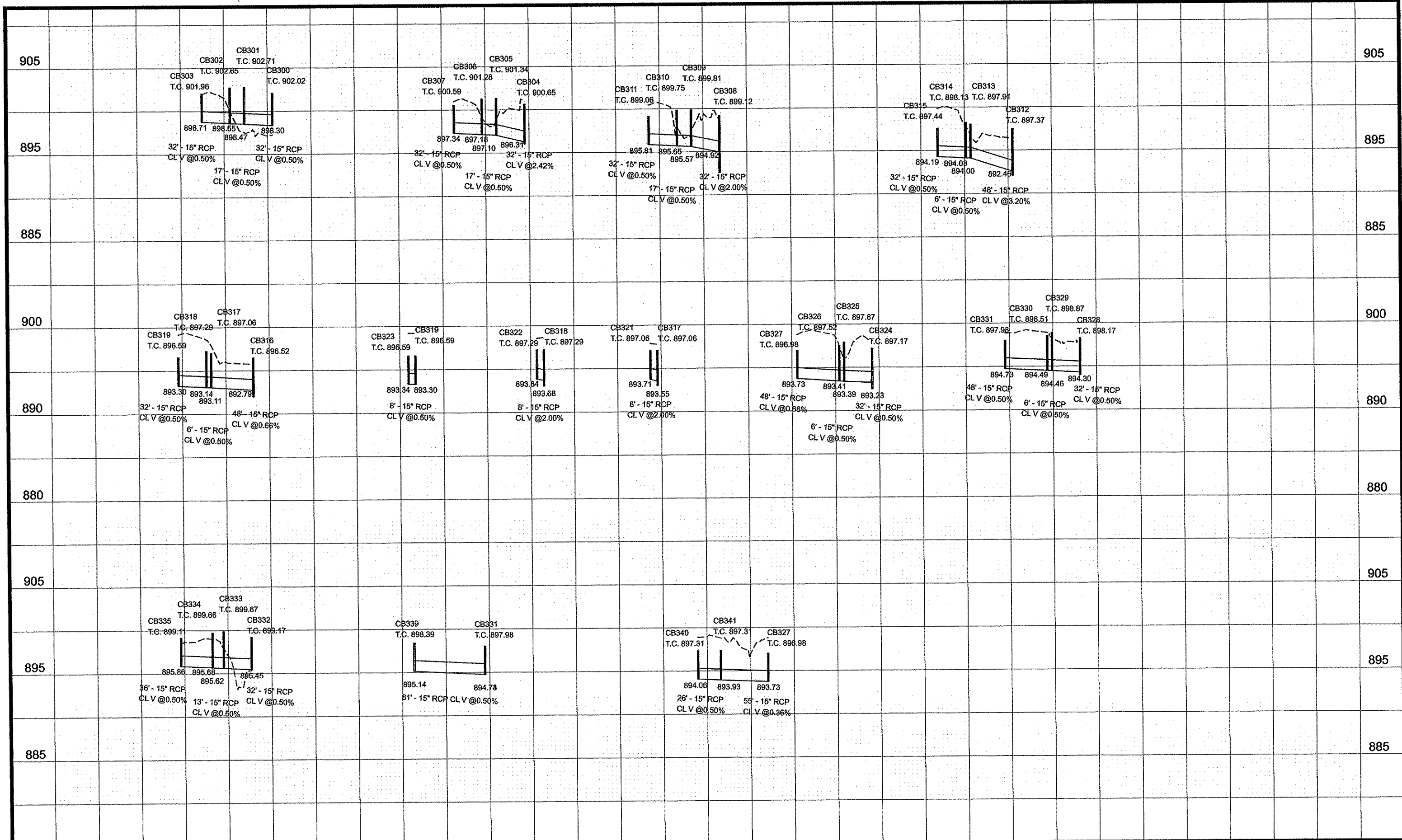


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

DRAINAGE LEADS SYSTEM 200
 Sheet 176 of 366 Sheets

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_DR_LEADS.dgn
 03/19/2012 11:38:02 AM



NO	DATE	BY	CHKD	APPR	REVISION
NAME: p:\02-617-18\plan\0261718_DR_LEADS.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK

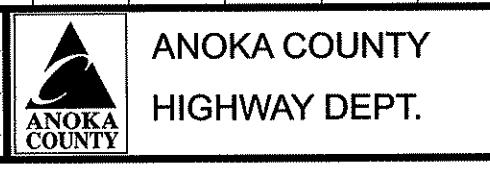
SIGNATURE: *Curt Kobilarcsik*

DATE: 3-19-12 LICENSE NO. 24758

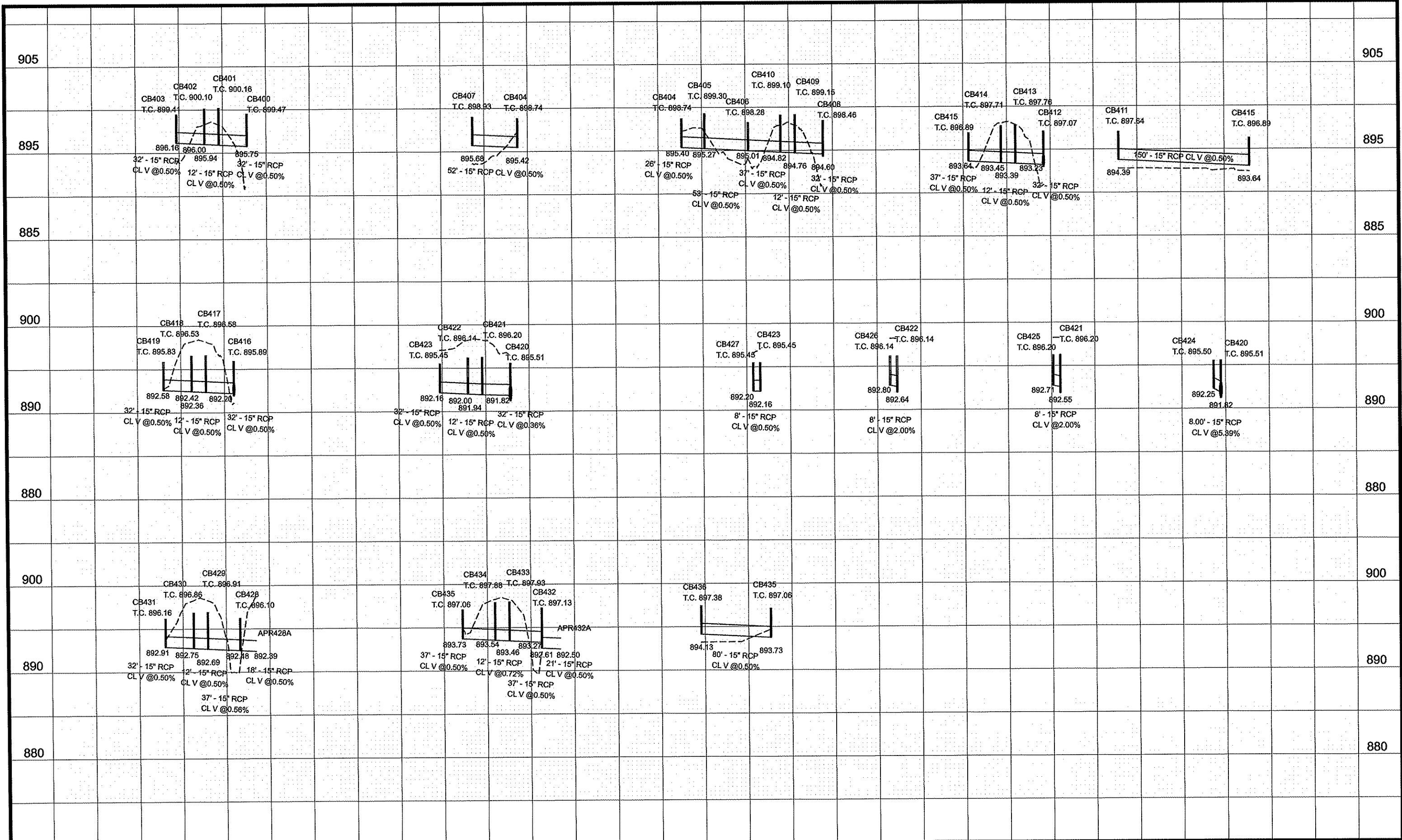
DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**



NO	DATE	BY	CHKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_DR_LEADS.dgn 03/19/2012 11:38:07 AM

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

PRINT NAME: CURT A. KOBILARCSIK

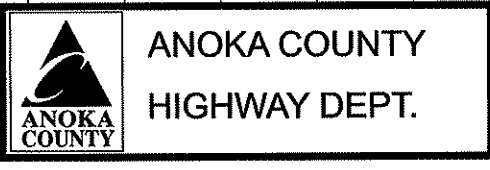
SIGNATURE: *Curt Kobilarcsik*

DATE: 3-19-12 LICENSE NO. 24756

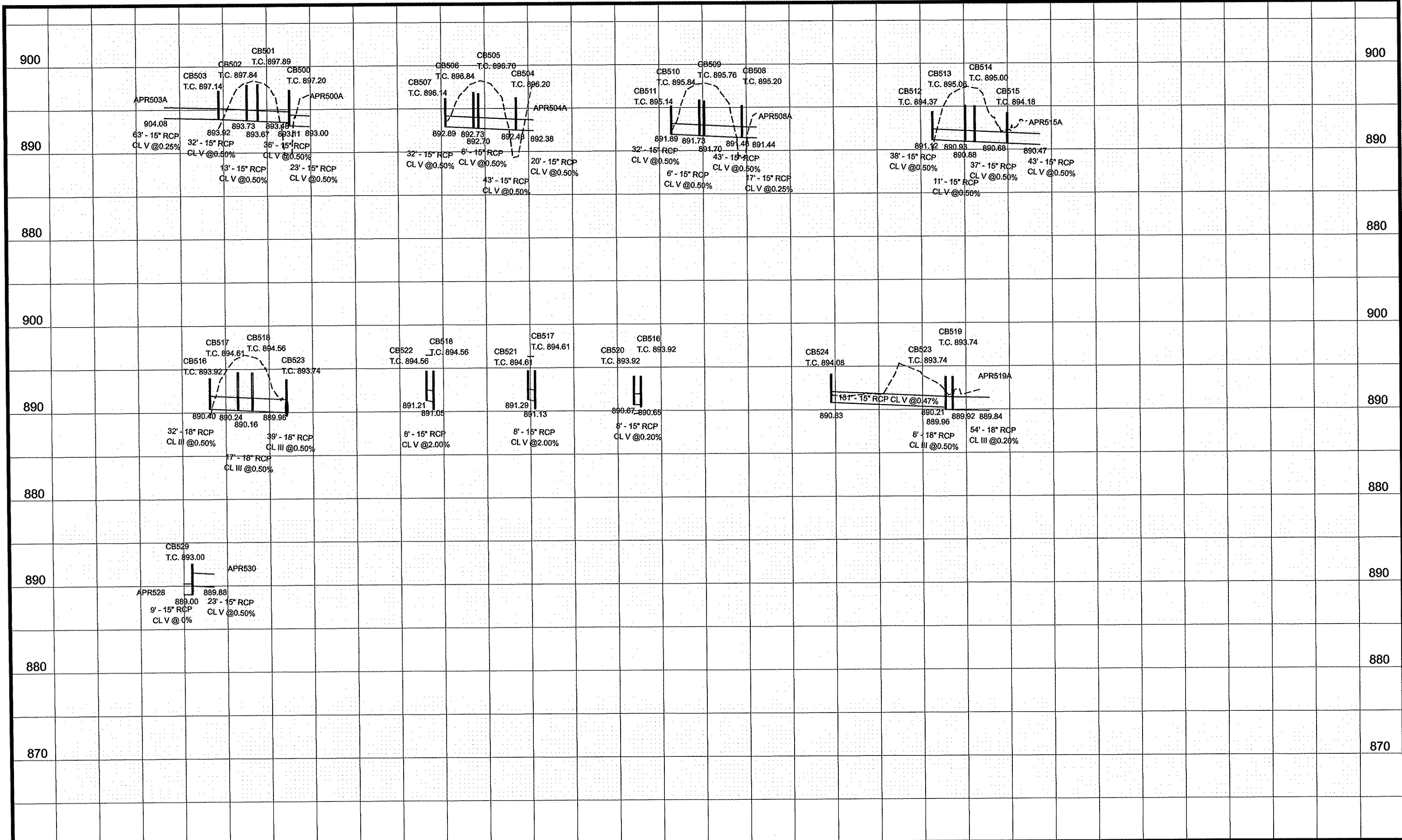
DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012



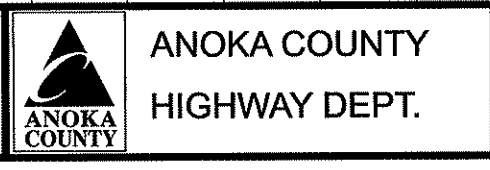
S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-16\plan\0261718_DR_LEADS.dgn					
03/19/2012 11:38:09 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt A. Kobiarcsik*
 DATE: 3-19-12 LICENSE NO. 24756

DRAWN BY: GMP DATE 3/8/2012
 DESIGN BY: GMP DATE 3/8/2012
 CHECKED BY: JEO DATE 3/8/2012



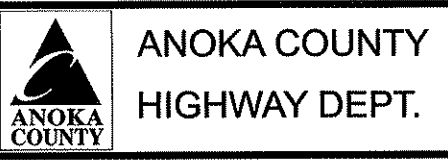
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

Table with columns for STRUCTURE NO., CENTER OF CASTING, DRAINAGE STRUCTURES, STORM SEWER, and various engineering specifications. Includes rows for structures like CB214, CB215, etc., and AP219A, AP227A, etc.

Table with columns: NO, DATE, BY, CKD, APPR, REVISION, NAME. Includes name p:02-617-18\plan\0201718_DR_LEADS.dgn and date 03/19/2012.

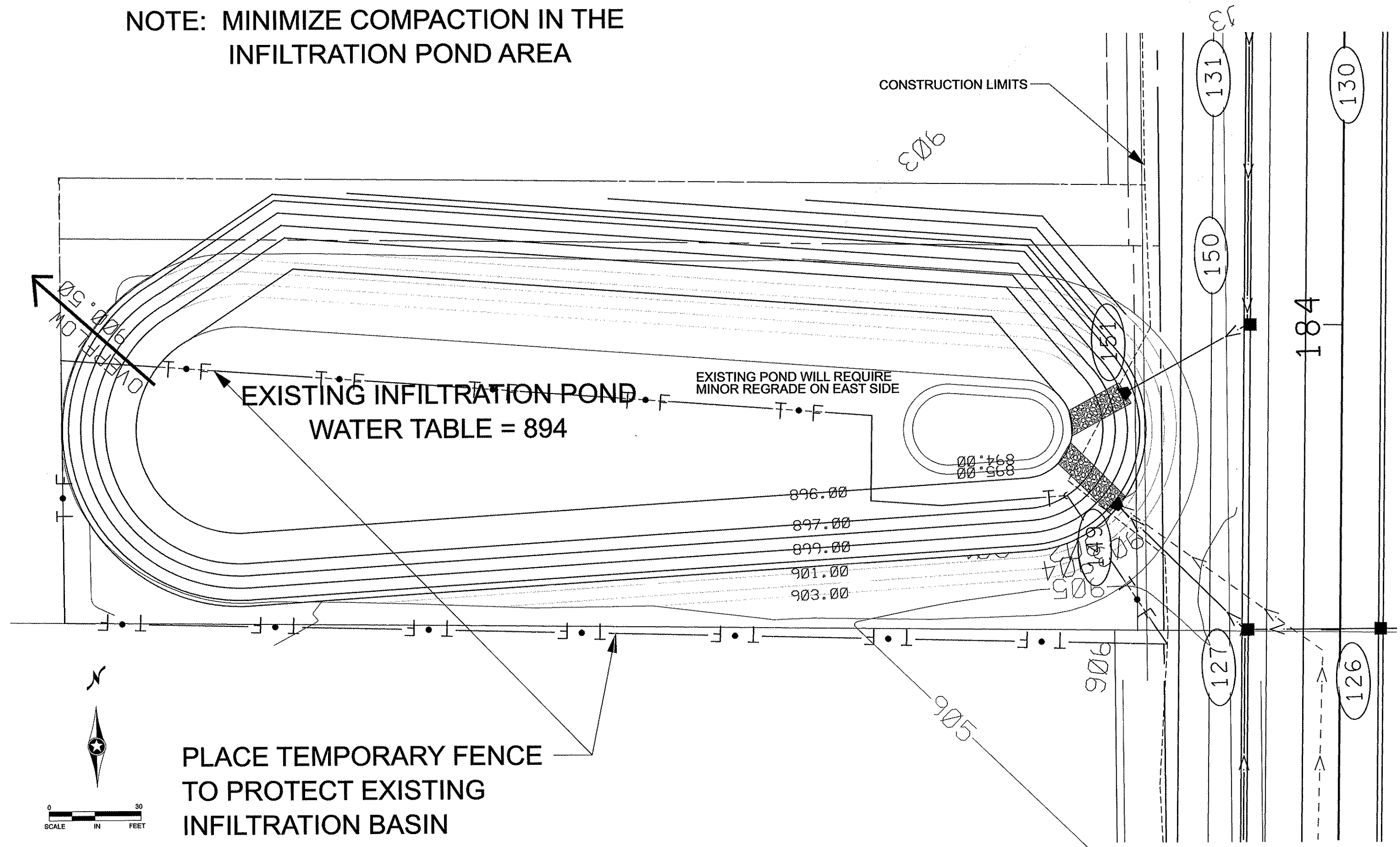
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. SIGNATURE: CURT A. KOBILARCSK, DATE: 3-19-12, LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012, DESIGN BY GMP DATE 3/8/2012, CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018, S.P. 106-020-029, S.P. 197-020-002, ***.***

NOTE: MINIMIZE COMPACTION IN THE INFILTRATION POND AREA



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_POND100.dgn 03/19/2012 11:38:20 AM

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

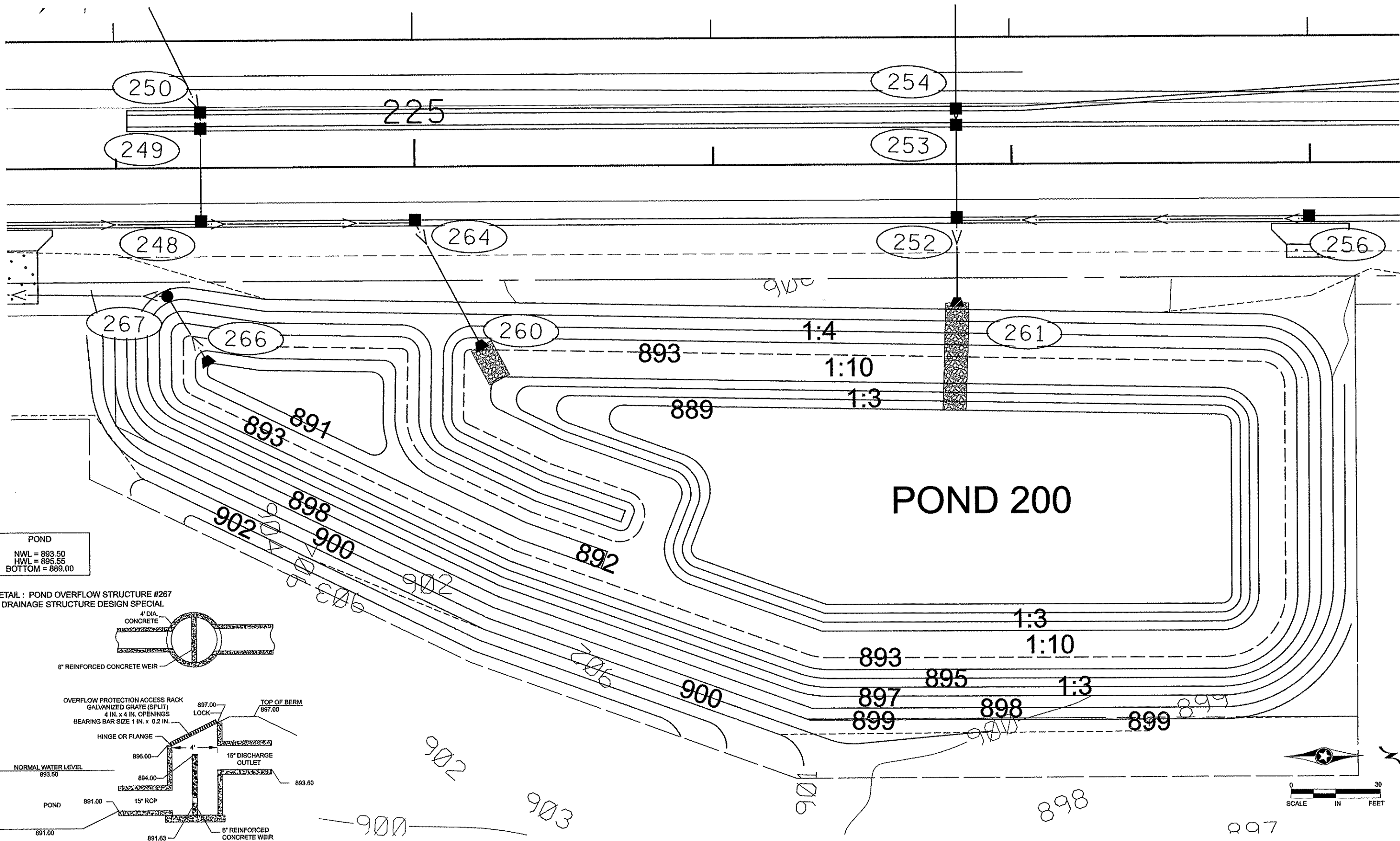
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-19-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

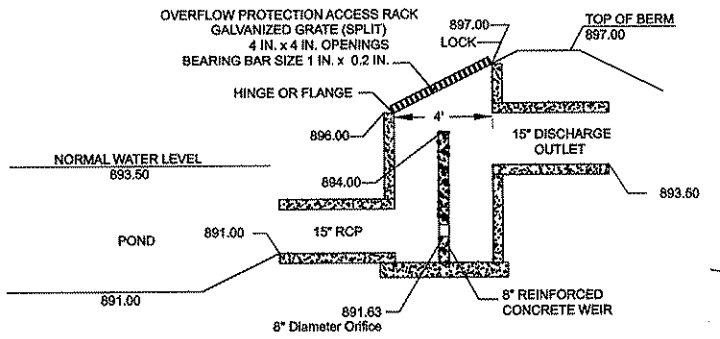
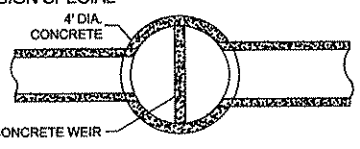
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

POND 100
 GRADING AND DETAILS
 Sheet 184 of 366 Sheets



POND
 NWL = 893.50
 HWL = 895.55
 BOTTOM = 889.00

DETAIL : POND OVERFLOW STRUCTURE #267
 DRAINAGE STRUCTURE DESIGN SPECIAL



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\plan\0261718_POND200.dgn					
03/19/2012 11:38:24 AM					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-19-12 LICENSE NO. 24756

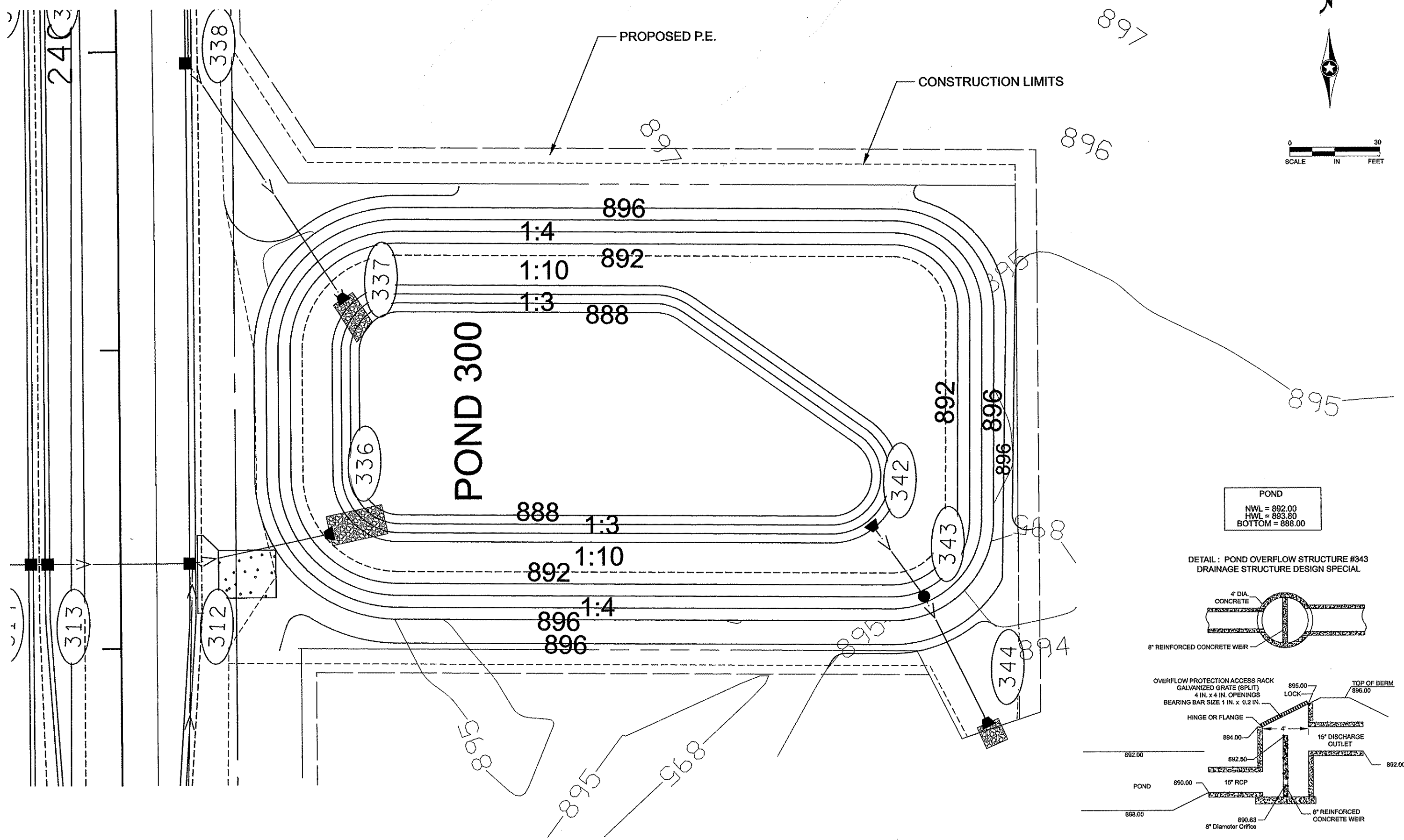
DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
 HIGHWAY DEPT.

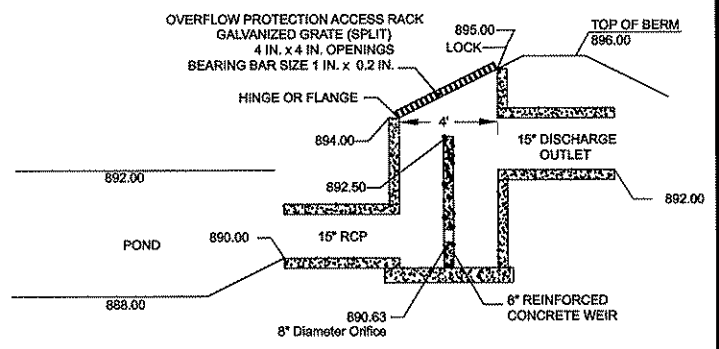
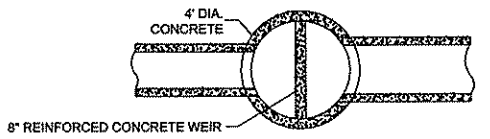
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** ** ** **

POND 200
 GRADING AND DETAILS
 Sheet 185 of 366 Sheets



POND
 NWL = 892.00
 HWL = 893.80
 BOTTOM = 888.00

DETAIL: POND OVERFLOW STRUCTURE #343
 DRAINAGE STRUCTURE DESIGN SPECIAL



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_POND300.dgn 03/19/2012 11:38:27 AM

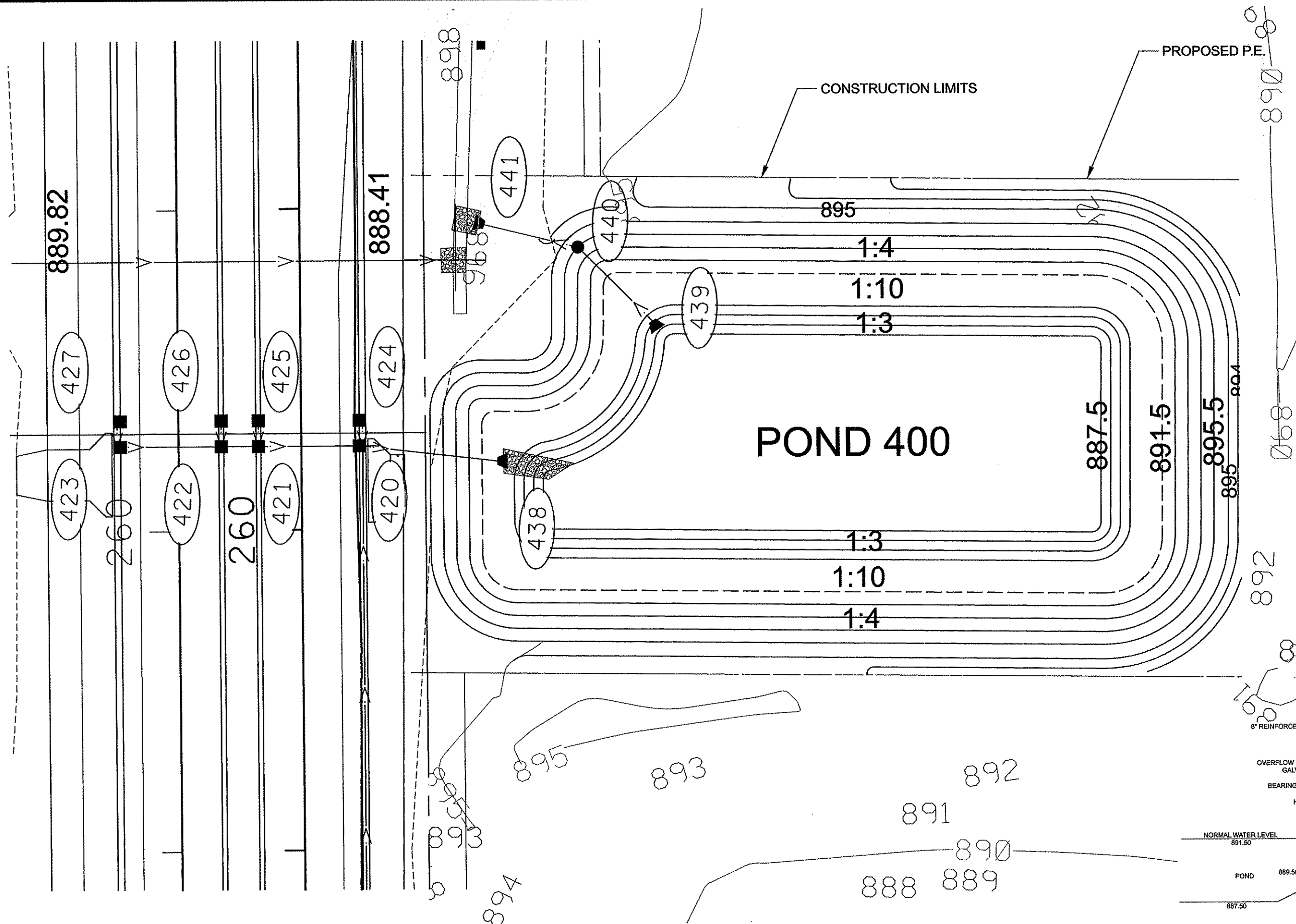
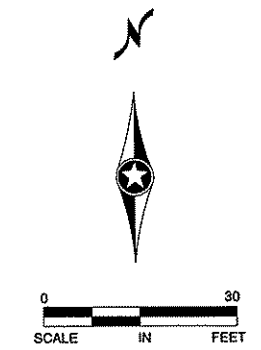
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-19-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

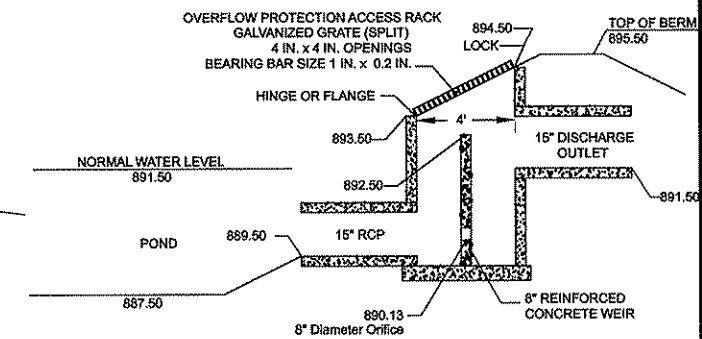
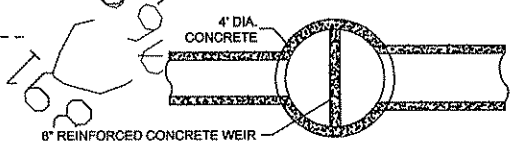
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

POND 300
GRADING AND DETAILS
 Sheet 186 of 366 Sheets



POND
 NWL = 891.50
 HWL = 892.84
 BOTTOM = 887.50

DETAIL : POND OVERFLOW STRUCTURE #440
 DRAINAGE STRUCTURE DESIGN SPECIAL



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\plan\0261718_POND400.dgn					

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-19-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/9/2012



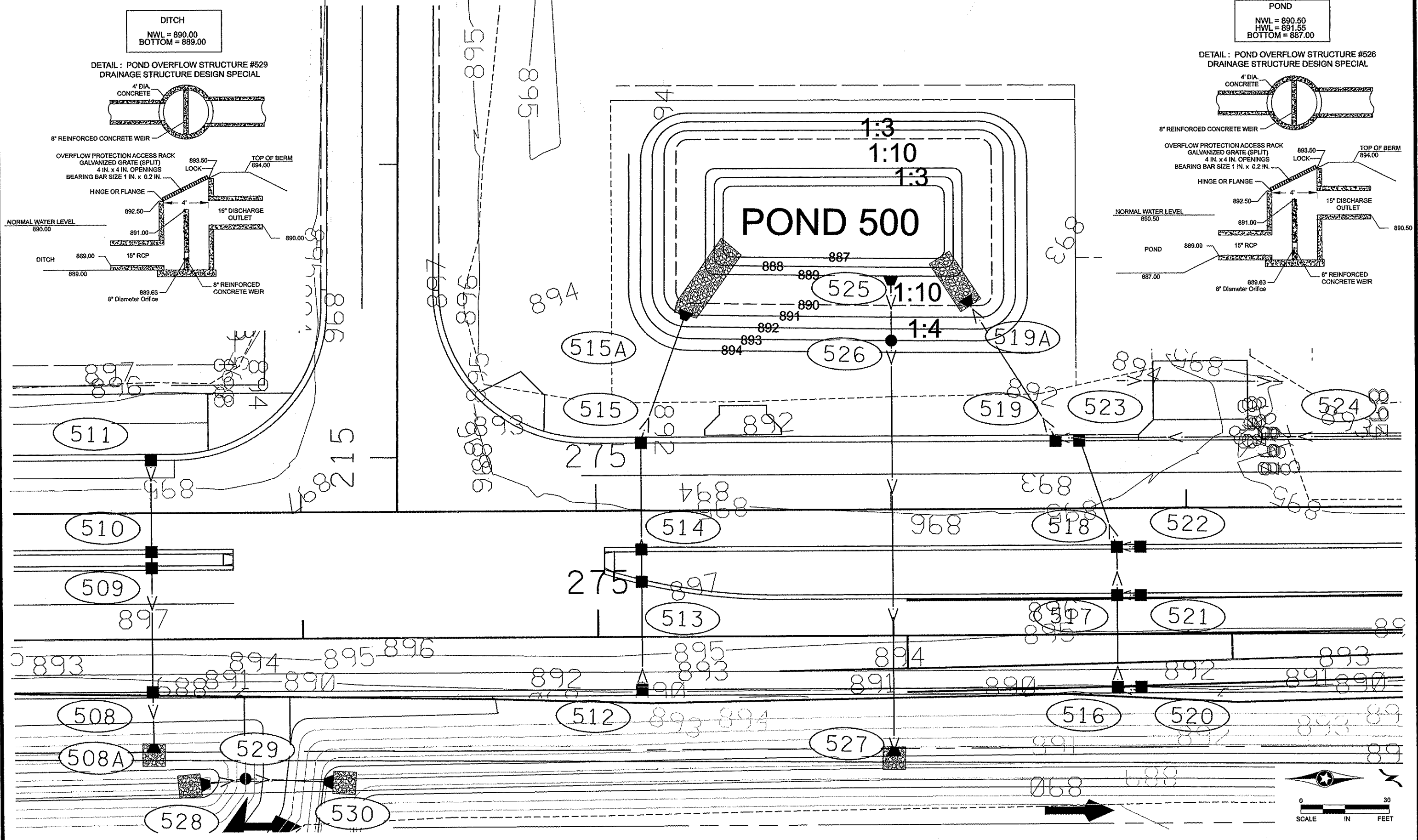
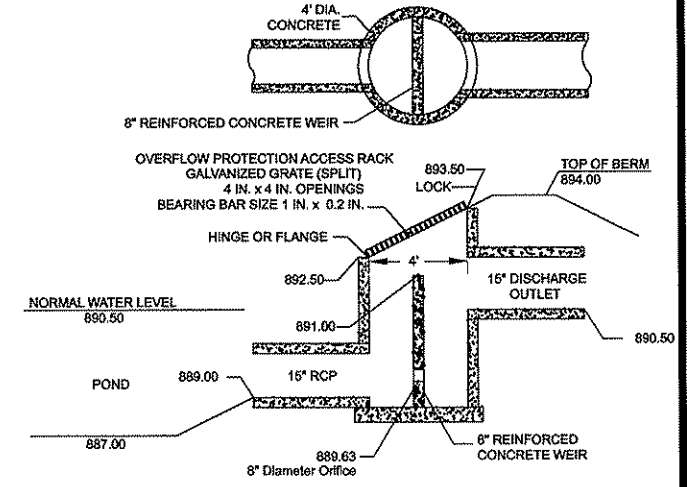
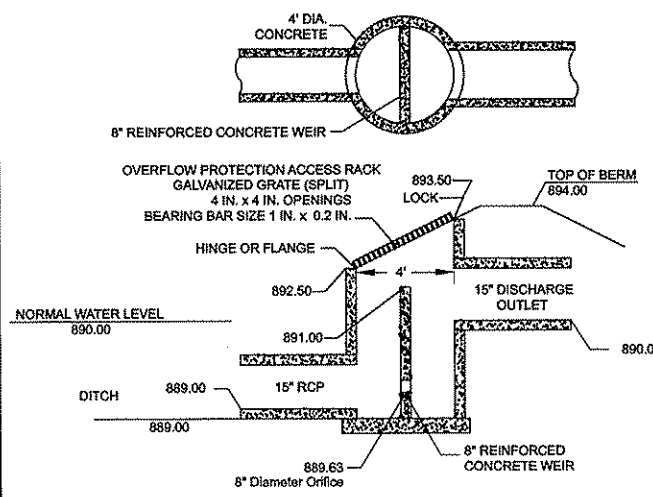
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

DITCH
 NWL = 890.00
 BOTTOM = 889.00

POND
 NWL = 890.50
 HWL = 891.55
 BOTTOM = 887.00

DETAIL : POND OVERFLOW STRUCTURE #529
 DRAINAGE STRUCTURE DESIGN SPECIAL

DETAIL : POND OVERFLOW STRUCTURE #526
 DRAINAGE STRUCTURE DESIGN SPECIAL



NO	DATE	BY	CKD	APPR	REVISION	
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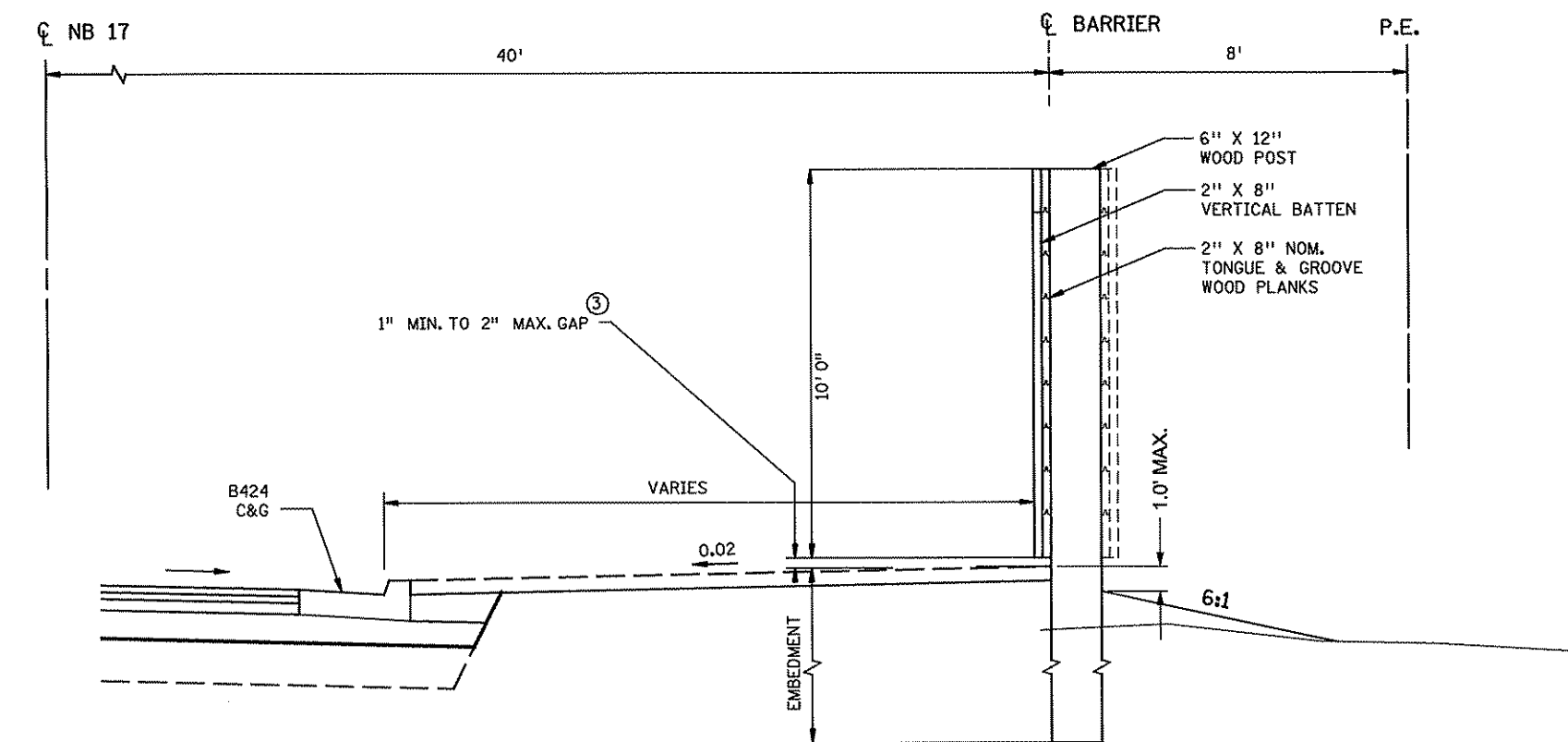
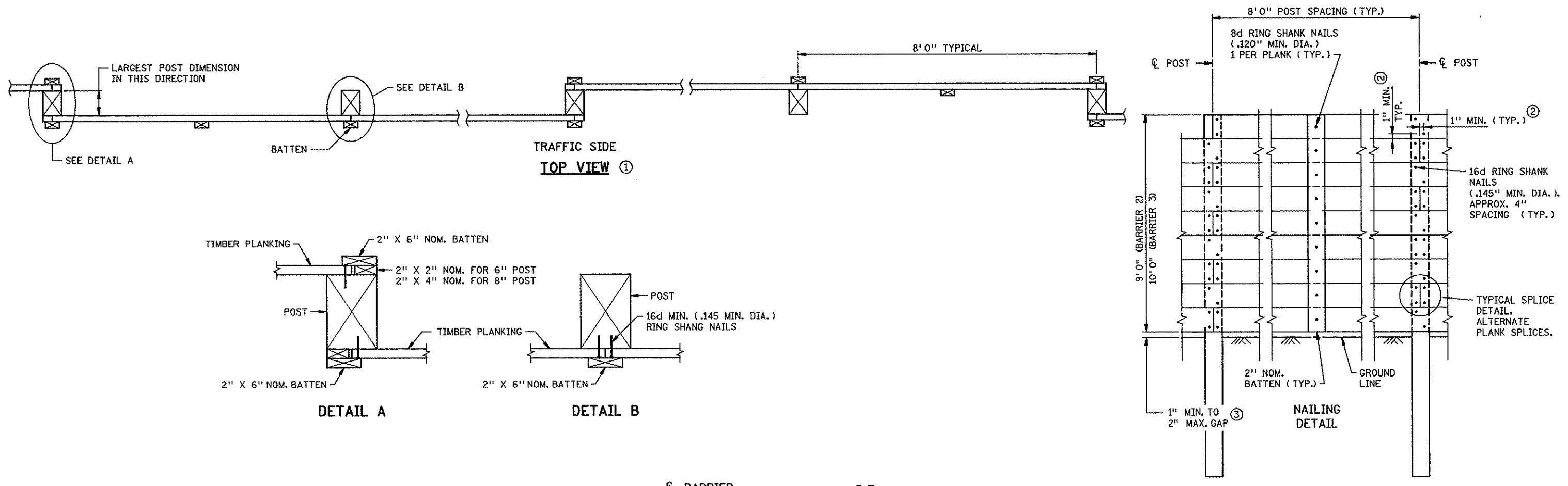
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-19-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/2/2012
 DESIGN BY: GMP DATE: 3/2/2012
 CHECKED BY: JEO DATE: 3/9/2012

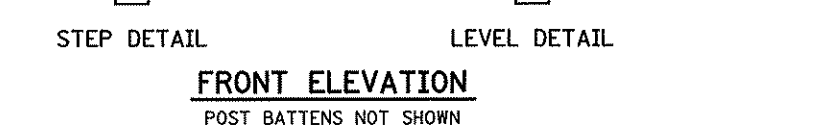
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

POND 500
GRADING AND DETAILS
 Sheet 188 of 366 Sheets



TYPICAL SECTION AT POST



FRONT ELEVATION
POST BATTENS NOT SHOWN

NOTES:

- EMBEDMENT LENGTH IS BASED ON THE WATER TABLE BEING BELOW THE EMBEDMENT DEPTH. OTHER CONDITIONS REQUIRE A SPECIAL DESIGN.
 - SOIL TREATMENT AND BACKFILL SHALL CONFORM TO SPEC. 2451.
 - GALVANIZE NAILS PER SPEC. 3392. NAILING REQUIREMENTS SHOWN ARE BASED ON FULL HEAD NAILS AND ENTIRE LENGTH OF SHANK BEING DEFORMED. SEE SPECIAL PROVISIONS FOR POWER NAIL ALTERNATE.
 - SEE SPEC. 2554 FOR ADDITIONAL CONST. INFORMATION, UNLESS OTHERWISE NOTED.
 - POSTS SHALL BE STANDARD ROUGH SAWN DIMENSIONS AS SHOWN
- ① 48' BETWEEN PLANKING SIDE REVERSALS.
 ② 1" MIN. DISTANCE FROM EDGE OR END OF PLANK.
 ③ ALLOW DRAINAGE TO FLOW UNDER BARRIER.

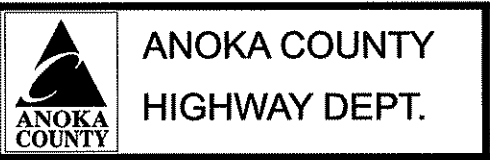
DESIGN CRITERIA:

φ = 30° (GRANULAR)
 WIND LOAD = 23 P.S.F.
 f_b = 4000 P.S.I. CONCRETE POSTS.
 f_b = 1400 P.S.I. WOOD PLANKING.
 f_b = 1200 P.S.I. ALL OTHER WOOD MEMBERS.
 STRESS LEVEL SYMBOL
 PER AITC-117-(LATEST ADDITION):
 24F = 2400 PSI ALLOWABLE BENDING STRESS
 20F = 2000 PSI ALLOWABLE BENDING STRESS

NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-18\PLAN\0261718_NW.dgn					

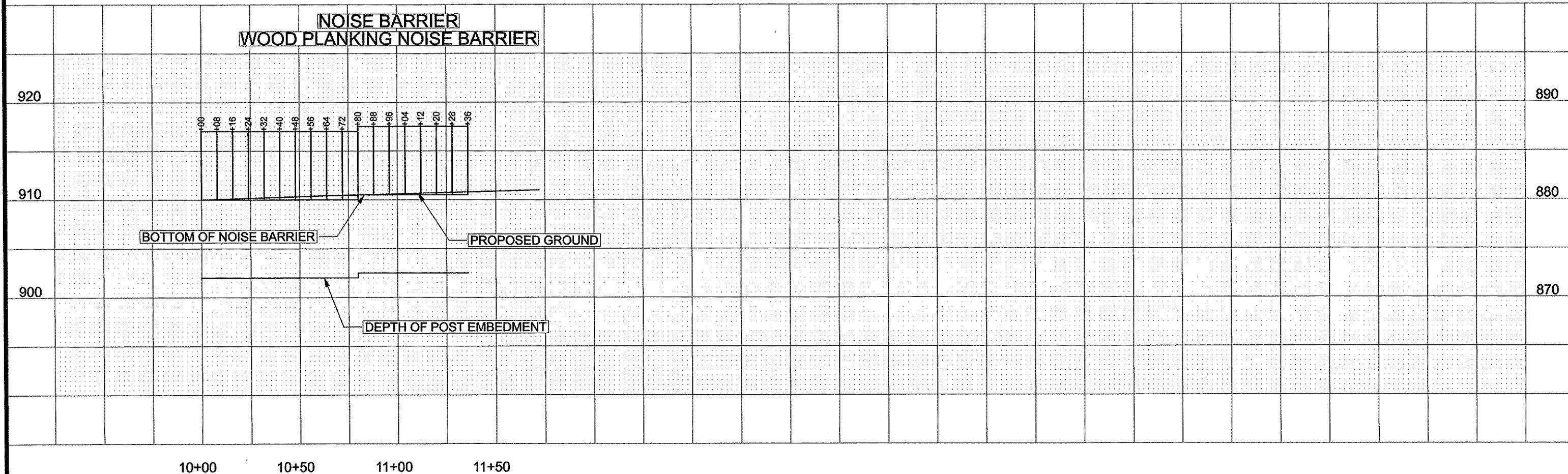
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt A. Kobiarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 **.*.*.*

NOISE BARRIER								D
POST NO.	WALL STATION	PROPOSED GROUND ELEV. (HIGHWAY SIDE)	TOP OF PLANKING ELEV.	PLANKING AREA (SQ FT)	POST LENGTH (FT)	ACTUAL POST EMBED. (LIN FT)	BOTTOM OF EMBED. ELEV.	NOTES
1	10+00	910.00	917.00	56	15	8.00	902.00	
2	10+08	910.06	917.00	56	15	8.06	902.00	
3	10+16	910.11	917.00	56	15	8.11	902.00	
4	10+24	910.16	917.00	56	15	8.16	902.00	
5	10+32	910.22	917.00	56	15	8.22	902.00	
6	10+40	910.27	917.00	56	15	8.27	902.00	
7	10+48	910.32	917.00	56	15	8.32	902.00	
8	10+56	910.37	917.00	56	15	8.37	902.00	
9	10+64	910.43	917.00	56	15	8.43	902.00	
10	10+72	910.46	917.00	56	15	8.46	902.00	
11	10+80	910.50	917.50	56	15	8.00	902.50	
12	10+88	910.53	917.50	56	15	8.03	902.50	
13	10+96	910.58	917.50	56	15	8.08	902.50	
14	11+04	910.63	917.50	56	15	8.13	902.50	
15	11+12	910.67	917.50	56	15	8.17	902.50	
16	11+20	910.71	917.50	56	15	8.21	902.50	
17	11+28	910.75	917.50	56	15	8.25	902.50	
18	11+36	910.80	917.50	56	15	8.30	902.50	
TOTAL				1008	270			

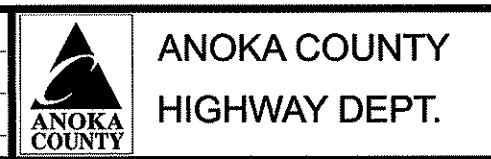


NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-16\PLAN\0261718_NW.dgn					

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

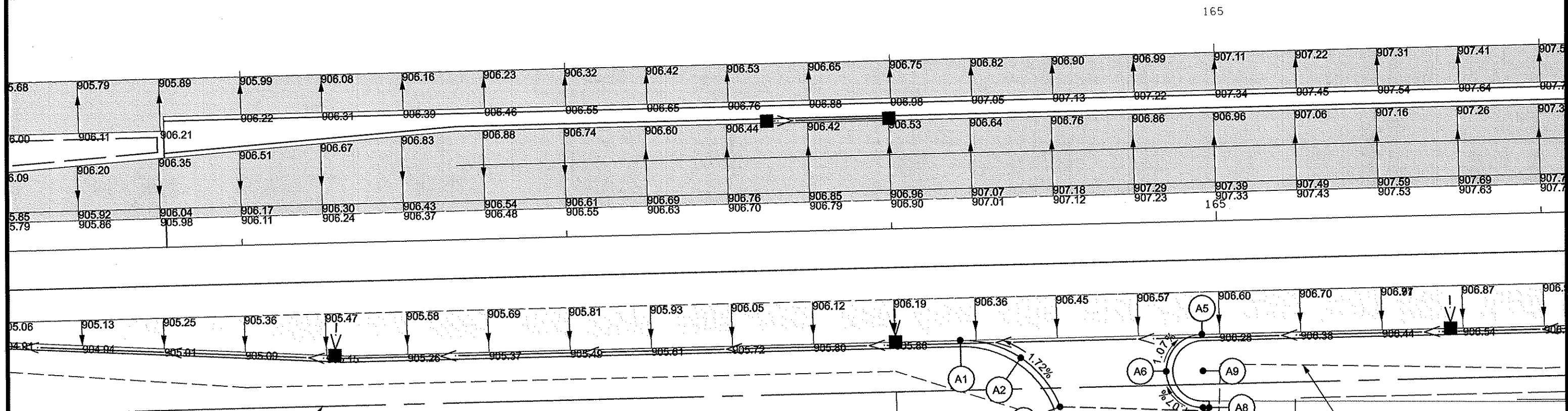
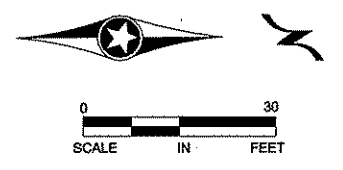
DRAWN BY: GMP DATE 3/8/2012
 DESIGN BY: GMP DATE 3/8/2012
 CHECKED BY: JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

LEGEND

- 999.99 EXISTING SPOT ELEVATION
- 999.99 PROPOSED SPOT ELEVATION
- 2.00 PROPOSED LANE SLOPE (%)
- SAW CUT
- ELEVATIONS ARE TOP OF FINISHED PAVEMENT
- CURB AND GUTTER ELEVATIONS ARE SHOWN AT TOP OF FINISHED BITUMINOUS AT LIP OF GUTTER UNLESS OTHERWISE NOTED
- 2.00% CROSS SLOPE
- 2.50% CROSS SLOPE



RIGHT OF WAY

CONSTRUCTION LIMITS

T.E.

DRIVEWAY POINTS					
POINT	ALIGNMENT	STATION	LOCATION	ELEVATION	DESCRIPTION
A1	N.B. C.S.A.H. 17	164+20.14	37.00' RT	906.00	BEGIN RADIUS
A2	N.B. C.S.A.H. 17	164+37.47	42.51' RT	906.34	MIDPOINT
A3	N.B. C.S.A.H. 17	164+48.43	57.01' RT	906.68	END RADIUS
A4	N.B. C.S.A.H. 17	164+20.14	67.00' RT	----	RADIUS POINT
A5	N.B. C.S.A.H. 17	164+94.60	37.00' RT	906.23	BEGIN RADIUS
A6	N.B. C.S.A.H. 17	164+85.25	46.23' RT	906.42	MIDPOINT
A7	N.B. C.S.A.H. 17	164+94.36	55.70' RT	906.61	END RADIUS
A8	N.B. C.S.A.H. 17	164+96.25	55.75' RT	906.64	END C&G
A9	N.B. C.S.A.H. 17	164+94.60	46.35' RT	----	RADIUS POINT

NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_IN1_P.dgn 03/08/2012 11:31:18 AM

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE 3/8/2012
 DESIGN BY: GMP DATE 3/8/2012
 CHECKED BY: JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

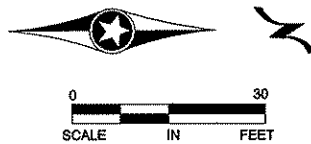
LEGEND

- 999.99 EXISTING SPOT ELEVATION
- 999.99 PROPOSED SPOT ELEVATION
- 2.00 PROPOSED LANE SLOPE (%)
- 2.00% CROSS SLOPE
- 2.50% CROSS SLOPE

--- SAW CUT

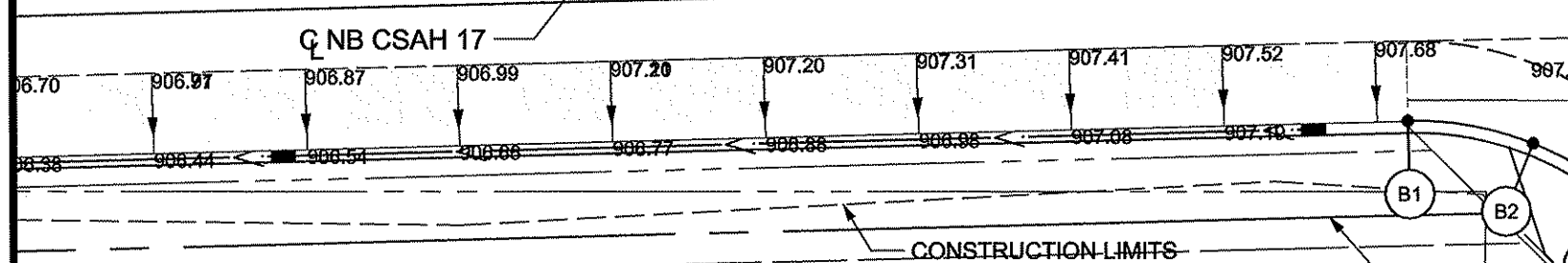
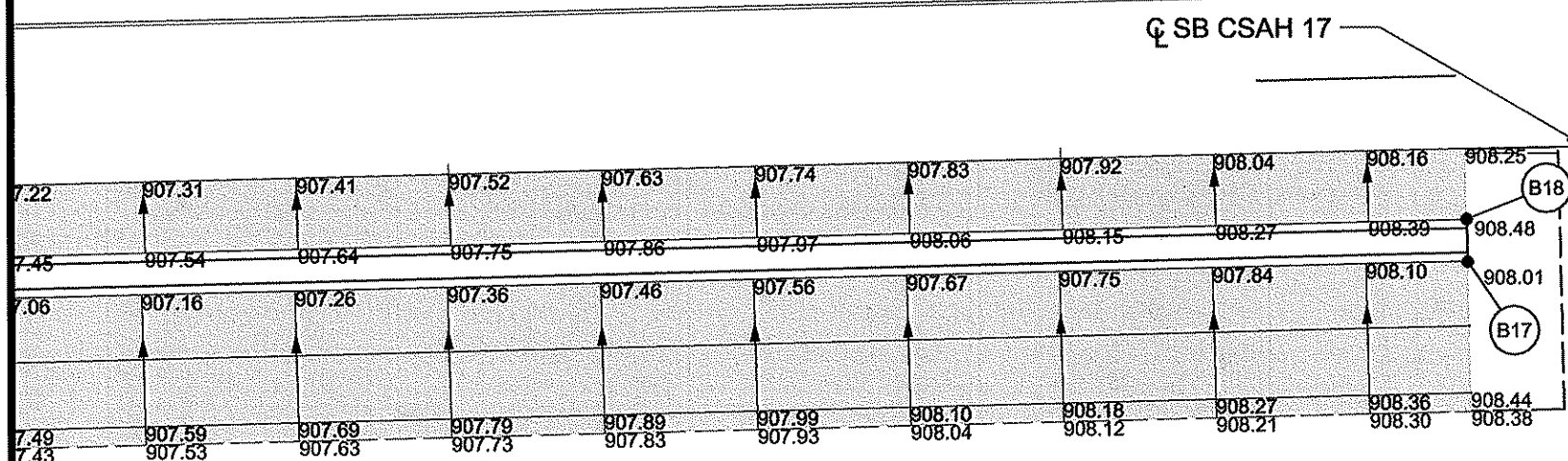
- ELEVATIONS ARE TOP OF FINISHED PAVEMENT

- CURB AND GUTTER ELEVATIONS ARE SHOWN AT TOP OF FINISHED BITUMINOUS AT LIP OF GUTTER UNLESS OTHERWISE NOTED



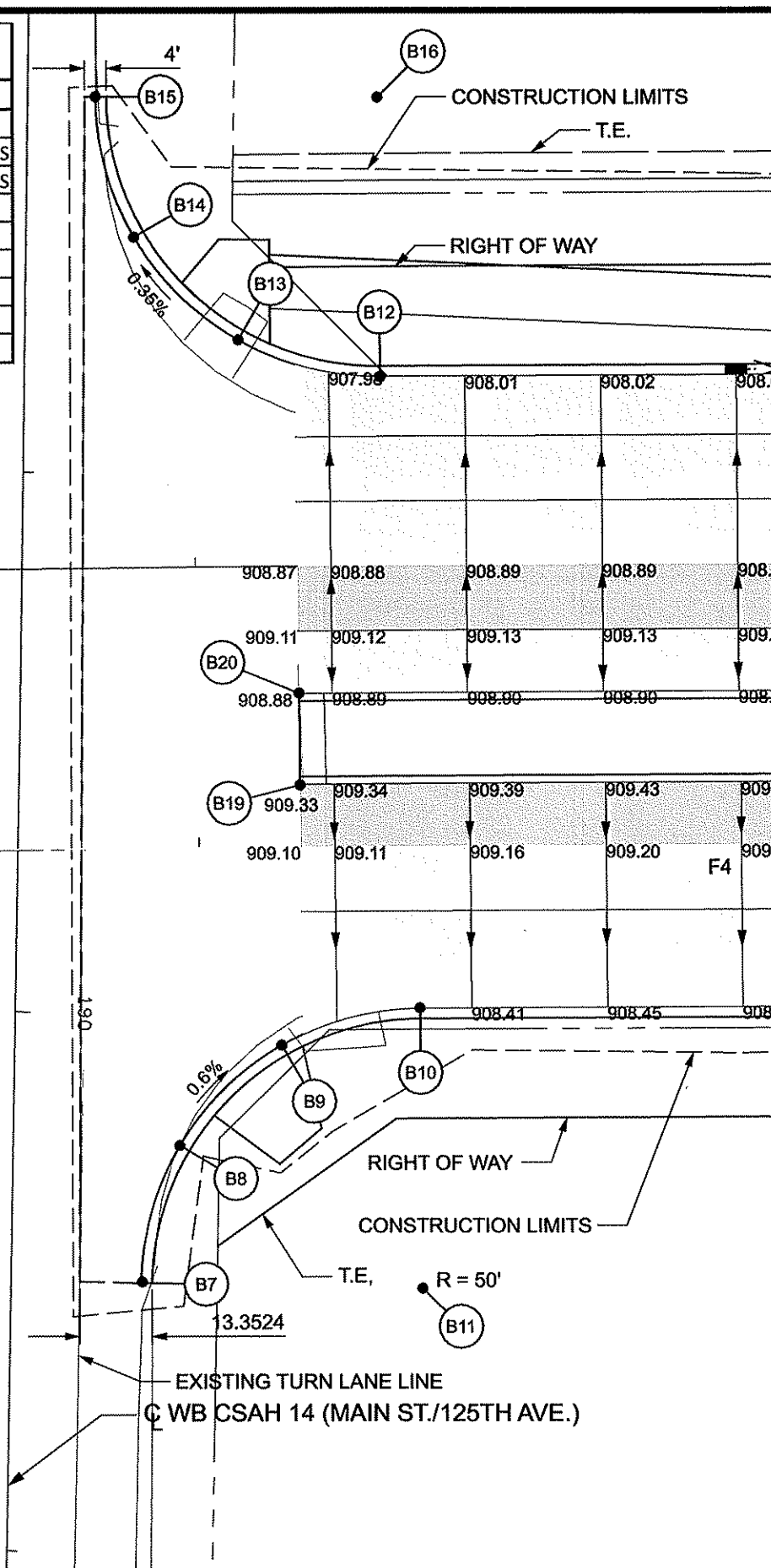
MAIN ST POINTS

POINT	ALIGNMENT	STATION	LOCATION	ELEVATION	DESCRIPTION
B12	S.B. C.S.A.H. 17	169+34.47	35.00' LT	908.00	BEGIN RADIUS
B13	S.B. C.S.A.H. 17	169+08.43	42.07' LT	907.90	POINT ON RADIUS
B14	S.B. C.S.A.H. 17	168+89.52	61.36' LT	907.81	POINT ON RADIUS
B15	S.B. C.S.A.H. 17	168+82.86	87.58' LT	907.71	END RADIUS
B16	S.B. C.S.A.H. 17	169+34.47	87.00' LT	--	RADIUS POINT
B17	N.B. C.S.A.H. 17	167+66.62	35.00' LT	908.01	MEDIAN NOSE
B18	S.B. C.S.A.H. 17	167+66.05	11.50' RT	908.48	MEDIAN NOSE
B19	N.B. C.S.A.H. 17	169+18.74	13.00' LT	909.33	MEDIAN NOSE
B20	S.B. C.S.A.H. 17	169+18.85	23.50' RT	908.88	MEDIAN NOSE



MAIN ST POINTS

POINT	ALIGNMENT	STATION	LOCATION	ELEVATION	DESCRIPTION
B1	N.B. C.S.A.H. 17	167+55.04	37.00' RT	907.33	BEGIN RADIUS
B2	N.B. C.S.A.H. 17	167+74.73	40.99' RT	907.52	MIDPOINT
B3	N.B. C.S.A.H. 17	167+91.29	52.34' RT	907.72	END RADIUS
B4	N.B. C.S.A.H. 17	168+02.10	69.24' RT	907.91	RADIUS POINT
B5	N.B. C.S.A.H. 17	168+05.38	88.99' RT	908.10	END RADIUS
B6	N.B. C.S.A.H. 17	167+55.04	87.0' RT	--	MIDPOINT
B7	N.B. C.S.A.H. 17	168+88.10	80.5' RT	907.92	BEGIN RADIUS
B8	N.B. C.S.A.H. 17	168+95.66	55.1' RT	908.08	POINT ON RADIUS
B9	N.B. C.S.A.H. 17	169+14.76	36.7' RT	908.24	POINT ON RADIUS
B10	N.B. C.S.A.H. 17	169+40.45	30.0' RT	908.40	END RADIUS
B11	N.B. C.S.A.H. 17	169+40.45	82.0' RT	--	RADIUS POINT



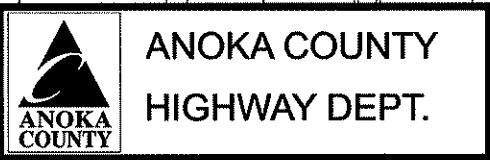
NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_IN1A_P.dgn 03/08/2012 11:31:25 AM

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

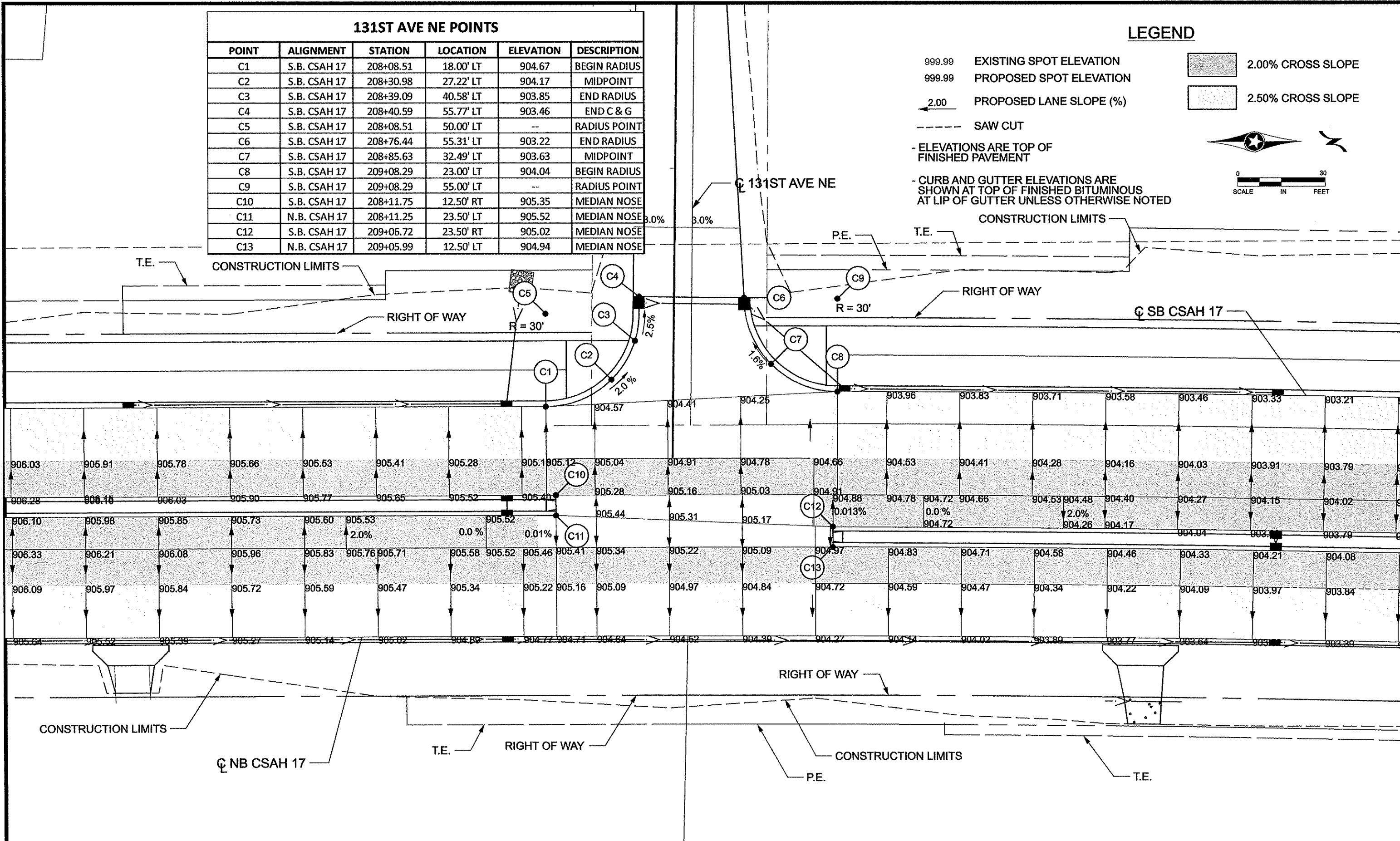
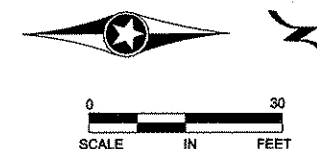
131ST AVE NE POINTS

POINT	ALIGNMENT	STATION	LOCATION	ELEVATION	DESCRIPTION
C1	S.B. CSAH 17	208+08.51	18.00' LT	904.67	BEGIN RADIUS
C2	S.B. CSAH 17	208+30.98	27.22' LT	904.17	MIDPOINT
C3	S.B. CSAH 17	208+39.09	40.58' LT	903.85	END RADIUS
C4	S.B. CSAH 17	208+40.59	55.77' LT	903.46	END C & G
C5	S.B. CSAH 17	208+08.51	50.00' LT	--	RADIUS POINT
C6	S.B. CSAH 17	208+76.44	55.31' LT	903.22	END RADIUS
C7	S.B. CSAH 17	208+85.63	32.49' LT	903.63	MIDPOINT
C8	S.B. CSAH 17	209+08.29	23.00' LT	904.04	BEGIN RADIUS
C9	S.B. CSAH 17	209+08.29	55.00' LT	--	RADIUS POINT
C10	S.B. CSAH 17	208+11.75	12.50' RT	905.35	MEDIAN NOSE
C11	N.B. CSAH 17	208+11.25	23.50' LT	905.52	MEDIAN NOSE
C12	S.B. CSAH 17	209+06.72	23.50' RT	905.02	MEDIAN NOSE
C13	N.B. CSAH 17	209+05.99	12.50' LT	904.94	MEDIAN NOSE

LEGEND

- 999.99 EXISTING SPOT ELEVATION
- 999.99 PROPOSED SPOT ELEVATION
- 2.00 PROPOSED LANE SLOPE (%)
- SAW CUT
- 2.00% CROSS SLOPE
- 2.50% CROSS SLOPE

- ELEVATIONS ARE TOP OF FINISHED PAVEMENT
 - CURB AND GUTTER ELEVATIONS ARE SHOWN AT TOP OF FINISHED BITUMINOUS AT LIP OF GUTTER UNLESS OTHERWISE NOTED



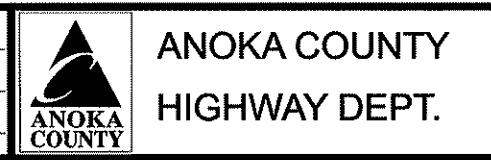
NO	DATE	BY	CKD	APPR	REVISION

NAME: p:102-617-18\plan\0261718_IN2_P.dgn 03/08/2012 11:31:34 AM

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

PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE 3/8/2012
 DESIGN BY: GMP DATE 3/8/2012
 CHECKED BY: JEO DATE 3/8/2012



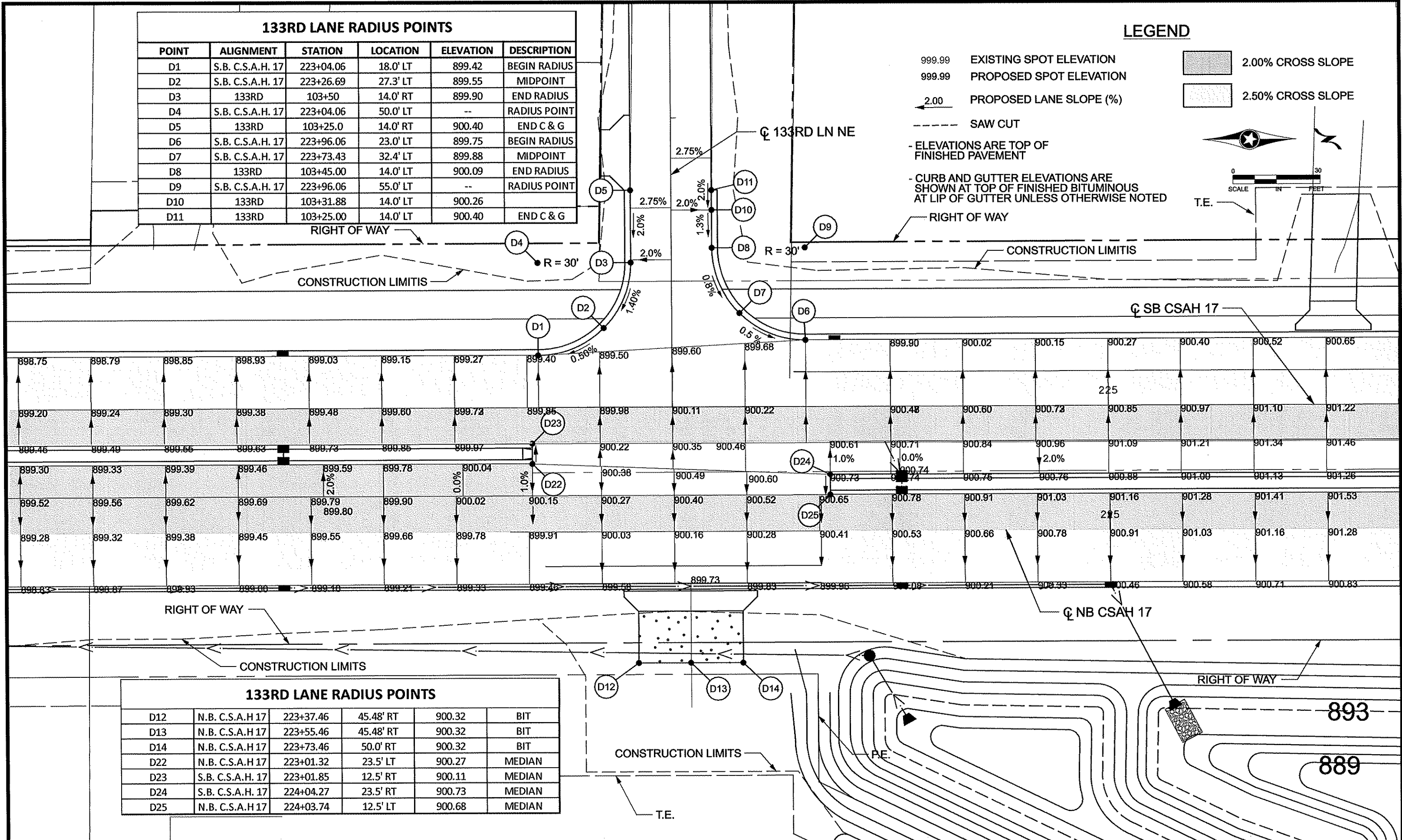
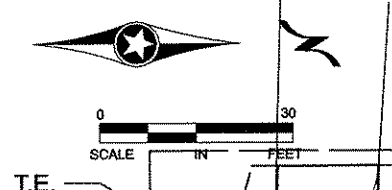
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

133RD LANE RADIUS POINTS

POINT	ALIGNMENT	STATION	LOCATION	ELEVATION	DESCRIPTION
D1	S.B. C.S.A.H. 17	223+04.06	18.0' LT	899.42	BEGIN RADIUS
D2	S.B. C.S.A.H. 17	223+26.69	27.3' LT	899.55	MIDPOINT
D3	133RD	103+50	14.0' RT	899.90	END RADIUS
D4	S.B. C.S.A.H. 17	223+04.06	50.0' LT	--	RADIUS POINT
D5	133RD	103+25.0	14.0' RT	900.40	END C & G
D6	S.B. C.S.A.H. 17	223+96.06	23.0' LT	899.75	BEGIN RADIUS
D7	S.B. C.S.A.H. 17	223+73.43	32.4' LT	899.88	MIDPOINT
D8	133RD	103+45.00	14.0' LT	900.09	END RADIUS
D9	S.B. C.S.A.H. 17	223+96.06	55.0' LT	--	RADIUS POINT
D10	133RD	103+31.88	14.0' LT	900.26	
D11	133RD	103+25.00	14.0' LT	900.40	END C & G

LEGEND

- 999.99 EXISTING SPOT ELEVATION
- 999.99 PROPOSED SPOT ELEVATION
- 2.00 PROPOSED LANE SLOPE (%)
- SAW CUT
- ELEVATIONS ARE TOP OF FINISHED PAVEMENT
- CURB AND GUTTER ELEVATIONS ARE SHOWN AT TOP OF FINISHED BITUMINOUS AT LIP OF GUTTER UNLESS OTHERWISE NOTED
- 2.00% CROSS SLOPE
- 2.50% CROSS SLOPE

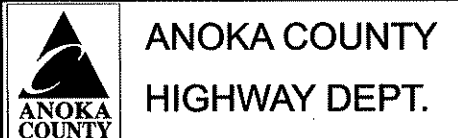


133RD LANE RADIUS POINTS

D12	N.B. C.S.A.H.17	223+37.46	45.48' RT	900.32	BIT
D13	N.B. C.S.A.H.17	223+55.46	45.48' RT	900.32	BIT
D14	N.B. C.S.A.H.17	223+73.46	50.0' RT	900.32	BIT
D22	N.B. C.S.A.H.17	223+01.32	23.5' LT	900.27	MEDIAN
D23	S.B. C.S.A.H. 17	223+01.85	12.5' RT	900.11	MEDIAN
D24	S.B. C.S.A.H. 17	224+04.27	23.5' RT	900.73	MEDIAN
D25	N.B. C.S.A.H.17	224+03.74	12.5' LT	900.68	MEDIAN

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
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DRAWN BY: GMP DATE: 3/8/2012
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 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 ** *** **

INTERSECTION DETAILS
 133RD LANE NE
 Sheet 194 of 366 Sheets

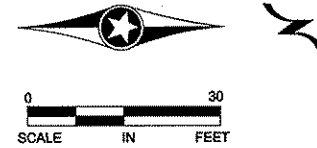
136TH AVENUE RADIUS POINTS

POINT	ALIGNMENT	STATION	LOCATION	ELEVATION	DESCRIPTION
E1	S.B. C.S.A.H. 17	241+09.04	18.0' LT	896.85	BEGIN RADIUS
E2	S.B. C.S.A.H. 17	241+31.59	27.2' LT	896.97	MIDPOINT
E3	136TH	102+30.77	12.0' RT	897.28	END RADIUS
E4	S.B. C.S.A.H. 17	241+09.04	50.0' LT	--	RADIUS POINT
E6	S.B. C.S.A.H. 17	241+97.53	23.0' LT	897.10	BEGIN RADIUS
E7	S.B. C.S.A.H. 17	241+74.62	32.6' LT	897.23	MIDPOINT
E8	136TH	102+24.44	12.0' LT	897.43	END RADIUS
E9	S.B. C.S.A.H. 17	241+97.53	55.0' LT	--	RADIUS POINT
E10	136TH	102+19	12.0' LT	897.48	END C & G
E11	136TH	102+19	12.0' RT	897.42	END C & G
E20	N.B. C.S.A.H. 17	241+00.96	23.5' LT	897.70	MEDIAN
E21	S.B. C.S.A.H. 17	241+00.83	12.5' RT	897.53	MEDIAN
E22	N.B. C.S.A.H. 17	241+98.16	12.5' LT	897.98	MEDIAN
E23	S.B. C.S.A.H. 17	241+97.67	23.5' RT	898.06	MEDIAN

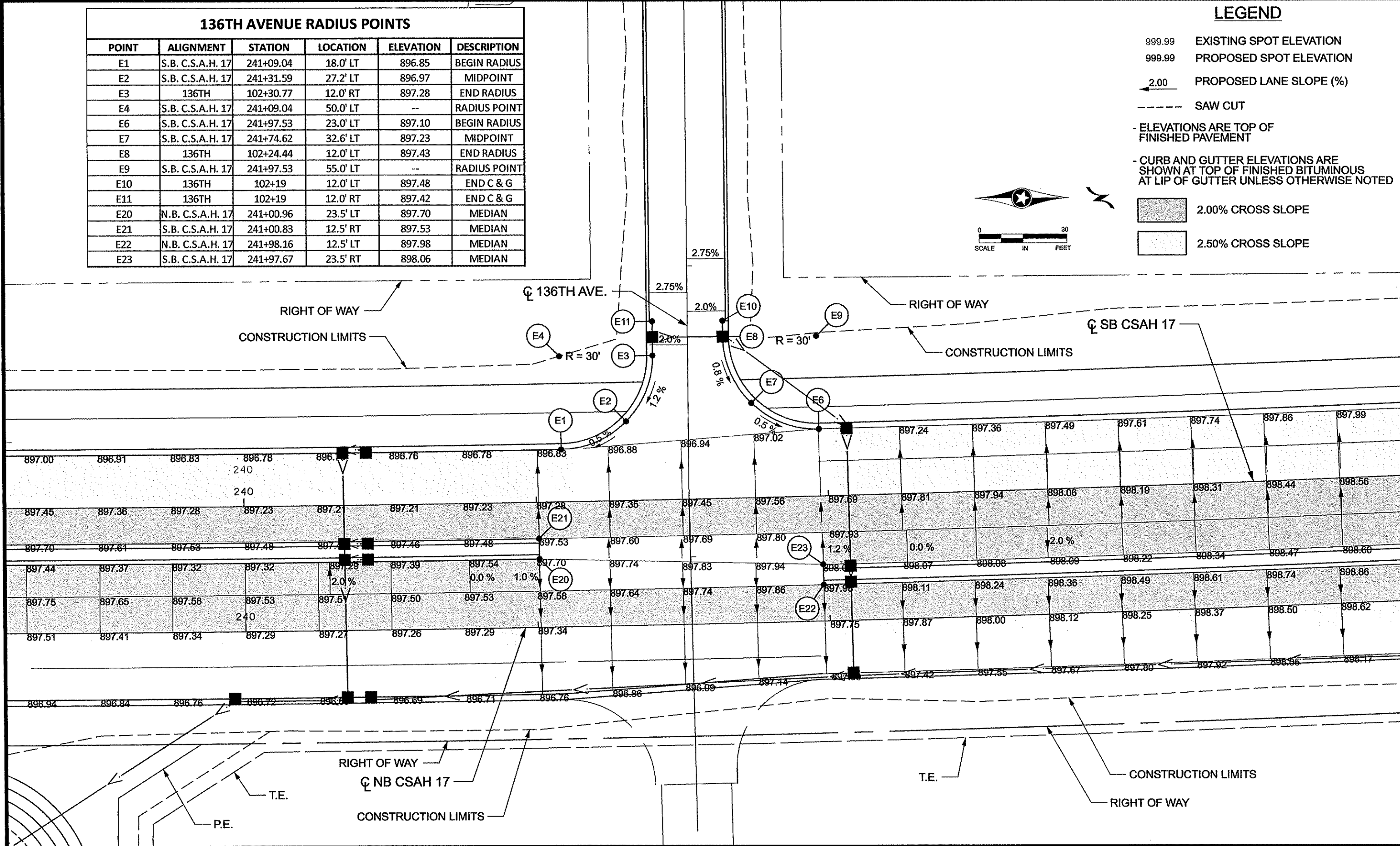
LEGEND

- 999.99 EXISTING SPOT ELEVATION
- 999.99 PROPOSED SPOT ELEVATION
- 2.00 PROPOSED LANE SLOPE (%)
- SAW CUT

- ELEVATIONS ARE TOP OF FINISHED PAVEMENT
 - CURB AND GUTTER ELEVATIONS ARE SHOWN AT TOP OF FINISHED BITUMINOUS AT LIP OF GUTTER UNLESS OTHERWISE NOTED



- 2.00% CROSS SLOPE
- 2.50% CROSS SLOPE



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:02-617-18\plan\0261718_IN3_P.dgn 03/08/2012 11:31:48 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarscik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

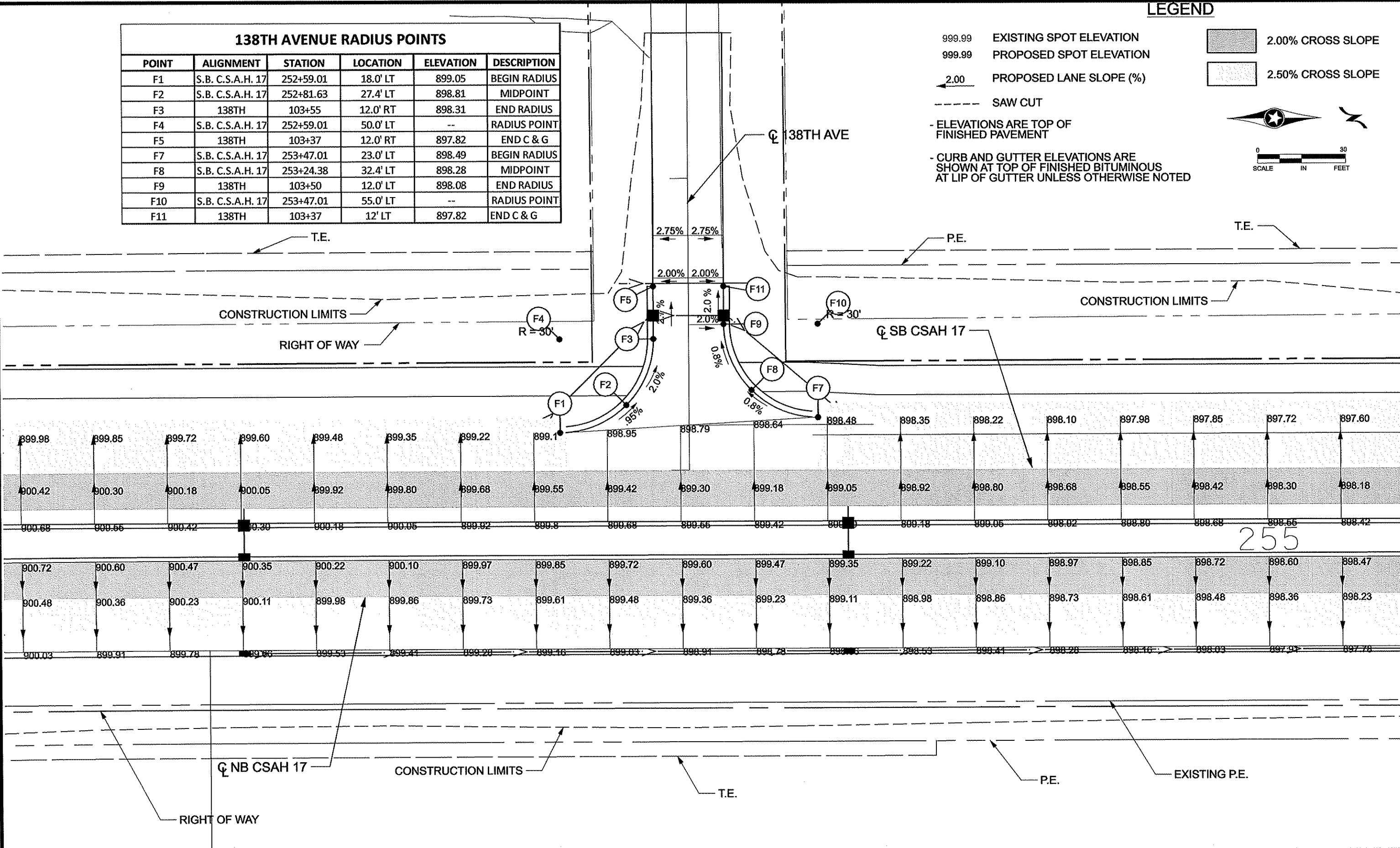
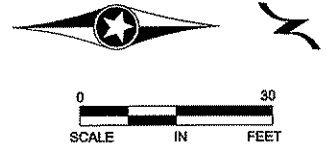
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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138TH AVENUE RADIUS POINTS					
POINT	ALIGNMENT	STATION	LOCATION	ELEVATION	DESCRIPTION
F1	S.B. C.S.A.H. 17	252+59.01	18.0' LT	899.05	BEGIN RADIUS
F2	S.B. C.S.A.H. 17	252+81.63	27.4' LT	898.81	MIDPOINT
F3	138TH	103+55	12.0' RT	898.31	END RADIUS
F4	S.B. C.S.A.H. 17	252+59.01	50.0' LT	--	RADIUS POINT
F5	138TH	103+37	12.0' RT	897.82	END C & G
F7	S.B. C.S.A.H. 17	253+47.01	23.0' LT	898.49	BEGIN RADIUS
F8	S.B. C.S.A.H. 17	253+24.38	32.4' LT	898.28	MIDPOINT
F9	138TH	103+50	12.0' LT	898.08	END RADIUS
F10	S.B. C.S.A.H. 17	253+47.01	55.0' LT	--	RADIUS POINT
F11	138TH	103+37	12' LT	897.82	END C & G

LEGEND

- 999.99 EXISTING SPOT ELEVATION
- 999.99 PROPOSED SPOT ELEVATION
- 2.00 PROPOSED LANE SLOPE (%)
- SAW CUT
- ELEVATIONS ARE TOP OF FINISHED PAVEMENT
- CURB AND GUTTER ELEVATIONS ARE SHOWN AT TOP OF FINISHED BITUMINOUS AT LIP OF GUTTER UNLESS OTHERWISE NOTED
- 2.00% CROSS SLOPE
- 2.50% CROSS SLOPE



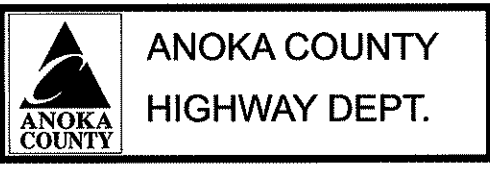
NO	DATE	BY	CKD	APPR	REVISION

NAME: p:02-617-18\plant0261718_IN3A_P.dgn 03/13/2012 7:33:52 AM

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-13-12 LICENSE NO. 24758

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

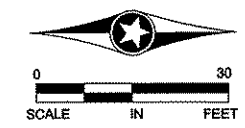


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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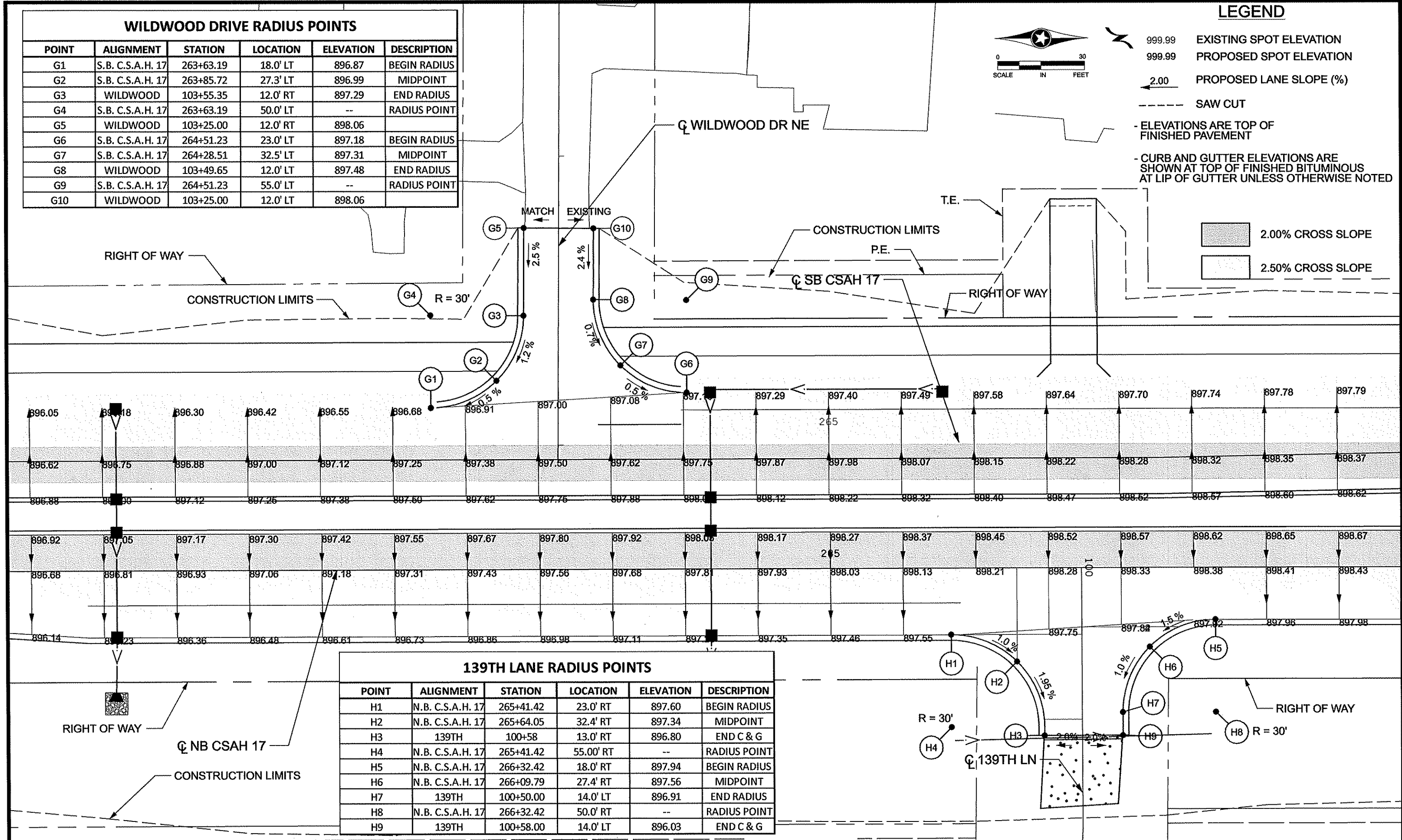
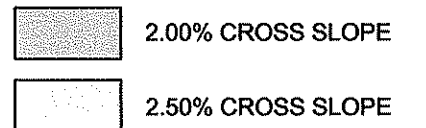
WILDWOOD DRIVE RADIUS POINTS

POINT	ALIGNMENT	STATION	LOCATION	ELEVATION	DESCRIPTION
G1	S.B. C.S.A.H. 17	263+63.19	18.0' LT	896.87	BEGIN RADIUS
G2	S.B. C.S.A.H. 17	263+85.72	27.3' LT	896.99	MIDPOINT
G3	WILDWOOD	103+55.35	12.0' RT	897.29	END RADIUS
G4	S.B. C.S.A.H. 17	263+63.19	50.0' LT	--	RADIUS POINT
G5	WILDWOOD	103+25.00	12.0' RT	898.06	
G6	S.B. C.S.A.H. 17	264+51.23	23.0' LT	897.18	BEGIN RADIUS
G7	S.B. C.S.A.H. 17	264+28.51	32.5' LT	897.31	MIDPOINT
G8	WILDWOOD	103+49.65	12.0' LT	897.48	END RADIUS
G9	S.B. C.S.A.H. 17	264+51.23	55.0' LT	--	RADIUS POINT
G10	WILDWOOD	103+25.00	12.0' LT	898.06	

LEGEND



- 999.99 EXISTING SPOT ELEVATION
- 999.99 PROPOSED SPOT ELEVATION
- 2.00 PROPOSED LANE SLOPE (%)
- SAW CUT
- ELEVATIONS ARE TOP OF FINISHED PAVEMENT
- CURB AND GUTTER ELEVATIONS ARE SHOWN AT TOP OF FINISHED BITUMINOUS AT LIP OF GUTTER UNLESS OTHERWISE NOTED

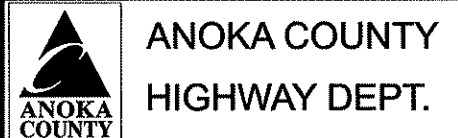


139TH LANE RADIUS POINTS

POINT	ALIGNMENT	STATION	LOCATION	ELEVATION	DESCRIPTION
H1	N.B. C.S.A.H. 17	265+41.42	23.0' RT	897.60	BEGIN RADIUS
H2	N.B. C.S.A.H. 17	265+64.05	32.4' RT	897.34	MIDPOINT
H3	139TH	100+58	13.0' RT	896.80	END C & G
H4	N.B. C.S.A.H. 17	265+41.42	55.00' RT	--	RADIUS POINT
H5	N.B. C.S.A.H. 17	266+32.42	18.0' RT	897.94	BEGIN RADIUS
H6	N.B. C.S.A.H. 17	266+09.79	27.4' RT	897.56	MIDPOINT
H7	139TH	100+50.00	14.0' LT	896.91	END RADIUS
H8	N.B. C.S.A.H. 17	266+32.42	50.0' RT	--	RADIUS POINT
H9	139TH	100+58.00	14.0' LT	896.03	END C & G

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

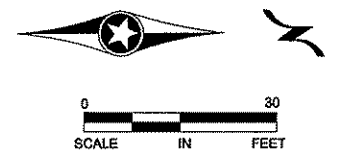
INTERSECTION DETAILS
 WILDWOOD AND 139TH LN
 Sheet 197 of 366 Sheets

C.S.A.H. 116 (BUNKER LAKE BLVD.) RADIUS POINTS

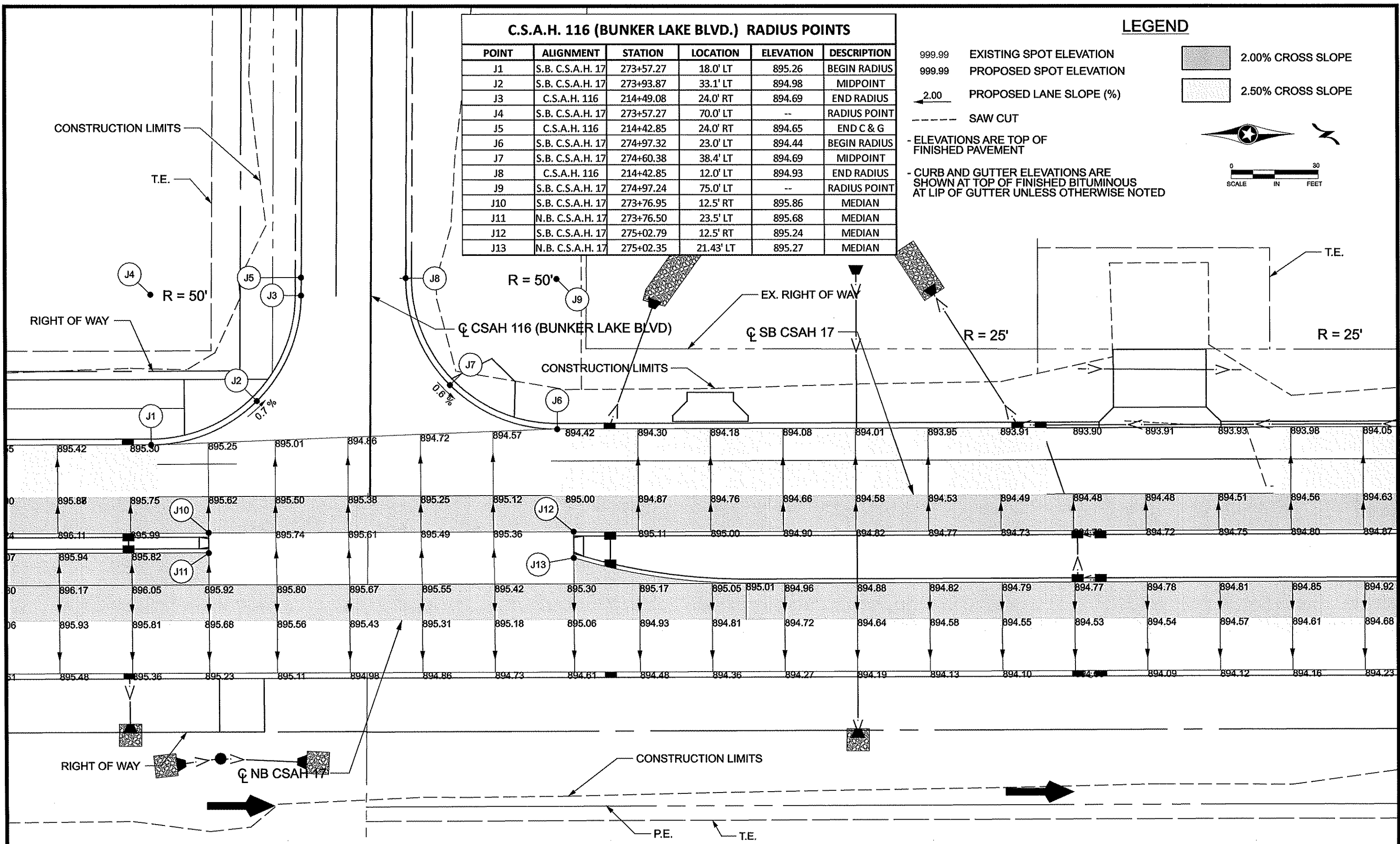
POINT	ALIGNMENT	STATION	LOCATION	ELEVATION	DESCRIPTION
J1	S.B. C.S.A.H. 17	273+57.27	18.0' LT	895.26	BEGIN RADIUS
J2	S.B. C.S.A.H. 17	273+93.87	33.1' LT	894.98	MIDPOINT
J3	C.S.A.H. 116	214+49.08	24.0' RT	894.69	END RADIUS
J4	S.B. C.S.A.H. 17	273+57.27	70.0' LT	--	RADIUS POINT
J5	C.S.A.H. 116	214+42.85	24.0' RT	894.65	END C & G
J6	S.B. C.S.A.H. 17	274+97.32	23.0' LT	894.44	BEGIN RADIUS
J7	S.B. C.S.A.H. 17	274+60.38	38.4' LT	894.69	MIDPOINT
J8	C.S.A.H. 116	214+42.85	12.0' LT	894.93	END RADIUS
J9	S.B. C.S.A.H. 17	274+97.24	75.0' LT	--	RADIUS POINT
J10	S.B. C.S.A.H. 17	273+76.95	12.5' RT	895.86	MEDIAN
J11	N.B. C.S.A.H. 17	273+76.50	23.5' LT	895.68	MEDIAN
J12	S.B. C.S.A.H. 17	275+02.79	12.5' RT	895.24	MEDIAN
J13	N.B. C.S.A.H. 17	275+02.35	21.43' LT	895.27	MEDIAN

LEGEND

- 999.99 EXISTING SPOT ELEVATION
- 999.99 PROPOSED SPOT ELEVATION
- 2.00 PROPOSED LANE SLOPE (%)
- SAW CUT
- 2.00% CROSS SLOPE
- 2.50% CROSS SLOPE



- ELEVATIONS ARE TOP OF FINISHED PAVEMENT
 - CURB AND GUTTER ELEVATIONS ARE SHOWN AT TOP OF FINISHED BITUMINOUS AT LIP OF GUTTER UNLESS OTHERWISE NOTED

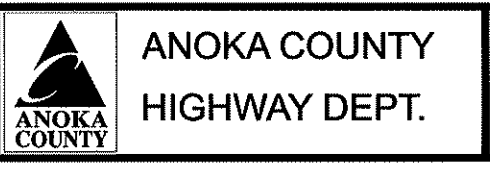


NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plant\0261718_IN4A_P.dgn
 03/08/2012 11:32:10 AM

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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INTERSECTION DETAILS
 CSAH 116
 Sheet 198 of 366 Sheets

PROJECT LOCATION AND GENERAL INFORMATION

THIS ROAD CONSTRUCTION PROJECT ADDS A MEDIAN, RIGHT AND LEFT TURN LANES, AN ADDITIONAL THRU LANE IN BOTH DIRECTIONS, AND TRAIL ON THE WEST SIDE OF THE PROJECT.

THIS PROJECT WILL PRIMARILY CONSIST OF GRADING, PLACING AGGREGATE BASE, BITUMINOUS PAVING, CURB AND GUTTER, STORM SEWER CONSTRUCTION, STORM WATER PONDING AND RELOCATION OF COUNTY DITCH #44 ALONG THE NORTHERN 4500 FEET OF THE PROJECT DUE TO THE WIDENING OF THE ROADWAY.

THIS PROJECT WILL REQUIRE THE DISTURBANCE OF 49.5 ACRES OF SOILS AND DOES CREATE THE POTENTIAL FOR SEDIMENT DISCHARGE FROM THE SITE.

TRAINING REQUIREMENTS

THE CONTRACTOR WILL ENSURE COMPLIANCE WITH THE TRAINING REQUIRED IN PART 111.A.2 OF THE GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY.

THE INDIVIDUALS TRAINED AND THE TRAINING RECEIVED WILL BE RECORDED IN THE SWPPP BEFORE THE START OF CONSTRUCTION OR AS SOON AS PERSONEL FOR THE PROJECT HAVE BEEN DETERMINED.

LONG TERM OPERATION AND MAINTENANCE

THE CITIES OF BLAINE AND HAM LAKE STREETS DIVISION WILL BE RESPONSIBLE FOR THE LONG TERM OPERATION AND MAINTENANCE OF THE PERMANENT STORMWATER MANAGEMENT AND SNOW REMOVAL OPERATIONS ALONG THE PROPOSED WALK.

MIKE ULRICH
CITY OF BLAINE PUBLIC WORKS DIRECTOR
1801 101ST AVENUE NE
BLAINE, MN 55449
PHONE: (763) 785-6167

TOM REINER
CITY OF HAM LAKE PUBLIC WORKS SUPERINTENDENT
15544 CENTRAL AVE. NE
HAM LAKE, MN 55304
PHONE: (763) 434-9555

RECEIVING SURFACE WATERS, DISCHARGE TO IMPAIRED WATERS & SPECIAL WATERS

THE FOLLOWING TABLE IDENTIFIES ALL SURFACE WATERS WITHIN 1 MILE OF THE PROJECT DISTURBED SOIL BOUNDARIES, WHICH WILL RECEIVE STORMWATER RUNOFF FROM THE CONSTRUCTION SITE, DURING OR AFTER CONSTRUCTION.

STORMWATER FROM A DISCHARGE POINT ON THE PROJECT THAT FLOWS TO A SURFACE WATER IDENTIFIED AS IMPAIRED AND/OR SPECIAL MUST INCLUDE THE FOLLOWING ADDITIONAL BMP REQUIREMENTS:

- 1) ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT IN NO CASE LATER THAN SEVEN (7) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
- 2) TEMPORARY SEDIMENT BASINS MUST BE USED FOR COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH FIVE (5) OR MORE ACRES DISTURBED AT ONE TIME. THIS PROJECT AS DESIGNED DOES NOT HAVE FIVE (5) DISTURBED ACRES DRAINING TO A COMMON LOCATION AND TEMPORARY SEDIMENT BASINS WILL NOT BE REQUIRED.

RECEIVING SURFACE WATERS		
NAME OF WATER BODY	SPECIAL WATER	IMPAIRED WATER
ANOKA COUNTY		
COON CREEK	NO	YES
COUNTY DITCH 59-10	NO	NO
COUNTY DITCH 44-8	NO	NO
COUNTY DITCH 44-8-3	NO	NO

DISTURBED SOIL AREA

TOTAL DISTURBED SOILS AREA FOR THIS PROJECT IS 49.5 ACRES

IMPERVIOUS SOIL AREA

EXISTING AREA OF IMPERVIOUS SURFACE IS 13.6 ACRES.
POST CONSTRUCTION AREA OF IMPERVIOUS SURFACE 33.1 ACRES.

SOIL TYPES

THE PREDOMINANT SOIL TYPE FOUND ON THIS PROJECT IS SAND.

CONSTRUCTION PHASING

SILT FENCE AND/OR OTHER SUITABLE PERIMETER BMP'S AS PROVIDED IN THE PLANS WILL BE INSTALLED PRIOR TO THE START OF ANY LAND DISTURBING ACTIVITY. CONSTRUCTION WILL BE REQUIRED TO BE PHASED SO THAT ALL DOWN GRADIENT SEDIMENT CONTROL MEASURES ARE INSTALLED PRIOR TO OR IN CONJUNCTION WITH ANY SOIL DISTURBING ACTIVITIES.

WHEN TOPSOIL IS DISTURBED, THE TOPSOIL WILL BE STRIPPED AND STOCKPILED IN SOIL BERMS AT THE TOE OF THE STRIPPED SLOPES ALONG THE PROJECT LIMITS. TEMPORARY VEGETATION WILL BE ESTABLISHED ON THE STOCKPILED TOPSOIL BERMS WITH SEED MIXTURE 150, TYPE 1 FERTILIZER, AND DISK ANCHORED TYPE 1 MULCH AS PROVIDED IN THE PLAN. STOCKPILED TOPSOIL BERMS WILL NOT BE PLACED IN ANY STORMWATER CONVEYANCES.

AFTER STRIPPING THE TOPSOIL THE EXPOSED SOIL INSLOPES WILL BE STABILIZED WITH DISK ANCHORED TYPE 1 MULCH WITHIN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS BEEN TEMPORARILY OR PERMANENTLY CEASED.

TEMPORARY SEDIMENT BASINS

THIS ROAD CONSTRUCTION PROJECT AS DESIGNED DOES NOT MEET ANY OF THE TEMPORARY SEDIMENT BASIN DISTURBED AREA THRESHOLD REQUIREMENTS AND TEMPORARY SEDIMENT BASINS WILL NOT BE REQUIRED.

PERMANENT STORMWATER MANAGEMENT SYSTEM

ALL STORMWATER MUST BE DISCHARGED IN A MANNER THAT DOES NOT CAUSE NUISANCE CONDITIONS, EROSION IN RECEIVING WATERS OR ON DOWNSLOPE PROPERTIES, OR INUNDATION IN WETLANDS CAUSING A SIGNIFICANT ADVERSE IMPACT TO THE WETLAND.

THIS ROAD CONSTRUCTION PROJECT HAS A GREATER THEN 1 ACRE INCREASE IN IMPERVIOUS AREA.

EROSION PREVENTION PRACTICES

ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT IN NO CASE LATER THEN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. FOR ALL AREAS WHERE DISTURBED SOILS DRAIN TO AN IMPAIRED OR SPECIAL WATER THE EXPOSED SOIL MUST BE STABILIZED NO LATER THEN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT AREA CEASED. SEE THE IMPAIRED & SPECIAL WATERS SECTION OF THIS SWPPP FOR ADDITIONAL BMP REQUIREMENTS FOR DISTURBED AREAS THAT DRAIN TO A SPECIAL OR IMPAIRED WATER

THE NORMAL WETTED PERIMETER OF ANY TEMPORARY OR PERMANENT DRAINAGE DITCH OR SWALE THAT DRAINS WATER FROM ANY PORTION OF THE CONSTRUCTION SITE, OR DIVERTS WATER AROUND THE SITE, MUST BE STABILIZED WITHIN 200 LINEAL FEET FROM THE POINT OF DISCHARGE INTO ANY SURFACE WATER. STABILIZATION OF THE LAST 200 FEET MUST BE COMPLETED WITHIN 24 HOURS AFTER CONNECTING TO A SURFACE WATER.

PIPE CULVERT OUTLETS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS AFTER CONNECTION TO A SURFACE WATER. THIS WILL INCLUDE DRAINAGE DITCHES THAT DRAIN WATER FROM ANY PORTION OF THE CONSTRUCTION SITE

PROJECT CONTACTS

MPCA	NPDES	LAURAL MEZNER	218-316-3889
MPCA	EMERGENCY	STATE DUTY OFFICER	800-422-0798
DNR	NOT REQUIRED		
COE	NOT REQUIRED		
ANOKA COUNTY DESIGN SWPPP PREPARATION	U OF MN DESIGN OF SWPPP EXPIRES 5/13	NICK DOBDA	763-862-4261
ANOKA COUNTY PROJECT REPRESENTATIVE	U OF MN SITE MANAGEMENT EXPIRES 5/12	CHRIS OSTERHUS	763-862-4252
EROSION CONTROL SUPERVISOR (CONTRACTOR)			

SEDIMENT CONTROL PRACTICES

TEMPORARY STOCKPILED TOPSOIL BERMS MUST INCLUDE PERIMETER BMP'S AS PROVIDED IN THE PLAN AT LOCATIONS WHERE CONSTRUCTION STORMWATER DRAINS FROM THE PROJECT

IN ORDER TO MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES, THERE SHALL BE NO UNBROKEN SLOPE LENGTH OF GREATER THAN 75 FEET FOR SLOPES WITH A GRADE OF 1:3 OR STEEPER

ALL STORM DRAIN INLETS MUST BE PROTECTED BY APPROPRIATE BMP'S DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL DISCHARGE TO THE INLET HAVE BEEN STABILIZED

VEHICLE TRACKING OF SEDIMENT FROM THE CONSTRUCTION SITE MUST BE MINIMIZED. STREET SWEEPING MUST BE USED IF SEDIMENT IS BEING TRACKED OFF THE CONSTRUCTION SITE

POLLUTION PROVENTION MEASURES

THE CONTRACTOR WILL IMPLEMENT THE POLLUTION PREVENTION MANAGEMENT MEASURES AS DIRECTED IN THE NPDES PERMIT PART IV.F AS PERTAINING TO SOLID WASTE, HAZARDOUS MATERIALS EXTERNAL TRUCK WASHING, AND CONCRETE WASHOUT ONSITE.

THESE MANAGEMENT MEASURES FOR POLLUTION PREVENTION WILL BE STRICTLY ENFORCED.

LOCATION OF SWPPP REQUIREMENTS

REQUIREMENT	PLAN		MN/DOT SPECIFICATION	SPECIAL PROVISION
	TITLE	LOCATION		
NPDES PERMIT COMPLIANCE			1701, 1702, & 1717	1717 (AIR, LAND & WATER) 1717 (NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT)
CERTIFIED PERSONNEL IN EROSION AND SEDIMENT CONTROL SITE MANAGEMENT			1506, 1717, & 2573	1717 (AIR, LAND & WATER) 1717 (NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT)
CHAIN OF RESPONSIBILITY	AGENCY CONTACTS	SHEET 199	1506, 1717, & 2573	
PROJECT SCHEDULE / WEEKLY EROSION & SEDIMENT CONTROL SCHEDULE / COMPLETING INSPECTION / MAINTENANCE LOG	AGENCY CONTACTS	SHEET 199	1717 & 2573	1717 (AIR, LAND & WATER) 1717 (NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT)
SWPPP PREPARATION	AGENCY CONTACTS	SHEET 199		
SITE MAP / RECEIVING WATERS / DIRECTION OF FLOW			1717	
PROJECT SPECIFIC CONSTRUCTION STAGING			1717	1717 (AIR, LAND & WATER) 1717 (NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT) 1806 (DETERMINATION AND EXTENSION OF CONTRACT TIME)
TEMPORARY EROSION AND SEDIMENT CONTROL BMP LOCATIONS, INSTALLATION, TIMING OF INSTALLATION AND TYPE OF BMP	QUANTITY TABULATIONS	SHEET 13	2573 & 2525	2575 (RAPID STABILIZATION SPECIFICATION)
ADDITIONAL TEMPORARY AND OR PERMANENT EROSION AND SEDIMENT CONTROL BMP'S NOT PROVIDED OR SHOWN IN THE PLAN			1717, 2573, & 2575	1717 (AIR, LAND & WATER) 1717 (NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT) 2575 (RAPID STABILIZATION SPECIFICATION)
MAINTENANCE OF EROSION AND SEDIMENT CONTROL DEVICES, REMOVAL OF TRACKED SEDIMENT, REMOVAL OF DEVICES			1717 & 2573	1514 (MAINTENANCE DURING CONSTRUCTION) 1717 (LAND AIR & WATER) 1717 (NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT)
DEWATERING			2105.3B, & 2451.3C	DEWATERING MAY ALSO REQUIRE DNR PERMIT. NO DEWATERING IS ANTICIPATED FOR THIS PROJECT
FINAL STABILIZATION	QUANTITY TABULATIONS EROSION CONTROL PLAN	SHEET 13 SHEET 213-219	1717, 2573, & 2575	1717 (AIR, LAND & WATER) 1717 (NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT)
TEMPORARY EROSION AND SEDIMENT CONTROL DETAILS	QUANTITY TABULATIONS EROSION CONTROL PLAN	SHEET 13 SHEET 201- 207	2575	2575 (RAPID STABILIZATION SPECIFICATION)
PERMANENT EROSION CONTROL DETAILS	EROSION CONTROL DETAILS	SHEET 208-211	2575	2575 (CONTROLLING EROSION AND ESTABLISHING VEGETATION)

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt A. Kobilarsik*
DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
DESIGN BY GMP DATE 3/8/2012
CHECKED BY JEO DATE 3/8/2012



**ANOKA COUNTY
HIGHWAY DEPT.**

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

SWPPP NARRATIVE

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

Training |

Individual revising or amending the SWPPP and individuals performing inspections must fill in the following table.

Name of on-site personnel trained	
Dates of training	
Name of instructor(s)	
Entity providing training	
Content of training course or workshop	

Amending the SWPPP

The SWPPP must be amended to record changes or modifications to permanent BMP's or other storm water treatment systems and removals of temporary BMP's. Changes to temporary BMP's may be recorded on this sheet. Include a brief description of the problem, location, nature of alteration, and comments. This record is to be retained for three years after project completion.

Date Reported	Plan Location (sheet)	Project Location (station)	Problem, solution, and notes

NO	DATE	BY	CKD	APPR	REVISION
NAME: P:\02-617-18\PLAN\0261718_SWPPP.DGN					

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

PRINT NAME: CURT A. KOBILARCSIK

SIGNATURE: *Curt Kobilarsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/9/2012

DESIGN BY: GMP DATE: 3/9/2012

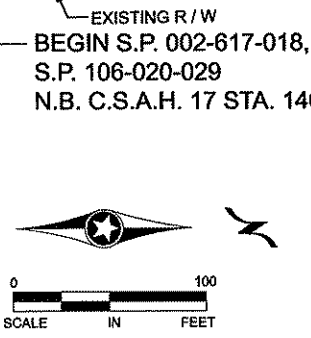
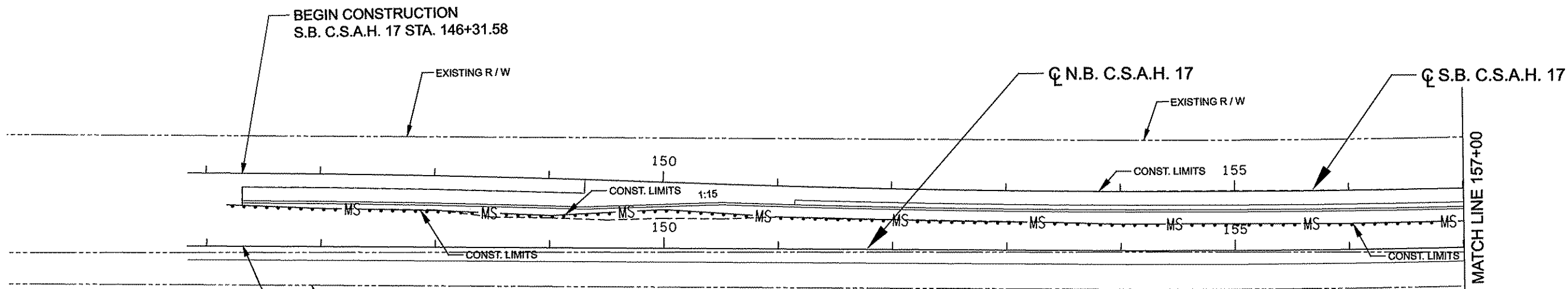
CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
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 S.P. 197-020-002
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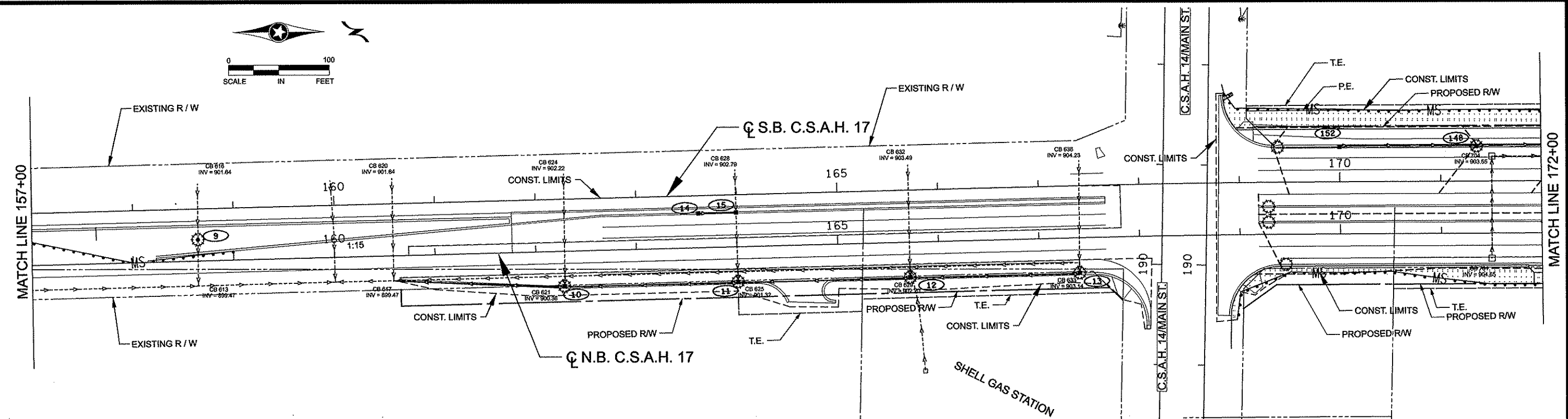
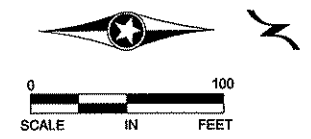
LEGEND

- PROPOSED CATCH BASIN
- INPLACE CATCH BASIN
- PROPOSED MANHOLE
- INPLACE MANHOLE
- ▶ PROPOSED APRON
- ▷ INPLACE APRON
- PROPOSED STORM SEWER
- - - INPLACE STORM SEWER
- - - INPLACE CULVERT
- PROPOSED CULVERT
- MS — SILT FENCE TYPE MACHINE SLICED
- FLOTATION SILT CURTAIN
- ⊙ RIPRAP (CLASS II UNLESS OTHERWISE NOTED)
- ⊙ SOD APRON INLET OR OUTLET
- ⊙ STORM DRAIN INLET PROTECTION
- ⊙ CULVERT PROTECTION
- ⊙ TEMPORARY DITCH CHECK TYPE 2
- WETLAND BOUNDARIES
- SURFACE FLOW ARROW
- EROSION CONTROL BLANKET CATEGORY 3
- MULCH W/ DISK ANCHORING
- EXISTING WETLAND



NOTES

- 1.) THE CONTRACTOR SHALL CONSTRUCT WASHED GRAVEL ENTRANCES AT POINTS OF EXIT FROM THE WORK AREA ONTO EXISTING BITUMINOUS PAVEMENT AS DIRECTED BY THE ENGINEER.
- 2.) SILT FENCE SHALL FOLLOW AS CLOSE AS POSSIBLE A SINGLE CONTOUR.
- 3.) SILT FENCE SHALL BE CLEANED OUT OR REPLACED WHEN SEDIMENT REACHES 8" OR $\frac{1}{3}$ OF SILT FENCE HEIGHT.
- 4.) WHEN SEDIMENT DEPOSITS IN A WATER OF THE STATE, THE MATERIAL MUST BE REMOVED WITHIN 7 DAYS.
- 5.) IF SILT DEPOSITS IN THE ANOKA COUNTY RIGHT-OF-WAY, THE CONTRACTOR IS RESPONSIBLE FOR ITS REMOVAL.
- 6.) ALL GRADED AREAS ARE TO BE REVEGETATED WITHIN 7 DAYS OF THE COMPLETION OF GRADING.
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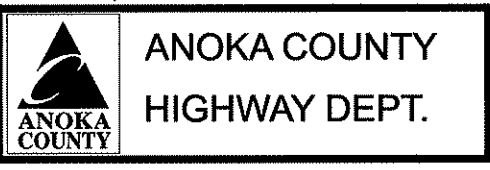


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DATE: 03/08/2012 11:25:01 AM					

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

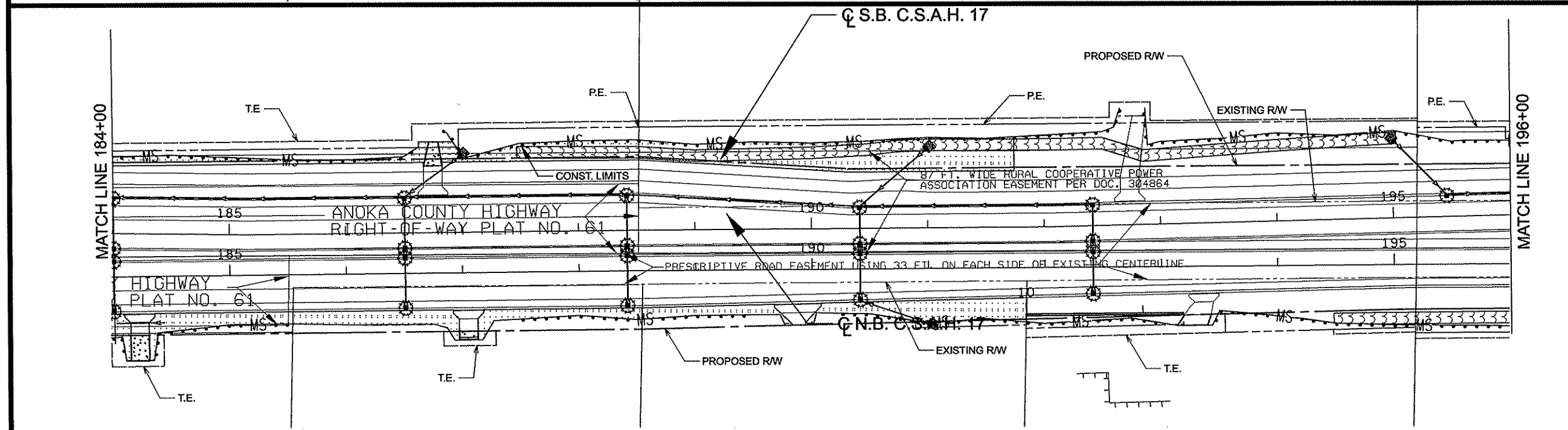
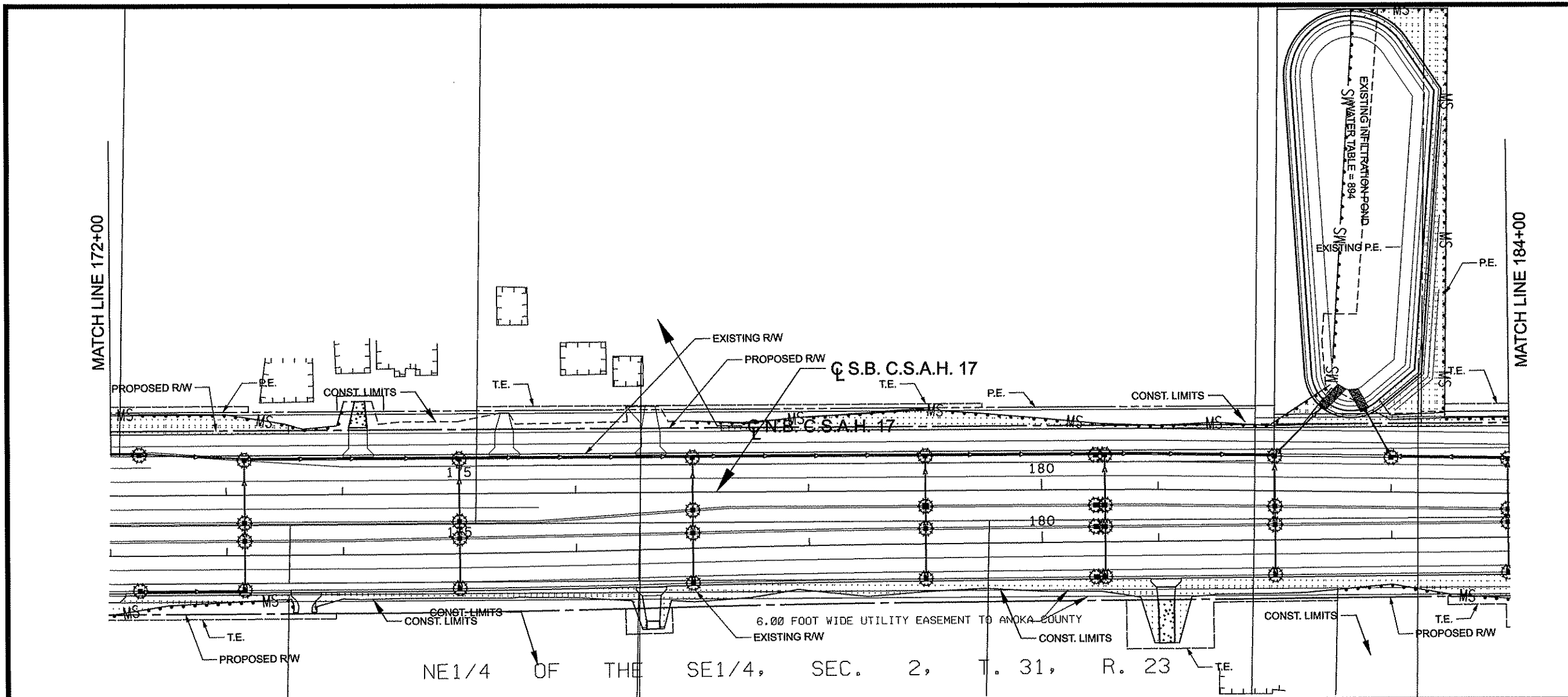
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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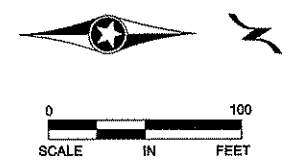
EROSION CONTROL
 LEXINGTON AVENUE
 STA 146+00.00 to STA 172+00.00
 Sheet 201 of 366 Sheets



LEGEND

- PROPOSED CATCH BASIN
- INPLACE CATCH BASIN
- PROPOSED MANHOLE
- INPLACE MANHOLE
- ▲ PROPOSED APRON
- ▽ INPLACE APRON
- PROPOSED STORM SEWER
- INPLACE STORM SEWER
- INPLACE CULVERT
- == PROPOSED CULVERT
- MS— SILT FENCE TYPE MACHINE SLICED
- ||||| FLOTATION SILT CURTAIN
- RIPRAP (CLASS II UNLESS OTHERWISE NOTED)
- ⊙ SOD APRON INLET OR OUTLET
- ⊗ STORM DRAIN INLET PROTECTION
- ⊘ CULVERT PROTECTION
- WETLAND BOUNDARIES
- SURFACE FLOW ARROW
- ⊞ EROSION CONTROL BLANKET CATEGORY 3
- ⊞ MULCH W/ DISK ANCHORING
- ⊞ EXISTING WETLAND

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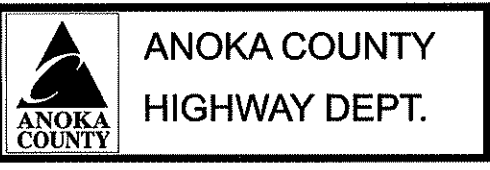


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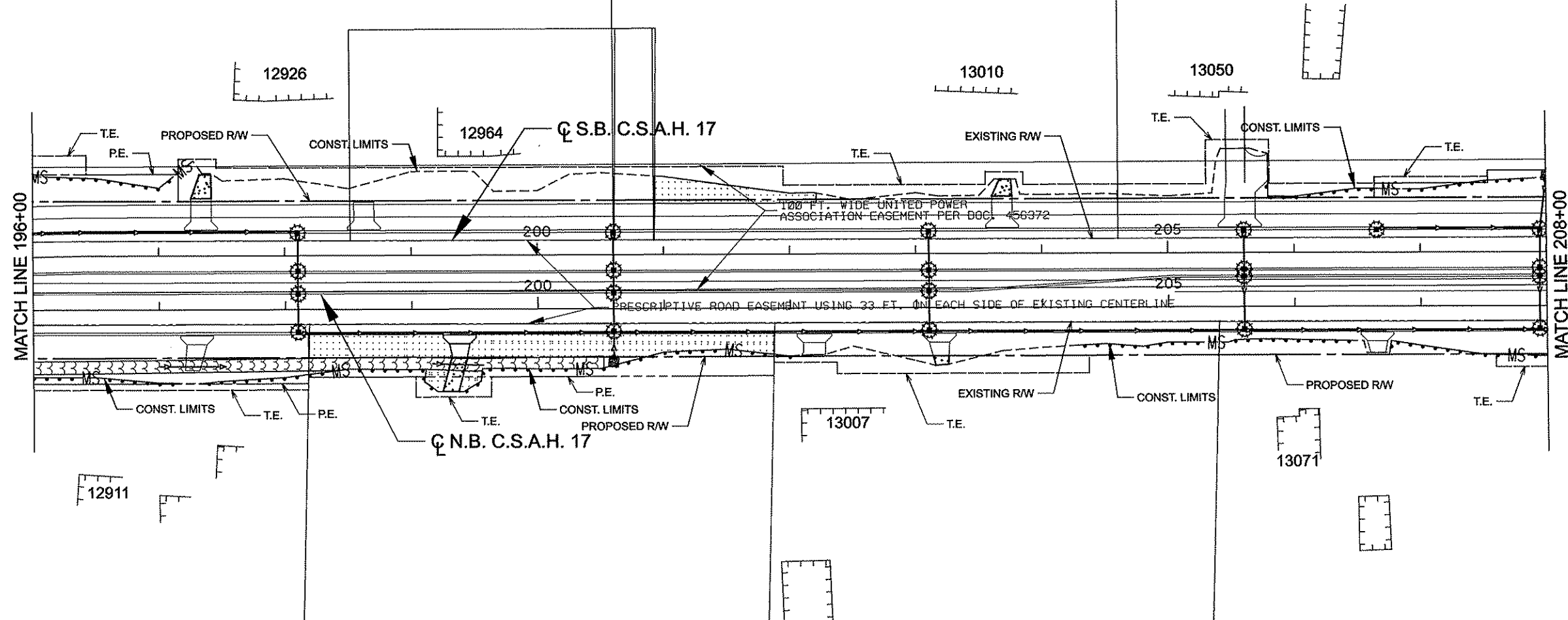
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 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012

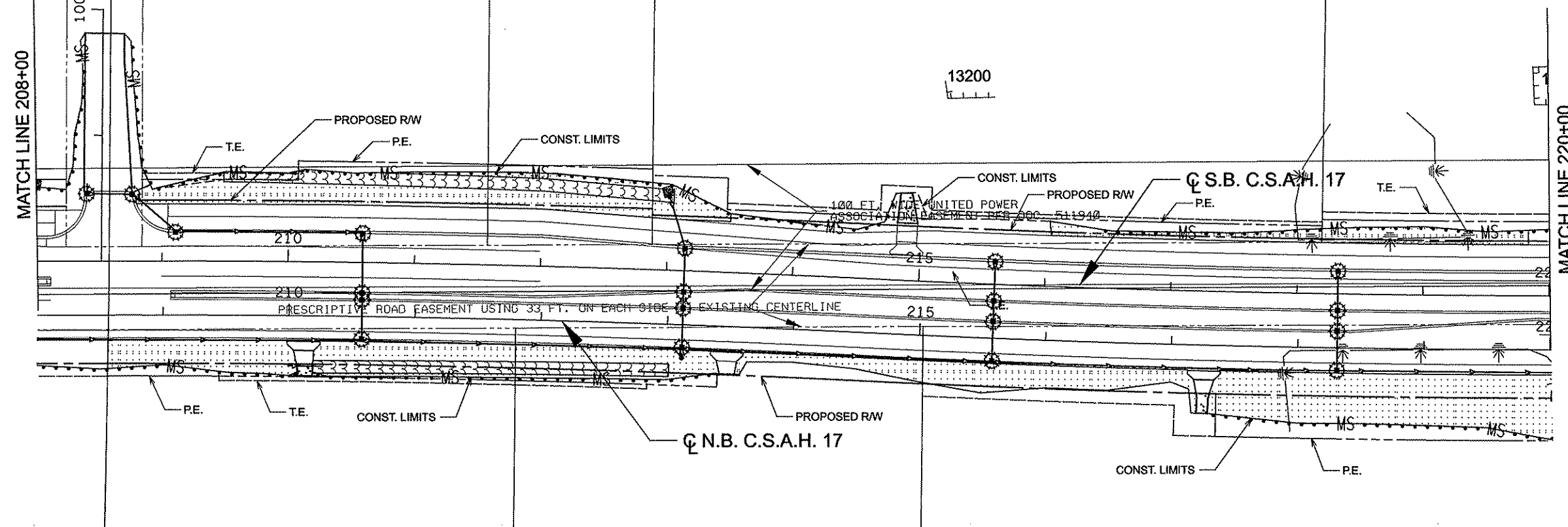


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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SE1/4 OF THE NE1/4, SEC. 2, T. 31, R. 23



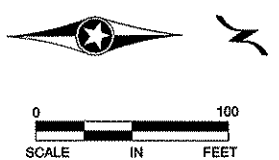
NE1/4 OF THE NE1/4, SEC. 2, T. 31, R. 23



LEGEND

- PROPOSED CATCH BASIN
- INPLACE CATCH BASIN
- PROPOSED MANHOLE
- INPLACE MANHOLE
- ▶ PROPOSED APRON
- ▷ INPLACE APRON
- PROPOSED STORM SEWER
- INPLACE STORM SEWER
- INPLACE CULVERT
- == PROPOSED CULVERT
- MS SILT FENCE TYPE MACHINE SLICED
- ||||| FLOTATION SILT CURTAIN
- ⊗ RIPRAP (CLASS II UNLESS OTHERWISE NOTED)
- ⊙ SOD APRON INLET OR OUTLET
- ⊗ STORM DRAIN INLET PROTECTION
- ⊗ CULVERT PROTECTION
- ⊗ TEMPORARY DITCH CHECK TYPE 2
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- SURFACE FLOW ARROW
- EROSION CONTROL BLANKET CATEGORY 3
- MULCH W/ DISK ANCHORING
- EXISTING WETLAND

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 - 6.) ALL GRADED AREAS ARE TO BE REVEGETATED WITHIN 7 DAYS OF THE COMPLETION OF GRADING.



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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-8-12 LICENSE NO. 24756

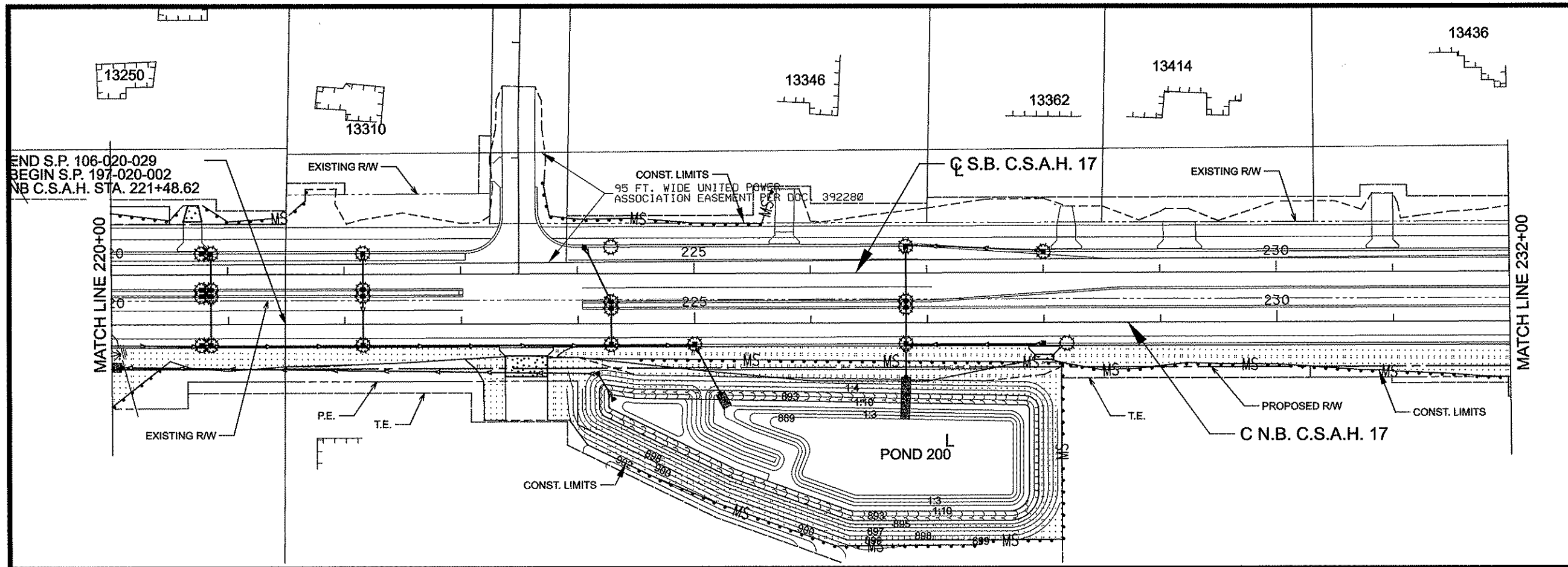
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ANOKA COUNTY HIGHWAY DEPT.

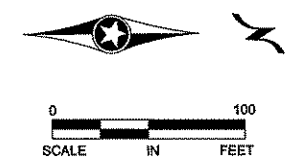
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

EROSION CONTROL
 LEXINGTON AVENUE
 STA 196+00.00 to STA 220+00.00
 Sheet 203 of 366 Sheets

NO	DATE	BY	CKD	APPR	REVISION
NAME: p102-617-18plan10261718_EC3_P4gn					
03/08/2012 11:25:14 AM					



- NOTES**
- 1.) THE CONTRACTOR SHALL CONSTRUCT WASHED GRAVEL ENTRANCES AT POINTS OF EXIT FROM THE WORK AREA ONTO EXISTING BITUMINOUS PAVEMENT AS DIRECTED BY THE ENGINEER.
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 - 6.) ALL GRADED AREAS ARE TO BE REVEGETATED WITHIN 14 DAYS OF THE COMPLETION OF GRADING.

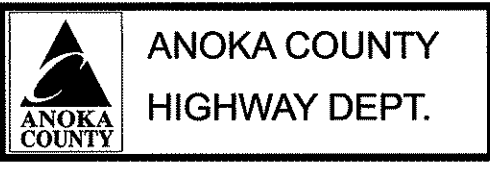


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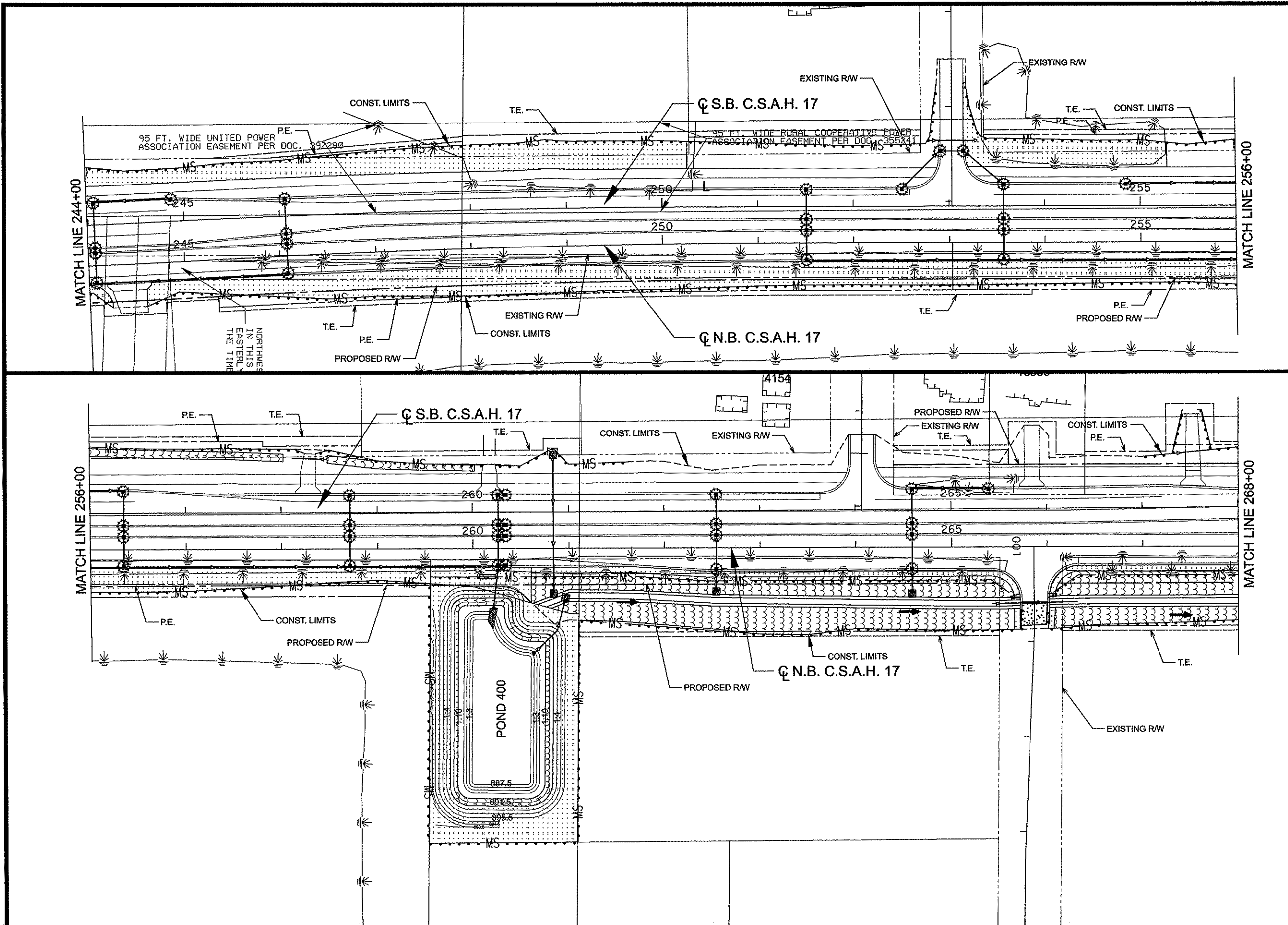
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



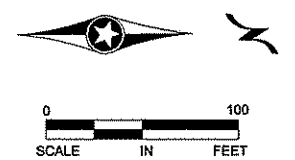
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002



LEGEND

- PROPOSED CATCH BASIN
- INPLACE CATCH BASIN
- PROPOSED MANHOLE
- INPLACE MANHOLE
- ▲ PROPOSED APRON
- ▽ INPLACE APRON
- PROPOSED STORM SEWER
- INPLACE STORM SEWER
- INPLACE CULVERT
- PROPOSED CULVERT
- MS SILT FENCE TYPE MACHINE SLICED
- Flotation Silt Curtain
- RIPRAP (CLASS II UNLESS OTHERWISE NOTED)
- ⊙ SOD APRON INLET OR OUTLET
- Storm Drain Inlet Protection
- CULVERT PROTECTION
- TEMPORARY DITCH CHECK TYPE 2
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- EROSION CONTROL BLANKET CATEGORY 3
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- EXISTING WETLAND

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NO	DATE	BY	CKD	APPR	REVISION
NAME: p:\02-617-10\plan\0261718_EC5_P.dgn					

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PRINT NAME: CURT A. KOBLARCSIK

SIGNATURE: *Curt Koblarcsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

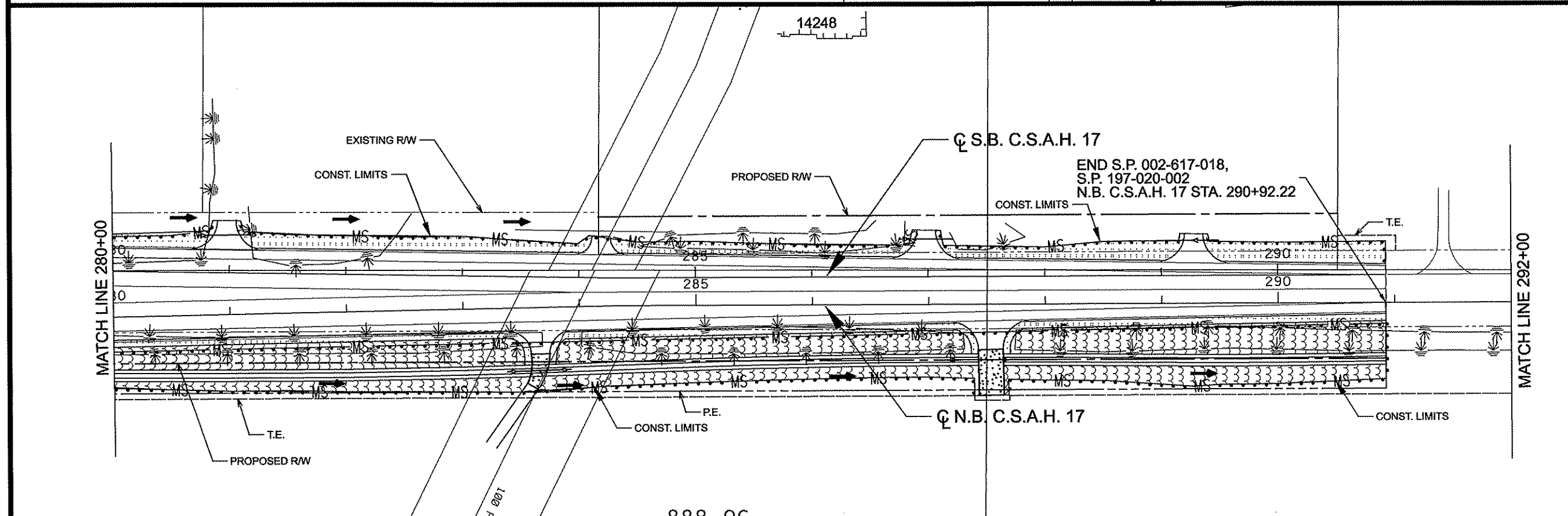
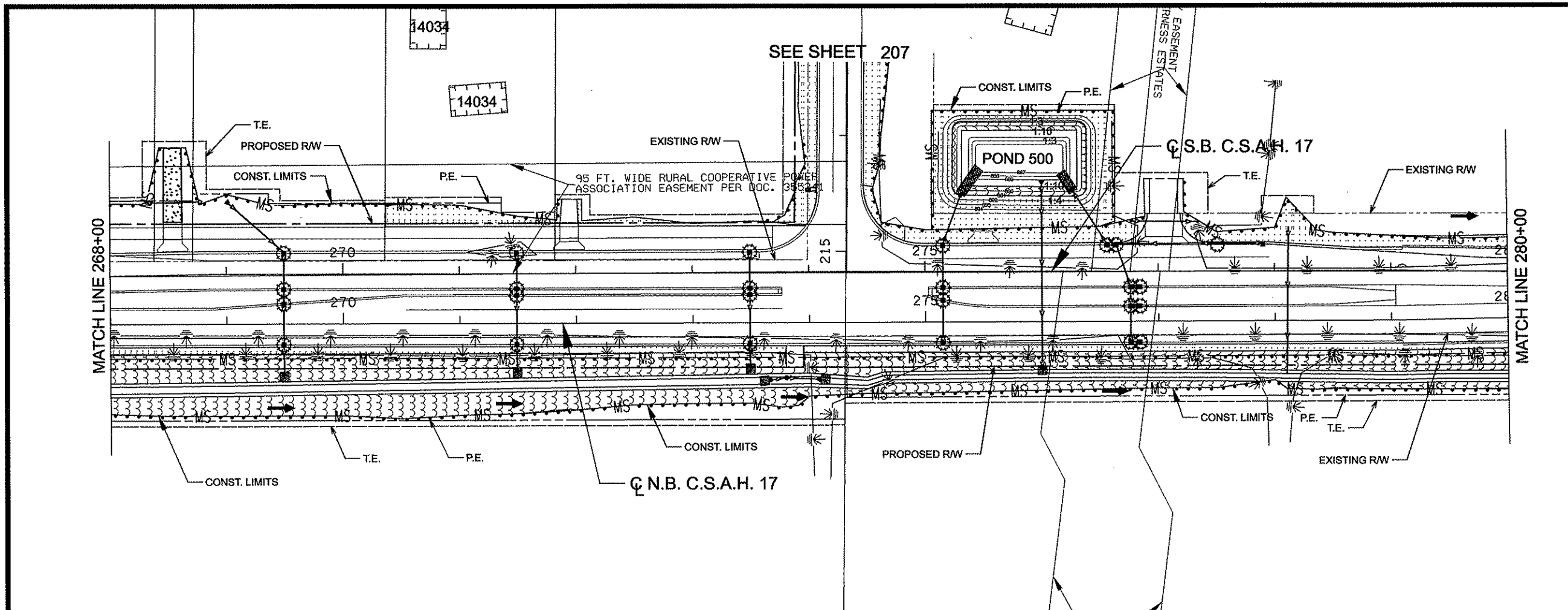
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ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

EROSION CONTROL
LEXINGTON AVENUE
STA 244+00.00 to STA 268+00.00

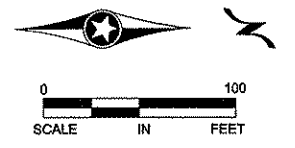
Sheet 205 of 366 Sheets



LEGEND

- PROPOSED CATCH BASIN
- INPLACE CATCH BASIN
- PROPOSED MANHOLE
- INPLACE MANHOLE
- ▲ PROPOSED APRON
- ▽ INPLACE APRON
- PROPOSED STORM SEWER
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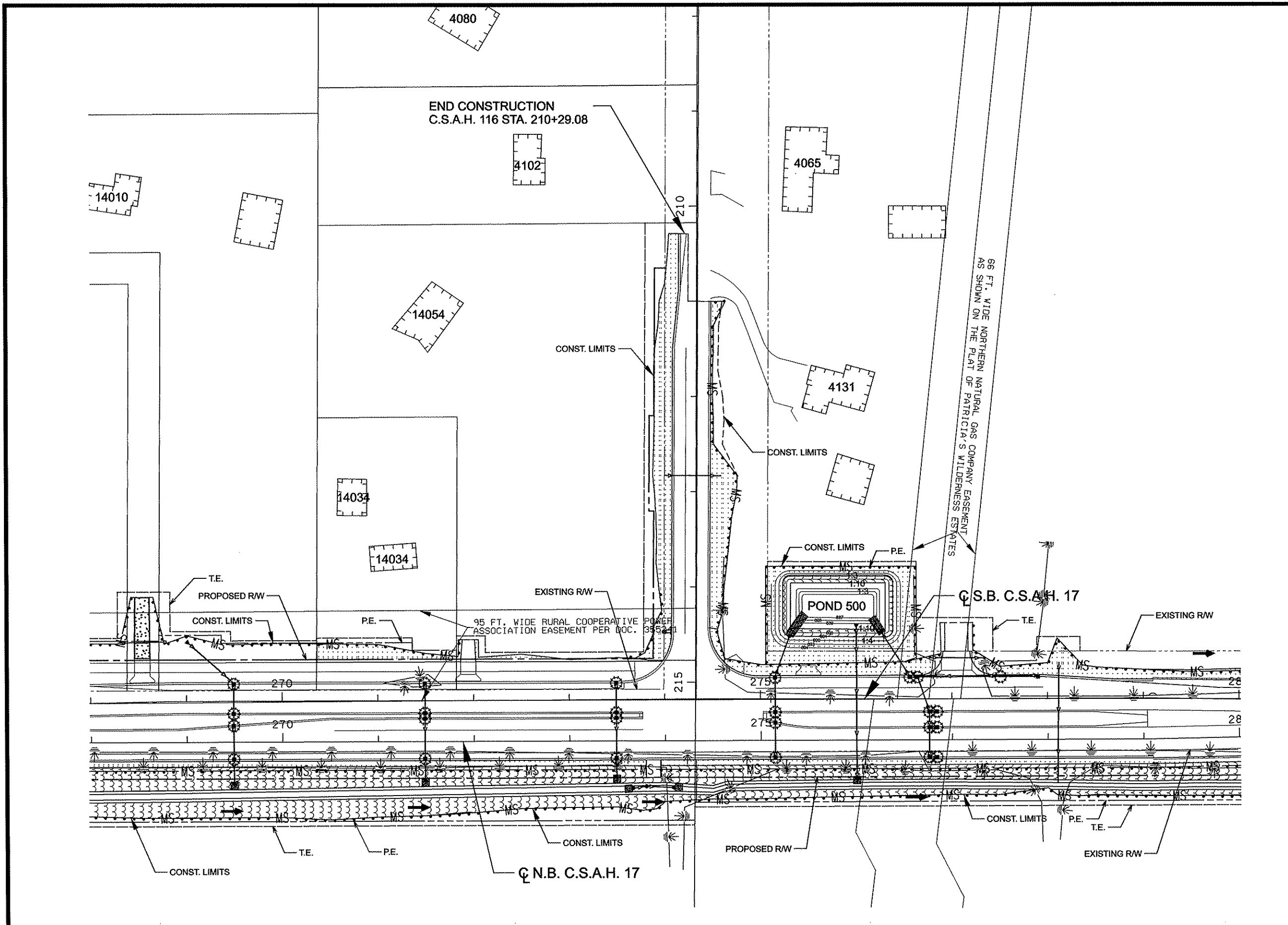
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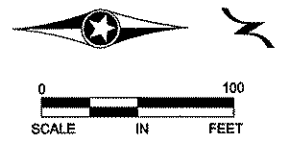
ANOKA COUNTY HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**



LEGEND	
■	PROPOSED CATCH BASIN
□	INPLACE CATCH BASIN
●	PROPOSED MANHOLE
○	INPLACE MANHOLE
▲	PROPOSED APRON
▽	INPLACE APRON
—	PROPOSED STORM SEWER
- - -	INPLACE STORM SEWER
- - -	INPLACE CULVERT
—	PROPOSED CULVERT
—MS—	SILT FENCE TYPE MACHINE SLICED
	FLOTATION SILT CURTAIN
○○○	RIPRAP (CLASS II UNLESS OTHERWISE NOTED)
⊙	SOD APRON INLET OR OUTLET
⊙	STORM DRAIN INLET PROTECTION
⊙	CULVERT PROTECTION
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NO	DATE	BY	CKD	APPR	REVISION
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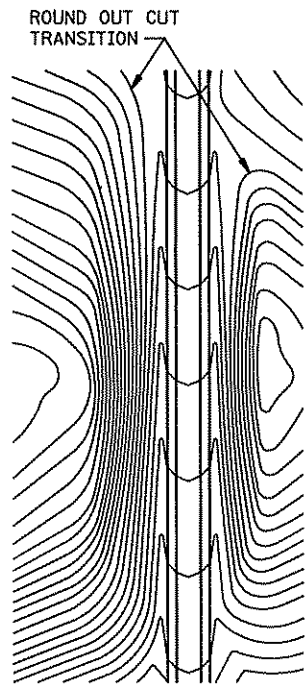
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 DATE: 3-8-12 LICENSE NO. 24756

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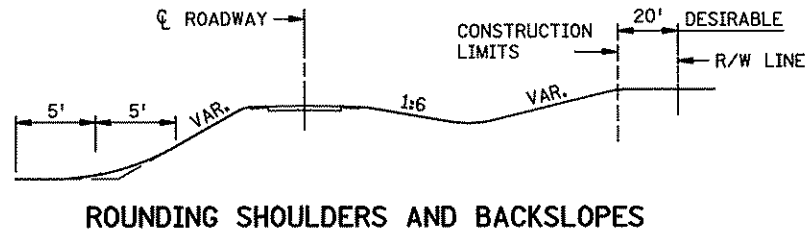


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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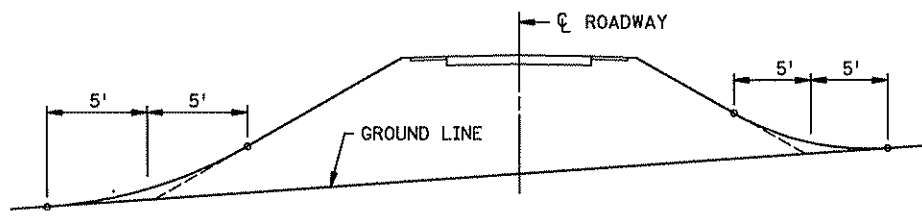
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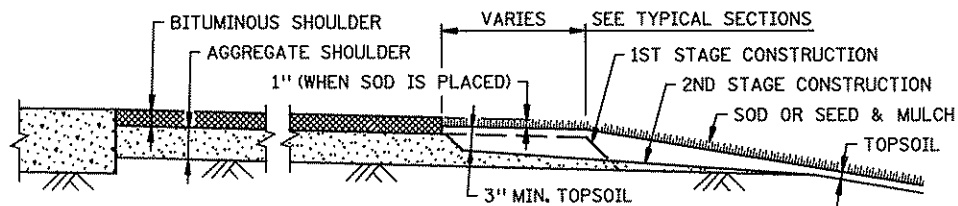
CONTOURING ROAD CUTS



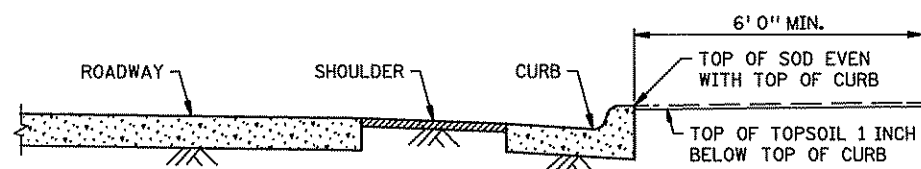
ROUNDING SHOULDERS AND BACKSLOPES



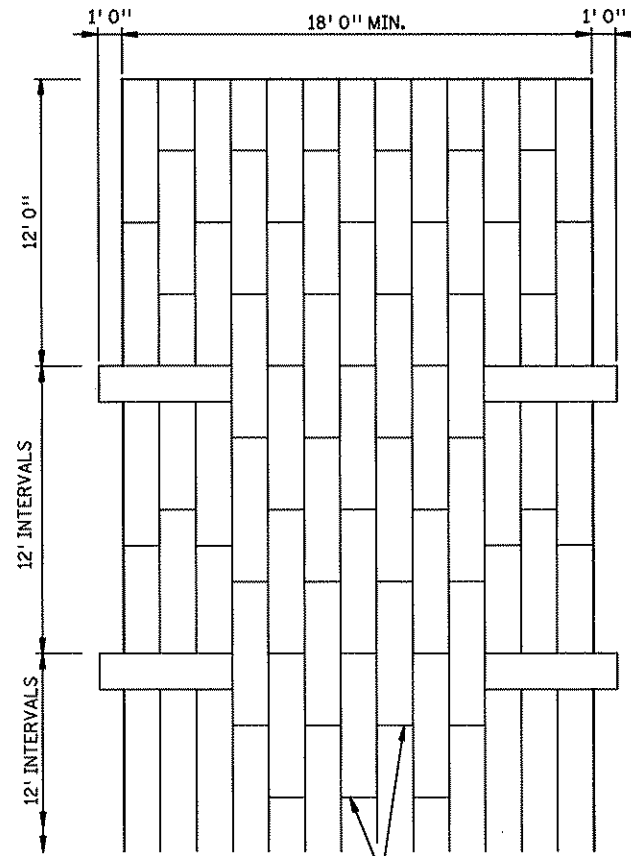
SHAPING FOR DRAINAGE ALONG THE TOE OF FILL SLOPES



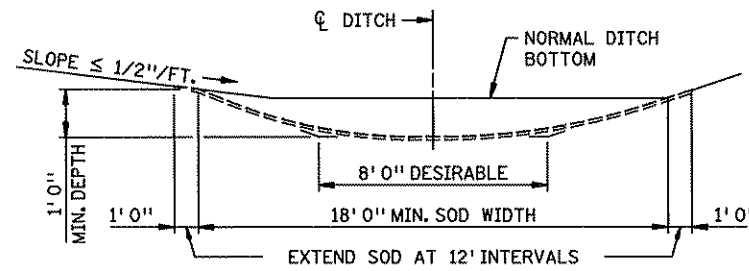
SHAPING AND TOPSOILING INSLOPES



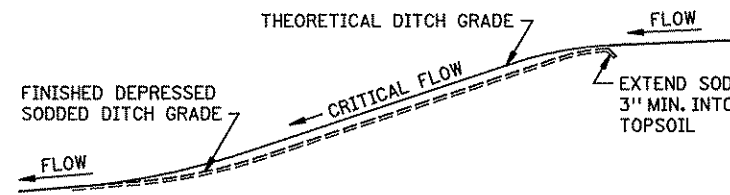
SHAPING ADJACENT TO CURBS WHEN SOD IS PLACED



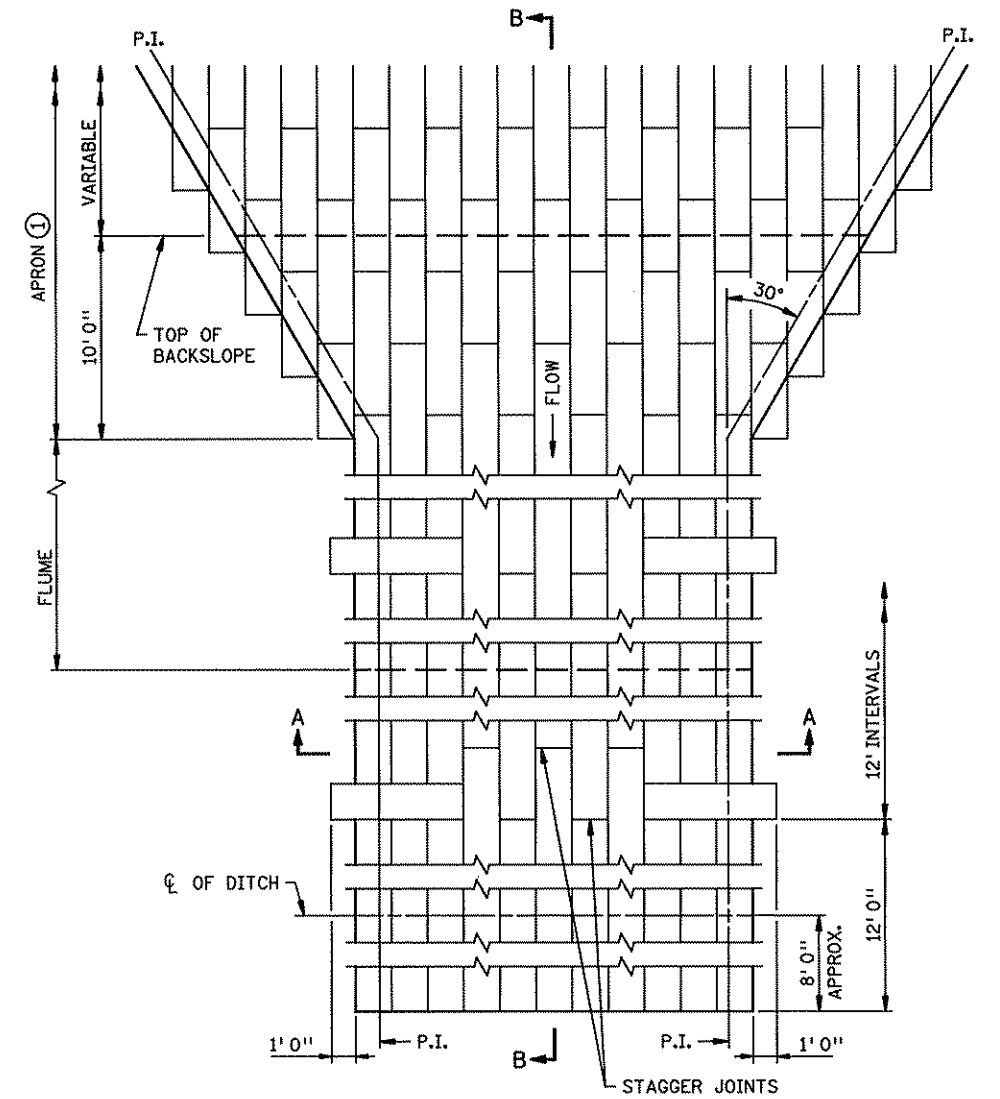
PLAN VIEW



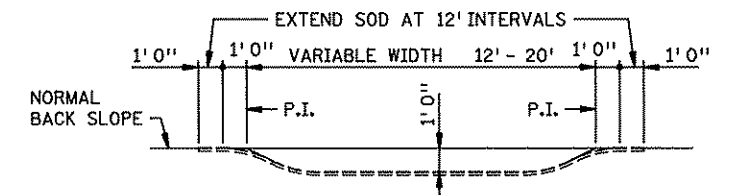
SODDED DITCH CROSS SECTION
WHERE FRONT OR BACK SLOPE IS FLAT (LESS THAN 1/2"/FT.),
FIRST NOTCH DITCH AND THEN PROVIDE ROUNDING.



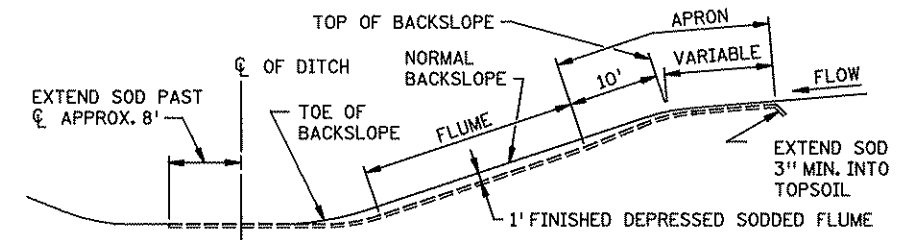
DITCH PROFILE
SODDED DITCH DETAILS



PLAN VIEW



SECTION A-A



SECTION B-B
SODDED FLUME DETAILS

NOTES:
SEE SPEC. 2575.3 FOR ADDITIONAL INFORMATION.
① CONSTRUCT TAPER AS DIRECTED BY THE ENGINEER.

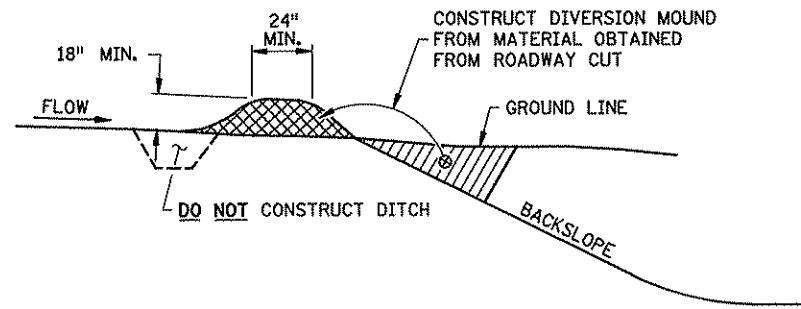
S.P. 002-617-018
S.A.P. 106-020-029
S.A.P. 197-020-002

STANDARD SHEET NO.
5-297.404
STANDARD APPROVED
NOVEMBER 20, 2002

TITLE:
PERMANENT EROSION CONTROL
ALONG ROADWAYS, DITCHES AND FLUMES

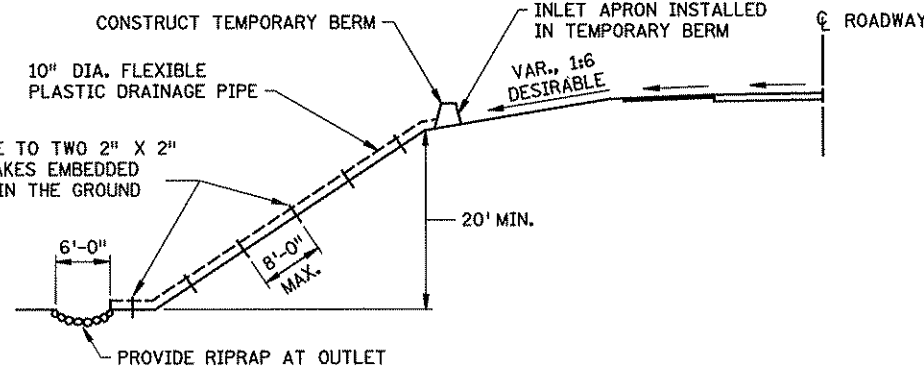
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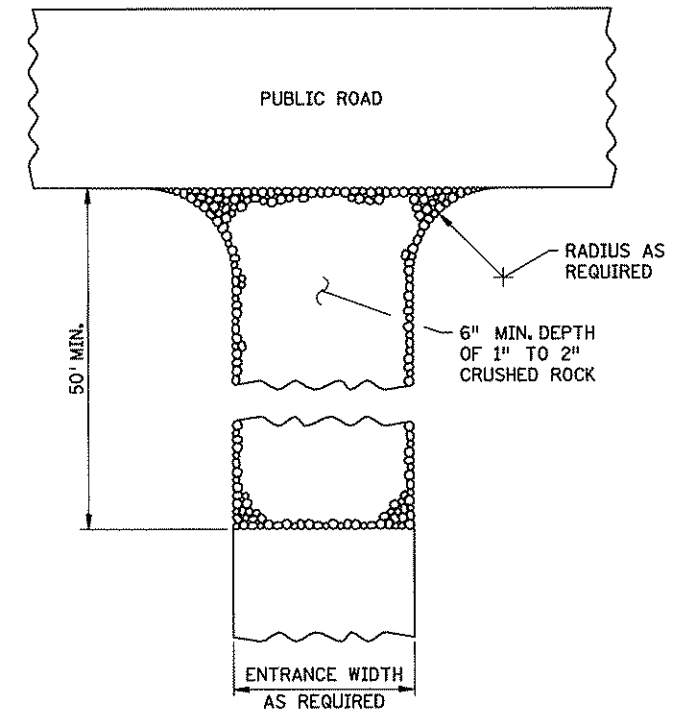
DIVERSION MOUND

DESIGN GUIDELINES:
 STORM FREQUENCY: 10 YEAR - 24 HOUR
 MAXIMUM DRAINAGE AREA: 5 ACRES
 MAXIMUM DIVERSION: GRADE 5%

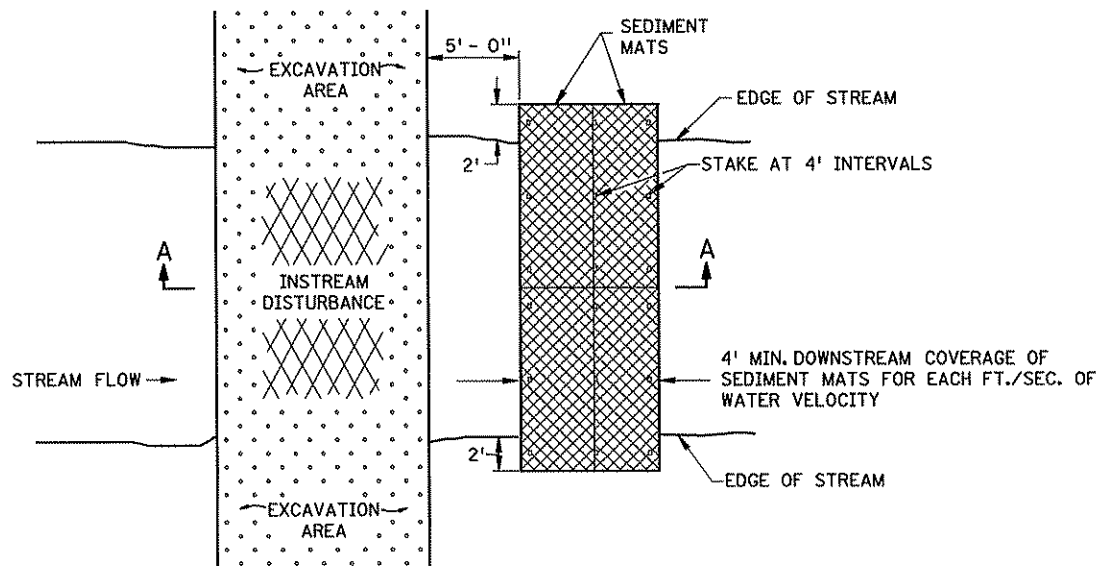


TEMPORARY DOWN DRAIN ON FILL SLOPE

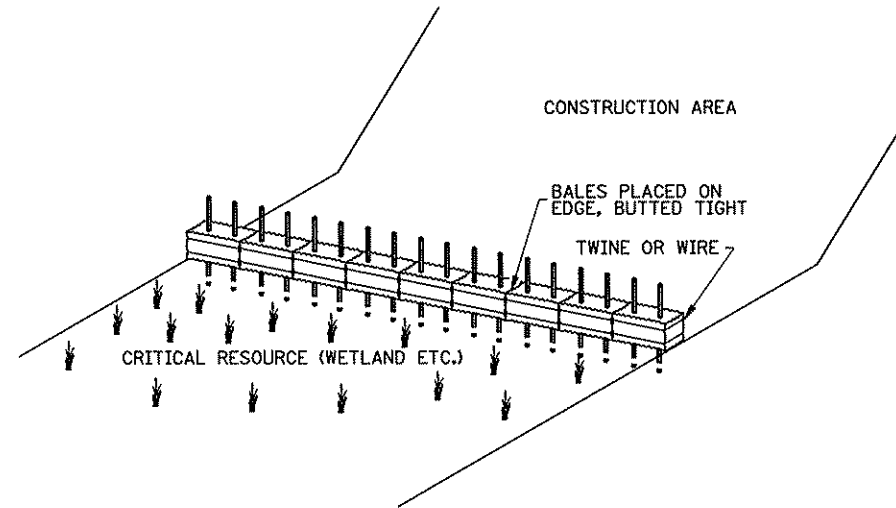
DESIGN GUIDELINES:
 STORM FREQUENCY: 2 YEAR - 24 HOUR
 MAXIMUM DRAINAGE AREA: 3 ACRES



ROCK CONSTRUCTION ENTRANCE ①

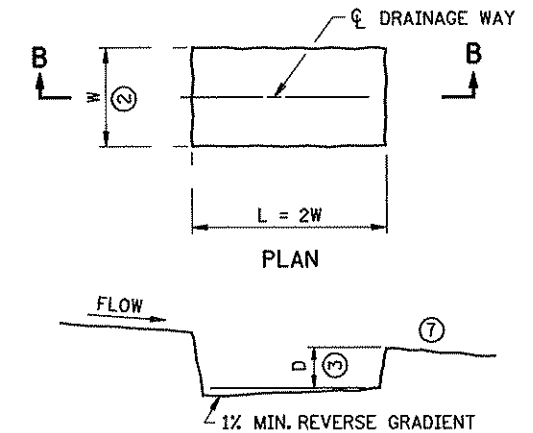


PLAN VIEW



BALE BARRIERS

TO BE USED FOR CRITICAL PERIMETER CONTROL AREAS

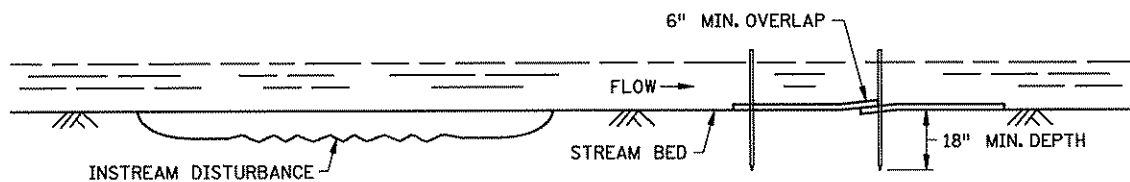


**SECTION B-B
 SEDIMENT TRAP DETAIL**

NOTES:

SEE SPECS. 2573, 3892, & 3894.

- ① ROCKS AT ENTRANCE CLEAN WORKSITE MUD OFF OF TRUCK TIRES BEFORE TRUCKS ENTER MAIN ROAD. KEEPING MUD OFF THE ROAD WILL PREVENT AUTO DAMAGE AND KEEP CONSTRUCTION SEDIMENT OUT OF DRAINAGE SYSTEMS AND WETLANDS. GEOTEXTILE MAY BE PLACED UNDER THE ROCK TO KEEP ROCKS SEPARATE FROM SOIL.
- ② W = 10 FT. MIN., 20 FT. MAX.
- ③ D = 2 FT.
- ④ TWO 2 IN. X 2 IN. WOOD STAKES OR REINFORCING BARS IN EACH BALE EMBEDDED 10 INCHES MINIMUM IN THE GROUND.
- ⑤ PLACE A CATEGORY 3 EROSION CONTROL BLANKET, 6 FT. WIDE MINIMUM, OVER THE BALE INSTEAD OF TRENCHING.
- ⑥ THIS DETAIL MAY NOT BE ACCEPTABLE FOR WORK ON PUBLIC WATERS, SEE GENERAL PUBLIC WATERS PERMIT (GP) 2004-0001.
- ⑦ LOCATION OF DOWNSTREAM TEMPORARY SEDIMENT CONTROL DEVICE.

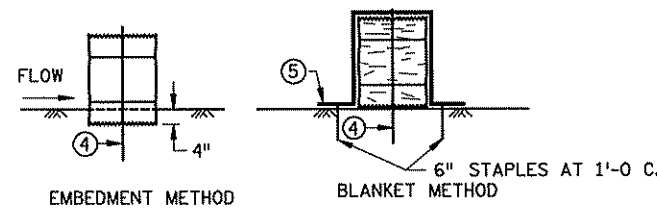


SECTION A-A

SEDIMENT MAT ⑥

TYPICAL STREAM BED INSTALLATION

DESIGN GUIDELINES:
 MAXIMUM FLOW VELOCITY: 5 FT./SEC.
 MAXIMUM FLOW DEPTH: 2 FT.



BALE BARRIER DETAIL

APPROX. BALE SIZE: 14" X 18" X 36" LONG

FILE NAME: p:\02-617-18\plan\5-297.405.2-spn.dgn

S.P. 002-617-018
 S.A.P.106-020-029
 S.A.P.197-020-002

STANDARD SHEET NO.
 5-297.405 (2 of 4)
 STANDARD APPROVED:
 SEPTEMBER 27, 2006

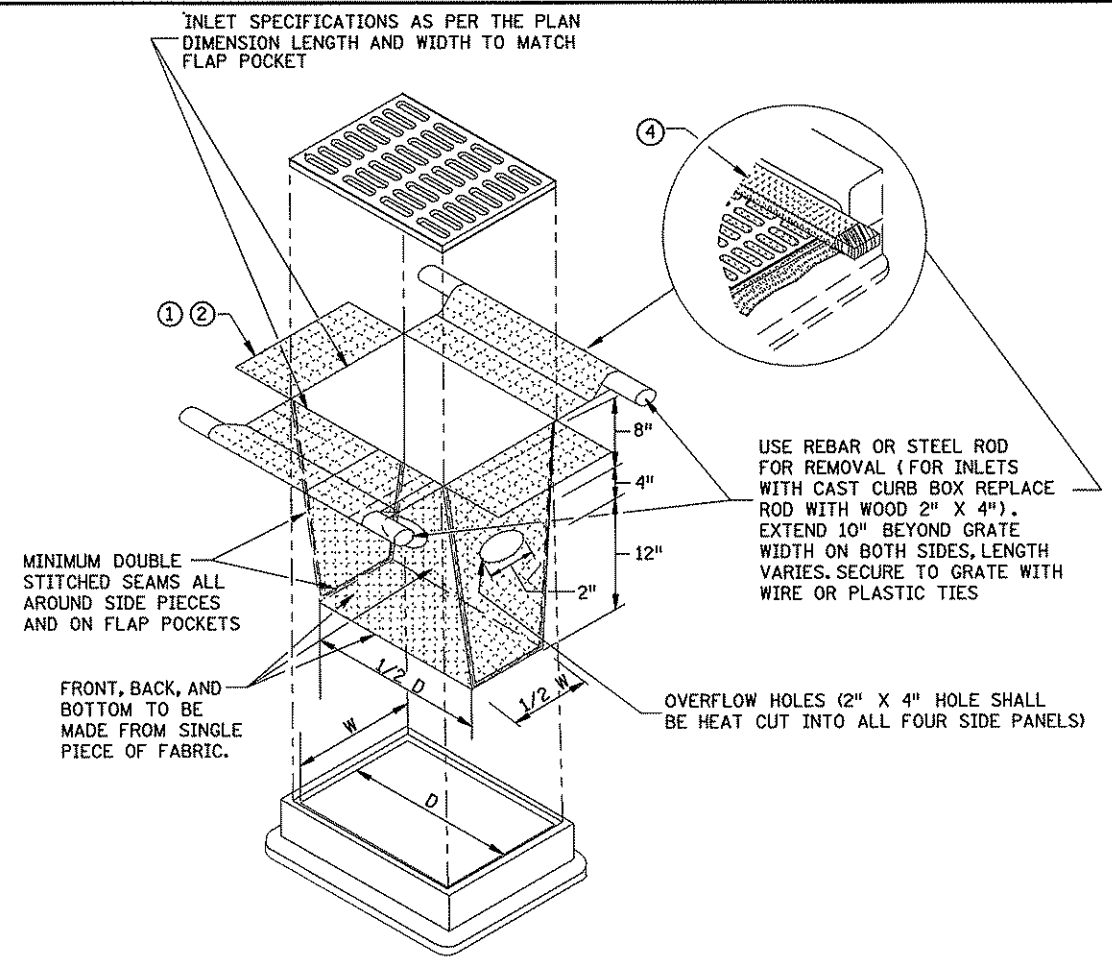
TITLE:

TEMPORARY SEDIMENT CONTROL
 MISCELLANEOUS DETAILS

SHEET NO.209 OF 366 SHEETS

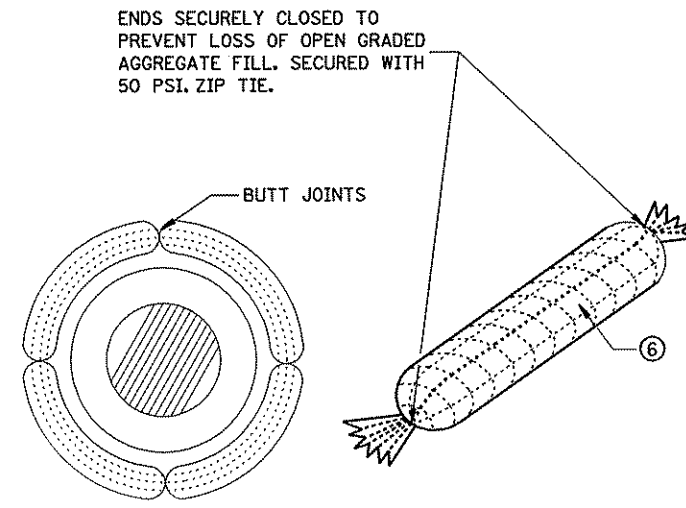
PLOTTED/REVISED: 03/08/2012

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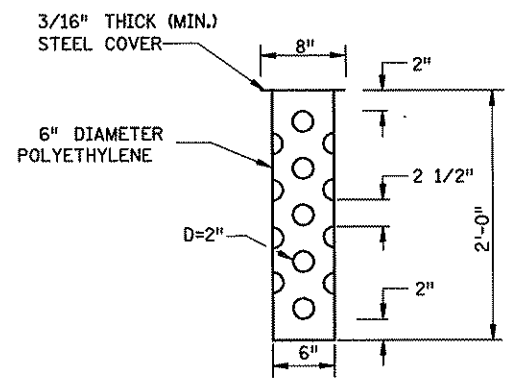


FILTER BAG INSERT ③

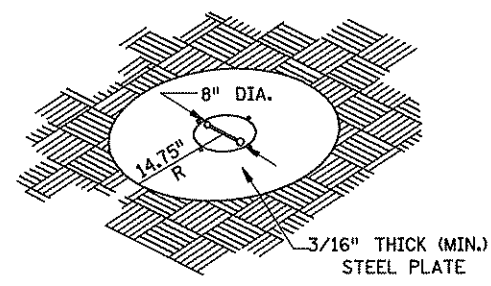
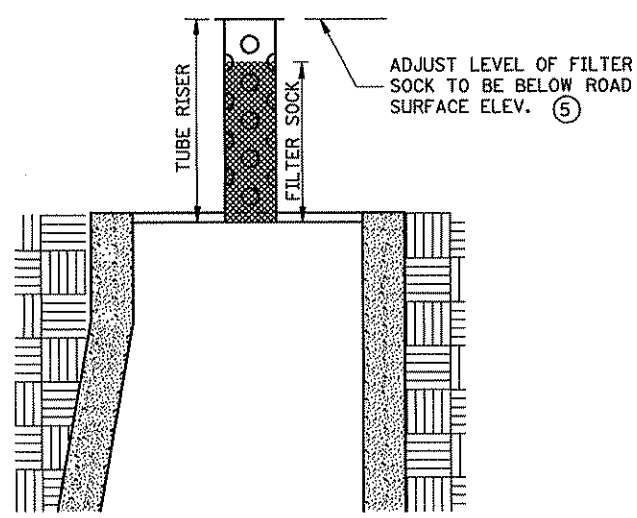
(CAN BE INSTALLED IN ANY INLET TYPE
WITH OR WITHOUT A CURB BOX)



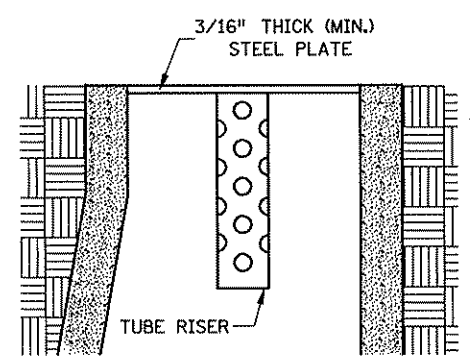
ROCK LOG/COMPOST LOG



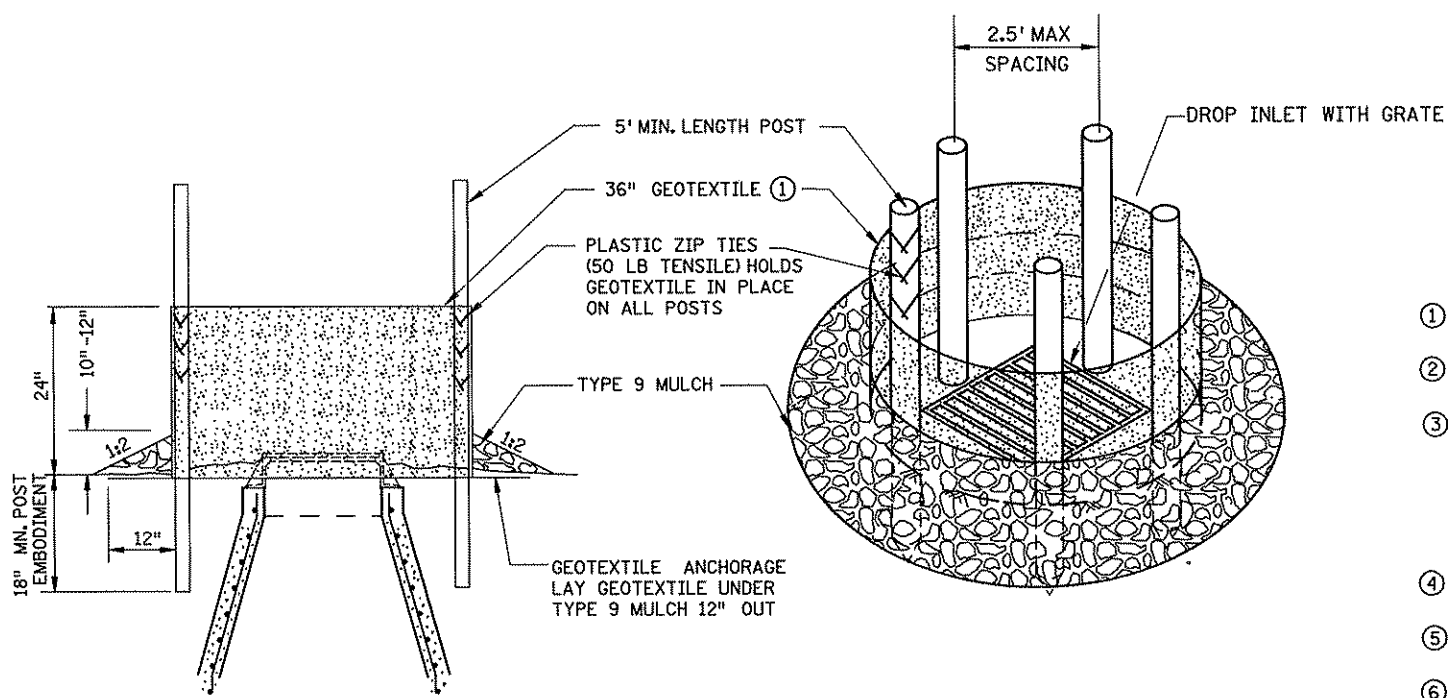
TUBE RISER



PERSPECTIVE VIEW

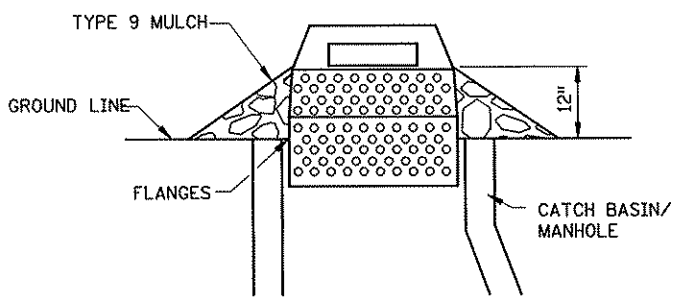


POP-UP HEAD



SILT FENCE RING AND ROCK FILTER BERM

USE WHERE INLET DRAINS IN AN AREA WITH SLOPES AT 1:3 OR LESS



SEDIMENT CONTROL INLET HAT

NOTE:
THE SEDIMENT CONTROL BARRIER SHALL BE A METAL
OR PLASTIC/POLYETHYLENE RISER SIZED TO FIT INSIDE
THE CATCH BASIN/MANHOLE; HAVE PERFORATIONS TO ALLOW
FOR WATER INFILTRATION; HAVE AN OVERFLOW OPENING,
FLANGES AND A LID/COVER.

NOTES:

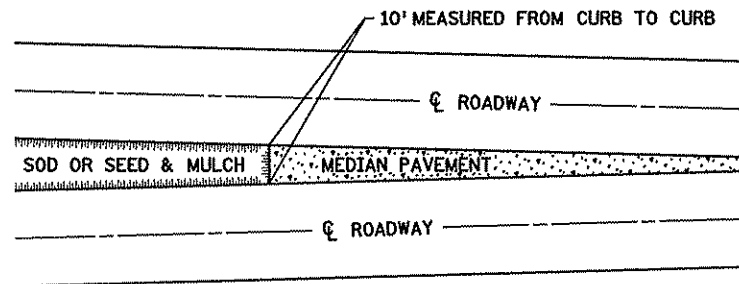
SEE SPECS. 2573, 3137, 3886 & 3891.

MANUFACTURED ALTERNATIVES LISTED ON Mn/DOT'S APPROVED PRODUCTS LIST
MAY BE SUBSTITUTED.

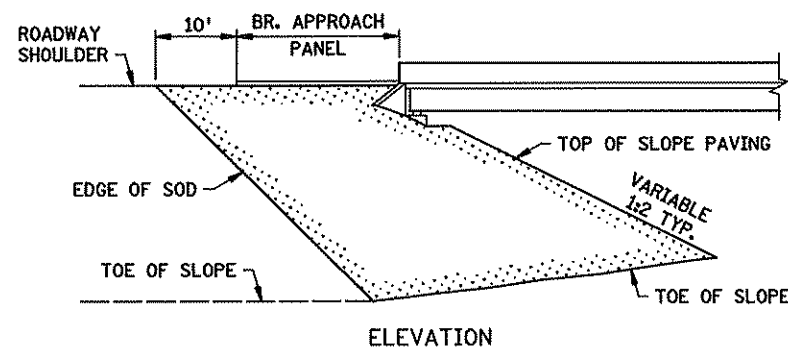
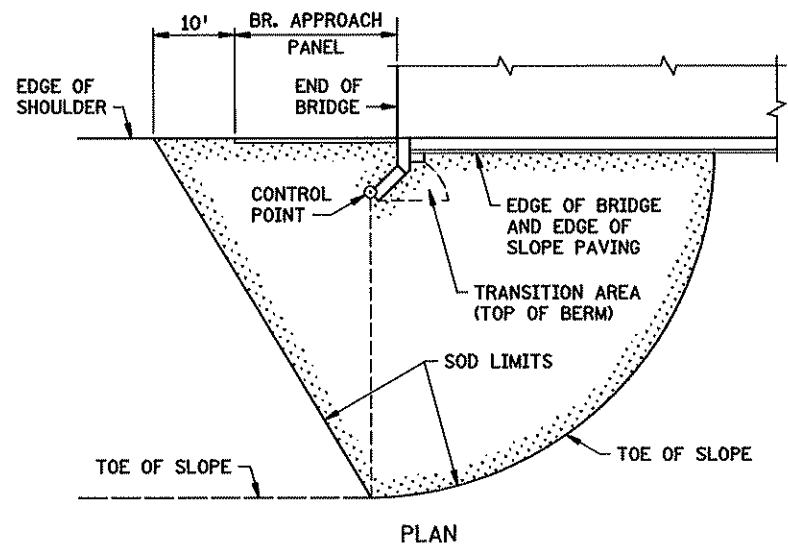
- ① ALL GEOTEXTILE USED FOR INLET PROTECTION SHALL BE MONOFILAMENT IN BOTH DIRECTIONS, MEETING SPEC. 3886.
- ② FINISHED SIZE, INCLUDING POCKETS WHERE REQUIRED SHALL EXTEND A MINIMUM OF 10 INCHES AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ③ INSTALLATION NOTES:
DO NOT INSTALL FILTER BAG INSERT IN INLETS SHALLOWER THAN 30 INCHES,
MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE. THE
INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE OF 3 INCHES BETWEEN
THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES.
WHERE NECESSARY THE CONTRACTOR SHALL CLINCH THE BAG, USING PLASTIC ZIP TIES,
TO ACHIEVE THE 3 INCH SIDE CLEARANCE.
- ④ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2 INCH X 4 INCH OR USE A
ROCK SOCK OR SAND BAGS IN PLACE OF THE FLAP POCKETS.
- ⑤ SOCK HEIGHT MUST NOT BE SO HIGH AS TO SLOW DOWN WATER FILTRATION TO CAUSE
FLOODING OF THE ROADWAY.
- ⑥ GEOTEXTILE SOCK BETWEEN 4-10 FEET LONG AND 4-6 INCH DIAMETER. SEAM TO BE
JOINED BY TWO ROWS OF STITCHING WITH A PLASTIC MESH BACKING OR PROVIDE A
HEAT BONDED SEAM (OR APPROVED EQUIVALENT). FILL ROCK LOG WITH OPEN GRADED
AGGREGATE CONSISTING OF SOUND DURABLE PARTICLES OF COARSE AGGREGATE
CONFORMING TO SPEC. 3137 TABLE 3137-1; CA-3 GRADATION.

S.P. 002-617-018 S.A.P.106-020-029 S.A.P.197-020-002	STANDARD SHEET NO. 297.405 (4 OF 4)	TITLE: TEMPORARY SEDIMENT CONTROL STORM DRAIN INLET PROTECTION
	STANDARD APPROVED: SEPTEMBER 27, 2006	SHEET NO. 210 OF 366 SHEETS

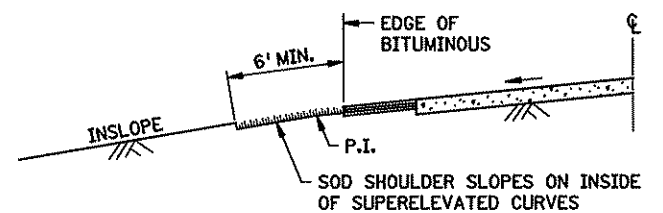
PLOTTED/REVISED: 03/08/2012



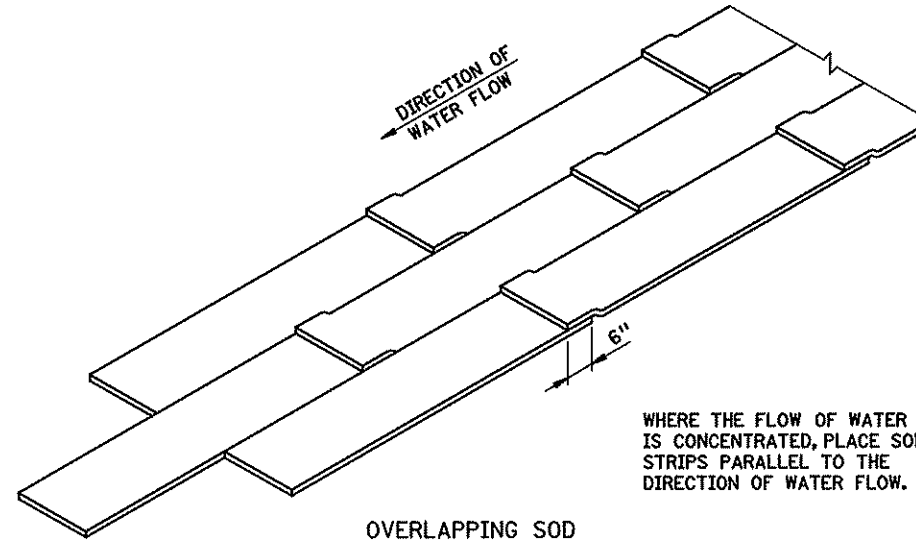
SODDING LIMITS AT GORE AREA



SODDING LIMITS AT BRIDGE APPROACH FILLS

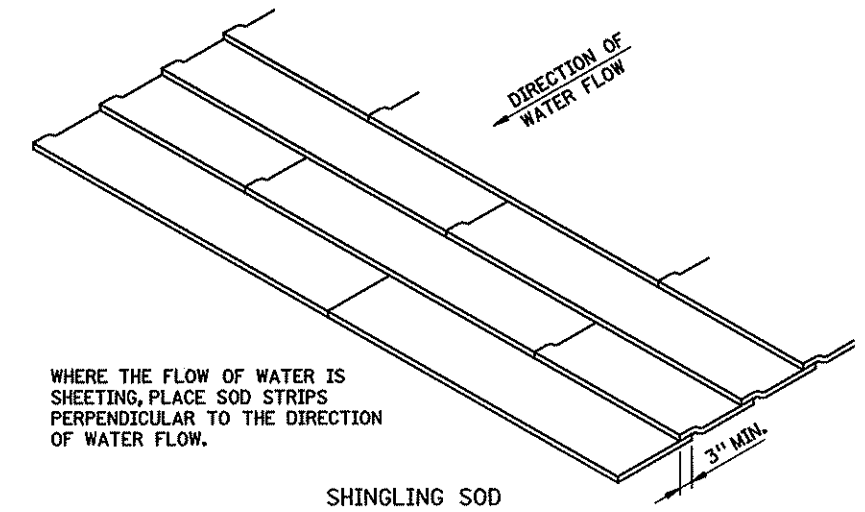


SODDING INSLOPES OF SUPERELEVATED CURVES



OVERLAPPING SOD

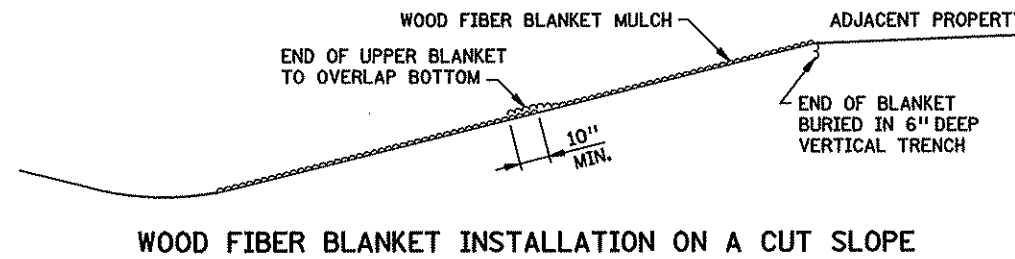
WHERE THE FLOW OF WATER IS CONCENTRATED, PLACE SOD STRIPS PARALLEL TO THE DIRECTION OF WATER FLOW.



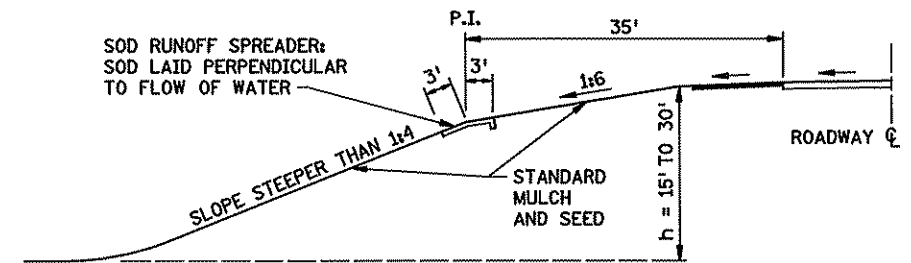
SHINGLING SOD

WHERE THE FLOW OF WATER IS SHEETING, PLACE SOD STRIPS PERPENDICULAR TO THE DIRECTION OF WATER FLOW.

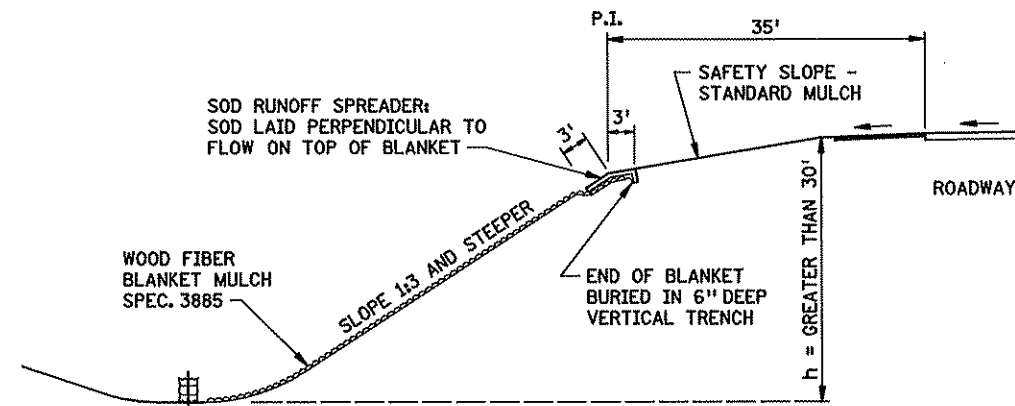
SPECIAL SOD PLACEMENT TECHNIQUES



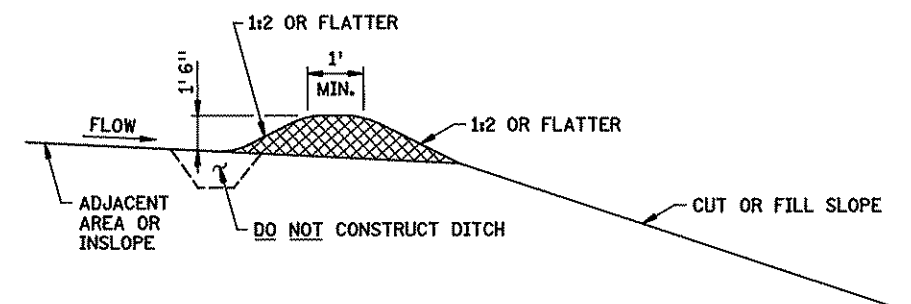
WOOD FIBER BLANKET INSTALLATION ON A CUT SLOPE



BROKEN-BACK SAFETY FILL SLOPE



WOOD FIBER BLANKET INSTALLATION ON AN INSLOPE (WHEN REQUIRED)

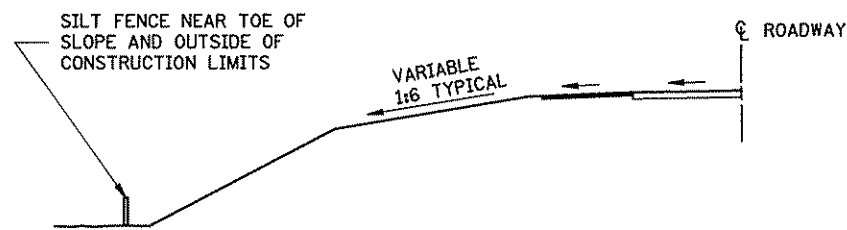


PERMANENT SLOPE PROTECTION DIKE

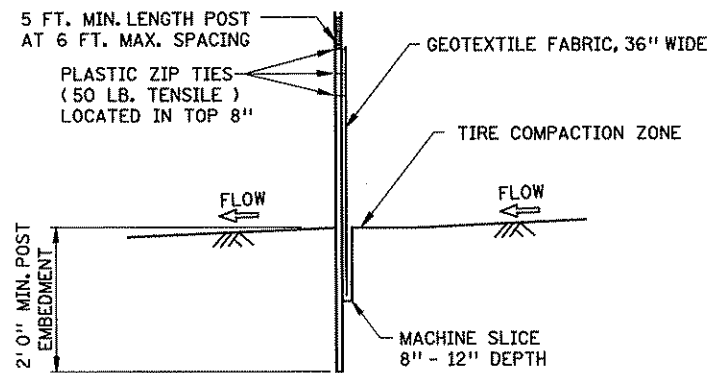
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S.P. 002-617-018 S.A.P.106-020-029 S.A.P.197-020-002	STANDARD SHEET NO. 5-297.406	TITLE: PERMANENT EROSION CONTROL ALONG ROADWAYS AND AT GORE AREAS & BRIDGE APPROACH FILLS
	STANDARD APPROVED: JANUARY 31, 1985	
	REVISION DATE 10-26-2000	SHEET NO. 211 OF 366 SHEETS

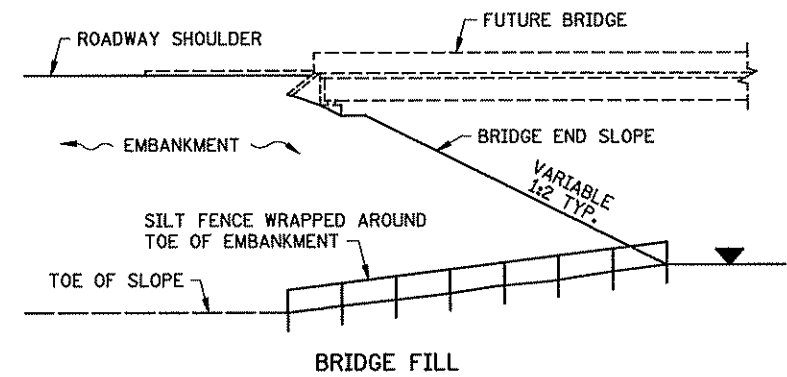
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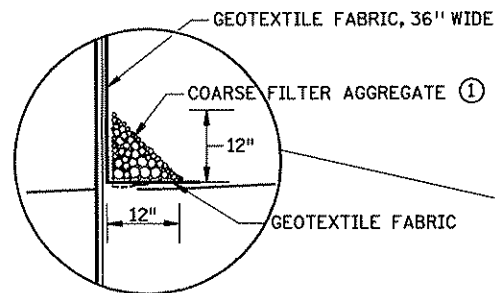
LOCATION OF SILT FENCE AT TOE OF ROADWAY EMBANKMENT



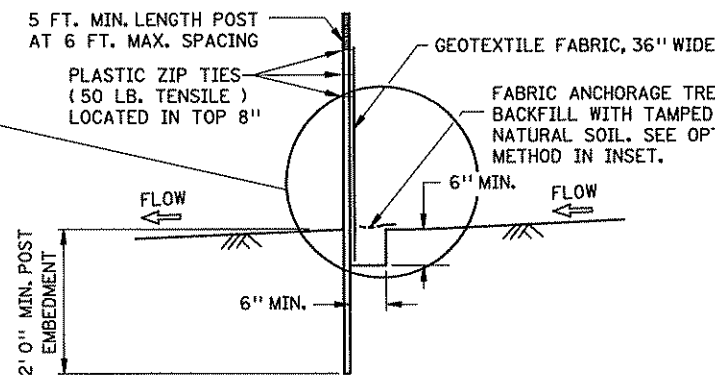
SILT FENCE, MACHINE SLICED
DESIGN GUIDELINES:
 TO PROTECT AREAS FROM SHEET FLOW.
 MAXIMUM CONTRIBUTING AREA: 1 ACRE.



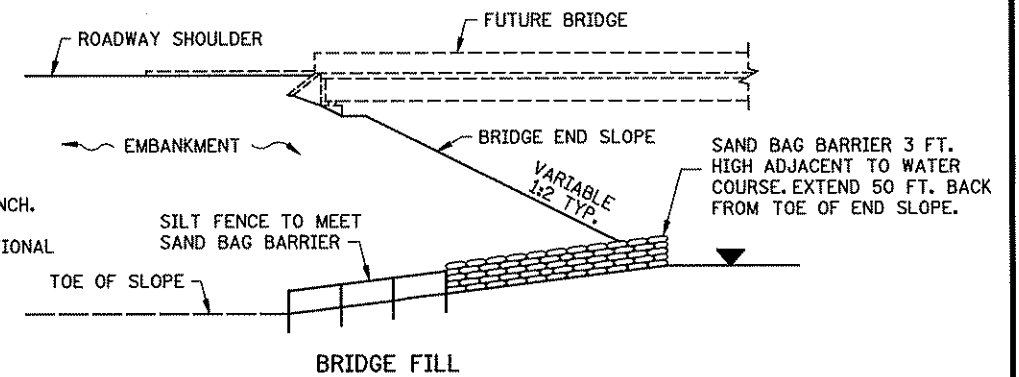
DESIGN GUIDELINES:
 WATER COURSE FLOW VELOCITY: STAGNANT
 CONTRIBUTING SLOPE AREA: 1/2 ACRE



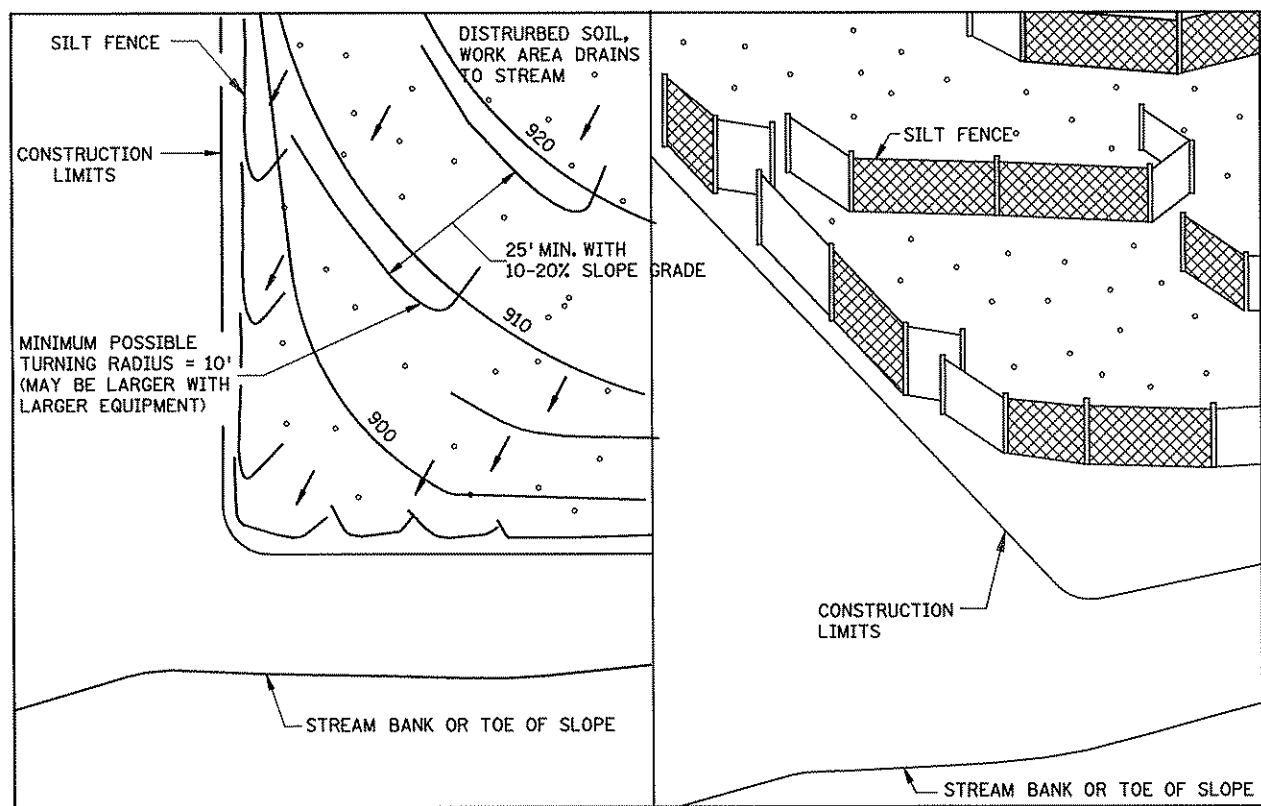
OPTIONAL METHOD FOR SILT FENCE, HEAVY DUTY



SILT FENCE, HEAVY DUTY (HAND INSTALLED)
DESIGN GUIDELINES:
 TO PROTECT AREAS FROM SHEET FLOW.
 MAXIMUM CONTRIBUTING AREA: 1 ACRE.



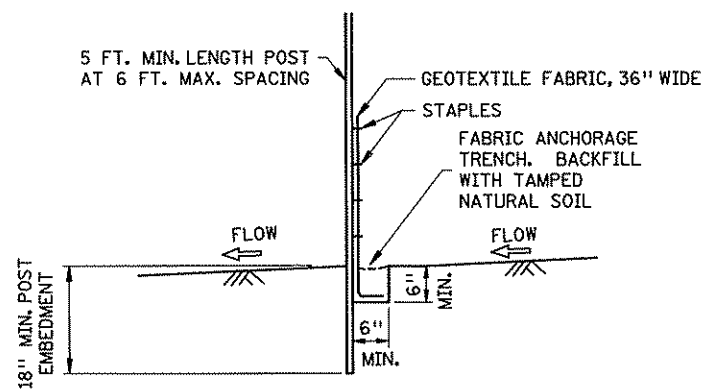
DESIGN GUIDELINES:
 WATER COURSE FLOW VELOCITY: 1 TO 7 FT./SEC.
 CONTRIBUTING SLOPE AREA: 1 ACRE



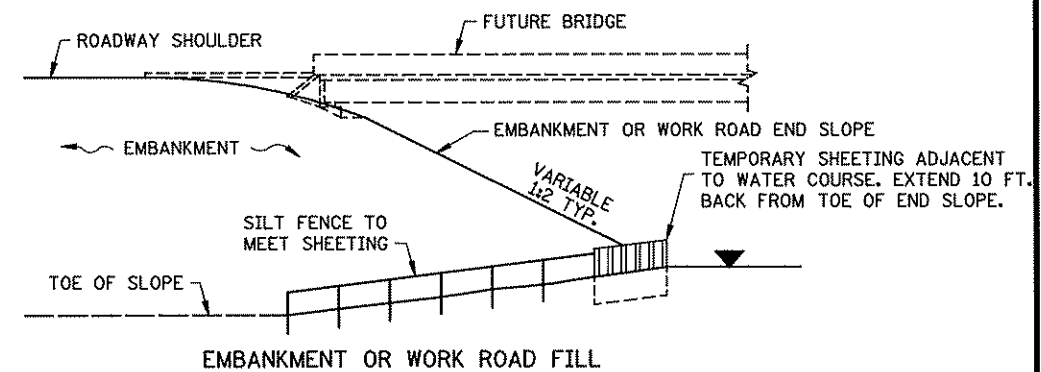
PLAN VIEW

SIDE VIEW

SILT FENCE, J-HOOK INSTALLATION



SILT FENCE, PREASSEMBLED
DESIGN GUIDELINES:
 TO PROTECT AREAS FROM SHEET FLOW.
 MAXIMUM CONTRIBUTING AREA: 1 ACRE.



DESIGN GUIDELINES:
 WATER COURSE FLOW VELOCITY: 8 TO 15 FT./SEC.
 CONTRIBUTING SLOPE AREA: 3 ACRES

SILT FENCE AT BRIDGE EMBANKMENT ADJACENT TO WATER

NOTES:

SEE SPECS. 2573, 3149 & 3886.

① COARSE FILTER AGGREGATE (SPEC. 3149) SHALL BE INCIDENTAL.

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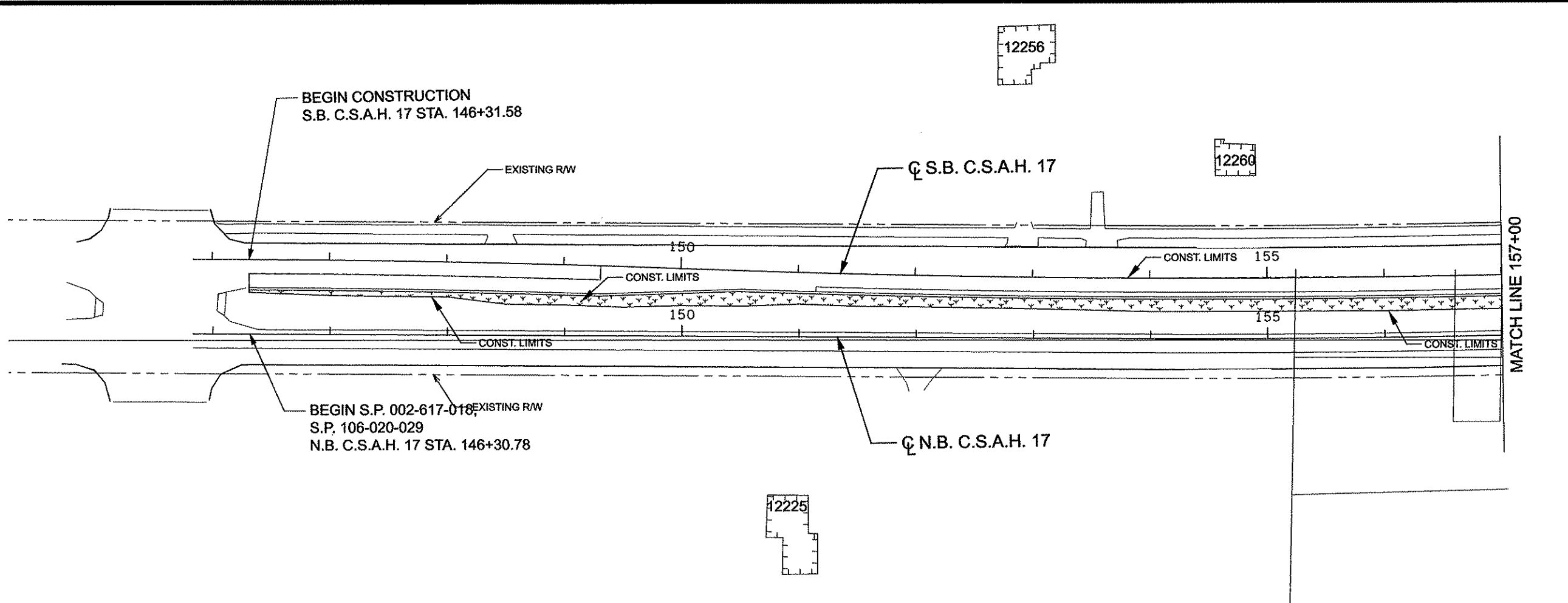
S.P. 002-617-018
 S.A.P.106-020-029
 S.A.P.197-020-002

STANDARD SHEET NO.
 5-297.408 (1 OF 2)
 STANDARD APPROVED:
 SEPTEMBER 27, 2006

TITLE:

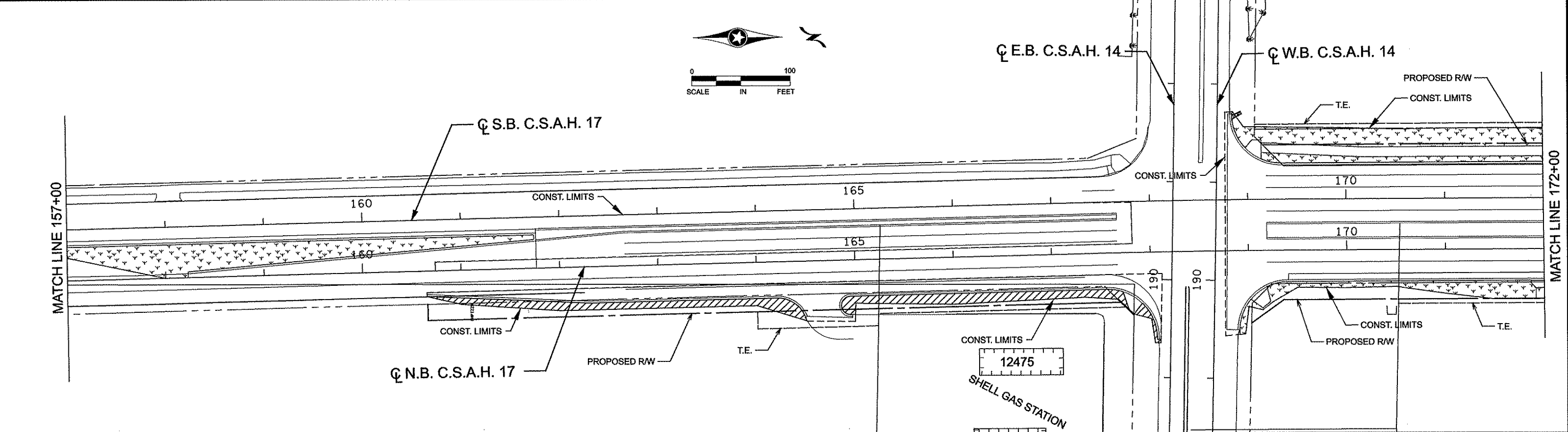
TEMPORARY SEDIMENT CONTROL
 SILT FENCE

SHEET NO. 212 OF 366 SHEETS



LEGEND

	SEEDLING MIX 270 FERTILIZER 22-5-10
	SEEDLING MIX 310 FERTILIZER 17-10-7
	SEEDLING MIX 328 FERTILIZER 17-10-7
	SEEDLING MIX 350 FERTILIZER 17-10-7
	SEEDLING MIX 340 FERTILIZER 17-10-7
	SOD TYPE SALT RESISTANT FERTILIZER 22-5-10



NO	DATE	BY	CKD	APPR	REVISION
NAME: p:02-617-18\plan\0261718_TE1_P.dgn					

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

PRINT NAME: CURT A. KOBIARCSIK

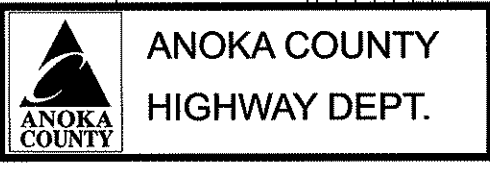
SIGNATURE: *Curt Kobilarcsik*

DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012

DESIGN BY: GMP DATE: 3/8/2012

CHECKED BY: JEO DATE: 3/8/2012









S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

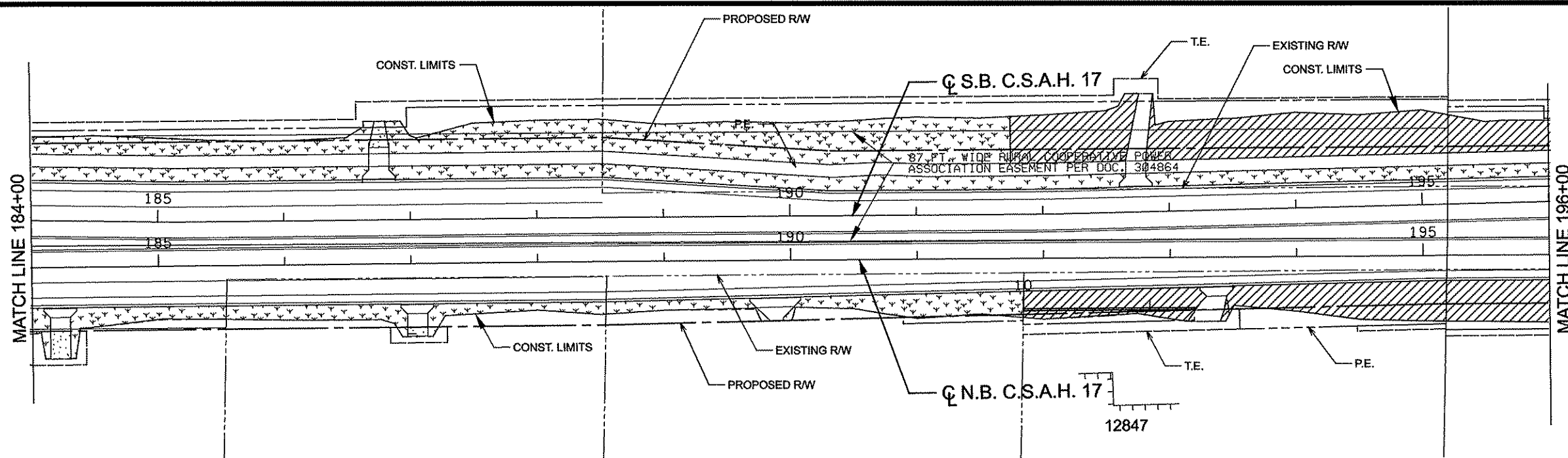
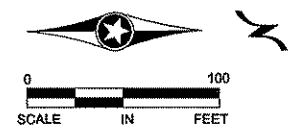
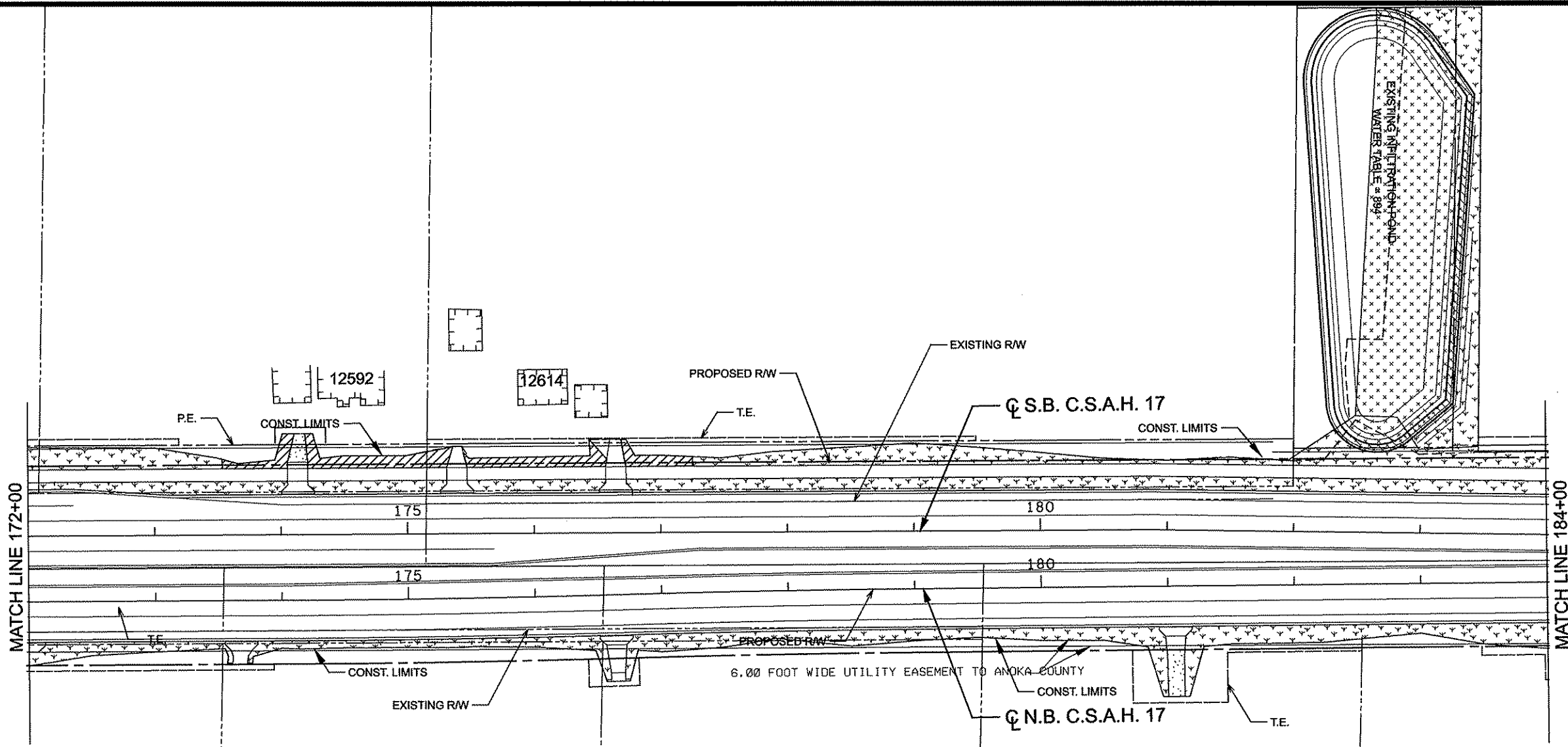
TURF ESTABLISHMENT

STA 146+00 TO 172+00

Sheet 213 of 366 Sheets

LEGEND

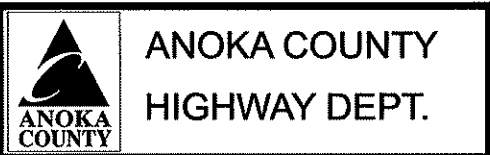
-  SEEDING MIX 270
FERTILIZER 22-5-10
-  SEEDING MIX 310
FERTILIZER 17-10-7
-  SEEDING MIX 328
FERTILIZER 17-10-7
-  SEEDING MIX 350
FERTILIZER 17-10-7
-  SEEDING MIX 340
FERTILIZER 17-10-7
-  SOD TYPE SALT RESISTANT
FERTILIZER 22-5-10



NO	DATE	BY	CKD	APPR	REVISION
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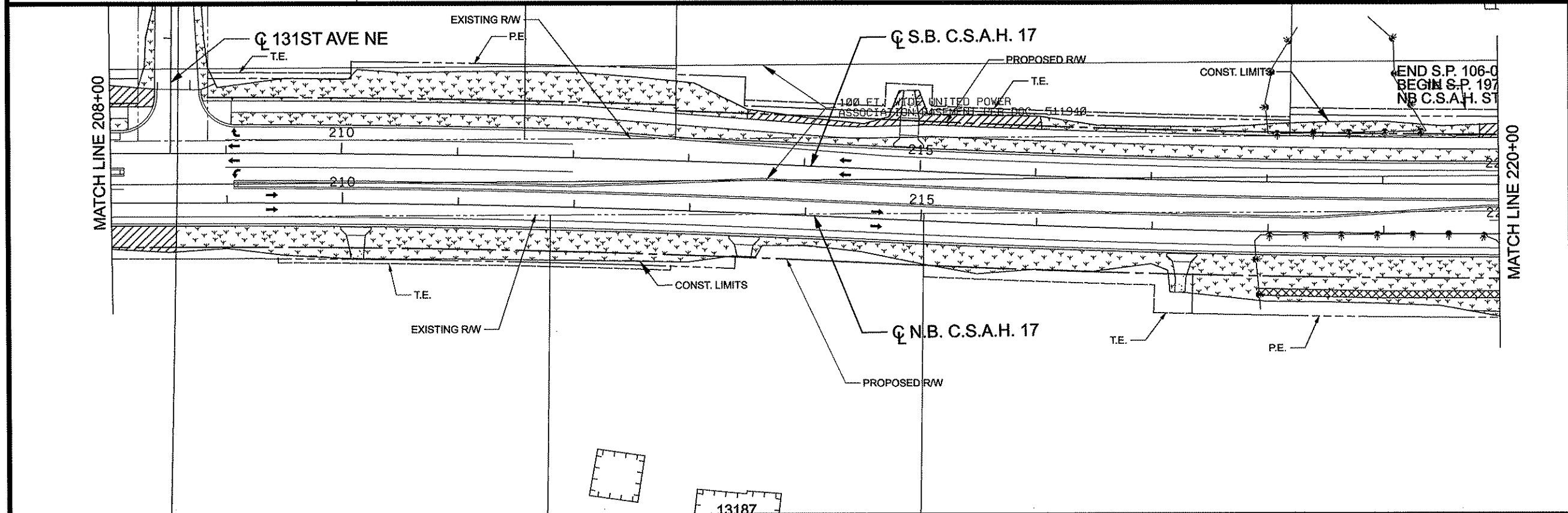
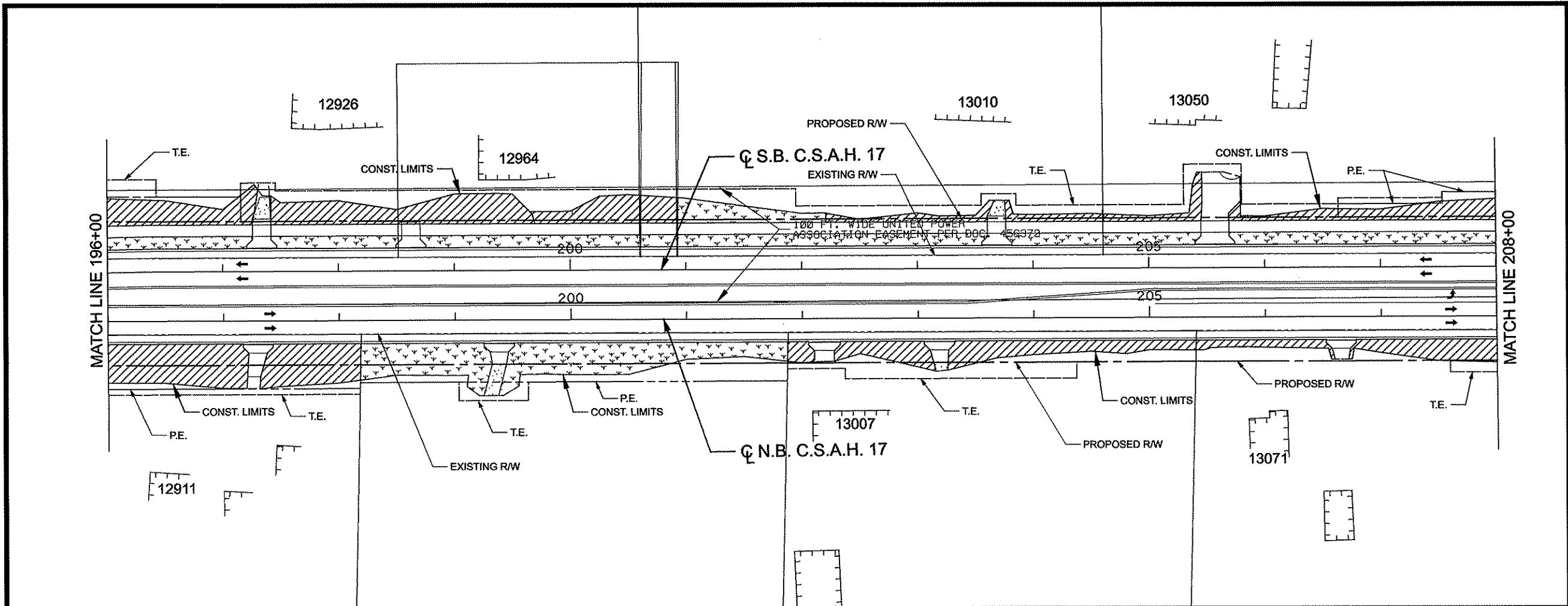
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY: GMP DATE: 3/8/2012
 DESIGN BY: GMP DATE: 3/8/2012
 CHECKED BY: JEO DATE: 3/8/2012



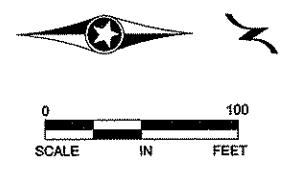
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 S.P. 106-020-029
 S.P. 197-020-002

TURF ESTABLISHMENT
 STA 172+00 TO 196+00
 Sheet 214 of 366 Sheets



LEGEND

	SEEDLING MIX 270 FERTILIZER 22-5-10
	SEEDLING MIX 310 FERTILIZER 17-10-7
	SEEDLING MIX 328 FERTILIZER 17-10-7
	SEEDLING MIX 350 FERTILIZER 17-10-7
	SEEDLING MIX 340 FERTILIZER 17-10-7
	SOD TYPE SALT RESISTANT FERTILIZER 22-5-10



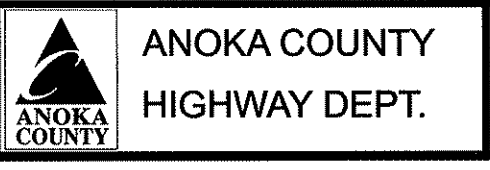
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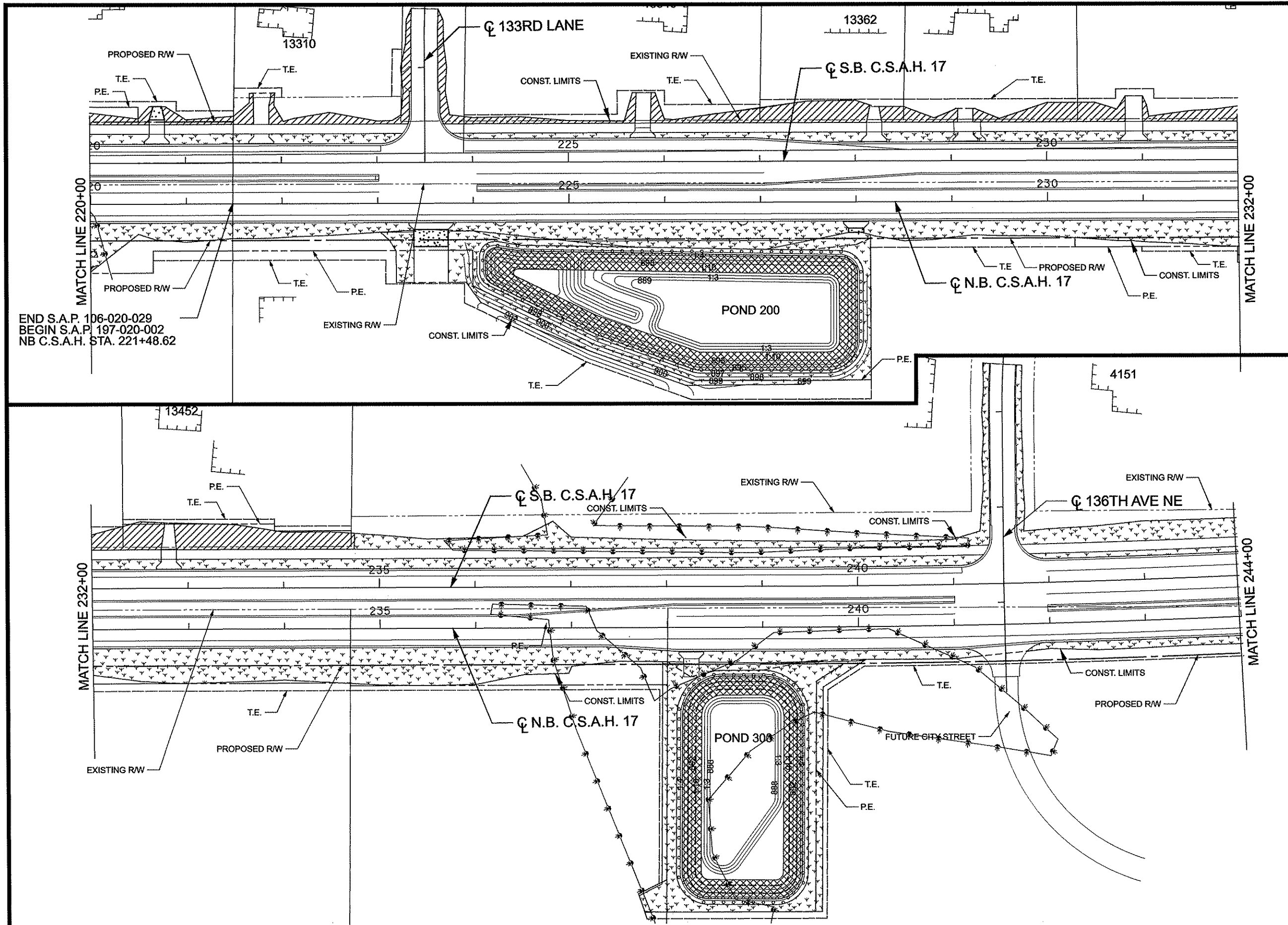
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 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

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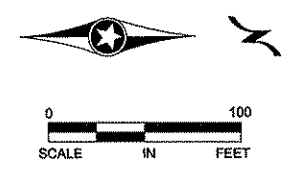
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 S.P. 106-020-029
 S.P. 197-020-002
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TURF ESTABLISHMENT
 STA 196+00 TO 220+00
 Sheet 215 of 366 Sheets



LEGEND

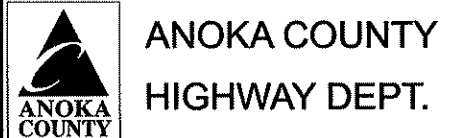
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	SEEDING MIX 310 FERTILIZER 17-10-7
	SEEDING MIX 328 FERTILIZER 17-10-7
	SEEDING MIX 350 FERTILIZER 17-10-7
	SEEDING MIX 340 FERTILIZER 17-10-7
	SOD TYPE SALT RESISTANT FERTILIZER 22-5-10



END S.A.P. 106-020-029
 BEGIN S.A.P. 197-020-002
 NB C.S.A.H. STA. 221+48.62

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

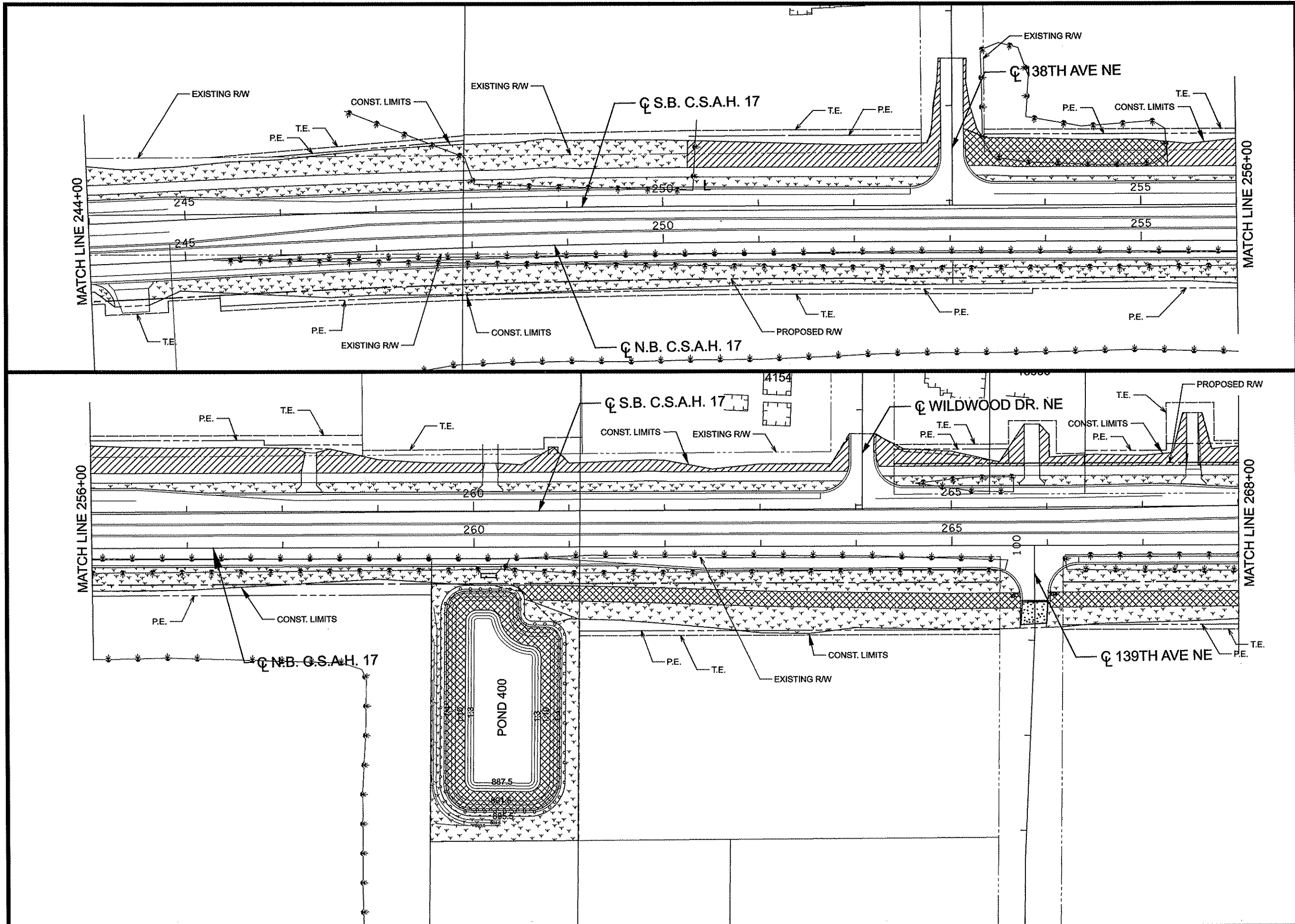
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 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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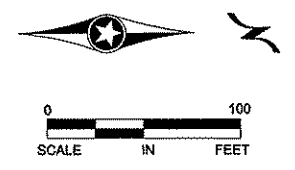
TURF ESTABLISHMENT
 STA 220+00 TO 244+00
 Sheet 216 of 366 Sheets

NO	DATE	BY	CKD	APPR	REVISION	
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LEGEND

	SEEDING MIX 270 FERTILIZER 22-5-10
	SEEDING MIX 310 FERTILIZER 17-10-7
	SEEDING MIX 328 FERTILIZER 17-10-7
	SEEDING MIX 350 FERTILIZER 17-10-7
	SEEDING MIX 340 FERTILIZER 17-10-7
	SOD TYPE SALT RESISTANT FERTILIZER 22-5-10



NO	DATE	BY	CKD	APPR	REVISION

NAME: p:\02-617-18\plan\0261718_TE5_P.dgn
03/08/2012 11:27:37 AM

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

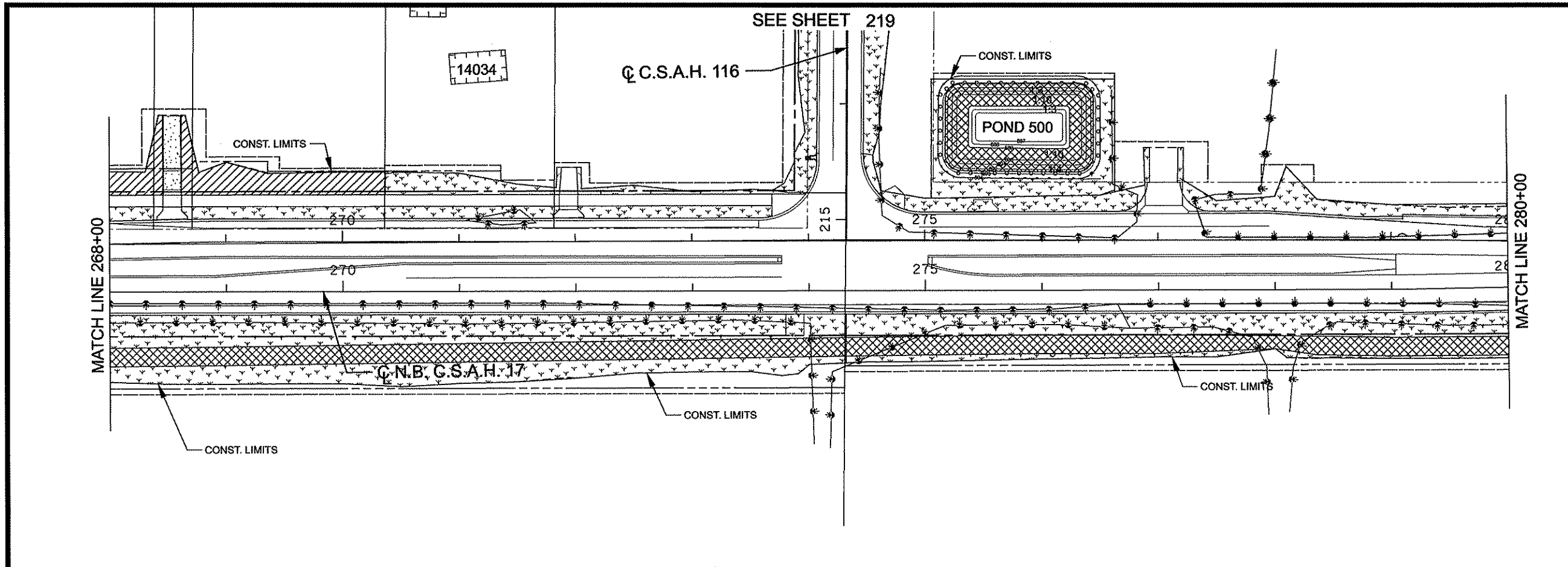
PRINT NAME: CURT A. KOBILARCSIK
SIGNATURE: *Curt Kobilarsik*
DATE: 3-8-12 LICENSE NO. 24758

DRAWN BY GMP DATE 3/8/2012
DESIGN BY GMP DATE 3/8/2012
CHECKED BY JEO DATE 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

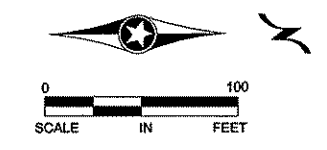
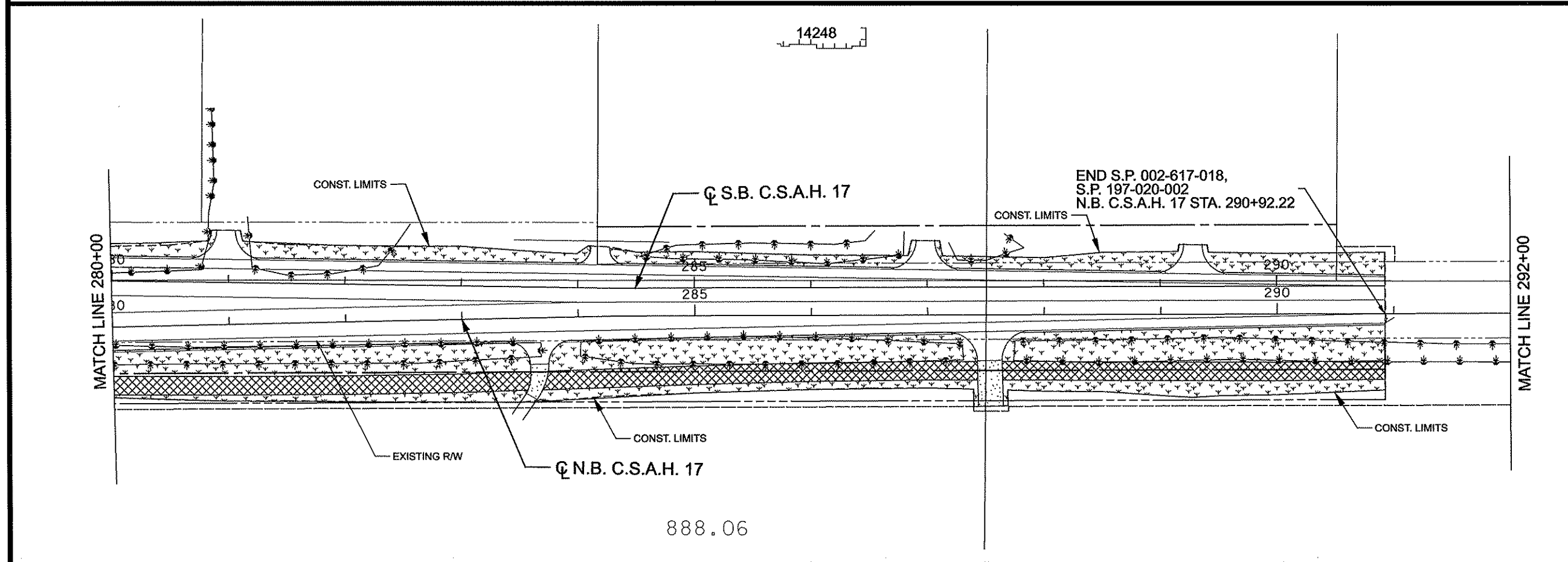
S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
__**

TURF ESTABLISHMENT
STA 244+00 TO 268+00
Sheet 217 of 366 Sheets



LEGEND

	SEEDING MIX 270 FERTILIZER 22-5-10
	SEEDING MIX 310 FERTILIZER 17-10-7
	SEEDING MIX 328 FERTILIZER 17-10-7
	SEEDING MIX 350 FERTILIZER 17-10-7
	SEEDING MIX 340 FERTILIZER 17-10-7
	SOD TYPE SALT RESISTANT FERTILIZER 22-5-10



NO	DATE	BY	CKD	APPR	REVISION

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

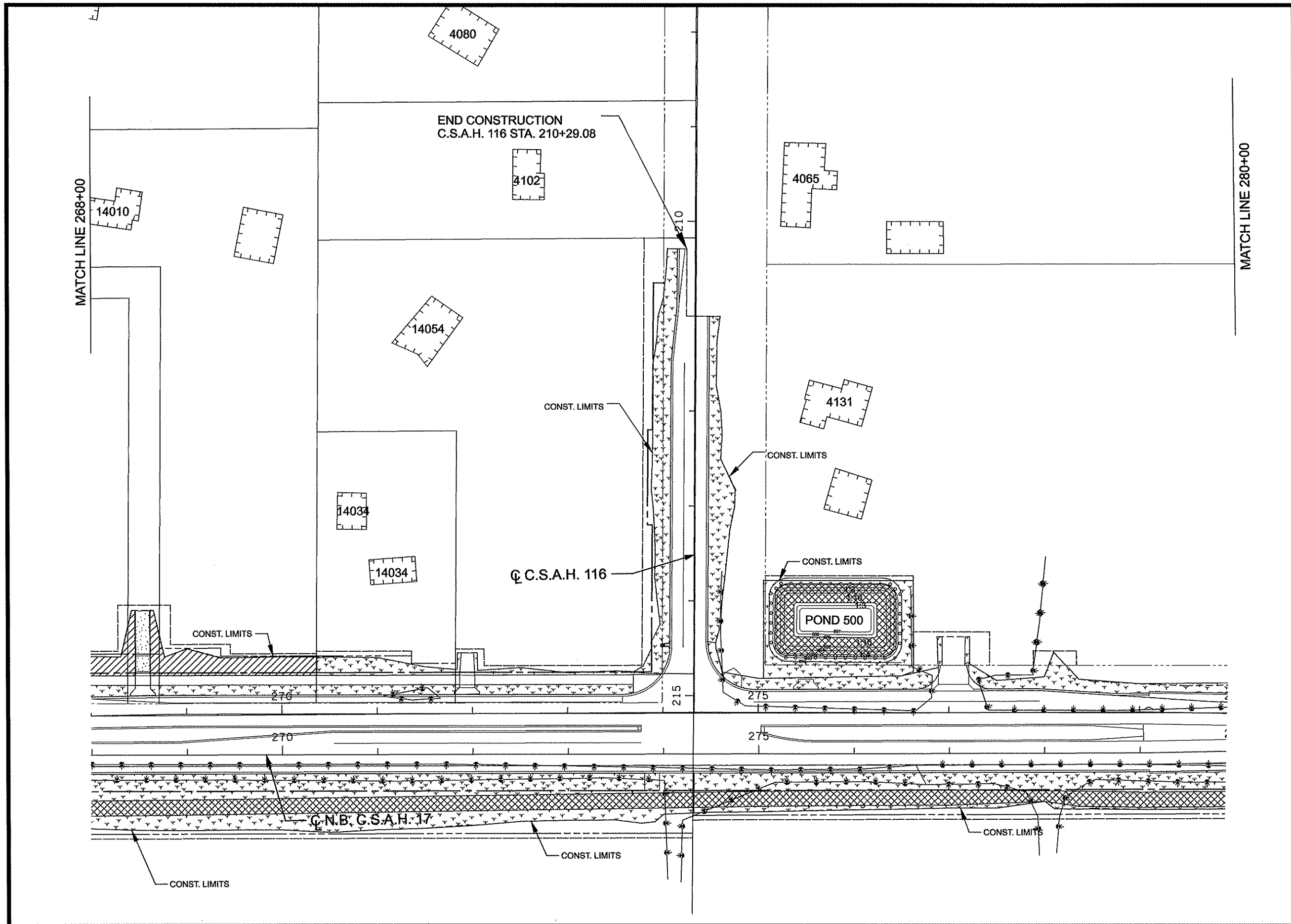
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *[Signature]*
 DATE: 3-8-12 LICENSE NO. 24756

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 DESIGN BY: GMP DATE: 3/8/2012
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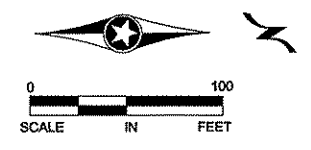


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

TURF ESTABLISHMENT
 STA 286+00 TO 292+00
 Sheet 218 of 366 Sheets



LEGEND	
	SEEDING MIX 270 FERTILIZER 22-5-10
	SEEDING MIX 310 FERTILIZER 17-10-7
	SEEDING MIX 328 FERTILIZER 17-10-7
	SEEDING MIX 350 FERTILIZER 17-10-7
	SEEDING MIX 340 FERTILIZER 17-10-7
	SOD TYPE SALT RESISTANT FERTILIZER 22-5-10



NO	DATE	BY	CKD	APPR	REVISION
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I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-8-12 LICENSE NO. 24756

DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012

ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 **.*.*.*

**PERMANENT PAVEMENT MARKING PLAN
NOTES AND GUIDELINES**

GENERAL INFORMATION:

THE ENGINEER'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULTATION AND INSPECTION. ANOKA COUNTY HIGHWAY DEPARTMENT WILL PLACE NECESSARY "SPOTTING" AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL FOR STRIPING AND TO DETERMINE NECESSARY STARTING AND CUTOFF POINTS, LONGITUDINAL JOINTS, PAVEMENT EDGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL WHEN SO DIRECTED.

EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS WITH PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE RADIUS FOR THE INTERSECTION OR AT MARKED STOP LINES OR CROSSWALKS.

A TOLERANCE OF 1/4 INCH UNDER OR 1/4 INCH OVER THE SPECIFIED WIDTH WILL BE ALLOWED FOR STRIPING PROVIDED THE VARIATION IS GRADUAL AND DOES NOT DETRACT FROM THE GENERAL APPEARANCE. BROKEN LINE SEGMENTS MAY VARY UP TO ONE-HALF FOOT FROM THE SPECIFIED LENGTHS PROVIDED THE OVER AND UNDER VARIATIONS ARE REASONABLY COMPENSATORY. ALIGNMENT DEVIATIONS FROM THE CONTROL GUIDE SHALL NOT EXCEED 1 INCH. MATERIAL SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS, ESTABLISHMENT OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE PLANNED DIMENSIONS.

EPOXY:

THE ROAD SURFACE SHALL BE CLEANED AT THE DIRECTION OF THE ENGINEER JUST PRIOR TO APPLICATION. PAVEMENT CLEANING SHALL CONSIST OF AT LEAST BRUSHING WITH A ROTARY BROOM (NON-METALLIC) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER AND ACCEPTABLE TO THE ENGINEER. NEW PORTLAND CEMENT CONCRETE SURFACES SHALL BE SANDBLAST CLEANED TO REMOVE ANY SURFACE TREATMENT AND/OR LAITANCE ON LOW SPEED (SPEED LIMIT 35 MPH OR LESS) URBAN PORTLAND CEMENT CONCRETE ROADWAYS. SANDBLAST CLEANING SHALL BE USED FOR ALL EPOXY PAVEMENT MARKINGS.

THE EPOXY MARKING APPLICATION SHALL IMMEDIATELY FOLLOW THE PAVEMENT CLEANING. GLASS BEANS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE EPOXY RESIN LINE TO PROVIDE AN IMMEDIATE NO-TRACK SYSTEM.

AN EPOXY RESIN LINE 4" WIDE AND 15 MILL THICKNESS (WET), REQUIRES AN APPLICATION RATE OF ONE (1) GALLON OF COMPONENTS FOR 320 FEET OF LINE. GLASS BEANS SHALL BE APPLIED AT A POUND PER GALLON RATE SUFFICIENT TO ACHIEVE AN ACCEPTABLE NO-TRACK SYSTEM.

OPERATIONS SHALL BE CONDUCTED ONLY WHEN THE ROAD PAVEMENT SURFACE TEMPERATURES ARE 50 DEGREES FAHRENHEIT OR GREATER.

PERMANENT PAVEMENT MARKINGS SHALL NOT BE PLACED OVER TEMPORARY TAPE MARKINGS.

PREFORMED THERMOPLASTIC:

THE PREFORMED THERMOPLASTIC MARKINGS SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS ON CLEAN AND DRY SURFACES. SEE SPECIAL PROVISIONS FOR PREFORMED THERMOPLASTIC MARKING SPECIFICATIONS.

PAINT:

AT THE TIME OF APPLYING THE MARKING MATERIAL, THE APPLICATION AREA SHALL BE FREE OF CONTAMINATION. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE PRIOR TO THE LINE APPLICATION IN A MANNER AND TO THE EXTENT REQUIRED BY THE ENGINEER.



GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE PAINT LINE.

EXCEPT WHEN USED AS A TEMPORARY MARKING, PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR TEMPERATURE IS 50 DEGREES FARHENHEIT OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILD OR DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE AFTER CLEANING AND BEFORE THE MARKING MATERIAL CAN BE APPLIED.





THE FILLING OF TANKS, POURING OF MATERIALS OR CLEANING OF EQUIPMENT SHALL NOT BE PERFORMED ON UNPROTECTED PAVEMENT SURFACES UNLESS ADEQUATE PROVISIONS ARE MADE TO PREVENT SPILLAGE OF MATERIAL.

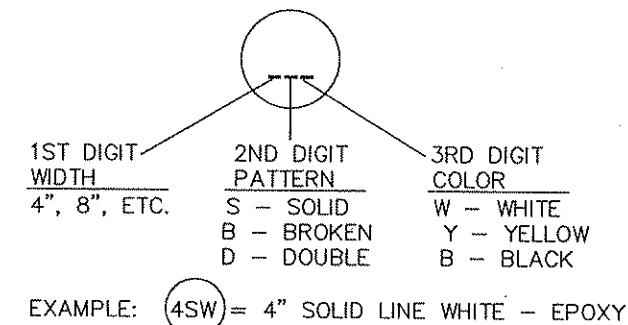
PERMANENT PAVEMENT MARKING TABULATION		
ITEM	UNIT	TOTAL QUANTITY
PAVEMENT MARKING REMOVAL	LIN FT	20000
PAVEMENT MARKING REMOVAL	SQ FT	1368
REMOVABLE LANE TAPE	LIN FT	6000
4" SOLID LINE WHITE - PAINT	LIN FT	100000
4" SOLID LINE YELLOW - PAINT	LIN FT	85000
4: DOUBLE YELLOW - PAINT	LIN FT	15000
PAVEMENT MSSG (LT ARROW) PREFORMED THERMOPLASTIC	EACH	8
PAVEMENT MSSG (RT ARROW) PREFORMED THERMOPLASTIC	EACH	6
24" SOLID LINE YELLOW - PREFORMED THERMOPLASTIC	LIN FT	272
24" SOLID LINE WHITE - PREFORMED THERMOPLASTIC	LIN FT	362
3' x 6' CROSSWALK MARKING - PREFORMED THERMOPLASTIC	SQ FT	2052
4" SOLID LINE WHITE - EPOXY	LIN FT	34663
4" SOLID LINE YELLOW - EPOXY	LIN FT	26149
4" BROKEN LINE WHITE - EPOXY (10 ft stripe / 40 ft gap)	LIN FT	6450
8" BROKEN LINE WHITE - EPOXY (3 ft stripe / 12 ft gap)	LIN FT	195
4" BROKEN LINE YELLOW - EPOXY (10 ft stripe / 40 ft gap)	LIN FT	140
4" DOUBLE SOLID LINE YELLOW - EPOXY	LIN FT	1002

SYMBOLS & MATERIALS LEGEND

-  CROSSWALK BLOCK WHITE-POLY PREFORM
-  PAVEMENT MESSAGE (LEFT ARROW)
POLY PREFORM

STRIPING KEY

-  CIRCLE - EPOXY
-  SQUARE - POLY PREFORM
-  TRIANGLE - PAINT
-  PENTAGON - REMOVABLE PREFORMED PLASTIC MARKING



NO	DATE	BY	CKD	APPR	REVISION

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 2-22-12 LICENSE NO. 24756

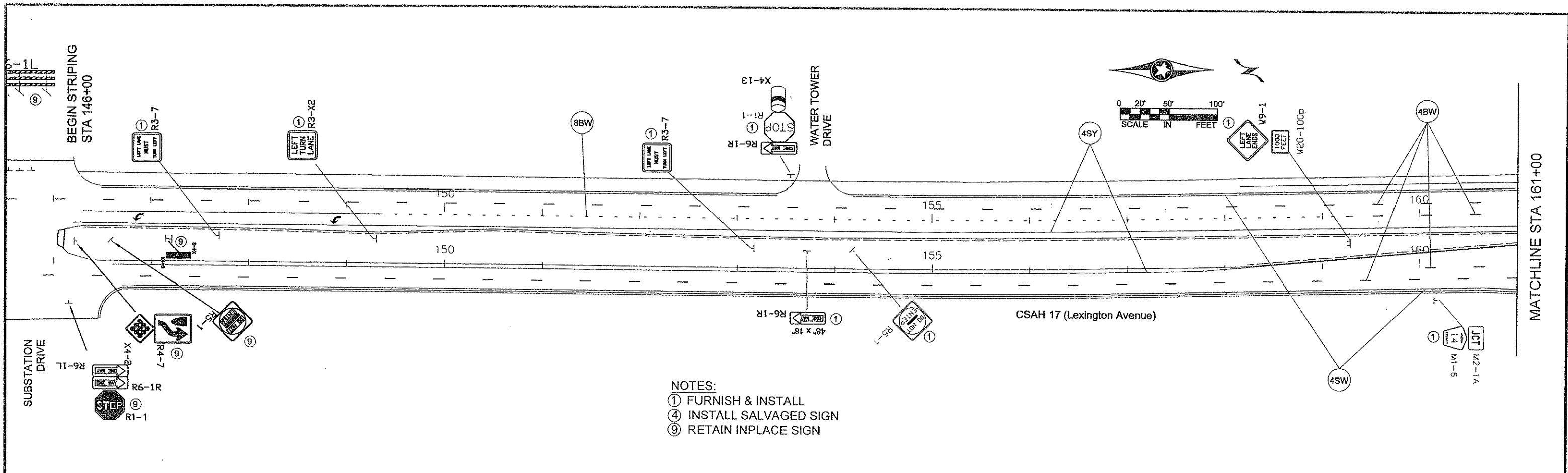
DRAWN BY: MTH DATE: 03/12
 DESIGN BY: DATE:
 CHECKED BY: JR DATE: 03/12



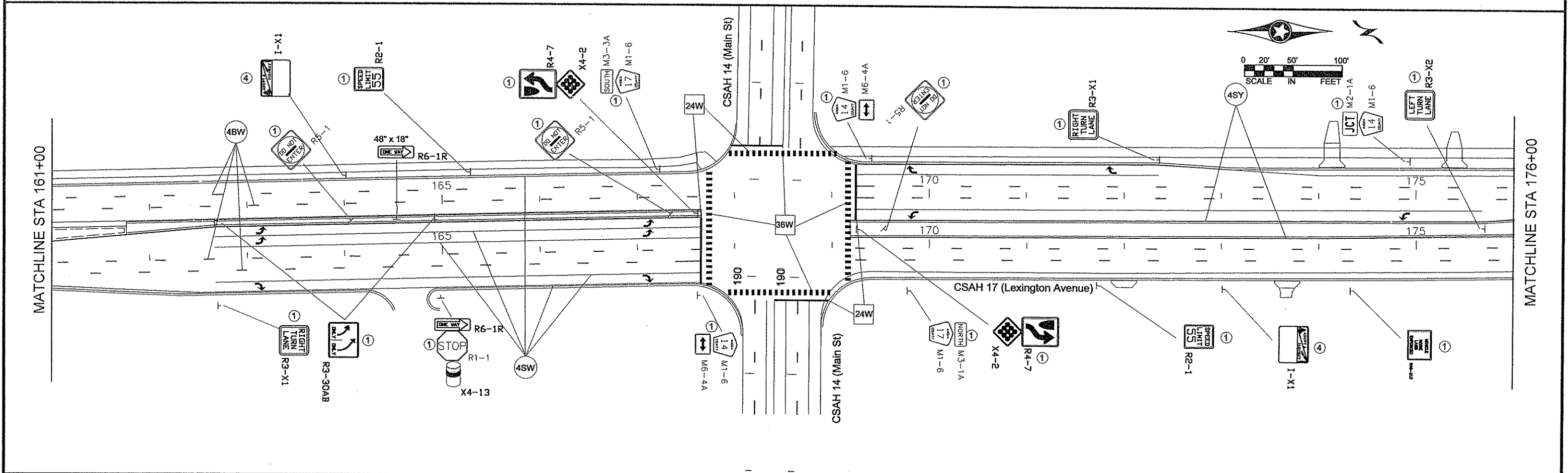
**ANOKA COUNTY
HIGHWAY DEPT.**

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 S.P. 106-020-029
 S.P. 197-020-002
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**PERMANENT MARKING
TABULATION**
 Sheet 220 of 366 Sheets



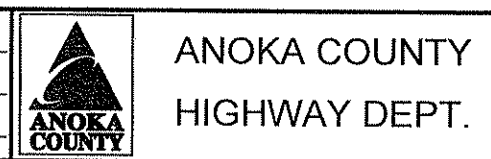
- NOTES:
 ① FURNISH & INSTALL
 ④ INSTALL SALVAGED SIGN
 ⑨ RETAIN INPLACE SIGN



1	12/16/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT STA 180+00 TO 197+00
NO	DATE	BY	CKD	APPR	REVISION
NAME: P: 02-617-18\Baset\TRAFFIC\0261718_Permanent Signing_Striping.dwg					

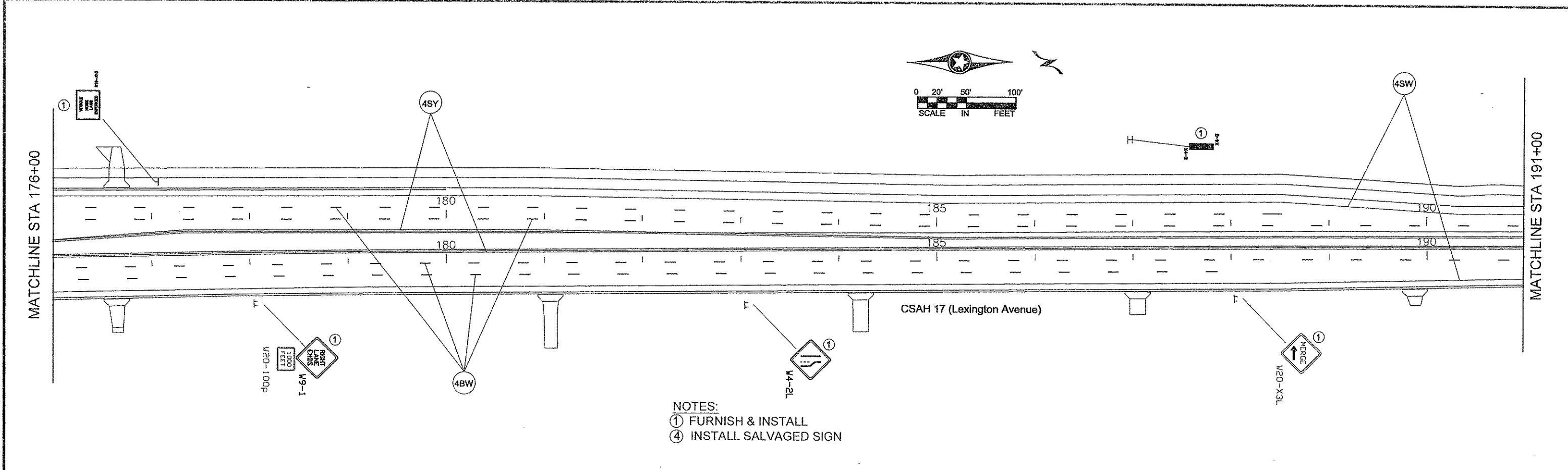
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarscik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 06/20/11
 DESIGN BY: MTH DATE 06/20/11
 CHECKED BY: JR DATE 3/09/12

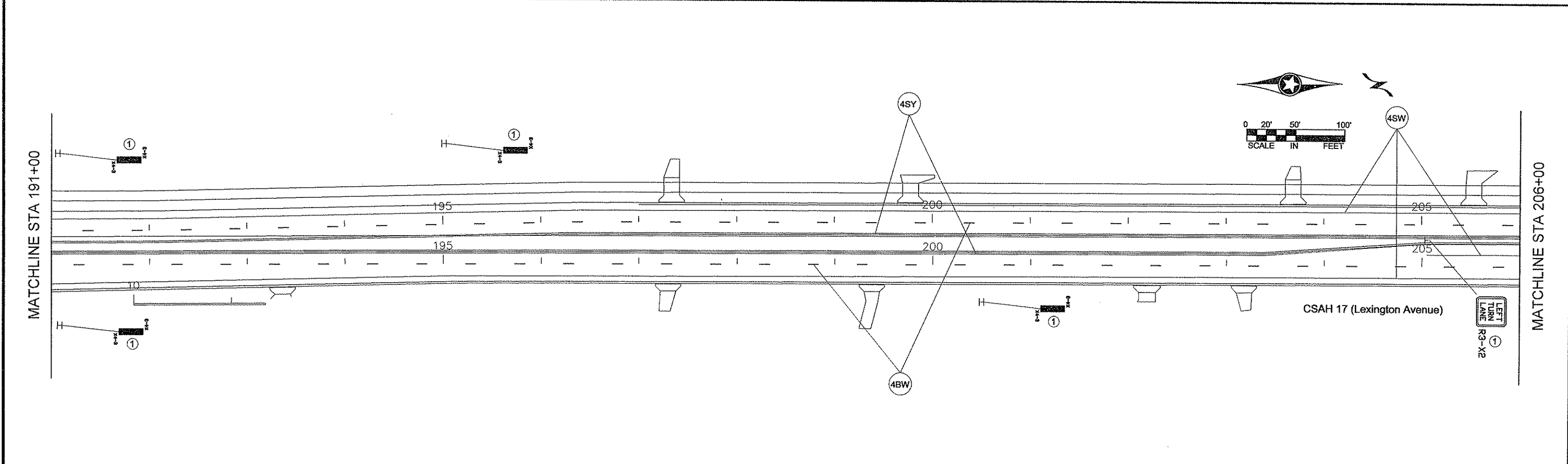


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

PERMANENT SIGNING AND STRIPING PLAN
 Sheet 221 of 366 Sheets



NOTES:
 ① FURNISH & INSTALL
 ④ INSTALL SALVAGED SIGN



1	12/16/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT STA 180+00 TO 197+00
NO	DATE	BY	CKD	APPR	REVISION
NAME: P: 02-617-18\Baset\TRAFFIC\0261718_Permanent Signing_Striping.dwg					

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

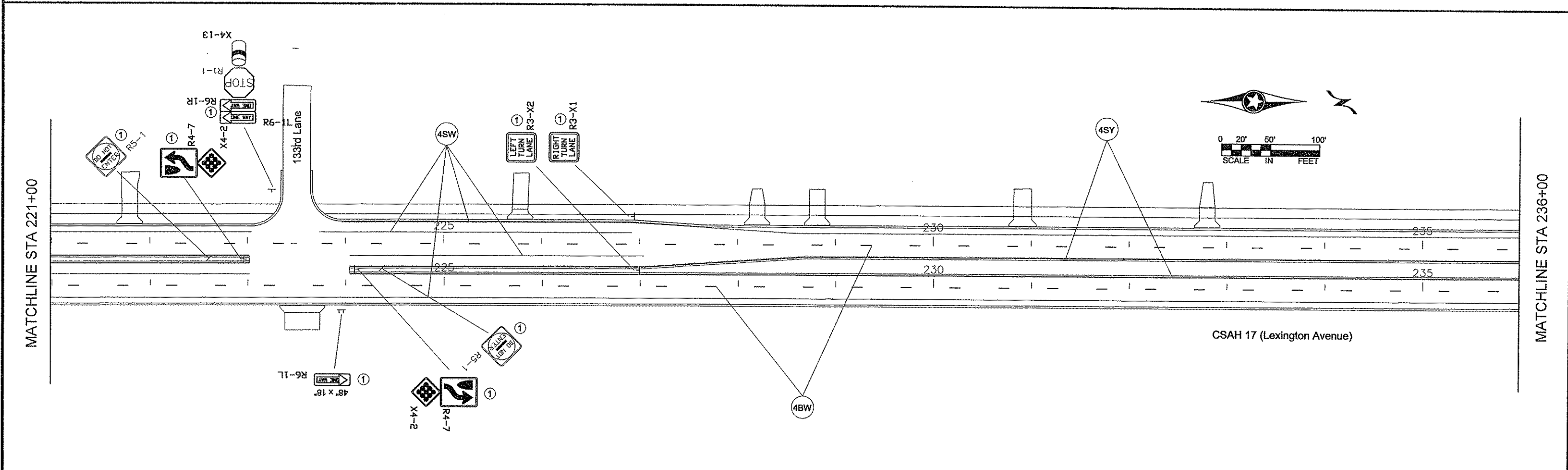
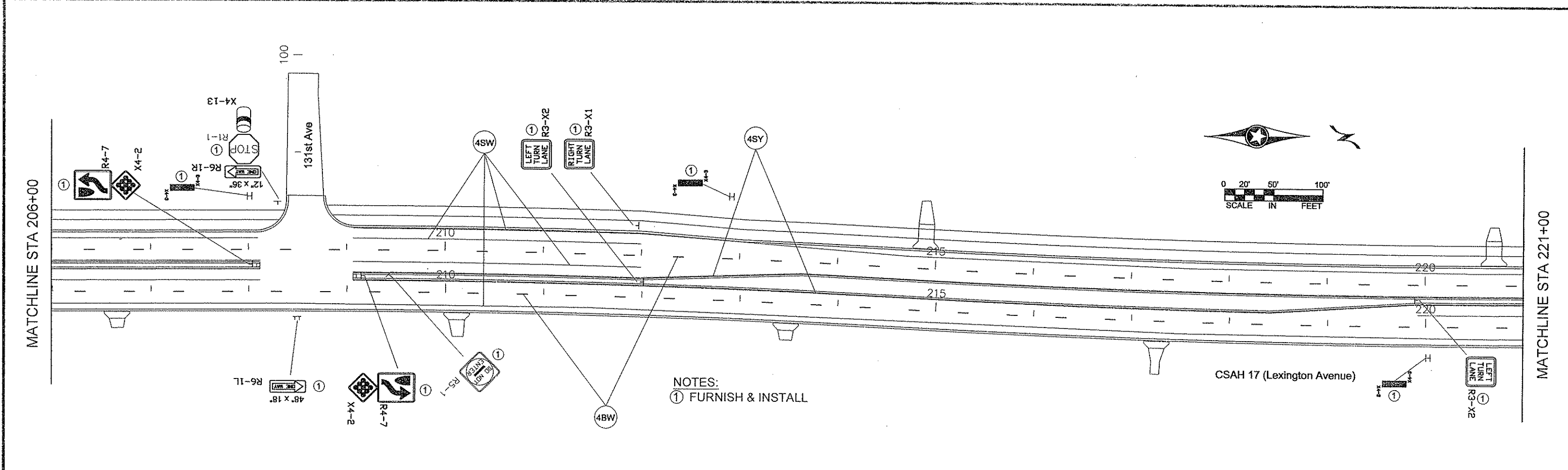
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 DESIGN BY: MTH DATE 06/20/11
 CHECKED BY: JR DATE 3/09/12




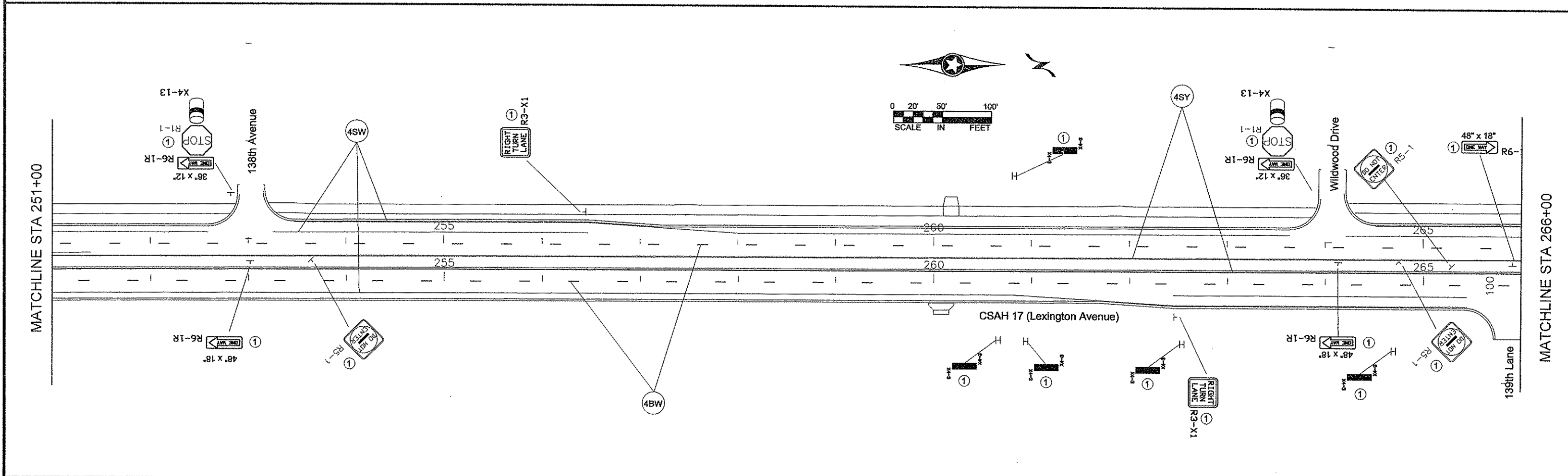
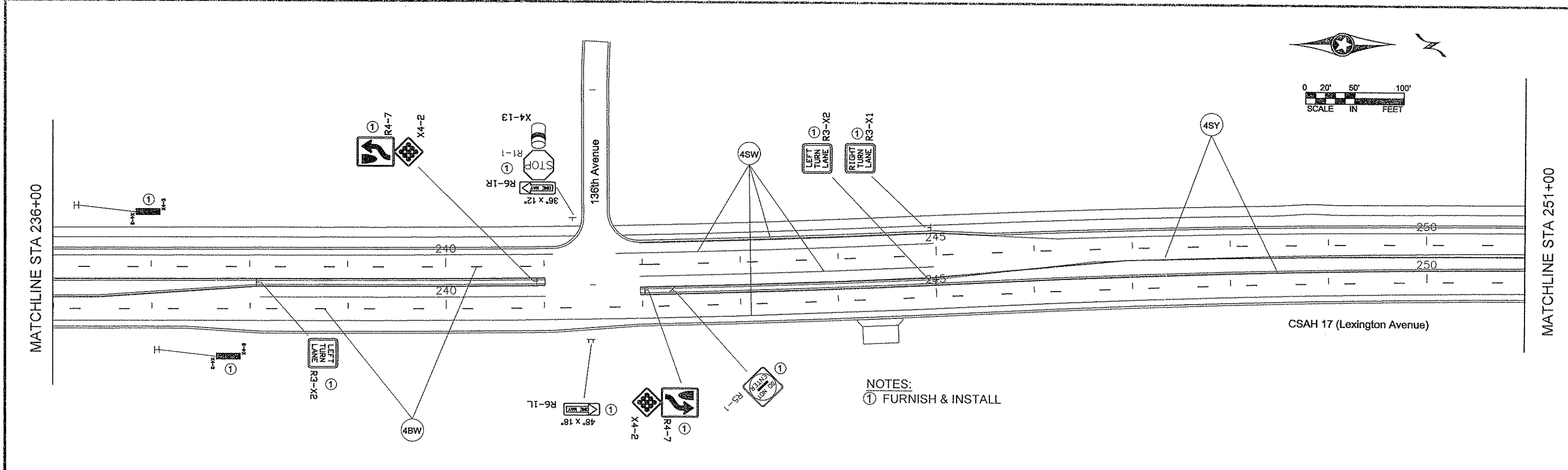
ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

PERMANENT SIGNING
 AND STRIPING PLAN
 Sheet 222 of 366 Sheets



1	12/16/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT STA 180+00 TO 197+00	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. PRINT NAME: <u>CURT A. KOBILARCSIK</u> SIGNATURE: <i>Curt A. Kobilarsik</i> DATE: <u>3-22-12</u> REG. NO. <u>24756</u>	DRAWN BY: <u>MTH</u> DATE <u>06/20/11</u> DESIGN BY: <u>MTH</u> DATE <u>06/20/11</u> CHECKED BY: <u>JR</u> DATE <u>3/09/12</u>	 ANOKA COUNTY HIGHWAY DEPT.	S.P. 002-617-018 S.P. 106-020-029 S.P. 197-020-002 **_***_**	PERMANENT SIGNING AND STRIPING PLAN
NO	DATE	BY	CKD	APPR	REVISION					

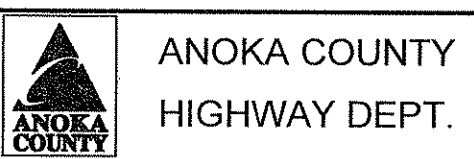


1	12/16/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT STA 180+00 TO 197+00
NO	DATE	BY	CKD	APPR	REVISION
NAME: P: 02-617-18\BasetRAFFIC\0261718_Permanent Signing_Striping.dwg					

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.

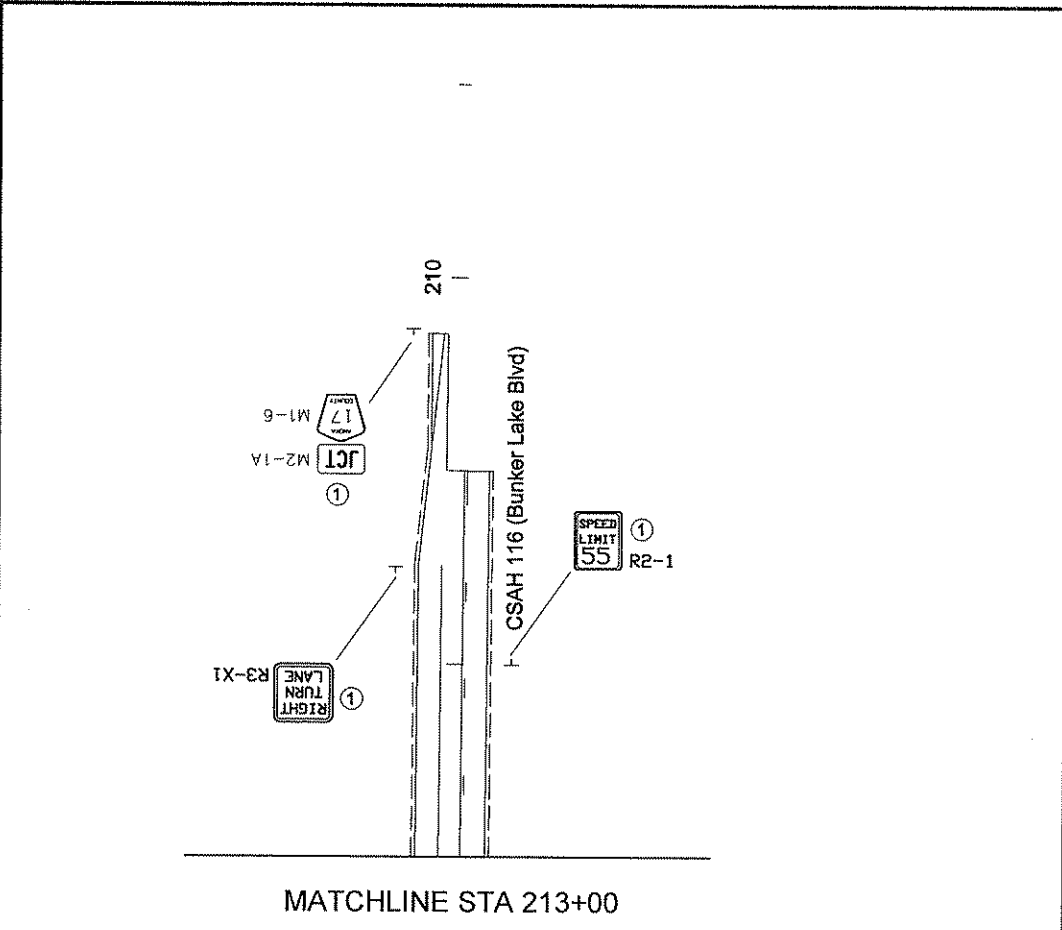
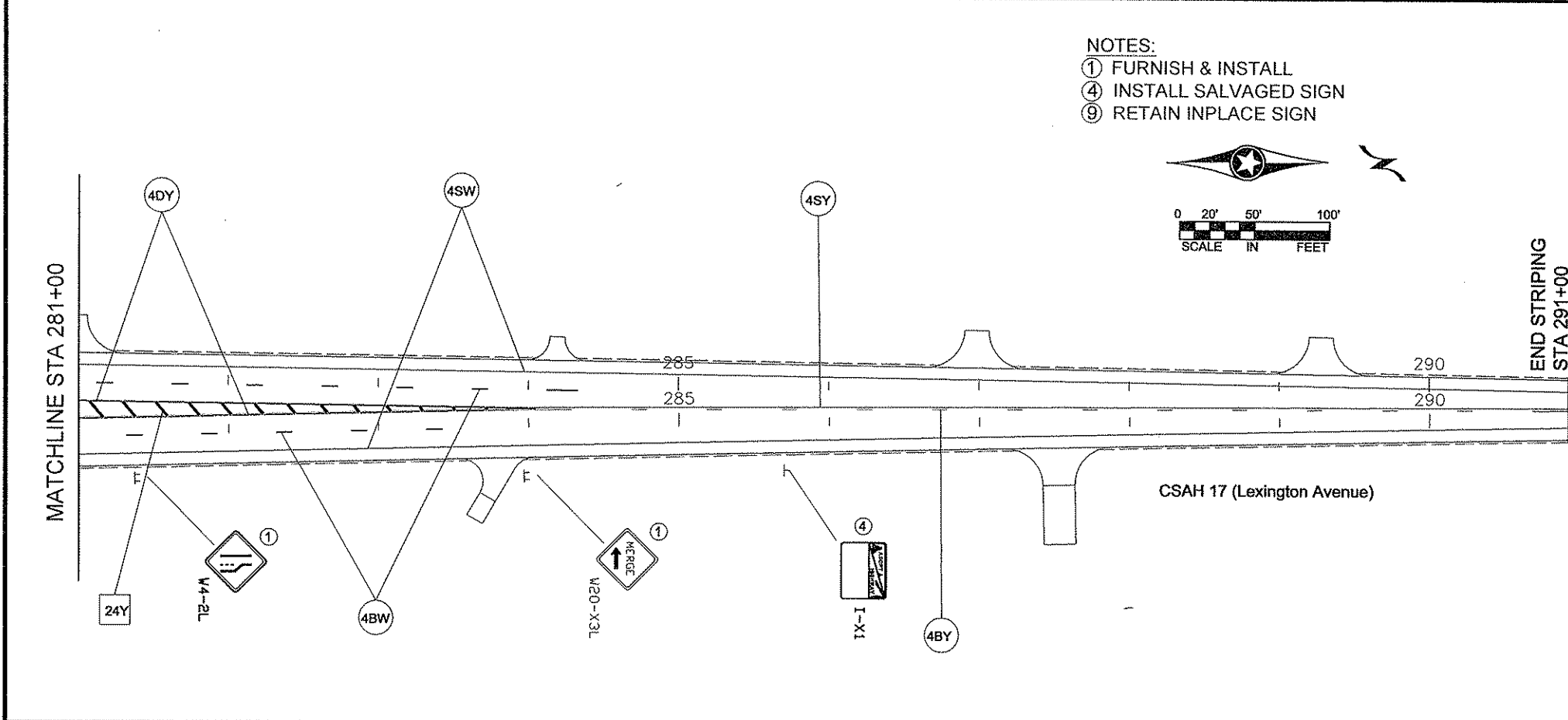
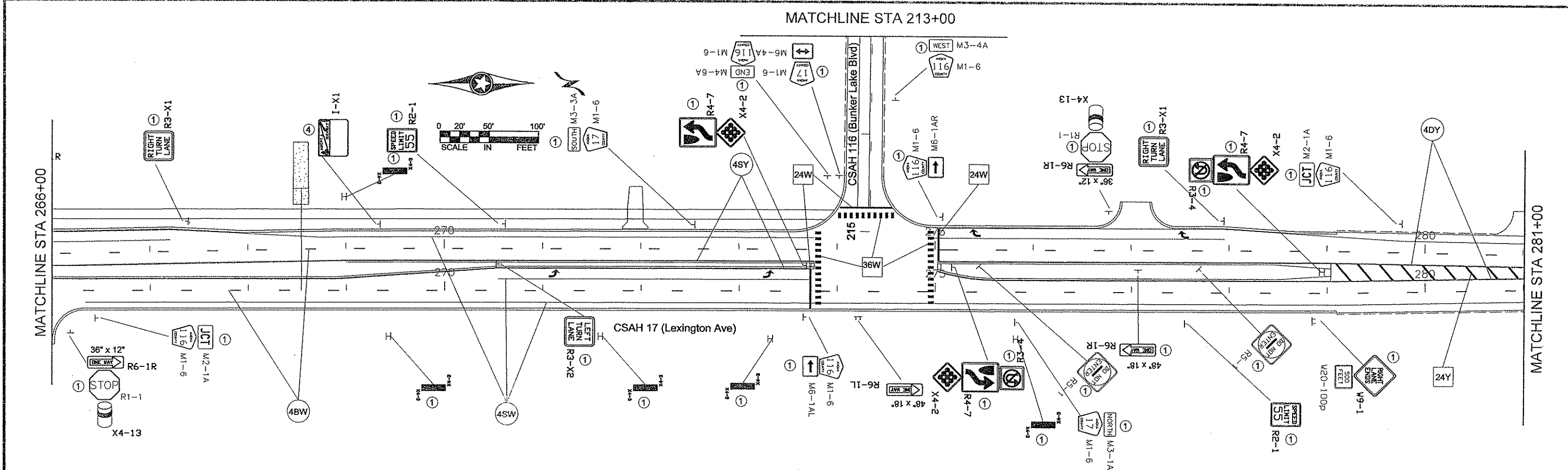
PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 06/20/11
 DESIGN BY: MTH DATE 06/20/11
 CHECKED BY: JR DATE 3/09/12



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

PERMANENT SIGNING AND STRIPING PLAN
 Sheet 224 of 366 Sheets



- NOTES:
 ① FURNISH & INSTALL
 ④ INSTALL SALVAGED SIGN
 ⑨ RETAIN INPLACE SIGN

1	12/16/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT STA 180+00 TO 197+00
NO	DATE	BY	CKD	APPR	REVISION
NAME: P: 02-617-18\BasetRAFFIC\0261718_Permanent Signing_Striping.dwg					

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.
 PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
 DATE: 3-22-12 REG. NO. 24756

DRAWN BY: MTH DATE 08/20/11
 DESIGN BY: MTH DATE 05/20/11
 CHECKED BY: JR DATE 3/09/12



ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
 __**

PERMANENT SIGNING
 AND STRIPING PLAN
 Sheet 225 of 366 Sheets

SIGN PANELS TYPE C							
M.U.T.C.D. CODE	SIZE	INSERT	QUANTITY	SQ FT PANEL AREA	SQ FT TOTAL AREA	MOUNTING POST PER INSTALLATION	MOUNTING HEIGHT
R6-1L	36" x 12"		1	3.00	3.00		
R6-1R	36" x 12"		8	3.00	24.00		
R1-1	30" x 30"		8	6.25	50.00	1	7.0'
X4-13	4" diameter x 15"		8	1.31	10.48		
R2-1	24" x 36"		5	6.00	30.00	1	7.0'
R3-7	30" x 30"		2	6.25	12.50	2	7.0'
R3-X1	24" x 36"		9	6.00	54.00	1	7.0'
R3-X2	24" x 36"		8	6.00	48.00	1	7.0'
R3-30AB	36" x 30"		2	7.5	15.00	2	7.0'
R3-4	24" x 24"		2	4.00	8.00		7.0'
R4-7	24" x 30"		11	5.00	55.00	1	7.0'
X4-2	18" x 18"		11	2.25	24.75		
R5-1	30" x 30"		12	6.25	75.00	1	7.0'
R6-1R	48" x 18"		6	6.00	36.00	1	7.0'
R6-1L	48" x 18"		4	6.00	24.00	2	7.0'
R16-X13	24" x 24"		2	4.00	8.00	1	7.0'
W4-2L	48" x 48"		2	16.00	32.00	2	7.0'
W20-X3L	48" x 48"		2	16.00	32.00	2	7.0'
W9-1	48" x 48"		2	16.00	32.00	2	7.0'
W20-100p	24" x 30"		1	5.00	5.00		
W20-100p	24" x 30"		1	5.00	5.00		

SIGN PANELS TYPE C							
M.U.T.C.D. CODE	SIZE	INSERT	QUANTITY	SQ FT PANEL AREA	SQ FT TOTAL AREA	MOUNTING POST PER INSTALLATION	MOUNTING HEIGHT
W9-1	48" x 48"		1	16.00	16.0	2	7.0'
W20-100p	24" x 30"		1	5.00	5.0		
M2-1	21" x 15"		2	2.19	4.38		
M1-6	24" x 24"		4	4.00	16.0	1	7.0'
M6-4A	21" x 15"		2	2.19	4.38		
M2-1	21" x 15"		1	2.19	2.19		
M3-1	24" x 12"		2	2.00	4.00		
M3-3	24" x 12"		2	2.00	4.00		
M1-6	24" x 24"		6	4.00	24.00	1	7.0'
M6-4A	21" x 15"		1	2.19	2.19		
M2-1	21" x 15"		2	2.19	4.38		
M3-4A	21" x 15"		1	2.19	2.19		
M4-6A	21" x 15"		1	2.19	2.19		
M1-6	24" x 24"		6	4.00	24.00	1	7.0'
M6-1AR	21" x 15"		1	2.19	2.19		
M6-1AL	21" x 15"		1	2.19	2.19		
X4-3	6" x 12"		40	0.50	20.00	1	6.0'

TOTAL 180 719.83 128

NOTES:

- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MOST RECENT EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE FIELD MANUAL DATED JANUARY, 2011
- LOCATIONS OF ALL PERMANENT STRIPING AND PAVEMENT MESSAGES ARE APPROXIMATE. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- ALL MAINLINE PERMANENT STRIPING AND PAVEMENT MESSAGES SHALL BE PLACED WITHIN 72 HOURS OF MAINLINE PAVING.
- SEE PERMANENT SIGN TABULATIONS FOR ADDITIONAL INFORMATION.
- ALL SEGMENT STRIPE LINES SHALL E EPOXY. PERMANENT MESSAGES AND ARROWS SHALL BE PREFORMED THERMOPLASTIC.
- ALL SIGNS SHALL BE FURNISHED AND INSTALLED UNLESS OTHERWISE NOTED.

1	12/16/2011	MTH	RB	JR	REVISED DUE TO SB ALIGNMENT SHIFT STA 180+00 TO 197+00
NO	DATE	BY	CKD	APPR	REVISION
NAME: P: 02-617-18\Baset\TRAFFIC\0261718 Permanent Signing Striping.dwg					

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.
 PRINT NAME: CURT A. KOBIARCSIK
 SIGNATURE: *Curt A. Kobilarcsik*
 DATE: 3-22-12 REG. NO. 24756

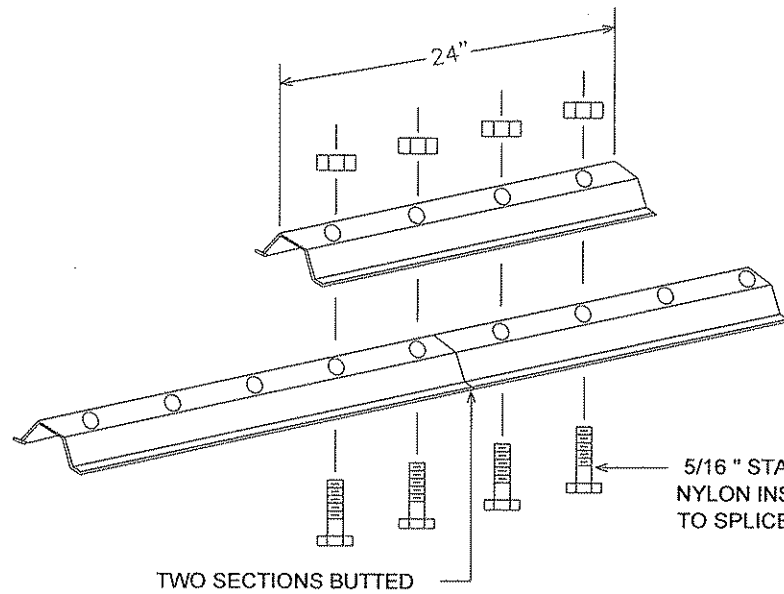
DRAWN BY: MTH DATE 05/11/11
 DESIGN BY: MTH DATE 05/20/11
 CHECKED BY: JR DATE 3/09/12



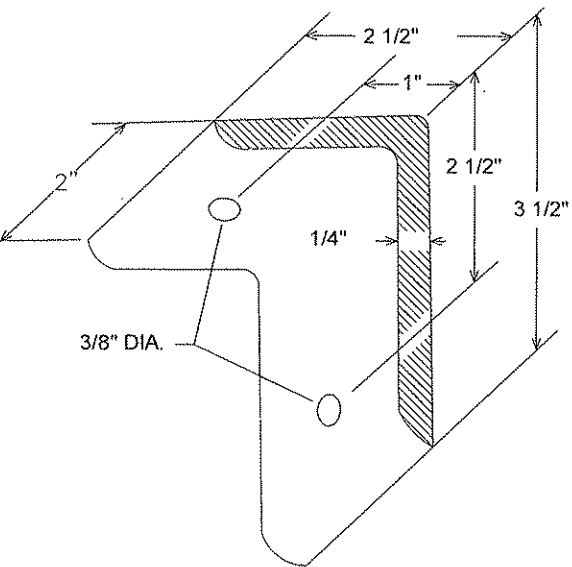
ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

TRAFFIC CONTROL
 QUANTITIES

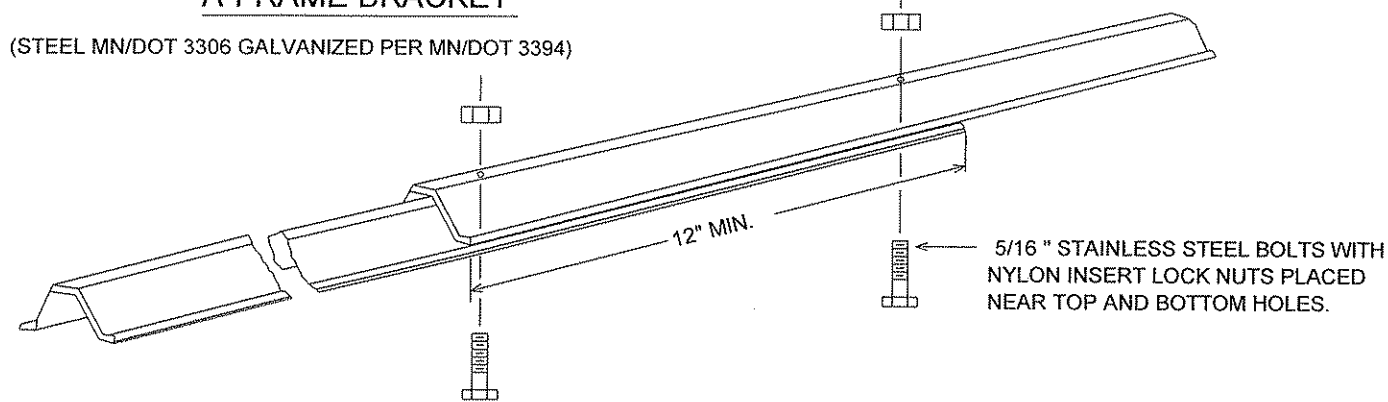


LATERAL BRACE OR STRINGER
SPLICE DETAIL (EXPLODED VIEW)



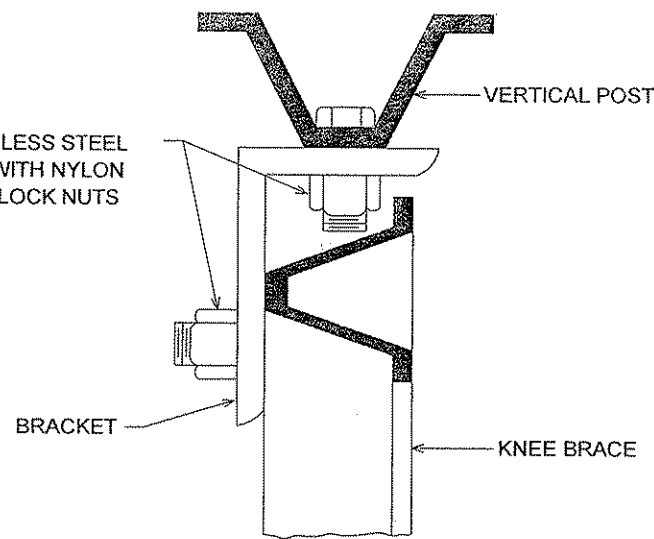
A-FRAME BRACKET

(STEEL MN/DOT 3306 GALVANIZED PER MN/DOT 3394)

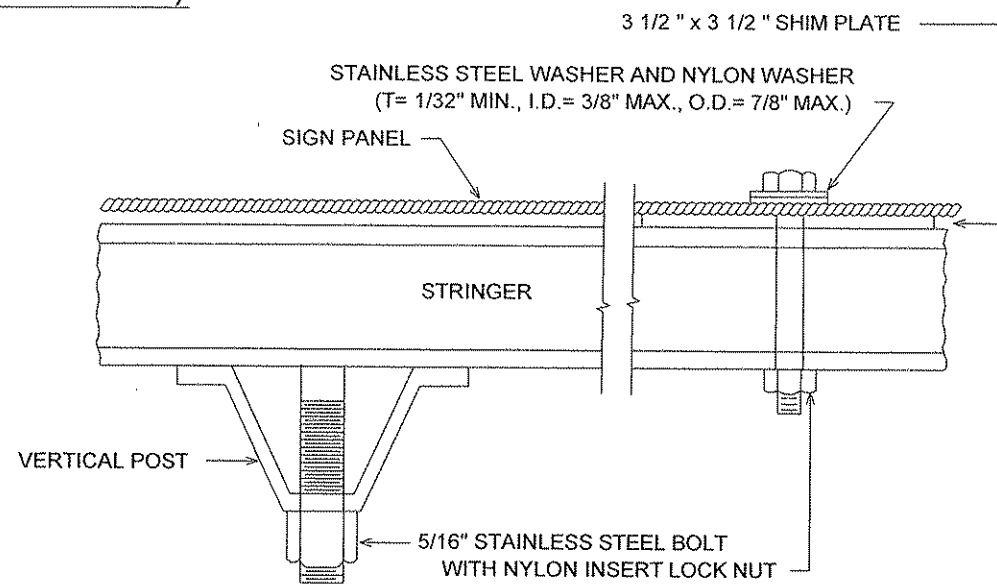


KNEE BRACE SPLICE

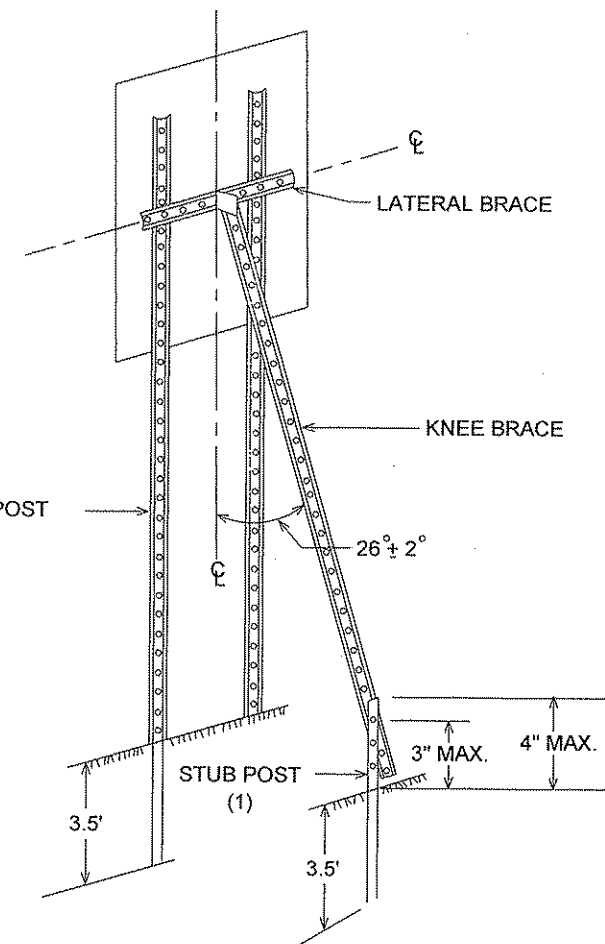
5/16" STAINLESS STEEL
BOLTS WITH NYLON
INSERT LOCK NUTS



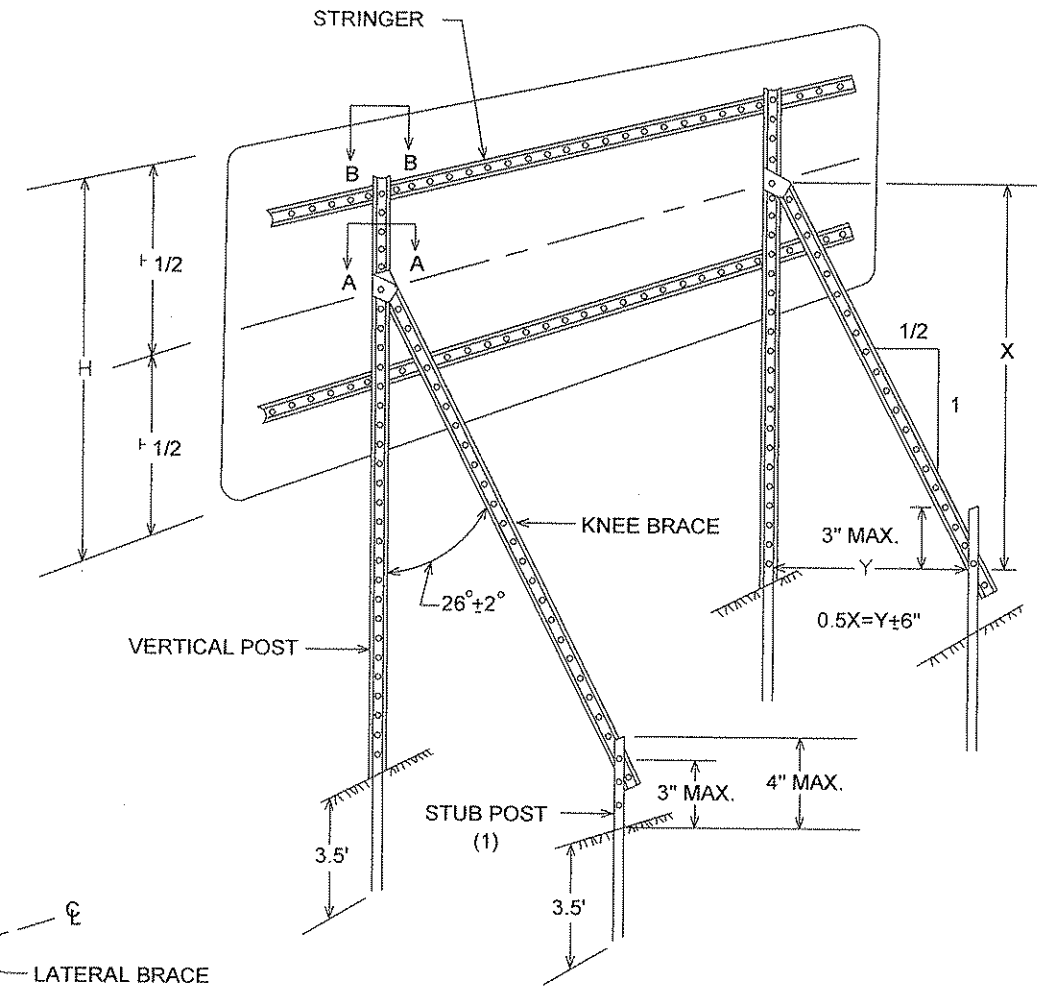
SECTION A-A



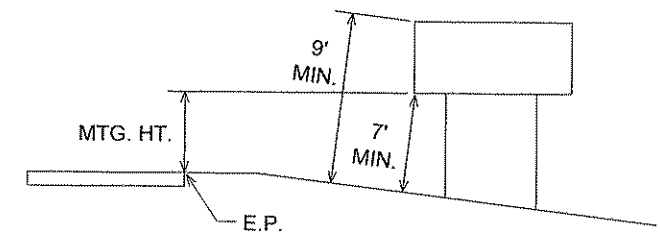
SECTION B-B



TYPICAL "A-FRAME" INSTALLATION
TYPE "C" SIGNS



TYPICAL "A-FRAME" INSTALLATION
TYPE "D" SIGNS



TYPICAL MOUNTING

(1) OFFSET STUB POST 1' TOWARD ROADWAY
RELATIVE TO VERTICAL POST.

TYPE C & D SIGN
STRUCTURAL DETAILS

NO	DATE	BY	CHKD	APPR	REVISION

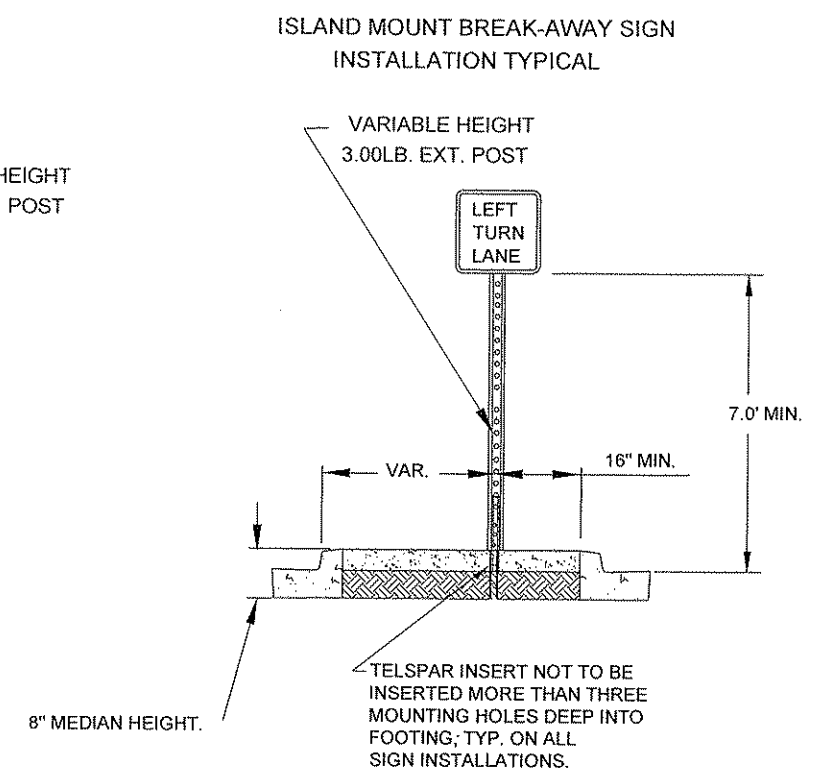
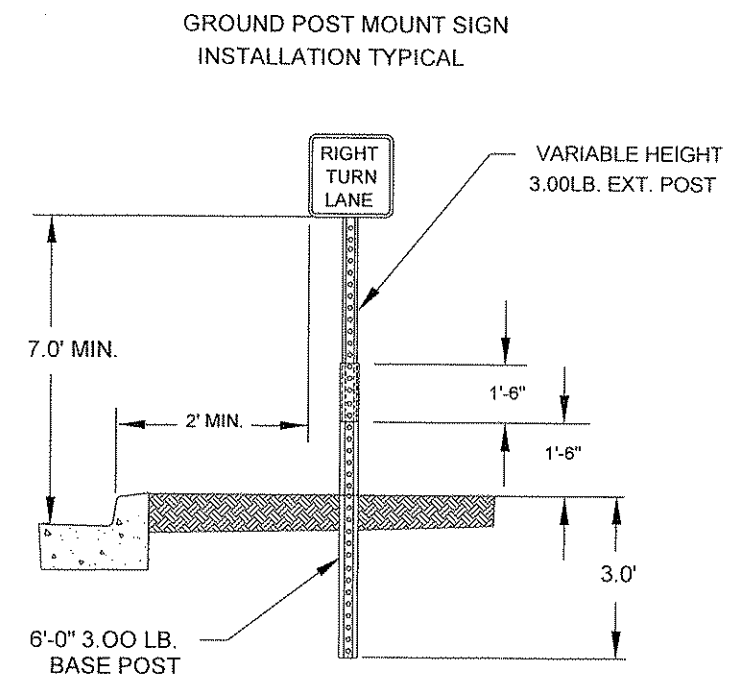
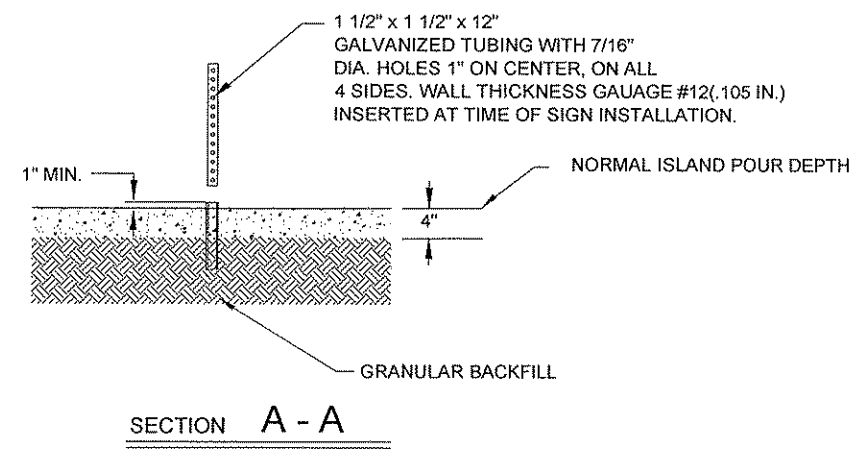
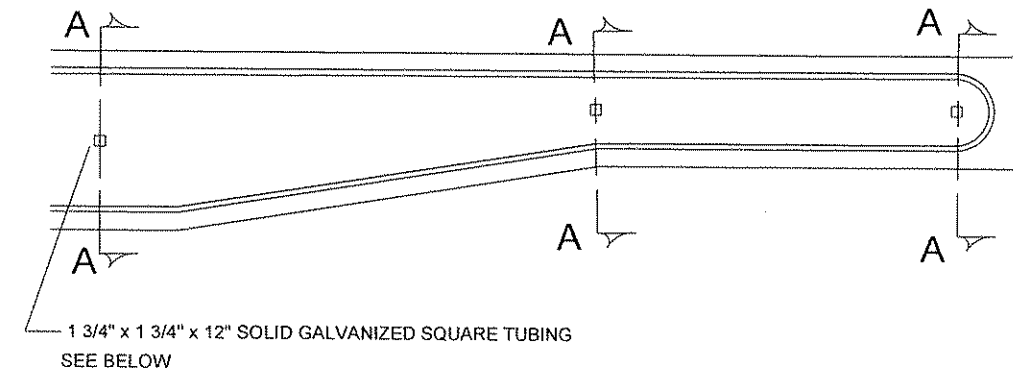
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME
OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY
LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF
THE STATE OF MINNESOTA.
PRINT NAME: CURT A KOBIARCSIK
SIGNATURE: *Curt Kobilarcsik*
DATE: 3-22-12 LICENSE NO. 24756

DRAWN BY MTH DATE 6-20-11
DESIGN BY DATE
CHECKED BY JR DATE 6-21-11



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002



NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\Base\TRAFFIC\Sign&Stripe_Details.dwg

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

PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt A. Kobilarsik*
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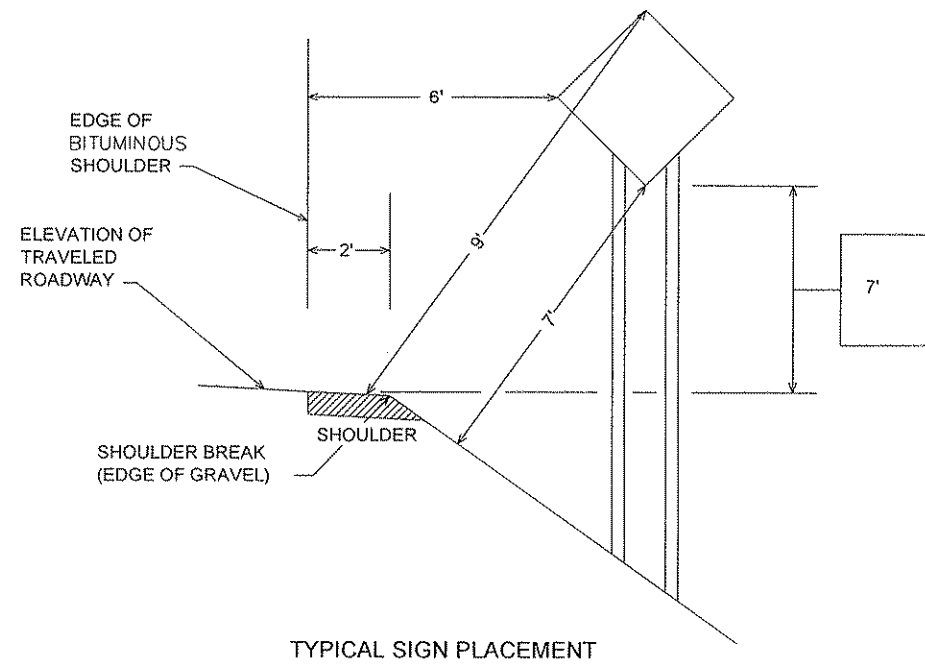
DRAWN BY MTH DATE 6-20-11
 DESIGN BY MTH DATE 1-21-11
 CHECKED BY JR DATE 6-21-11



ANOKA COUNTY
 HIGHWAY DEPT.

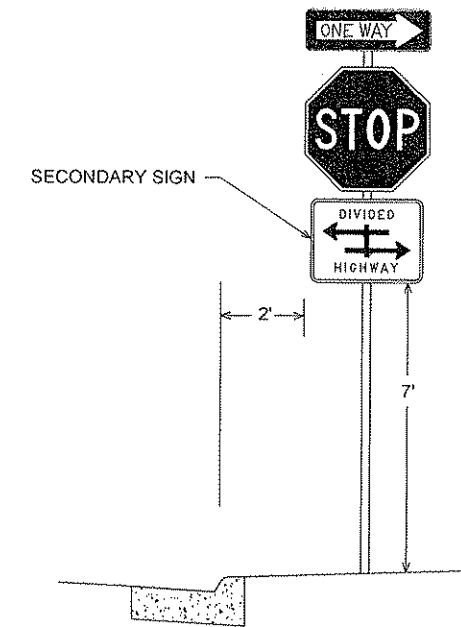
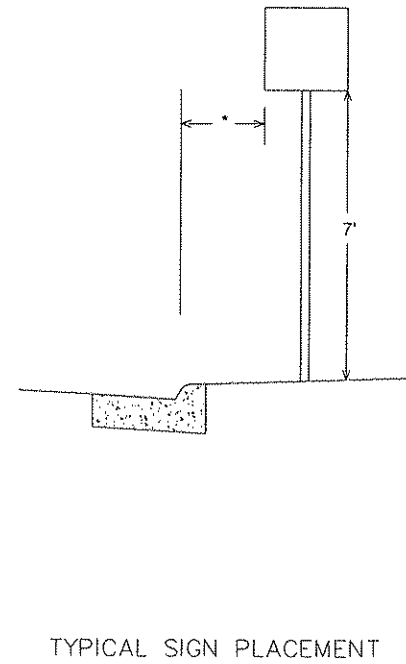
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

RURAL



URBAN

- 2' - NARROW BOULEVARD (< 8' WIDE)
- 6' - WIDE BOULEVARD



NOTE:

- ALL DIMENSIONS ARE MINIMUMS
- MAINTAIN 2' CLEAR FROM SIGNS TO BITUMINOUS TRAIL

NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\Bose\TRAFFIC\Sign&Stripe_Details.dwg

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 DATE: 3-22-12 LICENSE NO. 24756

DRAWN BY MTH DATE 6-20-11
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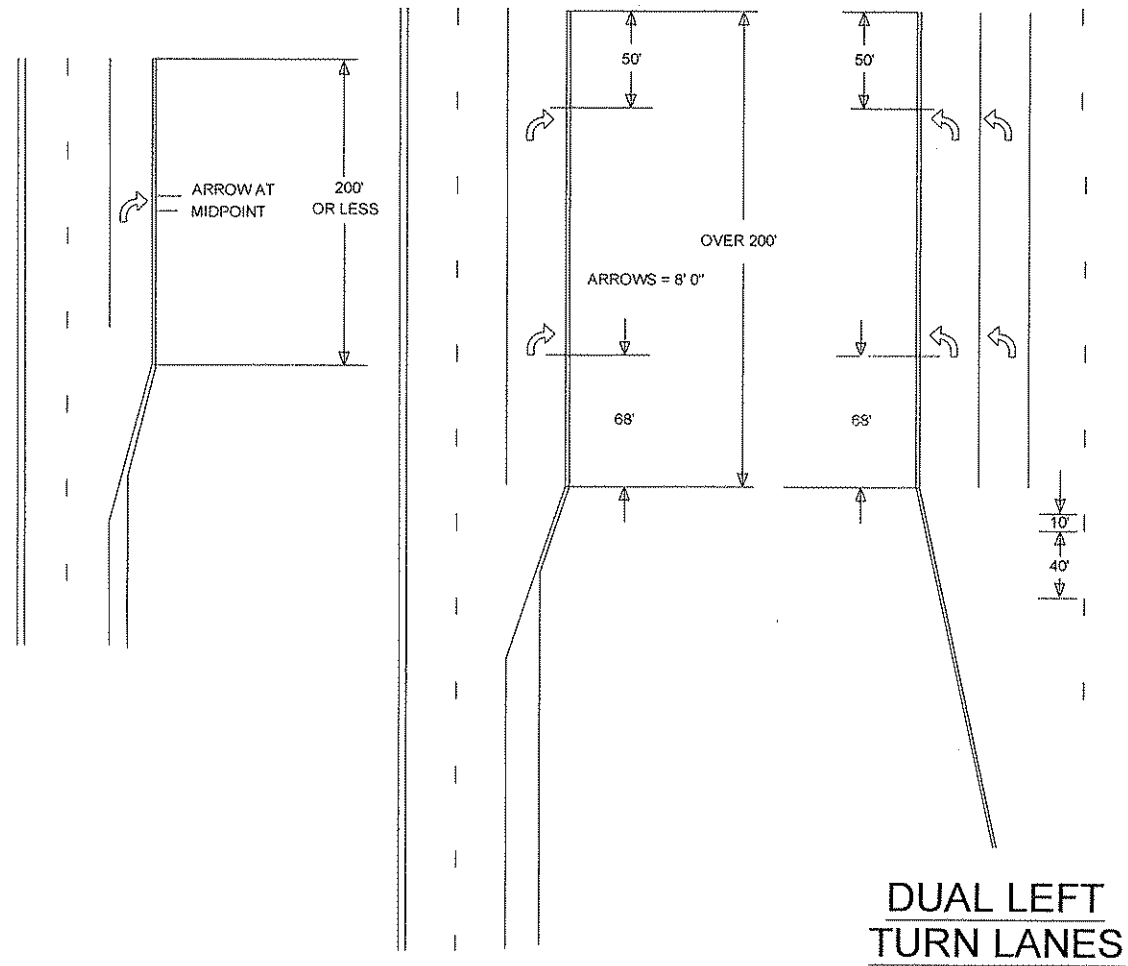
ANOKA COUNTY
 HIGHWAY DEPT.

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

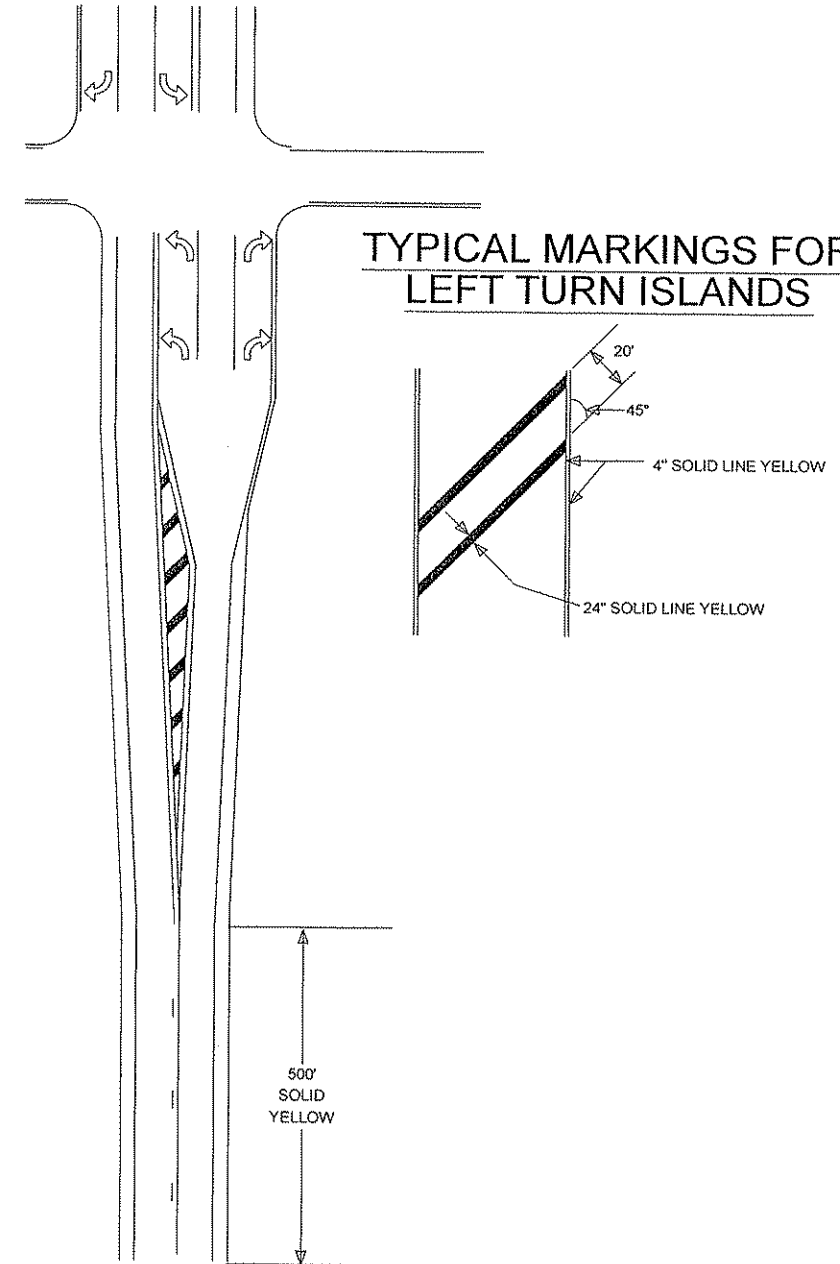
SIGNING & STRIPING DETAILS

Sheet 229 of 366 Sheets

**TYPICAL MESSAGE PLACEMENT
FOR TURN LANES**



**TYPICAL MARKINGS FOR
LEFT TURN ISLANDS**



NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\Bose\TRAFFIC\Sign&Stripe_Details.dwg

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SIGNATURE: *Curt Kobilarcsik*

DATE: 3-22-12 LICENSE NO. 24756

DRAWN BY MTH DATE 6-20-11

DESIGN BY DATE

CHECKED BY JR DATE 6-21-11



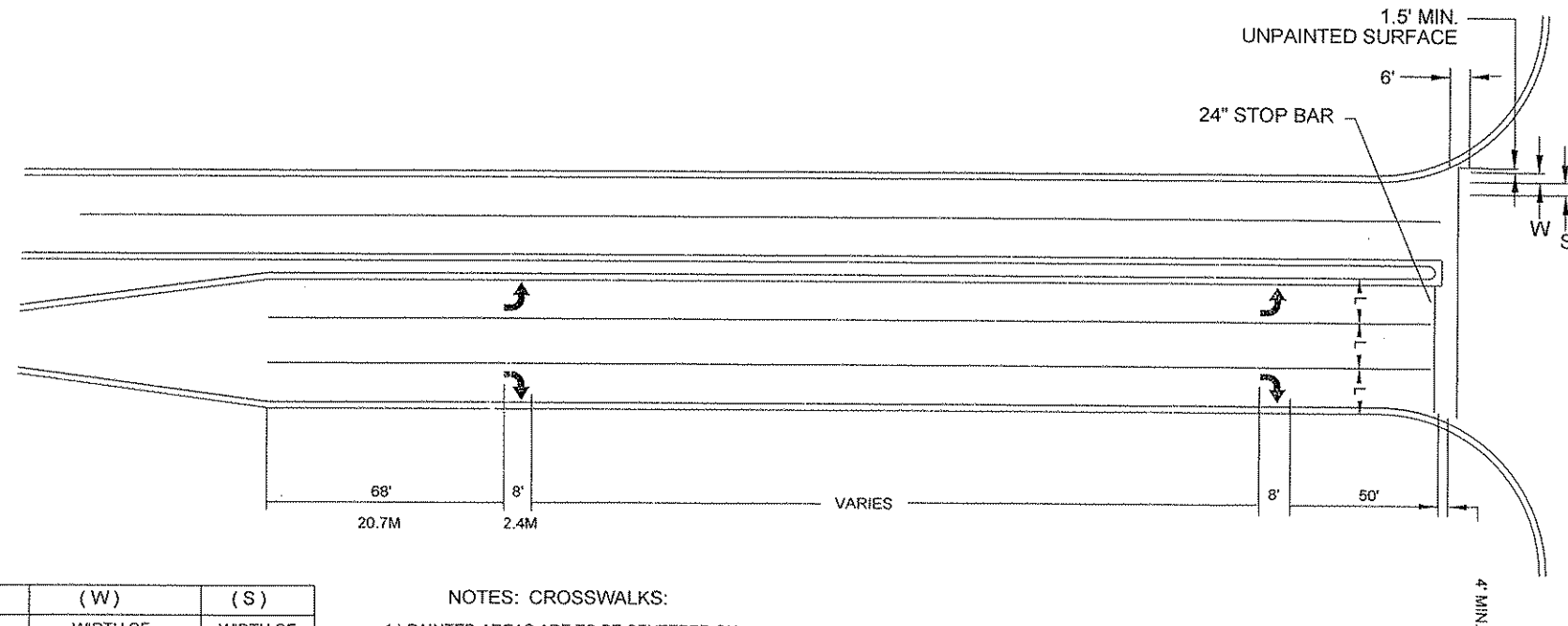
**ANOKA COUNTY
HIGHWAY DEPT.**

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002

SIGNING & STRIPING DETAILS

Sheet 230 of 366 Sheets

MARKINGS FOR PEDESTRIAN CROSSWALKS



(L)	(W)	(S)
WIDTH OF INSIDE LANE	WIDTH OF PAINTED AREAS	WIDTH OF SPACE
9'	2.0'	2.5'
10'	2.5'	2.5'
11'	2.5'	3.0'
12'	3.0'	3.0'
13'	3.0'	3.5'

NOTES: CROSSWALKS:

- 1.) PAINTED AREAS ARE TO BE CENTERED ON CENTER AND LANE LINES, EVEN IF INTERSECTION IS NOT ALIGNED.
- 2.) LOCATION OF ZEBRA CROSSWALKS AND STOP BARS, SIGNAL LOOPS AND PED RAMP ARE APPROXIMATE. FINAL LOCATIONS ARE TO BE DETERMINED AND FIELD VERIFIED DURING CONSTRUCTION BY THE FIELD ENGR.
- 3.) ZEBRA CROSSWALKS ARE TO BE PARALLEL TO THE DRIVING LANE OR LANES, EVEN IF THE STREET IS ON AN ANGLE TO THE INTERSECTION.
- 4.) A MIN. OF 1.5' (450mm) CLEAR DISTANCE MUST BE LEFT ADJACENT TO THE CURB. IF LAST PAINTED AREA FALLS INTO THIS AREA, IT MUST BE OMITTED.
- 5.) ON TWO LANE STREETS, USE SPACING SHOWN FOR AN 11' (3.3m) INSIDE LANE.

NO	DATE	BY	CKD	APPR	REVISION

NAME: P:\02-617-18\Bose\TRAFFIC\Sign&Stripe_Details.dwg

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PRINT NAME: CURT A. KOBILARCSIK
 SIGNATURE: *Curt Kobilarcsik*
 DATE: 3-22-12 LICENSE NO. 24756

DRAWN BY MTH DATE 6-20-11
 DESIGN BY _____ DATE _____
 CHECKED BY JR DATE 6-21-11



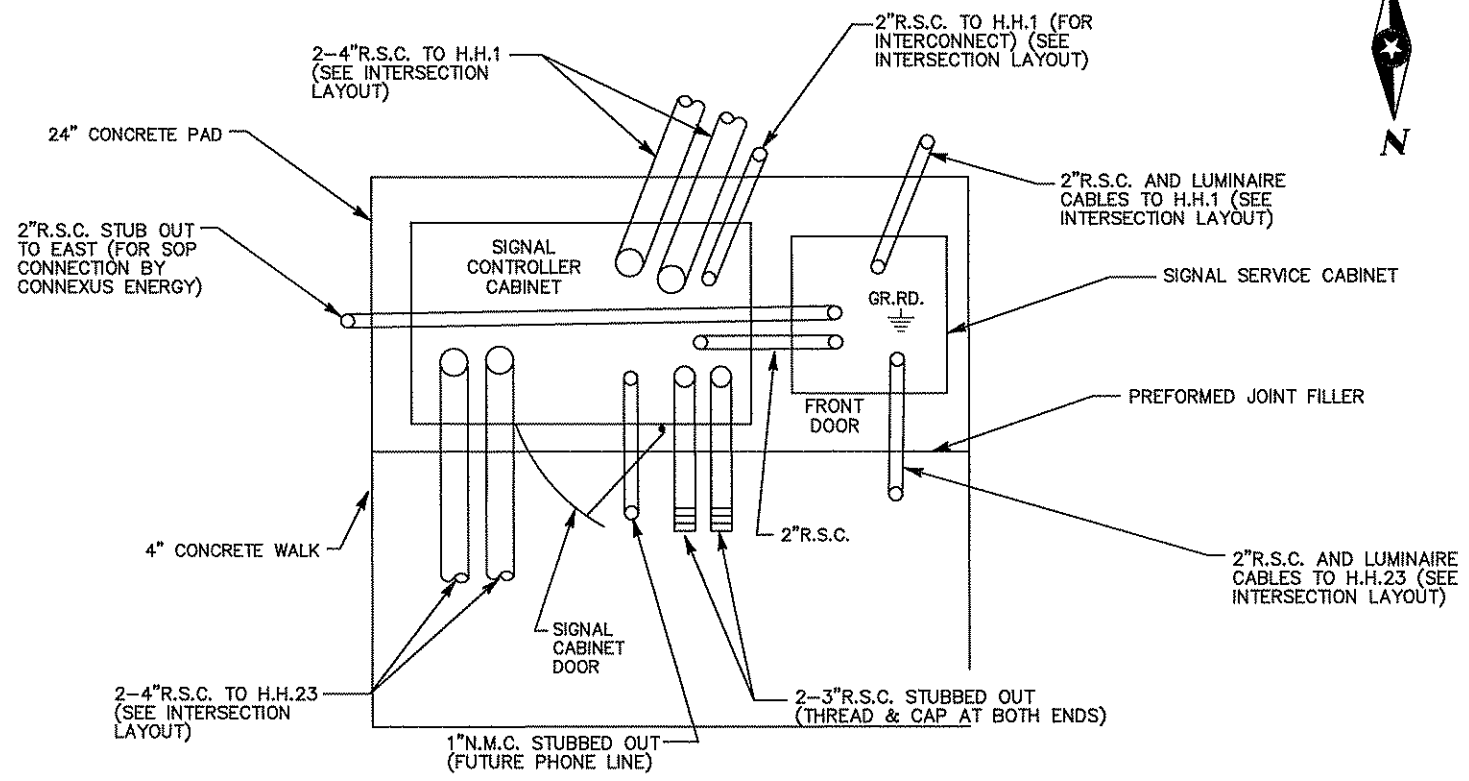
**ANOKA COUNTY
HIGHWAY DEPT.**

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

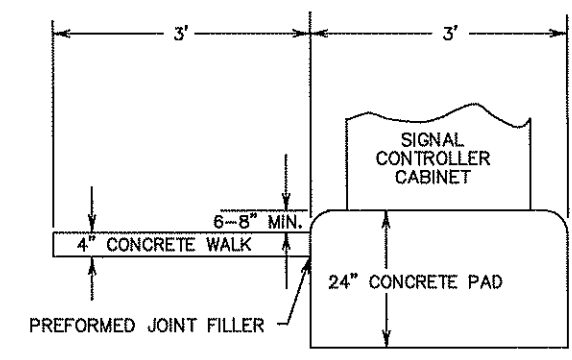
TYPICAL PAD WITH CONTROLLER CABINET AND SERVICE CABINET

SEE INTERSECTION LAYOUT FOR CABLE INFORMATION (NOT TO SCALE)

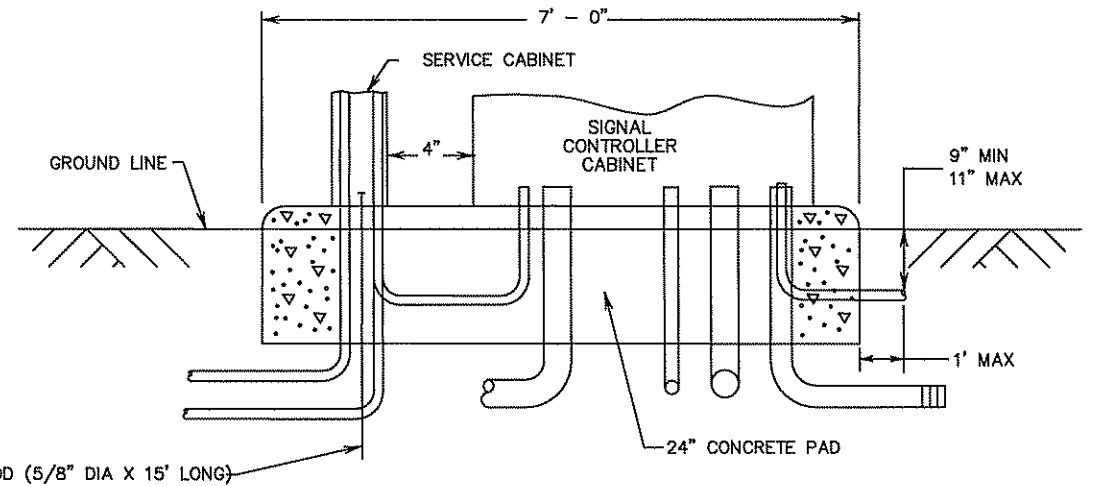
PLAN VIEW
CSAH 17 (LEXINGTON AVENUE) AT CSAH 14



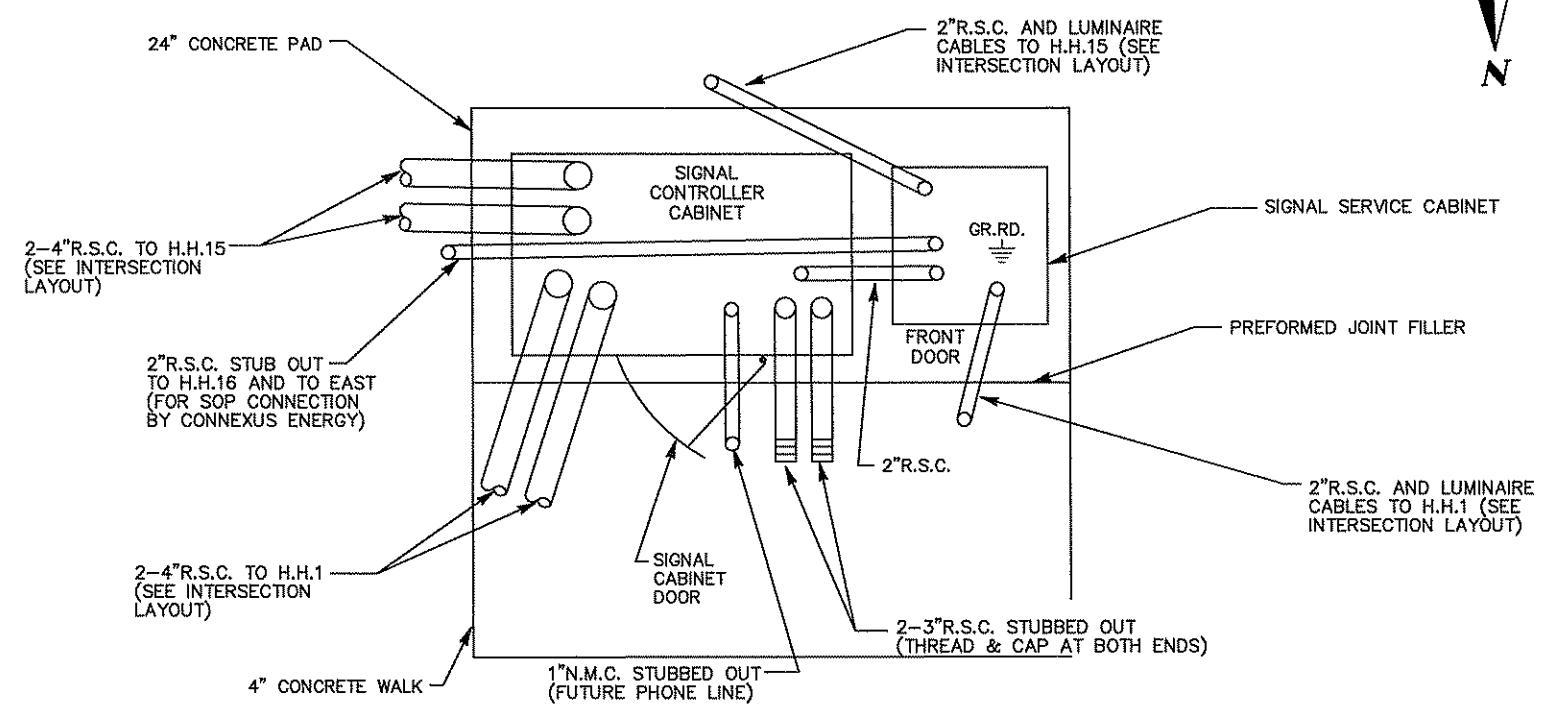
SIDE VIEW



FRONT VIEW



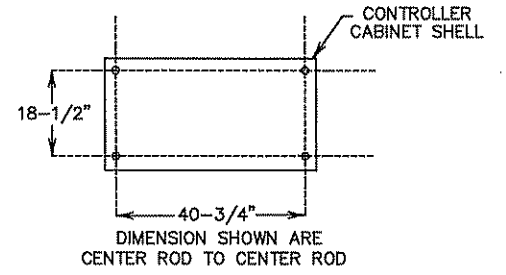
PLAN VIEW
CSAH 17 (LEXINGTON AVENUE) AT CSAH 116



NOTES:

1. THE ANCHOR RODS, NUTS AND WASHERS FOR THE COUNTY FURNISHED CONTROLLER AND CABINET AT SYSTEM "B" SHALL BE FURNISHED BY THE COUNTY AND INSTALLED BY THE CONTRACTOR.
2. THE ANCHOR RODS, NUTS AND WASHERS FOR THE INPLACE, RELOCATED CONTROLLER AND CABINET AT SYSTEM "A" SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
3. THE UPPER PART OF EACH NEW EQUIPMENT PAD SHALL BE BEVELLED OR CHAMFERED IN A NEAT MANNER AS DIRECTED BY THE ENGINEER.
4. THE TOP OF THE CONDUITS SHALL BE THREADED AND CAPPED AFTER INSTALLATION (UNTIL CABLES ARE INSTALLED).
5. CONDUIT SHALL PROJECT A MINIMUM OF 2" ABOVE THE CONCRETE AND SHALL BE LOCATED INSIDE THE CABINET WHERE DIRECTED BY THE ENGINEER, BUT SHALL NOT INTERFERE WITH THE CABINET FUNCTIONS (SUPPORTING MEMBERS, ETC.).
6. CONCRETE MIX 3A32 OR EQUAL SHALL BE USED FOR THE EQUIPMENT PADS AND SIDEWALKS.
7. CONDUITS WITH BOTH ENDS TERMINATING WITHIN THE PAD SHALL NOT BE INSTALLED BELOW THE CONCRETE.
8. THE EXACT LOCATION OF CONDUITS WITHIN EACH PAD SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
9. ANCHOR RODS SHALL PROJECT A MINIMUM OF 3" ABOVE THE CONCRETE BUT SHALL NOT INTERFERE WITH THE CABINET FUNCTIONS (SUPPORTING MEMBERS, ETC.).
10. CONTRACTOR SHALL PROVIDE MINIMUM 4-INCH CLEARANCE BETWEEN CONTROLLER AND SERVICE CABINETS ON THE EQUIPMENT PAD FOUNDATIONS AS SHOWN.

**CONTROLLER CABINET
TYPE "P" & "R"
BOLT PATTERN**



S.P. 002-617-018
S.P. 106-020-029 & 197-020-002

S:\EVA\ANOKA\CORPORATION\SIGNS\CSAH_17_SIGNS\DET\DRG\DWG

DRAWN BY: JMG				
DESIGNER: JMG				
CHECKED BY: JMG				
DESIGN TEAM	NO.	BY	DATE	REVISIONS

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

John M. Gray
Name: John M. Gray, PE
Lic. No. 22457
Date: March 23, 2012

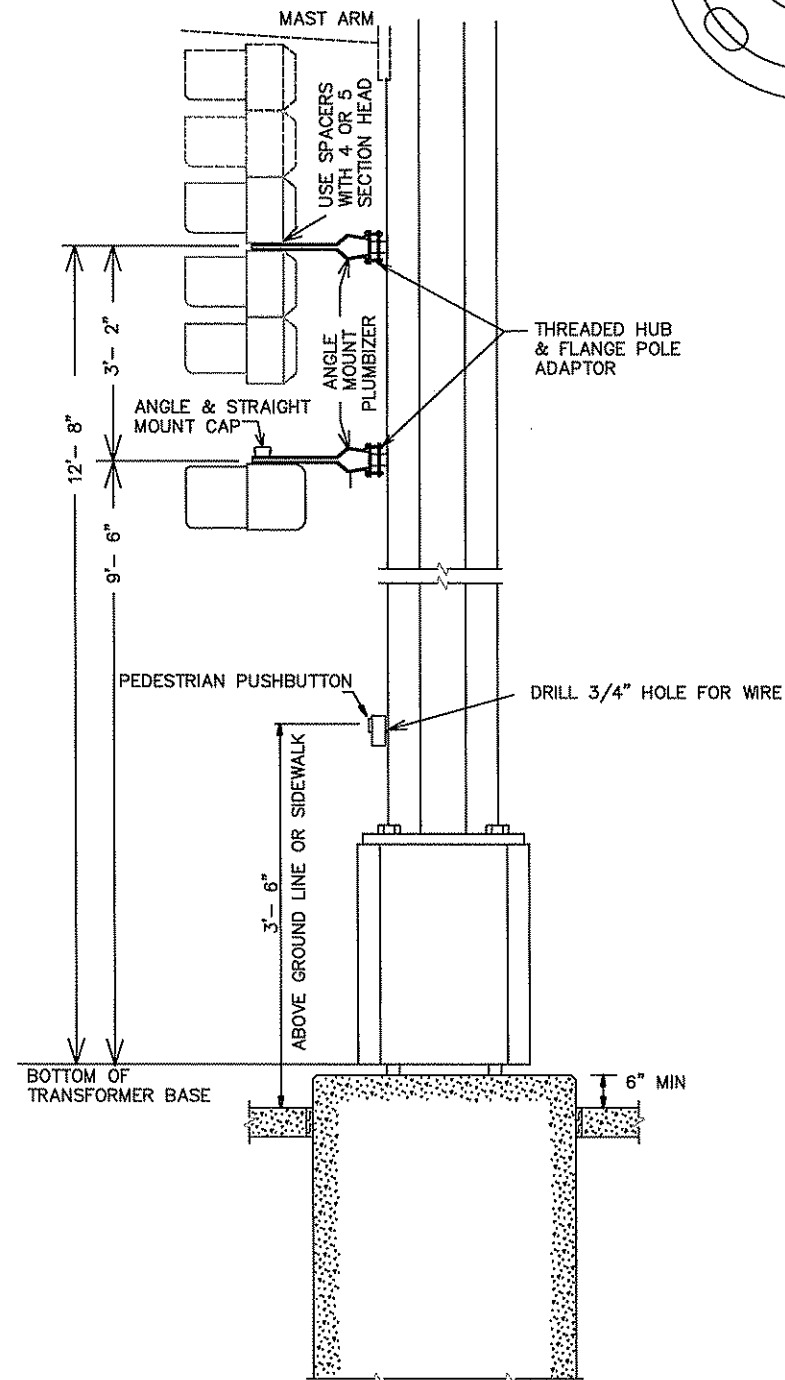
SEH
PHONE: (851) 490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

**ANOKA COUNTY,
MINNESOTA**

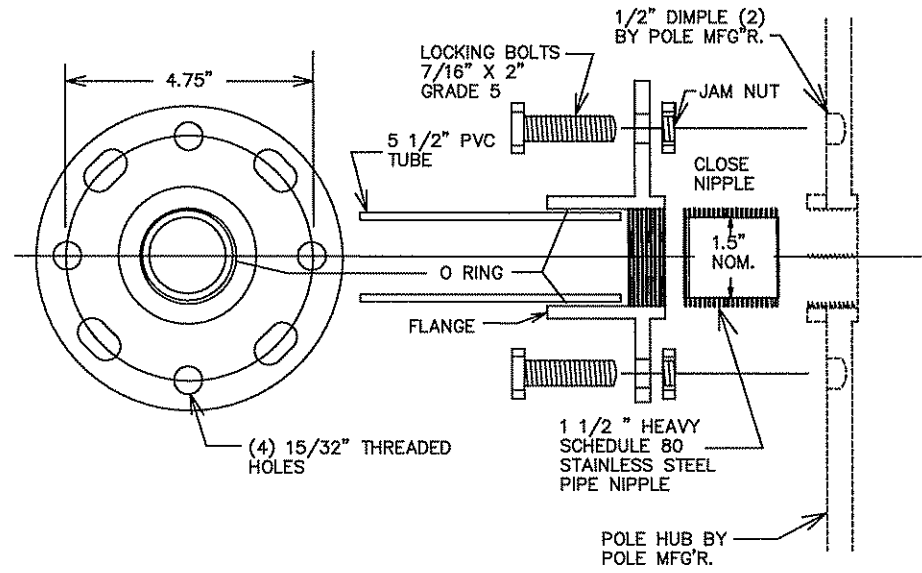
**TRAFFIC SIGNAL SYSTEMS "A-B"
EQUIPMENT PAD DETAILS
CSAH 17 (LEXINGTON AVE)**

FILE NO. ANOKC 114952
SIGNAL SHEET SG2 OF SG22
233
366

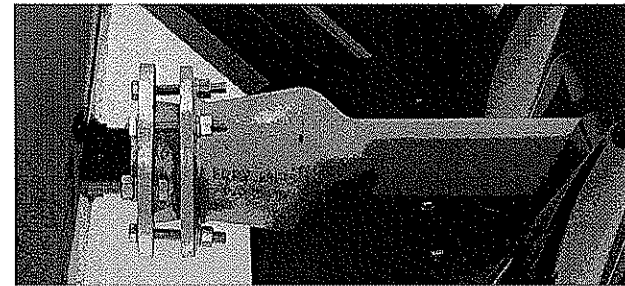
S:\NEVA\ANOKA COMMON SIGNALS\CSAH_17_SIGNALS\DETROIT\ALONG



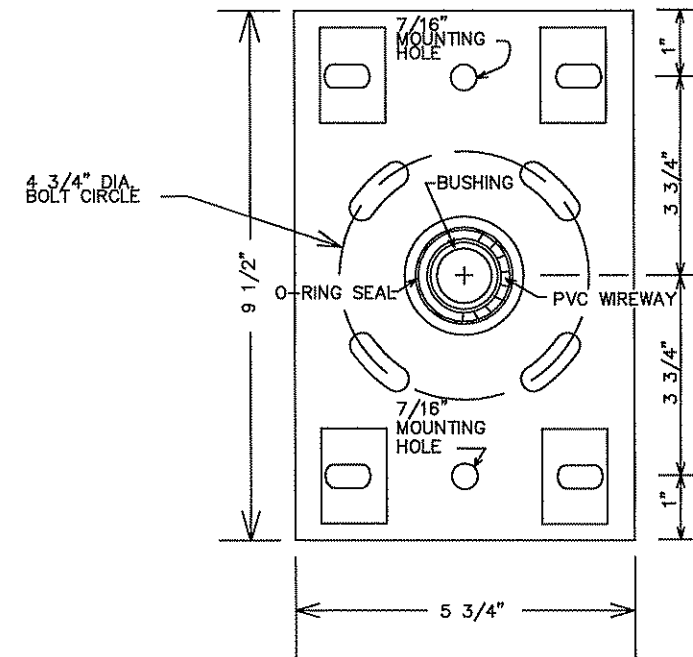
TYPICAL SIGNAL POLE MOUNTING
NOT TO SCALE



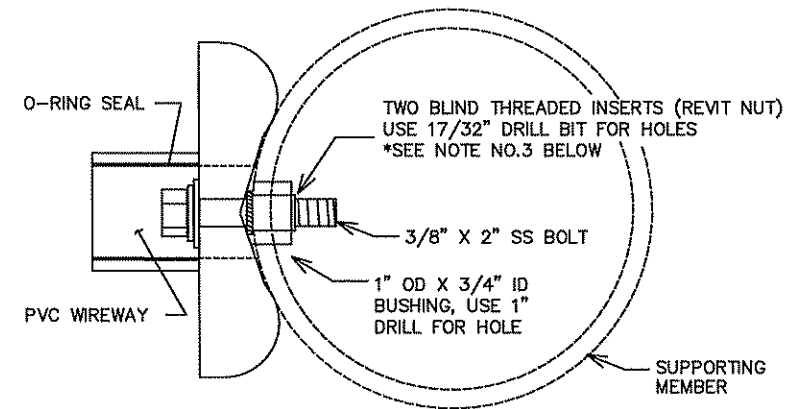
THREADED HUB AND FLANGE POLE ADAPTOR



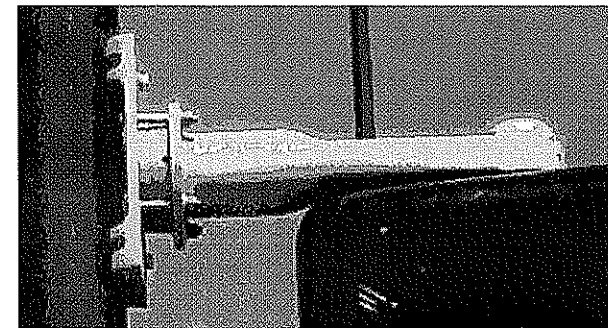
- NOTE:
1. ALL THREADED SURFACES TO BE COATED WITH ANTI-SEIZE COMPOUND.
 2. USE SIGNAL HEAD MOUNTED SPACERS FOR 4 & 5 SECTION POLY HEADS.
 3. SEE STANDARD PLATE NUMBER 8123 FOR ADDITIONAL SIGNAL POLE DETAILS.



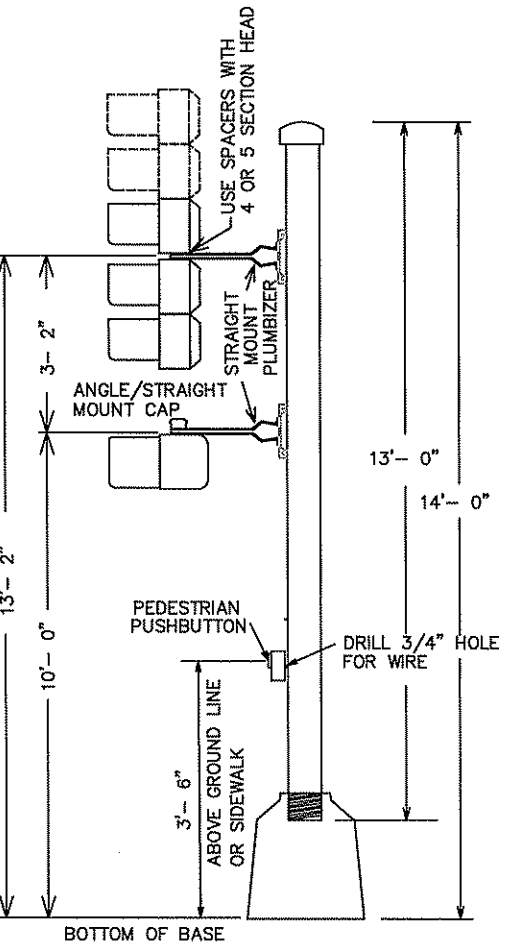
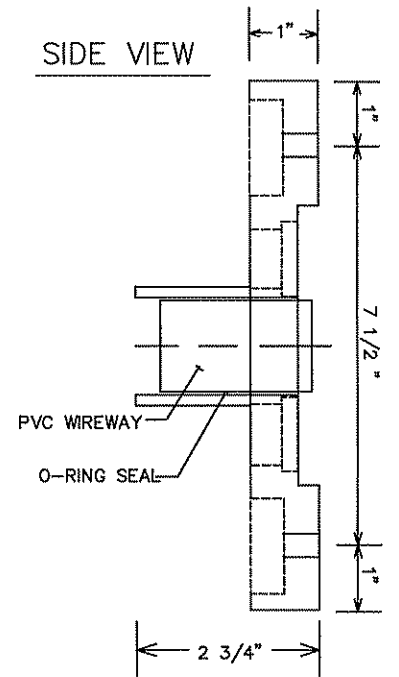
BOLT ON HUB & FLANGE



TOP VIEW



- NOTE:
1. ALL THREADED SURFACES TO BE COATED WITH ANTI-SEIZE COMPOUND.
 2. USE SIGNAL HEAD MOUNTED SPACERS FOR 4 & 5 SECTION POLY HEADS.
 3. BLIND THREADED INSERTS (RIVET NUT) MUST BE INSTALLED USING MANUFACTURERS SPECIFIC INSTALLATION TOOL. NO OTHER METHOD OF INSTALLATION IS ACCEPTABLE.
 4. SEE STANDARD PLATE NUMBER 8122 FOR ADDITIONAL PEDESTAL POLE DETAILS.



TYPICAL PEDESTAL MOUNTING
NOT TO SCALE

DRAWN BY: JMG
DESIGNER: JMG
CHECKED BY: JMG

NO.	BY	DATE

REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
Date: March 23, 2012 Name: John M. Gray, PE Lic. No. 22457



PHONE: (651) 490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

ANOKA COUNTY,
MINNESOTA

TRAFFIC SIGNAL SYSTEM 'B'
POLE MOUNT DETAILS
CSAH 17 (LEXINGTON AVE) AT CSAH 116

FILE NO.
ANOKC 114952
SIGNAL SHEET
SG4 OF SG22

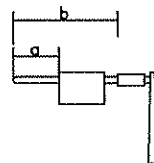
235
366

S.P. 002-617-018
S.P. 106-020-029 & 197-020-002

MAST ARM MOUNTED SIGNS								
SIGN PANELS - TYPE D (FURNISH AND INSTALL)								
SIGNAL SYSTEM	SIGN PANEL	SIZE (Inches)	NO. REQ.	BRACKETS PER SIGN	BRACKET SPACING (**)	AREA (sq.ft.) PER SIGN	POLE NO.	a
A	D-1	126x24	1	5	-	21.00	1	28'
A	D-2	102x24	1	4	-	17.00	2	42'
A	D-3	126x24	1	5	-	21.00	3	28'
A	D-4	102x24	1	4	-	17.00	5	28'
B	D-5	150x24	1	5	-	25.00	1	28'
B	D-6	150x24	1	5	-	25.00	3	28'
B	D-7	126x24	1	5	-	21.00	4	8'
TOTALS			7			147.00		

(**)= SPACING BETWEEN STIFFENERS SHALL NOT EXCEED 36 INCHES AND SHALL BE UNIFORMLY SPACED. SEE SPECIAL PROVISIONS AND STANDARD SIGNS MANUAL, PAGE 105A (REVISION DATE: 7/06/07) FOR BRACKET SPACING REQUIREMENTS.

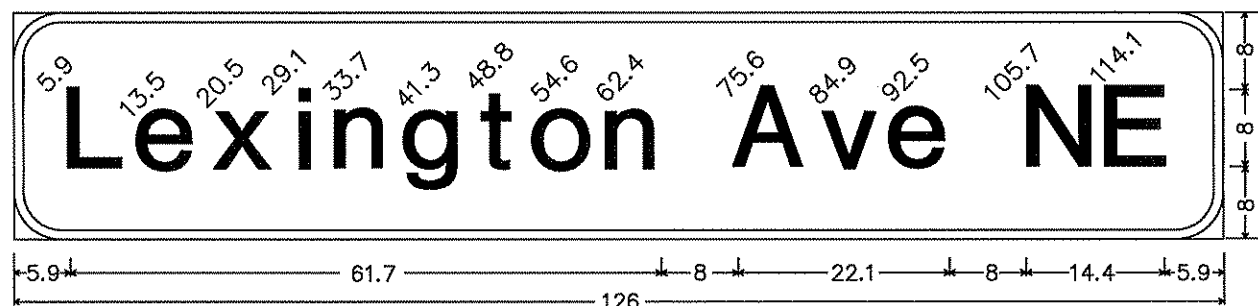
MAST ARM POLE MOUNTED SIGNS								
SIGN PANELS - TYPE C (FURNISH AND INSTALL)								
SIGNAL SYSTEM	SIGN PANEL	SIZE (In.)	NO. REQ.	NO. POSTS PER SIGN	POST SPACING (In.)	SQ. FT. PER SIGN	POLE NO.	a
A	R4-7	24x30	1	①	-	5.00	4	-
B	R6-1L	36x12	2	①	-	3.00	1,3	-
B	R6-1R	36x12	1	①	-	3.00	1	-
B	R9-3a	18x18	2	①	-	2.25	2,3	-
TOTALS			6			18.50		



GENERAL SIGNING NOTES:

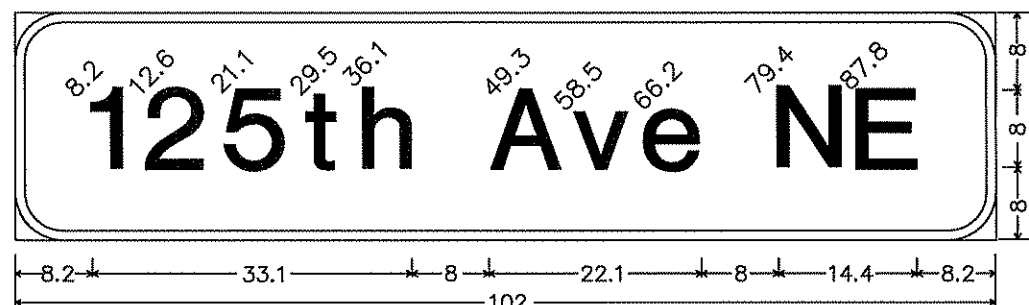
- COLOR FOR ALL TYPE D SIGNS SHALL BE WHITE LEGEND AND BORDER ON GREEN BACKGROUND, FULLY REFLECTORIZED.
- CORNERS EXTENDING BEYOND THE BORDER SHALL NOT BE TRIMMED.
- FOR STRUCTURAL DETAILS OF MAST ARM MOUNTED SIGNS, SEE STANDARD SIGNS MANUAL, PAGE 105A (REVISION DATE: 7/06/07), AND SPECIAL PROVISIONS.
- SEE STANDARD SIGNS MANUAL FOR DETAILED DRAWINGS OF TYPE C SIGN PANELS.
- FURNISHING AND INSTALLING TYPE C AND D SIGNS SHALL BE INCLUDED UNDER ITEM NO. 2565 (TRAFFIC CONTROL SIGNAL SYSTEMS A-B). SEE SPECIAL PROVISIONS.
- ALL NEW TYPE C AND D SIGN PANELS SHALL BE FABRICATED USING HP SHEETING. SEE SPECIAL PROVISIONS.
- ① = INSTALL SIGN PANEL ON TRAFFIC SIGNAL POLE.

D-1, D-3, D-7



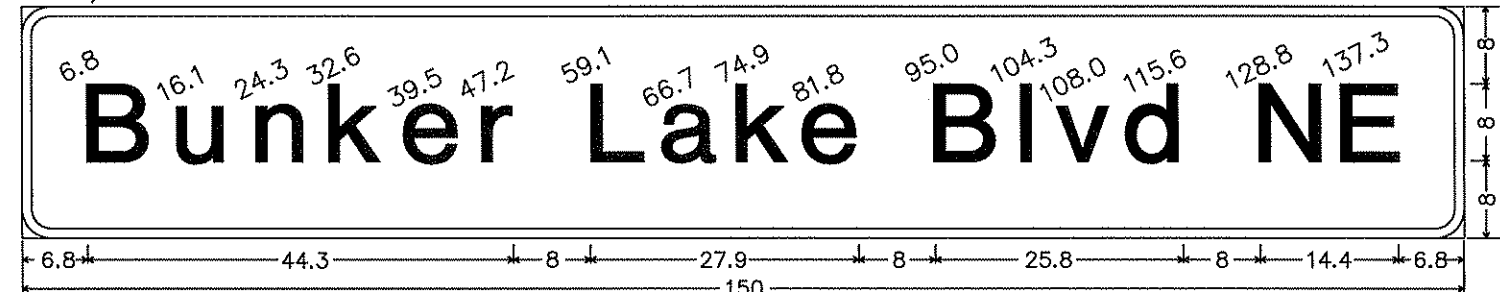
3.0" Radius, 1.0" Border, White on Green;
[Lexington Ave NE] E Mod;

D-2, D-4



3.0" Radius, 1.0" Border, White on Green;
[125th Ave NE] E Mod;

D-5, D-6



3.0" Radius, 1.0" Border, White on Green;
[Bunker Lake Blvd NE] E Mod;

S:\EVA\ANOKA\COUNTY SIGNALS\CSAH_17_SIGNALS\DETROIT.DWG

DRAWN BY: JMG			
DESIGNER: JMG			
CHECKED BY: JMG			
DESIGN TEAM	NO.	BY	DATE

NO.	BY	DATE	REVISIONS

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SEH
PHONE: (651) 490-2000
3535 VADNAIS CENTER DR.
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ANOKA COUNTY, MINNESOTA

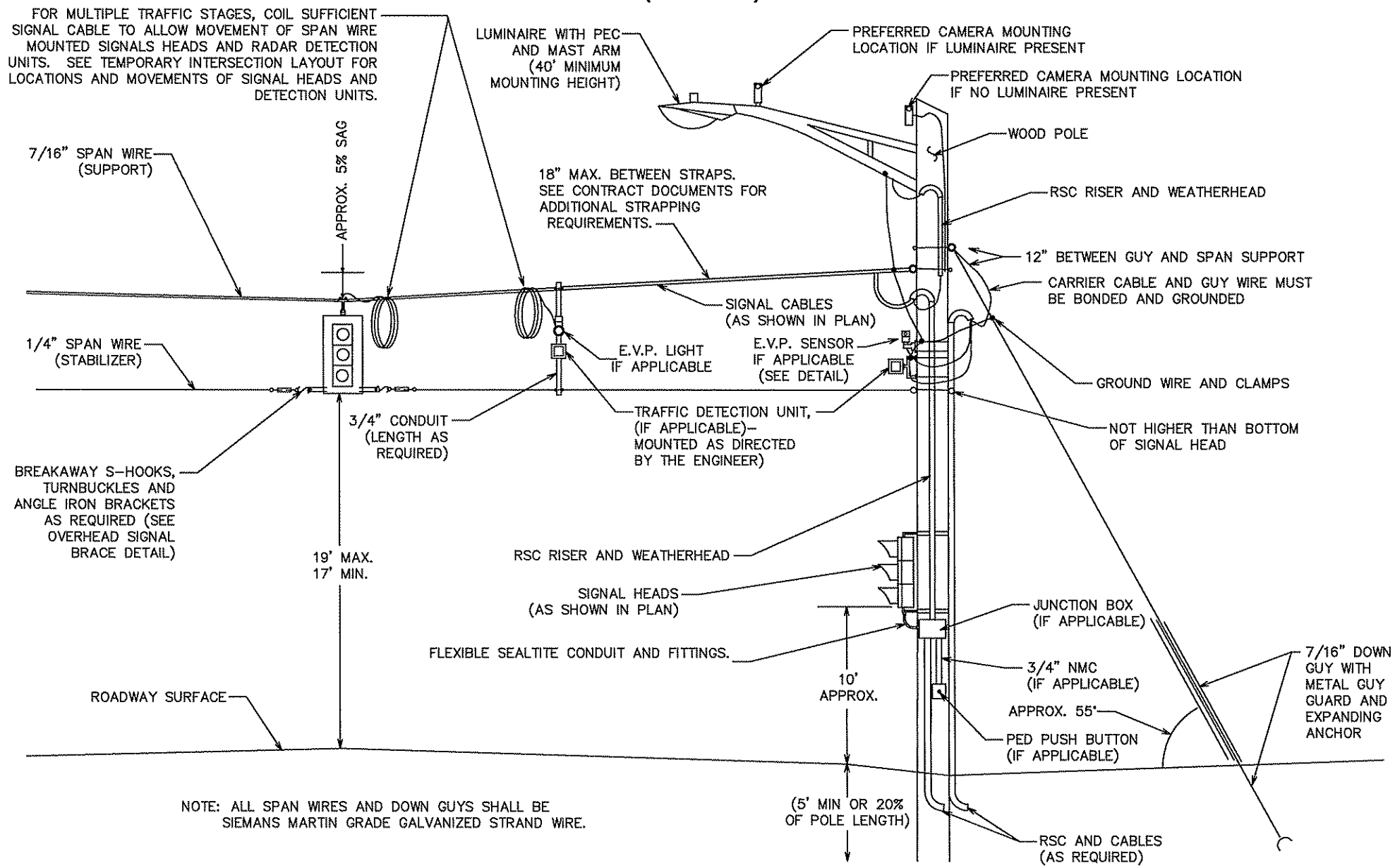
TRAFFIC SIGNAL SYSTEMS 'A-B'
SIGNAL SIGNING DETAILS
CSAH 17 (LEXINGTON AVE)

FILE NO. ANOKC 114952
SIGNAL SHEET 366 OF 362

S.P. 002-617-018
S.P. 106-020-029 & 197-020-002

TYPICAL WOOD POLE AND SPAN WIRE MOUNTED TRAFFIC SIGNALS

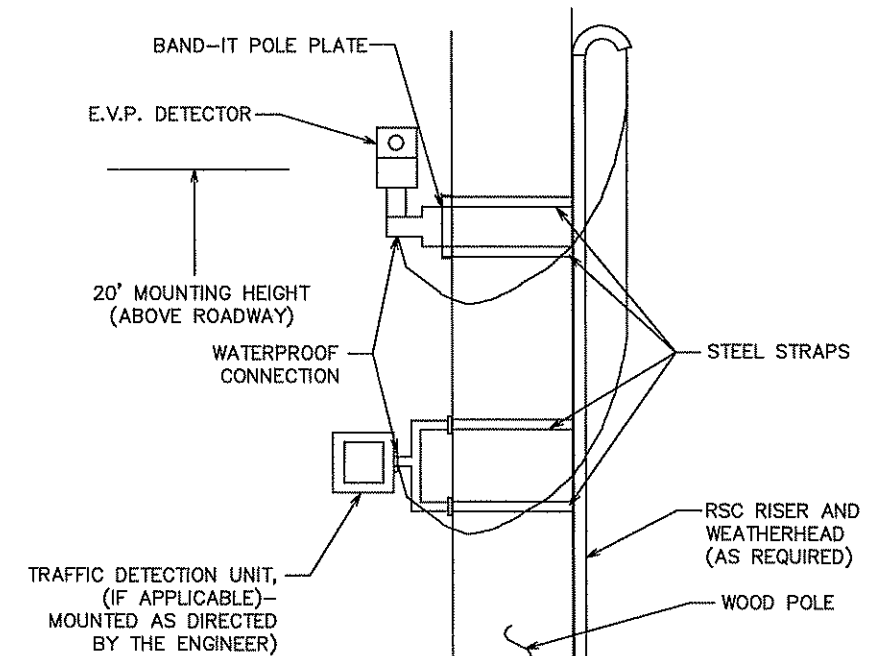
(NOT TO SCALE)



NOTE: ALL SPAN WIRES AND DOWN GUYS SHALL BE SIEMANS MARTIN GRADE GALVANIZED STRAND WIRE.

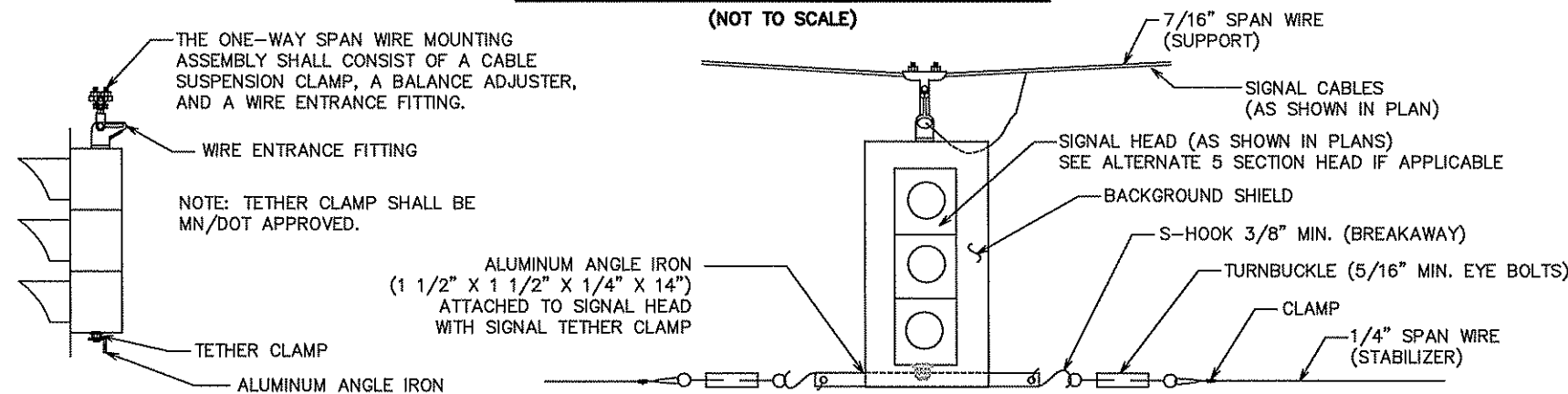
E.V.P. OR TRAFFIC DETECTOR WOOD POLE MOUNT

(NOT TO SCALE)



OVERHEAD SIGNAL BRACE DETAIL

(NOT TO SCALE)



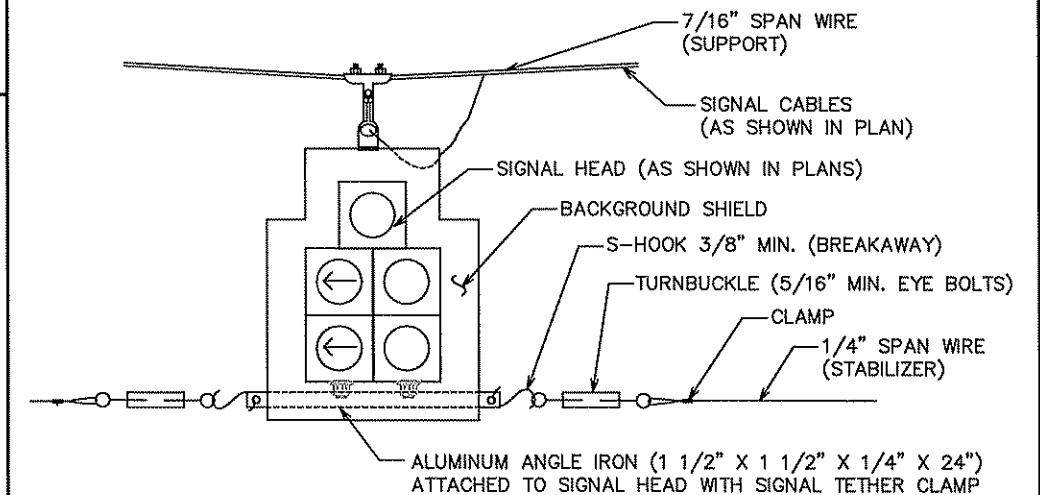
THE ONE-WAY SPAN WIRE MOUNTING ASSEMBLY SHALL CONSIST OF A CABLE SUSPENSION CLAMP, A BALANCE ADJUSTER, AND A WIRE ENTRANCE FITTING.

NOTE: TETHER CLAMP SHALL BE MN/DOT APPROVED.

ALUMINUM ANGLE IRON (1 1/2" X 1 1/2" X 1/4" X 14") ATTACHED TO SIGNAL HEAD WITH SIGNAL TETHER CLAMP

5 SECTION HEAD OVERHEAD SIGNAL BRACE DETAIL

(NOT TO SCALE)



S.P. 002-617-018
S.P. 106-020-029 & 197-020-002

S:\MVA\WORK\COMMON\CSAH\17_SIGNALS\DETBRD\DRAWING

DRAWN BY:	JMG
DESIGNER:	JMG
CHECKED BY:	JMG

NO.	BY	DATE	REVISIONS

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

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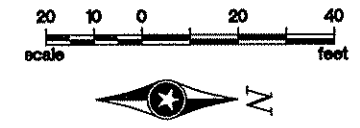
ANOKA COUNTY, MINNESOTA

**TEMPORARY SIGNAL SYSTEM
WOOD POLE AND SPAN WIRE DETAILS
CSAH 17 (LEXINGTON AVE) AT CSAH 14**

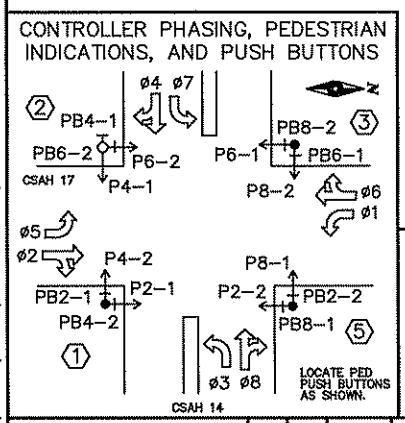
FILE NO. ANOKC 114952	237
SIGNAL SHEET SG6 OF SG22	366

NOTES:

- 1) LOCATION OF FOUNDATIONS, WOOD POLES, AND NEW HANDHOLE 100 SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 2) NEW HANDHOLE 100 SHALL BE PVC HANDHOLE WITH METAL FRAME AND COVER.
- 3) EACH SIGNAL FACE SHALL HAVE BACKGROUND SHIELD.
- 4) SEE DETAILS FOR WOOD POLE AND SPAN WIRE MOUNTING DETAILS.
- 5) ALL NEW VEHICLE SIGNAL INDICATIONS SHALL BE LED AND SHALL BE FURNISHED AND INSTALLED BY CONTRACTOR AS SHOWN BELOW.
- 6) ALL TRAFFIC SIGNAL MATERIALS AND ELECTRICAL EQUIPMENT TO BE FURNISHED AND INSTALLED BY CONTRACTOR FOR THE TEMPORARY SIGNAL SYSTEM SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION AT THE INTERSECTION. SEE SPECIAL PROVISIONS.
- 7) MOVEMENT OF HEADS, EVP DETECTORS AND INDICATOR LIGHTS, AND VIDEO DETECTOR CAMERAS AS NECESSARY SHALL BE INCLUDED IN THE PAY ITEM FOR "TEMPORARY SIGNAL SYSTEM."
- 8) ITEMS DENOTED BY "SEE PERMANENT SIGNAL PLANS" SHALL BE MEASURED AND PAID FOR UNDER THE "TRAFFIC CONTROL SIGNAL SYSTEM "A" PAY ITEM.
- 9) CONTRACTOR SHALL RELOCATE THE EVP DETECTORS AND INDICATOR LIGHTS BACK ONTO THE MAST ARMS OF POLES 2 AND 5 (FOR THE PERMANENT SIGNAL SYSTEM) AS PART OF THE "TEMPORARY SIGNAL SYSTEM" PAY ITEM.
- 10) F & I = MATERIALS TO BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
- 11) S & I = MATERIALS TO BE SALVAGED AND INSTALLED BY THE CONTRACTOR.
- 12) PROPOSED TEMPORARY SIGNAL SYSTEM PLAN IS PROPOSED LAYOUT FOR STAGES 2 AND 3 OF THE TRAFFIC CONTROL PLAN. PLACEMENT OF ALL SIGNAL INDICATIONS AND OTHER ITEMS FOR STAGES 2 AND 3 STAGING PLANS SHALL BE IN ACCORDANCE WITH STAGING PLANS INCLUDED ELSEWHERE IN THE PLANS.
- 13) CONTRACTOR SHALL BAG (AND MAKE IN-OPERATIONAL) ALL VEHICLE SIGNAL HEADS NOT IN USE DURING CONSTRUCTION. THIS MAY INCLUDE BUT NOT BE LIMITED TO VEHICLE SIGNAL HEADS FOR PHASES 6 AND 7 (IF NO ACCESS IS ALLOWED FOR VEHICLE AND CONSTRUCTION TRAFFIC TO THE NORTH).
- 14) CONTRACTOR SHALL PROTECT AND MAINTAIN ALL ITEMS OF THE EXISTING PERMANENT SIGNAL SYSTEM THAT WILL BE REUSED AS PART OF BOTH THE TEMPORARY AND FINAL PERMANENT SIGNAL SYSTEMS, AND SHALL REPLACE ITEMS DAMAGED DURING CONSTRUCTION WITH NEW ITEMS (AT NO EXPENSE TO THE COUNTY).



- (A) INPLACE (S & I) CONTROLLER AND CABINET SIGNAL SERVICE CABINET**
- F & I TEMPORARY CABINET BASE (FOR CONTROLLER AND SERVICE CABINETS) BETWEEN CONTROLLER CABINET AND SERVICE CABINET:**
- METERED SIGNAL SERVICE
 - 2" R.S.C.
 - 3-1/c#6
 - UNMETERED STREET LIGHT SERVICE
 - 4-3/c#14 (LUM)
 - CONTROLLER CABINET TO H.H.100:
 - 2-4" R.S.C.
 - 6-12/c#14
 - 8-4/c#14
 - 4-3/c#14
 - 8-2/c#14
 - 4-3/c#20
 - 4-3/c#14 (VIDEO)
 - 4-3/c#14 (LUM)
 - STUB OUT 2" R.S.C. FROM SERVICE CABINET TO NORTH (FOR POWER BY CONNEXUS)



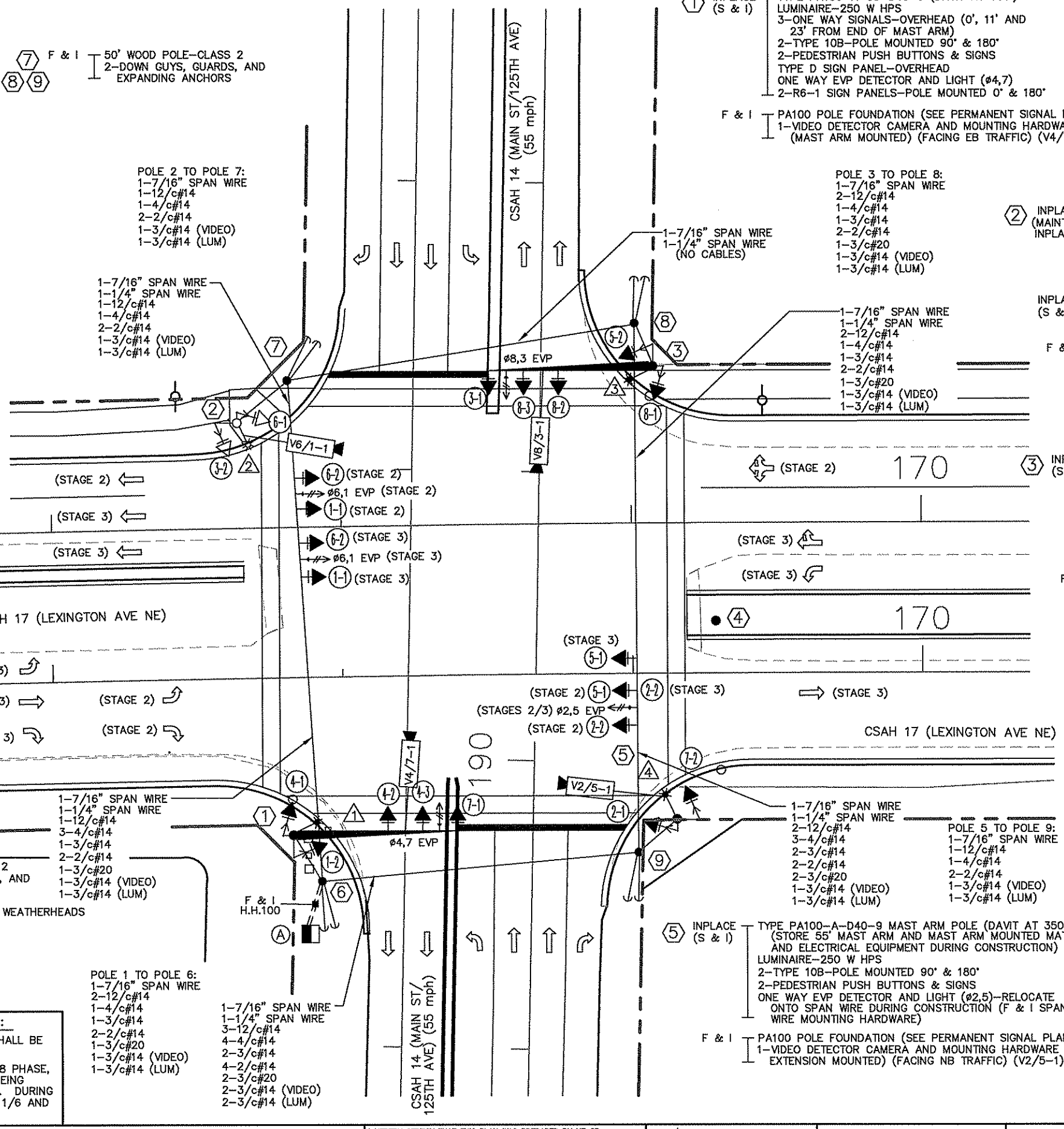
SIGNAL SYSTEM OPERATIONS:

- SIGNAL SYSTEM FLASH MODE SHALL BE ALL RED.
- NORMAL OPERATION SHALL BE 8 PHASE, WITH PHASES 1, 3, 5, AND 7 BEING PROTECTED LEFT TURN PHASES. DURING STAGE 2 OPERATIONS, PHASES 1/6 AND 2/5 MAY BE SPLIT PHASED.

F & I 50' WOOD POLE-CLASS 2
2-DOWN GUYS, GUARDS, AND EXPANDING ANCHORS

POLE 2 TO POLE 7:
1-7/16" SPAN WIRE
1-12/c#14
1-4/c#14
2-2/c#14
1-3/c#14 (VIDEO)
1-3/c#14 (LUM)

1-7/16" SPAN WIRE
1-1/4" SPAN WIRE
1-12/c#14
1-4/c#14
2-2/c#14
1-3/c#14 (VIDEO)
1-3/c#14 (LUM)



(1) INPLACE (S & I) TYPE PA100-A-55-D40-9 (DAVIT AT 350') LUMINAIRE-250 W HPS
3-ONE WAY SIGNALS-OVERHEAD (0', 11' AND 23' FROM END OF MAST ARM)
2-TYPE 10B-POLE MOUNTED 90° & 180°
2-PEDESTRIAN PUSH BUTTONS & SIGNS
TYPE D SIGN PANEL-OVERHEAD
ONE WAY EVP DETECTOR AND LIGHT (#4,7)
2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180°

F & I PA100 POLE FOUNDATION (SEE PERMANENT SIGNAL PLANS)
1-VIDEO DETECTOR CAMERA AND MOUNTING HARDWARE (MAST ARM MOUNTED) (FACING EB TRAFFIC) (V4/7-1)

POLE 3 TO POLE 8:
1-7/16" SPAN WIRE
2-12/c#14
1-4/c#14
1-3/c#14
2-2/c#14
1-3/c#20
1-3/c#14 (VIDEO)
1-3/c#14 (LUM)

(2) INPLACE (MAINTAIN INPLACE) PA100 POLE FOUNDATION TYPE PA100-A-D40-9 MAST ARM POLE (DAVIT AT 350') (STORE 55' MAST ARM & MAST ARM MOUNTED MATERIALS AND EQUIPMENT DURING CONSTRUCTION)
LUMINAIRE-250 W HPS
2-TYPE 10B-POLE MOUNTED 90° & 180°
2-PEDESTRIAN PUSH BUTTONS & SIGNS

INPLACE (S & I) ONE WAY EVP DETECTOR AND LIGHT (#6,1)-RELOCATE ONTO SPAN WIRE DURING CONSTRUCTION (F & I SPAN WIRE MOUNTING HARDWARE)

F & I 1-VIDEO DETECTOR CAMERA AND MOUNTING HARDWARE (LUMINAIRE EXTENSION MOUNTED) (FACING SB TRAFFIC) (V6/1-1)

(3) INPLACE (S & I) TYPE PA100-A-55-D40-9 (DAVIT AT 350') LUMINAIRE-250 W HPS
3-ONE WAY SIGNALS-OVERHEAD (0', 11' AND 23' FROM END OF MAST ARM)
2-TYPE 10B-POLE MOUNTED 90° & 180°
2-PEDESTRIAN PUSH BUTTONS & SIGNS
TYPE D SIGN PANEL-OVERHEAD
ONE WAY EVP DETECTOR AND LIGHT (#8,3)
2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180°

F & I PA100 POLE FOUNDATION (SEE PERMANENT SIGNAL PLANS)
1-VIDEO DETECTOR CAMERA AND MOUNTING HARDWARE (MAST ARM MOUNTED) (FACING WB TRAFFIC) (V8/3-1)

- ← INPLACE LED LENSES.
 - ← F & I NEW LED LENSES.
- SIGNAL FACE STATUS:**
- 1) INPLACE, REUSE INPLACE.
 - 2) INPLACE, SALVAGE & INSTALL (SEE PERMANENT PLAN).
 - 3) FURNISH AND INSTALL.
 - 4) REPLACE SOLID LENSES WITH ARROW LENSES.
 - 5) REPLACE ARROW LENSES WITH SOLID LENSES.

LED SIGNAL FACES				
ALL SIGNAL INDICATIONS SHALL BE 12"				
SIGNAL FACE	R	Y	G	STATUS
1-1	←	←	←	3
1-2	←	←	←	2
2-1 (STAGE 2)	←	←	←	2, 4
2-2 (STAGE 2)	←	←	←	3
2-1 (STAGE 3)	○	○	○	1, 5
2-2 (STAGE 3)	●	●	●	2, 5
3-1	←	←	←	2
3-2	←	←	←	1
4-1, 4-2, 4-3	○	○	○	2
5-1	←	←	←	3
5-2	←	←	←	2
6-1	○	○	○	1
6-2	●	●	●	3
7-1, 7-2	←	←	←	2
8-1, 8-2, 8-3	○	○	○	2

DRAWN BY: JMG
DESIGNER: JMG
CHECKED BY: JMG

DESIGN TEAM	NO.	BY	DATE	REVISIONS

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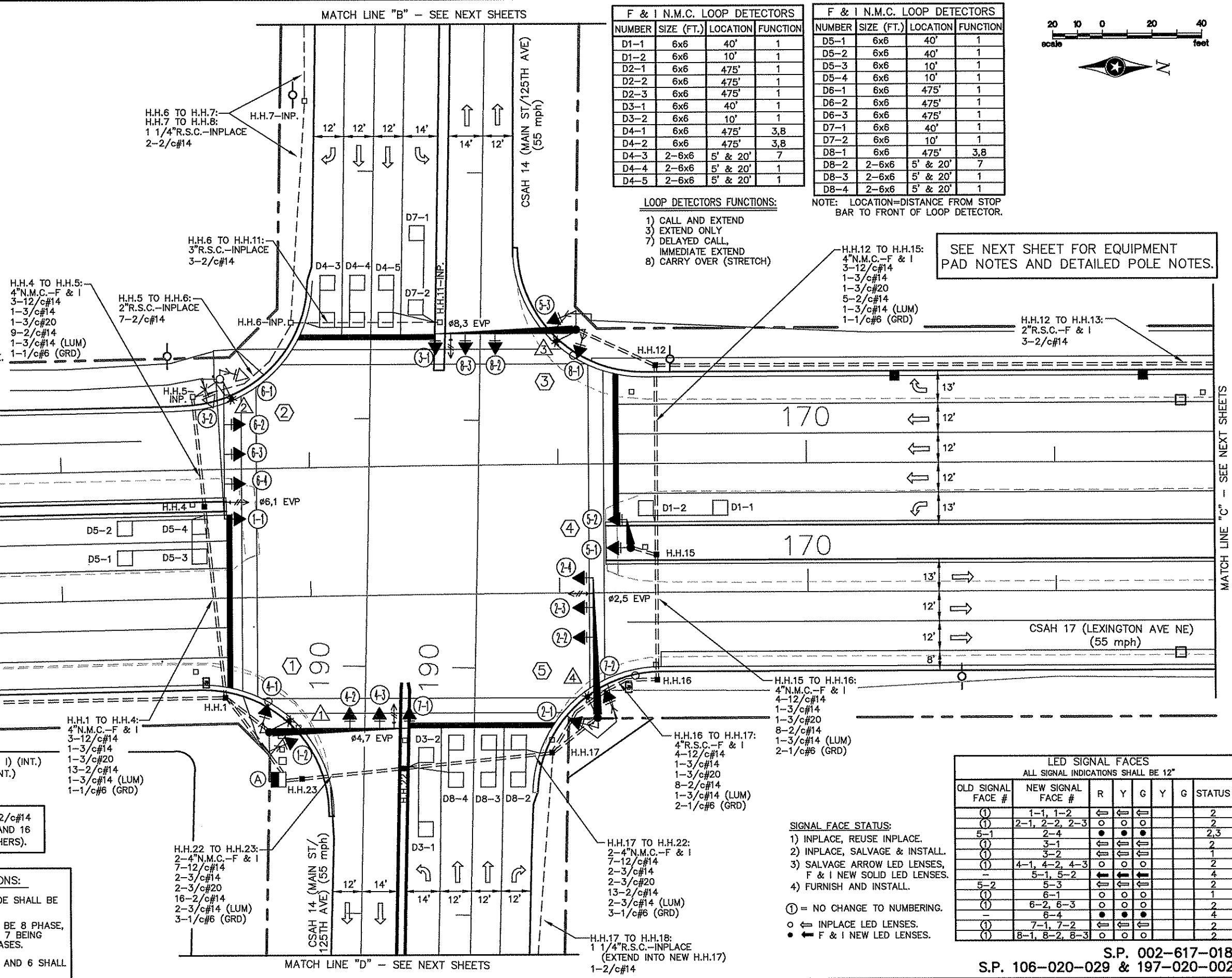
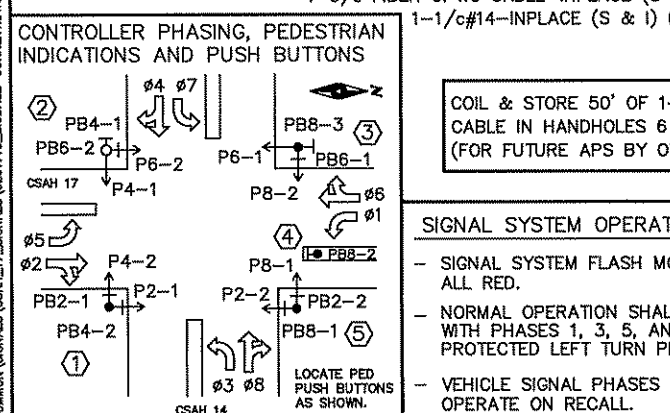
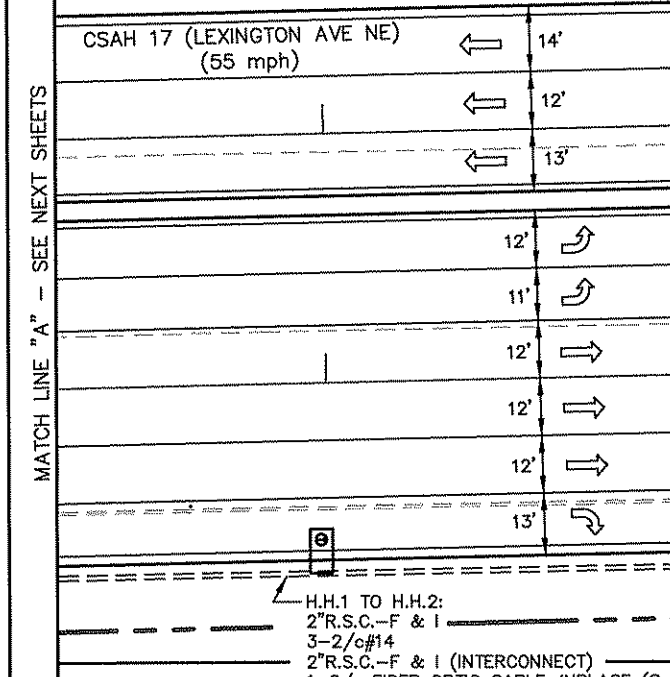
ANOKA COUNTY, MINNESOTA

TEMPORARY SIGNAL SYSTEM INTERSECTION LAYOUT
CSAH 17 (LEXINGTON AVE) AT CSAH 14

FILE NO. ANOKC 114952
SIGNAL SHEET S67 OF S622

238
366

- NOTES:**
- 1) THE EXACT LOCATION OF HANDHOLES, FOUNDATIONS, AND LOOP DETECTORS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
 - 2) EACH NEW & INPLACE SIGNAL FACE SHALL HAVE A BACKGROUND SHIELD (F & I ON NEW SIGNAL FACES).
 - 3) ALL PEDESTRIAN SIGNAL INDICATIONS ARE ONE SECTION "McCAIN" PEDESTRIAN SIGNAL INDICATIONS (REUSE HOUSINGS AND VISORS, AND REPLACE "HAND/WALKING PERSON" LENSES WITH LED "COUNTDOWN TIMER" "HAND/WALKING PERSON" LENSES).
 - 4) LOOP DETECTOR WIRES SHALL BE CROSS-LINKED POLYETHYLENE (XLP) IN 3/4" N.M.C. SEE SPECIAL PROVISIONS.
 - 5) ALL NEW VEHICLE SIGNAL FACES SHALL BE FURNISHED AND INSTALLED WITH NEW LED LENSES. ALL EXISTING SIGNAL FACES HAVE LED LENSES (REUSE AND MAINTAIN AS IS).
 - 6) ALL NEW VEHICLE SIGNAL INDICATION HOUSINGS, VISORS, AND BACKGROUND SHIELDS SHALL BE FABRICATED WITH POLY-CARBONATE MATERIALS (BLACK FOR VISORS AND BACKGROUND SHIELDS, AND YELLOW FOR HOUSINGS).
 - 7) NEW HANDHOLES SHALL BE PVC HANDHOLES WITH METAL FRAMES AND COVERS.
 - 8) SEE SPECIAL PROVISIONS REGARDING REMOVAL, SALVAGING AND INSTALLATION OF INPLACE SIGNAL EQUIPMENT.
 - 9) CONTRACTOR SHALL MAINTAIN OPERATION OF THE INPLACE SIGNAL SYSTEM AT ALL TIMES, EXCEPT AS APPROVED BY ENGINEER.
 - 10) F & I = MATERIALS TO BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
 - 11) S & I = MATERIALS TO BE SALVAGED AND INSTALLED BY THE CONTRACTOR.
 - 12) (INTERCONNECT) DENOTES ITEMS TO BE FURNISHED AND INSTALLED (OR SALVAGED AND INSTALLED) BY CONTRACTOR SEPARATE FROM ITEM NO. 2565 (TRAFFIC CONTROL SIGNAL SYSTEM "A"). SEE ESTIMATED QUANTITIES AND SPECIAL PROVISIONS.
 - 13) CONTRACTOR SHALL PROVIDE EXTENDED BRACKETS FOR EACH NEW AND RELOCATED POLE MOUNTED VEHICLE & PEDESTRIAN SIGNAL FACE.
 - 14) SEE DETAILS, SPECIAL PROVISIONS, AND STATEMENT OF ESTIMATED QUANTITIES REGARDING BATTERY BACK-UP SIGNAL SERVICE CABINET TO BE FURNISHED AND INSTALLED BY CONTRACTOR (SEPARATE FROM ITEM NO. 2565 FOR THIS SIGNAL SYSTEM).

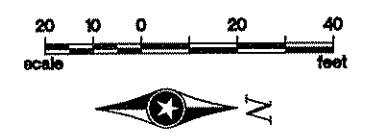


F & I N.M.C. LOOP DETECTORS			
NUMBER	SIZE (FT.)	LOCATION	FUNCTION
D1-1	6x6	40'	1
D1-2	6x6	10'	1
D2-1	6x6	475'	1
D2-2	6x6	475'	1
D2-3	6x6	475'	1
D3-1	6x6	40'	1
D3-2	6x6	10'	1
D4-1	6x6	475'	3,8
D4-2	6x6	475'	3,8
D4-3	2-6x6	5' & 20'	7
D4-4	2-6x6	5' & 20'	1
D4-5	2-6x6	5' & 20'	1

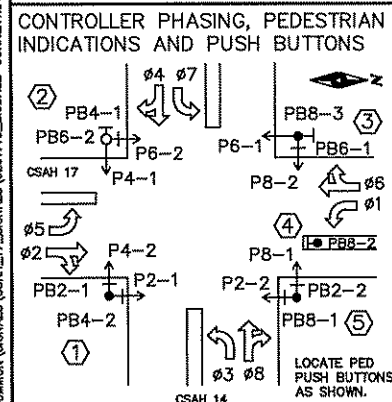
F & I N.M.C. LOOP DETECTORS			
NUMBER	SIZE (FT.)	LOCATION	FUNCTION
D5-1	6x6	40'	1
D5-2	6x6	40'	1
D5-3	6x6	10'	1
D5-4	6x6	10'	1
D6-1	6x6	475'	1
D6-2	6x6	475'	1
D6-3	6x6	475'	1
D7-1	6x6	40'	1
D7-2	6x6	10'	1
D8-1	6x6	475'	3,8
D8-2	2-6x6	5' & 20'	7
D8-3	2-6x6	5' & 20'	1
D8-4	2-6x6	5' & 20'	1

- LOOP DETECTORS FUNCTIONS:**
- 1) CALL AND EXTEND
 - 3) EXTEND ONLY
 - 7) DELAYED CALL, IMMEDIATE EXTEND
 - 8) CARRY OVER (STRETCH)

NOTE: LOCATION=DISTANCE FROM STOP BAR TO FRONT OF LOOP DETECTOR.



SEE NEXT SHEET FOR EQUIPMENT PAD NOTES AND DETAILED POLE NOTES.



COIL & STORE 50' OF 1-2/c#14 CABLE IN HANDHOLES 6 AND 16 (FOR FUTURE APS BY OTHERS).

- SIGNAL SYSTEM OPERATIONS:**
- SIGNAL SYSTEM FLASH MODE SHALL BE ALL RED.
 - NORMAL OPERATION SHALL BE 8 PHASE, WITH PHASES 1, 3, 5, AND 7 BEING PROTECTED LEFT TURN PHASES.
 - VEHICLE SIGNAL PHASES 2 AND 6 SHALL OPERATE ON RECALL.

- SIGNAL FACE STATUS:**
- 1) INPLACE, REUSE INPLACE.
 - 2) INPLACE, SALVAGE & INSTALL.
 - 3) SALVAGE ARROW LED LENSES, F & I NEW SOLID LED LENSES.
 - 4) FURNISH AND INSTALL.
- ① = NO CHANGE TO NUMBERING.
 ○ ← INPLACE LED LENSES.
 ● ← F & I NEW LED LENSES.

LED SIGNAL FACES							
ALL SIGNAL INDICATIONS SHALL BE 12"							
OLD SIGNAL FACE #	NEW SIGNAL FACE #	R	Y	G	Y	G	STATUS
①	1-1, 1-2	○	○	○			2
①	2-1, 2-2, 2-3	○	○	○			2
5-1	2-4	●	●	●			2,3
①	3-1	○	○	○			2
①	3-2	○	○	○			1
①	4-1, 4-2, 4-3	○	○	○			2
-	5-1, 5-2	○	○	○			4
5-2	5-3	○	○	○			2
①	6-1	○	○	○			1
①	6-2, 6-3	○	○	○			2
①	6-4	●	●	●			4
①	7-1, 7-2	○	○	○			2
①	8-1, 8-2, 8-3	○	○	○			2

DRAWN BY: JMG
 DESIGNER: JMG
 CHECKED BY: JMG

NO.	BY	DATE	REVISIONS

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ANOKA COUNTY, MINNESOTA

TRAFFIC SIGNAL SYSTEM 'A'
INTERSECTION LAYOUT
CSAH 17 (LEXINGTON AVE) AT CSAH 14

S.P. 002-617-018
 S.P. 106-020-029 & 197-020-002

FILE NO. ANOKC 114952
 SIGNAL SHEET S99 OF S622
240
366

S:\VEVA\COMMON SIGNALS\CSAH_17_SIGNALS\0281718_510BASE-CURRENT.DWG

① INPLACE (SALVAGE) 2-SETS "HAND/WALKING PERSON" LENSES
2-PEDESTRIAN PUSH BUTTONS

INPLACE (S & I) TYPE PA100-A-55-D40-9 (DAVIT AT 350°)
3-ONE WAY SIGNALS-OVERHEAD (0', 11', AND 23' FROM END OF MAST ARM)
2-TYPE 10B-POLE MOUNTED 90° & 180° (INCLUDING 2-SETS PEDESTRIAN SIGNAL HOUSINGS & VISORS)
ONE WAY EVP DETECTOR AND LIGHT HOUSING (Ø4,7)
2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180°

INPLACE (REMOVE) PA100 POLE FOUNDATION
LUMINAIRE-250 W HPS
2-PEDESTRIAN INSTRUCTION STICKERS (R10-4b)
TYPE D SIGN PANEL-OVERHEAD
INCANDESCENT EVP INDICATOR LIGHT BULB
EXTENDED INTO H.H.1:
3"R.S.C.
2-12/c#12
4-3/c#12
1-3/c#20
1-3/c#12 (LUM)

F & I PA100 POLE FOUNDATION
LUMINAIRE-COBRAHEAD LED (SEE SPECIAL PROVISIONS)
2-SETS C.D. PED INDICATION LENSES (INSTALL IN EXISTING PED SIGNAL HOUSINGS AT 90° & 180°)
2-PEDESTRIAN PUSH BUTTONS
TYPE D SIGN PANEL-OVERHEAD (D-1)
LED EVP INDICATOR LIGHT BULB
EXTEND INTO H.H.1:
3"R.S.C.
3-12/c#14
1-3/c#14
1-3/c#20
2-2/c#14
1-3/c#14 (LUM)
1-1/c#6 (GRD)

② INPLACE (MAINTAIN INPLACE) PA100 POLE FOUNDATION
TYPE PA100-A-55-D40-9 (DAVIT AT 350°)
2-TYPE 10B-POLE MOUNTED 90° & 180° (INCLUDING 2-SETS PEDESTRIAN SIGNAL HOUSINGS & VISORS)
ONE WAY EVP DETECTOR AND LIGHT HOUSING (Ø6,1)
2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180°
EXTENDED INTO H.H.5:
3"R.S.C.

INPLACE (SALVAGE) 2-SETS "HAND/WALKING PERSON" LENSES
2-PEDESTRIAN PUSH BUTTONS

INPLACE (S & I) 3-ONE WAY SIGNALS-OVERHEAD (RELOCATE FROM 17', 29', AND 41'; TO 0', 26', AND 38' FROM END OF MAST ARM)

INPLACE (REMOVE) LUMINAIRE-250 W HPS
2-PEDESTRIAN INSTRUCTION STICKERS (R10-4b)
TYPE D SIGN PANEL-OVERHEAD
INCANDESCENT EVP INDICATOR LIGHT BULB
3-12/c#12
2-3/c#12
1-3/c#20
1-3/c#12 (LUM)

F & I LUMINAIRE-COBRAHEAD LED (SEE SPECIAL PROVISIONS)
1-ANGLE MOUNT-OVERHEAD AT 0' (FOR 1-1)
1-ONE WAY SIGNAL-OVERHEAD AT 14' (6-4)
3-WELDED MID MAST ARM MOUNTS (LOCATE AT 14', 26' AND 38' FROM END OF MAST ARM)
CAP OPEN MID-MOUNTS AT 17', 29', AND 41' FROM END OF MAST ARM
2-SETS C.D. PED INDICATION LENSES (INSTALL IN EXISTING PED SIGNAL HOUSINGS AT 90° & 180°)
2-PEDESTRIAN PUSH BUTTONS
TYPE D SIGN PANEL-OVERHEAD (D-2)
LED EVP INDICATOR LIGHT BULB
3-12/c#14
1-3/c#14
1-3/c#20
2-2/c#14
1-3/c#14 (LUM)
1-1/c#6 (GRD)

③ INPLACE (SALVAGE) 2-SETS "HAND/WALKING PERSON" LENSES
2-PEDESTRIAN PUSH BUTTONS

INPLACE (S & I) TYPE PA100-A-55-D40-9 (DAVIT AT 350°)
3-ONE WAY SIGNALS-OVERHEAD (0', 11', AND 23' FROM END OF MAST ARM)
2-TYPE 10B-POLE MOUNTED 90° & 180° (INCLUDING 2-SETS PEDESTRIAN SIGNAL HOUSINGS & VISORS)
ONE WAY EVP DETECTOR AND LIGHT HOUSING (Ø8,3)
2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180°

INPLACE (REMOVE) PA100 POLE FOUNDATION
LUMINAIRE-250 W HPS
2-PEDESTRIAN INSTRUCTION STICKERS (R10-4b)
TYPE D SIGN PANEL-OVERHEAD
INCANDESCENT EVP INDICATOR LIGHT BULB
EXTENDED INTO H.H.12:
3"R.S.C.
2-12/c#12
4-3/c#12
1-3/c#20
1-3/c#12 (LUM)

F & I PA100 POLE FOUNDATION
LUMINAIRE-COBRAHEAD LED (SEE SPECIAL PROVISIONS)
2-SETS C.D. PED INDICATION LENSES (INSTALL IN EXISTING PED SIGNAL HOUSINGS AT 90° & 180°)
2-PEDESTRIAN PUSH BUTTONS
TYPE D SIGN PANEL-OVERHEAD (D-3)
LED EVP INDICATOR LIGHT BULB
EXTEND INTO H.H.12:
3"R.S.C.
3-12/c#14
1-3/c#14
1-3/c#20
2-2/c#14
1-3/c#14 (LUM)
1-1/c#6 (GRD)

Ⓐ INPLACE (REMOVE) CONTROLLER CABINET FOUNDATION
SERVICE CABINET FOUNDATION

INPLACE (SALVAGE) SIGNAL SERVICE CABINET

INPLACE (S & I) CONTROLLER AND CABINET

F & I EQUIPMENT PAD FOUNDATION
BATTERY BACK-UP SIGNAL SERVICE CABINET
BETWEEN CONTROLLER CABINET AND SERVICE CABINET:
2"R.S.C.
3-1/c#6

CONTROLLER CABINET TO H.H.1:
4"R.S.C. 4"R.S.C.
3-12/c#14 3-12/c#14
1-3/c#14 (EVP) 1-3/c#14 (EVP)
1-3/c#20 (EVP) 1-3/c#20 (EVP)
5-2/c#14 13-2/c#14

CONTROLLER CABINET TO H.H.23:
4"R.S.C. 4"R.S.C.
3-12/c#14 3-12/c#14
1-3/c#14 (EVP) 1-3/c#14 (EVP)
1-3/c#20 (EVP) 1-3/c#20 (EVP)
8-2/c#14 8-2/c#14

CONTROLLER CABINET TO H.H.1:
2"R.S.C. (INTERCONNECT)

INPLACE (S & I) 1-6/c FIBER OPTIC CABLE
(INTERCONNECT)-SALVAGE
BACK TO H.H.134 AND
REINSTALL TO CABINET

F & I SERVICE CABINET TO H.H.1:
2"R.S.C.
UNMETERED STREET LIGHT SERVICE
2-3/c#14 (LUM)
2-1/c#6 (GRD.)

SERVICE CABINET TO H.H.23:
2"R.S.C.
UNMETERED STREET LIGHT SERVICE
2-3/c#14 (LUM)
2-1/c#6 (GRD.)

STUB OUT 2"R.S.C. FROM SERVICE CABINET TO EAST (FOR POWER CABLE INSTALLATION BY CONNEXUS)

STUB OUT 1"R.S.C. FROM CONTROLLER CABINET (FOR FUTURE PHONE LINE BY OTHERS)

STUB OUT 2-3"R.S.C. FROM CONTROLLER CABINET TO NORTH (THREAD AND CAP-FOR FUTURE USE)

④ F & I PA85 POLE FOUNDATION
TYPE PA85-A-10
1-ANGLE MOUNT SIGNAL-OVERHEAD AT 0' (5-2)
1-ANGLE MOUNT SIGNAL-POLE MOUNTED 270° (5-1)
1-PEDESTRIAN PUSH BUTTON
R4-7 SIGN PANEL-POLE MOUNTED 270°
EXTEND INTO H.H.15:
3"R.S.C.
1-12/c#14
1-2/c#14
1-1/c#6 (GRD)

⑤ INPLACE (SALVAGE) 12" RLTA-YLTA-GLTA LED LENSES (OLD 5-1)
2-SETS "HAND/WALKING PERSON" LENSES
2-PEDESTRIAN PUSH BUTTONS

INPLACE (S & I) TYPE PA100-A-55-D40-9 (DAVIT AT 350°)
3-ONE WAY SIGNALS-OVERHEAD (RELOCATE FROM 17', 29', AND 41'; TO 0', 11', AND 23' FROM END OF MAST ARM)
2-TYPE 10B-POLE MOUNTED 90° & 180° (INCLUDING 2-SETS PEDESTRIAN SIGNAL HOUSINGS & VISORS)
ONE WAY EVP DETECTOR AND LIGHT HOUSING (Ø2,5)
2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180°

INPLACE (REMOVE) PA100 POLE FOUNDATION
LUMINAIRE-250 W HPS
2-PEDESTRIAN INSTRUCTION STICKERS (R10-4b)
TYPE D SIGN PANEL-OVERHEAD
INCANDESCENT EVP INDICATOR LIGHT BULB
EXTENDED INTO H.H.16:
3"R.S.C.
3-12/c#12
2-3/c#12
1-3/c#20
1-3/c#12 (LUM)

F & I PA100 POLE FOUNDATION
LUMINAIRE-COBRAHEAD LED (SEE SPECIAL PROVISIONS)
1-ANGLE MOUNT-OVERHEAD AT 0' (FOR 2-4)
2-WELDED MID MAST ARM MOUNTS (LOCATE AT 11' AND 23' FROM END OF MAST ARM)
CAP OPEN MID-MOUNTS AT 17', 29', AND 41' FROM END OF MAST ARM
12" R-Y-G LED LENSES (REVISE HEAD 5-1 TO BECOME HEAD 2-4) (END MOUNT OVERHEAD)
2-SETS C.D. PED INDICATION LENSES (INSTALL IN EXISTING PED SIGNAL HOUSINGS AT 90° & 180°)
2-PEDESTRIAN PUSH BUTTONS
TYPE D SIGN PANEL-OVERHEAD (D-4)
LED EVP INDICATOR LIGHT BULB
EXTEND INTO H.H.16:
3"R.S.C.
3-12/c#14
1-3/c#14
1-3/c#20
2-2/c#14
1-3/c#14 (LUM)
1-1/c#6 (GRD)

S.P. 002-617-018
S.P. 106-020-029 & 197-020-002

DRAWN BY: JMG			
DESIGNER: JMG			
CHECKED BY: JMG			
DESIGN TEAM	NO.	BY	DATE
			REVISIONS

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

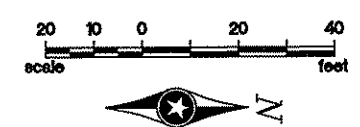
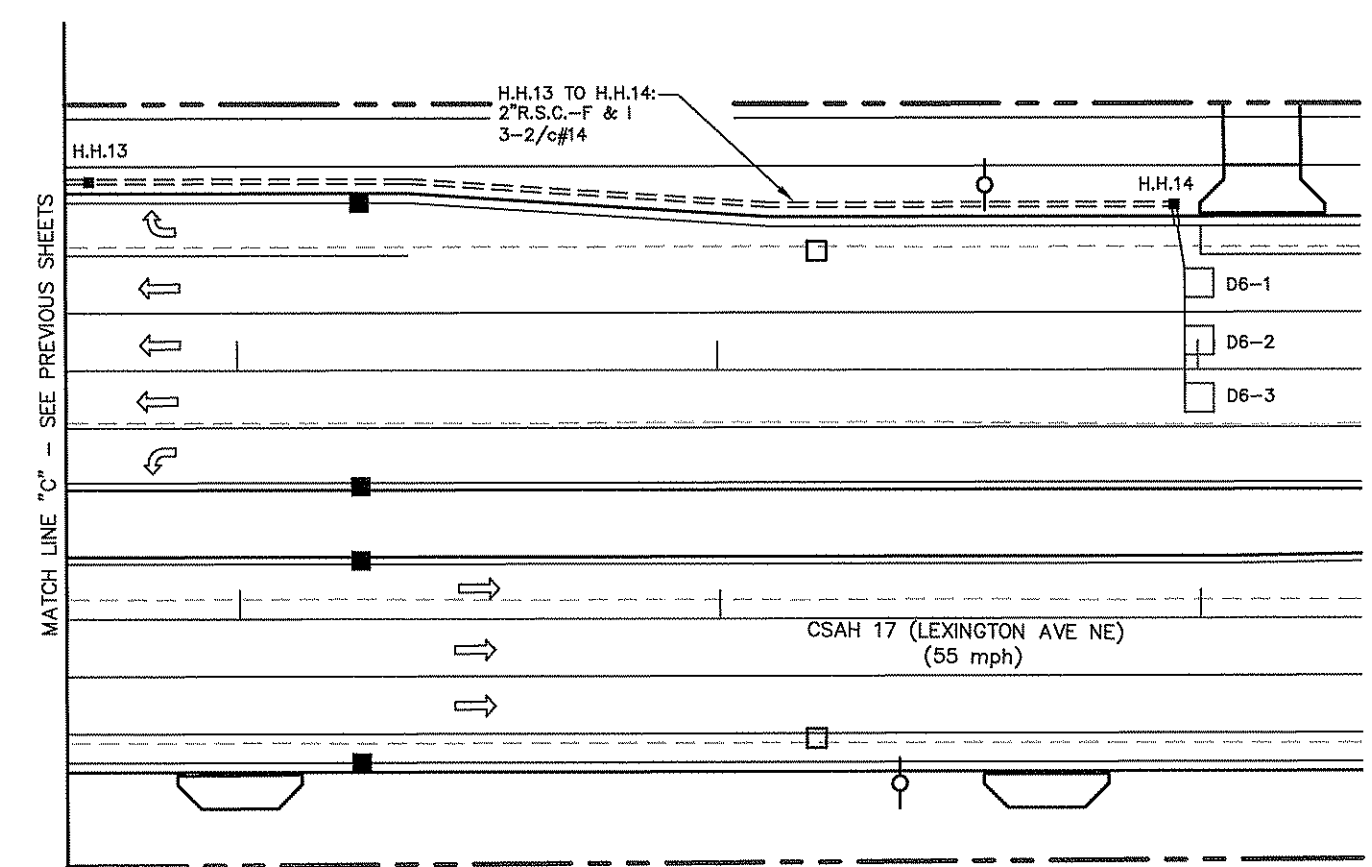
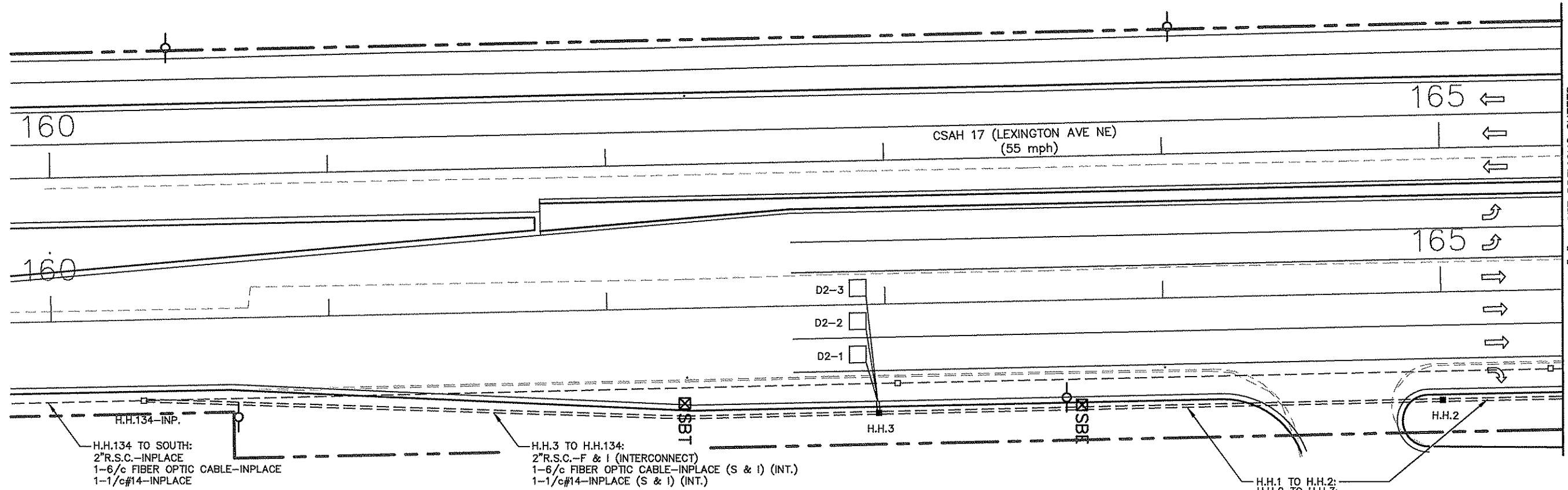
John M. Grey
Name: John M. Grey, PE
Date: March 23, 2012 Lic. No. 22457

SEH
PHONE: (651) 490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

ANOKA COUNTY,
MINNESOTA

TRAFFIC SIGNAL SYSTEM 'A'
INTERSECTION LAYOUT
CSAH 17 (LEXINGTON AVE) AT CSAH 14

FILE NO.
ANOKC 114952
SIGNAL SHEET
SG10 OF SG22
241
366



S.P. 002-617-018
S.P. 106-020-029 & 197-020-002

DRAWN BY: JMG
DESIGNER: JMG
CHECKED BY: JMG

NO.	BY	DATE	REVISIONS

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Date: March 23, 2012 Name: John M. Gray, PE Lic. No. 22457

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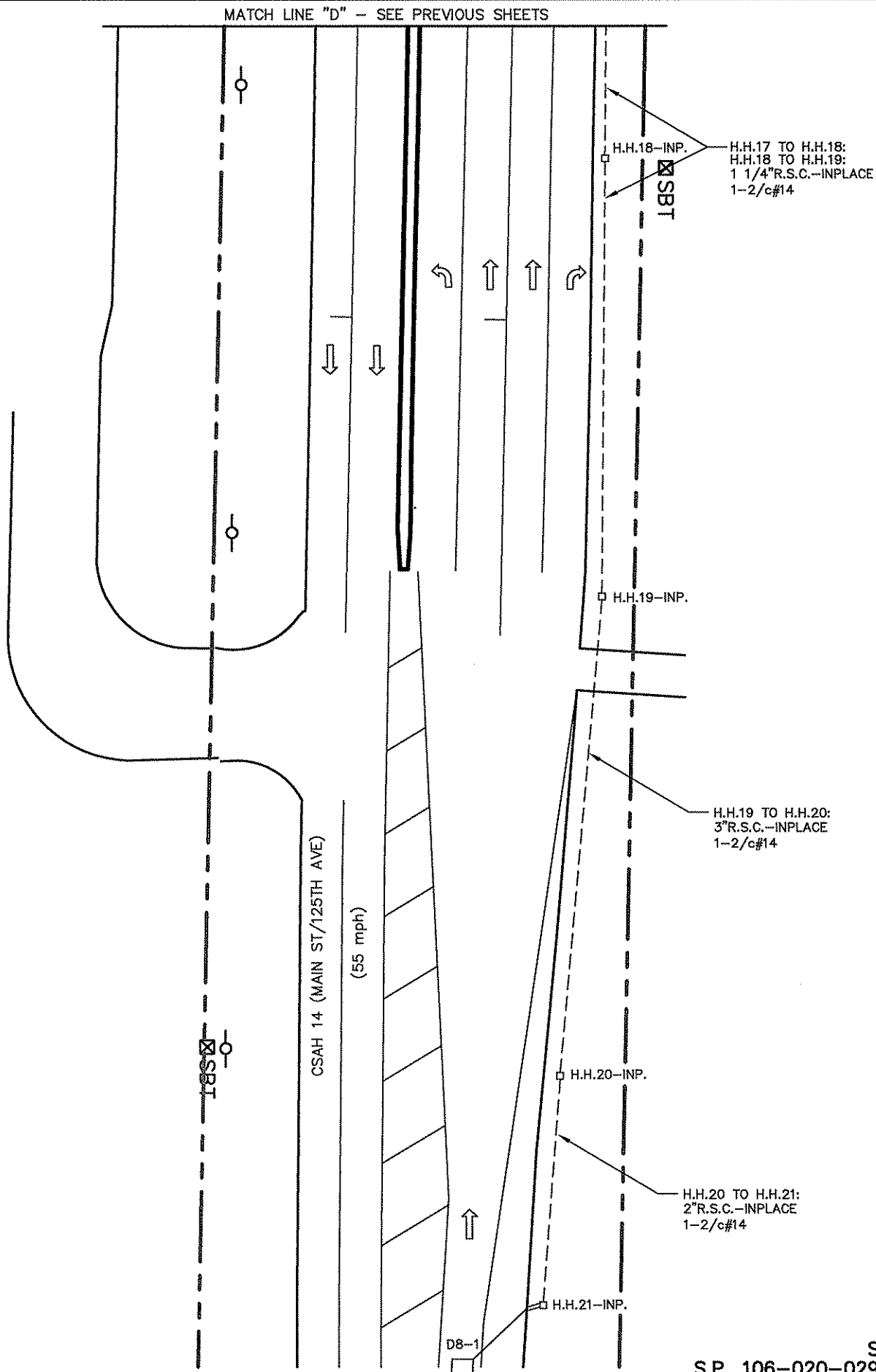
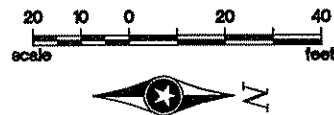
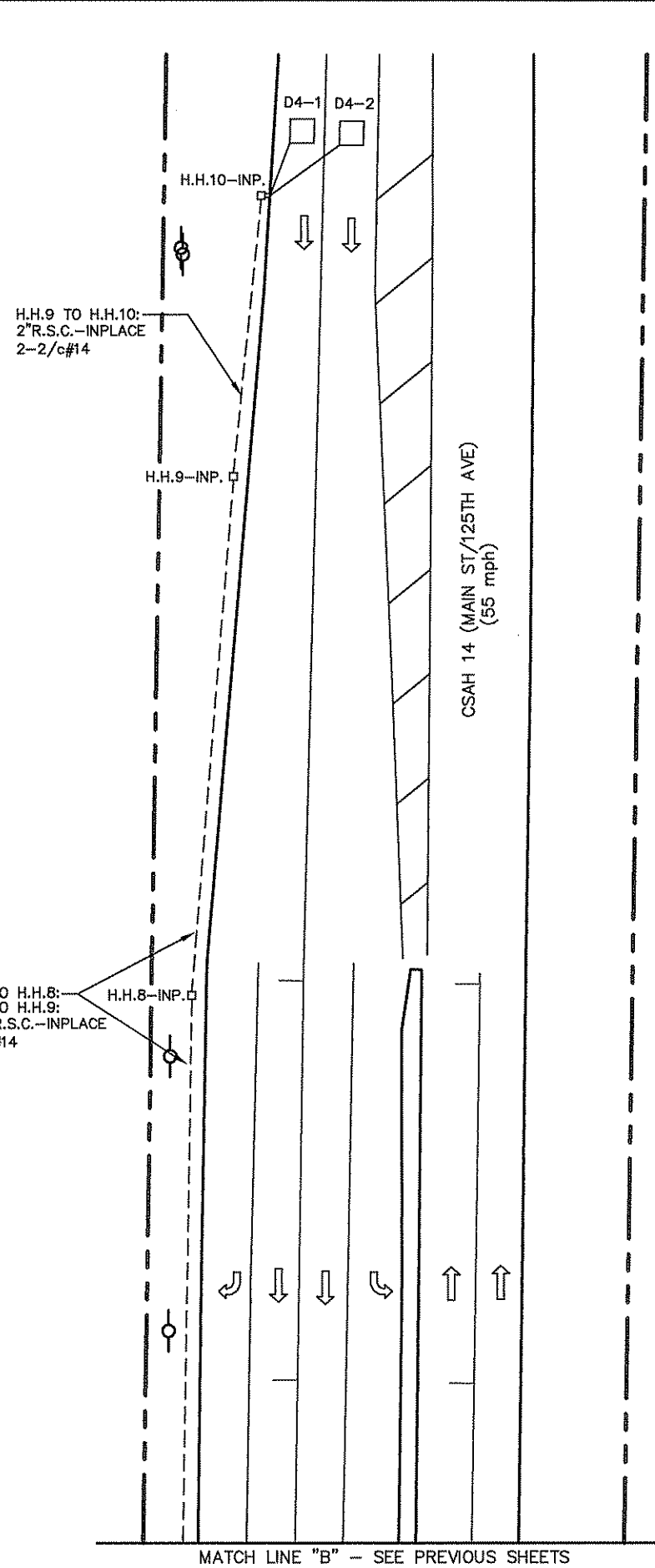
ANOKA COUNTY,
MINNESOTA

TRAFFIC SIGNAL SYSTEM 'A'
INTERSECTION LAYOUT
CSAH 17 (LEXINGTON AVE) AT CSAH 14

FILE NO. ANOKC 114952
SIGNAL SHEET SG11 OF SG22
242
366

S:\EVA\ANOKA\COMMON\SIGNALS\CSAH_17_SIGNALS\0261716_SIGBASE-CURRENT.DWG

S:\AE\ANOKA\CURRENT SIGNALS\CSAH_17_SIGNALS\0261719_SIGBASE-CURRENT.DWG



MATCH LINE "B" - SEE PREVIOUS SHEETS

MATCH LINE "D" - SEE PREVIOUS SHEETS

S.P. 002-617-018
S.P. 106-020-029 & 197-020-002

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DESIGNER: JMG				
CHECKED BY: JMG				
DESIGN TEAM	NO.	BY	DATE	REVISIONS

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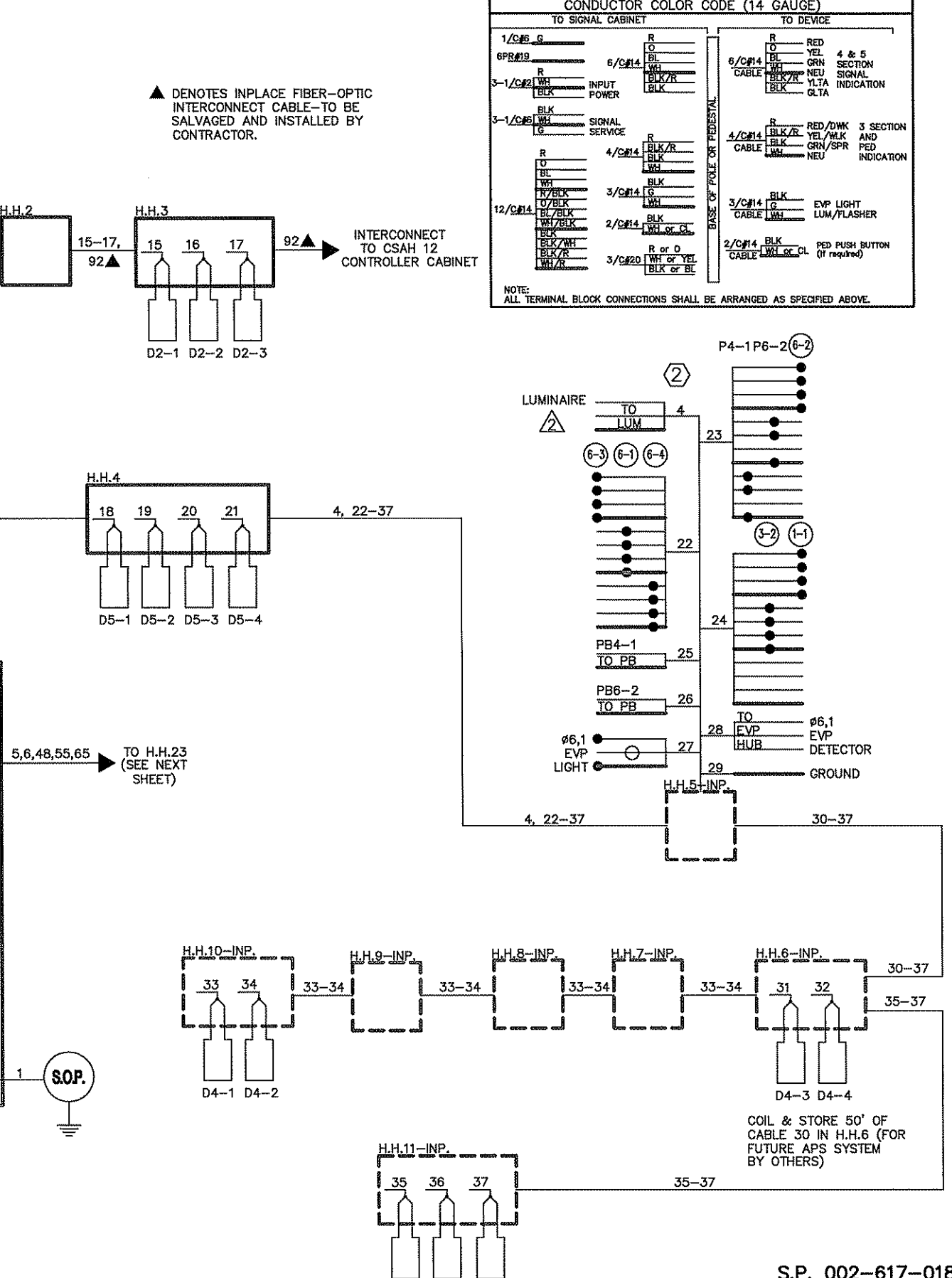
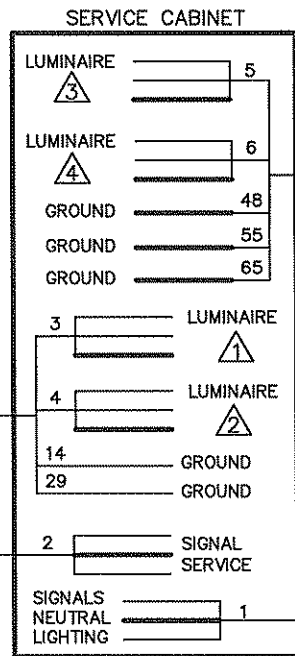
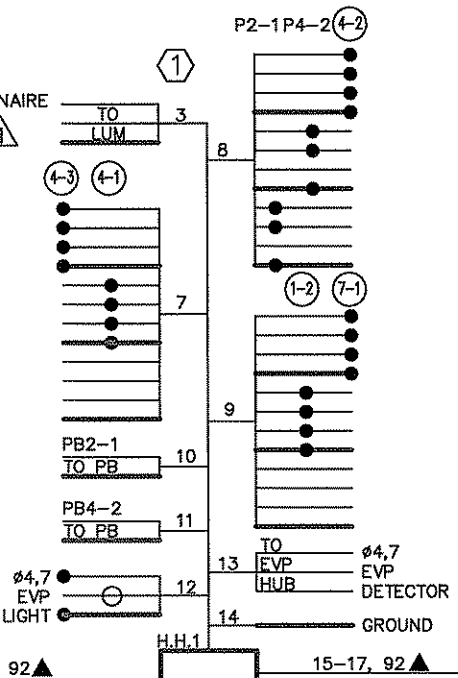
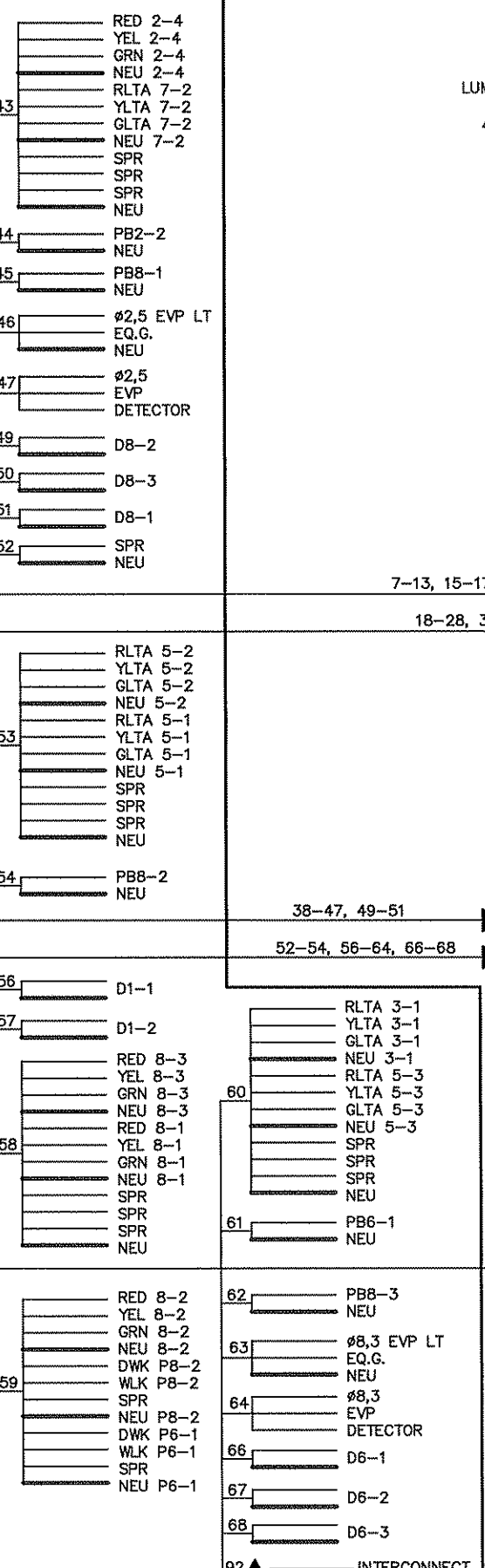
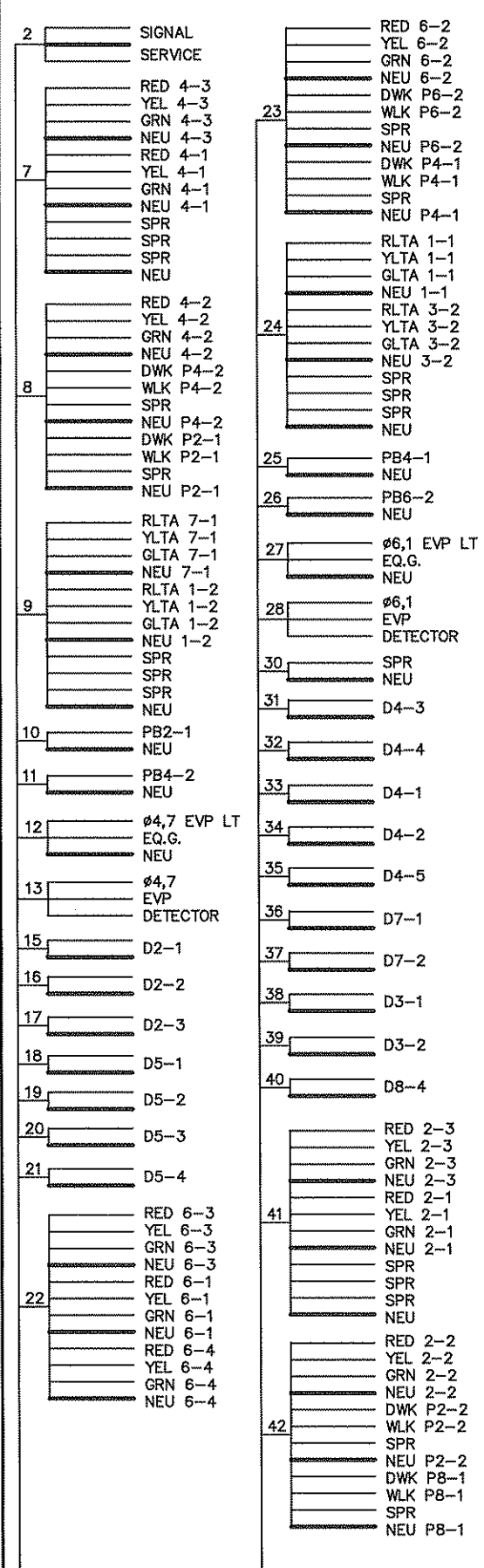
SEH
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3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

**ANOKA COUNTY,
MINNESOTA**

**TRAFFIC SIGNAL SYSTEM "A"
INTERSECTION LAYOUT
CSAH 17 (LEXINGTON AVE) AT CSAH 14**

FILE NO. ANOKC 114952	243
SIGNAL SHEET SG12 OF SG22	366

CONTROLLER AND CABINET



CONDUCTOR COLOR CODE (14 GAUGE)

TO SIGNAL CABINET		TO DEVICE	
1/C#5 G	R	R	RED
6PR#19	O	O	YEL
3-1/C#21 WH	BLK	BLK	GRN
3-1/C#21 WH	BLK	BLK	NEU
3-1/C#21 WH	BLK	BLK	YLT
3-1/C#21 WH	BLK	BLK	GLTA
3-1/C#21 WH	BLK	BLK	RED/DWK 3 SECTION
3-1/C#21 WH	BLK	BLK	YEL/WLK AND
3-1/C#21 WH	BLK	BLK	GRN/SPR PED
3-1/C#21 WH	BLK	BLK	NEU INDICATION
3-1/C#21 WH	BLK	BLK	EVF LIGHT
3-1/C#21 WH	BLK	BLK	LUM/FLASHER
3-1/C#21 WH	BLK	BLK	PED PUSH BUTTON
3-1/C#21 WH	BLK	BLK	(if required)

NOTE: ALL TERMINAL BLOCK CONNECTIONS SHALL BE ARRANGED AS SPECIFIED ABOVE.

S:\NEVA\ANOKA\CONTRACT\ANOKA\CSAH_17_SIGNALS\0261718_SCSBASE-CURRENT.DWG

DRAWN BY: JMG
 DESIGNER: JMG
 CHECKED BY: JMG

DESIGN TEAM	NO.	BY	DATE

NO.	BY	DATE	REVISIONS

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

John M. Gray
 Name: John M. Gray, PE
 Lic. No. 22457
 Date: March 23, 2012

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 3535 VADNAIS CENTER DR.
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ANOKA COUNTY,
 MINNESOTA

TRAFFIC SIGNAL SYSTEM 'A'
 FIELD WIRING DIAGRAM
 CSAH 17 (LEXINGTON AVE) AT CSAH 14

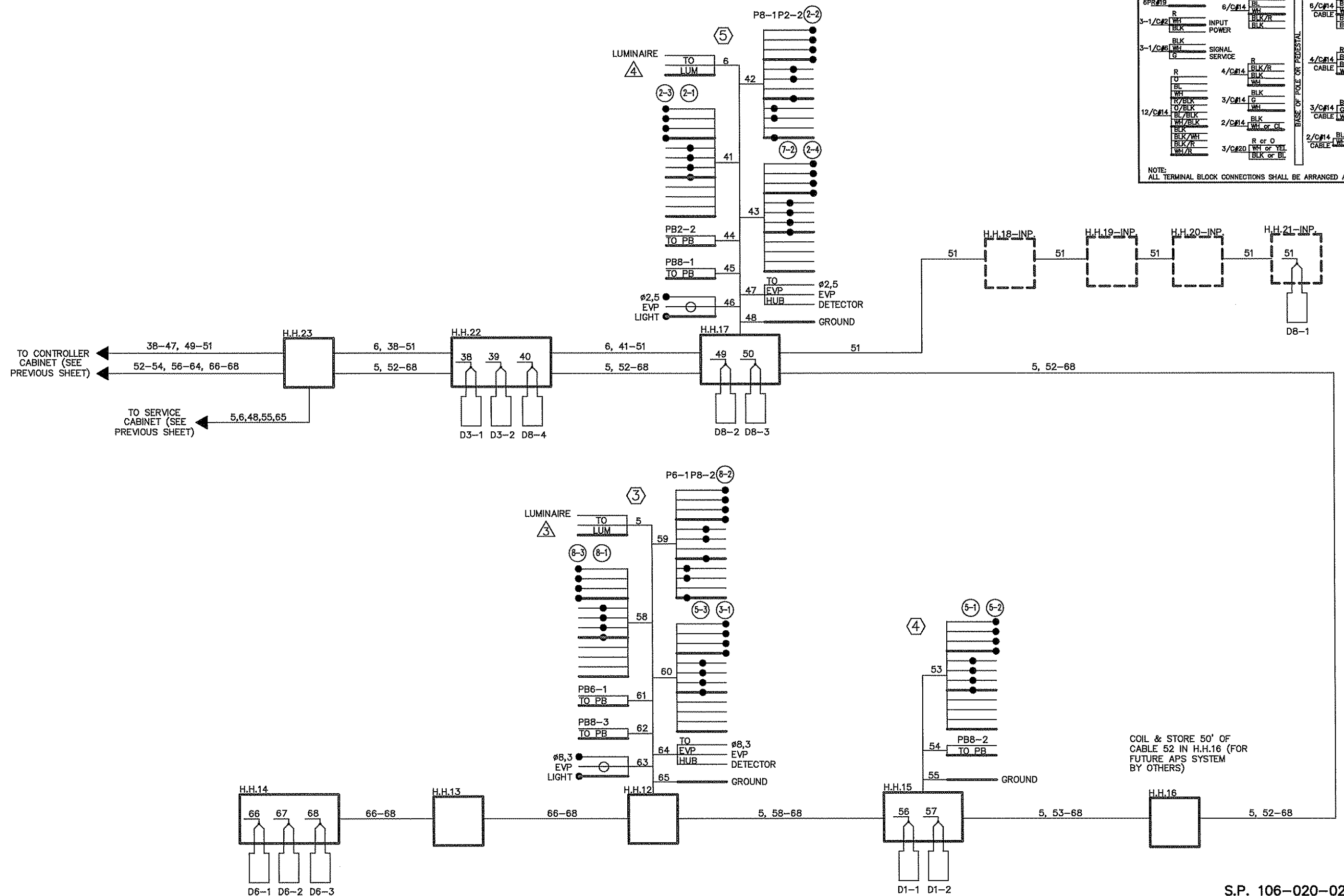
FILE NO. ANOKC 114952
 SIGNAL SHEET SG13 OF SG22

S.P. 002-617-018
 S.P. 106-020-029 & 197-020-002

244
 366

CONDUCTOR COLOR CODE (14 GAUGE)			
TO SIGNAL CABINET		TO DEVICE	
1/C#6 G	R	R	RED
6PR#19	O	O	YEL
R	BL	BL	GRN
3-1/C#2 WH	WH	WH	NEU
BLK	BLK/R	BLK/R	Y.LTA
	BLK	BLK	GLTA
3-1/C#5 WH	BLK	R	RED/DWK
LG	LG	BLK/R	3 SECTION
		BLK	AND
R	4/C#14 BLK/R	BLK	YEL/WLK
TO	BLK	BLK	GRN/SPR
DL	WH	WH	NEU
WH	BLK	BLK	PED
R/BLK	3/C#14 G	BLK	INDICATION
O/BLK	WH	BLK	EVP LIGHT
BL/BLK	2/C#14 WH or CL	BLK	LUM/FLASHER
WH/BLK		3/C#14 G	EVP LIGHT
BLK		BLK	LUM/FLASHER
BLK/WH		2/C#14 BLK	PED PUSH BUTTON
BLK/R		CABLE WH or CL	(if required)
WH/R			

NOTE:
ALL TERMINAL BLOCK CONNECTIONS SHALL BE ARRANGED AS SPECIFIED ABOVE.



COIL & STORE 50' OF CABLE 52 IN H.H.16 (FOR FUTURE APS SYSTEM BY OTHERS)

S.P. 002-617-018
S.P. 106-020-029 & 197-020-002

S:\A\VA\WORK\COMMON\CSAH_17_SIGNALS\026717B_SIGBASE-CURRENT.DWG

DRAWN BY:	JMG
DESIGNER:	JMG
CHECKED BY:	JMG
DESIGN TEAM	

NO.	BY	DATE	REVISIONS

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John M. Gray
Name: John M. Gray, PE
Date: March 23, 2012
Lic. No. 22457

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ST. PAUL, MN 55110

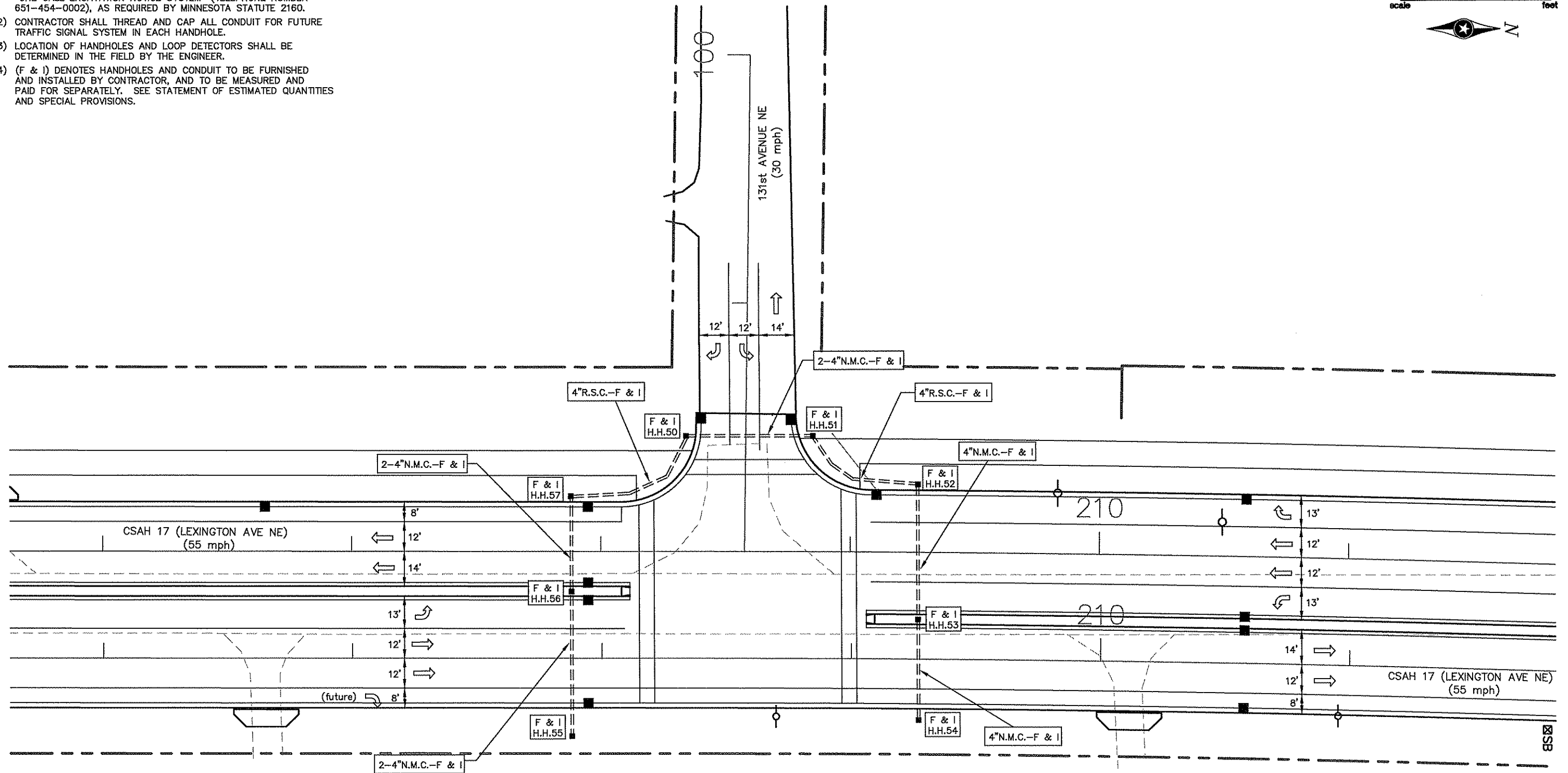
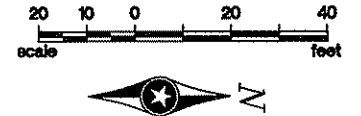
ANOKA COUNTY, MINNESOTA

TRAFFIC SIGNAL SYSTEM 'A'
FIELD WIRING DIAGRAM
CSAH 17 (LEXINGTON AVE) AT CSAH 14

FILE NO. ANOKC 114952
SIGNAL SHEET SG14 OF SG22
245
366

NOTES:

- 1) IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO UTILIZE THE "ONE CALL EXCAVATION NOTICE SYSTEM" (TELEPHONE NUMBER 651-454-0002), AS REQUIRED BY MINNESOTA STATUTE 2160.
- 2) CONTRACTOR SHALL THREAD AND CAP ALL CONDUIT FOR FUTURE TRAFFIC SIGNAL SYSTEM IN EACH HANDHOLE.
- 3) LOCATION OF HANDHOLES AND LOOP DETECTORS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 4) (F & I) DENOTES HANDHOLES AND CONDUIT TO BE FURNISHED AND INSTALLED BY CONTRACTOR, AND TO BE MEASURED AND PAID FOR SEPARATELY. SEE STATEMENT OF ESTIMATED QUANTITIES AND SPECIAL PROVISIONS.



S:\A\ANOKA\CORPOR\CONTRACTS\ANOKA\17_SIGNALS\0261718_SIGBASE-CURRENT.DWG

S.P. 002-617-018
S.P. 106-020-029 & 197-020-002

DRAWN BY: JMG				
DESIGNER: JMG				
CHECKED BY: JMG				
DESIGN TEAM	NO.	BY	DATE	REVISIONS

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John M. Gray
Name: John M. Gray, PE
Date: March 23, 2012
Lic. No. 22457

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PHONE: (651) 490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

**ANOKA COUNTY,
MINNESOTA**

**CONDUIT FOR FUTURE SIGNAL SYSTEM
INTERSECTION LAYOUT
CSAH 17 (LEXINGTON AVE) AT 131ST AVE NE**

FILE NO. ANOKC 114952	246
SIGNAL SHEET SG15 OF SG22	366

NOTES:

- 1) THE EXACT LOCATION OF HANDHOLES, POLES, LOOP DETECTORS AND EQUIPMENT PAD SHALL BE DETERMINED IN FIELD BY ENGINEER.
- 2) SEE SPECIAL PROVISIONS FOR COUNTY FURNISHED MATERIALS.
- 3) NEW HANDHOLES SHALL BE PVC HANDHOLES WITH METAL FRAMES AND COVERS.
- 4) A 3/4" HALF COUPLING, 3/4" PIPE NIPPLE AND CONDUIT OUTLET BODY SHALL BE FURNISHED AND INSTALLED 6 FEET FROM THE END OF EACH MAST ARM (FOR EVP).
- 5) THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE POWER COMPANY TO ARRANGE FOR THE POWER CONNECTION.
- 6) THE CONTRACTOR SHALL LOCATE AND VERIFY INPLACE UTILITIES PRIOR TO COMMENCING WORK.
- 7) SEE SPECIAL PROVISIONS AND DETAILS REGARDING SIGNS TO BE FURNISHED & INSTALLED BY CONTRACTOR (INCIDENTAL).
- 8) EACH PEDESTRIAN INDICATION SHALL BE ONE SECTION "FILLED" COUNTDOWN TIMER HAND/WALKING PERSON INDICATION.
- 9) ALL VEHICLE SIGNAL INDICATIONS, AND ALL PEDESTRIAN SIGNAL INDICATIONS SHALL BE LED.
- 10) EACH SIGNAL FACE SHALL HAVE BACKGROUND SHIELD.
- 11) SEE DETAILS, SPECIAL PROVISIONS, AND STATEMENT OF ESTIMATED QUANTITIES REGARDING BATTERY BACK-UP SIGNAL SERVICE CABINET TO BE FURNISHED AND INSTALLED BY CONTRACTOR (SEPARATE FROM ITEM NO. 2565 FOR THIS SIGNAL SYSTEM).
- 12) LOOP DETECTOR WIRES SHALL BE CROSS-LINKED POLYETHYLENE (XLP) IN 3/4" N.M.C. SEE SPECIAL PROVISIONS.

N.M.C. LOOP DETECTORS			
NUMBER	SIZE (FT.)	LOCATION	FUNCTION
D2-1	6x6	475'	1
D2-2	6x6	475'	1
D4-1	6x6	475'	3,8
D4-2	6x6	250'	1
D4-3	6x6	250'	1
D4-4	2-6x6	5' & 20'	7
D4-5	2-6x6	5' & 20'	7
D5-1	6x6	40'	1
D5-2	6x6	10'	1
D6-1	6x6	475'	1
D6-2	6x6	475'	1

NOTE: LOCATION=DISTANCE FROM STOP BAR TO FRONT OF LOOP DETECTOR.

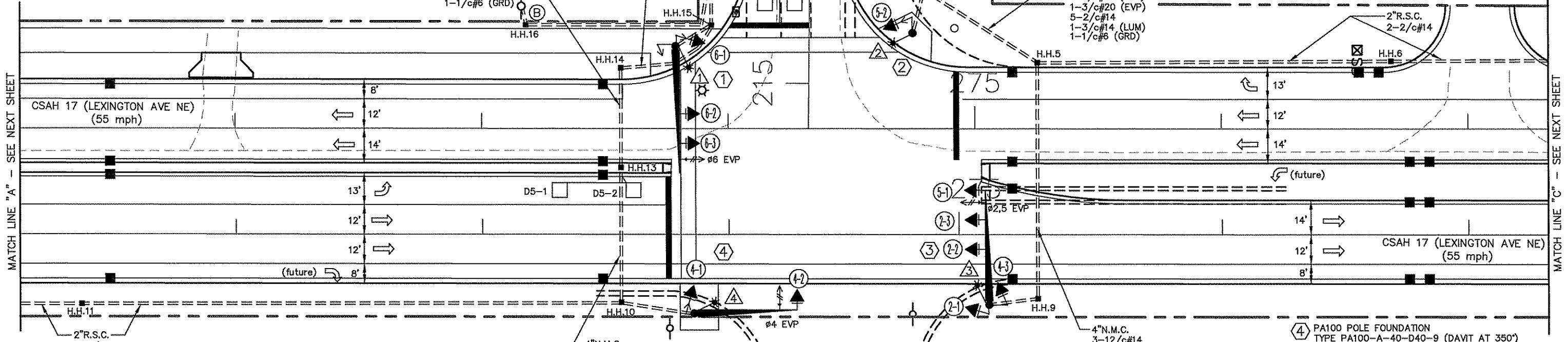
LOOP DETECTORS FUNCTIONS:

- 1) CALL AND EXTEND
- 3) EXTEND ONLY
- 7) DELAYED CALL, IMMEDIATE EXTEND
- 8) CARRY OVER (STRETCH)

MATCH LINE "B" - SEE NEXT SHEET

- (A) INSTALL CONTROLLER AND CABINET (FURNISHED BY COUNTY) EQUIPMENT PAD FOUNDATION BATTERY BACK-UP SIGNAL SERVICE CABINET BETWEEN CONTROLLER CABINET AND SERVICE CABINET: METERED SIGNAL SERVICE
- 2"R.S.C.
3-1/c#6
- CONTROLLER CABINET TO H.H.1:
4"R.S.C. 4"R.S.C.
3-12/c#14 2-12/c#14
1-3/c#14 (EVP) 1-3/c#14 (EVP)
1-3/c#20 (EVP) 1-3/c#20 (EVP)
4-2/c#14 7-2/c#14
- CONTROLLER CABINET TO H.H.15:
4"R.S.C. 4"R.S.C.
3-12/c#14 2-12/c#14
1-3/c#14 (EVP) 1-3/c#14 (EVP)
1-3/c#20 (EVP) 1-3/c#20 (EVP)
2-2/c#14 6-2/c#14

- SERVICE CABINET TO H.H.1:
2"R.S.C.
UNMETERED STREET LIGHT SERVICE
2-3/c#14 (LUM)
2-1/c#6 (GRD.)
- SERVICE CABINET TO H.H.15:
2"R.S.C.
UNMETERED STREET LIGHT SERVICE
2-3/c#14 (LUM)
2-1/c#6 (GRD.)
- SERVICE CABINET TO H.H.16:
2"R.S.C.
3-1/c#2
STUB OUT 1"R.S.C. FROM CONTROLLER CABINET (FOR FUTURE PHONE LINE BY OTHERS)
STUB OUT 3"R.S.C. FROM CONTROLLER CABINET TO NORTH (THREAD AND CAP-FOR FUTURE USE)



- 13) ALL VEHICLE AND PEDESTRIAN SIGNAL HOUSINGS, BACKGROUND SHIELDS, AND VISORS SHALL BE FABRICATED USING BLACK POLYCARBONATE MATERIALS. SEE SPECIAL PROVISIONS.
- 14) (EVP) DENOTES ITEMS TO BE FURNISHED & INSTALLED BY CONTRACTOR UNDER ITEM NO. 2565 (EMERGENCY VEHICLE PREEMPTION SYSTEM). SEE ESTIMATED QUANTITIES AND SPECIAL PROVISIONS.

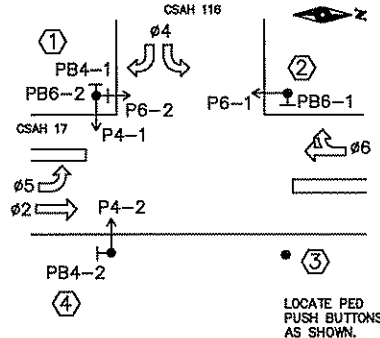
- (B) INPLACE WOOD POLE (S.O.P.)-(CONNEXUS) 2"R.S.C. RISER AND WEATHERHEAD 3-1/c#2 EXTEND INTO H.H.16:
2"R.S.C.
3-1/c#2

- 4" N.M.C.
2-12/c#14
1-3/c#14 (EVP)
1-3/c#20 (EVP)
4-2/c#14
1-3/c#14 (LUM)
1-1/c#6 (GRD)

- 4" N.M.C.
3-12/c#14
1-3/c#14 (EVP)
1-3/c#20 (EVP)
2-2/c#14
1-3/c#14 (LUM)
1-1/c#6 (GRD)

- (4) PA100 POLE FOUNDATION TYPE PA100-A-40-D40-9 (DAVIT AT 350°) LUMINAIRE-COBRAHEAD LED (SEE SPECIAL PROVISIONS) 1-ANGLE MOUNT SIGNAL-OVERHEAD AT 0° 1-ANGLE MOUNT SIGNAL-POLE MOUNTED 180° 1-ANGLE MOUNT C.D. PED INDICATIONS-POLE MOUNTED 180° 1-PEDESTRIAN PUSH BUTTON TYPE D SIGN PANEL-OVERHEAD (D-7) ONE WAY EVP DETECTOR AND LED LIGHT (#4) (EVP) EXTEND INTO H.H.10:
3"R.S.C.
2-12/c#14
1-3/c#14 (EVP)
1-3/c#20 (EVP)
2-2/c#14
1-3/c#14 (LUM)
1-1/c#6 (GRD.)

CONTROLLER PHASING, PEDESTRIAN INDICATIONS AND PUSH BUTTONS



COIL & STORE 50' OF 1-2/c#14 CABLE IN HANDHOLES 5, 9, AND 10 (FOR FUTURE APS BY OTHERS).

SIGNAL SYSTEM OPERATIONS:

- SIGNAL SYSTEM FLASH MODE SHALL BE ALL RED.
- NORMAL OPERATION SHALL BE 4 PHASE, WITH PHASE 5 BEING A PROTECTED LEFT TURN PHASE.
- VEHICLE SIGNAL PHASES 2 AND 6 SHALL OPERATE ON RECALL.

- (1) PA100 POLE FOUNDATION TYPE PA100-A-50-D40-9 (DAVIT AT 350°) LUMINAIRE-COBRAHEAD LED (SEE SPECIAL PROVISIONS) CAP END OF MAST ARM-FOR FUTURE USE 2-STRAIGHT MOUNT SIGNALS-OVERHEAD AT 11' & 23' 1-ANGLE MOUNT SIGNAL-POLE MOUNTED 180° 2-ANGLE MOUNT C.D. PED INDICATIONS-POLE MOUNTED 90° & 180° 2-PEDESTRIAN PUSH BUTTONS 2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180° TYPE D SIGN PANEL-OVERHEAD (D-5) ONE WAY EVP DETECTOR AND LED LIGHT (#6) (EVP) EXTEND INTO H.H.15:
3"R.S.C.
3-12/c#14
1-3/c#14 (EVP)
1-3/c#20 (EVP)
2-2/c#14
1-3/c#14 (LUM)
1-1/c#6 (GRD.)

- (2) PA100 POLE FOUNDATION TYPE PA100-A-D40-9 MAST ARM POLE (DAVIT AT 350°) LUMINAIRE-COBRAHEAD LED (SEE SPECIAL PROVISIONS) 1-ANGLE MOUNT SIGNAL-POLE MOUNTED 90° 1-ANGLE MOUNT C.D. PED INDICATIONS-POLE MOUNTED 90° 1-PEDESTRIAN PUSH BUTTON 1-R9-3a SIGN PANEL-FACING POLE 3 EXTEND INTO H.H.4:
3"R.S.C.
3-12/c#14
1-3/c#14 (EVP)
1-3/c#20 (EVP)
2-2/c#14
1-3/c#14 (LUM)
1-1/c#6 (GRD.)
- COIL & STORE 75' IN BASE OF POLE 2

- (3) PA100 POLE FOUNDATION TYPE PA100-A-45-D40-9 (DAVIT AT 350°) LUMINAIRE-COBRAHEAD LED (SEE SPECIAL PROVISIONS) 1-ANGLE MOUNT SIGNAL-OVERHEAD AT 0° 2-STRAIGHT MOUNT SIGNALS-OVERHEAD AT 11' & 23' 2-ANGLE MOUNT SIGNALS-POLE MOUNTED 90° & 180° 1-R9-3a SIGN PANEL-FACING POLE 2 1-R6-1L SIGN PANEL-POLE MOUNTED 0° TYPE D SIGN PANEL-OVERHEAD (D-6) ONE WAY EVP DETECTOR AND LED LIGHT (#2,5) (EVP) EXTEND INTO H.H.9:
3"R.S.C.
3-12/c#14
1-3/c#14 (EVP)
1-3/c#20 (EVP)
2-2/c#14
1-3/c#14 (LUM)
1-1/c#6 (GRD.)

LED SIGNAL FACES				
SIGNAL FACE	ALL SIGNAL FACES SHALL BE 12"			
	R	Y	G	Y
2-1, 2-2, 2-3	●	●	●	
4-1, 4-2, 4-3	●	●	●	
5-1, 5-2	←	←	←	
6-1, 6-2, 6-3	●	●	●	

DRAWN BY: JMG			
DESIGNER: JMG			
CHECKED BY: JMG			
DESIGN TEAM	NO.	BY	DATE

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

John M. Gray
Name: John M. Gray, PE
Lic. No. 22457
Date: March 23, 2012

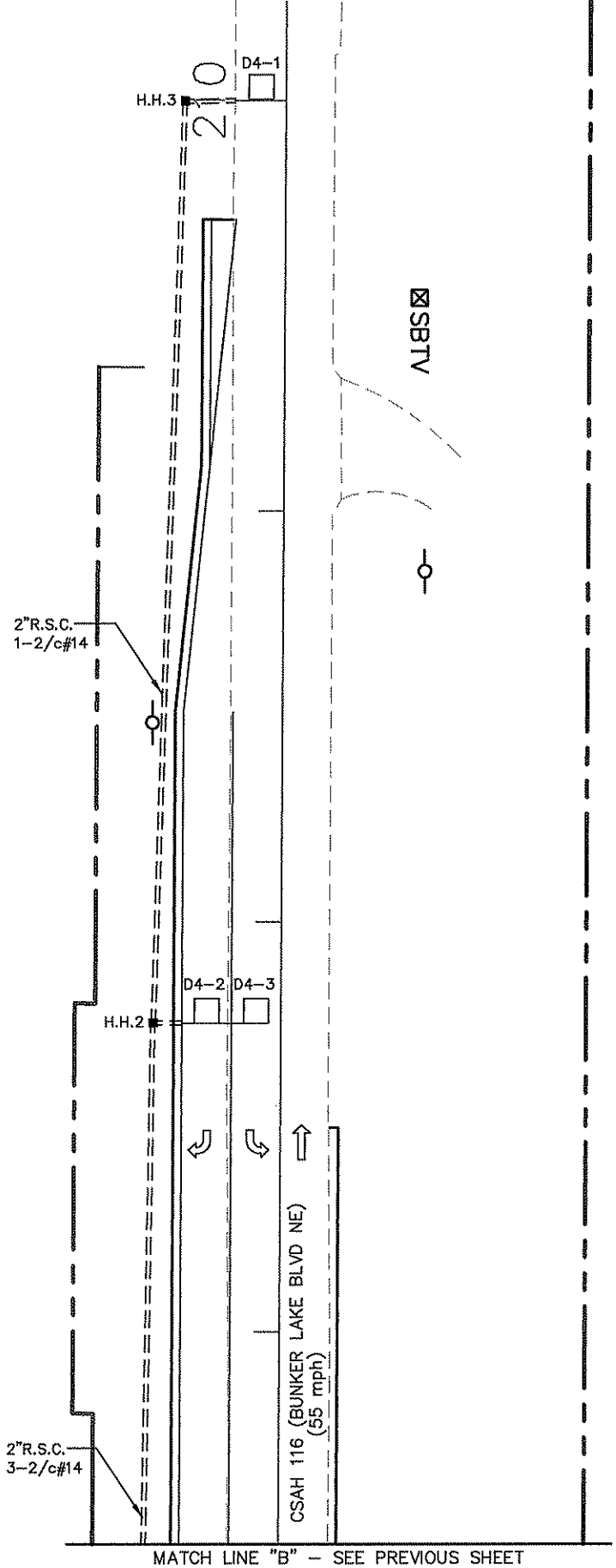
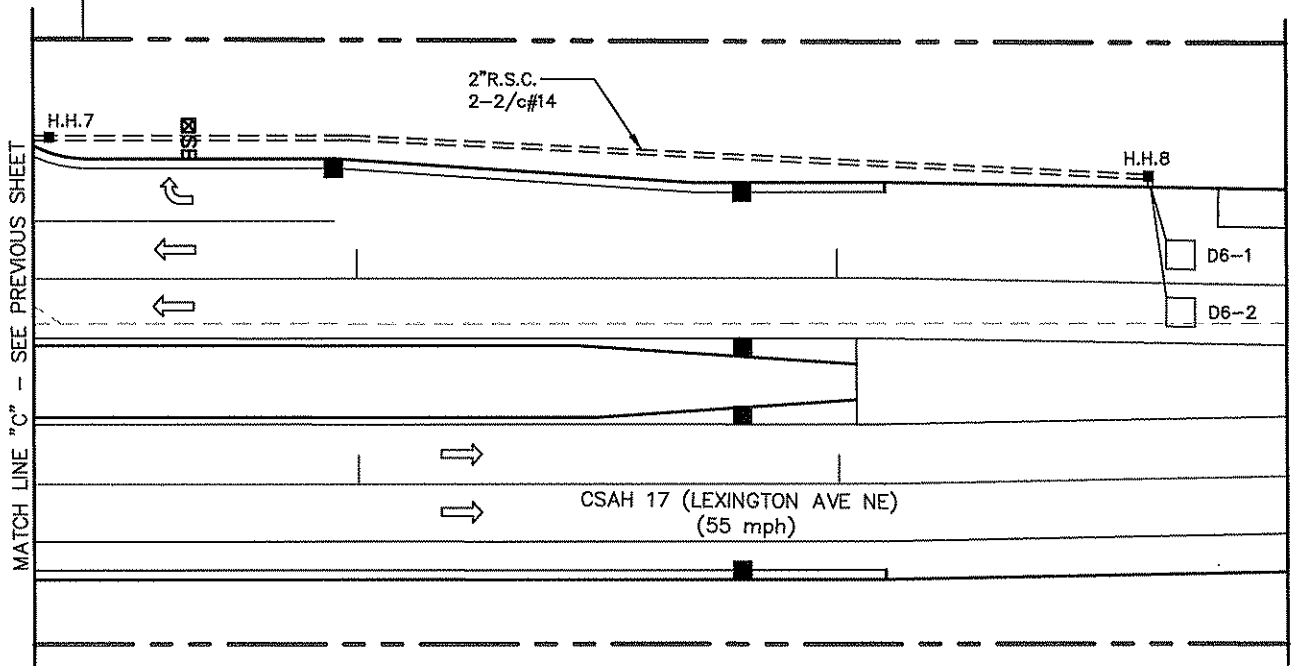
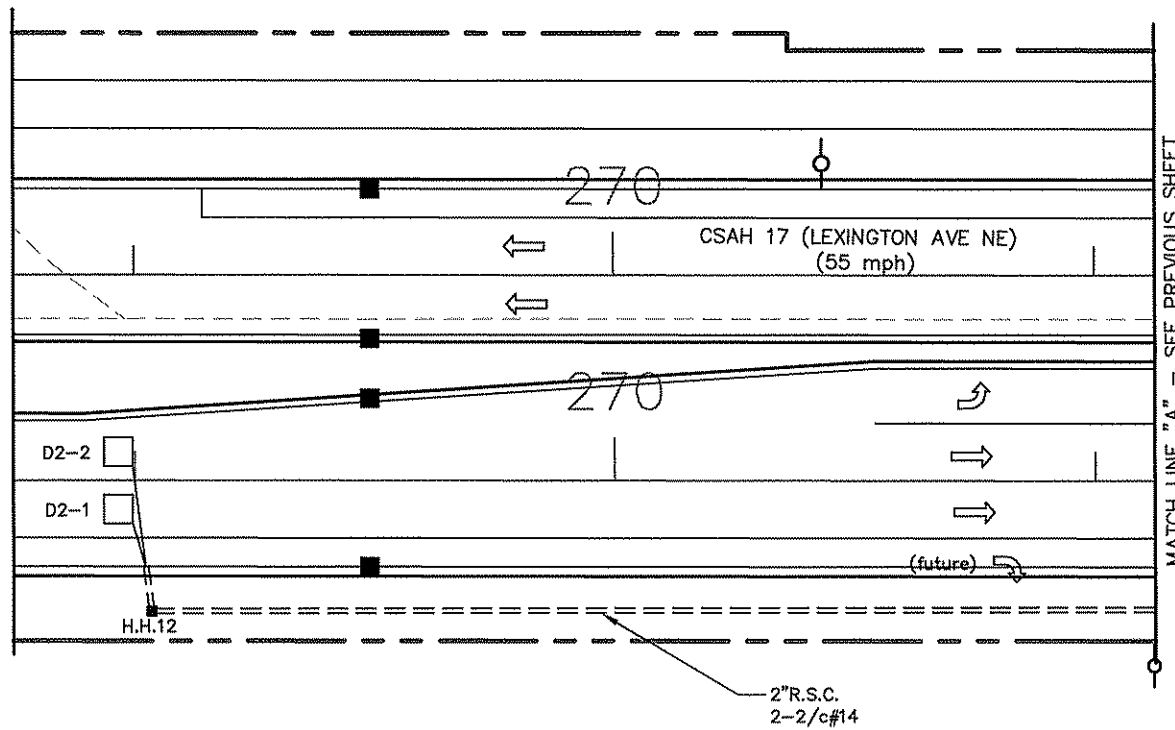
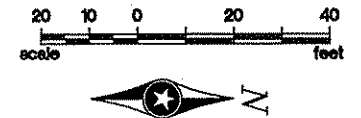
SEH
PHONE: (651) 490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

ANOKA COUNTY, MINNESOTA

TRAFFIC SIGNAL SYSTEM "B"
INTERSECTION LAYOUT
CSAH 17 (LEXINGTON AVE) AT CSAH 116

FILE NO. ANOKC 114952
SIGNAL SHEET SG16 OF SG22

247
366



S:\AE\ANOKA\COMMON\SIGNAIS\CSAH_17_SIGNAIS\0161716_SIGBASE-CURRENT.DWG

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CHECKED BY: JMG				
DESIGN TEAM	NO.	BY	DATE	REVISIONS

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John M. Gray
 Name: John M. Gray, PE
 Lic. No. 22457
 Date: March 23, 2012

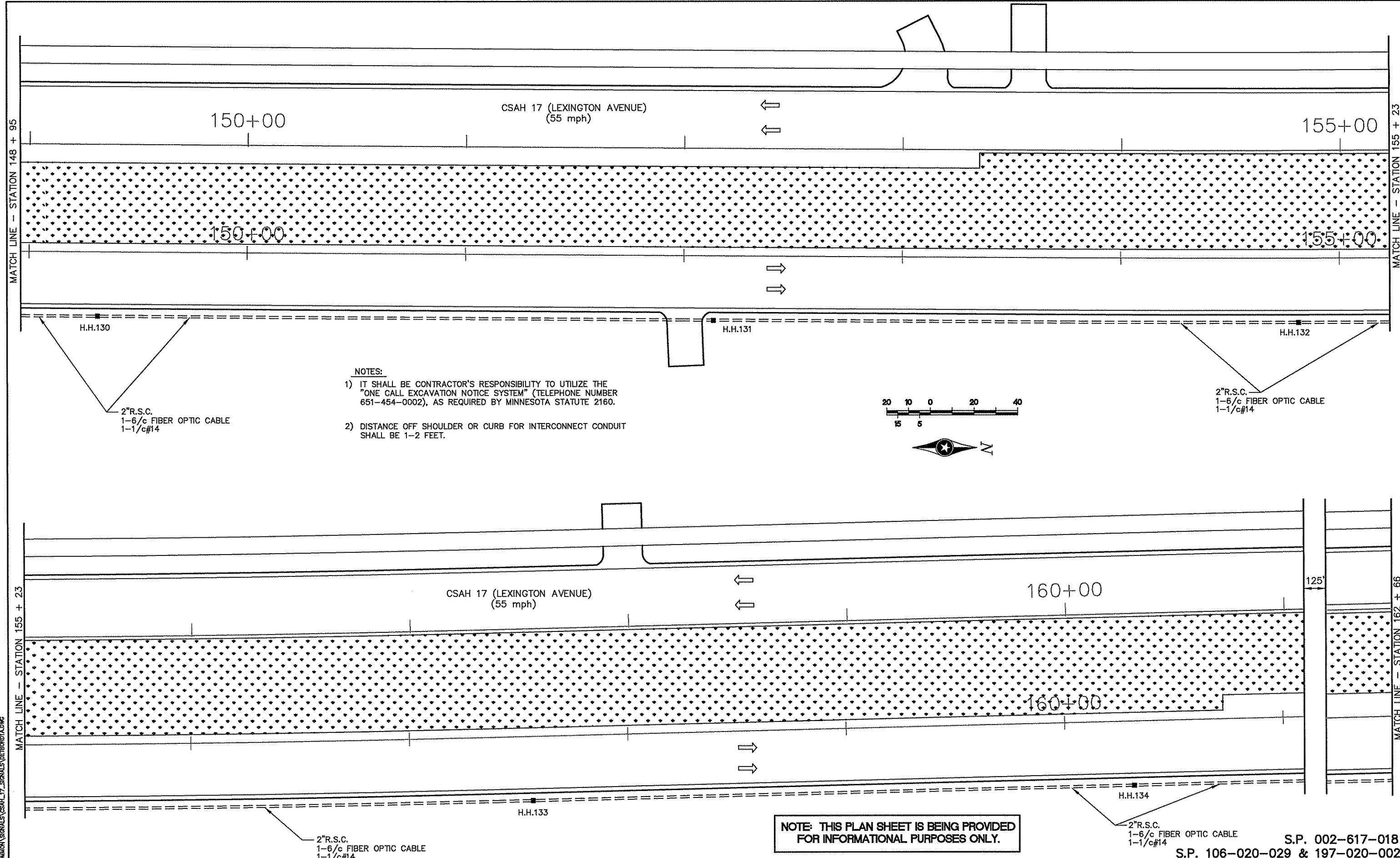
SEH
 PHONE: (651) 490-2000
 3535 VADNAIS CENTER DR.
 ST. PAUL, MN 55110

ANOKA COUNTY, MINNESOTA

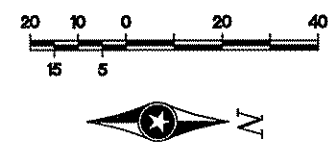
TRAFFIC SIGNAL SYSTEM 'B'
INTERSECTION LAYOUT
CSAH 17 (LEXINGTON AVE) AT CSAH 116

FILE NO.	248
SIGNAL SHEET	366
SG17 OF SG22	

S.P. 002-617-018
 S.P. 106-020-029 & 197-020-002



- NOTES:**
- 1) IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO UTILIZE THE "ONE CALL EXCAVATION NOTICE SYSTEM" (TELEPHONE NUMBER 651-454-0002), AS REQUIRED BY MINNESOTA STATUTE 2160.
 - 2) DISTANCE OFF SHOULDER OR CURB FOR INTERCONNECT CONDUIT SHALL BE 1-2 FEET.



NOTE: THIS PLAN SHEET IS BEING PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

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DESIGNER: JMG				
CHECKED BY: JMG				
DESIGN TEAM	NO.	BY	DATE	REVISIONS

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

JMG Name: John M. Gray, PE
 Date: March 23, 2012 Lic. No. 22437

PHONE: (651) 490-2000
 3535 VADNAIS CENTER DR.
 ST. PAUL, MN 55110

ANOKA COUNTY, MINNESOTA

INPLACE INTERCONNECT TO SOUTH 'FOR INFORMATION ONLY'
 CSAH 17 (LEXINGTON AVE)-SOUTH OF CSAH 14

FILE NO. ANOKC 114952
 SIGNAL SHEET SG19 OF SG22
250
366

S.P. 002-617-018
 S.P. 106-020-029 & 197-020-002

① PA100 POLE FOUNDATION
 TYPE PA100-A-55-D40-9 (DAVIT AT 350')
 LUMINAIRE-250 W HPS
 3-ONE WAY SIGNALS-OVERHEAD (0', 11' AND 23' FROM END OF MAST ARM)
 2-TYPE 10B-POLE MOUNTED 90° & 180°
 2-PEDESTRIAN PUSH BUTTONS
 TYPE D SIGN PANEL-OVERHEAD (D-5)
 ONE WAY EVP DETECTOR AND LIGHT (ø4,7)
 2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180°
 EXTEND INTO H.H.1:
 3"R.S.C.
 2-12/c#12
 4-3/c#12
 1-3/c#20
 1-3/c#12 (LUM)

NOTE: THIS PLAN SHEET IS BEING PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

SEE NEXT SHEET FOR GENERAL NOTES.

② PA100 POLE FOUNDATION
 TYPE PA100-A-55-D40-9 (DAVIT AT 350')
 LUMINAIRE-250 W HPS
 3-ONE WAY SIGNALS-OVERHEAD (17', 29' AND 41' FROM END OF MAST ARM)
 CAP END MOUNT (FOR FUTURE USE BY OTHERS)
 2-TYPE 10B-POLE MOUNTED 90° & 180°
 2-PEDESTRIAN PUSH BUTTONS
 TYPE D SIGN PANEL-OVERHEAD (D-6)
 ONE WAY EVP DETECTOR AND LIGHT (ø6,1)
 2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180°
 EXTEND INTO H.H.5:
 3"R.S.C.
 3-12/c#12
 2-3/c#12
 1-3/c#20
 1-3/c#12 (LUM)

1 1/4"R.S.C.-INPLACE
 1-2/c#14

4"R.S.C.
 3-12/c#12
 2-3/c#12
 1-3/c#20
 9-2/c#14
 1-3/c#12 (LUM)

3"R.S.C.
 3-2/c#14

2"R.S.C.
 6-2/c#14

N.M.C. LOOP DETECTORS			
NUMBER	SIZE (FT.)	LOCATION	FUNCTION
D1-1	6x6	40'	1
D1-2	6x6	10'	1
D2-1	6x6	475'	1
D2-2	6x6	475'	1
D2-3	6x6	475'	1
D3-1	6x6	40'	1
D3-2	6x6	10'	1
D4-1	6x6	475'	3,8
D4-2	6x10&6x6	5' & 20'	7
D4-3	2-6x6	5' & 20'	1
D4-4	2-6x6	5' & 20'	1
D5-1	6x6	40'	1
D5-2	6x6	10'	1
D6-1	6x6	475'	1
D6-2	6x6	475'	1
D6-3	6x6	475'	1
D7-1	6x6	40'	1
D7-2	6x6	10'	1
D8-1	6x6	475'	3,8
D8-2	6x10&6x6	5' & 20'	7
D8-3	2-6x6	5' & 20'	1
D8-4	2-6x6	5' & 20'	1
DS-1	6x6	50'	11
DS-2	6x6	50'	11
DS-4	6x6	50'	11
DS-5	6x6	50'	11

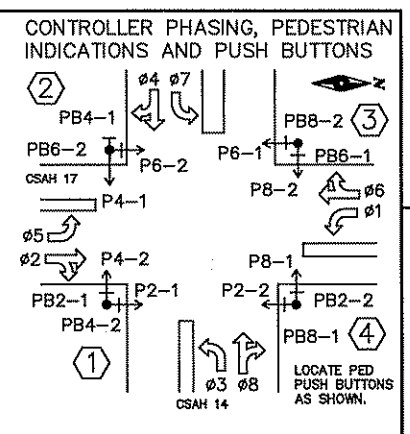
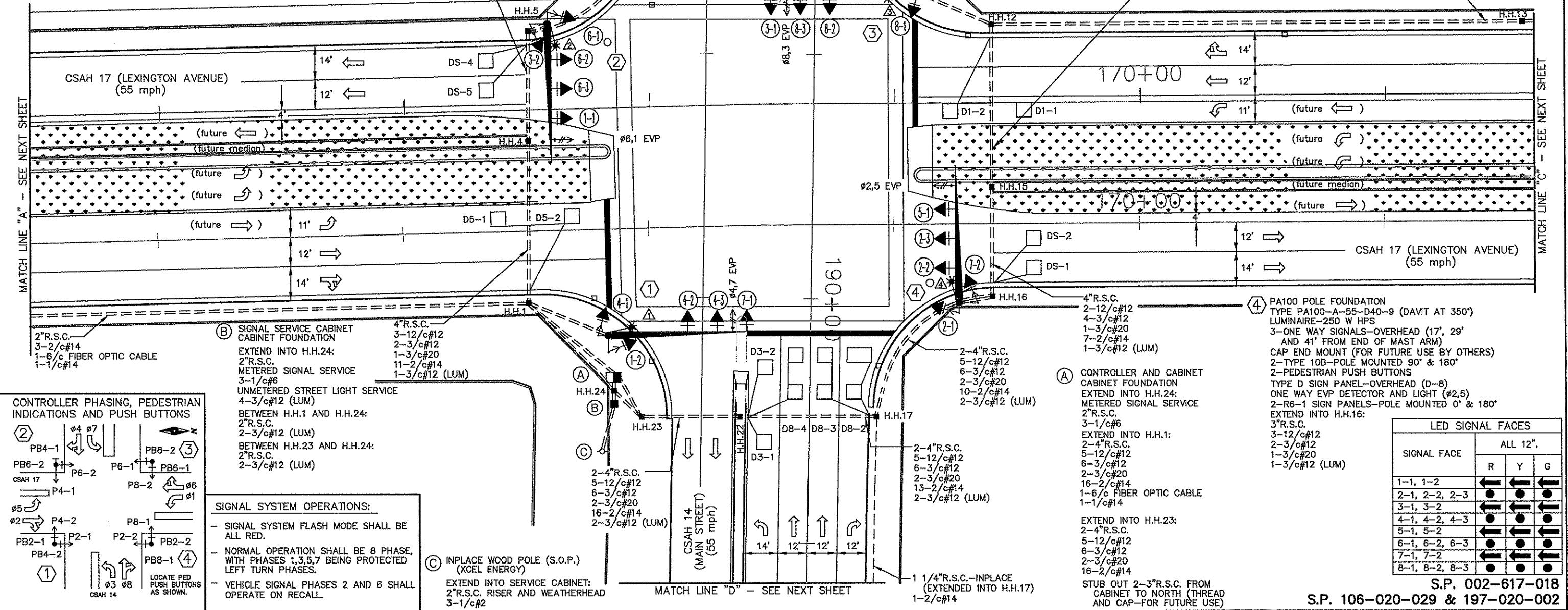
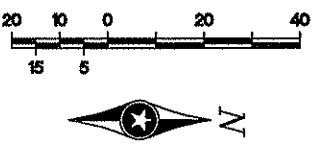
FUTURE LOOP DETECTORS			
NUMBER	SIZE (FT.)	LOCATION	FUNCTION
D1-3	-	FUTURE	1
D1-4	-	FUTURE	1
D5-3	-	FUTURE	1
D5-4	-	FUTURE	1
DS-3	-	FUTURE	11
DS-6	-	FUTURE	11

NOTE: LOCATION-DISTANCE FROM STOP BAR TO FRONT OF DETECTOR.

LOOP DETECTORS FUNCTIONS:

- 1) CALL AND EXTEND
- 3) EXTEND ONLY
- 7) DELAYED CALL- IMMEDIATE EXTEND
- 8) CARRY OVER (STRETCH)
- 11) COUNTING DETECTOR

③ PA100 POLE FOUNDATION
 TYPE PA100-A-55-D40-9 (DAVIT AT 350')
 LUMINAIRE-250 W HPS
 3-ONE WAY SIGNALS-OVERHEAD (0', 11' AND 23' FROM END OF MAST ARM)
 2-TYPE 10B-POLE MOUNTED 90° & 180°
 2-PEDESTRIAN PUSH BUTTONS
 TYPE D SIGN PANEL-OVERHEAD (D-7)
 ONE WAY EVP DETECTOR AND LIGHT (ø8,3)
 2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180°
 EXTEND INTO H.H.12:
 3"R.S.C.
 2-12/c#12
 4-3/c#12
 1-3/c#20
 1-3/c#12 (LUM)



④ PA100 POLE FOUNDATION
 TYPE PA100-A-55-D40-9 (DAVIT AT 350')
 LUMINAIRE-250 W HPS
 3-ONE WAY SIGNALS-OVERHEAD (17', 29' AND 41' FROM END OF MAST ARM)
 CAP END MOUNT (FOR FUTURE USE BY OTHERS)
 2-TYPE 10B-POLE MOUNTED 90° & 180°
 2-PEDESTRIAN PUSH BUTTONS
 TYPE D SIGN PANEL-OVERHEAD (D-8)
 ONE WAY EVP DETECTOR AND LIGHT (ø2,5)
 2-R6-1 SIGN PANELS-POLE MOUNTED 0° & 180°
 EXTEND INTO H.H.16:
 3"R.S.C.
 3-12/c#12
 2-3/c#12
 1-3/c#20
 1-3/c#12 (LUM)

SIGNAL SYSTEM OPERATIONS:

- SIGNAL SYSTEM FLASH MODE SHALL BE ALL RED.
- NORMAL OPERATION SHALL BE 8 PHASE, WITH PHASES 1,3,5,7 BEING PROTECTED LEFT TURN PHASES.
- VEHICLE SIGNAL PHASES 2 AND 6 SHALL OPERATE ON RECALL.

⑤ INPLACE WOOD POLE (S.O.P.) (XCEL ENERGY)
 EXTEND INTO SERVICE CABINET:
 2"R.S.C. RISER AND WEATHERHEAD
 3-1/c#2

⑥ CONTROLLER AND CABINET CABINET FOUNDATION
 EXTEND INTO H.H.24:
 METERED SIGNAL SERVICE
 2"R.S.C.
 3-1/c#6
 EXTEND INTO H.H.1:
 2-4"R.S.C.
 5-12/c#12
 6-3/c#12
 2-3/c#20
 10-2/c#14
 2-3/c#12 (LUM)
 STUB OUT 2-3"R.S.C. FROM CABINET TO NORTH (THREAD AND CAP-FOR FUTURE USE)

LED SIGNAL FACES			
SIGNAL FACE	ALL 12"		
	R	Y	G
1-1, 1-2	←	←	←
2-1, 2-2, 2-3	●	●	●
3-1, 3-2	←	←	←
4-1, 4-2, 4-3	●	●	●
5-1, 5-2	←	←	←
6-1, 6-2, 6-3	●	●	●
7-1, 7-2	←	←	←
8-1, 8-2, 8-3	●	●	●

DRAWN BY: JMG
 DESIGNER: JMG
 CHECKED BY: JMG

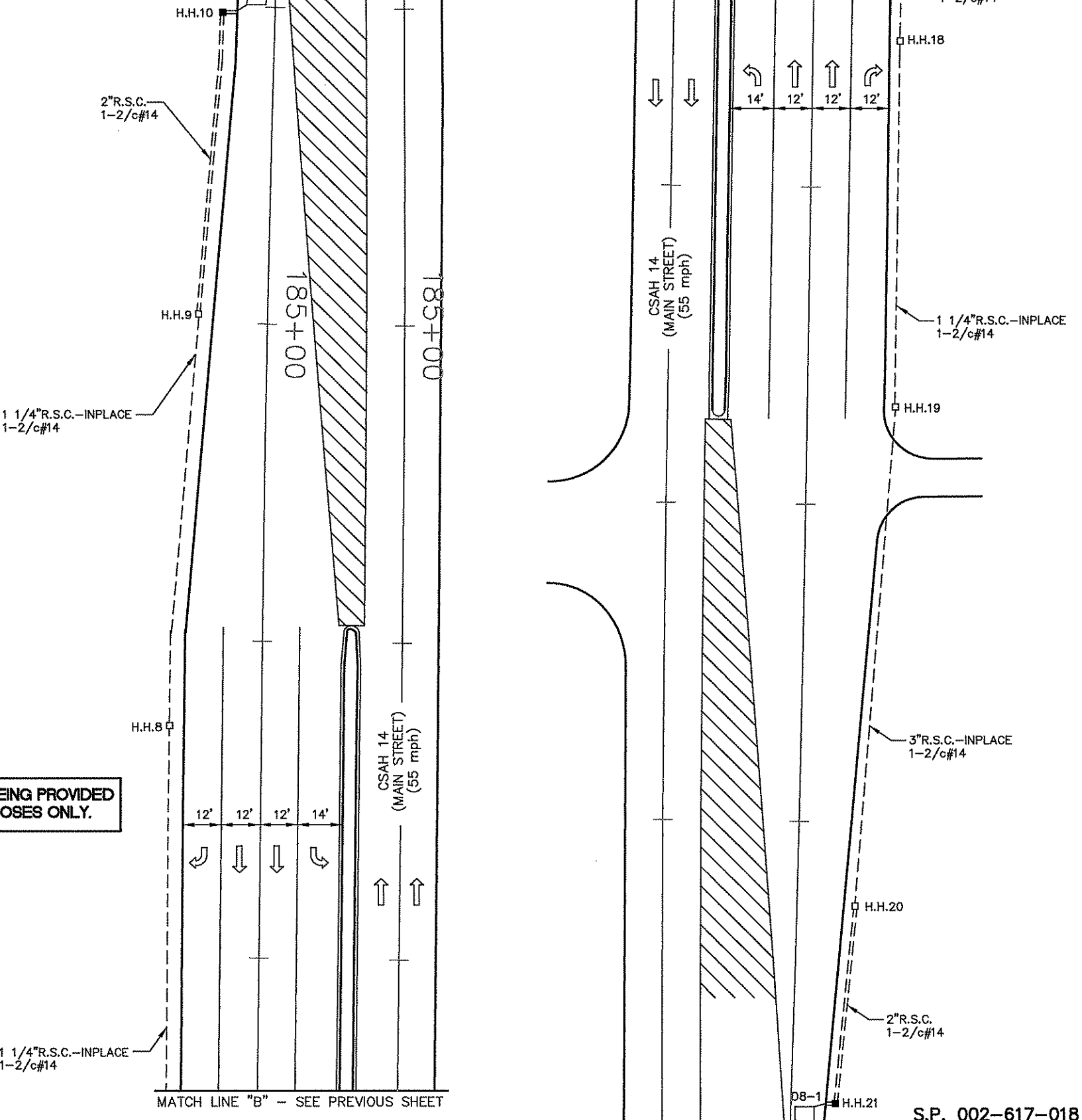
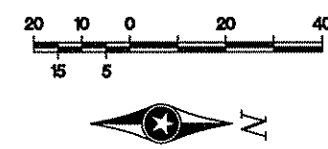
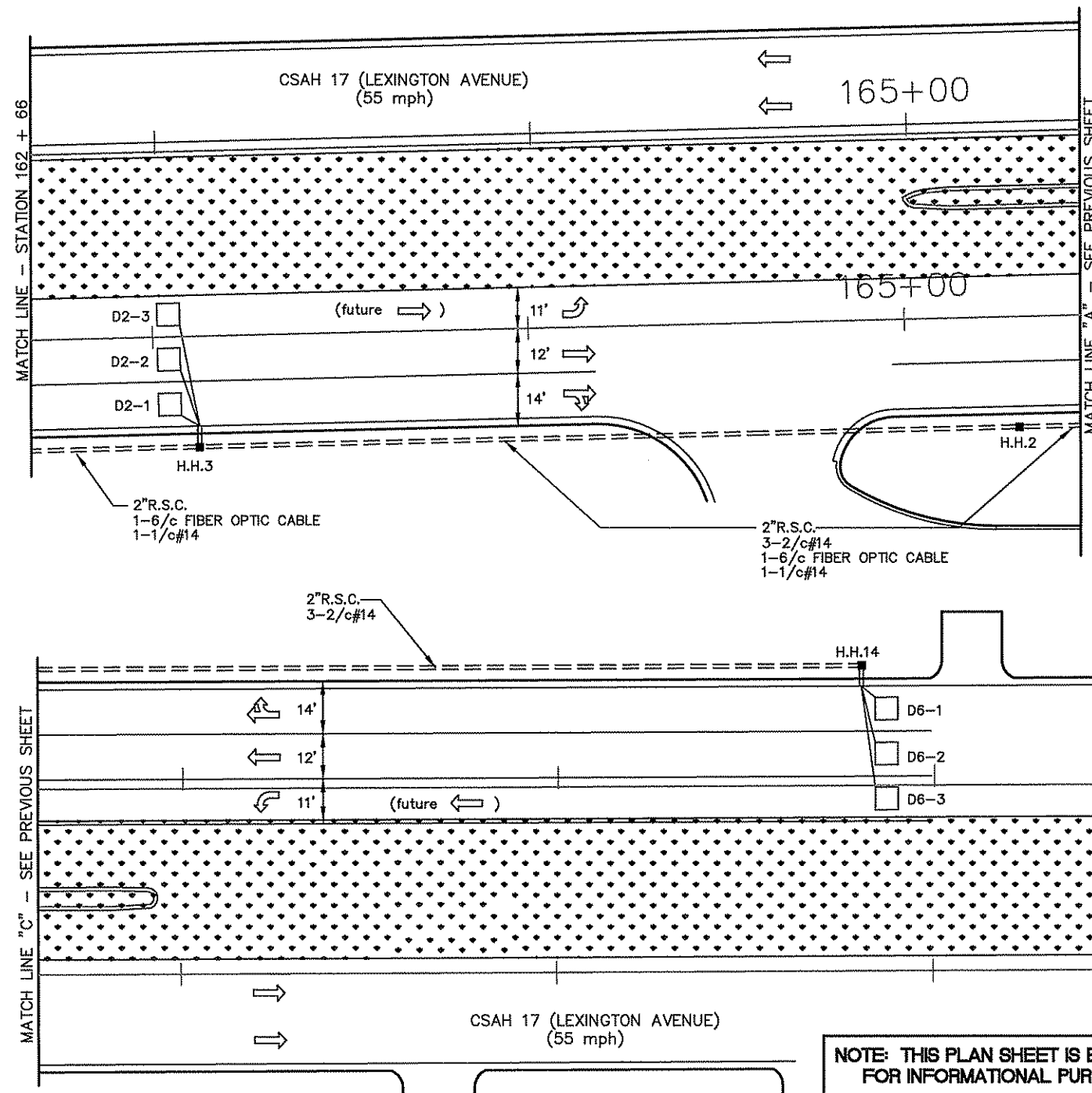
NO.	BY	DATE	REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 Date: March 23, 2012 Name: John M. Gray, PE Lic. No. 22457

SEH PHONE: (651) 490-2000
 3635 VADNAIS CENTER DR.
 ST. PAUL, MN 55110

ANOKA COUNTY, MINNESOTA

INPLACE SIGNAL SYSTEM 'FOR INFORMATION ONLY'
 CSAH 17 (LEXINGTON AVE) AT CSAH 14
 FILE NO. ANOKC 114952
 SIGNAL SHEET SG20 OF SG22
251/366



NOTE: THIS PLAN SHEET IS BEING PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

- NOTES:**
- 1) LOCATION OF POLES, CONTROLLER CABINET, SERVICE CABINET, LOOP DETECTORS AND HANDHOLES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
 - 2) SEE SPECIAL PROVISIONS FOR COUNTY FURNISHED MATERIALS.
 - 3) LOOP DETECTOR WIRES SHALL BE CROSS-LINKED POLYETHYLENE (XLP) IN 3/4" N.M.C. SEE SPECIAL PROVISIONS.
 - 4) NEW HANDHOLES SHALL BE PVC HANDHOLES WITH METAL FRAMES AND COVERS.
 - 5) EACH SIGNAL FACE SHALL HAVE BACKGROUND LIGHT.
 - 6) EACH PEDESTRIAN INDICATION SHALL BE ONE SECTION HAND/WALKING PERSON INDICATION.
 - 7) ALL VEHICLE SIGNAL INDICATIONS, AND ALL PEDESTRIAN SIGNAL INDICATIONS SHALL BE LED.
 - 8) SEE SPECIAL PROVISIONS AND DETAILS REGARDING SIGNS TO BE FURNISHED & INSTALLED BY CONTRACTOR (INCIDENTAL TO ITEM NO. 2565.511 FOR THIS SIGNAL SYSTEM).
 - 9) CONTRACTOR SHALL PROVIDE EXTENDED BRACKETS FOR EACH POLE MOUNTED VEHICLE AND PEDESTRIAN SIGNAL FACE.
 - 10) A 3/4" HALF COUPLING, 3/4" PIPE NIPPLE AND CONDUIT OUTLET BODY SHALL BE FURNISHED AND INSTALLED 6 FEET FROM THE END OF EACH MAST ARM (FOR EVP).
 - 11) SEE SPECIAL PROVISIONS & ESTIMATED QUANTITIES REGARDING INPLACE SIGNAL SYSTEM TO BE REMOVED AND SALVAGED BY CONTRACTOR (SEPARATE FROM ITEM NO. 2565.511).

- 12) CONTRACTOR SHALL MAINTAIN OPERATION OF INPLACE SIGNAL SYSTEM AT ALL TIMES, UNTIL APPROVED BY ENGINEER FOR SIGNAL SYSTEM TO BE TURNED OFF.
- 13) CONTRACTOR SHALL COORDINATE ALL TRAFFIC SIGNAL INSTALLATION WORK WITH ROAD CONSTRUCTION TO BE COMPLETED BY OTHERS AS PART OF ENTIRE PROJECT.
- 14) (INTERCONNECT) DENOTES ITEMS TO BE FURNISHED & INSTALLED BY CONTRACTOR UNDER ITEM NO. 2565.601 (TRAFFIC CONTROL INTERCONNECTION). SEE ESTIMATED QUANTITIES & SPECIAL PROVISIONS.
- 15) CONTRACTOR SHALL COIL AND STORE AN ADDITIONAL 10' OF 1-2/c#14 CABLE IN HANDHOLES 5 AND 16 (FOR FUTURE LOOP DETECTOR INSTALLATIONS BY OTHERS).
- 16) CONTRACTOR SHALL COIL AND STORE AN ADDITIONAL 10' OF 2-2/c#14 CABLE IN HANDHOLE 15 (FOR FUTURE LOOP DETECTOR INSTALLATIONS BY OTHERS).
- 17) CONTRACTOR SHALL COIL AND STORE AN ADDITIONAL 10' OF 2-2/c#14 CABLE IN HANDHOLE 4 (FOR FUTURE LOOP DETECTOR INSTALLATIONS BY OTHERS).
- 18) CONTRACTOR SHALL COIL AND STORE AN ADDITIONAL 75' OF 2-2/c#14 CABLE IN HANDHOLE 1 (FOR FUTURE EXTENSION OF CABLES FOR LOOP DETECTORS D5-1 AND D5-2 FROM HANDHOLE 1 TO HANDHOLE 4 BY OTHERS).

DRAWN BY: JMG	DESIGNER: JMG	CHECKED BY: JMG
DESIGN TEAM	NO.	BY DATE
		REVISIONS

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

John M. Gray Name: John M. Gray, PE
 Date: March 23, 2012 Lic. No. 22437

SEH
 PHONE: (651) 490-2000
 3535 VADNAIS CENTER DR.
 ST. PAUL, MN 55110

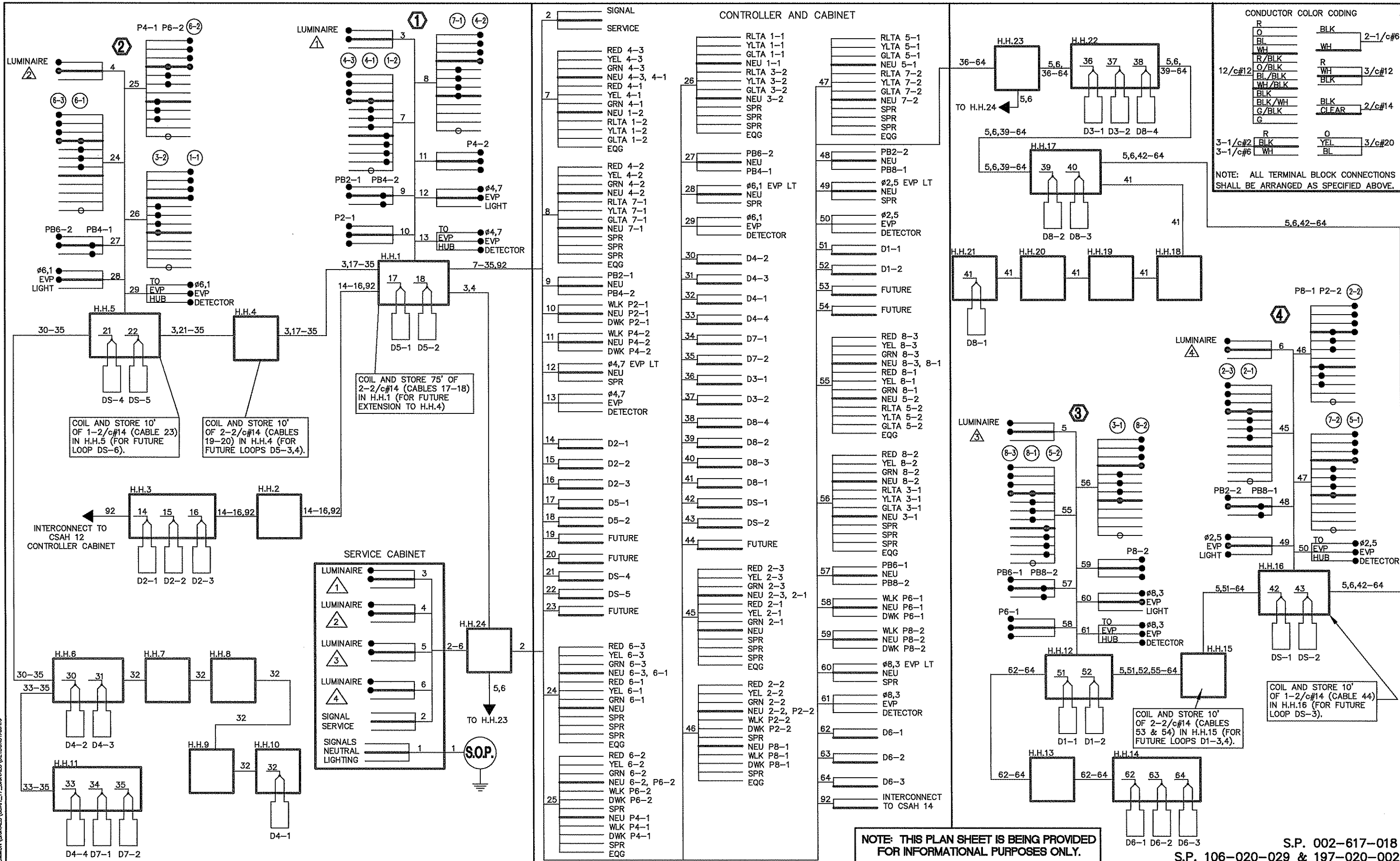
ANOKA COUNTY, MINNESOTA

INPLACE SIGNAL SYSTEM 'FOR INFORMATION ONLY'
 CSAH 17 (LEXINGTON AVE) AT CSAH 14

FILE NO. ANOKC 114952
 SIGNAL SHEET SG21 OF SG22

252
366

S.P. 002-617-018
 S.P. 106-020-029 & 197-020-002



CONDUCTOR COLOR CODING

R	BLK	2-1/c#6
O	WH	
BL	R	3/c#12
WH	BLK	
R/BLK	BLK/WH	
O/BLK	BLK	
BL/BLK	BLK	
WH/BLK	BLK	
BLK	BLK	
BLK/WH	BLK	
G/BLK	BLK	
G	BLK	
	O	
	YEL	3/c#20
	BL	

NOTE: ALL TERMINAL BLOCK CONNECTIONS SHALL BE ARRANGED AS SPECIFIED ABOVE.

NOTE: THIS PLAN SHEET IS BEING PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

S.P. 002-617-018
S.P. 106-020-029 & 197-020-002

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DESIGNER:	JMG	
CHECKED BY:	JMG	
DESIGN TEAM		
NO.	BY	DATE
REVISIONS		

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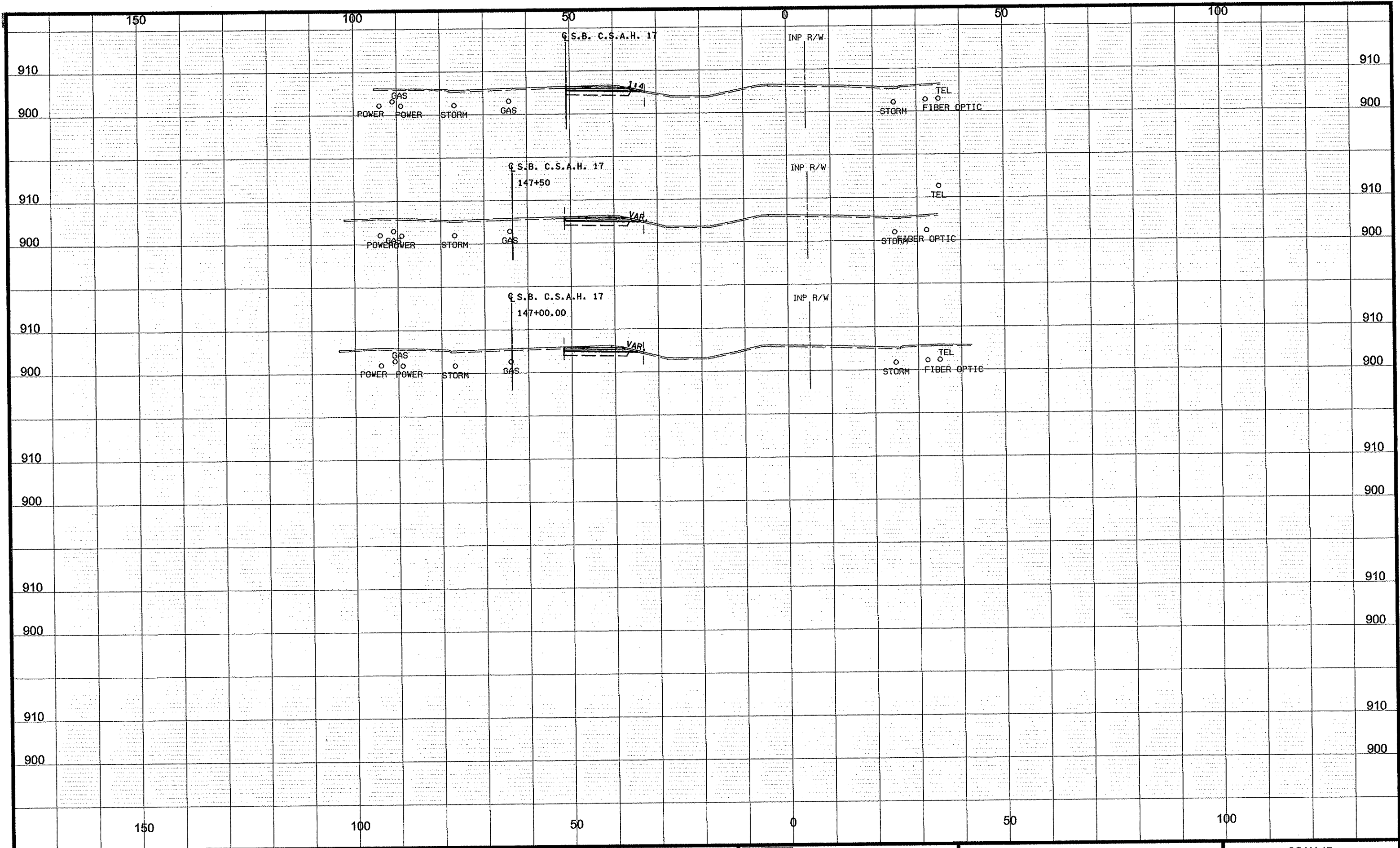
John M. Gray
Name: John M. Gray, PE
Date: March 23, 2012
Lic. No. 22457

SEH
PHONE: (851) 490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

ANOKA COUNTY,
MINNESOTA

INPLACE SIGNAL SYSTEM
"FOR INFORMATION ONLY"
CSAH 17 (LEXINGTON AVE) AT CSAH 14

FILE NO.
ANOKC 114952
SIGNAL SHEET
SG22 OF SG22
253
366



NO	DATE	BY	CKD	APPR	REVISION

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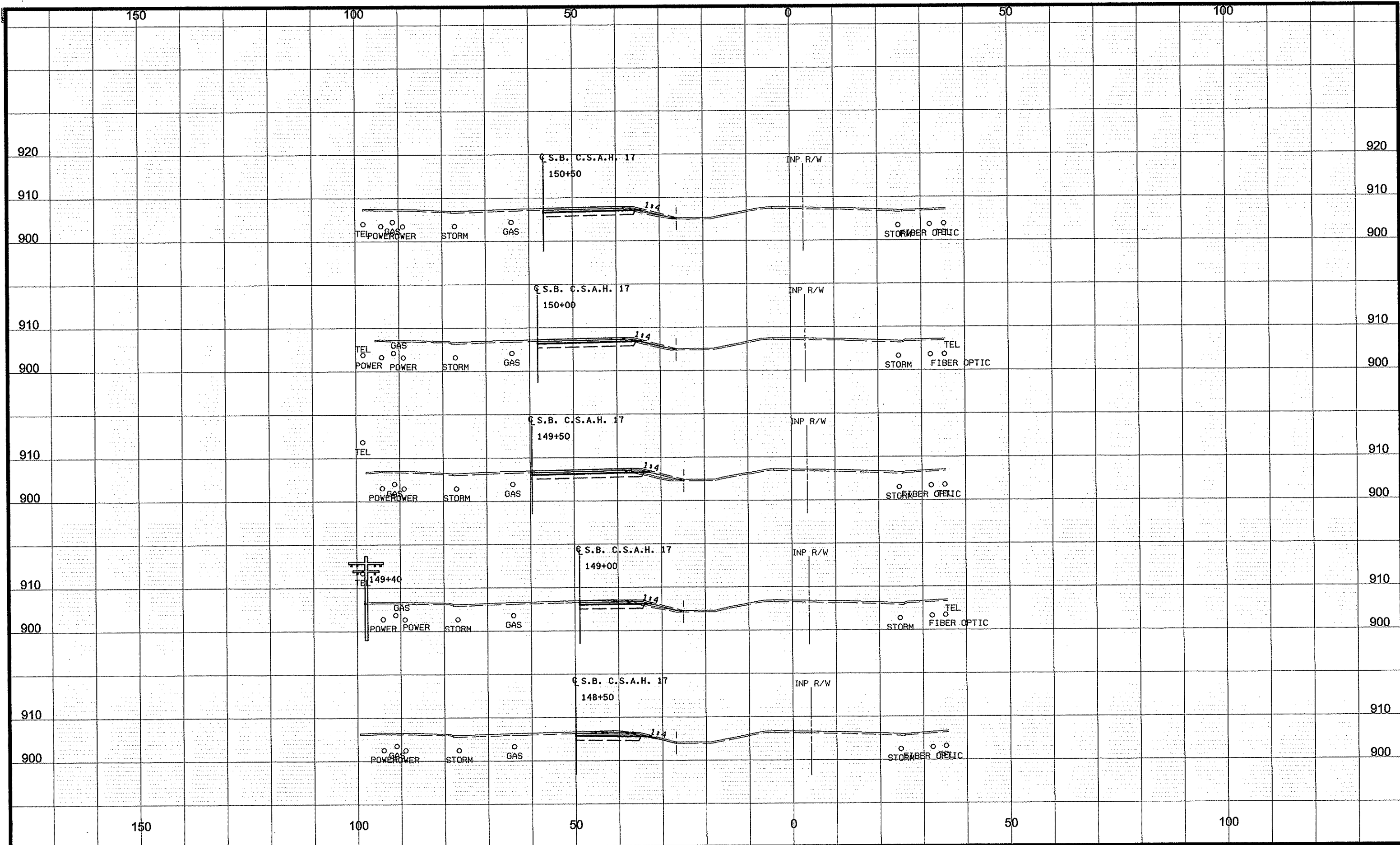
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DESIGN BY GMP DATE 3/8/2012
CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
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CSAH 17
CROSS SECTIONS
STA 147+00.00 TO 148+00.00
Sheet 254 of 366 Sheets

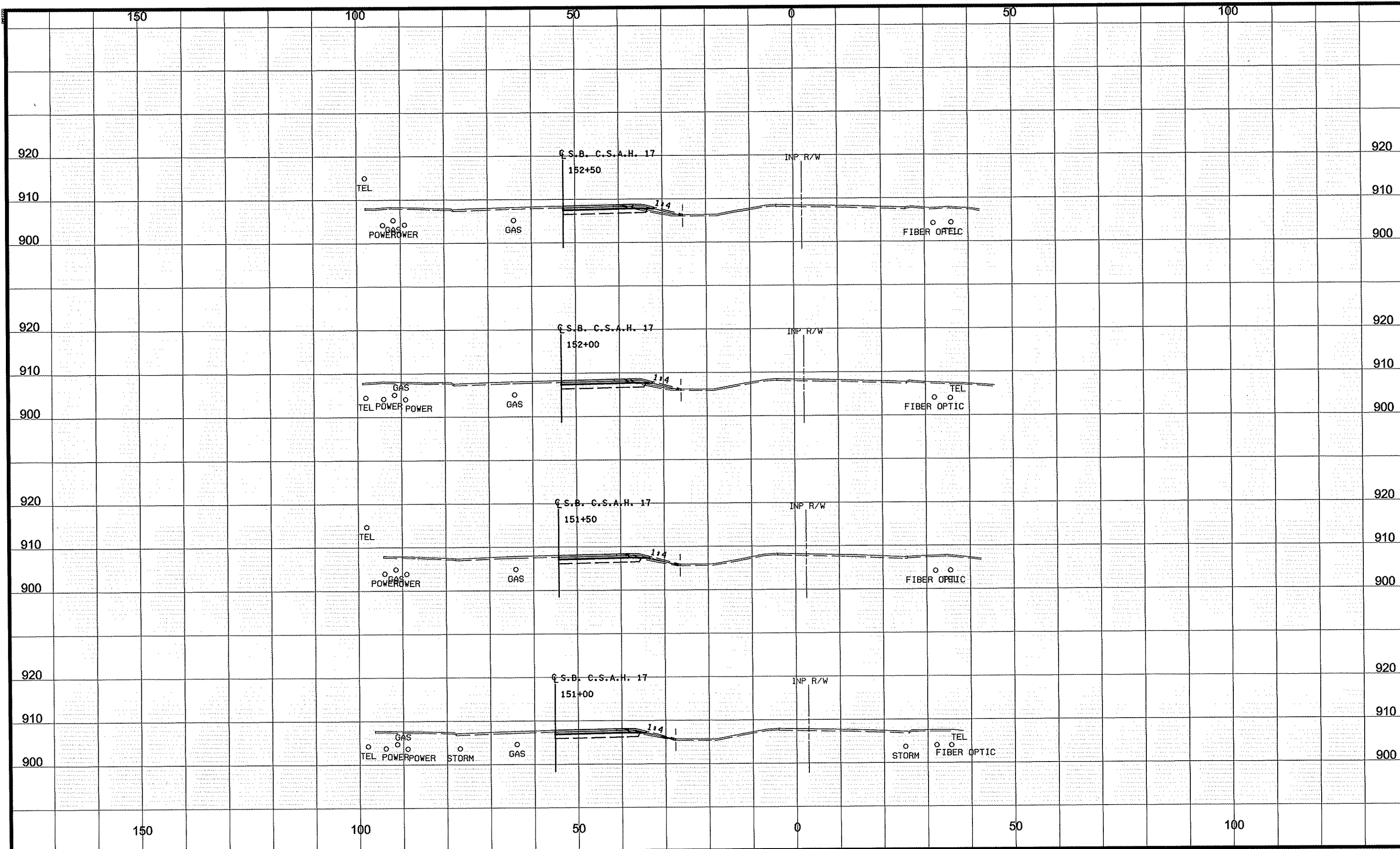


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S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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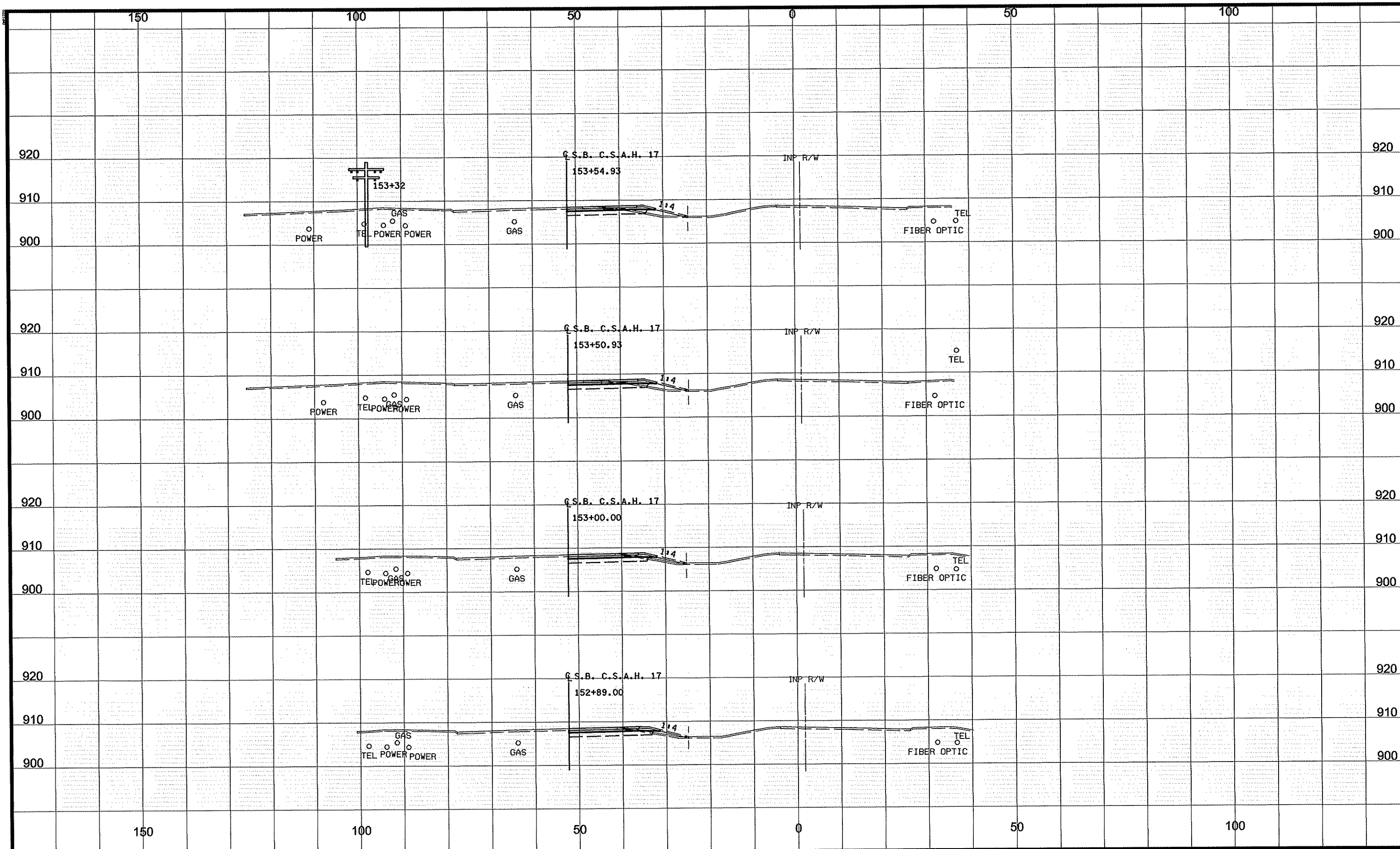


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S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002



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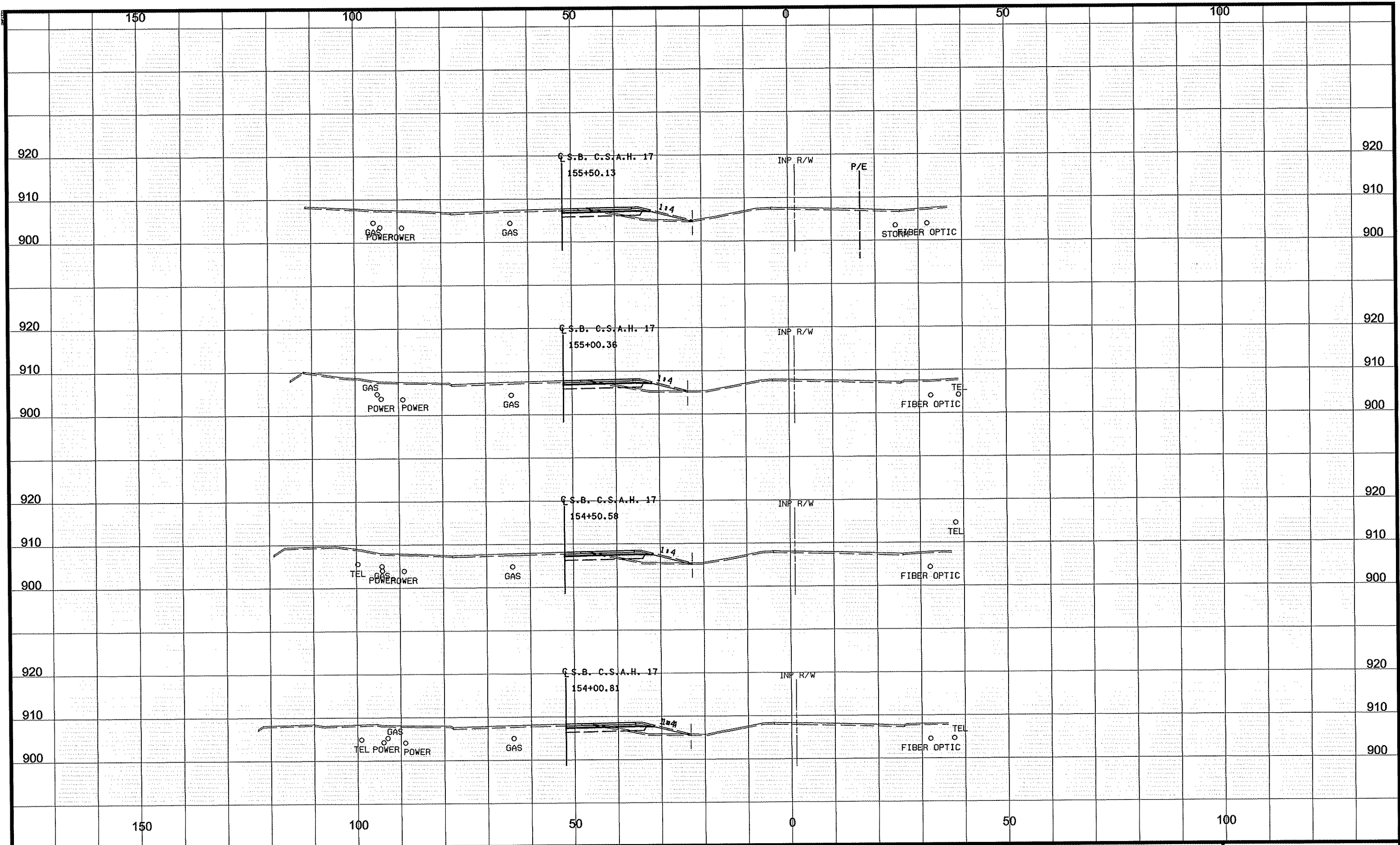
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ANOKA COUNTY
HIGHWAY DEPT.

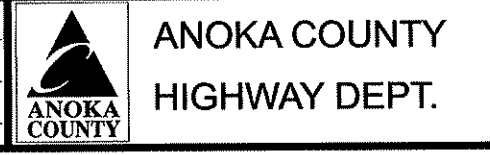
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 S.P. 106-020-029
 S.P. 197-020-002
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CSAH 17
 CROSS SECTIONS
 STA 152+89.00 TO 153+54.93
 Sheet 257 of 366 Sheets



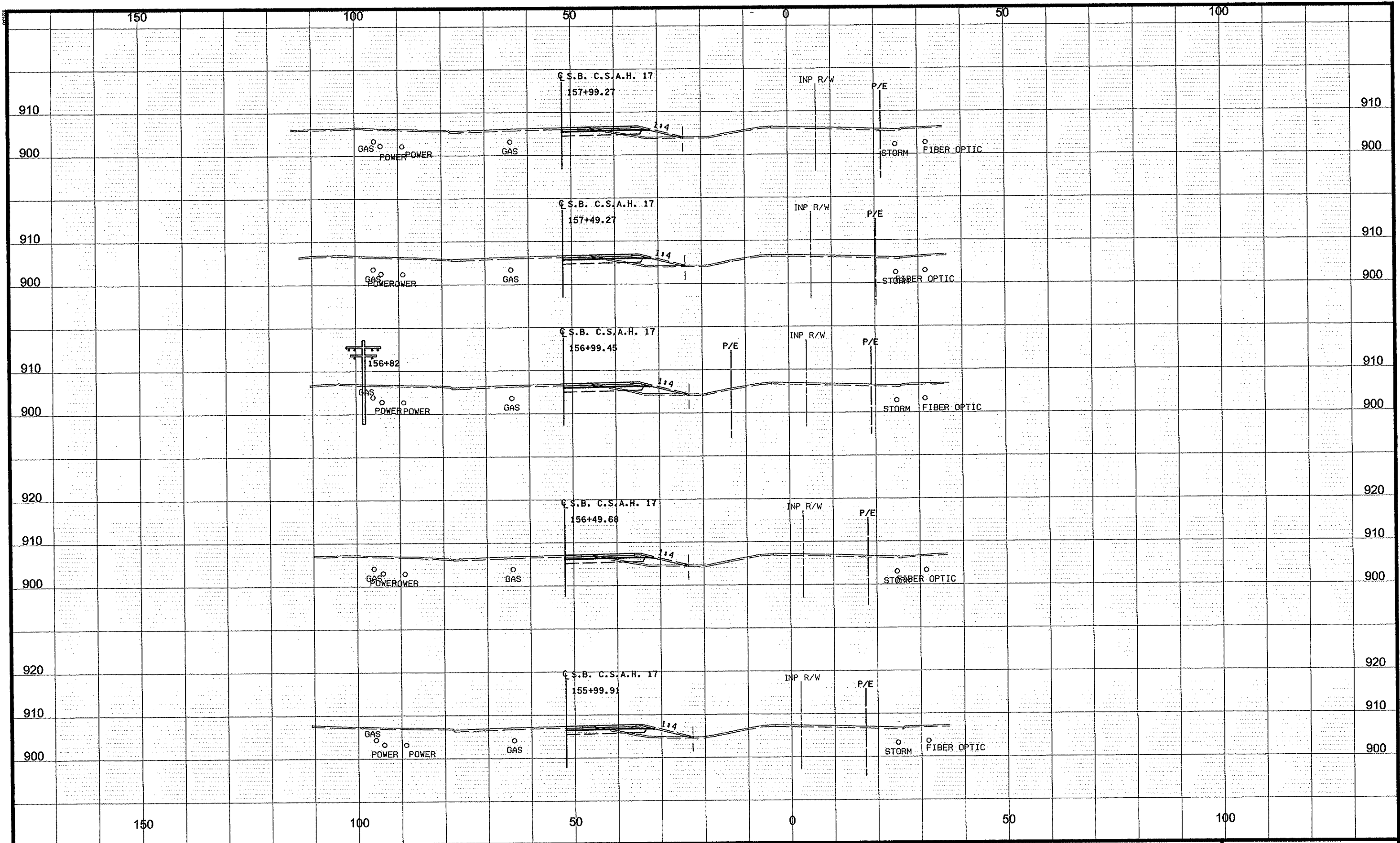
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 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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CSAH 17
 CROSS SECTIONS
 STA 154+00.81 TO 155+50.13
 Sheet 258 of 366 Sheets



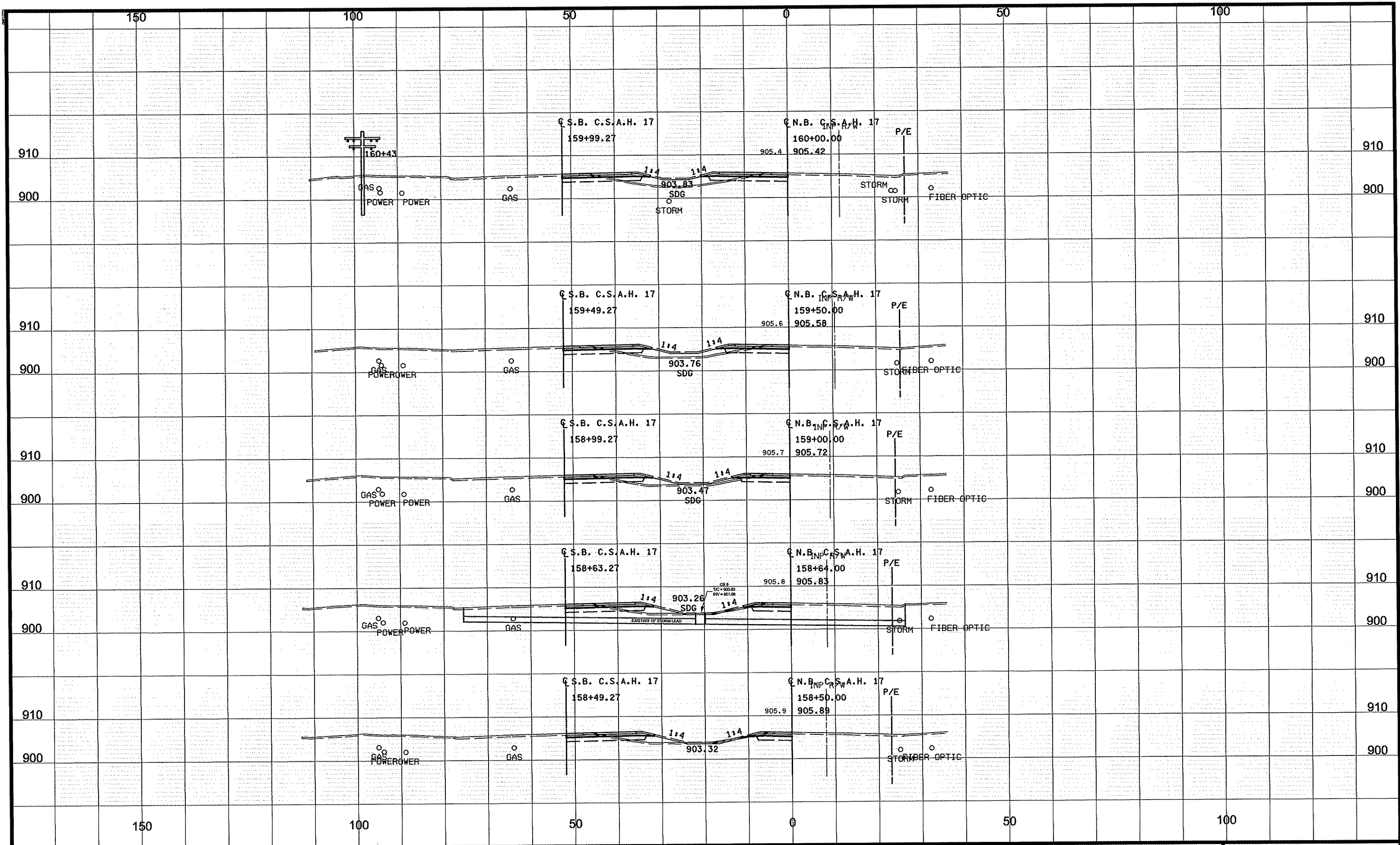
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S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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NO	DATE	BY	CHKD	APPR	REVISION

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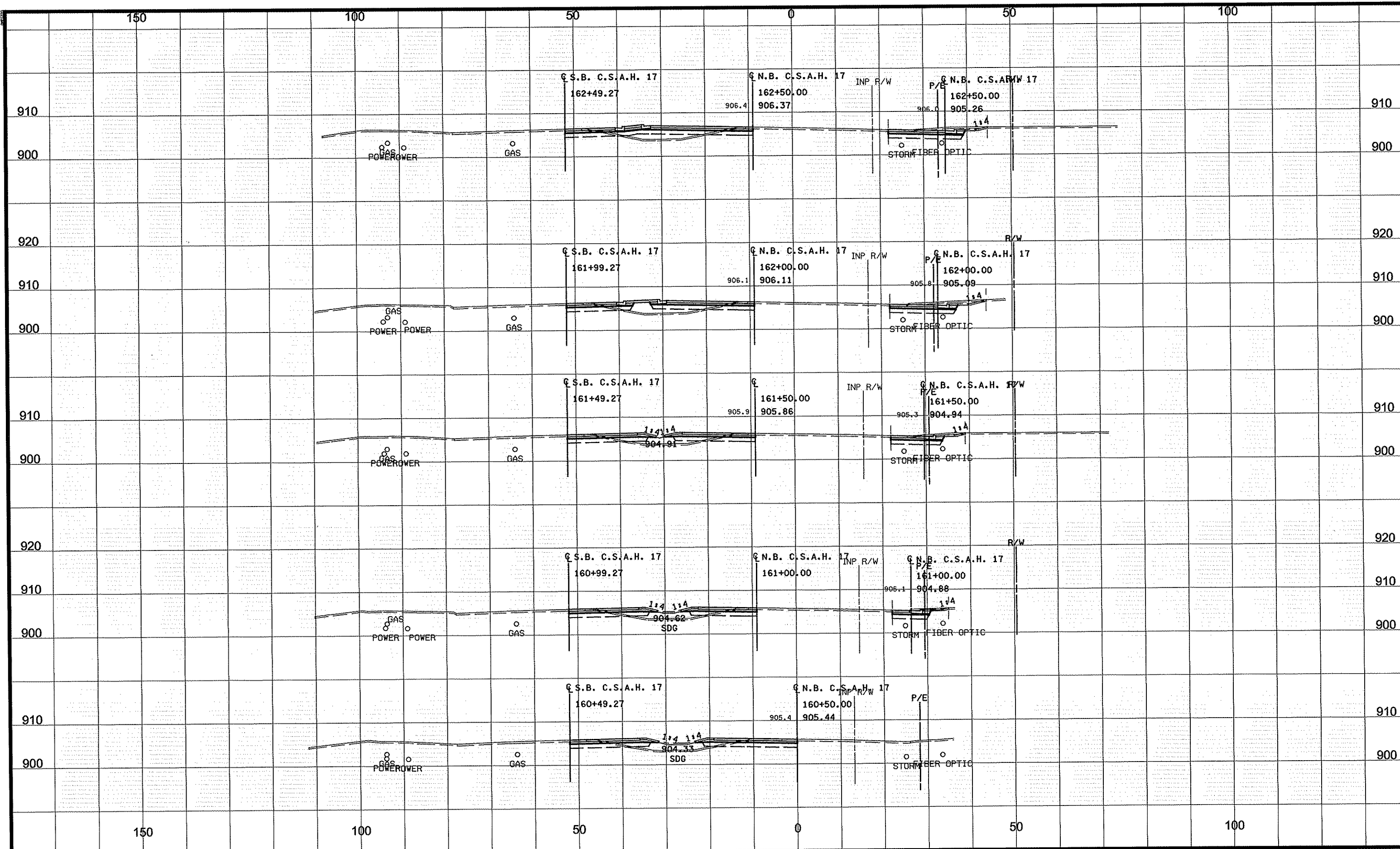
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ANOKA COUNTY
HIGHWAY DEPT.

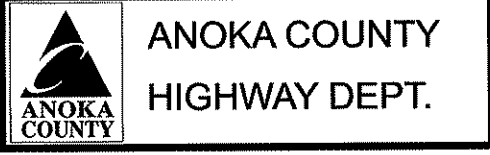
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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CSAH 17
 CROSS SECTIONS
 STA 158+50.00 TO 160+00.00
 Sheet 260 of 366 Sheets



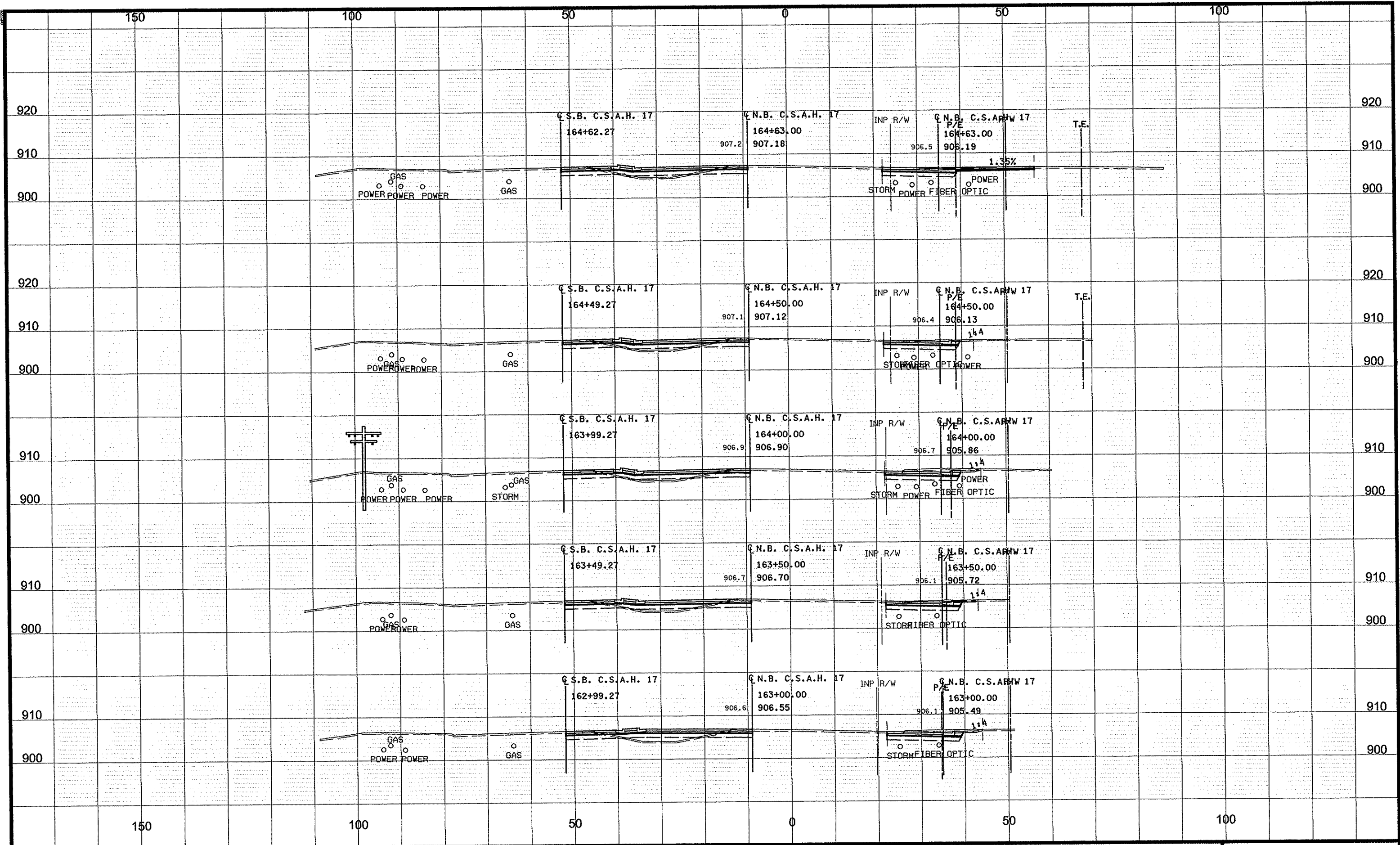
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 CHECKED BY JEO DATE 3/8/2012



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CSAH 17
 CROSS SECTIONS
 STA 160+50.00 TO 162+50.00
 Sheet 261 of 366 Sheets



NO	DATE	BY	CHKD	APPR	REVISION

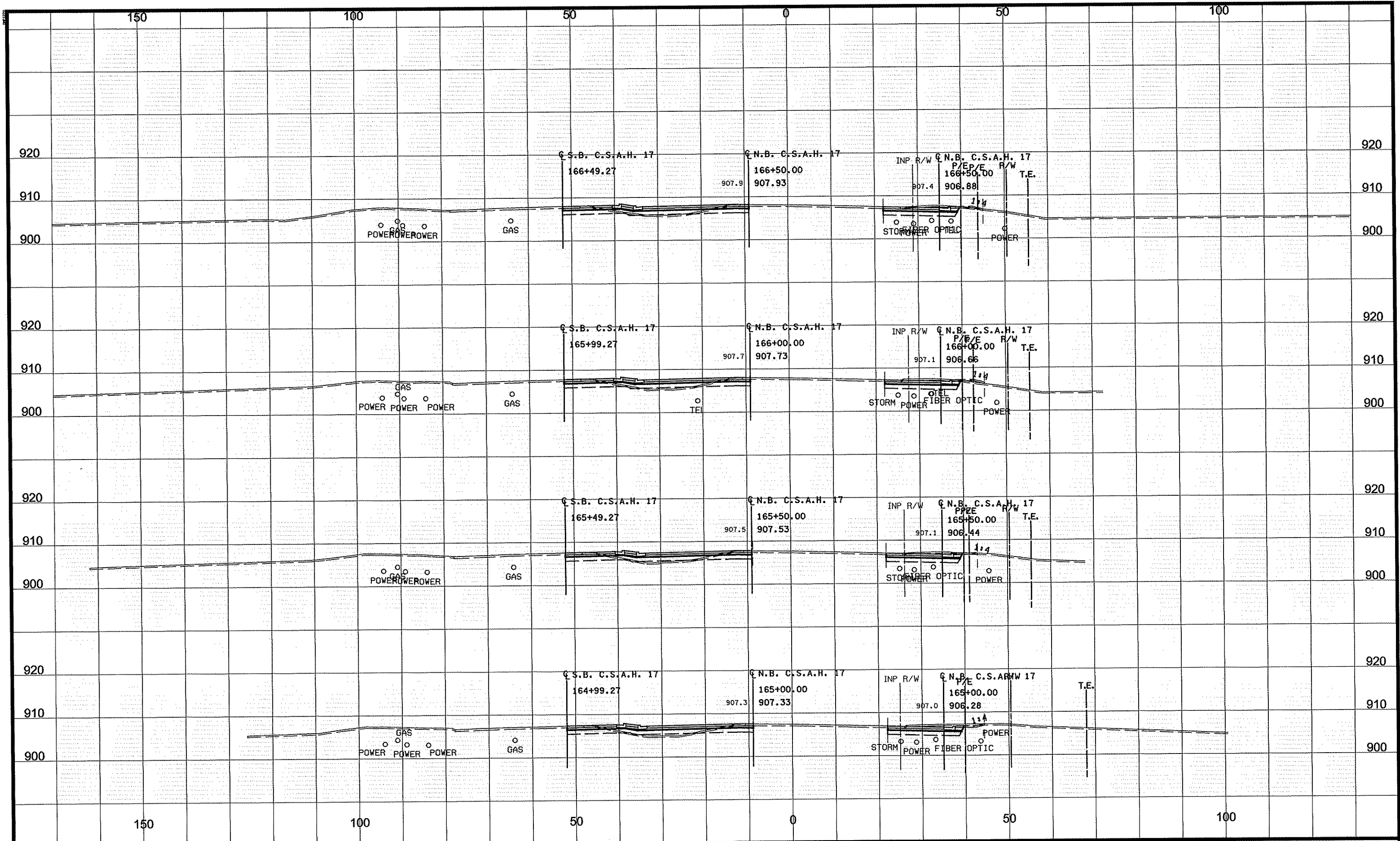
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CSAH 17
 CROSS SECTIONS
 STA 163+00.00 TO 164+63.00
 Sheet 262 of 366 Sheets



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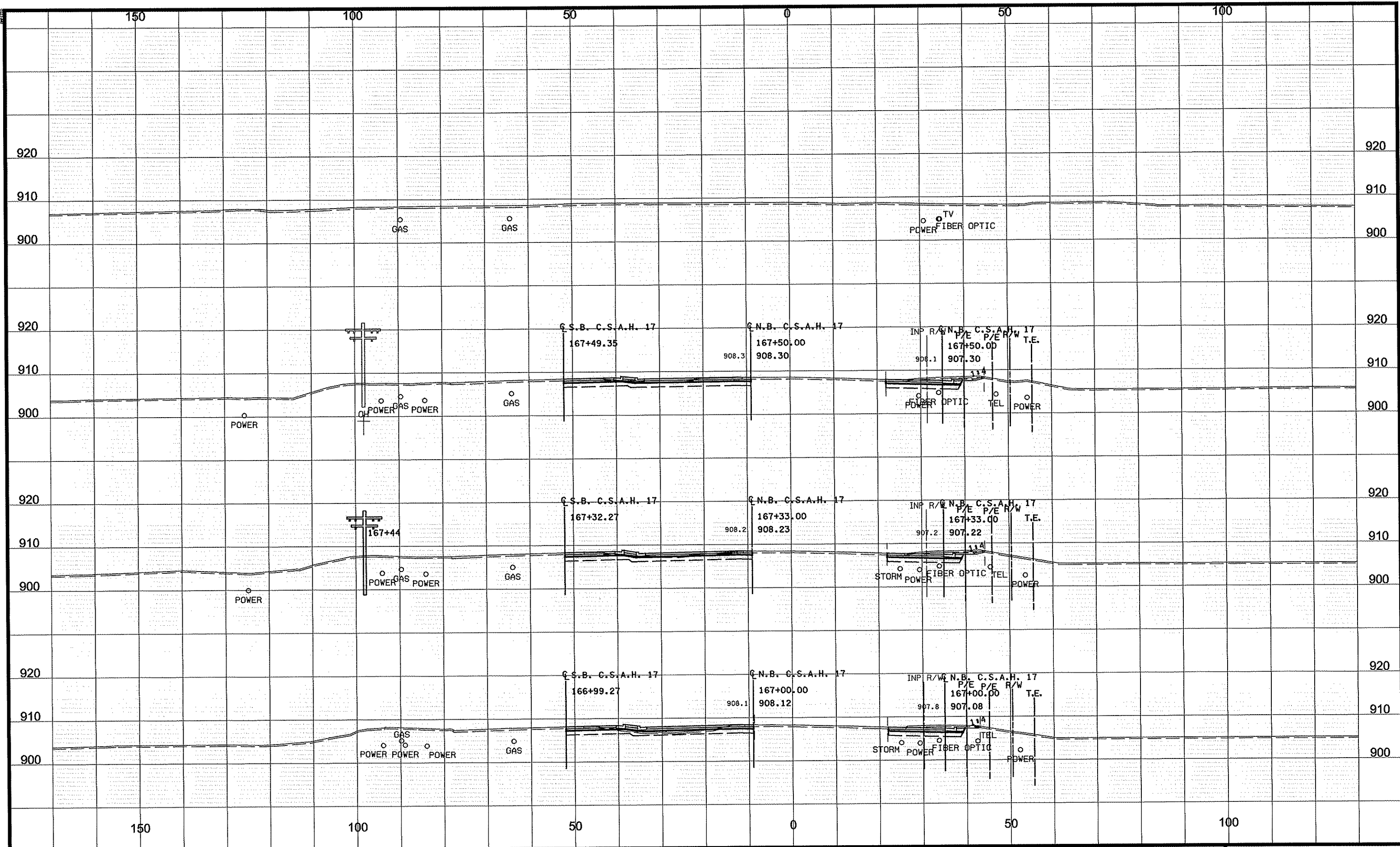
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CSAH 17
 CROSS SECTIONS
 STA 165+00.00 TO 166+50.00
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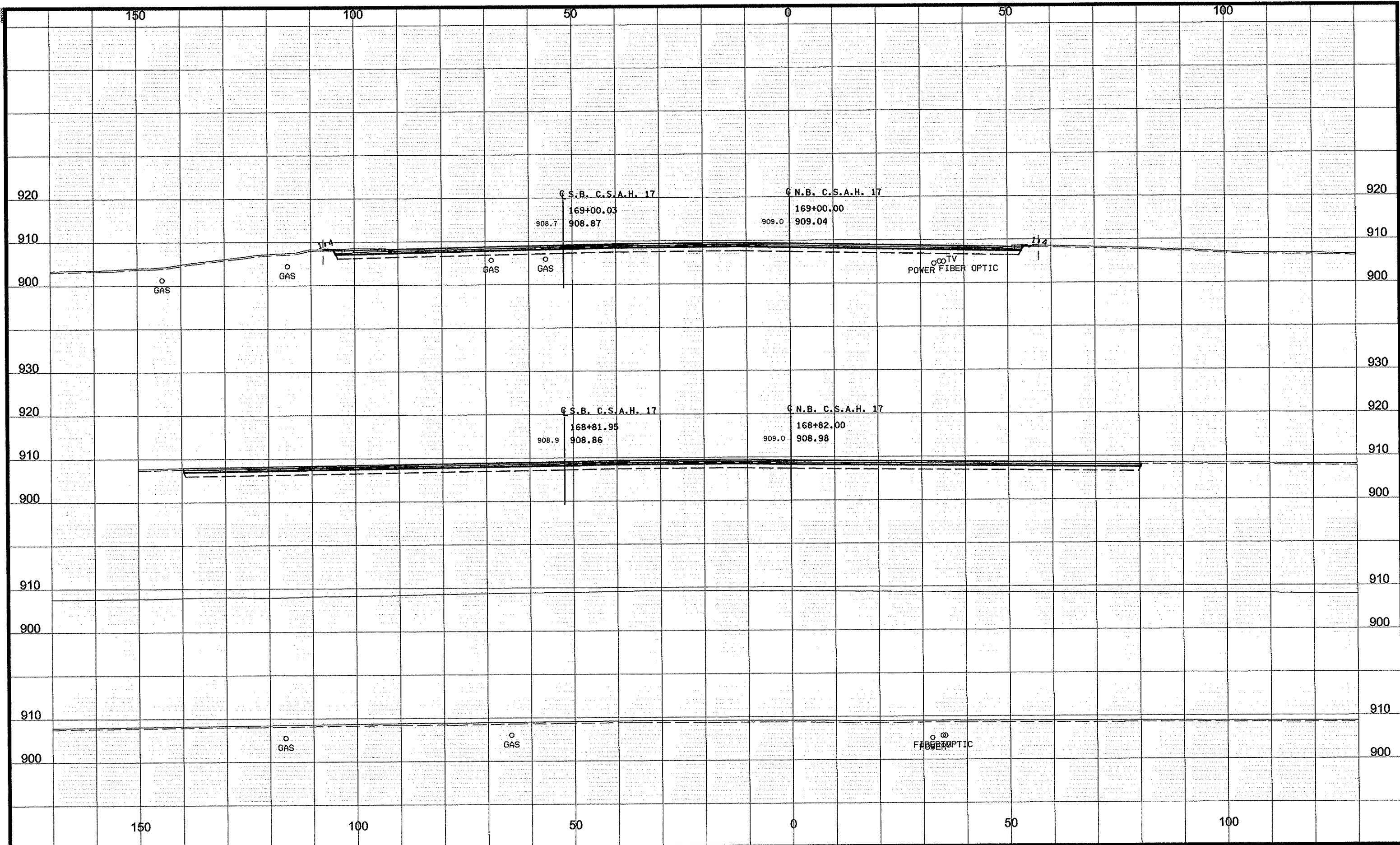
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CSAH 17
 CROSS SECTIONS
 STA 167+00.00 TO 167+50.00
 Sheet 264 of 366 Sheets



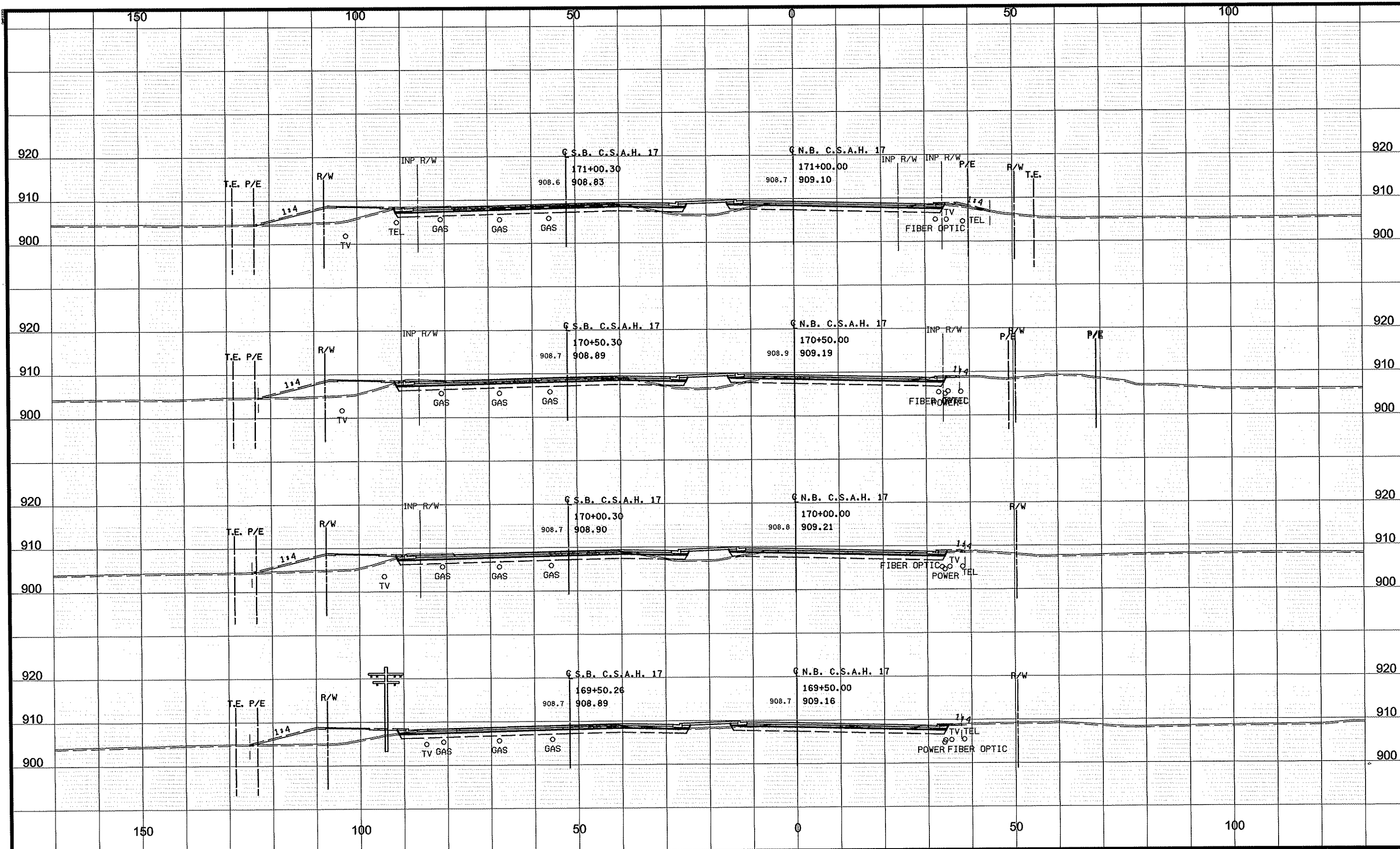
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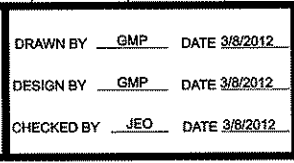
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CSAH 17
 CROSS SECTIONS
 STA 168+82.00 TO 169+00.00
 Sheet 265 of 366 Sheets



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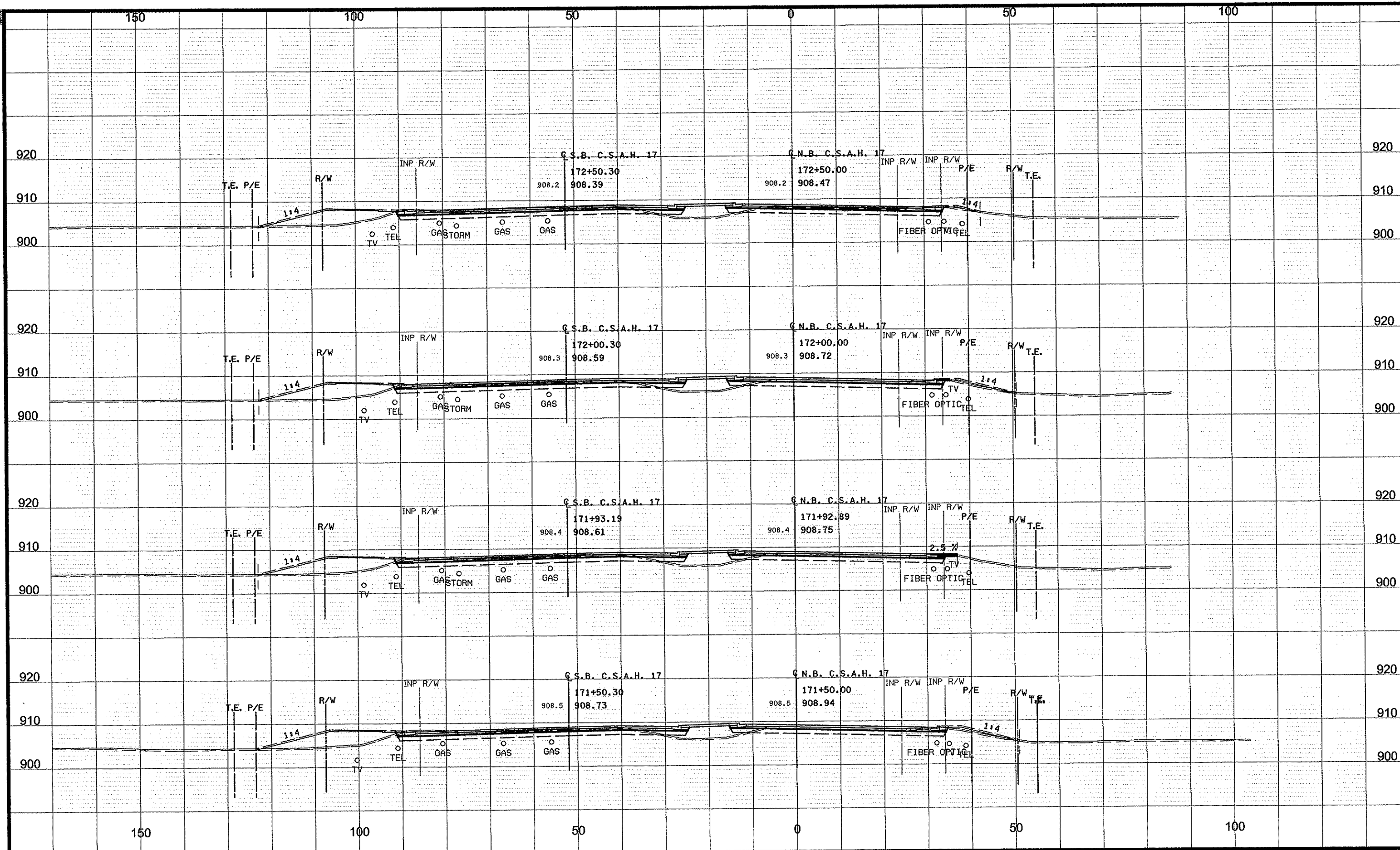
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**ANOKA COUNTY
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CSAH 17
 CROSS SECTIONS
 STA 169+50.00 TO 171+00.00
 Sheet 266 of 366 Sheets



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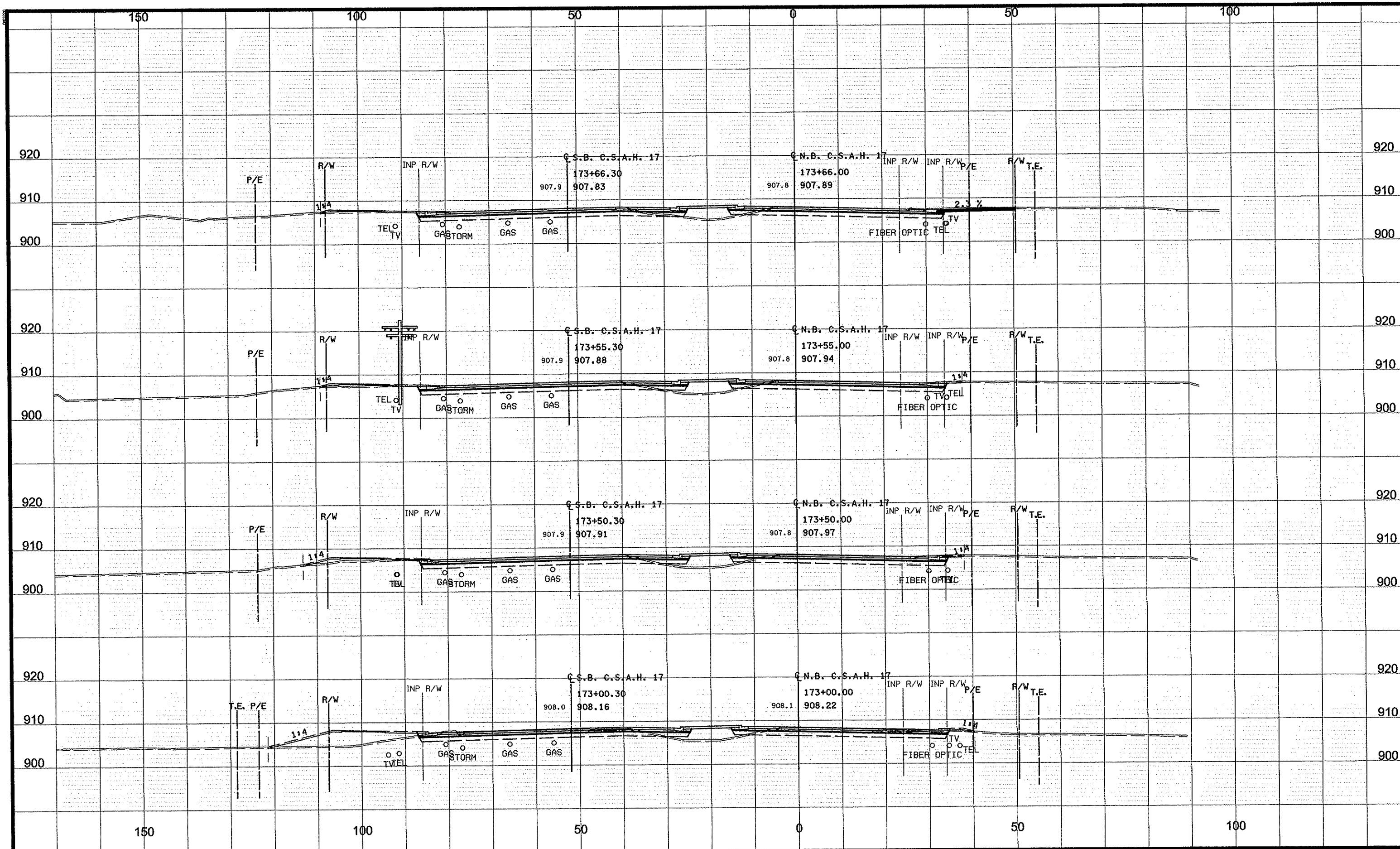
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CSAH 17
 CROSS SECTIONS
 STA 171+50.00 TO 172+50.00
 Sheet 267 of 366 Sheets



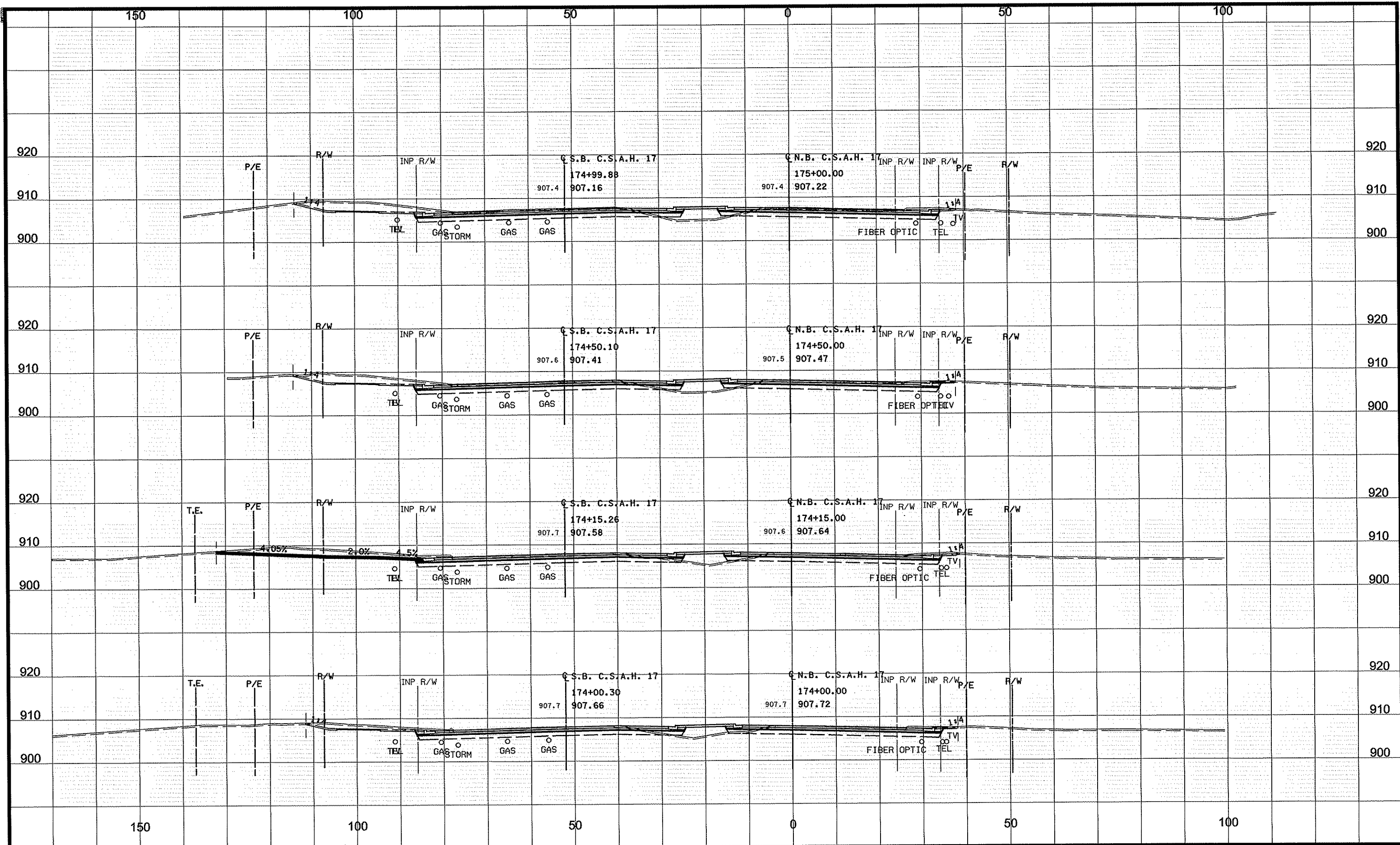
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CSAH 17
 CROSS SECTIONS
 STA 173+00.00 TO 173+66.00
 Sheet 268 of 366 Sheets



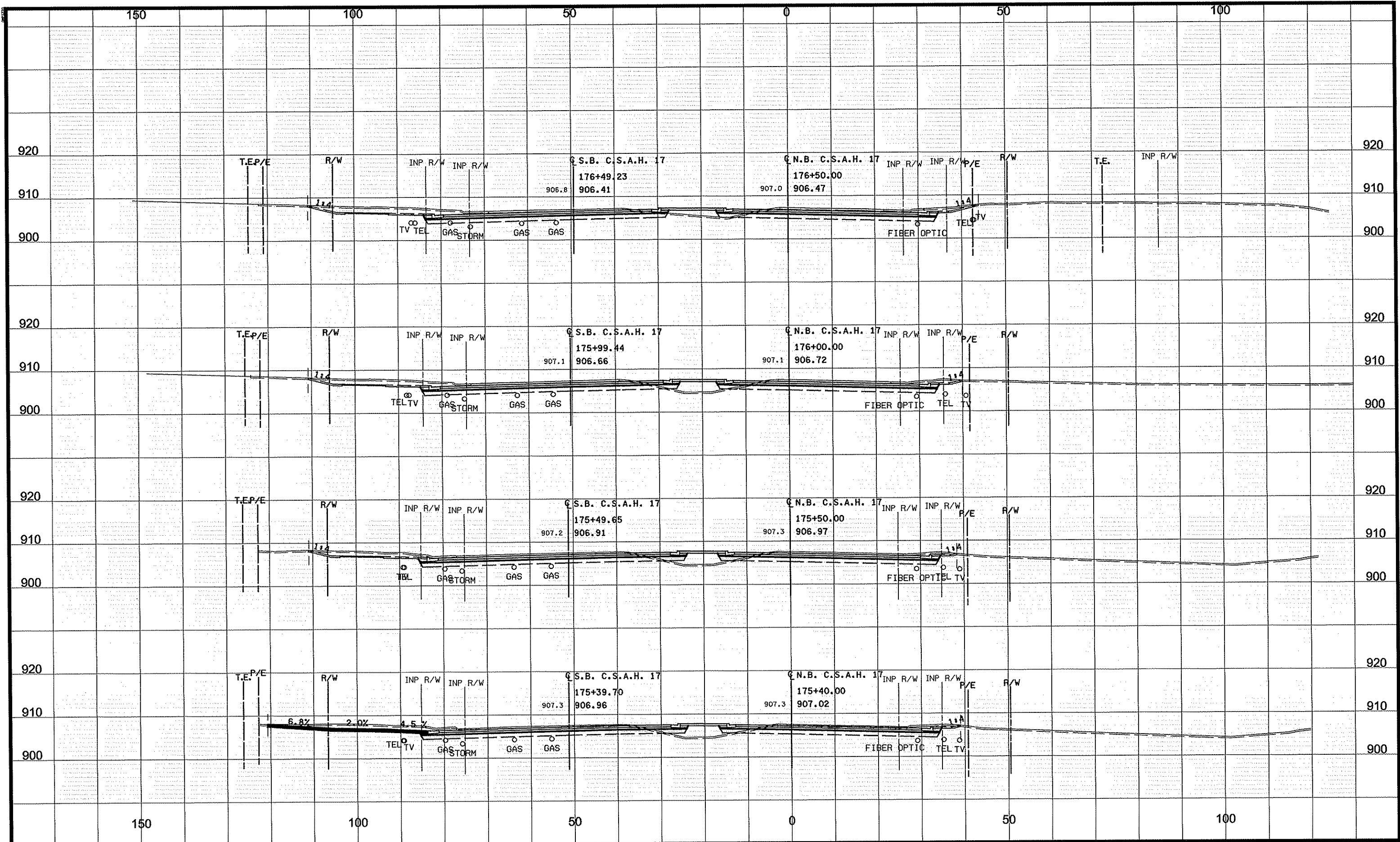
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CSAH 17
 CROSS SECTIONS
 STA 174+00.00 TO 175+00.00
 Sheet 269 of 366 Sheets



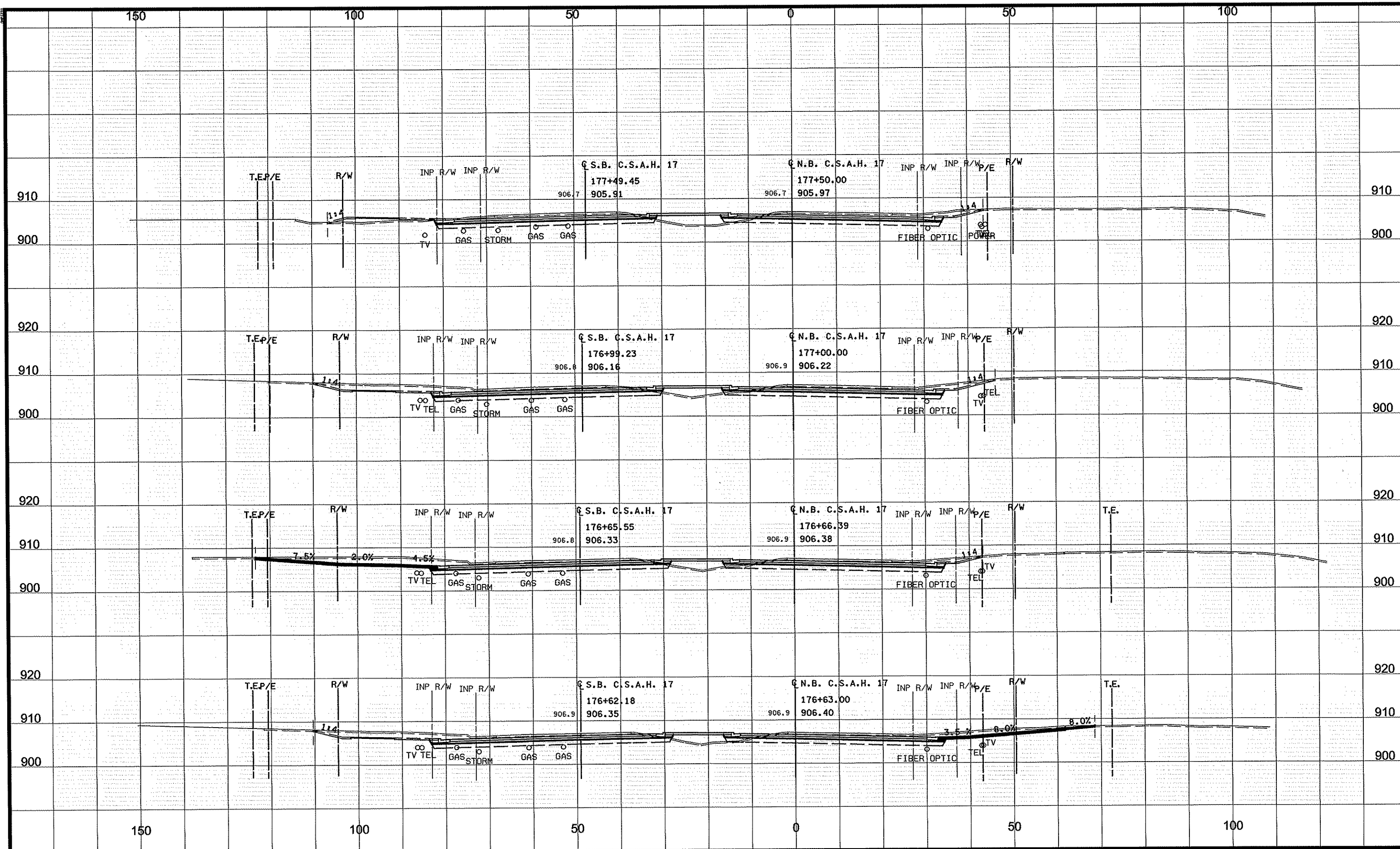
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CSAH 17
 CROSS SECTIONS
 STA 175+40.00 TO 176+50.00
 Sheet 270 of 366 Sheets



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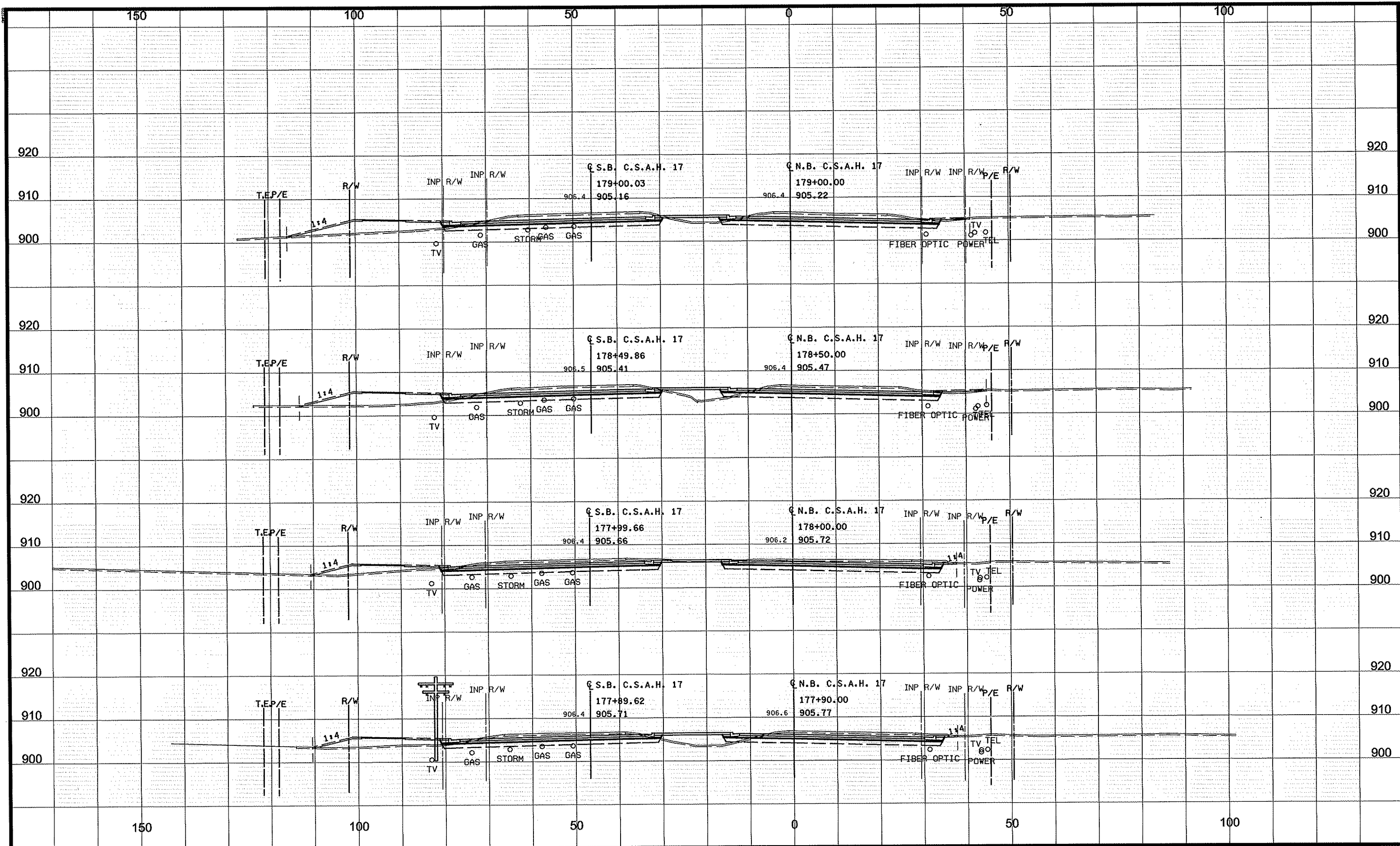
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CSAH 17
 CROSS SECTIONS
 STA 176+63.00 TO 177+50.00
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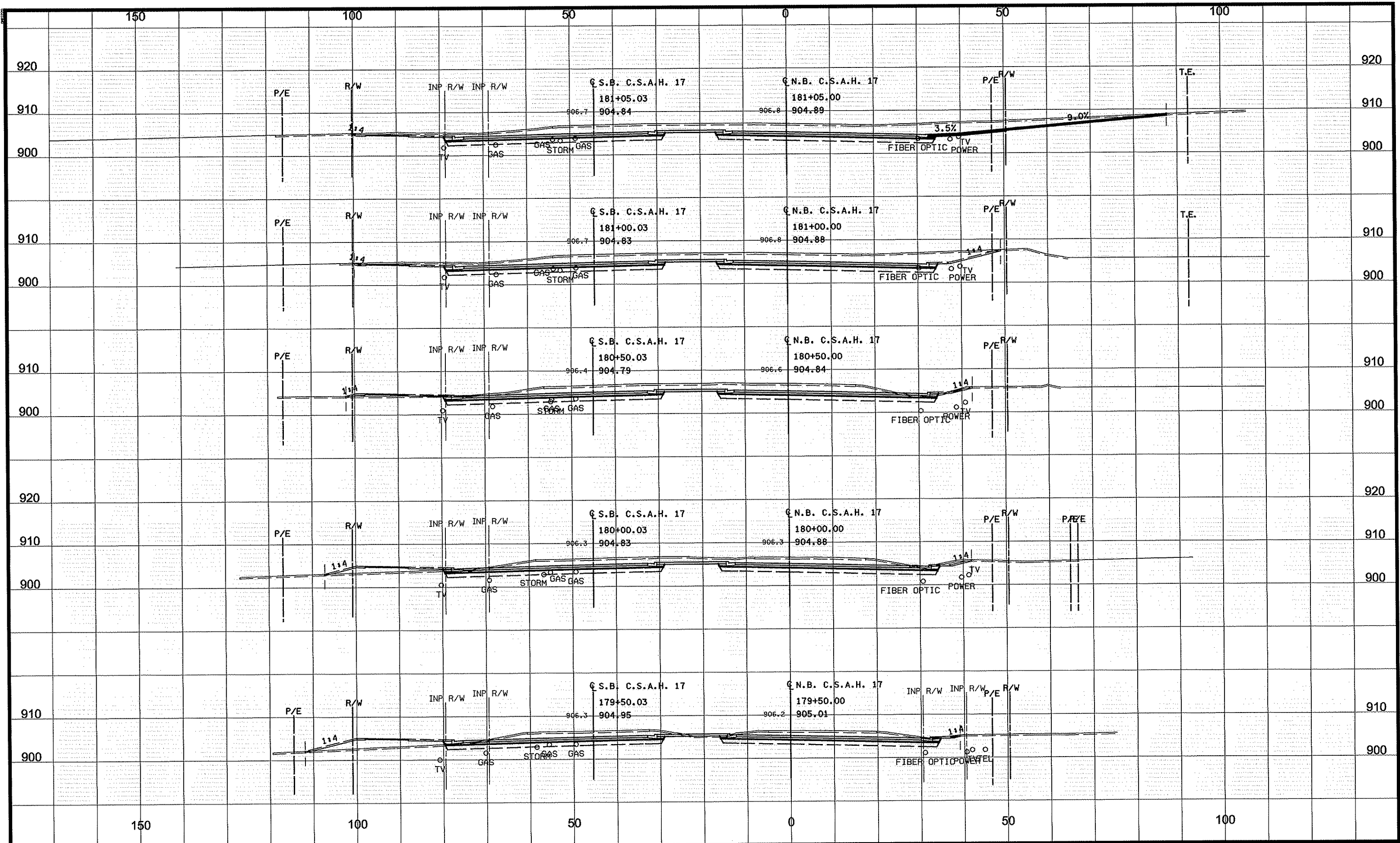
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CSAH 17
 CROSS SECTIONS
 STA 177+90.00 TO 179+00.00
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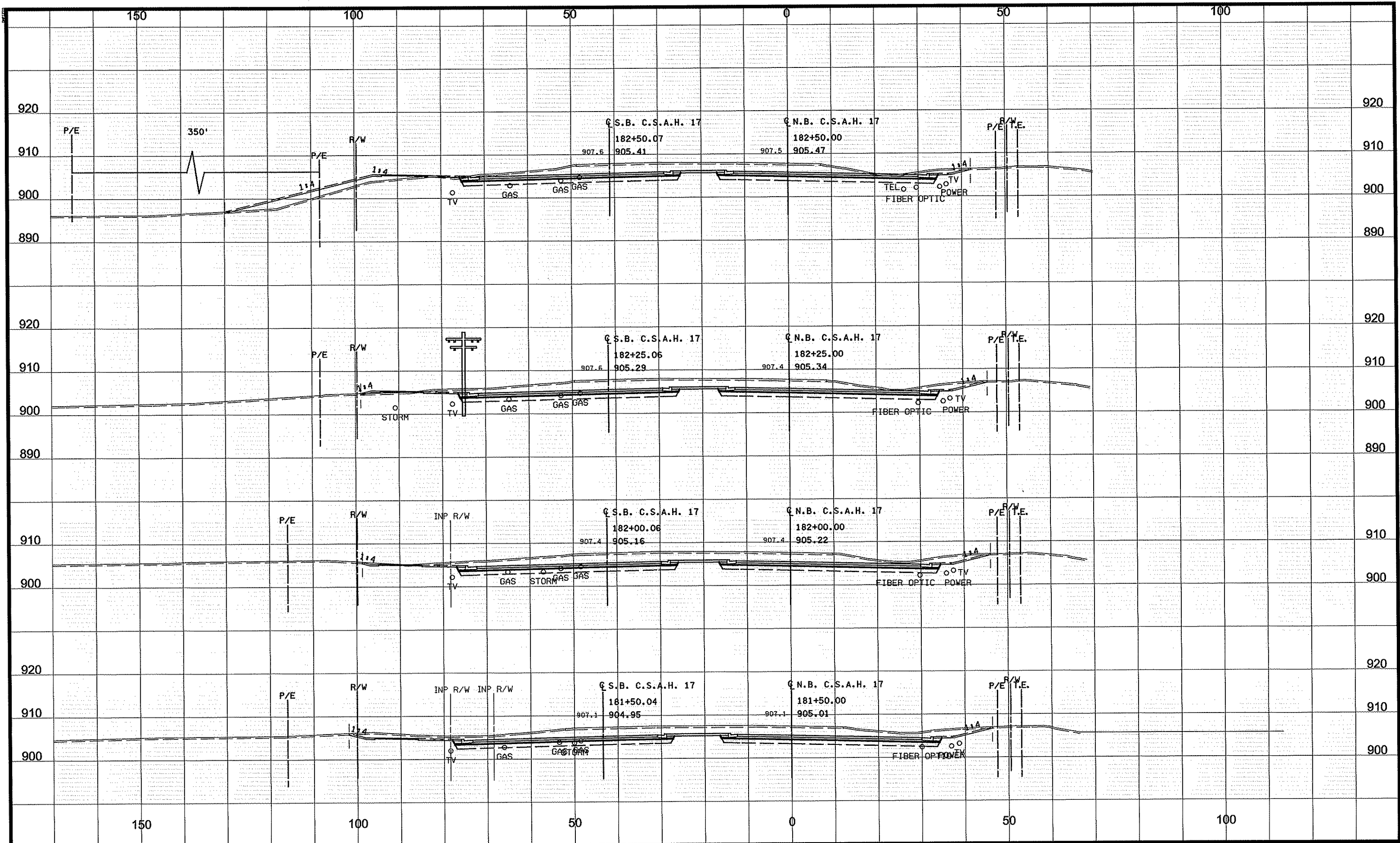
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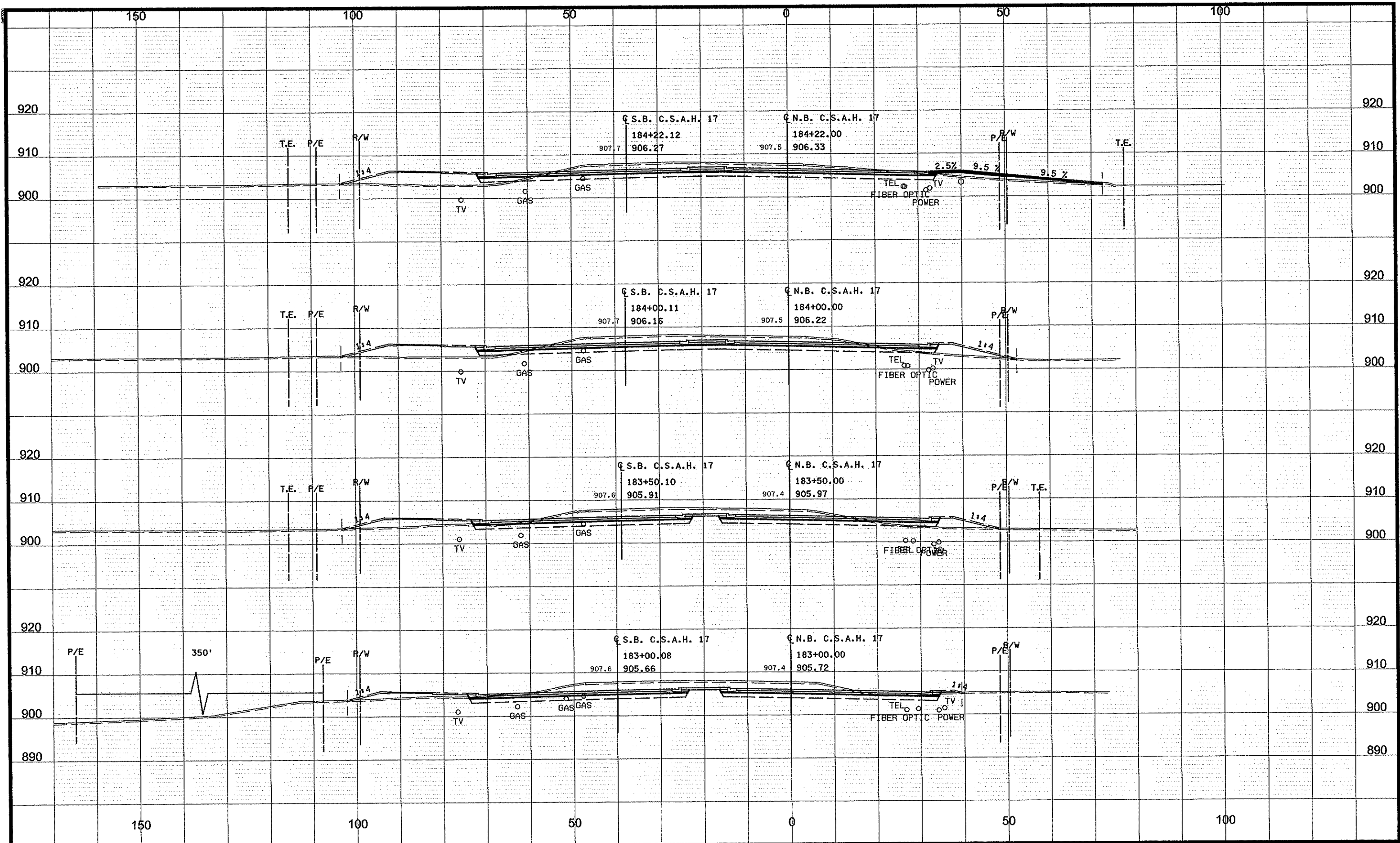
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CSAH 17
 CROSS SECTIONS
 STA 181+50.00 TO 182+50.00
 Sheet 274 of 366 Sheets



NO	DATE	BY	CHKD	APPR	REVISION

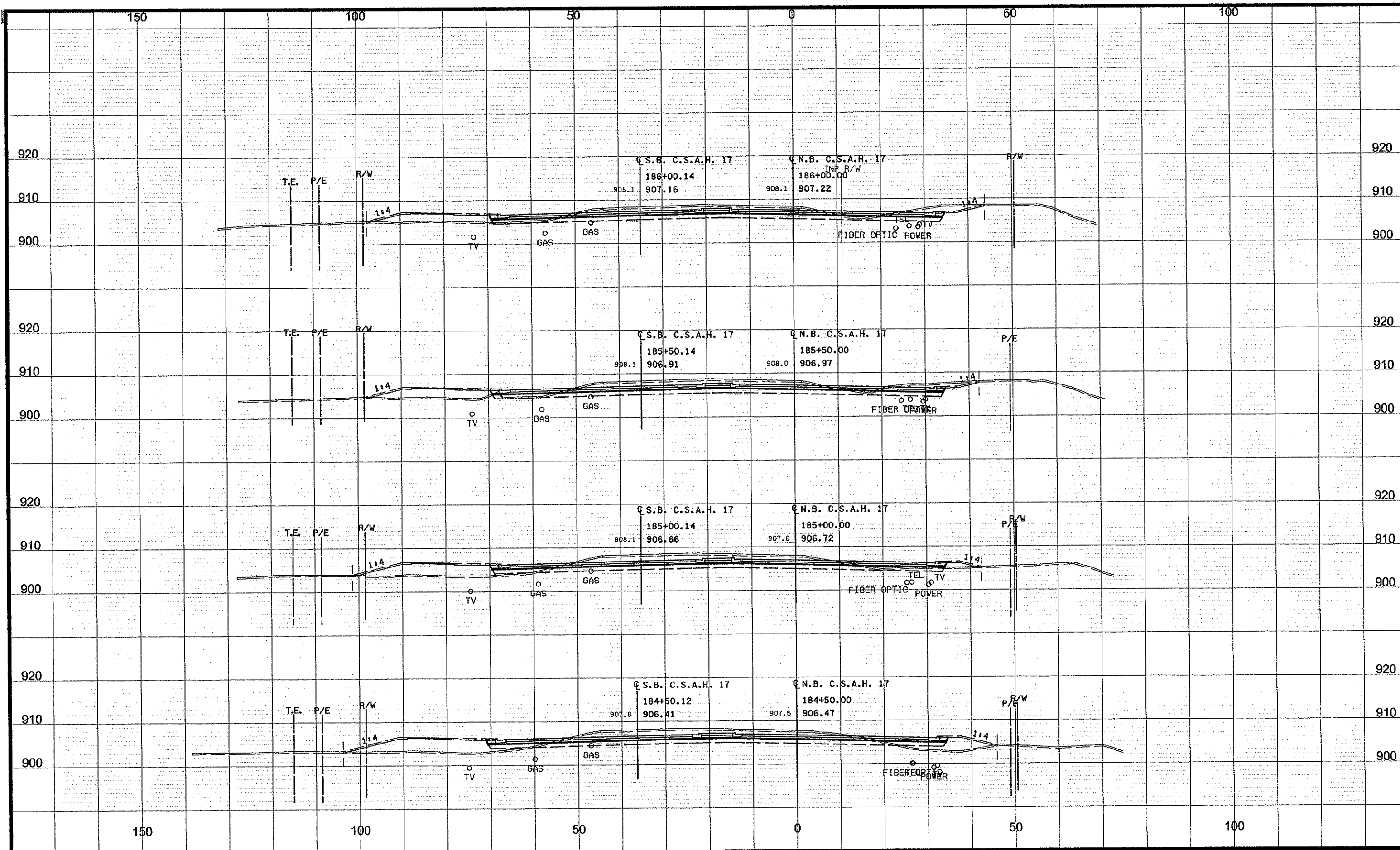
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CSAH 17
 CROSS SECTIONS
 STA 183+00.00 TO 184+22.00
 Sheet 275 of 366 Sheets



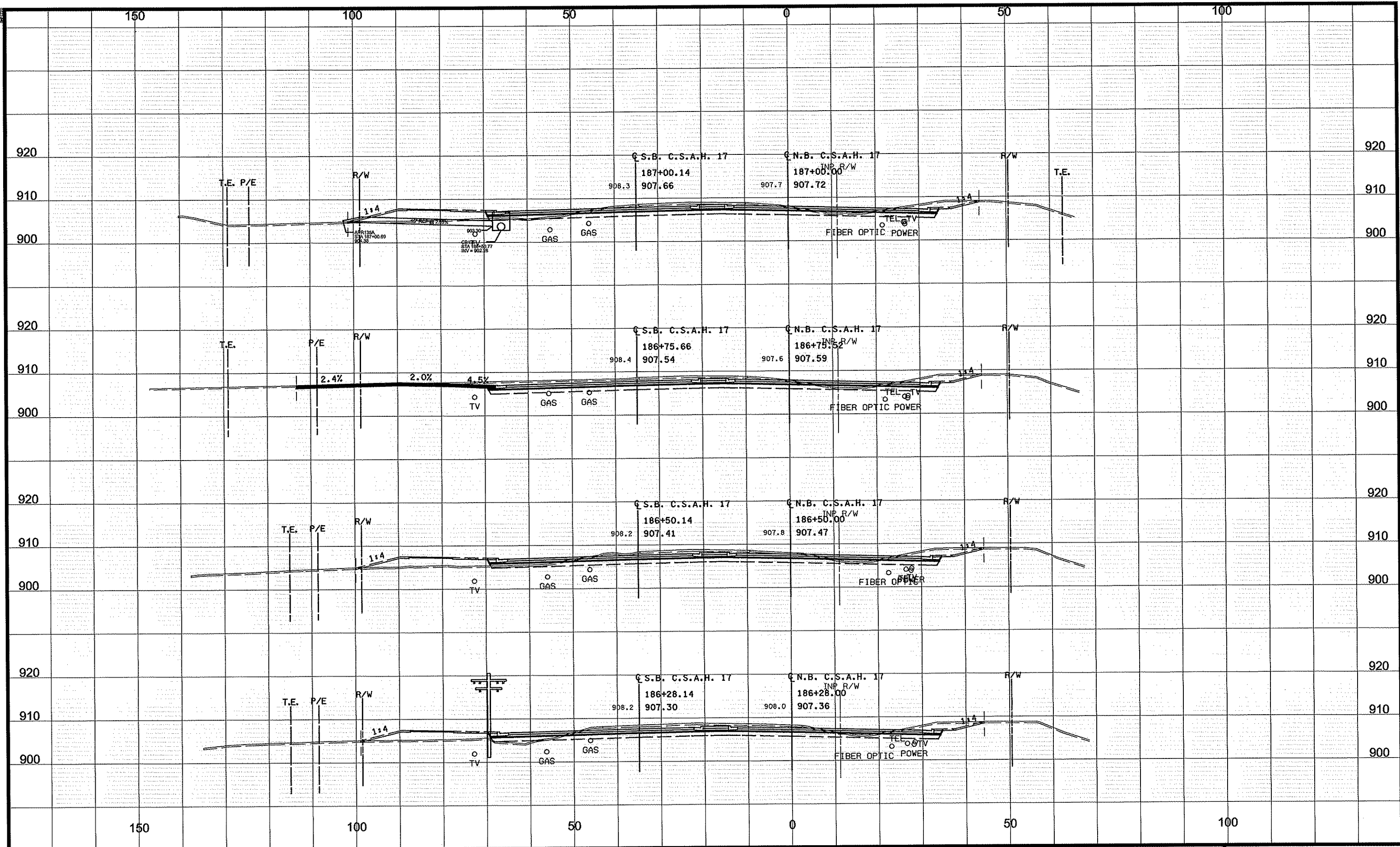
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CSAH 17
 CROSS SECTIONS
 STA 184+50.00 TO 186+00.00
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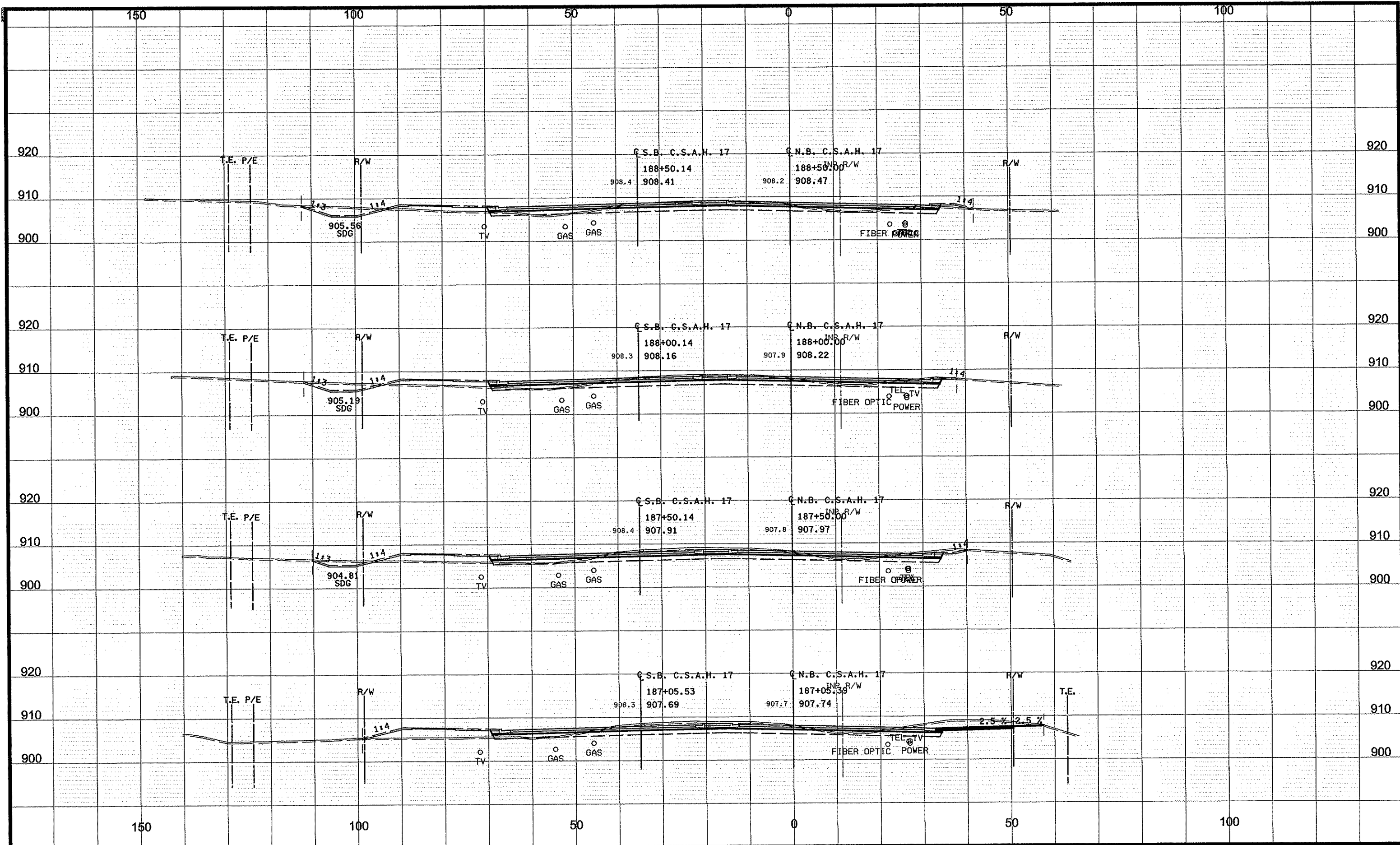
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NO	DATE	BY	CHKD	APPR	REVISION

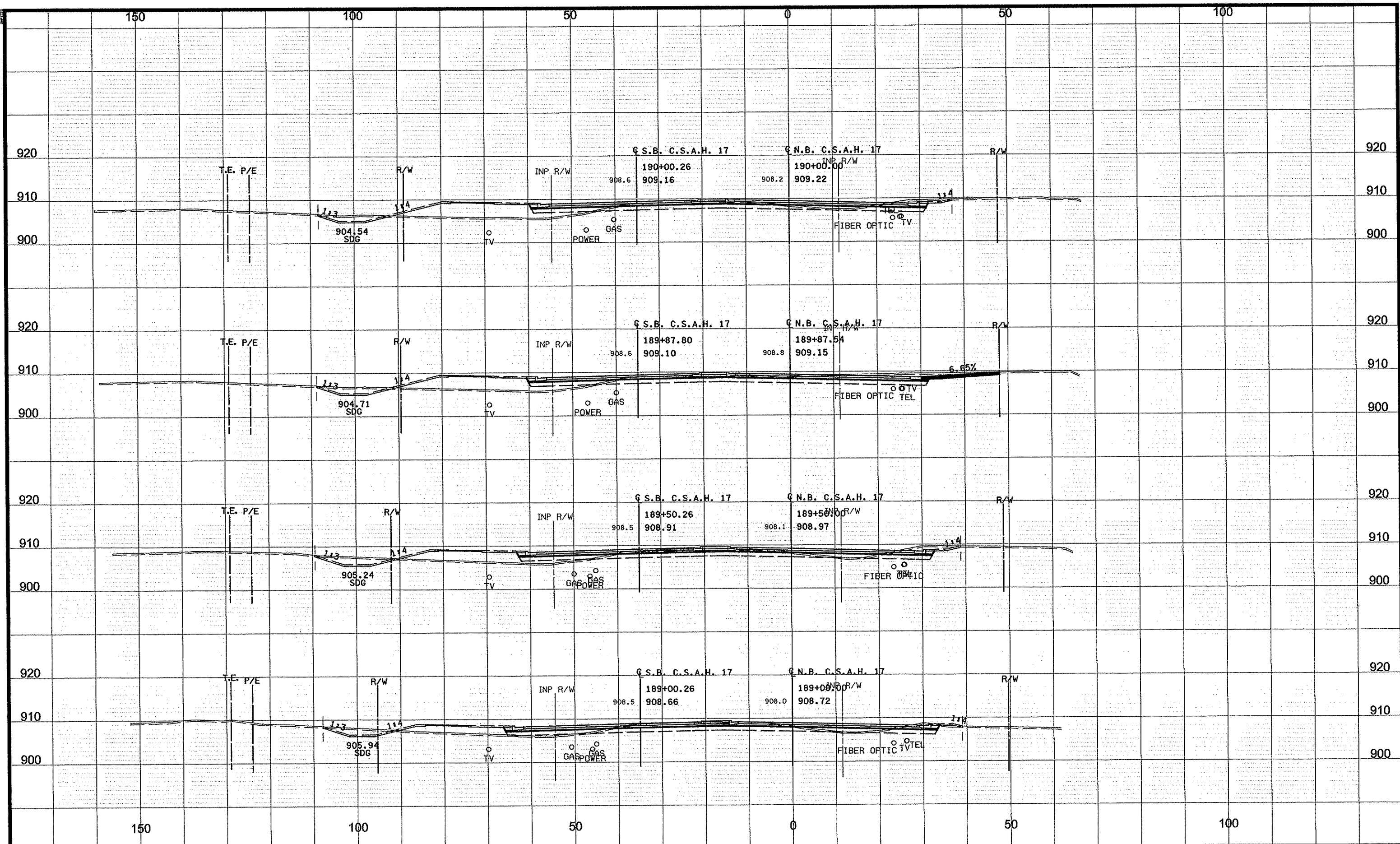
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CSAH 17
 CROSS SECTIONS
 STA 187+05.39 TO 188+50.00
 Sheet 278 of 366 Sheets



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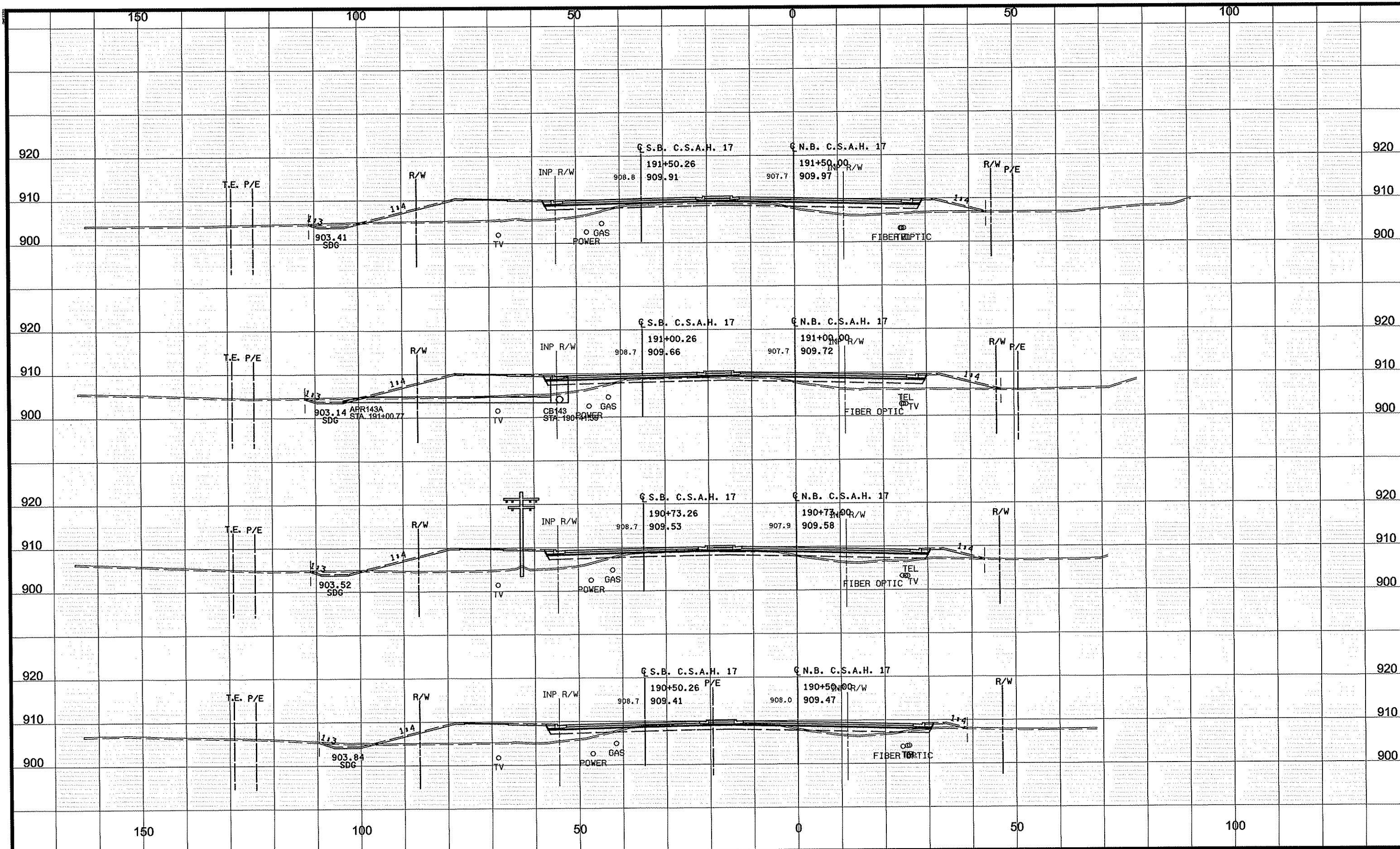
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CSAH 17
 CROSS SECTIONS
 STA 189+00.00 TO 190+00.00
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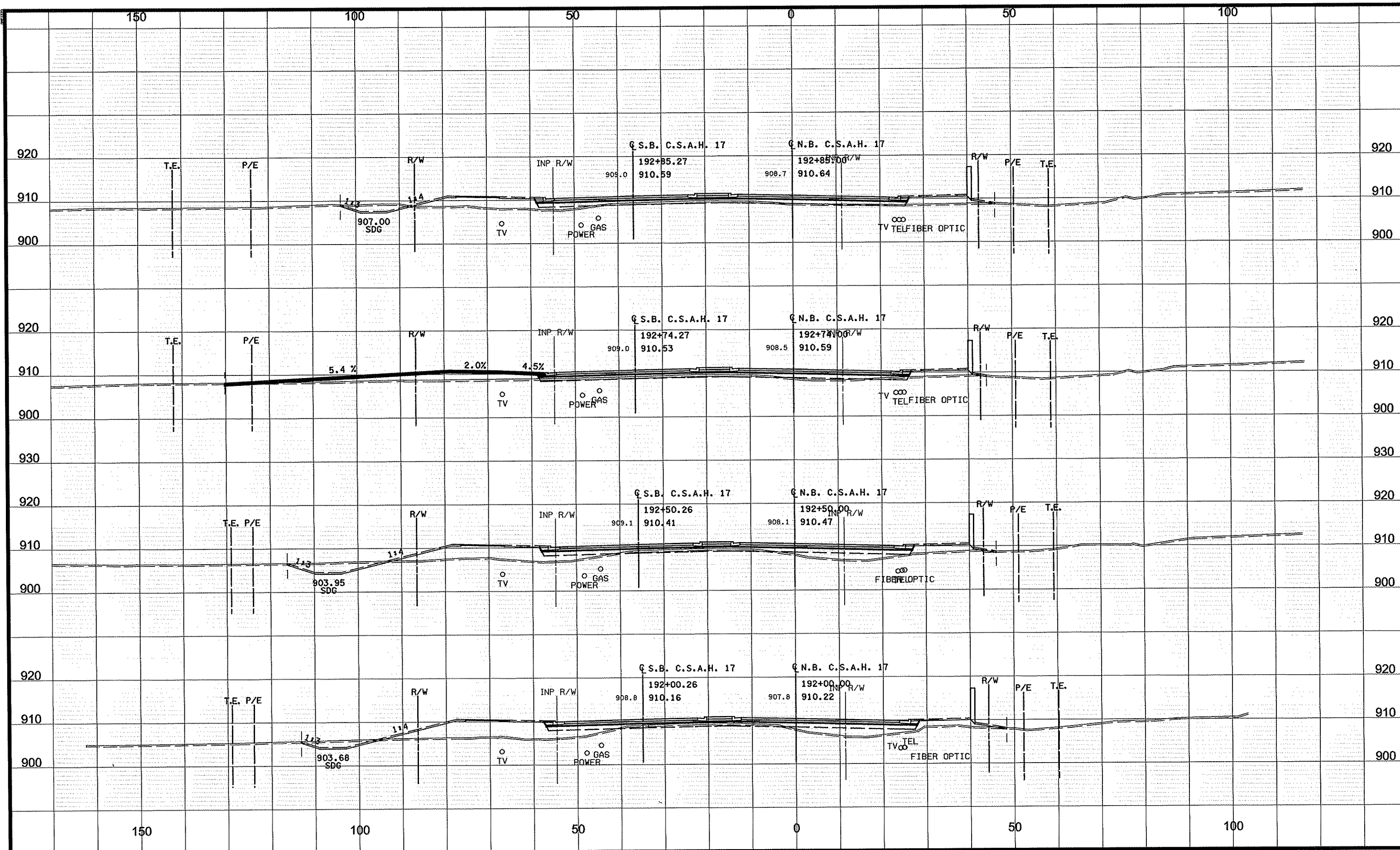
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CSAH 17
 CROSS SECTIONS
 STA 190+50.00 TO 191+50.00
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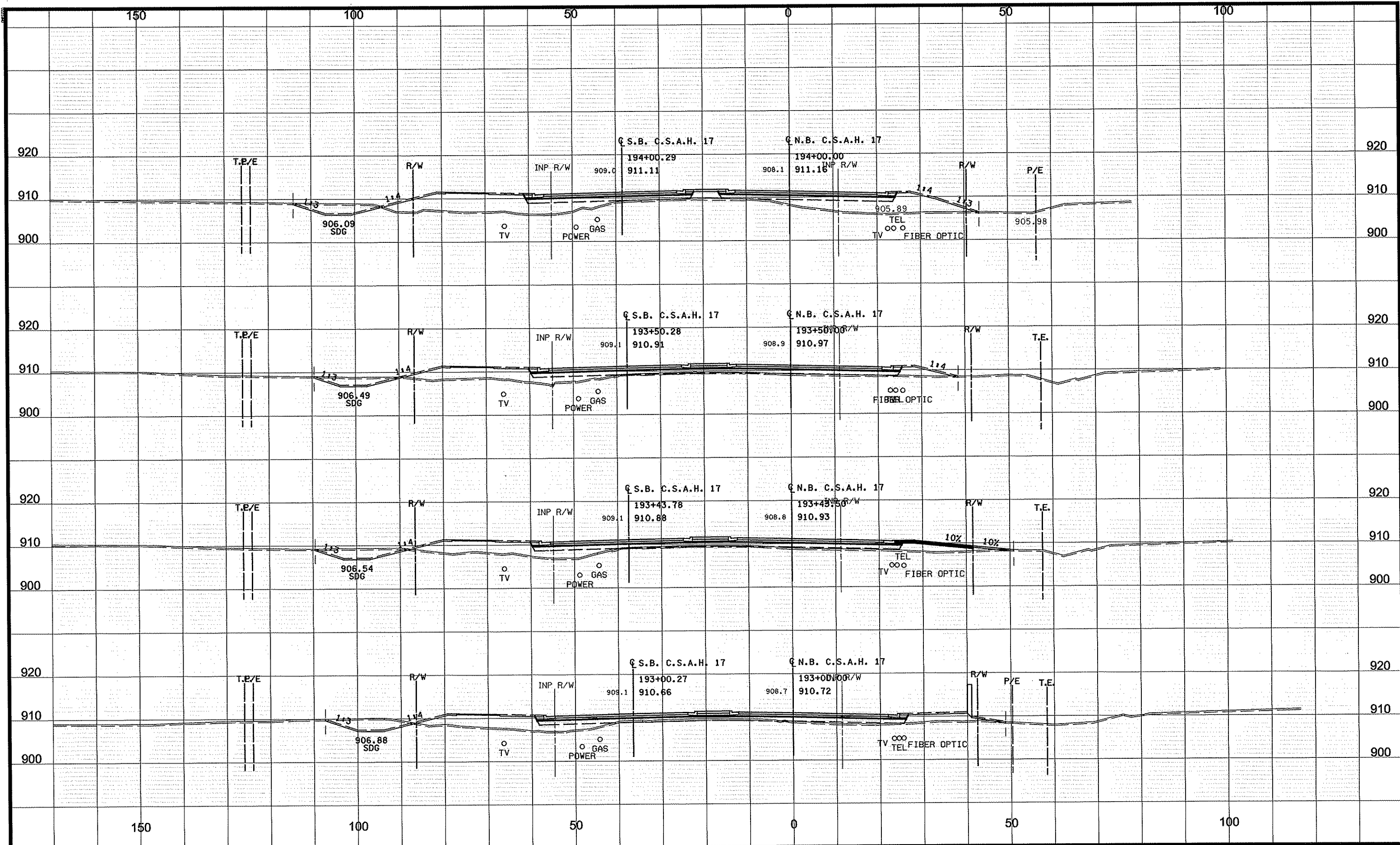
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ANOKA COUNTY
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CSAH 17
 CROSS SECTIONS
 STA 192+00.00 TO 192+85.00
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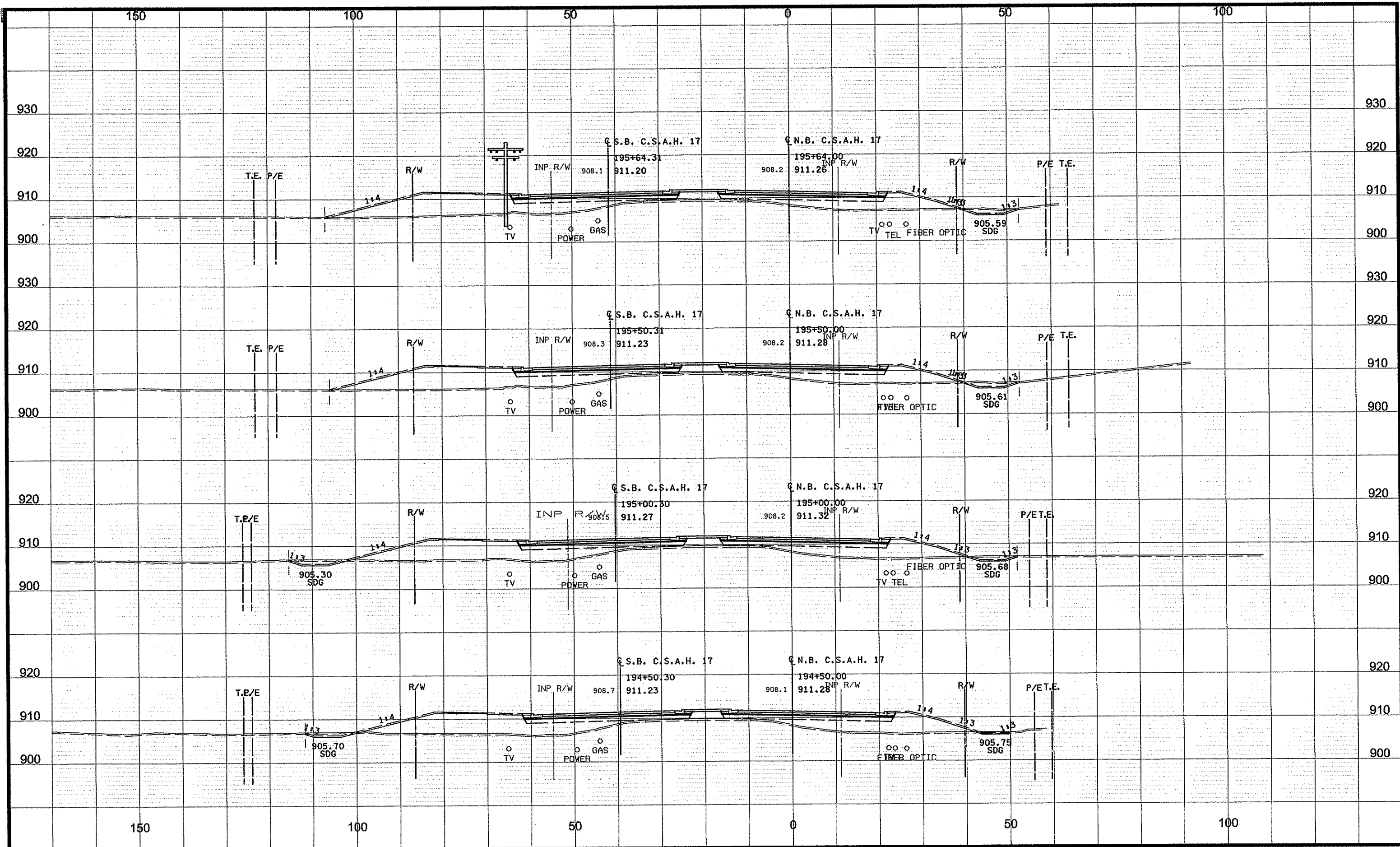
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CSAH 17
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 STA 193+00.00 TO 194+00.00
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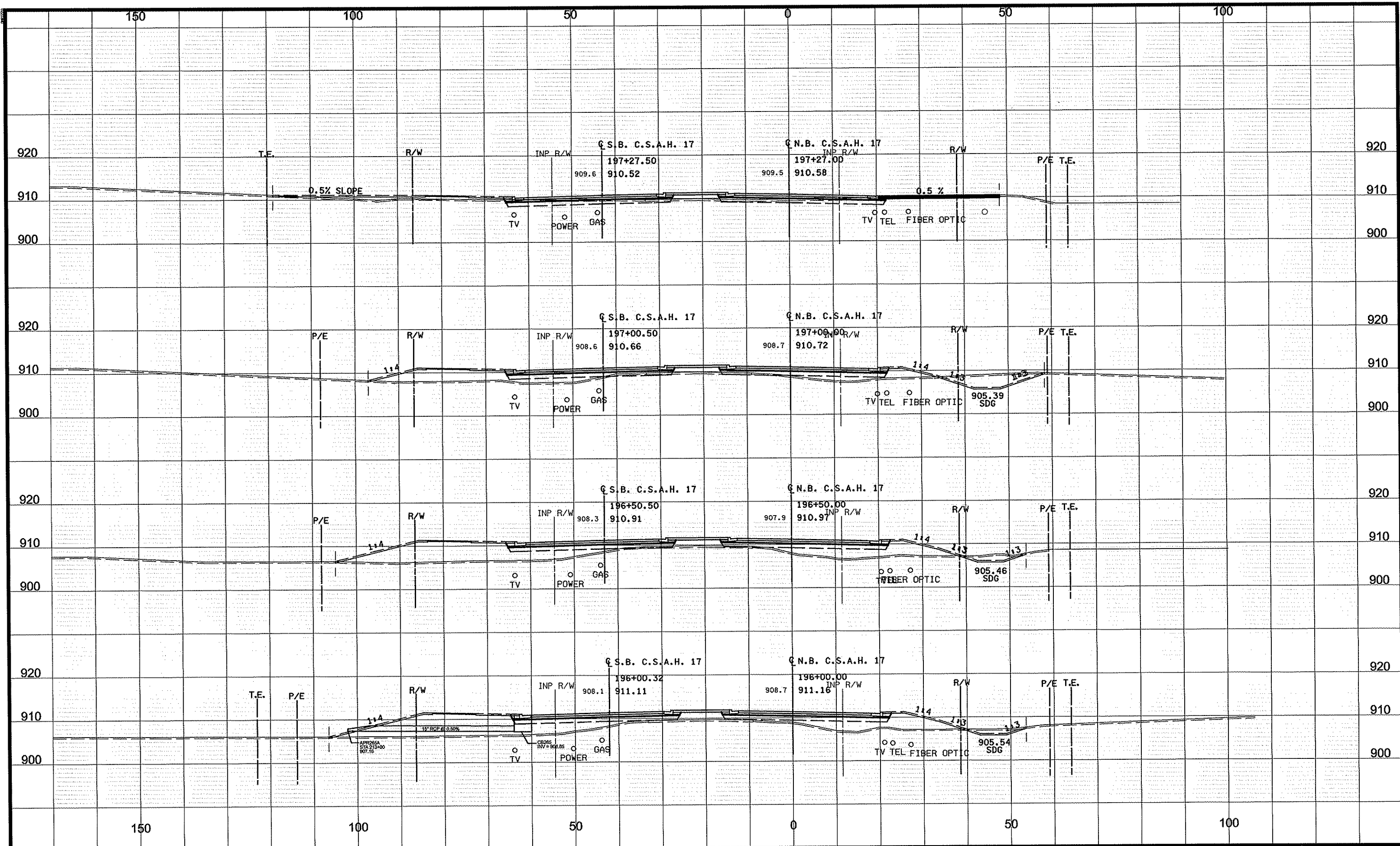
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CSAH 17
 CROSS SECTIONS
 STA 194+50.00 TO 195+64.00
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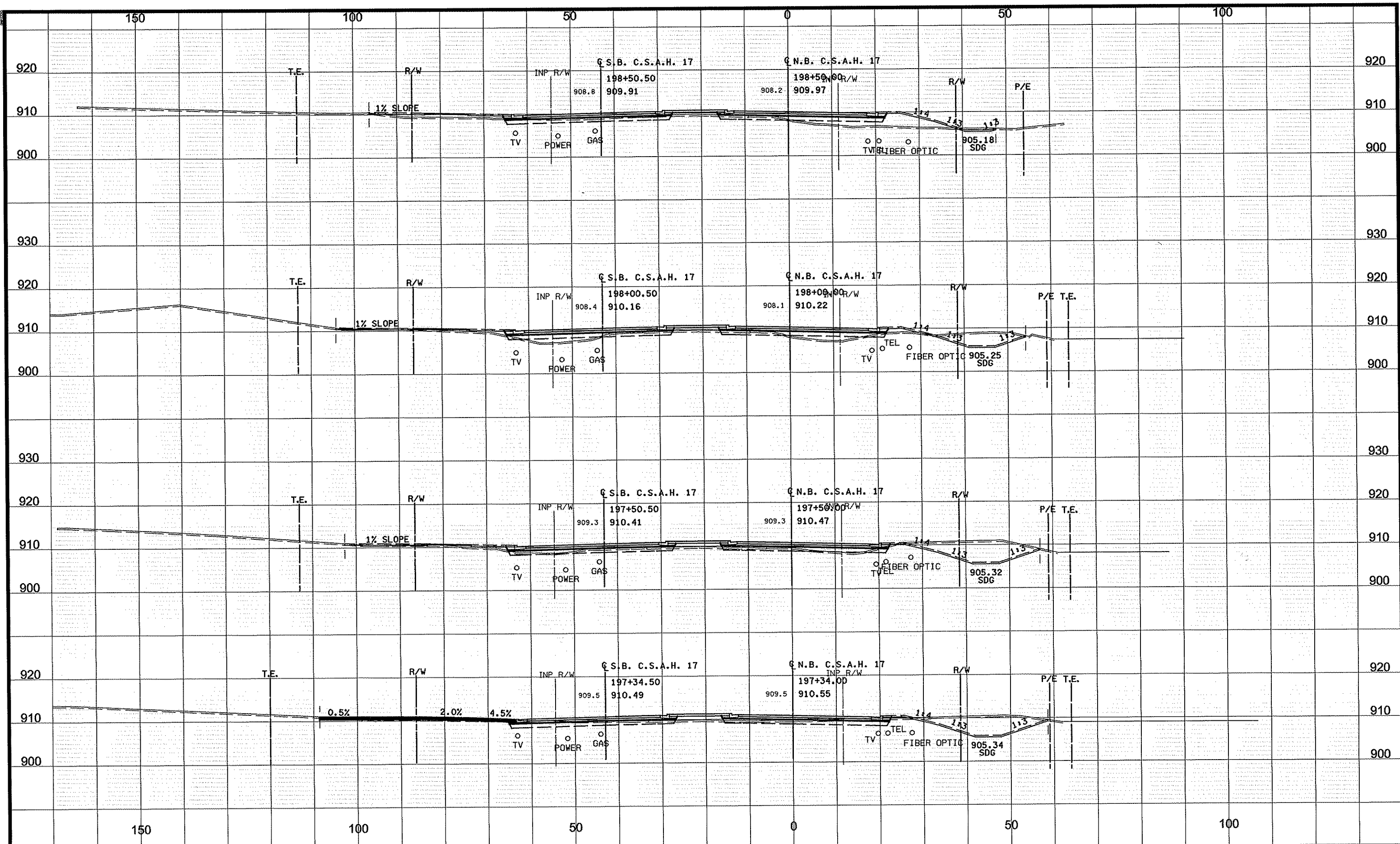
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CSAH 17
 CROSS SECTIONS
 STA 196+00.00 TO 197+27.00
 Sheet 284 of 366 Sheets



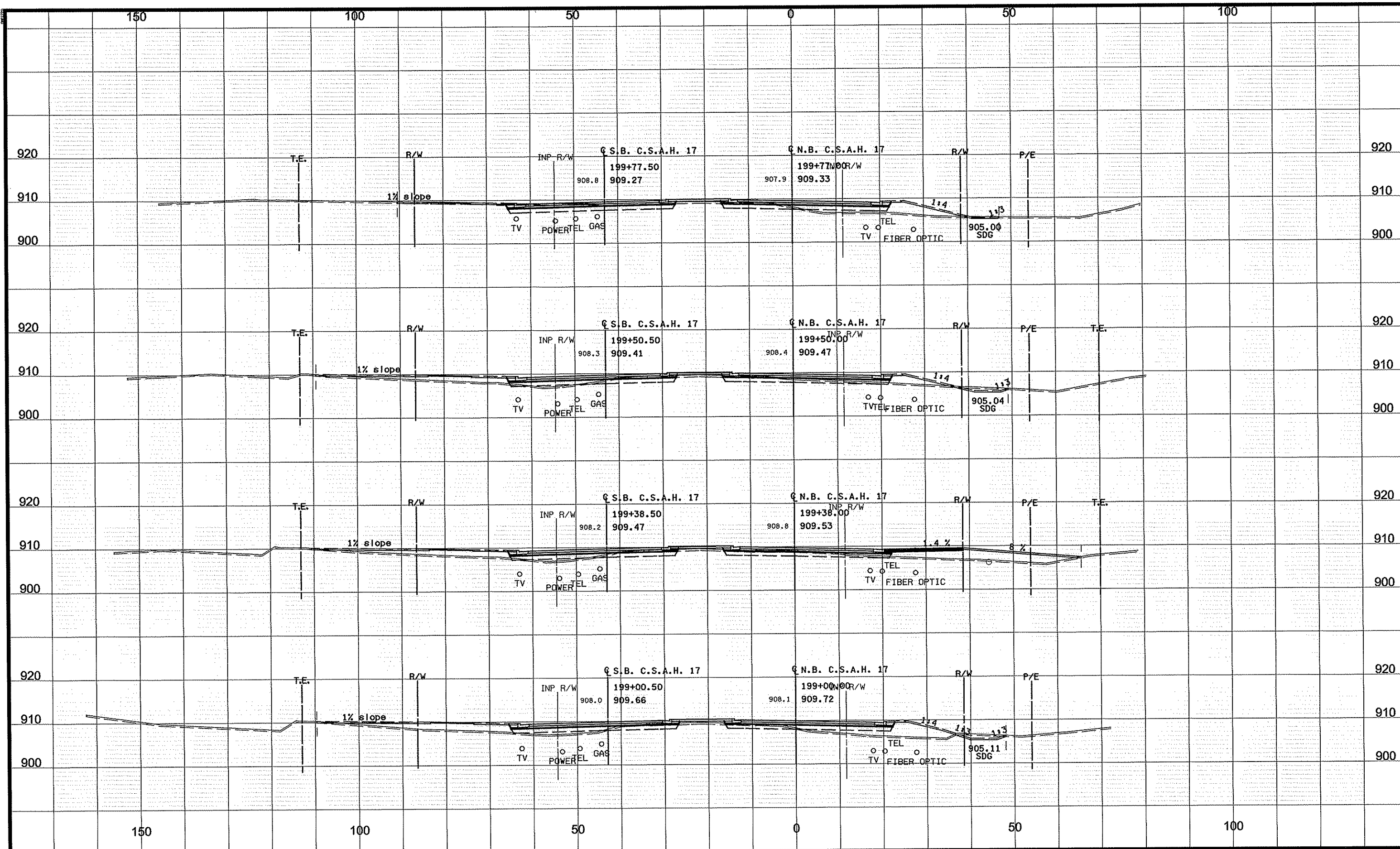
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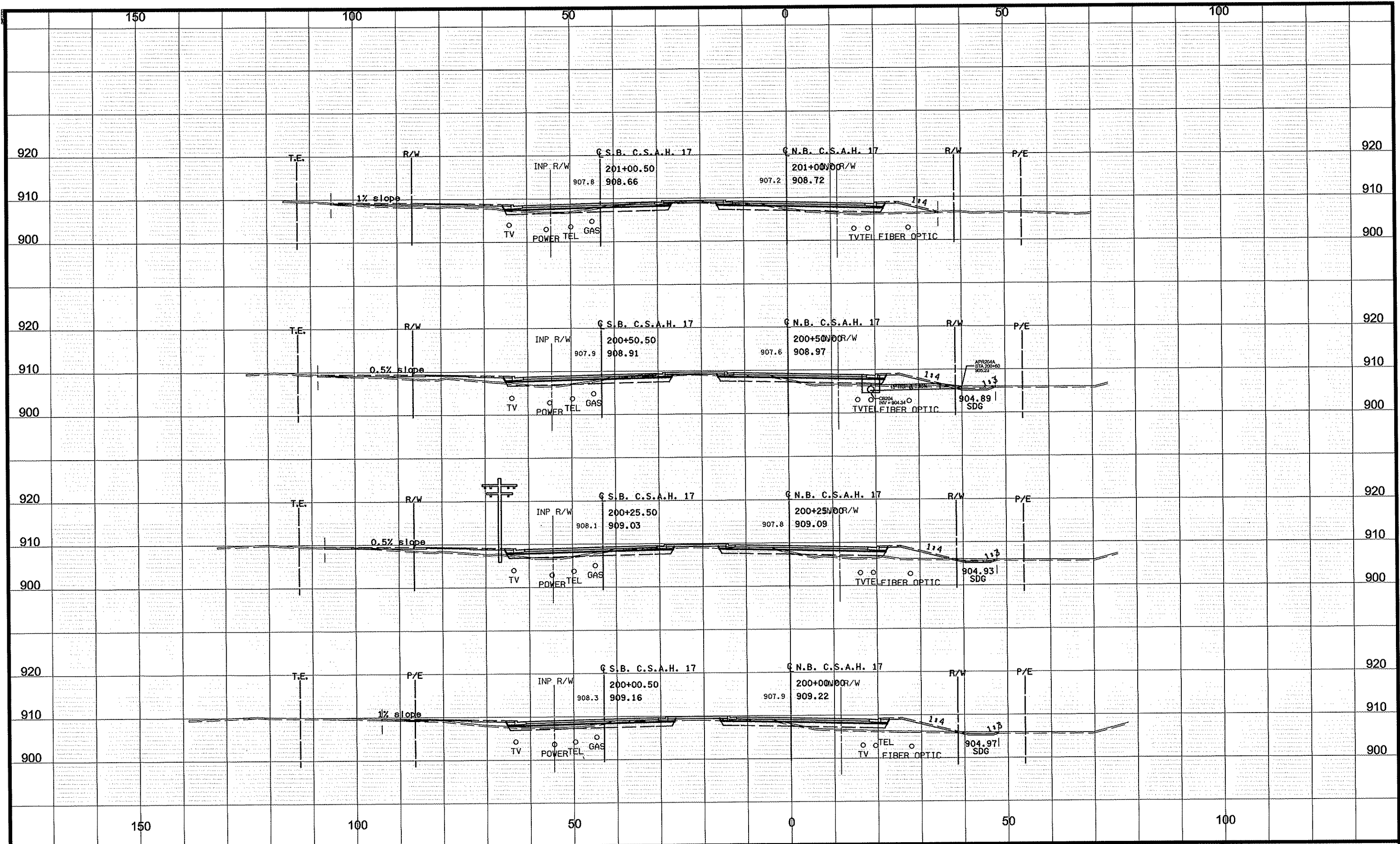
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ANOKA COUNTY
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CSAH 17
 CROSS SECTIONS
 STA 199+00.00 TO 199+77.00
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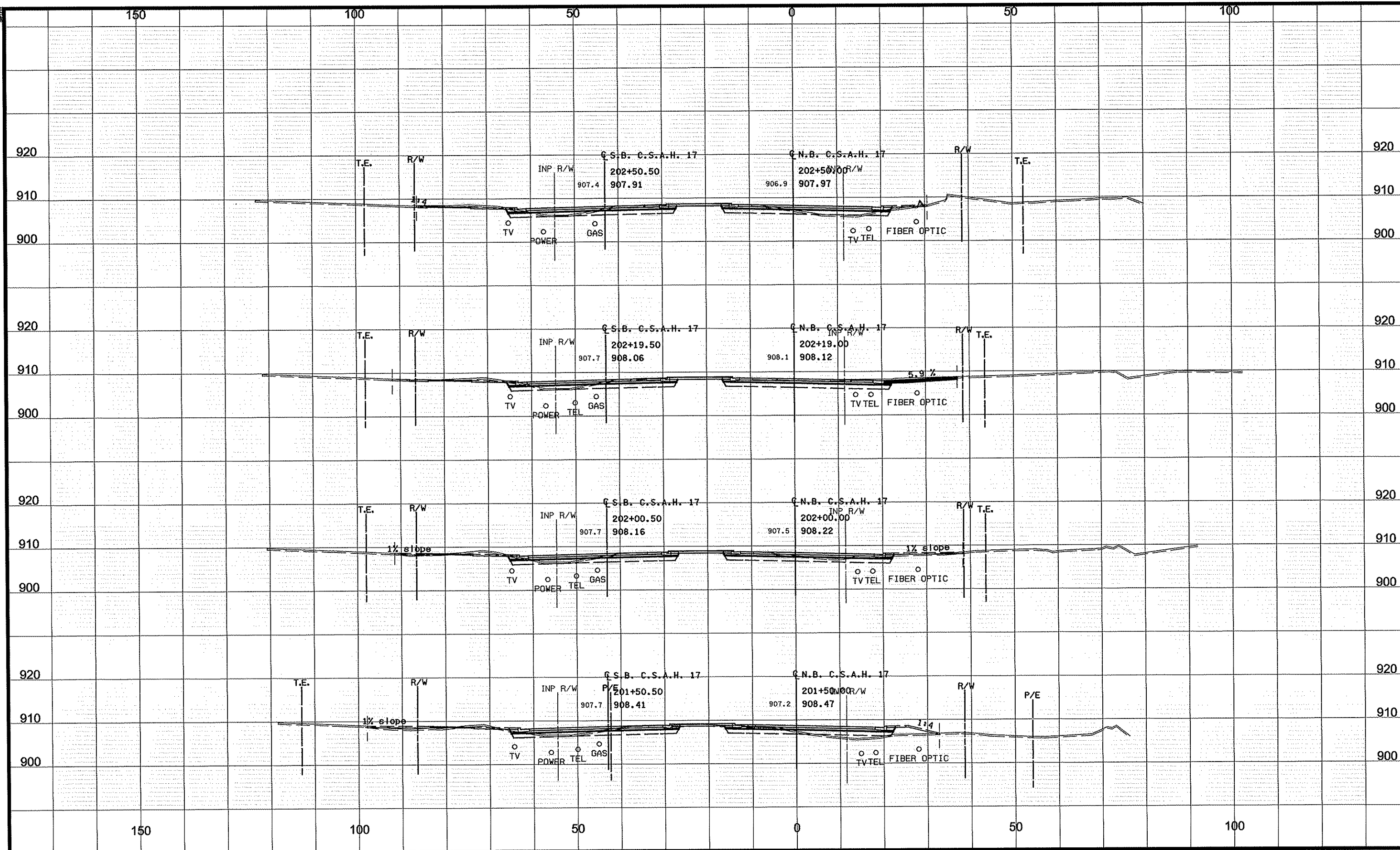
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ANOKA COUNTY
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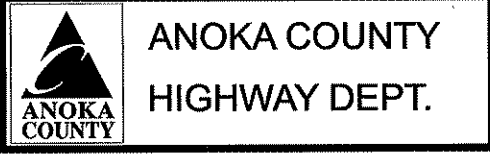
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CSAH 17
 CROSS SECTIONS
 STA 200+00.00 TO 201+00.00
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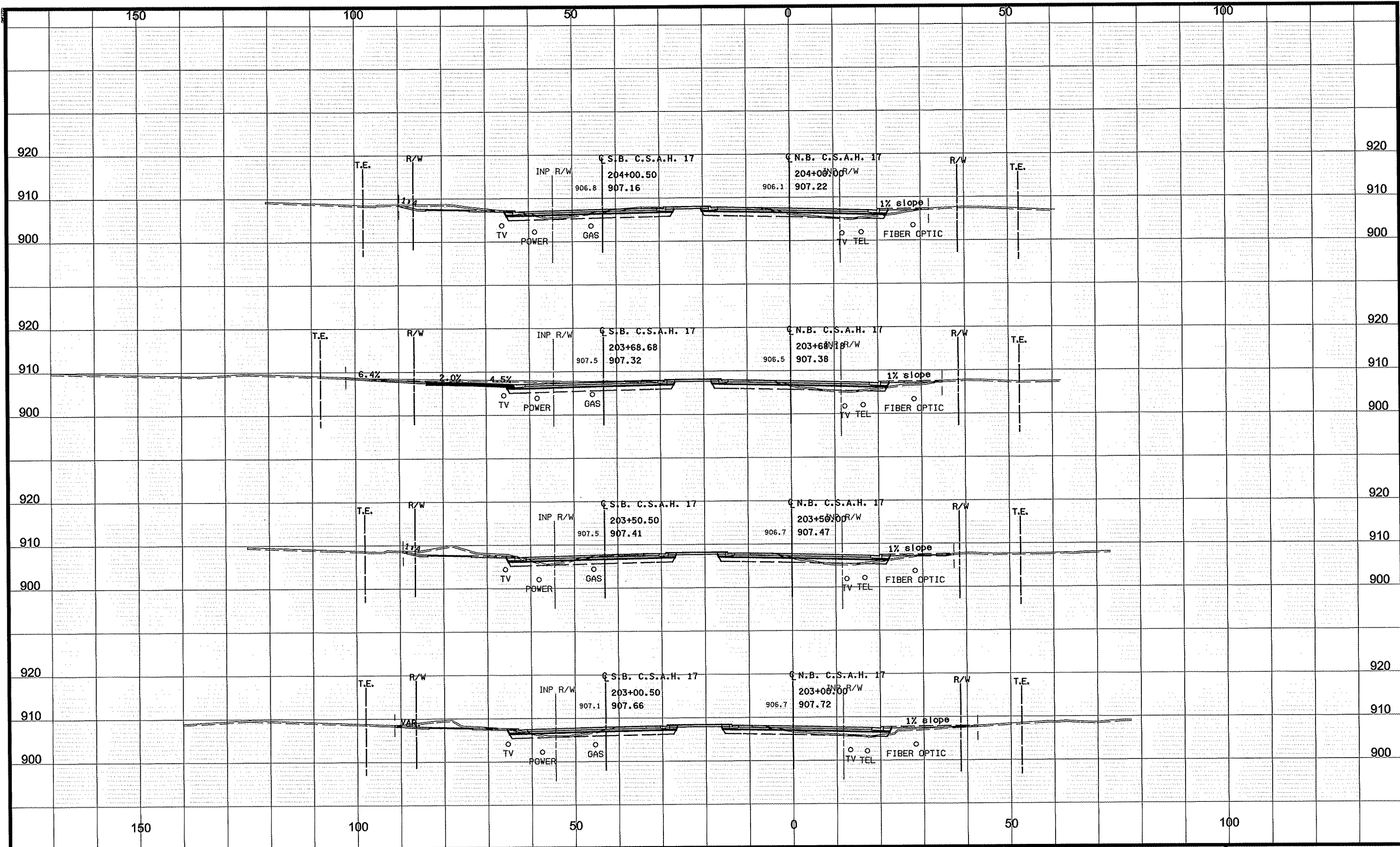
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CSAH 17
 CROSS SECTIONS
 STA 201+50.00 TO 202+50.00
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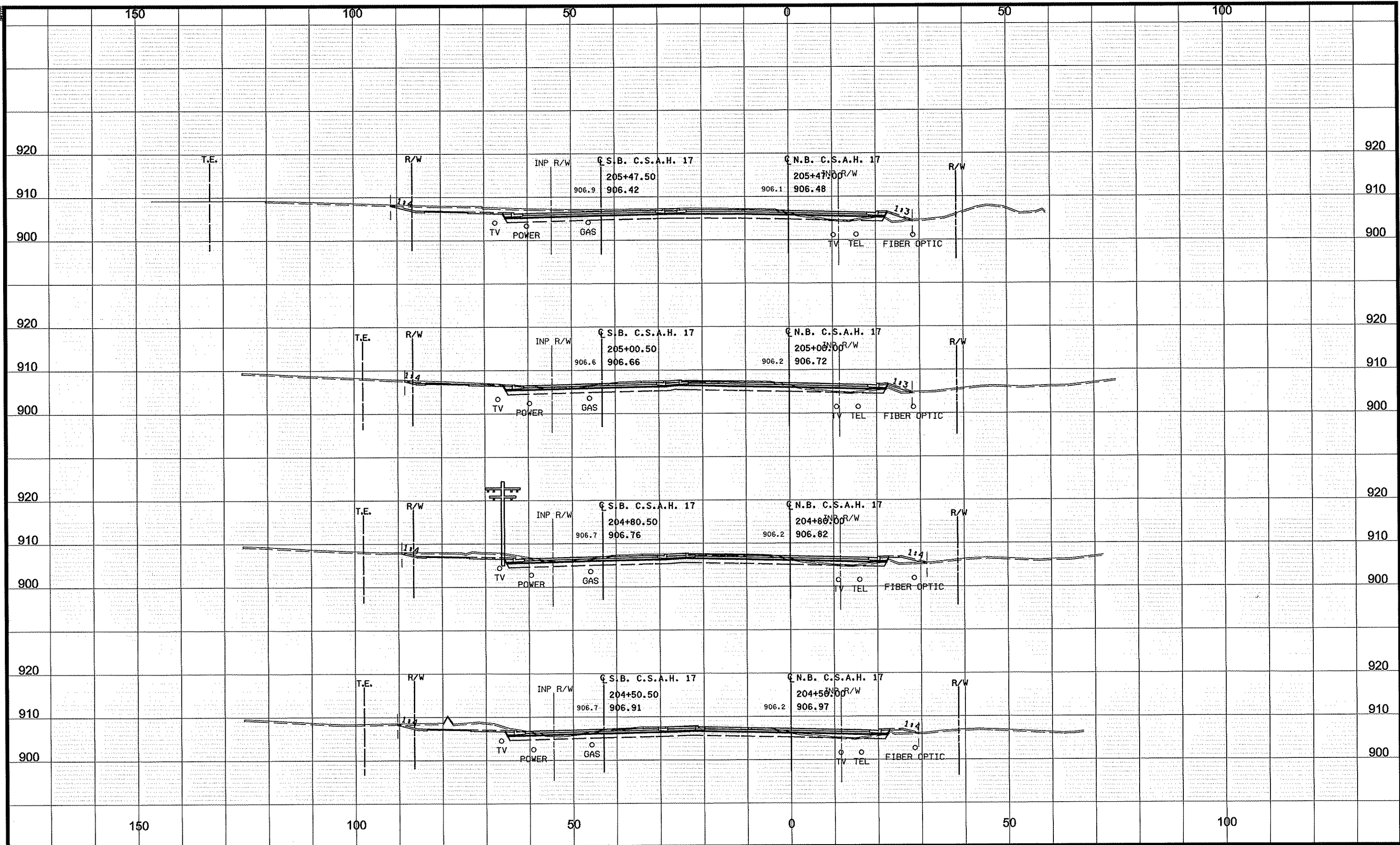
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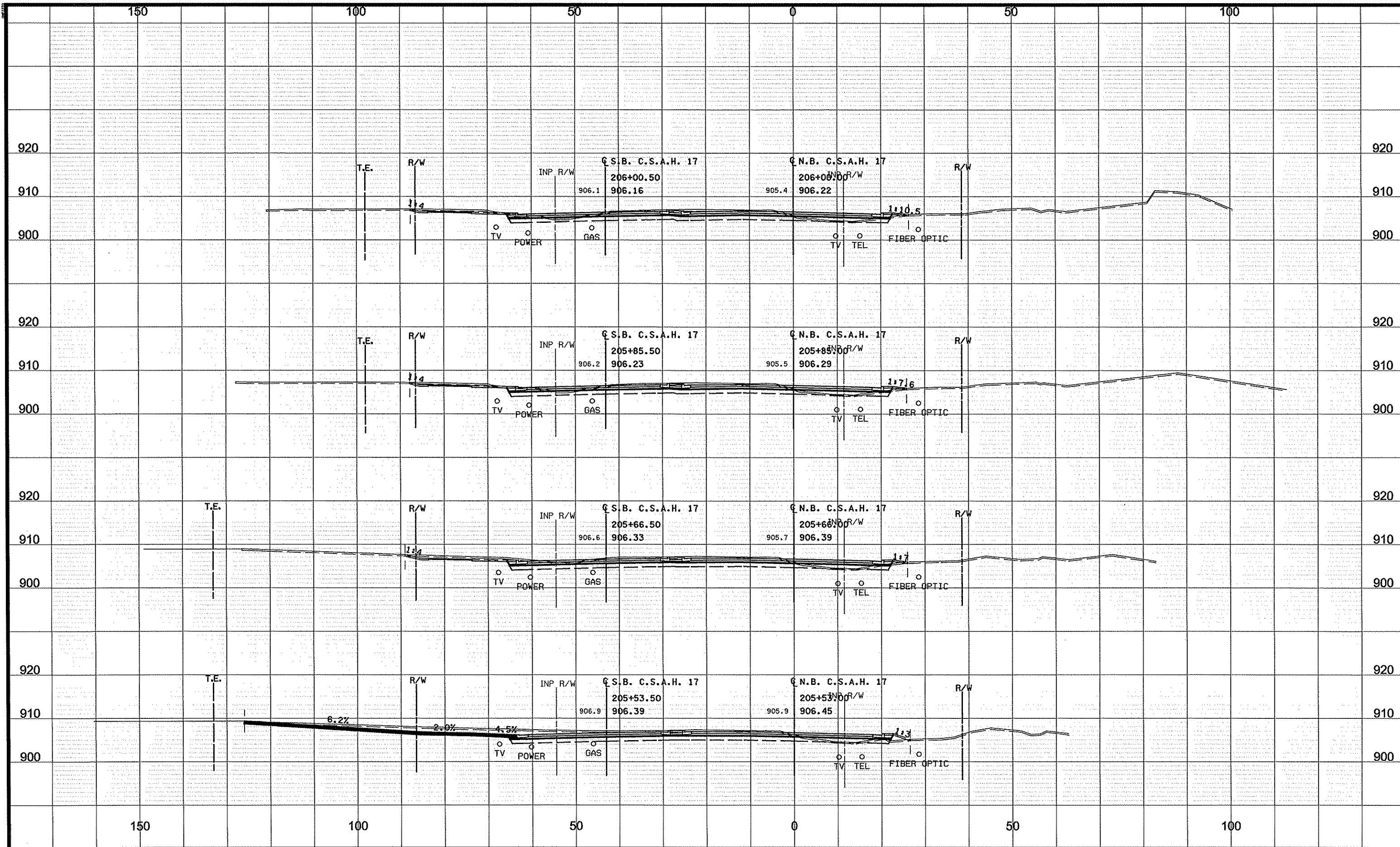


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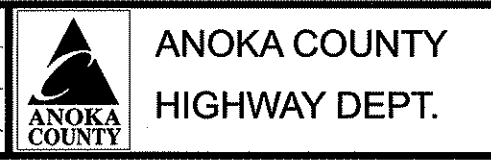


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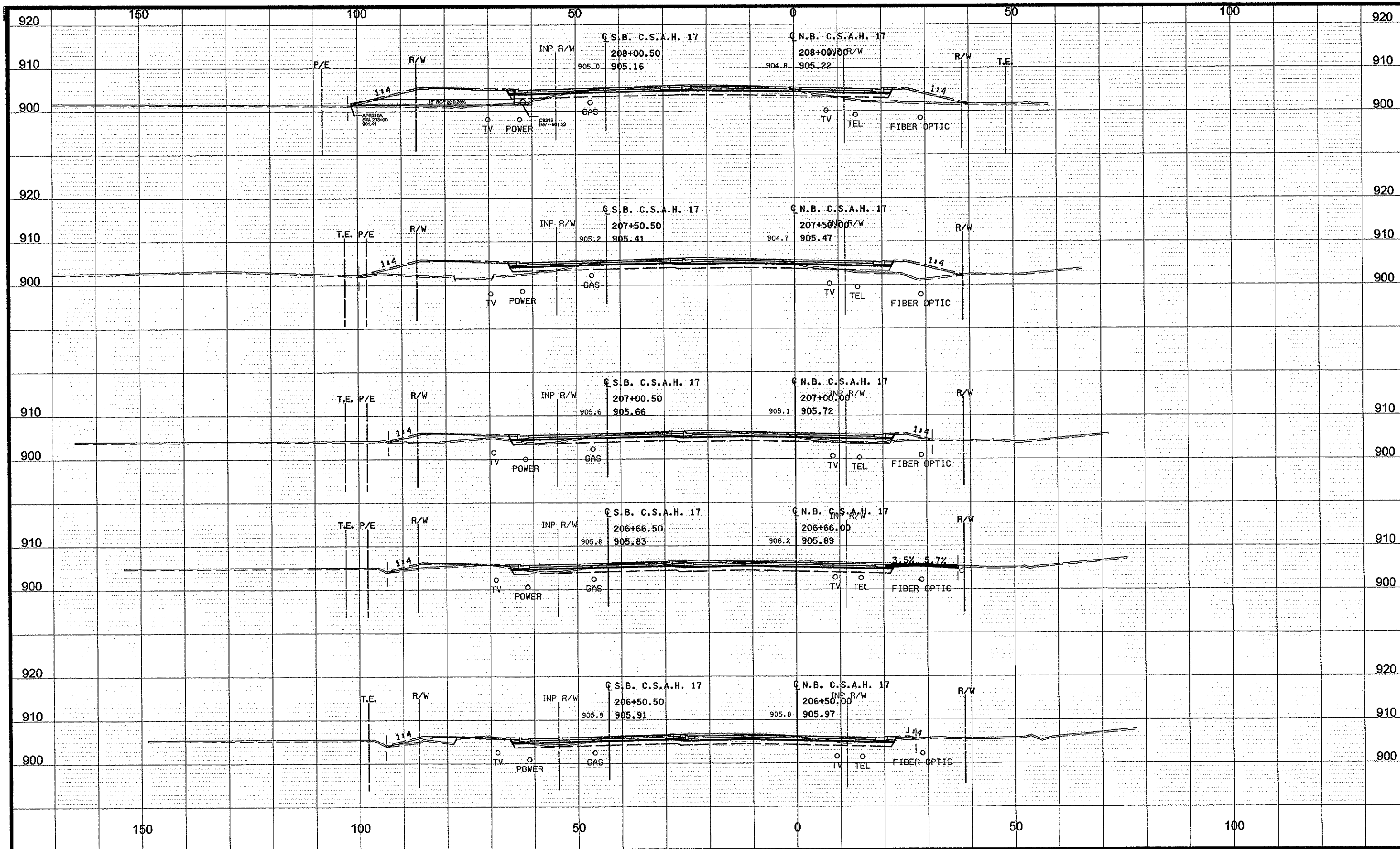
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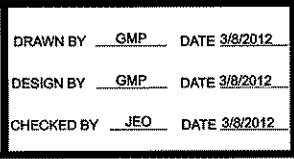
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CSAH 17
CROSS SECTIONS
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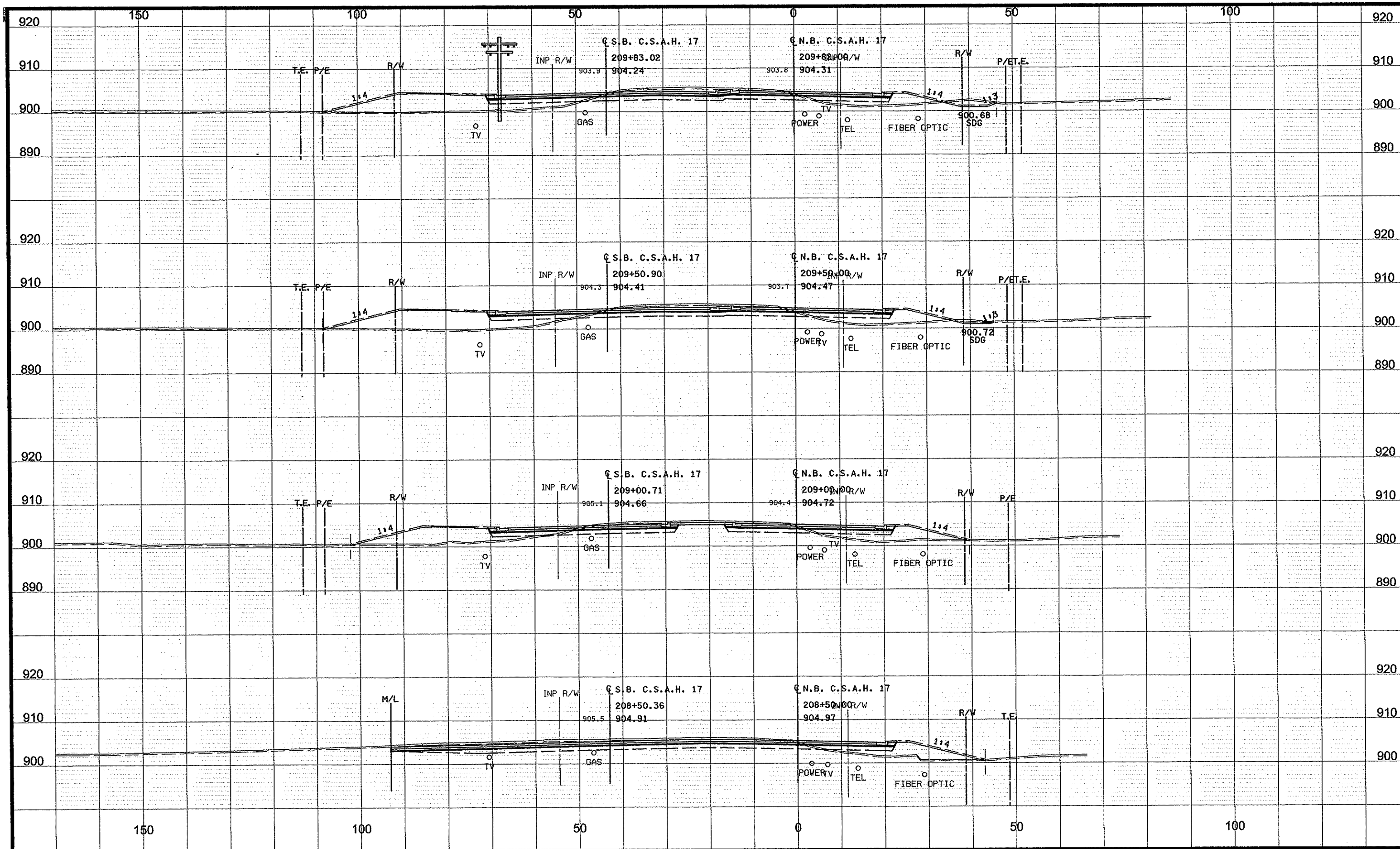
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**ANOKA COUNTY
HIGHWAY DEPT.**

S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

CSAH 17
 CROSS SECTIONS
 STA 206+50.00 TO 208+00.00
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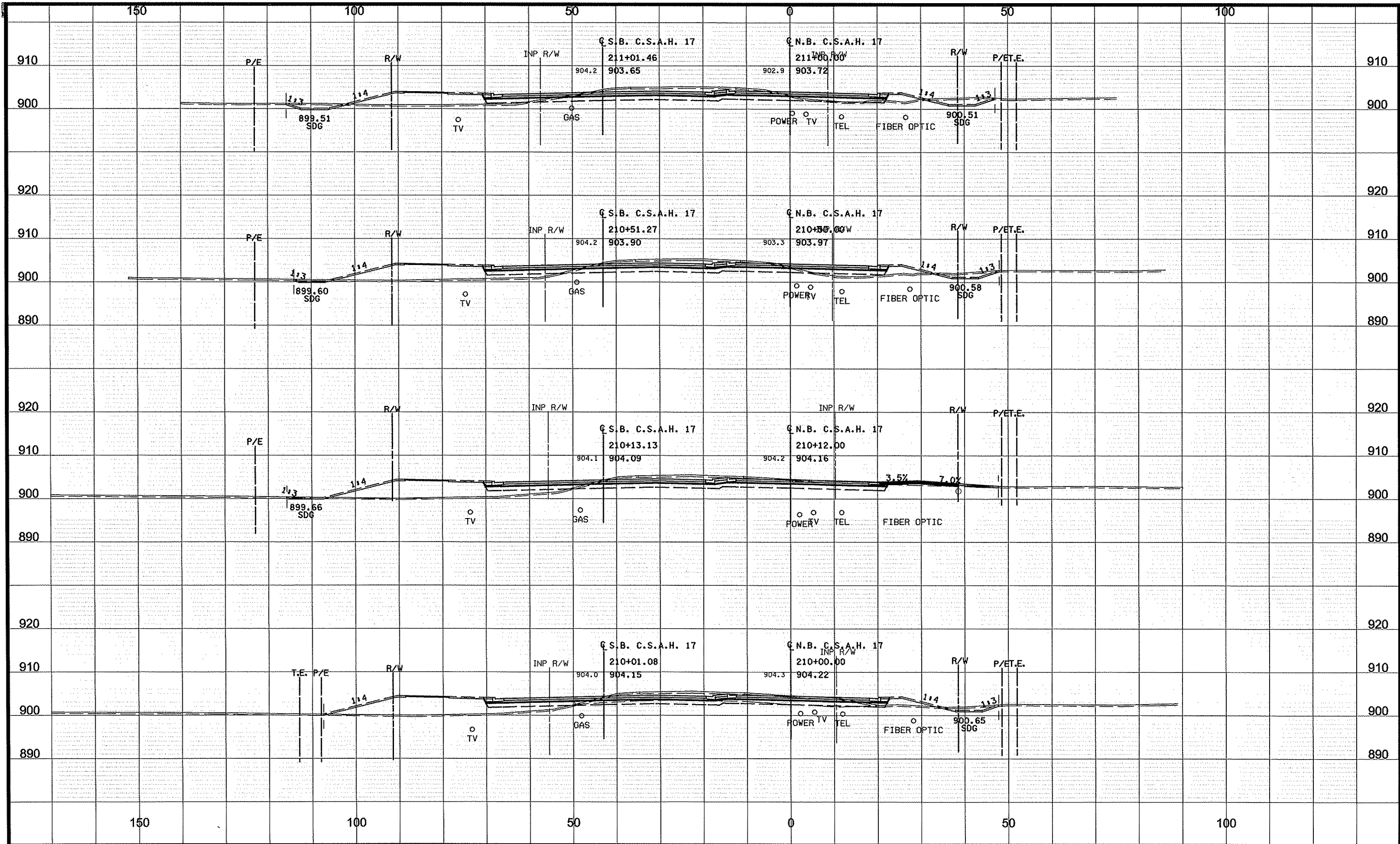
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DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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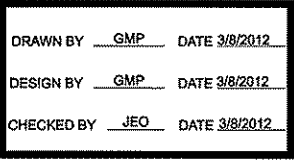
CSAH 17
 CROSS SECTIONS
 STA 208+50.00 TO 209+82.00
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NO	DATE	BY	CKD	APPR	REVISION

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03/12/2012 12:41:50 PM

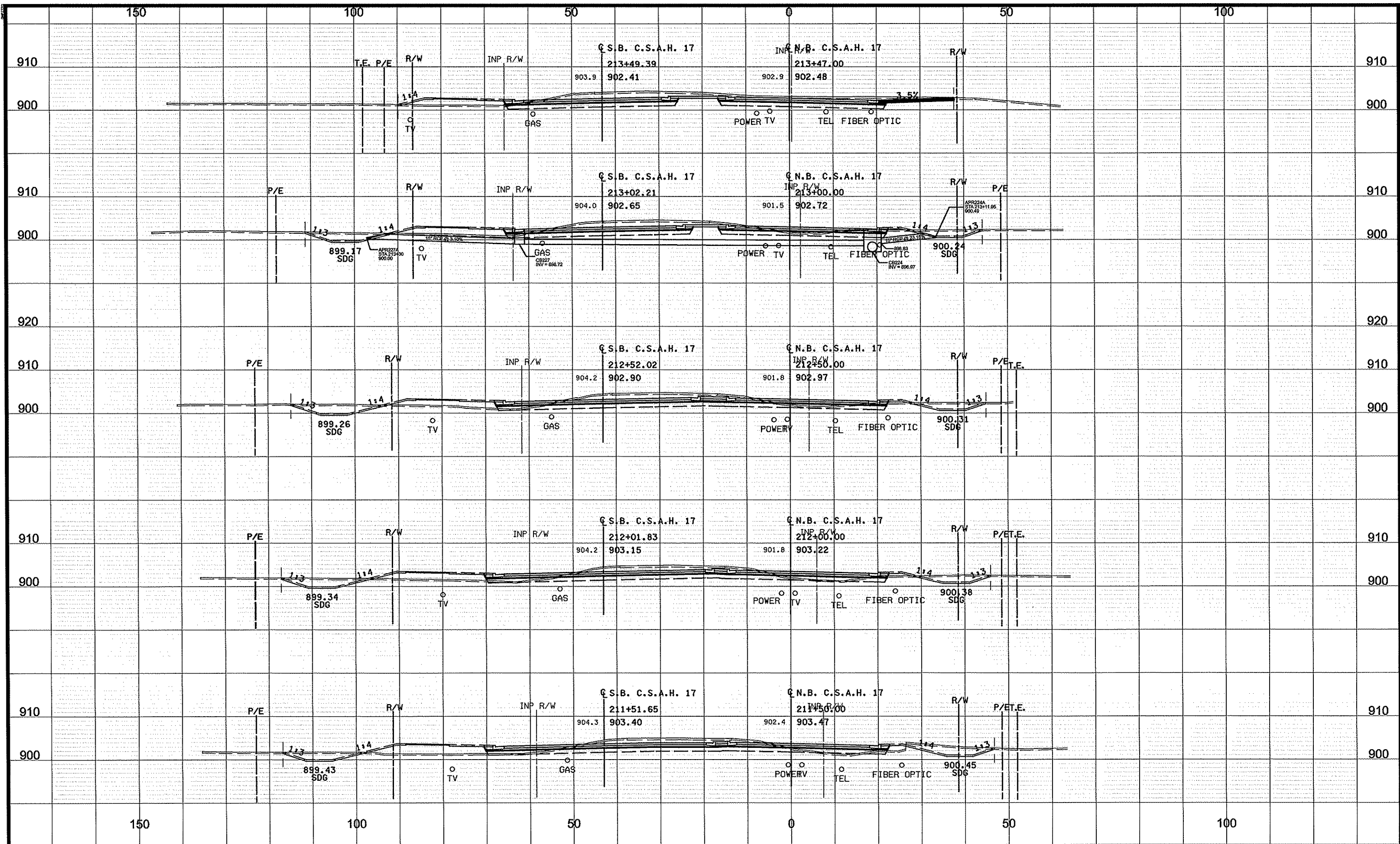
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DESIGN BY	GMP	DATE	3/8/2012
CHECKED BY	JEO	DATE	3/8/2012



**ANOKA COUNTY
HIGHWAY DEPT.**

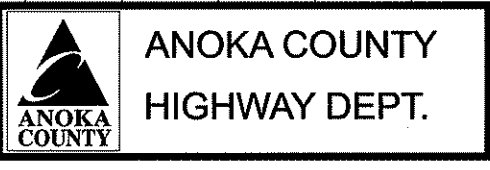
S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
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CSAH 17
CROSS SECTIONS
STA 210+00.00 TO 211+00.00
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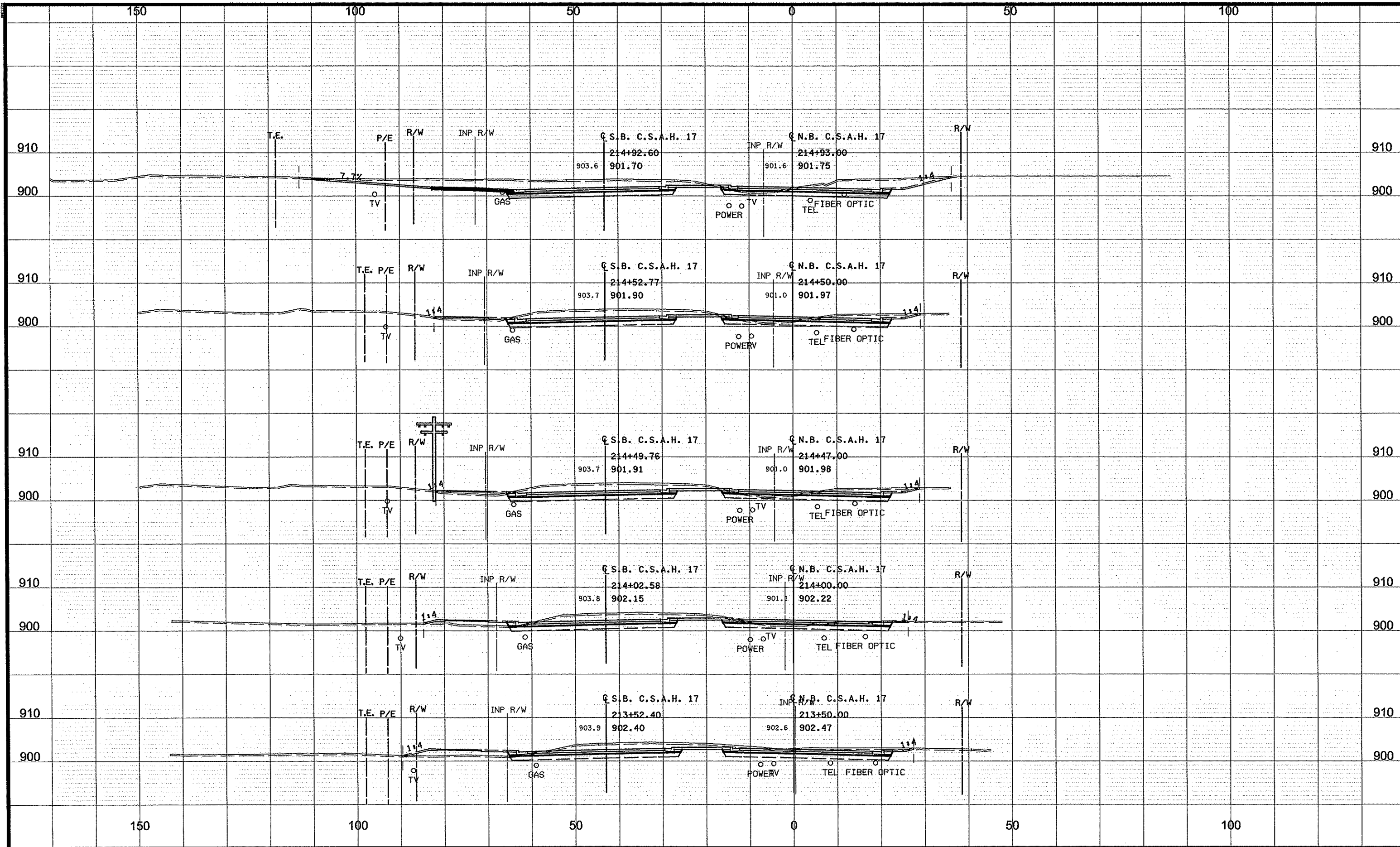


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 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



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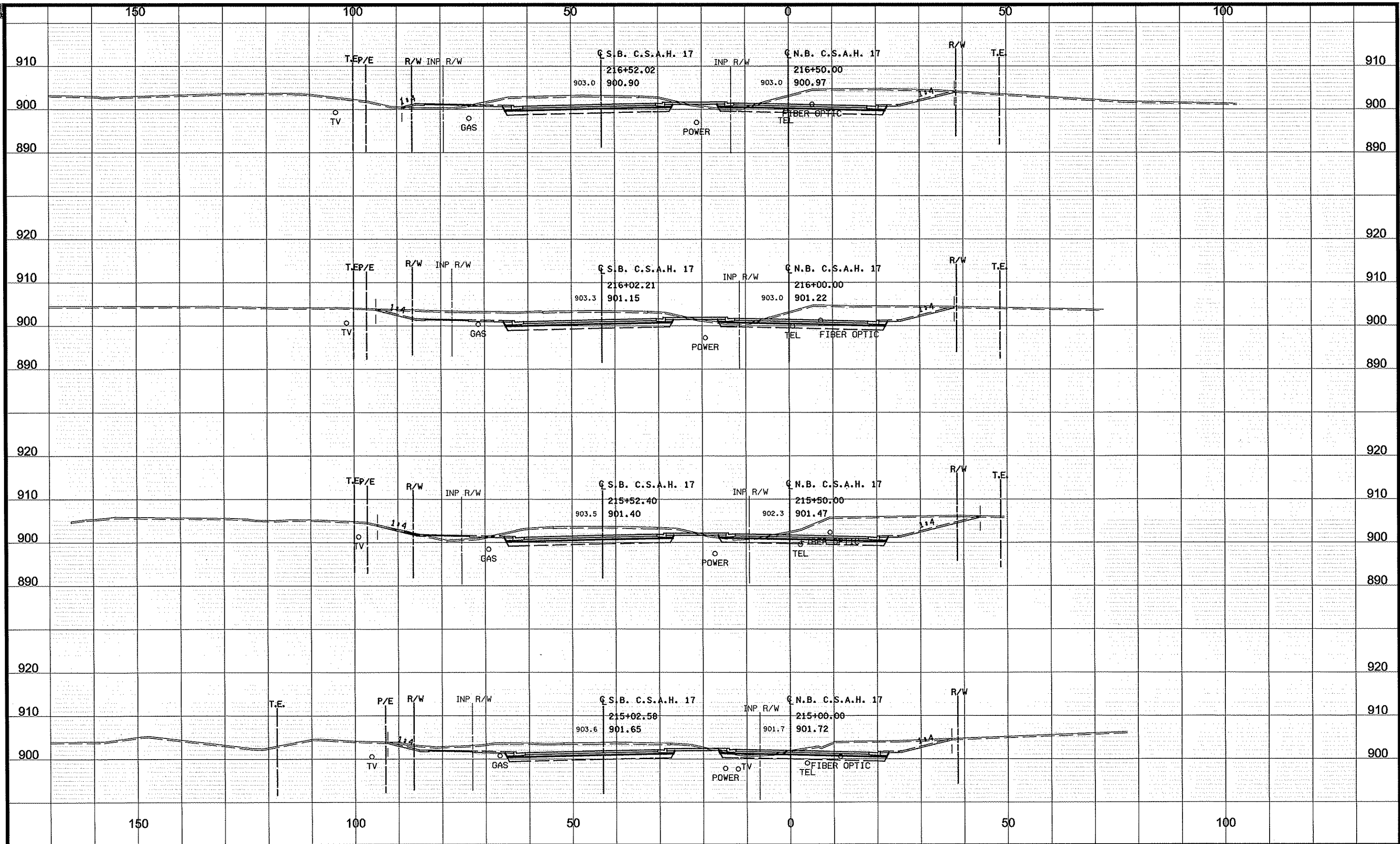
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 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



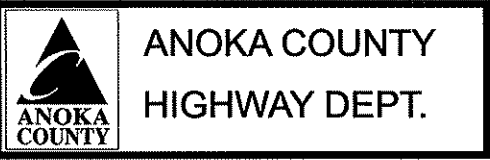
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002

CSAH 17
CROSS SECTIONS
 STA 213+50.00 TO 214+93.00
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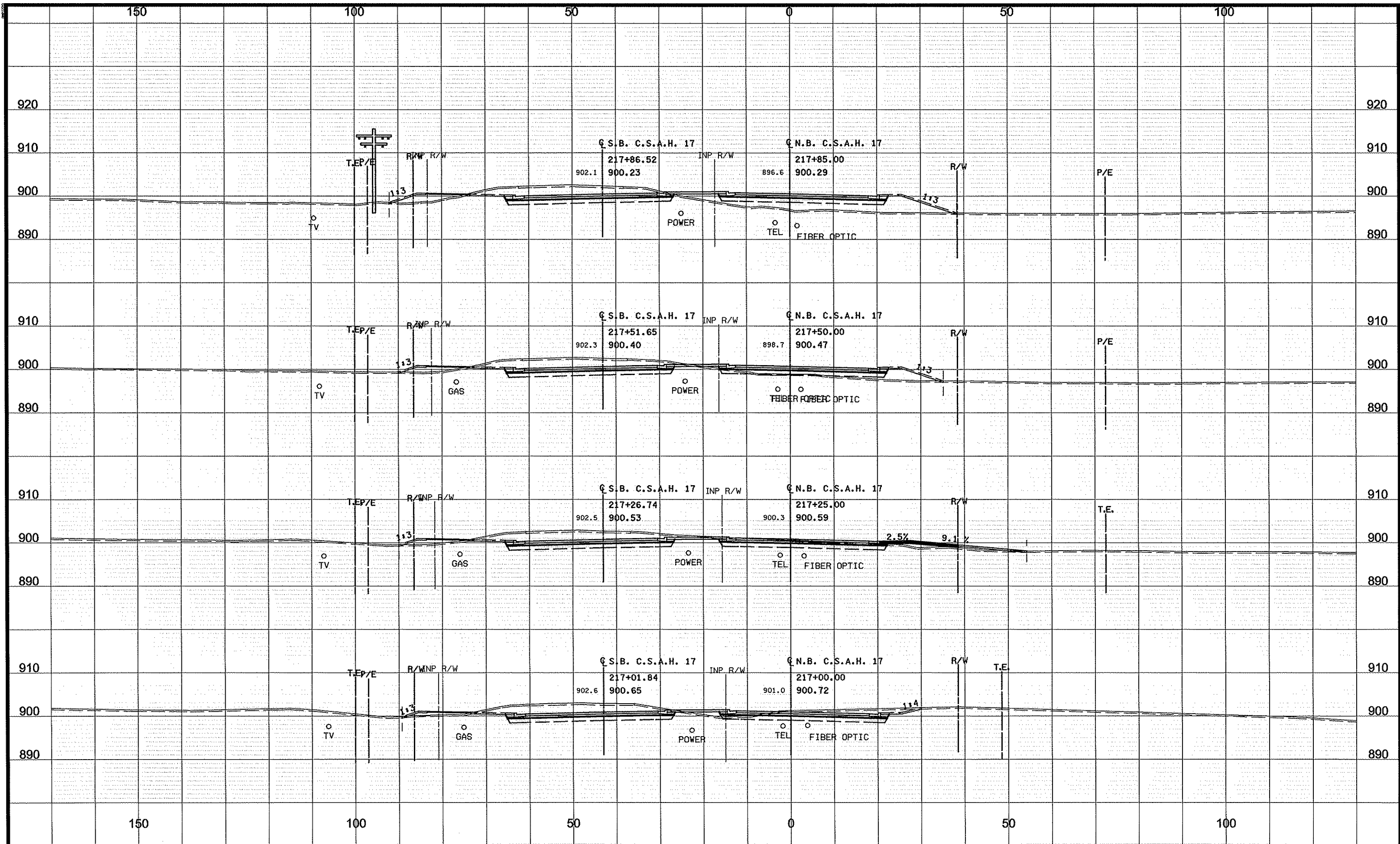
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DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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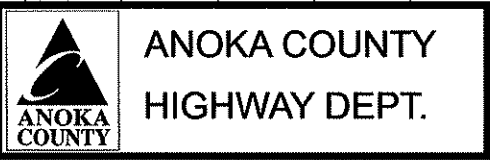
CSAH 17
 CROSS SECTIONS
 STA 215+00.00 TO 216+50.00
 Sheet 297 of 366 Sheets



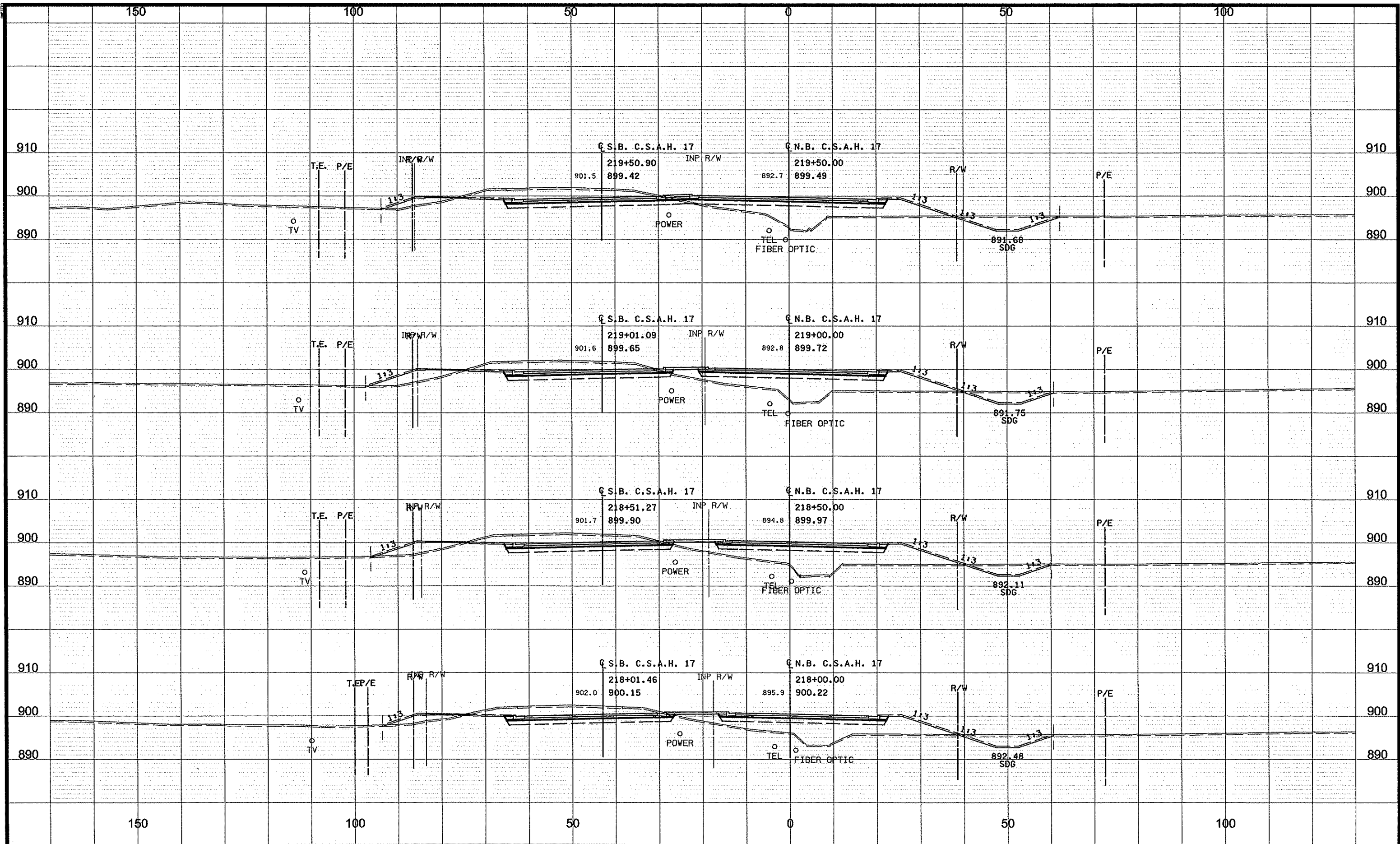
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 CHECKED BY JEO DATE 3/8/2012



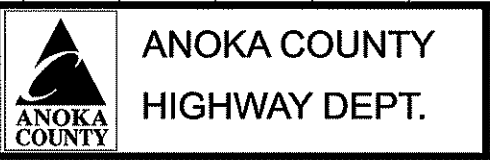
S.P. 002-617-018
 S.P. 106-020-029
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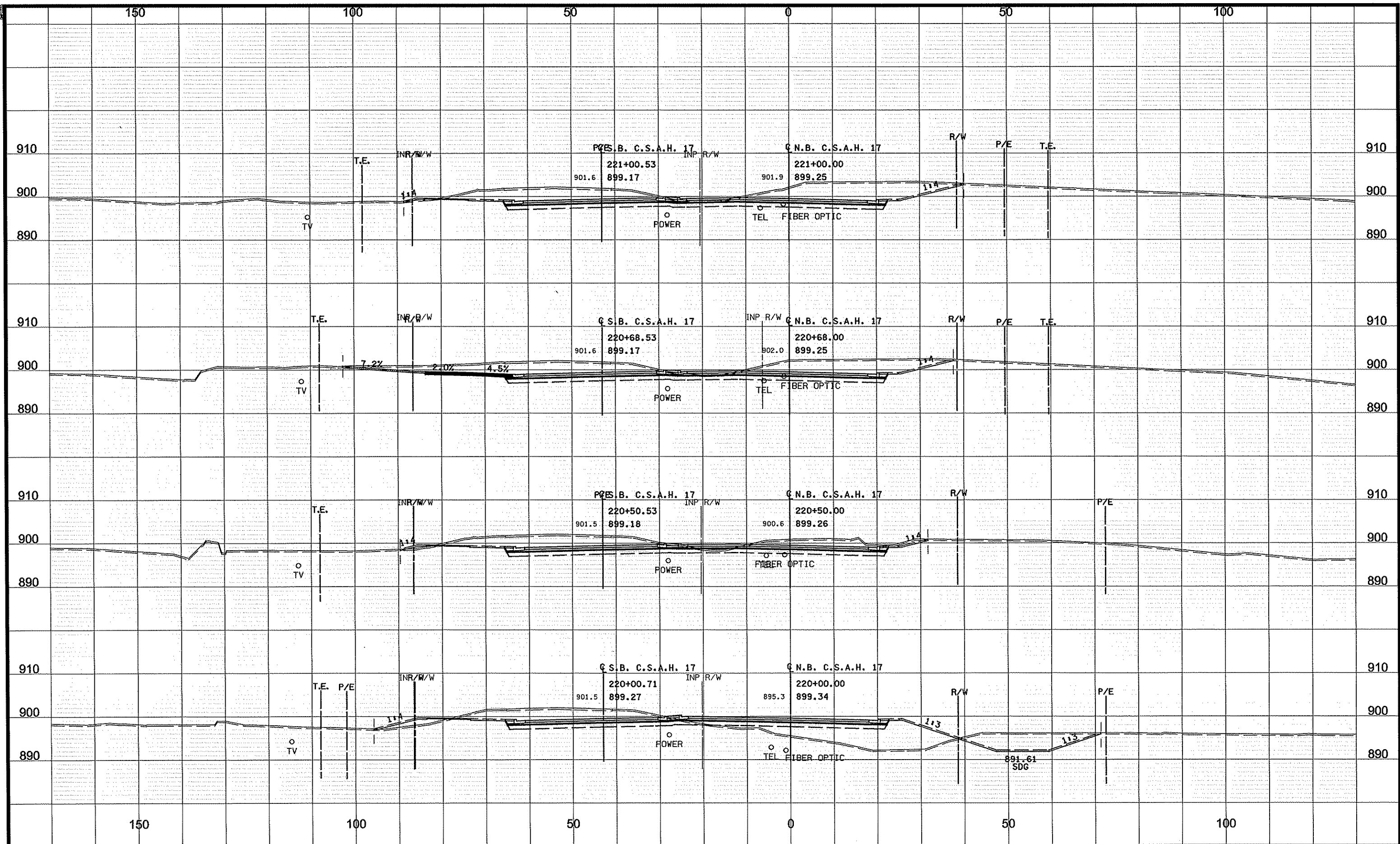
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 CHECKED BY JEO DATE 3/8/2012

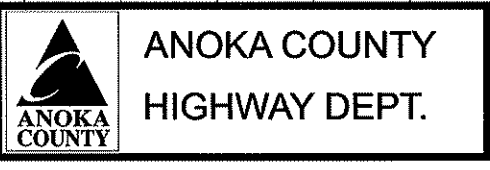


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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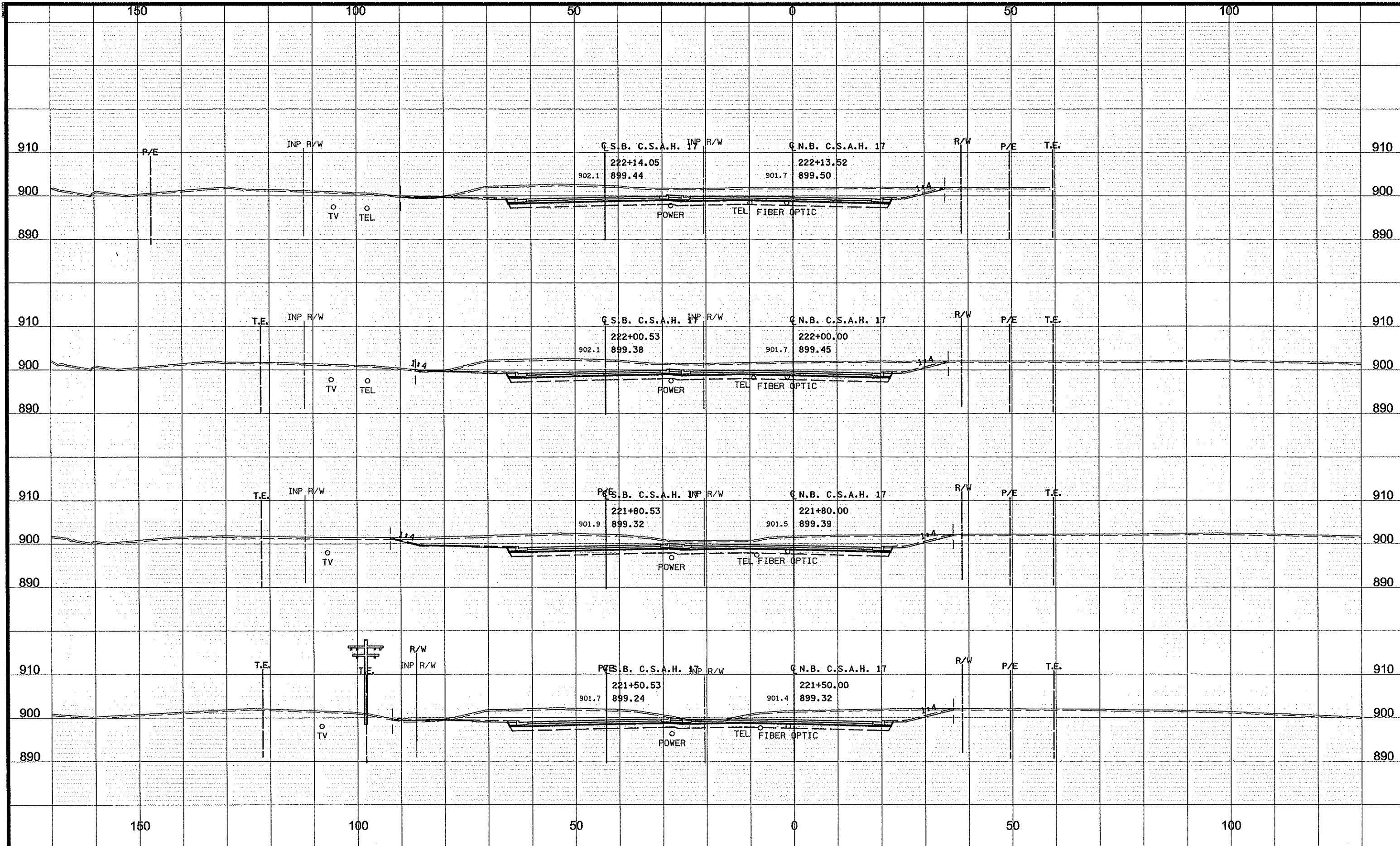
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 DESIGN BY GMP DATE 3/8/2012
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S.P. 002-617-018
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 S.P. 197-020-002
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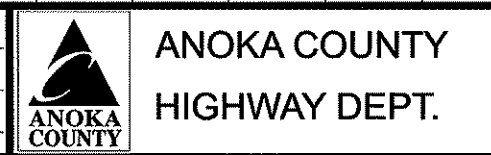
CSAH 17
 CROSS SECTIONS
 STA 220+00.00 TO 221+00.00
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NO	DATE	BY	CKD	APPR	REVISION

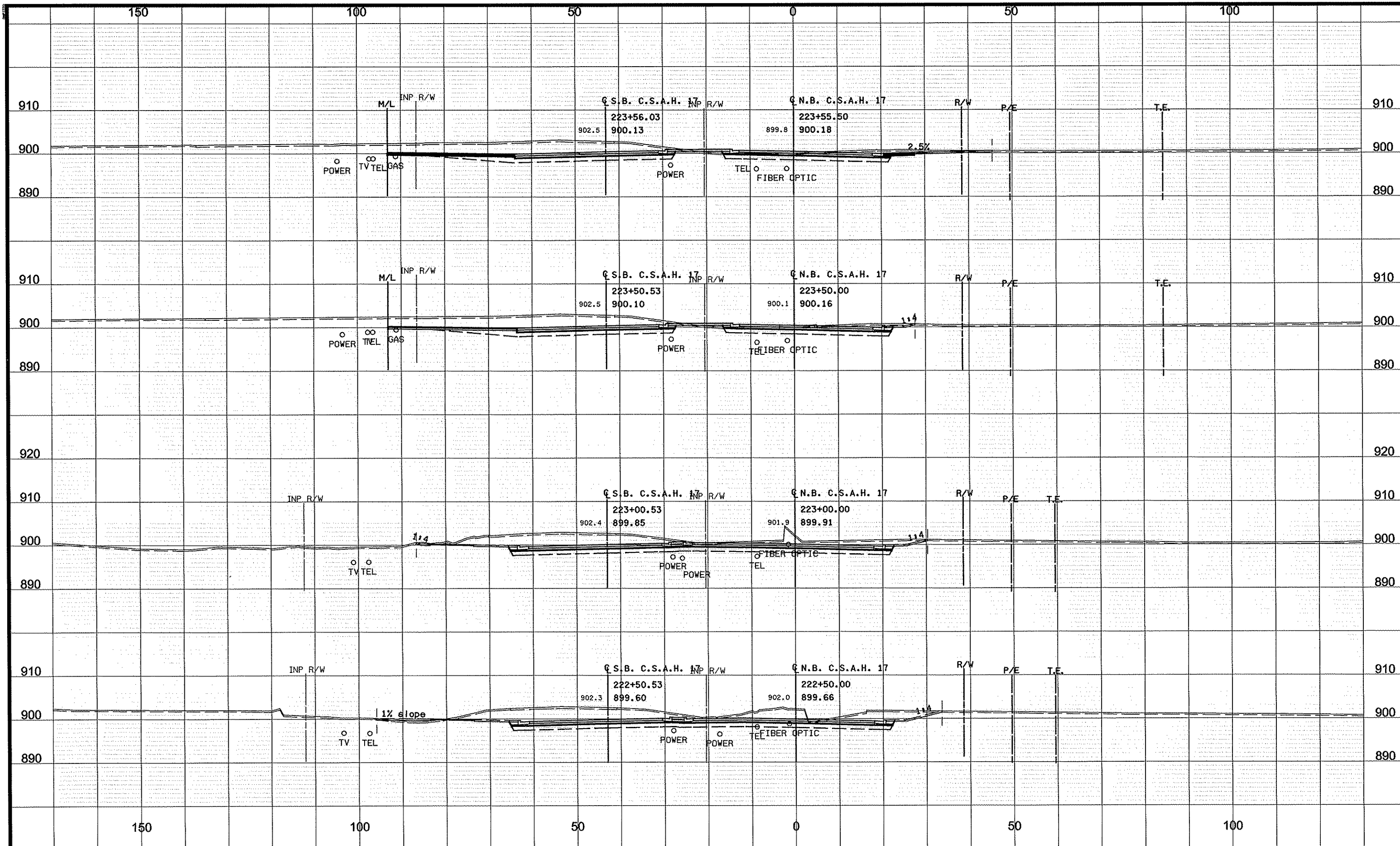
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 CHECKED BY: JEO DATE: 3/8/2012



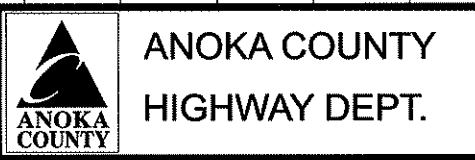
S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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CSAH 17
 CROSS SECTIONS
 STA 221+50.00 TO 222+13.52
 Sheet 301 of 366 Sheets

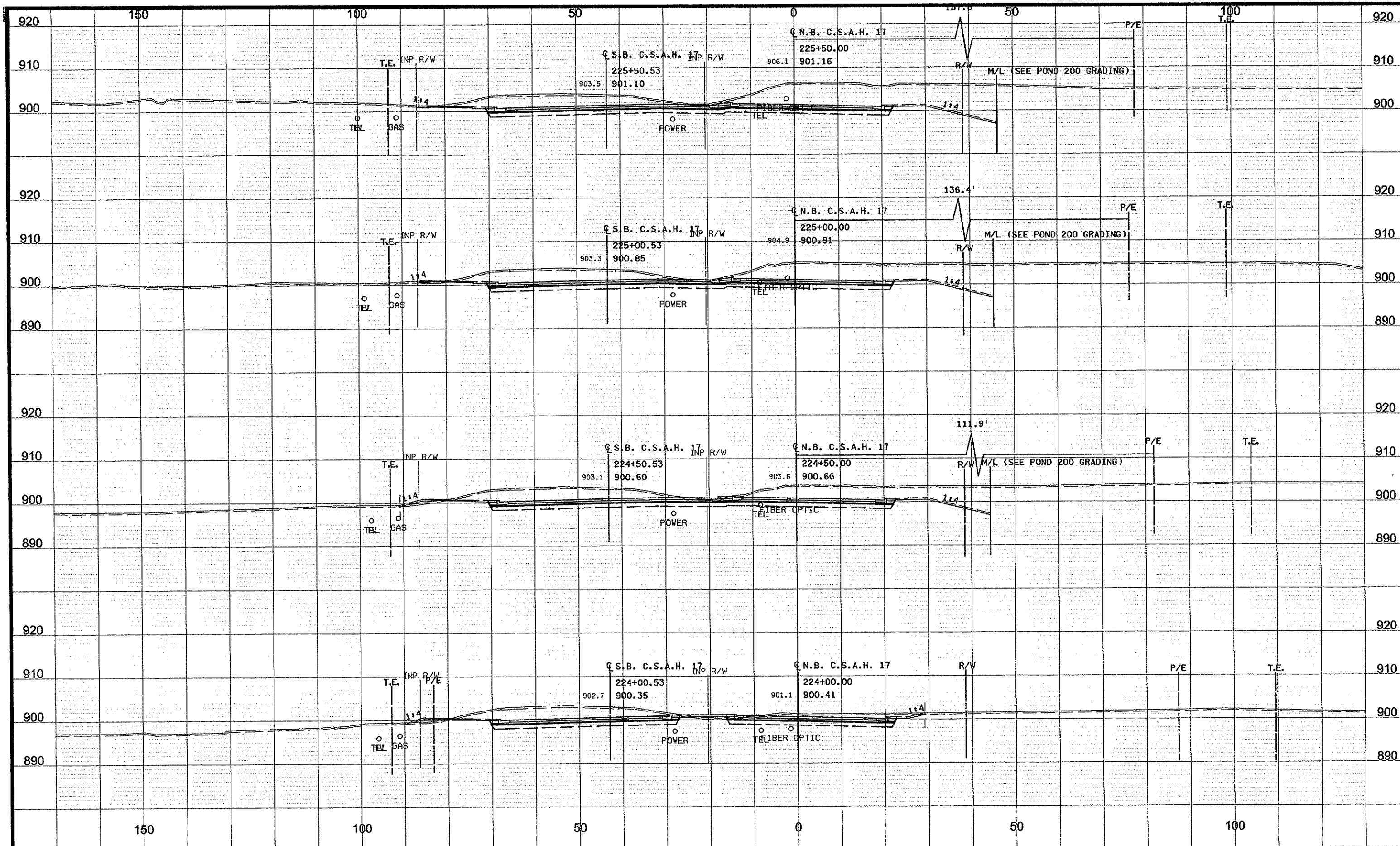


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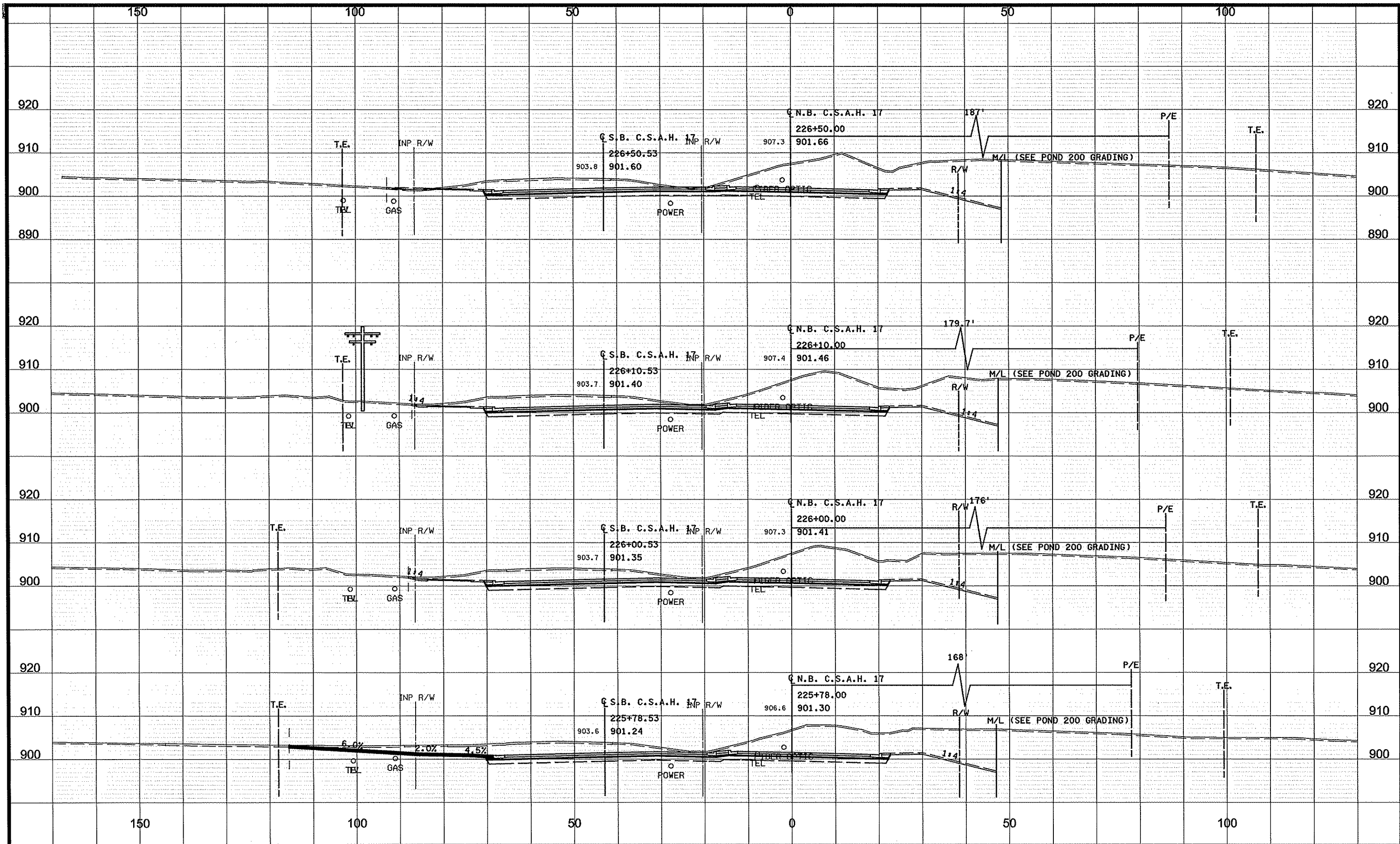
DRAWN BY GMP DATE 3/8/2012
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 CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
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CSAH 17
 CROSS SECTIONS
 STA 224+00.00 TO 225+50.00
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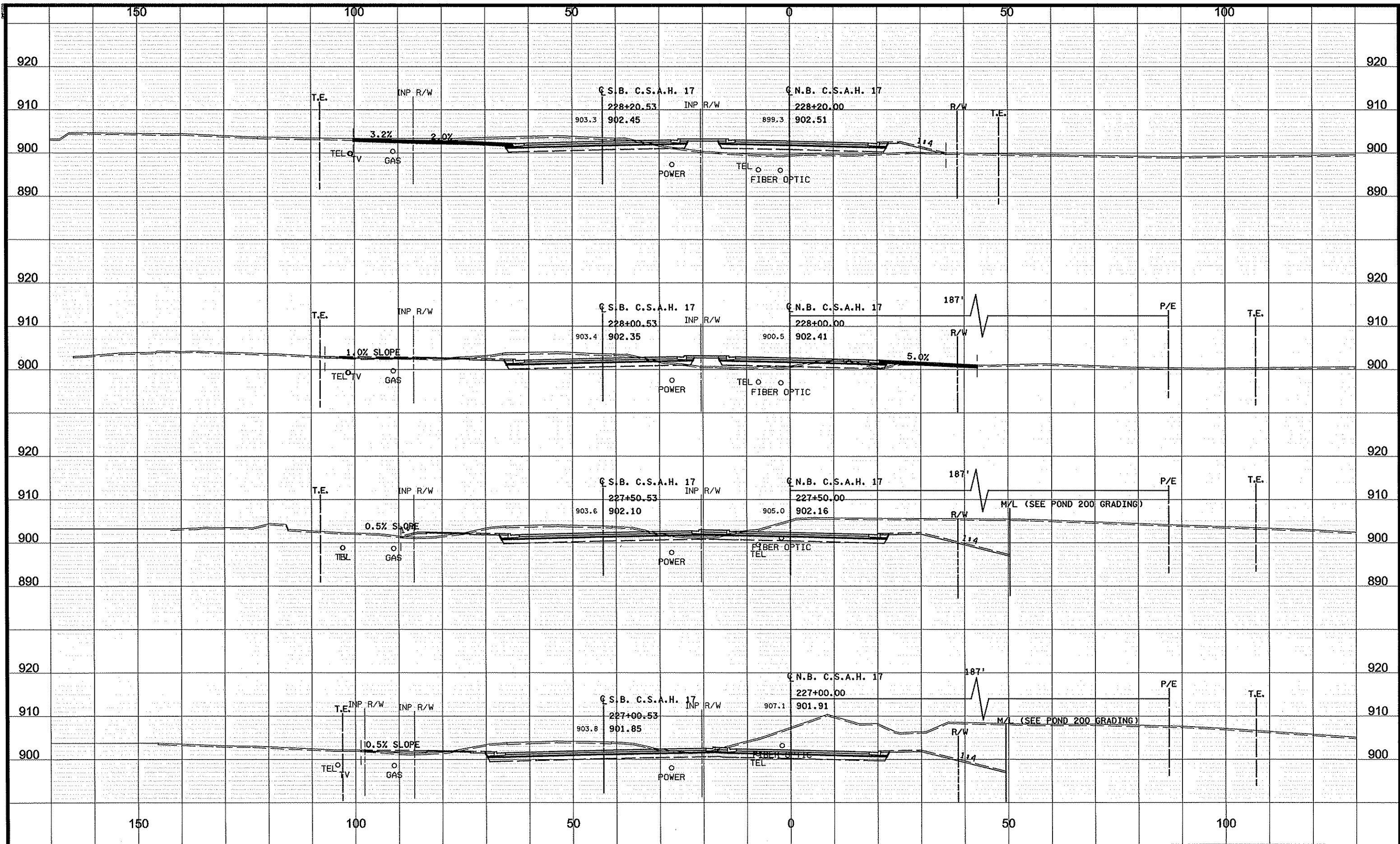
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 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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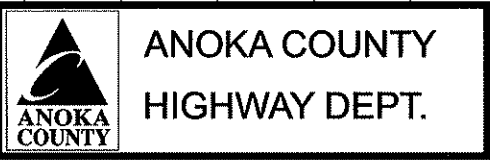
CSAH 17
 CROSS SECTIONS
 STA 225+78.00 TO 226+50.00
 Sheet 304 of 366 Sheets



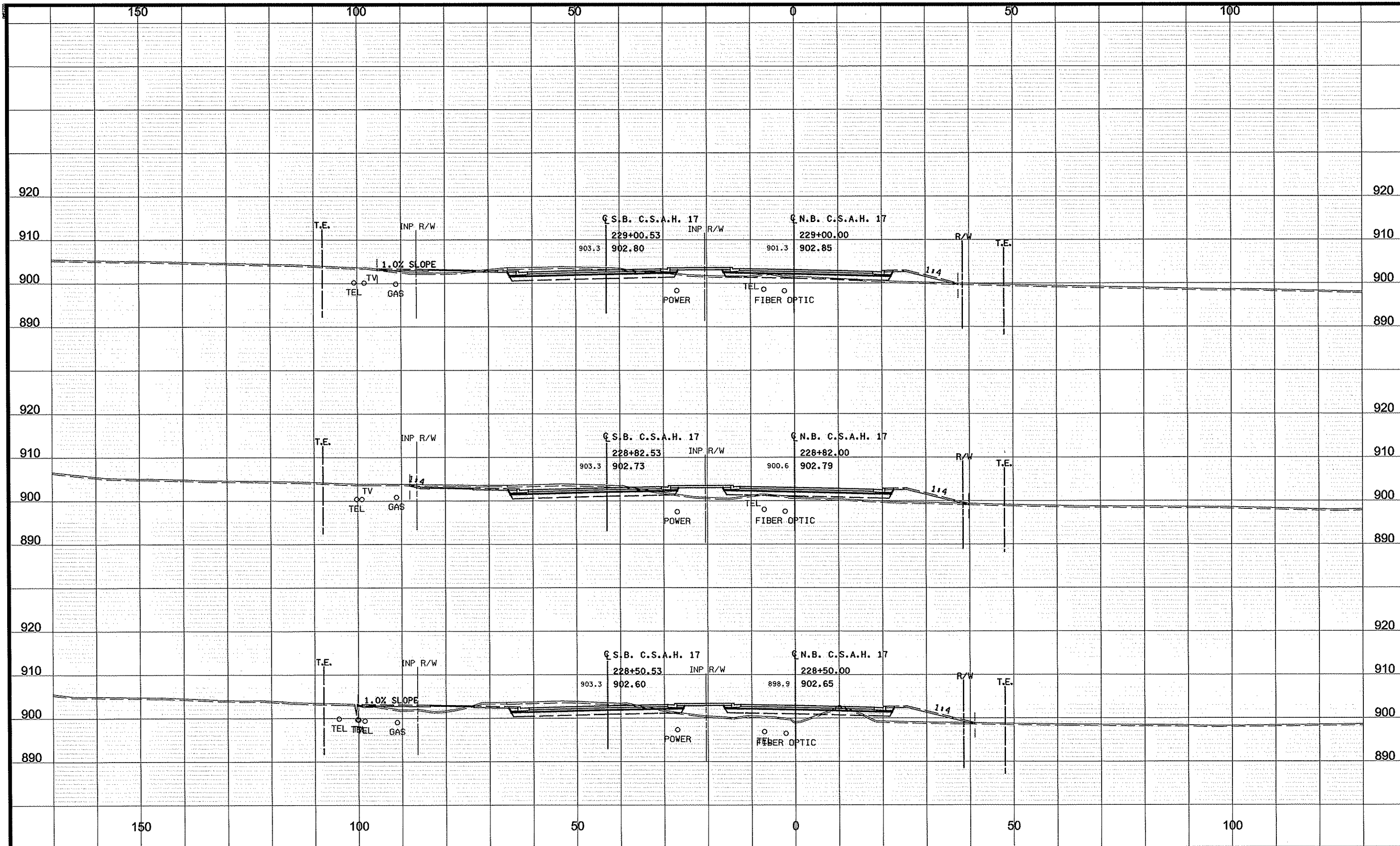
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 CHECKED BY JEO DATE 3/8/2012

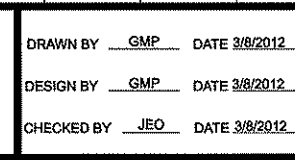


S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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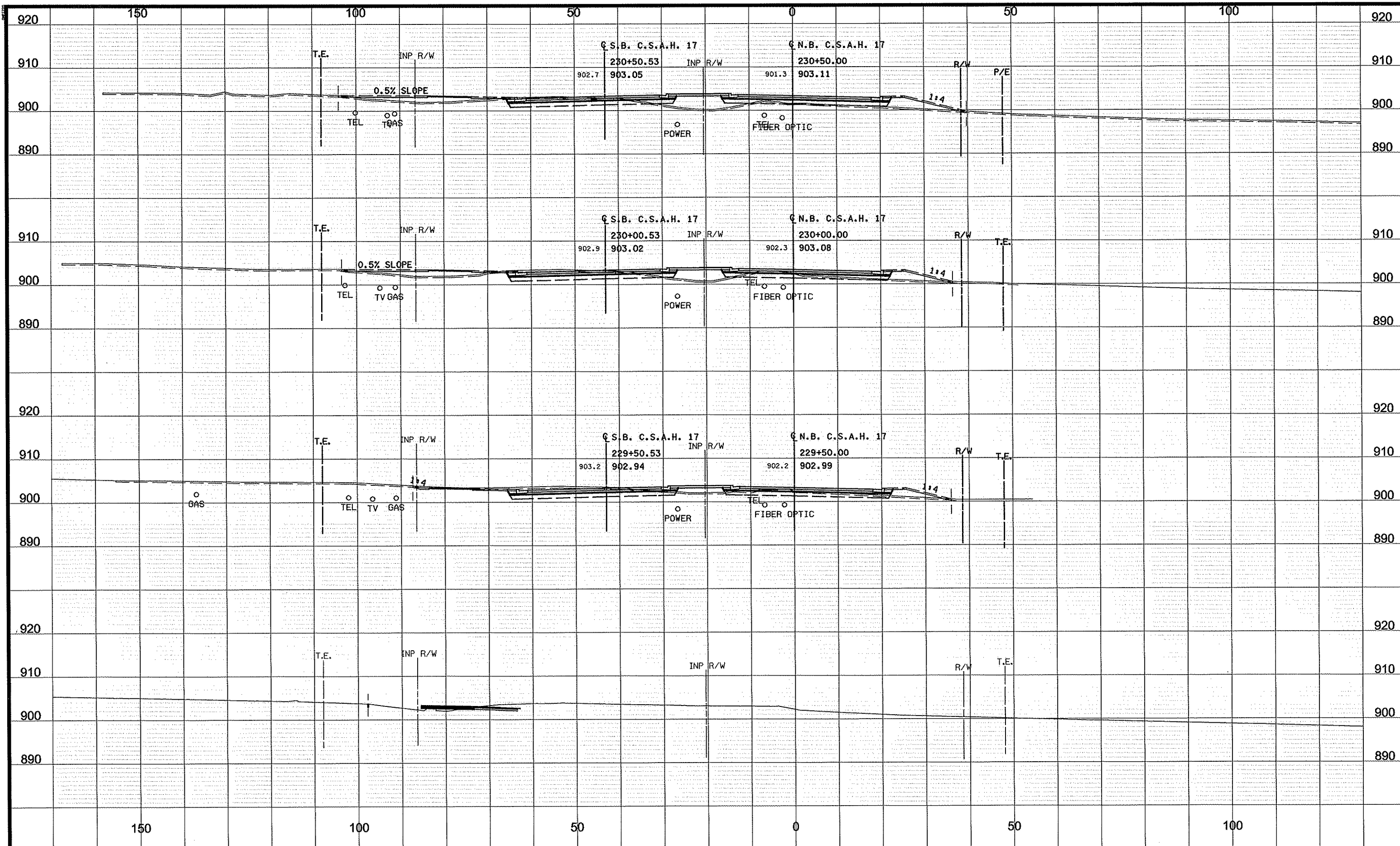
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DESIGN BY	GMP	DATE	3/8/2012
CHECKED BY	JEO	DATE	3/8/2012



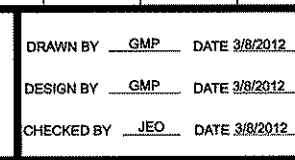
S.P. 002-617-018
S.P. 106-020-029
S.P. 197-020-002
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CSAH 17
CROSS SECTIONS
STA 228+50.00 TO 229+00.00
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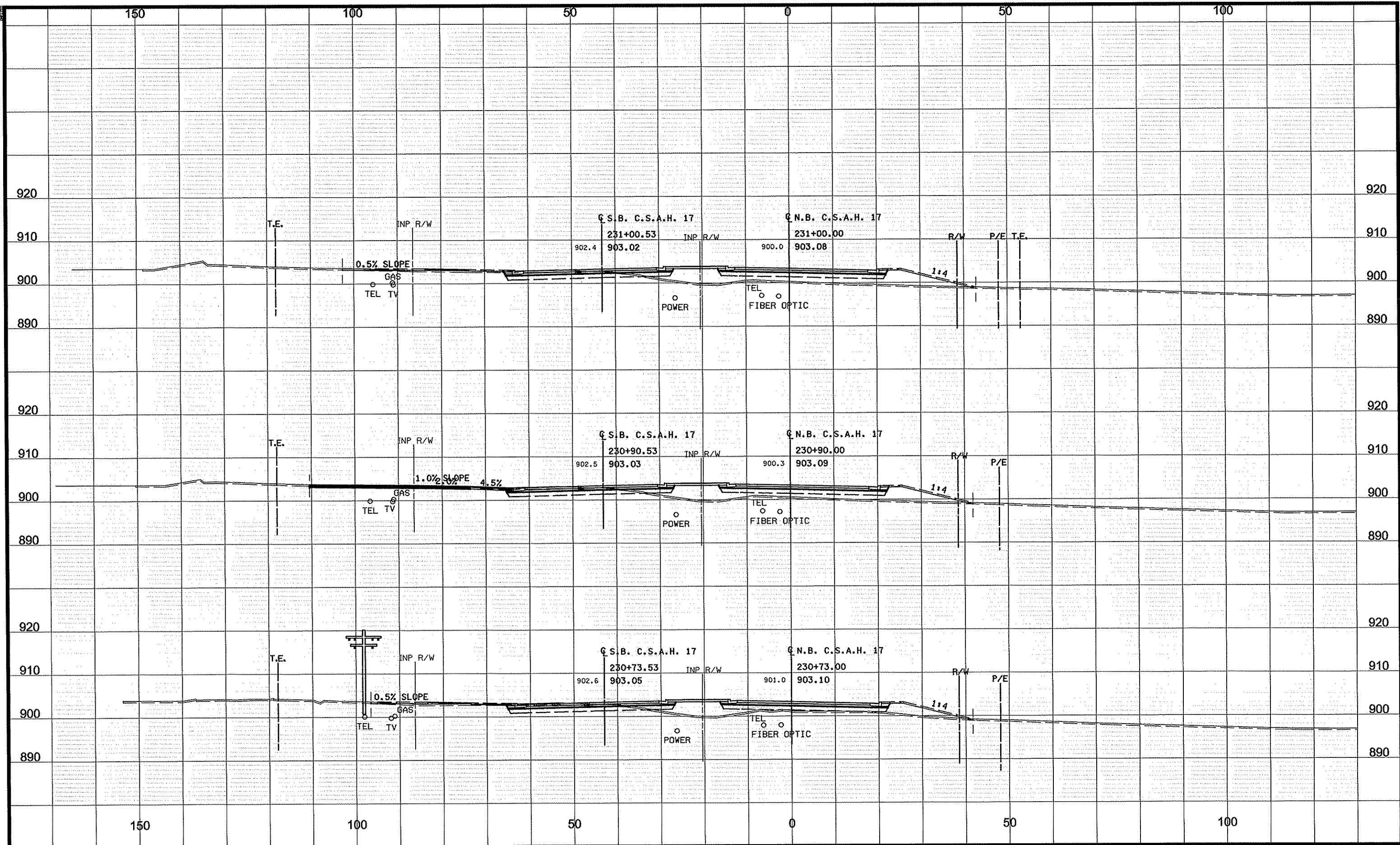
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DESIGN BY	GMP	DATE	3/8/2012
CHECKED BY	JEO	DATE	3/8/2012



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CSAH 17
CROSS SECTIONS
STA 229+14.40 TO 230+50.00
Sheet 307 of 366 Sheets



NO	DATE	BY	CKD	APPR	REVISION

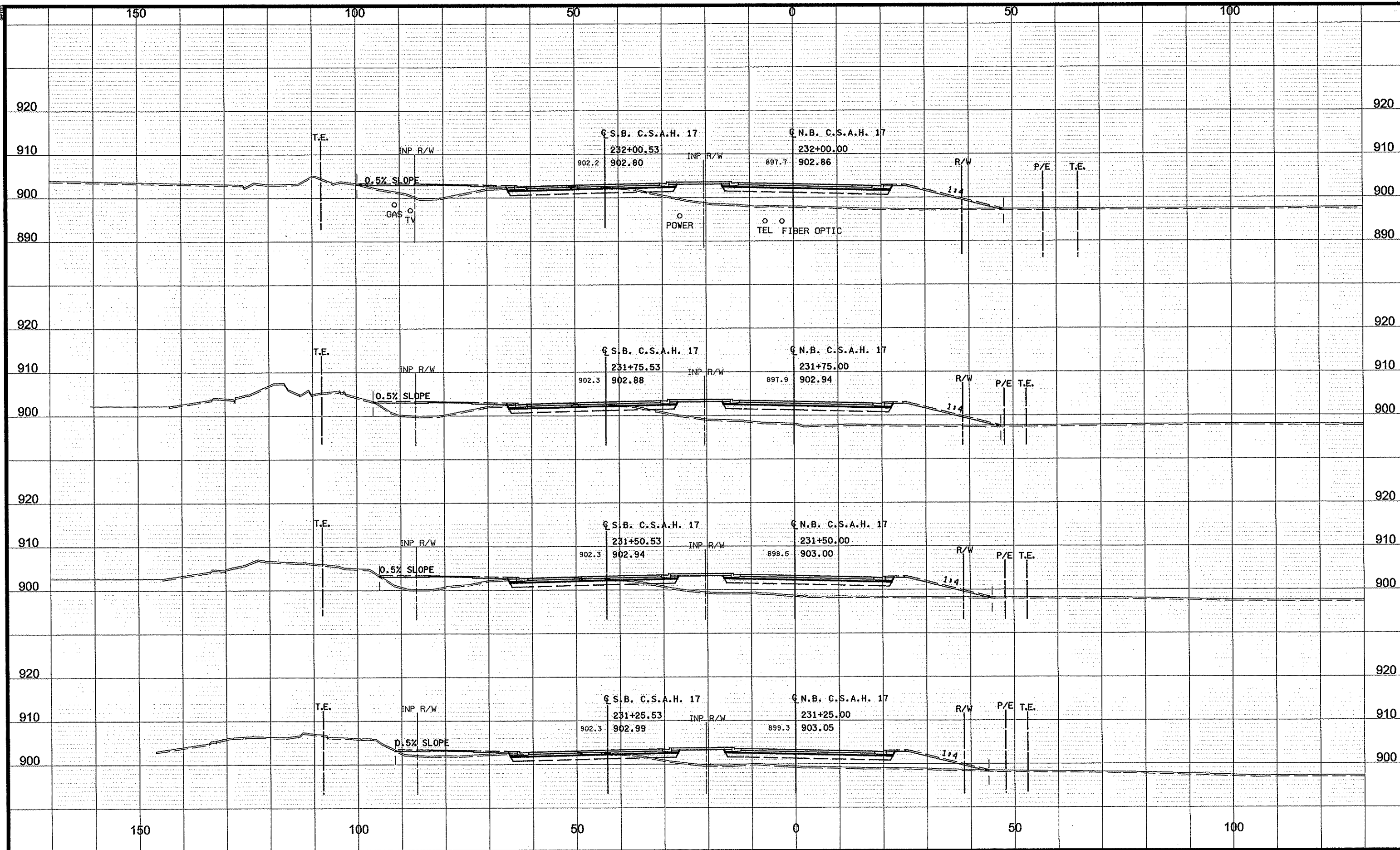
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 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



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CSAH 17
 CROSS SECTIONS
 STA 230+73.00 TO 231+00.00
 Sheet 308 of 366 Sheets



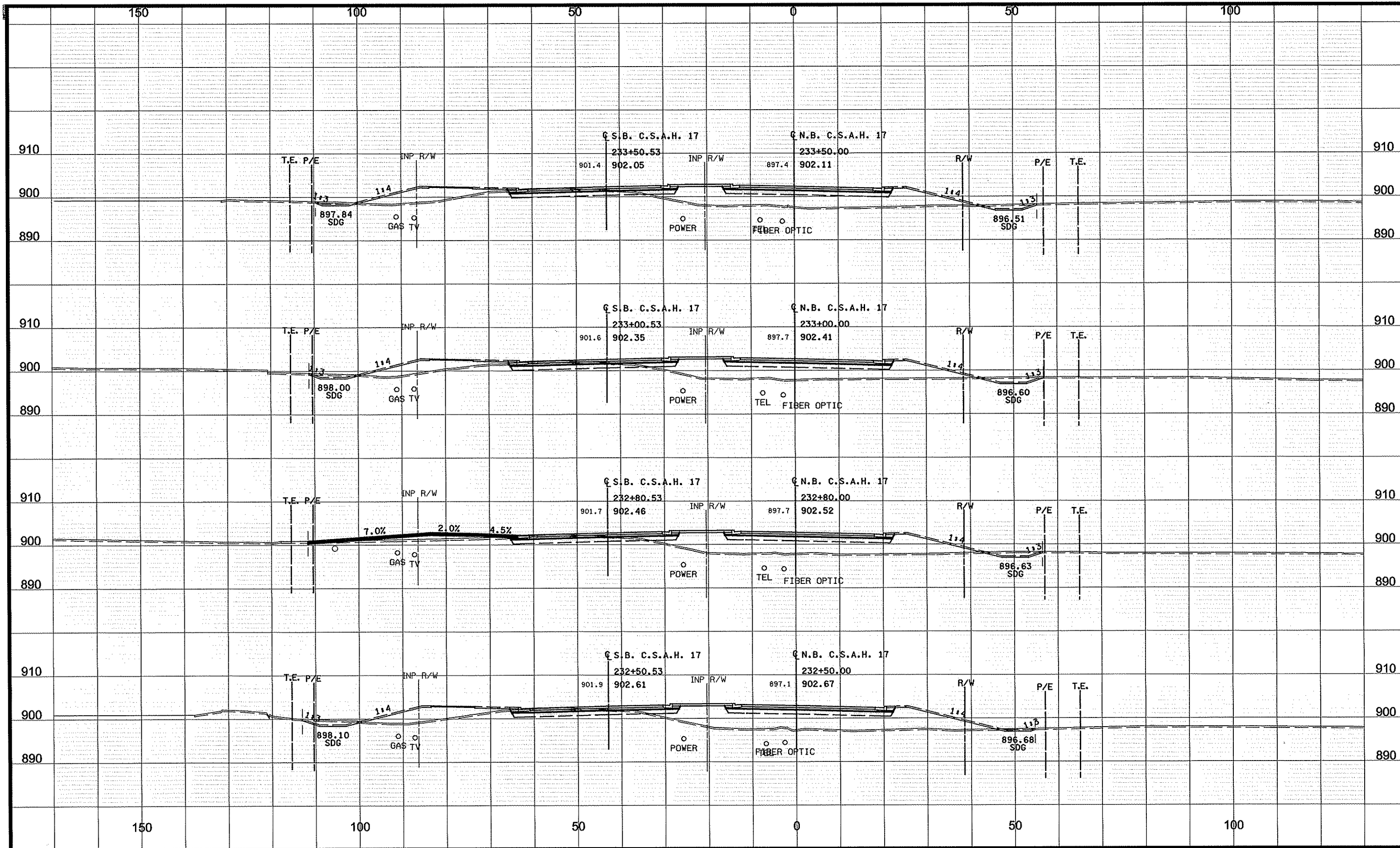
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 CHECKED BY JEO DATE 3/8/2012

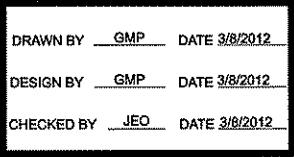


S.P. 002-617-018
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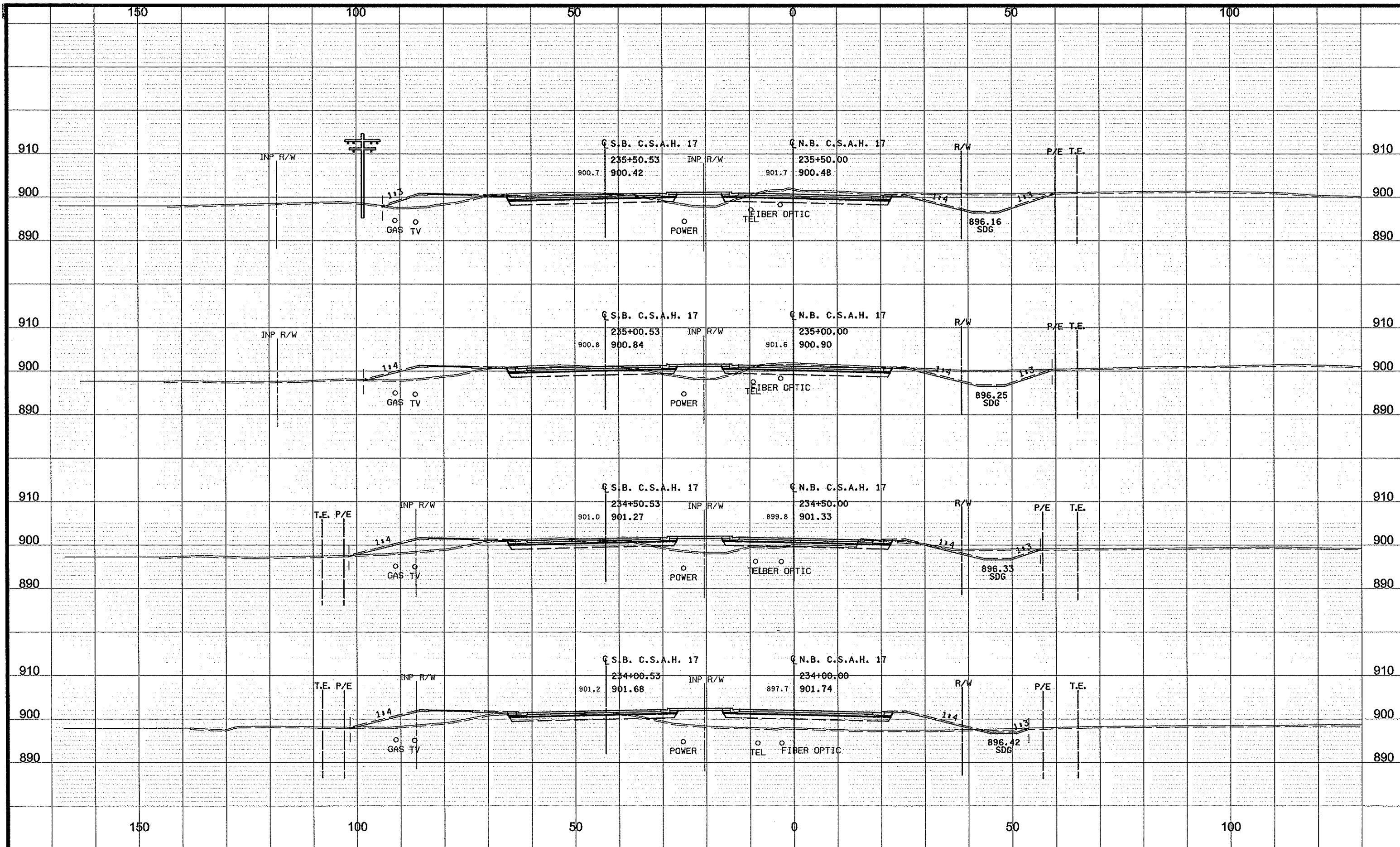
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CHECKED BY	JEO	DATE	3/8/2012



**ANOKA COUNTY
HIGHWAY DEPT.**

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CSAH 17
CROSS SECTIONS
STA 232+50.00 TO 233+50.00
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NO	DATE	BY	CKD	APPR	REVISION
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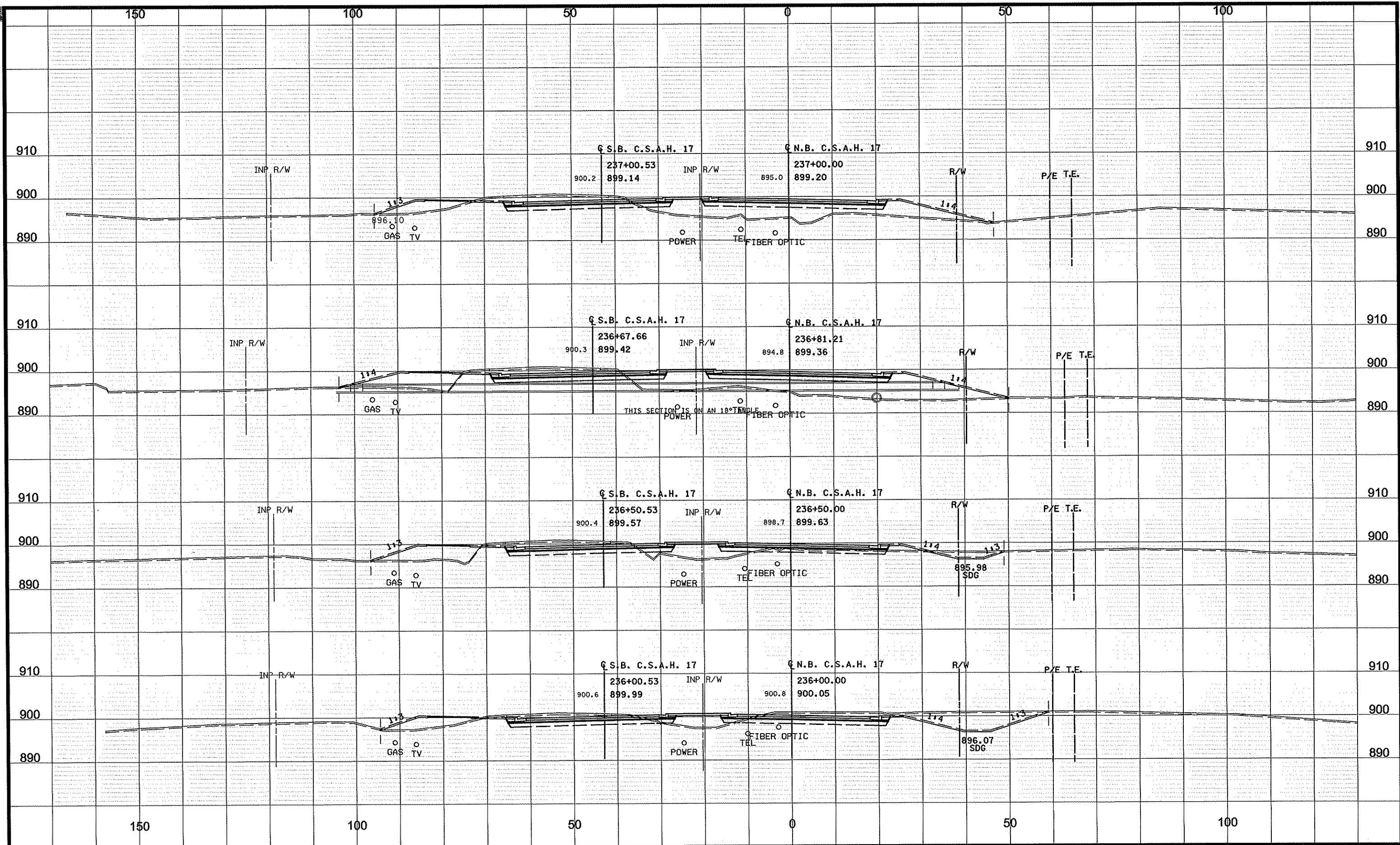
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 CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
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CSAH 17
 CROSS SECTIONS
 STA 234+00.00 TO 235+50.00
 Sheet 311 of 366 Sheets



DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



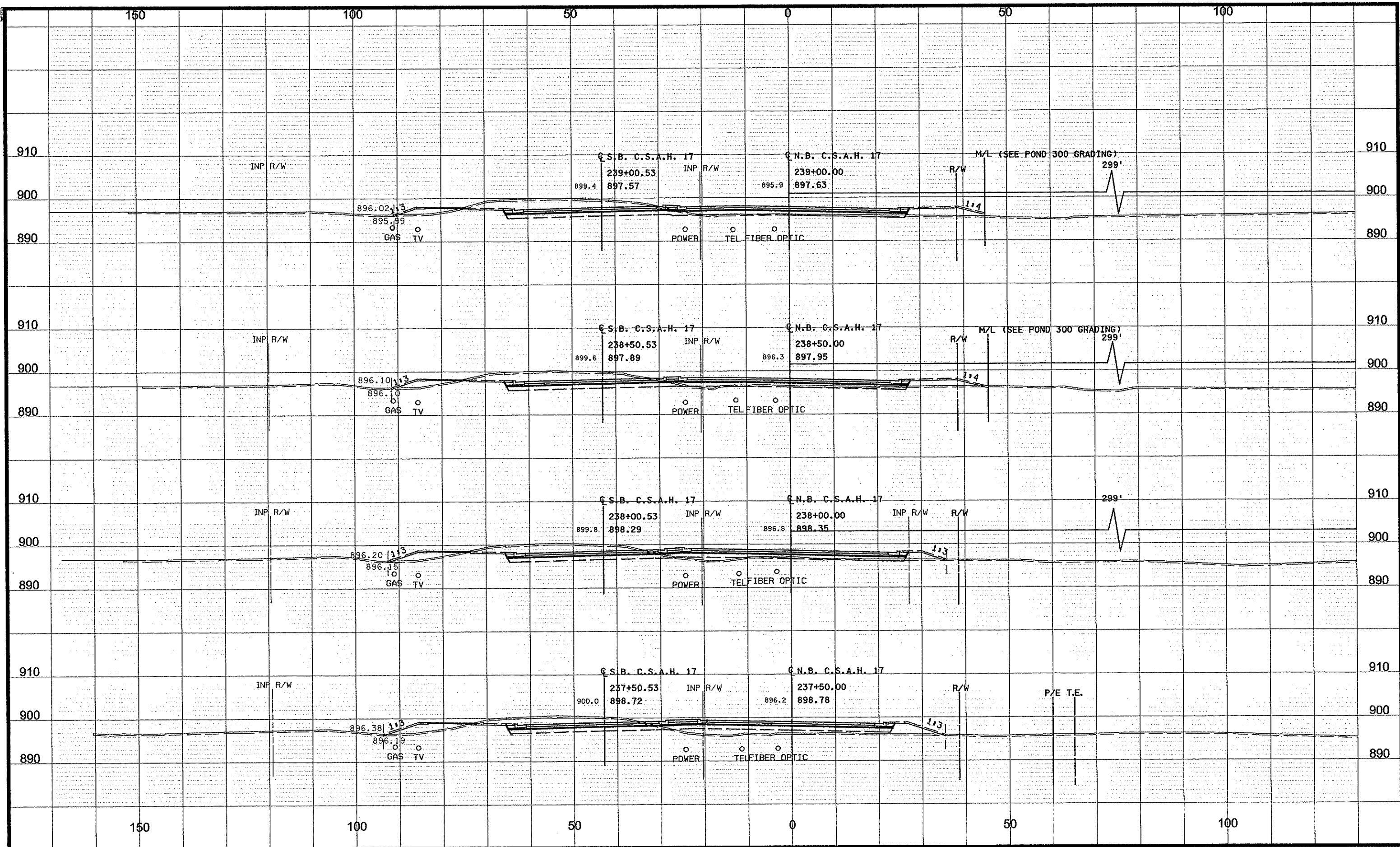
ANOKA COUNTY
HIGHWAY DEPT.

S.P. 002-617-018
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CSAH 17
CROSS SECTIONS
 STA 236+00.00 TO 237+00.00
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NO	DATE	BY	CKD	APPR	REVISION

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NO	DATE	BY	CKD	APPR	REVISION

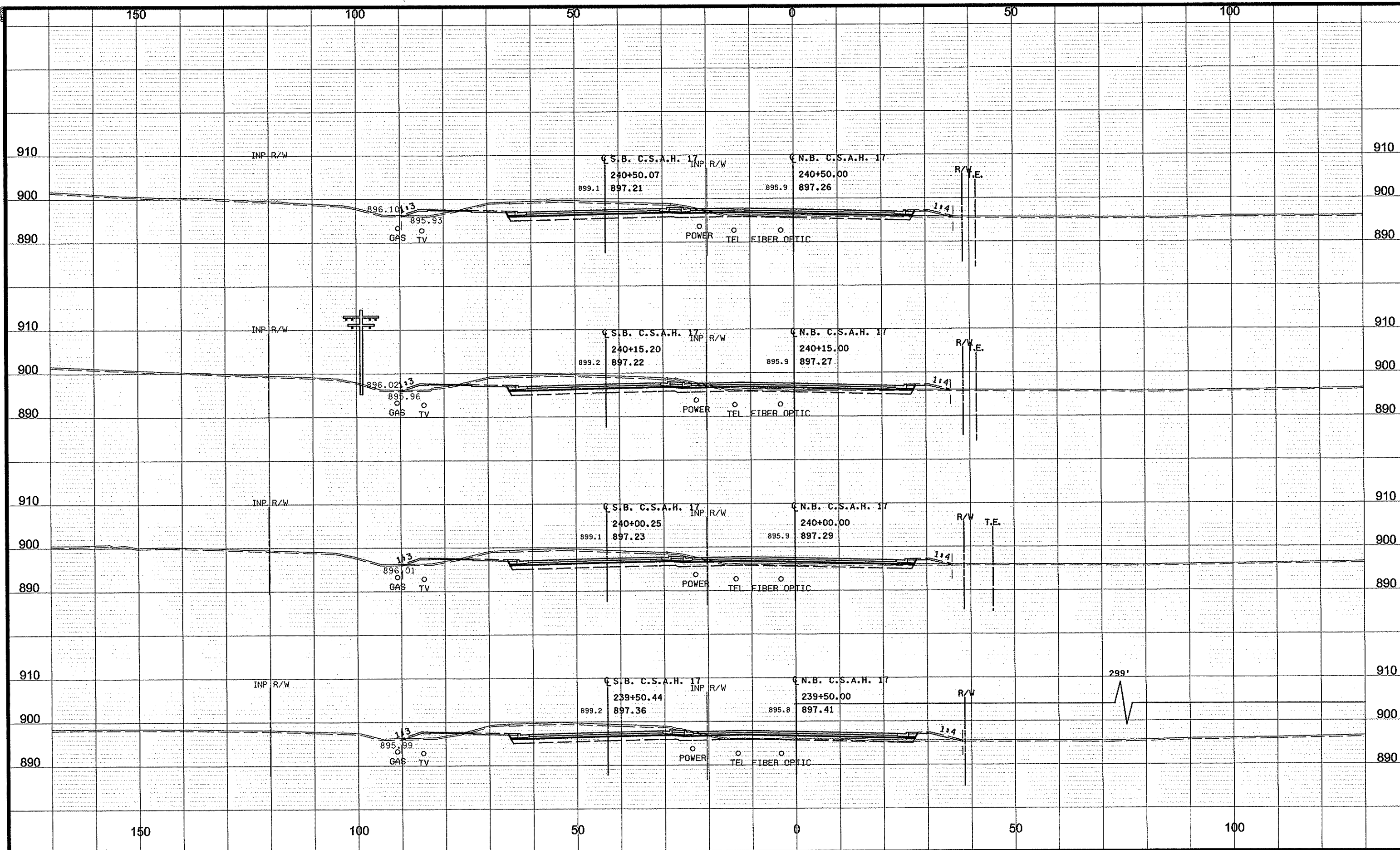
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 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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CSAH 17
 CROSS SECTIONS
 STA 237+50.00 TO 239+00.00
 Sheet 313 of 366 Sheets



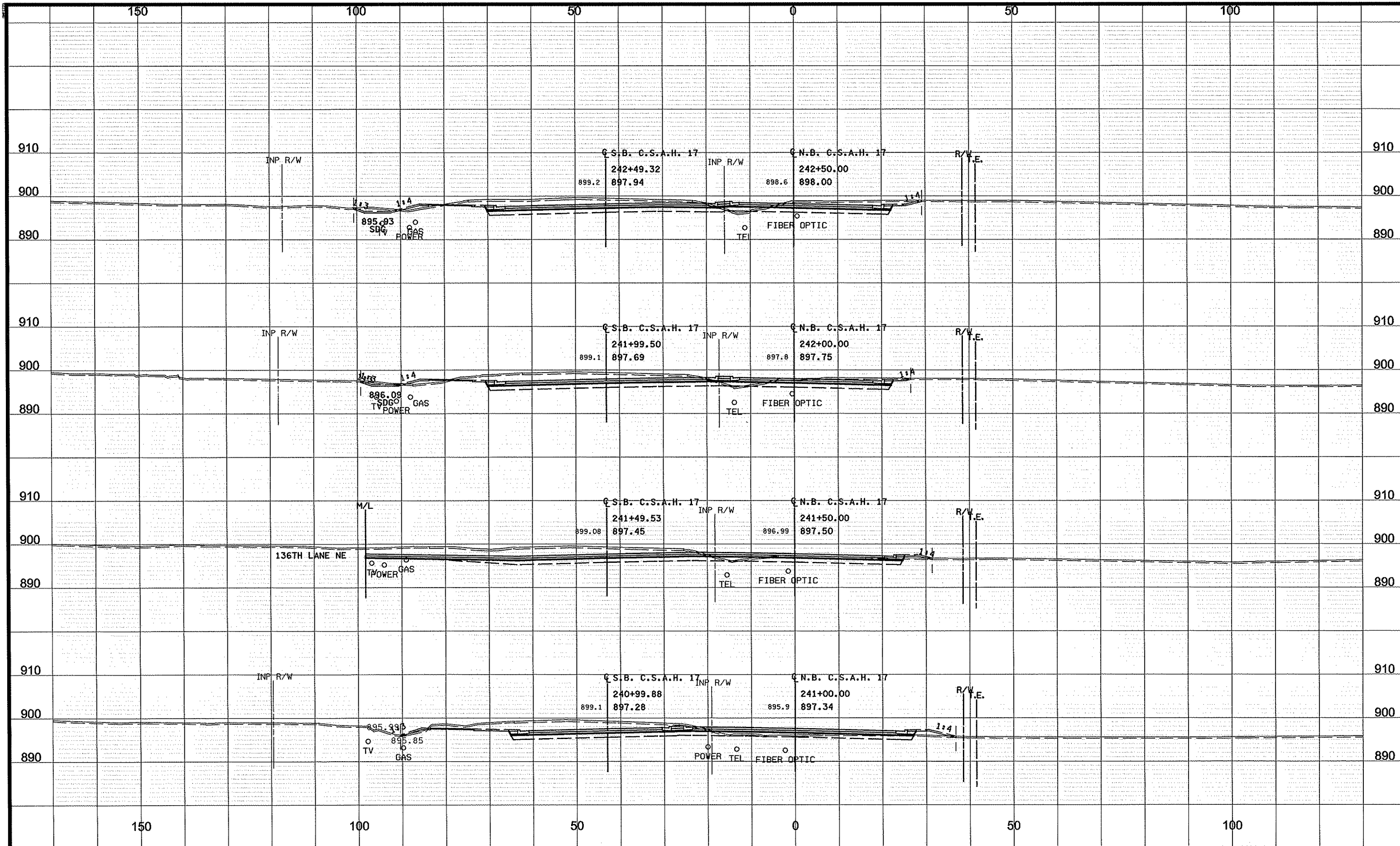
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S.P. 002-617-018
 S.P. 106-020-029
 S.P. 197-020-002
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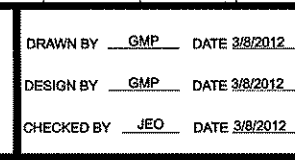
CSAH 17
 CROSS SECTIONS
 STA 239+50.00 TO 240+50.00
 Sheet 314 of 366 Sheets



NO	DATE	BY	CKD	APPR	REVISION

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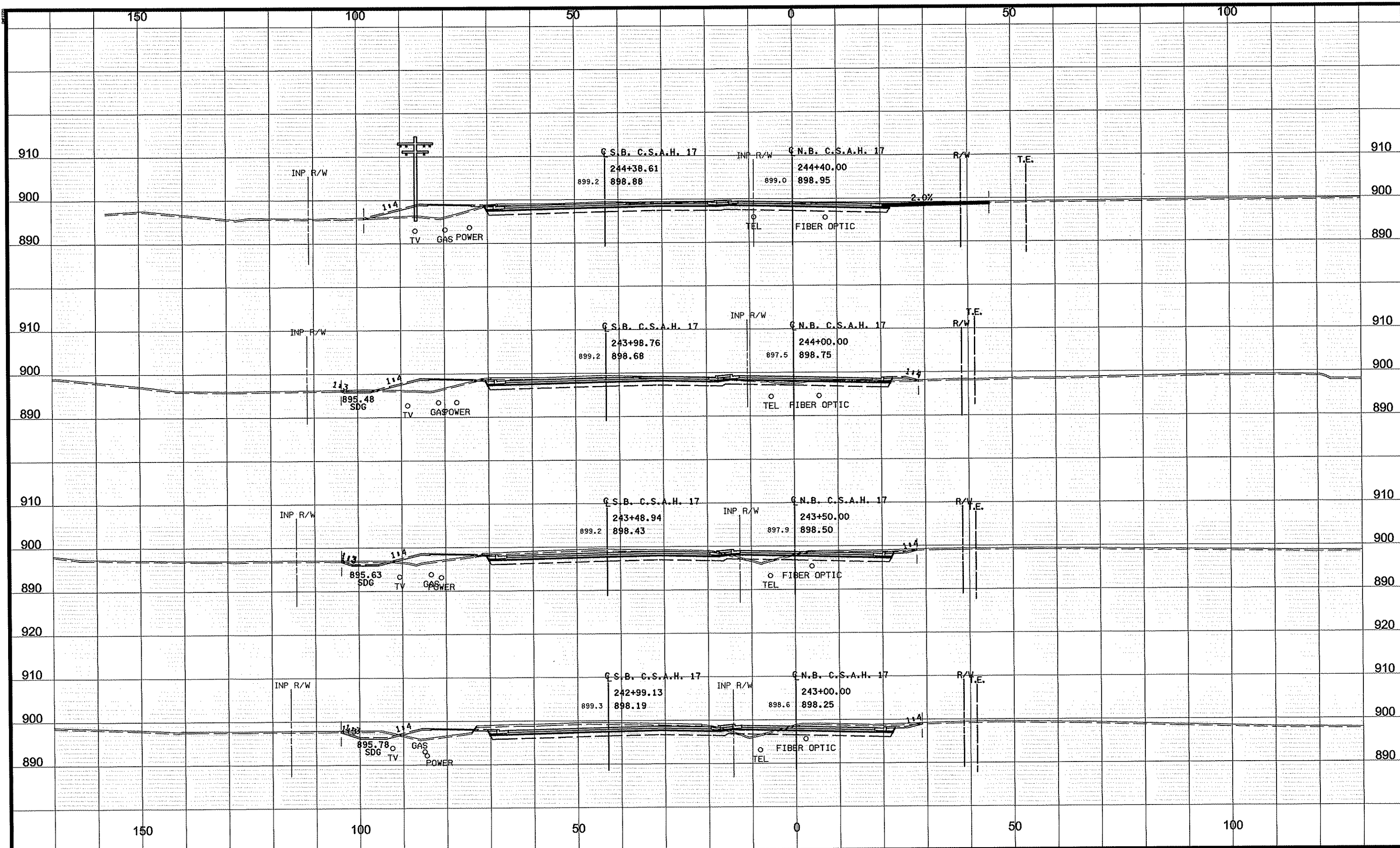
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DESIGN BY	GMP	DATE	3/8/2012
CHECKED BY	JEO	DATE	3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

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CSAH 17
 CROSS SECTIONS
 STA 241+00.00 TO 242+50.00
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NO	DATE	BY	CKD	APPR	REVISION

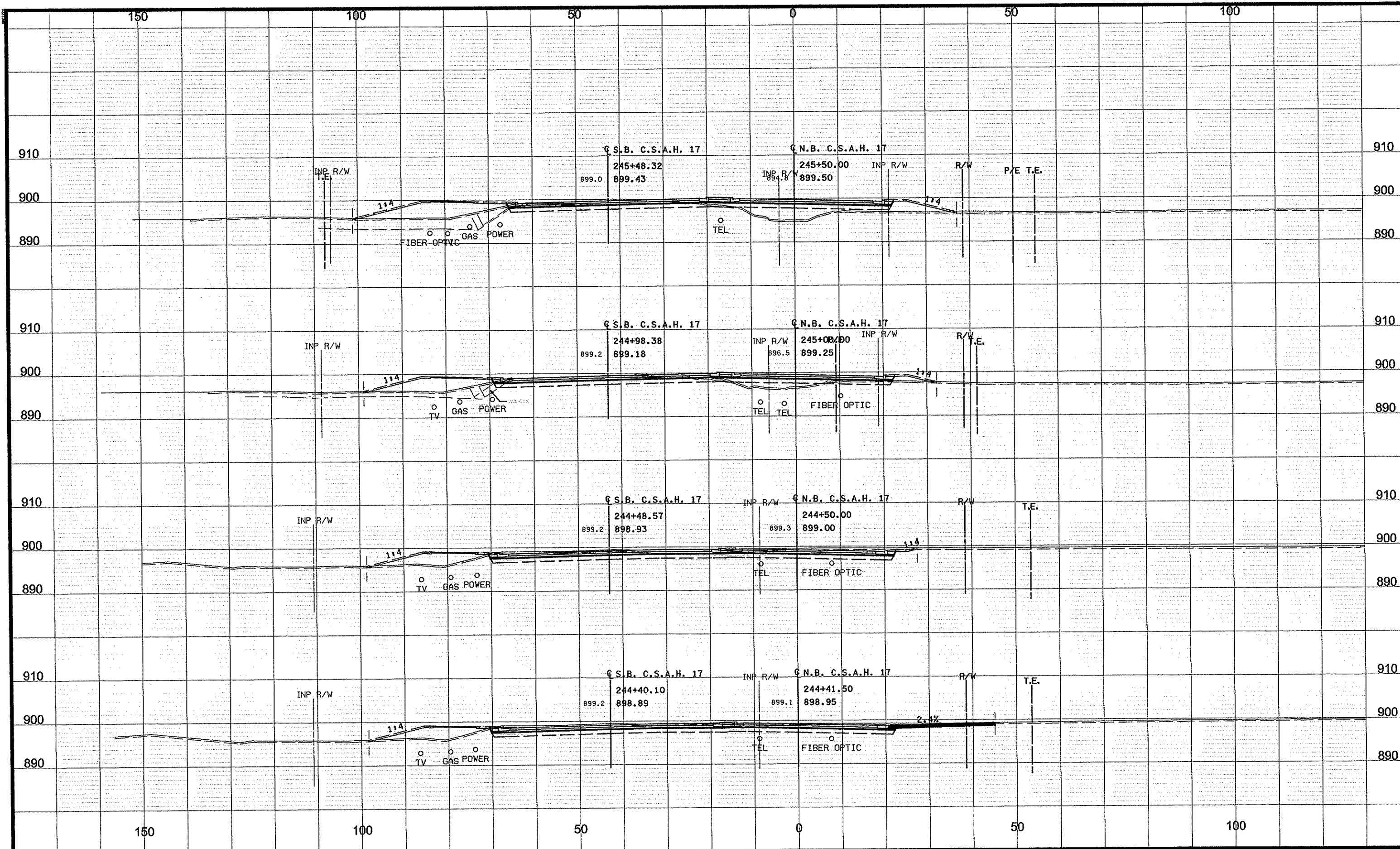
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 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



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CSAH 17
 CROSS SECTIONS
 STA 243+00.00 TO 244+40.00
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NO	DATE	BY	CHKD	APPR	REVISION

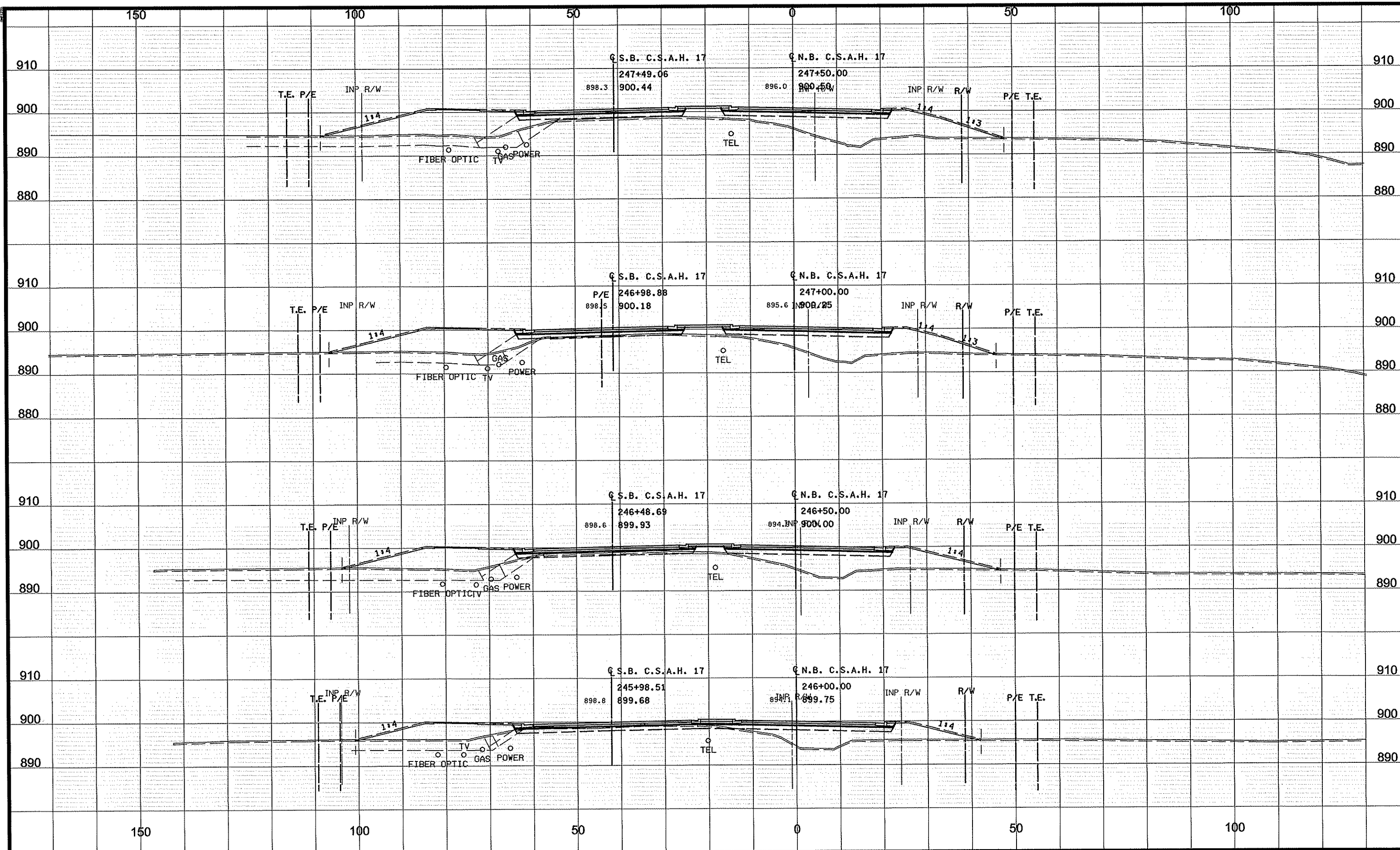
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 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



S.P. 002-617-018
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CSAH 17
 CROSS SECTIONS
 STA 244+41.50 TO 245+50.00
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NO	DATE	BY	CKD	APPR	REVISION
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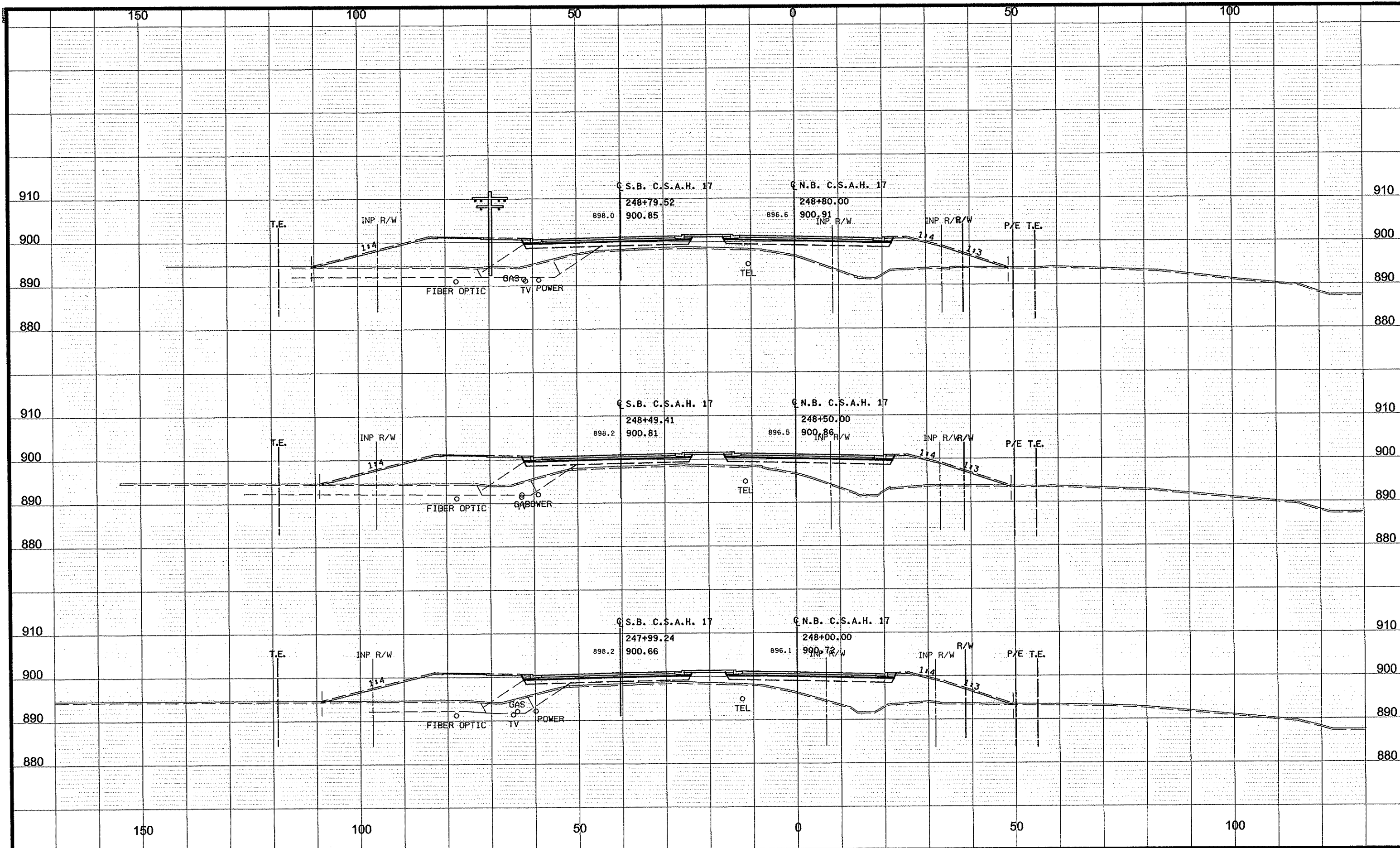
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 CHECKED BY JEO DATE 3/8/2012



ANOKA COUNTY
HIGHWAY DEPT.

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CSAH 17
 CROSS SECTIONS
 STA 246+00.00 TO 247+50.00
 Sheet 318 of 366 Sheets



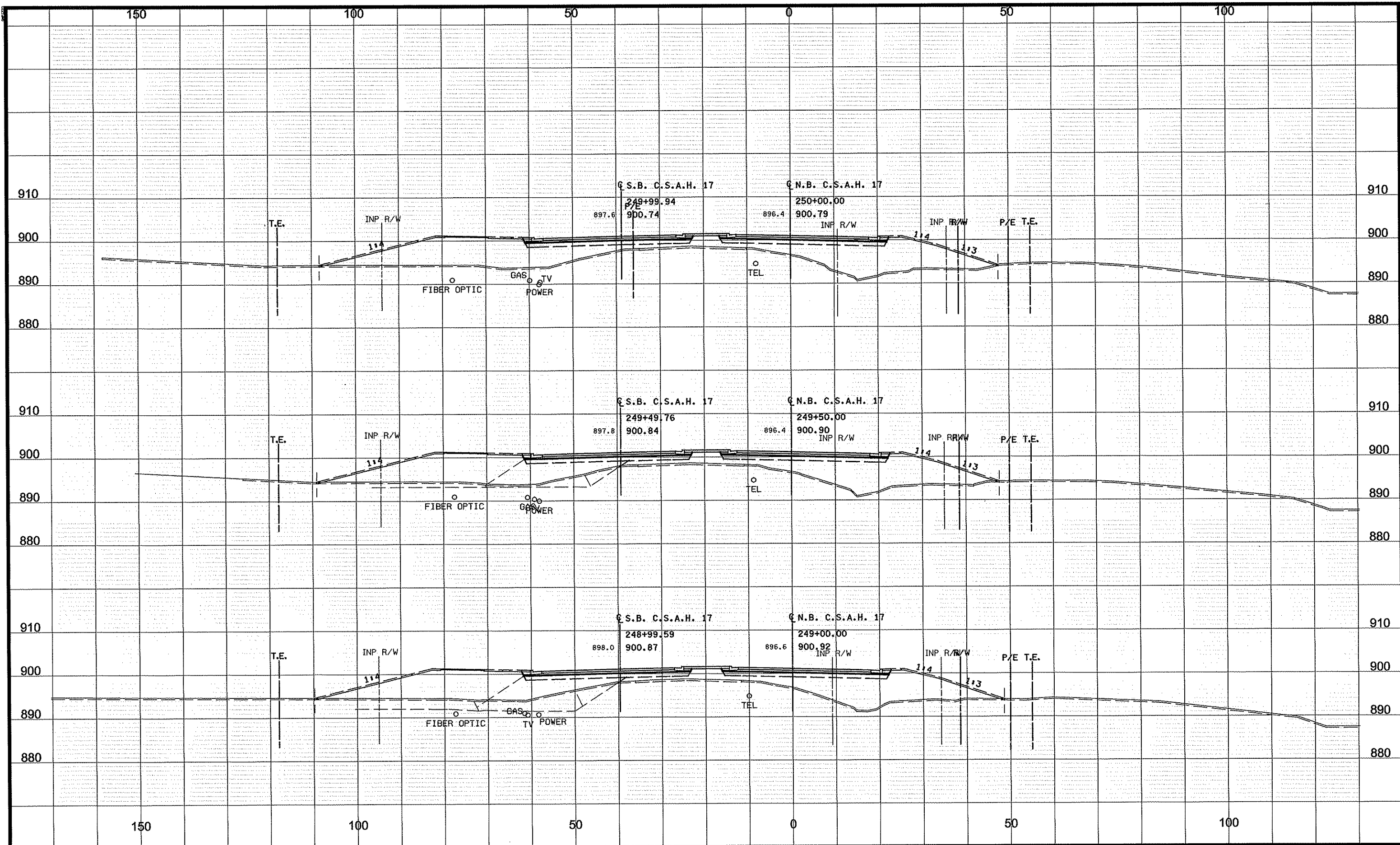
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DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



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CSAH 17
 CROSS SECTIONS
 STA 248+00.00 TO 248+80.00
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NO	DATE	BY	CHKD	APPR	REVISION

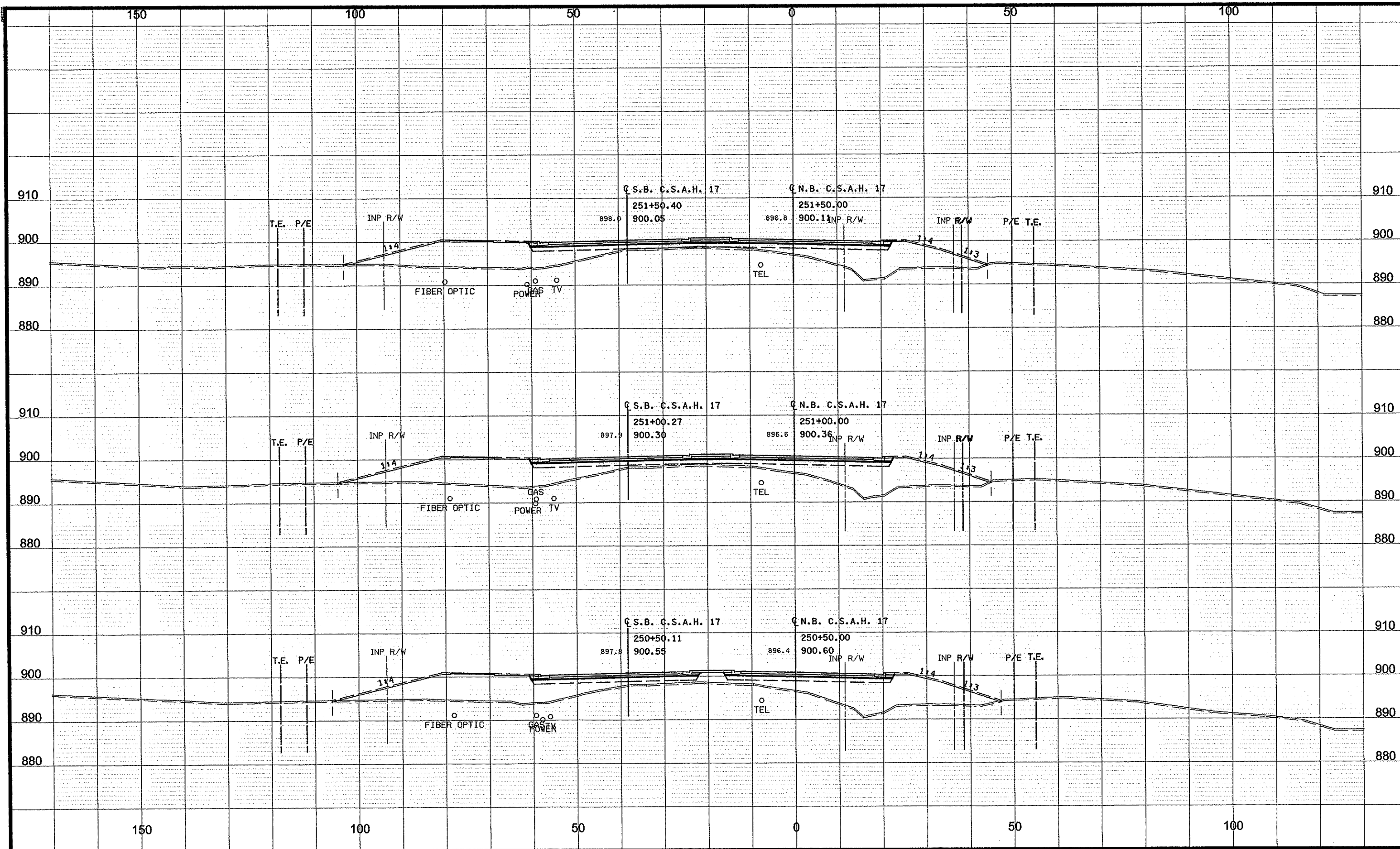
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DRAWN BY GMP DATE 3/8/2012
 DESIGN BY GMP DATE 3/8/2012
 CHECKED BY JEO DATE 3/8/2012



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CSAH 17
 CROSS SECTIONS
 STA 249+00.00 TO 250+00.00
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NO	DATE	BY	CKD	APPR	REVISION

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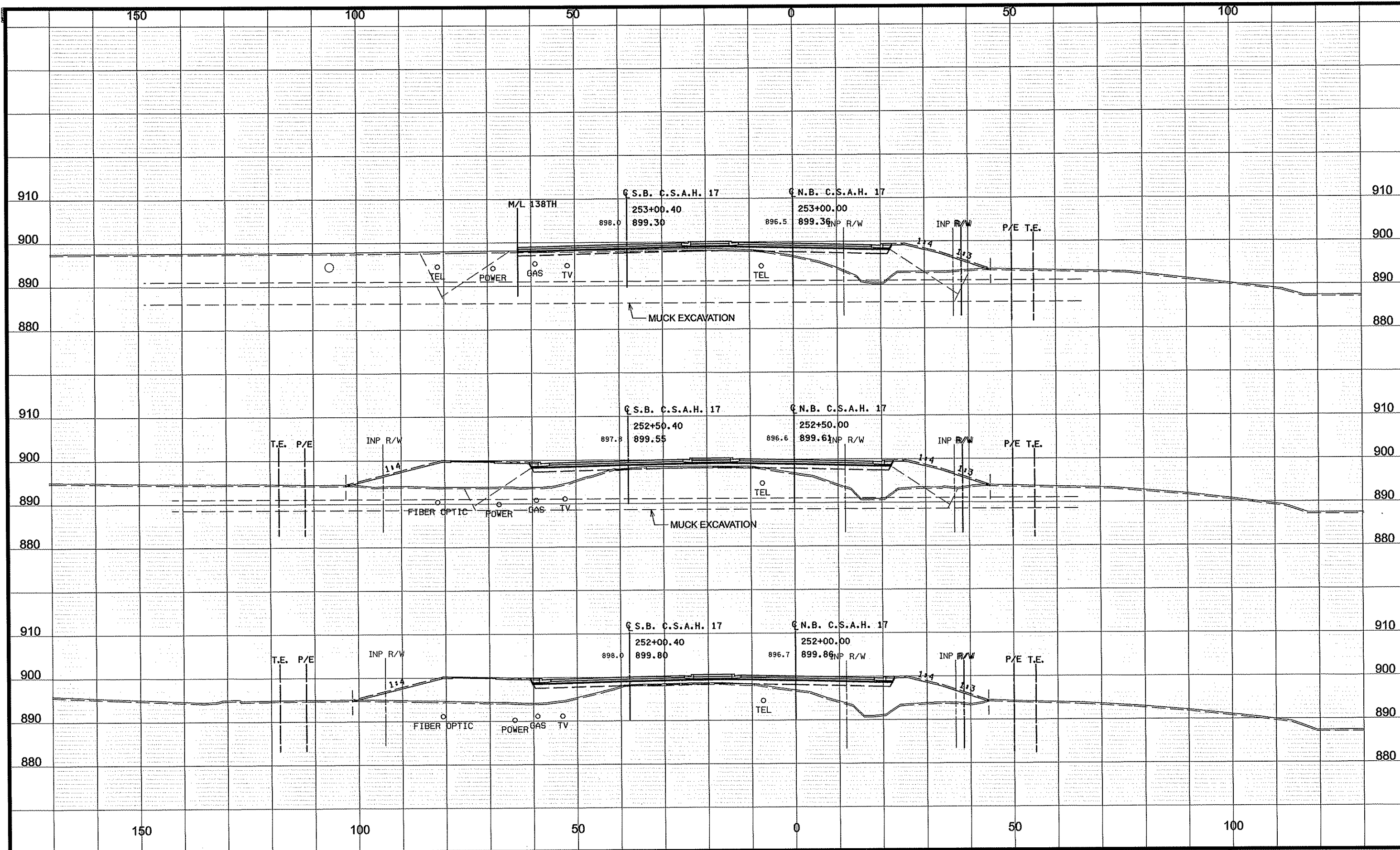
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 DESIGN BY GMP DATE 3/8/2012
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 CROSS SECTIONS
 STA 250+50.00 TO 251+50.00
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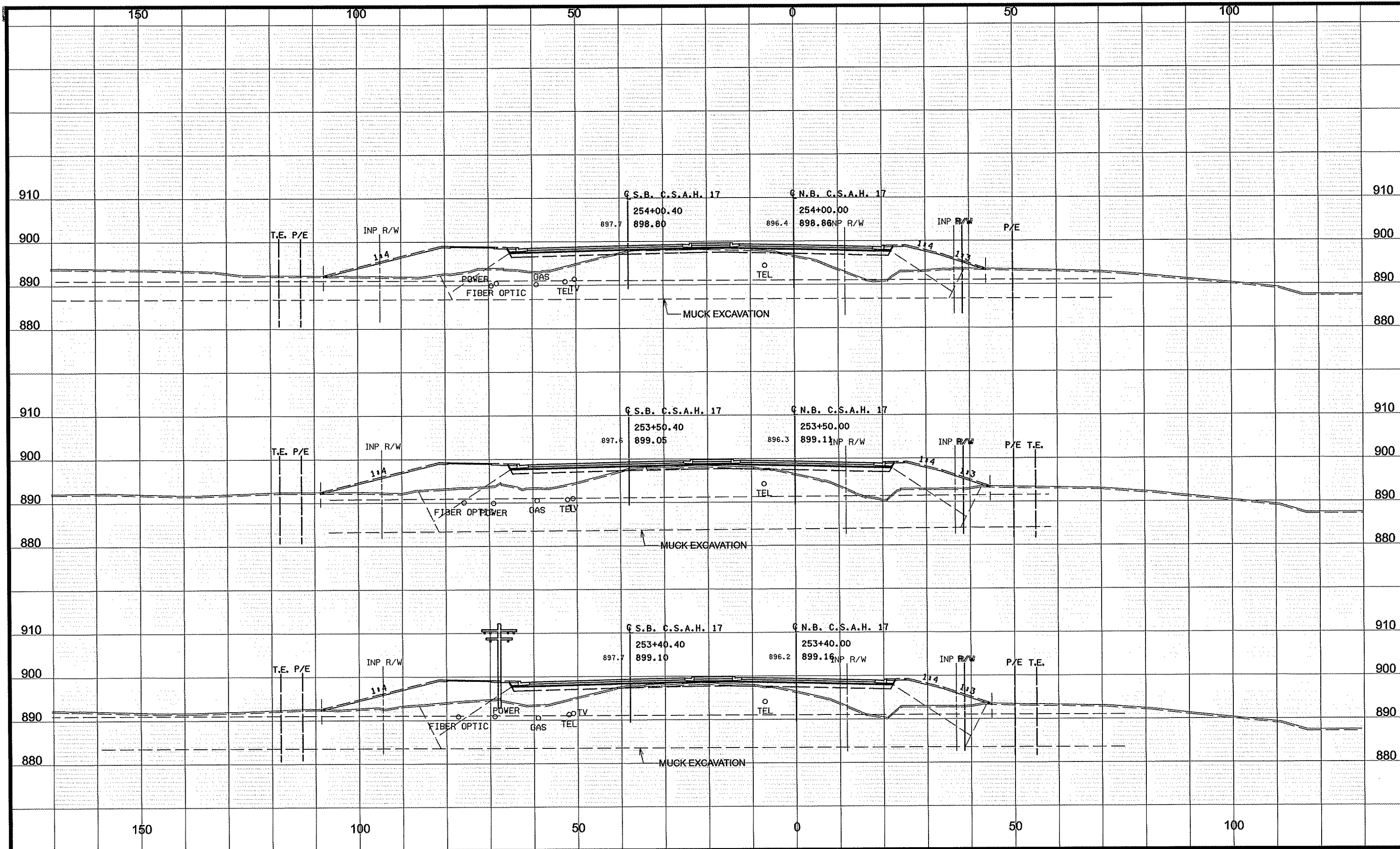
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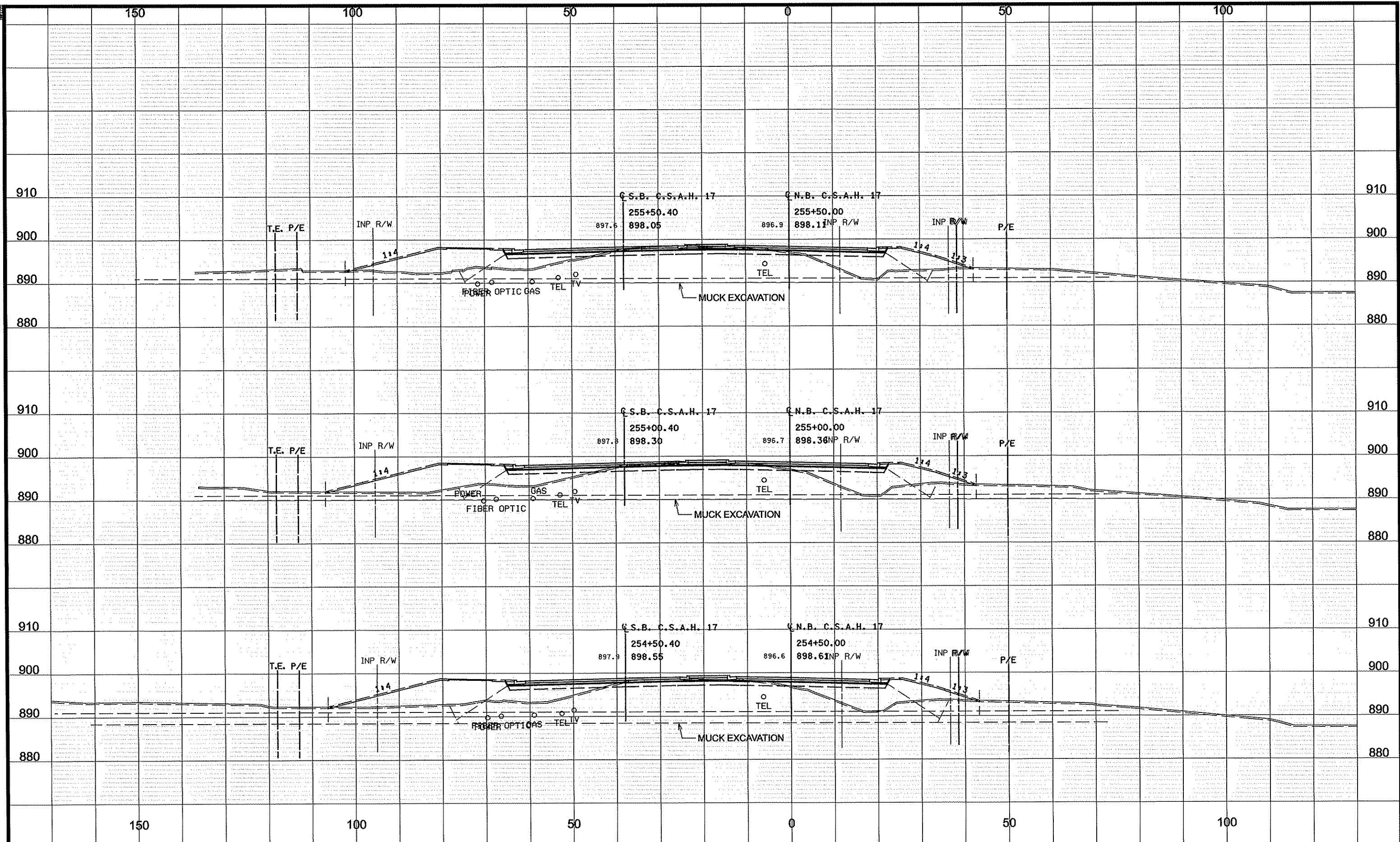
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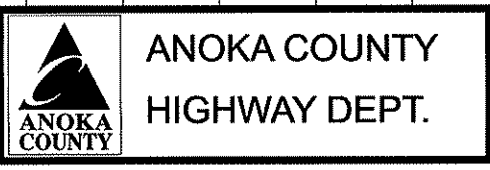
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CSAH 17
 CROSS SECTIONS
 STA 253+40.00 TO 254+00.00
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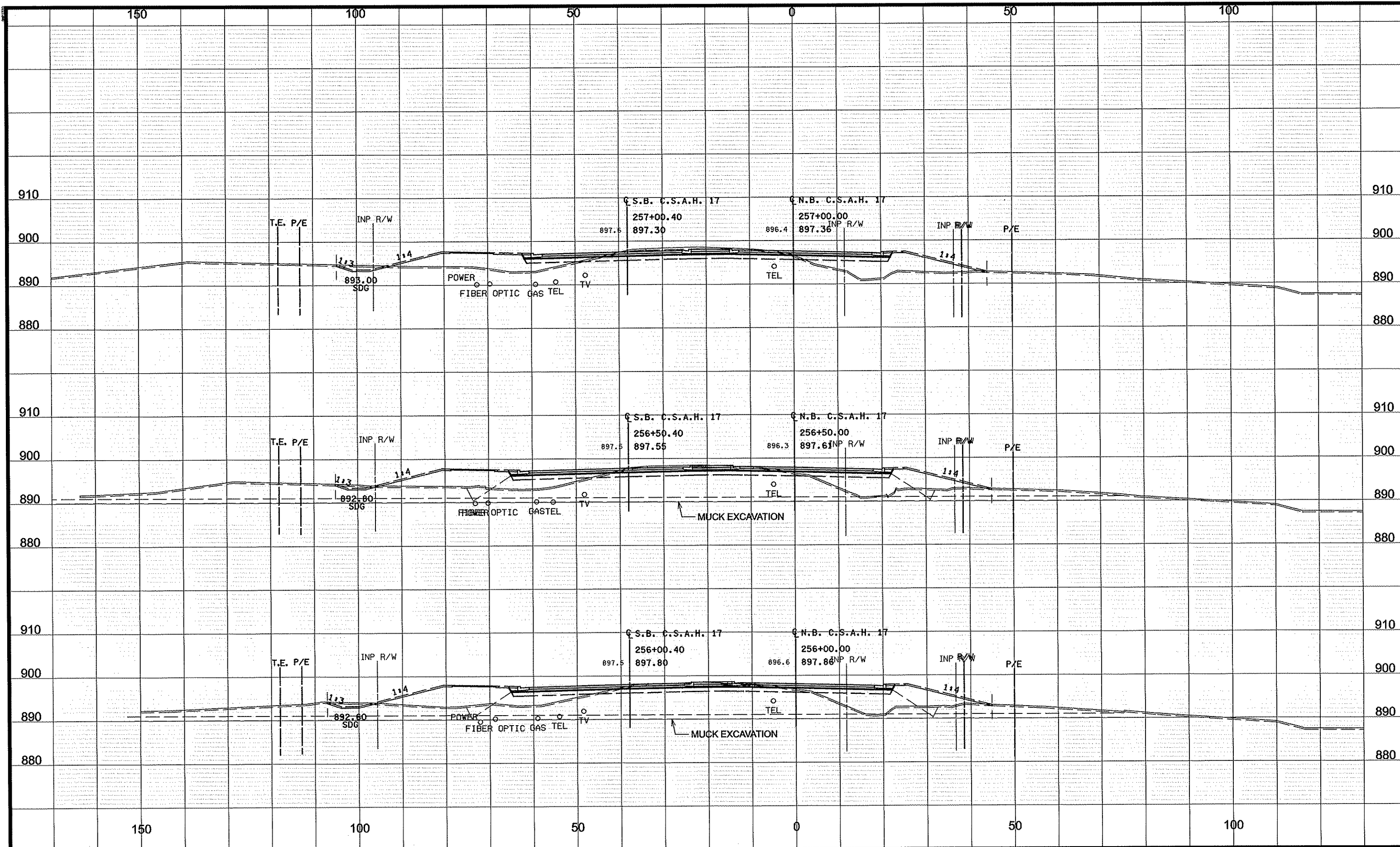


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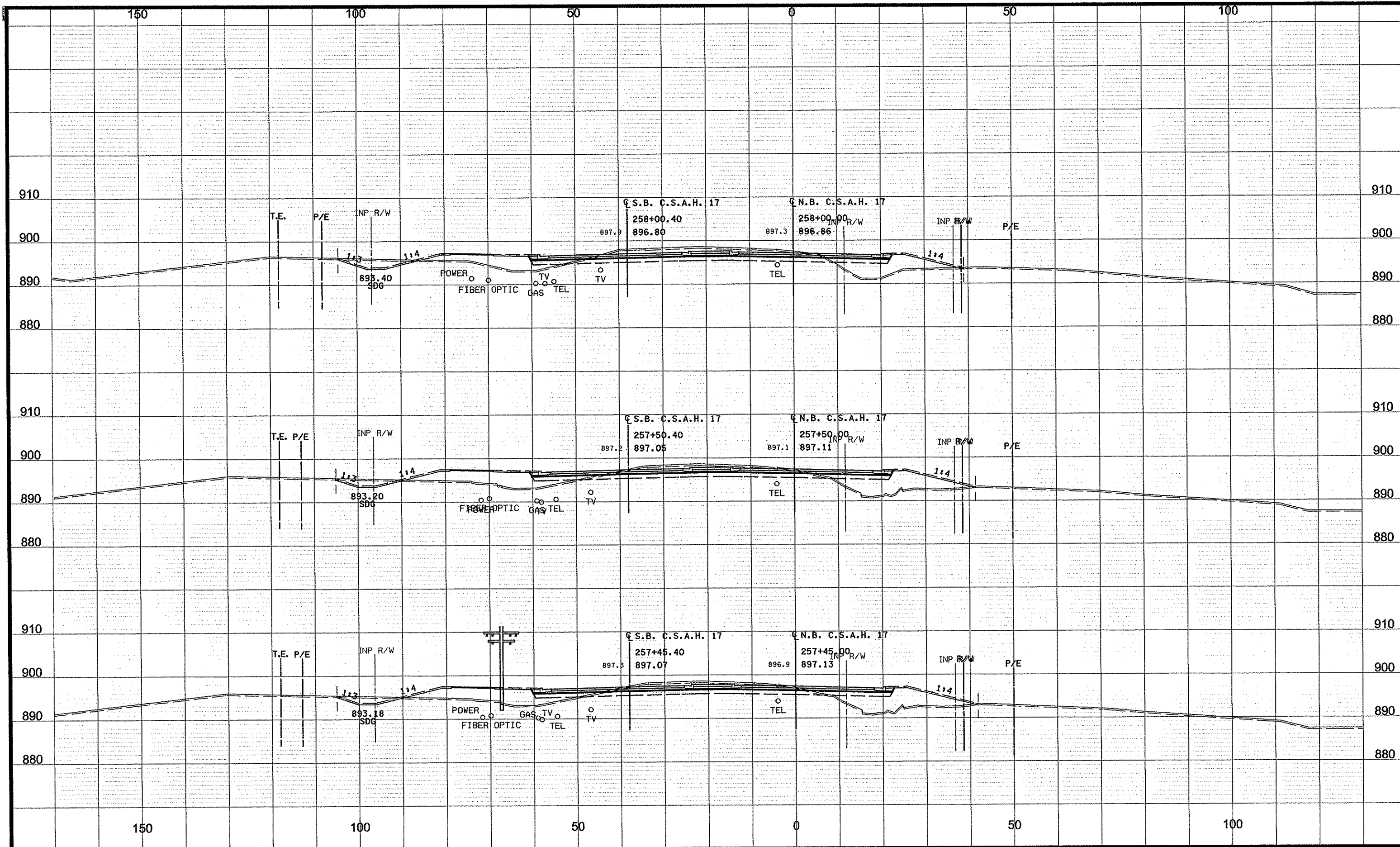
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CSAH 17
 CROSS SECTIONS
 STA 256+00.00 TO 257+00.00
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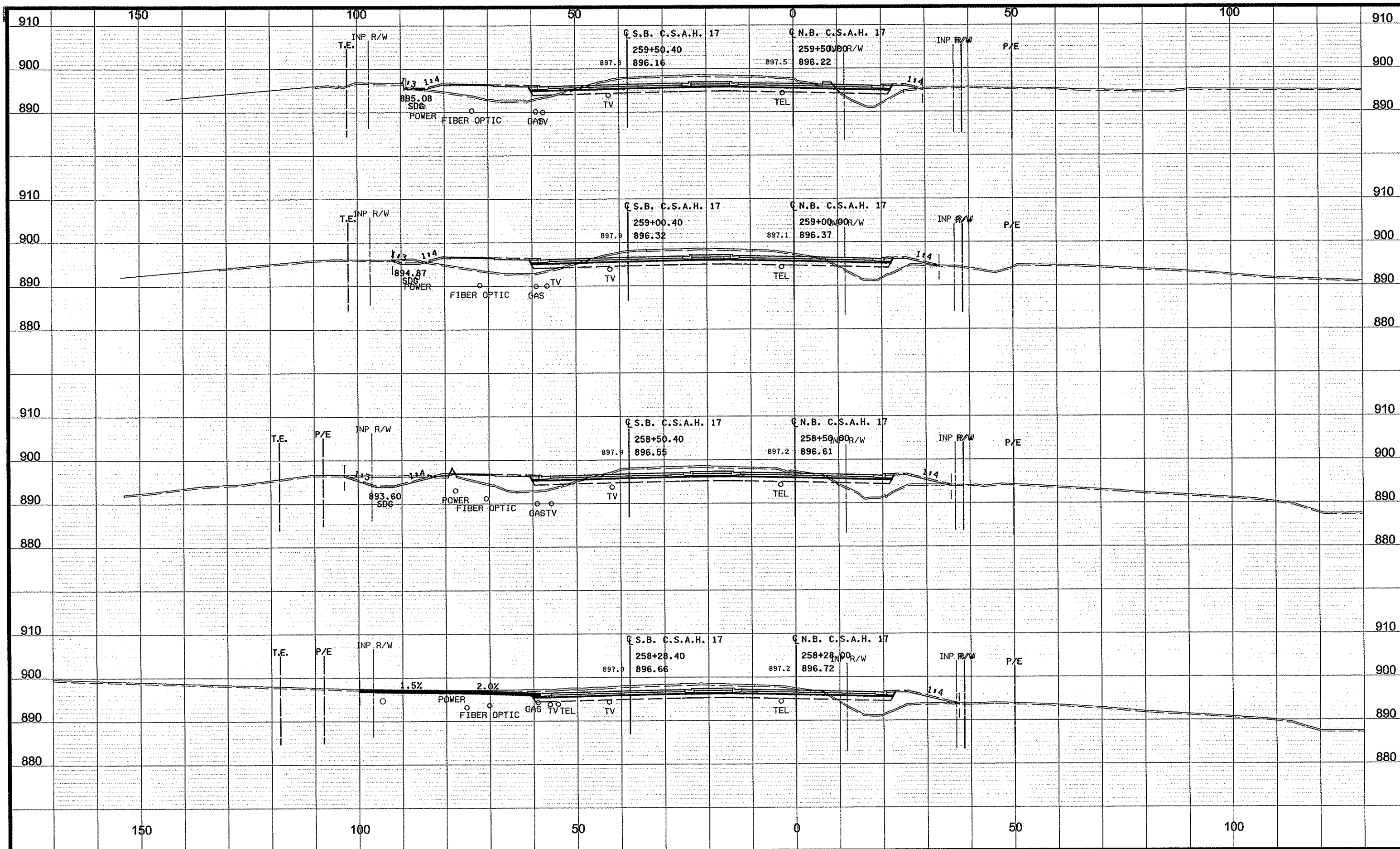
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CSAH 17
 CROSS SECTIONS
 STA 257+45.00 TO 258+00.00
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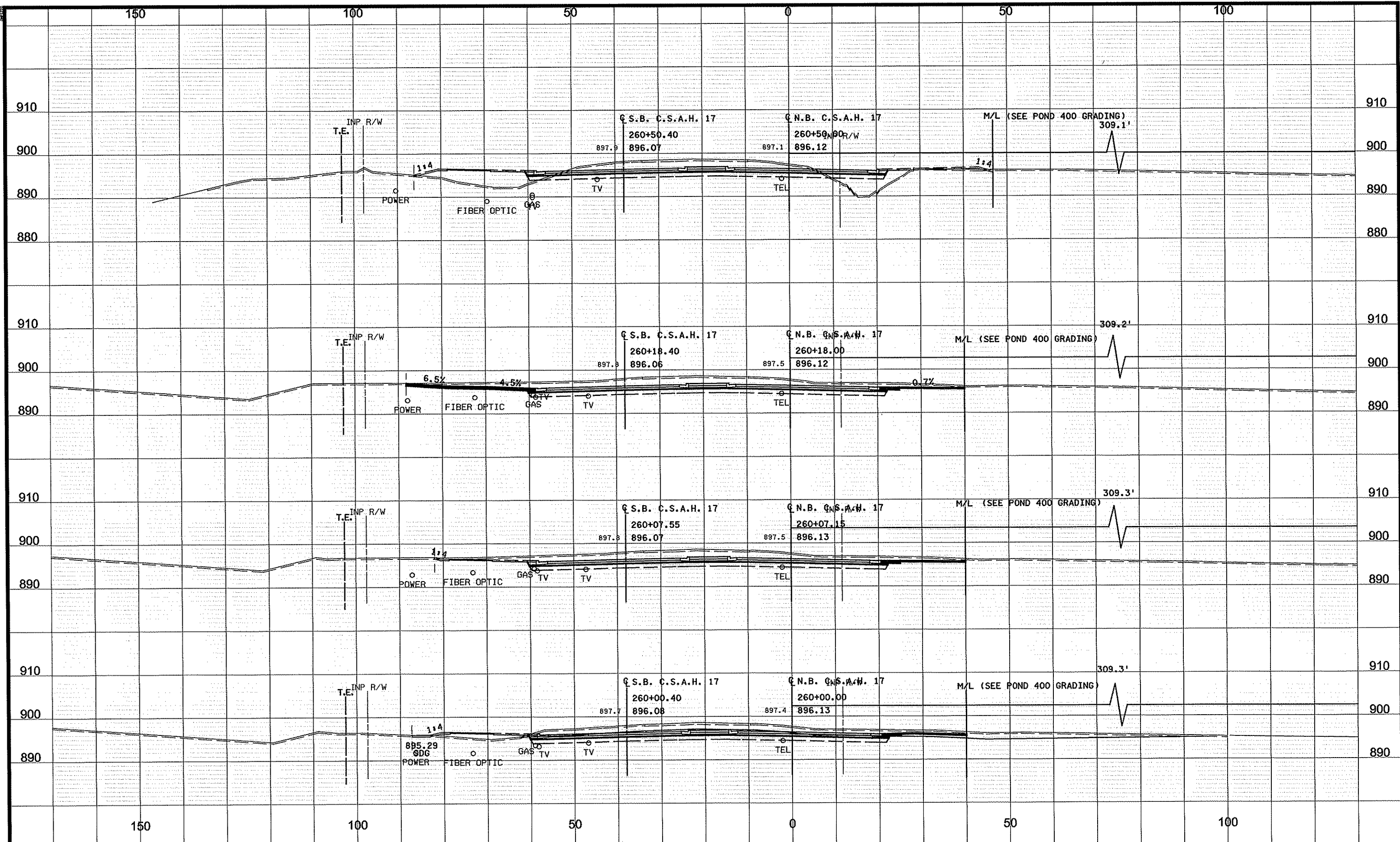
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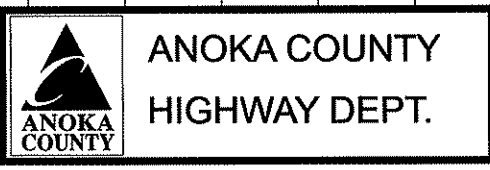
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CSAH 17
 CROSS SECTIONS
 STA 258+28.00 TO 259+50.00
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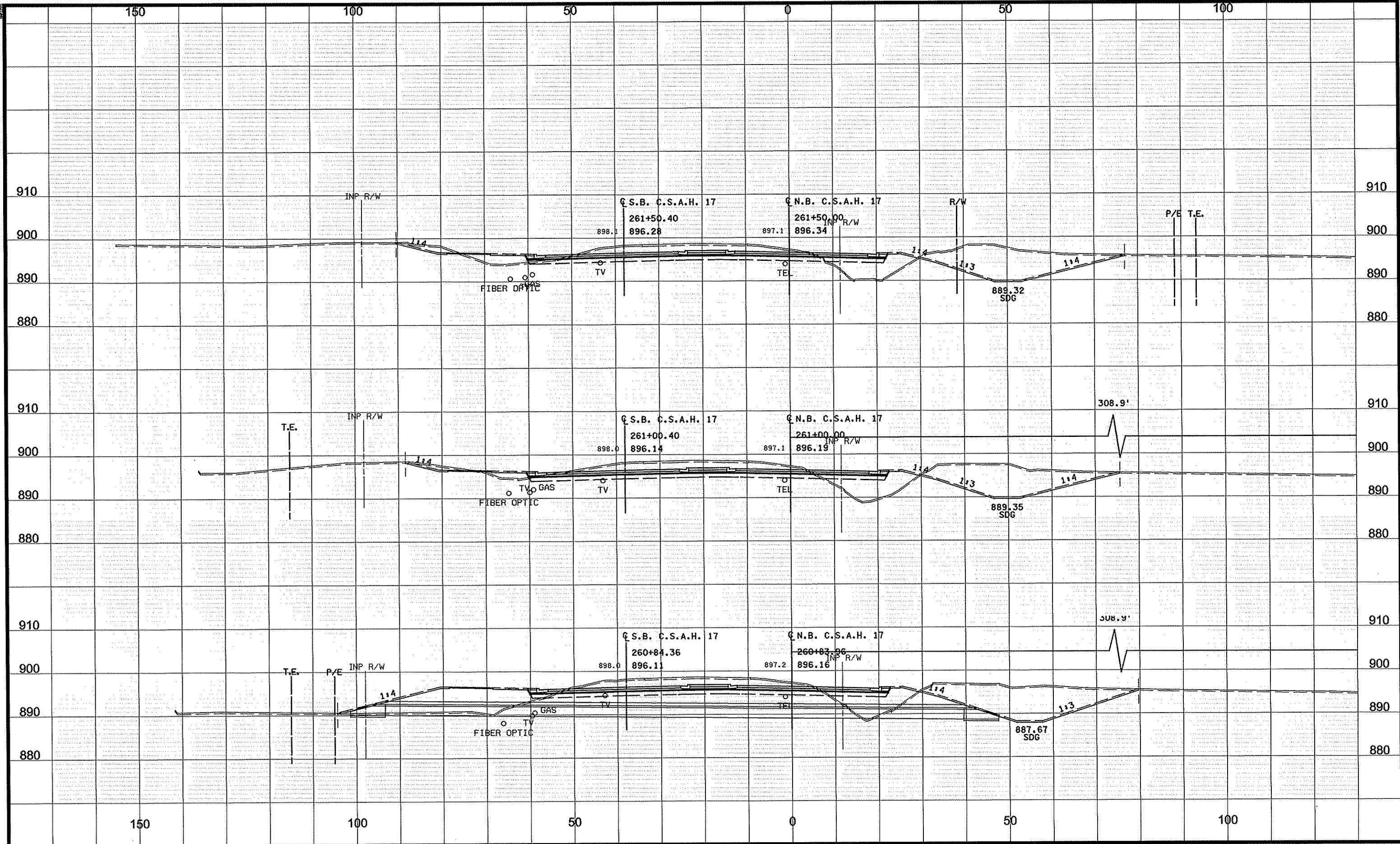


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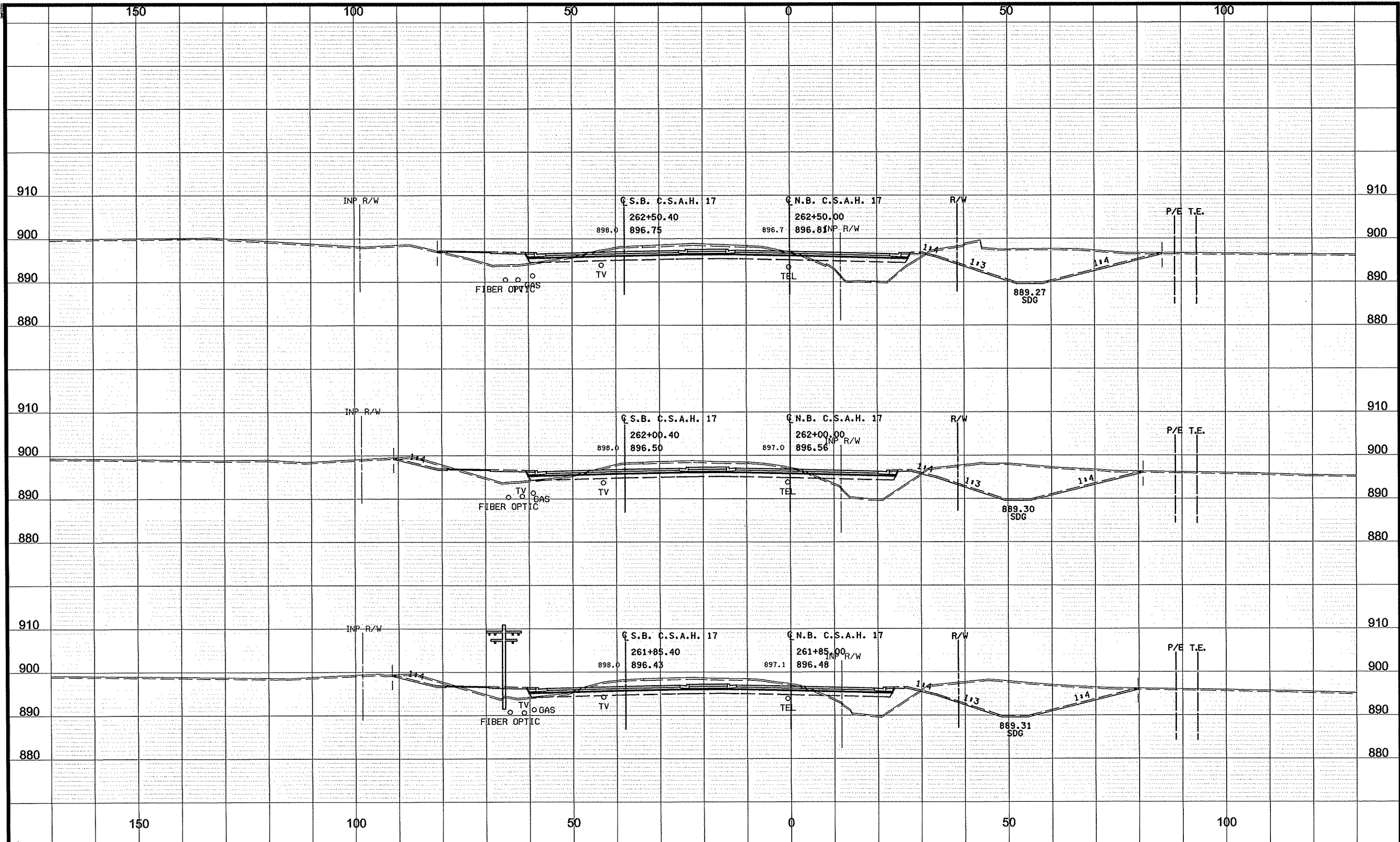
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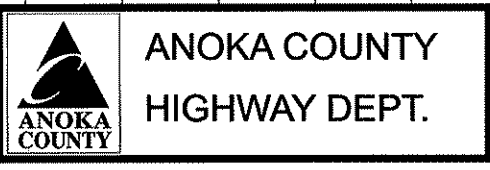
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 CROSS SECTIONS
 STA 260+83.96 TO 261+50.00
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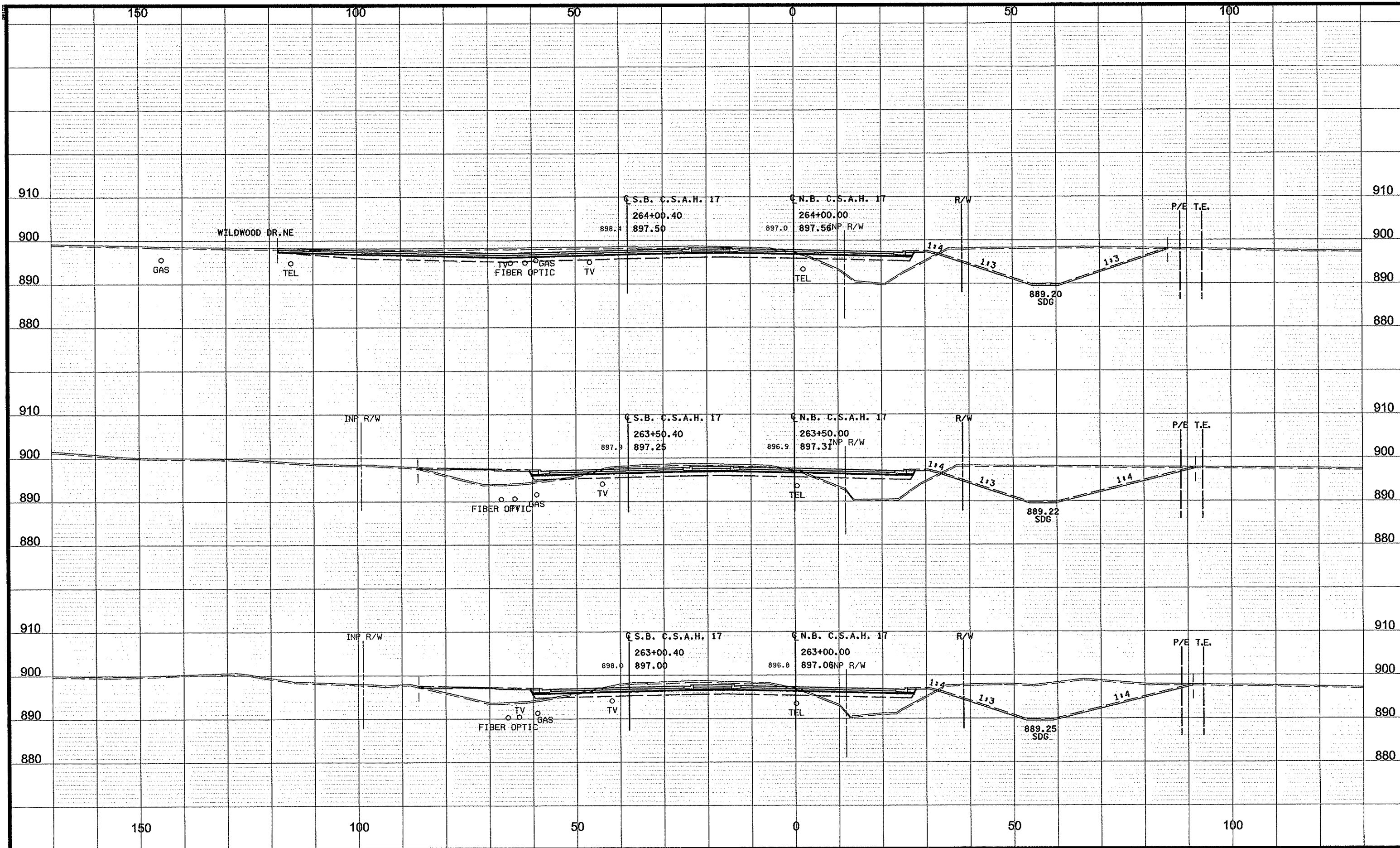
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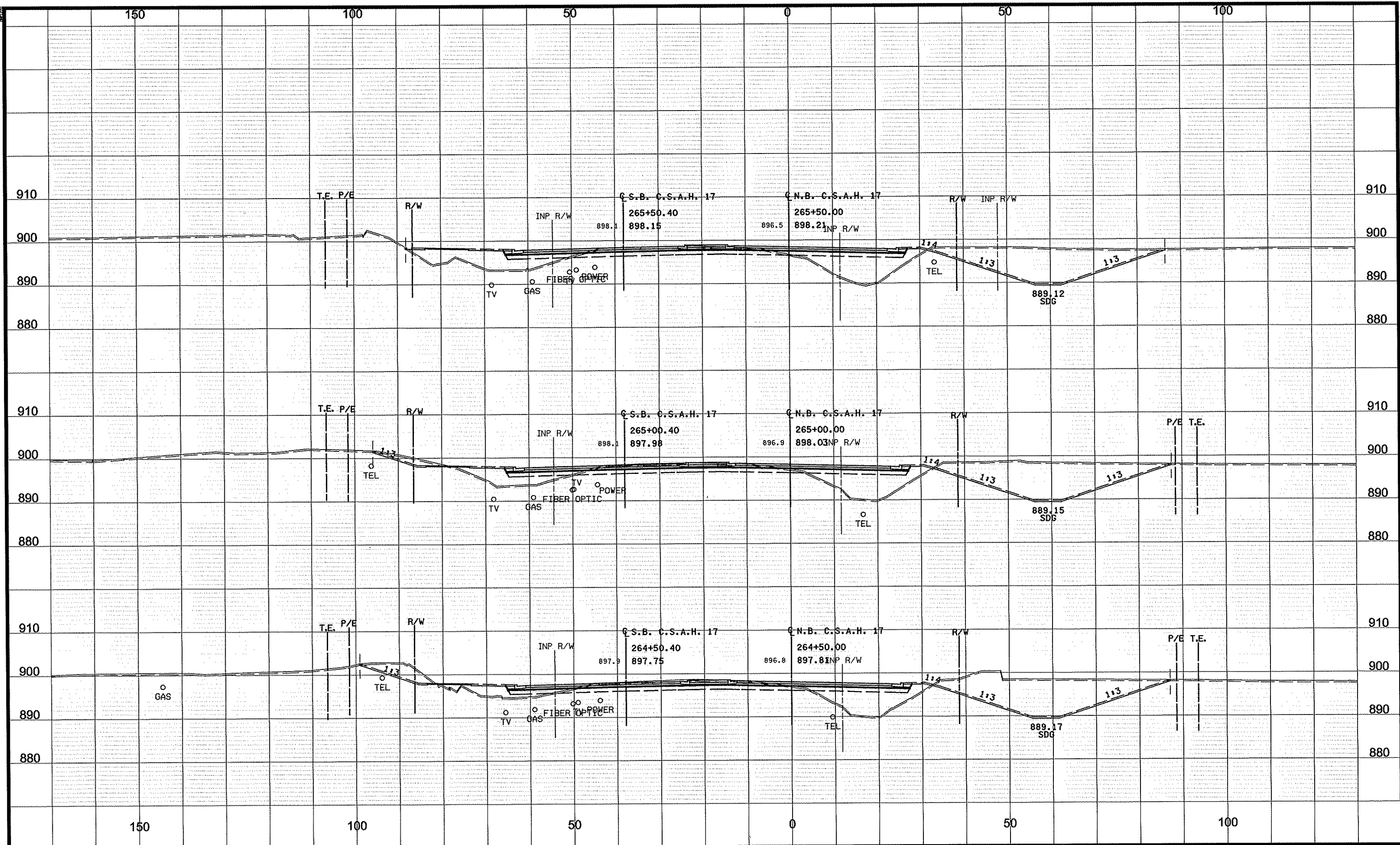
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 CROSS SECTIONS
 STA 263+00.00 TO 264+00.00
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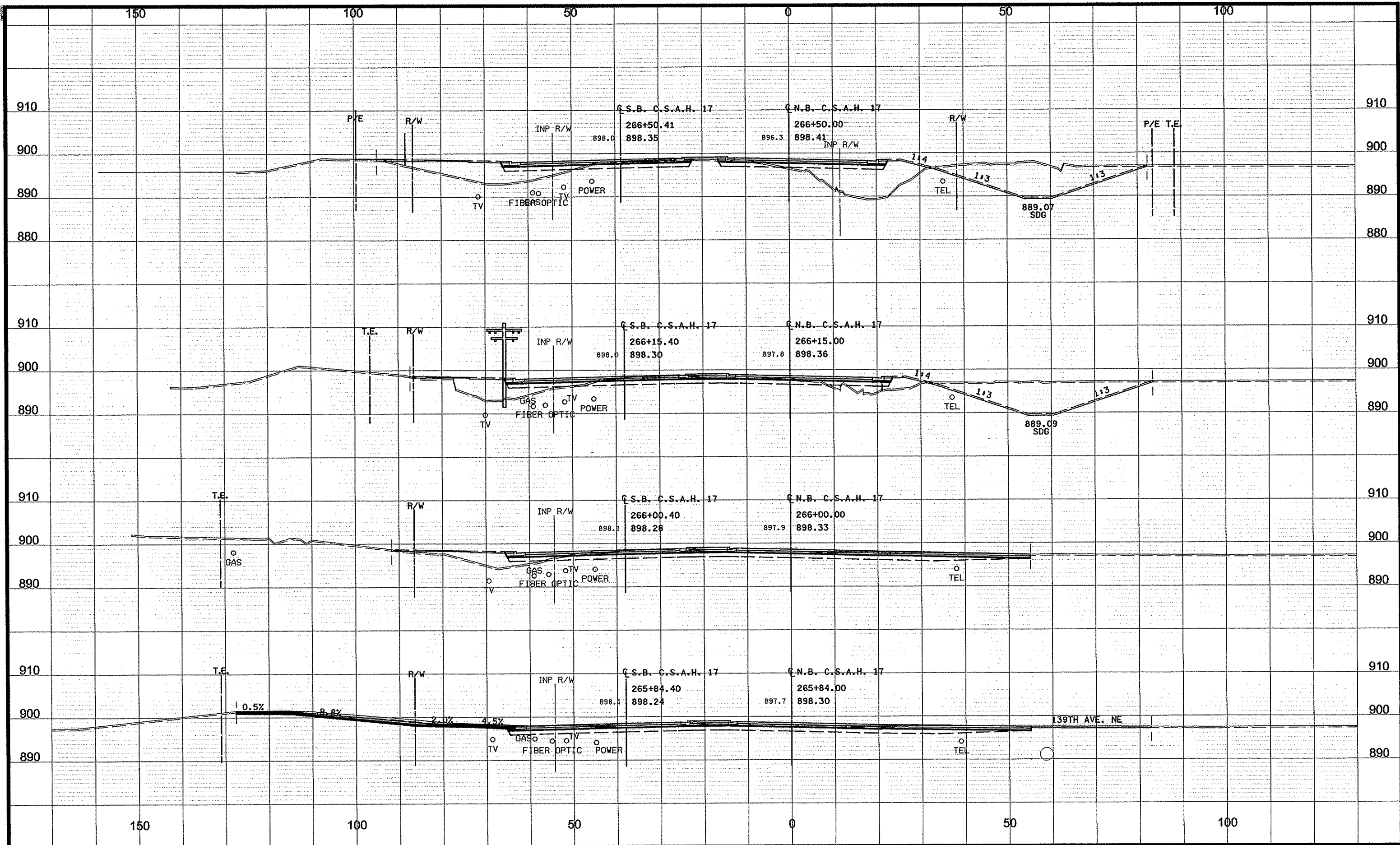
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 CROSS SECTIONS
 STA 264+50.00 TO 265+50.00
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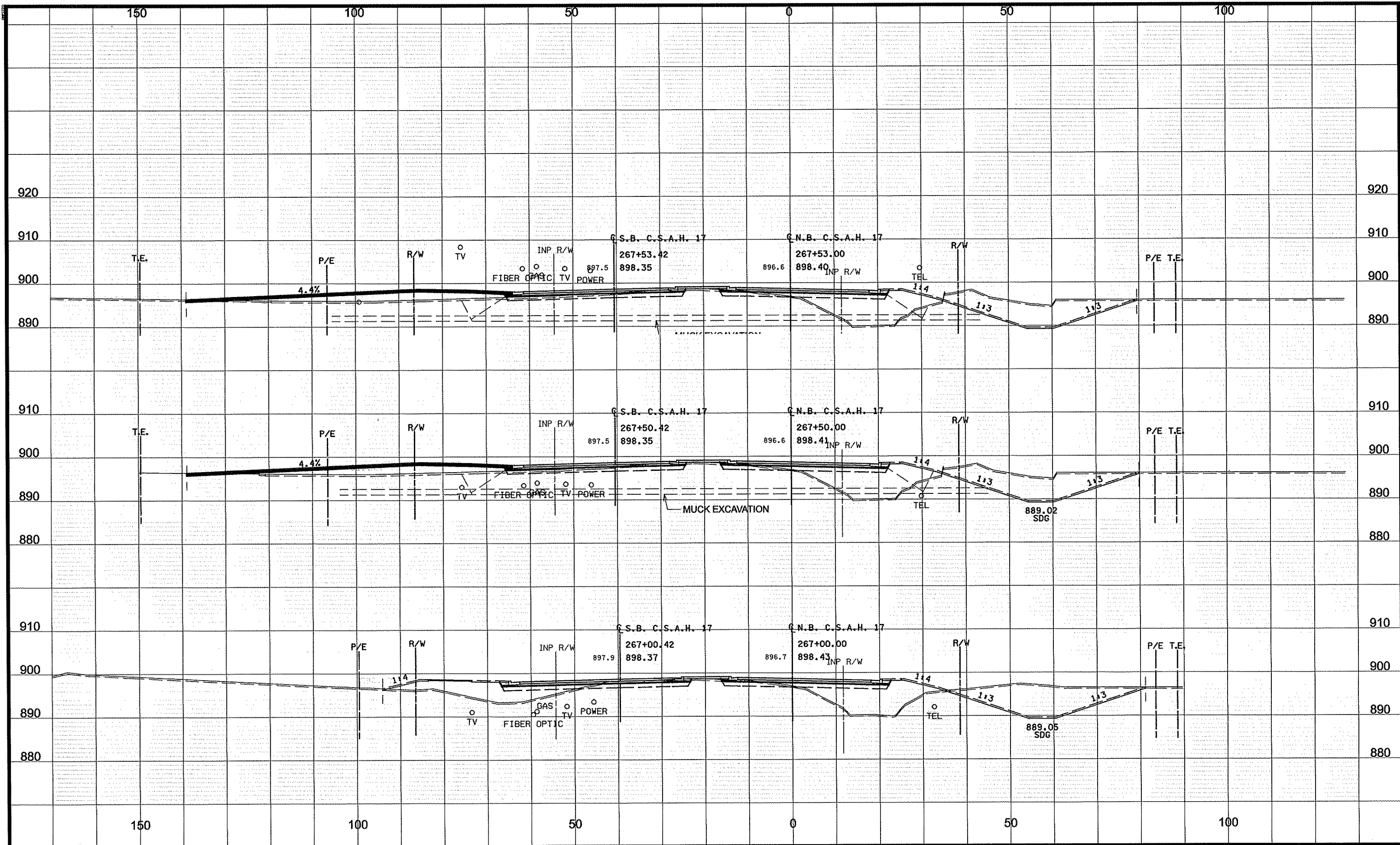
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 STA 265+84.00 TO 266+50.00
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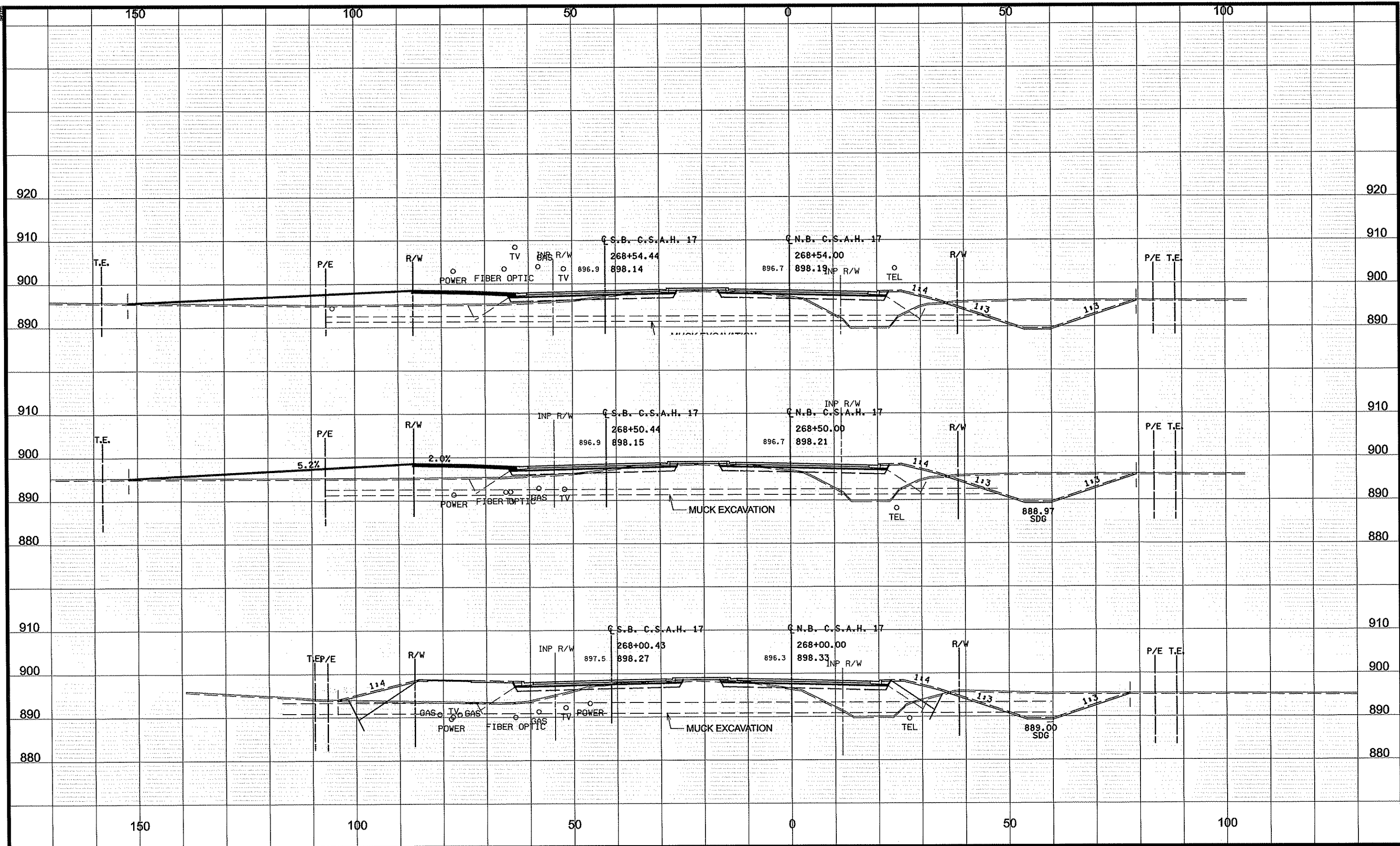
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CSAH 17
 CROSS SECTIONS
 STA 267+00.00 TO 267+53.00
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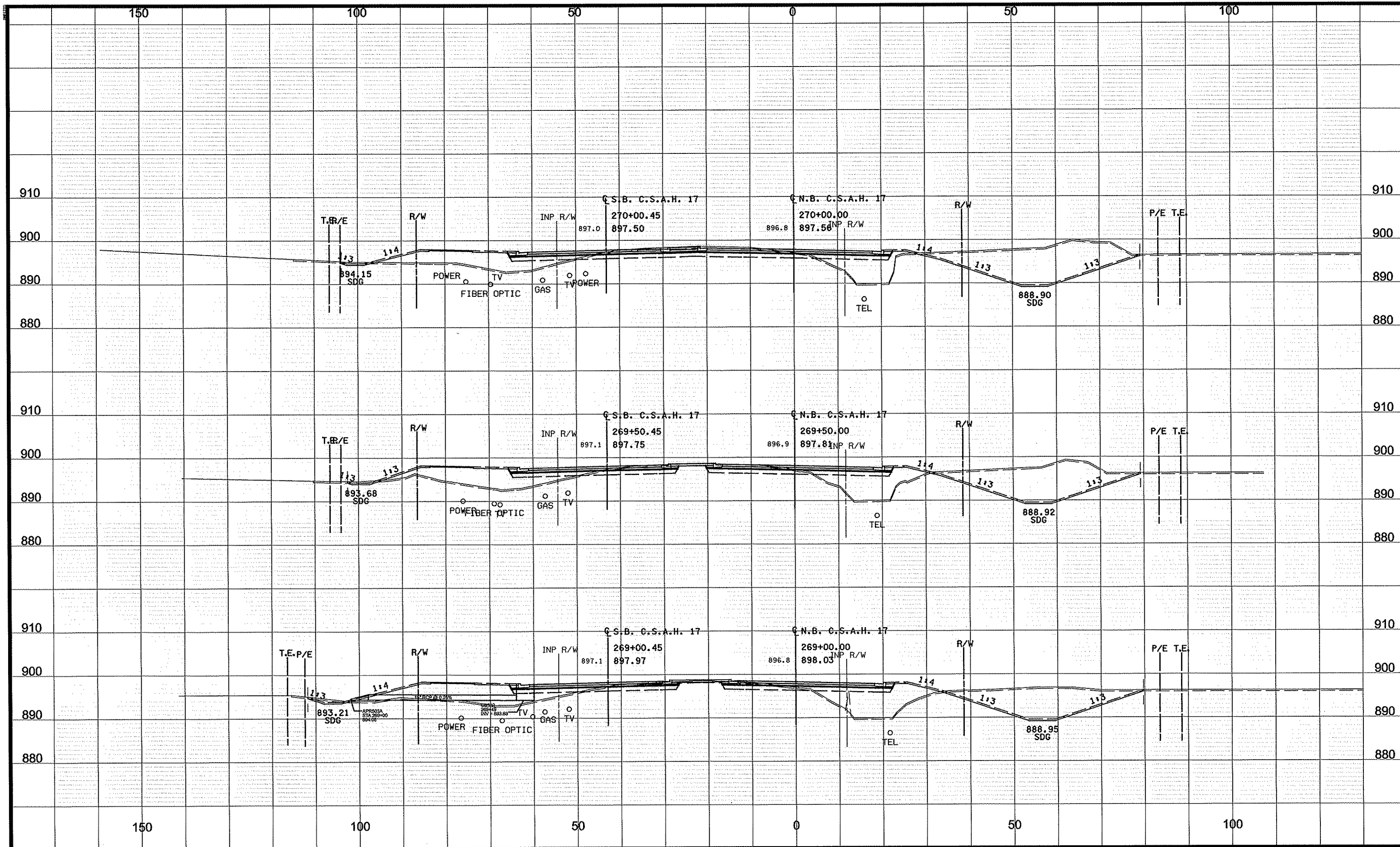
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CSAH 17
 CROSS SECTIONS
 STA 268+00.00 TO 268+54.00
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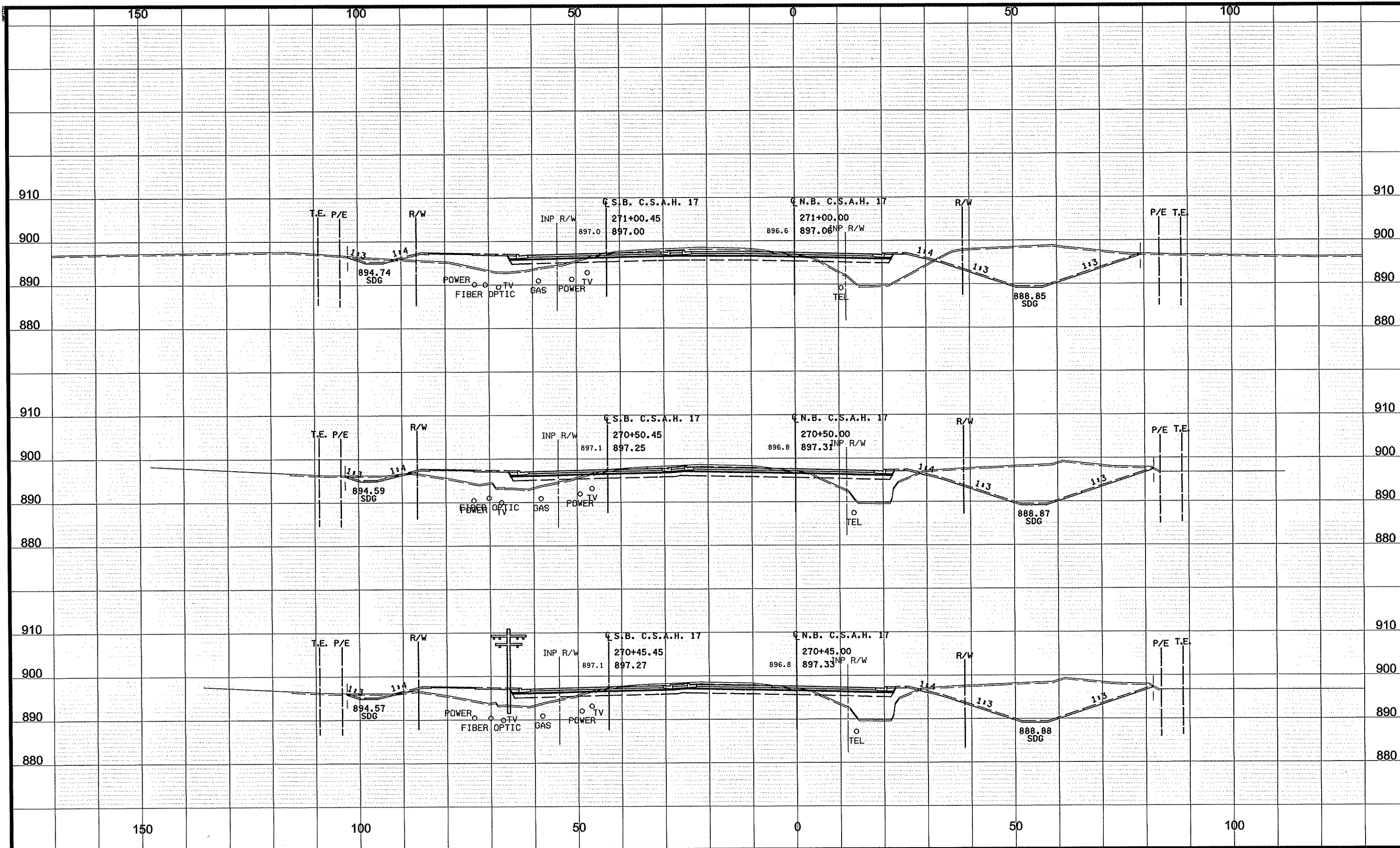
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 CROSS SECTIONS
 STA 269+00.00 TO 270+00.00
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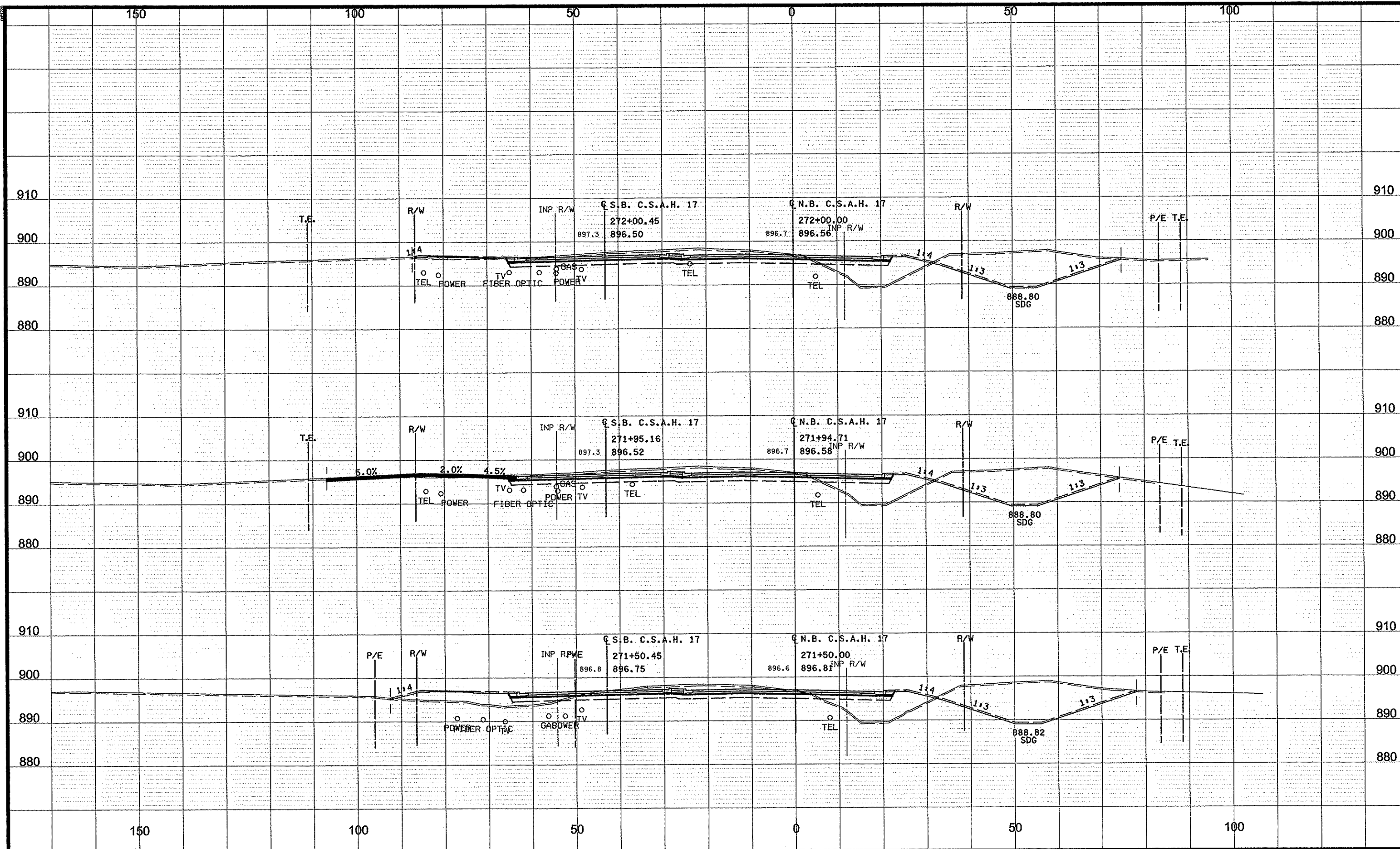
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CSAH 17
 CROSS SECTIONS
 STA 270+45.00 TO 271+00.00
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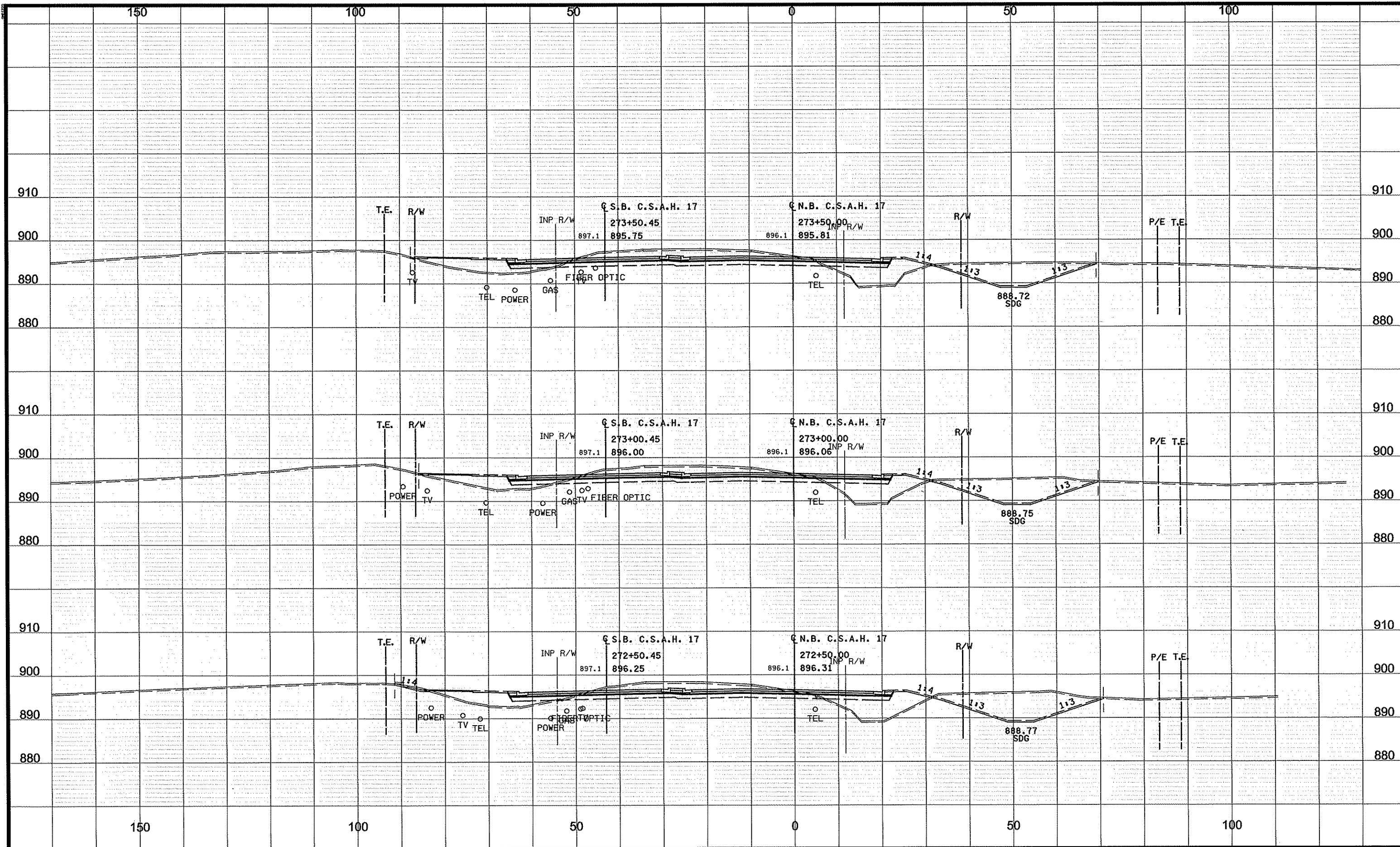
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 STA 271+50.00 TO 272+00.00
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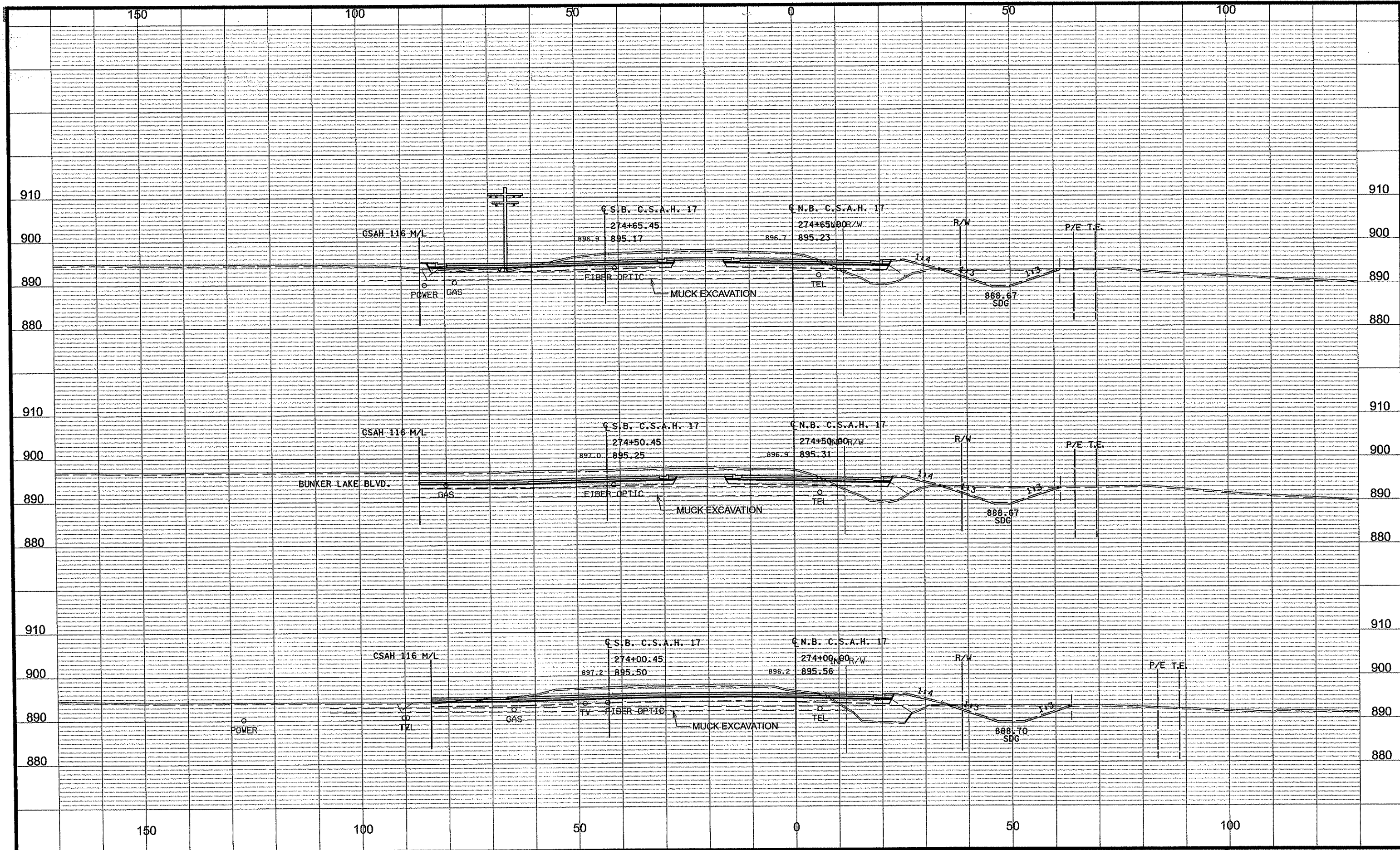
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 CROSS SECTIONS
 STA 272+50.00 TO 273+50.00
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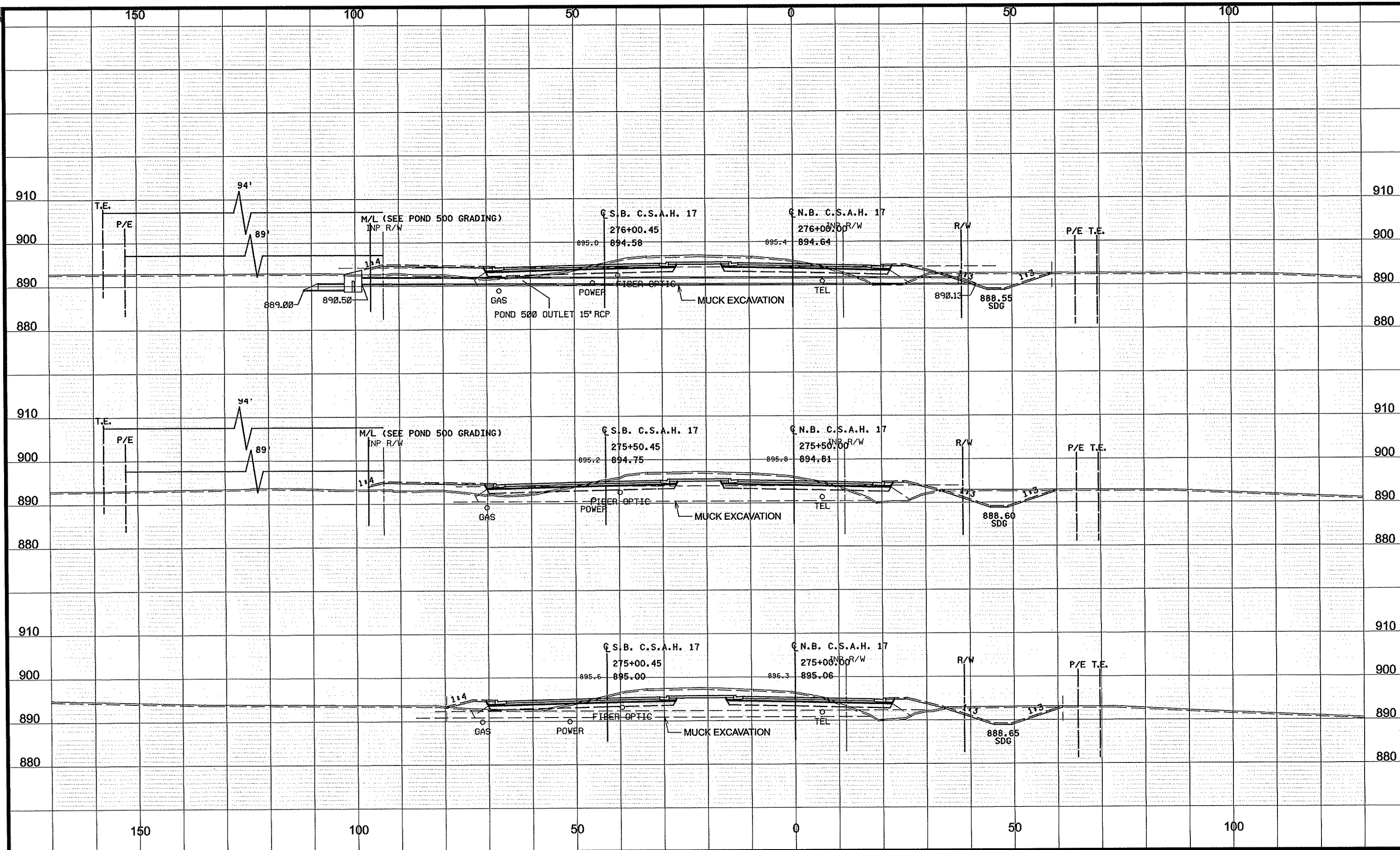
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 STA 274+00.00 TO 274+65.00
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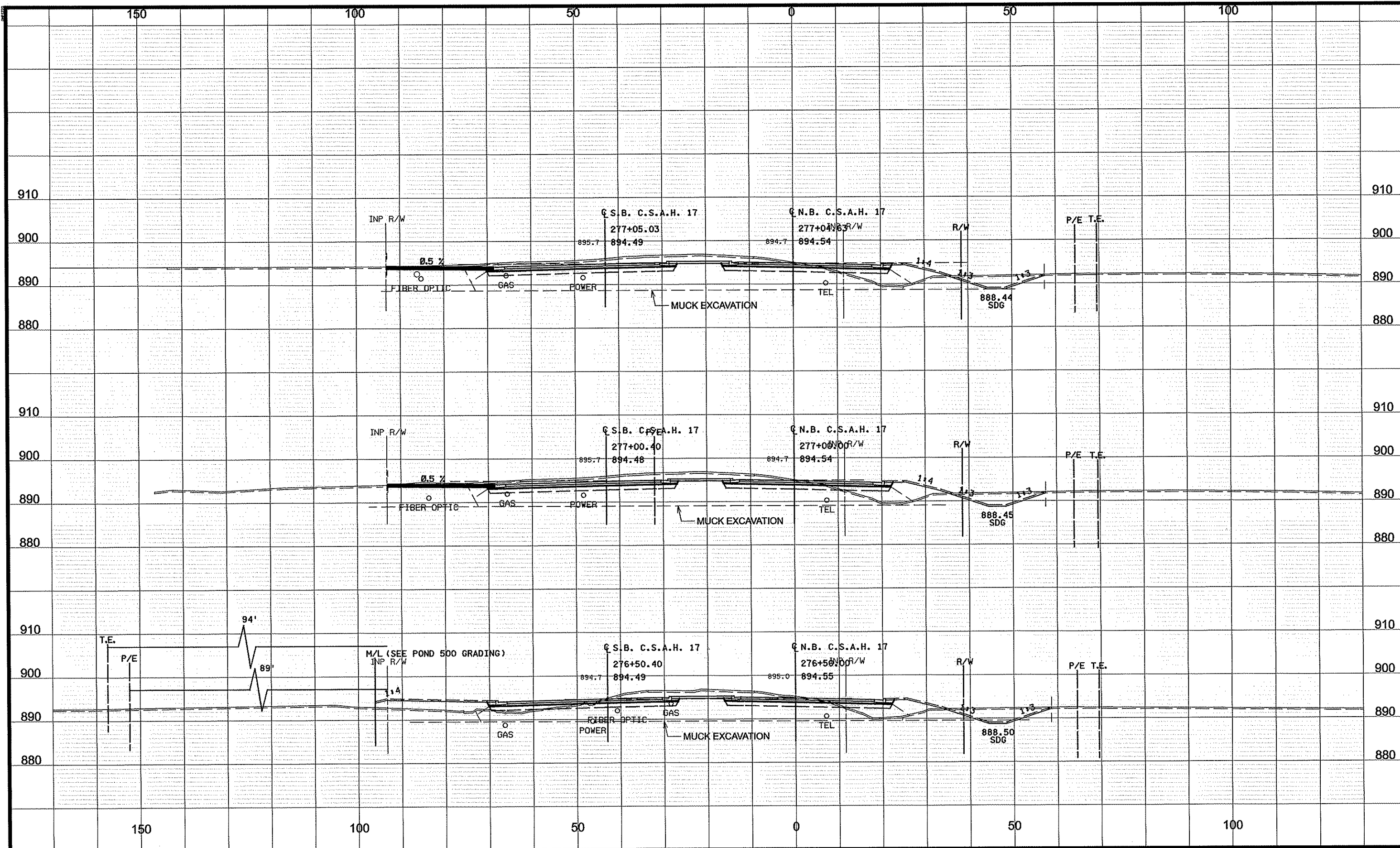
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CSAH 17
 CROSS SECTIONS
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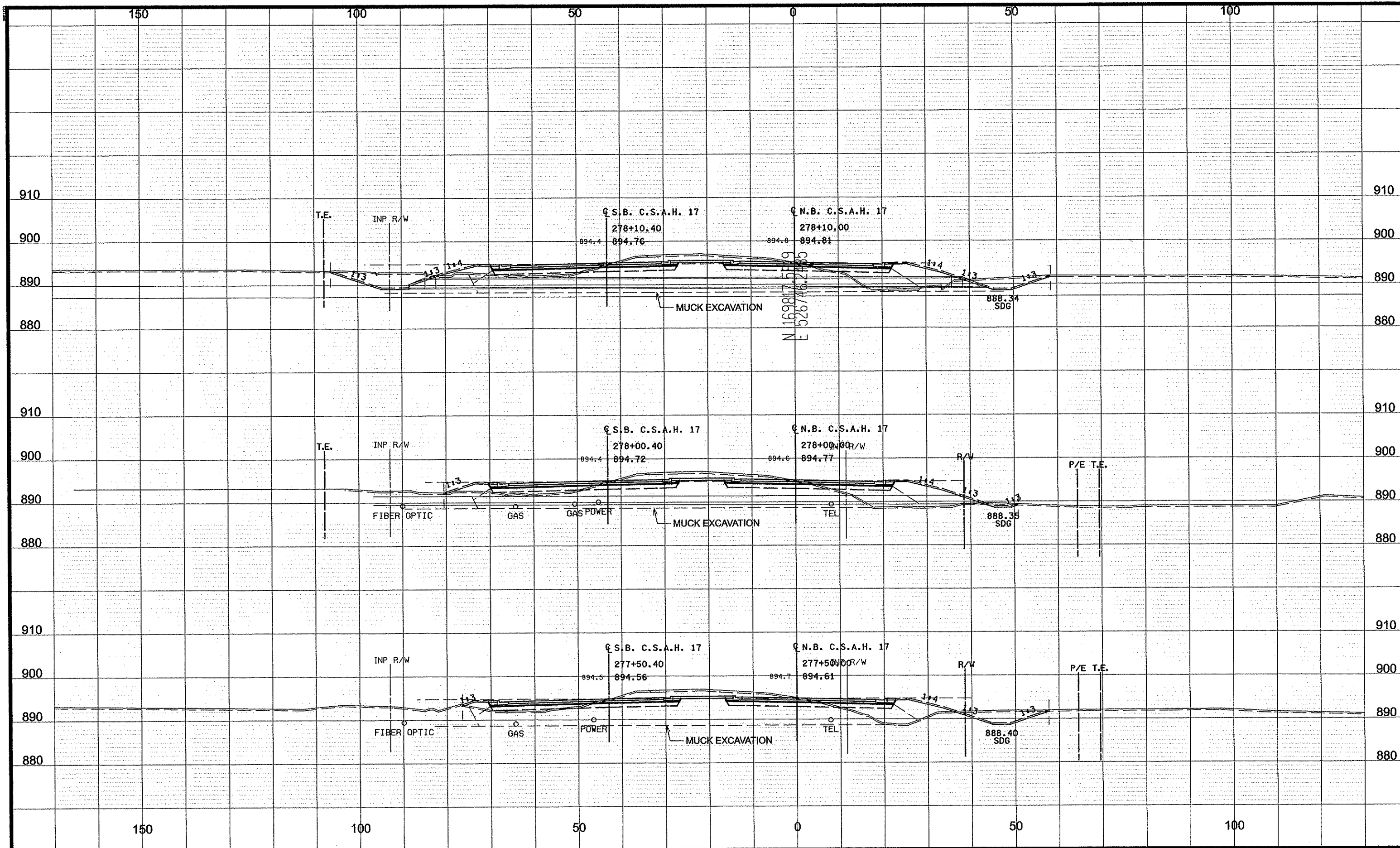
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ANOKA COUNTY
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CSAH 17
 CROSS SECTIONS
 STA 276+50.00 TO 277+04.63
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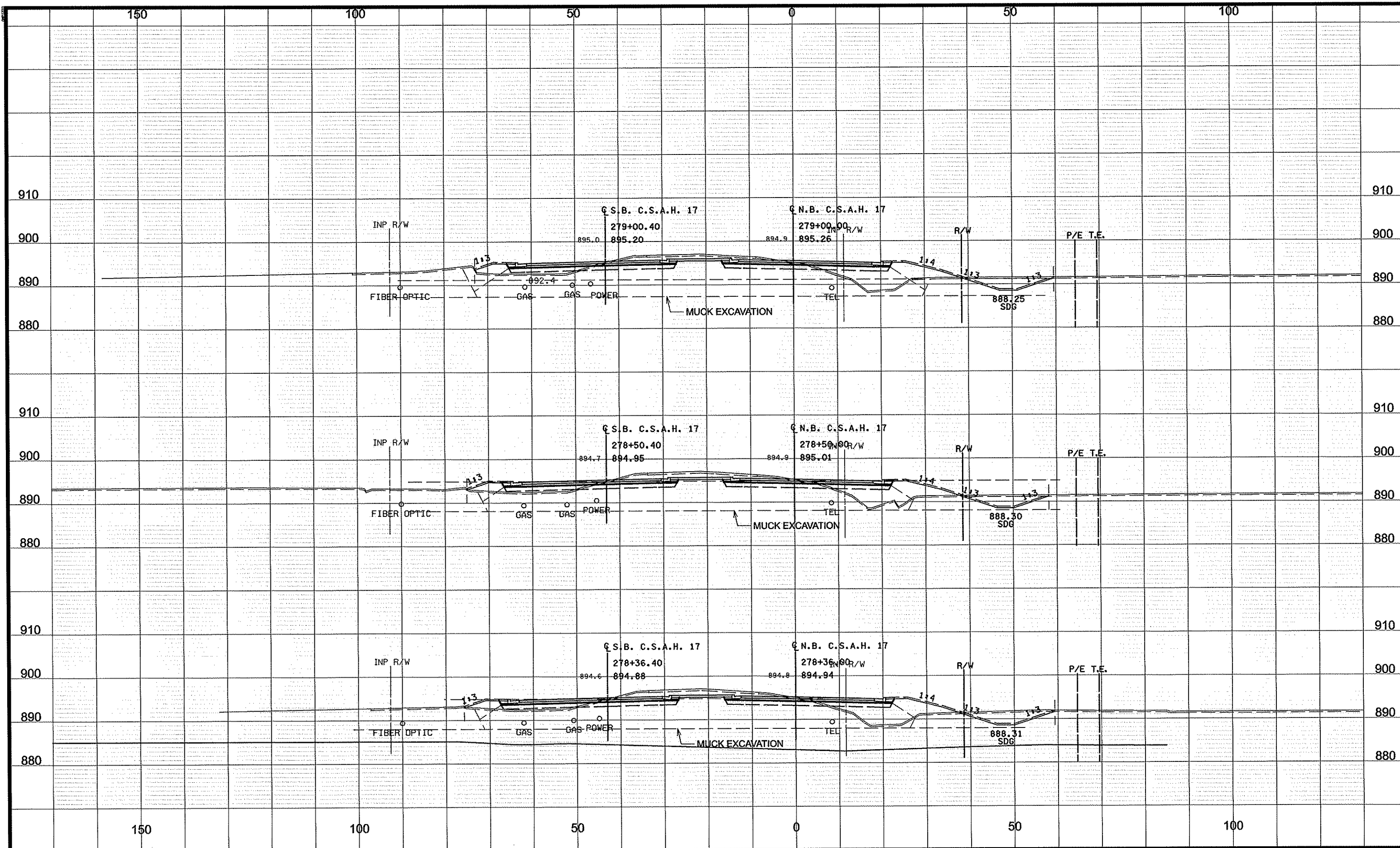
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CSAH 17
 CROSS SECTIONS
 STA 277+50.00 TO 278+10.00
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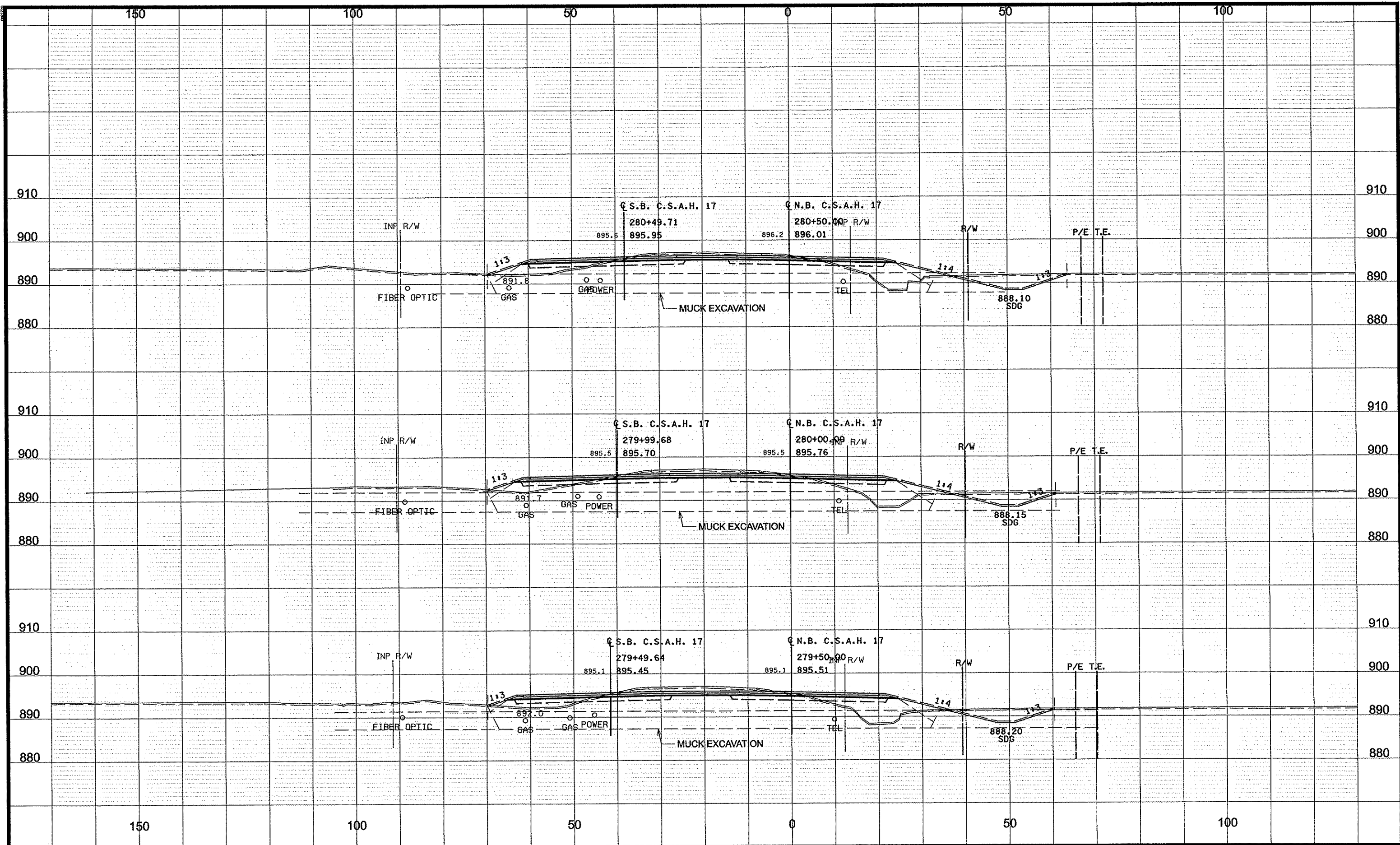
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CSAH 17
 CROSS SECTIONS
 STA 278+36.00 TO 279+00.00
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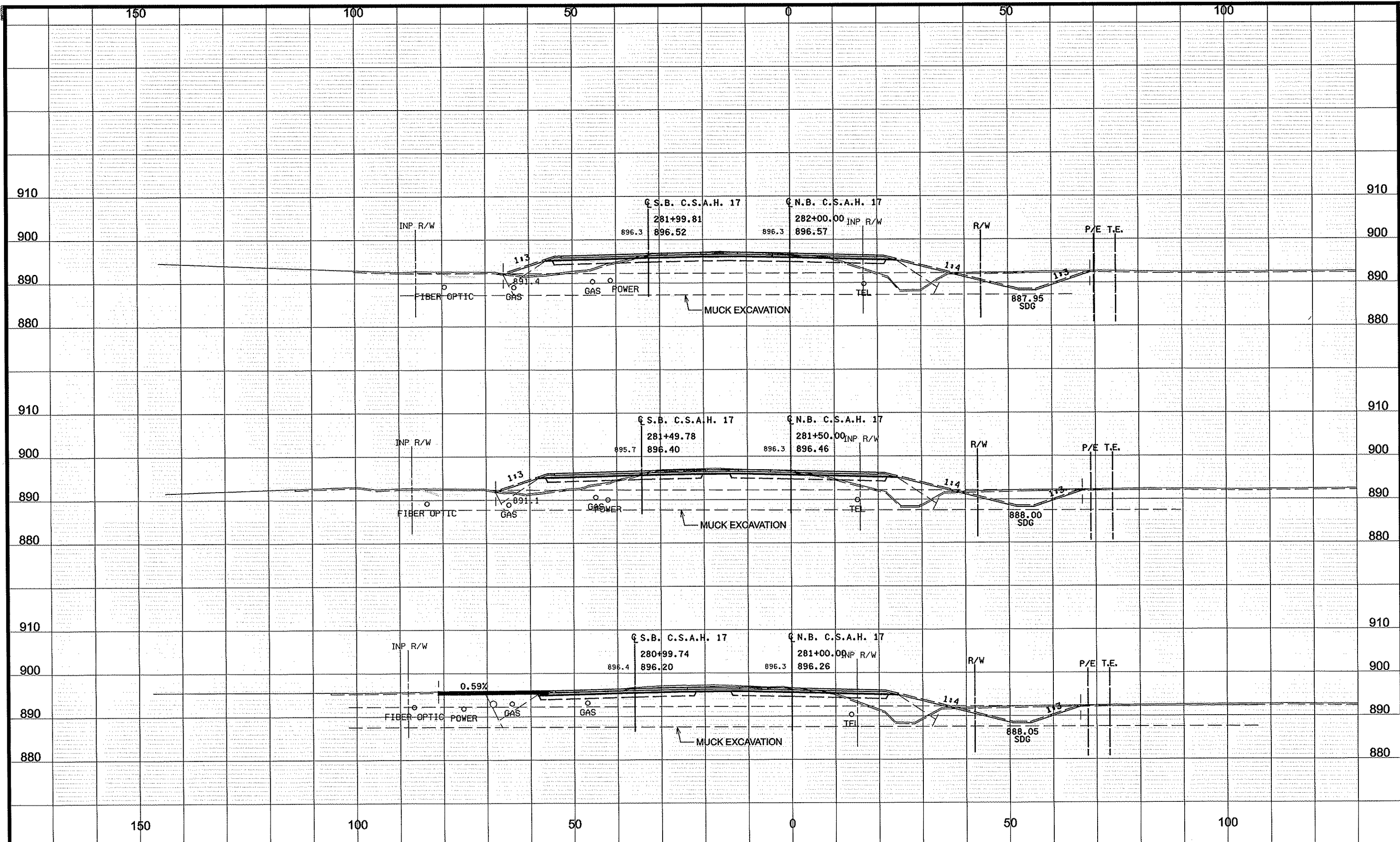
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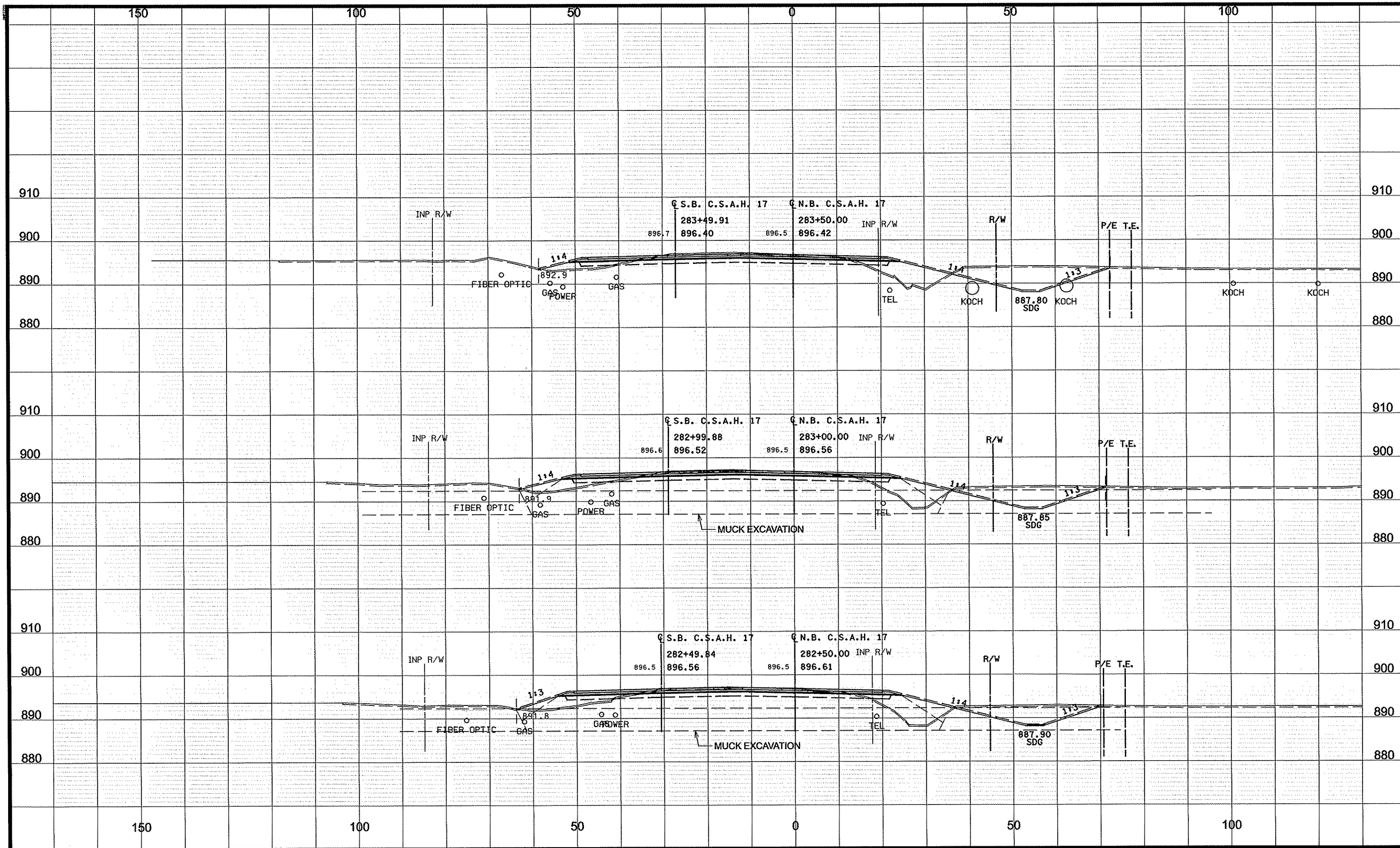
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CSAH 17
 CROSS SECTIONS
 STA 281+00.00 TO 282+00.00
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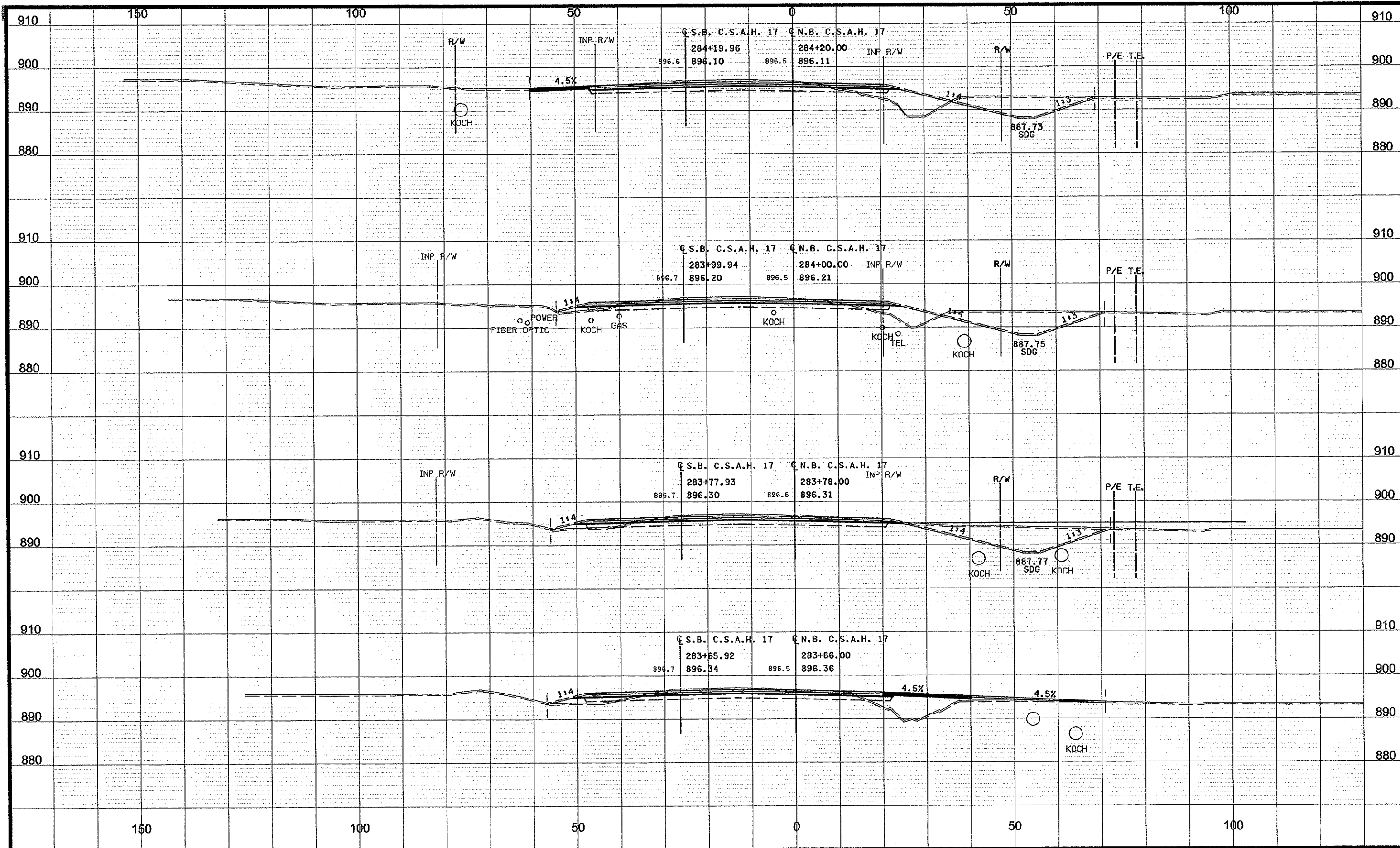
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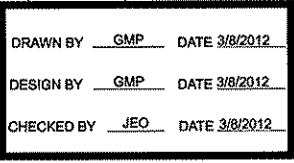
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CSAH 17
CROSS SECTIONS
STA 282+50.00 TO 283+50.00
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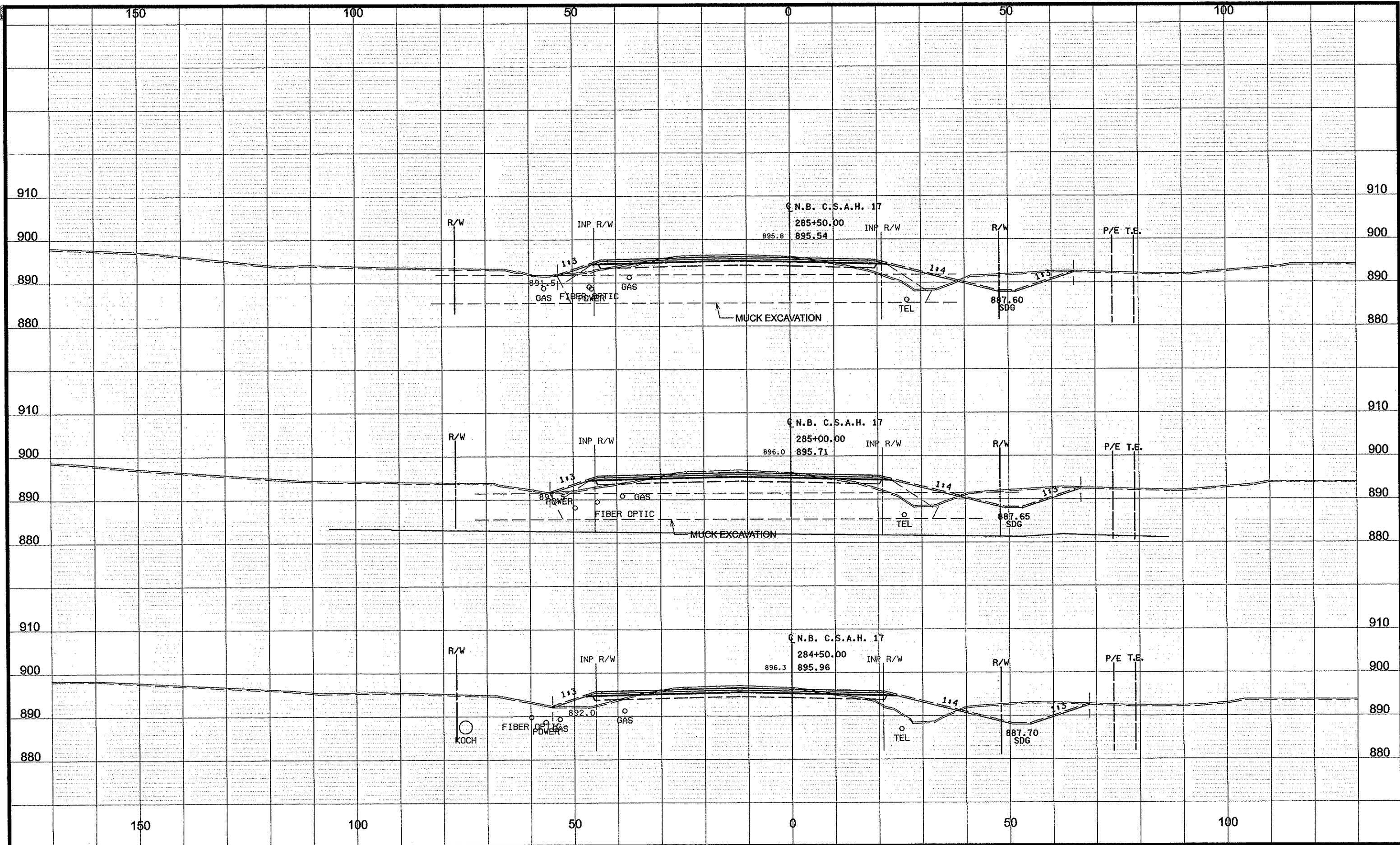
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CSAH 17
CROSS SECTIONS
STA 283+66.00 TO 284+20.00
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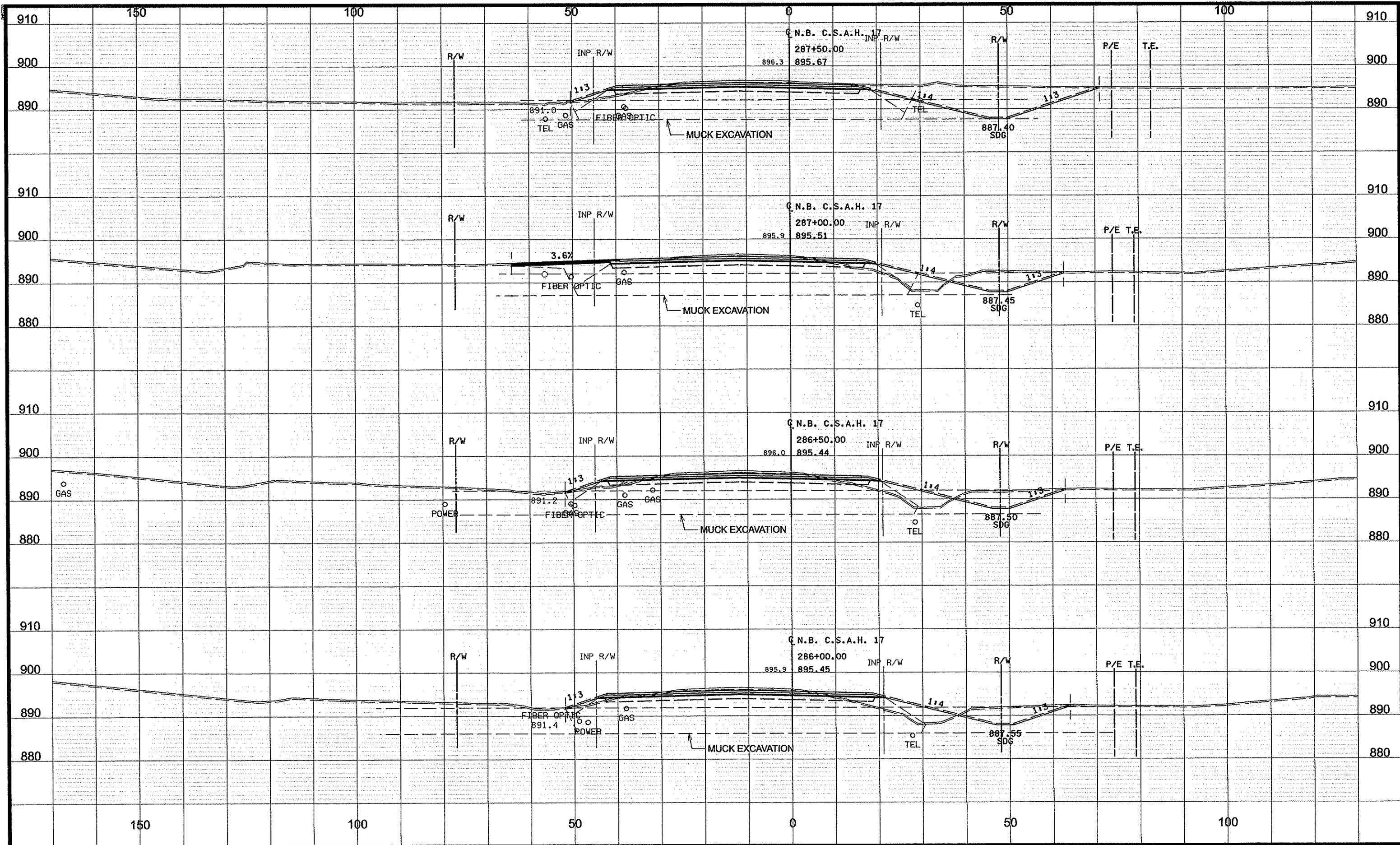
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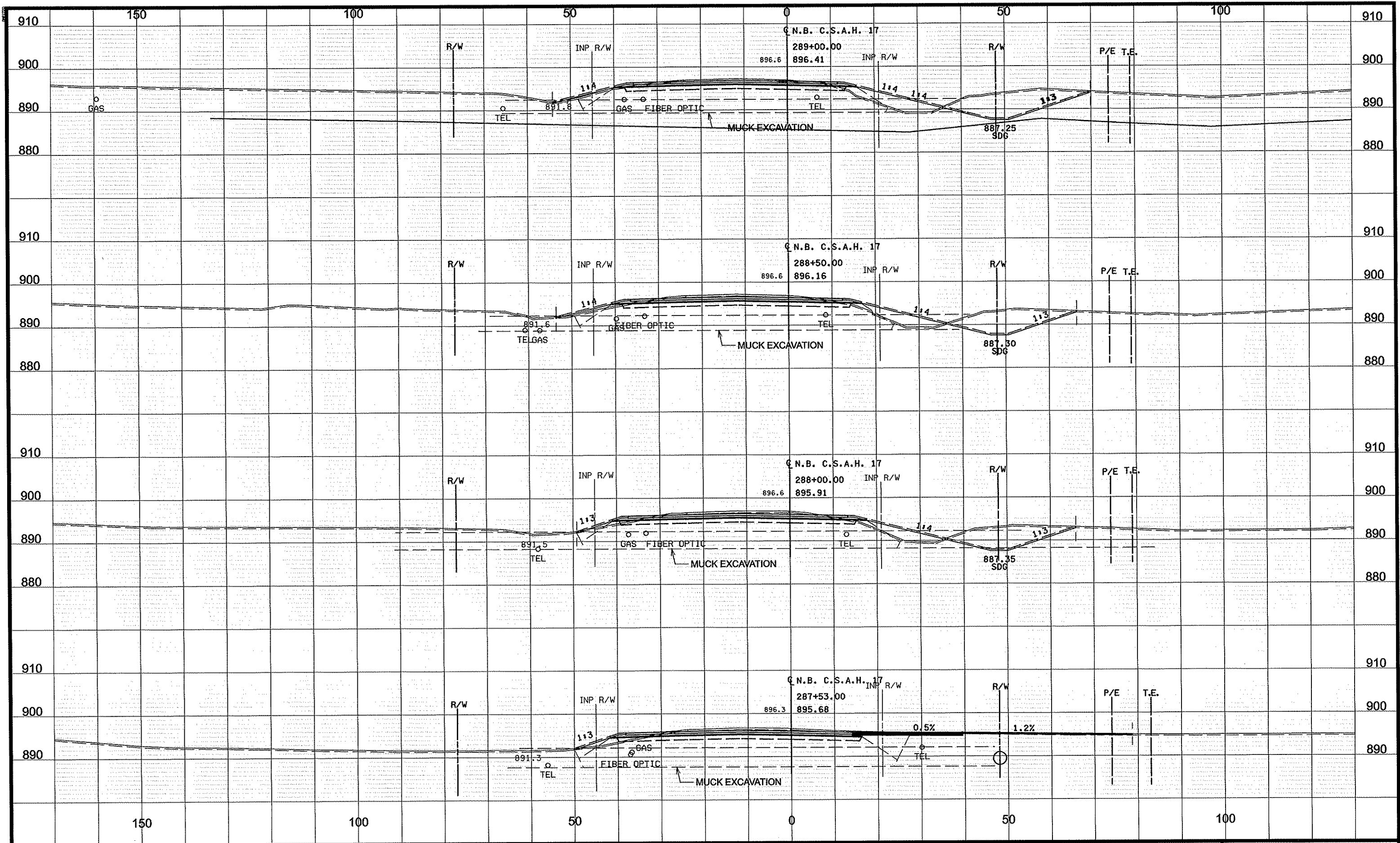
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 STA 286+00.00 TO 287+50.00
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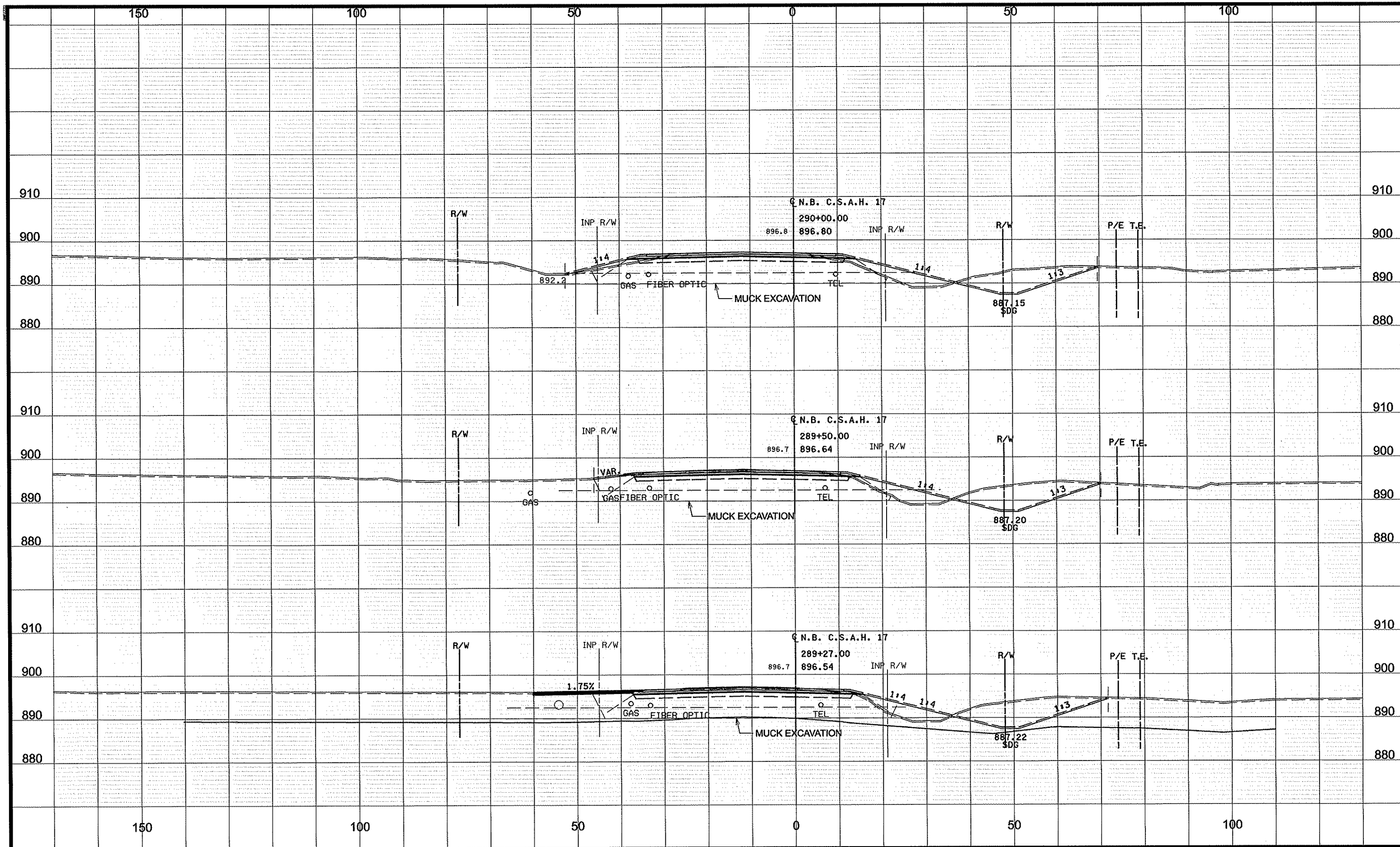
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CSAH 17
 CROSS SECTIONS
 STA 287+53.00 TO 289+00.00
 Sheet 351 of 366 Sheets



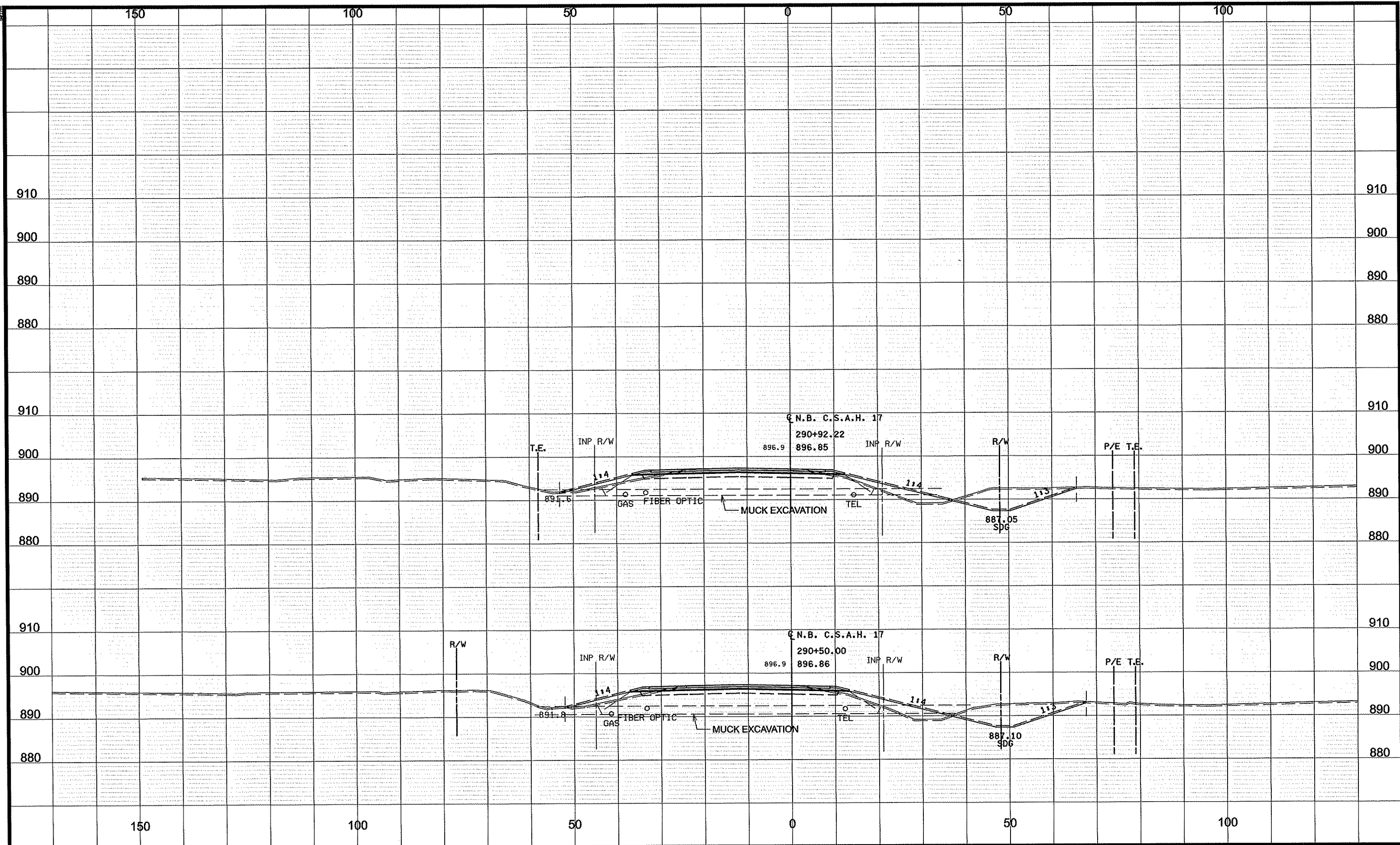
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**CSAH 17
CROSS SECTIONS**
 STA 289+27.00 TO 290+00.00
 Sheet 352 of 366 Sheets



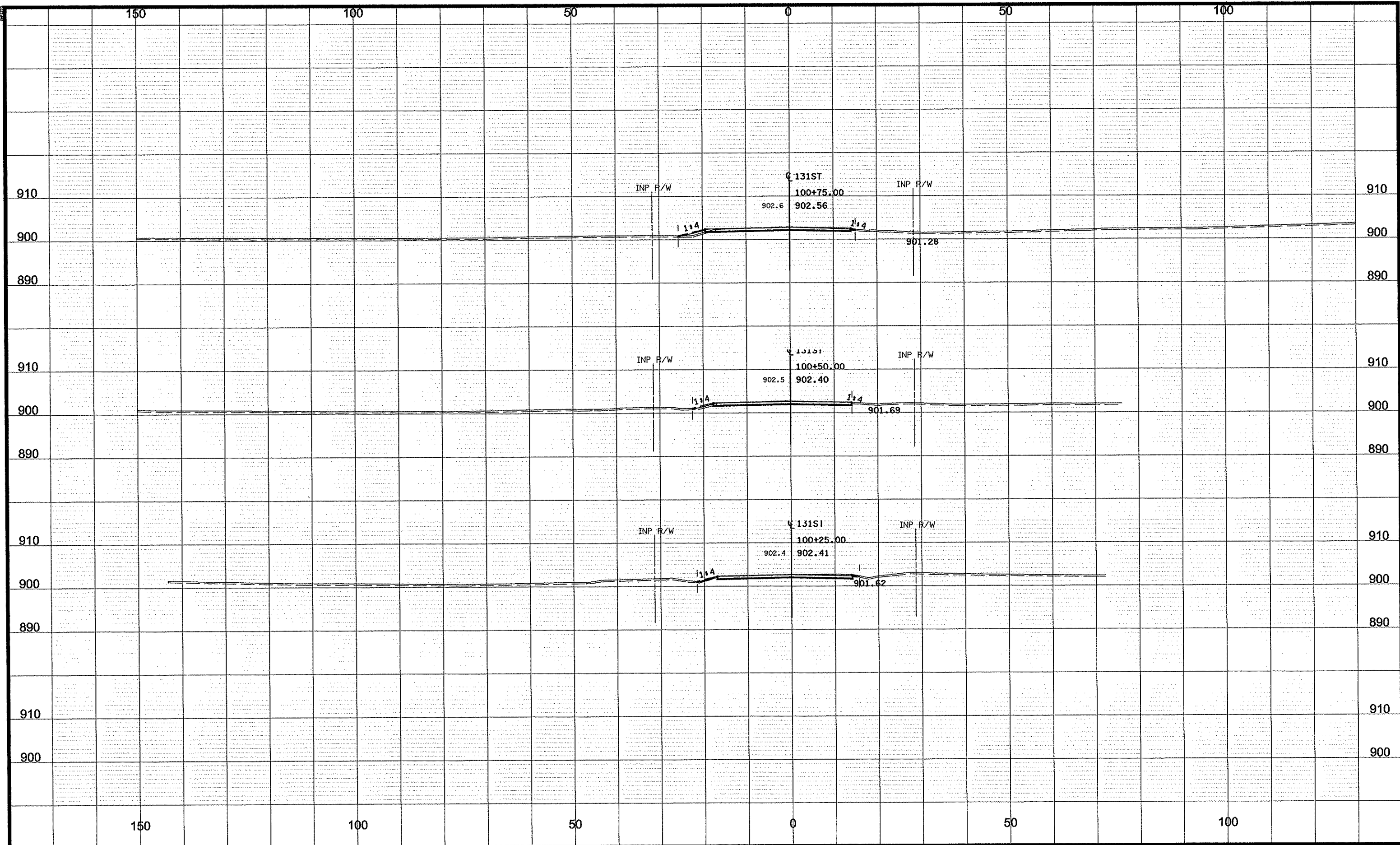
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CSAH 17
 CROSS SECTIONS
 STA 290+50.00 TO 290+92.22
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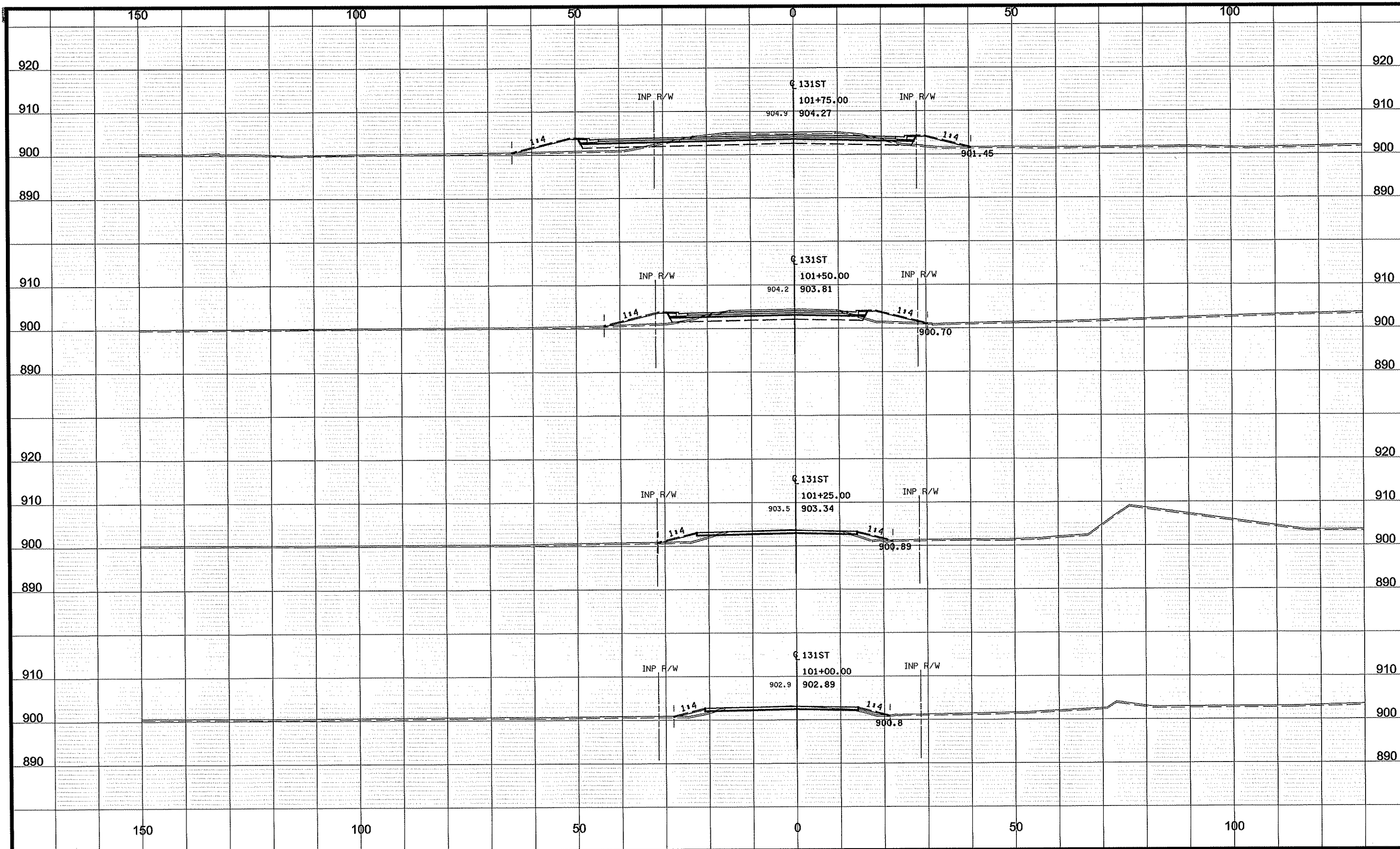
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131ST ST. NE
 CROSS SECTIONS
 STA 100+25.00 TO 100+75.00
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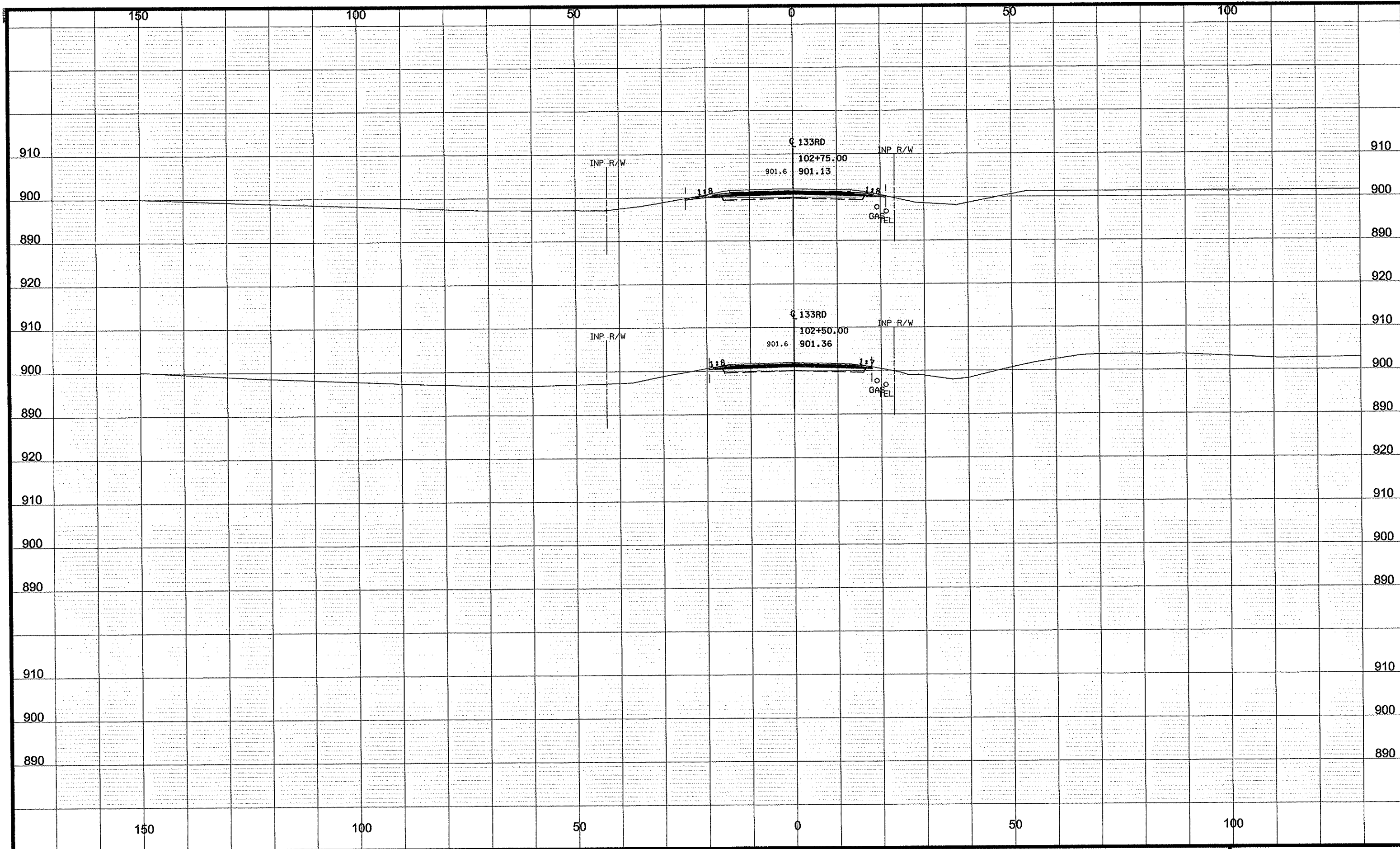
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131ST ST. NE
 CROSS SECTIONS
 STA 101+00.00 TO 101+75.00
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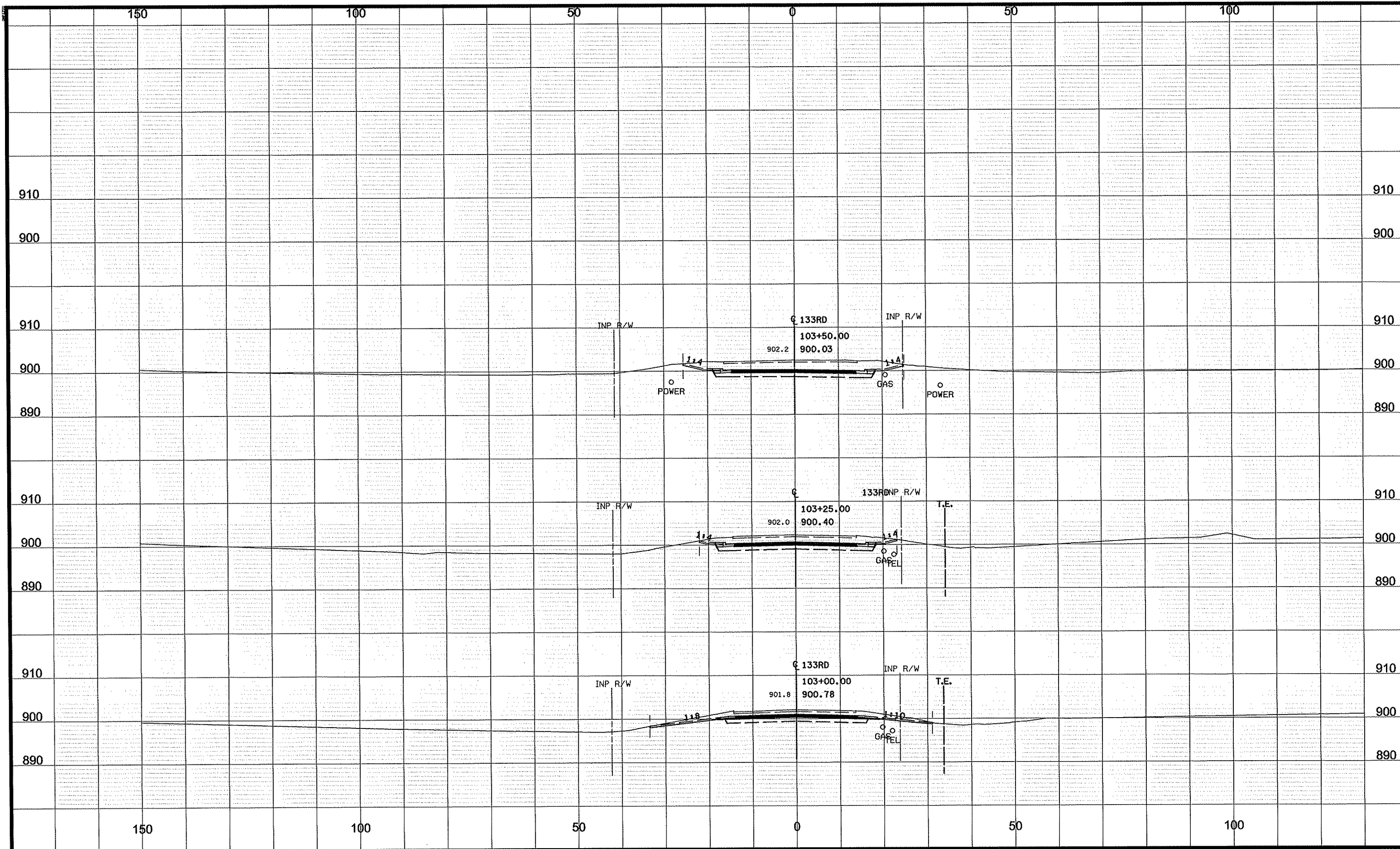
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133RD LANE
 CROSS SECTIONS
 STA 102+50.00 TO 102+75.00
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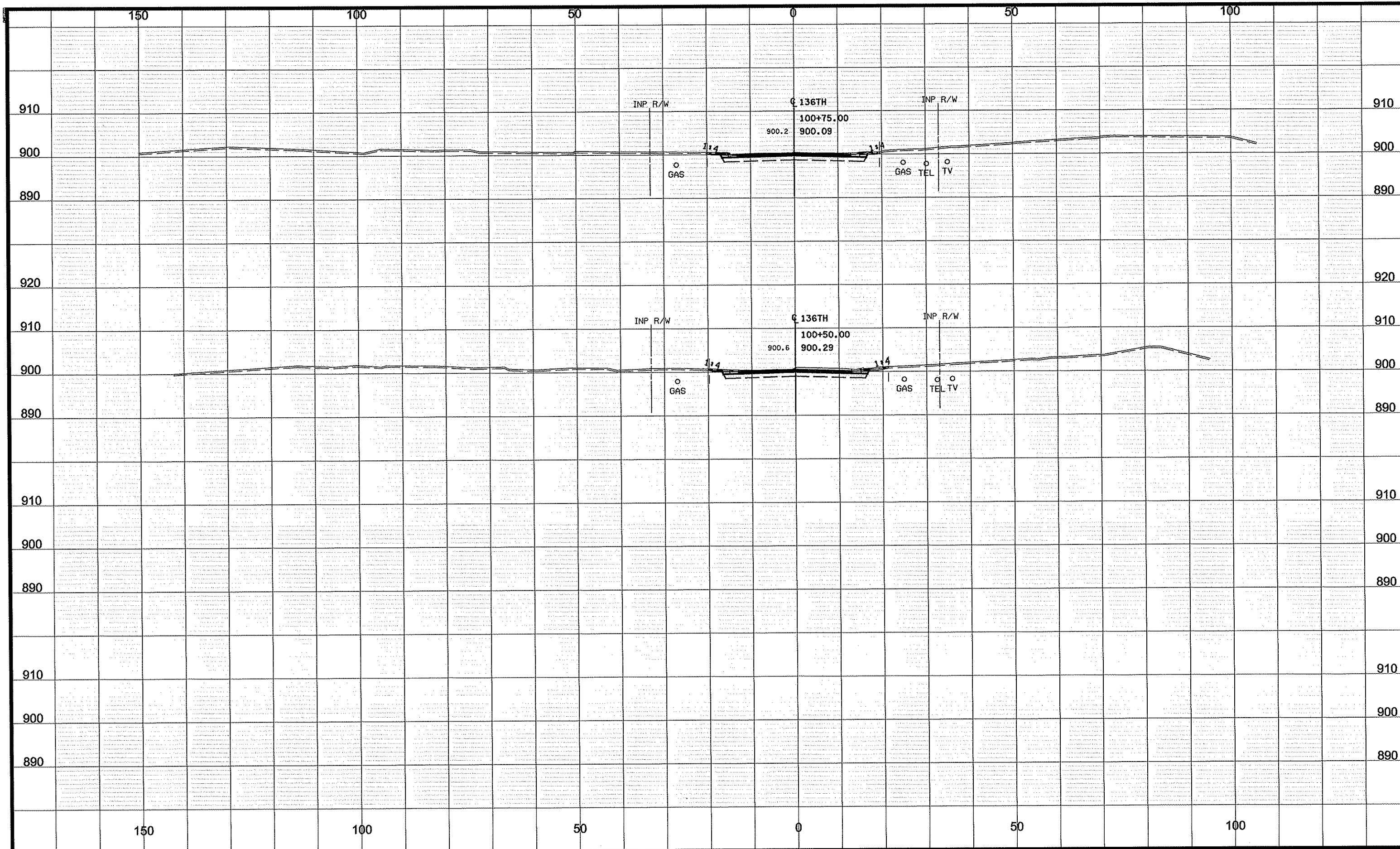
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133RD LANE
 STA 103+00.00 TO 103+50.00
 Sheet 357 of 366 Sheets



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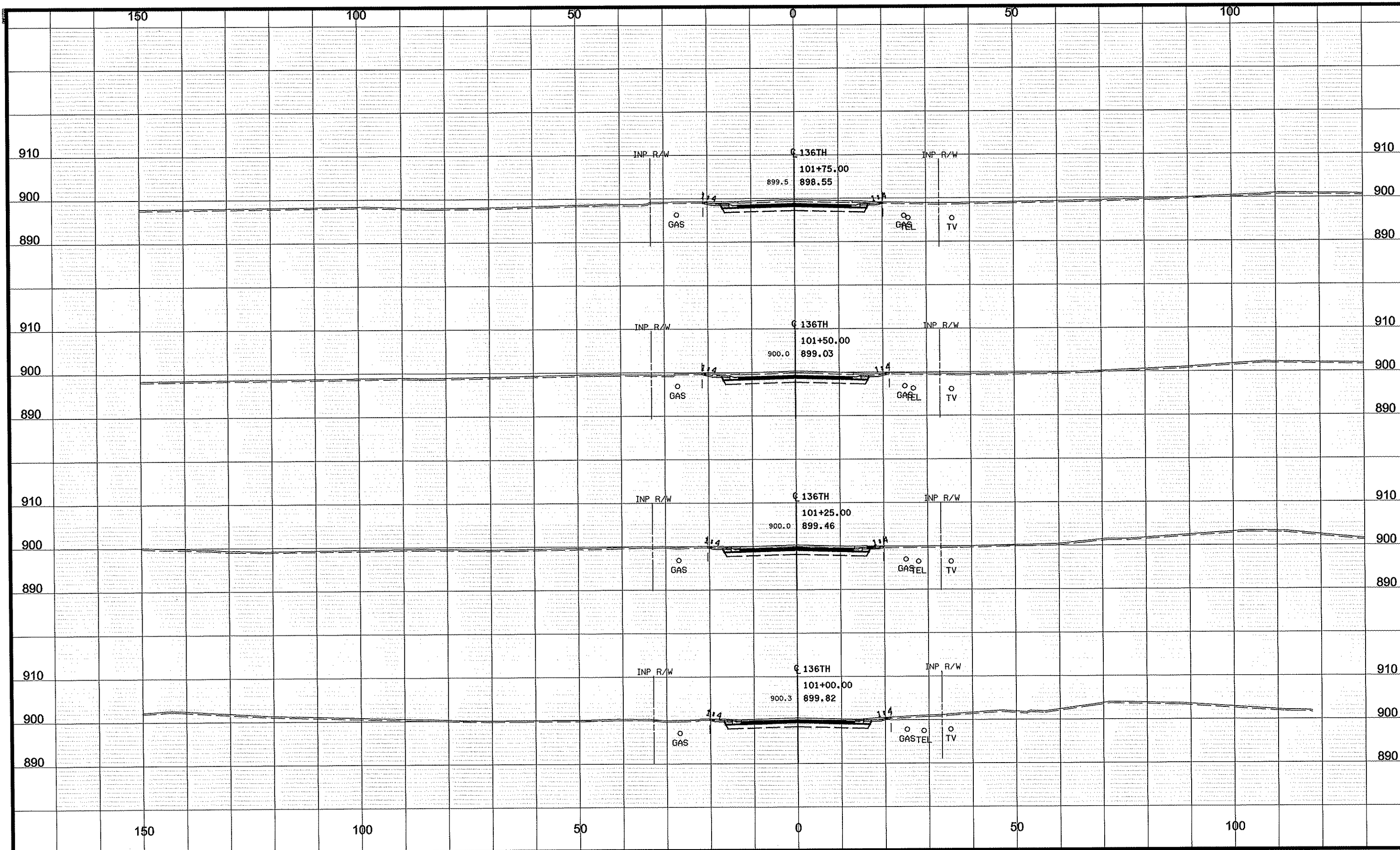
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136TH AVE NE
 CROSS SECTIONS
 STA 100+50.00 TO 100+75.00
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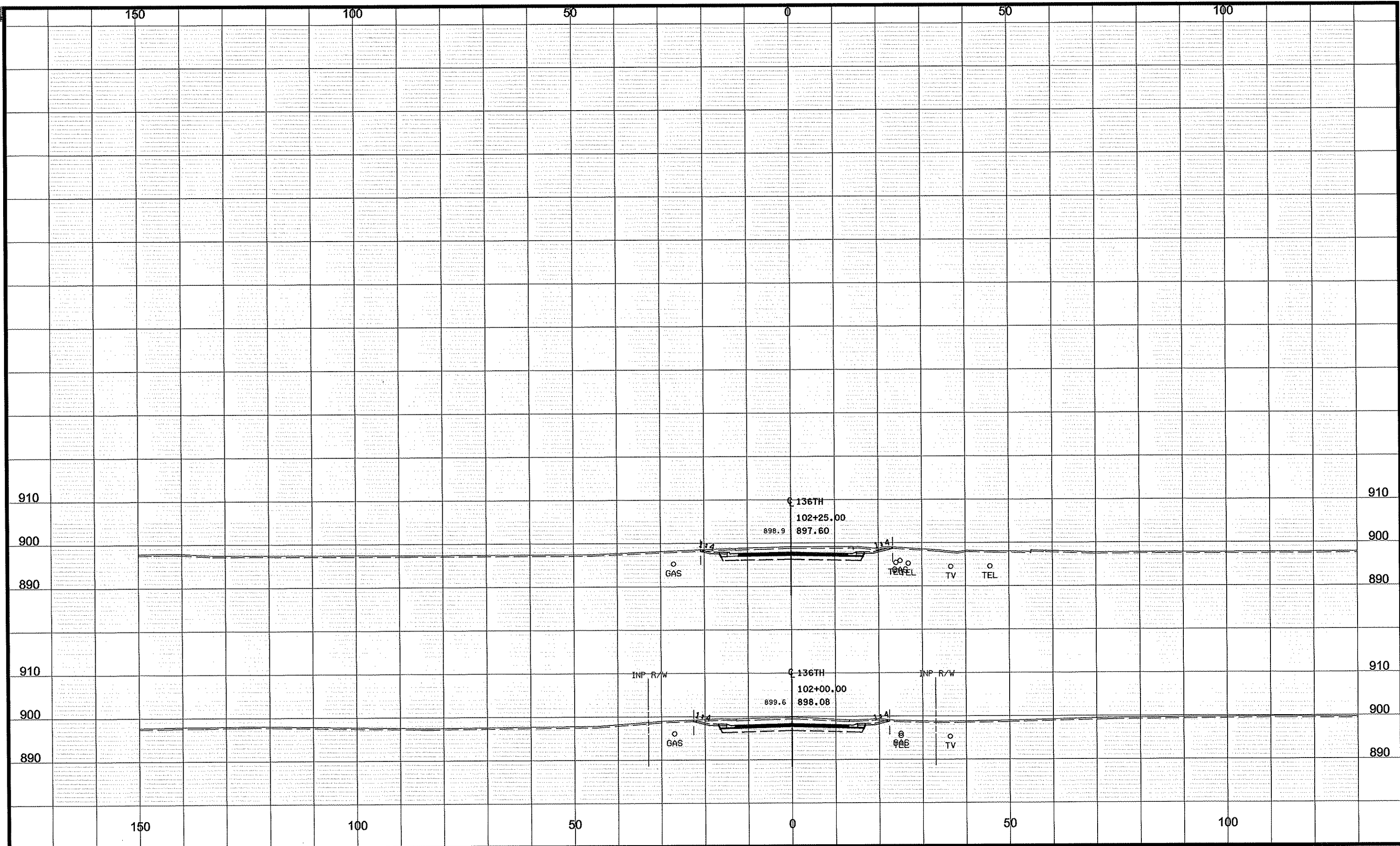
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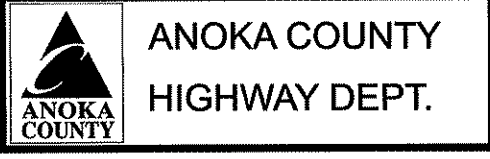
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136TH AVE NE
 CROSS SECTIONS
 STA 101+00.00 TO 101+75.00
 Sheet 359 of 366 Sheets



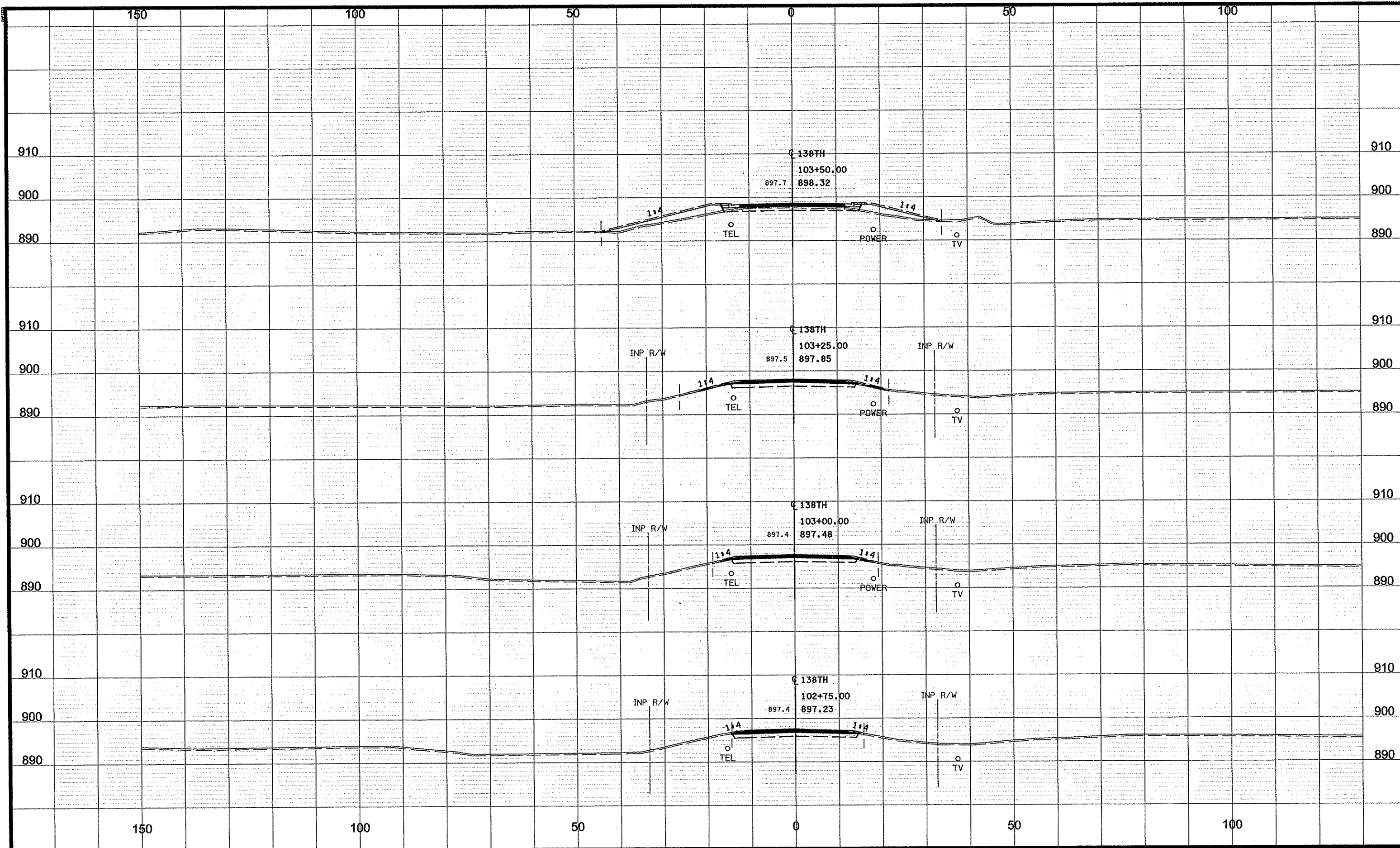
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**136TH AVE NE
CROSS SECTIONS**
 STA 102+00.00 TO 102+25.00
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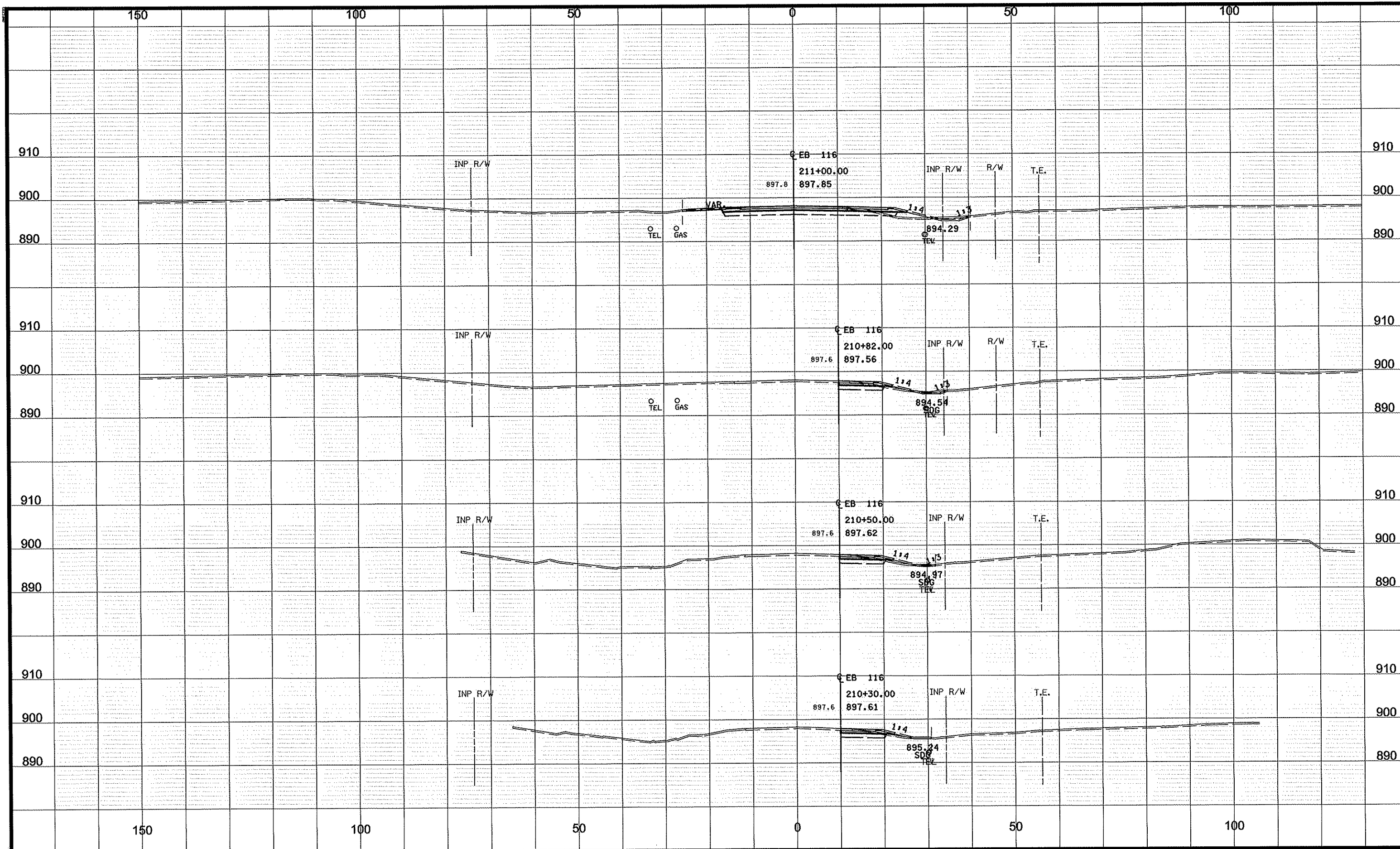
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138TH AVE NE
 CROSS SECTIONS
 STA 102+75.00 TO 103+50.00
 Sheet 361 of 366 Sheets



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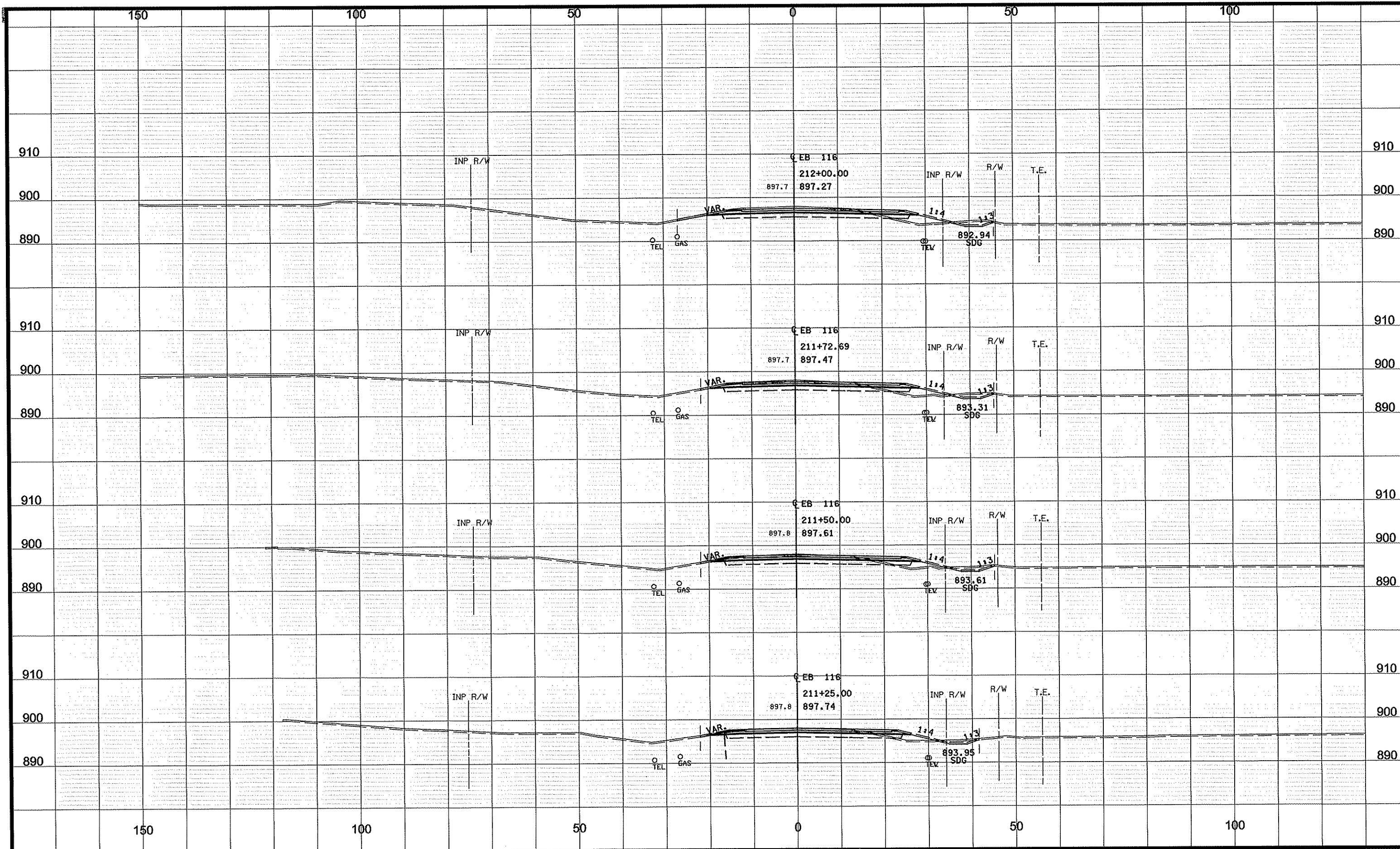
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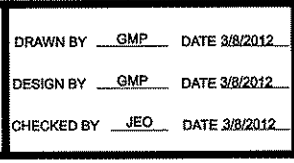
S.P. 002-617-018
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CSAH 116
 CROSS SECTIONS
 STA 210+30.00 TO 211+00.00
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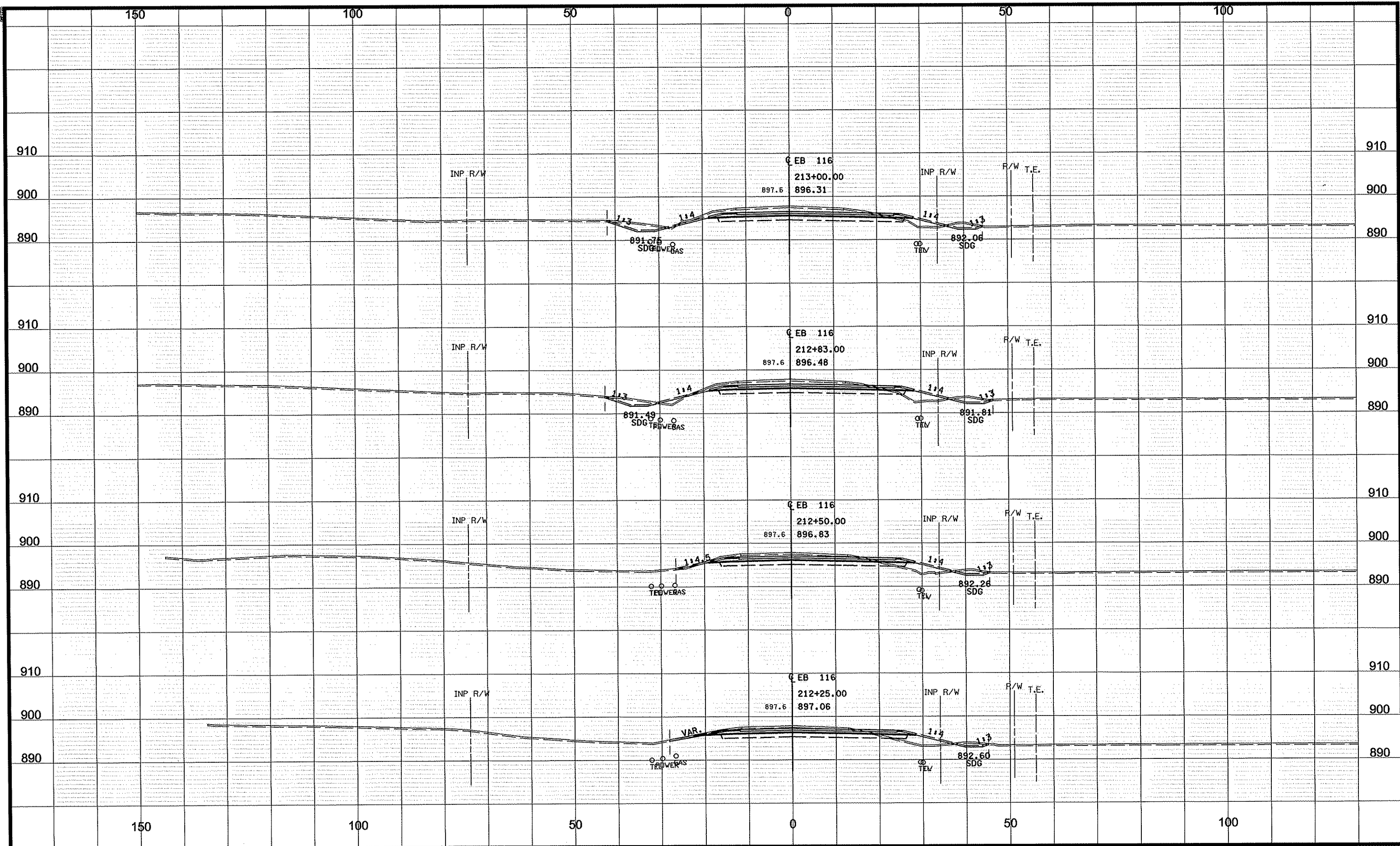
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CSAH 116
CROSS SECTIONS
STA 211+25.00 TO 212+00.00
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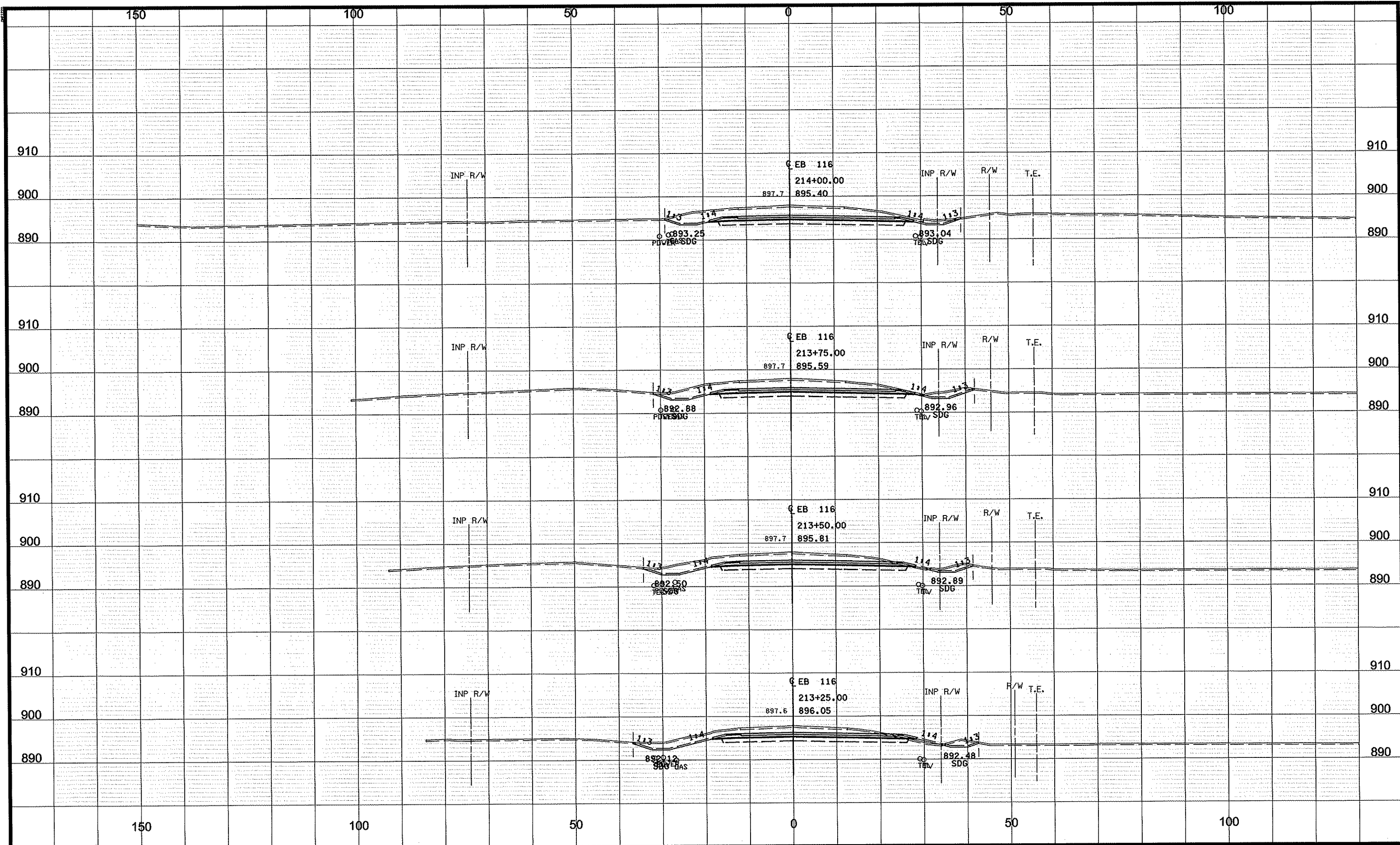
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CSAH 116
 CROSS SECTIONS
 STA 212+25.00 TO 213+00.00
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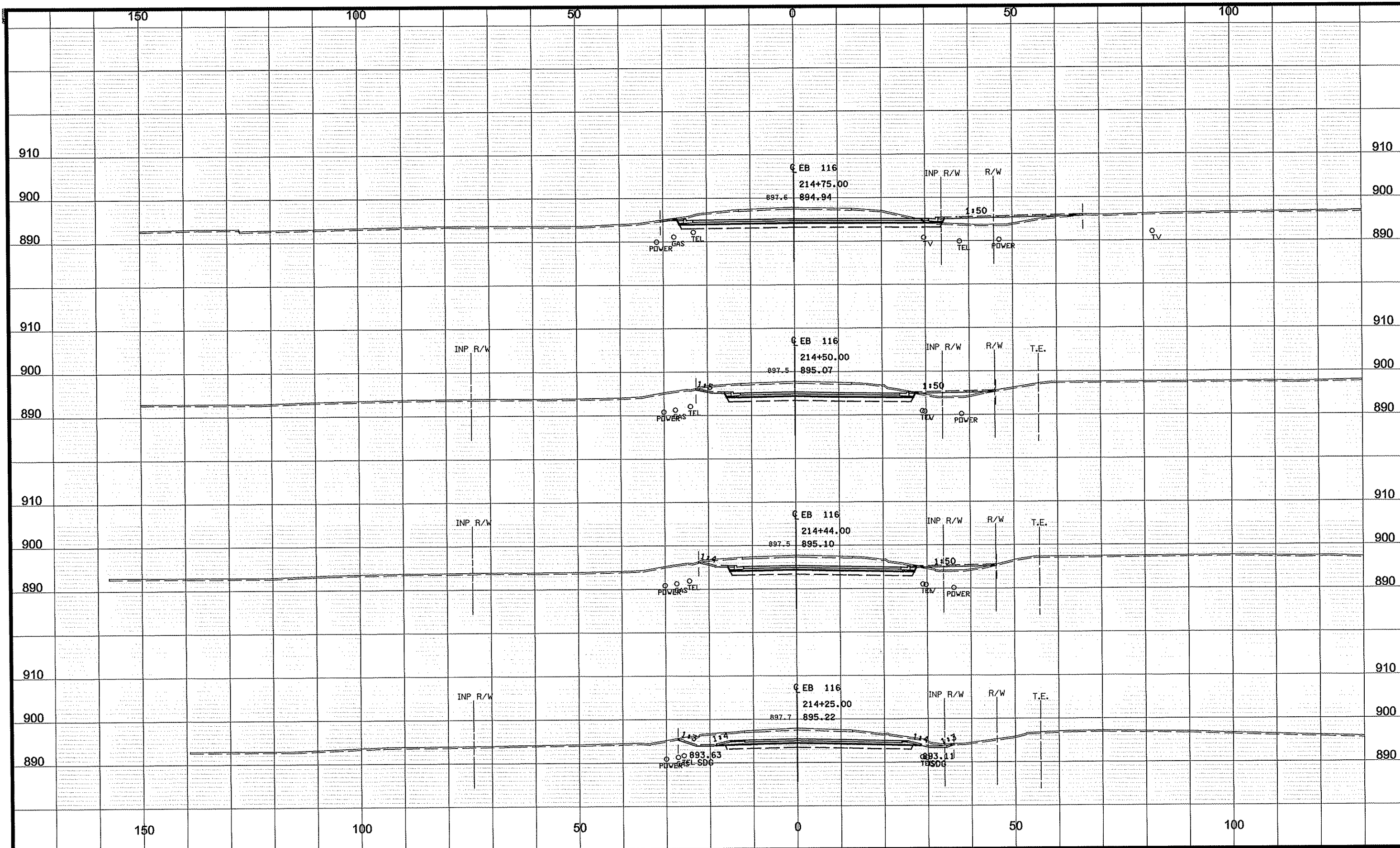
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CSAH 116
 CROSS SECTIONS
 STA 213+25.00 TO 214+00.00
 Sheet 365 of 366 Sheets



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 CROSS SECTIONS
 STA 214+25.00 TO 214+75.00
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