

LIST OF STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AGG	AGGREGATE
AH	AHEAD
APPROX	APPROXIMATE
AE	APRON ENDWALL
ASPH	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
AZ	AZIMUTH
BK	BACK
BEG	BEGIN
B.M.	BENCH MARK
C/L	CENTER LINE
CONC	CONCRETE
CONST	CONSTRUCTION
CO	COUNTY
CTH	COUNTY TRUNK HIGHWAY
X-SEC	CROSS SECTION
CR	CRUSHED
CFS	CUBIC FEET/SECOND
CY, CU. YD.	CUBIC YARD
CULV	CULVERT
C.P.	CULVERT PIPE
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
DIA	DIAMETER
D	DIRECTIONAL DISTRIBUTION
DISCH OR DIS	DISCHARGE
EA	EACH
ELECT	ELECTRIC
EL OR ELEV	ELEVATION
EMB	EMBANKMENT
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FERT	FERTILIZE
F.E.	FIELD ENTRANCE
FIN	FINISHED
FT	FOOT
FL	FLOW LINE
GA.	GAUGE
HORIZ.	HORIZONTAL
CWT	HUNDREDWEIGHT
INL	INLET
LT	LEFT
LHF	LEFT-HAND FORWARD
LIN	LINEAR
LIN. FT.	LINEAR FOOT
LS	LUMP SUM
MAX	MAXIMUM
MI	MILE
MISC	MISCELLANEOUS
NE	NORTH EAST
NW	NORTH WEST
PVMT	PAVEMENT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
POT	POINT ON TANGENT
LB	POUND
P.E.	PRIVATE ENTRANCE
PROJ	PROJECT
R	RANGE
REQ'D	REQUIRED
RT	RIGHT
RHF	RIGHT-HAND FORWARD
R/W	RIGHT OF WAY
RD	ROAD
SHR	SHRINKAGE
SL	SLOPE
STD	STANDARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAY
STA	STATION
S.P.P.A.	STRUCTURAL PLATE PIPE ARCH
STRUCT	STRUCTURE
SURF	SURFACE
TEL	TELEPHONE
TN	TOWN
T.	TRUCKS (PERCENT OF)
UNCL	UNCLASSIFIED
UG	UNDERGROUND
V	VELOCITY OR DESIGN SPEED
VC	VERTICAL CURVE

UTILITIES

ST. CROIX VALLEY NATURAL GAS Duane Pederson 415 S. 2nd Street River Falls, WI 54022	WE ENERGIES Thomas Krostag 1921 8th St South Wisconsin Rapids, WI 54494	NORTHERN NATURAL GAS COMPANY Bill Schmeling PO Box 188 Farmington, MN 55024-0188	XCEL ENERGY (TRANSMISSION) Nancy Dotson PO Box 0008 Eau Claire, WI 54702	XCEL ENERGY (GAS) Nancy Dotson PO Box 0008 Eau Claire, WI 54702	XCEL ENERGY (DISTRIBUTION) Nancy Dotson PO Box 0008 Eau Claire, WI 54702	ST. CROIX ELECTRIC COOPERATIVE Larry Gilbertson 1925 Ridgeway St Hammond WI 54015	FRONTIER COMMUNICATIONS Steve Brown 154 East 2nd St New Richmond WI 54017	WISCONSIN DNR - LIASON DEPARTMENT OF NATURAL RESOURCES WEST CENTRAL REGION HDORS MR. TOM LOVEJOY 1300 W CLAIREMONT AVE PO BOX 4001 EAU CLAIRE WI 54702 PH: 715-839-3700
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GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE AREA THAT ARE NOT SHOWN.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL DIGGERS HOTLINE PRIOR TO BEGINNING WORK OPERATIONS.

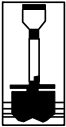
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

UNDISTRIBUTED QUANTITIES OF "REMOVING SMALL SIGN SUPPORTS" AND "POSTS WOOD 4x6 INCH x 16 FT SHALL BE USED WHEN EXISTING SIGN POSTS CANNOT BE SALVAGED AS DIRECTED BY THE ENGINEER.

WHEN THE QUANTITY OF ITEMS OF BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL AS DIRECTED BY THE ENGINEER.

WARRANTED HMA PAVEMENT ANCILLARY LOCATIONS ARE DEFINED BY FINISHED TYPICAL SECTION.

DIGGERS



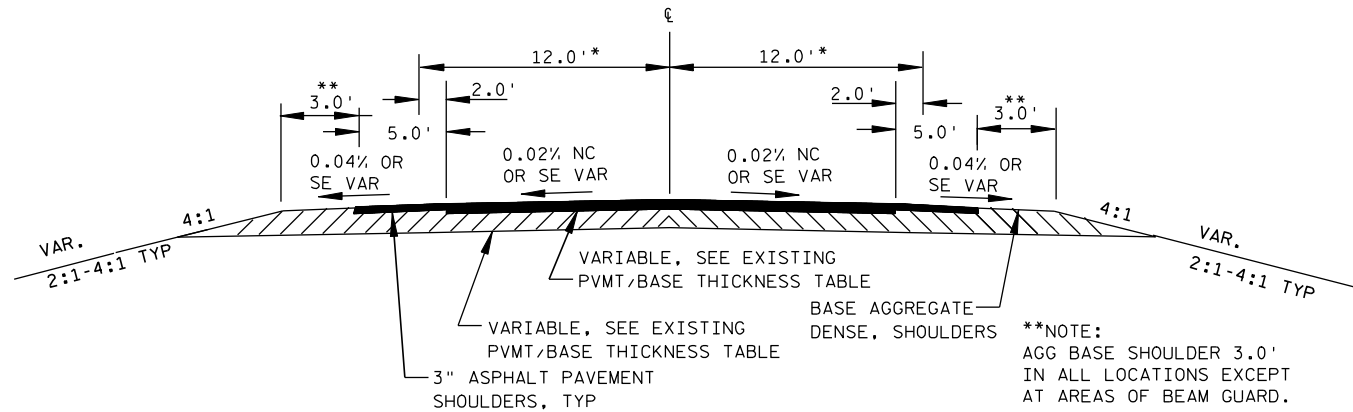
HOTLINE

Toll Free (800) 242-8511

Milwaukee Area (414) 259-1181

Hearing Impaired TDD (800) 542-2289

www.DiggersHotline.com

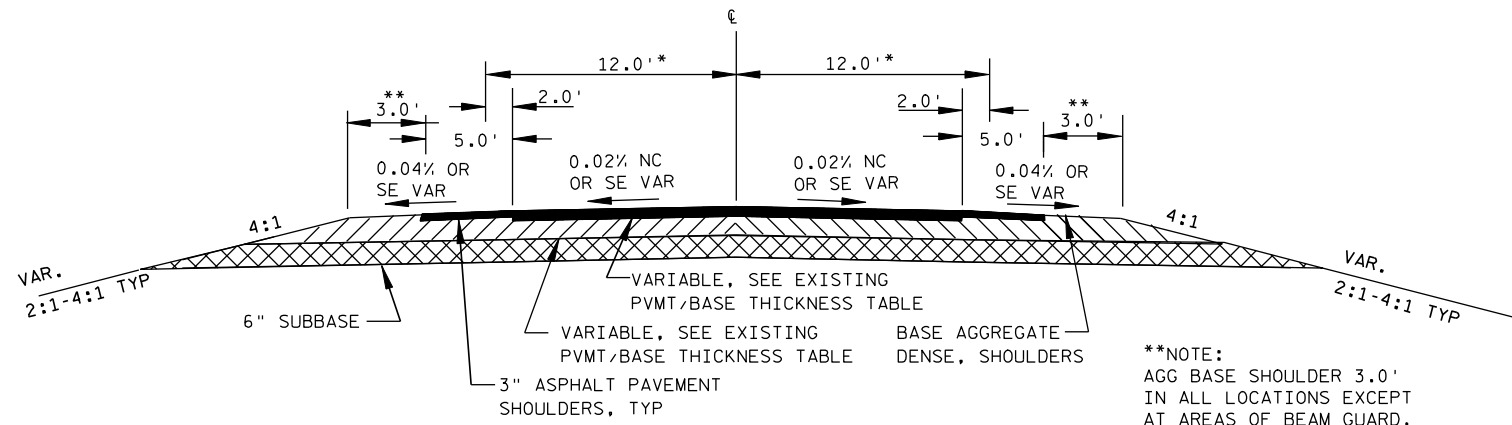


* LANES WIDEN AT SIDEROAD INTERSECTIONS
SEE CHART FOR EXISTING
SUPERELEVATION RATES

**EXISTING TYPICAL SECTION
STH 64**

STA 52+50 - STA 260+10
STA 260+10 - STA 272+80
STA 272+80 - STA 319+60
STA 326+00 - STA 343+00
STA 349+65 - STA 390+00

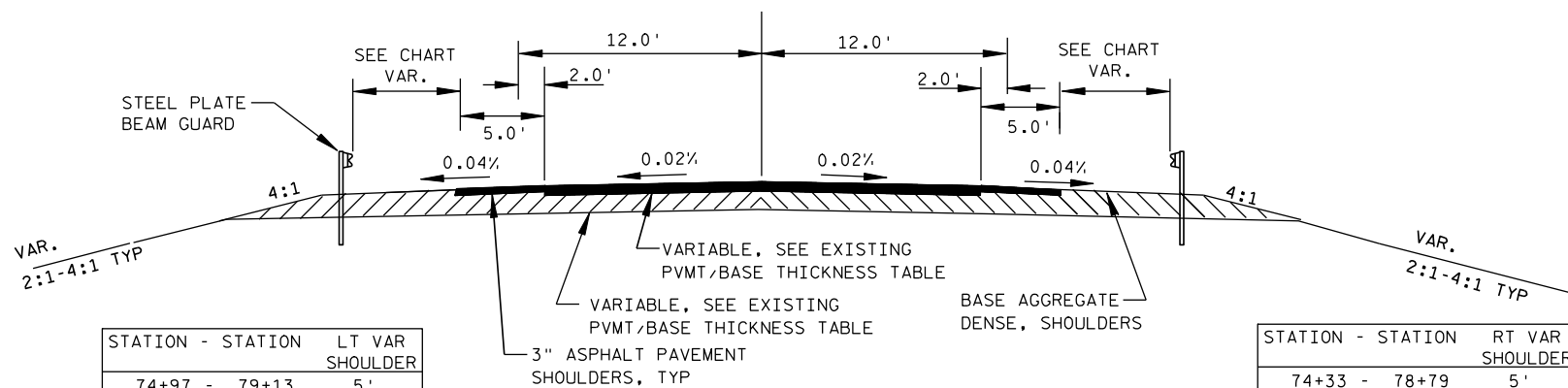
EXISTING SUPERELEVATED CURVES				
CURVE NO	PC CURVE STATION TO STATION	PT CURVE STATION	CURVE DIRECTION	EXIST S.E. (%)
1	264+71 - 266+76		LT	2.7
2	309+48 - 327+68		RT	2.0
3	339+67 - 344+11		LT	3.0



* LANES WIDEN AT SIDEROAD INTERSECTIONS
SEE CHART FOR EXISTING
SUPERELEVATION RATES

**EXISTING TYPICAL SECTION
STH 64**

STA 319+60 - STA 326+00
STA 343+00 - STA 349+65

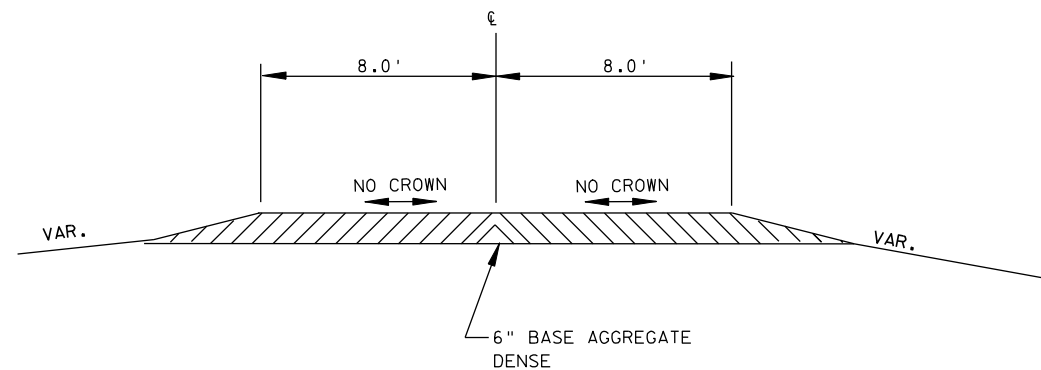


STATION - STATION	LT VAR SHOULDER
74+97 - 79+13	5'
208+93 - 299+73	5'
210+09 - 210+67	5'
304+59 - 309+82	6'
329+93 - 330+03	3'
331+27 - 331+76	3'

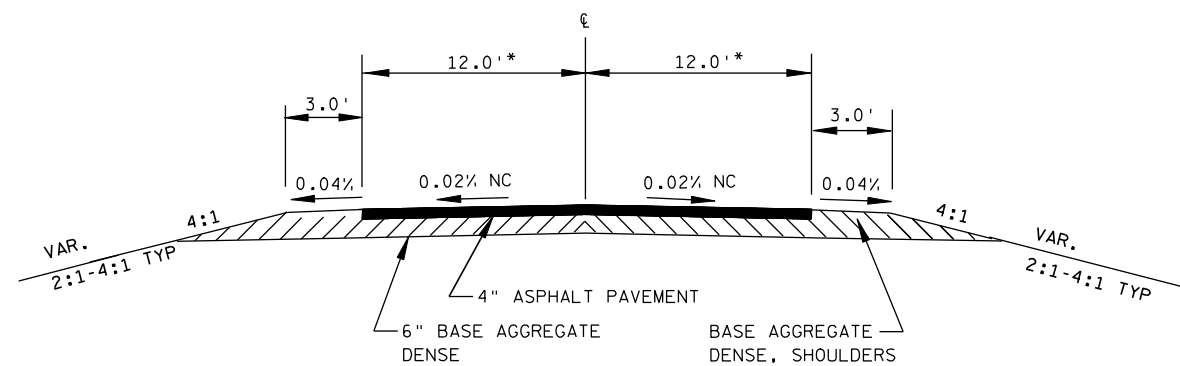
**EXISTING TYPICAL SECTION
STH 64**
EXISTING BEAM GUARD PLACEMENT

STATION - STATION	RT VAR SHOULDER
74+33 - 78+79	5'
208+93 - 299+73	3'
210+08 - 210+57	3'
305+13 - 311+00	6'
329+46 - 330+03	3'
331+27 - 331+89	3'

EXISTING PAVEMENT/BASE THICKNESSES			
BORE NO	STA	PVMT THICKNESS (IN)	BASE THICKNESS (IN)
1	55+03	8.75	5
2	68+23	9.5	NOT EVALUATED
3	81+43	7	7
4	94+63	7	NOT EVALUATED
5	107+83	7.5	6.5
6	121+03	8	NOT EVALUATED
7	134+23	7	7
8	147+43	10.25	NOT EVALUATED
9	160+63	7.75	7
10	173+83	6.5	NOT EVALUATED
11	187+03	12.25	7
12	200+23	7.5	NOT EVALUATED
13	212+37	12.25	7
14	225+57	7.5	NOT EVALUATED
15	238+77	7.5	NOT EVALUATED
16	251+97	8	NOT EVALUATED
17	265+17	11	7
18	278+37	10.5	NOT EVALUATED
19	291+57	7.5	3
20	317+97	7	3
21	333+67	8.5	NOT EVALUATED
22	344+23	8	7
23	357+43	7.25	NOT EVALUATED
24	370+63	9	7
25	383+83	4.75	NOT EVALUATED
26	397+03	6.75	NOT EVALUATED

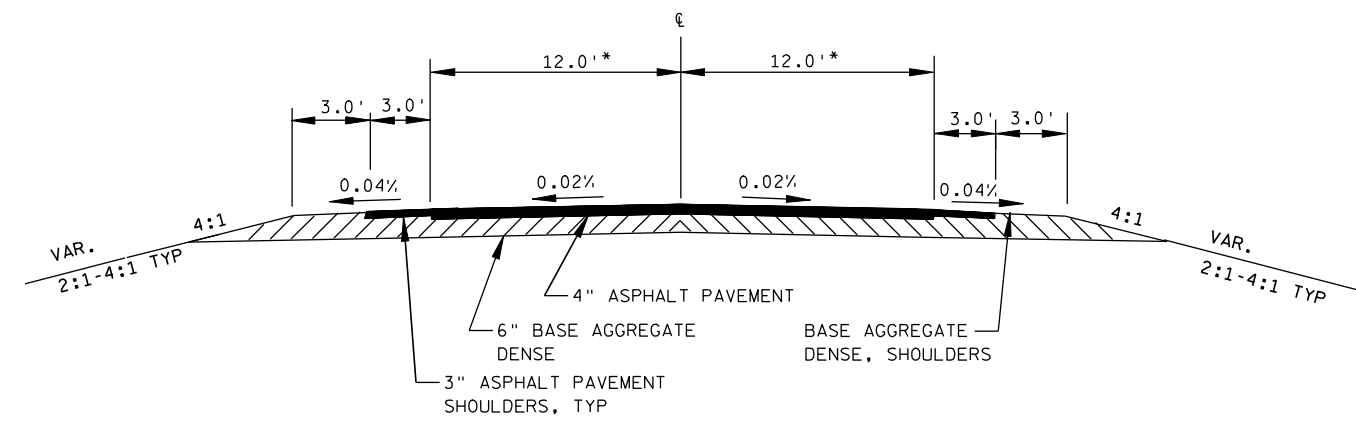


**EXISTING TYPICAL SECTION
197TH ST**



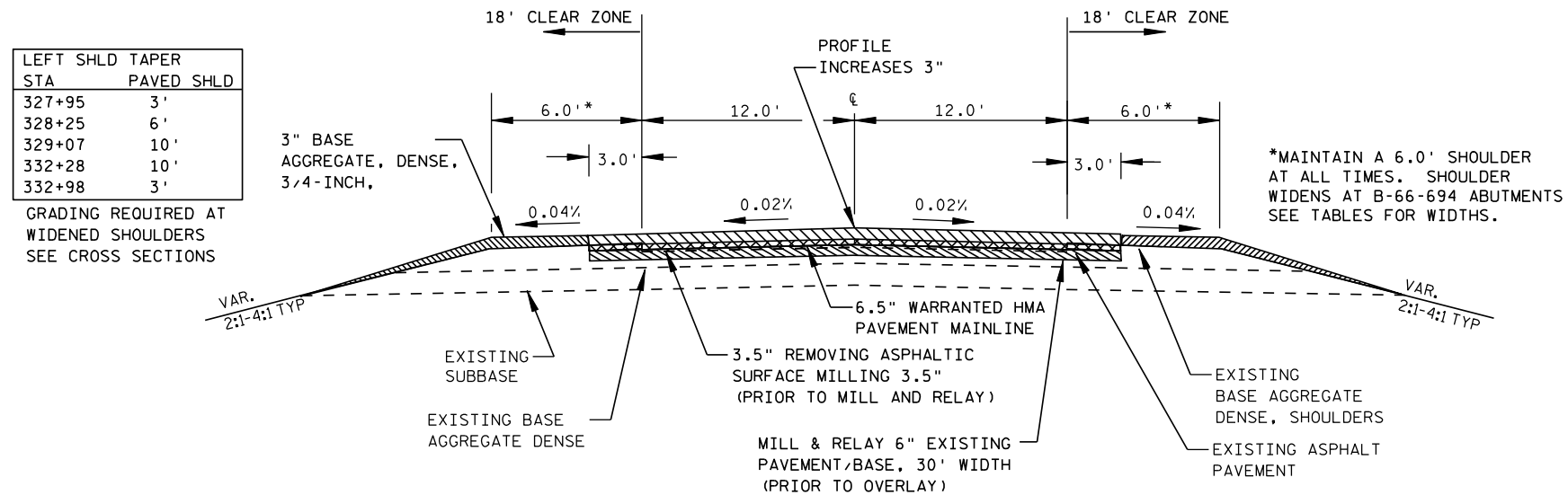
* LANES WIDEN AT STH 64

**EXISTING TYPICAL SECTION
CTH T
STA 98+00 - STA 100+00**



* LANES WIDEN AT SIDEROAD INTERSECTIONS

**EXISTING TYPICAL SECTION
CTH T
STA 100+00 - STA 102+00**



RIGHT SHLD TAPER	
STA	PAVED SHLD
327+45	3'
328+15	10'
333+15	10'
333+85	3'

GRADING REQUIRED AT WIDENED SHOULDERS SEE CROSS SECTIONS

FINISHED TYPICAL SECTION

STH 64

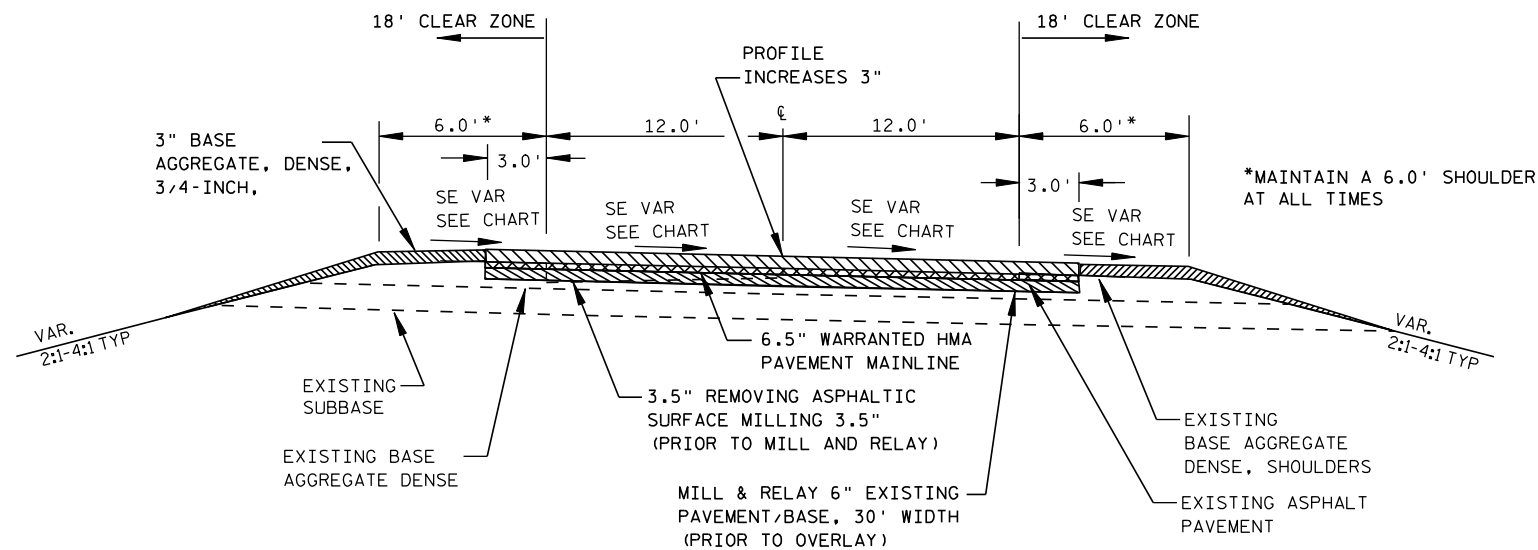
STA 52+50 - STA 260+10

STA 272+80 - STA 308+12

STA 329+04 - STA 329+46

STA 331+84 - STA 338+32

STA 345+47 - STA 390+00



FINISHED TYPICAL SECTION

SUPERELEVATED STH 64

STA 308+12 - STA 329+04

STA 338+32 - STA 345+47

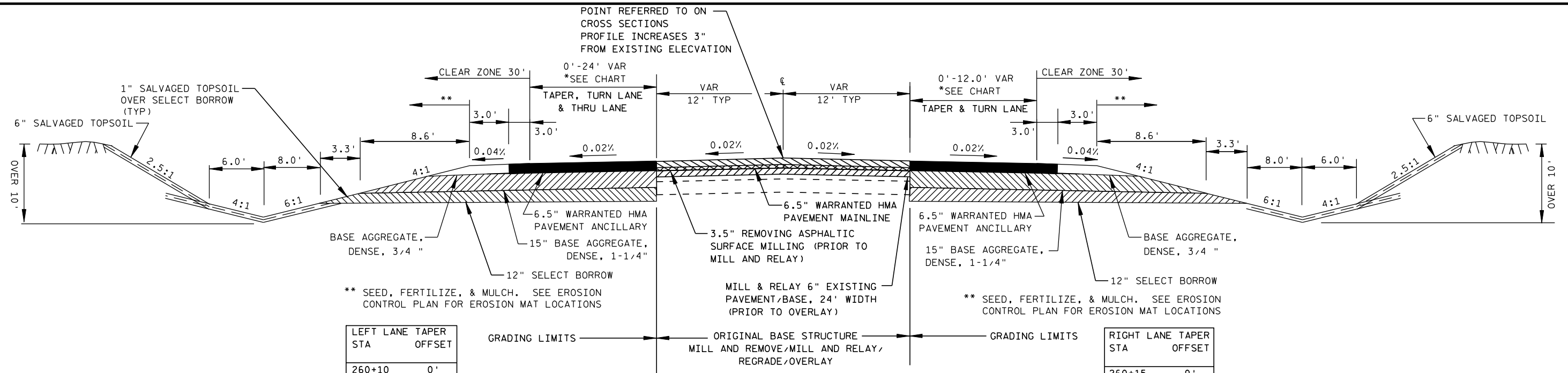
FINISHED SUPERELEVATION TABLE

CURVE	STATION	TYPE	LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER
1	263+72	NORMAL	-0.040	-0.020	-0.020	-0.040
	267+73	CROWN	-0.040	-0.020	-0.020	-0.040
2	308+12	Sh End NC	-0.040	-0.020	-0.020	-0.040
	308+63	End NC	-0.020	-0.020	-0.020	-0.040
	309+14	Zero Super	0.000	0.000	-0.020	-0.040
	309+65	Begin FS	0.020	0.020	-0.020	-0.040
	327+51	End FS	0.020	0.020	-0.020	-0.040
	328+02	Zero Super	0.000	0.000	-0.020	-0.040
3	328+53	Begin NC	-0.020	-0.020	-0.020	-0.040
	329+04	Sh Begin NC	-0.040	-0.020	-0.020	-0.040
	338+32	Sh End NC	-0.040	-0.020	-0.020	-0.040
	338+83	End NC	-0.040	-0.020	-0.020	-0.020
	339+34	Zero Super	-0.040	-0.020	0.000	0.000
	339+85	Begin FS	-0.040	-0.020	0.020	0.020
	343+94	End FS	-0.040	-0.020	0.020	0.020
	344+45	Zero Super	-0.040	-0.020	0.000	0.000
	344+96	Begin NC	-0.040	-0.020	-0.020	-0.020
	345+47	Sh Begin NC	-0.040	-0.020	-0.020	-0.040

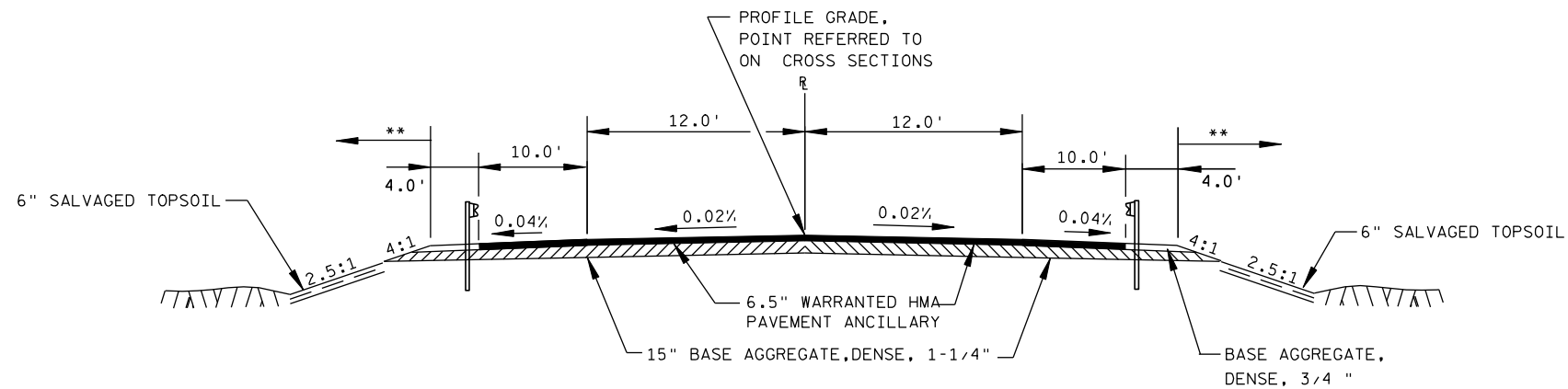
*MILLING DEPTH SHALL VARY AS NECESSARY TO MEET PROPOSED SUPERELEVATION.

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION RATE WHEN THE SUPERELEVATION RATE IS GREATER THAN 4%. IF THE SUPERELEVATION RATE IS LESS THAN OR EQUAL TO 4%, THE LOW SIDE SHOULDER SLOPE IS 4%. THE HIGH SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION RATE.

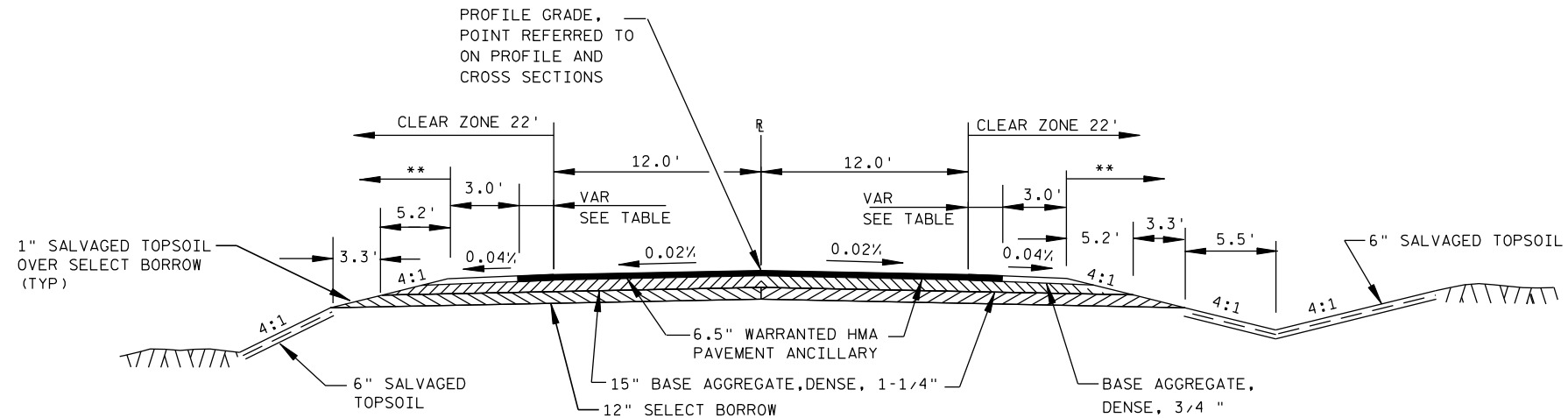
TYPICAL FOR LEFTHAND CURVE. MIRROR TYPICAL SECTION FOR RIGHTHAND CURVE.



**FINISHED TYPICAL SECTION
STH 64
CTH T INTERSECTION UPGRADE
STA 260+10 TO STA 272+80**



**FINISHED TYPICAL SECTION
B-55-694 BRIDGE APPROACHES
STA 329+46 - STA 329+96
STA 331+34 - STA 331+84**

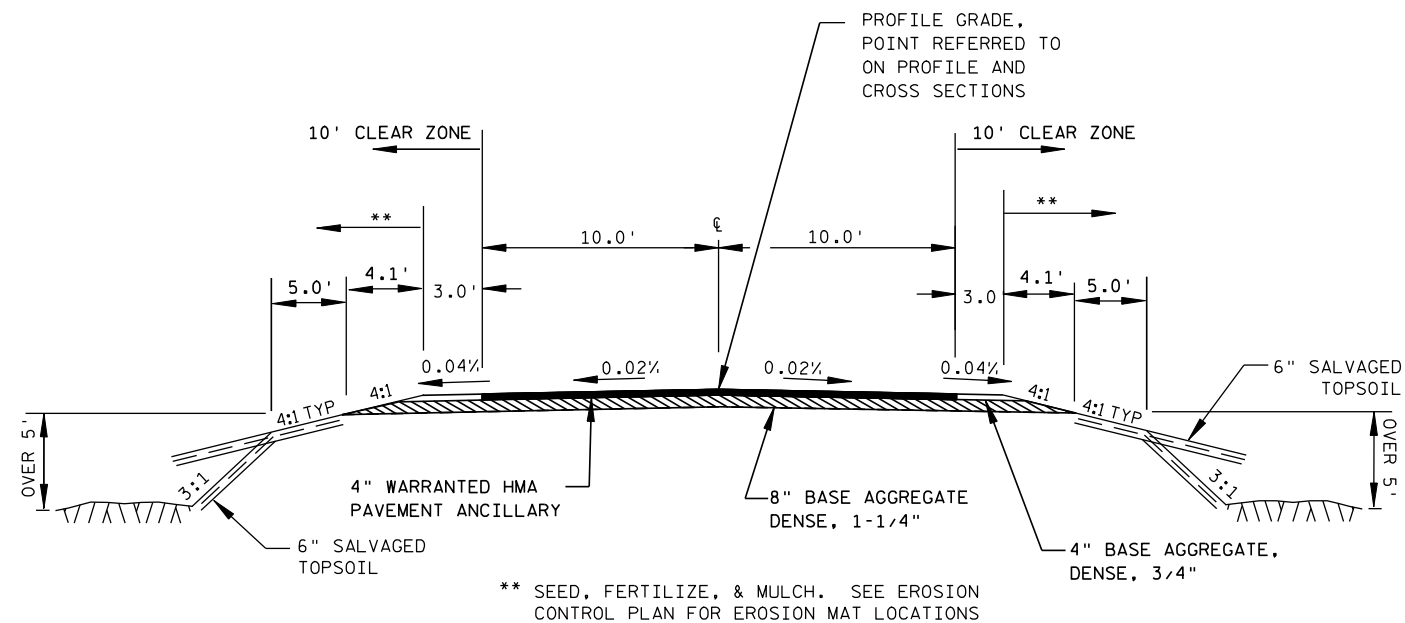


LEFT SHOULDER TAPER	
STA	WIDTH
97+98	3'
98+36	3'
99+38	15'
100+97	20'
101+98	3'

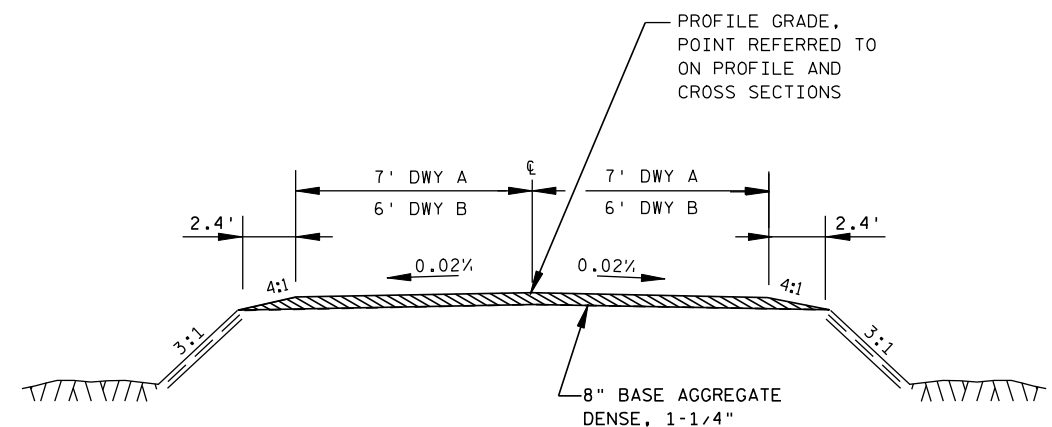
** SEED, FERTILIZE, & MULCH. SEE EROSION CONTROL PLAN FOR EROSION MAT LOCATIONS

RIGHT SHOULDER TAPER	
STA	WIDTH
97+98	3'
98+14	3'
99+14	20'
100+76	15'
101+76	3'
101+98	3'

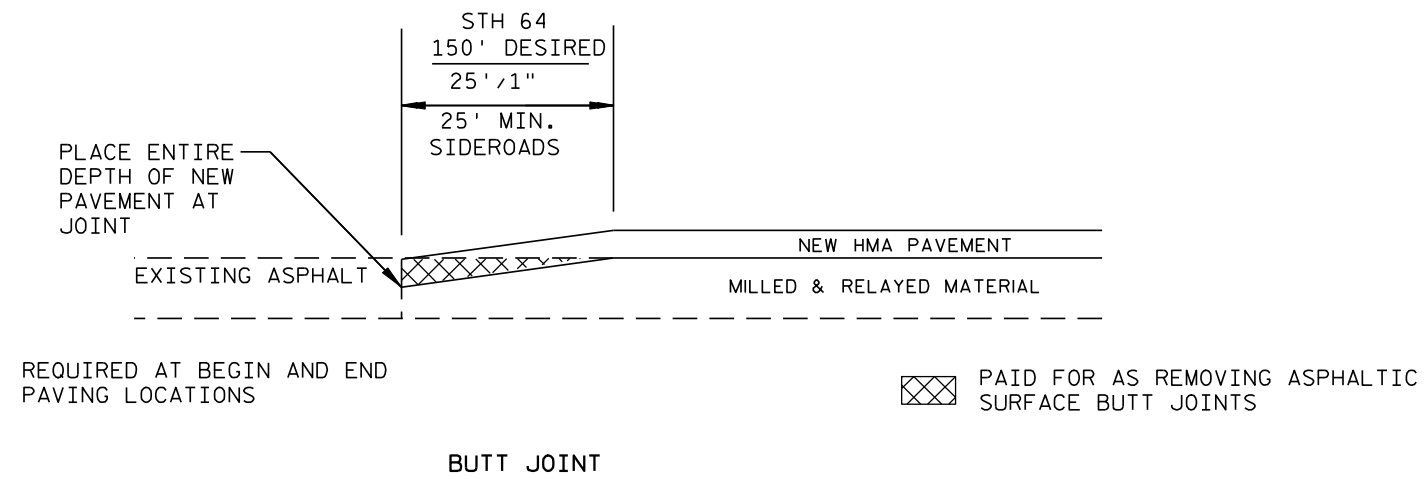
FINISHED TYPICAL SECTION
CTH T
STA 98+00 - STA 99+76
STA 100+36 - STA 102+00



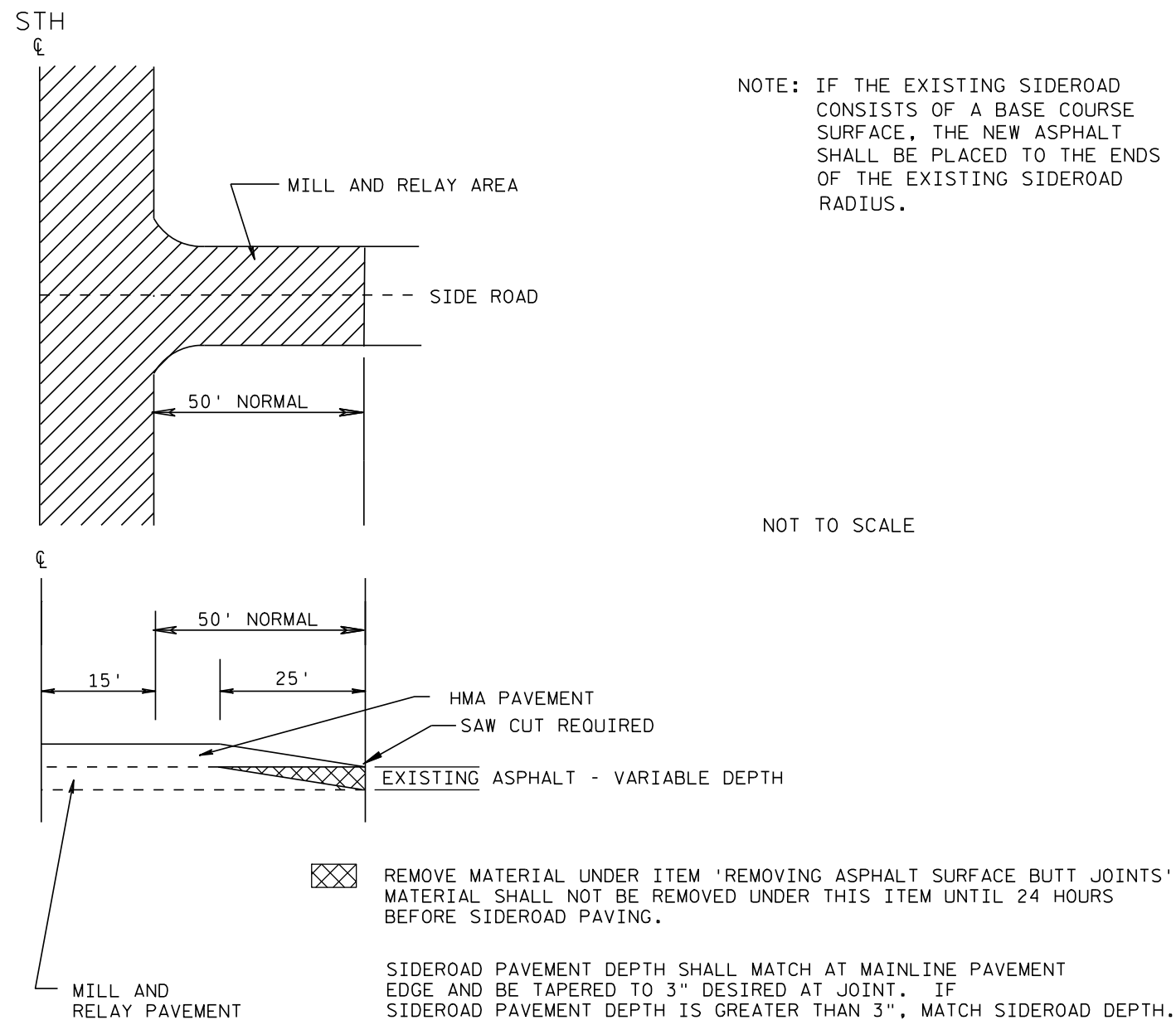
FINISHED TYPICAL SECTION
197TH ST
STA 100+00 - 103+00

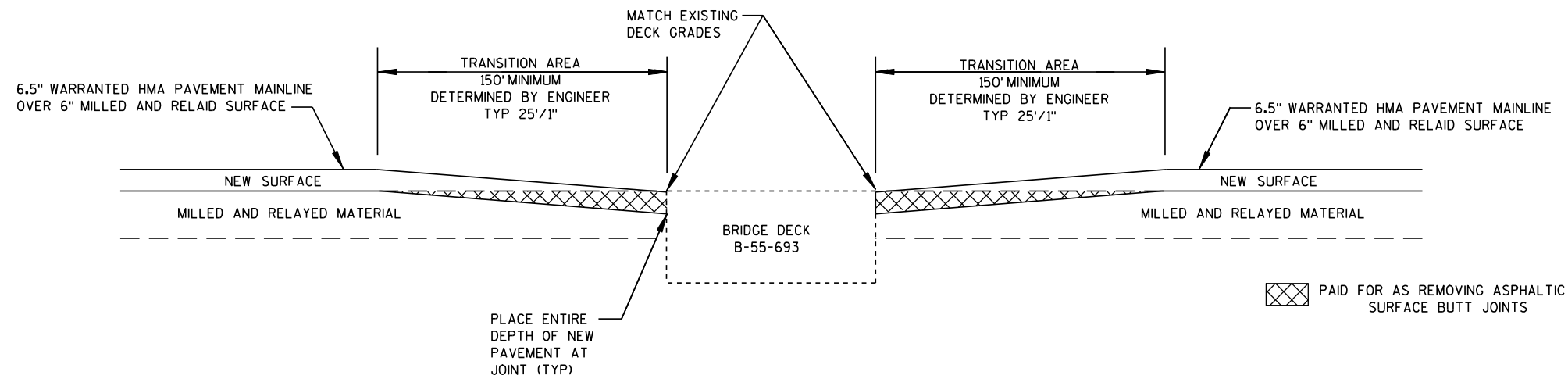


FINISHED TYPICAL SECTION
TEMPORARY DRIVEWAYS
DWY A - DALTON: STA 100+00 - 103+11
DWY B - VARGA: STA 150+00 - 152+45

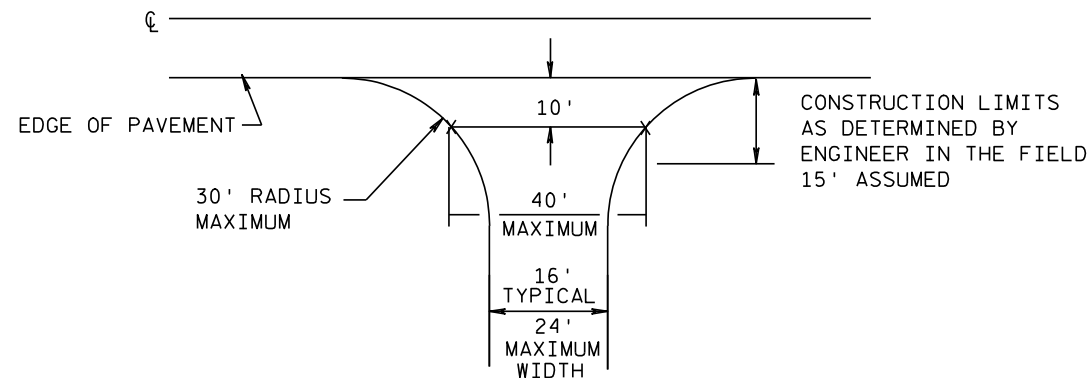


SIDE ROAD DETAIL - NO CURB & GUTTER

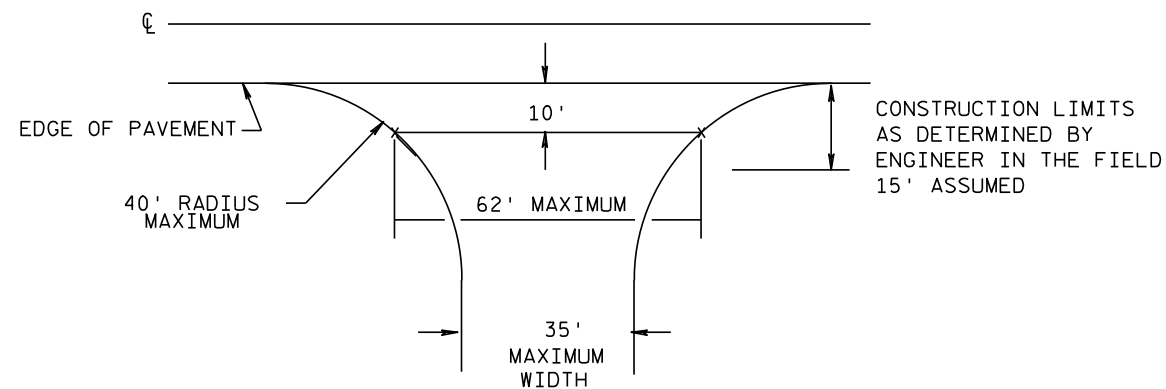




TRANSITION DETAIL
STRUCTURE B-55-693

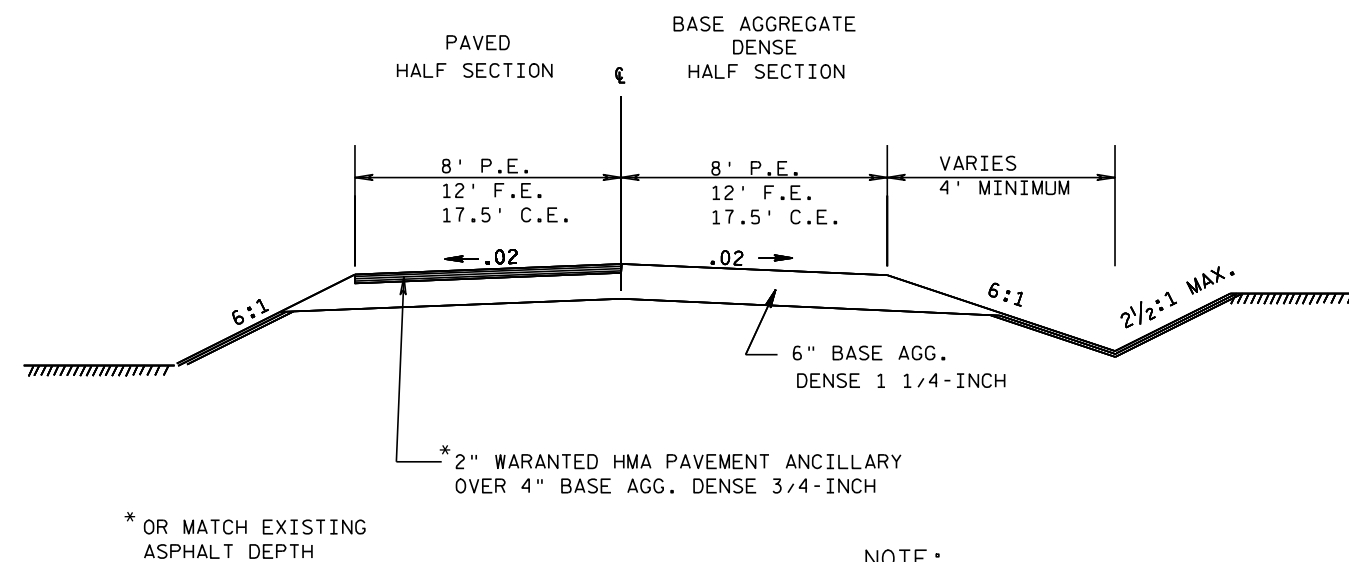
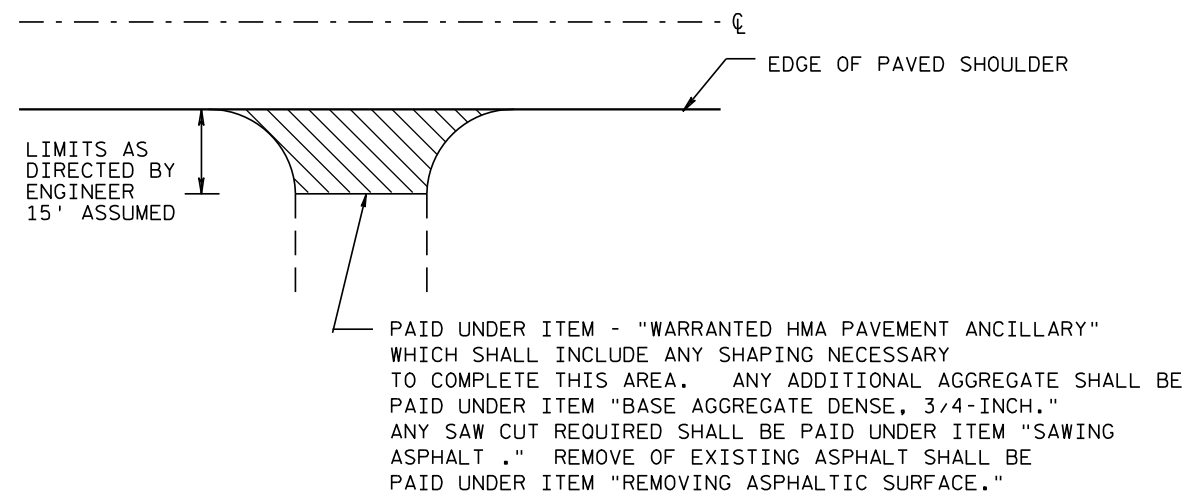


TYPICAL DRIVEWAY DETAIL
(NON-COMMERCIAL RURAL)



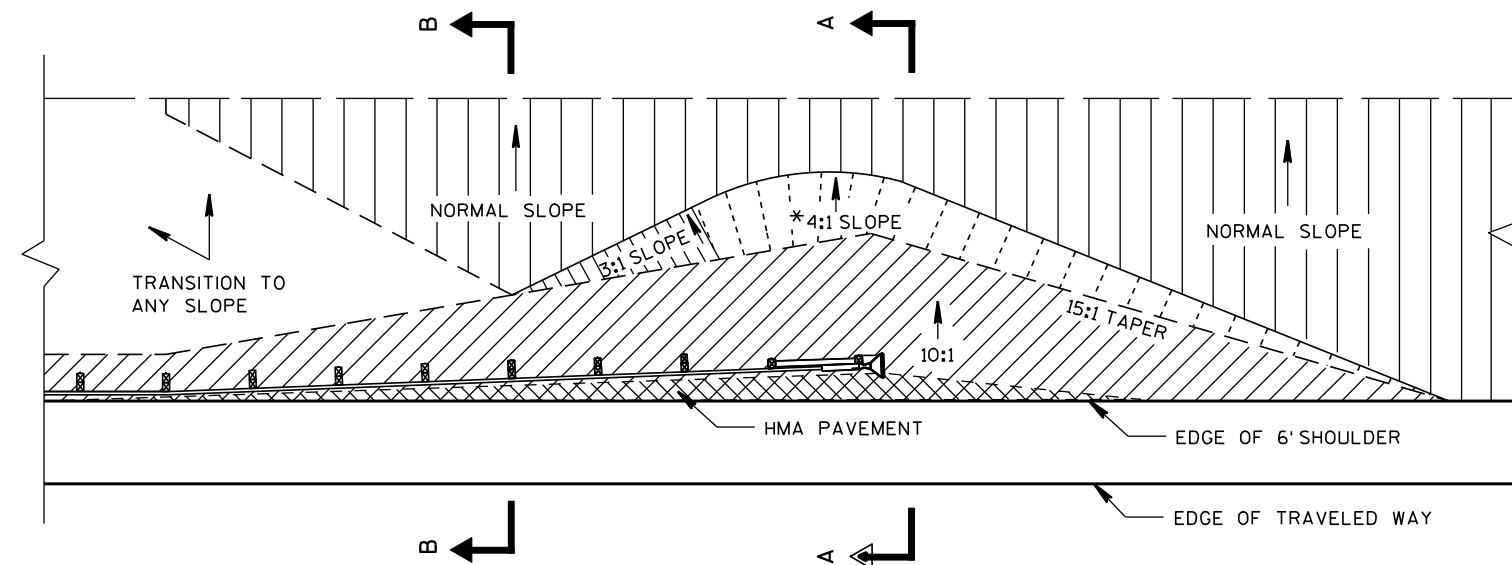
TYPICAL DRIVEWAY DETAIL
(COMMERCIAL RURAL)

RURAL DRIVEWAY DETAIL - ASPHALT



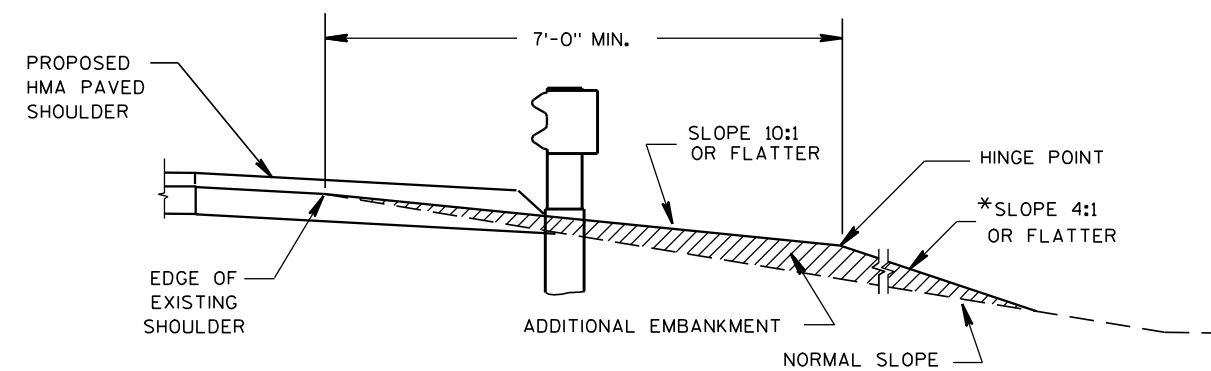
TYPICAL SECTION
FOR PRIVATE ENTRANCES

NOTE:
DRIVEWAY PROFILES NOT EXPECTED TO EXCEED 10%. PLACE LOW POINT OF DRIVEWAY PROFILE OVER DITCH FLOW LINE.

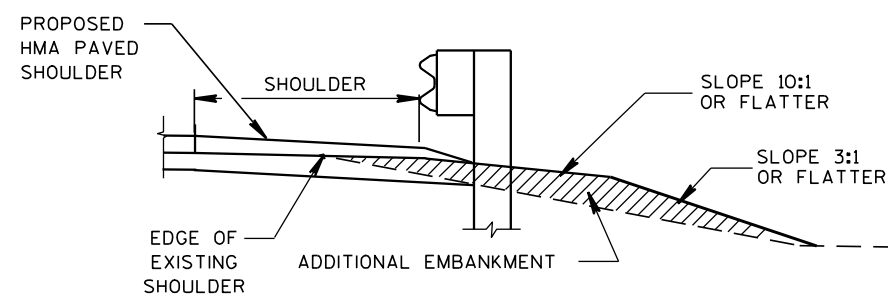


PLAN VIEW

*A 3:1 MAXIMUM SLOPE MAY BE USED FOR INSTALLATIONS ON EXISTING HIGHWAYS.

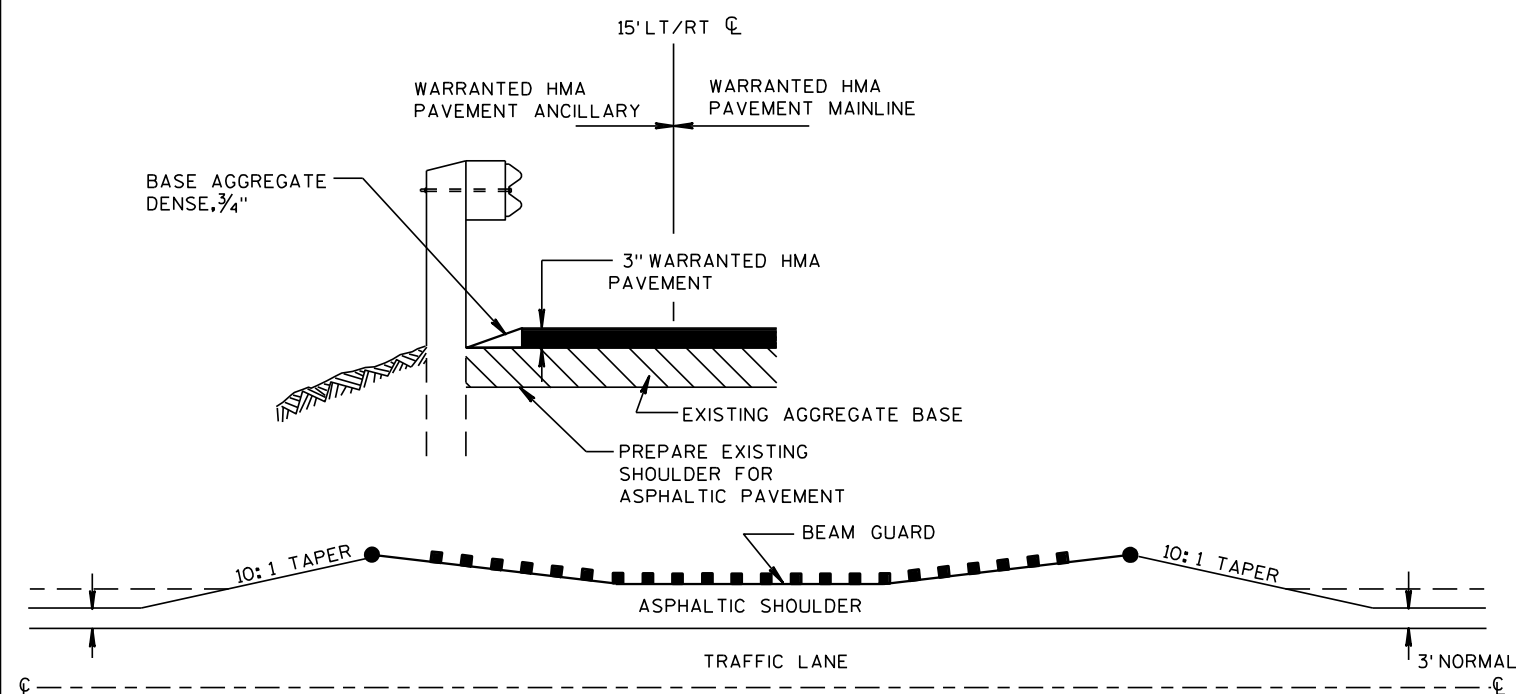


SECTION A-A

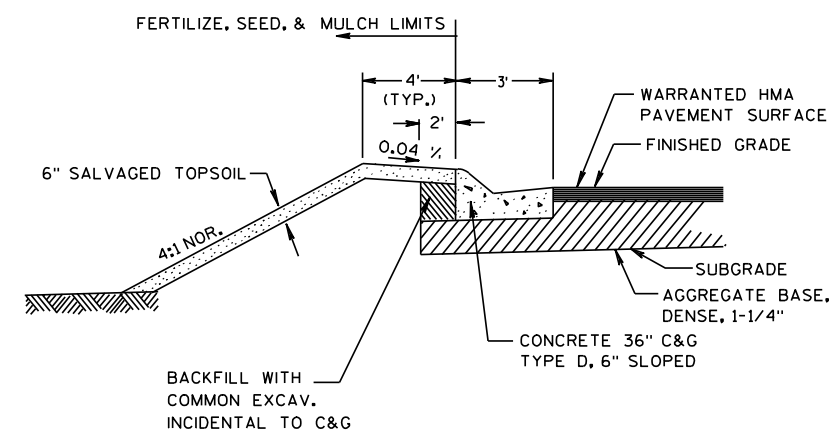


SECTION B-B

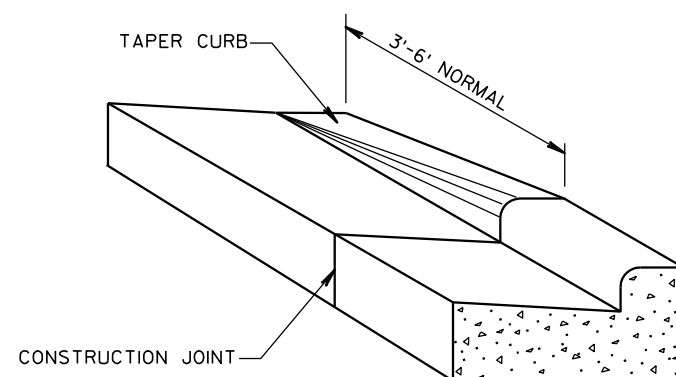
FILL AREA AT BEAM GUARD



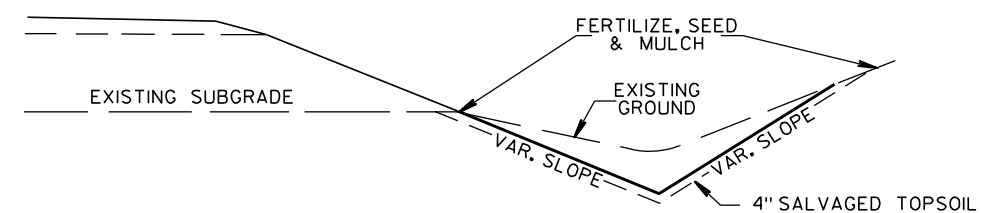
DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD



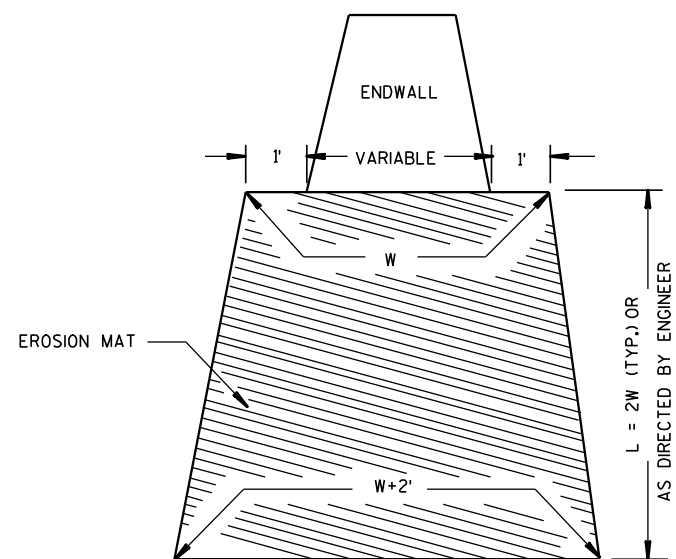
BERM DETAIL BEHIND 36" SLOPED CURB & GUTTER



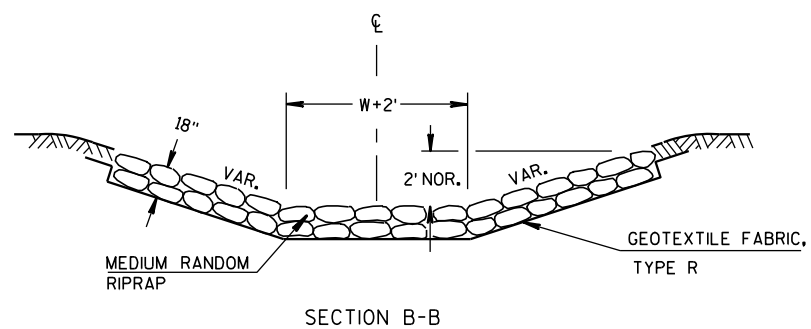
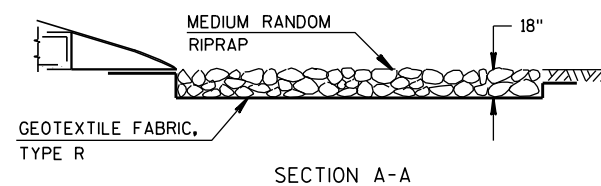
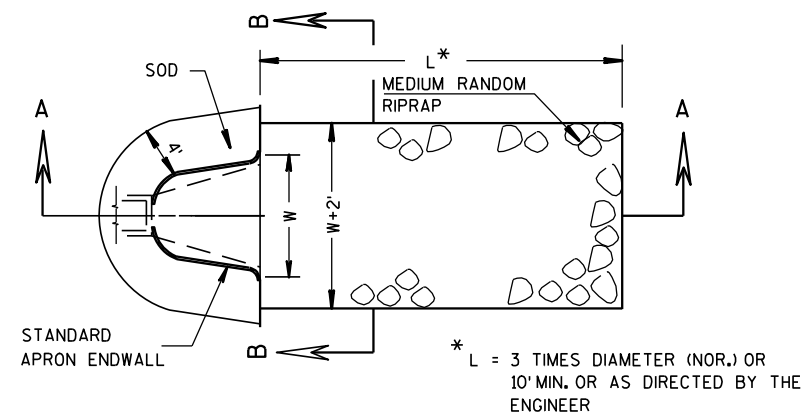
DETAIL OF CURB & GUTTER TERMINI



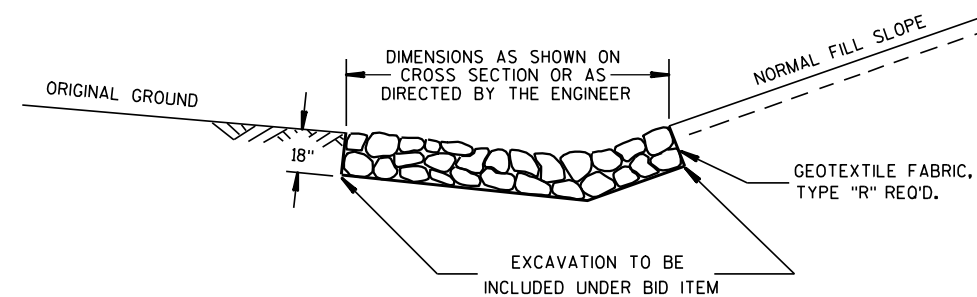
DITCH SHAPING DETAIL



EROSION MAT TREATMENT AT CULVERTS



MEDIUM RANDOM RIPRAP AND GEOTEXTILE FABRIC
DETAIL AT APRON ENDWALLS

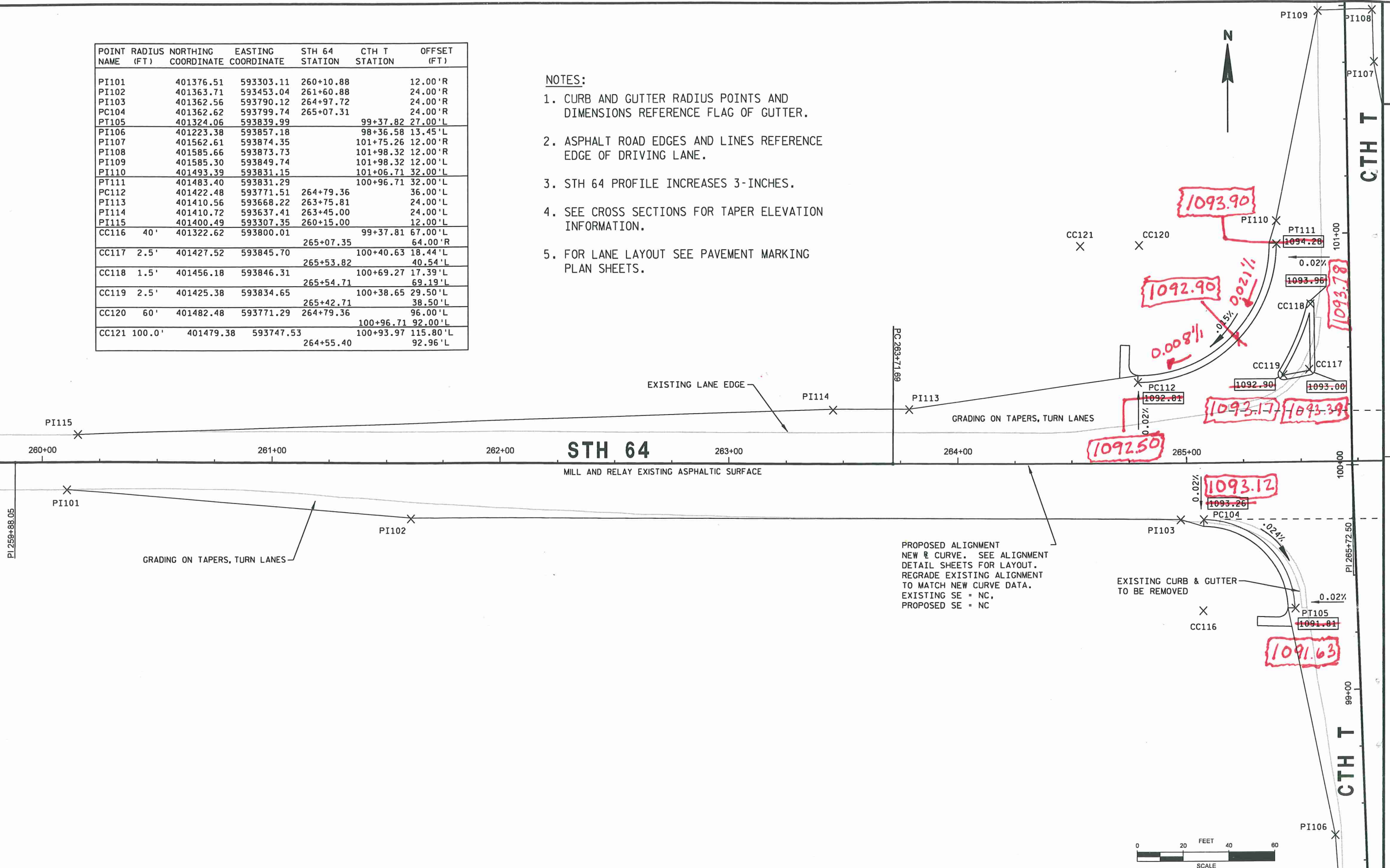


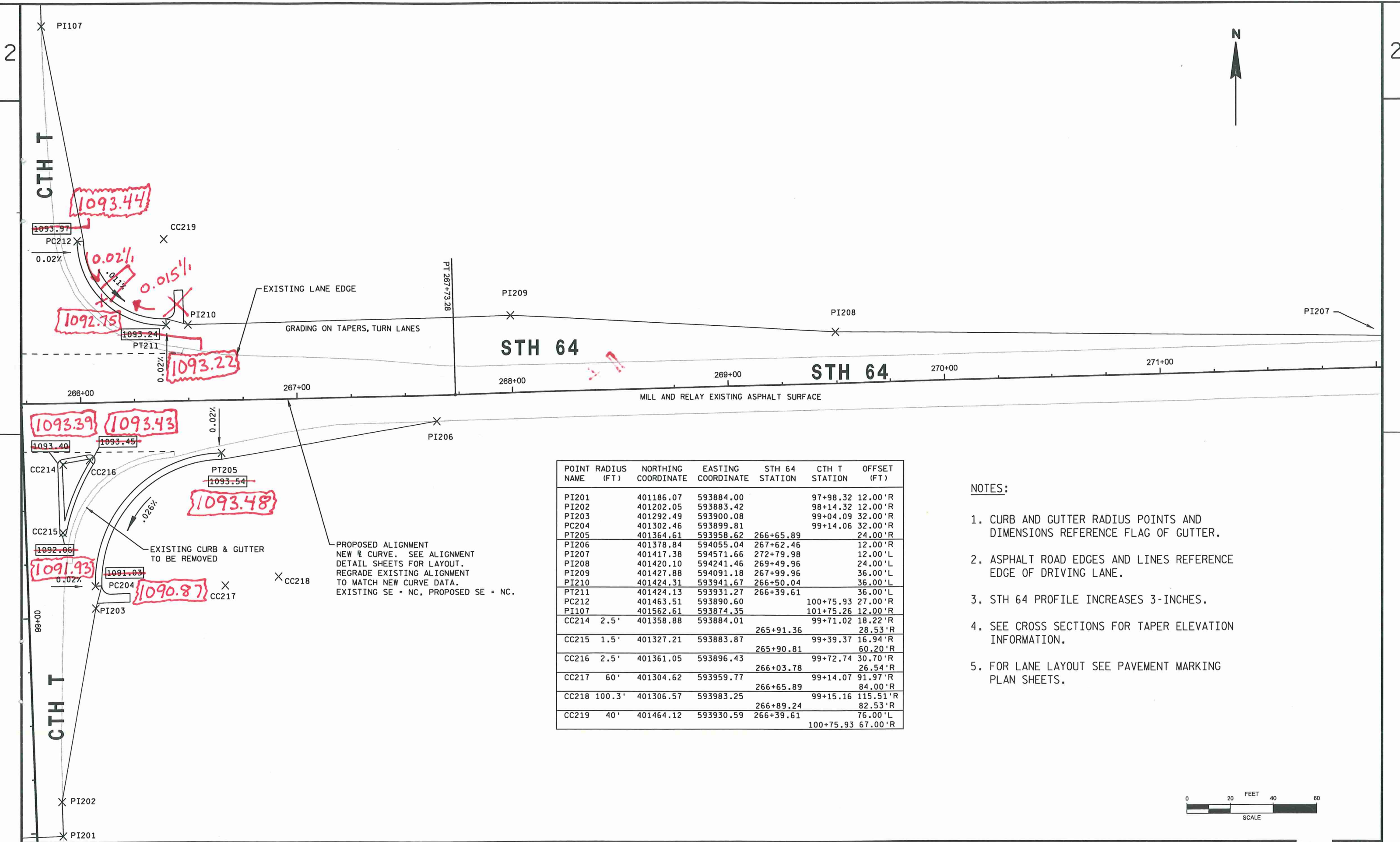
DETAIL FOR MEDIUM RANDOM RIPRAP IN DITCHES

POINT NAME	RADIUS (FT)	NORTHING COORDINATE	EASTING COORDINATE	STH 64 STATION	CTH T STATION	OFFSET (FT)
PI101		401376.51	593303.11	260+10.88		12.00'R
PI102		401363.71	593453.04	261+60.88		24.00'R
PI103		401362.56	593790.12	264+97.72		24.00'R
PC104		401362.62	593799.74	265+07.31		24.00'R
PT105		401324.06	593839.99		99+37.82	27.00'L
PI106		401223.38	593857.18		98+36.58	13.45'L
PI107		401562.61	593874.35		101+75.26	12.00'R
PI108		401585.66	593873.73		101+98.32	12.00'R
PI109		401585.30	593849.74		101+98.32	12.00'L
PI110		401493.39	593831.15		101+06.71	32.00'L
PT111		401483.40	593831.29		100+96.71	32.00'L
PC112		401422.48	593771.51	264+79.36		36.00'L
PI113		401410.56	593668.22	263+75.81		24.00'L
PI114		401410.72	593637.41	263+45.00		24.00'L
PI115		401400.49	593307.35	260+15.00		12.00'L
CC116	40'	401322.62	593800.01		99+37.81	67.00'L
CC117	2.5'	401427.52	593845.70	265+07.35		64.00'R
CC118	1.5'	401456.18	593846.31	265+53.82	100+40.63	18.44'L
CC119	2.5'	401425.38	593834.65	265+54.71	100+69.27	40.54'L
CC120	60'	401482.48	593771.29	265+42.71	100+38.65	69.19'L
CC121	100.0'	401479.38	593747.53	264+79.36	100+96.71	29.50'L
				264+55.40	100+93.97	38.50'L
						96.00'L
						92.00'L
						115.80'L
						92.96'L

NOTES:

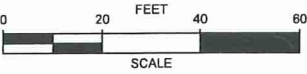
1. CURB AND GUTTER RADIUS POINTS AND DIMENSIONS REFERENCE FLAG OF GUTTER.
2. ASPHALT ROAD EDGES AND LINES REFERENCE EDGE OF DRIVING LANE.
3. STH 64 PROFILE INCREASES 3-INCHES.
4. SEE CROSS SECTIONS FOR TAPER ELEVATION INFORMATION.
5. FOR LANE LAYOUT SEE PAVEMENT MARKING PLAN SHEETS.

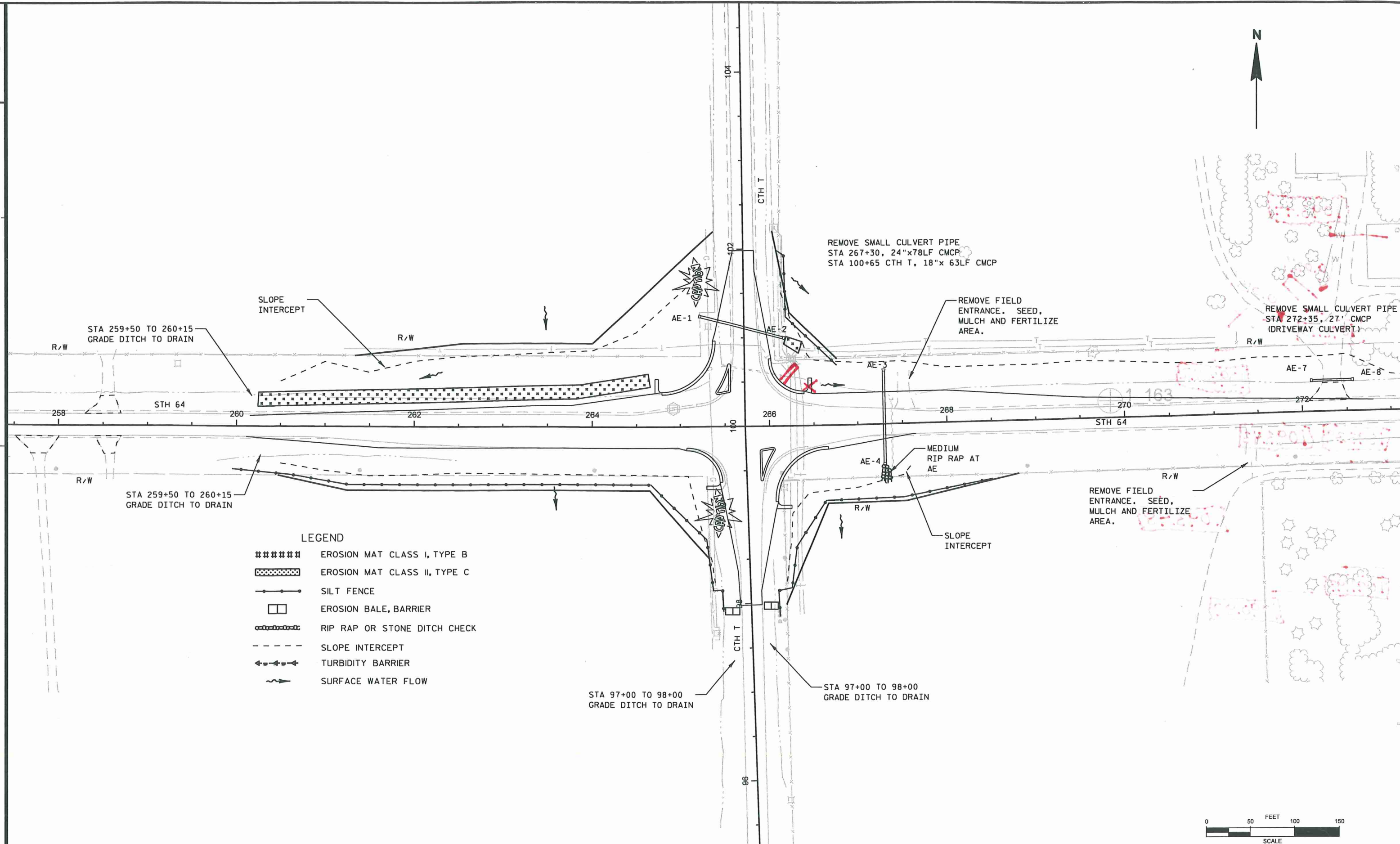


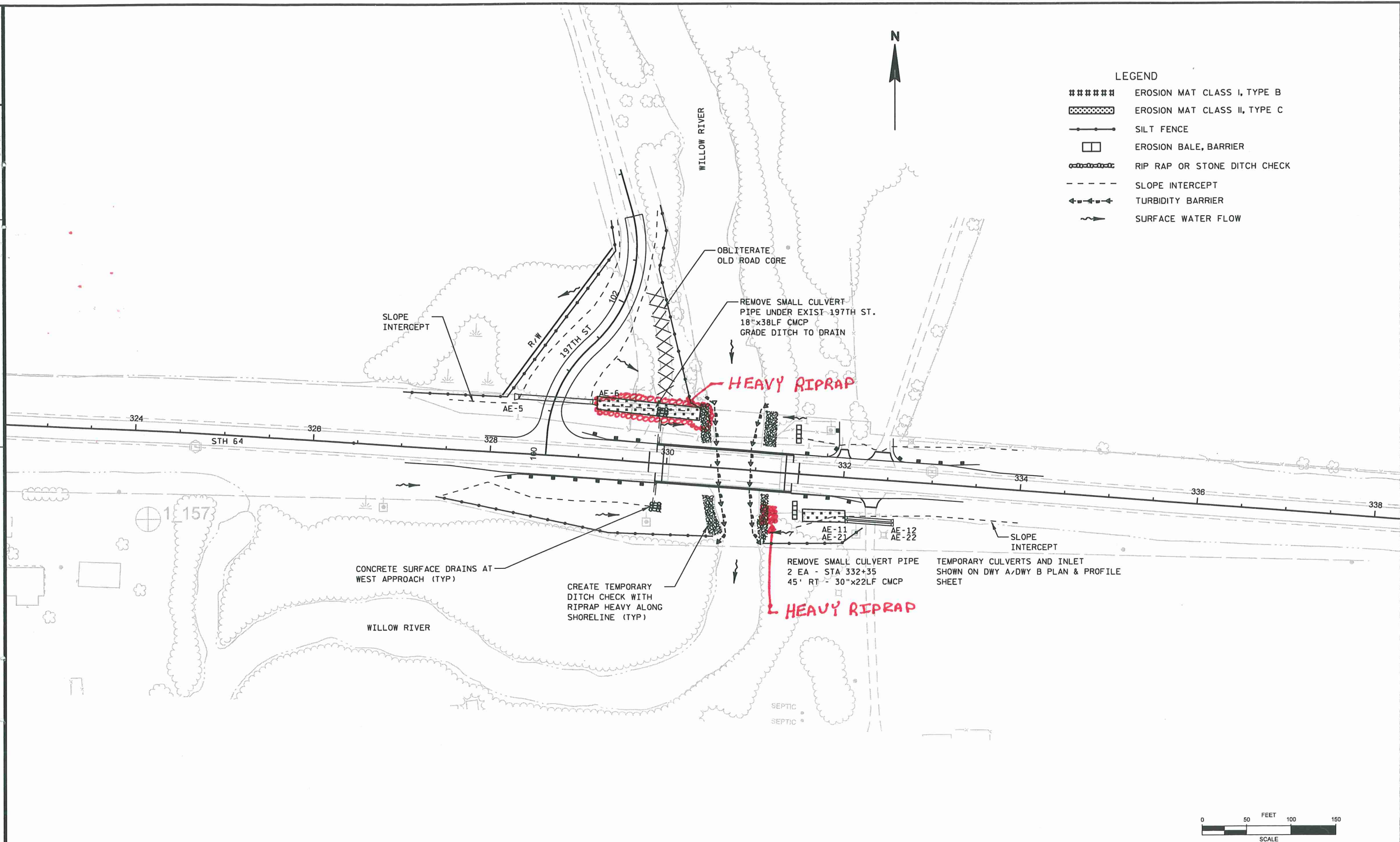


POINT NAME	RADIUS (FT)	NORTHING COORDINATE	EASTING COORDINATE	STH 64 STATION	CTH T STATION	OFFSET (FT)
PI201		401186.07	593884.00		97+98.32	12.00'R
PI202		401202.05	593883.42		98+14.32	12.00'R
PI203		401292.49	593900.08		99+04.09	32.00'R
PC204		401302.46	593899.81		99+14.06	32.00'R
PT205		401364.61	593958.62	266+65.89		24.00'R
PI206		401378.84	594055.04	267+62.46		12.00'R
PI207		401417.38	594571.66	272+79.98		12.00'L
PI208		401420.10	594241.46	269+49.96		24.00'L
PI209		401427.88	594091.18	267+99.96		36.00'L
PI210		401424.31	593941.67	266+50.04		36.00'L
PT211		401424.13	593931.27	266+39.61		36.00'L
PC212		401463.51	593890.60		100+75.93	27.00'R
PI107		401562.61	593874.35		101+75.26	12.00'R
CC214	2.5'	401358.88	593884.01		99+71.02	18.22'R
				265+91.36		28.53'R
CC215	1.5'	401327.21	593883.87		99+39.37	16.94'R
				265+90.81		60.20'R
CC216	2.5'	401361.05	593896.43		99+72.74	30.70'R
				266+03.78		26.54'R
CC217	60'	401304.62	593959.77		99+14.07	91.97'R
				266+65.89		84.00'R
CC218	100.3'	401306.57	593983.25		99+15.16	115.51'R
				266+89.24		82.53'R
CC219	40'	401464.12	593930.59	266+39.61		76.00'L
					100+75.93	67.00'R

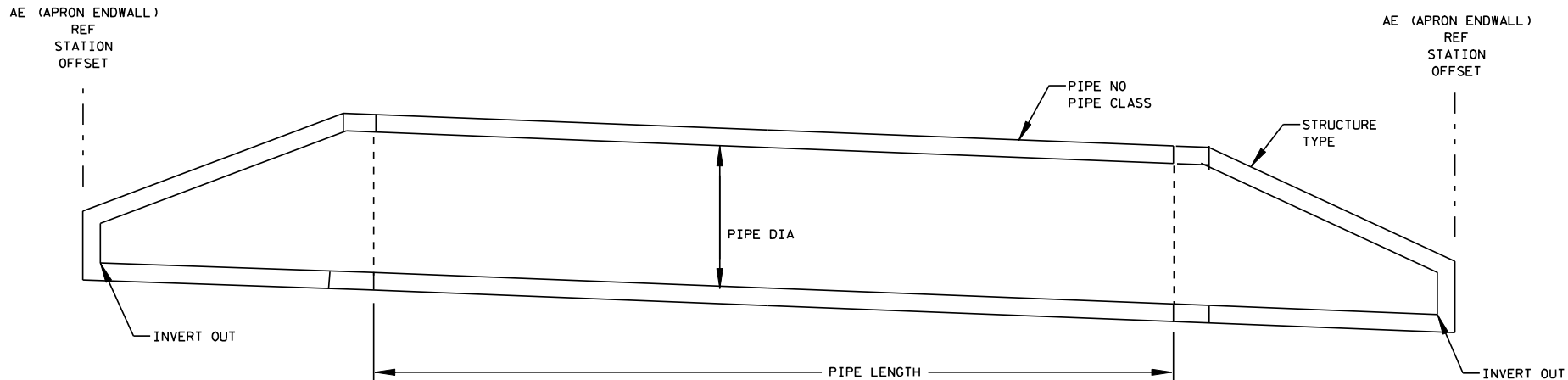
- NOTES:
- 1. CURB AND GUTTER RADIUS POINTS AND DIMENSIONS REFERENCE FLAG OF GUTTER.
 - 2. ASPHALT ROAD EDGES AND LINES REFERENCE EDGE OF DRIVING LANE.
 - 3. STH 64 PROFILE INCREASES 3-INCHES.
 - 4. SEE CROSS SECTIONS FOR TAPER ELEVATION INFORMATION.
 - 5. FOR LANE LAYOUT SEE PAVEMENT MARKING PLAN SHEETS.

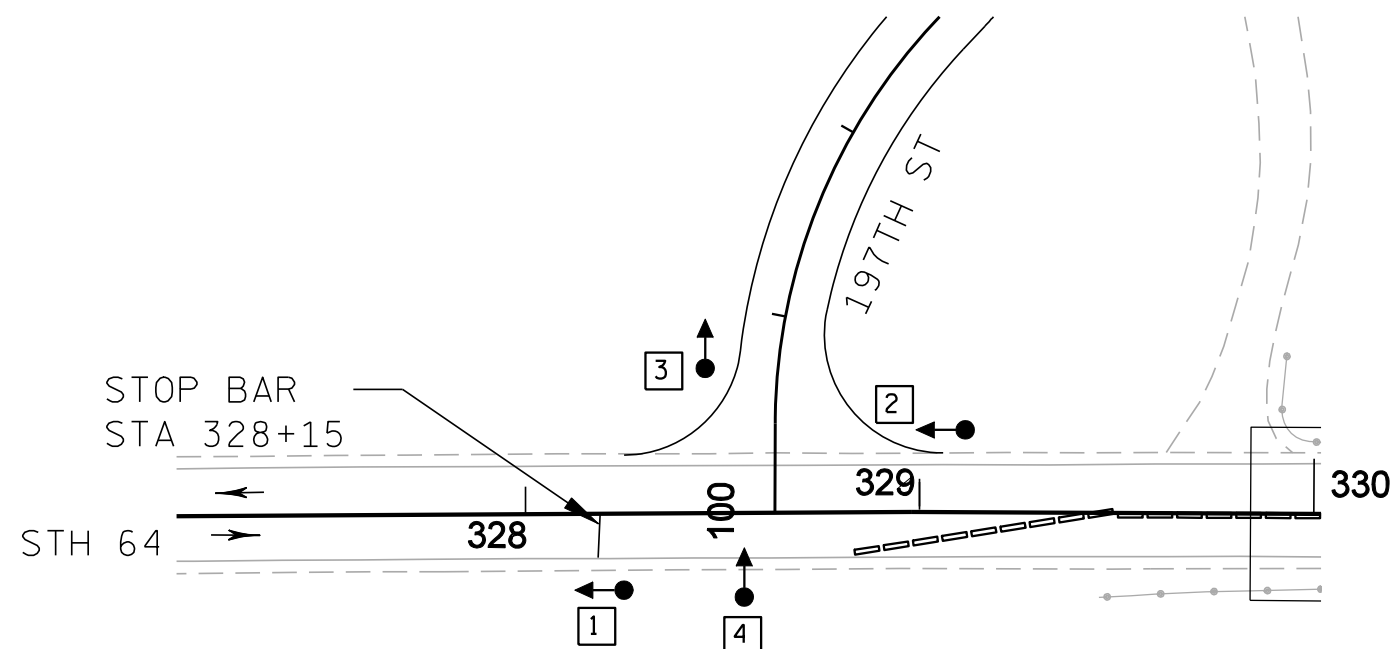




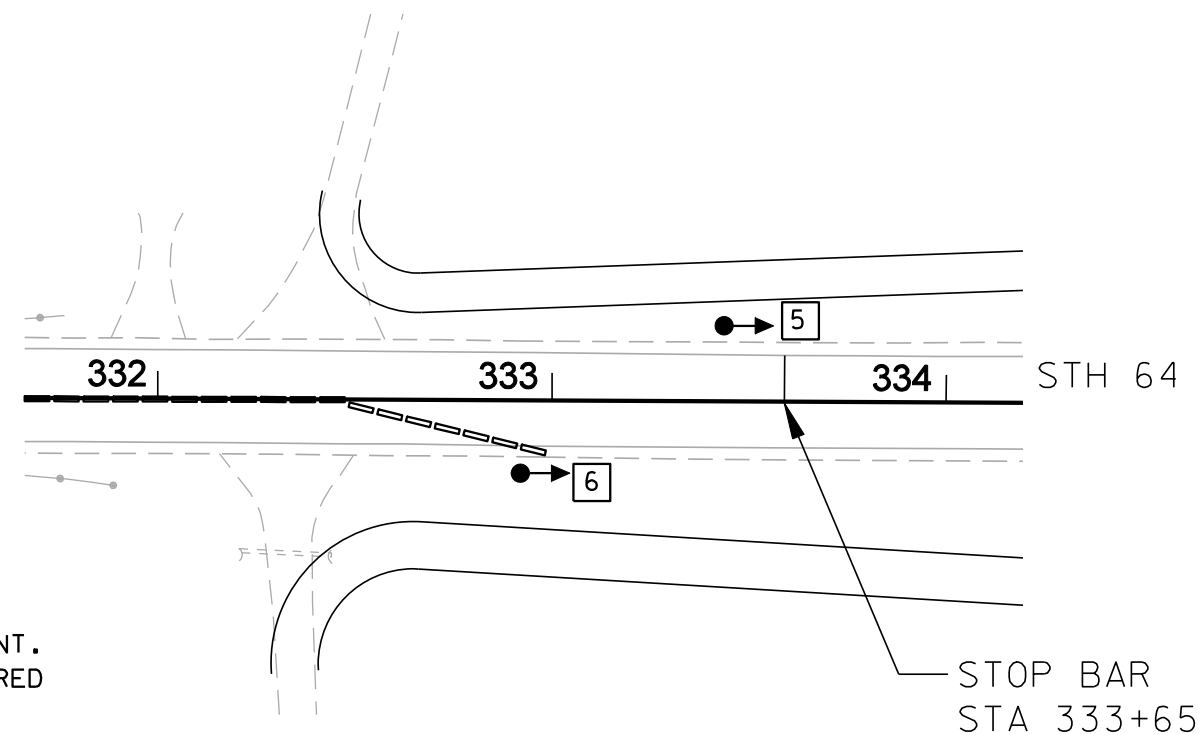


CULVERT CONSTRUCTION CHART														
STR NO	ROAD NAME	REF LINE	REF STATION	OFFSET	COORD PT. NO.	INVERT OUT	PIPE NO	PIPE DIA (in)	PIPE CLASS	PIPE LENGTH (ft)	SLOPE (%)	DRAINS TO	INV IN	COMMENTS
AE-1	CTH T	LINE C	101+25	54' LT	STRM1	1089.00	P-1	24	CPRC IV	96		AE-2		24" RC AE
AE-2	CTH T	LINE C	101+00	51' RT	STRM2						0.93	DITCH	1088.00	24" RC AE
AE-3	STH 64	LINE A	267+30	62' LT	STRM3	1087.10	P-2	24	CPRC IV	96		AE-4		24" RC AE
AE-4	STH 64	LINE A	267+30	46' RT	STRM4						1.02	DITCH	1086.00	24" RC AE
AE-7	STH 64	LINE A	272+10	36' LT	STRM7	1086.65	P-5	18	CP CLIII	43		AE-8		18" AE
AE-8	STH 64	LINE A	272+58	36' LT	STRM8						0.56	DITCH	1086.38	18" AE
AE-9	STH 64	LINE A	273+59	33' LT	STRM9	1085.83	P-4	18	CP CLIII	39		AE-10		18" AE
AE-10	STH 64	LINE A	274+03	33' LT	STRM10						0.55	DITCH	1085.59	18" AE
AE-5	STH 64	LINE A	328+31	65' LT	STRM5	1020.83	P-3	24	CPRC IV	64		AE-6		24" RC AE
AE-6	197TH ST	LINE D	100+57	38' LT	STRM5						0.51	DITCH	1020.44	24" RC AE
	197TH ST	LINE D	100+78	38' RT	STRM6									
AE-11	STH 64	LINE A	332+05	45' RT	STRM11						3.18	DITCH	1029.75	24" AE
AE-12	STH 64	LINE A	332+60	45' RT	STRM12	1031.66	P-6	24	CP CLIII	55		AE-11		24" AE
AE-21	STH 64	LINE A	332+05	48' RT	STRM25						3.18	DITCH	1029.75	24" AE
AE-22	STH 64	LINE A	332+60	48' RT	STRM26	1031.66	P-7	24	CP CLIII	55		AE-21		24" AE
AE-17	STH 64	LINE A	291+90	64' LT	STRM21	1083.30	P-10	24	CPRC IV	56		AE-19		24" RC AE
AE-18	STH 64	LINE A	293+57	64' LT	STRM22						1.32	DITCH	1082.40	24" RC AE
AE-19	STH 64	LINE A	54+78	45' LT	STRM23	991.40	P-11	24	CPRC IV	40		AE-20		24" RC AE
AE-20	STH 64	LINE A	55+30	47' LT	STRM24						1.63	DITCH	990.55	24" RC AE
INL-1	DWY A	LINE E	101+10	12' LT	TOP - 1035	1033.35	P-12	18	CP CLIII	34		AE-23		TEMP, TY 1-C
AE-23	DWY A	LINE E	101+10	22' RT	STRM31						1.03	DITCH	1033.00	TEMPORARY
AE-24	DWY A	LINE E	100+87	24' RT	STRM27	1032.50	P-13	24	CP CLIII	47		AE-25		TEMPORARY
	STH 64	LINE A	332+63	61' RT										
AE-25	DWY A	LINE E	100+66	22' LT	STRM28						15.96	DITCH	1025.00	TEMPORARY
	STH 64	LINE A	332+20	43' RT										
AE-26	DWY A	LINE E	101+02	24' RT	STRM29	1032.50	P-14	24	CP CLIII	52		AE-27		TEMPORARY
	STH 64	LINE A	332+68	59' RT										
AE-27	DWY A	LINE E	100+68	24' LT	STRM30						14.42	DITCH	1025.00	TEMPORARY
	STH 64	LINE A	332+20	38' RT										





NOTE: PROJECT IS STAGED BRIDGE REPLACEMENT.
SOME ADJUSTMENT OF SIGNALS MAY BE REQUIRED
BETWEEN STAGES, DEPENDING ON INITIAL
INSTALLATION.



LEGEND

- ◄● SIGNAL HEAD ON TEMPORARY WOOD POLE
- (R) RED CIRCULAR INDICATOR
(Y) YELLOW CIRCULAR INDICATOR
(G) GREEN CIRCULAR INDICATOR
- SIGNAL HEAD NUMBER
- VERTICAL HEAD
CONFIGURATION
FOR ALL SIGNAL HEADS

GENERAL NOTES

WOOD POLE LOCATIONS SHOWN ARE APPROXIMATE. NONBREAKWAY POLES SHALL BE NO CLOSER TO EDGE OF PAVEMENT THAN OFFSET DISTANCE CHART ALLOWS OR 4 FEET BEHIND PROTECTIVE BARRIER (BEAMGUARD, ETC.)

TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE POSITIONED IN ACCORDANCE WITH THE TEMPORARY TRAFFIC SIGNALS LANE LOCATIONS IN THE CONSTRUCTION STAGING PLANS AND AS DIRECTED BY THE ENGINEER.

SEE S.D.D.'S, SPAN WIRE TEMPORARY TRAFFIC SIGNAL, FOR ADDITIONAL SIGNAL INSTALLATION DETAILS

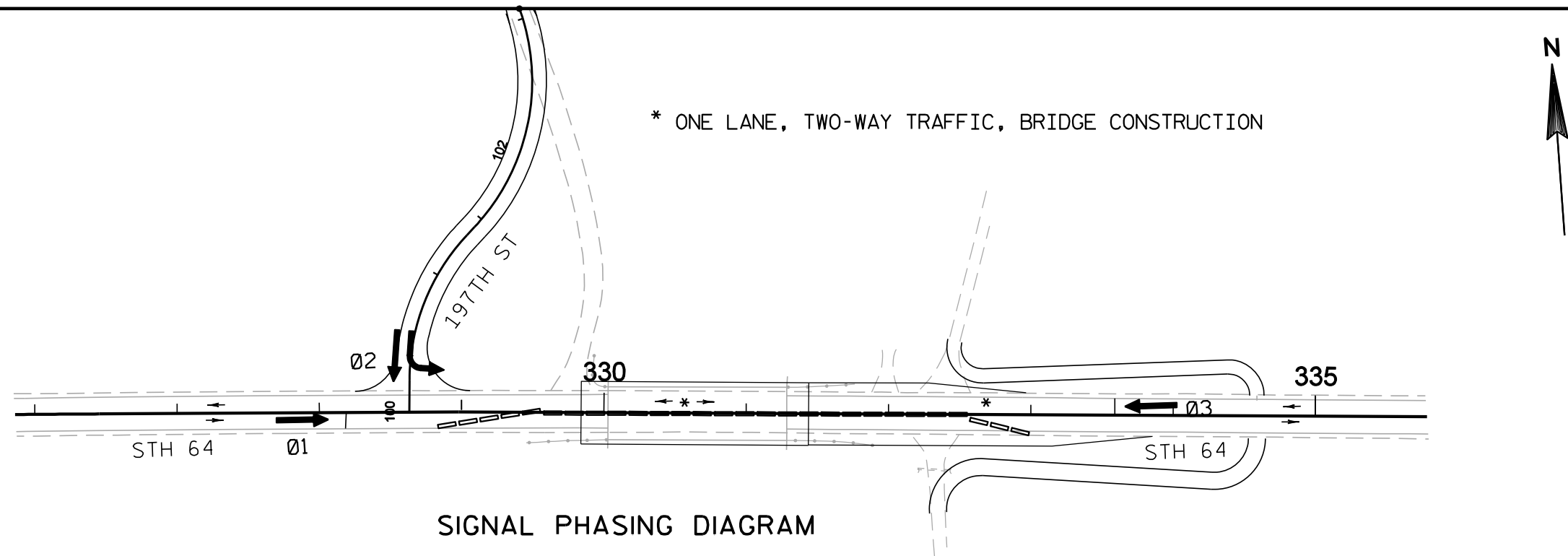
SEE TRAFFIC CONTROL PLAN SHEETS FOR ADDITIONAL TRAFFIC CONTROL SIGNING, PAVEMENT MARKING, AND DEVICES.

OFFSET DISTANCES FOR TEMPORARY NON-BREAKAWAY POLES

SPEED LIMIT	** OFFSET DISTANCE
GREATER THAN 45 MPH	18 FT
45 MPH OR LESS	12 FT
45 MPH OR LESS / CURBS	2 FT

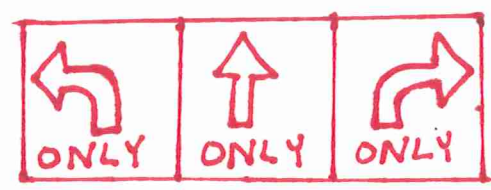
** NOTE: OFFSET MEASURED FROM THE OUTER EDGE
OF OUTSIDE THROUGH LANE.

POLE LENGTHS ESTIMATED AT:
42' TOTAL W/ LIGHT
36' TOTAL W/O LIGHT

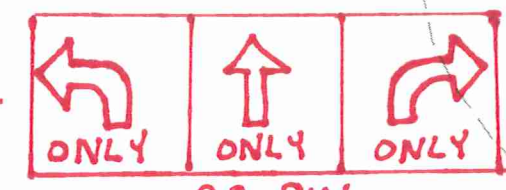


SEQUENCE OF OPERATIONS
PRETIMED TRAFFIC SIGNALS

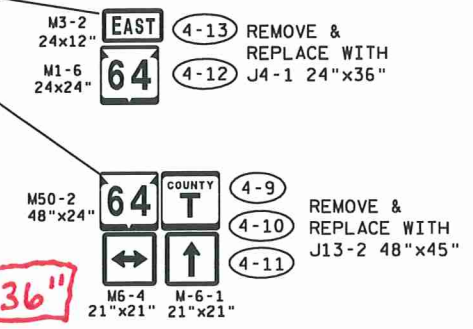
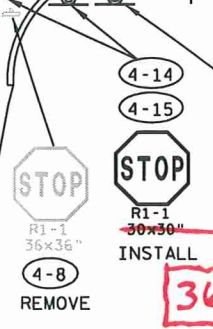
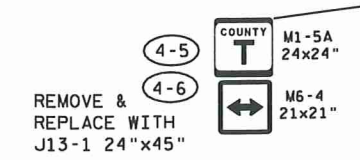
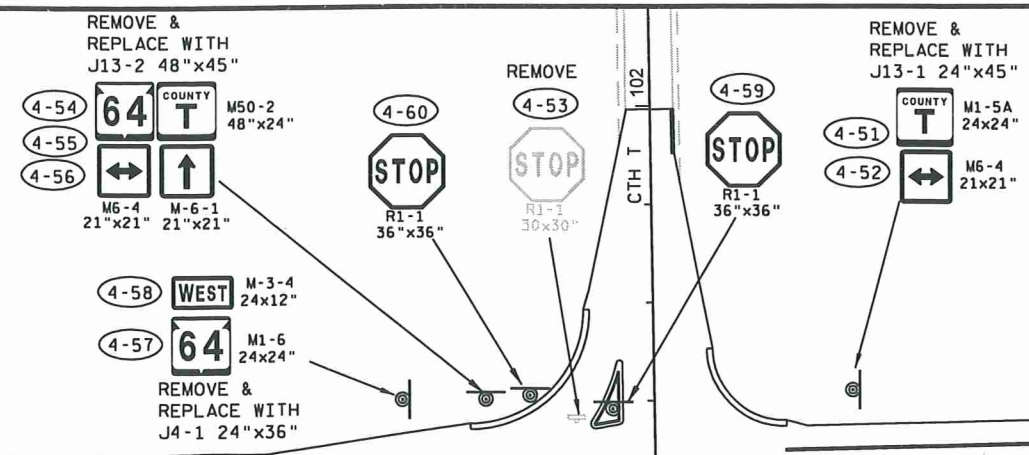
PHASE #	*1	*2	*3	INTERVAL LENGTH (SEC)
LOCATION	STH 64 EB	197TH ST	STH 64 WB	
HEAD #	1,2	3,4	5,6	
INTERVAL				
1	G	R	R	15
2	Y	R	R	4
3	R	R	R	2
4	R	G	R	6
5	R	Y	R	4
6	R	R	R	20
7	R	R	G	15
8	R	R	Y	4
9	R	R	R	20
				90
	FLASHING OPERATION			EMERGENCY ONLY
	R	R	R	



R3-8W
54x30"

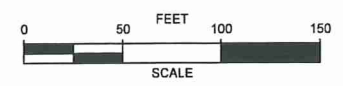


R3-8W
54x30"



LEGEND

- (X-X) NUMBERED SIGNS AND SIGN SUPPORTS AS SHOWN IN THE QUANTITIES TABLE
- EXISTING SIGN AND SUPPORT LOCATION (NUMBER OF SUPPORTS SHOWN IN QUANTITY TABLE)
- PERMANENT SIGN AND SUPPORT LOCATION (NUMBER OF SUPPORTS SHOWN IN QUANTITY TABLE)



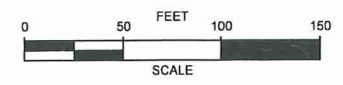
SEE SDD "PAVEMENT MARKING (LEFT TURN LANE)"

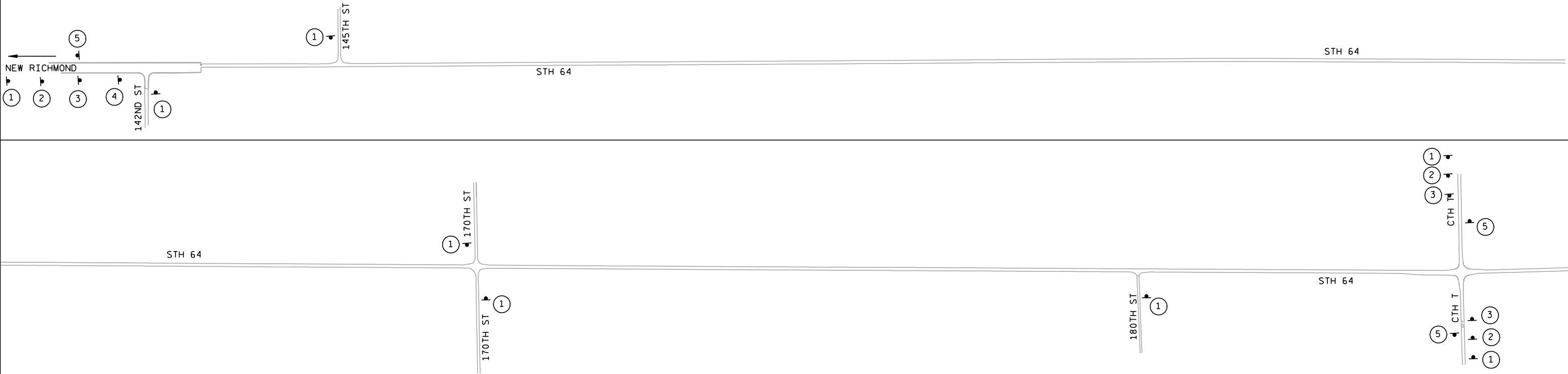
SEE SDD "MEDIAN ISLAND MARKING"

SEE SDD "MEDIAN ISLAND MARKING"

SEE SDD "PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)" FOR RIGHT TURN ISLAND (TYP)

- ① PAVEMENT MARKING, 4-INCH EPOXY, CENTER LINE, 4" DOUBLE YELLOW
- ② PAVEMENT MARKING, 4-INCH EPOXY, EDGELINE, WHITE
- ③ PAVEMENT MARKING, WORDS EPOXY
- ④ PAVEMENT MARKING, 8-INCH EPOXY, WHITE
- ⑤ PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY, WHITE
- ⑥ PAVEMENT MARKING, 12-INCH EPOXY, DIAGONAL, YELLOW
- ⑦ PAVEMENT MARKING, ARROWS, EPOXY, TYPE 2





GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED, AND/OR LAYOUT DETAILS MODIFIED, DEPENDING ON CONTRACTOR'S METHODS OR SEQUENCE OF OPERATION.

PERMANENT OR TEMPORARY SIGNS WHICH CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED.

EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQUIRED BY THE ENGINEER IN THE FIELD AND SHALL BE CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL ITEM.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHTS SHALL BE USED WITH A COVERED SIGN. THESE SIGNS SHALL BE INCIDENTAL.

FOR TRAFFIC CONTROL SIGNING DURING MOVING OPERATIONS, SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)"

FOR TRAFFIC CONTROL SIGNING DURING SHOULDER WORK AT BEAM GUARD, SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

"WO" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.

DETAILS FOR MAINTENANCE OF TRAFFIC THROUGH MINOR INTERSECTIONS ARE NOT SHOWN.

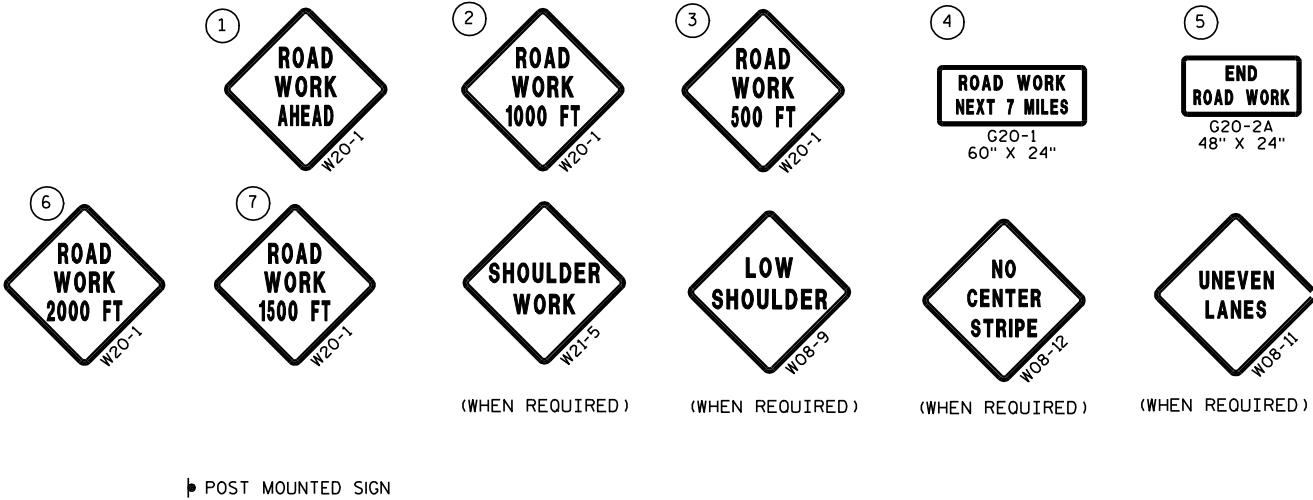
LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

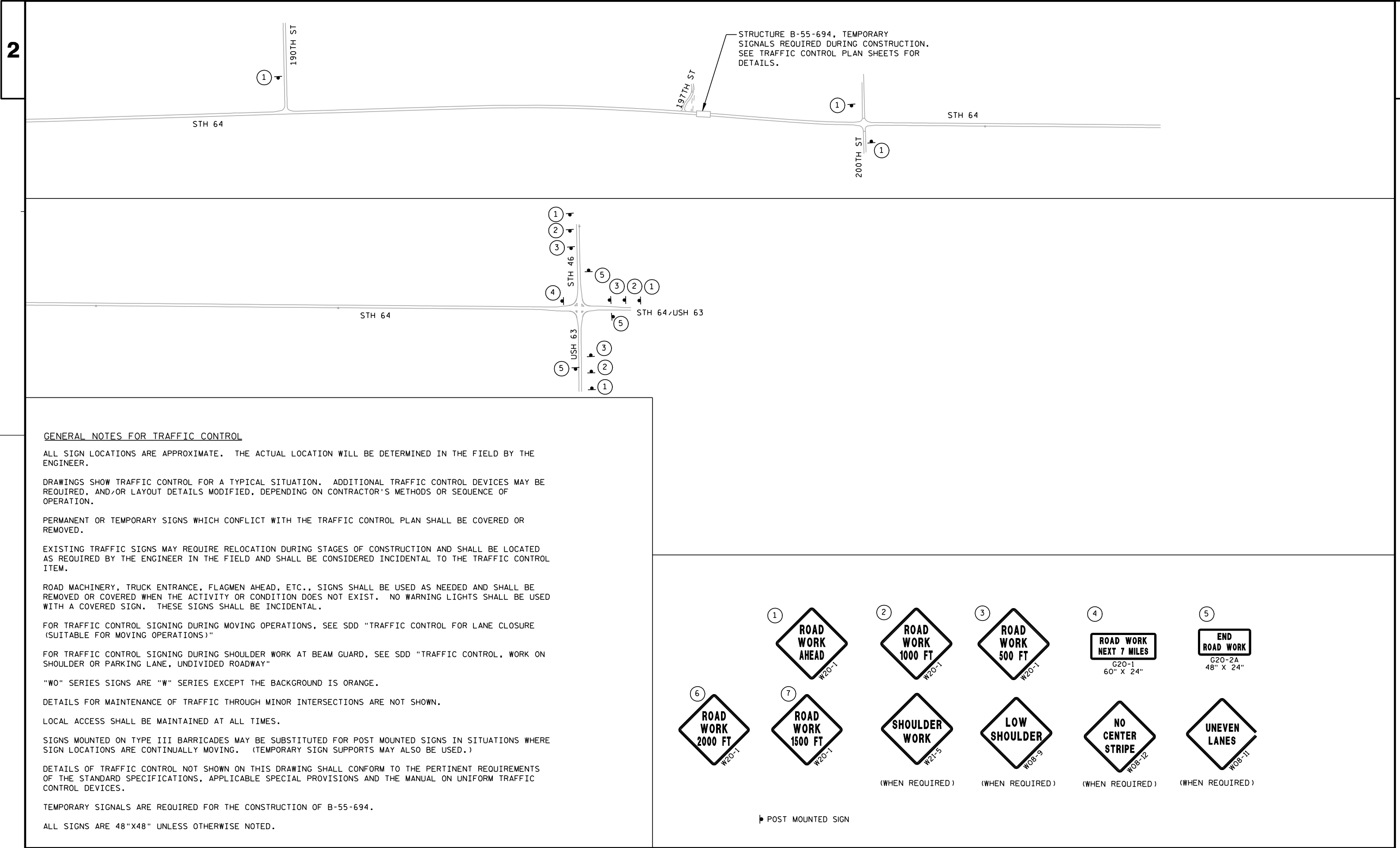
SIGNS MOUNTED ON TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORTS MAY ALSO BE USED.)

DETAILS OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

TEMPORARY SIGNALS ARE REQUIRED FOR THE CONSTRUCTION OF STRUCTURE B-55-694.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.





STAGE 1 SEQUENCE OF OPERATIONS.

- A) PAVE EB SHOULDER UNDER TRAFFIC WITH FLAGGING OPERATIONS, STATION 256+65 TO STA 276+30
B) SHIFT TRAFFIC TO NEW PAVED SHOULDER.
C) CLOSE CTH T TO NORTH. (MAXIMUM CLOSURE 2 WEEKS).
E) CONSTRUCT WIDENING ON WB SHOULDER, CONSTRUCT CTH T NORTH.

- 1B TEMPORARY PAVEMENT MARKING
4-INCH WHITE EDGE LINE STA 256+00
TO STA 276+30, 11' LANE
- 1B REMOVE PAVEMENT MARKING
4-INCH WHITE EDGE LINE
STA 256+65 TO STA 259+00

DURING WIDENING OPERATIONS
STH 64 SHOULDERS MUST BE BUILT UP
TO A 3:1 SLOPE DURING HOURS
OF NON-OPERATION.

PAVE ALL WIDENED STH 64
WITH ASPHALTIC SURFACE TEMPORARY
TO MATCH EXISTING GRADE.

PAVE CTH T NORTH
WITH WARRANTED HMA PAVEMENT ANCILLARY
TO FINAL GRADE. TAPER
DOWN 3" AT INTERSECTION
TO EXISTING GRADE.

25' BARREL
SPACING AT
INTERSECTION

1D CONSTRUCT WIDENING ON NORTH
SIDE OF STH 64. RECONSTRUCT
CTH T

STA 265+00. BEGIN
REMOVAL OF EXIST
PVMT MRKGS. BEGIN
TEMP PVMT MRKGS.

1B STA 256+65.
BEGIN TRAFFIC SHIFT.

1A BEGIN PAVING OF
EXISTING SHOULDER,
STA 256+65 WITH DAYTIME
ONLY LANE CLOSURES &
FLAGGING OPERATIONS.

1B REMOVE PAVEMENT MARKING
4" WHITE EDGE LINE, STA 256+00
TO STA 261+50. INSTALL
TEMPORARY PVMT MRKG,
4" WHITE EDGE LINE 11' LANE

1B STA 259+65 BEGIN
TEMPORARY 4' RIGHT
OF EXISTING

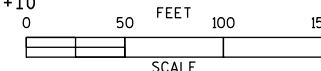
1B TEMPORARY PAVEMENT MARKING
4-INCH DOUBLE YELLOW CENTERLINE
STA 256+00 TO STA 276+30

1B REMOVE PAVEMENT
MARKINGS, CENTERLINE
STA 256+00 TO STA 276+30.

1B REMOVE PAVEMENT
MARKINGS, 8" CHANNELIZING.
INSTALL TEMPORARY PVMT
MARKING, 8" CHANNELIZING,
STA 263+25 TO 265+10

ROAD
CLOSED

R11-2
48" X 30"



LEGEND

- ↑ TYPE III BARRICADE
- ↑ TYPE III BARRICADE WITH ATTACHED SIGN (ROAD CLOSED R11-2)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ▬ SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- ▨ WORK AREA

PAVE CTH T NORTH
WITH HMA PAVEMENT ANCILLARY
TO FINAL GRADE. TAPER
DOWN 3" AT INTERSECTION
TO EXISTING GRADE.

1D CONSTRUCT WIDENING ON NORTH
SIDE OF BARRICADES TYPE III.
RECONSTRUCT CTH T

1B TEMPORARY PAVEMENT MARKING
4-INCH WHITE EDGE LINE
STA 256+65 TO STA 276+30.

PAVE ALL WIDENED STH 64
WITH ASPHALTIC SURFACE
TEMPORARY TO
MATCH EXISTING GRADE.

DURING WIDENING OPERATIONS
STH 64 SHOULDERS MUST BE BUILT UP
TO A 3:1 SLOPE DURING HOURS
OF NON-OPERATION.

1B STA 276+30.
END TRAFFIC SHIFT.

1B REMOVE PVMT MRKG
4" WHITE EDGE LINE
STA 273+30 TO 276+30.

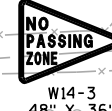


STA 281+30

STA 286+30

STA 296+30

STA 281+30



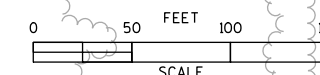
1B REMOVE PAVEMENT MARKING
4" WHITE EDGE LINE, STA 267+00
TO STA 276+30. INSTALL
TEMPORARY PVMT MRKG,
4" WHITE EDGE LINE

1B REMOVE PAVEMENT
MARKINGS, CENTERLINE
STA 256+65 TO STA 276+30.

1B TEMPORARY PAVEMENT MARKING
4-INCH DOUBLE YELLOW CENTERLINE
STA 256+65 TO STA 276+30

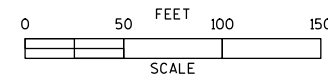
1B STA 273+30 END
TEMPORARY 4' RIGHT
OF EXISTING. TAPER TO
EXIST 4' BY STA 276+30.

1A END EB SHOULDER
PAVMENT STA 276+30

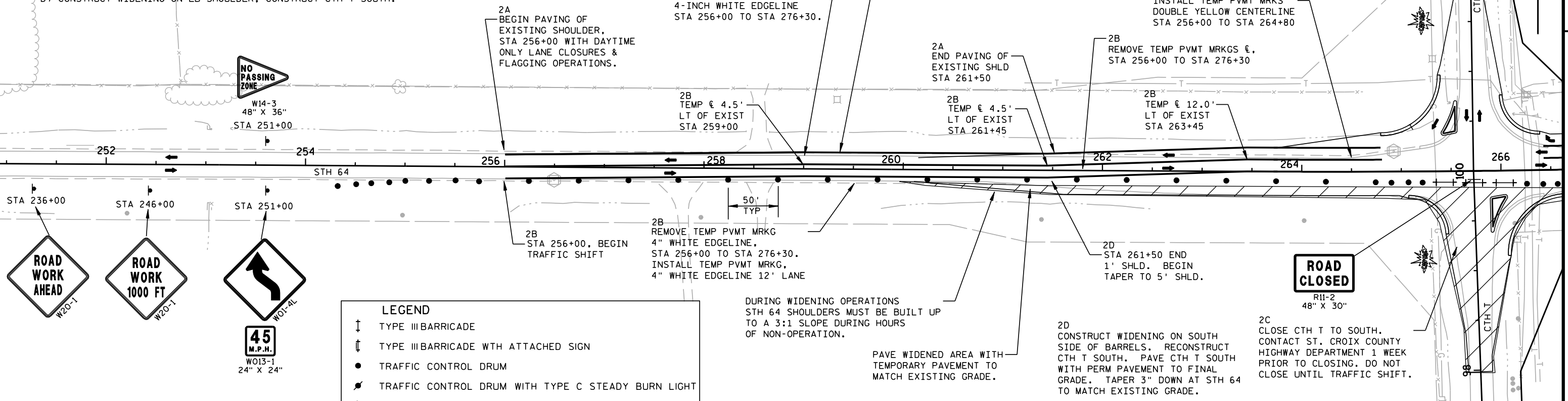


STAGE 2 SEQUENCE OF OPERATIONS.

- A) PAVE WB SHOULDER UNDER TRAFFIC WITH FLAGGING OPERATIONS, STATION 256+00 TO STA 261+00
B) SHIFT TRAFFIC TO NORTH WIDENED AREA.
C) CLOSE CTH T TO SOUTH.
D) CONSTRUCT WIDENING ON EB SHOULDER, CONSTRUCT CTH T SOUTH.

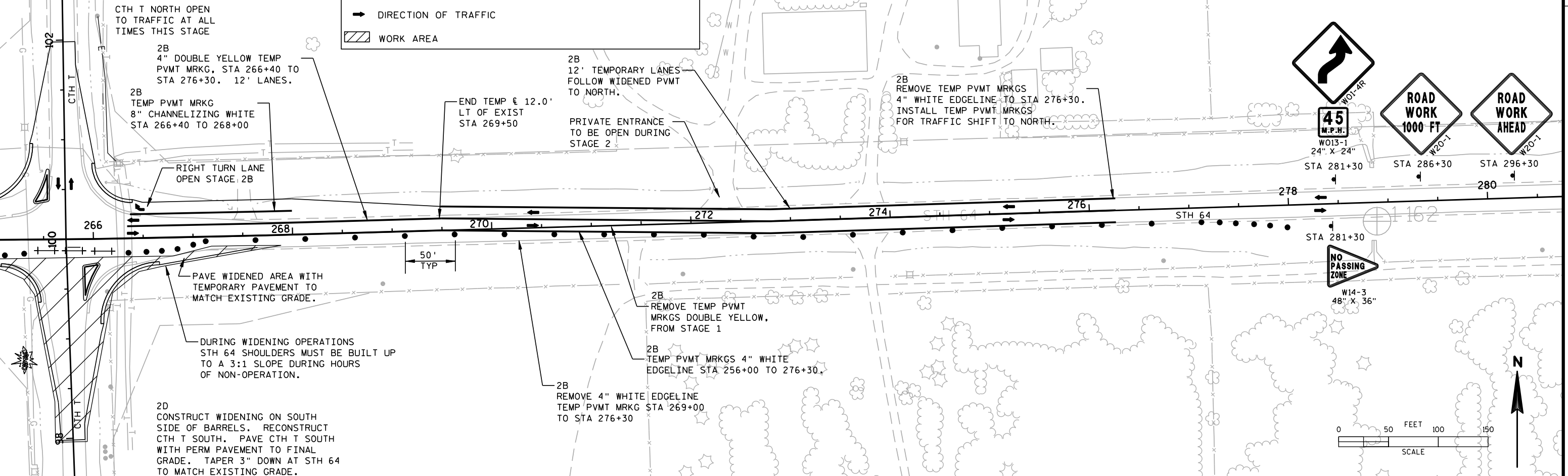


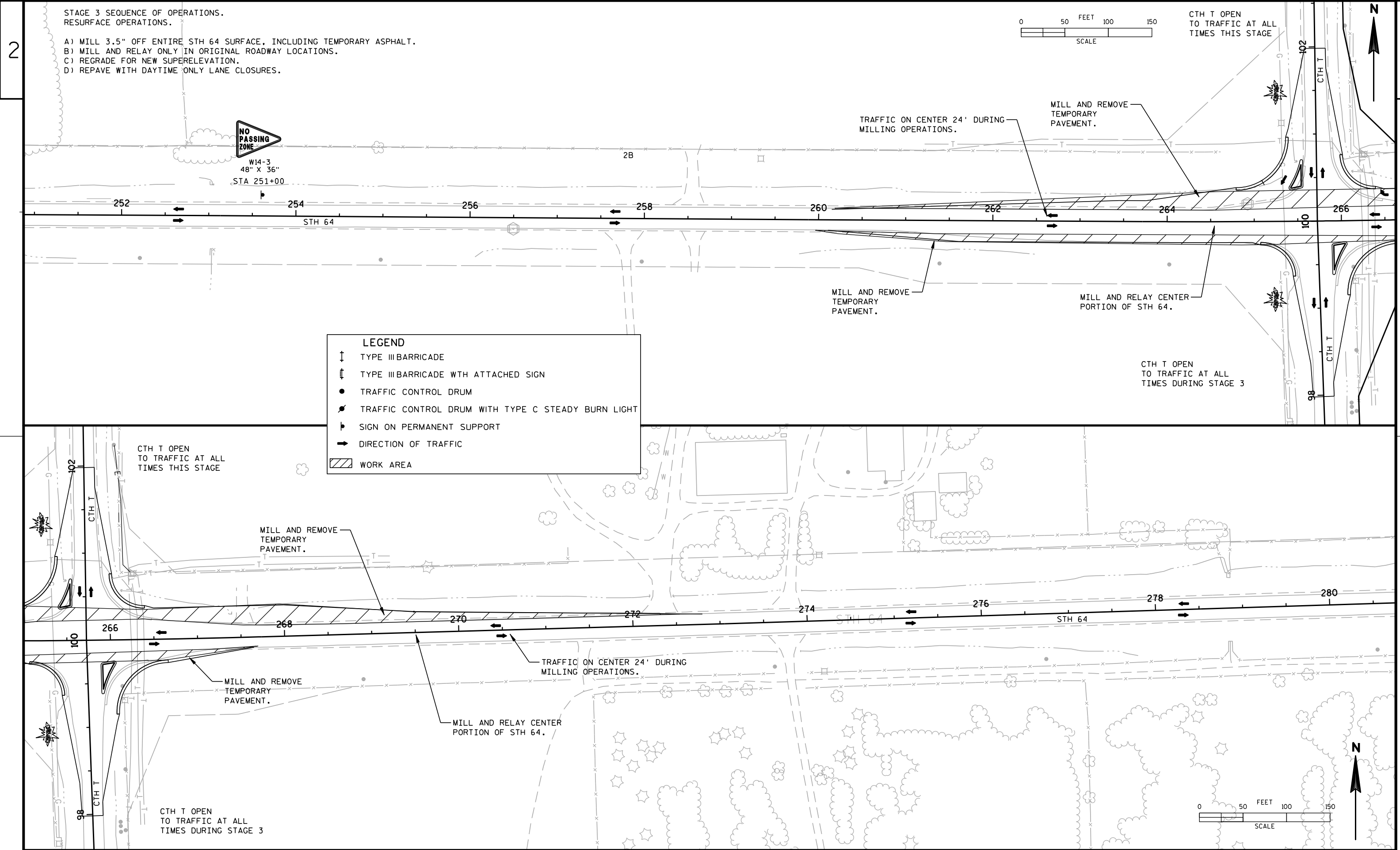
CTH T NORTH OPEN TO TRAFFIC AT ALL TIMES THIS STAGE



LEGEND

- ↑ TYPE III BARRICADE
- ↑ TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ↑ SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- ▨ WORK AREA

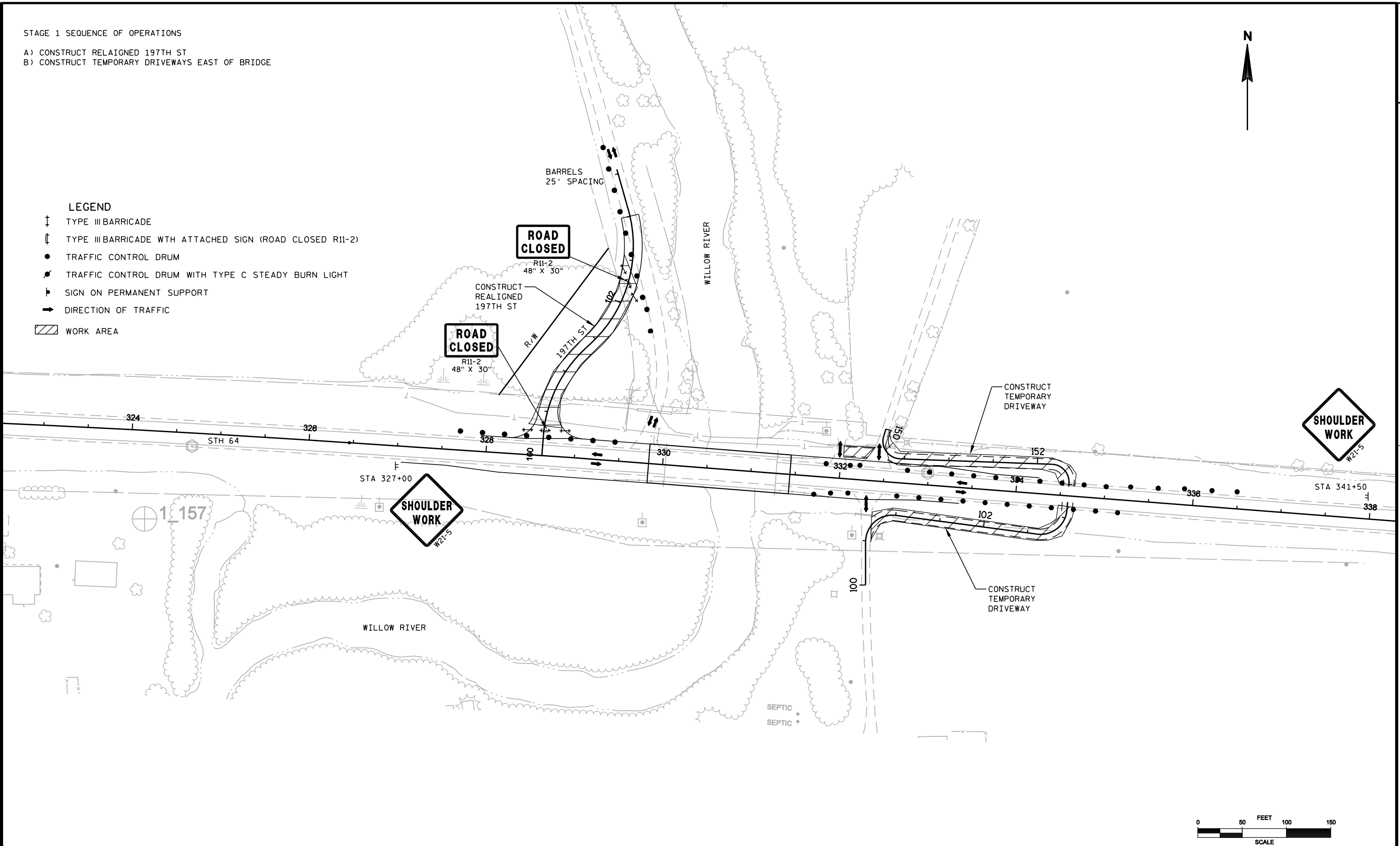


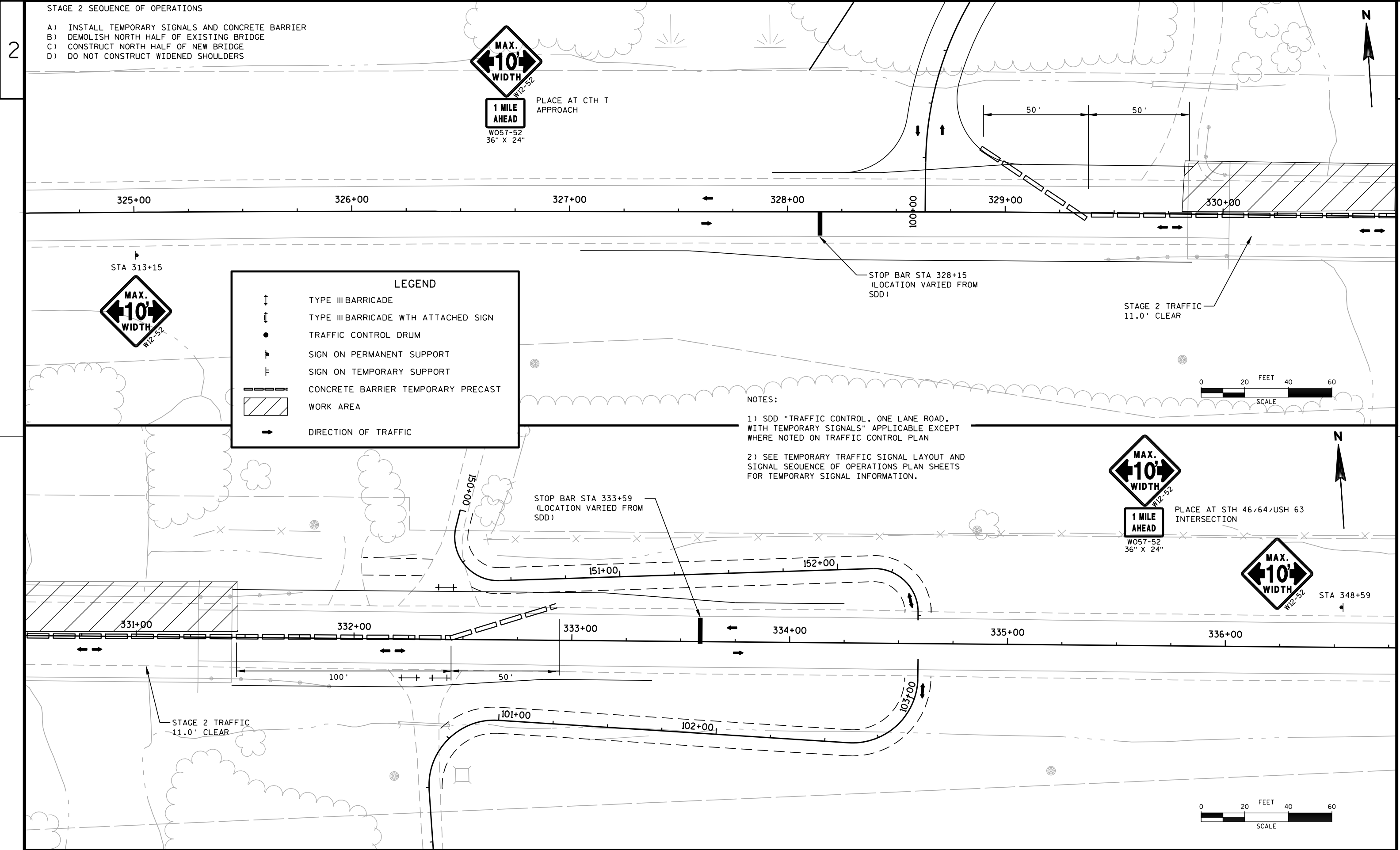


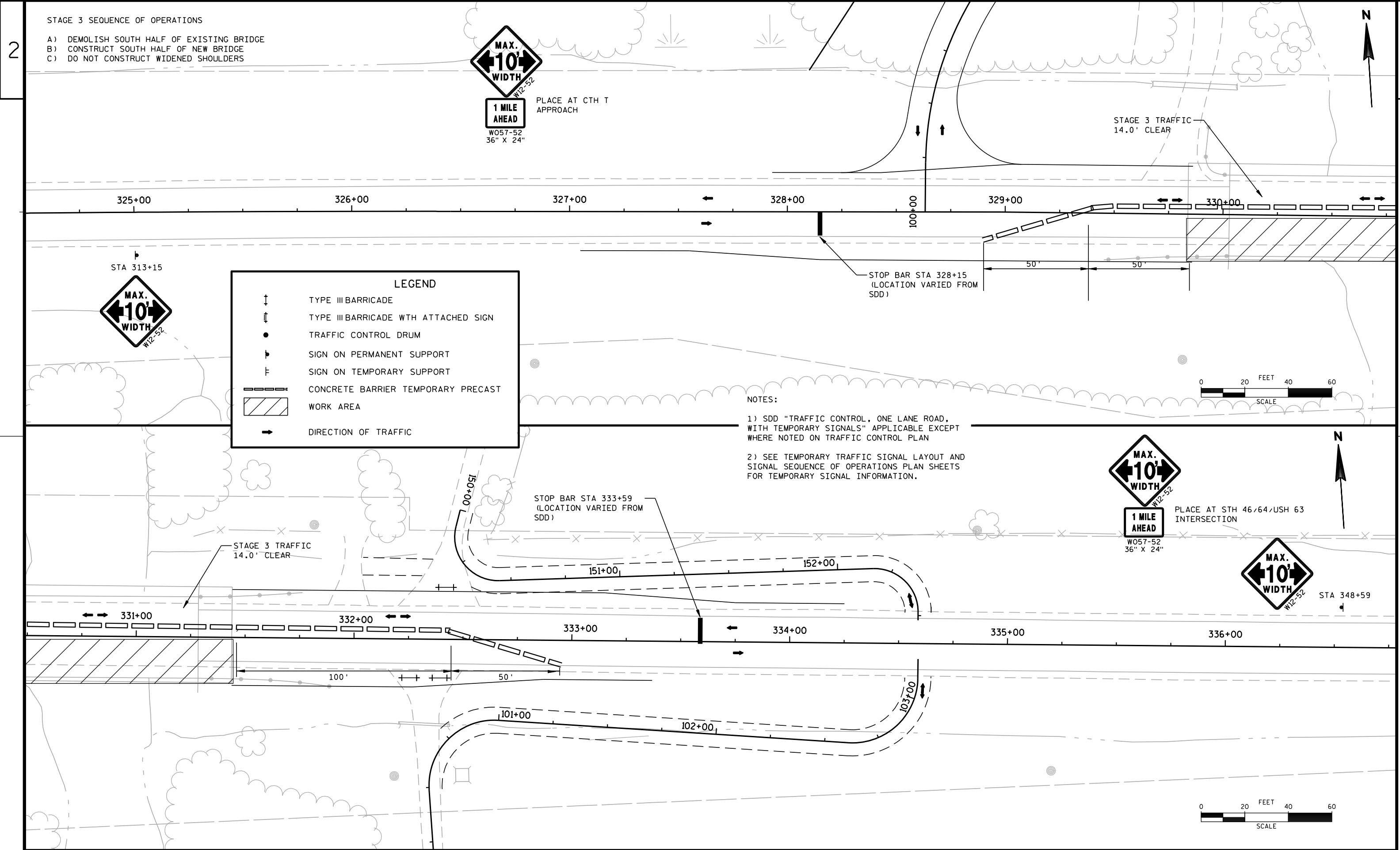
STAGE 1 SEQUENCE OF OPERATIONS
A) CONSTRUCT RELAIGNED 197TH ST
B) CONSTRUCT TEMPORARY DRIVEWAYS EAST OF BRIDGE

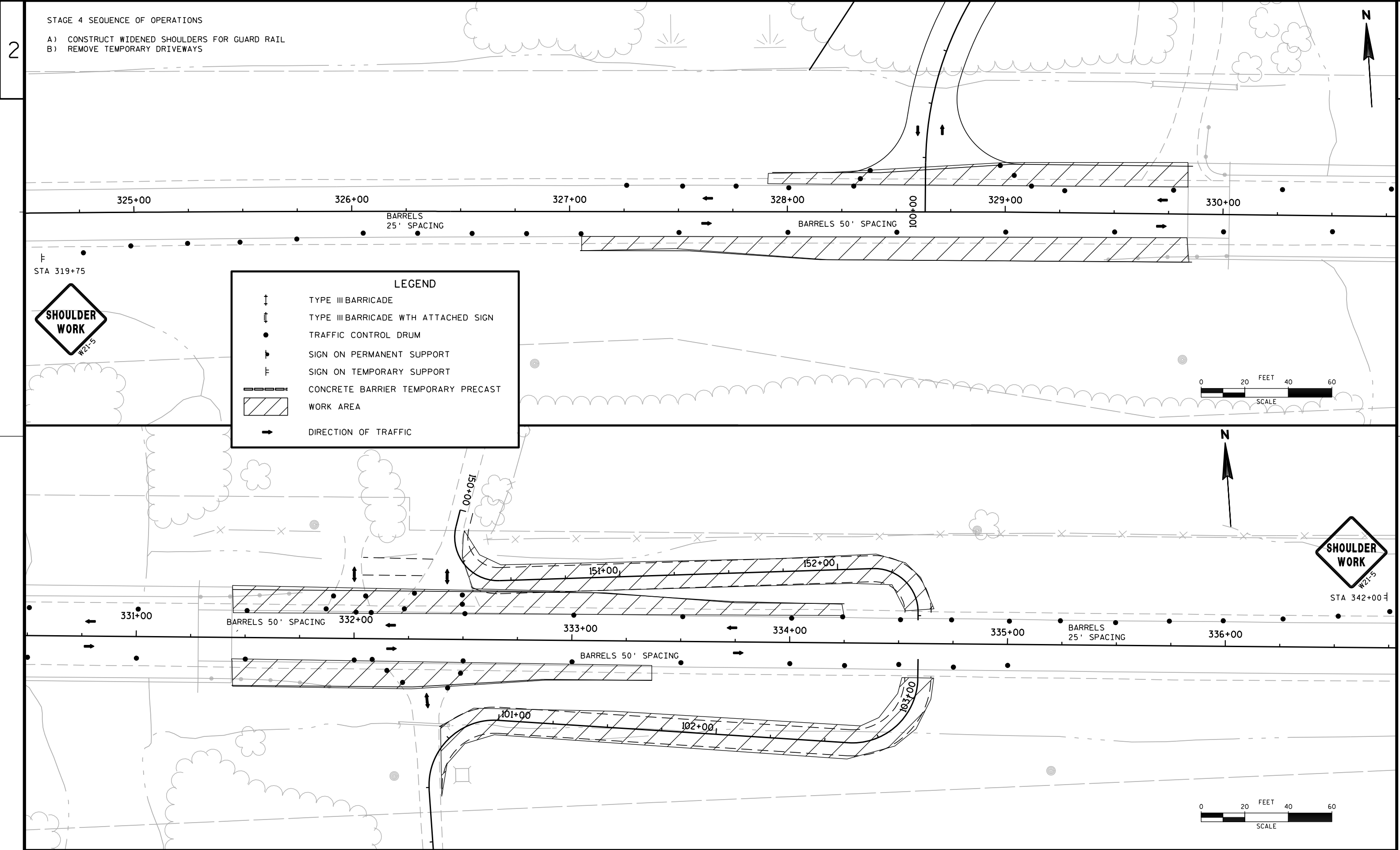


- LEGEND
- ↑ TYPE III BARRICADE
 - ↑ TYPE III BARRICADE WITH ATTACHED SIGN (ROAD CLOSED R11-2)
 - TRAFFIC CONTROL DRUM
 - TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
 - ▤ SIGN ON PERMANENT SUPPORT
 - DIRECTION OF TRAFFIC
 - ▨ WORK AREA



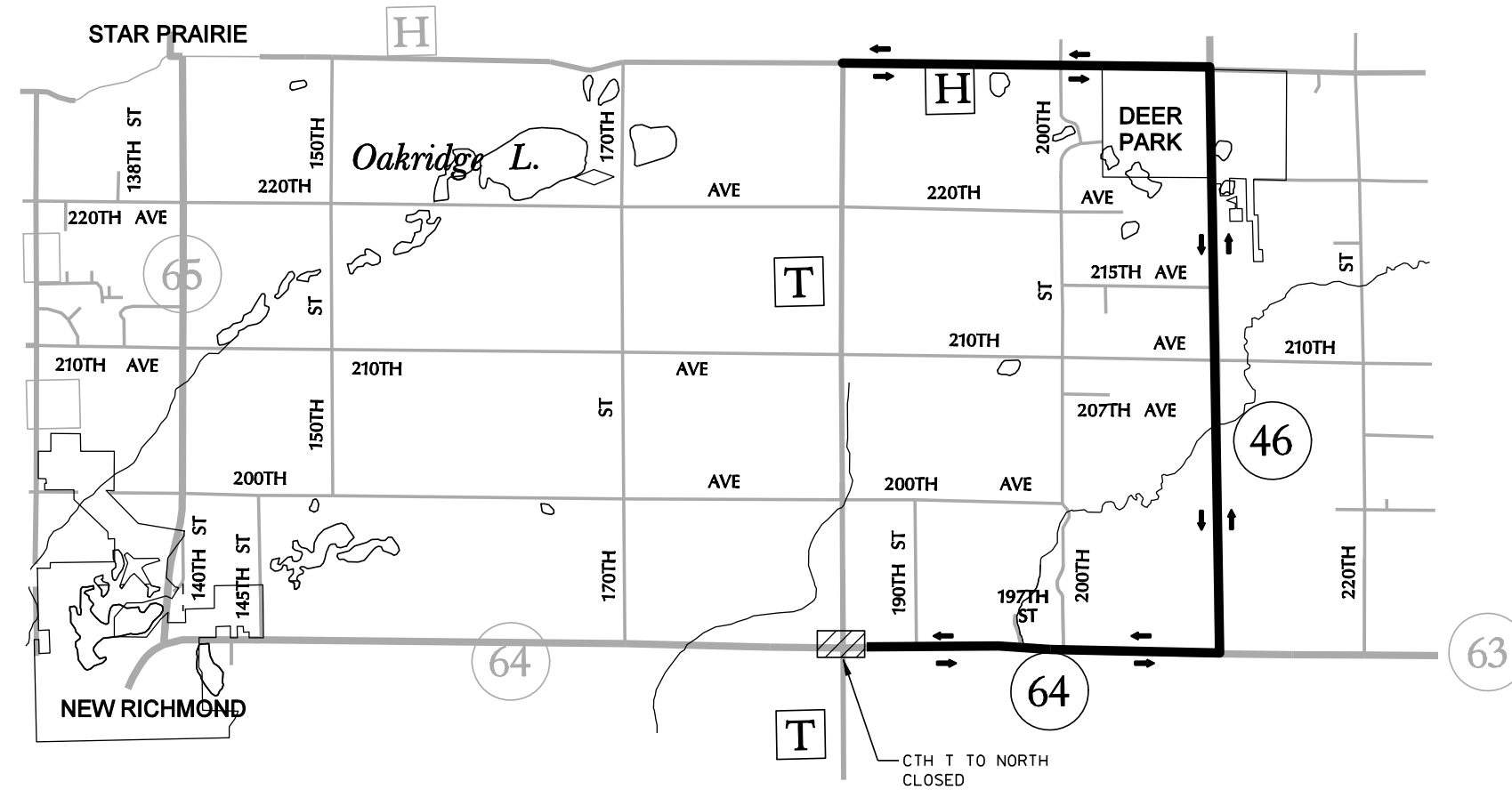




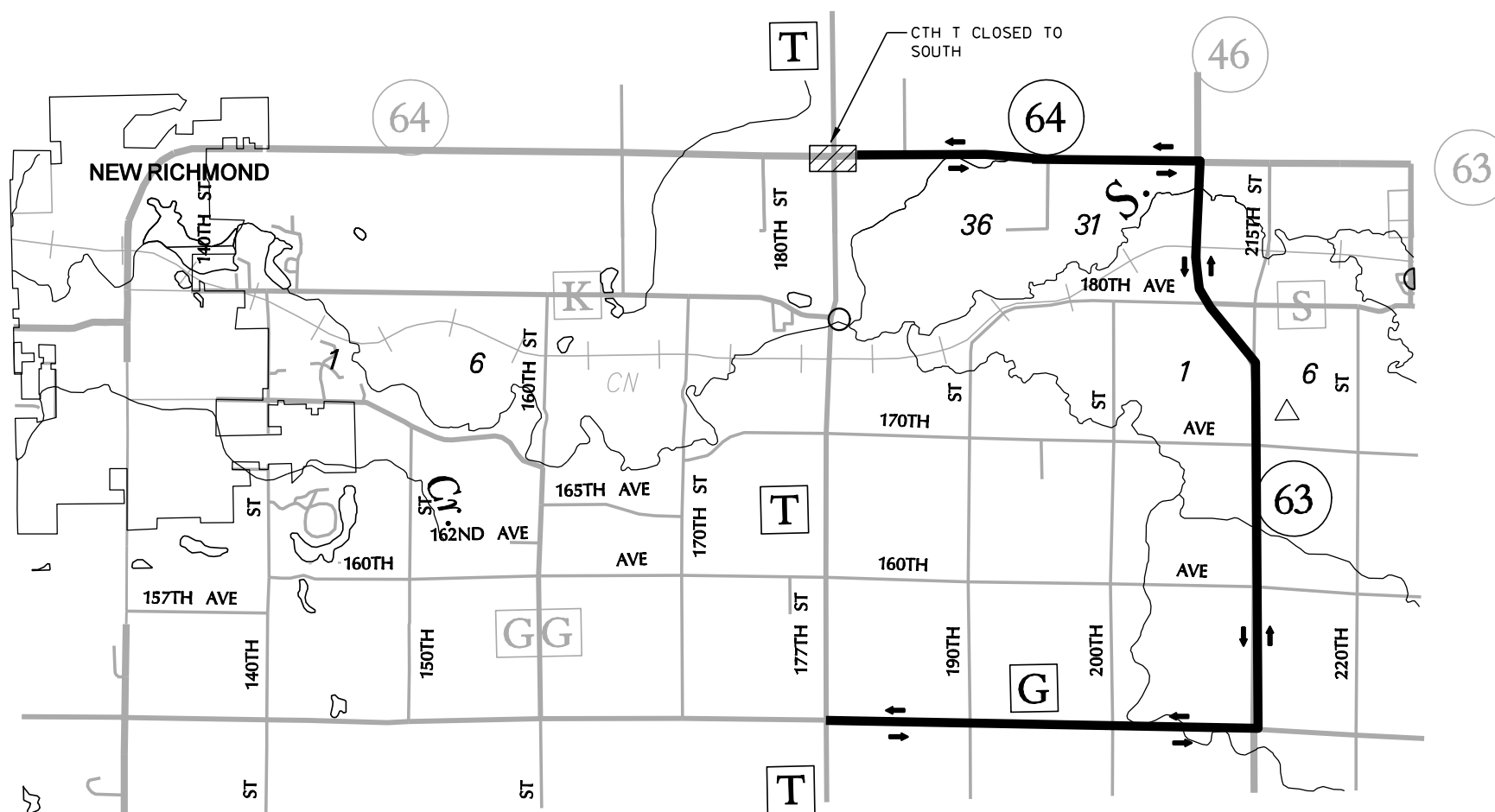


- LEGEND:
- WORK AREA
 - DIRECTION OF DETOUR

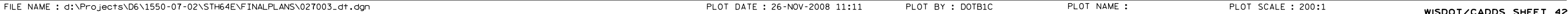
- NOTES:
- SEE DETAILED DETOUR PLAN SHEETS FOR SPECIFIC DETOUR SIGNING.
 - DETOURS SHALL REMAIN OPEN FOR A MAXIMUM OF TWO WEEKS EACH.

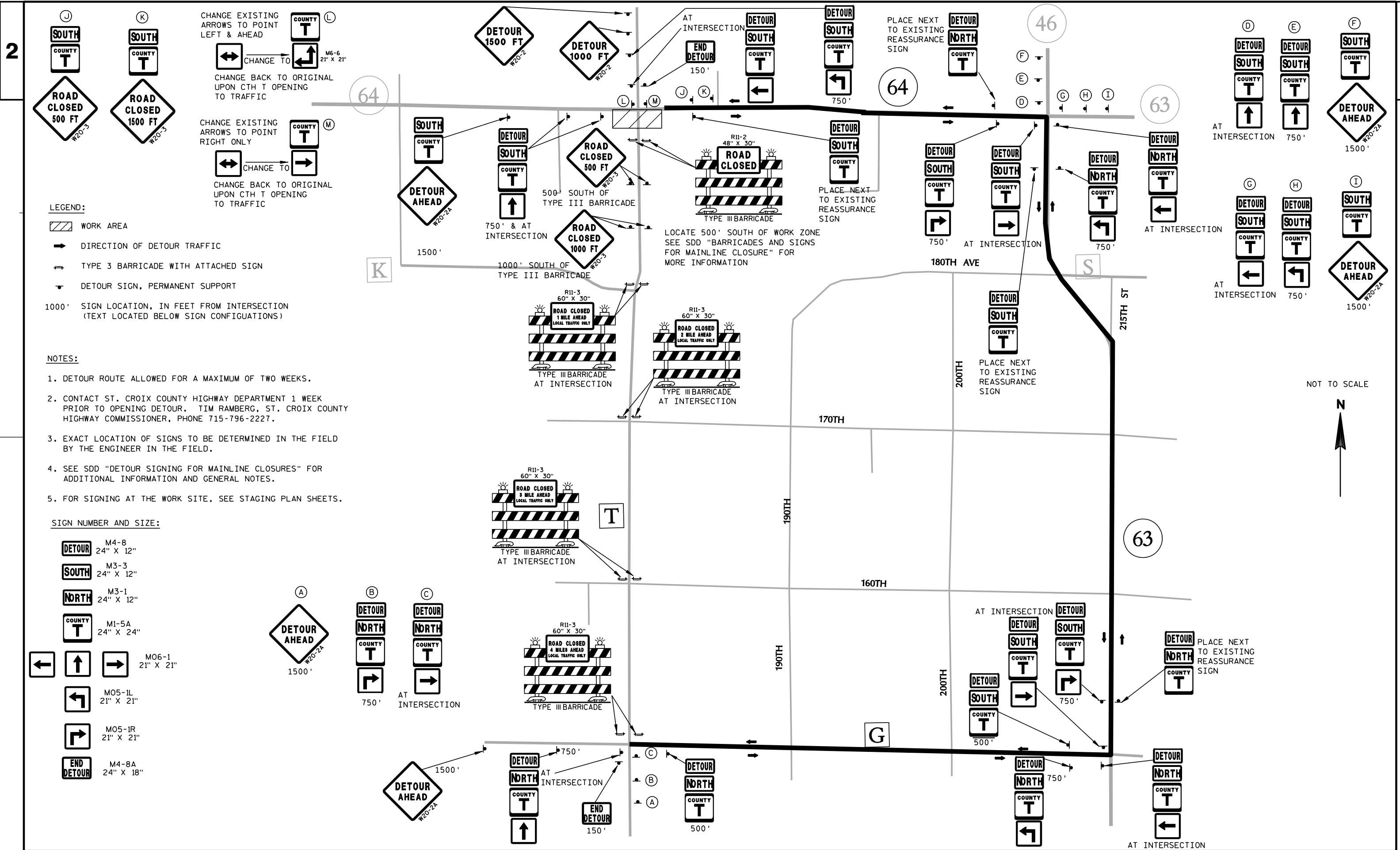


NOT TO SCALE



NOT TO SCALE





LEGEND:

- WORK AREA
- DIRECTION OF DETOUR TRAFFIC
- TYPE 3 BARRICADE WITH ATTACHED SIGN
- DETOUR SIGN, PERMANENT SUPPORT

1000' SIGN LOCATION, IN FEET FROM INTERSECTION
(TEXT LOCATED BELOW SIGN CONFIGUATIONS)

NOTES:

- DETOUR ROUTE ALLOWED FOR A MAXIMUM OF TWO WEEKS.
- CONTACT ST. CROIX COUNTY HIGHWAY DEPARTMENT 1 WEEK PRIOR TO OPENING DETOUR. TIM RAMBERG, ST. CROIX COUNTY HIGHWAY COMMISSIONER, PHONE 715-796-2227.
- EXACT LOCATION OF SIGNS TO BE DETERMINED IN THE FIELD BY THE ENGINEER IN THE FIELD.
- SEE SDD "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR ADDITIONAL INFORMATION AND GENERAL NOTES.
- FOR SIGNING AT THE WORK SITE, SEE STAGING PLAN SHEETS.

SIGN NUMBER AND SIZE:

- | | |
|--|-----------|
| | M4-8 |
| | M3-3 |
| | M3-1 |
| | M1-5A |
| | M06-1 |
| | 21" X 21" |
| | |
| | M05-1L |
| | 21" X 21" |
| | M05-1R |
| | 21" X 21" |
| | M4-8A |
| | 24" X 18" |

2

LINE A - STH 64 AT CTH T

CHAIN CL2

List CL26,27,61,91,C CL6,92-99

Layer 1

Feature ALI

CL61 N 401392.03 E 592793.30 Z 9999.990 STA 255+00.99

Distance 487.06' Bearing S 89°35'57.92" E

CL91 N 401388.63 E 593280.34 Z 0.000 STA 259+88.05

Distance 383.64' Bearing S 89°41'35.94" E

CURVE CL6

PC N 401386.58 E 593663.97 STA 263+71.69

CC N 413386.40 E 593728.20

PI N 401385.50 E 593864.78 STA 265+72.50

TAN 200.81'

DB S 89°41'35.94" E

DA N 88°23'21.23" E

LChord Distance 401.57' Bearing N 89°20'52.65" E

External Distance 1.68'

Middle Ordinate 1.68'

Radius 12000.00'

DEG 0°28'38.87"

DELTA -1°55'02.82"

LENGTH 401.59'

PT N 401391.15 E 594065.52 STA 267+73.28

CURVE CL6

Distance 531.97' Bearing N 88°23'21.23" E

CL92 N 401406.10 E 594597.27 Z 0.000 STA 273+05.25

Distance 546.68' Bearing N 88°12'14.00" E

CL93 N 401423.23 E 595143.68 Z 0.000 STA 278+51.92

LINE B - CTH T SOUTH

CHAIN CL4

List CL124,116

Description CTH T SOUTH

Layer 1

Feature ALI

CL124 N 400911.06 E 593881.94 Z 9999.990 STA 95+23.57

Distance 476.43' Bearing N 2°04'00.55" W

CL116 N 401387.18 E 593864.76 Z 0.000 STA 100+00.00

CHAIN LENGTH 476.43'

LINE C - CTH T NORTH

CHAIN CL5

List CL116,125

Description CTH T NORTH

Layer 1

Feature ALI

CL116 N 401387.18 E 593864.76 Z 0.000 STA 100+00.00

Distance 479.26' Bearing N 0°52'23.11" W

CL125 N 401866.39 E 593857.45 Z 9999.990 STA 104+79.26

CHAIN LENGTH 479.26'

LINE A - STH 64 AT B-55-694

CHAIN CL3

List CL99,C CL4,1052,C ,CL2,107-114

Layer 1

Feature ALI

CL99 N 401512.34 E 598051.90 Z 0.000 STA 307+64.73

Distance 18.62' Bearing N 88°02'37.74" E

CURVE CL4

PC N 401512.98 E 598070.50 STA 307+83.35

CC N 383065.93 E 598700.56

PI N 401544.79 E 599001.78 STA 317+15.17

TAN 931.82'

DB N 88°02'37.74" E

DA S 86°10'33.77" E

LChord Distance 1861.28' Bearing S 89°03'58.01" E

External Distance 23.51'

Middle Ordinate 23.48'

Radius 18457.80'

DEG 0°18'37.49"

DELTA 5°46'48.49"

LENGTH 1862.07'

PT N 401482.64 E 599931.53 STA 326+45.41

CURVE CL4

Distance 252.57' Bearing S 86°10'33.77" E

CL1052 N 401465.80 E 600183.54 Z 9999.990 STA 328+97.98

Distance 970.31' Bearing S 85°35'07.72" E

CURVE CL2

PC N 401391.11 E 601150.97 STA 338+68.29

CC N 410364.41 E 601843.72

PI N 401367.34 E 601458.92 STA 341+77.16

TAN 308.86'

DB S 85°5'07.72" E

DA S 89°0'59.42" E

LChord Distance 617.36' Bearing S 87°3'03.57" E

External Distance 5.30'

Middle Ordinate 5.30'

Radius 9000.00'

DEG 0°8'11.83"

DELTA -3°5'51.70"

LENGTH 617.48'

PT N 401364.73 E 601767.77 STA 344+85.78

CURVE CL2

Distance 271.77' Bearing S 89°0'59.42" E

CL107 N 401362.44 E 602039.53 Z 0.000 STA 347+57.55

LINE D - 197TH ST

CHAIN CL6

List CL1059,CT CL7,C CL8,1062

Description 197TH ST REALIGNMENT

Layer 1

Feature ALI

CL1059 N 401468.11 E 600148.89 Z 0.000 STA 100+00.00

Distance 22.68' Bearing N 4°22'18.46" E

TRANSPOSED CURVE CL7

PC N 401490.73 E 600150.62 STA 100+22.68

CC N 401479.30 E 600300.18

PI N 401549.35 E 600155.10 STA 100+81.48

TAN 58.79'

DB N 4°22'18.46" E

DA N 47°10'36.98" E

LChord Distance 109.48' Bearing N 25°46'27.72" E

External Distance 11.11'

Middle Ordinate 10.34'

Radius 150.00'

DEG 38°11'49.87"

DELTA 42°48'18.52"

LENGTH 112.06'

PT N 401589.31 E 600198.22 STA 101+34.75

CURVE CL7

Distance 7.99' Bearing N 47°10'36.98" E

CURVE CL8

PC N 401594.74 E 600204.08 STA 101+42.74

CC N 401704.76 E 600102.12

PI N 401657.11 E 600271.37 STA 102+34.48

TAN 91.74'

DB N 47°10'36.98" E

DA N 15°43'27.55" W

LChord Distance 156.53' Bearing N 15°43'34.71" E

External Distance 25.83'

Middle Ordinate 22.04'

Radius 150.00'

DEG 38°11'49.87"

DELTA -62°54'04.52"

LENGTH 164.68'

PT N 401745.41 E 600246.51 STA 103+07.41

CURVE CL8

Distance 47.81' Bearing N 15°43'27.55" W

CL1062 N 401791.43 E 600233.55 Z 0.000 STA 103+55.22

CHAIN LENGTH 355.22'

STATE PROJECT NO: 1550-07-72, 8110-00-74

HWY: STH 64

COUNTY: ST. CROIX

ALIGNMENT DETAILS - STH 64, CTH T, 197TH ST

SHEET NO:

E

FILE NAME : d:\Projects\06\1550-07-02\STH64E\FINAL\PLANS\027201.dwg

PLOT DATE : 26-NOV-2008 11:11

PLOT BY : DOTBIC

PLOT NAME :

PLOT SCALE : 2:1

LINE E - SE DRIVEWAY AT WILLOW R BRIDGE
(DALTON DRIVE)

CHAIN DWY1
List DWY3,C DWY4,C DWY5,6
Description DWY SE OF WILLOW R STRUCT
Layer 1
Feature DWY

DWY3 N 401321.95 E 600514.36 Z 0.000 STA 100+00.00
Distance 48.88' Bearing N 0°00'00.00" E
CURVE DWY4
PC N 401370.82 E 600514.36 STA 100+48.88
CC N 401370.82 E 600544.36
PI N 401405.07 E 600514.36 STA 100+83.12
TAN 34.25'
DB N 0°00'00.00" E
DA S 82°26'06.09" E
LChord Distance 45.13' Bearing N 48°46'56.96" E
External Distance 15.53'
Middle Ordinate 10.23'
Radius 30.00'
DEG 190°59'09.35"
DELTA 97°33'53.91"
LENGTH 51.08'
PT N 401400.56 E 600548.31 STA 100+99.96
CURVE DWY4
Distance 160.90' Bearing S 82°26'06.09" E
CURVE DWY5
PC N 401379.38 E 600707.81 STA 102+60.86
CC N 401409.12 E 600711.76
PI N 401375.21 E 600739.23 STA 102+92.56
TAN 31.70'
DB S 82°26'06.09" E
DA N 4°24'49.19" E
LChord Distance 43.58' Bearing N 50°59'21.55" E
External Distance 13.64'
Middle Ordinate 9.38'
Radius 30.00'
DEG 190°59'09.35"
DELTA -93°09'04.72"
LENGTH 48.77'
PT N 401406.81 E 600741.67 STA 103+09.64
CURVE DWY5
Distance 8.77' Bearing N 4°24'49.19" E
DWY6 N 401415.55 E 600742.35 Z 0.000 STA 103+18.40

CHAIN LENGTH 318.40'

LINE F - NE DRIVEWAY AT WILLOW R BRIDGE
(VARGA DRIVE)

CHAIN DWY2
List DWY7,C DWY6,C DWY2,11
Description DWY NE OF WILLOW R STRUCT
Layer 1
Feature DWY

DWY7 N 401498.13 E 600537.29 Z 0.000 STA 150+00.00
Distance 7.87' Bearing S 17°51'36.34" W
CURVE DWY6
PC N 401490.64 E 600534.88 STA 150+07.87
CC N 401484.51 E 600553.91
PI N 401465.47 E 600526.77 STA 150+34.31
TAN 26.44'
DB S 17°51'36.34" W
DA S 87°56'16.32" E
LChord Distance 31.90' Bearing S 35°02'19.99" E
External Distance 13.16'
Middle Ordinate 7.94'
Radius 20.00'
DEG 286°28'44.03"
DELTA -105°47'52.66"
LENGTH 36.93'
PT N 401464.52 E 600553.19 STA 150+44.80
CURVE DWY6
Distance 171.55' Bearing S 87°56'16.32" E
CURVE DWY2
PC N 401458.35 E 600724.63 STA 152+16.34
CC N 401438.36 E 600723.91
PI N 401457.60 E 600745.42 STA 152+37.15
TAN 20.80'
DB S 87°56'16.32" E
DA S 4°18'57.70" W
LChord Distance 28.84' Bearing S 41°48'39.31" E
External Distance 8.86'
Middle Ordinate 6.14'
Radius 20.00'
DEG 286°28'44.03"
DELTA 92°15'14.02"
LENGTH 32.20'
PT N 401436.85 E 600743.85 STA 152+48.55
CURVE DWY2
Distance 3.59' Bearing S 4°18'57.70" W
DWY11 N 401433.27 E 600743.58 Z 0.000 STA 152+52.14

CHAIN LENGTH 252.14'
