

STANDARD ABBREVIATIONS

AC	ACRE	MIN.	MINIMUM
AGG.	AGGREGATE	N.C.	NORMAL CROWN OR NO CHANGE
AH	AHEAD	N	NORTH
AE	APRON ENDWALL	NO.	NUMBER
APPROX.	APPROXIMATE	PAV'T	PAVEMENT
ASPH.	ASPHALT	P.L.E.	PERMANENT LIMITED EASEMENT
A.D.T.	AVERAGE DAILY TRAFFIC	P.C.	POINT OF CURVATURE
B.F.	BACK FACE	P.I.	POINT OF INTERSECTION
BK.	BACK	P.T.	POINT OF TANGENCY
B.M.	BENCH MARK	V.P.C.	VERTICAL POINT OF CURVATURE
C/L	CENTER LINE	V.P.I.	VERTICAL POINT OF INTERSECTION
C.M.C.P. or CMP	CORRUGATED METAL CULVERT PIPE	V.P.T.	VERTICAL POINT OF TANGENCY
CO.	COUNTY	P.E.	PRIVATE ENTRANCE
CTH	COUNTY TRUNK HIGHWAY	P.L	PROPERTY LINE
CR.	CREEK	R	RADIUS
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE	R/L	REFERENCE LINE
C.Y.	CUBIC YARD	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
C.P.	CULVERT PIPE	RT	RIGHT
C&G	CURB AND GUTTER	REQ'D	REQUIRED
D	DEGREE OF CURVATURE	R/W	RIGHT OF WAY
D.	DELTA	R.	RIVER
D.H.V.	DESIGN HOURLY VOLUME	RD.	ROAD
EA	EACH	SHLD.	SHOULDER(S)
E	EAST	SHR.	SHRINKAGE
ELEC.	ELECTRIC(AL) CABLE	S	SOUTH
EL, ELEV.	ELEVATION	S.F.	SQUARE FEET
EXC.	EXCAVATION	SDD	STANDARD DETAIL DRAWING
FERT.	FERTILIZER	STH	STATE TRUNK HIGHWAY
F.E.	FIELD ENTRANCE	STA.	STATION
F/L	FLOWLINE	S.E.	SUPERELEVATION
CWT	HUNDRED WEIGHT	S/L	SURVEY LINE
INT	INTERSECTION	T	TANGENT
JT.	JOINT	TEL.	TELEPHONE
LT	LEFT	TEMP.	TEMPORARY
L	LENGTH OF CURVE	T.L.E.	TEMPORARY LIMITED EASEMENT
L.F.	LENGTH FEET	T.	TRUCK PERCENTAGE
LS	LUMP SUM	TYP.	TYPICAL
M.P.	MARKER POST	U.G.	UNDERGROUND
MAX.	MAXIMUM	V.C.	VERTICAL CURVE
MGAL	1000 GALLONS	W	WEST

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GENERAL NOTES

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT THE APPROVAL OF THE FIELD ENGINEER.

DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.

PLACE ONE PCMS BOARD ON EACH END OF THE PROJECT TWO WEEKS BEFORE CONSTRUCTION BEGINS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE FIELD ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF COMMERCIAL, FIELD, AND PRIVATE ENTRANCES SHALL BE DETERMINED BY THE FIELD ENGINEER.

THE TOP 1.5 INCHES OF EXISTING BITUMINOUS PAVEMENT IS TO BE MILLED (TO BE PAID FOR AS REMOVING ASPHALTIC SURFACE MILLING). THE REMAINING DEPTH OF BITUMINOUS PAVEMENT IS TO BE PULVERIZED AND RELAID, ALONG WITH EXISTING CRUSHED AGGREGATE BASE COURSE MATERIAL (TO BE PAID FOR AS PULVERIZE AND RELAY). SEE PROPOSED TYPICAL SECTIONS FOR DEPTHS OF MATERIAL TO BE PULVERIZED AND RELAID.

APPLY TACK COAT AT A RATE OF 0.05 GAL/SY BETWEEN HMA LAYERS.

HMA PAVEMENT LIMITS AT INTERSECTIONS ARE TO BE DETERMINED BY THE FIELD ENGINEER.

HMA PAVEMENT SHALL BE CONSTRUCTED IN TWO LAYERS. PAVE A 2-INCH LOWER LAYER OF HMA PAVEMENT 4 LT 58-28 S, AND A 2-INCH UPPER LAYER OF HMA PAVEMENT 4 LT 58-28 S.

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/IN/SY.

PAVING OPERATIONS BY THE CONTRACTOR SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN DRIVING, TURNING, OR PASSING LANES.

EXISTING SHOULDER AGGREGATE SHALL BE INCORPORATED INTO THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE FIELD ENGINEER.

SHOULDERS SHALL BE PLACED, SHAPED, AND COMPACTED PRIOR TO PLACING GUARDRAIL.

MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. WETLANDS AND OTHER WATERWAYS ARE PRESENT WITHIN THE PROJECT LIMITS.

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY AND OUTSIDE THE WETLAND AREAS, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO HAVE EROSION MAT URBAN CLASS I TYPE B, SALVAGED TOPSOIL, SEEDING MIXTURE NO. 10, AND TEMPORARY SEEDING AS DIRECTED BY THE FIELD ENGINEER.

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY AND WITHIN THE WETLAND AREAS, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO HAVE EROSION MAT URBAN CLASS I TYPE B, SALVAGED TOPSOIL - WETLANDS, SEEDING MIXTURE NO. 60, AND TEMPORARY SEEDING AS DIRECTED BY THE FIELD ENGINEER. EXTEND THE EROSION MAT APPROX. 5' BEYOND THE SLOPE INTERCEPT AND INSTALL SILT FENCE APPROX. 7' BEYOND THE SLOPE INTERCEPT IN THE WETLAND AREAS, OR AS DIRECTED BY THE ENGINEER.

USE EROSION BALES AT SILT FENCE RELIEF POINTS. PLACE 3 BALES INSIDE AND 2 BALES OUTSIDE (5 BALES TOTAL PER RELIEF POINT). SEE SDD 8E8-3 FOR INSTALLATION INSTRUCTIONS.

SILT FENCE SHOULD BE INSTALLED WITH TURN-AROUNDS AT THE ENDS TO REDIRECT ANIMALS AWAY FROM THE CONSTRUCTION SITE. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN IN THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

EXCEPT WHERE THE EXISTING BEAM GUARD IS TO BE REPLACED, IF THERE ARE CONFLICTS WITH SIGNS OR OTHER WORK UNDER THIS PROJECT, THE CONTRACTOR WILL WORK AROUND THE FACILITIES.

LOCATE NO PASSING ZONES AND MOVE W14-3 SIGNS WHERE APPLICABLE.

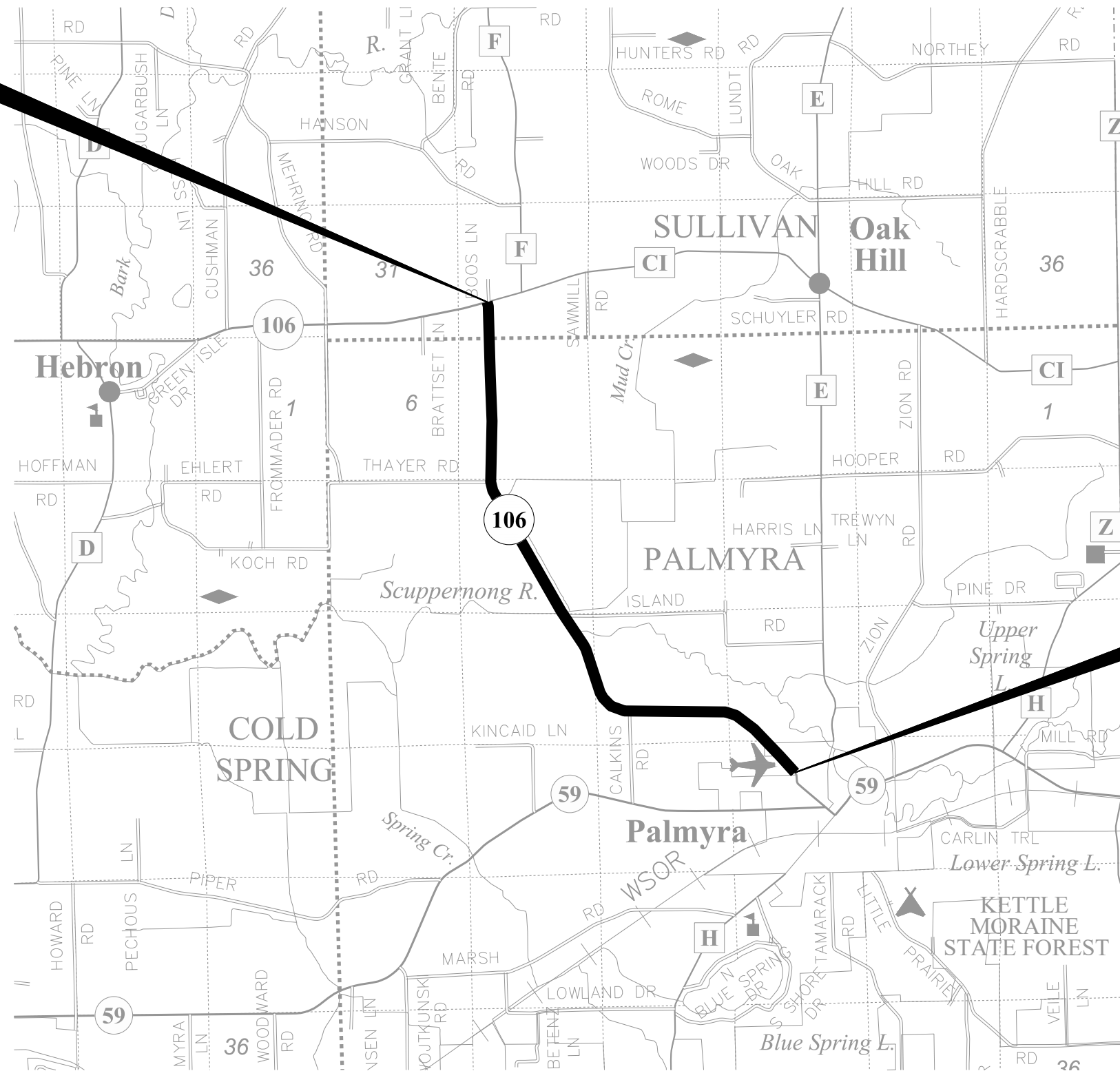
SEE SDD 15C8 "PAVEMENT MARKING - MAINLINE, TURN LANES," 15C33 "STOP LINE AND CROSSWALK PAVEMENT MARKING," AND 15C35 "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING DETAILS.



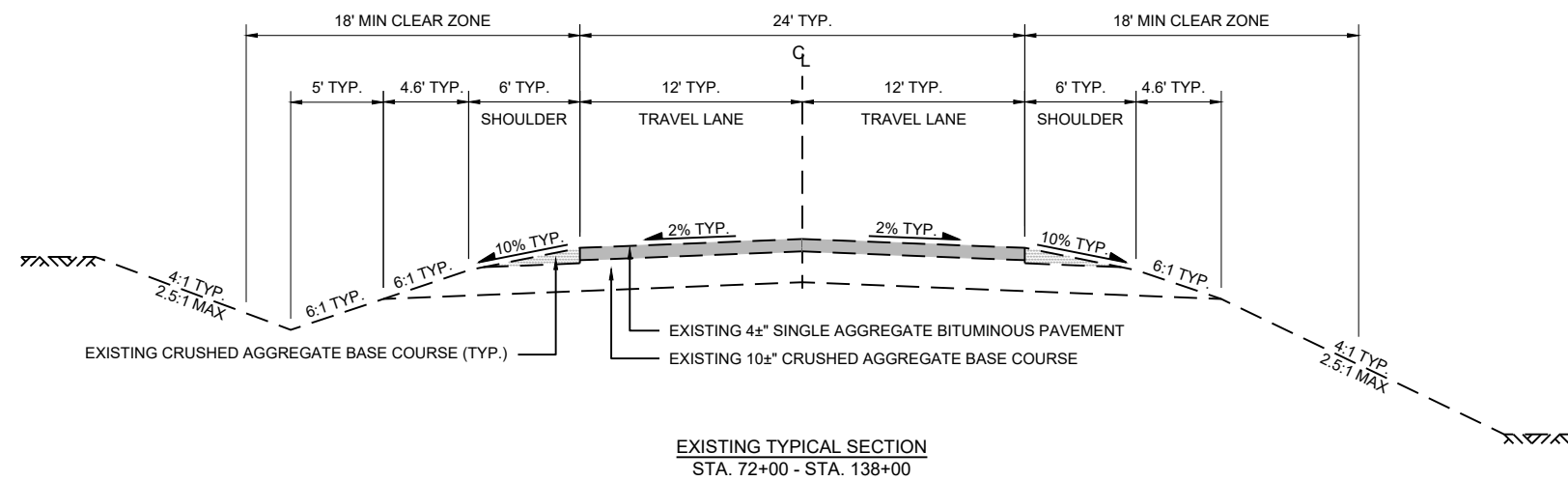
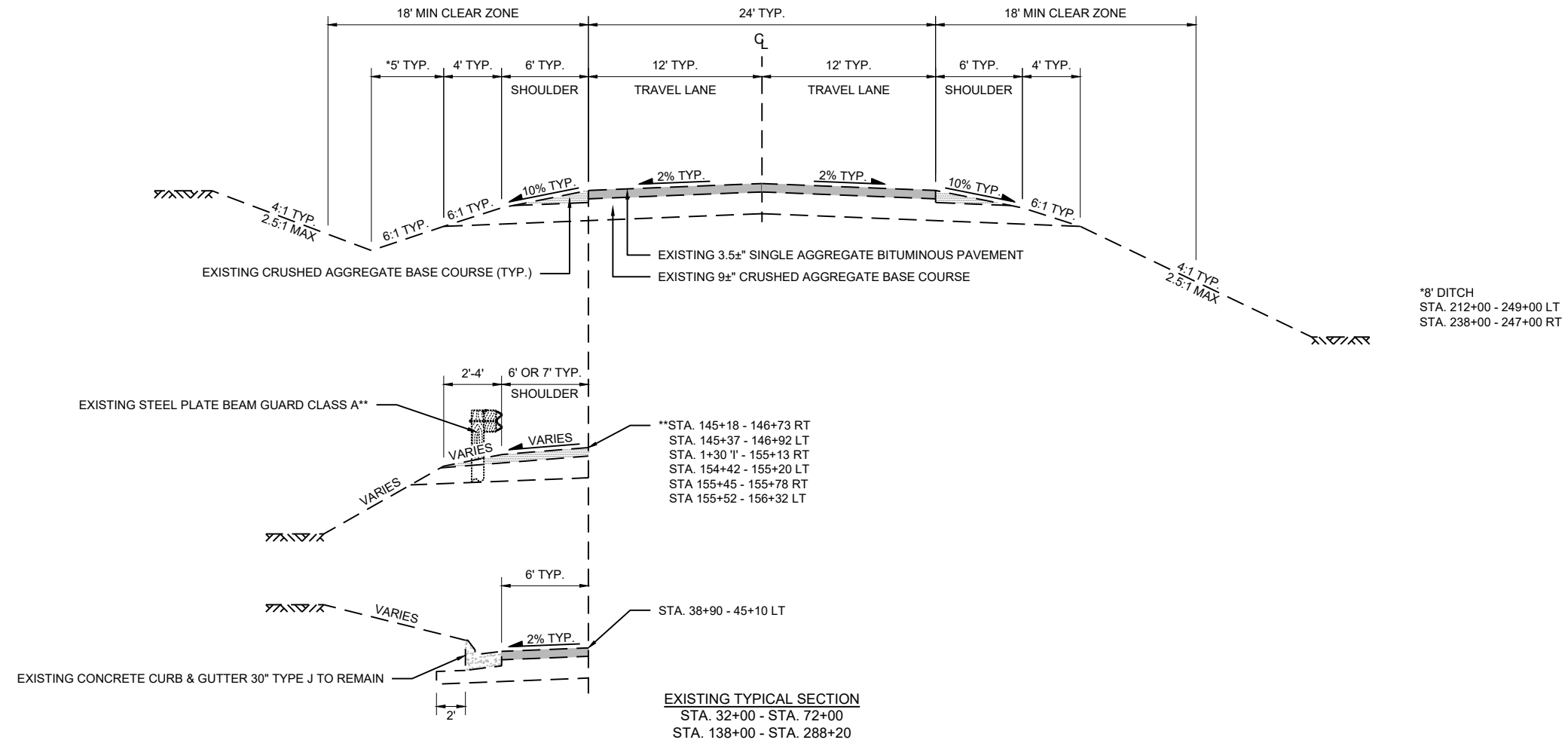
SECTION 2 ORDER OF SHEETS

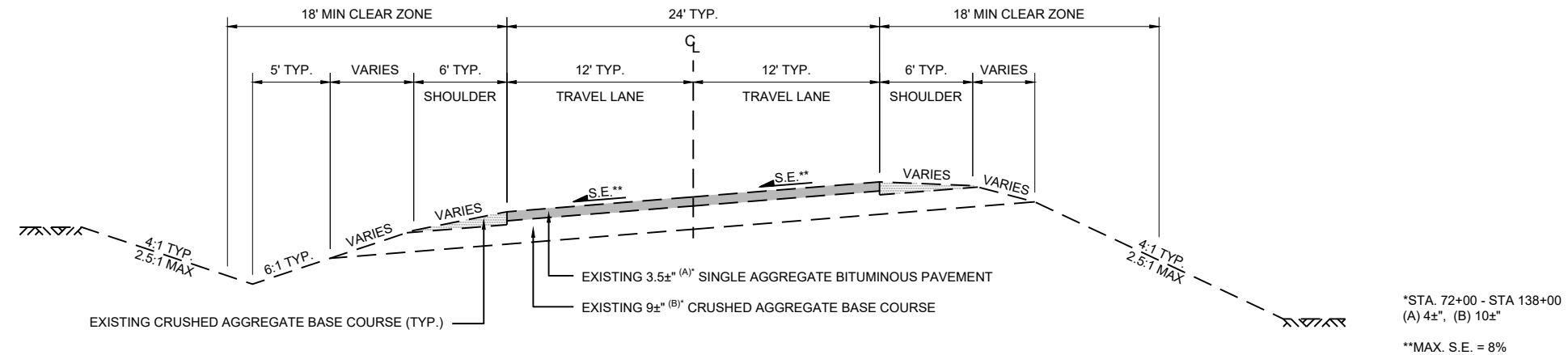
- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- EROSION CONTROL
- PERMANENT SIGNING
- DETOUR & TRAFFIC CONTROL

END PROJECT
STA. 287+61.72

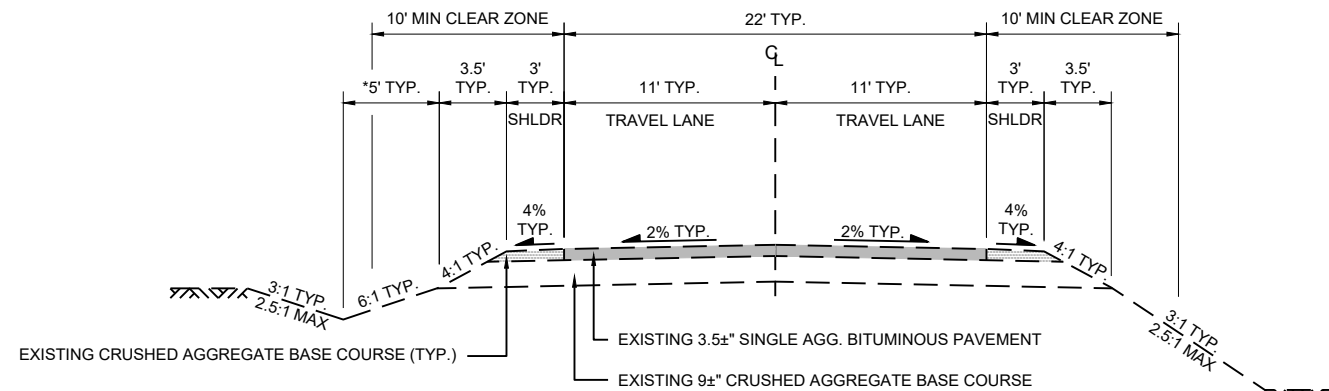


BEGIN PROJECT
STA. 32+00
Y = 514,165.52
X = 913,145.84

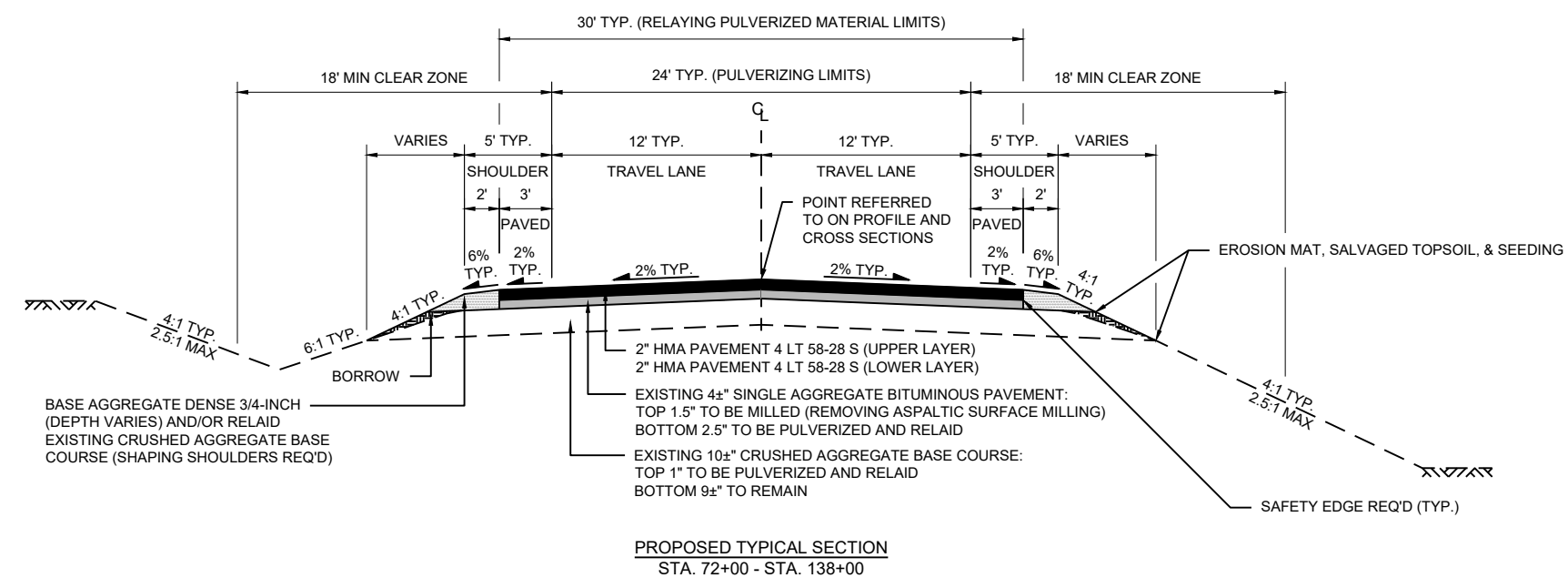
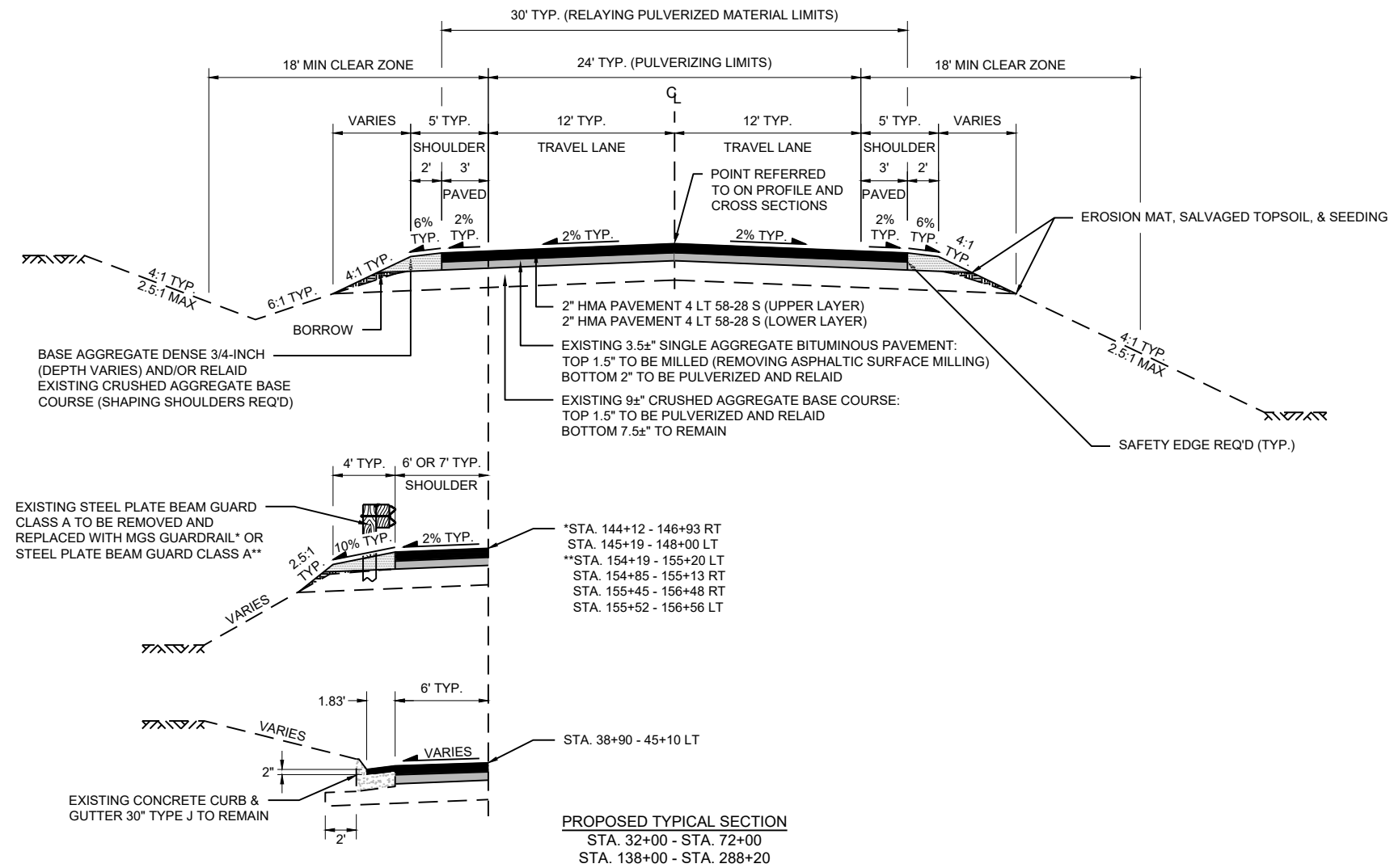


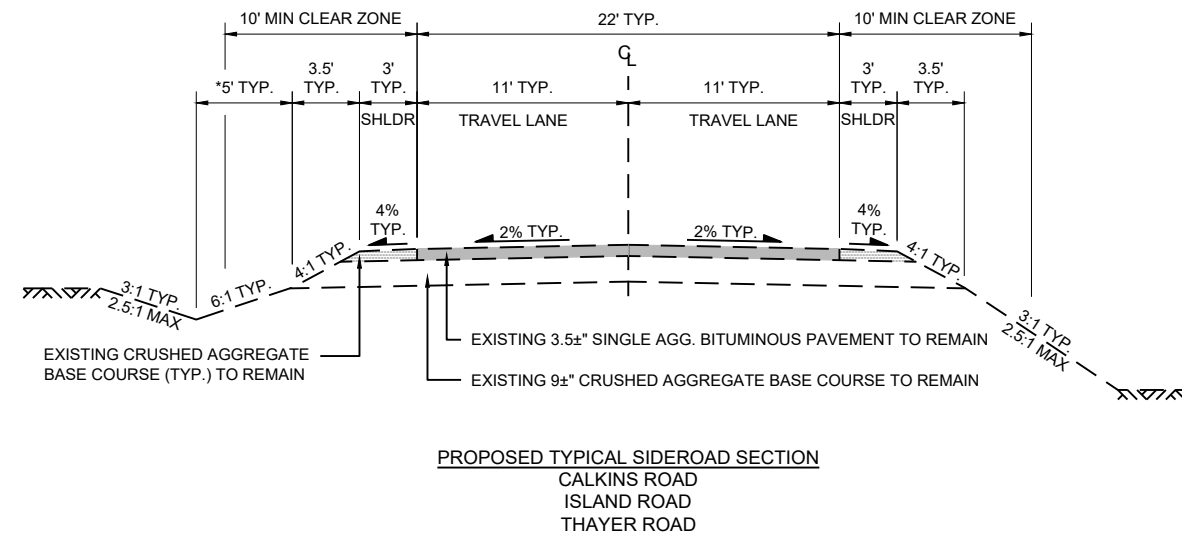
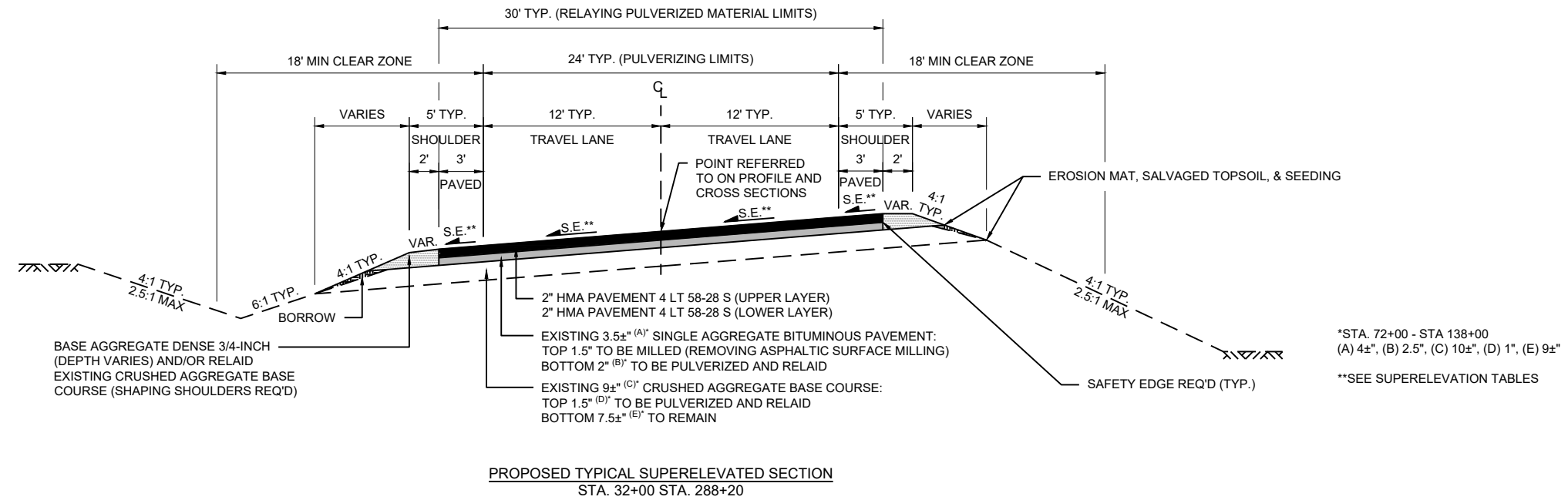


EXISTING TYPICAL SUPERELEVATED SECTION
STA. 32+00 STA. 288+20



EXISTING TYPICAL SIDEROAD SECTION
CALKINS ROAD
ISLAND ROAD
THAYER ROAD





CURVE 2						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES (UPS = UNPAVED SHOULDER)
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT UPS	LEFT LANE	RIGHT LANE	RIGHT UPS	
END NORMAL CROWN	47+75.00'	-6.00%	-2.00%	-2.00%	-6.00%	
LEVEL CROWN	48+75.00'	-6.00%	-2.00%	0.00%	-6.00%	
REVERSE CROWN	49+75.00'	-6.00%	-2.00%	2.00%	-6.00%	
BEGIN FULL SUPER	51+00.00'	-6.00%	-5.20%	5.20%	-2.80%	
END FULL SUPER	54+00.00'	-6.00%	-5.20%	5.20%	-2.80%	
BEGIN LEFT LANE NORMAL SLOPE	55+25.00'	-6.00%	-2.00%	2.60%	-5.40%	TRANSITION RIGHT LANE SLOPE FROM SUPER TO REVERSE
REVERSE CROWN	55+53.85'	-6.00%	-2.00%	2.00%	-6.00%	
LEVEL CROWN	56+50.00'	-6.00%	-2.00%	0.00%	-6.00%	
BEGIN NORMAL CROWN	57+50.00'	-6.00%	-2.00%	-2.00%	-6.00%	

CURVE 3						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES (UPS = UNPAVED SHOULDER)
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT UPS	LEFT LANE	RIGHT LANE	RIGHT UPS	
END NORMAL CROWN	59+25.00'	-6.00%	-2.00%	-2.00%	-6.00%	
LEVEL CROWN	60+00.00'	-6.00%	-2.00%	0.00%	-6.00%	
END LEFT LANE NORMAL SLOPE	60+50.00'	-6.00%	-2.00%	1.00%	-6.00%	TRANSITION RIGHT LANE SLOPE FROM LEVEL TO REVERSE
RIGHT LANE REVERSE SLOPE	61+00.00'	-6.00%	-3.50%	2.00%	-6.00%	TRANSITION LEFT LANE SLOPE FROM NORMAL TO SUPER
END LEFT UPS NORMAL SLOPE	61+83.33'	-6.00%	-6.00%	5.33%	-2.67%	TRANSITION RIGHT LANE SLOPE FROM REVERSE TO SUPER
BEGIN FULL SUPER	62+50.00'	-8.00%	-8.00%	8.00%	0.00%	
END FULL SUPER	68+50.00'	-8.00%	-8.00%	8.00%	0.00%	
END LEFT LANE SUPER SLOPE	69+00.00'	-8.00%	-8.00%	6.00%	-2.00%	TRANSITION RIGHT LANE SLOPE FROM SUPER TO REVERSE
BEGIN LEFT UPS NORMAL SLOPE	69+50.00'	-6.00%	-6.00%	4.00%	-4.00%	TRANSITION RIGHT LANE SLOPE FROM SUPER TO REVERSE
RIGHT LANE REVERSE SLOPE	70+00.00'	-6.00%	-4.00%	2.00%	-6.00%	TRANSITION LEFT LANE SLOPE FROM SUPER TO NORMAL
BEGIN LEFT LANE NORMAL SLOPE	70+50.00'	-6.00%	-2.00%	1.00%	-6.00%	TRANSITION RIGHT LANE SLOPE FROM REVERSE TO LEVEL
LEVEL CROWN	71+00.00'	-6.00%	-2.00%	0.00%	-6.00%	
BEGIN NORMAL CROWN	73+00.00'	-6.00%	-2.00%	-2.00%	-6.00%	

CURVE 5						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES (UPS = UNPAVED SHOULDER)
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT UPS	LEFT LANE	RIGHT LANE	RIGHT UPS	
END NORMAL CROWN	104+75.00'	-6.00%	-2.00%	-2.00%	-6.00%	
LEVEL CROWN	105+25.00'	-6.00%	0.00%	-2.00%	-6.00%	
REVERSE CROWN	106+00.00'	-6.00%	2.00%	-2.00%	-6.00%	
END LEFT LANE REVERSE SLOPE	106+75.00'	-6.00%	2.00%	-5.00%	-6.00%	TRANSITION RIGHT LANE SLOPE FROM NORMAL TO SUPER
BEGIN RIGHT UPS MATCH LANE SLOPE	107+00.00'	-5.00%	3.00%	-6.00%	-6.00%	TRANSITION LEFT LANE SLOPE FROM REVERSE TO SUPER
BEGIN RIGHT LANE SUPER SLOPE	107+50.00'	-3.00%	5.00%	-8.00%	-8.00%	TRANSITION LEFT LANE SLOPE FROM REVERSE TO SUPER
BEGIN FULL SUPER	108+25.00'	0.00%	8.00%	-8.00%	-8.00%	
END FULL SUPER	120+25.00'	0.00%	8.00%	-8.00%	-8.00%	
END RIGHT LANE SUPER SLOPE	121+00.00'	-1.80%	6.20%	-8.00%	-8.00%	TRANSITION LEFT LANE SLOPE FROM SUPER TO REVERSE
END RIGHT UPS MATCH LANE SLOPE	121+58.33'	-3.20%	4.80%	-6.00%	-6.00%	TRANSITION LEFT LANE SLOPE FROM SUPER TO REVERSE
REVERSE CROWN	122+75.00'	-6.00%	2.00%	-2.00%	-6.00%	
LEVEL CROWN	123+50.00'	-6.00%	0.00%	-2.00%	-6.00%	
BEGIN NORMAL CROWN	124+25.00'	-6.00%	-2.00%	-2.00%	-6.00%	

CURVE 7						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES (UPS = UNPAVED SHOULDER, HPL = HINGE POINT LINE)
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT UPS	LEFT LANE	RIGHT LANE	RIGHT UPS	
END NORMAL CROWN	135+25.00'	-6.00%	-2.00%	-2.00%	-6.00%	
LEVEL CROWN	135+75.00'	-6.00%	-2.00%	0.00%	-6.00%	
REVERSE CROWN	136+25.00'	-6.00%	-2.00%	2.00%	-6.00%	
BEGIN LEFT UPS MATCH LANE SLOPE	137+50.00'	-6.00%	-6.00%	6.00%	-2.00%	TRANSITION RIGHT LANE SLOPE FROM REVERSE TO SUPER
BEGIN FULL SUPER	137+75.00'	-6.80%	-6.80%	6.80%	-1.20%	
END FULL SUPER	141+75.00'	-6.80%	-6.80%	6.80%	-1.20%	
END LEFT UPS MATCH LANE SLOPE	142+00.00'	-6.00%	-6.00%	6.00%	-2.00%	TRANSITION RIGHT LANE SLOPE FROM SUPER TO REVERSE
REVERSE CROWN/END RIGHT UPS NORMAL SLOPE	143+25.00'	-6.00%	-2.00%	2.00%	-6.00%	
END LEFT UPS NORMAL SLOPE	143+84.73'	-6.00%	-2.00%	0.41%	-7.59%	TRANSITION RIGHT LANE SLOPE FROM REVERSE TO LEVEL & RIGHT UPS SLOPE FROM NORMAL TO HPL
LEVEL CROWN	144+00.00'	-6.46%	-2.00%	0.00%	-8.00%	TRANSITION LEFT & RIGHT UPS SLOPES FROM NORMAL TO HPL
BEGIN NORMAL CROWN/BEGIN RIGHT UPS HPL SLOPE	144+75.00'	-8.69%	-2.00%	-2.00%	-10.00%	TRANSITION LEFT UPS SLOPE FROM NORMAL TO HPL

UPS SLOPE TRANSITIONS (BETWEEN CURVES 7 & 8)						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES (UPS = UNPAVED SHOULDER, HPL = HINGE POINT LINE)
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT UPS	LEFT LANE	RIGHT LANE	RIGHT UPS	
BEGIN LEFT UPS HPL SLOPE	145+18.79'	-10.00%	-2.00%	-2.00%	-10.00%	
END RIGHT UPS HPL SLOPE	146+93.21'	-10.00%	-2.00%	-2.00%	-10.00%	
END LEFT UPS HPL SLOPE	147+99.96'	-10.00%	-2.00%	-2.00%	-6.81%	TRANSITION RIGHT UPS SLOPE FROM HPL TO NORMAL
BEGIN RIGHT UPS NORMAL SLOPE	148+27.27'	-9.18%	-2.00%	-2.00%	-6.00%	TRANSITION LEFT UPS SLOPE FROM HPL TO NORMAL
BEGIN LEFT UPS NORMAL SLOPE	149+33.77'	-6.00%	-2.00%	-2.00%	-6.00%	

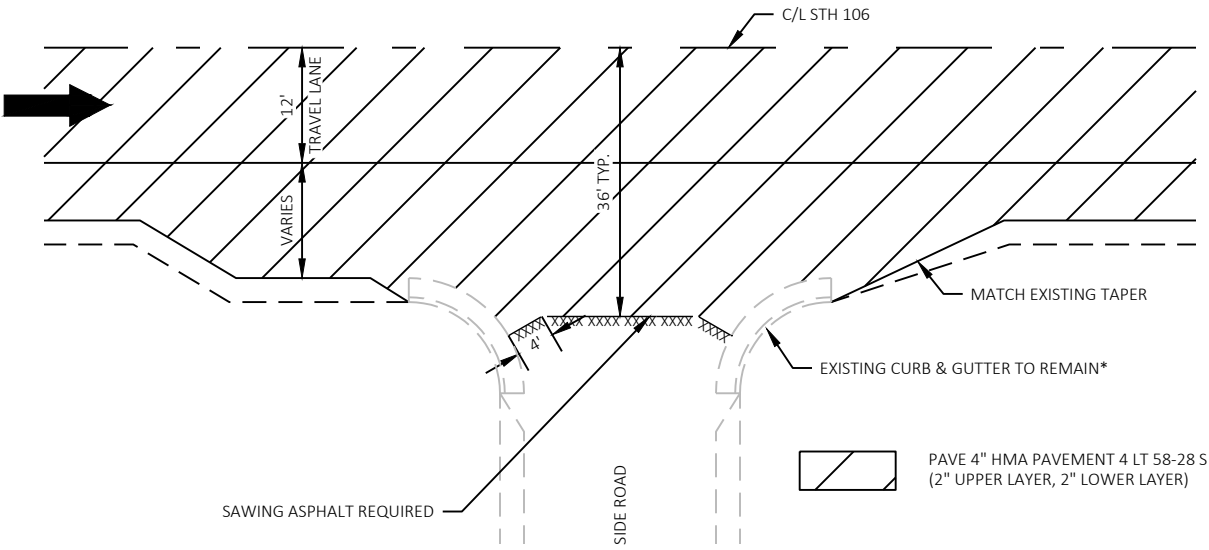
CURVE 8						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES (UPS = UNPAVED SHOULDER, HPL = HINGE POINT LINE)
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT UPS	LEFT LANE	RIGHT LANE	RIGHT UPS	
END NORMAL CROWN	149+50.00'	-6.00%	-2.00%	-2.00%	-6.00%	
LEVEL CROWN	150+50.00'	-6.00%	0.00%	-2.00%	-6.00%	
REVERSE CROWN	151+25.00'	-6.00%	1.50%	-2.00%	-6.00%	
BEGIN FULL SUPER	151+75.00'	-6.00%	1.50%	-2.20%	-6.00%	
BEGIN RIGHT UPS HPL SLOPE	154+85.48'	-6.00%	1.50%	-2.20%	-6.67%	
BEGIN STRUCTURE B-28-48	155+16.81' RIGHT 155+25.24' LEFT	-6.00%	1.50%	-2.20%	-6.67%	NO UPS BEHIND STRUCTURE B-28-48
END STRUCTURE B-28-48	155+41.87' RIGHT 155.50.17' LEFT	-6.00%	1.50%	-2.20%	-10.00%	NO UPS BEHIND STRUCTURE B-28-48
END RIGHT UPS HPL SLOPE	156+48.34'	-6.00%	1.50%	-2.20%	-10.00%	
BEGIN RIGHT UPS NORMAL SLOPE	158+28.49'	-6.00%	1.50%	-2.20%	-6.00%	
END FULL SUPER	159+00.00'	-6.00%	1.50%	-2.20%	-6.00%	
BEGIN REVERSE CROWN	159+25.00'	-6.00%	1.50%	-2.00%	-6.00%	
END REVERSE CROWN	160+00.00'	-6.00%	1.50%	-2.00%	-6.00%	
LEVEL CROWN	160+75.00'	-6.00%	0.00%	-2.00%	-6.00%	
BEGIN NORMAL CROWN	161+75.00'	-6.00%	-2.00%	-2.00%	-6.00%	

LEFT LANE SLOPES (BETWEEN CURVES 8 & 9)						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES (UPS = UNPAVED SHOULDER)
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT UPS	LEFT LANE	RIGHT LANE	RIGHT UPS	
BEGIN LEFT LANE 3% SLOPE	162+25.00'	-6.00%	-3.00%	-2.00%	-6.00%	
END LEFT LANE 3% SLOPE	204+00.00'	-6.00%	-3.00%	-2.00%	-6.00%	
BEGIN NORMAL CROWN	204+50.00'	-6.00%	-2.00%	-2.00%	-6.00%	

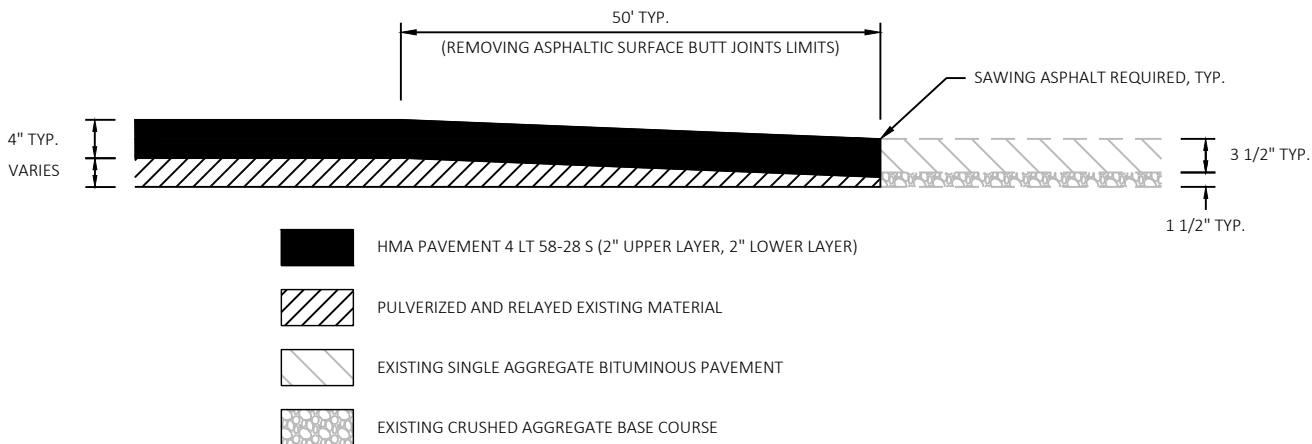
CURVE 9						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES (UPS = UNPAVED SHOULDER)
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT UPS	LEFT LANE	RIGHT LANE	RIGHT UPS	
END NORMAL CROWN	208+25.00'	-6.00%	-2.00%	-2.00%	-6.00%	
LEVEL CROWN	209+25.00'	-6.00%	0.00%	-2.00%	-6.00%	
REVERSE CROWN	210+00.00'	-6.00%	2.00%	-2.00%	-6.00%	
BEGIN RIGHT UPS MATCH LANE SLOPE	211+00.00'	-2.00%	6.00%	-6.00%	-6.00%	TRANSITION LEFT LANE SLOPE FROM REVERSE TO SUPER
BEGIN FULL SUPER	211+50.00'	0.00%	8.00%	-8.00%	-8.00%	
END FULL SUPER	216+75.00'	0.00%	8.00%	-8.00%	-8.00%	
END RIGHT UPS MATCH LANE SLOPE	217+25.00'	-2.00%	6.00%	-6.00%	-6.00%	TRANSITION LEFT LANE SLOPE FROM SUPER TO REVERSE
REVERSE CROWN	218+25.00'	-6.00%	2.00%	-2.00%	-6.00%	
LEVEL CROWN	219+25.00'	-6.00%	0.00%	-2.00%	-6.00%	
BEGIN NORMAL CROWN	220+25.00'	-6.00%	-2.00%	-2.00%	-6.00%	

CURVE 10						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES (UPS = UNPAVED SHOULDER)
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT UPS	LEFT LANE	RIGHT LANE	RIGHT UPS	
END NORMAL CROWN	234+00.00'	-6.00%	-2.00%	-2.00%	-6.00%	
LEVEL CROWN	235+00.00'	-6.00%	-2.00%	0.00%	-6.00%	
REVERSE CROWN	237+00.00'	-6.00%	-2.00%	2.00%	-6.00%	
BEGIN FULL SUPER	237+25.00'	-6.00%	-2.20%	2.20%	-5.80%	
END FULL SUPER	243+25.00'	-6.00%	-2.20%	2.20%	-5.80%	
REVERSE CROWN	243+50.00'	-6.00%	-2.00%	2.00%	-6.00%	
LEVEL CROWN	244+50.00'	-6.00%	-2.00%	0.00%	-6.00%	
BEGIN NORMAL CROWN	246+50.00'	-6.00%	-2.00%	-2.00%	-6.00%	

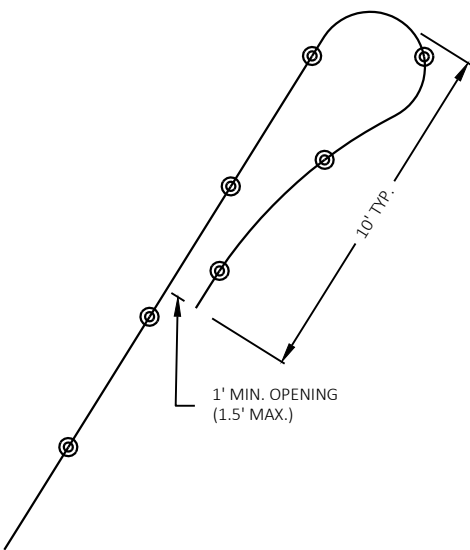
BENCHMARKS/CONTROL POINTS						
NO.	NORTHING	EASTING	ELEVATION	STATION	OFFSET	DESCRIPTION
BM/CP 900	514,020.55	913,231.87	844.45	3031.07	29.6' LT	2" ALUMINUM FENO MONUMENT
BM/CP 901	516,522.14	908,713.04	809.15	8579.85	29.5' LT	2" ALUMINUM FENO MONUMENT
BM/CP 902	519,376.06	904,855.15	789.86	14222.83	30.2' RT	2" ALUMINUM FENO MONUMENT
BM/CP 903	523,705.48	902,269.28	783.60	19269.93	38.5' LT	2" ALUMINUM FENO MONUMENT
BM/CP 904	528,739.94	901,372.76	906.31	24538.18	34.8' RT	2" ALUMINUM FENO MONUMENT
BM/CP 905	532,965.64	901,325.55	870.32	28748.95	75.0' RT	2" ALUMINUM FENO MONUMENT
BM/CP 907	520,432.63	904,186.91	786.97	15474.64	65.2' RT	2" ALUMINUM FENO MONUMENT
BM/CP 908	519,742.23	904,604.04	788.63	14666.200	28.5' RT	2" ALUMINUM FENO MONUMENT
BM/CP 909	520,929.61	903,791.18	785.68	16104.12	33.4' LT	2" ALUMINUM FENO MONUMENT
BM/CP 910	524,208.40	902,006.50	786.12	19837.33	26.4' LT	2" ALUMINUM FENO MONUMENT
BM/CP 911	524,650.50	901,756.19	786.47	20345.33	32.2' LT	2" ALUMINUM FENO MONUMENT
BM/CP 912	520,479.05	904,010.47	786.58	15605.84	61.6' LT	2" ALUMINUM FENO MONUMENT
BM/CP 913	525,176.81	901,465.52	789.15	20946.58	32.7' LT	2" ALUMINUM FENO MONUMENT



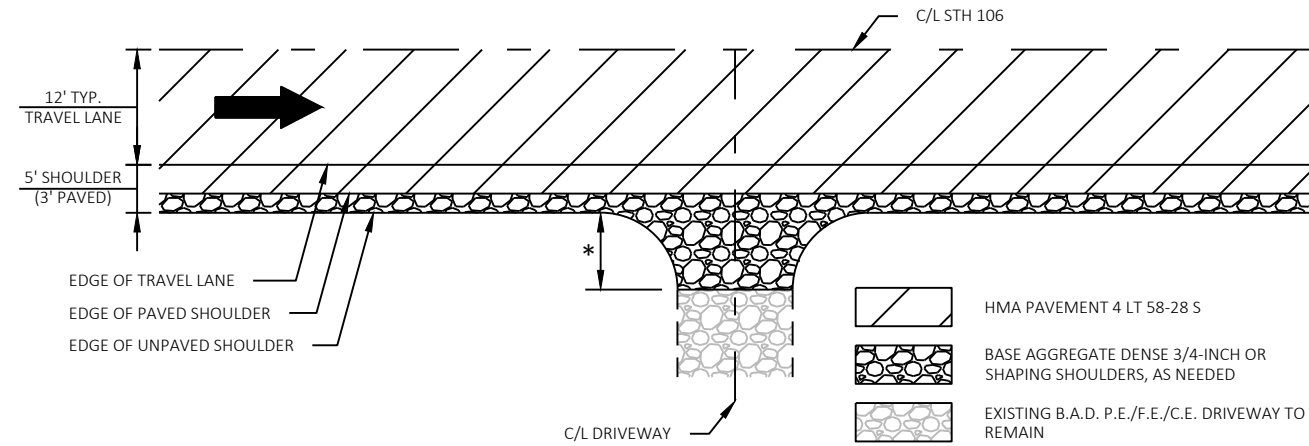
TYPICAL SIDE ROAD DETAIL
*NO CURB & GUTTER PRESENT AT ISLAND ROAD



ASPHALTIC BUTT JOINT DETAIL
STA. 32+00 - STA. 32+50
STA. 286+75 - STA. 287+25

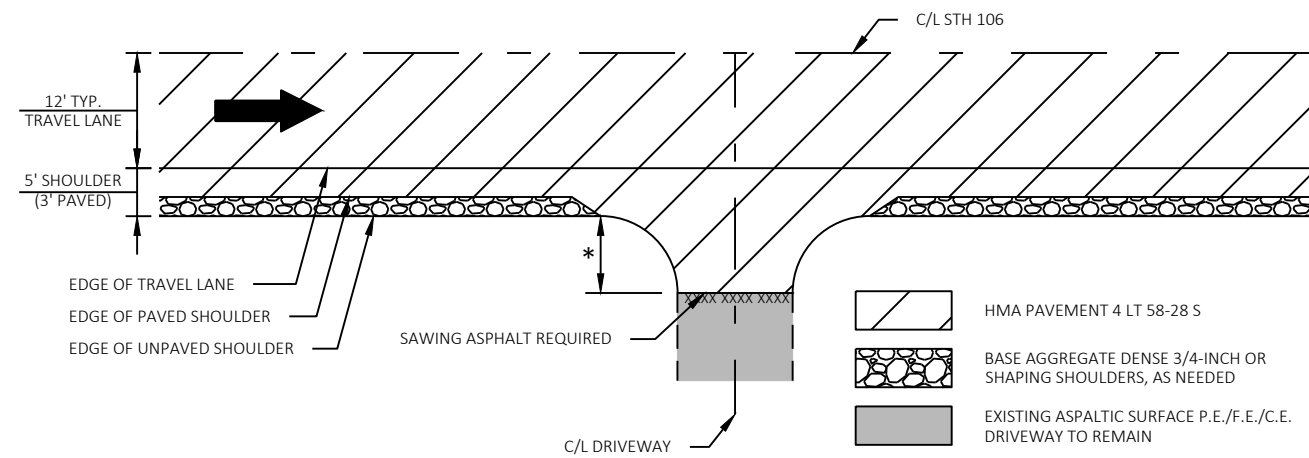


SILT FENCE TURN-AROUND ENDS
PLAN VIEW



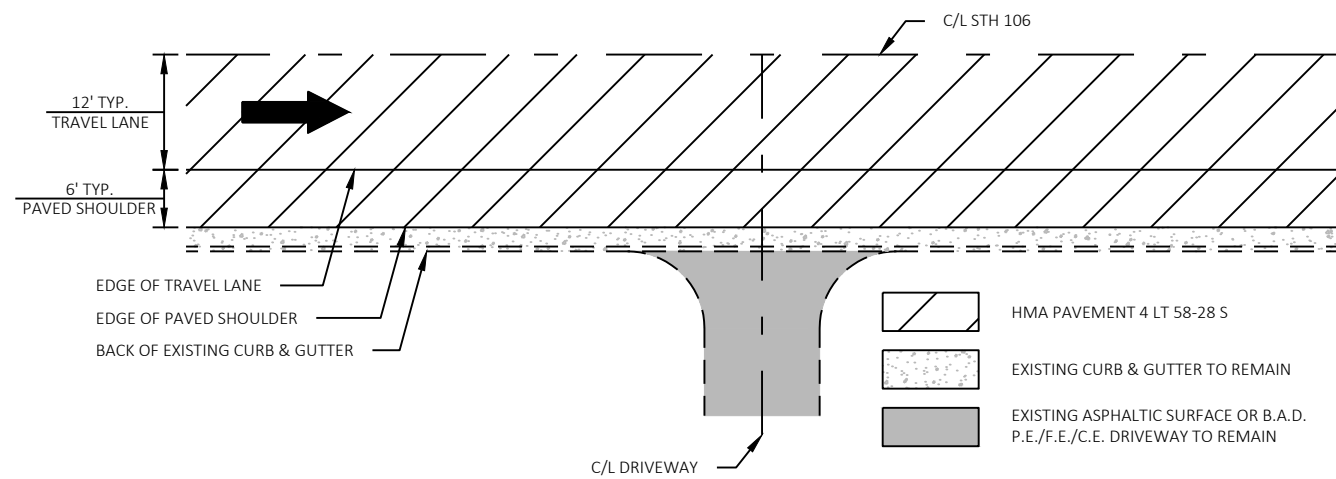
P.E./F.E./C.E. DRIVEWAY DETAIL - EXISTING B.A.D.

*REPLACE IN KIND TO THE DRIVEWAY RADIUS POINTS OR AS DIRECTED BY THE FIELD ENGINEER



P.E./F.E./C.E. DRIVEWAY DETAIL - EXISTING ASPHALT

*REPLACE IN KIND TO THE EXISTING PAVEMENT JOINT OR AS DIRECTED BY THE FIELD ENGINEER



P.E./F.E./C.E. DRIVEWAY DETAIL - EXISTING CURB & GUTTER

PROJECT NO: 3576-01-70

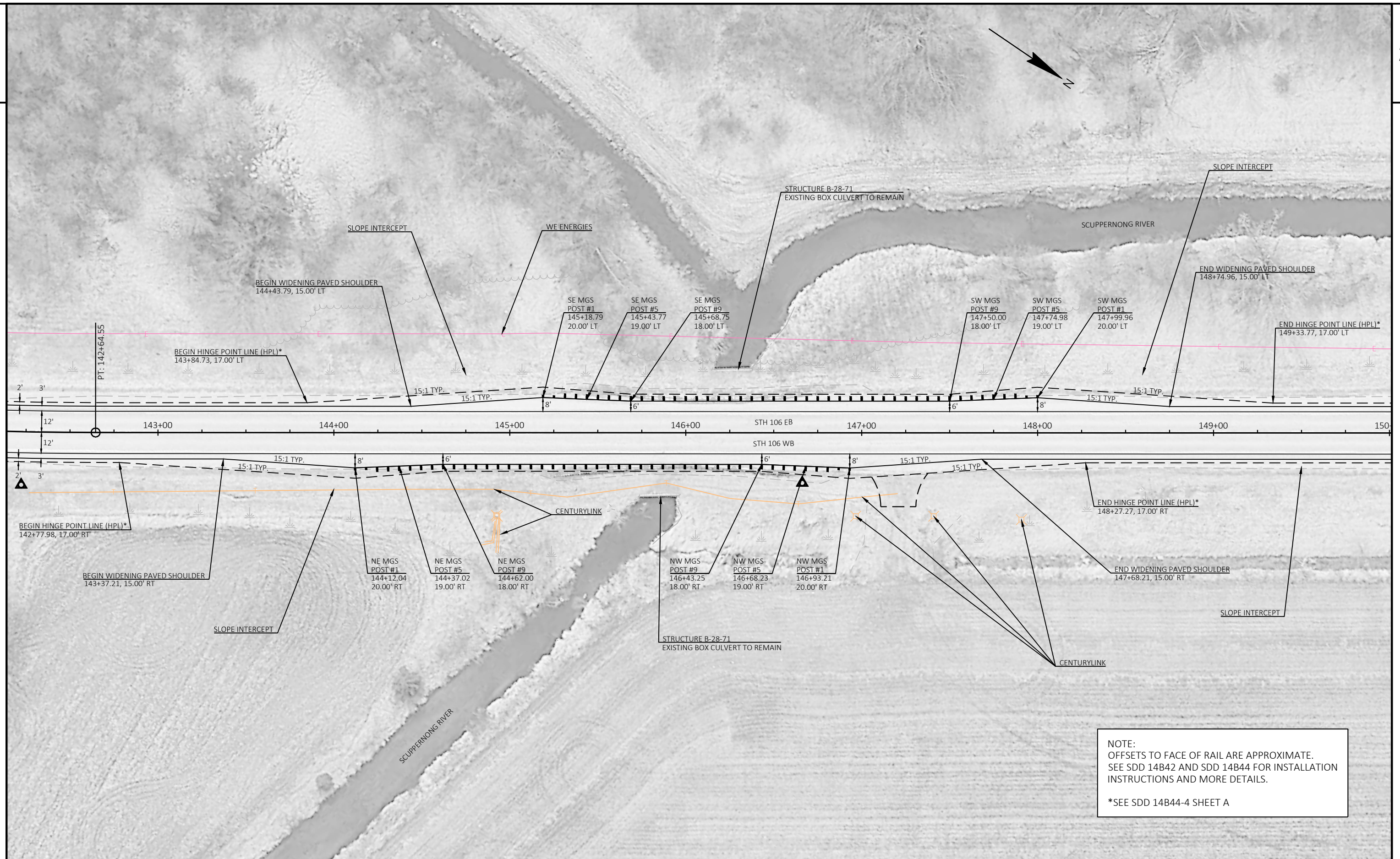
HWY: STH 106

COUNTY: JEFFERSON

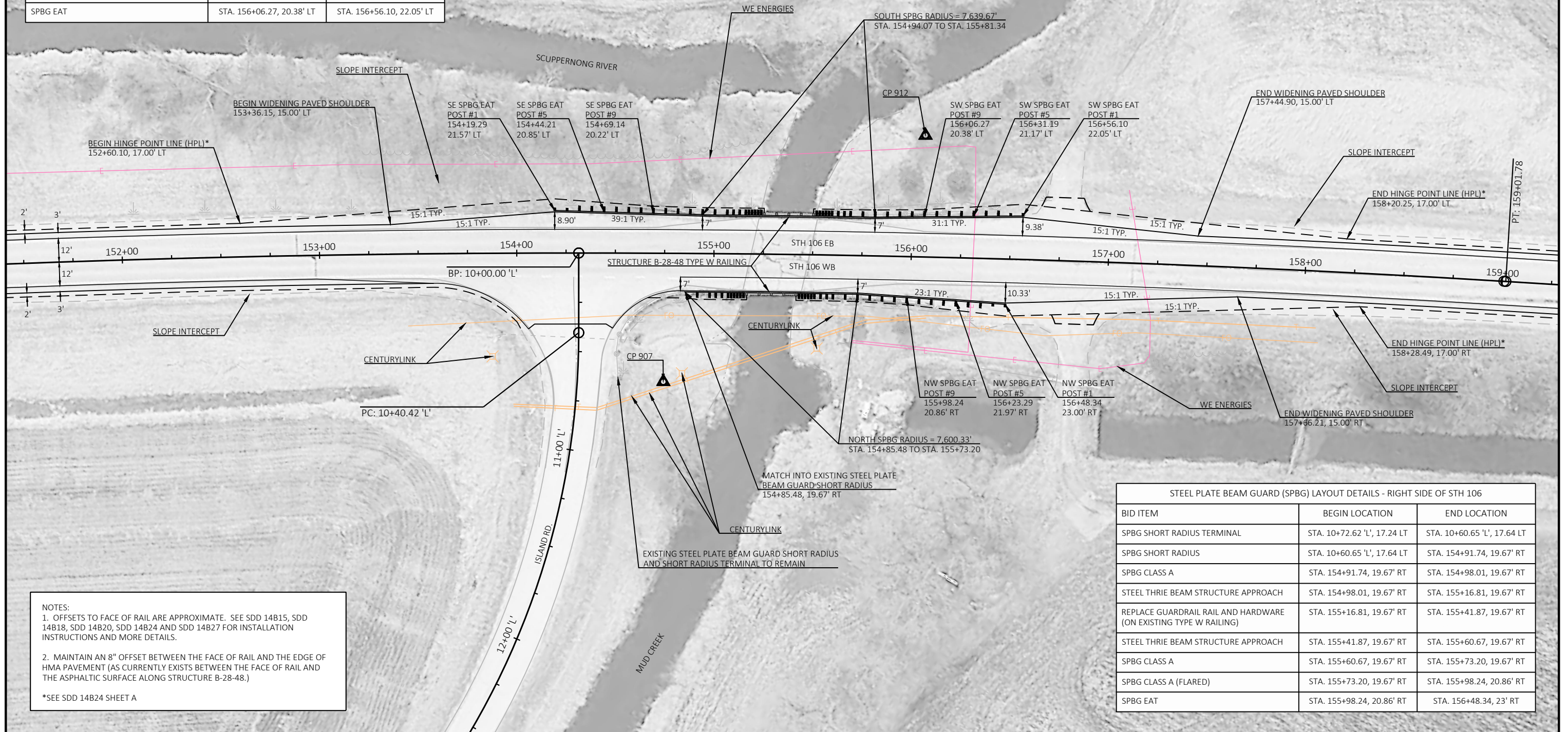
PLAN: CONSTRUCTION DETAILS

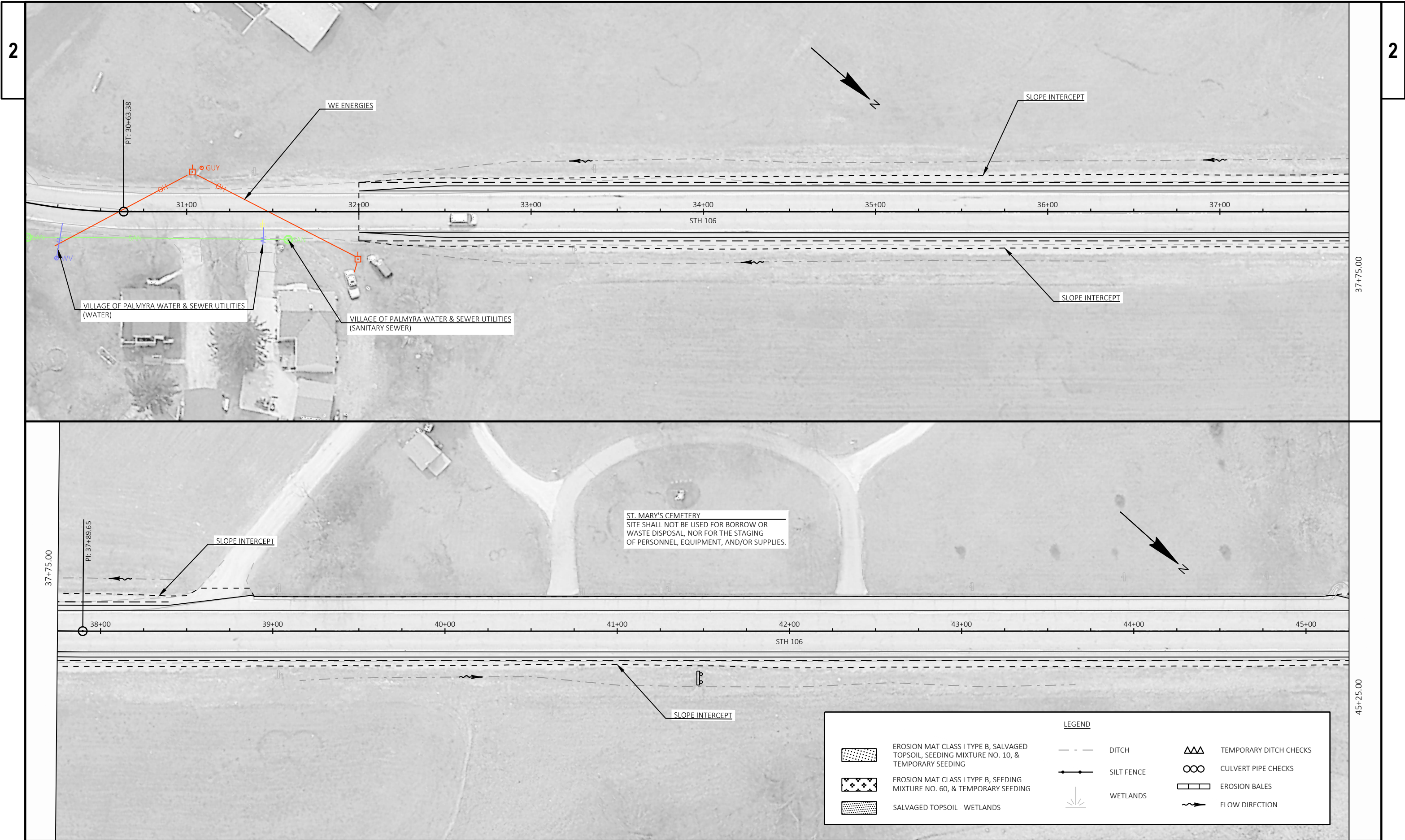
SHEET

E

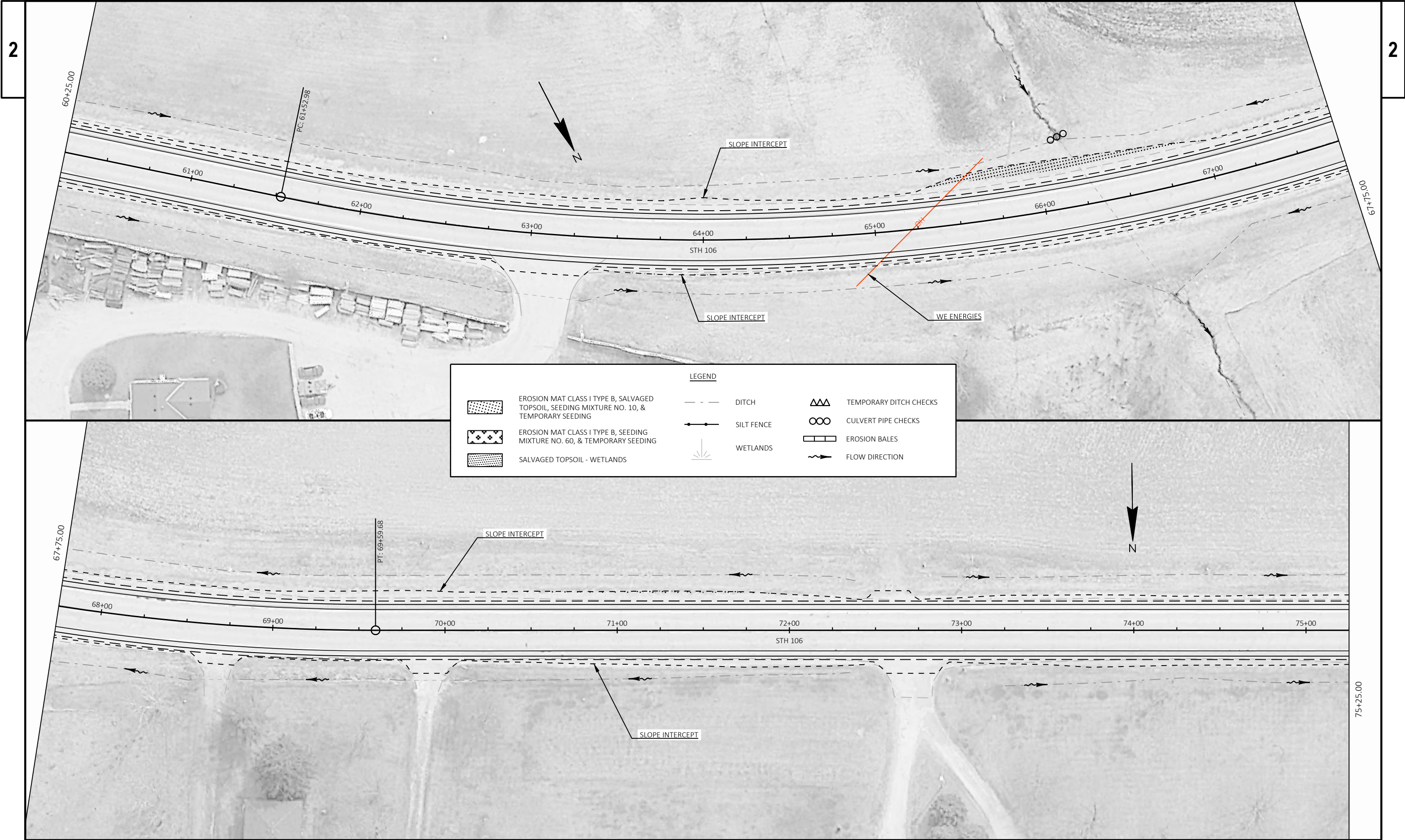


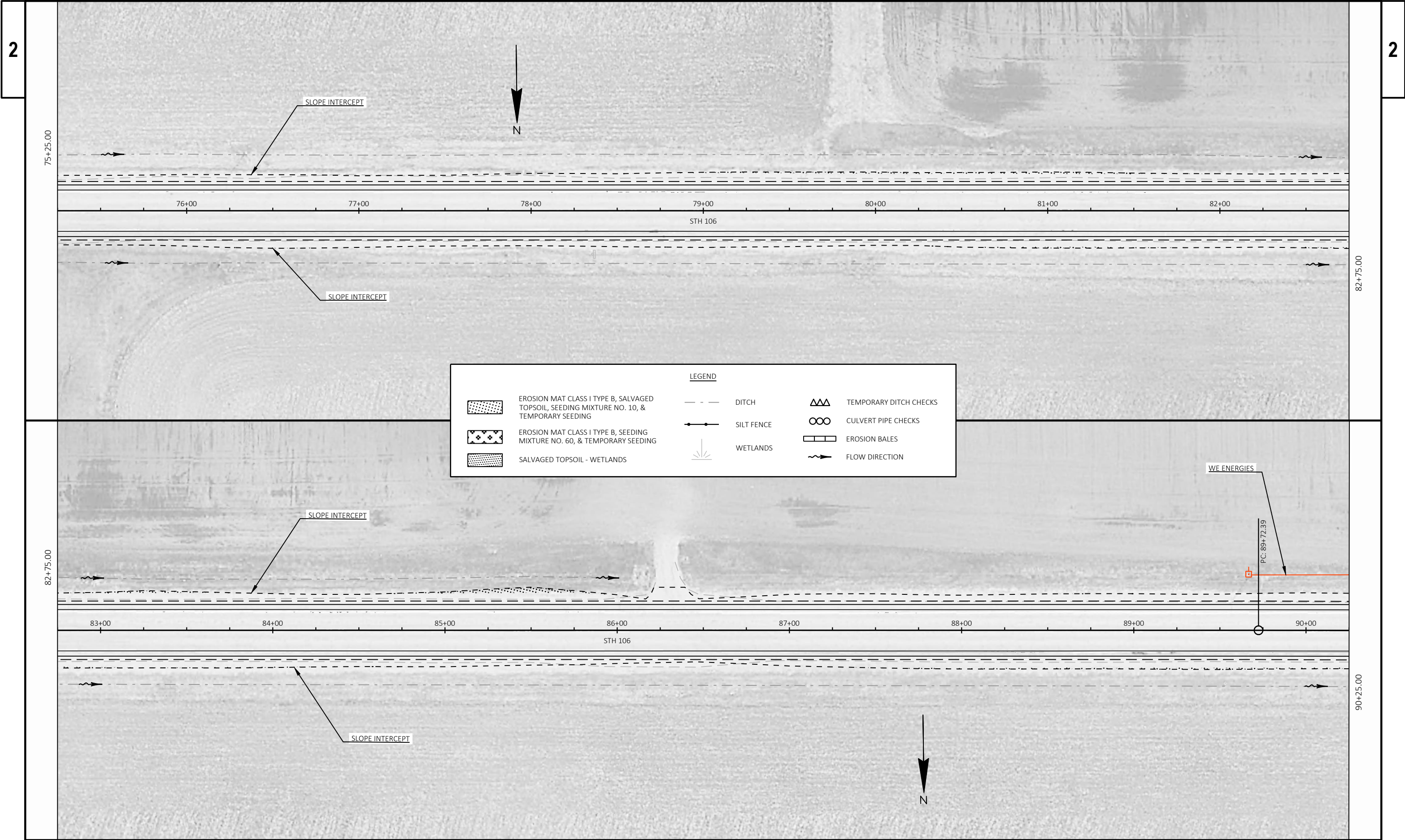
STEEL PLATE BEAM GUARD (SPBG) LAYOUT DETAILS - LEFT SIDE OF STH 106		
BID ITEM	BEGIN LOCATION	END LOCATION
SPBG EAT	STA. 154+19.29, 21.57' LT	STA. 154+69.14, 20.22' LT
SPBG CLASS A (FLARED)	STA. 154+69.14, 20.22' LT	STA. 154+94.07, 19.67' LT
SPBG CLASS A	STA. 154+94.07, 19.67' LT	STA. 155+06.54, 19.67' LT
STEEL THRIE BEAM STRUCTURE APPROACH	STA. 155+06.54, 19.67' LT	STA. 155+25.24, 19.67' LT
REPLACE GUARDRAIL RAIL AND HARDWARE (ON EXISTING TYPE W RAILING)	STA. 155+25.24, 19.67' LT	STA. 155+50.17, 19.67' LT
STEEL THRIE BEAM STRUCTURE APPROACH	STA. 155+50.17, 19.67' LT	STA. 155+68.87, 19.67' LT
SPBG CLASS A	STA. 155+68.87, 19.67' LT	STA. 155+81.34, 19.67' LT
SPBG CLASS A (FLARED)	STA. 155+81.34, 19.67' LT	STA. 156+06.27, 20.38' LT
SPBG EAT	STA. 156+06.27, 20.38' LT	STA. 156+56.10, 22.05' LT







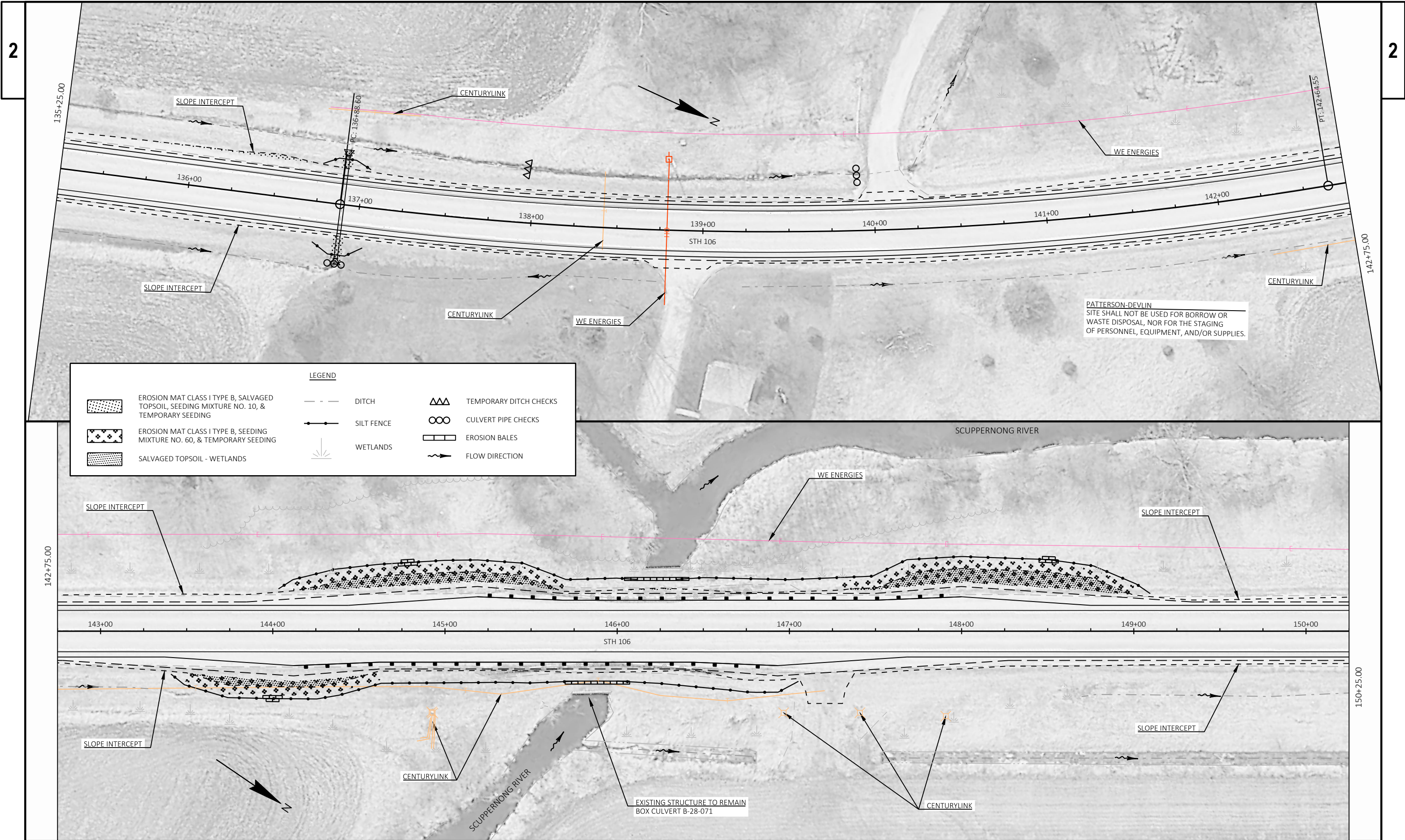


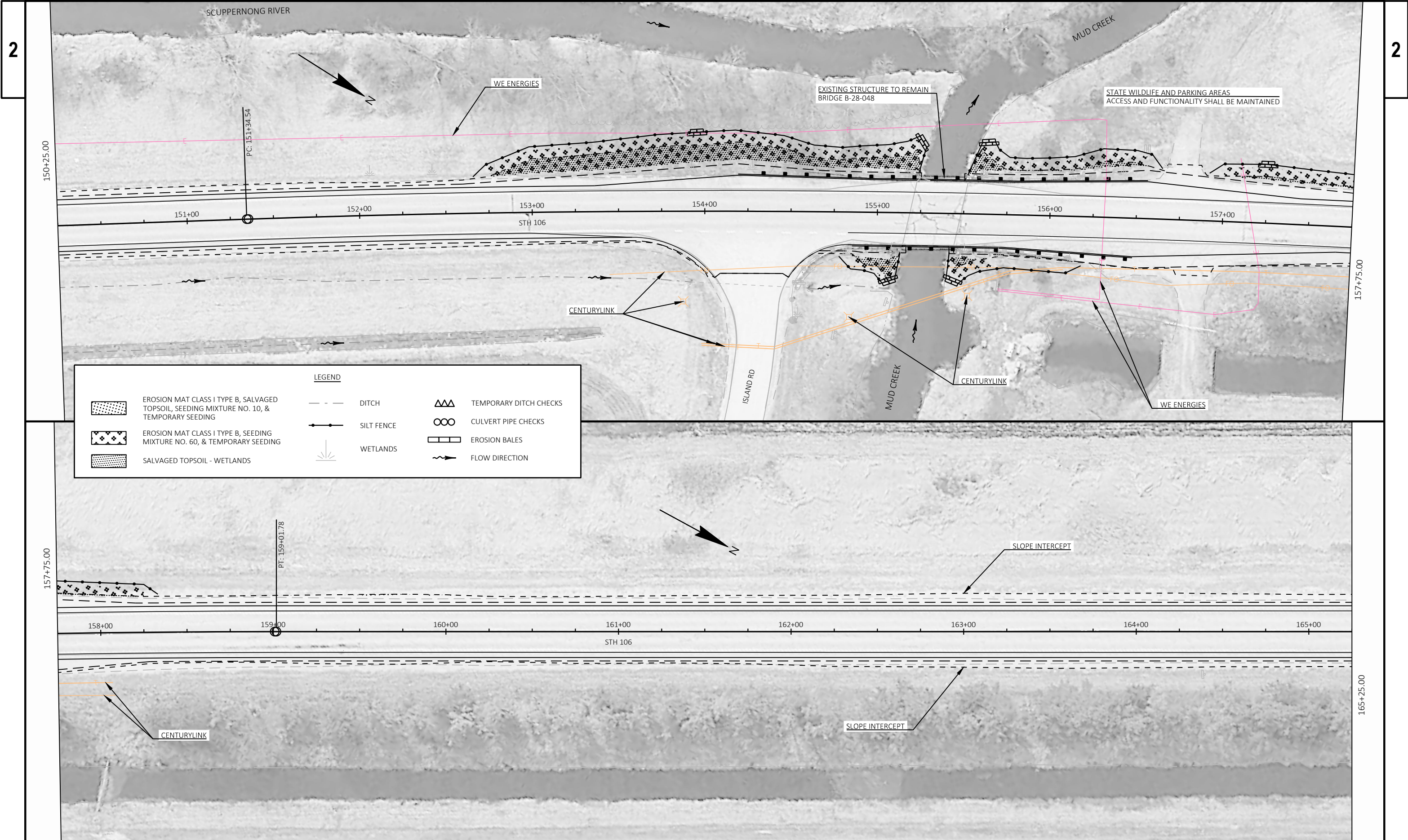


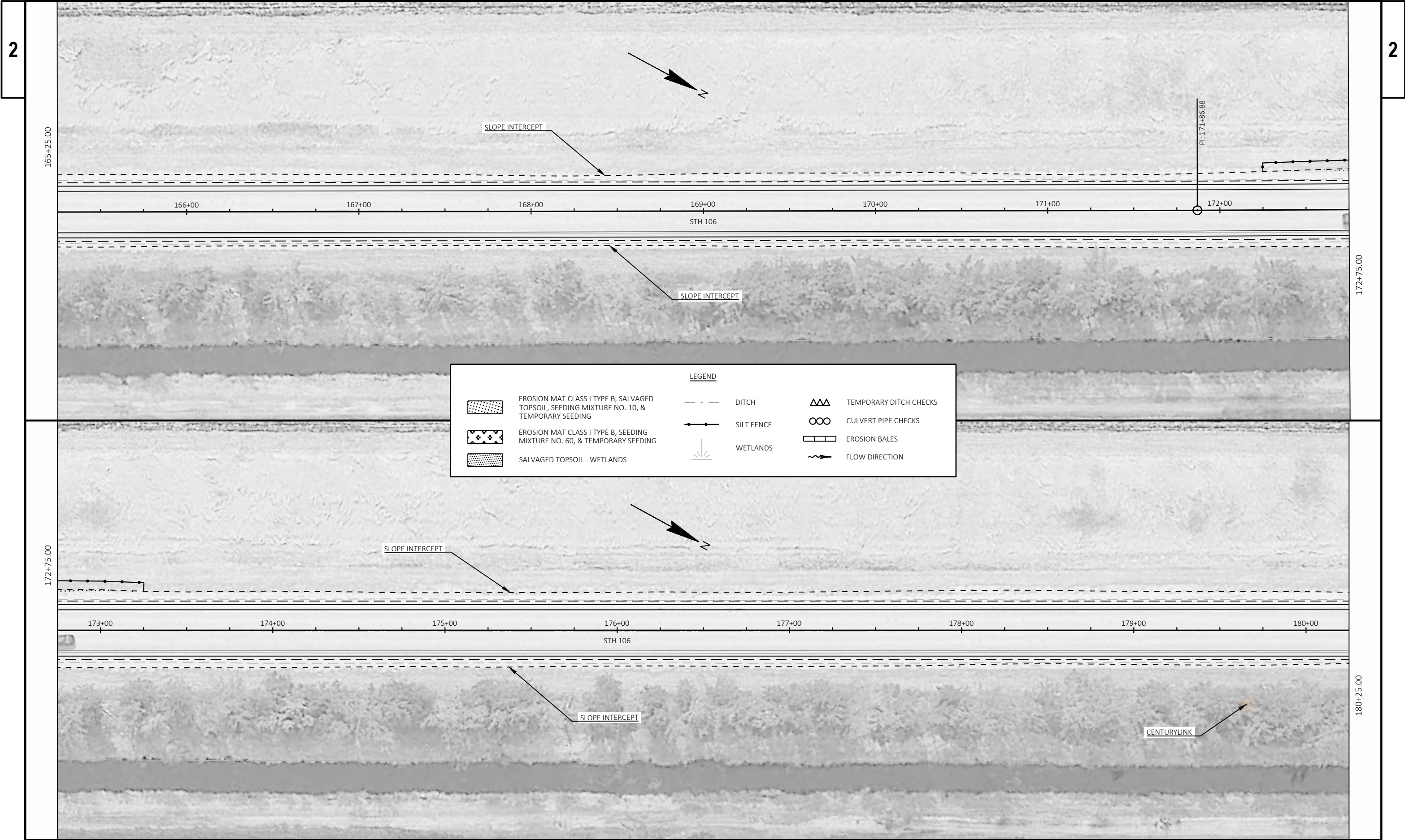


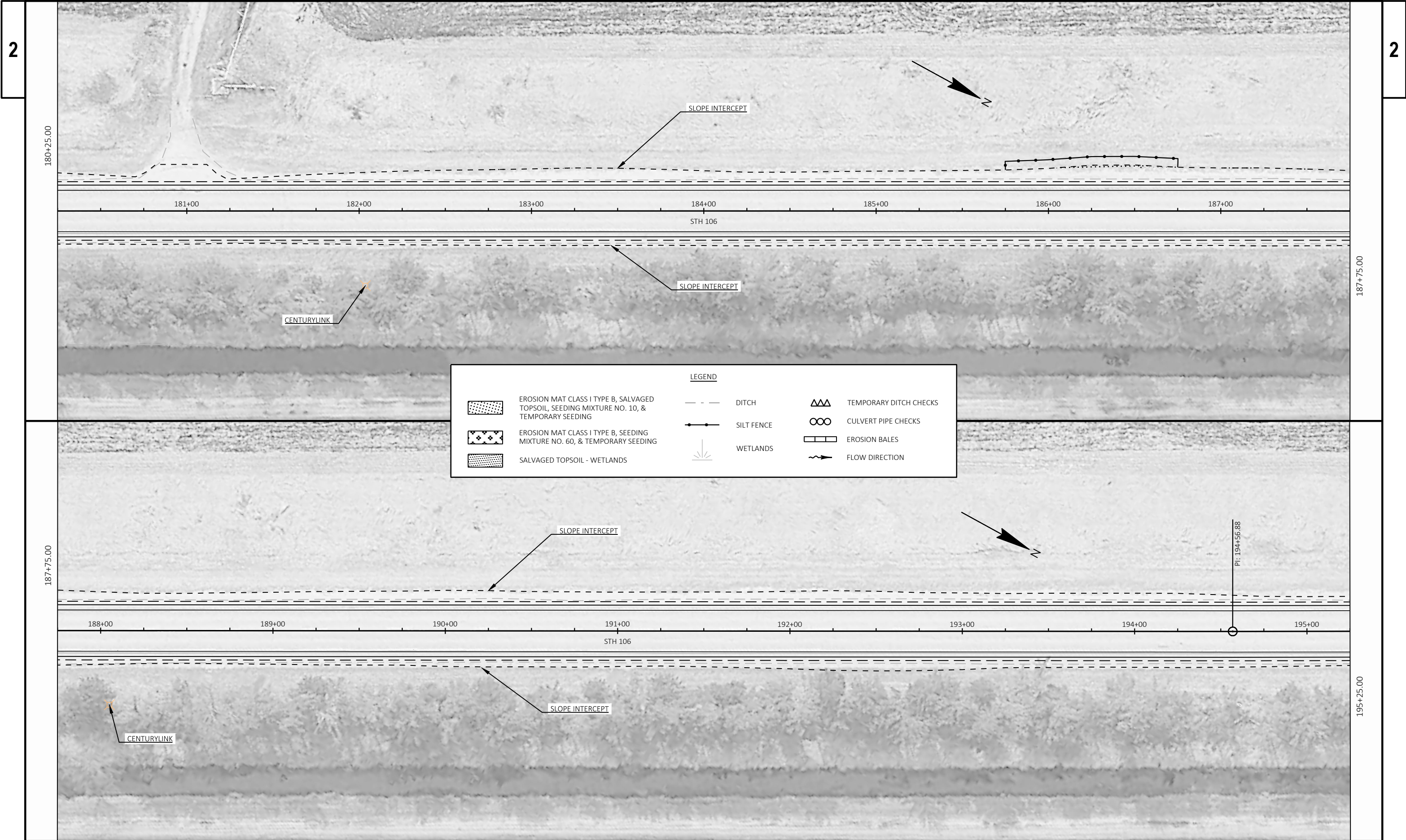


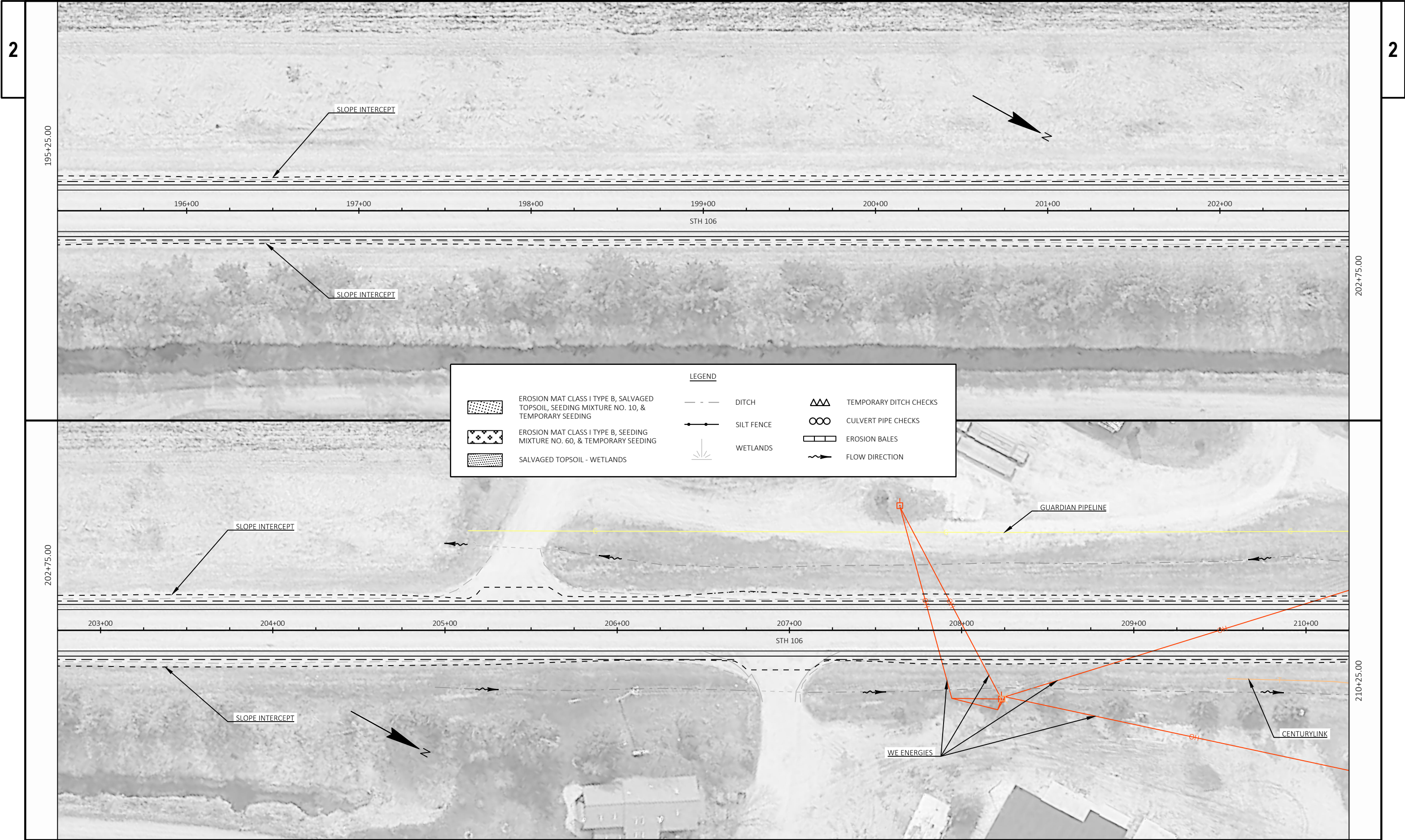


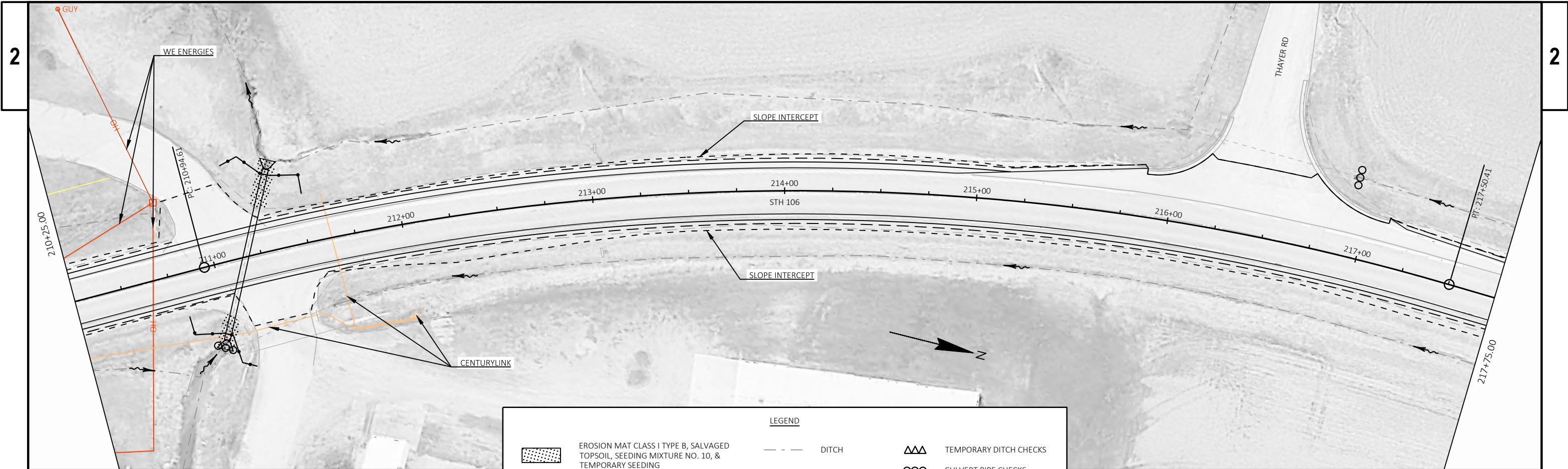








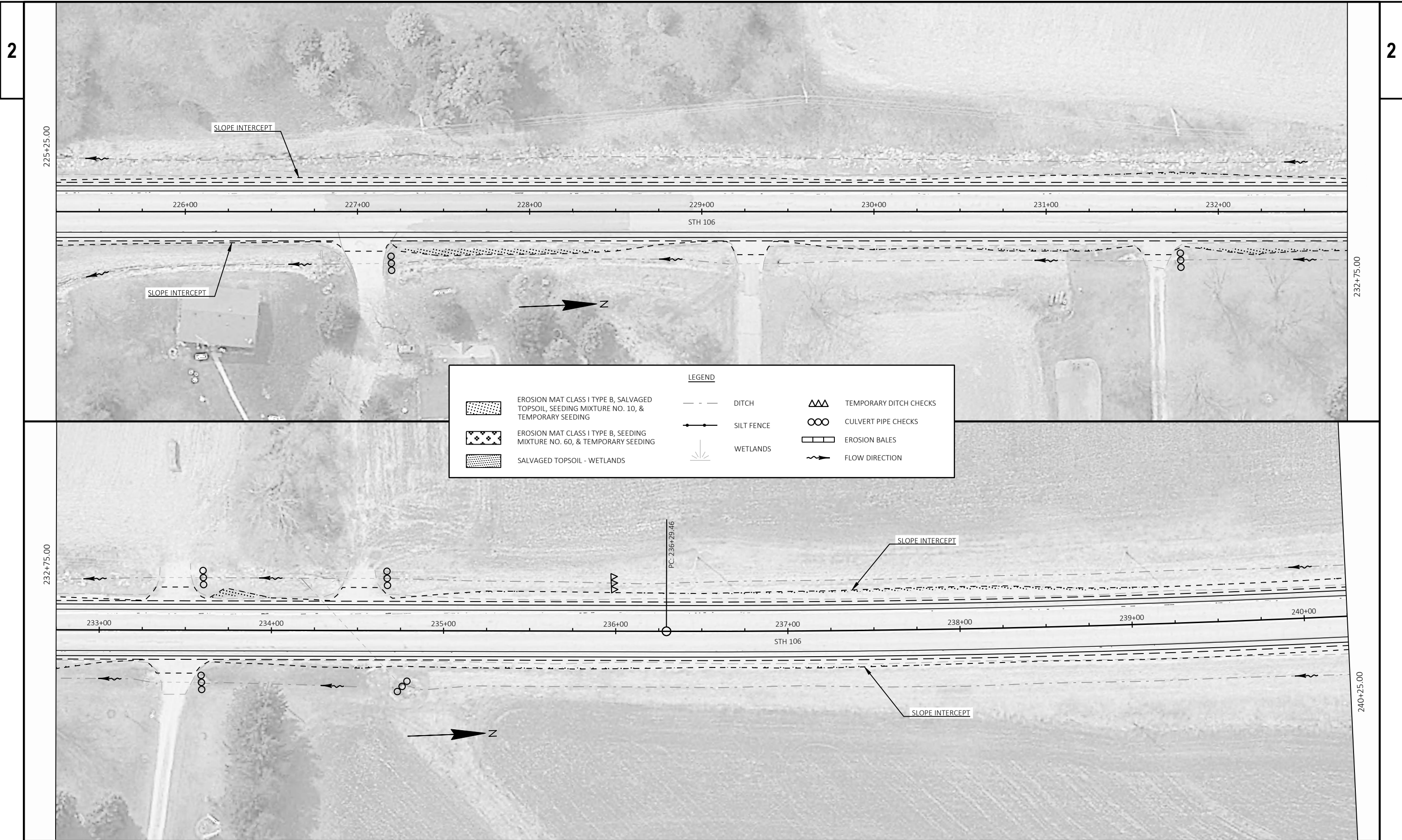


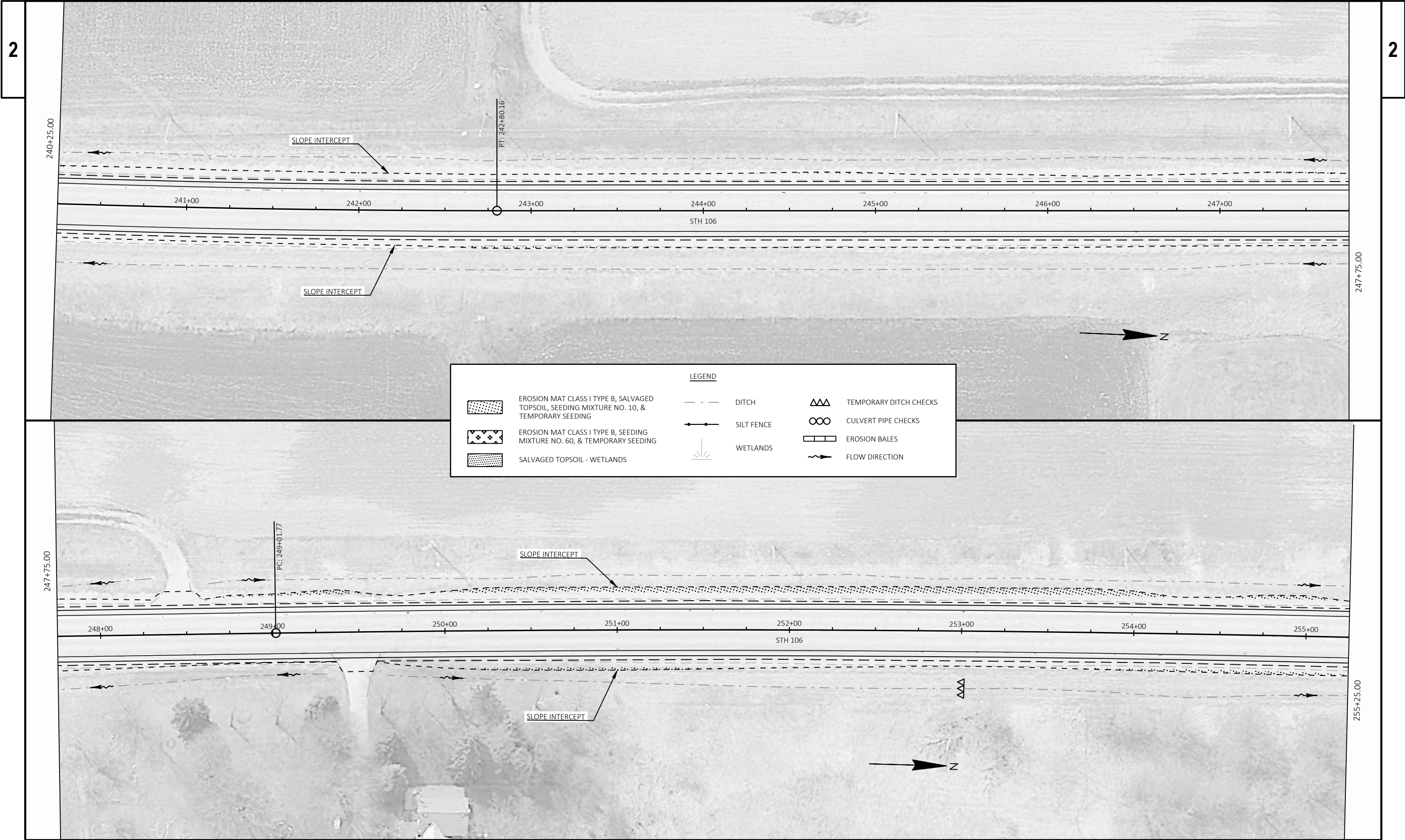


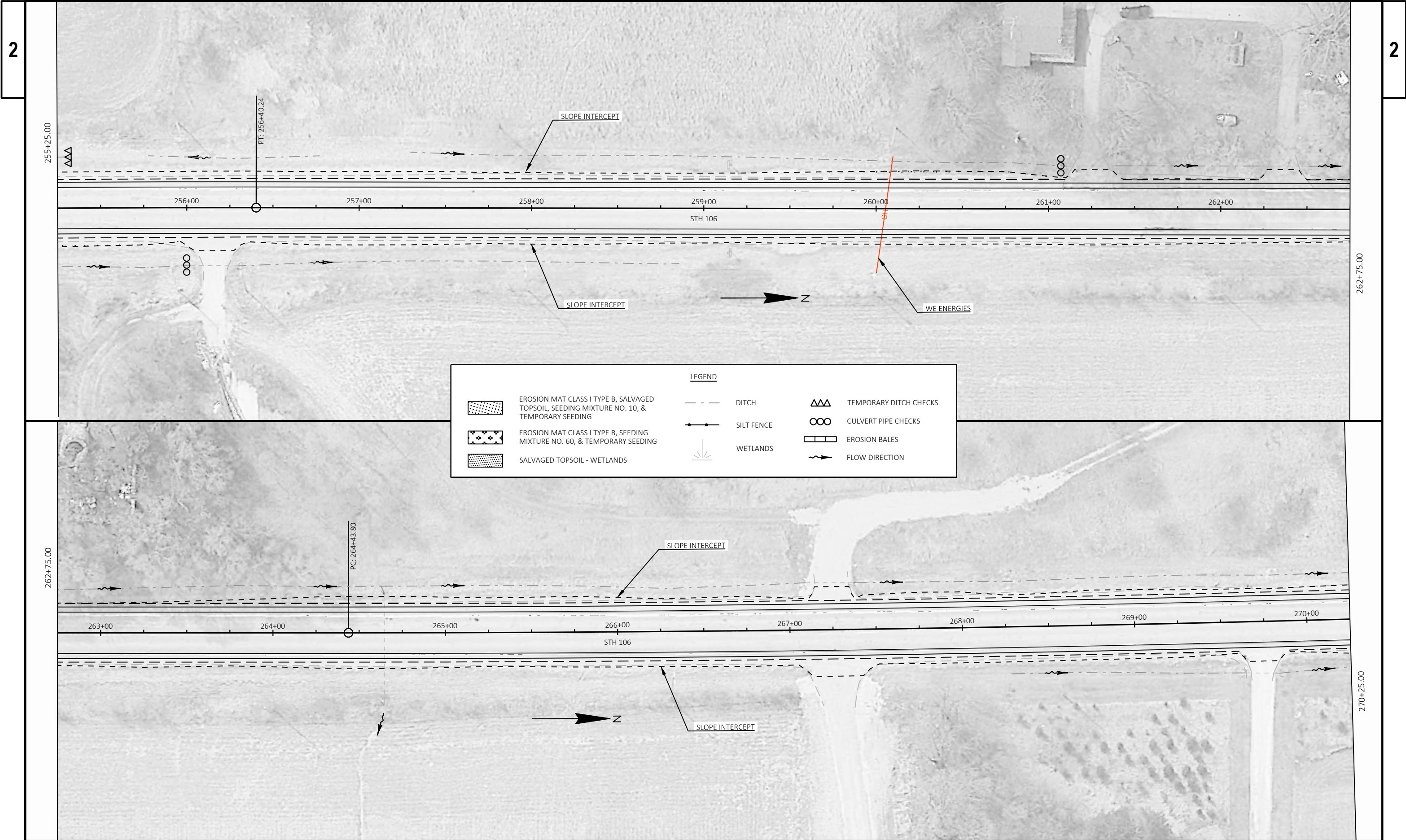
LEGEND

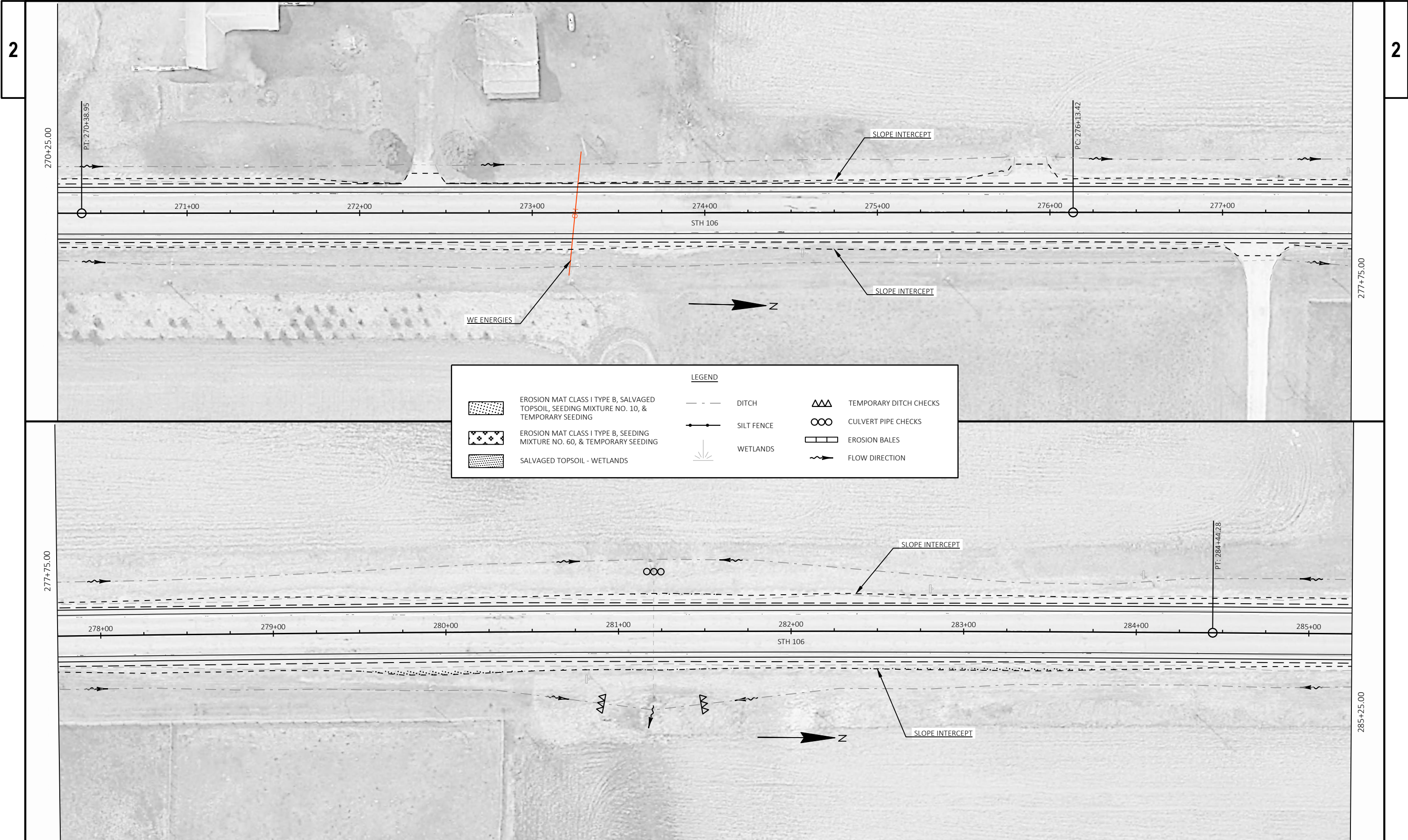
	EROSION MAT CLASS I TYPE B, SALVAGED TOPSOIL, SEEDING MIXTURE NO. 10, & TEMPORARY SEEDING		DITCH		TEMPORARY DITCH CHECKS
	EROSION MAT CLASS I TYPE B, SEEDING MIXTURE NO. 60, & TEMPORARY SEEDING		SILT FENCE		CULVERT PIPE CHECKS
	SALVAGED TOPSOIL - WETLANDS		WETLANDS		EROSION BALES
					FLOW DIRECTION





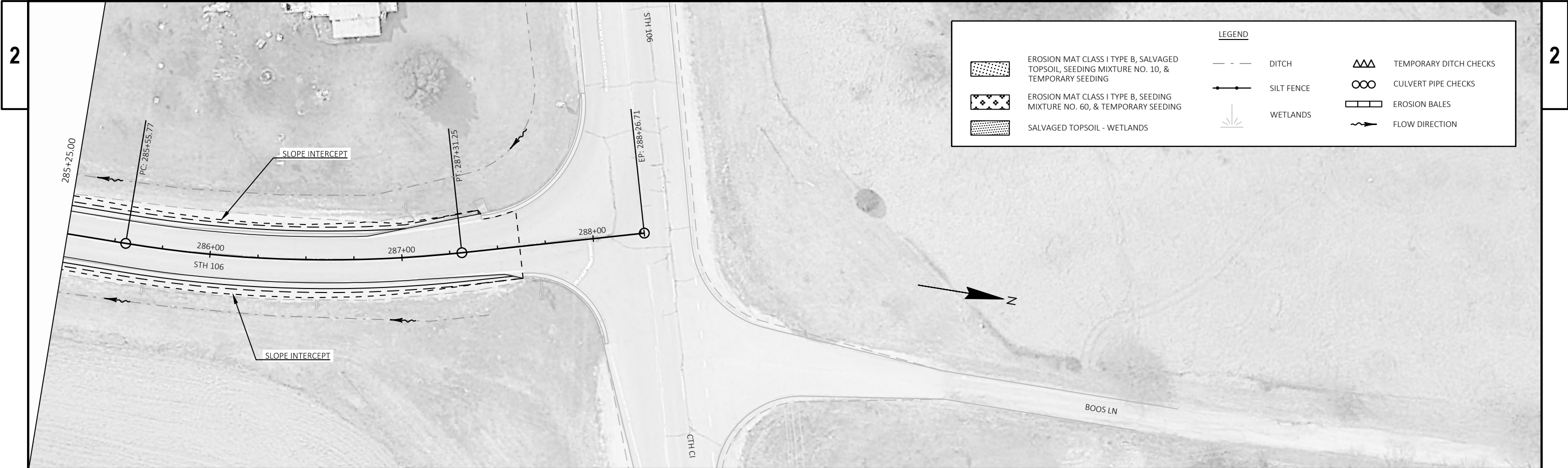


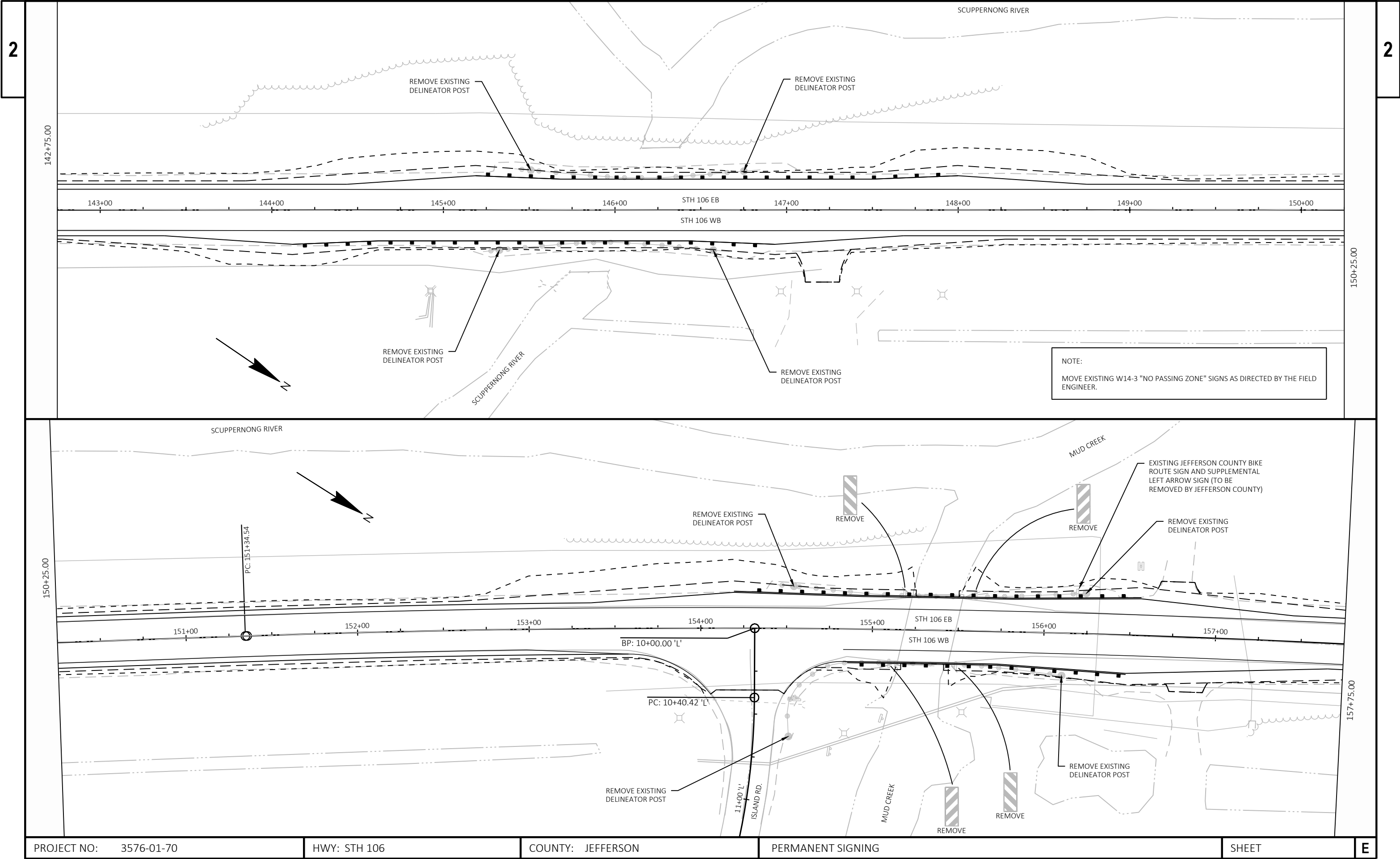




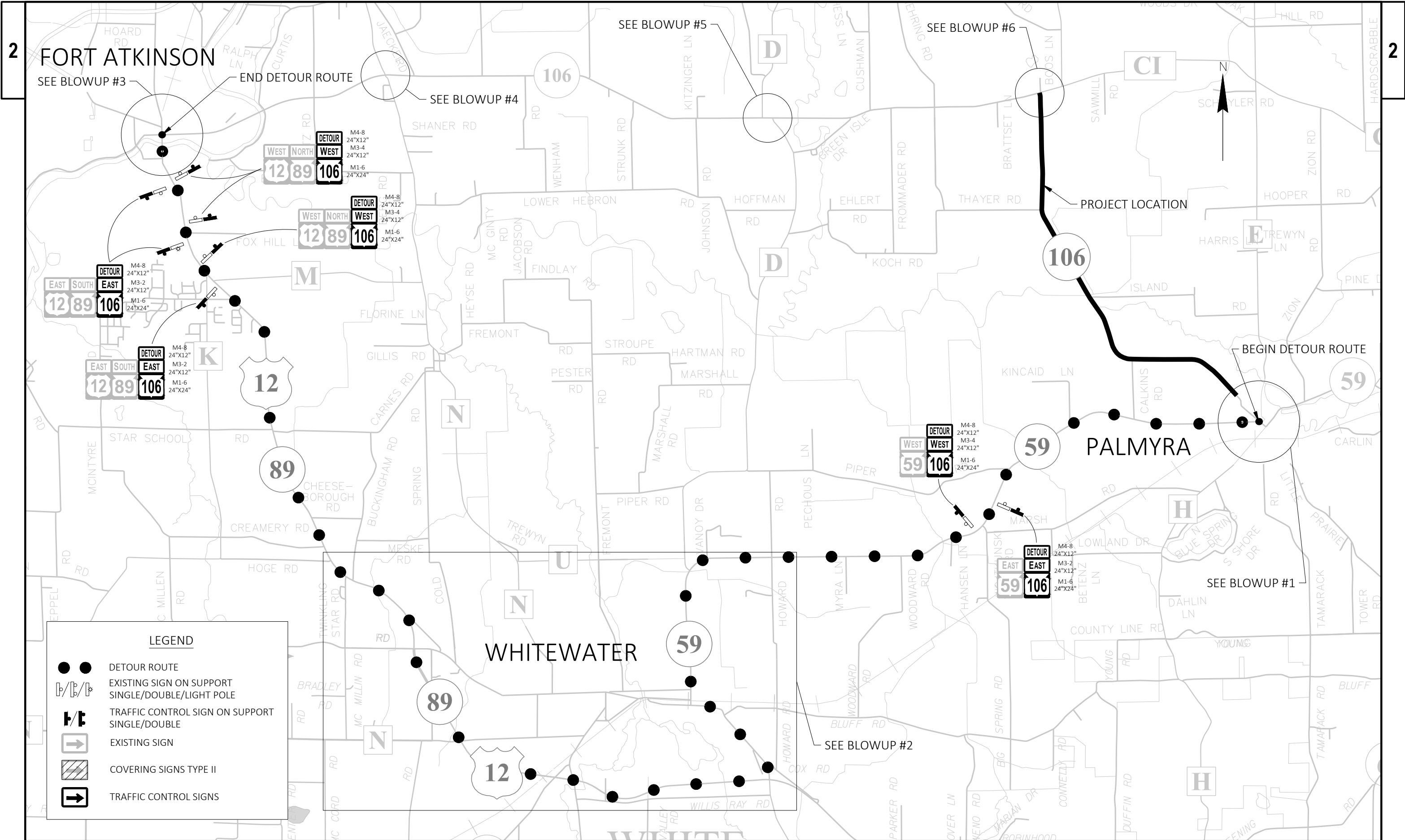
LEGEND

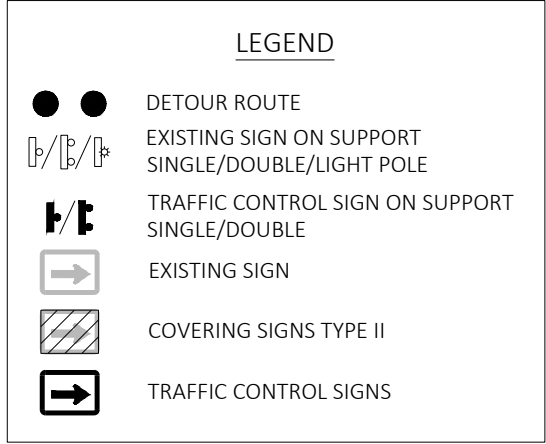
	EROSION MAT CLASS I TYPE B, SALVAGED TOPSOIL, SEEDING MIXTURE NO. 10, & TEMPORARY SEEDING		DITCH		TEMPORARY DITCH CHECKS
	EROSION MAT CLASS I TYPE B, SEEDING MIXTURE NO. 60, & TEMPORARY SEEDING		SILT FENCE		CULVERT PIPE CHECKS
	SALVAGED TOPSOIL - WETLANDS		WETLANDS		EROSION BALES
					FLOW DIRECTION

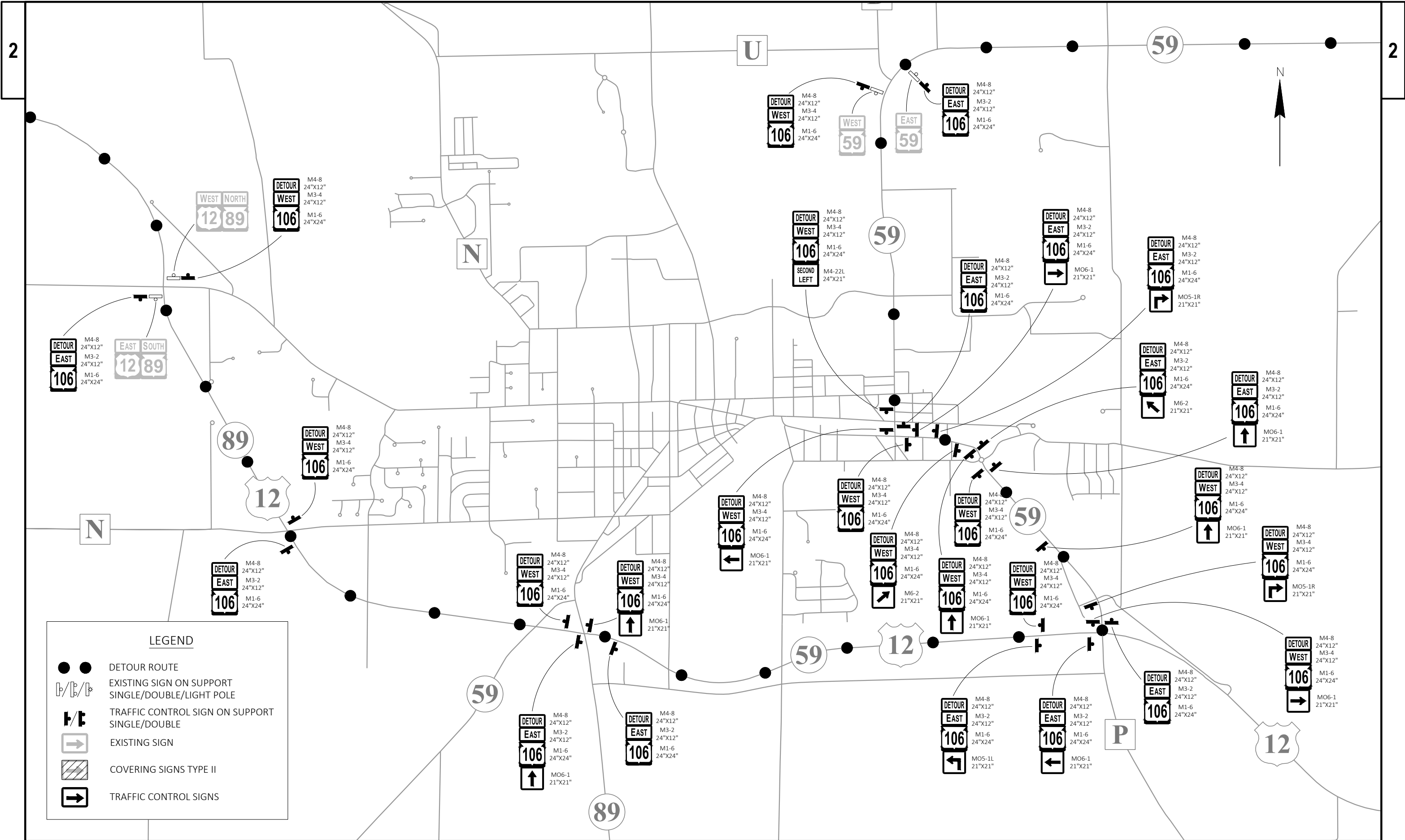


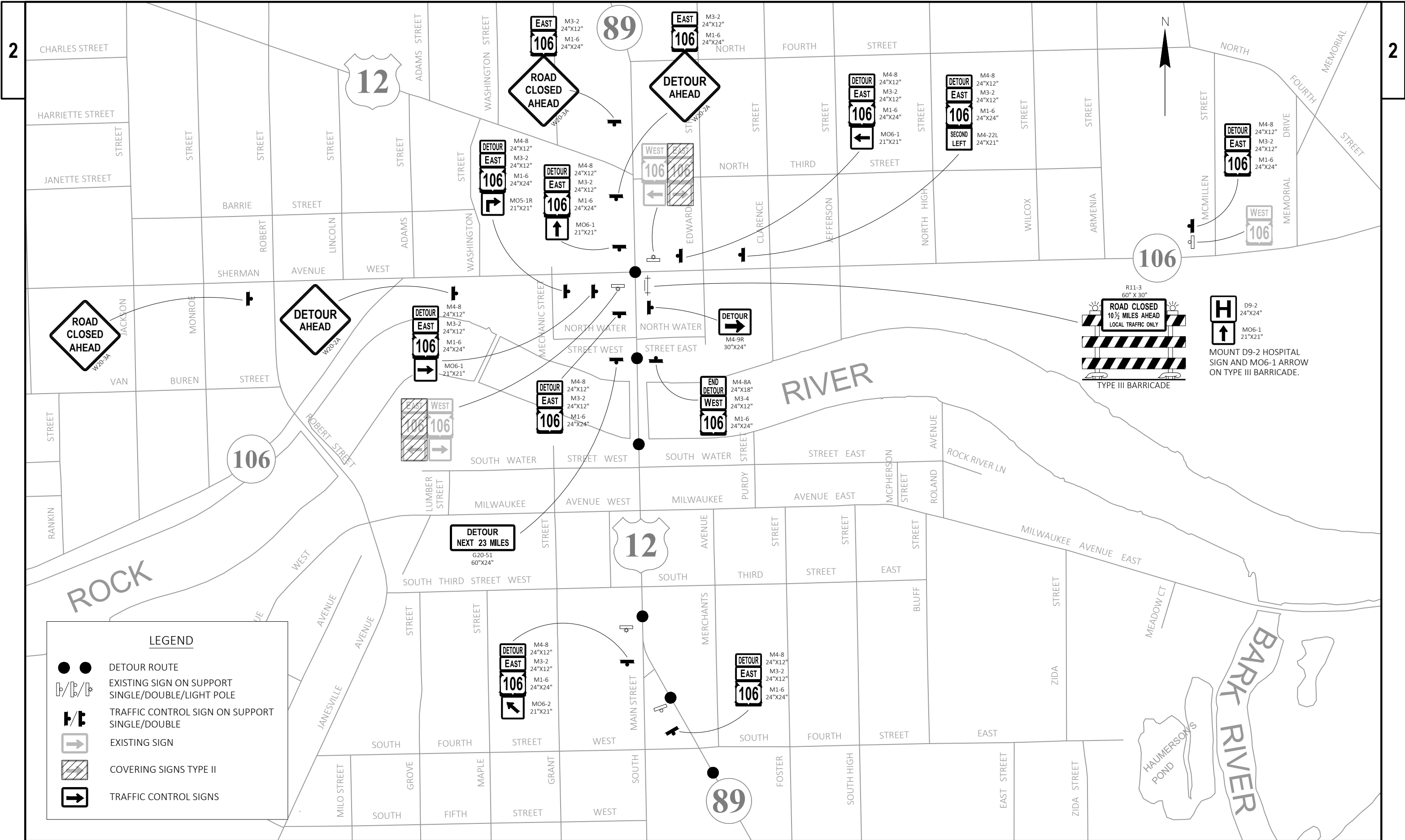


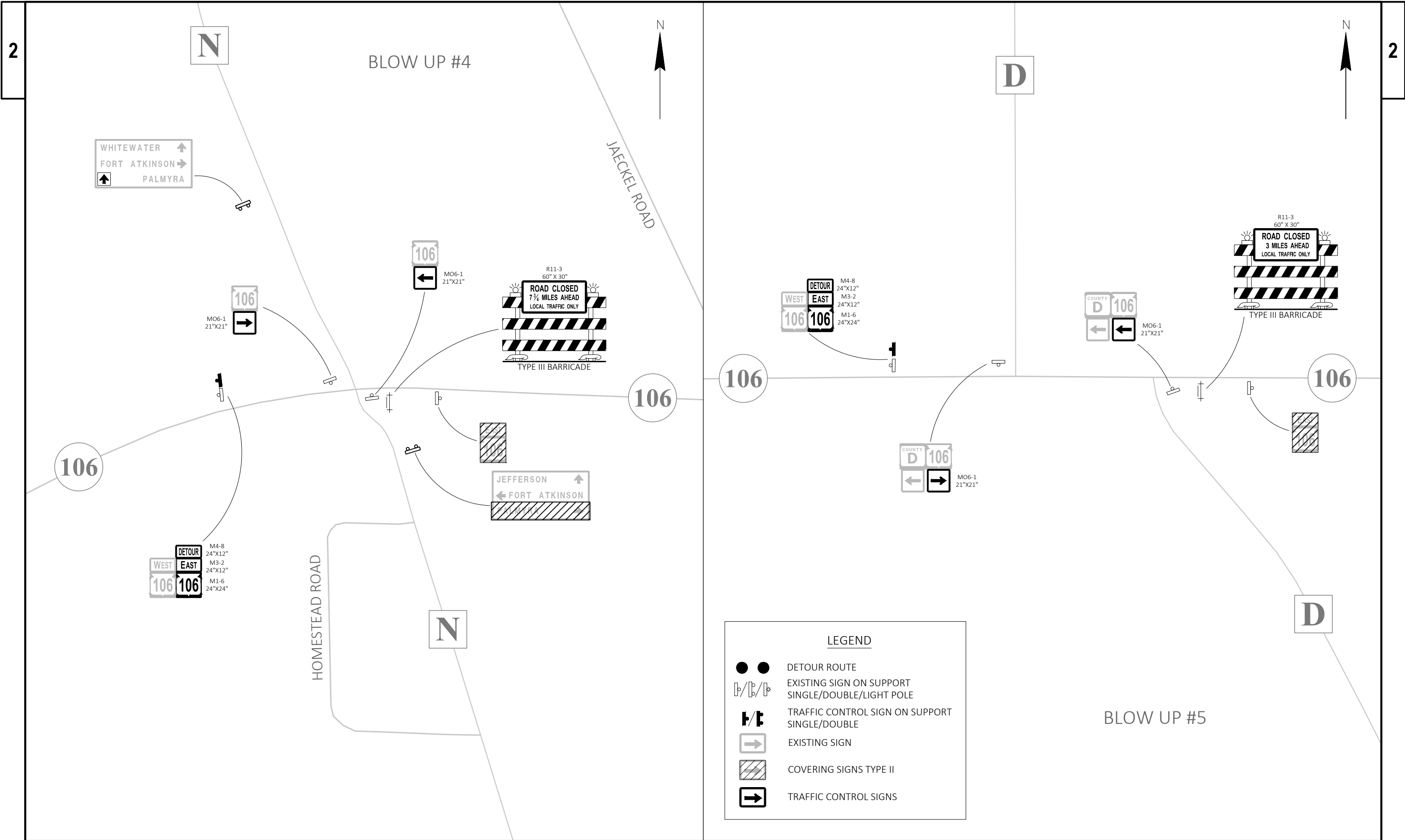
PROJECT NO: 3576-01-70	HWY: STH 106	COUNTY: JEFFERSON	PERMANENT SIGNING	SHEET	E
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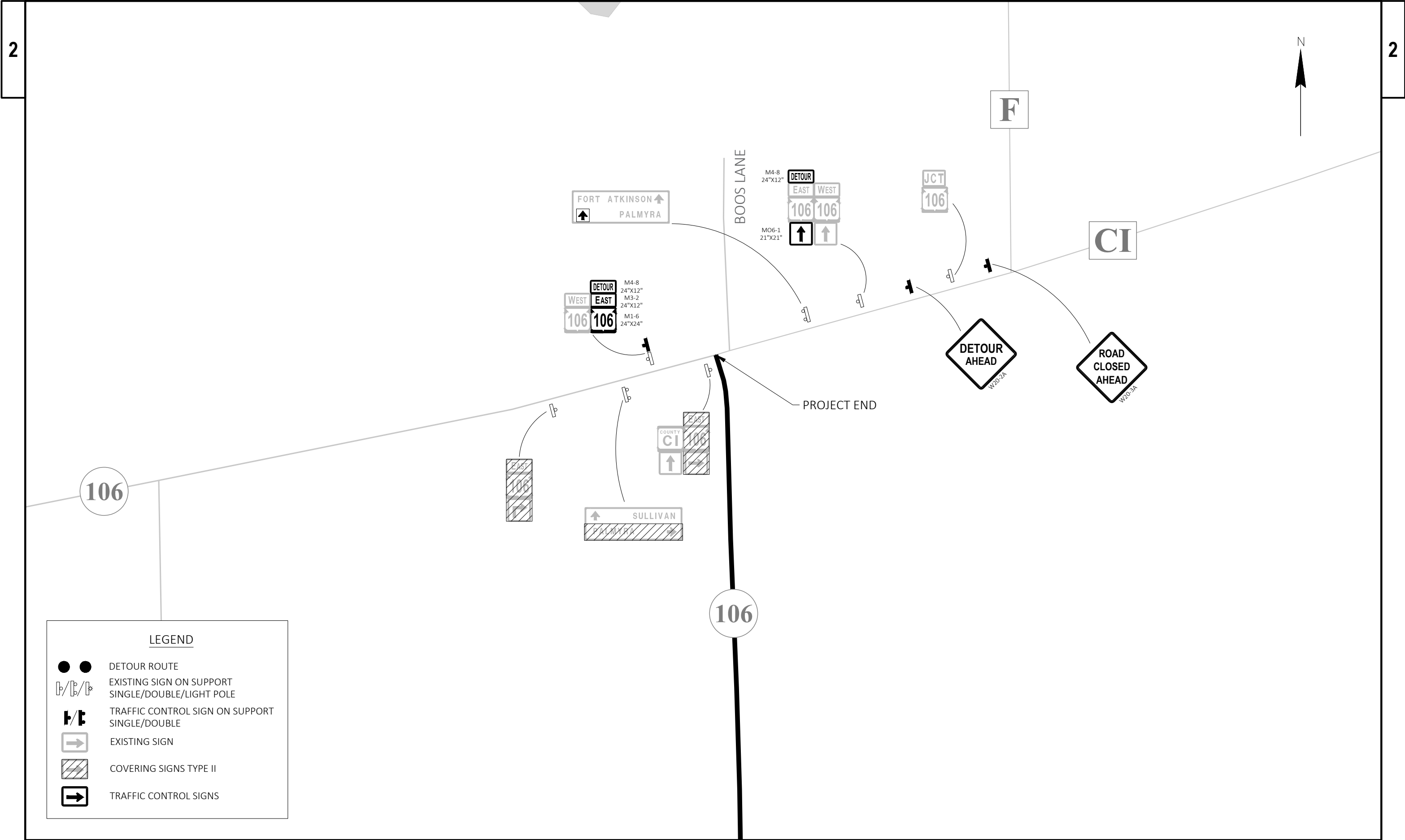












LEGEND

● ●

DETOUR ROUTE

□/□/□*

EXISTING SIGN ON SUPPORT
SINGLE/DOUBLE/LIGHT POLE

⚡/⚡

TRAFFIC CONTROL SIGN ON SUPPORT
SINGLE/DOUBLE

→

EXISTING SIGN

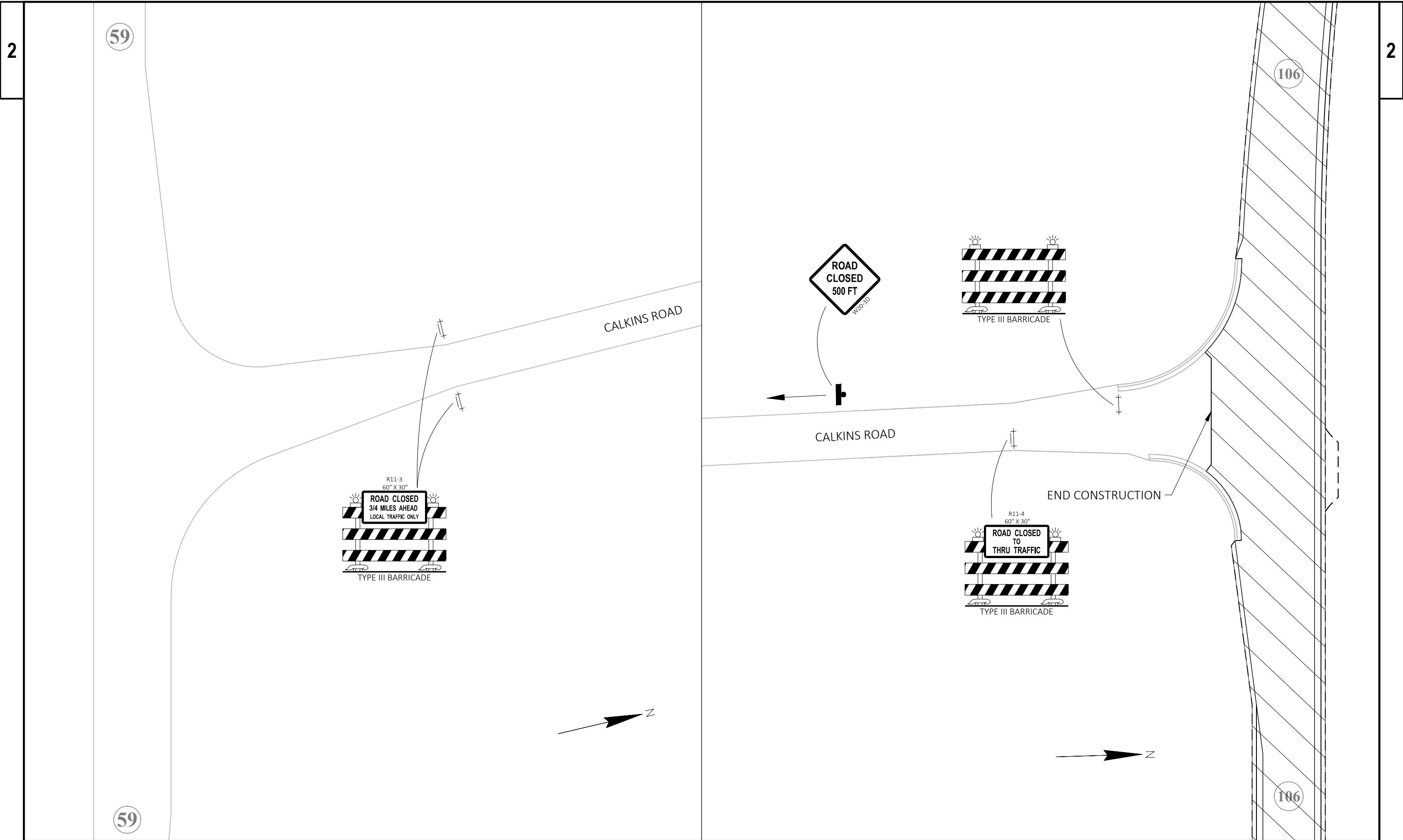
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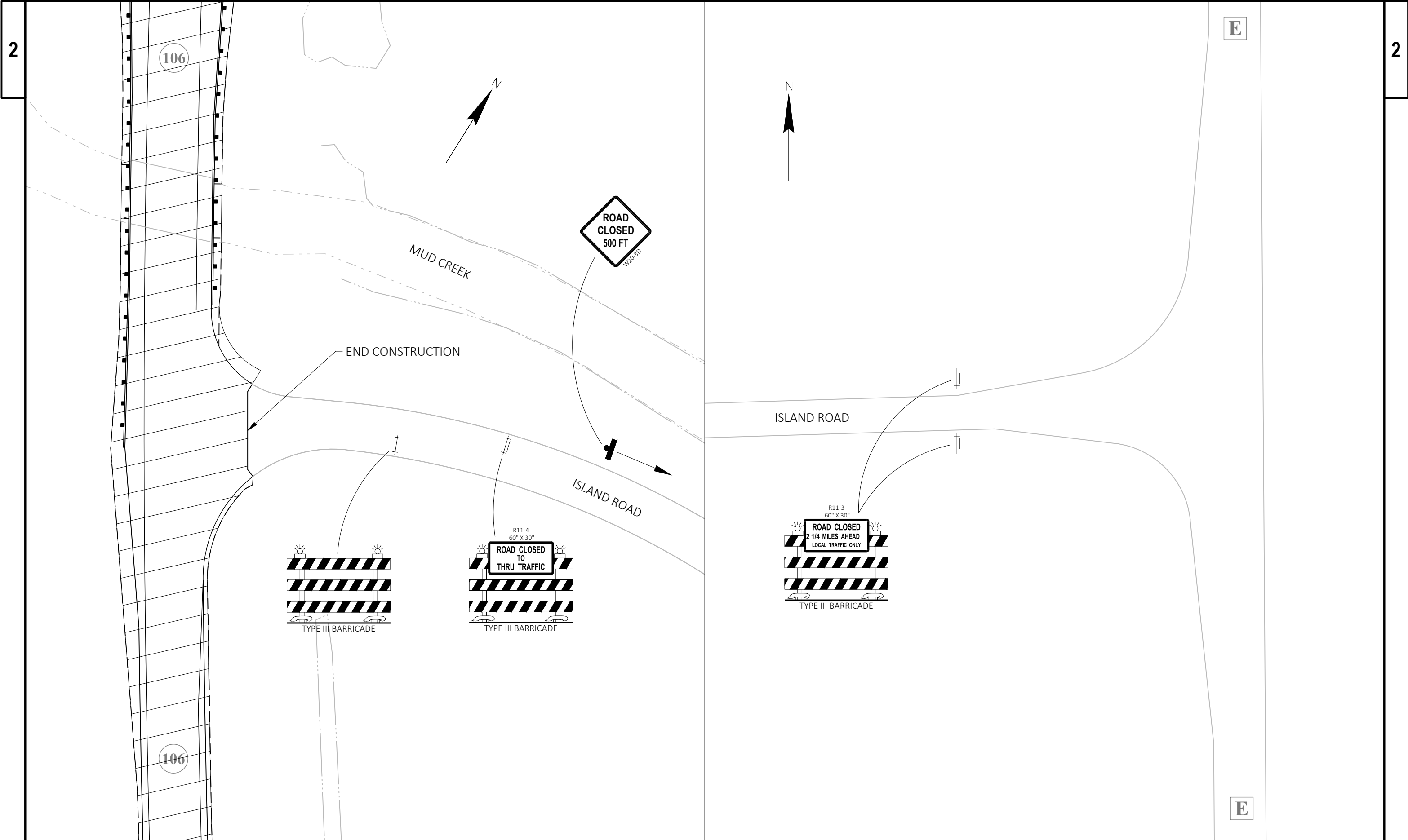
COVERING SIGNS TYPE II

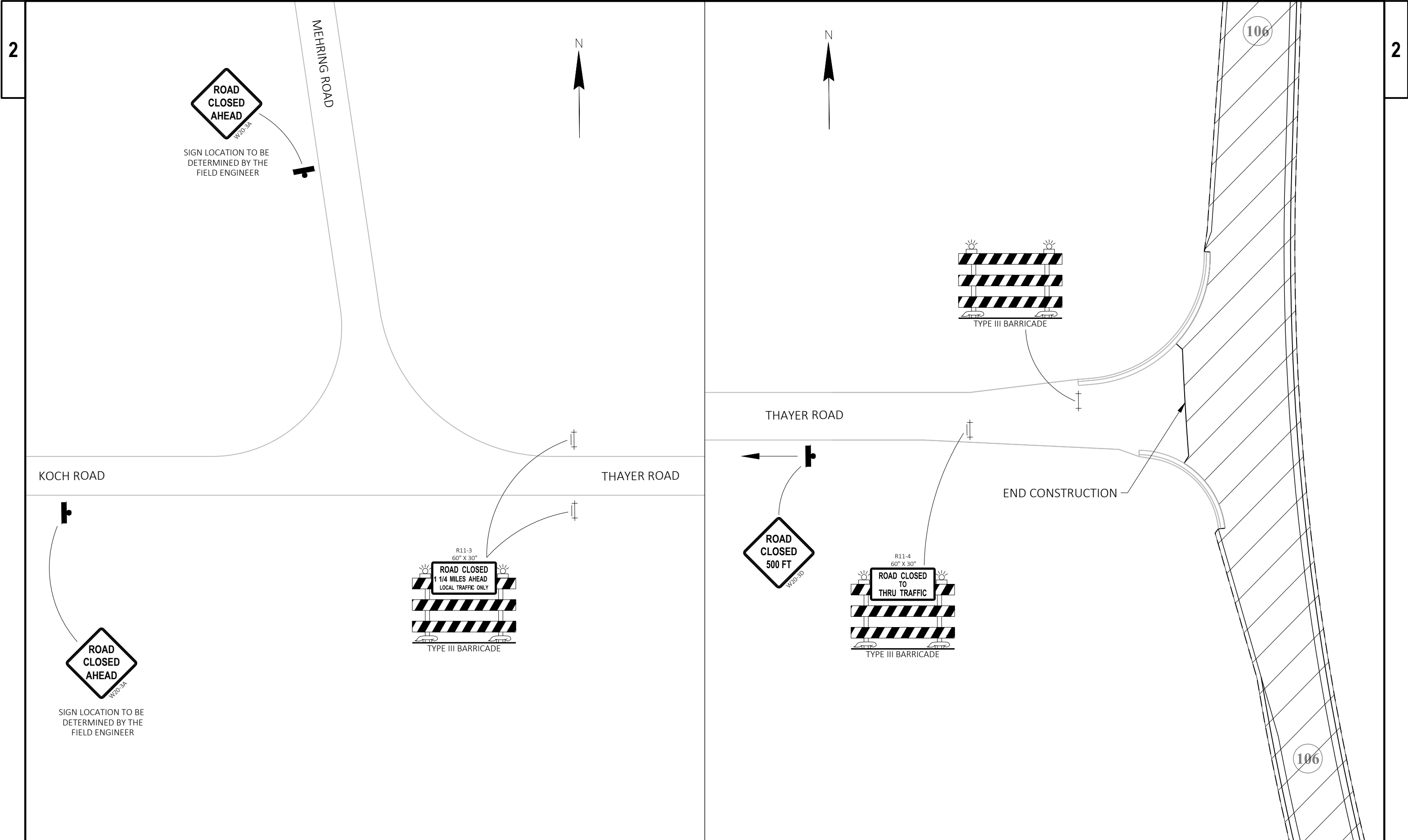
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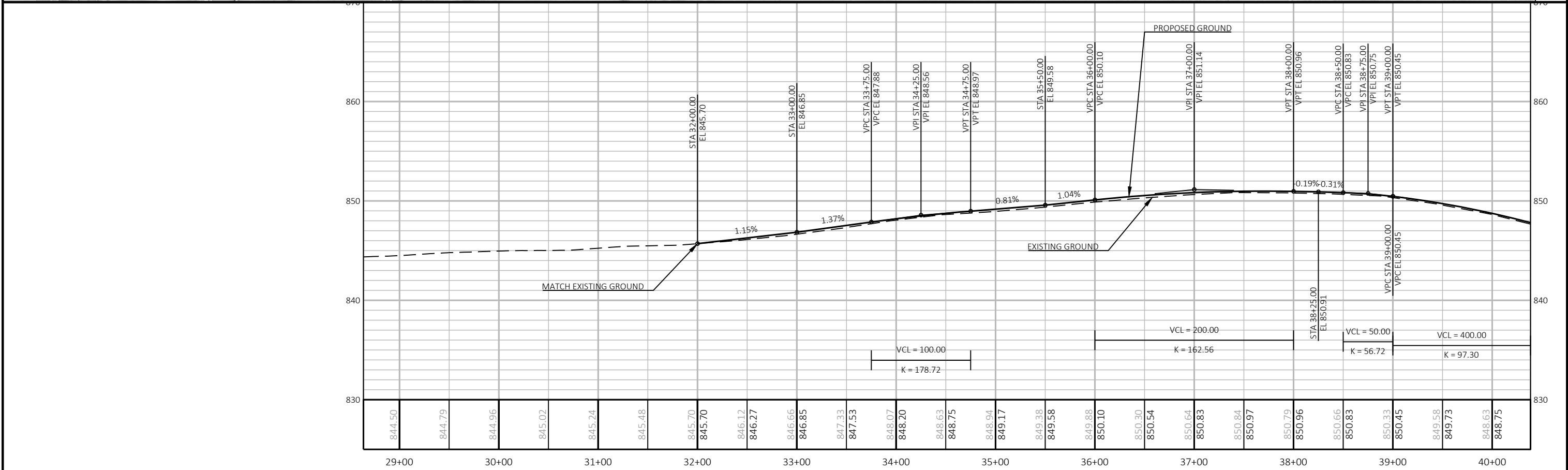
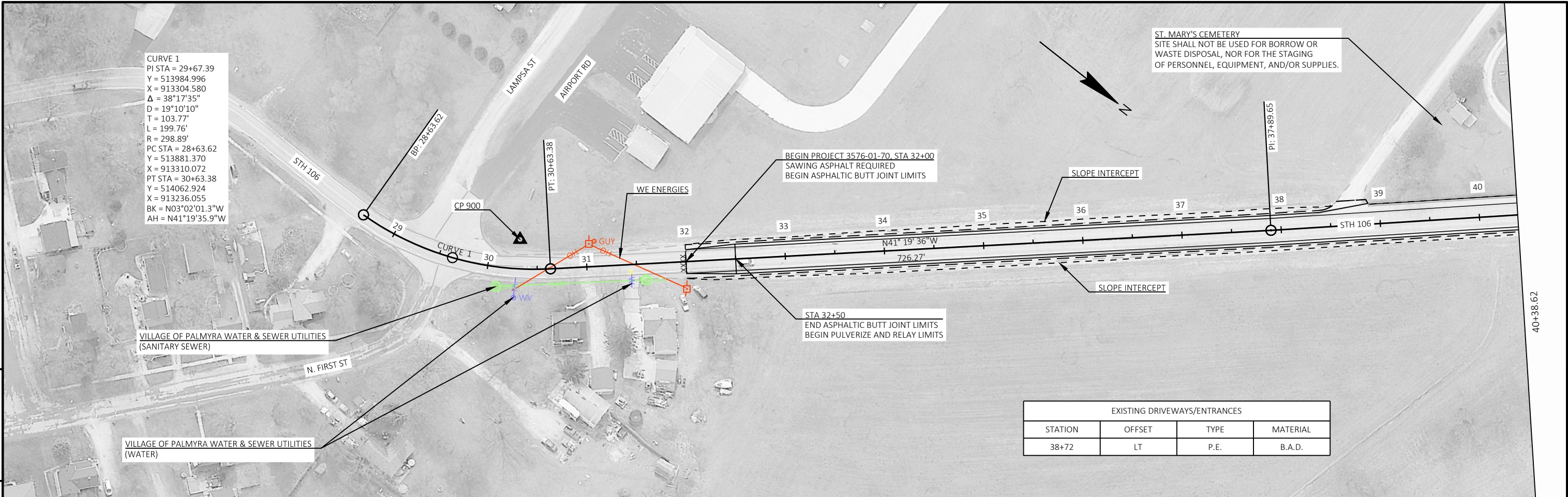
TRAFFIC CONTROL SIGNS

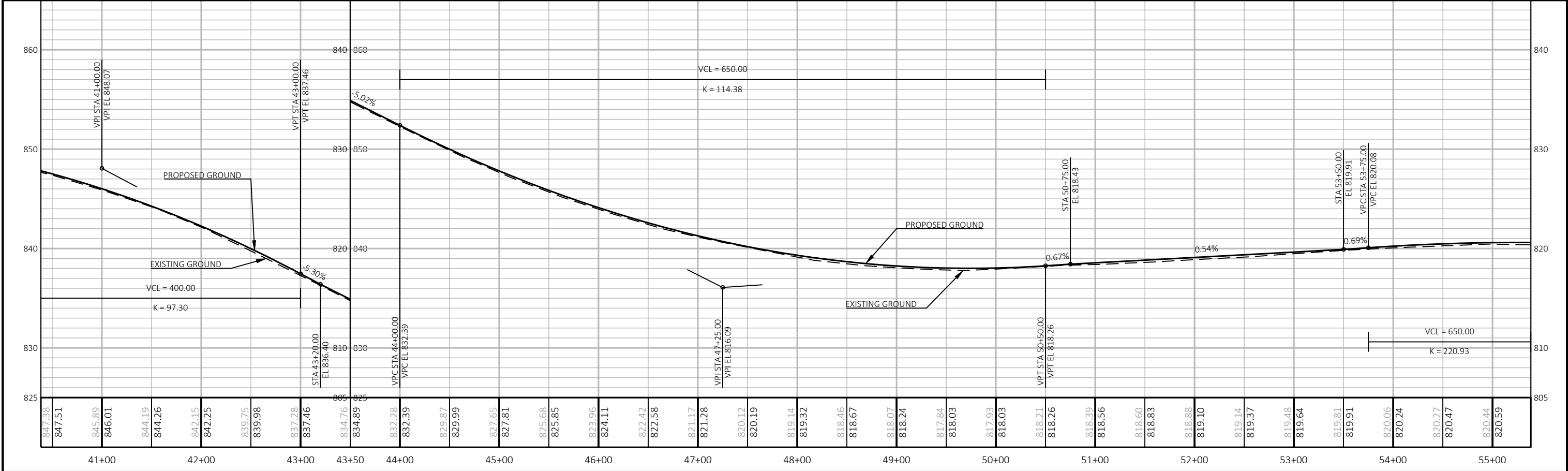


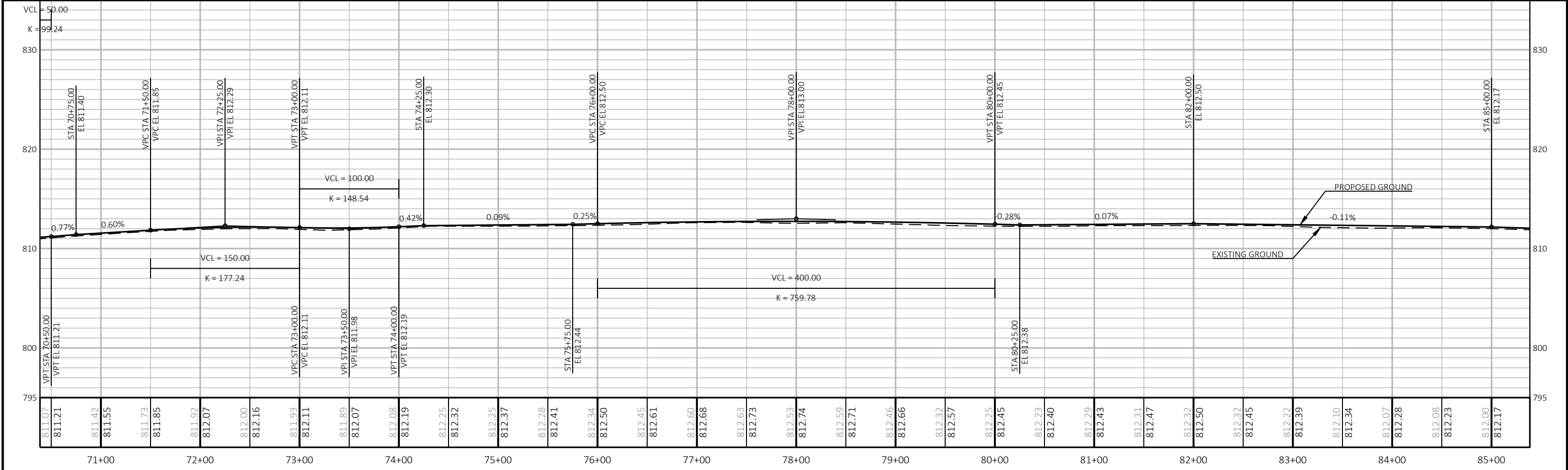
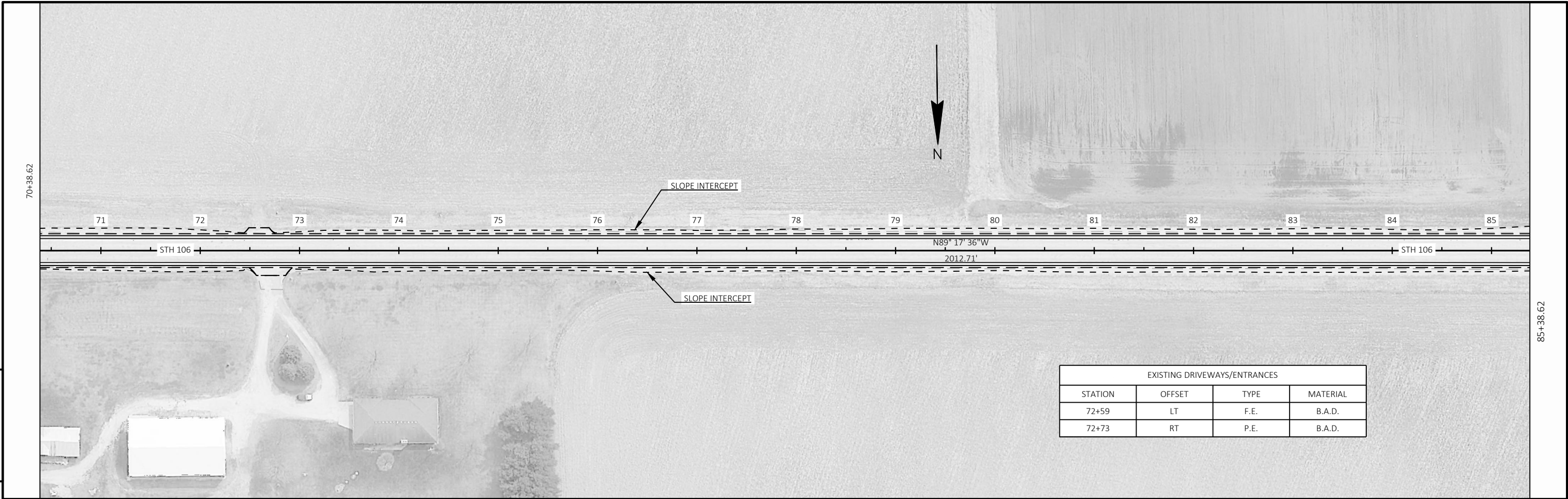


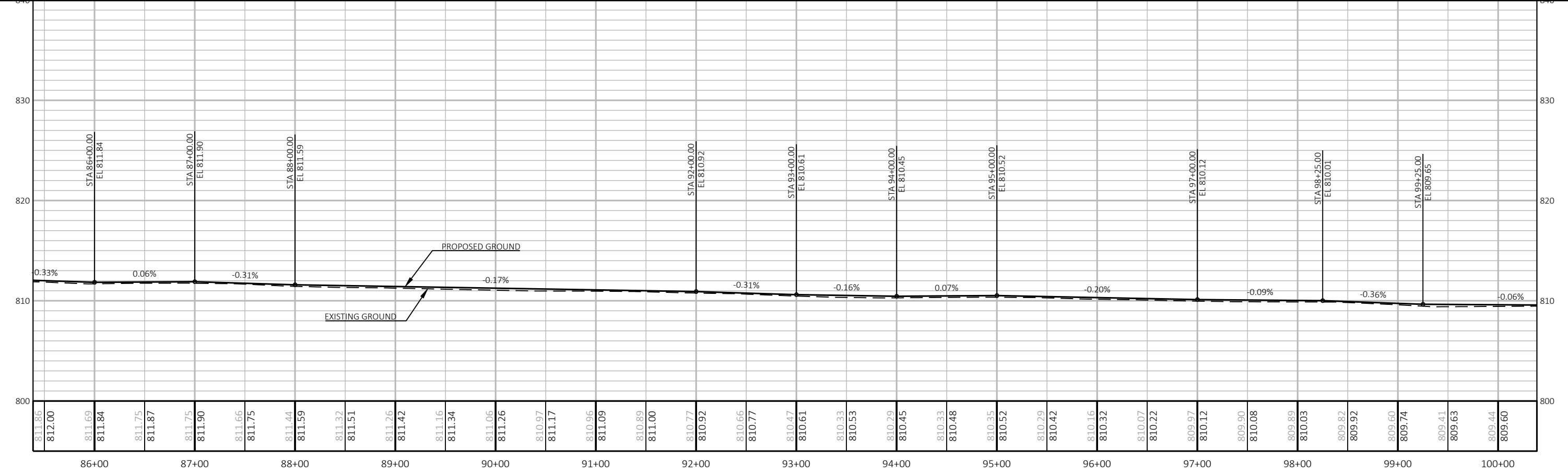
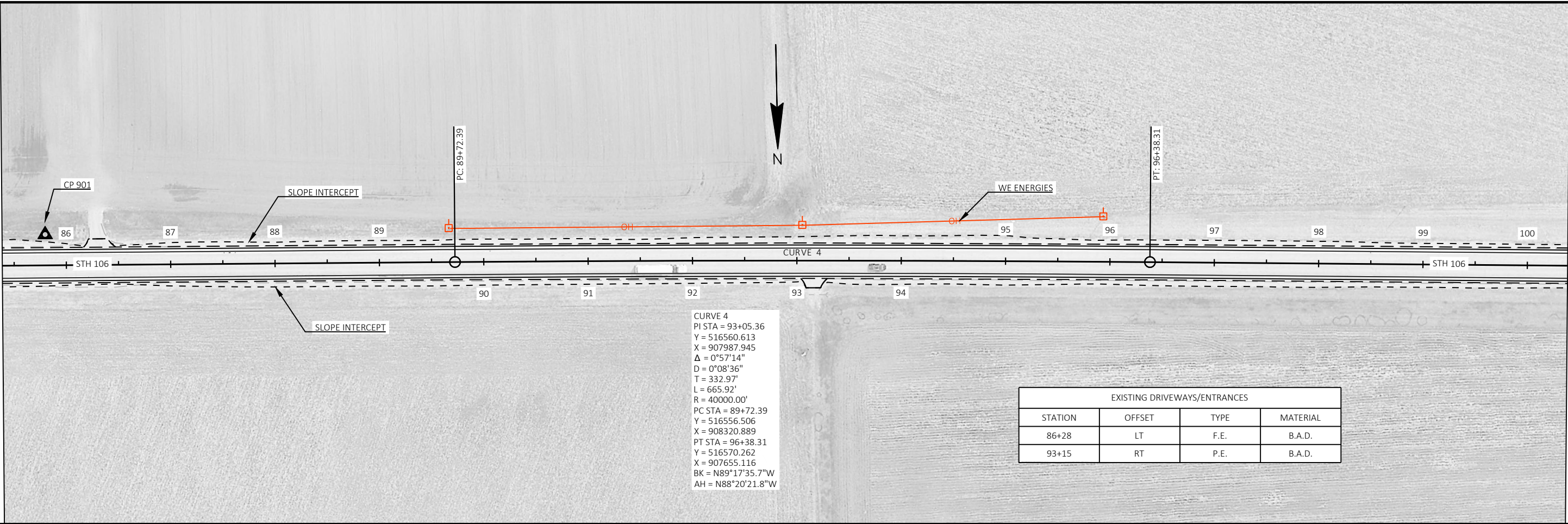


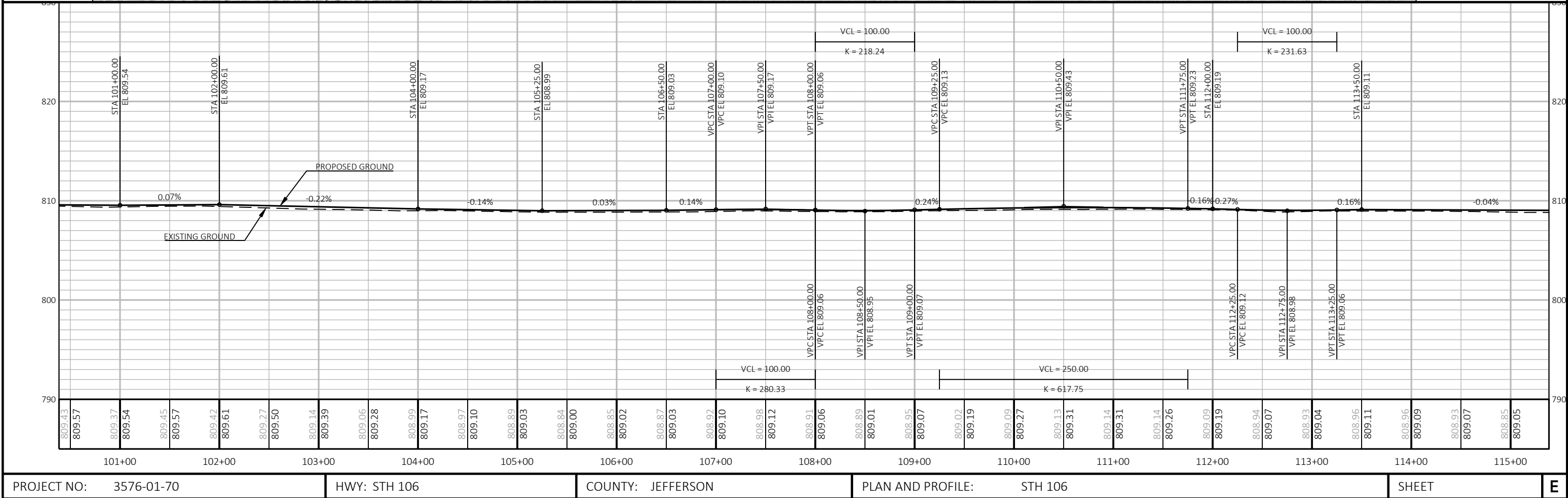
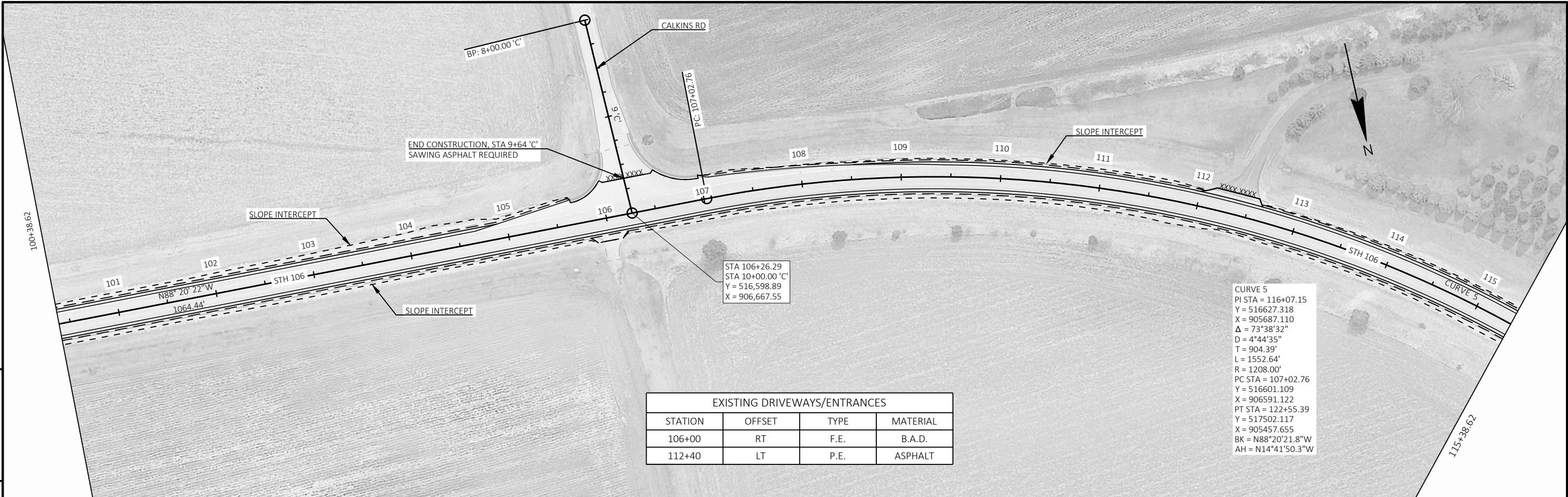


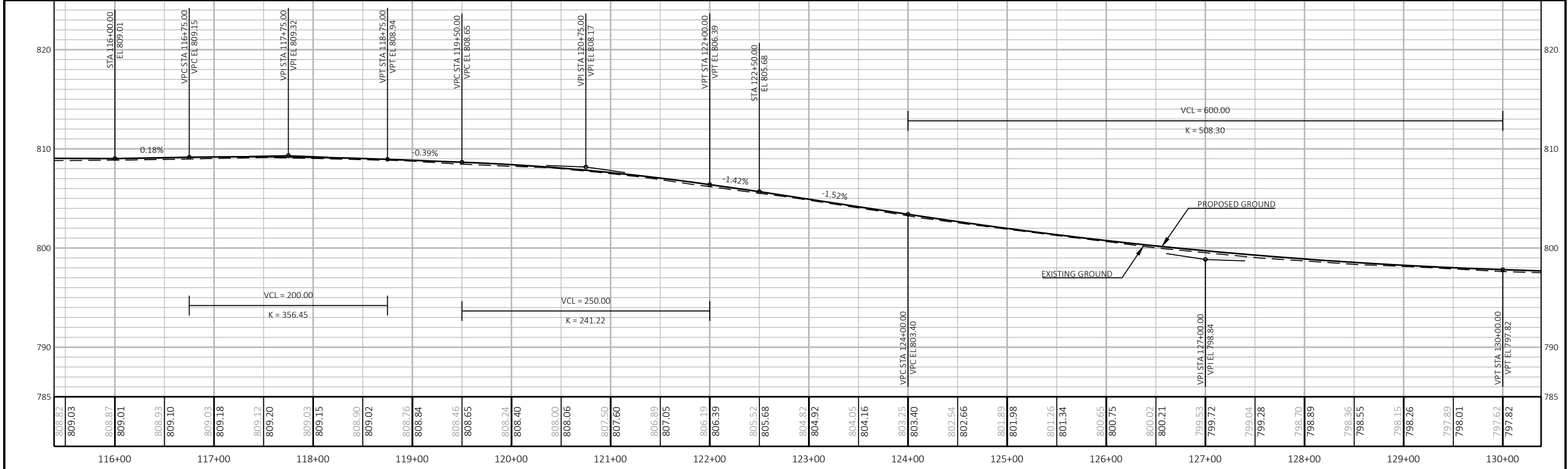
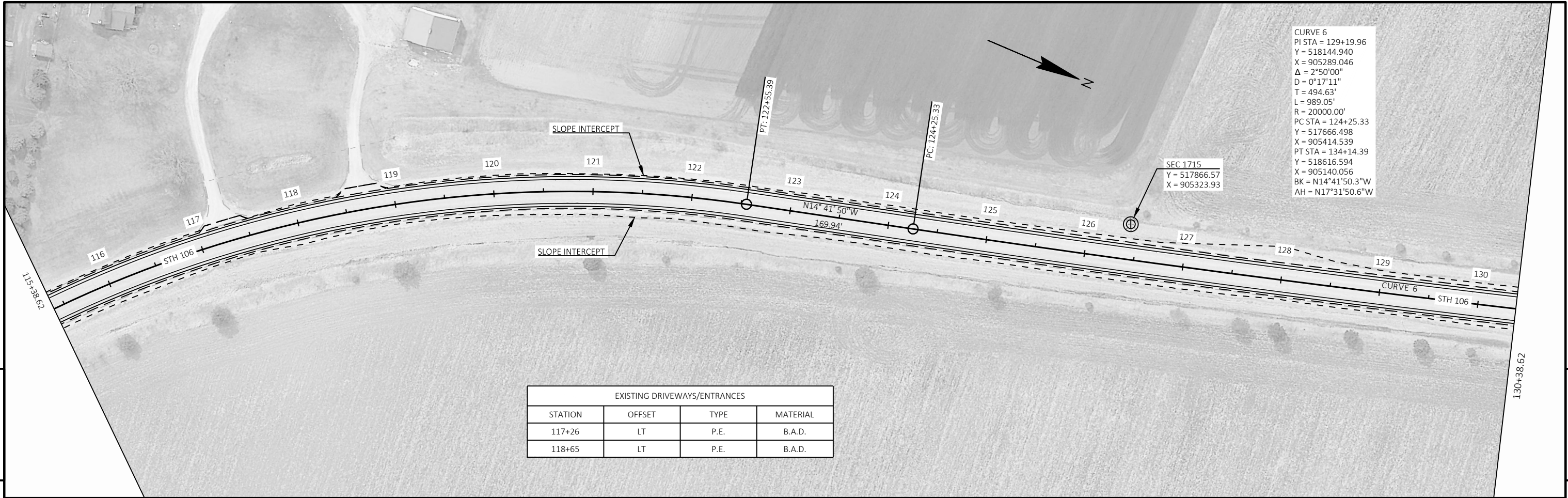


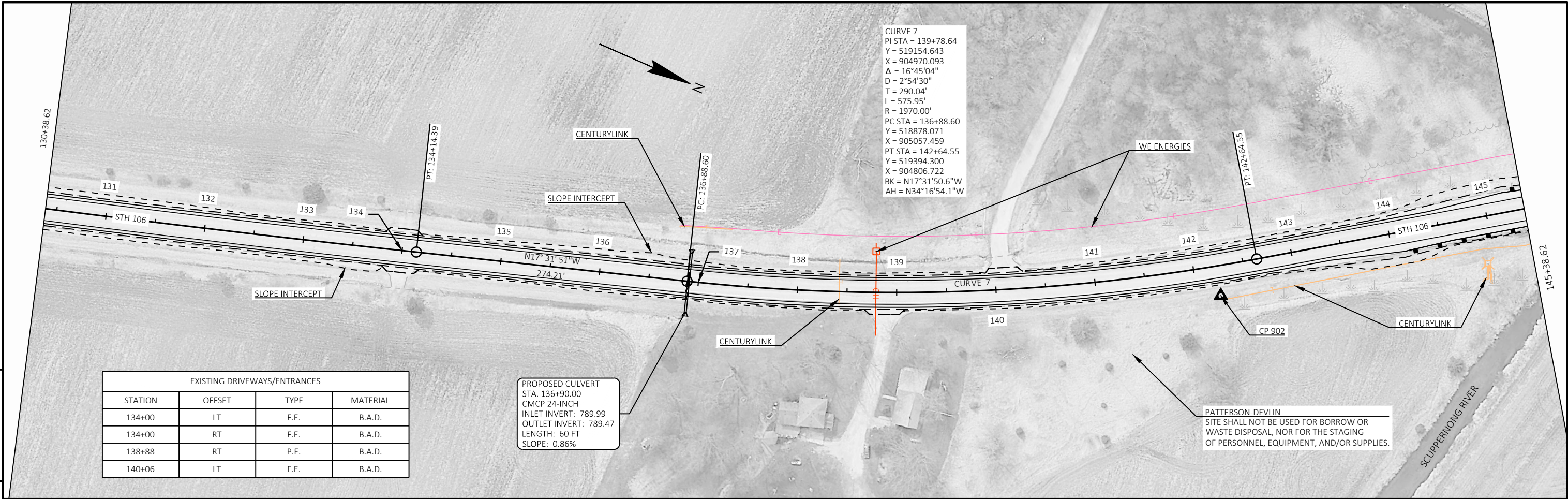








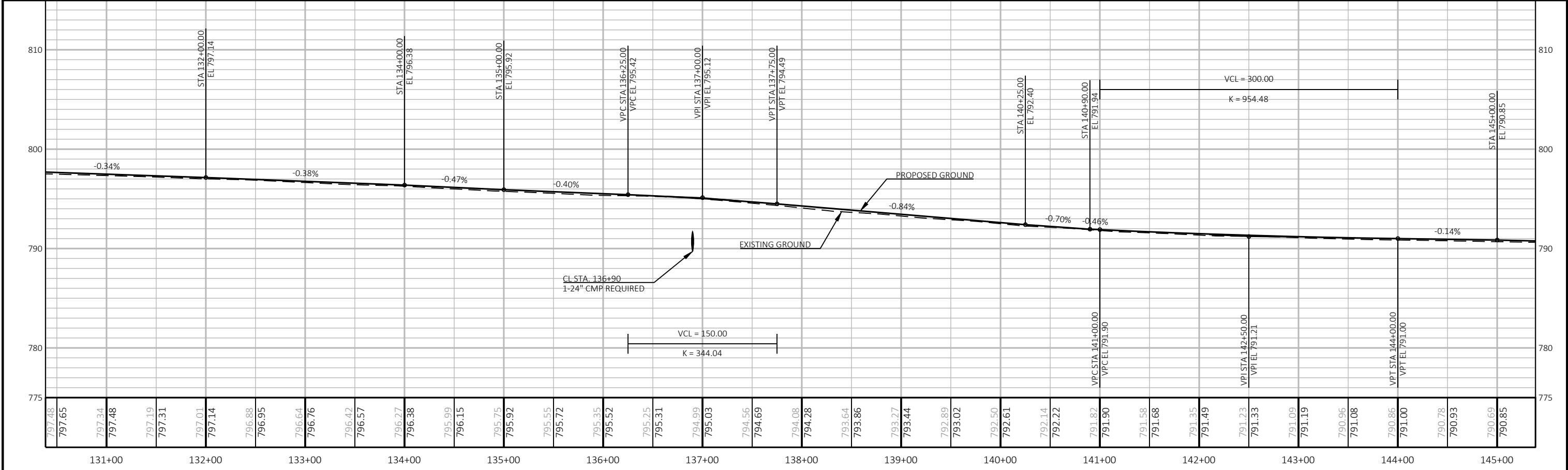




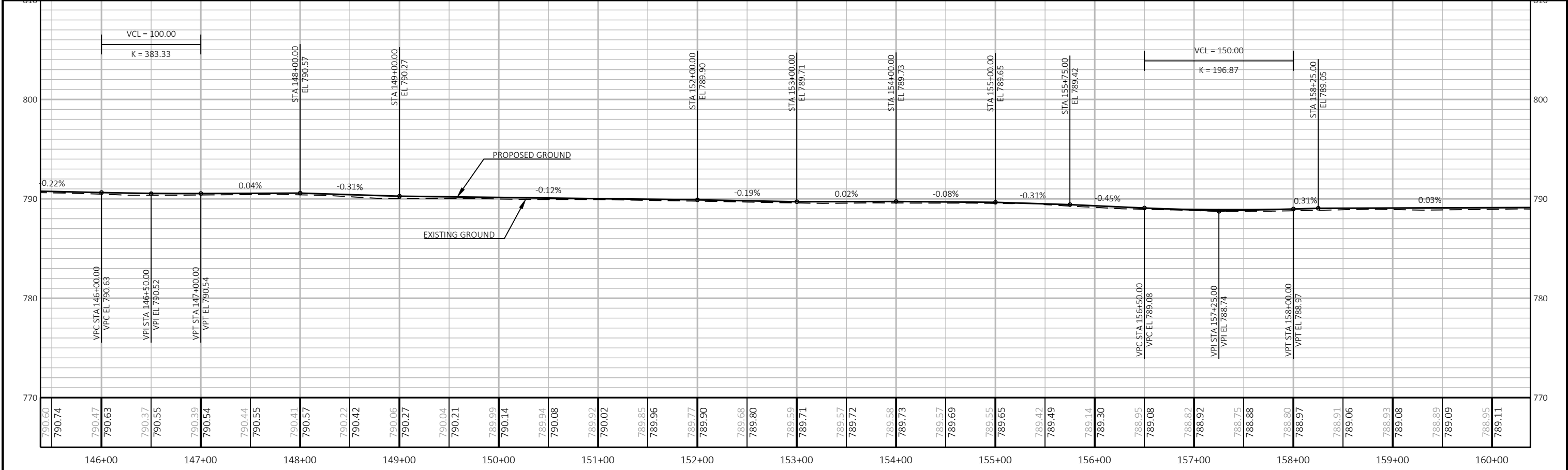
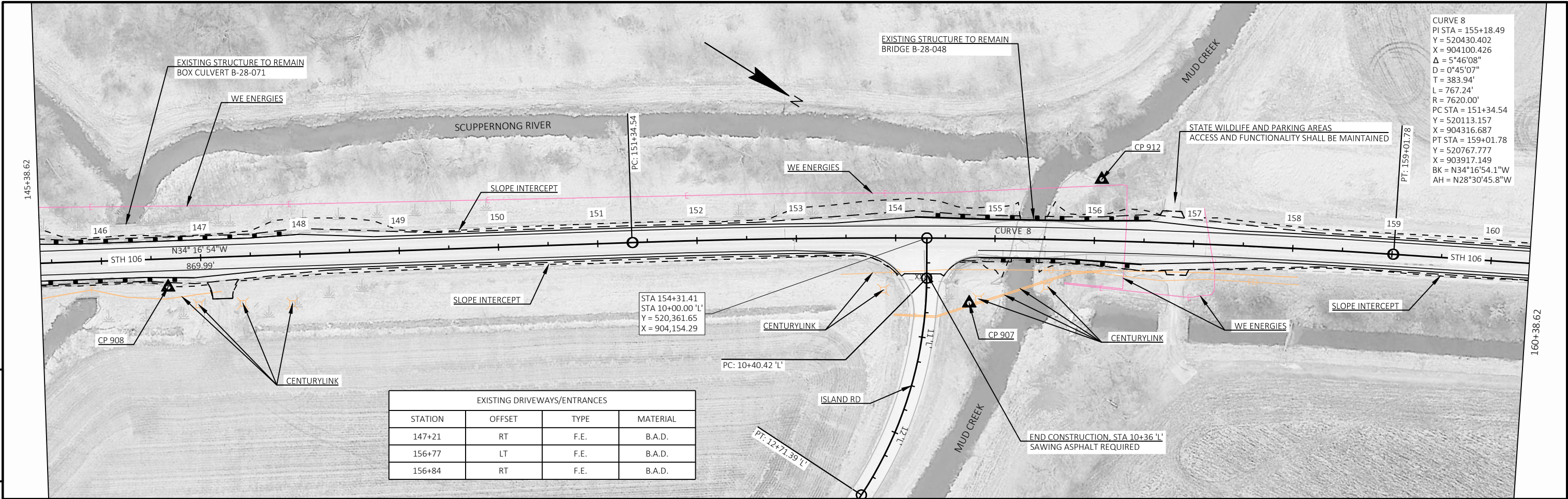
EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
134+00	LT	F.E.	B.A.D.
134+00	RT	F.E.	B.A.D.
138+88	RT	P.E.	B.A.D.
140+06	LT	F.E.	B.A.D.

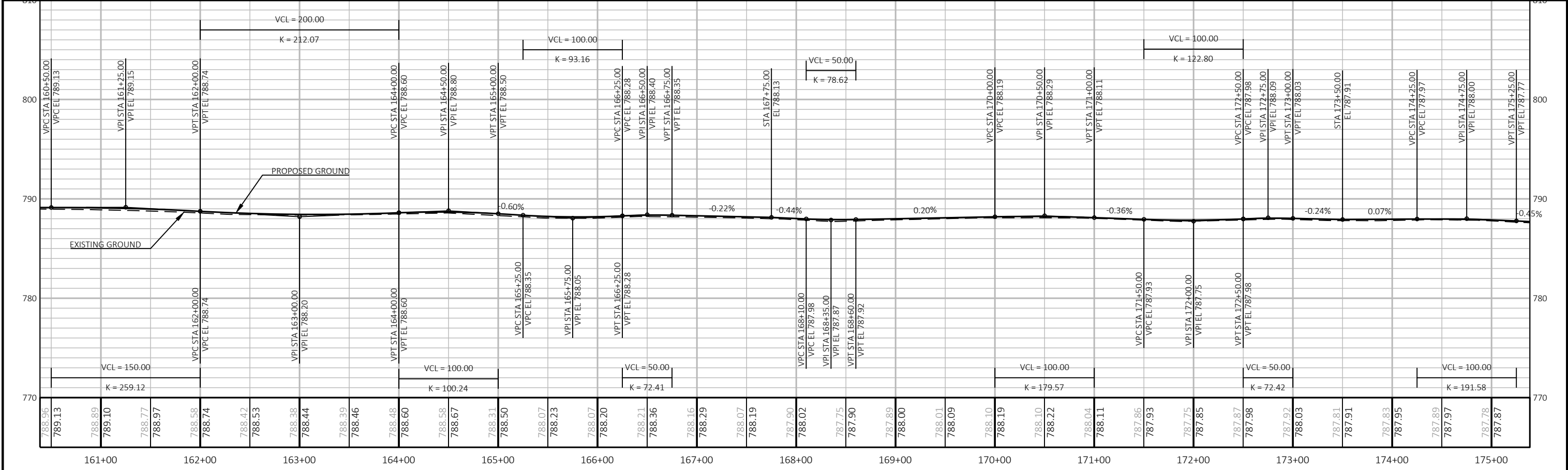
PROPOSED CULVERT
STA. 136+90.00
CMCP 24-INCH
INLET INVERT: 789.99
OUTLET INVERT: 789.47
LENGTH: 60 FT
SLOPE: 0.86%

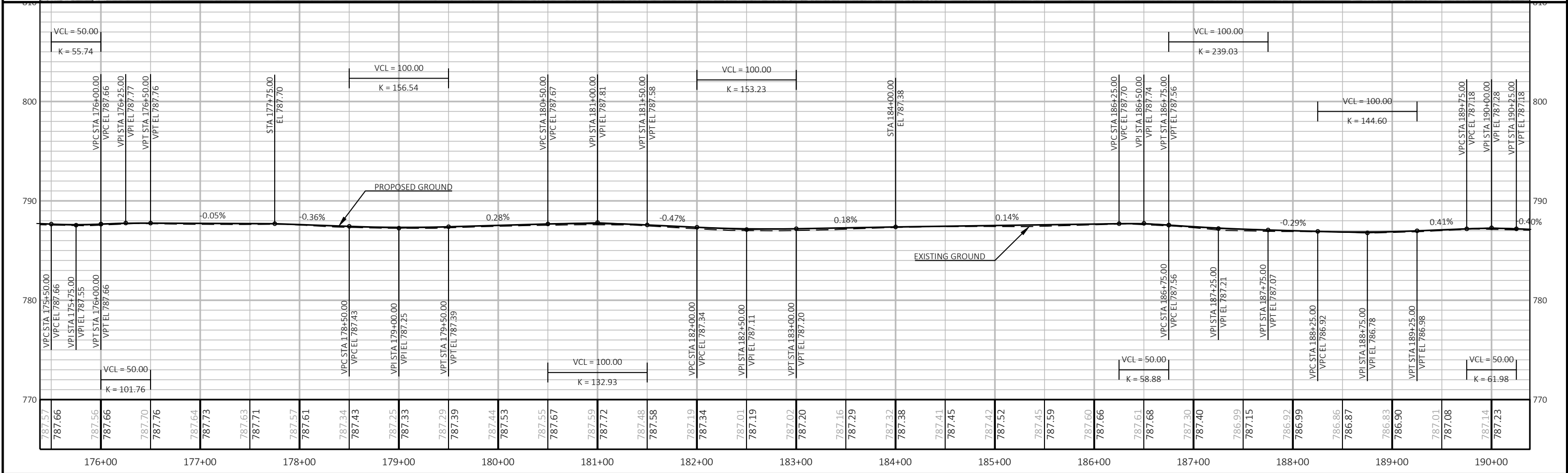
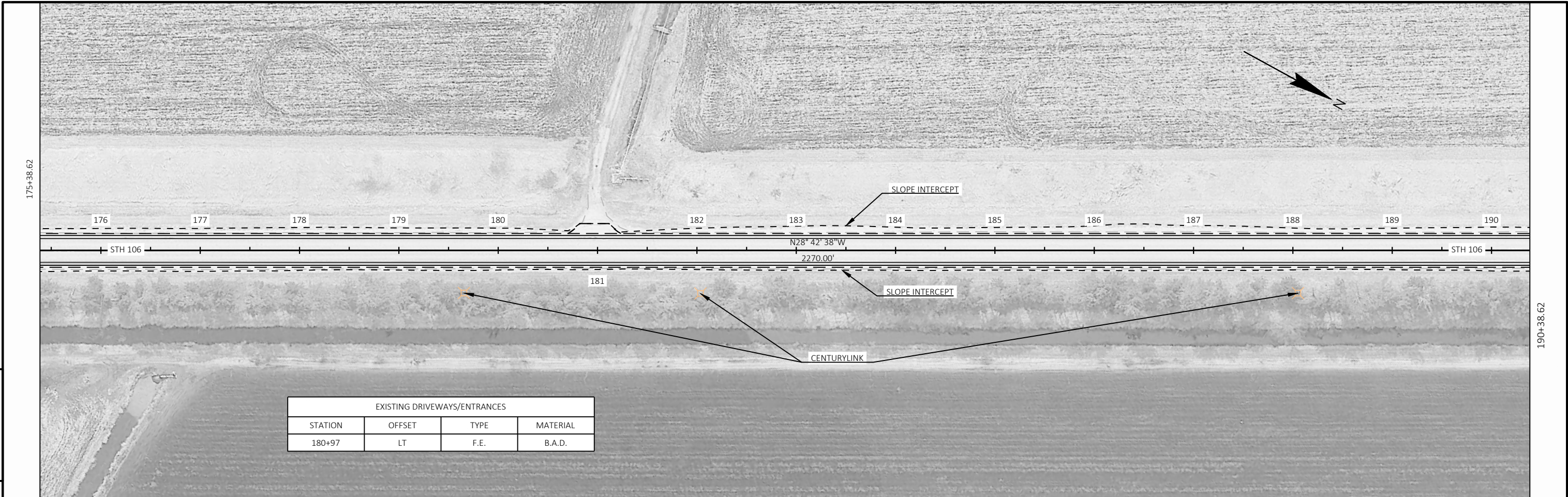
PATTERSON-DEVLIN
SITE SHALL NOT BE USED FOR BORROW OR
WASTE DISPOSAL, NOR FOR THE STAGING
OF PERSONNEL, EQUIPMENT, AND/OR SUPPLIES.

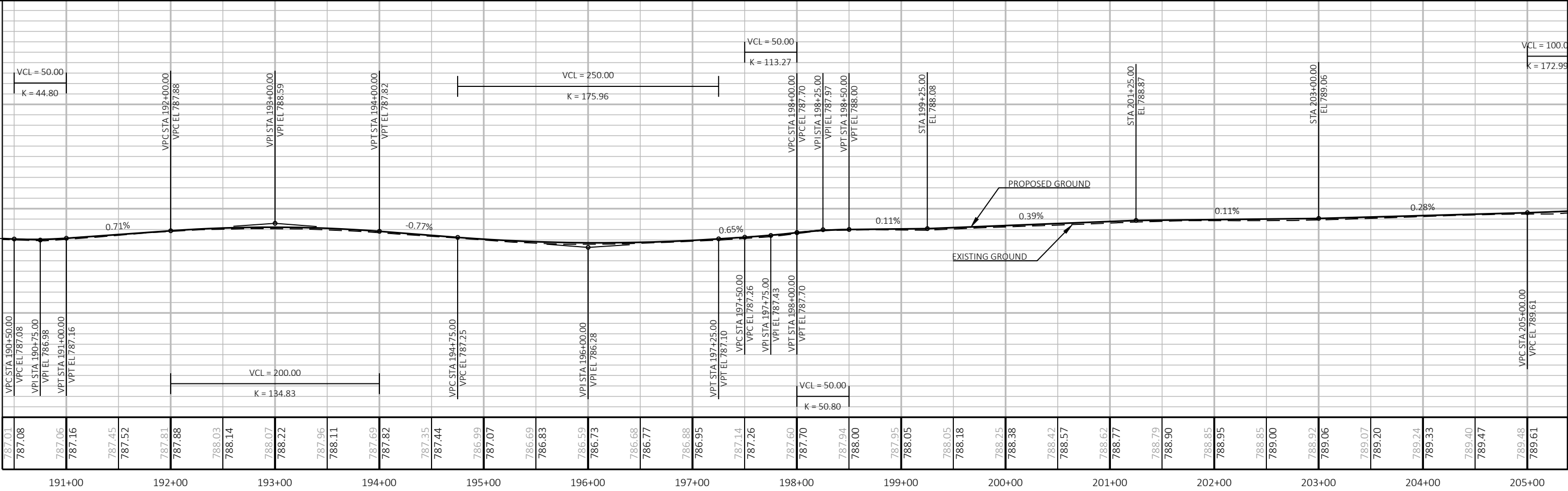


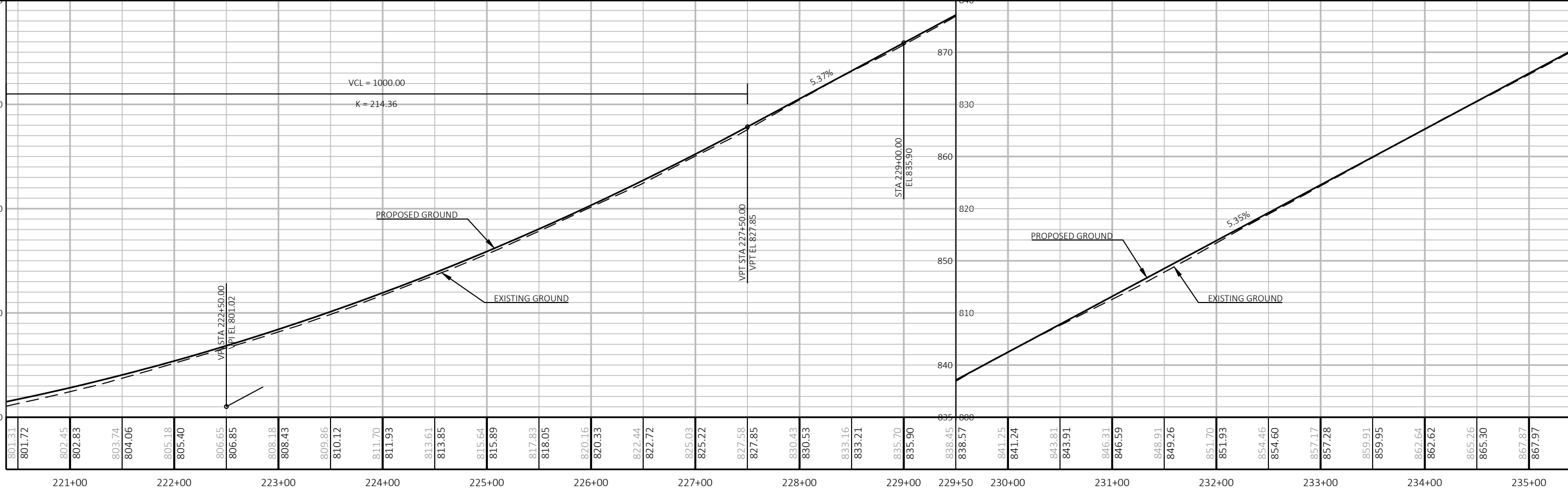
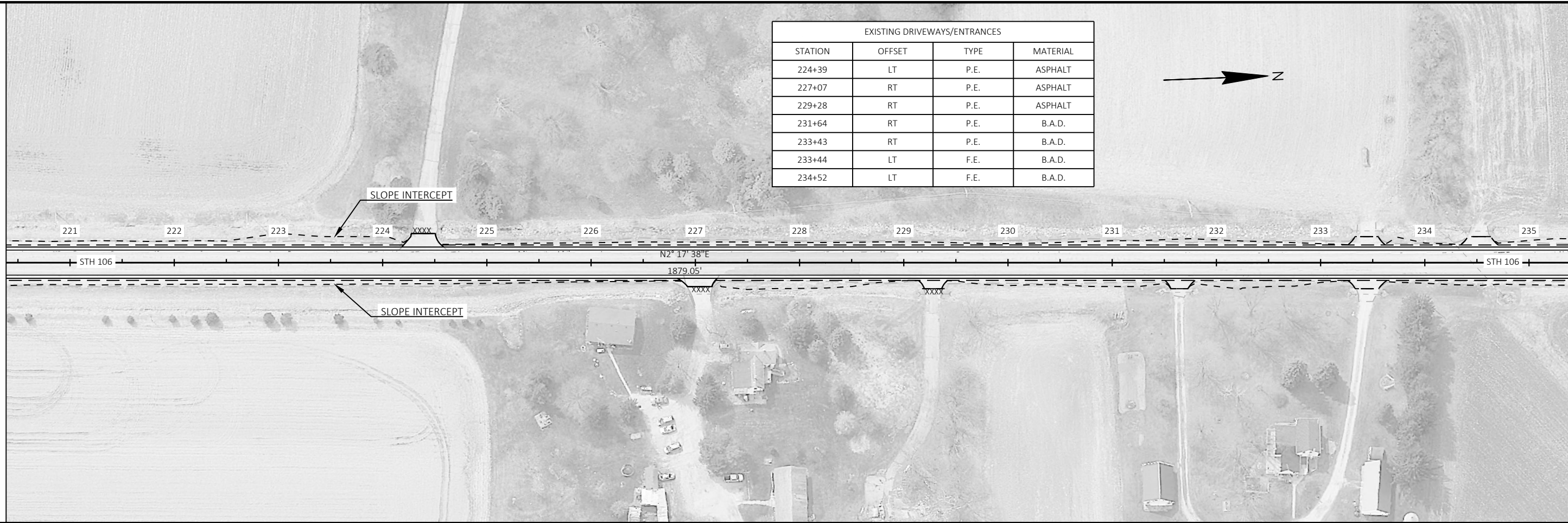
PROJECT NO: 3576-01-70	HWY: STH 106	COUNTY: JEFFERSON	PLAN AND PROFILE: STH 106	SHEET	E
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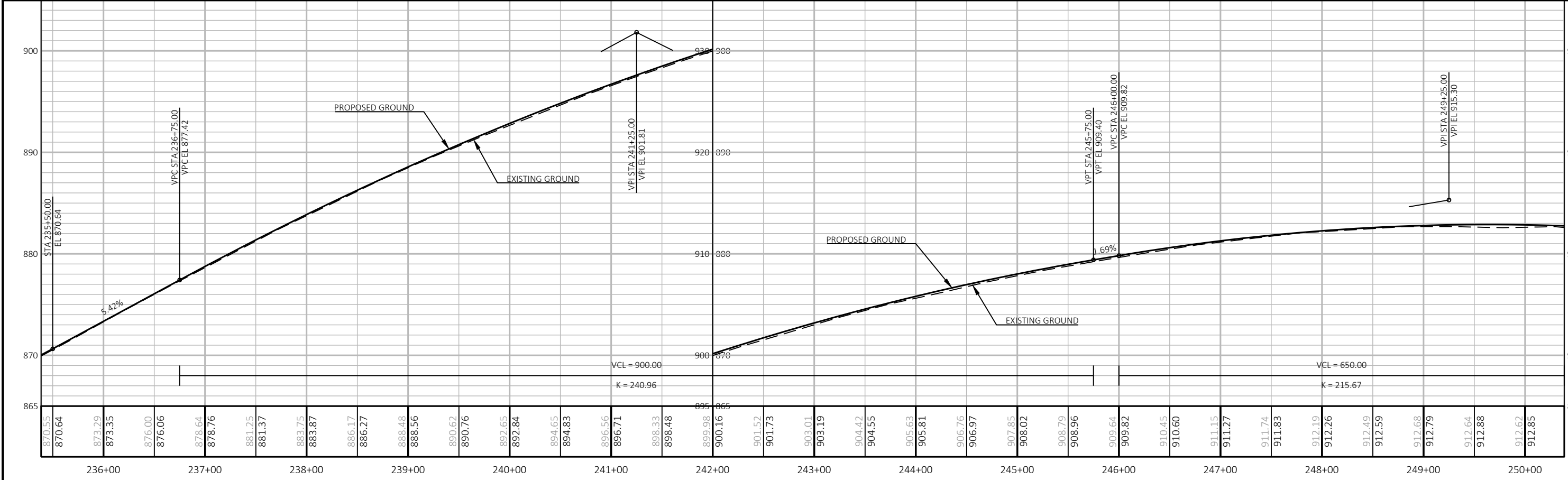
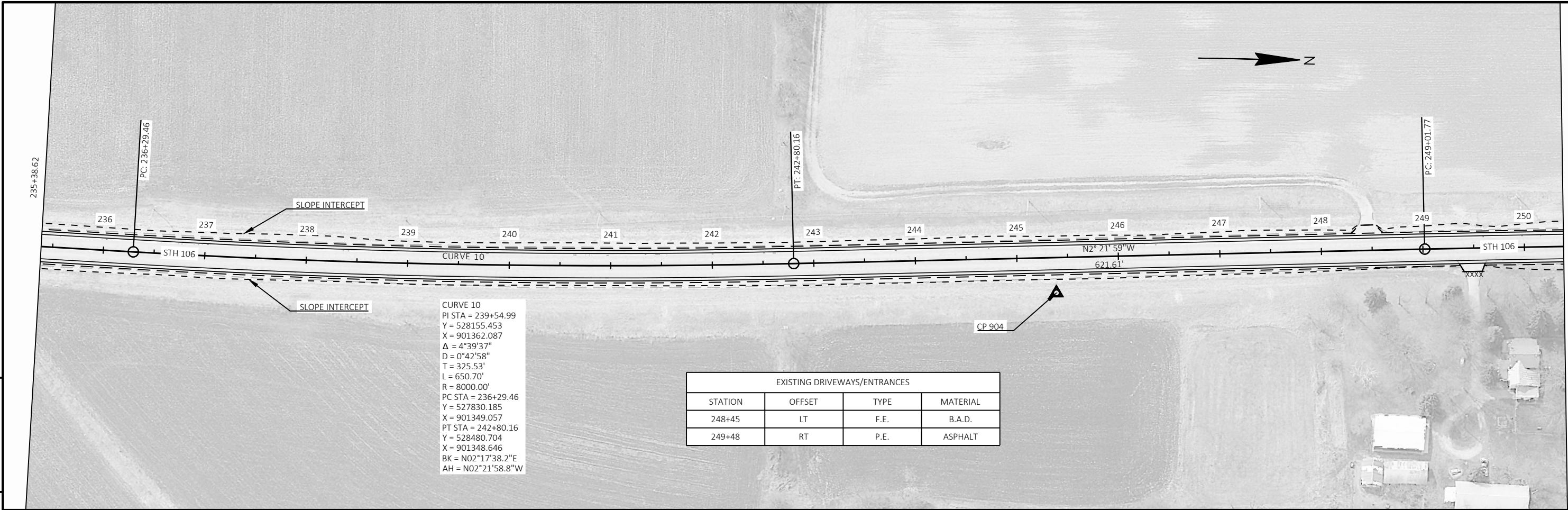


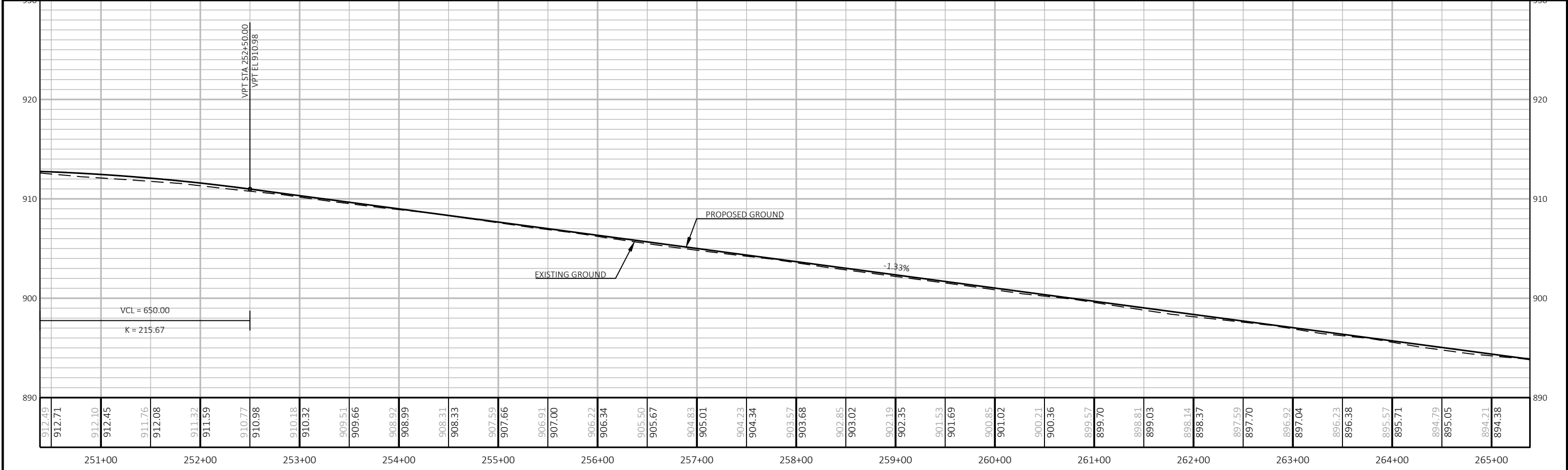
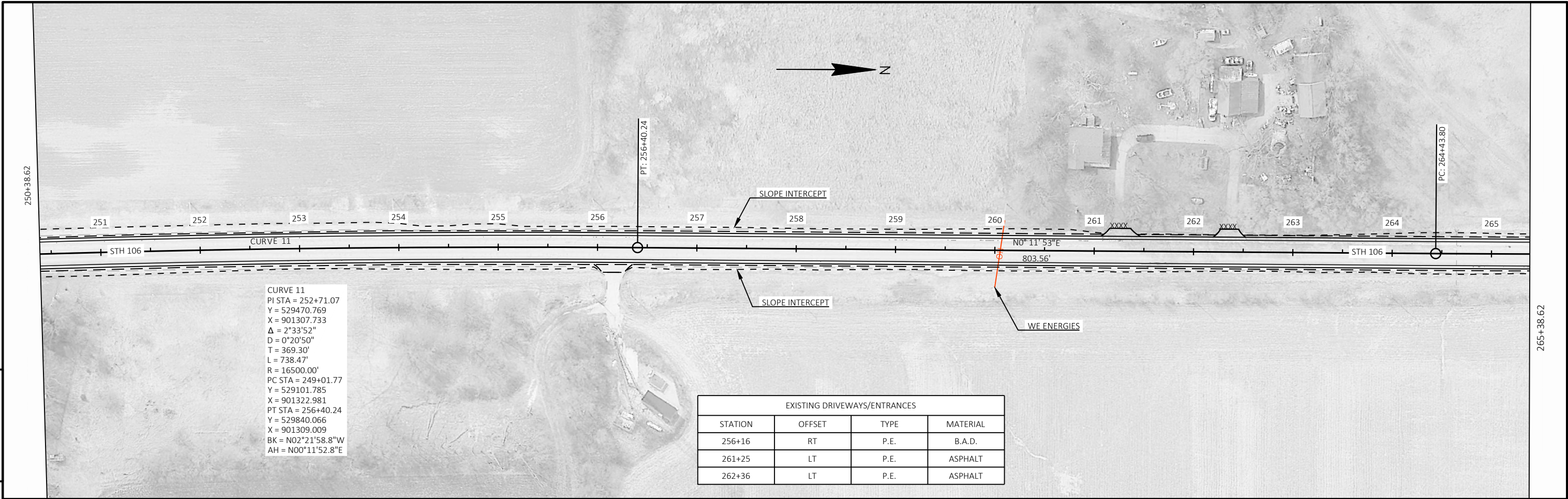


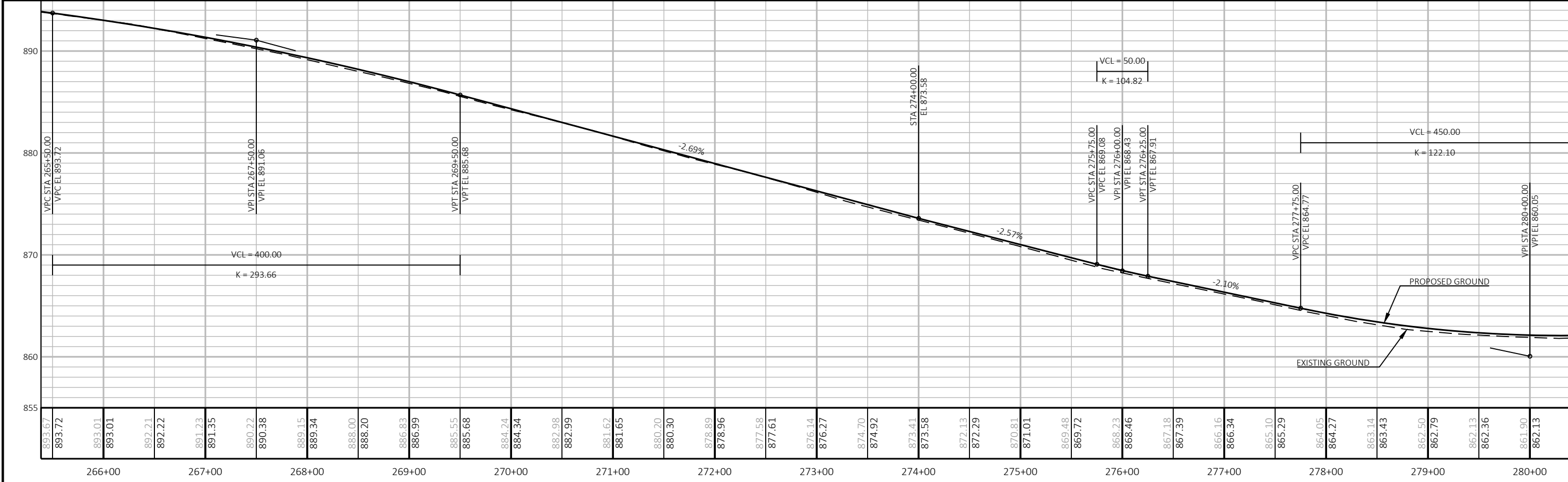
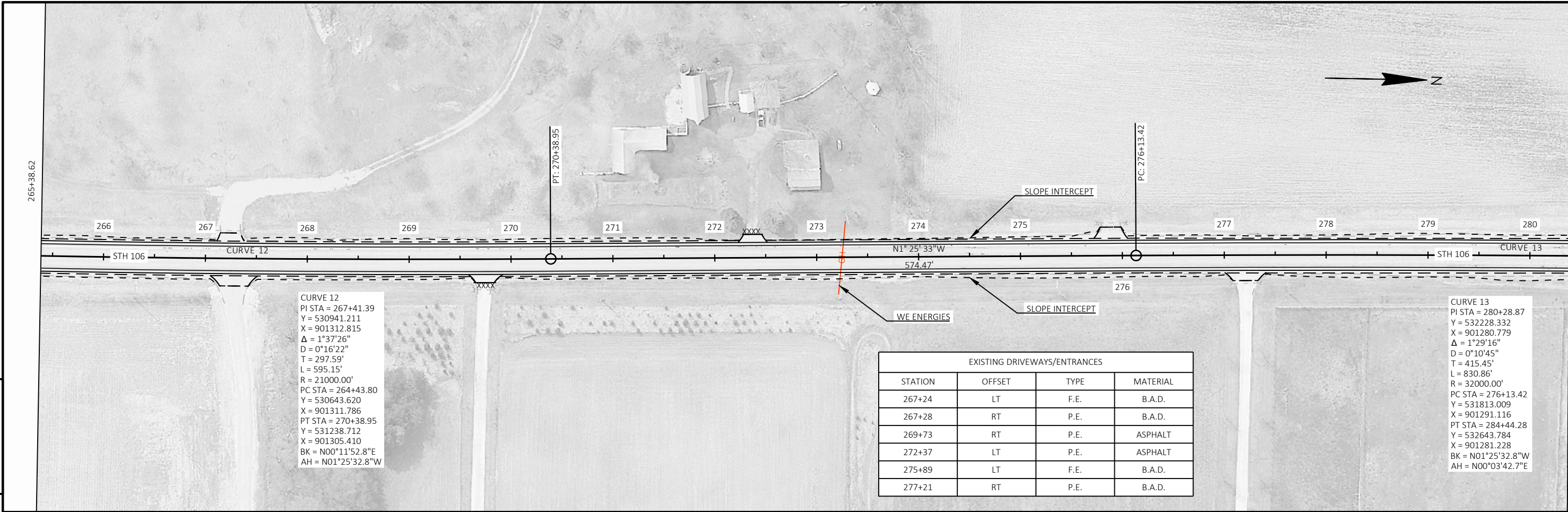


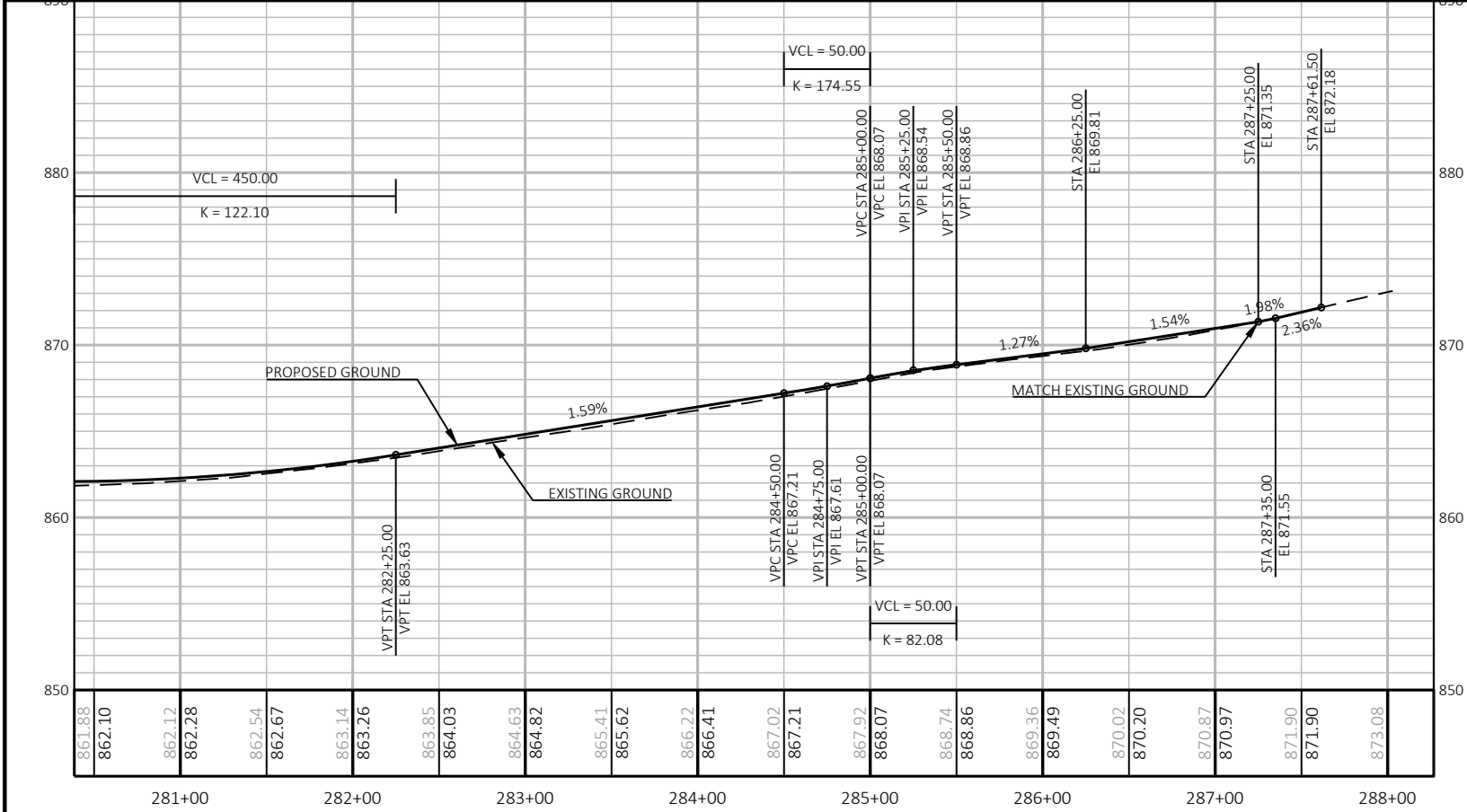
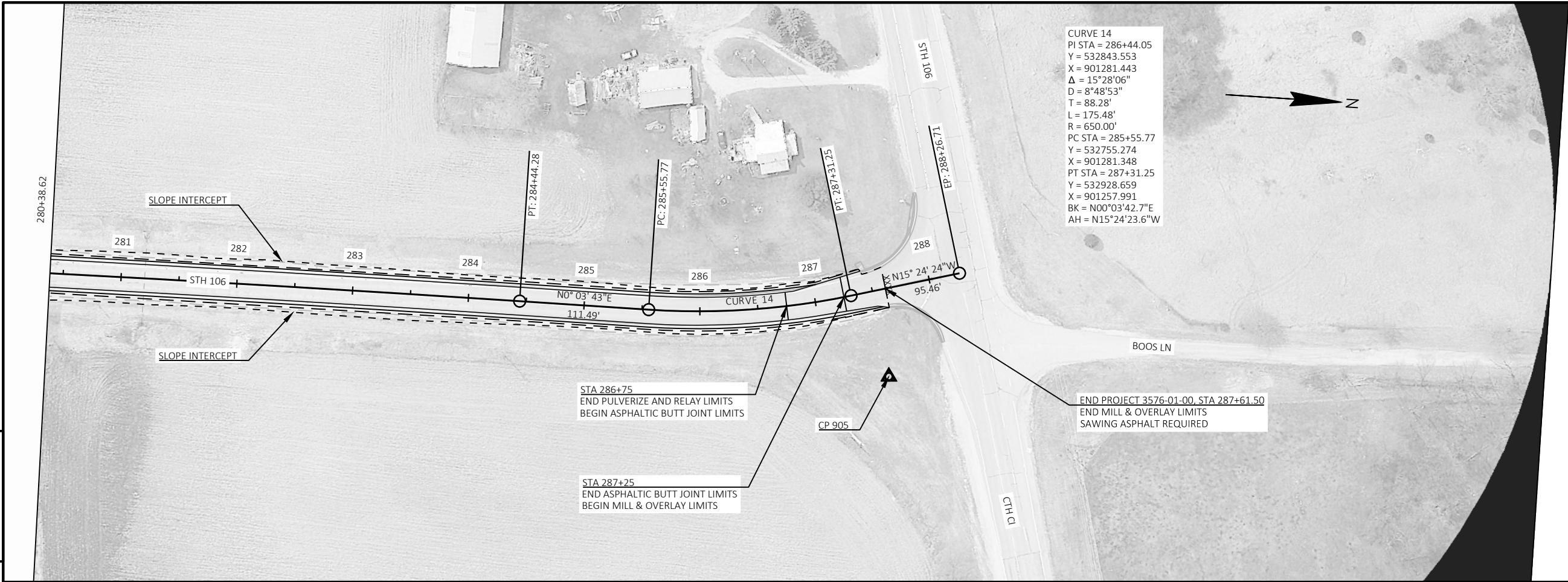


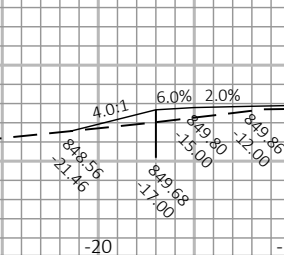
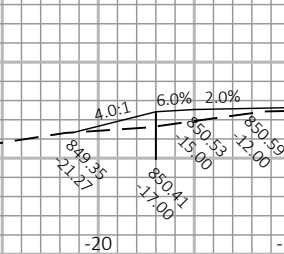
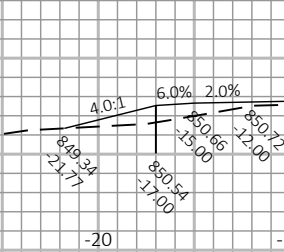
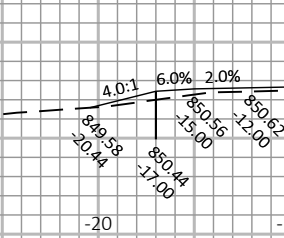
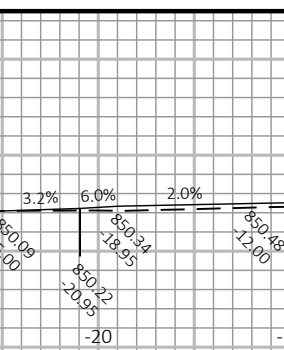
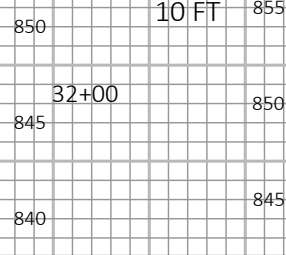
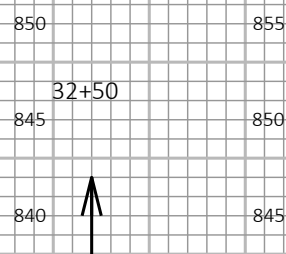
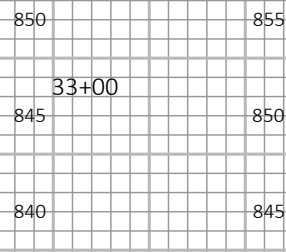
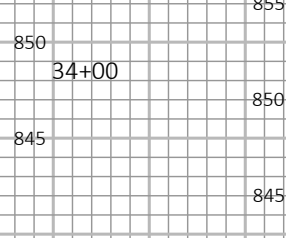
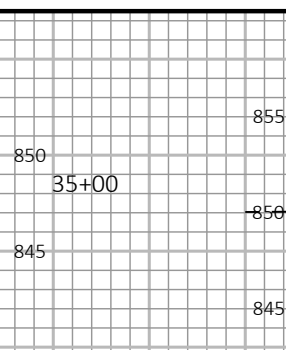




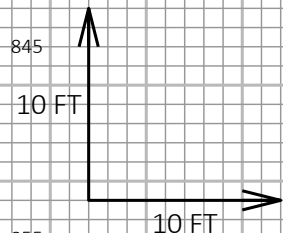
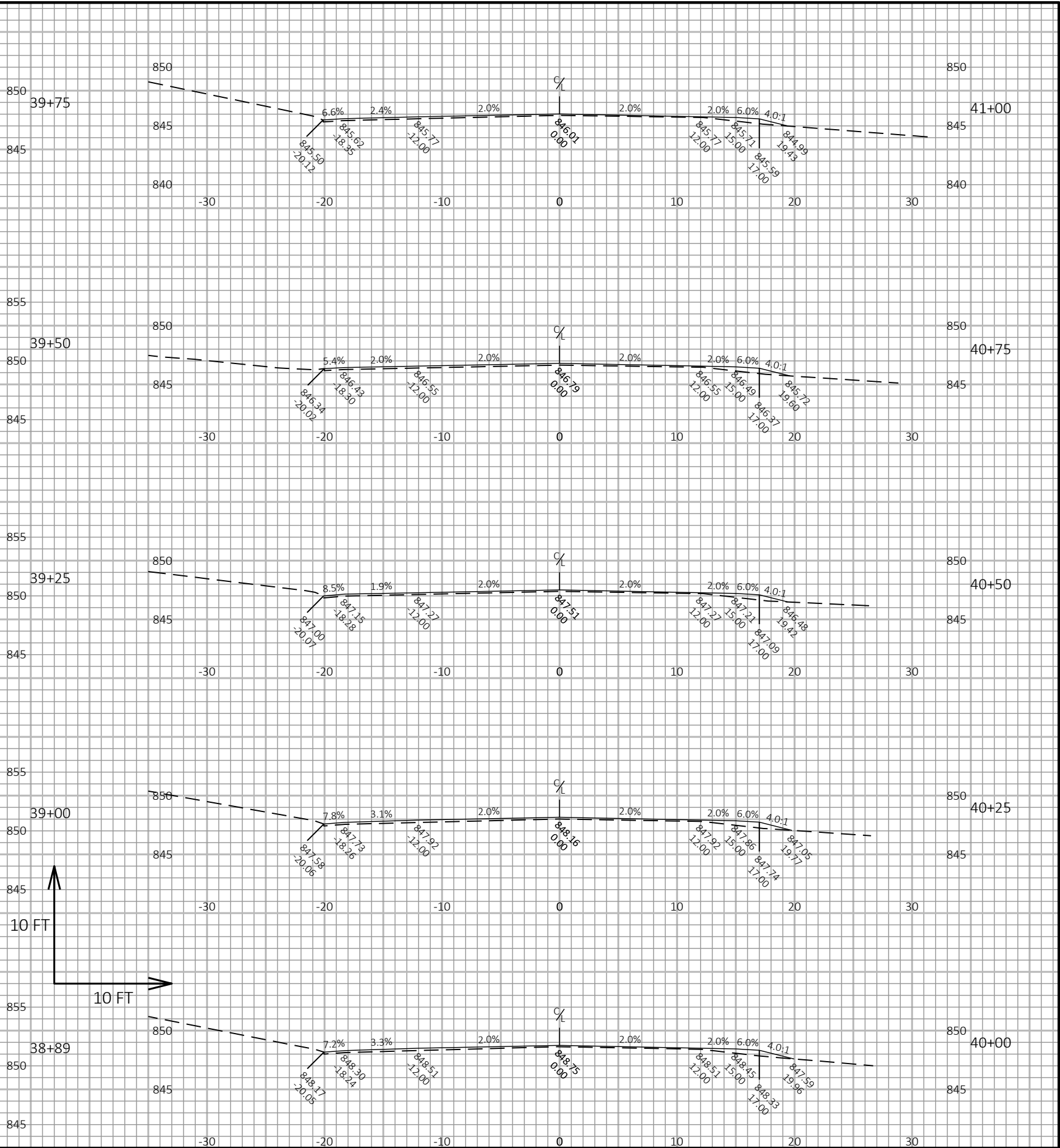
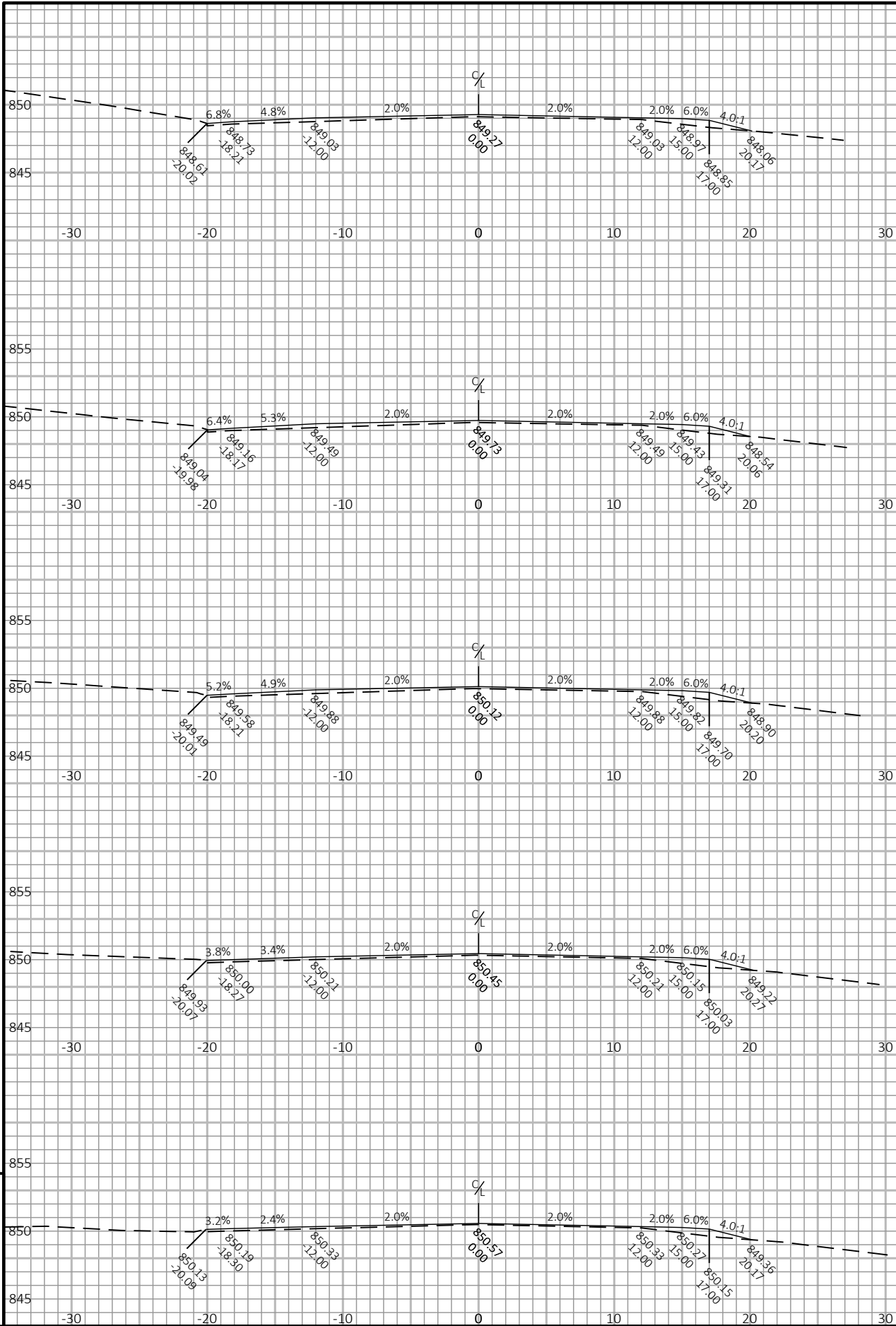




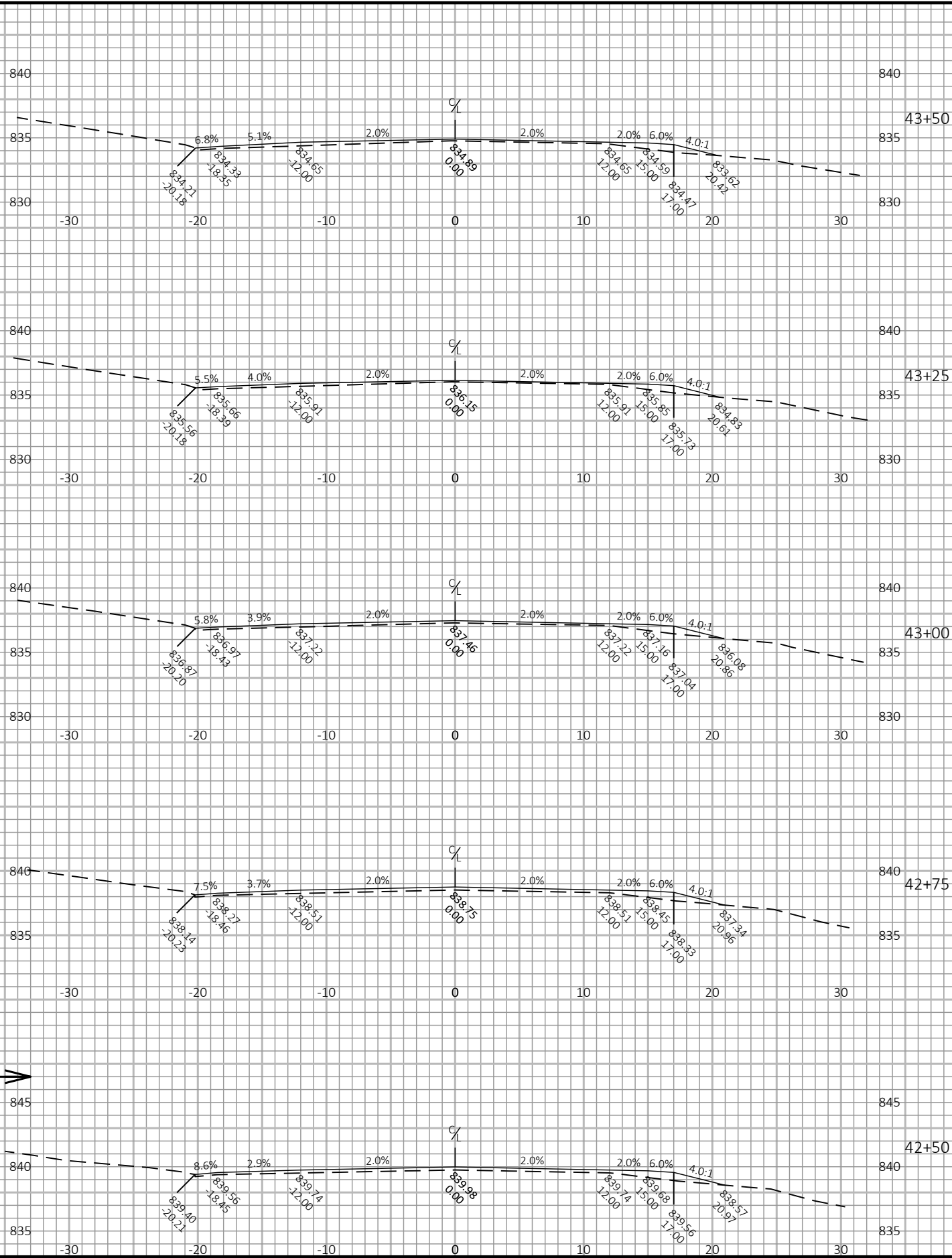
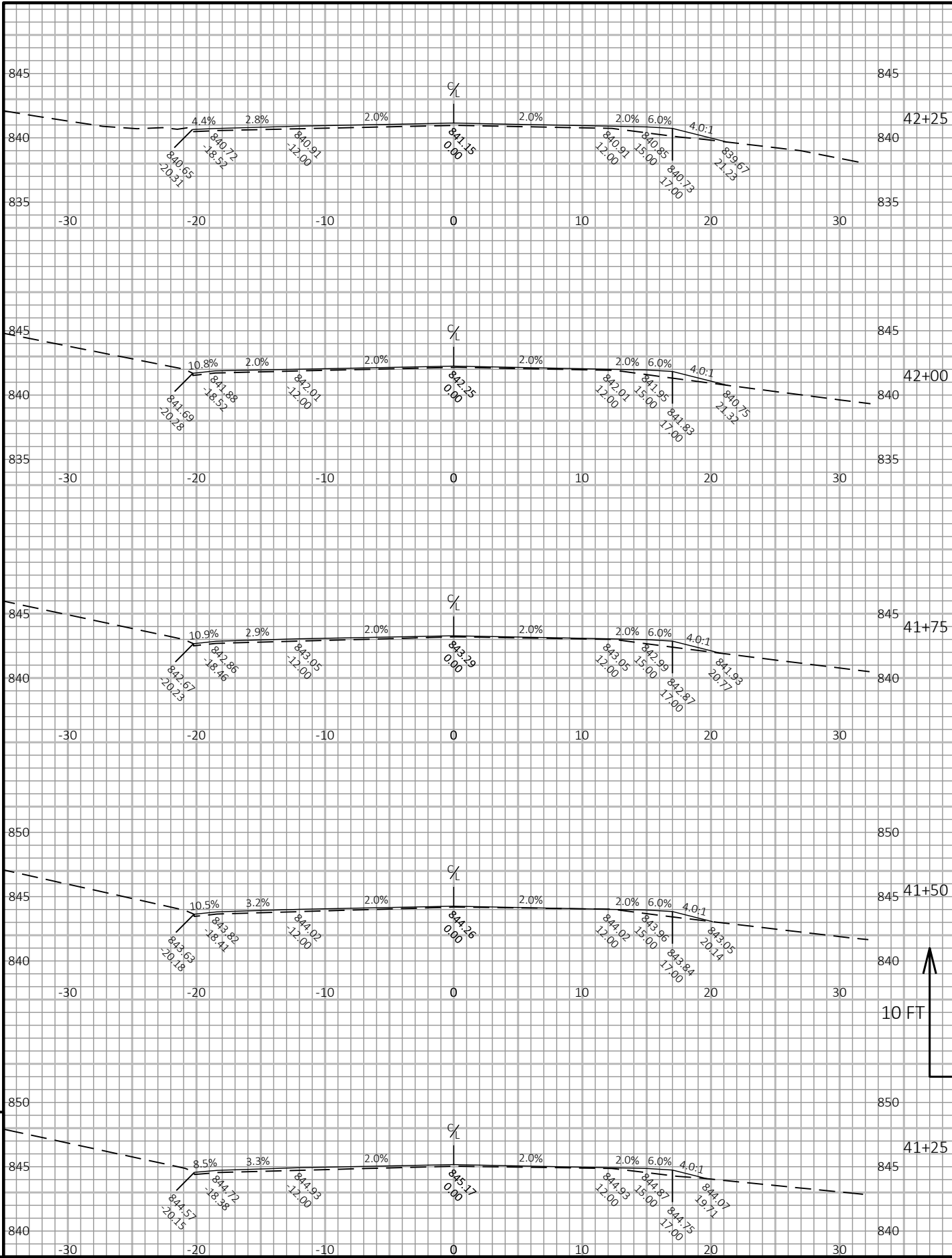


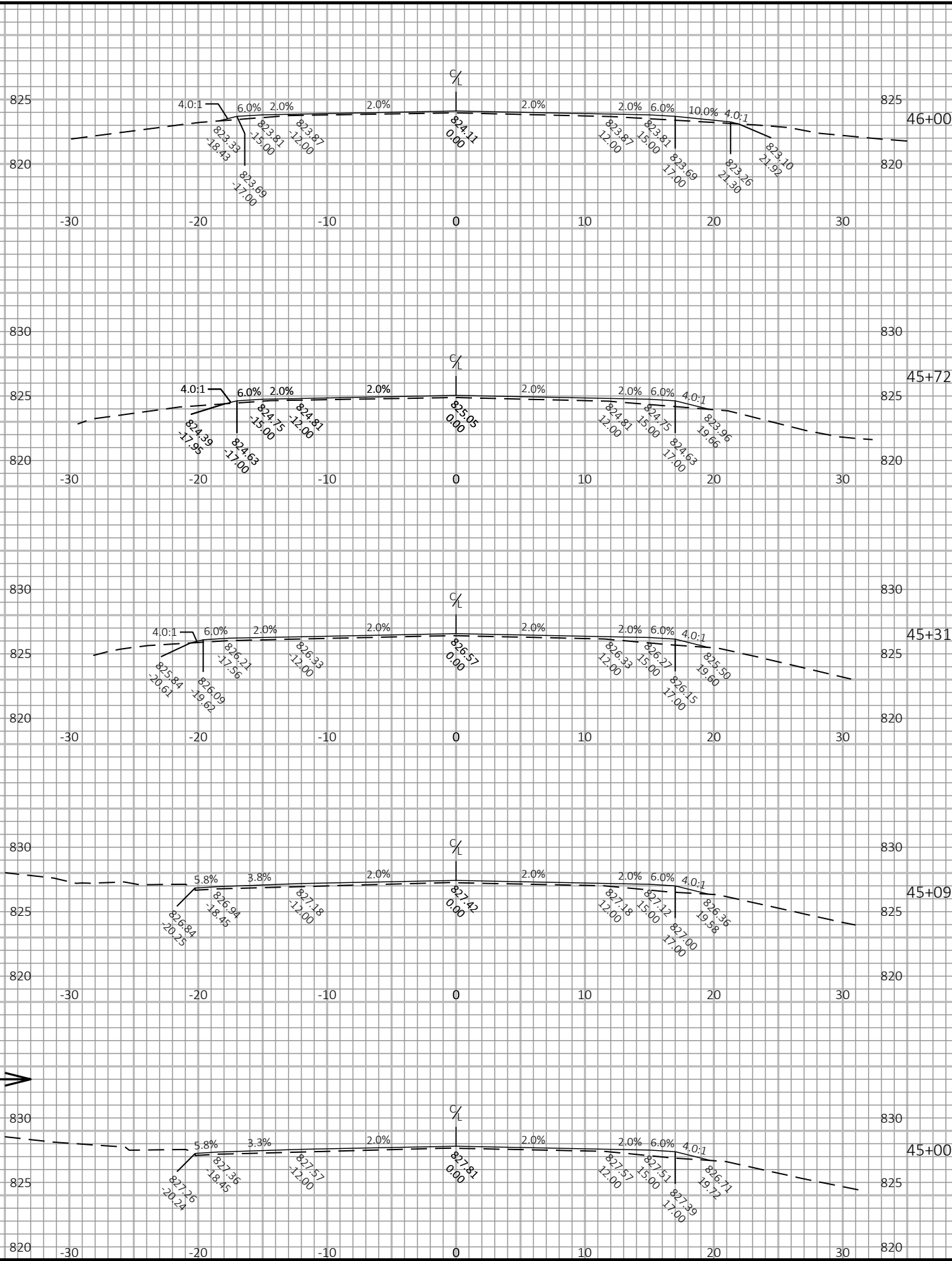
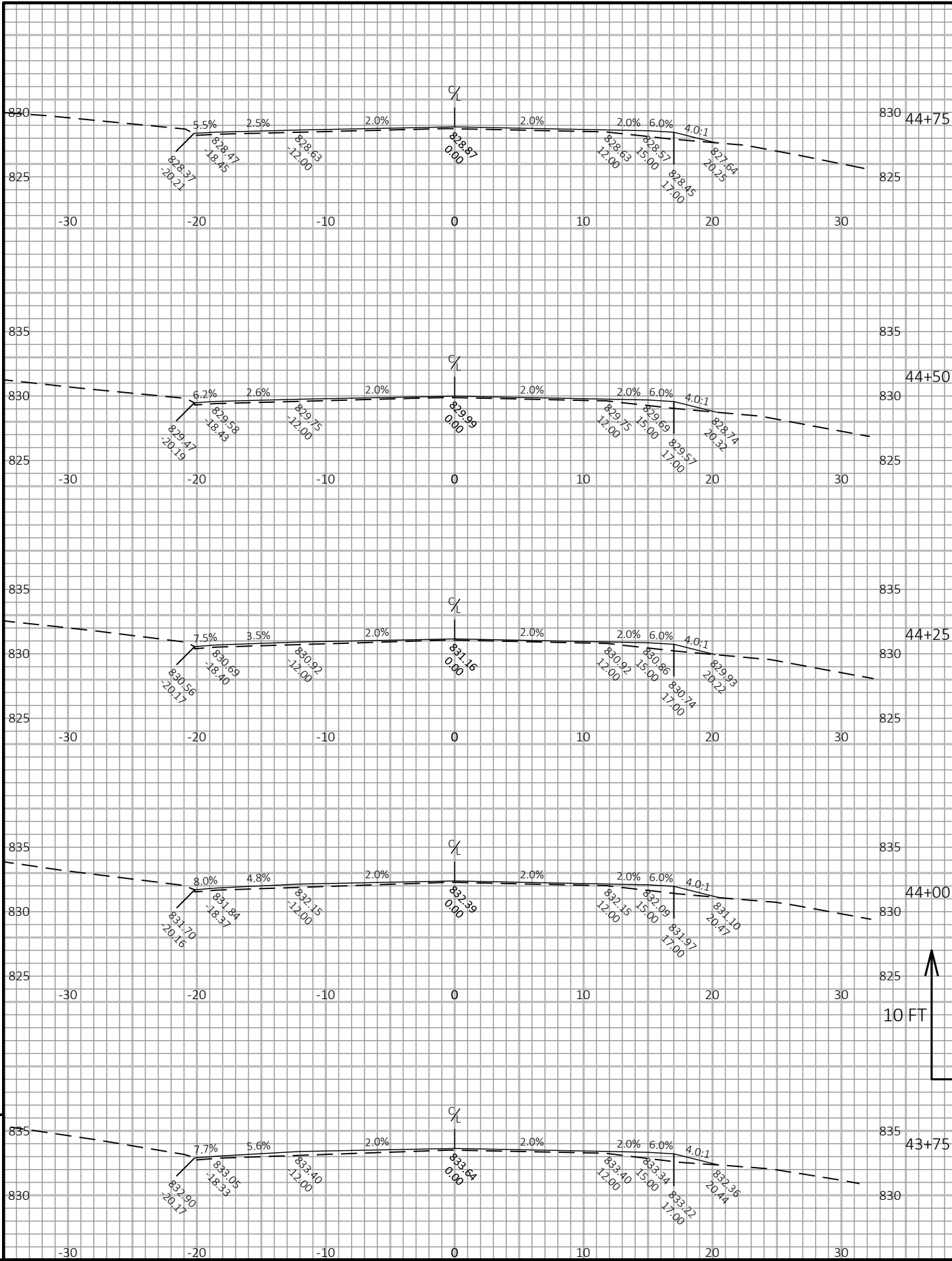


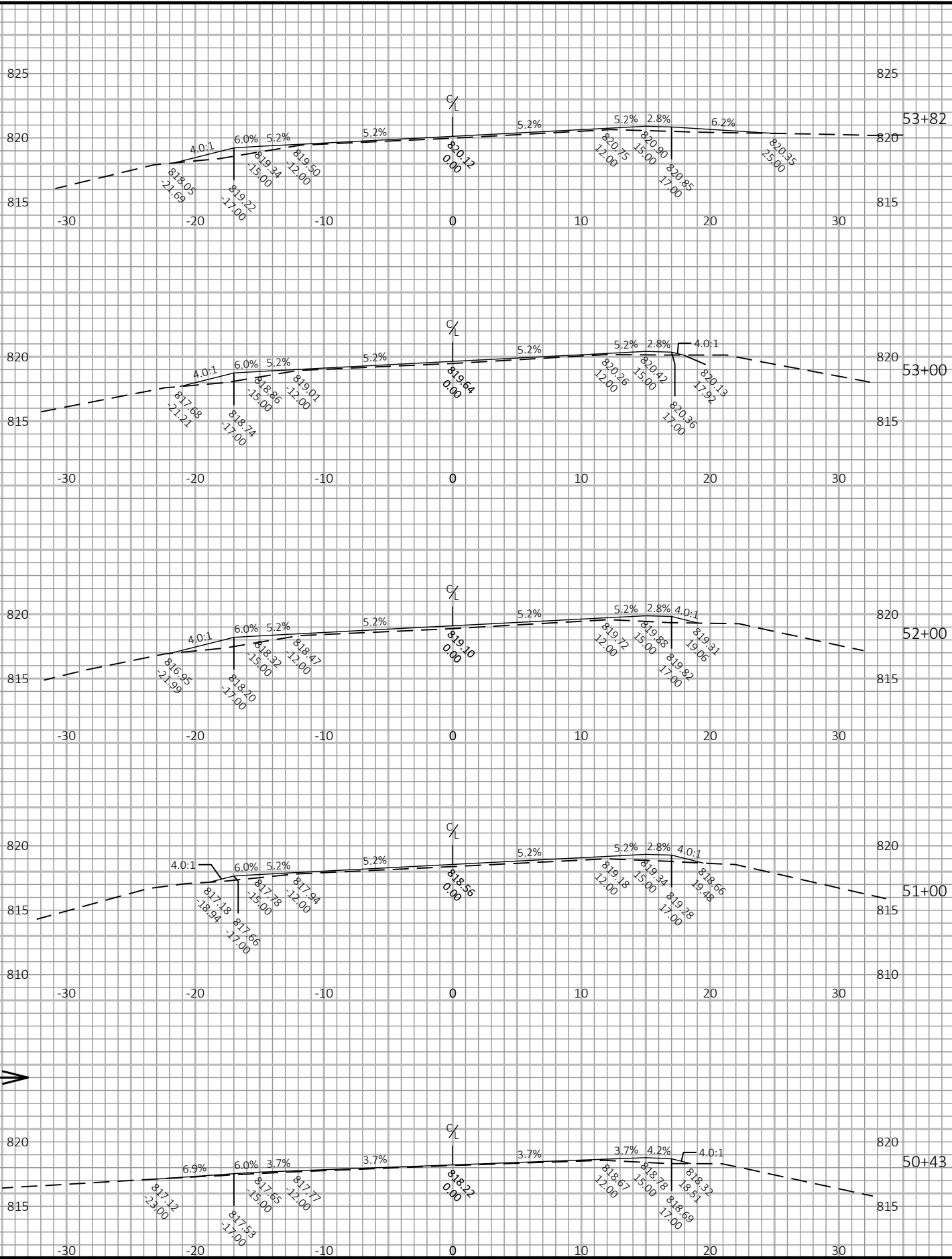
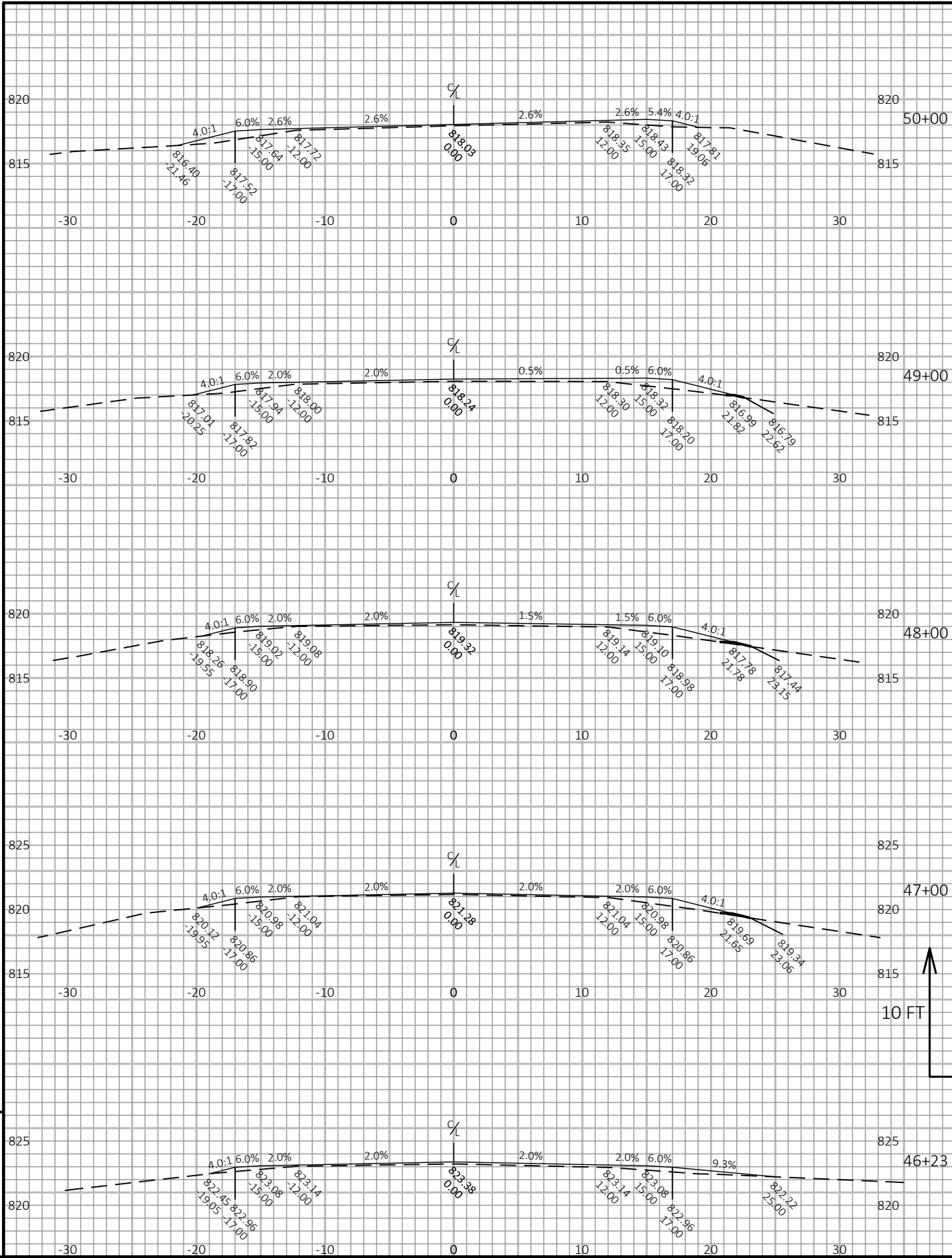
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9		PROJECT NO: 3576-01-70	HWY: STH 106	COUNTY: JEFFERSON	CROSS SECTIONS: STH 106	SHEET	E
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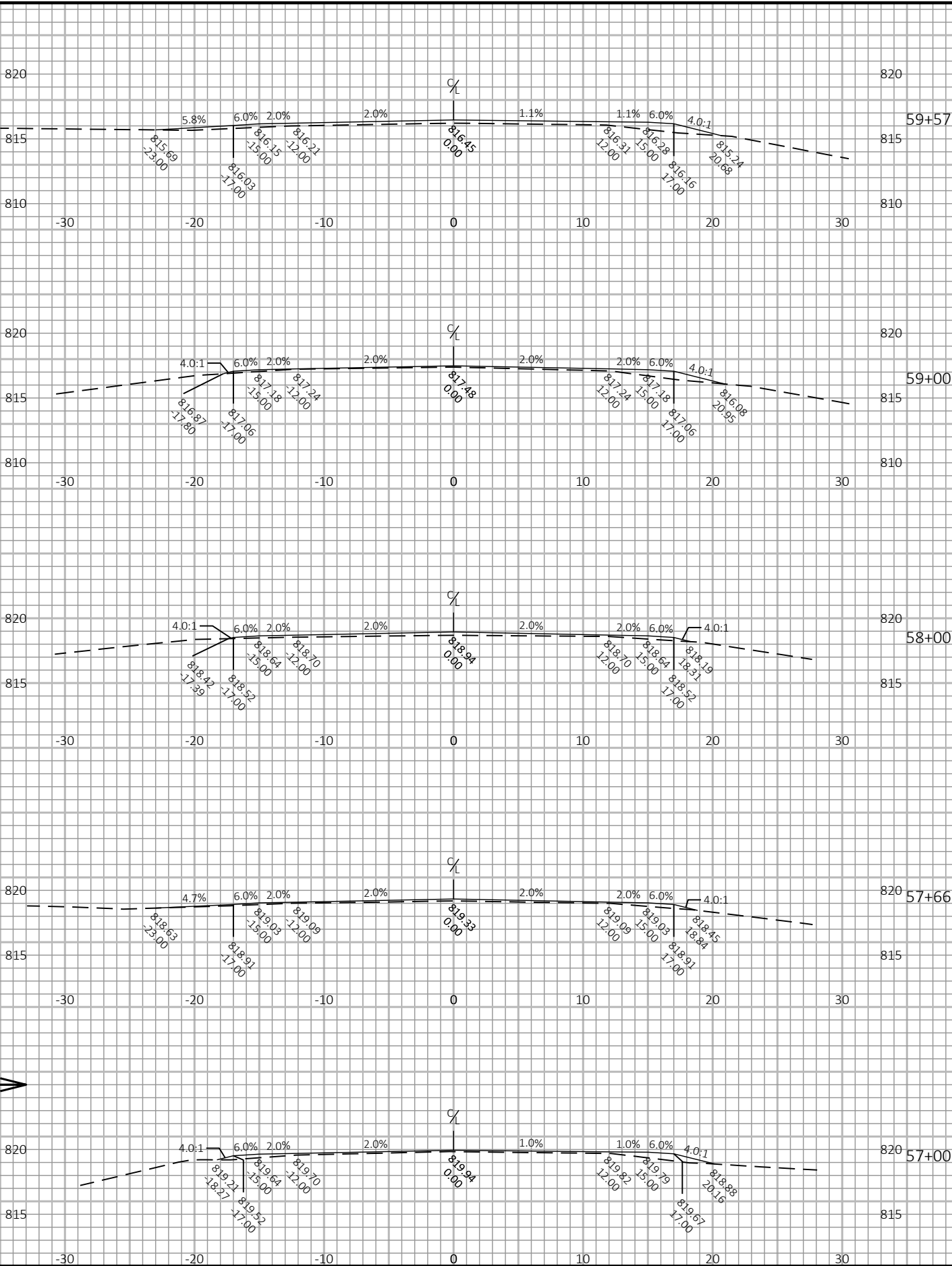
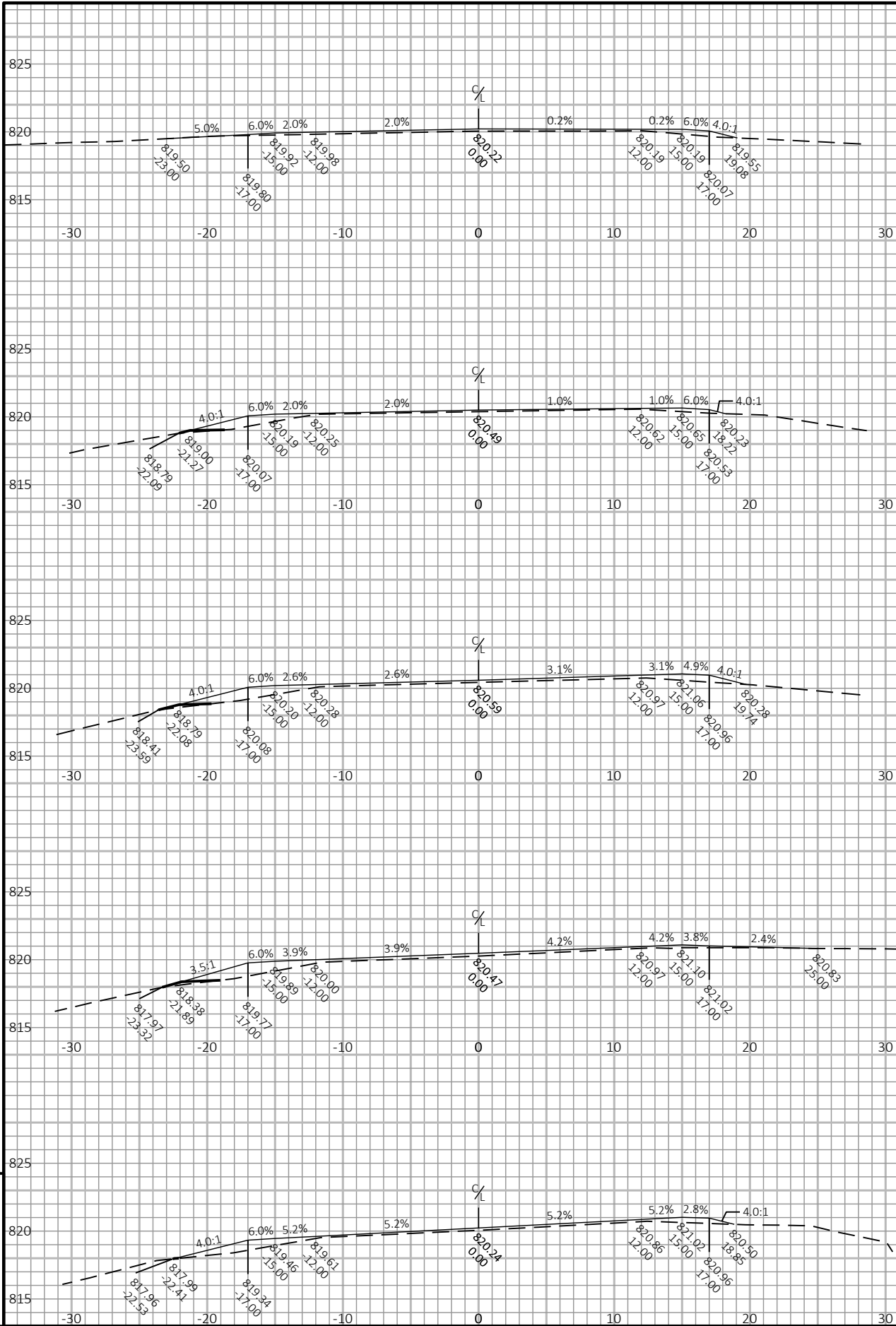


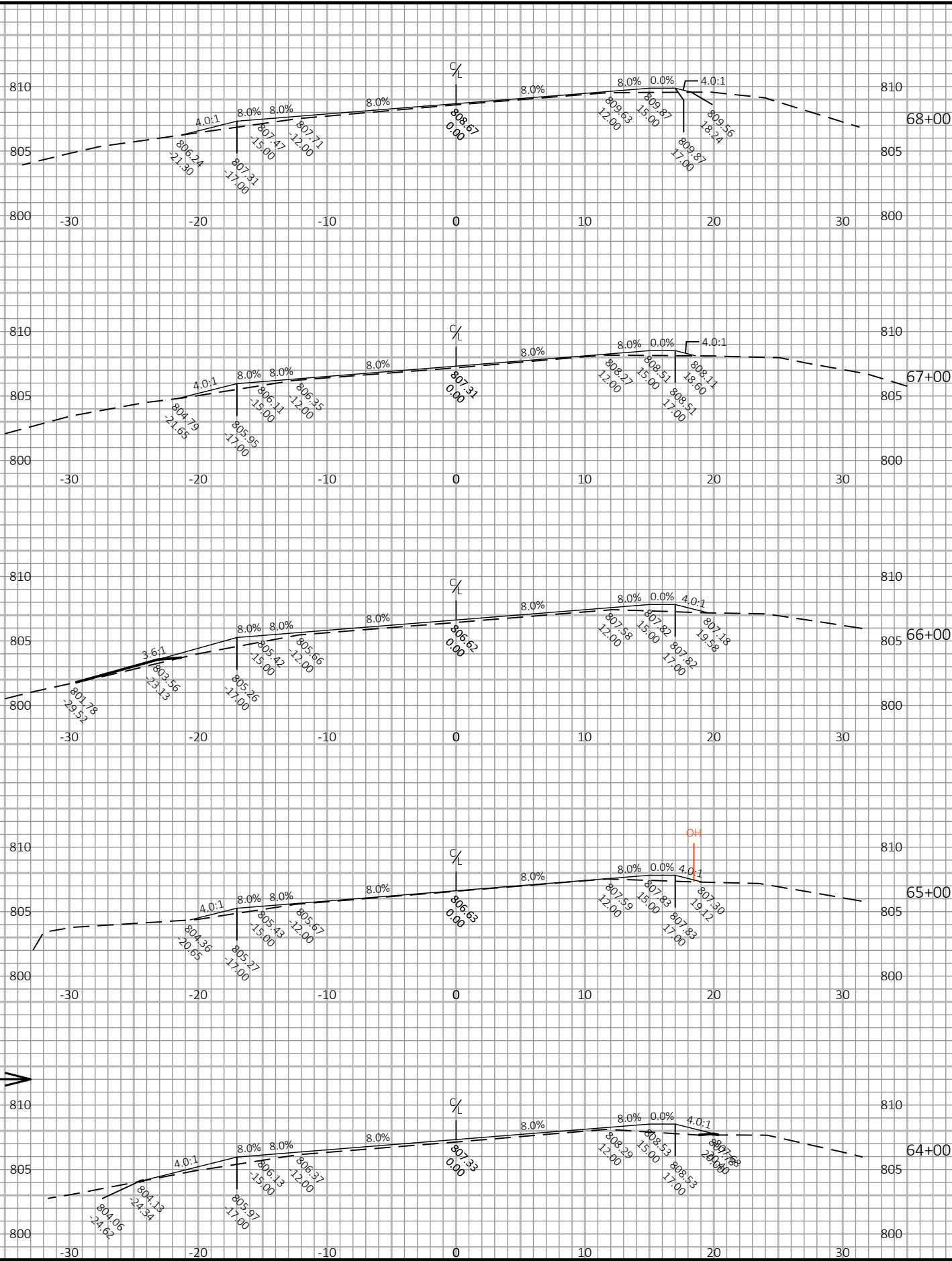
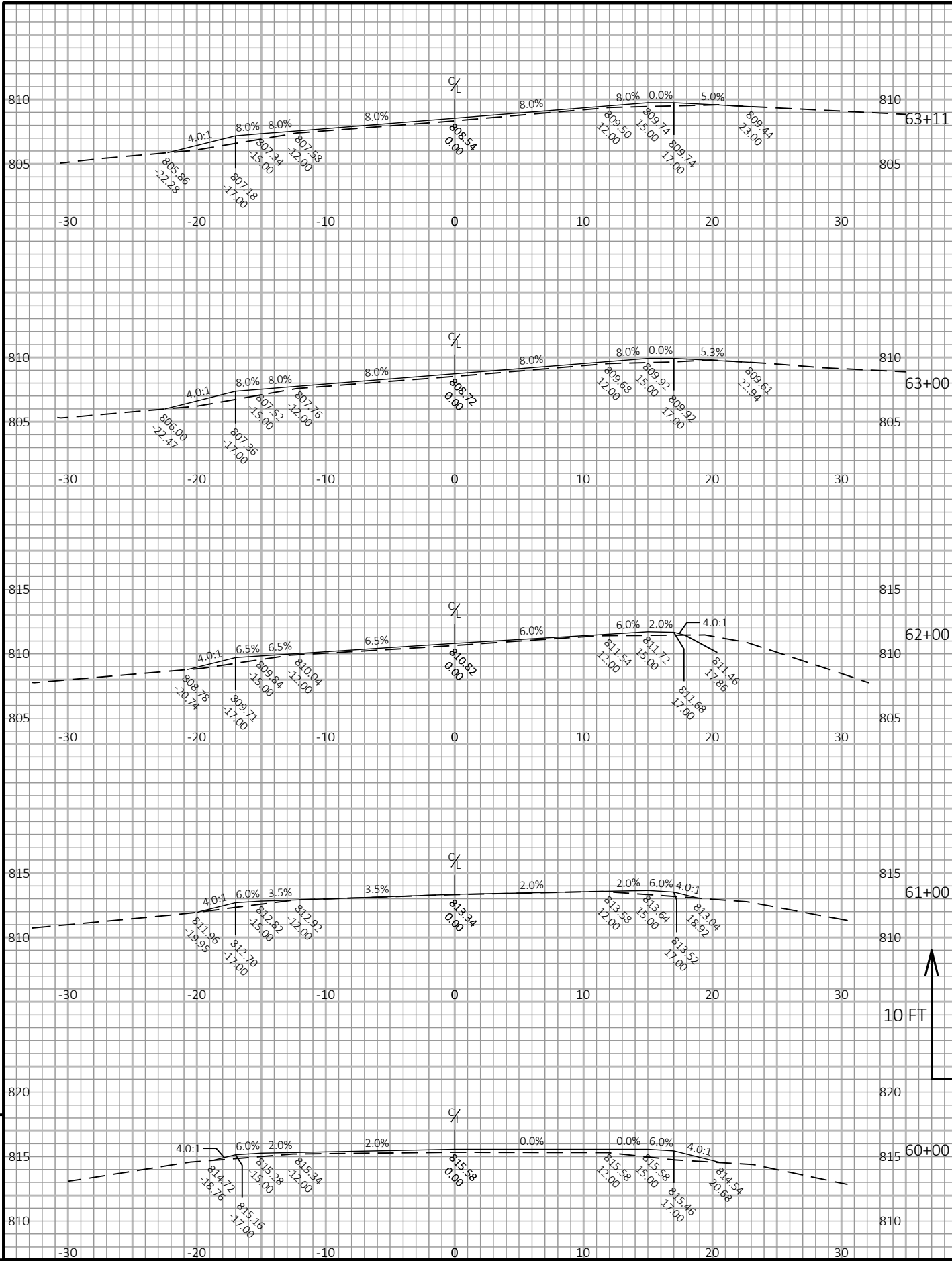


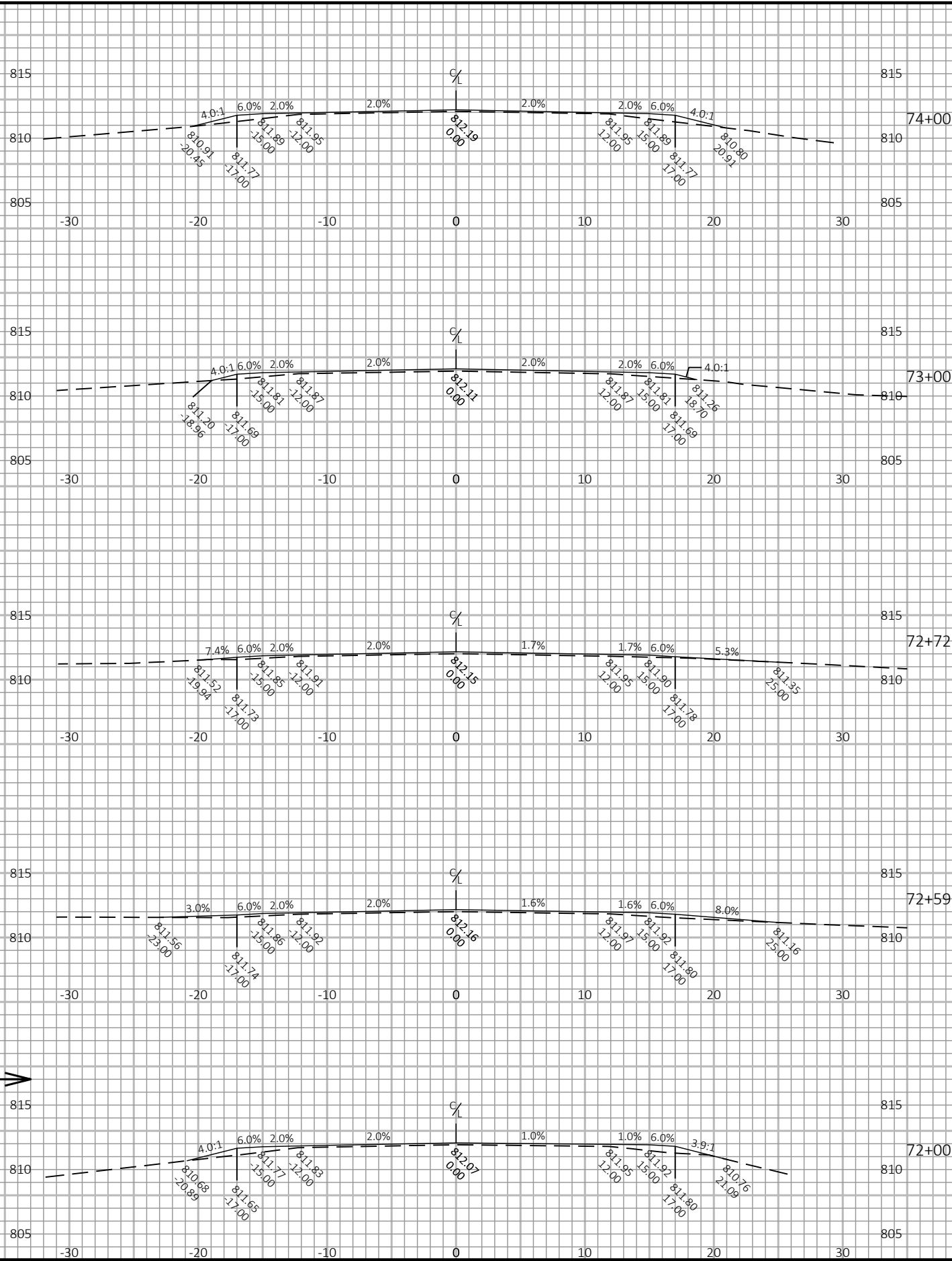
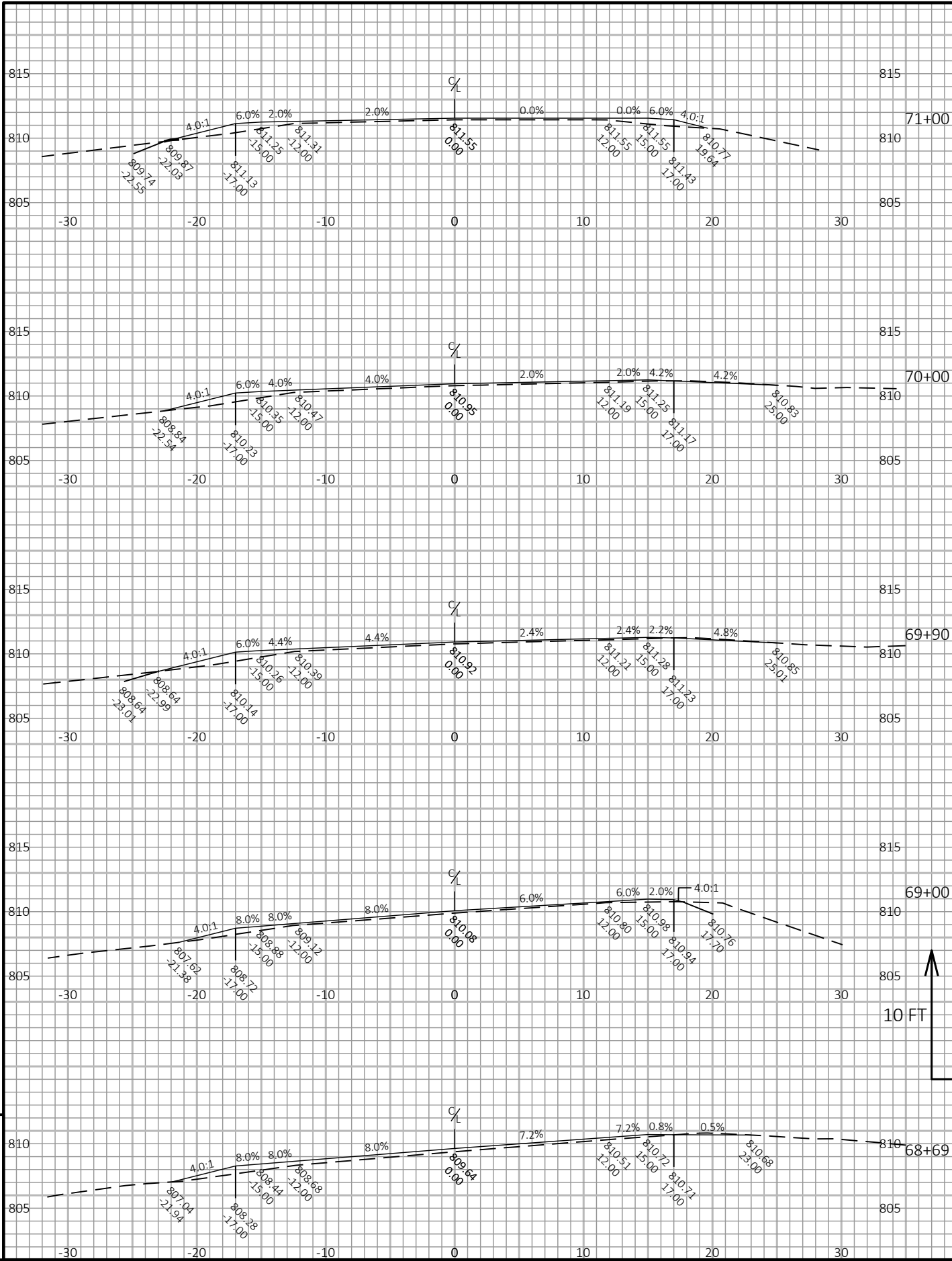


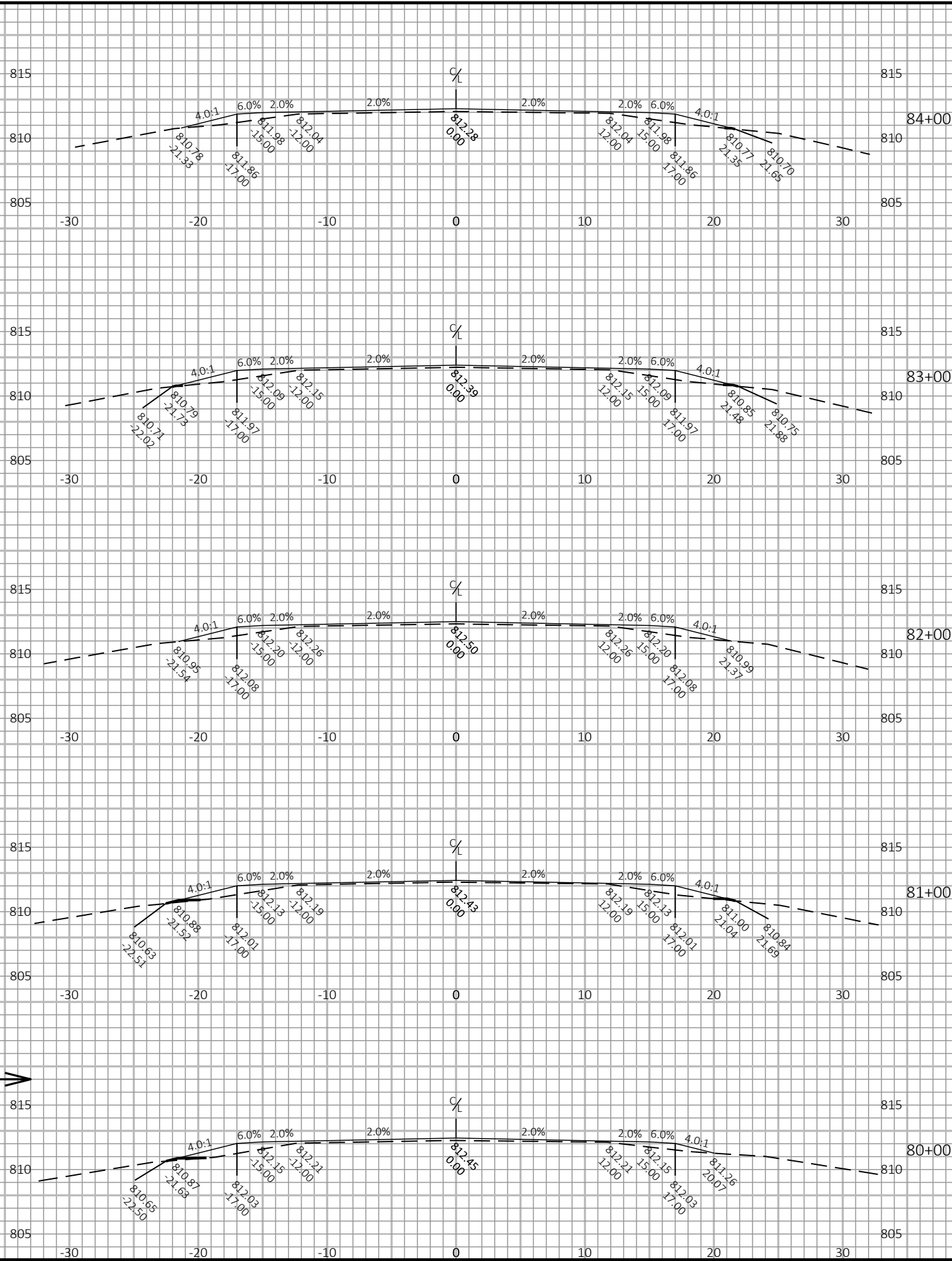
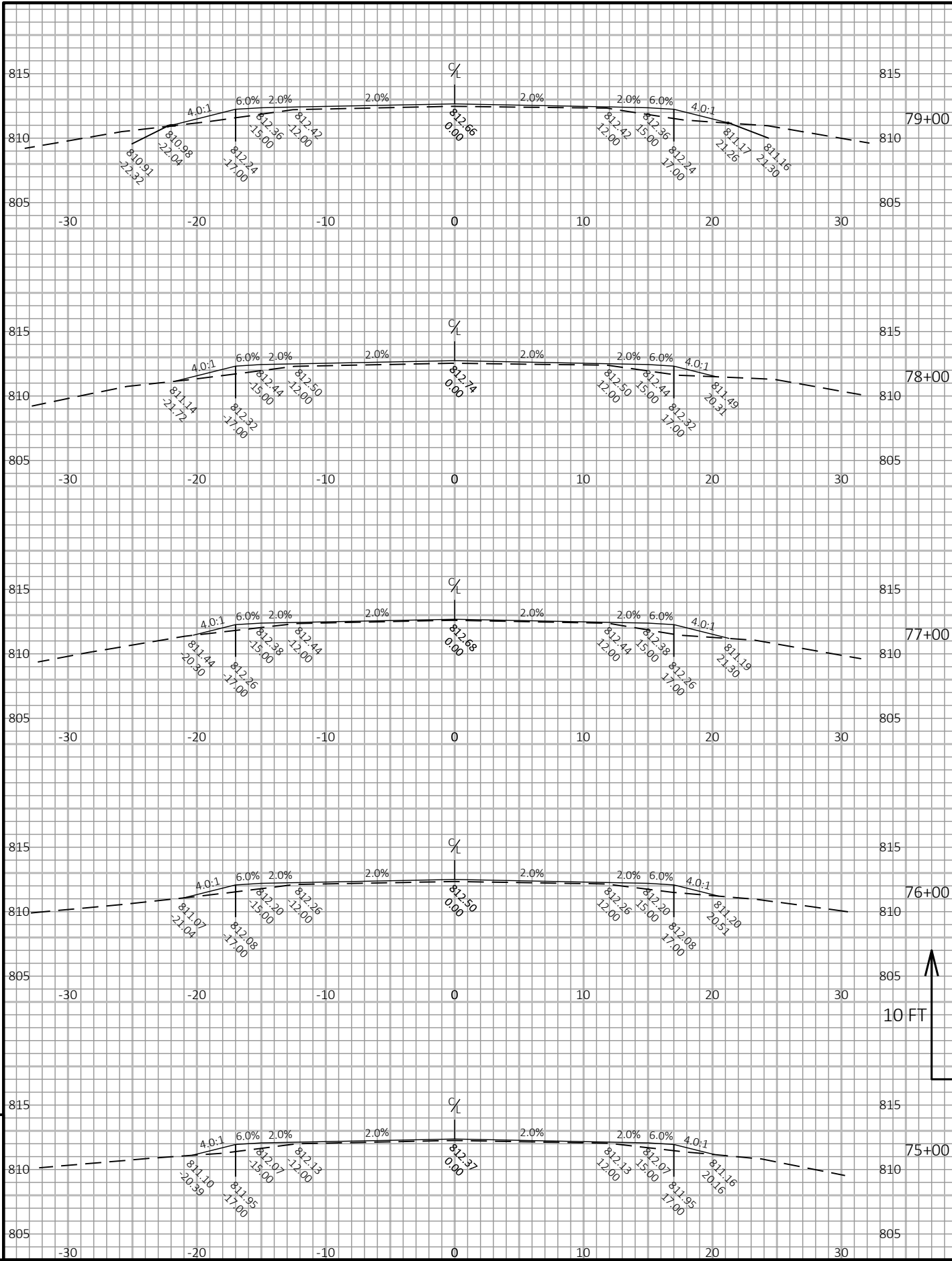
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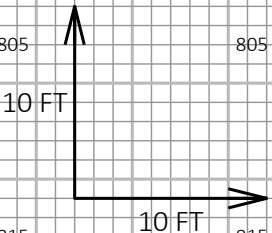
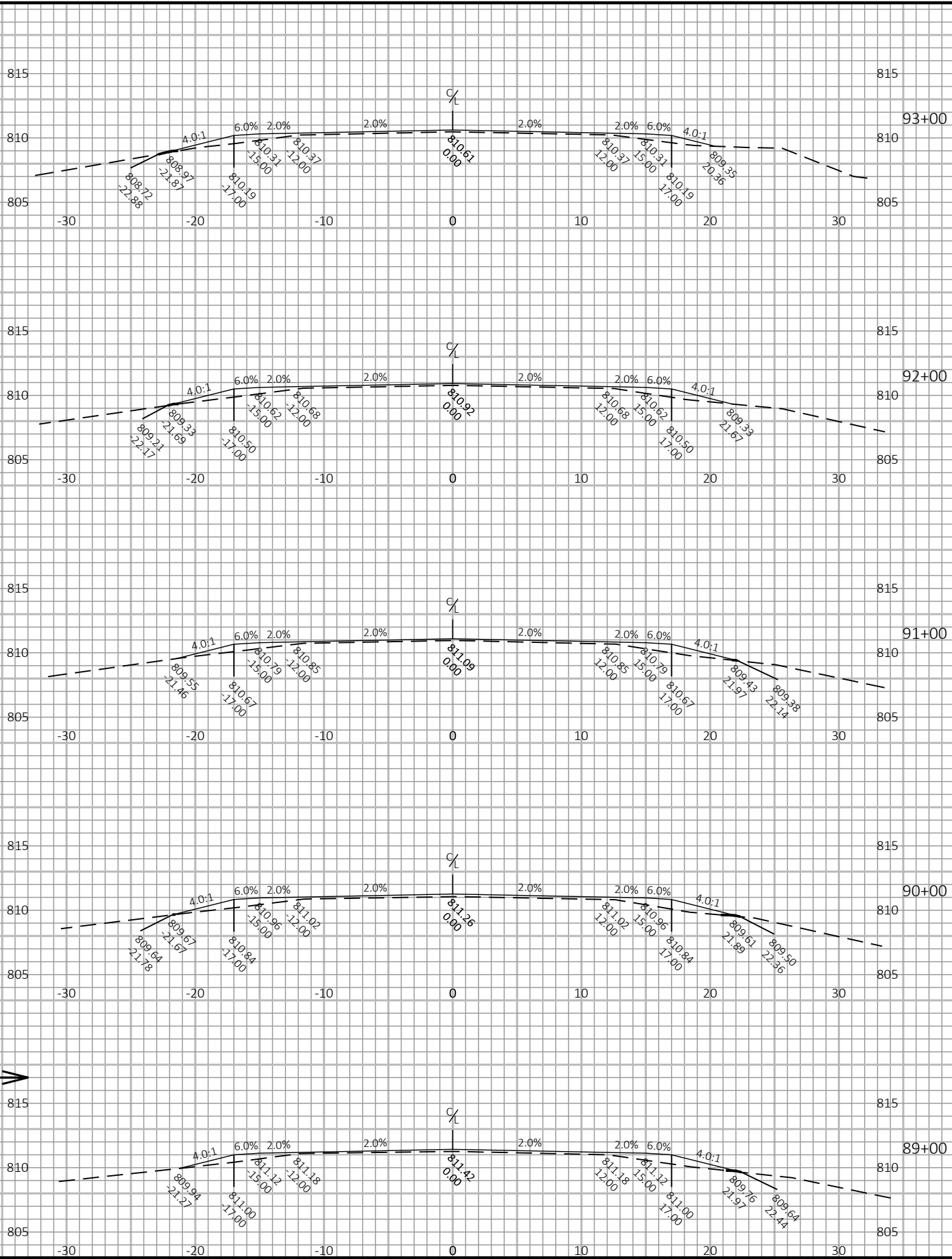
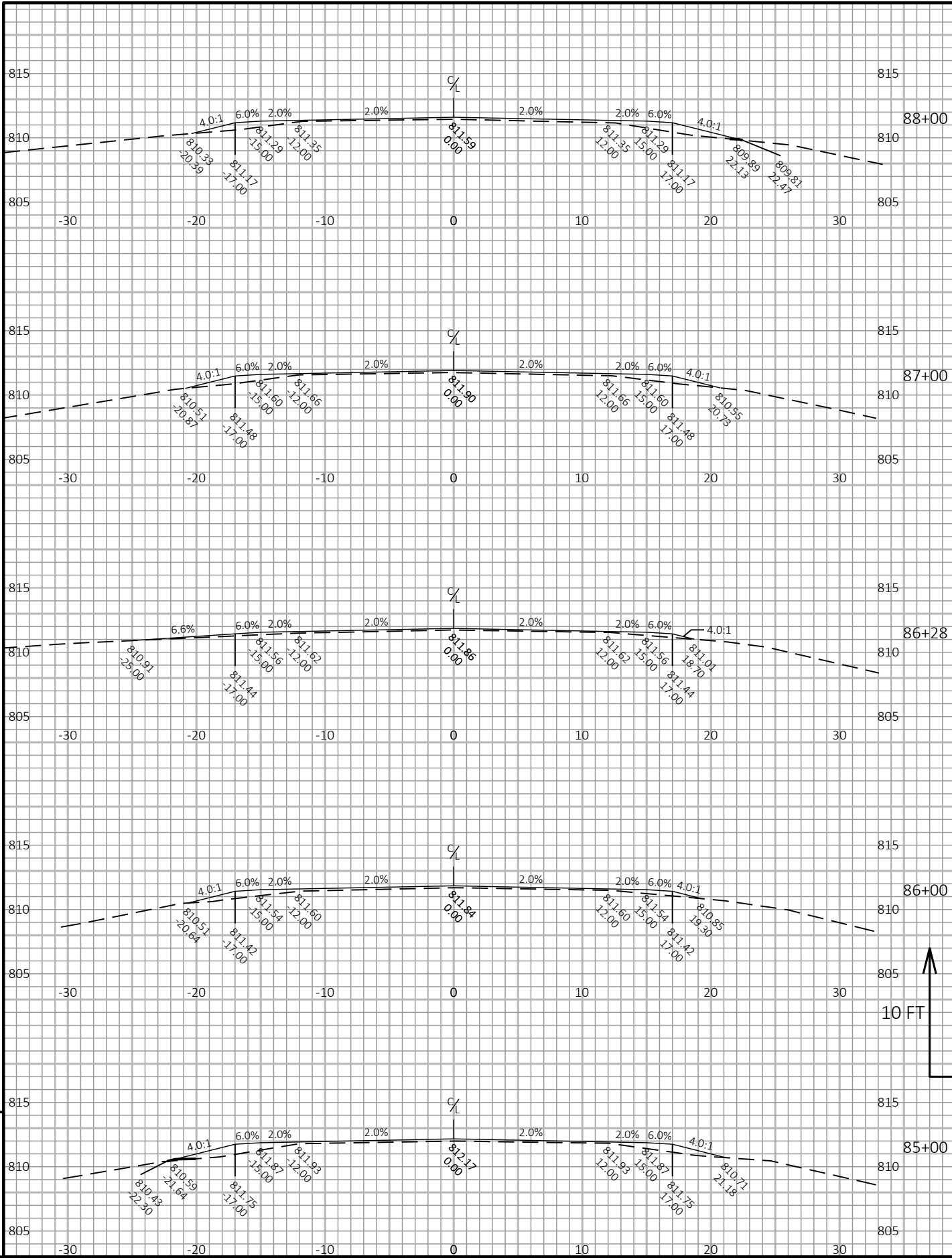
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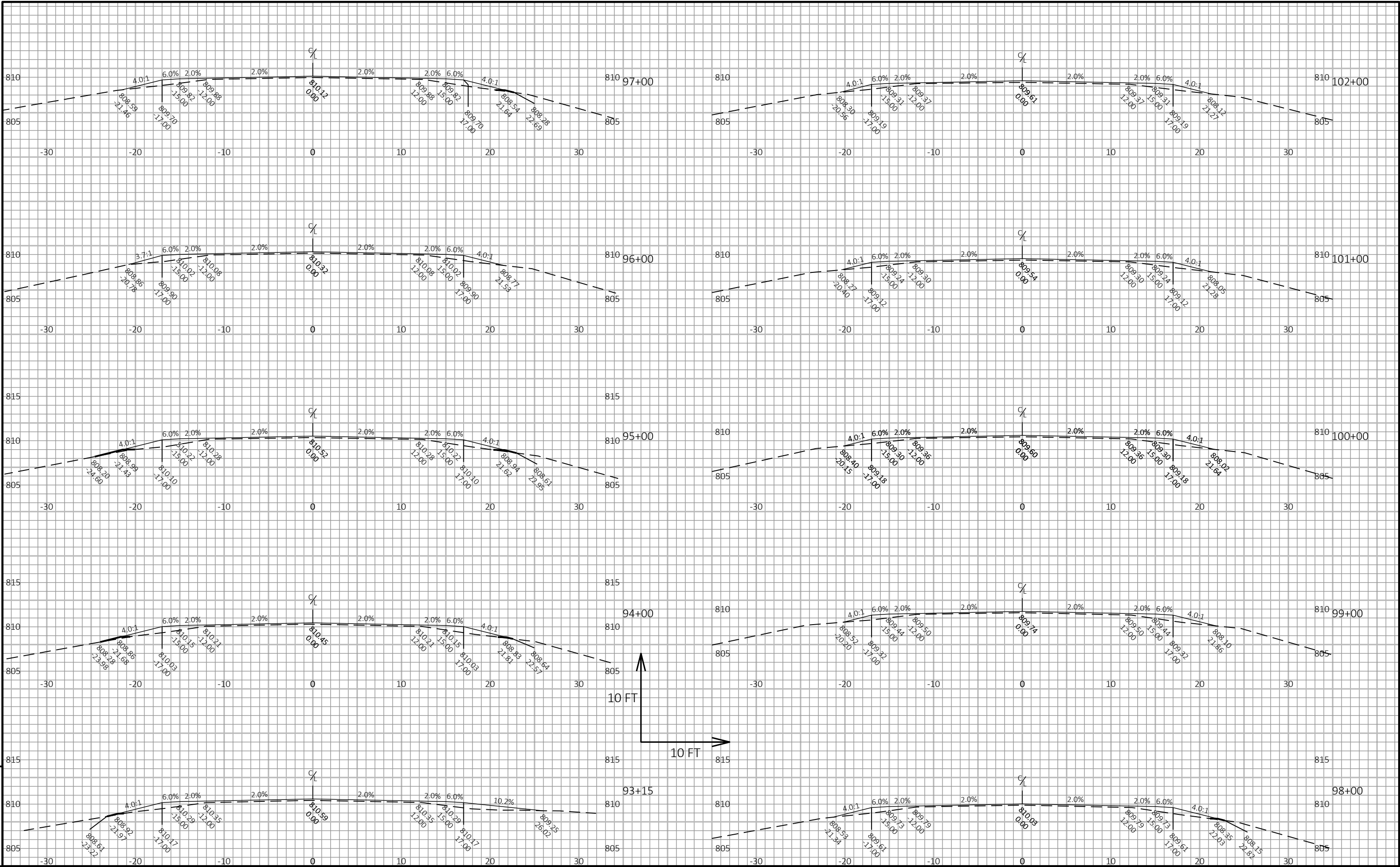


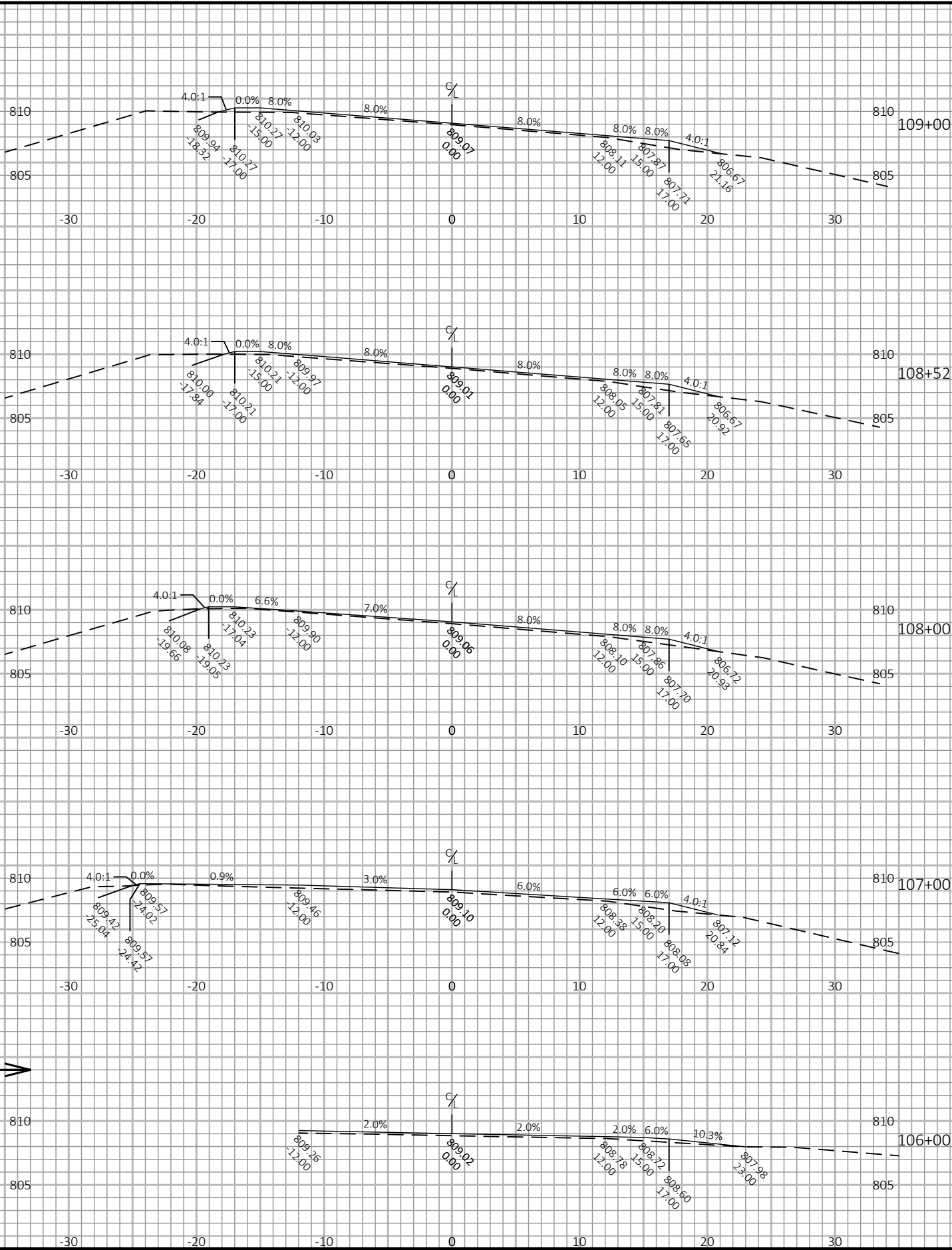
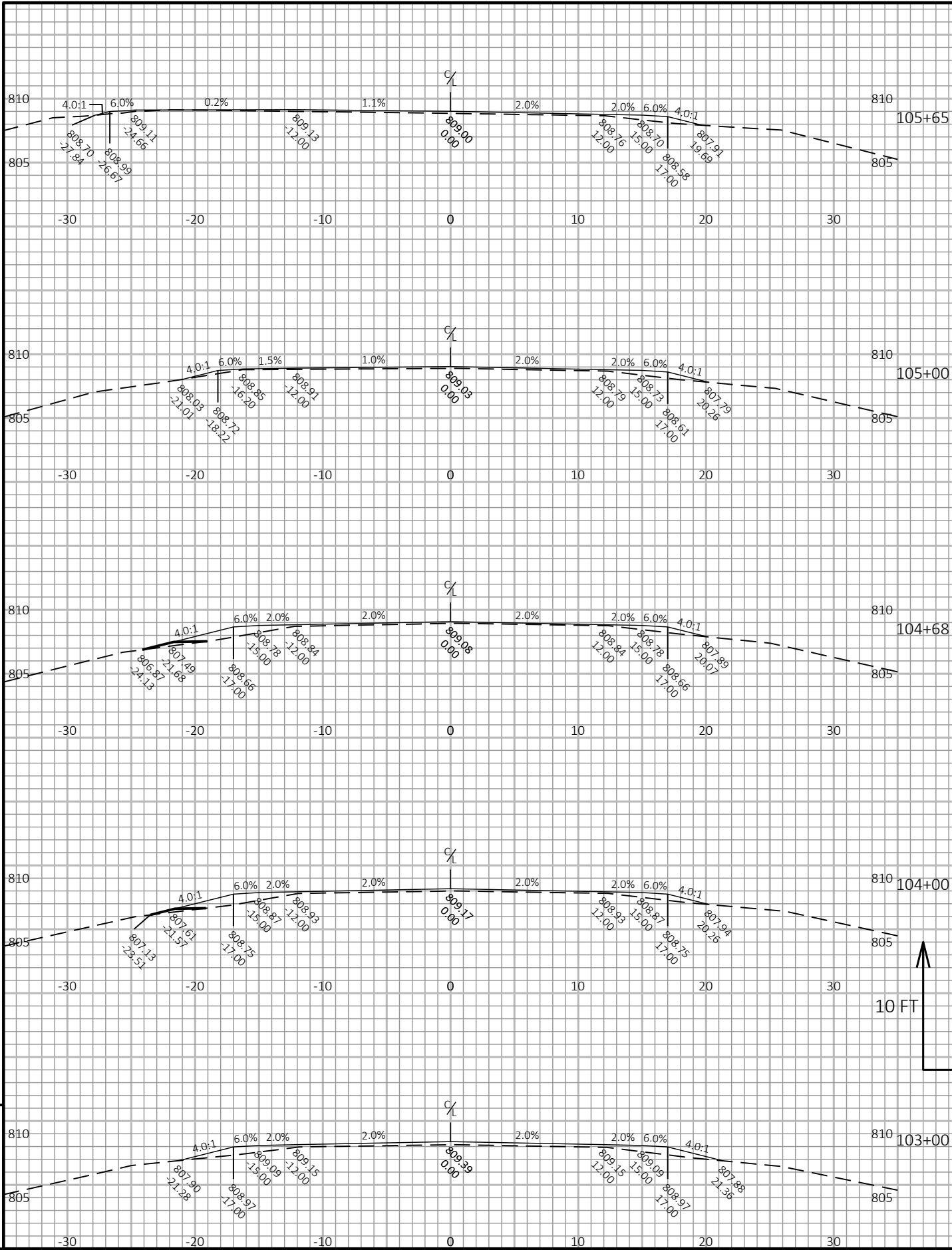






9		PROJECT NO: 3576-01-70	HWY: STH 106	COUNTY: JEFFERSON	CROSS SECTIONS: STH 106	SHEET	E
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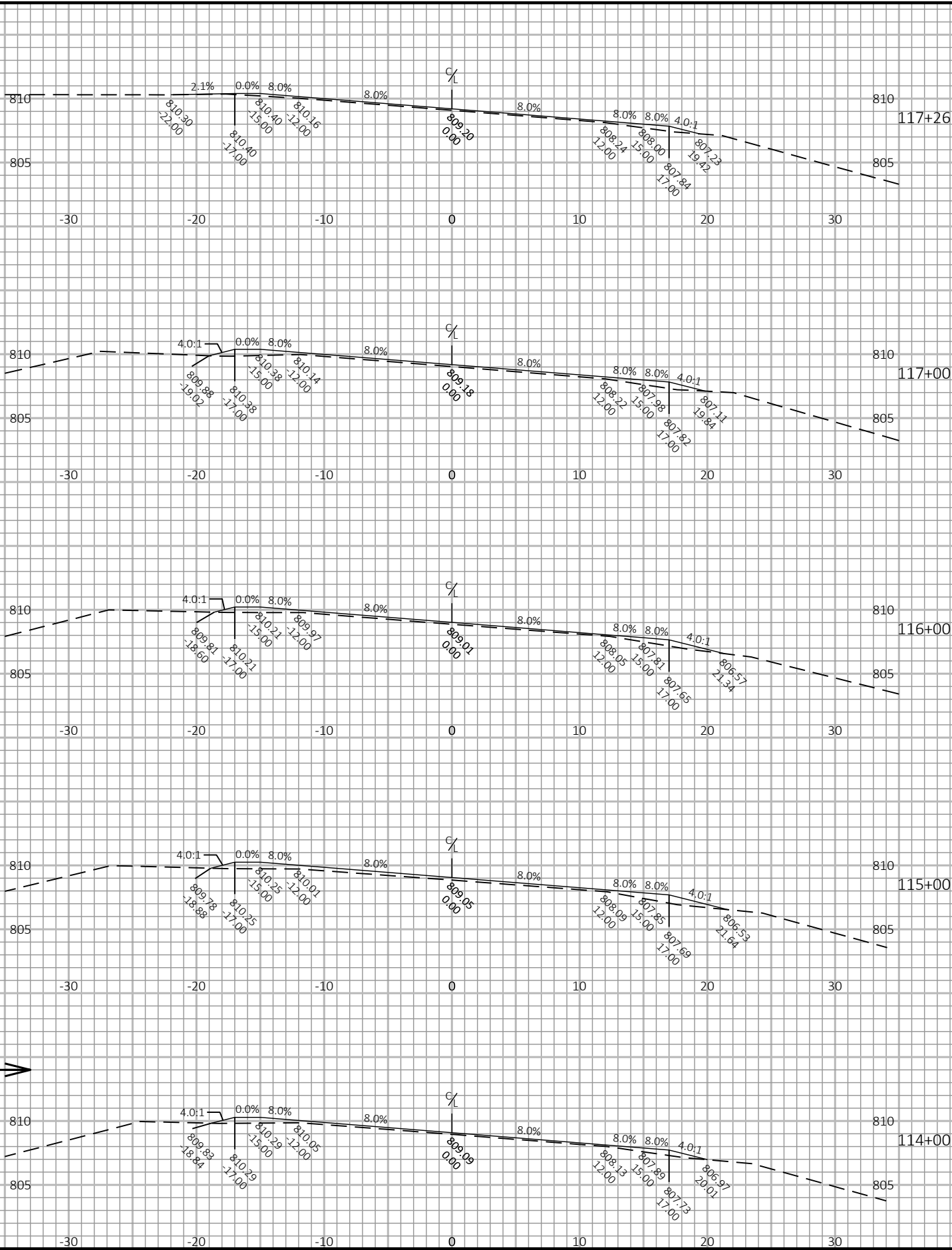
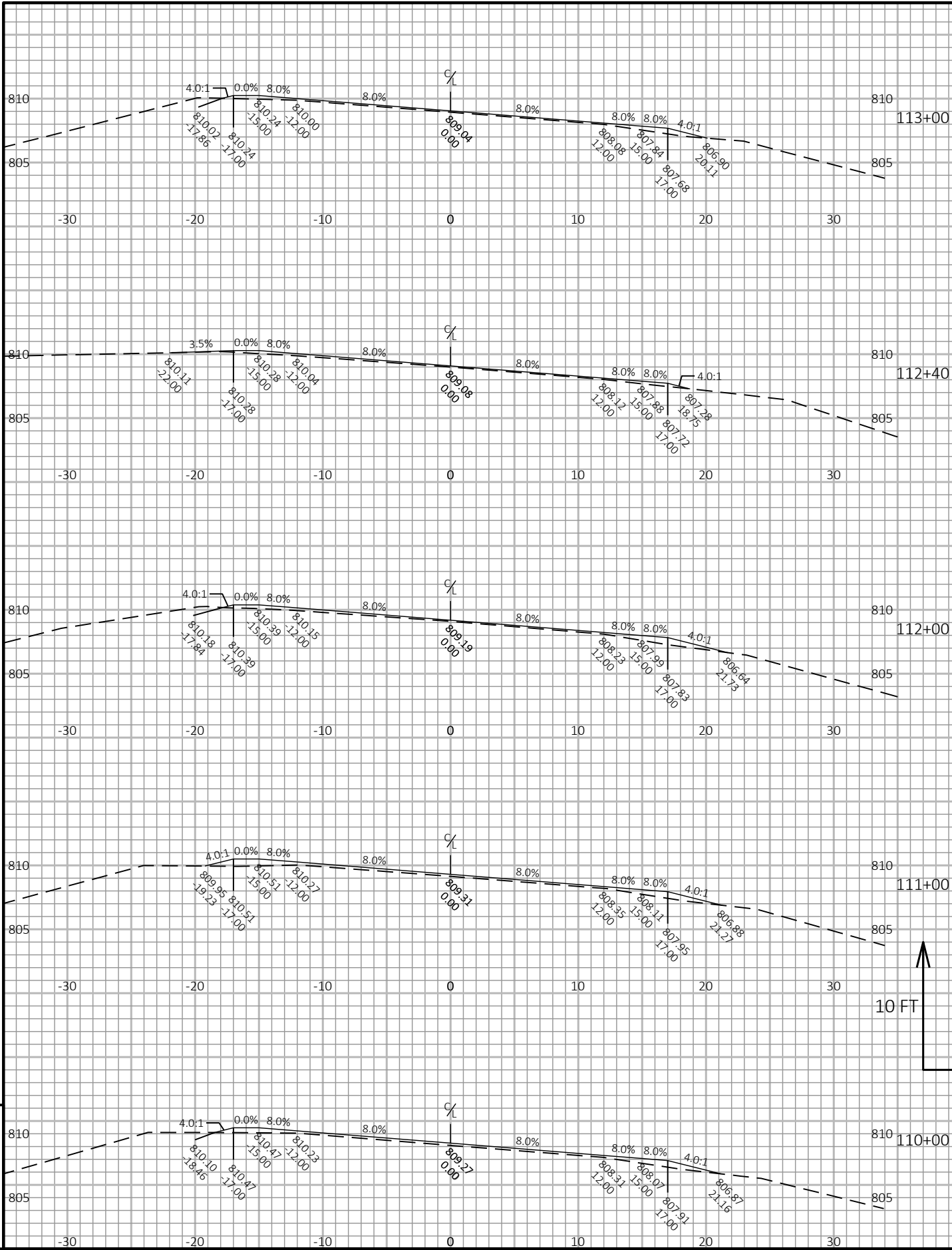




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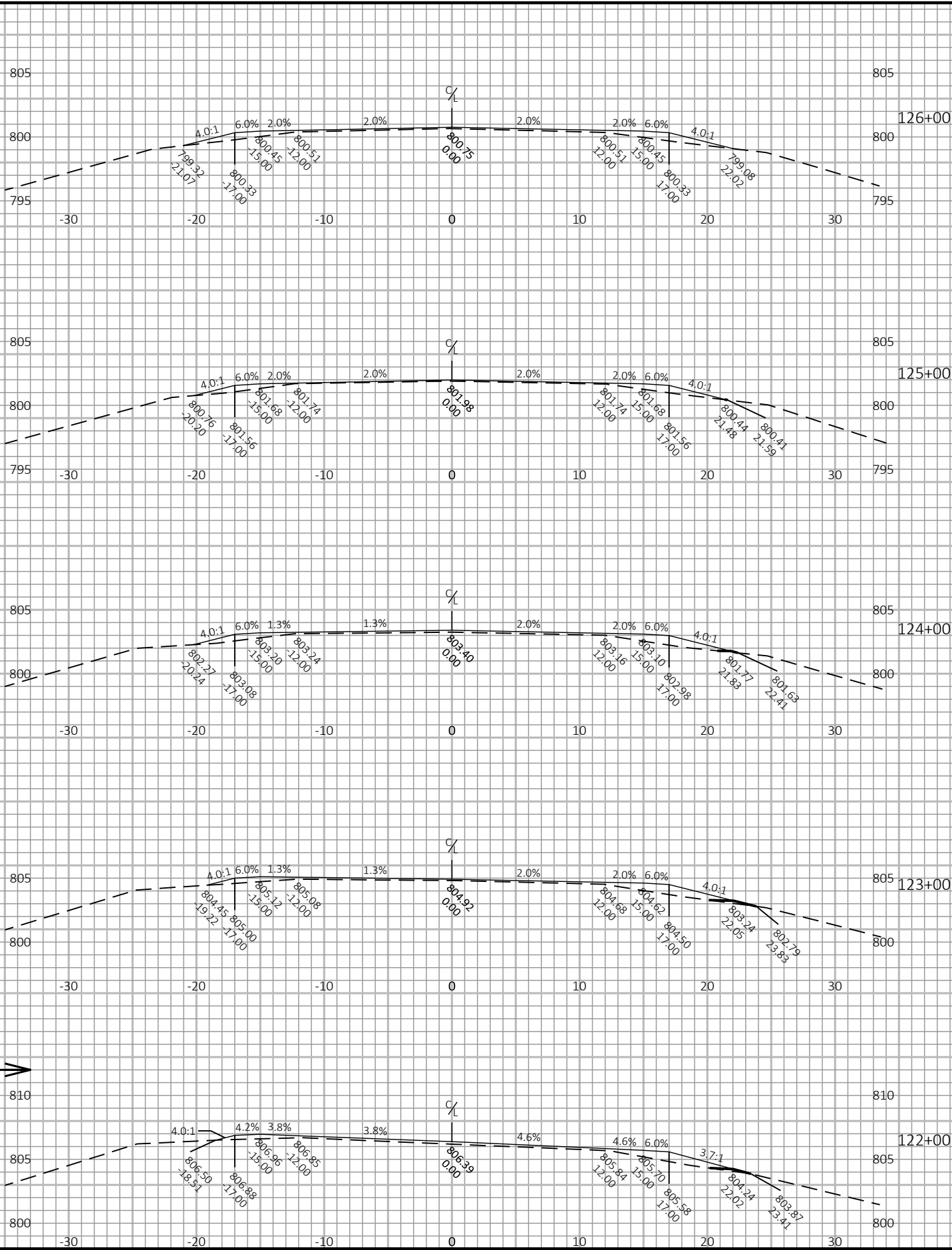
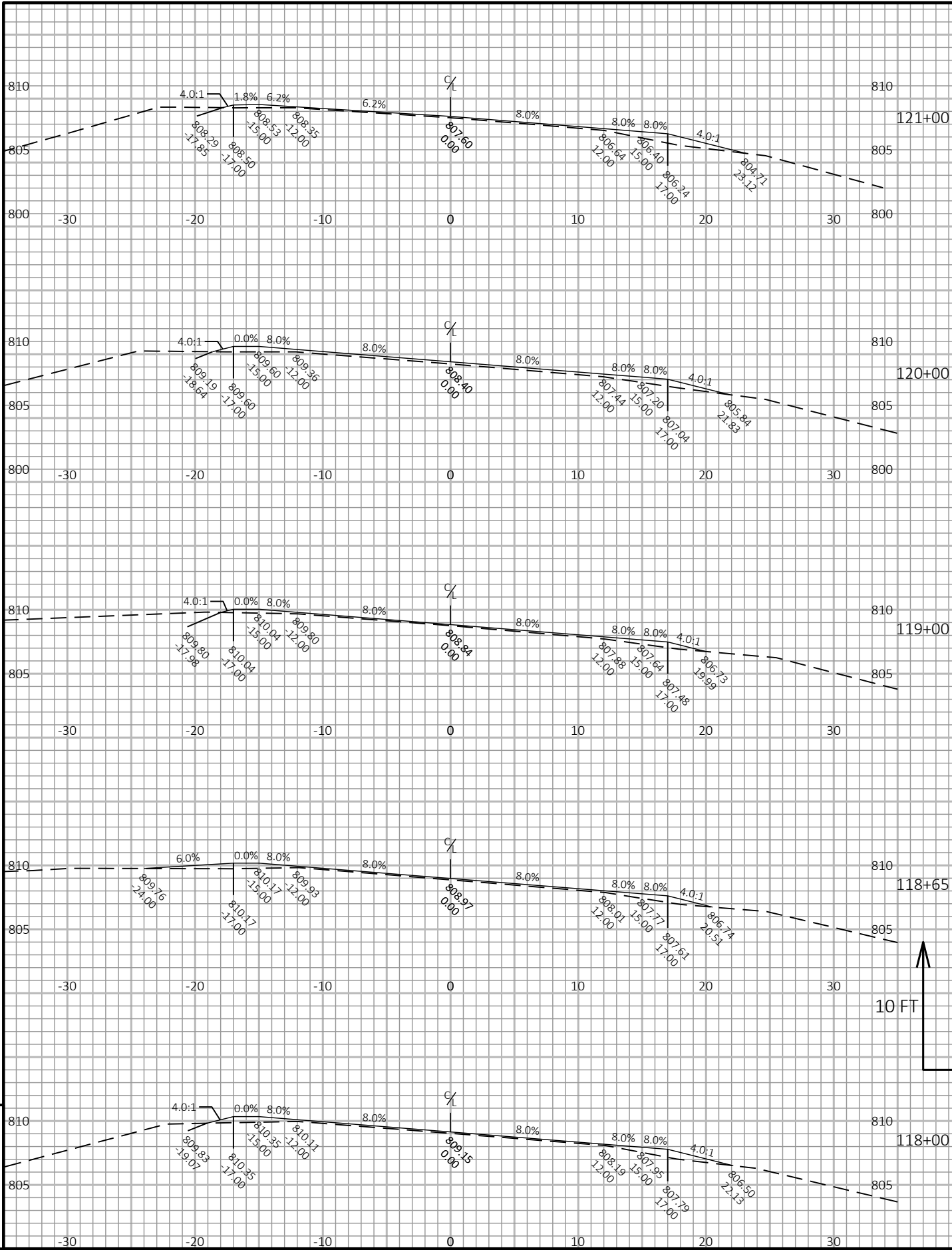
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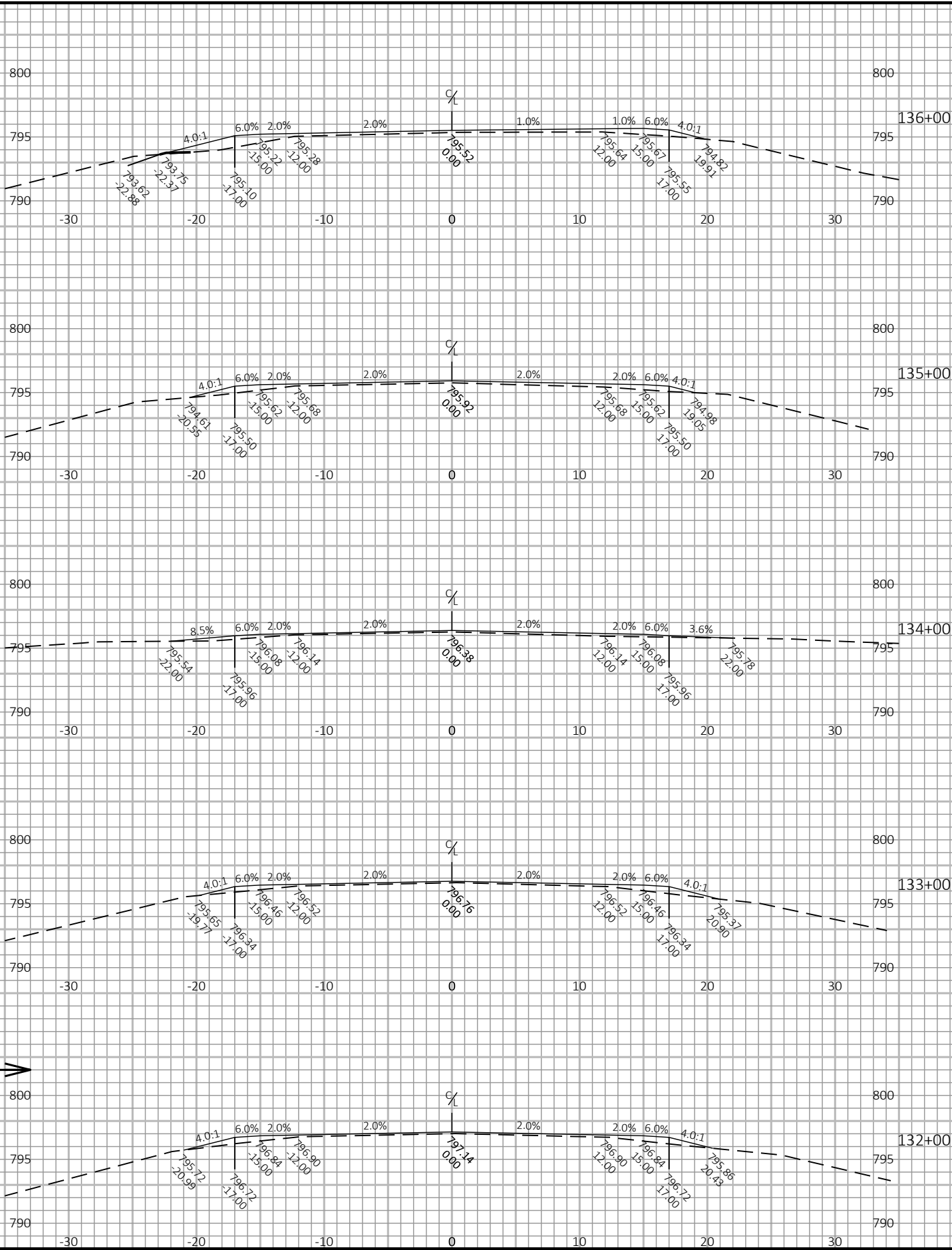
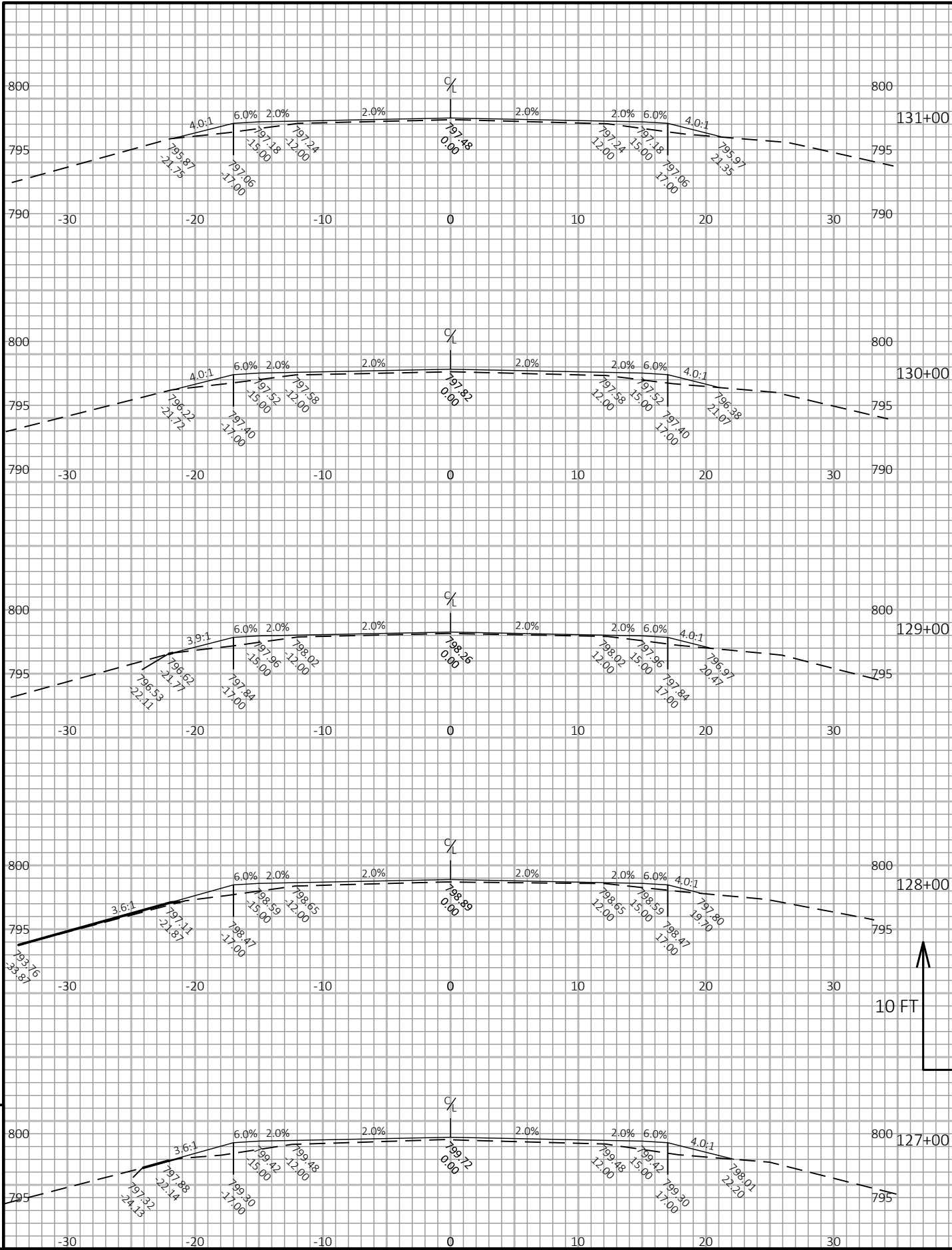
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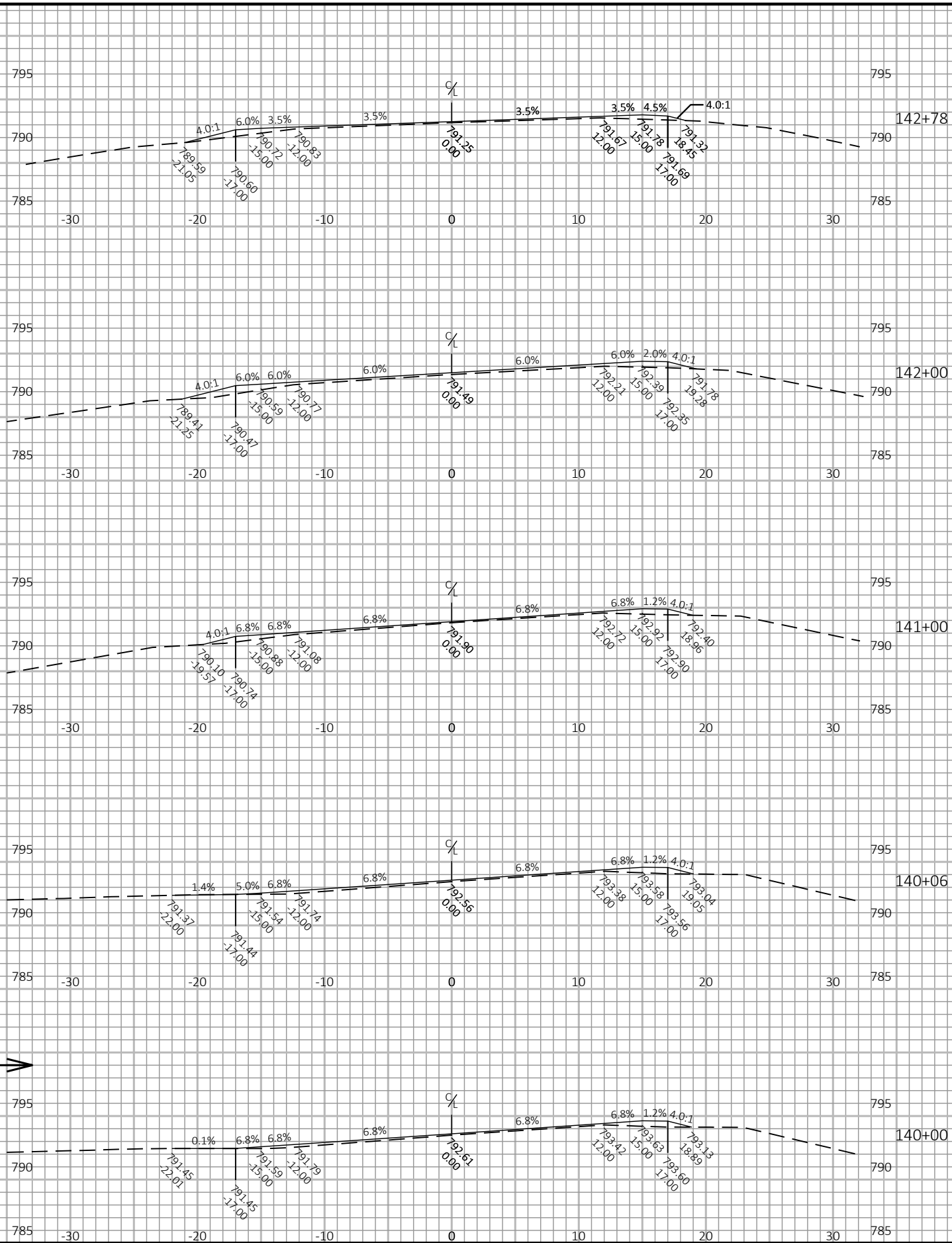
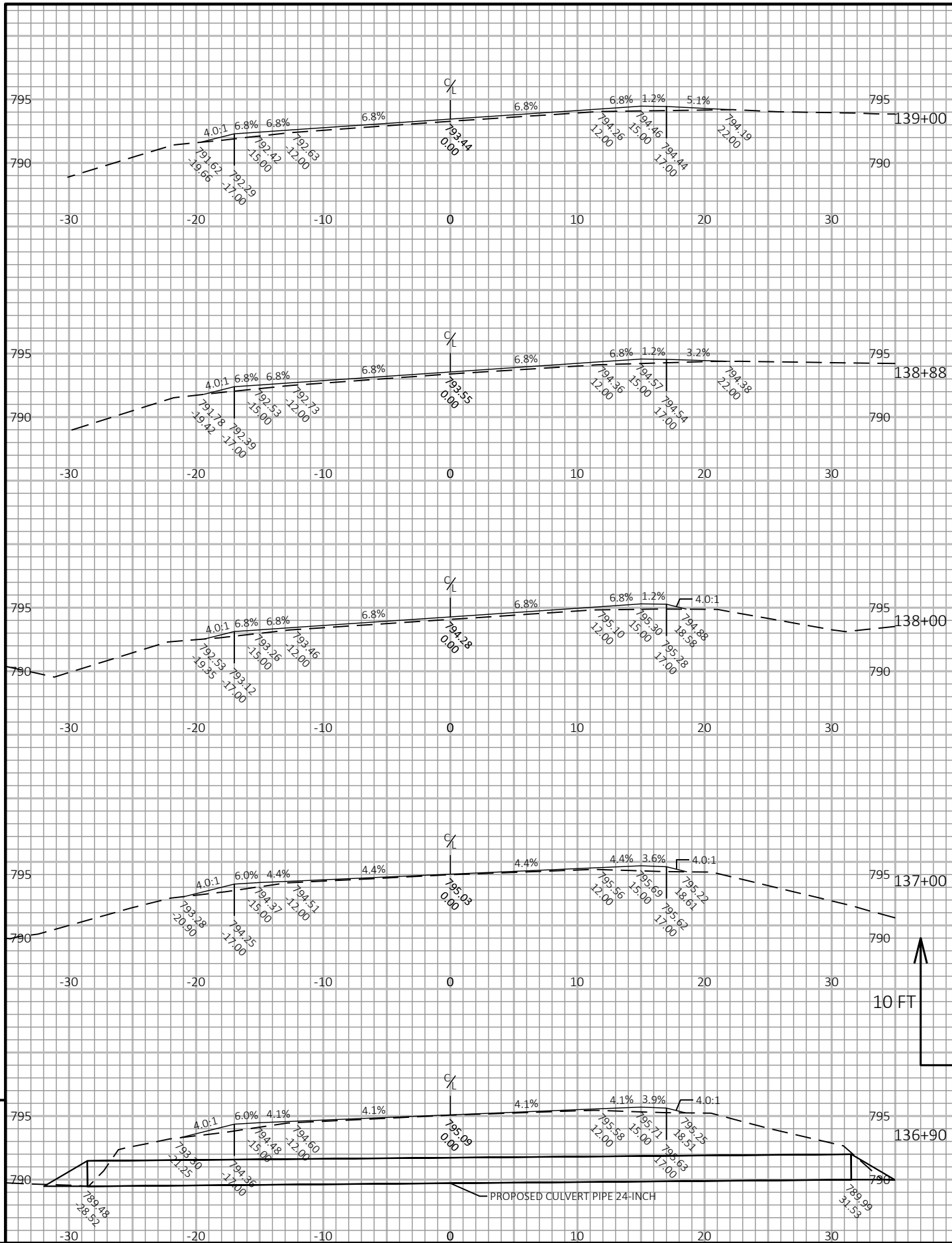
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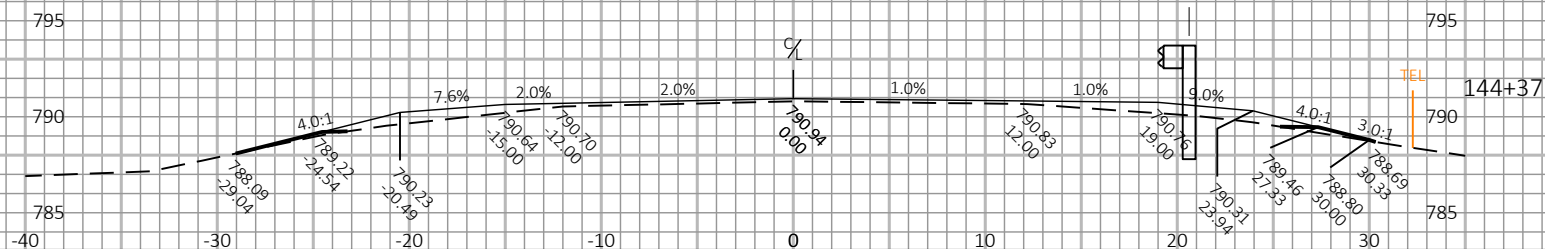
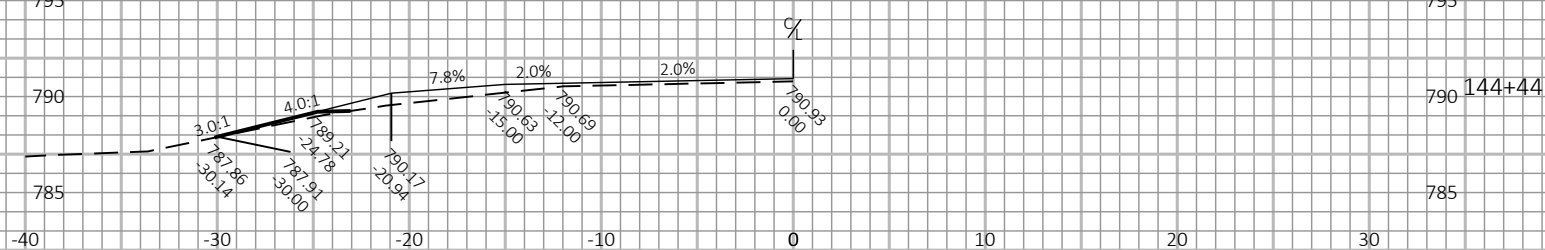
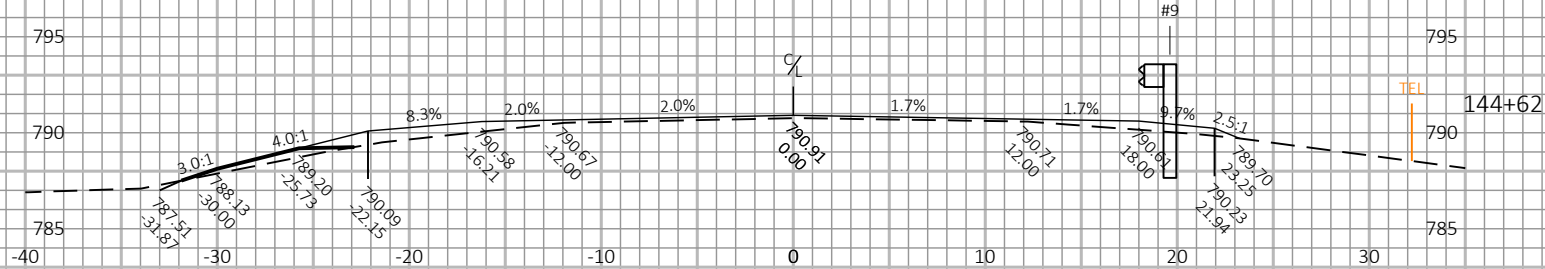
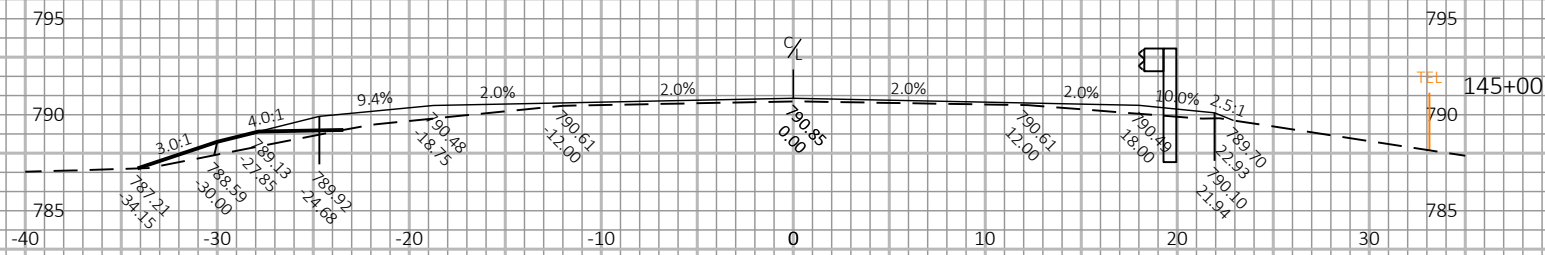
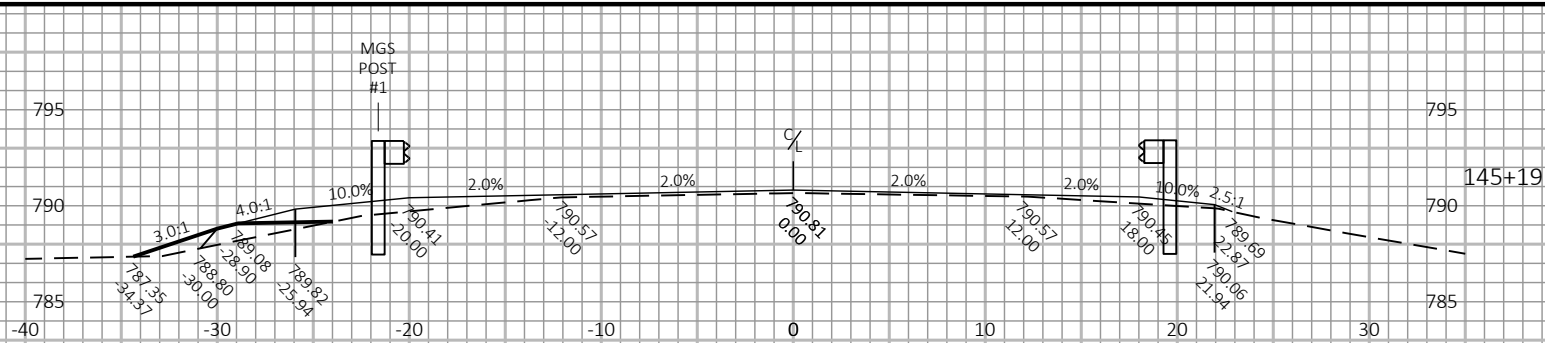
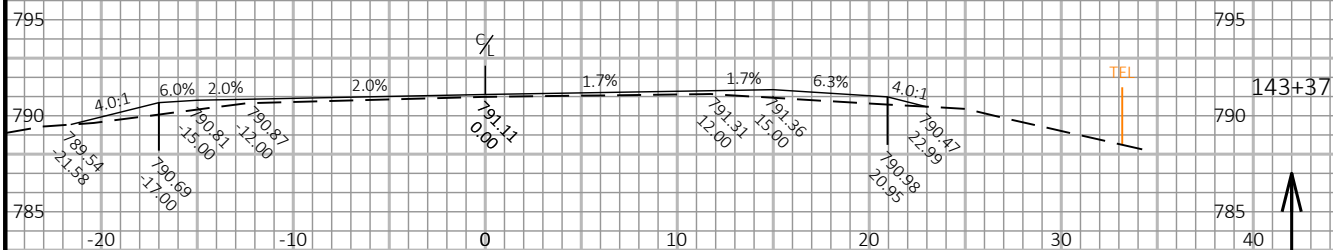
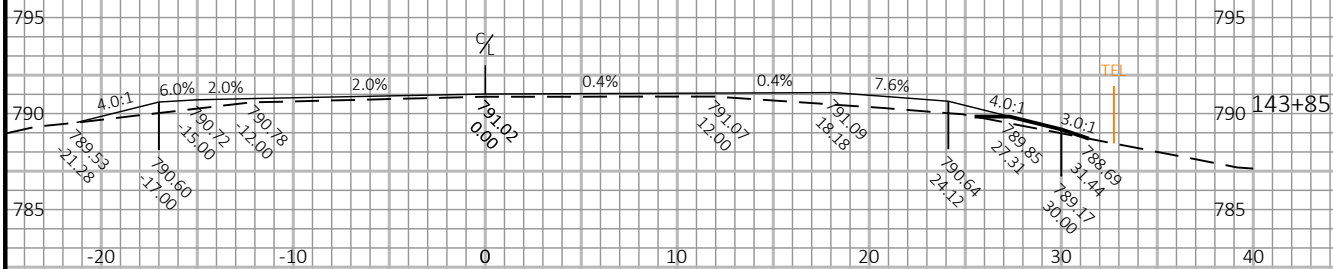
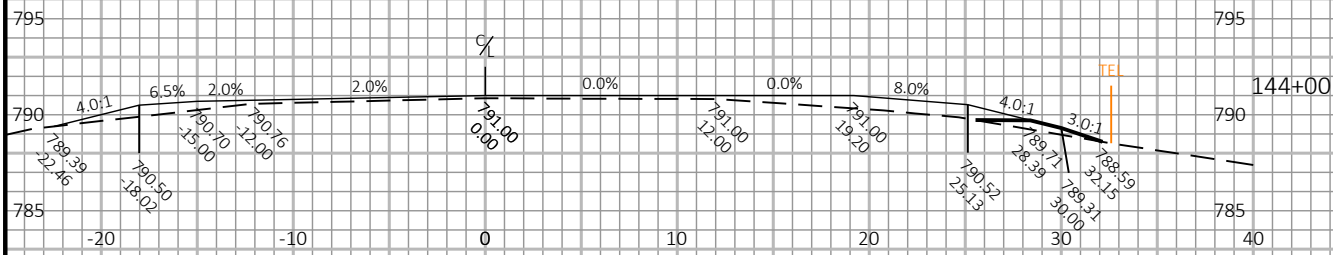
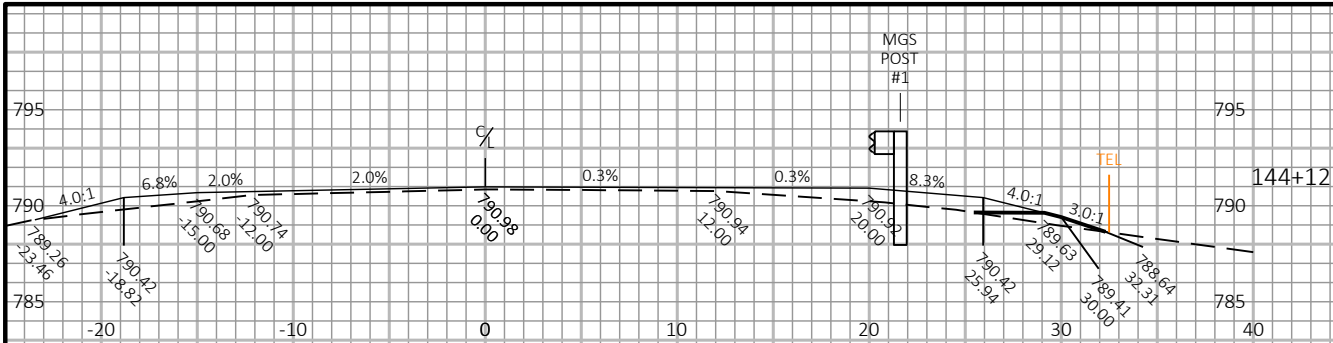
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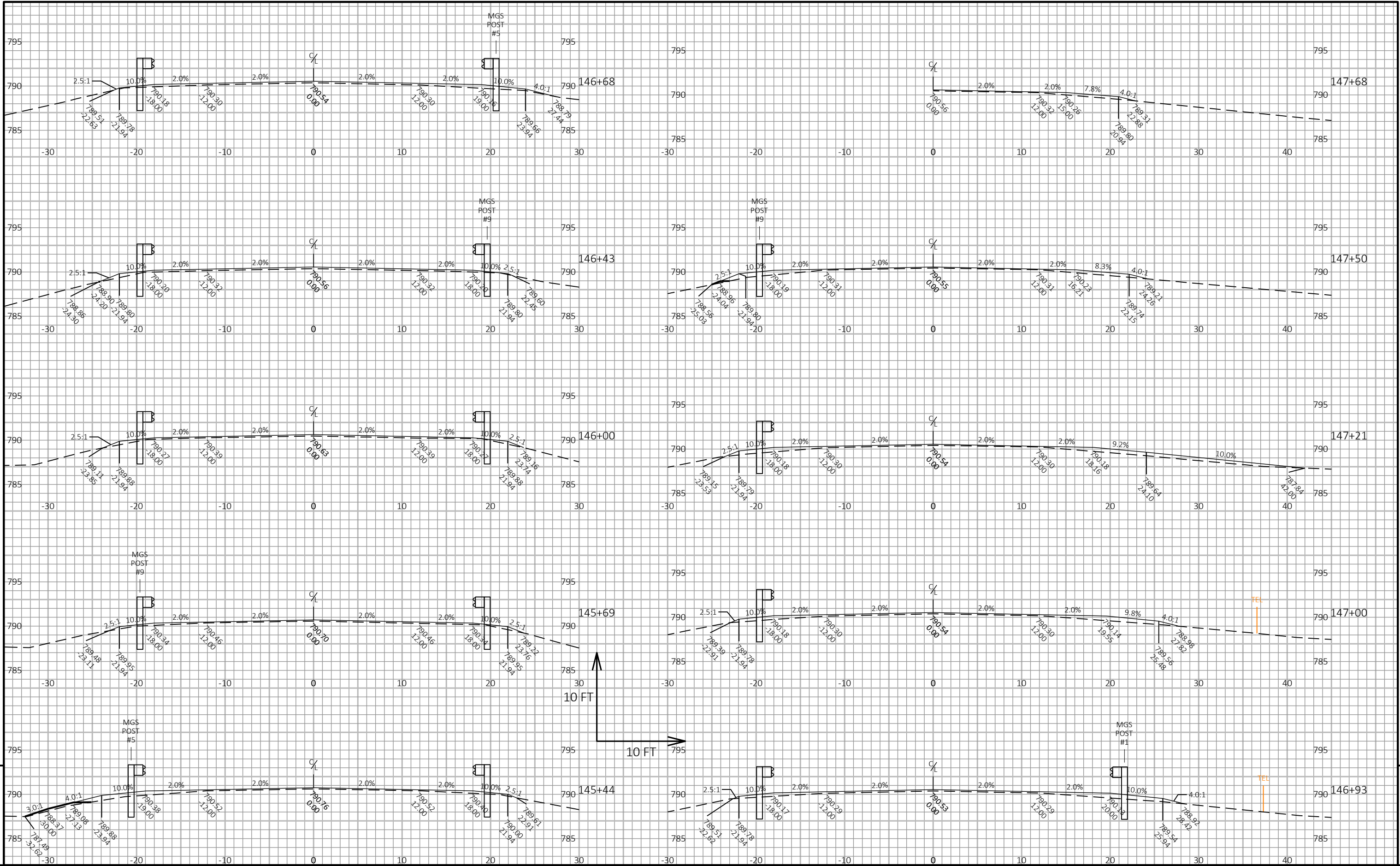




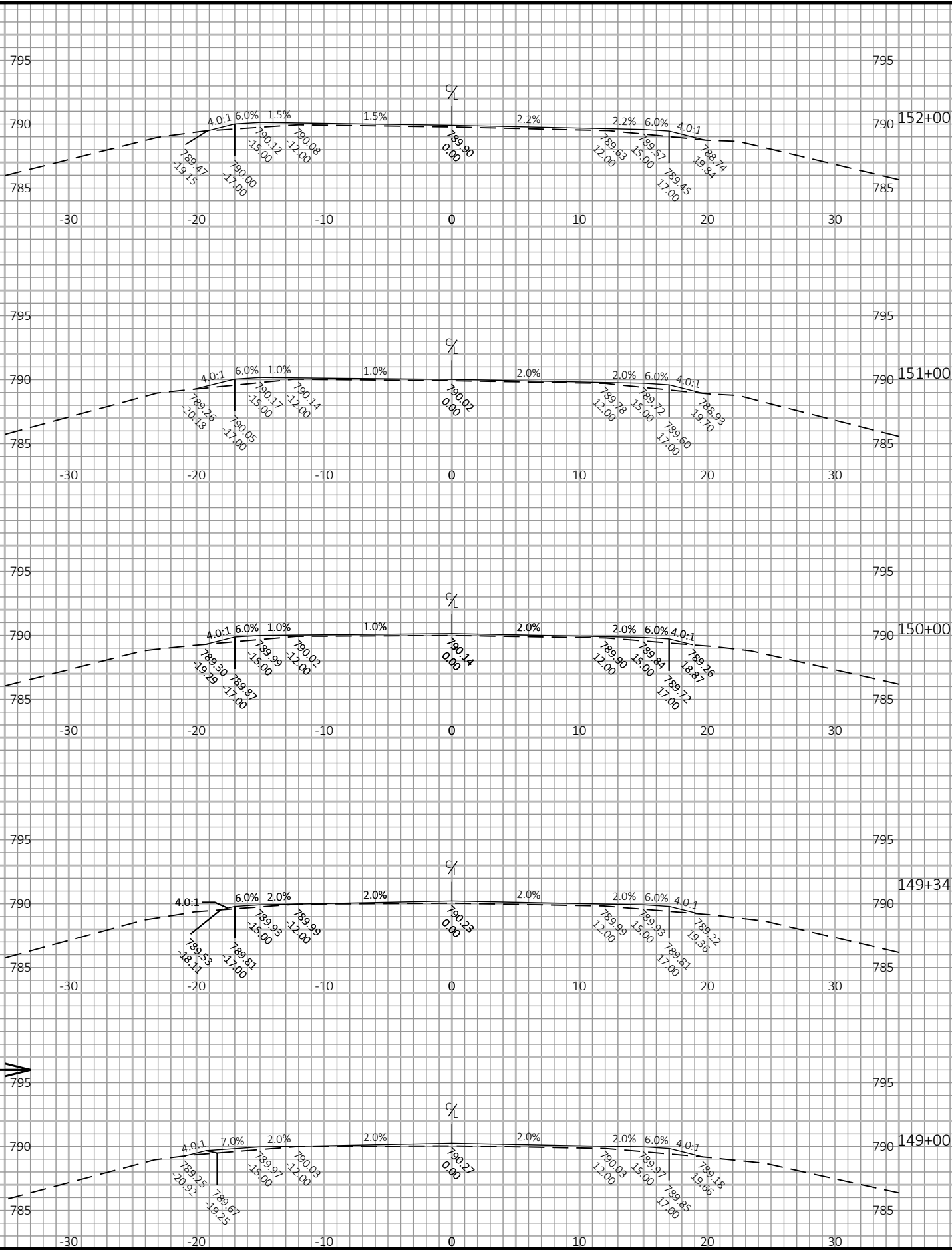
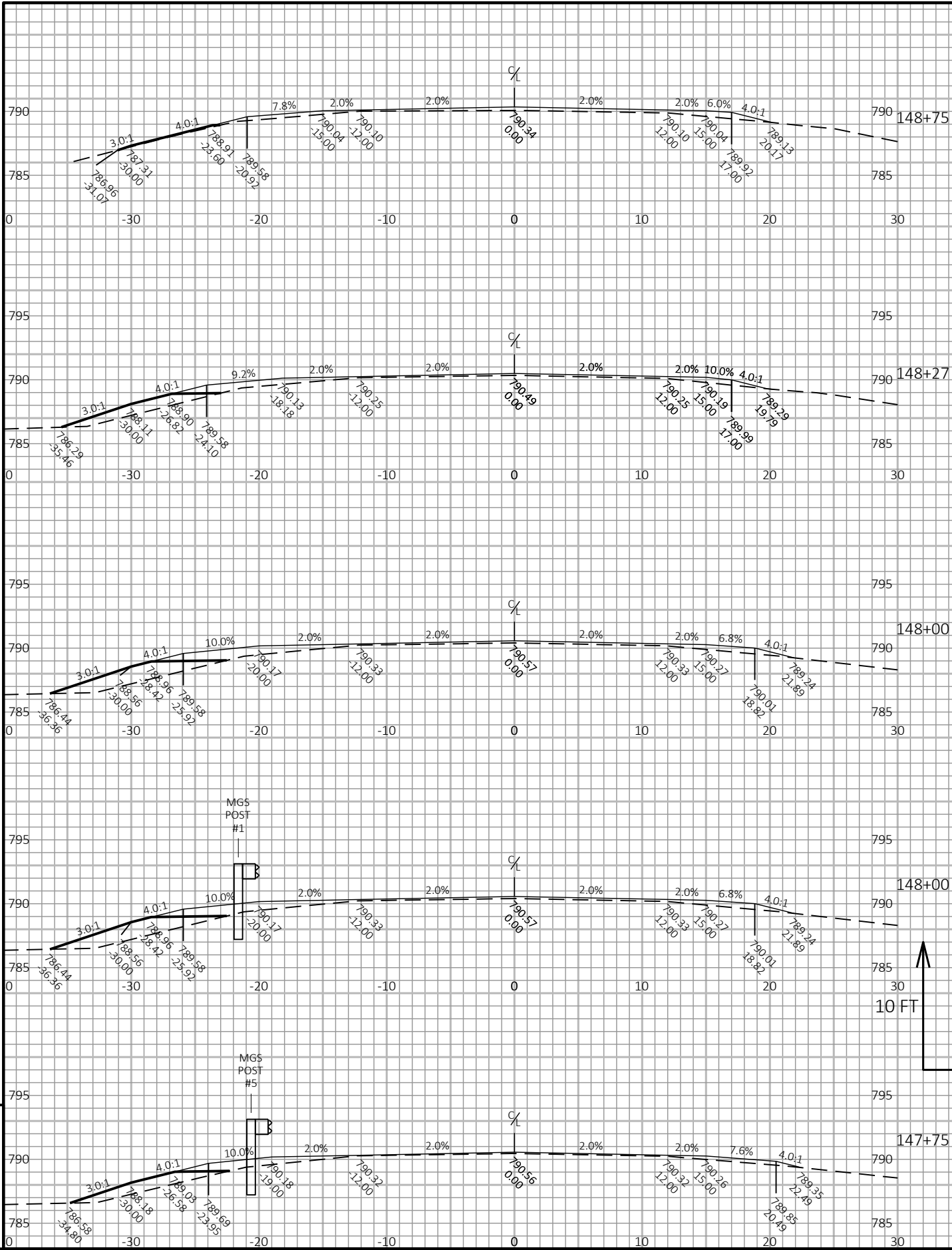
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PROJECT NO:	3576-01-70	HWY:	STH 106	COUNTY:	JEFFERSON	CROSS SECTIONS:	STH 106	SHEET	E
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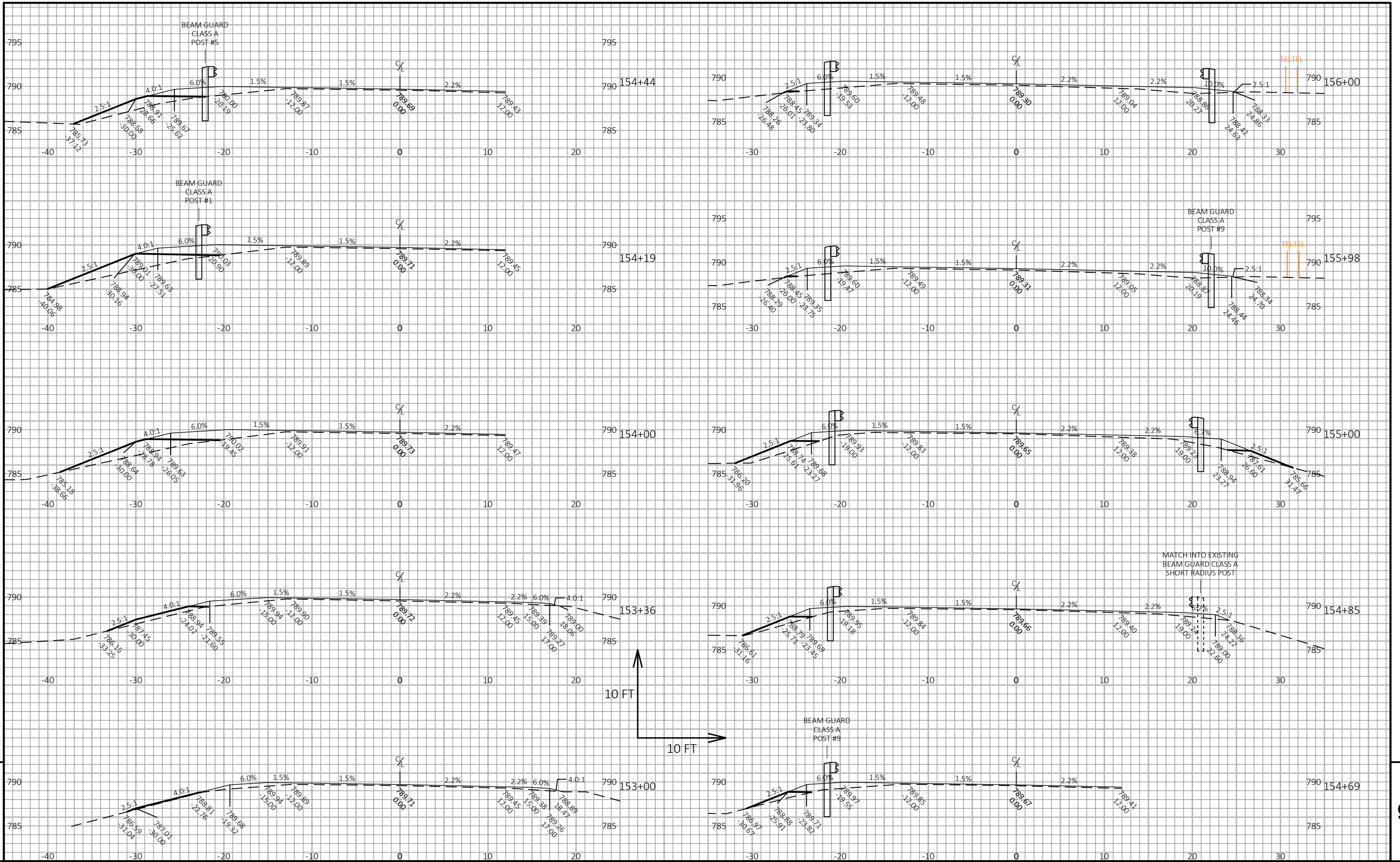
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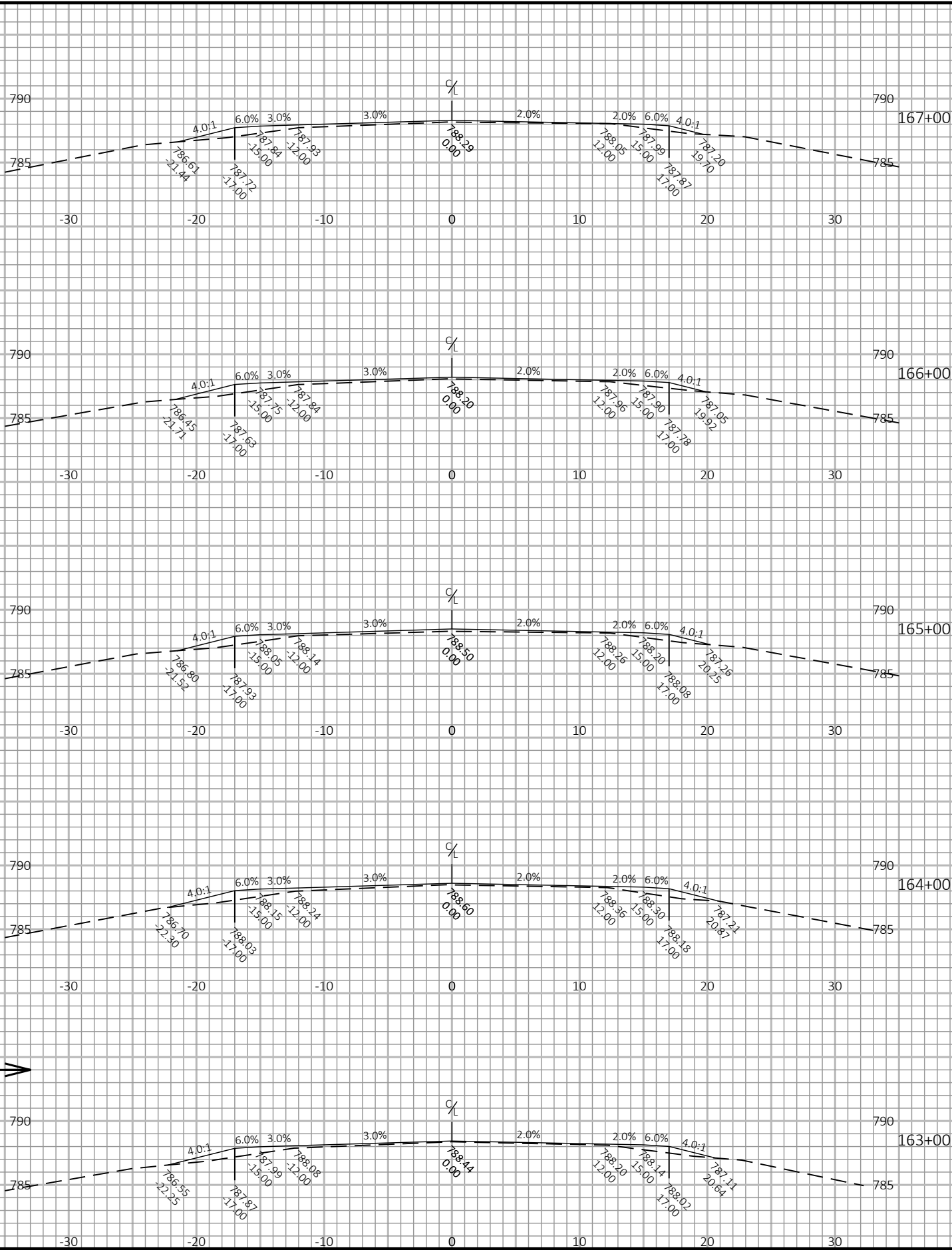
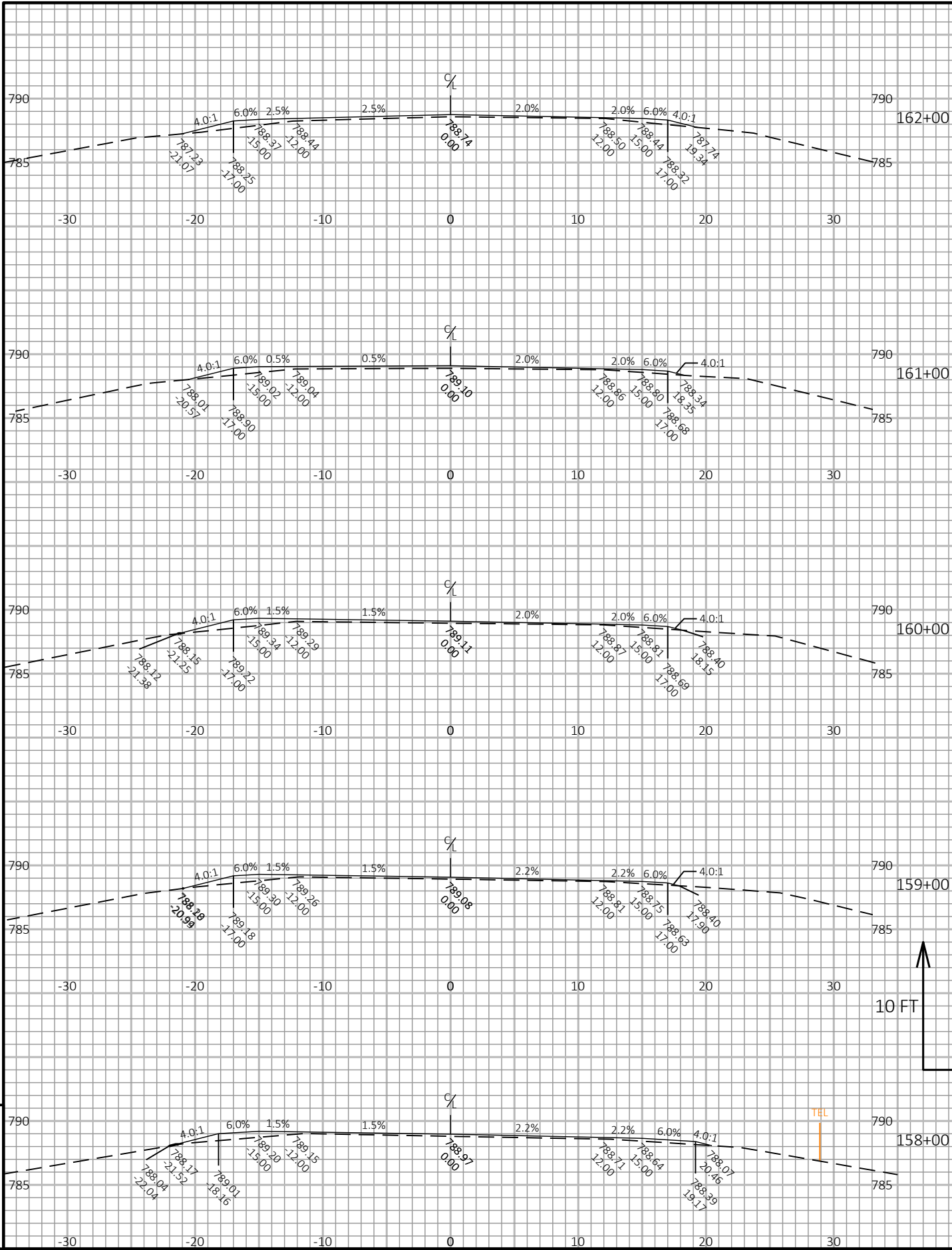


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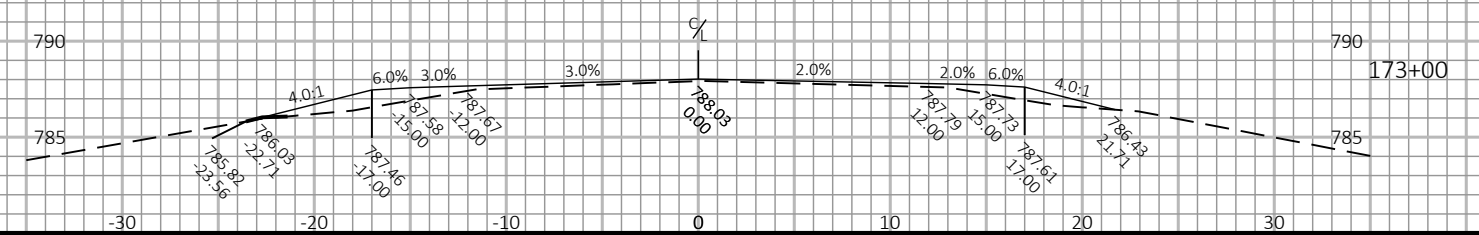
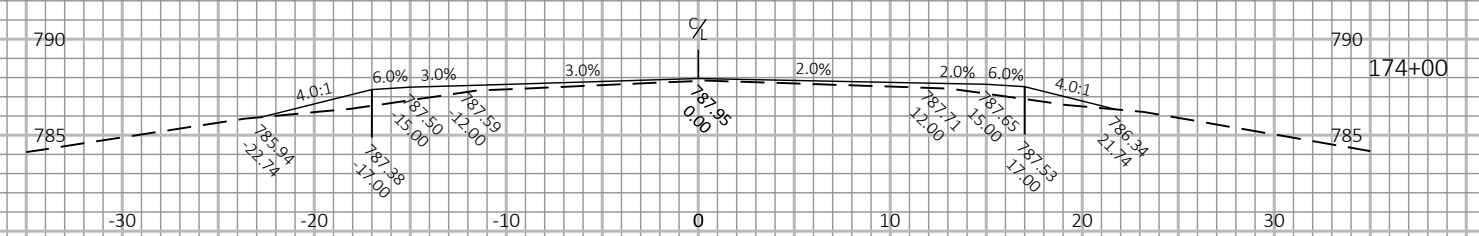
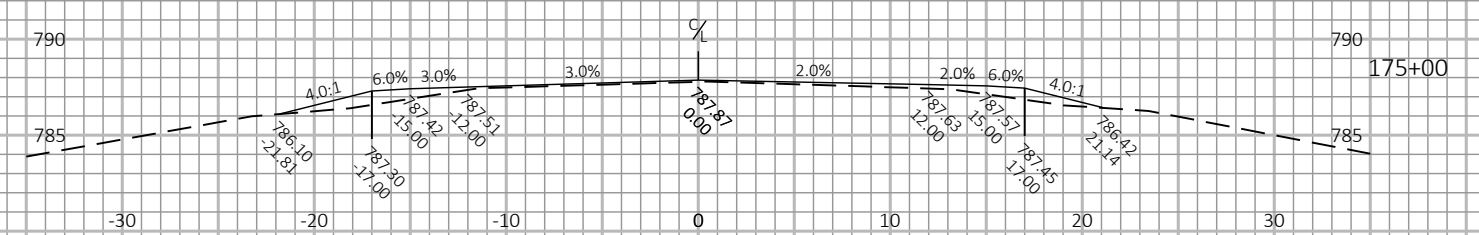
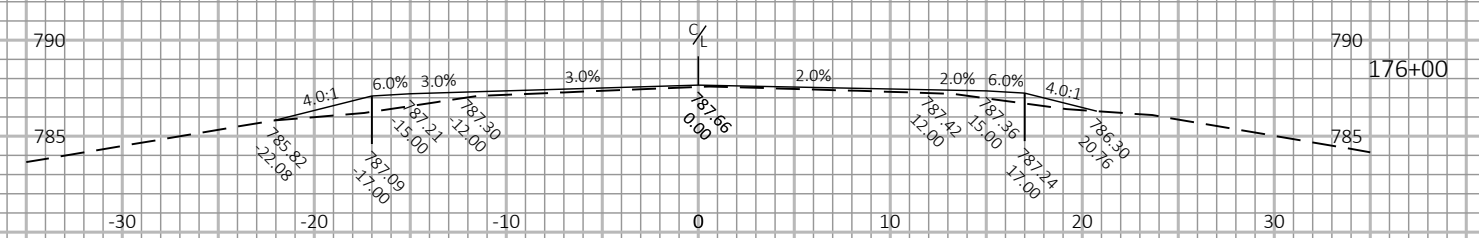
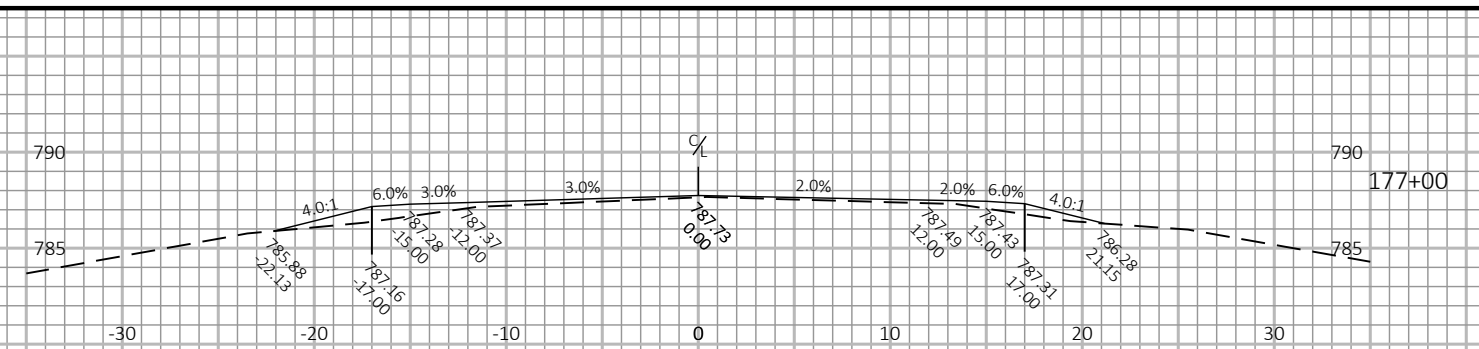
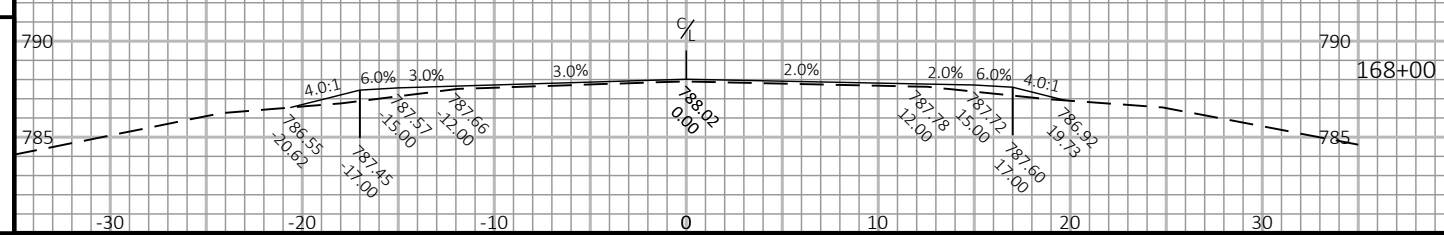
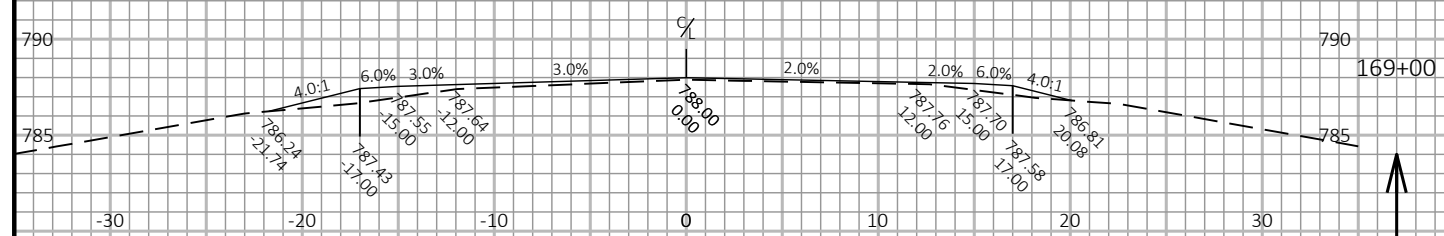
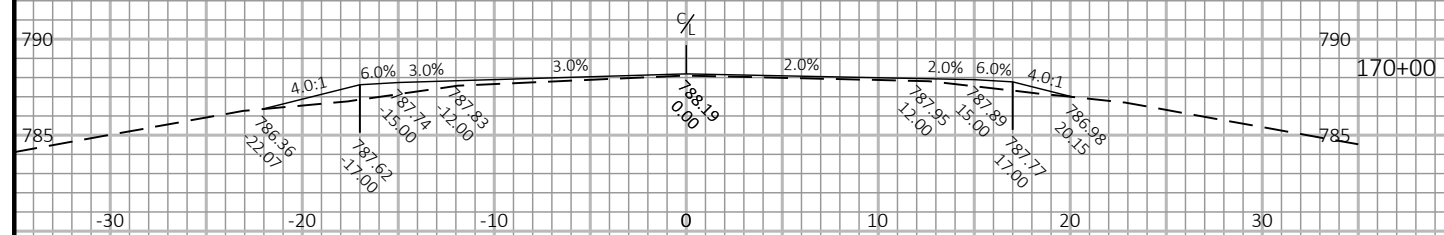
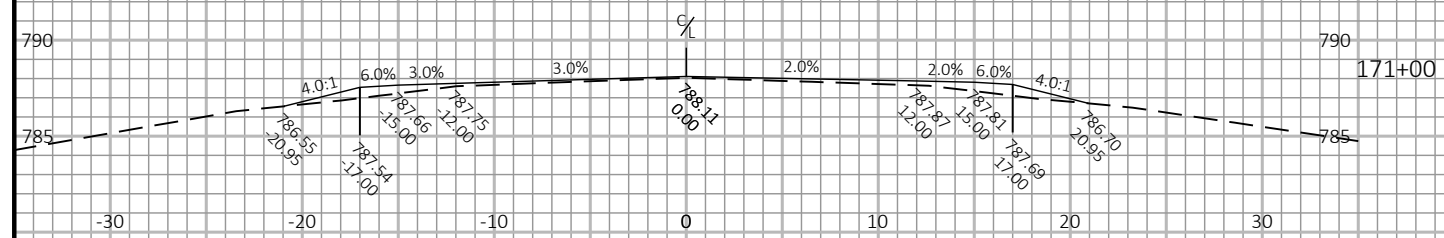
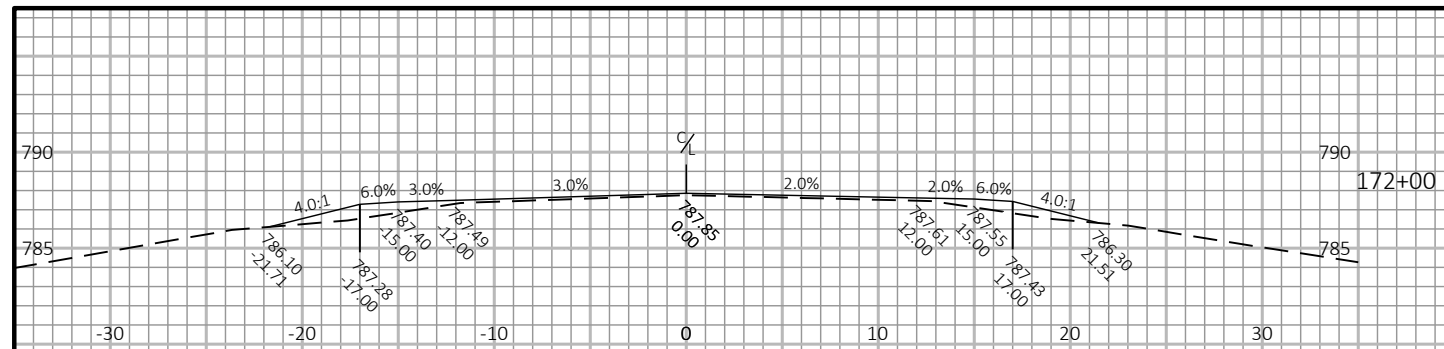




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PROJECT NO: 3576-01-70	HWY: STH 106	COUNTY: JEFFERSON	CROSS SECTIONS: STH 106	SHEET E
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10 FT

PROJECT NO:	3576-01-70
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HWY: STH 106

COUNTY: JEFFERSON

CROSS SECTIONS: STH 106

SHEET

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LAYOUT NAME - 23

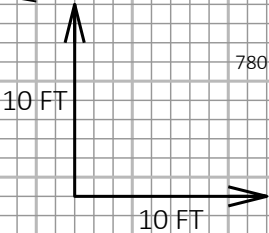
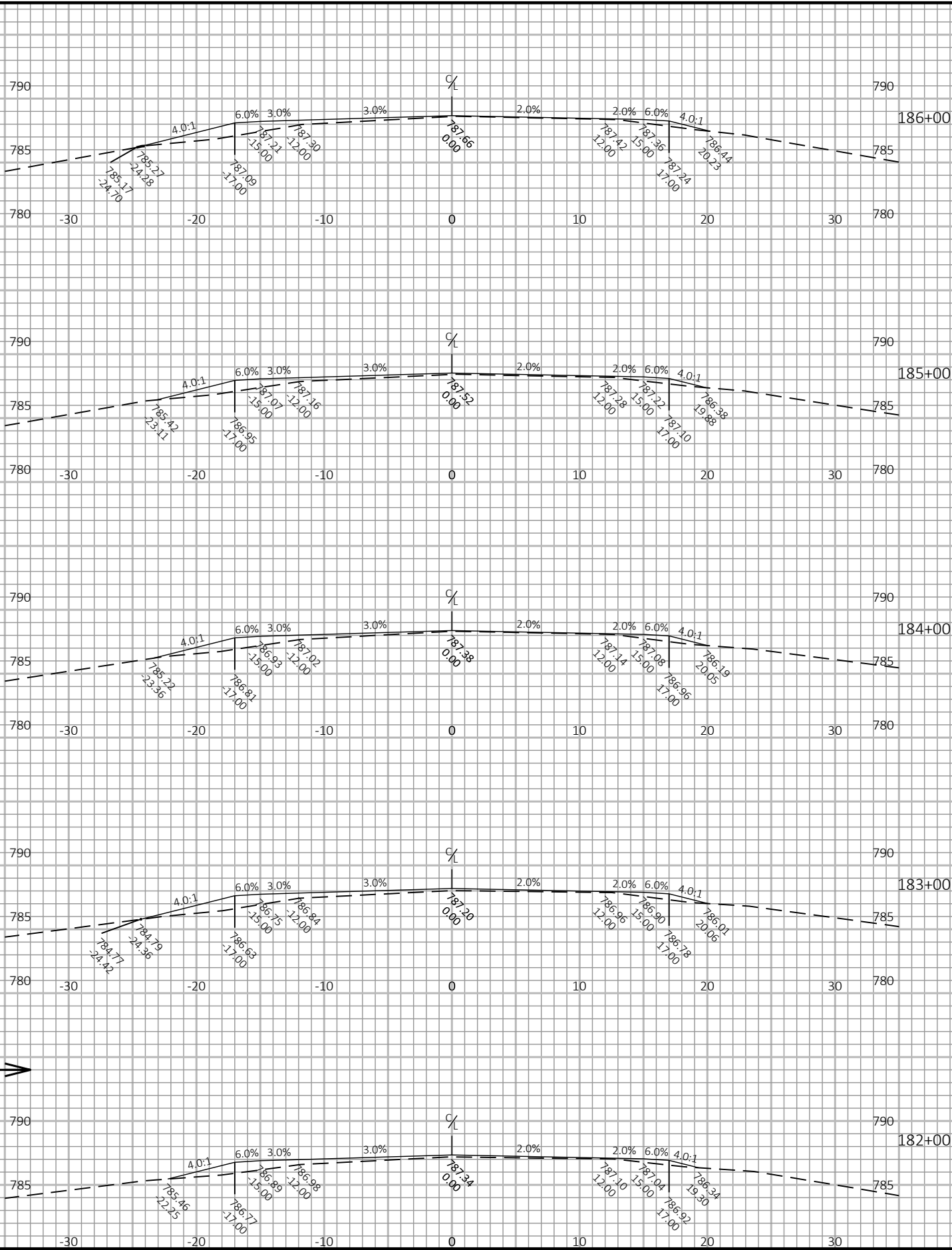
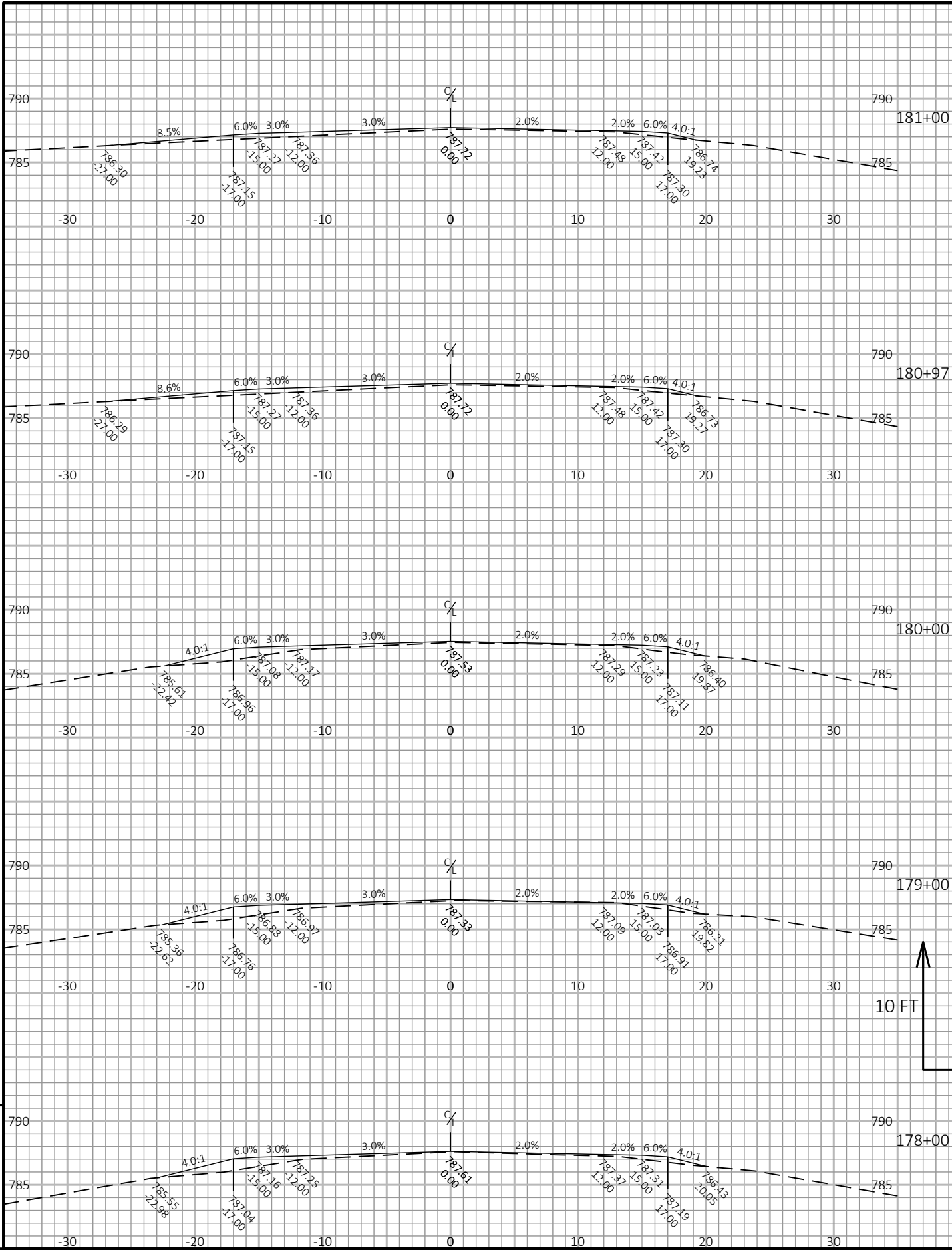
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PLOT BY : DEYMARCOS, TIJLER JO

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



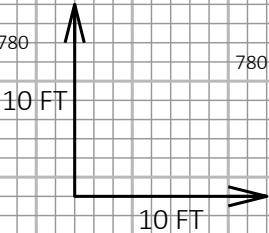
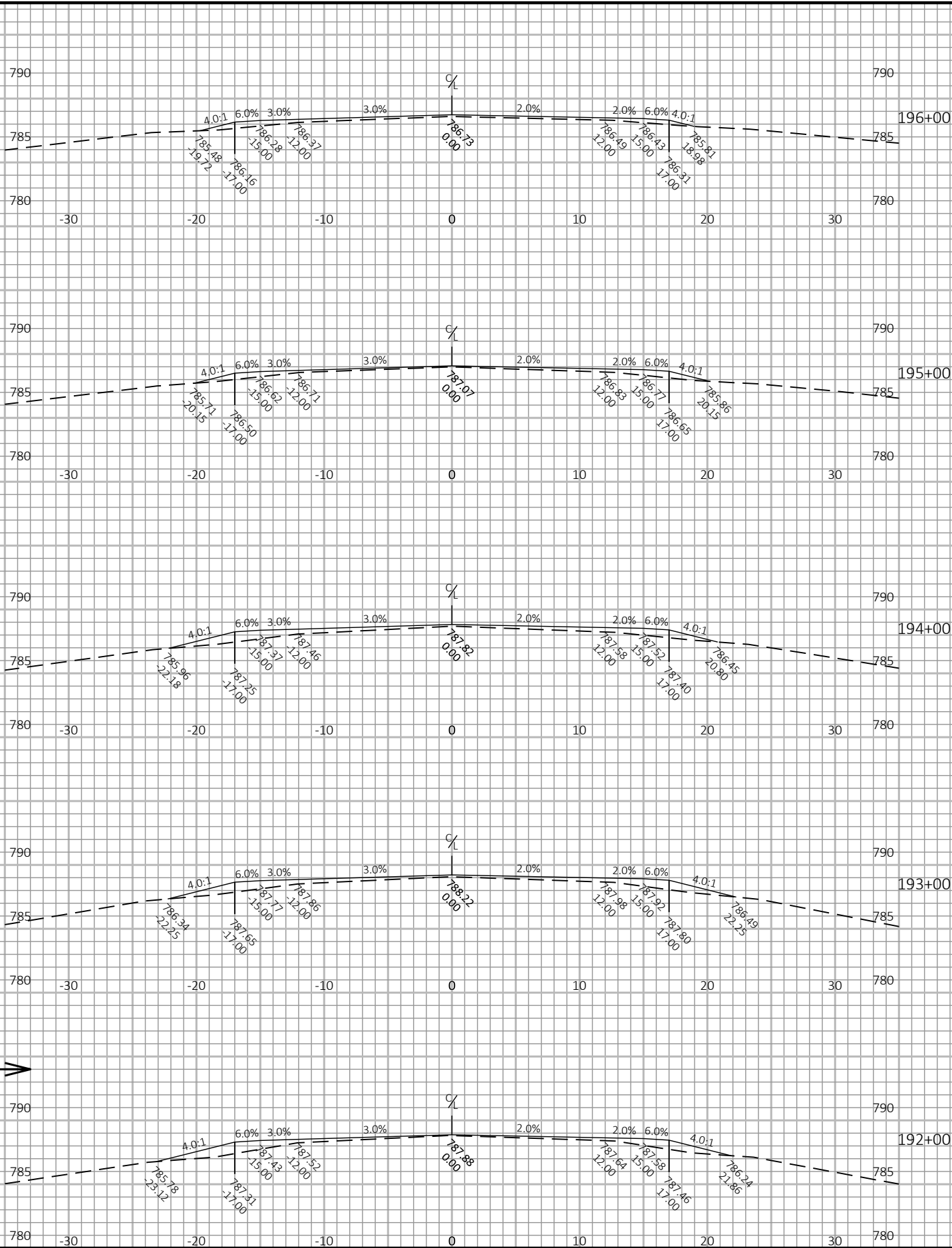
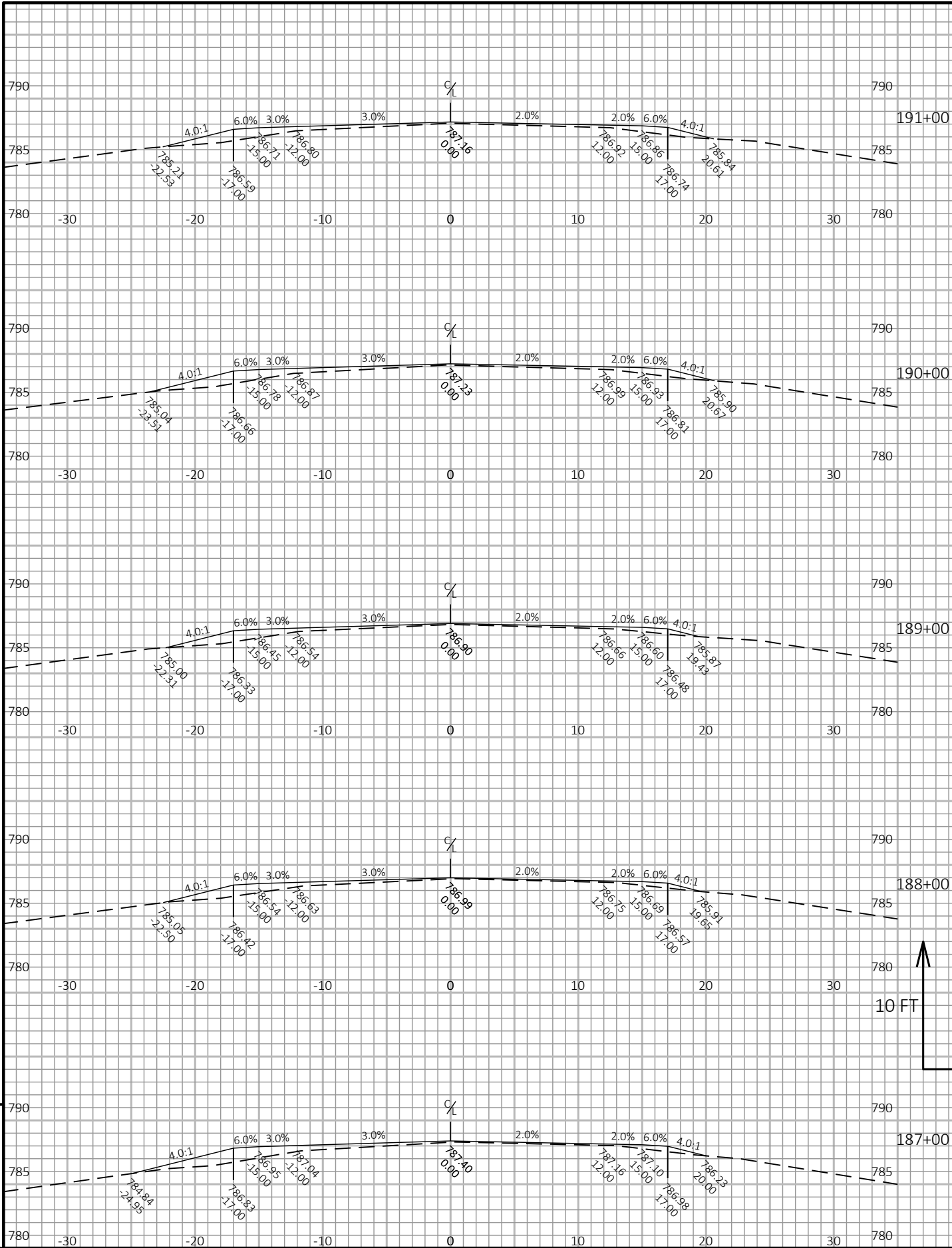
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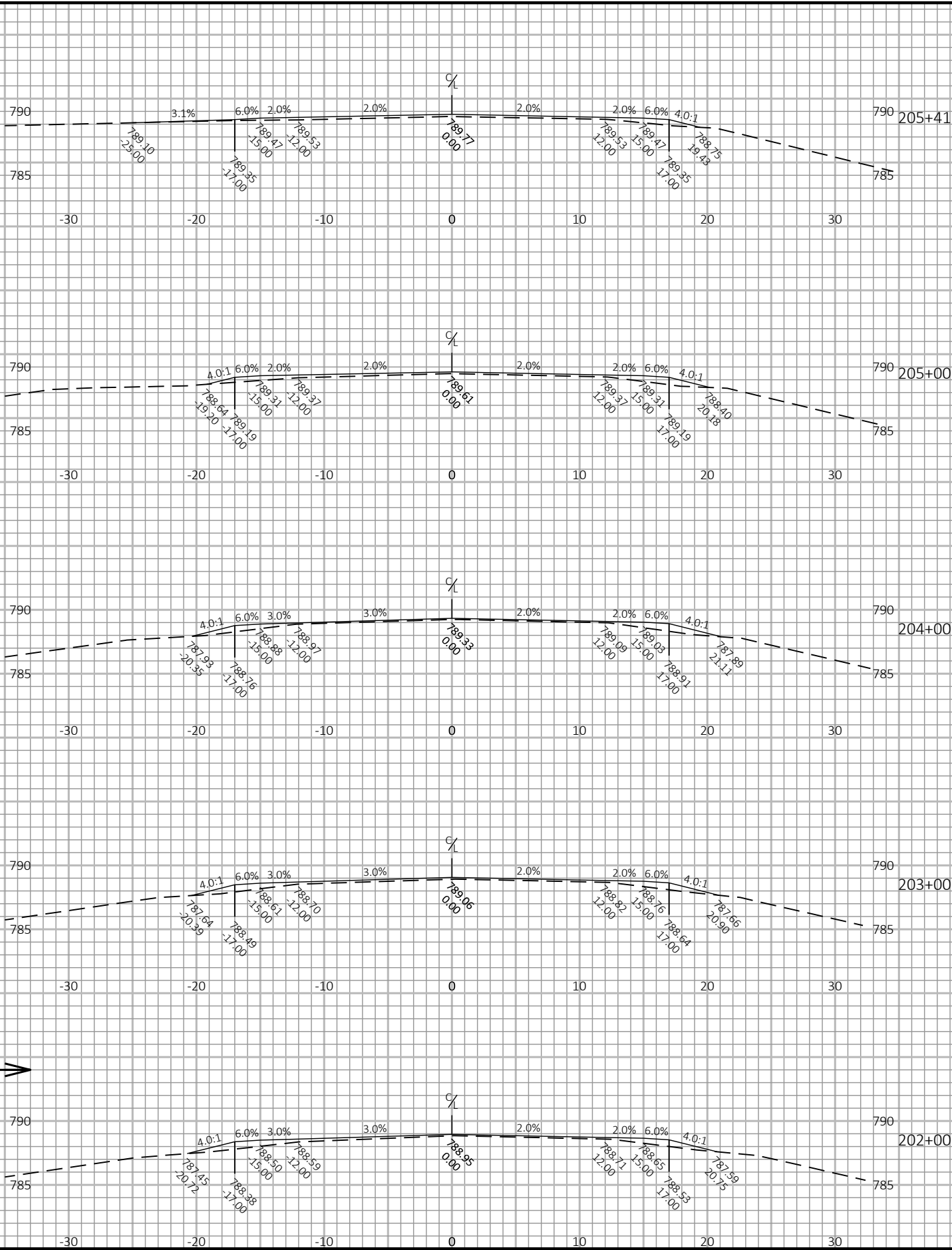
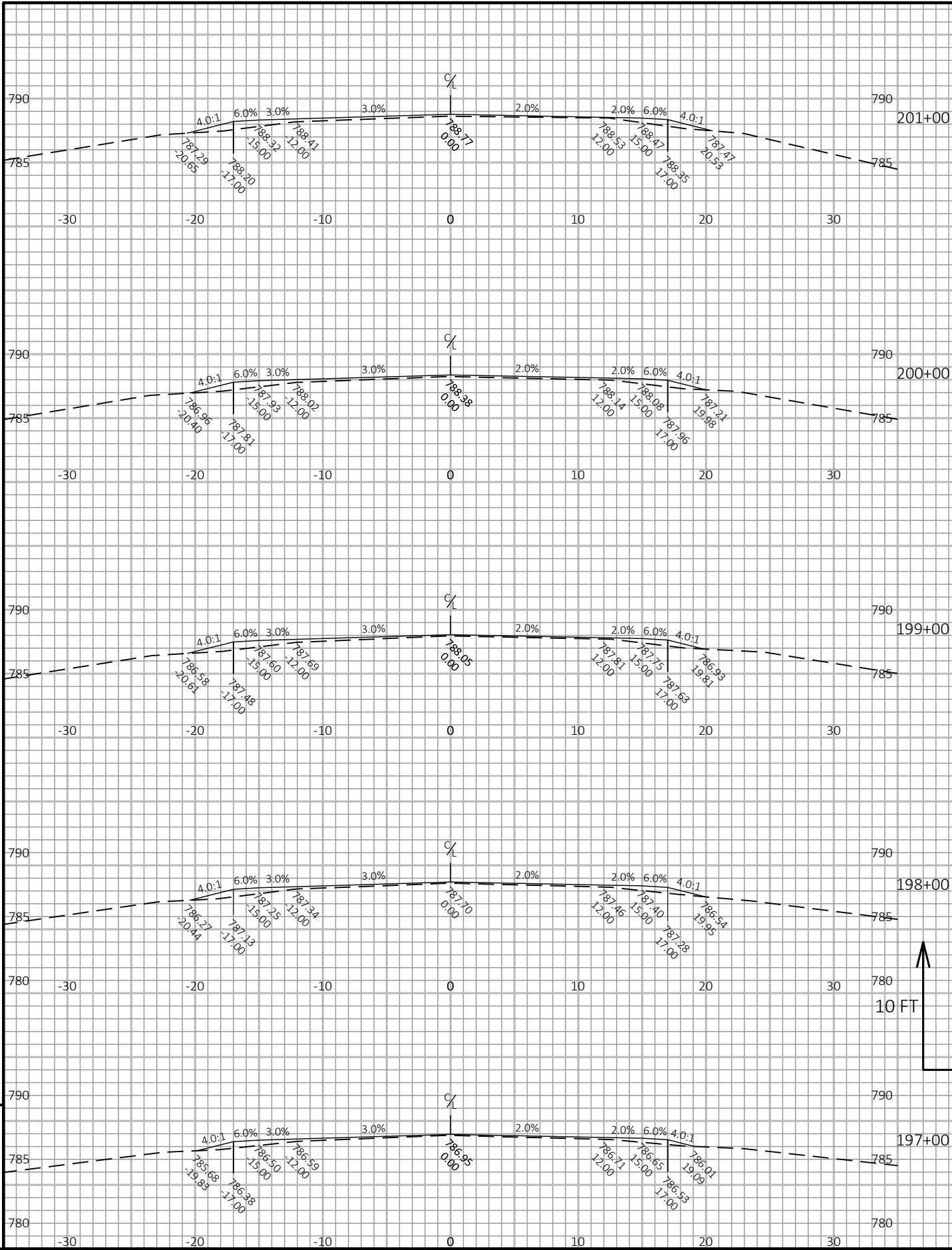
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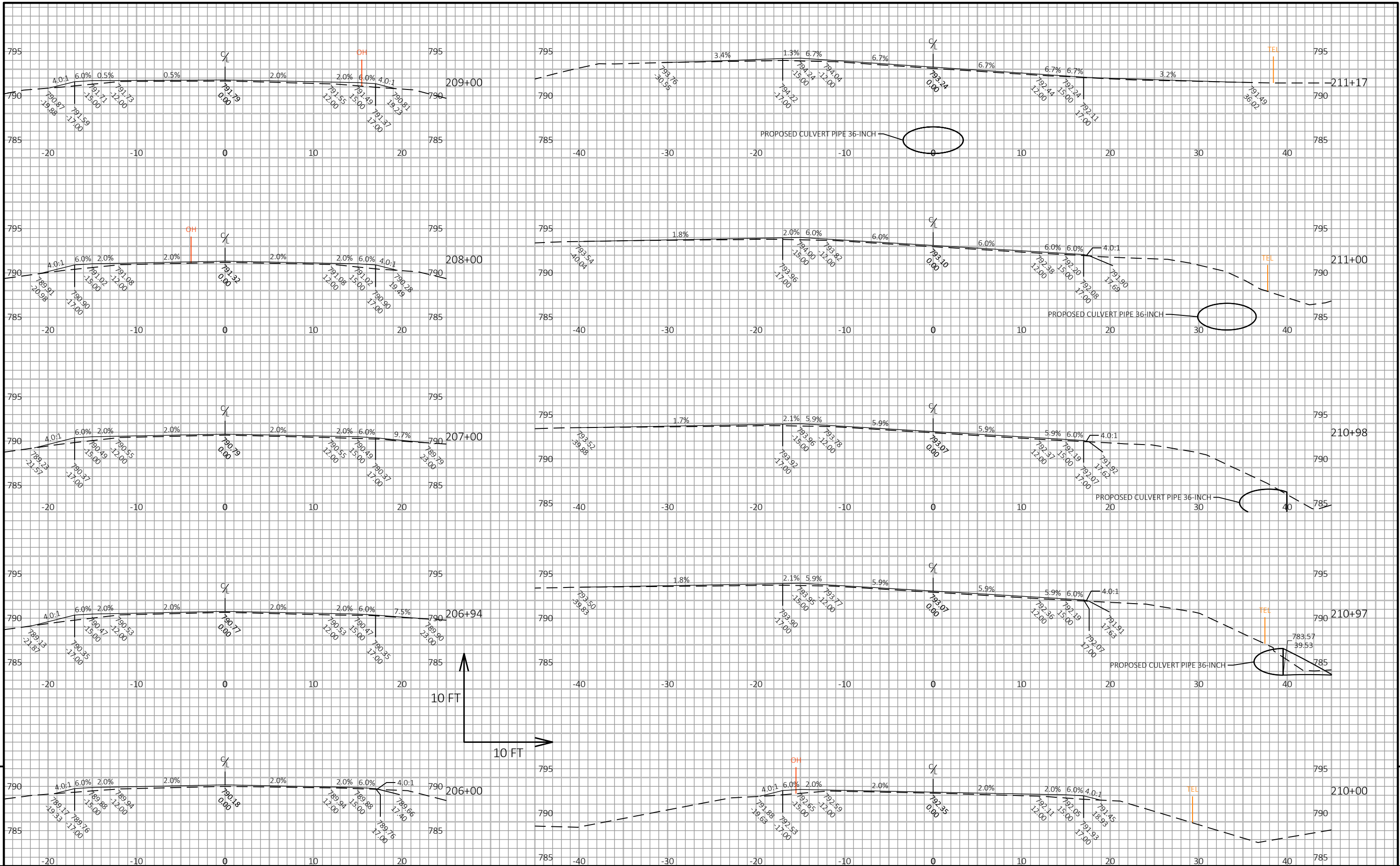
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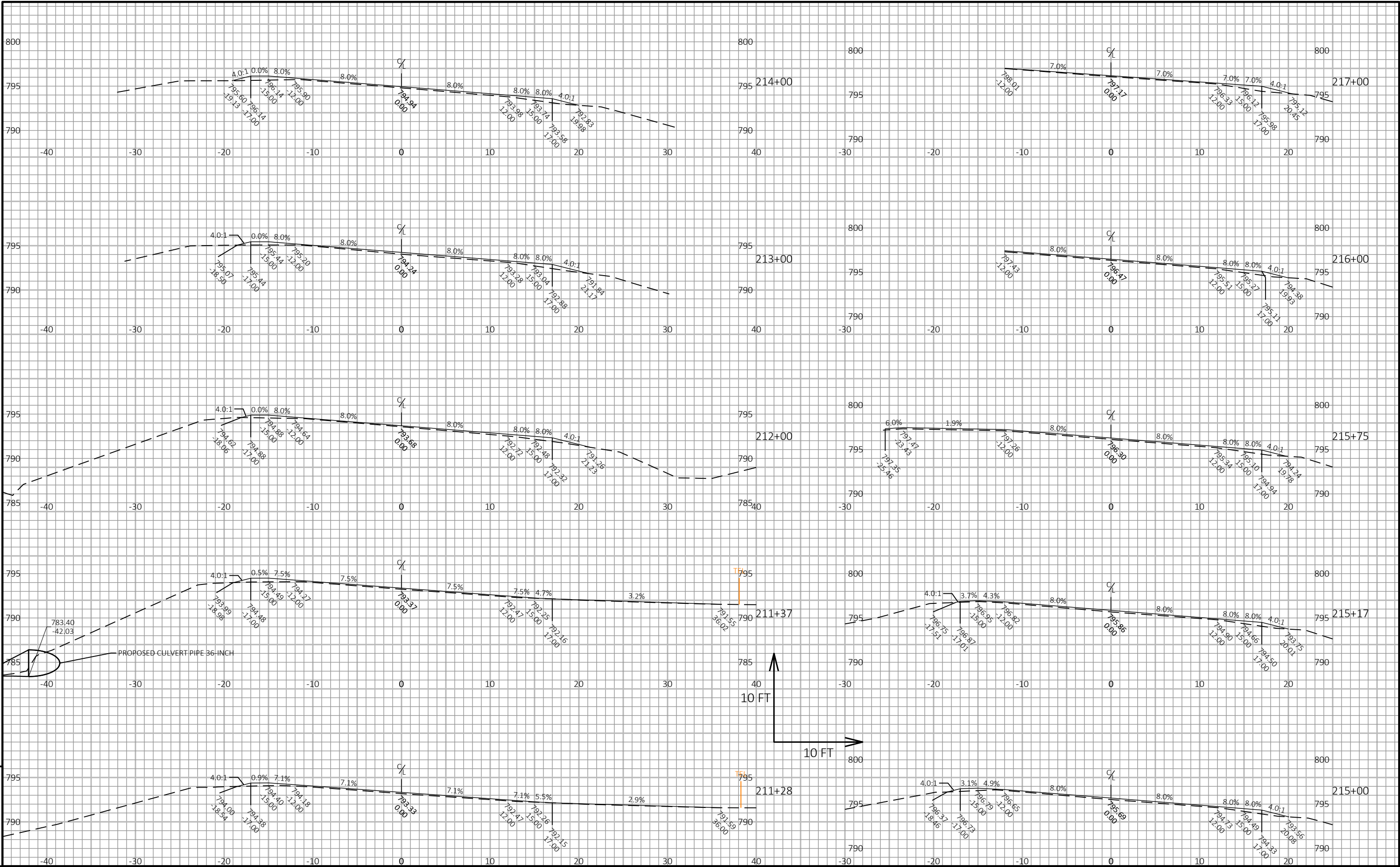
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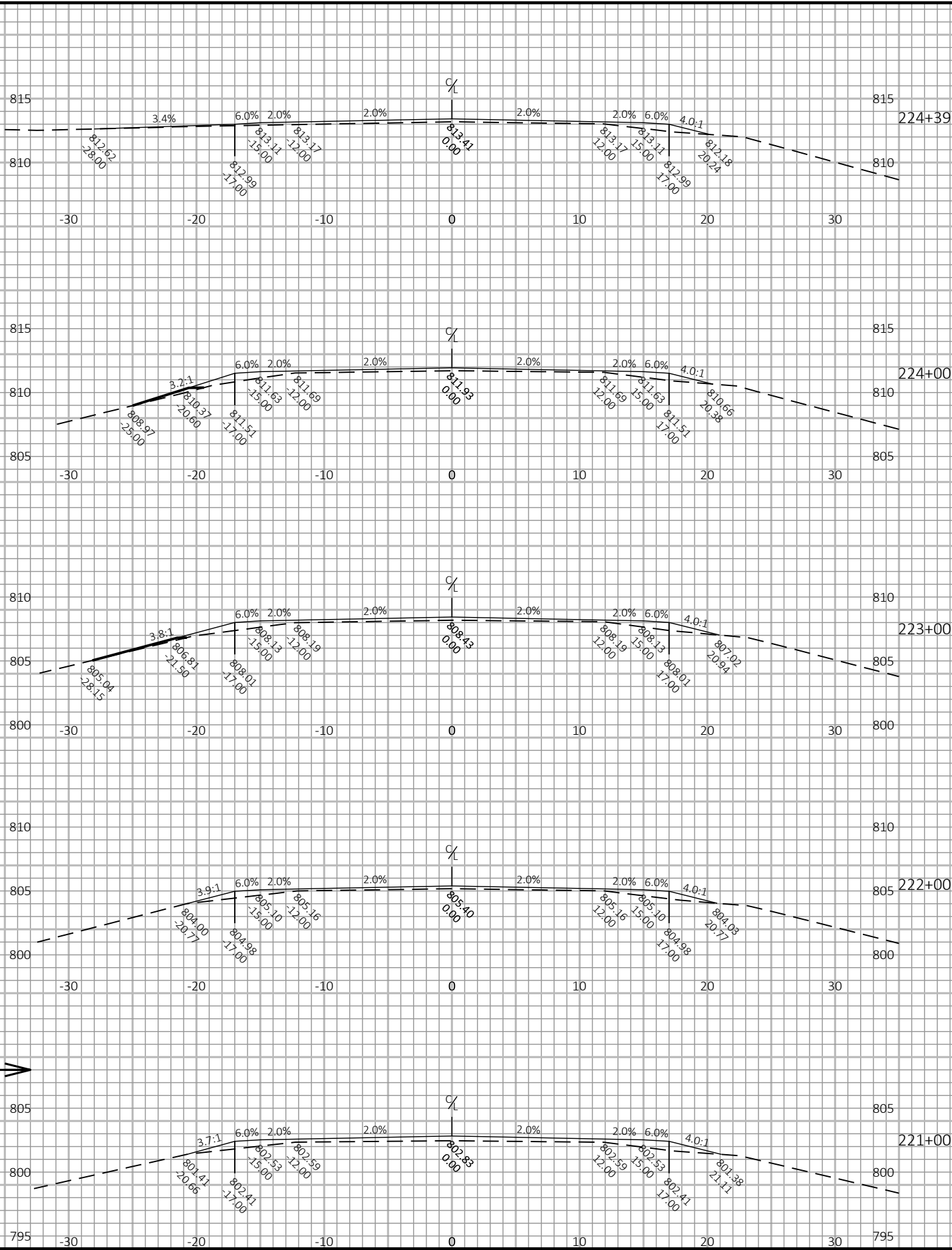
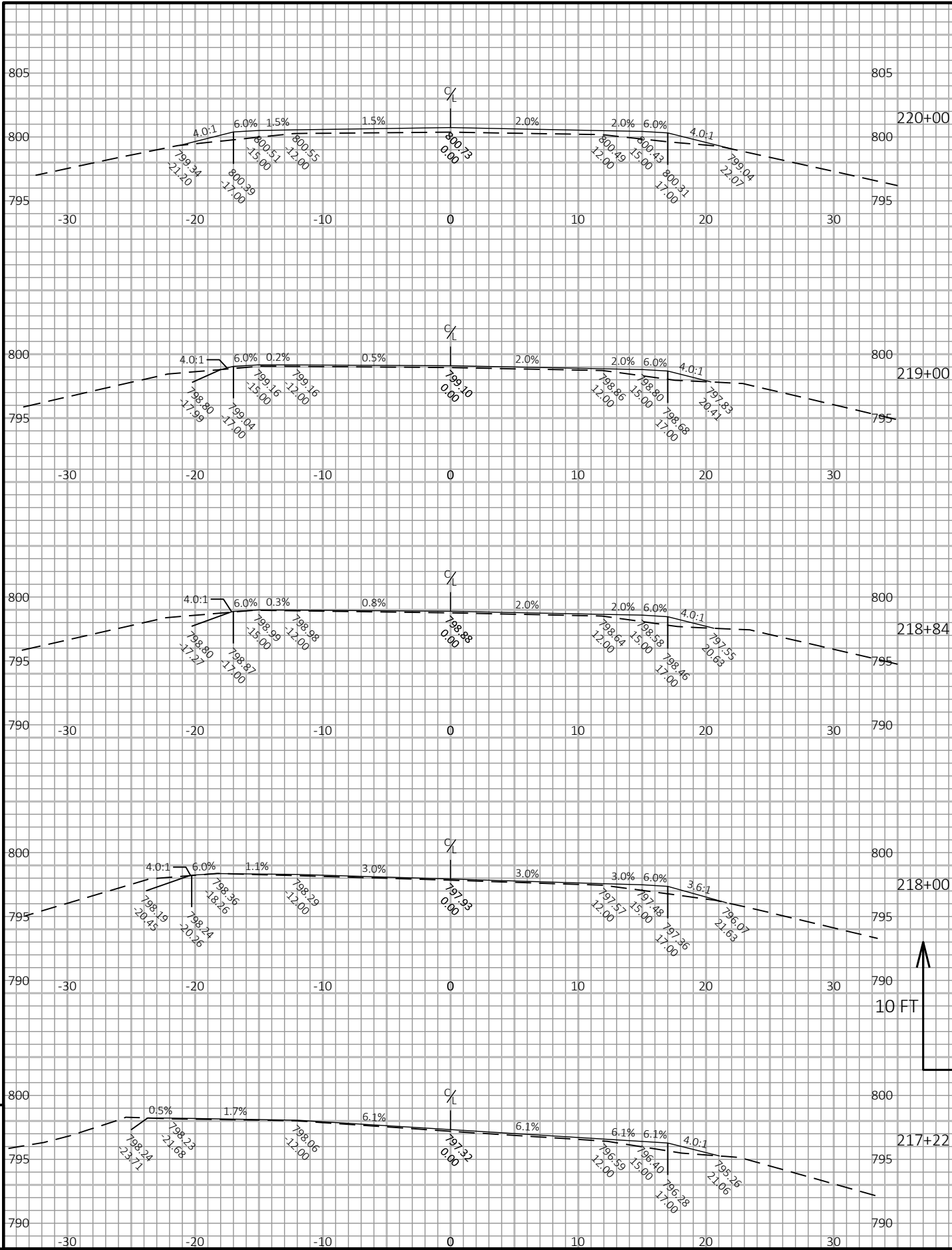


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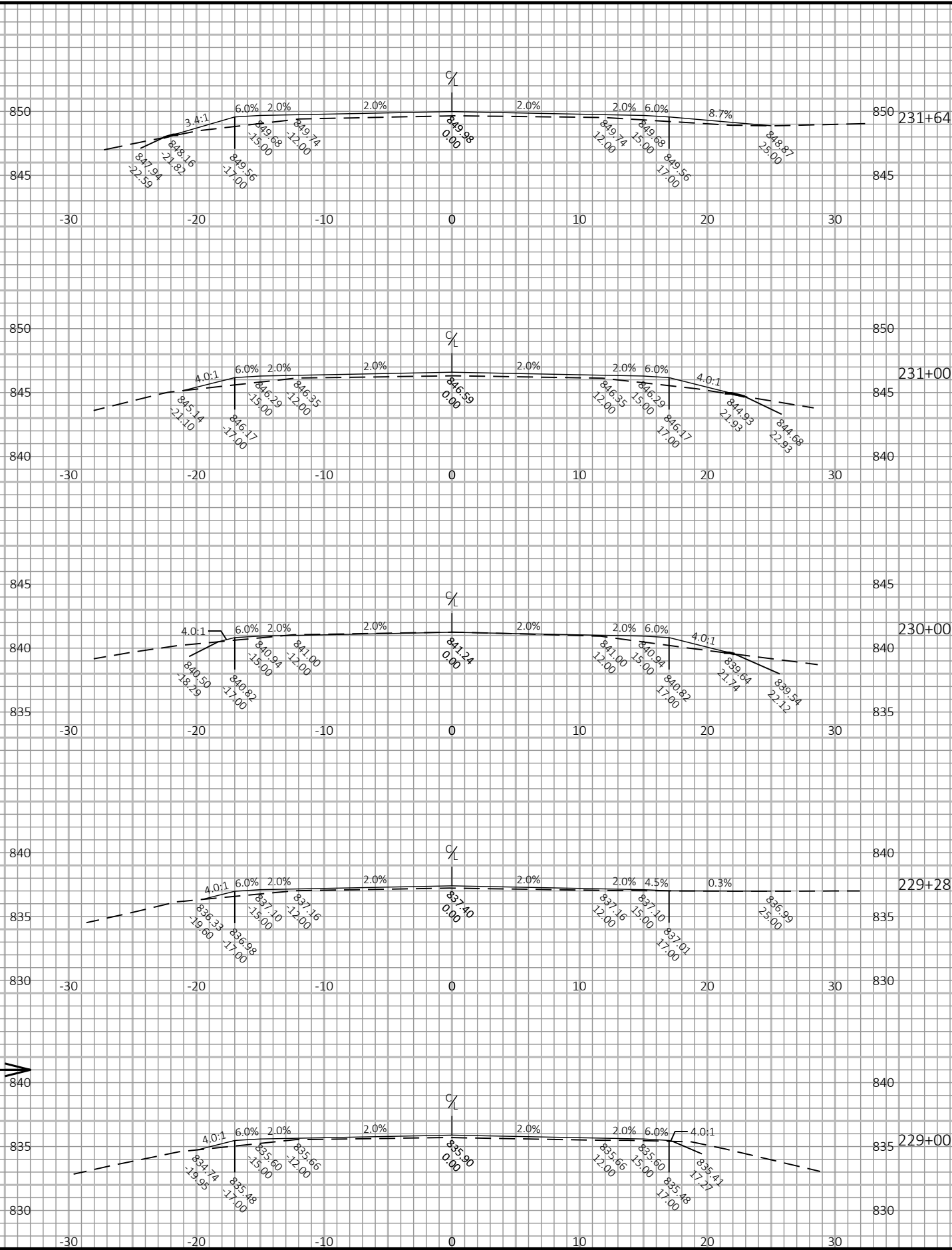
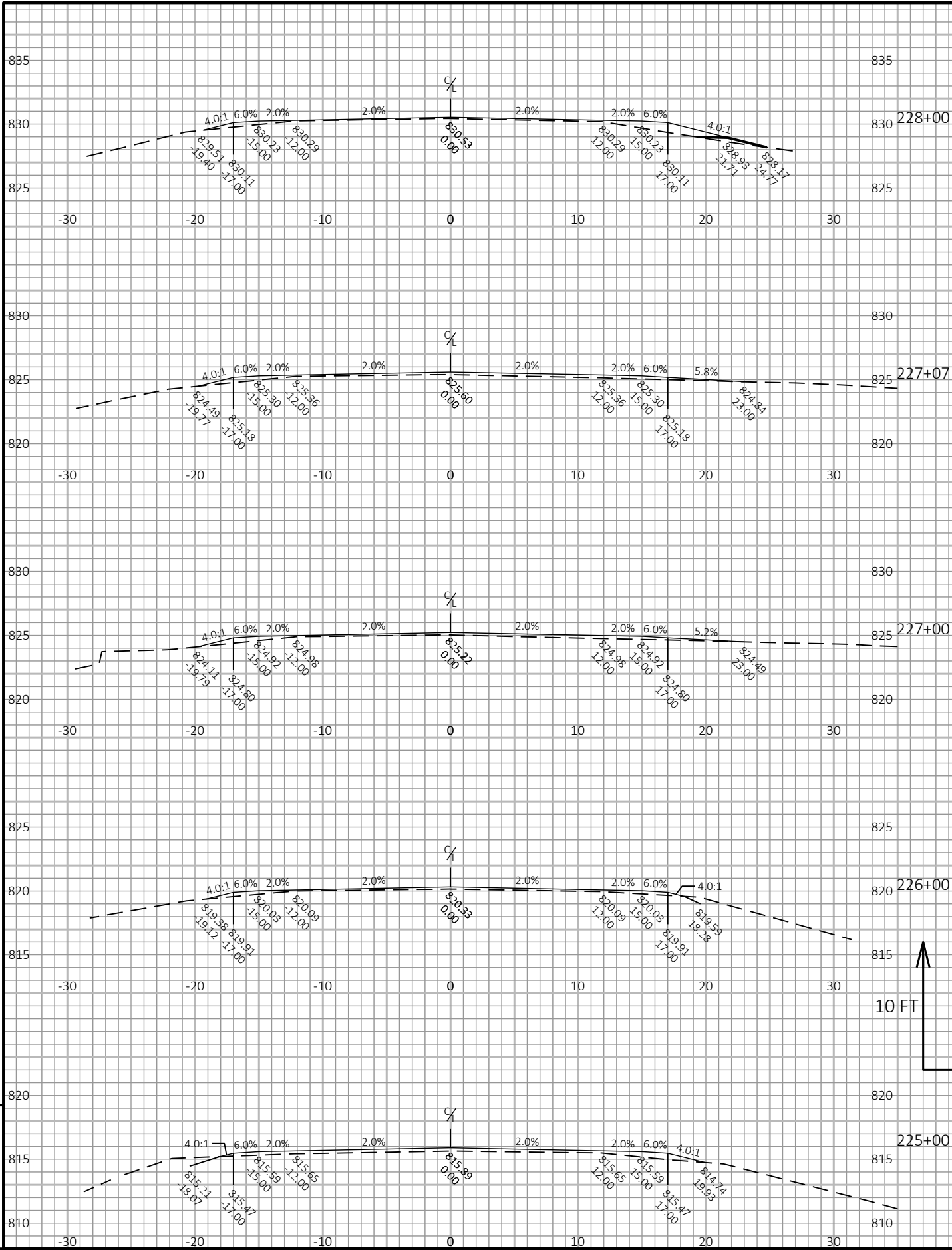








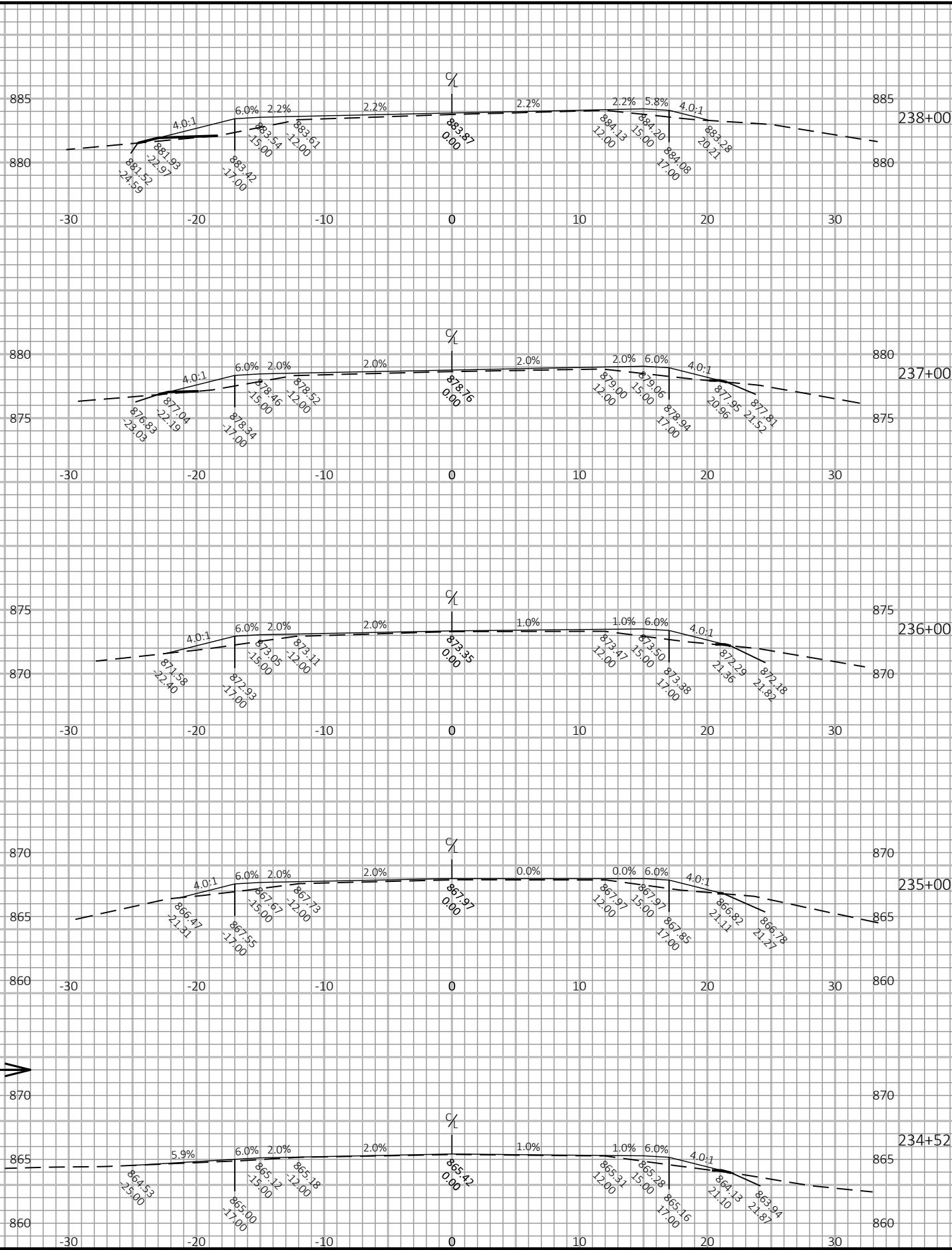
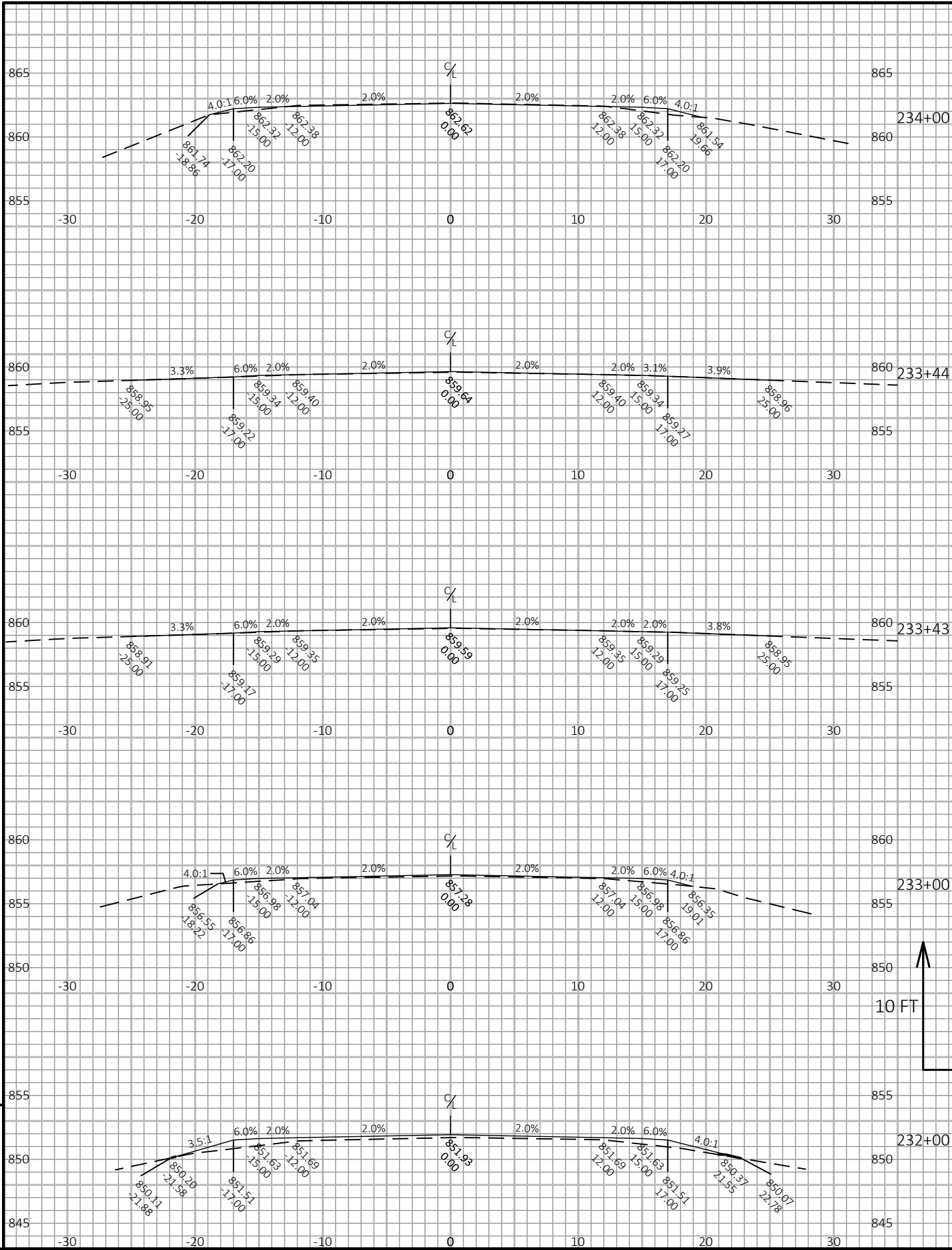
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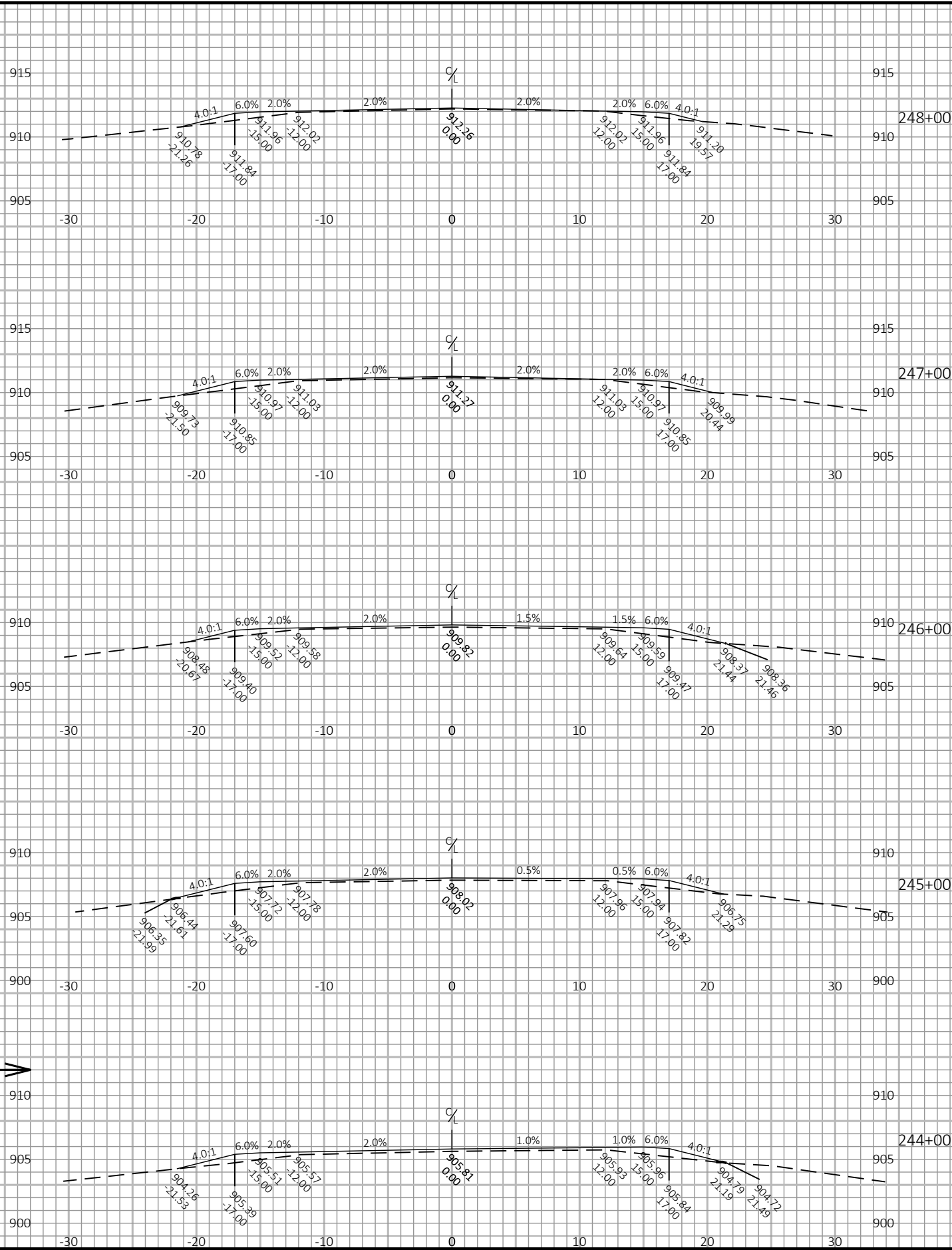
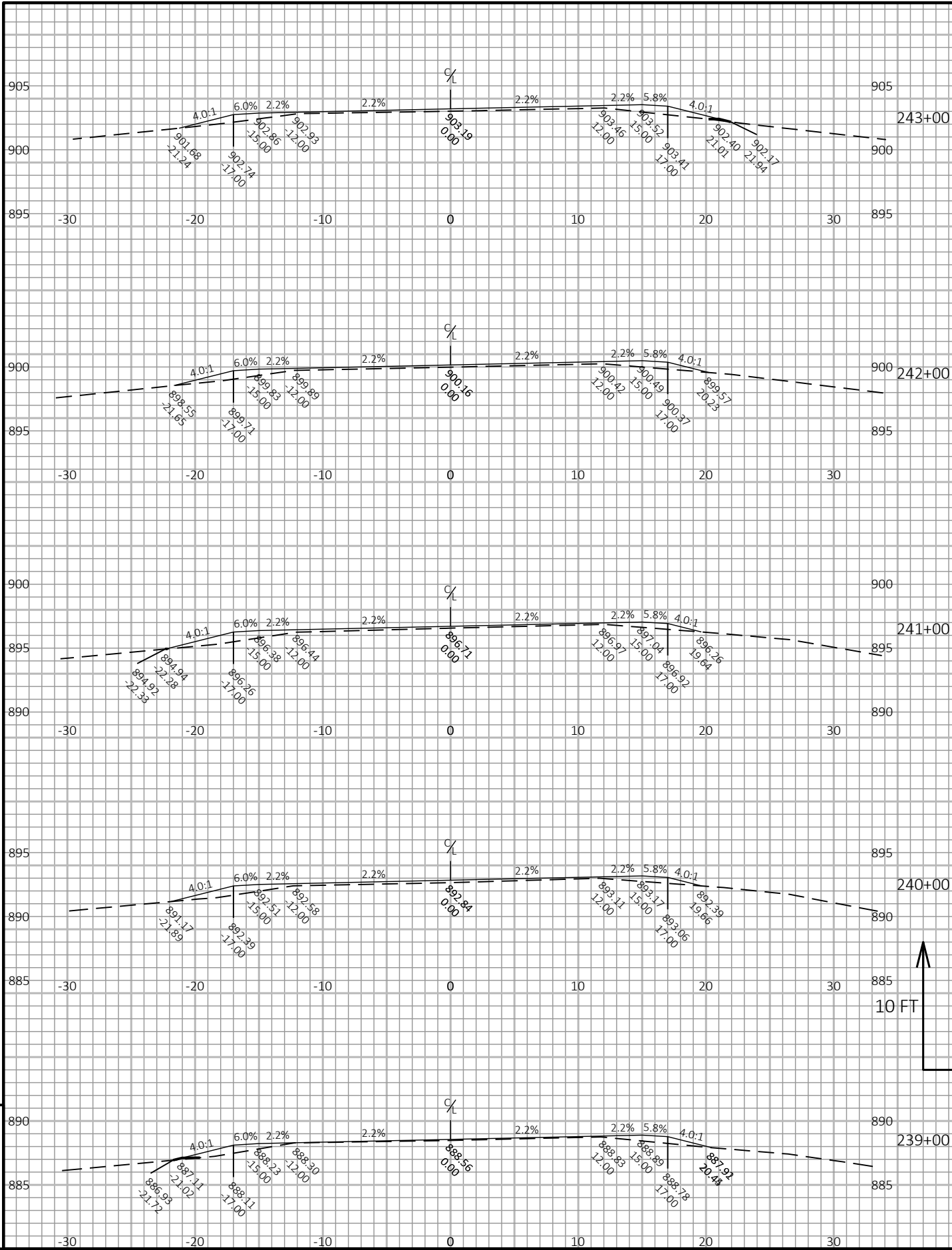
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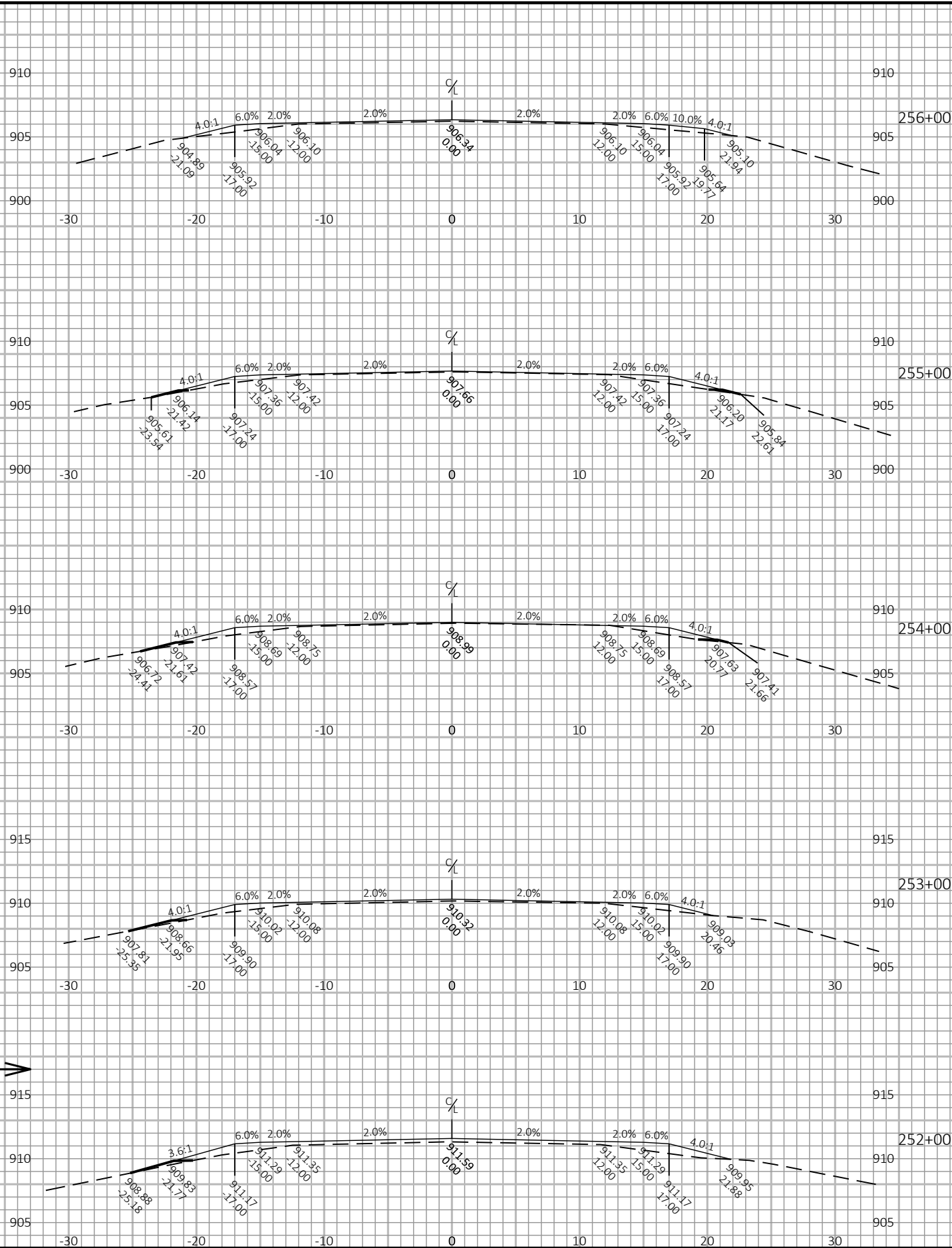
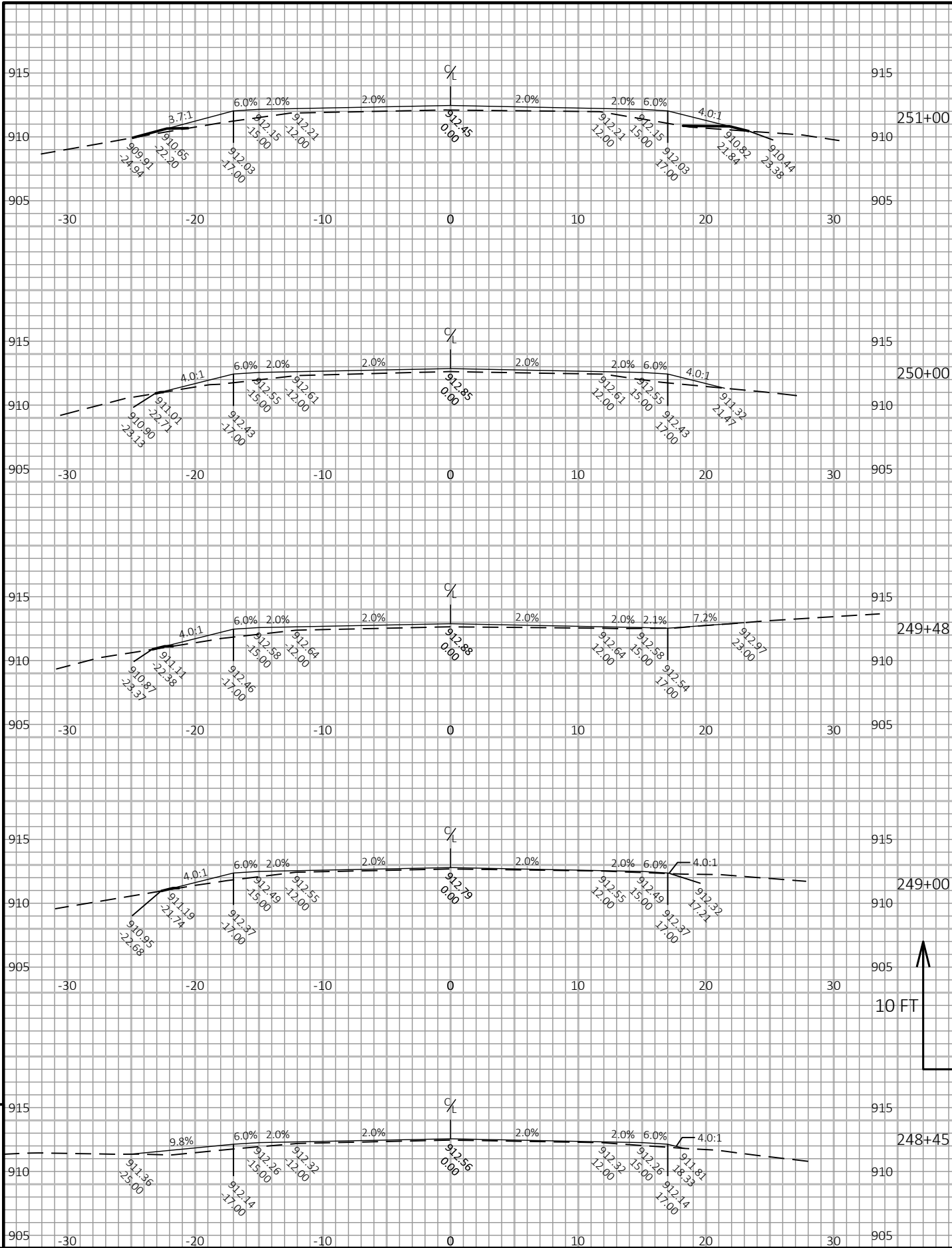
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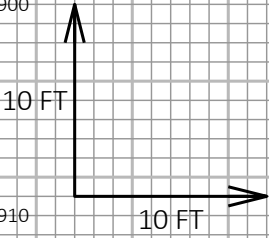
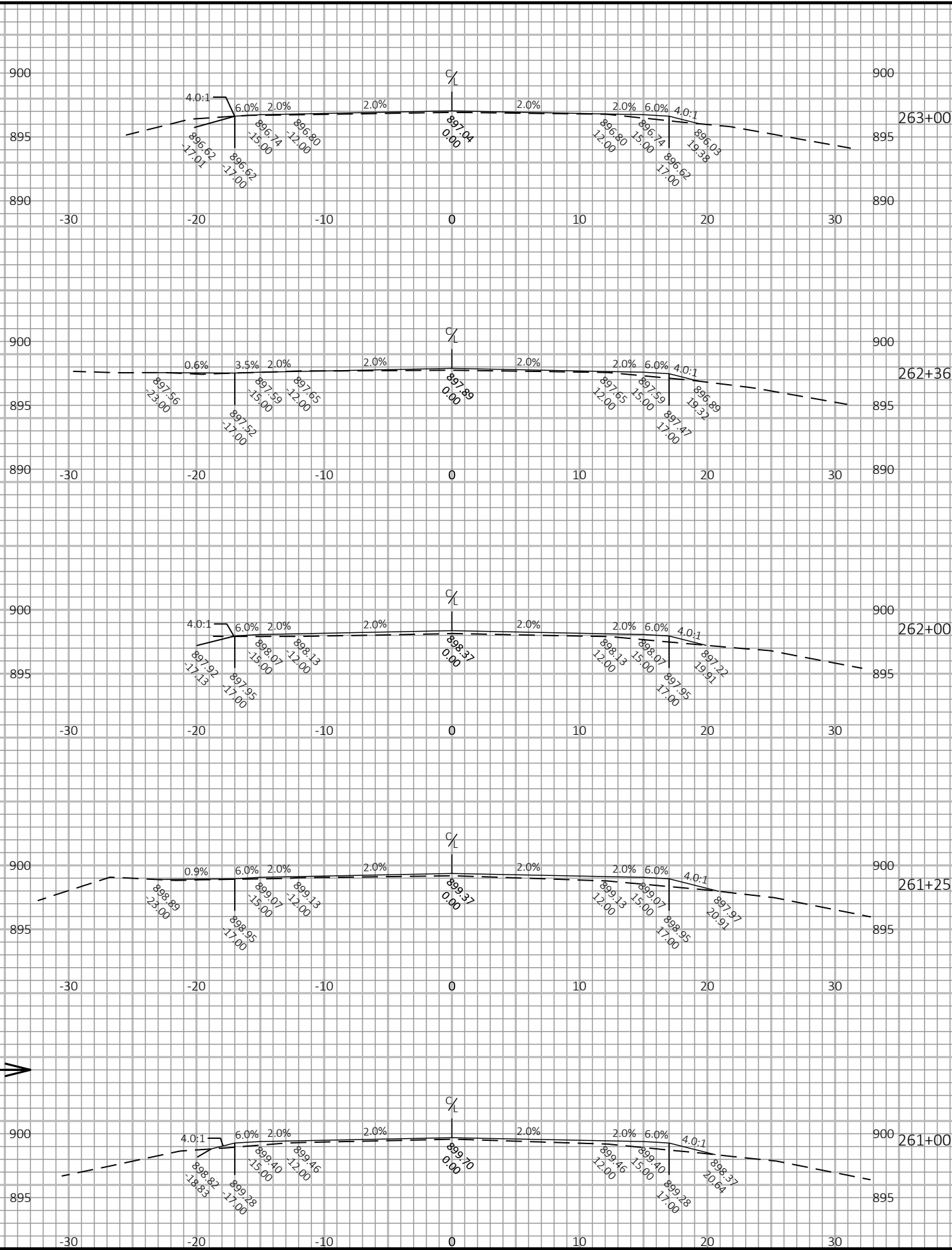
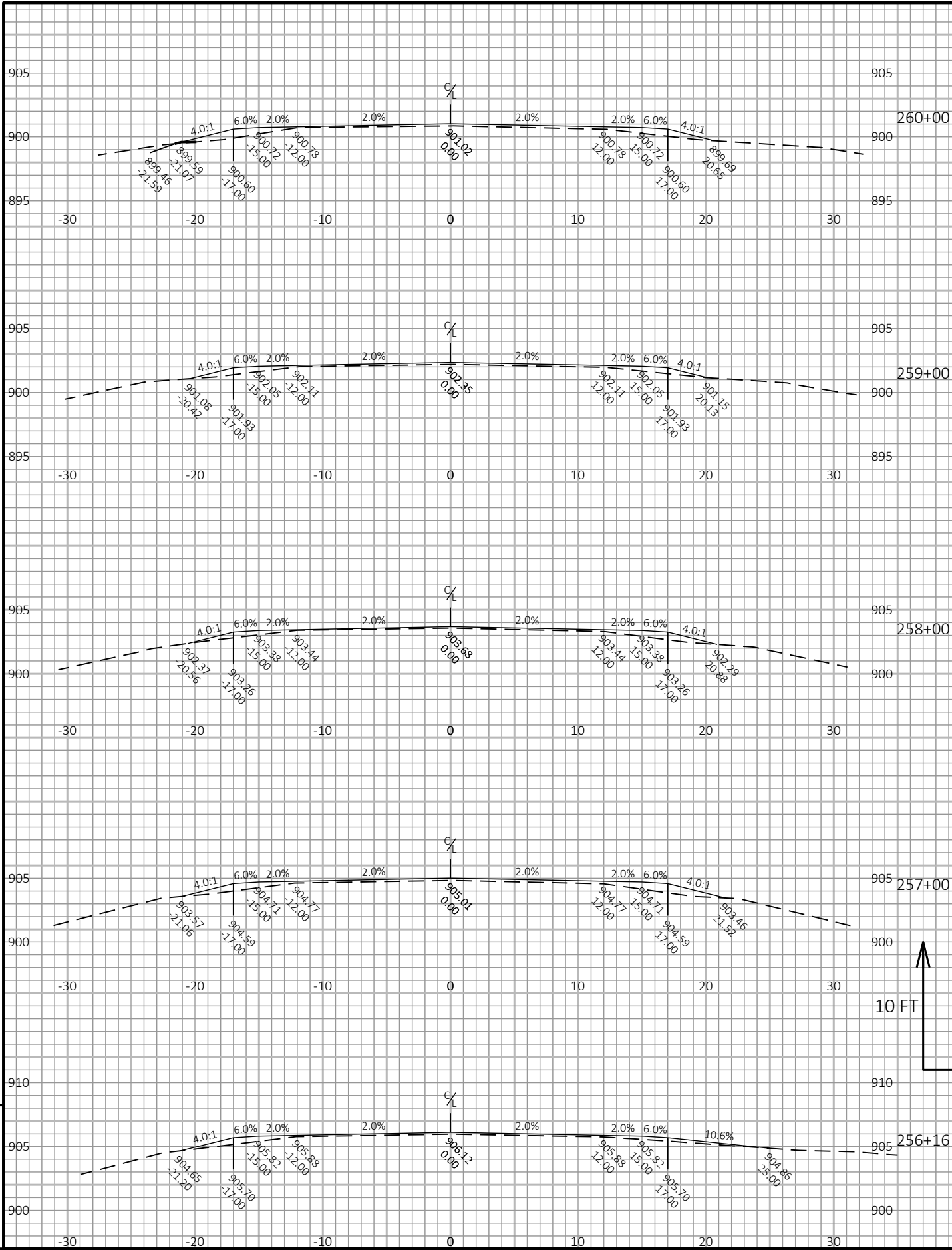
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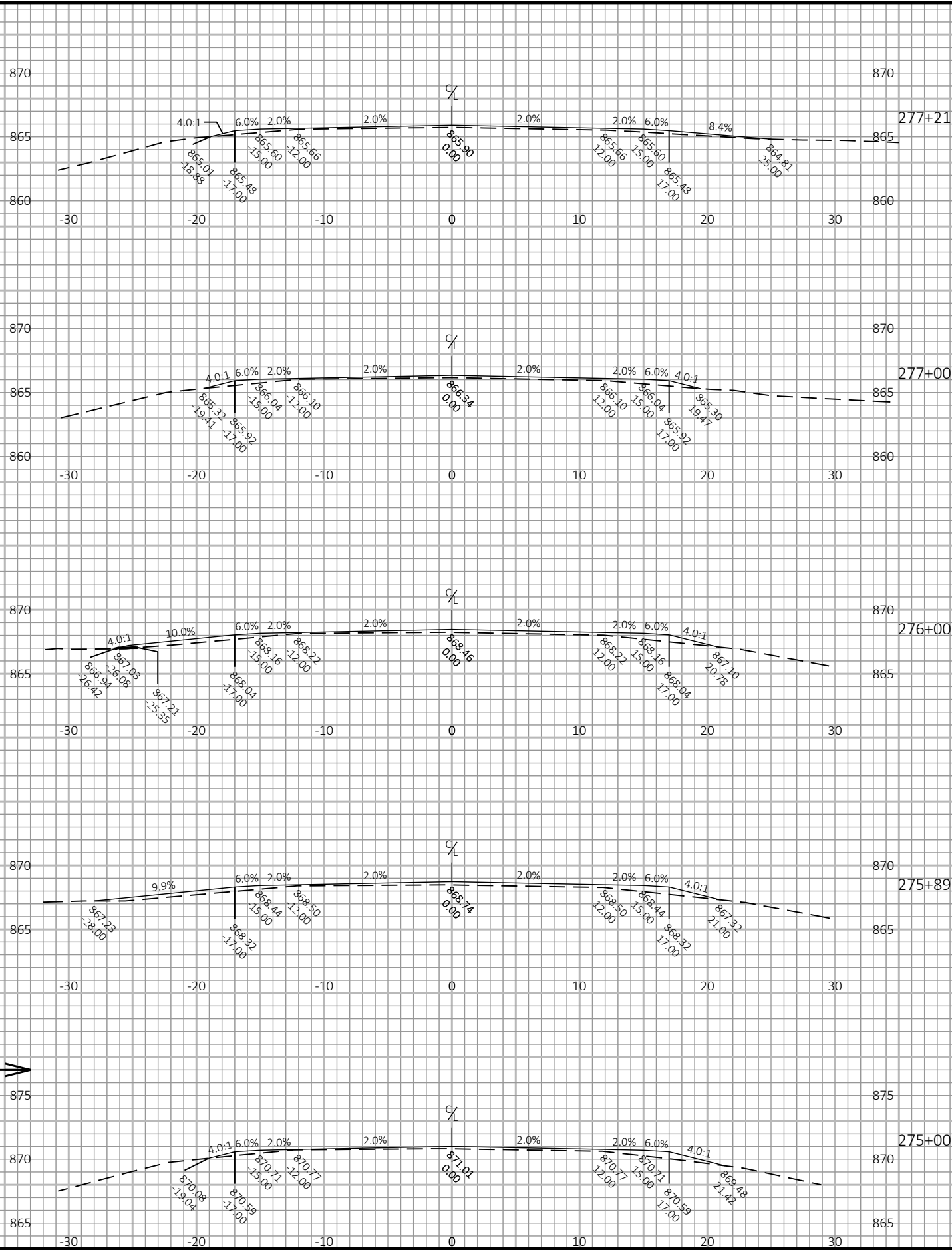
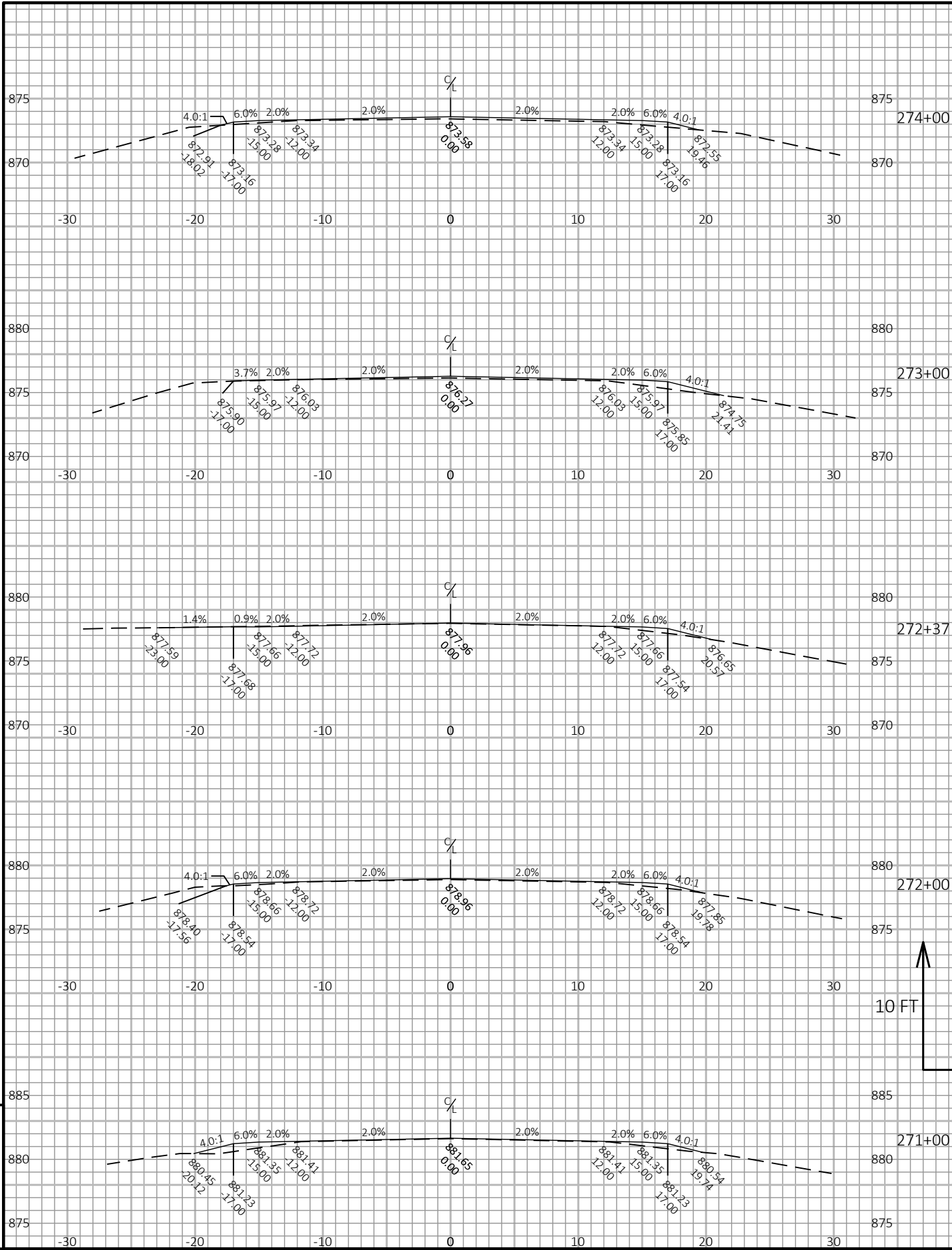
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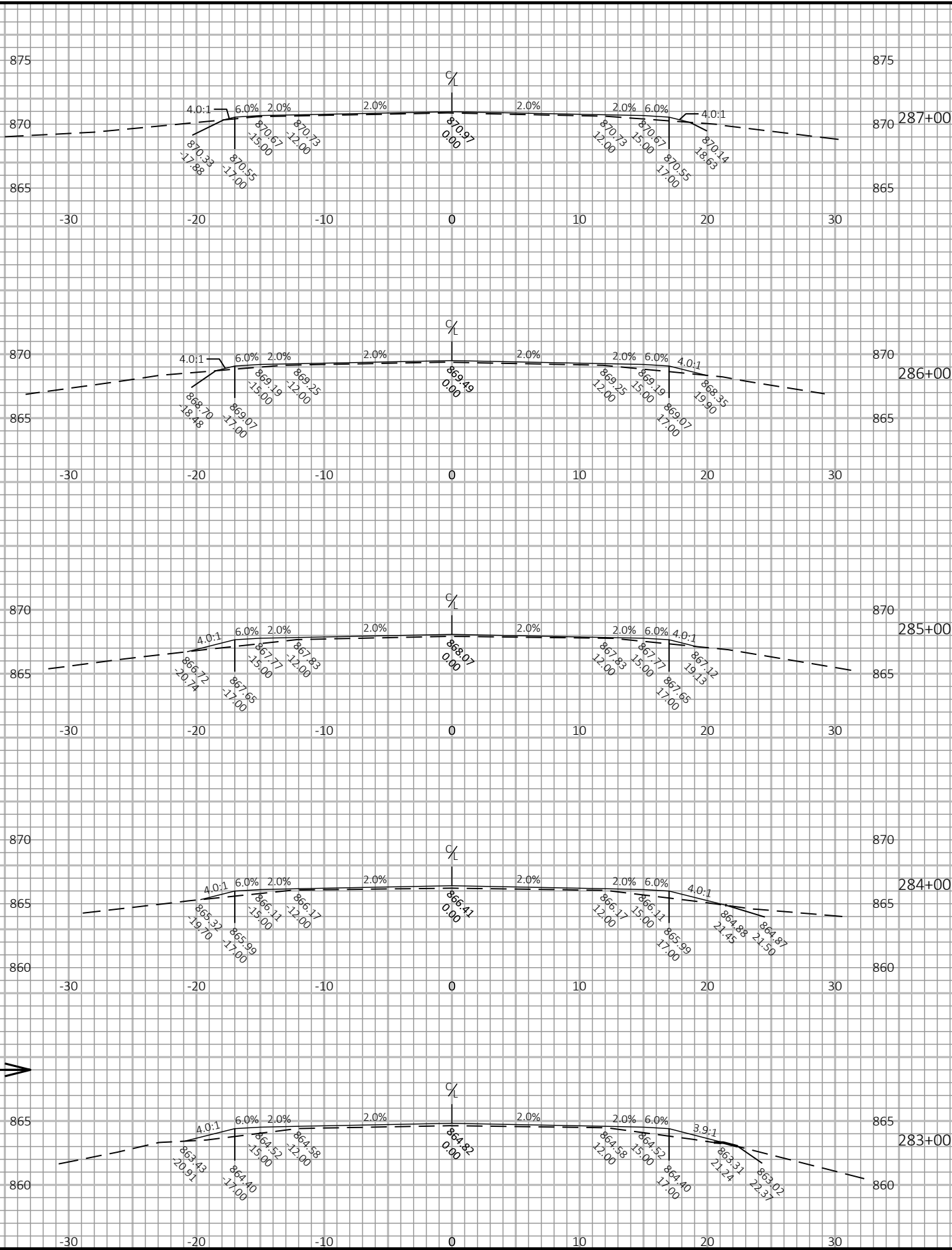
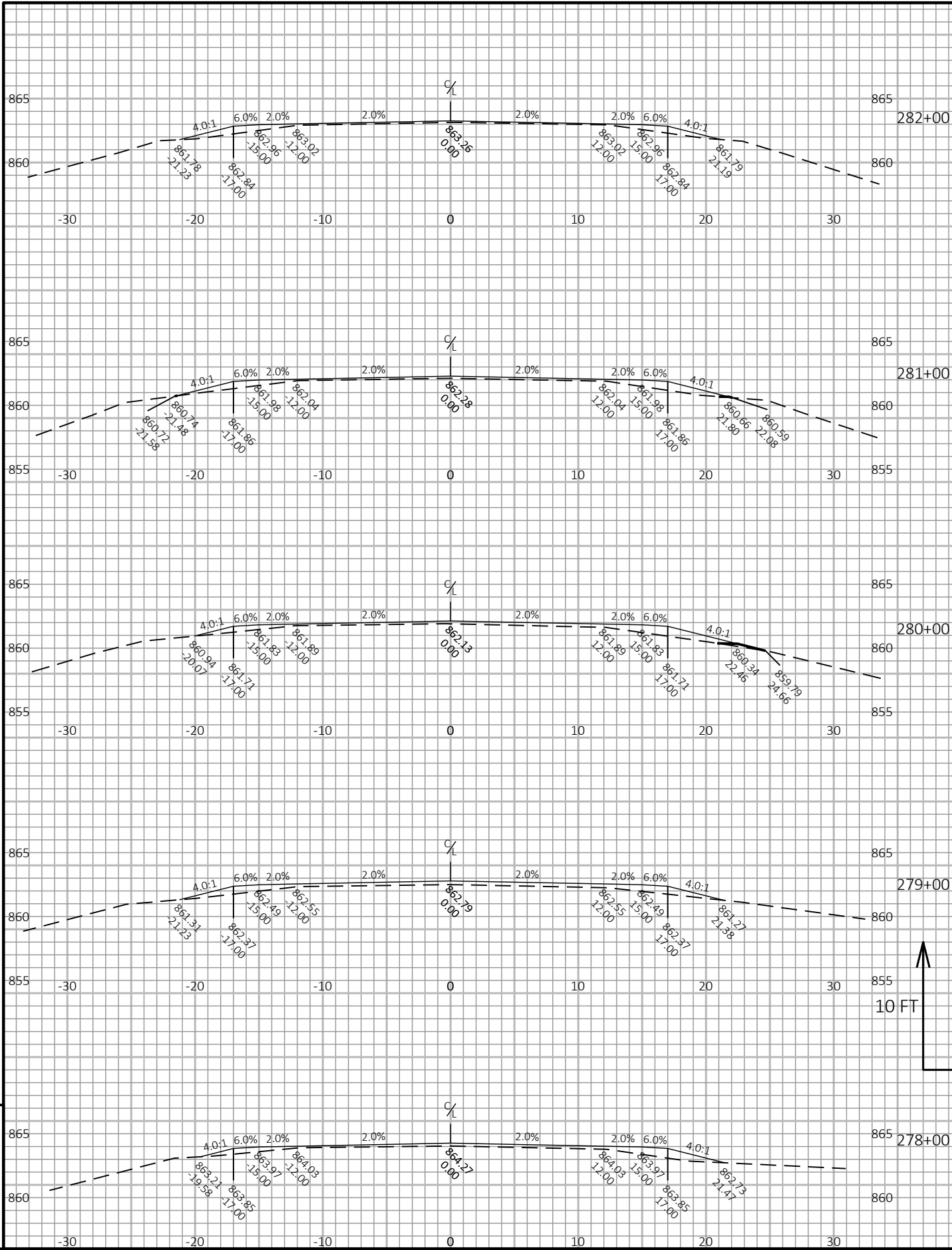


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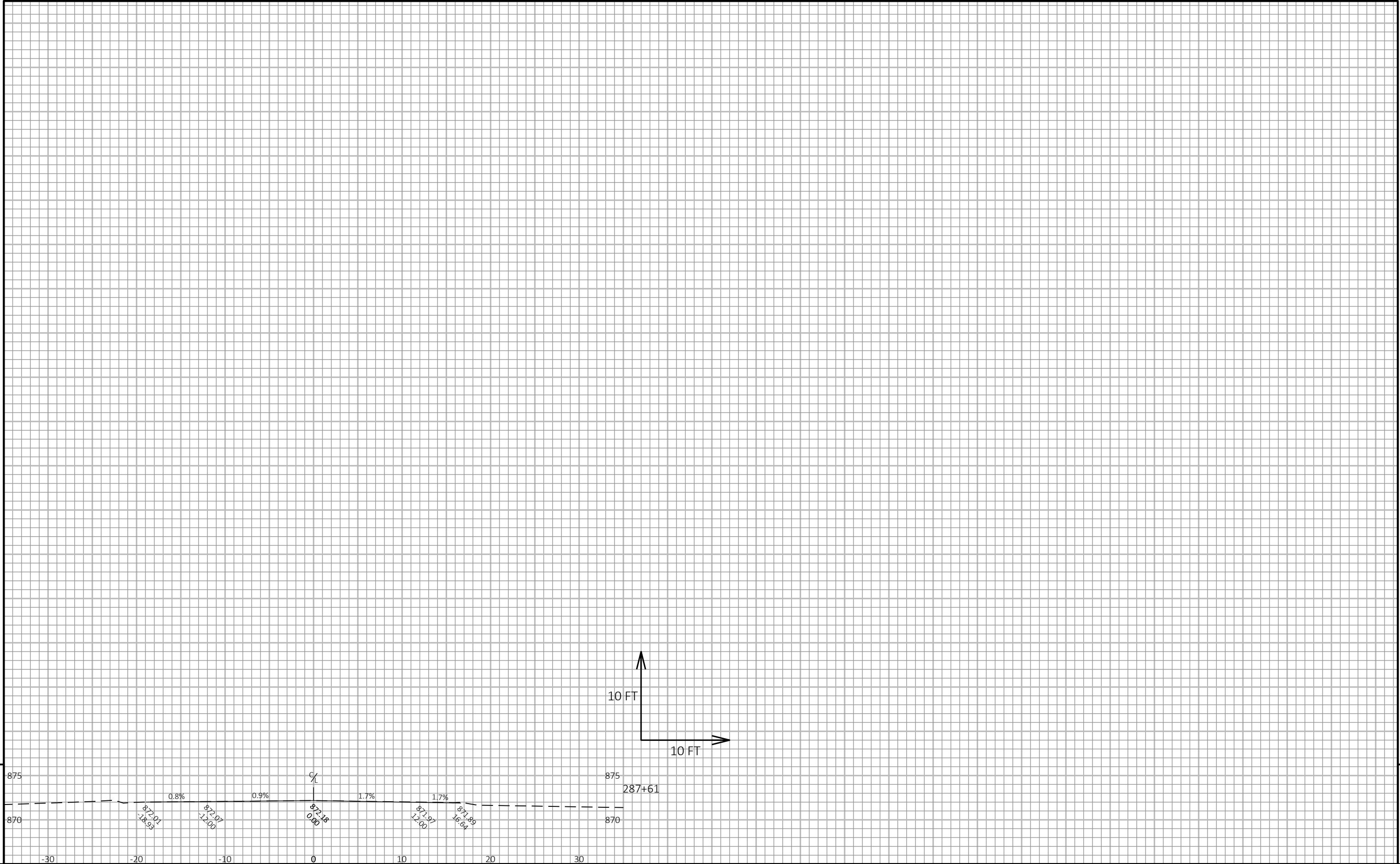
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PROJECT NO: 3576-01-70	HWY: STH 106	COUNTY: JEFFERSON	CROSS SECTIONS: STH 106	SHEET E
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