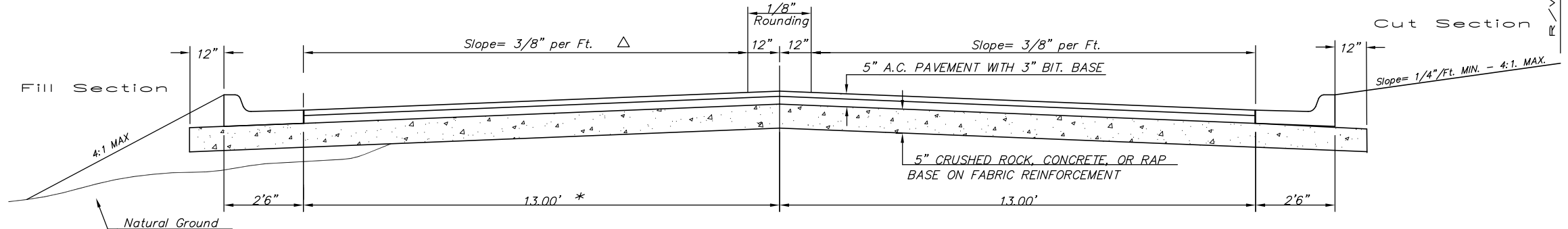
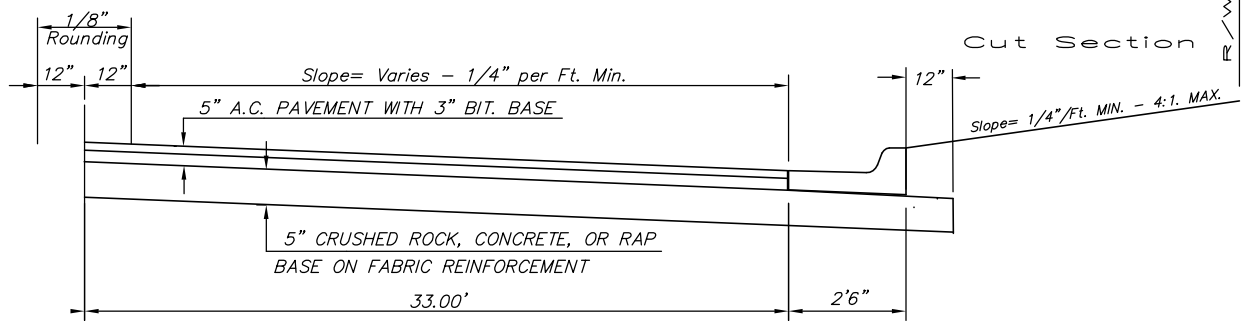


HORIZONTAL ALIGNMENT CONTROL TABLE				
STATION	OFFSET	DESCRIPTION	NORTHING	EASTING
9+23.43	0.00'	Section Line of Central	-0.6295	4825.1368
9+67.46	0.00'	BROOKSIDE $\phi$	43.4070	4825.1604
10+02.43	0.00'	P.C.	78.3694	4825.1792
10+11.66	45.50' Rt.	BROOKSIDE RADIUS PT.	78.3450	4870.6792
10+11.66	0.00'	P.T.	87.5387	4826.1177
15+83.18	0.00'	BROOKSIDE $\phi$	647.2713	4941.5997
		CUL-DE-SAC PT.	680.2250	4958.0769
9+99.96	24.50' Lt.	B.C.	75.9572	4800.6779
10+02.43	24.50' Lt.	B.C. P.C.	78.3826	4800.6792
10+11.66	45.50' Rt.	RADIUS PT.	78.3450	4870.6792
10+11.66	24.50' Lt.	B.C. P.T.	92.4892	4802.1231
10+46.46	24.50' Lt.	B.C. P.C.	126.5773	4809.1560
10+46.46	45.50' Rt.	RADIUS PT.	112.4331	4877.7121
10+71.16	20.00' Lt.	B.C. R.C.C.	149.8518	4818.5527
10+95.85	85.50' Lt.	RADIUS PT.	187.2706	4759.3933
10+95.85	15.50' Lt.	B.C. P.T.	173.1263	4827.9494
15+83.18	15.50' Lt.	B.C. P.C.	650.4033	4926.4194
15+83.18	45.50' Lt.	RADIUS PT.	656.4651	4897.0383
15+99.49	20.32' Lt.	B.C. R.C.C.	667.3475	4924.9949
15+89.13	29.00' Rt.	B.C. R.C.C.	647.2420	4971.2062
15+64.08	45.50' Rt.	RADIUS PT.	619.3692	4982.3013
15+64.08	15.50' Rt.	B.C. P.T.	625.4310	4952.9202
10+11.66	15.50' Rt.	B.C. P.C.	84.4068	4841.2980
10+11.66	45.50' Rt.	RADIUS PT.	78.3450	4870.6792
10+02.43	15.50' Rt.	B.C. P.T.	78.3611	4840.6792
10+00.00	15.50' Rt.	B.C.	75.9357	4840.6779
9+99.96	54.50' Lt.	VALLEY GUTTER RADIUS PT.	75.9343	4770.6779
9+69.96	54.50' Lt.	VALLEY GUTTER RETURN	45.9343	4770.6628
9+69.96	45.50' Rt.	VALLEY GUTTER RETURN	45.8841	4870.6628
9+99.96	45.50' Rt.	VALLEY GUTTER RADIUS PT.	75.8841	4870.6779
9+82.43	21.16' Rt.	SIDEWALK RAMP	58.3591	4846.3289
9+82.44	30.16' Lt.	SIDEWALK RAMP	58.3980	4795.0067
		SD 5/8" MKEC	59.4270	4713.0260
		SD 3/4" PIPE	49.539	4848.094
		SD 5/8" MKEC	59.539	4850.126
		NAIL	649.411	4932.299
		BM #1	28.754	4755.892
		SDMD	298.628	4881.039
		NAIL	702.413	5008.436
		NAIL	792.068	4907.643
		HIGH EDGE FLUME	712.4328	4950.8899
		HIGH EDGE DRIVE SECTION E	698.9844	4985.2262
		HIGH EDGE DRIVE SECTION G	661.5414	4985.2785

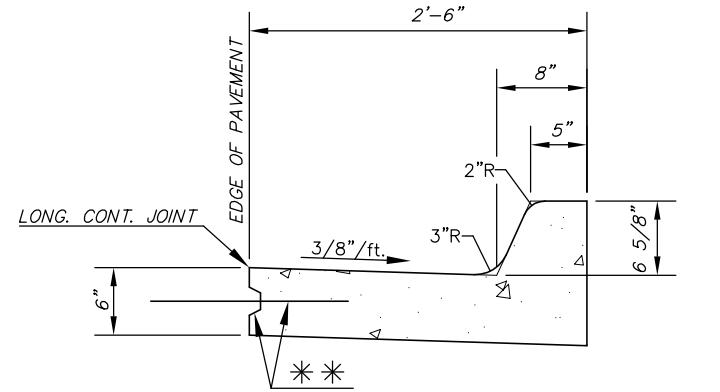


\* Distance is 22.00' between Sta. 10+00 and Sta. 10+46.46  
Distance Varies from 22.00' at Sta. 10+46.46 to 13.00' at Sta. 10+95.85

△ X-Slope Varies from Sta. 10+00 to Sta. 10+95.85

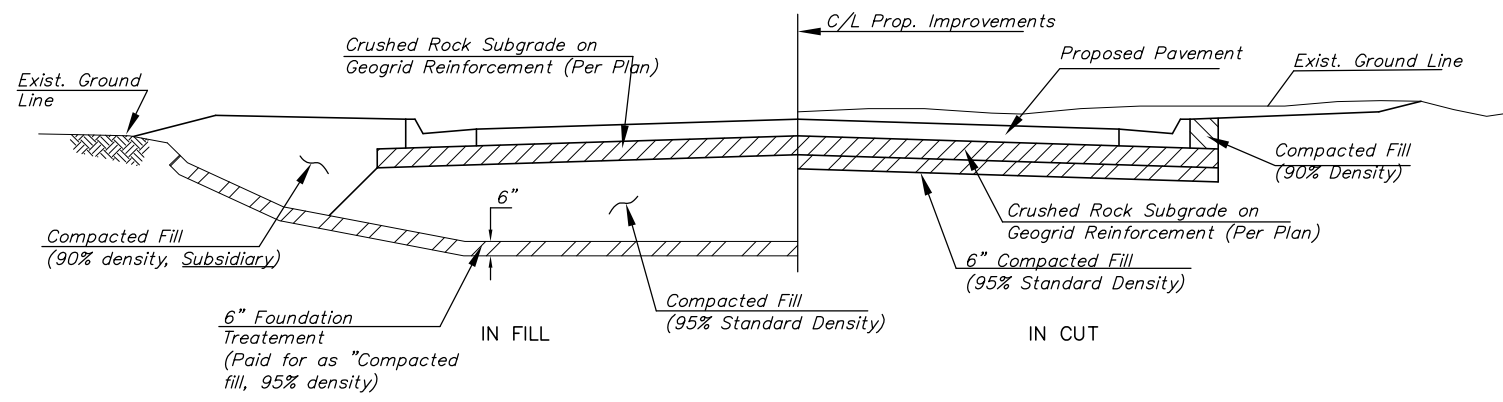


CUL-DE-SAC TYPICAL SECTION  
BROOKSIDE



\*\* LONGITUDINAL CONSTRUCTION JOINT AND #4x1'-6" DEFORMED BARS AT 2'-6" CENTERS, WHERE CONCRETE PAVEMENT IS CONSTRUCTED.

COMBINED CURB & GUTTER



FOUNDATION TREATMENT AND COMPACTION OF EARTHWORK

RECAPITULATION OF QUANTITIES		
LUMP SUM BID ITEMS	QUANTITY	UNIT
Clearing and Grubbing	1	L.S.
Excavation	1,250	S.Y.
Compaction (90% Density)	50	C.Y.
Compaction (95% Density)	476	C.Y.
Asphalt Pavement, 5" (3" Bit. Base)	2,162	S.Y.
Reinforced Crushed Rock Base, 5"	2,692	S.Y.
Curb and Gutter	1,364	S.Y.
Curb Inlet, Type II Double	4	EACH
Inlet Hook-up	4	EACH
SWS, RCP, 24"	40	L.F.
End Section, RC, 24"	1	EACH
Drain Pipe, 6"	34	L.F.
Drain Basin, 12"	1	EACH
Gutter Flume	1	EACH
Manhole Adjustment	4	EACH
Replace Frame and Lid	1	EACH
Signing	1	L.S.
Pavement Marking	1	L.S.
Traffic Control	1	L.S.
Site Restoration	1	L.S.
Mobilization	1	L.S.
MEASURED QUANTITY BID ITEMS	QUANTITY	UNIT
Concrete Pavement, 8"	165	S.Y.
Erosion Control BMP (Back of Curb Protection)	1212	L.F.
Erosion Control BMP (Curb Inlet Protection)	2	Each
Erosion Control BMP (Slope Barrier)	163	L.F.

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**BROOKSIDE PARKWAY PAVING IMPROVEMENTS**  
PROJECT NAME

**TYPICAL SECTION AND DETAILS**  
SHEET TITLE

JRA DESIGN BY:	JSB DRAWN BY:	JRA CHECKED BY:
JAN. 2007 DATE	06656 JOB NO.	2 / 23 SHEET/OF