

NOTE: DRIVEWAYS SHOWN ON PLANS ARE TENTATIVE AND MUST BE VERIFIED WITH PROPERTY OWNERS. THE VALIDITY OF DRIVEWAYS THAT CAN BE CONSTRUCTED AND INCLUDED IN THIS PROJECT ARE THOSE THAT ARE SHOWN ON THE PLANS. ONE WITH 5 ADDITIONAL 30 FT. WIDE DRIVEWAYS, OR OTHER COMBINATIONS EQUIVALENT IN QUANTITY TO 11' E DRIVEWAYS WITH 30 FT. WIDTHS, TO REPLACE EXISTING DRIVEWAYS BETWEEN STA. 1+49.5 AND STA. 1+70.61. ANY OTHER DRIVEWAYS CONSTRUCTED THAT ARE NOT SHOWN ON PLANS OR THAT DO NOT REPLACE AN EXISTING DRIVEWAY CAN NOT BE INCLUDED IN OR PAID FOR AS A PART OF THIS PROJECT.

NOTE: TRAFFIC TO BE CARRIED
THROUGH CONSTRUCTION.

ROCK ROAD WIDENING & CHANNELIZATION

N. L. KELLOGG AVE.-S. L. DOUGLAS AVE.
R. W. LINN - CITY ENGINEER
DATE: MAR 1974 PROJ. NO. DAKS 573055

GENERAL NOTES

Contractor to grade parking and curb right of way for sidewalk. Compact fill in walk areas.

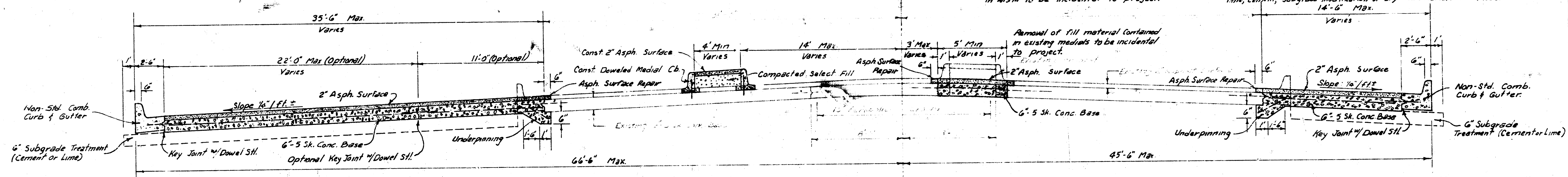
Engineer to exercise the option of eliminating underpinning where dowel steel is useable along existing edge of pavement.

All existing and future utility lines on plans above or below grade as indicated are for information and identification purposes only. Contractors shall have full responsibility in contacting each utility company, shown or not shown.

Type of subgrade treatment shall be determined by the Field Engineer. Subgrade treatment may consist of lime, cement, subgrade modification or any combination of these.

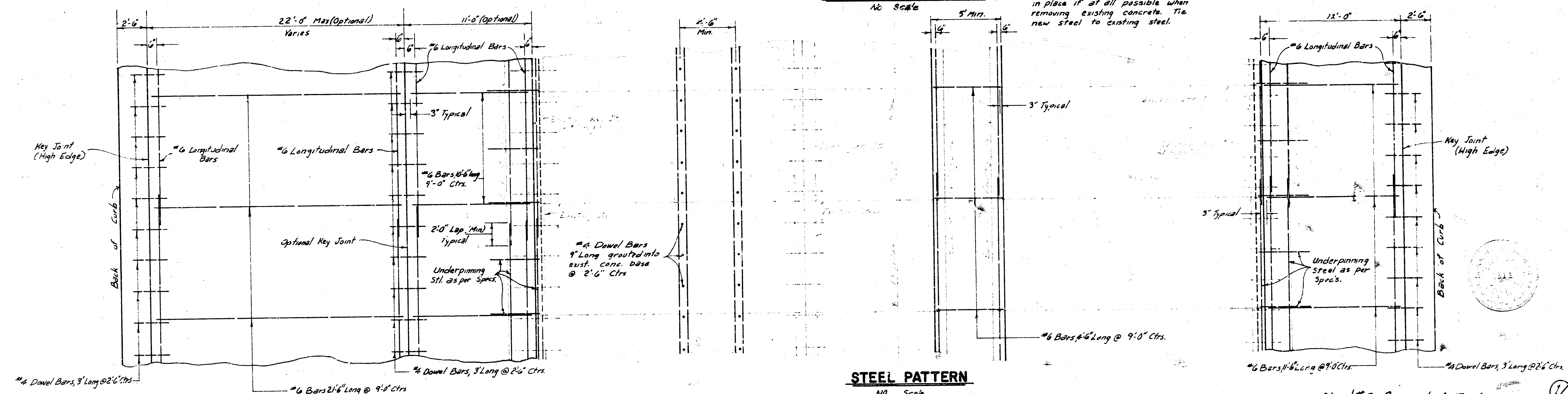
Asph. Surface Repair adjacent to existing H.E. & Metal Curb to be paid for as tons of Asphaltic Concrete. Repair in excess of 6" in width to be incidental to project.

Removal of fill material contained in existing medians to be incidental to project.



SECTION AT STA. 11+50

Existing dowel steel to remain in place if at all possible when removing existing concrete. Tie new steel to existing steel.



STEEL PATTERN

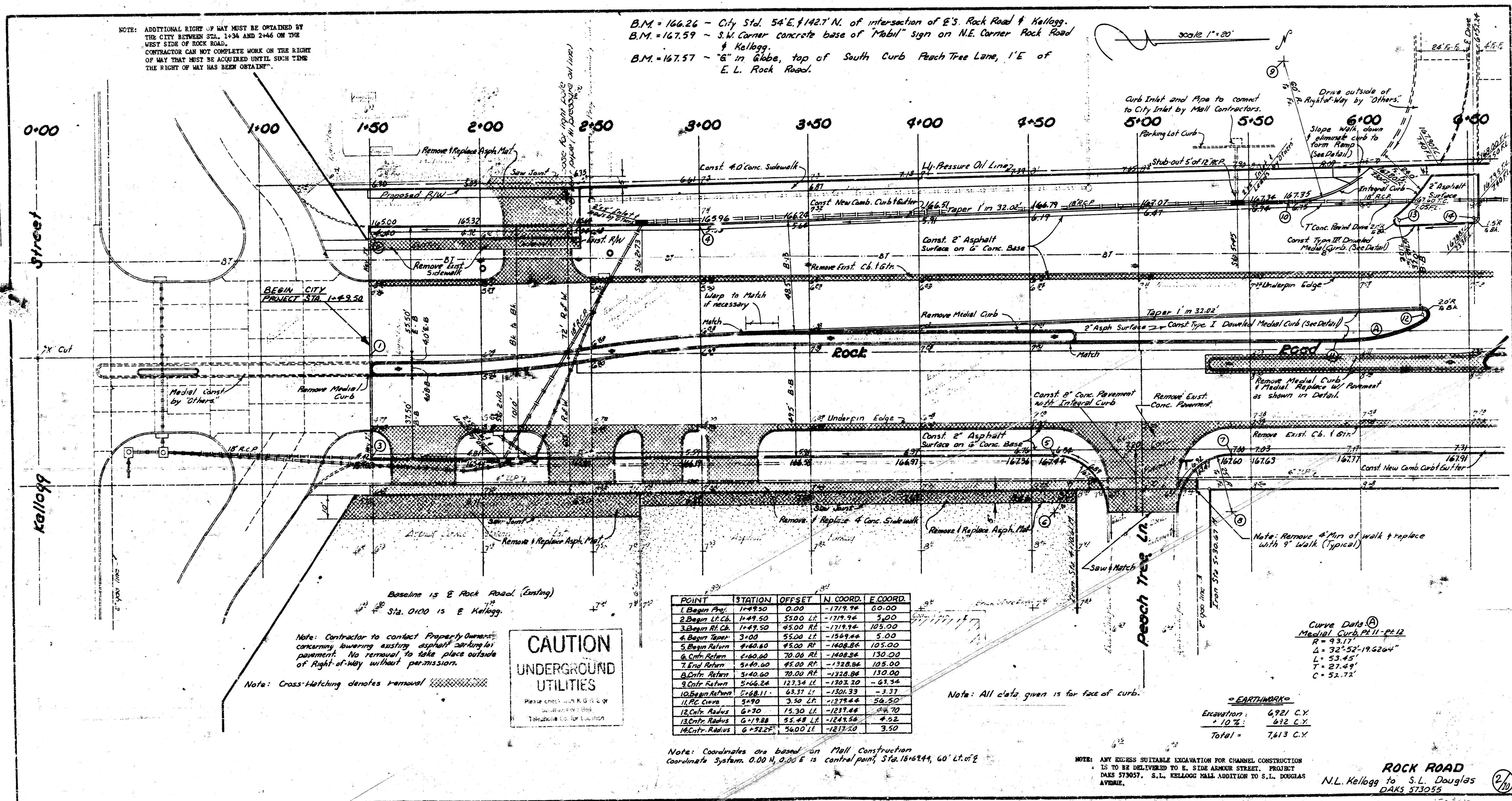
Sheet #3 Revised 6-17-74

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Survey, Dukes & Phipps
Ex. Robert H. Way DCD 93
Checked

NOTE: ADDITIONAL RIGHT OF WAY MUST BE OBTAINED BY THE CITY BETWEEN STA. 1+34 AND 2+46 ON THE WEST SIDE OF ROCK ROAD.
CONTRACTOR CAN NOT COMPLETE WORK ON THE RIGHT OF WAY THAT MUST BE ACQUIRED UNTIL SUCH TIME THE RIGHT OF WAY HAS BEEN OBTAINED.

B.M. = 166.26 - City Std. 54'E, 142.7' N. of intersection of E's Rock Road & Kellogg.
B.M. = 167.59 - S.W. corner concrete base of "Mabil" sign on N.E. corner Rock Road & Kellogg.
B.M. = 167.57 - 6" in globe, top of South Curb Peach Tree Lane, 1'E of E.L. Rock Road.



POINT	STATION	OFFSET	N. COORD.	E. COORD.
1. Begun Pk.	1+49.50	0.00	-1719.94	60.00
2. Begun L.C.	1+49.50	55.00 LT	-1719.94	3.00
3. Begun R.C.	1+49.50	45.00 RT	-1719.94	105.00
4. Begun Turn	3+00	55.00 LT	-1549.44	5.00
5. Begun Return	4+62.80	45.00 RT	-1468.84	105.00
6. End Return	5+40.00	70.00 RT	-1468.84	130.00
7. End Return	5+40.00	45.00 RT	-1328.84	105.00
8. End Return	5+40.00	70.00 RT	-1328.84	130.00
9. End Return	5+46.24	123.34 LT	-1303.30	-63.34
10. Begun Return	5+68.11	63.31 LT	-1303.30	-3.31
11. End Curve	5+90	3.50 LT	-1219.44	58.50
12. End Radius	6+30	15.30 LT	-1217.44	48.70
13. End Radius	6+79.88	55.48 LT	-1249.54	4.52
14. End Radius	6+58.25	56.00 LT	-1217.50	3.50

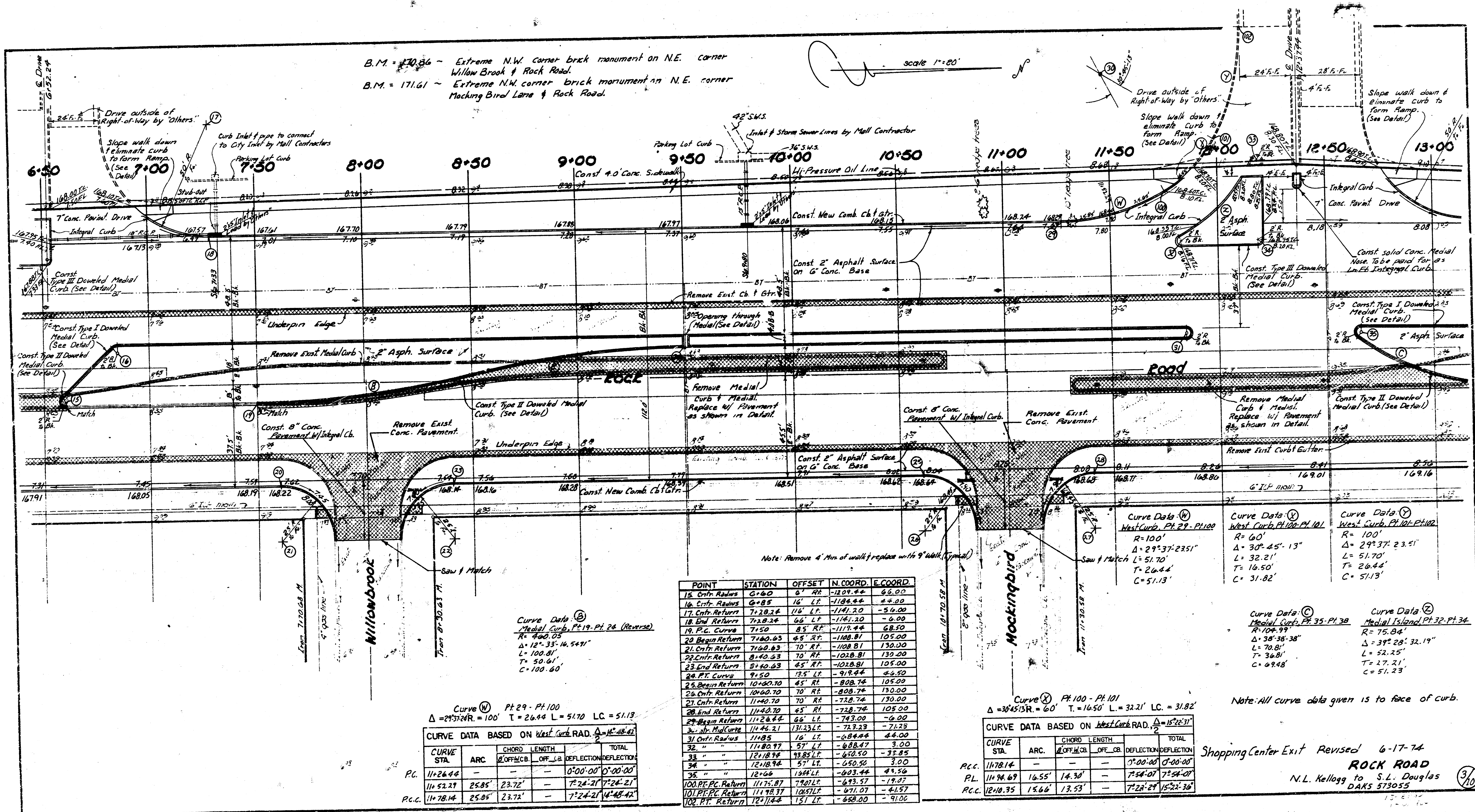
Note: Coordinates are based on Mall Construction Coordinate System. 0.00 M, 0.00 E is control point Sta. 16+6244, 60' LT of E

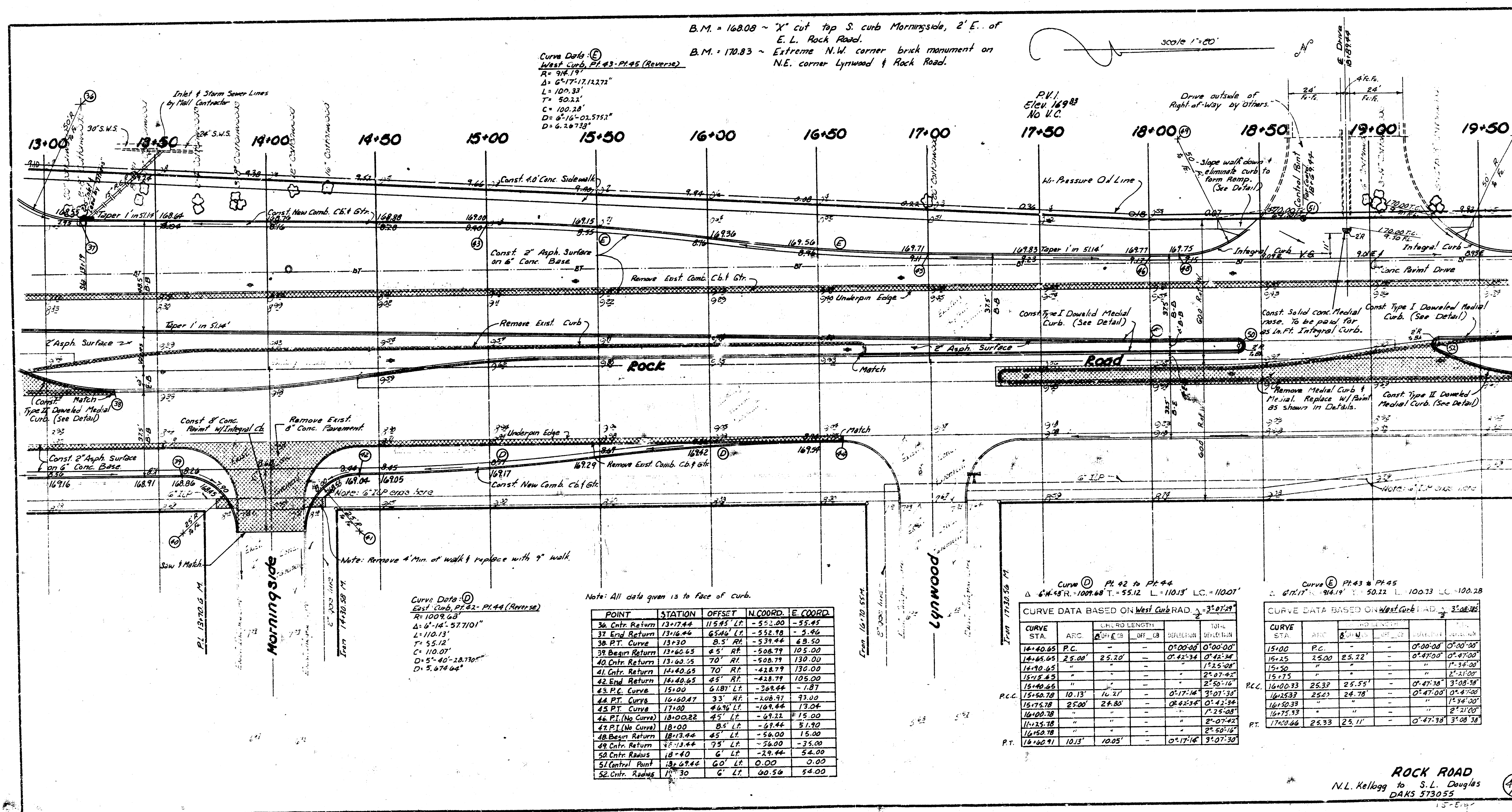
NOTE: ANY EXCESS SUITABLE EXCAVATION FOR CHANNEL CONSTRUCTION IS TO BE DELIVERED TO E. SIDE ARMOUR STREET. PROJECT DAKS 573057. S.L. KELLOGG HALL ADDITION TO S.L. DOUGLAS AVENUE.

Curve Data (A)
Medial Curve P+11-P+12
R = 9.517'
Δ = 32°52'19.6244"
L = 53.45'
T = 21.49'
C = 52.72'

EARTHWORK
Excavation: 4921 C.Y.
+ 10 % 672 C.Y.
Total = 7613 C.Y.

ROCK ROAD
N.L. Kellogg to S.L. Douglas
DAKS 573055

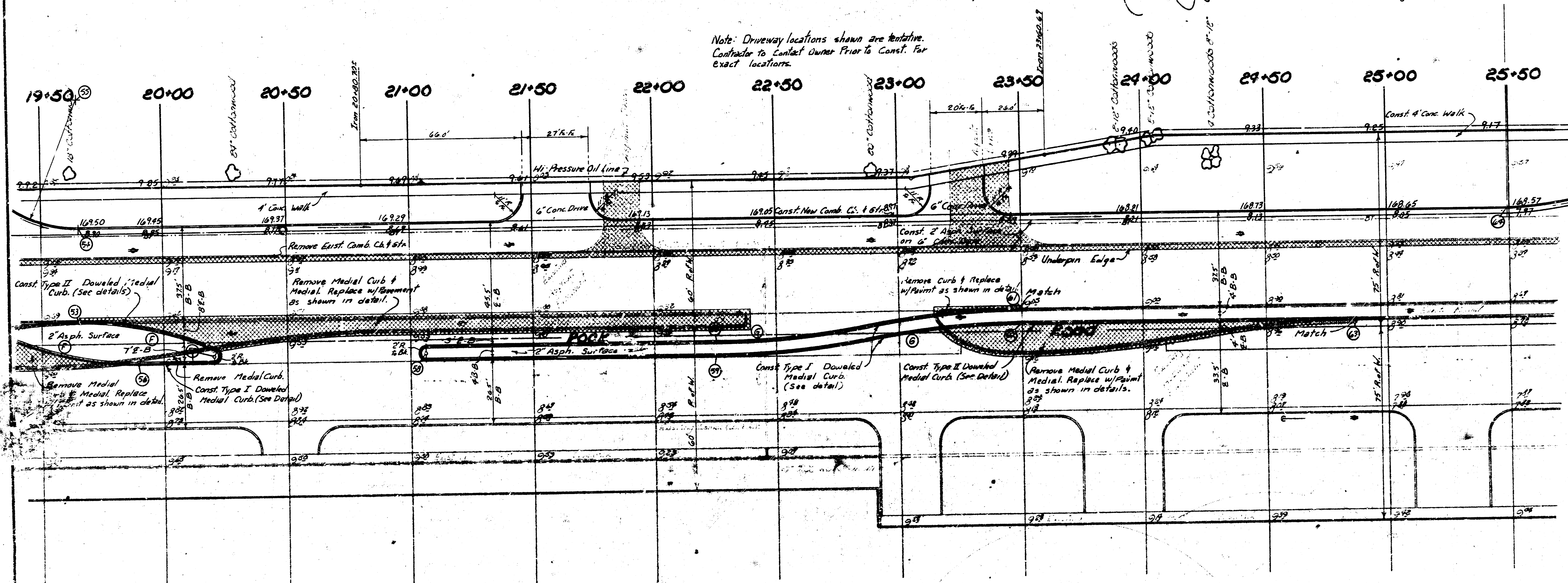




B.M. = 169.41 - City Std. 47'S. & 53.5' W. of intersection of
E'S Rock Road & Douglas.

Scale 1" = 20'

Note: Driveway locations shown are tentative.
Contractor to Contact Owner Prior to Const. for
Exact Locations.



Curve Data: (C)
Median Curb, P1 51-P1 56 & P1 53-P1 57
R = 145.50
Δ = 22° 37' 11.518"
L = 57.44'
T = 29.10'
C = 57.07'

Curve Data: (C)
Median Curb, P1 59-P1 62 & P1 60-P1 61 (Reverse)
R = 357.86
Δ = 10° 03' 25.3297"
L = 62.81'
T = 31.48'
C = 62.74'

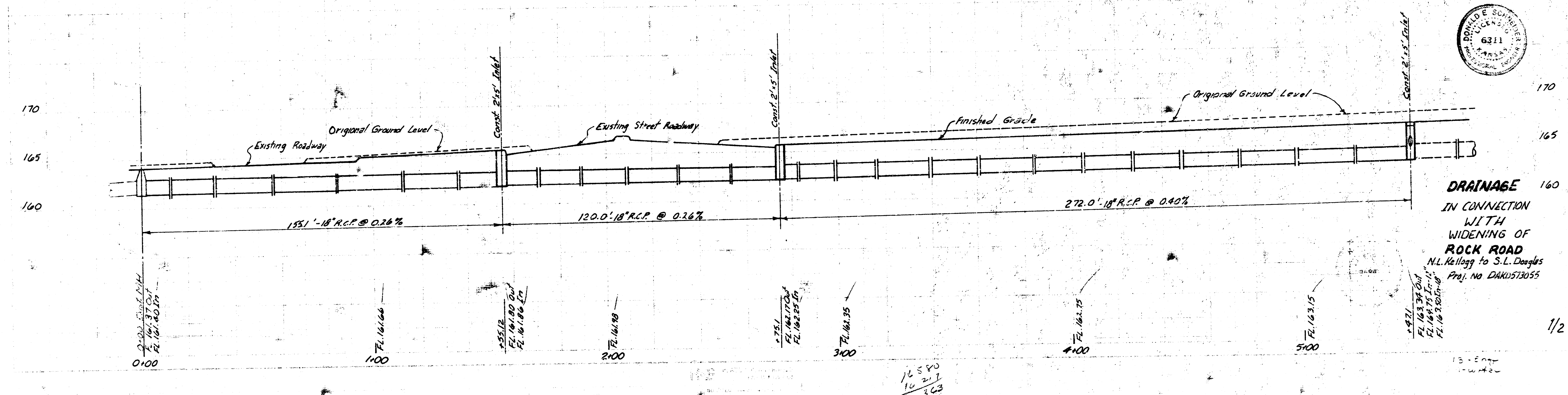
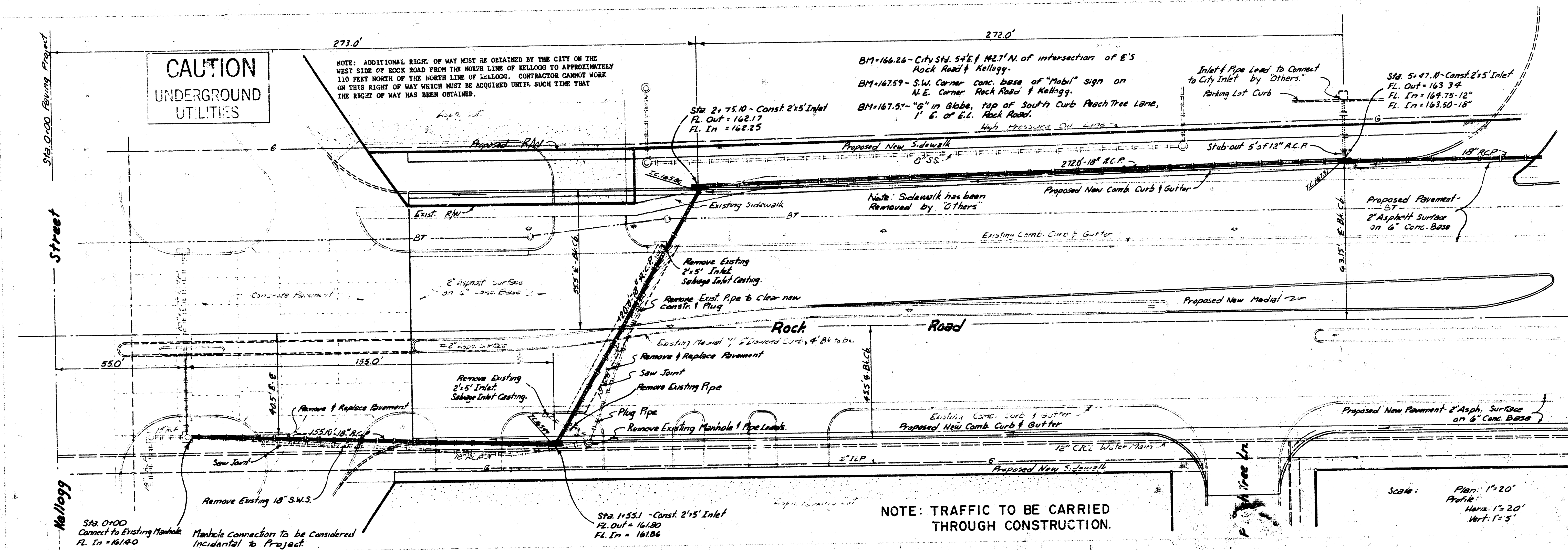
Note: All data given is to face of curb.

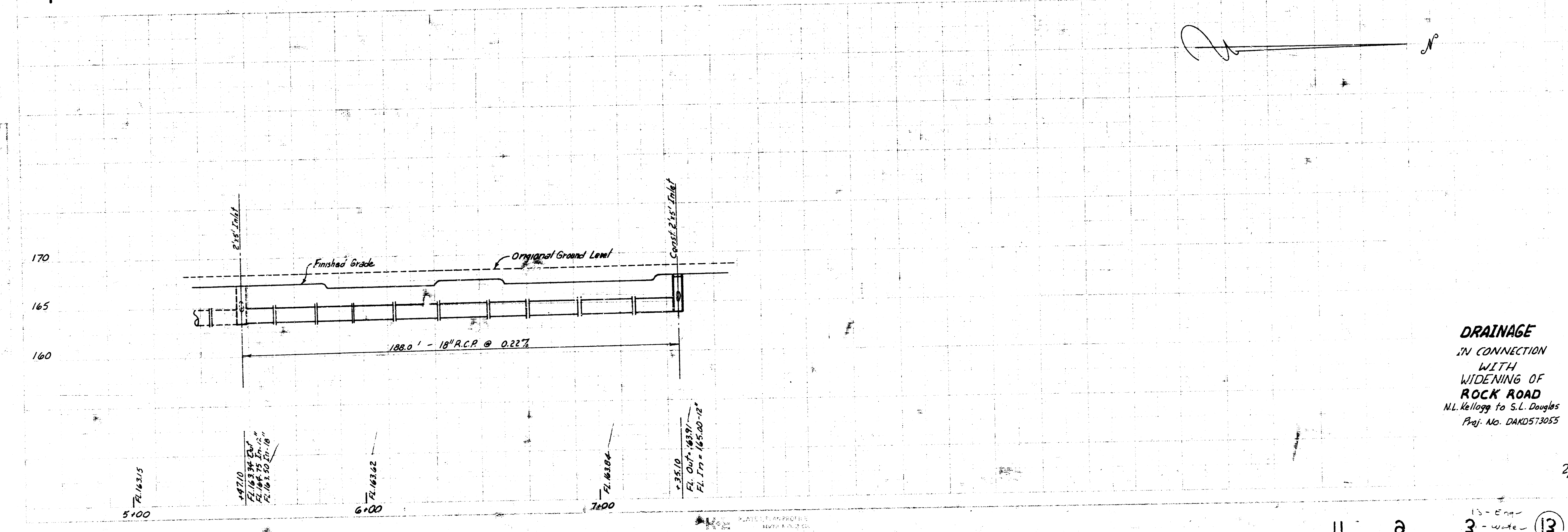
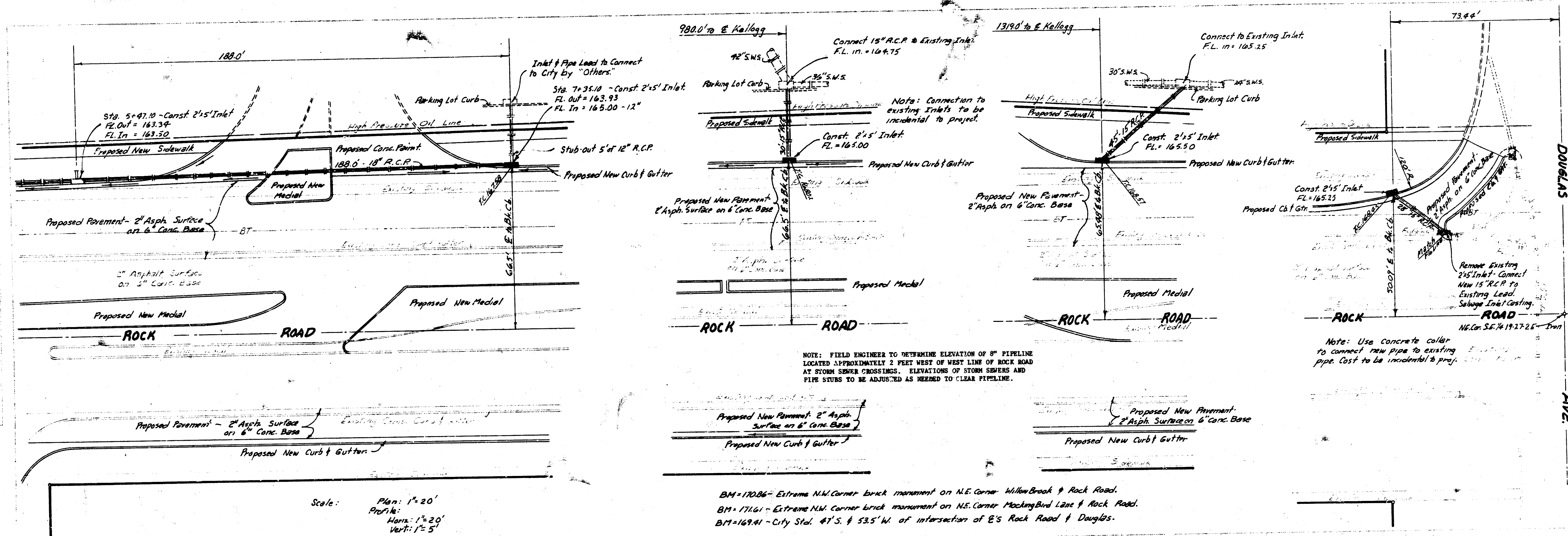
POINT	STATION	OFFSET	N. COORD.	E. COORD.
53 P.C. Curve	19+63	8.5' LT	95.56	51.50
54 End Return	19+54.4	45.0' LT	96.00	15.00
55 Cntr. Return	19+54.4	95.0' LT	96.00	-35.00
56 P.T. Curve	19+70	7.5' RT	120.52	67.50
57 Cntr. Return	20+20	5.0' RT	150.52	65.00
58 P.C. Curve	21+06	5.0' RT	236.56	65.00
59 P.C. Curve	22+25	7.5' RT	355.56	67.50
60 P.C. Curve	22+25	2.5' RT	355.56	65.50
61 P.T. Curve	23+50	8.5' LT	480.56	51.50
62 P.T. Curve	24+50	3.5' LT	480.56	54.50
63 Pnch Pt.	24+80	3.5' LT	618.56	56.50
64 End Return	25+49.31	45.0' LT	679.77	15.00

ROCK ROAD
N.L. Kellogg to S.L. Douglas
DAKS 573055

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DRAINAGE
 IN CONNECTION
 WITH
 WIDENING OF
ROCK ROAD
 N.W. Kellogg to S.L. Douglas
 Proj. No. DAKD573053