

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 + 70.6. 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.

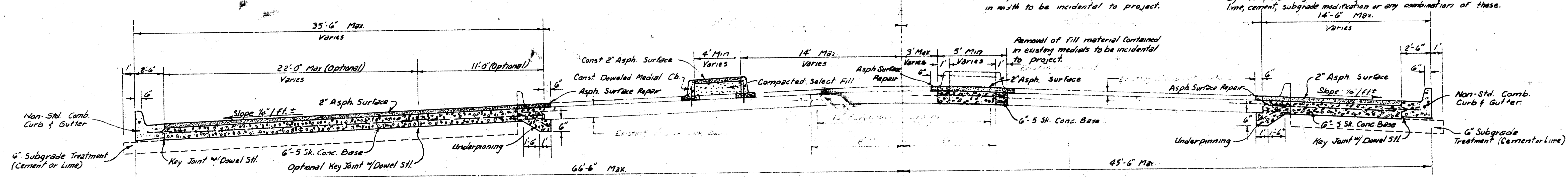
Engineer to exercise the option of eliminating underpinning where dowel steel is useable along existing edge of pavement.

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.

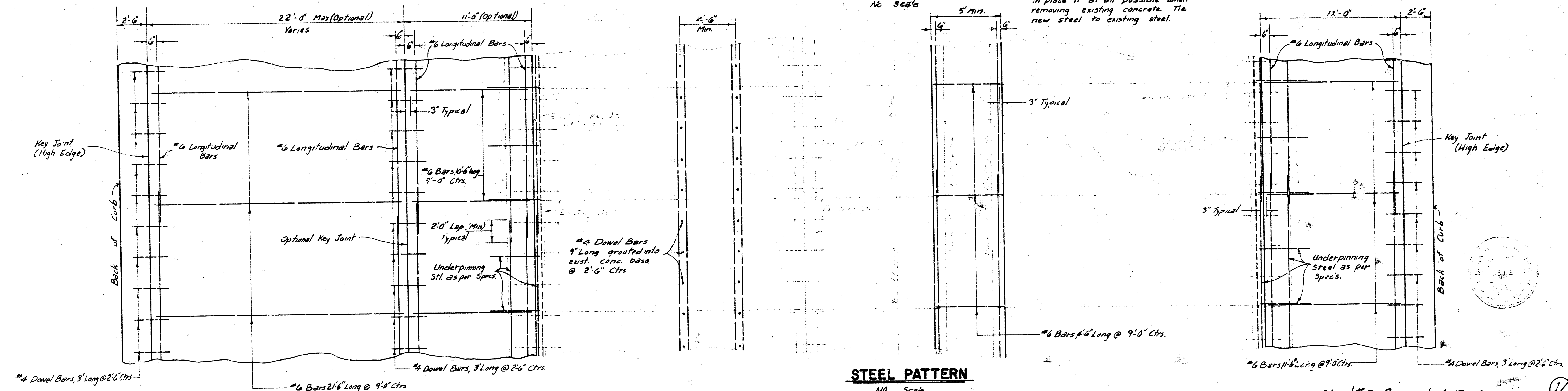
Asph. Surface Repair adjacent to existing H.E. & Metal Curb to be paid for as tons of Asphaltic Concrete. Repair in excess of 6" in width to be incidental to project.

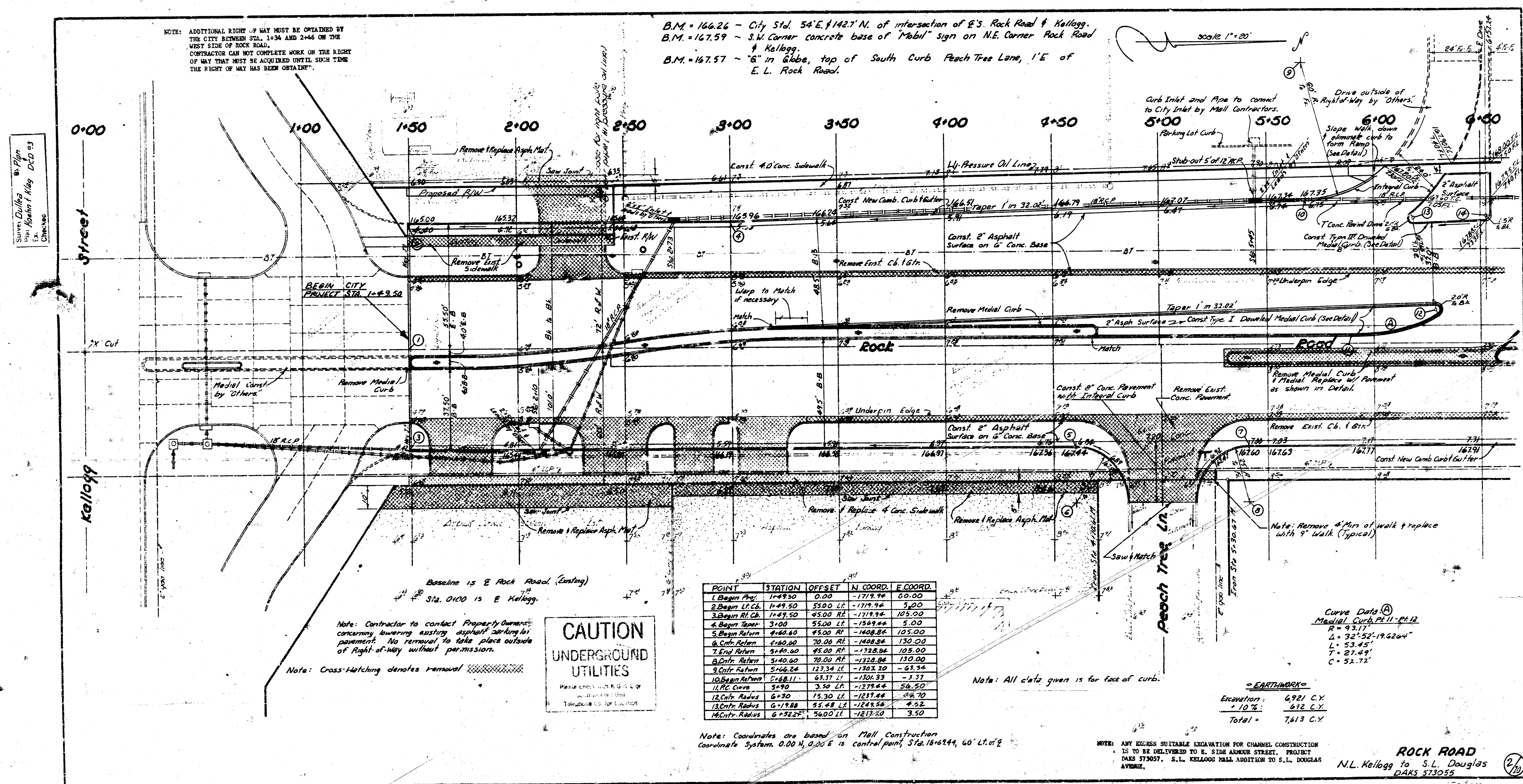
Removal of fill material contained in existing medians to be incidental to project.

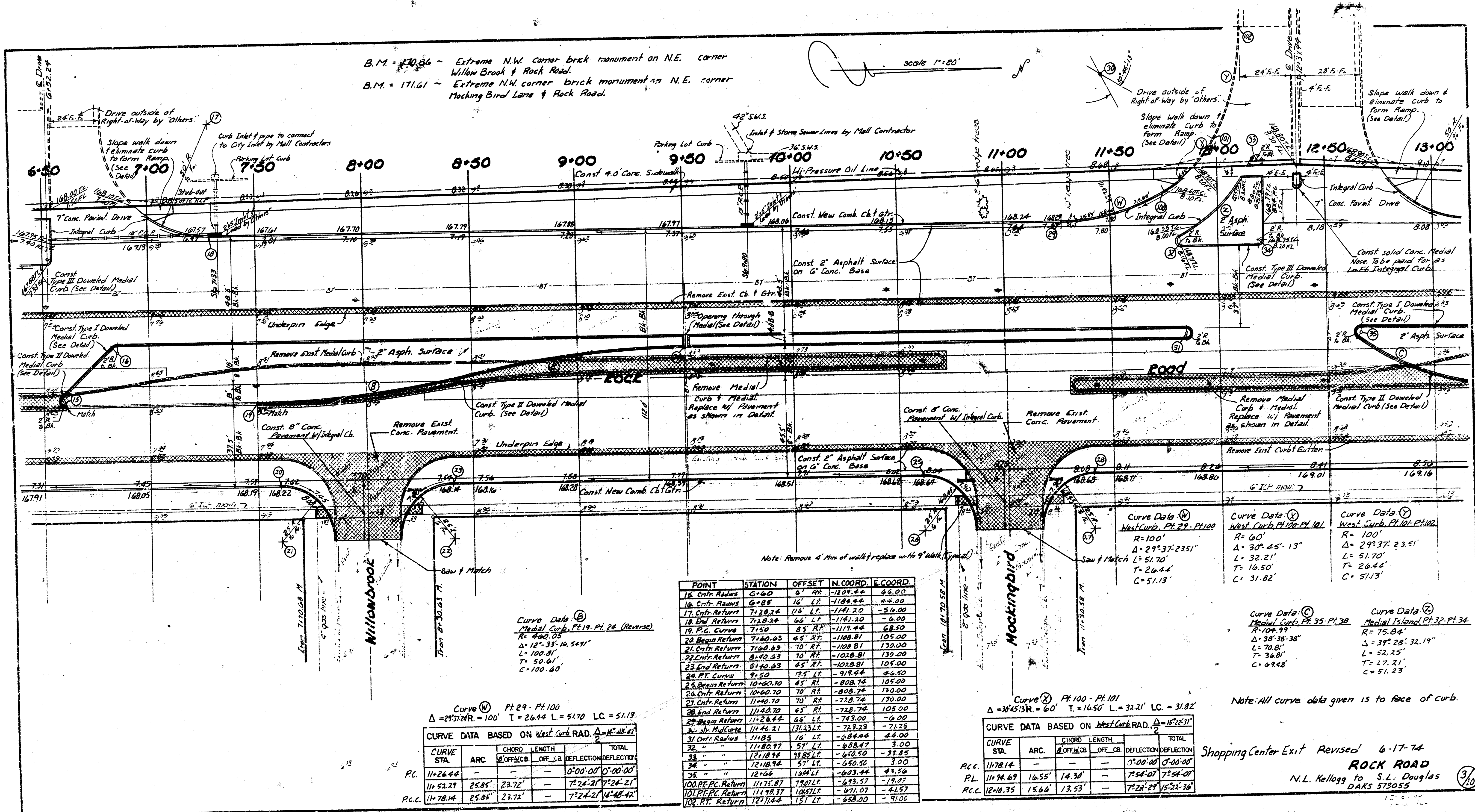


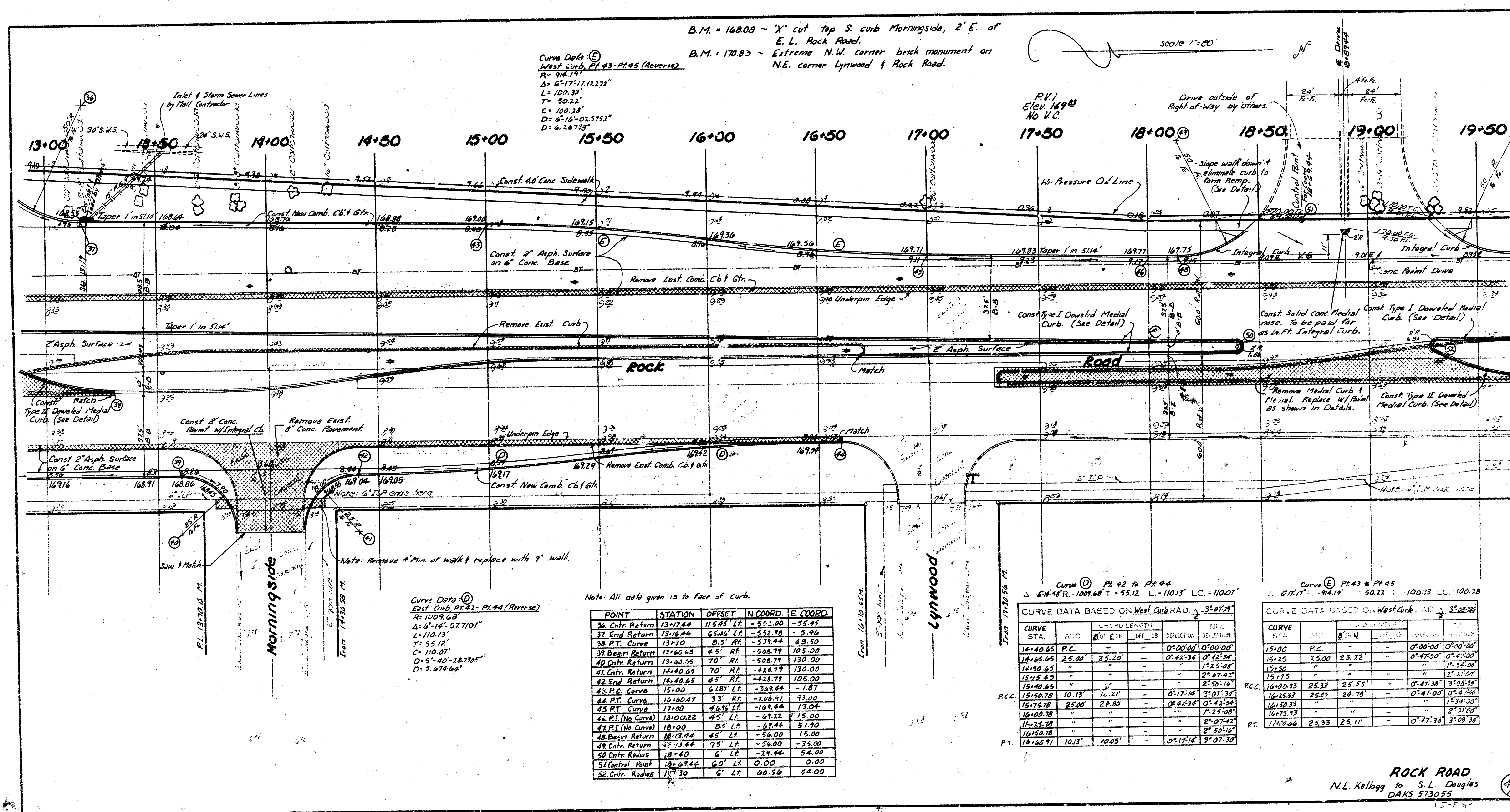
## SECTION AT STA. 11+50

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





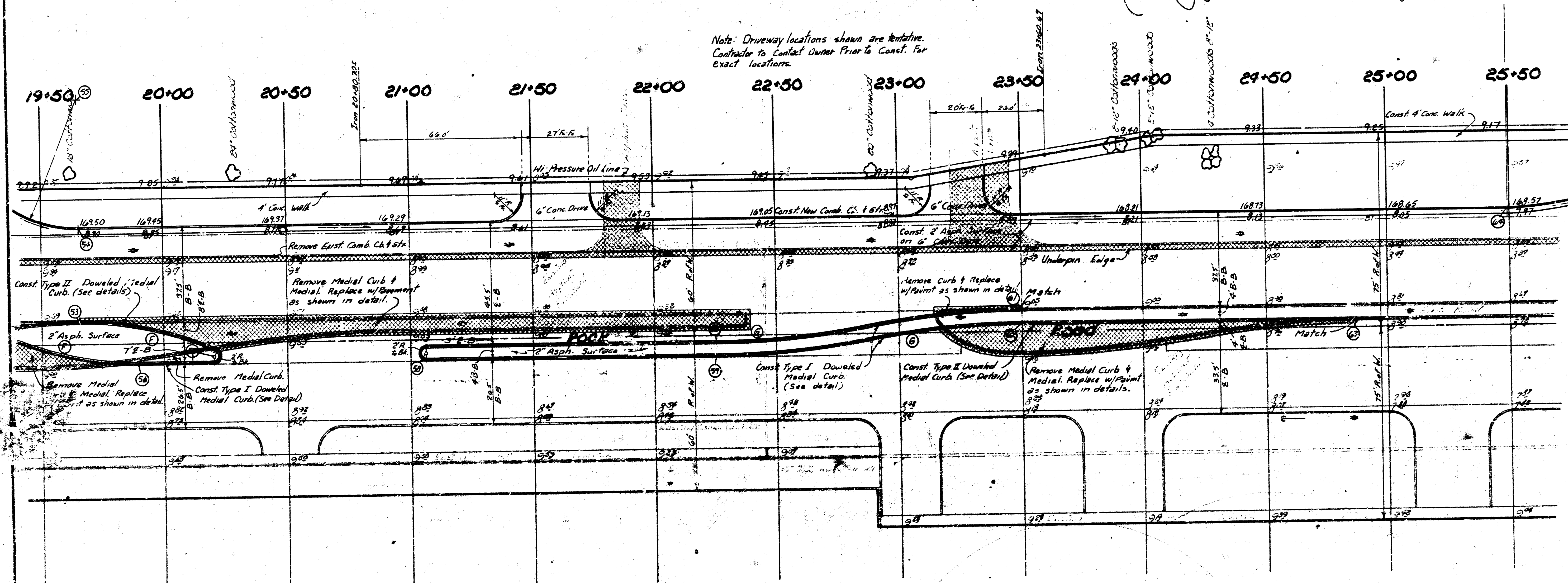




B.M. = 169.41 - City Std. 47'S. & 53.5' W. of intersection of  
E'S Rock Road & Douglas.

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'

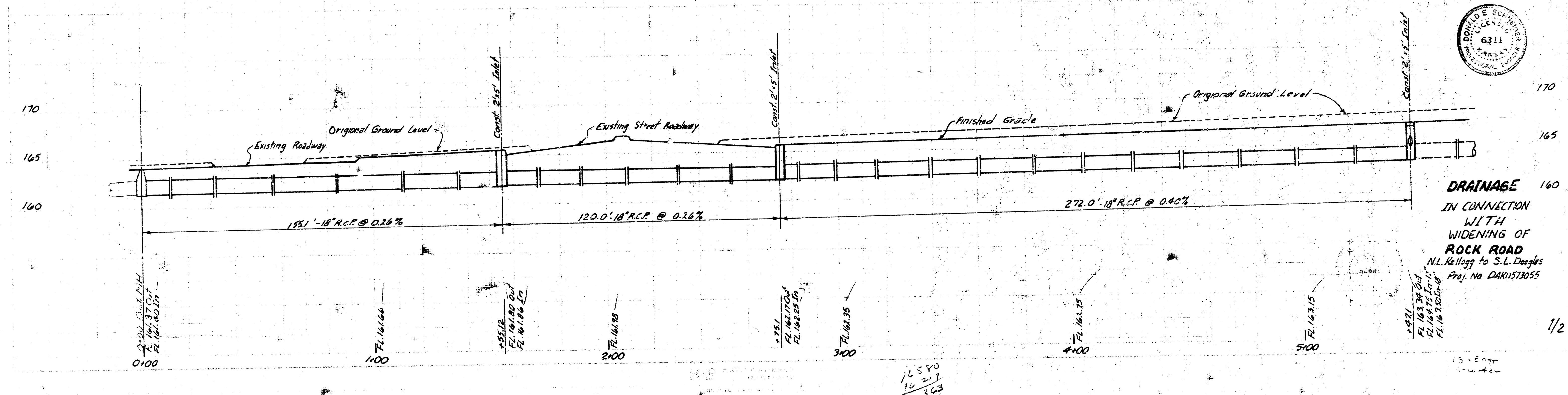
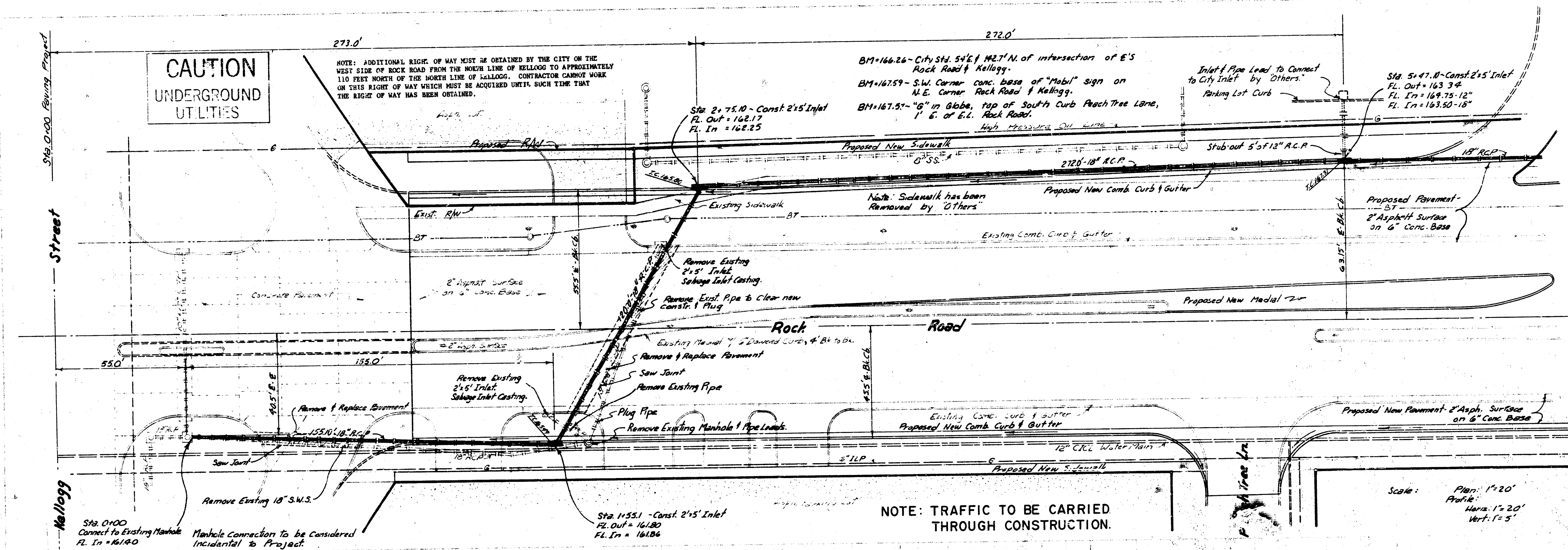
Note: All data given is to face of curb.

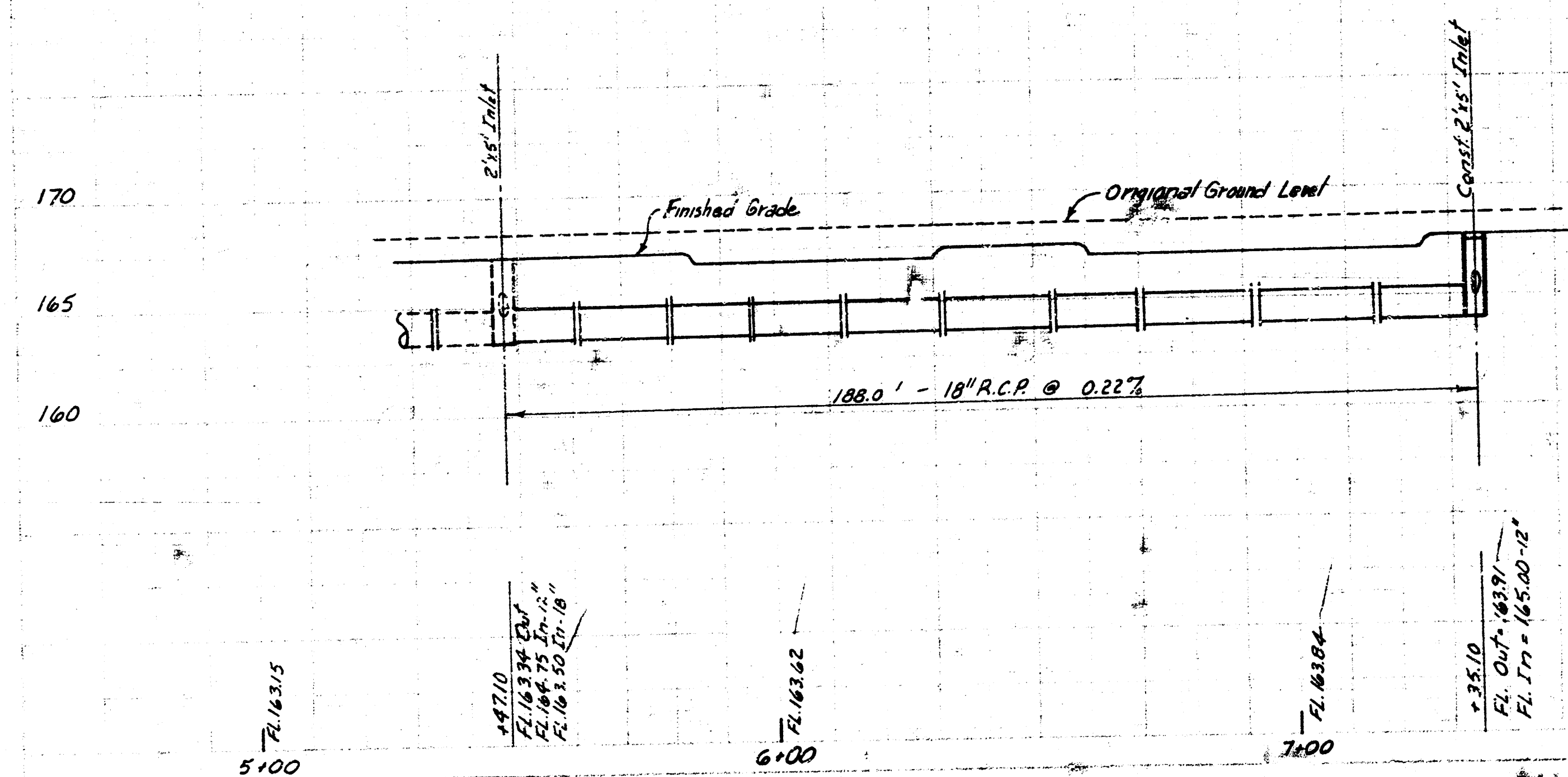
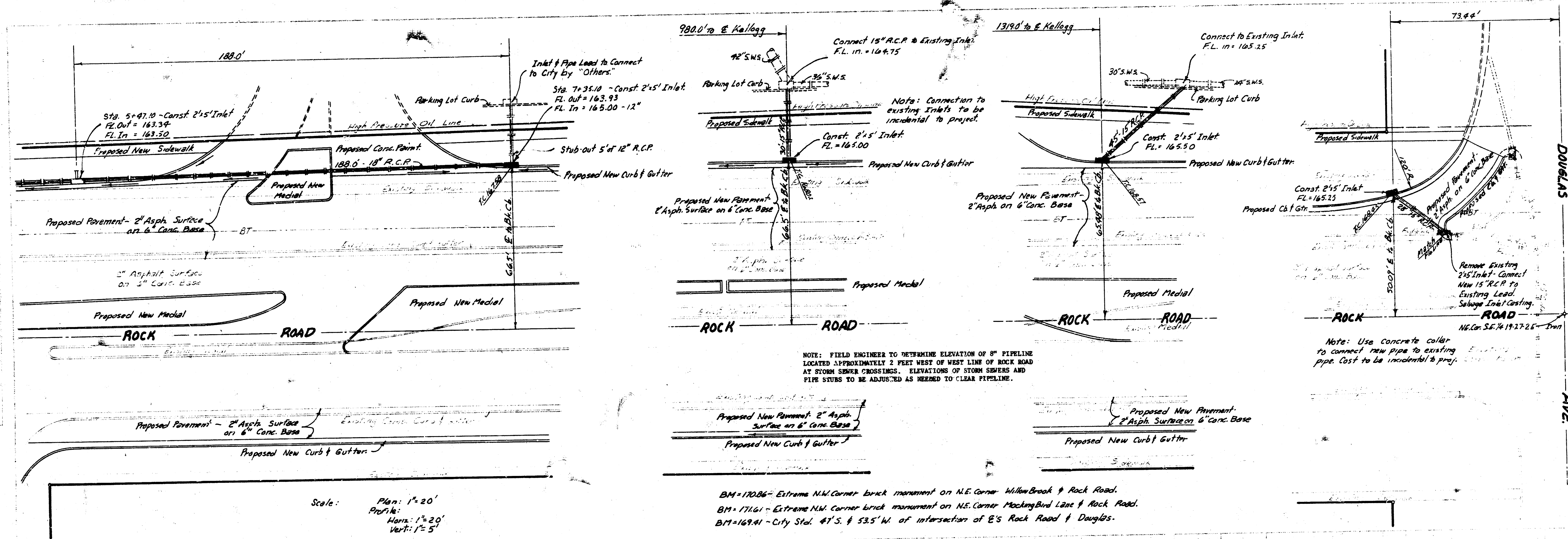
| POINT           | STATION  | OFFSET   | N. COORD. | E. COORD. |
|-----------------|----------|----------|-----------|-----------|
| 53 P.C. Curve   | 19+63    | 8.5' LT  | 95.56     | 51.50     |
| 54 End Return   | 19+54.4  | 45.0' LT | 96.00     | 15.00     |
| 55 Ctrn Return  | 19+54.4  | 95.0' LT | 96.00     | -35.00    |
| 56 P.T. Curve   | 19+70    | 7.5' RT  | 120.52    | 67.50     |
| 57 Ctrn Radius  | 20+20    | 5.0' RT  | 150.52    | 65.00     |
| 58 Ctrn Radius  | 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 Match Pt.    | 24+80    | 3.5' LT  | 618.56    | 56.50     |
| 64 Begin Return | 25+49.31 | 45.0' LT | 679.77    | 15.00     |

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

5/10







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