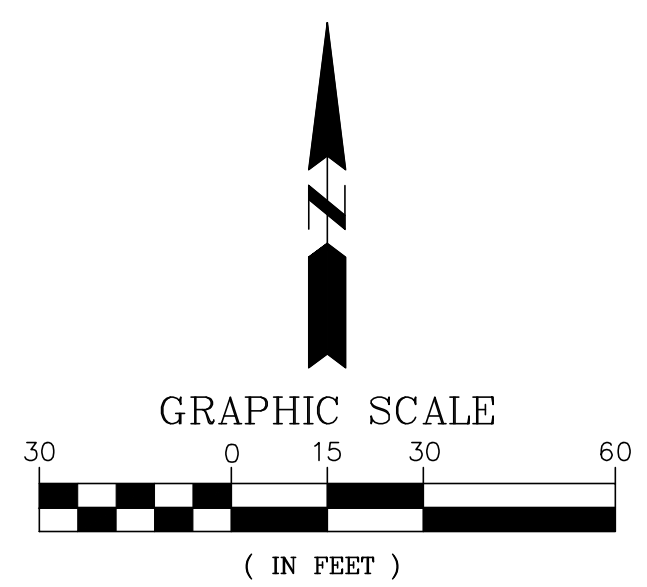


A
B
C
D
E
F
G

three inches = one foot
one & one half inches = one foot
one inch = one foot
three quarters inch = one foot
one half inch = one foot
three eighths inch = one foot
one quarter inch = one foot
one eighth inch = one foot



P.I. DATA

(A) STA. 0+47.64
Δ = 150°00'36"

(B) STA. 1+76.00
Δ = 169°10'37"

CL DATA

(AA) S 33°28'38" E 47.64'
(BB) S 22°39'15" E 70.78'
(CC) S 24°11'34" E 57.57'
(DD) S 45°10'58" E 43.57'
(EE) S 46°39'06" E 169.41'
(FF) N 72°49'54" E 56.71'
(GG) N 57°22'07" E 133.21'
(HH) N 25°15'08" E 19.97'
(JJ) N 32°37'53" W 57.21'
(KK) N 45°00'31" W 37.90'

CURVE DATA

(C1) Δ = 60°31'00"
R = 75.00'
T = 43.75'
L = 79.22' (A)
75.59' (C)
S 76°54'36" E

(C2) Δ = 15°27'46"
R = 200.00'
T = 27.15'
L = 53.98' (A)
53.81' (C)
N 65°06'00" E

(C3) Δ = 32°06'59"
R = 50.00'
T = 14.39'
L = 28.03' (A)
27.66' (C)
N 41°16'38" E

(C4) Δ = 12°22'39"
R = 60.00'
T = 6.51'
L = 12.96'
12.94'
N 38°49'12" W

LEGEND

T/SW TOP OF SIDEWALK ELEV.
T/C TOP OF CURB ELEV.
T/A TOP OF ASPHALT ELEV.
(TGO) TIP GUTTER OUT
(THEO) THEORETICAL TOP OF CURB ELEVATION
L.P. LOW POINT
KT LONGITUDINAL KEYWAY CONSTRUCTION JOINT WITH TIE BARS
K LONGITUDINAL KEYWAY CONSTRUCTION JOINT WITHOUT TIE BARS
S SAWED LONGITUDINAL JOINT
L LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS
T TIE BAR IN TRANSVERSE JOINT
--- TRANSVERSE CONTRACTION JOINT

CURB ELEVATIONS

(1) 1496.90 T/C TGO
(2) 1497.05 T/C TGO
(3) 1497.35 T/C TGO
(4) 1497.65 T/C TGO
(5) 1498.09 T/C TGO
(6) 1497.19 T/C
(7) 1502.04 T/C MATCH EXISTING
(8) 1501.15 T/C CONC
(9) 1501.98 T/C MATCH EXISTING
(10) 1501.38 T/C
(11) 1497.09 T/C
(12) 1496.79 T/C
(13) 1496.52 T/C
(14) 1496.63 T/C
(15) 1496.93 T/C
(16) 1496.55 T/C
(17) 1496.25 T/C
(18) 1496.06 T/C
(19) 1496.14 T/C CONC
(20) 1495.76 T/C CONC
(21) 1496.44 T/C CONC
(22) 1496.36 T/C CONC
(23) 1496.00 T/C L.P.
(24) 1496.25 T/C
(25) 1496.47 T/C

(26) 1496.82 T/C MATCH EXISTING
(27) 1496.82 T/C MATCH EXISTING
(28) 1496.98 T/C
(29) 1496.81 T/C
(30) 1496.58 T/C TGO
(31) 1497.19 T/C
(32) 1497.74 T/C
(33) 1497.93 T/C CONC MATCH EXISTING
(34) 1498.15 T/C CONC
(35) 1498.11 T/C CONC MATCH EXISTING
(36) 1497.70 T/C
(37) 1497.21 T/C
(38) 1498.07 T/C
(39) 1497.88 T/C
(40) 1498.29 T/C
(41) 1498.83 T/C
(42) 1499.35 T/C
(43) 1499.89 T/C
(44) 1500.43 T/C
(45) 1500.97 T/C
(46) 1500.97 T/C
(47) 1500.29 T/C
(48) 1499.62 T/C
(49) 1498.94 T/C
(50) 1498.27 T/C
(51) 1497.73 T/C
(52) 1497.53 T/C

KEY NOTES:

1) #4 Epoxy coated reinforcing steel shall be placed 2'x2' for Roadway and Sidewalk.
2) Keyway shall be placed between Curb & Gutter and the Roadway and the #4 reinforcing steel shall be tied between the Curb & Gutter and the Roadway.

BENCHMARK #1
TOP OF FIRE HYDRANT @ SE SIDE OF SITE
NORTH SIDE OF PRIVATE DRIVE
ELEV. = 1504.81
NAVD 88 DATUM

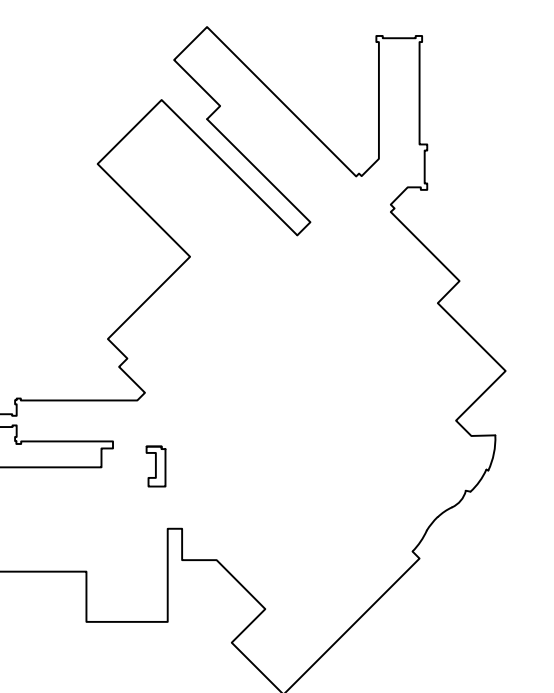
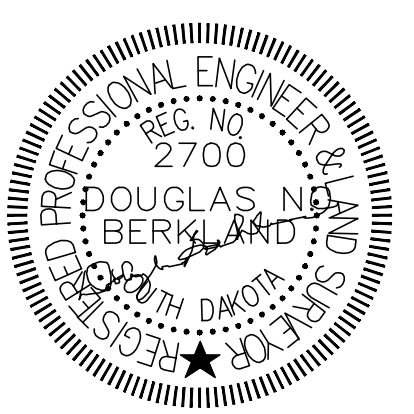
BENCHMARK #2
TOP OF FIRE HYDRANT @ E. SIDE OF SITE
WEST SIDE OF PRIVATE DRIVE
ELEV. = 1498.72
NAVD 88 DATUM

Revision Schedule	
Revision Number	Revision Date

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Drawing Title: PAVEMENT LAYOUT	Project Title: RECONSTRUCT ROAD
Approved: Project Director	Location: SIOUX FALLS, SD
Date: 10/26/12	Checked: DNB
Drawn: JNH	Dwg. 5 of 17



100% FINAL
FULLY SPRINKLERED

