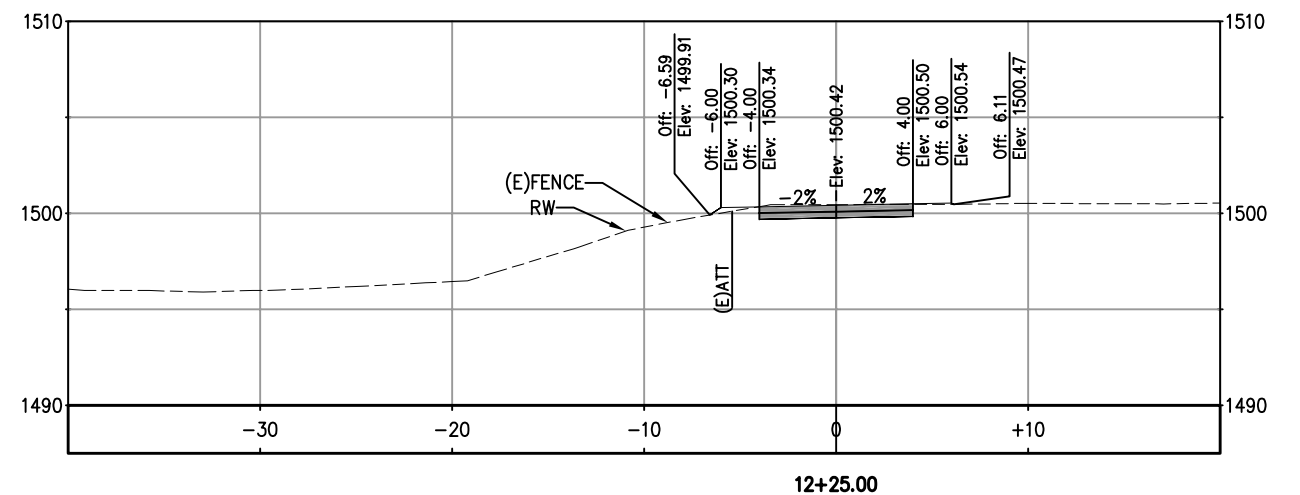
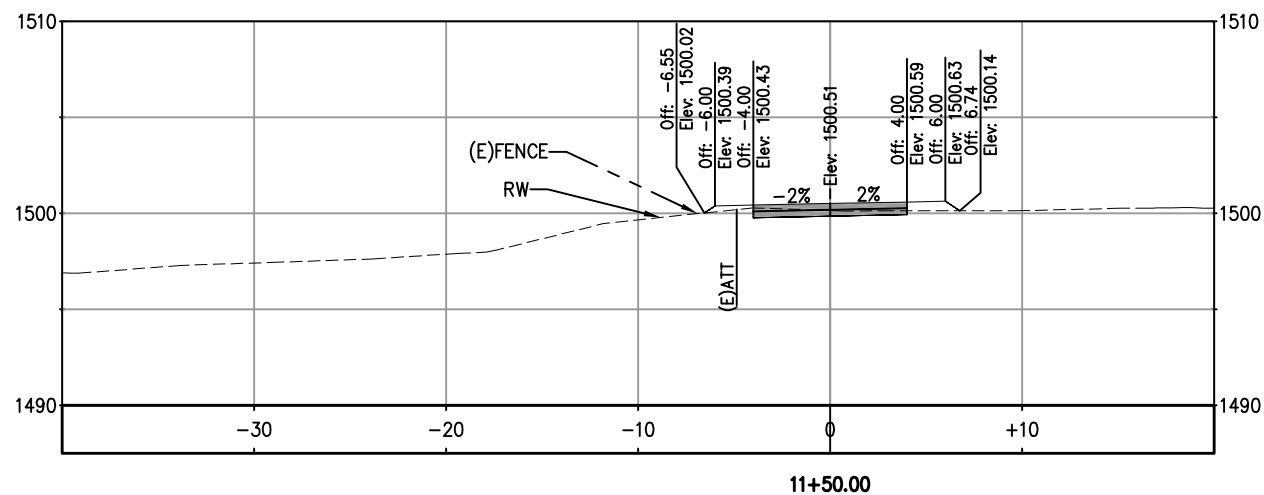
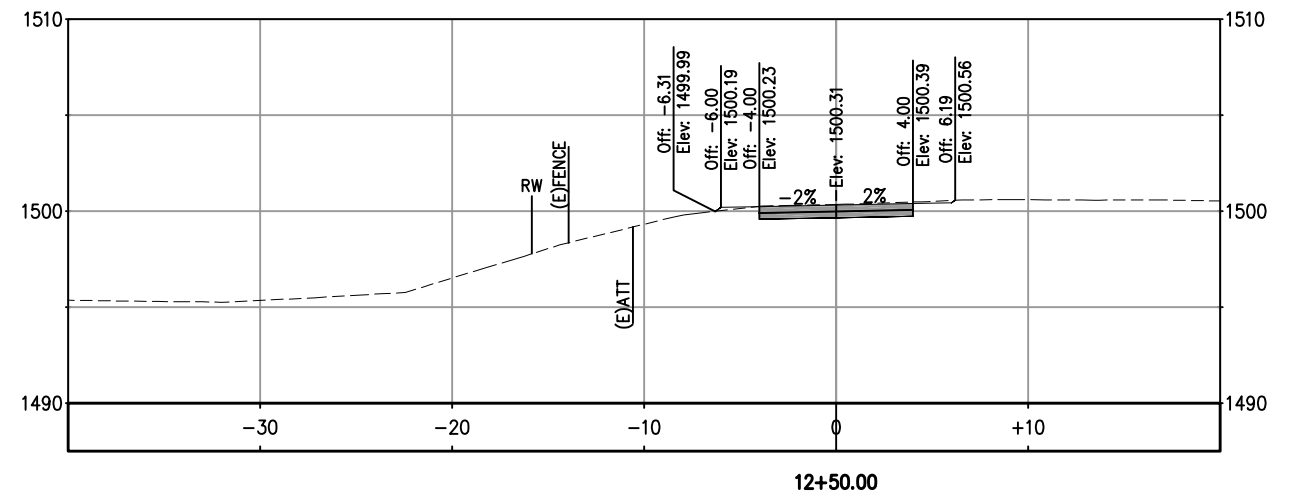
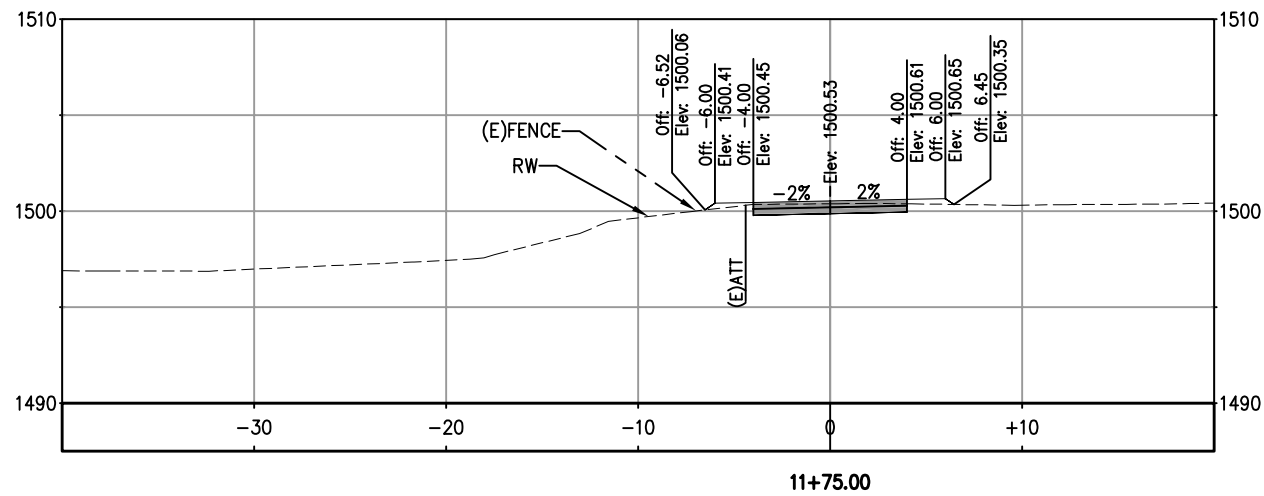
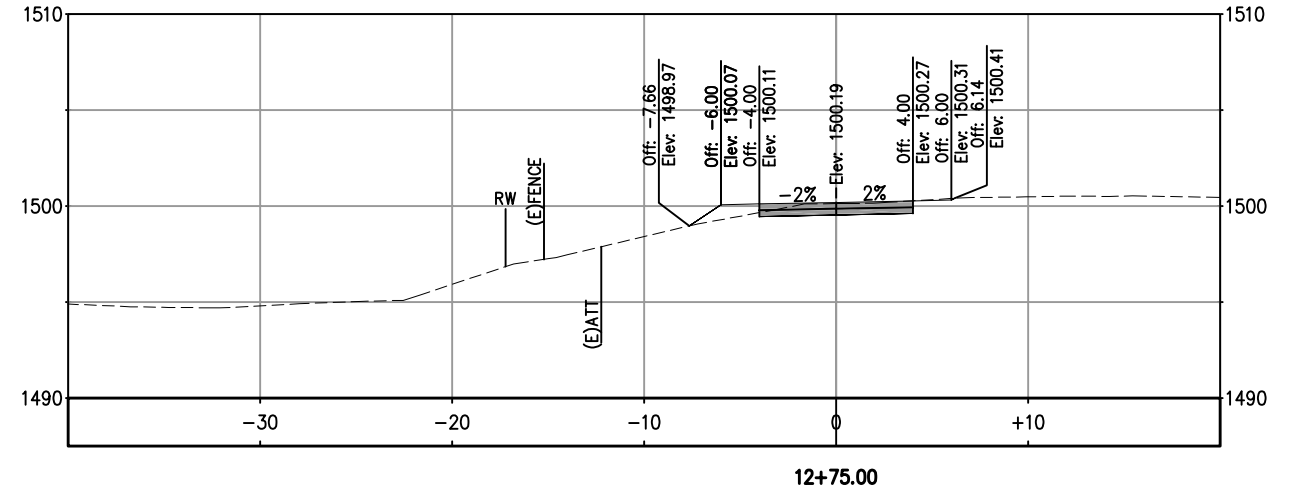
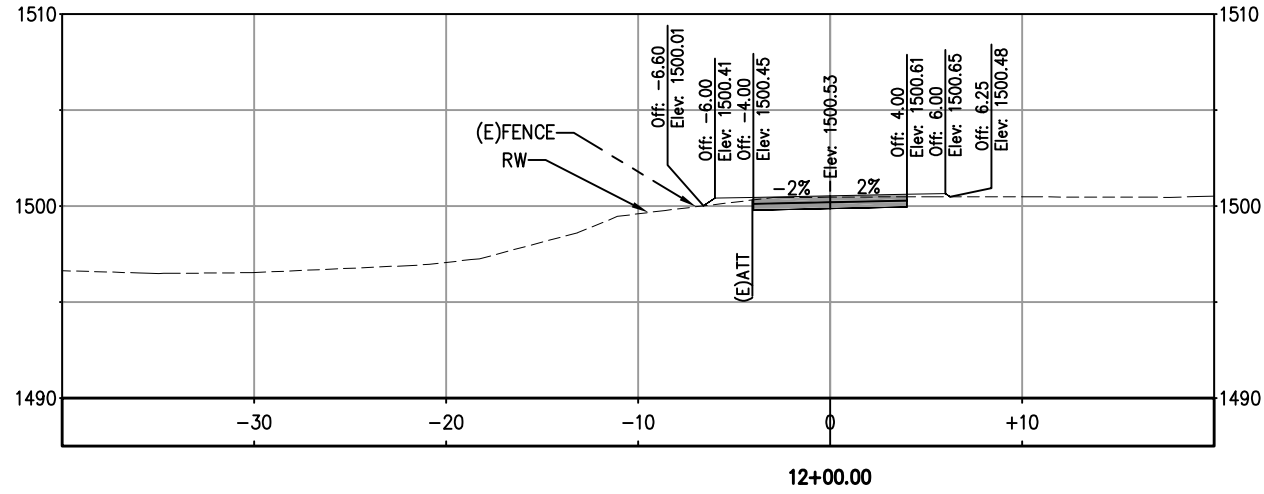
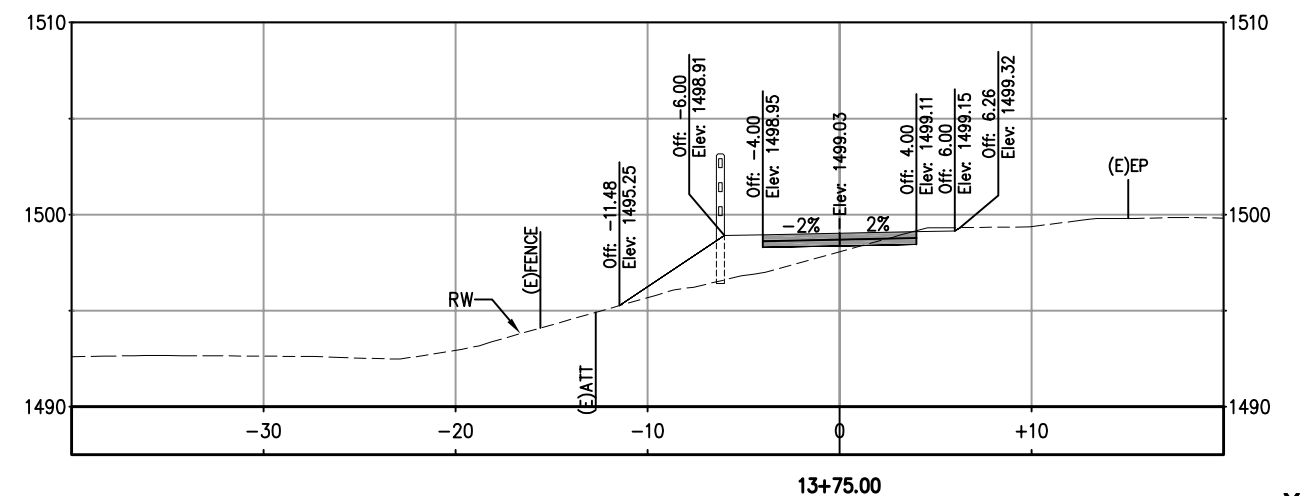
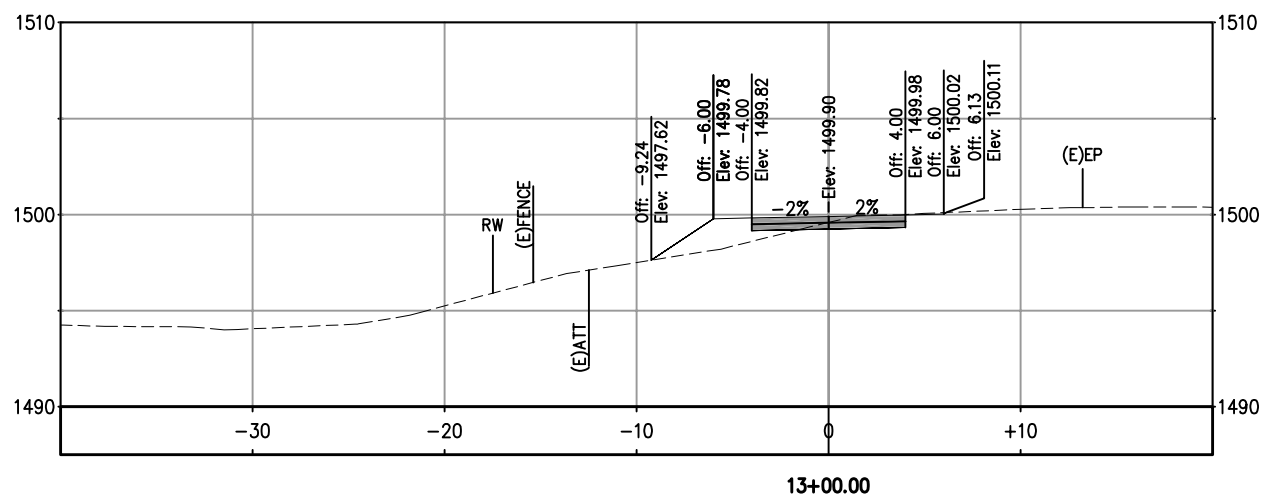
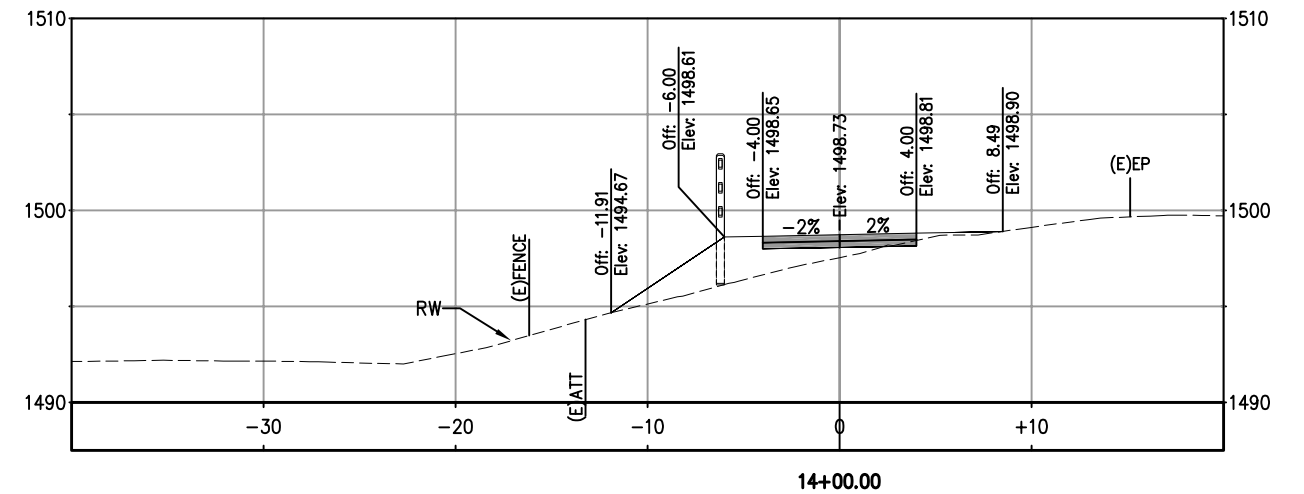
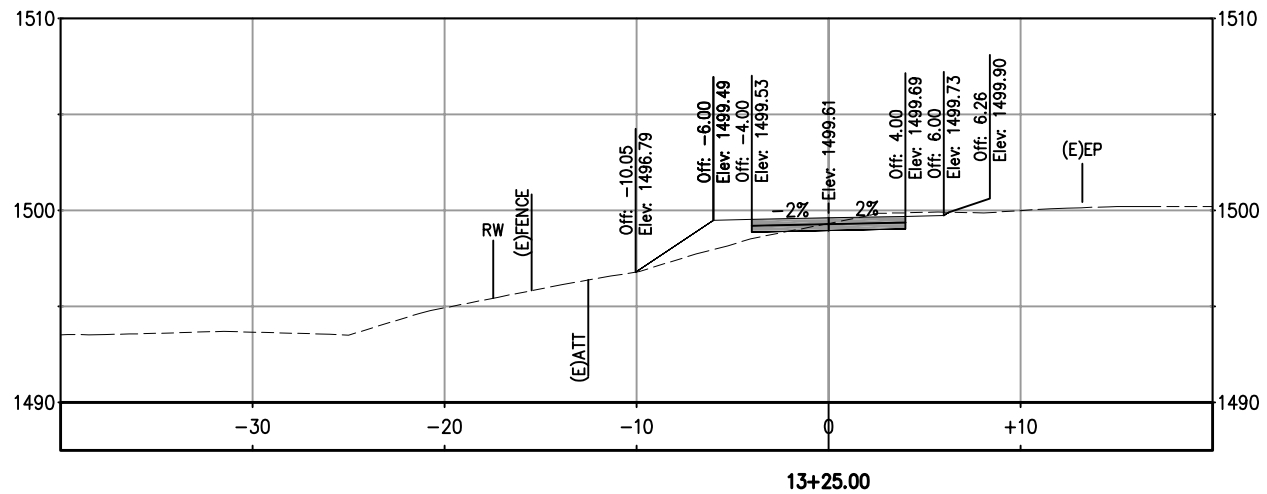
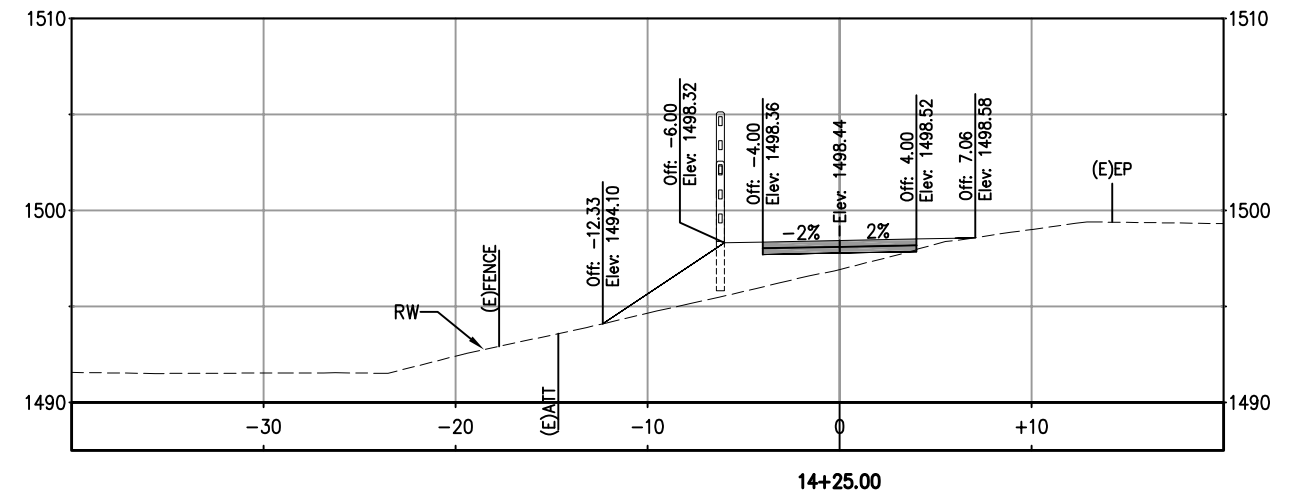
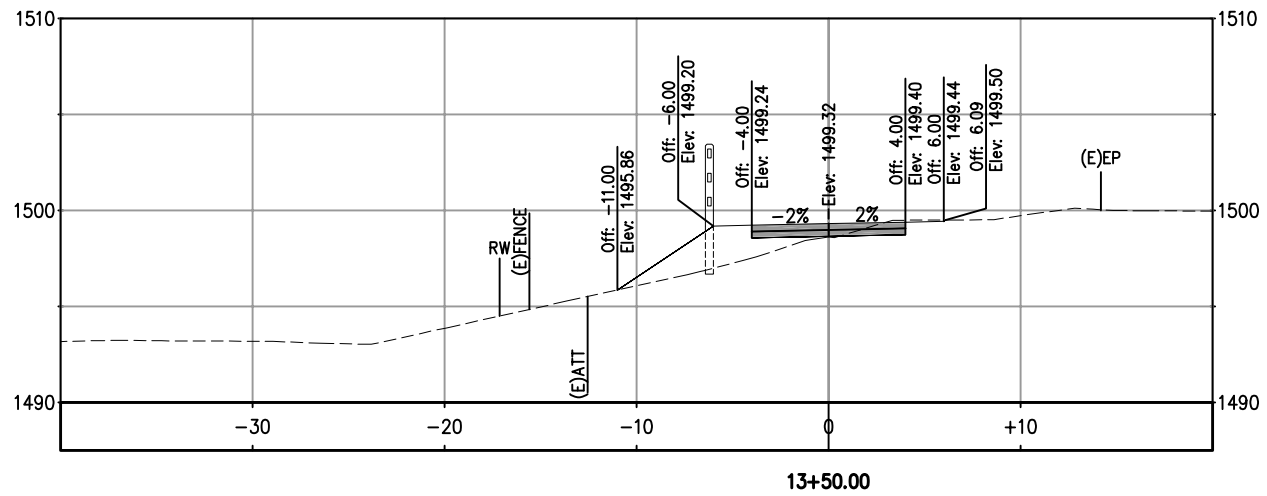
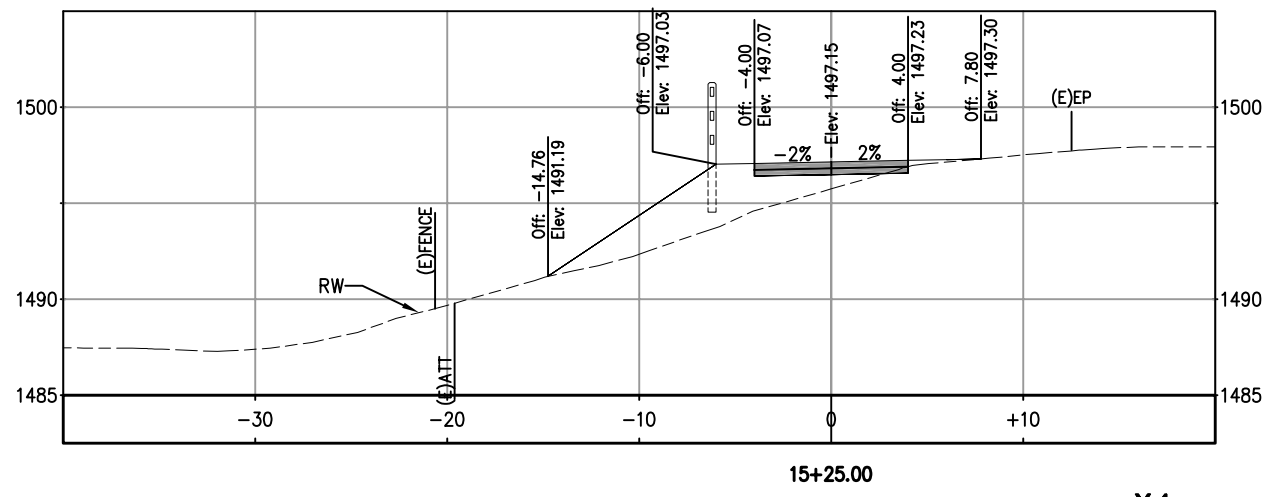
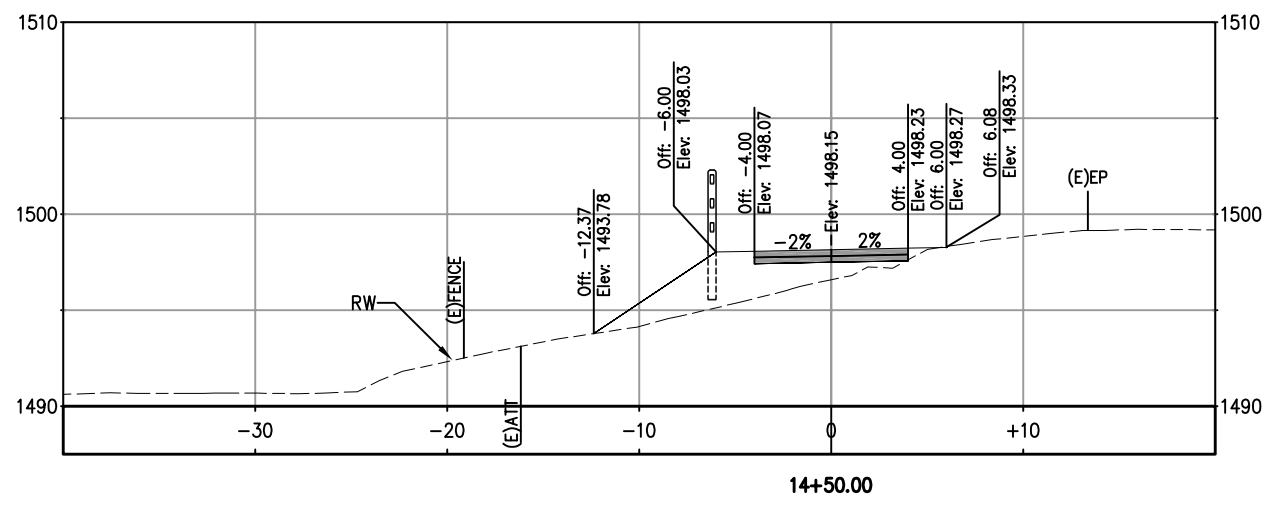
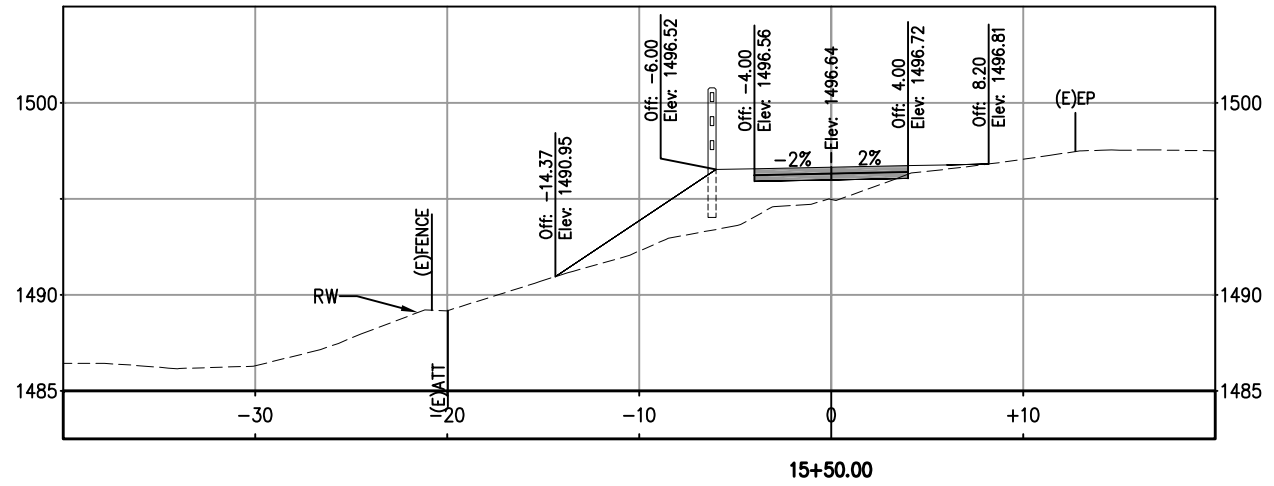
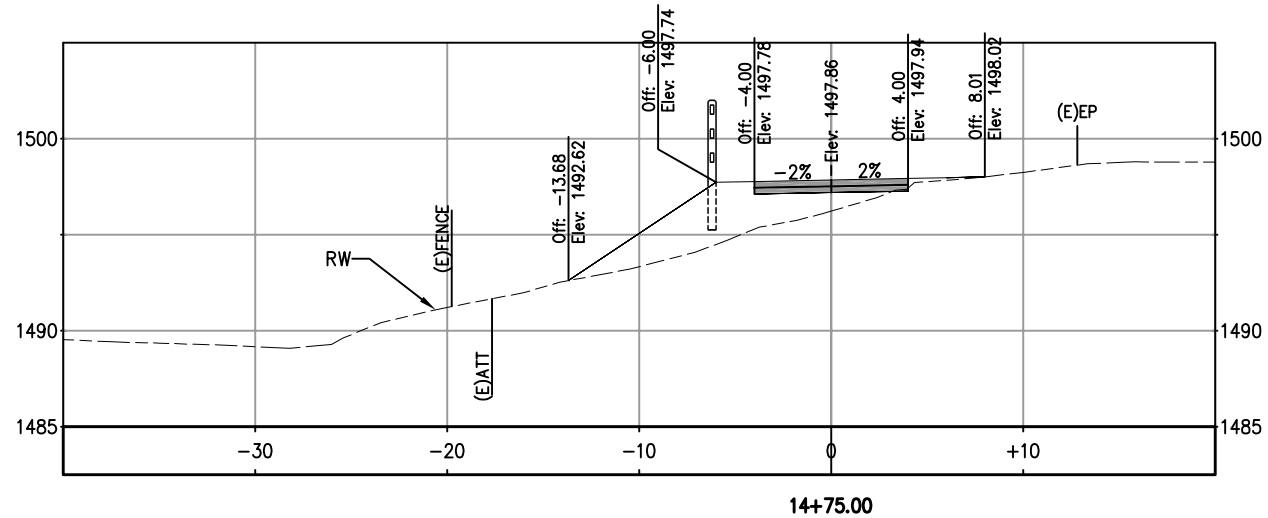
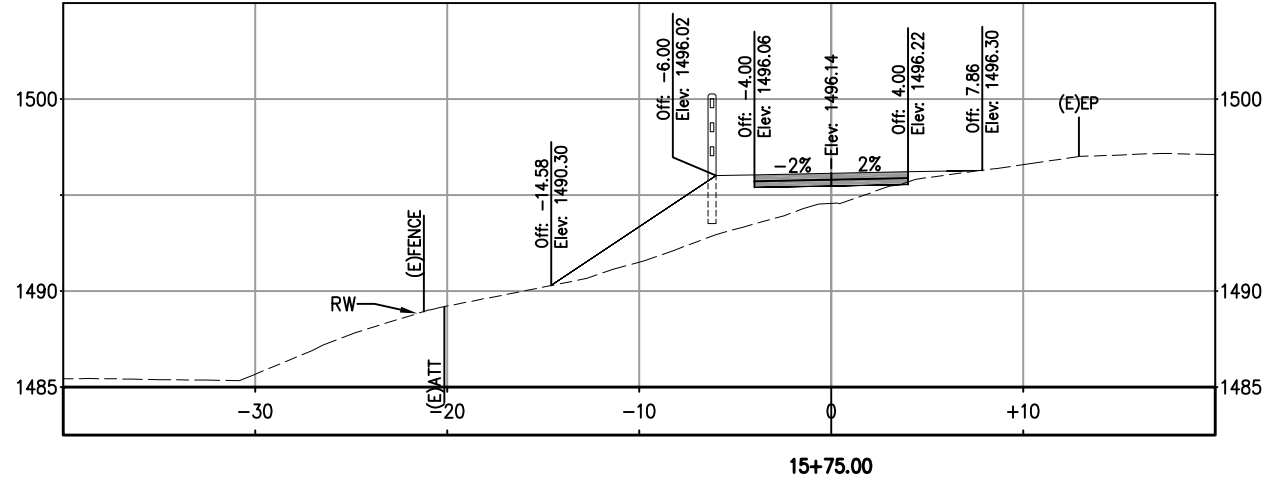
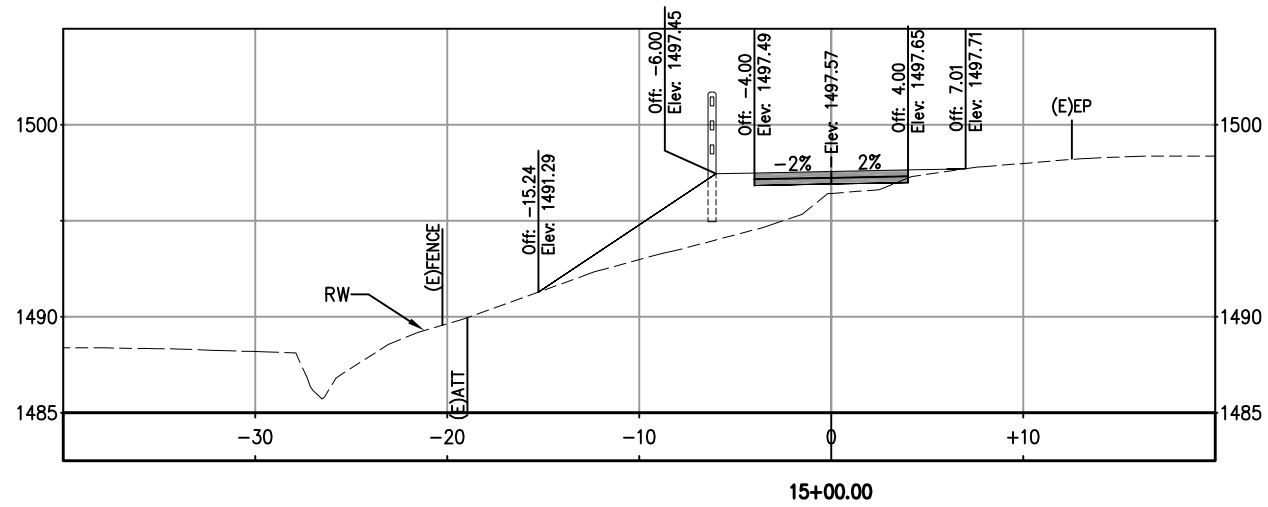


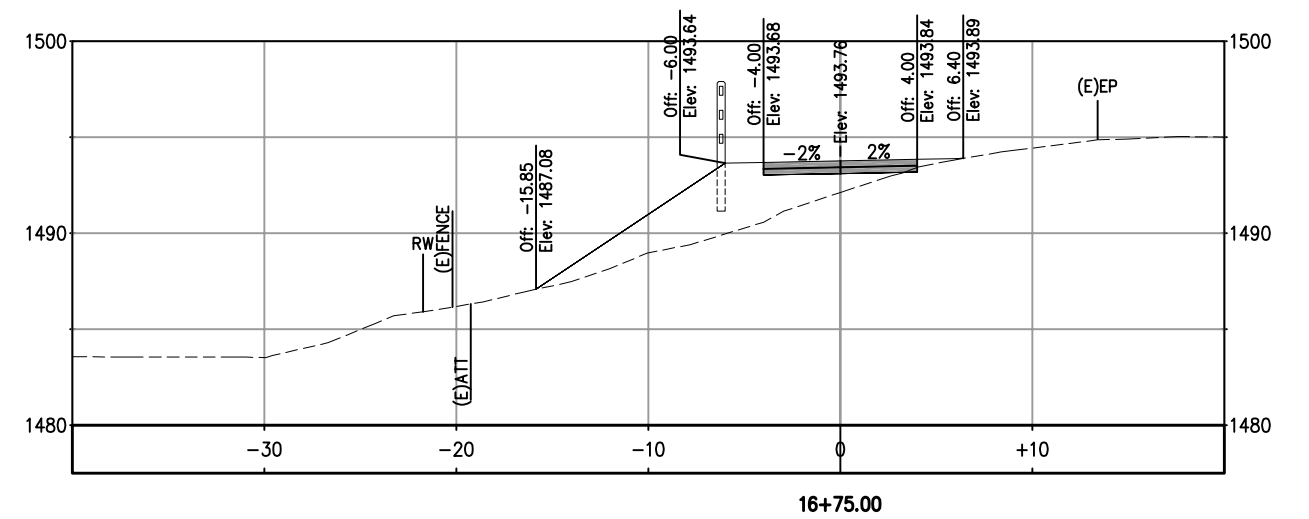
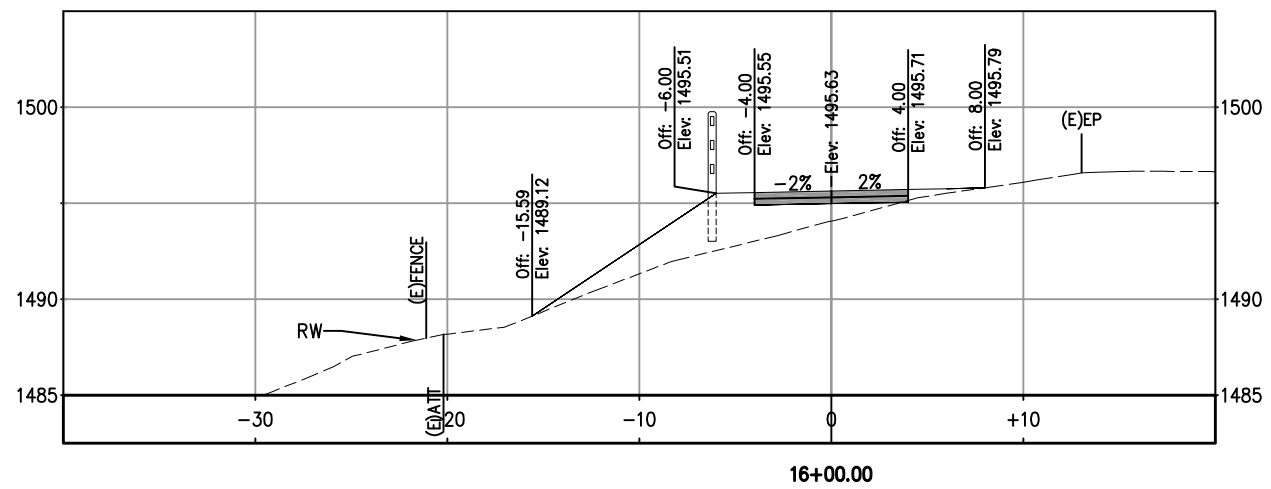
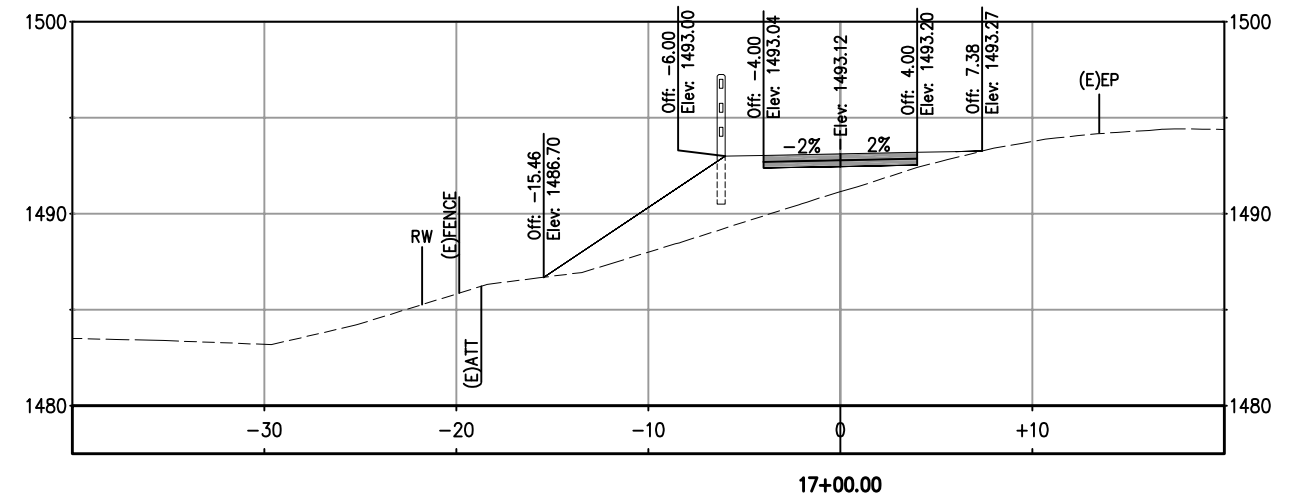
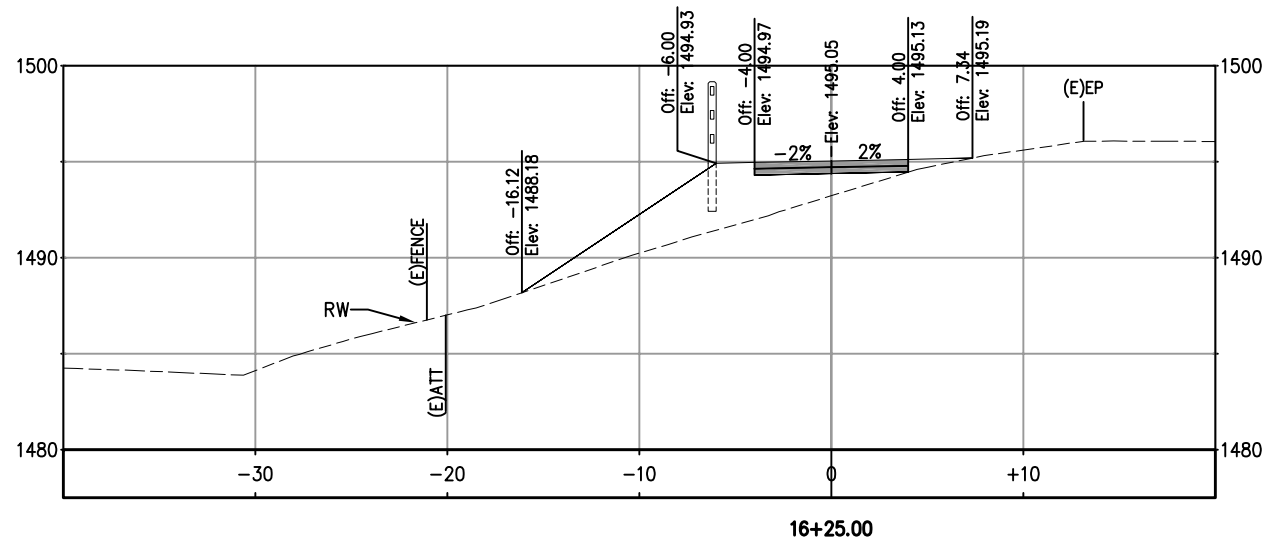
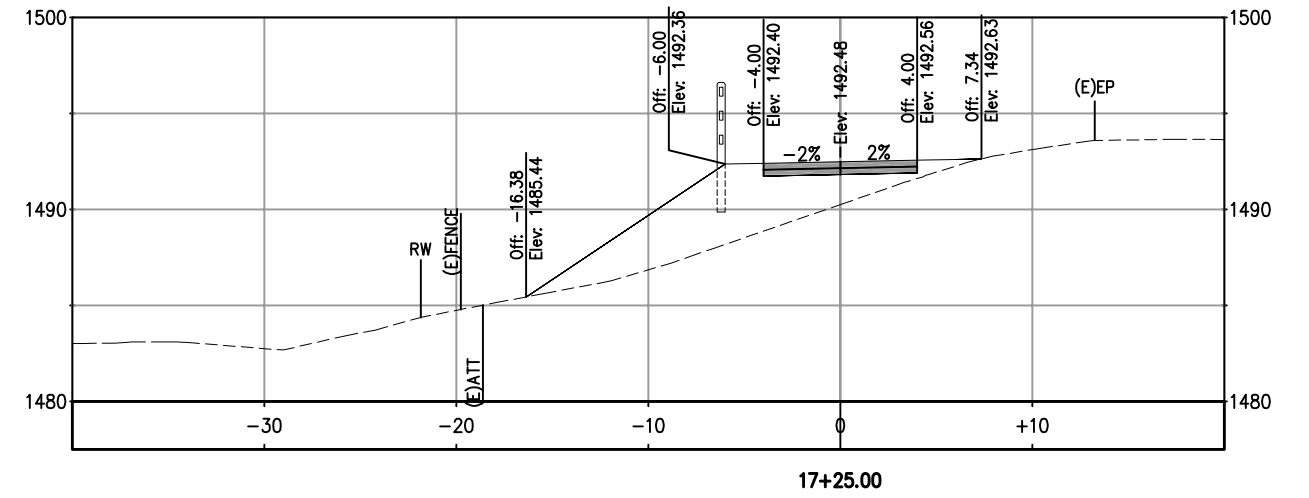
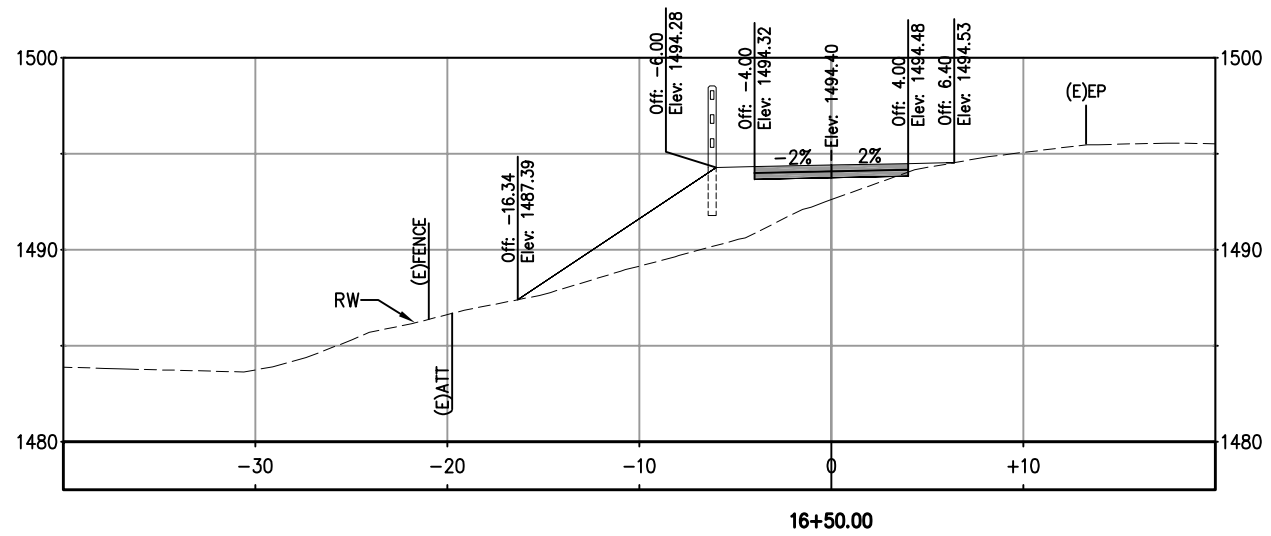
WARNING:
 THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY
 THE LOCATION AND ELEVATION OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.

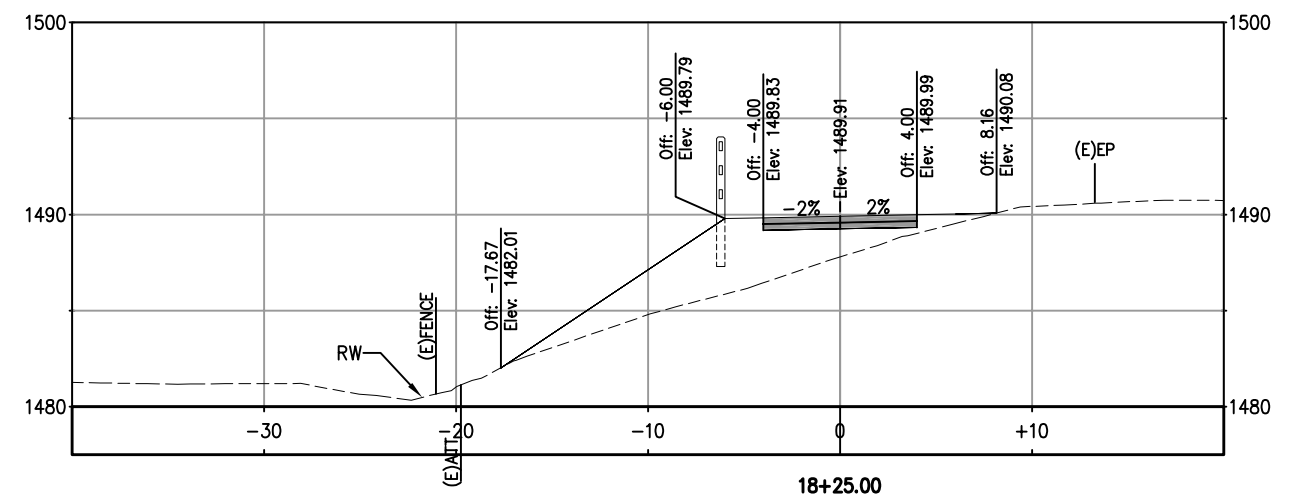
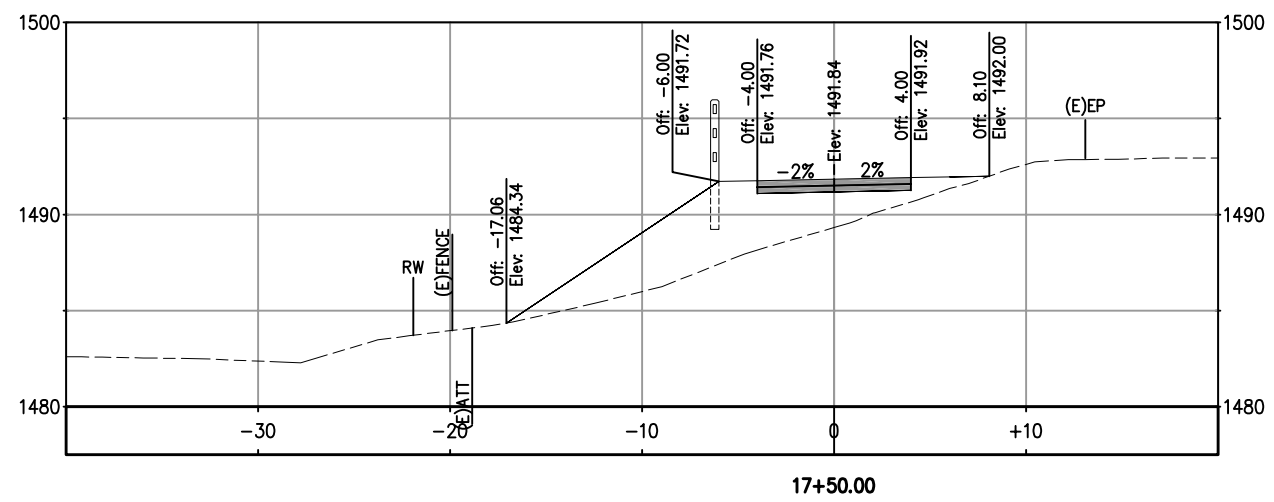
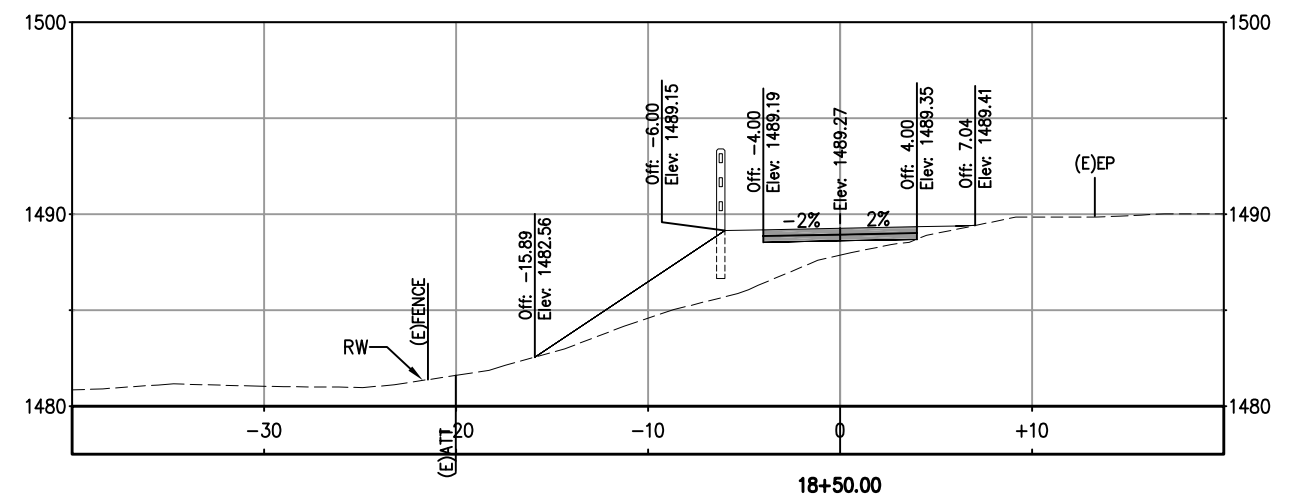
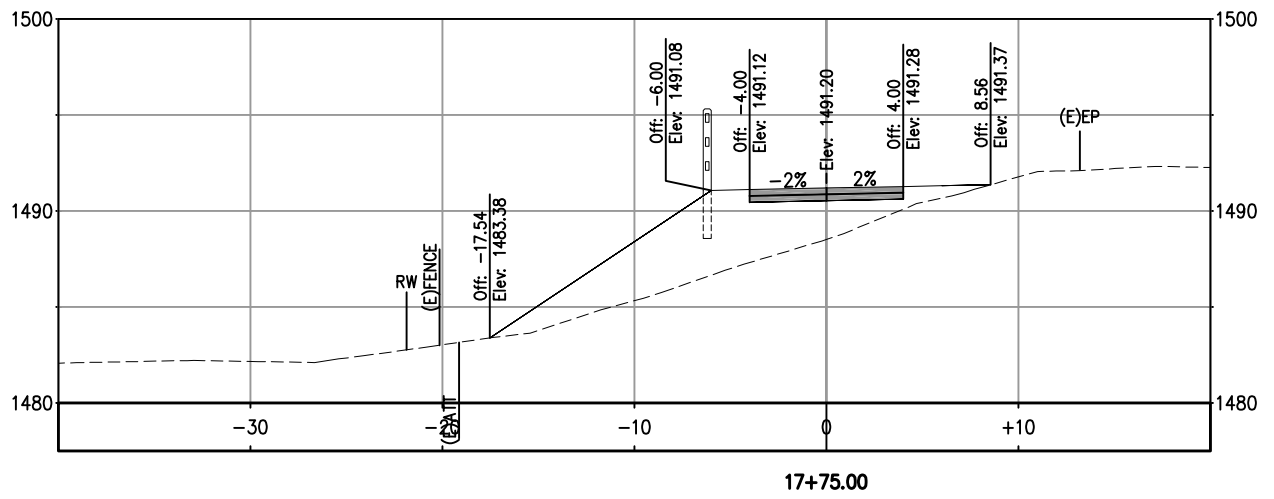
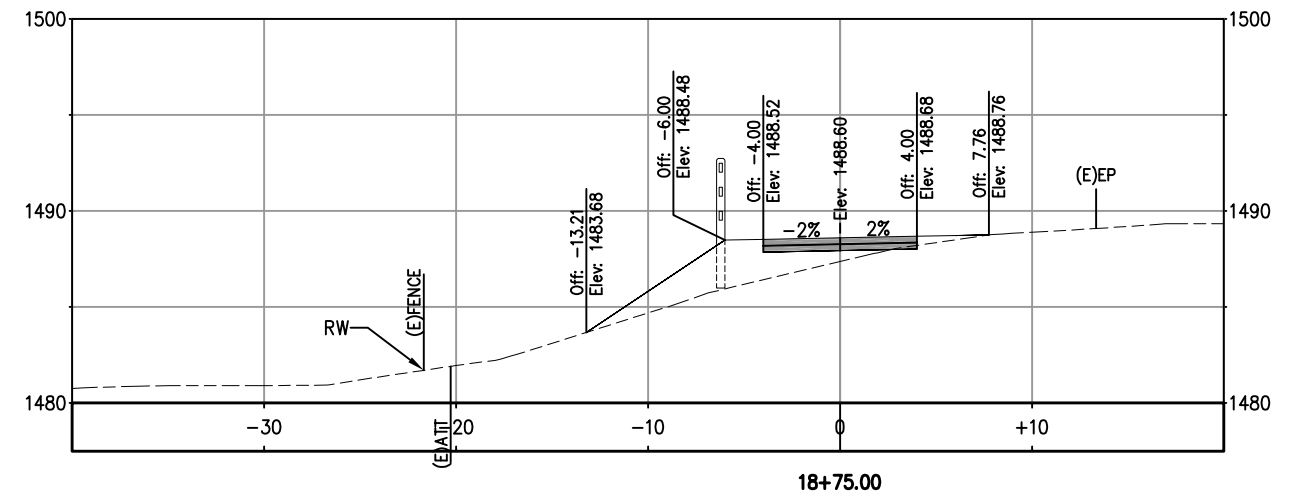
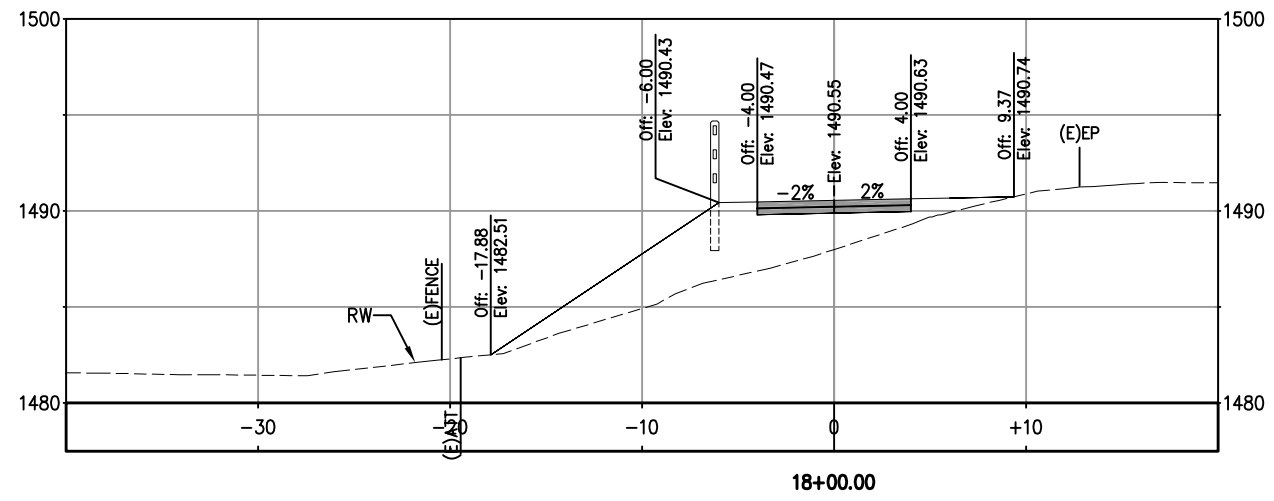
NORTHSIDE SCHOOL BIKE PATH
PHASE 2 SR49 1/23/13
SCALE: 1"=10'H,V

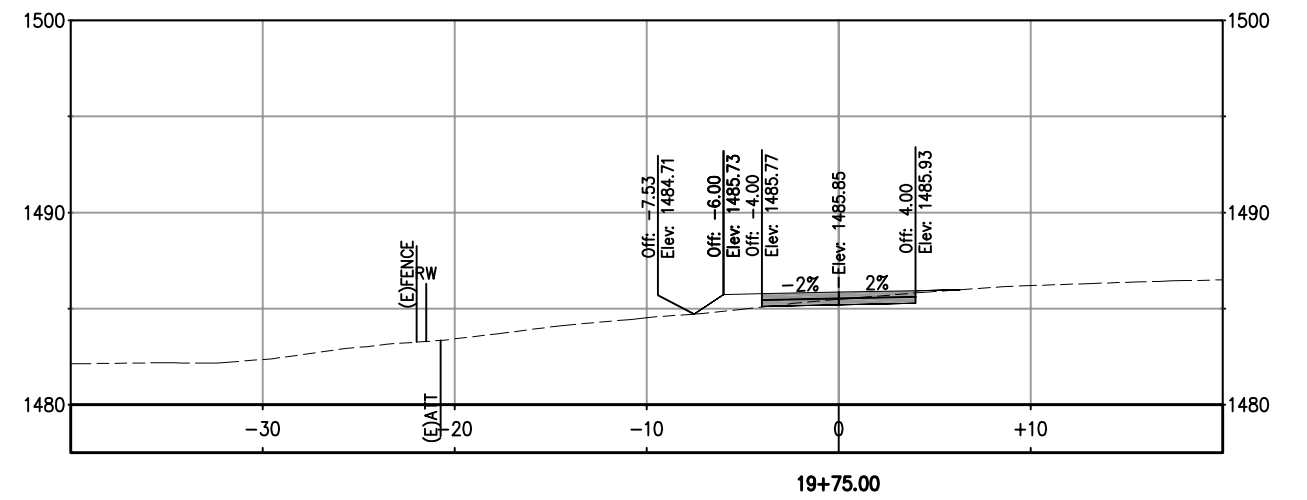
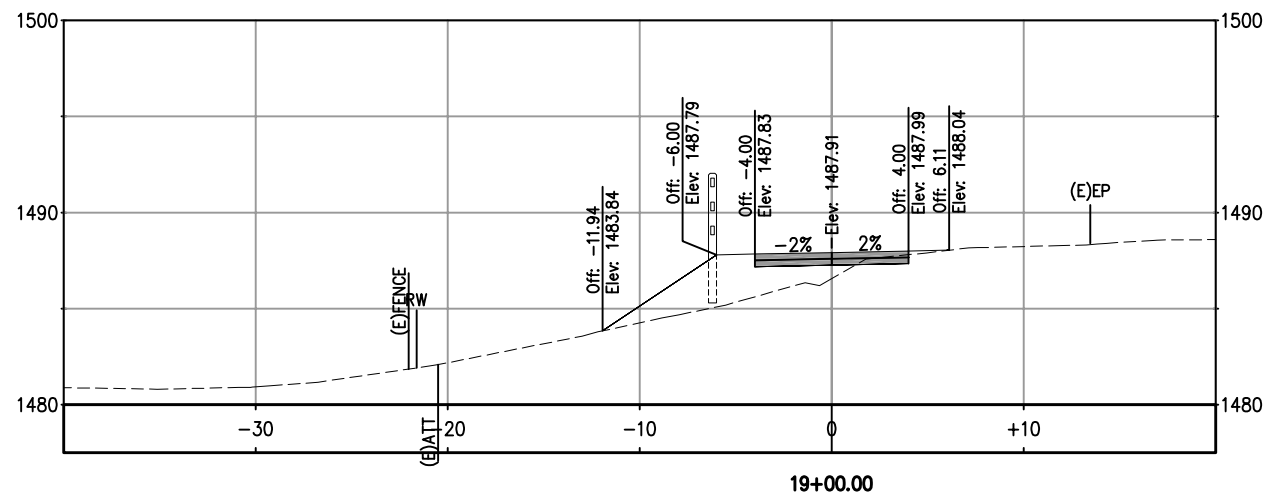
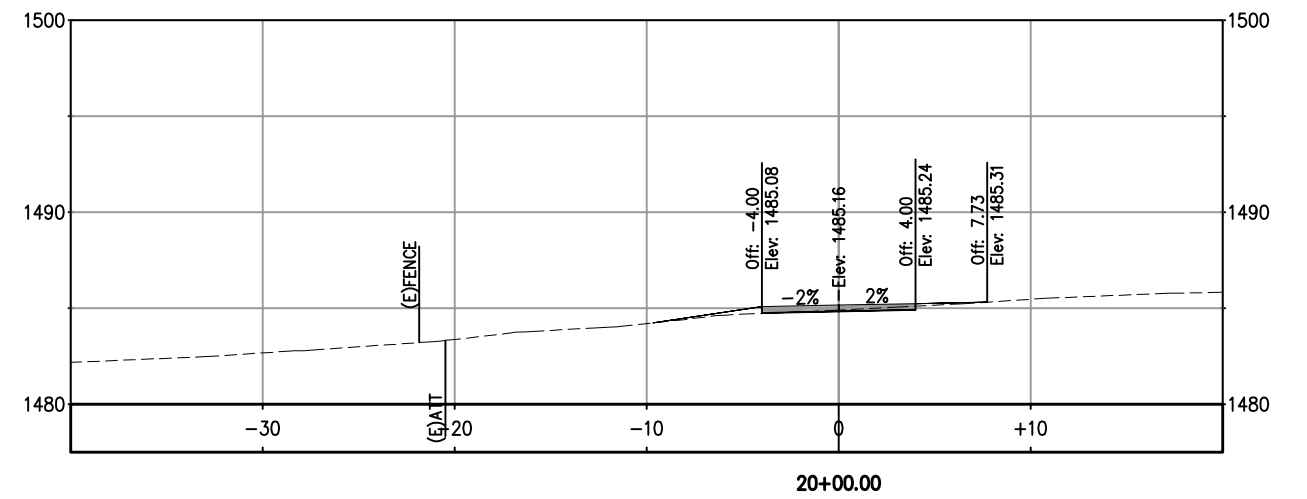
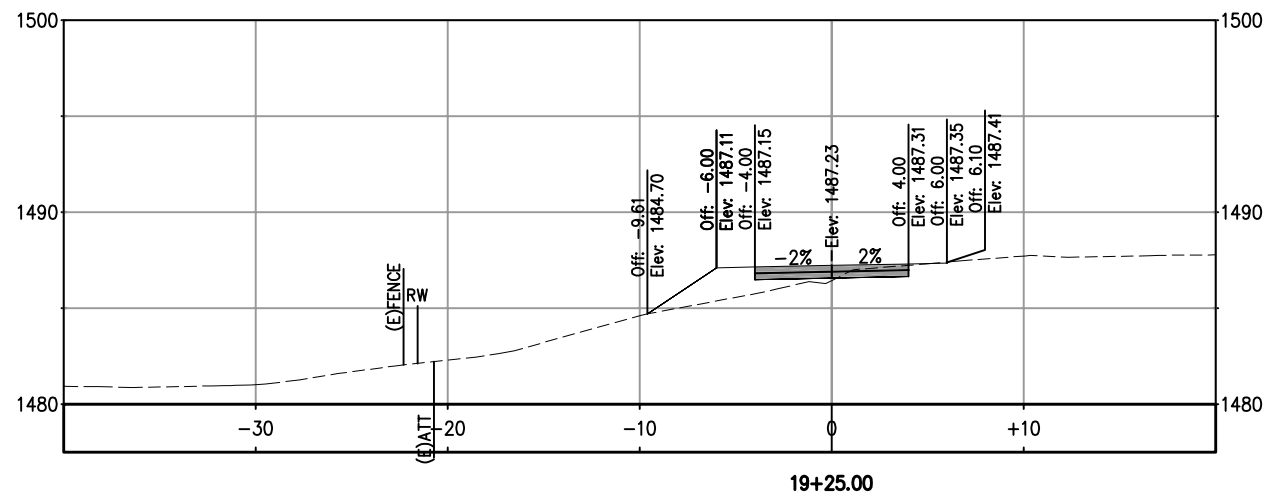
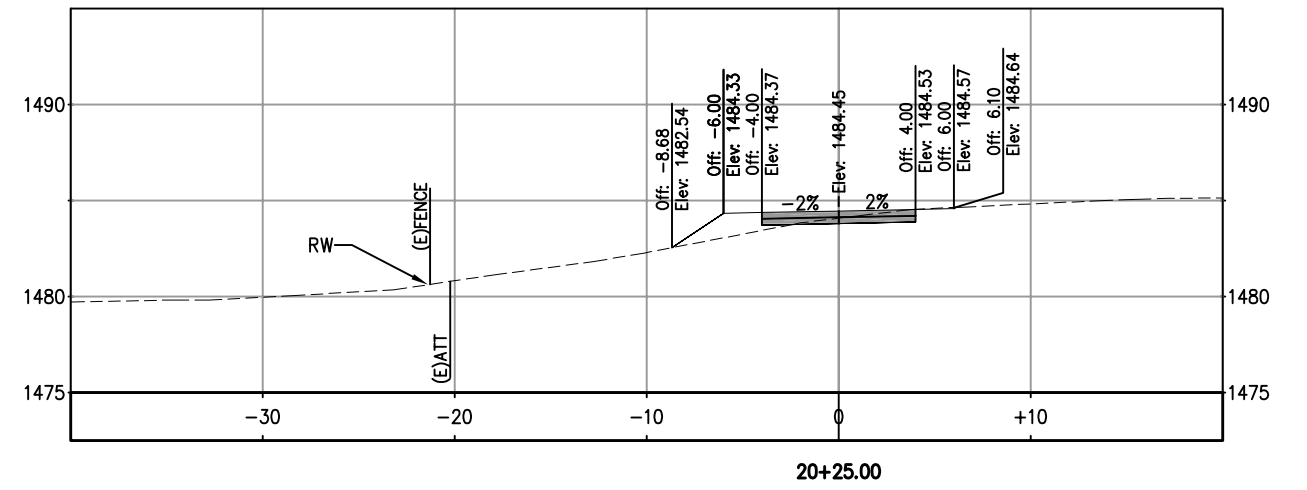
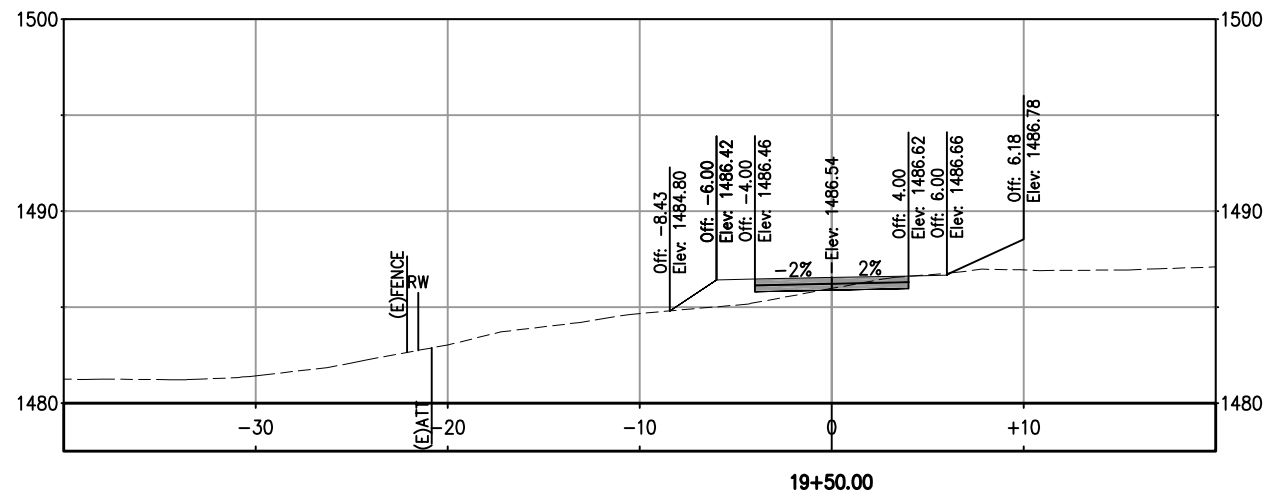


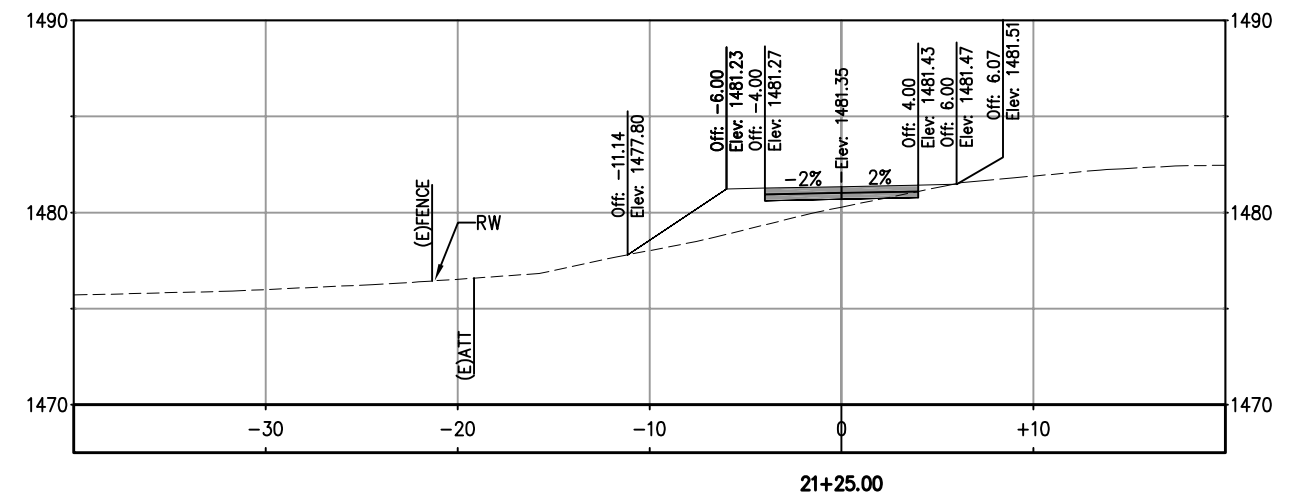
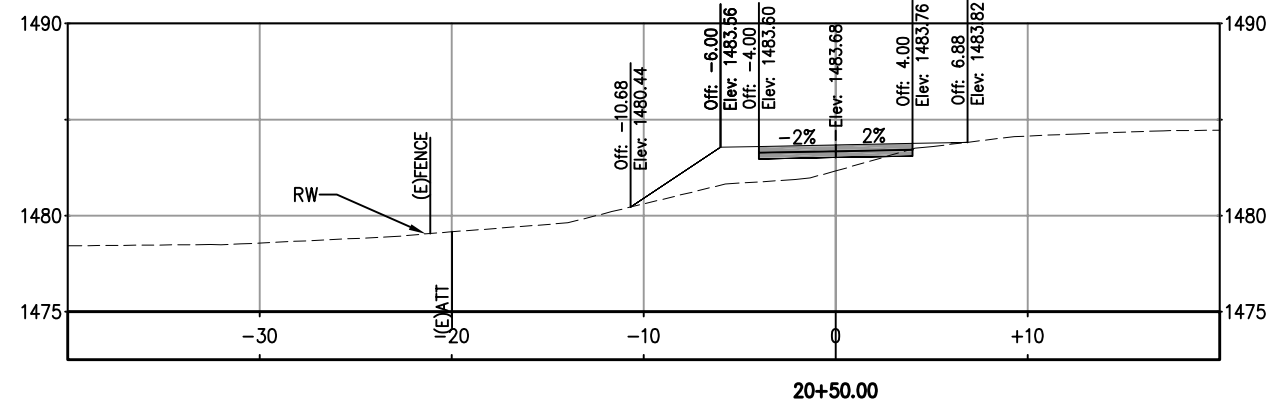
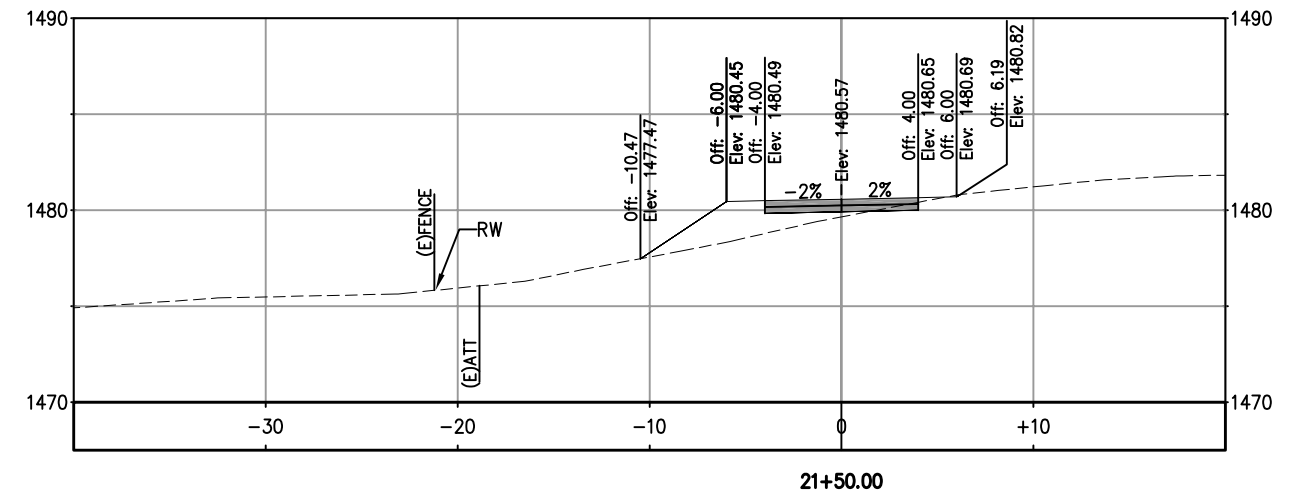
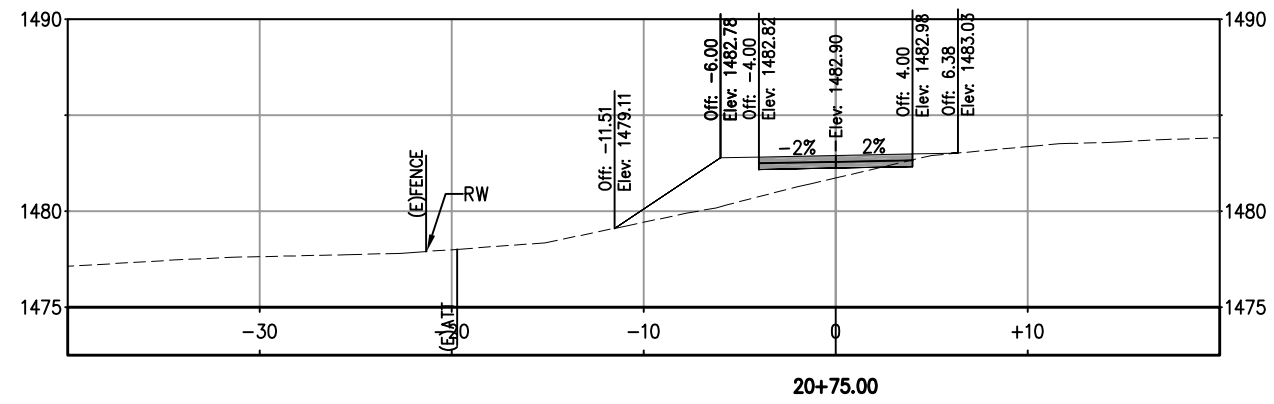
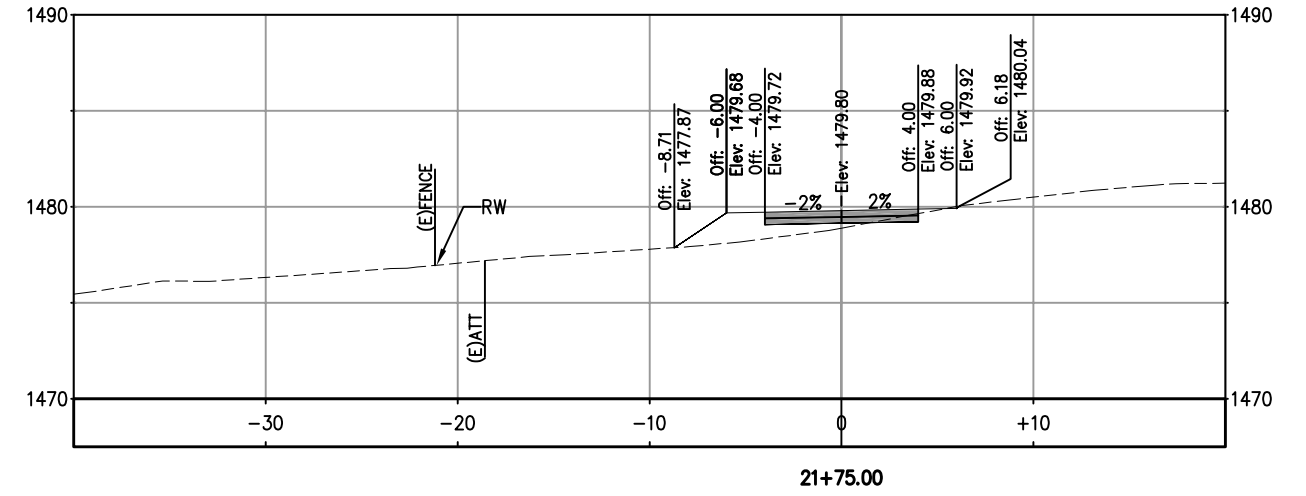
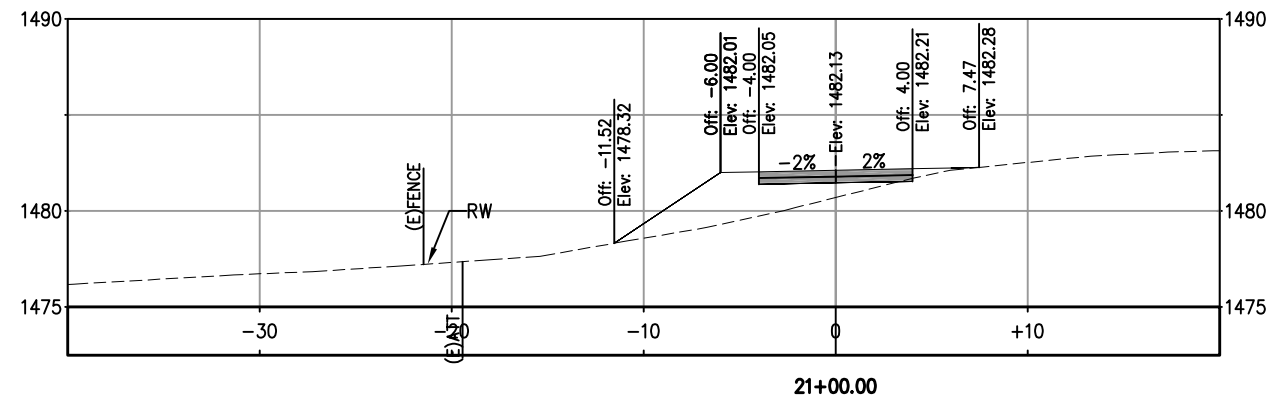


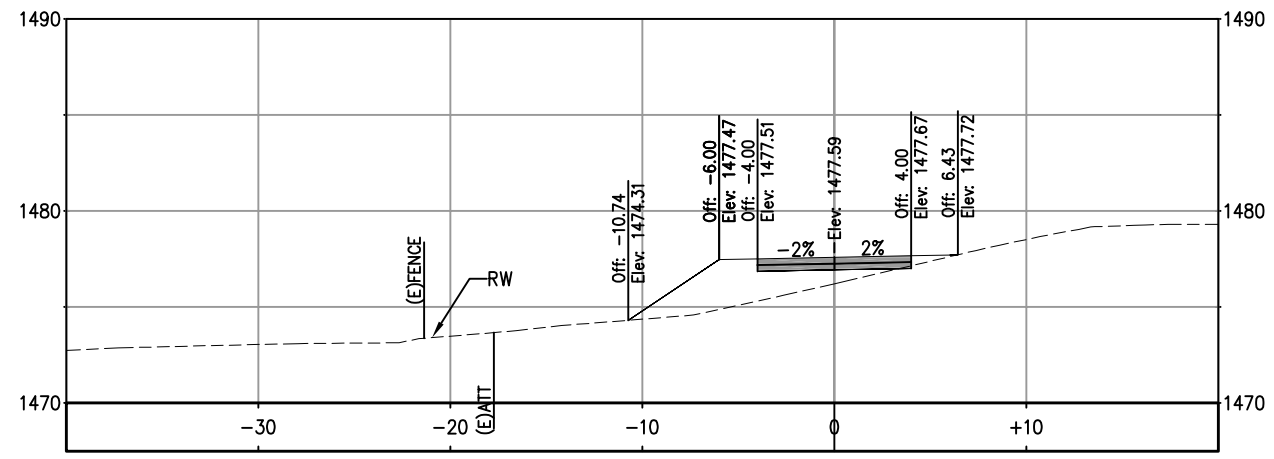




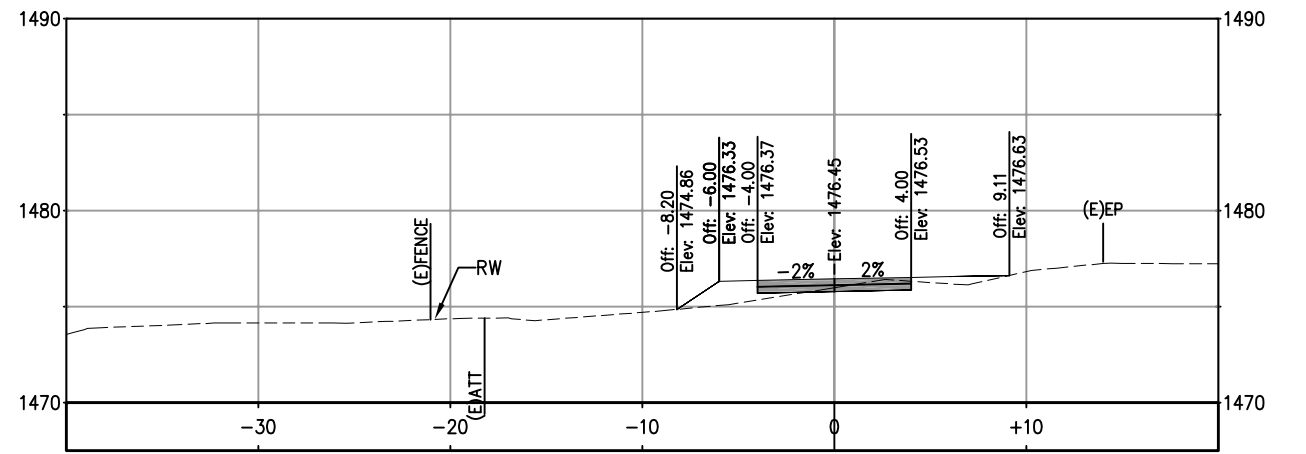




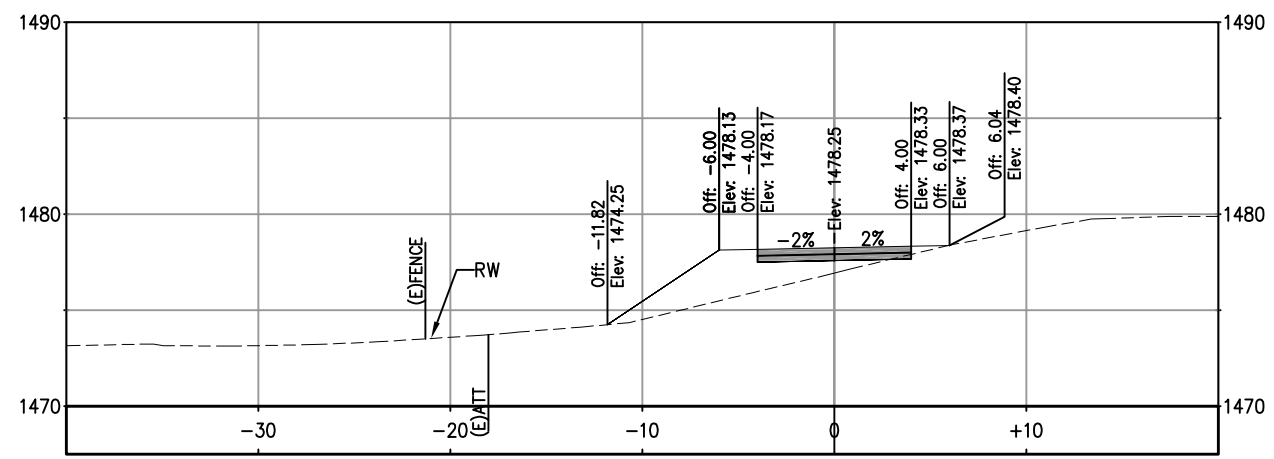




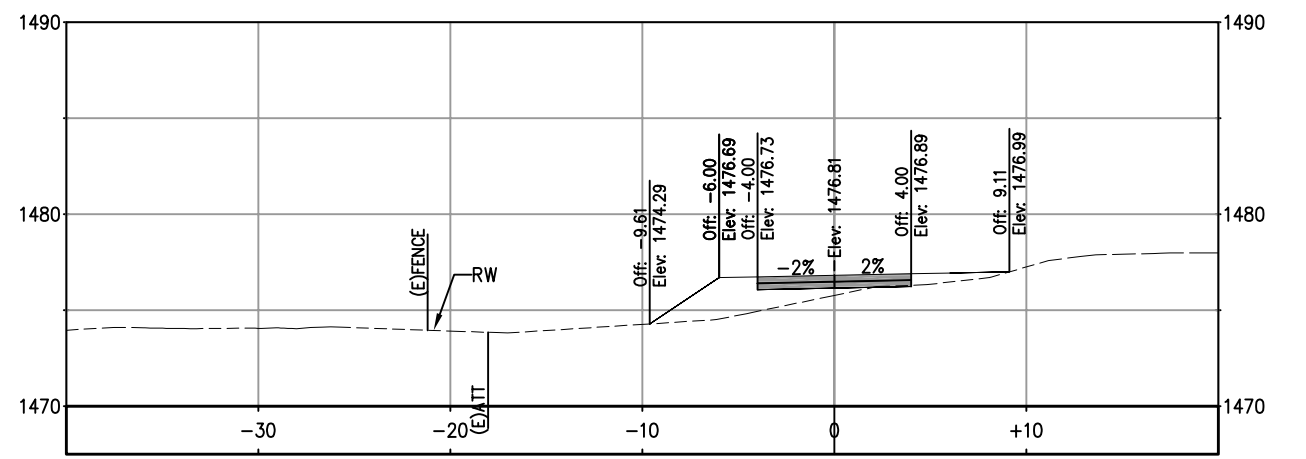
22+50.00



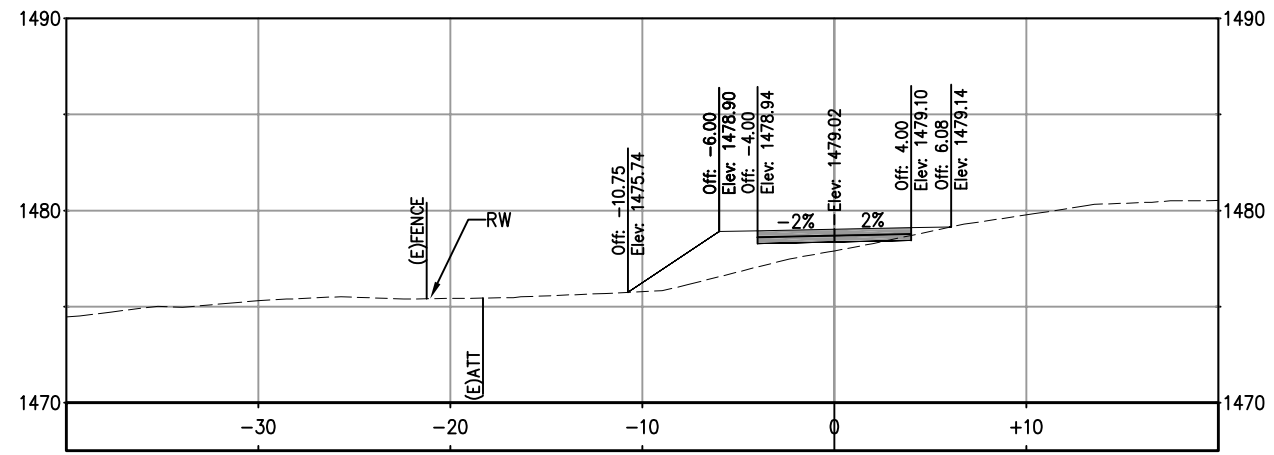
23+25.00



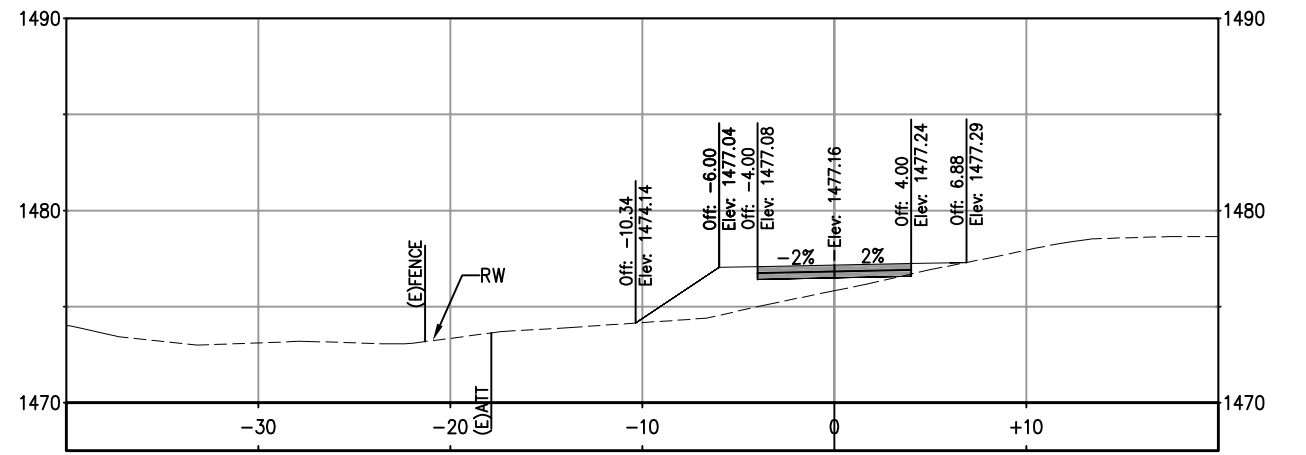
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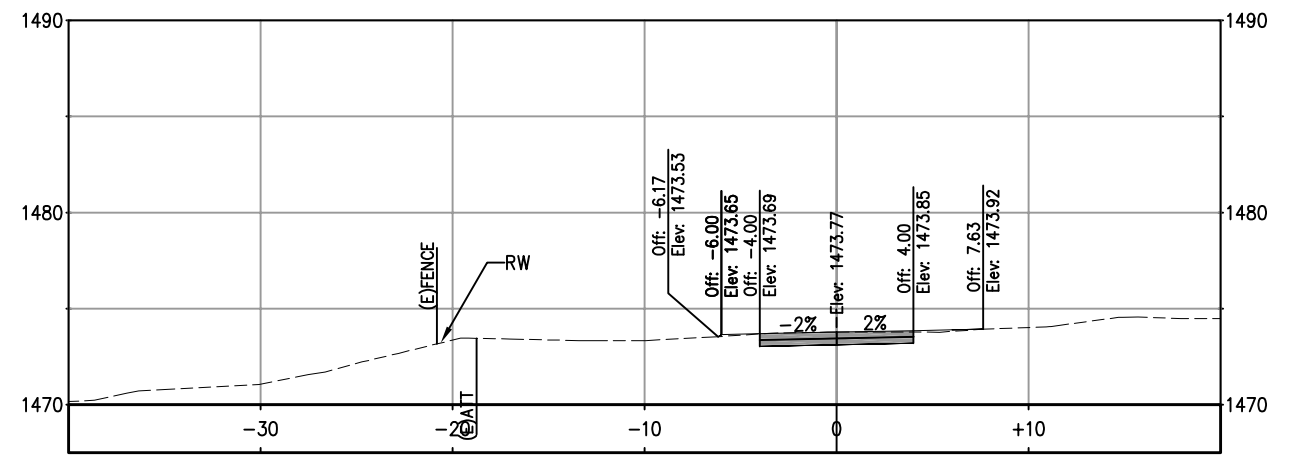
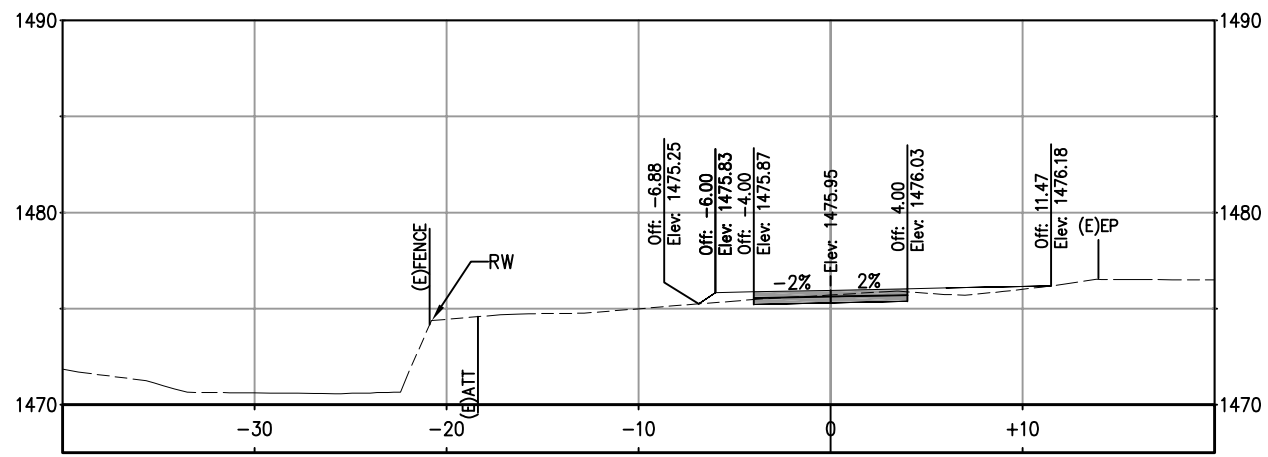
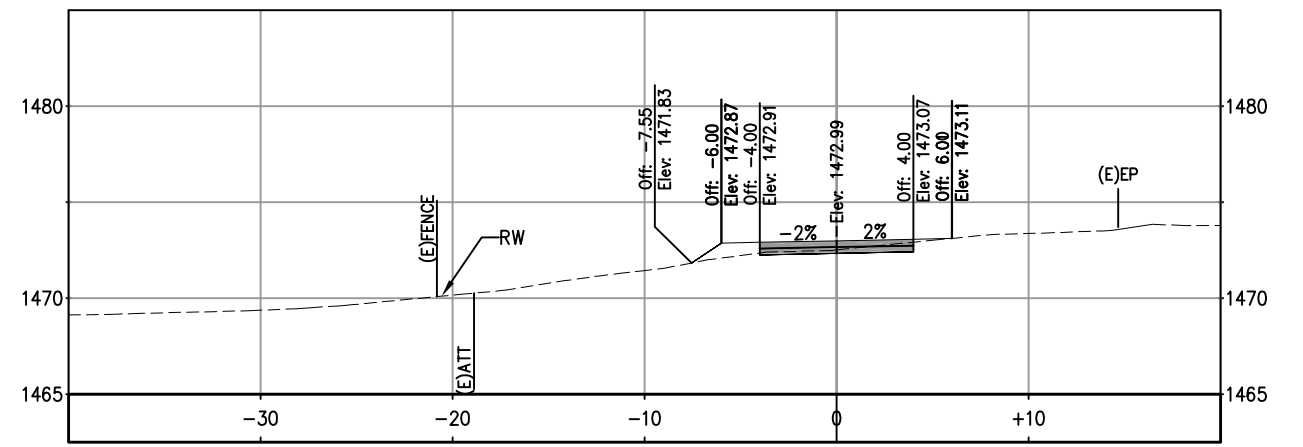
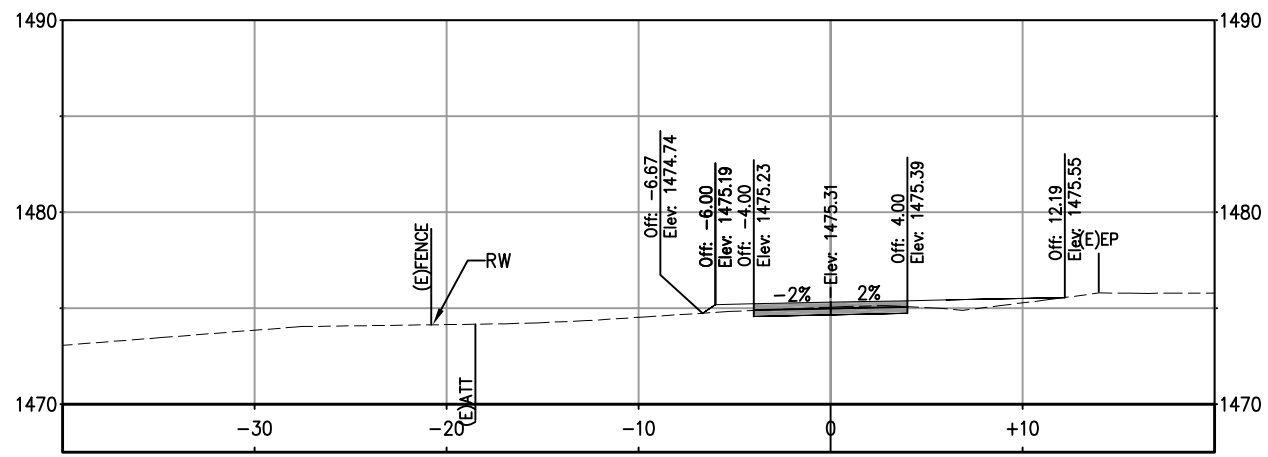
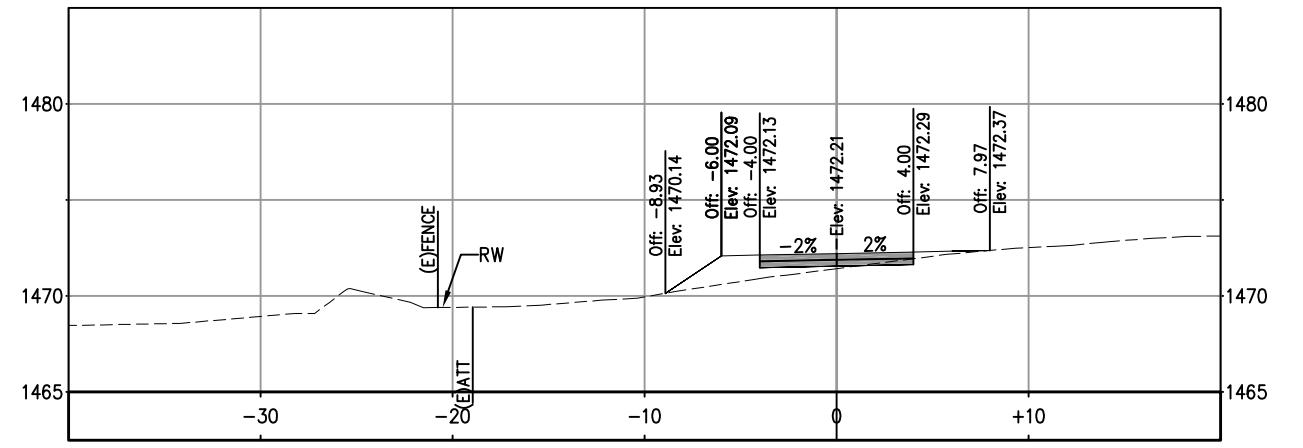
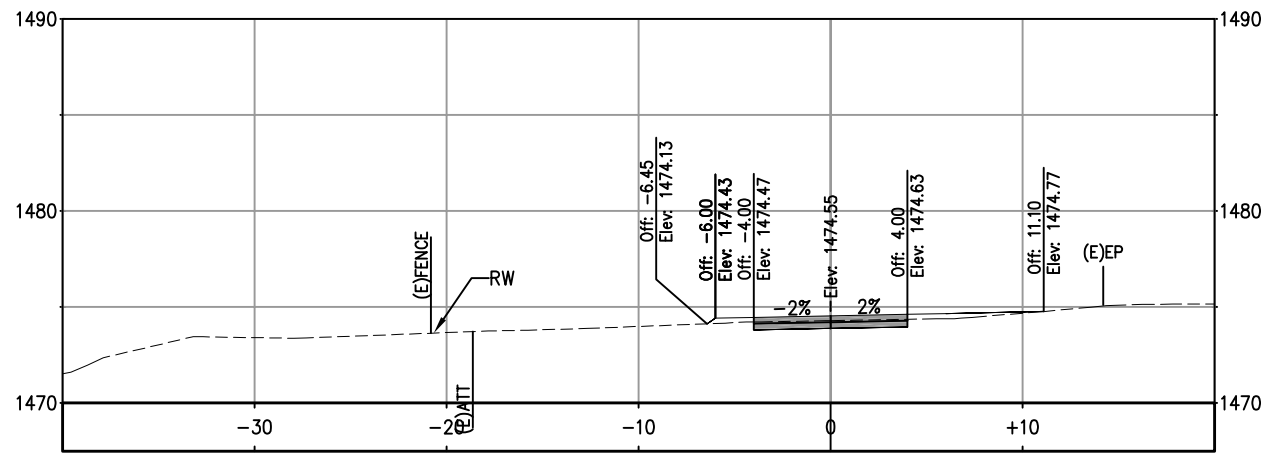
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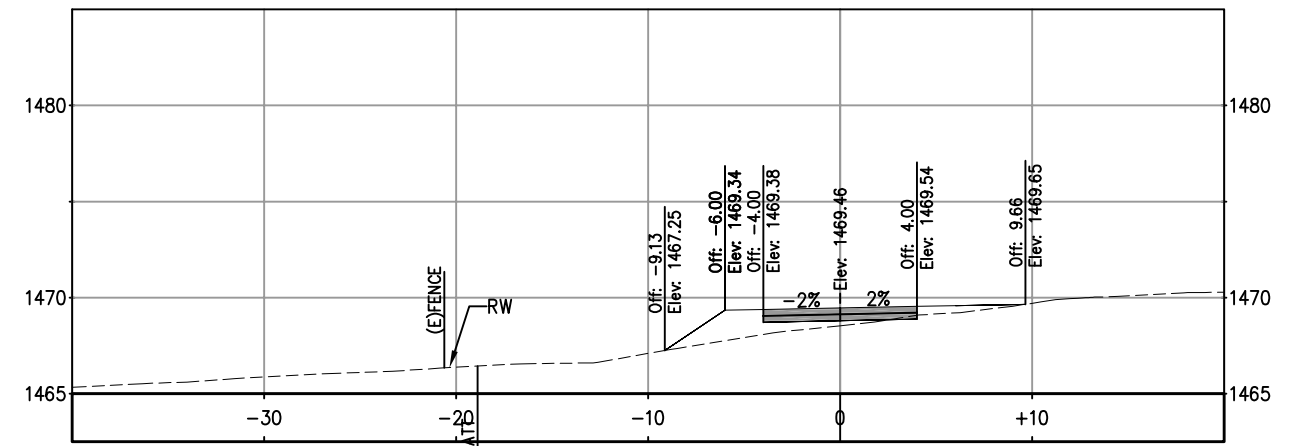
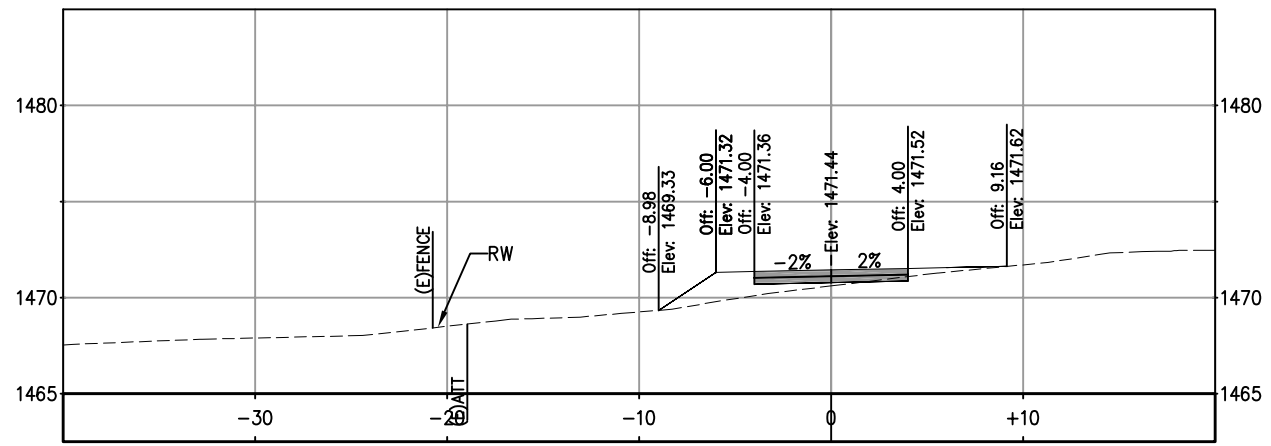
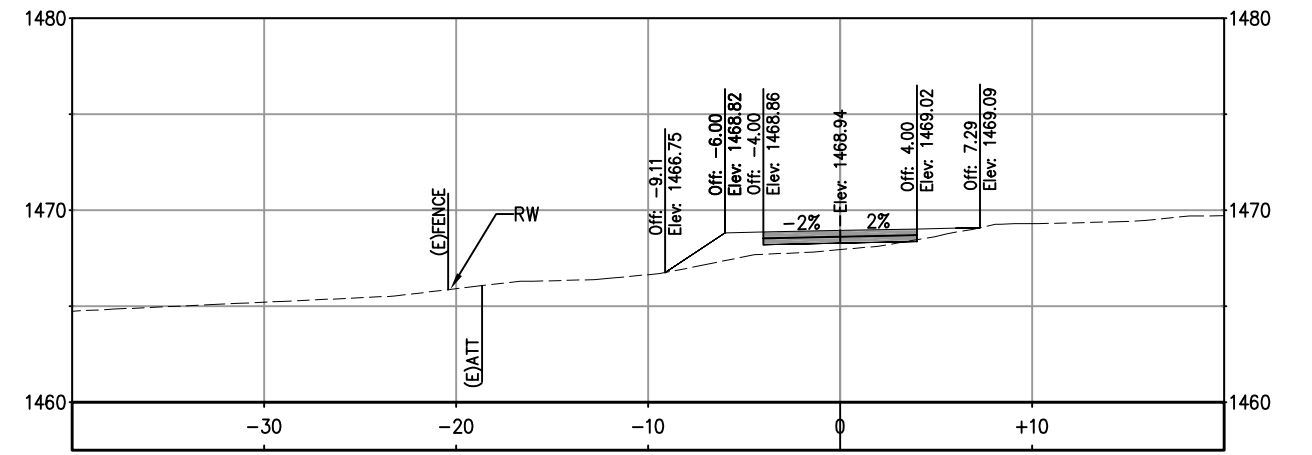
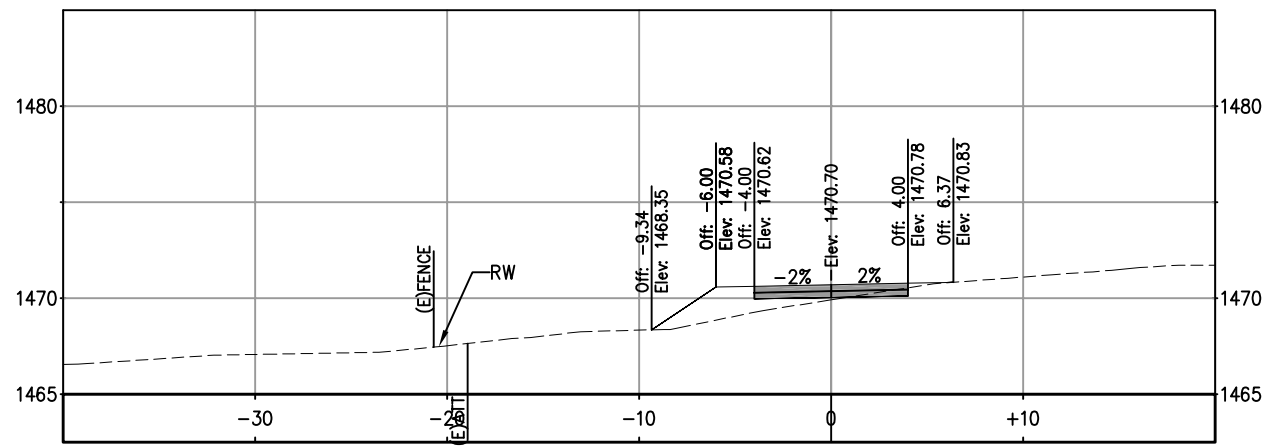
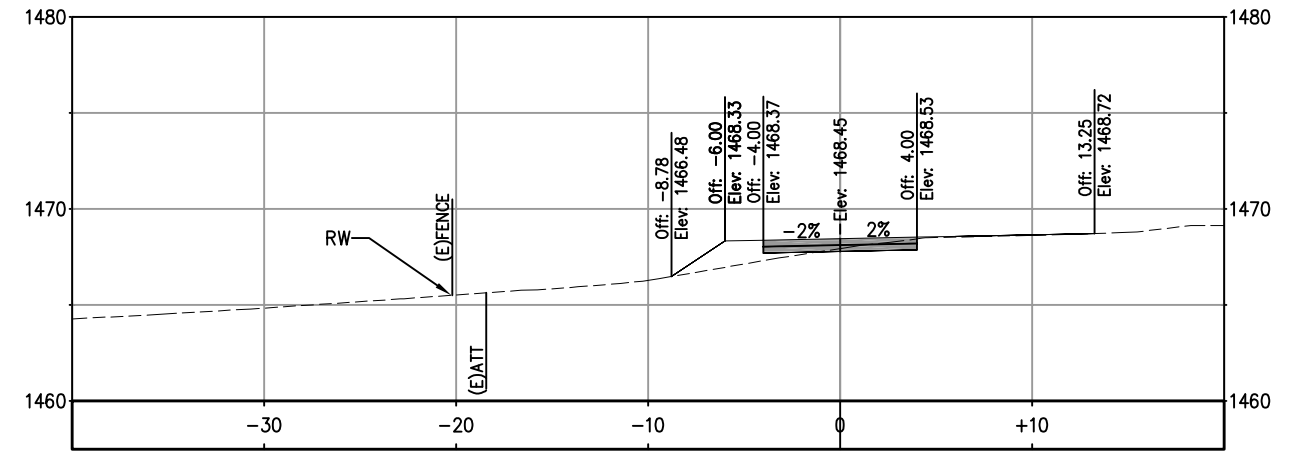
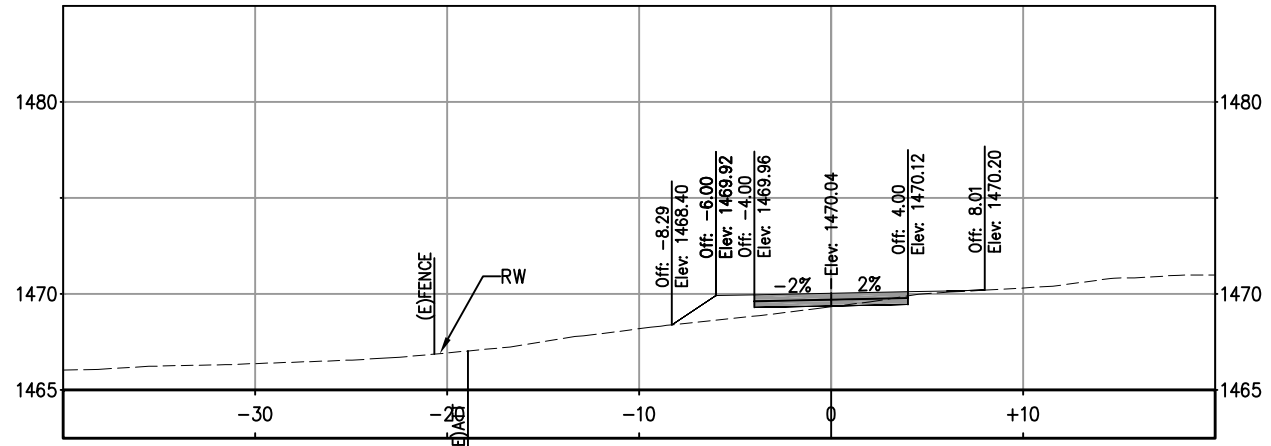


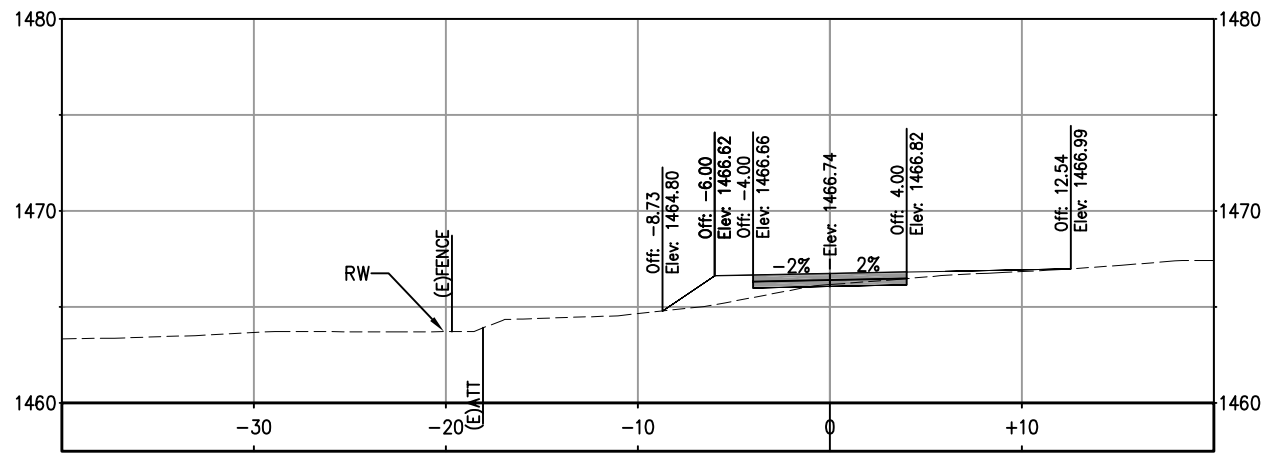
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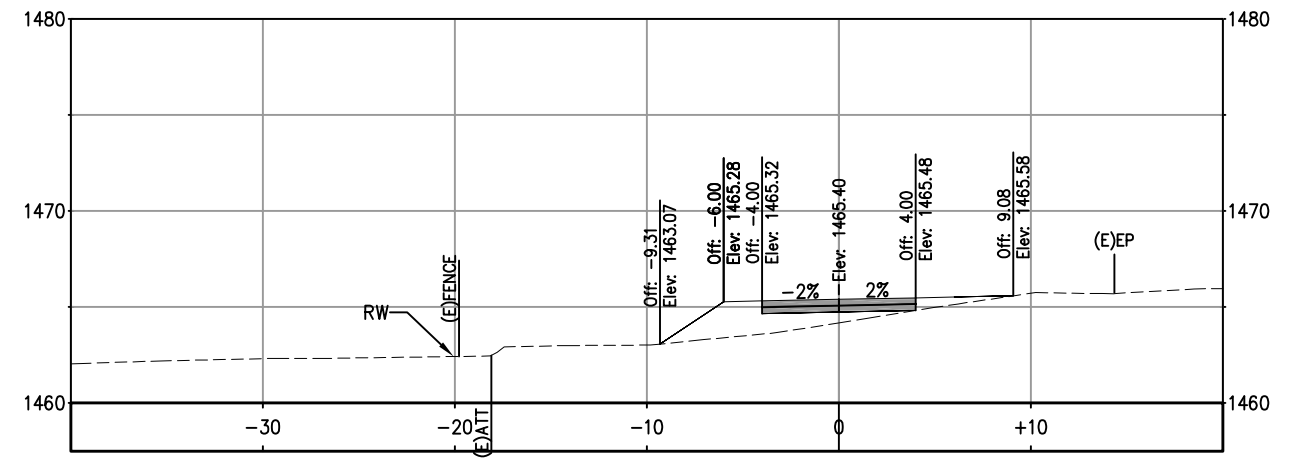
22+75.00



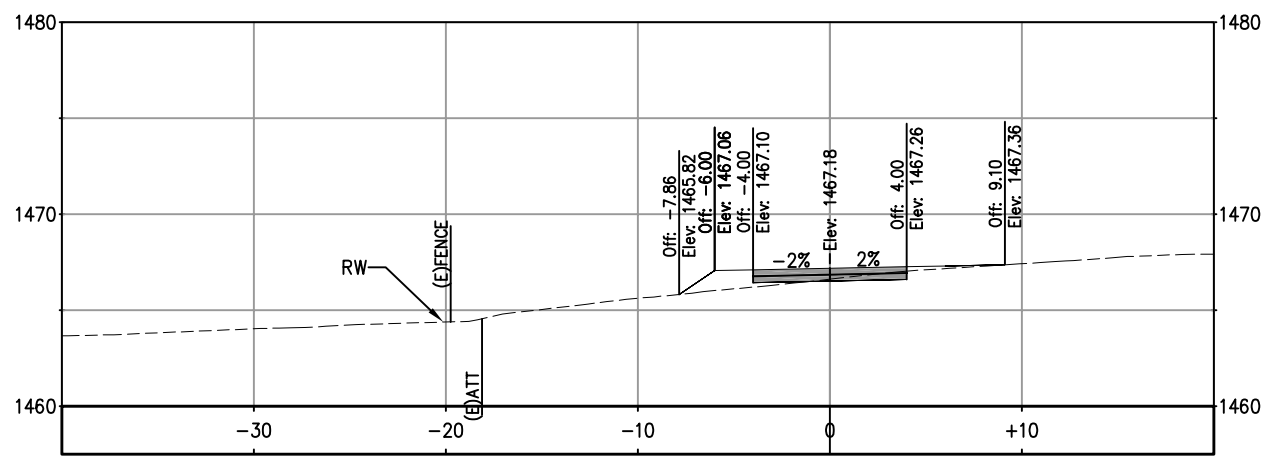




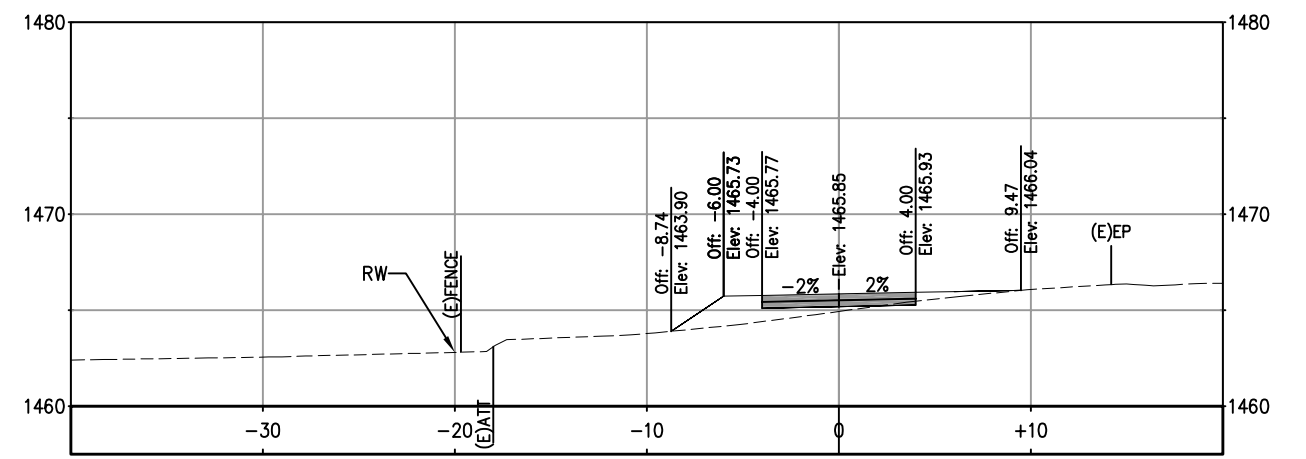
27+00.00



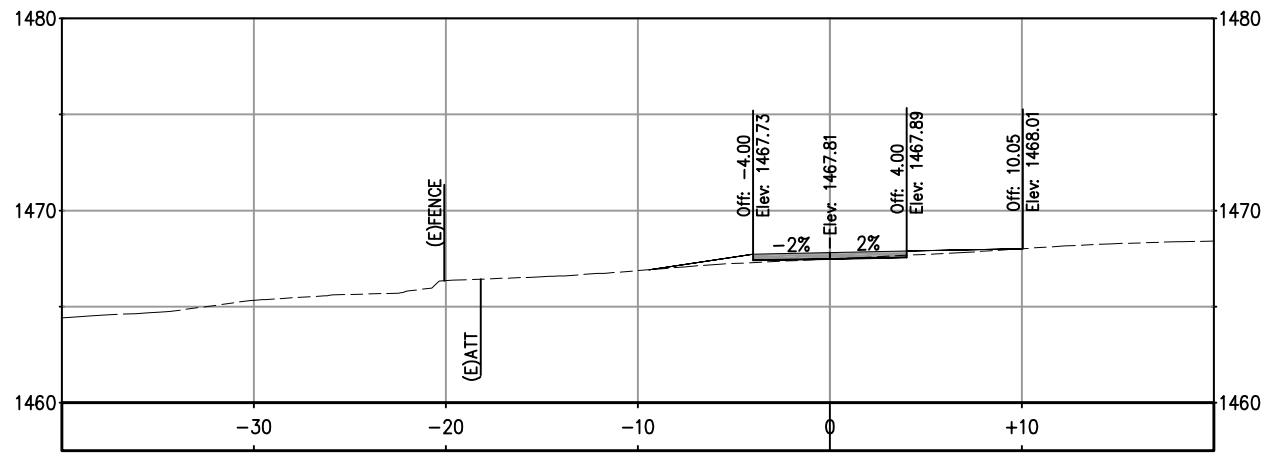
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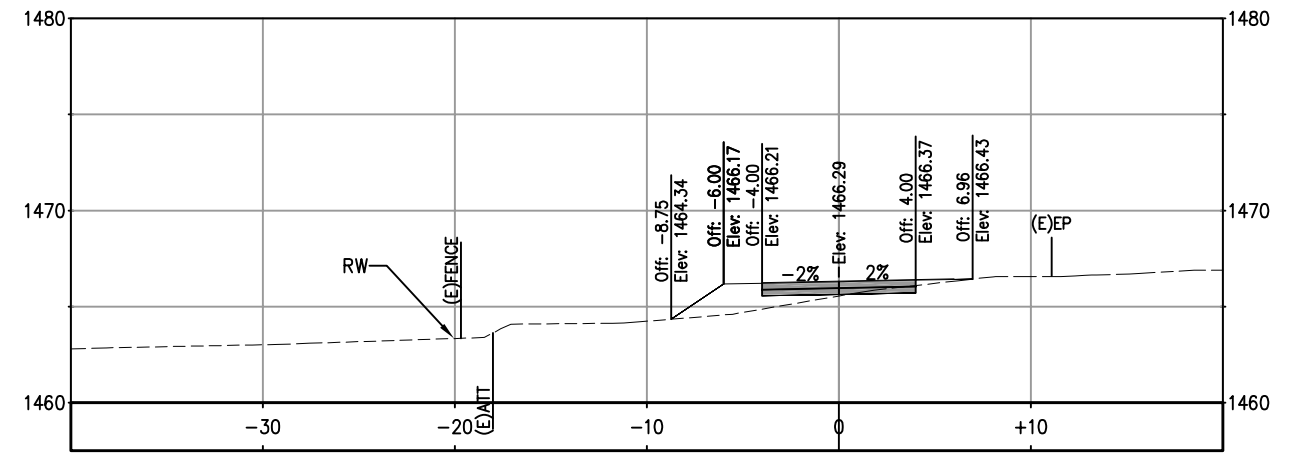
26+75.00



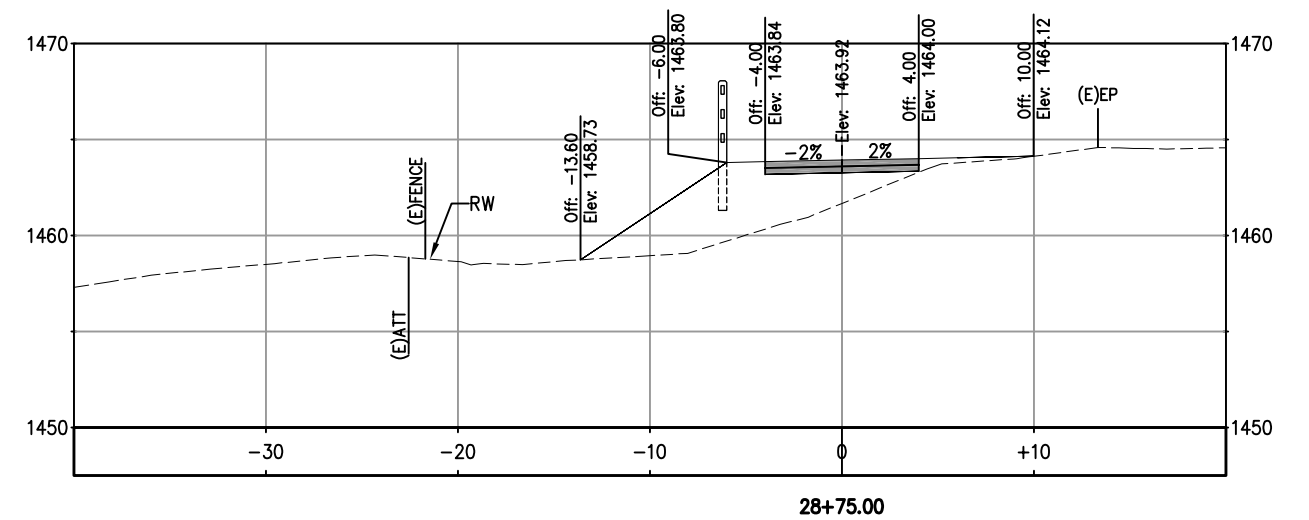
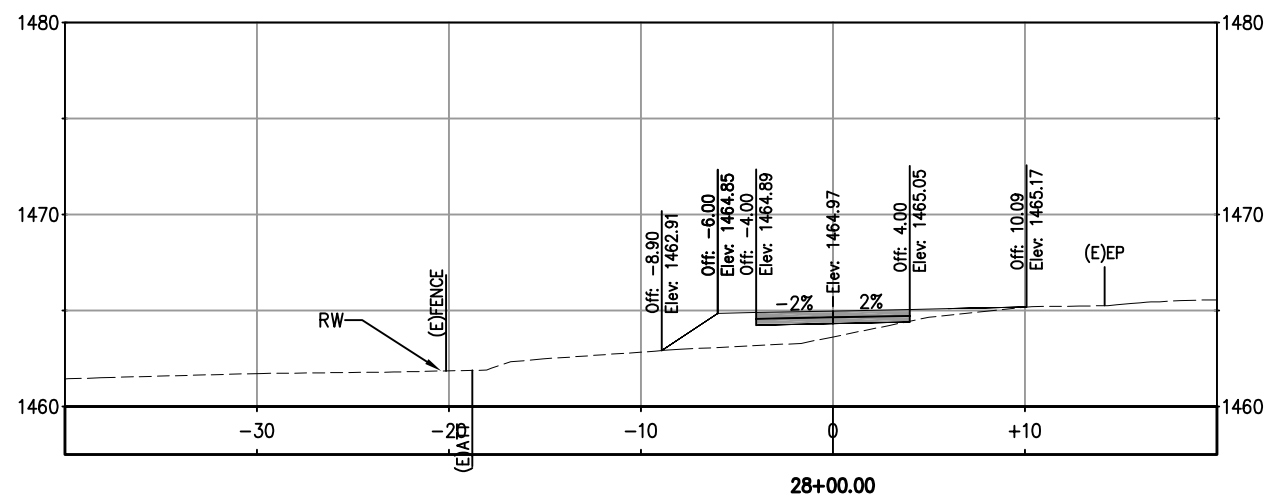
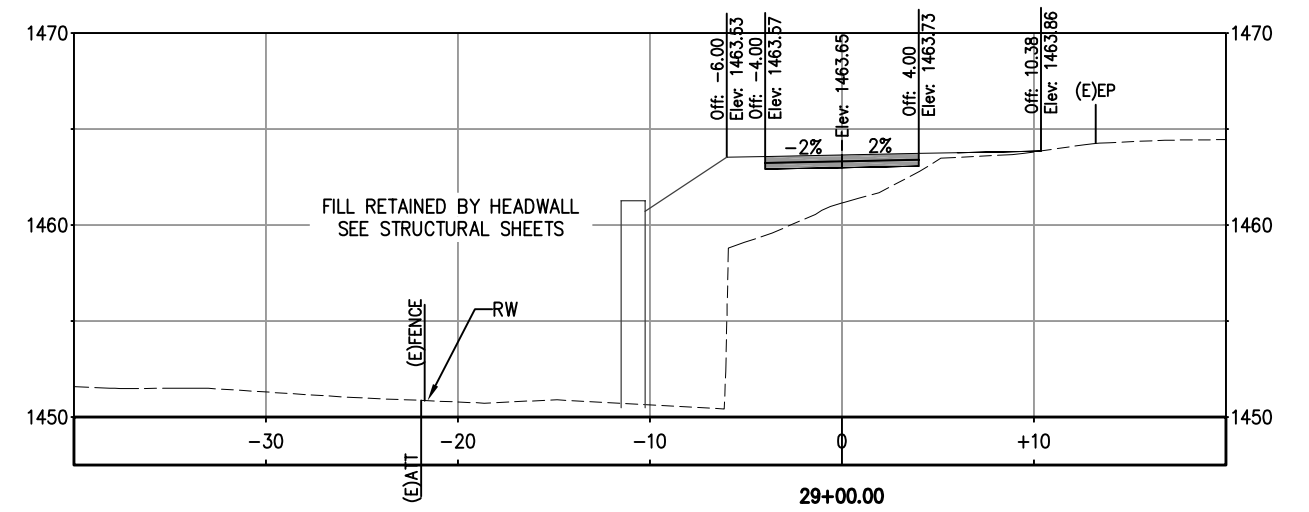
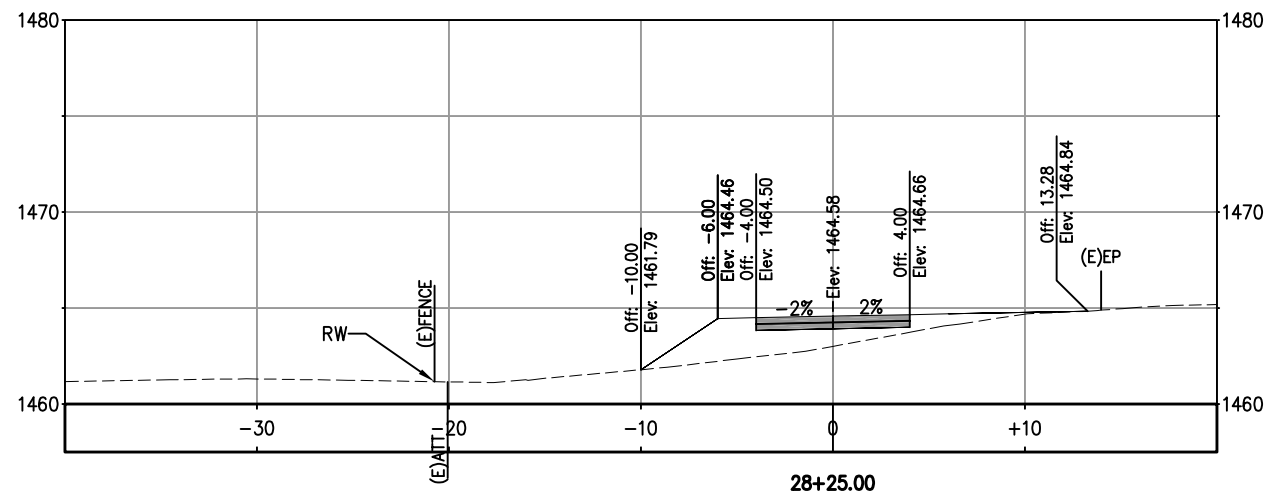
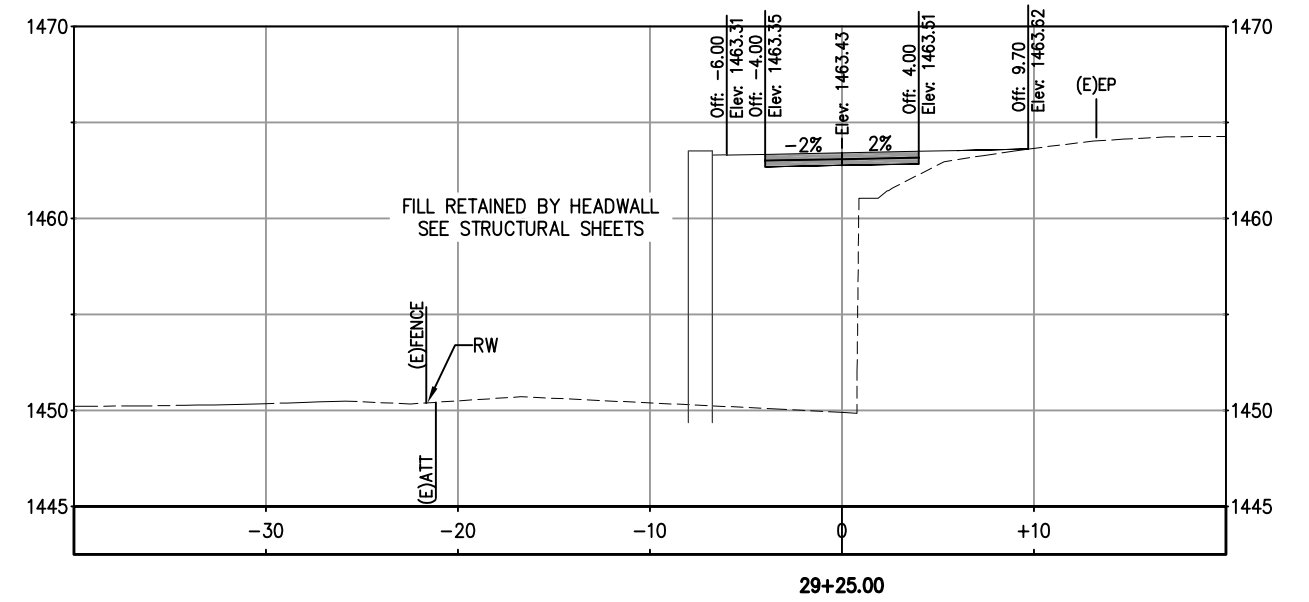
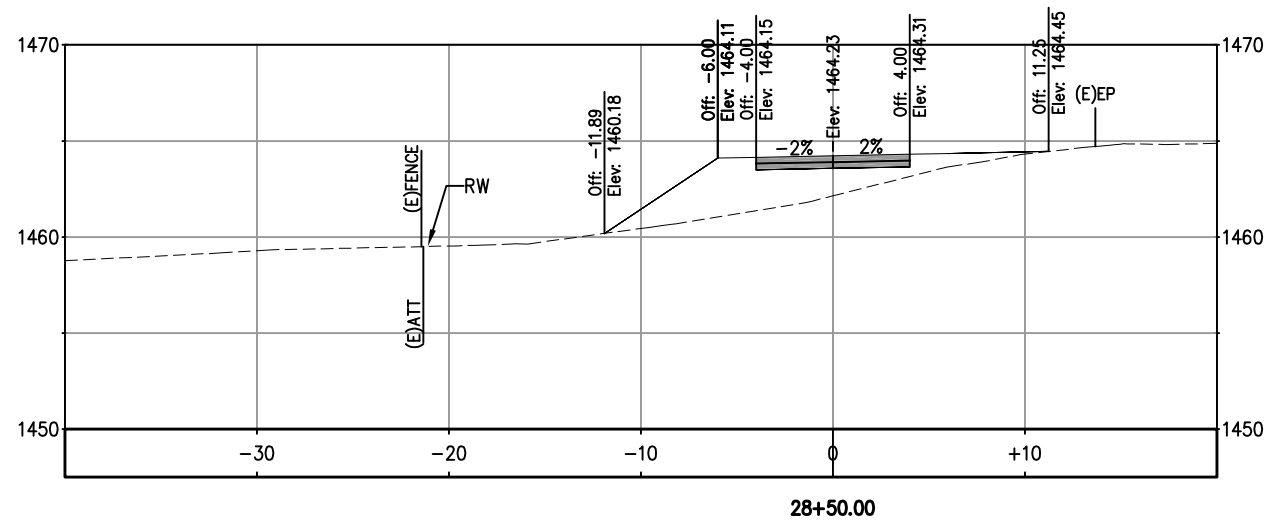
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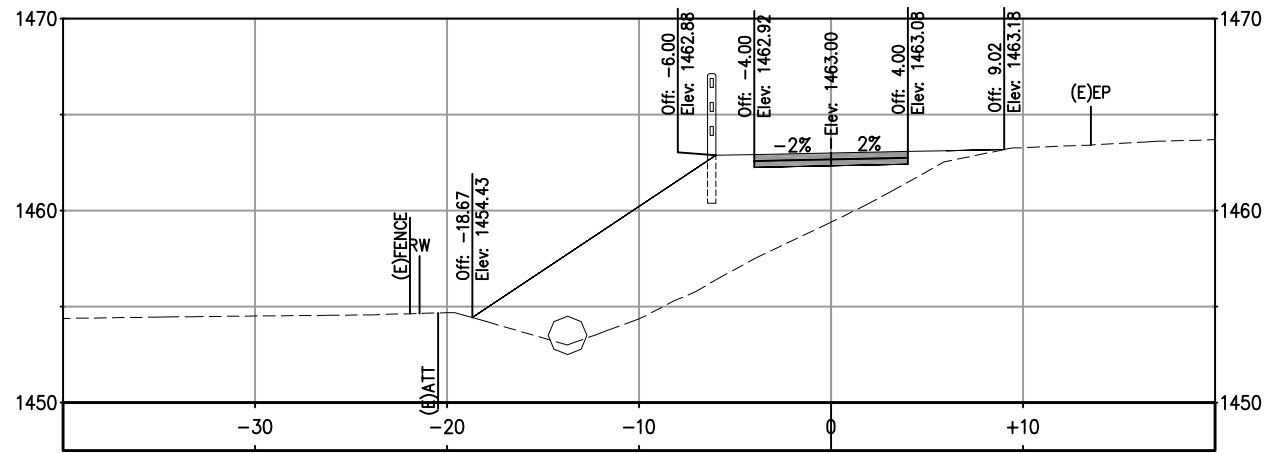


26+50.00

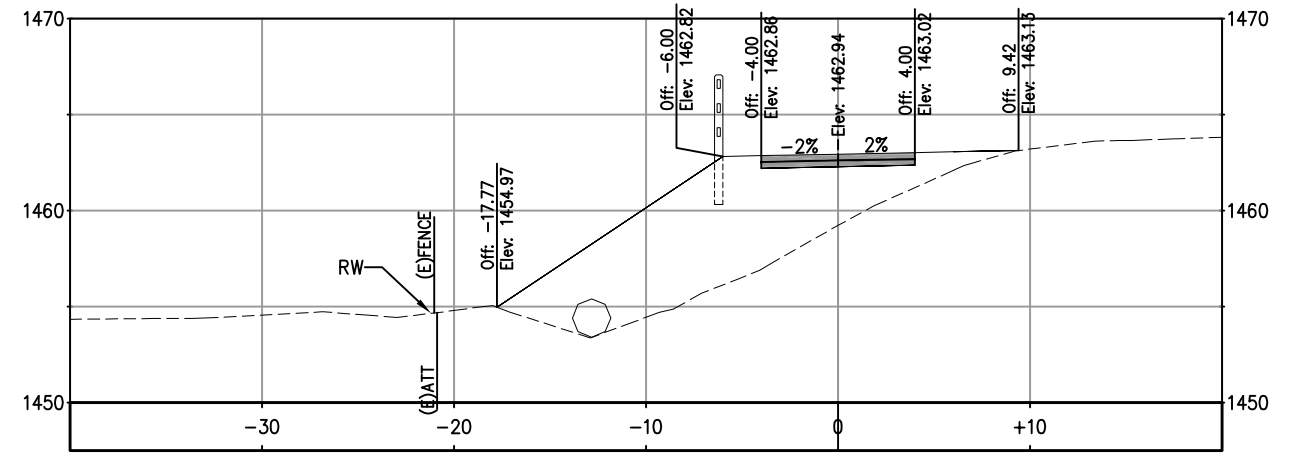


27+25.00

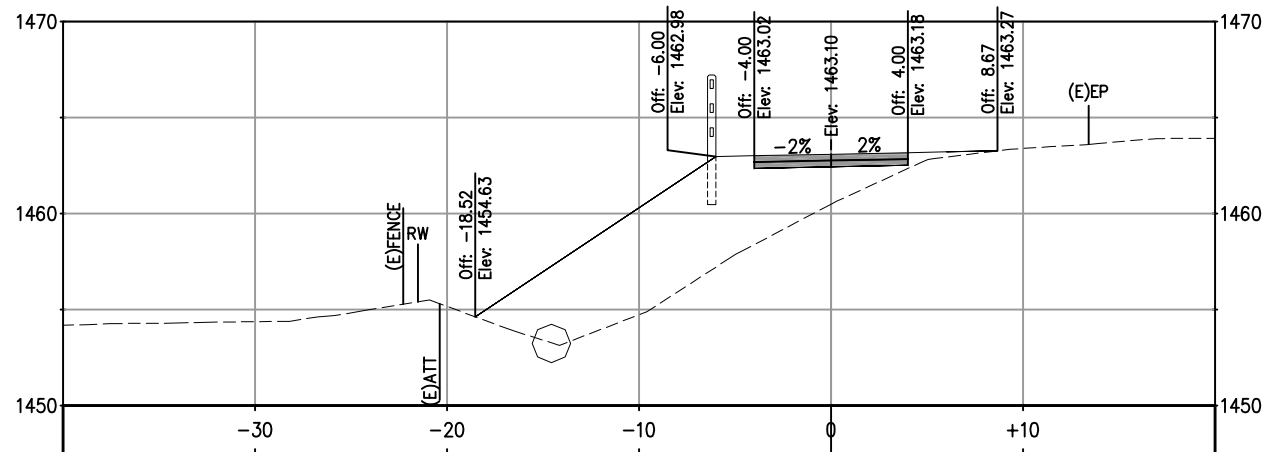




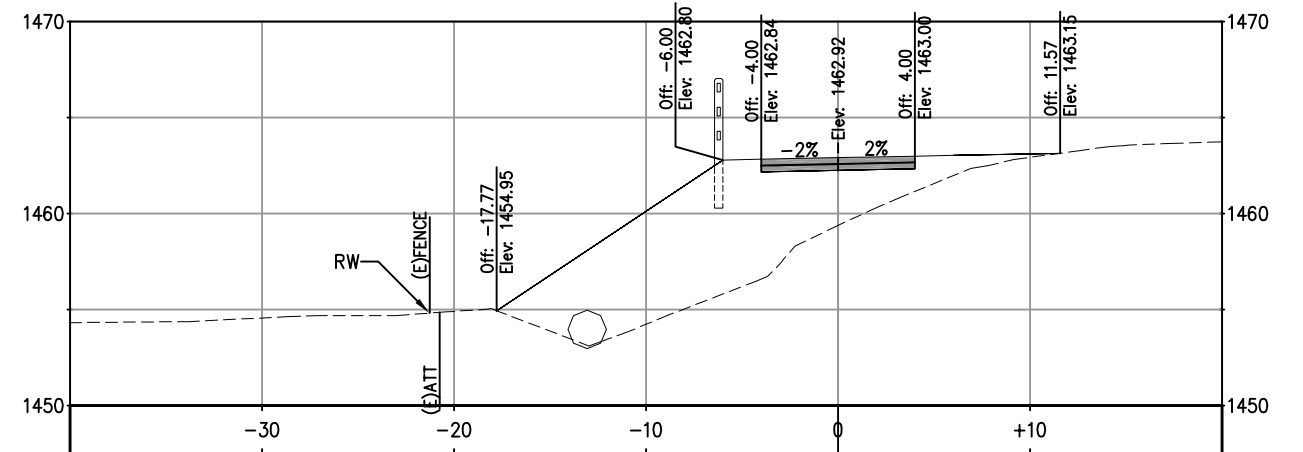
30+00.00



30+75.00

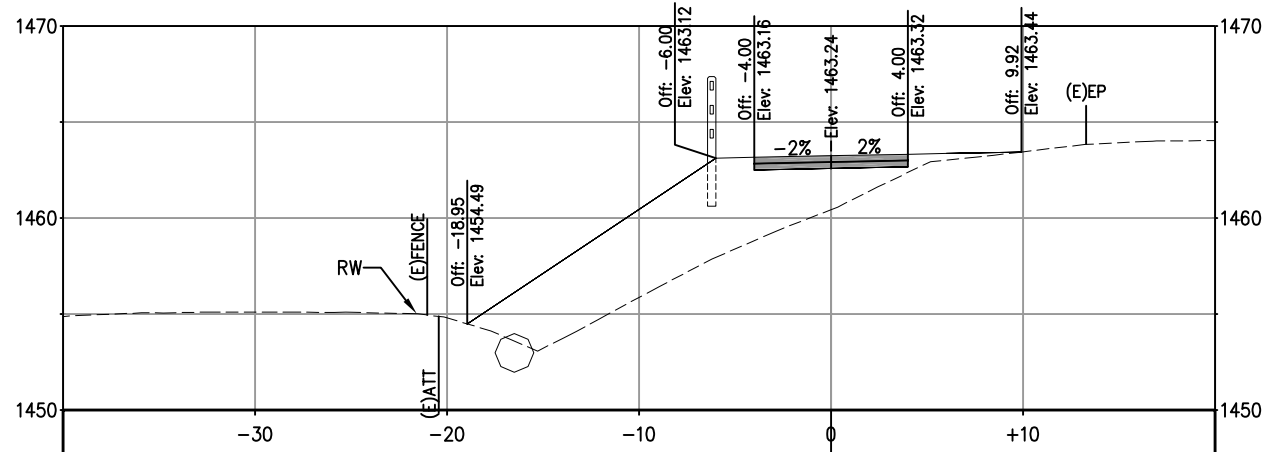


29+75.00

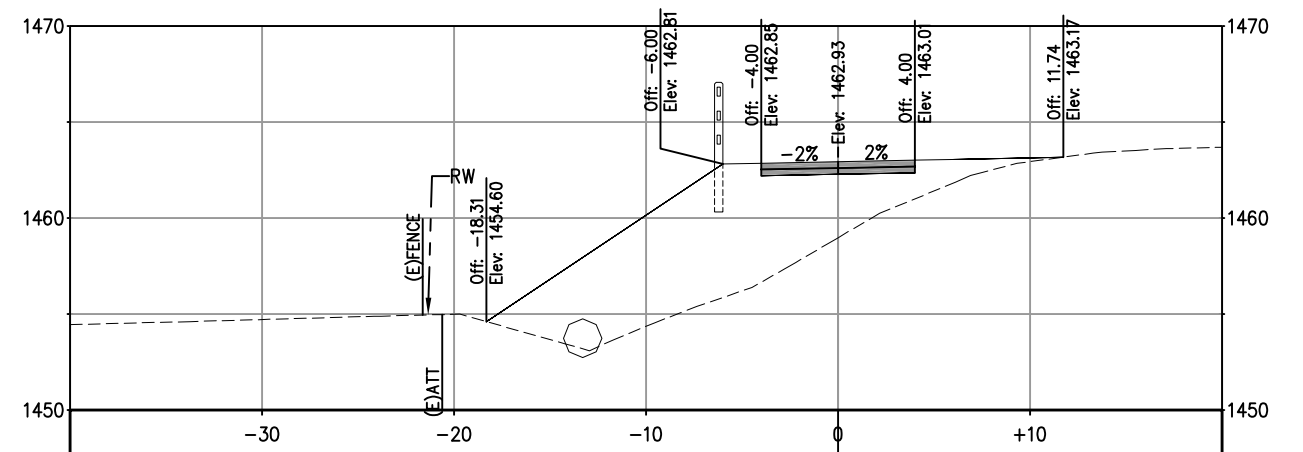


30+50.00

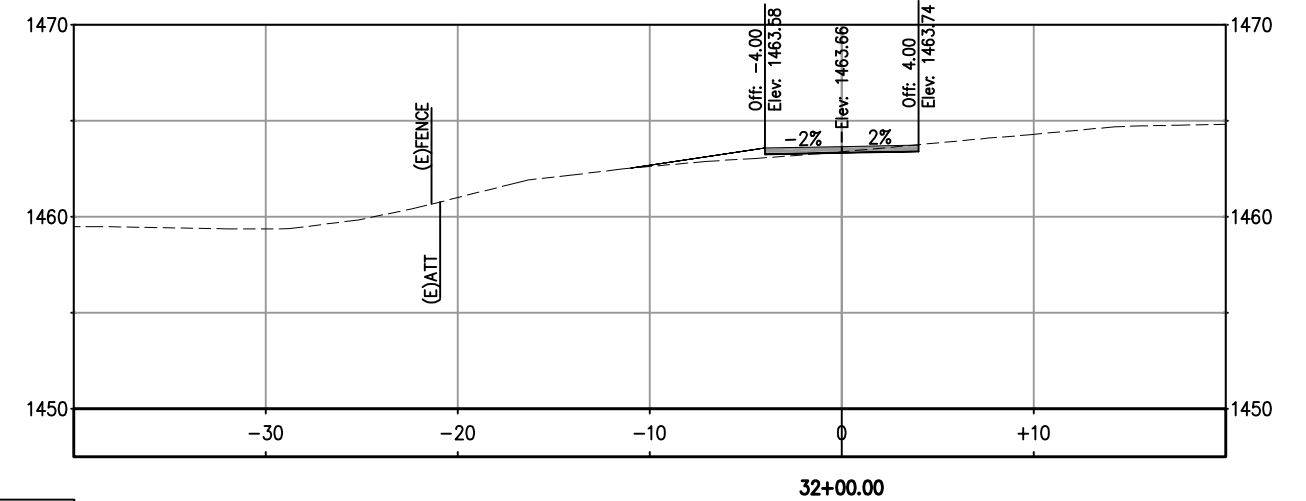
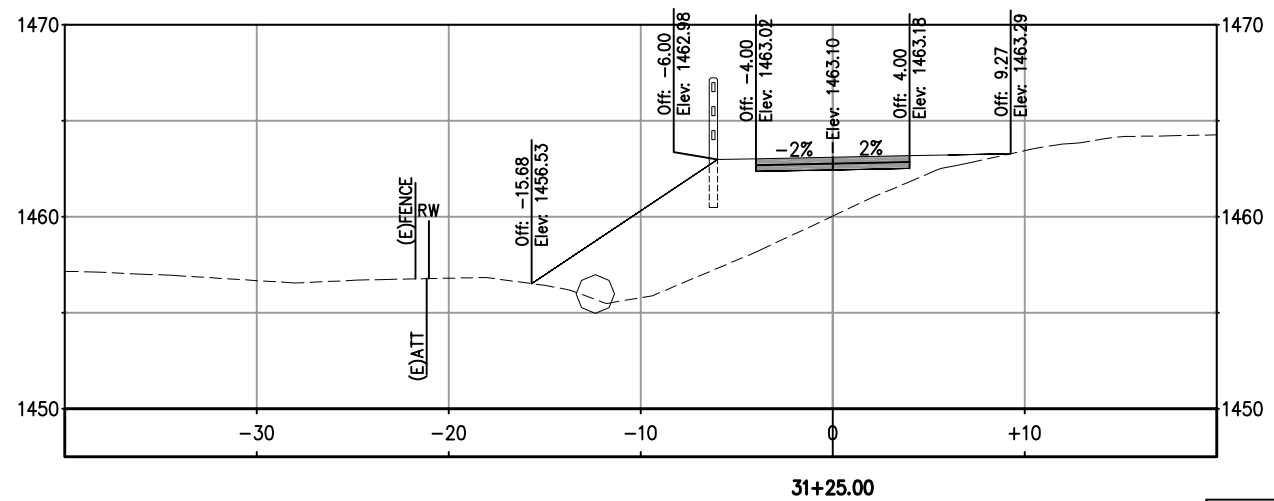
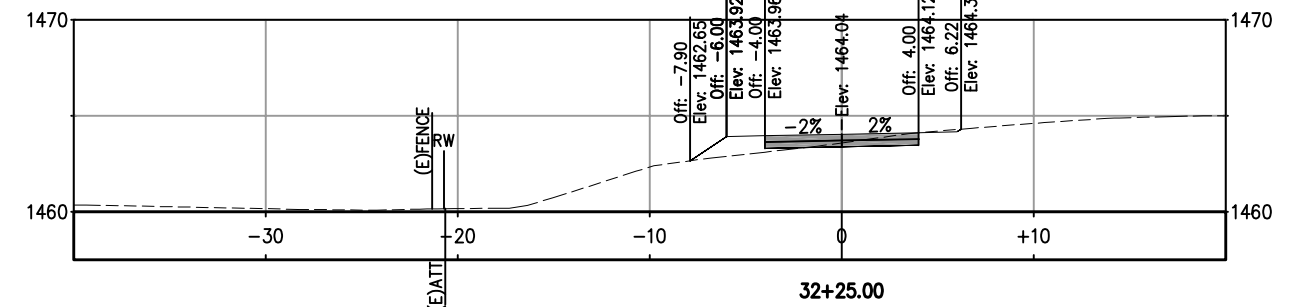
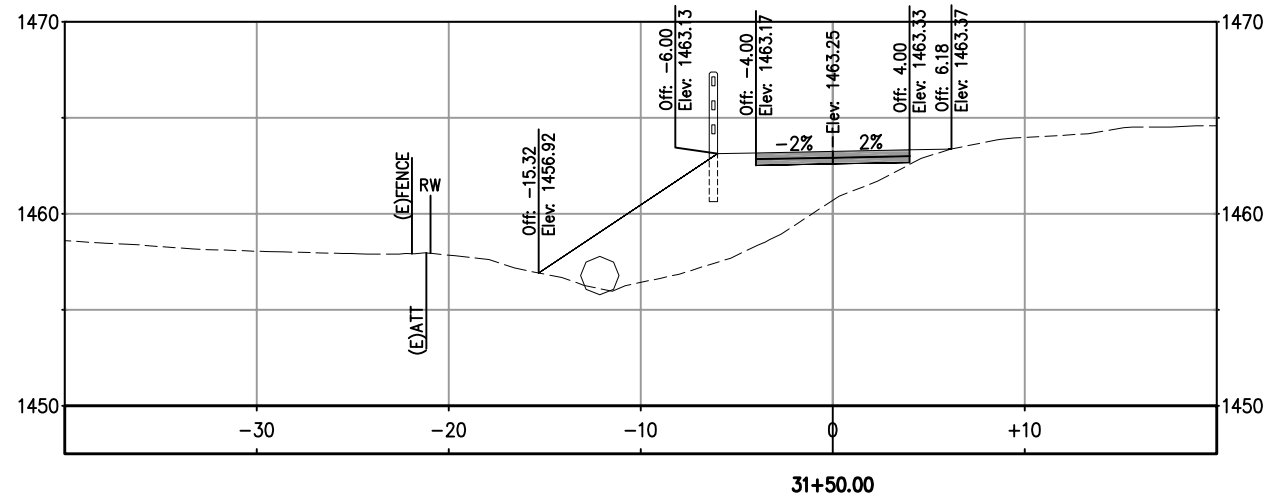
SEE PLAN SHEET D-1 FOR DRAINAGE SYSTEM 1
STA 29+39.39 TO STA 31+61.85



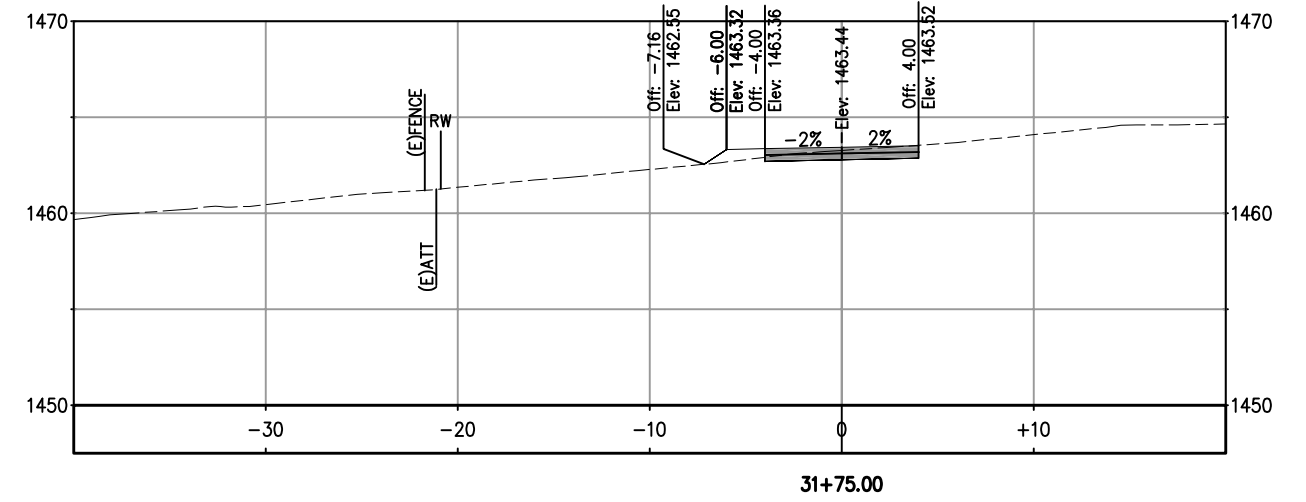
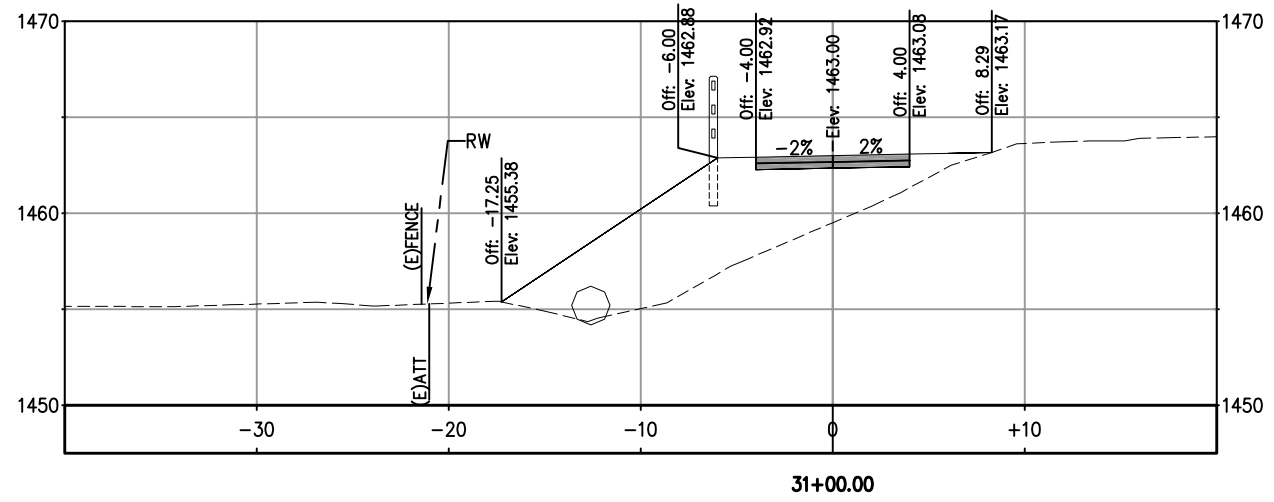
29+50.00

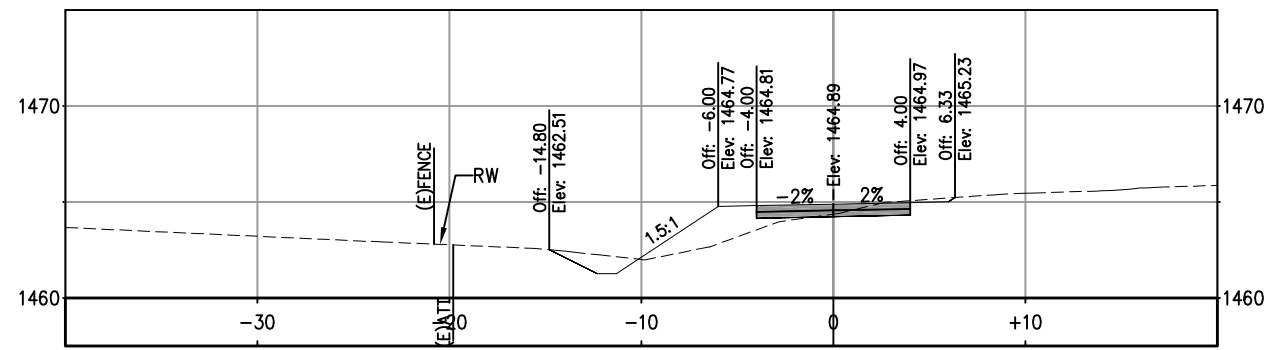


30+25.00

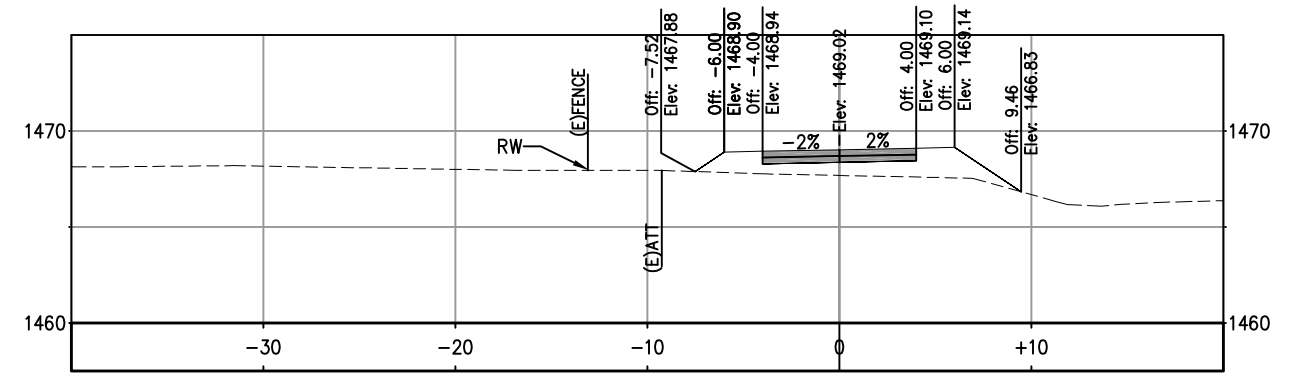


SEE PLAN SHEET D-1 FOR DRAINAGE SYSTEM 1
STA 29+39.39 TO STA 31+61.85

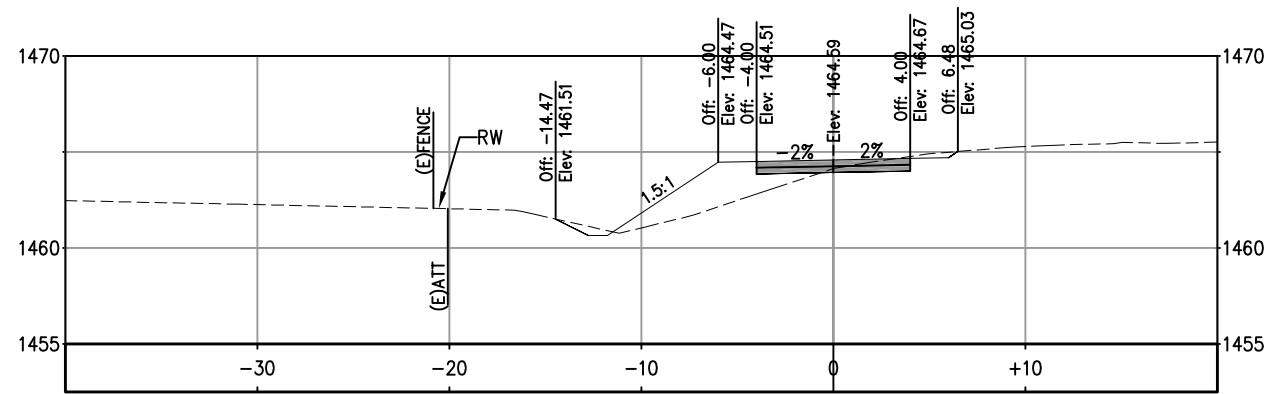




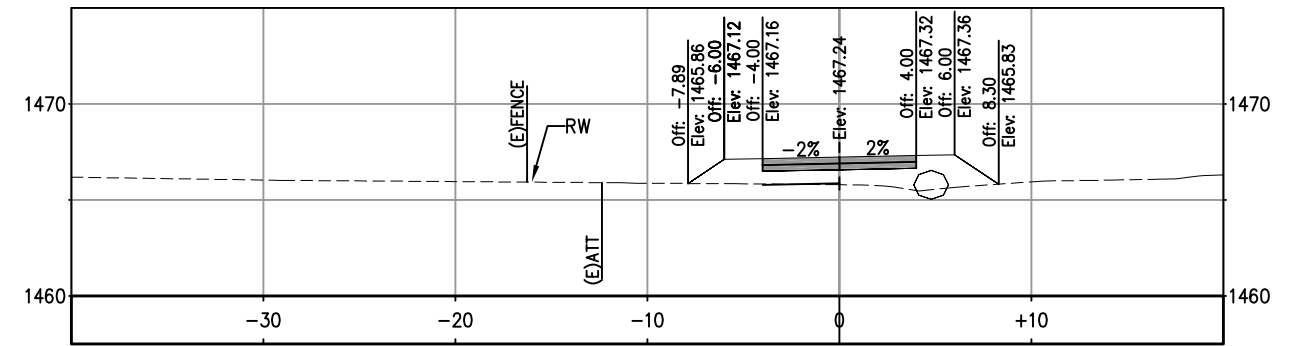
33+00.00



33+75.00

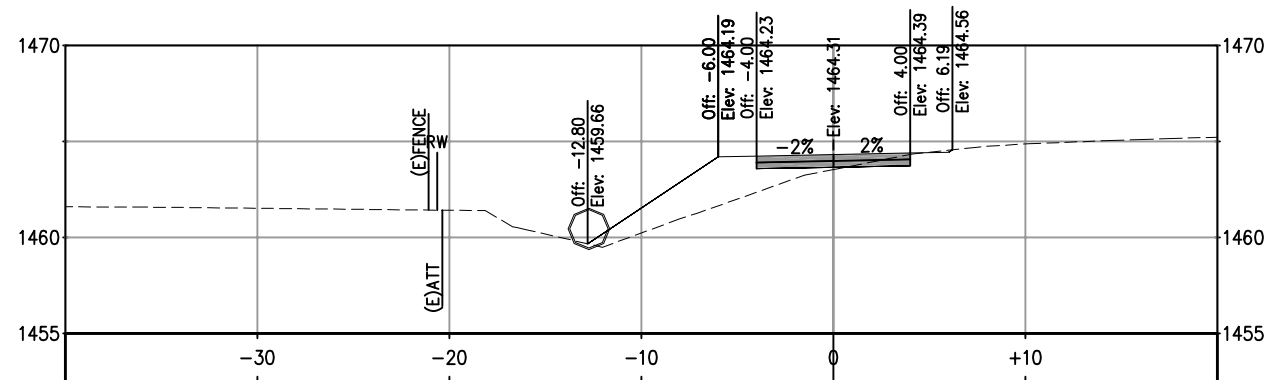


32+75.00

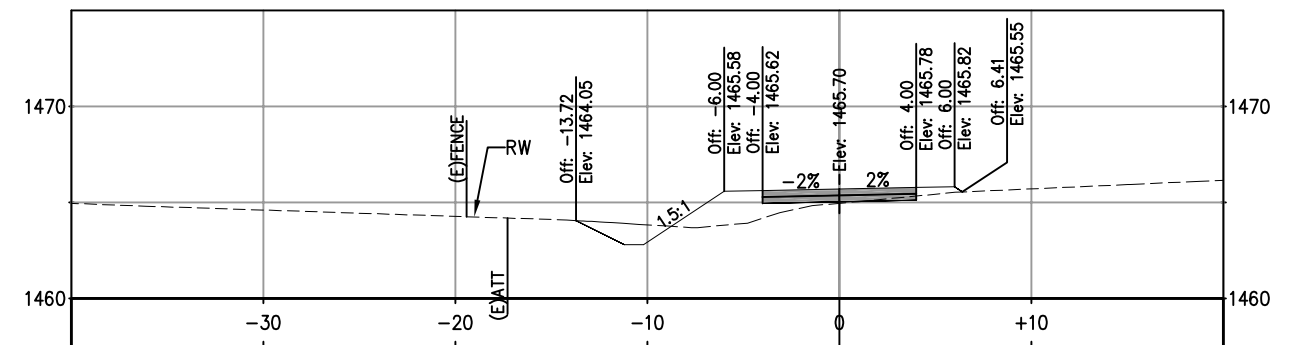


33+50.00

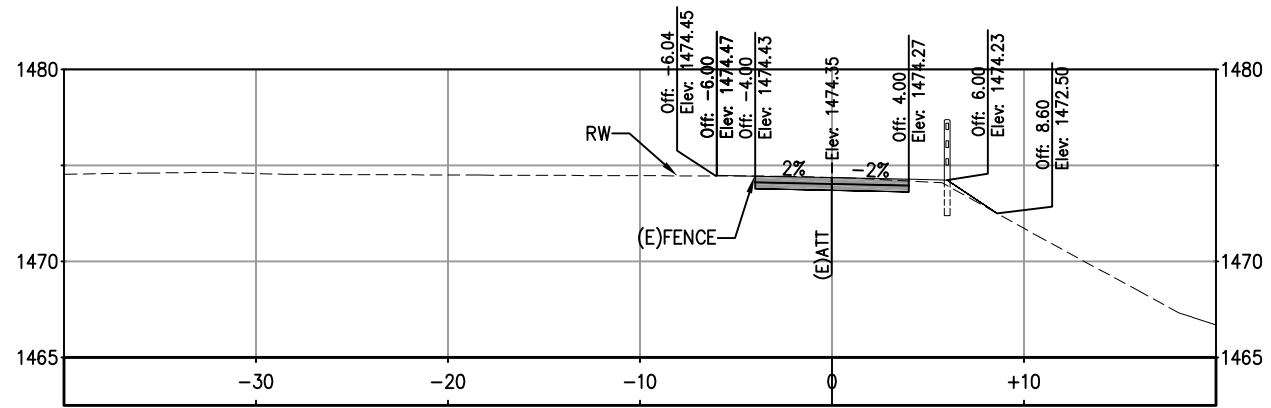
SEE PLAN SHEET D-2 FOR DRAINAGE SYSTEM 2
STA 32+39.11 TO 33+56.59



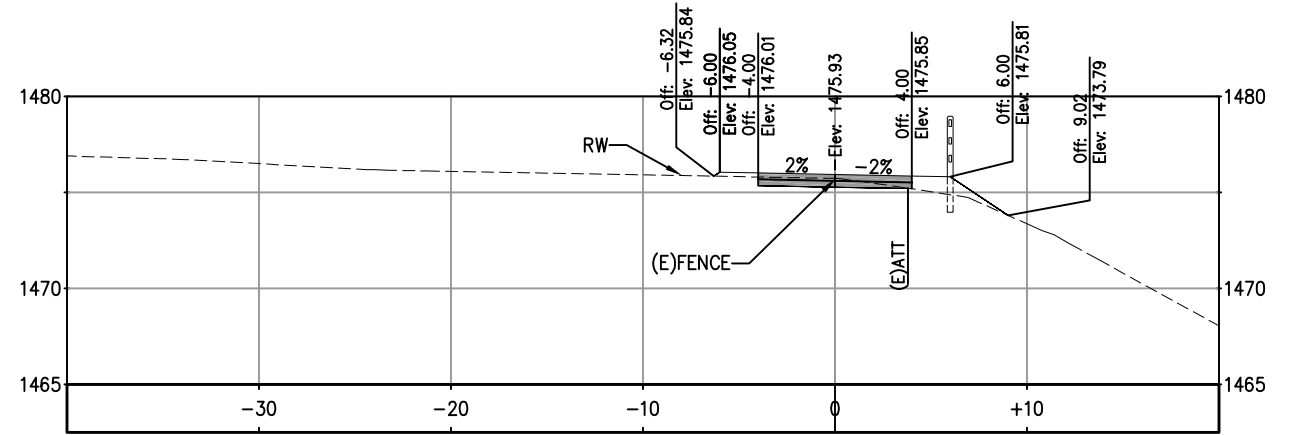
32+50.00



33+25.00

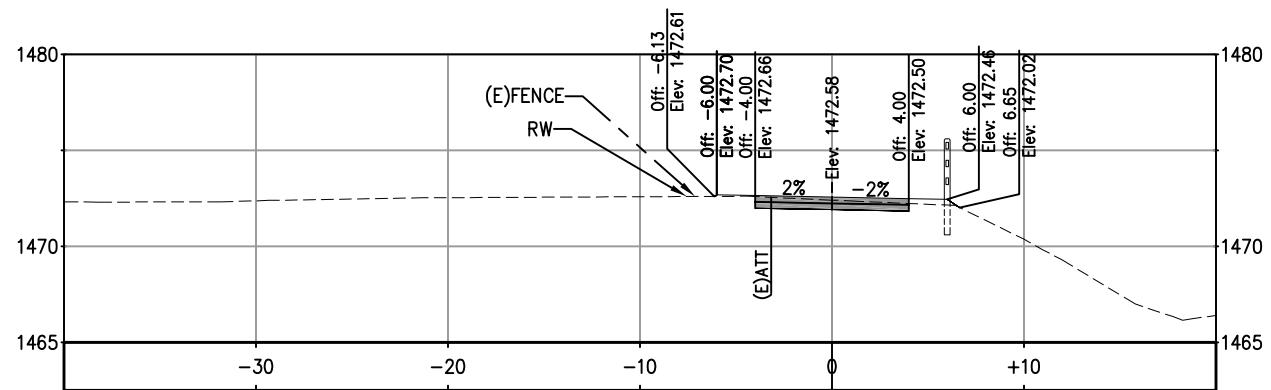


34+50.00

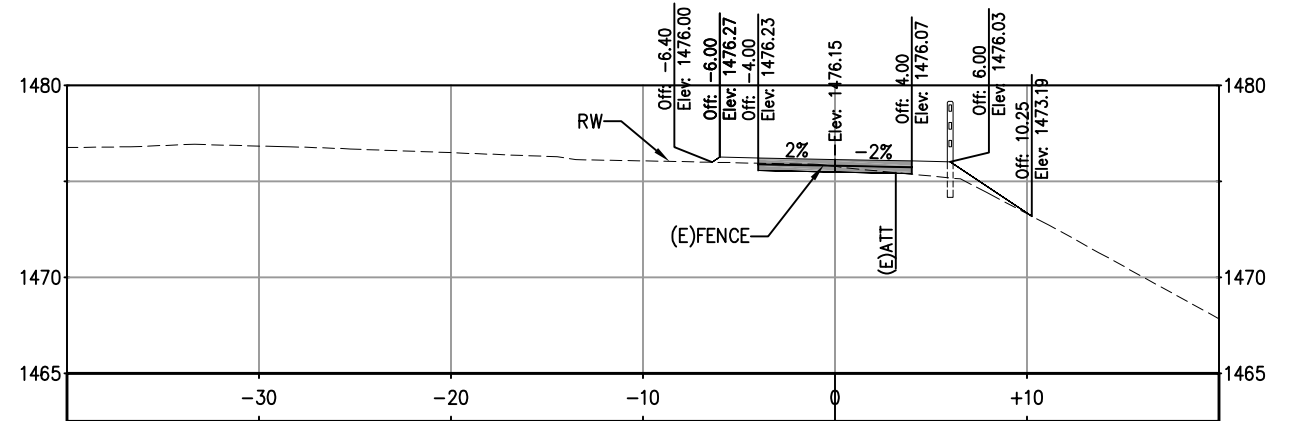


35+25.00

WARNING:
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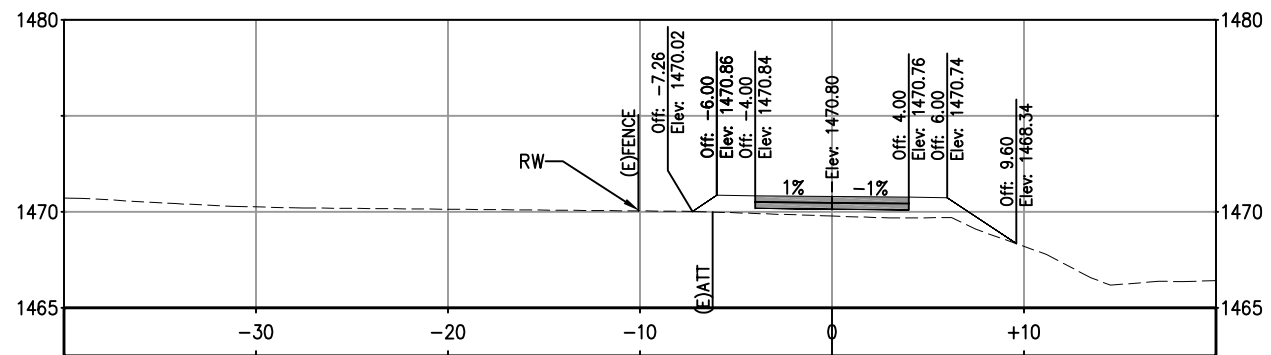


34+25.00

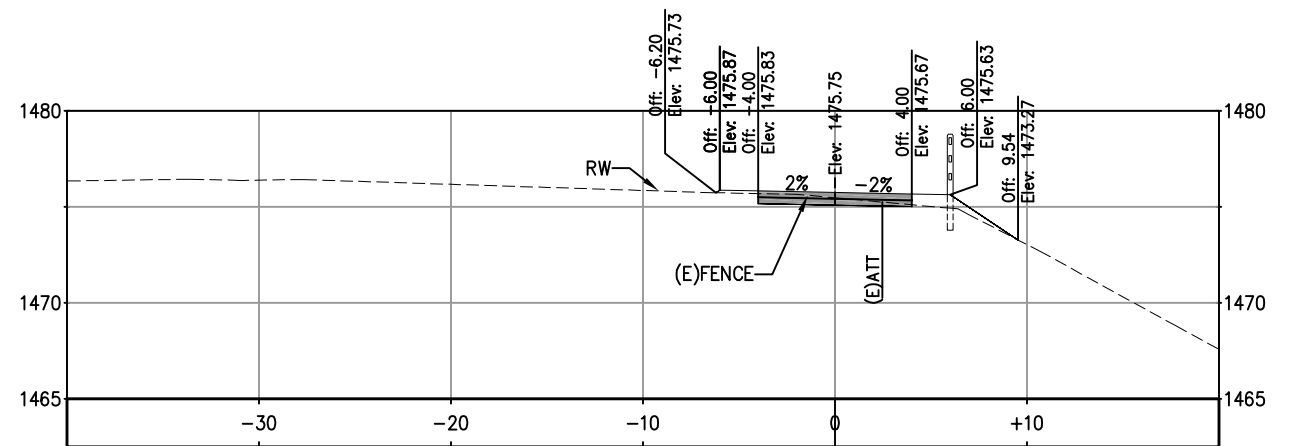


35+00.00

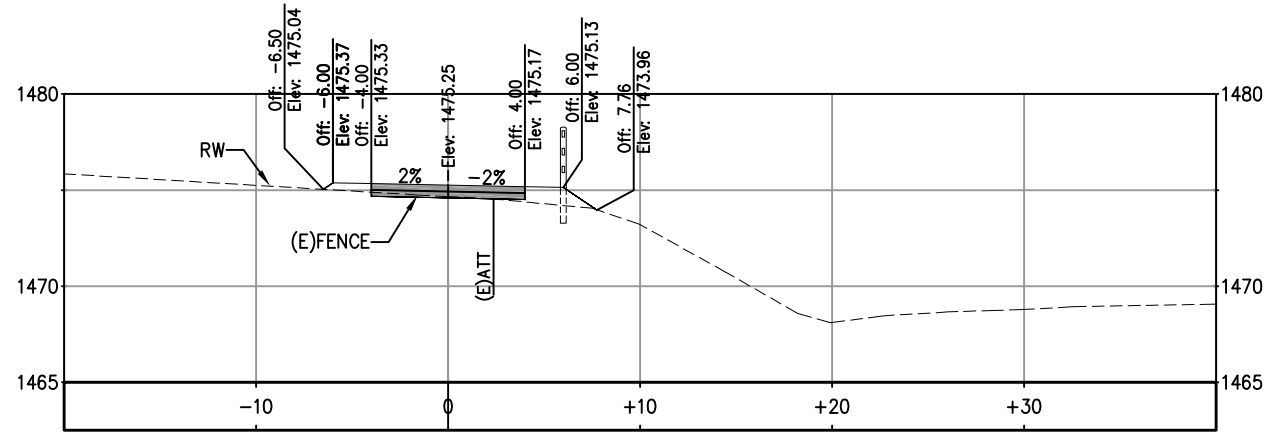
EXISTING FENCE TO BE REMOVED AND RELOCATED
STA 34+18.89 TO 40+59.90



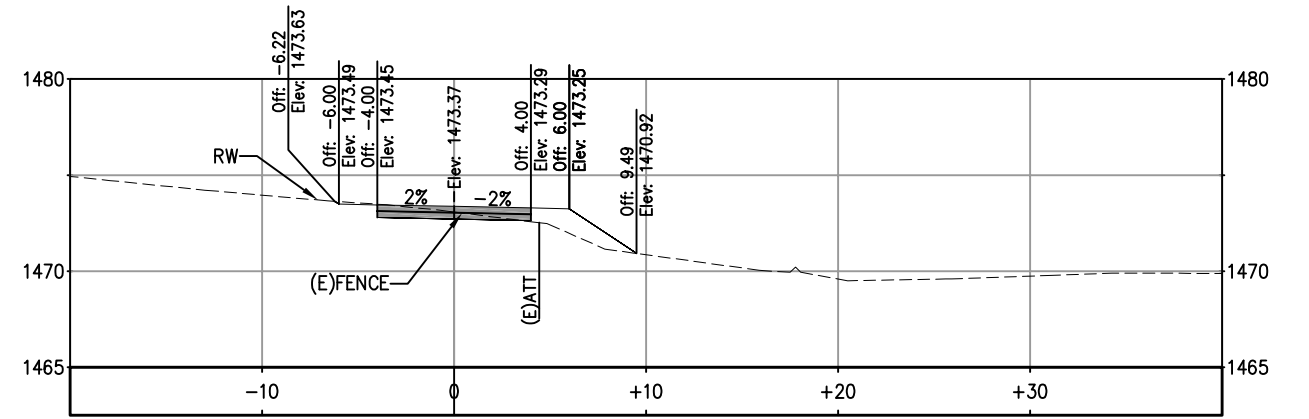
34+00.00



34+75.00

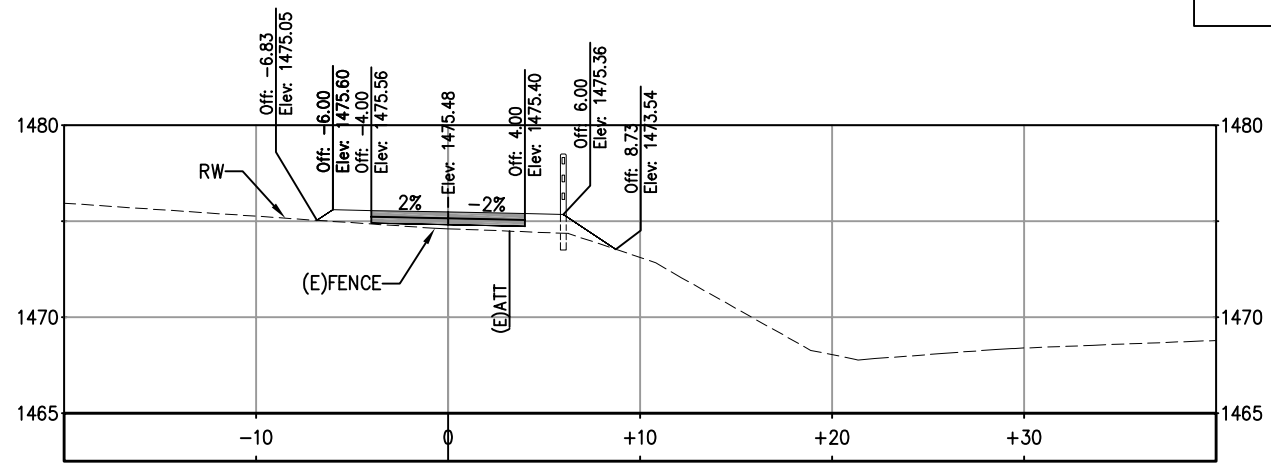


36+00.00

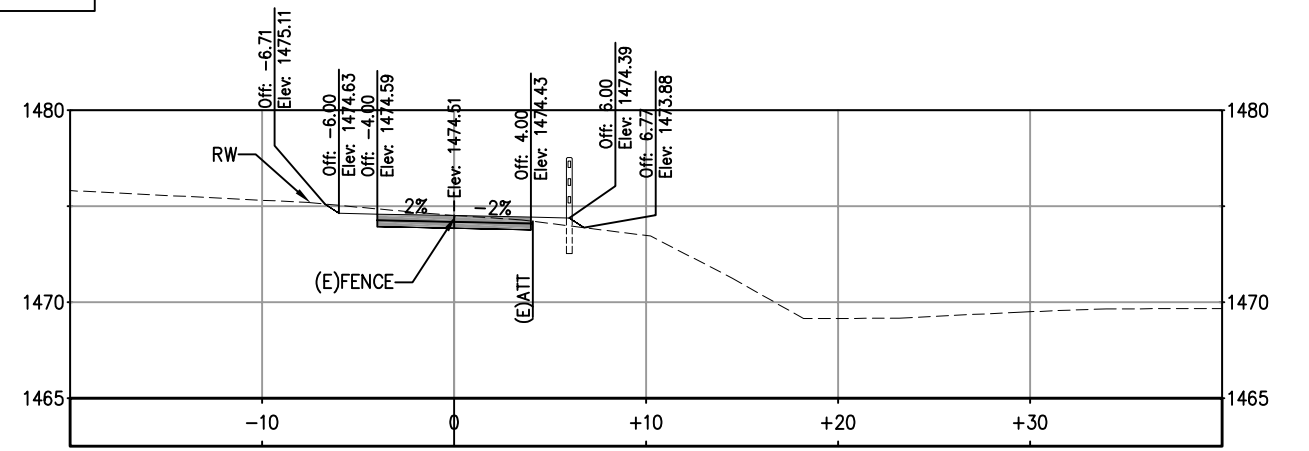


36+75.00

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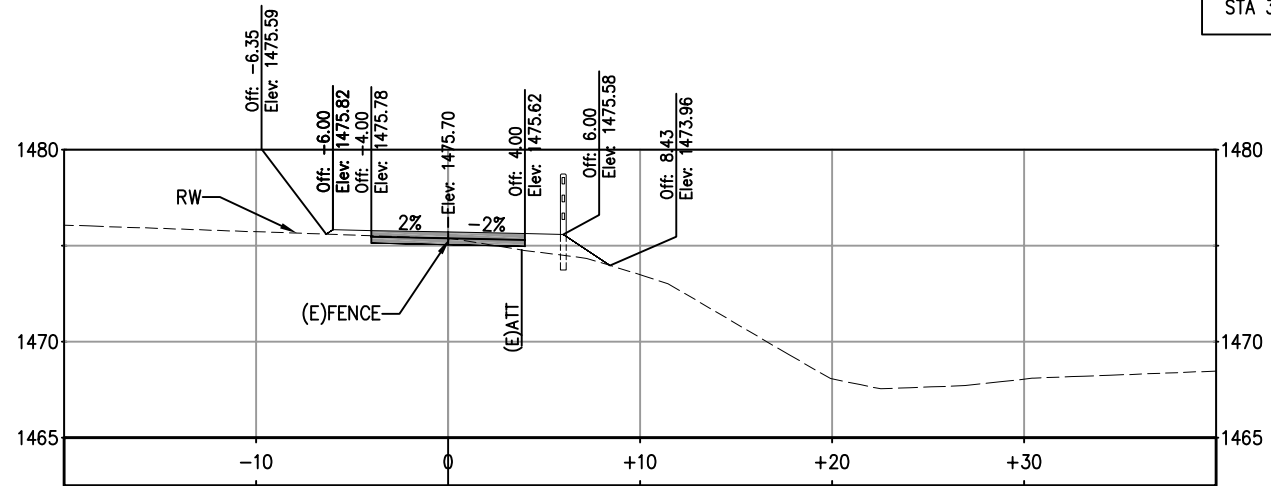


35+75.00

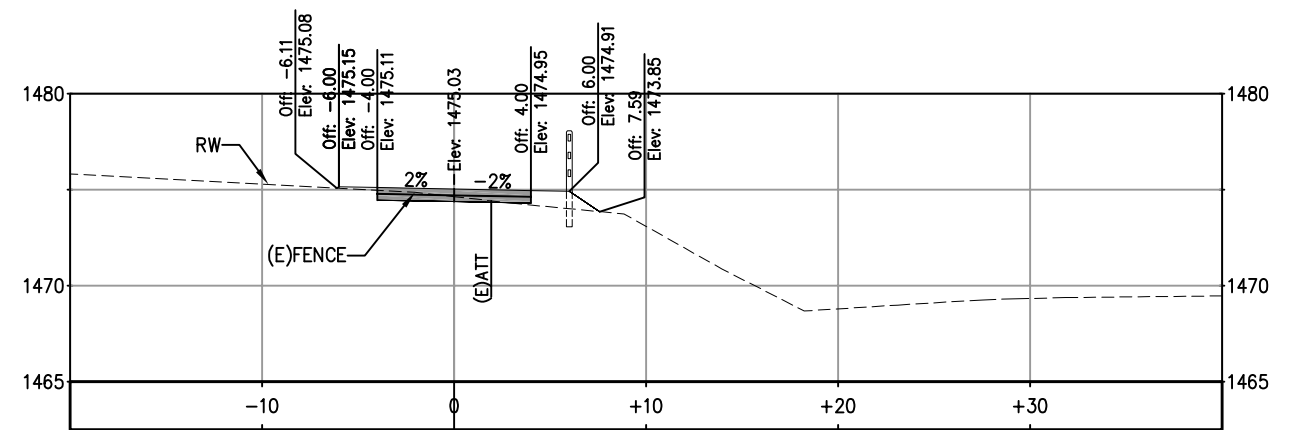


36+50.00

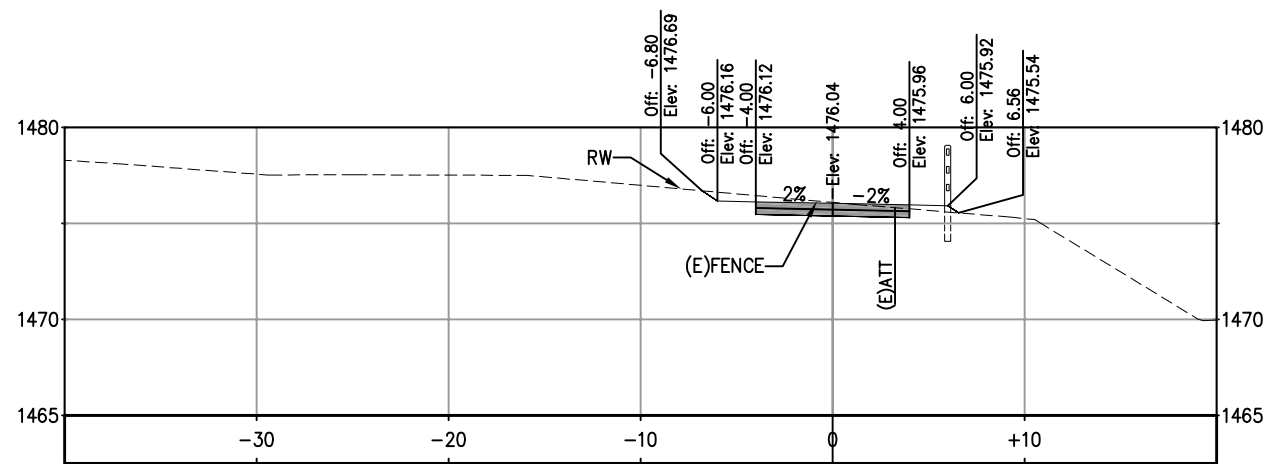
EXISTING FENCE TO BE REMOVED AND RELOCATED
STA 34+18.89 TO 40+59.90



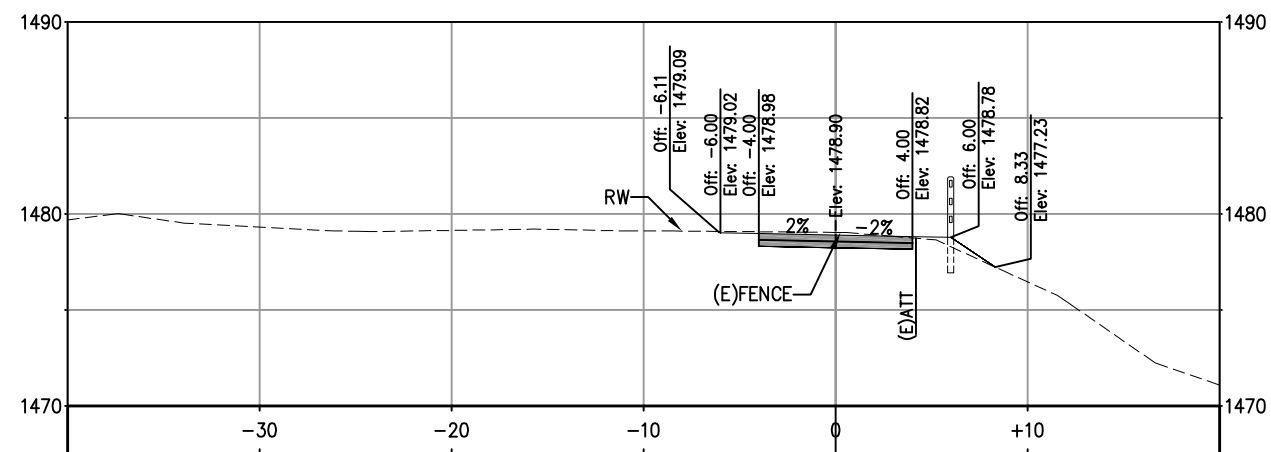
35+50.00



36+25.00

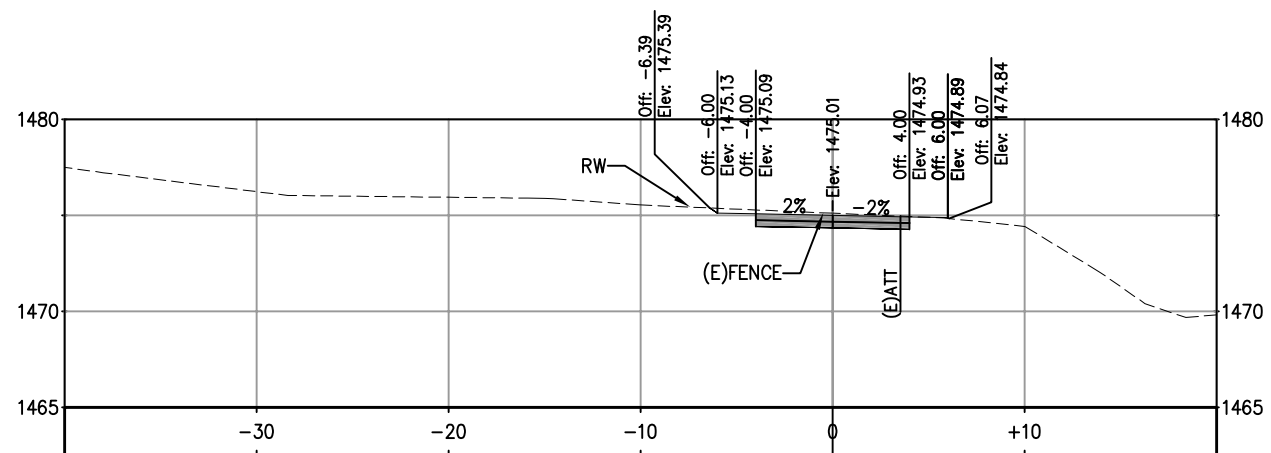


37+50.00

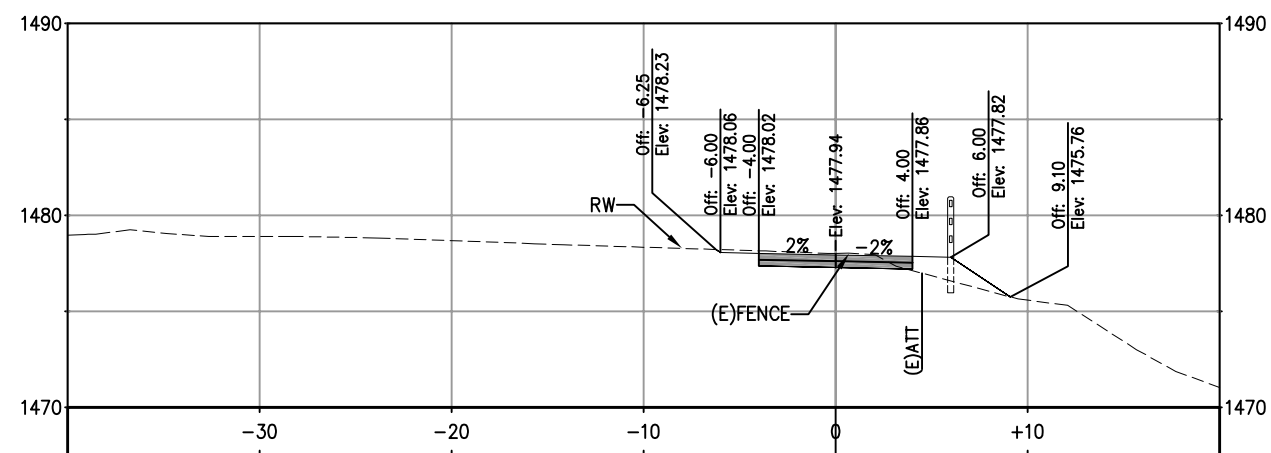


38+25.00

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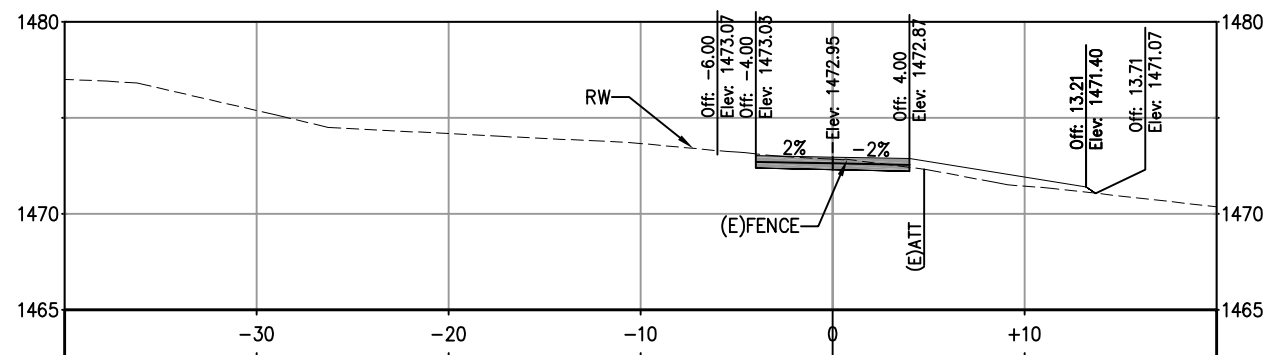


37+25.00

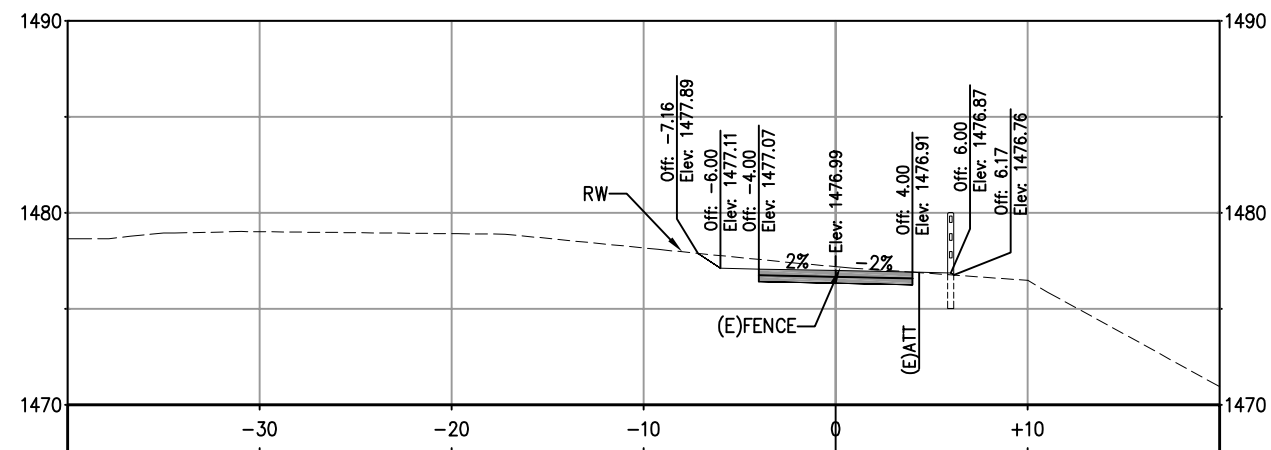


38+00.00

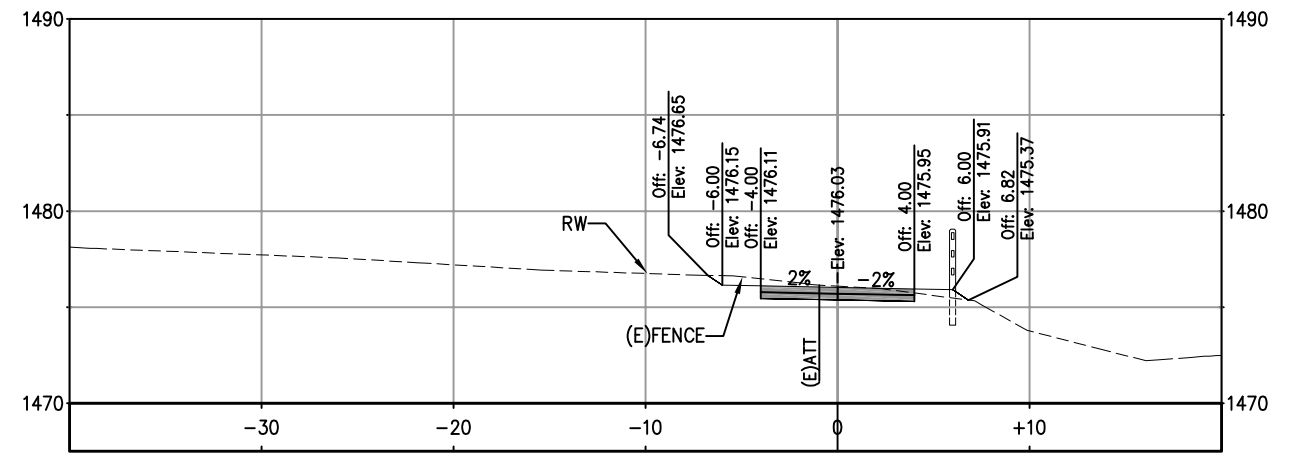
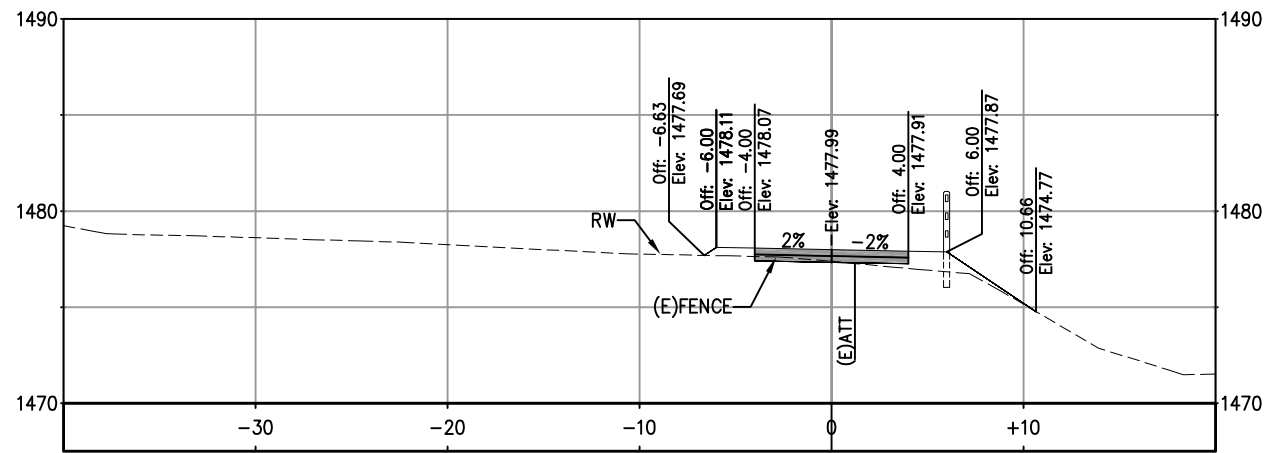
EXISTING FENCE TO BE REMOVED AND RELOCATED
STA 34+18.89 TO 40+59.90



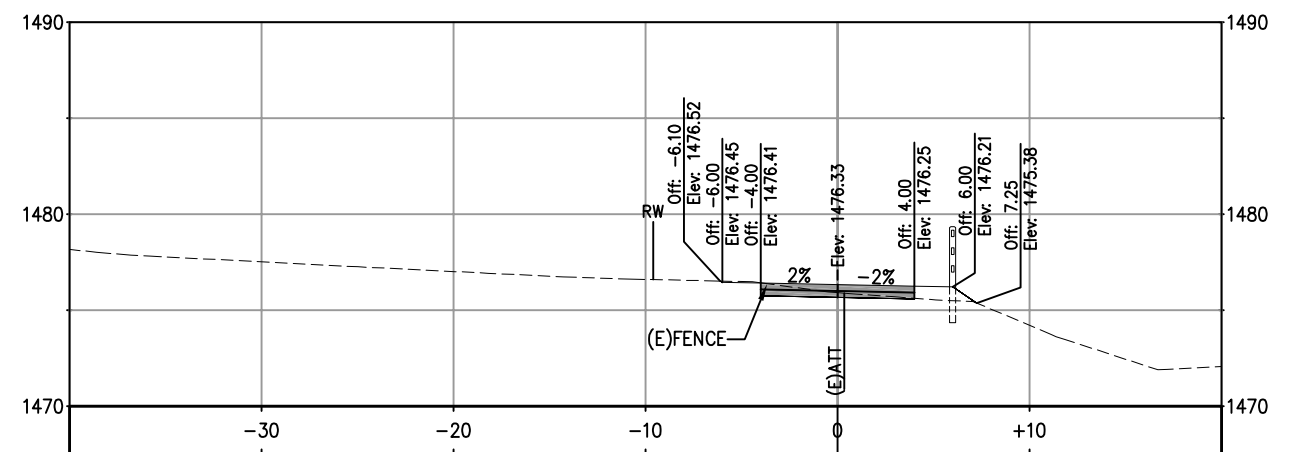
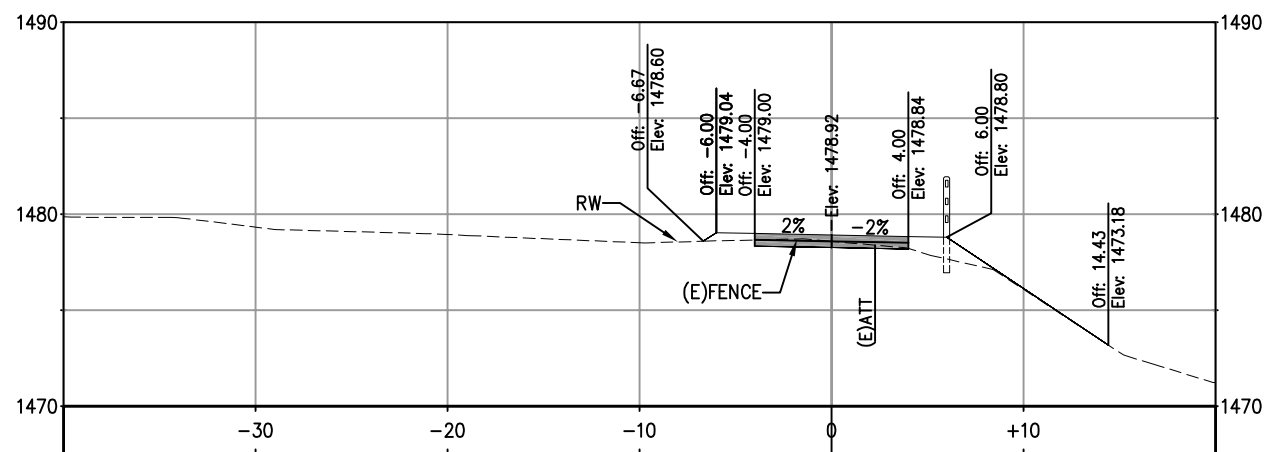
37+00.00



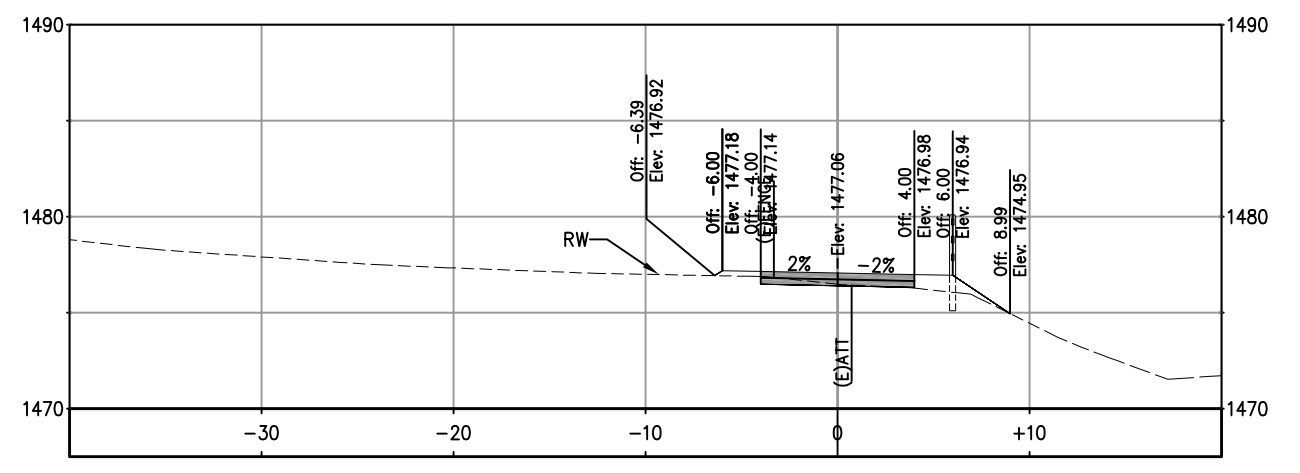
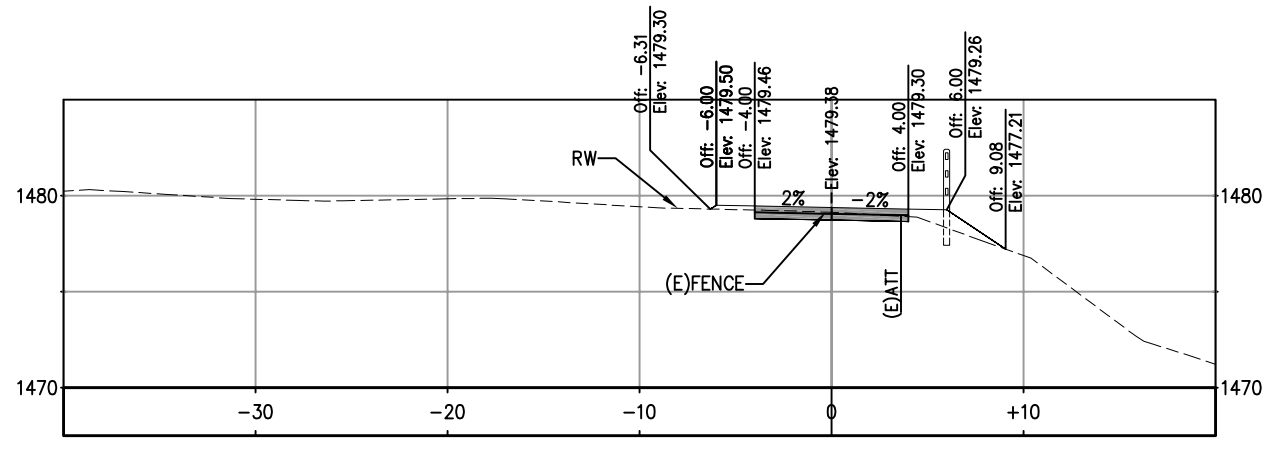
37+75.00

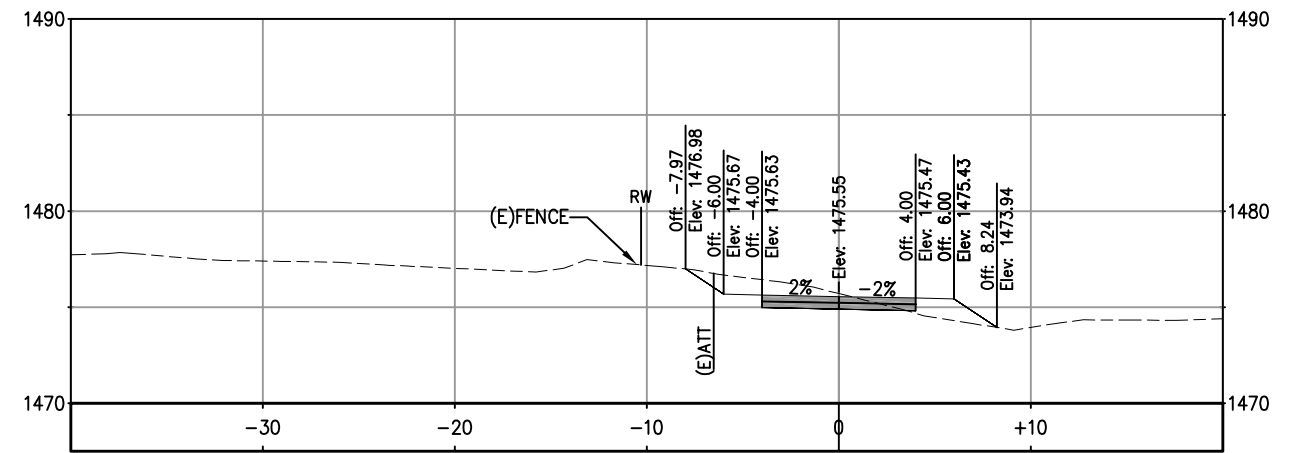
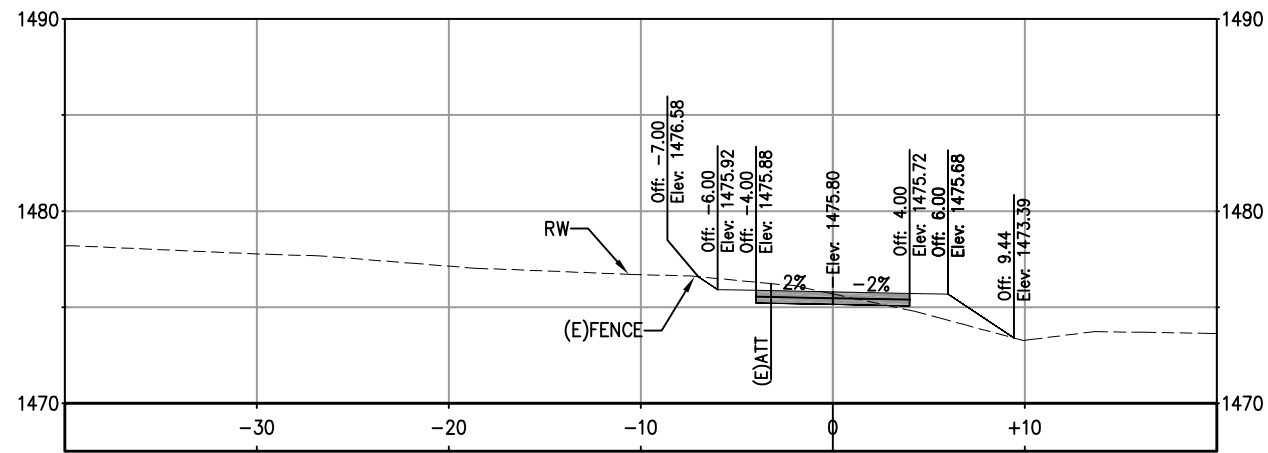


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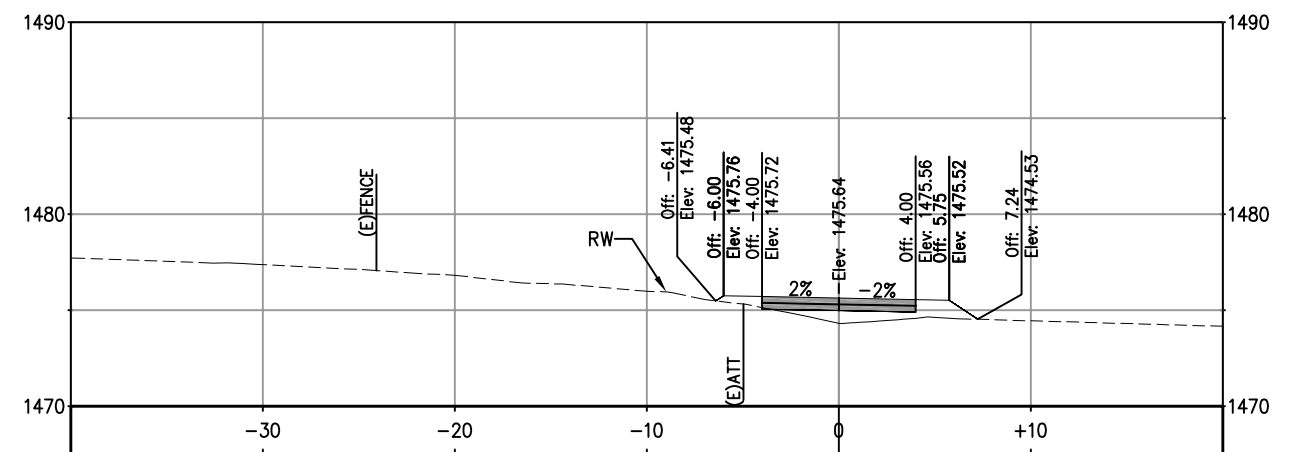
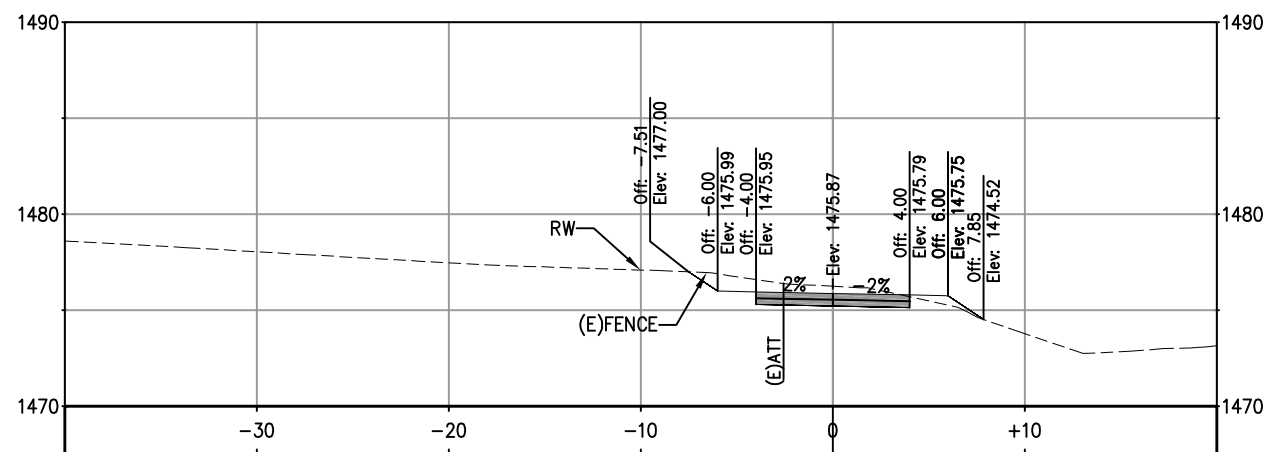


EXISTING FENCE TO BE REMOVED AND RELOCATED STA 34+18.89 TO 40+59.90

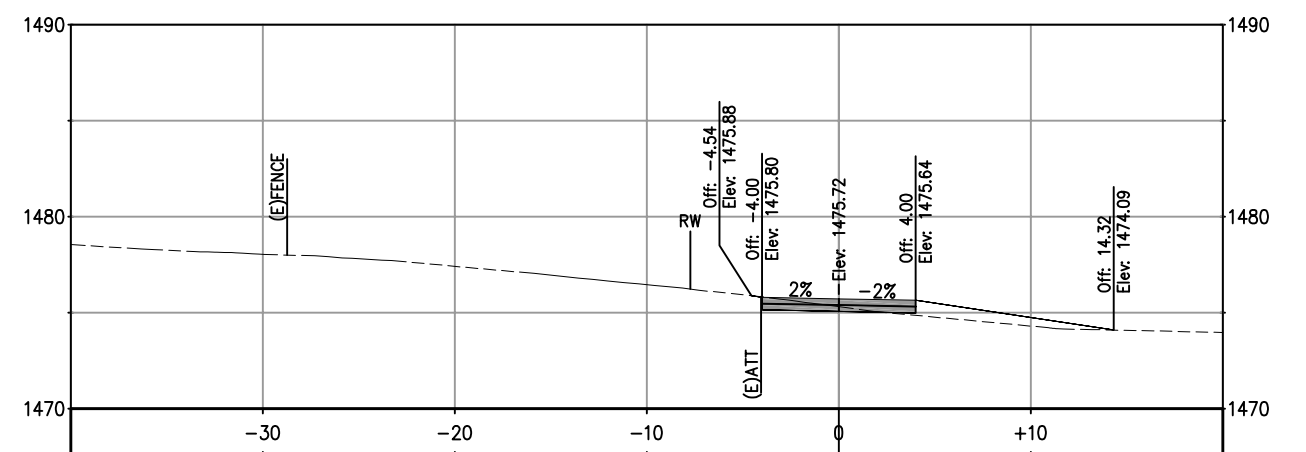
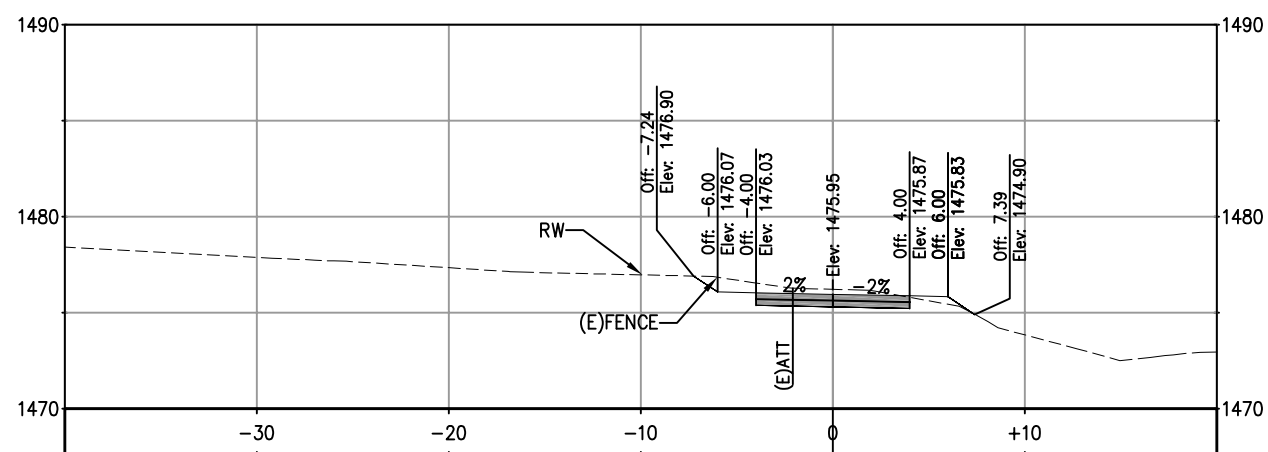




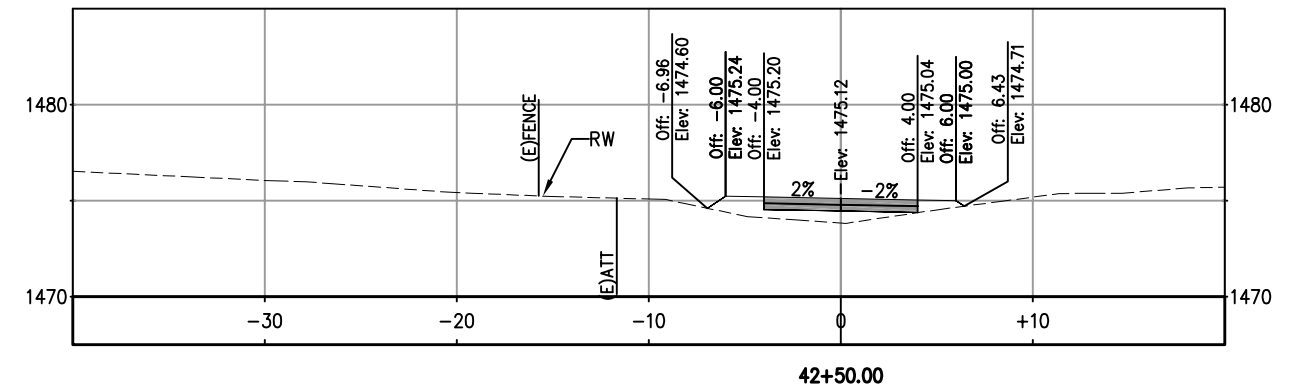
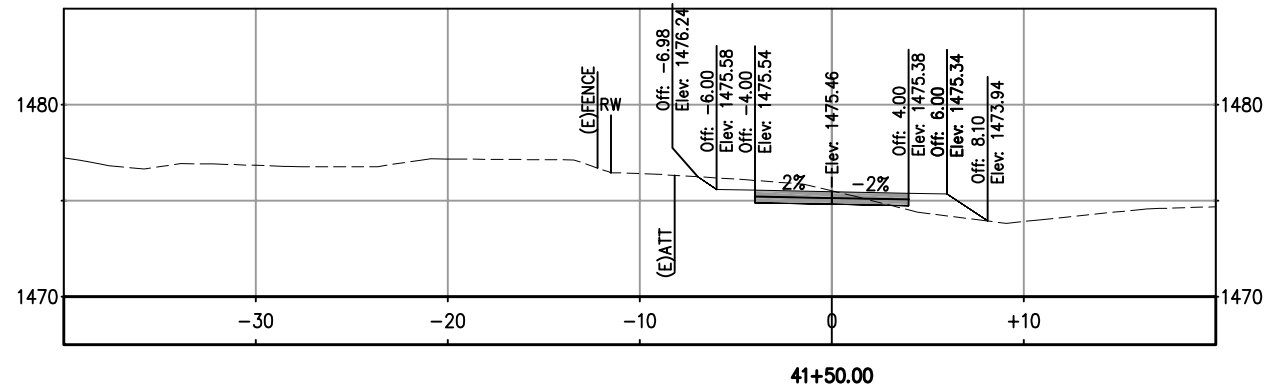
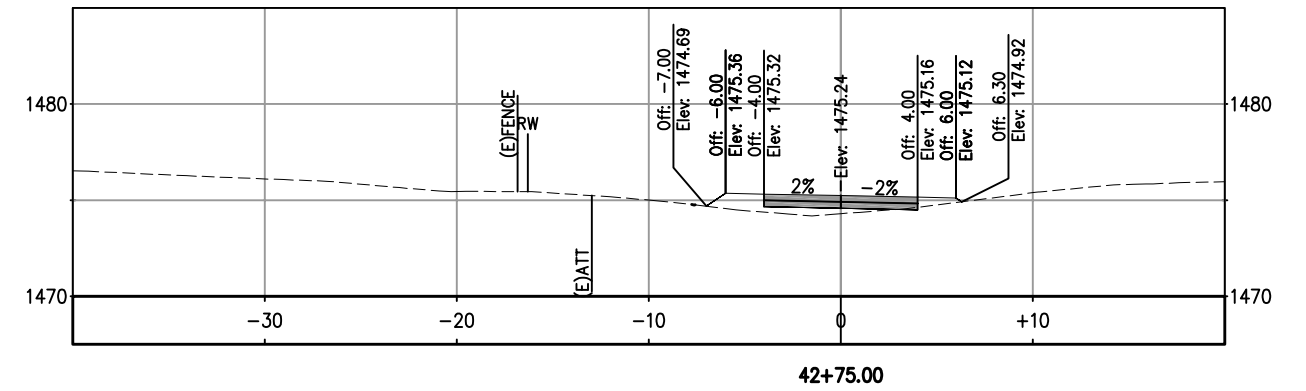
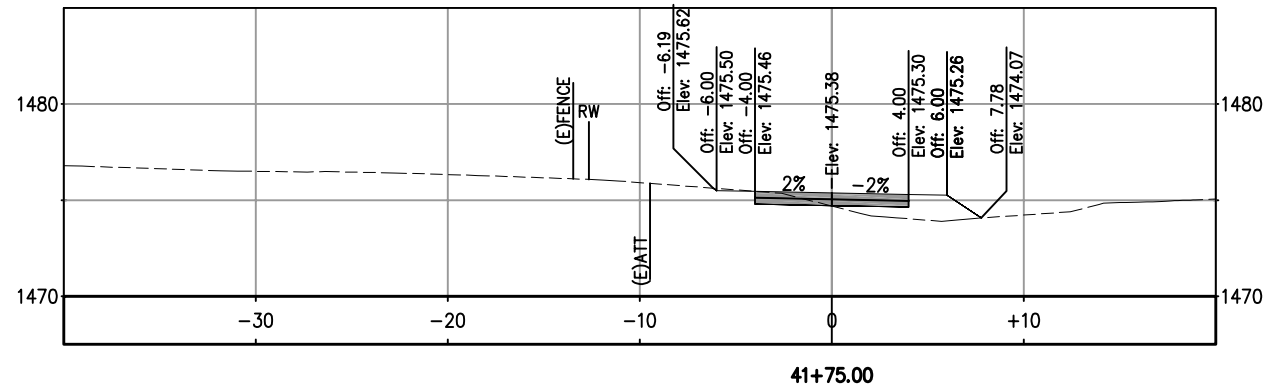
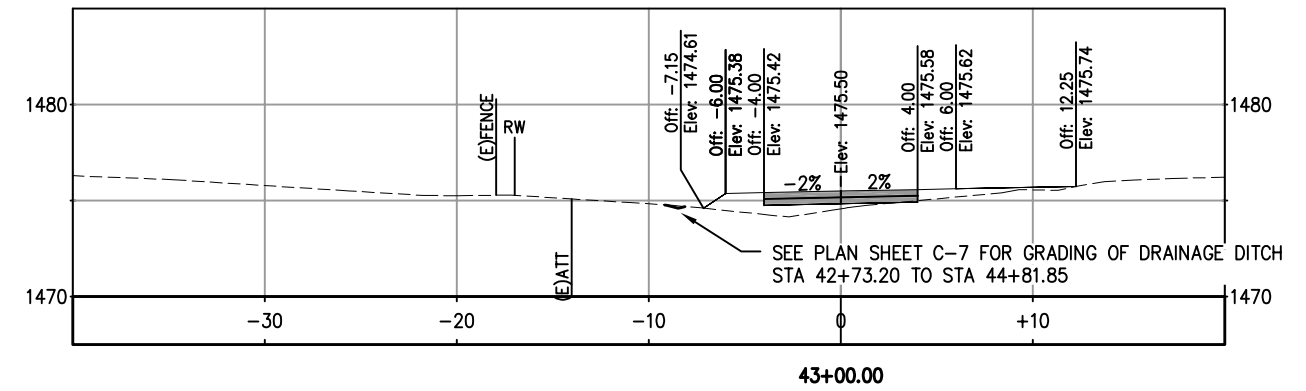
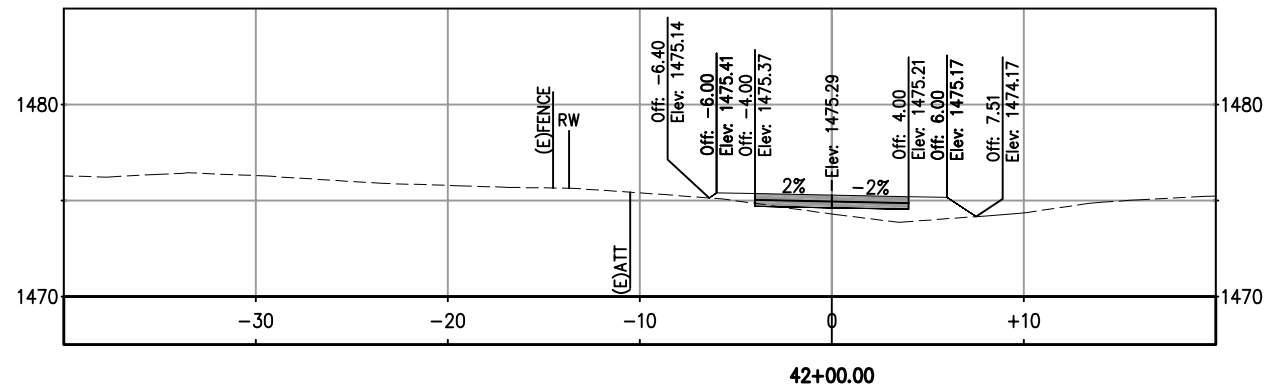
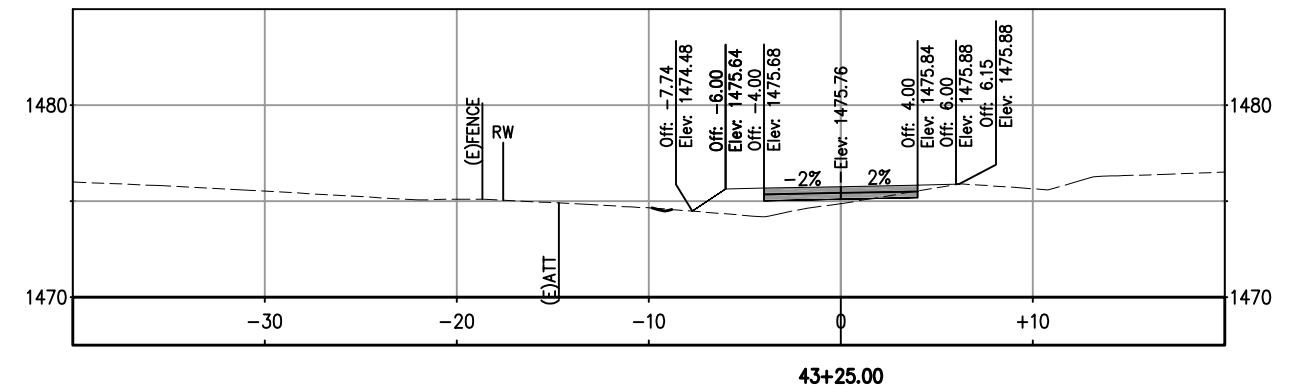
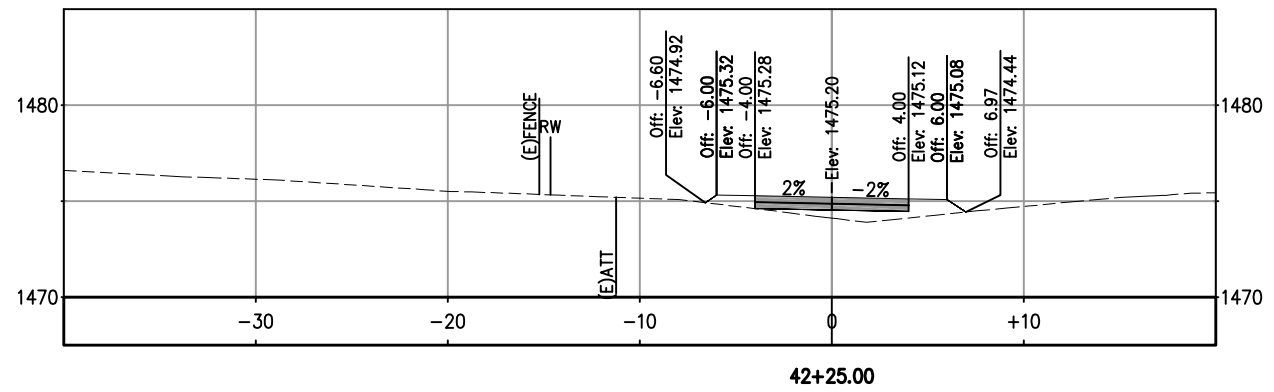
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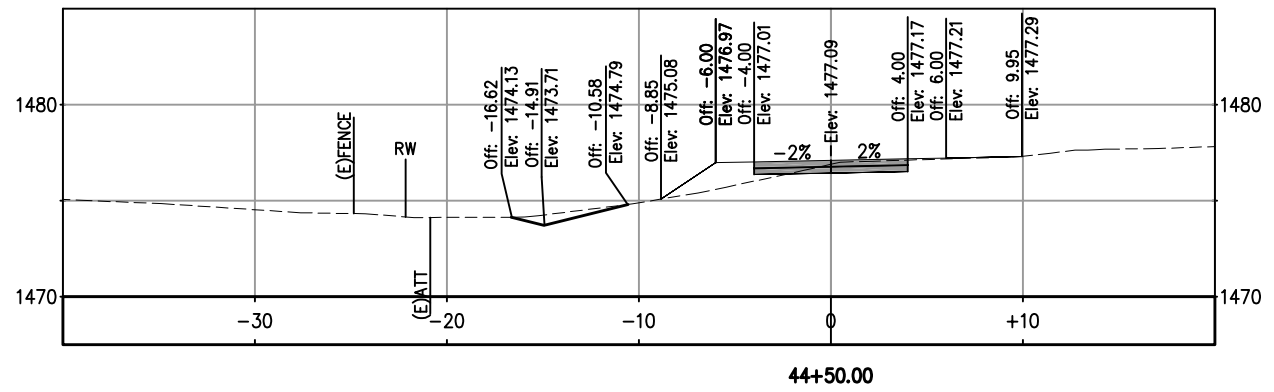
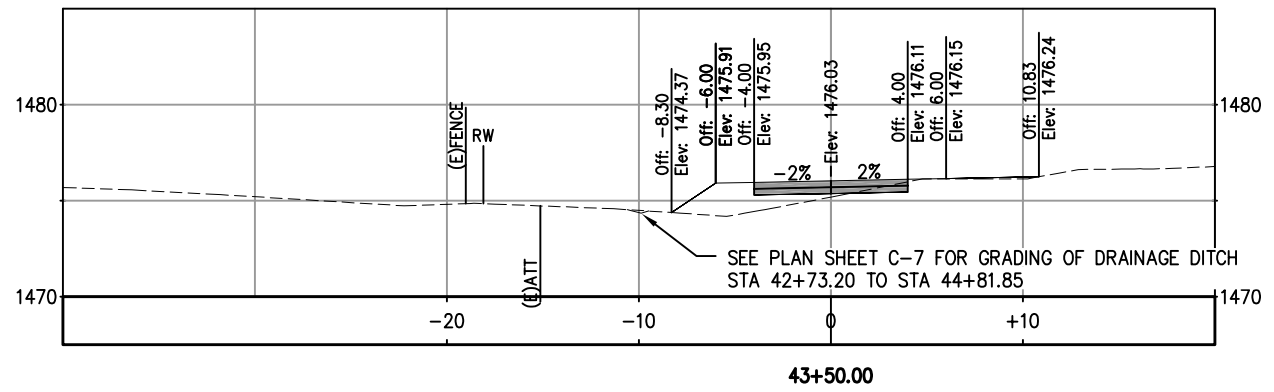
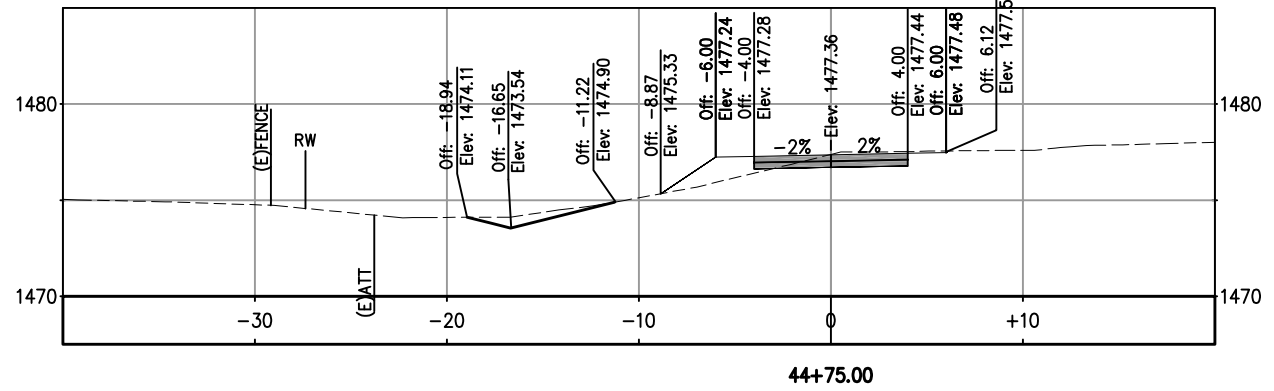
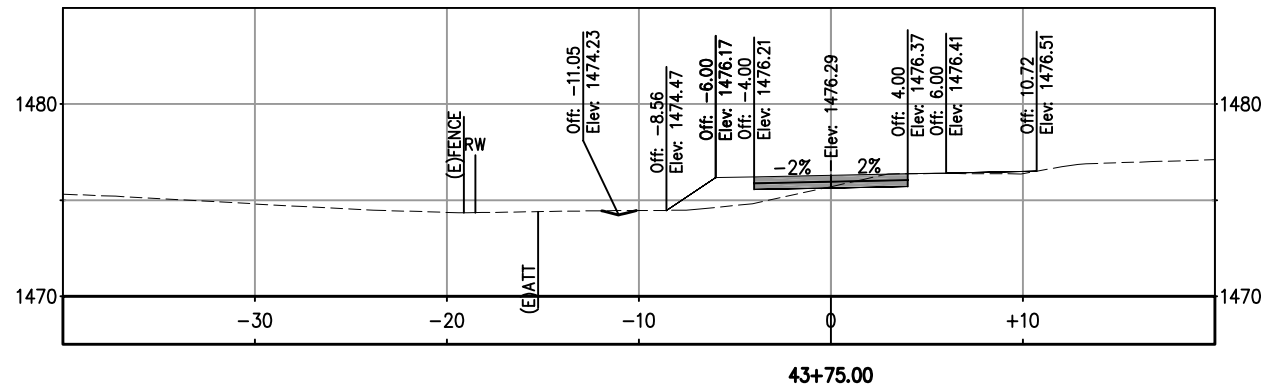
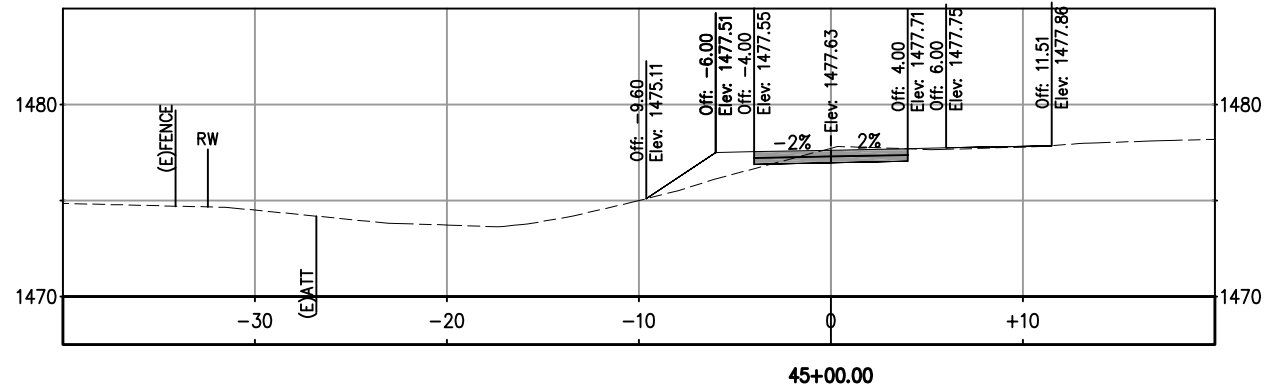
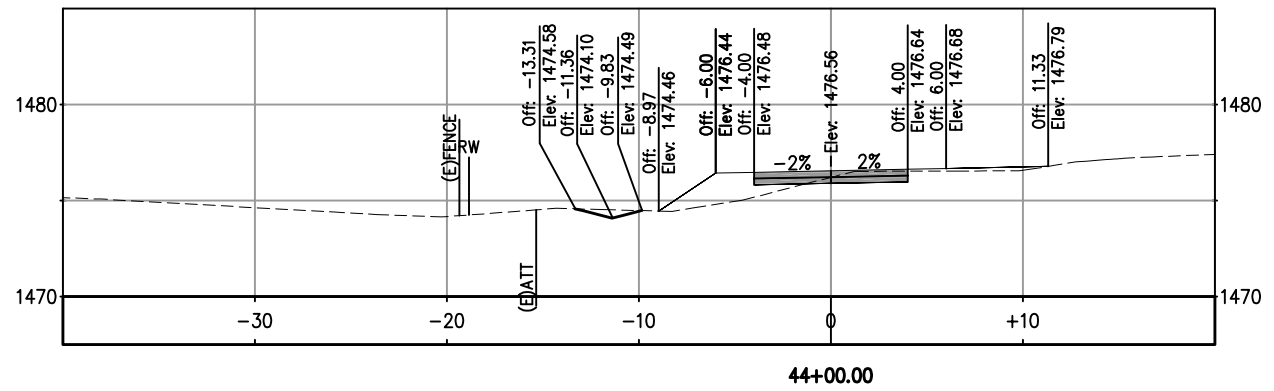
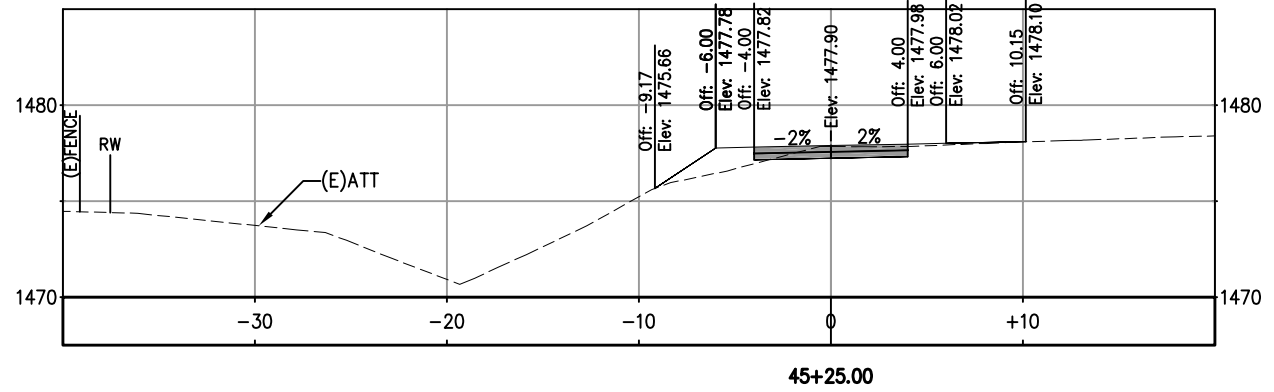
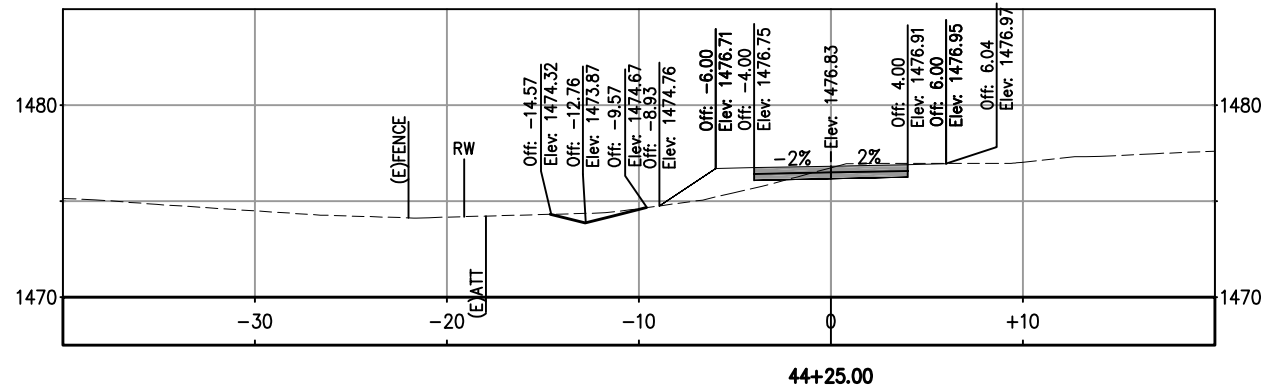
EXISTING FENCE TO BE REMOVED AND RELOCATED
 STA 34+18.89 TO 40+59.90

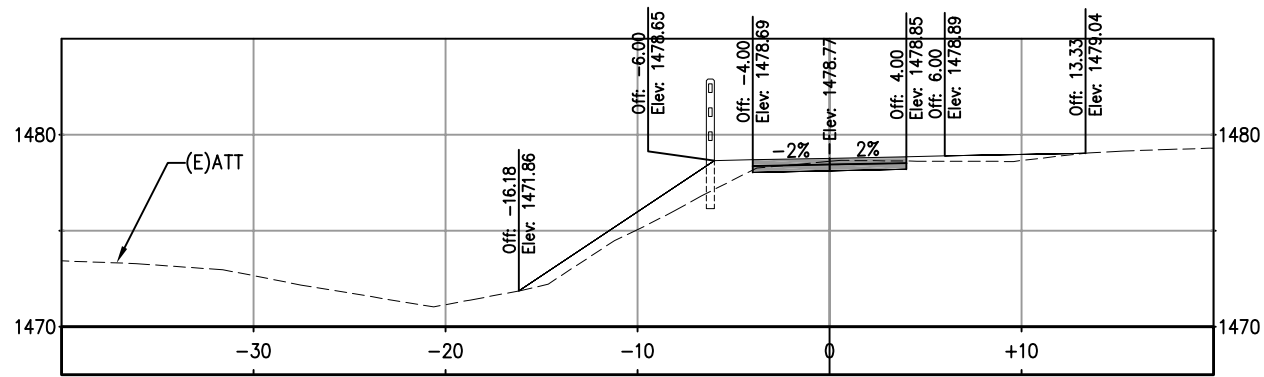


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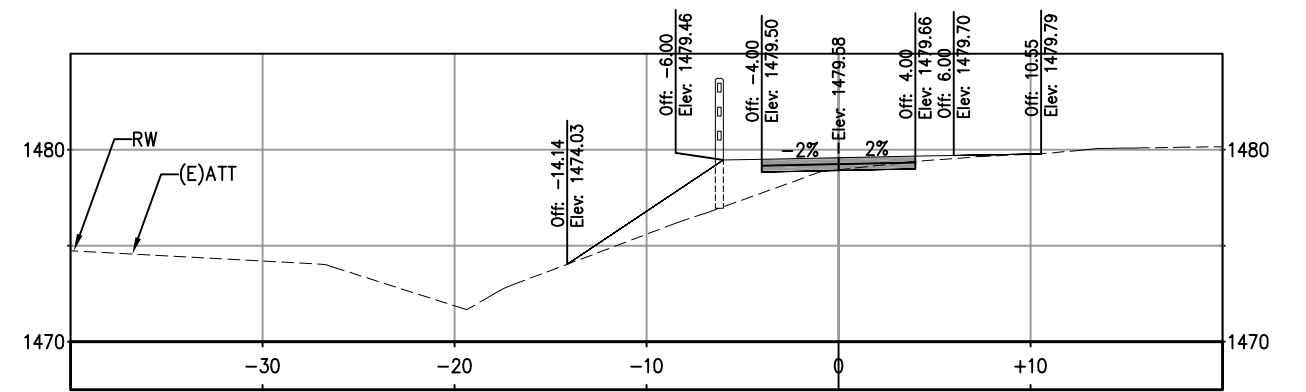


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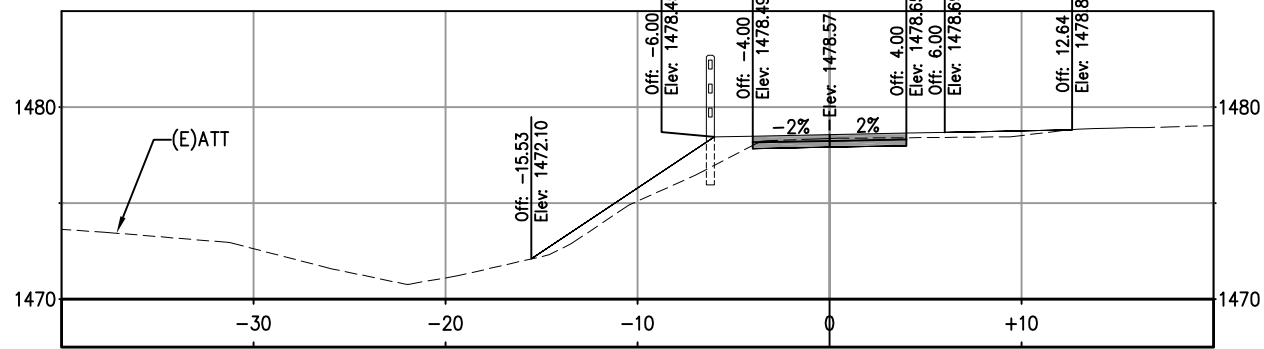




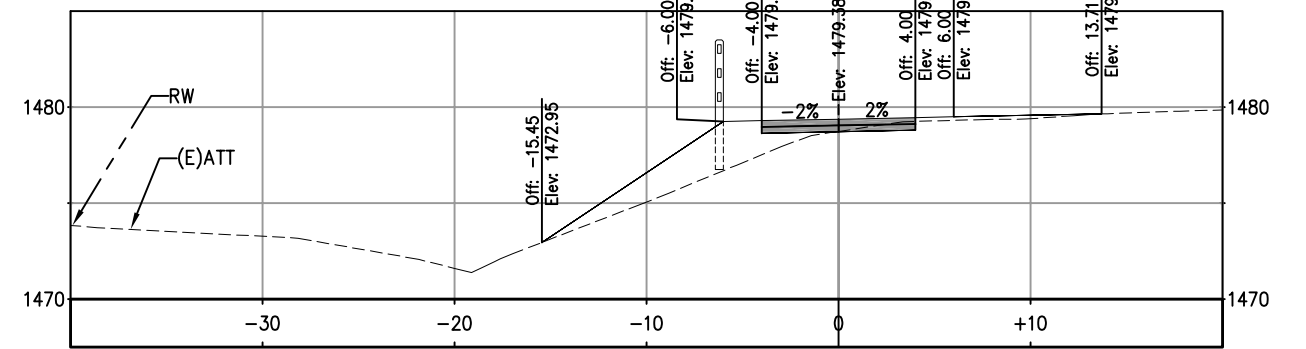
46+25.00



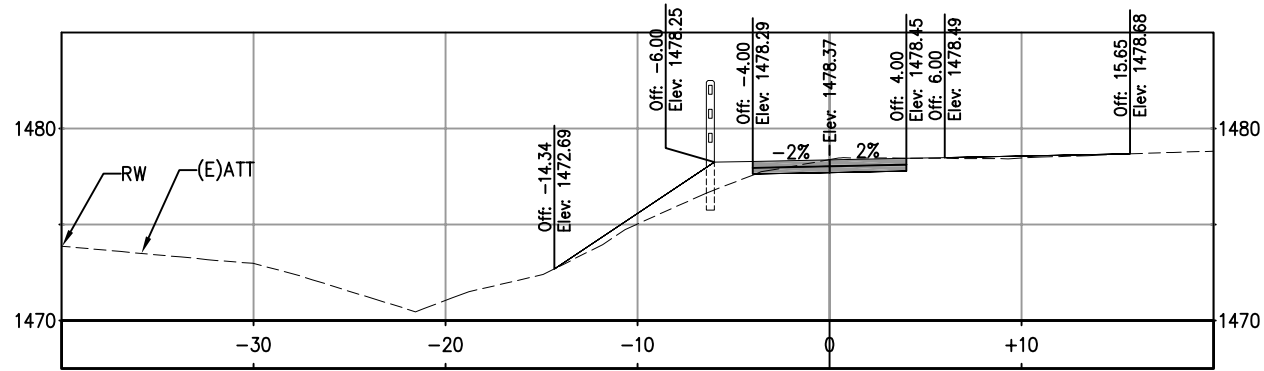
47+25.00



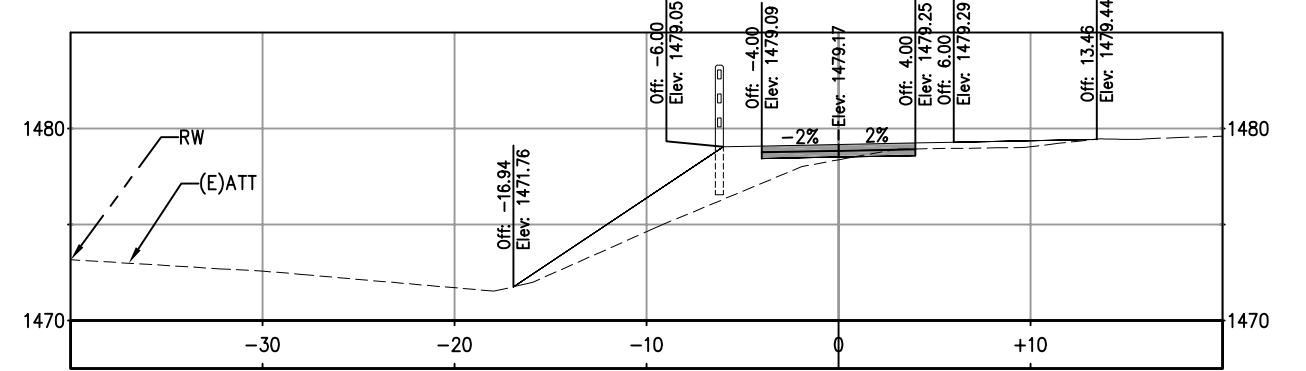
46+00.00



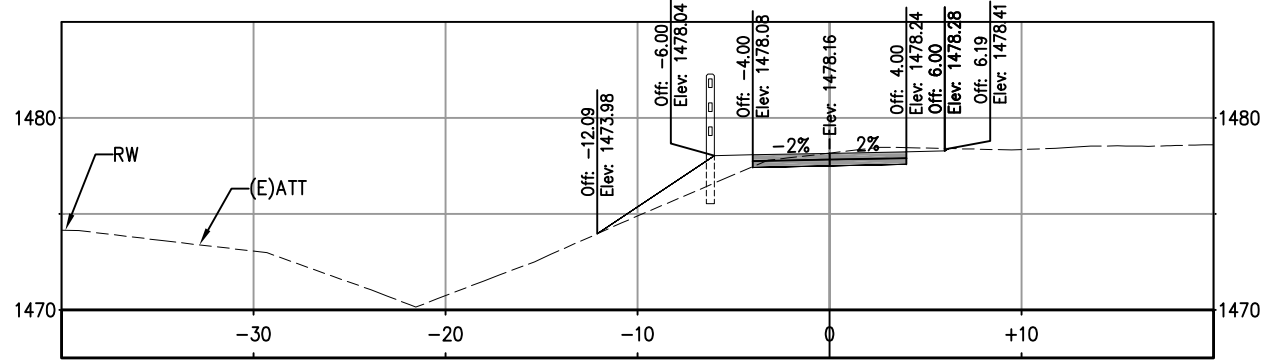
47+00.00



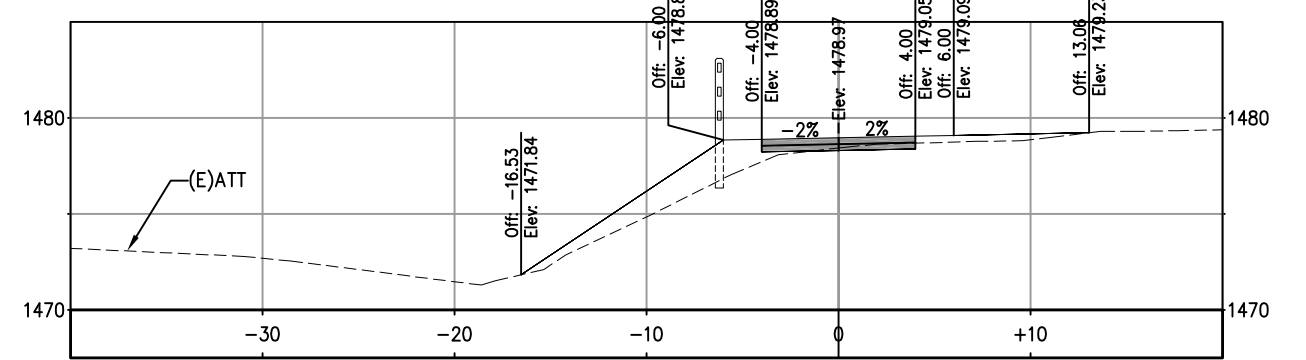
45+75.00



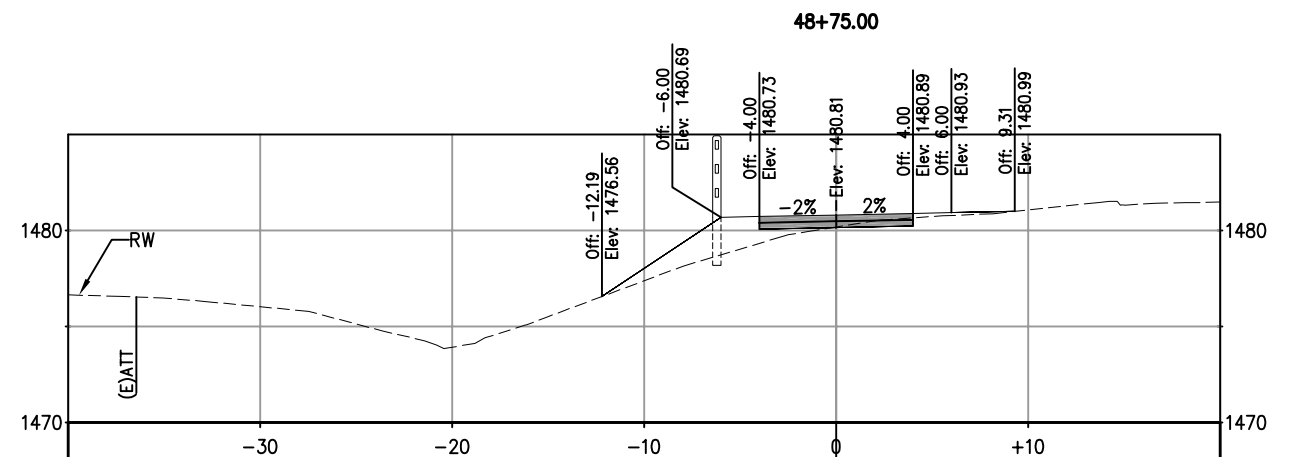
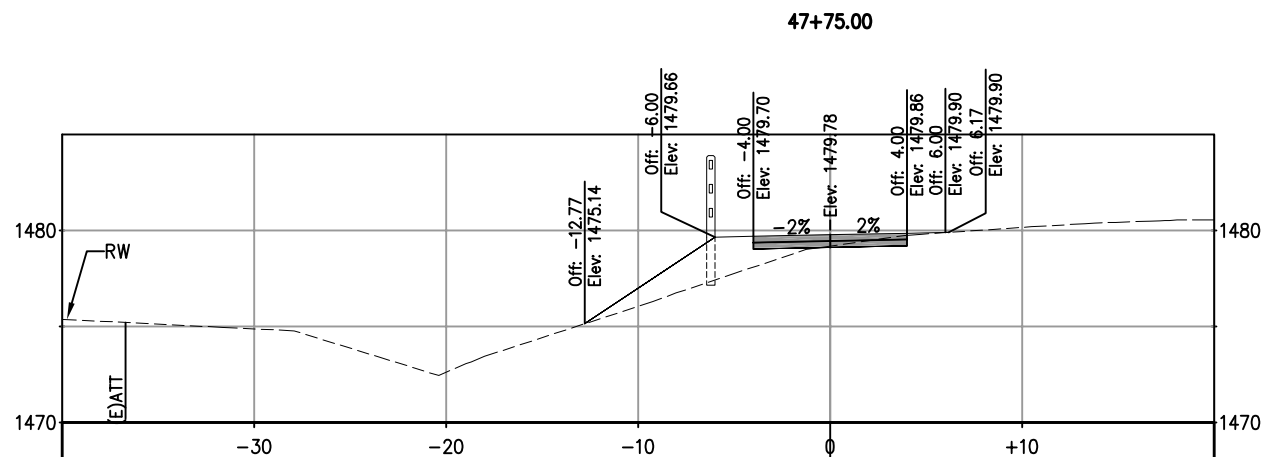
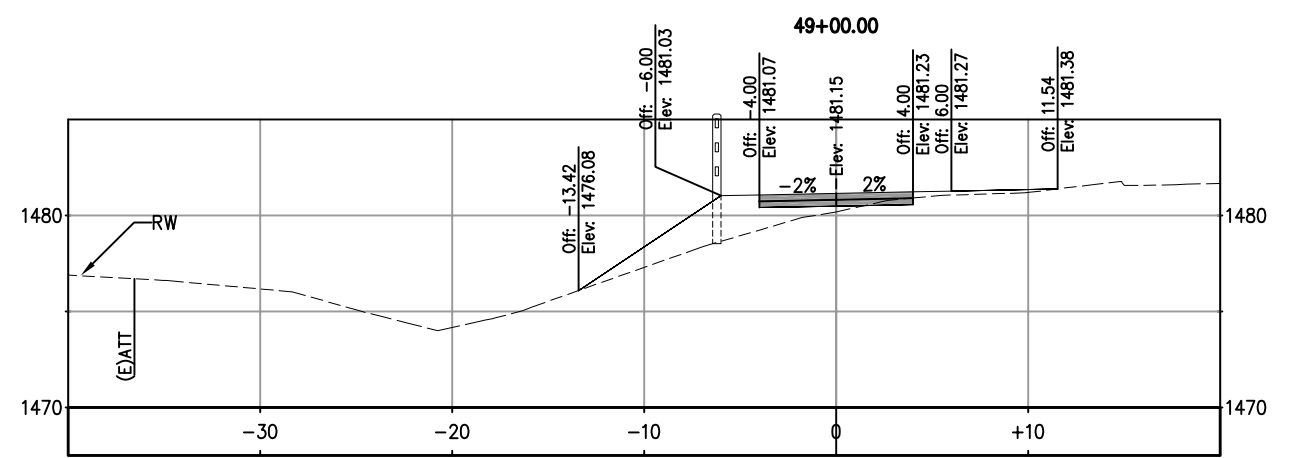
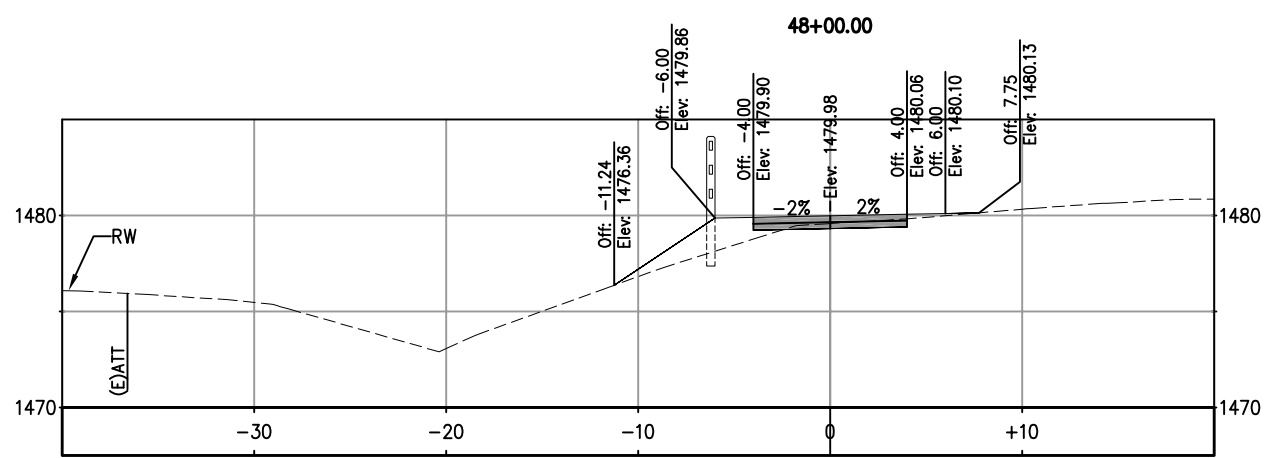
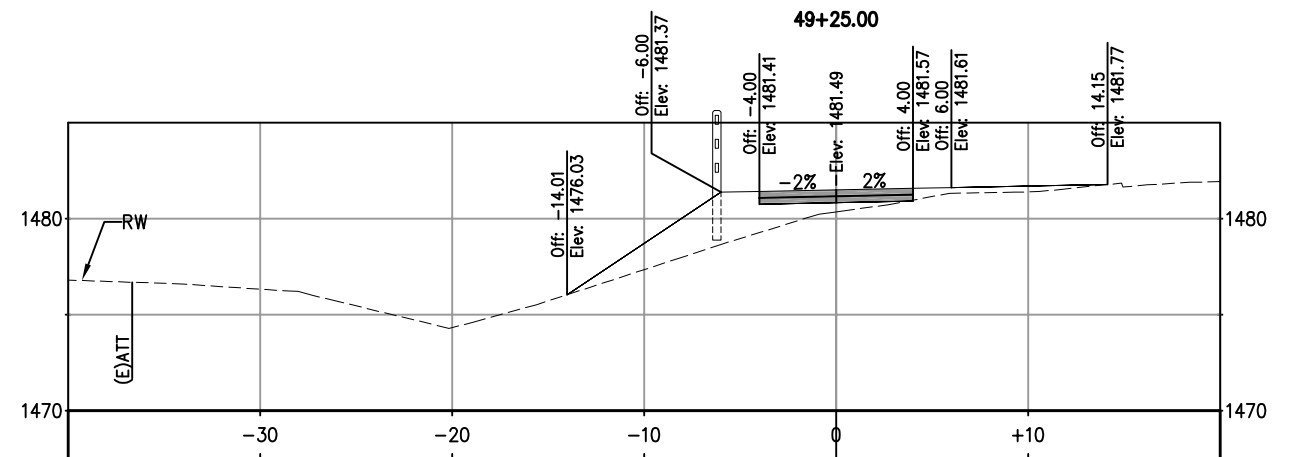
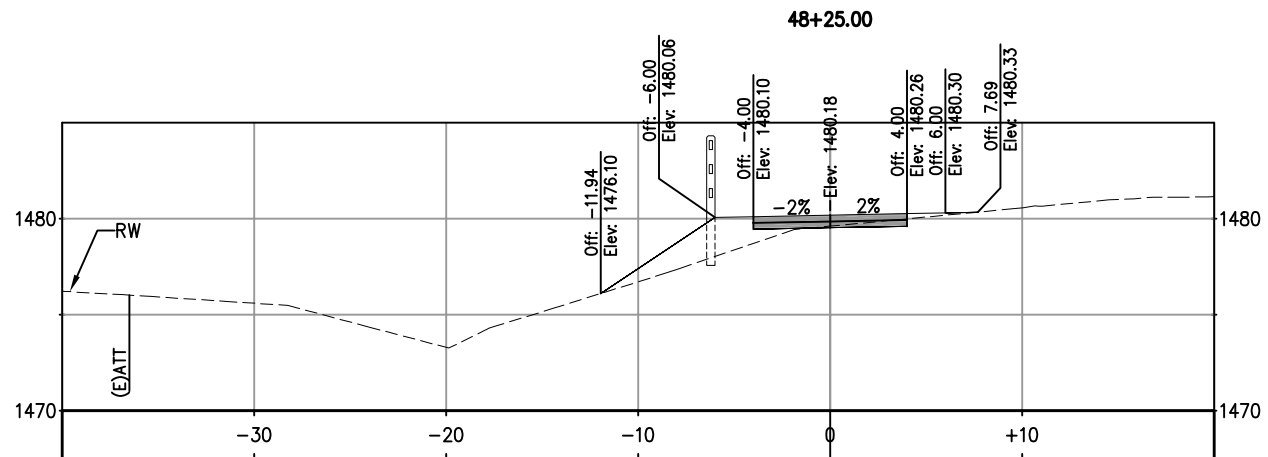
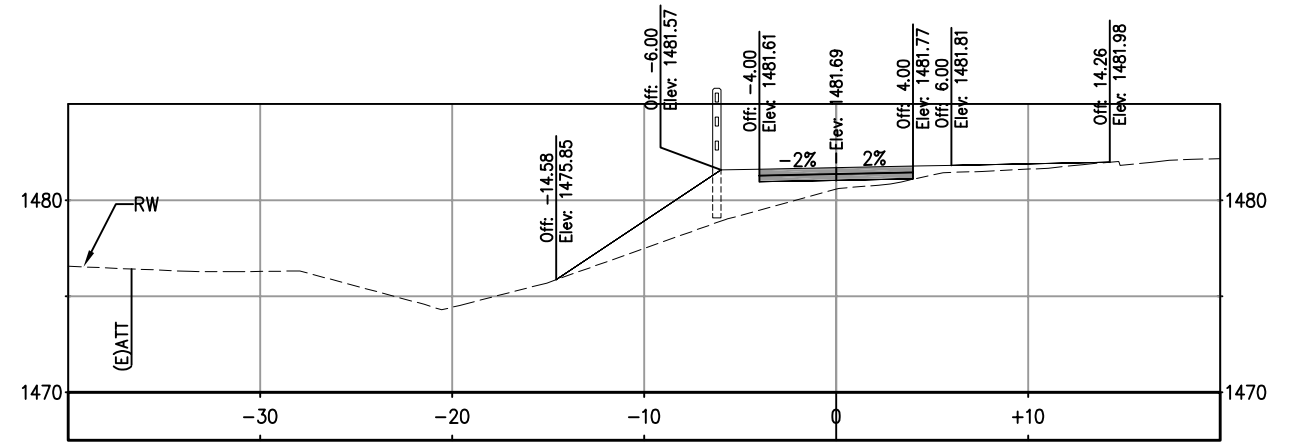
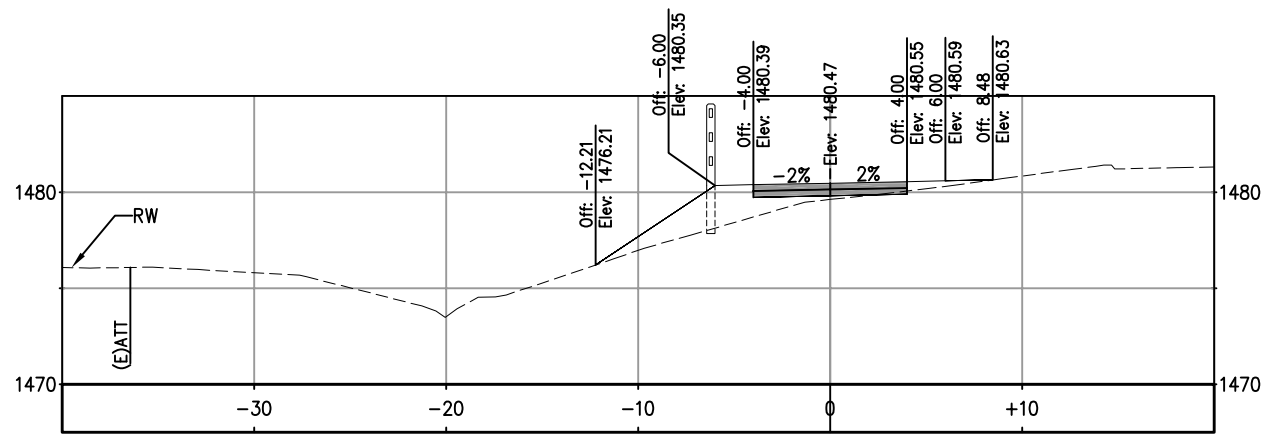
46+75.00

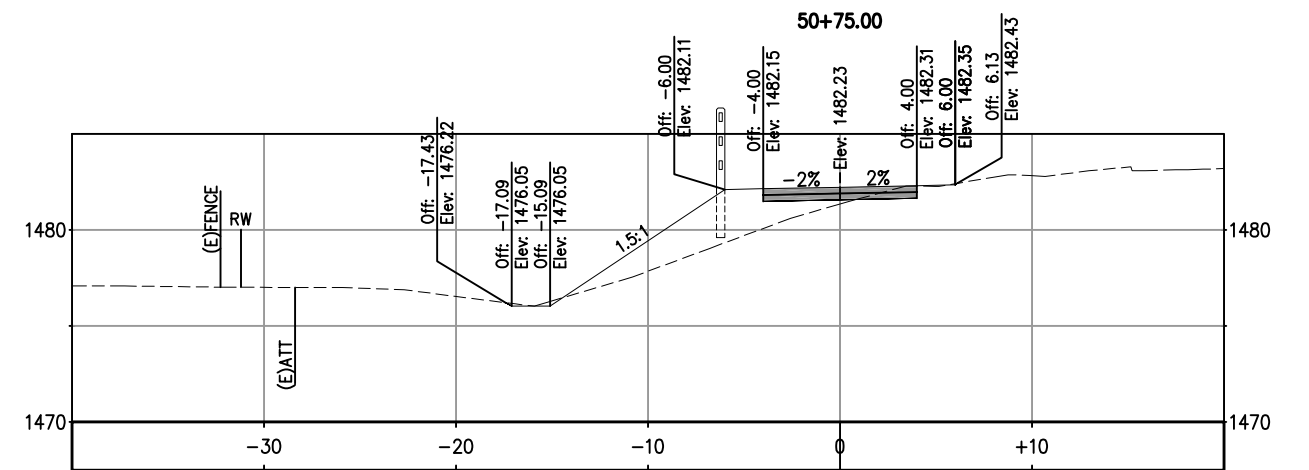
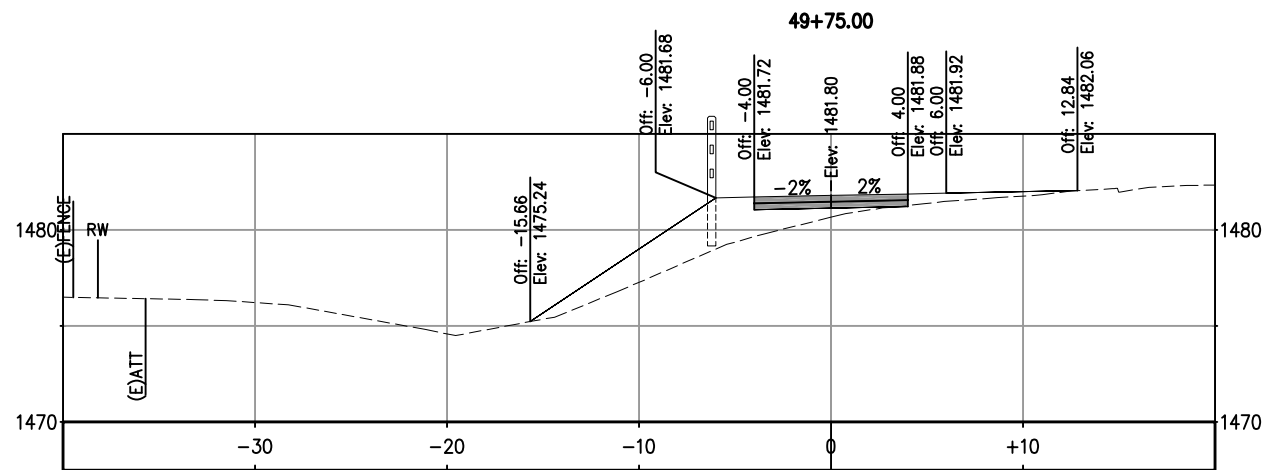
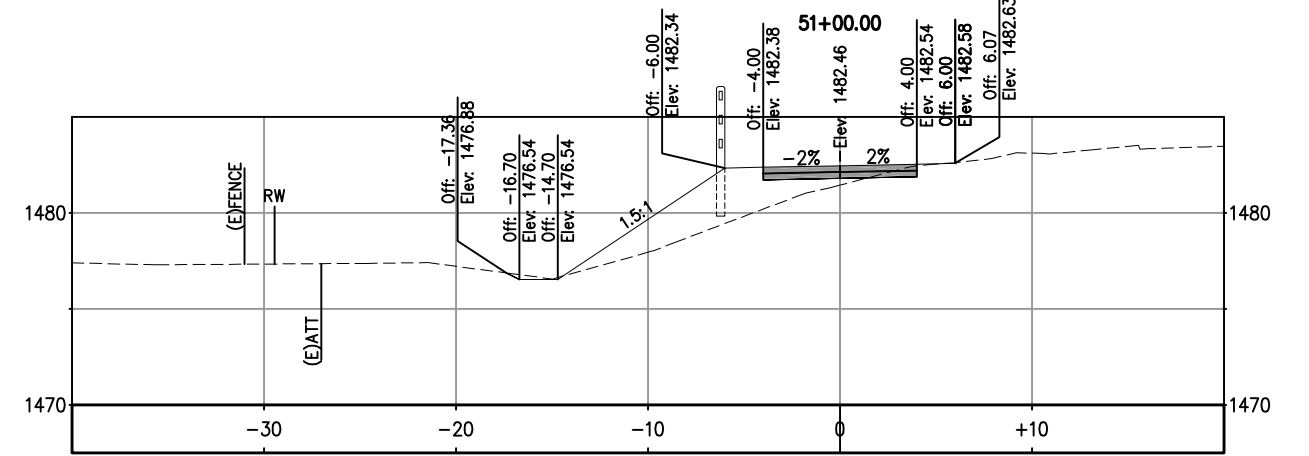
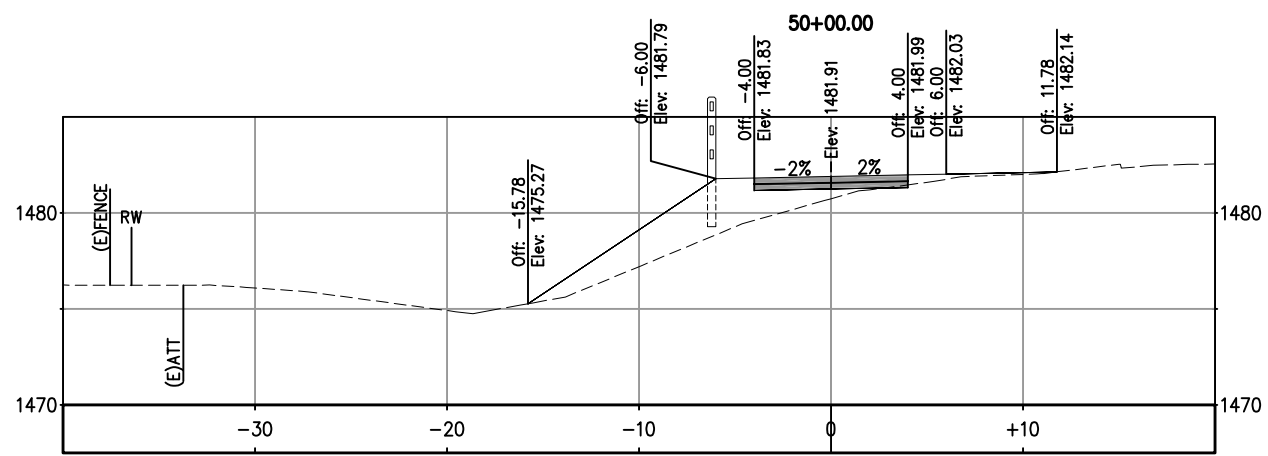
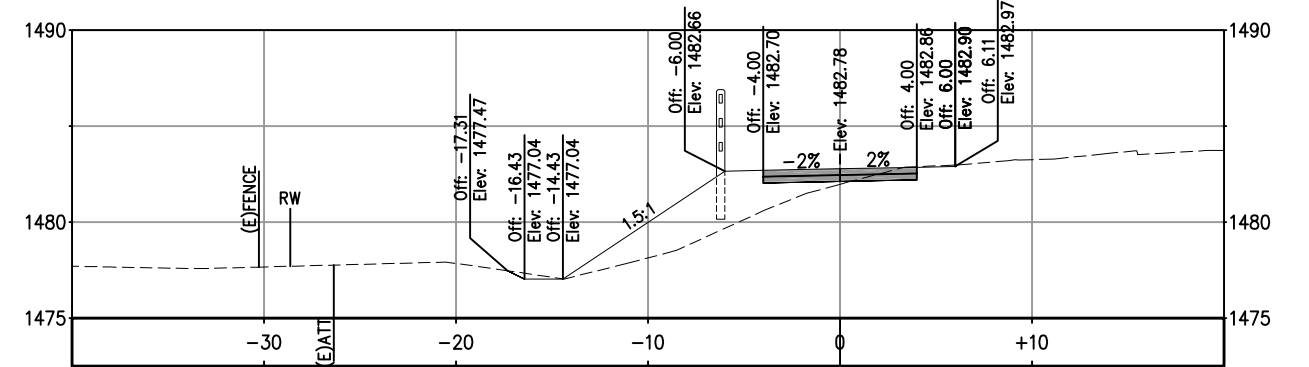
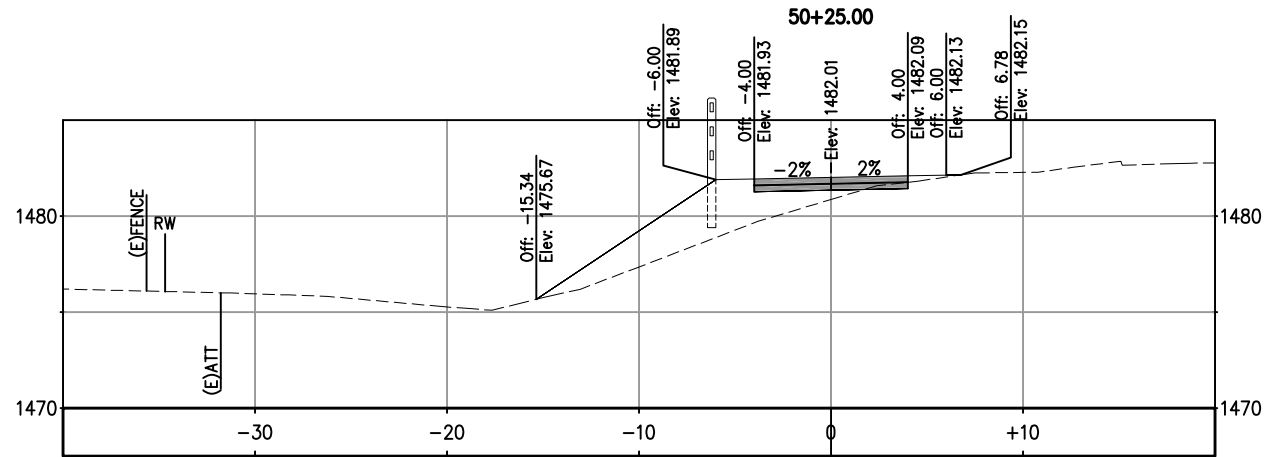
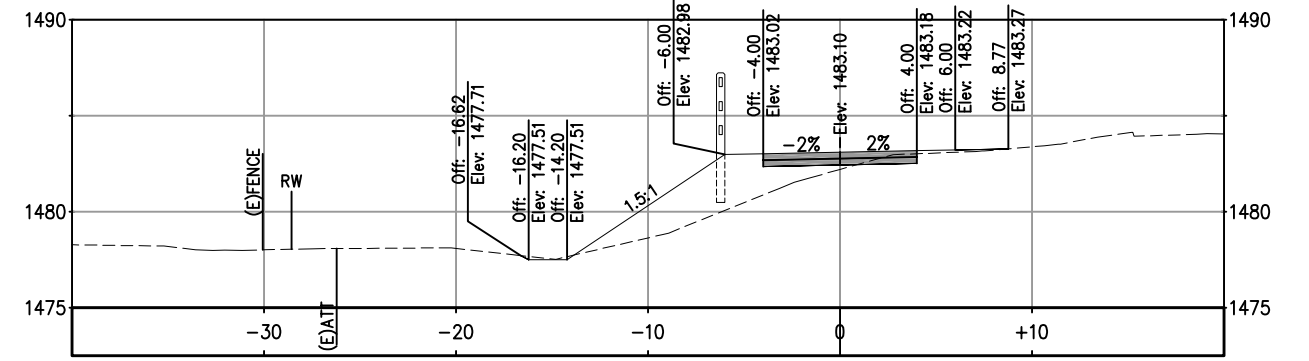
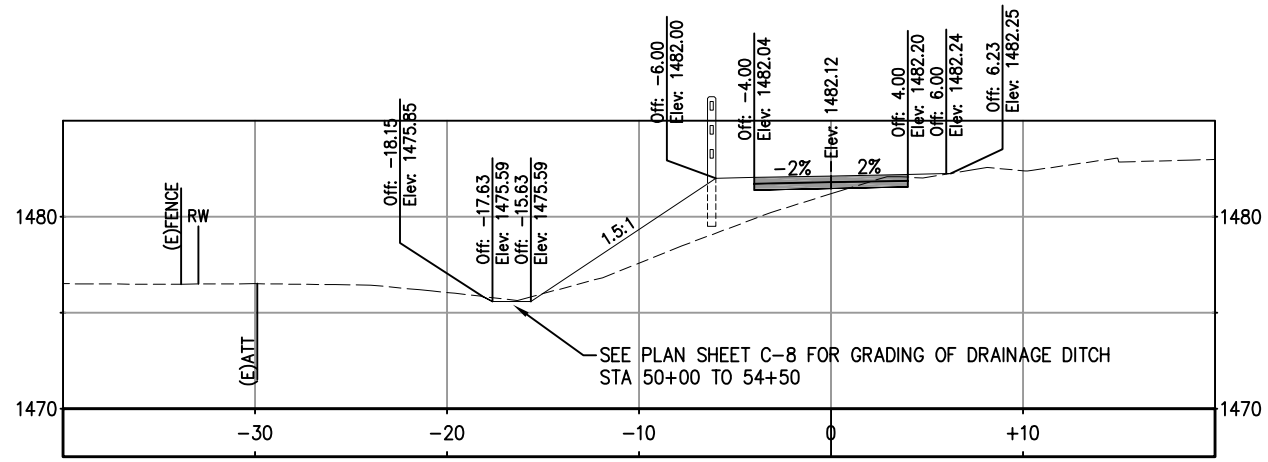


45+50.00



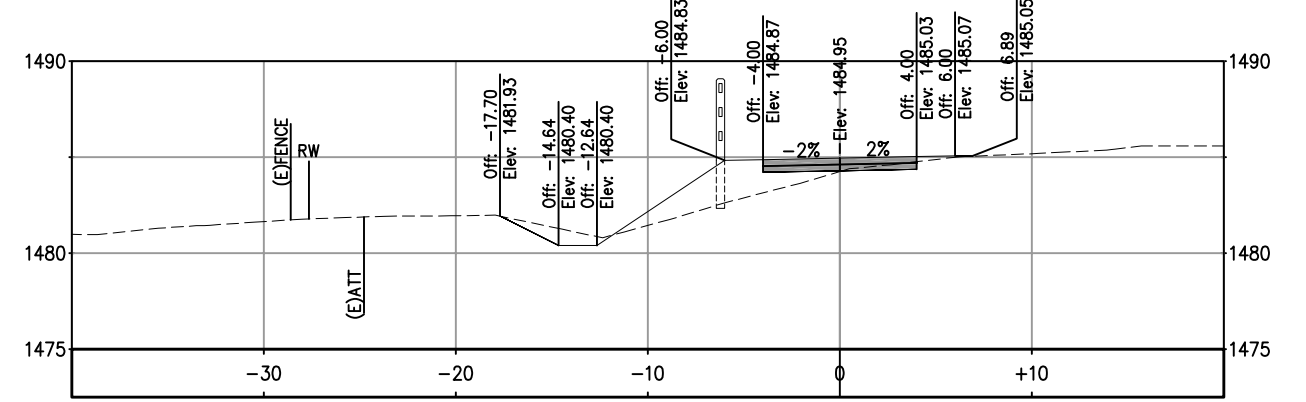
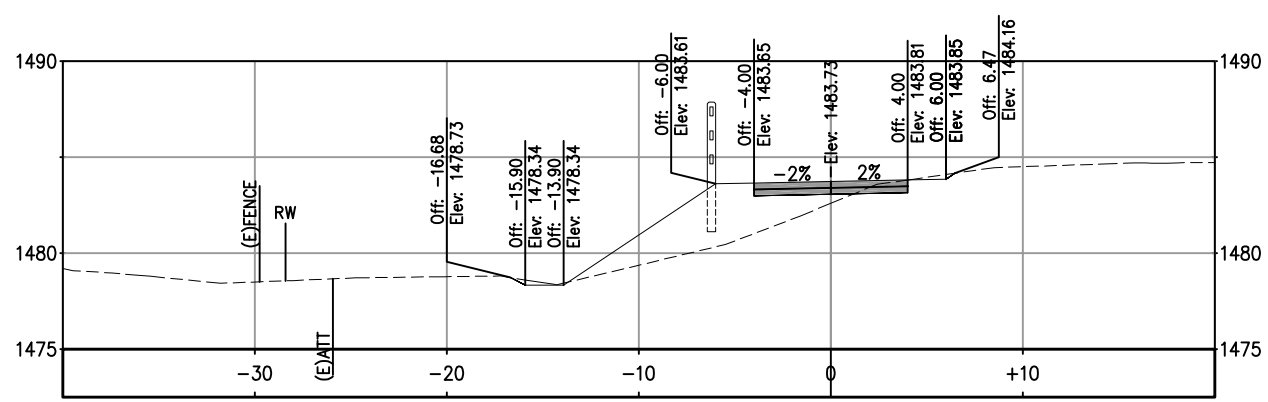
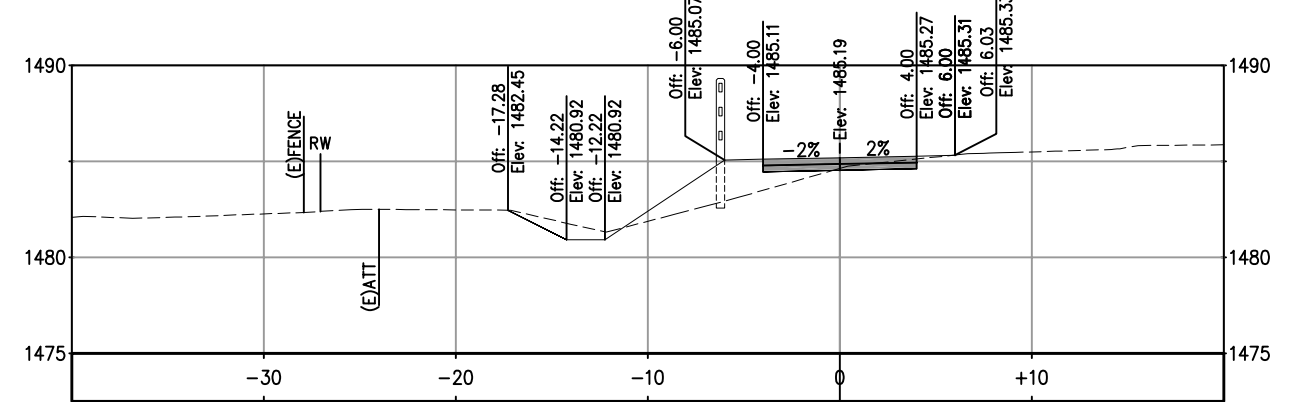
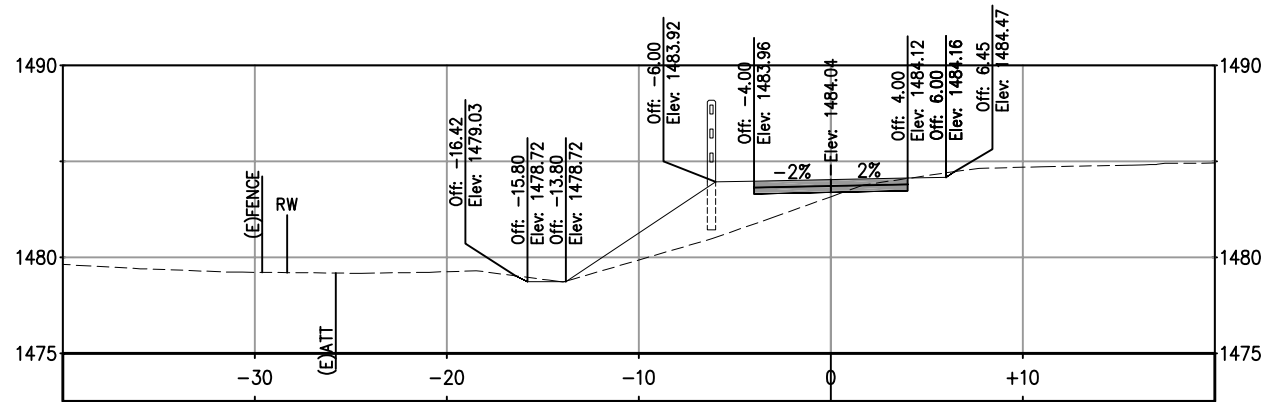
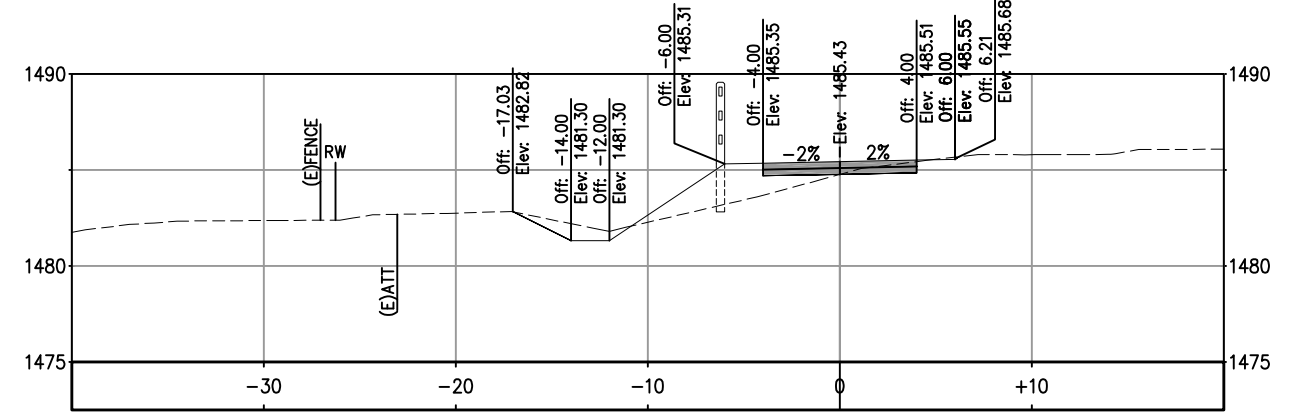
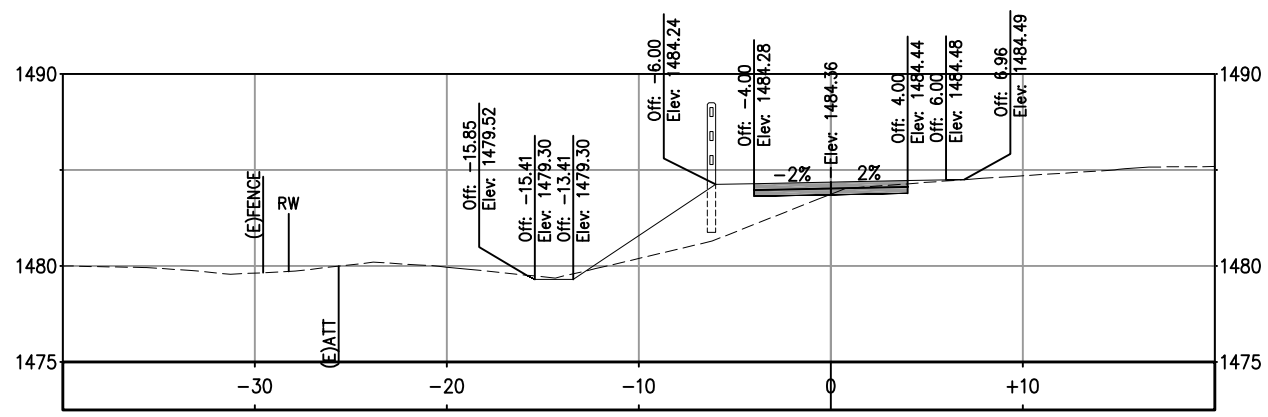
46+50.00



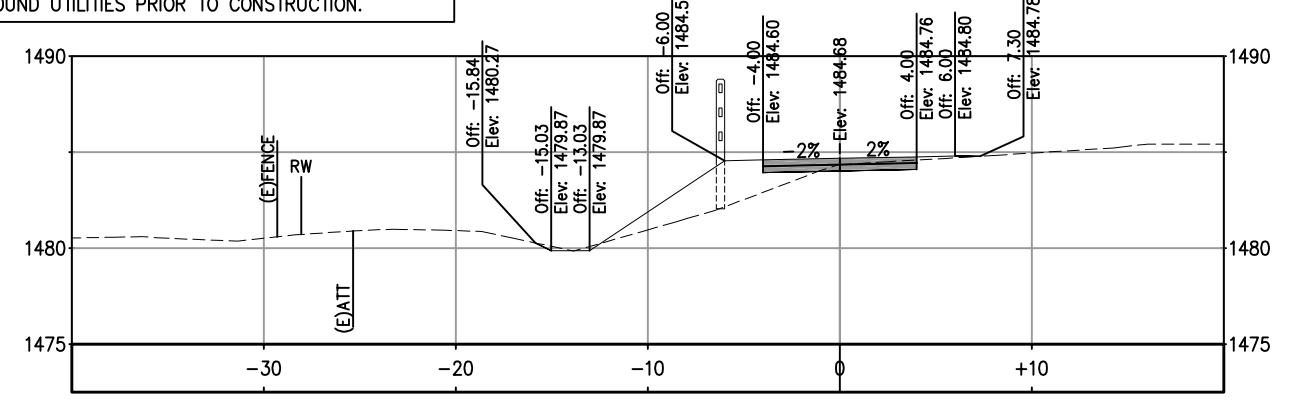
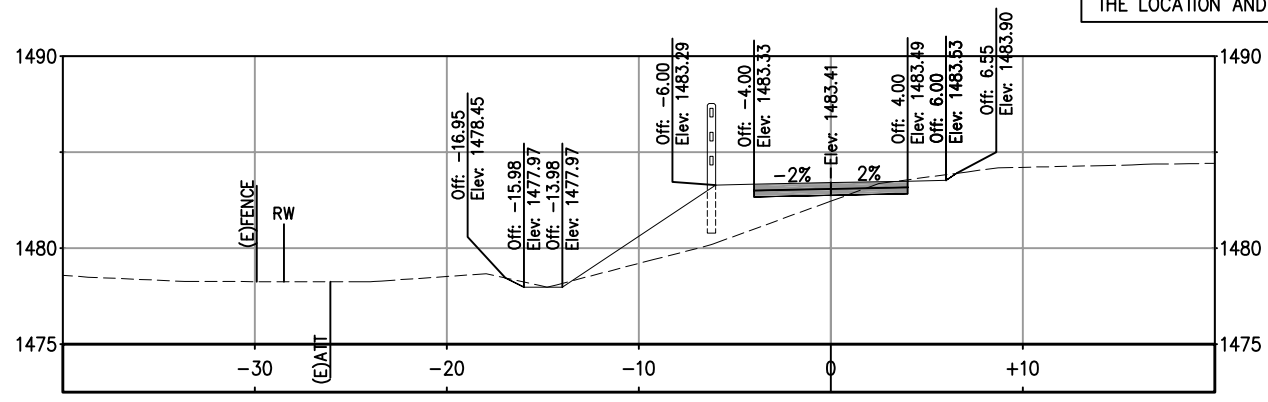


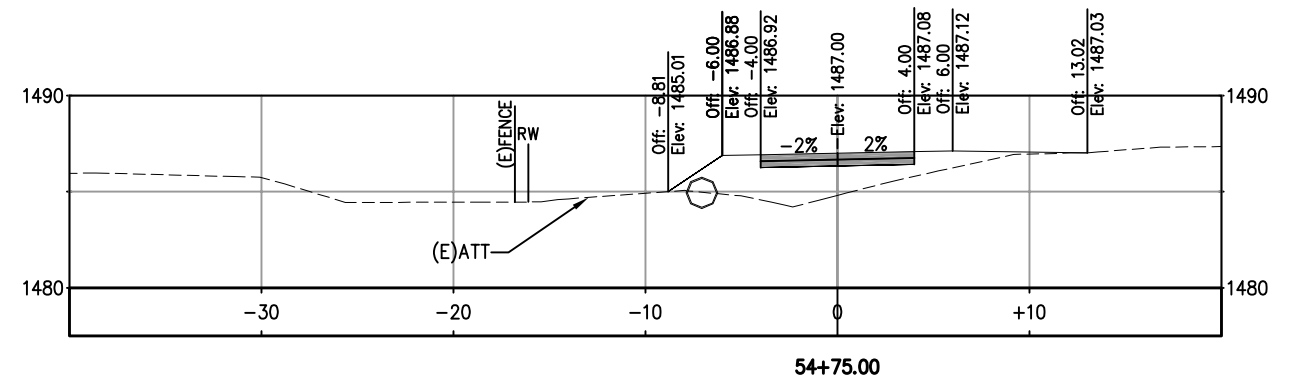
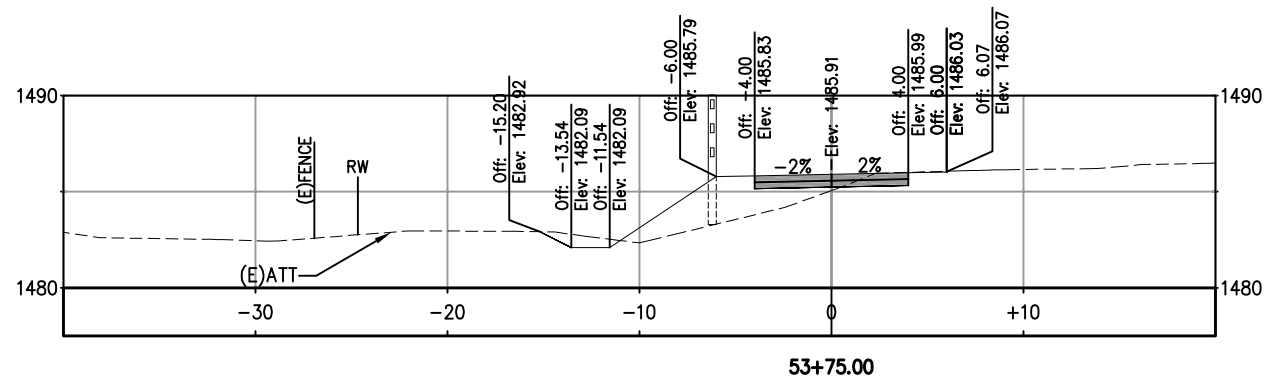
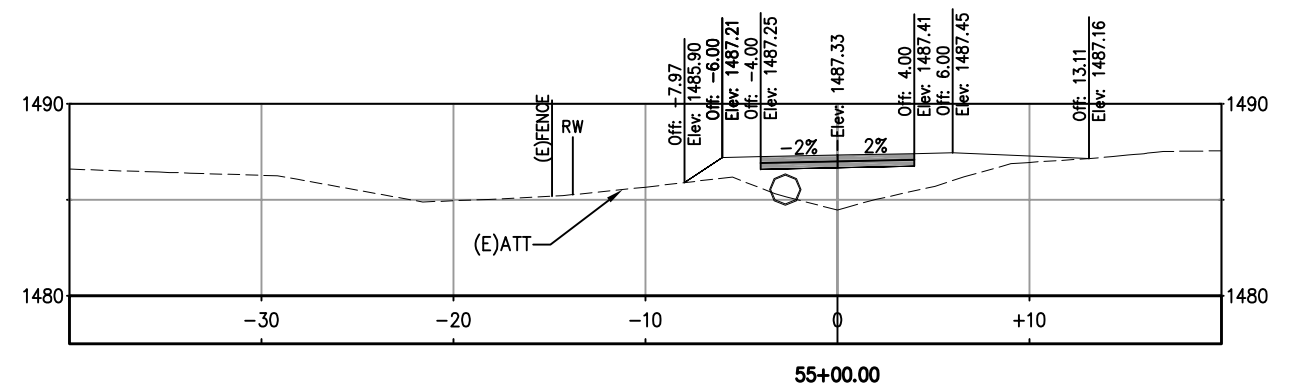
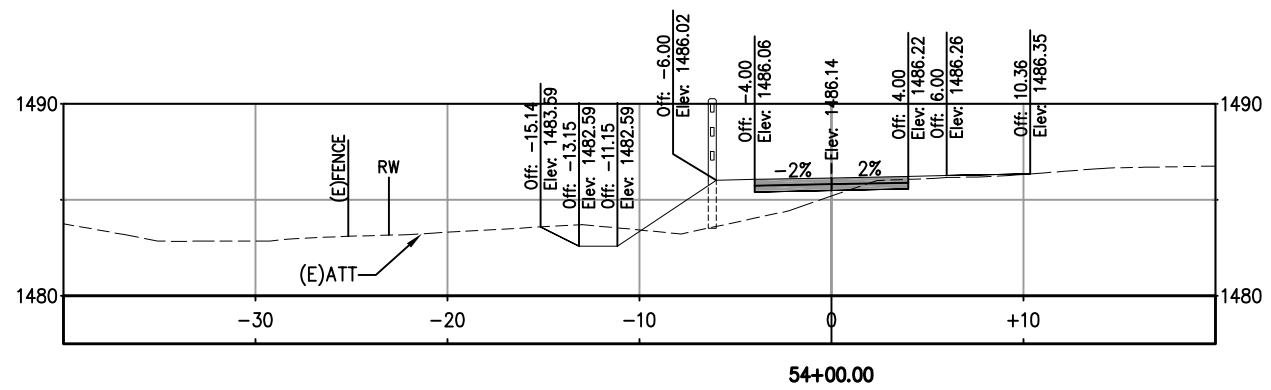
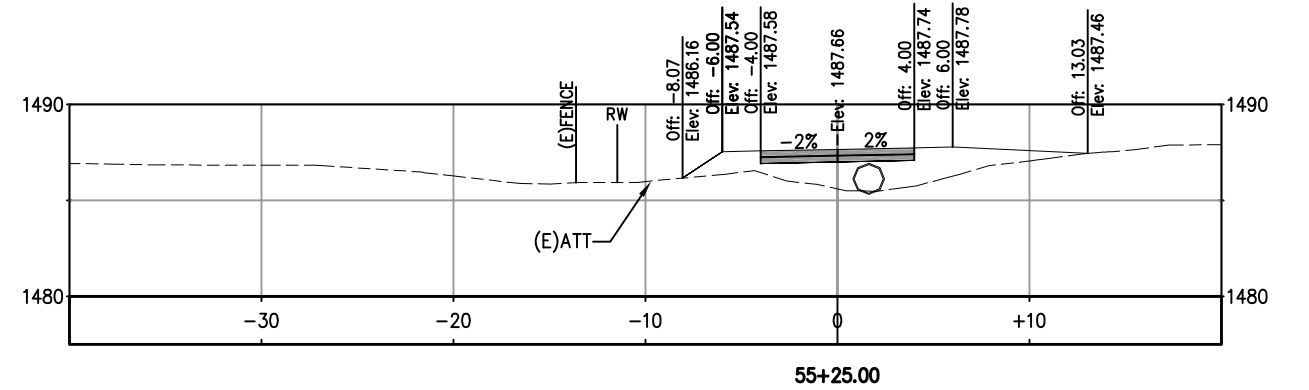
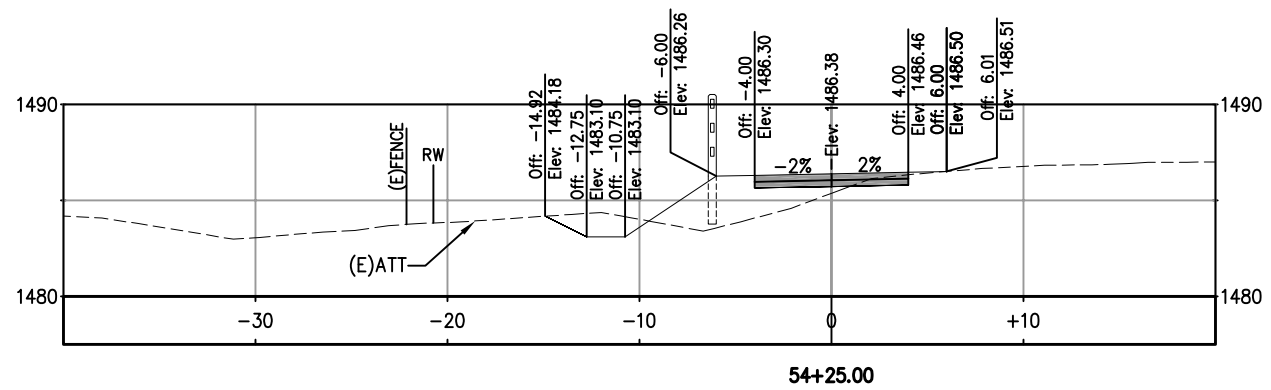
49+50.00

50+50.00

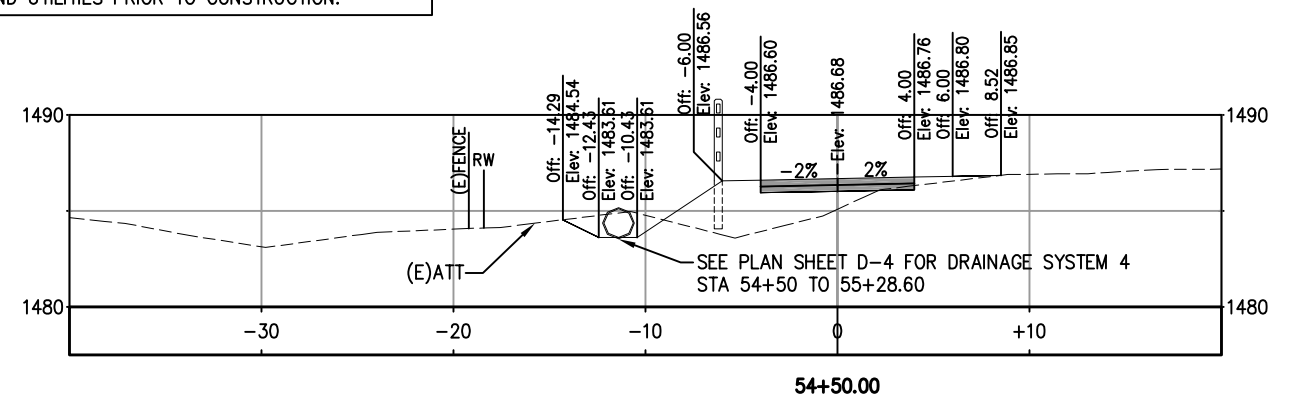
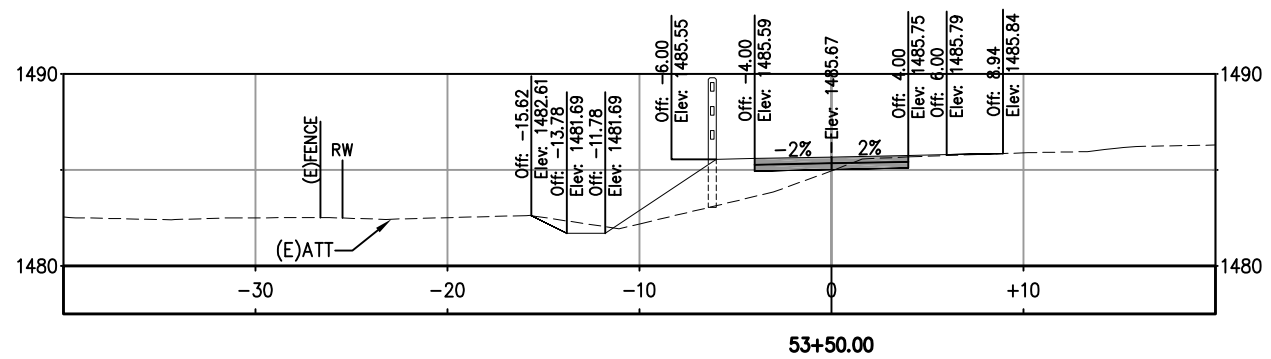


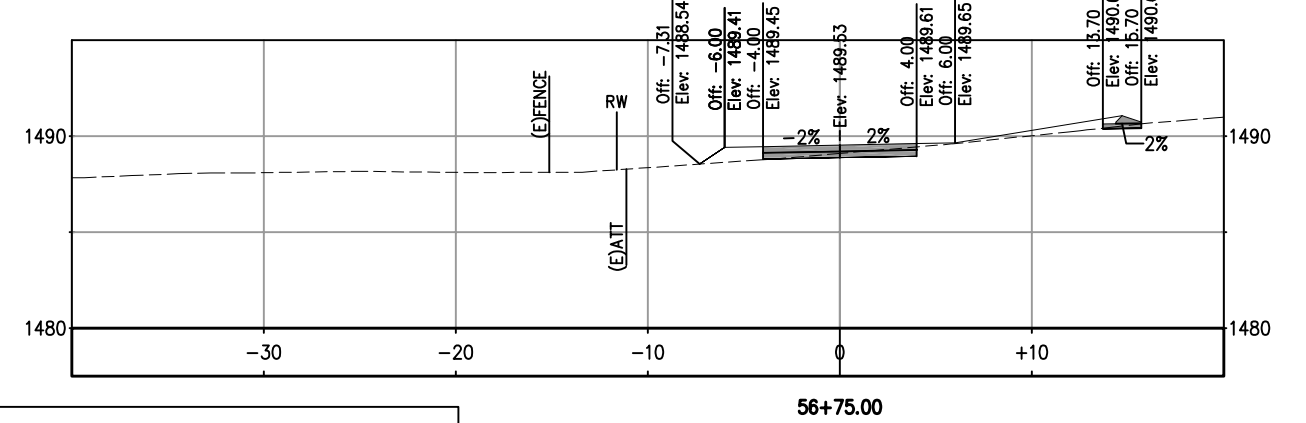
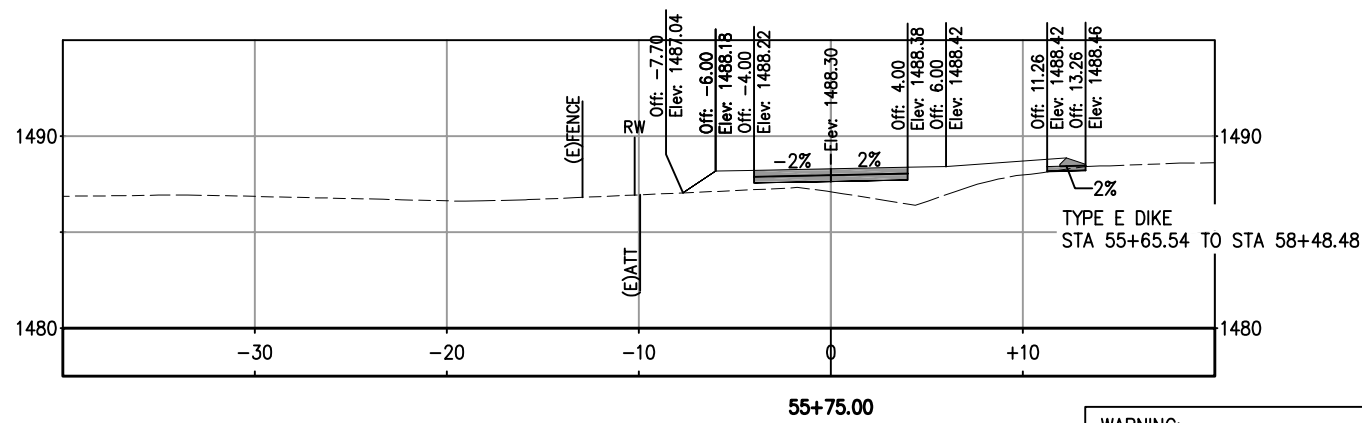
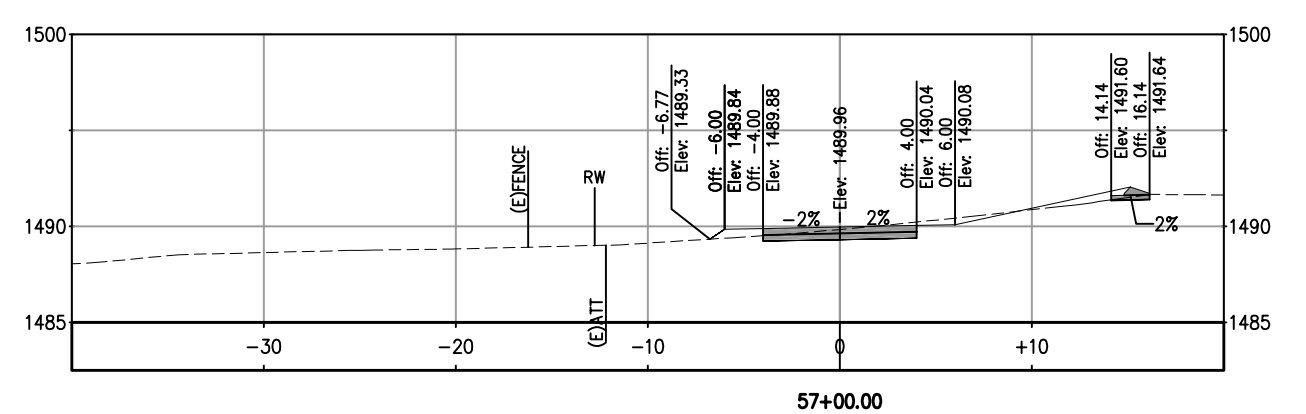
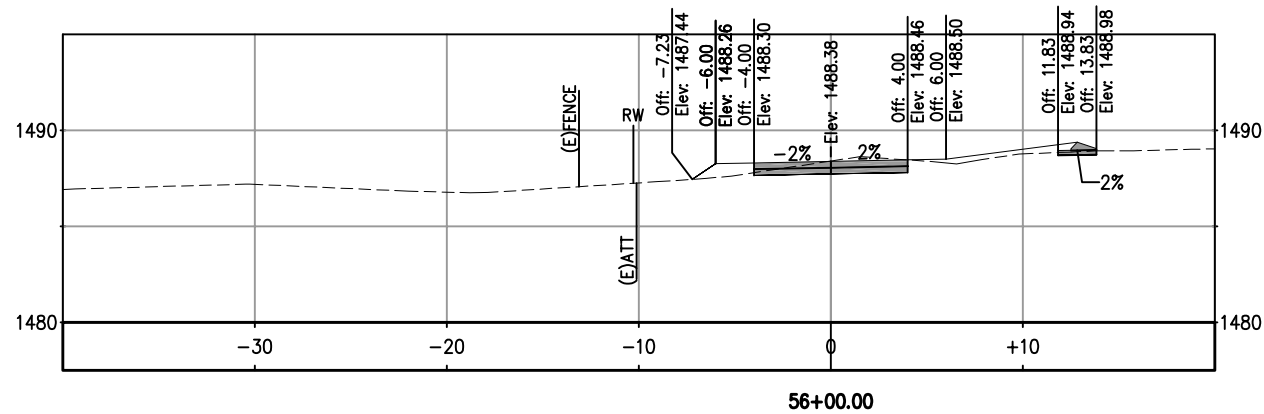
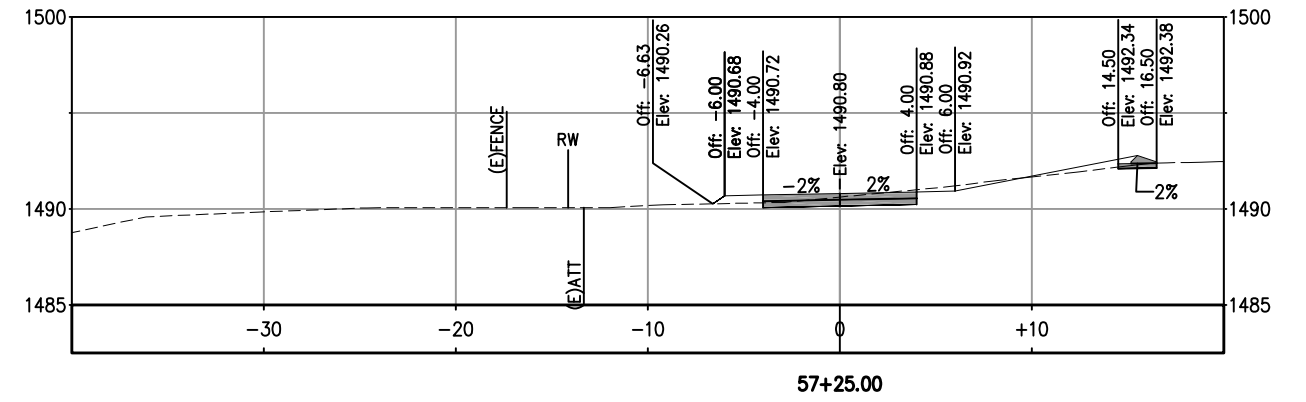
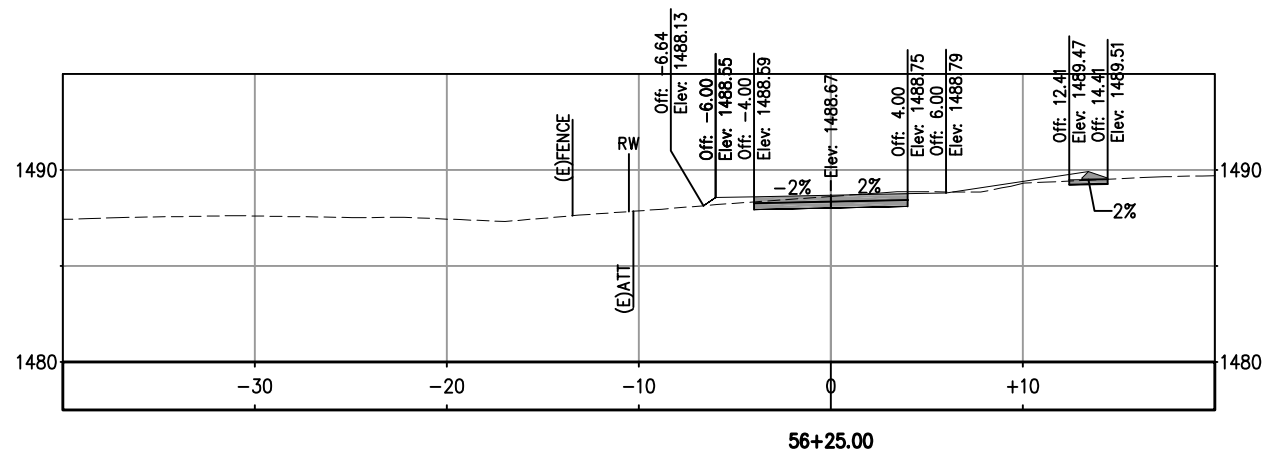
WARNING:
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 THE LOCATION AND ELEVATION OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.



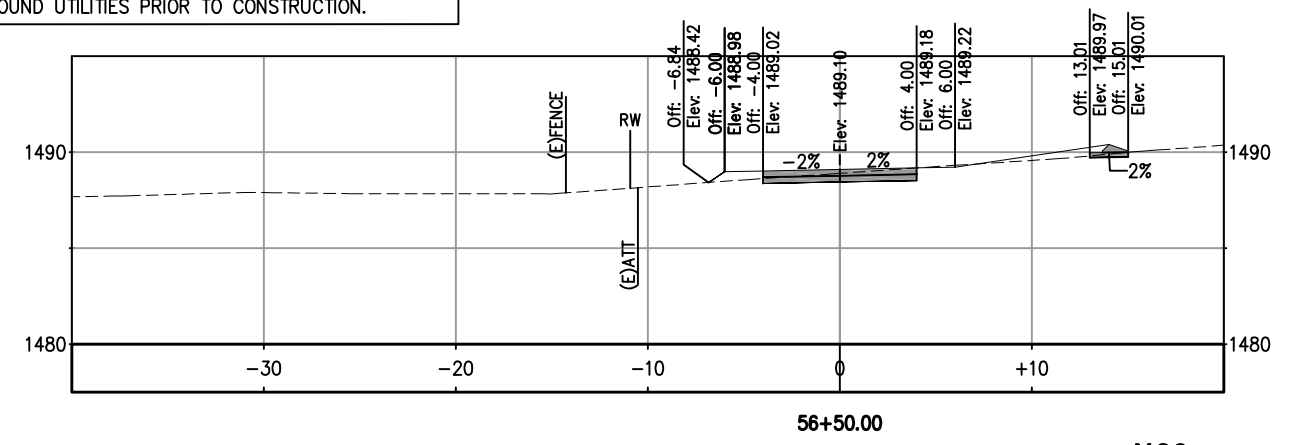
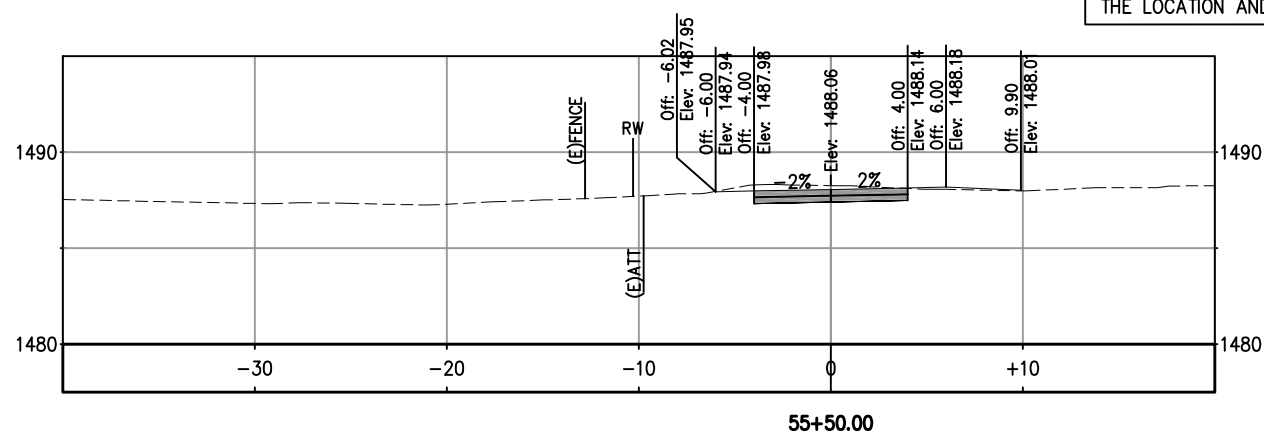


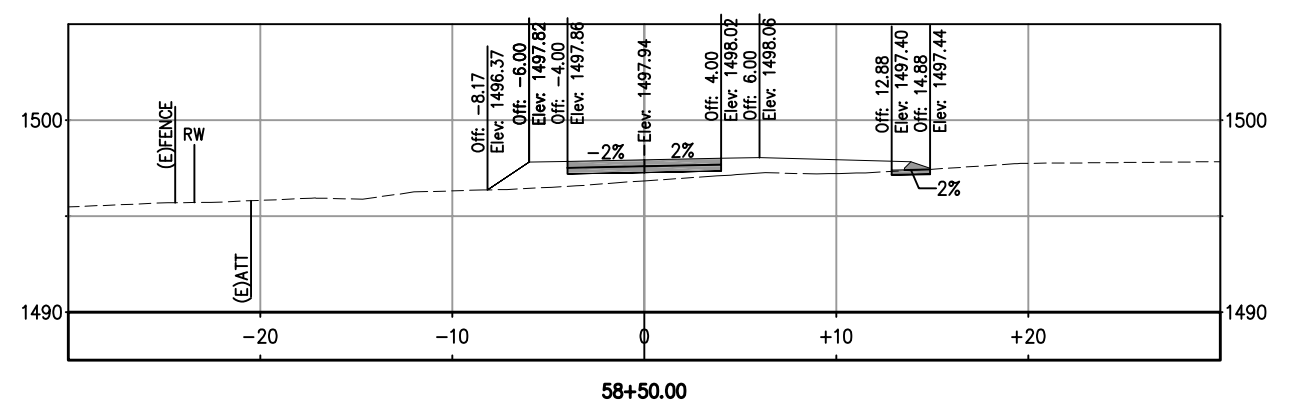
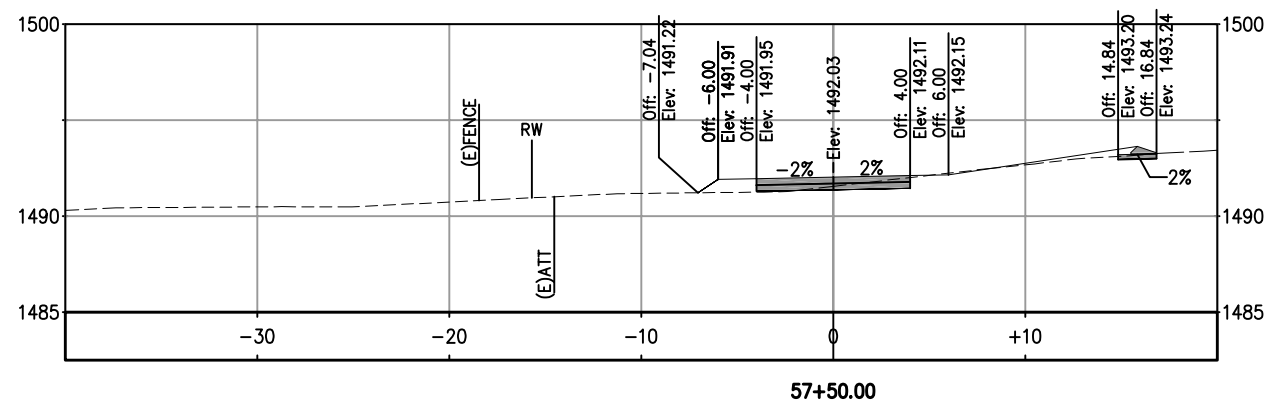
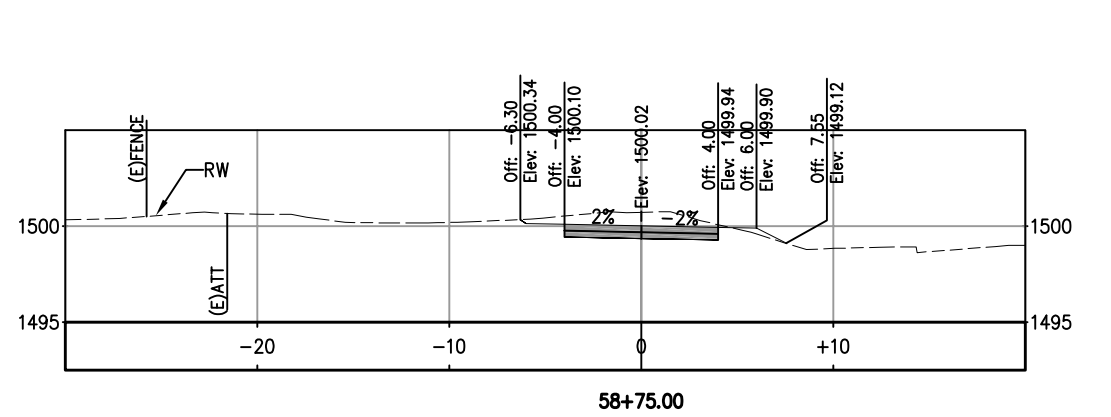
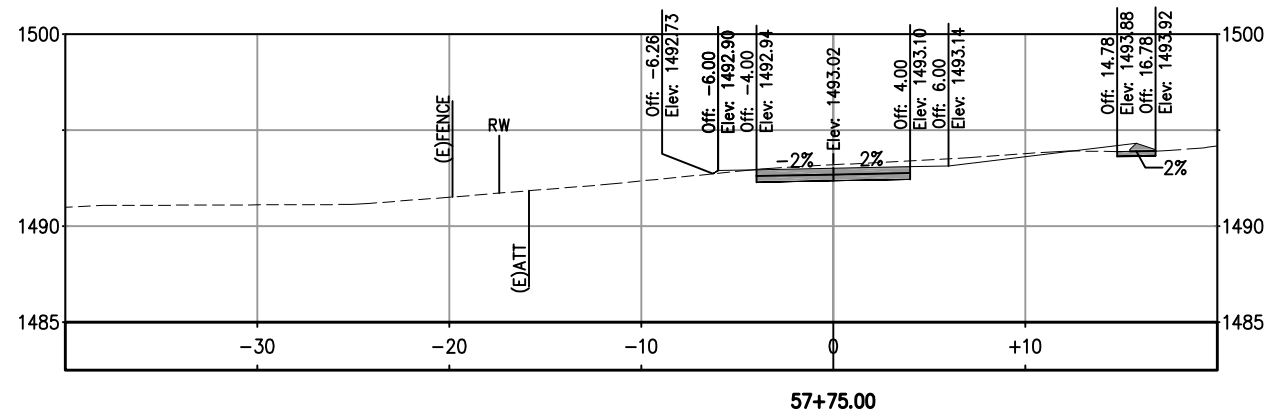
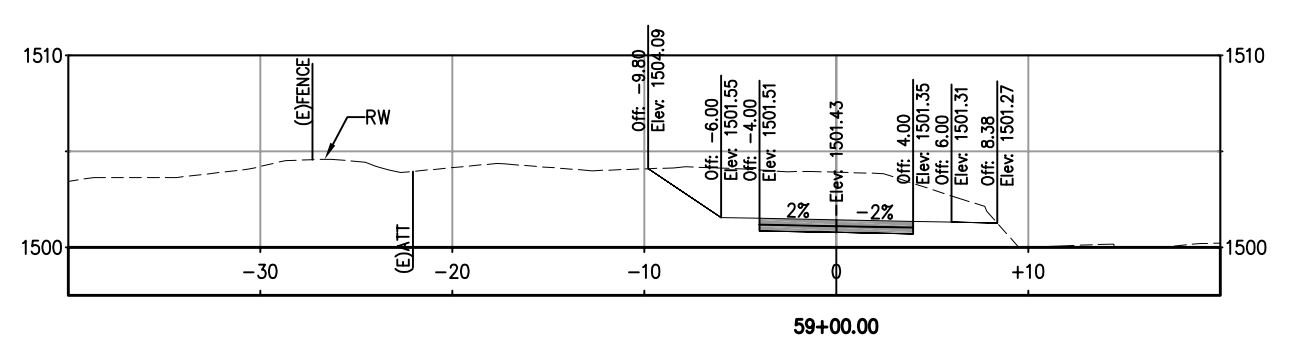
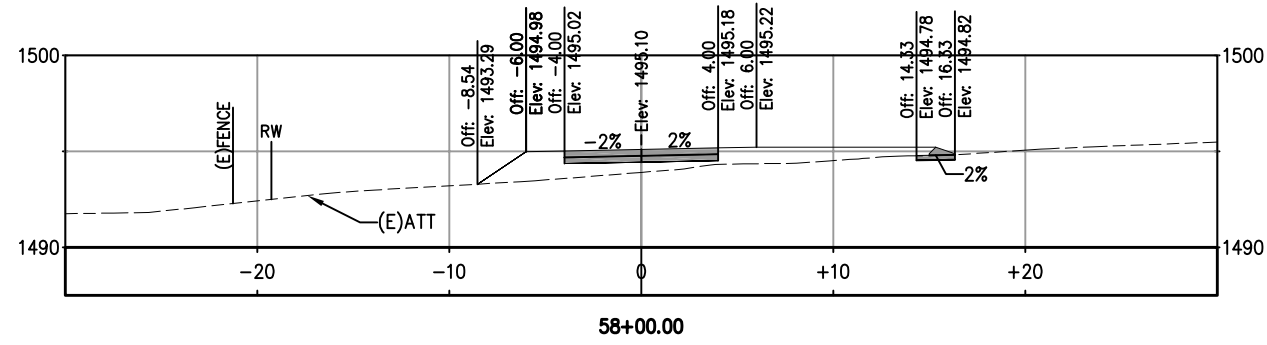
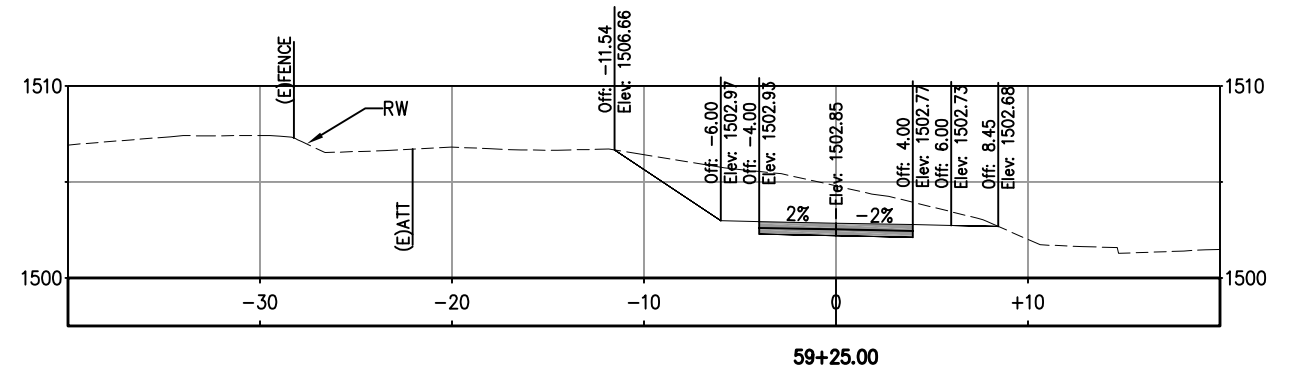
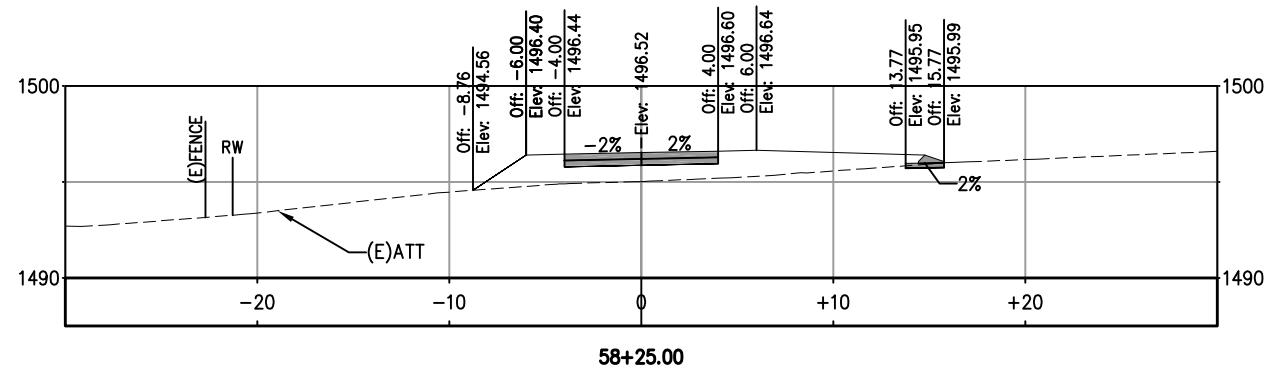
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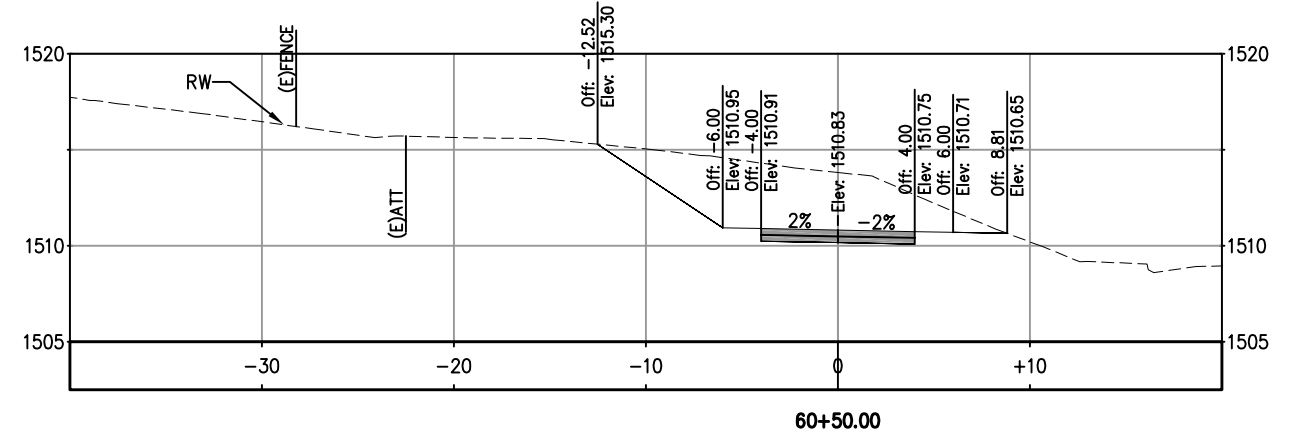
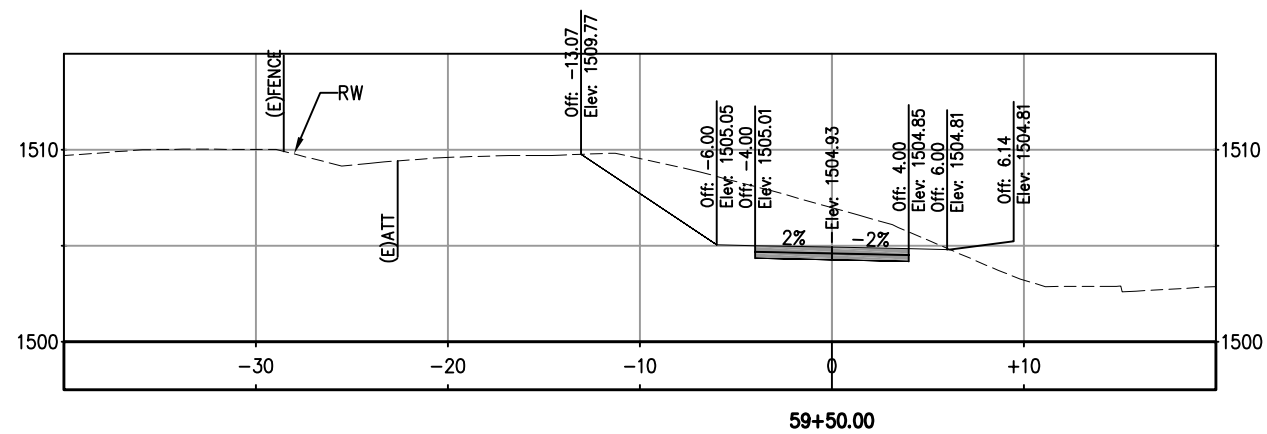
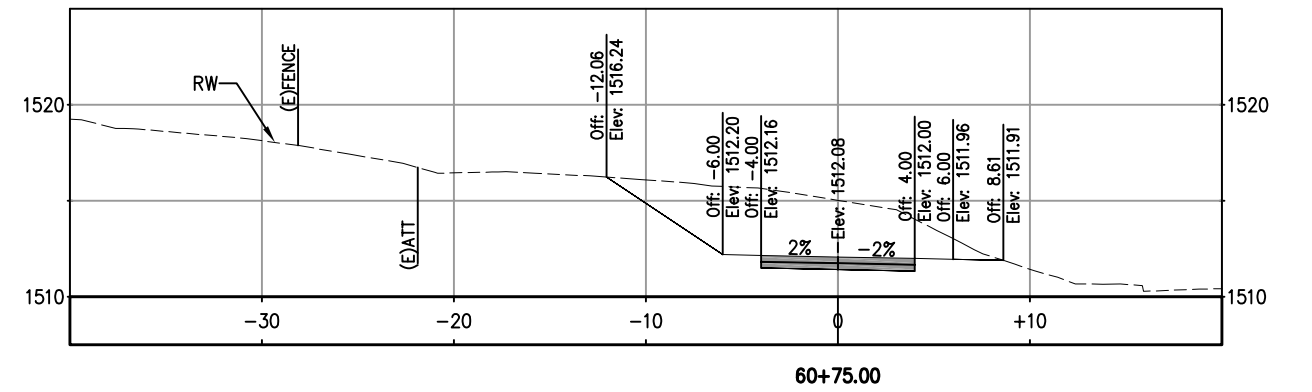
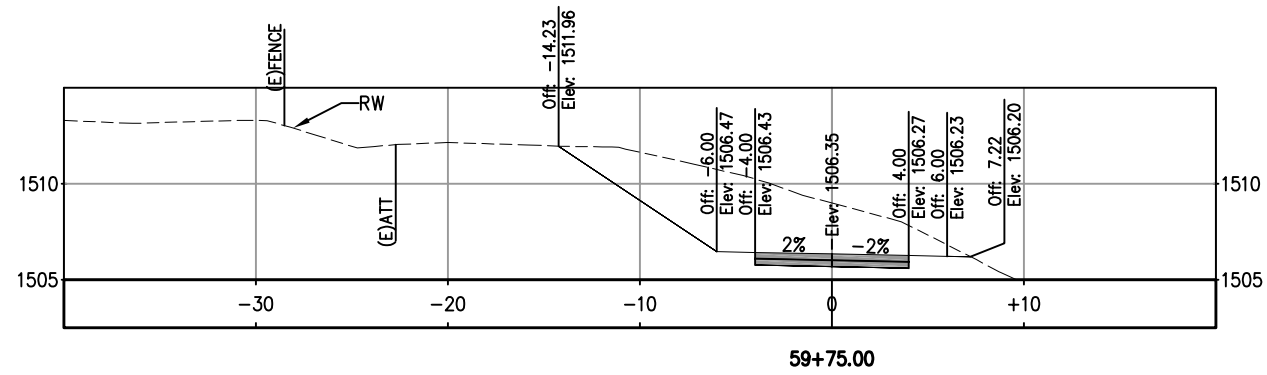
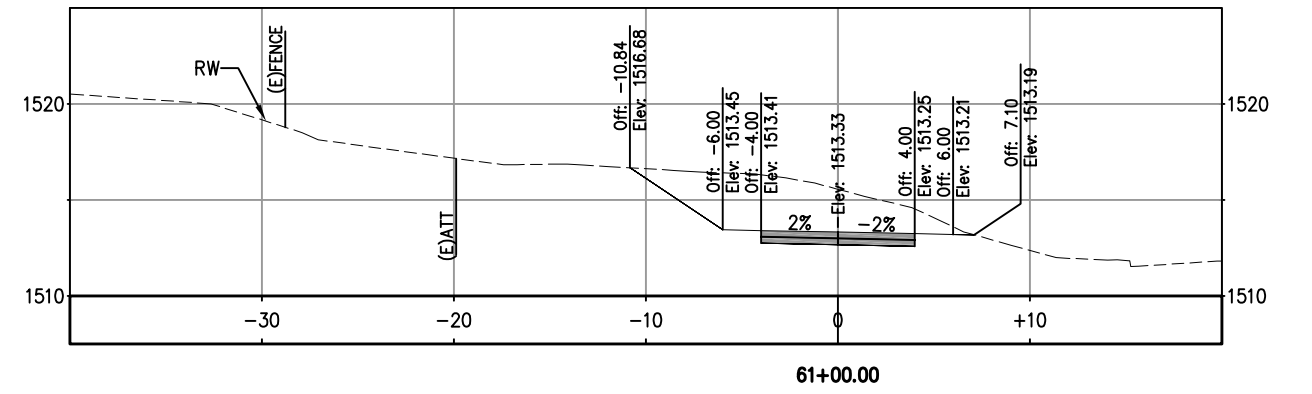
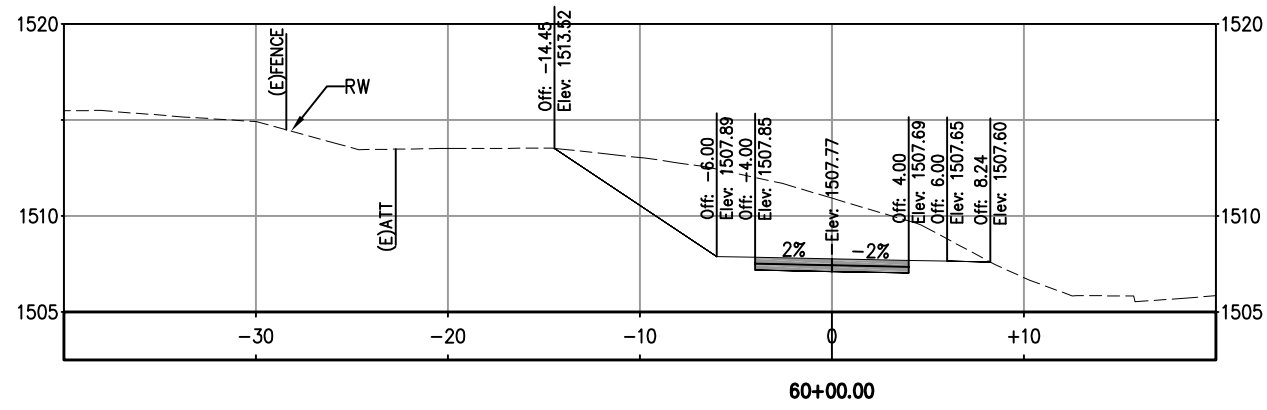
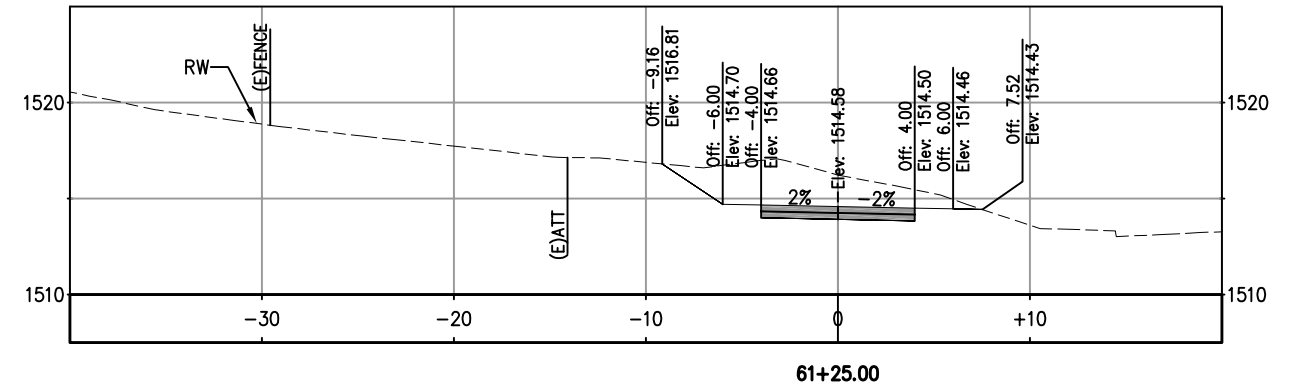
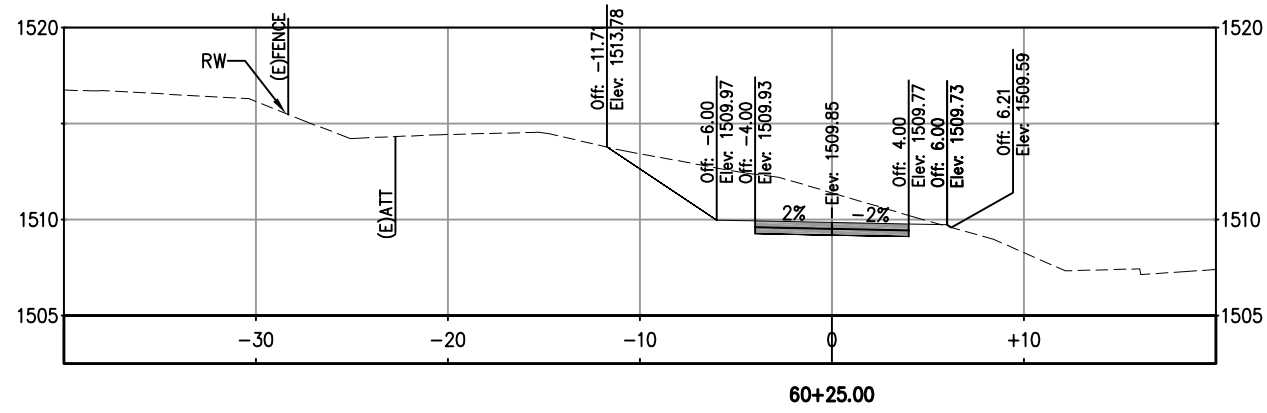


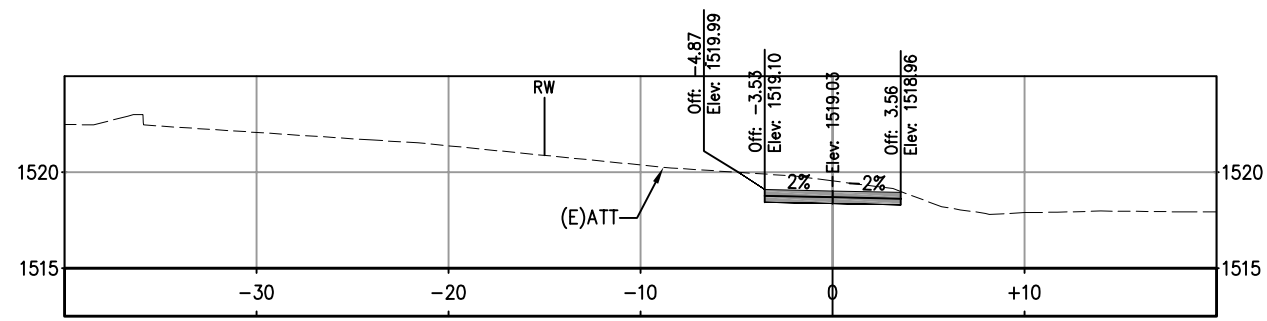


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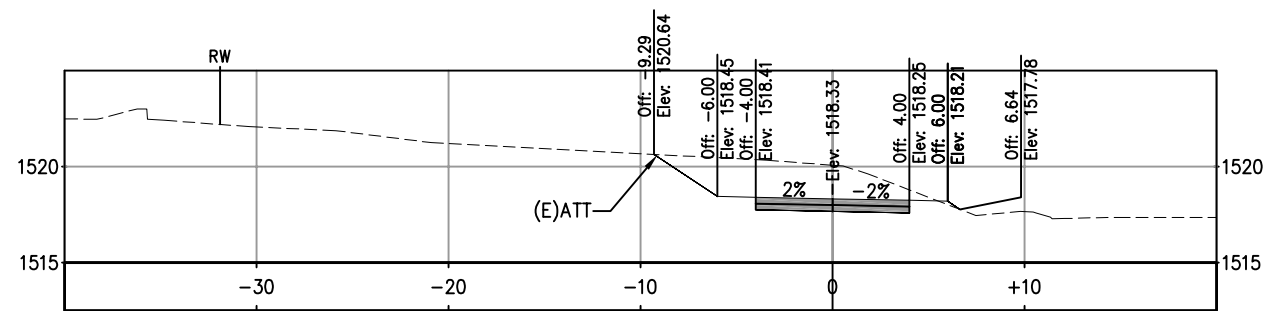




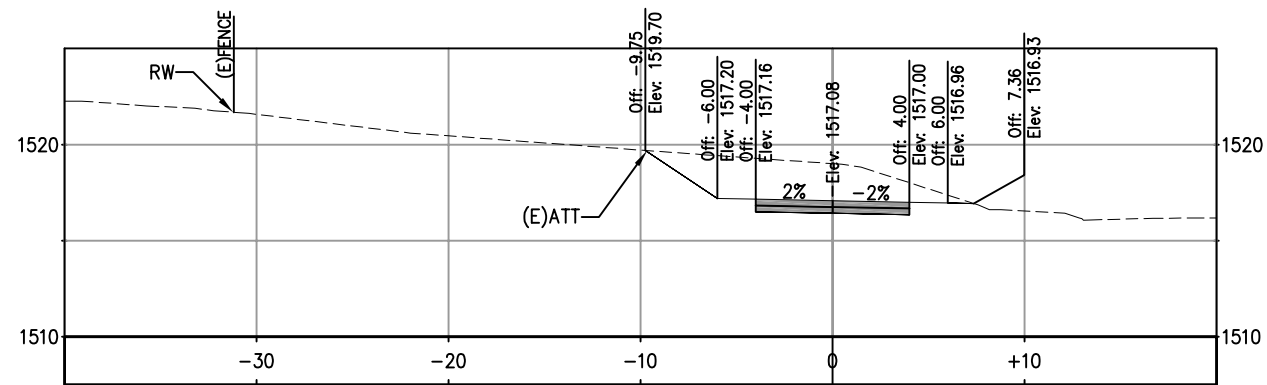


62+14.00

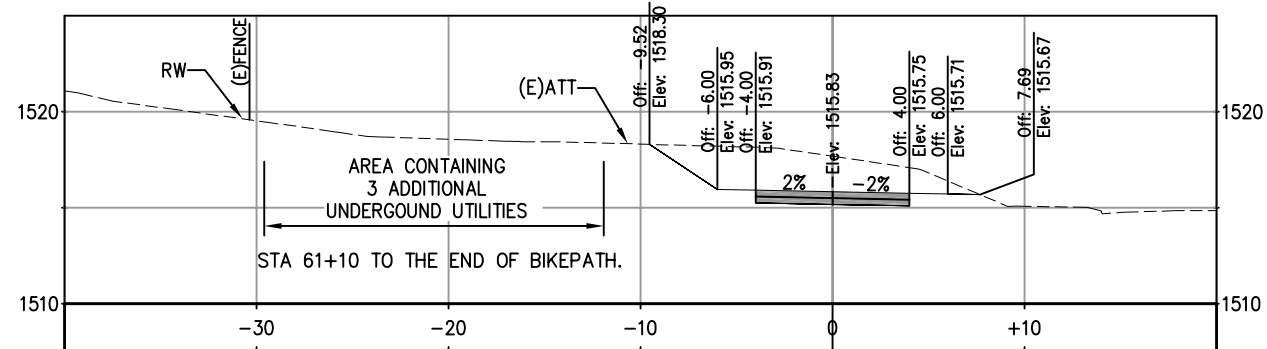
EXISTING PAVEMENT BEGINS AT STA 62+09.6
SEE DETAIL ON PLAN SHEET C-1



62+00.00



61+75.00



61+50.00

WARNING: STATION 61+10 TO THE END OF BIKEPATH.

THE UNDERGROUND UTILITY MARKED AS "(E)ATT" WAS IDENTIFIED BY U.S.A. AND MARKED AS A FIBER OPTIC LINE.

THIS LINE IS 1 OF 4 UNDERGROUND AT&T LINES IDENTIFIED AND IS THE CLOSEST LINE TO THE PROPOSED PATH.

THE CONTRACTOR SHALL VERIFY THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION.