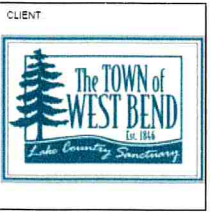


SCENIC DRIVE ROADWAY IMPROVEMENTS

TOWN OF WEST BEND, WISCONSIN

PROJECT:
 SCENIC DRIVE
 ROADWAY
 IMPROVEMENTS

LOCATION:
 TOWN OF WEST
 BEND



RELEASE
 PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION

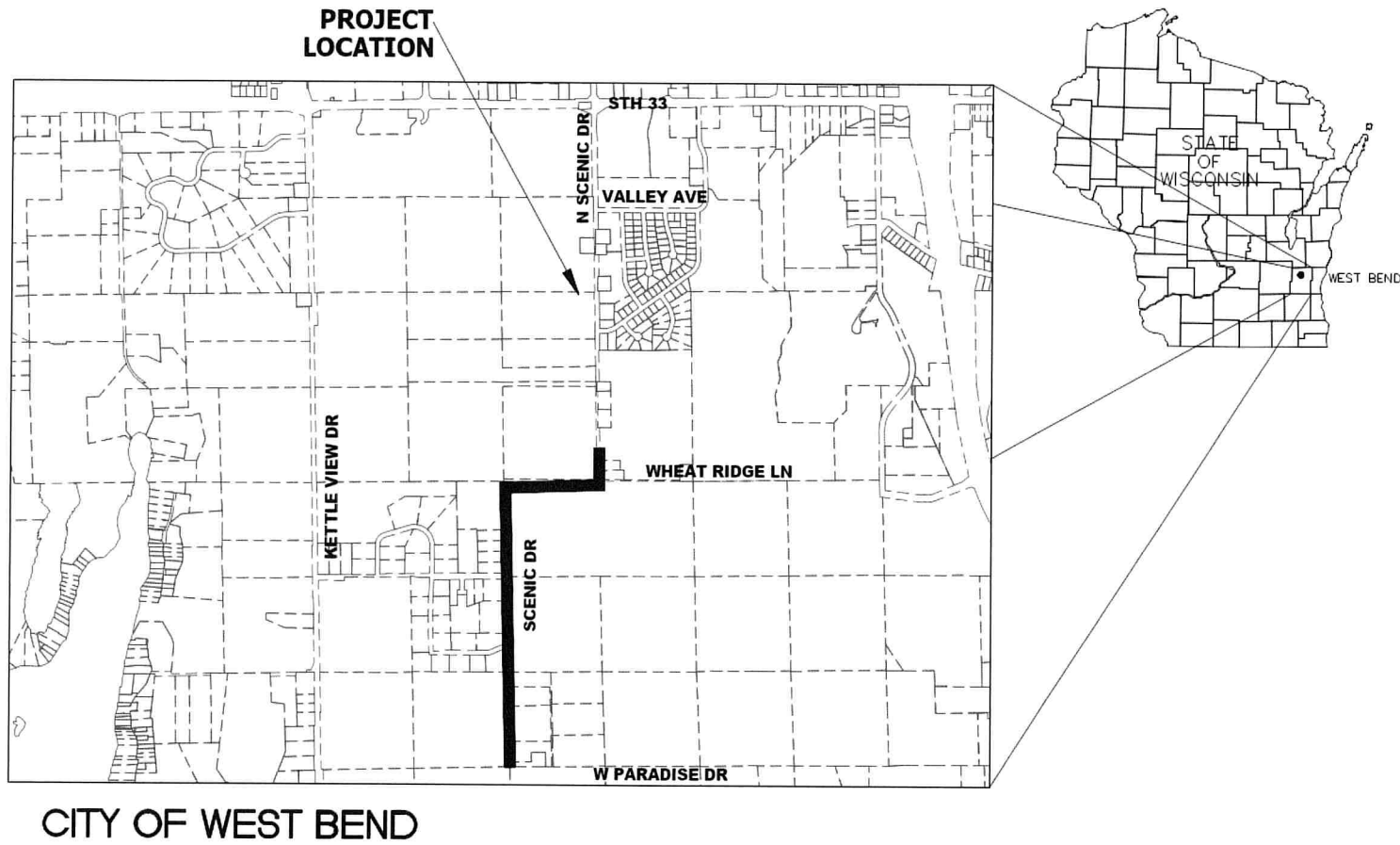


SCALE: N.T.S.
 SEAL:

all in

SHEET:
 TITLE SHEET

PROJECT MANAGER: ARG
 PROJECT NUMBER: 24.0047.01
 DATE:
 SHEET NUMBER:
1



INDEX OF SHEETS

PAGE 1	TITLE SHEET
PAGE 3-4	GENERAL NOTES
PAGE 5-8	CONSTRUCTION DETAILS
PAGE 9-18	SCENIC DRIVE ROADWAY
PAGE 19	INTERSECTION REMOVALS

STANDARD SYMBOLS

XX	SAWCUT		
	REMOVE AND REPLACE CURB AND GUTTER		TREE (DECIDUOUS)
	EXISTING SANITARY SEWER & MANHOLE		TREE (CONIFEROUS)
	EXISTING STORM SEWER & MANHOLE		TREE STUMP
	PROPOSED STORM SEWER & MANHOLE		WOODED AREA
	EXISTING WATER MAIN, HYDRANT, VALVE & CURB STOP		HEDGE
	PROPOSED WATER MAIN, HYDRANT, VALVE & CURB STOP		MARSH LOCATION
	REPLACE WATER LATERAL		TREE REMOVAL
	EXISTING GAS MAIN & VALVE		WOODED AREA REMOVAL
	EXIST. UNDERGROUND TELEPHONE CABLE, M.H.		BLOCK WALL
	EXIST. UNDERGROUND FIBER OPTIC CABLE, M.H.		STONE WALL
	EXIST. UNDERGROUND ELECTRIC CABLE, M.H.		BUILDINGS
	EXIST. UNDERGROUND TELEVISION CABLE, M.H.		CURB STOP EXISTING, PROPOSED
	EXISTING OVERHEAD UTILITY		FLAGPOLE
	EXIST. UNGRD. UTILITIES PER PLYMOUTH AS-BUILT PLANS		MAIL BOX
	UTILITIES ABANDONED, UTILITIES TO BE ABANDONED		HYDRANT EXISTING, PROPOSED
	STREET CENTERLINE & REFERENCE LINE (C/L, R/L)		WATER VALVE EXISTING, PROPOSED
	EXISTING RIGHT-OF-WAY LINE		
	PROPOSED RIGHT-OF-WAY LINE		
	MINOR LOT LINE		
	PROPERTY LINE		
	EROSION BALES, INLET PROTECTION		
	SILT FENCE		
	1" IRON PIPE - 3/4" IRON ROD		
	2" IRON PIPE		
	RIGHT-OF-WAY POST		
	CONTROL POINT		
	CONCRETE MONUMENT		
	BENCHMARK FOUND		
	POWER POLE		
	POWER & TELEPHONE POLE		
	TELEPHONE POLE		
	LAMP POLE (PRIVATE)		
	STREET LIGHT		
	GUY WIRE & GUY POLE		
	SIGN PRIVATE, PUBLIC		
	UTILITY CAUTION SYMBOL		
	BUSH		

LIST OF STANDARD ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC	OBLIT	OBLITERATE
ASPH	ASPHALTIC PAVEMENT	OD	OUTSIDE DIAMETER
BC	BACK OF CURB	P	PIPE
BIT	EXISTING BITUMINOUS	PC	POINT OF CURVATURE
BM	BENCH MARK	PCC	POINT OF COMPOUND CURVE
C&G	CURB AND GUTTER	PE	PRIVATE ENTRANCE
CL OR C/L	CENTER LINE	PI	POINT OF INTERSECTION
CMP	CORRUGATED METAL PIPE	PL	PROPERTY LINE
CONC	CONCRETE	PLE	PERMANENT LIMITED EASEMENT
CONST	CONSTRUCTION	PRC	POINT OF REVERSE CURVE
CB	CATCH BASIN	PROJ	PROJECT
CP	CULVERT PIPE	PSI	POUNDS PER SQUARE INCH
CY	CUBIC YARD	PT	POINT OF TANGENCY
DHV	DESIGN HOUR VOLUME	PVC	POLYVINYL CHLORIDE
DIA	DIAMETER	R	RADIUS OR RANGE
	EAST	RCCP	REINFORCED CONC CULVERT PIPE
EB	EASTBOUND	RCHECP	REINFORCED CONC HORIZONTAL ELLIPTICAL CULVERT PIPE
EBS	EXCAVATION BELOW SUBGRADE	RCSS	REINFORCED CONC PIPE STORM SEWER
EMB	EMBANKMENT	RD	ROAD
ENT	ENTRANCE	RDWY	ROADWAY
EL OR ELEV	ELEVATION	REL	RELOCATE
ESALS	EQUIVALENT SINGLE AXLE LOADS	REM	REMAINING
ESMT	EASEMENT	REQD	REQUIRED
EW	ENDWALL	RT	RIGHT
EXC	EXCAVATION	RW	RETAINING WALL
EXIST	EXISTING	R/W	RIGHT OF WAY
EXP	EXPANSION	S	SOUTH
FC	FACE OF CURB	SALV	SALVAGED
FE	FIELD ENTRANCE	SAN	SANITARY SEWER
	FIELD INLET	SB	SOUTHBOUND
FL OR F/L	FLOW LINE OF FLANGE LINE	SDD	STANDARD DETAIL DRAWINGS
FHWA	FEDERAL HIGHWAY ADMINISTRATION	SE	SUPERELEVATION
FT	FOOT (FEET)	SEC	SECTION
	GARAGE	SHLDR	SHOULDER
GRVL	GRAVEL	SPECS	SPECIFICATIONS
GN	GRID NORTH	SQ FT	SQUARE FEET
	HOUSE	SS	STORM SEWER
HIPR	HOT-IN-PLACE RECYCLING	STA	STATION
HR	HANDICAP RAMP	SW	SIDEWALK
HYD	HYDRANT	SY	SQUARE YARD
	INTERSECTION ANGLE	T	TANGENT OR TOWNSHIP
ID	INSIDE DIAMETER	TC	TOP OF CURB
INL	INLET	TL OR T/L	TRANSIT LINE
INV	INVERT	TLE	TEMPORARY LIMITED EASEMENT
IP	IRON PIPE	TYP	TYPICAL
JT	JOINT	UNCL	UNCLASSIFIED
	RATE OF VERTICAL CURVATURE	VAR	VARIABLE
LB	LENGTH OF CURVE	VCL	VERTICAL CURVE LENGTH
LC	LONG CHORD OF CURVE	VIF	VERIFY IN FIELD
LIN FT OR LF	LINEAR FEET	VPC	VERTICAL POINT OF CURVATURE
LT	LEFT	VPOC	VERTICAL POINT OF COMPOUND CURVE
	MARSH	VPI	VERTICAL POINT OF INTERSECTION
MATL	MATERIAL	VPRC	VERTICAL POINT OF REVERSE CURVE
MAX	MAXIMUM	VPT	VERTICAL POINT OF TANGENCY
MH	MANHOLE	VOL	VOLUME
MIN	MINIMUM	W	WEST
ML OR M/L	MATCH LINE	WB	WESTBOUND
	NORTH	X	EASTING OR EAST GRID COORDINATE
NB	NORTHBOUND	Y	NORTHING OR NORTH GRID COORDINATE
NO	NUMBER	YD	YARD
NW OR N/W	NORMAL WATER		

GENERAL NOTES

ALL CONSTRUCTION SHALL MEET STANDARDS SPECIFIED IN THE CONTRACT DOCUMENTS AND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION AND AMENDMENTS.

THE INFORMATION IN THIS PLAN SET REPRESENTS THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL INFORMATION IN THE FIELD.

PROJECT SPECIFICATIONS CONTROL ALL WORK REQUIREMENTS ASSOCIATED WITH THIS PROJECT.

THE LOCATIONS OF UTILITIES, AS NOTED ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. IT IS CONTRACTOR RESPONSIBILITY TO VERIFY ALL UTILITY LOCATIONS.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM THE ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES OR FROM THE GRUBBING OF TREES OR STUMPS SHALL BE BACKFILLED WITH GRANULAR BACKFILL. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

MAIL BOXES, DECORATIVE ROCKS, FLOWERS, WOOD FENCES OR TIMBERS, PLANTERS AND OTHER MISCELLANEOUS ITEMS ALONG THE ROADWAY WITHIN THE WORK ZONE SHALL BE PROTECTED DURING CONSTRUCTION. IF DAMAGED, THEY SHOULD BE RESTORED TO THE SATISFACTION OF THE ENGINEER AND OWNER. IF THESE ITEMS NEED TO BE REMOVED TO COMPLETE CONSTRUCTION OPERATIONS, THE ITEMS SHALL BE CAREFULLY REMOVED, SALVAGED AND PLACED OUT OF THE CONSTRUCTION ZONE AT A LOCATION REQUESTED BY THE PROPERTY OWNER AS DIRECTED BY ENGINEER AND TOWN AND CONTRACTOR SHALL RE-INSTALL FOLLOWING CONSTRUCTION WORK. THIS WORK SHALL BE COMPLETED UNDER ASSOCIATED BID ITEMS, OTHERWISE THIS WORK SHALL INCIDENTAL TO THIS CONTRACT.

ALL SPOT GRADES SHOWN ON THE PLANS ARE FINISHED GRADES. SPOT GRADES DESIGNATED AS XXX.XX± ARE MATCH GRADES. CONTRACTOR SHALL VERIFY MATCH GRADES WITH EXISTING CONDITIONS PRIOR TO CONSTRUCTION.

EXISTING CONCRETE AND ASPHALT PAVEMENT SHALL BE REPLACED IN-KIND AND AS NOTED IN THE PLANS.

UNLESS NOTED OTHERWISE ON PLANS, NON-PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH A MIN. OF 6" TOPSOIL, SEED, FERTILIZER, MULCH, AND EROSION MATTING. CONTRACTOR IS RESPONSIBLE FOR WATERING AND MAINTAINING RESTORATION AREAS UNTIL VEGETATION IS ESTABLISHED.

EXCESS EXCAVATED SPOILS SHALL BE REMOVED BY CONTRACTOR AND INCIDENTAL TO CONTRACT.

EROSION CONTROL NOTES

THE CONTRACTOR SHALL INSTALL SILT FENCE BEFORE CONSTRUCTION IS TO BEGIN. EROSION CONTROL MEASURES ARE TO BE IN PLACE BEFORE WORK COMMENCES AND MAINTAINED DURING CONSTRUCTION.

ALL EROSION AND SEDIMENT CONTROL SHALL BE PROVIDED, INSTALLED, AND MAINTAINED IN ACCORDANCE WITH THE LATEST EDITION OF THE DNR "TECHNICAL STANDARDS" AND THE TOWN OF WEST BEND EROSION CONTROL REQUIREMENTS.

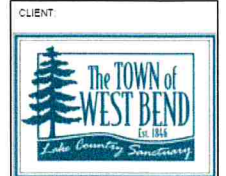
TOPSOIL OF 6" MIN., SEED, FERTILIZE, MULCH, AND EROSION MATTING TO INCLUDE ALL AREAS DISTURBED DURING CONSTRUCTION. CONTRACTOR TO WATER AND MAINTAIN RESTORATION AREAS UNTIL AFTER GRASS REQUIRES MOWING.

BENCH MARKS

BM #	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM 300	512249.7	2474273.7	1003.53	SW CORNER CONC WALK AROUND SHED AT S. SIDE OF 5516 BAUERS DR, 6.5' E. OF ROAD PAVE. EDGE
BM 301	512050.4	2474108.7	1002.65	RR SPIKE IN TREE AT 5508 BAUERS DR, +/- 41' SW OF W. EDGE OF DRIVEWAY, 4' S. OF ROAD PAVE. EDGE
BM 302	512013.1	2474003.9	1009.44	MAG NAIL AT SAN MH S. SIDE OF PAVEMENT AT INT BAUERS DR & POINT DR

PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

LOCATION:
**TOWN OF WEST
BEND**



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REVISIONS		
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NORTH ARROW:

SCALE: N.T.S.

SEAL:

all in

SHEET:
GENERAL NOTES

PROJECT MANAGER: ARG
PROJECT NUMBER: 24-0047-01
DATE:

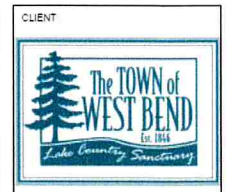
SHEET NUMBER:
2



Toll Free (800) 242-8511
Milwaukee Area (414) 259-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

PROJECT:
SCENIC DRIVE
ROADWAY
IMPROVEMENTS

LOCATION:
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BEND



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PRELIMINARY

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NORTH ARROW:

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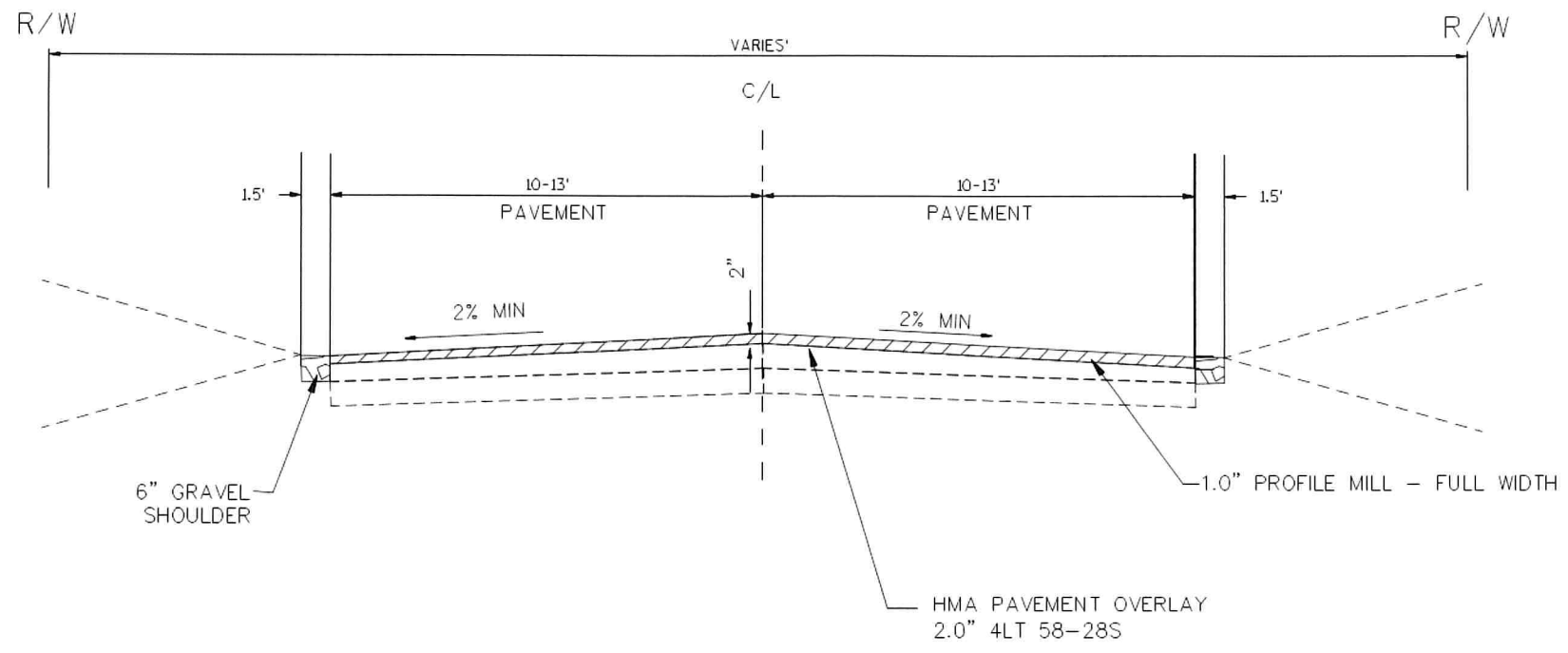
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TYPICAL SECTION

PROJECT MANAGER: ARG
PROJECT NUMBER: 24 0047 01
DATE:

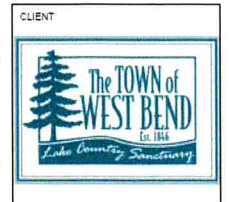
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PROPOSED TYPICAL SECTION
SCALE: NTS

PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

LOCATION:
**TOWN OF WEST
BEND**



CLIENT:

RELEASE:
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION

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SCALE: N.T.S.

SEAL:

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SHEET:
**CONSTRUCTION
DETAILS**

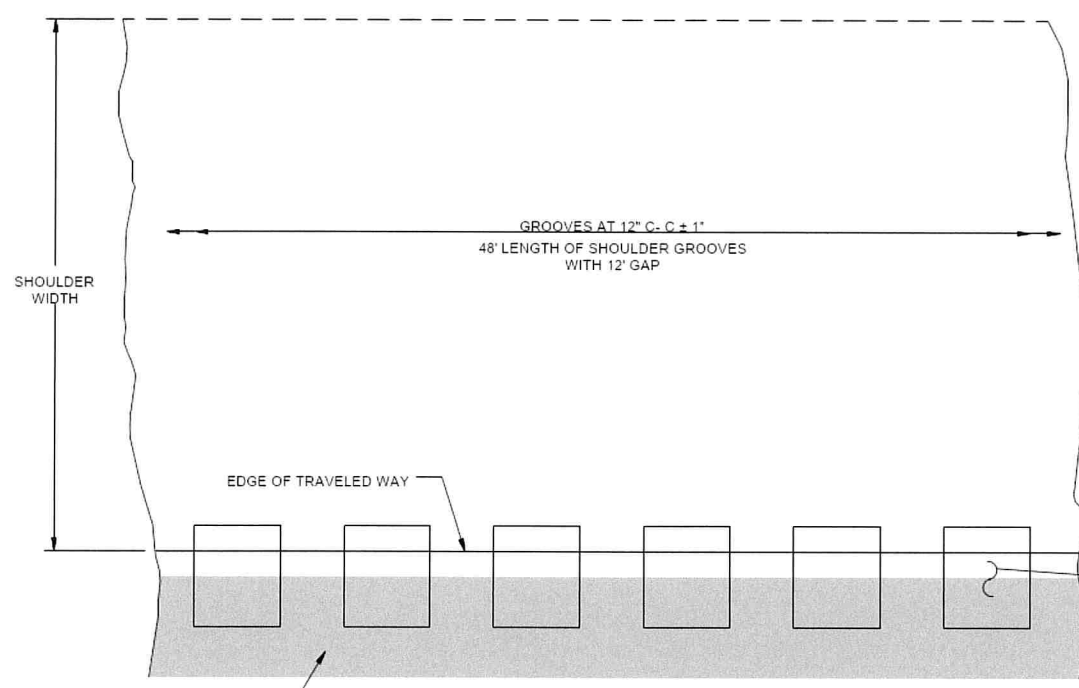
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PROJECT NUMBER: 24-0547.01
DATE:

SHEET NUMBER:
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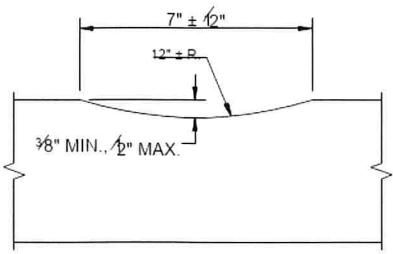
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

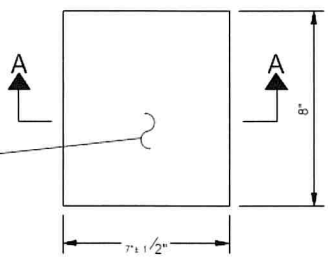
SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



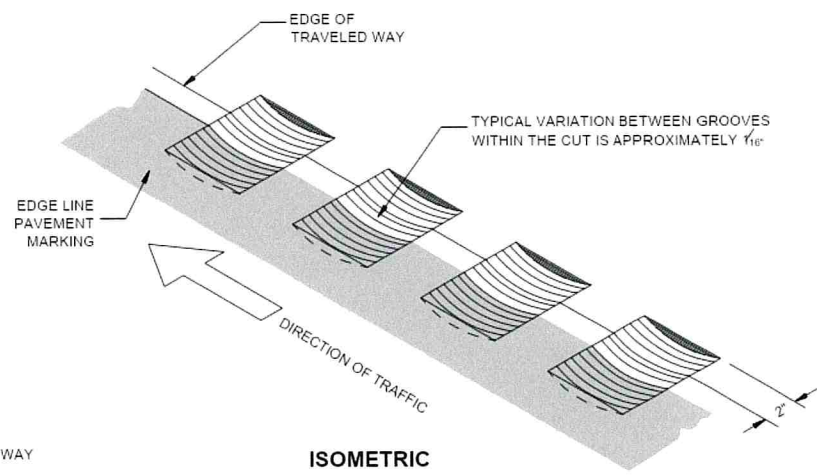
**PLAN DETAIL VIEW
SHOULDER WITH GROOVES**



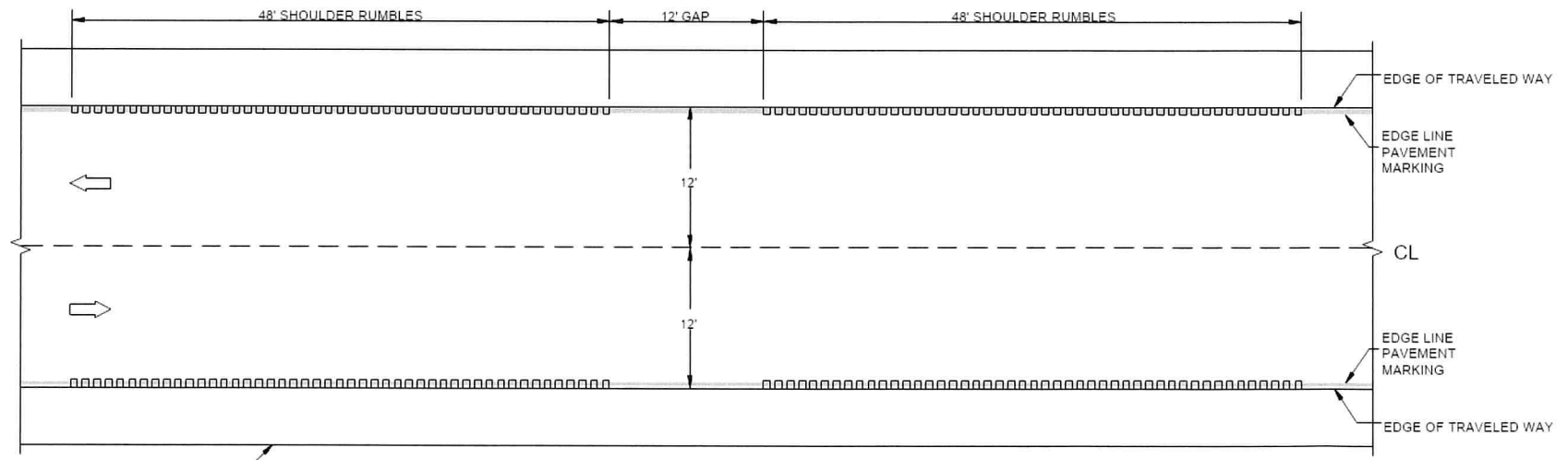
SECTION A - A



**PLAN VIEW
(SINGLE GROOVE)**



ISOMETRIC



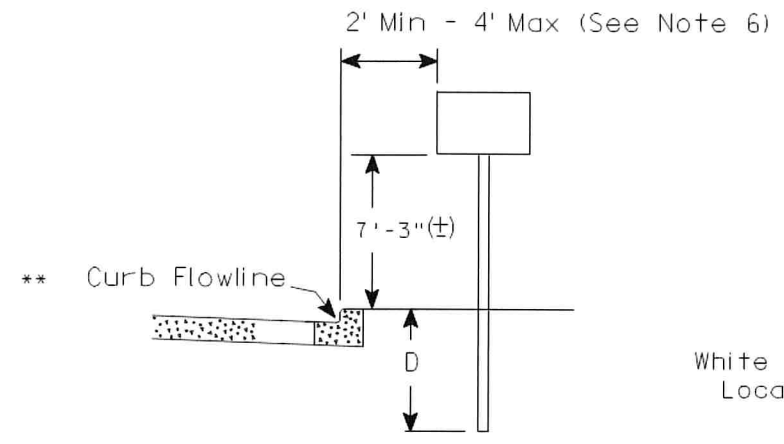
PLAN VIEW

EDGE LINE RUMBLE STRIPS - ASPHALT

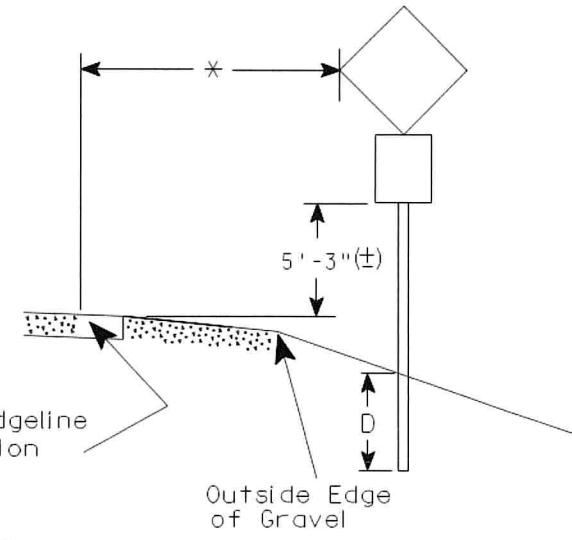
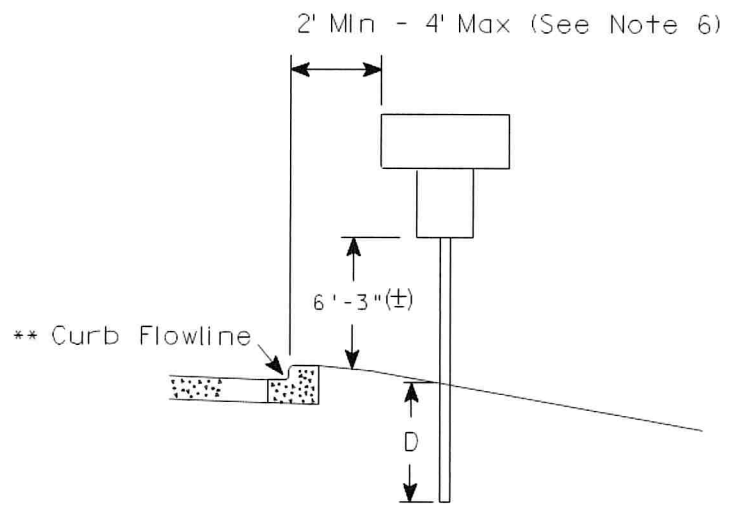
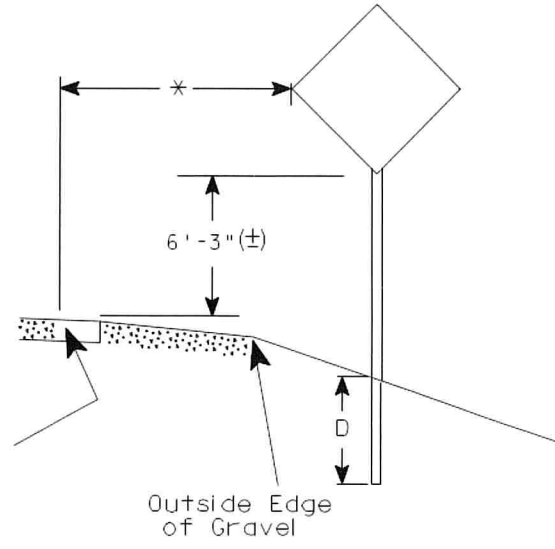
**EDGE LINE RUMBLE
STRIPS - ASPHALT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

URBAN AREA



RURAL AREA (See Note 2)



POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

- GENERAL NOTES
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
 2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
 3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
 4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
 5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
 6. The (±) tolerance for mounting height is 3 inches.
 7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.

✖✖ The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

PROJECT:
SCENIC DRIVE ROADWAY IMPROVEMENTS

LOCATION:
TOWN OF WEST BEND



RELEASE
PRELIMINARY

REVISIONS

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: N.T.S.

SEAL:

all in

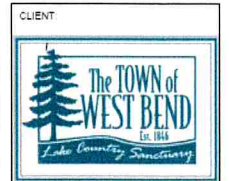
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CONSTRUCTION DETAILS

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
DATE:

SHEET NUMBER:
5

PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

LOCATION:
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BEND**



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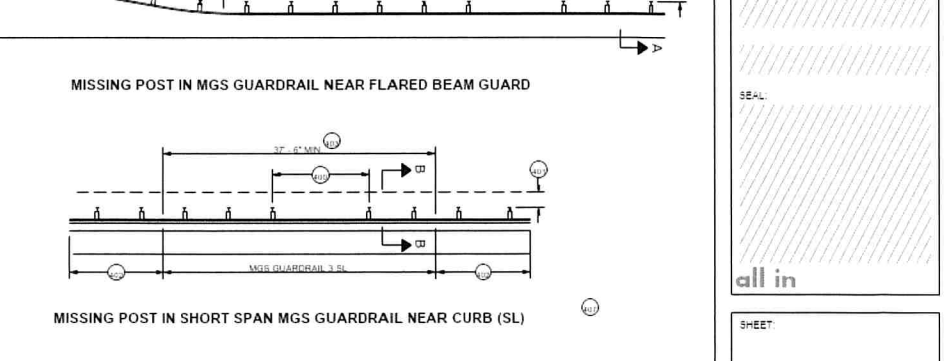
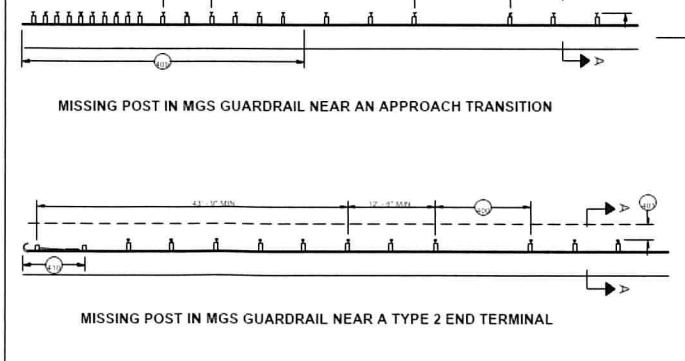
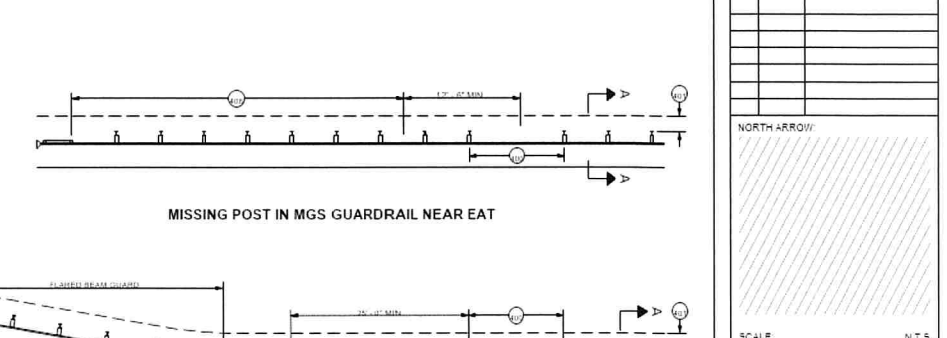
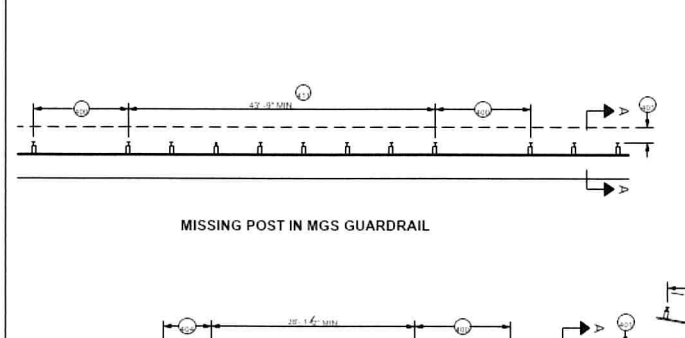
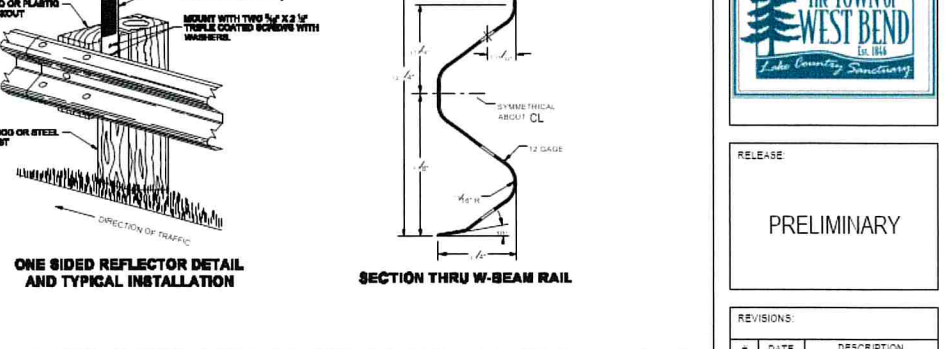
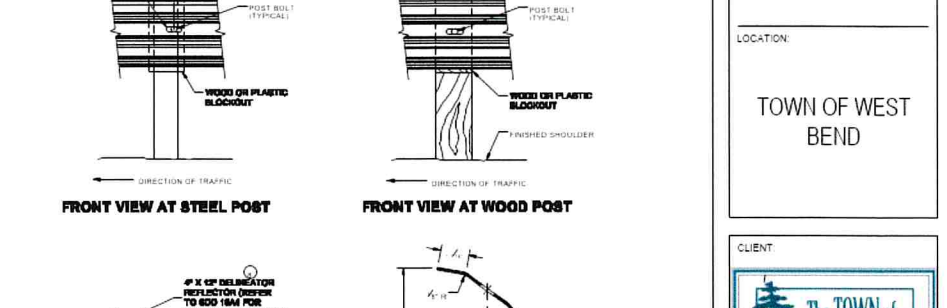
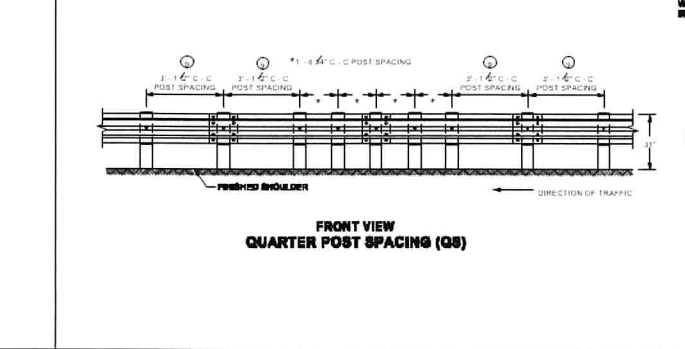
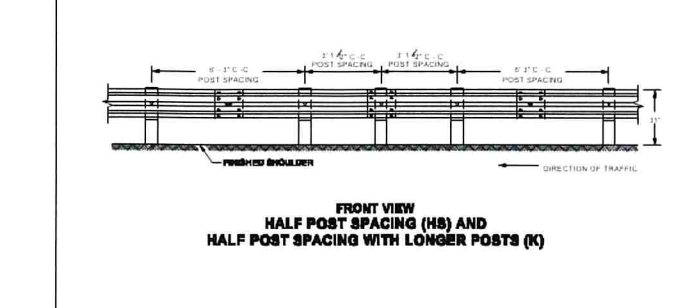
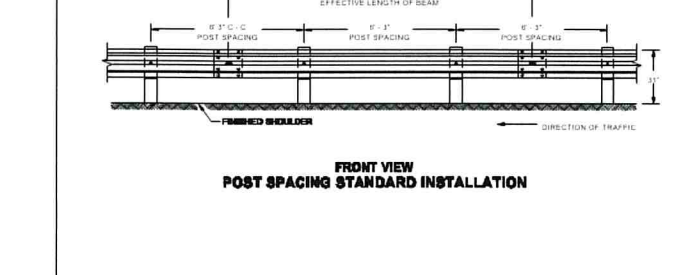
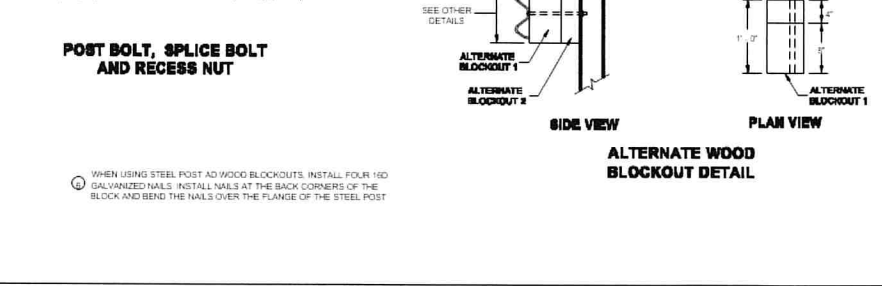
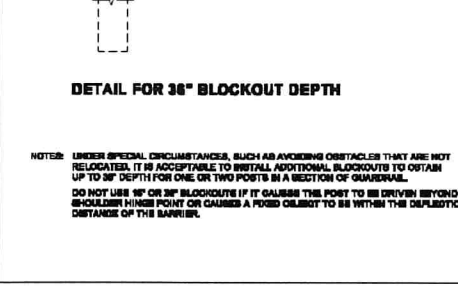
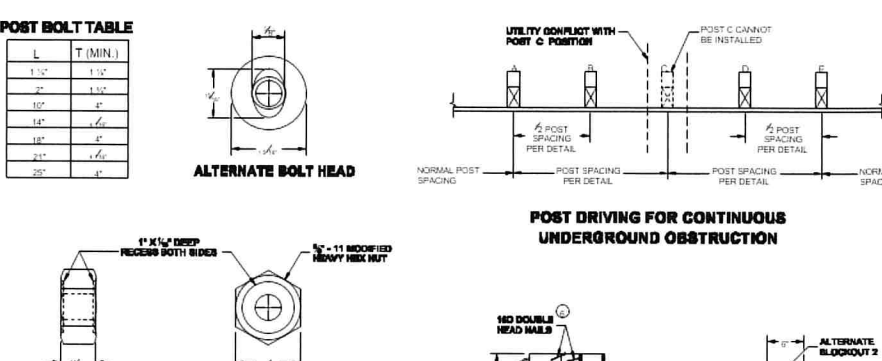
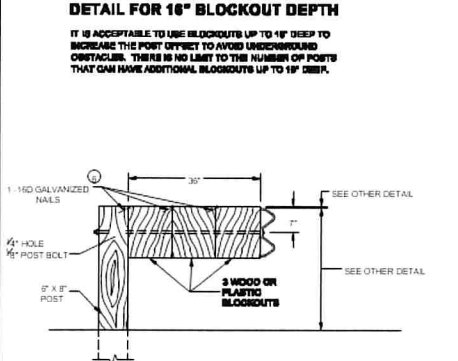
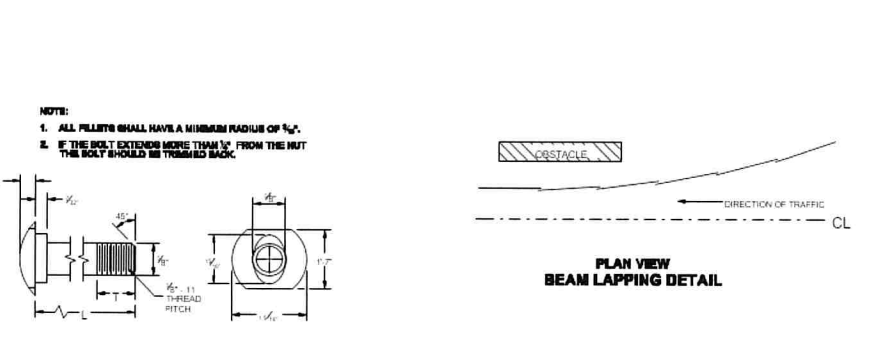
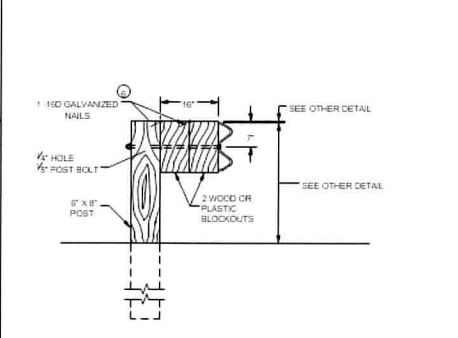
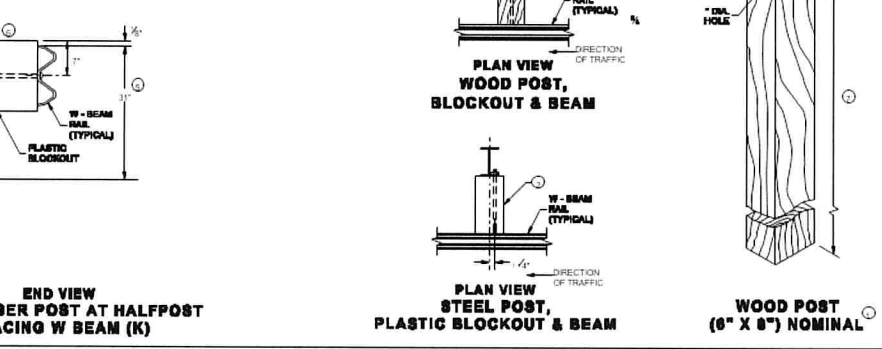
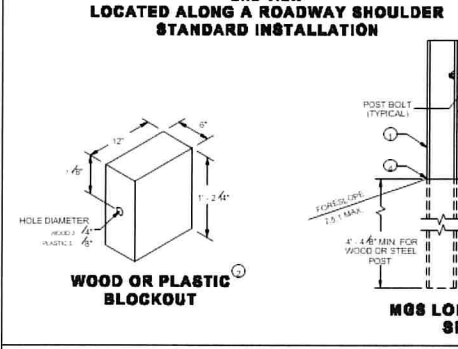
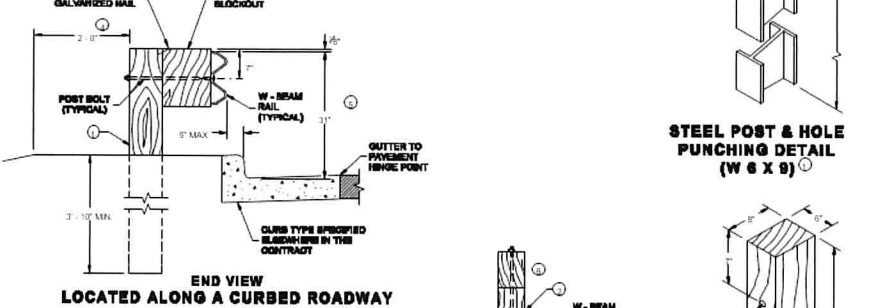
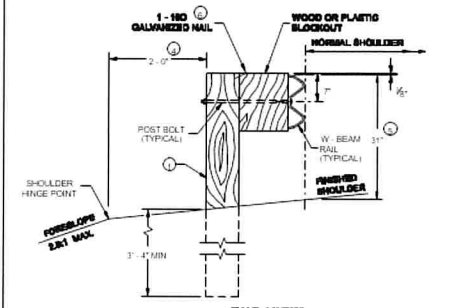
SHEET:

**CONSTRUCTION
DETAILS**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
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6

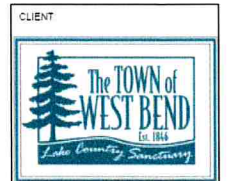
- 1. WOOD OR STEEL POSTS (HOLE OR HOLE) MAY BE USED. DO NOT USE WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLE ON APPROACHING TRAFFIC SIDE.
- 2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. USE ALTERNATE WOOD BLOCKOUT DETAIL DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.
- 3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 3 INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS TO THE LENGTH AND INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.
- 4. WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LOWER POST AT HALF POST SPACING (H).
- 5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1/4". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM RAIL IS BETWEEN ±1/4" TO ±3/4".
- 6. WHEN USING STEEL POST AND WOOD BLOCKOUTS BETWEEN FOUR 180 GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.
- 7. TOTAL POST LENGTH FOR TYPE K IS 7'-0". TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6'-0".



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PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

LOCATION:
**TOWN OF WEST
BEND**



RELEASE
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: N.T.S.

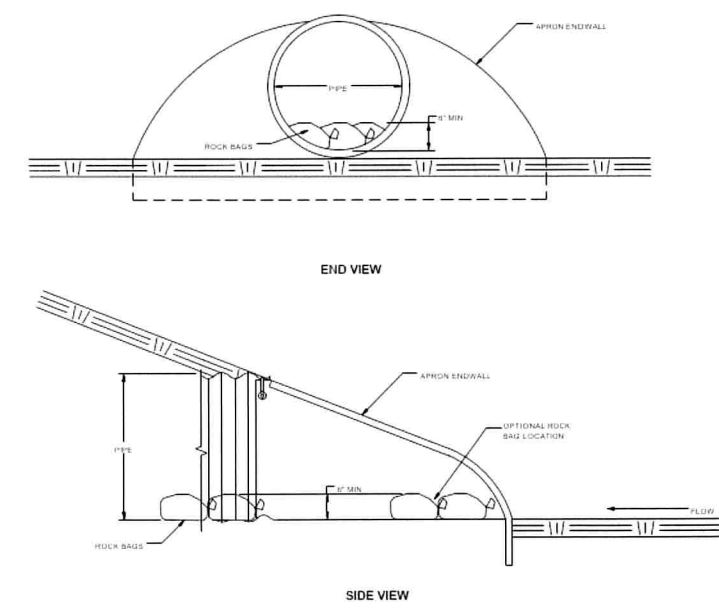
SEAL:

all in

SHEET:
**CONSTRUCTION
DETAILS**

PROJECT MANAGER: ARG
PROJECT NUMBER: 240047.01
DATE:

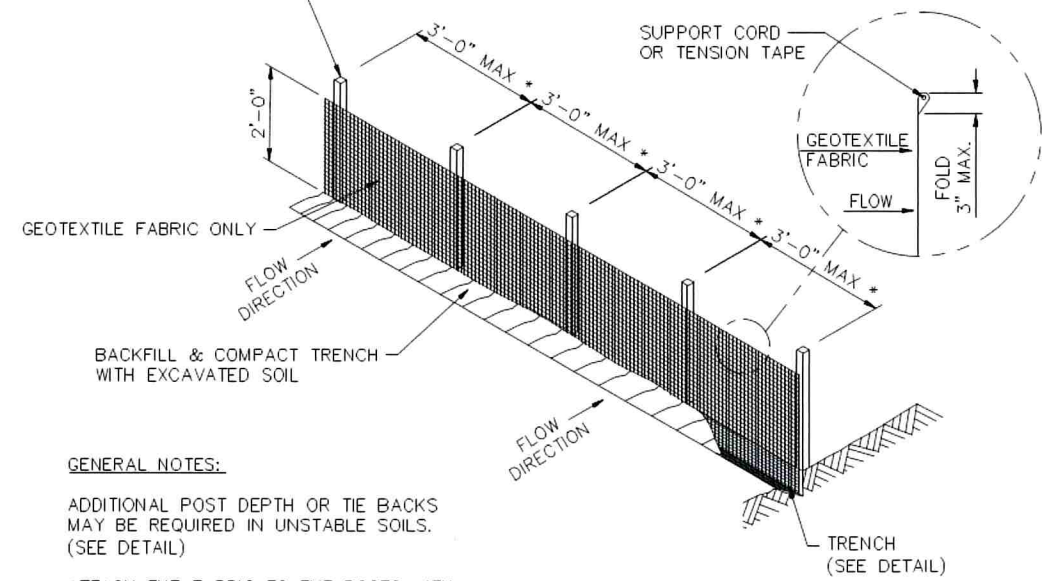
SHEET NUMBER:
7



CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

(X) **CULVERT PIPE CHECK**
N.T.S.

WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY, 3' TO 4' IN LENGTH, BURIED 20" INTO THE GROUND.



GENERAL NOTES:

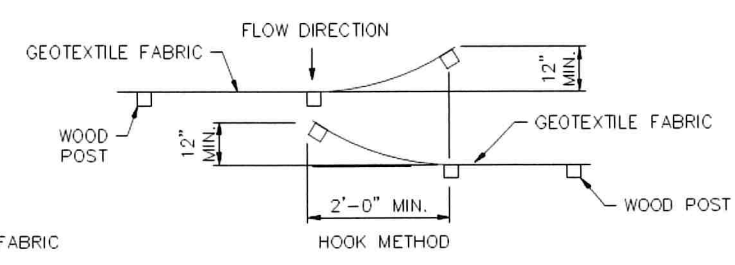
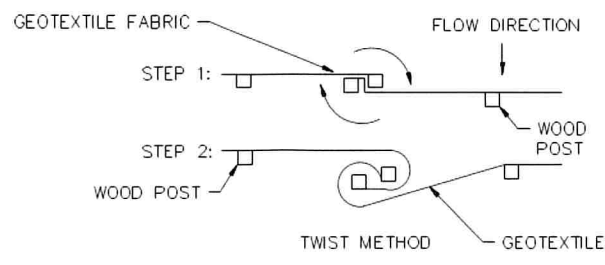
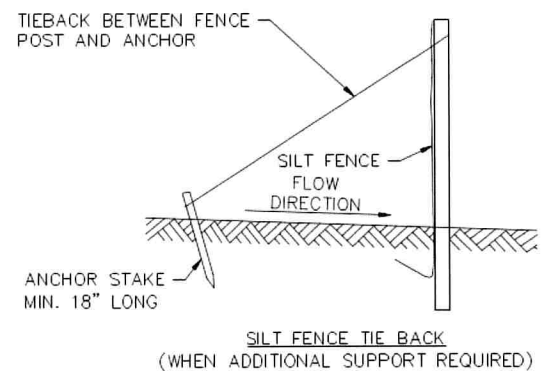
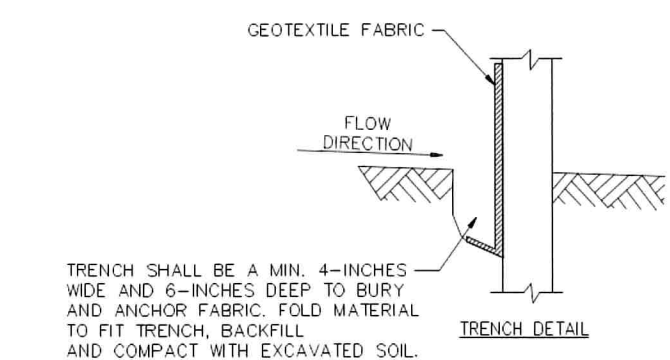
ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS. (SEE DETAIL)

ATTACH THE FABRIC TO THE POSTS WITH WIRE STAPLES OR WOODEN LATH AND NAILS

*8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

IF POSSIBLE, CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL TO AVOID JOINTS. IF A JOINT IS NECESSARY, USE ONE OF THE FOLLOWING METHODS:

- (1) TWIST METHOD: OVERLAP END POSTS & TWIST AT LEAST 180 DEGREES.
- (2) HOOK METHOD: HOOK THE END OF EACH SILT FENCE LENGTH.



JOINING TWO LENGTHS OF SILT FENCE

(X) **FILTER FABRIC SILT FENCE DETAIL**
N.T.S.

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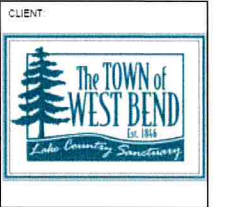


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PROJECT:
SCENIC DRIVE
ROADWAY
IMPROVEMENTS

LOCATION:
TOWN OF WEST
BEND



RELEASE
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: N.T.S.

SEAL:

all in

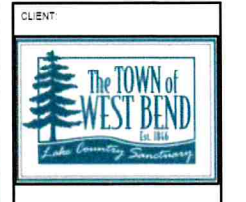
SHEET
CONSTRUCTION
DETAILS

PROJECT MANAGER: ARG
PROJECT NUMBER: 24 0047 01
DATE:

SHEET NUMBER:
8

PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

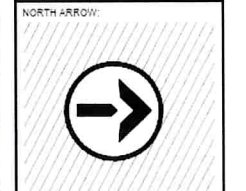
LOCATION:
**TOWN OF WEST
BEND**



RELEASE:
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION



VERT SCALE 1" = 2'
HORZ SCALE 1" = 20'



SEAL:

all in

SHEET:
**SCENIC DRIVE
ROADWAY**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
DATE:

SHEET NUMBER:
9



W. PARADISE DRIVE

SCENIC DRIVE

SCENIC DRIVE

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PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

LOCATION:
**TOWN OF WEST
BEND**



RELEASE:
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION



VERT SCALE: 1" = 2'
HORIZ SCALE: 1" = 20'

SE=L

all in

SHEET:
**SCENIC DRIVE
ROADWAY**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
DATE:

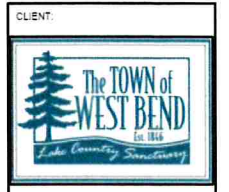
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PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

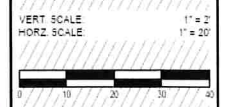
LOCATION:
**TOWN OF WEST
BEND**



RELEASE:
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION



SEAL

all in

SHEET:
**SCENIC DRIVE
ROADWAY**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
DATE:

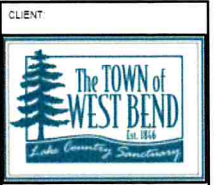
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PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

LOCATION:
**TOWN OF WEST
BEND**



RELEASE:
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION



VERT SCALE 1" = 2'
HORIZ SCALE 1" = 20'



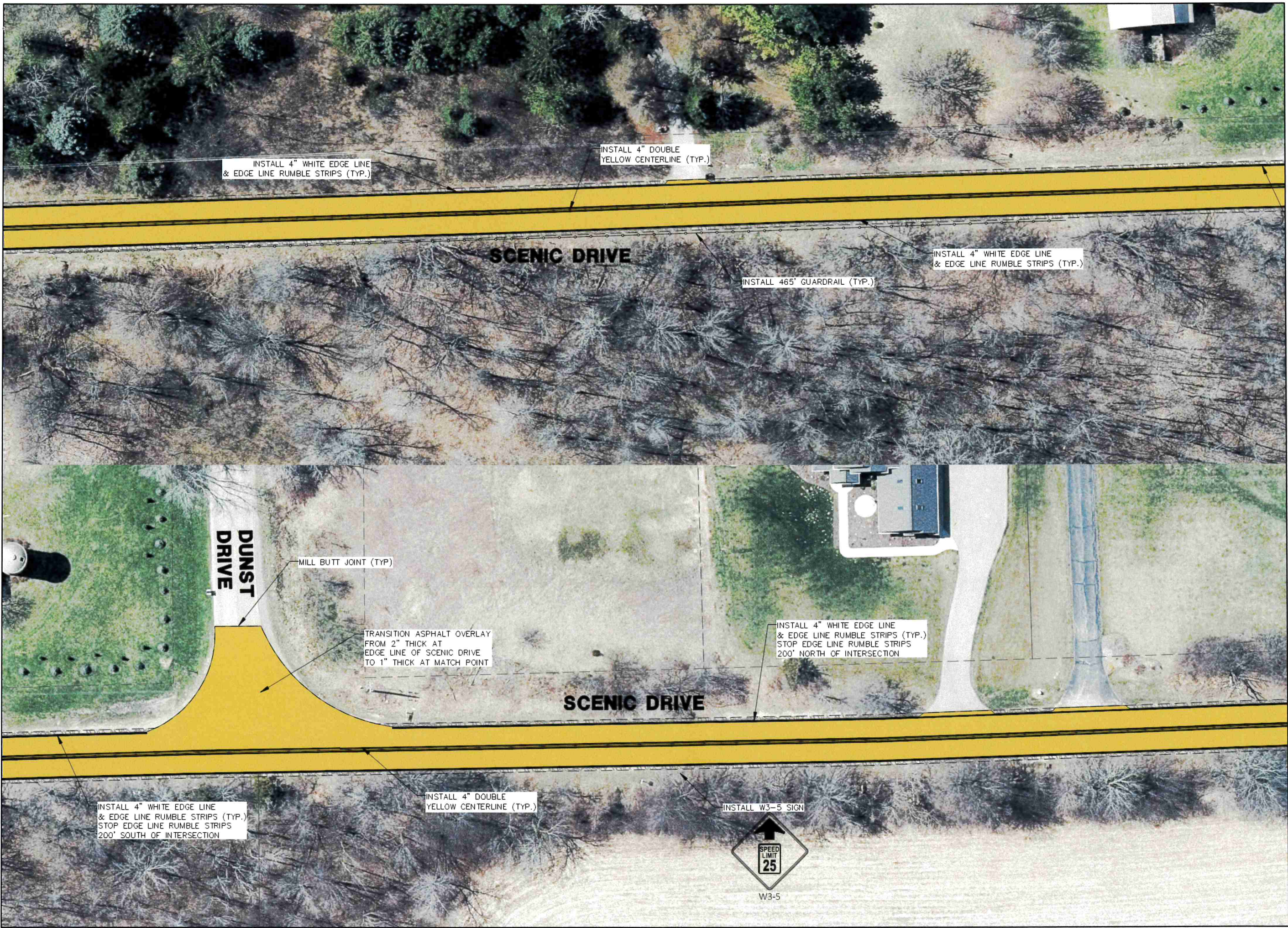
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SHEET:
**SCENIC DRIVE
ROADWAY**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24 0047 01
DATE:

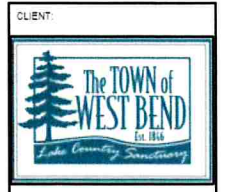
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12



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PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

LOCATION:
**TOWN OF WEST
BEND**



RELEASE:
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION



VERT SCALE: 1" = 2'
HORIZ SCALE: 1" = 20'

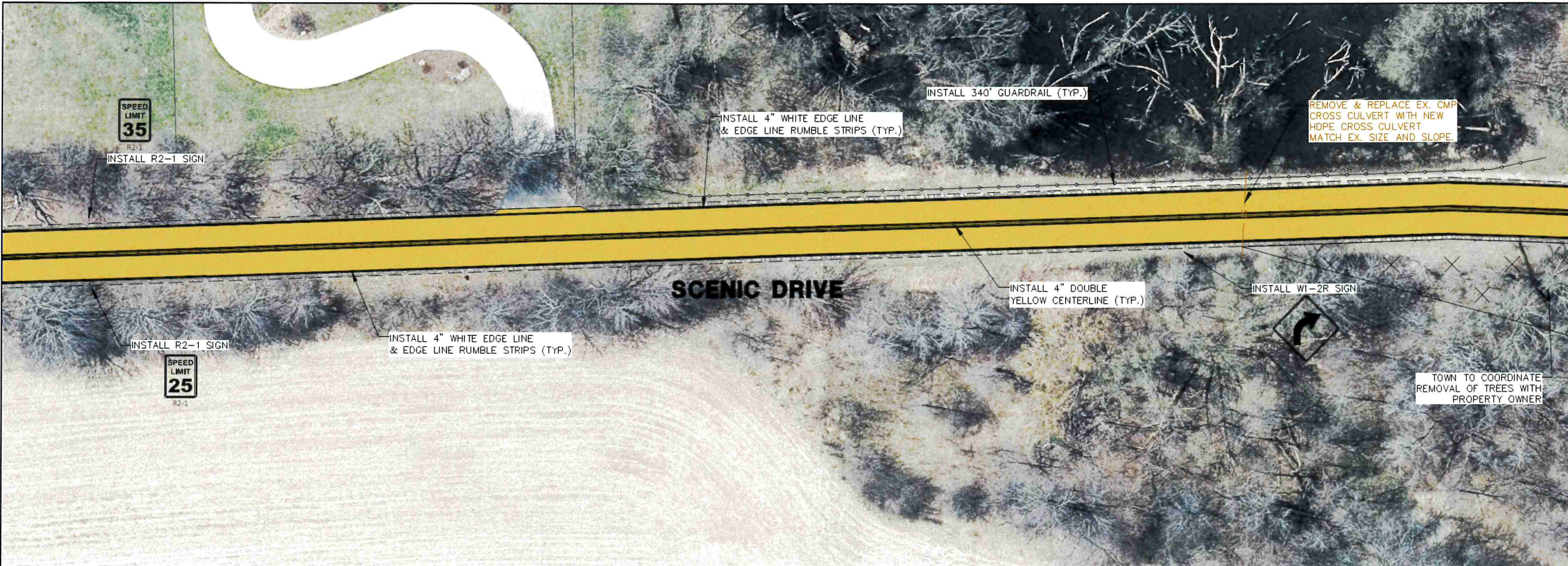
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**SCENIC DRIVE
ROADWAY**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
DATE:

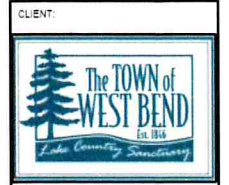
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PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

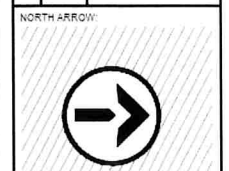
LOCATION:
**TOWN OF WEST
BEND**



RELEASE:
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION



VERT. SCALE 1" = 2'
HORZ. SCALE 1" = 20'



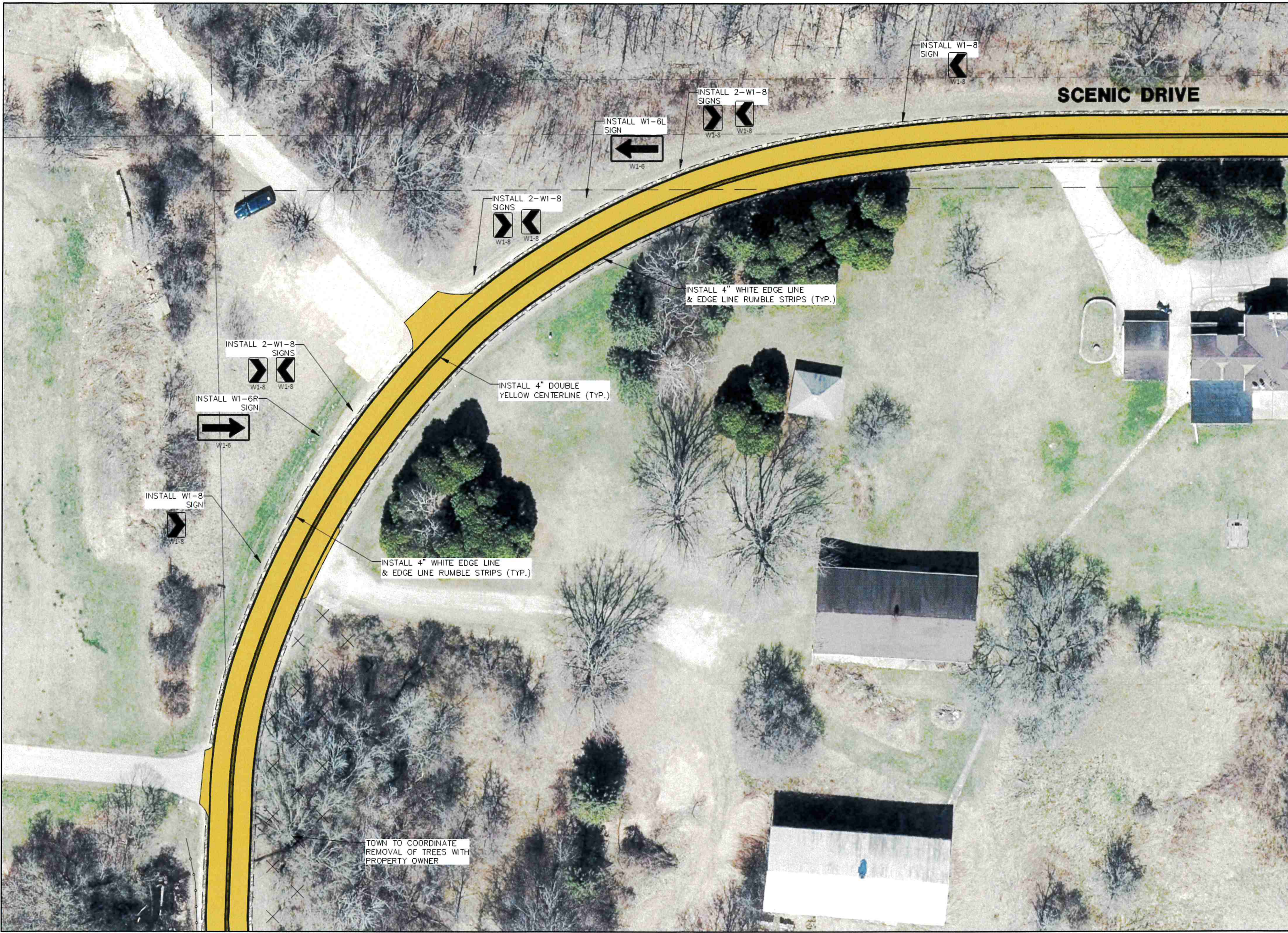
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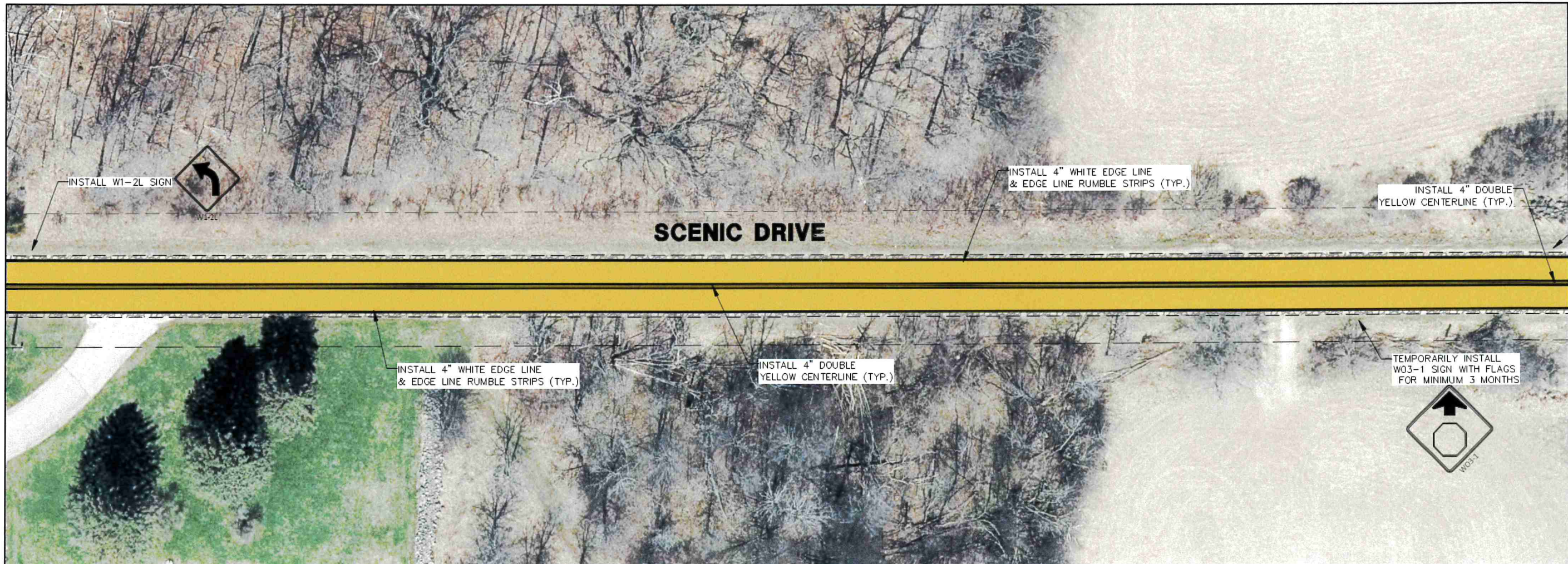
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**SCENIC DRIVE
ROADWAY**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24 0047 01
DATE:

SHEET NUMBER:
14



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PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

LOCATION:
**TOWN OF WEST
BEND**



RELEASE:
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION



VERT SCALE: 1" = 2'
HORIZ SCALE: 1" = 20'

SEAL:

all in

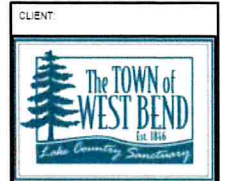
SHEET:
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ROADWAY**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
DATE:

SHEET NUMBER:
15

PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

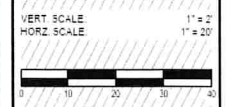
LOCATION:
**TOWN OF WEST
BEND**



RELEASE:
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION



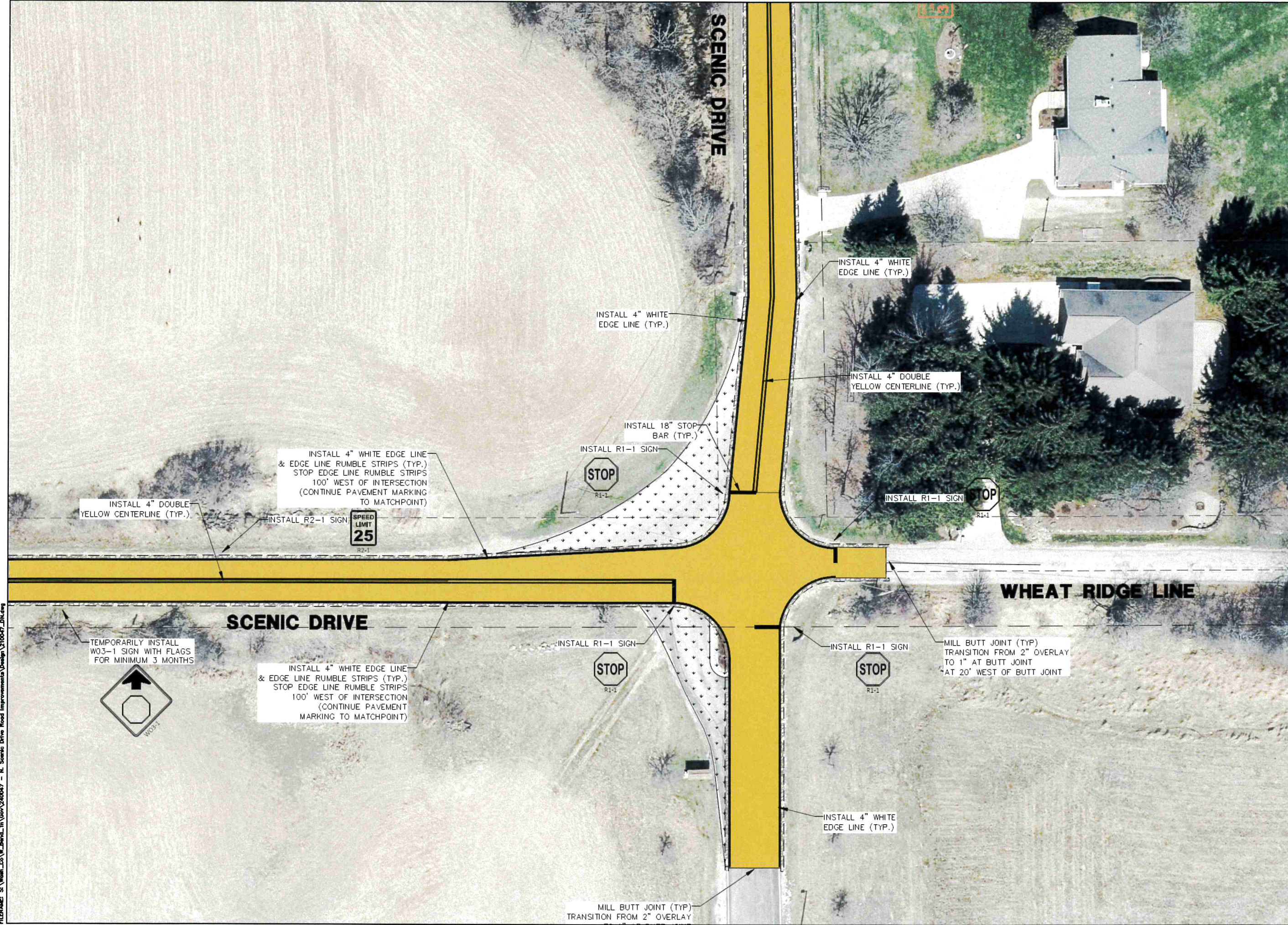
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SHEET:
**SCENIC DRIVE
ROADWAY**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
DATE:

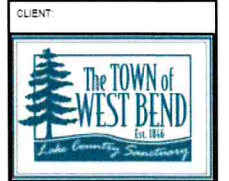
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16



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PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

LOCATION:
**TOWN OF WEST
BEND**



RELEASE:
PRELIMINARY

REVISIONS:

#	DATE	DESCRIPTION



VERT SCALE: 1" = 2'
HORIZ SCALE: 1" = 20'

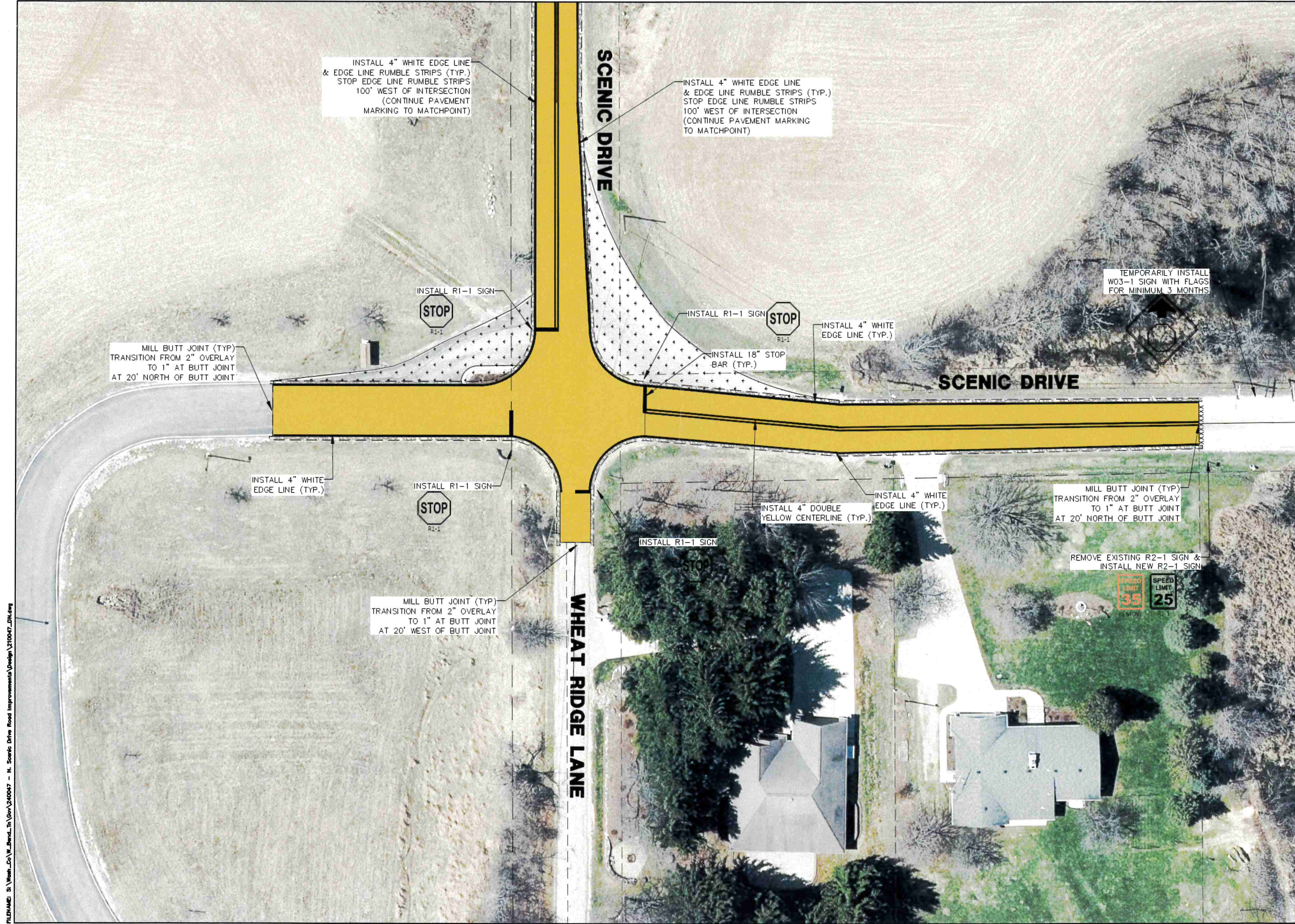
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SHEET:
**SCENIC DRIVE
ROADWAY**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
DATE:

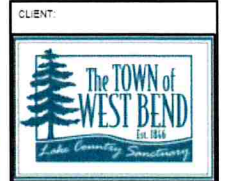
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17



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PROJECT:
SCENIC DRIVE
ROADWAY
IMPROVEMENTS

LOCATION:
TOWN OF WEST
BEND



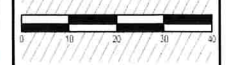
RELEASE
PRELIMINARY

REVISIONS

#	DATE	DESCRIPTION



VERT SCALE 1" = 2'
HORZ SCALE 1" = 20'



SHEET:
SCENIC DR
ROADWAY

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
DATE:

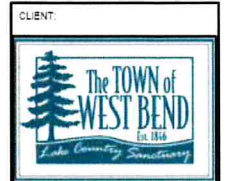
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18



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PROJECT:
**SCENIC DRIVE
ROADWAY
IMPROVEMENTS**

LOCATION:
**TOWN OF WEST
BEND**



CLIENT:
PRELIMINARY

REVISIONS

#	DATE	DESCRIPTION



VERT. SCALE 1" = 2'

HORZ. SCALE 1" = 20'



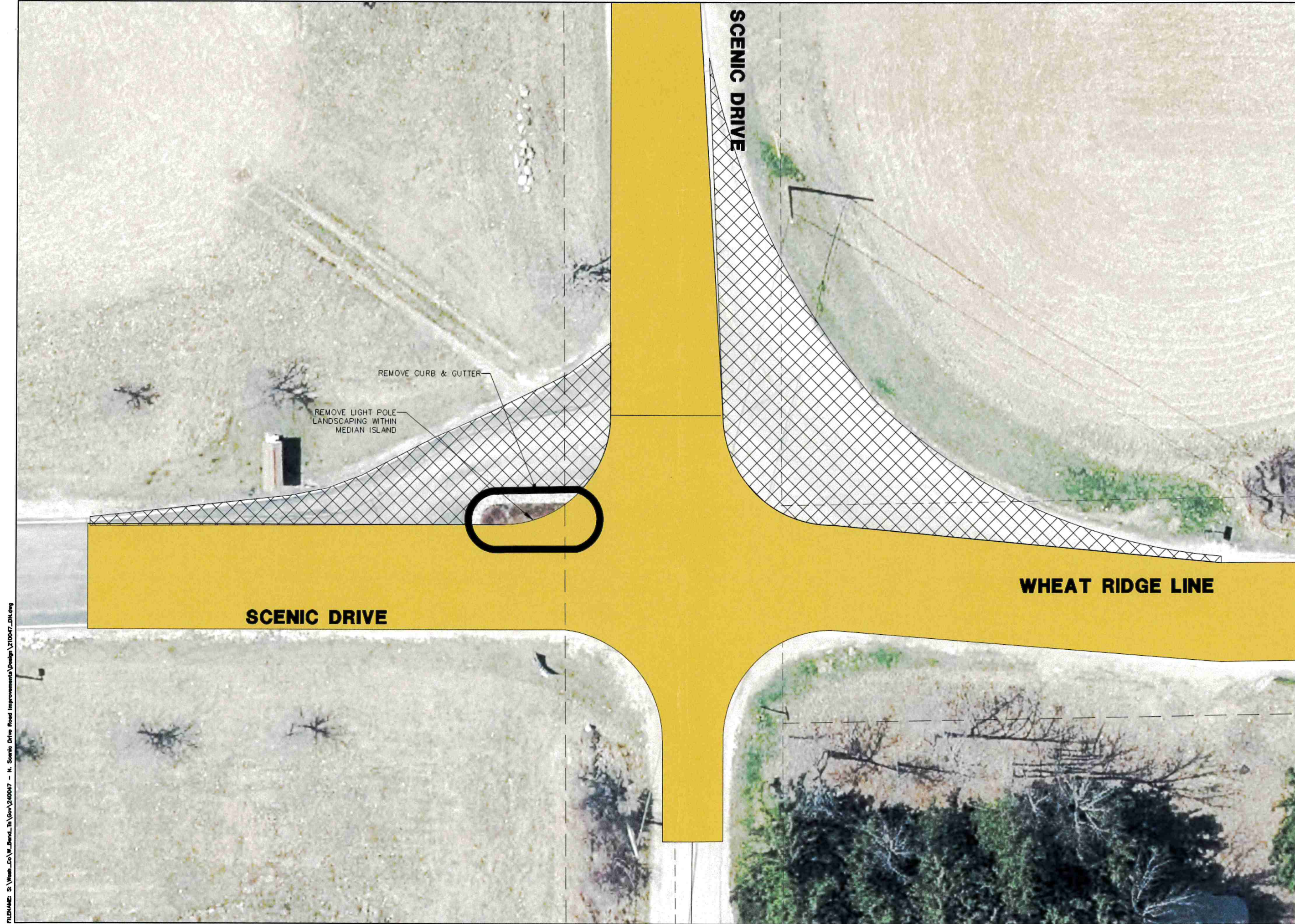
SEAL:

all in

SHEET:
**INTERSECTION
REMOVALS**

PROJECT MANAGER: ARG
PROJECT NUMBER: 24.0047.01
DATE:

SHEET NUMBER:
19



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