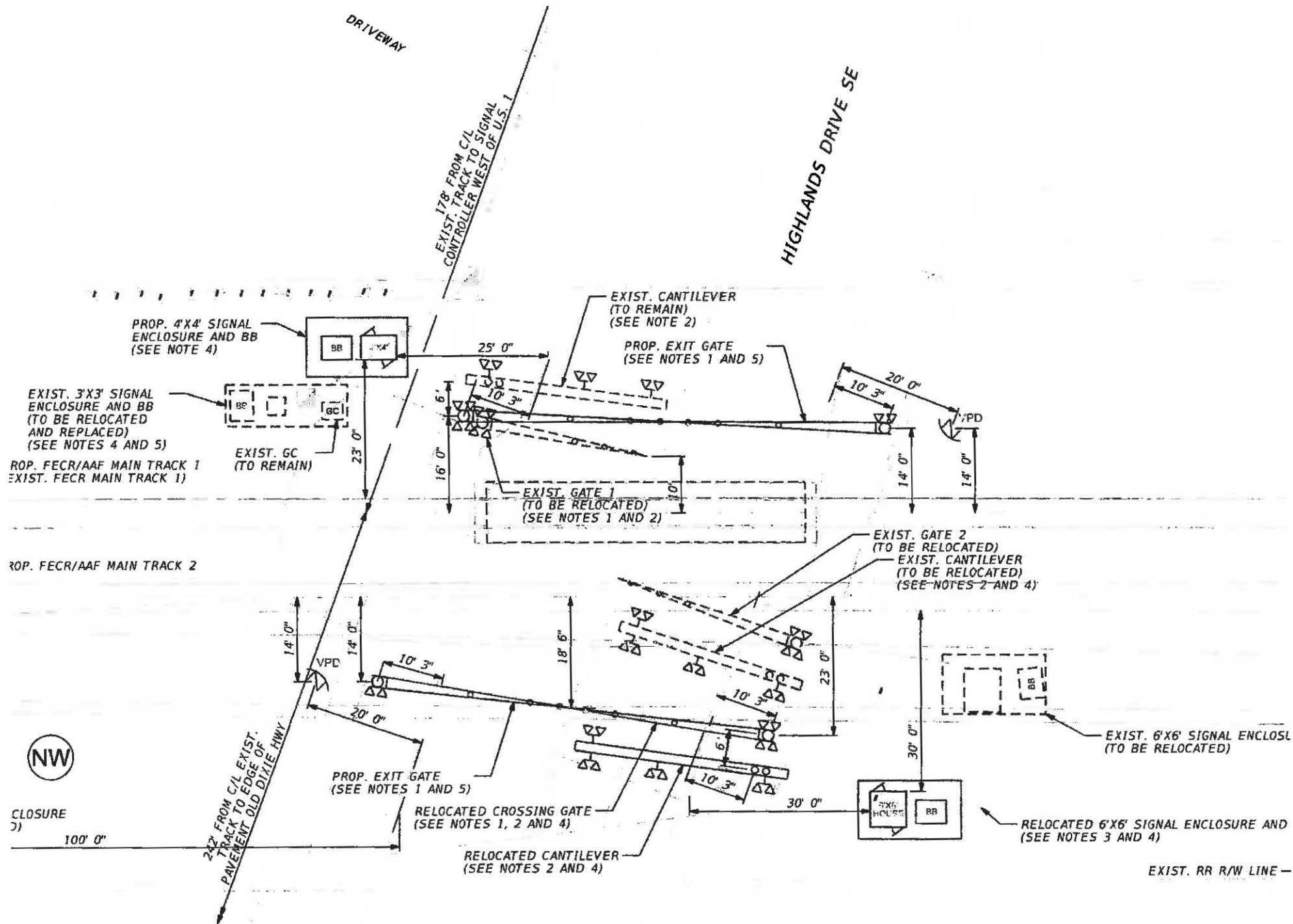




1: NAVD 88
FEET

IN FOR THIS PROJECT, PROFILES AND ALIGNMENTS, ARE BASED ON ARBITRARY STATIONING
OR THE CENTERLINE OF THE EXISTING ROADWAY CROSSING USING GEOGRAPHIC COORDINATE
FLORIDA STATE PLANES, EAST ZONE, US FOOT.

IS RESPONSIBLE FOR THE PRESERVATION OF ALL SURVEY CONTROL MONUMENTS. IN THE
TS ARE DAMAGED OR DESTROYED BY THE CONTRACTOR, THE CONTRACTOR WILL REPLACE
SOLELY AT THE CONTRACTORS EXPENSE.

ATERIALS PROVIDED AND INSTALLED TO BE IN ACCORDANCE WITH THE AAF SPECIFICATIONS
BLE.

ALL VERIFY ELEVATIONS ON EXISTING PAVEMENT IN FIELD, AND MATCH EXISTING PAVEMENT
ONNECTING THE PROPOSED PAVEMENT. WHERE NEW PAVEMENT AND CONCRETE CONNECT TO
EMENT OR CONCRETE, THE CONTRACTOR SHALL SAWCUT THE EXISTING PAVEMENT AND CONCRETE.

ICATIONS FOR INFORMATION REGARDING MATERIALS THAT WILL BE FURNISHED BY FECR AND
WILL NEED TO BE FURNISHED BY CONTRACTOR.

SHALL PROTECT ALL RAILROAD SIGNALS, SIGNAL CABLE AND SURROUNDING PROPERTY.

ES WILL BE PERMITTED WITHOUT DIRECT WRITTEN AUTHORIZATION FROM THE OWNER'S
E.

ALL COORDINATE WORK WHICH AFFECTS ADJACENT PROPERTY OWNERS. ANY QUESTIONS OR
TWEEN ADJACENT PROPERTY OWNERS AND CONTRACTOR SHALL BE MADE IN WRITING. A COPY OF
T SHALL BE PROVIDED TO THE OWNER'S REPRESENTATIVE.

ON WORK SHALL BE PERFORMED IN SUCH A MANNER AS TO CONTROL EROSION AND PREVENT
FROM LEAVING THE SITE.

IL MEASURES AND PRACTICES SHALL BE INSTALLED PRIOR TO OR CONCURRENT WITH LAND-
IVITES. EROSION AND SEDIMENT CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE
IONS.

ALL REFER TO FDOT STANDARD AND AAF SPECIFICATIONS FOR ADDITIONAL EROSION CONTROL

NNAL ASSIGNED TO THIS PROJECT ARE:

ORGANIZATION	CONTRACT	PHONE
FECR	CHARLES A. STONE	904-279-3194
AAF	VINAY MUDHOLKAR	305-520-2122
PARALLEL RASTRUCTURE	CRAIG OLSEN	904-565-4108

17. ALL EXISTING DRAINAGE STRUCTURE TO REMAIN UNLESS OTHERWISE NOTED
18. FOR UTILITY CONFLICTS, SEE UTILITY PLANS.
19. FOR SIGNAL GATE LOCATIONS AND DETAILS, SEE SIGNAL PLAN SET.
20. DETECTABLE WARNINGS, REFER TO FDOT INDEX 304.
21. ALL EXISTING DRAINAGE PATTERNS TO REMAIN POSITIVE. ANY WORK INVOLVI
MAINTAIN POSITIVE DRAINAGE FLOW, UNLESS OTHERWISE NOTED ON THE PL
22. FINAL PLACEMENT OF PROPOSED ROADWAY WORK SHOWN ON THE PLANS WILL
BY SITE CONDITION AND APPROVAL FROM THE OWNER'S REPRESENTATIVE.
23. ALL THE DISTURBED AREA DURING CONSTRUCTION SHALL BE SODDED.

ABBREVIATIONS:

EXIST.	= EXISTING
PROP.	= PROPOSED
TYP.	= TYPICAL
FECR	= FLORIDA EAST COAST RAILROAD
MP	= MILE POST
STA.	= STATION
R/W	= RIGHT OF WAY
EL	= ELEVATION
CL	= CENTER LINE
MIN.	= MINIMUM
MAX.	= MAXIMUM
CTS	= CENTERS
PI	= POINT OF INTERSECTION
PC	= POINT OF CURVE
PT	= POINT OF TANGENT
TS	= TANGENT TO SPIRAL
SC	= SPIRAL TO CURVE
CS	= CURVE TO SPIRAL
ST	= SPIRAL TO TANGENT
SE	= SUPERELEVATION
V	= SPEED
QZ	= QUIET ZONE
---	= ROADWAY R/W / PARCEL LINE
INDEX	= FLORIDA TRANSPORTATION DEPARTMENT DESIGN STAND

ON US 1 BETWEEN 5AM TO 8PM. AT NO TIME SHALL THE CONTRACTOR CLOSE THE ENTIRE US 1

ABLE MESSAGE SIGN (PCMS) 14 DAYS IN ADVANCE OF ROAD CLOSURE OR PROPOSED CONSTRUCTION THE PROJECT LIMITS. AFTER CONSTRUCTION BEGINS, THE PCMS SIGN SHALL BE USED FOR ROAD OAD DETOUR OR OTHER MESSAGES AS APPROVED BY THE ENGINEER.

YS PROIR)

(DURING CONSTRUCTION)

DISPLAY
<u>MESSAGE 2</u>
MONTH
DAY

MESSAGE 1	PCMS DISPLAY	MESSAGE 2
XX		
CLOSED		FOLLOW
AHEAD		DETOUR

OR LANE CLOSURE, THE CONTRACTOR SHALL SUBMIT A WRITTEN LANE CLOSURE PLAN PPROVAL AT LEAST 14 DAYS IN ADVANCE OF THE PROPOSED IMPLEMENTATION. THE Mplete MAINTENANCE OF TRAFFIC PLAN, DETAILS OF ALL CONSTRUCTION ACTIVITY JRE AND A BACKUP PLAN FOR CONSTRUCTION ACTIVITIES CRITICAL TO REOPENING THE

T LOCAL AGENCIES FOR SPECIAL REQUIREMENT OF LANE CLOSURES DURING THE LOCAL

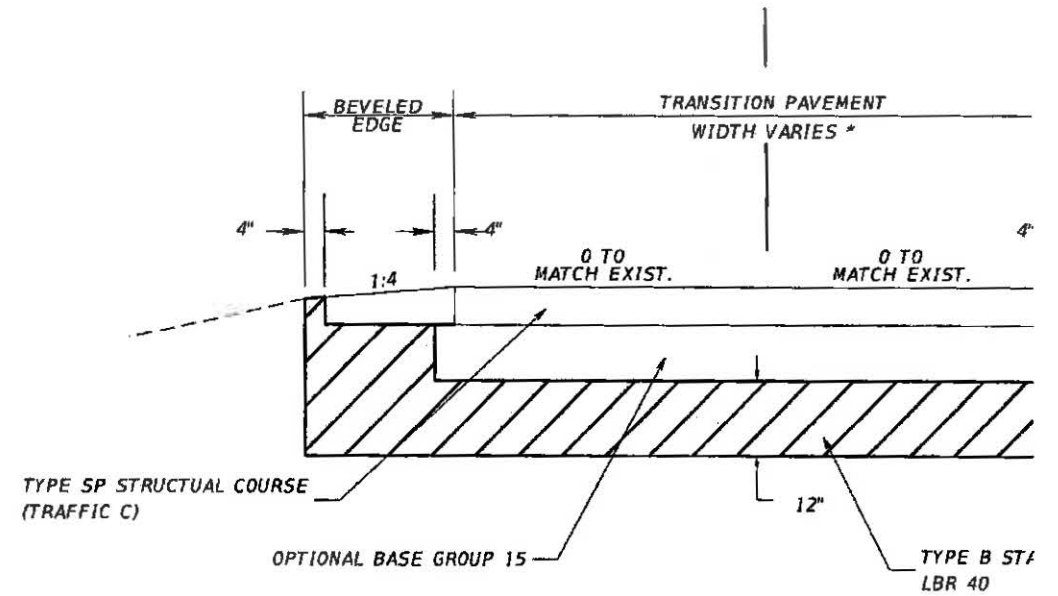
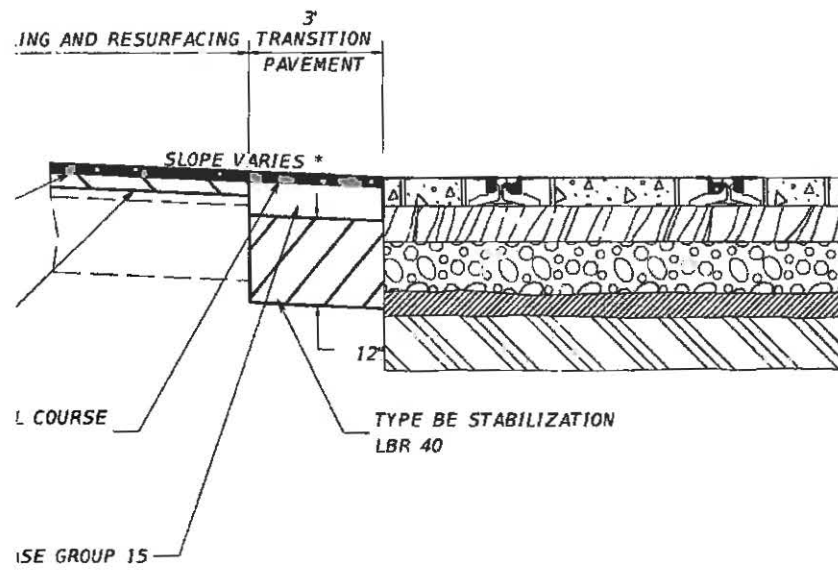
WAY, SENNE ROAD AND HAWKS NEST ROAD ARE CLOSED DURING CONSTRUCTION. THE T PROPERTY OWNERS AND LOCAL AGENCIES AT LEAST 30 DAYS IN ADVANCE OF THE

STALL TEMPORARY DRAINAGE STRUCTURES AND PIPES AS REQUIRED TO PREVENT IN ANY MAINTAINED TRAVELWAY WITHIN THE PROJECT. REMOVE ALL TEMPORARY DRAINAGE WHEN THEY ARE NO LONGER IN USE.

MAIN OR TO RELOCATED THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESET OR HEIGHT, OFFSET, AND METHOD OF INSTALLATION.

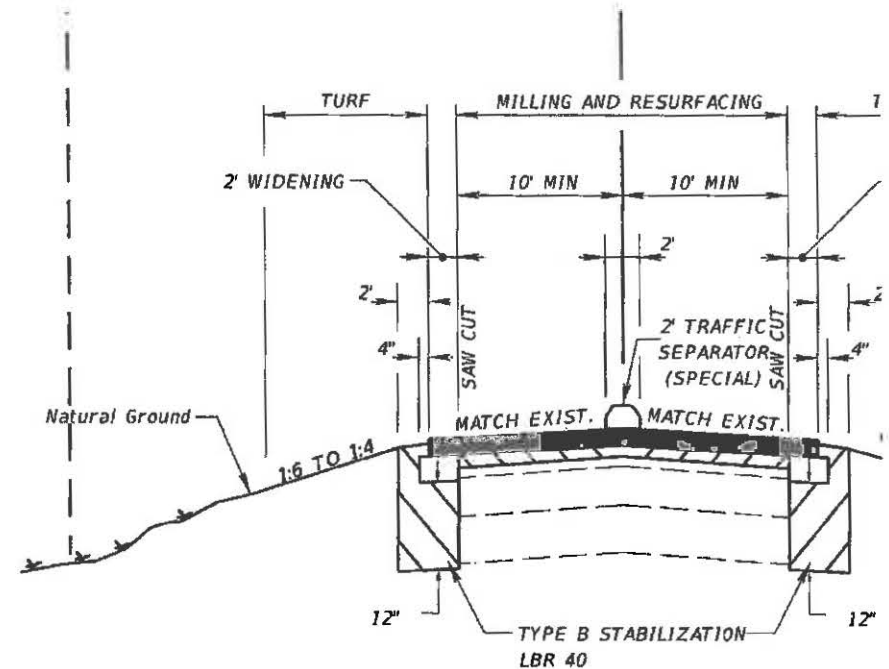
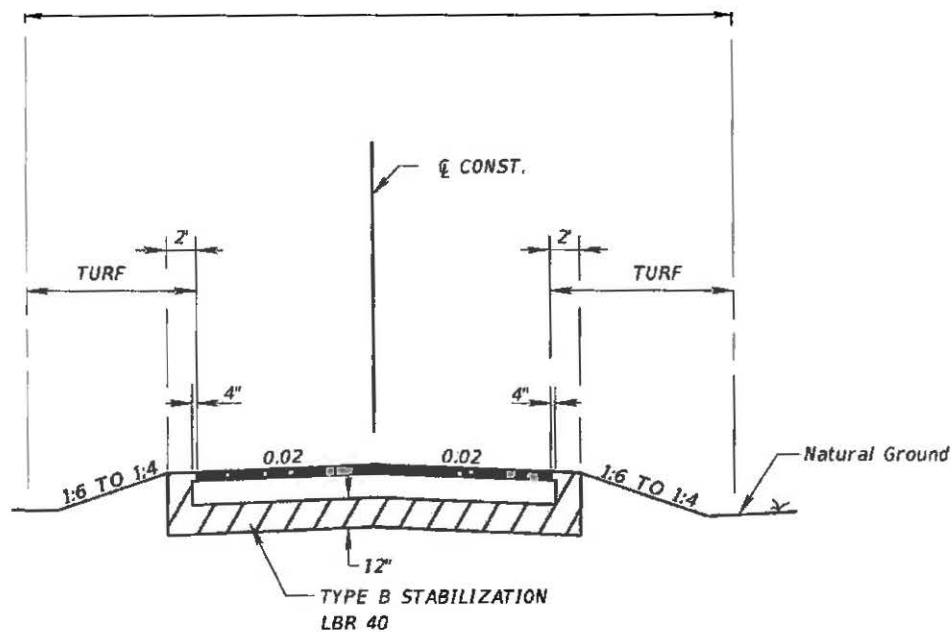
G PAVEMENT MARKINGS AND SIGNS INSIDE AND OUTSIDE THE CONSTRUCTION AREA SHALL CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED WITHOUT DAMAGING THE

LL BE FULL TIMBER CROSSING OR SUITABLE PANELS TO PROTECT THE MAINLINE TRAFFIC 1CM. TEMPORARY ROAD SURFACE SHALL BE SUITABLE FOR THE DETOUR TRAFFIC AND MUNICIPALITY HAVE JURISDICTION AND PAID BY CONTRACTOR. GRADE PROTECTION DURING ORDINATED WITH LOCATION MUNICIPALITY HAVING JURISDICTION AND THE PMCM AND PAID



TRANSITION PAVEMENT
 TYPE B STABILIZATION WITH
 OPTIONAL BASE GROUP 15 (9") AND
 TYPE SP STRUCTURAL COURSE (TRAFFIC C) (6")

WIDTH ARE VARIES FOR EACH GRADE CROSS ROAD.
 SEE CROSSING PLAN AND PROFILE SHEETS FOR DETAILS.



NEW CONSTRUCTION

TYPE B STABILIZATION WITH
OPTIONAL BASE GROUP 9 AND
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (2") AND
TYPE SP STRUCTURE COURSE (TRAFFIC C) (1 1/2")

OVERBUILD

TYPE SP OVERBUILD (TRAFFIC C) (9" MAX)

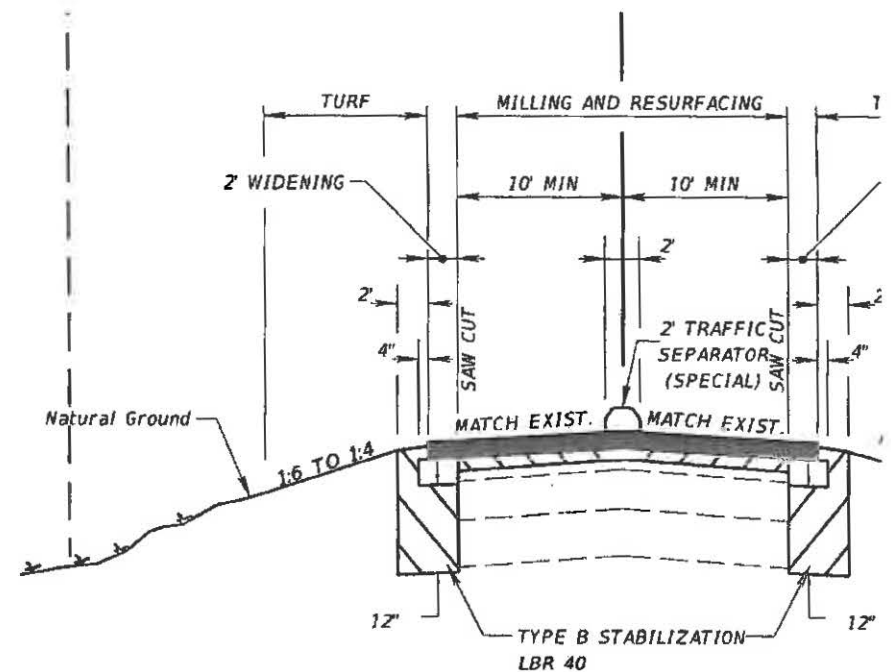
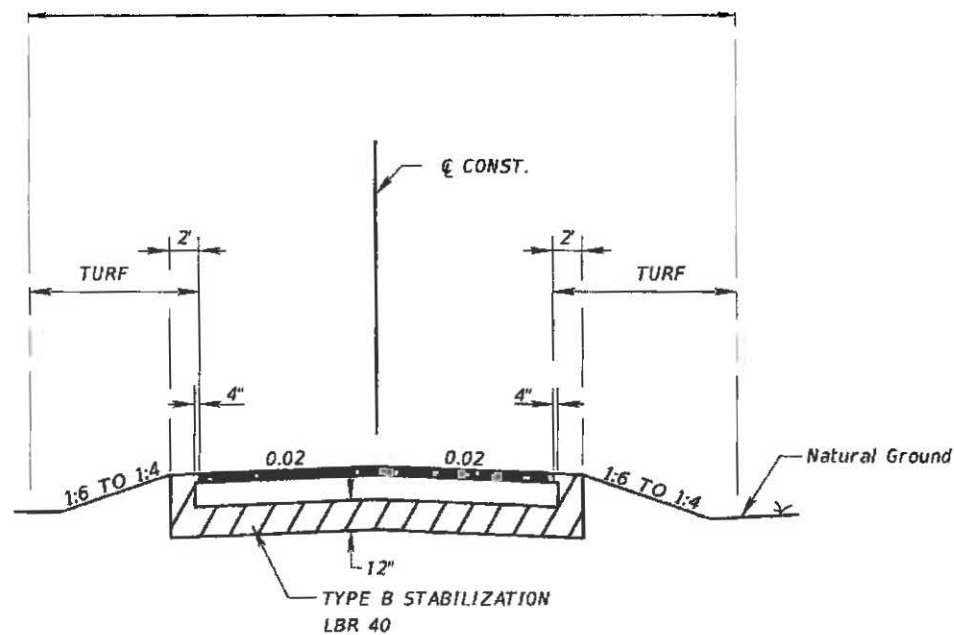
MILLING

MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1 1/2")

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1 1/2")

(FOR BREVARD COUNTY
GRADE CROSSING ROAD)



NEW CONSTRUCTION

TYPE B STABILIZATION WITH
OPTIONAL BASE GROUP 6 AND
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1 3/4") AND
TYPE SP STRUCTURE COURSE (TRAFFIC C) (1 1/4")

OVERBUILD

TYPE SP OVERBUILD (TRAFFIC C) (THICKNESS 9" MAX)

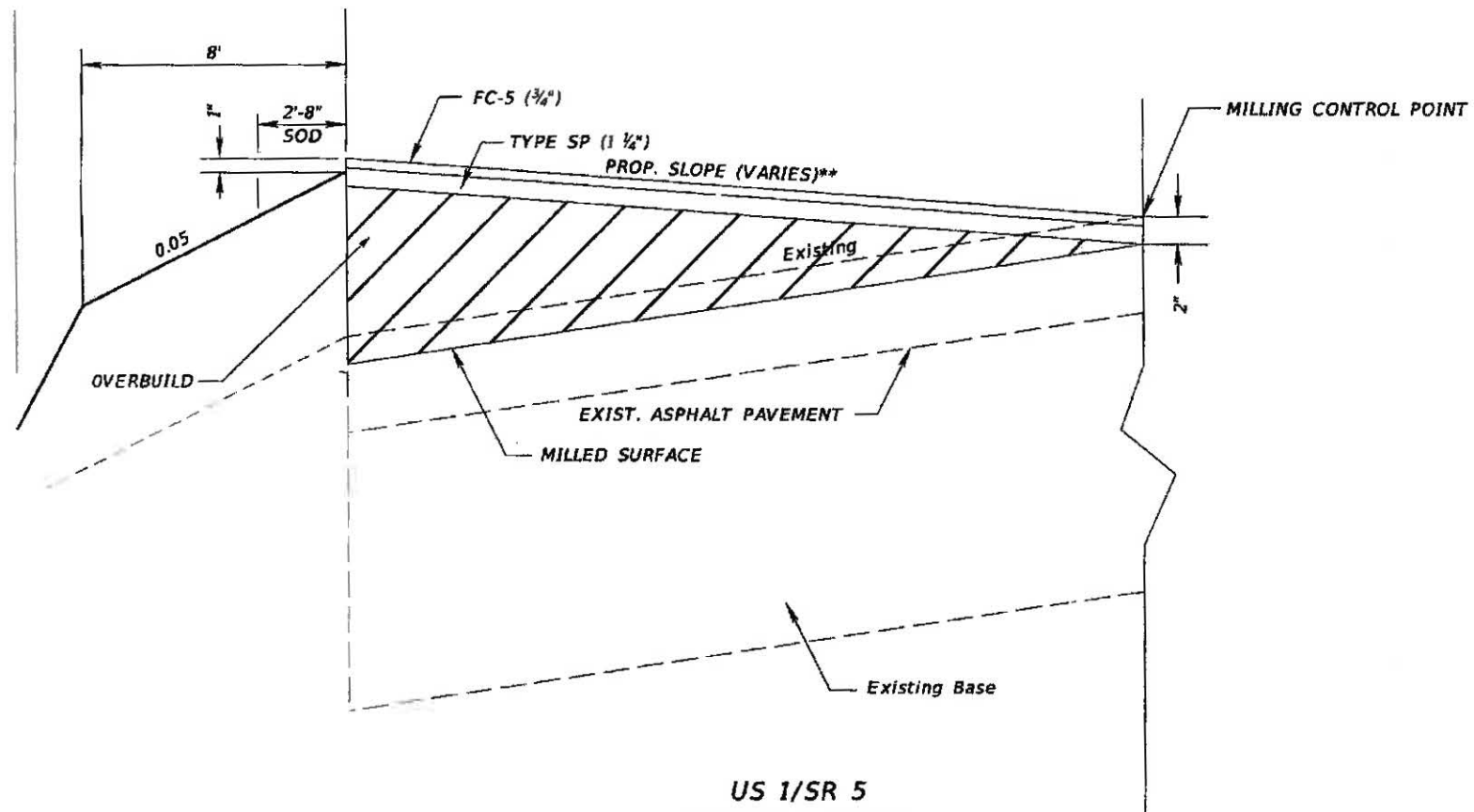
MILLING

MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1 1/2")

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1 1/2")

(FOR INDIAN RIVER COUNTY
GRADE CROSSING ROAD)



**US 1/SR 5
VARIABLE DEPTH
OVERBUILD AND RESURFACING DETAIL**

OVERBUILD

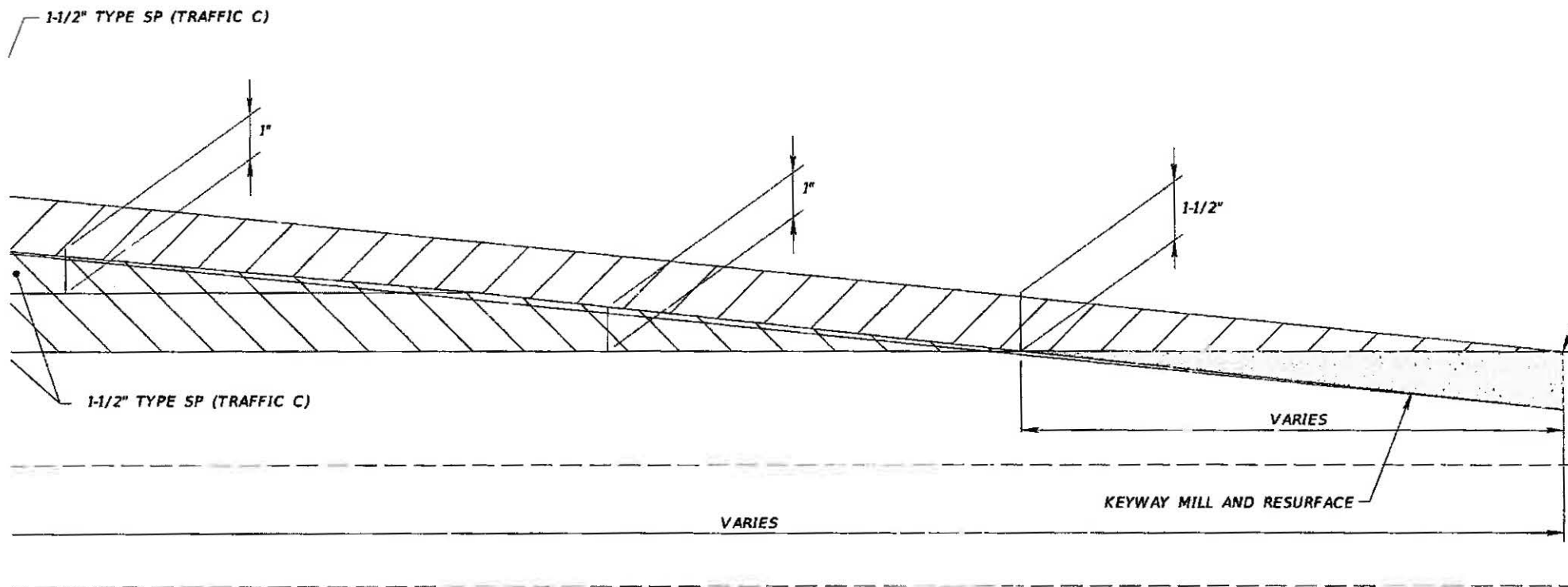
TYPE SP OVERBUILD (TRAFFIC C) (THICKNESS 9" MAX)

MILLING

MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (2")

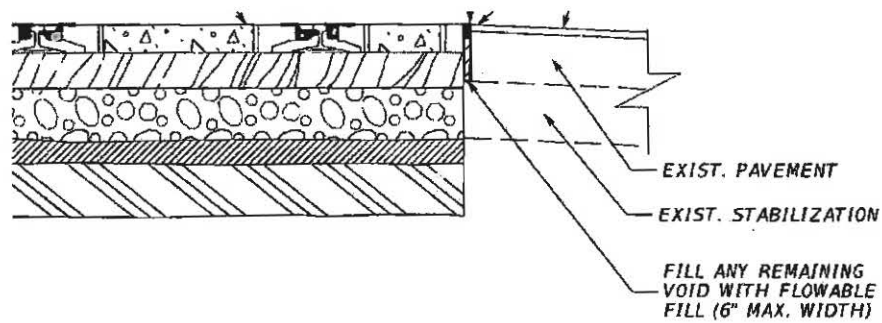
RESURFACING

FRICTION COURSE FC-5 (3/4")
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1 1/4")



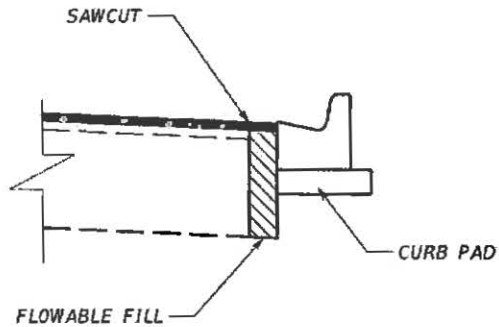
MILLING DETAIL

N.T.S.



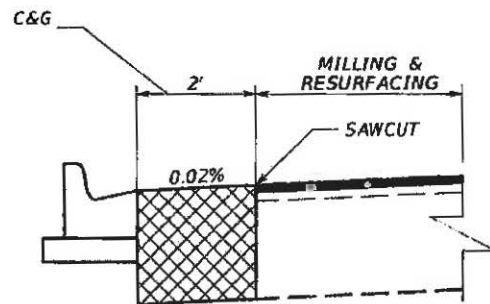
ADF CROSSING PANEL SHIFT & RESURFACE DETAIL

TO FECR ENGINEERING STANDARD ES6001.1 FOR FURTHER DETAILS.



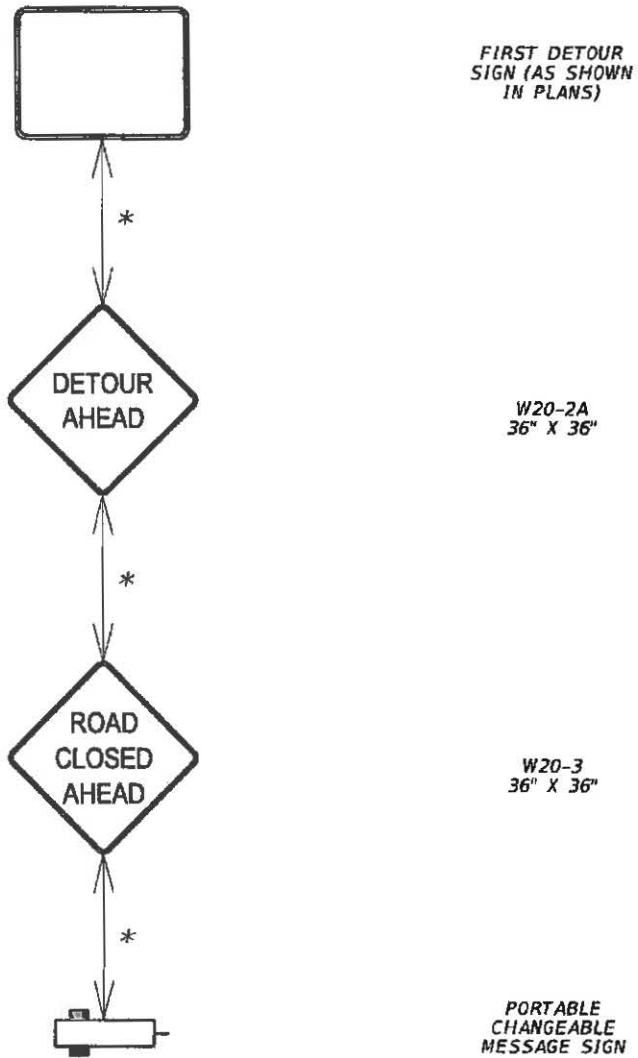
CURB & GUTTER REPLACEMENT DETAIL

IRB PADS WILL BE CONSTRUCTED OF 4" LIMEROCK BASE AND ALL COSTS WILL BE INCLUDED IN THE COST OF CURB AND GUTTER. CURB PADS SHALL EXTEND 4" BEYOND BACK



WIDENING DETAIL

IRB PADS WILL BE CONSTRUCTED OF 4" LIMEROCK BASE AND ALL COSTS WILL BE INCLUDED IN THE COST OF CURB AND GUTTER. CURB PADS SHALL EXTEND 4" BEYOND BACK



- NOTES:
1. WHEN THE POSTED SPEED IS 40 MPH OR LESS, THE LENGTH BETWEEN ADVANCE WARNING SIGNS WILL BE 100 FEET.
 2. WHEN THE POSTED SPEED IS 45 MPH OR GREATER, THE LENGTH BETWEEN ADVANCE WARNING SIGNS WILL BE 350 FEET.

CONVENTIONAL ROAD

FREEWAY OR
EXPRESSWAY

POST-MOUNTED
MULTI-LANE
(SPEED LIMIT:
MORE THAN 40 MPH)



24" X 12"
21" X 15"

30" X 15"
30" X 21"



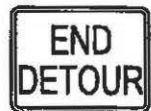
30" X 24"

48" X 36"



30" X 24"

48" X 36"



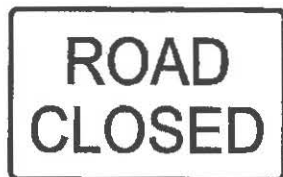
24" X 18"

24" X 18"



24" X 12"
21" X 15"

30" X 15"
30" X 21"



48" X 30"

POST-MOUNTED
2-LANE
(ALL SPEED LIMITS)
MULTI-LANE
(SPEED LIMIT:
40 MPH OR LESS)



EXIST. RR R/W LINE

PROP. FECR/AAF
MAIN TRACK 2

PROP. FECR/AAF
MAIN TRACK 1

EXIST. RR R/W LINE

15' OF SILT FENCE BARRIER

PROP. CONCRETE PANELS

BEGIN CONSTRUCTION
STA. 14+59.91

ND ROAD

STA. 15+00.00 @ Q CONST. ROSELAND ROAD
STA. 2455+77.52 @ PROP. FECR/AAF MAIN TRACK 1

RESURFACE EXIST. PANELS

END CONSTRUCTION
STA. 15+43.46

Q CONST. ROSELAND

24' OF SILT FENCE BARRIER

8' CONC. SWK.

8' CONC. SWK.

PROP. CONCRETE PANELS

8' CONC. SWK.

+77.34
19.82' LT
+70.33
25.47' LT
+59.91
15.46' LT
MATCH EXIST
EL. 20.38
+74.38
19.34' LT
+74.98
15.71' LT

+97.21
21.44' LT
+89.21
21.77' LT
+92.11
16.26' LT

+59.91
13.43' RT
MATCH EXIST
EL. 20.34

+77.56
+79.93
14.45' RT
+83.93
20.26' RT
+80.97
20.75' RT

+04.92
+97.38
15.81' RT
+95.77
18.32' RT

+54.91
23.39' RT

+78.152
24.36' RT
+82.18
28.10' RT
+85.14
27.61' RT

+93.78
18.55' RT
+95.00
25.99' RT

+49.46
29.91' RT

+84.00
39.21' RT
MATCH EXIST
EL. 20.62

+96.98
25.67' RT
+99.52
28.80' RT

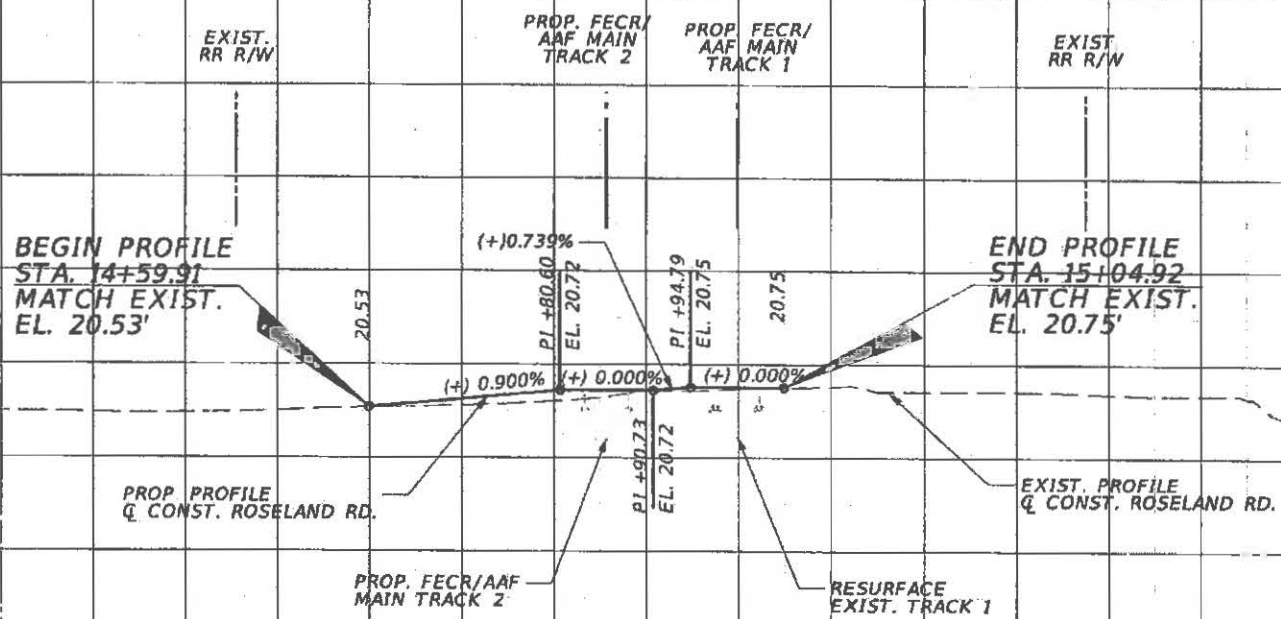
+50.48
37.63' RT
MATCH EXIST
EL. 20.11

+84.81
44.13' RT
+87.77
43.65' RT

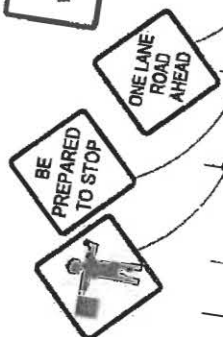
+101.43
40.58' RT
+99.61
41.70' RT
+97.64
42.03' RT

+43.46
36.32' RT
MATCH EXIST
EL. 20.25

80°40'28"



SP 1W



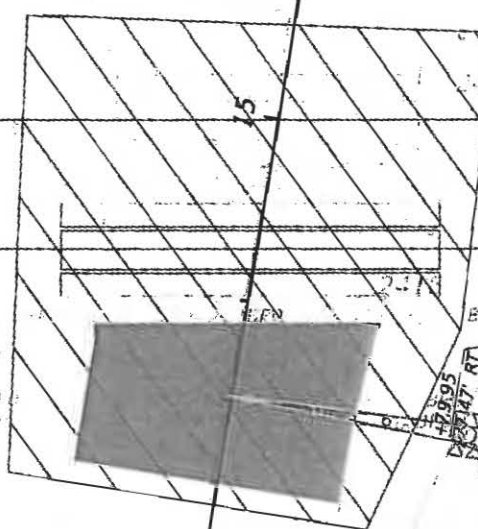
ROAD CLOSED

SIDEWALK CLOSED

PROP. FECR/AAF
MAIN TRACK 2

2455

115



ROAD CLOSED

SIDEWALK CLOSED

+27.80
13.30' RT

+77.80
38.08' RT

+98.15
40.01' RT

+12.78
38.80' RT

+91.28
23.06' RT

+11.81
27.82' RT

+34.39
18.17' RT

+39.86
13.40' RT

+50.54
18.64' RT

+41.68
26.41' RT

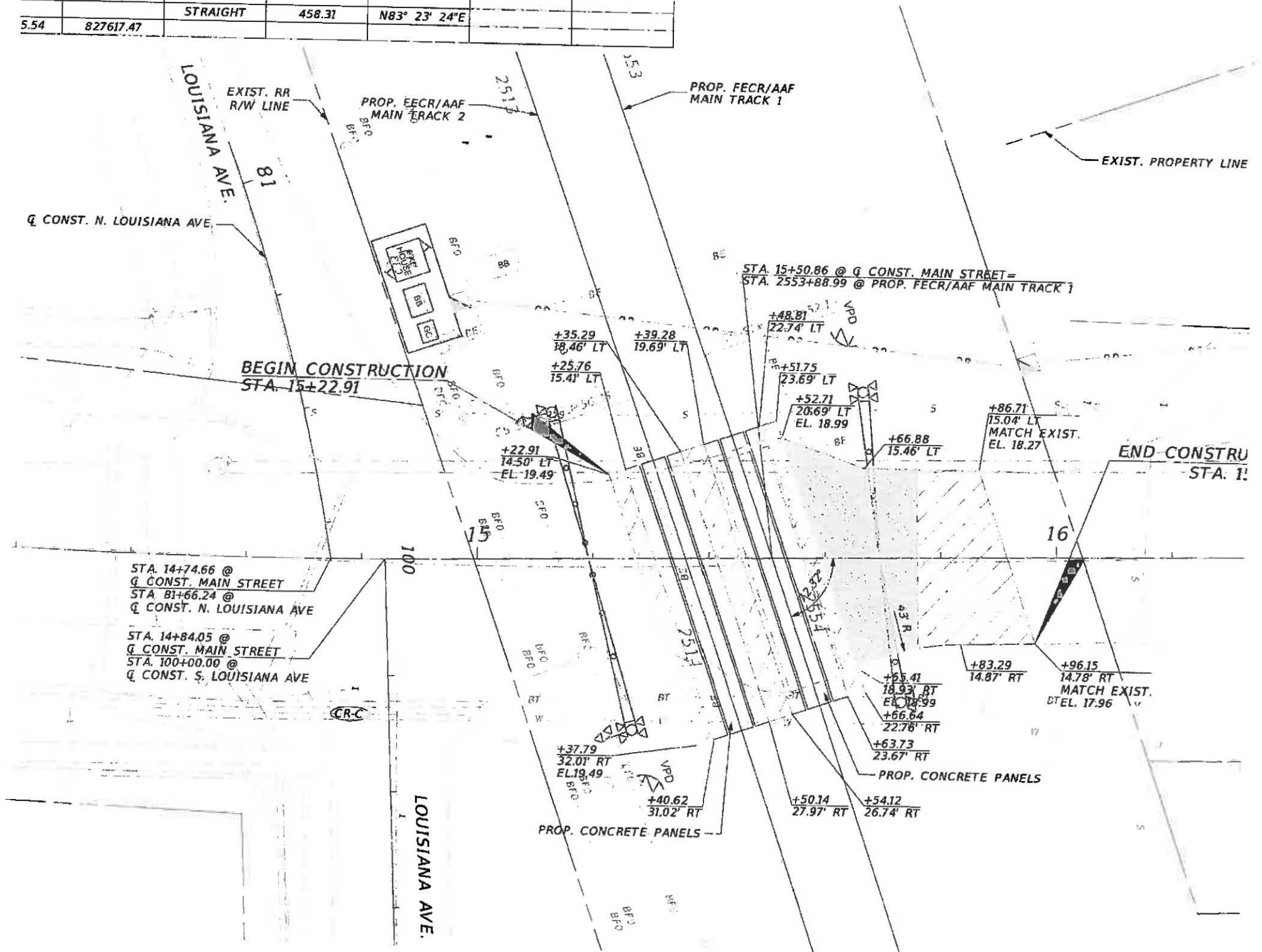
+68.44
12.40' RT

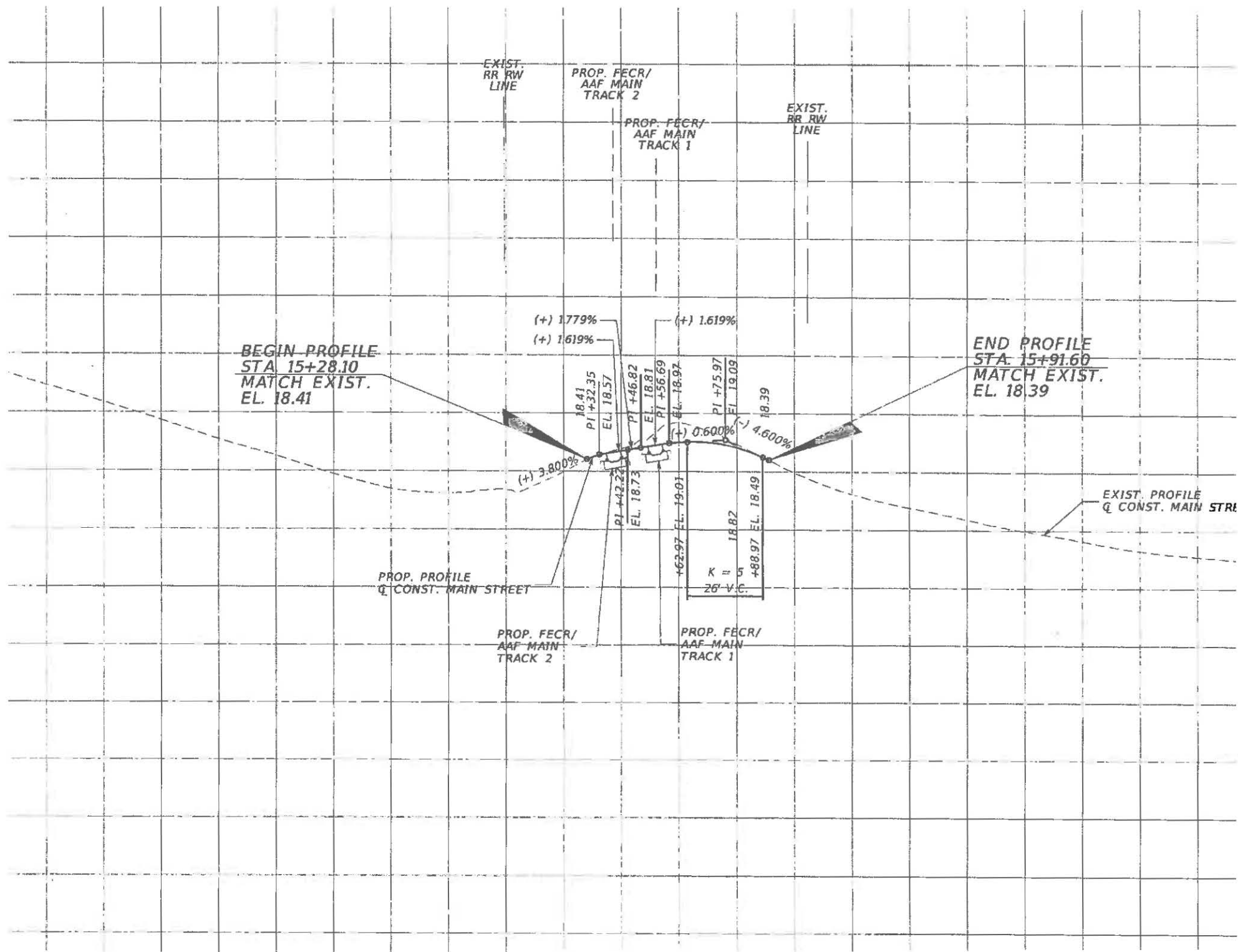
Q CONST. ROSE

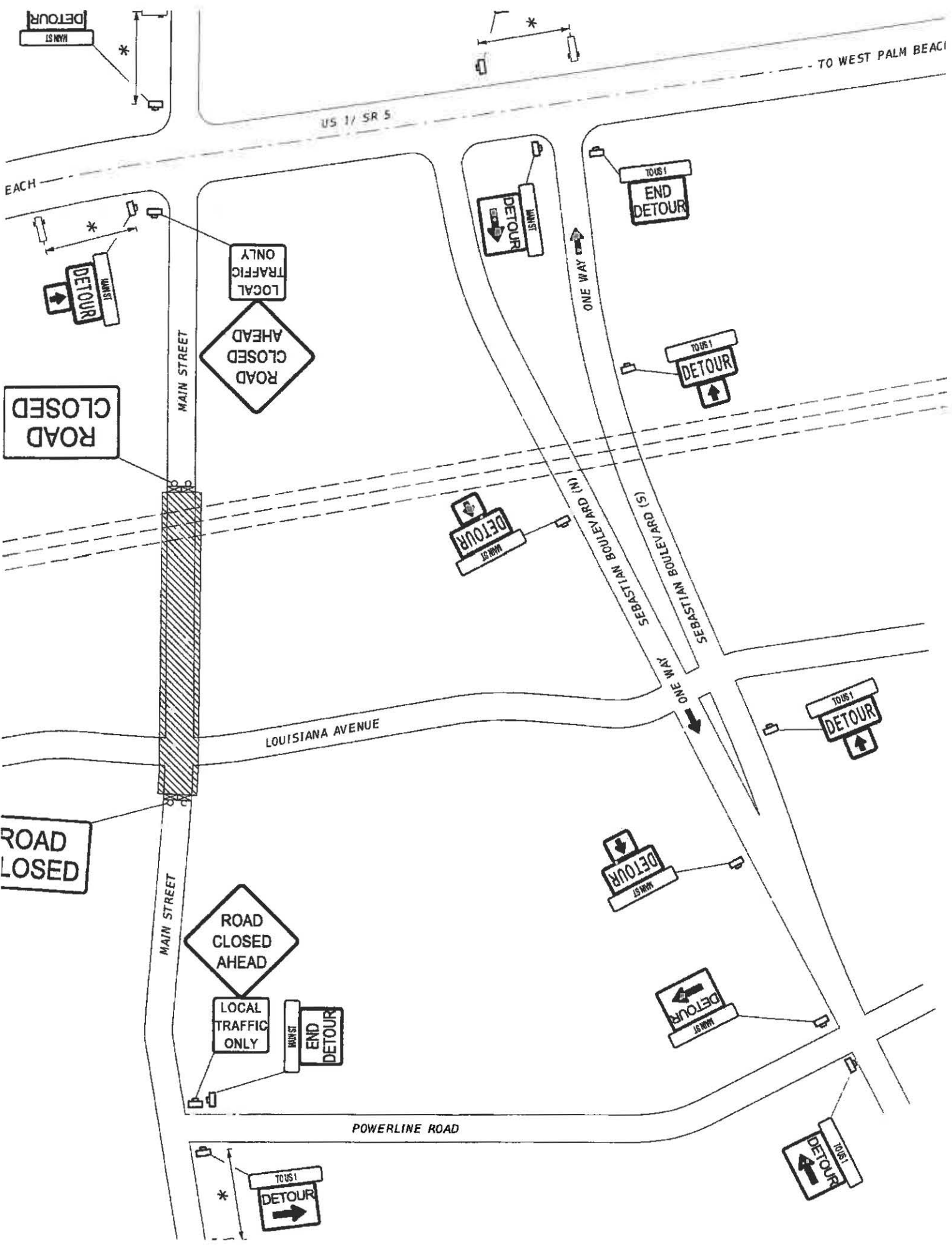
14



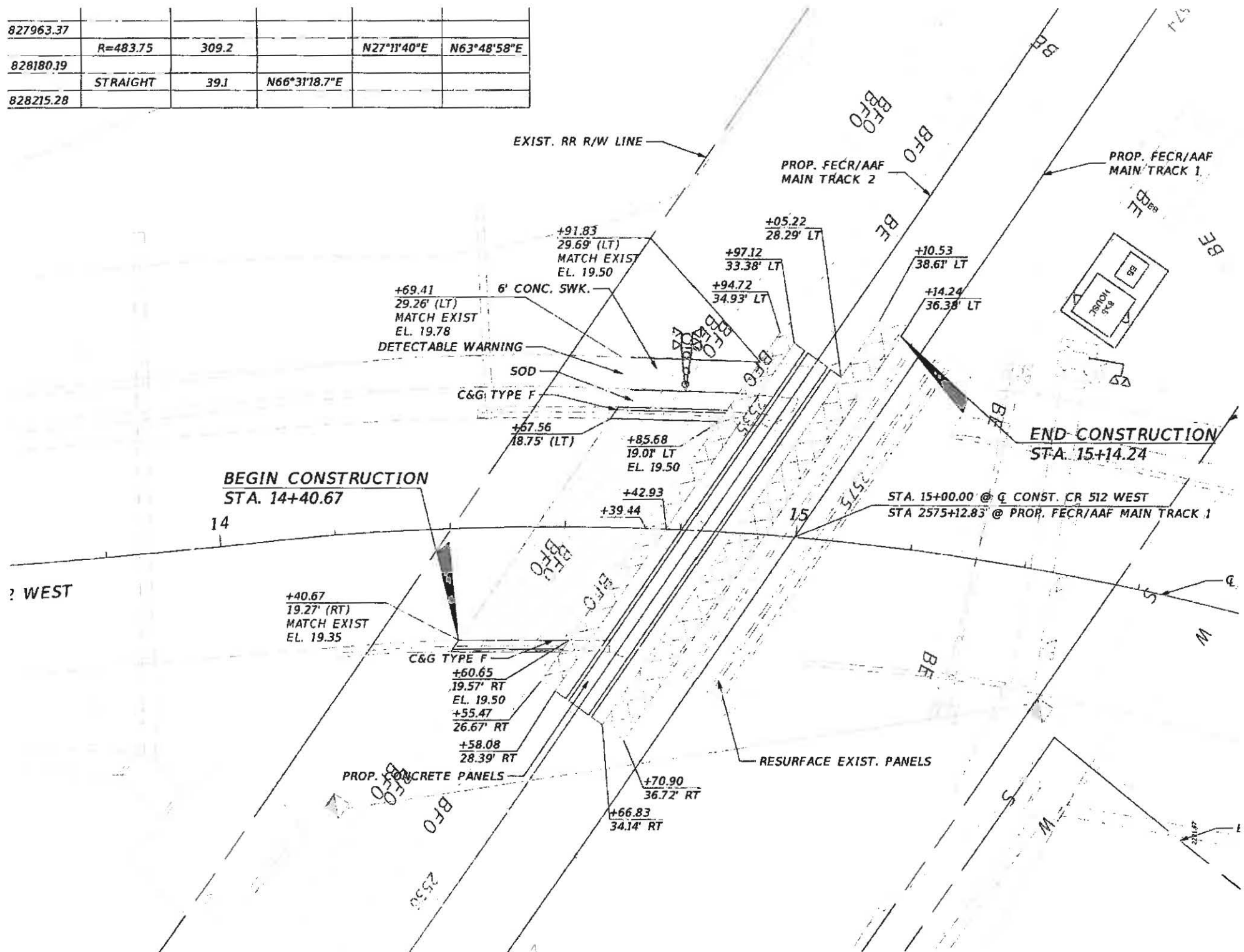
2.79	827162.20				
		STRAIGHT	458.31	N83° 23' 24"E	
5.54	827617.47				







827963.37					
	R=483.75	309.2		N27°11'40"E	N63°48'58"E
828180.19					
	STRAIGHT	39.1	N66°31'18.7"E		
828215.28					



BEGIN PROFILE
STA. 14+55.00
MATCH EXIST.
EL. 19.32

PROP. PROFILE
C CONST. CR 512 WEST

EXIST. RR
R/W LINE

PROP. FECR/
AAF MAIN
TRACK 2

PROP. FECR/
AAF MAIN
TRACK 1

EXIST. RR
R/W LINE

19.32
(+) 0.980%
PI +77.54
EL. 19.34
(-) 0.000%
PI +89.79
EL. 19.54
(-) 0.447%
PI +93.76
EL. 19.52
(-) 0.000%

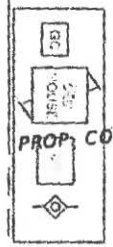
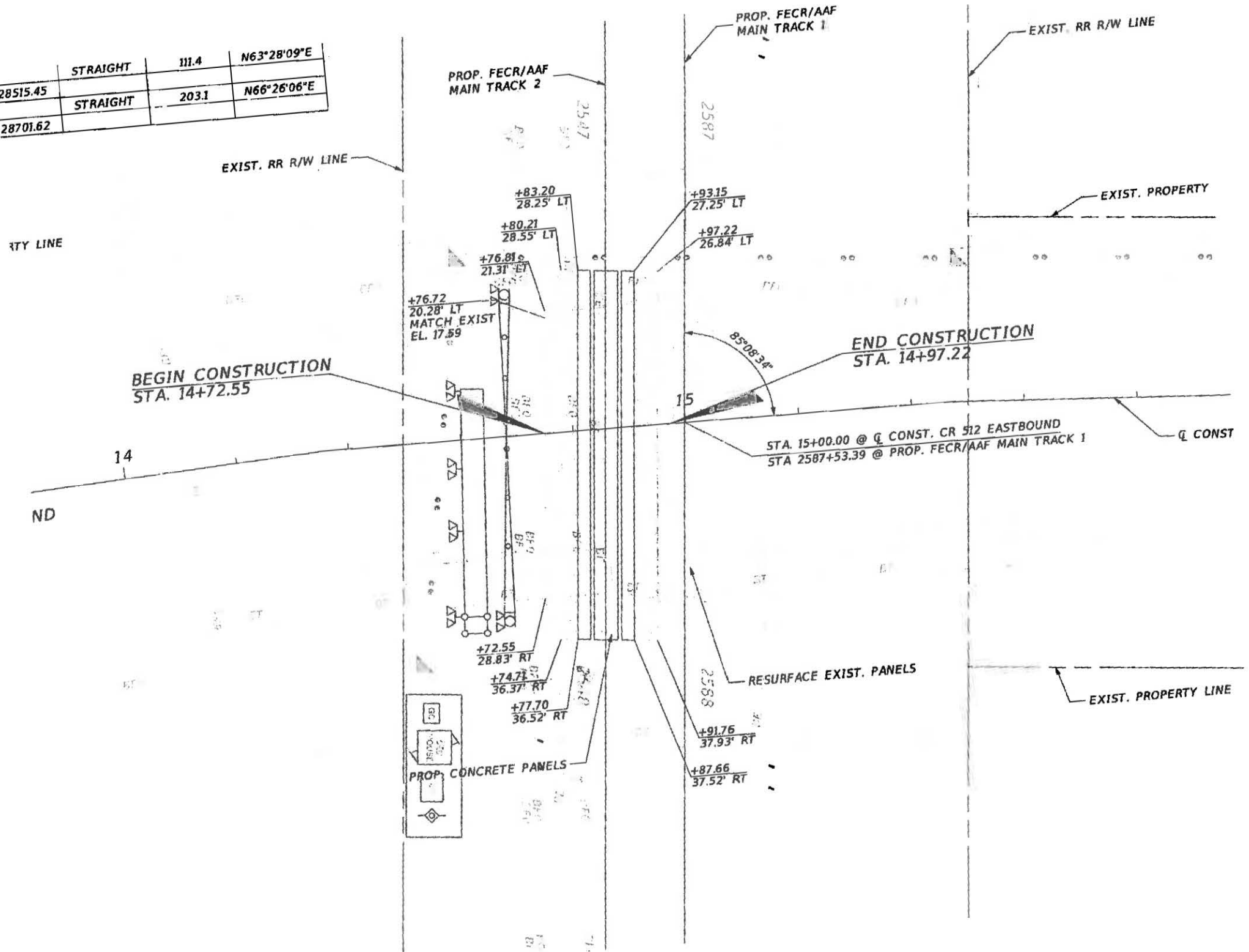
RESURFACE
EXIST PANELS

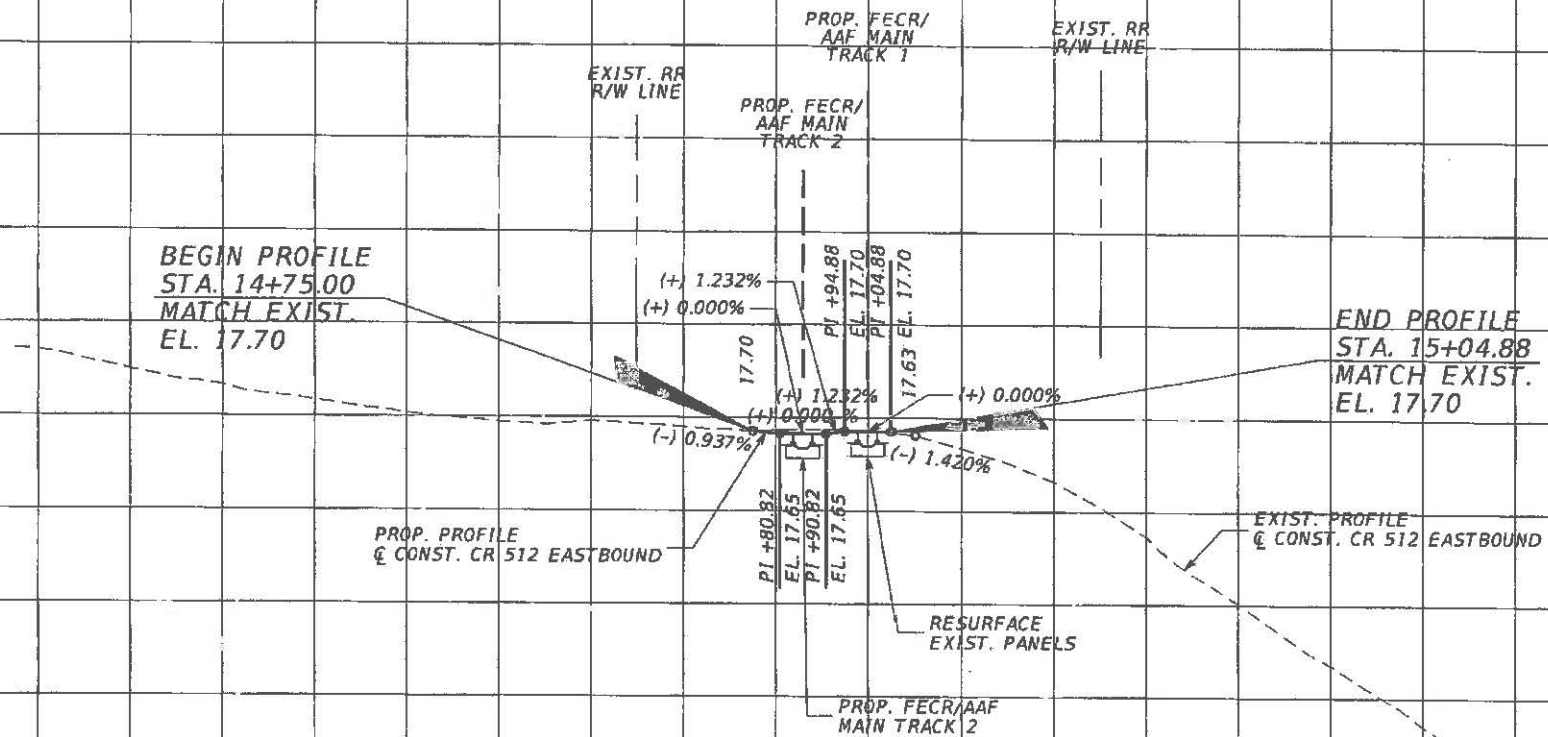
PROP. FECR/AAF
MAIN TRACK 2

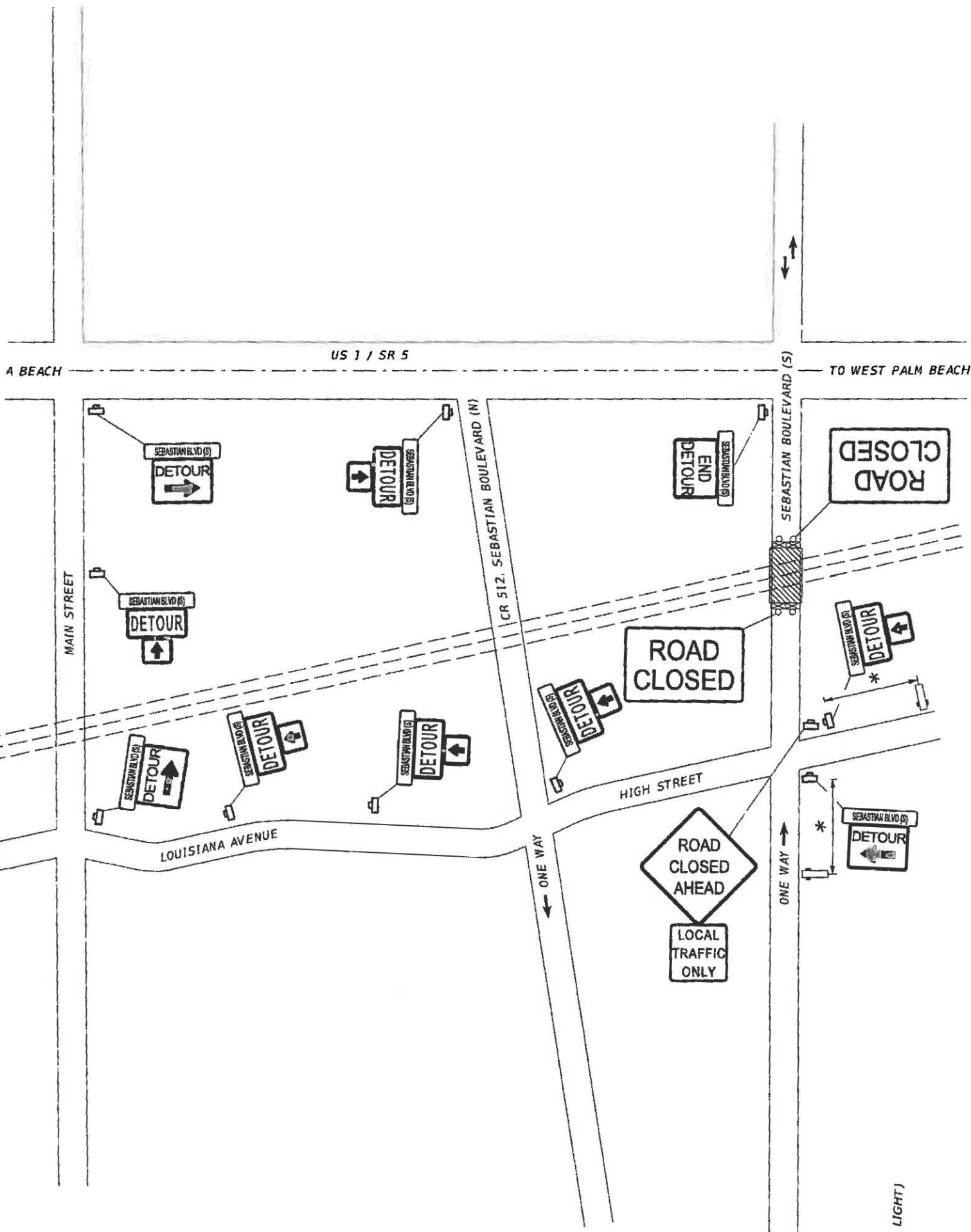
EXIST. PROFILE
C CONST. CR 512 WEST

END PROFILE
STA. 15+05.51
EL. 19.52

	STRAIGHT	111.4	N63°28'09"E
28515.45			
	STRAIGHT	203.1	N66°26'06"E
28701.62			

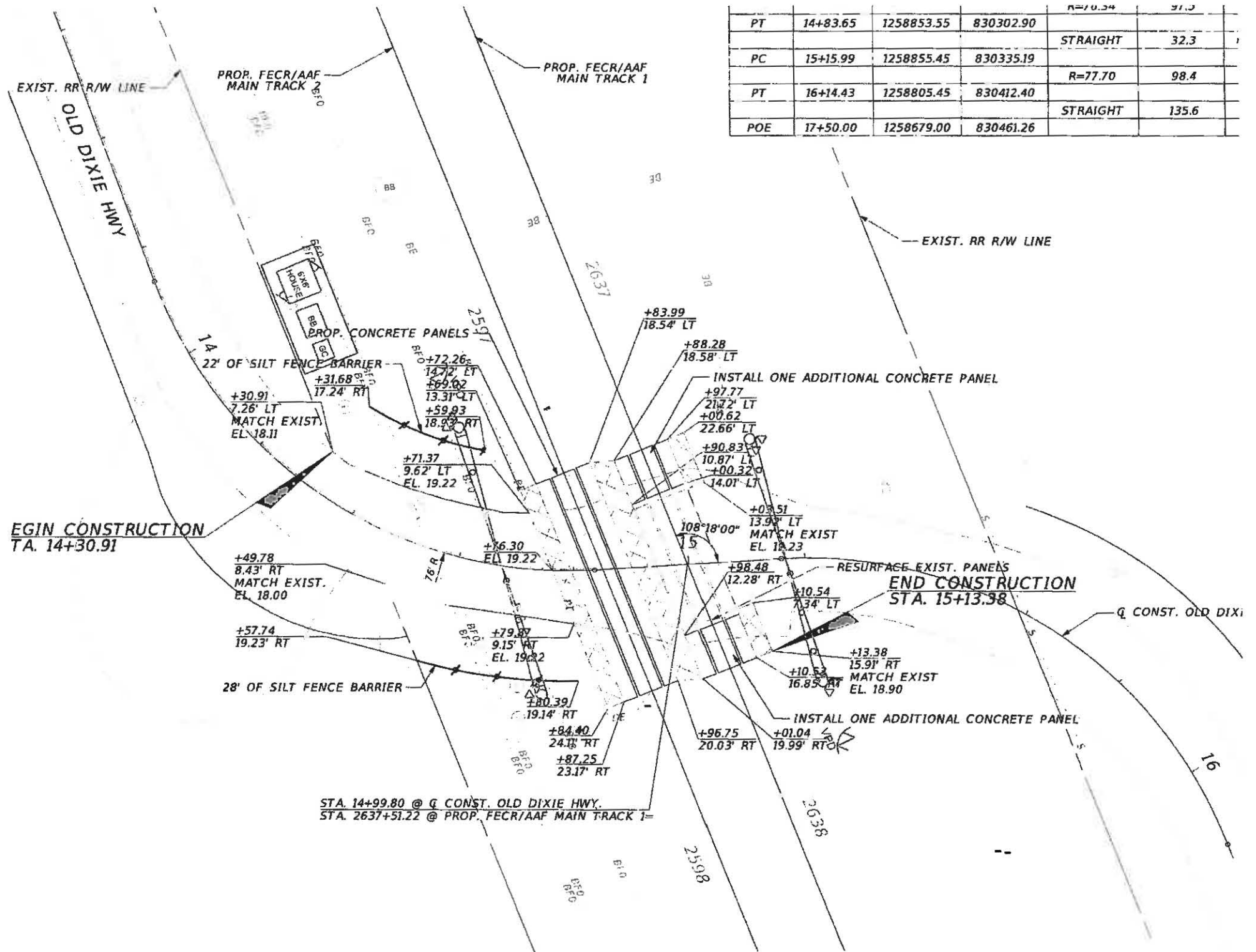






FLASHING LIGHT
SECTION

PT	14+83.65	1258853.55	830302.90	R=70.34	37.3
PC	15+15.99	1258855.45	830335.19	STRAIGHT	32.3
PT	16+14.43	1258805.45	830412.40	R=77.70	98.4
POE	17+50.00	1258679.00	830461.26	STRAIGHT	135.6



EXIST.
RR R/W

PROP. FECH/AAE MAIN
TRACK 2

PROP. FECH/AAE MAIN
TRACK 1

PROP. PROFILE
Q CONST. OLD DIXIE HWY.

EXIST.
RR R/W

END PROFILE
STA. 15+04.96
MATCH EXIST.
EL. 19.31

EXIST. PROFILE
Q CONST. OLD DIXIE HWY.

RESURFACE
EXIST. TRACK 1

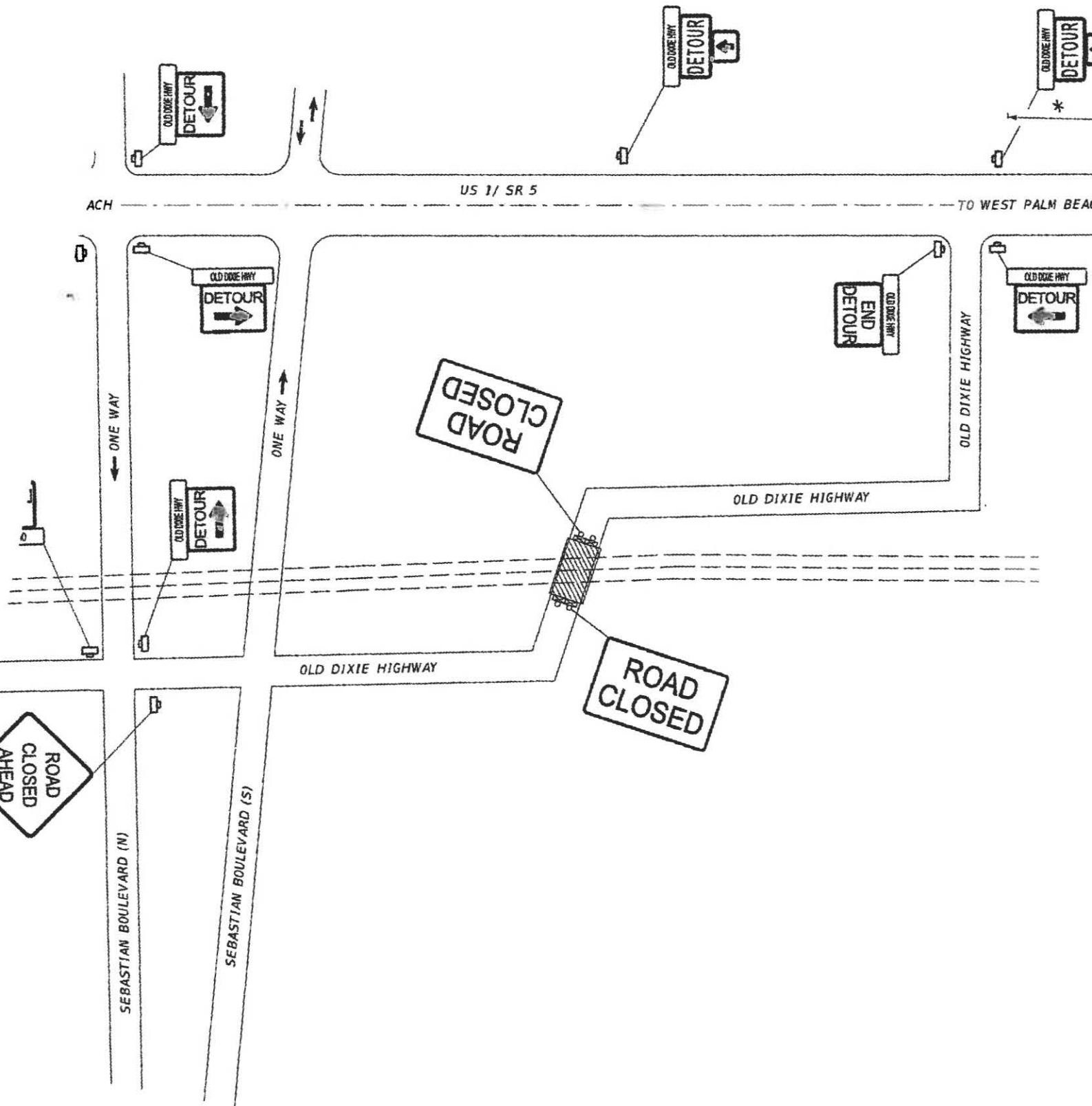
PROP. FECH/AAE
MAIN TRACK 2

K = 7
15' V.C.

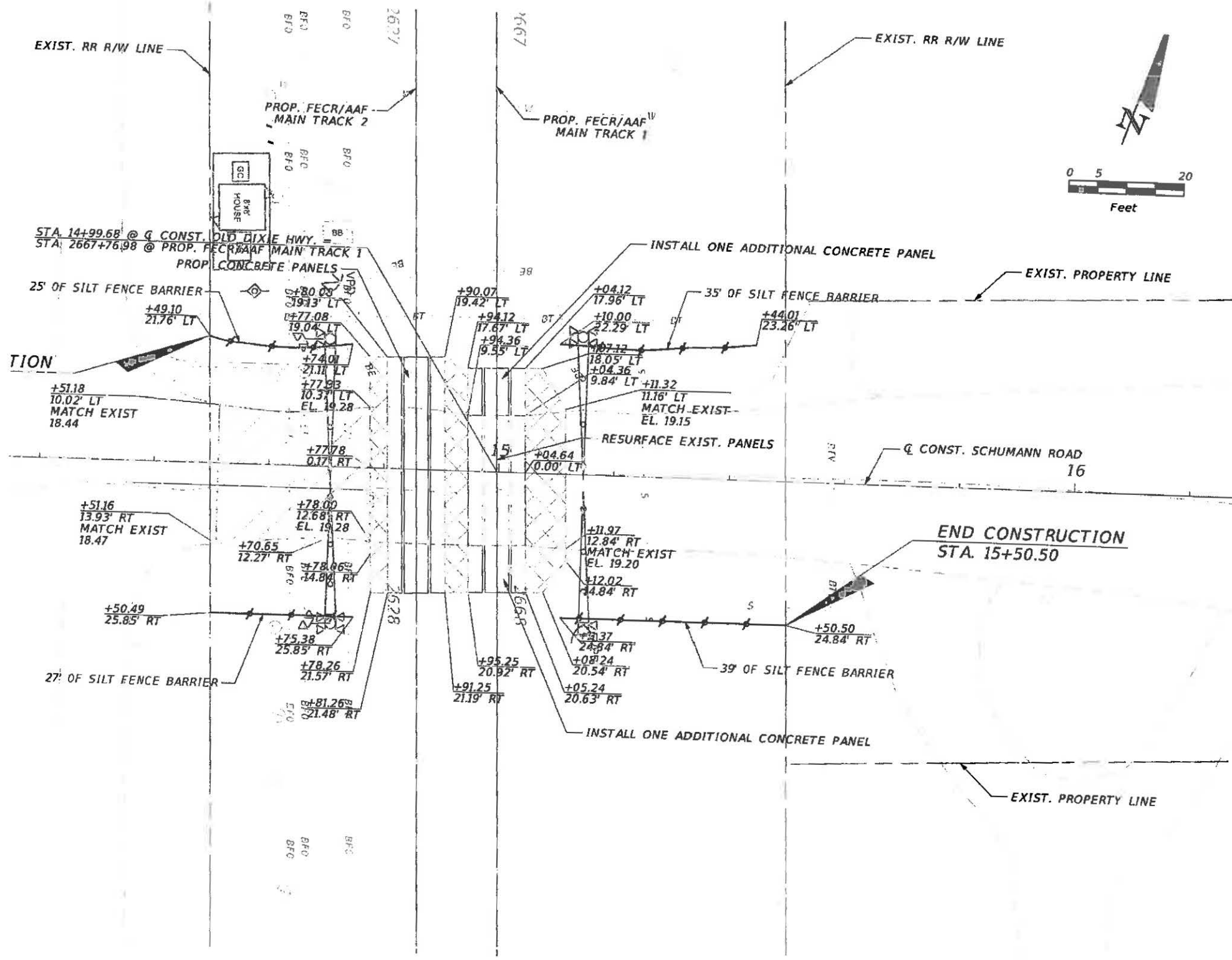
K = 3
15' V.C.

BEGIN PROFILE
STA. 14+42.49
MATCH EXIST.
EL. 18.15





SHING LIGHT)



BEGIN PROFILE
STA. 14+51.16
MATCH EXIST.
EL. 18.69'

EXIST.
RR R/W

PROP. FECR/
AAF MAIN
TRACK 2

PROP. FECR/
AAF MAIN
TRACK 1

EXIST.
RR R/W

END PROFILE
STA. 15+04.64
MATCH EXIST.
EL. 19.34'

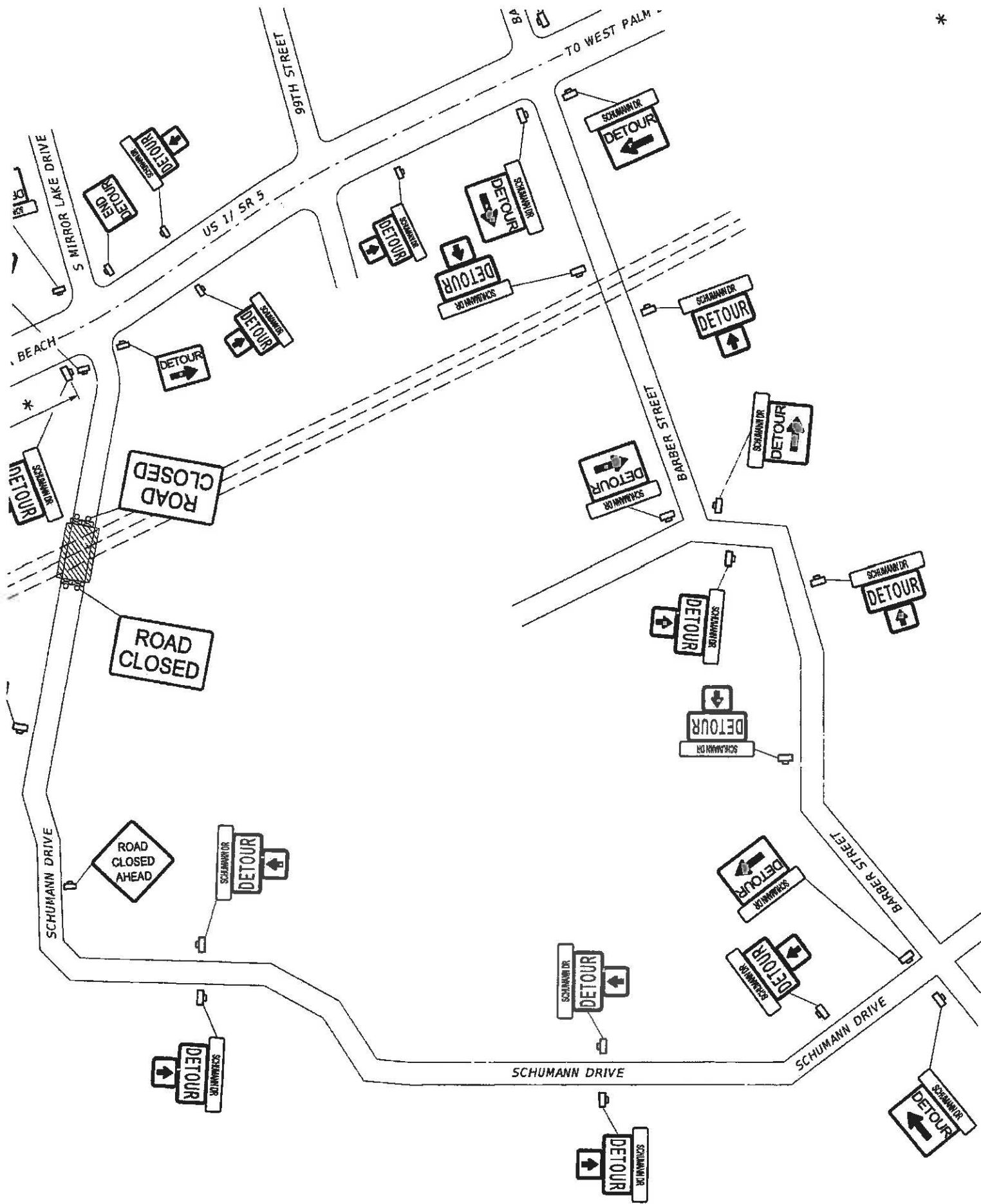
(+) 2.200%

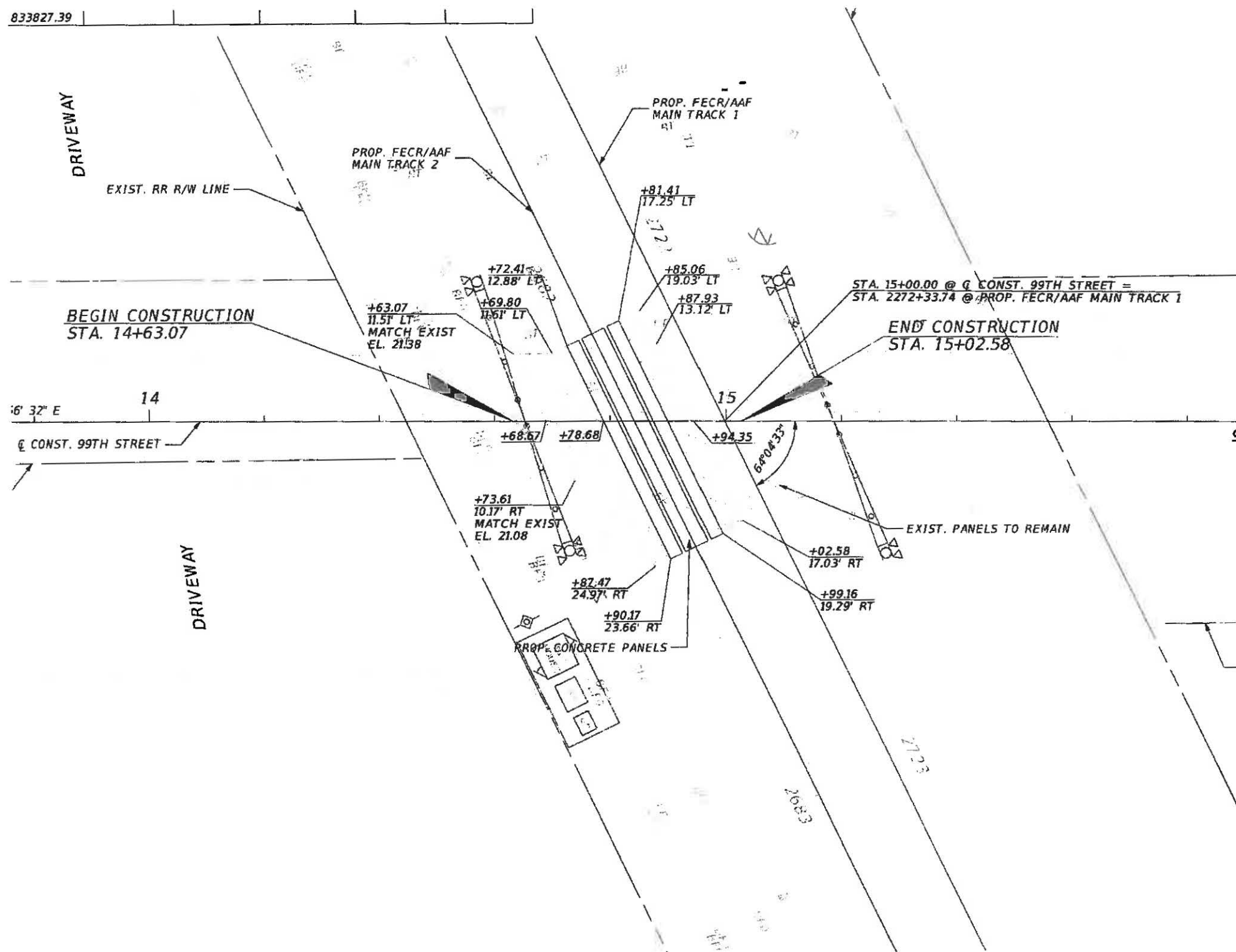
(+) 0.000%

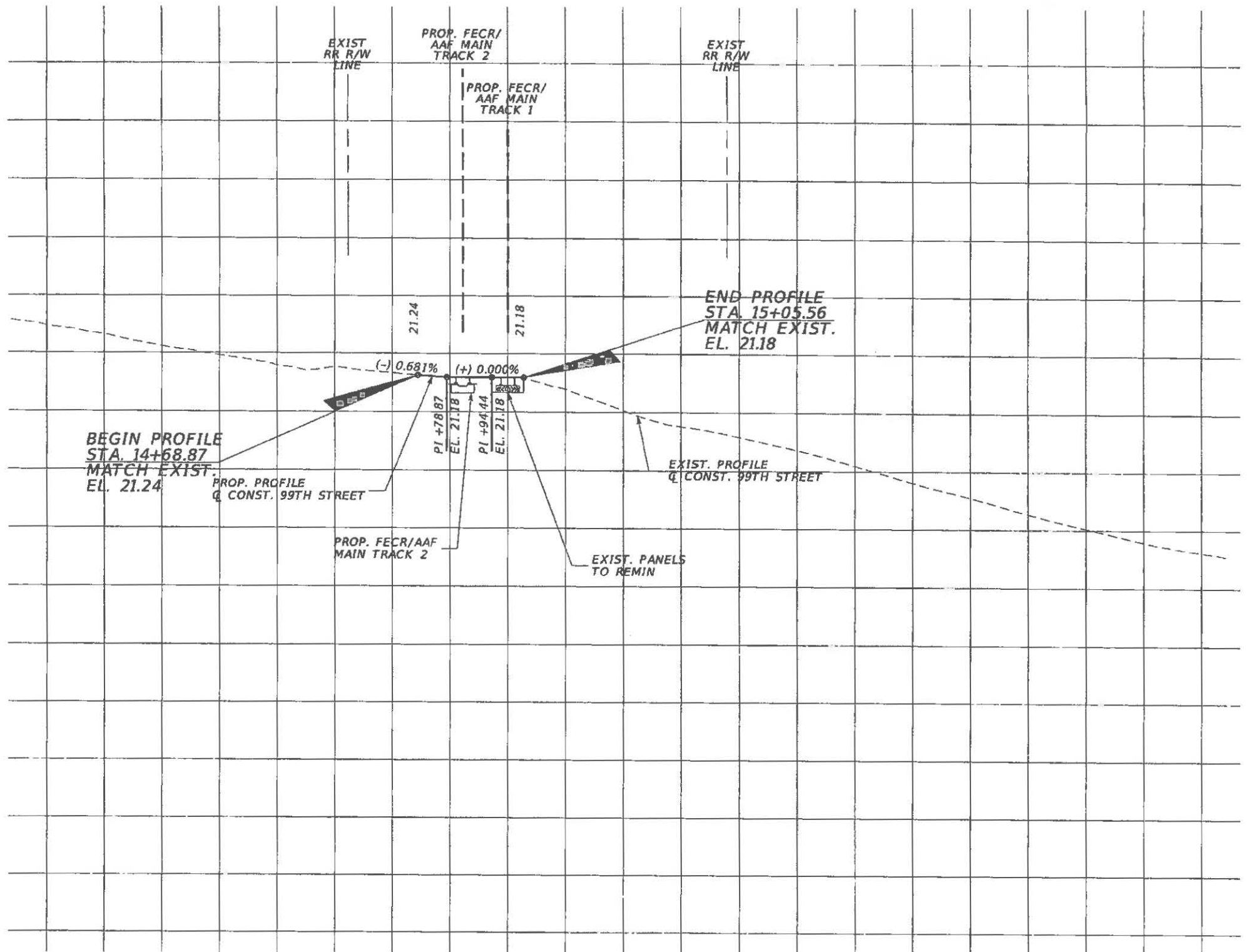
RESURFACE
EXIST. PANELS

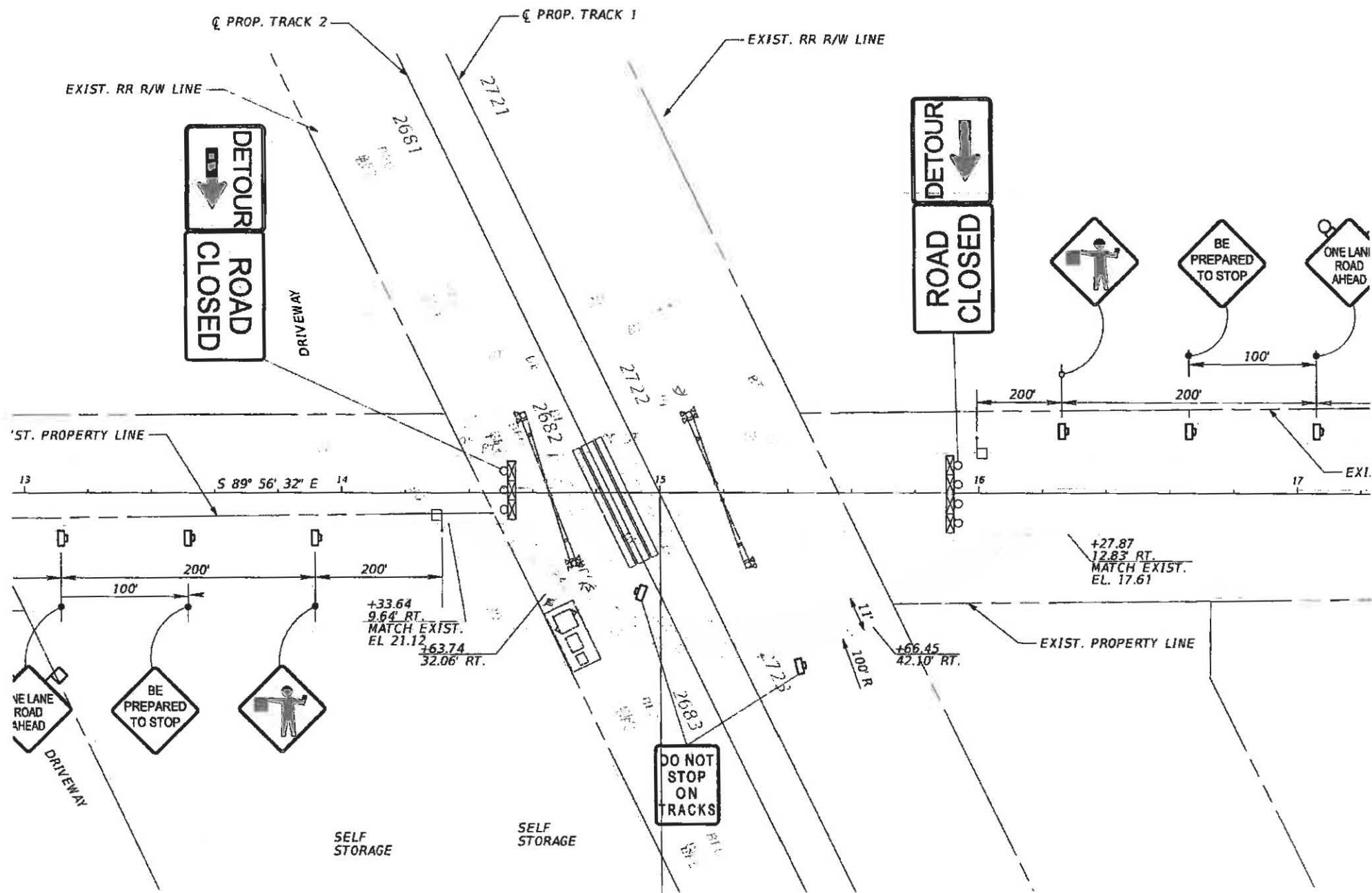
PROP. FECR/AAF
MAIN TRACK 2
PROP. PROFILE
Q CONST. SCHUMANN RD.

EXIST. PROFILE
Q CONST. SCHUMANN RD.

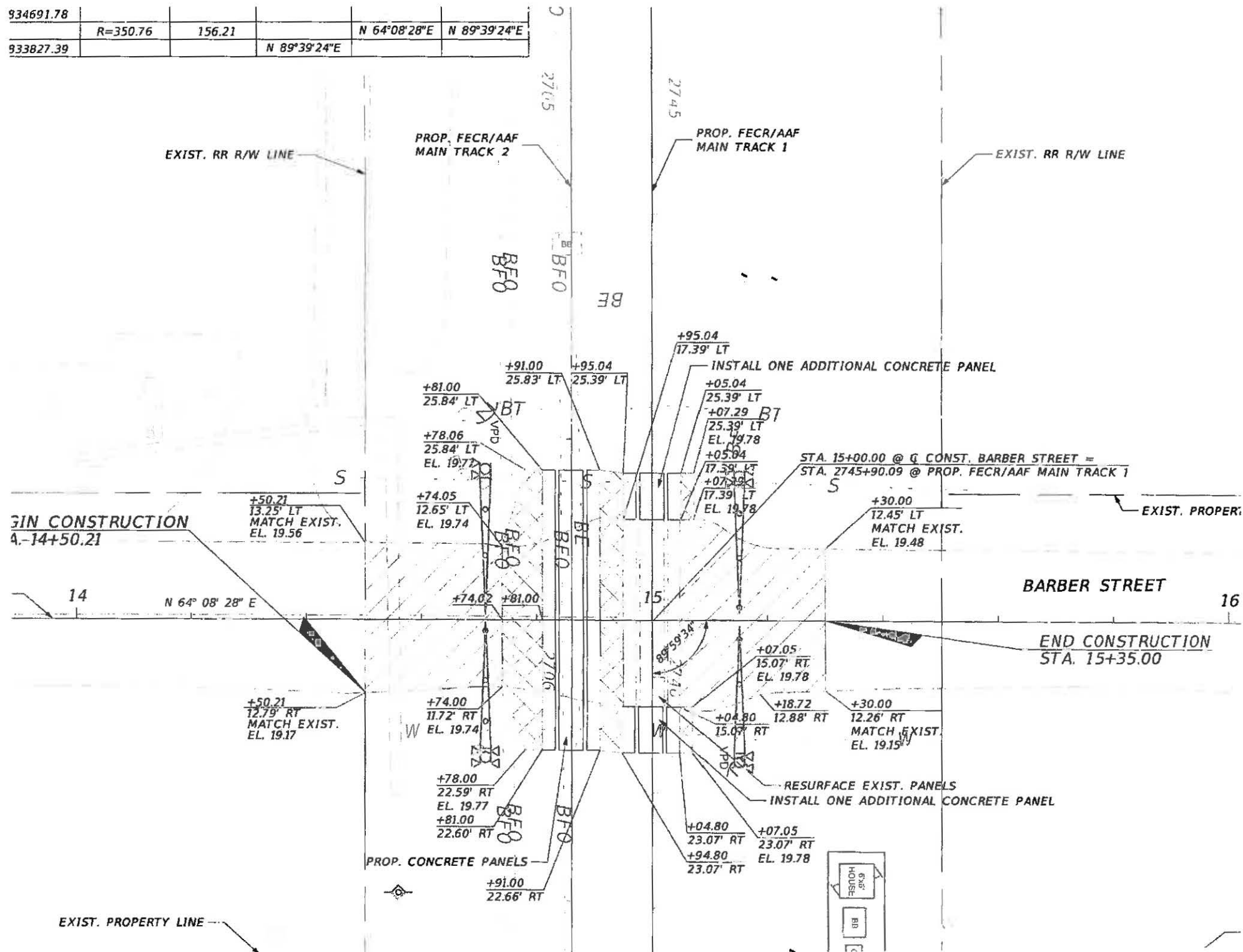


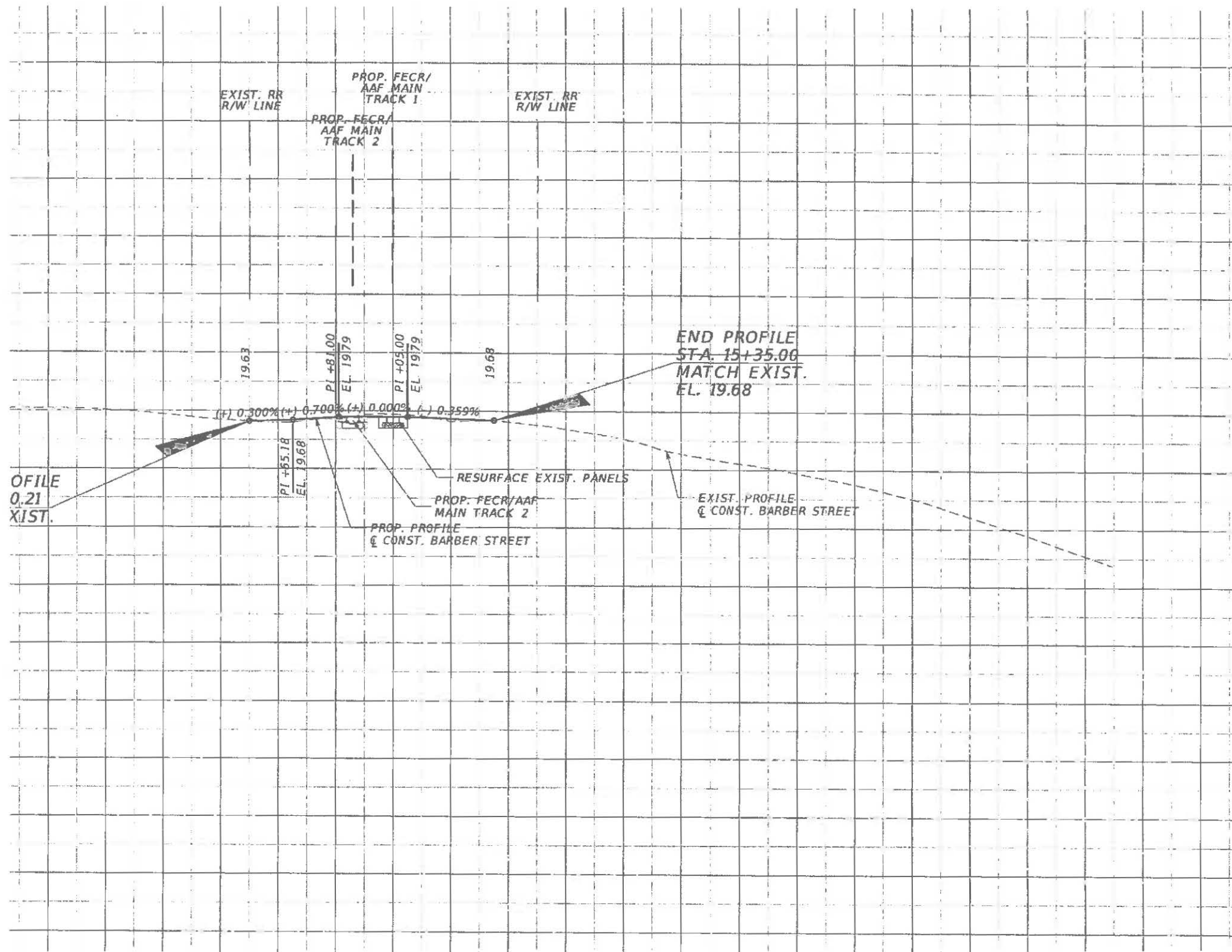


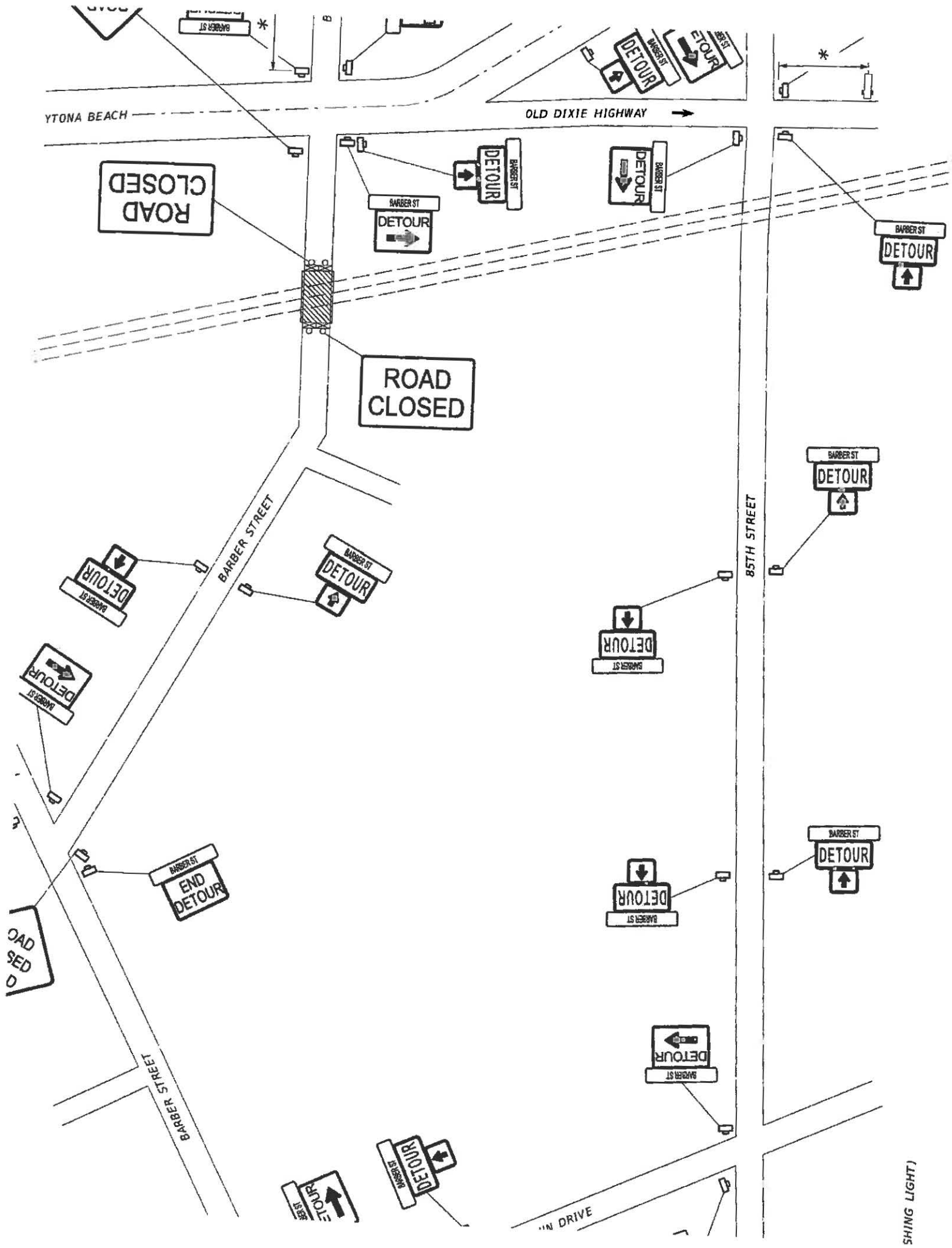




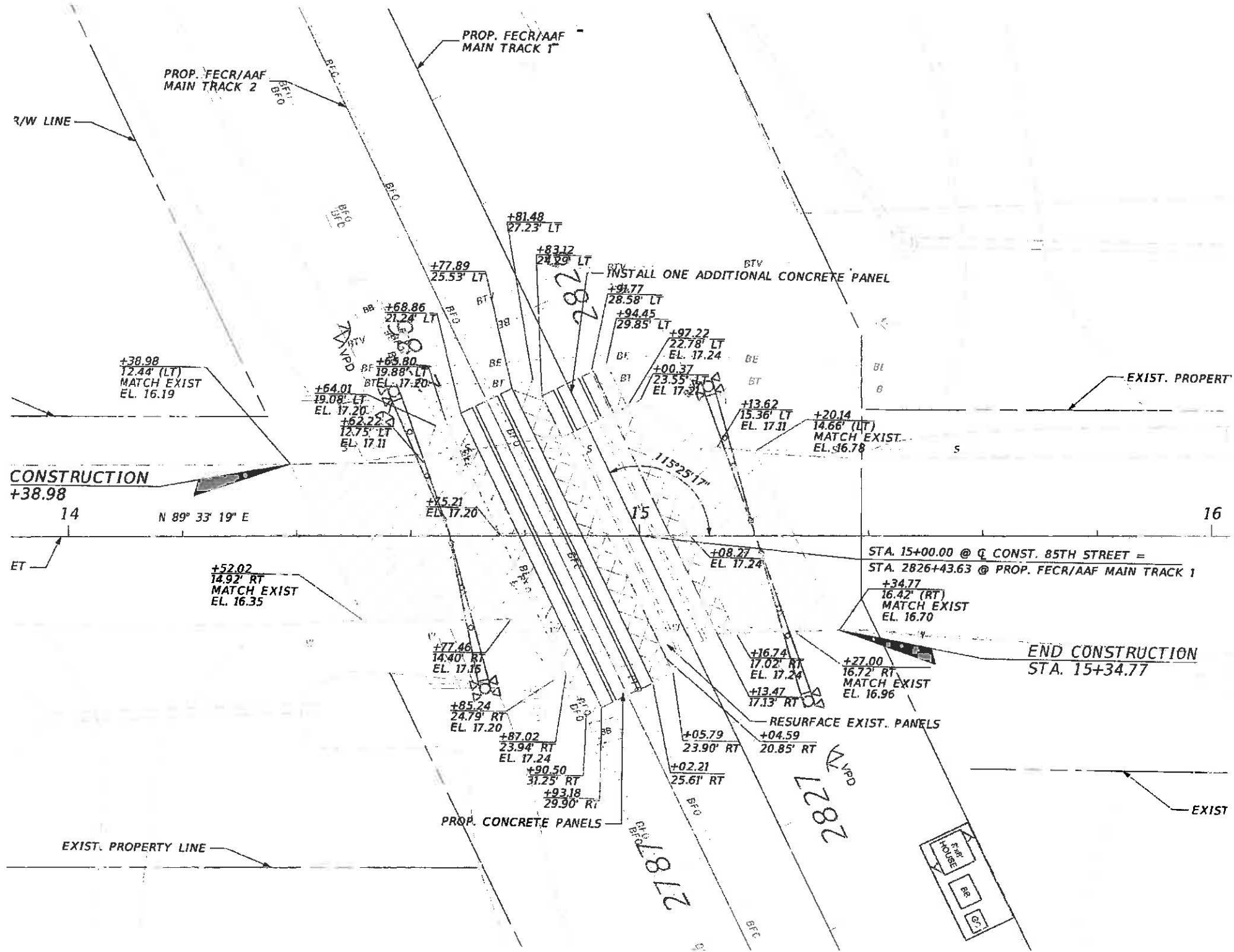
934691.78					
	R=350.76	156.21		N 64°08'28"E	N 89°39'24"E
933827.39			N 89°39'24"E		







SHING LIGHT)



BEGIN PROFILE
STA. 14+45.95
MATCH EXIST.
EL. 16.59

EXIST.
RR RW
LINE

PROP. FECR/
AAF MAIN
TRACK 2

PROP. FECR/
AAF MAIN
TRACK 1

EXIST.
RR RW
LINE

END PROFILE
STA. 15+27.05
MATCH EXIST.
EL. 17.04

(+) 1.942 %

PI +79.37
EL. 17.24

(-) 0.000 %

PI +10.58
EL. 17.24

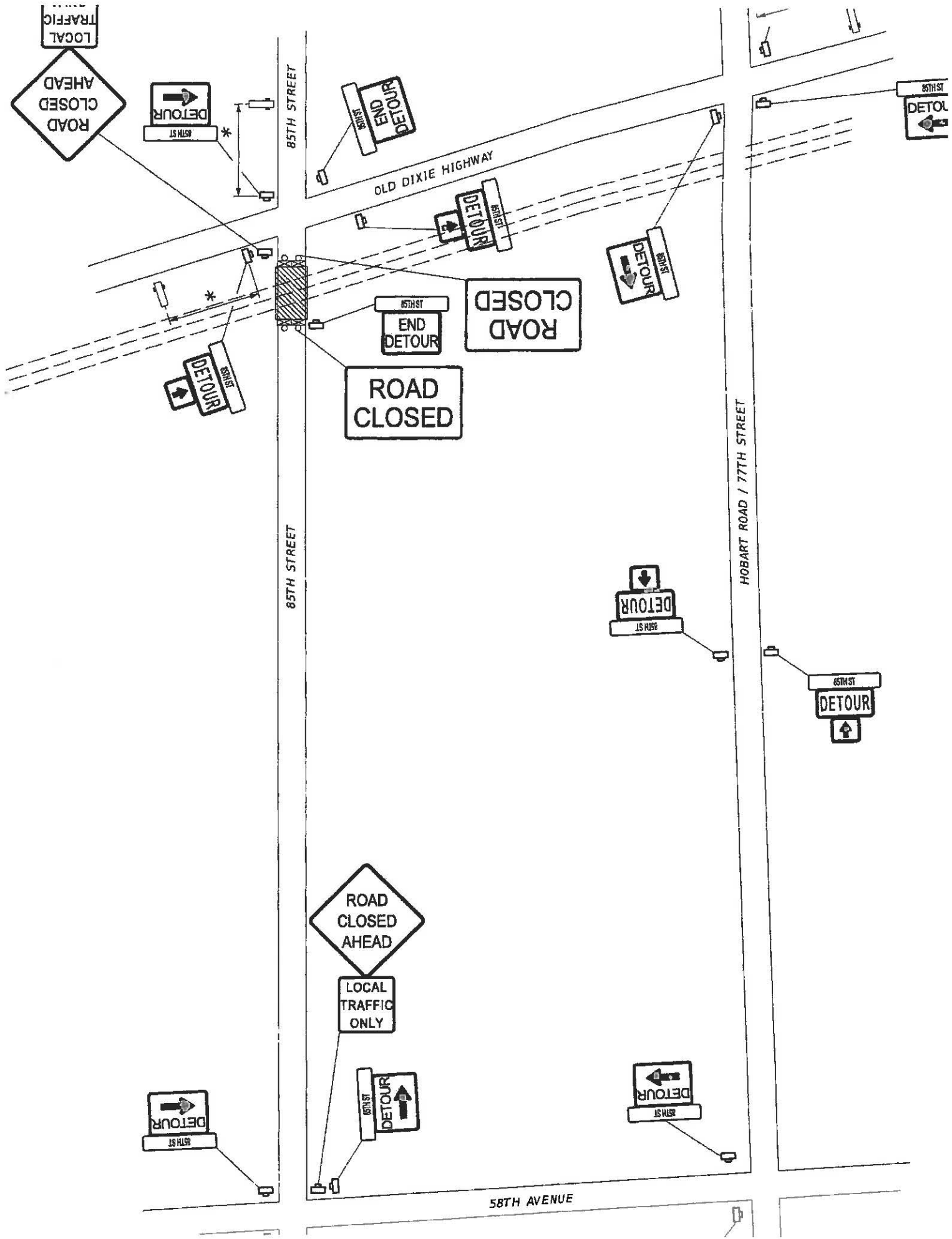
(-) 1.200 %

EXIST. PROFILE
& CONST. 85TH. STREET

RESURFACE
EXIST. PANELS

PROP. FECR/AAF
MAIN TRACK 2

PROP. PROFILE
& CONST. 85TH. STREET



PROP. FECR/AAF
MAIN TRACK 1

PROP. FECR/AAF
MAIN TRACK 2

EXIST. RR R/W LINE

PI	14+46.31	1236322.99	840651.15	S
				S
PT	15+00.00	1236325.92	840704.77	S
				S
PI	16+66.23	1236328.49	840870.97	S
				S
POE/PT	17+50.00	1236329.09	840954.74	S

+80.91
21.59' LT

+84.97
23.22' LT

+86.61
19.25' LT

+95.95
23.00' LT

+98.73
24.11' LT

EXIST. RR R/W LINE

INSTALL ONE ADDITIONAL CONCRETE PANEL

+02.39

14.30' LT

MATCH EXIST

EL. 15.38

RESURFACE EXIST. PANELS

BEGIN CONSTRUCTION
STA. 14+40.37

14

HOBART ROAD

+51.00
12.80' RT
MATCH EXIST
EL. 14.33

+59.99
12.51' RT

+67.80
11.03' RT

+75.20
11.36' RT
EL. 15.38

+70.44
EL. 15.38

+79.12

+89.96

114°58'56"

15

+05.14

+09.24
7.80' RT

+11.98
6.57' RT

+13.98
11.03' RT

MATCH EXIST
EL. 15.45'

+15.25
13.87' RT

+12.51
15.10' RT

END CONSTRUCTION
STA. 15+15.25

STA. 14+99.68 @ Q CONST. HOBART ROAD

STA. 2885+71.00 @ PROP. FECR/AAF MAIN TRACK 1

INSTALL ONE ADDITIONAL CONCRETE PANEL

+03.38

19.18' RT

+98.63

20.90' RT

+84.54
20.71' RT

EL. 15.50

+87.33

19.60' RT

+96.61
15.88' RT

PROP. CONCRETE PANELS

BEGIN PROFILE
STA. 14+45.64
MATCH EXIST.
EL. 14.47

PROP. PROFILE
Q CONST. HOBART ROAD

(+) 5.225%
(+) 1.500%

EXIST. RR
R/W LINE

PROP. FECR/
AAF MAIN
TRACK 2

EXIST. RR
R/W LINE

PROP. FECR/
AAF MAIN
TRACK 1

K = 4
15' V.C.

+45.75 EL. 14.47

14.94
+50.75 EL. 14.97

PI +69.14
EL. 15.41

PI +79.12
EL. 15.41

EL. 15.34
PI +89.96 EL. 15.54

PI +94.50 EL. 15.54

PI +05.14 EL. 15.54

15.50

(-) 0.912%

RESURFACE
EXIST. PANELS

0.000%

PROP. FECR/AAF
MAIN TRACK 2

(+) 1.275%

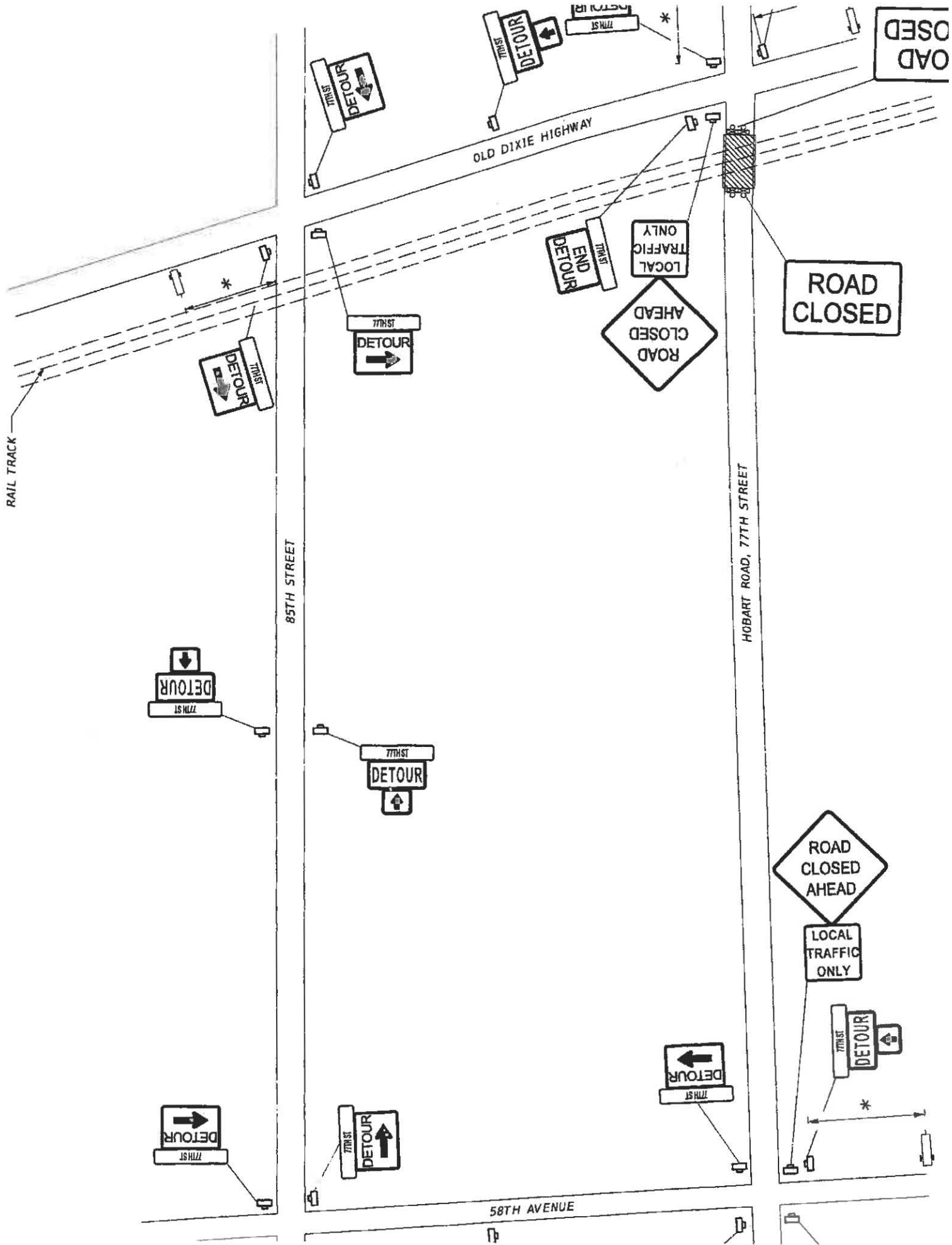
K = 4
15' V.C.

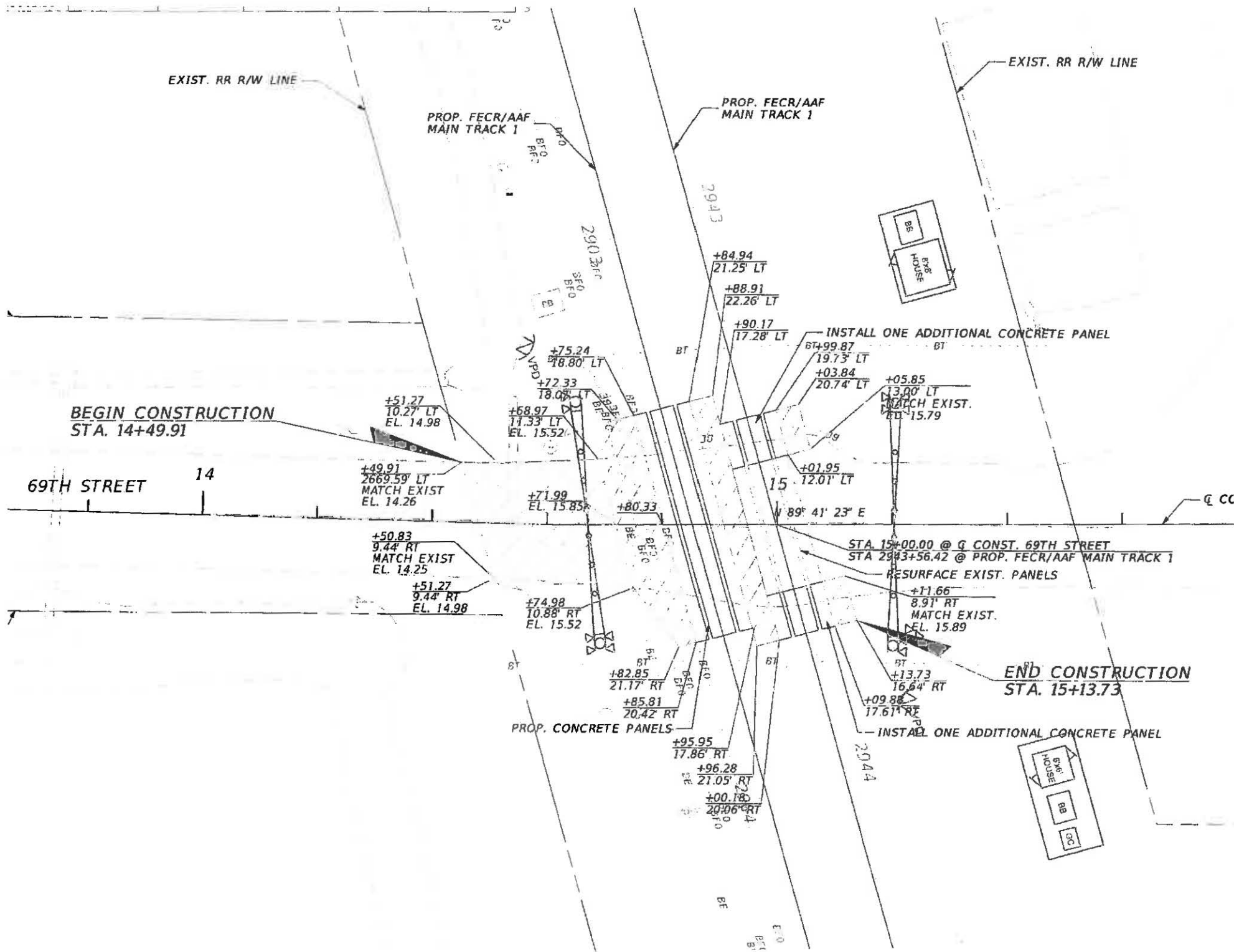
PI +53.25
EL. 14.58

PI +61.64 EL. 15.02

PI +76.64 EL. 15.51

END PROFILE
STA. 15+10.00
MATCH EXIST.
EL. 15.50





BEGIN PROFILE
STA. 14+48.00
MATCH EXIST.
EL. 14.55

(+) 4.500%

EXIST. RR
R/W LINE

PROP. FECR
AAF MAIN
TRACK 2

PROP. FECR
AAF MAIN
TRACK 1

EXIST. RR
R/W LINE

(+) 6.250%

K = 9
15' V.C.

+48.00 EL. 14.55

15.17

+63.00 EL. 15.35

15.82

PI +70.50

EL. 15.96

PI +80.30

EL. 15.96

PI +90.66

EL. 15.95

(+) 1.417%

(+) 0.000%

(-) 0.248%

(-) 0.000%

PI +55.50

EL. 14.88

+63.00 EL. 15.35

EL. 15.93

PI +78.00

EL. 15.93

PI +94.70

EL. 15.95

EL. 15.95

EL. 15.95

EL. 15.95

EL. 15.95

EL. 15.95

EL. 15.95

EL. 15.95

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EL. 15.95

EL. 15.95

EL. 15.95

EL. 15.95

EL. 15.95

EL. 15.95

EL. 15.95

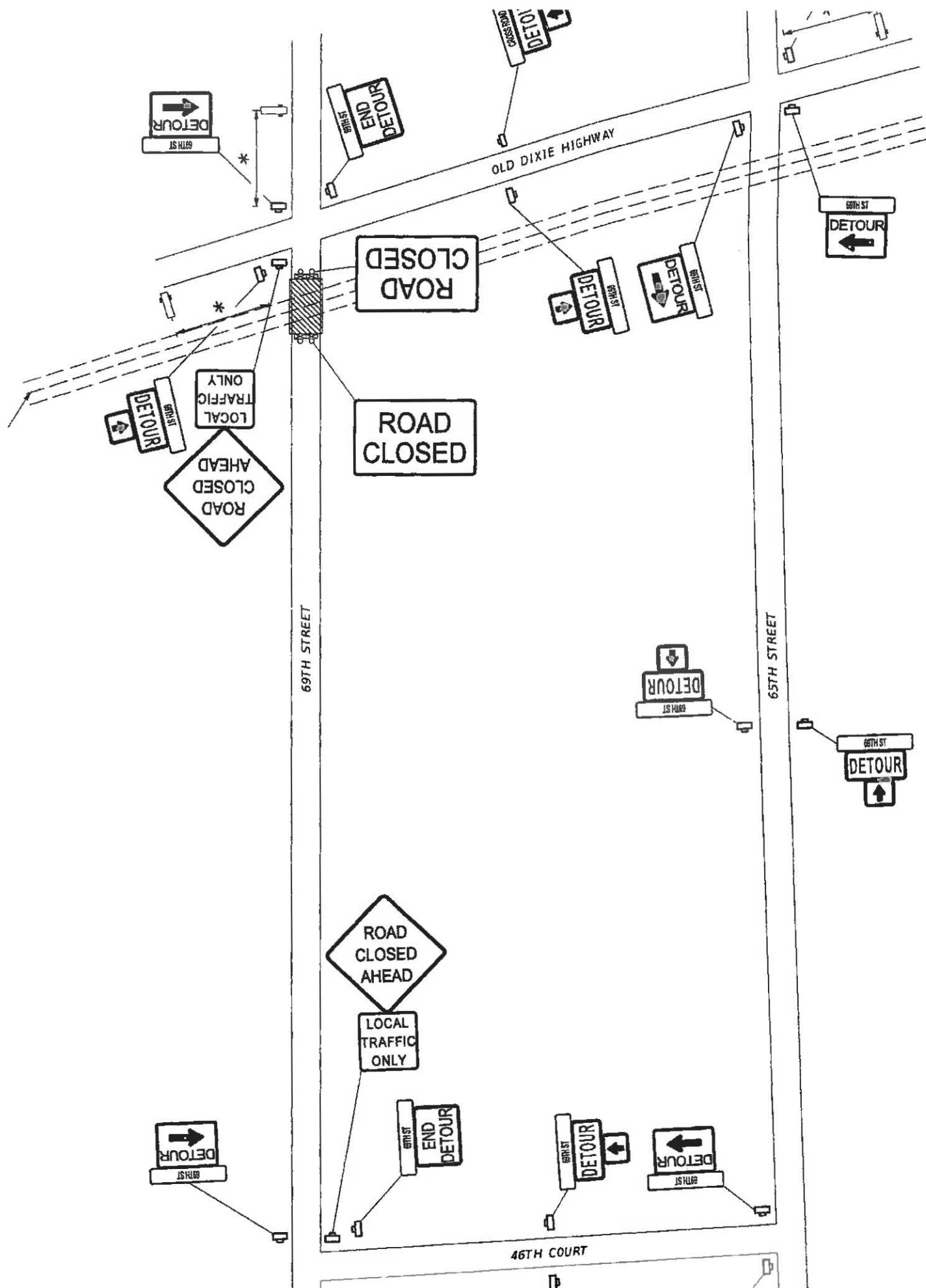
END PROFILE
STA. 15+05.06
EL. 15.95

EXIST. PROFILE
Q. CONST. 69TH STREET

PROP. PROFILE
Q. CONST. 69TH STREET

RESURFACE EXIST. PANELS

PROP. FECR/AAF
MAIN TRACK 2



BEGIN PROFILE
STA. 14+48.81
MATCH EXIST.
EL. 18.15

PROP. PROFILE
Q CONST. 65TH STREET

EXIST. RR
R/W LINE

PROP. FECR/
AAF MAIN
TRACK 2

PROP. FECR/
AAF MAIN
TRACK 1

EXIST. RR
R/W LINE

(+) 1.999%

(+) 3.140%

+58.83 EL. 18.47

+73.83 EL. 18.86

K = 13
15' V.C.

PI +66.33
EL. 18.71

PI +80.58
EL. 18.99

PI +90.79
EL. 18.99

PI +94.87
EL. 18.98

PI +05.08
EL. 18.98

PI +17.78
EL. 18.81

PI +27.78
EL. 18.32

PI +37.78
EL. 18.21

K = 5
20' V.C.

PROP. FECR/AAF
MAIN TRACK 1

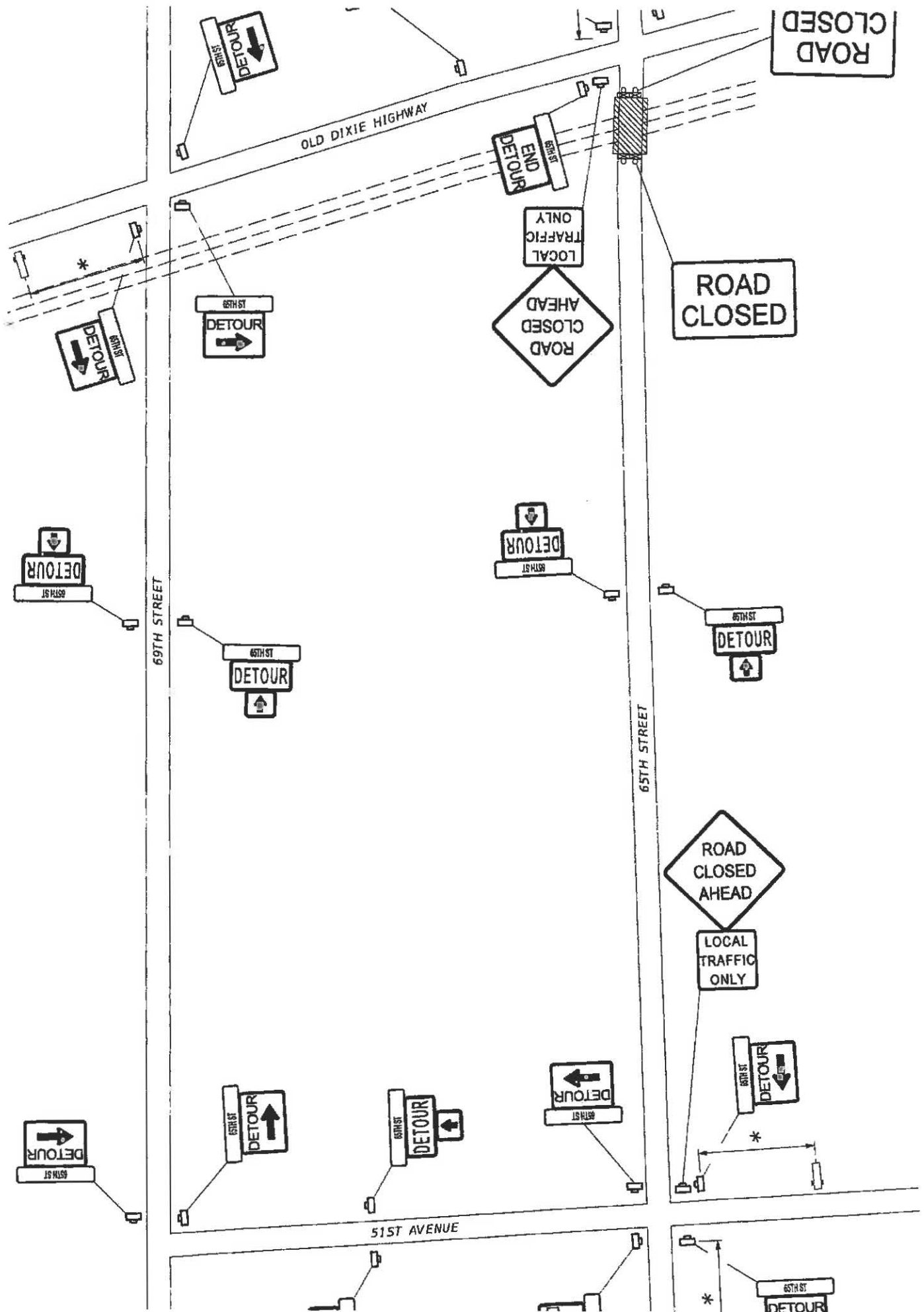
PROP. FECR/AAF
MAIN TRACK 2

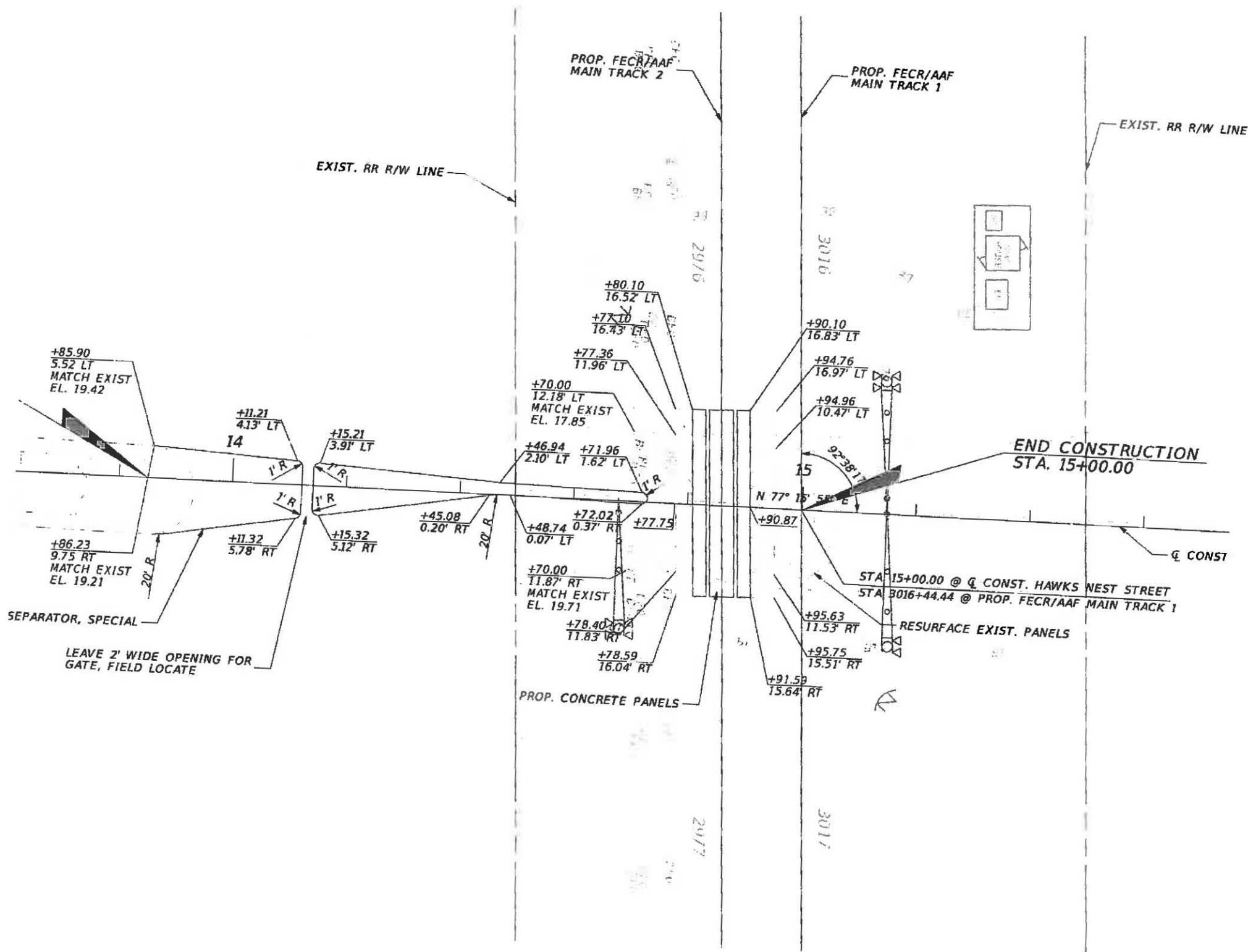
(-) 1.300%

(-) 4.999%

EXIST. PROFILE
Q CONST. 65TH STREET

END PROFILE
STA. 15+29.21
MATCH EXIST.
EL. 18.21





BEGIN PROFILE
STA. 14+70.00
MATCH EXIST.
EL. 19.68

PROP. PROFILE
@ CONST. HAWKS NEST ROAD

EXIST. RR
R/W LINE

PROP. FECR/
AAF MAIN
TRACK 2

PROP. FECR/
AAF MAIN
TRACK 1

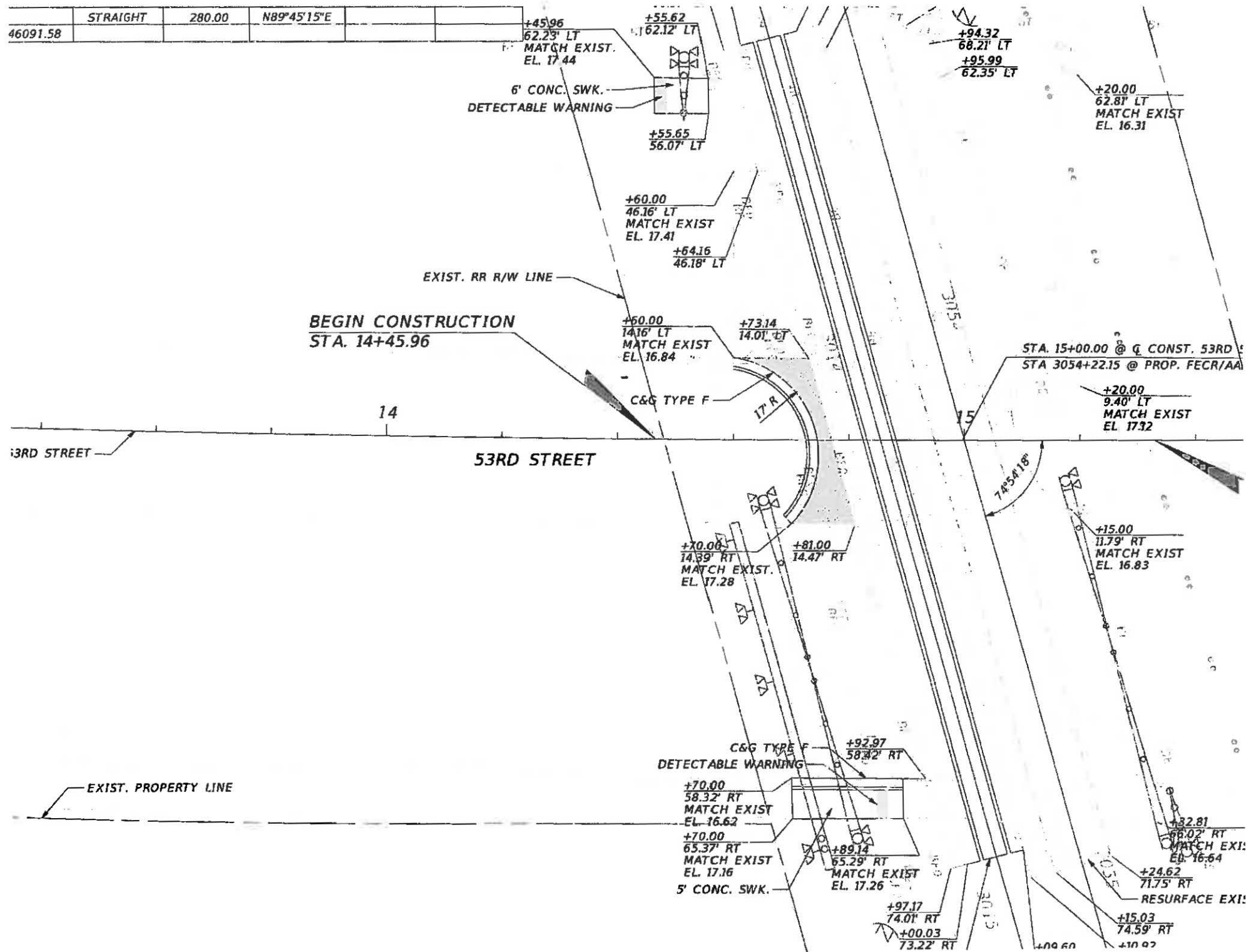
EXIST. RR
R/W LINE

19.68
(-) 0.157%
PI +80.86
EL. 19.66
PI +90.87
EL. 19.66
(+) 0.000%
PI +94.87
EL. 19.70
(+) 0.000%
19.70

RESURFACE
EXIST. PANELS
PROP. FECR/AAF
MAIN TRACK 2

END PROFILE
STA. 15+04.87
MATCH EXIST.
EL. 19.70

EXIST. PROFILE
@ CONST. HAWKS NEST



BEGIN PROFILE
STA. 14+60.00
MATCH EXIST.
EL. 16.85

END PROFILE
STA. 15+20.00
MATCH EXIST.
EL. 16.82

PROP. PROFILE AT 18' LT
¢ CONST. 53RD STREET

EXIST. PROFILE AT 18' LT
¢ CONST. 53RD STREET

RESURFACE EXIST. PANELS

PROP. FECR/AAF
MAIN TRACK 2

PROP. FECR/
AAF MAIN
TRACK 1

EXIST. RR
R/W LINE

EXIST. RR
R/W LINE

PROP. FECR/
AAF MAIN
TRACK 2

BEGIN PROFILE
STA. 14+70.00
MATCH EXIST.
EL. 16.84

END PROFILE
STA. 15+15.00
MATCH EXIST.
EL. 16.84

EXIST. PROFILE AT 18' RT
¢ CONST. 53RD STREET

PROP. PROFILE AT 18' RT
¢ CONST. 53RD STREET

RESURFACE EXIST. PANELS

PROP. FECR/AAF
MAIN TRACK 2

16.85

PI +90.49
EL. 16.85

PI +05.00
EL. 16.84

16.82

(-) 0.002%

(-) 0.241%

(-) 0.105%

PI +80.13
EL. 16.85

PI +94.64
EL. 16.84

EL. 16.84

16.84

PI +80.13
EL. 16.85

PI +90.49
EL. 16.85

16.84

(+) 0.145%

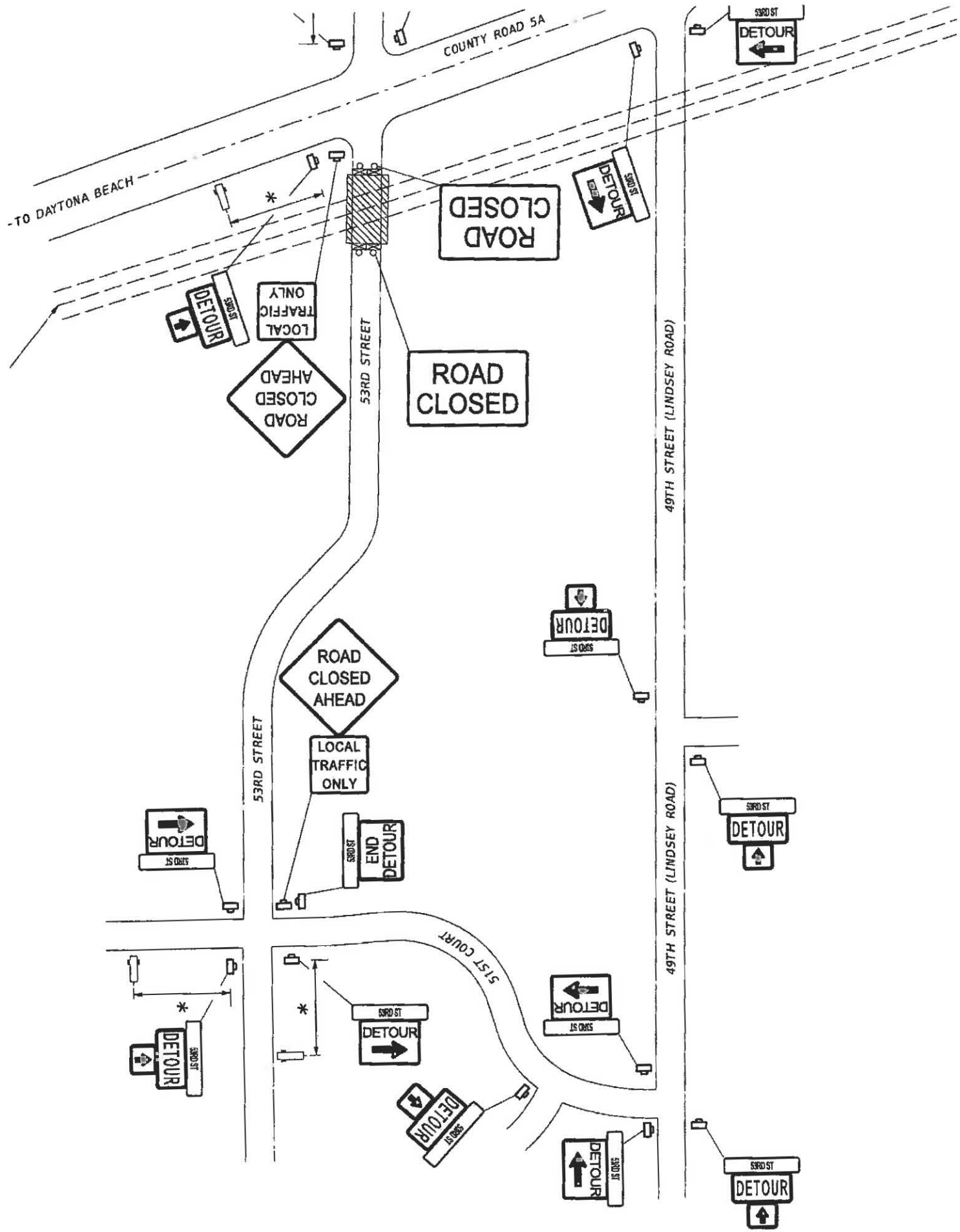
(-) 0.240%

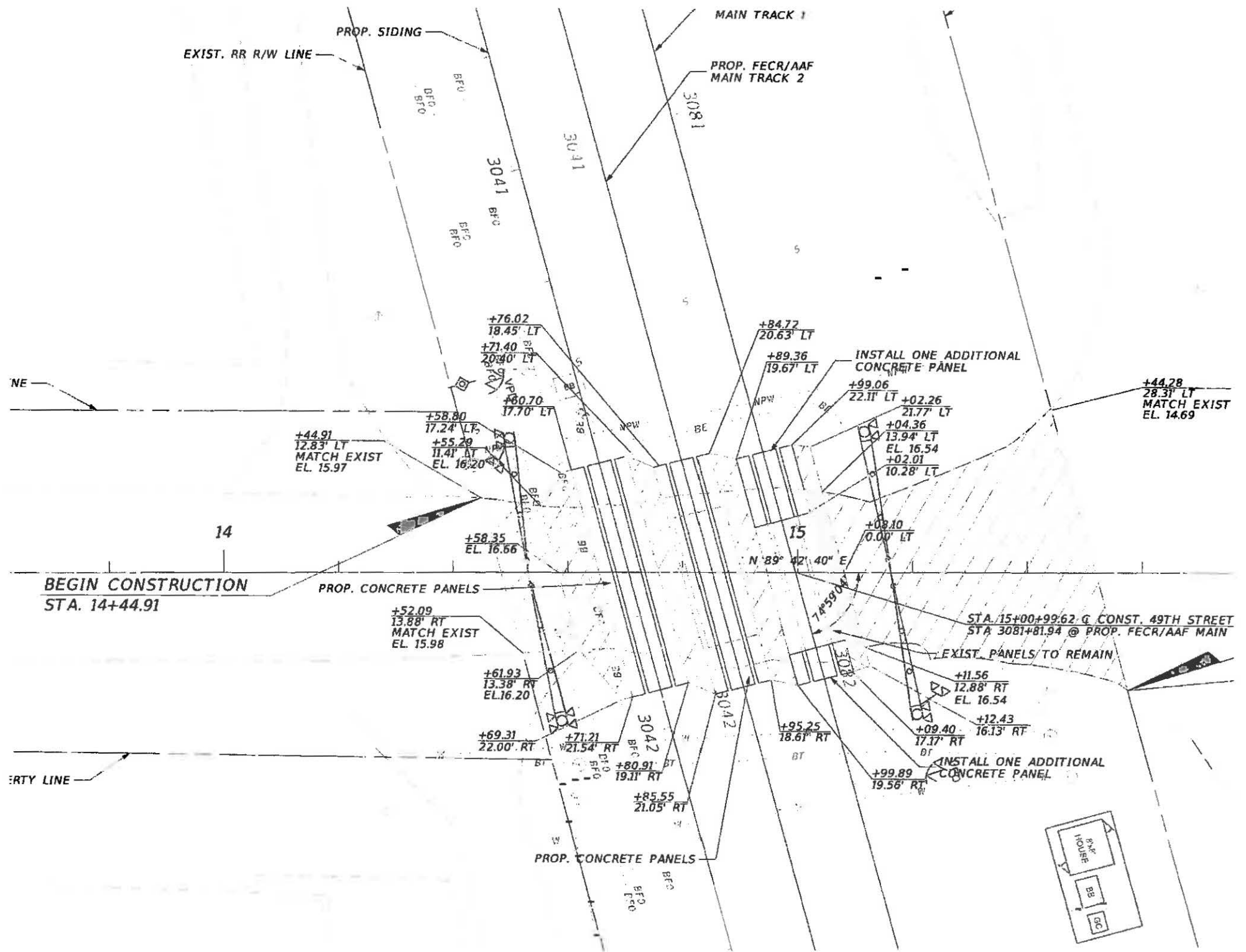
(+) 0.018%

PI +94.65
EL. 16.84

PI +05.00
EL. 16.84

EL. 16.84





BEGIN PROFILE
STA. 14+48.36
MATCH EXIST.
EL. 16.23

PROP. PROFILE
Q CONST. 49TH STREET

EXIST. RR
R/W LINE

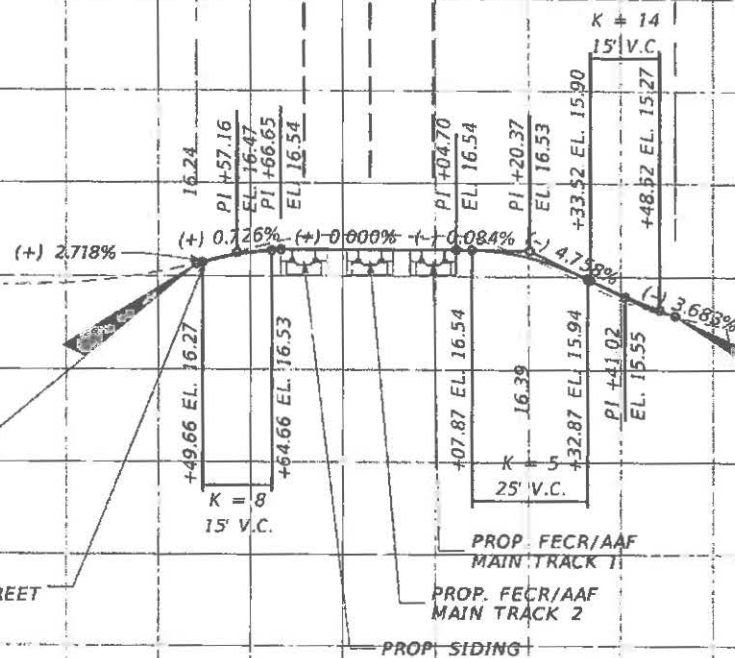
PROP. SIDING

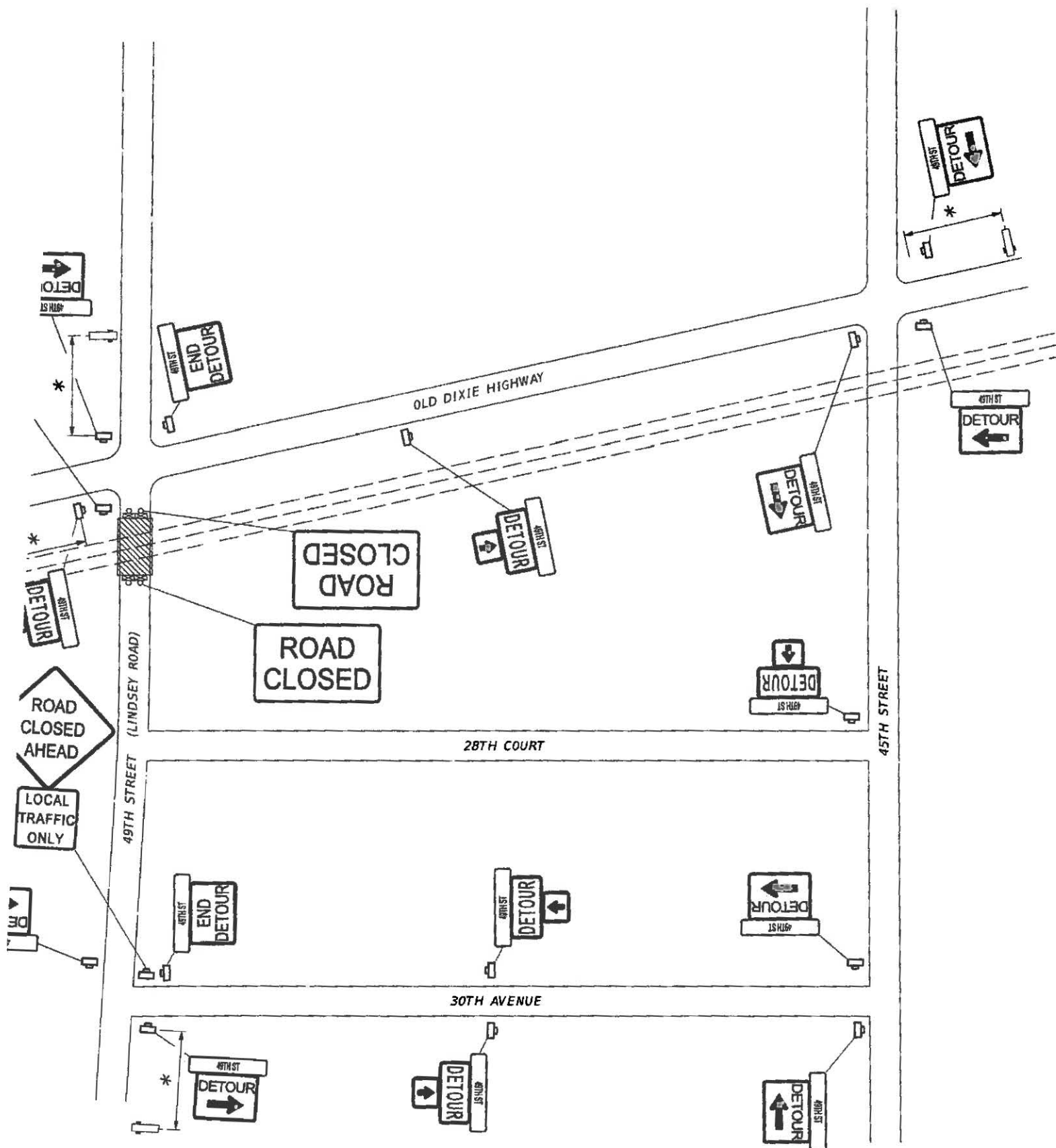
PROP. FECR/
AAF MAIN
TRACK 1

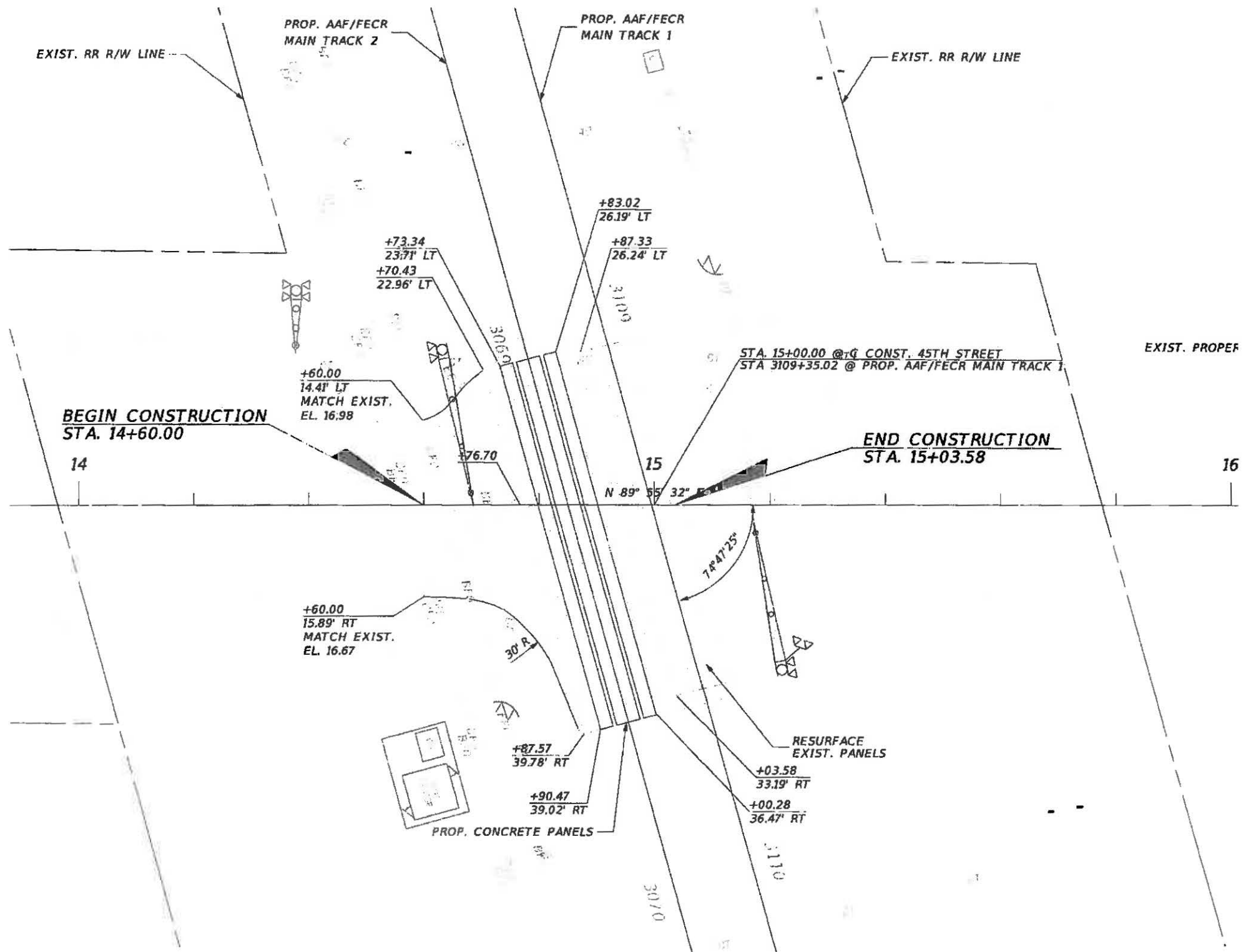
EXIST. RR
R/W LINE

EXIST. PROFILE
Q CONST. 49TH STREET

END PROFILE
STA. 15+51.92
MATCH EXIST.
EL. 15.15







PROP. FECR/
AAF MAIN
TRACK 1

PROP. FECR/
AAF MAIN
TRACK 1

EXIST. RR
R/W LINE

EXIST. RR
R/W LINE

17.00
PI +80.67
EL. 17.27
17.27
17.27

EXIST. PROFILE
Q CONST. 45TH STREET

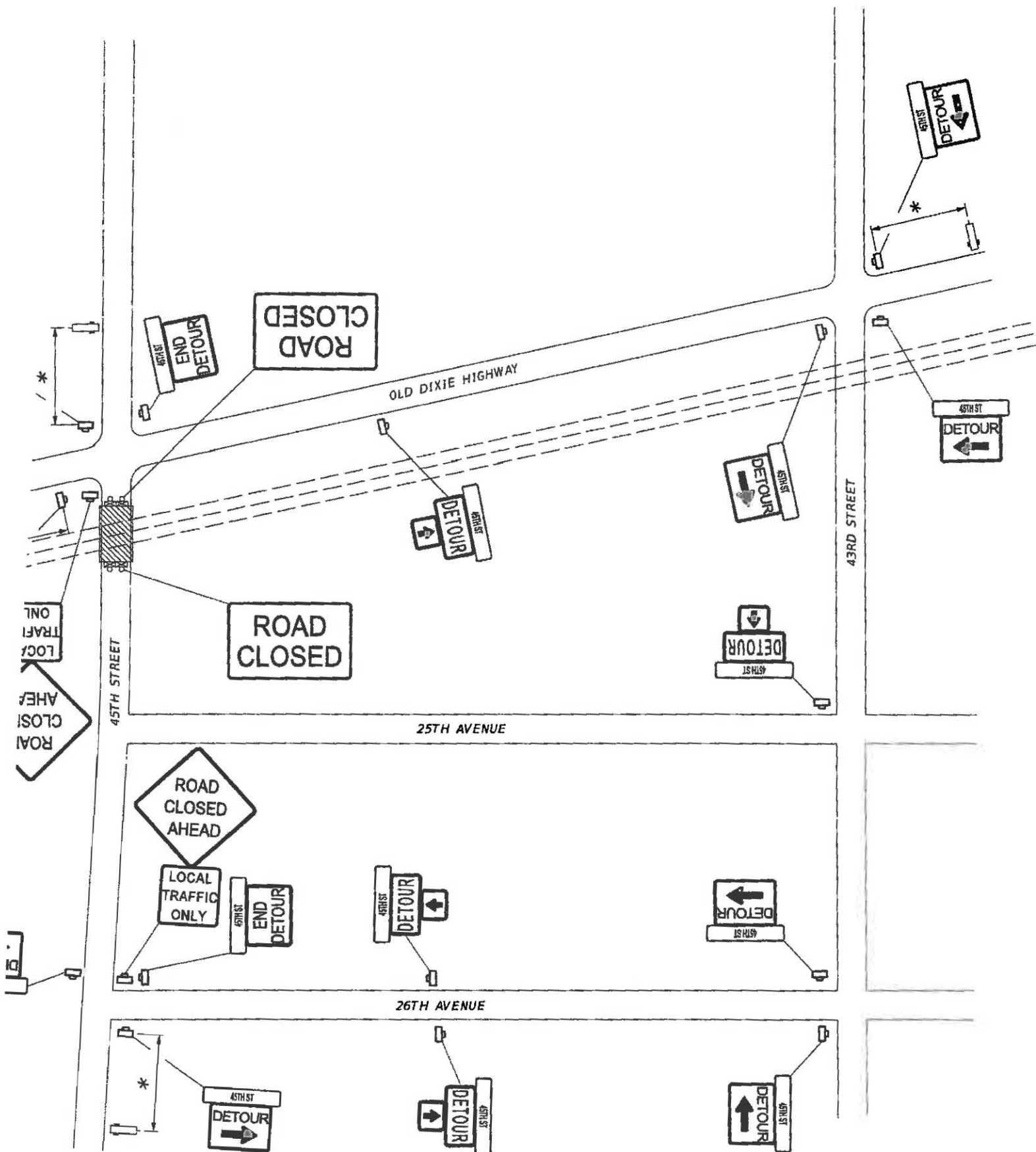
BEGIN PROFILE
STA. 14+60.00
MATCH EXIST.
EL. 17.00

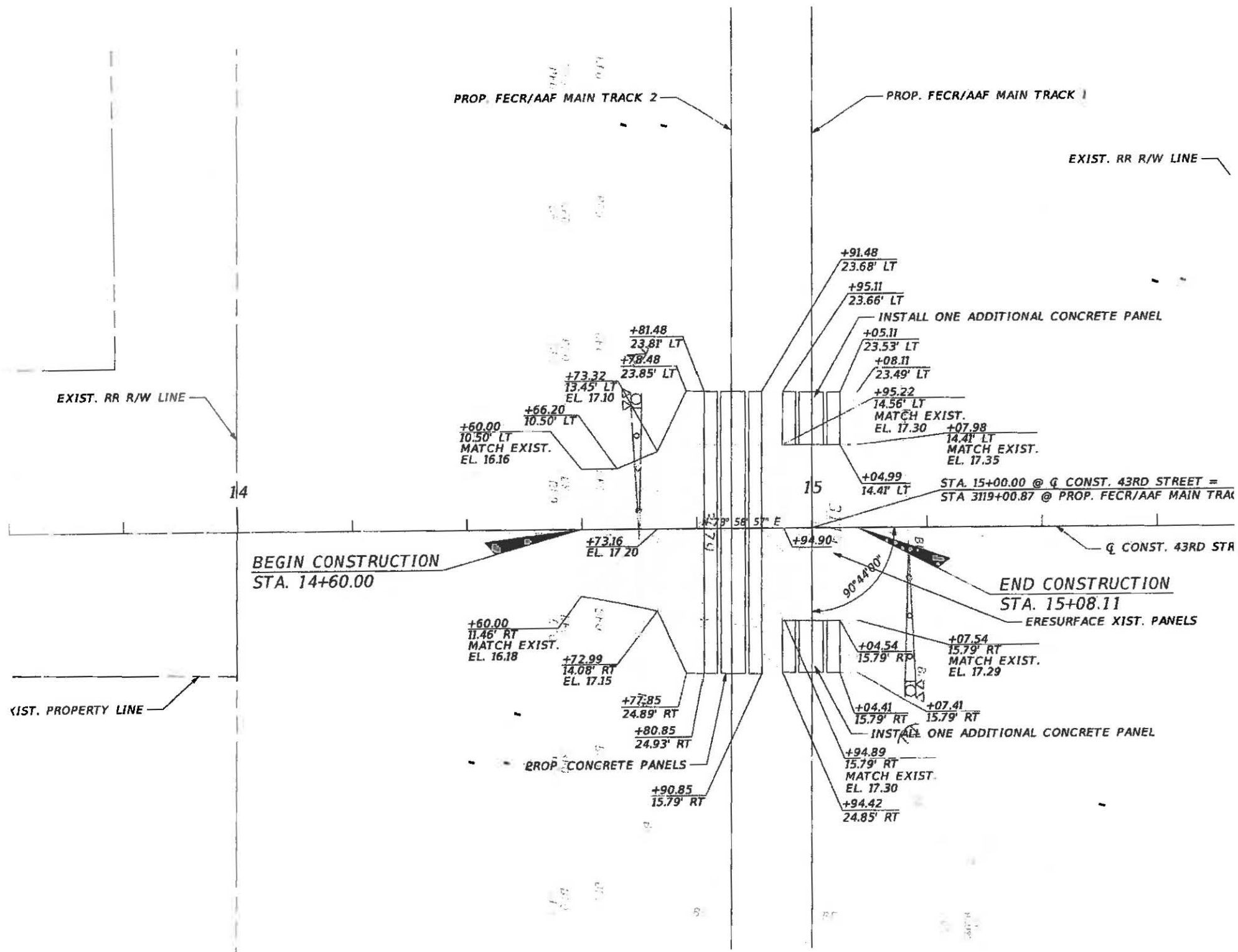
END PROFILE
STA. 15+06.66
MATCH EXIST.
EL. 17.27

PROP. PROFILE
Q CONST. 45TH STREET

RESURFACE
EXIST. PANELS

PROP. FECR/AAF
MAIN TRACK 2





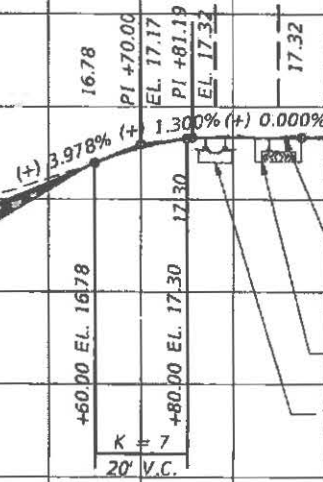
EXIST. RR
R/W LINE

PROP. FECR/
AAF MAIN
TRACK 2

EXIST. RR
R/W LINE

PROP. FECR/
AAF MAIN
TRACK 1

BEGIN PROFILE
STA. 14+60.00
MATCH EXIST.
EL. 16.78



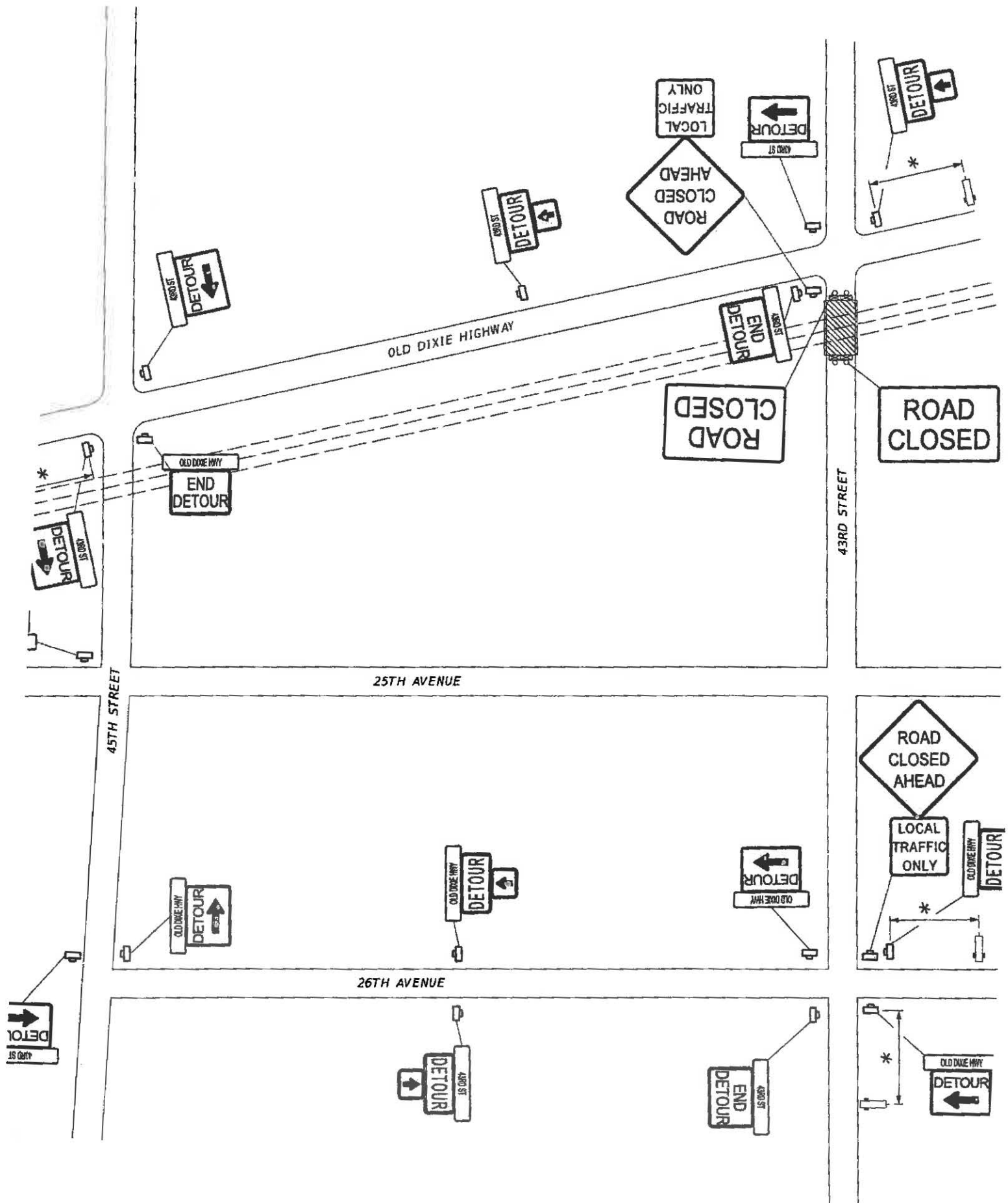
END PROFILE
STA. 15+04.90
MATCH EXIST.
EL. 17.32

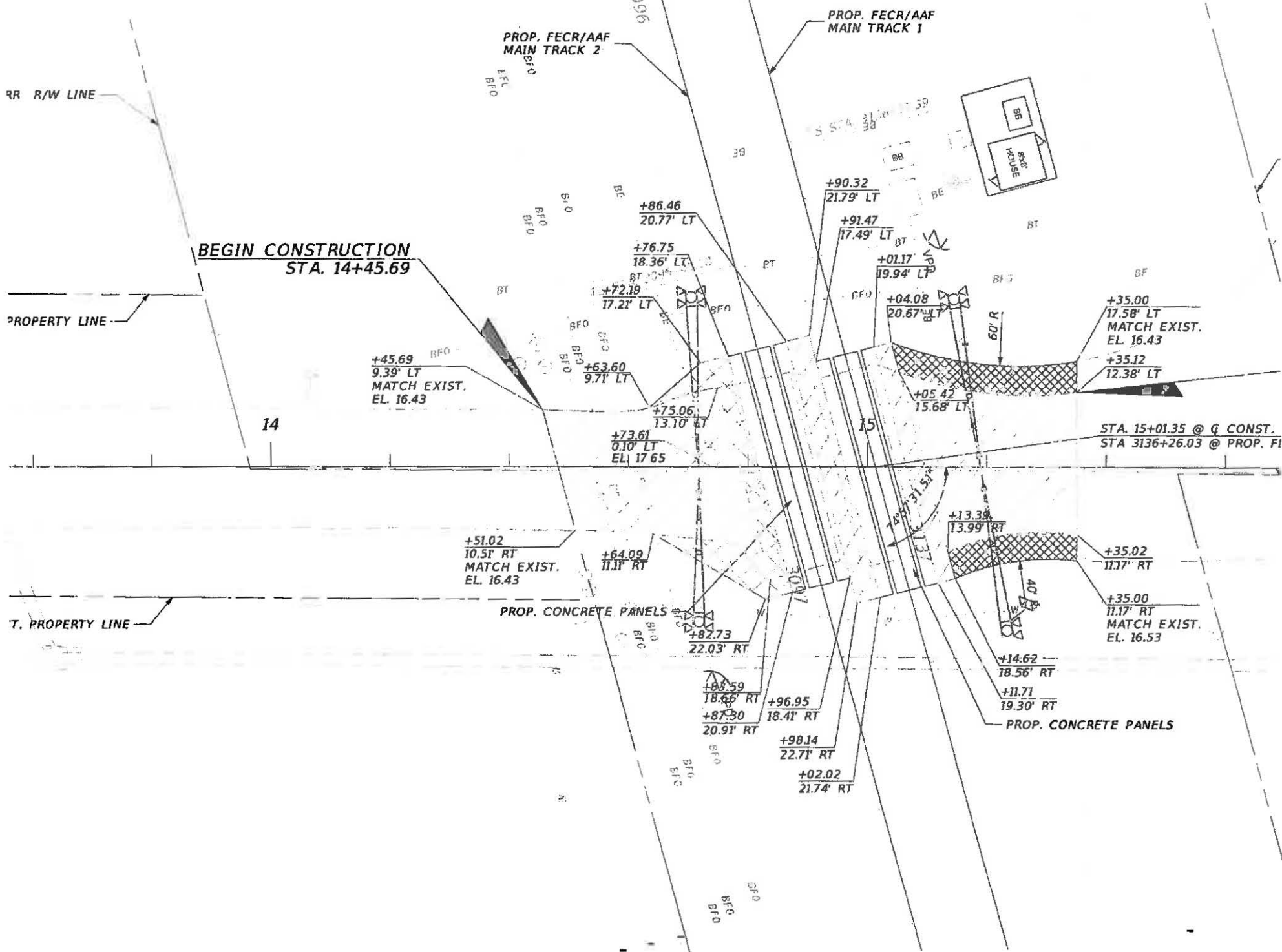
PROP. PROFILE
Q. CONST. 43RD ST.

RESURFACE
EXIST. PANELS

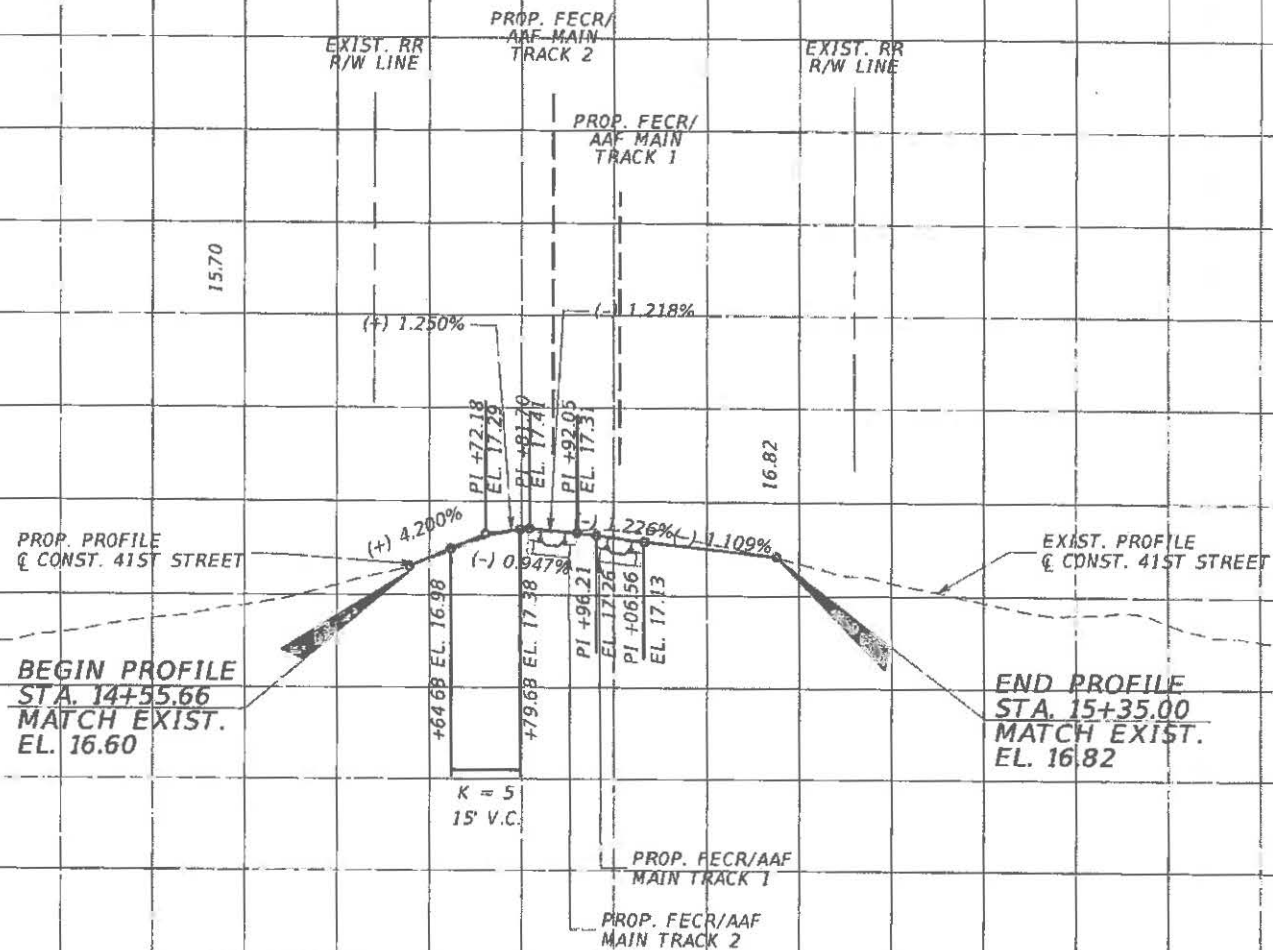
PROP. FECR/AAF
MAIN TRACK 2

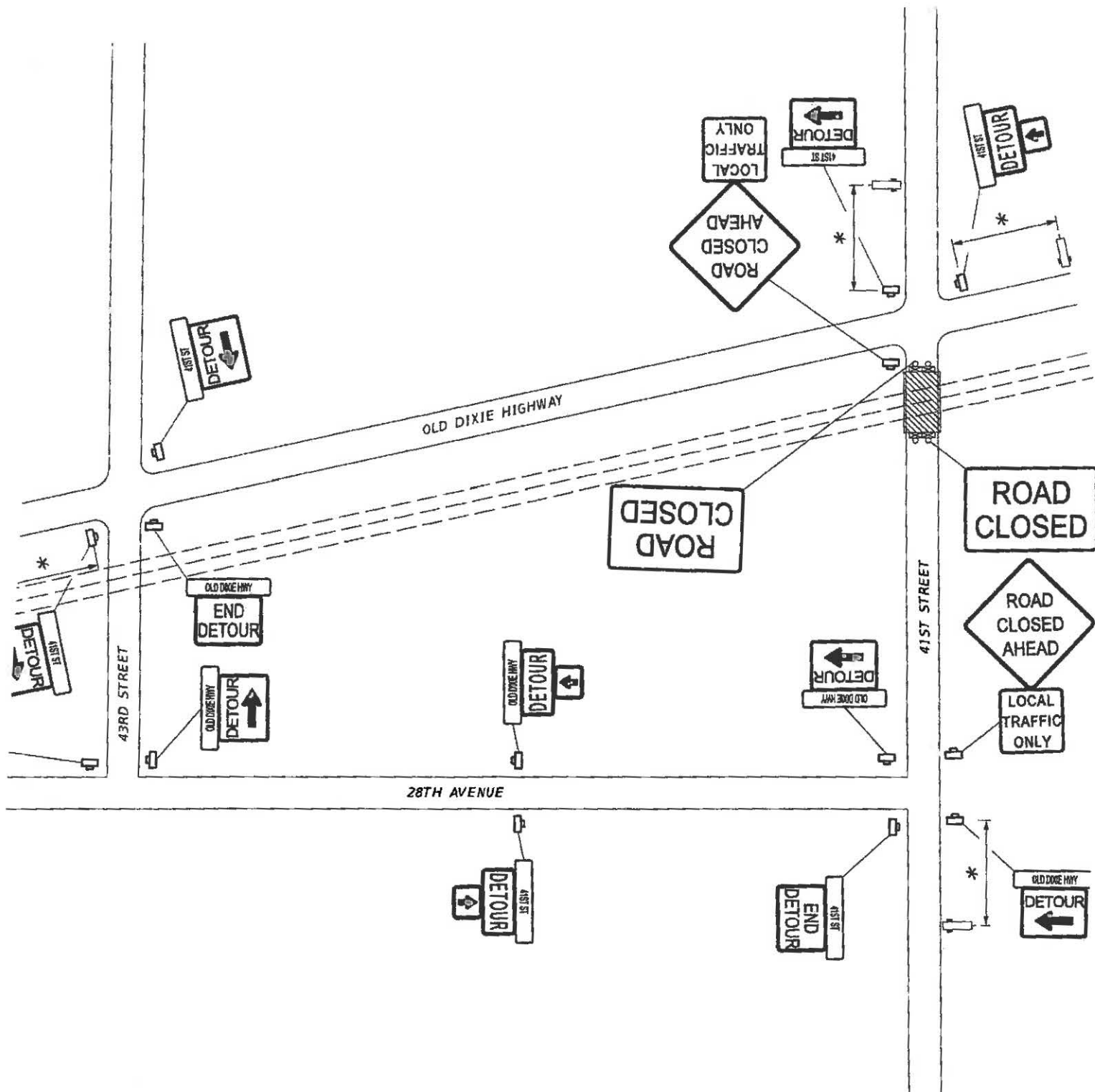
EXIST. PROFILE
Q. CONST. 43RD ST.

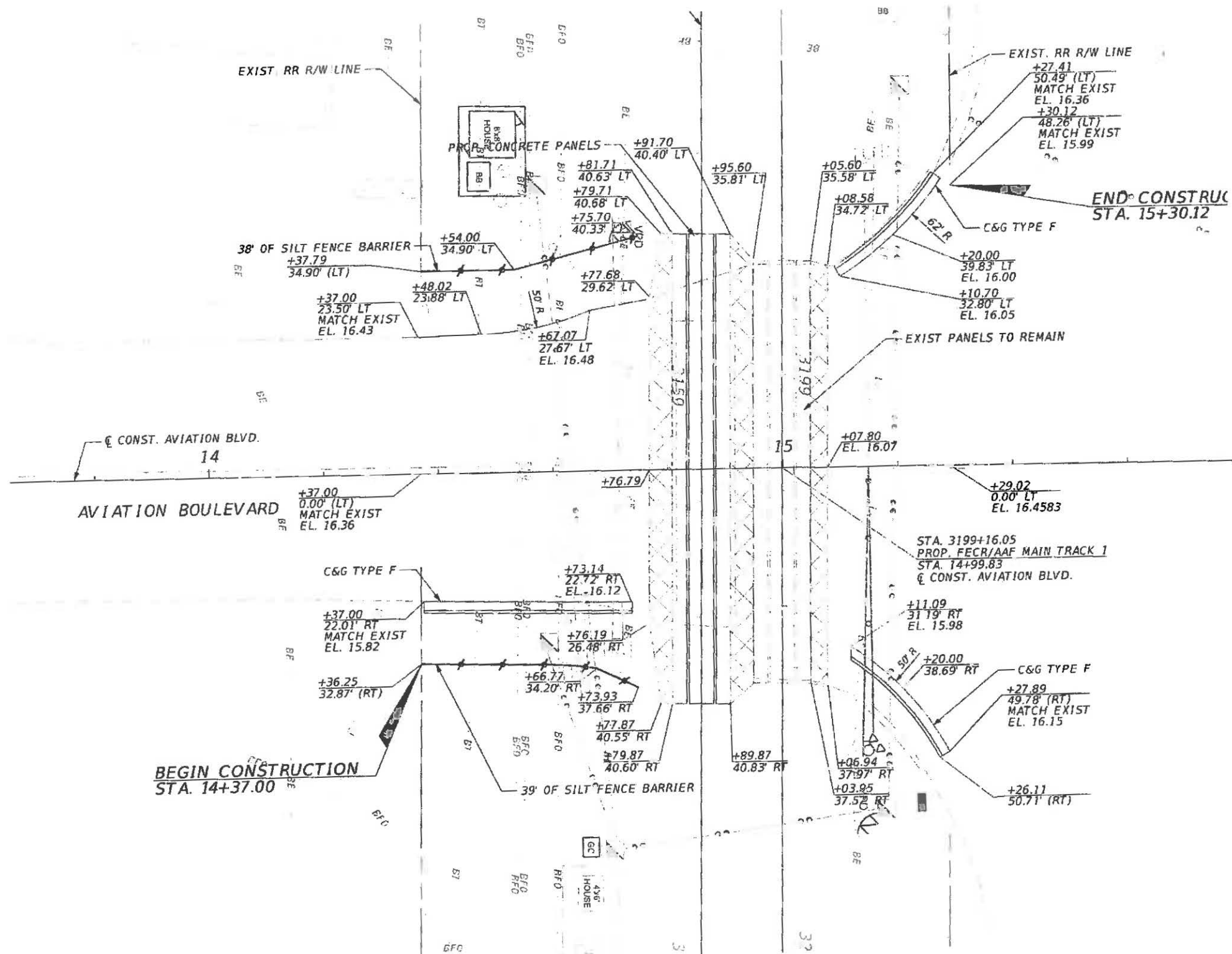




RR
NE







BEGIN PROFILE
STA. 14+37.00
MATCH EXIST.
EL. 16.36'

EXIST.
RR R/W

PROP. FECR/
AAF MAIN
TRACK 2

PROP. FECR/
AAF MAIN
TRACK 1

EXIST.
RR R/W

END PROFILE
STA. 15+29.02
MATCH EXIST.
EL. 15.75'

PROP. FECR/AAF
MAIN TRACK 2

PROP. FECR/AAF
MAIN TRACK 1

PROP. PROFILE
Q CONST. AVIATION BLVD.

EXIST. PROFILE
Q CONST. AVIATION BLVD.

16.36

PI +80.79

EL. 16.08

(-) 0.640%

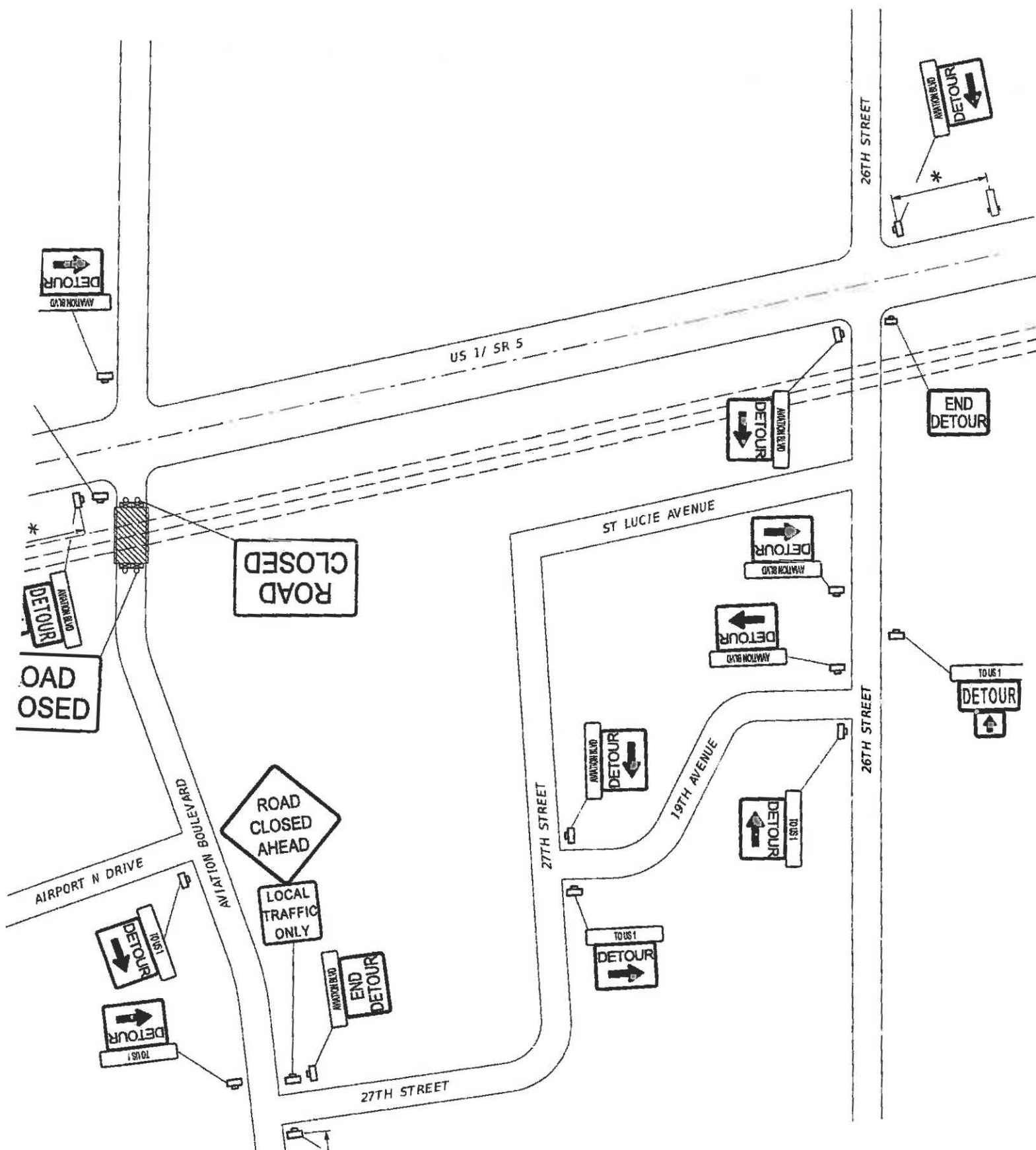
(+) 0.000%

PI +04.79

EL. 16.08

(-) 1.357%

15.75



EXIST. PROPERTY LINE

Q CONST. ST. LUICE STREET

BEGIN CONSTRUCTION
STA. 13+60.53

+60.53
50.08' LT
MATCH EXIST
EL. 14.29

+66.48
55.85' LT

102

DETECTABLE WARNING

50 R

1' R

+86.35
10.32' LT

+86.35
12.32' LT

+10.72
12.32' LT

+10.72
10.32' LT

+15.10

26TH STREET

STA. 13+58.66
@ 26TH STREET
STA. 102+33.72
@ ST. LUICE ST.

2' TRAFFIC SEPARATOR

STA. 14+39.02 @ Q CONST. 26TH STREET =
STA. 3221+34.87 @ PROP. FECR/AAF MAIN TRACK 1

+03.06
29.40' RT

+93.09
41.64' LT
MATCH EXIST
EL. 13.95

+94.86
42.61' LT
EL. 14.67

+22.11
23.41' RT
EL. 16.55

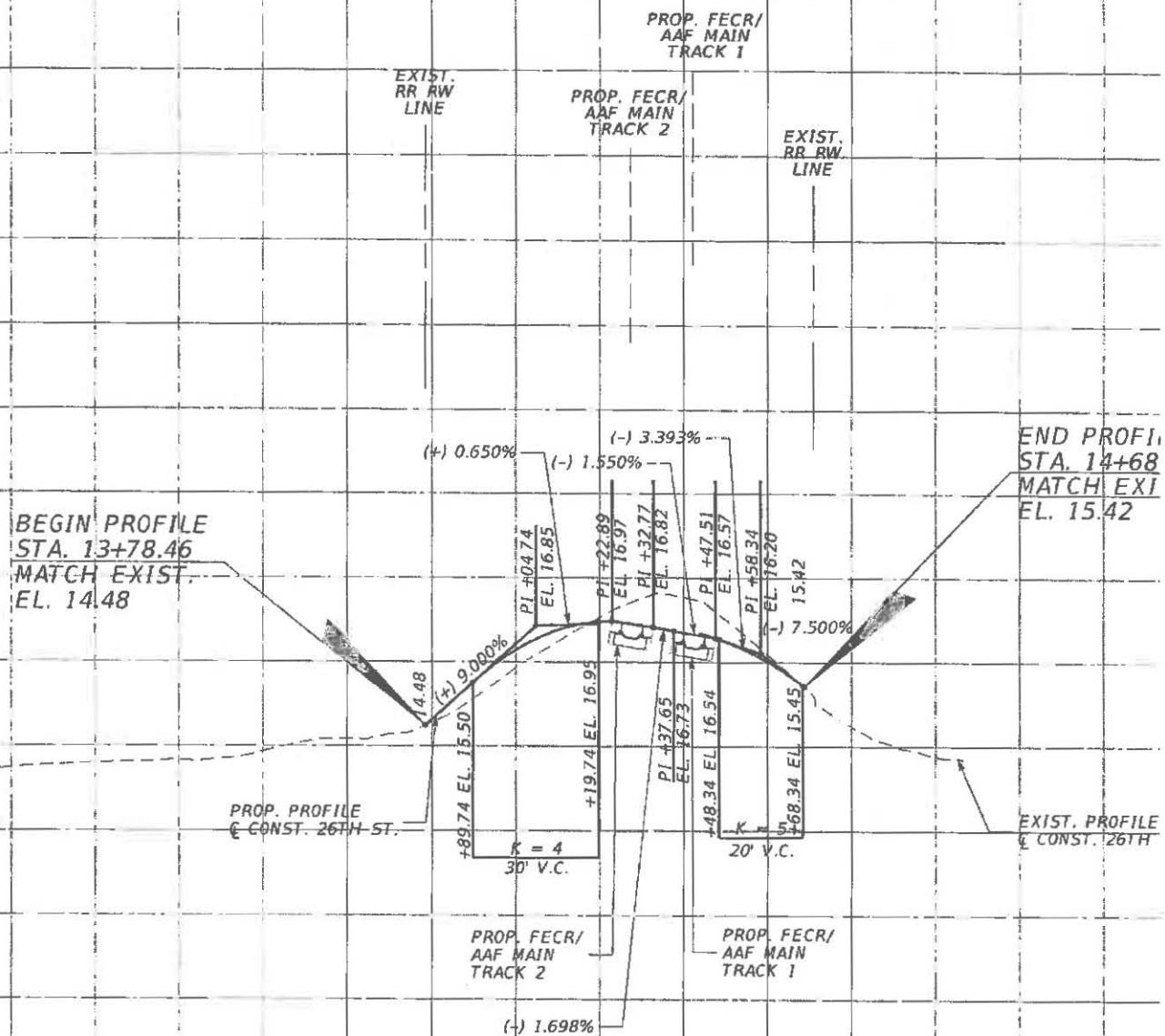
+31.05
40.49' RT
EL. 16.77

+33.92
39.64' RT

103

PROP. CONCRETE PANELS
END CONSTRUCTION
STA. 14+02.66

+31.48
64.82' LT
EL. 16.77
+33.15
59.20' RT
EL. 16.77

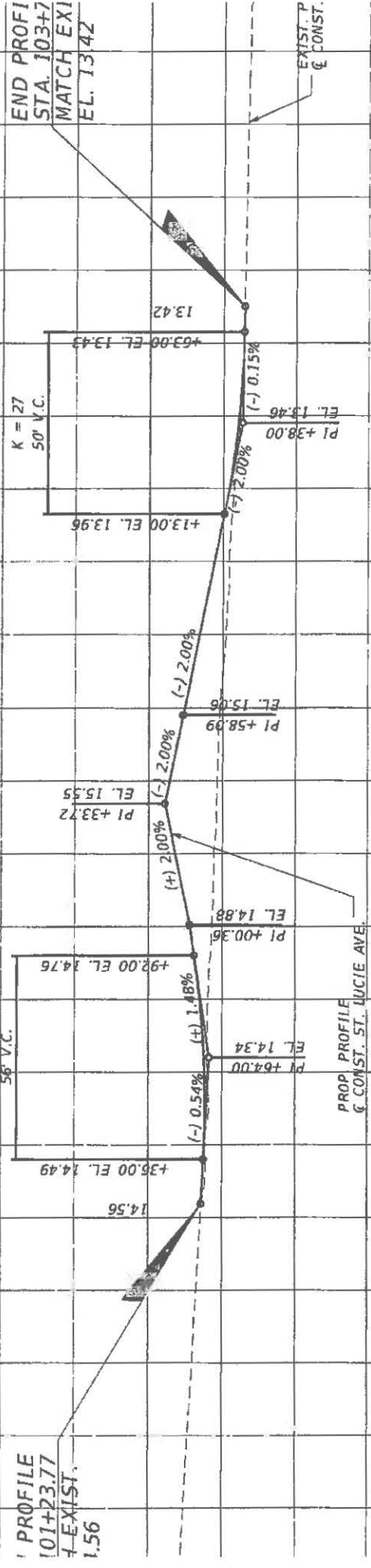


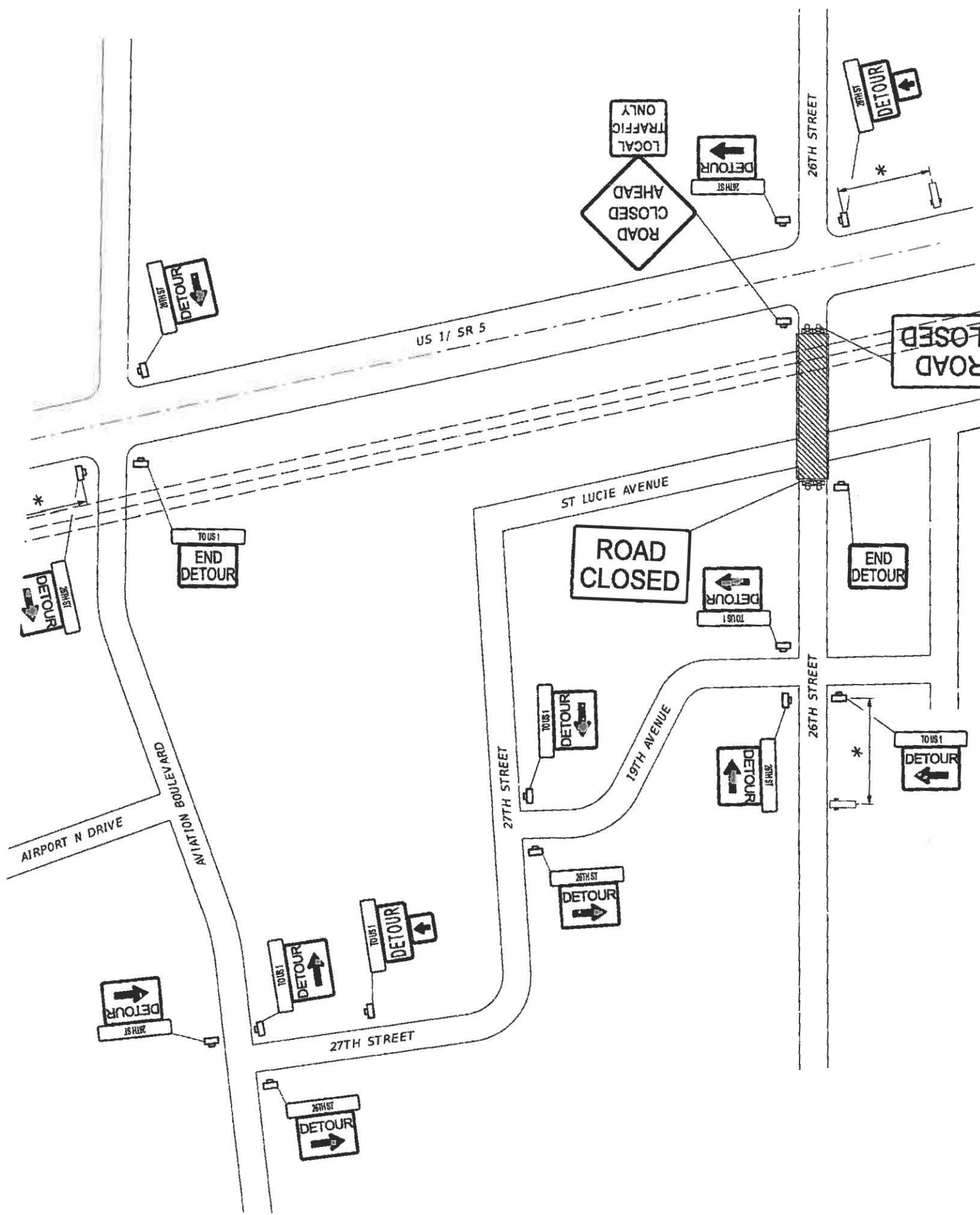
END PROFILE
STA. 103+7
MATCH EXI
EL. 13.42

K = 27
50' V.C.

K = 28
56' V.C.

1' PROFILE
101+23.77
+ EXIST.
1.56

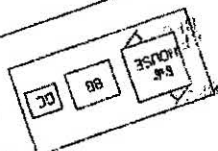




ST. LUCIE AVENUE

EXIST. RR R/W LINE

PROP. FECR/AAF
MAIN TRACK 2



STA. 14+77.54 @ G CONST. 14TH AVENUE=
STA. 3225+14.04 @ PROP. FECR/AAF MAIN TRACK 1

C&G TYPE F

+10.48
0.00' RT
MATCH EXIST
EL. 16.82

14

+98.91
0.00' RT

CURB

+72.81
13.07' RT
MATCH EXIST
EL. 16.58

+74.26
15.74' RT

+77.61
25.16' RT

+78.91
28.93' RT

P. CONCRETE PANELS

+06.04
19.54' RT

+09.32
28.98' RT

+10.31
31.82' RT

PROP. CONCRETE PANELS

+50.06
18.06' RT
MATCH EXIST
EL. 16.95

+68.58
21.43' RT

+68.64
31.61' RT
MATCH EXIST
EL. 14.03

EXIST. RR R/W LINE

+65.37
19.15' LT
+66.36
16.32' LT

+69.64
6.87' LT

160° 32' 51"

+04.45
19.01' LT
+05.86
15.01' LT

+09.11
5.55' LT
+10.09
2.72' LT

TYPE D CURB
+31.86
0.00' RT

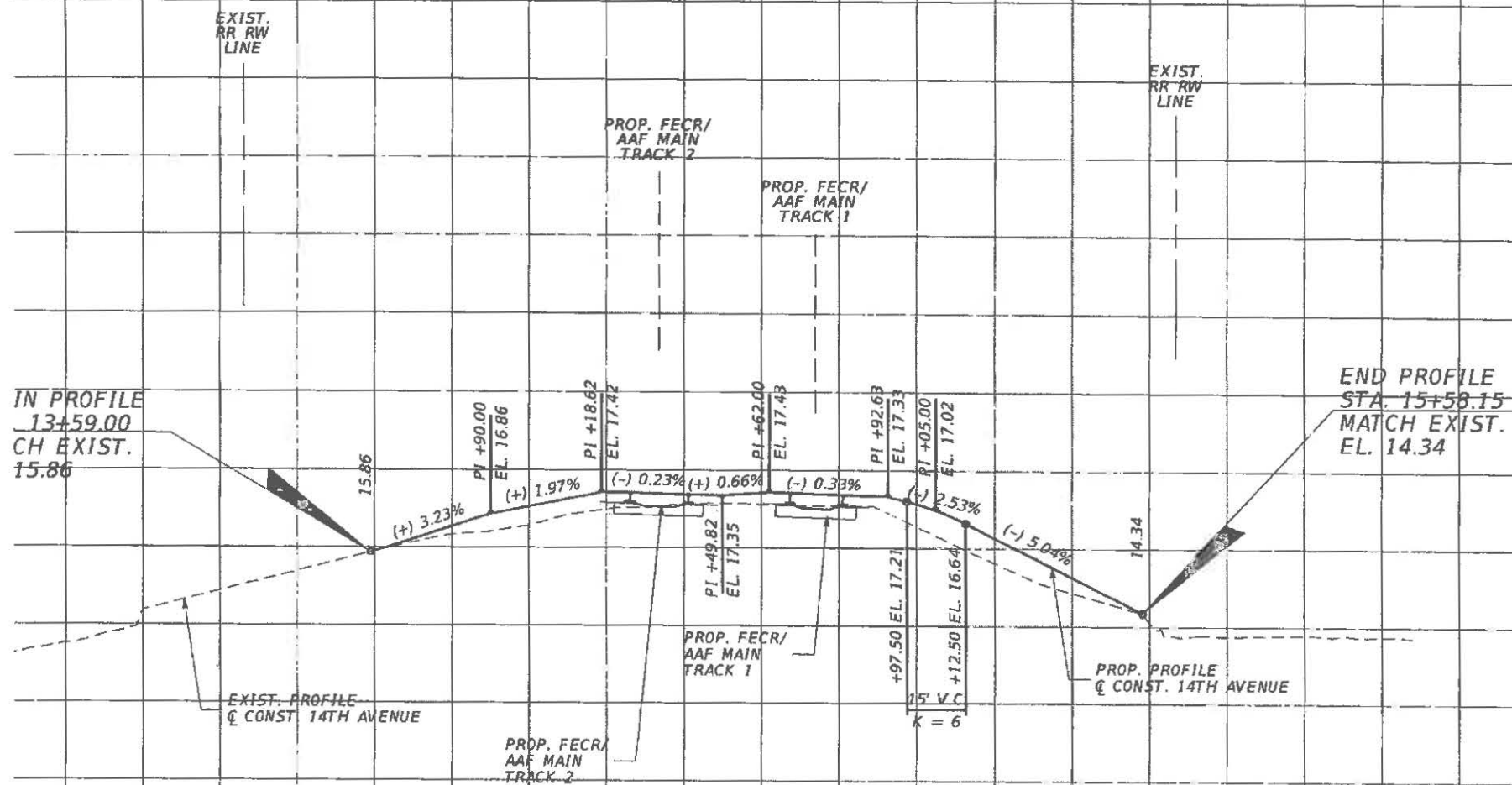
+02.83
0.00' RT
+99.88
0.00' RT

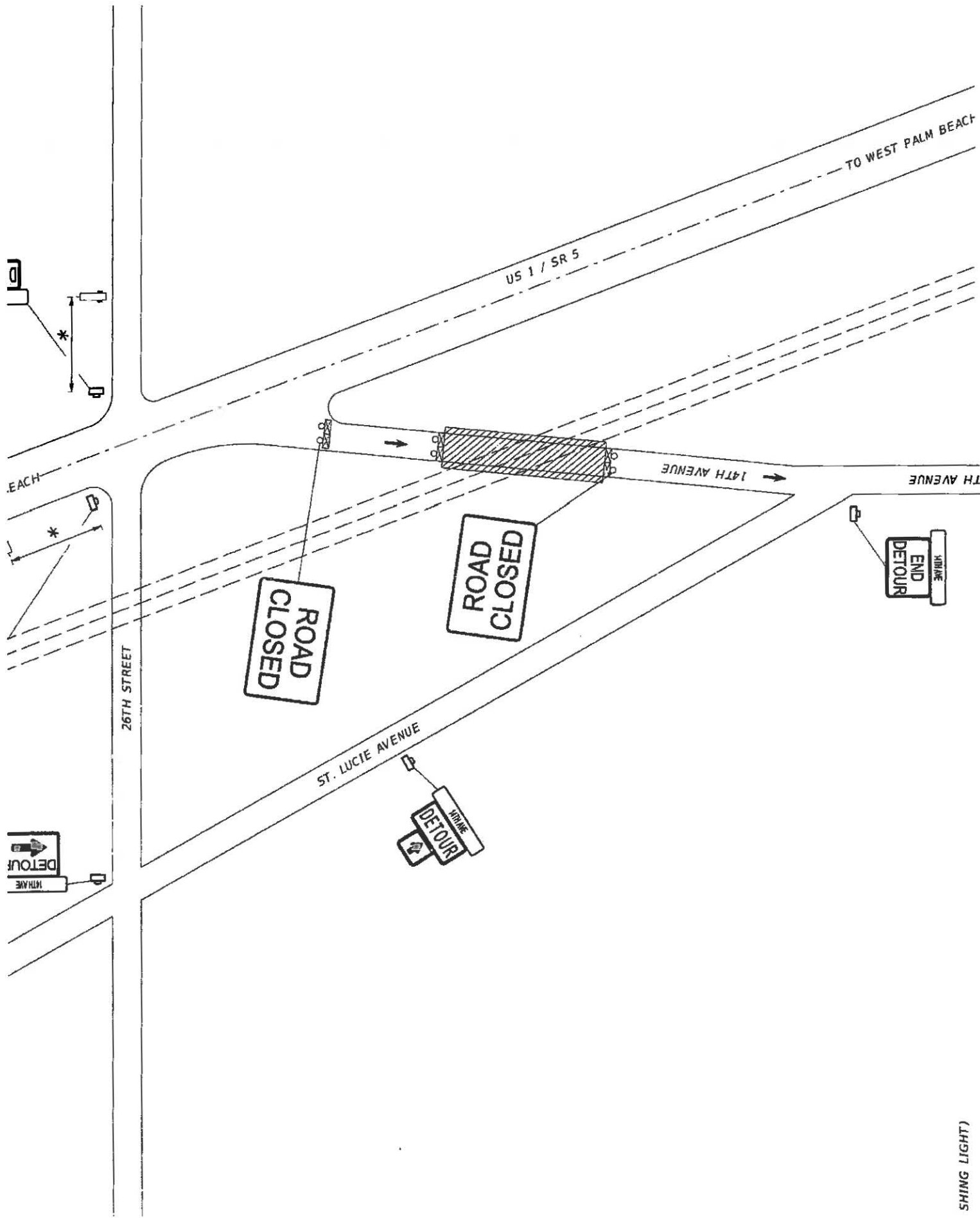
+58.11
1.60' LT
MATCH
EL. 14

PROP. FECI
MAIN TRAC

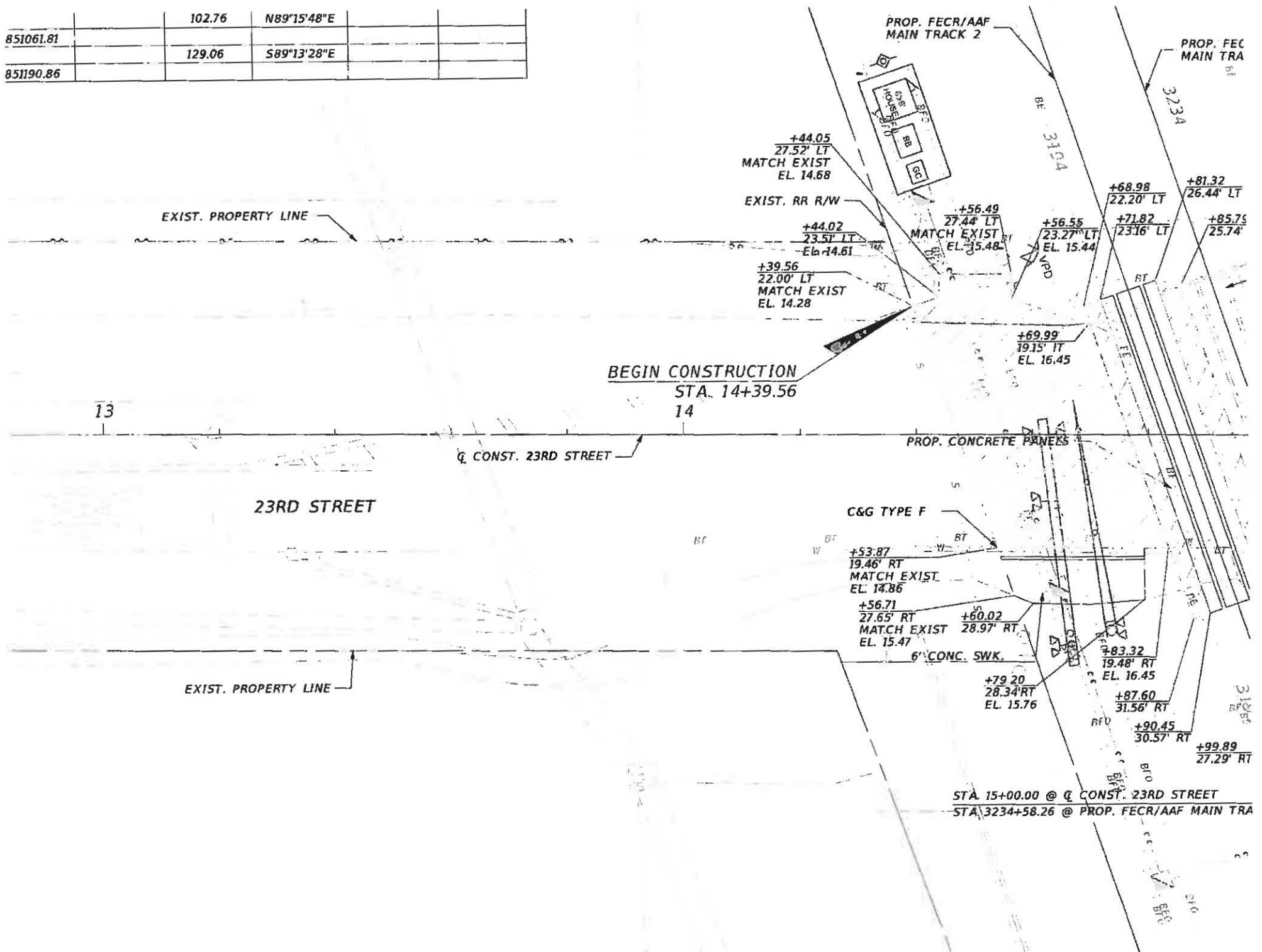
SR5 / US1

EXIST. PROPERTY LINE





		102.76	N89°15'48"E		
851061.81					
		129.06	S89°13'28"E		
851190.86					



BEGIN PROFILE
STA. 14+47.14
MATCH EXIST.
EL. 15.02

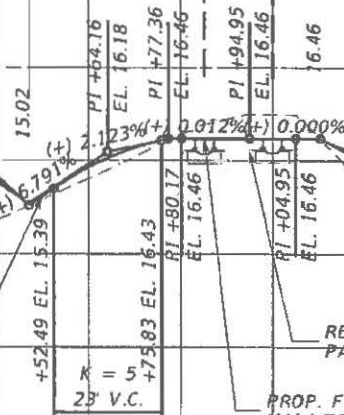
EXIST. RR
R/W LINE

PROP. FECR/
AAF MAIN
TRACK 2

PROP. FECR/
AAF MAIN
TRACK 1

EXIST. RR
R/W LINE

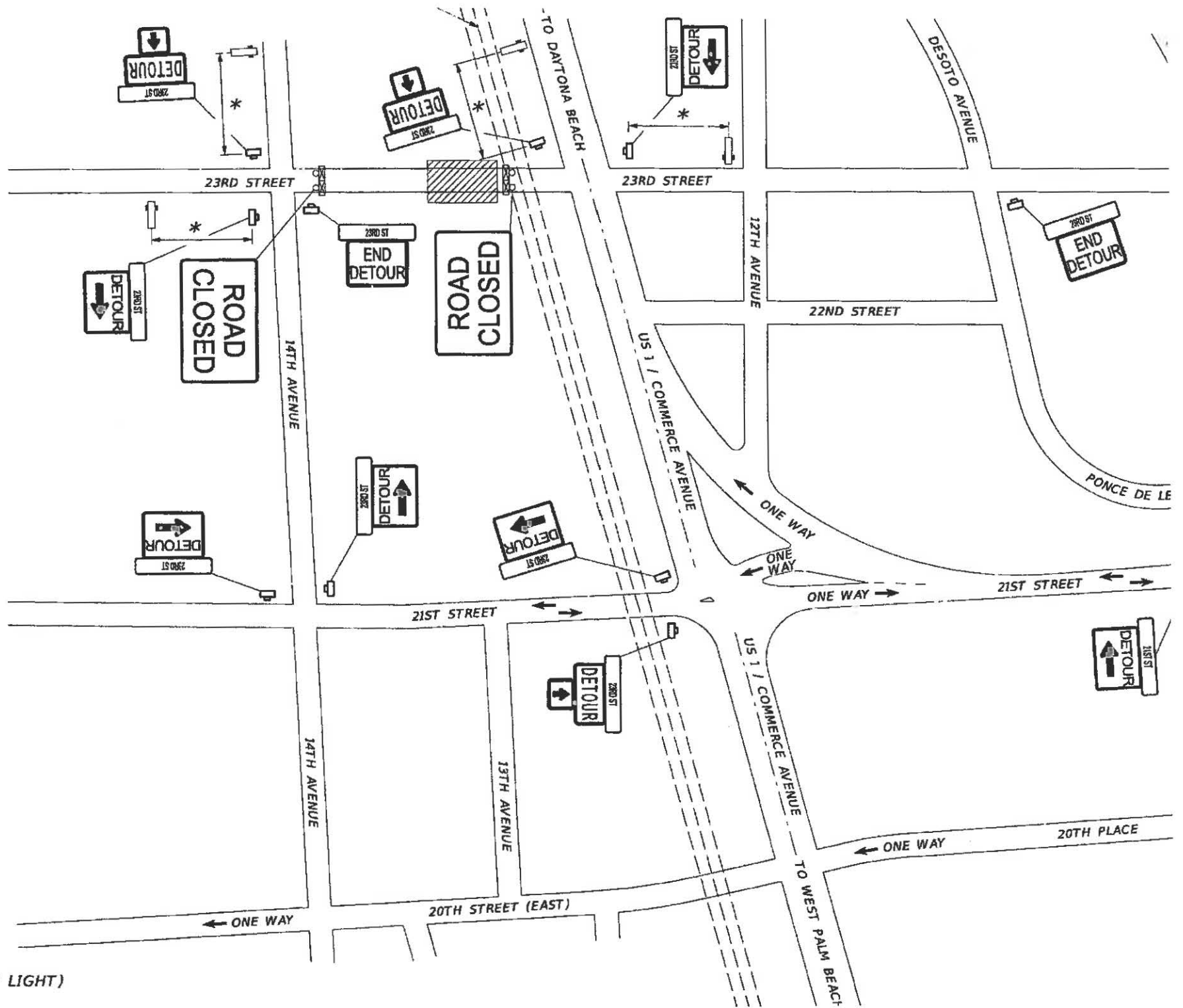
PROP. PROFILE
@ CONST. 23RD STREET



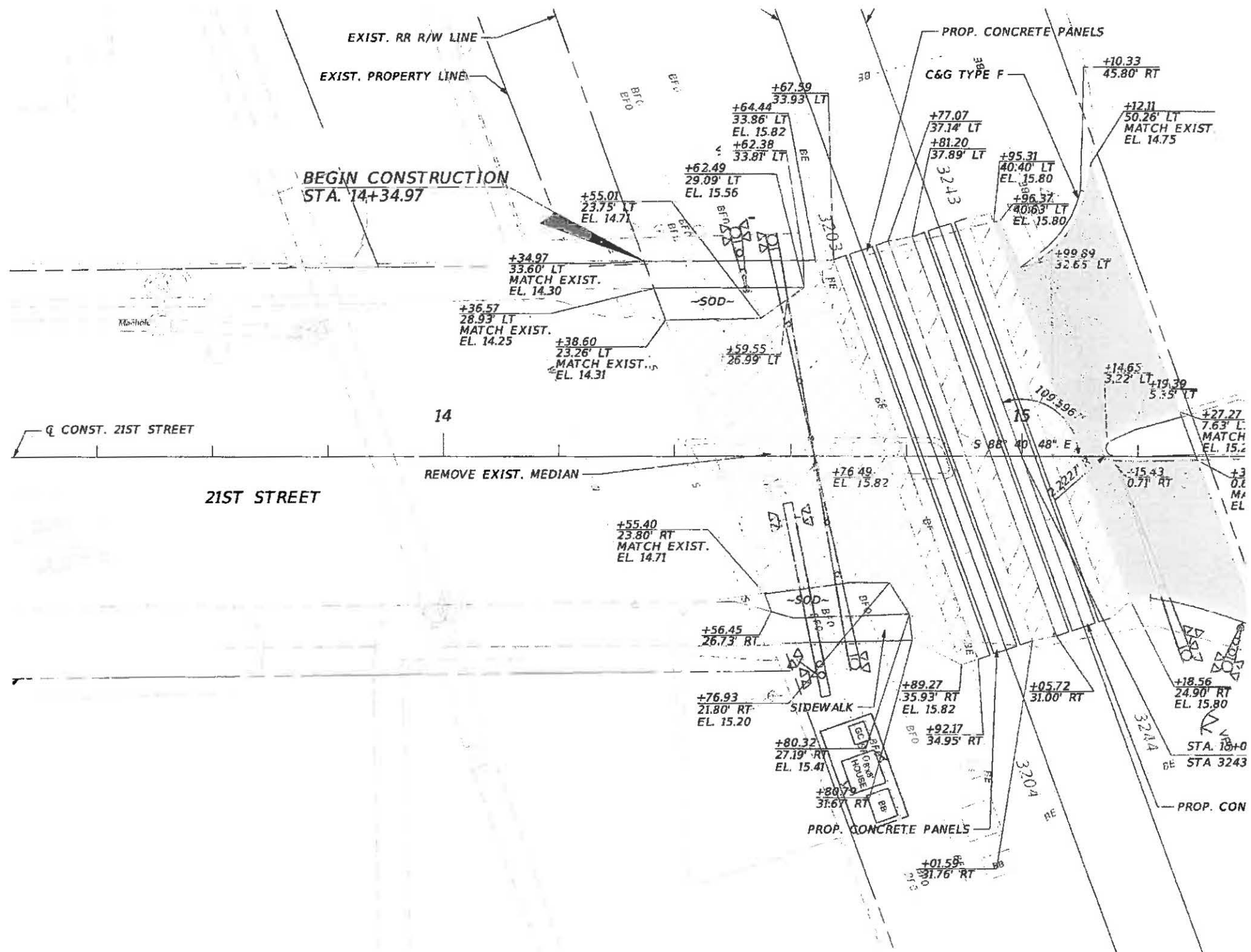
RESURFACE EXIST.
PANELS

PROP. FECR/AAF
MAIN TRACK 2

EXIST. PROFILE
@ CONST. 23RD STREET



WITH FLASHING LIGHT)



BEGIN PROFILE
STA. 14+46.93
MATCH EXIST.
EL. 14.73

PROP. PROFILE
& CONST. 21ST STREET

EXIST. RR
R/W LINE

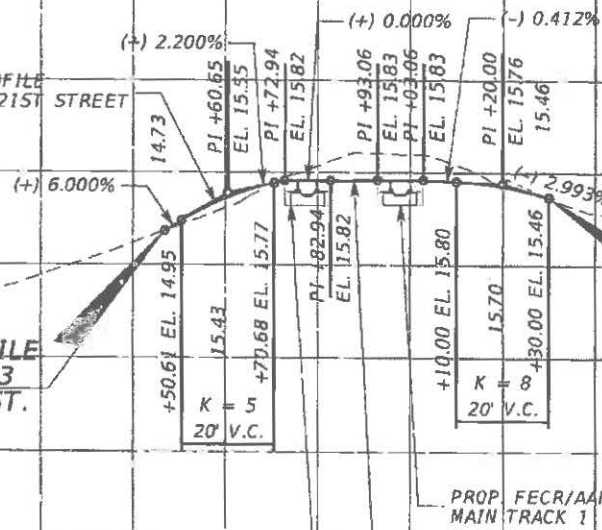
PROP. FECR/
AAF MAIN
TRACK 2

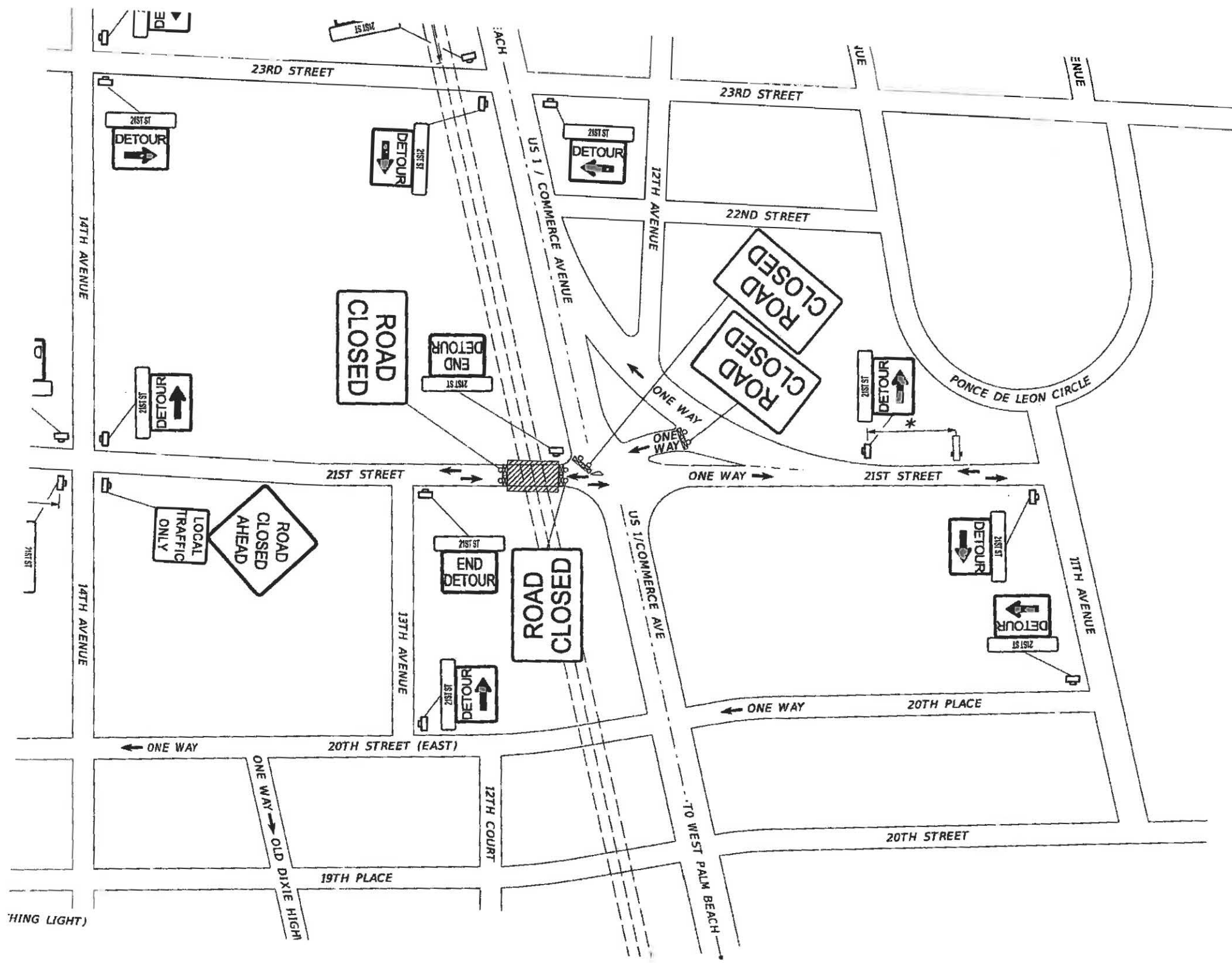
PROP. FECR/
AAF MAIN
TRACK 1

EXIST. RR
R/W LINE

EXIST. PROFILE
& CONST. 21TH STREET

END PROFILE
STA. 15+30.00
MATCH EXIST.
EL. 15.46





BEGIN PROFILE
STA. 14+50.17
MATCH EXIST.
EL. 16.56'

EXIST.
RR R/W

K = 10
10' V.C.

+50.18 EL. 16.56
+59.85 EL. 16.74
+59.85 EL. 16.74
PI +55.01
EL. 16.63
+59.85 EL. 16.74

(+) 1.338%
(+) 2.306%
(+) 1.300%

PI +69.90
EL. 16.97

PI +80.00
EL. 17.10

K = 20
20' V.C.

PI +81.00
EL. 17.10

PROP. FECR/ AAF MAIN
TRACK 2

PI +91.00
EL. 17.10

PI +95.00
EL. 17.09

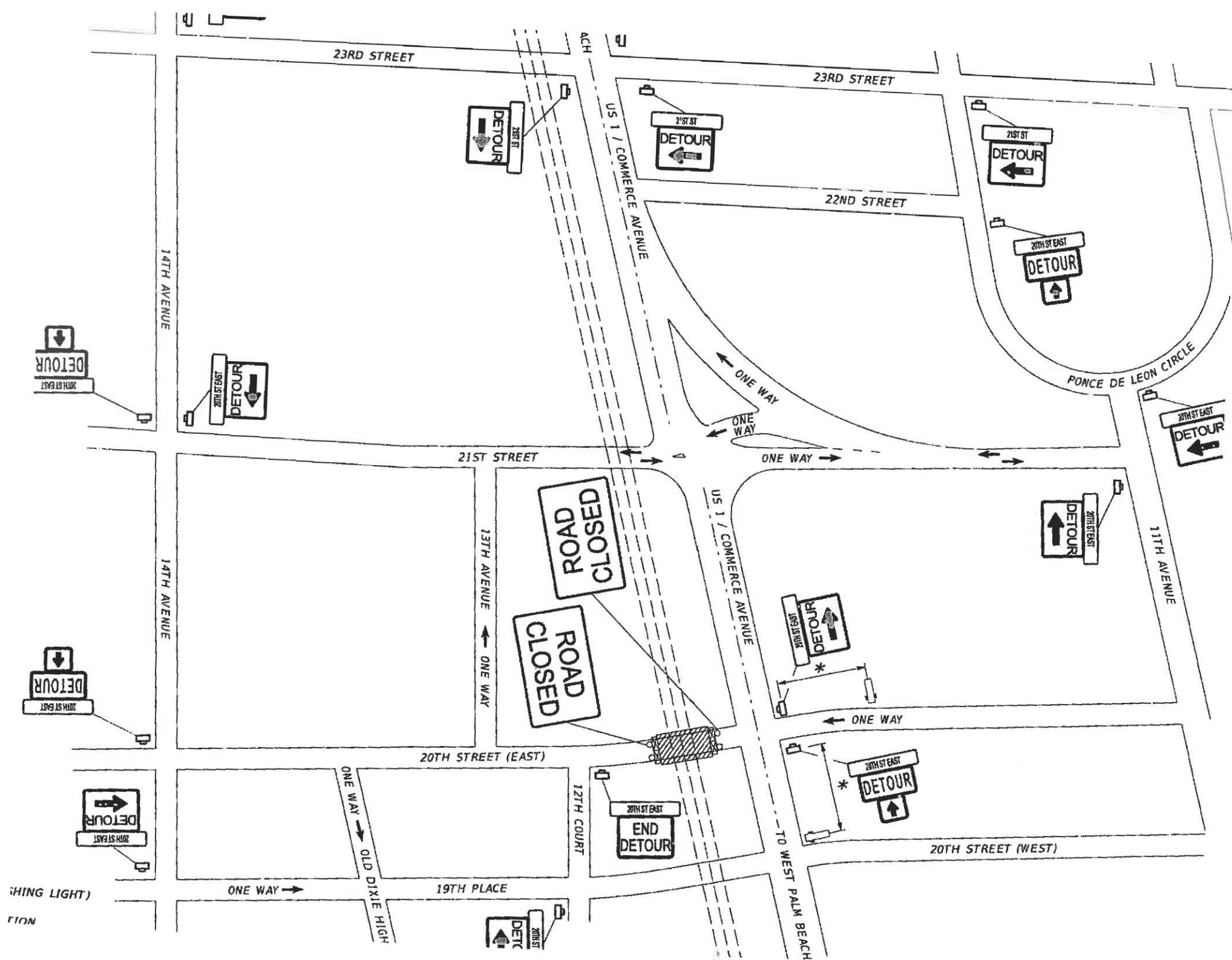
RESURFACE
EXIST. PANELS
PROP. FECR/AAF
MAIN TRACK 2

(-) 0.250%
(-) 0.000%
(+) 0.000%

EXIST.
RR R/W

END PROFILE
STA. 15+05.00
MATCH EXIST.
EL. 17.09'

EXIST. PROFILE
& CONST 20TH STREET



[illegible]

BEGIN PROFILE
STA. 14+44.18
MATCH EXIST.
EL. 16.59'

EXIST.
RR R/W

PROP. FECR/PROP. FECR/
AAF MAIN AAF MAIN
TRACK 2 TRACK 1

EXIST.
RR R/W

K = 10
15' V.C.

PI +44.18
EL. 16.59

PI +58.90
EL. 16.93

PI +69.38
EL. 17.26

PI +80.00
EL. 17.49

PI +81.08
EL. 17.49

END PROFILE
STA. 15+05.08
MATCH EXIST.
EL. 17.49'

(+) 1.622%
PI +51.54
EL. 16.70

(+) 3.094%

(+) 2.200%

(+) 0.000%

17.49

PROP. PROFILE
Q CONST. 19TH STREET

K = 23
21' V.C.

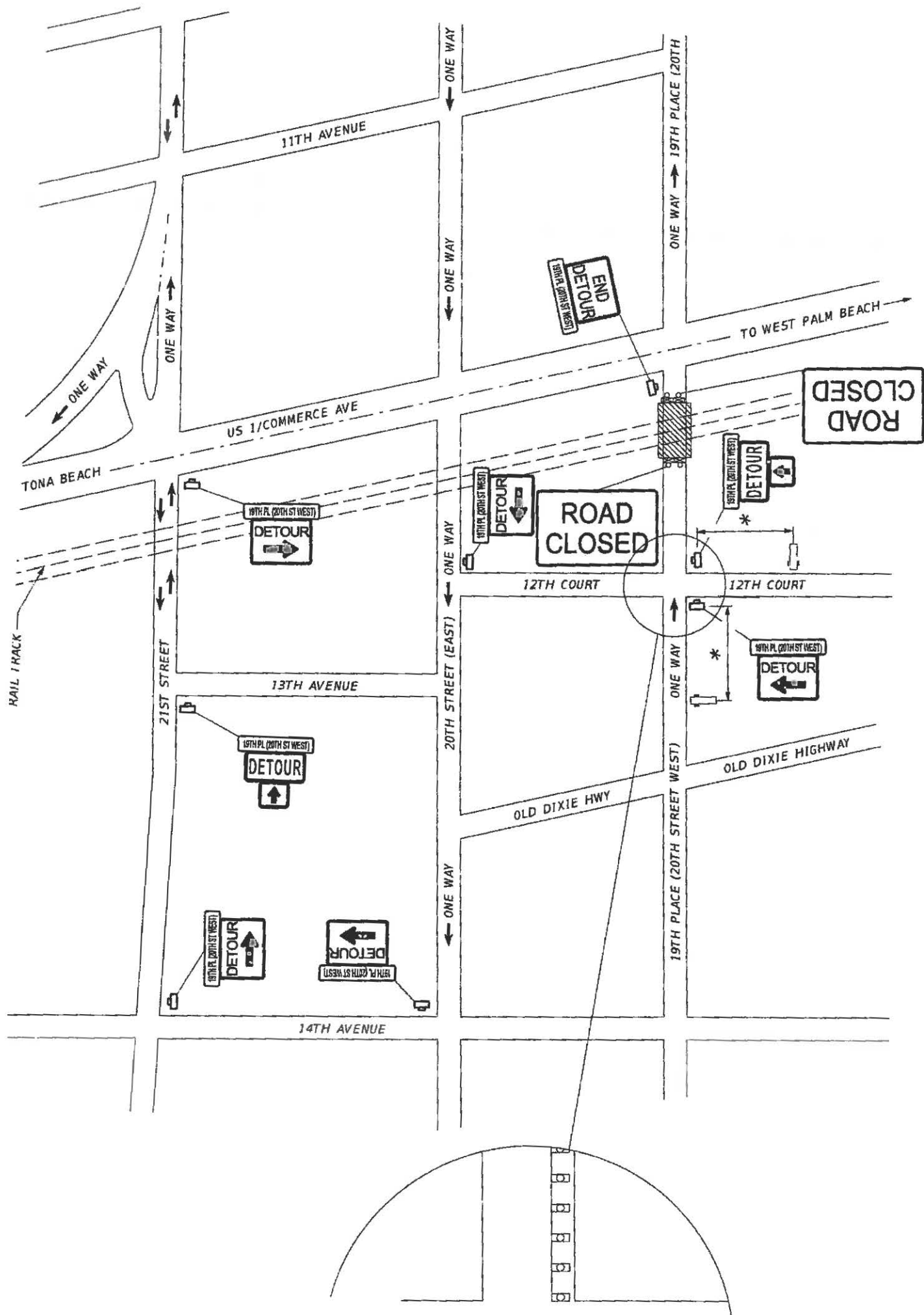
PI +58.90
EL. 16.93

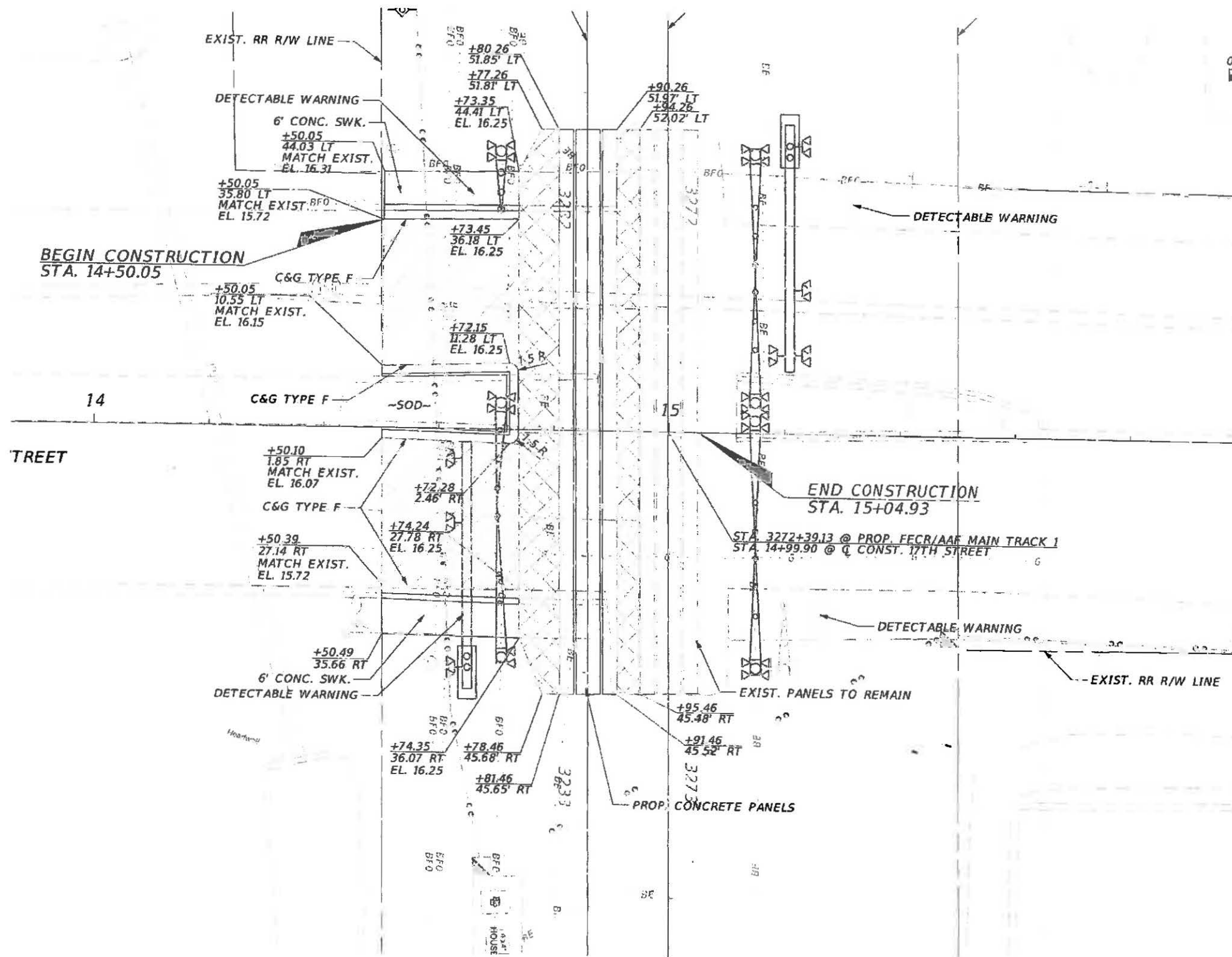
PI +79.86
EL. 17.49

PROP. FECR/AAF
MAIN TRACK 2

EXIST. PANELS
TO REMAIN

EXIST. PROFILE
Q CONST. 19TH STREET





EXIST.
RR R/W

PROP. FECR/PROP. FECR/
AAF MAIN AAF MAIN
TRACK 2 TRACK 1

EXIST.
RR R/W

BEGIN PROFILE
STA. 14+50.05
MATCH EXIST.
EL. 16.11'

16.11

PROP. PROFILE
Q CONST. 17TH STREET

PROP. FECR/AAF
MAIN TRACK 2

(+) 1.023%

PL +80.90
EL 16.32

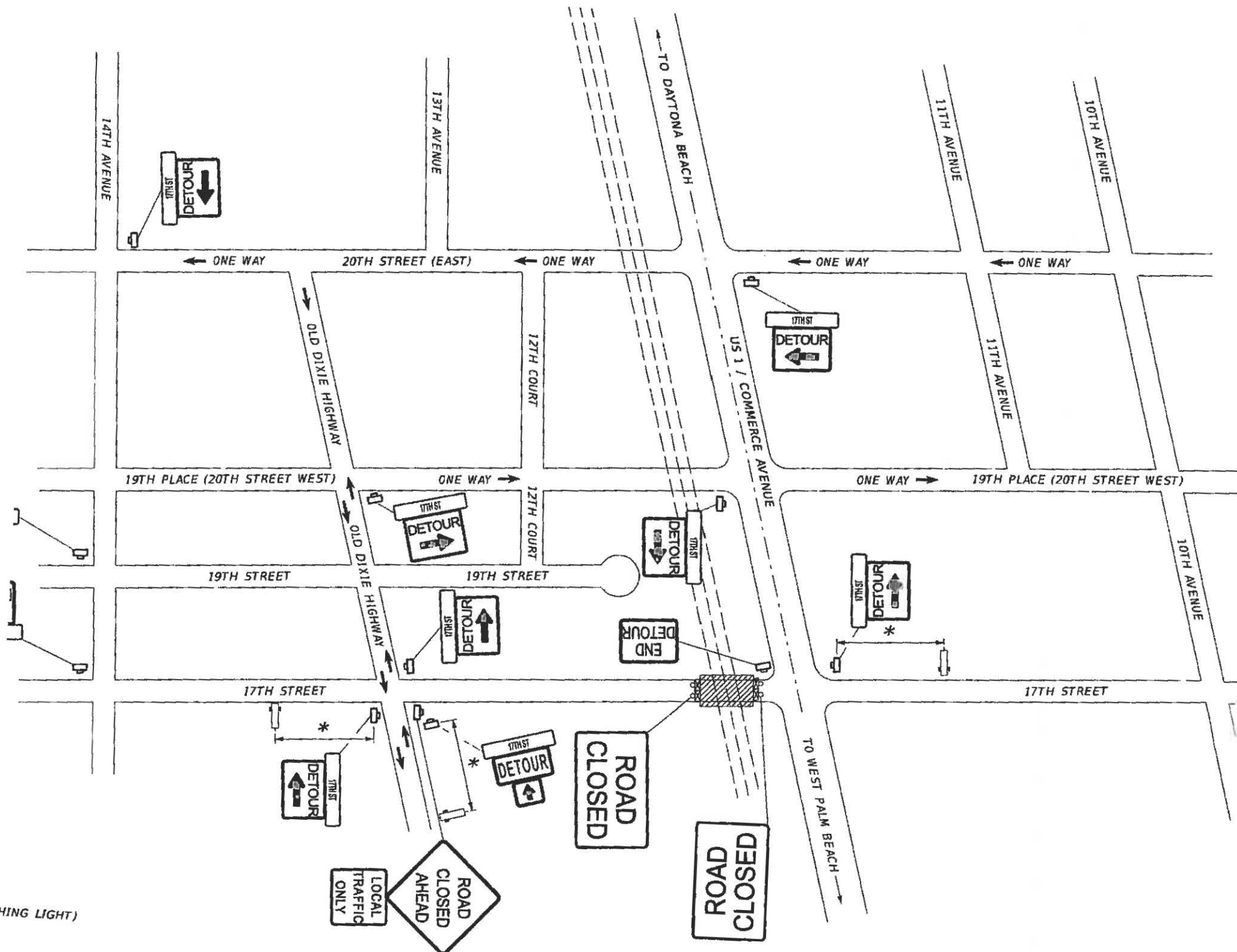
(+) 0.000%

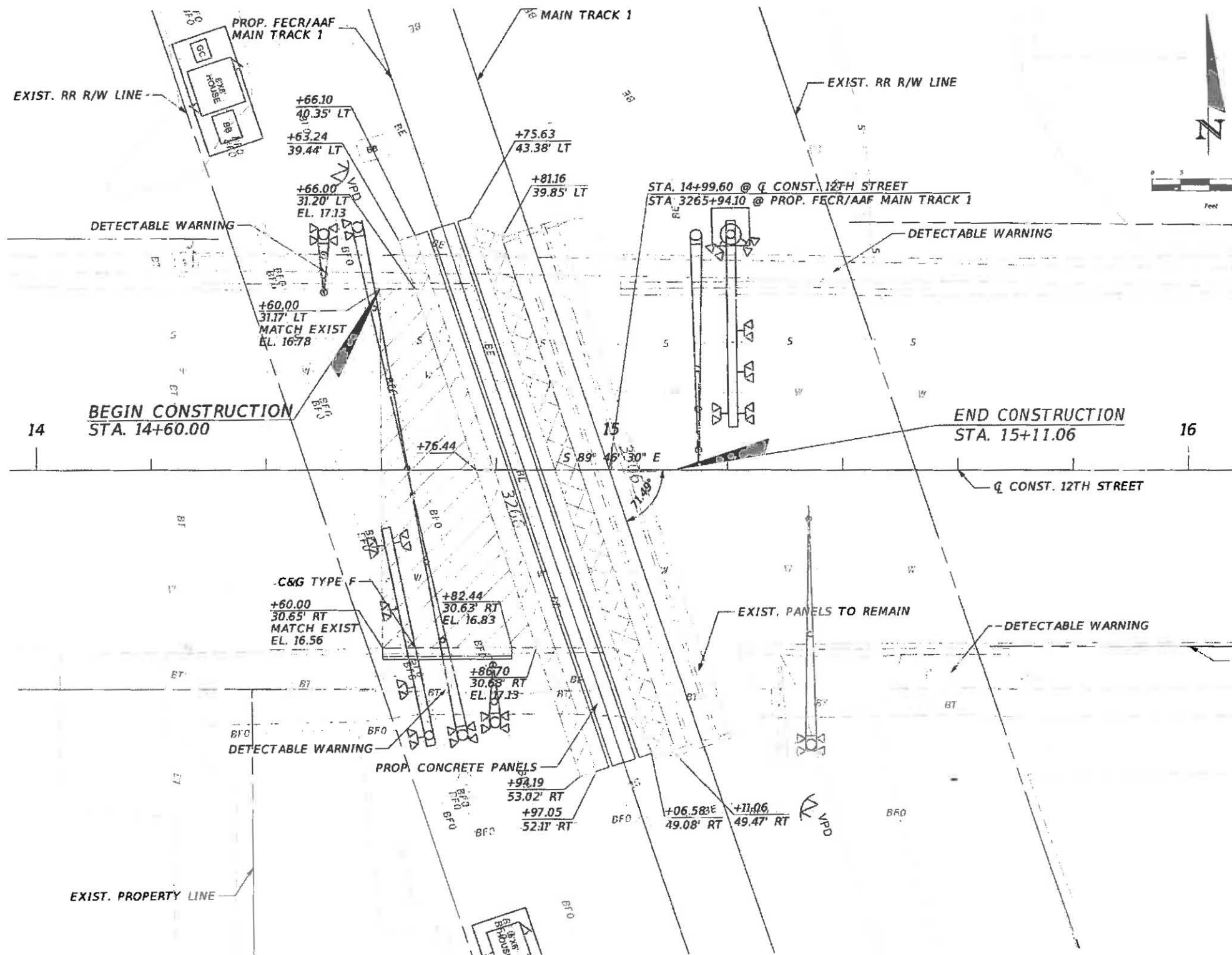
16.32

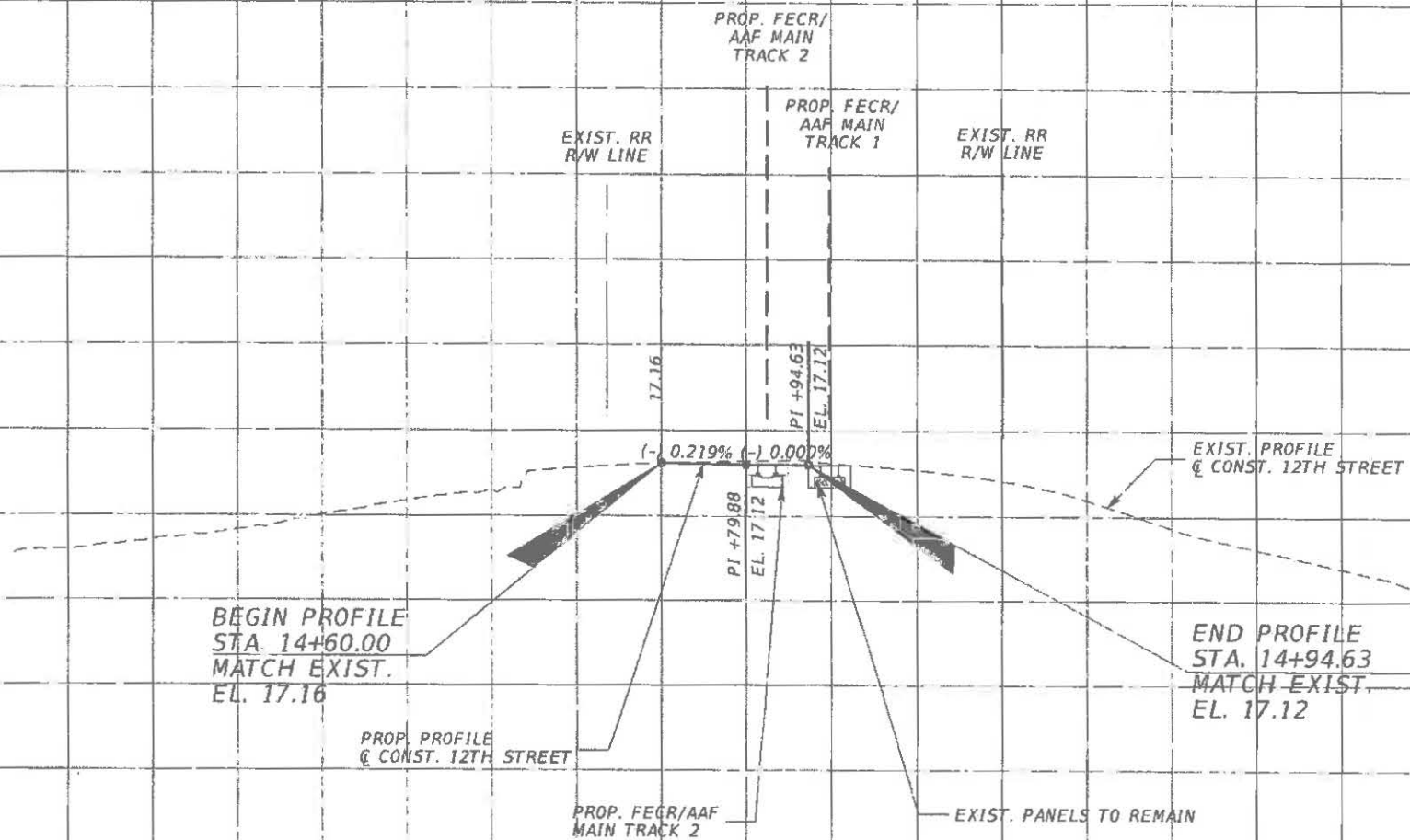
EXIST. PANELS
TO REMAIN

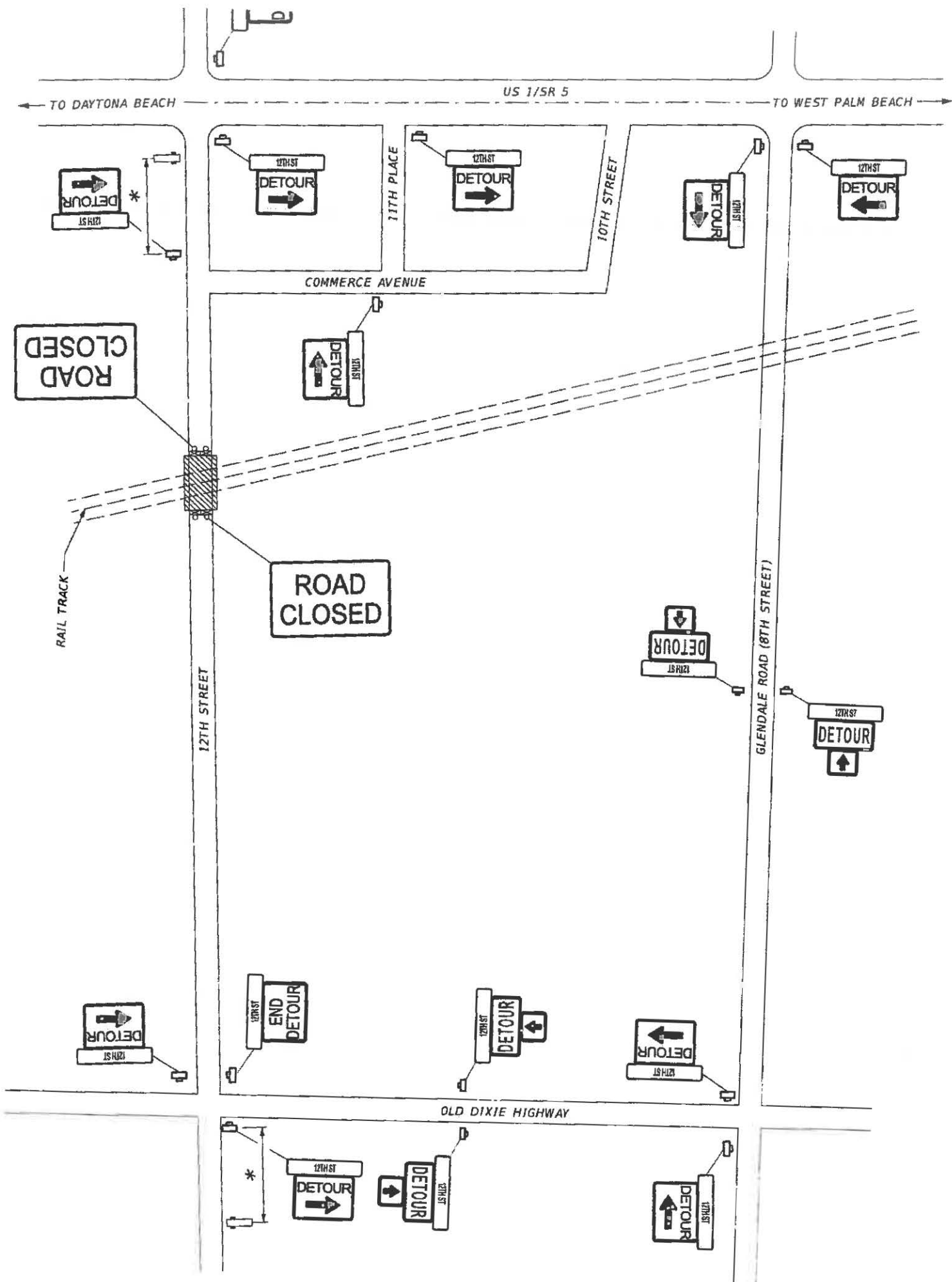
END PROFILE
STA. 15+04.90
MATCH EXIST.
EL. 16.32'

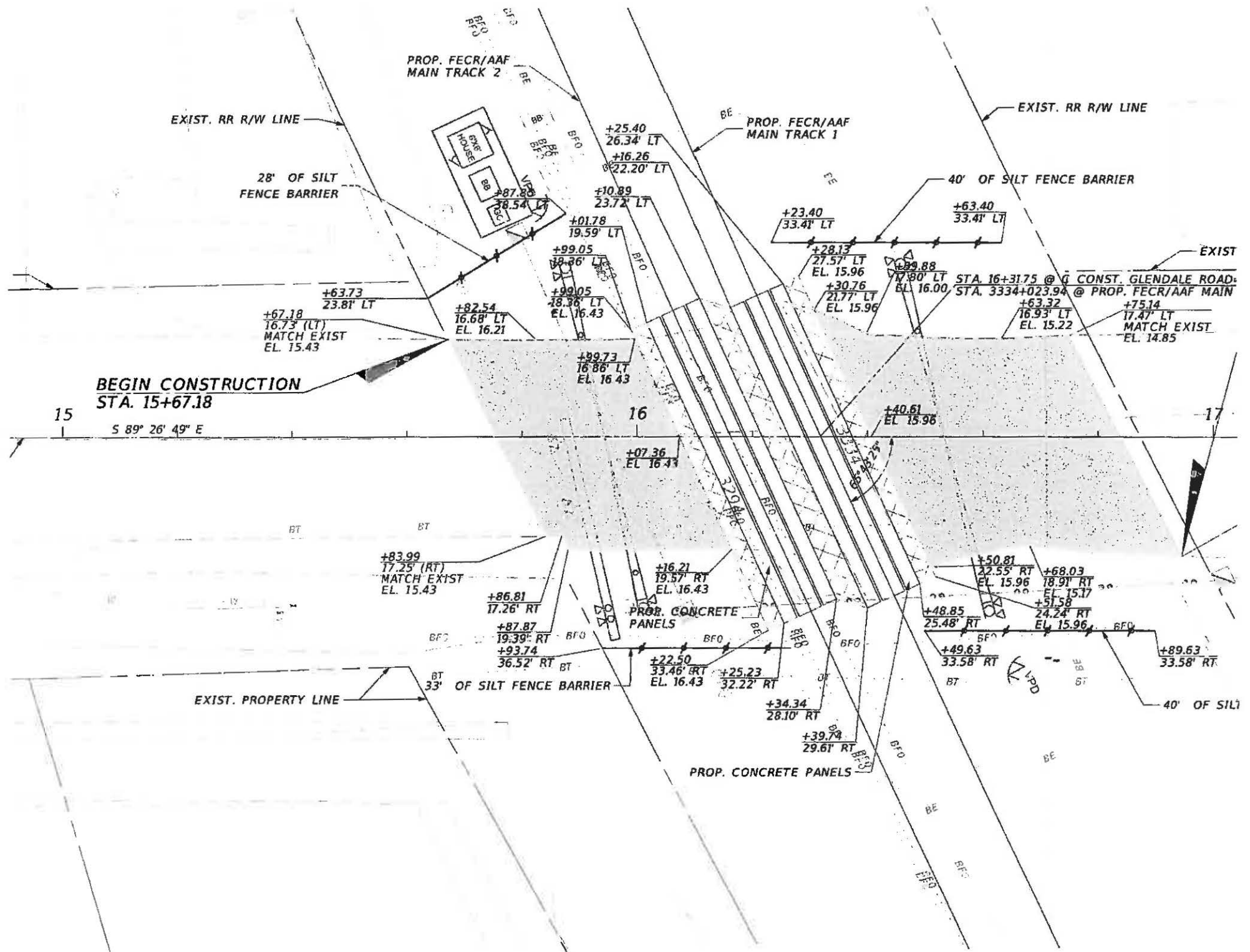
EXIST. PROFILE
Q CONST. 17TH STREET











BEGIN PROFILE
STA. 15+75.27
MATCH EXIST.
EL. 1572

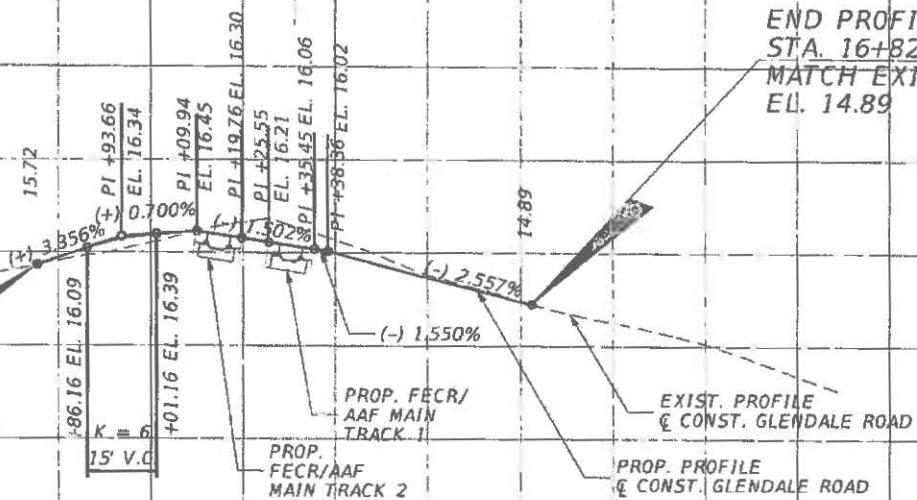
EXIST.
RR RW
LINE

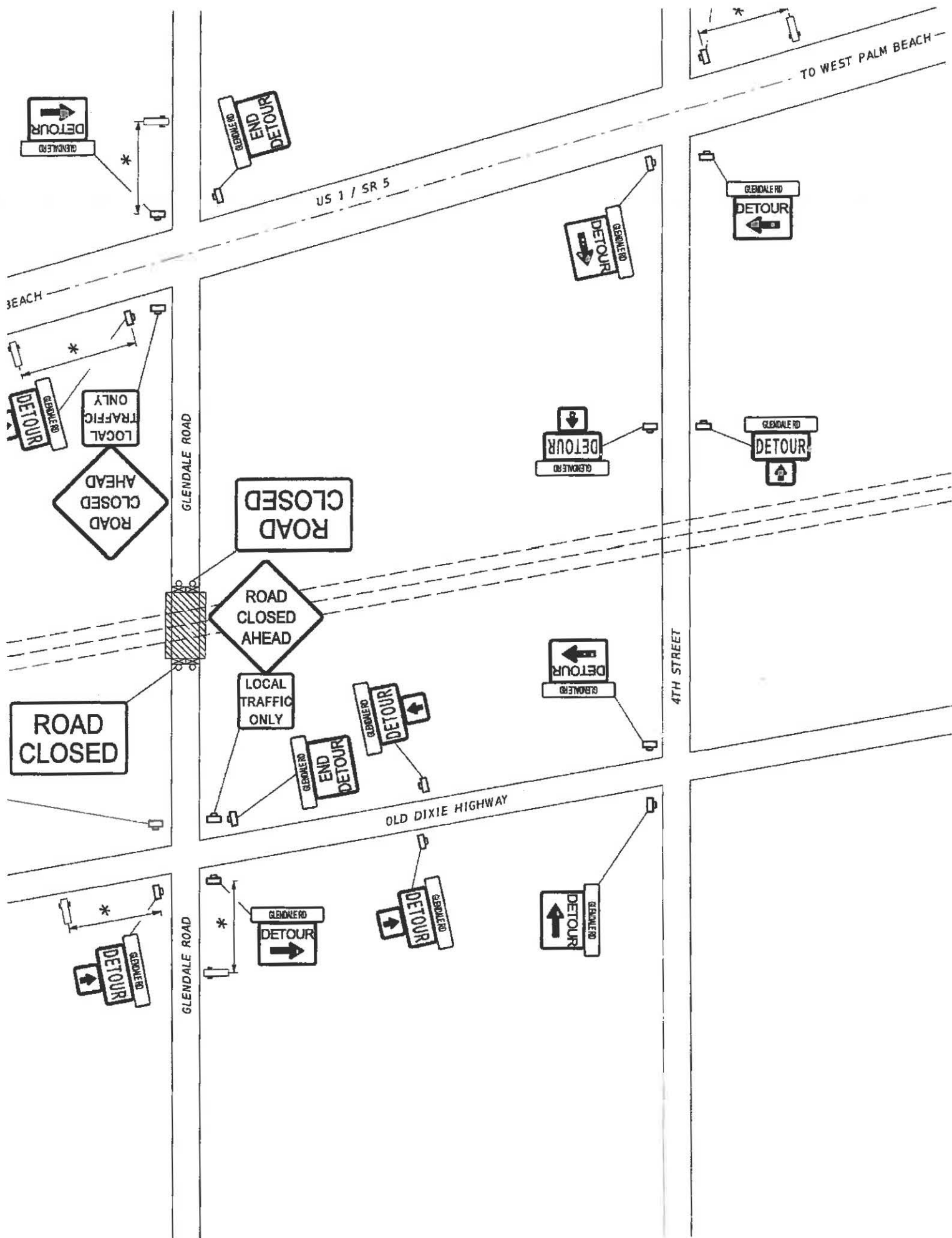
PROP.
FECR/AAF
MAIN TRACK 2

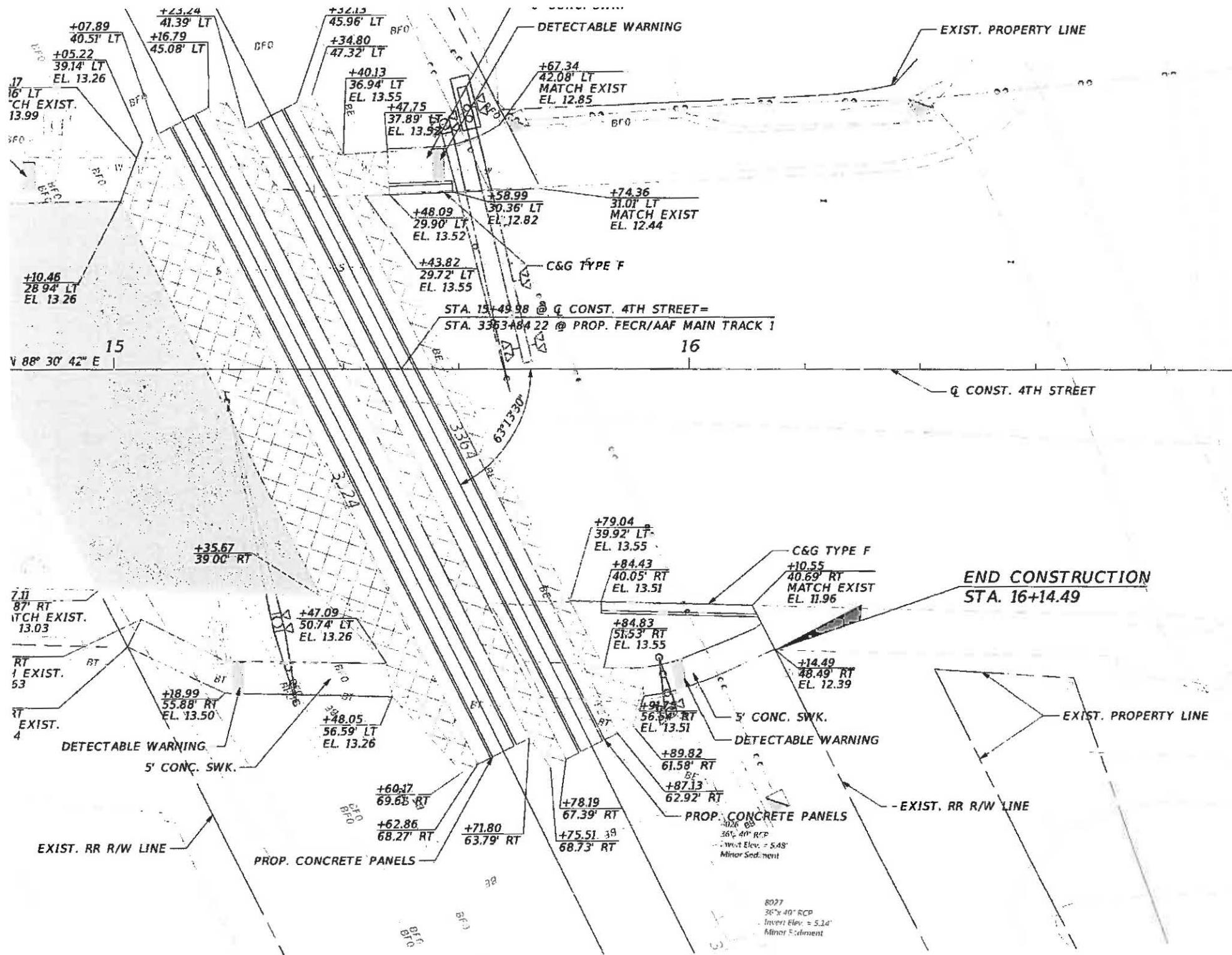
EXIST.
RR RW
LINE

PROP.
FECR/AAF
MAIN TRACK 1

END PROFILE
STA. 16+82.30
MATCH EXIST.
EL. 14.89







BEGIN PROFILE
STA. 14+91.99
MATCH EXIST.
EL. 13.25

EXIST.
RR RW
LINE

PROP. FEER/
AAF MAIN
TRACK 1

PROP. FEER/
AAF MAIN
TRACK 2

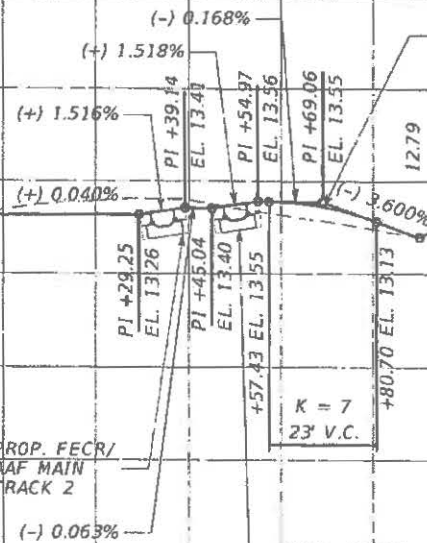
EXIST.
RR RW
LINE

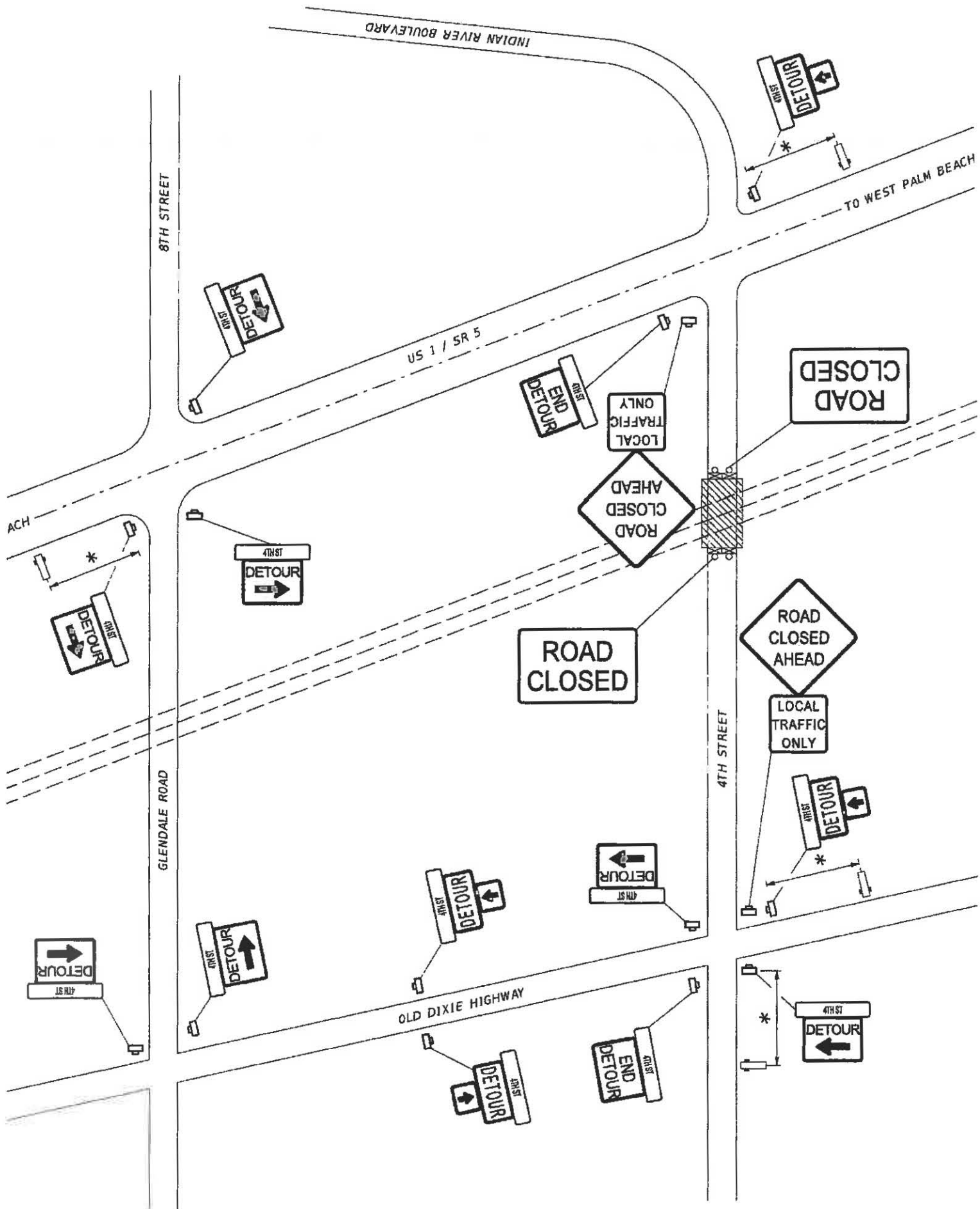
PROP. PROFILE
& CONST. 4TH STREET

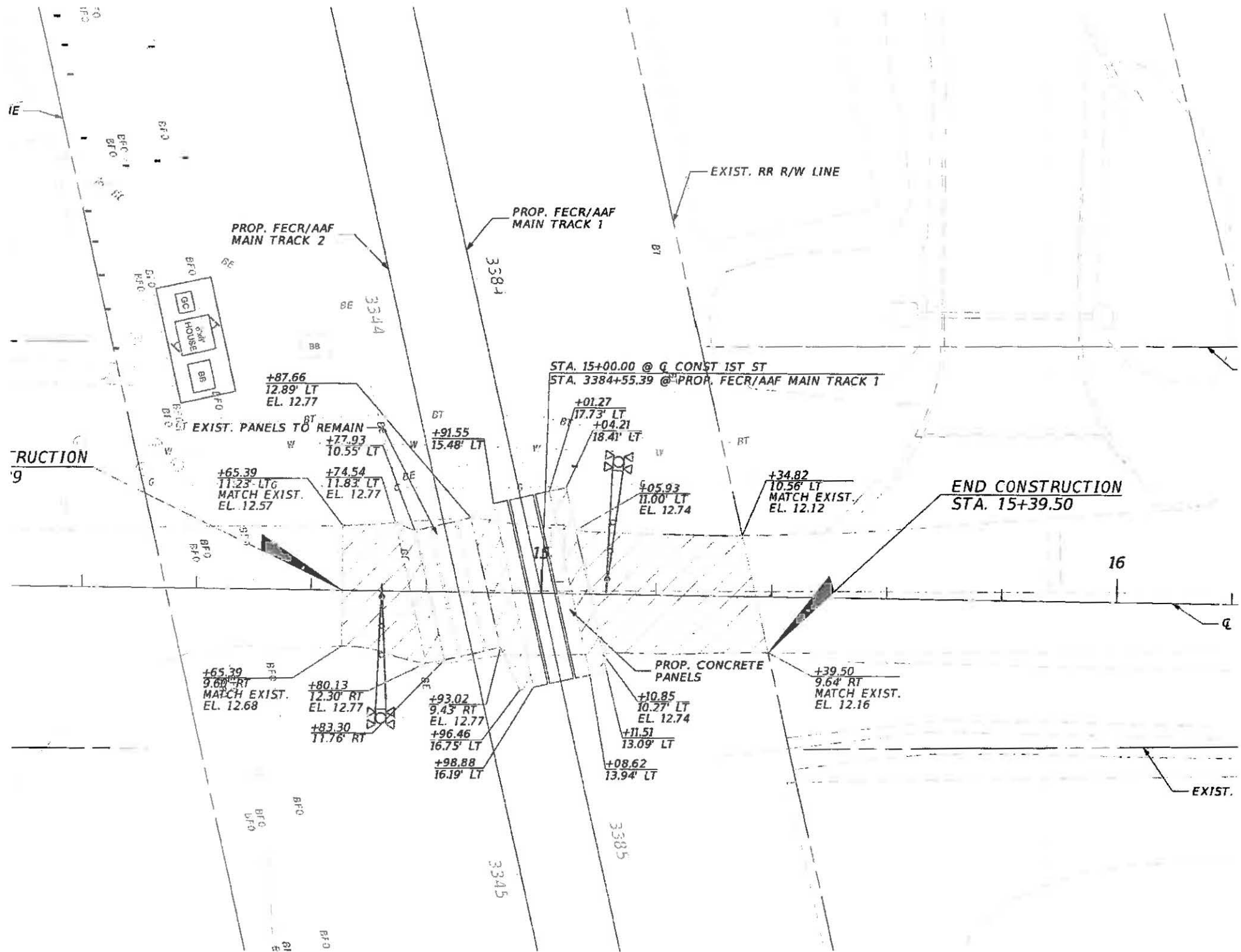
END PROFILE
STA. 15+90.01
MATCH EXIST.
EL. 12.79

PROP. FEER/
AAF MAIN
TRACK 2

PROP. FEER/
AAF MAIN
TRACK 1







BEGIN PROFILE
STA. 14+65.39
MATCH EXIST.
EL. 12.72

EXIST.
RR R/W

PROP. FECR/
AAF MAIN
TRACK 2

PROP. FECR/
AAF MAIN
TRACK 1

EXIST.
RR R/W

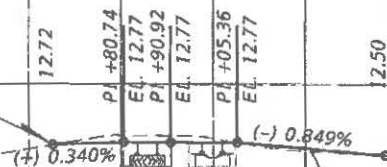
END PROFILE
STA. 15+37.26
MATCH EXIST.
EL. 12.50

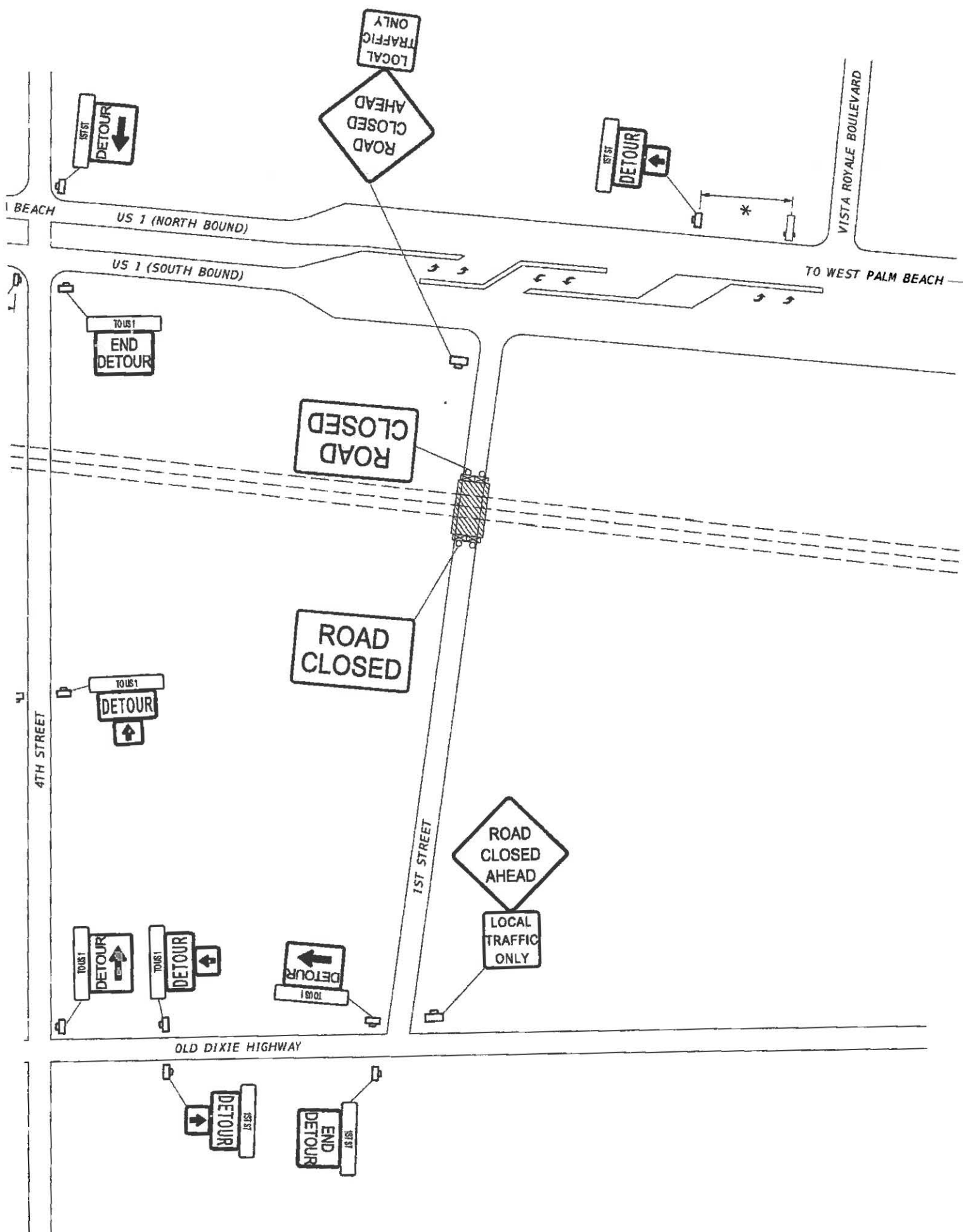
EXIST. PANELS
TO REMAIN

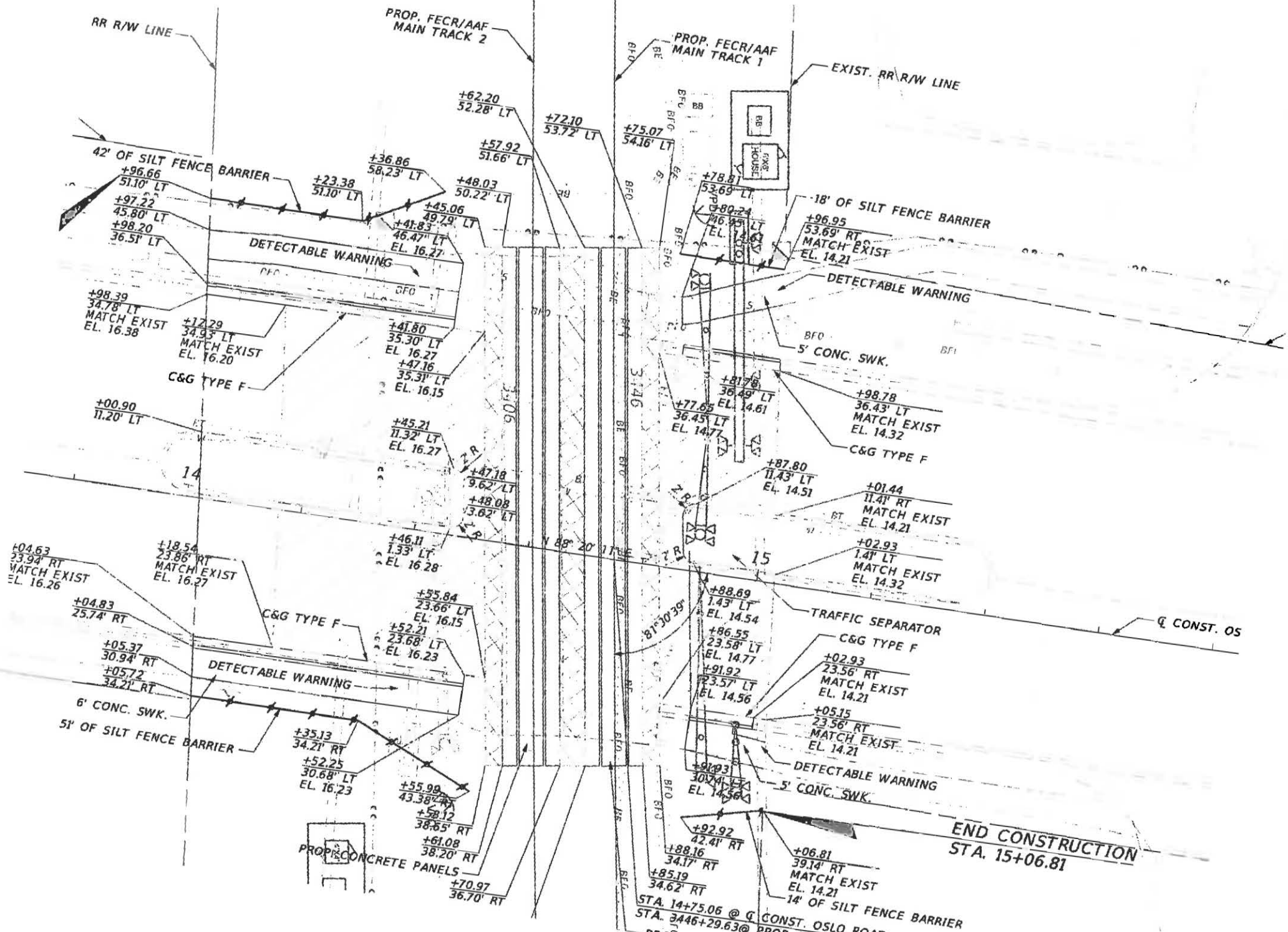
PROP. FECR/AAF
MAIN TRACK 1

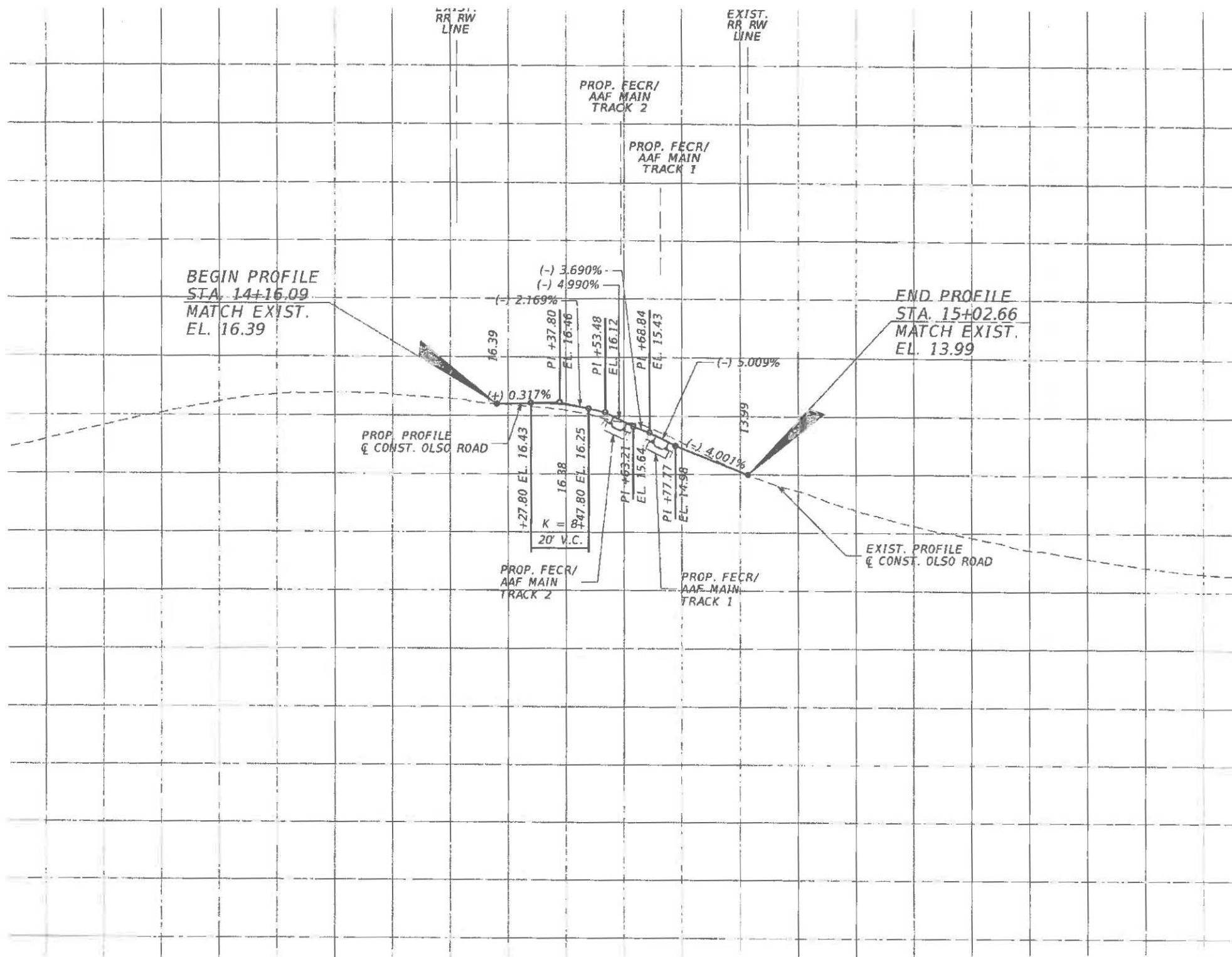
PROP. PROFILE
Q CONST. 1ST STREET

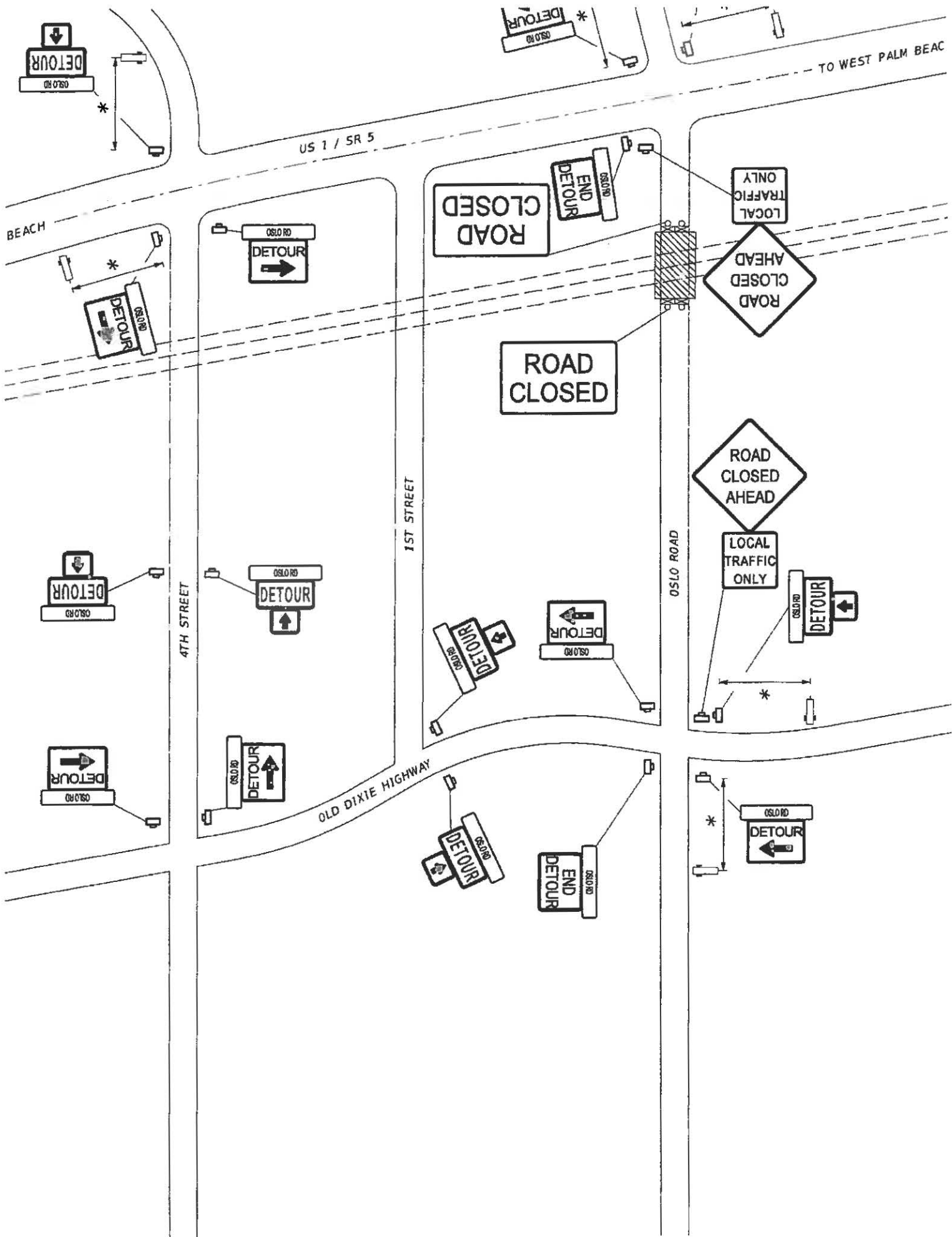
EXIST. PROFILE
Q CONST. 1ST STREET

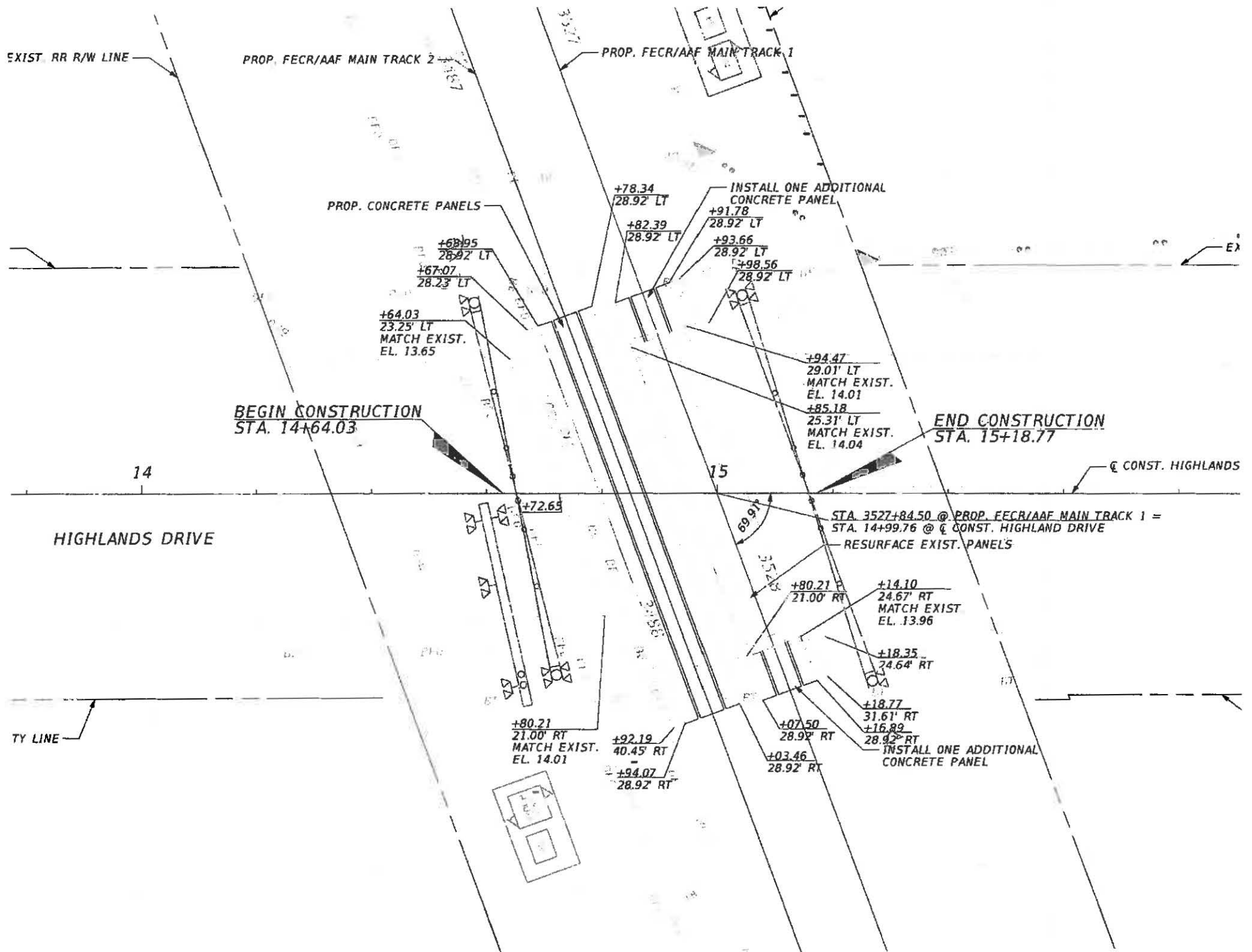












EXIST.
RR R/W

PROP. FECR/ AAF MAIN
TRACK 2

PROP. FECR/ AAF MAIN
TRACK 1

EXIST.
RR R/W

BEGIN PROFILE
STA. 14+72.65
MATCH EXIST.
EL. 14.05'

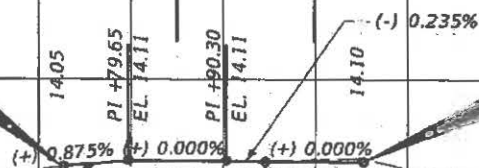
END PROFILE
STA. 15+05.20
MATCH EXIST.
EL. 14.10'

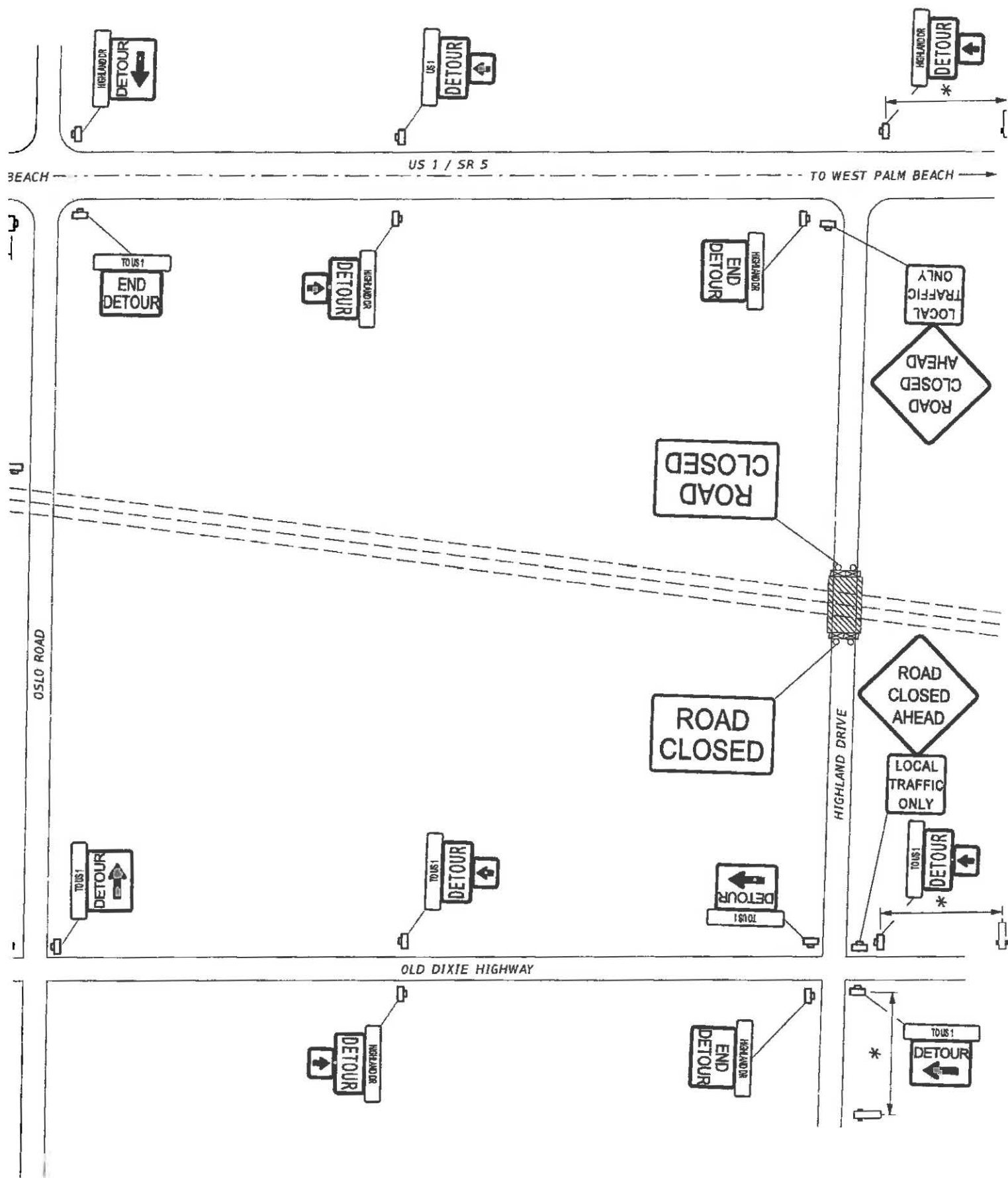
PROP. PROFILE
& CONST. HIGHLANDS DRIVE

PROP. FECR/AAF
MAIN TRACK 2

RESURFACE
EXIST. PANELS

EXIST. PROFILE
& CONST. HIGHLANDS DRIVE





EMENT MARKINGS SHALL BE
OF THE 2015 DESIGN
THE MINIMUM DESIGN SPEED
CROSSING PAVEMENT MARKINGS

THE PLANS WHICH ARE IN CONFLICT
LANDSCAPING, ETC. MAY BE ADJUSTED
CONSTRUCTION MANAGER (PMCM) IN
STANDARD INDEX NO. 17302. WARNING SIGN
APPROVED BY THE PMCM. CONTRACTOR
EMENT WHEN ADJACENT TO RAILROAD
NOT OBSTRUCT ANY WARNING LIGHTS.

WHILE RELOCATING EXISTING SIGNS TO
E TO SIGNS. IF THE SIGNS ARE DAMAGED
BY THE PMCM, SIGNS SHALL BE REPLACED
EXPENSE.

ELINEATORS AND CHEVRON SIGNS,
REMOVAL SHALL BE REMOVED
BY CONTRACTOR.

MARKINGS AT BEGINNING AND AT THE
PLANS, INCLUDING ALL PUBLIC SIDE
QUANTITIES TO EXTEND AND
G DAMAGED DURING CONSTRUCTION
E PROPOSED ITEMS. REMOVAL OF
IS SHALL BE ACCOMPLISHED BY A
WATER BLASTING, OR ANY METHOD THAT WILL
E SURFACE TEXTURE OF THE PAVEMENT,
THE PREVIOUS MARKING PATTERN
D LIGHT CONDITIONS.

ALL TERMINATE 1' AWAY FROM THE EDGE
SS SURFACE PANELS UNLESS OTHERWISE
CIRCUMSTANCES SHALL PAINT,
EFFECTIVE PAVEMENT MARKERS, OR
BE AFFIXED TO THE TOP OF RAIL. THE
T SHALL BE A MINIMUM OF 12' FROM

D DOCUMENT ALL EXISTING SIGNS PRIOR TO
A COPY OF THIS INFORMATION TO THE

WEMENT MARKINGS INCLUDING PAVEMENT
ARROW SHALL BE PREFORMED
WEMENT MARKINGS. THE PREFORMED
PROCEDURES SHALL CONFORM TO THE
STANDARD SPECIFICATIONS FOR ROAD

Y UTILITY OWNERS THROUGH SUNSHINE
11) TWO BUSINESS DAYS IN ADVANCE OF
THE JOB SITE.

12. THE LOCATION OF THOSE BURIED AND ABOVE GROUND UTILITIES SHOWN
ARE APPROXIMATE, AND ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE
ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES.
THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE
CONSTRUED BY THE OWNER'S REPRESENTATIVE, CONTRACTOR OR
SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION
OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE.
BURIED AND ABOVE GROUND UTILITY LOCATION, IDENTIFICATION, AND
MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST
BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND
OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS
ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITIES, REMAIN THE
SOLE RESPONSIBILITY OF THE CONTRACTOR.

13. FEOR NO TRESPASSING SIGNS SHALL BE THE RESPONSIBILITY OF
THE CONTRACTOR TO REMOVE AND REPLACE AS SPECIFIED BY FLORIDA
EAST COAST RAILROAD ENGINEERING STANDARDS REFERENCE MANUAL
SECTION 1010.0 OR OWNER'S REPRESENTATIVE.

14. RELOCATED SIGN PANELS SHALL BE PLACED ON A NEW STRUCTURE MEETING
THE REQUIREMENTS OF THE FDOT SPECIFICATIONS.

15. SIGN ASSEMBLY OF R15-2P AND R15-1 REFER TO SIGNALIZATION PLAN.

EXIST. RR R/W LINE

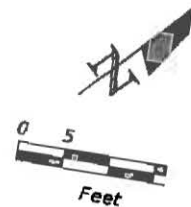
S
ING

EXIST. SIGN
TO REMAIN

PROP. FECR/AAF
MAIN TRACK 2

PROP. FECR/AAF
MAIN TRACK 1

EXIST. RR R/W LINE



ND RD. 14

6" DBL. YELLOW W/ BI-DIR.
Y/Y RPM'S @ 40' (TYP.)

END-SIGNING &
PAVEMENT MARKING
MATCH EXIST.
STA. 14+81.45

24" WHITE
PAVEMENT MESSAGE WHITE

6" WHITE
+59.9
12.0' LT

+77.6
12.0' LT

+59.9
0.1' LT

+79.5
0.9' LT

24" WHITE

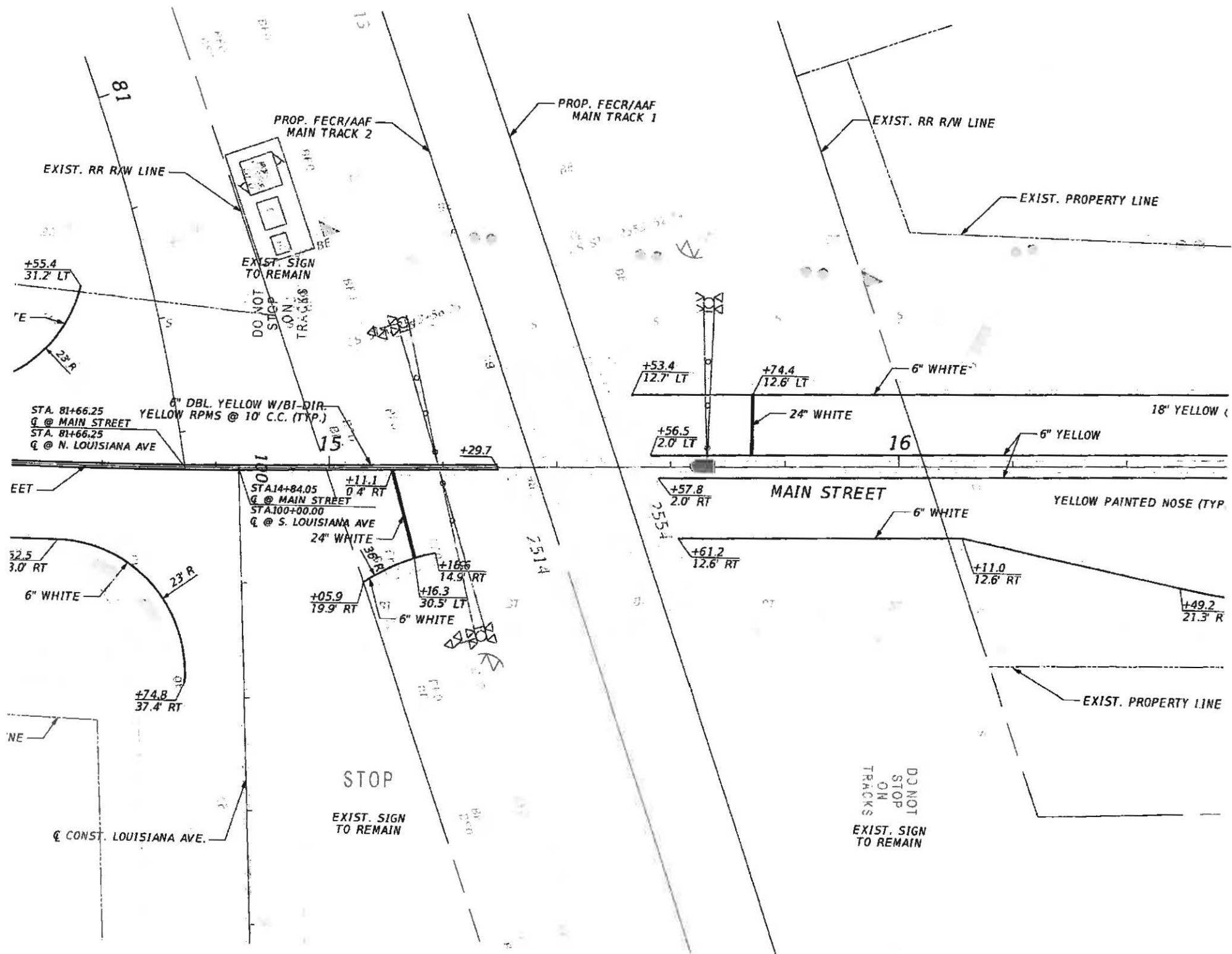
+59.9
11.3' RT

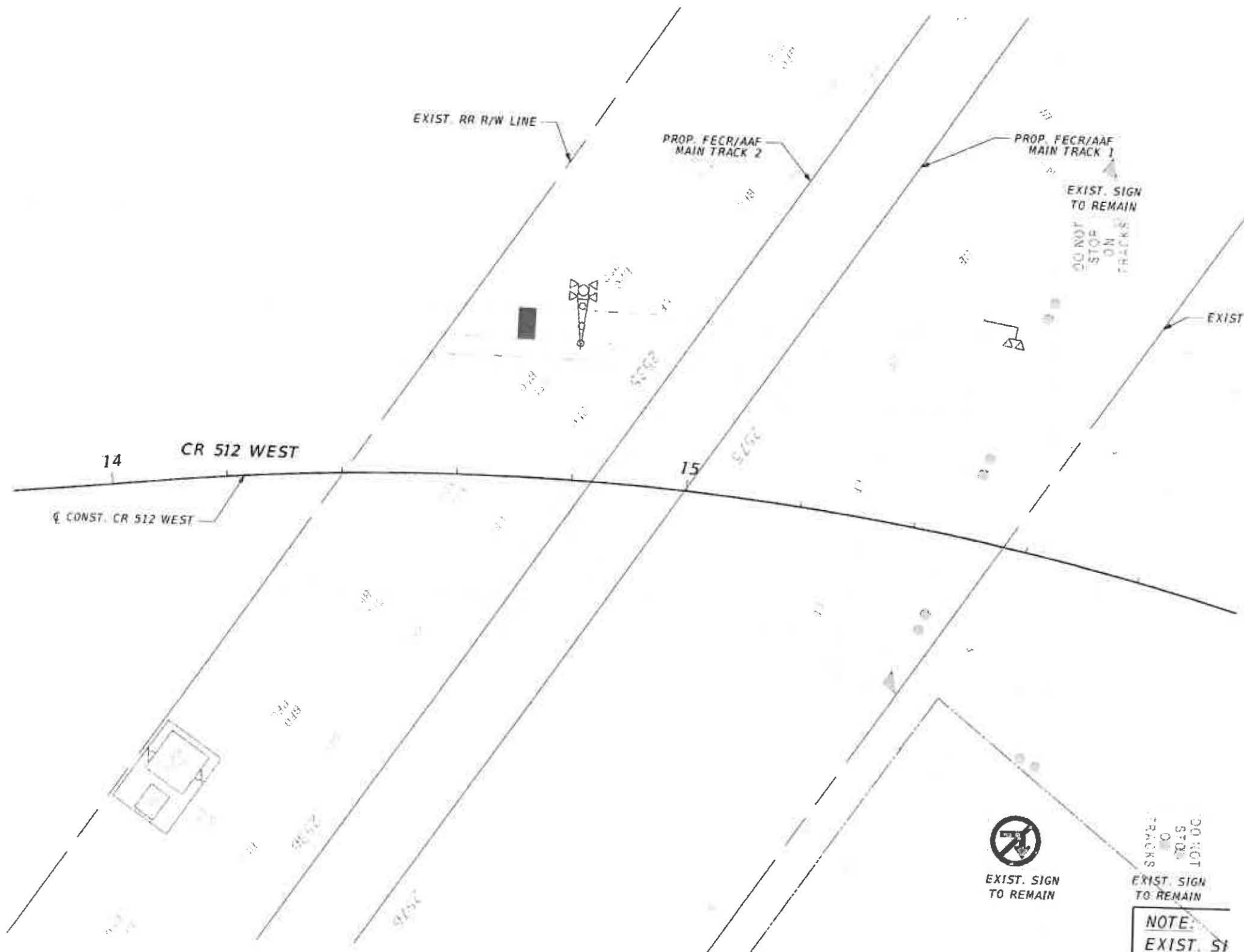
+81.4
11.3' RT

6" WHITE

24

CONST. ROSELAND





PROP. FECR/AAF
MAIN TRACK 2

PROP. FECR/AAF
MAIN TRACK 1

EXIST. SIGN
TO REMAIN

LEFT LANE
MUST
TURN LEFT

EXIST. RR R/W LINE

EXIST. SIGN
TO REMAIN
DO NOT
STOP
ON
TRACKS

END SIGNING &
PAVEMENT MARKING
MATCH EXIST.
STA. 14+82.39

BEGIN SIGNING &
PAVEMENT MARKING
MATCH EXIST.
STA. 14+70.42

6" YELLOW

15

E CONST. CR 512 EAST

14

24" WHITE

6" WHITE

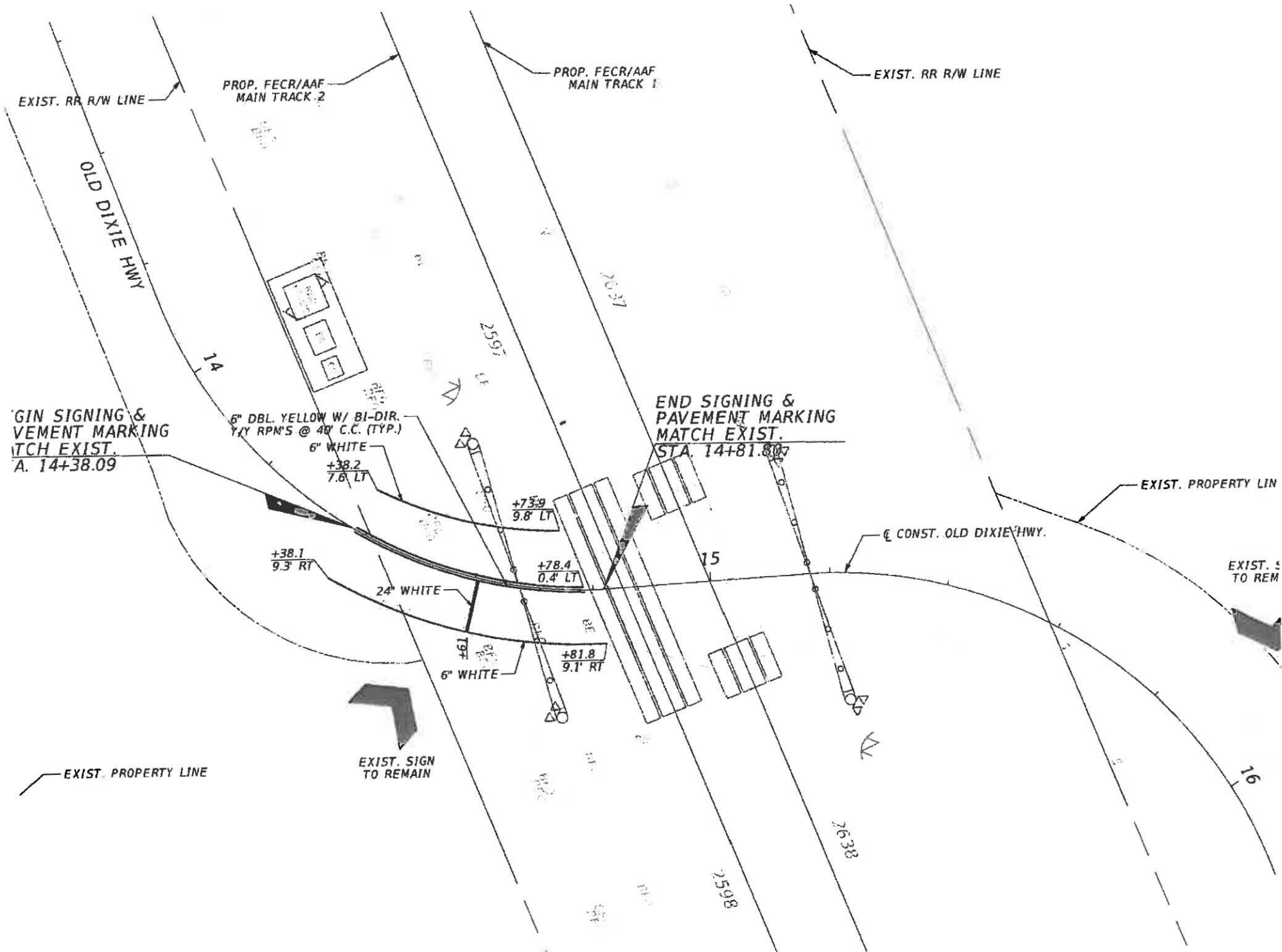
EXIST. PR

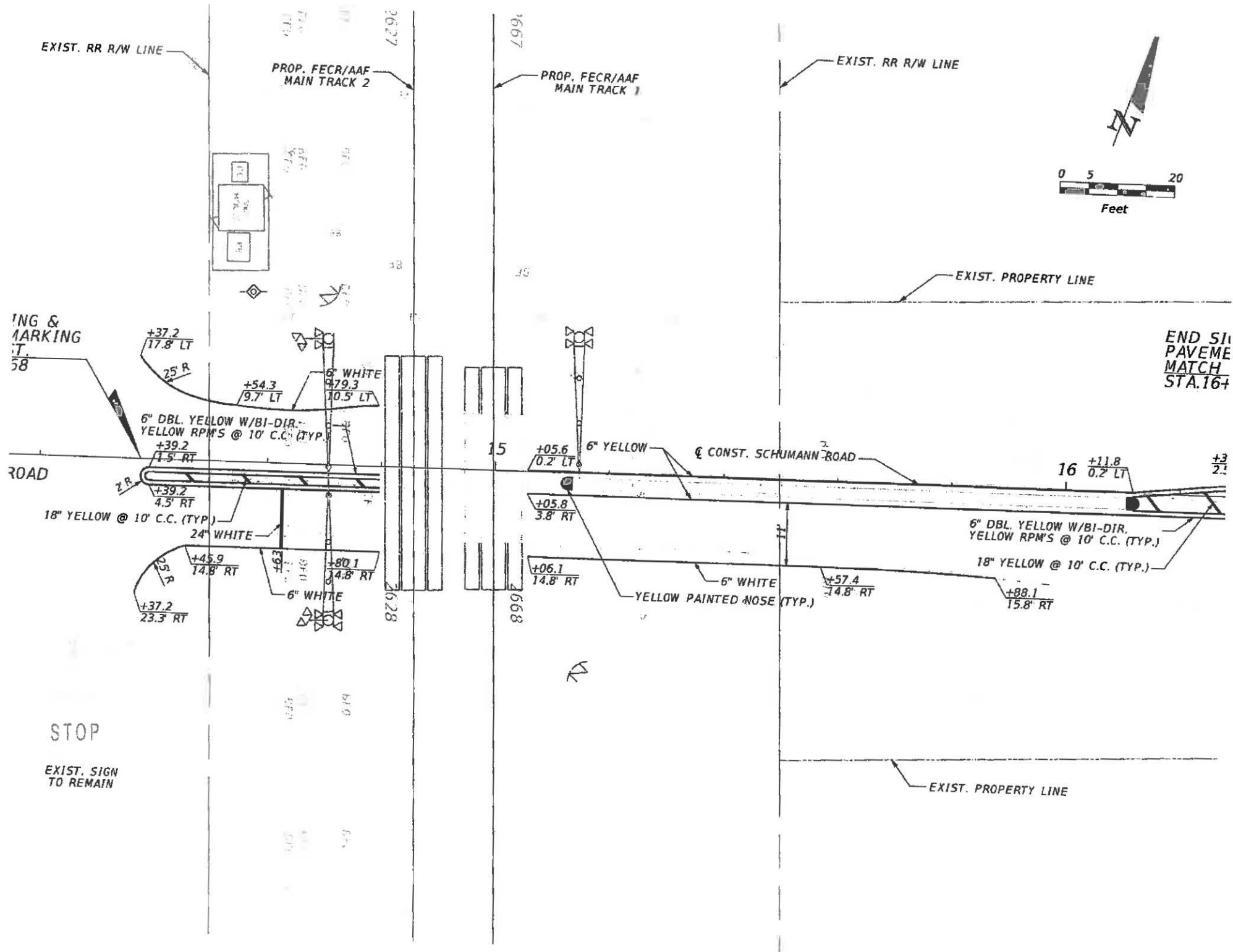
EXIST. SIGN
TO REMAIN
DO NOT
STOP
ON
TRACKS

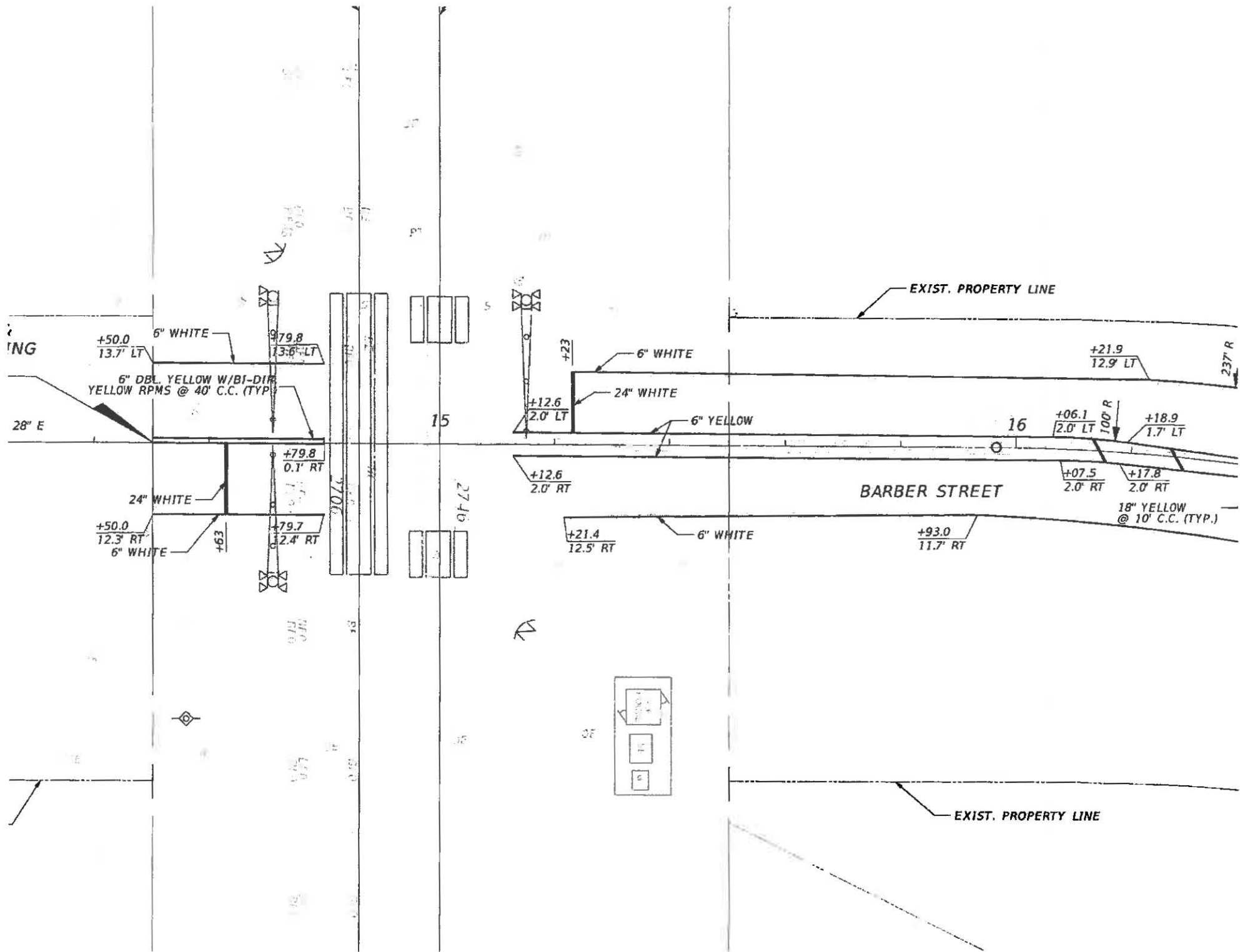
RIGHT LANE
MUST
TURN RIGHT
EXIST. SIGN
TO REMAIN

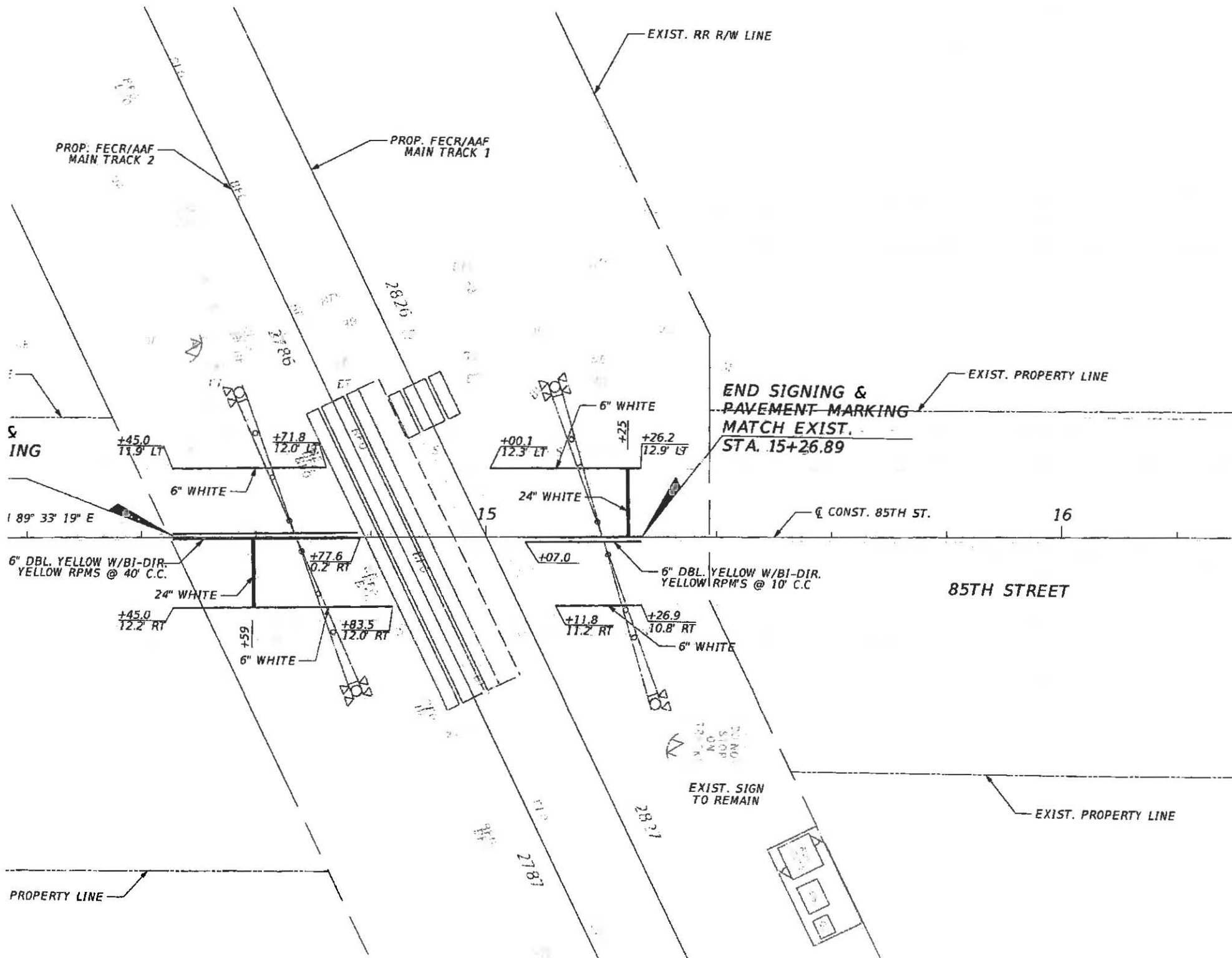


EXIST. SIGN
TO REMAIN









EXIST. SIGN
TO REMAIN

SPEED
LIMIT
45

EXIST. PROPERTY LINE

EXIST. PROPERTY LINE

EXIST. RR R/W LINE

PROP. FECR/AAF
MAIN TRACK 2

END
PAV
MAT
STA

R8-8
24"X30"
STA. 14+63
1 AS

DO NOT
STOP
ON
TRACKS

6" WHITE
+30.0
10.9' LT

+73.5
10.2' LT

PAVEMENT MESSAGE WHITE

13

CONST. HOBART ROAD 14

+30.0
0.8' RT

6" DBL. YELLOW W/BI-DIR
YELLOW RPMS @ 40' C.C. (TYP.)

24" WHITE

+78.5
1.2' RT

+30.0
12.9' RT

6" WHITE

+59

+82.9
11.7' RT

6" DBL. YL
YELLOW RPMS

EXIST. PROPERTY LINE



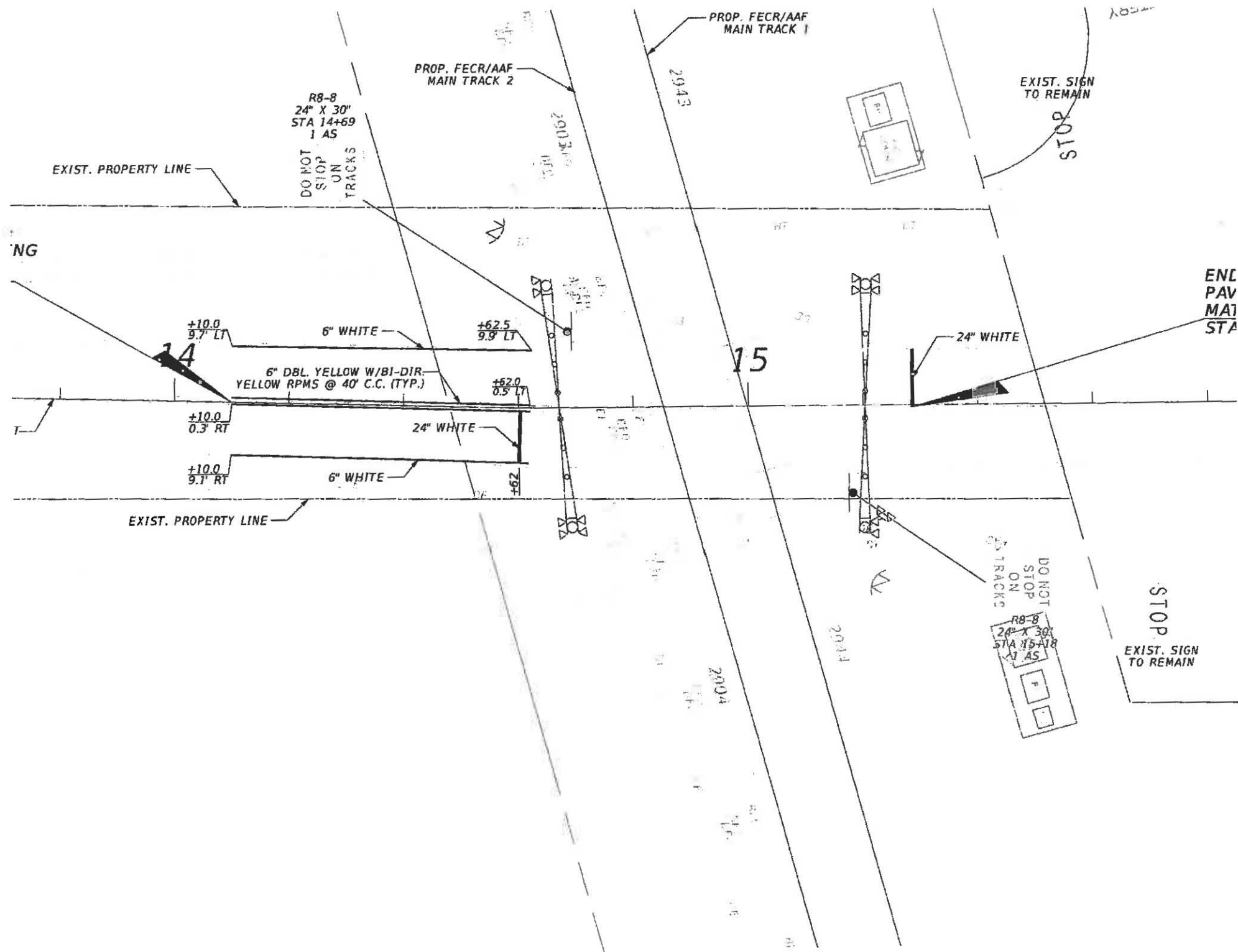
EXIST. SIGN
TO BE RELOCATED
STA. 12+91
1 AS

STOP

EXIST. SIGN
TO REMAIN

ON
TRACKS

R8-
24"X.
STA. 1
1 A



EXIST. SIGN
TO REMAIN

SPEED
LIMIT
45

PAVING &
MARKING
ST.
37

EXIST. PROPERTY LINE

MAIN TRACK 2

R8-8
24" X 30"
STA 14+68
1 AS

DO NOT
STOP
ON
TRACKS

EXIST.
TO RE

STOP

6" WHITE

+72.3
11.9' LT

LOW @ 10' C.C.

+72.4
1.9' LT

14 65TH STREET

YELLOW PAINTED NOSE

+71.5
1.2' LT

YELLOW W./BI-DIR.
W RPMS @ 10' C.C.

+72.4
2.1' RT

YELLOW PAINTED NOSE

6" YELLOW

+71.2
2.8' RT

+72.4
12.1' RT

6" WHITE

24" WHITE

+62

+82.4
13.6' RT

EXIST. PROPERTY LINE

DO NOT
STOP
ON
TRACKS

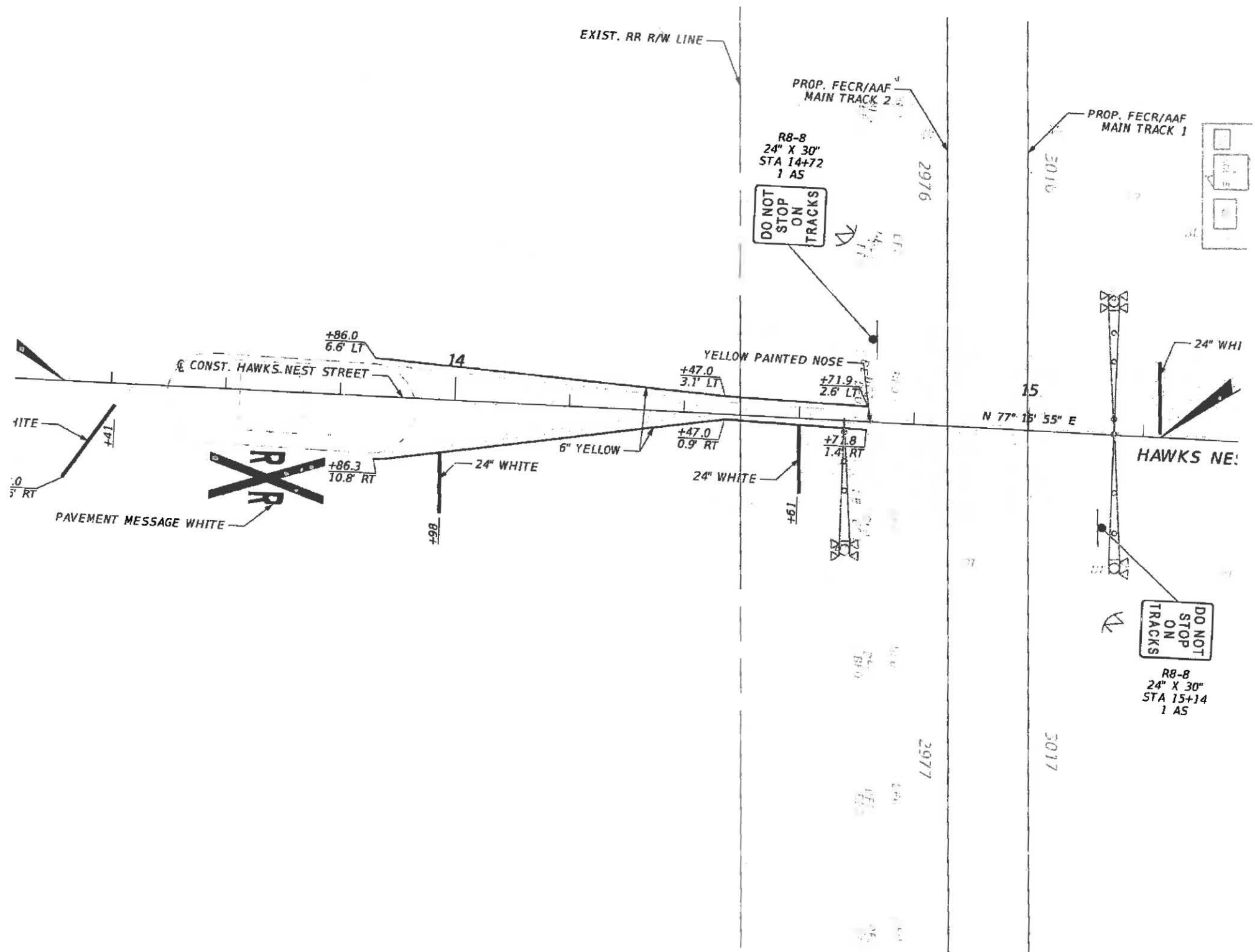
R8-8
24" X 30"
STA 15+17
1 AS

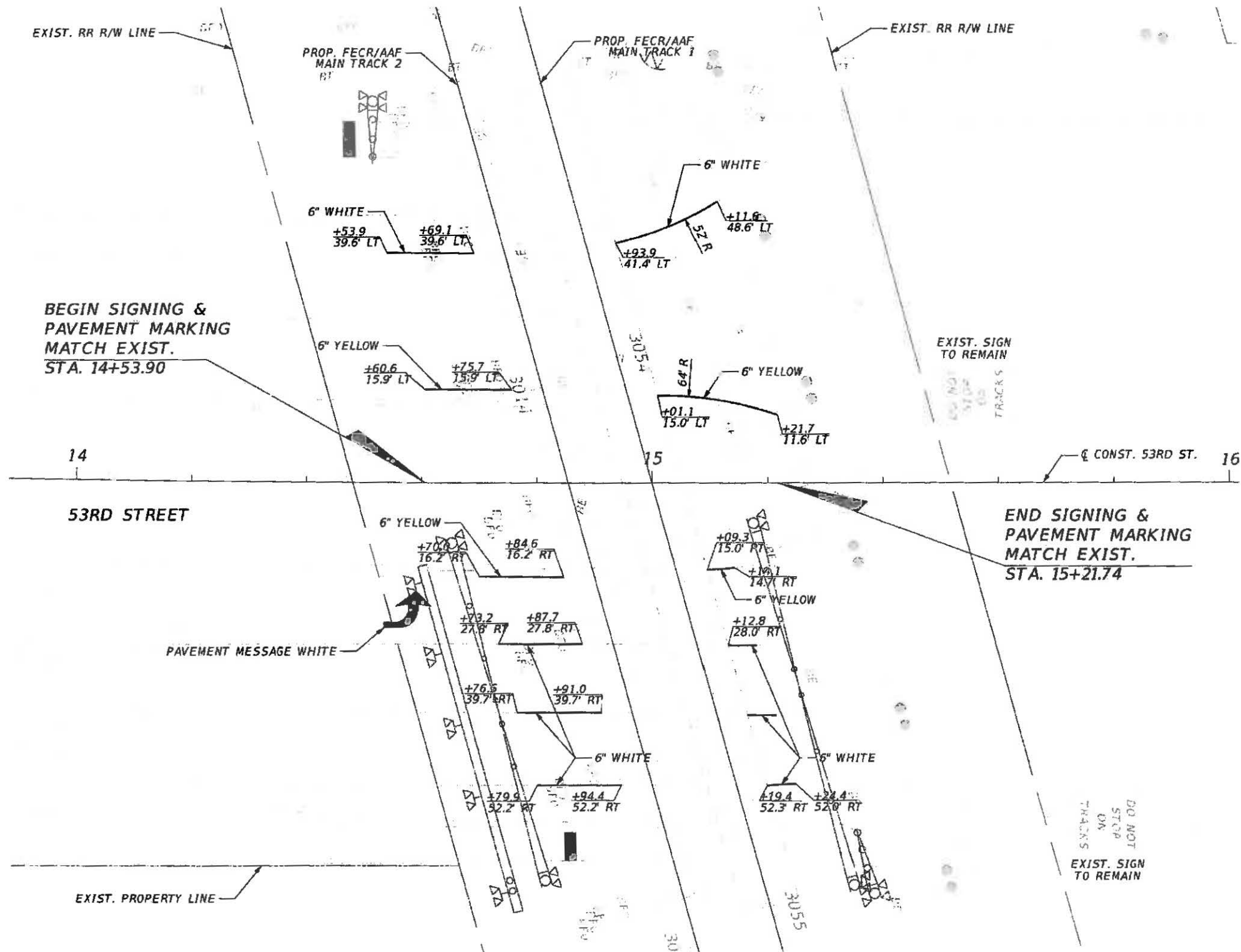
EXIST. SIGN
TO REMAIN

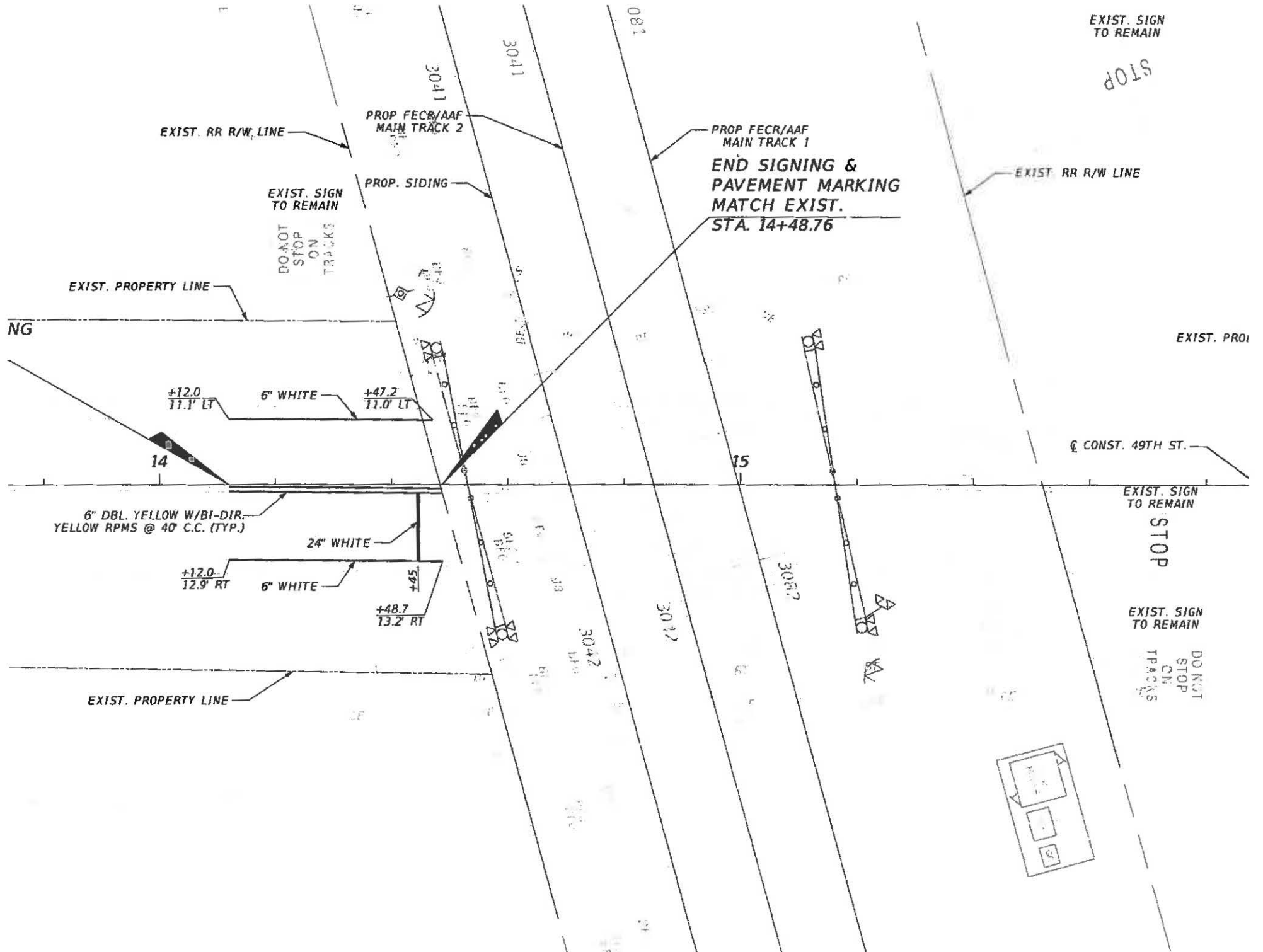
STOP

2972

2932









STOP

0

EXIST. RR R/W LINE
EXIST. SIGN TO REMAIN
EXIST. SIGN TO REMAIN
EXIST. SIGN TO REMAIN
STOP ON TRACKS



EXIST. PROPERTY LINE

BEGIN SIGNING &
PAVEMENT MARKING
MATCH EXIST.
STA. 14+59.85

END SIGNING &
PAVEMENT MARKING
MATCH EXIST.
STA. 14+78.52

45TH STREET

14

15

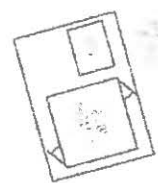
16

6" DBL YELLOW W/BI-DIR
YELLOW RPM'S @ C.C. (TYP.)

CONST. 45TH ST.

DO NOT
STOP
ON
TRACKS
EXIST. SIGN
TO REMAIN

STOP
EXIST. SIGN
TO REMAIN

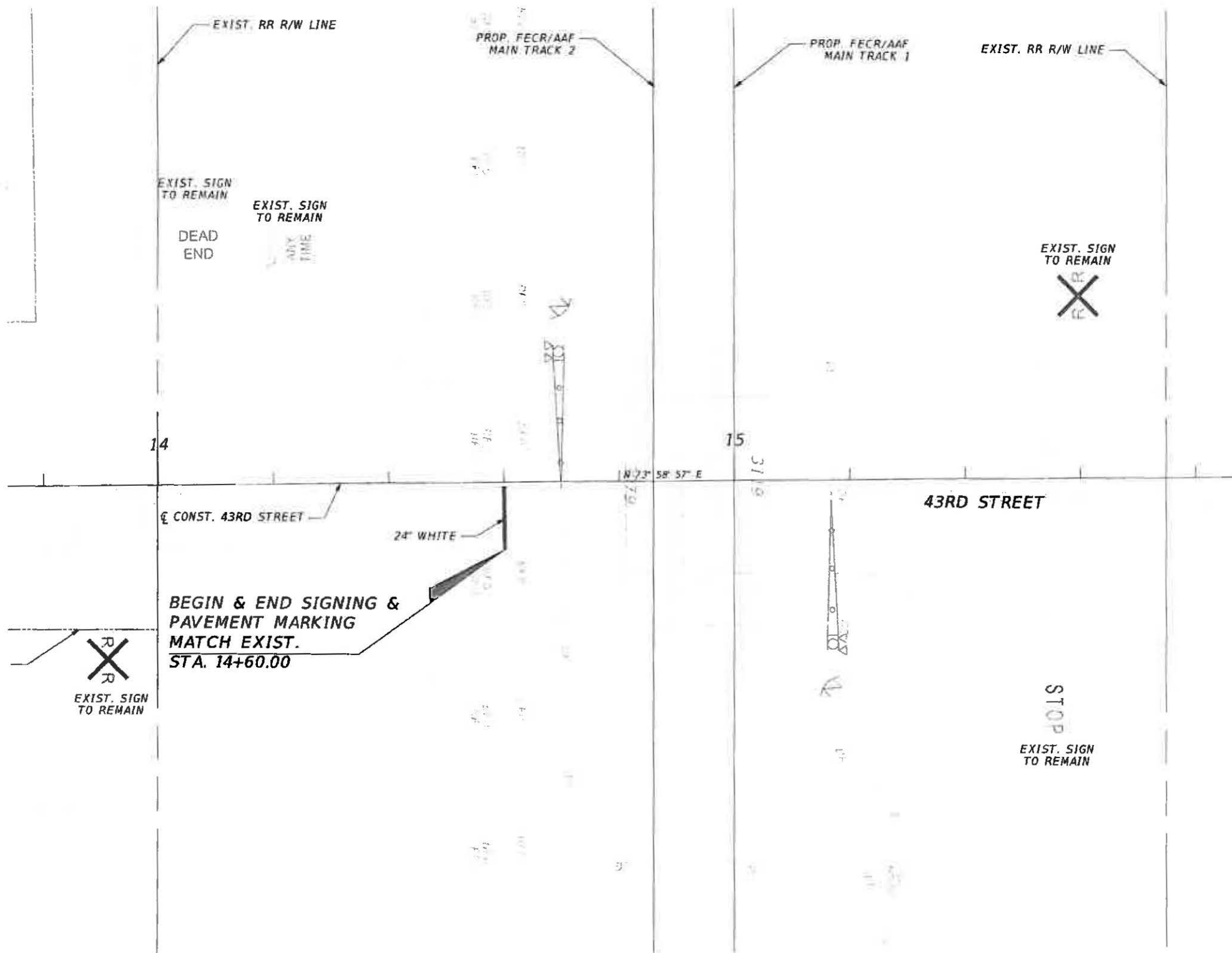


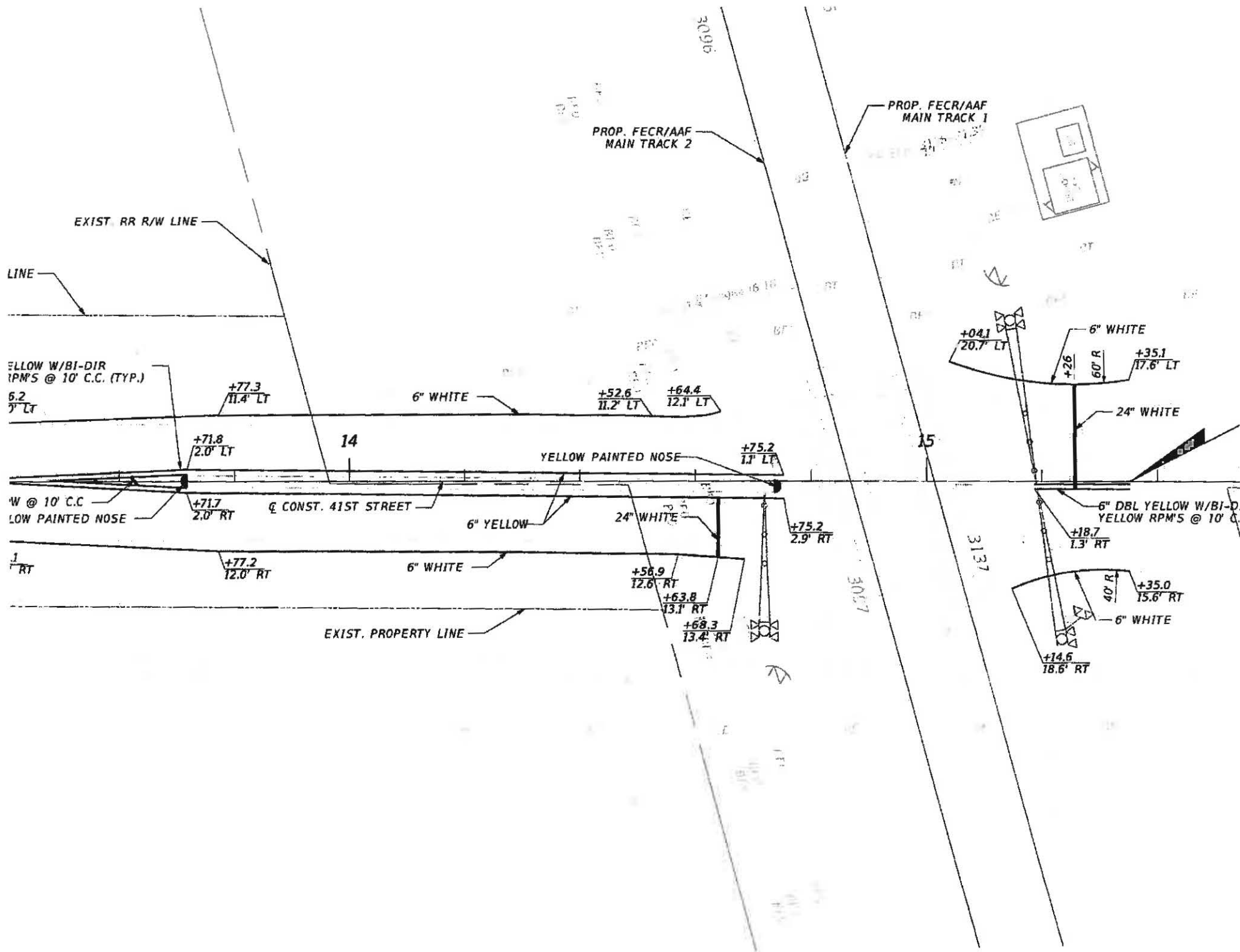
3059

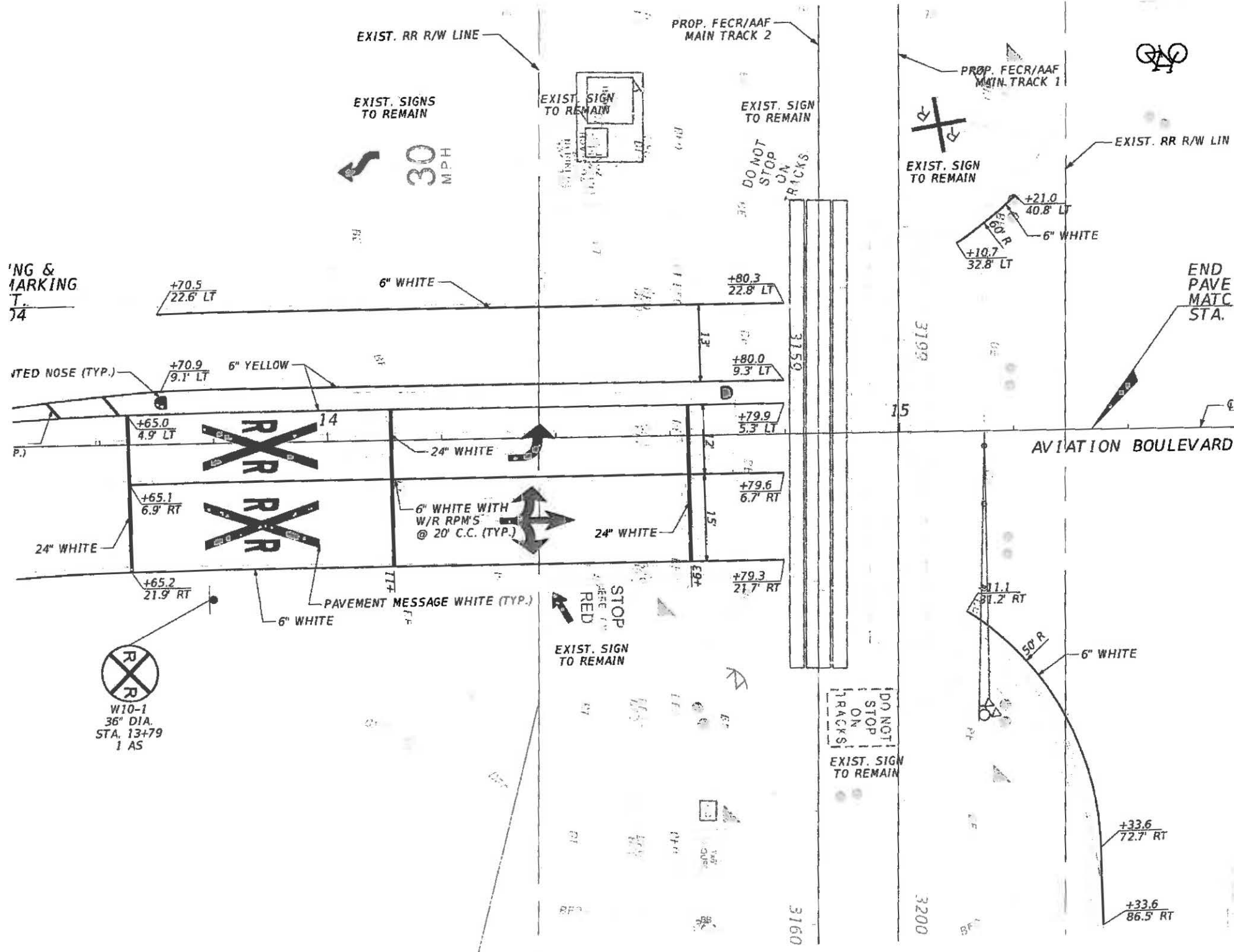
3103

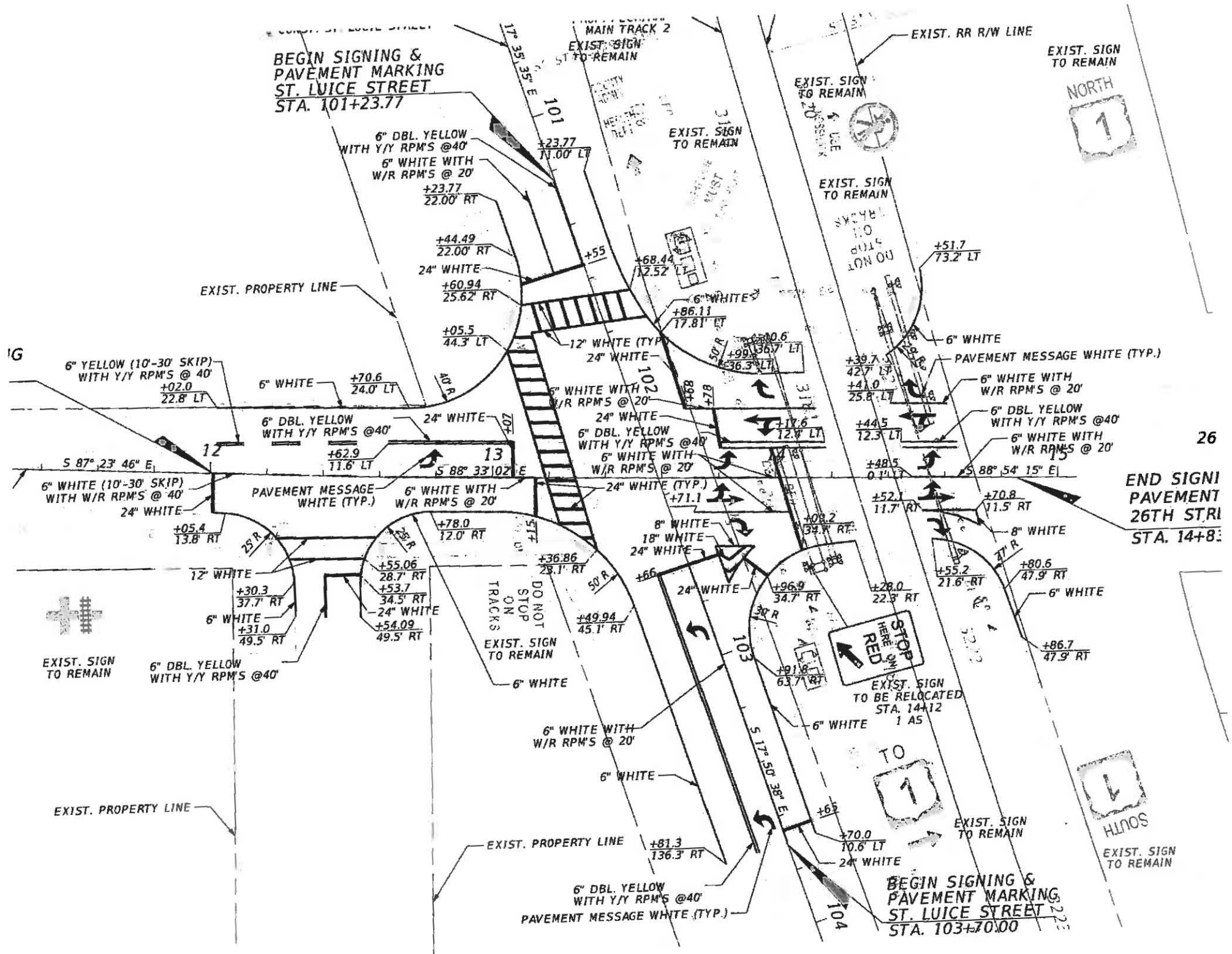
3070

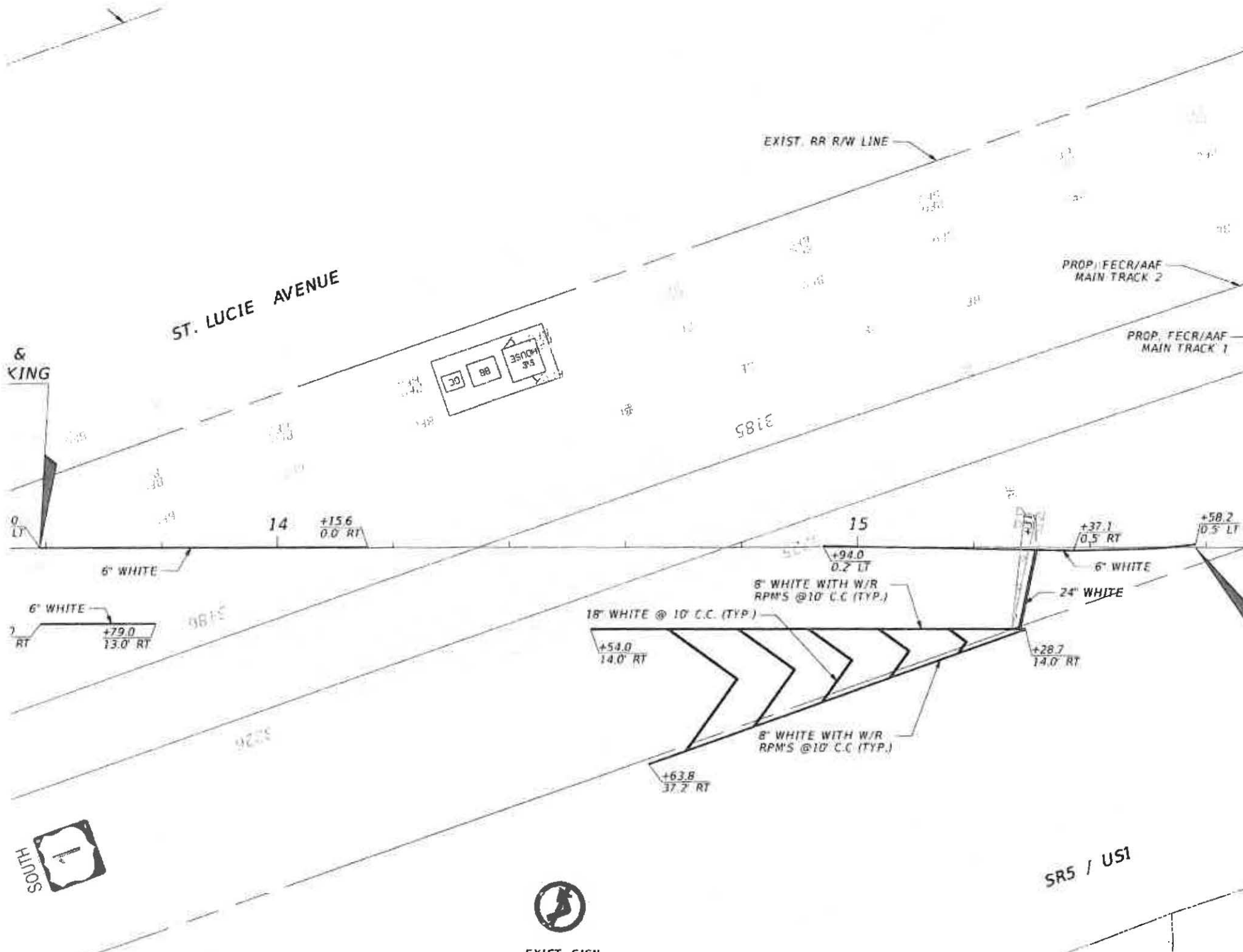
3110











EXIST. RR R/W LINE

PROP. FECD/AAF
MAIN TRACK 2

PROP. FECD
MAIN-TRA

EXIST. SIGN
TO REMAIN

DO NOT
STOP
ON
TRACKS

EXIST. PROPERTY LINE

6" WHITE

+89.9
19.6' LT

+72.6
18.3' LT

MESSAGE WHITE (TYP.)

6" WHITE

+28.3
6.7' LT

6" YELLOW

+89.7
9.6' LT

+69.3
8.4' LT

13

+28.2
3.3' RT

+89.1
5.6' LT

14

+69.2
2.4' LT

+80.7
5.2' RT



24" WHITE

+28.6
7.3' RT

23RD STREET

+90.3
6.4' RT

6" WHITE

24" WHITE

+90.3
19.0' RT

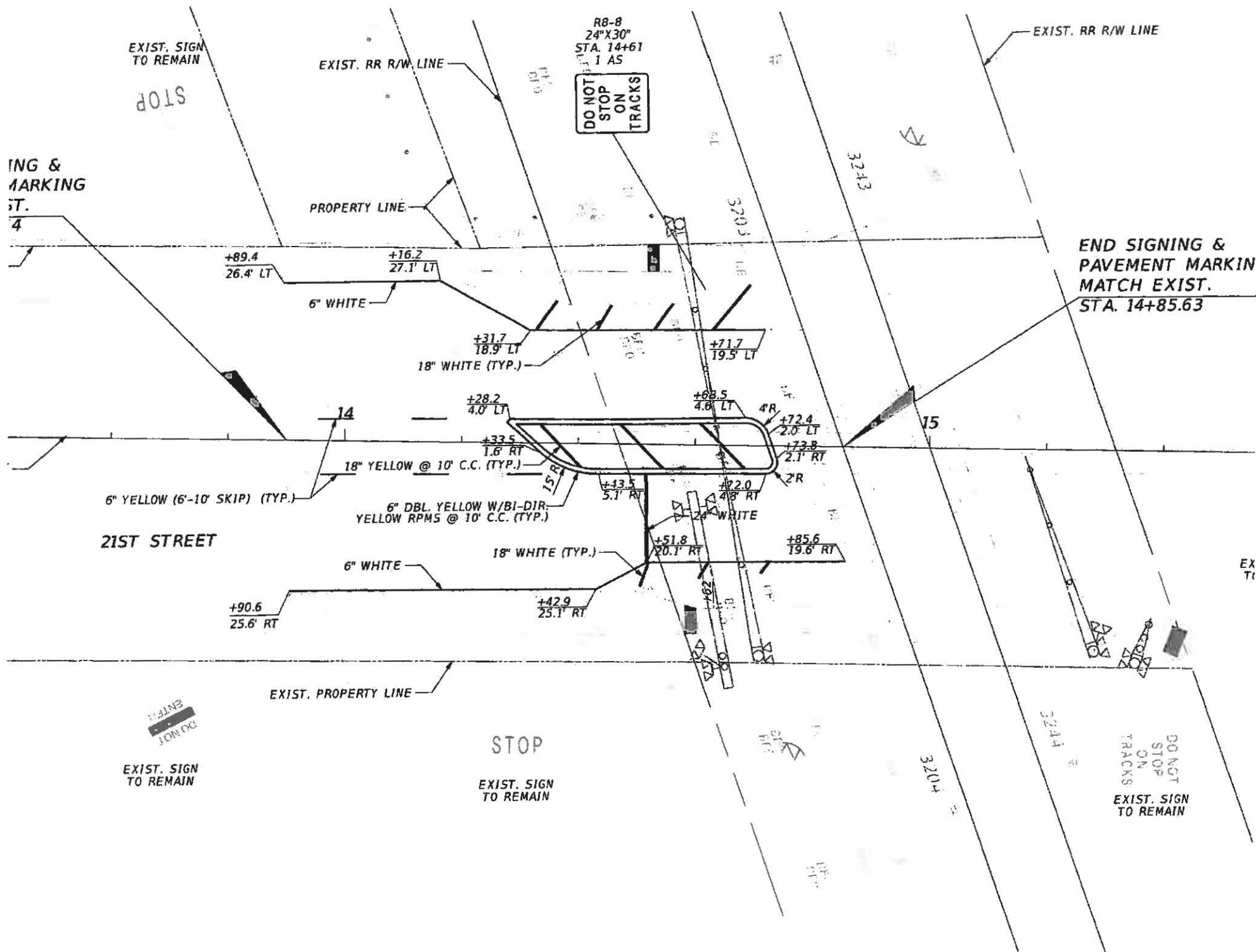
+85.4
18.8' RT

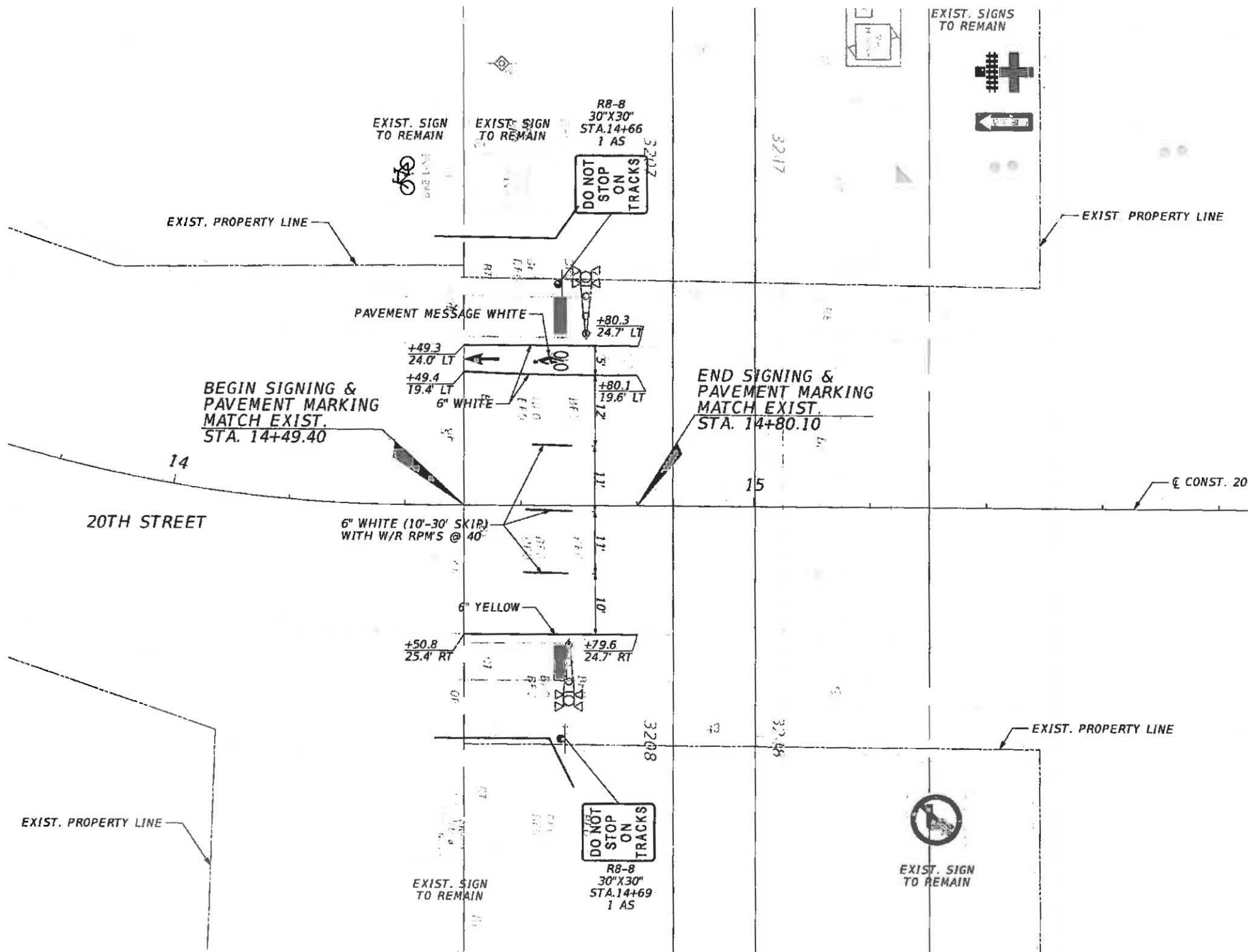
EXIST. SIGN
TO REMAIN

DO NOT
STOP
ON
TRACKS
EXIST. SIGN
TO REMAIN

EXIST. PROPERTY LINE

STOP
TAKE
RED
EXIST. SIGN
TO REMAIN





W10-1
36" DIA.
STA 13+40
1 AS



PAVEMENT MESSAGE WHITE



19TH STREET

24" WHITE

+74



W10-1
36" DIA.
STA 13+40
1 AS

EXIST. RR R/W LINE

PROP. FECR/AAF
MAIN TRACK 2

PROP. FECR/AAF
MAIN TRACK 1

EXIST. R

EXIST. SIGN
TO REMAIN

DO NOT
STOP
ON
TRACKS

END SIGNING &
PAVEMENT MARKING
MATCH EXIST.
STA. 14+80.39

6" YELLOW
PAVEMENT ARROW WHITE (TYP.)

6" WHITE WITH W/R
RPM'S @ 20' C.C (TYP.)

6" WHITE

24" WHITE

+44.0
17.5' LT

+44.0
6.5' LT

+43.9
4.2' RT

+44.2
16.5' RT

+80.4
17.7' LT

+80.1
6.5' LT

+79.8
4.0' RT

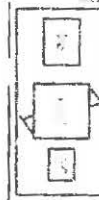
+79.5
16.8' RT

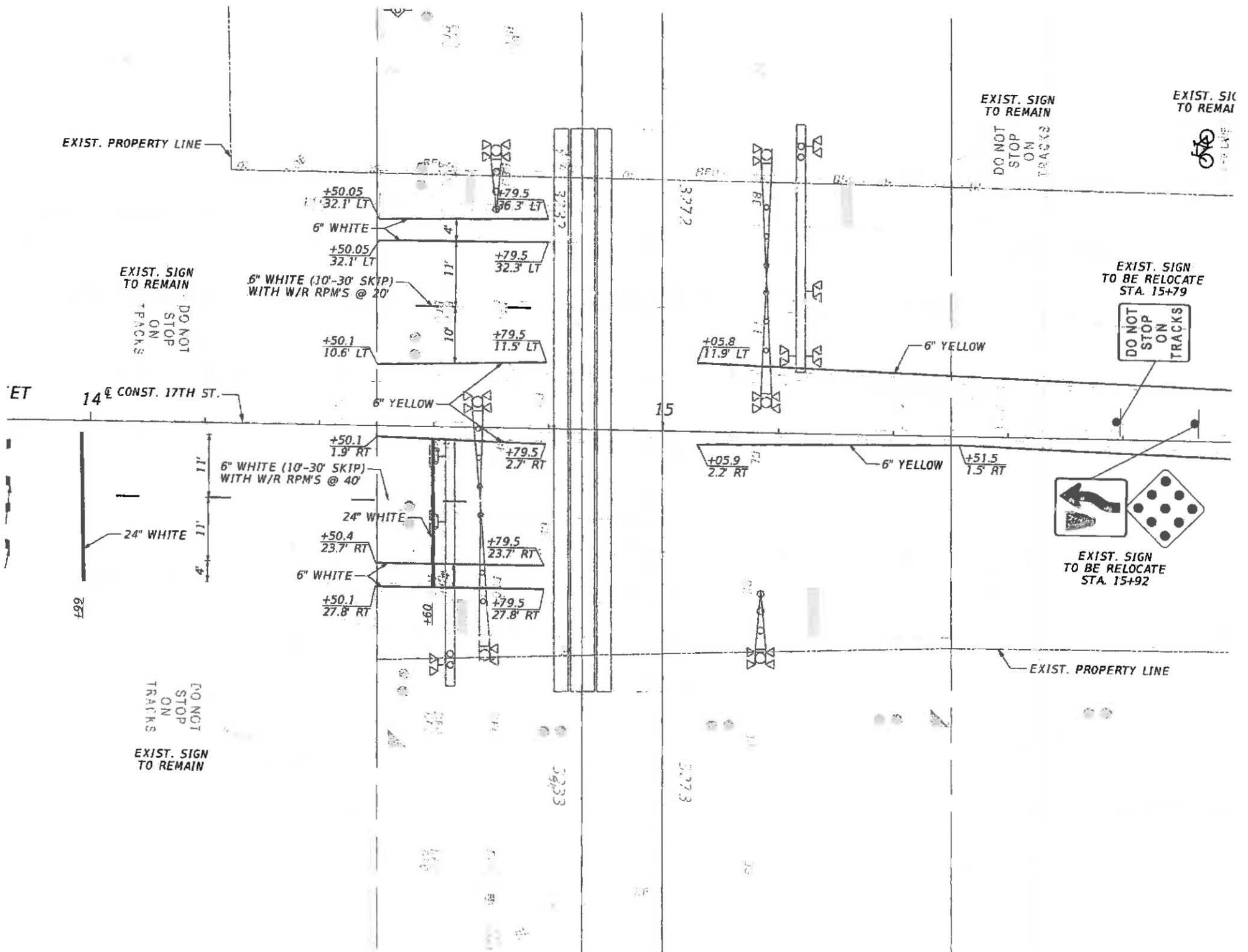
15

CONST. 19TH STREET

3251

DO NOT
STOP
ON
TRACKS
EXIST. SIGN
TO REMAIN





STOP
ON
TRACKS

- PROP. FECR/AAF
MAIN TRACK 1

STOP

—EXIST. PROPE

ING

6" YELLOW (10'-30' SKIP)

$$\frac{+56.5}{17.8' \text{ LT}}$$

6th - YELLOW -

+76.4
6.5' LT

$S \ 89^{\circ} \ 46'$ 15

$$\begin{array}{r} +12.8 \\ \hline 6.7' \text{ u} \end{array}$$

— 18" YELLOW @ 10' C.C. (TYP)

$$\frac{+28.2}{6.7' \text{ LT}}$$

6" DBL. YELLOW W/BI-DIR.
YELLOW RPMS @ 10' C.C. (TYP.)

24" WHITE

+80.9
6.7" RT

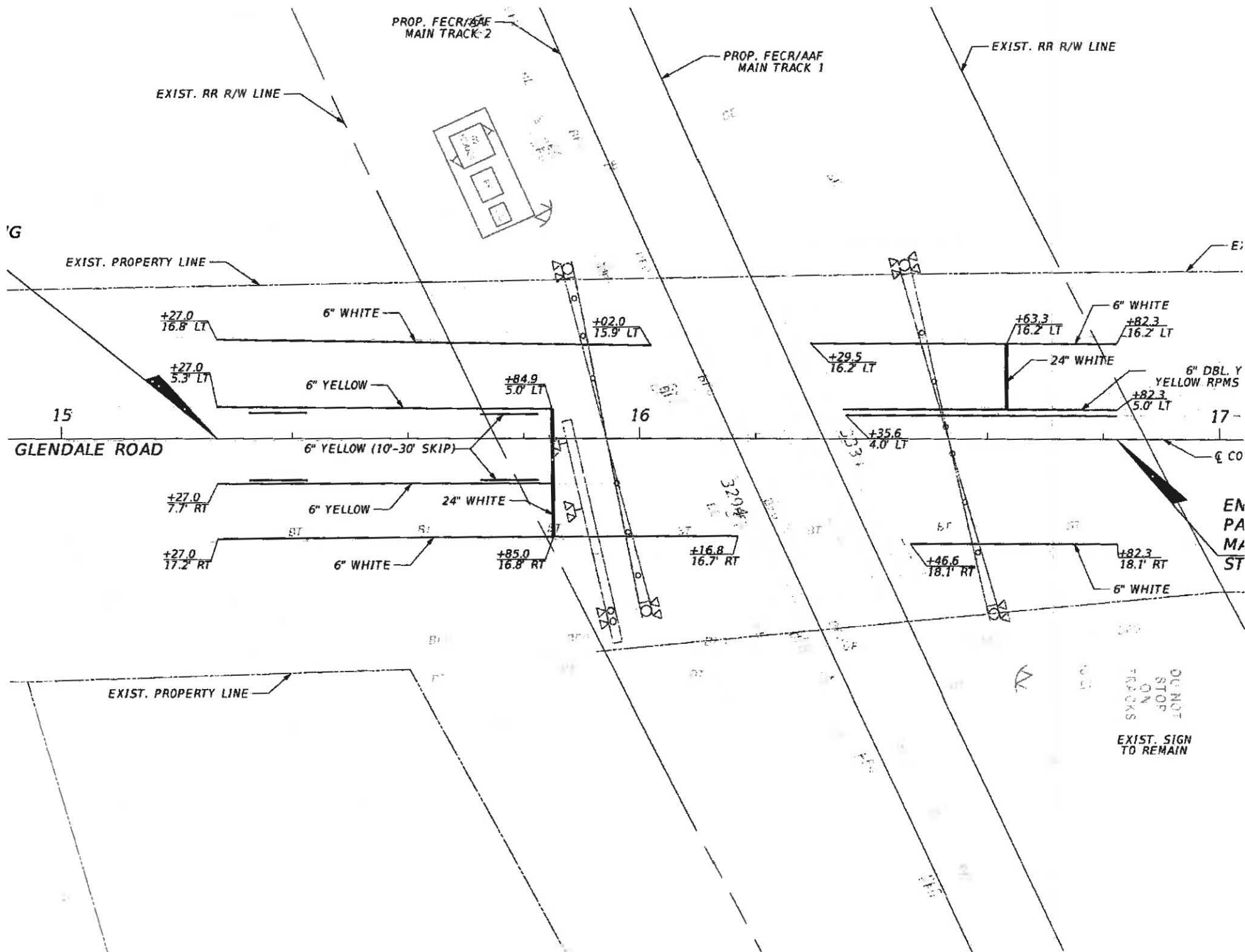
+12.8
6.1' RT

6" DBL. YELLOW W/BI-DIR.
YELLOW RPMS @ 10' C.C. (TYP.)

$$\frac{+28.2}{5.9 \text{ RT}}$$

— EXIST. PROPERTY LINE

DO NOT
STOP
ON
TRACKS
EXIST. SIGN
TO REMAIN



PROF. 1 C/LY/AM
MAIN TRACK 2

DON
STOP
ON
TRAC

EXIST. PROPERTY LINE

BEGIN SIGNING &
PAVEMENT MARKING
MATCH EXIST.
STA. 15+41.43

ONST. 4TH STREET

15

N 88° 30' 42" E

332A

+58.6
4.1 RT

18" YELLOW @
20' C.C. (TYP.)

6" DBL. YELLOW W/BI-DIR.
YELLOW RPMS @ 10' C.C. (TYP.)

+70.6
28.0 RT

ONLY

PAVEMENT MESSAGE WHITE

+76.2
39.1 RT

6" WHITE

+54.3
41.3 RT

+80.9
42.1 RT

24" WHITE

+52.5
17.6 RT

+62.4
6.3 RT

8" WHITE

PAVEMENT MESSAGE WHITE

24" WHITE

6" WHITE (10-30 SKIP)
WITH W/R RPMS @ 40'

+62.4
1.4 LT

+31.4
33.8 LT

+51.4
40.7 LT

+60.9
49.8 LT

EXIST. SIGN
TO BE RELOCATED
STA. 16+00



EXIST. SIGN
TO REMAIN

DO NOT
STOP
ON
TRACKS

EXIST. SIGN
TO REMAIN

~~DC~~
~~3~~

**BEGIN SIGNING &
PAVEMENT MARKING
MATCH EXIST.
STA. 14+62.04**

14

CONST. 1ST STREET

6" DBL. YELLOW W/BI-DIR.
YELLOW RPMS @ 40' C.C. (TYP.)

24" WHITE

6" WHITE

EXIST..PROPERTY LINE

75

6" DBL. YELL
YELLOW RPMS @

— 5" WHITE