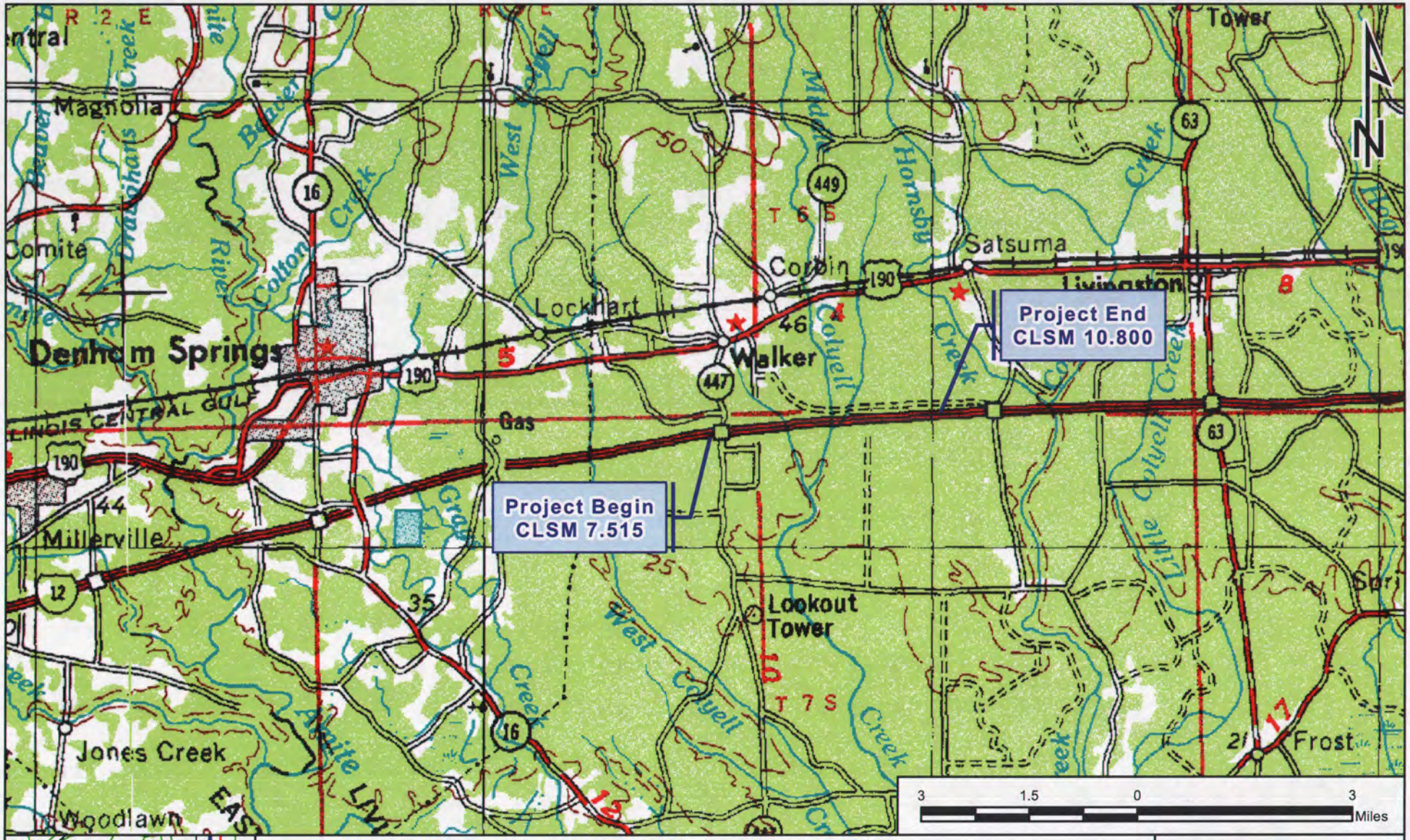


LOCATION MAP

SOURCE:USGS 1:250,000 TOPOGRAPHIC MAP - BATON ROUGE QUADRANGLE

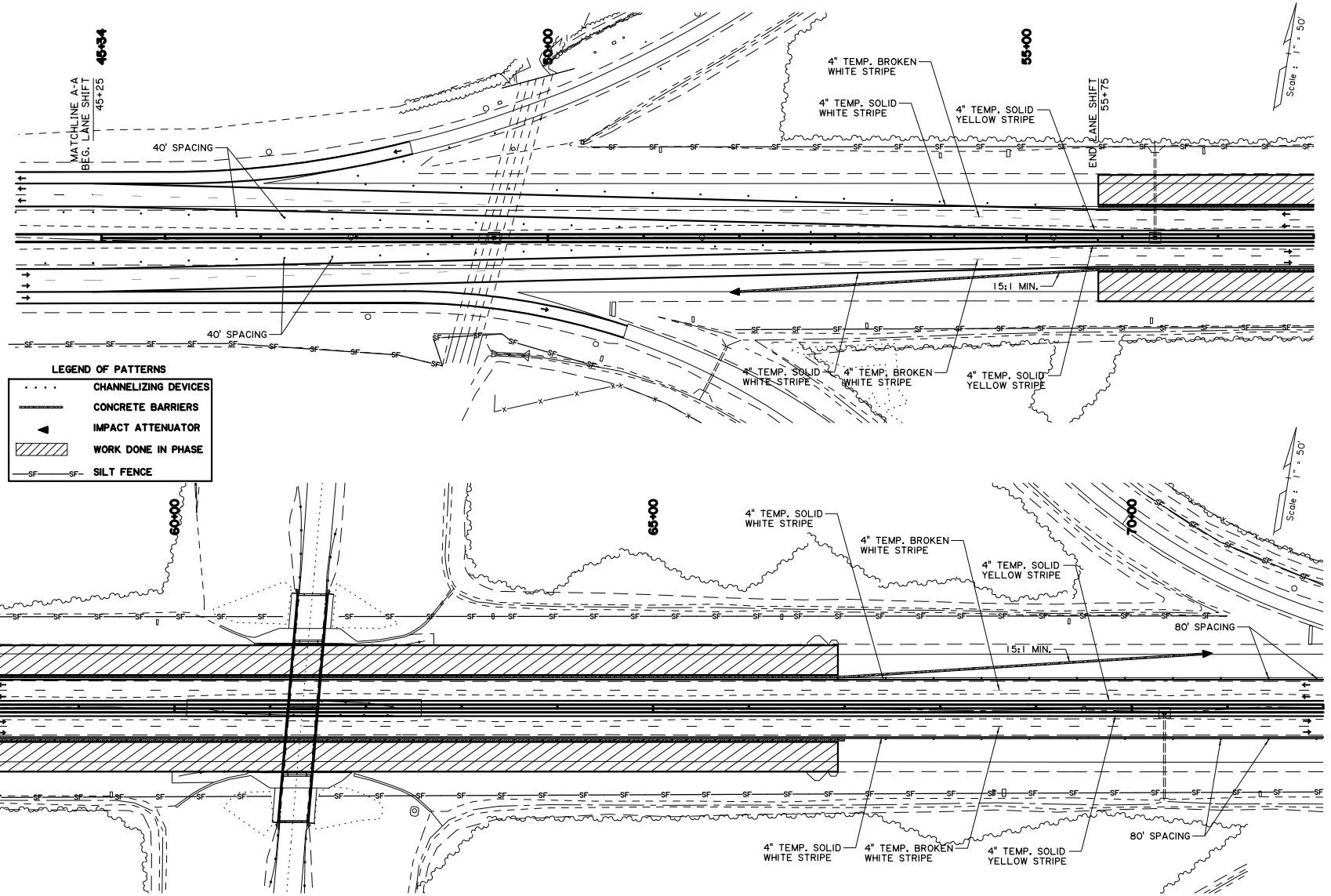
STATE PROJECT NO. H.009836

I-12 WIDENING WALKER TO SATSUMA

I-12

LIVINGSTON PARISH

LOUISIANA'S ON THE MOVE...
DOTD
BUILDS THE WAY



SHEET NUMBER 42

PARISH LIVINGSTON
FEDERAL PROJECT
STATE PROJECT H.009836

DESIGNED C. PARKER
CHECKED T. PICARD
DETAILED C. PARKER
CHECKED T. PICARD
DATE SHEET 4/29/2013

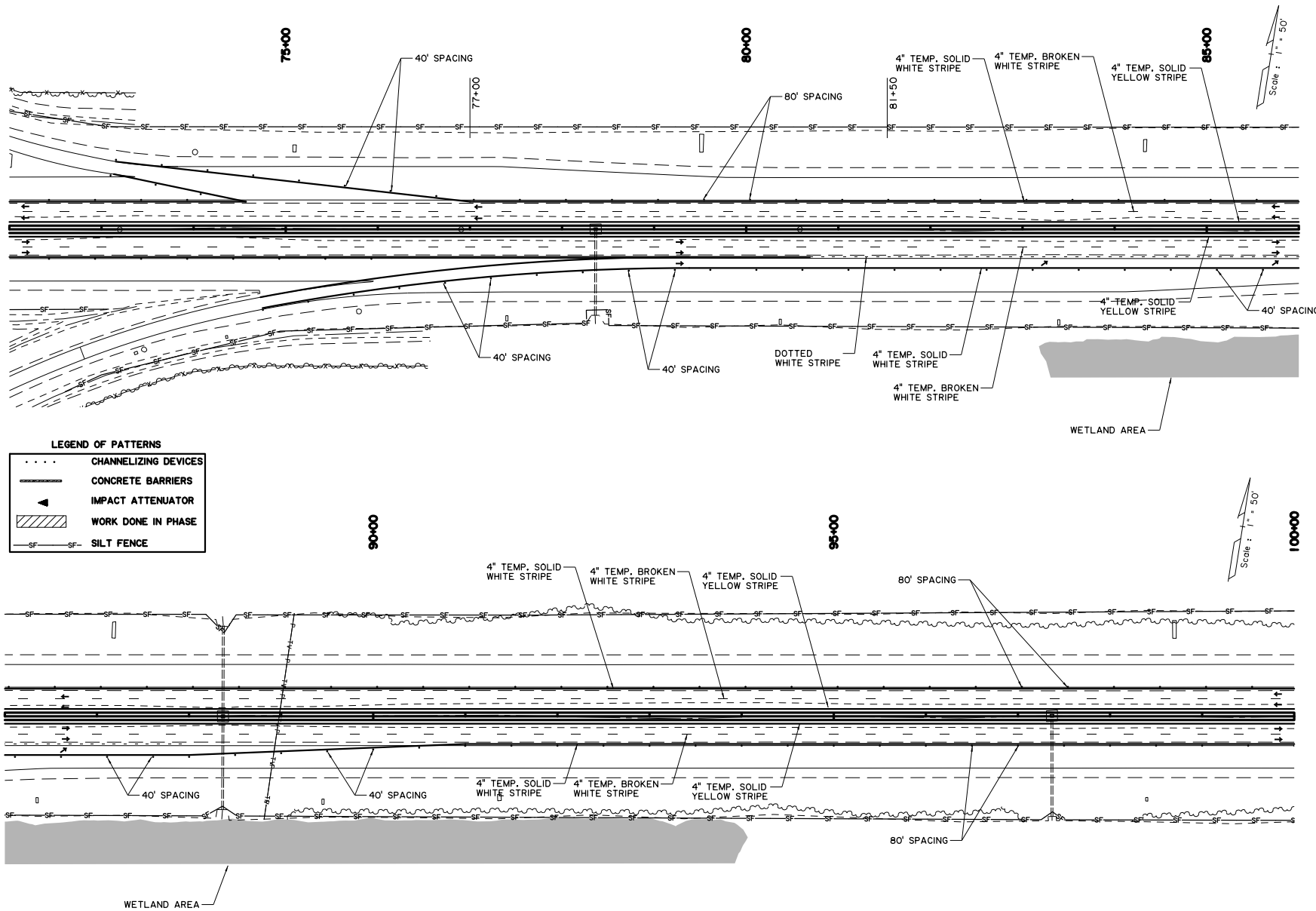
NO.	DATE	REVISION DESCRIPTION	BY

SUGGESTED SEQUENCE OF CONSTRUCTION (PHASE III)

I-12: WALKER TO 0.5M WEST OF SATSUMA

ROAD DESIGN

R:\Gang031\Projects\H.009836 (I-12 Walker to Satsuma)\Office\Enviromental\42-48 SEQ.dgn 4/29/2013 11:04



SHEET NUMBER 43

PARISH: LIVINGSTON
FEDERAL PROJECT:
STATE PROJECT: H.009836

DESIGNED C. PARKER
CHECKED T. PICARD
DETAILED C. PARKER
CHECKED T. PICARD
DATE 4/29/2013
SHEET

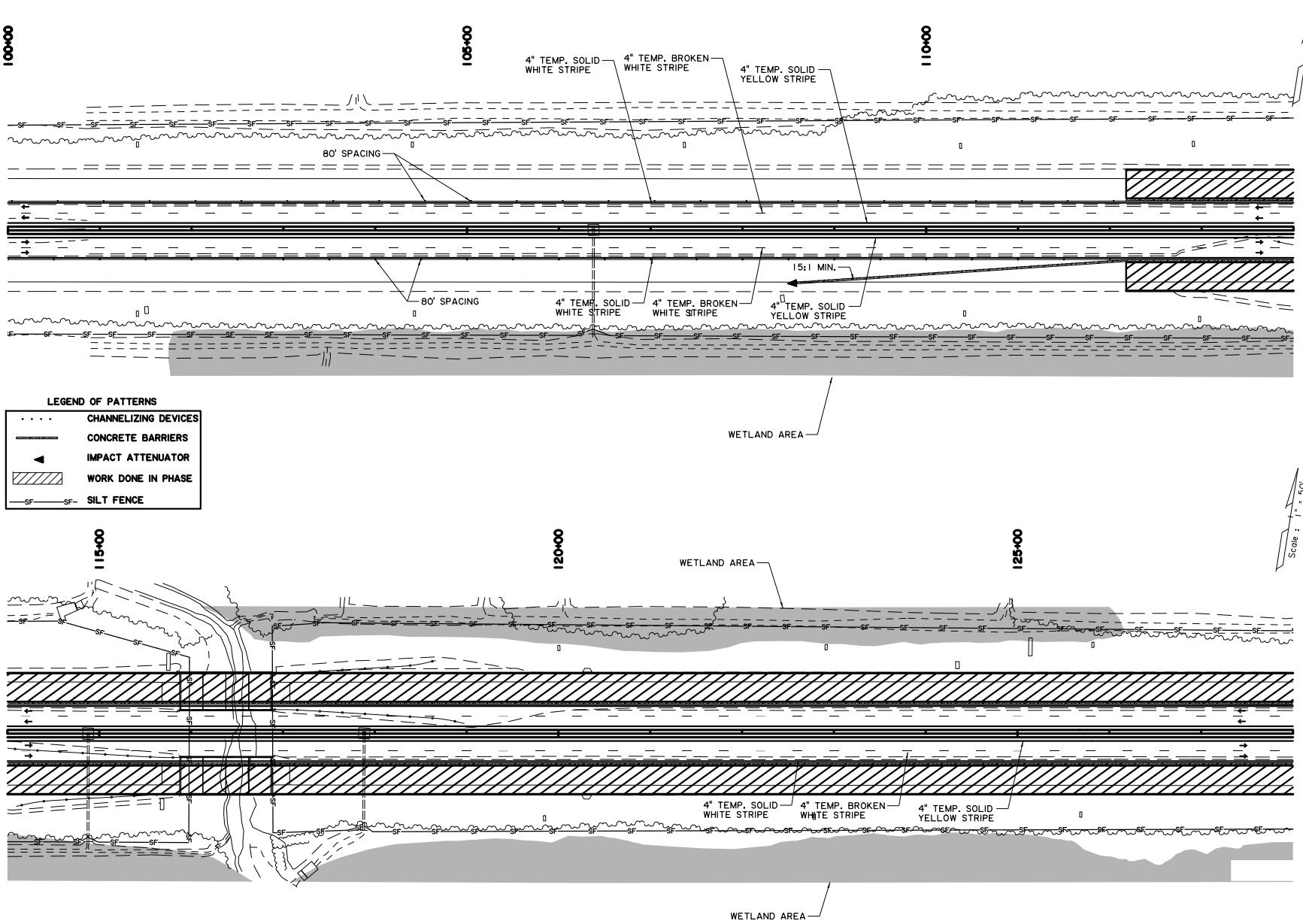
NO.	DATE	REVISION DESCRIPTION	BY

SUGGESTED SEQUENCE OF CONSTRUCTION (PHASE III)

I-12, WALKER TO 0.5M WEST OF SATSUMA

ROAD DESIGN

R:\Gang031\Projects\H.009836 (I-12 Walker to Satsuma)\Office\Enviromental\42-48 SEQ.dgn 4/29/2013 11:04



SHEET NUMBER 44

PARISH LIVINGSTON | FEDERAL PROJECT | STATE PROJECT H.009836

DESIGNED C. PARKER | DETAILED C. PARKER | DATE 4/29/2013

CHECKED T. PICARD | CHECKED T. PICARD | SHEET

NO.	DATE	REVISION DESCRIPTION	BY

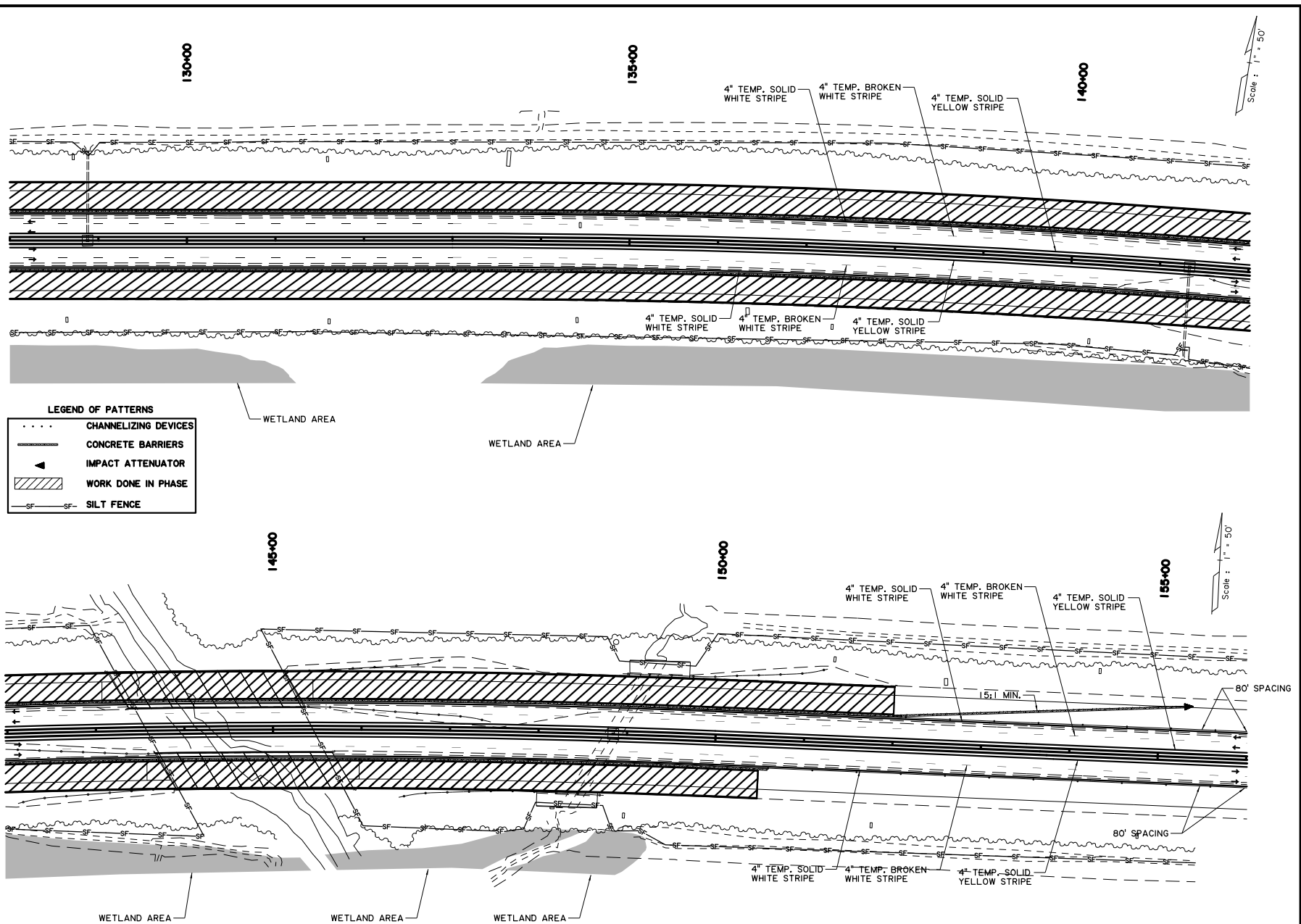
SUGGESTED SEQUENCE OF CONSTRUCTION (PHASE III)

I-12, WALKER TO 0.5M WEST OF SATSUMA

ROAD DESIGN

4/29/2013 11:05

R:\Gang031\Projects\H.009836 (I-12 Walker to Satsuma)\Office\Enviromental\42-48 SEQ.dgn



SUGGESTED SEQUENCE OF CONSTRUCTION (PHASE III)

I-12, WALKER TO 0.5M WEST OF SATSUMA

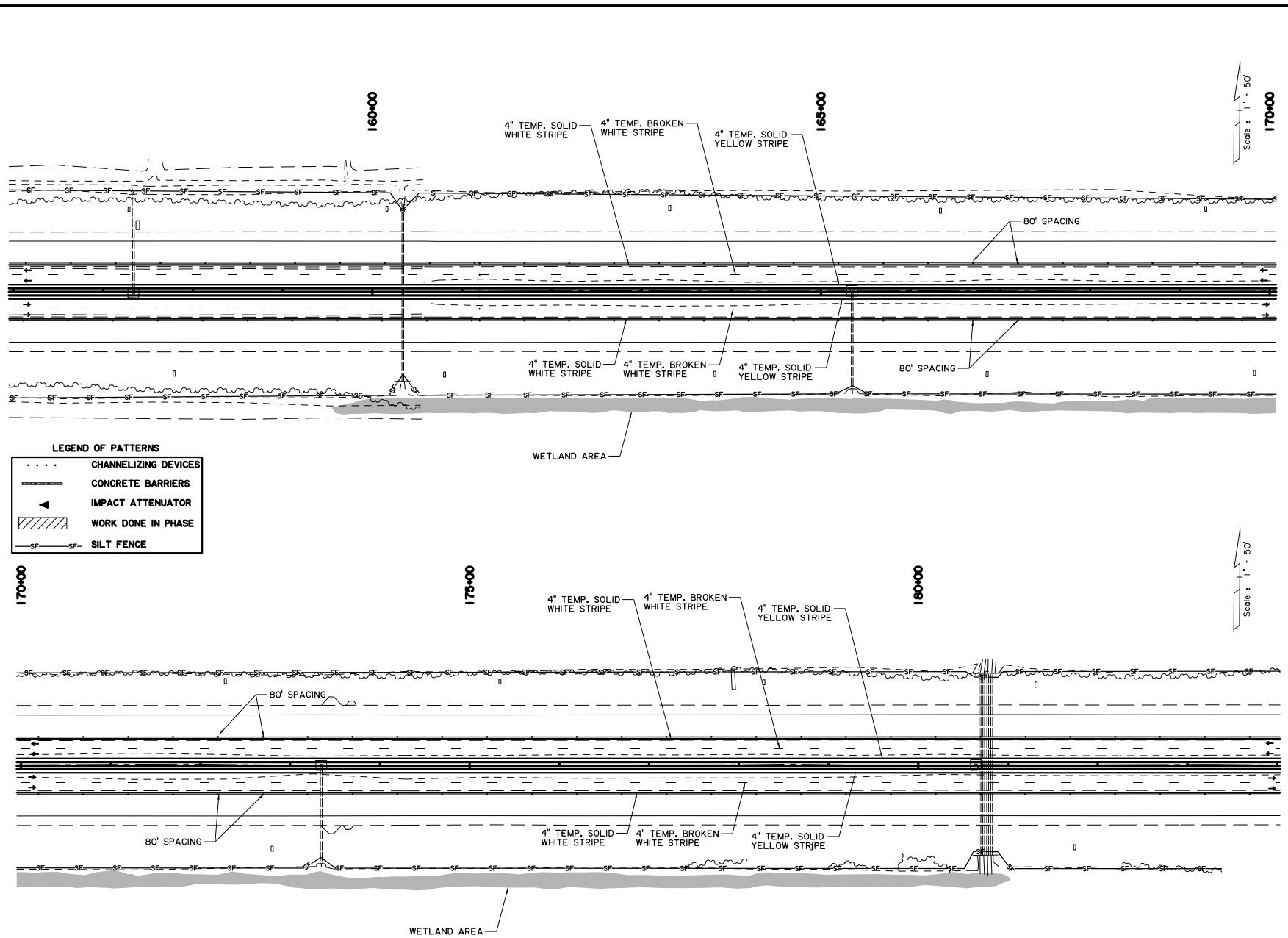
ROAD DESIGN

SHEET NUMBER	45
PARISH	LIVINGSTON
FEDERAL PROJECT	
STATE PROJECT	H.009836
DESIGNED	C. PARKER
CHECKED	T. PICARD
DETAILED	C. PARKER
CHECKED	T. PICARD
DATE	4/29/2013
SHEET	

NO.	DATE	REVISION DESCRIPTION	BY

4/29/2013 11:05

R:\Gang031\Projects\H.009836 (I-12 Walker to Satsuma)\Office\Enviromental\42-48 SEQ.dgn



SHEET NUMBER 46

PARISH LIVINGSTON
FEDERAL PROJECT
STATE PROJECT H.009836

DESIGNED C. PARKER
CHECKED T. PICARD
DETAILED C. PARKER
CHECKED T. PICARD
DATE SHEET 4/29/2013

NO. DATE BY REVISION DESCRIPTION

SUGGESTED SEQUENCE OF CONSTRUCTION (PHASE III)

I-12, WALKER TO 0.5M WEST OF SATSUMA

ROAD DESIGN

4/29/2013 11:05

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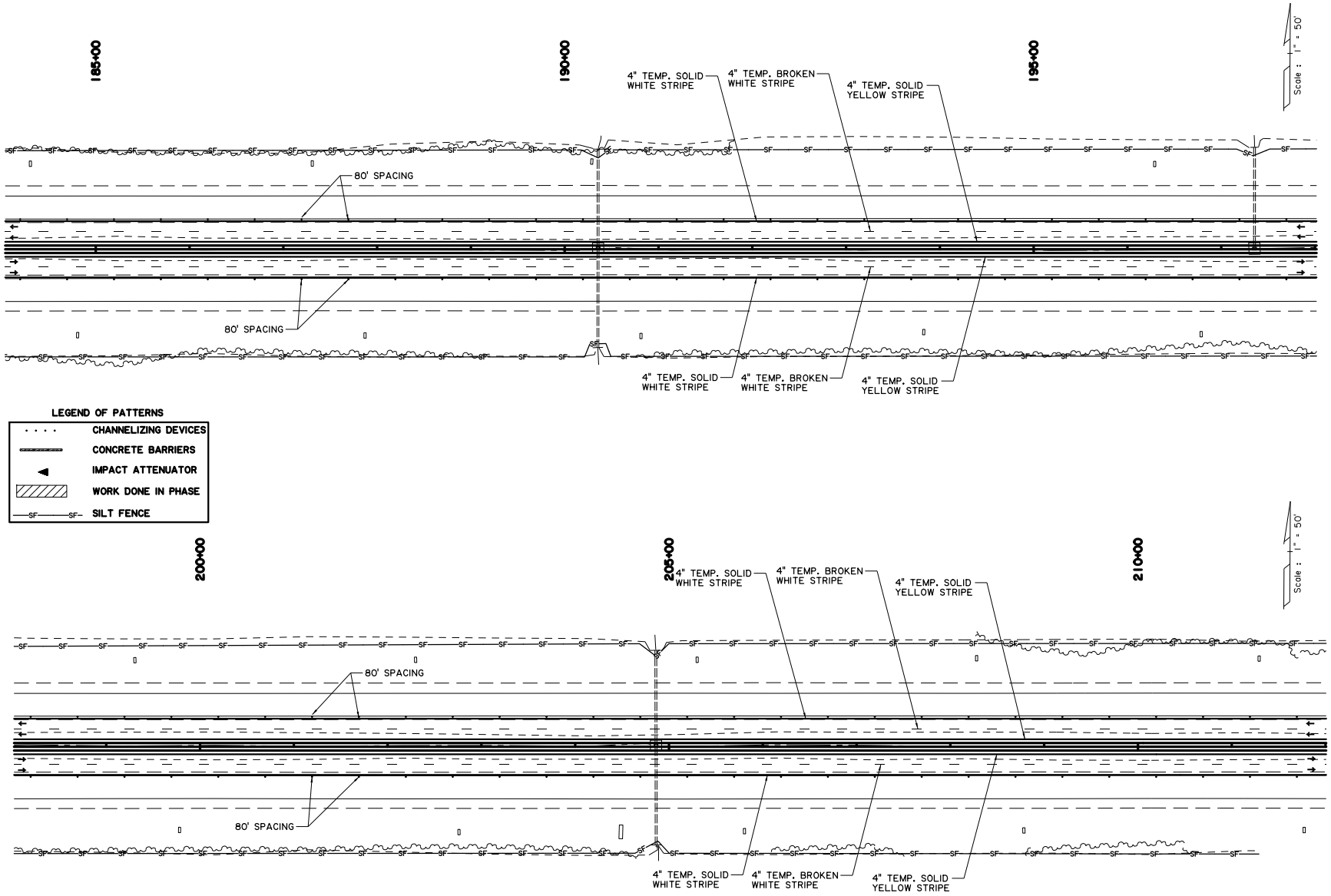


SHEET NUMBER 47

PARISH LIVINGSTON
FEDERAL PROJECT
STATE PROJECT H.009836

DESIGNED C. PARKER
CHECKED T. PICARD
DETAILED C. PARKER
CHECKED T. PICARD
DATE SHEET 4/29/2013

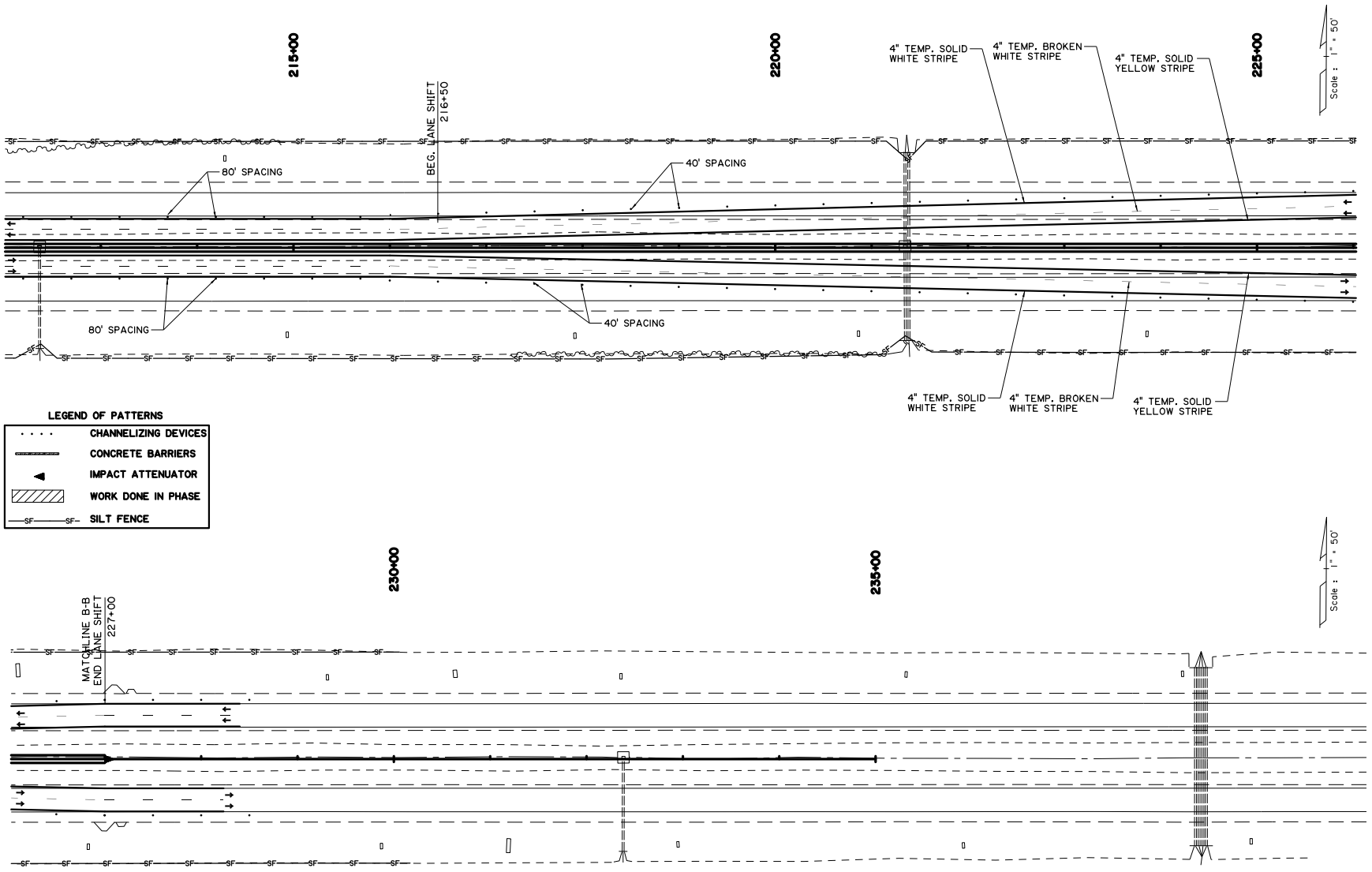
NO. DATE BY REVISION DESCRIPTION

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

SUGGESTED SEQUENCE OF CONSTRUCTION (PHASE III)

I-12; WALKER TO 0.5M WEST OF SATSUMA

ROAD DESIGN



SHEET NUMBER 48

PARISH LIVINGSTON
FEDERAL PROJECT
STATE PROJECT H.009836

DESIGNED C. PARKER
CHECKED T. PICARD
DETAILED C. PARKER
CHECKED T. PICARD
DATE SHEET 4/29/2013

NO. DATE REVISION DESCRIPTION BY

SUGGESTED SEQUENCE OF CONSTRUCTION (PHASE III)

I-12, WALKER TO 0.5M WEST OF SATSUMA

ROAD DESIGN

4/29/2013 11:05

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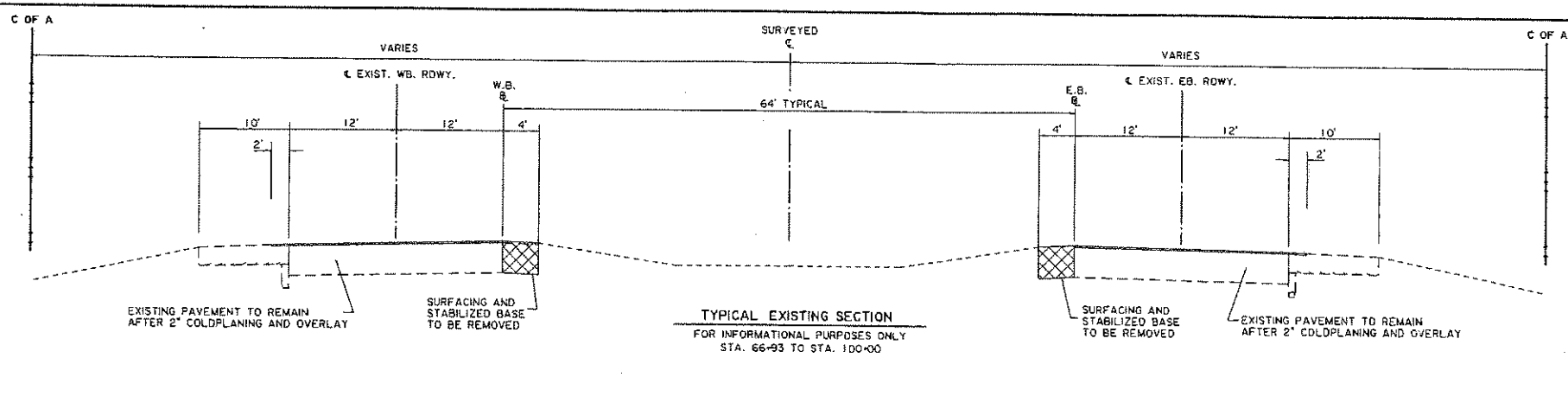
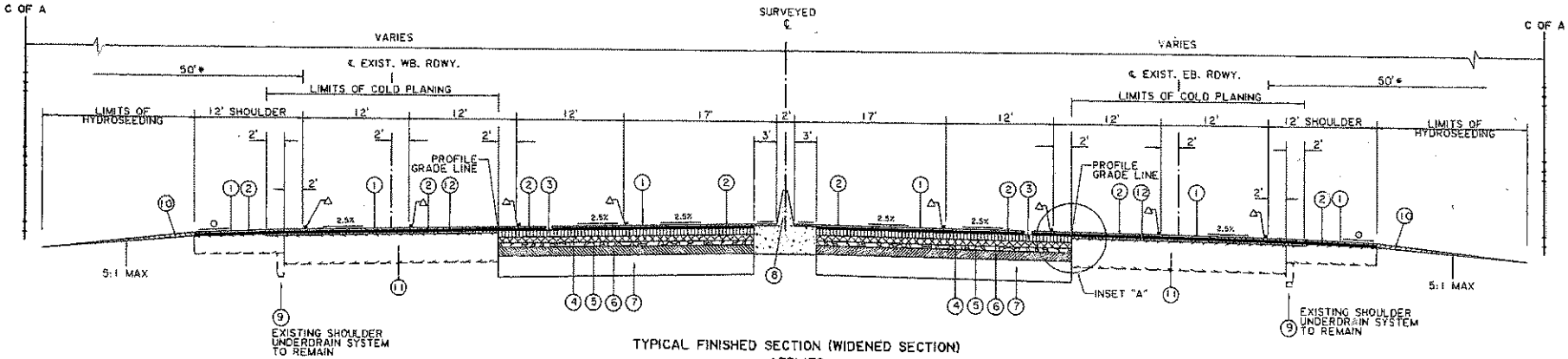


TYPICAL EXISTING SECTION

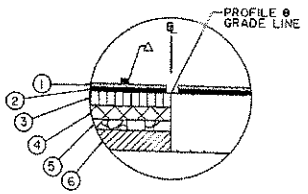
FOR INFORMATIONAL PURPOSES ONLY
STA. 66+93 TO STA. 100+00



TYPICAL FINISHED SECTION (WIDENED SECTION)
APPLIES
STA. 66+93 TO STA. 100+00

LEGEND

- (1) 3/4" THIN ASPHALT CONCRETE APPLICATION (OGFC)
- (2) 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 2)
- (3) 7" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 2)
- (4) 4" SUPERPAVE ASPHALTIC CONCRETE BASE COURSE (LEVEL 1)
- (5) 4" CLASS II BASE COURSE (STONE OR RECYCLED PCCP)
- (6) 8" CLASS II BASE COURSE (SOIL CEMENT)
- ⊕(7) 12" TYPE "E" LIME TREATMENT (9% BY VOLUME)
- ⊕⊕(8) CAST IN PLACE MEDIAN BARRIER & FOOTING
- (9) EXISTING SHOULDER UNDER DRAIN SYSTEM
- (10) BORROW MATERIAL
- (11) EXISTING 7.44"AVG. ASPHALTIC CONCRETE OVER 10" RUBBLIZED PCCP PAVEMENT AND 6" STABLIZED BASE COURSE REMAINING AFTER COLD PLANING ASPHALT SURFACING 2" DEPTH
- (12) 2" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 2)
- ⊕ AS DIRECTED BY THE PROJECT ENGINEER
- ⊕⊕ SEE CAST-IN-PLACE BARRIER DETAILS AND CROSS-SECTIONS FOR DETAILS & SPECIFICATIONS
- ⊖ GRADE SHOWN ON PROFILE (INSIDE EDGE OF PAVEMENT BEFORE MILLING)
- △ REQUIRED STRIPING
- * MIN. WIDTH TO BE CONSTRUCTED FREE OF OBSTRUCTIONS & STRUCTURES
- ⊙ MATCH EXISTING SHOULDER & ON AND OFF RAMP SLOPES (MIN 2.5%)



INSET "A"

GENERAL NOTES:

1. PLACEMENT OF STRIPING AND REFLECTORIZED MARKERS SHALL BE IN ACCORDANCE WITH THE LADOTD PAVEMENT MARKING STANDARD PLANS, THE MOST RECENT VERSION OF THE "MUTCD", AND STRIPING LAYOUT SHEETS.
2. EXISTING SHOULDER UNDERDRAIN SYSTEMS TO REMAIN WILL BE INSPECTED FOR DAMAGE AND REPAIRED AS NEEDED.
3. RUMBLE STRIPS ARE REQ'D ON INSIDE AND OUTSIDE SHOULDERS. SEE RUMBLE STRIP DETAIL.
4. ELEVATION DIFFERENCES ON TOP OF THE FOOTING SHOULD BE CORRECTED BY USING THE LEVEL 2, SUPERPAVE ASPHALTIC WEARING COURSE.

FLEXIBLE PAVEMENT DESIGN	
CURRENT ADT (2012)	= 49,700
DESIGN ADT (2032)	= 69,600
PERFORMANCE PERIOD (YEARS)	= 20
18 KIP ESALS	= 49,982,331

SHEET NUMBER 2b
PARISH LIVINGSTON
FEDERAL PROJECT
STATE PROJECT H.009836
DESIGNED C. PARKER
CHECKED T. PICARD
DRAWN C. PARKER
CHECKED T. PICARD
DATE 1/10/2013
SHEET

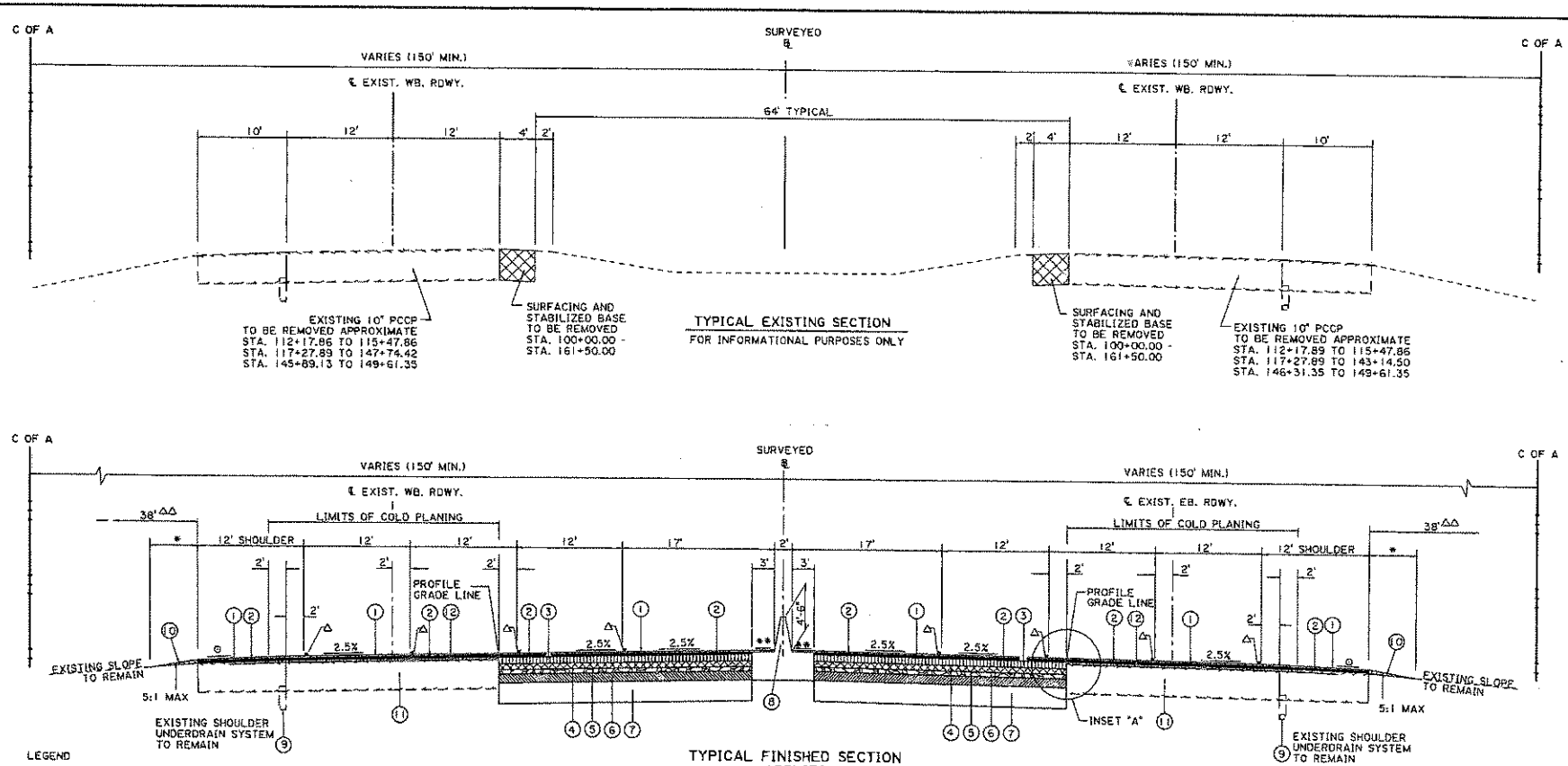
TYPICAL SECTIONS AND DETAILS (SITE 1)

I-12: WALKER TO 5M WEST OF SATSUMA

DOTD

ROAD DESIGN

R:\Gang031\Projects\H.009836 (I-12 Walker to Satsuma)\002 reconstructed roadway.dgn 1/10/2013 12:23



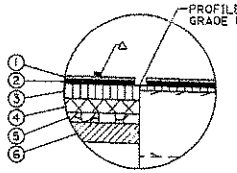
TYPICAL EXISTING SECTION
FOR INFORMATIONAL PURPOSES ONLY

TYPICAL FINISHED SECTION
APPLIES
STA. 100+00.00 TO STA. 112+17.86
STA. 150+50.00 TO STA. 161+50.00 (EB)
STA. 152+00.00 TO STA. 161+50.00 (WB)

LEGEND

1. 3/4" THIN ASPHALT CONCRETE APPLICATION (OGFC)
2. 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 2)
3. 7" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 2)
4. 4" SUPERPAVE ASPHALTIC CONCRETE BASE COURSE (LEVEL 1)
5. 4" CLASS II BASE COURSE (STONE OR RECYCLED PCCP)
6. 8" CLASS II BASE COURSE (SOIL CEMENT)
- ⊛7. 12" TYPE E LIME TREATMENT (9% BY VOLUME)
- ⊛⊛8. CAST IN PLACE MEDIAN BARRIER (CLASS "A" CONCRETE)
9. SHOULDER UNDERDRAIN SYSTEM
10. BORROW MATERIAL
11. EXISTING 7.44" AVG. ASPHALTIC CONCRETE OVER 10" RUBBLIZED PCCP PAVEMENT AND 6" STABLIZED BASE COURSE REMAINING AFTER COLD PLANING ASPHALT SURFACING 2" DEPTH
12. 2" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 2)

⊛ AS DIRECTED BY THE PROJECT ENGINEER
⊛⊛ SEE CAST-IN-PLACE BARRIER DETAILS AND CROSS SECTIONS FOR DETAILS & SPECIFICATIONS



* LIMITS OF HYDROSEEDING
⊙ MATCH EXISTING SHOULDER SLOPE (MIN. 2.5%)
⊛ INSIDE EDGE OF PAVEMENT FINISHED GRADE BEFORE MILLING
** VARIES
Δ REQUIRED STRIPING
ΔΔ TO BE CONSTRUCTED FREE OF OBSTRUCTIONS
▽ CROSS SLOPE TRANSITIONS FROM 2.5% ON THE ROADWAY TO 1.6 % ON THE BRIDGE. THE TRANSITION LENGTH SHALL BE 150 FEET.

GENERAL NOTES:

1. PLACEMENT OF STRIPING AND REFLECTORIZED MARKERS SHALL BE IN ACCORDANCE WITH LADOTD PAVEMENT MARKING STANDARD PLANS, THE MOST RECENT VERSION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AND STRIPING LAYOUT SHEETS.
2. EXISTING SHOULDER UNDERDRAIN SYSTEMS TO REMAIN WILL BE INSPECTED FOR DAMAGE AND REPAIRED AS NEEDED.
3. RUMBLE STRIPS ARE REQUIRED ON INSIDE AND OUTSIDE SHOULDERS. SEE RUMBLE STRIP DETAIL.
4. ELEVATION DIFFERENCES ON TOP OF THE FOOTING SHOULD BE CORRECTED BY USING THE LEVEL 2 SUPERPAVE ASPHALTIC WEARING COURSE.

FLEXIBLE PAVEMENT DESIGN	
CURRENT ADT (2012)	= 49,700
DESIGN ADT (2032)	= 69,600
PERFORMANCE PERIOD (YEARS)	= 20
18 KIP ESALS	= 49,982,331

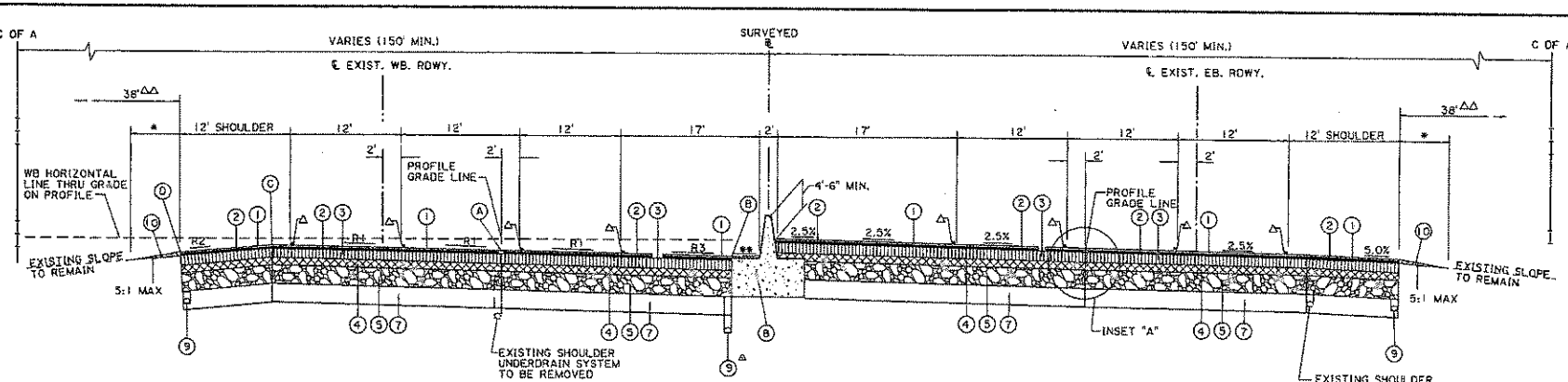
THOMAS P. LAVIN REG. NO. 30626 STATE OF LOUISIANA PROFESSIONAL ENGINEER

FINAL PLANS

\\Mmdc10\Projects\2976.22\CADD\Highway\SUBMITTALS\walker to satsuma\final\dgn\2b-typical section-overlay only-n.c.dgn 28-JAN-2013 15:17

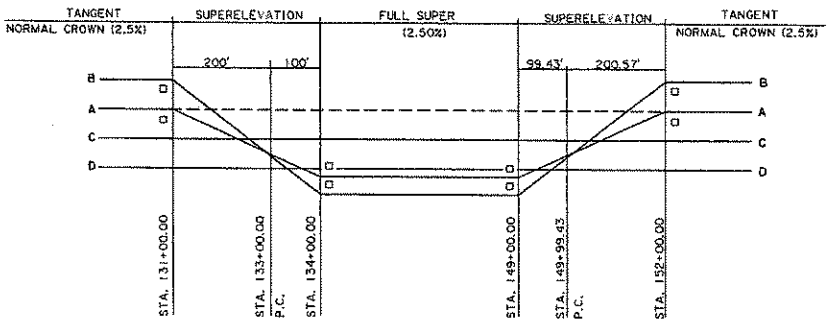
SHEET NUMBER 2c
PARISH LIVINGSTON
FEDERAL PROJECT NO. H.009836
DESIGNED TPL
DRAWN TPL
CHECKED TPL
QUANTITIES EAR
DATE 12-19-2012
SHEET 2c

TYPICAL SECTIONS AND DETAILS (SITE 2)
I-12 WALKER TO 0.5mi WEST OF SATSUMA



TYPICAL SUPERELEVATED FINISHED SECTION
(RECONSTRUCTED ROADWAY)

APPLIES
STA. 131+00.00 TO STA. 143+14.50(EB)
STA. 146+31.25 TO STA. 150+50.00(EB)
STA. 131+00.00 TO STA. 142+74.42(WB)
STA. 145+89.13 TO STA. 152+00.00(WB)



WB SUPERELEVATION DIAGRAM

(EASTBOUND CROSS SLOPE REMAINS AT 2.5% NORMAL CROWN THROUGH CURVE.)

NEGATIVE RATE DENOTES DOWN FROM LEFT TO RIGHT

RADIUS OF CURVE	R1	R2	R3	A	B	C	D
11,372'	-2.50%	4.50%	-2.50%	-1.20	-1.90	-0.60	-1.05

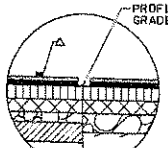
SUPERELEVATION DETAILS (IN FEET) WITH REFERENCE TO HORIZONTAL LINE THRUGH GRADE SHOWN ON PROFILE

□ INDICATES 100' VERTICAL CURVE REQUIRES IN PAVEMENT EDGE AT ANGULAR BREAKS IN GRADE

LEGEND

① 3/4" THIN ASPHALT CONCRETE APPLICATION (OGFC)
② 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 2)
③ 7" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 2)
④ 4" SUPERPAVE ASPHALTIC CONCRETE BASE COURSE (LEVEL 1)
⑤ 12" CLASS II BASE COURSE (STONE OR RECYCLED CONCRETE).
⑥ NOT USED
⊛⑦ 12" TYPE E LIME TREATMENT (9% BY VOLUME)
⊛⊛⑧ CAST IN PLACE MEDIAN BARRIER
△⑨ SHOULDER UNDERDRAIN SYSTEM
⑩ BORROWED MATERIAL

△ TO BE STUBBED INTO CATCH BASINS FOR REQUIRED SUBSURFACE SYSTEM
⊛ AS DIRECTED BY THE PROJECT ENGINEER
⊛⊛ SEE CAST-IN-PLACE BARRIER DETAILS AND CROSS SECTIONS FOR DETAILS & SPECIFICATIONS



INSET "A"

⊛ PROPOSED GRADE SHOWN ON PROFILE.
* LIMITS OF HYRDOSEEDING
** VARIES
△ REQUIRED STRIPING
ΔΔ TO BE CONSTRUCTED FREE OF OBSTRUCTIONS

GENERAL NOTES:

1. PLACEMENT OF STRIPING AND REFLECTORIZED MARKERS SHALL BE IN ACCORDANCE WITH LADOTD PAVEMENT MARKING STANDARD PLANS. THE MOST RECENT VERSION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AND STRIPING LAYOUT SHEETS.
2. EXISTING SHOULDER UNDERDRAIN SYSTEMS TO REMAIN WILL BE INSPECTED FOR DAMAGE AND REPAIRED AS NEEDED.
3. RUMBLE STRIPS ARE REQUIRED ON INSIDE AND OUTSIDE SHOULDERS. SEE RUMBLE STRIP DETAIL.
4. ELEVATION DIFFERENCES ON TOP OF THE FOOTING SHOULD BE CORRECTED BY USING THE LEVEL 2 SUPERPAVE ASPHALTIC WEARING COURSE.

FLEXIBLE PAVEMENT DESIGN	
CURRENT ADT (2012)	= 49,700
DESIGN ADT (2032)	= 69,600
PERFORMANCE PERIOD (YEARS)	= 20
18 KIP ESALS	= 49,982,331

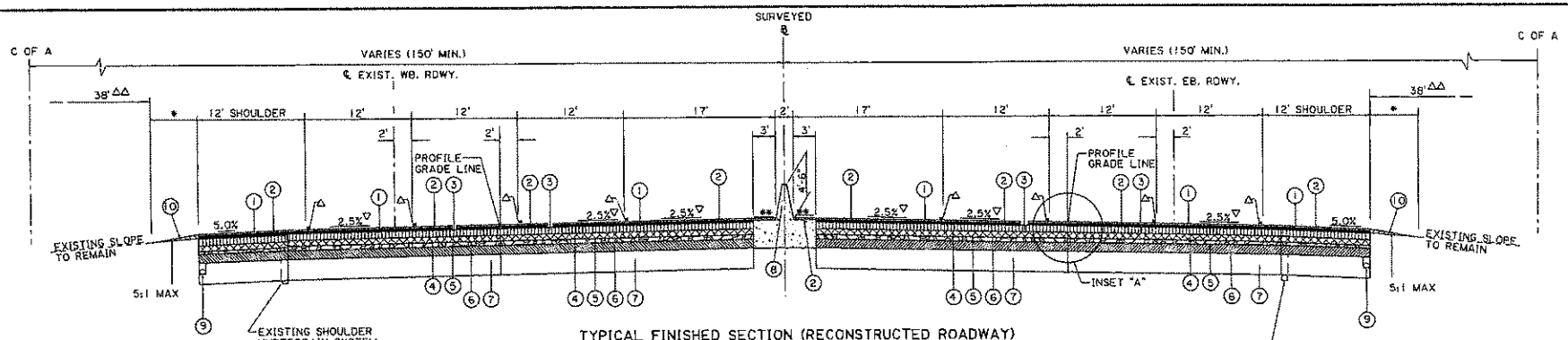
THOMAS P. LAVIN REG. No. 36626 REGISTERED PROFESSIONAL ENGINEER

FINAL PLANS

\\Wmc10\Projects\2976.22\CADD\Highway\SUBMITTALS\walker to satsuma\final\dgn\2d-typical section-inside widening with reconstruction 12-19-2012 15:17

SHEET NUMBER 2d
PARISH LIVINGSTON
FEDERAL PROJECT # H.009836
DESIGNED TPL
DRAWN TPL
CHECKED EAR
RETRACED TPL
CHECKED
DATE 12-19-2012
SHEET

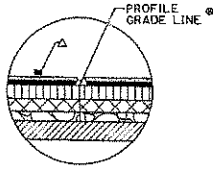
TYPICAL SUPERELEVATED SECTION (SITE 2)
I-12 WALKER TO 0.5m WEST OF SATSUMA



TYPICAL FINISHED SECTION (RECONSTRUCTED ROADWAY)
APPLIES
STA. 112+17.86 TO STA. 115+47.86(EB & WB)
STA. 117+27.89 TO STA. 131+00.00(EB & WB)

LEGEND

1. 3/4" THIN ASPHALT CONCRETE APPLICATION (OGFC)
2. 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 2)
3. 7" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 2)
4. 4" SUPERPAVE ASPHALTIC CONCRETE BASE COURSE (LEVEL 1)
5. 4" CLASS II BASE COURSE (STONE OR RECYCLED PCCP)
6. 8" CLASS II BASE COURSE (SOIL CEMENT)
- *7. 12" TYPE E LIME TREATMENT (9% BY VOLUME)
- **8. CAST IN PLACE MEDIAN BARRIER (CLASS "A" CONCRETE)
9. SHOULDER UNDERDRAIN SYSTEM
- *10. BORROW MATERIAL
- 11. NOT USED



INSET "A"

* LIMITS OF HYDROSEEDING

⊗ PROPOSED GRADE SHOWN ON PROFILE

** VARIES

△ REQUIRED STRIPING

ΔΔ TO BE CONSTRUCTED FREE OF OBSTRUCTIONS

▽ CROSS SLOPE TRANSITIONS FROM 2.5% ON THE ROADWAY TO 1.6 % ON THE BRIDGE. THE TRANSITION LENGTH SHALL BE 150 FEET.

GENERAL NOTES:

1. PLACEMENT OF STRIPING AND REFLECTORIZED MARKERS SHALL BE IN ACCORDANCE WITH LADOTD PAVEMENT MARKING STANDARD PLANS. THE MOST RECENT VERSION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AND STRIPING LAYOUT SHEETS.
2. EXISTING SHOULDER UNDERDRAIN SYSTEMS TO REMAIN WILL BE INSPECTED FOR DAMAGE AND REPAIRED AS NEEDED.
3. RUMBLE STRIPS ARE REQUIRED ON INSIDE AND OUTSIDE SHOULDERS. SEE RUMBLE STRIP DETAIL.
4. ELEVATION DIFFERENCES ON TOP OF THE FOOTING SHOULD BE CORRECTED BY USING THE LEVEL 2 SUPERPAVE ASPHALTIC WEARING COURSE.

FLEXIBLE PAVEMENT DESIGN	
CURRENT ADT (2012)	= 49,700
DESIGN ADT (2032)	= 69,600
PERFORMANCE PERIOD (YEARS)	= 20
18 KIP ESALS	= 49,982,331

* AS DIRECTED BY THE PROJECT ENGINEER

⊗⊗ SEE CAST-IN-PLACE BARRIER DETAILS AND CROSS SECTIONS FOR DETAILS & SPECIFICATIONS

THOMAS P. LAVIN REG. No. 36613 PROFESSIONAL ENGINEER

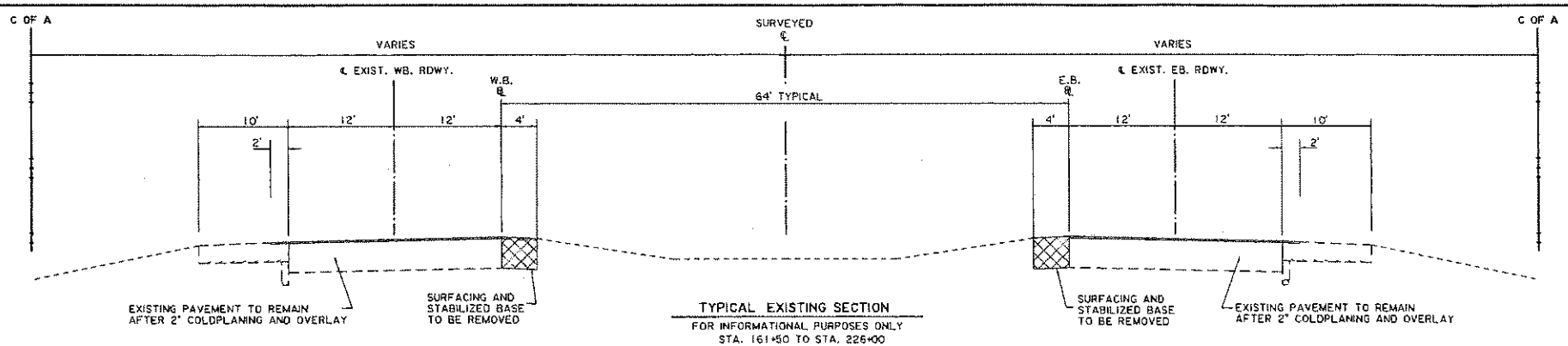
FINAL PLANS

\\Mndc10\Projects\2976.22\DADD\Highway\SUBMITTALS\walker to satsuma\final\dgn\2e- typical sections-inside widening-nc.dgn 28-JAN-2013 15:17

SHEET NUMBER 2e
PARISH LIVINGSTON
FEDERAL AID PROJECT H.009836
DESIGNED TPL
DRAWN TPL
CHECKED EAR
DATE 12-19-2012
SHEET 29

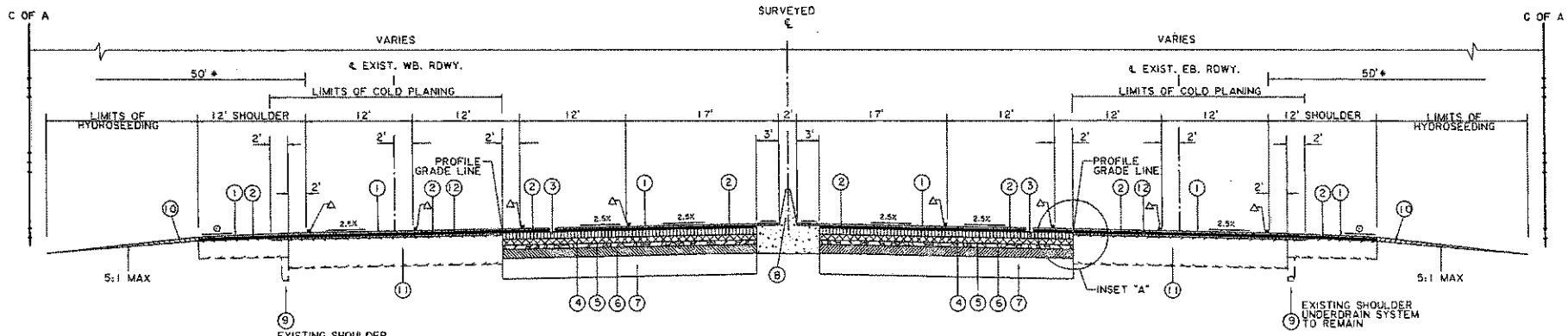
TYPICAL SECTIONS AND DETAILS (SITE 2)

I-12 WALKER TO 0.5m WEST OF SATSUMA



TYPICAL EXISTING SECTION

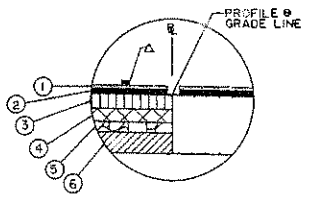
FOR INFORMATIONAL PURPOSES ONLY
STA. 161+50 TO STA. 226+00



TYPICAL FINISHED SECTION (WIDENED SECTION)
APPLIES
STA. 161+50 TO STA. 226+00

LEGEND

(1) 3/4" THIN ASPHALT CONCRETE APPLICATION (OGFC)
(2) 2" SUPERPAVE ASPHALTIC CONCRETE WEARING COURSE (LEVEL 2)
(3) 7" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 2)
(4) 4" SUPERPAVE ASPHALTIC CONCRETE BASE COURSE (LEVEL 1)
(5) 4" CLASS II BASE COURSE (STONE OR RECYCLED PCCP)
(6) 8" CLASS II BASE COURSE (SOIL CEMENT)
⊛(7) 12" TYPE "E" LIME TREATMENT (9% BY VOLUME)
⊛⊛(8) CAST IN PLACE MEDIAN BARRIER & FOOTING
(9) EXISTING SHOULDER UNDER DRAIN SYSTEM
(10) BORROW MATERIAL
(11) EXISTING 7.44"AVG. ASPHALTIC CONCRETE OVER 10" RUBBLIZED PCCP PAVEMENT AND 6" STABLIZED BASE COURSE REMAINING AFTER COLD PLANING ASPHALT SURFACING 2" DEPTH
(12) 2" SUPERPAVE ASPHALTIC CONCRETE BINDER COURSE (LEVEL 2)
⊛ AS DIRECTED BY THE PROJECT ENGINEER
⊛⊛ SEE CAST-IN-PLACE BARRIER DETAILS AND CROSS-SECTIONS FOR DETAILS & SPECIFICATIONS
℄ GRADE SHOWN ON PROFILE (INSIDE EDGE OF PAVEMENT BEFORE MILLING)
△ REQUIRED STRIPING
* MIN. WIDTH TO BE CONSTRUCTED FREE OF OBSTRUCTIONS & STRUCTURES
○ MATCH EXISTING SHOULDER SLOPE (MIN 2.5%)



INSET "A"

GENERAL NOTES:

1. PLACEMENT OF STRIPING AND REFLECTORIZED MARKERS SHALL BE IN ACCORDANCE WITH THE LADOTD PAVEMENT MARKING STANDARD PLANS, THE MOST RECENT VERSION OF THE 'MUTCD', AND STRIPING LAYOUT SHEETS.
2. EXISTING SHOULDER UNDERDRAIN SYSTEMS TO REMAIN WILL BE INSPECTED FOR DAMAGE AND REPAIRED AS NEEDED.
3. RUMBLE STRIP ARE REQ'D ON INSIDE AND OUTSIDE SHOULDERS, SEE RUMBLE STRIP DETAIL.
4. ELEVATION DIFFERENCES ON TOP OF THE FOOTING SHOULD BE CORRECTED BY USING THE LEVEL 2, SUPERPAVE ASPHALTIC WEARING COURSE.

FLEXIBLE PAVEMENT DESIGN	
CURRENT ADT (2012)	= 49,700
DESIGN ADT (2032)	= 69,600
PERFORMANCE PERIOD (YEARS)	= 20
18 KIP ESALS	= 49,982,331

TYPICAL SECTIONS AND DETAILS (SITE 3)
I-12: WALKER TO 0.5M WEST OF SATSUMA

ROAD DESIGN

1/10/2013 12:23
R:\Gang031\Projects\H.009836 (I-12 Walker to Satsuma)\002 reconstructed roadway.dgn