

STATE PROJECT NUMBER	SHEET NO.
0054-73-70	2

SINGLE AGGREGATE BITUMINOUS PAVEMENT

STATION TO STATION	TONS
251+00 TO 323+96.3	563
56+00 TO A311+16	2466
A321+72 TO A492+92	3476
A492+92 TO B379+47.9	3869
C2+94 TO C39+30	225
C39+30 TO C125+95	3563

CRUSHED AGGREGATE BASE COURSE SHOULDERS

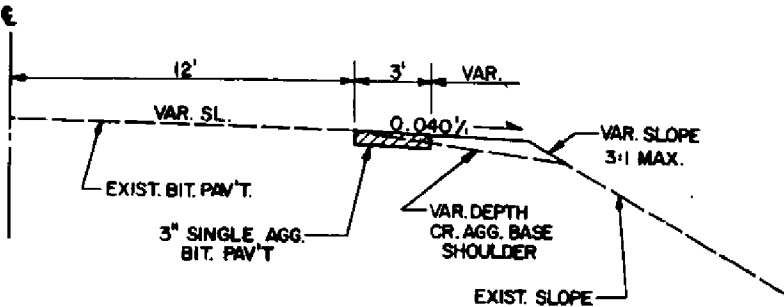
STATION TO STATION	LOCATION	C.Y.
251+00 TO 323+96.3	LT.	82
"	RT.	212
56+00 TO A311+16	LT.	477
"	RT.	346
A321+72 TO A492+92	LT.	667
"	RT.	385
A492+92 TO B379+47.9	LT.	698
"	RT.	364
C2+94 TO C39+30	LT.	21
"	RT.	69
C39+30 TO C125+95	LT.	847
"	RT.	865

PREPARATION OF FOUNDATION FOR BITUMINOUS SHOULDERS

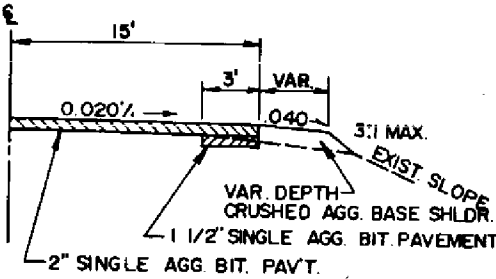
STATION TO STATION	LOCATION	STA.
251+00 TO 323+96.3	LT.	52
"	RT.	51
56+00 TO A311+16	LT.	222
"	RT.	226
A321+72 TO A492+92	LT.	302
"	RT.	324
A492+92 TO B379+47.9	LT.	359
"	RT.	345
C2+94 TO C39+30	LT.	22
"	RT.	20
C39+30 TO C125+95	LT.	87
"	RT.	87

BITUMINOUS MATERIAL FOR TACK COAT

STATION TO STATION	GALS
C39+30 TO C125+95	568

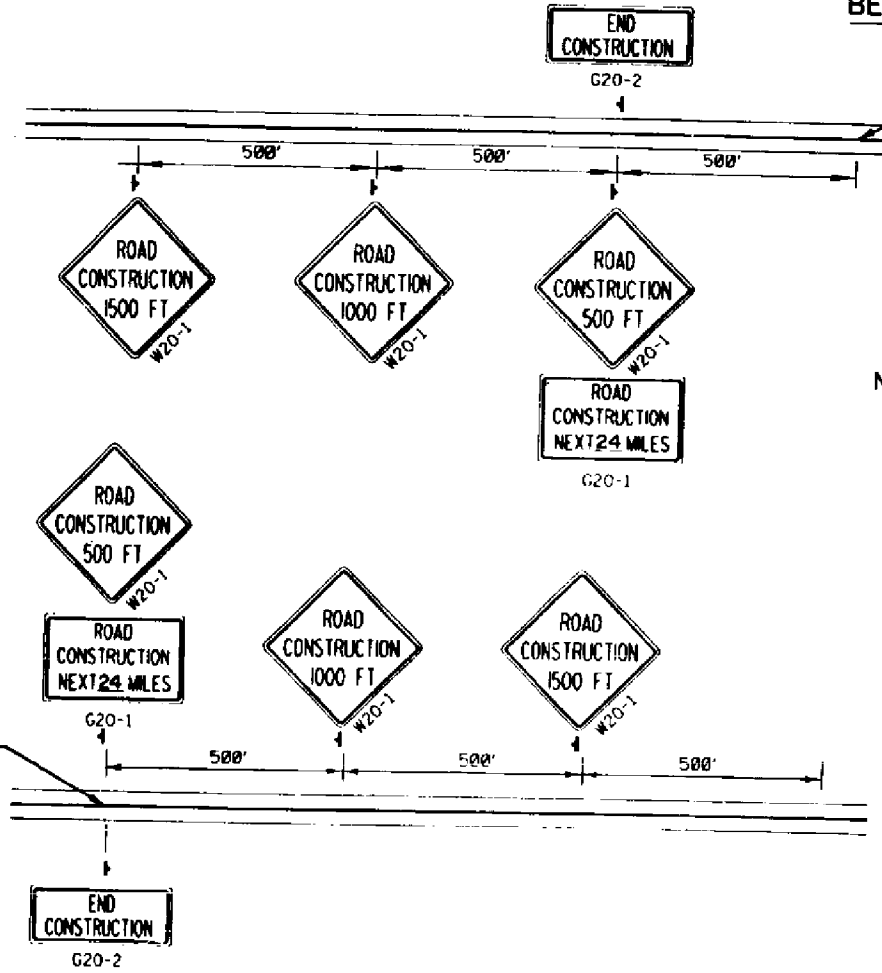


TYPICAL HALF SECTION FOR BITUMINOUS SHOULDER PAVING #1
STA. 251+00 TO STA. C39+90



TYPICAL HALF SECTION #2 FOR BITUMINOUS
RESURFACING AND SHLDR. PAVING.
STA. C39+90 TO C125+95

BEGIN PROJECT



NOTE: DRAWINGS ARE NOT TO SCALE. ALL ITEMS NOTED ON THIS PLAN TO BE PAID FOR UNDER 'TRAFFIC CONTROL'. ALL SIDE ROADS UNDER CONSTRUCTION SHALL BE ADEQUATELY SIGNED.

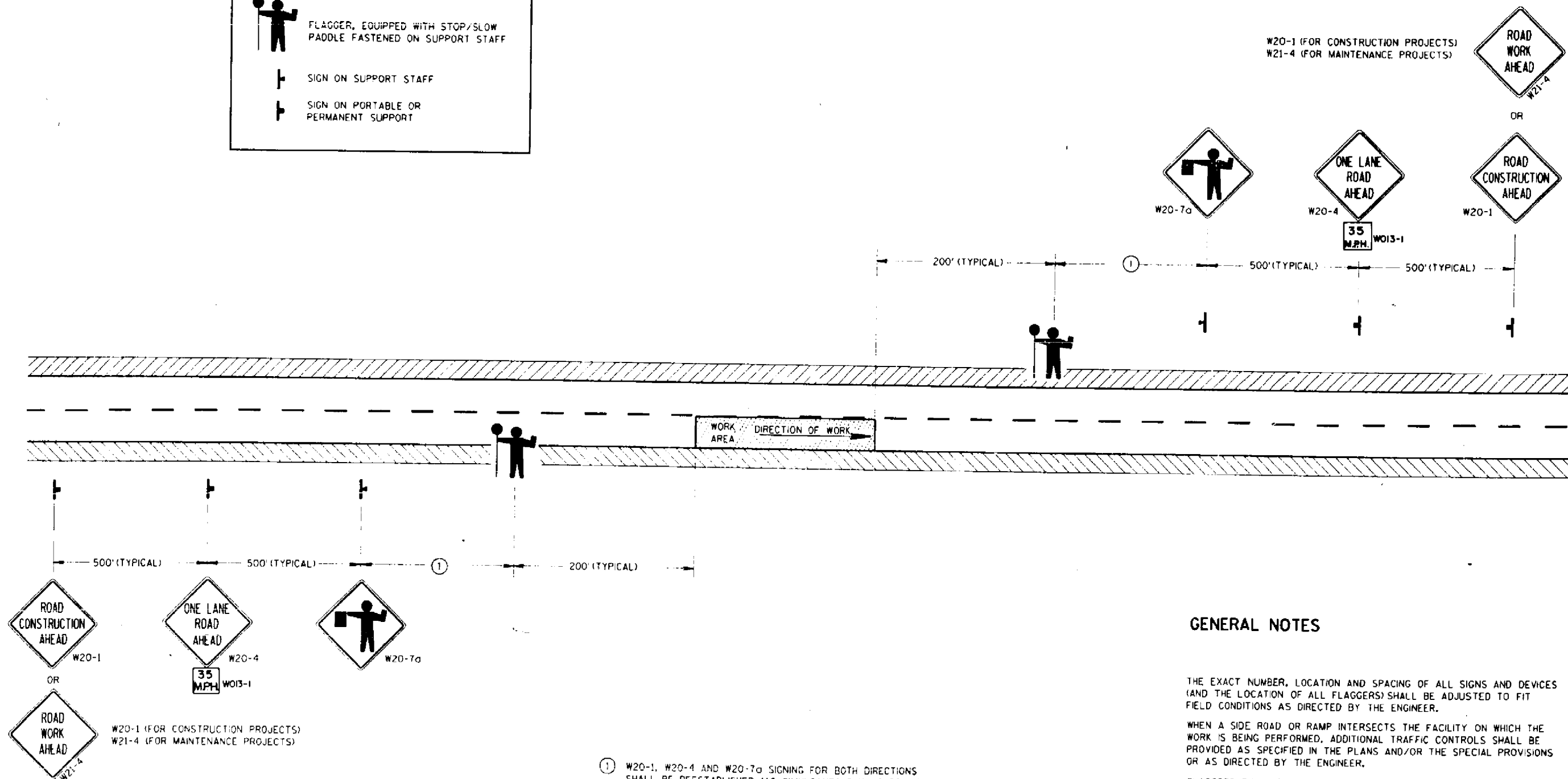
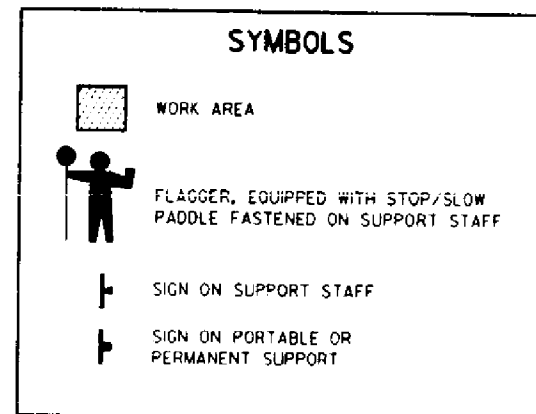
"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS.

ALL SIGNS 48" X 48" UNLESS OTHERWISE SHOWN.

SIGN SIZES	
SIGN NUMBER	SIZE
W20-1	48" X 48"
W20-4	48" X 48"
W20-7A	48" X 48"
W08-9	36" X 36"
G20-1	60" X 36"
G20-2	60" X 24"
W013-1	24" X 24"

LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD CONSTRUCTION AHEAD" AND THE "ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE FACILITY RESTORED TO NORMAL OPERATION.

① W20-1, W20-4 AND W20-7a SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.