

JEFFERSON

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EROSION CONTROL ITEMS IN THE MISC. QUAN. ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. PROTECT WETLANDS AND OTHER WATERWAYS THAT ARE PRESENT WITHIN THE PROJECT LIMITS.

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 20), AND EROSION MAT URBAN CLASS I TYPE B AS DIRECTED BY THE ENGINEER. FERTILIZER (TYPE B) & SEEDING (SEEDING MIX NO. 20) ARE PAID FOR UNDER THE BID ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.

PRIOR TO THE PLACEMENT OF GUARDRAIL, THE SHOULDERS SHALL BE PLACED, SHAPED, AND COMPACTED.

EXISTING SHOULDER AGGREGATE SHALL BE INCORPORATED INTO THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD.

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A VERTICAL EDGE MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

2-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A SINGLE 2-INCH LAYER OF HMA PAVEMENT 4 LT 58-28 S.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES, COMMERCIAL, AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

APPLY TACK COAT TO MILLED SURFACE PRIOR TO PLACEMENT OF HMA PAVEMENT AT A RATE OF 0.07 GAL/SY.

PAVE 2" OF HMA PAVEMENT 4 LT 58-28 S (PAID FOR UNDER SPV.0195.01 EXTRA DEPTH HMA PAVEMENT) IN AREAS WHERE REMOVING DISTRESSED PAVEMENT MILLING IS REQUIRED AS SHOWN IN THE PLANS (PAID FOR UNDER SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING).

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PASSING LANE.

EXACT LOCATIONS FOR THE REMOVING DISTRESSED PAVEMENT MILLING SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT., THEN THE LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTION EQUALS THE SUPERELEVATION.

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

ADJUST DITCH GRADING AS NECESSARY TO FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

CURVE DATA IS BASED ON THE ARC DEFINITION.

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, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO "DIGGERS HOTLINE" AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

IF THERE ARE CONFLICTS WITH SIGNS OR OTHER WORK UNDER THIS PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

CONSTRUCT CONCRETE SURFACE DRAIN AFTER BEAM GUARD POST PLACEMENT.

CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION:

WisDOT PROJECT MANAGER
2101 WRIGHT STREET
MADISON, WI 53704
ATTN: MATTHEW DAPP, P.E.
PH: (608) 246-5353
CELL: (608) 516-6481
EMAIL: matthew.dapp@dot.wi.gov

DESIGN CONSULTANT:

JEWELL ASSOCIATES ENGINEERS, INC.
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
ATTN: ELLERY SCHAFFER, P.E.
PH: (608) 459-6027
CELL: (608) 341-8159
EMAIL: ellery.schaffer@jewellassoc.com

WDNR LIAISON:

STATE OF WISCONSIN
DNR SERVICE CENTER
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: LAURA BUB
PH: (608) 275-3485
CELL: (608) 712-5249
EMAIL: laura.bub@wisconsin.gov

UTILITIES

COMMUNICATION LINE

AT&T WISCONSIN
ATTN: CAROL ANASON
316 W WASHINGTON AVENUE
MADISON, WI 53701
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CELL: (920) 475-2799
EMAIL: ca2624@att.com

COMMUNICATION LINE

CHARTER COMMUNICATIONS
ATTN: RON FRASE
N3760 CTH DJ
JUNEAU, WI 53039
OFFICE: (920) 349-3202 EXT. 103
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EMAIL: Ronald.frase@charter.com

COMMUNICATION LINE

PAETEC COMMUNICATIONS, LLC
ATTN: KEVIN PARRIS
1858 WRIGHT STREET
MADISON, WI 53704
OFFICE: (608) 819-5016
CELL: (608) 416-3291
EMAIL: Kevin.J.Parris@windstream.com

COMMUNICATION LINE

TDS TELECOM
ATTN: MATTHEW SCHULTE
16924 WEST VICTOR RD
NEW BERLIN, WI 53151
OFFICE: (262) 754-3063
CELL: (262) 409-1177
EMAIL: matt.schulte@tdstelecom.com

COMMUNICATION LINE

WINDSTREAM KDL, LLC.
ATTN: KEVIN PARRIS
1858 WRIGHT STREET
MADISON, WI 53704
OFFICE: (608) 819-5016
CELL: (608) 416-3291
EMAIL: Kevin.J.Parris@windstream.com

GAS/PETROLEUM

WE ENERGIES
ATTN: NICOLE SMULLEN
333 W EVERETT ST, RM A299
MILWAUKEE, WI 53203
OFFICE: (414) 221-5617
CELL: (414) 460-7190
EMAIL: Nicole.SmulLEN@we-energies.com

SANITARY SEWER/WATER

CITY OF JEFFERSON
ATTN: WILLIAM PINNOW
317 S MAIN ST
P.O. BOX 119
JEFFERSON, WI 53549
OFFICE: (920) 674-7727
EMAIL: bpinnow@jeffersonwis.com

ELECTRICITY

WE ENERGIES
ATTN: NICOLE SMULLEN
333 W EVERETT ST, RM A299
MILWAUKEE, WI 53203
OFFICE: (414) 221-5617
CELL: (414) 460-7190
EMAIL: Nicole.SmulLEN@we-energies.com

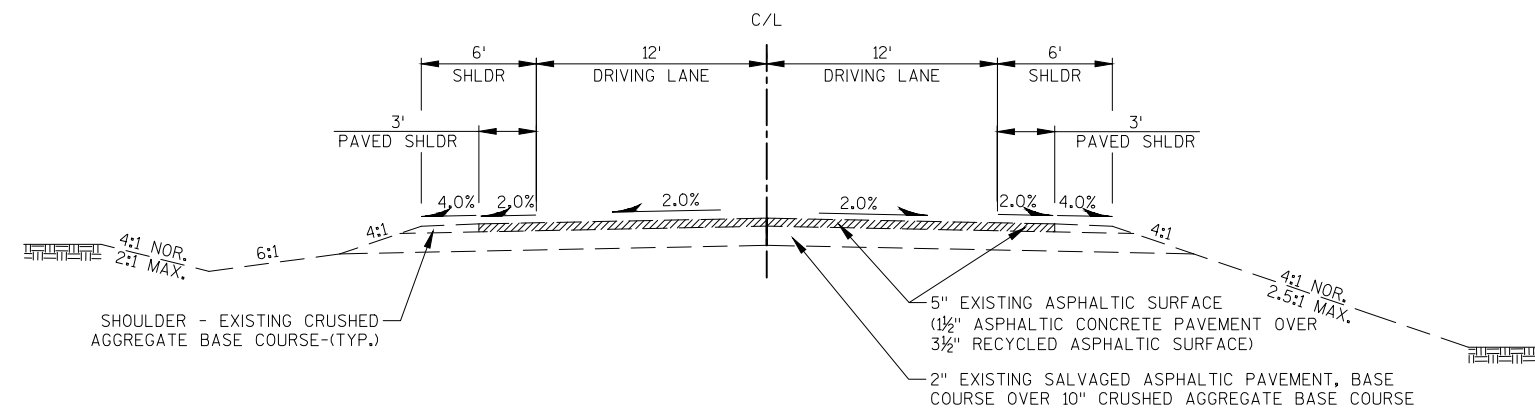
LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average Daily Traffic	LIN FT	Linear Foot	S	South
BAD	Base Aggregate Dense	or LF		SQ	Square
BK	Back	LC	Long Chord of Curve	SF or SQ FT	Square Feet
BF	Back Face	MH	Manhole	SY or SQ YD	Square Yard
BM	Bench Mark	MB	Mailbox	STD	Standard
BR	Bridge	ML or M/L	Match Line	SDD	Standard Detail Drawings
C or C/L	Center Line	N	North	STH	State Trunk Highways
CC	Center to Center	Y	North Grid Coordinate	STA	Station
C.E.	Commercial Entrance	OD	Outside Diameter	SS	Storm Sewer
CTH	County Trunk Highway	PLE	Permanent Limited Easement	SG	Subgrade
CR	Creek	PT	Point	SE	Superelevation
CR	Crushed	PC	Point of Curvature	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PI	Point of Intersection	SV	Septic Vent
CP	Culvert Pipe	PRC	Point of Reverse Curvature	T	Tangent
C & G	Curb and Gutter	PT	Point of Tangency	TEL	Telephone
D	Degree of Curve	POC	Point On Curve	TEMP	Temporary
DHV	Design Hour Volume	POT	Point on Tangent	TI	Temporary Interest
DIA	Diameter	PVC	Polyvinyl Chloride	TLE	Temporary Limited Easement
E	East	PCC	Portland Cement Concrete	t	Ton
X	East Grid Coordinate	LB	Pound	T or TN	Town
ELEC	Electric (al)	PSI	Pounds Per Square Inch	TRANS	Transition
EL or ELEV	Elevation	P.E.	Private Entrance	TL or T/L	Transit Line
ESALS	Equivalent Single Axle Loads	R	Radius	T	Trucks (percent of)
EBS	Excavation Below Subgrade	RR	Railroad	TYP	Typical
FF	Face to Face	R	Range	UNCL	Unclassified
F.E.	Field Entrance	RL or R/L	Reference Line	UG	Underground Cable
F	Fill	RP	Reference Point	USH	United States Highway
FG	Finished Grade	RCCP	Reinforced Concrete Culvert Pipe	VAR	Variable
FL or F/L	Flow Line	REQD	Required	V	Velocity or Design Speed
FT	Foot	RES	Residence or Residential	VERT	Vertical
FTG	Footing	RW	Retaining Wall	VC	Vertical Curve
GN	Grid North	RT	Right	VOL	Volume
HT	Height	RHF	Right-Hand Forward	WM	Water Main
CWT	Hundredweight	R/W	Right-of-Way	WV	Water Valve
HYD	Hydrant	RD	Road	W	West
INL	Inlet	R	River	WB	Westbound
ID	Inside Diameter			YD	Yard

ORDER OF SECTION 2 SHEETS:

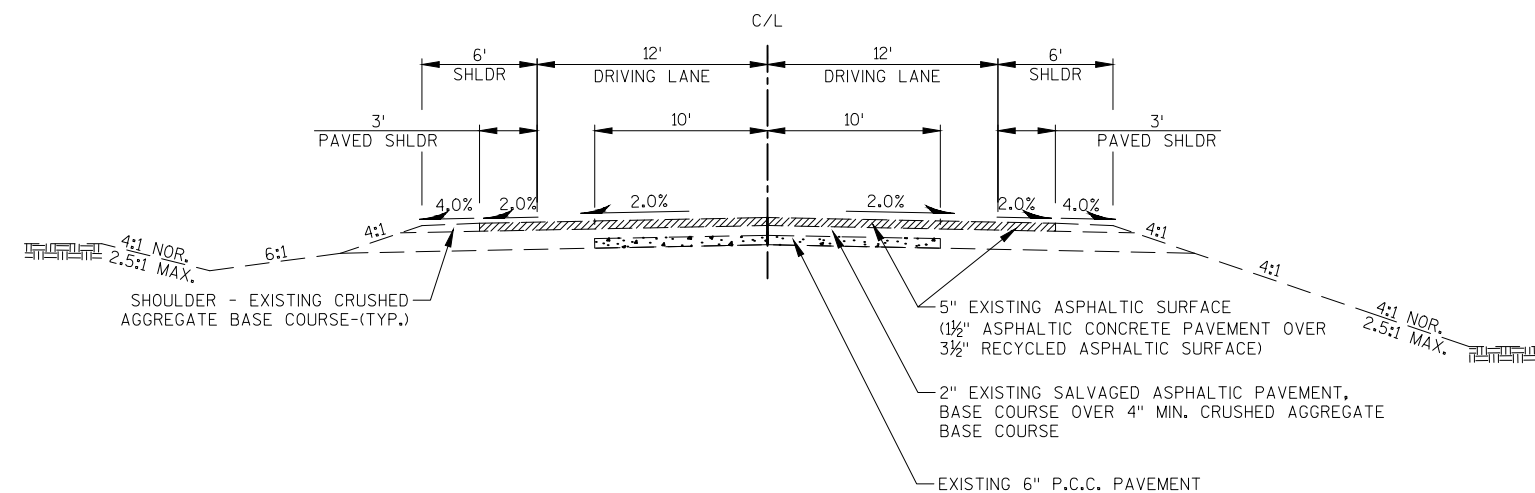
- WRITTEN MATERIAL
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS (INCLUDES EROSION CONTROL PLAN)
- PLAN DETAILS



**TYPICAL EXISTING SECTION**

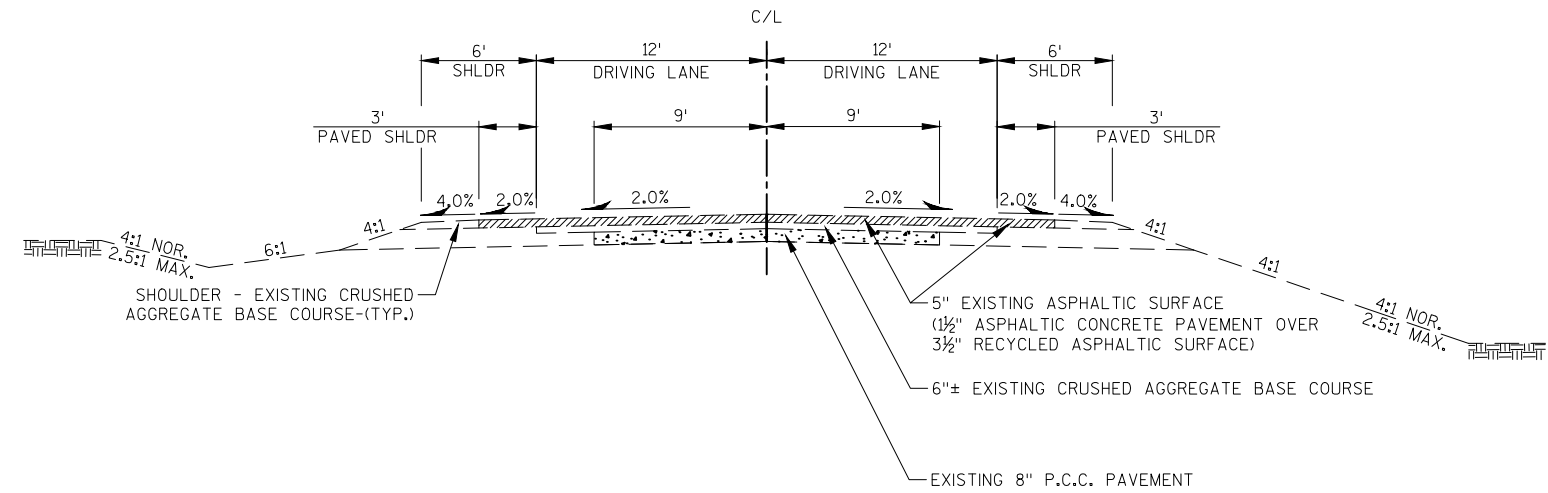
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STA. 109+00 - STA. 109+92
STA. 115+51 - STA. 124+68
STA. 169+80 - STA. 170+00
STA. 194+23 - STA. 233+23
STA. 240+60 - STA. 244+30
STA. 249+93 - STA. 259+00
STA. 282+05 - STA. 286+69
STA. 293+89 - STA. 296+64
STA. 302+56 - STA. 307+00

EXCEPT AS DETAILED FOR
HALF URBAN TYPICAL
EXISTING SECTIONS

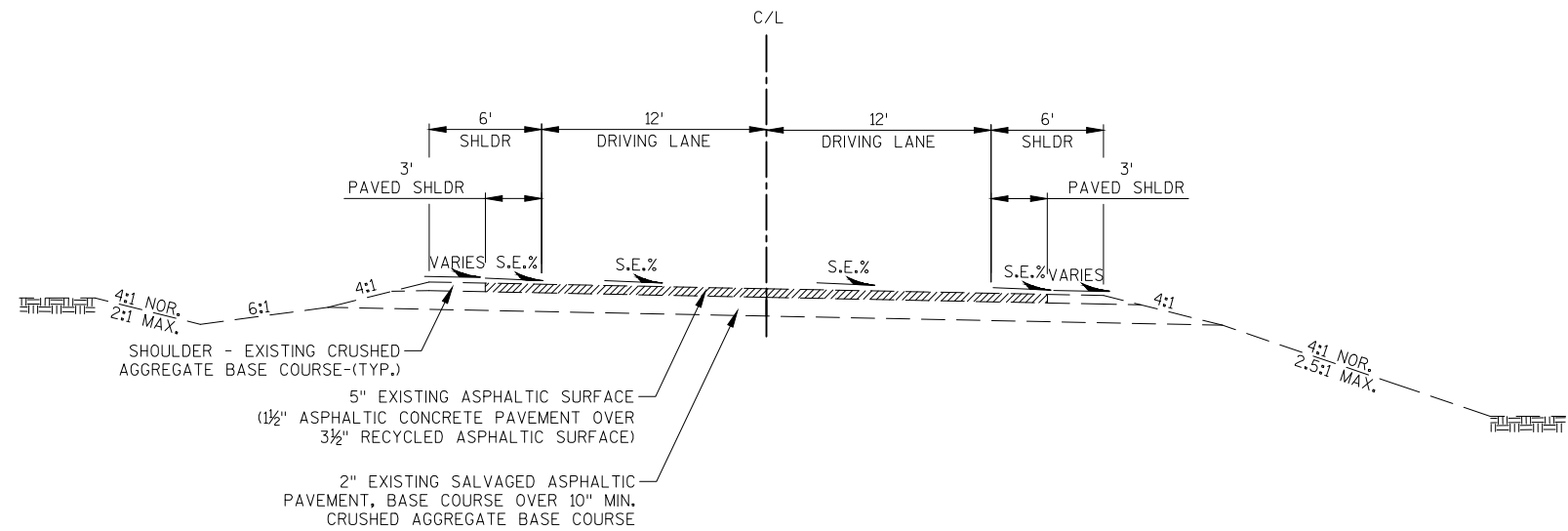
**TYPICAL EXISTING SECTION**

STA. 92+00 - STA. 109+00
STA. 148+80 - STA. 157+22
STA. 170+00 - STA. 176+84
STA. 185+42 - STA. 186+54

EXCEPT AS DETAILED FOR
HALF URBAN TYPICAL
EXISTING SECTIONS

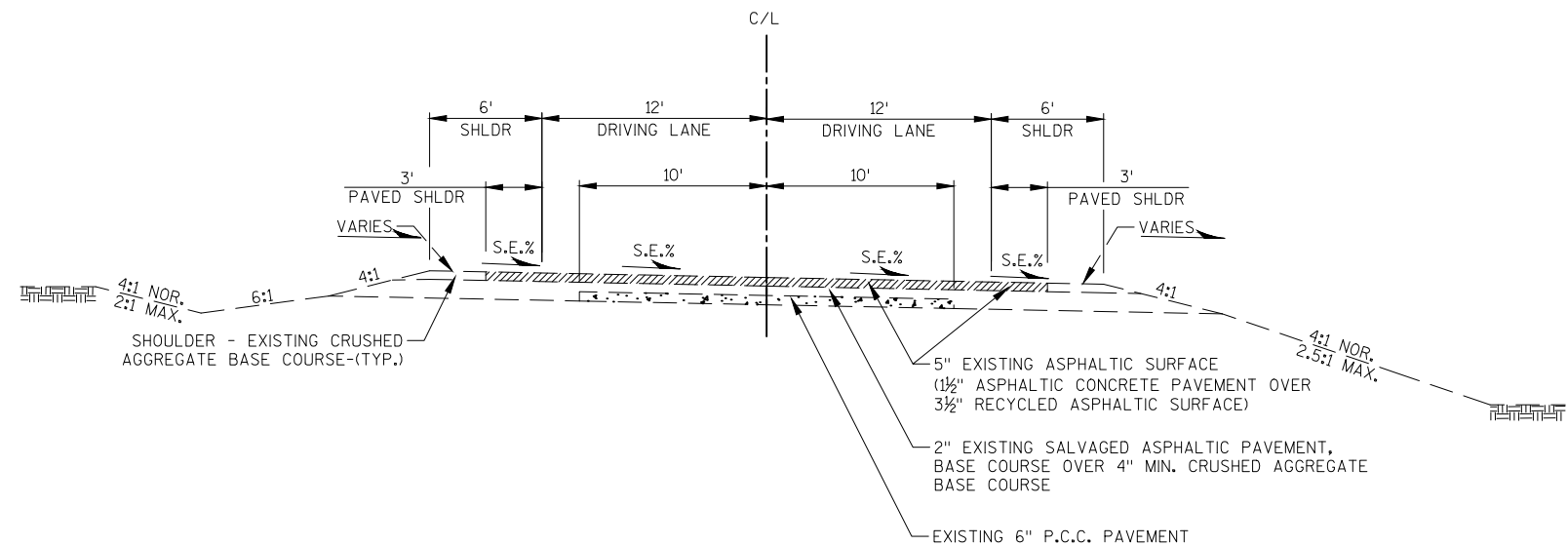


TYPICAL EXISTING SECTION
STA. 259+00 TO STA. 267+53

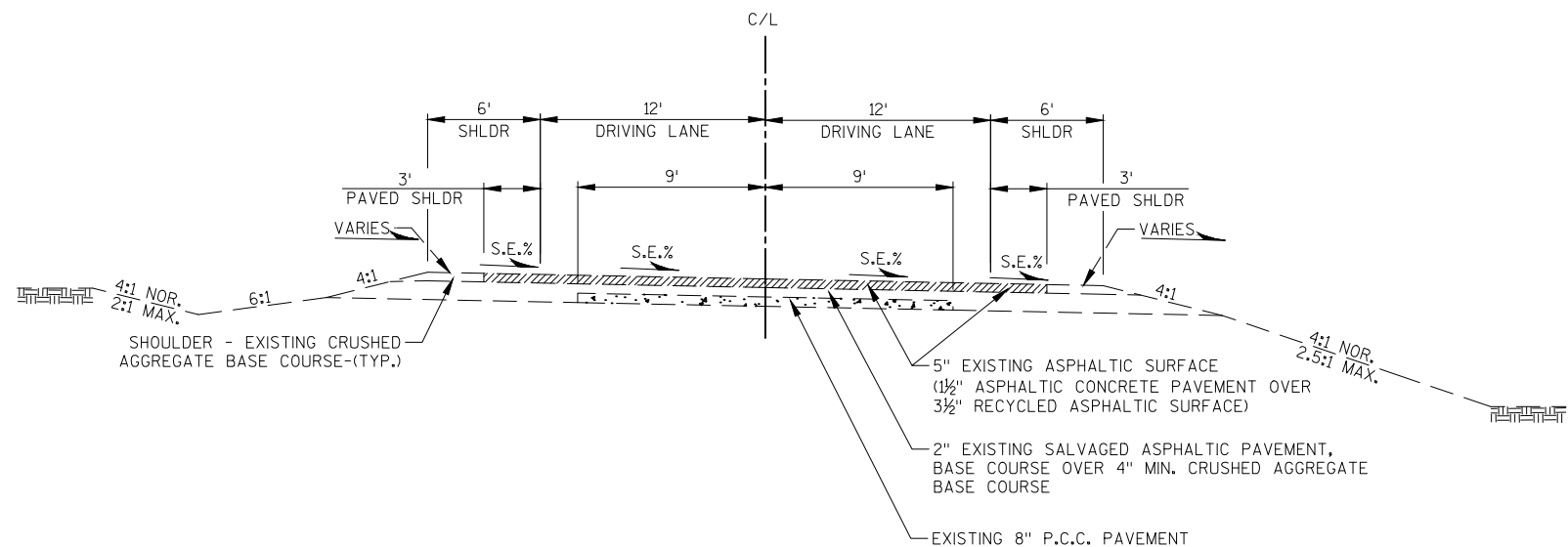


TYPICAL EXISTING SUPERELEVATED SECTION

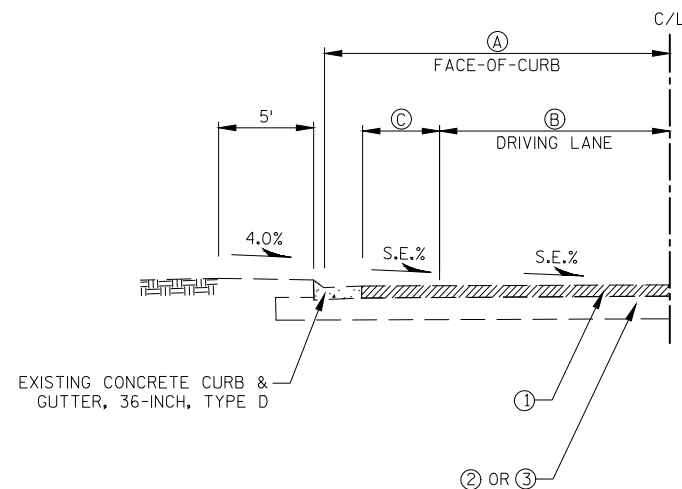
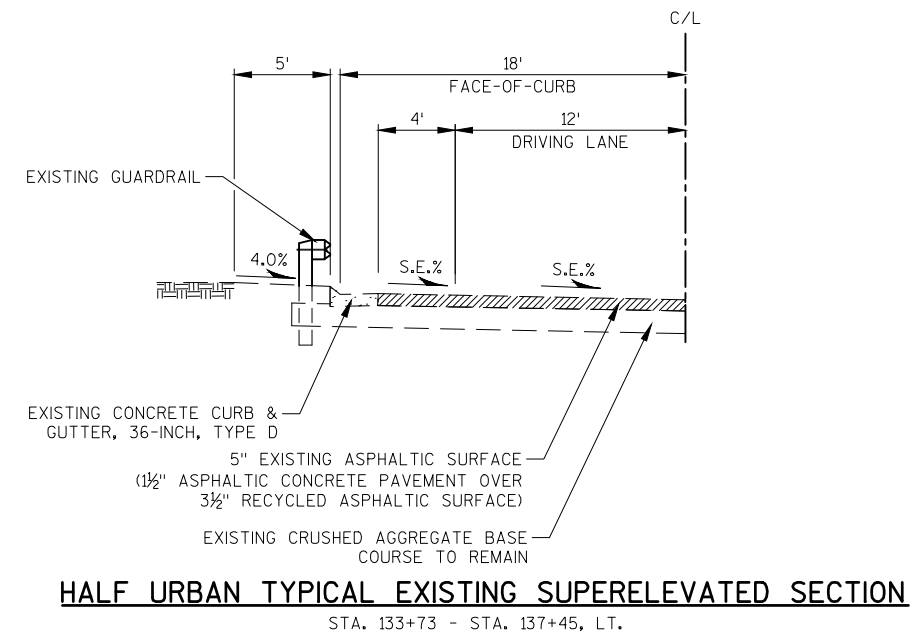
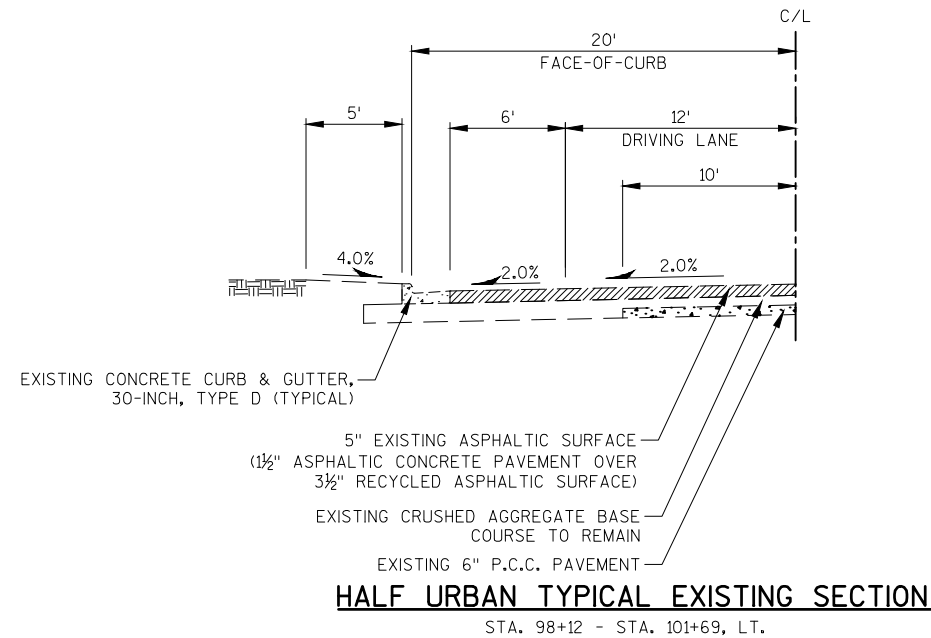
STA. 89+76.82 - STA. 90+59
STA. 109+92 - STA. 115+51
STA. 124+68 - STA. 148+00
STA. 160+00 - STA. 169+80
STA. 189+00 - STA. 194+23
STA. 233+23 - STA. 240+60
STA. 244+30 - STA. 249+93
STA. 269+00 - STA. 282+05
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STA. 157+22 - STA. 160+00
STA. 176+84 - STA. 185+42
STA. 186+54 - STA. 189+00

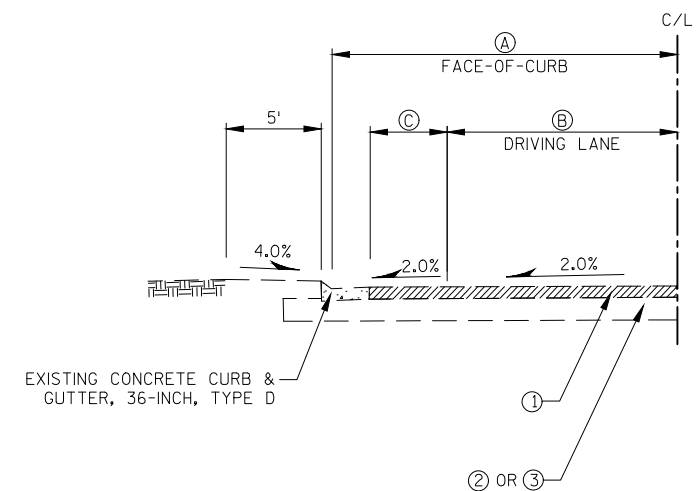
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STA. 267+53 - STA. 269+00



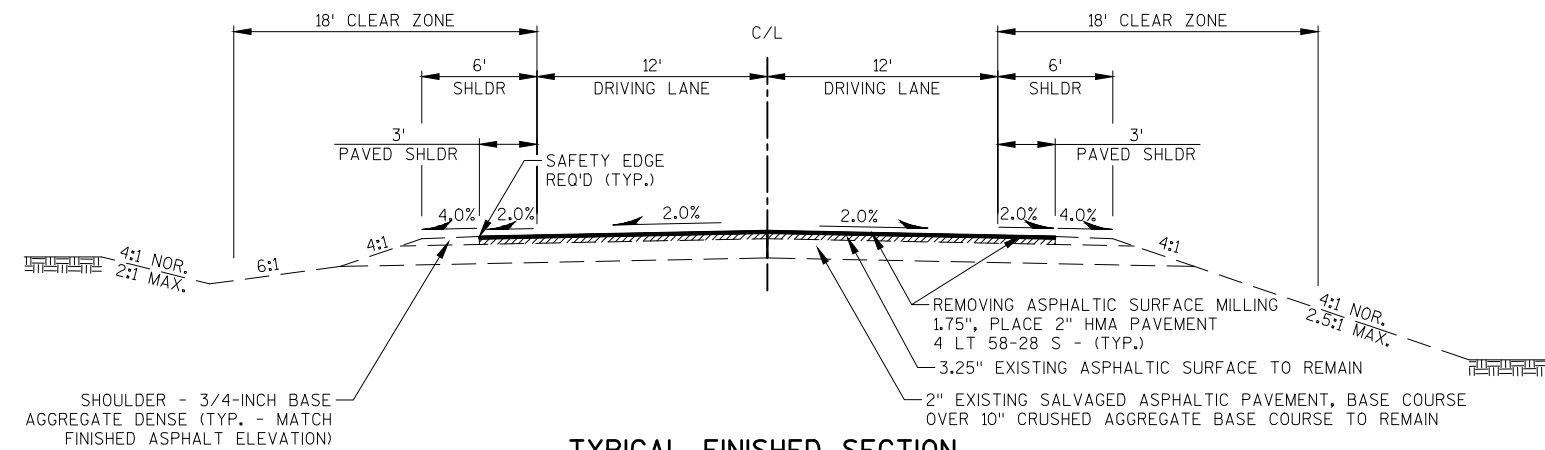
	(A) (FT.)	(B) (FT.)	(C) (FT.)
STA. 134+15 - STA. 137+21, RT.	18	12	4
STA. 168+28 - STA. 169+80, LT.	18	12	4
STA. 178+53 - STA. 179+52, LT.	18	12	4
STA. 296+65 - STA. 302+56, RT.	18	12	4

- ① 5" EXISTING ASPHALTIC SURFACE (1½" ASPHALTIC CONCRETE PAVEMENT OVER 3½" RECYCLED ASPHALTIC SURFACE)
- ② 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 4" MIN. CRUSHED AGGREGATE BASE COURSE OVER 6" P.C.C. PAVEMENT
- ③ 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 10" CRUSHED AGGREGATE BASE COURSE



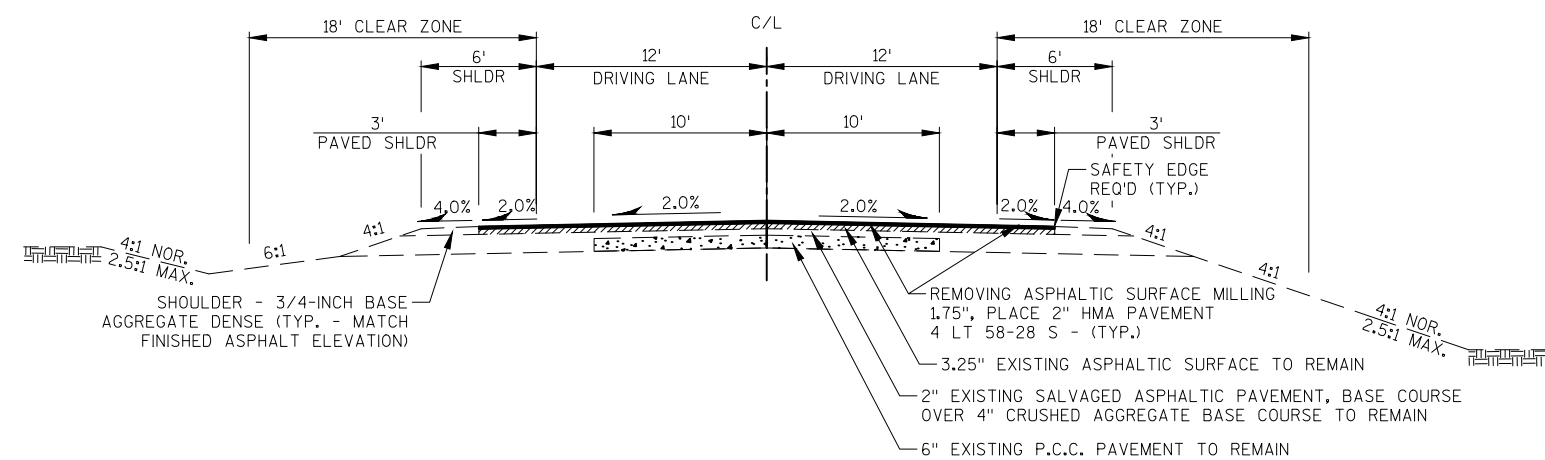
	(A) (FT.)	(B) (FT.)	(C) (FT.)
STA. 169+80 - STA. 170+23, LT.	18	12	4
STA. 227+98 - STA. 230+34, LT.	18	12	4
STA. 252+02 - STA. 254+52, LT.	18	12	4
STA. 255+96 - STA. 258+55, RT.	18	12	4
STA. 285+99 - STA. 286+40, LT.	24	12	10
STA. 302+56 - STA. 307+00, RT.	18	12	4

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**TYPICAL FINISHED SECTION**

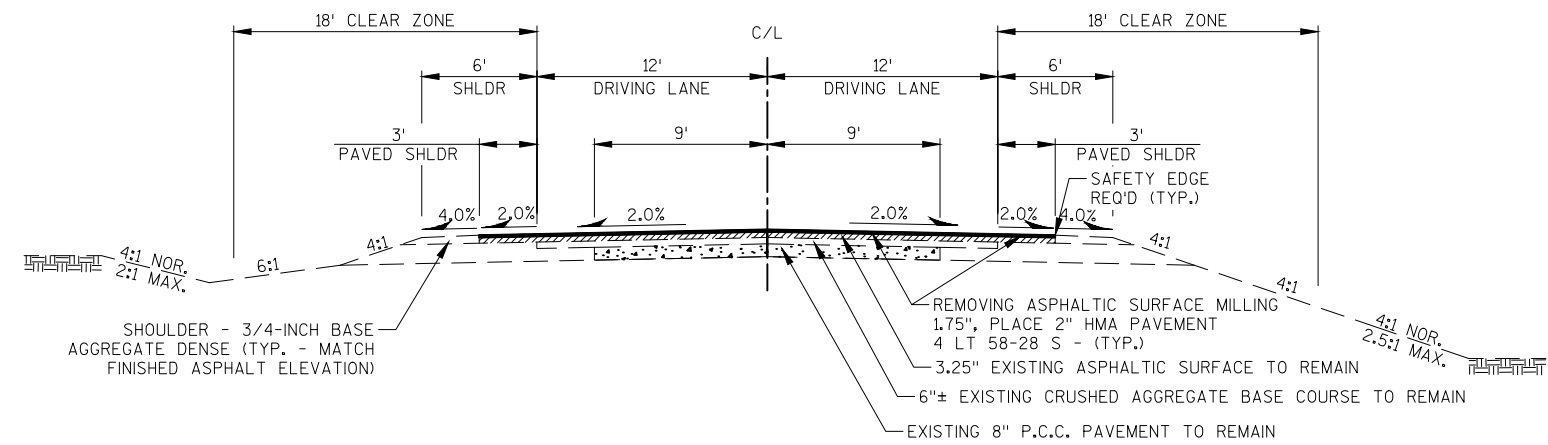
STA. 90+59 - STA. 92+00
STA. 109+00 - STA. 109+92
STA. 115+51 - STA. 124+68
STA. 169+80 - STA. 170+00
STA. 194+23 - STA. 233+23
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EXCEPT AS DETAILED FOR
HALF URBAN TYPICAL
FINISHED SECTIONS

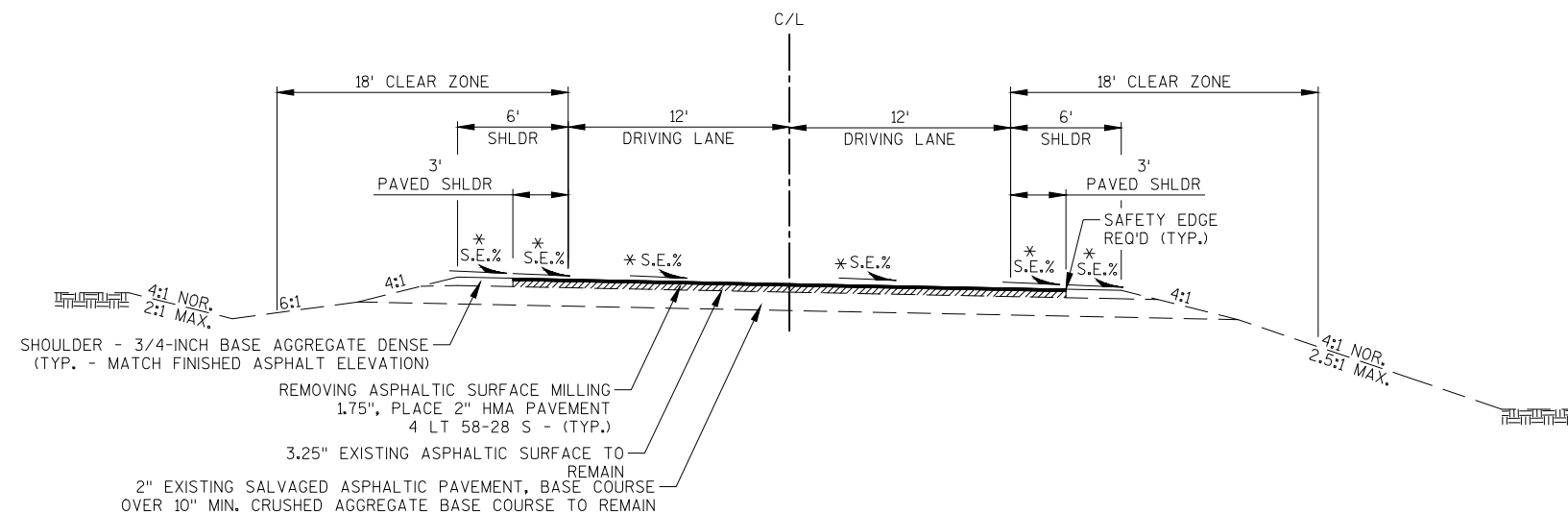
**TYPICAL FINISHED SECTION**

STA. 92+00 - STA. 109+00
STA. 148+80 - STA. 157+22
STA. 170+00 - STA. 176+84
STA. 185+42 - STA. 186+54

EXCEPT AS DETAILED FOR
HALF URBAN TYPICAL
FINISHED SECTIONS

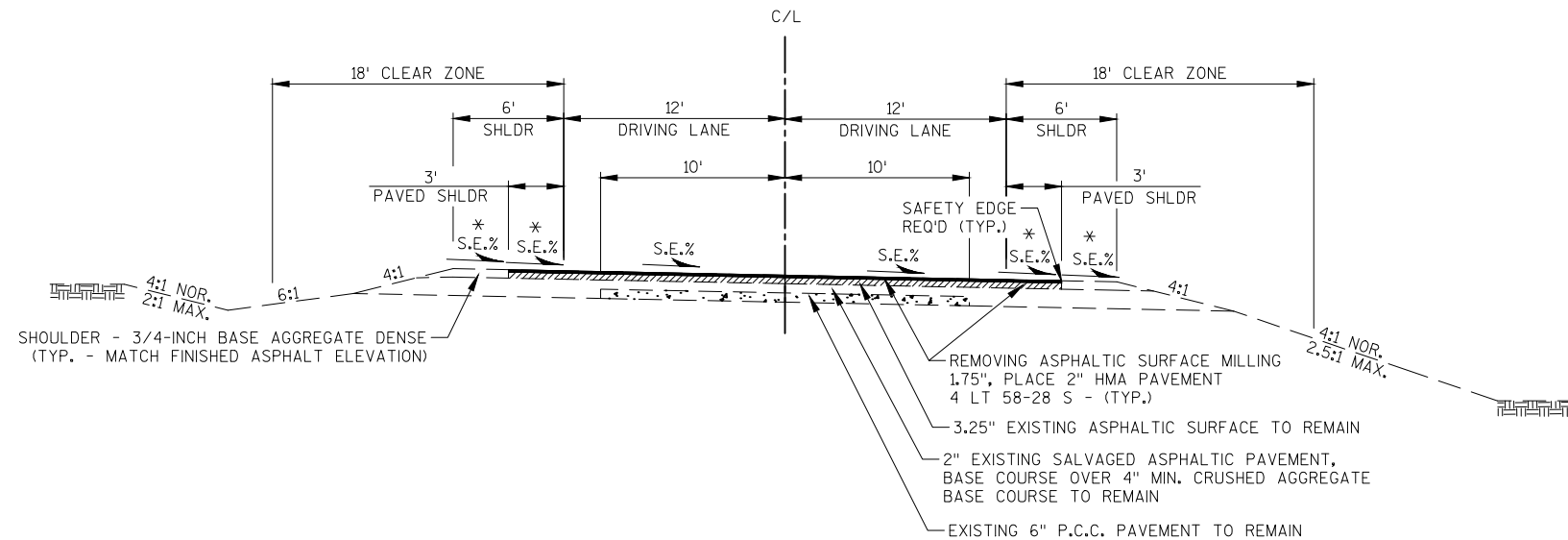
**TYPICAL FINISHED SECTION**

STA. 259+00 TO STA. 267+53

**TYPICAL FINISHED SUPERELEVATED SECTION**

STA. 89+76.82 - STA. 90+59
STA. 109+92 - STA. 115+51
STA. 124+68 - STA. 148+00
STA. 160+00 - STA. 169+80
STA. 189+00 - STA. 194+23
STA. 233+23 - STA. 240+60
STA. 244+30 - STA. 249+93
STA. 269+00 - STA. 282+05
STA. 286+69 - STA. 293+89
STA. 296+64 - STA. 302+56

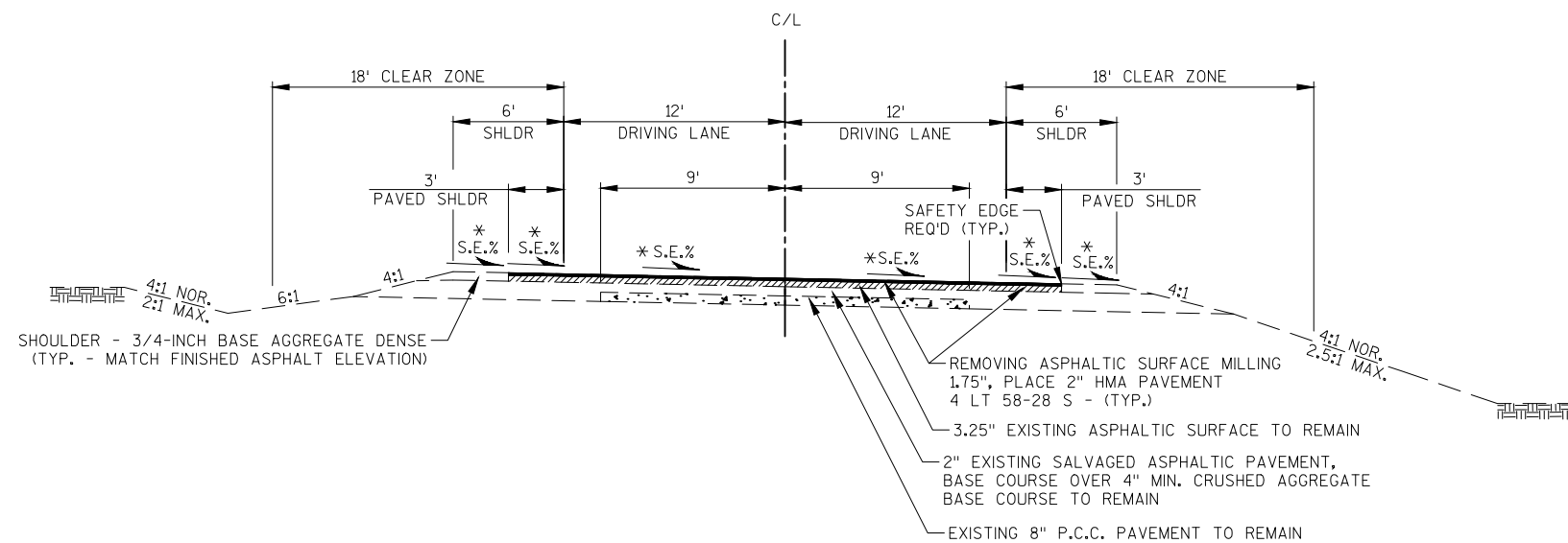
* SEE SUPERELEVATION TABLE



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 148+00 - STA. 148+80
STA. 157+22 - STA. 160+00
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STA. 186+54 - STA. 189+00

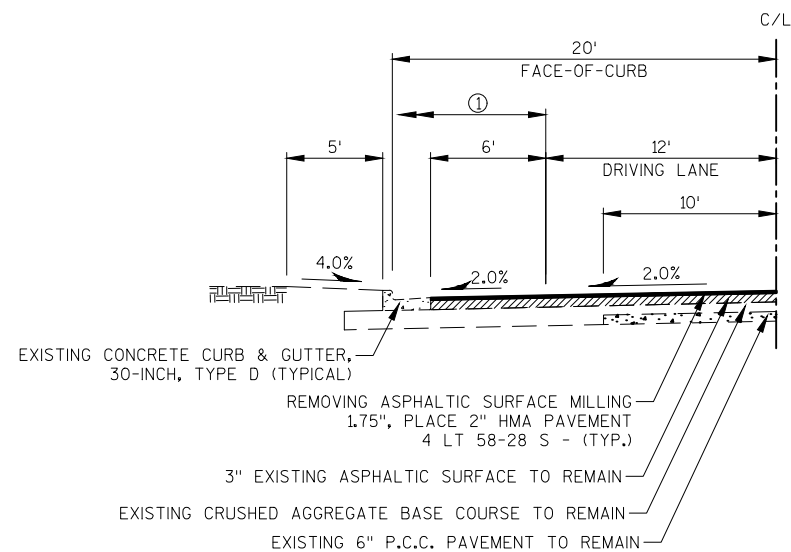
* SEE SUPERELEVATION TABLE



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 267+53 - STA. 269+00

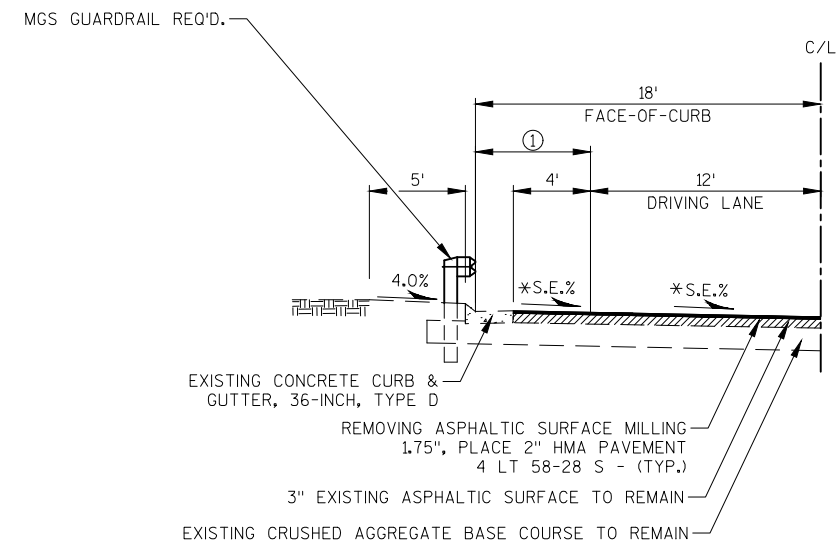
* SEE SUPERELEVATION TABLE



HALF URBAN TYPICAL FINISHED SECTION

STA. 98+12 - STA. 101+69, LT.

① 6' LATERAL CLEARANCE

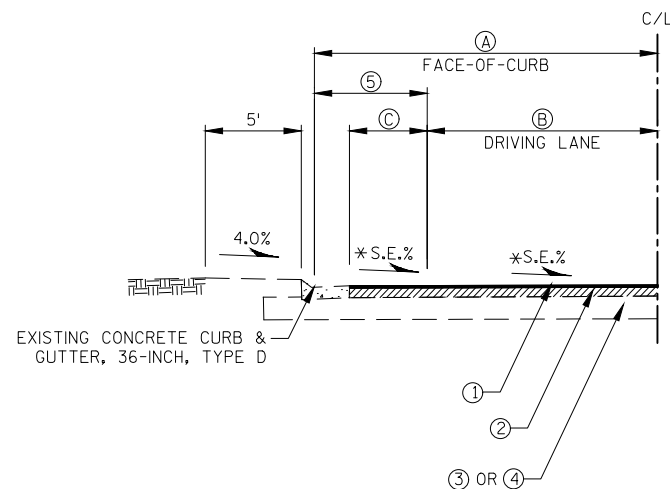


HALF URBAN TYPICAL FINISHED SUPERELEVATED SECTION

STA. 133+73 - STA. 137+45, LT.

① 6' LATERAL CLEARANCE

* SEE SUPERELEVATION TABLE

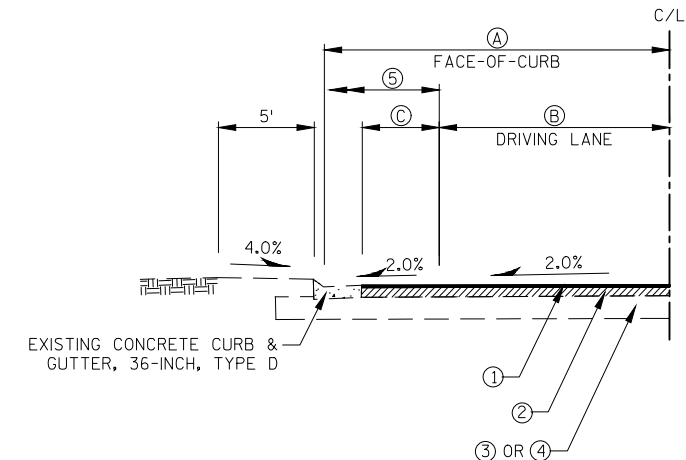


HALF URBAN TYPICAL FINISHED SUPERELEVATED SECTION

	(A) (F.T.)	(B) (F.T.)	(C) (F.T.)
STA. 134+15 - STA. 137+21, RT.	18	12	4
STA. 168+28 - STA. 169+80, LT.	18	12	4
STA. 178+53 - STA. 179+52, LT.	18	12	4
STA. 296+65 - STA. 302+56, RT.	18	12	4

- ① REMOVING ASPHALTIC SURFACE MILLING 1.75", PLACE 2" HMA PAVEMENT 4 LT 58-28 S
- ② 3" EXISTING ASPHALTIC SURFACE TO REMAIN
- ③ 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 4" MIN. CRUSHED AGGREGATE BASE COURSE OVER 6" P.C.C. PAVEMENT TO REMAIN
- ④ 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 10" CRUSHED AGGREGATE BASE COURSE TO REMAIN
- ⑤ 6' LATERAL CLEARANCE

* SEE SUPERELEVATION TABLE



HALF URBAN TYPICAL FINISHED SECTION

	(A) (F.T.)	(B) (F.T.)	(C) (F.T.)
STA. 169+80 - STA. 170+23, LT.	18	12	4
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STA. 255+96 - STA. 258+55, RT.	18	12	4
STA. 285+99 - STA. 286+40, LT.	24	12	10
STA. 302+56 - STA. 307+00, RT.	18	12	4

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- ⑤ 6' LATERAL CLEARANCE

* SEE SUPERELEVATION TABLE

SUPERELEVATION TABLE-CURVE 1

STATION	LEFT(%)	RIGHT(%)
89+76.82	MATCH EXISTING	MATCH EXISTING
90+00	MATCH EXISTING	MATCH EXISTING
90+50	MATCH EXISTING	MATCH EXISTING
90+59	2.0	2.0

SUPERELEVATION TABLE-CURVE 2

STATION	LEFT(%)	RIGHT(%)
110+21	2.0	2.0
110+50	0.7	2.0
111+00	1.5	2.0
111+33	3.0	3.0
FULL SUPERELEVATION		
114+10	3.0	3.0
114+50	1.2	2.0
115+00	1.0	2.0
115+22	2.0	2.0

SUPERELEVATION TABLE-CURVE 3

STATION	LEFT(%)	RIGHT(%)
124+68	2.0	2.0
125+00	2.0	0.8
125+50	2.0	1.1
126+00	3.0	3.0
126+50	4.9	4.9
126+78	5.9	5.9
FULL SUPERELEVATION		
132+58	5.9	5.9
133+00	4.3	4.3
133+50	2.4	2.4
134+00	0.6	0.6
134+15	0.0	0.0

SUPERELEVATION TABLE-CURVE 4

STATION	LEFT(%)	RIGHT(%)
134+15	MATCH EXISTING	MATCH EXISTING
134+50	MATCH EXISTING	MATCH EXISTING
135+00	MATCH EXISTING	MATCH EXISTING
135+50	MATCH EXISTING	MATCH EXISTING
136+00	MATCH EXISTING	MATCH EXISTING
136+50	MATCH EXISTING	MATCH EXISTING
137+00	MATCH EXISTING	MATCH EXISTING
137+45	MATCH EXISTING	MATCH EXISTING
137+58	5.9	5.9
FULL SUPERELEVATION		
146+78	5.9	5.9
147+00	5.0	5.0
147+50	3.1	3.1
148+00	1.1	2.0
148+50	0.8	2.0
148+80	2.0	2.0

MATCH
FLANGELINE OF
EXISTING CURB
& GUTTER
(BOTH SIDES)

STATIONING
REFERENCED TO
"STATIONING
AHEAD" STATION
EQUATION

SUPERELEVATION TABLE-CURVE 5

STATION	LEFT(%)	RIGHT(%)
157+22	2.0	2.0
157+50	2.0	0.9
158+00	2.0	1.1
158+50	3.0	3.0
159+00	5.0	5.0
159+24	5.9	5.9
FULL SUPERELEVATION		
167+78	5.9	5.9
168+00	5.1	5.1
168+50	3.1	3.1
169+00	2.0	1.1
169+50	2.0	0.8
169+80	2.0	2.0

STATIONING
REFERENCED TO
"STATIONING
AHEAD" STATION
EQUATION

SUPERELEVATION TABLE-CURVE 6

STATION	LEFT(%)	RIGHT(%)
176+84	2.0	2.0
177+00	1.4	2.0
177+50	0.4	2.0
178+00	2.3	2.3
178+37	3.7	3.7
FULL SUPERELEVATION		
183+89	3.7	3.7
184+00	3.3	3.3
184+50	1.4	2.0
185+00	0.4	2.0
185+42	2.0	2.0

SUPERELEVATION TABLE-CURVE 7

STATION	LEFT(%)	RIGHT(%)
186+54	2.0	2.0
187+00	0.3	2.0
187+50	1.6	2.0
188+00	3.5	3.5
188+50	5.4	5.4
188+67	6.0	6.0
FULL SUPERELEVATION		
192+10	6.0	6.0
192+50	4.5	4.5
193+00	2.6	2.6
193+50	0.8	2.0
194+00	1.1	2.0
194+23	2.0	2.0

SUPERELEVATION TABLE-CURVE 8

MAINTAIN NORMAL CROWN THROUGH CURVE 8

SUPERELEVATION TABLE-CURVE 9

STATION	LEFT(%)	RIGHT(%)
233+23	2.0	2.0
233+50	1.0	2.0
234+00	0.9	2.0
234+50	2.8	2.8
234+96	4.5	4.5
FULL SUPERELEVATION		
238+87	4.5	4.5
239+00	4.0	4.0
239+50	2.1	2.1
240+00	0.3	2.0
240+50	1.6	2.0
240+60	2.0	2.0

STATIONING
REFERENCED TO
"STATIONING
AHEAD" STATION
EQUATION

SUPERELEVATION TABLE-CURVE 10

STATION	LEFT(%)	RIGHT(%)
244+30	2.0	MATCH EXISTING
244+50	2.0	MATCH EXISTING
244+65	2.0	MATCH EXISTING
245+00	2.0	MATCH EXISTING
245+50	2.7	2.7
246+00	4.7	4.7
246+34	6.0	6.0
FULL SUPERELEVATION		
247+89	6.0	6.0
248+00	5.6	5.6
248+50	3.6	3.6
249+00	2.0	1.6
249+50	2.0	0.3
249+93	2.0	2.0

MATCH EXISTING
PARADISE ROAD
(RIGHT SIDE)

SUPERELEVATION TABLE-CURVE 11

MAINTAIN NORMAL CROWN THROUGH CURVE 11

SUPERELEVATION TABLE-CURVE 12

STATION	LEFT(%)	RIGHT(%)
267+53	2.0	2.0
268+00	0.2	2.0
268+50	1.8	2.0
269+00	3.8	3.8
269+50	5.7	5.7
269+57	6.0	6.0
FULL SUPERELEVATION		
280+01	6.0	6.0
280+50	4.1	4.1
281+00	2.1	2.1
281+50	0.2	2.0
282+00	1.8	2.0
282+05	2.0	2.0

SUPERELEVATION TABLE-CURVE 13

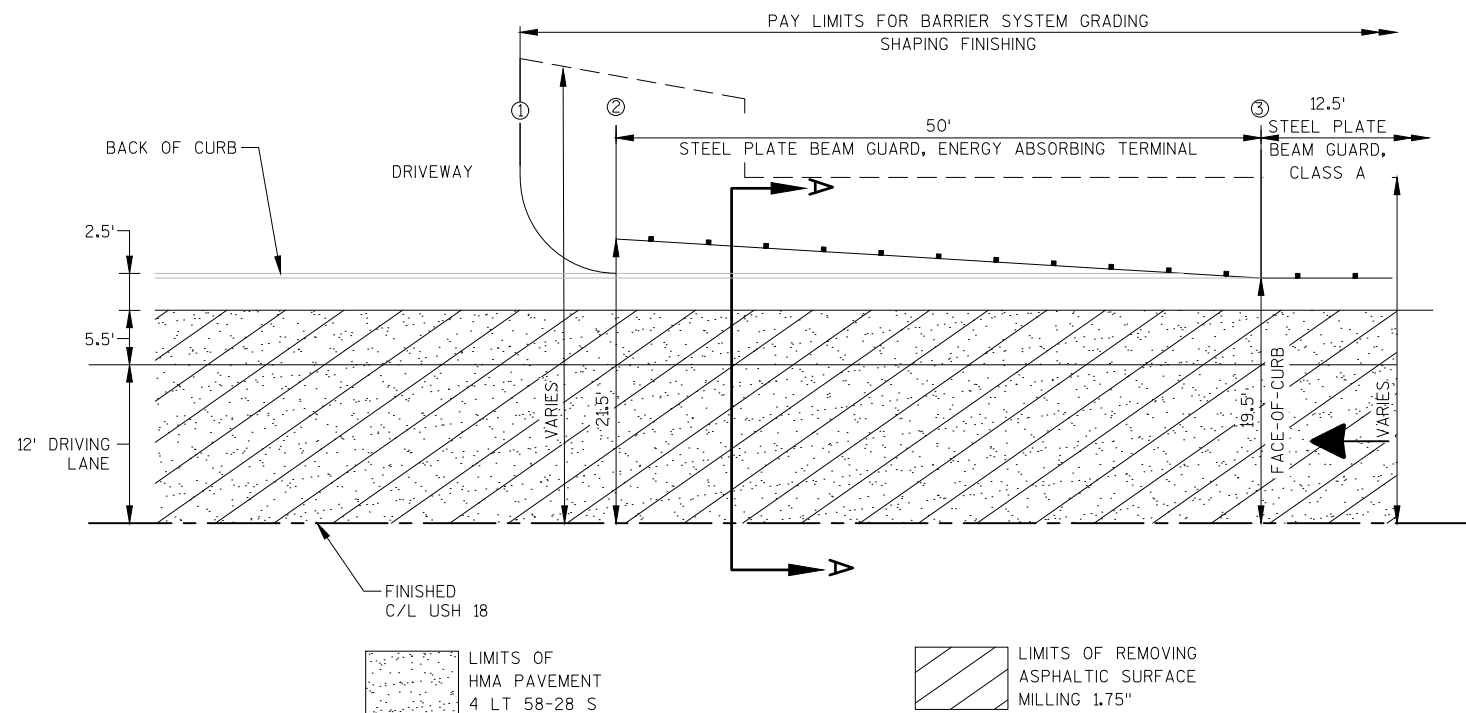
STATION	LEFT(%)	RIGHT(%)
286+69	MATCH EXISTING	2.0
287+00	MATCH EXISTING	0.7
287+50	MATCH EXISTING	1.4
287+80	MATCH EXISTING	2.7
288+00	3.5	3.5
288+50	5.6	5.6
288+51	5.6	5.6
FULL SUPERELEVATION		
292+07	5.6	5.6
292+50	3.8	3.8
293+00	2.0	1.7
293+50	2.0	0.4
293+89	2.0	2.0

MATCH EXISTING
AT BAKERTOWN
ROAD (LEFT
SIDE)

STATIONING
REFERENCED TO
"STATIONING
AHEAD" STATION
EQUATION

SUPERELEVATION TABLE-CURVE 14

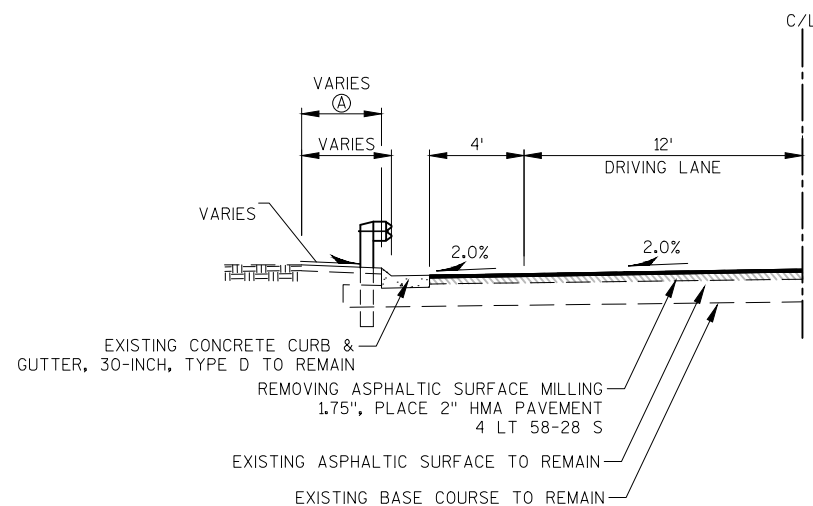
STATION	LEFT(%)	RIGHT(%)
296+64	2.0	2.0
297+00	0.2	2.0
297+50	2.8	2.8
297+91	5.0	5.0
FULL SUPERELEVATION		
301+29	5.0	5.0
301+50	3.9	3.9
302+00	1.1	2.0
302+50	1.7	2.0
302+56	2.0	2.0



BEAMGUARD LAYOUT DETAIL-URBAN

STATION-STATION	LOCATION	STATION		
		①	②	③
98+35 - 98+85	MAINLINE, LT.	98+30	98+35	98+85
98+97 - 99+47	MAINLINE, LT.	99+50	99+47	98+97

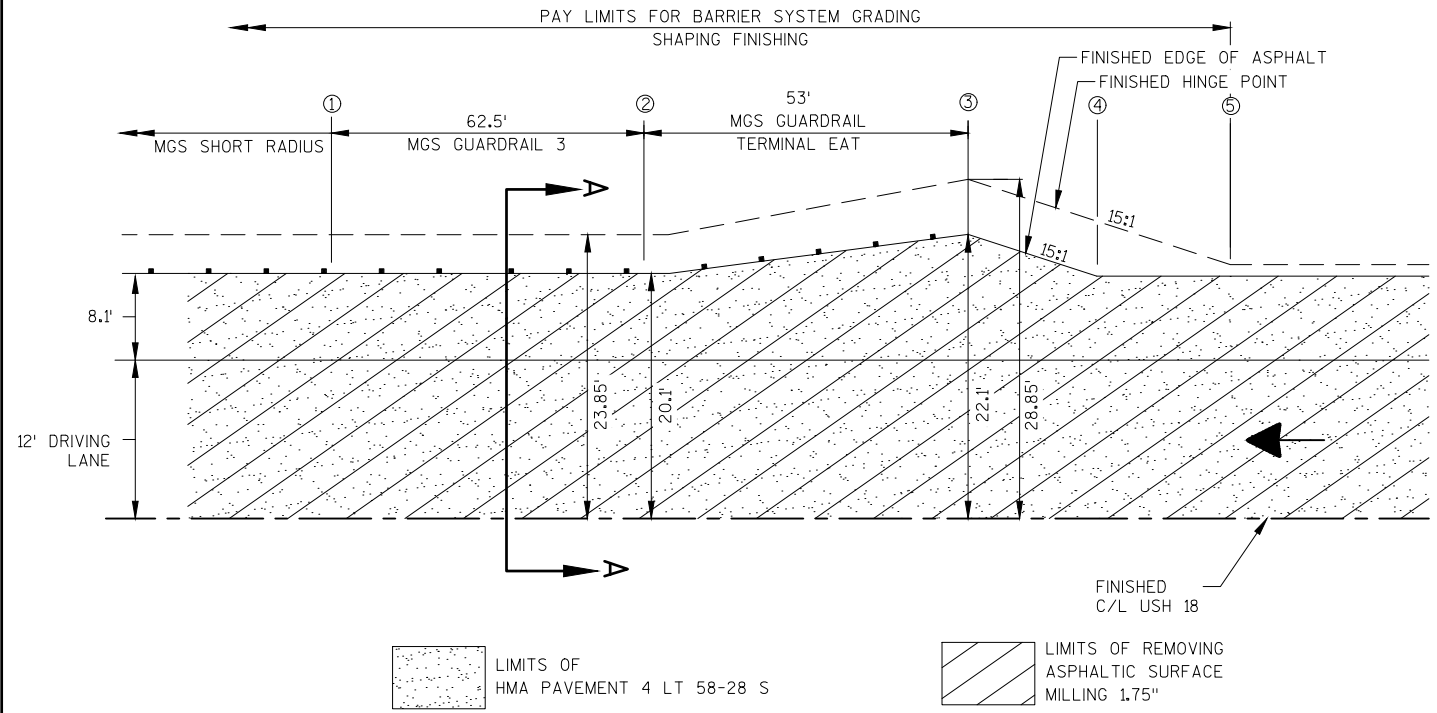
NOTE: IN AREAS WITHOUT CURB & GUTTER REFER TO BEAMGUARD LAYOUT DETAIL - RURAL FOR FURTHER INFORMATION. SEE CONSTRUCTION DETAILS (BEAM GUARD LAYOUT) FOR LIMITS OF SAWING. EXISTING CONCRETE CURB HEAD TO MEET DRIVEWAY CURB REQUIREMENT (PAID FOR UNDER SPV.0090.01 PROFILE CURB CUT).



SECTION A-A

* SEE SUPERELEVATION TABLE

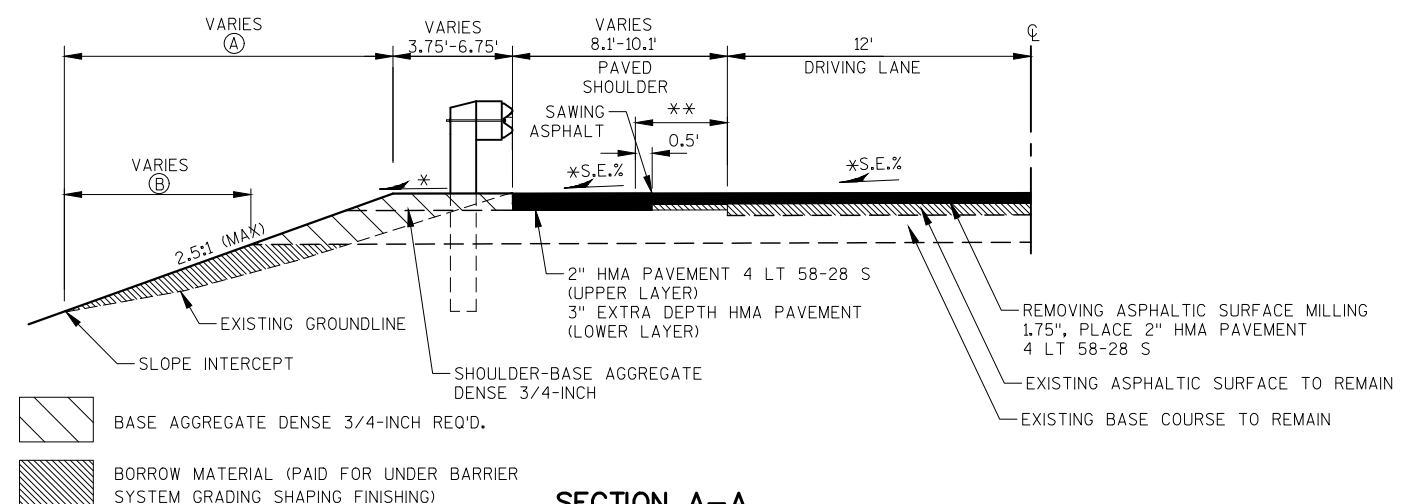
Ⓐ LIMITS OF EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, SEEDING MIXTURE NO. 20, AND SALVAGED TOPSOIL. (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.



BEAMGUARD LAYOUT DETAIL-RURAL

STATION-STATION	LOCATION	STATION				
		①	②	③	④	⑤
132+69 - 133+94	MAINLINE, LT.	132+69	133+32	133+85	133+89	133+91

NOTE: IN AREAS WITH CURB & GUTTER REFER TO BEAMGUARD LAYOUT DETAIL - URBAN FOR FURTHER INFORMATION. SEE CONSTRUCTION DETAILS (BEAM GUARD LAYOUT) FOR LIMITS OF SAWING. EXISTING CONCRETE CURB HEAD TO MEET DRIVEWAY CURB REQUIREMENT (PAID FOR UNDER SPV.0090.01 PROFILE CURB CUT).



SECTION A-A

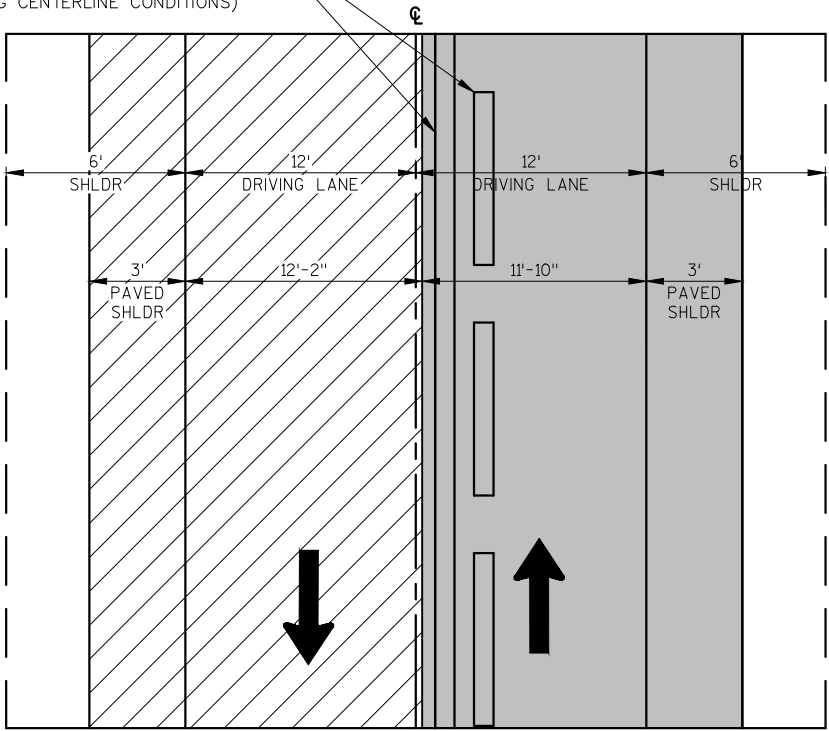
* SEE SUPERELEVATION TABLE

** EXISTING PAVED SHOULDER WIDTH VARIES

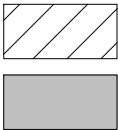
Ⓐ LIMITS OF EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIXTURE NO. 20, (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

Ⓑ LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

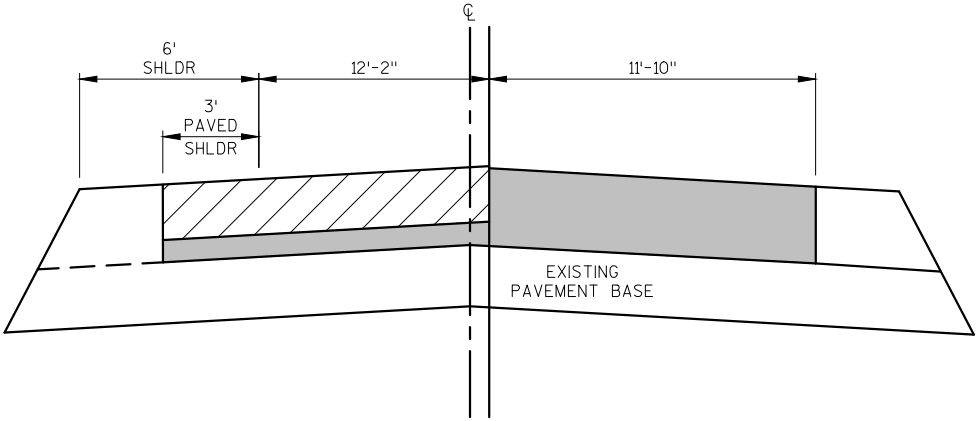
TEMPORARY MARKING LINE EPOXY 4-INCH TO BE PLACED ON EXISTING PAVEMENT SAME DAY AS PAVING OPERATION (ALL TEMPORARY MARKING LINE PAINT IS TO MATCH EXISTING CENTERLINE CONDITIONS)



PLAN VIEW



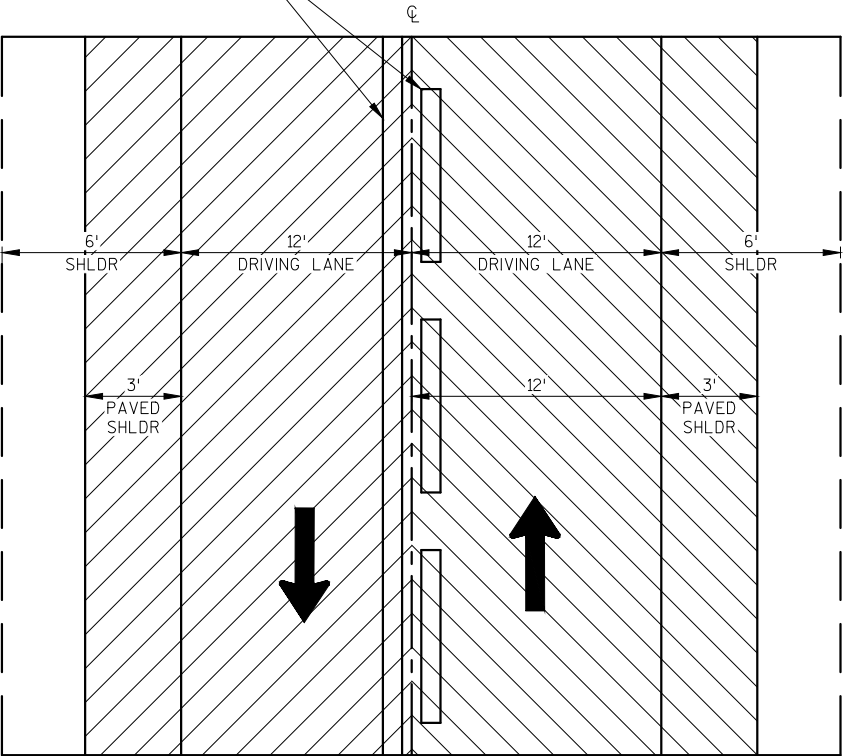
NOTE: LOCATING NO PASSING ZONES REQ'D. PRIOR TO TEMPORARY MARKING LINE EPOXY 4-INCH PLACEMENT



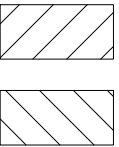
CROSS SECTION VIEW

FIRST PASS DETAIL

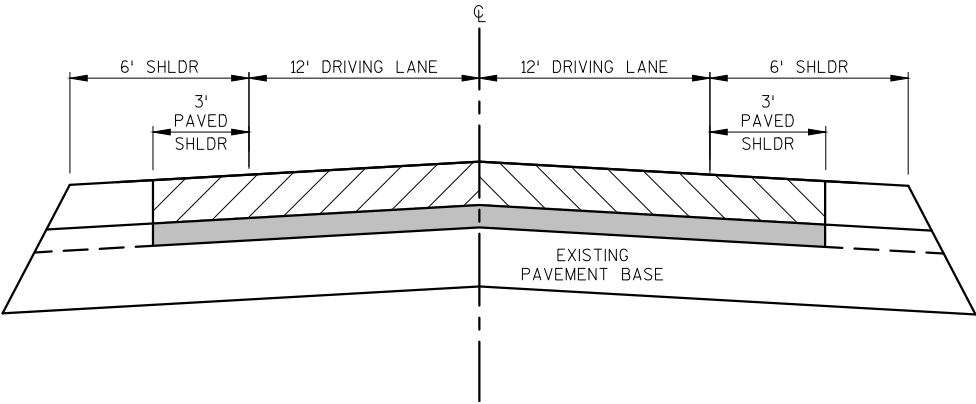
MARKING LINE SAME DAY EPOXY 4-INCH TO BE PLACED SAME DAY AS PAVING OPERATION



PLAN VIEW

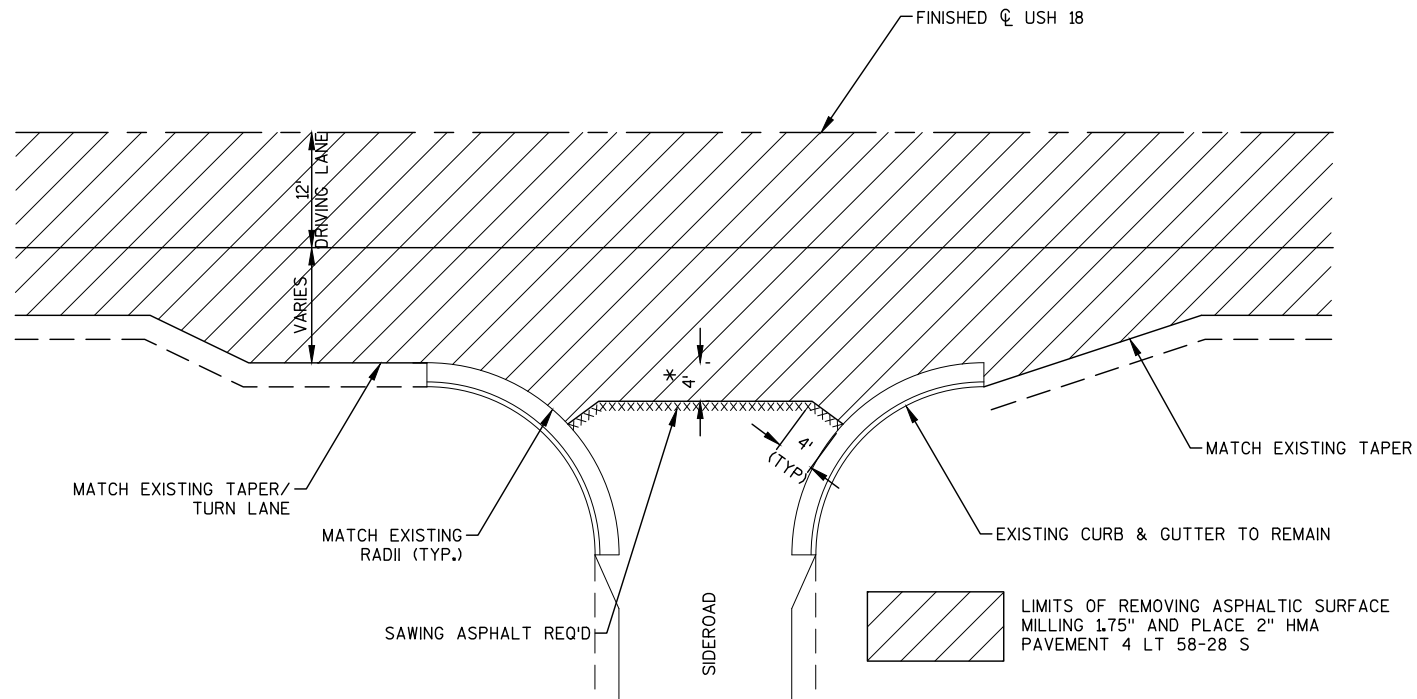


SECOND PASS HMA PAVEMENT 4 LT 58-28 S



CROSS SECTION VIEW

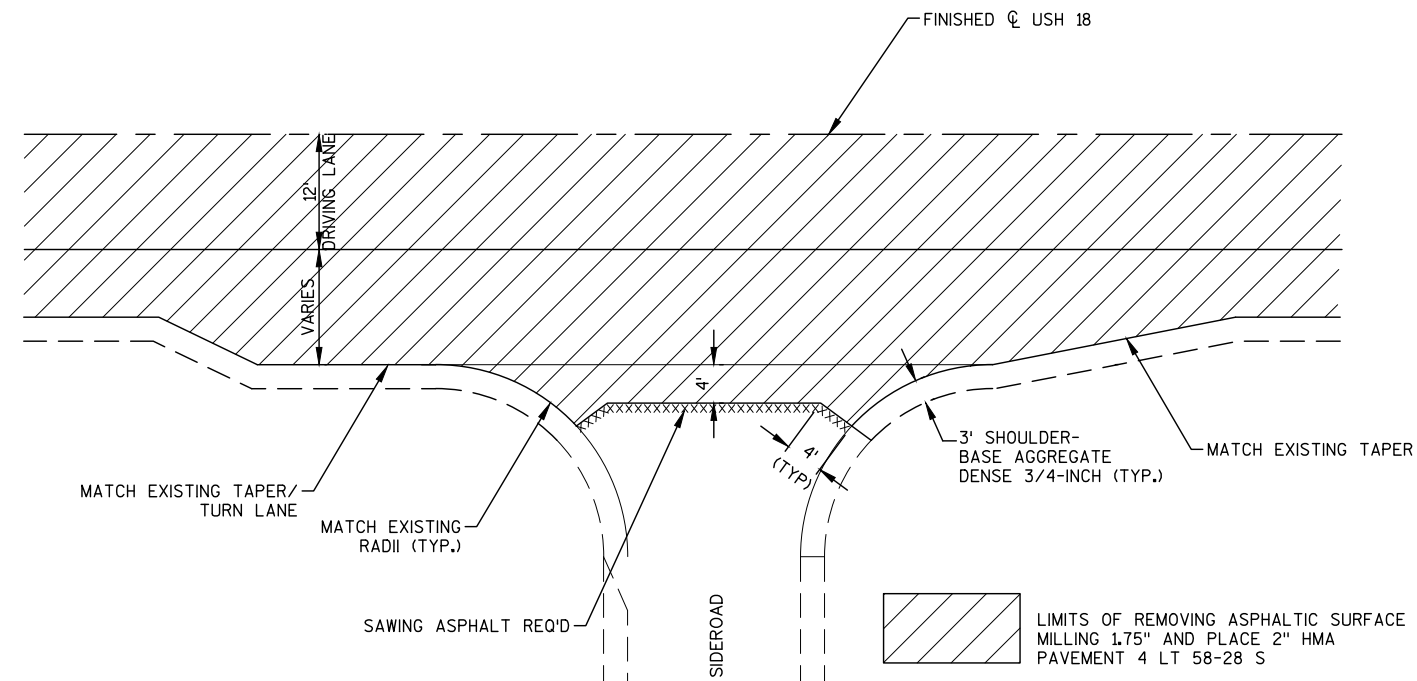
SECOND PASS DETAIL

**TYPICAL SIDEROAD DETAIL WITH CURB & GUTTER**

*CHRISTBERG ROAD
SWITZKE ROAD
PARADISE ROAD

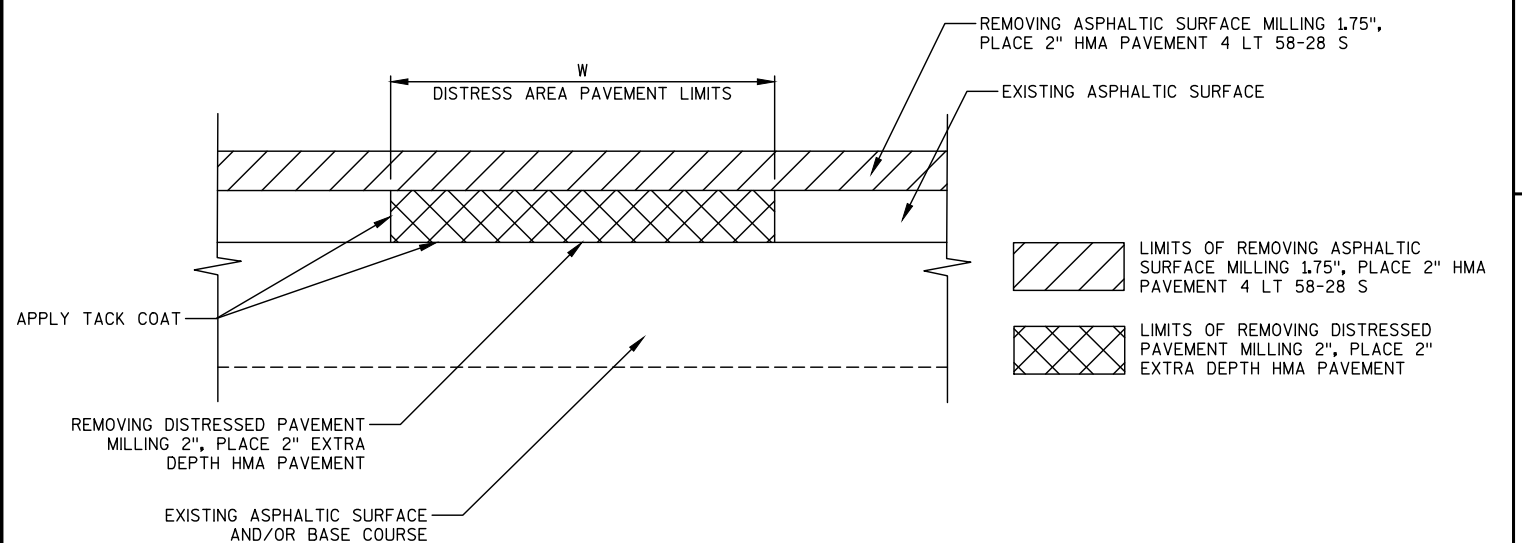
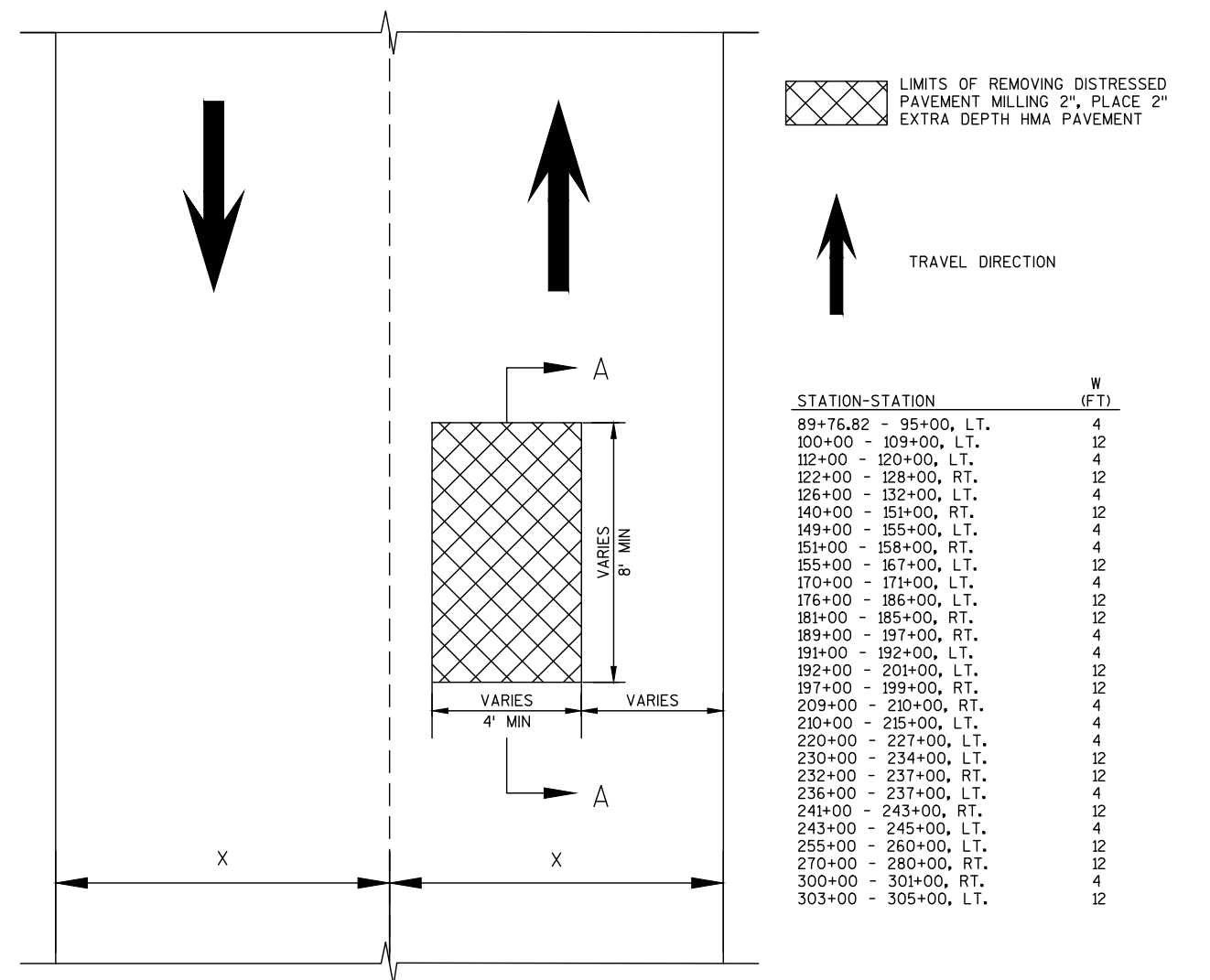
BAKERTOWN ROAD
COFFEE ROAD

*SEE CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)

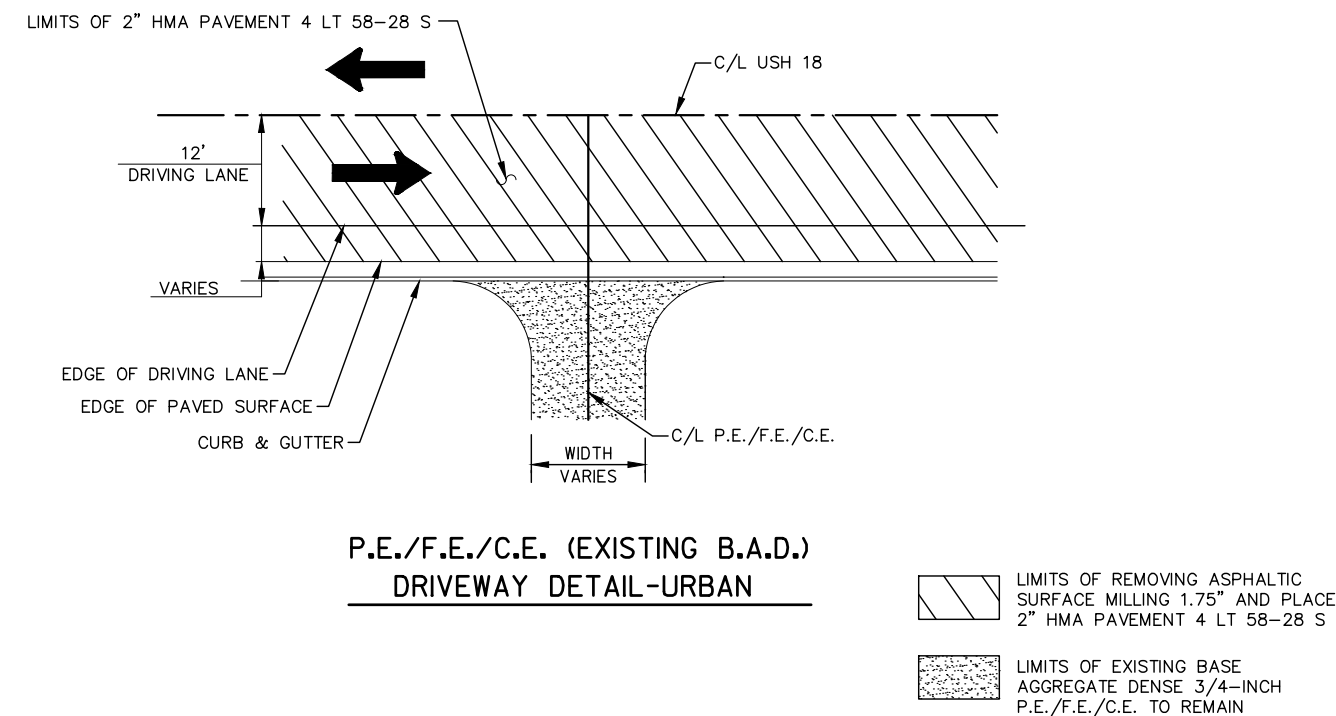
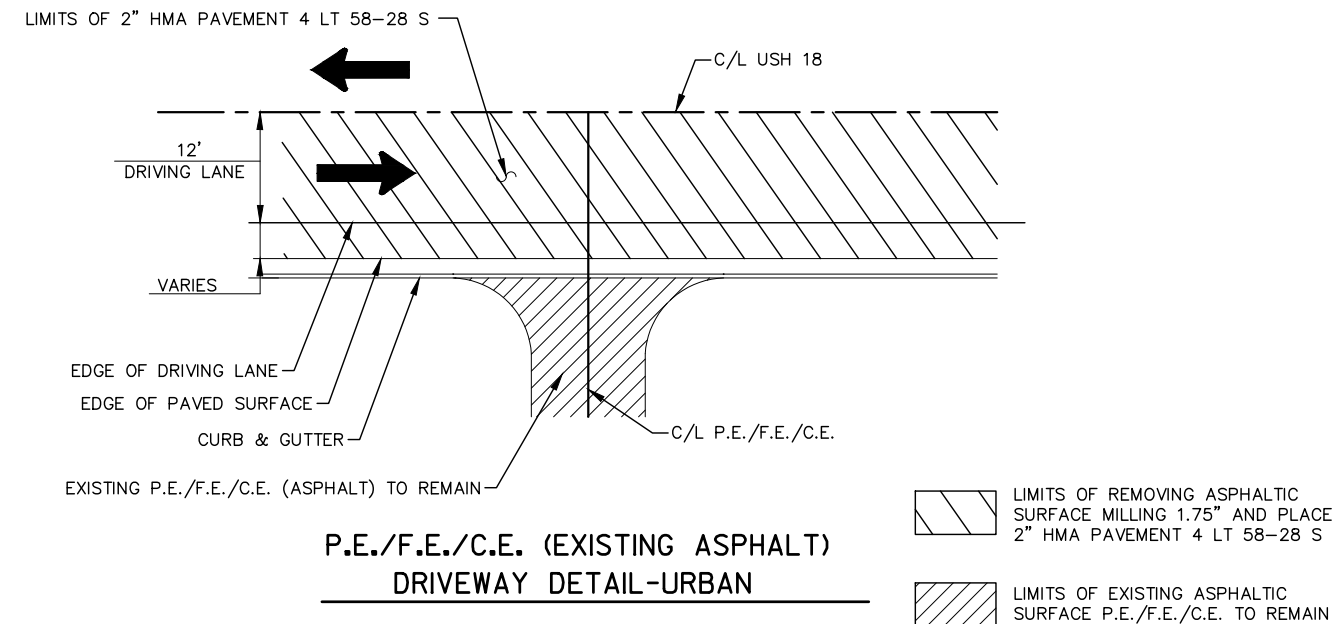
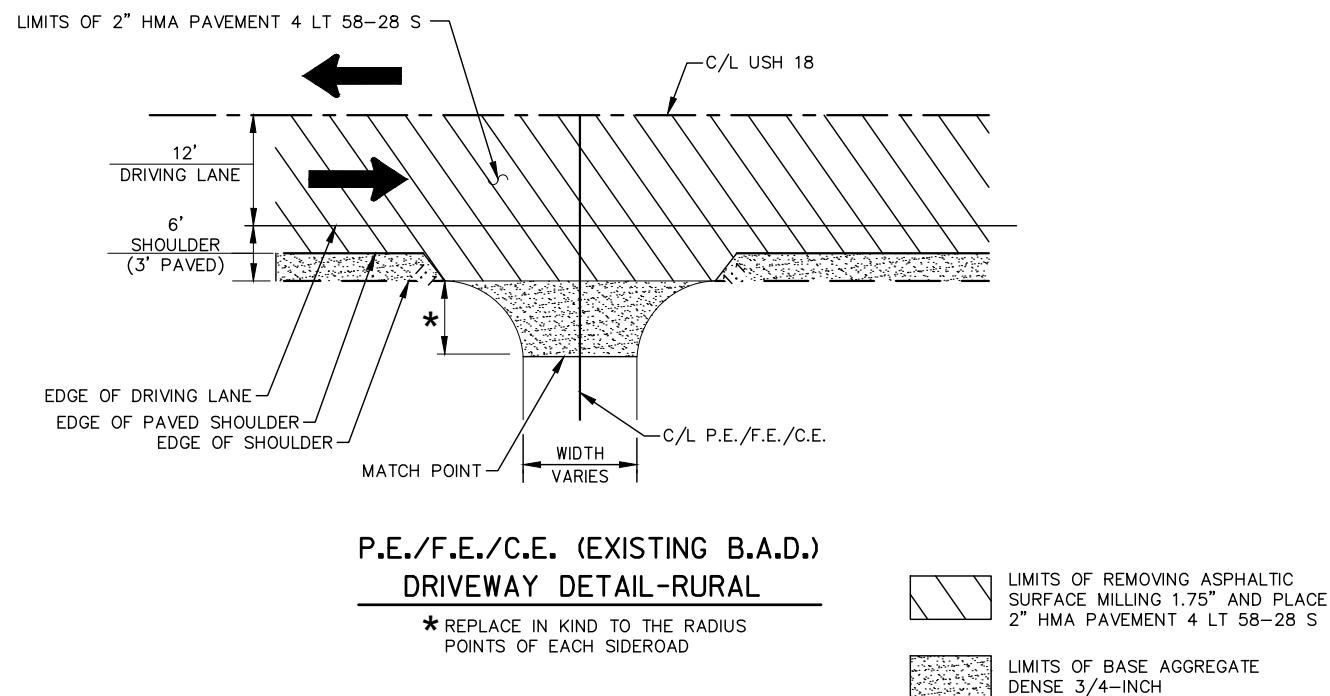
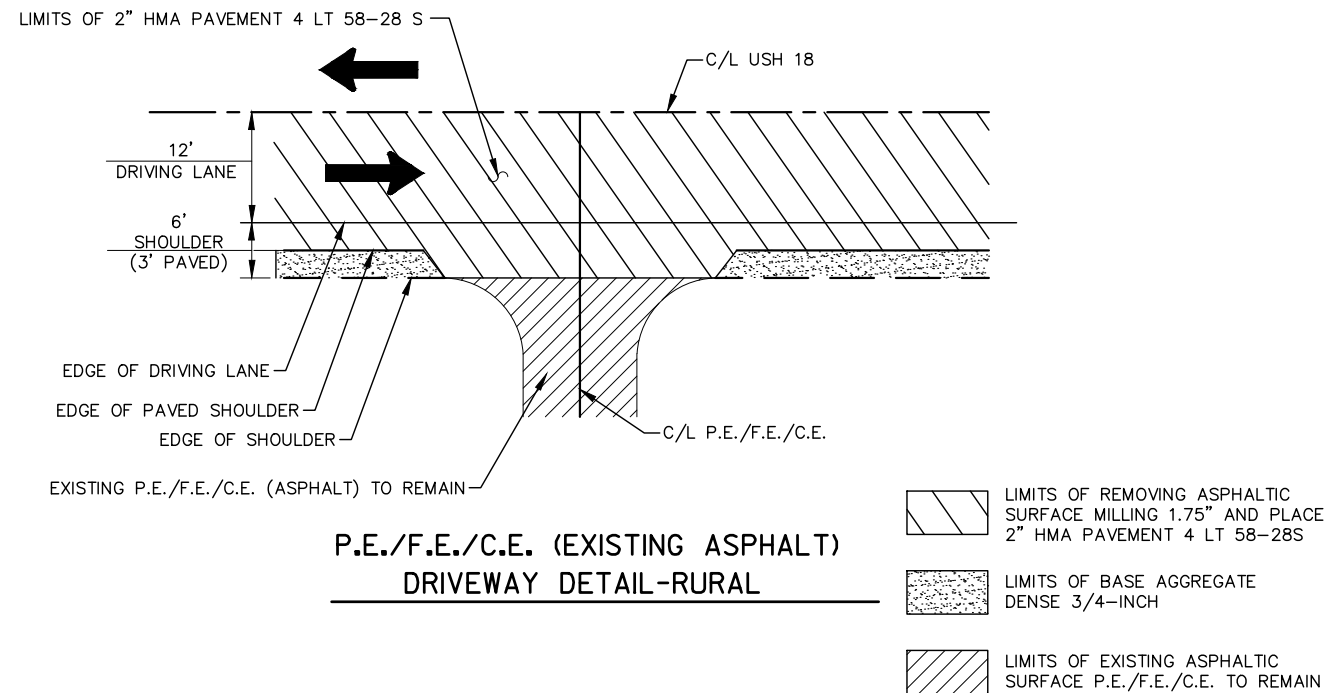
**TYPICAL SIDEROAD DETAIL WITHOUT CURB & GUTTER**

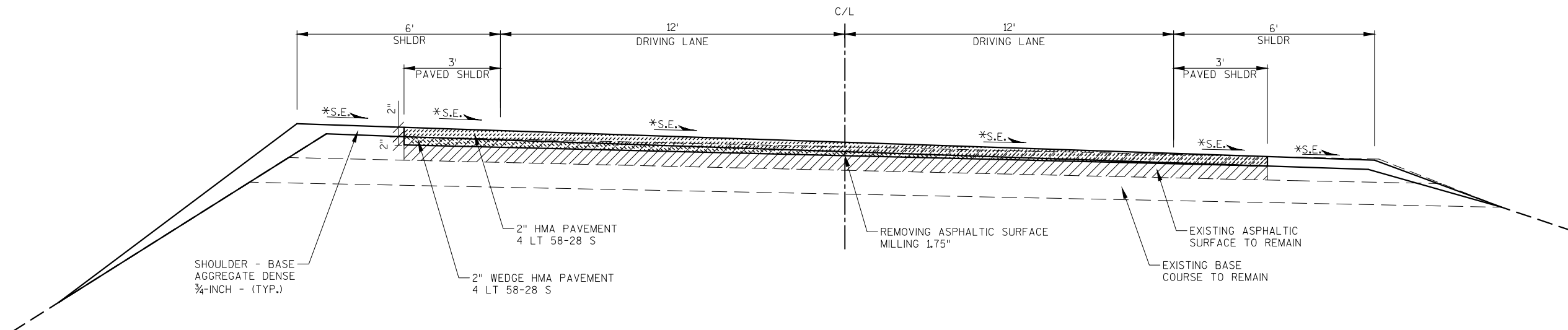
*SCHOPEN ROAD (NORTH)
SCHOPEN ROAD (SOUTH)
*PROBST LANE

*NORTHWEST QUADRANT INCLUDES CURB & GUTTER (SEE TYPICAL
SIDEROAD DETAIL WITH CURB & GUTTER FOR FURTHER DETAILS)

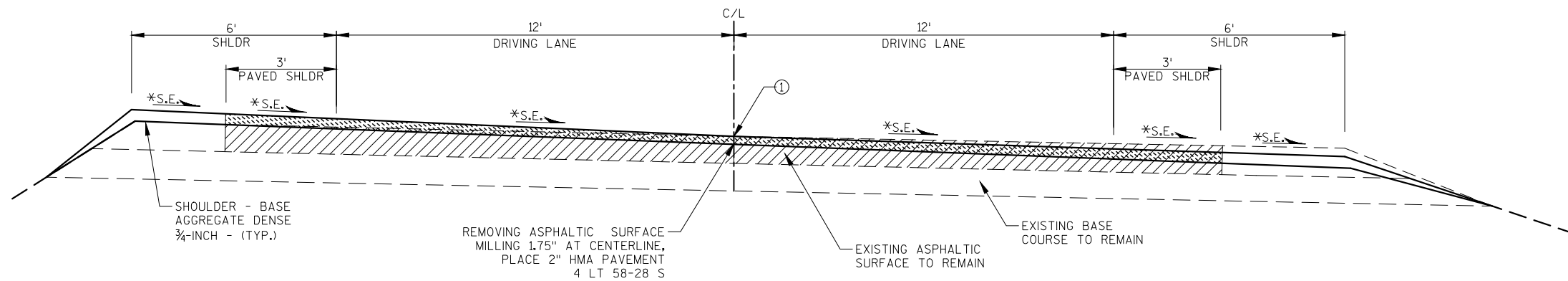
**REMOVING DISTRESS PAVEMENT MILLING
SECTION A-A****PLAN VIEW**

EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED
PAVEMENT MILLING TO BE DETERMINED BY THE
ENGINEER IN THE FIELD



**SUPERELEVATION CORRECTION DETAIL**

CURVE NO.	EXISTING SUPERELEVATION (%)	*PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
2	2.3	3.0	0.7

**SUPERELEVATION CORRECTION DETAIL**

CURVE NO.	EXISTING SUPERELEVATION (%)	*PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
*4	6.3	5.9	0.4
7	6.4	6.0	0.4
9	4.7	4.5	0.2
10	6.1	6.0	0.1
12	6.7	6.0	0.7
13	5.7	5.6	0.1

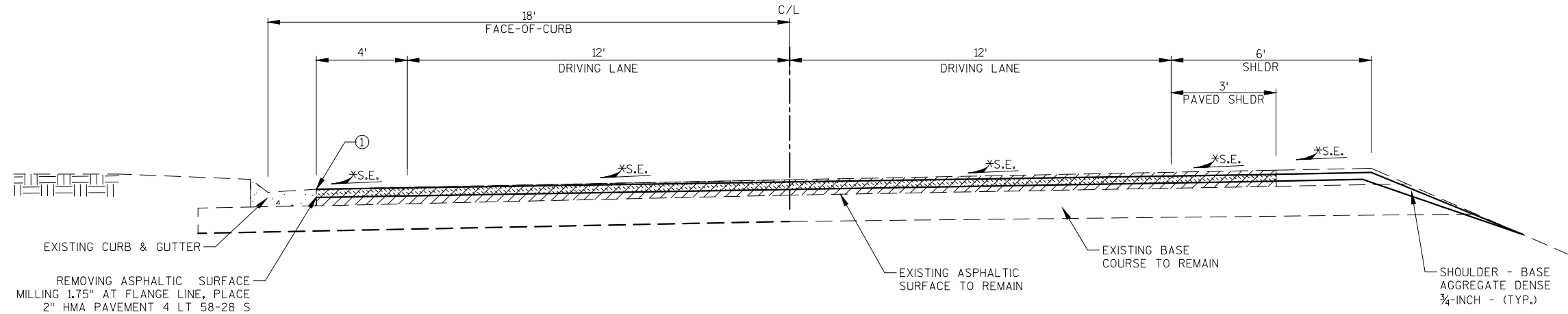
 EXISTING ASPHALTIC SURFACE

 REMOVING ASPHALTIC SURFACE
MILLING 1.75" AT CENTERLINE,
PLACE 2" HMA PAVEMENT 4 LT
58-28 S

NOTE: CORRECT EXISTING SUPERELEVATION (%) TO PROPOSED SUPERELEVATION (%)
BY SPLITTING DIFFERENCE (DIFFERENCE/2) BETWEEN THE HIGH AND LOW
SIDES OF THE SUPERELEVATED ROADWAY.

① FINISHED USH 18 C PROFILE TO MATCH EXISTING C PROFILE.

* CURVE 4 - CORRECT SUPERELEVATION OUTSIDE OF EXISTING CURB &
GUTTER LIMITS (SEE SUPERELEVATION TABLE)

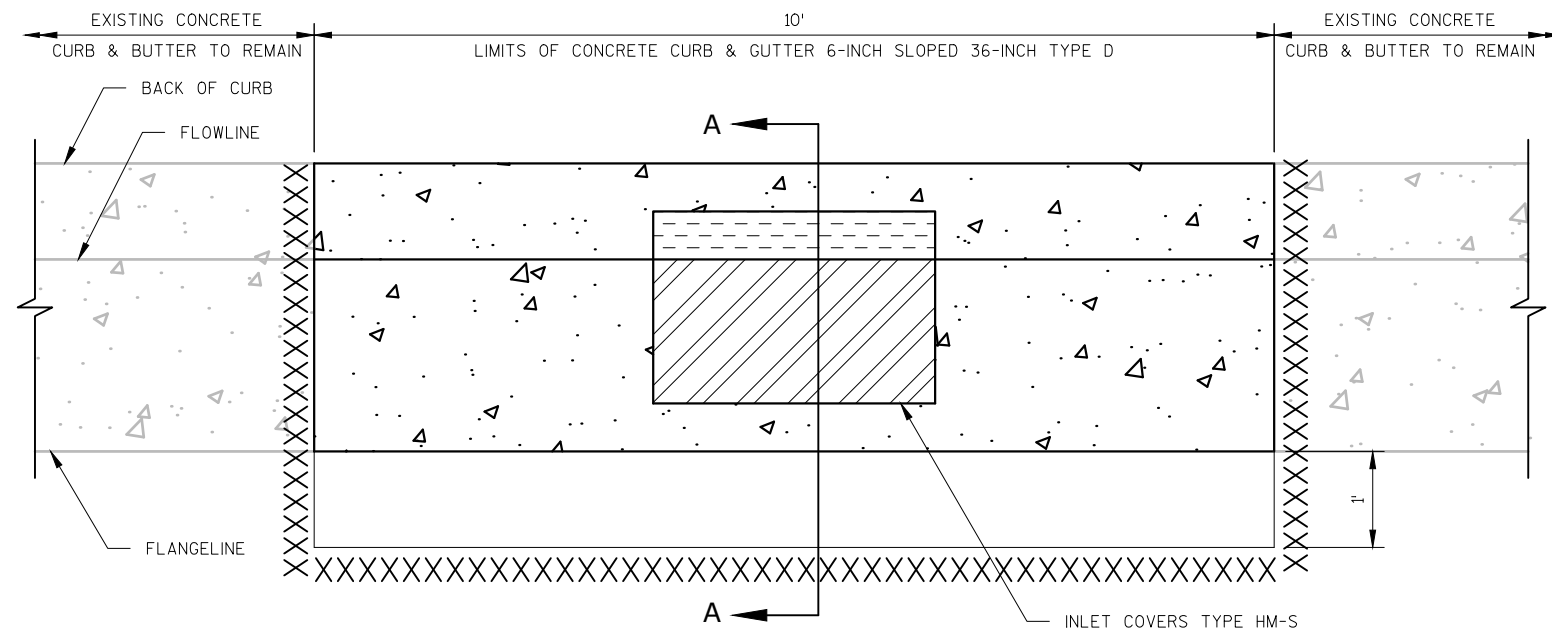
**SUPERELEVATION CORRECTION DETAIL**

CURVE NO.	EXISTING SUPERELEVATION (%)	*PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
3	6.2	5.9	0.3
5	6.3	5.9	0.4
6	3.8	3.7	0.1
14	5.3	5.0	0.3

EXISTING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE
MILLING 1.75" AT FLANGE LINE OF
EXISTING CURB & GUTTER, PLACE
2" HMA PAVEMENT 4 LT 58-28 S

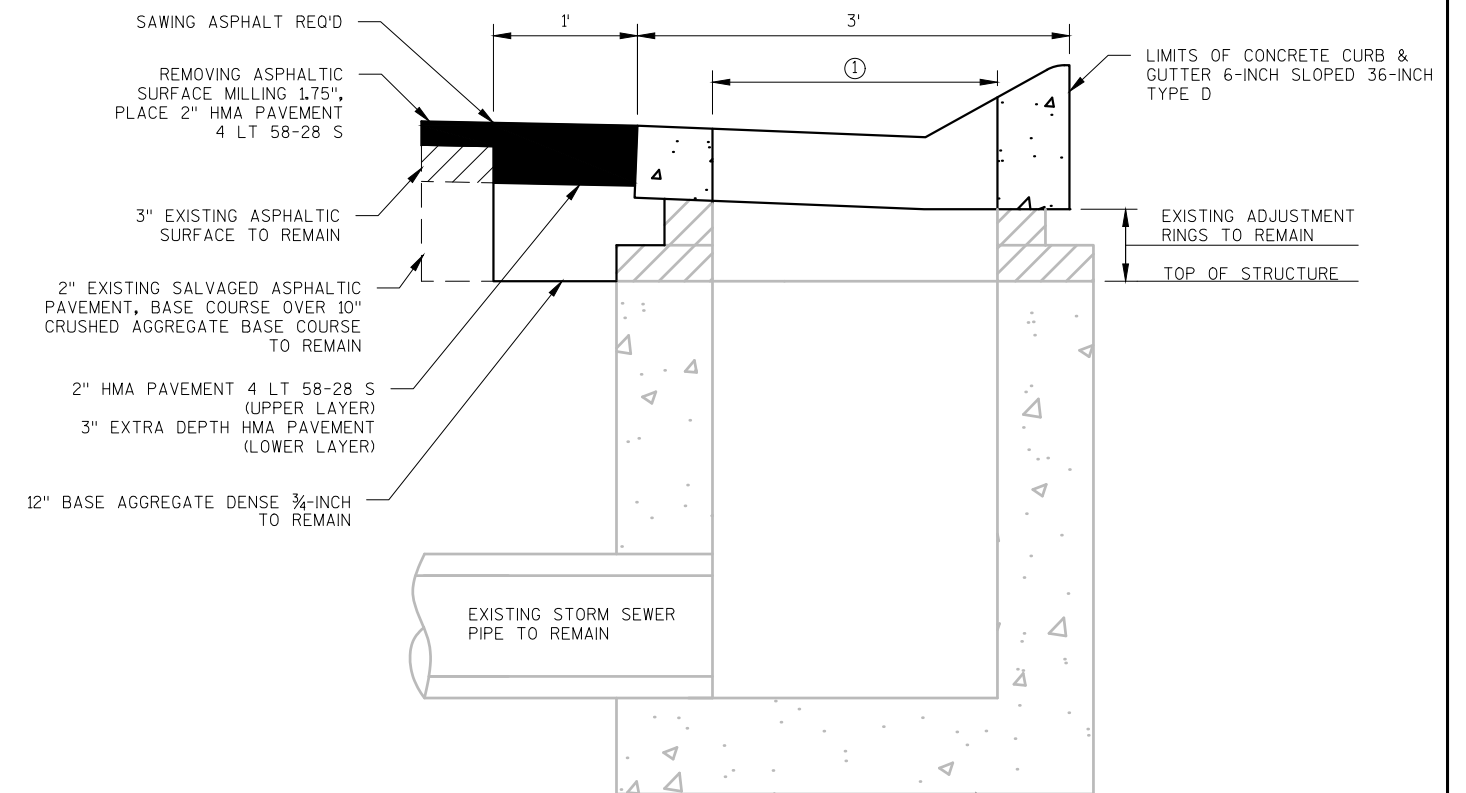
① MATCH EXISTING FLANGE LINE ELEVATION

**PLAN VIEW**

STA. 300+95 - STA. 301+05, RT.

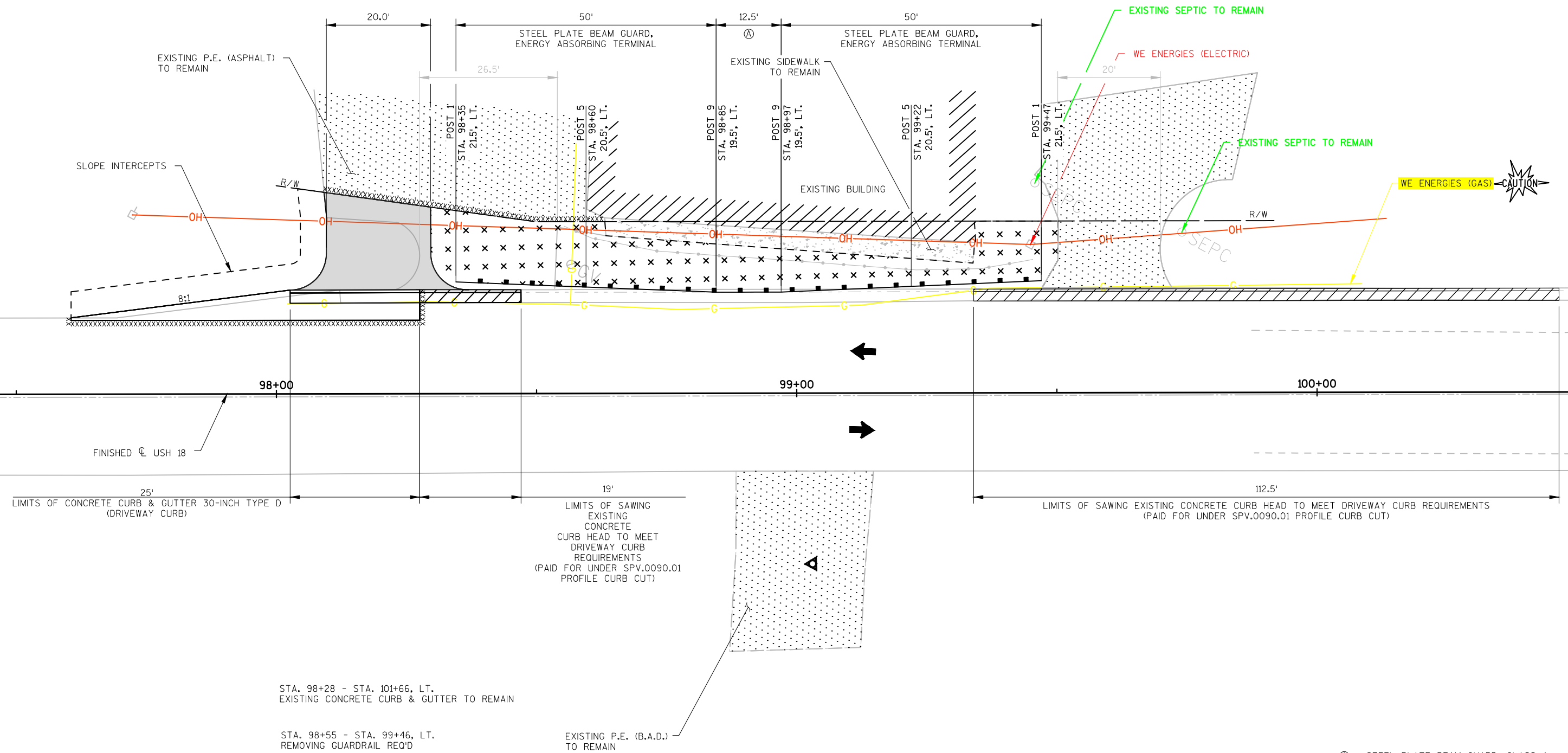
LEGEND

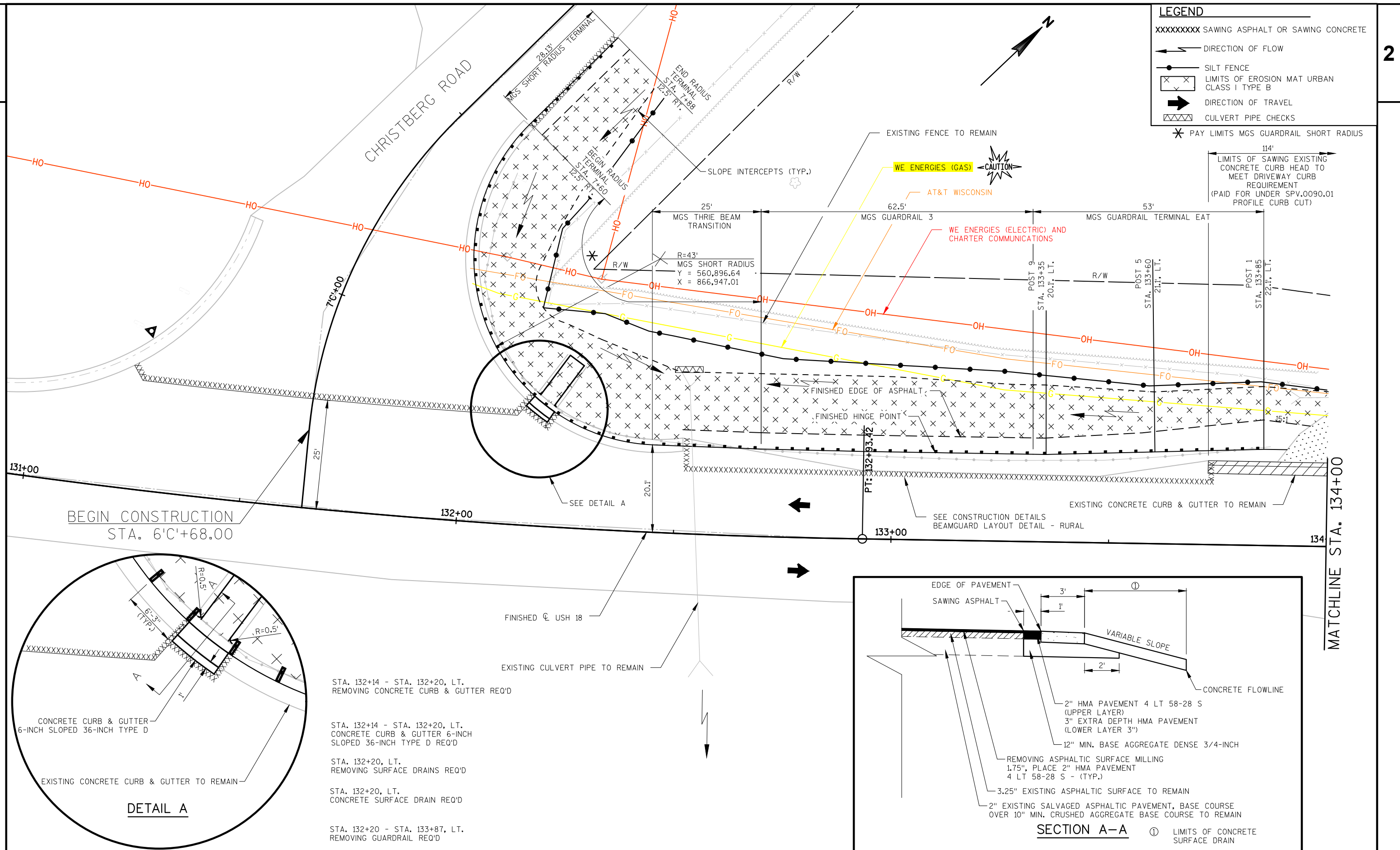
XXXXXX SAWING ASPHALT OR
SAWING CONCRETE REQ'D

**SECTION A-A**

① LIMITS OF INLET COVERS TYPE HM-S

INLET COVER REPLACEMENT DETAIL

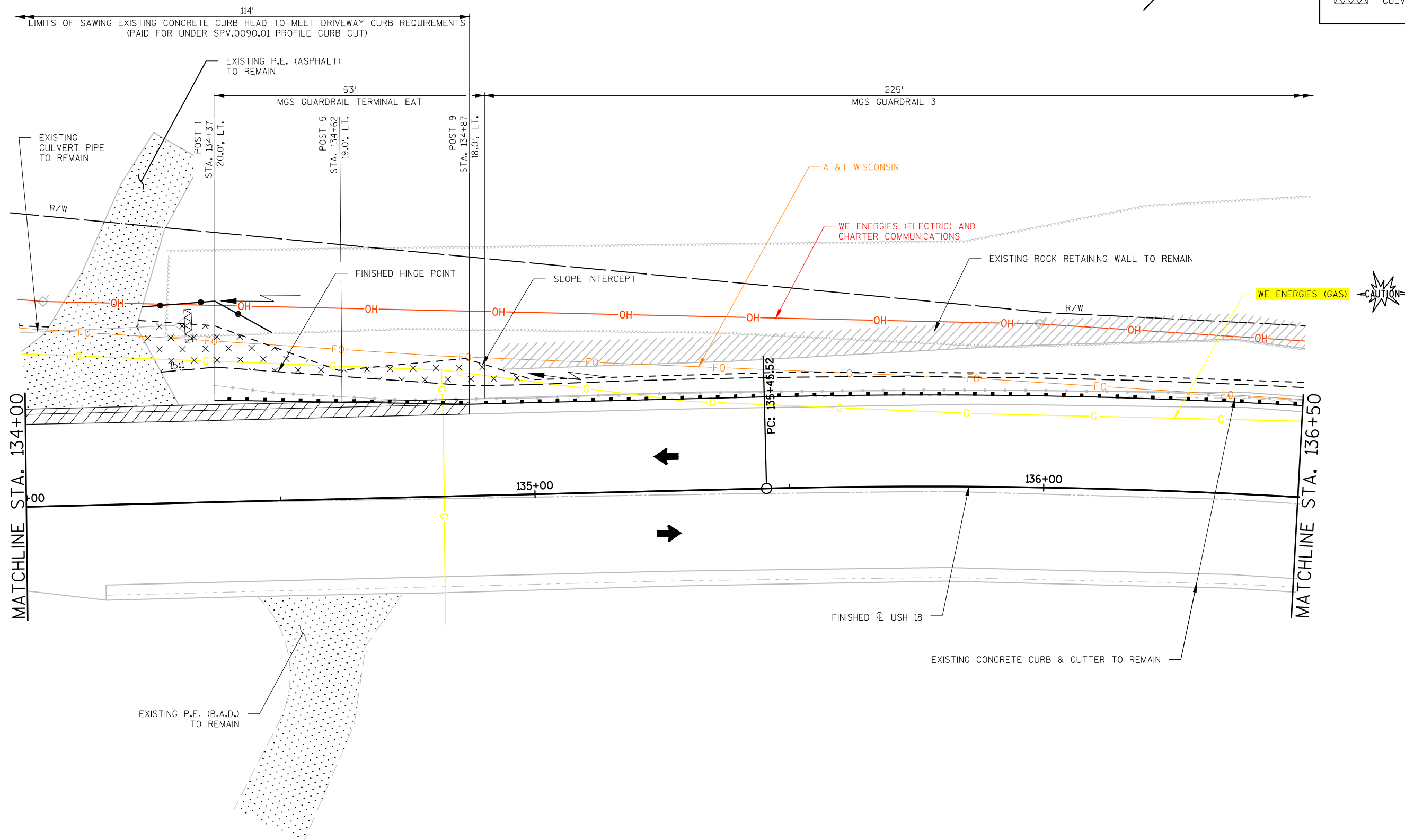




STA. 134+37 - STA. 137+59, LT.
REMOVING GUARDRAIL REQ'D

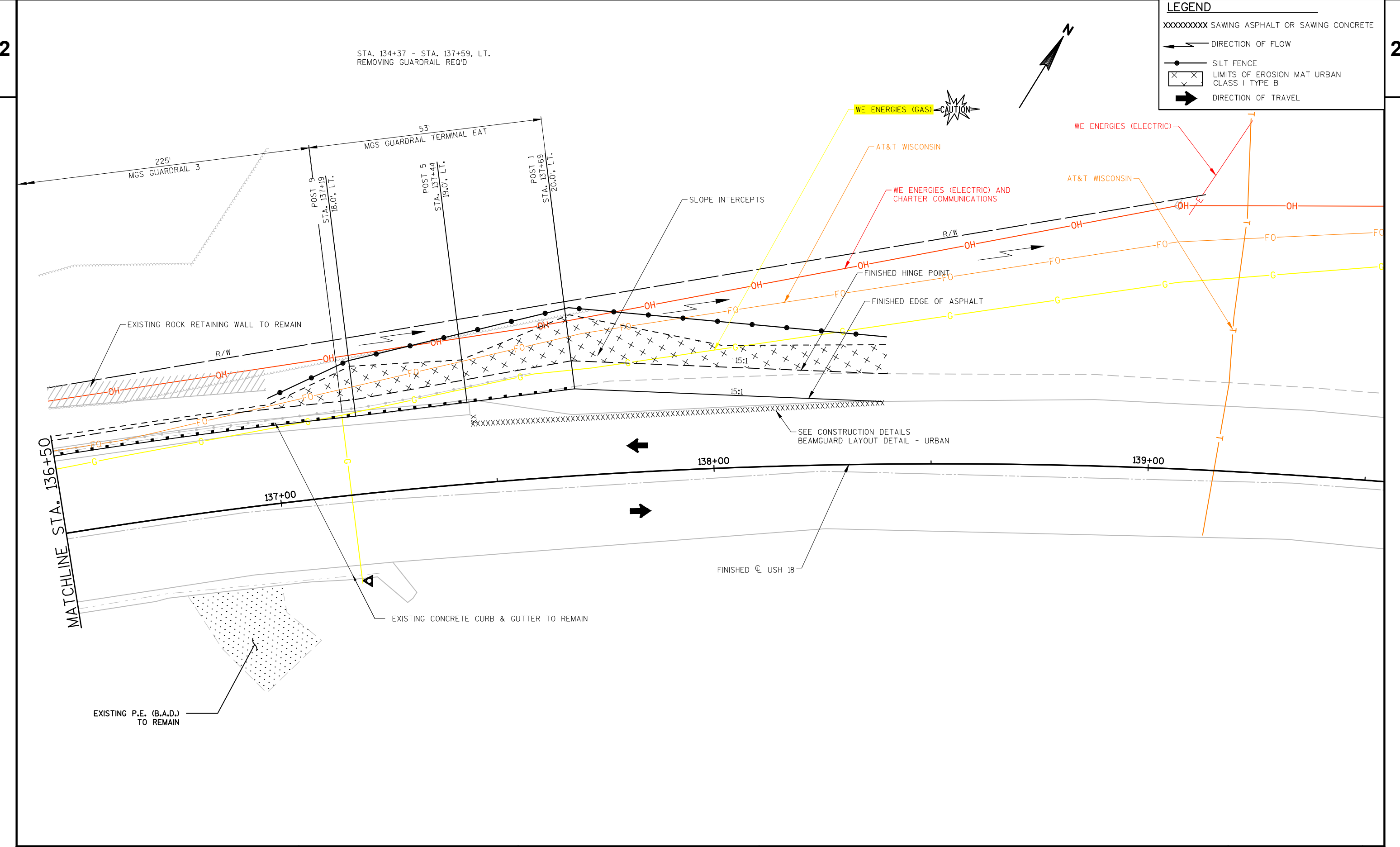
LEGEND

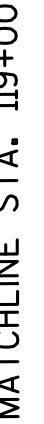
- DIRECTION OF FLOW
- SILT FENCE
- X—X— LIMITS OF EROSION MAT URBAN
CLASS I TYPE B
- DIRECTION OF TRAVEL
- X—X—X—X— CULVERT PIPE CHECKS



LEGEND

- XXXXXXXXXX SAWING ASPHALT OR SAWING CONCRETE
- DIRECTION OF FLOW
- SILT FENCE
- ⊗ ⊗ LIMITS OF EROSION MAT URBAN CLASS I TYPE B
- DIRECTION OF TRAVEL





STA. 132+20, LT.
CONCRETE SURFACE DRAIN REQ'D

EXISTING SIGNS TYPE II/
EXISTING SMALL SIGN SUPPORTS

ESTR EXISTING SIGN TO REMAIN

XXXX DESIGNATES SIGN NUMBER

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.



LEGEND

-  EXISTING SIGNS TYPE II/
EXISTING SMALL SIGN SUPPORTS
- ESTR EXISTING SIGN TO REMAIN
-  DESIGNATES SIGN NUMBER



TRAFFIC NOTES

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 89+76.82 TO STA. 307+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.



LEGEND

- EXISTING SIGNS TYPE II/
EXISTING SMALL SIGN SUPPORTS
ESTR EXISTING SIGN TO REMAIN
XXXX DESIGNATES SIGN NUMBER



ESTR



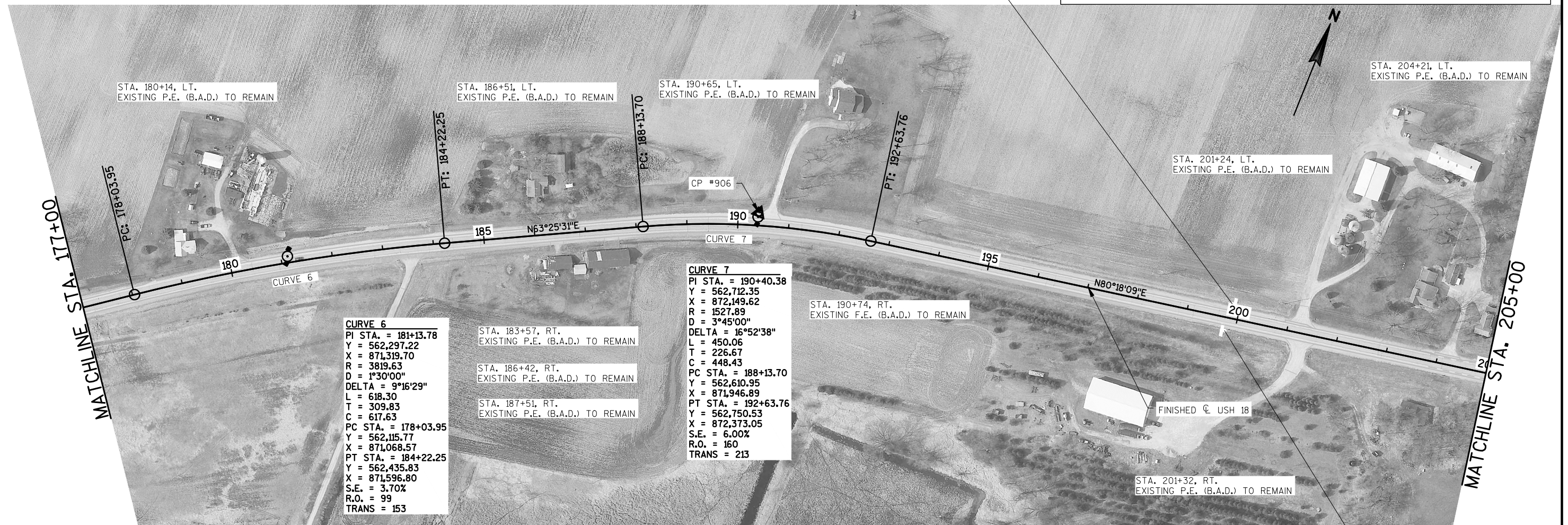
TRAFFIC NOTES

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 89+76.82 TO STA. 307+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.



STA. 207+98, LT.
EXISTING P.E. (B.A.D.) TO REMAIN

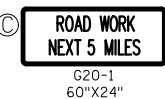
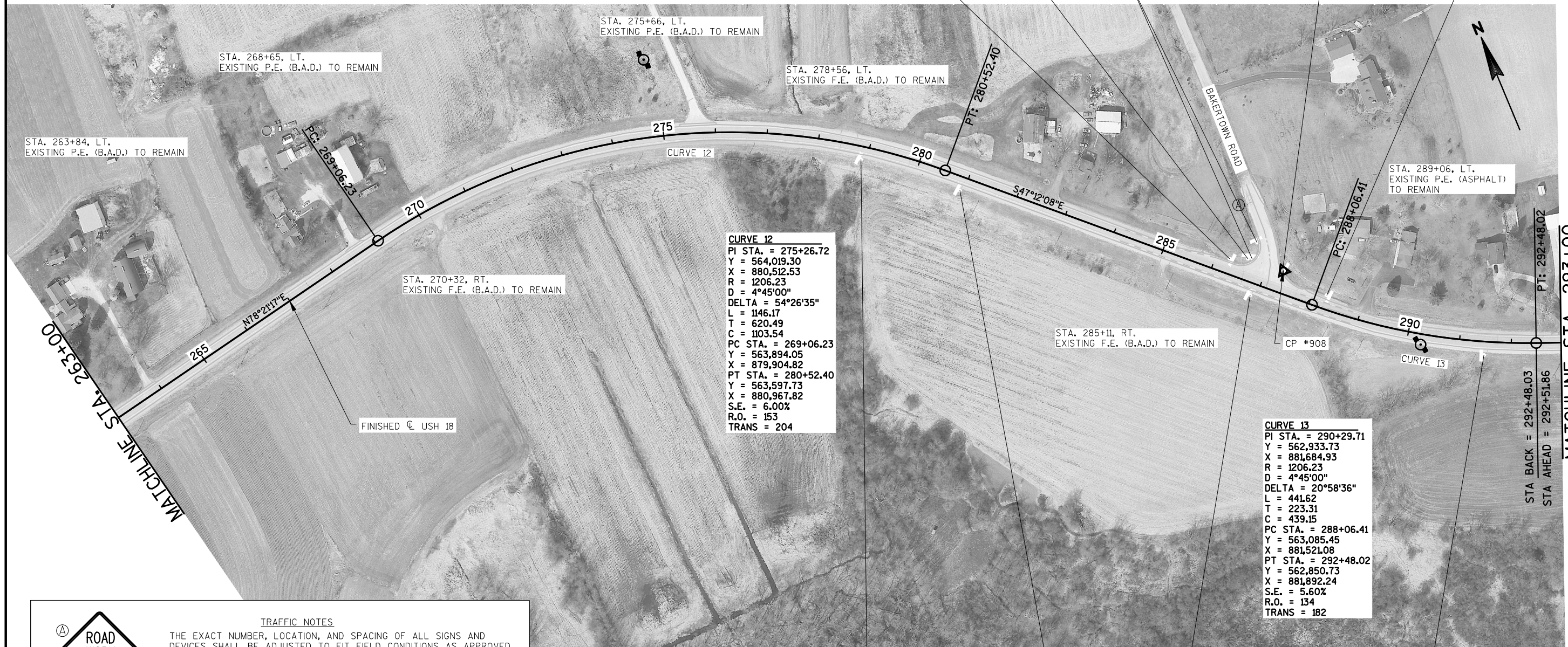


 EXISTING SIGNS TYPE II/
 EXISTING SMALL SIGN SUPPORTS
 ESTR EXISTING SIGN TO REMAIN
 (XXXX) DESIGNATES SIGN NUMBER



LEGEND

- EXISTING SIGNS TYPE II/
EXISTING SMALL SIGN SUPPORTS
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER



TRAFFIC NOTES

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 89+76.82 TO STA. 307+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.



STA. 293+13, LT.
EXISTING P.E. (ASPHALT) TO REMAIN

STA. 300+95 - STA. 301+05, RT.
CONCRETE CURB & GUTTER 6-INCH SLOPED
36-INCH TYPE D

STA. 301+00, RT.
(1) INLET COVER TYPE HM-S REQ'D

LEGEND

- EXISTING SIGNS TYPE II/
EXISTING SMALL SIGN SUPPORTS
- ESTR EXISTING SIGN TO REMAIN
- XXXX DESIGNATES SIGN NUMBER



TRAFFIC NOTES

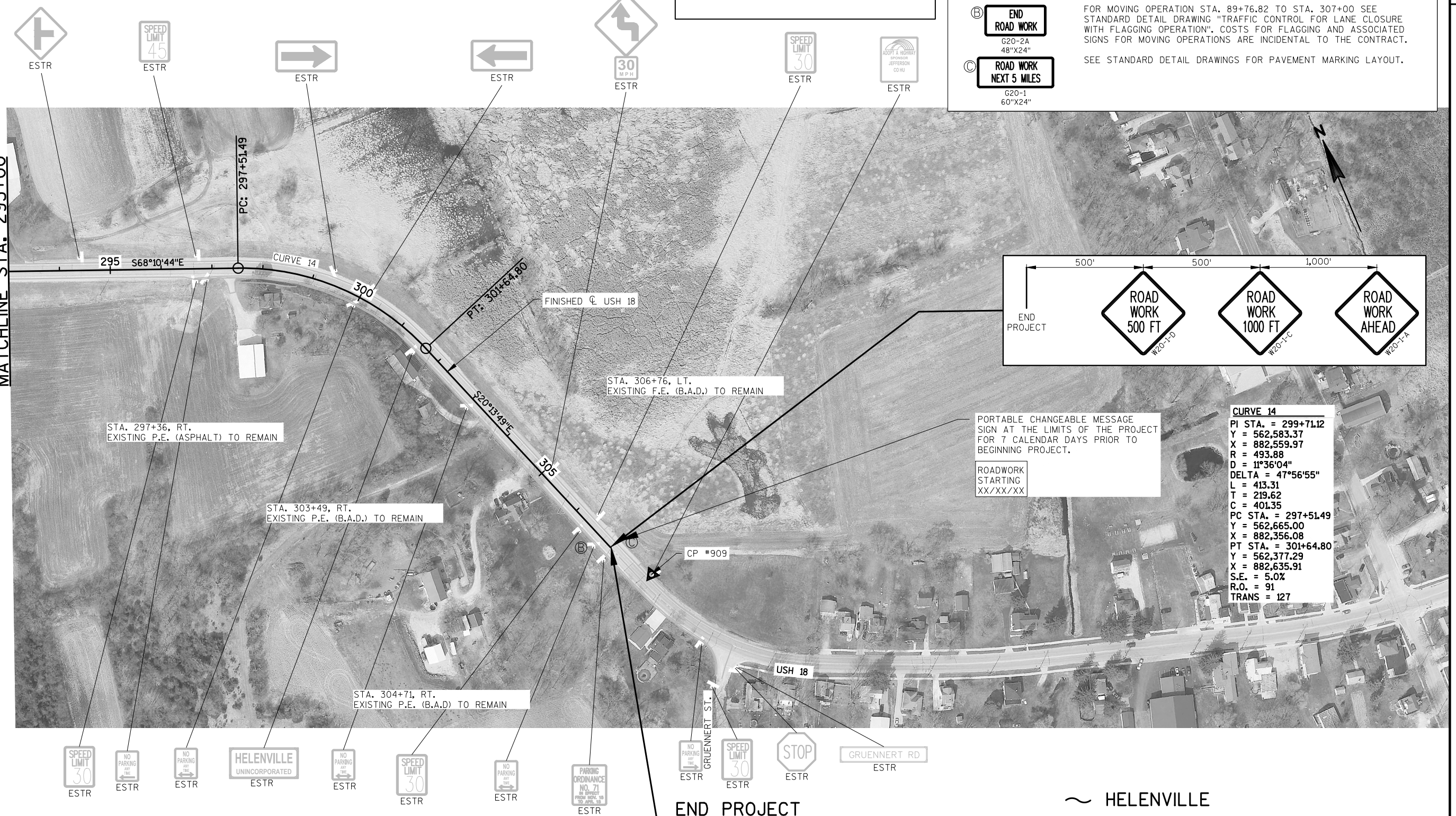
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 89+76.82 TO STA. 307+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

MATCHLINE STA. 293+00



END PROJECT
STA. 307+00.00

Y = 561,875.11
X = 882,820.98

~ HELENVILLE
(CENSUS-DESIGNATED
PLACE) ~

REMOVING ASPHALTIC SURFACE MILLING

STATION - STATION	LOCATION	204.0120 (SY)
89+76.82 - 98+12	MAINLINE	2784
98+12 - 101+69	MAINLINE	1309
101+69 - 133+73	MAINLINE	10680
133+73 - 134+15	MAINLINE	145
134+15 - 137+21	MAINLINE	1088
137+21 - 137+45	MAINLINE	83
137+45 - 168+28	MAINLINE	10962
168+28 - 170+23	MAINLINE	672
170+23 - 178+53	MAINLINE	2951
178+53 - 179+52	MAINLINE	363
179+52 - 227+98	MAINLINE	17769
227+98 - 230+34	MAINLINE	865
230+34 - 252+02	MAINLINE	7708
252+02 - 254+52	MAINLINE	917
254+52 - 255+96	MAINLINE	512
255+96 - 258+55	MAINLINE	921
258+55 - 285+99	MAINLINE	9756
285+99 - 286+40	MAINLINE	214
286+40 - 296+65	MAINLINE	3644
296+65 - 302+56	MAINLINE	2167
302+56 - 307+00	MAINLINE	1579
-	SIDE ROADS	385
-	UNDISTRIBUTED	2327
TOTAL =		79800

PREPARE FOUNDATION FOR
ASPHALTIC SHOULDERS

STATION - STATION	LOCATION	211.0400 (STA)
132+00 - 134+00	MAINLINE, LT.	2
137+50 - 138+50	MAINLINE, LT.	1
TOTAL =		3

SHAPING SHOULDERS

STATION - STATION	LOCATION	305.0500 (STA)
89+76.82 - 307+00	MAINLINE	435
TOTAL =		435

CONCRETE SURFACE DRAINS

STATION	LOCATION	416.1010 (CY)
132+18	MAINLINE, LT.	1
TOTAL =		1

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 (LF)
132+14 - 132+20	MAINLINE, LT.	6
300+95 - 301+05	MAINLINE, RT.	10
TOTAL =		16

REMOVING GUARDRAIL

STATION - STATION	LOCATION	204.0165 (LF)
98+55 - 99+46	MAINLINE, LT.	91
132+02 - 133+87	MAINLINE, LT.	225
134+37 - 137+59	MAINLINE, LT.	325
TOTAL =		641

REMOVING SURFACE DRAINS

STATION	LOCATION	204.0190 (EACH)
132+20	MAINLINE, LT.	1
TOTAL =		1

BASE AGGREGATE DENSE 3/4-INCH

STATION - STATION	LOCATION	305.0110 (TON)
89+76.82 - 307+00	MAINLINE	1780
-	P.E., C.E., F.E.	155
-	UNDISTRIBUTED	315
TOTAL =		2250

ASPHALTIC CENTERLINE RUMBLE STRIPS
2-LANE RURAL

STATION - STATION	LOCATION	465.0475 (LF)
-	PROJECT	-
89+76.82 - 307+00	MAINLINE	21724
TOTAL =		21724

CONCRETE CURB & GUTTER

STATION - STATION	LOCATION	601.0411 30-INCH TYPE D (LF)	601.0557 6-INCH SLOPED 36-INCH TYPE D (LF)
98+03 - 98+28	MAINLINE, LT.	25	-
132+14 - 132+20	MAINLINE, LT.	-	6
300+95 - 301+05	MAINLINE, RT.	-	10
TOTALS =		25	16

HMA PAVEMENT

		455.0605	460.5224	SPV. 0180.01 REMOVING DISTRESSED PAVEMENT MILLING	SPV.0195.01 EXTRA DEPTH HMA PAVEMENT
		TACK COAT	HMA PAVEMENT 4 LT 58-28 S		
STATION - STATION	LOCATION	(GAL)	(TON)	(SY)	(TON)
89+76.82 - 98+12	MAINLINE	195	312	-	-
89+76.82 - 95+00	MAINLINE, LT.	17	-	233	27
98+12 - 101+69	MAINLINE	92	147	-	-
100+00 - 109+00	MAINLINE, LT.	84	-	1200	135
101+69 - 133+73	MAINLINE	752	1204	-	-
112+00 - 120+00	MAINLINE, LT.	25	-	356	40
122+00 - 128+00	MAINLINE, RT.	56	-	800	90
126+00 - 132+00	MAINLINE, LT.	19	-	267	30
132+50 - 133+73	MAINLINE, LT.	5	-	-	12
133+73 - 134+15	MAINLINE	11	17	-	-
134+15 - 137+21	MAINLINE	74	119	-	-
137+21 - 137+45	MAINLINE	6	10	-	-
137+44 - 138+40	MAINLINE, LT.	3	-	-	7
137+45 - 168+28	MAINLINE	722	1155	-	-
140+00 - 151+00	MAINLINE, RT.	103	-	1467	165
149+00 - 155+00	MAINLINE, LT.	19	-	267	30
151+00 - 158+00	MAINLINE, RT.	22	-	312	35
155+00 - 167+00	MAINLINE, LT.	112	-	1600	180
168+28 - 170+23	MAINLINE	46	73	-	-
170+00 - 171+00	MAINLINE, LT.	4	-	45	6
170+23 - 178+53	MAINLINE	201	321	-	-
176+00 - 186+00	MAINLINE, LT.	94	-	1334	150
178+53 - 179+52	MAINLINE	24	39	-	-
179+52 - 227+98	MAINLINE	1131	1810	-	-
181+00 - 185+00	MAINLINE, RT.	38	-	534	60
189+00 - 197+00	MAINLINE, RT.	25	-	356	40
191+00 - 192+00	MAINLINE, LT.	4	-	45	6
192+00 - 201+00	MAINLINE, LT.	84	-	1200	135
197+00 - 199+00	MAINLINE, RT.	19	-	267	30
209+00 - 210+00	MAINLINE, RT.	4	-	45	7
210+00 - 215+00	MAINLINE, LT.	16	-	223	25
220+00 - 227+00	MAINLINE, LT.	22	-	312	35
227+98 - 230+34	MAINLINE	57	92	-	-
230+00 - 234+00	MAINLINE, LT.	38	-	534	60
230+34 - 252+02	MAINLINE	506	810	-	-
232+00 - 237+00	MAINLINE, RT.	47	-	667	75
236+00 - 237+00	MAINLINE, LT.	4	-	45	7
241+00 - 243+00	MAINLINE, RT.	19	-	267	30
243+00 - 245+00	MAINLINE, LT.	7	-	90	10
252+02 - 254+52	MAINLINE	61	97	-	-
254+52 - 255+96	MAINLINE	34	54	-	-
255+00 - 260+00	MAINLINE, LT.	47	-	667	75
255+96 - 258+55	MAINLINE	63	100	-	-
258+55 - 285+99	MAINLINE	641	1025	-	-
270+00 - 280+00	MAINLINE, RT.	94	-	1334	150
285+99 - 286+40	MAINLINE	12	19	-	-
286+40 - 296+65	MAINLINE	240	383	-	-
296+65 - 302+56	MAINLINE	143	228	-	-
300+00 - 301+00	MAINLINE, RT.	4	-	45	7
300+95 - 301+05	MAINLINE, RT.	1	-	-	1
302+56 - 307+00	MAINLINE	108	172	-	-
303+00 - 305+00	MAINLINE, LT.	19	-	268	30
-	SIDE ROADS	28	45	-	-
-	PROJECT	-	-	-	-
-	UNDISTRIBUTED	298	418	-	-
TOTALS =		6500	8650	14780	1690

INLET COVERS TYPE HM-S

STATION	LOCATION	611.0636 (EACH)
301+00	MAINLINE, RT.	1
TOTAL =		1

BARRIER SYSTEM GRADING SHAPING FINISHING

FOR INFORMATIONAL PURPOSES ONLY											
STA - STA	LOCATION	614.0010 (EACH)	EXCAVATION COMMON (CY)	BORROW (CY)	SALVAGED TOPSOIL (SY)	MULCHING (SY)	FERTILIZER TYPE B (CWT)	SEEDING MIXTURE NO. 20 (LB)	SEEDING TEMPORARY (LB)	CONSTRUCTION STAKING SLOPE STAKES (LF)	628.2008 EROSION MAT URBAN CLASS I TYPE B (SY)
98+30 - 99+50	MAINLINE, LT.	1	1	0	135	-	0.2	4	2	120	130
132+69 - 133+94	MAINLINE, LT.	1	1	0	480	-	0.5	14	7	280	480
134+27 - 138+40	MAINLINE, LT.	1	1	0	375	-	0.3	12	6	415	380
-	UNDISTRIBUTED	-	-	-	-	-	-	-	-	-	50
TOTALS =		3	3	0	990	0	1	30	15	815	1040

STEEL PLATE BEAM GUARD

STA - STA	LOCATION	614.0305 CLASS A (LF)	614.0370 EAT (EACH)
98+35 - 98+85	MAINLINE, LT.	-	1
98+85 - 98+97	MAINLINE, LT.	12.5	-
98+97 - 99+47	MAINLINE, LT.	-	1
TOTALS =		12.5	2

MGS GUARDRAIL

STATION - STATION	LOCATION	614.2300 3 (LF)	614.2350 SHORT RADIUS (LF)	614.2500 THRIE BEAM TRANSITION (LF)	614.2610 TERMINAL EAT (EACH)	614.2630 SHORT RADIUS TERMINAL (EACH)
132+00 - 132+44	MAINLINE, LT.	-	100	-	-	1
132+44 - 132+69	MAINLINE, LT.	-	-	25	-	-
132+69 - 133+32	MAINLINE, LT.	62.5	-	-	-	-
133+32 - 133+85	MAINLINE, LT.	-	-	-	1	-
134+37 - 134+90	MAINLINE, LT.	-	-	-	1	-
134+90 - 137+16	MAINLINE, LT.	225	-	-	-	-
137+16 - 137+69	MAINLINE, LT.	-	-	-	1	-
TOTALS =		287.5	100	25	3	1

WATER

	624.0100
PROJECT	(MGAL)
3080-09-60	17
TOTAL =	17

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
132+20 - 134+00	MAINLINE, LT.	241	241
134+24 - 134+48	MAINLINE, LT.	27	27
137+00 - 138+40	MAINLINE, LT.	146	146
-	UNDISTRIBUTED	96	96
TOTALS =		510	510

MOBILIZATIONS

STATION - STATION	LOCATION	628.1905 EROSION CONTROL (EACH)	628.1910 EMERGENCY EROSION CONTROL (EACH)
89+76.82 - 307+00	MAINLINE	2	1
TOTALS =		2	1

INLET PROTECTION TYPE C

STATION	LOCATION	628.7015 (EACH)
301+00	MAINLINE, RT.	1
TOTAL =		1

CULVERT PIPE CHECKS

STATION	LOCATION	628.7555 (EACH)
132+50	MAINLINE, LT.	1
134+35	MAINLINE, LT.	1
TOTAL =		2

TRAFFIC CONTROL

	643.0310.S	643.0300	643.0900	643.1050	643.5000
	TEMPORARY PORTABLE RUMBLE STRIPS	DRUMS	SIGNS	SIGNS	TRAFFIC
LOCATION	(LS)	(DAYS)	(DAYS)	PCMS	CONTROL
PROJECT	1	-	1,188	14	1
UNDISTRIBUTED	-	250	--	-	-
TOTALS =	1	250	1,188	14	1

MARKING LINE

		646.1020	646.1040	646.4520	649.0120
		EPOXY 4-INCH	GROOVED WET REFLECTIVE EPOXY 4-INCH (LF)	SAME DAY EPOXY 4-INCH (LF)	TEMPORARY EPOXY 4-INCH (LF)
STATION - STATION	LOCATION	DESCRIPTION	(LF)	(LF)	(LF)
89+76.82 - 307+00	MAINLINE	CENTERLINE	27160	-	23470
89+76.82 - 307+00	MAINLINE	WHITE EDGELINES	-	43450	-
-	UNDISTRIBUTED	LOCATE NO PASSING ZONES	-	3170	3170
TOTALS =			27160	43450	30330
					26640

LOCATING NO PASSING ZONES

PROJECT	648.0100 (MI)
3080-09-60	4.114
TOTAL =	
4.114	

CONSTRUCTION STAKING

		650.4000	650.5500	650.8000	650.9910
		STORM SEWER (EACH)	CURB GUTTER AND CURB & GUTTER (LF)	RESURFACING REFERENCE (LF)	SUPPLEMENTAL CONTROL 01. 3080-09-60 (LS)
STATION - STATION	LOCATION				
89+76.82 - 307+00	MAINLINE	-	-	21724	-
98+03 - 98+28	MAINLINE, LT.	-	25	-	-
132+14 - 132+20	MAINLINE, LT.	-	6	-	-
300+95 - 301+05	MAINLINE, RT.	-	10	-	-
301+00	MAINLINE, RT.	1	-	-	-
-	PROJECT	-	-	-	1
TOTALS =		1	41	21724	1

SAWING ASPHALT

STATION	LOCATION	690.0150 (LF)	COMMENTS
89+76.82	MAINLINE	30	
92+89	C.E., RT.	90	
98+42	C.E., LT.	126	DRIVEWAY REALIGN
99+61	C.E., LT.	25	
101+44	P.E., LT.	22	
102+00	MAINLINE	100	SCHOPEN RD.
131+65	MAINLINE, LT.	78	CHRISTBERG RD.
132+00 - 133+73	MAINLINE, LT.	136	
132+17	MAINLINE, LT.	7	CONCRETE SURFACE DRAIN
137+44 - 138+39	MAINLINE, LT.	98	
140+59	P.E., LT.	102	
146+77	PE., LT.	40	
174+93	P.E., LT.	58	
206+00	MAINLINE, LT.	61	SWITZKE RD.
218+84	P.E., LT.	64	
228+37	P.E., LT.	35	
231+00	MAINLINE, LT.	22	PROBST LANE
244+00	MAINLINE, RT.	52	PARADISE ROAD
258+45	MAINLINE, LT.	54	COFFEE ROAD
287+00	MAINLINE, LT.	64	BAKERTOWN ROAD
289+06	P.E., LT.	30	
293+13	P.E., LT.	68	
297+36	P.E., RT.	28	
300+95 - 301+05	MAINLINE, RT.	10	
307+00	MAINLINE	30	
TOTAL =		1430	

SAWING CONCRETE

STATION	LOCATION	690.0250 (LF)
98+28	MAINLINE, LT.	3
132+18	MAINLINE, LT.	6
300+95	MAINLINE, RT.	3
301+05	MAINLINE, RT.	3
TOTAL =		15

REMOVING INLET COVERS

STATION	LOCATION	SPV.0060.01 (EACH)
301+00	MAINLINE, RT.	1
TOTAL =		1

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 foot Driving Lane	89+76.82 to 307+00	Upper Layer	Milled Existing HMA Surface	4 LT 58-28 S	6670	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Shoulders	89+76.82 to 307+00	Upper Layer	Milled Existing HMA Surface	4 LT 58-28 S	1720	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for the incentive

PROFILE CURB CUT

STATION - STATION	LOCATION	SPV.0090.01 (LF)
98+28 - 98+47	MAINLINE, LT.	19
99+34 - 100+47	MAINLINE, LT.	113
133+73 - 134+87	MAINLINE, RT.	114
TOTAL =		246

