

DECATUR/CLARKE COUNTY HMA RESURFACING/COLD-IN-PLACE RECYCLING
 STP-069-1(60)--2C-27/HSIPX-069-1(61)--3L-27

LETTING DATE
 10-18-2022



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
DECATUR/CLARKE COUNTY
 HMA RESURFACING/COLD-IN-PLACE RECYCLING
 NCL of Leon to Pearl St in Osceola

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



For Project Location Map
 Refer to Sheet No. A.2

| DECATUR COUNTY | |
|--------------------|--------------|
| DESIGN DATA RURAL | |
| 2023 AADT | 1,712 V.P.D. |
| 2043 AADT | 1,961 V.P.D. |
| 2043 DHV | 200 V.P.H. |
| TRUCKS | 10 % |
| Total Design ESALs | 409,080 |

| CLARKE COUNTY | |
|--------------------|--------------|
| DESIGN DATA RURAL | |
| 2023 AADT | 1,625 V.P.D. |
| 2043 AADT | 1,856 V.P.D. |
| 2043 DHV | 190 V.P.H. |
| TRUCKS | 8 % |
| Total Design ESALs | 357,945 |

| INDEX OF SEALS | | |
|----------------|------------------|-------------------------|
| A.1 | Jonathan W. Bahr | Primary Signature Block |
| X | X | X |
| | | |
| | | |
| | | |

REVISIONS

| TOTAL |
|---|
| -- |
| PROJECT IDENTIFICATION NUMBER |
| 22-27-069-010 |
| PROJECT NUMBER |
| STP-069-1(60)--2C-27/HSIPX-069-1(61)--3L-27 |
| R.O.W. PROJECT NUMBER |
| --- |

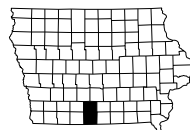
| INDEX OF SHEETS | |
|-----------------|--|
| No. | DESCRIPTION |
| A Sheets | Title Sheets |
| A.1 | Title Sheet |
| A.2 | Location Map Sheet |
| B Sheets | Typical Cross Sections and Details |
| B.1 - 8 | Typical Cross Sections and Details |
| C Sheets | Quantities and General Information |
| C.1 - 2 | Estimated Project Quantities and Ref. Notes (STP) |
| C.3 - 4 | Estimated Project Quantities and Ref. Notes HSIPX) |
| C.5 | Project Description |
| C.5 | Index of Tabulations |
| C.5 | Standard Road Plans |
| C.5 | General Notes |
| C.6 - 23 | Tabulations |
| J Sheets | Traffic Control and Staging Sheets |
| J.1 | Traffic Control Plan |
| J.1 | Coordinated Operations |
| * J.2 | Centerline Rumble Strips (Two-Lane) Traffic Detail |
| U Sheets | 500 Series, Mod.Stds. and Detail Sheets |
| * U.1 | Modified Standard Road Plan PR-201 |
| * U.2 | Modified Standard Road Plan PR-202 |
| * U.3 - 4 | Modified Standard Road Plan PV-12 |
| | * Color Plan Sheets |

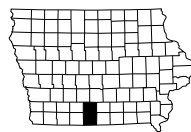
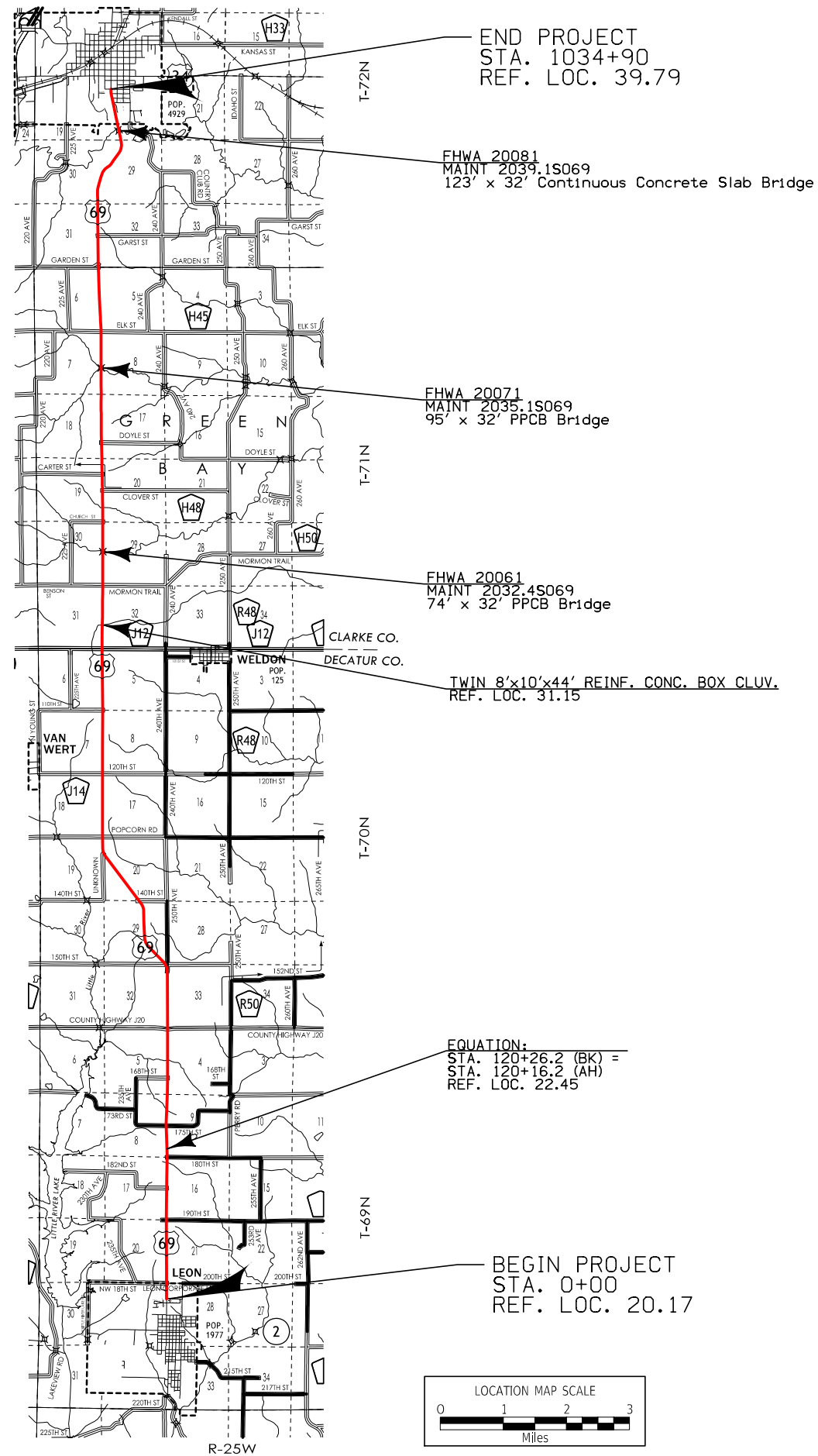
PROJECT EVENT DATES
 D07 - 8-02-2022

PRELIMINARY PLANS

Subject to change by final design.

DM5 PLAN - Date: 07-06-2022





Curbed Shoulder (HSIPX-069-1(61)--3L-27)

| 2_Curb_04-21-20 | | | |
|--------------------|----------|----------------------|----------|
| STATION TO STATION | (P) Feet | Curb Type See PV-102 | Division |
| 0+00 | 0+33 | 6 | UAC |

Paved Shoulder (HSIPX-069-1(61)--3L-27)

| 3R_Shldr_Paved_Modified | | | |
|-------------------------|----------|----------|---------|
| STATION TO STATION | (P) Feet | Division | Remarks |
| 0+33 | 1+08 | 6-0 | 1 |
| 638+15 | 639+12 | 4 | 2 |
| 644+72 | 646+22 | 4 | 2 |
| 995+85 | 997+35 | 4 | 2 |
| 1003+24 | 1004+74 | 4 | 2 |

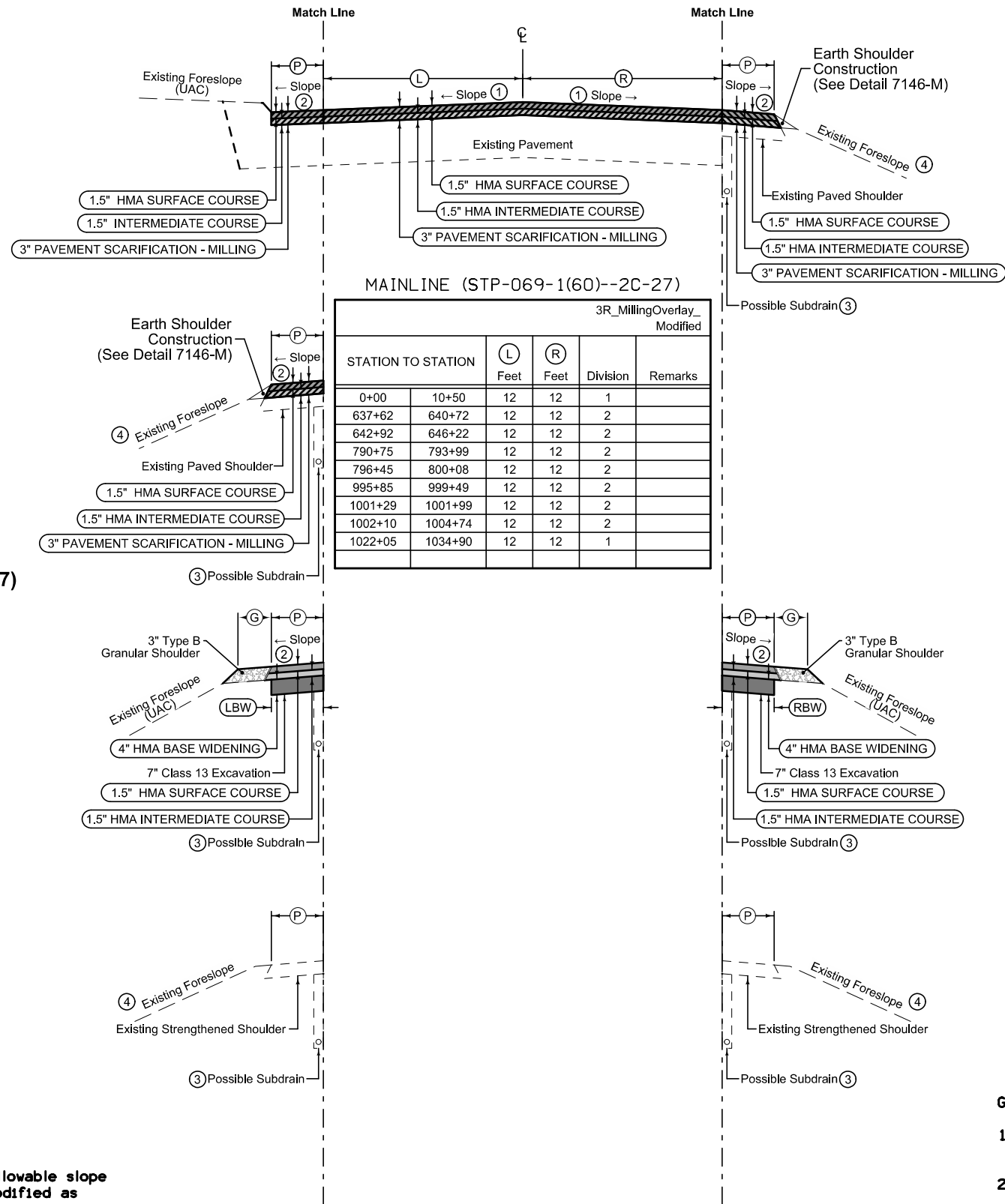
Combination Shoulder (with Widening) (HSIPX-069-1(61)--3L-27)

| 3R_Shldr_C_Overlay_Modified | | | | | |
|-----------------------------|----------|----------|------------|----------|---------|
| STATION TO STATION | (P) Feet | (G) Feet | (LBW) Feet | Division | Remarks |
| 1+08 | 10+50 | 4 | 1 | 4 | 1 |
| 637+62 | 638+15 | 4 | 1 | 4 | 2 |
| 790+75 | 792+25 | 4 | 1 | 4 | 2 |
| 798+58 | 800+08 | 4 | 1 | 4 | 2 |
| 1022+05 | 1034+90 | 4 | 1 | 4 | 1 |

Existing Strengthened Shoulder at Bridges

| 3R_Shldr_Paved_Modified | | | | |
|-------------------------|----------|----------|---------|-----|
| STATION TO STATION | (P) Feet | Division | Remarks | |
| 639+12 | 640+72 | 4 | 2 | UAC |
| 642+92 | 644+72 | 4 | 2 | UAC |
| 792+25 | 793+99 | 4 | 2 | UAC |
| 796+45 | 798+58 | 4 | 2 | UAC |
| 997+35 | 999+49 | 4 | 2 | UAC |
| 1001+29 | 1001+99 | 4 | 2 | UAC |
| 1002+10 | 1003+24 | 4 | 2 | UAC |

- ① Finished slope shall match existing pavement except the minimum allowable slope is 2.0% and the maximum allowable slope is 3.0%. Section may be modified as directed by the Engineer through areas of special shaping.
- ② Finished slope of Shoulder shall have a minimum allowable slope of 4% and a maximum allowable slope of 6%. Section may be modified as directed by the Engineer through areas of special shaping.
- ③ UAC existing subdrain. All existing subdrain shall remain functional at all times (do not plug or crush). New subdrain shall be in contact with the granular material below the existing mainline pavement (see Tab 104-9 on CS sheets for proposed locations).
- ④ Ditch Improvement project (STPN-069-2(29)--2J-20) occurs between Station 1001+29 and 1011+35. Refer to Ditch Improvement plans for additional information.



Paved Shoulder (HSIPX-069-1(61)--3L-27)

| 3R_Shldr_Paved_Modified | | | |
|-------------------------|----------|----------|---------|
| STATION TO STATION | (P) Feet | Division | Remarks |
| 0+00 | 0+97 | 6-0 | 1 |
| 637+62 | 639+12 | 4 | 2 |
| 644+72 | 646+22 | 4 | 2 |
| 995+85 | 997+35 | 4 | 2 |
| 1003+24 | 1004+74 | 4 | 2 |
| 1022+05 | 1033+50 | 4 | 1 |

Combination Shoulder (with Widening) (HSIPX-069-1(61)--3L-27)

| 3R_Shldr_C_Overlay_Modified | | | | | |
|-----------------------------|----------|----------|------------|----------|---------|
| STATION TO STATION | (P) Feet | (G) Feet | (RBW) Feet | Division | Remarks |
| 0+97 | 10+50 | 4 | 1 | 4 | 1 |
| 790+75 | 792+25 | 4 | 1 | 4 | 2 |
| 798+58 | 800+08 | 4 | 1 | 4 | 2 |
| 1033+50 | 1034+90 | 4 | 1 | 4 | 1 |

Existing Strengthened Shoulder at Bridges

| 3R_Shldr_Paved_Modified | | | | |
|-------------------------|----------|----------|---------|-----|
| STATION TO STATION | (P) Feet | Division | Remarks | |
| 639+12 | 640+72 | 4 | 2 | UAC |
| 642+92 | 644+72 | 4 | 2 | UAC |
| 792+25 | 793+99 | 4 | 2 | UAC |
| 796+45 | 798+58 | 4 | 2 | UAC |
| 995+85 | 999+49 | 4 | 2 | UAC |
| 1001+29 | 1001+99 | 4 | 2 | UAC |
| 1002+10 | 1003+24 | 4 | 2 | UAC |

General Notes:

- 1. Stationing on typical sections does not include gapping for paved sideroads and entrances. Refer to Details.
- 2. See Tab 100-25 for Pavement quantities.
- 3. See Tab 112-9 for Granular Shoulder quantities.
- 4. See Tab 106-5 for Base Widening quantities.

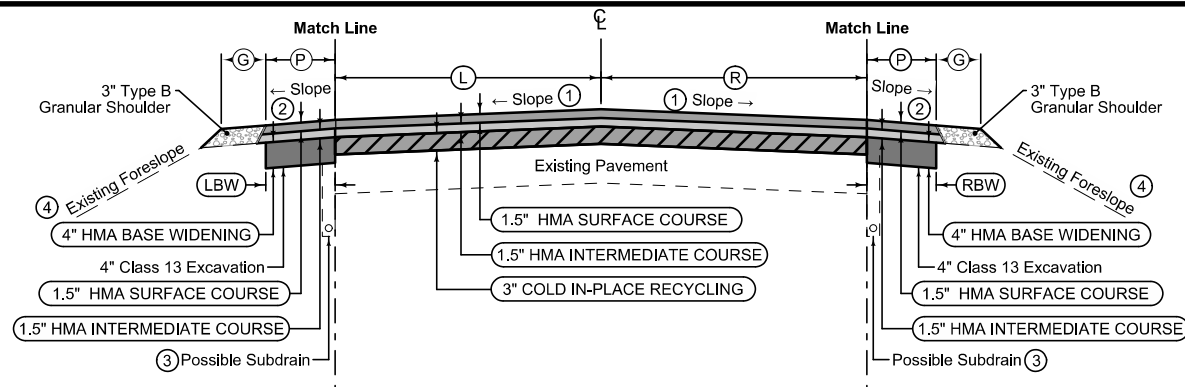
US 69 Milling, HMA Resurfacing, and Widening

(From Beginning of Project to South of 18th St in Leon)

(From Park Ln / Blakes Ln in Osecola to End of Project)

Combination Shoulder (with 4' Widening) (HSIPX-069-1(61)--3L-27)

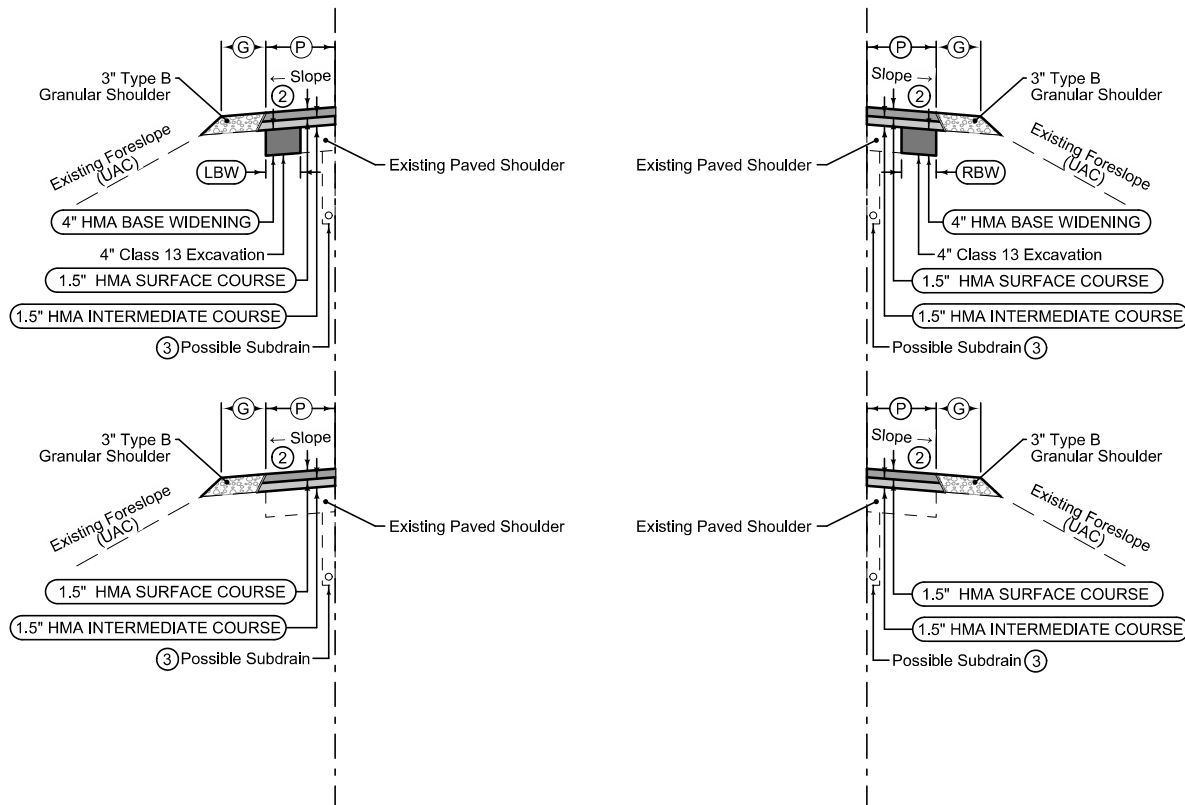
| 3R_Shldr_C_Overlay_ Modified | | | | | |
|---------------------------------|-------------|-------------|---------------|----------|---|
| STATION TO STATION | (P) Feet | (G) Feet | (LBW) Feet | Division | |
| 10+50 | 13+20.4 | 4 | 1 | 4 | 1 |
| 13+20.4 | 115+95 | 4 | 1 | 4 | 2 |
| 121+11 | 141+17 | 4 | 1 | 4 | 2 |
| 148+00 | 168+50 | 4 | 1 | 4 | 2 |
| 173+21 | 270+60 | 4 | 1 | 4 | 2 |
| 281+25 | 297+67 | 4 | 1 | 4 | 2 |
| 308+02 | 327+93 | 4 | 1 | 4 | 2 |
| 337+17 | 384+04 | 4 | 1 | 4 | 2 |
| 394+92 | 454+58 | 4 | 1 | 4 | 2 |
| 455+37 | 637+62 | 4 | 1 | 4 | 2 |
| 646+22 | 790+75 | 4 | 1 | 4 | 2 |
| 800+08 | 940+82 | 4 | 1 | 4 | 2 |
| 946+66 | 954+90 | 4 | 1 | 4 | 2 |
| 989+90 | 995+85 | 4 | 1 | 4 | 2 |
| 1004+74 | 1005+80.6 | 4 | 1 | 4 | 2 |
| 1005+80.6 | 1022+05 | 4 | 1 | 4 | 1 |



MAINLINE (STP-069-1(60)--2C-27)

| 3R_MillingOverlay_ Modified | | | | | |
|--------------------------------|---------------|-------------|----------|---------|---|
| STATION TO STATION | (L) Feet | (R) Feet | Division | Remarks | |
| 10+50 | 13+20.4 | 12 | 12 | 1 | |
| 13+20.4 | 120+26.2 (E1) | 12 | 12 | 2 | |
| 120+16.2 (E1) | 637+62 | 12 | 12 | 2 | End CIR at 637+62 |
| 646+22 | 790+75 | 12 | 12 | 2 | Begin CIR at 646+22 / End CIR at 790+75 |
| 800+08 | 995+85 | 12 | 12 | 2 | Begin CIR at 800+08 / End CIR at 995+85 |
| 1004+74 | 1005+80.6 | 12 | 12 | 2 | Begin CIR at 1004+74 |
| 1005+80.6 | 1022+05 | 12 | 12 | 1 | End CIR at 1022+05 |

EQUATION STATION: (E1) 120+26.2 (BK) = 120+16.2 (AH)



Combination Shoulder (with 4' Widening) (HSIPX-069-1(61)--3L-27)

| 3R_Shldr_C_Overlay_ Modified | | | | | |
|---------------------------------|-------------|-------------|---------------|----------|---|
| STATION TO STATION | (P) Feet | (G) Feet | (LBW) Feet | Division | |
| 10+50 | 13+20.4 | 4 | 1 | 4 | 1 |
| 13+20.4 | 115+95 | 4 | 1 | 4 | 2 |
| 121+11 | 141+17 | 4 | 1 | 4 | 2 |
| 148+00 | 168+50 | 4 | 1 | 4 | 2 |
| 173+21 | 270+60 | 4 | 1 | 4 | 2 |
| 281+25 | 297+67 | 4 | 1 | 4 | 2 |
| 308+02 | 327+93 | 4 | 1 | 4 | 2 |
| 337+17 | 384+04 | 4 | 1 | 4 | 2 |
| 394+92 | 637+62 | 4 | 1 | 4 | 2 |
| 646+22 | 790+75 | 4 | 1 | 4 | 2 |
| 800+08 | 940+82 | 4 | 1 | 4 | 2 |
| 946+66 | 954+90 | 4 | 1 | 4 | 2 |
| 969+46 | 978+55 | 4 | 1 | 4 | 2 |
| 989+90 | 995+85 | 4 | 1 | 4 | 2 |
| 1004+74 | 1005+80.6 | 4 | 1 | 4 | 2 |
| 1005+80.6 | 1021+10 | 4 | 1 | 4 | 1 |

Combination Shoulder (with 2' Widening) (HSIPX-069-1(61)--3L-27)

| 3R_Shldr_C_Overlay_ Modified | | | | | |
|---------------------------------|---------------|-------------|---------------|----------|---|
| STATION TO STATION | (P) Feet | (G) Feet | (LBW) Feet | Division | |
| 115+95 | 120+26.2 (E1) | 4 | 1 | 2 | 2 |
| 120+16.2 (E1) | 121+11 | 4 | 1 | 2 | 2 |
| 141+17 | 148+00 | 4 | 1 | 2 | 2 |
| 168+50 | 173+21 | 4 | 1 | 2 | 2 |
| 270+60 | 281+25 | 4 | 1 | 2 | 2 |
| 297+67 | 308+02 | 4 | 1 | 2 | 2 |
| 327+93 | 337+17 | 4 | 1 | 2 | 2 |
| 384+04 | 394+92 | 4 | 1 | 2 | 2 |
| 454+58 | 455+37 | 4 | 1 | 2 | 2 |
| 940+82 | 946+66 | 4 | 1 | 2 | 2 |
| 954+90 | 961+36 | 4 | 1 | 2 | 2 |

EQUATION STATION: (E1) 120+26.2 (BK) = 120+16.2 (AH)

Combination Shoulder (with 2' Widening) (HSIPX-069-1(61)--3L-27)

| 3R_Shldr_C_Overlay_ Modified | | | | | |
|---------------------------------|---------------|-------------|---------------|----------|---|
| STATION TO STATION | (P) Feet | (G) Feet | (LBW) Feet | Division | |
| 115+95 | 120+26.2 (E1) | 4 | 1 | 2 | 2 |
| 120+16.2 (E1) | 121+11 | 4 | 1 | 2 | 2 |
| 141+17 | 148+00 | 4 | 1 | 2 | 2 |
| 168+50 | 173+21 | 4 | 1 | 2 | 2 |
| 270+60 | 281+25 | 4 | 1 | 2 | 2 |
| 297+67 | 308+02 | 4 | 1 | 2 | 2 |
| 327+93 | 337+17 | 4 | 1 | 2 | 2 |
| 384+04 | 394+92 | 4 | 1 | 2 | 2 |
| 940+82 | 946+66 | 4 | 1 | 2 | 2 |
| 954+90 | 969+46 | 4 | 1 | 2 | 2 |
| 978+55 | 989+90 | 4 | 1 | 2 | 2 |

EQUATION STATION: (E1) 120+26.2 (BK) = 120+16.2 (AH)

Combination Shoulder (HSIPX-069-1(61)--3L-27)

| 3R_Shldr_C_Overlay_ Modified | | | | |
|---------------------------------|-------------|-------------|----------|---|
| STATION TO STATION | (P) Feet | (G) Feet | Division | |
| 961+36 | 989+90 | 4 | 1 | 2 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Combination Shoulder (HSIPX-069-1(61)--3L-27)

| 3R_Shldr_C_Overlay_ Modified | | | | |
|---------------------------------|-------------|-------------|----------|---|
| STATION TO STATION | (P) Feet | (G) Feet | Division | |
| 1021+10 | 1022+05 | 4 | 1 | 1 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

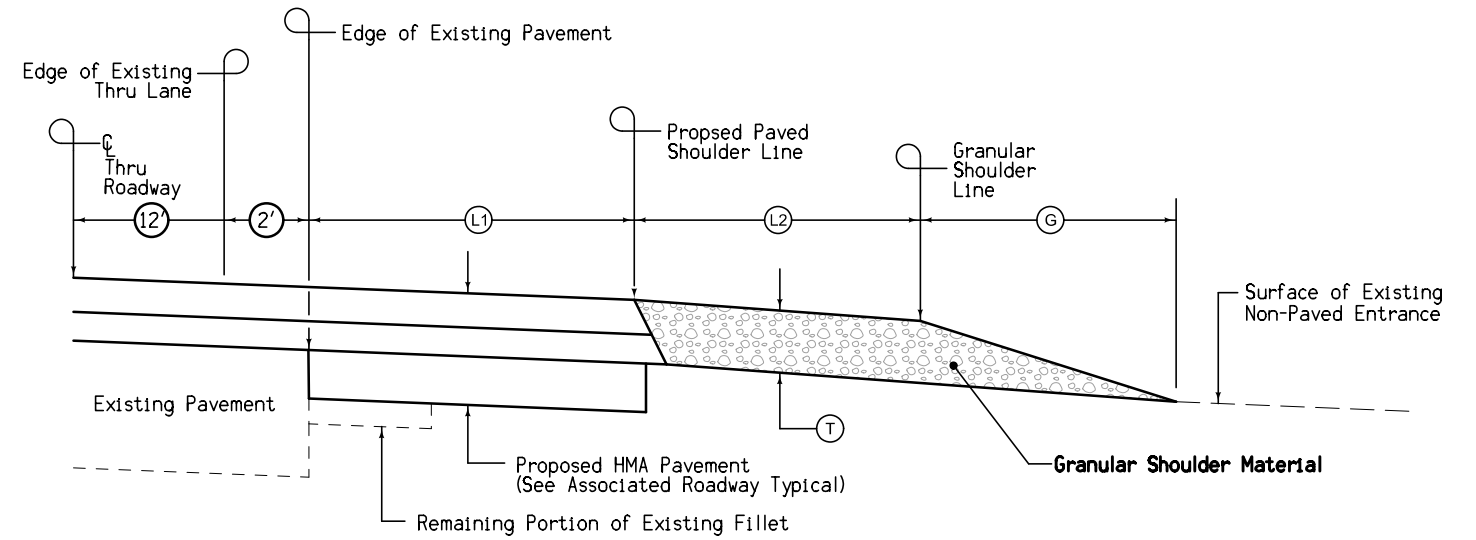
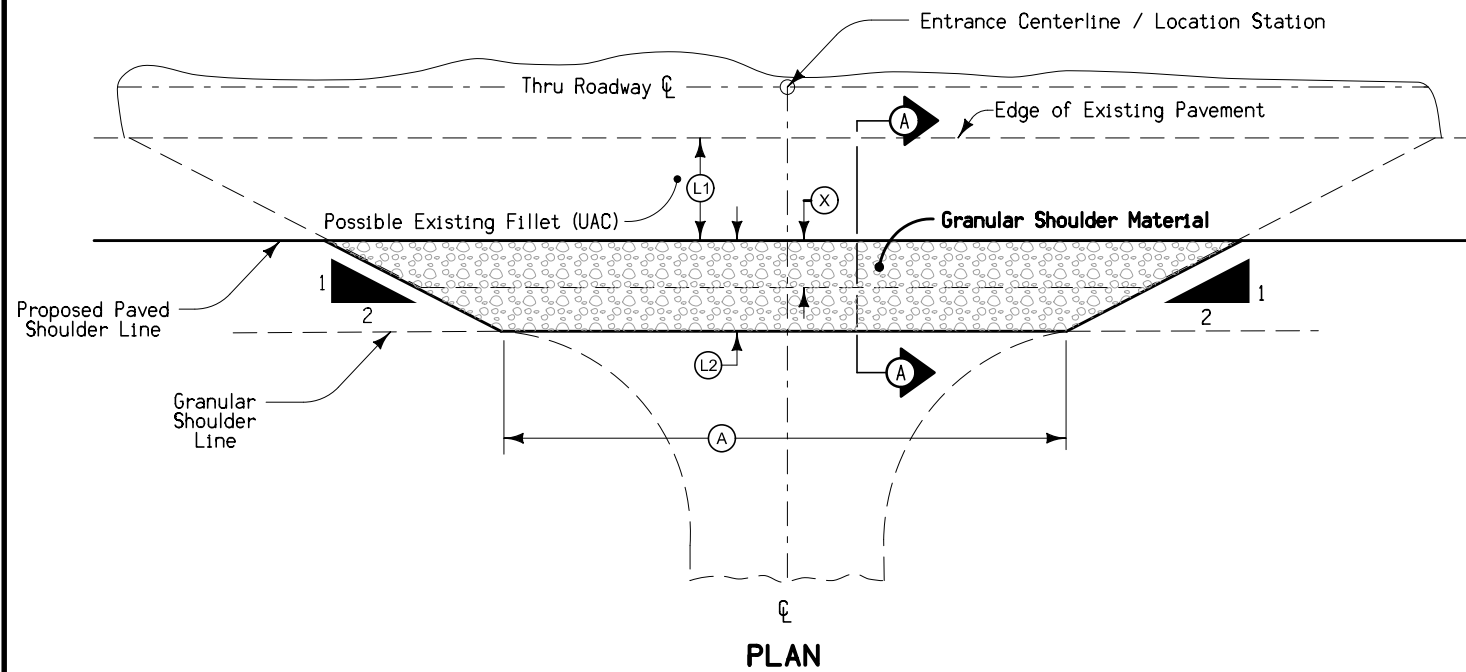
- ① Finished slope shall match existing pavement except the minimum allowable slope is 2.0% and the maximum allowable slope is 3.0%. Section may be modified as directed by the Engineer through areas of special shapig.
- ② Finished slope of Shoulder shall have a minimum allowable slope of 4% and a maximum allowable slope of 6%. Section may be modified as directed by the Engineer through areas of special shapig.
- ③ UAC existing subdrain. All existing subdrain shall remain functional at all times (do not plug or crush). New subdrain shall be in contact with the granular material below the existing mainline pavement (see Tab 104-9 on CS sheets for proposed locations).
- ④ Ditch Improvement project (STPN-069-2(29)--2J-20) occurs between Station 1001+29 and 1011+35. Refer to Ditch Improvement plans for additional information.

General Notes:

- 1. Stationing on typical sections does not include gapping for paved sideroads and entrances. Refer to Details.
- 2. See Tab 100-25 for Pavement quantities.
- 3. See Tab 112-9 for Granular Shoulder quantities.
- 4. See Tab 106-5 for Base Widening quantities.

US 69 Cold In-Place Recycling, HMA Resurfacing, and Widening
(From South of 18th St in Leon to Park Ln / Blakes Ln in Osecola)

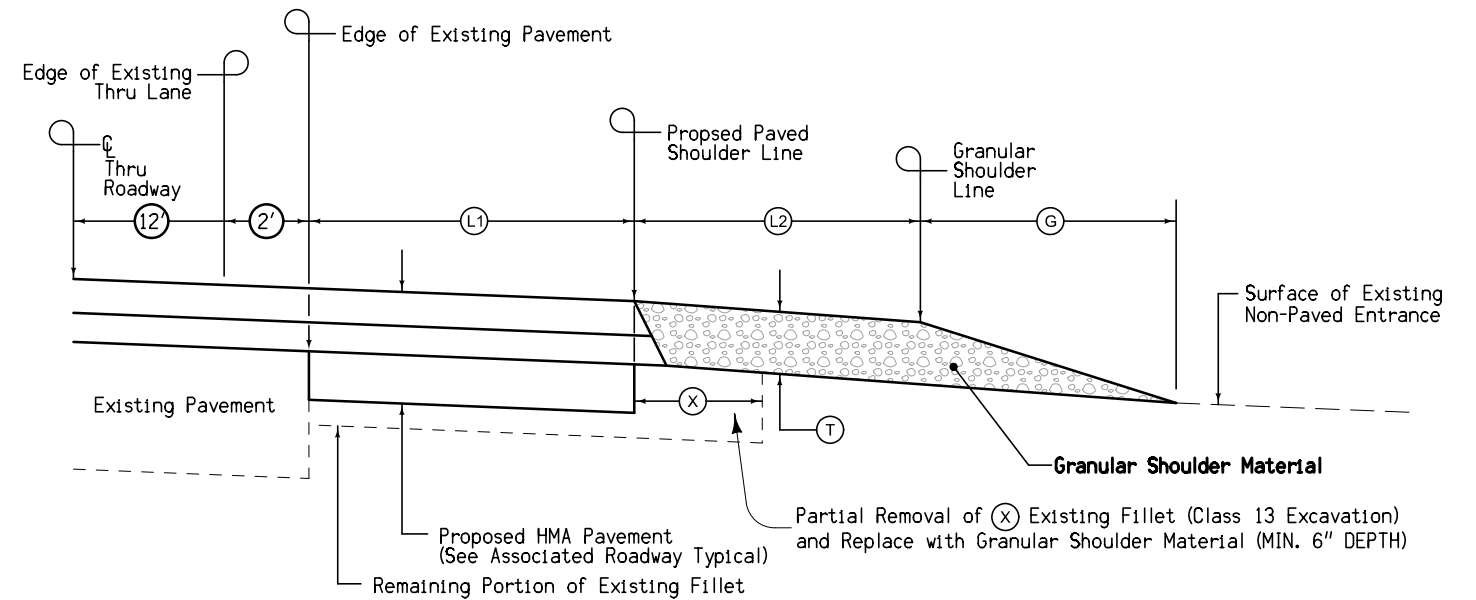
CASE 'A' - Existing Paved Fillet Less Than or Equal to Proposed Paved Shoulder Line



SECTION A-A

CASE 'B' - Existing Paved Fillet Greater Than Proposed Paved Shoulder Line

| ENTRANCE TABULATION | | | | | | | | | | | |
|---------------------|-------|----------|-----------|-----------|----------|------------|----------|--|--|-----------------------|---------------------|
| LOCATION STATION | Side | (A) Feet | (L1) Feet | (L2) Feet | (G) Feet | (T) Inches | (X) Feet | Class 13 Excavation for Fillet Removal (CASE B) CY | Granular Shldr Material for Fillet Replacement (CASE B, 140 lbs/cf) TONS | PROJECT NUMBER | FUNDING DIVISION |
| CASE 'A' TABULATION | | | | | | | | | | | |
| XX+XX | RT/LT | X | X | X | X | X.X | -- | -- | -- | HSIPX-069-1(61)-3L-27 | DIV. 1 (IDOT URBAN) |
| CASE 'B' TABULATION | | | | | | | | | | | |
| XX+XX | RT/LT | X | X | X | X | X | X | XX | XX.XXX | HSIPX-069-1(61)-3L-27 | DIV. 1 (IDOT URBAN) |
| TOTALS | | | | | | | | 16.3 | XX.XXX | HSIPX-069-1(61)-3L-27 | DIV. 1 (IDOT URBAN) |
| TOTALS | | | | | | | | 16.6 | XX.XXX | HSIPX-069-1(61)-3L-27 | DIV. 2 (IDOT RURAL) |



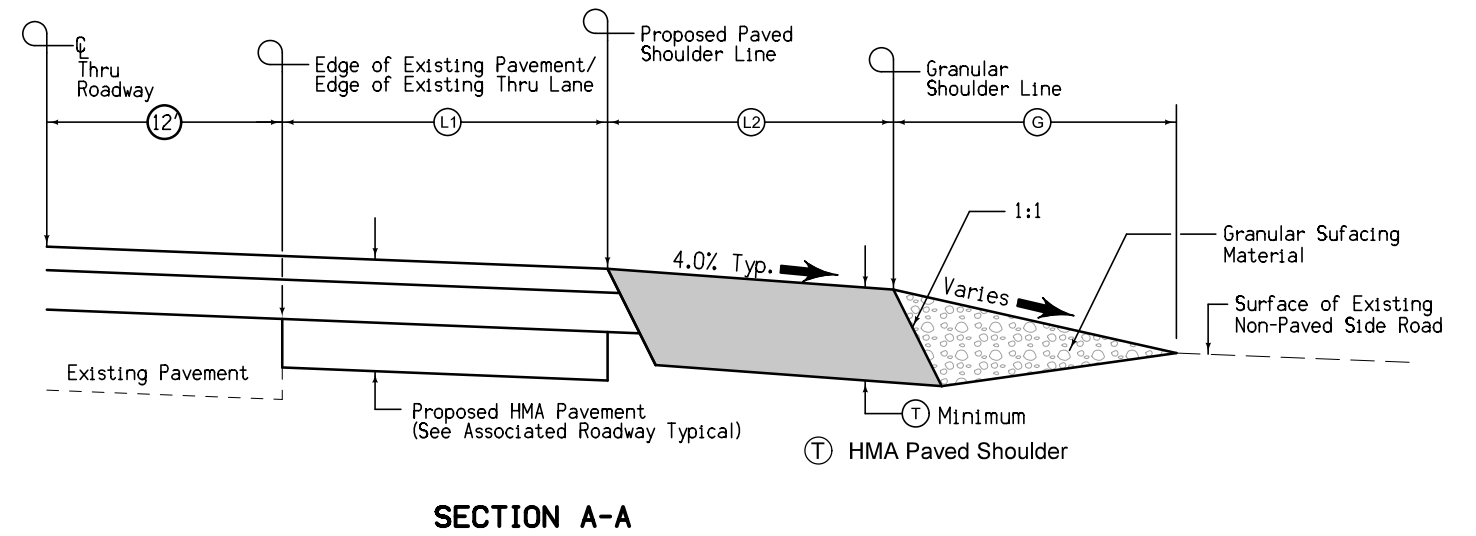
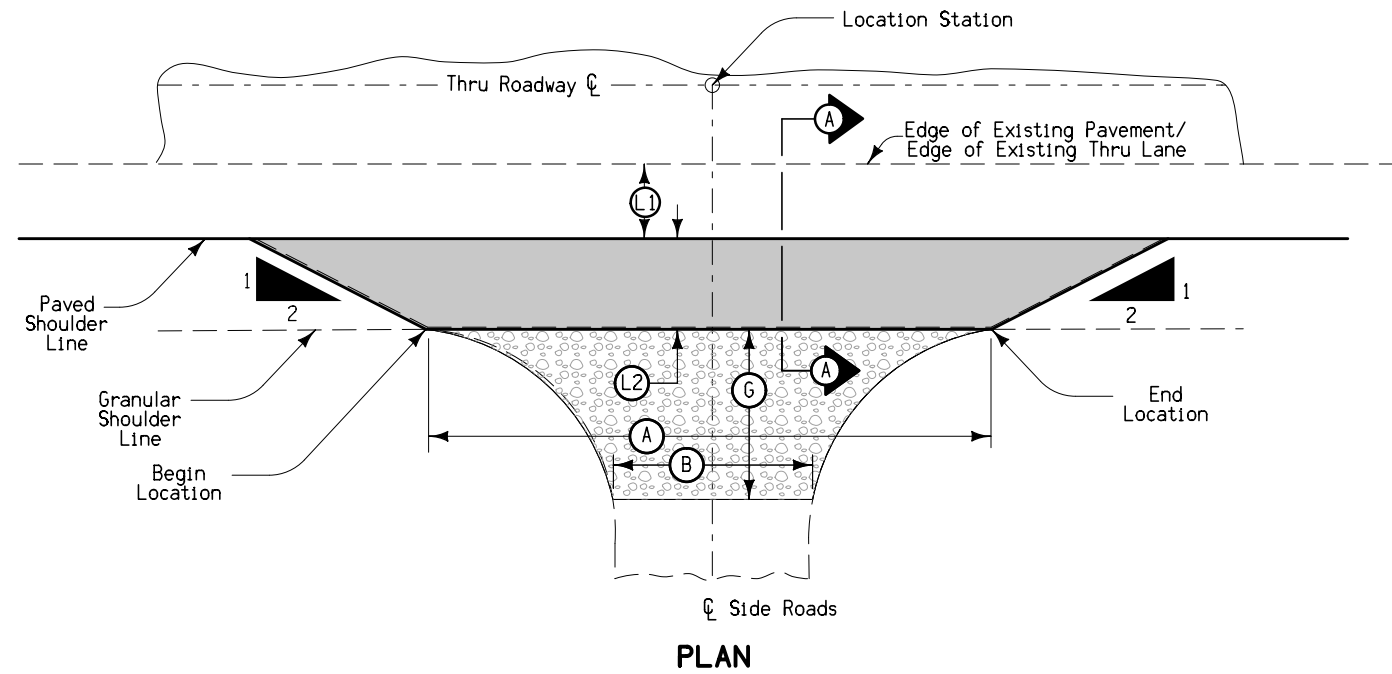
SECTION A-A

GENERAL NOTES:

1. Refer to Tab 100-25 (HMA Pavement) and 106-5 (Base Widening) on the C Sheets for HMA Pavement, Widening, and Excavation Quantities associated with Dimension (L1).
2. Granular Shoulder Material Quantities associated with Dimensions (L2) and (G) are tabulated on Tab. 112-9 (Shoulders) on C Sheets. Refer to notes on Roadway Typical Sections on B sheets for more information.
3. Special shaping of existing surface prior to placement of shoulder may be required by the Engineer and is incidental to other work on the project.

① Existing Fillet Length is measured from the Edge of Existing Thru Lane. Edge of Existing Thru Lane is 2' inside the Existing Edge of Pavement

**GRANULAR SHOULDER
CONSTRUCTION THRU ENTRANCES**



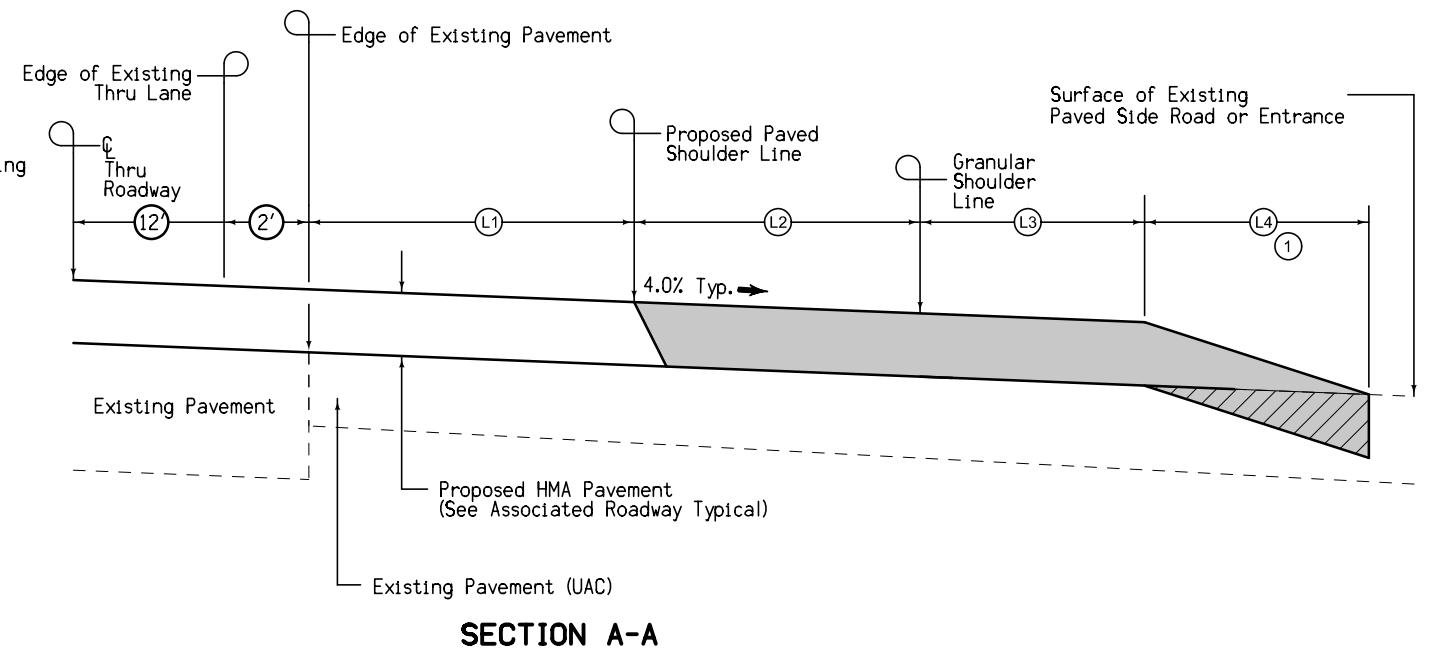
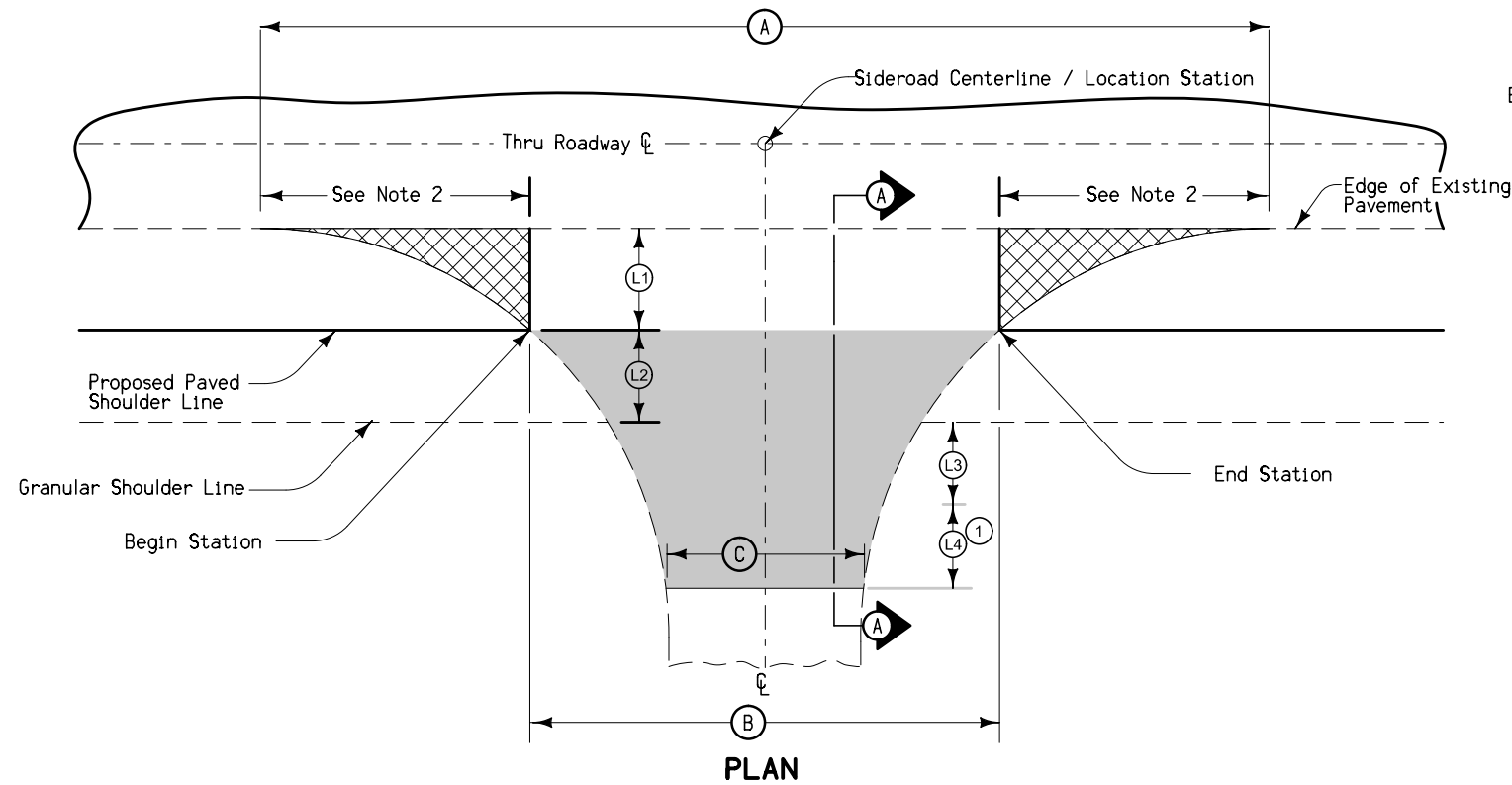
SECTION A-A

| Location | Side | Mile Post | Location Station | Begin Station | End Station | A | B | T | L1 | L2 | G | Class 13 Excavation, Waste | | Paved Shoulder, Hot Mix Asphalt, Mixture, 9" | |
|----------|-------|-----------|------------------|---------------|-------------|----|----|---|----|----|----|--|--|--|--|
| | | | | | | | | | | | | (HSIPX-069-1(61)--3L-27, Division 1, IDOT URBAN) | (HSIPX-069-1(61)--3L-27, Division 2, IDOT RURAL) | (HSIPX-069-1(61)--3L-27, Division 1, IDOT URBAN) | (HSIPX-069-1(61)--3L-27, Division 2, IDOT RURAL) |
| | | | | | | | | | | | | CY | CY | SY | SY |
| STREET | RT/LT | X.XX | XX+XX | XX+XX | XX+XX | XX | XX | X | X | X | XX | XX.X | XX.X | XX.X | XX |

GENERAL NOTES:

1. Refer to Tab 100-25 (HMA Pavement) and 106-5 (Base Widening) on the C Sheets for HMA Pavement, Widening, and Excavation Quantities associated with Dimension (L1).
2. Quantities associated with Dimensions (L1), (L2), and (G) are tablaed on Tab 112-9 (Shoulders) on the C Sheets.
3. Special shaping of existing surface prior to placement of fillet or fillet extension may be required by the Engineer and is incidental to other work on the project.

FILLET FOR NON-PAVED SIDE ROADS



1 Refer to Modified Standard Road Plan PR-202 (Notches for Resurfacing) on U Sheets for more information.

| Location | Side | Location Station | Begin Station | End Station | Existing Surface Material | 1 Type of Notch | A Feet | B Feet | C Feet | L1 Feet | L2 Feet | L3 Feet | 1 L4 Feet | Project Number | Funding Division | Remarks |
|----------|-------|------------------|---------------|-------------|---------------------------|--------------------|-----------|-----------|-----------|------------|------------|------------|-----------------|-----------------------|-------------------------|---------|
| STREET | RT/LT | XX+XX | XX+XX | XX+XX | XX | NX | -- | XX | XX | X | X | X | X | HSPX-069-1(61)--3L-27 | DIVISION 1 (IDOT URBAN) | |
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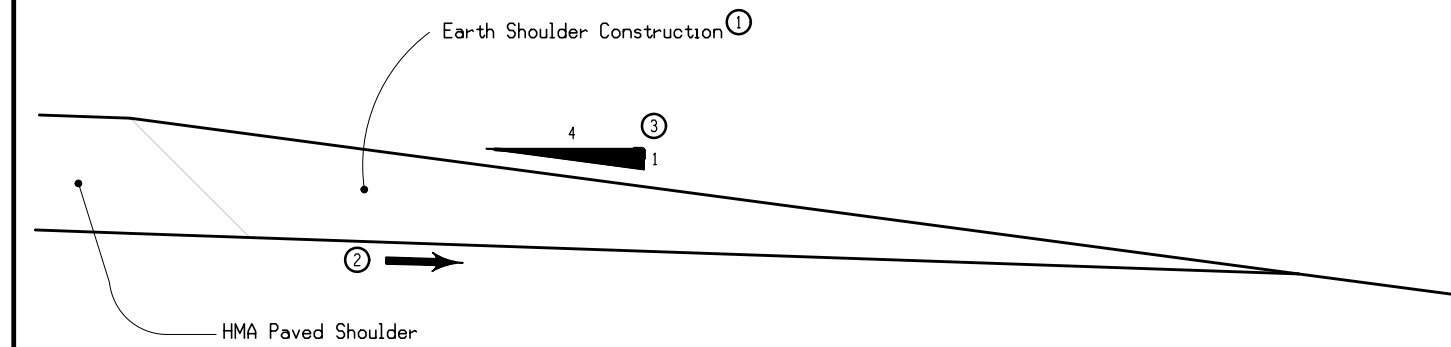
- GENERAL NOTES:
- Refer to Tab 100-25 and 102-16 on the C Sheets for Pavement and Scarification Quantities associated with Dimension L1.
 - Values associated with Dimensions L2, L3, and L4 fall under the referenced Project Number and Funding Division. Refer to Tab 100-25 and 102-16 on the C Sheets for Pavement and Scarification Quantities.
 - Refer to Tab 108-22 on the C Sheets for STOP LINE (SLW2) at each of the Side Road locations listed on Detail 7149-M.
 - The existing sideroad/entrance pavement outside the limits of Dimension B shall be removed and included in the cost of Class 13 Excavation. Class 13 Excavation and Base Widening (Tab 106-5) shall NOT occur within the limits of Dimension B.
 - Dimensions are approximate and shall match existing.

HMA RUNOUT FOR
PAVED SIDE ROADS OR PAVED ENTRANCES

7146-M
Modified

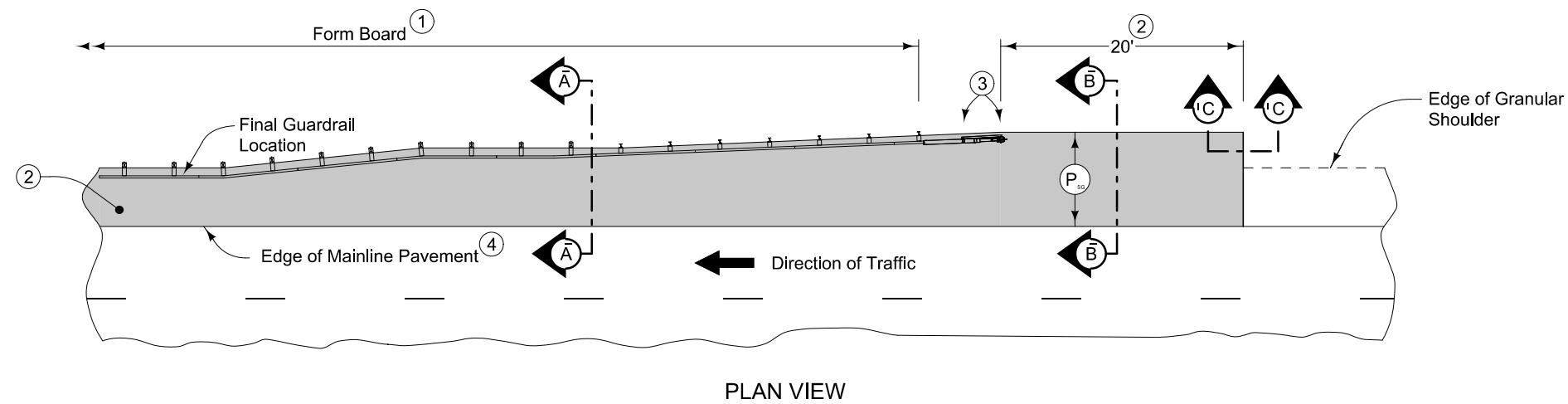
General Notes:

A. This typical illustrates the construction requirements for an Earth fillet at the edge of a paved shoulder.



- ① "Earth Shoulder Construction" is bid per station per side. Refer to Typical on Sheet B.1 and Tab 112-9 (Shoulders) on C Sheets.
- ② Match slope of under side of shoulder pavement.
- ③ A foreslope of 4:1 or flatter shall be provided in most locations. Ditch Improvement project (STPN-069-2(29)--2J-20) occurs between Station 1000+29 to 1011+35 and shall require a 3:1 foreslope. Refer to Ditch Improvement plans for additional information.

**EARTH FOR
PAVED SHOULDER FILLET**



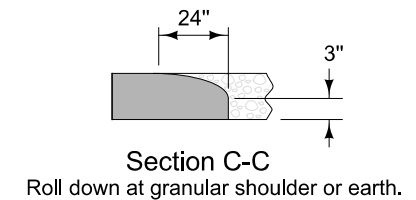
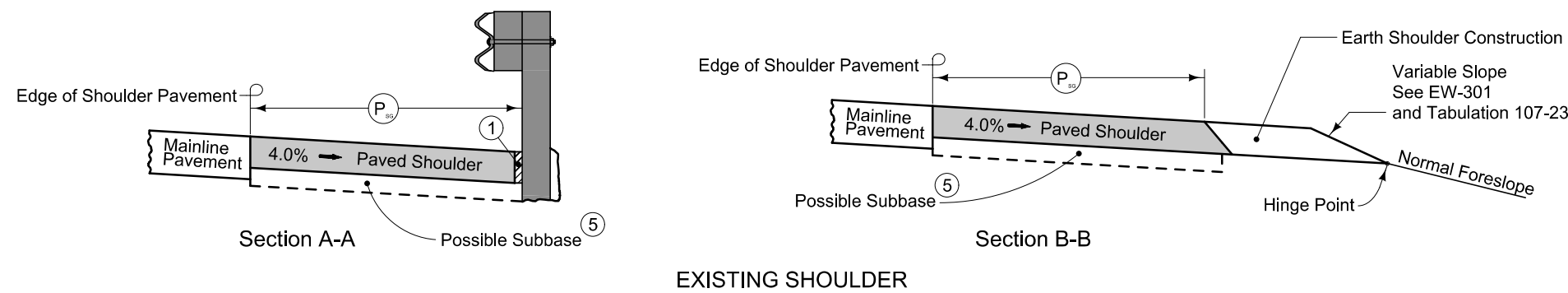
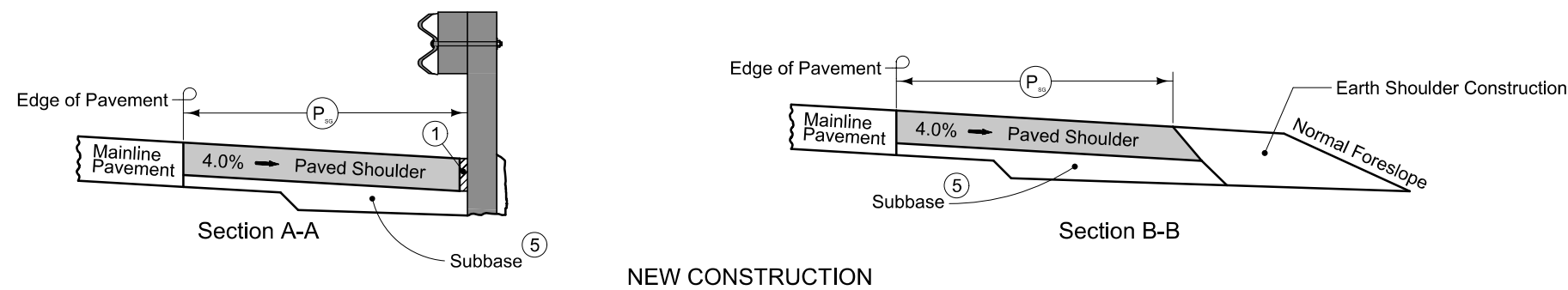
9" HMA Paved Shoulder at guardrail. 8" PCC may be substituted with the following jointing layout:

Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at P/2 from edge of mainline pavement when P is greater than 10' wide. Terminate longitudinal joint at transverse joint less than 10' in length.

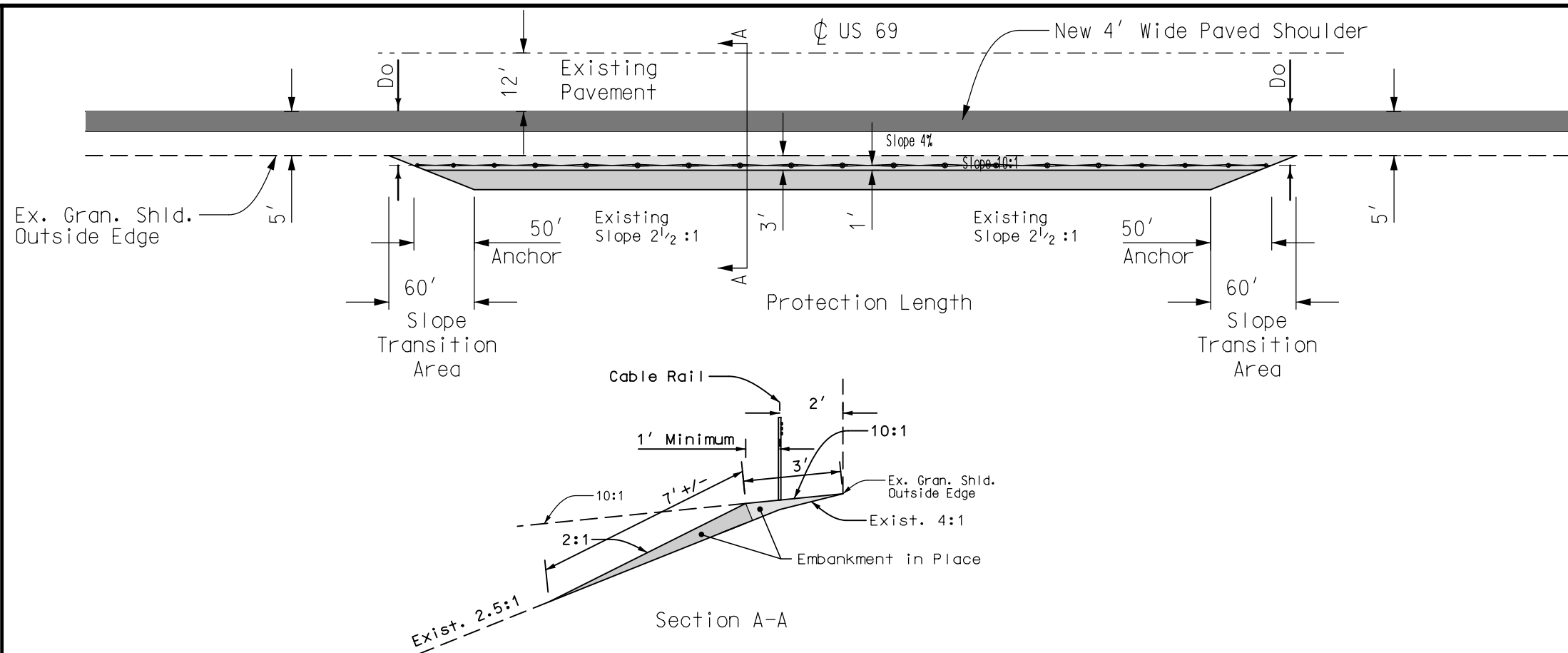
Compaction of HMA is required to face of guardrail post. Hand compaction will be allowed under guardrail. Removal and reinstallation of guardrail will be allowed with no additional payment.

Refer to Tabulation 112-9 for shoulder quantities.

- ① PCC option only: When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown.
- ② Continue paved shoulder 20 feet beyond the center of the first post.
- ③ Shoulder may be notched for first 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
- ④ 'KT' joint (per PV-101) for PCC shoulder. 'B' joint (per PV-101) for HMA shoulder.
- ⑤ Refer to other details in the plan.



PAVED SHOULDER AT GUARDRAIL
(GRANULAR SHOULDER ADJACENT TO MAINLINE)



TYPICAL GRADING LAYOUT
HIGH TENSION CABLE GUARDRAIL

ESTIMATED PROJECT QUANTITIES AND REFERENCE NOTES

Roadway - DIVISION 1: Iowa DOT and Federal Participation (URBAN)
 Roadway - DIVISION 2: Iowa DOT and Federal Participation (RURAL)
 Roadway - DIVISION 3: Iowa DOT (100%)

| Item no. | Item Code | Item | Unit | Quantities | | | | Estimate Reference Notes |
|----------|--------------|--|------|----------------------|----------------------|----------------------|-----------|---|
| | | | | Estimated | | | | |
| | | | | Roadway - DIVISION 1 | Roadway - DIVISION 2 | Roadway - DIVISION 3 | Total | |
| 1 | 2101-0850002 | CLEARING AND GRUBBING | UNIT | | 239.6 | | 239.6 | Refer to Tab 110-17 on C Sheets. All wood material generated as a result of Clearing and Grubbing must be disposed of according to Iowa Department of Agriculture and Land Stewardship Emerald Ash Borer Quarantine Order. For more information see www.iowatreepests.com . |
| 2 | 2125-2225050 | RESHAPING DITCHES | STA | | 1 | | 1 | Refer to Tab 3R-CULV on C Sheets. |
| 3 | 2128-0000200 | CONTRACTOR STOCKPILED SHOULDER MATERIAL | TON | | | 1,009.65 | 1,009.65 | Refer to Tab 110-13 on C-sheets. Refer to Developmental Specification DS-15007. So as to help minimize the square footage of land space area needed for stockpiling each specific different material - class A rock or HMA milling - at the Maintenance garage, the contractor shall consolidate and stockpile the dump trucked material(s) to a singular stockpile for each material type, to a height of approximately 10 feet. |
| 4 | 2212-0475095 | CLEANING AND PREPARATION OF BASE | MILE | | 19.62 | | 19.62 | This bid item includes: 19.62 miles of two lane roadway. |
| 5 | 2212-5070310 | PATCHES, FULL-DEPTH REPAIR | SY | 330.2 | 2,449.2 | | 2,779.4 | Refer to Tab 102-6C on C Sheets. Tabulation includes 15% contingency. |
| 6 | 2212-5070330 | PATCHES BY COUNT (REPAIR) | EACH | 34 | 282 | | 316 | |
| 7 | 2214-5145150 | PAVEMENT SCARIFICATION | SY | 6,226.7 | 5,400 | | 11,626.7 | Refer to Tab 100-25 on C Sheets. |
| 8 | 2303-1032500 | HOT MIX ASPHALT STANDARD TRAFFIC, INTERMEDIATE COURSE, 1/2 IN. MIX | TON | 979.304 | 22,829.106 | | 23,808.41 | Refer to Tab 100-25 on C Sheets. Tabulation includes 5% contingency for irregularities. |
| 9 | 2303-1033500 | HOT MIX ASPHALT STANDARD TRAFFIC, SURFACE COURSE, 1/2 IN. MIX, NO SPECIAL FRICTION REQUIREMENT | TON | 979.304 | 22,829.106 | | 23,808.41 | |
| 10 | 2303-1258283 | ASPHALT BINDER, PG 58-28S, STANDARD TRAFFIC | TON | 117.516 | 2,739.492 | | 2,857.008 | |
| 11 | 2303-6911000 | HOT MIX ASPHALT PAVEMENT SAMPLES | LS | | 1 | | 1 | |

| Item no. | Item Code | Item | Unit | Quantities | | | | Estimate Reference Notes |
|----------|--------------|--|------|----------------------|----------------------|----------------------|-----------|--|
| | | | | Estimated | | | | |
| | | | | Roadway - DIVISION 1 | Roadway - DIVISION 2 | Roadway - DIVISION 3 | Total | |
| 12 | 2303-7000610 | PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE FOR HMA MIXTURE LABORATORY VOIDS (FORMULA - BY PAY FACTOR) | EACH | | 31,657.47 | | 31,657.47 | |
| 13 | 2303-7000620 | PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE FOR HMA MIXTURE FIELD VOIDS (FORMULA - BY PAY FACTOR) | EACH | | 31,657.47 | | 31,657.47 | |
| 14 | 2317-7000120 | PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE FOR HMA PAVEMENT SMOOTHNESS (BY SCHEDULE) | EACH | | 65,813.14 | | 65,813.14 | |
| 15 | 2318-1001100 | COLD IN-PLACE RECYCLED ASPHALT PAVEMENT | SY | 5,052.8 | 257,541.9 | | 262,594.7 | Refer to Tab 100-25 on C Sheets. When existing PCC patches, that are longer than 10 feet, or a group of shorter patches are in close proximity of each other are encountered, the Cold in Place Recycling (CIR) operation, at engineers discretion, shall gap / skip over, not CIR, the long PCC patch or patches. |
| 16 | 2318-1001220 | ASPHALT STABILIZING AGENT (FOAMED ASPHALT) | TON | 17.508 | 892.383 | | 909.891 | Refer to Tab 100-25 on C Sheets. Tabulation includes 5% contingency for irregularities. |
| 17 | 2402-2720100 | EXCAVATION, CLASS 20, FOR ROADWAY PIPE CULVERT | CY | 22 | | | 22 | Refer to Tab 3R-CULV on C Sheets. |
| 18 | 2527-9263109 | PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED | STA | 418.93 | 12,958.55 | | 13,377.48 | Tab 108-22 on C sheets includes quantities for applications of Pavement Markings to temporary driving surfaces and the final driving surface. One additional application has been added for edgelines and centerlines in Rural areas to accommodate the final application of Pavement Markings over Milled Shoulder Rumble Stripes and Milled Centerline Rumble Stripes, respectively. Refer to Modified Standard Road Plan PV-12 (Milled Shoulder Rumble Stripes) on U Sheets. The finish white edgelines shall be placed over the Rumble Stripes and the paint spray nozzle shall be slightly angled to paint the vertical edge of the rumble so as to gain some reflectivity for the traffic. Temporary edgelines shall be placed prior to Milled Rumble Stripe installation and shall be in the same location as the finish edgelines. |
| 19 | 2528-8445110 | TRAFFIC CONTROL | LS | | 1 | | 1 | Refer to Traffic Control Plan on J Sheets. |
| 20 | 2528-8445113 | FLAGGERS | EACH | | 0 | | 0 | See Proposal. |
| 21 | 2528-8445115 | PILOT CARS | EACH | | 0 | | 0 | See Proposal. |
| 22 | 2533-4980005 | MOBILIZATION | LS | | 1 | | 1 | |
| 23 | 2548-0000310 | MILLED CENTERLINE RUMBLE STRIPS, HMA SURFACE | STA | | 992.7 | | 992.7 | Refer to Tab 112-10 on C Sheets. |
| 24 | 2555-0000010 | DELIVER AND STOCKPILE SALVAGED MATERIALS | LS | | | 1 | 1 | Refer to Tab 110-13 on C Sheets. |

ESTIMATED PROJECT QUANTITIES AND REFERENCE NOTES

Roadway - DIVISION 1: Iowa DOT and Federal Participation (URBAN)

Roadway - DIVISION 2: Iowa DOT and Federal Participation (RURAL)

| Item no. | Item Code | Item | Unit | Quantities | | | Estimate Reference Notes |
|----------|--------------|--|------|----------------------|----------------------|-----------|---|
| | | | | Estimated | | | |
| | | | | Roadway - DIVISION 1 | Roadway - DIVISION 2 | Total | |
| 1 | 2121-7425020 | GRANULAR SHOULDERS, TYPE B | TON | 124.418 | 3,392.015 | 3,516.433 | Refer to Tab 112-9 on C Sheets. |
| 2 | 2123-7450000 | SHOULDER CONSTRUCTION, EARTH | STA | 2.7 | 10.6 | 13.3 | Refer to Tab 112-9 on C Sheets. |
| 3 | 2213-2713300 | EXCAVATION, CLASS 13, FOR WIDENING | CY | 469.4 | 9,058.3 | 9,527.7 | Refer to Tab 106-5 on C Sheets. |
| 4 | 2213-8201040 | BASE WIDENING, 4 IN. HOT MIX ASPHALT MIXTURE | SY | 3,117.6 | 81,307.3 | 84,424.9 | Refer to Tab 106-5 on C Sheets. |
| 5 | 2214-5145150 | PAVEMENT SCARIFICATION | SY | 1,159.3 | 509.8 | 1,669.1 | Refer to Tab 100-25 on C Sheets. |
| 6 | 2303-1032500 | HOT MIX ASPHALT STANDARD TRAFFIC, INTERMEDIATE COURSE, 1/2 IN. MIX | TON | 325.412 | 7,523.652 | 7,849.064 | Refer to Tab 100-25 on C Sheets. Tabulation includes 5% contingency for irregularities. |
| 7 | 2303-1033500 | HOT MIX ASPHALT STANDARD TRAFFIC, SURFACE COURSE, 1/2 IN. MIX, NO SPECIAL FRICTION REQUIREMENT | TON | 325.412 | 7,523.652 | 7,849.064 | |
| 8 | 2303-1258283 | ASPHALT BINDER, PG 58-28S, STANDARD TRAFFIC | TON | | 902.838 | 902.838 | |
| 9 | 2303-1258343 | ASPHALT BINDER, PG 58-34S, STANDARD TRAFFIC | TON | 39.05 | | 39.05 | |
| 10 | 2435-0600110 | INTAKE ADJUSTMENT, MINOR | EACH | | 1 | 1 | Refer to Tab 104-10 on C Sheets. Manhole boxouts in accordance with Road Standard PV-201 shall be required for each fixture adjustment. UMAR style adjustment rings shall NOT be used on this project. Contractor shall notify the County prior to adjusting fixtures. |
| 11 | 2505-4008120 | REMOVAL OF STEEL BEAM GUARDRAIL | LF | | 388 | 388 | Refer to Tab 110-7A on C Sheets. |
| 12 | 2505-4008300 | STEEL BEAM GUARDRAIL | LF | | 375 | 375 | Refer to Tab 108-8B on C Sheets. |
| 13 | 2505-4021720 | STEEL BEAM GUARDRAIL TANGENT END TERMINAL, BA-205 | EACH | | 4 | 4 | |
| 14 | 2505-6000111 | HIGH TENSION CABLE GUARDRAIL | LF | | 1,654 | 1,654 | Refer to Tabulation 108-9A and the project plans for locations and details. |
| 15 | 2505-6000121 | HIGH TENSION CABLE GUARDRAIL, END ANCHOR | EACH | | 8 | 8 | |
| 16 | 2528-8445110 | TRAFFIC CONTROL | LS | | 1 | 1 | Refer to Traffic Control Plan on J Sheets. |
| 17 | 2528-8445113 | FLAGGERS | EACH | | 0 | 0 | See Proposal. |
| 18 | 2528-8445115 | PILOT CARS | EACH | | 0 | 0 | See Proposal. |
| 19 | 2533-4980005 | MOBILIZATION | LS | | 1 | 1 | |

| Item no. | Item Code | Item | Unit | Quantities | | | Estimate Reference Notes |
|----------|--------------|--|------|----------------------|----------------------|---------|--|
| | | | | Estimated | | | |
| | | | | Roadway - DIVISION 1 | Roadway - DIVISION 2 | Total | |
| 20 | 2548-0000100 | MILLED SHOULDER RUMBLE STRIPS, HMA SURFACE | STA | | 1,985.4 | 1,985.4 | Refer to Tab 112-10 on C Sheets. Refer to Modified Standard Road Plan PV-12 (Milled Shoulder Rumble STRIPES) on U Sheets. |
| | | | | | | | |
| | | | | | | | |

| | |
|---|--------------------|
| PROJECT DESCRIPTION | 100-1D 10-18-05 |
| This project involves Cold In-Place Recycling, HMA Shoulder Construction, HMA Milling, and HMA Resurfacing. It also includes Patching, repair of Foreslope Erosion Slides, Longitudinal Subdrain installation, High Tension Cable Guardrail installation, and Steel Beam Guardrail updates. | |

SEE RC SHEETS FOR ADDITIONAL BID ITEMS AND QUANTITIES.

| INDEX OF TABULATIONS | | | 111-25 10-18-11 |
|-----------------------------|--|-------------|--------------------|
| Tabulation | Tabulation Title | Sheet No. | |
| C Sheets | | | |
| --- | ESTIMATED PROJECT QUANTITIES AND REFERENCE NOTES: STP-069-1(60)--2C-27 | C.1 - C.2 | |
| --- | ESTIMATED PROJECT QUANTITIES AND REFERENCE NOTES: HSIPX-069-1(61)--3L-27 | C.3 - C.4 | |
| 100-1D | PROJECT DESCRIPTION | C.5 | |
| 100-25 | HMA PAVEMENT | C.11 - C.14 | |
| 100-26 | INCIDENTAL ITEMS | C.6 | |
| 102-5 | EXISTING PAVEMENT | C.6 | |
| 102-6C | FULL-DEPTH PATCHES | C.8 - C.10 | |
| 102-16 | NOTCHES AND RUNOUTS FOR RESURFACING | C.10 | |
| 104-10 | ADJUSTMENT OF FIXTURES | C.7 | |
| 105-4 | STANDARD ROAD PLANS | C.5 | |
| 106-5 | AREAS FOR PAVEMENT OR BASE WIDENING | C.17 - C.18 | |
| 107-23 | GRADING FOR GUARDRAIL INSTALLATIONS | C.19 | |
| 107-24 | GRADING FOR HIGH TENSION CABLE GUARDRAIL INSTALLATIONS | C.20 | |
| 108-8B | STEEL BEAM GUARDRAIL FOR SIDE OBSTACLE (TWO-WAY PROTECTION) | C.19 | |
| 108-9A | HIGH TENSION CABLE GUARDRAIL | C.20 | |
| 108-22 | PAVEMENT MARKING LINE TYPES | C.22 - C.23 | |
| 110-7A | REMOVAL OF STEEL BEAM GUARDRAIL | C.19 | |
| 110-13 | DELIVERY AND STOCKPILING | C.6 | |
| 110-17 | CLEARING AND GRUBBING | C.7 | |
| 111-25 | INDEX OF TABULATIONS | C.5 | |
| 112-9 | SHOULDERS | C.15 - C.16 | |
| 112-10 | MILLED RUMBLE STRIPS | C.21 | |
| 3R-CULV | DRAINAGE STRUCTURE REPAIR WORK | C.7 | |

| STANDARD ROAD PLANS | | | 105-4 10-18-11 |
|---|----------|---|-------------------|
| The following Standard Road Plans apply to construction work on this project. | | | |
| Number | Date | Title | |
| BA-200 | 04-20-21 | Steel Beam Guardrail Components | |
| BA-201 | 04-19-22 | Steel Beam Guardrail Barrier Transition Section (MASH TL-3) | |
| BA-205 | 10-19-21 | Steel Beam Guardrail Tangent End Terminal (MASH TL-3) | |
| BA-211 | 10-21-14 | Steel Beam Guardrail Long - Span System for Post Conflicts | |
| BA-251 | 04-20-21 | Steel Beam Guardrail Installation at Side Object (Two-Way Protection) | |
| BA-351 | 10-19-21 | High Tension Cable Guardrail | |
| DR-303 | 10-17-17 | Subdrains (Longitudinal) | |
| DR-306 | 10-16-18 | Precast Concrete Headwall for Subdrain Outlets | |
| EW-105 | 04-21-15 | Reshaping Slopes and Ditches | |
| EW-301 | 04-20-21 | Guardrail Grading | |
| PM-110 | 04-21-20 | Line Types | |
| PM-120 | 10-21-14 | Stop Lines and Islands | |
| PM-420 | 10-15-19 | Two-Lane Roadway with no Turn Lanes (One-Way Stop Condition) | |
| PM-520 | 10-15-19 | Two-Lane Roadway with no Turn Lanes (Two-Way Stop Condition) | |
| PM-521 | 10-15-19 | Two-Lane Roadway with Right Turn Lanes | |
| PV-13 | 10-17-17 | Milled Centerline Rumble Strips | |
| PV-201 | 04-19-22 | Manhole Boxouts in HMA Pavement and HMA Overlays | |
| PV-202 | 04-21-20 | Hot Mix Asphalt Resurfacing | |
| PV-203 | 04-21-20 | HMA Base Widening | |
| SI-881 | 04-16-19 | Special Signs for Workzones | |
| TC-1 | 10-15-19 | Work Not Affecting Traffic (Two-Lane or Multi-Lane) | |
| TC-81 | 10-15-19 | Restricted Width Signing (Less Than 14.5 Feet) | |
| TC-202 | 10-19-21 | Work Within 15 ft of Traveled Way | |
| TC-213 | 10-15-19 | Lane Closure with Flaggers | |
| TC-231 | 10-15-19 | Slow Moving Vehicle Operating in the Traffic Lane | |
| TC-232 | 10-21-14 | Shoulder Rumble Strip Operations | |
| TC-233 | 10-17-17 | Pavement Marking Operations Two-Lane | |
| TC-251 | 10-15-19 | Temporary Road Closure | |
| TC-252 | 04-21-20 | Routes Closed to Traffic | |
| TC-282 | 10-15-19 | Uneven Lanes | |
| TC-283 | 10-15-19 | Surveying Operations | |

| | |
|---|--------------------|
| EMERALD ASH BORER | 232-10 04-18-17 |
| Any living, dead, cut or fallen material of the ash (Fraxinus spp.) including trees, nursery stock, logs, firewood, stumps, roots, branches, and composted or uncomposted ash chips can be freely moved within the yellow areas of the most recent Federal EAB Quarantine & Authorized Transit. | |
| https://www.aphis.usda.gov/plant_health/plant_pest_info/emerald_ash_b/downloads/eab_quarantine_map.pdf . | |
| Obtain appropriate Compliance Agreements from USDA APHIS PPQ prior to moving any of the above listed ash articles to areas outside the yellow zone on the map. | |
| For questions, concerns, and general assistance, contact: | |
| USDA APHIS PPQ, Iowa office, 515-414-3295 | |
| Or | |
| Iowa Department of Agriculture & Land Stewardship 515-725-1470 Entomology@IowaAgriculture.gov | |

| | |
|--|-------------------|
| UTILITIES (NOT A POINT 25 PROJECT) | 262-6 10-18-05 |
| This is NOT a POINT 25 project and is not subject to the provisions of IAC 761-115.25. | |

INCIDENTAL ITEMS

Special or unique items where method of measurement / basis of payment is not indicated in the specifications or other contract documents.

| No. | Incidental Item | Unit | Quantity | Incidental To | | Remarks |
|--|------------------|------|----------|---------------|--|----------|
| | | | | Item Code | Item | |
| 1 | Culvert Cleaning | CY | 22 | 2402-2720100 | Excavation, Class 20, for Roadway Pipe Culvert | Note (1) |
| (1) See Tab 3R_CULV, Note 1 for culvert interior flushing. Project STP-069-1(60)--2C-27 (DIVISION 1, URBAN). | | | | | | |

DELIVERY AND STOCKPILING

| Item Description | Quantity | Units | Delivery Location | Contact Name & Number | Remarks |
|----------------------|----------|-------|-----------------------------------|--------------------------------|---------|
| Steel Beam Guardrail | 388 | LF | IDOT Maintenance Garage - Leon | Ethan Andresen, (641) 446-6214 | Note 1 |
| HMA Millings | 1009.65 | TONS | IDOT Maintenance Garage - Osceola | Todd Netley, (515) 250-3374 | Note 2 |

Notes:

Note 1: All steel beam guardrail shall be delivered and stockpiled by the Contractor. Steel beam guardrail shall remain the property of the Iowa DOT. The wood posts are to be disposed or become the property of the Contractor. This work shall be bid as "Deliver and Stockpile Salvaged Materials".

Note 2: Includes scarified material identified on B sheets and C sheets. Material density = 135 lbs/ft3. This work shall be bid as "Contractor Stockpiled Shoulder Material". HMA Milling tonnage on this tab are half the millings accumulated during the scarification operation. Reduction is to account for possible 50% Max RAP usage in Flexible Pavement per Specification 2303.02.

EXISTING PAVEMENT

| No. | Location | | | | | Year | Type | Project Number | Surface | | Base | | Subbase | | Removal | | Coarse Aggregate | | | Reinforcement | Remarks | |
|-----|----------|-------|----------------|----------------------|--------------------|------|------|-----------------------|---------|-------|------|-------|---------|-------|---------|--------------|------------------|--------|------------------|---------------|--------------|------------------------|
| | County | Route | Dir. of Travel | Begin Ref. Loc. Sign | End Ref. Loc. Sign | | | | Type | Depth | Type | Depth | Type | Depth | Type | Depth | Source | Type | Durability Class | | | Type |
| | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 27 | US-69 | 1 | 19.26 | 20.22 | 2017 | M | MP-069-5(706)0--76-27 | PCC | 14 | | | | | | | | | | | PCC Patching | |
| 1 | 27 | US-69 | 1 | 19.26 | 20.22 | 1994 | | NA | AAC | 1.5 | BAC | 1.5 | | | | | | | | | | |
| 1 | 27 | US-69 | 1 | 19.26 | 20.22 | 1948 | | NA | PCC | 10 | | | | | | | | | | | | |
| 2 | 27 | US-69 | 1 | 20.22 | 30.79 | 2017 | M | MP-069-5(706)0--76-27 | PCC | 14 | | | | | | | | | | | | PCC Patching |
| 2 | 27 | US-69 | 1 | 20.22 | 30.79 | 2002 | | STP-69-1(28)--2C-27 | BAC | 1.5 | BAC | 2 | | | | OSCEOLA | | C.LST. | | | | 3' WIDENING W/3IN. BAC |
| 2 | 27 | US-69 | 1 | 20.22 | 30.79 | 1995 | | MP-69-5(700)20--76-27 | BSC | | | | | | | | | | | | | |
| 2 | 27 | US-69 | 1 | 20.22 | 30.79 | 1988 | | MP-69-5(3)0--76-27 | BSC | | | | | | | | | | | | | |
| 2 | 27 | US-69 | 1 | 20.22 | 30.79 | 1966 | | FN-69-1(2)--21-27 | AAC | 1 | | | | | | DR. JEFFRIES | | C.LST. | | | | |
| 2 | 27 | US-69 | 1 | 20.22 | 30.79 | 1952 | | P-1014 | BAC | 1.5 | TBB | 1.5 | | | | FERGUSON | | C.LST. | | | | |
| 2 | 27 | US-69 | 1 | 20.22 | 30.79 | 1929 | | FA-122B & FA-298 | PC7 | 7 | | | | | | EARLHAM | | C.LST. | 1 | | | OTHER AGG. |
| 3 | 20 | US-69 | 1 | 30.79 | 39.6 | 2017 | M | MP-069-5(706)0--76-27 | PCC | 14 | | | | | | | | | | | | PCC Patching |
| 3 | 20 | US-69 | 1 | 30.79 | 39.6 | 2002 | | STP-69-1(28)--2C-27 | AAC | 1.5 | BAC | 2 | | | | OSCEOLA | | C.LST. | | | | 3' WIDENING W/3IN. BAC |
| 3 | 20 | US-69 | 1 | 30.79 | 39.6 | 1997 | | MP-69-5(700)31--76-20 | BSC | | | | | | | TRACY-DIETZ | | C.LST. | | | | A19002 |
| 3 | 20 | US-69 | 1 | 30.79 | 39.6 | 1987 | | MP-69-5(2)--76-27 | BSC | | | | | | | | | | | | | |
| 3 | 20 | US-69 | 1 | 30.79 | 39.6 | 1966 | | FN-69-2(1)--21-20 | AAC | 1 | | | | | | JEFFRIES | | C.LST. | | | | |
| 3 | 20 | US-69 | 1 | 30.79 | 39.6 | 1952 | | P-1014 | BAC | 1.5 | TBB | 1.5 | | | | FERGUSON | | C.LST. | | | | |
| 3 | 20 | US-69 | 1 | 30.79 | 39.6 | 1929 | | FA-33AB | PC7 | 7 | | | | | | LE GRAND | | C.LST. | 1 | | | DUR=0 |
| 4 | 20 | US-69 | 1 | 39.6 | 40.76 | 2005 | | MP-69-5(701)40--76-20 | AAC | 1.5 | AAC | 1.5 | | | | | | | | | | |
| 4 | 20 | US-69 | 1 | 39.6 | 40.76 | 1948 | | NA | PCC | 10 | | | | | | | | | | | | |

CLEARING AND GRUBBING

| Location | | Work and Material Type | Trees, Stumps, and Logs and Down Timber Material Diameters | | | | | | | | | | | | | All Other Materials | | Estimated Quantities | | | Remarks |
|---|---------------------|-------------------------------|--|--------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------|---------------------|--------------|----------------------|------|-----------------------|---------|
| Station to Station or Ref. Loc. Sign to Ref. Loc. Sign or Description | Direction of Travel | | 3"-6" | >6"-9" | >9"-12" | >12"-15" | >15"-18" | >18"-24" | >24"-30" | >30"-36" | >36"-42" | >42"-48" | >48"-60" | >60"-72" | >72" | Length | Width | Units | Area | Herbicide Application | |
| | | | FT | FT | Units | Acres | Each | | | | | | | | | | | | | | |
| STP-069-1(60)--2C-27 (DIVISION 2, RURAL) | | | | | | | | | | | | | | | | | | | | | |
| 801+15 TO 801+25 | R | Trees - Clearing and Grubbing | | 4 | 4 | | | | | | | | | | | | | 42.4 | | | |
| 801+70 TO 805+10 | R | Trees - Clearing and Grubbing | | | | 8 | | | | | | | | | | | | 75.2 | | | |
| 802+70 | R | Trees - Clearing and Grubbing | | | | | | 1 | | | | | | | | | | 22.0 | | | |
| 9+75 TO 491+50 | B | Trees - Clearing and Grubbing | | | | | | | 2 | | | | | | | | | 100.0 | | | |
| STP-069-1(60)--2C-27 (DIVISION 2, RURAL) TOTALS | | | | | | | | | | | | | | | | | 239.6 | | | | |

DRAINAGE STRUCTURE REPAIR WORK

* Not a bid item
 ① UNCL = Unclassified Pipe CMP = Corrugated Metal Pipe RCP = Reinforced Concrete Pipe LCP = Arch or Elliptical Low Clearance Pipe SARC = Steel Arch Pipe

| No. | Location | Size | Kind Of Pipe | Length New Const. | Connected Pipe Joint* (DR-121) | New Apron | Flow Line Elevations | Remove and Reinstall Pipe Culvert | | | | Remove and Reinstall Apron | | | | Excavation, Class 20 | | Flowable Mortar | | Embankment In-Place | | Reshaping Ditch | | Remarks |
|--|-----------|------|--------------|-------------------|--------------------------------|-----------|----------------------|-----------------------------------|--|-----|--|----------------------------|--|-----|--|----------------------|--|-----------------|--|---------------------|--|-----------------|--|---|
| | | | | | | | | Linear Feet | | | | Each | | | | CY | | CY | | CY | | STA | | |
| | | | | | | | | Lt. | | Rt. | | Lt. | | Rt. | | Lt. | | Rt. | | Lt. | | Rt. | | |
| STP-069-1(60)--2C-27 (DIVISION 1, URBAN) | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1027+64.0 | 30 | CMP | | | | | | | | | | | | | 22 | | | | | | | | Note 1, 30" x 30' CMP, South of Mater Road in Osceola, Rt side. |
| STP-069-1(60)--2C-27 (DIVISION 1, URBAN) TOTALS | | | | | | | | | | | | | | | | 22 | | | | | | | | |
| STP-069-1(60)--2C-27 (DIVISION 2, RURAL) | | | | | | | | | | | | | | | | | | | | | | | | |
| | 985+27.0 | 18 | CMP | | | | | | | | | | | | | | | | | | | | | 1.00 Rt side. Reshape ditch 50 ft north and 50 ft south of entrance pipe. |
| STP-069-1(60)--2C-27 (DIVISION 2, RURAL) TOTALS | | | | | | | | | | | | | | | | 1.00 | | | | | | | | |
| Note 1: The interior of the culvert shall be flushed clean with water (volume for cleaning is approximated to equal the volume of the culvert). Flushing of the culvert will be considered incidental to Class 20 Excavation, see Tab 100-26. Note 2: For culvert flowlines, see Record Drawings 1931 F 33AB. | | | | | | | | | | | | | | | | | | | | | | | | |

ADJUSTMENT OF FIXTURES

| No. | Location Station | Type of Fixture | Adjustment |
|---|------------------|---|---|
| HSIPX-069-1(61)--3L-27 (DIVISION 2, RURAL) | | | |
| | 561+32.00 | Storm Intake | Located in Northbound Shoulder of US 69 at intersection with Clarke-Decatur Street. |
| TOTAL INTAKE ADJUSTMENTS = 1 (MINOR) | | HSIPX-069-1(61)--3L-27 (DIVISION 2, RURAL) | |

FULL-DEPTH PATCHES

Possible Standards: PR-101, PR-102, PR-103, PR-104, PR-105, and PR-140.

| Count | Location | | | Dimension | | | PCC Patches | | | | HMA Patches | Composite HMA | Subbase Patches | Subbase Patch w/ 'EF' Joint | Patch Subdrain | 'CD' Joints | 'CT' Joints | 'EF' Joints | Anchor Lugs Removal | Remarks | |
|---|-------------------------------------|-------------------------|------|-----------|-----------|-----------------|-------------|----------------|-----------|------------------|-------------|---------------|-----------------|-----------------------------|----------------|-------------|-------------|-------------|---------------------|-----------------|--|
| | Station | Reference Location Sign | Lane | Length | Width | Patch Thickness | With Dowels | Without Dowels | C R C | Ramp with Dowels | | | | | | | | | | | |
| | L, R, or B | FT | FT | IN | PR-103 SY | PR-102 SY | PR-104 SY | PR-105 SY | PR-140 SY | PR-101 SY | | | | | | | | | | | PR-101 or PR-140 No. |
| STP-069-1(60)--2C-27 (DIVISION 1, URBAN) | | | | | | | | | | | | | | | | | | | | | |
| FULL-DEPTH PATCHES, REPAIR | | | | | | | | | | | | | | | | | | | | | |
| City of Osceola | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1121+27 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 1 | 1119+23 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 1 | 1104+70 | | R | 6.0 | 6.0 | 17.5 | 4.0 | | | | | | | | | | | | | Outside | |
| 1 | 1104+70 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 1 | 1104+70 | | L | 6.0 | 6.0 | 17.5 | 4.0 | | | | | | | | | | | | | Outside | |
| 1 | 1104+70 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 1104+40 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 1103+80 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 1 | 1101+25 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 1 | 1096+91 | | L | 10.0 | 12.0 | 17.5 | 13.3 | | | | | | | | | | | | | | |
| 1 | 1096+91 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 1 | 1094+90 | | R | 8.0 | 12.0 | 17.5 | 10.7 | | | | | | | | | | | | | | |
| 1 | 1094+90 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 1 | 1094+90 | | R | 8.0 | 6.0 | 17.5 | 5.3 | | | | | | | | | | | | | Outside | |
| 1 | 1024+88 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 1020+25 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 1017+75 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 1008+25 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 1008+10 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| City of Leon | | | | | | | | | | | | | | | | | | | | | |
| Equation at NW 14th St. & 69 | | | | | | | | | | | | | | | | | | | | | |
| 2 | 220+40 | | B | 8.0 | 20.0 | 13.0 | 35.6 | | | | | | | | | | | | | NW 8th St. & 69 | |
| 1 | 217+25 | | R | 8.0 | 20.0 | 13.0 | 17.8 | | | | | | | | | | | | | NW 7th St. & 69 | |
| 2 | 212+60 | | B | 10.0 | 20.0 | 13.0 | 44.4 | | | | | | | | | | | | | NW 5th St. & 69 | |
| 29 | SUBTOTAL FULL-DEPTH PATCHES, REPAIR | | | | | | 287.1 | | | | | | | | | | | | | | |
| 5 | 15% CONTINGENCY | | | | | | 43.1 | | | | | | | | | | | | | | |
| 34 | TOTAL FULL-DEPTH PATCHES, REPAIR | | | | | | 330.2 | | | | | | | | | | | | | | STP-069-1(60)--2C-27 (DIVISION 1, URBAN) |
| STP-069-1(60)--2C-27 (DIVISION 2, RURAL) | | | | | | | | | | | | | | | | | | | | | |
| FULL-DEPTH PATCHES, REPAIR | | | | | | | | | | | | | | | | | | | | | |
| 2 | 945+13 | | B | 8.0 | 12.0 | 17.5 | 21.3 | | | | | | | | | | | | | | |
| 1 | 937+32 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 934+50 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 931+07 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 922+99 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 918+53 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 918+25 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 908+65 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 907+25 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 897+40 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 894+15 | | B | 10.0 | 12.0 | 17.5 | 26.7 | | | | | | | | | | | | | | |
| 2 | 891+42 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 890+09 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 888+90 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 888+29 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 887+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 879+75 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 870+88 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 1 | 867+10 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 850+75 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 847+75 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 846+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 841+52 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 841+41 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 835+05 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 835+03 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 832+23 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 831+18 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 831+12 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 828+20 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 823+80 | | L | 12.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 813+70 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 813+22 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 803+28 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 771+54 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 771+42 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 770+90 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 764+96 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |

FULL-DEPTH PATCHES

Possible Standards: PR-101, PR-102, PR-103, PR-104, PR-105, and PR-140.

| Count | Location | | | Dimension | | | PCC Patches | | | | HMA Patches | Composite HMA | Subbase Patches | Subbase Patch w/ 'EF' Joint | Patch Subdrain | 'CD' Joints | 'CT' Joints | 'EF' Joints | Anchor Lugs Removal | Remarks |
|-------|----------|-------------------------|------------|-----------|-------|-----------------|-------------|----------------|--------|------------------|-------------|---------------|-----------------|-----------------------------|----------------------|-------------|-------------|-------------|---------------------|------------|
| | Station | Reference Location Sign | Lane | Length | Width | Patch Thickness | With Dowels | Without Dowels | C R C | Ramp with Dowels | | | | | | | | | | |
| | | | | | | | PR-103 | PR-102 | PR-104 | PR-105 | | | | | | | | | | |
| | | | L, R, or B | FT | FT | IN | SY | SY | SY | SY | SY | TON | SY | SY | PR-101 or PR-140 No. | No. | No. | No. | No. | |
| 2 | 750+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 730+20 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 730+00 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 1 | 729+92 | | L | 8.0 | 12.0 | 17.5 | 10.7 | | | | | | | | | | | | | |
| 2 | 723+35 | | B | 8.0 | 12.0 | 17.5 | 21.3 | | | | | | | | | | | | | |
| 2 | 717+18 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 711+94 | | R | 8.0 | 12.0 | 17.5 | 10.7 | | | | | | | | | | | | | |
| 1 | 709+80 | | L | 8.0 | 12.0 | 17.5 | 10.7 | | | | | | | | | | | | | |
| 1 | 680+36 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 680+25 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 677+58 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 677+45 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 677+38 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 677+35 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 677+23 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 675+02 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 1 | 660+76 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 660+46 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 660+25 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 660+10 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 660+05 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 650+48 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 649+28 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 629+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 626+50 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 625+10 | | B | 8.0 | 12.0 | 17.5 | 21.3 | | | | | | | | | | | | | |
| 2 | 625+06 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 625+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 624+80 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 615+64 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 1 | 615+28 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 588+50 | | B | 8.0 | 12.0 | 17.5 | 21.3 | | | | | | | | | | | | | |
| 2 | 588+36 | | R | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 588+32 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 1 | 583+22 | | L | 14.0 | 12.0 | 17.5 | 18.7 | | | | | | | | | | | | | |
| 1 | 578+20 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 553+55 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 553+15 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 551+80 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 551+65 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 544+80 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 544+50 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 527+10 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 526+70 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 525+52 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 514+30 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 503+00 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 467+20 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 459+45 | | B | 12.0 | 12.0 | 17.5 | 32.0 | | | | | | | | | | | | | |
| 2 | 459+16 | | B | 12.0 | 12.0 | 17.5 | 32.0 | | | | | | | | | | | | | |
| 2 | 454+15 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 452+50 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 445+10 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 444+90 | | B | 8.0 | 12.0 | 17.5 | 21.3 | | | | | | | | | | | | | |
| 1 | 442+40 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 1 | 438+65 | | R | 10.0 | 12.0 | 17.5 | 13.3 | | | | | | | | | | | | | |
| 1 | 438+61 | | L | 18.0 | 12.0 | 17.5 | 24.0 | | | | | | | | | | | | | |
| 2 | 427+50 | | B | 8.0 | 12.0 | 17.5 | 21.3 | | | | | | | | | | | | | |
| 1 | 405+82 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 1 | 405+76 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 389+00 | | B | 10.0 | 14.0 | 17.5 | 31.1 | | | | | | | | | | | | | 230th Ave. |
| 1 | 373+90 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 372+50 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 370+15 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 366+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 365+40 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 360+90 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | |
| 2 | 348+90 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 347+35 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 347+31 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 346+50 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 332+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 318+75 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 1 | 317+92 | | R | 10.0 | 12.0 | 17.5 | 13.3 | | | | | | | | | | | | | |
| 2 | 265+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 264+90 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 251+43 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 249+25 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |
| 2 | 232+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | |

FULL-DEPTH PATCHES

Possible Standards: PR-101, PR-102, PR-103, PR-104, PR-105, and PR-140.

| Count | Location | | | Dimension | | | PCC Patches | | | | HMA Patches | Composite HMA | Subbase Patches | Subbase Patch w/ 'EF' Joint | Patch Subdrain | 'CD' Joints | 'CT' Joints | 'EF' Joints | Anchor Lugs Removal | Remarks | |
|-------|-------------------------------------|-------------------------|------------|-----------|-------|-----------------|-------------|----------------|--------|------------------|-------------|---------------|-----------------|-----------------------------|----------------------|-------------|-------------|-------------|---------------------|---------|--|
| | Station | Reference Location Sign | Lane | Length | Width | Patch Thickness | With Dowels | Without Dowels | C R C | Ramp with Dowels | | | | | | | | | | | |
| | | | | | | | PR-103 | PR-102 | PR-104 | PR-105 | | | | | | | | | | | |
| | | | L, R, or B | FT | FT | IN | SY | SY | SY | SY | SY | TON | SY | SY | PR-101 or PR-140 No. | No. | No. | PR-101 No. | No. | | |
| 2 | 231+95 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 224+30 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 223+30 | | B | 12.0 | 12.0 | 17.5 | 32.0 | | | | | | | | | | | | | | |
| 2 | 214+80 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 213+50 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 168+75 | | B | 8.0 | 12.0 | 17.5 | 21.3 | | | | | | | | | | | | | | |
| 2 | 152+20 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 138+83 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 135+07 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 135+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 130+32 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 121+00 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 103+07 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 95+90 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 84+95 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 84+54 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 84+75 | | B | 8.0 | 12.0 | 17.5 | 21.3 | | | | | | | | | | | | | | |
| 2 | 74+75 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 71+84 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 66+33 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 2 | 59+19 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 51+82 | | R | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 2 | 29+25 | | B | 6.0 | 12.0 | 17.5 | 16.0 | | | | | | | | | | | | | | |
| 1 | 16+93 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 1 | 14+46 | | L | 6.0 | 12.0 | 17.5 | 8.0 | | | | | | | | | | | | | | |
| 245 | SUBTOTAL FULL-DEPTH PATCHES, REPAIR | | | | | | 2129.8 | | | | | | | | | | | | | | |
| 37 | 15% CONTINGENCY | | | | | | 319.5 | | | | | | | | | | | | | | |
| 282 | TOTAL FULL-DEPTH PATCHES, REPAIR | | | | | | 2449.2 | | | | | | | | | | | | | | STP-069-1(60)--2C-27 (DIVISION 2, RURAL) |

NOTCHES AND RUNOUTS FOR RESURFACING

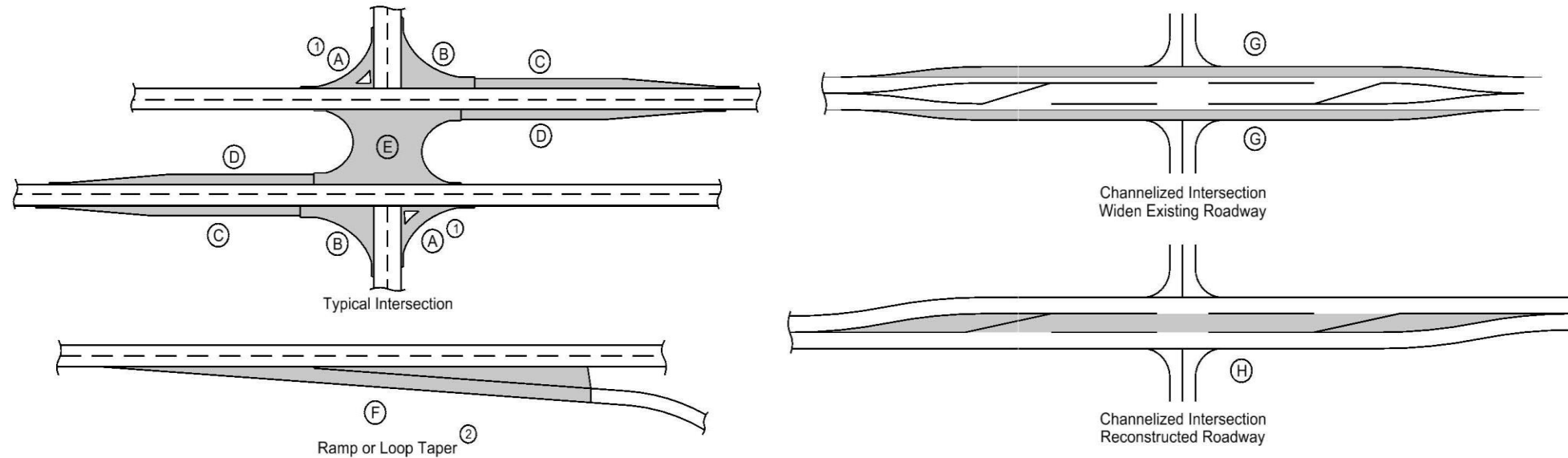
Refer to MODIFIED STANDARD ROAD PLANS PR-201 and PR-202 (ON U SHEETS)

① Bid item. Refer to 100-25 for remaining values.

| Location Station | Direction of Traffic | Type of Notch or Runout | S1 | S2 | I1 | I2 | Z1 | Z2 | L | M1 | M2 | Pavement Scarification | Remarks |
|------------------|----------------------|-------------------------|-----|-----|-----|-----|----|-----|-------|-----|-----|------------------------|---|
| | | | IN | IN | IN | IN | IN | IN | IN | IN | IN | | |
| +00.00 | NB and SB | Type 'N4-M1' | 1.5 | | 1.5 | | | | | | 3.0 | | Beginning of "Mill and Fill". Beginning of Project. |
| 10+50.00 | NB and SB | Type 'R5-M1' | 1.5 | 1.5 | 1.5 | 1.5 | | 3.0 | 150.0 | 3.0 | | | Runout for transistion from "Mill and Fill" to "CIR + HMA Resurfacing". |
| 637+62.00 | NB and SB | Type 'R5-M1' | 1.5 | 1.5 | 1.5 | 1.5 | | 3.0 | 150.0 | 3.0 | | | Runout for transistion from "CIR + HMA Resurfacing" to "Mill and Fill". |
| 640+72.00 | NB and SB | Type 'N4-M1' | 1.5 | | 1.5 | | | | | | 3.0 | | Stop "Mill and Fill" at south EF Joint of US 69 Bridge FHWA 20061 over South White Breast Creek. |
| 642+92.00 | NB and SB | Type 'N4-M1' | 1.5 | | 1.5 | | | | | | 3.0 | | Resume "Mill and Fill" after north EF Joint of US 69 Bridge FHWA 20061 over South White Breast Creek. |
| 646+22.00 | NB and SB | Type 'R5-M1' | 1.5 | 1.5 | 1.5 | 1.5 | | 3.0 | 150.0 | 3.0 | | | Runout for transistion from "Mill and Fill" to "CIR + HMA Resurfacing". |
| 790+75.00 | NB and SB | Type 'R5-M1' | 1.5 | 1.5 | 1.5 | 1.5 | | 3.0 | 150.0 | 3.0 | | | Runout for transistion from "CIR + HMA Resurfacing" to "Mill and Fill". |
| 793+99.00 | NB and SB | Type 'N4-M1' | 1.5 | | 1.5 | | | | | | 3.0 | | Stop "Mill and Fill" at south PCC Approach of US 69 Bridge FHWA 20071 over White Breast Creek. |
| 796+45.00 | NB and SB | Type 'N4-M1' | 1.5 | | 1.5 | | | | | | 3.0 | | Resume "Mill and Fill" after north PCC Approach of US 69 Bridge FHWA 20071 over White Breast Creek. |
| 800+08.00 | NB and SB | Type 'R5-M1' | 1.5 | 1.5 | 1.5 | 1.5 | | 3.0 | 150.0 | 3.0 | | | Runout for transistion from "Mill and Fill" to "CIR + HMA Resurfacing". |
| 995+85.00 | NB and SB | Type 'R5-M1' | 1.5 | 1.5 | 1.5 | 1.5 | | 3.0 | 150.0 | 3.0 | | | Runout for transistion from "CIR + HMA Resurfacing" to "Mill and Fill". |
| 999+49.00 | NB and SB | Type 'N4-M1' | 1.5 | | 1.5 | | | | | | 3.0 | | Stop "Mill and Fill" at south PCC Approach of US 69 Bridge FHWA 20081 over White Breast Creek. |
| 1001+29.00 | NB and SB | Type 'N4-M1' | 1.5 | | 1.5 | | | | | | 3.0 | | Resume "Mill and Fill" after north PCC Approach of US 69 Bridge FHWA 20081 over White Breast Creek. |
| 1001+99.00 | NB and SB | Type 'N4-M1' | 1.5 | | 1.5 | | | | | | 3.0 | | Stop "Mill and Fill" at north EF Joint of US 69 Bridge FHWA 20081 over White Breast Creek. |
| 1002+10.00 | NB and SB | Type 'N4-M1' | 1.5 | | 1.5 | | | | | | 3.0 | | Resume "Mill and Fill" after north EF Joint of US 69 Bridge FHWA 20081 over White Breast Creek. |
| 1004+74.00 | NB and SB | Type 'R5-M1' | 1.5 | 1.5 | 1.5 | 1.5 | | 3.0 | 150.0 | 3.0 | | | Runout for transistion from "Mill and Fill" to "CIR + HMA Resurfacing". |
| 1022+05.00 | NB and SB | Type 'R5-M1' | 1.5 | 1.5 | 1.5 | 1.5 | | 3.0 | 150.0 | 3.0 | | | Runout for transistion from "CIR + HMA Resurfacing" to "Mill and Fill". |
| 1034+90.00 | NB and SB | Type 'N4-M1' | 1.5 | | 1.5 | | | | | | 3.0 | | End of "Mill and Fill". End of Project. |

Notes:
(1) Refer to Modified Standard Road Plan PR-201 (Runouts for Resurfacing) on U Sheets.
(2) Refer to Modified Standard Road Plan PR-202 (Notches for Resurfacing) on U Sheets.
(3) Refer to Road Design Detail 7149-M (HMA Runout for Paved Side Roads or Paved Entrances) on B Sheets for additional information.

HMA PAVEMENT

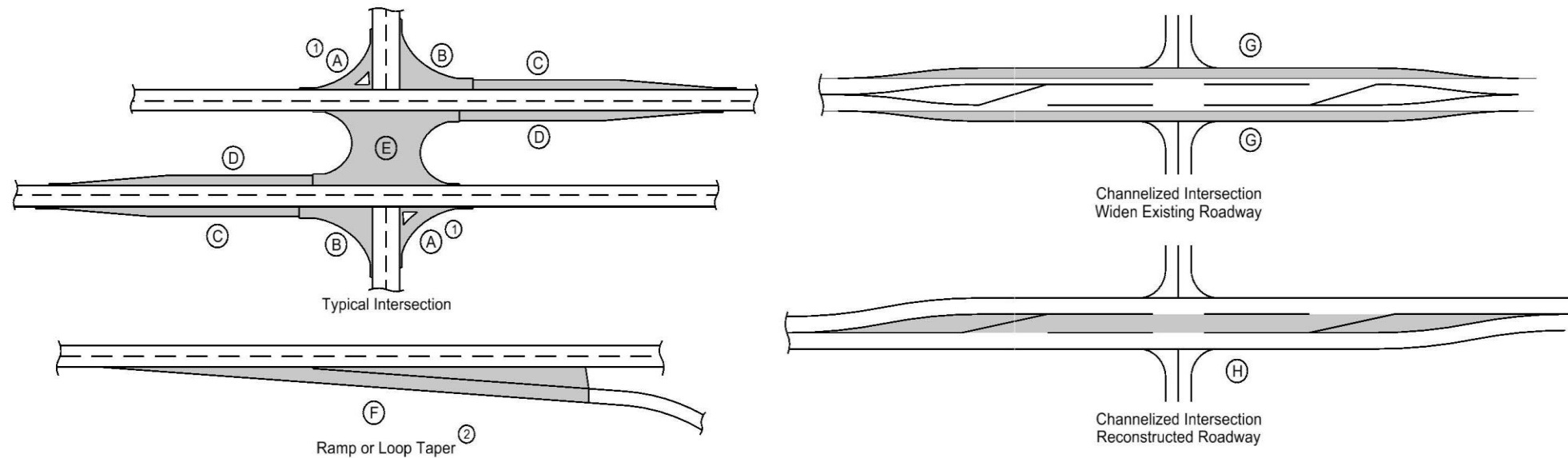


- ① Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.
- ② Refer to PV-410, PV-411, PV-412, and PV-414.
- ③ Quantity includes Pavement Header.

Calculations assume a Surface Course unit weight (lbs/cf) of 147, an Intermediate Course unit weight (lbs/cf) of 147, and a HMA Millings unit weight (lbs/cf) of 135

| Road Identification | Direction of Travel | Location | Mainline | | Area ③ | | | | | | | | Hot Mix Asphalt Pavement | | | | Bid Items Binder | | Cold In-Place Recycling | Asphalt Stabilizing Agent (Foamed Asphalt) 0.0011 tons/SY/IN CIR | Pavement Scarification (HMA Millings) | | | Remarks | | | |
|---|---------------------|------------|--------------------|-------|---------|----------|-----|---|---|---|---|-----|--------------------------|------------------|--|------------------|---|-----------------|-------------------------|--|---------------------------------------|-------------------------------------|----------------|---------|---------|--------|---------|
| | | | Station to Station | Width | Length | Area | A ① | B | C | D | E | F ② | G | H | Surface Course, Standard Traffic, 1/2 in. Mix, No Special Fric. Req. | | Intermediate, Standard Traffic, 1/2 in. Mix | | | | Surface PG 58-28S 6% / Ton HMA | Intermediate PG 58-28S 6% / Ton HMA | SY | | TONS | SY | TONS |
| | | | | | | | | | | | | | | | FT | FT | SY | SY | | | | | | | | | |
| STP-069-1(60)--2C-27 (DIVISION 1, URBAN) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 69 (Traveled Way) | BOTH | +00.00 | 10+50.00 | 24.0 | 1050.0 | 2800.0 | | | | | | | | 231.525 | 2800.0 | 231.525 | 2800.0 | 13.892 | 13.892 | | | | | | | 2800.0 | 425.250 |
| US 69 (Traveled Way) | BOTH | 10+50.00 | 13+20.40 | 24.0 | 270.4 | 721.1 | | | | | | | | 59.623 | 721.1 | 59.623 | 721.1 | 3.577 | 3.577 | 721.1 | | | | | 2.380 | | |
| US 69 (Traveled Way) | BOTH | 1005+80.60 | 1022+05.00 | 24.0 | 1624.4 | 4331.7 | | | | | | | | 358.180 | 4331.7 | 358.180 | 4331.7 | 21.491 | 21.491 | 4331.7 | | | | | 14.295 | | |
| US 69 (Traveled Way) | BOTH | 1022+05.00 | 1034+90.00 | 24.0 | 1285.0 | 3426.7 | | | | | | | | 283.343 | 3426.7 | 283.343 | 3426.7 | 17.001 | 17.001 | | | | | | | 3426.7 | 520.425 |
| SUBTOTAL | | | | | | | | | | | | | | 932.671 | 11279.5 | 932.671 | 11279.5 | 55.960 | 55.960 | 5052.8 | 16.674 | 6226.7 | 945.675 | | | | |
| 5% CONTINGENCY | | | | | | | | | | | | | | 46.634 | | 46.634 | | 2.798 | 2.798 | | 0.834 | | | | | | |
| STP-069-1(60)--2C-27 (DIVISION 1 - URBAN) TOTALS | | | | | | | | | | | | | | 979.304 | 11279.5 | 979.304 | 11279.5 | 58.758 | 58.758 | 5052.8 | 17.508 | 6226.7 | 945.675 | | | | |
| STP-069-1(60)--2C-27 (DIVISION 2, RURAL) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 69 (Traveled Way) | BOTH | 13+20.40 | 120+26.20 | 24.0 | 10705.8 | 28548.8 | | | | | | | | 2360.629 | 28548.8 | 2360.629 | 28548.8 | 141.638 | 141.638 | 28548.8 | | | | | 94.211 | | |
| Equation Station 120+26.2 (BK) = 120+16.2 (AH) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 69 (Traveled Way) | BOTH | 120+26.20 | 637+62.00 | 24.0 | 51735.8 | 137962.1 | | | | | | | | 11407.744 | 137962.1 | 11407.744 | 137962.1 | 684.465 | 684.465 | 137962.1 | | | | | 455.275 | | |
| US 69 (Traveled Way) | BOTH | 637+62.00 | 640+72.00 | 24.0 | 310.0 | 826.7 | | | | | | | | 68.355 | 826.7 | 68.355 | 826.7 | 4.101 | 4.101 | | | | | 826.7 | 125.550 | | |
| US 69 (Traveled Way) | BOTH | 642+92.00 | 646+22.00 | 24.0 | 330.0 | 880.0 | | | | | | | | 72.765 | 880.0 | 72.765 | 880.0 | 4.366 | 4.366 | | | | | 880.0 | 133.650 | | |
| US 69 (Traveled Way) | BOTH | 646+22.00 | 790+75.00 | 24.0 | 14453.0 | 38541.3 | | | | | | | | 3186.887 | 38541.3 | 3186.887 | 38541.3 | 191.213 | 191.213 | 38541.3 | | | | | 127.186 | | |
| US 69 (Traveled Way) | BOTH | 790+75.00 | 793+99.00 | 24.0 | 324.0 | 864.0 | | | | | | | | 71.442 | 864.0 | 71.442 | 864.0 | 4.287 | 4.287 | | | | | 864.0 | 131.220 | | |
| US 69 (Traveled Way) | BOTH | 796+45.00 | 800+08.00 | 24.0 | 363.0 | 968.0 | | | | | | | | 80.042 | 968.0 | 80.042 | 968.0 | 4.802 | 4.802 | | | | | 968.0 | 147.015 | | |
| US 69 (Traveled Way) | BOTH | 800+08.00 | 995+85.00 | 24.0 | 19577.0 | 52205.3 | | | | | | | | 4316.729 | 52205.3 | 4316.729 | 52205.3 | 259.004 | 259.004 | 52205.3 | | | | | 172.278 | | |
| US 69 (Traveled Way) | BOTH | 995+85.00 | 999+49.00 | 24.0 | 364.0 | 970.7 | | | | | | | | 80.262 | 970.7 | 80.262 | 970.7 | 4.816 | 4.816 | | | | | 970.7 | 147.420 | | |
| US 69 (Traveled Way) | BOTH | 1001+29.00 | 1001+99.00 | 24.0 | 70.0 | 186.7 | | | | | | | | 15.435 | 186.7 | 15.435 | 186.7 | 0.926 | 0.926 | | | | | 186.7 | 28.350 | | |
| US 69 (Traveled Way) | BOTH | 1002+10.00 | 1004+74.00 | 24.0 | 264.0 | 704.0 | | | | | | | | 58.212 | 704.0 | 58.212 | 704.0 | 3.493 | 3.493 | | | | | 704.0 | 106.920 | | |
| US 69 (Traveled Way) | BOTH | 1004+74.00 | 1005+80.60 | 24.0 | 106.6 | 284.3 | | | | | | | | 23.505 | 284.3 | 23.505 | 284.3 | 1.410 | 1.410 | 284.3 | | | | | 0.938 | | |
| SUBTOTAL | | | | | | | | | | | | | | 21742.006 | 262941.9 | 21742.006 | 262941.9 | 1304.520 | 1304.520 | 257541.9 | 849.888 | 5400.0 | 820.125 | | | | |
| 5% CONTINGENCY | | | | | | | | | | | | | | 1087.100 | | 1087.100 | | 65.226 | 65.226 | | 42.494 | | | | | | |
| STP-069-1(60)--2C-27 (DIVISION 1 - URBAN) TOTALS | | | | | | | | | | | | | | 22829.106 | 262941.9 | 22829.106 | 262941.9 | 1369.746 | 1369.746 | 257541.9 | 892.383 | 5400.0 | 820.125 | | | | |
| HSIPX-069-1(61)--3L-27 (DIVISION 1, URBAN) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 69 (SB Shoulder) | SBx0 | +00.00 | +33.00 | 6.0 | 33.0 | 22.0 | | | | | | | | 1.819 | 22.0 | 1.819 | 22.0 | 0.109 | 0.109 | | | | | 22.0 | 3.341 | | |
| US 69 (SB Shoulder) | SBx0 | +33.00 | +08.00 | 6-0 | 75.0 | 25.0 | | | | | | | | 2.067 | 25.0 | 2.067 | 25.0 | 0.124 | 0.124 | | | | | 25.0 | 3.797 | | |
| US 69 (SB Shoulder) | SBx4 | 1+08.00 | 10+50.00 | 4.0 | 942.0 | 418.7 | | | | | | | | 34.619 | 418.7 | 34.619 | 418.7 | 2.077 | 2.077 | | | | | | | | |
| US 69 (SB Shoulder) | SBx4 | 10+50.00 | 13+20.40 | 4.0 | 270.4 | 120.2 | | | | | | | | 9.937 | 120.2 | 9.937 | 120.2 | 0.596 | 0.596 | | | | | | | | |

HMA PAVEMENT

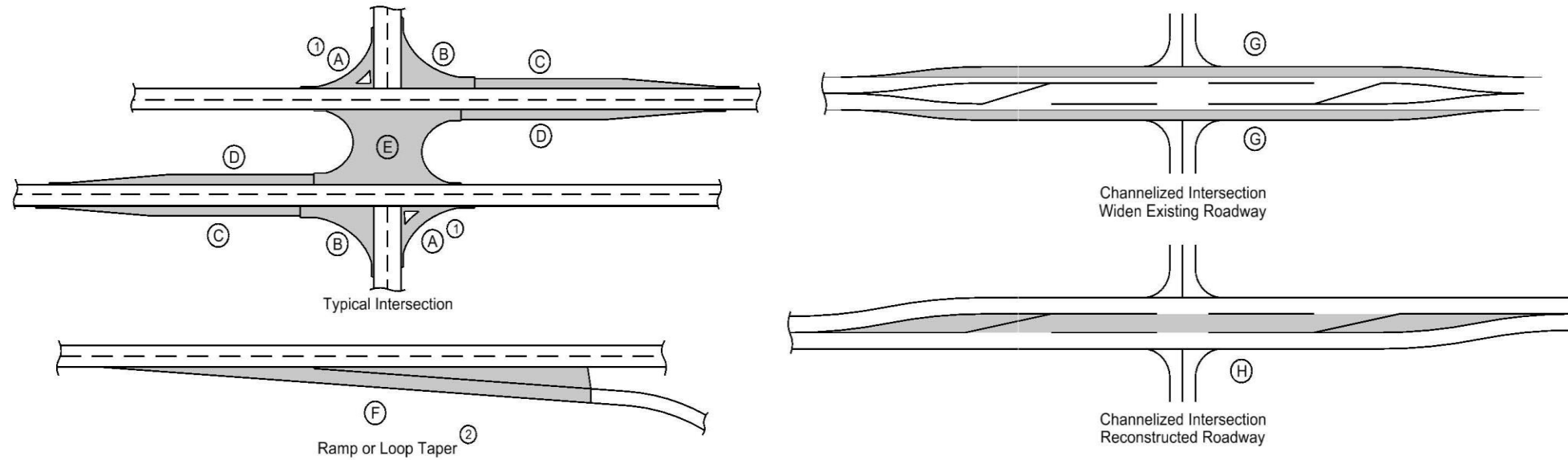


- ① Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.
- ② Refer to PV-410, PV-411, PV-412, and PV-414.
- ③ Quantity includes Pavement Header.

Calculations assume a Surface Course unit weight (lbs/cf) of 147, an Intermediate Course unit weight (lbs/cf) of 147, and a HMA Millings unit weight (lbs/cf) of 135

| Location | | | | Mainline | | Area ③ | | | | | | | | Hot Mix Asphalt Pavement | | | | Bid Items Binder | | Cold In-Place Recycling | Asphalt Stabilizing Agent (Foamed Asphalt) 0.0011 tons/SY/IN CIR | Pavement Scarification (HMA Millings) | | Remarks | | | |
|--|---------------------|--------------------|------------|-------------|--------------|------------|-----------|---------|---------|---------|---------|-----------|---------|--------------------------|--|---------|---|------------------|--|-------------------------|--|---|------|---------|------|----|------|
| Road Identification | Direction of Travel | Station to Station | | Width FT | Length FT | Area SY | A ① SY | B SY | C SY | D SY | E SY | F ② SY | G SY | H SY | Surface Course, Standard Traffic, 1/2 in. Mix, No Special Fric. Req. | | Intermediate, Standard Traffic, 1/2 in. Mix | | Surface PG 58-28S 6% / Ton HMA TONS | | | Intermediate PG 58-28S 6% / Ton HMA TONS | SY | | TONS | SY | TONS |
| | | TONS | SY | | | | | | | | | | | | TONS | SY | TONS | TONS | | | | | | | | | |
| US 69 (SB Shoulder) | SBx4 | 790+75.00 | 792+25.00 | 4.0 | 150.0 | 66.7 | | | | | | | | | 5.513 | 66.7 | 5.513 | 66.7 | 0.331 | 0.331 | | | | | | | |
| US 69 (SB Shoulder) | SBx4 | 798+58.00 | 800+08.00 | 4.0 | 150.0 | 66.7 | | | | | | | | | 5.513 | 66.7 | 5.513 | 66.7 | 0.331 | 0.331 | | | | | | | |
| US 69 (SB Shoulder) | SBx4 | 800+08.00 | 940+82.00 | 4.0 | 14074.0 | 6255.1 | | | | | | | | | 517.220 | 6255.1 | 517.220 | 6255.1 | 31.033 | 31.033 | | | | | | | |
| US 69 (SB Shoulder) | SBx2 | 940+82.00 | 946+66.00 | 4.0 | 584.0 | 259.6 | | | | | | | | | 21.462 | 259.6 | 21.462 | 259.6 | 1.288 | 1.288 | | | | | | | |
| US 69 (SB Shoulder) | SBx4 | 946+66.00 | 954+90.00 | 4.0 | 824.0 | 366.2 | | | | | | | | | 30.282 | 366.2 | 30.282 | 366.2 | 1.817 | 1.817 | | | | | | | |
| US 69 (SB Shoulder) | SBx2 | 954+90.00 | 961+36.00 | 4.0 | 646.0 | 287.1 | | | | | | | | | 23.741 | 287.1 | 23.741 | 287.1 | 1.424 | 1.424 | | | | | | | |
| US 69 (SB Shoulder) | SBx0 | 961+36.00 | 989+90.00 | 4.0 | 2854.0 | 1268.4 | | | | | | | | | 104.885 | 1268.4 | 104.885 | 1268.4 | 6.293 | 6.293 | | | | | | | |
| US 69 (SB Shoulder) | SBx4 | 989+90.00 | 995+85.00 | 4.0 | 595.0 | 264.4 | | | | | | | | | 21.866 | 264.4 | 21.866 | 264.4 | 1.312 | 1.312 | | | | | | | |
| US 69 (SB Shoulder) | SBx0 | 995+85.00 | 997+35.00 | 4.0 | 150.0 | 66.7 | | | | | | | | | 5.513 | 66.7 | 5.513 | 66.7 | 0.331 | 0.331 | | | 66.7 | 10.125 | | | |
| US 69 (SB Shoulder) | SBx0 | 1003+24.00 | 1004+74.00 | 4.0 | 150.0 | 66.7 | | | | | | | | | 5.513 | 66.7 | 5.513 | 66.7 | 0.331 | 0.331 | | | 66.7 | 10.125 | | | |
| US 69 (SB Shoulder) | SBx4 | 1004+74.00 | 1005+80.60 | 4.0 | 106.6 | 47.4 | | | | | | | | | 3.918 | 47.4 | 3.918 | 47.4 | 0.235 | 0.235 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 13+20.40 | 115+95.00 | 4.0 | 10274.6 | 4566.5 | | | | | | | | | 377.592 | 4566.5 | 377.592 | 4566.5 | 22.655 | 22.655 | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 115+95.00 | 120+26.20 | 4.0 | 431.2 | 191.6 | | | | | | | | | 15.847 | 191.6 | 15.847 | 191.6 | 0.951 | 0.951 | | | | | | | |
| Equation Station 120+26.2 (BK) = 120+16.2 (AH) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 120+16.20 | 121+11.00 | 4.0 | 94.8 | 42.1 | | | | | | | | | 3.484 | 42.1 | 3.484 | 42.1 | 0.209 | 0.209 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 121+11.00 | 141+17.00 | 4.0 | 2006.0 | 891.6 | | | | | | | | | 73.721 | 891.6 | 73.721 | 891.6 | 4.423 | 4.423 | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 141+17.00 | 148+00.00 | 4.0 | 683.0 | 303.6 | | | | | | | | | 25.100 | 303.6 | 25.100 | 303.6 | 1.506 | 1.506 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 148+00.00 | 168+50.00 | 4.0 | 2050.0 | 911.1 | | | | | | | | | 75.338 | 911.1 | 75.338 | 911.1 | 4.520 | 4.520 | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 168+50.00 | 173+21.00 | 4.0 | 471.0 | 209.3 | | | | | | | | | 17.309 | 209.3 | 17.309 | 209.3 | 1.039 | 1.039 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 173+21.00 | 270+60.00 | 4.0 | 9739.0 | 4328.4 | | | | | | | | | 357.908 | 4328.4 | 357.908 | 4328.4 | 21.474 | 21.474 | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 270+60.00 | 281+25.00 | 4.0 | 1065.0 | 473.3 | | | | | | | | | 39.139 | 473.3 | 39.139 | 473.3 | 2.348 | 2.348 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 281+25.00 | 297+67.00 | 4.0 | 1642.0 | 729.8 | | | | | | | | | 60.344 | 729.8 | 60.344 | 729.8 | 3.621 | 3.621 | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 297+67.00 | 308+02.00 | 4.0 | 1035.0 | 460.0 | | | | | | | | | 38.036 | 460.0 | 38.036 | 460.0 | 2.282 | 2.282 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 308+02.00 | 327+93.00 | 4.0 | 1991.0 | 884.9 | | | | | | | | | 73.169 | 884.9 | 73.169 | 884.9 | 4.390 | 4.390 | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 327+93.00 | 337+17.00 | 4.0 | 924.0 | 410.7 | | | | | | | | | 33.957 | 410.7 | 33.957 | 410.7 | 2.037 | 2.037 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 337+17.00 | 384+04.00 | 4.0 | 4687.0 | 2083.1 | | | | | | | | | 172.247 | 2083.1 | 172.247 | 2083.1 | 10.335 | 10.335 | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 384+04.00 | 394+92.00 | 4.0 | 1088.0 | 483.6 | | | | | | | | | 39.984 | 483.6 | 39.984 | 483.6 | 2.399 | 2.399 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 394+92.00 | 637+62.00 | 4.0 | 24270.0 | 10786.7 | | | | | | | | | 891.923 | 10786.7 | 891.923 | 10786.7 | 53.515 | 53.515 | | | | | | | |
| US 69 (NB Shoulder) | NBx0 | 637+62.00 | 639+12.00 | 4.0 | 150.0 | 66.7 | | | | | | | | | 5.513 | 66.7 | 5.513 | 66.7 | 0.331 | 0.331 | | | 66.7 | 10.125 | | | |
| US 69 (NB Shoulder) | NBx0 | 644+72.00 | 646+22.00 | 4.0 | 150.0 | 66.7 | | | | | | | | | 5.513 | 66.7 | 5.513 | 66.7 | 0.331 | 0.331 | | | 66.7 | 10.125 | | | |
| US 69 (NB Shoulder) | NBx4 | 646+22.00 | 790+75.00 | 4.0 | 14453.0 | 6423.6 | | | | | | | | | 531.148 | 6423.6 | 531.148 | 6423.6 | 31.869 | 31.869 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 790+75.00 | 792+25.00 | 4.0 | 150.0 | 66.7 | | | | | | | | | 5.513 | 66.7 | 5.513 | 66.7 | 0.331 | 0.331 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 798+58.00 | 800+08.00 | 4.0 | 150.0 | 66.7 | | | | | | | | | 5.513 | 66.7 | 5.513 | 66.7 | 0.331 | 0.331 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 800+08.00 | 940+82.00 | 4.0 | 14074.0 | 6255.1 | | | | | | | | | 517.220 | 6255.1 | 517.220 | 6255.1 | 31.033 | 31.033 | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 940+82.00 | 946+66.00 | 4.0 | 584.0 | 259.6 | | | | | | | | | 21.462 | 259.6 | 21.462 | 259.6 | 1.288 | 1.288 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 946+66.00 | 954+90.00 | 4.0 | 824.0 | 366.2 | | | | | | | | | 30.282 | 366.2 | 30.282 | 366.2 | 1.817 | 1.817 | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 954+90.00 | 969+46.00 | 4.0 | 1456.0 | 647.1 | | | | | | | | | 53.508 | 647.1 | 53.508 | 647.1 | 3.210 | 3.210 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 969+46.00 | 978+55.00 | 4.0 | 909.0 | 404.0 | | | | | | | | | 33.406 | 404.0 | 33.406 | 404.0 | 2.004 | 2.004 | | | | | | | |
| US 69 (NB Shoulder) | NBx2 | 978+55.00 | 989+90.00 | 4.0 | 1135.0 | 504.4 | | | | | | | | | 41.711 | 504.4 | 41.711 | 504.4 | 2.503 | 2.503 | | | | | | | |
| US 69 (NB Shoulder) | NBx4 | 989+90.00 | 995+85.00 | 4.0 | 595.0 | 264.4 | | | | | | | | | 21.866 | 264.4 | 21.866 | 264.4 | 1.312 | 1.312 | | | | | | | |
| US 69 (NB Shoulder) | NBx0 | 995+85.00 | 997+35.00 | 4.0 | 150.0 | 66.7 | | | | | | | | | 5.513 | 66.7 | 5.513 | 66.7 | 0.331 | 0.331 | | | 66.7 | 10.125 | | | |

HMA PAVEMENT



- ① Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.
- ② Refer to PV-410, PV-411, PV-412, and PV-414.
- ③ Quantity includes Pavement Header.

Calculations assume a Surface Course unit weight (lbs/cf) of 147, an Intermediate Course unit weight (lbs/cf) of 147, and a HMA Millings unit weight (lbs/cf) of 135

| Location | | | | Mainline | | | Area ③ | | | | | | | | Hot Mix Asphalt Pavement | | | | Bid Items Binder | | Cold In-Place Recycling | Asphalt Stabilizing Agent (Foamed Asphalt) 0.0011 tons/SY/IN CIR | Pavement Scarification (HMA Millings) | | | Remarks | | | |
|---|---------------------|--------------------|------------|----------|--------|------|--------|---|---|---|---|-----|---|---|--|-----------------|---|-----------------|--------------------------------|-------------------------------------|-------------------------|--|---------------------------------------|--------------|---------------|---------|------|------|--------|
| Road Identification | Direction of Travel | Station to Station | | Width | Length | Area | A ① | B | C | D | E | F ② | G | H | Surface Course, Standard Traffic, 1/2 in. Mix, No Special Fric. Req. | | Intermediate, Standard Traffic, 1/2 in. Mix | | Surface PG 58-28S 6% / Ton HMA | Intermediate PG 58-28S 6% / Ton HMA | | | SY | TONS | SY | | TONS | SY | TONS |
| | | FT | FT | | | | | | | | | | | | SY | SY | SY | SY | | | | | | | | | | | |
| US 69 (NB Shoulder) | NBx0 | 1003+24.00 | 1004+74.00 | 4.0 | 150.0 | 66.7 | | | | | | | | | | 5.513 | 66.7 | 5.513 | 66.7 | 0.331 | 0.331 | | | | | | | 66.7 | 10.125 |
| US 69 (NB Shoulder) | NBx4 | 1004+74.00 | 1005+80.60 | 4.0 | 106.6 | 47.4 | | | | | | | | | | 3.918 | 47.4 | 3.918 | 47.4 | 0.235 | 0.235 | | | | | | | | |
| SUBTOTAL | | | | | | | | | | | | | | | | 7165.383 | 86656.2 | 7165.383 | 86656.2 | 429.923 | 429.923 | 0.0 | 0.000 | 509.8 | 77.423 | | | | |
| 5% CONTINGENCY | | | | | | | | | | | | | | | | | 358.269 | | 358.269 | | 21.496 | 21.496 | | | | | | | |
| HSIPX-069-1(61)--3L-27 (DIVISION 2 - RURAL) TOTALS | | | | | | | | | | | | | | | | 7523.652 | 86656.2 | 7523.652 | 86656.2 | 451.419 | 451.419 | 0.0 | 0.000 | 509.8 | 77.423 | | | | |

SHOULDERS

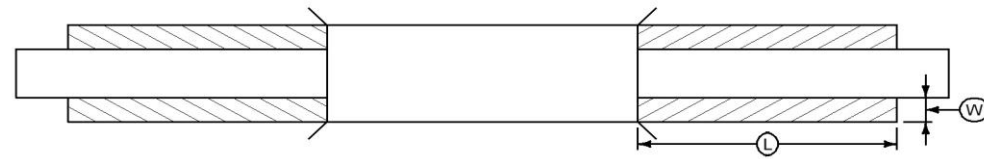
- ① Lane(s) to which the shoulder is adjacent.
- ② See Typ. 7156, 7157, or 7158.
- ③ Bid Item.
- ④ Applies only for Paved Shoulders constructed on project with existing granular shoulders.
- ⑤ Bid Item. Typ. 7156, 7157, or 7158.
- ⑥ Does not include shrink.

Calculations assume a HMA unit weight (lbs/cf) of 0, a Special Backfill unit weight (lbs/cf) of 140, and a Granular Shoulder unit weight (lbs/cf) of 140.

| Location | | | | Quantities | | | | | | | | | | | | | | | | | | Remarks | | | | | | | | | | | | | | | | | | | | | | |
|---|------------------------|--------------------|------------|------------|-------|-----------------|-------|---------|----------------------------------|-----------------|---------|--------|----------------|--------------------------------|---------------------------|------------------|---------|---------------|---------|---------|-------------------|---------|--|------|-------|---------|------|------|------|--|--|--|--|--|--|--|--|--|--|-----------------|--|--|-------------|-------------|
| Road Identification | ① Direction Of Traffic | Station to Station | | Side | P | P _{SG} | G | L | Class 13 ^④ Excavation | Hot Mix Asphalt | | Binder | Paved Shoulder | 9" Paved Shoulder at Guardrail | Reinforced Paved Shoulder | Special Backfill | | | | Subbase | Granular Shoulder | | Earth Shoulder Construction Alternates | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Width | Width | Width | Length | CY | TON | TON/STA | TONS | SY | SY | SY | HMA Alternate | | PCC Alternate | | CY | TON | | TON/STA | STA | HMA | PCC | | | | | | | | | | | | | | | | | | |
| | | | | | FT | FT ② | FT | FT | CY ③ | TON | TON/STA | TONS | SY ③ | SY ⑤ | SY ③ | TON ③ | TON/STA | TON ③ | TON/STA | CY ③ | TON ③ | | TON/STA | CY ③ | TON ③ | TON/STA | CY ③ | CY ⑥ | CY ⑥ | | | | | | | | | | | | | | | |
| US 69 | NB | 297+67.00 | 308+02.00 | RT | | | 1.0 | 1035.0 | | | | | | | | | | | | | 18.113 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 308+02.00 | 327+93.00 | RT | | | 1.0 | 1991.0 | | | | | | | | | | | | | 34.843 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 327+93.00 | 337+17.00 | RT | | | 1.0 | 924.0 | | | | | | | | | | | | | 16.170 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 337+17.00 | 384+04.00 | RT | | | 1.0 | 4687.0 | | | | | | | | | | | | | 82.023 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 384+04.00 | 394+92.00 | RT | | | 1.0 | 1088.0 | | | | | | | | | | | | | 19.040 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 394+92.00 | 637+62.00 | RT | | | 1.0 | 24270.0 | | | | | | | | | | | | | 424.725 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 637+62.00 | 639+12.00 | RT | | | 0.0 | 150.0 | | | | | | | | | | | | | | | 1.5 | 1.4 | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 644+72.00 | 646+22.00 | RT | | | 0.0 | 150.0 | | | | | | | | | | | | | | | 1.5 | 1.4 | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 646+22.00 | 790+75.00 | RT | | | 1.0 | 14453.0 | | | | | | | | | | | | | 252.928 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 790+75.00 | 792+25.00 | RT | | | 1.0 | 150.0 | | | | | | | | | | | | | 2.625 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 798+58.00 | 800+08.00 | RT | | | 1.0 | 150.0 | | | | | | | | | | | | | 2.625 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 800+08.00 | 940+82.00 | RT | | | 1.0 | 14074.0 | | | | | | | | | | | | | 246.295 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 940+82.00 | 946+66.00 | RT | | | 1.0 | 584.0 | | | | | | | | | | | | | 10.220 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 946+66.00 | 954+90.00 | RT | | | 1.0 | 824.0 | | | | | | | | | | | | | 14.420 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 954+90.00 | 969+46.00 | RT | | | 1.0 | 1456.0 | | | | | | | | | | | | | 25.480 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 969+46.00 | 978+55.00 | RT | | | 1.0 | 909.0 | | | | | | | | | | | | | 15.908 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 978+55.00 | 989+90.00 | RT | | | 1.0 | 1135.0 | | | | | | | | | | | | | 19.863 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 989+90.00 | 995+85.00 | RT | | | 1.0 | 595.0 | | | | | | | | | | | | | 10.413 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 995+85.00 | 997+35.00 | RT | | | 0.0 | 150.0 | | | | | | | | | | | | | | | 1.5 | 1.4 | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 1003+24.00 | 1004+74.00 | RT | | | 0.0 | 150.0 | | | | | | | | | | | | | | | 1.5 | 1.4 | | | | | | | | | | | | | | | | | | | | |
| US 69 | NB | 1004+74.00 | 1005+80.60 | RT | | | 1.0 | 106.6 | | | | | | | | | | | | | 1.866 | 1.750 | | | | | | | | | | | | | | | | | | | | | | |
| HSIPX-069-1(61)--3L-27 (DIVISION 2, RURAL) TOTALS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3392.015 | | | 11.5 | 10.6 |
| NOTES: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NOTE (1): Width of Psg is measured from the edge of the existing Traveled Way, refer to Road Design Detail 7156-M "Paved Shoulder at Guardrail (Granular Shoulder Adjacent to Mainline)". | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

AREAS FOR PAVEMENT OR BASE WIDENING

Refer to Standard Road Plans PV-105 or PV-203

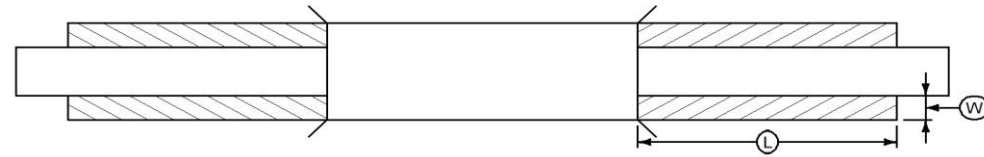


- ① Bid Item
- ② Estimated for two applications to achieve lifts and one application of 0.10 Gal/SY adjacent to existing pavement. Priming of subgrade or finished base is not required. Calculations assume a HMA unit weight (lbs/cf) of 145, a Special Backfill unit weight (lbs/cf) of 140, and a Tack Coat unit weight (gal/sy) of 0.05.

| Station to Station | Side | Pavement Type | L Length FT | W Width FT | T Thickness IN | HMA Base Widening ① TONS | HMA Base Widening ① SY | PCC Base Widening ① SY | PCC Pavement Widening ① SY | Tack Coat | | Tack Coat ② GAL | Asphalt Binder ① TONS | Class 13 Excavation, Widening ① CY | Special Backfill ① TONS | Remarks | |
|--|------------|---------------|-------------------|------------------|----------------------|--------------------------------|------------------------------|------------------------------|----------------------------------|-----------|---------------|-----------------------|-----------------------------|--|-------------------------------|--------------|--------------------------|
| | | | | | | | | | | Lifts | Vertical Edge | | | | | | |
| | | | | | | | | | | GAL | GAL | | | | | | |
| HSIPX-069-1(61)--3L-27 (DIVISION 1, URBAN) | | | | | | | | | | | | | | | | | |
| 1+08.00 | 10+50.00 | SB | HMA | 942.00 | 4.0 | 4.0 | 418.7 | | | | 41.87 | 3.49 | 45.36 | | | 81.4 | 7" Class 13 Excavation |
| 10+50.00 | 13+20.40 | SB | HMA | 270.40 | 4.0 | 4.0 | 120.2 | | | | 12.02 | 1.00 | 13.02 | | | 13.4 | |
| 1005+80.60 | 1022+05.00 | SB | HMA | 1624.40 | 4.0 | 4.0 | 722.0 | | | | 72.20 | 6.02 | 78.21 | | | 80.2 | |
| 1022+05.00 | 1034+90.00 | SB | HMA | 1285.00 | 4.0 | 4.0 | 571.1 | | | | 57.11 | 4.76 | 61.87 | | | 111.0 | 7" Class 13 Excavation |
| +97.00 | 10+50.00 | NB | HMA | 953.00 | 4.0 | 4.0 | 423.6 | | | | 42.36 | 3.53 | 45.89 | | | 82.4 | 7" Class 13 Excavation |
| 10+50.00 | 13+20.40 | NB | HMA | 270.40 | 4.0 | 4.0 | 120.2 | | | | 12.02 | 1.00 | 13.02 | | | 13.4 | |
| 1005+80.60 | 1021+10.00 | NB | HMA | 1529.40 | 4.0 | 4.0 | 679.7 | | | | 67.97 | 5.66 | 73.64 | | | 75.5 | |
| 1033+50.00 | 1034+90.00 | NB | HMA | 140.00 | 4.0 | 4.0 | 62.2 | | | | 6.22 | 0.52 | 6.74 | | | 12.1 | 7" Class 13 Excavation |
| HSIPX-069-1(61)--3L-27 (DIV 1, URBAN) TOTAL | | | | | | | 4" THICK | 3117.6 | | | | | | | | 469.4 | NOTES (1) and (2) |
| HSIPX-069-1(61)--3L-27 (DIVISION 2, RURAL) | | | | | | | | | | | | | | | | | |
| 13+20.40 | 115+95.00 | SB | HMA | 10274.60 | 4.0 | 4.0 | 4566.5 | | | | 456.65 | 38.05 | 494.70 | | | 507.4 | |
| 115+95.00 | 120+26.20 | SB | HMA | 431.20 | 2.0 | 4.0 | 95.8 | | | | 9.58 | 1.60 | 11.18 | | | 10.6 | |
| Equation Station 120+26.2 (BK) = 120+16.2 (AH) | | | | | | | | | | | | | | | | | |
| 120+16.20 | 121+11.00 | SB | HMA | 94.80 | 2.0 | 4.0 | 21.1 | | | | 2.11 | 0.35 | 2.46 | | | 2.3 | |
| 121+11.00 | 141+17.00 | SB | HMA | 2006.00 | 4.0 | 4.0 | 891.6 | | | | 89.16 | 7.43 | 96.59 | | | 99.1 | |
| 141+17.00 | 148+00.00 | SB | HMA | 683.00 | 2.0 | 4.0 | 151.8 | | | | 15.18 | 2.53 | 17.71 | | | 16.9 | |
| 148+00.00 | 168+50.00 | SB | HMA | 2050.00 | 4.0 | 4.0 | 911.1 | | | | 91.11 | 7.59 | 98.70 | | | 101.2 | |
| 168+50.00 | 173+21.00 | SB | HMA | 471.00 | 2.0 | 4.0 | 104.7 | | | | 10.47 | 1.74 | 12.21 | | | 11.6 | |
| 173+21.00 | 270+60.00 | SB | HMA | 9739.00 | 4.0 | 4.0 | 4328.4 | | | | 432.84 | 36.07 | 468.91 | | | 480.9 | |
| 270+60.00 | 281+25.00 | SB | HMA | 1065.00 | 2.0 | 4.0 | 236.7 | | | | 23.67 | 3.94 | 27.61 | | | 26.3 | |
| 281+25.00 | 297+67.00 | SB | HMA | 1642.00 | 4.0 | 4.0 | 729.8 | | | | 72.98 | 6.08 | 79.06 | | | 81.1 | |
| 297+67.00 | 308+02.00 | SB | HMA | 1035.00 | 2.0 | 4.0 | 230.0 | | | | 23.00 | 3.83 | 26.83 | | | 25.6 | |
| 308+02.00 | 327+93.00 | SB | HMA | 1991.00 | 4.0 | 4.0 | 884.9 | | | | 88.49 | 7.37 | 95.86 | | | 98.3 | |
| 327+93.00 | 337+17.00 | SB | HMA | 924.00 | 2.0 | 4.0 | 205.3 | | | | 20.53 | 3.42 | 23.96 | | | 22.8 | |
| 337+17.00 | 384+04.00 | SB | HMA | 4687.00 | 4.0 | 4.0 | 2083.1 | | | | 208.31 | 17.36 | 225.67 | | | 231.5 | |
| 384+04.00 | 394+92.00 | SB | HMA | 1088.00 | 2.0 | 4.0 | 241.8 | | | | 24.18 | 4.03 | 28.21 | | | 26.9 | |
| 394+92.00 | 454+58.00 | SB | HMA | 5966.00 | 4.0 | 4.0 | 2651.6 | | | | 265.16 | 22.10 | 287.25 | | | 294.6 | |
| 454+58.00 | 455+37.00 | SB | HMA | 79.00 | 2.0 | 4.0 | 17.6 | | | | 1.76 | 0.29 | 2.05 | | | 2.0 | |
| 455+37.00 | 637+62.00 | SB | HMA | 18225.00 | 4.0 | 4.0 | 8100.0 | | | | 810.00 | 67.50 | 877.50 | | | 900.0 | |
| 637+62.00 | 638+15.00 | SB | HMA | 53.00 | 4.0 | 4.0 | 23.6 | | | | 2.36 | 0.20 | 2.55 | | | 4.6 | 7" Class 13 Excavation |
| 646+22.00 | 790+75.00 | SB | HMA | 14453.00 | 4.0 | 4.0 | 6423.6 | | | | 642.36 | 53.53 | 695.89 | | | 713.7 | |
| 790+75.00 | 792+25.00 | SB | HMA | 150.00 | 4.0 | 4.0 | 66.7 | | | | 6.67 | 0.56 | 7.22 | | | 13.0 | 7" Class 13 Excavation |
| 792+25.00 | 800+08.00 | SB | HMA | 150.00 | 4.0 | 4.0 | 66.7 | | | | 6.67 | 0.56 | 7.22 | | | 13.0 | 7" Class 13 Excavation |
| 800+08.00 | 940+82.00 | SB | HMA | 14074.00 | 4.0 | 4.0 | 6255.1 | | | | 625.51 | 52.13 | 677.64 | | | 695.0 | |
| 940+82.00 | 946+66.00 | SB | HMA | 584.00 | 2.0 | 4.0 | 129.8 | | | | 12.98 | 2.16 | 15.14 | | | 14.4 | |
| 946+66.00 | 954+90.00 | SB | HMA | 824.00 | 4.0 | 4.0 | 366.2 | | | | 36.62 | 3.05 | 39.67 | | | 40.7 | |
| 954+90.00 | 961+36.00 | SB | HMA | 646.00 | 2.0 | 4.0 | 143.6 | | | | 14.36 | 2.39 | 16.75 | | | 16.0 | |
| 961+36.00 | 989+90.00 | SB | HMA | 595.00 | 4.0 | 4.0 | 264.4 | | | | 26.44 | 2.20 | 28.65 | | | 29.4 | |
| 989+90.00 | 1005+80.60 | SB | HMA | 106.60 | 4.0 | 4.0 | 47.4 | | | | 4.74 | 0.39 | 5.13 | | | 5.3 | |
| 13+20.40 | 115+95.00 | NB | HMA | 10274.60 | 4.0 | 4.0 | 4566.5 | | | | 456.65 | 38.05 | 494.70 | | | 507.4 | |
| 115+95.00 | 120+26.20 | NB | HMA | 431.20 | 2.0 | 4.0 | 95.8 | | | | 9.58 | 1.60 | 11.18 | | | 10.6 | |
| Equation Station 120+26.2 (BK) = 120+16.2 (AH) | | | | | | | | | | | | | | | | | |
| 120+16.20 | 121+11.00 | NB | HMA | 94.80 | 2.0 | 4.0 | 21.1 | | | | 2.11 | 0.35 | 2.46 | | | 2.3 | |
| 121+11.00 | 141+17.00 | NB | HMA | 2006.00 | 4.0 | 4.0 | 891.6 | | | | 89.16 | 7.43 | 96.59 | | | 99.1 | |
| 141+17.00 | 148+00.00 | NB | HMA | 683.00 | 2.0 | 4.0 | 151.8 | | | | 15.18 | 2.53 | 17.71 | | | 16.9 | |
| 148+00.00 | 168+50.00 | NB | HMA | 2050.00 | 4.0 | 4.0 | 911.1 | | | | 91.11 | 7.59 | 98.70 | | | 101.2 | |
| 168+50.00 | 173+21.00 | NB | HMA | 471.00 | 2.0 | 4.0 | 104.7 | | | | 10.47 | 1.74 | 12.21 | | | 11.6 | |
| 173+21.00 | 270+60.00 | NB | HMA | 9739.00 | 4.0 | 4.0 | 4328.4 | | | | 432.84 | 36.07 | 468.91 | | | 480.9 | |
| 270+60.00 | 281+25.00 | NB | HMA | 1065.00 | 2.0 | 4.0 | 236.7 | | | | 23.67 | 3.94 | 27.61 | | | 26.3 | |
| 281+25.00 | 297+67.00 | NB | HMA | 1642.00 | 4.0 | 4.0 | 729.8 | | | | 72.98 | 6.08 | 79.06 | | | 81.1 | |
| 297+67.00 | 308+02.00 | NB | HMA | 1035.00 | 2.0 | 4.0 | 230.0 | | | | 23.00 | 3.83 | 26.83 | | | 25.6 | |
| 308+02.00 | 327+93.00 | NB | HMA | 1991.00 | 4.0 | 4.0 | 884.9 | | | | 88.49 | 7.37 | 95.86 | | | 98.3 | |
| 327+93.00 | 337+17.00 | NB | HMA | 924.00 | 2.0 | 4.0 | 205.3 | | | | 20.53 | 3.42 | 23.96 | | | 22.8 | |
| 337+17.00 | 384+04.00 | NB | HMA | 4687.00 | 4.0 | 4.0 | 2083.1 | | | | 208.31 | 17.36 | 225.67 | | | 231.5 | |
| 384+04.00 | 394+92.00 | NB | HMA | 1088.00 | 2.0 | 4.0 | 241.8 | | | | 24.18 | 4.03 | 28.21 | | | 26.9 | |

AREAS FOR PAVEMENT OR BASE WIDENING

Refer to Standard Road Plans PV-105 or PV-203



① Bid Item

② Estimated for two applications to achieve lifts and one application of 0.10 Gal/SY adjacent to existing pavement. Priming of subgrade or finished base is not required. Calculations assume a HMA unit weight (lbs/cf) of 145, a Special Backfill unit weight (lbs/cf) of 140, and a Tack Coat unit weight (gal/sy) of 0.05.

| Station to Station | Side | Pavement Type | L Length FT | W Width FT | T Thickness IN | HMA Base Widening ① TONS | HMA Base Widening ① SY | PCC Base Widening ① SY | PCC Pavement Widening ① SY | Tack Coat | | Tack Coat ② GAL | Asphalt Binder ① TONS | Class 13 Excavation, Widening ① CY | Special Backfill ① TONS | Remarks |
|---|------------|---------------|-------------------|------------------|----------------------|--------------------------------|------------------------------|------------------------------|----------------------------------|-----------|---------------|-----------------------|-----------------------------|--|-------------------------------|--------------------------|
| | | | | | | | | | | Lifts | Vertical Edge | | | | | |
| | | | | | | | | | | GAL | GAL | | | | | |
| 394+92.00 | 637+62.00 | NB | HMA | 24270.00 | 4.0 | 4.0 | 10786.7 | | | 1078.67 | 89.89 | 1168.56 | | 1198.5 | | |
| 646+22.00 | 790+75.00 | NB | HMA | 14453.00 | 4.0 | 4.0 | 6423.6 | | | 642.36 | 53.53 | 695.89 | | 713.7 | | |
| 790+75.00 | 792+25.00 | NB | HMA | 150.00 | 4.0 | 4.0 | 66.7 | | | 6.67 | 0.56 | 7.22 | | 13.0 | | 7" Class 13 Excavation |
| 798+58.00 | 800+08.00 | NB | HMA | 150.00 | 4.0 | 4.0 | 66.7 | | | 6.67 | 0.56 | 7.22 | | 13.0 | | 7" Class 13 Excavation |
| 800+08.00 | 940+82.00 | NB | HMA | 14074.00 | 4.0 | 4.0 | 6255.1 | | | 625.51 | 52.13 | 677.64 | | 695.0 | | |
| 940+82.00 | 946+66.00 | NB | HMA | 584.00 | 2.0 | 4.0 | 129.8 | | | 12.98 | 2.16 | 15.14 | | 14.4 | | |
| 946+66.00 | 954+90.00 | NB | HMA | 824.00 | 4.0 | 4.0 | 366.2 | | | 36.62 | 3.05 | 39.67 | | 40.7 | | |
| 954+90.00 | 969+46.00 | NB | HMA | 1456.00 | 2.0 | 4.0 | 323.6 | | | 32.36 | 5.39 | 37.75 | | 36.0 | | |
| 969+46.00 | 978+55.00 | NB | HMA | 909.00 | 4.0 | 4.0 | 404.0 | | | 40.40 | 3.37 | 43.77 | | 44.9 | | |
| 978+55.00 | 989+90.00 | NB | HMA | 1135.00 | 2.0 | 4.0 | 252.2 | | | 25.22 | 4.20 | 29.43 | | 28.0 | | |
| 989+90.00 | 995+85.00 | NB | HMA | 595.00 | 4.0 | 4.0 | 264.4 | | | 26.44 | 2.20 | 28.65 | | 29.4 | | |
| 1004+74.00 | 1005+80.60 | NB | HMA | 106.60 | 4.0 | 4.0 | 47.4 | | | 4.74 | 0.39 | 5.13 | | 5.3 | | |
| HSIPX-069-1(61)--3L-27 (DIV 2, RURAL) TOTAL | | | | | | | | 4" THICK | 81307.3 | | | | | 9058.3 | | NOTES (1) and (2) |
| NOTES: | | | | | | | | | | | | | | | | |
| NOTE (1): Class 13 Excavation and Base Widening shall not occur within the limits of Dimension B on Detail 7149-M (HMA Runout for Paved Sideroads or Paved Entrances) on B Sheets. | | | | | | | | | | | | | | | | |
| NOTE (2): Class 13 Excavation is 4" Thick unless otherwise noted in REMARKS section. 7" Thickness occurs in "Mill and Fill" (0" net roadway profile elevation change) locations. See Typical on B Sheets. | | | | | | | | | | | | | | | | |

110-7A
04-17-12

REMOVAL OF STEEL BEAM GUARDRAIL

① Lane(s) to which the installation is adjacent.
② Includes length of End Terminals and End Anchors.

| Location | | | | | Removal of Guardrail ② LF |
|---|------------------------|--------------------|-----------|----|---------------------------------|
| No. | ① Direction of Traffic | Station to Station | Side | | |
| 1 | SB | 579+48.00 | 581+42.00 | LT | 194.0 |
| 1 | NB | 579+10.00 | 581+04.00 | RT | 194.0 |
| HSIPX-069-1(61)--3L-27 (DIVISION 2, RURAL) TOTAL | | | | | 388.0 |

Notes:
1. Existing Steel Beam GuardRail is to be unbolted, not cut, during the removal. Steel Beam Guardrail shall then be stockpiled, see tab 110-13 (Delivery and Stockpiling).

107-23
10-18-11

GRADING FOR GUARDRAIL INSTALLATIONS

Refer to EW-301

① Lane(s) to which the installation is adjacent.

| Location | | | | Dimensions (Feet) | | | | | | | | Earthwork | | Remarks | | |
|------------------|------------------------|---------|------|------------------------|----|----|----|----|----|----|----|-----------|---|---------|---------------------------|---------------------------|
| No. | ① Direction of Traffic | Station | Side | Foreslope at Guardrail | X1 | Y1 | X2 | Y2 | X3 | Y3 | X4 | Y4 | Z | | Excavation Class 10 CY | Embankment In Place CY |
| TO BE DETERMINED | | | | | | | | | | | | | | | | |

108-8B
04-19-16

STEEL BEAM GUARDRAIL FOR SIDE OBSTACLE (TWO-WAY PROTECTION)

Possible Standards: BA-200, BA-205, BA-206, BA-210, BA-211, BA-251, LS-625, LS-626, LS-631, SI-172, SI-173, and SI-211.

① Lane(s) to which the obstacle is adjacent.

| No. | ① Direction of Traffic | Location | | Layout Lengths BA-251 or LS-631 | | | | | | | | | Delineators and Object Markers | | | | Bid Items | | | Remarks | | | |
|--|------------------------|----------|-----------|------------------------------------|----------------|------|------------------|-----------------|-------------------|------------------|-----------------|------------------|--------------------------------|-----------|-------------------------|--------|-----------|--------------------------------------|--------------|---------|--------------------------------|------------------|---------------|
| | | Side | Station | Approach Side (A) | | | | | Trailing Side (T) | | | | Long-Span System BA-211 | SI-211 | Object Marker SI-173 | | | Steel Beam Guardrail BA-200 LF | End Terminal | | Post Adapter BA-210 EACH | | |
| | | | | O _L | D _O | ET | VT2 _A | VF _A | VT1 _A | VT1 _T | VF _T | VT2 _T | | | ET | Type 1 | Type 2 | | Type 3 | | | Standard | Count EACH |
| | | | | | | FT | FT | LF | LF | LF | LF | LF | | | LF | LF | STATION | | TYPE | | | | |
| HSIPX-069-1(61)--3L-27 (DIVISION 2, RURAL) | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | SB | 0 | 580+35.75 | 20.00 | 9.73* | 47.5 | | | 93.75 | 75.00 | | | 47.5 | 580+35.75 | 3 | | | | 162.5 | BA-205 | 2 | See Notes Below. | |
| 2 | NB | 0 | 580+10.75 | 20.00 | 9.73* | 47.5 | | | 131.25 | 87.50 | | | 47.5 | 580+10.75 | 3 | | | | 212.5 | BA-205 | 2 | See Notes Below. | |
| HSIPX-069-1(61)--3L-27 (DIVISION 2, RURAL) | | | | | | | | | | | | | | | | | | | | | | | |
| (1) Location Station provided at center of first CRT post outside of the concrete barrier wall on the respective approach side. Distance from outer wall of concrete barrier wall to inner edge of the CRT post shall be 2.25'. Refer to Standard Road Plan BA-211. (2) "Do" distance measured from the Edge of Traffic Line of the respective Direction of Traffic to Face of Guardrail. Edge of Traffic Line is 12' from Center Line. | | | | | | | | | | | | | | | | | | | | | | | |

107-24
10-19-21

GRADING FOR HIGH TENSION CABLE GUARDRAIL INSTALLATIONS

Refer to Standard Road Plan EW-302

① Lane(s) to which the installation is adjacent.

| No. | Location | | | Foreslope at Guardrail | Dimensions | | | Protection Length (C _A +C _O +C _T) FT | Earthwork Type CY | Remarks |
|-----|------------------------|---------|------|------------------------|----------------|----------------|----------------|--|----------------------|------------------|
| | Direction of ① Traffic | Station | Side | | C _A | C _O | C _T | | | |
| | | | | | FT | FT | FT | | | |
| | | | | | | | | | | TO BE DETERMINED |

108-9A
04-20-10

HIGH TENSION CABLE GUARDRAIL

Refer to BA-351.

① Lane(s) to which the installation is adjacent.

| No. | Location | | | | Dimensions | | | Bid Items | | Remarks |
|--|------------------------|-----------|------|-----------------------|-------------------------|-------------------------|-------------------------|---|------------|---------------------|
| | Direction of ① Traffic | Station | Side | Offset D ₀ | Approach C _A | Obstacle C _O | Trailing C _T | Protection Length (C _A +C _O +C _T) | End Anchor | |
| | | | | | FT | FT | FT | FT | No. | |
| HSIPX-069-1(61)--3L-27 (DIVISION 2, RURAL) | | | | | | | | | | |
| 3 | SB | 680+37.00 | LT | 7.0 | 117.0 | 170.0 | 112.0 | 399.0 | 2 | Culvert at MP 33.01 |
| 4 | NB | 675+87.00 | RT | 7.0 | 138.0 | 225.0 | 95.0 | 458.0 | 2 | Culvert at MP 33.01 |
| 5 | SB | 789+04.00 | LT | 7.0 | 144.0 | 200.0 | 112.0 | 456.0 | 2 | Culvert at MP 35.07 |
| 6 | NB | 784+42.00 | RT | 7.0 | 138.0 | 120.0 | 83.0 | 341.0 | 2 | Culvert at MP 35.07 |
| HSIPX-069-1(61)--3L-27 (DIVISION 2, RURAL) | | | | | | | | 1654.0 | 8 | |

MILLED RUMBLE STRIPS

See PV-12 and PV-13

* Calculated at 18" width for Shoulder.

| Road Identification | Station to Station | Location | | Installation Length | Fog Seal* (Milled Rumble Strip) Shoulder | Effective Shoulder Width | | | Remarks | |
|---|--------------------|------------------------|--|---------------------|--|--------------------------|-----------|-----------|--------------------|--------------------|
| | | Shoulder Pavement Type | Rumble Strip Type (Centerline, Rt or Lt Shoulder) | | | IN | PCC Paved | HMA Paved | | Granular\ Earth |
| | | | | | | | STA | STA | | FT |
| STP-069-1(60)--2C-27 (DIVISION 2, RURAL) | | | | | | | | | | |
| US 69 | 13+20.40 | 120+26.20 | HMA | Centerline | | 107.06 | | | | |
| Equation Station 120+26.2 (BK) = 120+16.2 (AH) | | | | | | | | | | |
| US 69 | 120+16.20 | 1005+80.60 | HMA | Centerline | | 885.64 | | | | |
| HSIPX-069-1(61)--3L-27 (DIVISION 2, RURAL) | | | | | | | | | | |
| US 69 | 13+20.40 | 120+26.20 | HMA | Left Shoulder | 8" | 107.06 | | 4.0 | 1.0 | Rumble Stripes (1) |
| Equation Station 120+26.2 (BK) = 120+16.2 (AH) | | | | | | | | | | |
| US 69 | 120+16.20 | 1005+80.60 | HMA | Left Shoulder | 8" | 885.64 | | 4.0 | 1.0 | Rumble Stripes (1) |
| US 69 | 13+20.40 | 120+26.20 | HMA | Right Shoulder | 8" | 107.06 | | 4.0 | 1.0 | Rumble Stripes (1) |
| Equation Station 120+26.2 (BK) = 120+16.2 (AH) | | | | | | | | | | |
| US 69 | 120+16.20 | 1005+80.60 | HMA | Right Shoulder | 8" | 885.64 | | 4.0 | 1.0 | Rumble Stripes (1) |
| STP-069-1(60)--2C-27, DIV 2 | | | | | | | | | | |
| | | | | | PCC | HMA | Fog Seal | | | |
| | | | | | | 0.00 | 0.00 | 0.0 | | |
| | | | | | PCC Shoulders | 0.00 | | | | |
| | | | | | PCC or HMA Shoulders | 0.00 | 0.00 | 0.0 | | |
| | | | | | HMA Centerlines | | 992.70 | | | |
| | | | | | PCC Centerlines | 0.00 | | | | |
| | | | | | PCC or HMA Centerlines | 0.00 | 0.00 | | | |
| HSIPX-069-1(61)--3L-27, DIV 2 | | | | | | | | | | |
| | | | | | PCC | HMA | Fog Seal | | | |
| | | | | | | 1985.40 | 0.0 | | Rumble Stripes (1) | |
| | | | | | PCC Shoulders | 0.00 | | | | |
| | | | | | PCC or HMA Shoulders | 0.00 | 0.00 | 0.0 | | |
| | | | | | HMA Centerlines | | 0.00 | | | |
| | | | | | PCC Centerlines | 0.00 | | | | |
| | | | | | PCC or HMA Centerlines | 0.00 | 0.00 | | | |
| NOTES: | | | | | | | | | | |
| (1) Refer to Modified Standard Road Plan PV-12 on U Sheets for Rumble Stripe details. Fog Seal shall not be utilized on Rumble Stripes since Fog Seal negatively effects adhesion of pavement markings. | | | | | | | | | | |

PAVEMENT MARKING LINE TYPES

See PM-110

***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

*BCY4 - Place on the same side of the roadway to match existing markings near the project.

**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.

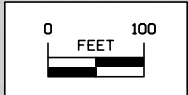
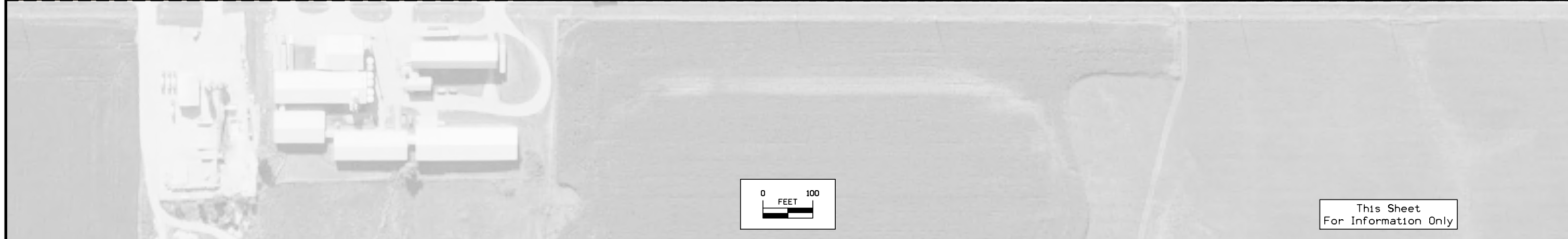
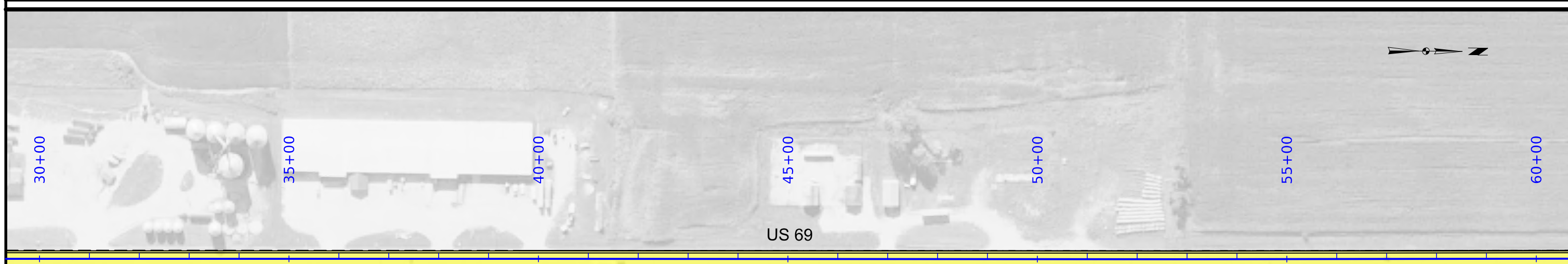
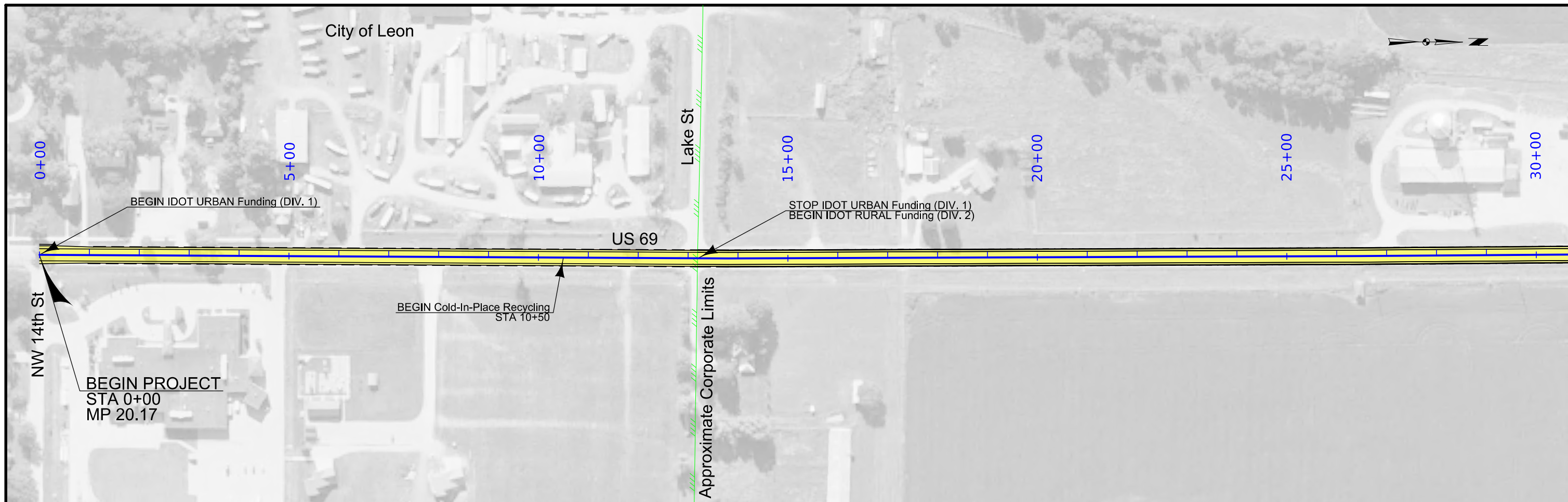
BCY4: Broken Centerline (Yellow) @ 0.25

DCY4: Double Centerline (Yellow) @ 2.00

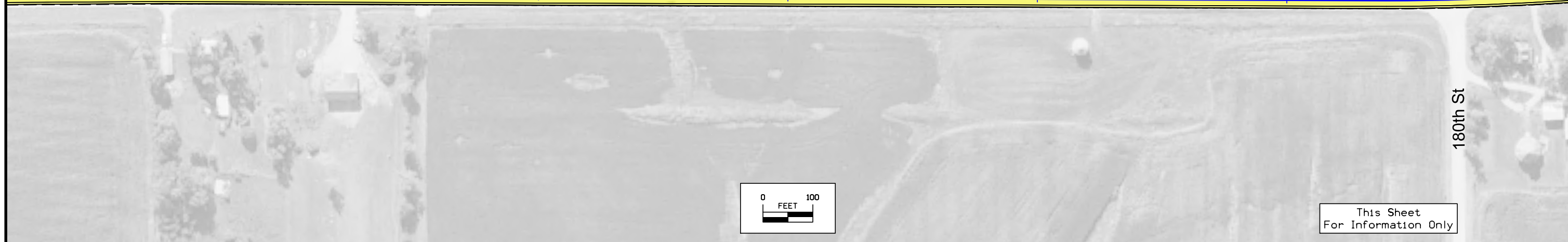
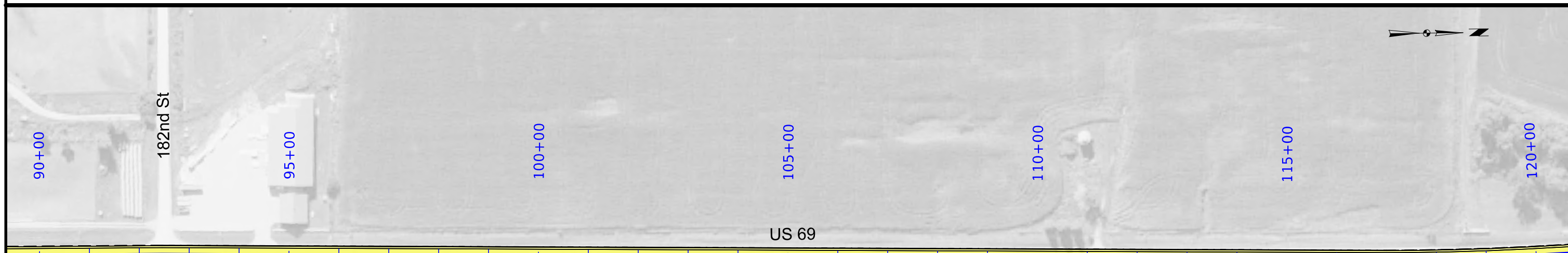
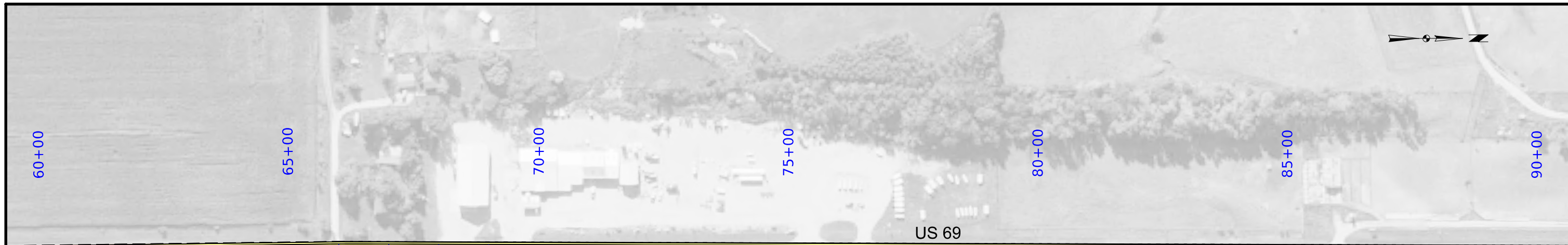
NPY4: No Passing Zone Line (Yellow) @ 1.25

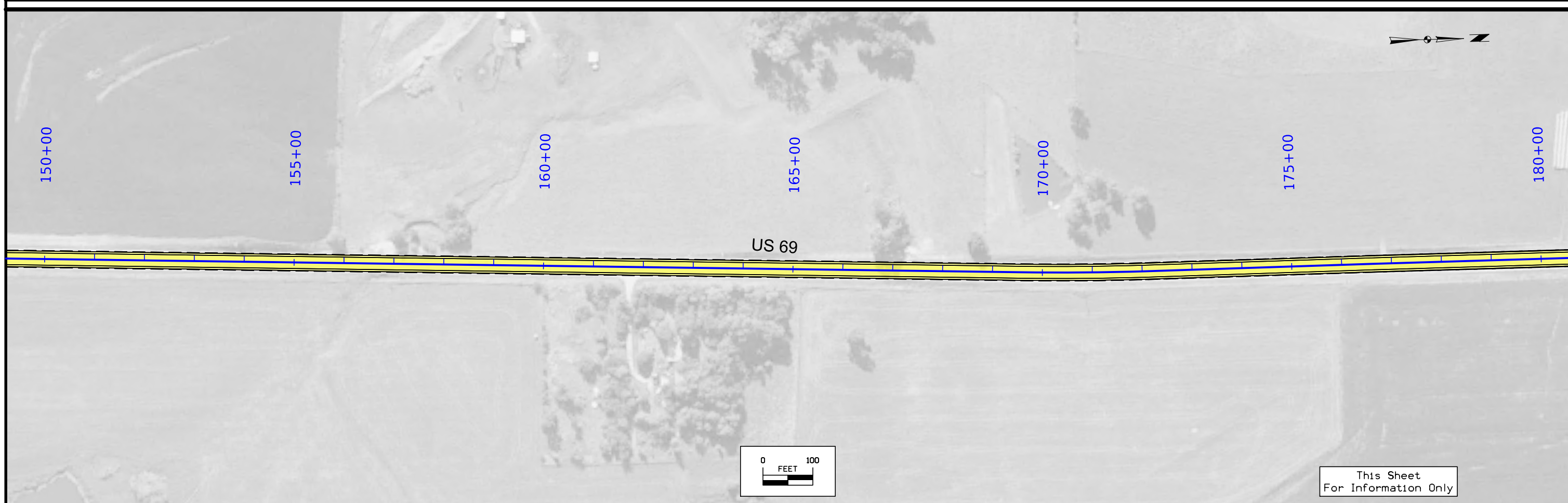
ELW4: Edge Line Right (White) @ 1.00

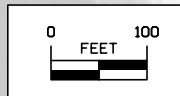
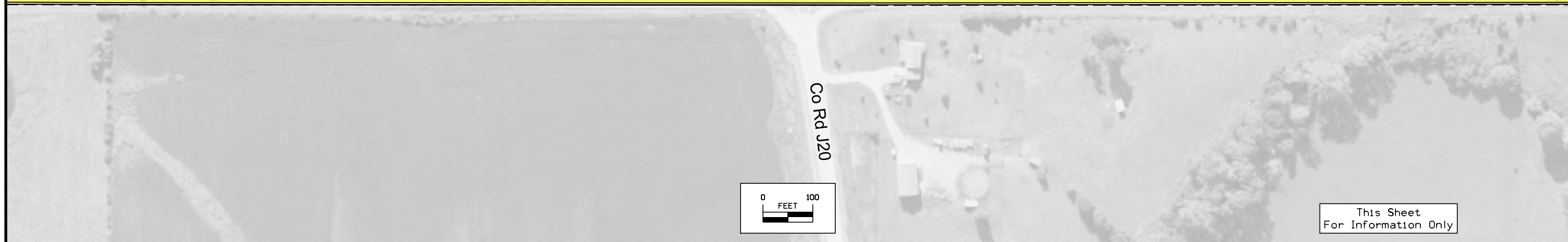
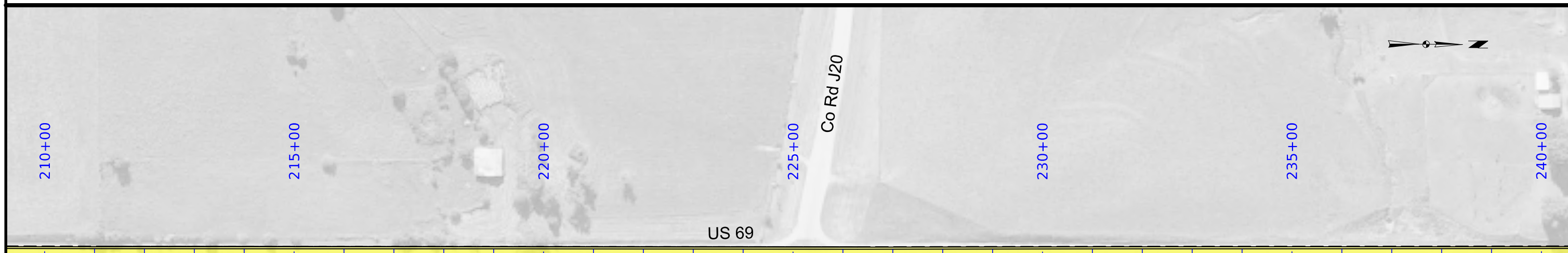
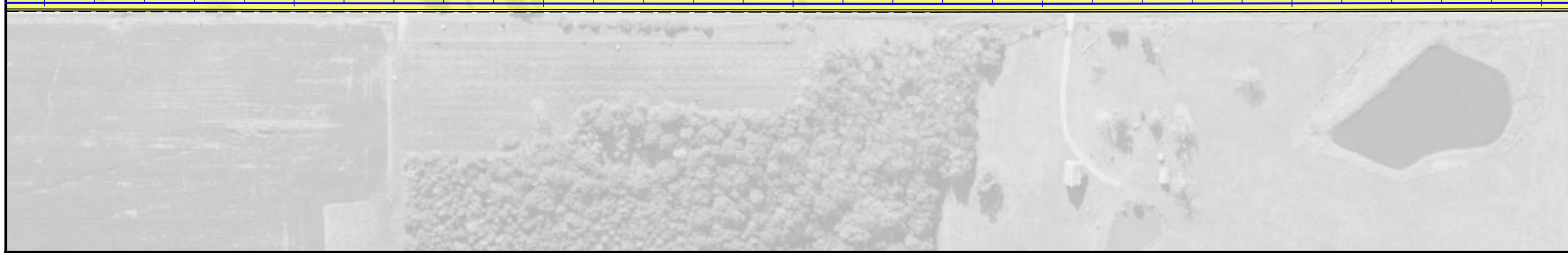
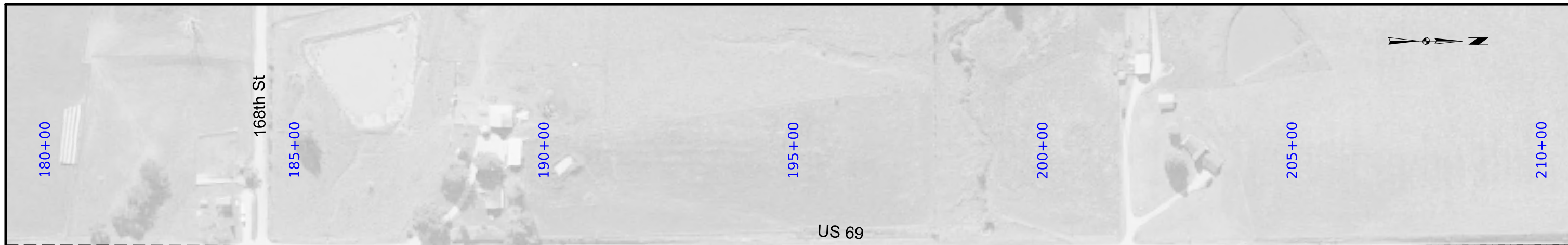
| Road ID | Station to Station | | Dir. of Travel | Location Marking Type | Side | | Length by Line Type (Unfactored) | | | | | | | | | | | | | | Remarks | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|--------------------|------------|----------------|--------------------------|------|---|----------------------------------|------|--------|-------|-----|-----|--|-----|-----|-----|-----|-----|-----|-----|---------|------------|-----------|--------|---------|---------|---------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----------------------------|-----------------------------|------------------------|
| | | | | | L | R | BCY4* | DCY4 | NPY4** | ELW4 | STA | STA | STA | STA | STA | STA | STA | STA | STA | STA | | APPLICABLE | TOTAL STA | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | STA | STA | STA | STA | STA | STA | STA | STA | STA | STA | STA | STA | STA | STA | | STA | STA | | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 389+85.00 | 400+73.00 | SB | Waterborne/Solvent Paint | X | | | | | | | | | | | | | | | | | | 4.00 | 43.52 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 400+73.00 | 411+51.00 | BOTH | Waterborne/Solvent Paint | X | | 10.78 | | | | | | | | | | | | | | | | 4.00 | 43.12 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 411+51.00 | 419+50.00 | NB | Waterborne/Solvent Paint | X | | | | | 7.99 | | | | | | | | | | | | | 4.00 | 31.96 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 419+50.00 | 420+60.00 | BOTH | Waterborne/Solvent Paint | X | | 1.10 | | | | | | | | | | | | | | | | 4.00 | 4.40 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 420+60.00 | 428+82.00 | SB | Waterborne/Solvent Paint | X | | | | | 8.22 | | | | | | | | | | | | | 4.00 | 32.88 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 428+82.00 | 450+20.00 | BOTH | Waterborne/Solvent Paint | X | | 21.38 | | | | | | | | | | | | | | | | 4.00 | 85.52 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 450+20.00 | 456+93.00 | NB | Waterborne/Solvent Paint | X | | | | | 6.73 | | | | | | | | | | | | | 4.00 | 26.92 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 456+93.00 | 560+30.00 | BOTH | Waterborne/Solvent Paint | X | | 103.37 | | | | | | | | | | | | | | | | 4.00 | 413.48 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 560+30.00 | 569+05.00 | BOTH | Waterborne/Solvent Paint | X | | | | 8.75 | | | | | | | | | | | | | | 4.00 | 35.00 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 569+05.00 | 578+70.00 | SB | Waterborne/Solvent Paint | X | | | | | 9.65 | | | | | | | | | | | | | 4.00 | 38.60 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 578+70.00 | 592+43.00 | BOTH | Waterborne/Solvent Paint | X | | 13.73 | | | | | | | | | | | | | | | | 4.00 | 54.92 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 592+43.00 | 602+51.00 | NB | Waterborne/Solvent Paint | X | | | | | 10.08 | | | | | | | | | | | | | 4.00 | 40.32 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 602+51.00 | 630+02.00 | BOTH | Waterborne/Solvent Paint | X | | | | 27.51 | | | | | | | | | | | | | | 4.00 | 110.04 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 630+02.00 | 636+48.00 | NB | Waterborne/Solvent Paint | X | | | | | 6.46 | | | | | | | | | | | | | 4.00 | 25.84 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 636+48.00 | 636+73.00 | BOTH | Waterborne/Solvent Paint | X | | | | 0.25 | | | | | | | | | | | | | | 4.00 | 1.00 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 636+73.00 | 645+28.00 | SB | Waterborne/Solvent Paint | X | | | | | 8.55 | | | | | | | | | | | | | 4.00 | 34.20 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 645+28.00 | 645+38.00 | BOTH | Waterborne/Solvent Paint | X | | | | 0.10 | | | | | | | | | | | | | | 4.00 | 0.40 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 645+38.00 | 655+28.00 | NB | Waterborne/Solvent Paint | X | | | | | 9.90 | | | | | | | | | | | | | 4.00 | 39.60 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 655+28.00 | 697+49.00 | BOTH | Waterborne/Solvent Paint | X | | | | 42.21 | | | | | | | | | | | | | | 4.00 | 168.84 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 697+49.00 | 708+20.00 | SB | Waterborne/Solvent Paint | X | | | | | 10.71 | | | | | | | | | | | | | 4.00 | 42.84 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 708+20.00 | 711+80.00 | BOTH | Waterborne/Solvent Paint | X | | 3.60 | | | | | | | | | | | | | | | | 4.00 | 14.40 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 711+80.00 | 721+05.00 | NB | Waterborne/Solvent Paint | X | | | | | 9.25 | | | | | | | | | | | | | 4.00 | 37.00 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 721+05.00 | 722+04.00 | BOTH | Waterborne/Solvent Paint | X | | 0.99 | | | | | | | | | | | | | | | | 4.00 | 3.96 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 722+04.00 | 730+26.00 | SB | Waterborne/Solvent Paint | X | | | | | 8.22 | | | | | | | | | | | | | 4.00 | 32.88 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 730+26.00 | 731+32.00 | BOTH | Waterborne/Solvent Paint | X | | 1.06 | | | | | | | | | | | | | | | | 4.00 | 4.24 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 731+32.00 | 737+09.00 | NB | Waterborne/Solvent Paint | X | | | | | 5.77 | | | | | | | | | | | | | 4.00 | 23.08 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 737+09.00 | 740+40.00 | BOTH | Waterborne/Solvent Paint | X | | 3.31 | | | | | | | | | | | | | | | | 4.00 | 13.24 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 740+40.00 | 745+85.00 | SB | Waterborne/Solvent Paint | X | | | | | 5.45 | | | | | | | | | | | | | 4.00 | 21.80 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 745+85.00 | 749+26.00 | BOTH | Waterborne/Solvent Paint | X | | 3.41 | | | | | | | | | | | | | | | | 4.00 | 13.64 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 749+26.00 | 759+43.00 | NB | Waterborne/Solvent Paint | X | | | | | 10.17 | | | | | | | | | | | | | 4.00 | 40.68 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 759+43.00 | 781+66.00 | BOTH | Waterborne/Solvent Paint | X | | | | 22.23 | | | | | | | | | | | | | | 4.00 | 88.92 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 781+66.00 | 792+20.00 | SB | Waterborne/Solvent Paint | X | | | | | 10.54 | | | | | | | | | | | | | 4.00 | 42.16 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 792+20.00 | 794+67.00 | BOTH | Waterborne/Solvent Paint | X | | 2.47 | | | | | | | | | | | | | | | | 4.00 | 9.88 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 794+67.00 | 804+16.00 | NB | Waterborne/Solvent Paint | X | | | | | 9.49 | | | | | | | | | | | | | 4.00 | 37.96 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 804+16.00 | 823+97.00 | BOTH | Waterborne/Solvent Paint | X | | | | 19.81 | | | | | | | | | | | | | | 4.00 | 79.24 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 823+97.00 | 829+10.00 | SB | Waterborne/Solvent Paint | X | | | | | 5.13 | | | | | | | | | | | | | 4.00 | 20.52 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 829+10.00 | 834+50.00 | BOTH | Waterborne/Solvent Paint | X | | | | 5.40 | | | | | | | | | | | | | | 4.00 | 21.60 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 834+50.00 | 838+14.00 | BOTH | Waterborne/Solvent Paint | X | | 3.64 | | | | | | | | | | | | | | | | 4.00 | 14.56 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 838+14.00 | 844+23.00 | SB | Waterborne/Solvent Paint | X | | | | | 6.09 | | | | | | | | | | | | | 4.00 | 24.36 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 844+23.00 | 848+03.00 | BOTH | Waterborne/Solvent Paint | X | | 3.80 | | | | | | | | | | | | | | | | 4.00 | 15.20 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 848+03.00 | 856+54.00 | NB | Waterborne/Solvent Paint | X | | | | | 8.51 | | | | | | | | | | | | | 4.00 | 34.04 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 856+54.00 | 861+04.00 | BOTH | Waterborne/Solvent Paint | X | | | | 4.50 | | | | | | | | | | | | | | 4.00 | 18.00 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 861+04.00 | 870+40.00 | SB | Waterborne/Solvent Paint | X | | | | | 9.36 | | | | | | | | | | | | | 4.00 | 37.44 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 870+40.00 | 840+72.00 | BOTH | Waterborne/Solvent Paint | X | | | | 29.68 | | | | | | | | | | | | | | 4.00 | 118.72 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 870+72.00 | 879+05.00 | NB | Waterborne/Solvent Paint | X | | | | | 8.33 | | | | | | | | | | | | | 4.00 | 33.32 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 879+05.00 | 882+38.00 | BOTH | Waterborne/Solvent Paint | X | | | | 3.33 | | | | | | | | | | | | | | 4.00 | 13.32 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 882+38.00 | 890+94.00 | SB | Waterborne/Solvent Paint | X | | | | | 8.56 | | | | | | | | | | | | | 4.00 | 34.24 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 890+94.00 | 892+12.00 | BOTH | Waterborne/Solvent Paint | X | | | | 1.18 | | | | | | | | | | | | | | 4.00 | 4.72 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 892+12.00 | 901+22.00 | NB | Waterborne/Solvent Paint | X | | | | | 9.10 | | | | | | | | | | | | | 4.00 | 36.40 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 901+22.00 | 901+45.00 | BOTH | Waterborne/Solvent Paint | X | | | | 0.23 | | | | | | | | | | | | | | 4.00 | 0.92 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 901+45.00 | 911+00.00 | SB | Waterborne/Solvent Paint | X | | | | | 9.55 | | | | | | | | | | | | | 4.00 | 38.20 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 911+00.00 | 914+82.00 | BOTH | Waterborne/Solvent Paint | X | | 3.82 | | | | | | | | | | | | | | | | 4.00 | 15.28 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 914+82.00 | 923+90.00 | NB | Waterborne/Solvent Paint | X | | | | | 9.08 | | | | | | | | | | | | | 4.00 | 36.32 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 923+90.00 | 926+00.00 | BOTH | Waterborne/Solvent Paint | X | | | | 2.10 | | | | | | | | | | | | | | 4.00 | 8.40 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 926+00.00 | 931+73.00 | SB | Waterborne/Solvent Paint | X | | | | | 5.73 | | | | | | | | | | | | | 4.00 | 22.92 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 931+73.00 | 934+13.00 | BOTH | Waterborne/Solvent Paint | X | | | | 2.40 | | | | | | | | | | | | | | 4.00 | 9.60 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 934+13.00 | 941+50.00 | NB | Waterborne/Solvent Paint | X | | | | | 7.37 | | | | | | | | | | | | | 4.00 | 29.48 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 941+50.00 | 943+23.00 | BOTH | Waterborne/Solvent Paint | X | | | | 1.73 | | | | | | | | | | | | | | 4.00 | 6.92 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 943+23.00 | 947+50.00 | SB | Waterborne/Solvent Paint | X | | | | | 4.27 | | | | | | | | | | | | | 4.00 | 17.08 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 947+50.00 | 986+65.00 | BOTH | Waterborne/Solvent Paint | X | | | | 39.15 | | | | | | | | | | | | | | 4.00 | 156.60 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 986+65.00 | 997+40.00 | SB | Waterborne/Solvent Paint | X | | | | | 10.75 | | | | | | | | | | | | | 4.00 | 43.00 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 997+40.00 | 1004+45.00 | BOTH | Waterborne/Solvent Paint | X | | 7.05 | | | | | | | | | | | | | | | | 4.00 | 28.20 | | | | | | | | | | | | | | | | | | | | | | |
| US 69 | 1004+45.00 | 1005+80.60 | SB | Waterborne/Solvent Paint | X | | | | | 1.36 | | | | | | | | | | | | | 4.00 | 5.42 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | STP-069-1(60)--2C-27 (DIVISION 1, URBAN) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | Factored Total: Waterborne/Solvent Paint | | | | | | | | | | 1.78 | | 52.56 | 116.87 | 247.73 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | Includes Temp+Final Applics | | |
| | | | | | | | | | | | | | Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | DIVISION 1: IDOT RURAL | |
| | | | | | | | | | | | | | STP-069-1(60)--2C-27 (DIVISION 2, RURAL) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | Factored Total: Waterborne/Solvent Paint | | | | | | | | | | 253.65 | | 2456.56 | 2306.73 | 7941.62 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | Includes Temp+Final Applics | |
| | | | | | | | | | | | | | Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | DIVISION 2: IDOT URBAN |



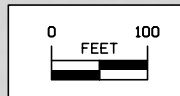
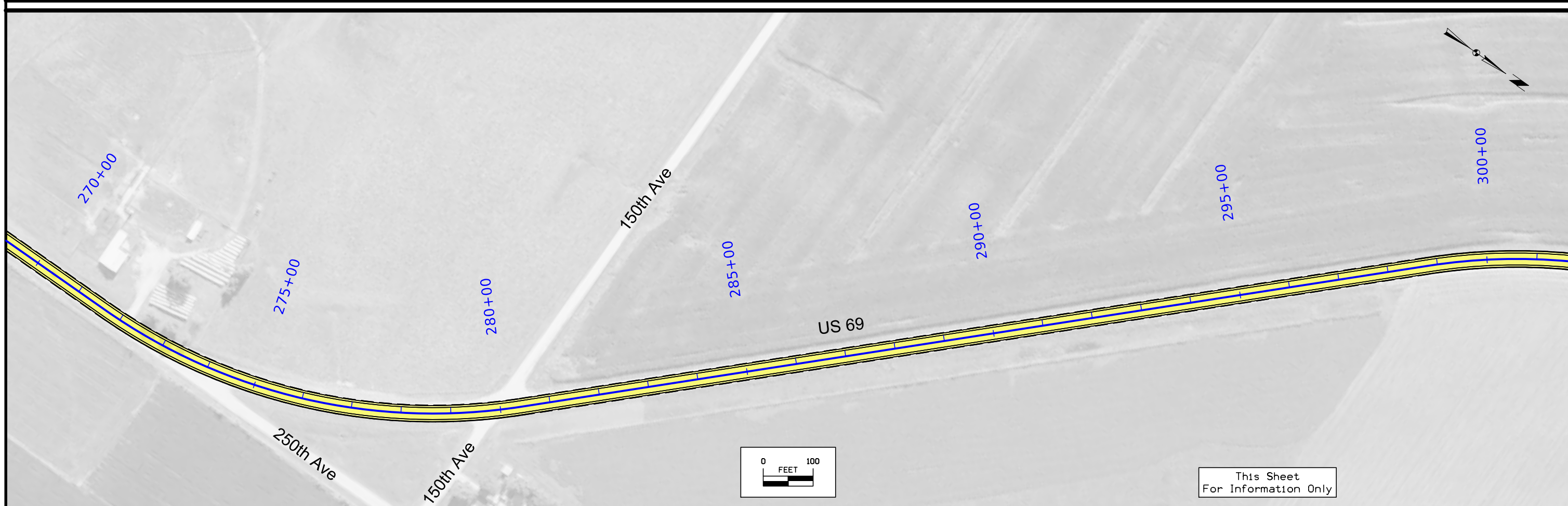
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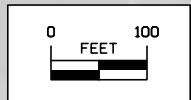




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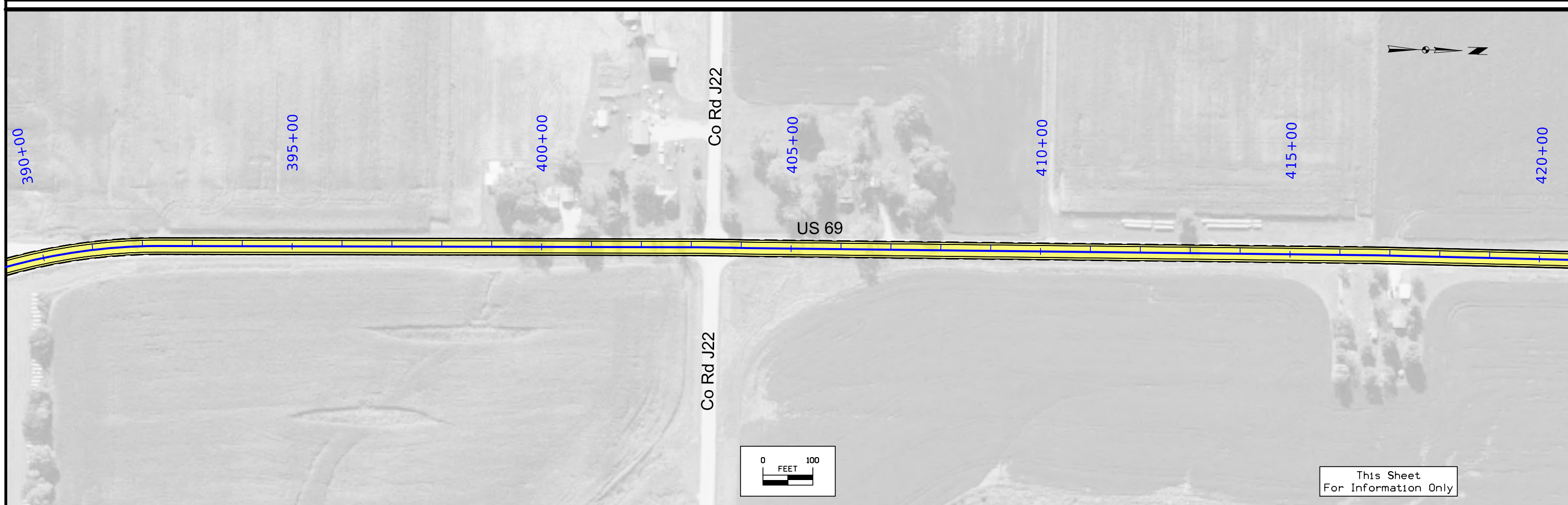


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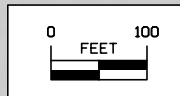
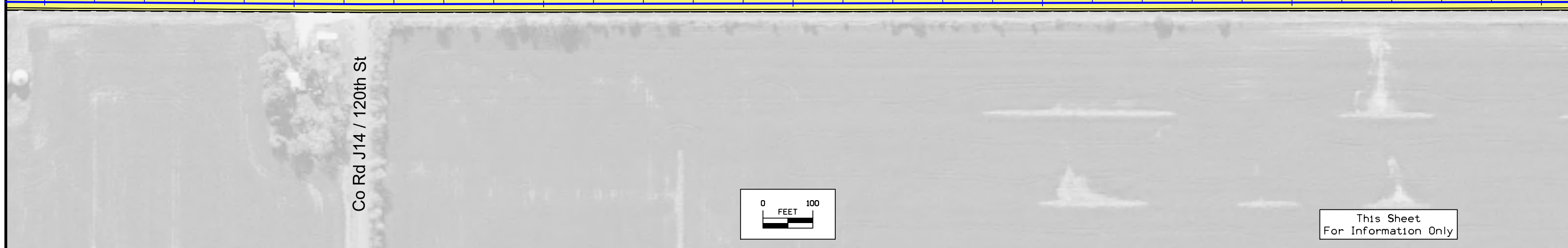
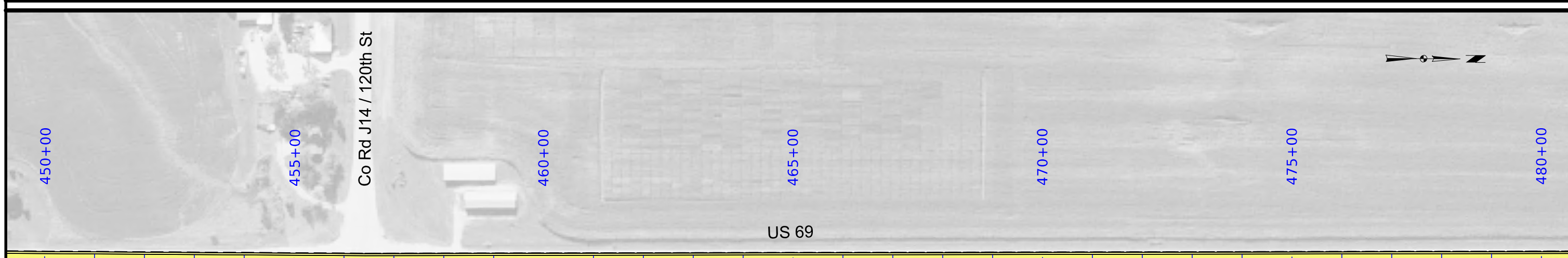
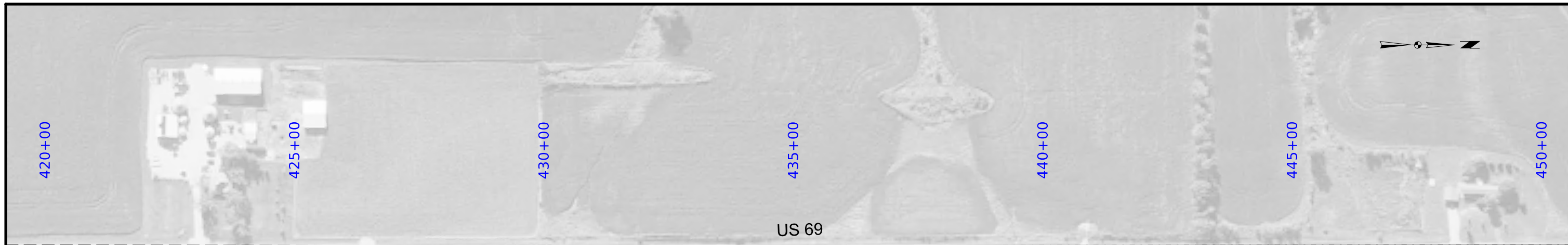
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| FILE NO. | ENGLISH | DESIGN TEAM HOLST / BAHR / JACKSON | DECATUR/CLARKE COUNTY | PROJECT NUMBER STP-069-1(60)--2C-27/HSIPX-069-1(61)--3L-27 | SHEET NUMBER D.6 |
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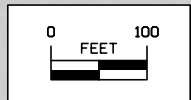
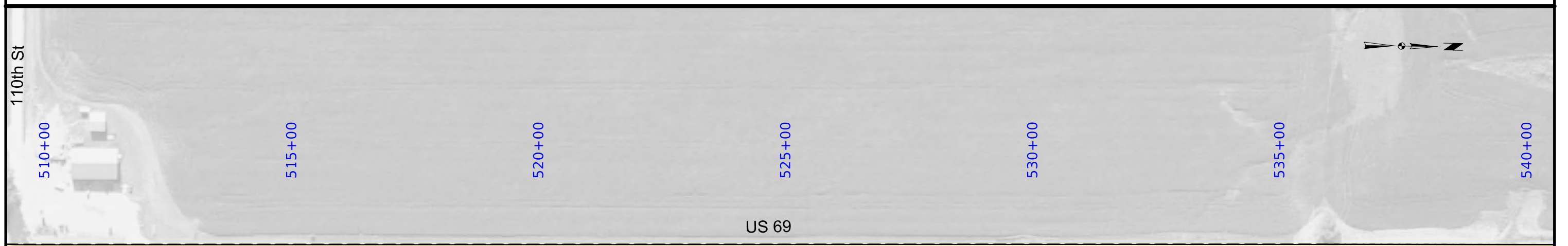
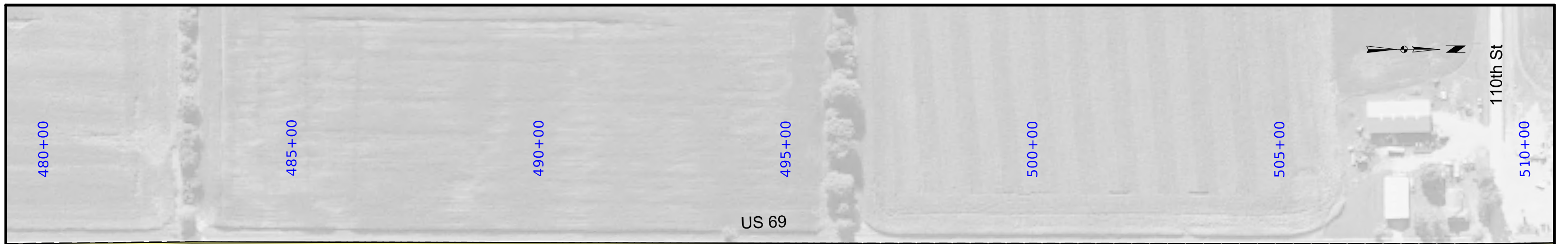


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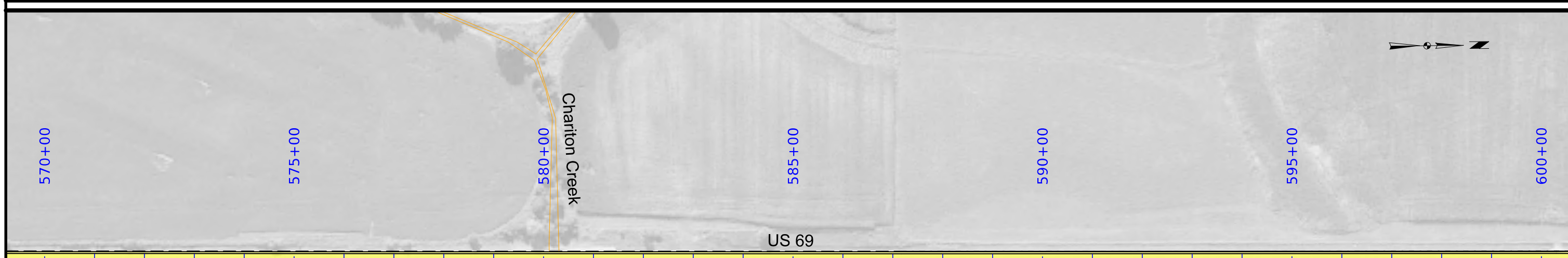
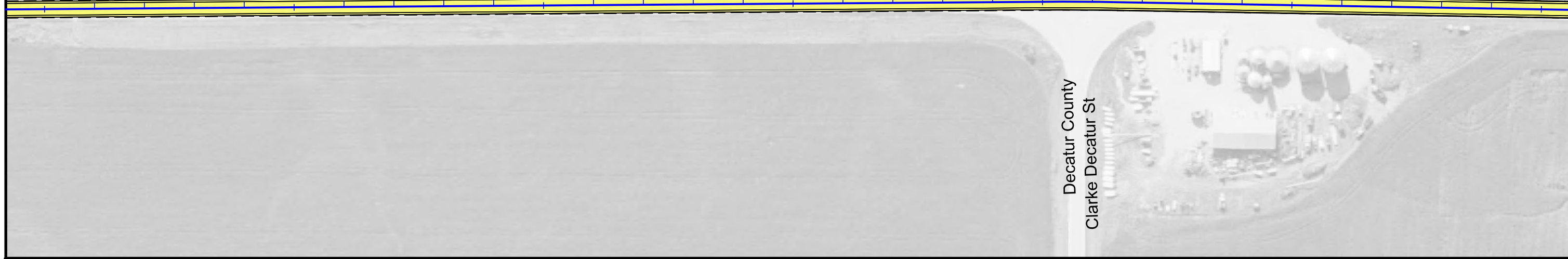
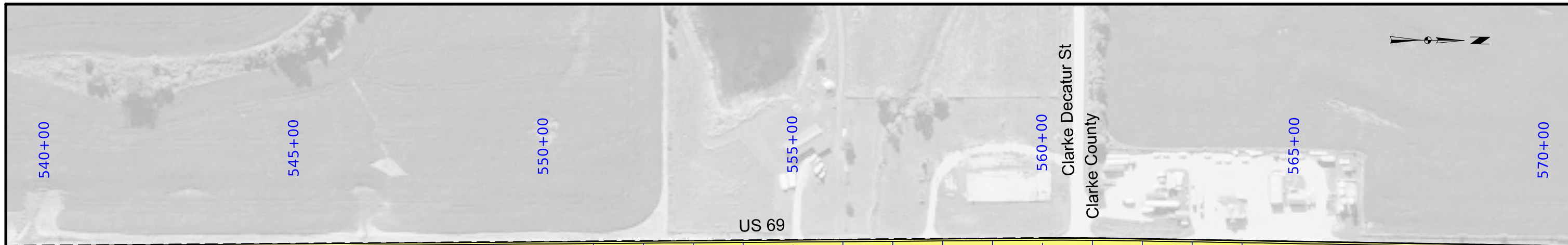
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| FILE NO. | ENGLISH | DESIGN TEAM HOLST / BAHR / JACKSON | DECATUR/CLARKE COUNTY | PROJECT NUMBER STP-069-1(60)--2C-27/HSIPX-069-1(61)--3L-27 | SHEET NUMBER D.7 |
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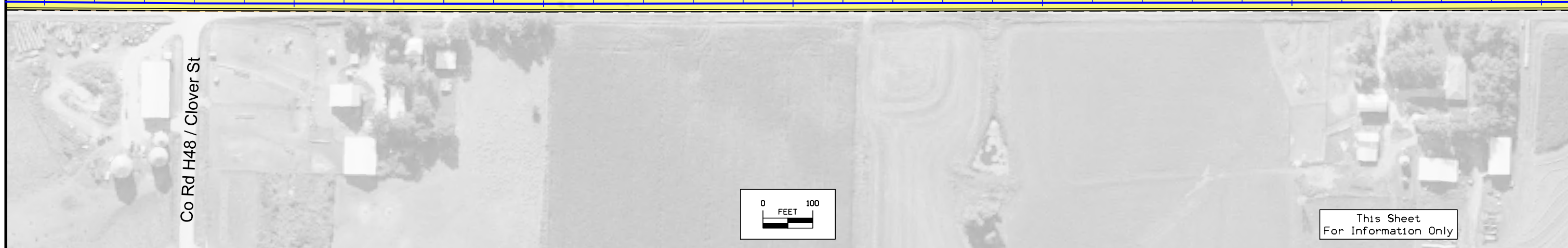
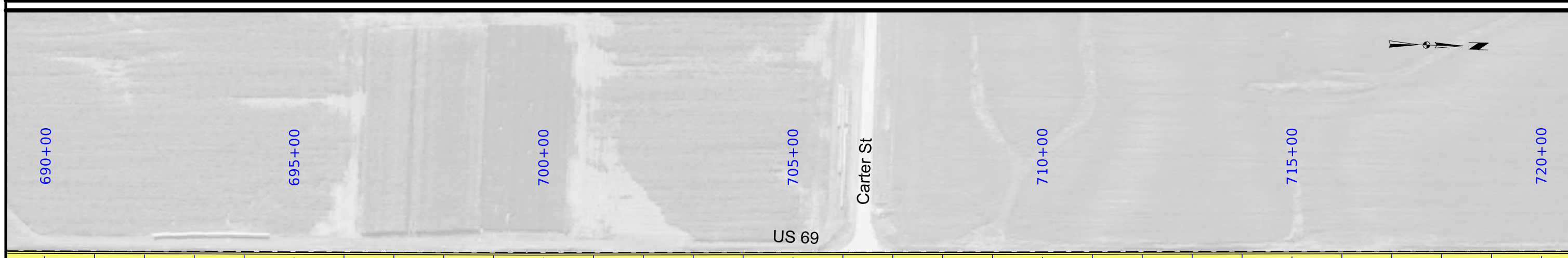
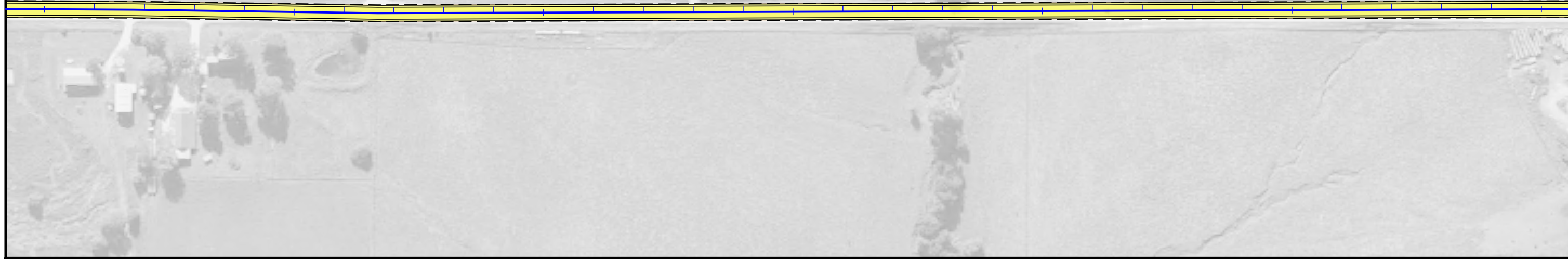
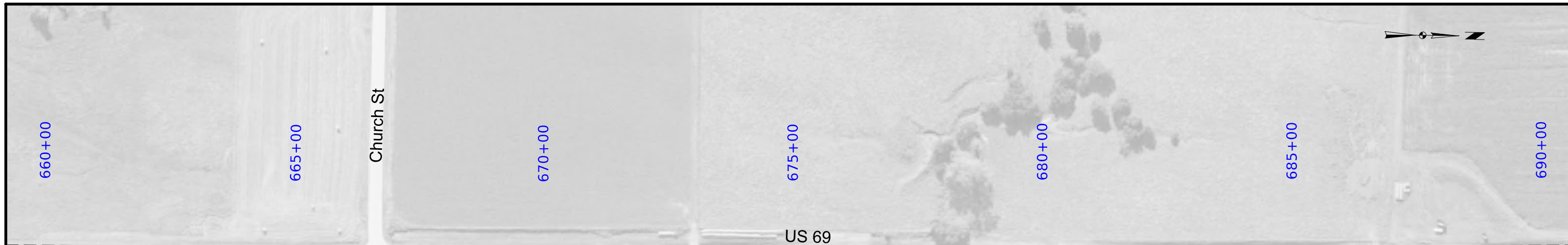
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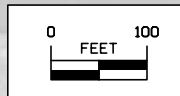
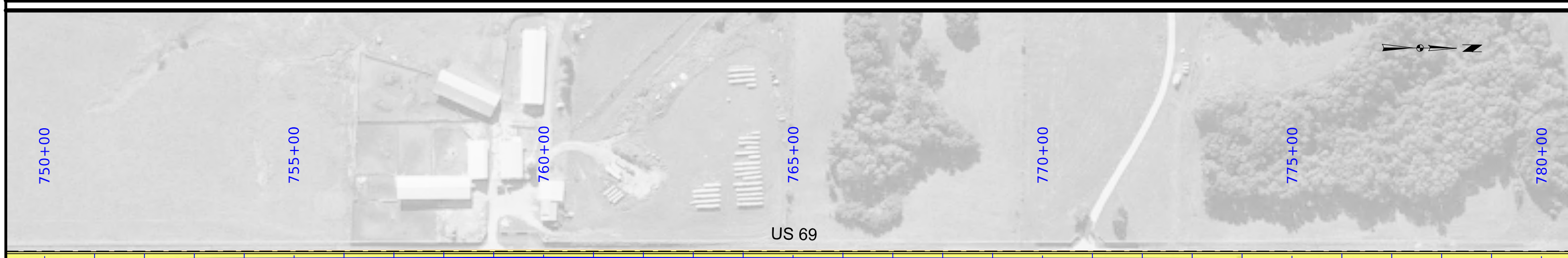
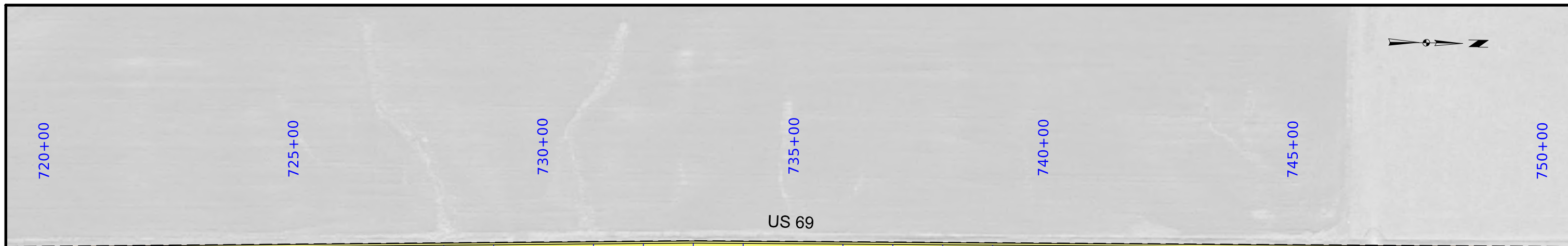
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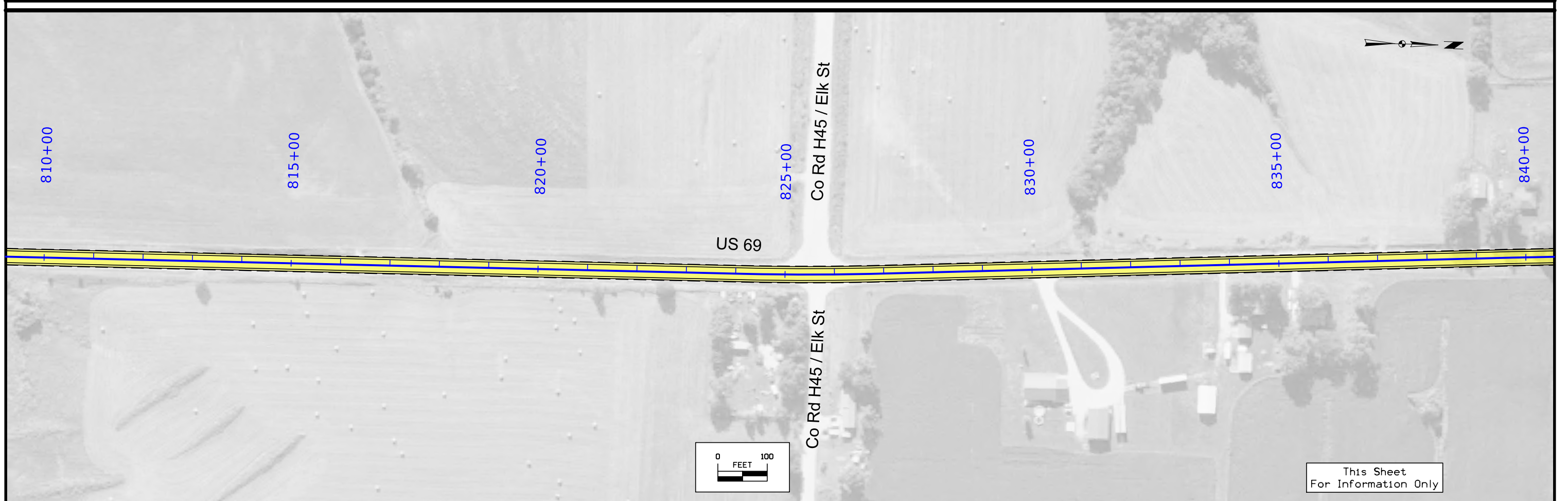
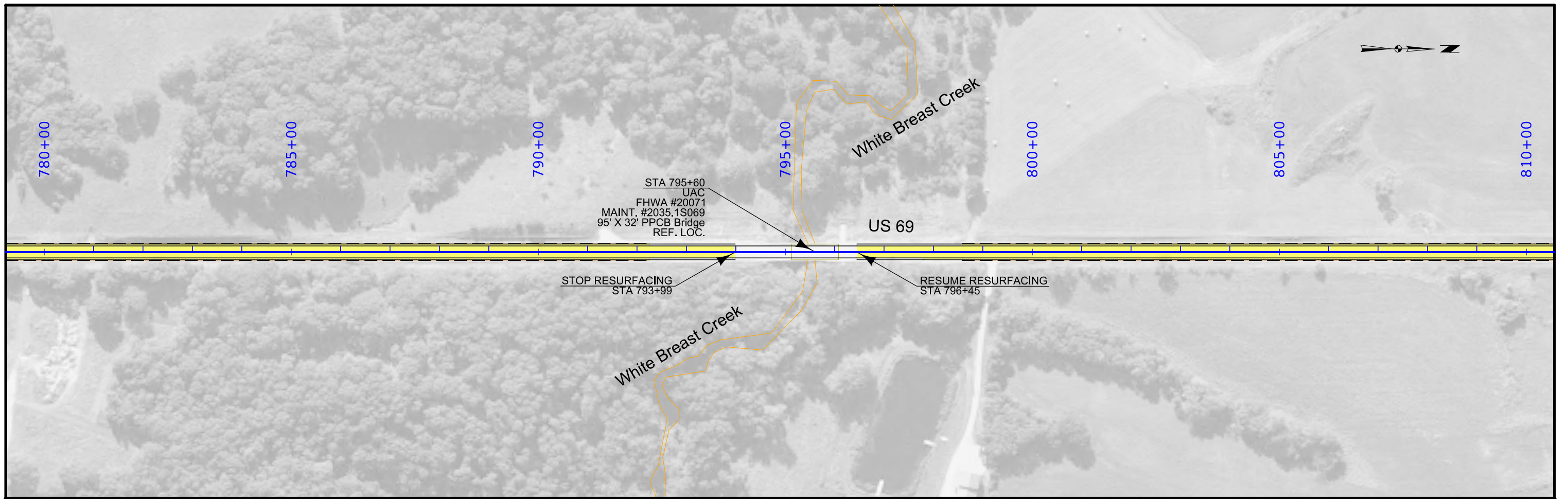
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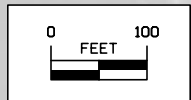
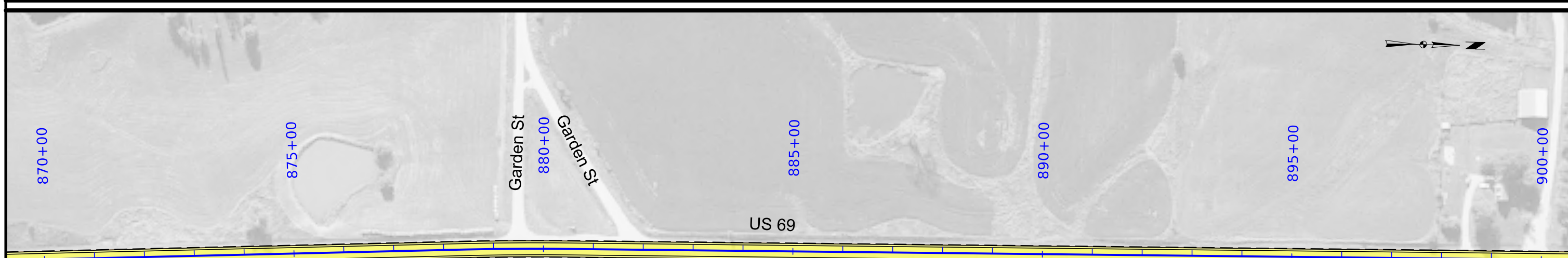
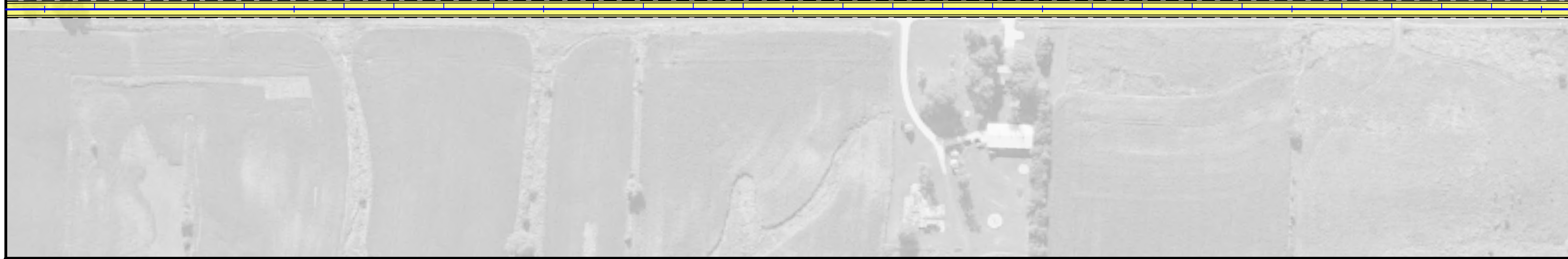
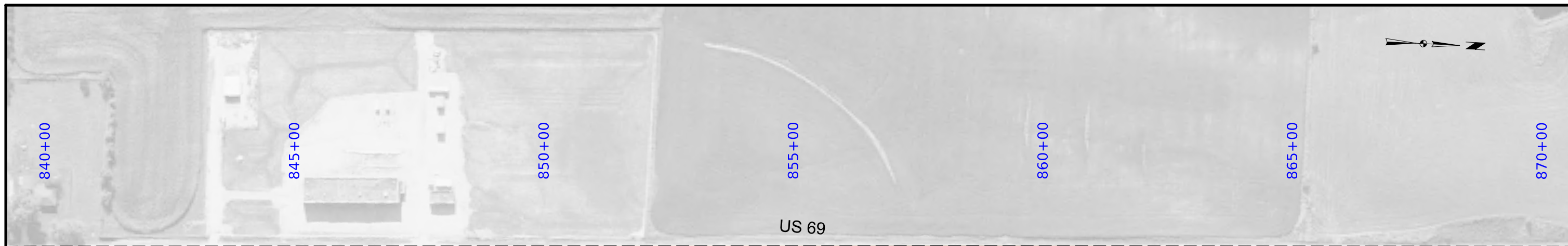


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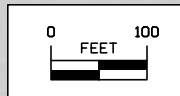
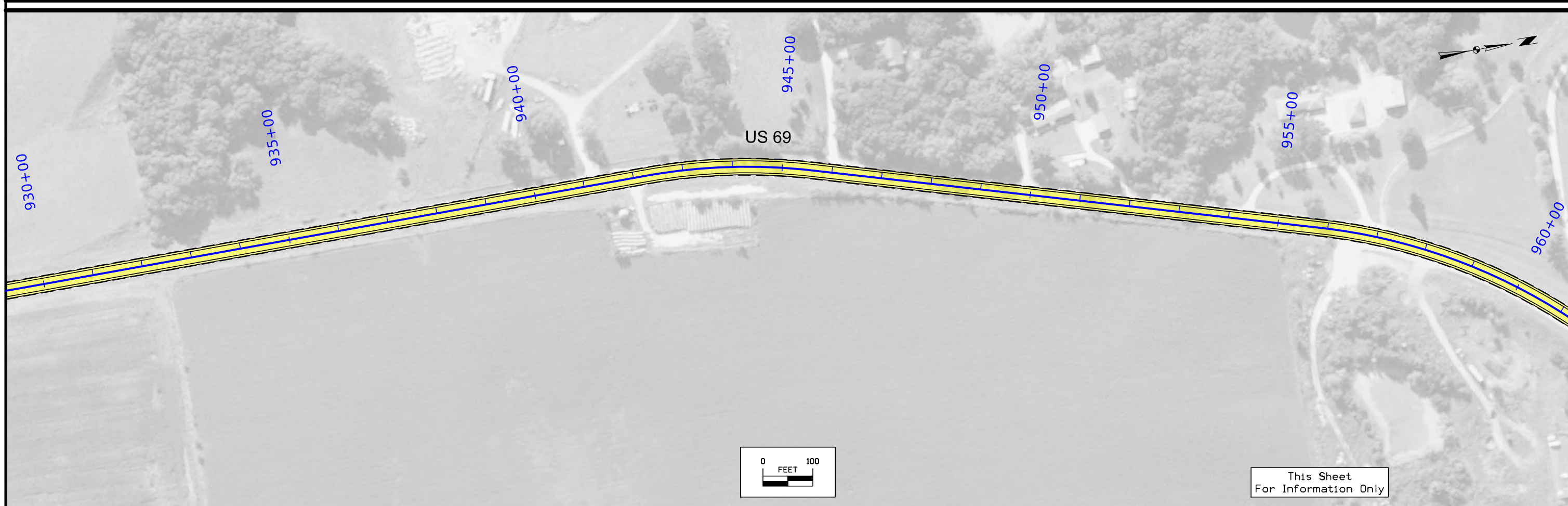
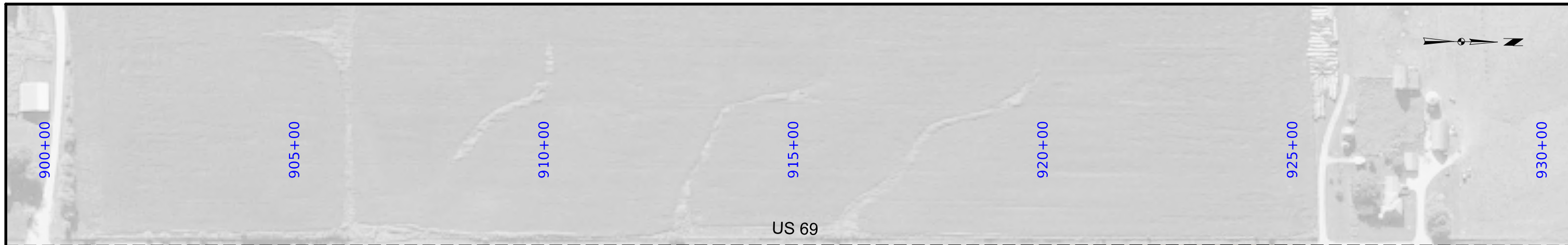


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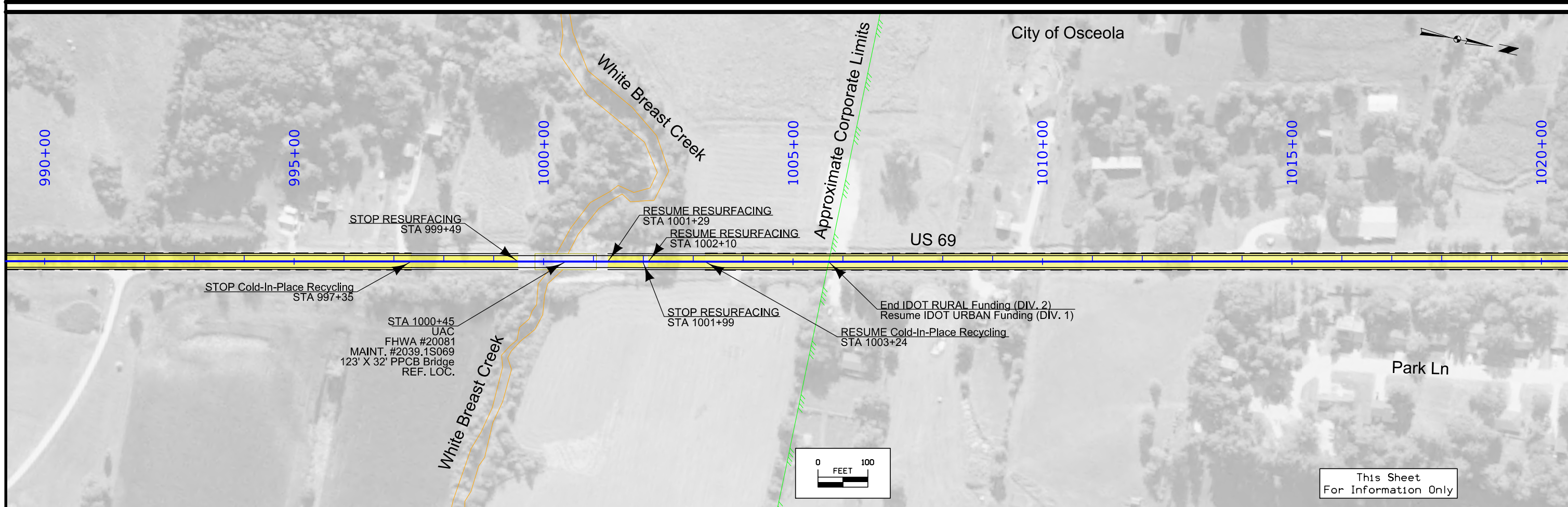
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| FILE NO. | ENGLISH | DESIGN TEAM HOLST / BAHR / JACKSON | DECATUR/CLARKE COUNTY | PROJECT NUMBER STP-069-1(60)--2C-27/HSIPX-069-1(61)--3L-27 | SHEET NUMBER D.14 |
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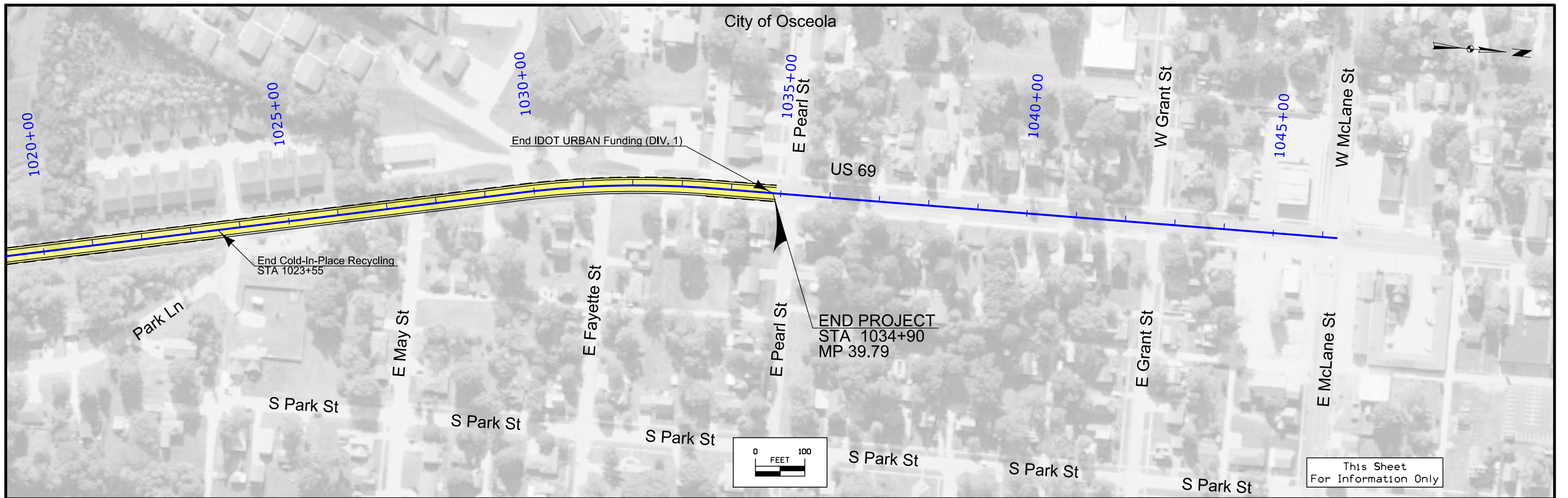


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| FILE NO. | ENGLISH | DESIGN TEAM HOLST / BAHR / JACKSON | DECATUR/CLARKE COUNTY | PROJECT NUMBER STP-069-1(60)--2C-27/HSIPX-069-1(61)--3L-27 | SHEET NUMBER D.17 |
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108-23A
08-01-08

TRAFFIC CONTROL PLAN

1. Through traffic on US 69 shall be maintained at all times.
2. Access to all properties shall be maintained at all times.
3. The following Special Events are expected to take place in the vicinity of this project:
 - a. Leon Rodeo is held in the City of Leon, north end of Leon, in late June/early July
 - b. The Decatur County Fair is held in the City of Leon, north end of Leon, in mid July
 - c. American Pride Independence Day Celebration (Osceola), July 4 and surrounding days
 - d. The Clarke County Fair is held in the City of Osceola, west end of Osceola along US 34, in mid July
 - e. Meet Your Merchants (Osceola), late July

NOTE: The Contractor shall be responsible for contacting City officials prior to the events to confirm dates and plan not to work those dates. The Contractor shall allow normal traffic operations within the City of Leon and the City of Osceola during the duration of the Special Events.
4. The detail on J.2 is the Traffic Control Plan for Centerline Rumble Strip installation on HMA surfaces. Pavement markings shall be replaced within 48 hours of removal.
5. If necessary to complete sideroad pavement; lane closures and street closures shall be in accordance with TC-212, TC-251, and TC-252. Safety Closures or Type III barricades placed to protect work area shall not be counted or paid for separately.

111-01
04-17-12

COORDINATED OPERATIONS

Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

| Project | Type of Work |
|------------------|--------------|
| None anticipated | |
| | |

108-25
10-21-14

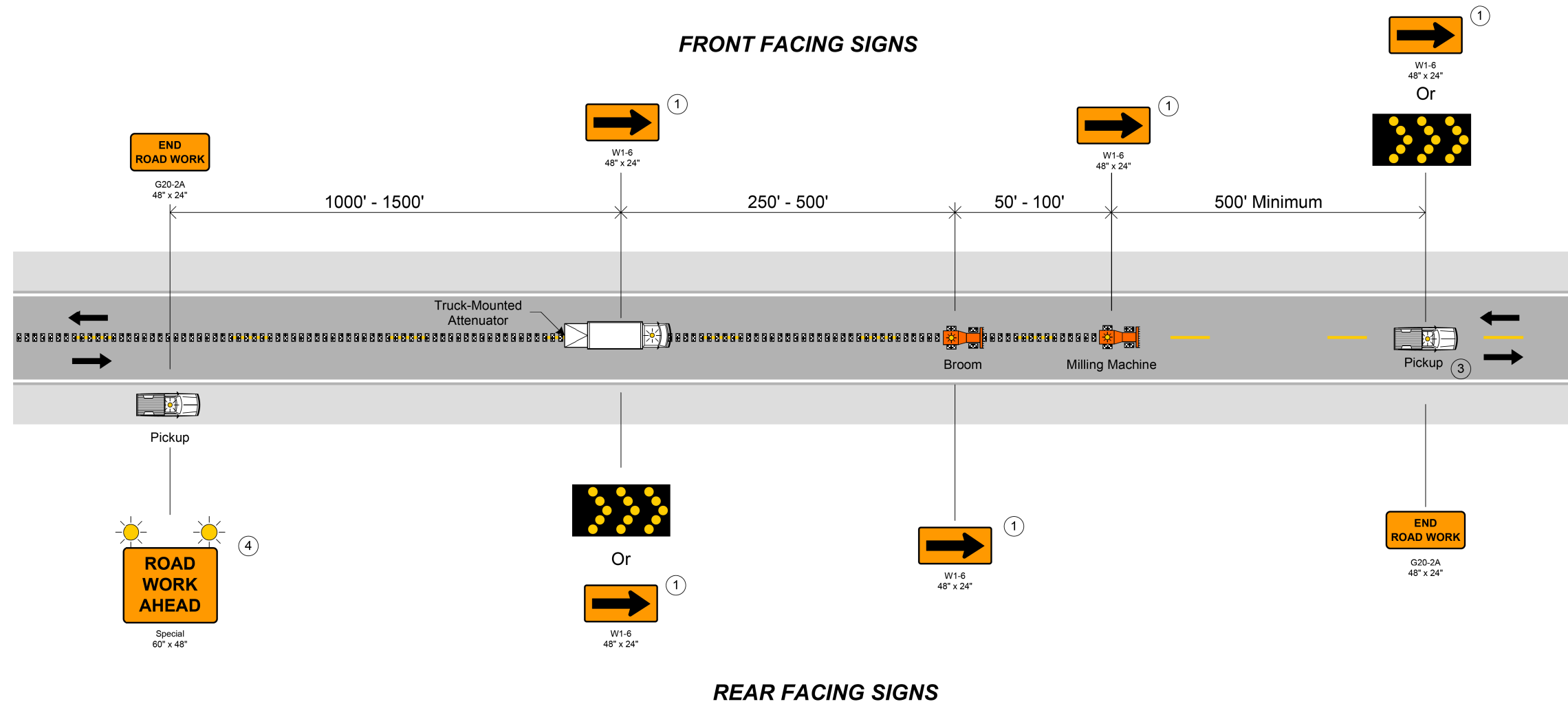
511 TRAVEL RESTRICTIONS

| Route | Direction | County | Location Description | Feature Crossed | Object Type | Maint. Bridge No., Structure ID, or FHWA No. | Type of Restriction | Existing Measurement | Construction Measurement | Construction Measurement as Signed | Projected As Built Measurement | Remarks |
|--|-----------|----------------|--|-----------------|------------------------|--|---------------------|----------------------|--------------------------|------------------------------------|--------------------------------|---------|
| US 69 | BOTH | Decatur/Clarke | 14th Street in Leon to Pearl Street in Osceola | | Traffic Control Device | | Horizontal | N/A | 12' | 11' | N/A | (1) |
| (1) Restriction is during milling and paving operations. | | | | | | | | | | | | |
| | | | | | | | | | | | | |

108-26A
08-01-08

STAGING NOTES

- Suggested Sequence of Construction:
1. Clearing and Grubbing, Culvert Repair, and Patching shall be performed prior to other work on this project.
 2. The Cold In-Place Recycling (CIR) operation shall be done prior to the HMA Base Widening operation. This will allow cure time for the CIR and prevent water from being trapped within the CIR.
- Note: Pavement Markings shall be placed on each driveable surface as construction progresses.

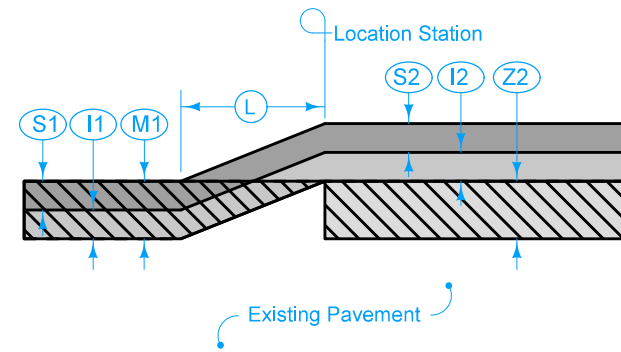


All vehicles shall be equipped with an amber revolving light or an amber strobe light.

- ① Optional SYG sign background
- ② This arrow display may be operated in a four-corner caution mode.
- ③ This vehicle should move to the shoulder to accommodate passing traffic.
- ④ A vehicle-mounted CMS may be used in lieu of this sign.

01-17-19

**CENTERLINE
RUMBLE STRIPS
TWO-LANE**



TYPE 'R5-M1'
 RUNOUT FOR TRANSITION
 FROM INTERMEDIATE COURSE - SURFACE COURSE TO
 COLD IN-PLACE RECYCLING - INTERMEDIATE COURSE - SURFACE COURSE

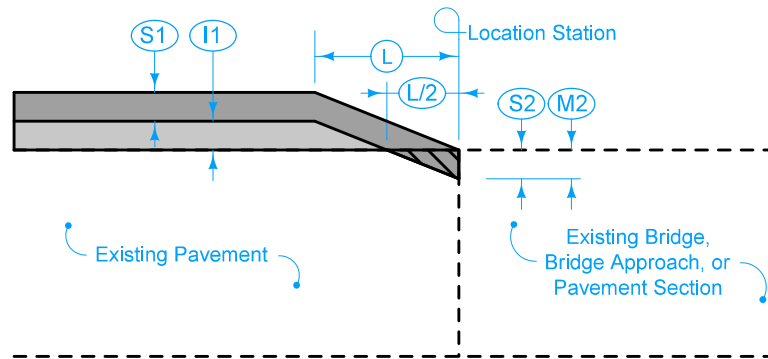
- S# HMA Surface Course
- I# HMA Intermediate Course
- Z# Cold In-Place Recycling
- M# Milling
- L Runout Length

| Posted Speed Limit (mph) | Runout Ratio (ft per inch) |
|--------------------------|----------------------------|
| Over 40 | 50 |
| 20 to 40 | 25 |
| Under 20 | 10* |

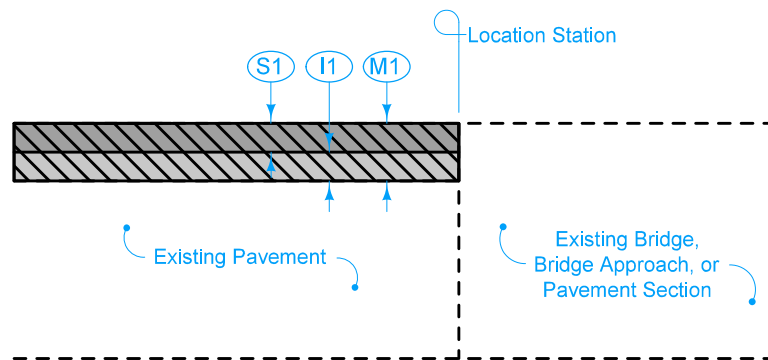
* Based on turning maneuvers at side roads and intersections.

Tabulations:
 100-25
 102-16

| | | |
|---|----------|--------------|
| MODIFIED STANDARD ROAD PLAN | REVISION | |
| | NEW | 6-28-2022 |
| PR-201 | | SHEET 1 of 1 |
| REVISIONS: Created Runout 'R5-M1'. Removed runouts not applicable to this project. | | |
| RUNOUTS FOR RESURFACING | | |



TYPE 'N3-M1'
SURFACE NOTCH - INTERMEDIATE
RUNOUT FOR DOUBLE COURSE RESURFACING



TYPE 'N4-M1'
DOUBLE COURSE
RESURFACING OF MILLED AREAS

- (S#) HMA Surface Course
- (I#) HMA Intermediate Course
- (Z#) Cold In-Place Recycling
- (M#) Milling
- (L) Runout Length

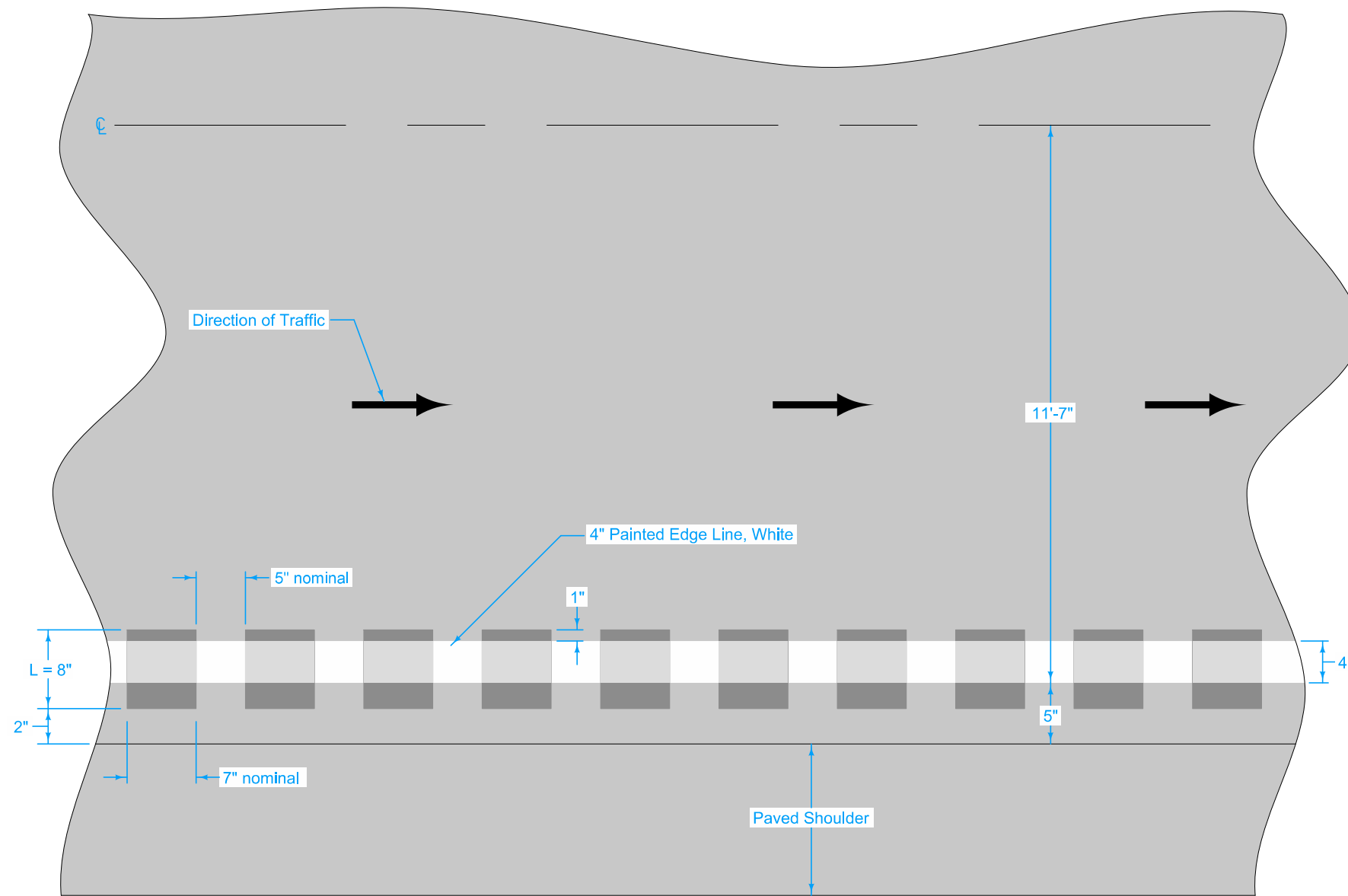
| Posted Speed Limit (mph) | Runout Ratio (ft per inch) |
|--------------------------|----------------------------|
| Over 40 | 50 |
| 20 to 40 | 25 |
| Under 20 | 10* |

* Based on turning maneuvers at side roads and intersections.

Contract Item:
Pavement Scarification

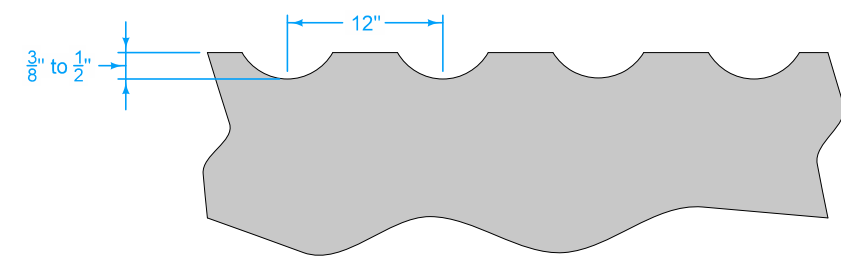
Tabulations:
100-25
102-16

| | | |
|--|----------|--------------|
| MODIFIED STANDARD ROAD PLAN | REVISION | |
| | NEW | 6-28-2022 |
| PR-202 | | SHEET 1 of 1 |
| REVISIONS: Created notch 'N3-M1' and 'N4-M1'. Removed notches not applicable to this project. | | |
| NOTCHES FOR RESURFACING (WITH OR WITHOUT RUNOUT) | | |



PLAN

MILLED RUMBLE STRIPE



SECTION

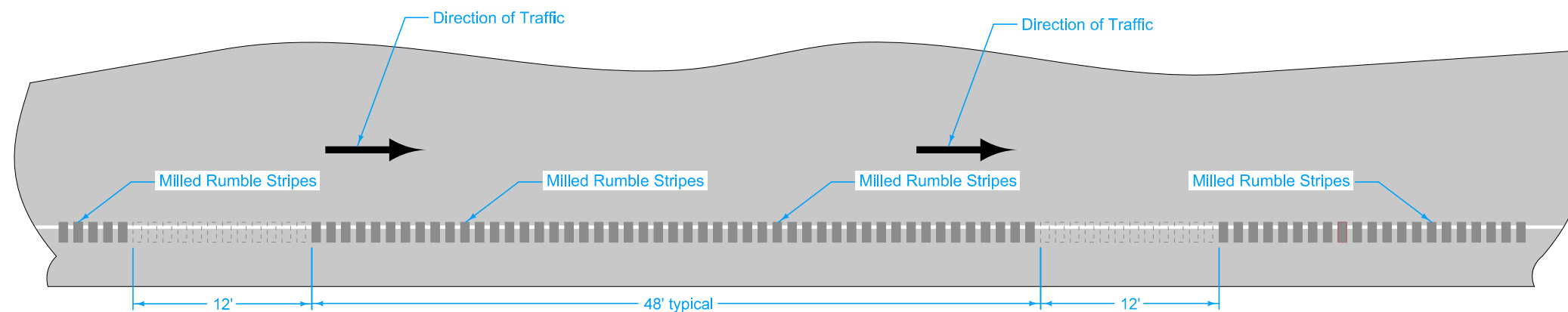
Contract Items:
Milled Shoulder Rumble Strips, HMA Surface

Tabulation:
112-10

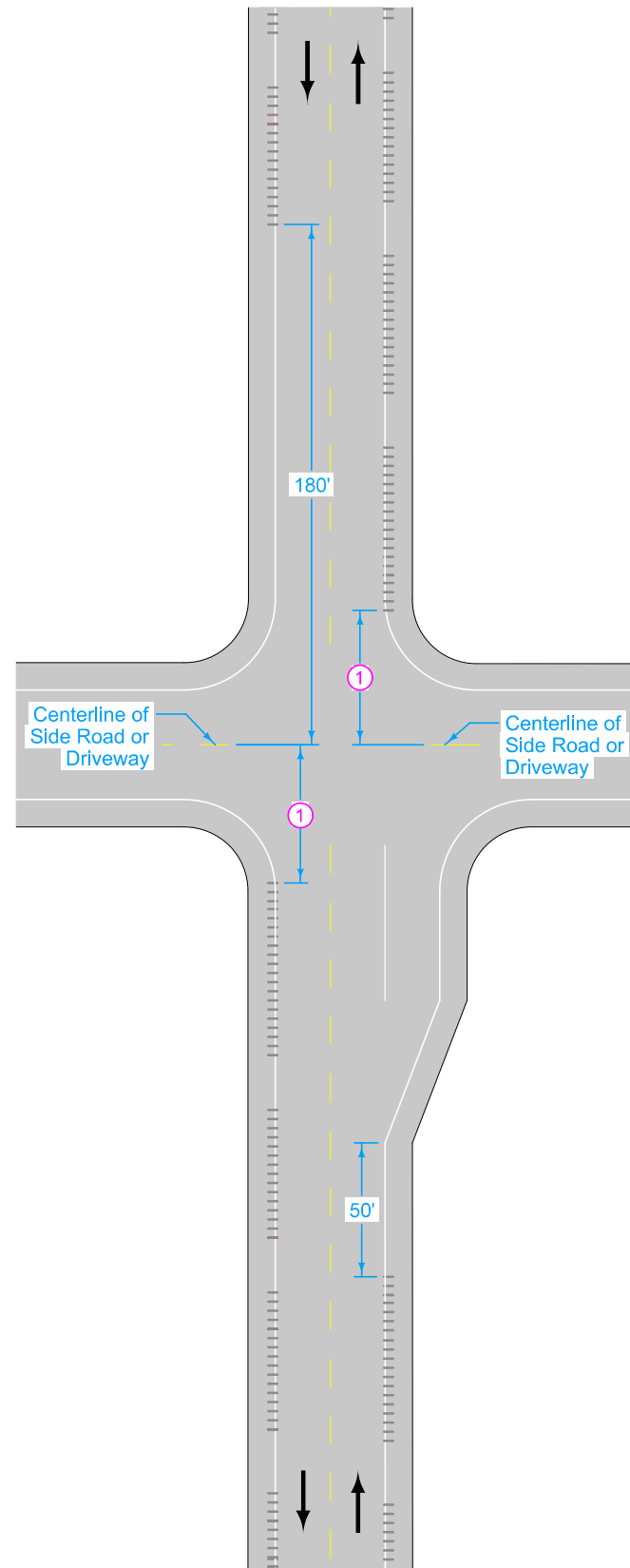
| | | |
|---------------------------|--------------|---------|
| MODIFIED | REVISION | |
| | New | 6-13-22 |
| STANDARD ROAD PLAN | PV-12 | |
| | SHEET 1 of 2 | |

MODIFICATIONS: Replaced Rumble Strips with Rumble Stripes.
Removed Asphalt Emulsion for Fog Seal.
Removed details and references not applicable to this project (PCC, Interstates, Median Shoulders, Divided Highways, Ramps, Pedestrian Crossings, and Railroad Crossings).
Added Dimensions related to Centerline, Edge Line Pavement Marking, and Shoulder Pavement.

MILLED SHOULDER RUMBLE STRIPES

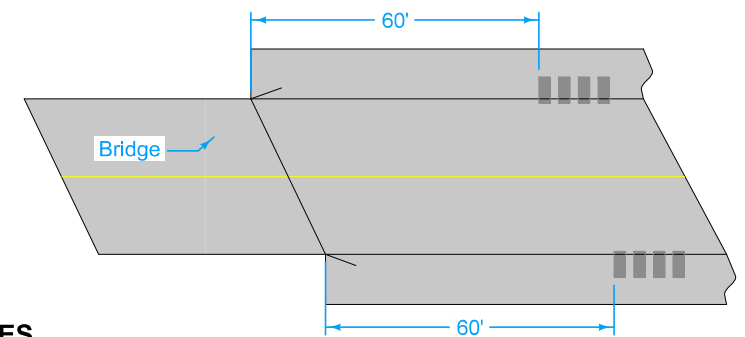


GAP DETAILS



UNDIVIDED HIGHWAYS

INTERSECTION SITUATIONS



BRIDGES

① Begin rumbles 100 feet beyond paved side roads or 50 feet for driveways or granular side roads.

| | | |
|---------------------------|--------------|---------|
| MODIFIED | REVISION | |
| | New | 6-13-22 |
| STANDARD ROAD PLAN | PV-12 | |
| | SHEET 2 of 2 | |

MODIFICATIONS: Replaced Rumble Strips with Rumble Stripes. Removed Asphalt Emulsion for Fog Seal. Removed details and references not applicable to this project (PCC, Interstates, Median Shoulders, Divided Highways, Ramps, Pedestrian Crossings, and Railroad Crossings). Added Dimensions related to Centerline, Edge Line Pavement Marking, and Shoulder Pavement.

MILLED SHOULDER RUMBLE STRIPES