



Highway Factors Group Attachment – SR-25 Repavement Plan

Rochester, IN

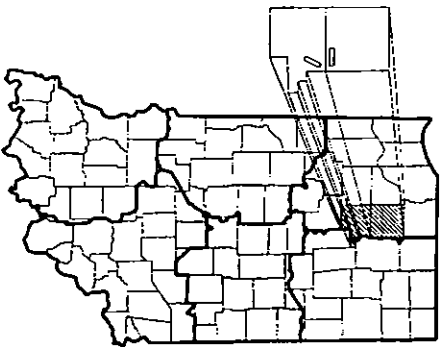
HWY19MH003

(81 pages)

INDIANA

DEPARTMENT OF TRANSPORTATION
PROPOSED RESURFACE PLANS FOR
STATE HIGHWAY
ROUTE 25 &
STATE HIGHWAY
ROUTE 110

THE RESURFACE OF S.R. 25 (LINE "A") FROM THE NORTH JUNCTION OF S.R. 25 AND S.R. 14 TO THE INTERSECTION OF S.R. 25 AND S.R. 110 IN FULTON COUNTY, INDIANA. AND THE RESURFACE, S.R. 110 (LINE "B") FROM THE BRIDGE OVER THE TIEPECANOE RIVER TO THE INTERSECTION OF S.R. 110 AND S.R. 25 IN MARSHALL COUNTY, INDIANA.



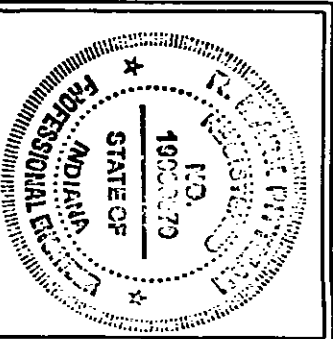
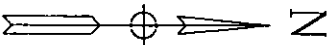
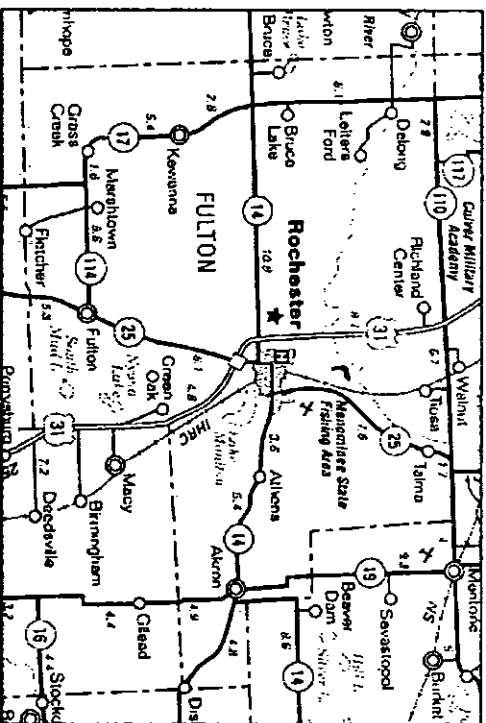
Fulton County

[illegible]

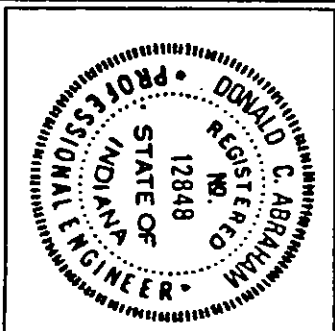
DES. NO. 0200448

NOTE: NO ADDITIONAL, R/W
REQUIRED ON THIS PROJECT

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 1939
TO BE USED WITH THESE PLANS



1/16/03



DATE 11/17/2023

11/17/2023

DISTRICT DIRECTOR

LAPORTE DISTRICT

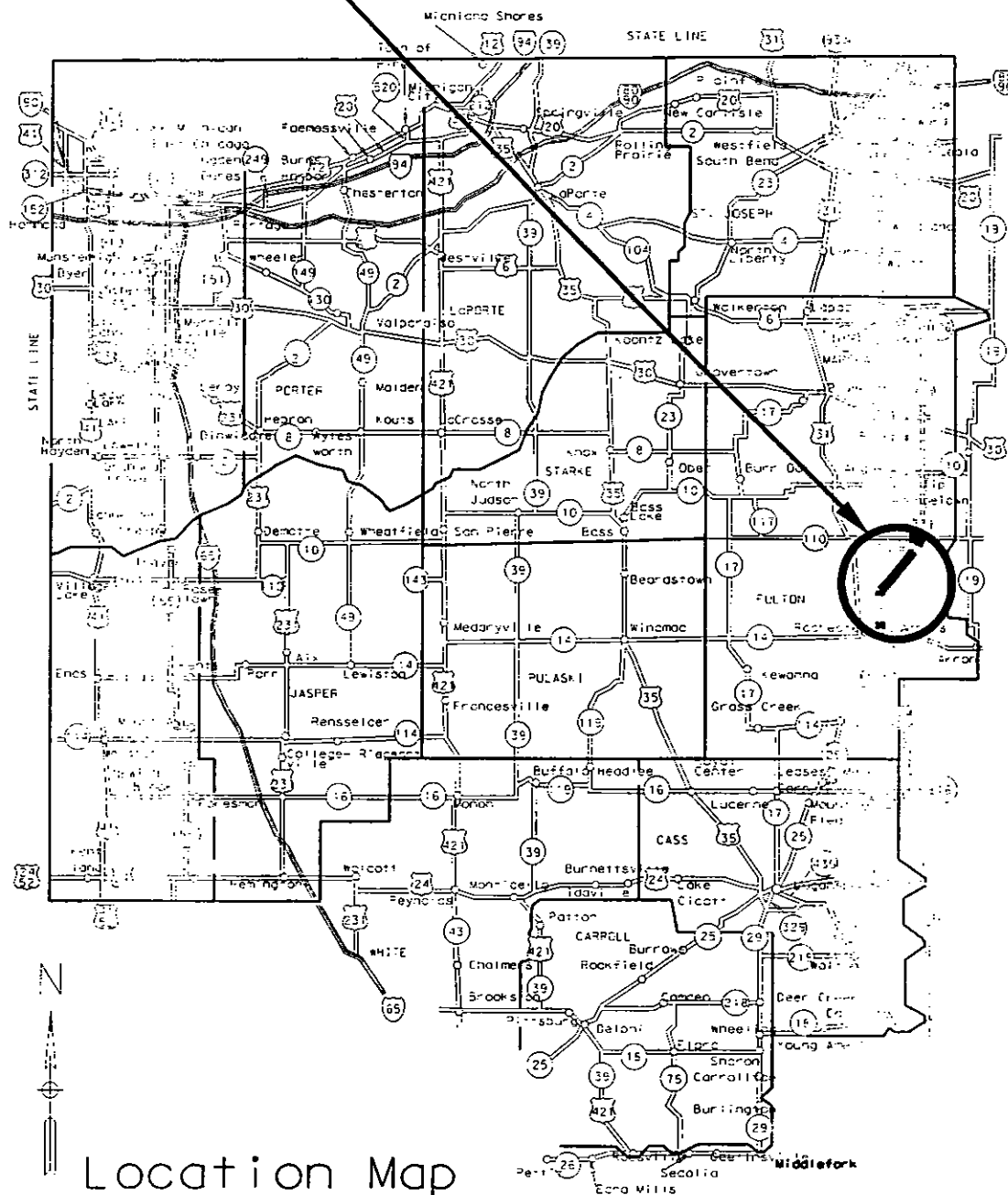
CONTRACT NO.

RS-26539

PAGE NO.

3

PROJECT LOCATION



Location Map

S.R. 25 - LINE "A"

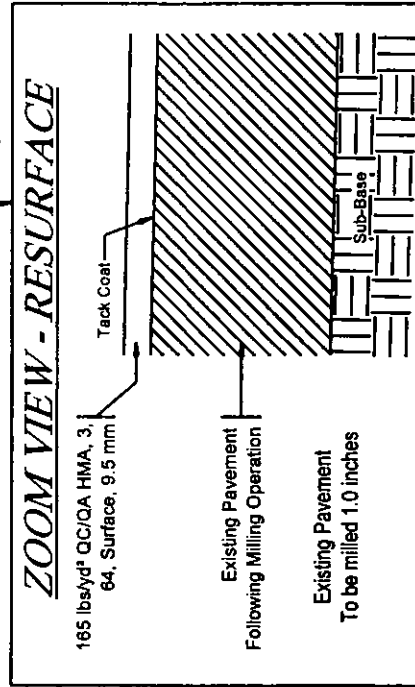
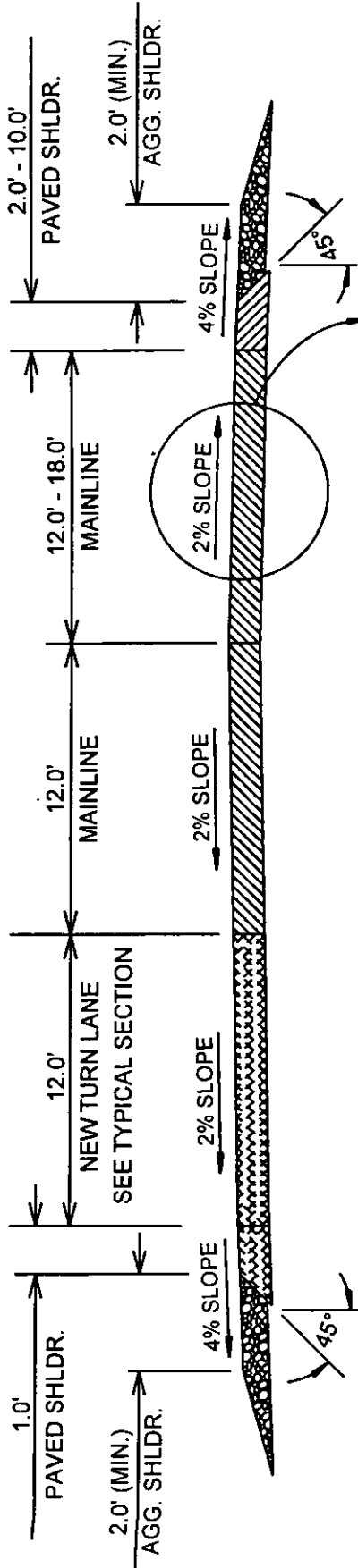
From Reference Post 97+58
Net Length = 9.15 mi

To Reference Post 106+84
Gross Length = 9.26 mi

S.R. 110 - LINE "B"

From Reference Post 18+56
Net Length = 0.35 mi

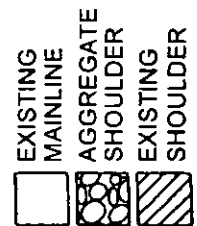
To Reference Post 18+91
Gross Length = 0.35 mi



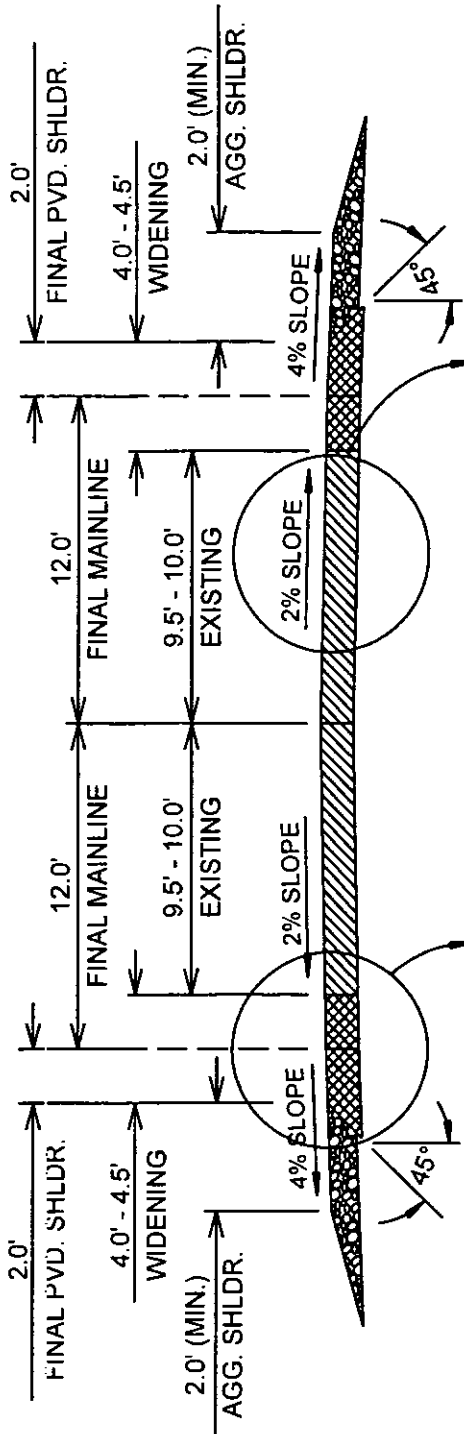
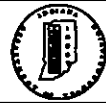
TYPICAL CROSS-SECTION

S.R. 25 - LINE "A"
STATION 8+82 TO 12+30

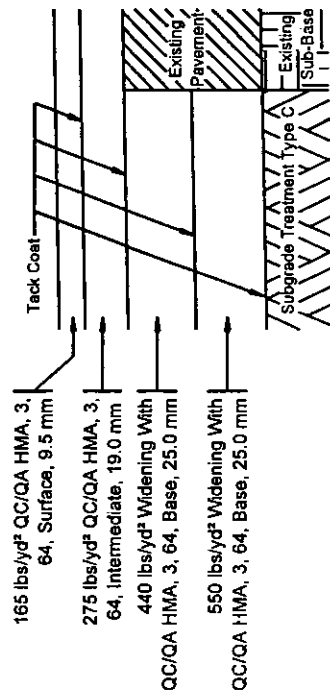
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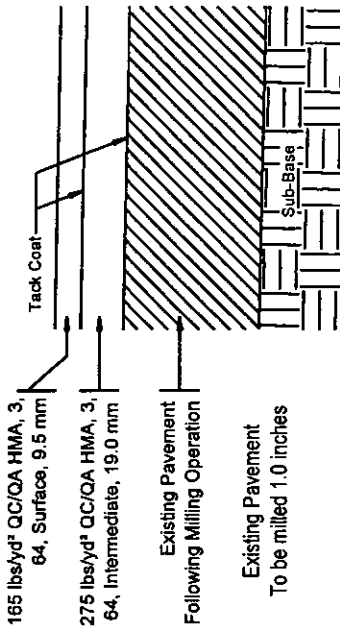
NOTE
1. EXISTING AUXILIARY LANES SHALL BE PAVED AS MAINLINE.



ZOOM VIEW - WIDENING



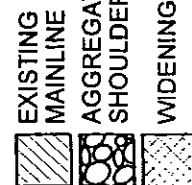
ZOOM VIEW - RESURFACE



TYPICAL CROSS-SECTION

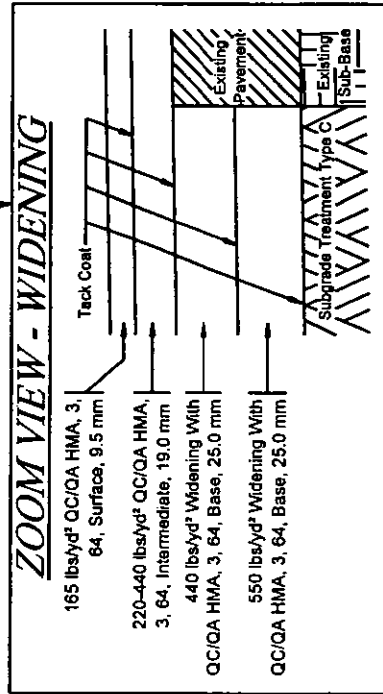
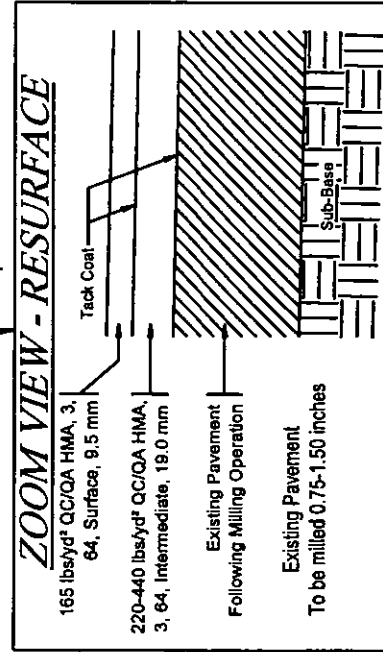
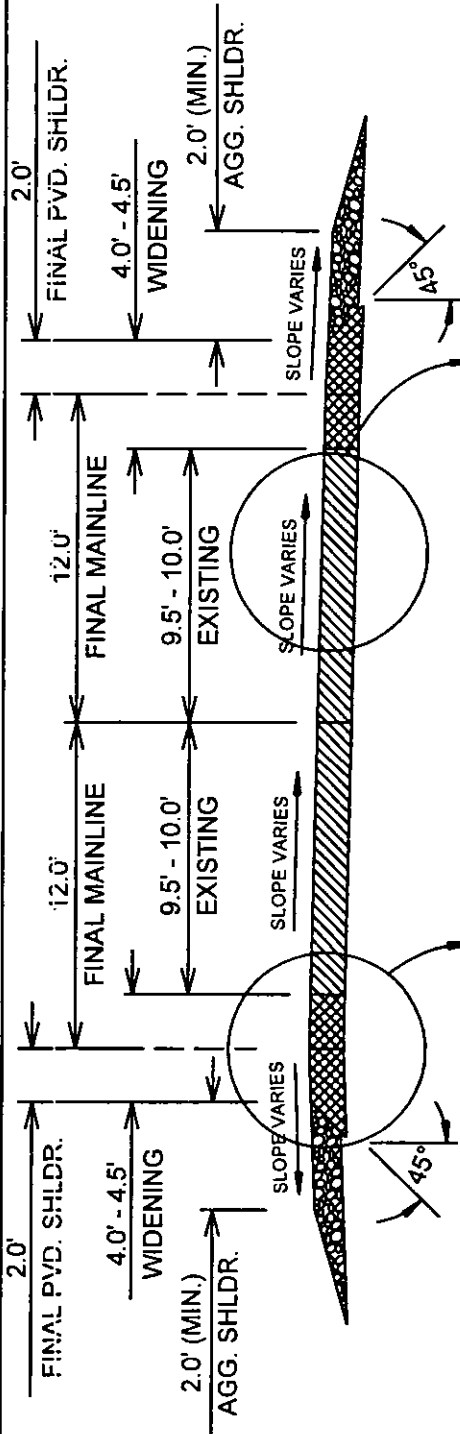
S.R. 25 - LINE "A"
STATION 12+30 TO 269+01, 269+29 TO 325+87,
326+17 TO 399+43, AND 420+66 TO 491+25

LEGEND



NOTE

1. THE LIFT THICKNESS FOR WIDENING WITH QC/QA SHALL VARY DEPENDING ON THE DEPTH OF THE EXISTING ASPHALT. THE DEPTH OF WIDENING WITH QC/QA HMA SHALL EXTEND DOWN TO BUT NOT EXCEED THE TOTAL DEPTH OF EXISTING ASPHALT MATERIAL FOR THE ADJACENT MAINLINE PAVEMENT. AT SOME LOCATIONS, ONLY ONE LIFT WILL BE REQUIRED.
2. THE SUBGRADE TREATMENT SHALL EXTEND A MINIMUM OF 1.0 FEET OUTSIDE THE THE EXTENT OF WIDENING.
3. EXISTING AUXILIARY LANES SHALL BE PAVED AS MAINLINE. THE WIDENING TYPICAL SECTION SHALL ALSO APPLY TO ANY REQUIRED WIDENING OF AUXILIARY LANES. AUXILIARY LANES SHALL BE WIDENED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER/SUPERVISOR.



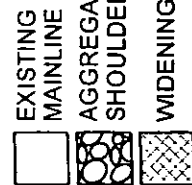
TYPICAL SUPERELEVATED CROSS-SECTION

S.R. 25 - LINE "A"

STATIONS 12+30 TO 269+01, 269+29 TO 325+87,
326+17 TO 399+43, AND 420+66 TO 491+25

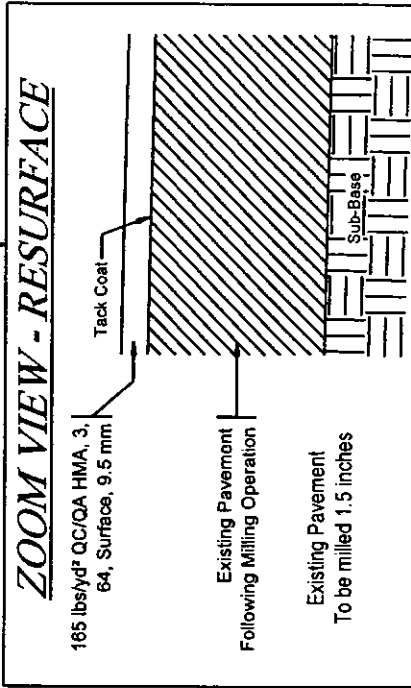
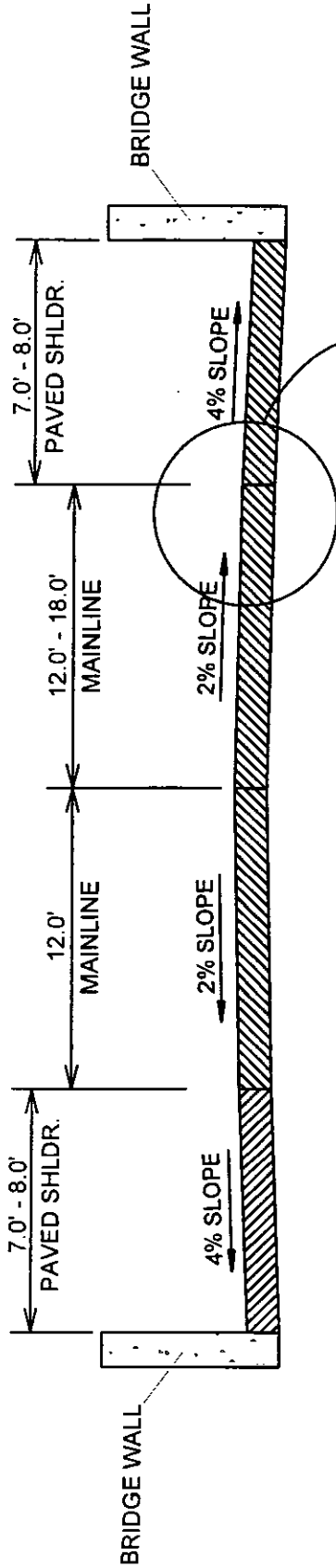
SUPERELEVATED SECTIONS ONLY

LEGEND



NOTE

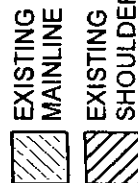
1. THE LIFT THICKNESS FOR WIDENING WITH QC/QA HMA SHALL VARY DEPENDING ON THE DEPTH OF THE EXISTING ASPHALT. THE DEPTH OF WIDENING WITH QC/QA HMA SHALL EXTEND DOWN TO BUT NOT EXCEED THE TOTAL DEPTH OF EXISTING ASPHALT MATERIAL FOR THE ADJACENT MAINLINE PAVEMENT. AT SOME LOCATIONS, ONLY ONE LIFT WILL BE REQUIRED.
2. THE SUBGRADE TREATMENT SHALL EXTEND A MINIMUM OF 1.0 FEET OUTSIDE THE EXTENT OF WIDENING.
3. EXISTING AUXILIARY LANES SHALL BE PAVED AS MAINLINE. THE WIDENING TYPICAL SECTION SHALL ALSO APPLY TO ANY REQUIRED WIDENING OF AUXILIARY LANES. AUXILIARY LANES SHALL BE WIDENED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER/SUPERVISOR.
4. ADDITIONAL MILLING AND/OR A VARIABLE DEPTH INTERMEDIATE LAYER SHALL BE USED TO CORRECT SUPERELEVATION RATES AND SHOULD BE APPLIED TO OBTAIN THE SUPERELEVATION RATES SHOWN ON THE SUPERELEVATION DIAGRAMS ON PAGES 48-71. MILLING SHALL RANGE FROM 0.75 TO 1.5 INCHES. THE INTERMEDIATE LAYER SHALL RANGE FROM 220 lbs/yd³ TO 440 lbs/yd³.



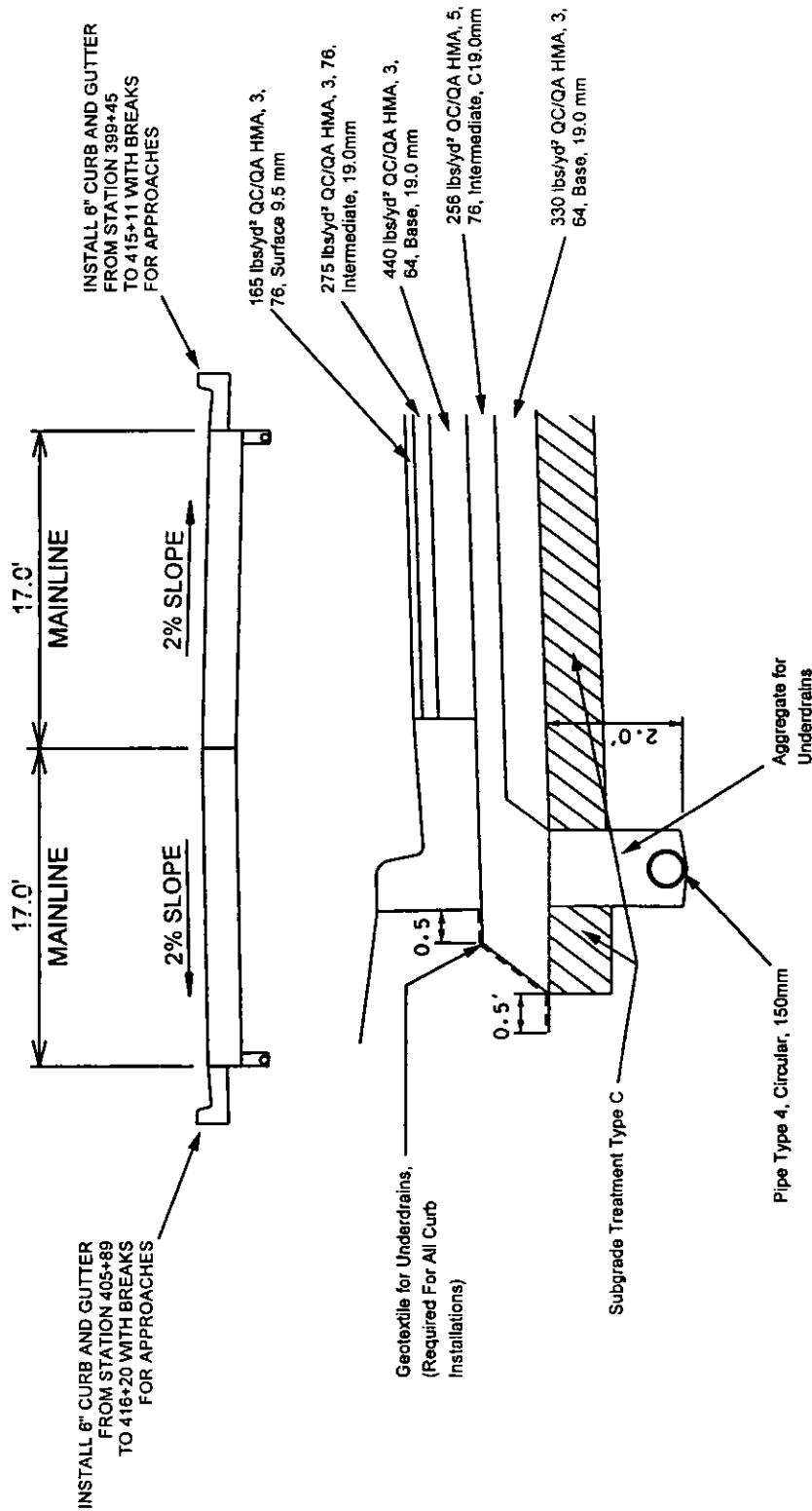
TYPICAL CROSS-SECTION

S.R. 25 - LINE "A"
STATION 269+01 TO 269+29
AND STATION 325+87 TO 326+17

LEGEND



NOTE
1. EXISTING SHOULDERS SHALL BE PAVED AS MAINLINE.



TYPICAL CROSS-SECTION PAVEMENT REPLACEMENT

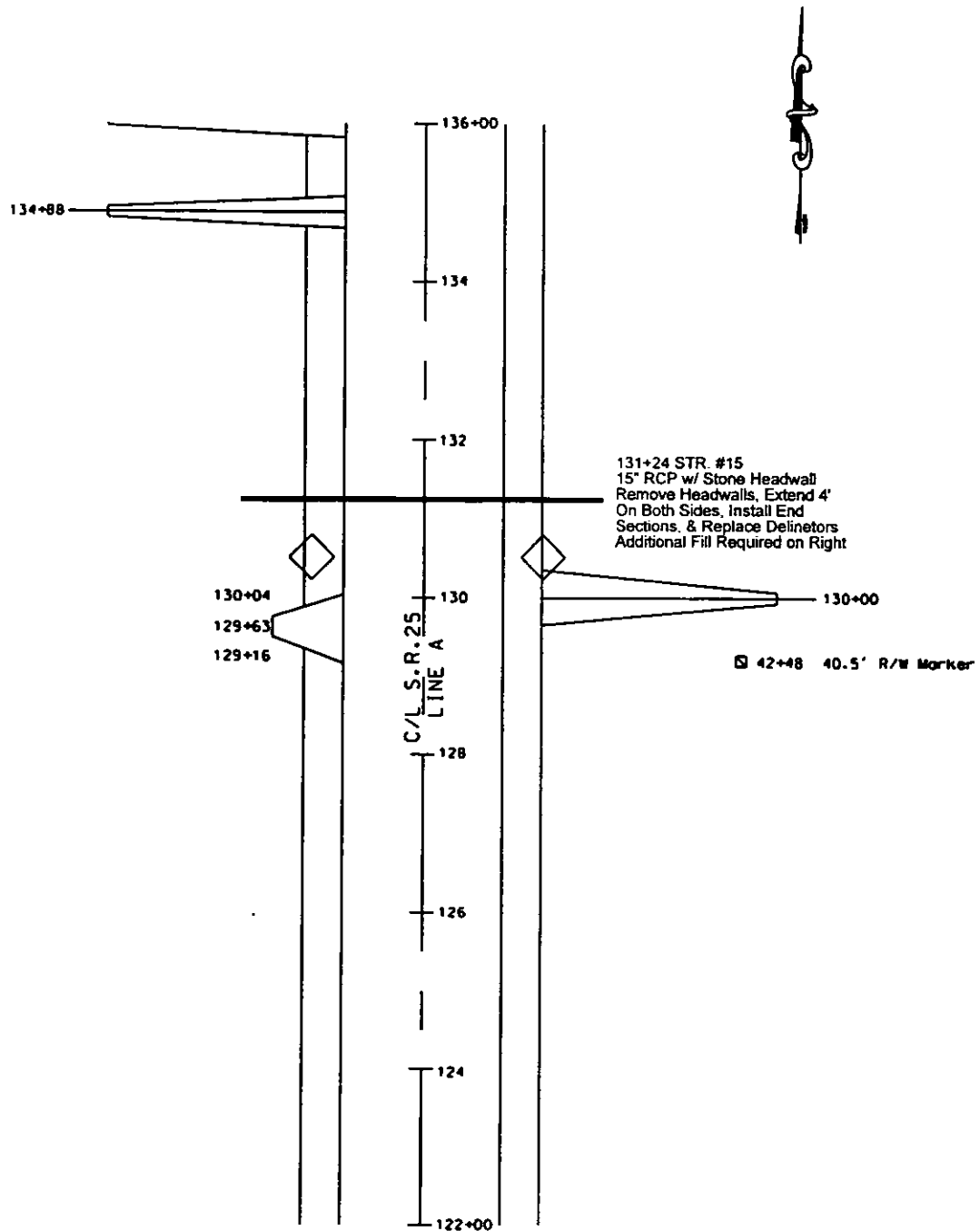
TOWN OF TALMA
S.R. 25 - LINE "A"
STATION 399+43 TO 420+66

NOTE

1. CONSTRUCTION ENGINEERING HAS BEEN INCLUDED IN THE ITEMIZED PROPOSAL FOR THIS OPERATION.
2. CENTERLINE PROFILE SHALL FOLLOW EXISTING CENTERLINE PROFILE.
3. SUBSURFACE DRAINAGE SHALL BE CONSTRUCTED AS SHOWN IN THE STRIP MAP AND IN THE STRUCTURE DATA TABLE.
- 4) WHERE CURBING DOES NOT EXIST AS PER THE LIMITS SHOWN ABOVE, AN AGGREGATE SHOULDER SHALL BE CONSTRUCTED AT A MINIMUM WIDTH OF 4 FEET.

CONTRACT NO.
PAGE NO.

RS-26539
19



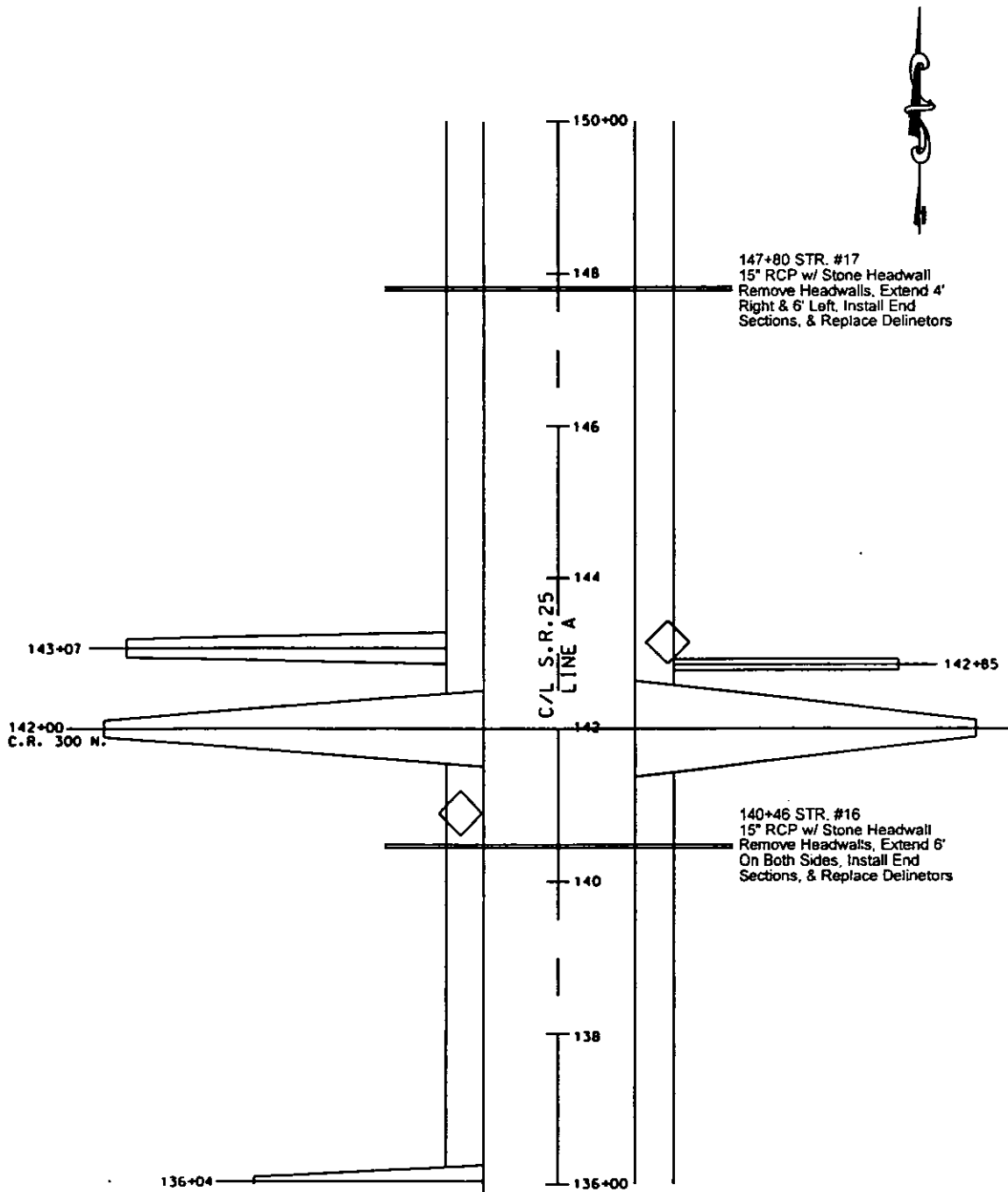
LEGEND



Sign: ROAD
WORK AHEAD

CONTRACT NO.
PAGE NO.

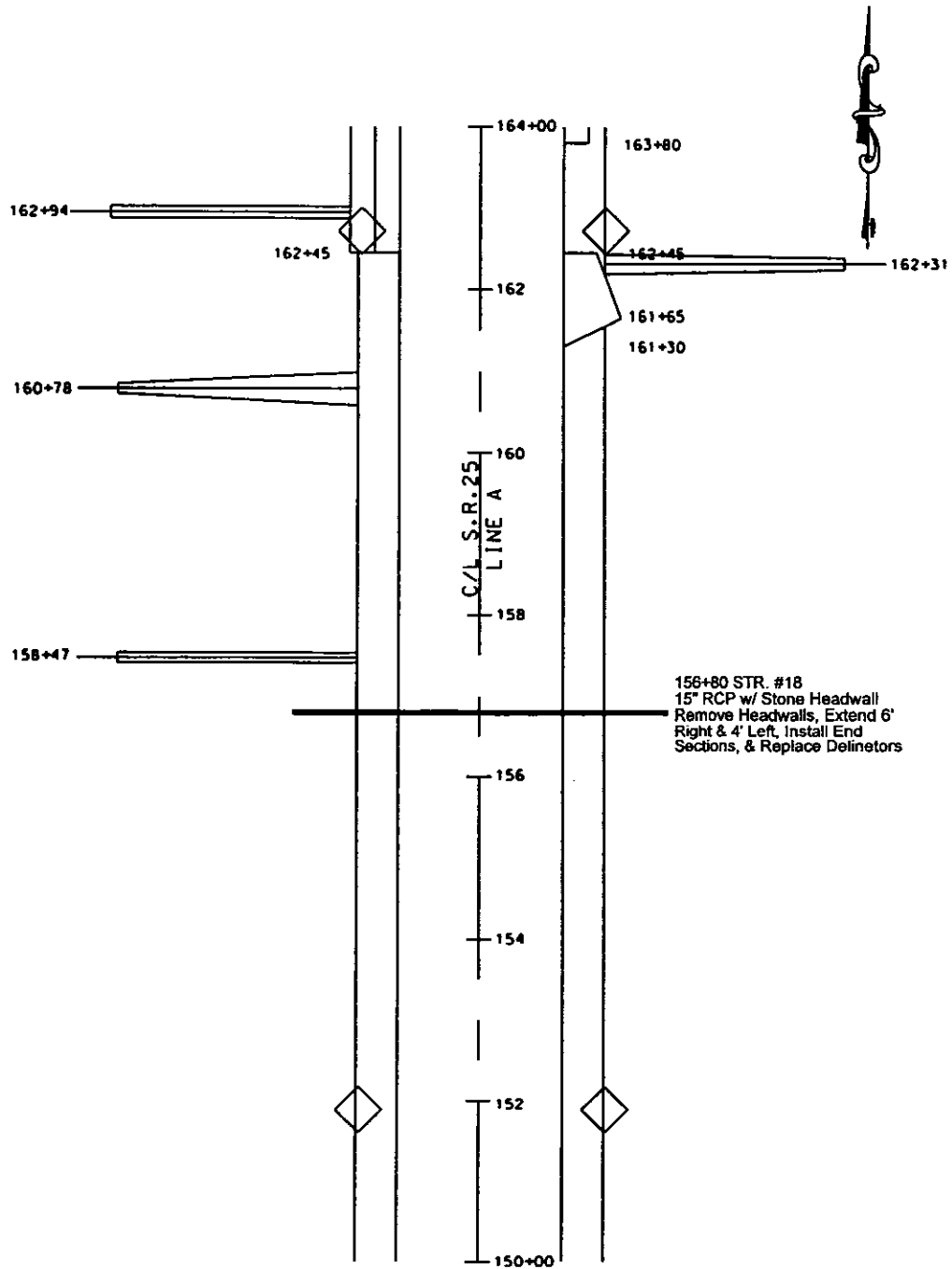
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20



LEGEND



Sign: ROAD
WORK AHEAD



LEGEND  Sign: ROAD
WORK AHEAD

CONTRACT NO.

RS-26539

PAGE NO.

22



169+20 STR. #20
24" CMP w/ Stone Headwalls
Remove Headwalls, Extend 6'
On Both Sides, Install End
Sections, & Replace Delinators

C/L S.R. 25
LINE A

168+00 TO 172+00
Borrow Required to Correct
Slope. Benching is Required
Then Borrow Should Be
Applied from Shoulder Break
To Right-Of-Way (40 ft. From C).
Area Should then be Seeded.
See Detail Page 79.

164+59

164+51 STR. #19
72" CMP w/ Erosion at Ends
Extend 6' Right & 4' Left, Install
Borrow, Geotextile, & Rip Rap, &
Replace Delinators

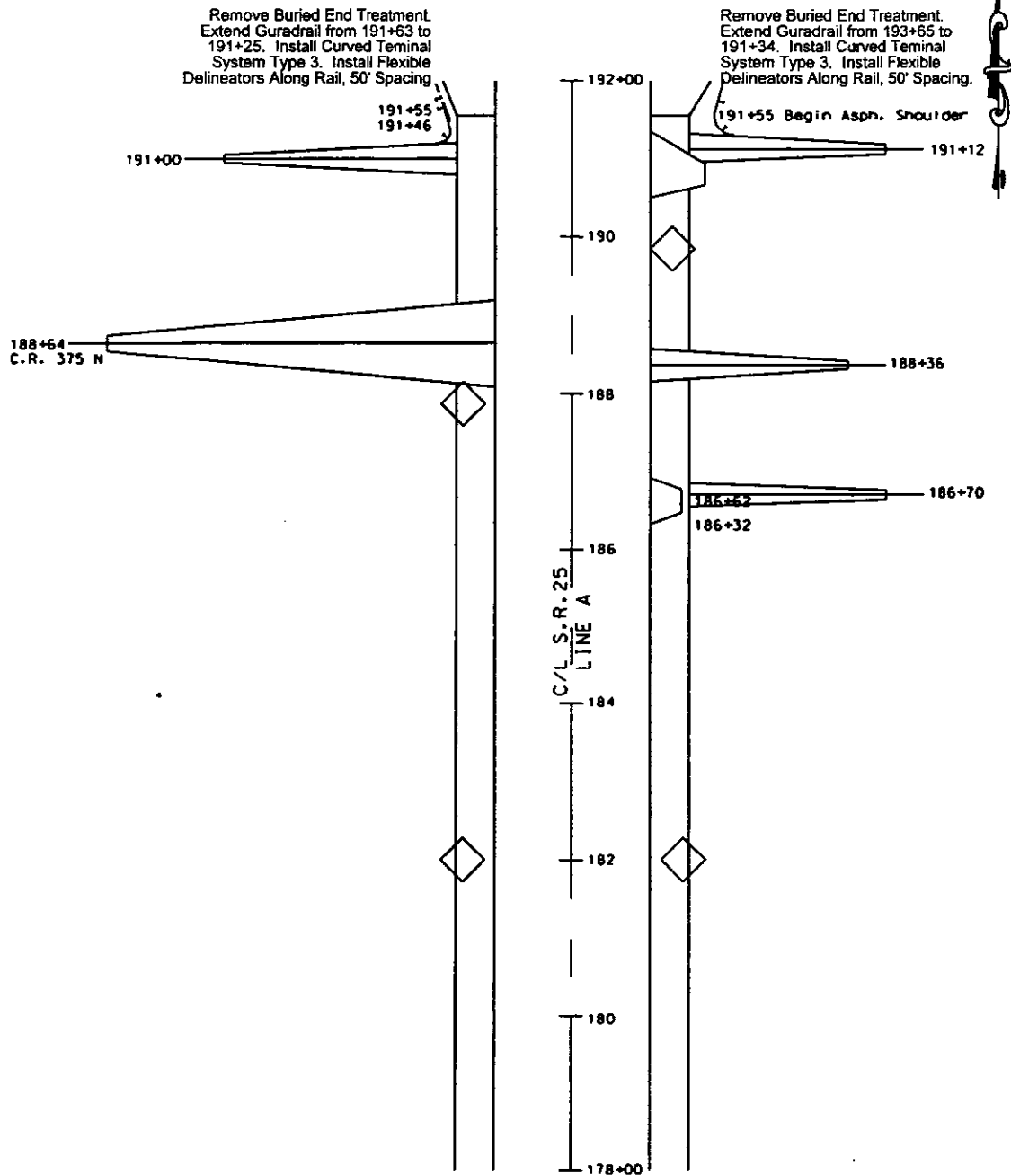
LEGEND



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WORK AHEAD



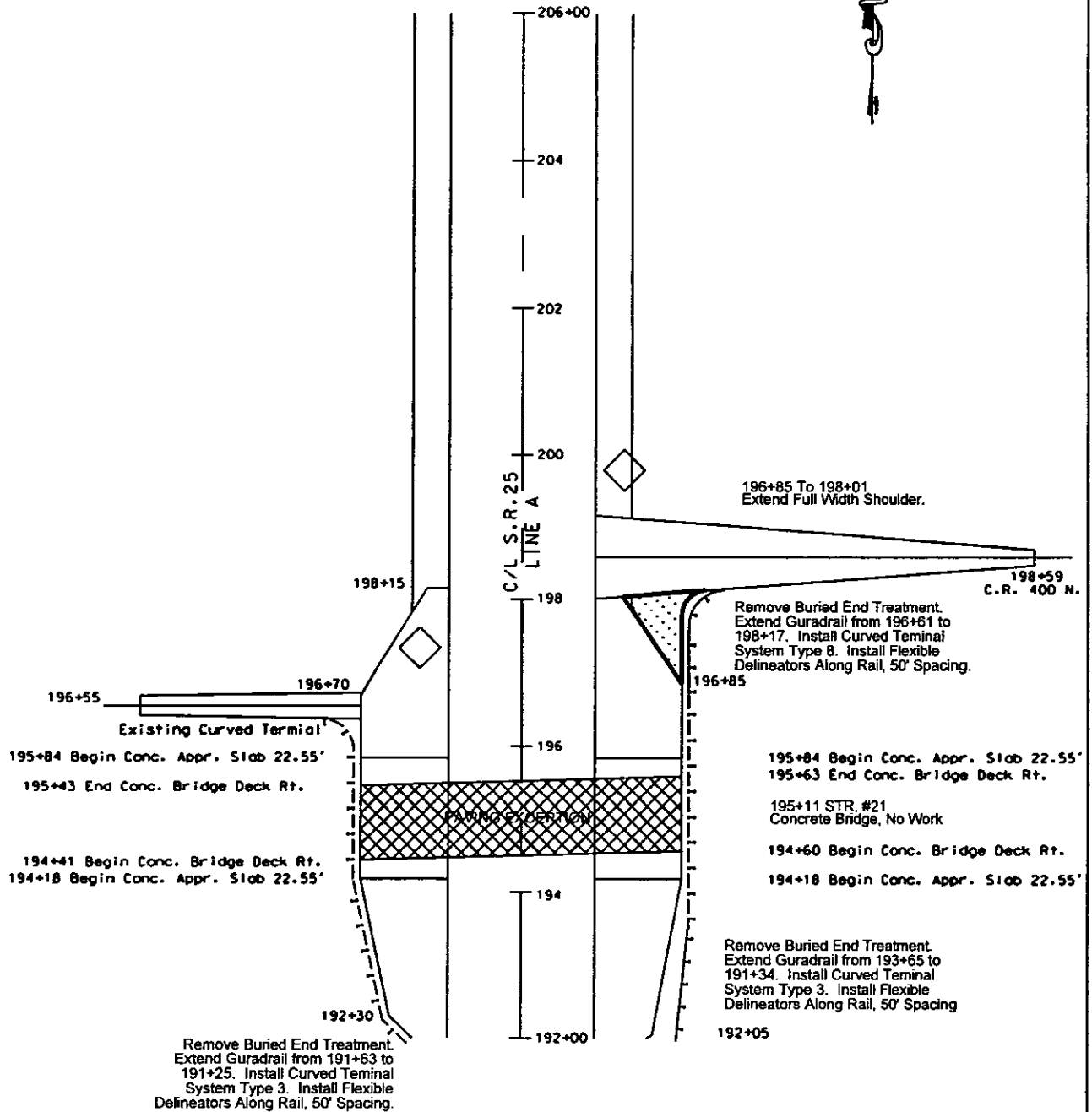
Side Slope
Correction



LEGEND



Sign: ROAD
WORK AHEAD



LEGEND



Sign: ROAD
WORK AHEAD



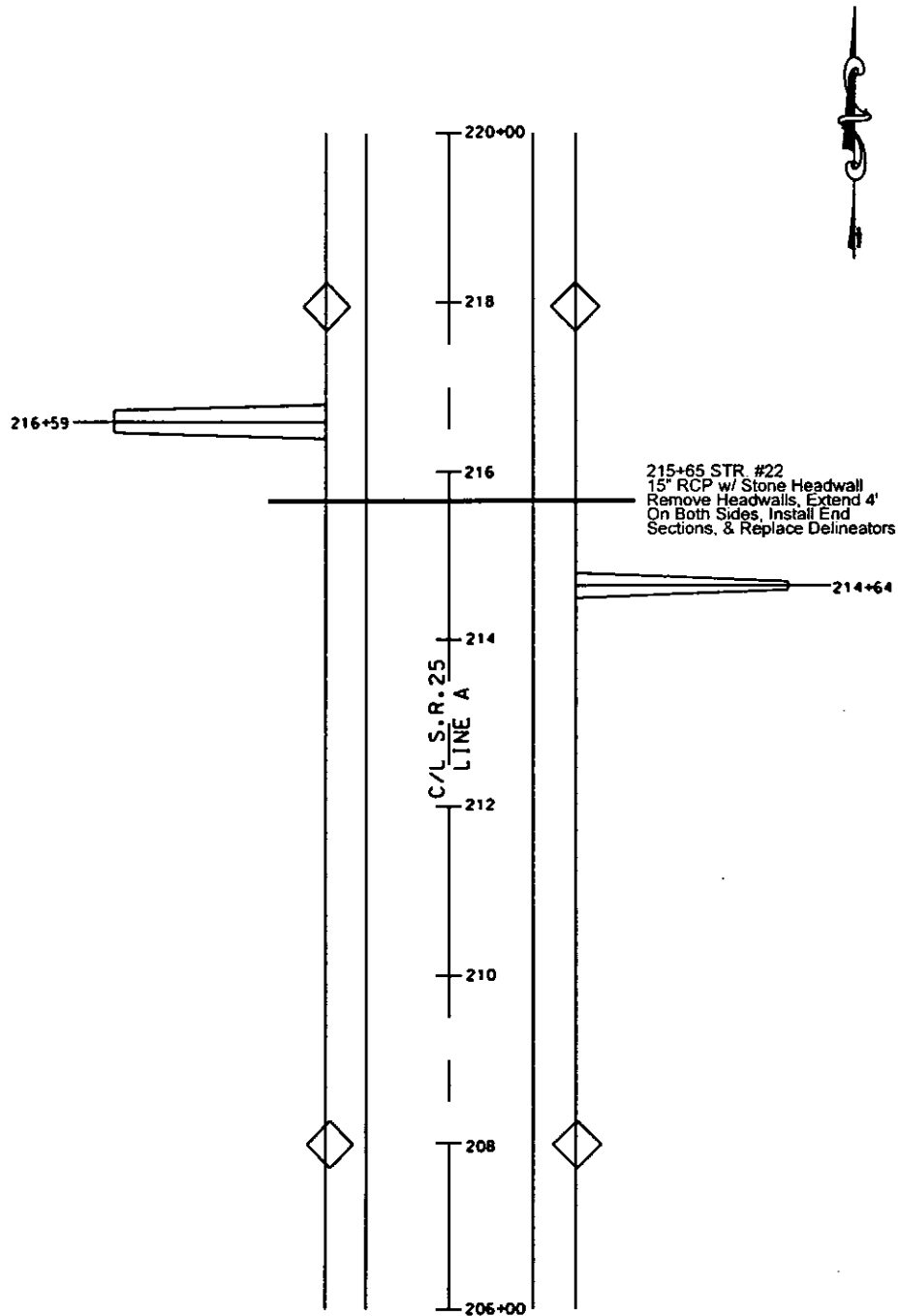
Paved Shoulder
Extension



Paving
Exception

CONTRACT NO.
PAGE NO.

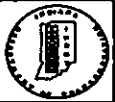
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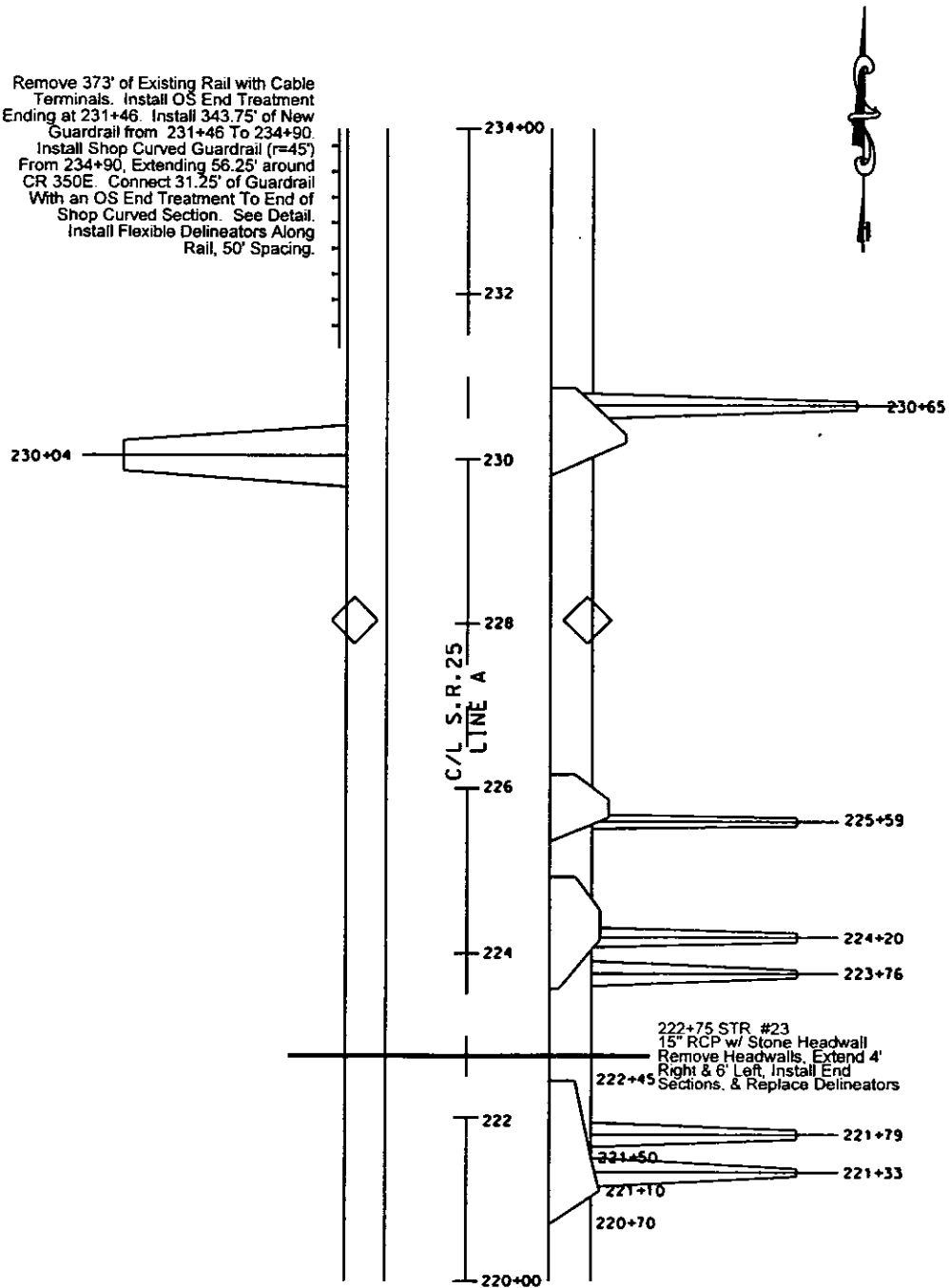
LEGEND



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WORK AHEAD



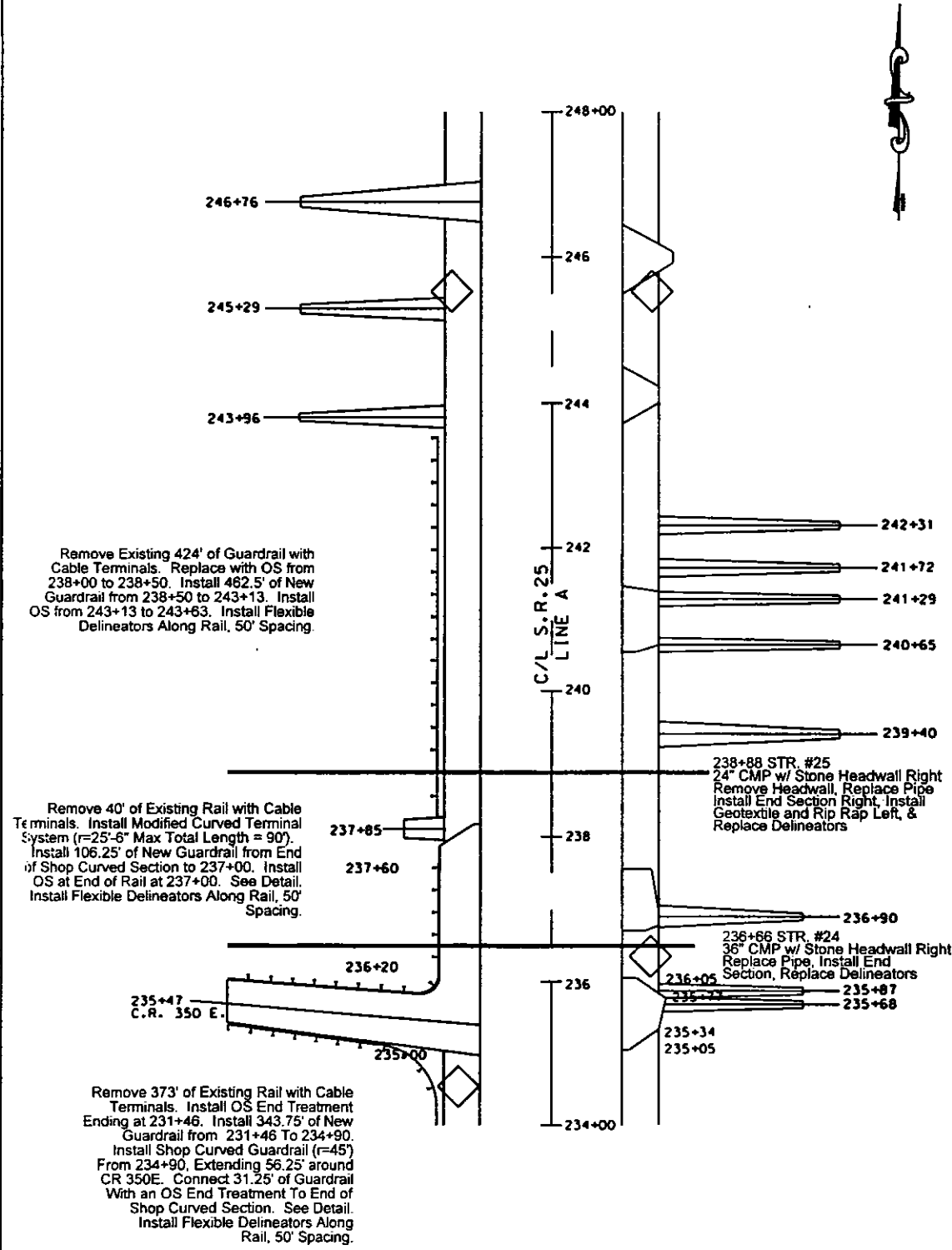
Remove 373' of Existing Rail with Cable
Terminals. Install OS End Treatment
Ending at 231+46. Install 343.75' of New
Guardrail from 231+46 To 234+90.
Install Shop Curved Guardrail (r=45')
From 234+90, Extending 56.25' around
CR 350E. Connect 31.25' of Guardrail
With an OS End Treatment To End of
Shop Curved Section. See Detail.
Install Flexible Delineators Along
Rail, 50' Spacing.



LEGEND



Sign: ROAD
WORK AHEAD

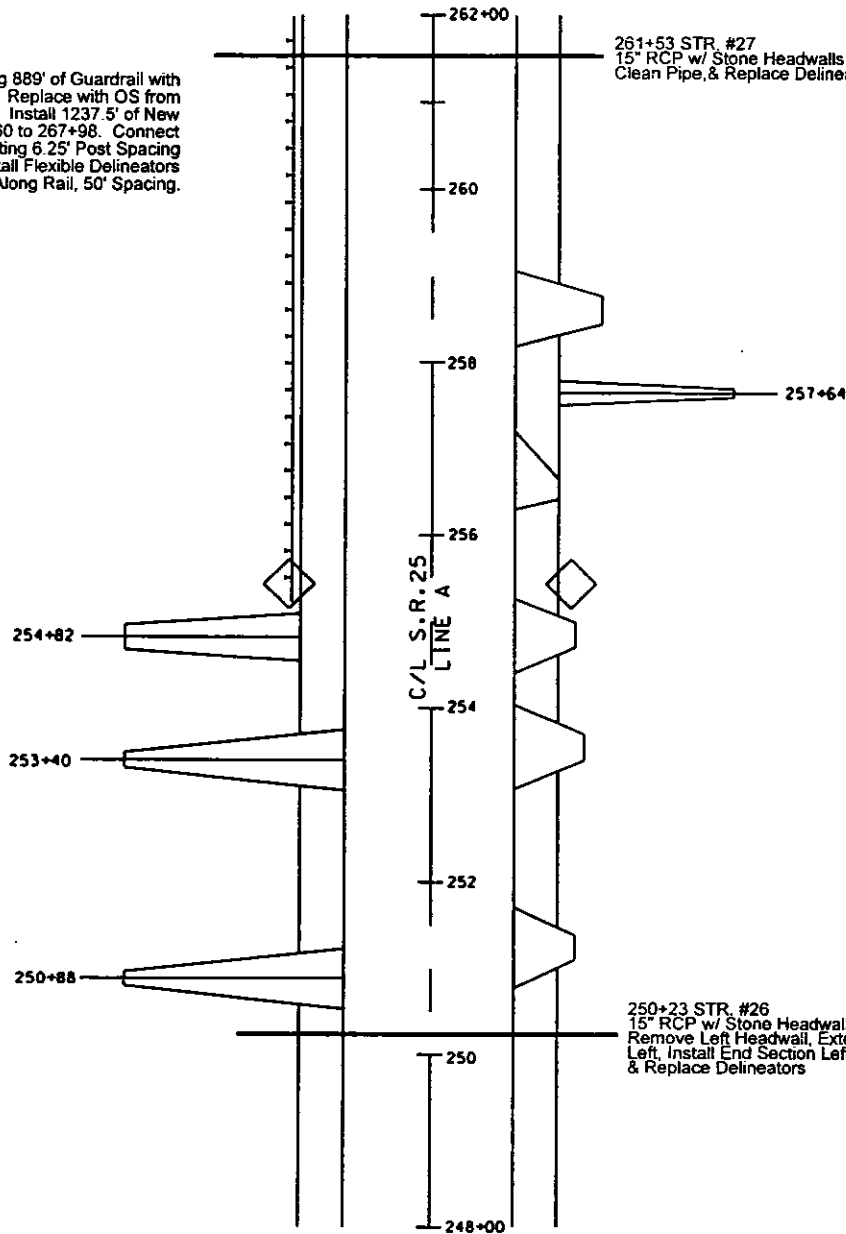


LEGEND  Sign: ROAD
WORK AHEAD



Remove Existing 889' of Guardrail with Cable Terminals. Replace with OS from 255+10 to 255+60. Install 1237.5' of New Guardrail from 255+60 to 267+98. Connect New rail to Existing 6.25' Post Spacing Rail at 267+98. Install Flexible Delineators Along Rail, 50' Spacing.

261+53 STR. #27
15" RCP w/ Stone Headwalls
Clean Pipe, & Replace Delineators



LEGEND

Sign: ROAD WORK AHEAD



Remove Existing 819' of Guardrail with Cable Terminals. Install 1225.0' of New Guardrail from 270+26 to 282+51. Connect New rail to Existing 6.25' Post Spacing Rail at 270+26. Install OS End Treatment From 282+51 to 283+01. Install Flexible Delineators Along Rail, 50' Spacing.

270+26 Existing 6' Post Spacing Guardrail Ends

267+98 Existing 6' Post Spacing Guardrail Begins

Remove Existing 889' of Guardrail with Cable Terminals. Replace with OS from 255+10 to 255+60. Install 1237.5' of New Guardrail from 255+60 to 267+98. Connect New rail to Existing 6.25' Post Spacing Rail at 267+98. Install Flexible Delineators Along Rail, 50' Spacing.

276+00

274

272

270

269+29 X-SECTION CHANGE

269+01 X-SECTION CHANGE

268

266

264

262+00

Install New OS End Treatment from 274+95 to 275+45. Install 168.75' of New Guardrail from 275+45 to 277+14. Install New Curved Terminal System Type 3 from 277+14 to 277+29. Install Flexible Delineators Along Rail, 50' Spacing.

274+44

Remove W-Beam Cable Terminal. Extend Guardrail 100' from 270+46 to 271+46 And Install OS End Treatment from 271+46 to 271+96. Install Flexible Delineators Along Rail, 50' Spacing.

269+15 STR. #28
27' Arch Culvert
No Work

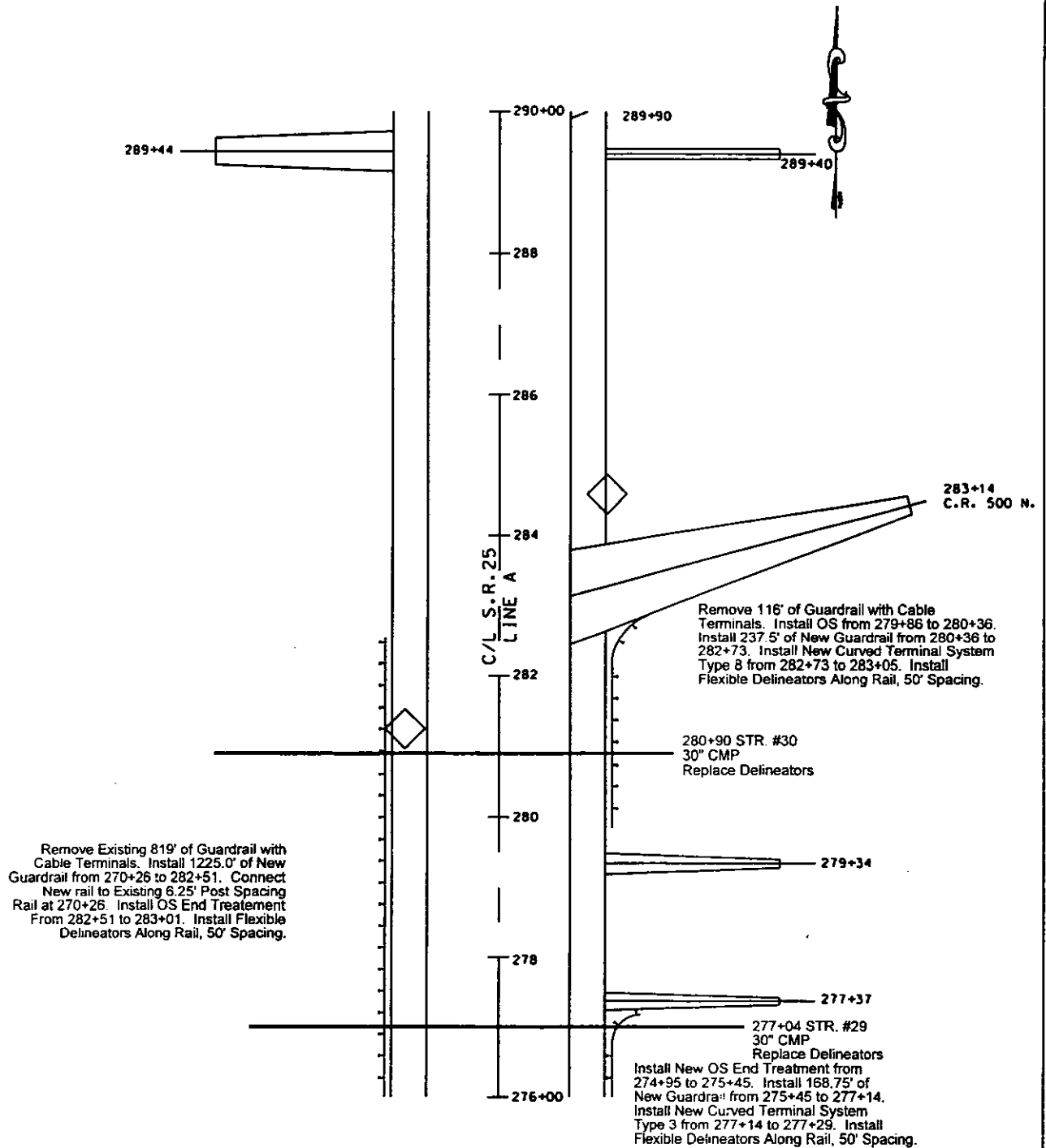
268+24

Remove W-Beam Cable Terminal, Install Curved Terminal System Type 3 from 268+35 to 268+50. Extend Guardrail 18.75' from 269+69 to 268+50. Install Flexible Delineators Along Rail, 50' Spacing.

LEGEND



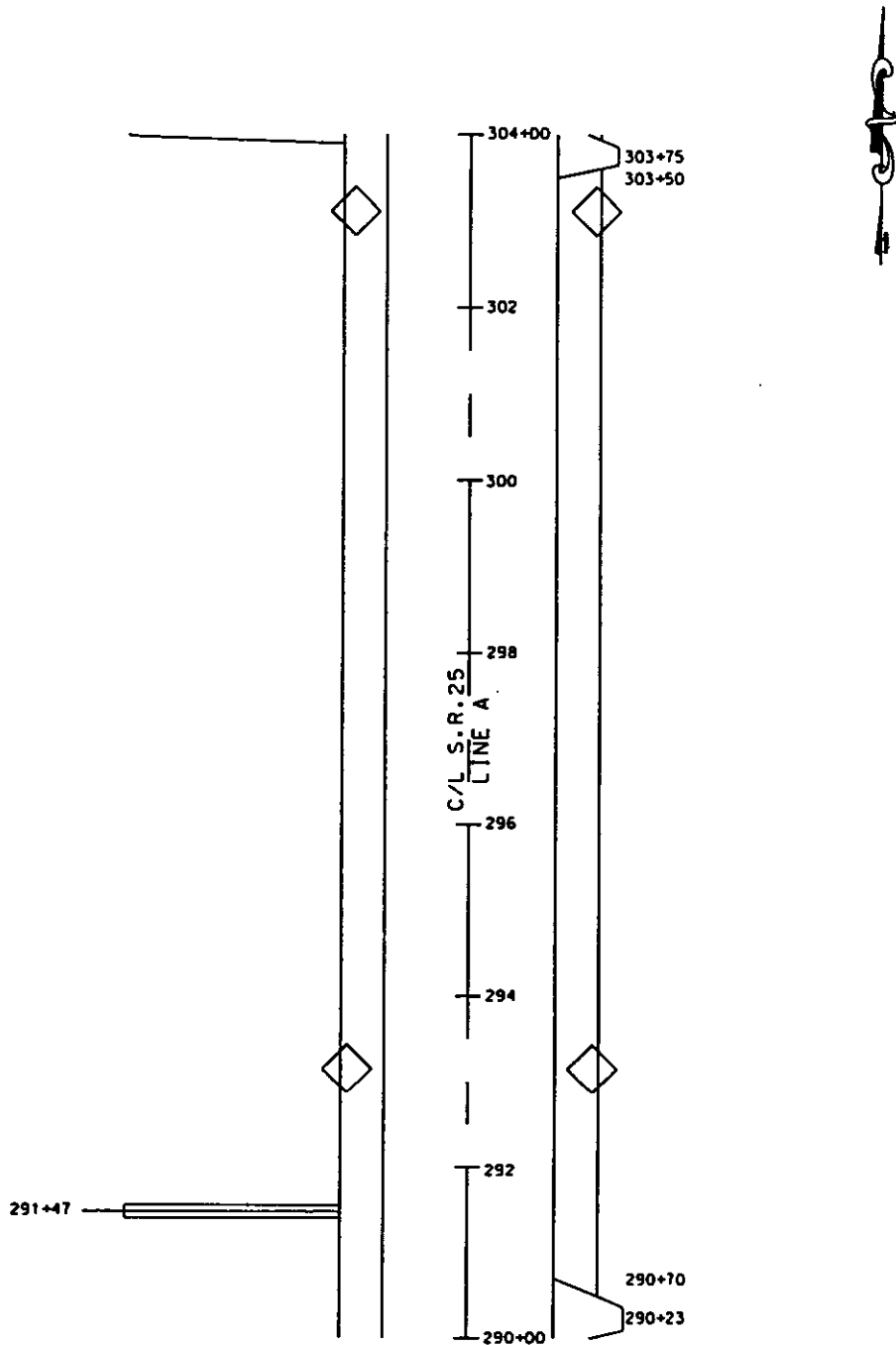
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WORK AHEAD



LEGEND



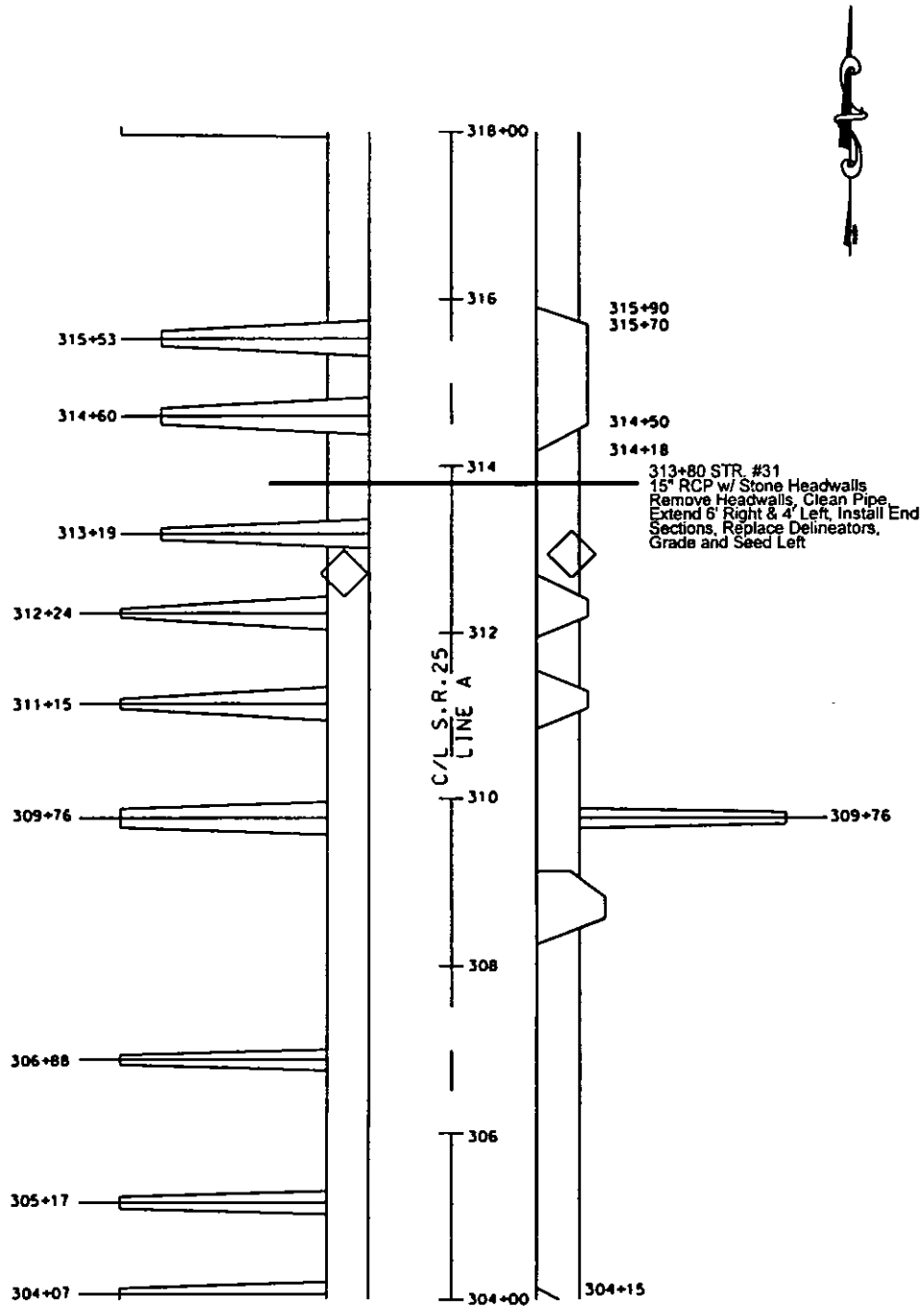
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WORK AHEAD



LEGEND



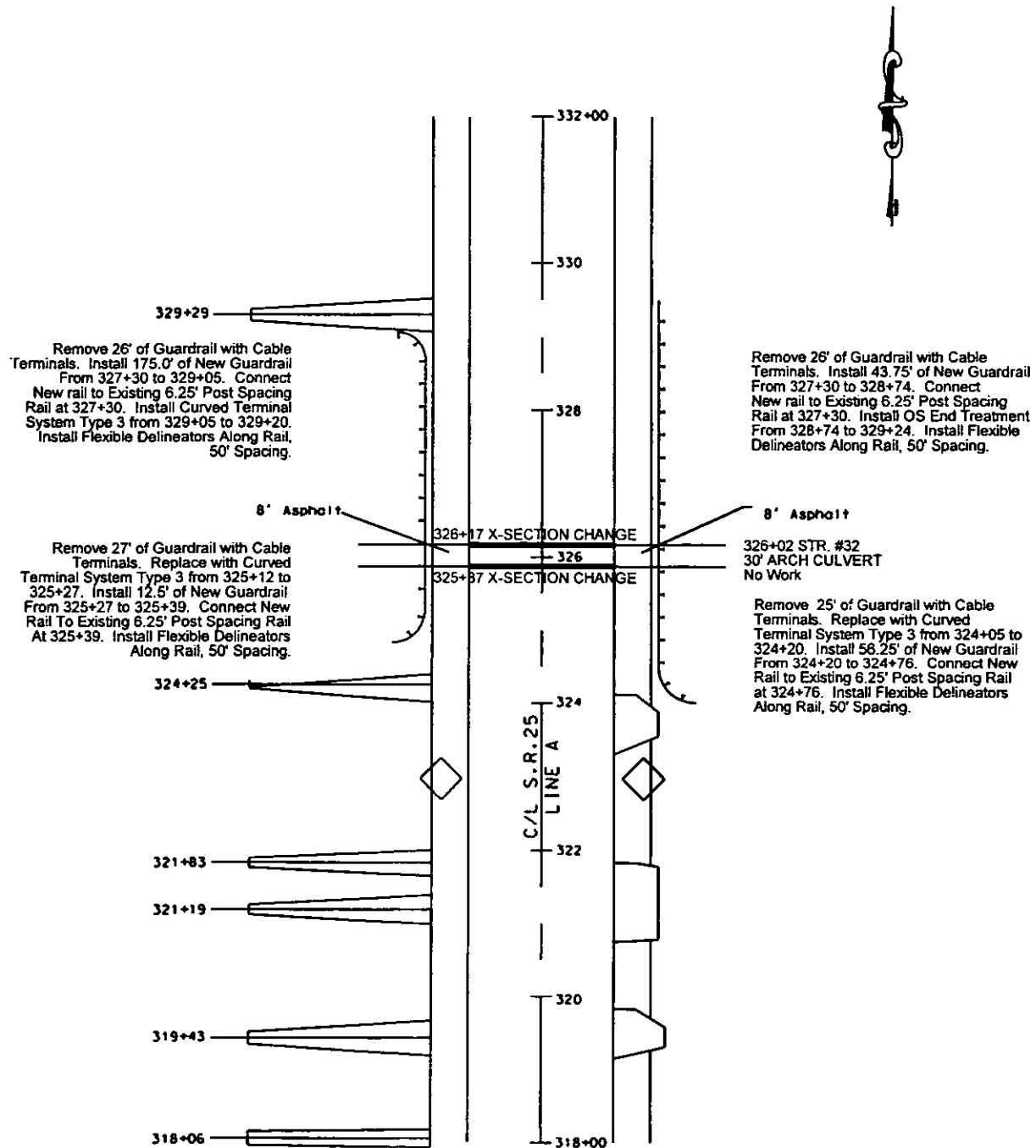
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WORK AHEAD



LEGEND



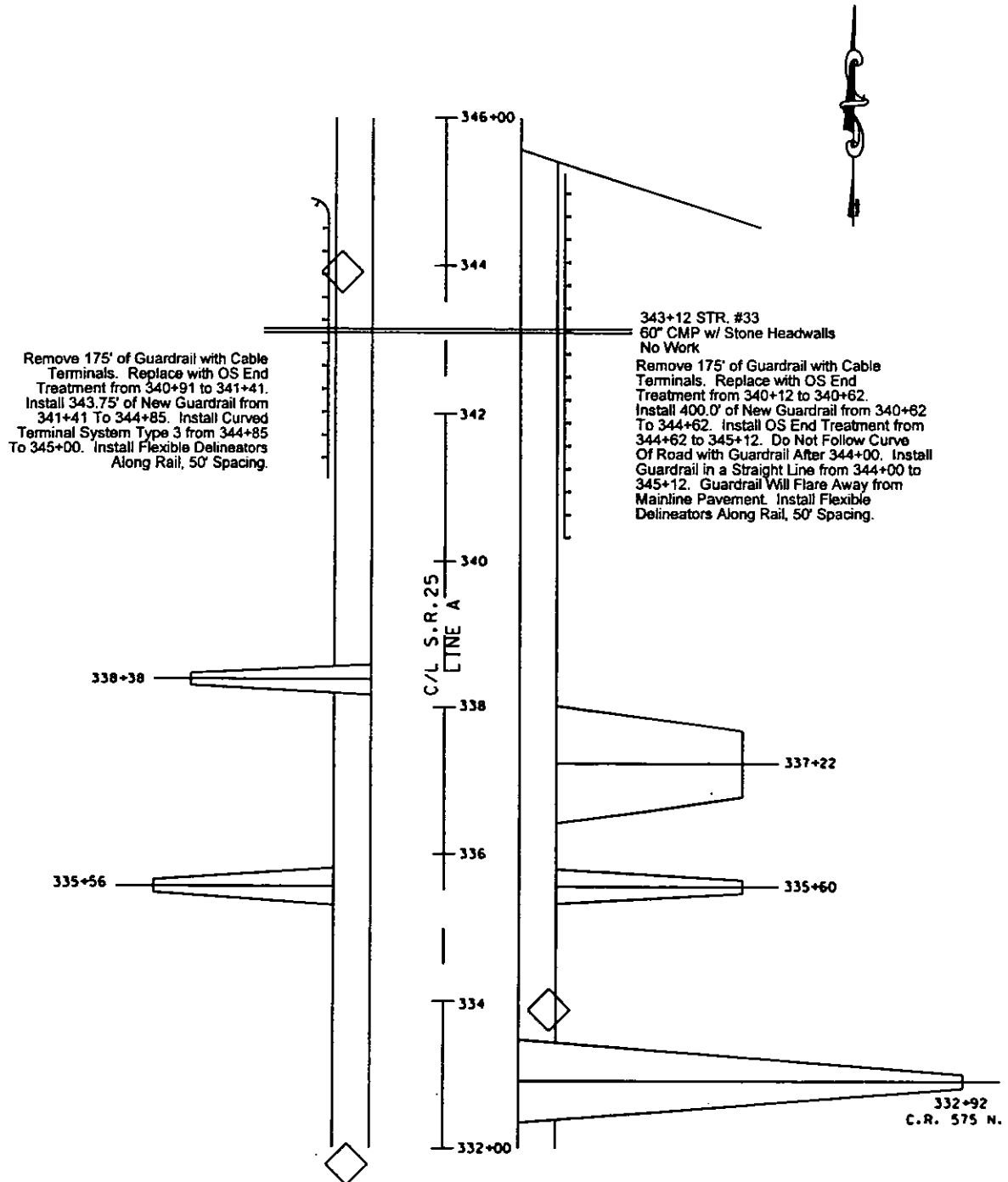
Sign: ROAD
WORK AHEAD



LEGEND



Sign: ROAD
WORK AHEAD



LEGEND Sign: ROAD WORK AHEAD



357+08 TO 358+00
Borrow Required to Correct
Slope. Benching is Required
Then, Borrow Should Be
Applied from Shoulder Break
To Right-Of-Way (40 ft. From C.).
Area Should then be Seeded.
See Detail Page 79.

356+12

C/L S.R. 25
LINE A

359+70

356+98 STR. #35
48" CMP w/ Headwalls
Install 48" Liner 78' Long. Add
Borrow to Top of Right Headwall,
Add Borrow to Left Side as
Shown, & Replace Delineators

351+20 STR. #34
15" RCP w/ Headwalls
Remove Headwalls, Extend 4'
Right, Install End Sections,
Replace Delineators, Grade &
Seed Right, & Install Geotextile
& Rip Rap Left

350+24

346+29
C.R. 500 E.

LEGEND



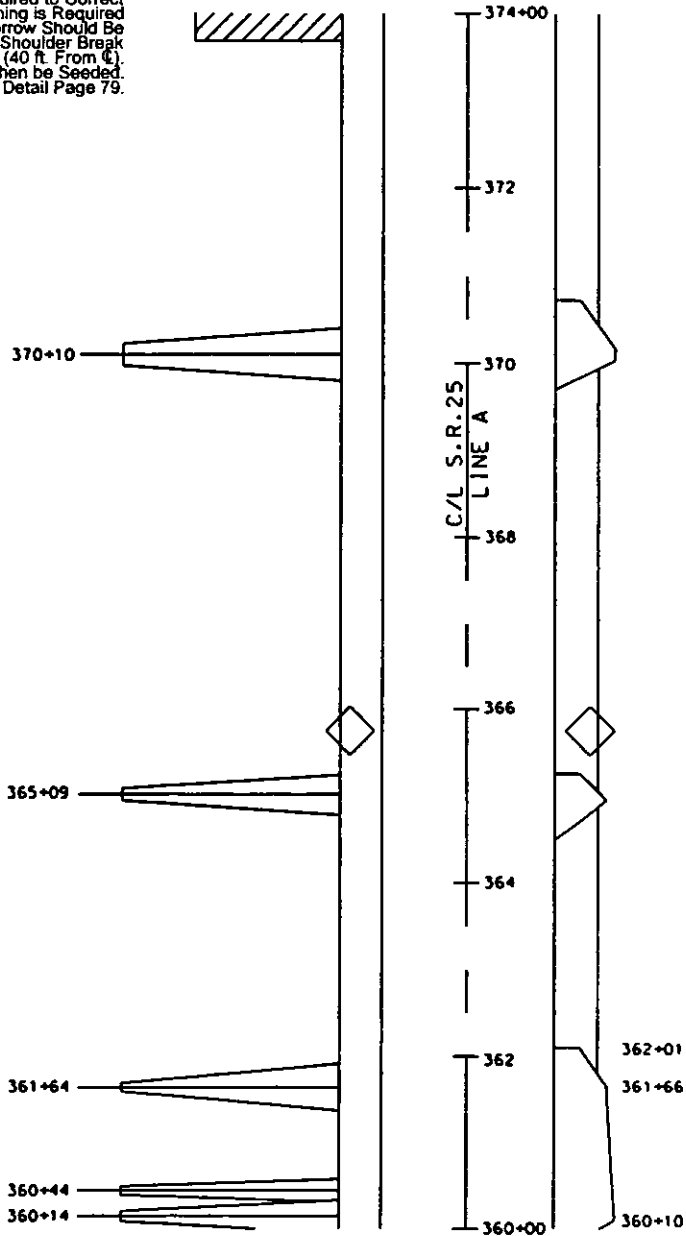
Sign: ROAD
WORK AHEAD



Side Slope
Correction



373+76 TO 374+80
Borrow Required to Correct
Slope. Benching is Required
Then, Borrow Should Be
Applied from Shoulder Break
To Right-Of-Way (40 ft. From C).
Area Should then be Seeded.
See Detail Page 79.



LEGEND



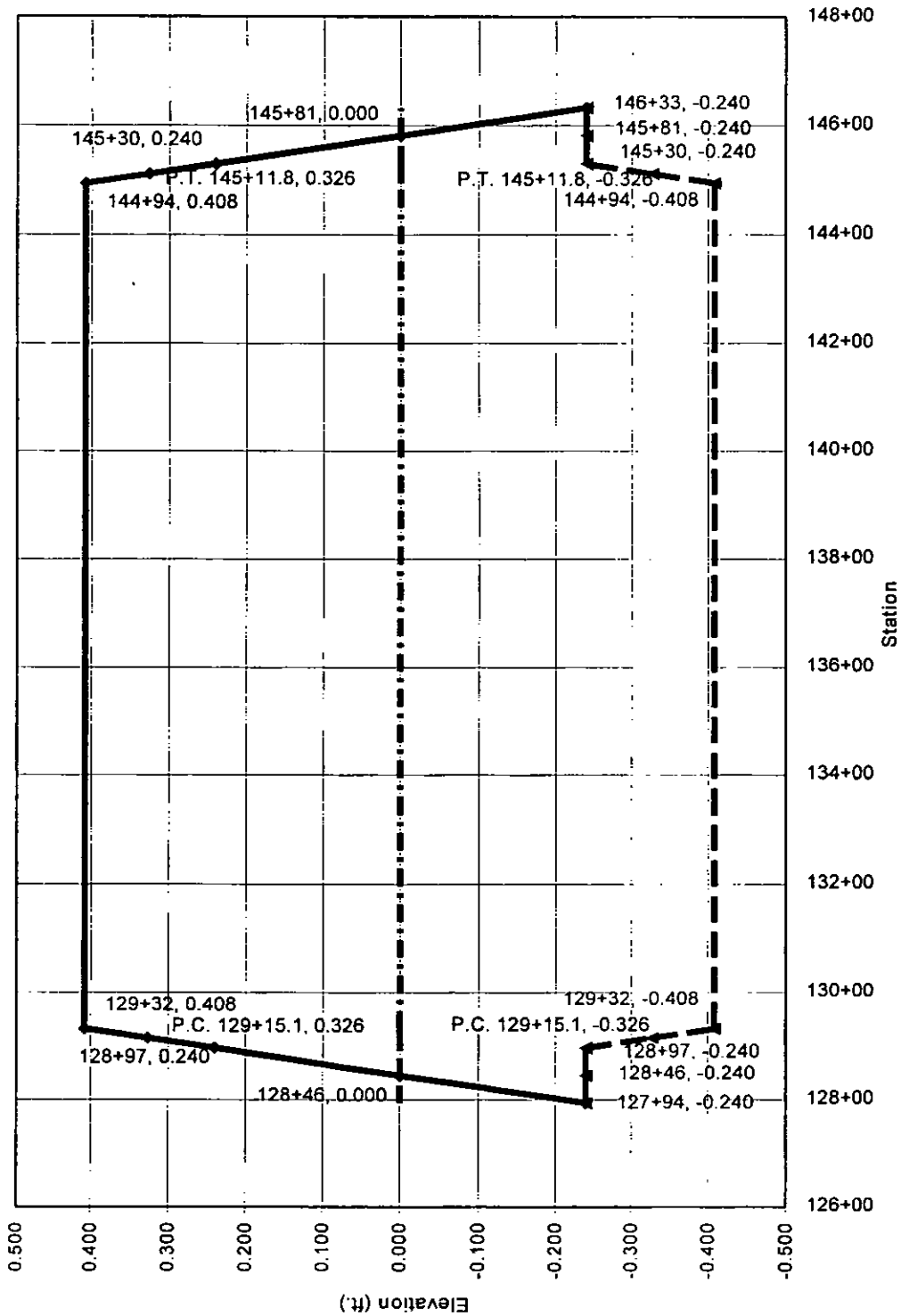
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WORK AHEAD



Side Slope
Correction

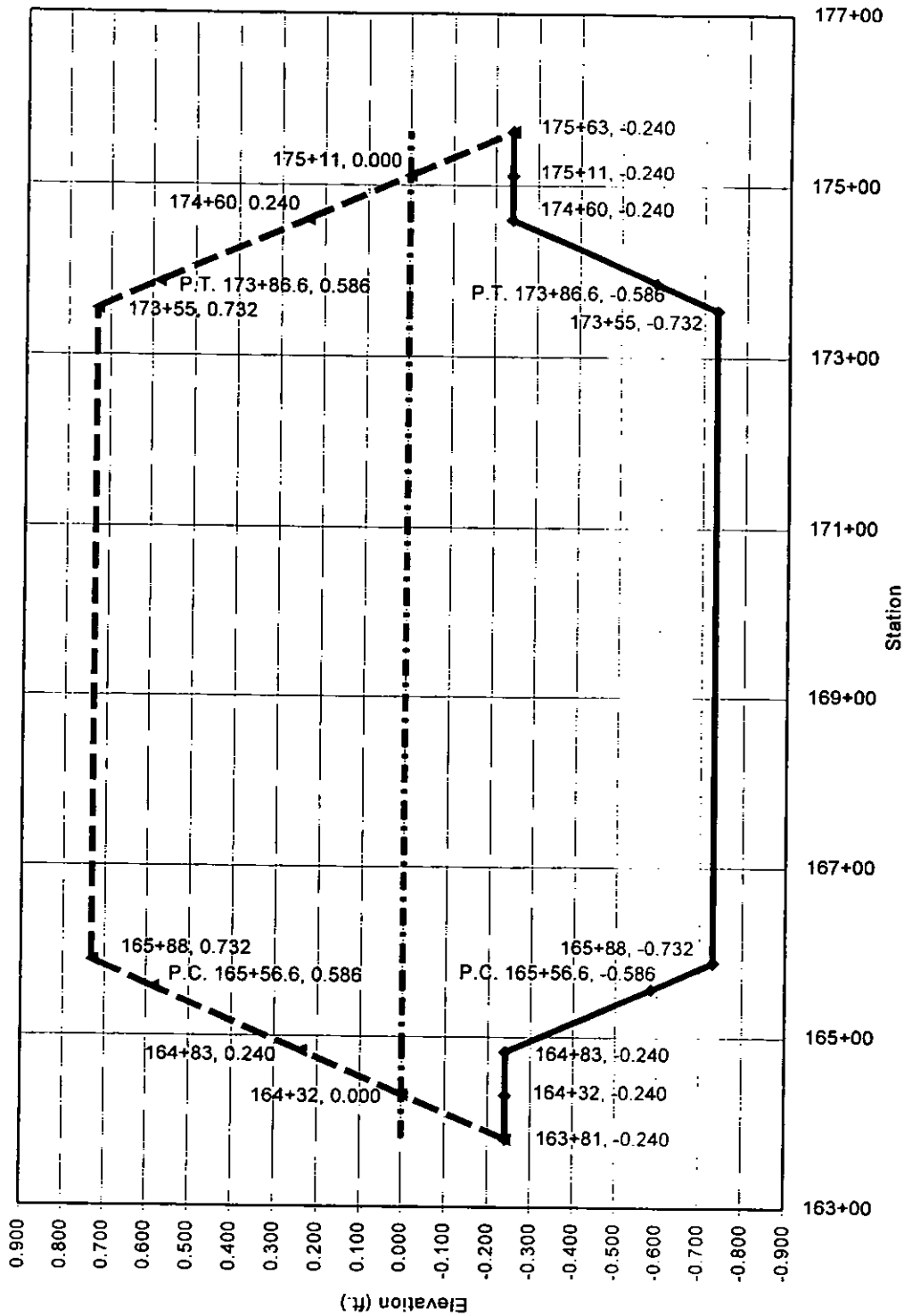


Superelevation Diagram



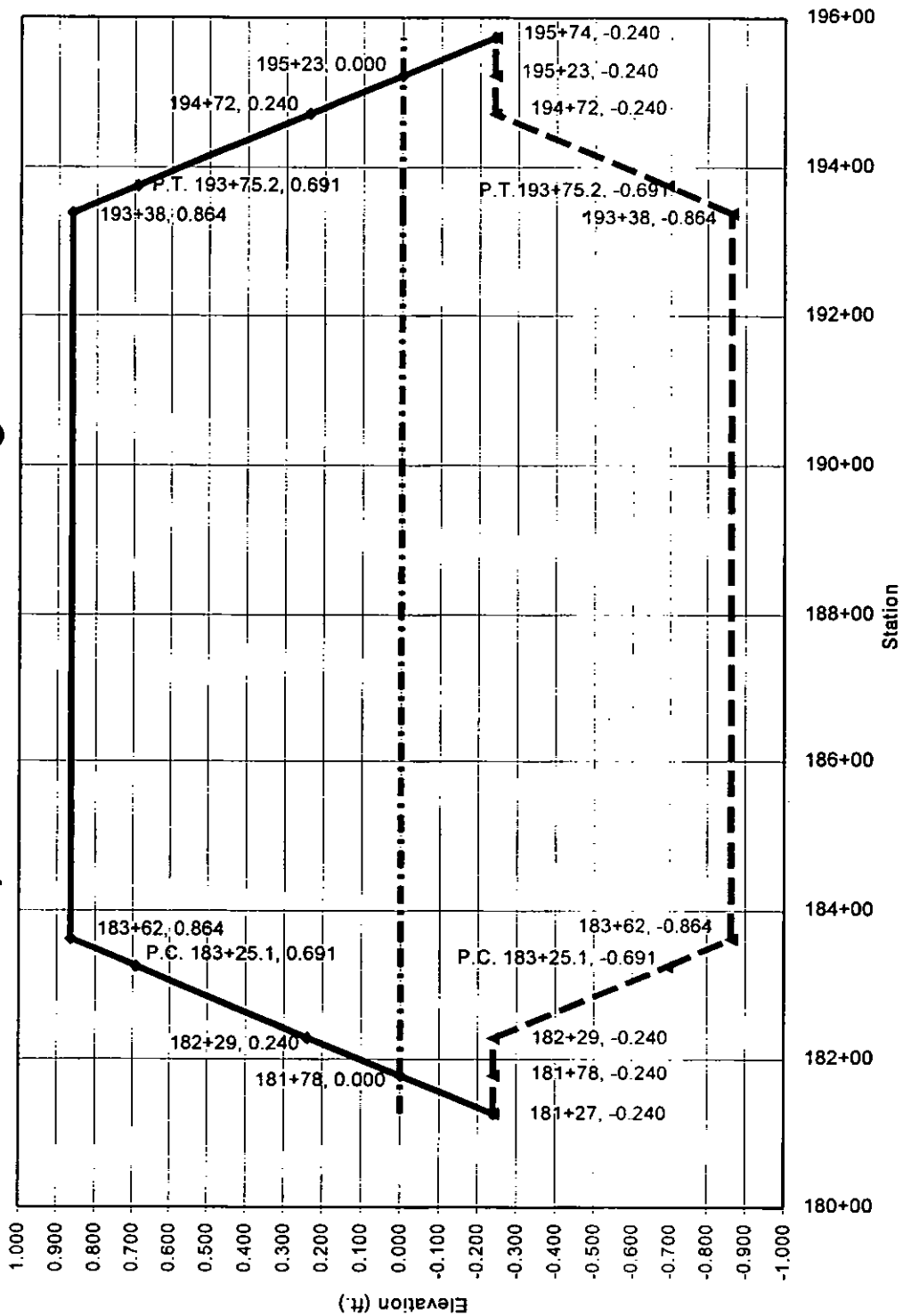


Superelevation Diagram



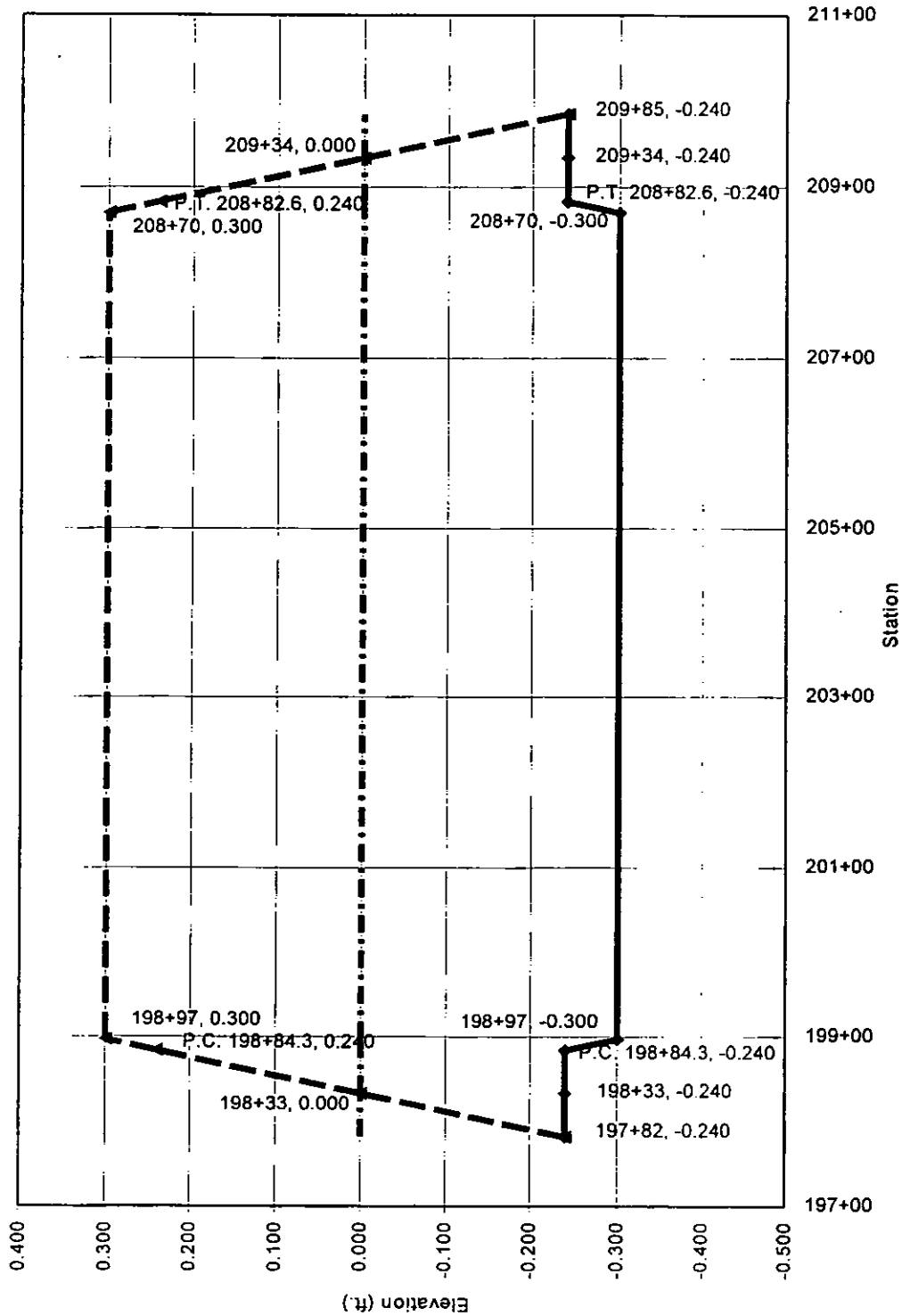


Superelevation Diagram



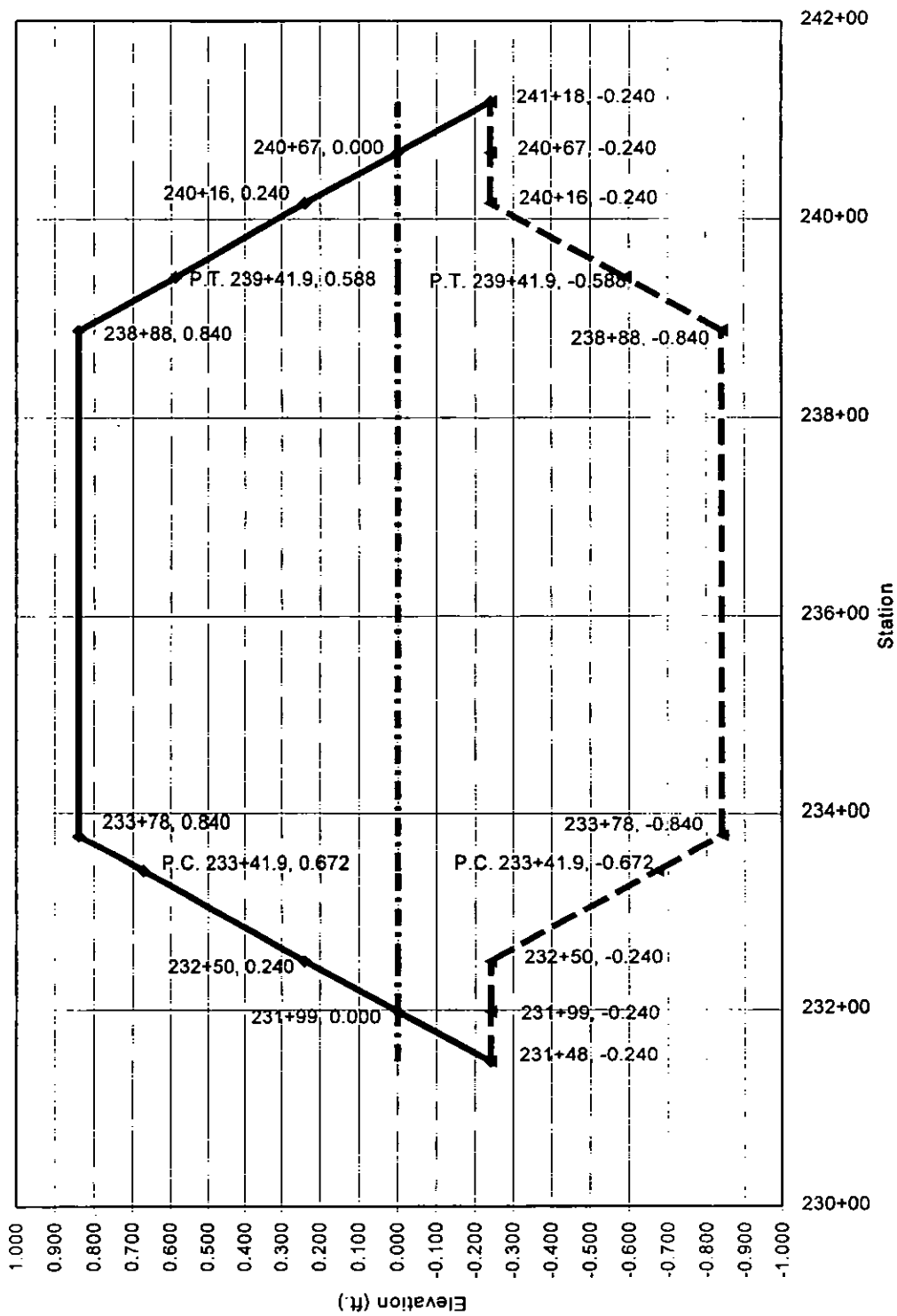


Superelevation Diagram



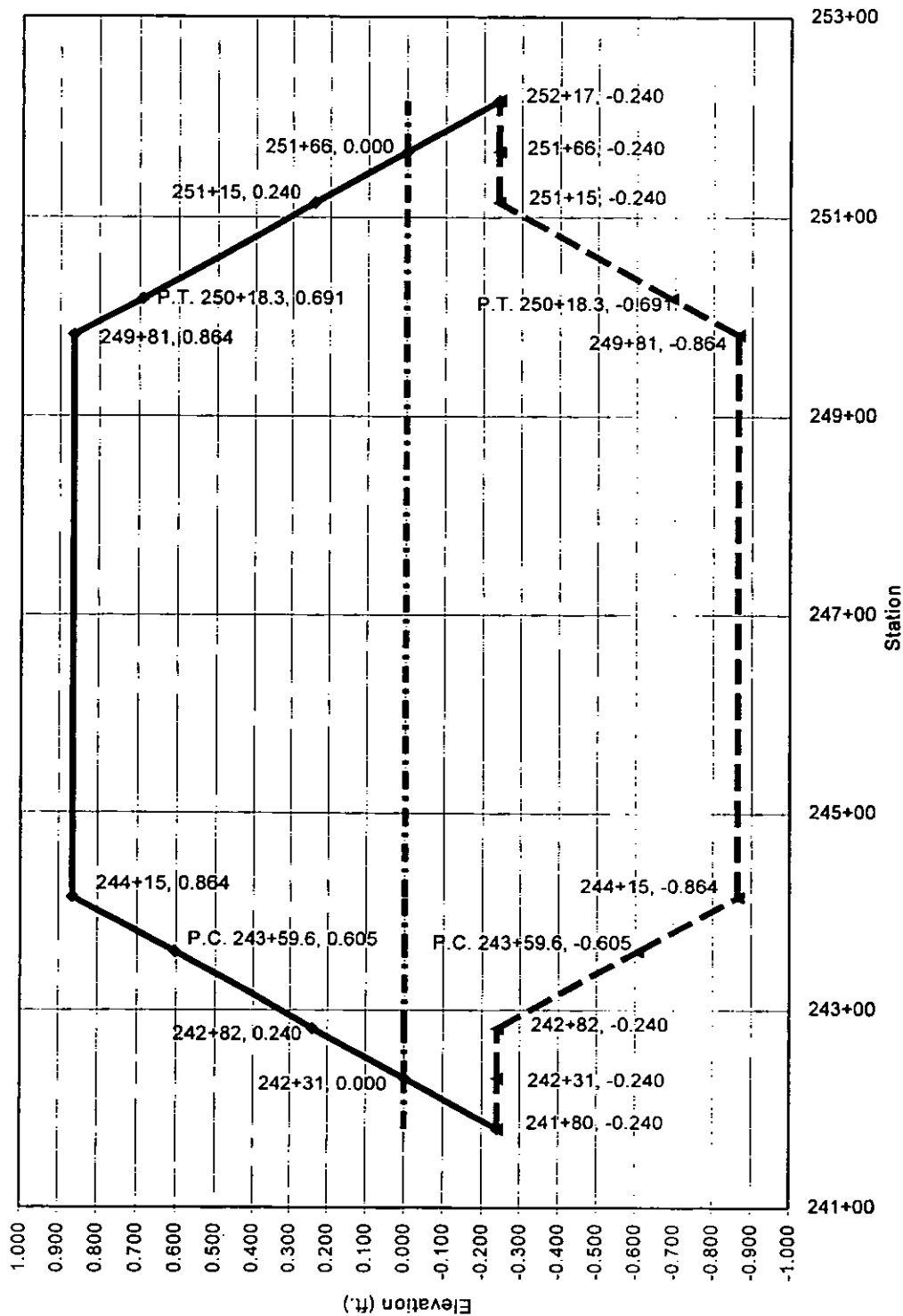


Superelevation Diagram



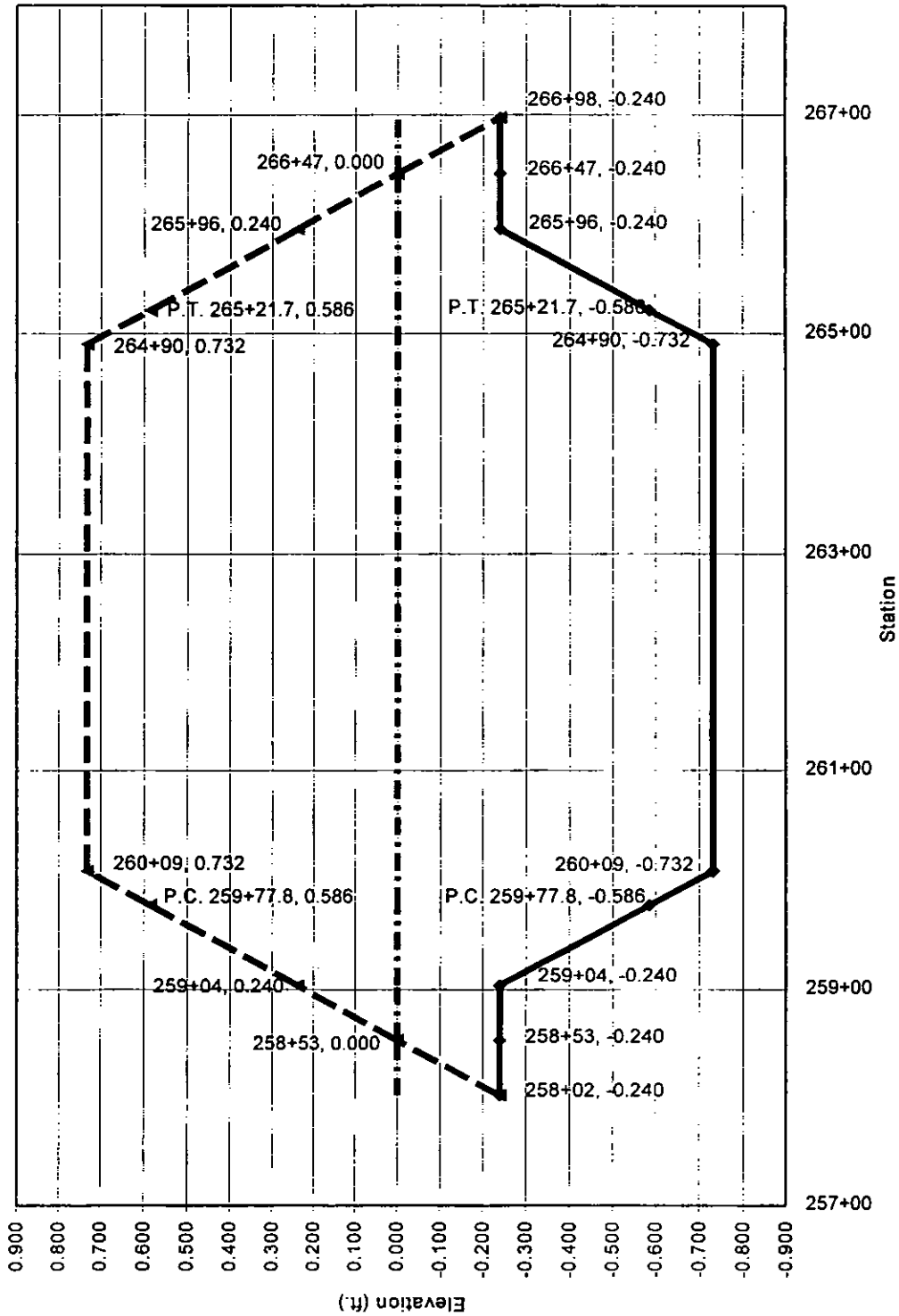


Superelevation Diagram



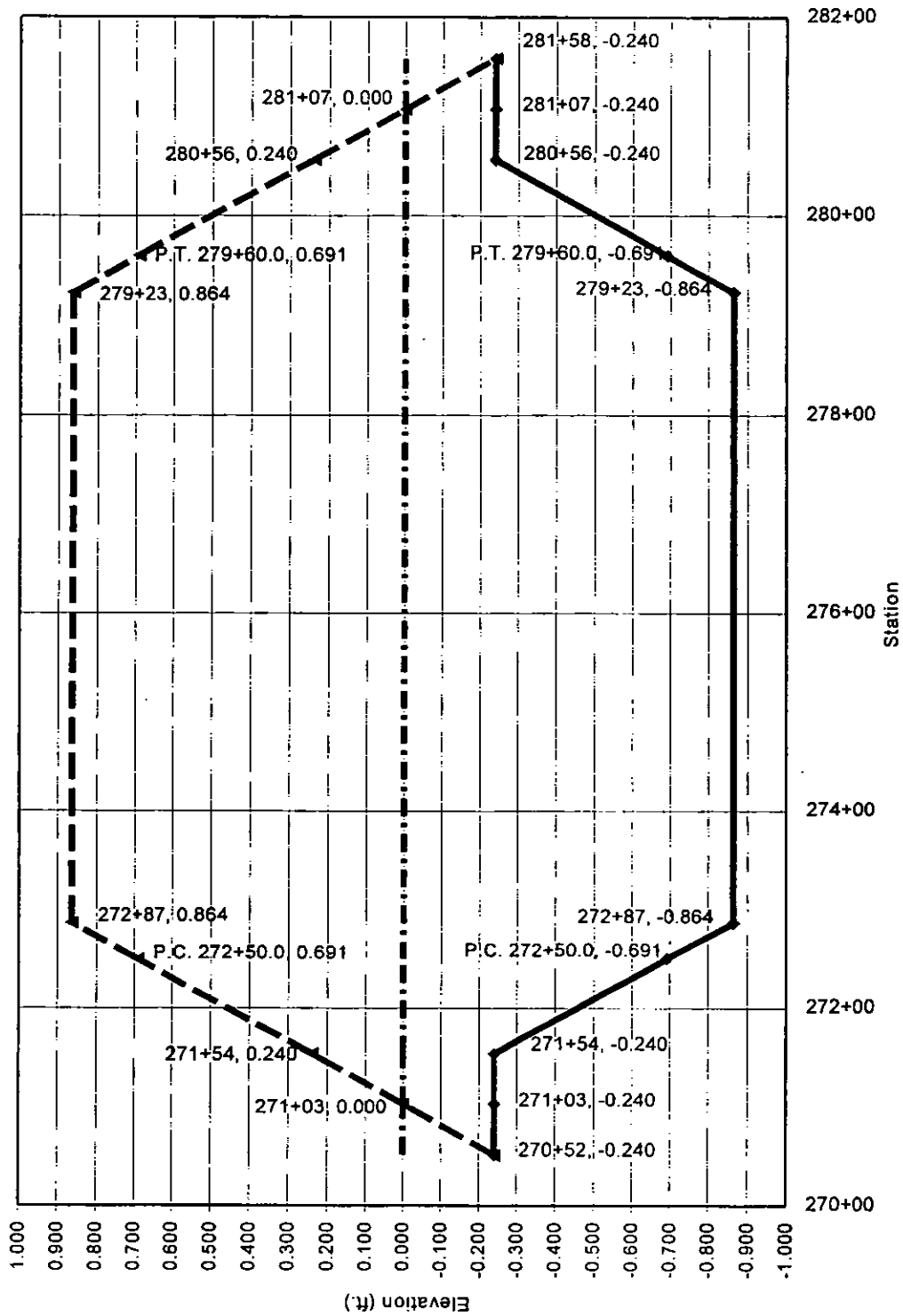


Superelevation Diagram



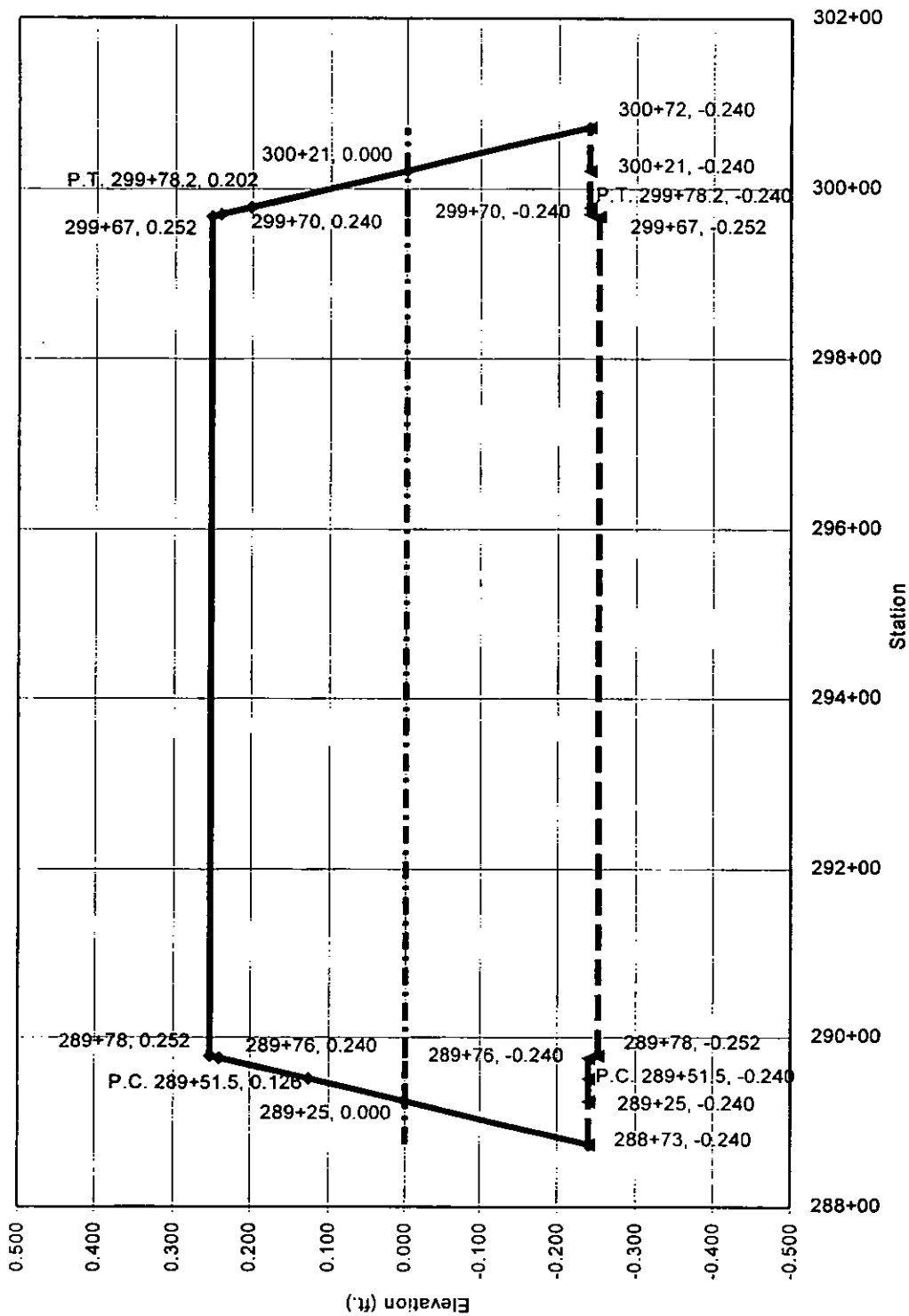


Superelevation Diagram



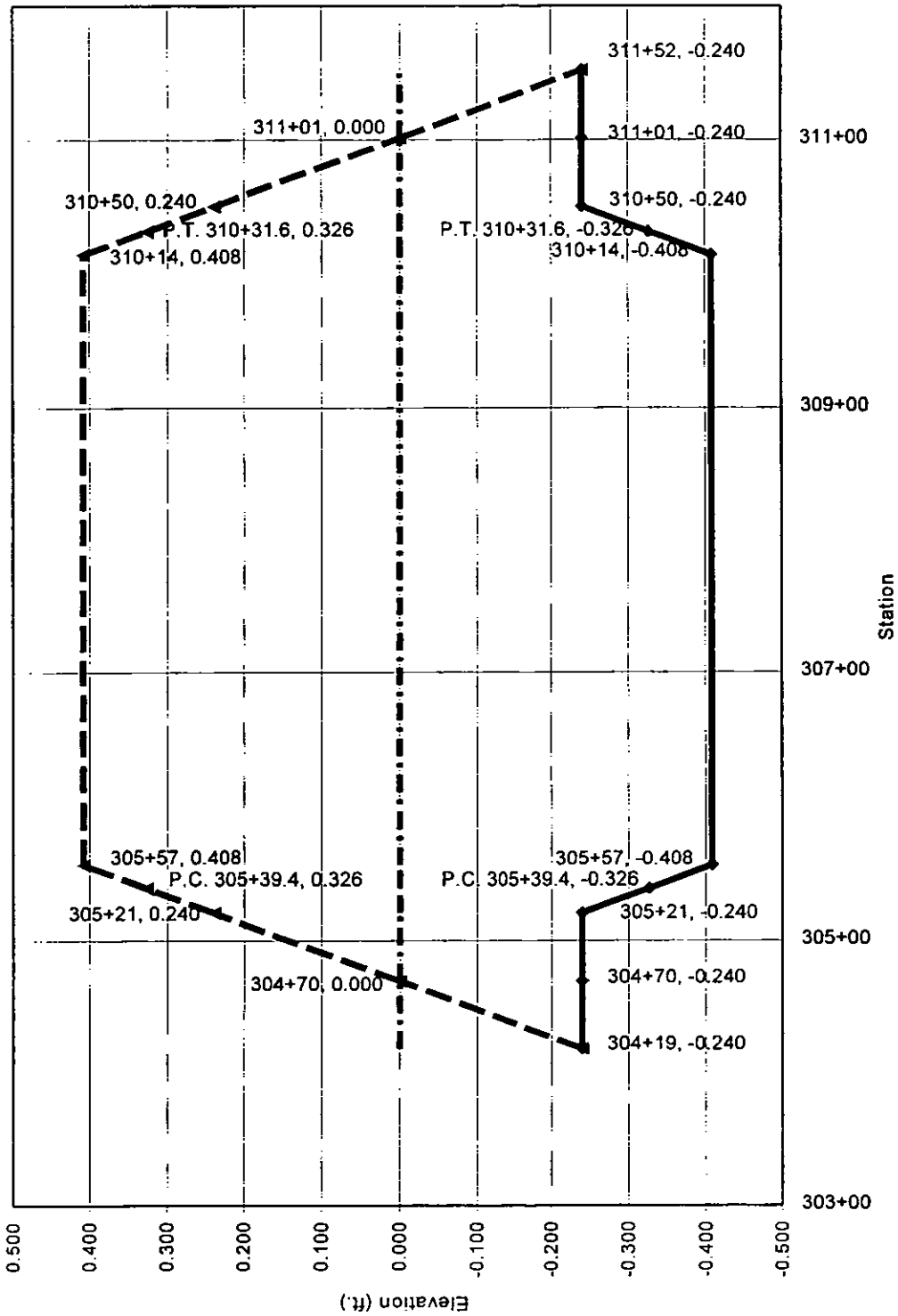


Superelevation Diagram





Superelevation Diagram



CONTRACT NO.

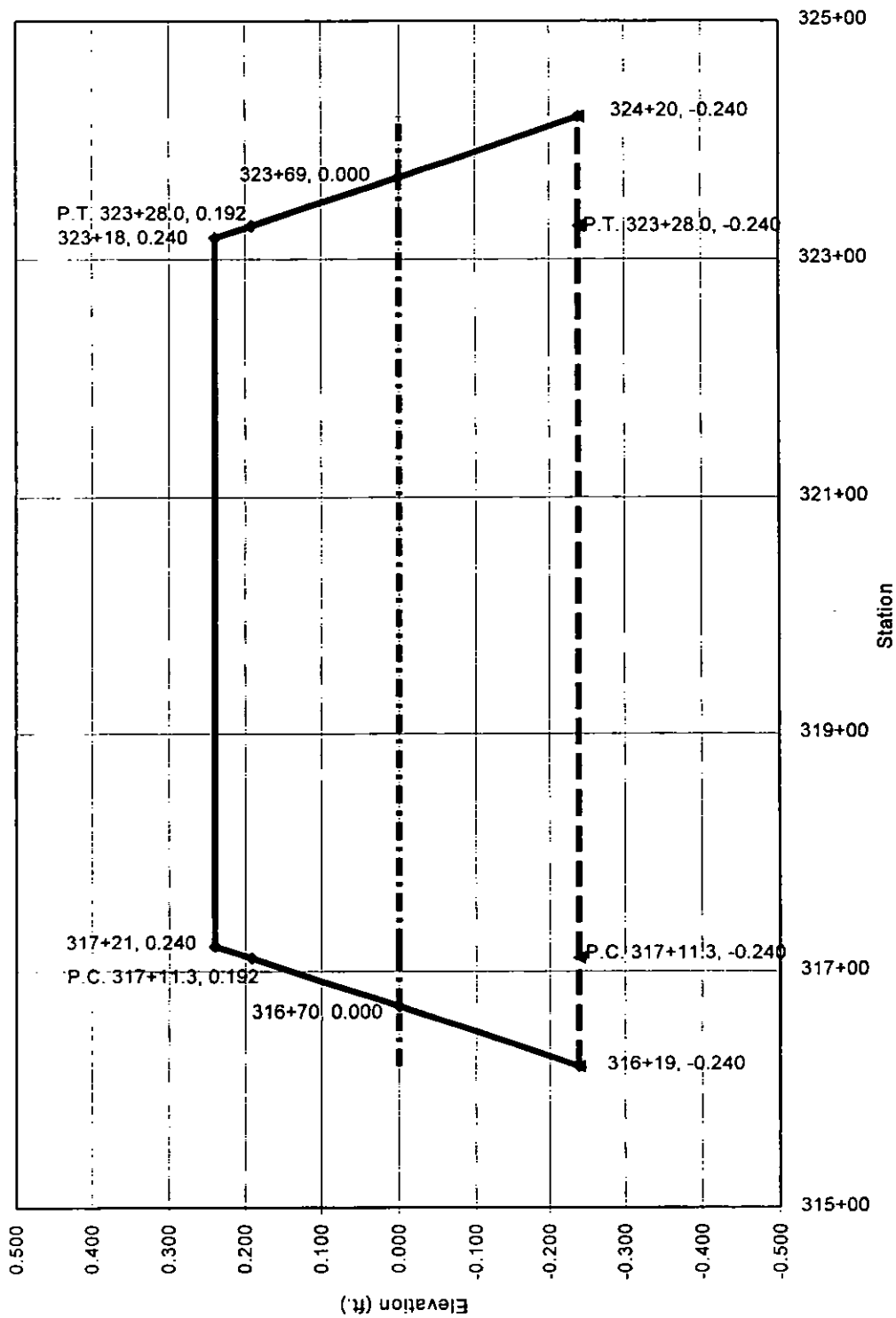
RS-26539

PAGE NO.

60

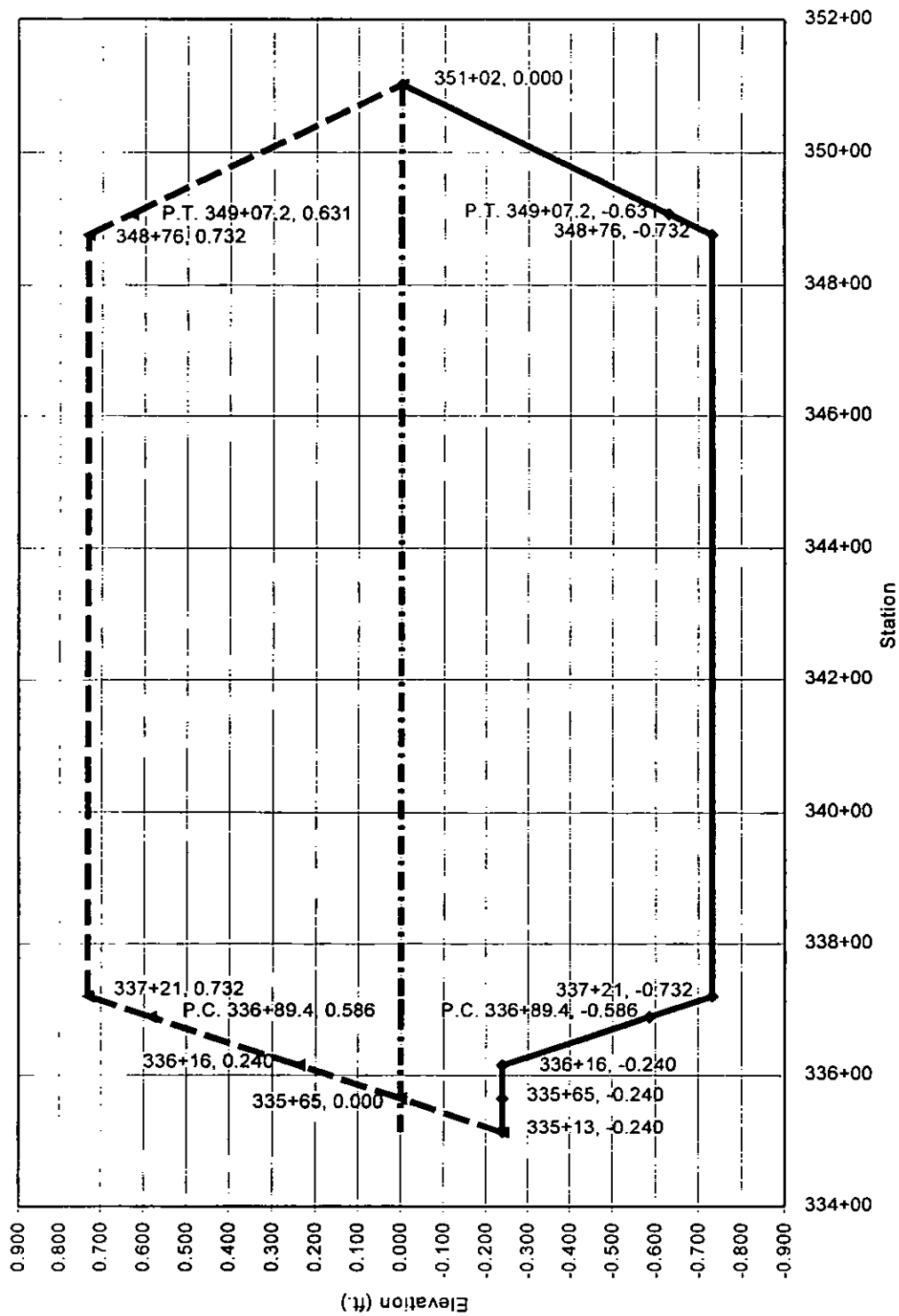


Superelevation Diagram



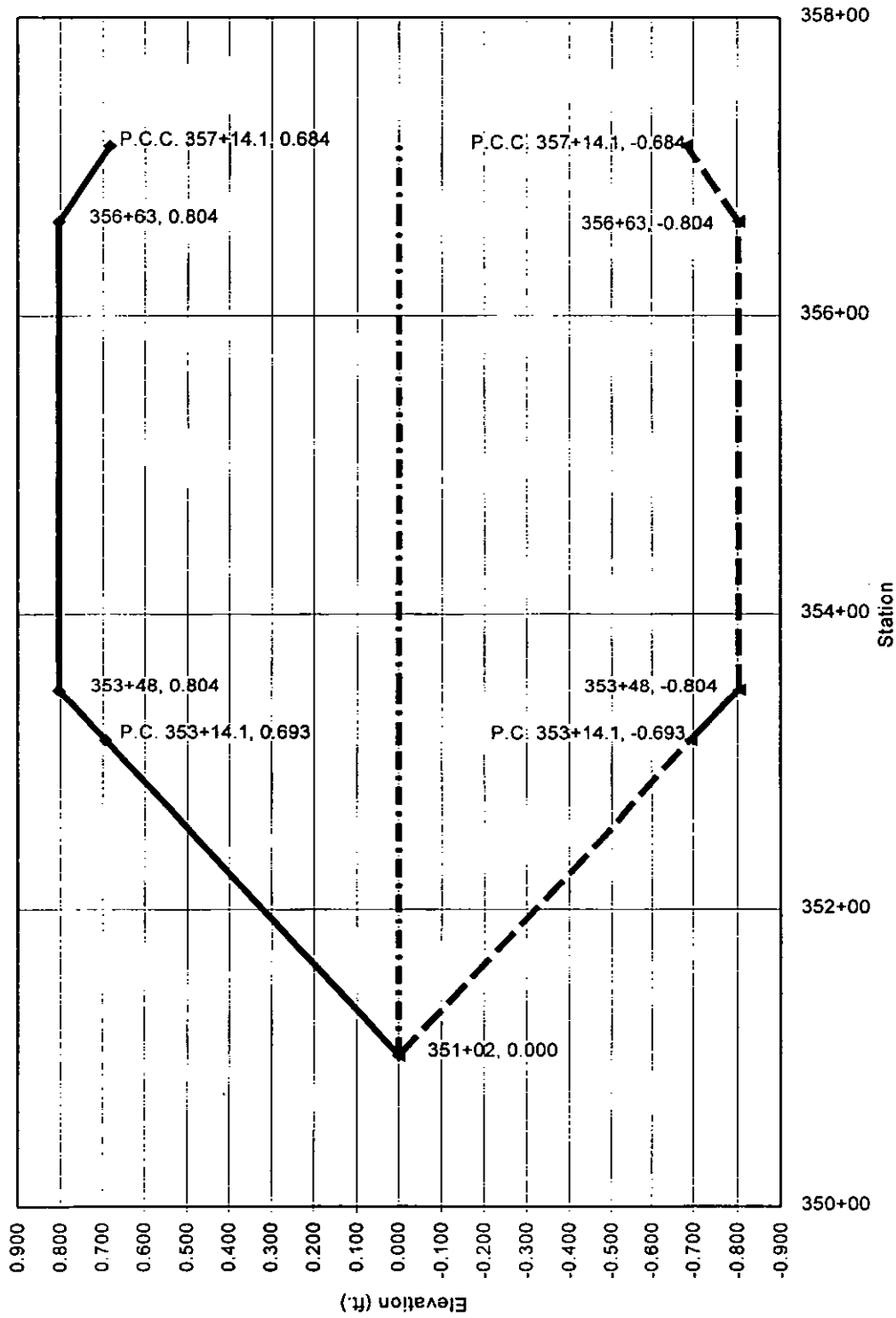


Superelevation Diagram



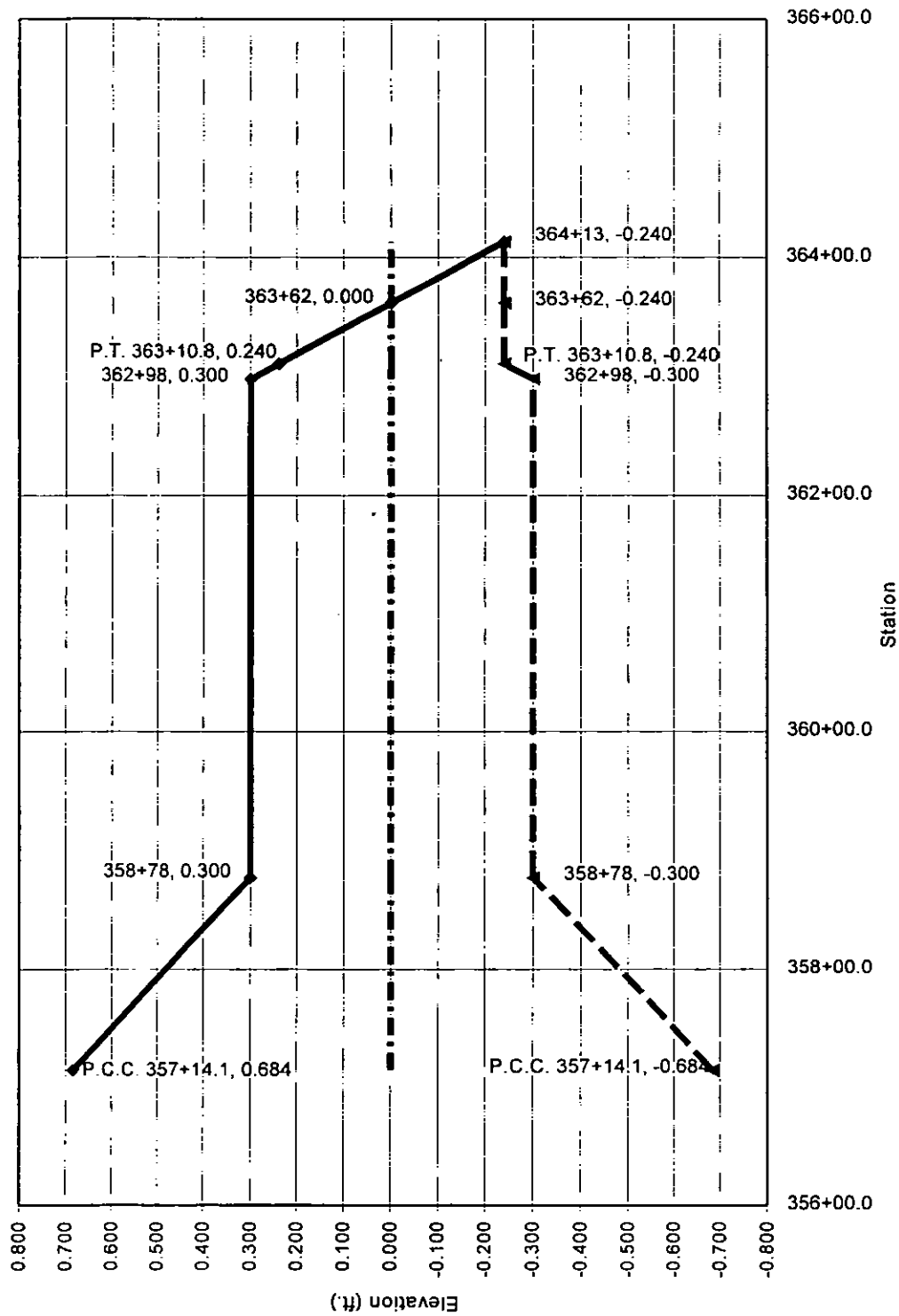


Superelevation Diagram





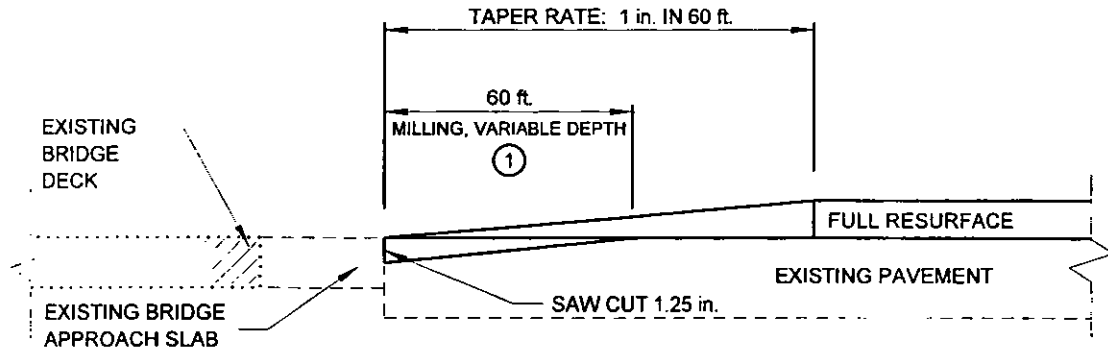
Superelevation Diagram



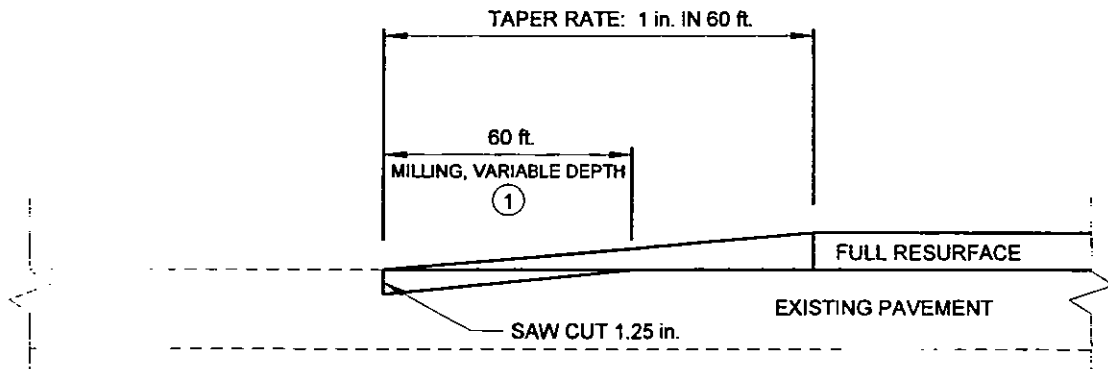


BITUMINOUS PAVEMENT TERMINI FOR RESURFACING

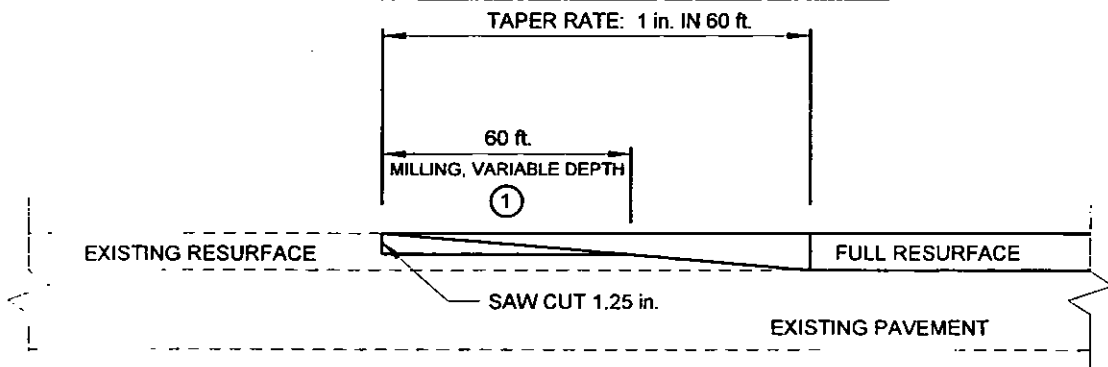
FOR TERMINATION AT BRIDGES



FOR TERMINATION ON EXISTING PAVEMENT



FOR TERMINATION ON EXISTING RESURFACE

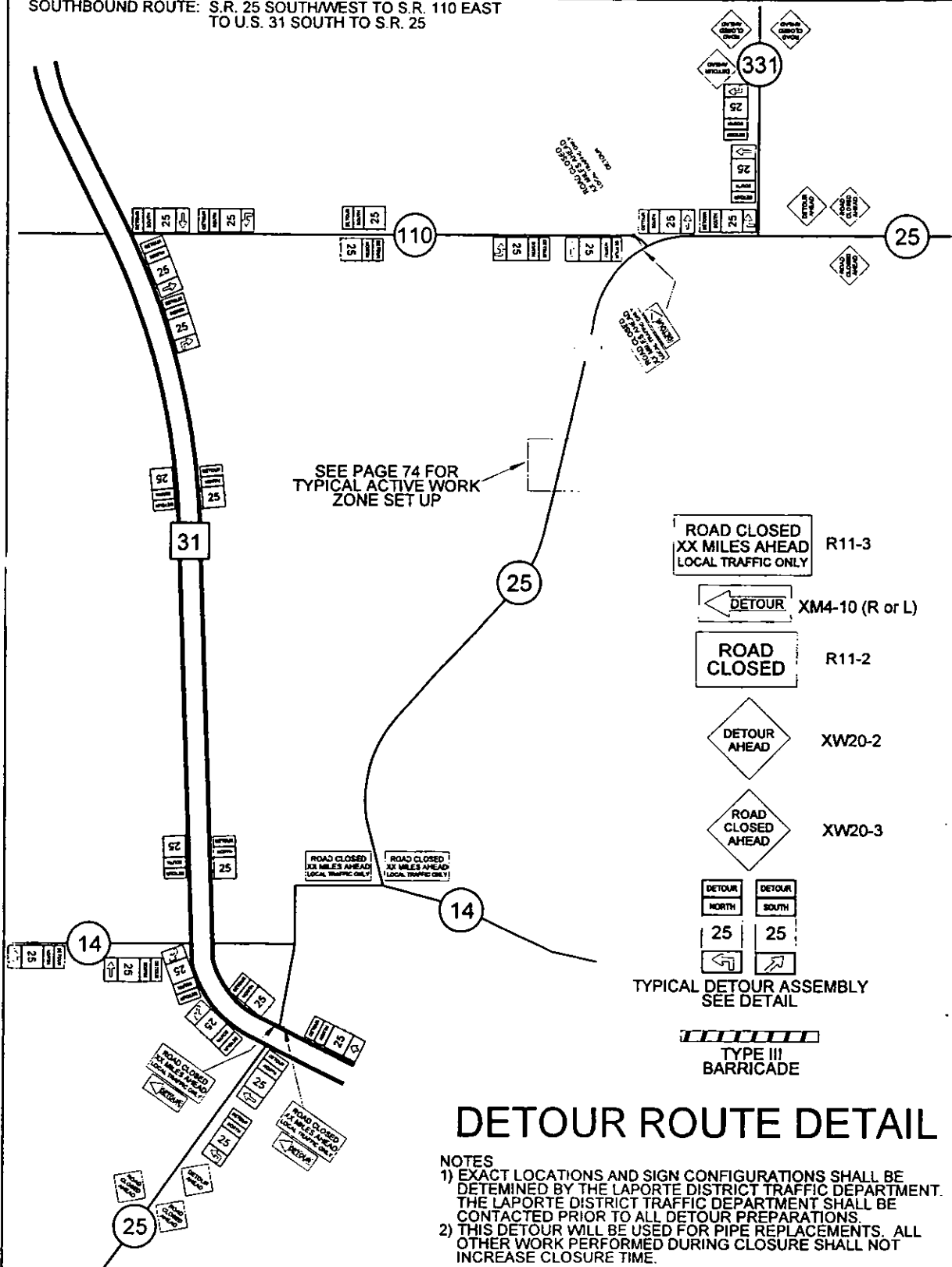


① MILLING AS SHOWN TO BE PAID FOR AS SURFACE MILLING, PORTLAND CEMENT CONCRETE OR SURFACE MILLING, ASPHALT.

S.R. 25 DETOUR ROUTES

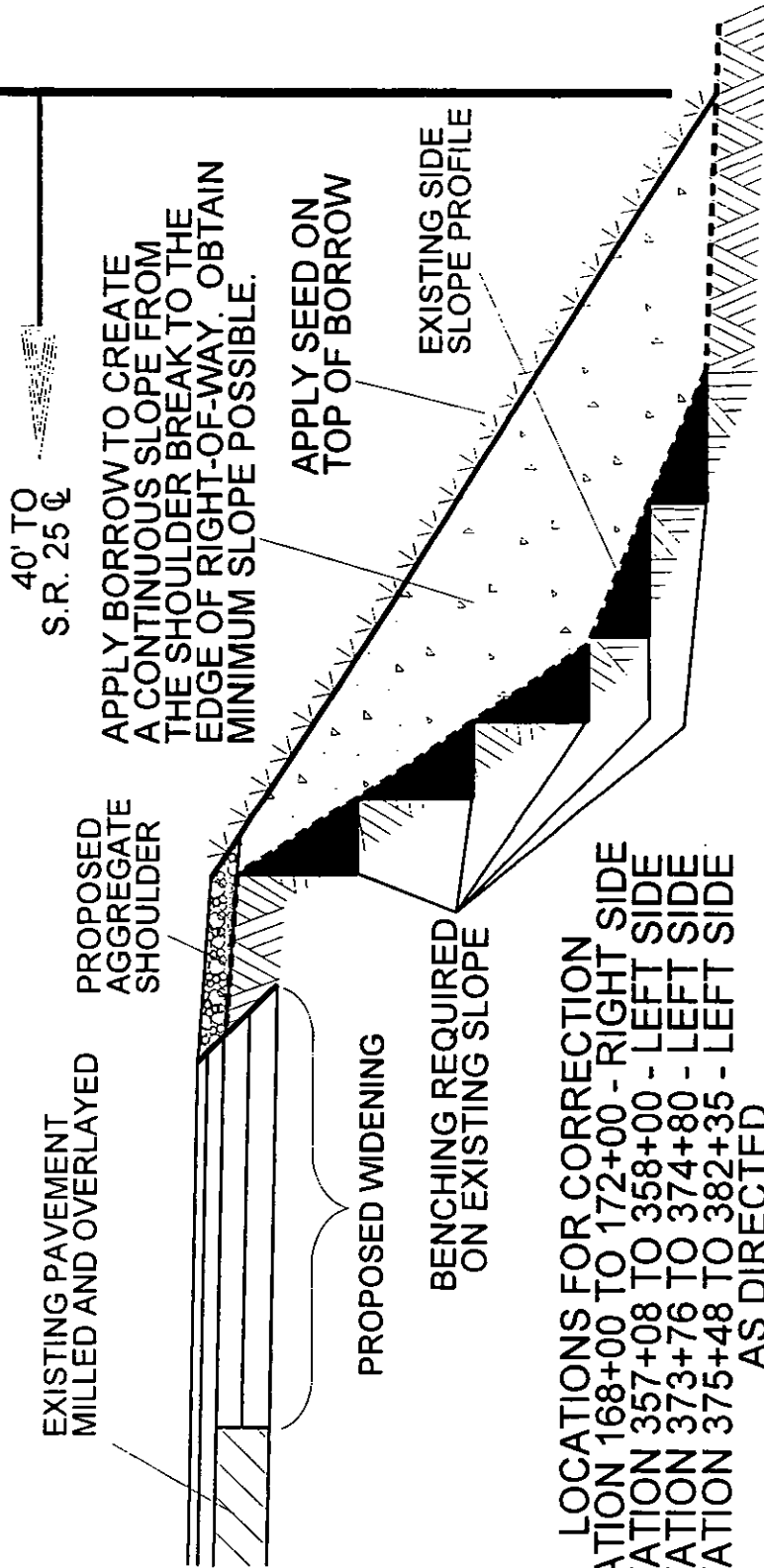
NORTHBOUND ROUTE: S.R. 25 NORTH TO U.S. 31 NORTH
TO S.R. 110 EAST TO S.R. 25
SOUTHBOUND ROUTE: S.R. 25 SOUTH/WEST TO S.R. 110 EAST
TO U.S. 31 SOUTH TO S.R. 25

CONTRACT NO. RS-26539
PAGE NO. 73



SIDE SLOPE CORRECTION DETAIL

EDGE OF
R/W



CONTRACT NO.
PAGE NO.

RS-26539
79



LOCATIONS FOR CORRECTION
STATION 168+00 TO 172+00 - RIGHT SIDE
STATION 357+08 TO 358+00 - LEFT SIDE
STATION 373+76 TO 374+80 - LEFT SIDE
STATION 375+48 TO 382+35 - LEFT SIDE
AS DIRECTED

NOTE

- 1) THE EXISTING SIDE SLOPE PROFILE MAY NOT BE AS SHOWN. THE EXISTING SIDE SLOPE AND SIDE SLOPE PROFILE WILL VARY DEPENDING ON LOCATION.
- 2) AN UNDISTRIBUTED QUANTITY OF BORROW AND MULCHED SEEDING, R HAVE BEEN INCLUDED IN THE ITEMIZED PROPOSAL FOR THIS WORK. THE COST FOR ALL MATERIALS, LABOR, AND ANY INCIDENTALS REQUIRED FOR THIS OPERATION SHALL BE INCLUDED IN THE COST OF BORROW AND MULCHED SEEDING, R.
- 3) BENCHING SHALL BE PERFORMED ON ALL SLOPES AS DIRECTED BY THE PROJECT ENGINEER/SUPERVISOR. ALL COSTS ASSOCIATED WITH THE BENCHING OPERATION WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE INCLUDED IN THE COST OF OTHER PAY ITEMS.
- 4) THE LOCATIONS FOR THIS WORK TO BE PERFORMED SHALL BE AS SHOWN ABOVE OR AS DIRECTED BY THE PROJECT SUPERVISOR/ENGINEER.

GUARDRAIL INSTALLATION DETAIL FOR CR 350E

CONTRACT NO.

RS-26539

PAGE NO.

80



GUARDRAIL TERMINAL SYSTEM,
W BEAM, CURVED, MODIFIED,
25 FT. 6 IN. RADIUS
MAXIMUM TOTAL LENGTH = 90'
MUST TERMINATE PRIOR TO
RETAINING WALL

12.5' EXISTING CONCRETE
RETAINING WALL

EXISTING CONCRETE
BRIDGE WALL WITH
ALUMINUM RAIL
EXISTING RAIL CANNOT
BE CONNECTED TO

13' EXISTING CONCRETE
RETAINING WALL

OS END TREATMENT

31.25' W-BEAM GUARDRAIL
6.25' POST SPACING

234+90
56.25' OF SHOP CURVED
GUARDRAIL ($r = 45'$), 6.25'
POST SPACING

231+46 TO 234+90
343.75' W-BEAM GUARDRAIL
6.25' POST SPACING. S.R. 25
☐ OFFSET = 21.5'

230+96
OS END TREATMENT
S.R. 25 ☐ OFFSET = 21.5'

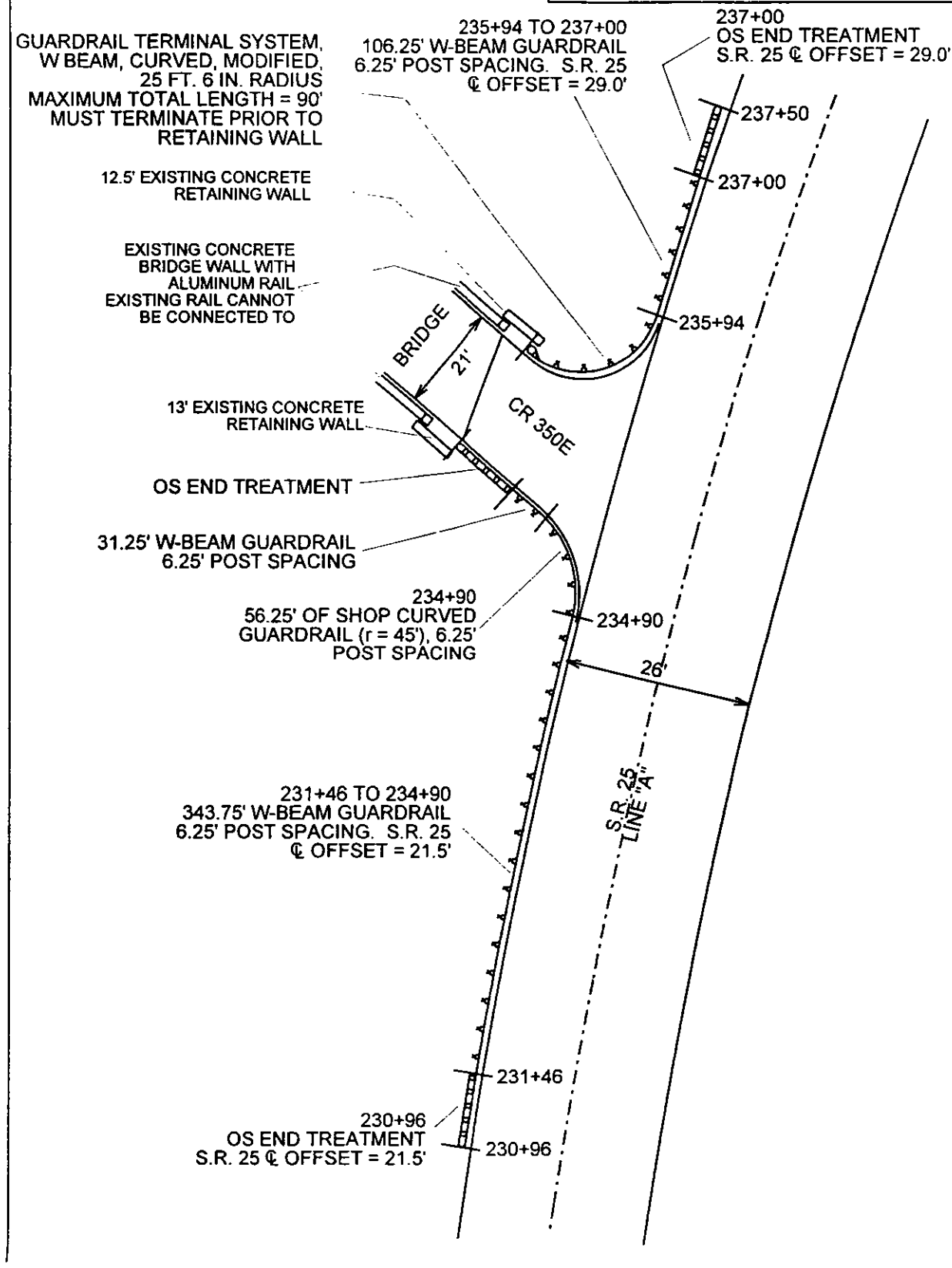
235+94 TO 237+00
106.25' W-BEAM GUARDRAIL
6.25' POST SPACING. S.R. 25
☐ OFFSET = 29.0'

237+00
OS END TREATMENT
S.R. 25 ☐ OFFSET = 29.0'

BRIDGE

CR 350E

S.R. 25
LINE "A"

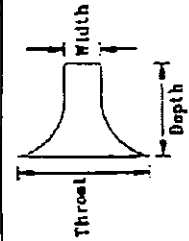


APPROACH DATA - LINE "A"

CONTRACT NO. RS-26539
PAGE NO. 81



Station	Description	Side	Material	Type	Taper Location		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Approach Quantity (sys)	Total
10+41	Phillips 66	R	ASPH	COMM	B	E		30	49	20	88	
11+33	Phillips 66	R	ASPH	COMM				30	49	20	88	
11+96	Bar	R	ASPH	COMM				30	45	20	83	
12+48	Standard Approach	L	ASPH	MB (2)							42	
12+74	Car Lot	L	ASPH	COMM				28	60	20	98	
13+56	Bar	R	ASPH	COMM				30	61	20	101	
14+37	Standard Approach	L	ASPH	MB (2)							42	
14+67	Engineering Company	L	ASPH	COMM				17	30	20	52	
14+77	Church	R	CONC	COMM				65	65	20	144	
15+11	NIPSCO	L	GRVL	COMM				20	33	20	59	
17+91	Strip Mall	L	ASPH	COMM				29	44	20	81	
18+93	Pizza Hut	L	ASPH	COMM				30	53	20	92	
20+45	Medical Center	L	ASPH	COMM				36	48	20	93	
25+92	AIRPORT RD.	R	ASPH	INT RD				22	315	58	1086	
25+92	AIRPORT RD.	L	ASPH	INT RD				30	173	40	451	
30+55	Standard Approach	L	ASPH	MB (1)							42	
31+80	Lav Industries	L	ASPH	COMM				22	90	30	187	
33+86	Standard Approach	R	GRVL	FE							10	
35+66	NIPSCO	L	GRVL	COMM				16	36	30	87	
37+22	Topp Inc.	L	ASPH	COMM				47	51	18	98	



Standard Approaches
P.D. = Private Drive
M.B. = Mailbox
F.E. = Field Entrance
X-OVER = Crossover
COMM. = Commercial Drive
INT. ROAD = Intersection Road
P.D.M.B. = Private Drive & Mailbox

Auxiliary Lanes
E = Ending Taper
B = Beginning Taper
TURNING = Turning Lane
PASSING = Passing Lane
ACCEL. = Acceleration Lane
DECEL. = Deceleration Lane
RECOVERY = Recovery Lane

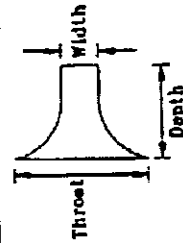
Legend:
R = Right Side
L = Left Side
I = Inside of Lane
O = Outside of Lane
N.B. = North Bound Lane
S.B. = South Bound Lane
E.B. = East Bound Lane
W.B. = West Bound Lane

APPROACH DATA - LINE "A"



CONTRACT NO. RS-26539
PAGE NO. 82

Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Total	
					B	E					Approach Quantity (sys)	Approach Quantity (sys)
39+11	Modern Materials	R	ASPH	COMM				31	93	22		152
39+42	Topp Inc.	L	GRVL	COMM				30	68	22		120
40+30	Marshall Electric	R	ASPH	COMM				29	60	20		99
40+80	Topp Inc.	L	GRVL	COMM				30	70	27		150
46+48	FT. WAYNE RD.	R	ASPH	INT RD				24	115	60		463
46+48	FT. WAYNE RD.	L	ASPH	INT RD				36	180	65		780
50+26	Hardesty Printing	L	ASPH	COMM				26	59	30		142
52+90	Industrial Complex	R	ASPH	COMM				27	92	22		145
53+42	Standard Approach	L	GRVL	FE								10
61+71	Standard Approach	R	GRVL	PDMB (1)								47
64+80	Airmarking Co. Inc.	R	ASPH	COMM				30	67	25		135
66+44	Church	R	GRVL	COMM				25	61	25		119
67+30	Standard Approach	L	GRVL	PD								42
66+96	Standard Approach	R	GRVL	FE								10
67+65	Standard Approach	R	GRVL	FE								10
70+51	Standard Approach	R	ASPH	PDMB (1)								47
72+50	Standard Approach	R	GRVL	PD								42
75+15	Standard Approach	L	GRVL	PD								42
75+53	Standard Approach	R	ASPH	MB (1)								42
76+95	Standard Approach	L	GRVL	PD								42



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Side
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N.B. = North Bound Lane
S.B. = South Bound Lane
E.B. = East Bound Lane
W.B. = West Bound Lane

APPROACH DATA - LINE "A"



CONTRACT NO. RS-26539
PAGE NO. 83

Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Total	
					B	E					Approach Quantity (sys)	Approach Quantity (sys)
79+02	Standard Approach	R	GRASS	FE							10	10
83+84	Standard Approach	L	GRASS	FE							10	10
86+90	Standard Approach	R	GRVL	PD							42	42
87+24	Standard Approach	R	ASPH	MB (1)							42	42
89+13	C.R. 200 N	R	ASPH	INT RD				20	116	54	408	408
89+13	C.R. 200 N	L	ASPH	INT RD				31	127	30	263	263
90+18	Standard Approach	L	GRVL	PDMB (1)							47	47
109+15	Standard Approach	L	GRVL	PD							42	42
117+76	Standard Approach	R	GRVL	PD							42	42
118+86	Standard Approach	R	GRVL	PD							42	42
119+42	Standard Approach	L	GRASS	MB (1)							42	42
121+79	Standard Approach	R	GRASS	FE							10	10
129+63	Standard Approach	L	APSH	MB							42	42
130+00	Standard Approach	R	GRVL	PD							42	42
134+88	Standard Approach	L	ASPH	PD							42	42
136+04	Standard Approach	L	ASPH	PDMB (2)							47	47
142+00	C.R. 300 N	R	ASPH	INT RD				22	127	45	372	372
142+00	C.R. 300 N	L	ASPH	INT RD				22	100	50	339	339
142+85	Standard Approach	R	GRVL	FE							10	10
143+07	Standard Approach	L	GRVL	PD							42	42

Throat

Width

Depth

Standard Approaches

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INT. ROAD = Intersection Road

P.D.M.B. = Private Drive & Mailbox

W.B. = West Bound Lane

Auxiliary Lanes

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TURNING = Turning Lane

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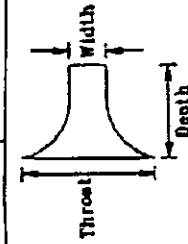
RECOVERY = Recovery Lane

APPROACH DATA - LINE "A"

CONTRACT NO. RS-26539
PAGE NO. 84



Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Throat (ft)	Depth (ft)	Total	
					B	E				Approach Quantity (sys)	Approach Quantity (sys)
153+15	Standard Approach	L	GRVL	FE							10
158+47	Standard Approach	L	GRASS	FE							10
160+78	Standard Approach	L	GRVL	PD							42
161+65	Standard Approach	R	GRVL	MB (1)							42
162+31	Standard Approach	R	GRVL	FE							10
162+94	Standard Approach	L	GRASS	FE							10
186+70	Standard Approach	R	GRVL	FE							10
188+36	Standard Approach	R	ASPH	PD							42
188+64	C.R. 375	L	ASPH	INT RD				110	50		361
190+80	Standard Approach	R	ASPH	MB (7)							42
191+00	Standard Approach	L	GRVL	PD							42
191+12	Standard Approach	R	GRVL	PD							42
196+55	Standard Approach	L	ASPH	PD							42
197+30	Standard Approach	R	ASPH	MB (1)							42
198+59	C.R. 400 N	R	ASPH	INT RD				116	60		467
214+64	Standard Approach	R	GRVL	PDMB (1)							47
216+59	Standard Approach	L	GRVL	FE				24			10
221+33	Standard Approach	R	GRVL	PDMB (2)							47
221+79	Standard Approach	R	GRVL	PDMB (1)							47
222+06	Standard Approach	R	GRVL	MB (1)							42



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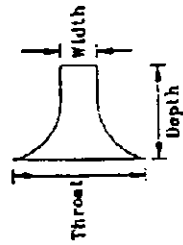
APPROACH DATA - LINE "A"



RS-26539
85

CONTRACT NO.
PAGE NO.

Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Total	
					Location	B E					Approach Quantity (sys)	
223+76	Standard Approach	R	GRVL	PD							42	
224+20	Standard Approach	R	GRVL	PDMB (1)							47	
225+59	Standard Approach	R	GRVL	PDMB (1)							47	
225+75	Standard Approach	R	ASPH	MB (1)							42	
230+04	Standard Approach	L	GRVL	PD							42	
230+25	Standard Approach	R	ASPH	MB (1)							42	
230+65	Standard Approach	R	ASPH	PD							42	
235+47	C.R. 350 E	L	ASPH	INT RD				60	151	35	410	
235+68	Standard Approach	R	ASPH	PDMB (1)							47	
235+87	Standard Approach	R	ASPH	PD							42	
236+90	Standard Approach	R	GRVL	PDMB (4)							47	
237+85	Standard Approach	L	GRVL	PD							42	
239+40	Standard Approach	R	ASPH	PDMB (2)							47	
240+65	Standard Approach	R	GRVL	PDMB (2)							47	
241+29	Standard Approach	R	GRVL	PD							42	
241+72	Standard Approach	R	GRVL	PDMB (2)							47	
242+31	Standard Approach	R	GRVL	PD							42	
243+96	Standard Approach	L	ASPH	PD							42	
244+12	Standard Approach	R	ASPH	MB (3)							42	
245+29	Standard Approach	L	GRVL	PD							42	



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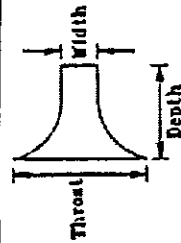
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APPROACH DATA - LINE "A"

CONTRACT NO. RS-26539
PAGE NO. 86



Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Total	
					Location	B					Approach Quantity (sys)	Approach Quantity (sys)
246+00	Standard Approach	R	ASPH	MB (2)								42
246+76	Trailer Park	L	ASPH	COMM				14	55	25		96
250+88	Trailer Park	L	ASPH	COMM				17	70	25		121
251+25	Standard Approach	R	ASPH	MB (3/17)								42
253+40	Trailer Park	L	ASPH	COMM				18	70	25		122
253+55	Standard Approach	R	ASPH	MB (8/13)								42
254+82	Standard Approach	L	GRVL	PD								42
254+85	Standard Approach	R	ASPH	MB (4)								42
256+53	Standard Approach	R	GRVL	FE								10
257+00	Standard Approach	R	GRVL	FE								10
257+64	Standard Approach	R	GRVL	FE								10
258+60	Standard Approach	R	ASPH	MB (1)								42
268+24	Standard Approach	R	GRVL	PDMB (1)								47
274+44	Standard Approach	R	ASPH	PDMB (1)								47
277+37	Standard Approach	R	ASPH	PD								42
279+34	Standard Approach	R	ASPH	PDMB (2)								47
283+14	C.R. 500 N	R	ASPH	INT RD				26	130	50		433
289+40	Standard Approach	R	GRASS	FE								10
289+44	Standard Approach	L	GRVL	PD								42
290+23	Standard Approach	R	ASPH	MB (2)								42



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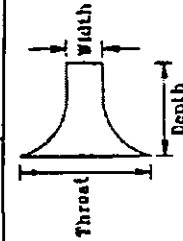
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APPROACH DATA - LINE "A"



CONTRACT NO. RS-26539
PAGE NO. 87

Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Total	
					B	E					Approach Quantity (sys)	Approach Quantity
291+47	Standard Approach	L	GRASS	FE							10	10
303+60	Standard Approach	L	GRASS	FE							10	10
303+75	Standard Approach	R	ASPH	MB (2)							42	42
304+07	Standard Approach	L	GRVL	PD							42	42
305+15	Standard Approach	R	GRASS	FE							10	10
305+17	Standard Approach	L	GRVL	PD							42	42
306+88	Standard Approach	L	GRVL	PD							42	42
308+69	Standard Approach	R	ASPH	MB (3)							42	42
309+76	Standard Approach	L	GRVL	PD							42	42
309+76	Standard Approach	R	GRVL	PD							42	42
311+15	Standard Approach	L	GRVL	PD							42	42
311+20	Standard Approach	R	ASPH	MB (4)							42	42
312+24	Standard Approach	L	GRVL	PD							42	42
312+30	Standard Approach	R	ASPH	MB (2)							42	42
313+19	Standard Approach	L	ASPH	PD							42	42
314+60	Standard Approach	L	ASPH	PD							42	42
315+10	Continuous Mailbox App.	R	ASPH	MB (2)				120	172	6	0 - Pave as Mainline	42
315+53	Standard Approach	L	ASPH	PD							42	42
317+94	Standard Approach	R	ASPH	MB (1)							42	42
318+06	Standard Approach	L	GRVL	PD							42	42



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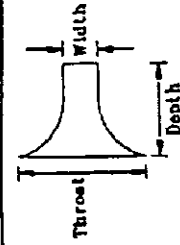
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W.B. = West Bound Lane

APPROACH DATA - LINE "A"



CONTRACT NO. RS-26539
PAGE NO. 88

Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Total	
					B	E					Approach Quantity (sys)	
319+43	Standard Approach	L	GRVL	PD							42	
319+45	Standard Approach	R	ASPH	MB (1)							42	
321+05	Continuous Mailbox App.	R	ASPH	MB (2)				100	108	6	0 - Pave as Mainline	
321+19	Standard Approach	L	GRVL	PD							42	
321+83	Standard Approach	L	GRVL	PD							42	
322+08	Standard Approach	R	ASPH	MB (1)							42	
323+72	Standard Approach	R	ASPH	MB (2)							42	
323+85	Standard Approach	R	GRVL	FE							10	
324+00	Standard Approach	L	GRVL	FE							10	
324+25	Standard Approach	L	GRVL	PD							42	
325+05	Standard Approach	L	GRVL	FE							10	
329+29	Standard Approach	R	GRVL	FE							10	
329+29	Standard Approach	L	GRVL	PD							42	
329+80	Standard Approach	R	ASPH	MB (1)							42	
332+92	C.R. 575 N	R	ASPH	INT RD				18	112	60	433	
335+56	Standard Approach	L	GRVL	PDMB (1)							47	
335+60	Master Mix	R	GRVL	COMM				18	47	25	90	
337+22	Master Mix	R	GRVL	COMM				90	160	25	347	
338+38	Standard Approach	L	ASPH	PD							42	
345+00	Standard Approach	L	GRVL	FE							10	



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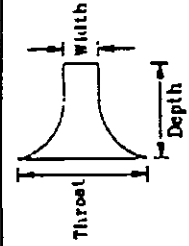
Side
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E.B. = East Bound Lane
W.B. = West Bound Lane

APPROACH DATA - LINE "A"

CONTRACT NO. RS-26539
PAGE NO. 89



Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Total	
					B	E					Approach Quantity (sys)	Approach Quantity
346+29	C.R. 500 E	R	ASPH	INT RD				20	220	45	600	
350+24	Standard Approach	R	GRVL	PDMB (1)							47	
356+10	Standard Approach	R	ASPH	MB (1)							42	
356+12	Standard Approach	L	GRVL	PD							42	
357+95	Standard Approach	R	ASPH	MB (1)							42	
358+09	Standard Approach	R	GRVL	PD							42	
360+14	Standard Approach	L	GRVL	PD							42	
360+29	Standard Approach	R	GRVL	FE							10	
360+44	Standard Approach	L	GRVL	PD							42	
360+89	Continuous Mailbox App.	R	ASPH	MB (4)				180	220	8	0 - Pave as Mainline	
361+64	Standard Approach	L	GRVL	PD				10	55	25	90	
364+97	Standard Approach	R	ASPH	MB (1)							42	
365+09	Standard Approach	L	GRVL	PD							42	
370+10	Standard Approach	R	ASPH	MB (2)							42	
370+10	Standard Approach	L	GRVL	PD							42	
384+95	Standard Approach	L	GRVL	PD							42	
386+60	Leininger & Sons	R	GRVL	COMM				25	75	25	139	
387+94	Standard Approach	R	GRVL	PD							42	
389+35	Standard Approach	R	GRVL	PD							42	
390+41	Standard Approach	R	GRVL	PD							42	



Standard Approaches
 P.D. = Private Drive
 M.B. = Mailbox
 F.E. = Field Entrance
 X-OVER = Crossover
 COMM. = Commercial Drive
 INT. ROAD = Intersection Road
 P.D.M.B. = Private Drive & Mailbox
 W.B. = West Bound Lane

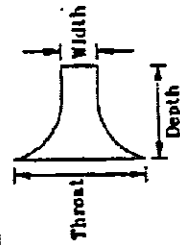
Auxiliary Lanes
 E = Ending Taper
 B = Beginning Taper
 TURNING = Turning Lane
 PASSING = Passing Lane
 ACCEL. = Acceleration Lane
 DECEL. = Deceleration Lane
 RECOVERY = Recovery Lane

APPROACH DATA - LINE "A"



CONTRACT NO. RS-26539
PAGE NO. 90

Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Total	
					B	E					Approach Quantity (sys)	
391+03	Standard Approach	L	GRVL	PD							42	
391+07	Standard Approach	R	GRVL	PD							42	
392+49	Standard Approach	R	GRVL	PD							42	
394+27	C.R. 525 E	L	ASPH	INT RD				33	156	50	525	
395+60	Standard Approach	L	GRVL	PD							42	
395+78	Standard Approach	R	GRVL	PD							42	
397+52	Standard Approach	R	ASPH	PD							42	
398+67	Standard Approach	R	ASPH	PD							42	
399+38	Standard Approach	R	ASPH	PD							42	
400+17	Standard Approach	R	GRVL	PD							42	
400+98	Standard Approach	R	CONC	PD							42	
401+60	Standard Approach	R	CONC	PD							42	
403+30	Talma Fastner Corp.	R	CONC	COMM				14	16	9	15	
404+28	Standard Approach	L	GRVL	PD							42	
405+56	C.R. 650 N	R	ASPH	INT RD				14	50	25	89	
405+70	MILL ST	L	GRVL	INT RD				11	32	25	60	
406+69	Standard Approach	L	CONC	PD							42	
406+91	Standard Approach	R	CONC	PD							42	
407+63	Standard Approach	L	CONC	PD							42	
408+57	RACE ST	R	ASPH	INT RD				15	35	25	69	



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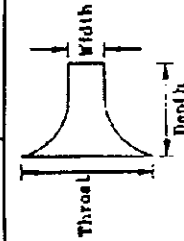
Standard
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L = Left Side
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O = Outside of Lane
N.B. = North Bound Lane
S.B. = South Bound Lane
E.B. = East Bound Lane
W.B. = West Bound Lane

APPROACH DATA - LINE "A"

CONTRACT NO. RS-26539
PAGE NO. 91



Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Total	
					Location	E					Approach Quantity (sys)	Approach Quantity (sys)
408+57	RACE ST	L	ASPH	INT RD				15	28	25	60	60
410+00	Standard Approach	R	GRVL	PD							42	42
410+18	Standard Approach	L	GRVL	PD							42	42
410+56	Standard Approach	L	GRVL	PD							42	42
410+75	Standard Approach	R	GRVL	PD							42	42
411+64	RIVER ST	L	ASPH	INT RD				15	30	25	62	62
411+64	RIVER ST	R	ASPH	INT RD				17	30	25	65	65
413+14	Standard Approach	R	GRVL	PD							42	42
413+52	Standard Approach	L	CONC	PD							42	42
414+42	Standard Approach	R	CONC	PD							42	42
414+90	Standard Approach	L	GRVL	FE							10	10
415+62	Community Bldg.	R	ASPH	COMM				82	89	8	76	76
416+35	Church	L	GRVL	COMM				15	28	25	60	60
416+85	Community Bldg.	R	ASPH	COMM				74	94	13	121	121
416+96	Church	L	ASPH	COMM				25	68	25	129	129
417+61	Standard Approach	L	GRVL	PD							42	42
417+85	Standard Approach	R	GRVL	PD							42	42
417+92	Standard Approach	R	GRVL	FE							10	10
419+36	Standard Approach	L	GRVL	PD							42	42
419+80	Standard Approach	R	ASPH	MB (2)							42	42



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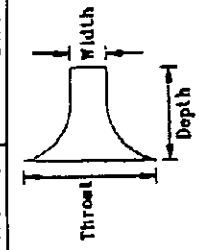
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DECEL. = Deceleration Lane
RECOVERY = Recovery Lane

APPROACH DATA - LINE "A"



CONTRACT NO. RS-26539
PAGE NO. 92

Station	Description	Side	Material	Type	Taper		Lane Length (ft)	Width (ft)	Throat (ft)	Depth (ft)	Total	
					Location	B					Approach Quantity (sys)	Approach Quantity (sys)
420+00	Standard Approach	L	GRVL	PD								42
420+83	Standard Approach	R	GRVL	PDMB (2)								47
421+23	Standard Approach	L	GRVL	PD								423
421+43	Standard Approach	R	GRVL	PDMB (1)								47
422+70	Standard Approach	R	GRVL	PDMB (1)								47
427+82	C.R. 700 N	R	ASPH	INT RD				19	125	50		400
427+68	Standard Approach	L	GRVL	PD								42
440+70	Standard Approach	R	ASPH	MB (1)								42
440+95	Standard Approach	L	GRVL	PD								42
443+43	Standard Approach	L	GRVL	FE								10
444+90	Standard Approach	R	ASPH	MB (2)								42
445+63	Standard Approach	L	GRVL	PD								42
446+60	Standard Approach	R	GRVL	FE								10
458+40	Standard Approach	R	ASPH	PDMB (2)								47
458+40	Standard Approach	L	GRVL	PD								42
459+80	Standard Approach	R	GRASS	FE								10
462+32	Standard Approach	L	GRVL	PD								42
462+65	Standard Approach	R	ASPH	MB (1)								42
463+50	Standard Approach	R	GRASS	FE								10
470+73	C.R. 775 N	R	ASPH	INT RD				18	92	75		458



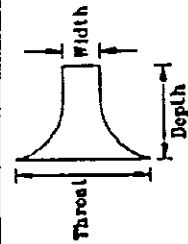
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CONTRACT NO. RS-26539
PAGE NO. 93

RS-26539
93

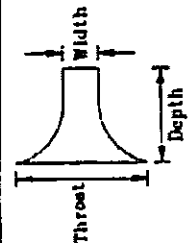
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F.E. = Field Entrance
X-OVER = Crossover
COMM. = Commercial Drive
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P.D./M.B. = Private Drive & Mailbox

Auxiliary Lanes
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TURNING = Turning Lane
PASSING = Passing Lane
ACCEL. = Acceleration Lane
DECEL. = Deceleration Lane
RECOVERY = Recovery Lane

CONTRACT NO. RS-26539
PAGE NO. 94

[illegible]

R = Right Side	Standard Approaches	Auxiliary Lanes
L = Left Side	P.D. = Private Drive	E = Ending Taper
I = Inside of Lane	M.B. = Mailbox	B = Beginning Taper
O = Outside of Lane	F.E. = Field Entrance	TURNING = Turning Lane
N.B. = North Bound Lane	X-OVER = Crossover	PASSING = Passing Lane
S.B. = South Bound Lane	COMM. = Commercial Drive	ACCEL. = Acceleration Lane
E.B. = East Bound Lane	INT. ROAD = Intersection Road	DECEL. = Deceleration Lane
W.B. = West Bound Lane	P.D.M.B. = Private Drive & Mailbox	RECOVERY = Recovery Lane



CONTRACT NO. RS-26539
PAGE NO. 95

STRUCTURE DATA - LINE "A"

STRUCTURE No.	STATION	LEFT	RIGHT	CROSS	SIZE (in)	DESCRIPTION		OFFSET (ft)	EXISTING LENGTH (ft)	TOTAL ADDED LENGTH (ft)	TOTAL REMOVED LENGTH (ft)	STRUCTURE BACKFILL (yd ³)	PIPE END SECTION (each)	REMOVE HEADWALLS (each)	INSTALL LINER (ft)	DELINEATOR TYPE D2 (each)	REMARKS
						PIPE TYPE	MANHOLE, INLET, CATCH BASIN OR SPECIALTY STRUCTURE										
1	10 + 14			X	18	1										2	
2	10 + 90		X				A8 INLET	18									Adjust to Grade
3	17 + 91	X			12	3		12/18	44	44	44	9.8	2	2		2	Replace Pipe and Relocate to 18' Offset
4	20 + 49	X			12	3		16/18	50	50	50	11.1	2	2		2	Replace Pipe and Relocate to 18' Offset
5	25 + 80	X					MANHOLE	18									Adjust to Grade
6	27 + 90			X	15	1				7		1.6	2	2		2	Extend 2' Left and 5' Right
7	45 + 86			X	15	1				10		2.2	2	2		2	Unplug Pipe, Extend 6' Left & As Directed Right
8	65 + 34			X	15	1				2		0.4	2	1		2	Clean Pipe, Extend 2' Left
9	69 + 35			X	15	1				6		1.3	2	2		2	Extend 2' Left and 4' Right
10	78 + 72			X	15	1				8		1.8	2	2		2	Extend 4' Each Side
11	100 + 83			X	15	1				6		1.3	2	2		2	Extend 4' Left and 2' Right
12	108 + 12			X	15	1				9		2.0	2	2		2	Extend 3' Left and 6' Right
13	112 + 30			X	15	1				9		2.0	2	2		2	Extend 2' Left and 7' Right
14	120 + 84			X	15	1				4		0.9	2	2		2	Extend 2' Each Side
15	131 + 24			X	15	1				8		1.8	2	2		2	Extend 4' Each Side
16	140 + 46			X	15	1				12		2.7	2	2		2	Extend 6' Each Side
17	147 + 80			X	15	1				10		2.2	2	2		2	Extend 6' Left and 4' Right
18	156 + 80			X	15	1				10		2.2	2	2		2	Extend 6' Left and 4' Right



CONTRACT NO. RS-26539
PAGE NO. 96

STRUCTURE DATA - LINE "A"

STRUCTURE NO.	STATION	LEFT	RIGHT	CROSS	SIZE (in)	DESCRIPTION		OFFSET (ft)	EXISTING LENGTH (ft)	TOTAL ADDED LENGTH (ft)	TOTAL REMOVED LENGTH (ft)	STRUCTURE BACKFILL (yd ³)	PIPE END SECTION (each)	REMOVE HEADWALLS (each)	INSTALL LINER (ft)	DELINEATOR TYPE D2 (each)	REMARKS
						PIPE TYPE	MANHOLE, INLET, CATCH BASIN OR SPECIALTY STRUCTURE										
19	164 + 51			X	72	1				10		2.2				2	Extend 4' Left and 6' Right
20	169 + 20			X	24	1				12		2.7	2	2		2	Extend 6' Each Side
22	215 + 65			X	15	1				8		1.8	2	2		2	Extend 4' Each Side
23	222 + 75			X	15	1				10		2.2	2	2		2	Extend 6' Left and 4' Right
24	236 + 66			X	36	1			67	67	67	14.9	2	1		2	Replace Pipe
25	238 + 88			X	24	1			60	62	60	13.8	1	1		2	Replace Pipe, Geotextile and Riprap Left
26	250 + 33			X	15	1				4		0.9	1	1		2	Extend 4' Left
27	261 + 53			X	15	1										2	Clean Pipe
29	277 + 04			X	30	1										2	
30	280 + 90			X	30	1										2	
31	313 + 80			X	15	1				10		2.2	2	2		2	Clean Pipe and Extend 4' Left and 6' Right, Grading and Seed Left
34	351 + 20			X	15	1				4		0.9	2	2		2	Extend 4' Right, Grade and Seed Right, Geotextile and Riprap Left
35	356 + 98			X	48	1									78		Add Borrow to Each Side to Bring Grade up to Top of Headwalls
36	375 + 60			X	24	1				6		1.3	1	1		2	Extend 6' Right, Remove H.W. and Install End Section Right, Grading Right
37	392 + 65			X	36	1									73	2	
39	399 + 28			X	15	1										2	
40	399 + 45	X					INLET										Adjust to Grade
41	399 + 45	X	X		4	4	UNDERDRAIN	18		552							Install New Underdrain, Retrofit to Connect to STR 40 and STR 44

STRUCTURE DATA - LINE "A"

[illegible]

PIPE MATERIAL DATA - LINE "A"

CONTRACT NO. RS-26539
PAGE NO. 99

STRUCTURE NUMBER

PIPE TYPE / SHAPE	3 - 4		6 - 18		19		19 (cont.)		20		22 & 23		24		24 (cont.)	
	CIRC.	1	CIRC.	1	CIRC.	1	CIRC.	1	CIRC.	1	CIRC.	1	CIRC.	1	CIRC.	1
SMOOTH PIPE SIZE	12 IN	15 IN	15 IN	15 IN	72 IN	72 IN	72 IN	72 IN	24 IN	24 IN	15 IN	15 IN	36 IN	36 IN	36 IN	36 IN
CORRUGATED PIPE SIZE	12 IN	15 IN	15 IN	15 IN	72 IN	72 IN	72 IN	72 IN	24 IN	24 IN	15 IN	15 IN	36 IN	36 IN	36 IN	36 IN
RCP / RCHEP (S)	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II
DO.3 RATING	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
CORRUGATED PE PIPE, TYPE S (S)*	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
RIBBED PE PIPE (S)*																
SMOOTH WALL PE PIPE (S)* MAXIMUM DR																
PROFILE WALL PVC PIPE (S)																
SMOOTH WALL PVC PIPE (S)*																
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
FULLY BIT. PAVED & LINED (S)																
THICKNESS																
ZINC COATED (C)																
THICKNESS																
ZINC COATED W/ BPI (C)																
THICKNESS																
ALUM. COATED TYPE 2 (C)																
THICKNESS																
ALUM. COATED TYPE 2 W/ BPI (C)																
THICKNESS																
POLYMER PRECOATED																
THICKNESS																
POLYMER PRECOATED																
THICKNESS																
GALVANIZED W/ BPI (C)																
THICKNESS																
FIBER BONDED BITUMINOUS																
COATED (C)																
THICKNESS																
FIBER BONDED BITUMINOUS																
COATED W/ BPI (C)																
THICKNESS																
CORRUGATED ALUM. ALLOY																
PIPE (C)																
THICKNESS																
CORRUGATED ALUM. ALLOY																
PIPE W/ BPI (C)																
THICKNESS																
STR. PLATE ALUMINUM ALLOY																
PIPE (C)																
THICKNESS																
STR. PLATE ALUMINUM ALLOY																
PIPE W/ CFP (C)																
THICKNESS																
STR. PLATE STEEL PIPE (C)																
THICKNESS**																
STR. PLATE STEEL PIPE																
THICKNESS**																
W/ CFP (C)																

LEGEND

CFP	CONCRETE FIELD PAVING	ALUM	ALUMINUM	BIT	BITUMINOUS	BPI	BITUMINOUS PAVED INVERT	(C)	CORRUGATED PIPE MATERIAL
(LS)	LACK SEAM PIPE REQUIRED	OK	ACCEPTABLE FOR USE	PE	POLYETHYLENE	DEF	DEFORMED PIPE	DR	DIMENSION RATIO
PVC	POLYVINYL CHLORIDE	(S)	SMOOTH PIPE MATERIAL	STR	STRUCTURAL	RCP	REINFORCED CONCRETE PIPE	RCHEP	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE

* REFER TO STANDARD DRAWING 715-PHCL-18 OR 19 FOR NOMINAL DIAMETER APPROPRIATE FOR PAY ITEM DIAMETER

** TABULATED THICKNESS REFERS TO TOP AND SIDE PLATES. BOTTOM PLATES SHALL BE OF NEXT GREATER AVAILABLE THICKNESS

CORRUGATED STEEL PIPE / PIPE ARCH



CONTRACT NO. RS-26539
PAGE NO. 100

PIPE MATERIAL DATA - LINE "A"

STRUCTURE NUMBER

PIPE TYPE / SHAPE	25				26, 27, 31, & 34				36				56			
	1	CIRC.	1	CIRC.	1	CIRC.	1	CIRC.	1	CIRC.	1	CIRC.	1	CIRC.	1	CIRC.
SMOOTH PIPE SIZE	24 IN	24 IN	15 IN	15 IN	24 IN	24 IN	15 IN	15 IN	24 IN	24 IN	15 IN	15 IN	24 IN	24 IN	15 IN	15 IN
CORRUGATED PIPE SIZE	24 IN	24 IN	15 IN	15 IN	24 IN	24 IN	15 IN	15 IN	24 IN	24 IN	15 IN	15 IN	24 IN	24 IN	15 IN	15 IN
CLASS	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II
RCP / RCHEP (S)	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
DO-3 RATING	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
CORRUGATED PE PIPE, TYPE S (S)*	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
RIBBED PE PIPE (S)*	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
SMOOTH WALL PE PIPE (S)*	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00	26.00
SMOOTH WALL PVC PIPE (S)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
SMOOTH WALL PVC PIPE (S)*	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
FULLY BIT. PAVED & LINED (S)																
THICKNESS																
CORR. PROFILE																
ZINC COATED (C)																
THICKNESS																
CORR. PROFILE																
ZINC COATED W/ BPI (C)																
THICKNESS	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm
CORR. PROFILE	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm	2.77 mm
ALUM. COATED TYPE 2 (C)																
THICKNESS																
CORR. PROFILE																
ALUM. COATED TYPE 2 W/ BPI (C)																
THICKNESS	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm
CORR. PROFILE	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm
POYMER PRECOATED GALVANIZED (C)																
THICKNESS																
CORR. PROFILE																
POYMER PRECOATED GALVANIZED W/ BPI (C)																
THICKNESS	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm
CORR. PROFILE	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm
FIBER BONDED BITUMINOUS COATED (C)																
THICKNESS																
CORR. PROFILE																
FIBER BONDED BITUMINOUS COATED W/ BPI (C)																
THICKNESS	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm
CORR. PROFILE	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm
CORRUGATED ALUM. ALLOY PIPE (C)																
THICKNESS	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm
CORR. PROFILE	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm	1.63 mm
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)																
THICKNESS	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm	68 mm X 13 mm
CORR. PROFILE	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm	1.52 mm
STR. PLATE ALUMINUM ALLOY PIPE (C)																
THICKNESS																
CORR. PROFILE																
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)																
THICKNESS																
CORR. PROFILE																
STR. PLATE STEEL PIPE (C)																
THICKNESS**																
CORR. PROFILE																
STR. PLATE STEEL PIPE W/ CFP (C)																
THICKNESS**																
CORR. PROFILE																
LEGEND																
CFP CONCRETE FIELD PAVING	CIR	ALUMINUM	CIR	ALUMINUM	CIR	ALUMINUM	CIR	ALUMINUM	CIR	ALUMINUM	CIR	ALUMINUM	CIR	ALUMINUM	CIR	ALUMINUM
(LS) LACK SEAM PIPE REQUIRED	OK	ACCEPTABLE FOR USE	OK	ACCEPTABLE FOR USE	OK	ACCEPTABLE FOR USE	OK	ACCEPTABLE FOR USE	OK	ACCEPTABLE FOR USE	OK	ACCEPTABLE FOR USE	OK	ACCEPTABLE FOR USE	OK	ACCEPTABLE FOR USE
PVC POLYVINYL CHLORIDE	(S)	SMOOTH PIPE MATERIAL	(S)	SMOOTH PIPE MATERIAL	(S)	SMOOTH PIPE MATERIAL	(S)	SMOOTH PIPE MATERIAL	(S)	SMOOTH PIPE MATERIAL	(S)	SMOOTH PIPE MATERIAL	(S)	SMOOTH PIPE MATERIAL	(S)	SMOOTH PIPE MATERIAL
* REFER TO STANDARD DRAWING 715-PHCL-18 OR 19 FOR NOMINAL DIAMETER APPROPRIATE FOR PAY ITEM DIAMETER																
** TABULATED THICKNESS REFERS TO TOP AND SIDE PLATES. BOTTOM PLATES SHALL BE OF NEXT GREATER AVAILABLE THICKNESS																

CORRUGATED STEEL PIPE / PIPE ARCH

DELINEATOR DATA **LINE "A"**

CONTRACT NO.
PAGE NO.

RS-26539
101



STATION		C/L OFFSET (ft)	SIDE	SPACING (ft)	TYPE/DESCRIPTION	COLOR	QUANTITY
BEGINNING STATION	ENDING STATION						
15 + 43	17 + 56		L	50	FLEXIBLE	WHITE	5
41 + 23	63 + 25		R	50	FLEXIBLE	WHITE	45
41 + 23	63 + 25		L	50	FLEXIBLE	WHITE	45
127 + 94	146 + 33		R	50	FLEXIBLE	WHITE	37
127 + 94	146 + 33		L	50	FLEXIBLE	WHITE	37
163 + 81	175 + 63		R	50	FLEXIBLE	WHITE	24
163 + 81	175 + 63		L	50	FLEXIBLE	WHITE	24
181 + 27	209 + 85		R	50	FLEXIBLE	WHITE	58
181 + 27	195 + 74		L	50	FLEXIBLE	WHITE	30
197 + 82	209 + 85		L	50	FLEXIBLE	WHITE	25
231 + 48	252 + 17		L	50	FLEXIBLE	WHITE	42
231 + 48	252 + 17		R	50	FLEXIBLE	WHITE	42
255 + 10	283 + 01		L	50	FLEXIBLE	WHITE	57
258 + 02	266 + 47		R	50	FLEXIBLE	WHITE	183
268 + 35	283 + 05		R	50	FLEXIBLE	WHITE	30
288 + 73	300 + 72		R	50	FLEXIBLE	WHITE	25
288 + 73	300 + 72		L	50	FLEXIBLE	WHITE	25
304 + 19	311 + 52		R	50	FLEXIBLE	WHITE	153
304 + 19	311 + 52		L	50	FLEXIBLE	WHITE	15
316 + 19	329 + 24		R	50	FLEXIBLE	WHITE	27
316 + 19	329 + 20		L	50	FLEXIBLE	WHITE	27
335 + 13	364 + 13		R	50	FLEXIBLE	WHITE	59
335 + 13	364 + 13		L	50	FLEXIBLE	WHITE	59
365 + 95	389 + 65		R	50	FLEXIBLE	WHITE	48

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RS-26539
103



GUARDRAIL DATA

CONTRACT NO.
PAGE NO.

RS-26539
104



STATION		GUARDRAIL REMOVAL - LINE "A"			
BEGINNING STATION	ENDING STATION	C/L OFFSET (ft)	SIDE	TYPE/DESCRIPTION	LENGTH (ft)
8+97			R	BURIED END TREATMENT	
8+97	9+72	VARIES	R	W-BEAM GUARDRAIL	153.00
9+72		15.5	R	BURIED END TREATMENT	
15+63	16+93	18.5	L	W-BEAM GUARDRAIL	130.00
16+93		18.5	L	BURIED END TREATMENT	
191+33		21.5	L	BURIED END TREATMENT	
193+35		22.0	R	BURIED END TREATMENT	
196+61		22.0	R	BURIED END TREATMENT	
232+40	235+00	VARIES	L	W-BEAM GUARDRAIL WITH CABLE TERMINALS	373.00
236+15	236+20	VARIES	L	W-BEAM GUARDRAIL WITH CABLE TERMINALS	40.00
238+26	242+50	18.0	L	W-BEAM GUARDRAIL WITH CABLE TERMINALS	424.00
259+09	267+98	19.0	L	W-BEAM GUARDRAIL WITH CABLE TERMINALS	889.00
268+42	268+69	17.0	R	W-BEAM GUARDRAIL WITH CABLE TERMINALS	27.00
270+26	278+45	19.5	L	W-BEAM GUARDRAIL WITH CABLE TERMINALS	819.00
270+46	270+73	17.0	R	W-BEAM GUARDRAIL WITH CABLE TERMINALS	27.00
282+11	282+90	VARIES	R	W-BEAM GUARDRAIL WITH CABLE TERMINALS	116.00
324+51	324+76	19.0	R	W-BEAM GUARDRAIL WITH CABLE TERMINALS	25.00
325+12	325+39	19.0	L	W-BEAM GUARDRAIL WITH CABLE TERMINALS	27.00
327+29	327+55	19.5	L	W-BEAM GUARDRAIL WITH CABLE TERMINALS	26.00
327+29	327+55	19.5	R	W-BEAM GUARDRAIL WITH CABLE TERMINALS	26.00
342+25	344+00	25.0	R	W-BEAM GUARDRAIL WITH CABLE TERMINALS	175.00
342+27	344+04	16.5	L	W-BEAM GUARDRAIL WITH CABLE TERMINALS	177.00
398+30	399+68	23.0	L	W-BEAM GUARDRAIL WITH CABLE TERMINALS	137.50
473+98		18.0	L	BURIED END TREATMENT	

GUARDRAIL DATA

CONTRACT NO.

RS-26539

PAGE NO.

105

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GUARDRAIL DATA

CONTRACT NO.
PAGE NO.

RS-26539
106

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GUARDRAIL DATA

CONTRACT NO.
PAGE NO.

RS-26539
107



STATION		GUARDRAIL INSTALLATION - LINE "A"			
BEGINNING STATION	ENDING STATION	C/L OFFSET (ft)	SIDE	TYPE/DESCRIPTION	LENGTH (ft)
15+28	15+43	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
15+43	15+68	17.0	L	W-BEAM GUARDRAIL 6.25' POST SPACING	25.00
15+68	16+18	17.0	L	W-BEAM GUARDRAIL 3.125' POST SPACING	50.00
16+18	17+56	17.0	L	W-BEAM GUARDRAIL 6.25' POST SPACING	137.50
17+56	17+71	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
191+10	191+25	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
191+25	191+63	21.5	L	W-BEAM GUARDRAIL 6.25' POST SPACING	37.50
191+19	191+34	VARIES	R	CURVED TERMINAL SYSTEM TYPE 3	
191+34	193+65	22.0	R	W-BEAM GUARDRAIL 6.25' POST SPACING	231.25
196+61	198+17	22.0	R	W-BEAM GUARDRAIL 6.25' POST SPACING	156.25
198+17	198+49	VARIES	R	CURVED TERMINAL SYSTEM TYPE 8	
230+96	231+46	21.5	L	OS END TREATMENT	
231+46	234+90	21.5	L	W-BEAM GUARDRAIL 6.25' POST SPACING	343.75
234+90	AROUND CORNER	VARIES	L	SHOP CURVED (r=45') W-BEAM GUARDRAIL 6.25' POST SPACING	56.25
CR 350E SOUTH SIDE		VARIES	L	W-BEAM GUARDRAIL 6.25' POST SPACING	31.25
CR 350E SOUTH SIDE		VARIES	L	OS END TREATMENT	
AROUND CORNER	235+94	VARIES	L	CURVED TERMINAL SYSTEM, MODIFIED, 25'-6" RADIUS	87.50
235+94	237+00	29.0	L	W-BEAM GUARDRAIL 6.25' POST SPACING	106.25
237+00	237+50	29.0	L	OS END TREATMENT	
238+00	238+50	20.0	L	OS END TREATMENT	
238+50	243+13	20.0	L	W-BEAM GUARDRAIL 6.25' POST SPACING	462.50
243+13	243+63	20.0	L	OS END TREATMENT	
255+10	255+60	19.5	L	OS END TREATMENT	
255+60	267+98	19.5	L	W-BEAM GUARDRAIL 6.25' POST SPACING	1237.50

GUARDRAIL DATA

CONTRACT NO.
PAGE NO.

RS-26539
108



STATION		GUARDRAIL INSTALLATION - LINE "A"			
BEGINNING STATION	ENDING STATION	C/L OFFSET (ft)	SIDE	TYPE/DESCRIPTION	LENGTH (ft)
268+35	268+50	VARIES	R	CURVED TERMINAL SYSTEM TYPE 3	
268+50	269+69	17.0	R	W-BEAM GUARDRAIL 6.25' POST SPACING	18.75
270+46	271+46	17.0	R	W-BEAM GUARDRAIL 6.25' POST SPACING	100.00
271+46	271+96	17.0	R	OS END TREATMENT	
270+26	282+51	19.5	L	W-BEAM GUARDRAIL 6.25' POST SPACING	1225.00
282+51	283+01	19.5	L	OS END TREATMENT	
274+95	275+45	18.0	R	OS END TREATMENT	
275+45	277+14	18.0	R	W-BEAM GUARDRAIL 6.25' POST SPACING	168.75
277+14	277+29	VARIES	R	CURVED TERMINAL SYSTEM TYPE 3	
279+86	280+36	18.0	R	OS END TREATMENT	
280+36	282+73	18.0	R	W-BEAM GUARDRAIL 6.25' POST SPACING	237.50
282+73	283+05	VARIES	R	CURVED TERMINAL SYSTEM TYPE 8	
324+05	324+20	VARIES	R	CURVED TERMINAL SYSTEM TYPE 3	
324+20	324+76	17.5	R	W-BEAM GUARDRAIL 6.25' POST SPACING	56.25
325+12	325+27	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
325+27	325+39	19.0	L	W-BEAM GUARDRAIL 6.25' POST SPACING	12.50
327+30	329+05	19.0	L	W-BEAM GUARDRAIL 6.25' POST SPACING	175.00
329+05	329+20	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
327+30	328+74	17.5	R	W-BEAM GUARDRAIL 6.25' POST SPACING	43.75
328+74	329+24	17.5	R	OS END TREATMENT	
340+12	340+62	19.5	R	OS END TREATMENT	
340+62	344+62	19.5	R	W-BEAM GUARDRAIL 6.25' POST SPACING	400.00
344+62	345+12	19.5	R	OS END TREATMENT	
340+91	341+41	17.5	L	OS END TREATMENT	

GUARDRAIL DATA

CONTRACT NO.
PAGE NO.

RS-26539
109

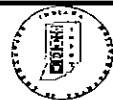


STATION		GUARDRAIL INSTALLATION - LINE "A"			
BEGINNING STATION	ENDING STATION	C/L OFFSET (ft)	SIDE	TYPE/DESCRIPTION	LENGTH (ft)
341+41	344+85	17.5	L	W-BEAM GUARDRAIL 6.25' POST SPACING	343.75
344+85	345+00	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
391+26	391+41	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
391+41	393+85	21.0	L	W-BEAM GUARDRAIL 6.25' POST SPACING	243.75
393+85	394+08	VARIES	L	CURVED TERMINAL SYSTEM TYPE 6	
395+77	395+92	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
395+92	403+17	23.0	L	W-BEAM GUARDRAIL 6.25' POST SPACING	725.00
403+17	403+67	23.0	L	OS END TREATMENT	
448+46	448+96	18.0	L	OS END TREATMENT	
448+96	457+90	18.0	L	W-BEAM GUARDRAIL 6.25' POST SPACING	893.75
457+90	458+05	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
456+00	456+50	19.0	R	OS END TREATMENT	
456+50	457+69	19.0	R	W-BEAM GUARDRAIL 6.25' POST SPACING	118.75
457+69	458+19	19.0	R	OS END TREATMENT	
470+90	471+22	VARIES	R	CURVED TERMINAL SYSTEM TYPE 7	
471+22	474+16	17.0	R	W-BEAM GUARDRAIL 6.25' POST SPACING	293.75
474+16	474+21	VARIES	R	CURVED TERMINAL SYSTEM TYPE 3	
473+59	473+74	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
473+74	476+49	19.0	L	W-BEAM GUARDRAIL 6.25' POST SPACING	275.00
476+49	476+64	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
476+75	476+90	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
476+90	481+15	19.5	L	W-BEAM GUARDRAIL 6.25' POST SPACING	425.00
481+15	481+30	VARIES	L	CURVED TERMINAL SYSTEM TYPE 3	
489+00	489+50	22.0	L	OS END TREATMENT	

GUARDRAIL DATA

CONTRACT NO.
PAGE NO.

RS-26539
110

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GUARDRAIL DATA

CONTRACT NO.
PAGE NO.

RS-26539
111

[illegible]

MAILBOX RELOCATION DATA

- LINE "B"

CONTRACT NO.
PAGE NO.

RS-26539
112



STATION	SIDE	TYPE	RELOCATE	REPLACE	REMARKS
12+48	L		2		
14+37	L		2		
30+55	L		1		
61+71	R		1		
70+51	R		1		
75+53	R		1		
87+24	R		1		
90+18	L		1		
119+42	L		1		
136+04	L		2		
161+65	R		1		
190+80	R		7		
197+30	R		1		
221+33	R		2		
221+79	R		1		
222+06	R		1		
224+20	R		1		
235+68	R		1		
236+90	R		4		
239+40	R		2		
240+65	R		2		
241+72	R		2		
244+12	R		3		
246+00	R		2		
251+25	R		3/17		

MAILBOX RELOCATION DATA

- LINE "B"

CONTRACT NO.
PAGE NO.

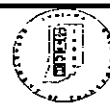
RS-26539
113



STATION	SIDE	TYPE	RELOCATE	REPLACE	REMARKS
253+55	R		8/13		
254+85	R		4		
268+24	R		1		
274+44	R		1		
279+34	R		2		
290+23	R		2		
303+75	R		2		
308+69	R		3		
311+20	R		4		
312+30	R		2		
314+60	R		1		
315+53	R		1		
317+94	R		1		
319+45	R		1		
321+05	R		2		
322+08	R		1		
329+80	R		1		
350+24	R		1		
356+10	R		1		
357+95	R		1		
360+14	R		1		
361+64	R		1		
364+97	R		1		
370+10	R		2		
385+45	R		2		

CONTRACT NO.
PAGE NO.

RS-26539
114

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MAILBOX RELOCATION DATA
- LINE "B"

CONTRACT NO.
PAGE NO.

RS-26539
115

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SIGN RELOCATION/ INSTALLATION DATA - LINE "A"

CONTRACT NO.
PAGE NO.

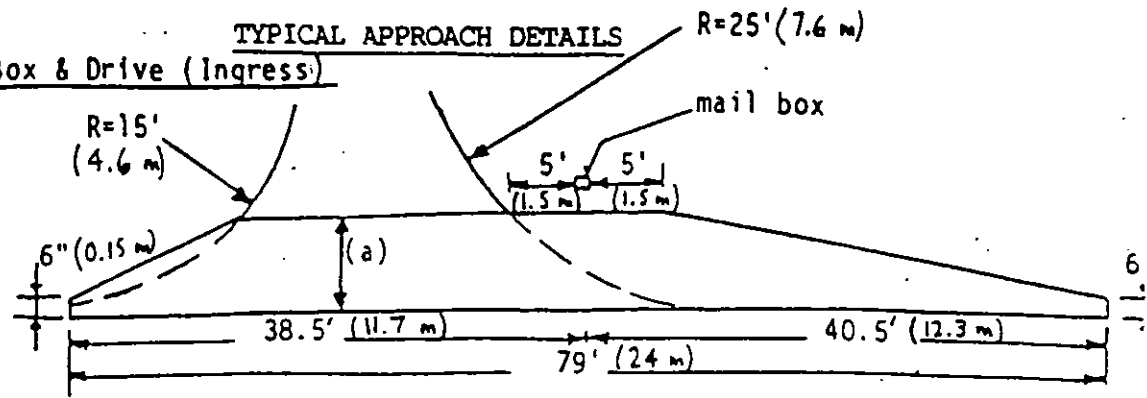
RS-26539
116



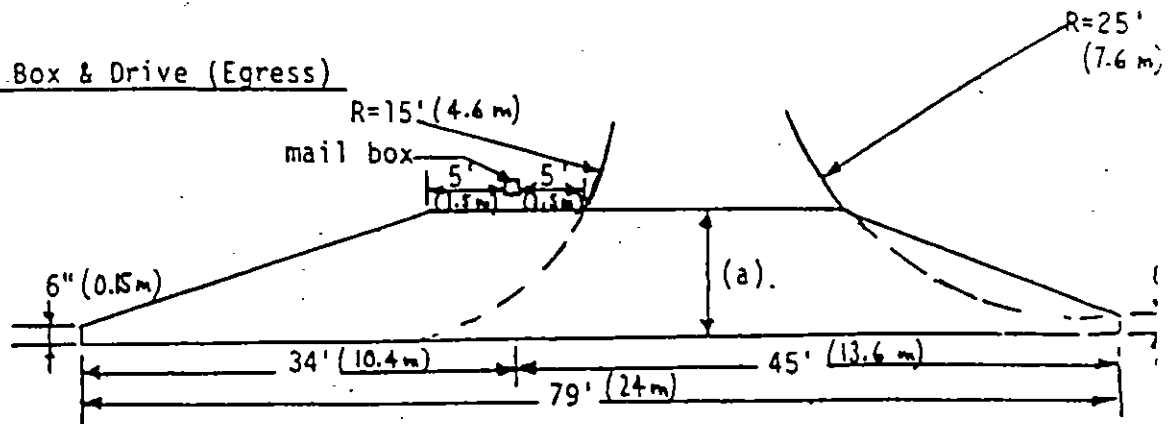
STATION	SIDE	TYPE	RELOCATE	REPLACE /NEW	REMARKS
18+00	RT	2 POST ADOPT HWY	X		RELOCATE AS DIRECTED
18+40	LT	1 POST JCT 14	X		RELOCATE AS DIRECTED
19+00	RT	1 POST SPD LIMIT 45	X		RELOCATE AS DIRECTED
23+55	RT	2 POST PEDESTRIAN	X		RELOCATE AS DIRECTED
29+62	LT	2 POST PEDESTRIAN	X		RELOCATE AS DIRECTED
58+29	LT	1 POST SPD LIMIT 45	X		RELOCATE AS DIRECTED
158+68	RT	1 POST CURVE	X		RELOCATE AS DIRECTED
324+45	RT	1 POST TRUCK ENTRANCE	X		RELOCATE AS DIRECTED
327+59	RT	1 POST CURVE	X		RELOCATE AS DIRECTED
329+85	LT	2 POST NO PASSING ZONE	X		RELOCATE AS DIRECTED
388+70	RT	1 POST STOP SCHOOL BUS	X		RELOCATE AS DIRECTED
389+65	RT	1 POST SPD LIMIT 35	X		RELOCATE AS DIRECTED
389+65	LT	1 POST SPD LIMIT 45	X		RELOCATE AS DIRECTED
390+29	RT	1 POST PUB. ACCESS	X		RELOCATE AS DIRECTED
390+99	RT	1 POST CURVE	X		RELOCATE AS DIRECTED
395+25	RT	2 POST TOWN TALMA	X		RELOCATE AS DIRECTED
399+63	LT	1 POST BUS SCHOOL STOP	X		RELOCATE AS DIRECTED
428+98	LT	1 POST SPD LIMIT 45	X		RELOCATE AS DIRECTED
454+60	LT	1 POST CURVE	X		RELOCATE AS DIRECTED
468+75	RT	1 POST CURVE	X		RELOCATE AS DIRECTED
486+37	RT	2 POST CURVE	X		RELOCATE AS DIRECTED

TYPICAL APPROACH DETAILS

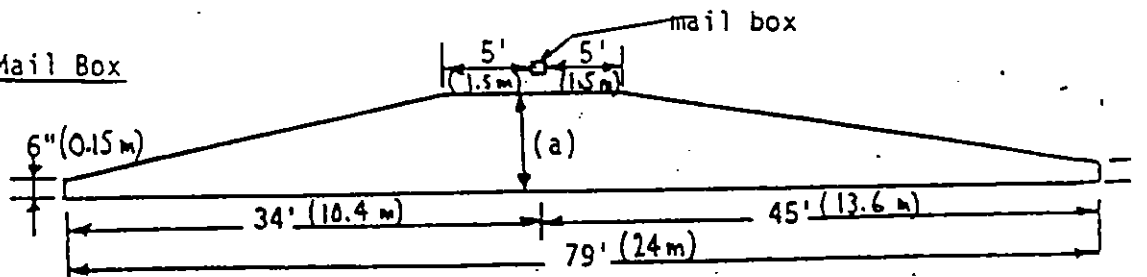
Combination Mail Box & Drive (Ingress)



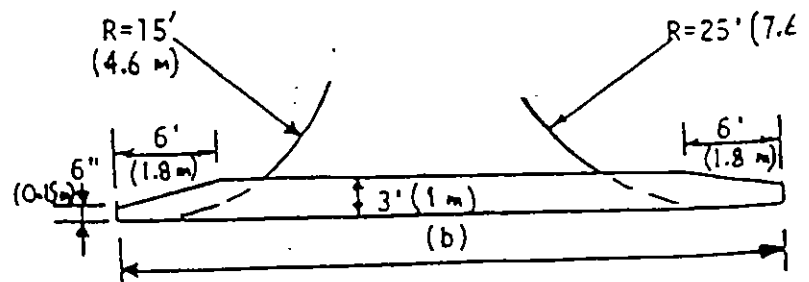
Combination Mail Box & Drive (Egress)



Mail Box



Private & Commercial Drives



- (a) Maximum width 8 ft. (2.5 m). Shall be 8 ft. (2.5 m) where conditions permit.
- (b) Private Drives: 52 feet to 60 feet (16 m to 18.3 m)
Commercial Drives: 60 feet to 100 feet (18.3 m to 30.5 m)