

PROPOSED RECONSTRUCTED MAINLINE PAVEMENT

LOCATION DESCRIPTION	FROM		TO		CONT REINF PCC PVT 14 (SQ YD)	PAVT REINFORCEMENT 14 (SQ YD)	SUB GRAN MAT B 24 (SQ YD)	GEOTECH FAB F/GR STAB (SQ YD)	STAB SUB-BASE 6 (SQ YD)	PROTECTIVE COAT (SQ YD)	
	ALIGNMENT	STATION	ALIGNMENT	STATION							
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2316+00.0	NB I-94(RYAN)	2330+00.0	9903	9903	13079	13079	13148	9903	
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2330+00.0	NB I-94(RYAN)	2350+00.0	14789	14789	18891	18891	19169	14789	
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2350+00.0	NB I-94(RYAN)	2367+00.0	13145	13145	16416	16416	16740	13145	
ADDITIONAL QUANTITY FOR STAGING OVERDIG								2267	1133		
					I000-2A TOTAL						
					J000-2A TOTAL	37837	37837	50653	49519	50190	37837
					TOTAL	37837	37837	50653	49519	50190	37837

CONCRETE BARRIER

LOCATION DESCRIPTION	FROM			TO			CONC BAR SIN FACE 32 (FOOT)	CONC BAR SIN FACE 42 SPL (FOOT)	CONC BAR TRANS (FOOT)	BARRIER BASE (FOOT)	BAR WALL MKR TYPE C (EACH)	PROTECTIVE COAT (SQ YD)
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET						
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2316+00.0	8.0 LT	NB I-94(RYAN)	2319+86.5	10.0 LT		387		387	5	336
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2319+86.5	10.0 LT	NB I-94(RYAN)	2320+24.0	8.3 LT			38	38		30
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2320+85.0	8.3 LT	NB I-94(RYAN)	2321+22.5	10.0 LT			38	38		30
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2321+22.5	10.0 LT	NB I-94(RYAN)	2332+02.6	10.0 LT		1081		1081	7	940
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2332+02.6	10.0 LT	NB I-94(RYAN)	2332+17.6	10.2 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2332+99.6	10.3 LT	NB I-94(RYAN)	2333+14.6	10.0 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2333+14.6	10.0 LT	NB I-94(RYAN)	2338+40.1	10.0 LT		526		526	6	457
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2338+40.1	10.0 LT	NB I-94(RYAN)	2338+55.1	9.8 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2339+53.1	10.4 LT	NB I-94(RYAN)	2339+68.1	10.0 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2339+68.1	10.0 LT	NB I-94(RYAN)	2344+38.6	10.0 LT		471		471	6	410
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2344+49.4	10.0 LT	NB I-94(RYAN)	2364+81.8	10.0 LT		2033		2033	10	1768
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2364+81.8	10.0 LT	NB I-94(RYAN)	2364+96.8	9.9 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2366+06.8	10.6 LT	NB I-94(RYAN)	2366+21.8	10.0 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2366+21.8	10.0 LT	NB I-94(RYAN)	2367+00.0	10.0 LT		79		79	5	69
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2334+87.0	81.1 RT	NB I-94(RYAN)	2338+46.7	72.0 RT	360			360	5	274
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2338+46.7	72.0 RT	NB I-94(RYAN)	2338+61.6	72.7 RT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2363+07.4	80.0 RT	NB I-94(RYAN)	2364+92.6	80.0 RT	186			186	5	142
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2364+92.6	80.0 RT	NB I-94(RYAN)	2365+07.6	80.0 RT			15	15		12
					I000-2A TOTAL							
					J000-2A TOTAL	546	4577	196	5319	49		4549
					TOTAL	546	4577	196	5319	49		4549

PROPOSED GUARDRAIL

LOCATION DESCRIPTION	ALIGNMENT	END OF TYPE 6 TERMINAL		JOINT BETWEEN TERMINALS		END OF TYPE 1 TERMINAL		TR BAR TRM T1 SPL TAN (EACH)	TRAF BAR TERM T6 (EACH)	GUARDRAIL MKR TYPE A (EACH)	TERMINAL MARKER - DA (EACH)	
		STATION	OFFSET	STATION	OFFSET	STATION	OFFSET					
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2334+06.4	85.7 RT	2334+56.3	82.3 RT	2334+87.0	81.1 RT	1	1	4	1	
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2362+26.7	81.0 RT	2362+76.7	80.0 RT	2363+07.4	80.0 RT	1	1	4	1	
								I000-2A TOTAL				
								J000-2A TOTAL	2	2	8	2
								TOTAL	2	2	8	2

REVISIONS	
NAME	DATE