

ENTRANCE SCHEDULE

| STATION (NOTE 1) | OFFSET | ENTRANCE TYPE | ENTRANCE WIDTH "W" (NOTE 1) (FOOT) | ENTRANCE DEPTH "D" (FOOT) | EXISTING SURFACE TYPE | AGG SURF CSE A 6 (SQ YD) | HMA PAVT FD 6 (SQ YD) | HMA PAVT FD 8 (SQ YD) | PCC DRIVEWAY PAVT 6 (NOTE 2) (SQ YD) | PCC DRIVEWAY PAVT 8 (NOTE 2) (SQ YD) | DRIVEWAY PAVEMENT REM (SQ YD) |
|---------------------|--------|------------------|--|------------------------------------|-----------------------------|--------------------------------|-----------------------------|-----------------------------|--|--|--|
| 20+59.6 | LT | PE | 12 | 4 | CONC | | | | 16 | | 4 |
| 20+97.7 | RT | CE | 30 | 1 | ASPH | | | 3 | | 24 | 36 |
| 21+09.6 | LT | PE | 12 | 5 | CONC | | | | 18 | | 5 |
| 21+66.4 | RT | PE | 12 | 8 | CONC | | | | 22 | | 11 |
| 21+73.9 | LT | CE | 30 | 13 | ASPH | | | 47 | | 24 | 24 |
| 22+03.0 | RT | PE | 12 | | EARTH | | | | 12 | | |
| 22+63.4 | LT | PE | 12 | 4 | ASPH | | 5 | | 12 | | 5 |
| 22+75.0 | RT | PE | 12 | | EARTH | | | | 12 | | |
| 23+05.0 | RT | PE | 12 | | EARTH | | | | 12 | | |
| 23+23.3 | LT | PE | 12 | 4 | ASPH | | 5 | | 11 | | 4 |
| 23+37.9 | LT | PE | 12 | 5 | AGG | 5 | | | 11 | | |
| 23+50.0 | RT | PE | 12 | 12 | AGG | 13 | | | 12 | | |
| 24+09.4 | RT | PE | 12 | 7 | CONC | | | | 21 | | 10 |
| 24+38.0 | LT | PE | 12 | | AGG | | | | 10 | | |
| 24+55.1 | LT | PE | 12 | 8 | AGG | 11 | | | 12 | | |
| 24+67.9 | RT | PE | 12 | 11 | AGG | 12 | | | 12 | | |
| 25+02.9 | LT | PE | 27 | 7 | AGG | 22 | | | 22 | | |
| 25+22.4 | RT | PE | 12 | 18 | ASPH | | 25 | | 12 | | 29 |
| 25+77.6 | LT | PE | 15 | 5 | CONC | | | | 22 | | 7 |
| 26+15.5 | LT | PE | 17 | 8 | AGG | 15 | | | 15 | | |
| 26+67.5 | LT | PE | 12 | 7 | CONC | | | | 21 | | 4 |
| 26+79.1 | RT | PE | 12 | 12 | AGG | 14 | | | 11 | | |
| 26+95.2 | RT | PE | 12 | 5 | AGG | 6 | | | 11 | | |
| 27+19.7 | LT | PE | 12 | 10 | ASPH | | 12 | | 12 | | 30 |
| 27+49.0 | RT | PE | 12 | 14 | AGG | 16 | | | 12 | | |
| 27+88.9 | LT | PE | 12 | 2 | ASPH | | 2 | | 12 | | 28 |
| 27+94.4 | RT | PE | 12 | 13 | AGG | 16 | | | 12 | | |
| 28+34.7 | RT | PE | 14 | 10 | AGG | 14 | | | 13 | | |
| 29+35.2 | RT | PE | 21 | 9 | AGG | 21 | | | 19 | | |
| 29+60.7 | RT | PE | 12 | 12 | AGG | 13 | | | 13 | | |
| 30+25.0 | LT | PE | 12 | | EARTH | | | | 12 | | |
| 30+31.0 | RT | PE | 19 | | AGG | | | | 17 | | |
| SOUTH ST | RT | PE | 29 | | CONC | | | | 34 | | |
| TOTAL | | | | | | 178 | 49 | 50 | 463 | 48 | 197 |

ENTRANCE NOTES:

- PRIOR TO CONSTRUCTION, THE ENGINEER WILL CONTACT EACH PROPERTY OWNER AND VERIFY THE LOCATION AND WIDTH OF ALL ENTRANCES. THE CONTRACTOR SHALL CONFIRM THE FINAL LOCATIONS AND WIDTHS WITH THE ENGINEER PRIOR TO CONSTRUCTION. SEE SHEET 19 FOR ENTRANCE DETAILS.
- DEPRESSED CURB AND GUTTER THROUGH ENTRANCES SHALL BE MEASURED FOR PAYMENT AS COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18.

CULVERT REMOVAL SCHEDULE

| STATION | OFFSET | STATION | OFFSET | SIZE (INCHES) | EXISTING CULVERT TYPE | PIPE CULVERT REMOVAL (NOTE 1) (FOOT) |
|--------------|--------|---------|--------|------------------|-----------------------------|--|
| 25+67 | LT | 25+86 | LT | 8 | CMP | 20 |
| 26+09 | LT | 26+29 | LT | 8 | CMP | 21 |
| 26+56 | LT | 26+75 | LT | 8 | CMP | 20 |
| 27+11 | LT | 27+31 | LT | 8 | CMP | 21 |
| 27+79 | LT | 27+99 | LT | 8 | CMP | 20 |
| 28+23 | LT | 28+41 | LT | 12 | RCP | 17 |
| 28+41 | LT | 28+48 | LT | 12 | CMP | 65 |
| 28+41 | LT | 28+45 | RT | 24 | RCP | 37 |
| 28+75 | LT | 28+75 | LT | 10 | CMP | 36 |
| TOTAL | | | | | | 257 |

CULVERT REMOVAL NOTES:

- THE COST FOR TRENCH BACKFILL REQUIRED FOR PIPE CULVERT REMOVAL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PIPE CULVERT REMOVAL.

PAVEMENT SCHEDULE

| STATION | STATION | OFFSET | SUB GRAN MAT A 8 (NOTE 1) (SQ YD) | AGGREGATE - TEMP ACCESS (TON) | HMA PAVT FD 6 (NOTE 1) (SQ YD) | HMA PAVT FD 9 1/2 (SQ YD) | PAVEMENT REM (SQ YD) |
|--------------|---------|--------|--|-------------------------------------|---|---------------------------------|----------------------------|
| 19+10 | 30+88 | LT/RT | 3,634 | 300 | 302 | 2,861 | 162 |
| TOTAL | | | 3,634 | 300 | 302 | 2,861 | 162 |

PAVEMENT NOTES:

- SUB GRAN MAT A 8 IS NOT REQUIRED BELOW HMA PAVT FD 6

EARTHWORK SCHEDULE

| STATION | STATION | EARTH EXCAVATION (CU YD) | EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (NOTE 1) (CU YD) | EMBANKMENT (NOTE 2) (CU YD) | EARTHWORK BALANCE (+) OR SHORTAGE (-) (NOTE 3) (CU YD) | TOPSOIL FURNISH & PLACE 4" (SQ YD) |
|--------------|---------|--------------------------------|--|-----------------------------------|--|--|
| 19+10 | 31+70 | 1,989 | 1,492 | 321 | 1,171 | 1,144 |
| TOTAL | | 1,989 | 1,492 | 321 | 1,171 | 1,144 |

EARTHWORK NOTES:

- ESTIMATED SHRINKAGE FACTOR = 25%.
- APPROXIMATE EMBANKMENT QUANTITY IS SHOWN FOR INFORMATION ONLY. APPROXIMATELY 150 CU YD WILL BE REQUIRED NEAR STA 30+60 LT AFTER REMOVAL OF THE EXISTING STORM SEWER.
- APPROXIMATE EARTHWORK BALANCE IS SHOWN FOR INFORMATION ONLY.

PAVEMENT MARKING SCHEDULE

| STATION | STATION | OFFSET | TEMP PVT MK LINE 4 (YELLOW) (FOOT) | TEMP PVT MK LINE 12 (WHITE) (FOOT) | TEMP PVT MK LINE 24 (WHITE) (FOOT) | WORK ZONE PAVT MK REM (SQ FT) | THPL PVT MK LINE 4 (YELLOW) (NOTE 1 & 2) (FOOT) | THPL PVT MK LINE 12 (WHITE) (NOTE 1) (FOOT) | THPL PVT MK LINE 24 (WHITE) (NOTE 1) (FOOT) |
|--------------|---------|--------|---|---|---|--|---|---|---|
| 19+65 | 30+88 | CL | 281 | | | 94 | 281 | | |
| 28+43 | 28+89 | LT | | 75 | 11 | 97 | | 75 | 11 |
| TOTAL | | | 281 | 75 | 11 | 191 | 281 | 75 | 11 |

PAVEMENT MARKING NOTES:

- SEE HIGHWAY STANDARD 780001 FOR PAVEMENT MARKING DETAILS.
- THE 4" YELLOW CENTER LINE WILL BE A SKIP DASH 10' LONG FOLLOWED BY A 30' GAP

TREE REMOVAL SCHEDULE

| STATION | OFFSET | TREE REMOV 6 - 15 (UNIT) | TREE REMOV OVER 15 (UNIT) |
|--------------|--------|-----------------------------------|------------------------------------|
| 30+63 | 35' LT | | 26 |
| 30+64 | 40' LT | | 18 |
| 30+66 | 30' LT | 8 | |
| 30+74 | 29' LT | 6 | |
| TOTAL | | 14 | 44 |