

09/15/2026

Letting Date

PCC PAVEMENT WIDENING/PCC
RESURFACING

PLYMOUTH COUNTY

PROJECT NUMBER STP-S-C075(173)--5E-75

PROJECT TRAFFIC CONTROL PLAN

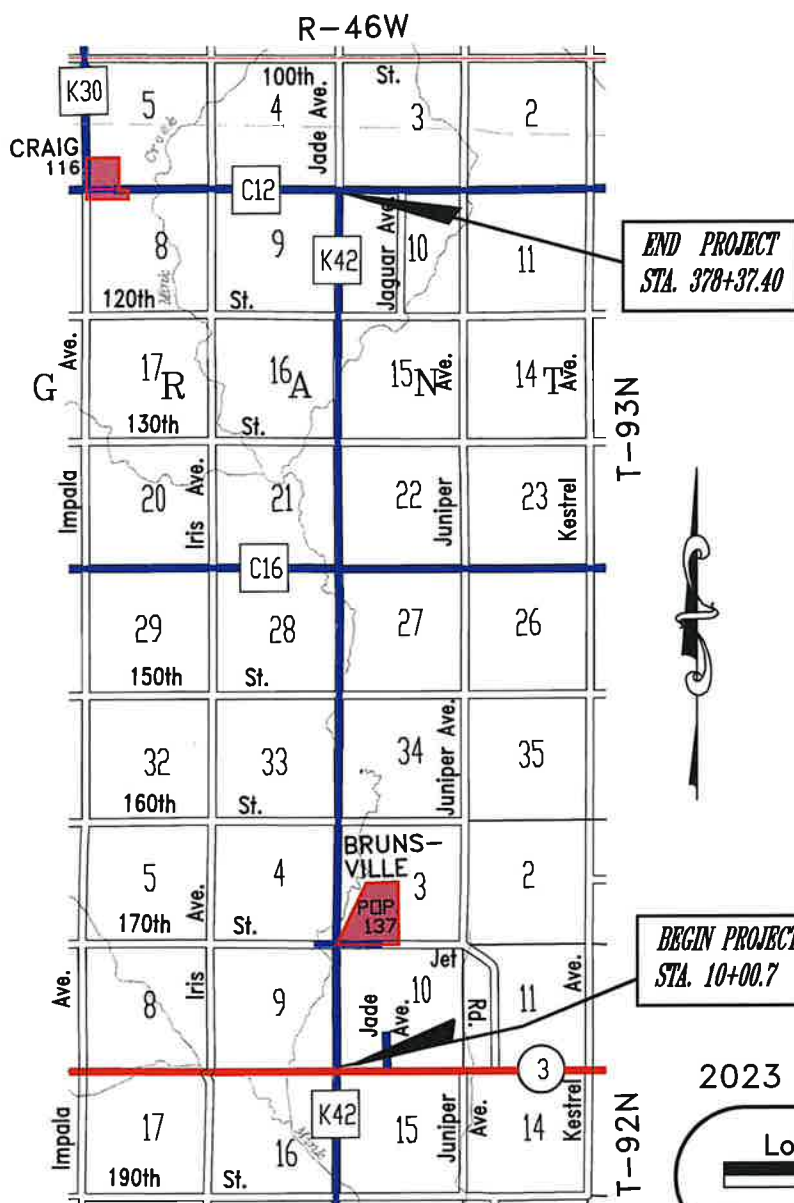
THIS ROAD WILL BE CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION. LOCAL TRAFFIC TO ADJACENT PROPERTIES WILL BE MAINTAINED AS PROVIDED FOR IN ARTICLE 1107.08 OF THE CURRENT STANDARD SPECIFICATIONS TRAFFIC CONTROL DEVICES, SIGNING, OR PAVEMENT MARKINGS INSTALLED WITHIN THE LIMITS OF THIS PROJECT SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" PER 761 IOWA ADMINISTRATIVE CODE CHAPTER 130.

PLYMOUTH COUNTY SHALL FURNISH, ERECT, AND MAINTAIN THE TYPE III BARRICADES FOR EACH END OF THE PROJECT. DETOUR TO BE ESTABLISHED, SIGNED, AND MAINTAINED BY PLYMOUTH COUNTY.

THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN ALL SIGNS AND BARRICADES AT EACH SIDE ROAD AS PER STANDARD TC-252, SITUATION 6.

THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN ALL SIGNS AND BARRICADES AT EACH CLOSURE ON THE PROJECT ROUTE AS PER STANDARD TC-252, SITUATION 1 (RURAL).

THERE ARE NO PEDESTRIAN FACILITIES ON PROJECT SITE.



ESTIMATE OF QUANTITIES					
Ref. No.	Item Code	Item	Unit	Div. 1	Div. 2
1	2102-2710070	EXCAVATION CL 10, RDWY & BORROW	CY	3,022.8	-
2	2115-0100000	MODIFIED SUBBASE	CY	5,993.4	-
3	2123-7450000	SHOULDER CONSTRUCTION, EARTH	STA	730.4	-
4	2213-2713300	EXCAVATION, CLASS 13, FOR WIDENING	CY	4,807.7	-
5	2214-5145150	PAVEMENT SCARIFICATION	SY	78,672.1	-
6	2301-0685550	BRIDGE APPROACH PAVEMENT, AS PER PLAN	SY	933.4	-
7	2301-1033100	STD. OR SLIP-FORM PCC CI. C, CI. 3 DURABILITY, 10 IN.	SY	11,711.4	-
8	2301-9091000	RUMBLE STRIP PANEL (PCC SURFACE)	EACH	4	-
9	2303-0001000	HMA/WEDGE/LEVEL/STRENGTH	TON	998.6	-
10	2303-1258283	ASPHALT BINDER, PG 58-28S, STANDARD TRAFFIC	TON	59.9	-
11	2310-5151040	PCC OVERLAY, FURNISH ONLY	CY	22,209	-
12	2310-5151045	PCC OVERLAY, PLACEMENT ONLY	SY	99,884.9	-
13	2317-7000110	PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE FOR PCC PAVEMENT SMOOTHNESS (BY SCHEDULE)	EACH	66,175.1	-
14	2505-4008120	REMOVAL OF STEEL BEAM GUARDRAIL	LF	1,380	-
15	2505-4008420	STEEL BEAM GUARDRAIL BARRIER TRANSITION SECTION, BA-221	EACH	20	-
16	2505-4021721	STEEL BEAM GUARDRAIL FLARED END TERMINAL, BA-206	EACH	20	-
17	2510-6745850	REMOVAL OF PAVEMENT	SY	10,055.6	-
18	2515-2475006	DRIVEWAY, P.C. CONCRETE, 6 IN.	SY	62.9	-
19	2527-9263209	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED	STA	685	-
20	2528-2518000	SAFETY CLOSURE	EACH	22	-
21	2528-8445110	TRAFFIC CONTROL	LS	1	-
22	2528-8445113	FLAGGERS	EACH	PER PROPOSAL	-
23	2529-5070110	PATCHES, FULL DEPTH FINISH, BY AREA	SY	186.7	-
24	2529-5070120	PATCHES, FULL DEPTH FINISH , BY COUNT	EACH	20	-
25	2529-8201000	JOINT ASSEMBLY, "EF"	EACH	20	-
26	2533-4980005	MOBILIZATION	LS	1	-
27	2548-0000200	MILLED SHOULDER RUMBLE STRIPS, PCC SURFACE	STA	192.7	-
28	2548-0000320	MILLED CENTERLINE RUMBLE STRIPS, PCC SURFACE	STA	96.35	-
29	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIAL	LS	-	1

GENERAL NOTES

THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, ETC. REQUIRED FOR A WATER SOURCE. STRINGLINE GRADE CONTROL OR STRINGLESS GRADE CONTROL SHALL BE USED ON THE SLIP FORM PAVER. CONTRACTOR SHALL USE ALL GRADE CONTROL POINTS SET BY PLYMOUTH COUNTY.

EROSION CONTROL SHALL BE DONE BY PLYMOUTH COUNTY.

A LONGITUDINAL SURFACE TEXTURE SHALL BE USED ON THIS PROJECT.

CENTERLINE AND EDGE OF DRIVING LANES REINFORCING BARS SHALL BE L-2 FOR 7 1/4' PAVEMENT AND FULL DEPTH PAYMENT AS SHOWN ON STANDARD ROAD PLAN PV-101.

AN EARLY ENTRY SAW CUT SHALL BE USED ON TRANSVERSE JOINTS. LONGITUDINAL JOINT AT CENTERLINE AND 11 FT, LEFT AND RIGHT SHALL BE T/3 AS SHOWN IN DETAIL "A" ON STANDARD ROAD PLAN PV-101. STANDARD ROAD PLAN SHALL BE AMENDED SUCH THAT THE CENTERLINE JOINT AND TRANSVERSE JOINTS SHALL BE FILLED WITH JOINT SEALANT MATERIAL TO WITHIN 1/4" OF THE SURFACE OF THE PAVEMENT.

THE CONTRACTOR SHALL PROVIDE CERTIFIED PLANT INSPECTION AND THE COUNTY SHALL PROVIDE GRADE INSPECTION ON THIS PROJECT.

MAILBOX ADJUSTMENTS SHALL BE INCIDENTAL TO ITEM NO. 3 SHOULDER CONSTRUCTION, EARTH AND IS THE RESPONSIBILITY OF THE CONTRACTOR.

BUILD AMERICA BUY AMERICA (BABA) DOES APPLY TO THIS PROJECT.

DIV. 2 ARE NON-PARTICIPATING QUANTITIES.

ESTIMATE REFERENCE NOTES

- SEE TABULATION OF PCC PAVEMENT, SHEET 3 FOR DETAILS LISTED FOR EXCAVATION CLASS 10, RDWY AND BORROW.
- ESTIMATED AT 5 IN. BY 3.5 FT. WIDE TRENCH (BOTH SIDES) FOR BASE WIDENING (3,466.5 C.Y.). SEE TABULATION OF PCC PAVEMENT, SHEET 3 FOR MAINLINE FULL DEPTH PCC PAVEMENT, BRIDGE APPROACHES, MAILBOX FILLET (STA. 344+667), PCC DRIVEWAY (STA. 372+03) AND C-12 RADIUS. SEE PLAN SHEETS 7 AND 9 FOR LOCATIONS AND PLACEMENT OF MODIFIED SUBBASE FOR HMA INTERSECTION WIDENING (6 IN. DEPTH). SHALL MEET I.D.Q.T. AGGREGATE SPECIFICATION NO. 14 FOR MODIFIED SUBBASE. CONTRACTOR SHALL SUPPLY AND PLACE MODIFIED SUBBASE.
- SHOULDER WIDTH OF 2' AS SHOWN ON SHEET 6 IS ESTIMATED AT AN AVERAGE OF 12 C.Y. PER STATION (ONE SIDE). SHOULDER WIDTH OF 3' AS SHOWN ON SHEET 6 IS ESTIMATED AT AN AVERAGE OF 18 C.Y. PER STATION (ONE SIDE). BOTH SHOULDER WIDTHS INCLUDES 35% SHRINKAGE. THE MATERIAL NECESSARY FOR SHOULDERING SHALL BE SUPPLIED BY THE CONTRACTOR. MATERIAL FOR SHOULDER CONSTRUCTION IS NOT AVAILABLE IN THE DITCHES OR BACKSLOPES. LOCATIONS WILL BE ACCEPTABLE PER THE STANDARD SPECIFICATION 2123.02 FOR CONTRACTOR FURNISHED MATERIALS. GRADING OF SHOULDERS SHALL BE PERFORMED IN THE LOCATIONS OF THE BRIDGE APPROACH AREAS AT STATIONS 71+62.5, 73+14.1, 147+23.7, 148+76.2, 170+24.6, 171+49.8, 207+06.2, 208+32.7, 291+19.0 AND 292+19.6 ALLOWING FOR PROPER DRAINAGE BEFORE THE INSTALLMENT OF THE NEW GUARDRAIL SYSTEM.
- CLASS 13 EXCAVATION INCLUDES 3.5 FT. x 6 IN. MILLED TRENCH FOR BASE WIDENING (4,642.7 C.Y.), AND RADIUS WIDENING AT INTERSECTION OF HWY 3 (39.8 C.Y.), 150TH ST. (40.3 C.Y.) AND AT C-16 (84.9 C.Y.). MATERIAL MAY BE USED FOR SHOULDERING. CONTRACTOR MAY PLACE MATERIAL ALONG THE SHOULDER EDGE TO BE PULLED BACK AS SHOULDER MATERIAL OR MAY STOCKPILE THE MATERIAL AND THEN PLACE AS SHOULDER MATERIAL. SEE TABULATION OF CLASS 13 EXCAVATION, SHEET 4 FOR DETAILS.
- PAVEMENT SCARIFICATION IS ESTIMATED AT 1 IN. TO 1 ½ IN. AT CENTERLINE AND 2% TRANSVERSE CROWN. MATERIAL SHALL BE HAULED AND STOCKPILED AT A SITE PROVIDED BY THE CONTRACTING AUTHORITY. STRING LINE OR STRINGLESS GRADE CONTROL SHALL BE USED ON PAVEMENT SCARIFICATION. PAVEMENT MILLINGS SHALL BE NO LARGER THAN 2 IN.. IF OVERSIZED MATERIAL EXISTS THE MATERIAL SHALL BE CRUSHED OR OVERSIZED MATERIAL SHALL BE SCREENED OFF. SEE TABULATION OF PAVEMENT SCARIFICATION , SHEET 5 FOR DETAILS AND LOCATIONS.
- BRIDGE APPROACH PAVEMENT AS PER PLAN. SHALL BE MEASURED ACCORDING TO 2301.04. WITH BASIS OF PAYMENT ACCORDING TO 2301.05. REINFORCING STEEL AND BAR CHAIRS SHALL BE EPOXY COATED. SEE SHEETS 11 AND 12 FOR DETAILS.
- A FULL-WIDTH PAVER WILL BE REQUIRED FOR ALL MAINLINE WORK. SHALL BE CLASS C CONCRETE, A MINIMUM CLASS 3 AGGREGATE DURABILITY IS REQUIRED. TRANSVERSE CONTRACTION JOINTS SHALL BE TYPE 'CD' AT 20.0 FT. CENTERS AND NOT SKEWED, AS SHOWN ON STANDARD ROAD PLAN PV-101. THE CONTRACTOR SHALL PROVIDE CERTIFIED PLANT INSPECTION AND THE COUNTY SHALL PROVIDE GRADE INSPECTION. SEE TABULATION OF PCC PAVEMENT, SHEET 3 FOR DETAILS. PAVEMENT SMOOTHNESS, SECTION 2317.05-3 (FULL DEPTH >6 IN.)) SHALL APPLY.
- MIX SHALL CONTAIN 60% CRUSHED PARTICLES. DESIGN WEIGHT FOR ½ IN. MIX IS 145 LBS. PER CUBIC FOOT. SEE PLAN SHEETS 7, 8 AND 9 FOR LOCATIONS AND QUANTITIES OF HOT MIX ASPHALT. THE CONTRACTOR SHALL PROVIDE CERTIFIED PLANT INSPECTION AND THE COUNTY SHALL PROVIDE GRADE INSPECTION.
- 11,12. A FULL-WIDTH PAVER WILL BE REQUIRED FOR ALL MAINLINE WORK. SHALL BE CLASS C CONCRETE, A MINIMUM OF CLASS 3 AGGREGATE DURABILITY IS REQUIRED. TRANSVERSE CONTRACTION JOINTS SHALL BE TYPE 'C' AT 12'-6" CENTERS AND NOT SKEWED, AS SHOWN ON STANDARD ROAD PLAN PV-101. PCC OVERLAY, FURNISH ONLY SHALL BE MEASURED ACCORDING TO 2310.04 WITH A BASIS OF PAYMENT ACCORDING TO 2310.05. MAINLINE PAVEMENT SHALL BE A NOMINAL DEPTH OF 7¼ IN. WITH 3 FT. WIDENING DEPTH OF 9 IN.. THE CONTRACTOR SHALL PROVIDE CERTIFIED PLANT INSPECTION AND THE COUNTY SHALL PROVIDE GRADE INSPECTION.
14. EXISTING GUARDRAIL SHALL REMAIN PROPERTY OF PLYMOUTH COUNTY AND SHALL BE LOADED ON COUNTY TRUCKS TO BE REMOVED. GUARDRAIL POSTS SHALL REMAIN PROPERTY OF THE CONTRACTOR. SEE TABULATION OF GUARDRAIL REMOVAL ON SHEET 4.
- 15,16. STEEL POSTS TO BE USED IN GUARDRAIL INSTALLATIONS. SEE TABULATION SHEET 5 OF STEEL BEAM GUARDRAIL AT BRIDGE END POST.
17. SEE TABULATION OF REMOVAL OF PAVEMENT, SHEET 5. SAW CUT INCIDENTAL TO THIS ITEM. INCLUDED IN BID ITEM 29.
18. SHALL BE CLASS C CONCRETE, A MINIMUM CLASS 3 AGGREGATE DURABILITY IS REQUIRED. THE CONTRACTOR SHALL PROVIDE CERTIFIED PLANT INSPECTION AND THE COUNTY SHALL PROVIDE GRADE INSPECTION. SEE TABULATION OF PCC PAVEMENT, SHEET 3 FOR DETAILS.
19. SEE TABULATION OF PAVEMENT MARKINGS, SHEET 4. REFER TO STANDARD ROAD PLANS PM-110, FOR STANDARD TYPES OF PAVEMENT MARKINGS.
20. SEE TABULATION OF SAFETY CLOSURES, SHEET 3 FOR LOCATIONS. ALL SAFETY CLOSURES SHALL INCLUDE FLASHING LIGHTS.
21. NOTE THE TRAFFIC CONTROL PLAN ON THE TITLE SHEET. CONTRACTOR SHALL SIGN SIDE ROADS ON THIS PROJECT AS NOTED ON STANDARD ROAD PLAN TC-252, SITUATION 6. PROJECT LIMITS (HWY 3 AND C-12) AND DETOUR WILL BE SIGNED AND MAINTAINED BY PLYMOUTH COUNTY.
22. FLAGGERS SHALL BE USED DURING CONSTRUCTION AT THE INTERSECTIONS OF HWY 3 AND C-12.
- 23,24. STATIONING SHOWN IS AN ESTIMATE OF PATCHES BY COUNT. LOCATIONS OF PATCHES TO BE DIRECTED BY THE ENGINEER. AT STATIONS 70+87.5, 73+89.1, 146+48.7, 149+51.2, 169+49.6, 172+24.8, 206+31.2, 209+07.7, 290+44.0 AND 292+94.6) PATCHES ARE TO BE CONSTRUCTED AT 6 FEET IN LENGTH AND FULL WIDTH OF THE NEW PROPOSED ROADWAY. INCLUDED IN BID ITEM 29.
25. INSTALL EF JOINTS AT STATIONS 70+87.5, 73+89.1, 146+48.7, 149+51.2, 169+49.6, 172+24.8, 206+31.2, 209+07.7, 290+44.0 AND 292+94.6.
- 27,28. SEE TABULATION OF MILLED SHOULDER/CENTERLINE RUMBLE STRIPS, PCC SURFACE ON SHEET 5.
29. ALL SALVAGED MATERIAL SHALL BE DELIVERED TO KELLEN EXCAVATION LLC LOCATED IN SECTION 27 AMERICA TWP. STOCKPILE SITE IS 10 MILES SOUTHEAST OF THE SOUTH END OF THIS PROJECT. DELIVER AND STOCKPILE SALVAGED MATERIALS SHALL BE MEASURED ACCORDING TO 2555.04. WITH BASIS OF PAYMENT ACCORDING TO 2555.05. SEE DELIVERY AND STOCKPILING TABLE ON SHEET 4.

TABULATION OF PCC PAVEMENT															
ROAD IDENTIFICATION	DIRECTION OF TRAVEL	STATION TO STATION		WIDTH	LENGTH	TOTAL AREA BY PAVEMENT THICKNESS			BRIDGE APPROACH	EXCAVATION CL 10, RDWY & BORROW	MODIFIED SUBBASE			NOTES	
						SY					CY				
						PCC OVERLAY	10 IN	6 IN			10 IN	CY			5 IN
K-42	NB/SB	10+85.53	67+14	28	5,628.5	17,510.8					599.9			MODIFIED SUBBASE OMIT 62+04-63+50 LT & 62+44-63+37 RT	
K-42	NB/SB	67+14	71+20	28	406.0		1,263.1			<7 1/2' DEPTH> 272.5		218.0			
K-42	NB/SB	71+20	71+32.5	26	12.5		36.1			<7 1/2' DEPTH> 7.8		6.3			
K-42	NB/SB	71+32.5	71+62.5	26	30.0				86.8	<AVG. 16 1/2' DEPTH> 41.1			37.4		
K-42	NB/SB	73+14.1	73+44.1	26	30.0				86.8	<AVG. 16 1/2' DEPTH> 41.1			37.4		
K-42	NB/SB	73+44.1	73+57	26	12.9		37.3			<7 1/2' DEPTH> 8.1		6.4			
K-42	NB/SB	73+57	78+00	28	443.0		1,378.2			<7 1/2' DEPTH> 297.4		237.9			
K-42	NB/SB	78+00	142+00	28	6,400.0	19,911.1					696.8				
K-42	NB/SB	142+00	146+89.7	28	489.7		1,523.5			<7 1/2' DEPTH> 328.7		263.0			
K-42	NB/SB	146+89.7	147+23.7	26	34.0				97.7	<AVG. 16 1/2' DEPTH> 46.3			42.1		
K-42	NB/SB	148+76.2	149+10.2	26	34.0				97.7	<AVG. 16 1/2' DEPTH> 46.3			42.1		
K-42	NB/SB	149+10.2	153+85	28	474.8		1,477.2			<7 1/2' DEPTH> 318.7		255.0			
K-42	NB/SB	153+85	168+00	28	1,415.0	4,402.2					151.2		MODIFIED SUBBASE OMIT 166+85-167+38 LT		
K-42	NB/SB	168+00	169+90.6	28	190.6		593.0			<7 1/2' DEPTH> 127.9		102.4			
K-42	NB/SB	169+90.6	170+24.6	26	34.0				97.7	<AVG. 16 1/2' DEPTH> 46.3				42.1	
K-42	NB/SB	171+49.8	171+83.8	26	34.0				97.7	<AVG. 16 1/2' DEPTH> 46.3				42.1	
K-42	NB/SB	171+83.8	176+00	28	416.2		1,294.8			<7 1/2' DEPTH> 279.4		223.5			
K-42	NB/SB	176+00	204+00	28	2,800.0	8,711.1					304.8				
K-42	NB/SB	204+00	206+72.2	28	272.2		846.8			<7 1/2' DEPTH> 182.7		146.2			
K-42	NB/SB	206+72.2	207+06.2	26	34.0				97.7	<AVG. 16 1/2' DEPTH> 46.3			42.1		
K-42	NB/SB	208+32.7	208+66.7	26	34.0				97.7	<AVG. 16 1/2' DEPTH> 46.3			42.1		
K-42	NB/SB	208+66.7	210+33	28	166.3		517.4			<7 1/2' DEPTH> 111.6		89.3			
K-42	NB/SB	210+33	288+19	28	7,786.0	24,223.1					834.4		MODIFIED SUBBASE OMIT 219+16-220+44 LT & 219+26-220+46 RT		
K-42	NB/SB	288+19	290+76	28	257.0		799.6			<7 1/2' DEPTH> 172.5		138.0			
K-42	NB/SB	290+76	290+89	26	13.0		37.6			<7 1/2' DEPTH> 8.1		6.5			
K-42	NB/SB	290+89	291+19	26	30.0				86.8	<AVG. 16 1/2' DEPTH> 41.1				37.4	
K-42	NB/SB	292+19.6	292+49.6	26	30.0				86.8	<AVG. 16 1/2' DEPTH> 41.1				37.4	
K-42	NB/SB	292+49.6	292+62	26	12.4		35.8			<7 1/2' DEPTH> 7.8		6.2			
K-42	NB/SB	292+62	297+00	28	438.0		1,362.7			<7 1/2' DEPTH> 294.0		235.2			
K-42	NB/SB	297+00	377+76.4	28	8,076.4	25,126.6					879.4				
K-42	NB/SB	377+76.4	378+37.4	28	61.0		189.8			*151.9		*88.7	QUANTITIES & DIMENSIONS FOR RADIUS WIDENING SEE SHEET 9 MAILBOX FILLET PCC DRIVEWAY		
K-42	RT	344+34.2	344+99.9	VARIES	65.6			35.8		<6' DEPTH> 6.6		6.6			
K-42	LT	371+94.6	372+11.7	VARIES	17.1			27.1		<6' DEPTH> 4.9		4.9			
K-42/C-12 RADIUS	LT	377+54.9	378+37.4	VARIES	VARIES		157.2			*		*	QUANTITIES & DIMENSIONS FOR RADIUS WIDENING SEE SHEET 9 * COMBINED QUANTITIES OF BOTH RADII & ML		
K-42/C-12 RADIUS	RT	377+71	378+37.4	VARIES	VARIES		161.3			*		*			
					TOTALS	99,884.9	11,711.4	62.9	933.4	3,022.8	3,466.5	2,034.1	402.2		

SAFETY CLOSURES		
LOCATION	SIDE	QUANTITY
67+09	ML K-42	1
78+05	ML K-42	1
141+95	ML K-42	1
153+90	ML K-42	1
167+95	ML K-42	1
176+05	ML K-42	1
203+95	ML K-42	1
210+38	ML K-42	1
288+14	ML K-42	1
297+05	ML K-42	1
170TH ST. INTERSECTION	LT/RT	2
160TH ST. INTERSECTION	LT/RT	2
150TH ST. INTERSECTION	LT/RT	2
C-16 INTERSECTION	LT/RT	2
130TH ST. INTERSECTION	LT/RT	2
120TH ST. INTERSECTION	LT/RT	2
QUANTITY TOTAL		22

Table 2317.05-3: Schedule for Adjustment Payment for PCC Pavements for Primary and Interstate Projects		
MRI (inches per mile)	Dollars per 0.1 mile segment per lane	
	Design Thickness	
	Full Depth (>6")	Overlay (<=6")
Less than 47.5	1,500.00	1,250.00
47.5 to 57.5	8,625.00-(150*MRI)	7,187.50-(125*MRI)
57.5 to 75	Unit Price	Unit Price
75 to 90	7,500.00-(100*MRI) (or grind ¹)	6,250.00-(83.333*MRI) (or grind ¹)
Greater than 90	Grind ¹	Grind ¹
1. Correct these areas below 75.0 inches per mile		

TABULATION OF PAVEMENT MARKINGS														
4' EDGELINES (ELW4)				4' BROKEN LINE (BCY4)			4' NO PASSING (NPY4)				4' DOUBLE CENTERLINE (DCY4)			
SIDE	Station	Station	Lin. Ft.	Station	Station	Lin. Ft.	SIDE	Station	Station	Lin. Ft.	SIDE	Station	Station	Lin. Ft.
LT.	10+85	61+73	5088	54+11	205+97	15186	BOTH	13+77	20+12	635	BOTH	10+20	13+77	357
RT.	10+85	61+86	5101	226+33	249+36	2303	BOTH	23+41	28+17	476	BOTH	20+12	23+41	329
LT.	63+74	113+85	5011	285+52	286+33	81	BOTH	45+57	54+11	854	BOTH	28+17	45+57	1740
RT.	63+86	113+85	4999	295+10	313+47	1837	BOTH	205+97	206+75	78	BOTH	206+75	220+76	1401
LT.	114+85	166+24	5139	335+13	336+64	151	BOTH	220+76	226+33	557	BOTH	260+36	267+48	712
RT.	114+85	166+60	5175	356+62	378+00	2138	BOTH	249+36	260+36	1100	BOTH	277+27	277+65	38
LT.	167+80	218+79	5099				BOTH	267+48	277+27	979	BOTH	346+52	347+51	99
RT.	167+60	218+98	5138				BOTH	277+65	285+52	787				
LT.	220+79	272+24	5145				BOTH	286+33	295+10	877				
RT.	221+00	272+24	5124				BOTH	313+47	335+13	2166				
LT.	273+24	325+15	5191				BOTH	336+64	346+52	988				
RT.	273+24	325+15	5191				BOTH	347+51	356+62	911				
LT.	326+15	377+41	5126											
RT.	326+15	377+56	5141											
AROUND RADIUS AT HWY 3			214											
AROUND RADIUS AT 170 TH ST.			512											
AROUND RADIUS AT 150 TH ST.			221											
AROUND RADIUS AT C-16			673											
AROUND RADIUS AT C-12			253											
7 STOP BAR LOCATIONS			784											
TOTAL LIN. FT.			74,325	TOTAL LIN. FT.		21,696	TOTAL LIN. FT.		10,408	TOTAL LIN. FT.		4,676		
EWL4 FACTOR 0.67			49,798	BCY4 FACTOR 0.17		3,689	NPY4 FACTOR 0.84		8,743	DCY4 FACTOR 1.34		6,266		
STOP BARS AT (28' LONG x 24'[6" x 4]) = 112'														
STOP BAR LOCATIONS: (1X) HWY 3, (2X) 170TH ST., (1X) 150TH ST., (2X) C-16, (1X) C-12.														
TOTAL QUANTITY = 68,496 = 685 STATIONS														

DELIVERY AND STOCKPILING						
BEGIN STATION	END STATION	SIDE	PAVEMENT TYPE	PAVEMENT THICKNESS	AREA	REMARKS
					SY	
67+14.0	71+62.0	BOTH	HMA	0'-8 ½"	1,096.3	MAINLINE K-42
73+14.0	78+00.0	BOTH	HMA	0'-8 ½"	1,187.8	MAINLINE K-42
142+00.0	147+23.7	BOTH	HMA	0'-8 ½"	1,280.2	MAINLINE K-42
148+76.2	153+85.0	BOTH	HMA	0'-8 ½"	1,243.7	MAINLINE K-42
168+00.0	170+24.6	BOTH	HMA	0'-8 ½"	549.0	MAINLINE K-42
171+49.8	176+00.0	BOTH	HMA	0'-8 ½"	1,100.5	MAINLINE K-42
204+00.0	207+06.2	BOTH	HMA	0'-8 ½"	748.5	MAINLINE K-42
208+32.7	210+32.7	BOTH	HMA	0'-8 ½"	489.6	MAINLINE K-42
288+19.0	291+19.0	BOTH	HMA	0'-8 ½"	733.3	MAINLINE K-42
292+19.6	297+00.0	BOTH	HMA	0'-8 ½"	1,174.3	MAINLINE K-42
344+25.8	345+08.9	RT	HMA	0'-8 ½"	58.7	MAINLINE K-42 MAILBOX FILLET
371+87.3	372+18.9	LT	PCC	0'-6"	35.9	PROPERTY OWNER PERSONAL PCC DRIVEWAY
377+76.4	378+37.4	BOTH	HMA	0'-8 ½"	357.8	MAINLINE K-42 / C-12 INTERSECTION
				QUANTITY TOTAL	10,055.6	

TABULATION GUARDRAIL REMOVAL											
STATION	STATION	LOCATION	LENGTH	STATION	STATION	LOCATION	LENGTH	STATION	STATION	LOCATION	LENGTH
70+99	71+56	LEFT	57	169+65	170+25	LEFT	60	209+54	291+11	LEFT	57
71+11	71+68	RIGHT	57	169+65	170+25	RIGHT	60	290+67	291+24	RIGHT	57
74+08	74+65	LEFT	57	171+50	172+10	LEFT	60	292+14	292+71	LEFT	57
74+20	74+77	RIGHT	57	171+50	172+10	RIGHT	60	292+27	292+84	RIGHT	57
146+70	147+27	LEFT	57	206+50	207+07	LEFT	57				
146+70	147+27	RIGHT	57	206+50	207+07	RIGHT	57				
148+80	149+37	LEFT	57	208+34	208+91	LEFT	57				
148+80	149+37	RIGHT	57	208+34	208+91	RIGHT	57				
										TOTAL L.F.	1,380'

TABULATION OF CLASS 13 EXCAVATION							
ROAD IDENTIFICATION	BEGIN STATION	END STATION	SIDE	LENGTH	TRENCH WIDTH	TRENCH DEPTH	TOTAL CY
K-42	10+85.5	62+04	LT	5,118.5	3'-6"	0'-6 3/4"	373.2
K-42	63+50	67+14	LT	364.0	3'-6"	0'-6 3/4"	26.5
K-42	78+00	142+00	LT	6,400.0	3'-6"	0'-6 3/4"	466.7
K-42	153+85	166+85	LT	1,300.0	3'-6"	0'-6 3/4"	94.8
K-42	167+38	168+00	LT	62.0	3'-6"	0'-6 3/4"	4.5
K-42	176+00	204+00	LT	2,800.0	3'-6"	0'-6 3/4"	204.2
K-42	210+33	219+16	LT	883.0	3'-6"	0'-6 3/4"	64.4
K-42	220+44	288+19	LT	6,775.0	3'-6"	0'-6 3/4"	494.0
K-42	297+00	377+76.4	LT	8,076.4	3'-6"	0'-6 3/4"	588.9
K-42	10+85.5	62+44	RT	5,158.5	3'-6"	0'-6 3/4"	376.1
K-42	63+37	67+14	RT	377.0	3'-6"	0'-6 3/4"	27.5
K-42	78+00	142+00	RT	6,400.0	3'-6"	0'-6 3/4"	466.7
K-42	153+85	168+00	RT	1,415.0	3'-6"	0'-6 3/4"	103.2
K-42	176+00	204+00	RT	2,800.0	3'-6"	0'-6 3/4"	204.2
K-42	210+33	219+26	RT	893.0	3'-6"	0'-6 3/4"	65.1
K-42	220+46	288+19	RT	6,773.0	3'-6"	0'-6 3/4"	493.9
K-42	297+00	377+76.4	RT	8,076.4	3'-6"	0'-6 3/4"	588.9
K-42	HWY 3 INTERSECTION		LT	VARIES	VARIES	1'-0"	39.8
K-42	150th ST INTERSECTION		LT	VARIES	VARIES	1'-0"	40.3
K-42	C-16 INTERSECTION		LT & RT	VARIES	VARIES	1'-0"	84.9
TOTAL QUANTITY							4,807.7

* NOT A BID ITEM							
TABULATION OF REMOVAL OF PAVEMENT							
BEGIN STATION	END STATION	SIDE	PAVEMENT TYPE	PAVEMENT THICKNESS	AREA	SAW CUT*	REMARKS
					SY	LF	
67+14.0	71+62.0	BOTH	HMA	0'-8 1/2"	1,096.3	22.0	MAINLINE K-42
73+14.0	78+00.0	BOTH	HMA	0'-8 1/2"	1,187.8	22.0	MAINLINE K-42
142+00.0	147+23.7	BOTH	HMA	0'-8 1/2"	1,280.2	22.0	MAINLINE K-42
148+76.2	153+85.0	BOTH	HMA	0'-8 1/2"	1,243.7	22.0	MAINLINE K-42
168+00.0	170+24.6	BOTH	HMA	0'-8 1/2"	549.0	22.0	MAINLINE K-42
171+49.8	176+00.0	BOTH	HMA	0'-8 1/2"	1,100.5	22.0	MAINLINE K-42
204+00.0	207+06.2	BOTH	HMA	0'-8 1/2"	748.5	22.0	MAINLINE K-42
208+32.7	210+33.0	BOTH	HMA	0'-8 1/2"	489.6	22.0	MAINLINE K-42
288+19.0	291+19.0	BOTH	HMA	0'-8 1/2"	733.3	22.0	MAINLINE K-42
292+19.6	297+00.0	BOTH	HMA	0'-8 1/2"	1,174.3	22.0	MAINLINE K-42
344+25.8	345+08.9	RT	HMA	0'-8 1/2"	58.7	83.0	MAINLINE K-42 MAILBOX FILLET
371+87.3	372+18.9	LT	PCC	0'-6"	35.9	11.0	MAINLINE K-42 PROPERTY OWNER PCC DRIVEWAY
377+76.4	378+37.4	BOTH	HMA	0'-8 1/2"	357.8	22.0	MAINLINE K-42 / C-12 INTERSECTION
TOTAL QUANTITY					10,524.6	520.0	

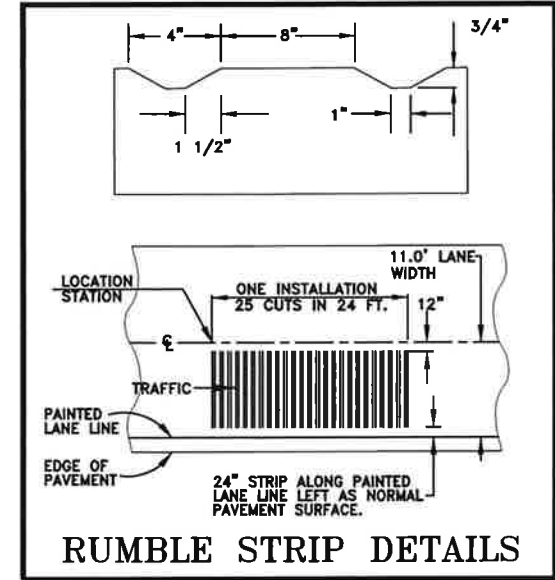
PAVEMENT SCARIFICATION					
BEGIN STATION	END STATION	PAV'T WIDTH	LENGTH	SQUARE YARDS	REMARKS
10+85.5	67+14	22	5,628.5	13,758.6	ML K-42
78+00	142+00	22	6,400.0	15,644.4	ML K-42
153+85	168+00	22	1,415.0	3,458.9	ML K-42
176+00	204+00	22	2,800.0	6,844.4	ML K-42
210+33	288+19	22	7,786.0	19,032.4	ML K-42
297+00	377+76.4	22	8,076.4	19,742.2	ML K-42
		QUANTITY TOTAL	32,105.9'	78,481.0	ML K-42

STATION	PAV'T WIDTH	LENGTH	SQUARE YARDS	REMARKS	
10+00	6	110.0	73.5	HWY 3 INTERSECTION	
62+79.78 (108' LT)	6	22.0	14.6	170TH ST. WEST	
62+79.78 (107' RT)	6	26.8	17.9	170TH ST. EAST	
167+11.09 (95.44' LT)	6	23.5	15.7	150TH ST. WEST	
219+88.35 (104' LT)	6	22.0	14.7	C-16 WEST	
219+88.35 (106' RT)	6	22.0	14.7	C-16 EAST	
105+67 (50' LT)	VARIES	29.0	40	HMA DRIVEWAY LT	
		QUANTITY TOTAL	255.3'	191.1	ML K-42

PAVEMENT SCARIFICATION COMBINED TOTAL =					78,672.1
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TABULATION OF STEEL BEAM GUARDRAIL AT BRIDGE END POST															
Refer to Standard Road Plans BA-200,BA-201, BA-205, BA-206,BA-210, BA-211, BA-221, BA-250, BA-260, LS-625, LS-626, LS-630, LS-635, SI-172, SI-173, SI-211															
LOCATION					LAYOUT LENGTHS		INFORMATION ONLY		BID ITEMS	INFORMATION ONLY					BID ITEMS
No.	① Direction of Traffic	End Approach T=Trailing	Side D = Outside M = Median	Station	BA-221, BA-206, LS-635		STEEL BEAM GUARDRAIL	Nested Thrie-Beam	Transition Section	Nested W-Beam	VTI+ET	BA-221 Posts 6' x 8' x 6' with 6'x12' Spacer Blocks	BA-206 Posts 6' x 8' x 6' with 6'x12' Spacer Blocks	STEEL BEAM GUARDRAIL FLARED END TERMINAL	
					VTI	ET	BA-200	BA-221	BA-221	BA-221		No.	No.	BA-206 LS-635	
					Lin. Ft.	Lin. Ft.			EACH	Lin. Ft.	Lin. Ft.	No.	No.	No.	
1	NB	A	O	71+62.5	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
2	SB	T	O	71+62.5	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
3	NB	T	O	73+14.1	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
4	SB	A	O	73+14.1	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
5	NB	A	O	147+23.7	25.00	37.5	40.625	3.125	1	12.5	62.5	5	5	1	
6	SB	T	O	147+23.7	25.00	37.5	40.625	3.125	1	12.5	62.5	5	5	1	
7	NB	T	O	148+76.2	25.00	37.5	40.625	3.125	1	12.5	62.5	5	5	1	
8	SB	A	O	148+76.2	25.00	37.5	40.625	3.125	1	12.5	62.5	5	5	1	
9	NB	A	O	170+24.6	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
10	SB	T	O	170+24.6	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
11	NB	T	O	171+49.8	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
12	SB	A	O	171+49.8	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
13	NB	A	O	207+06.2	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
14	SB	T	O	207+06.2	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
15	NB	T	O	208+32.7	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
16	SB	A	O	208+32.7	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
17	NB	A	O	291+19.0	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
18	SB	T	O	291+19.0	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
19	NB	T	O	292+19.6	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	
20	SB	A	O	292+19.6	28.125	37.5	40.625	6.25	1	12.5	65.625	5	5	1	

Note : Object markers and delineators shall be placed by Plymouth County

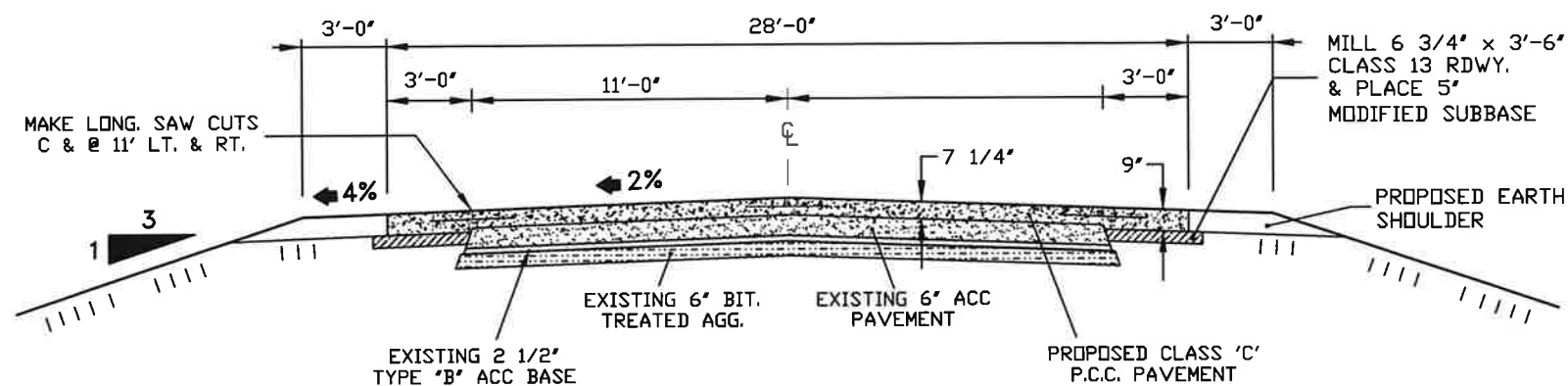


SEE I.D.O.T. STANDARD ROAD PLANS FOR MORE DETAILS. FOR EACH RUMBLE STRIP PANEL THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE. THIS WILL BE CONSIDERED FULL COMPENSATION FOR CONSTRUCTION OF THE PANEL AS DETAILED ABOVE AND AS PER I.D.O.T. STANDARD ROAD PLAN PV-10.

MILLED SHOULDER RUMBLE STRIPS, PCC SURFACE				
BEGIN STATION	END STATION	SIDE	STATIONS	REMARKS
11+65	61+00	LT	49.35	MAINLINE K-42
11+65	61+00	RT	49.35	MAINLINE K-42
193+00	240+00	LT	47	MAINLINE K-42
193+00	240+00	RT	47	MAINLINE K-42
QUANTITY TOTAL			192.7	

MILLED CENTERLINE RUMBLE STRIPS, PCC SURFACE				
BEGIN STATION	END STATION	SIDE	STATIONS	REMARKS
11+65	61+00	CENTERLINE	49.35	MAINLINE K-42
193+00	240+00	CENTERLINE	47	MAINLINE K-42
QUANTITY TOTAL			96.35	

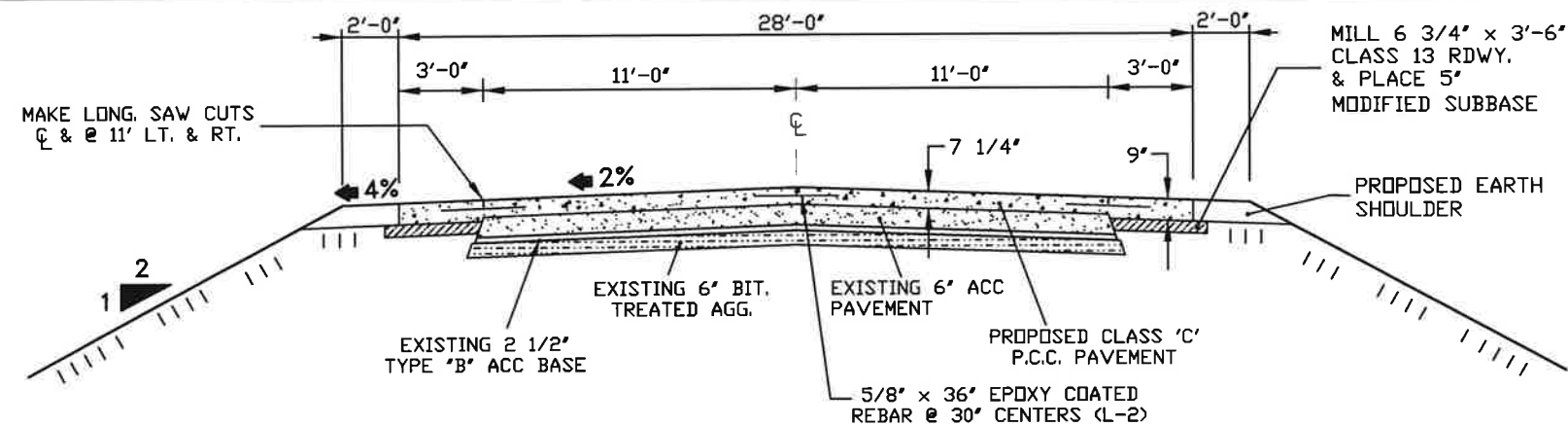
TABULATION OF RUMBLE STRIP PANEL LOCATIONS	
STATION	
16+14 LEFT LANE	
20+02 LEFT LANE	
368+29 RIGHT LANE	
372+17 RIGHT LANE	



TYPICAL CROSS SECTION - 7 1/4" OVERLAY

STATIONING FOR 7 1/4" OVERLAY PAVEMENT

STA. 10+85.5 - 62+00



TYPICAL CROSS SECTION - 7 1/4" OVERLAY

STATIONING FOR 7 1/4" OVERLAY PAVEMENT

STA. 62+00 - 67+14

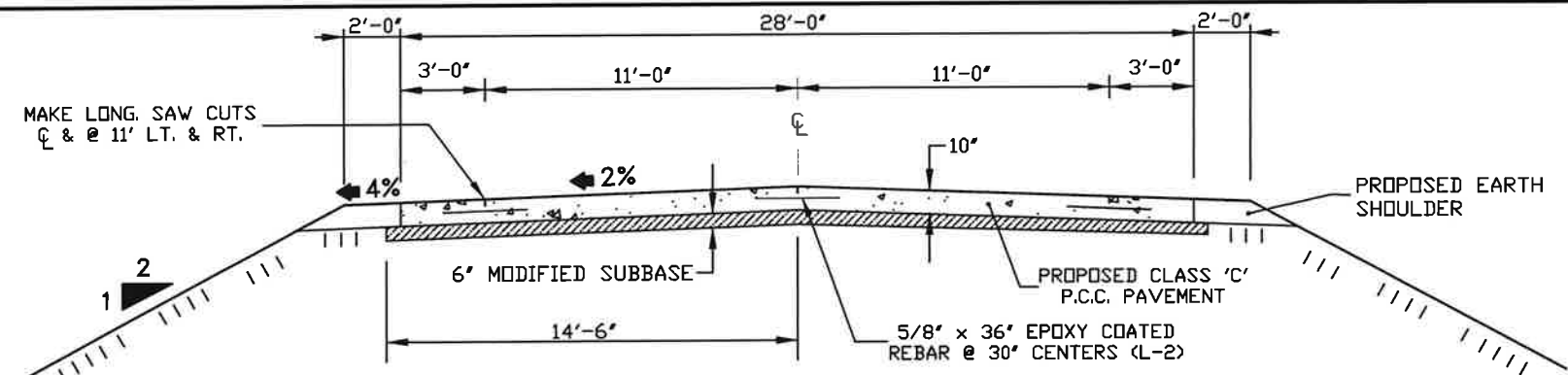
STA. 78+00 - 142+00

STA. 153+85 - 168+00

STA. 176+00 - 204+00

STA. 210+33 - 288+19

STA. 297+00 - 377+76.4



TYPICAL CROSS SECTION - 10" PCC PAVEMENT

STATIONING FOR 10" PAVEMENT (28'-0" WIDE)

STA. 67+14 - 71+20

STA. 73+57 - 78+00

STA. 142+00 - 146+89.7

STA. 149+10.2 - 153+85

STA. 168+00 - 169+90.6

STA. 171+83.8 - 176+00

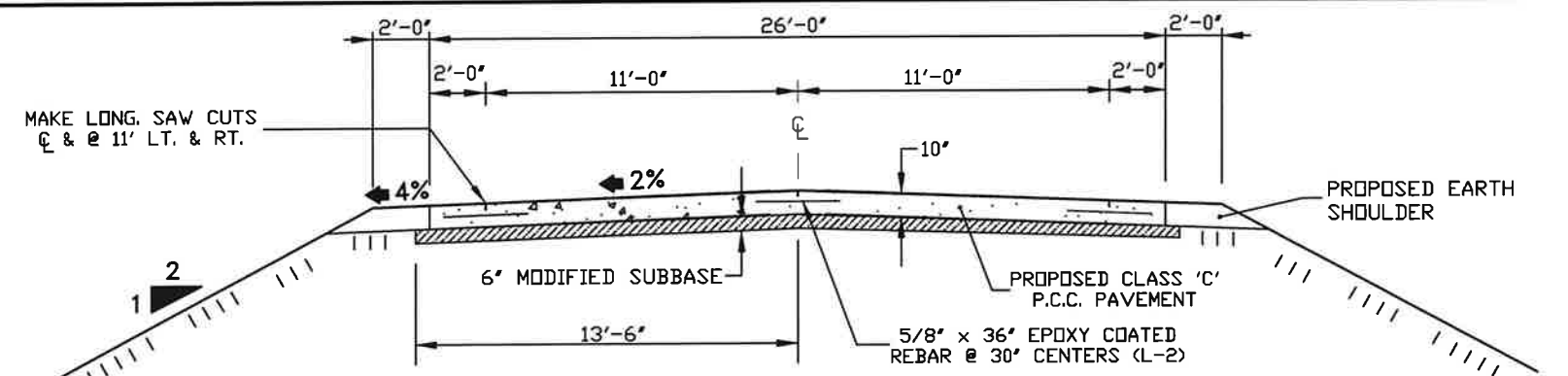
STA. 204+00 - 206+72.2

STA. 208+66.7 - 210+33

STA. 288+19 - 290+76

STA. 292+62 - 297+00

STA. 377+76.4 - 378+37.4



TYPICAL CROSS SECTION - 10" PCC PAVEMENT

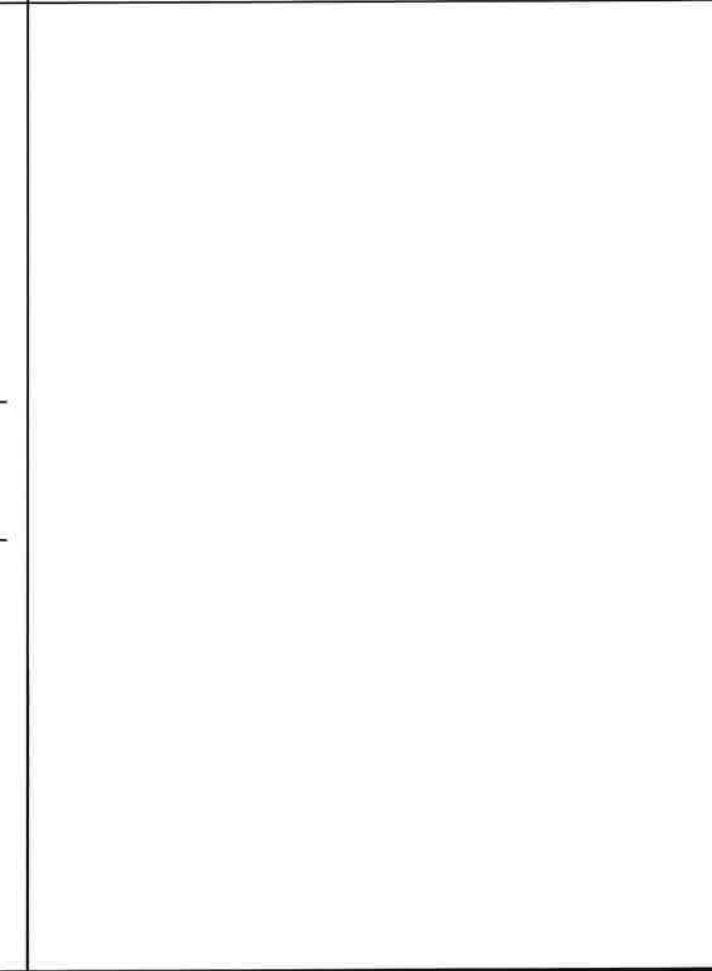
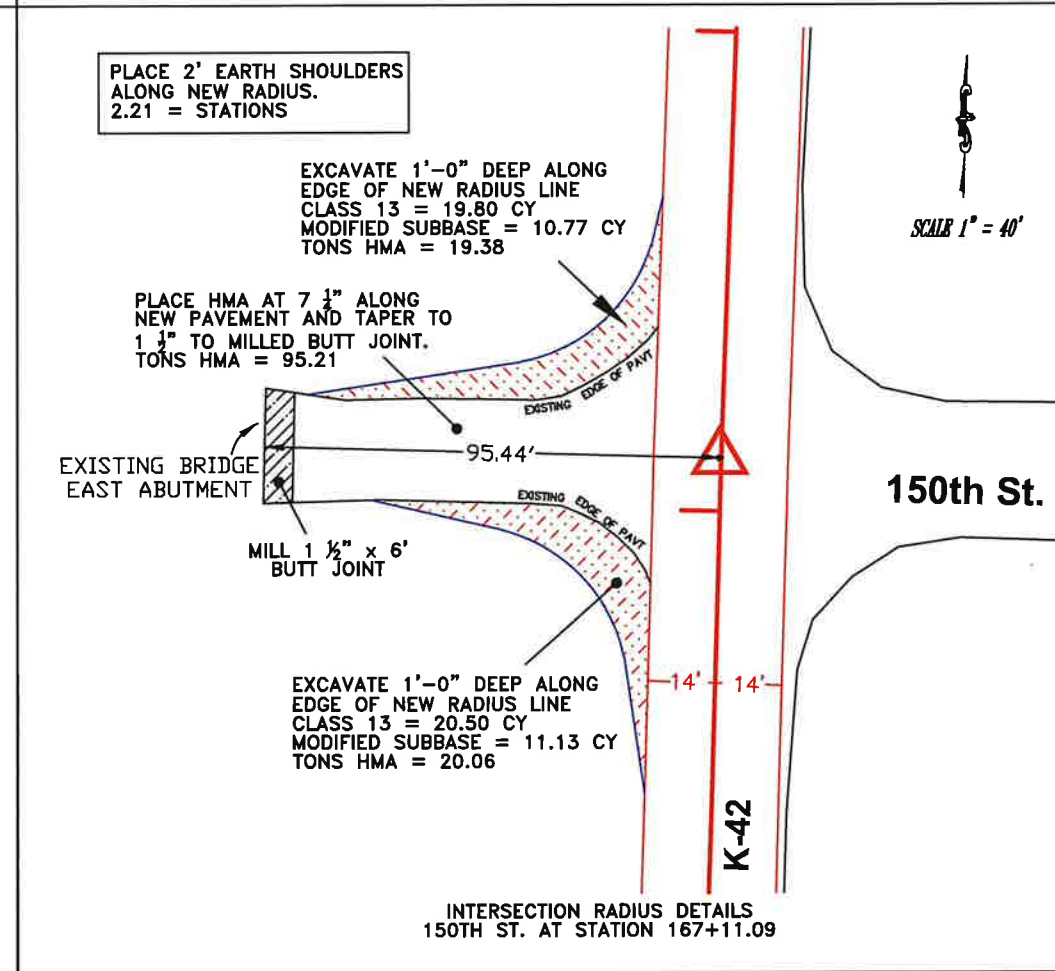
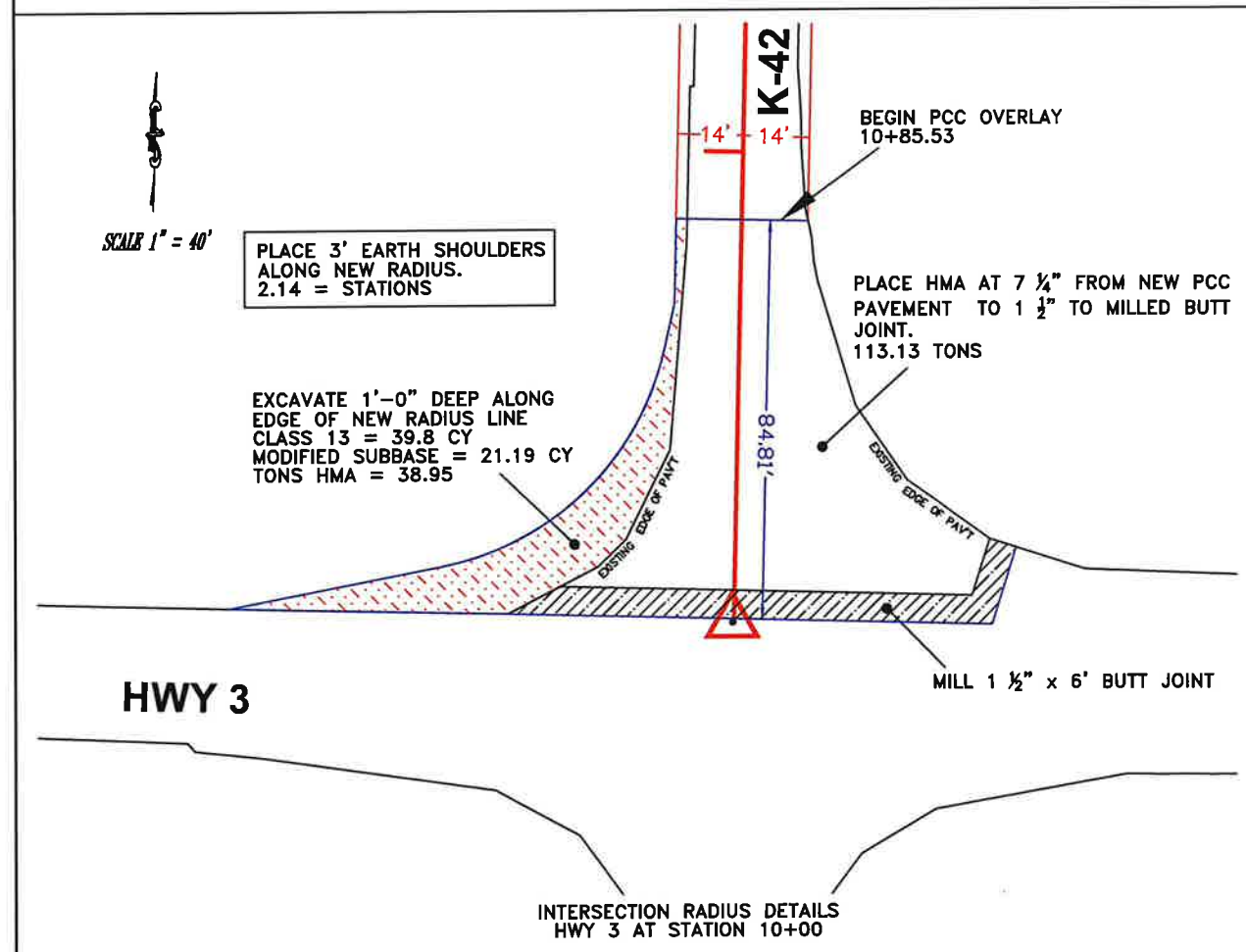
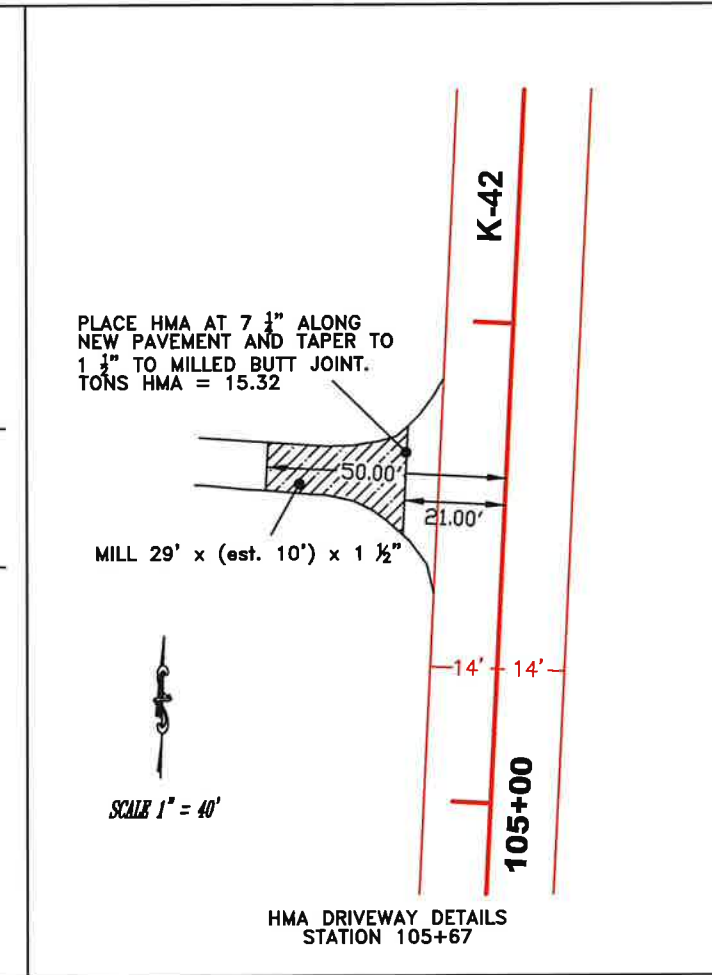
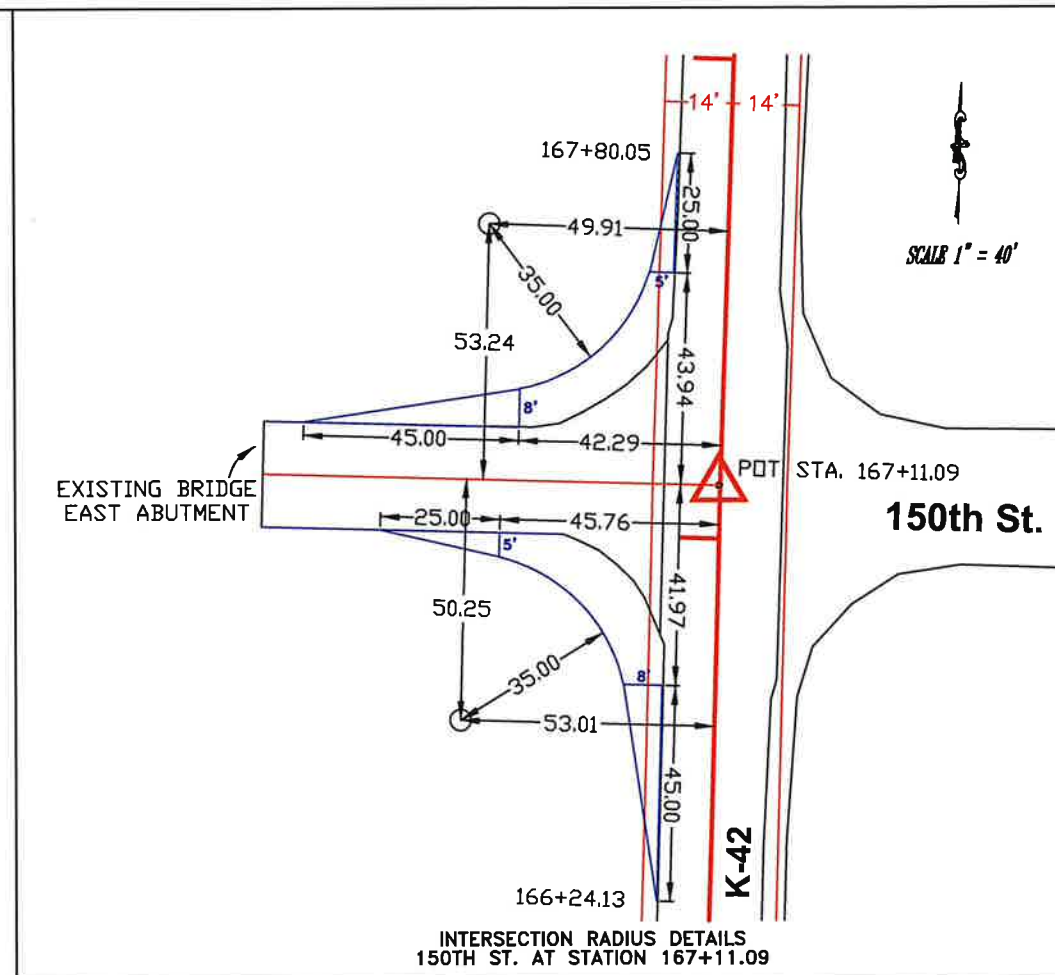
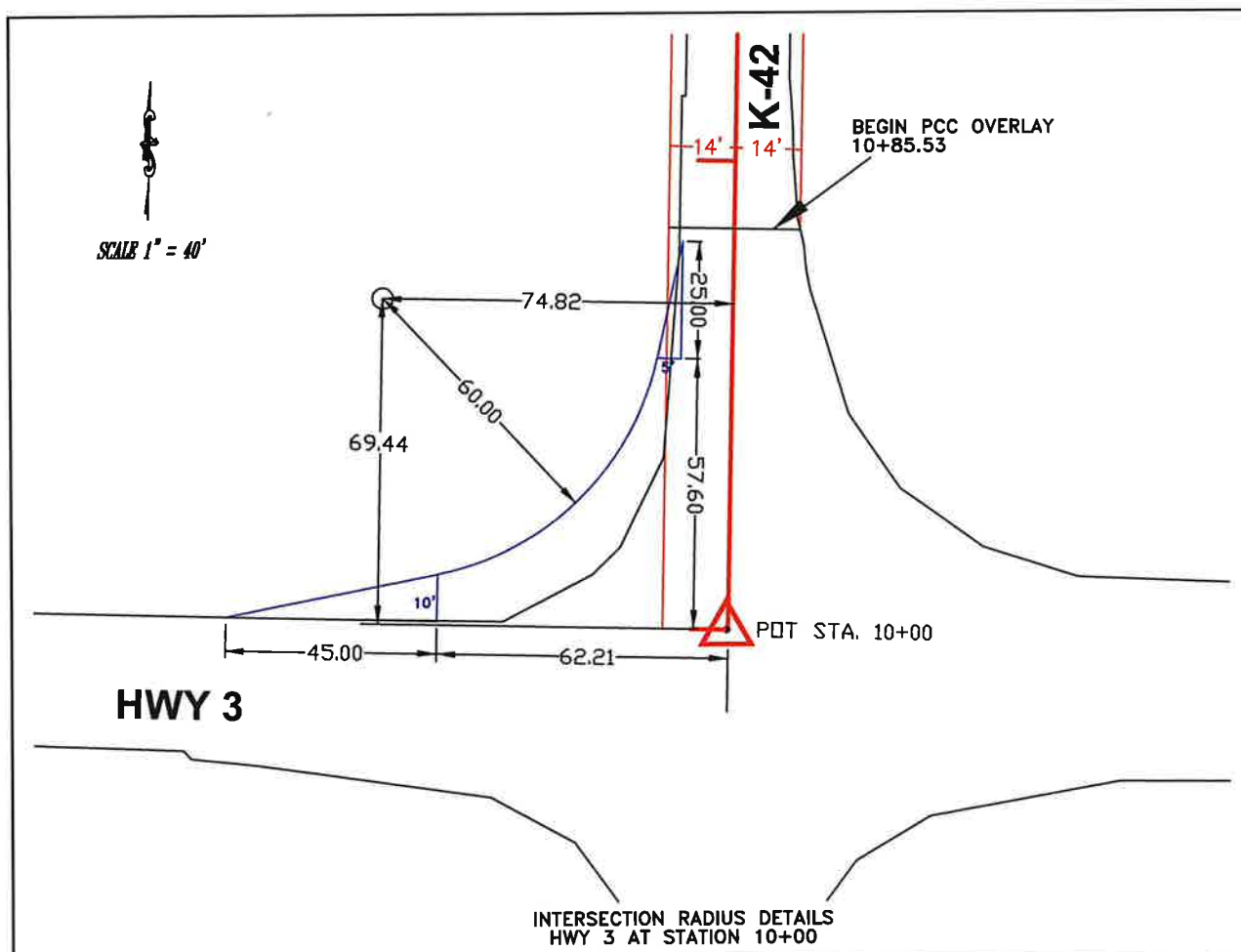
STATIONING FOR 10" PAVEMENT (26'-0" WIDE)

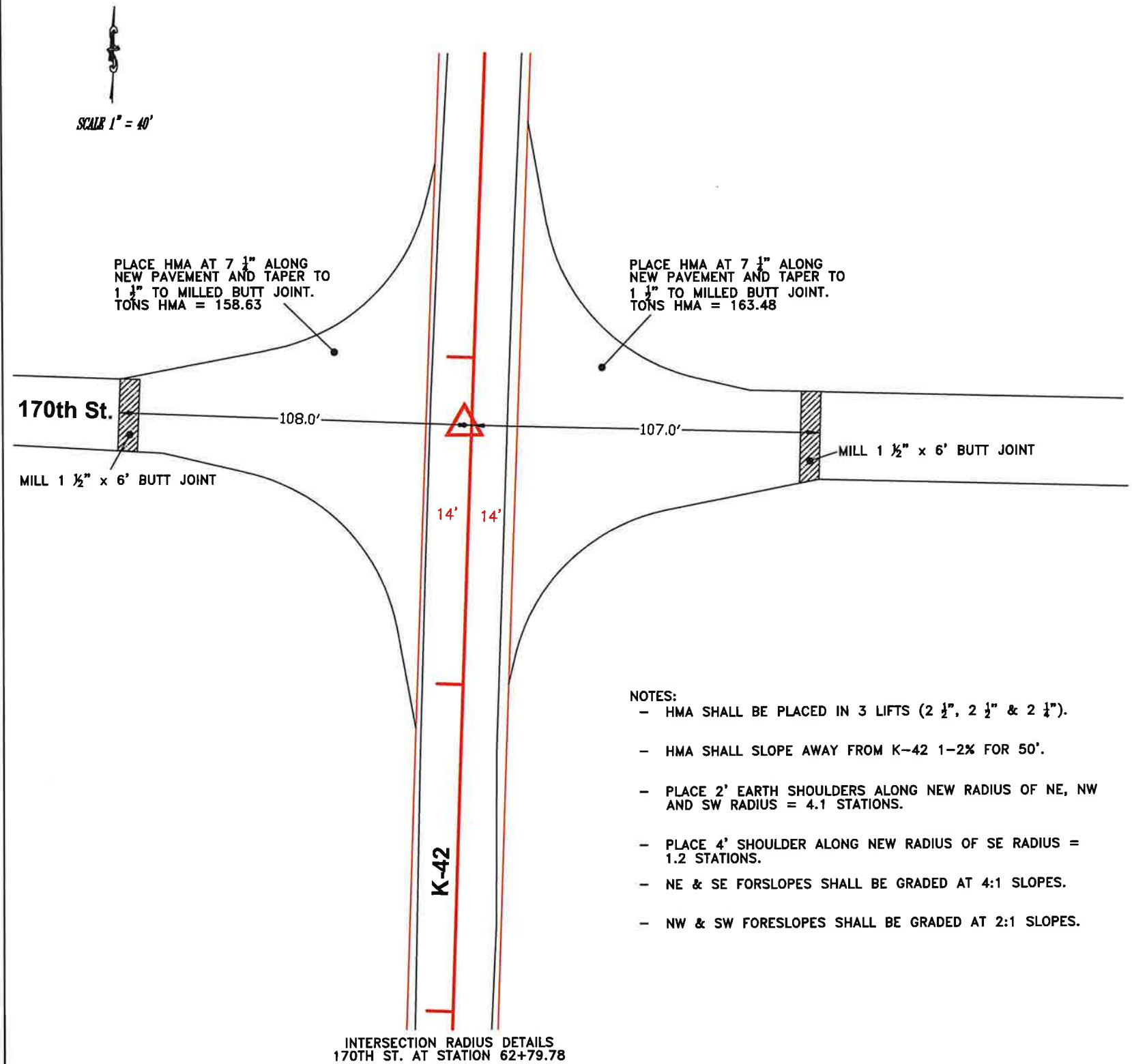
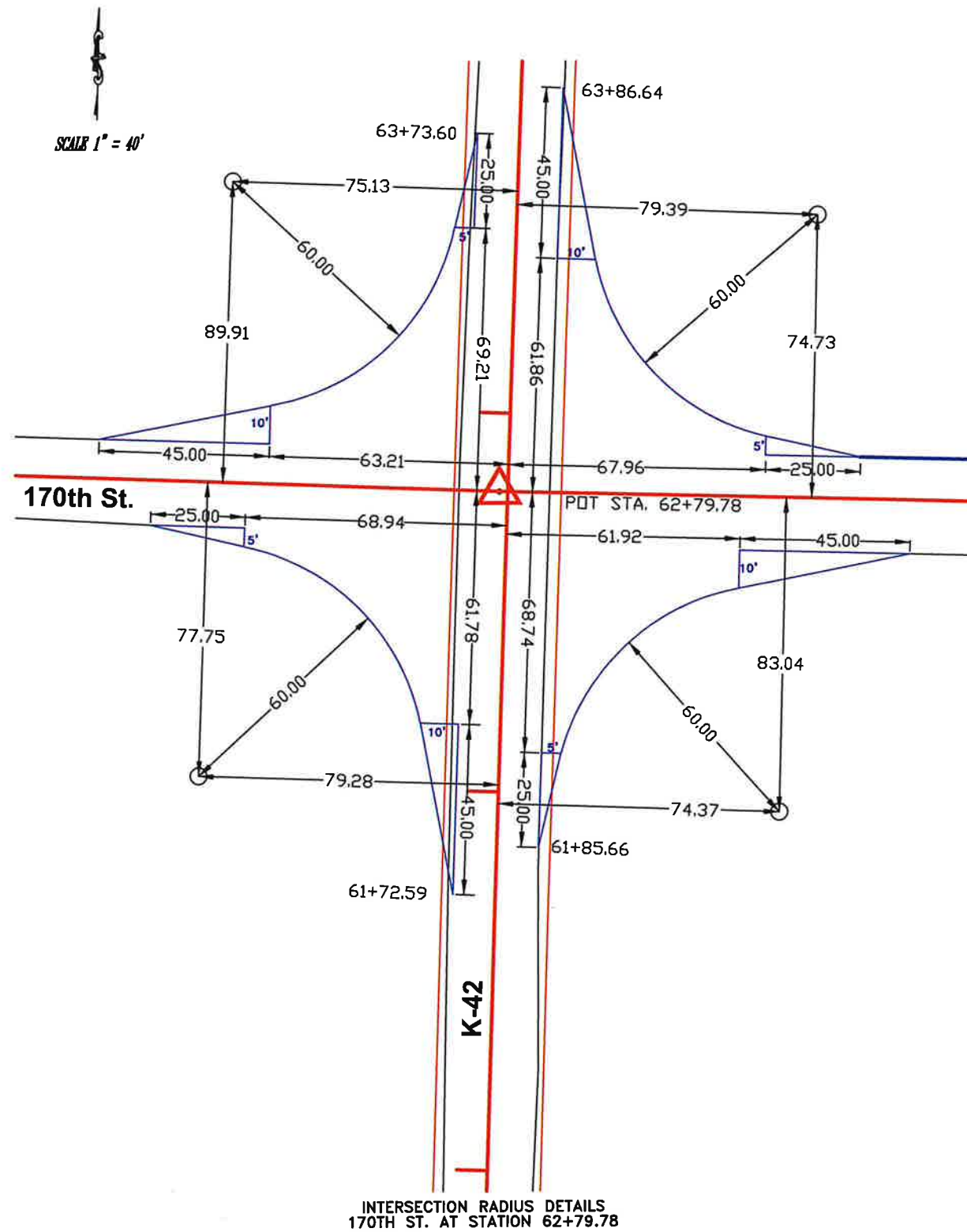
STA. 71+20 - 71+32.5

STA. 73+44.1 - 73+57

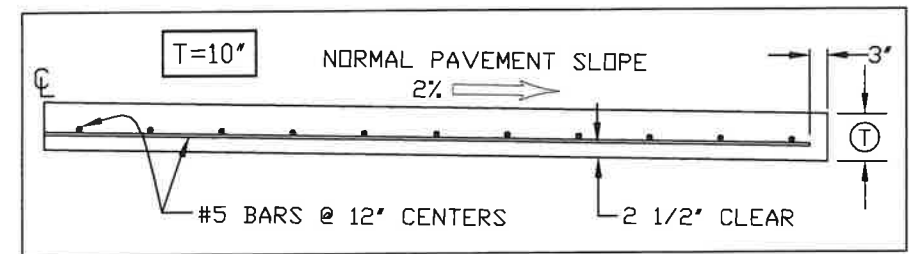
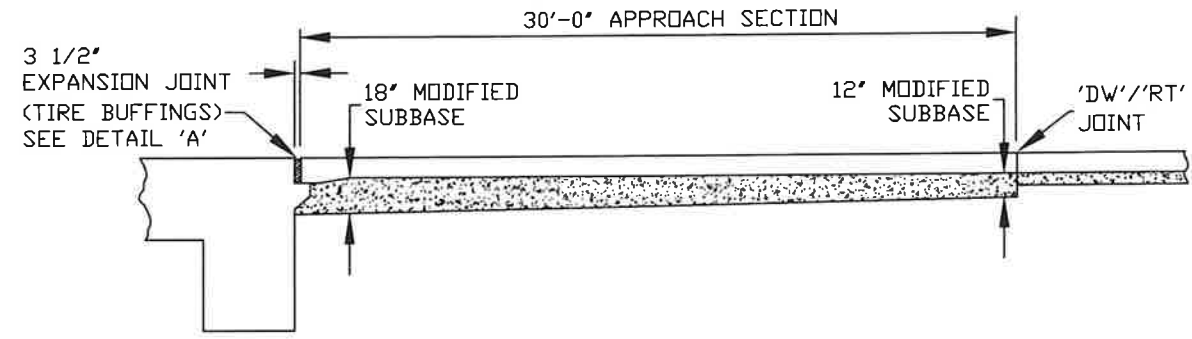
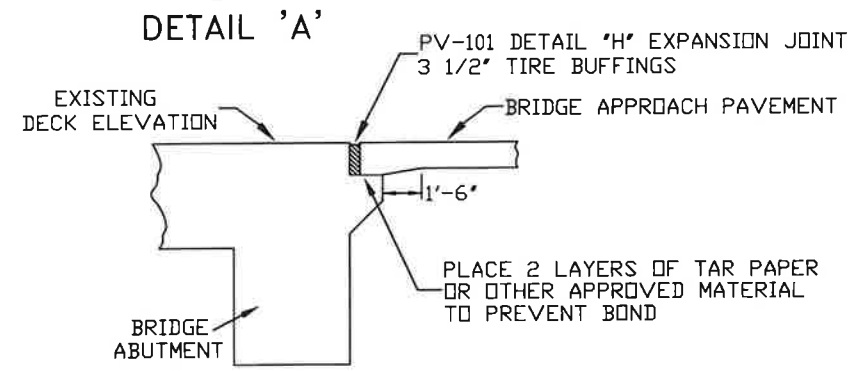
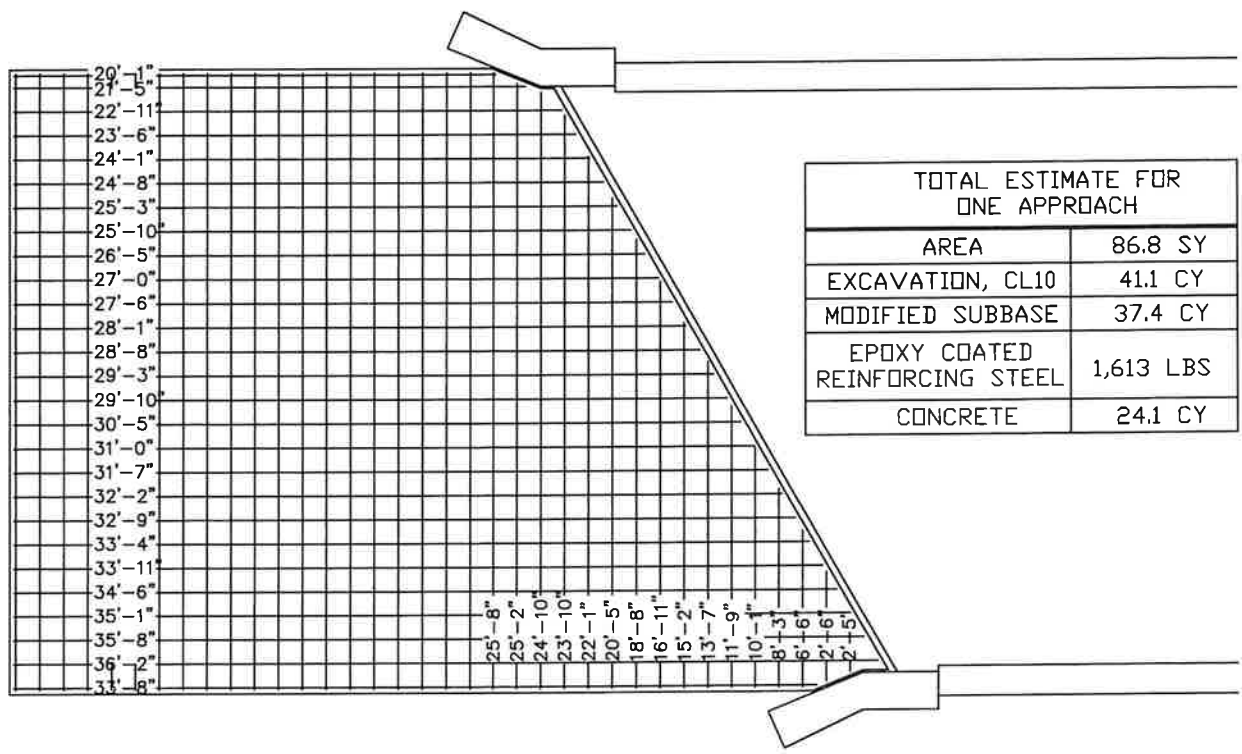
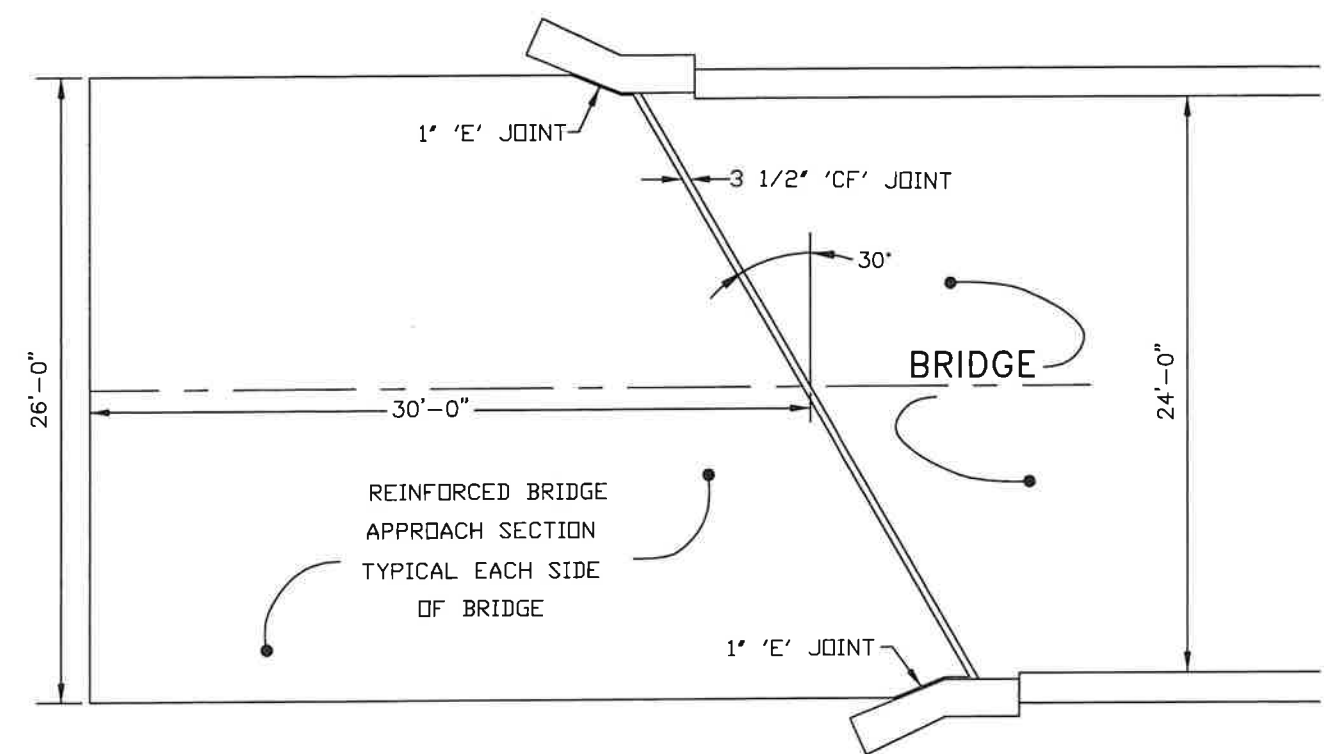
STA. 290+76 - 290+89

STA. 292+49.6 - 292+62





TYPICAL BRIDGE APPROACH PLAN FOR BRIDGE AT STA. 72+38 & 291+69



GENERAL NOTES:

DETAILS INDICATED HEREON ARE TYPICAL AND SHALL BE USED FOR ALL SITUATIONS WHERE DIRECTLY APPLICABLE.

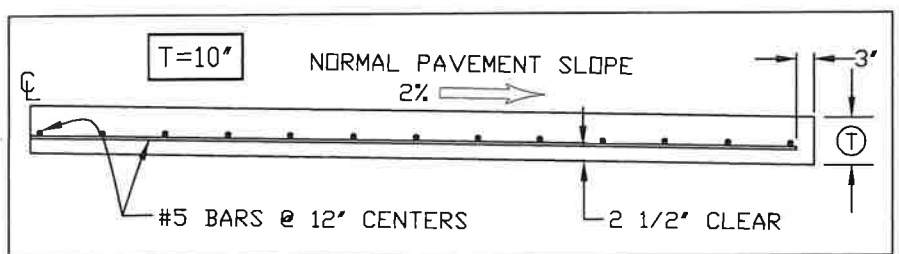
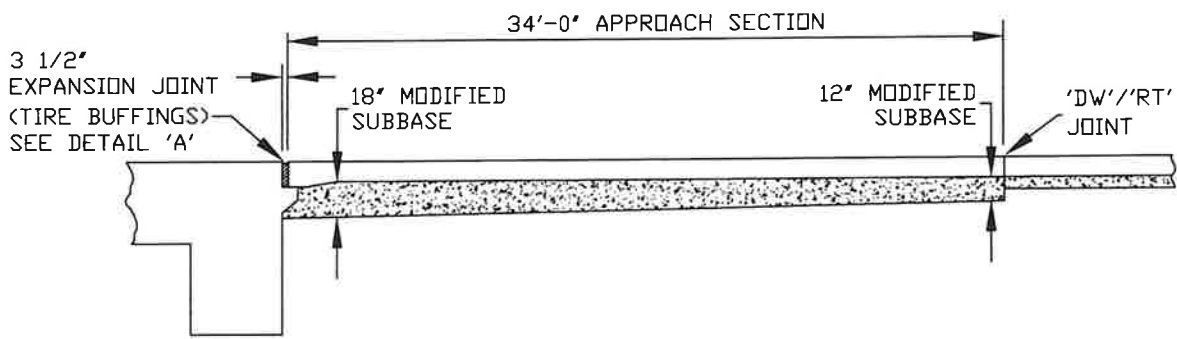
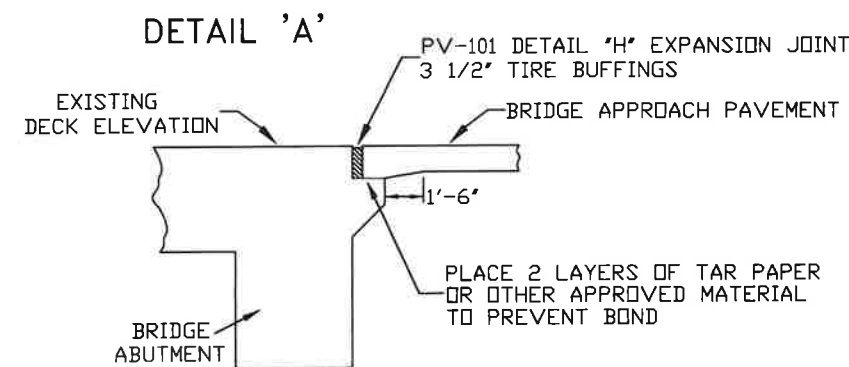
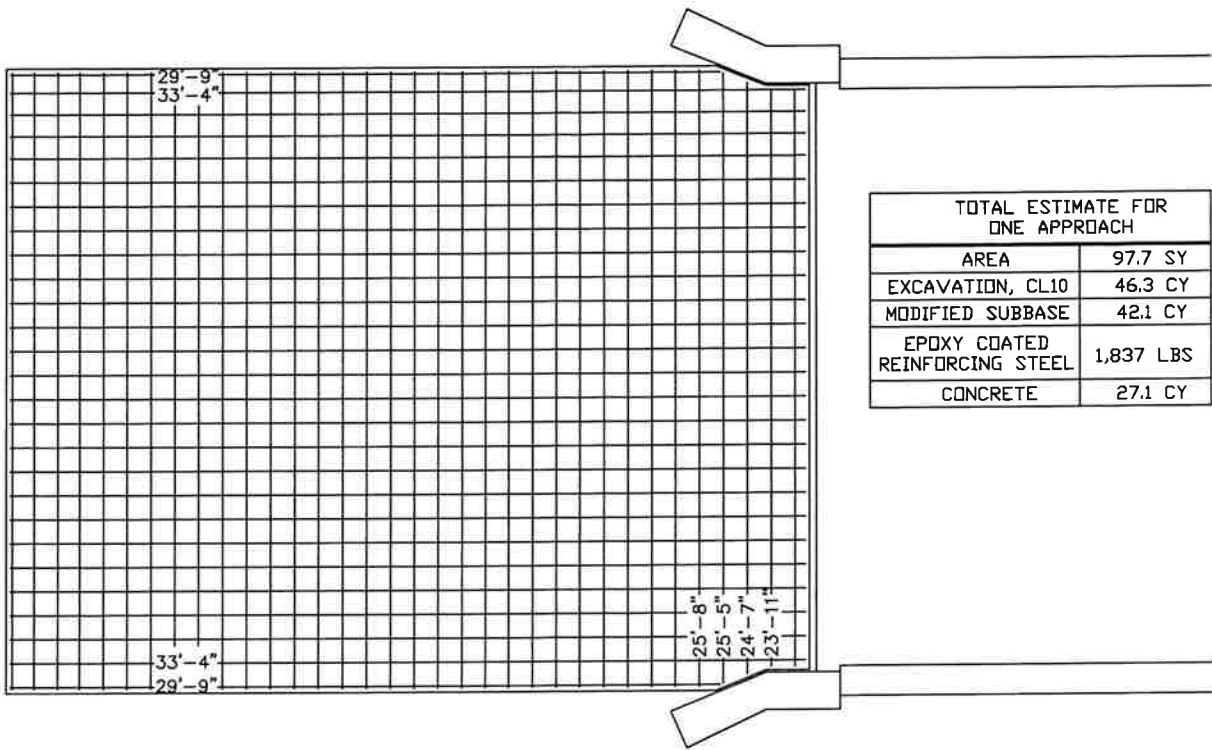
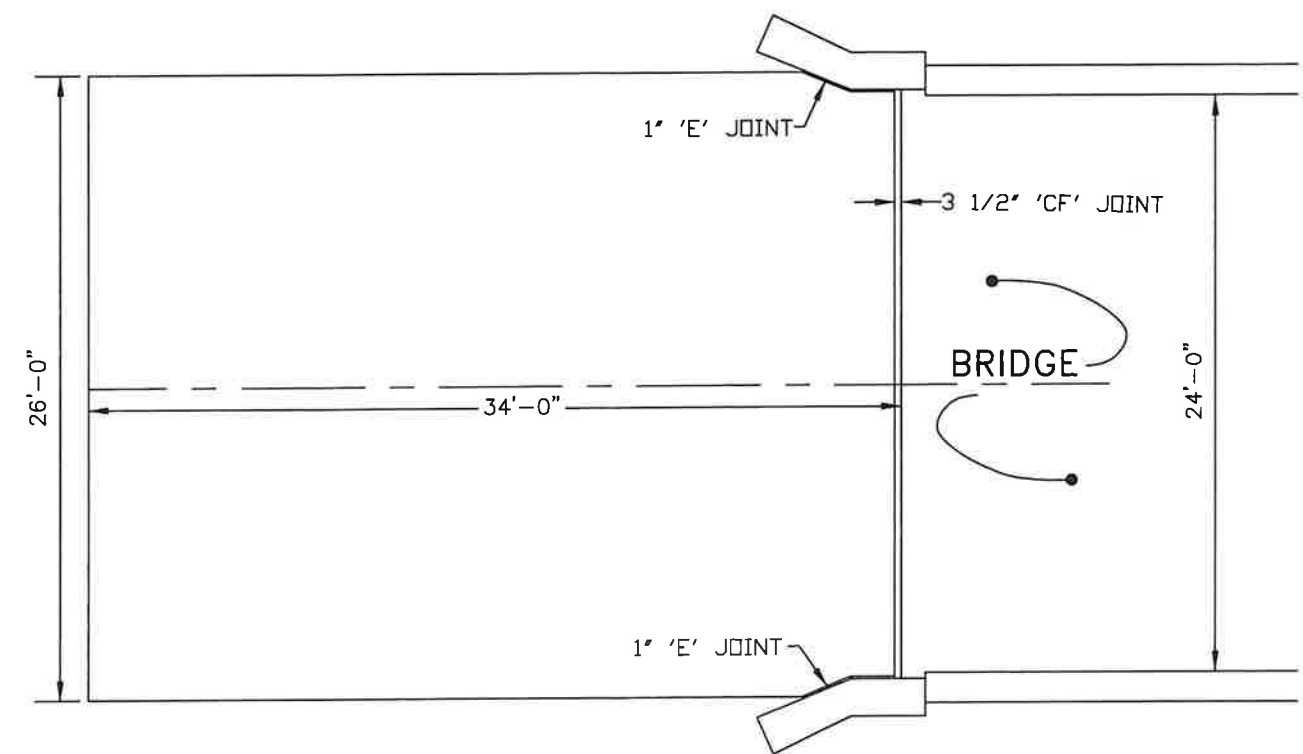
THE CONCRETE USED FOR CONSTRUCTION OF BRIDGE APPROACH SECTION AS INDICATED SHALL BE THE SAME AS FOR THE REMAINDER OF PAVEMENT AND SHALL BE PLACED AS REQUIRED FOR PAVEMENT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

FOR INDIVIDUAL LOCATIONS REQUIRING DIMENSIONS OTHER THAN THOSE INDICATED, CONSTRUCTION PROCEDURE SHALL BE SIMILAR WITH APPROPRIATE MODIFICATIONS AS DIRECTED BY THE ENGINEER. QUANTITIES SHALL BE AS INDICATED ON PLANS.

PRICE BID FOR "BRIDGE APPROACH SECTION" IN SQ. YDS., SHALL BE CONSIDERED FULL COMPENSATION FOR CONSTRUCTION AS DETAILED HEREON, AND AS SHOWN ON DETAIL PLANS.

REFER TO STANDARD PLANS PV-101 FOR ADDITIONAL DETAILS OF PAVEMENT JOINTS.

TYPICAL BRIDGE APPROACH PLAN FOR BRIDGE AT STA. 148+00, 170+87 & 207+69



GENERAL NOTES:

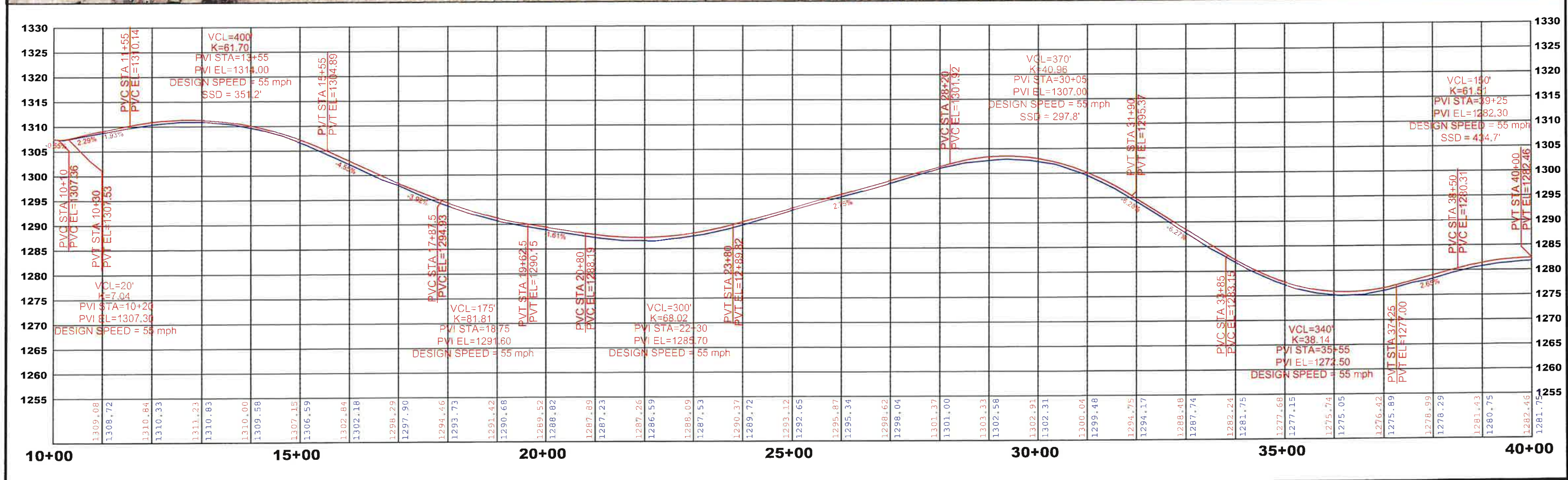
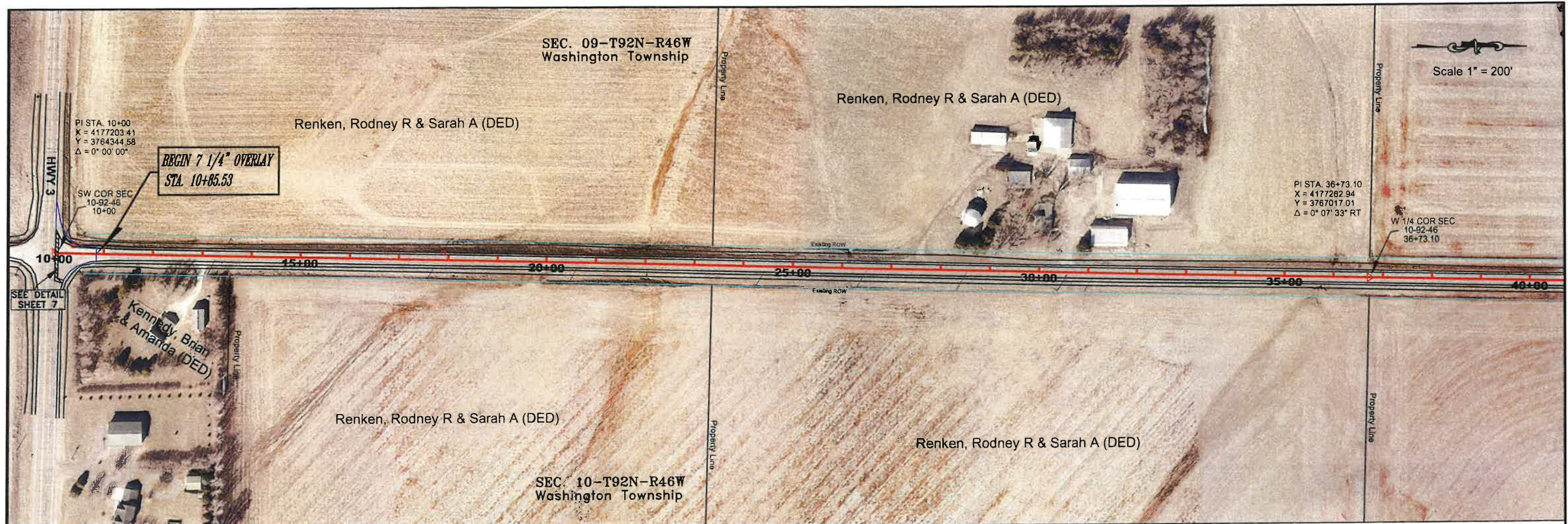
DETAILS INDICATED HEREON ARE TYPICAL AND SHALL BE USED FOR ALL SITUATIONS WHERE DIRECTLY APPLICABLE.

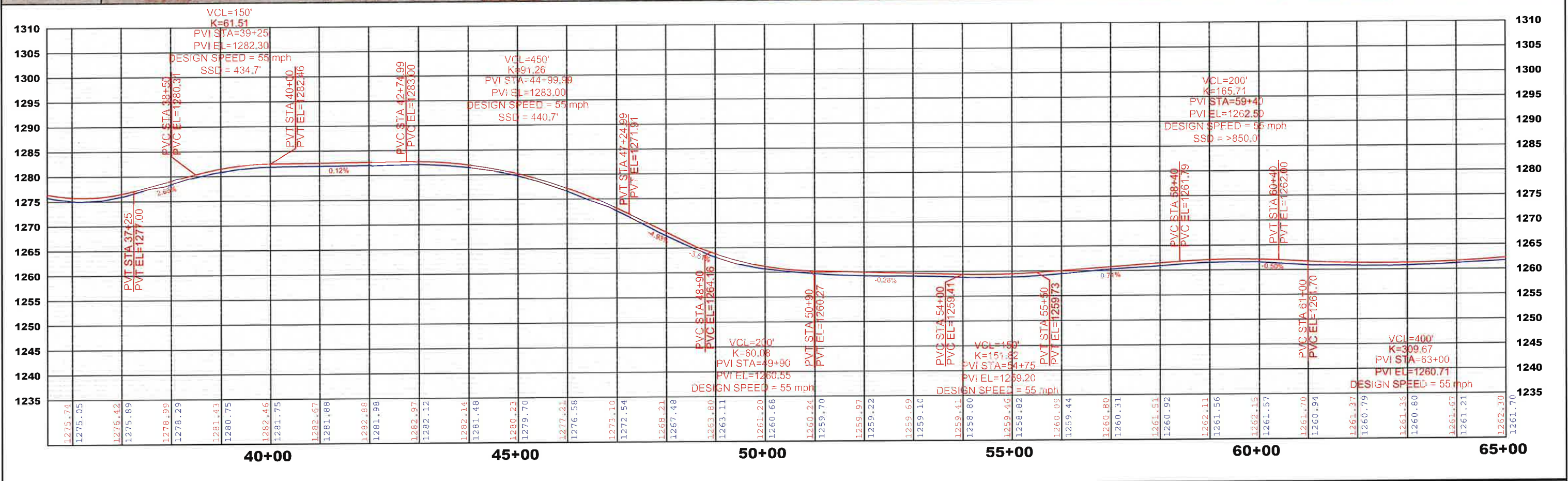
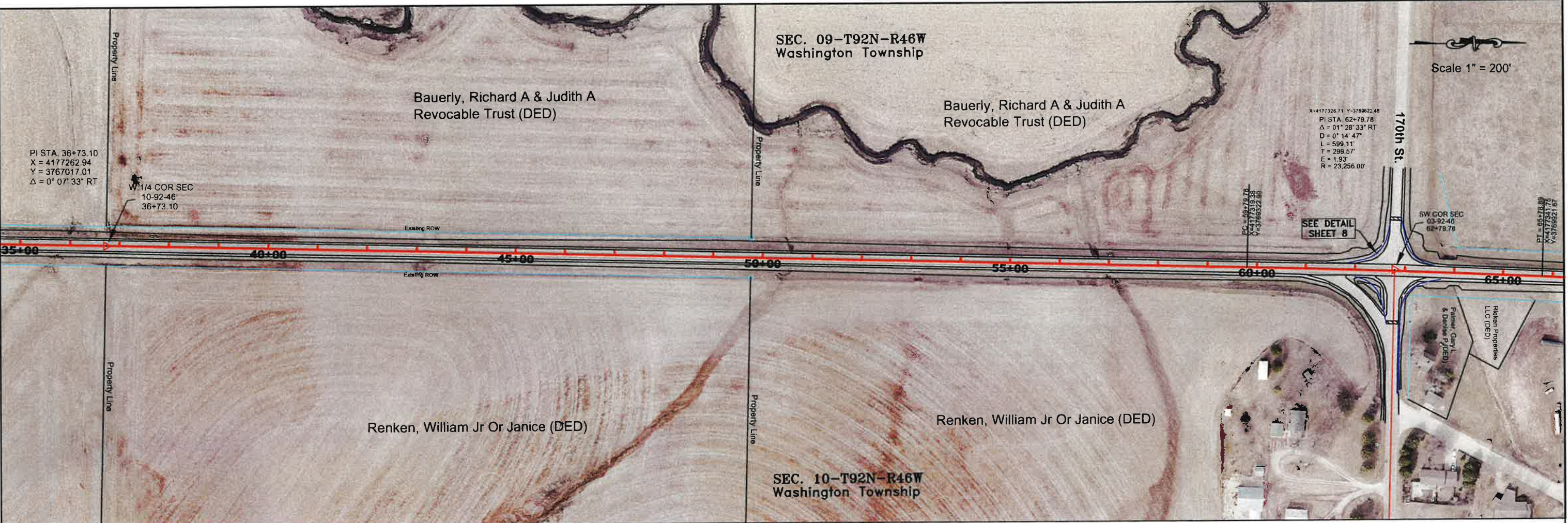
THE CONCRETE USED FOR CONSTRUCTION OF BRIDGE APPROACH SECTION AS INDICATED SHALL BE THE SAME AS FOR THE REMAINDER OF PAVEMENT AND SHALL BE PLACED AS REQUIRED FOR PAVEMENT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

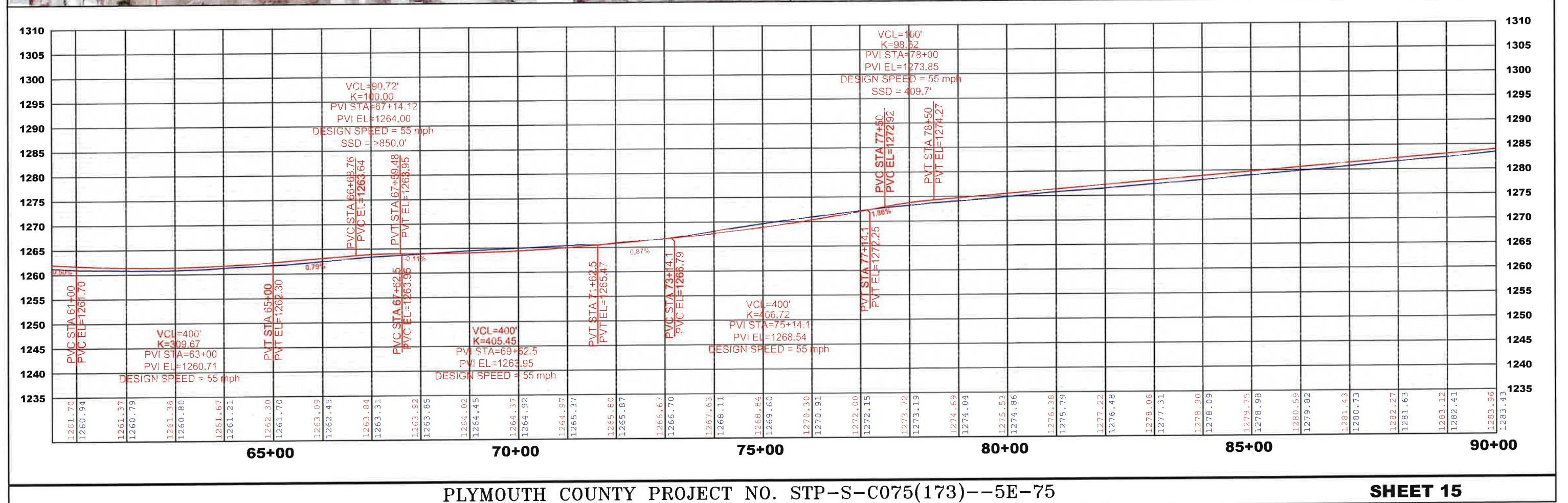
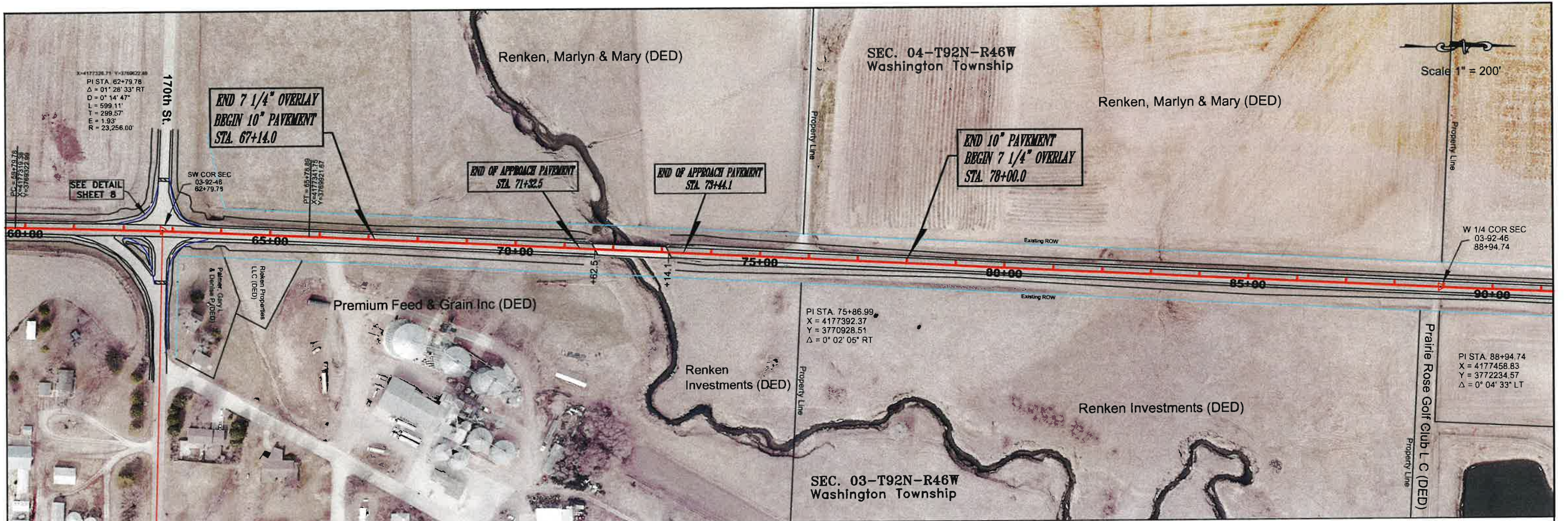
FOR INDIVIDUAL LOCATIONS REQUIRING DIMENSIONS OTHER THAN THOSE INDICATED, CONSTRUCTION PROCEDURE SHALL BE SIMILAR WITH APPROPRIATE MODIFICATIONS AS DIRECTED BY THE ENGINEER. QUANTITIES SHALL BE AS INDICATED ON PLANS.

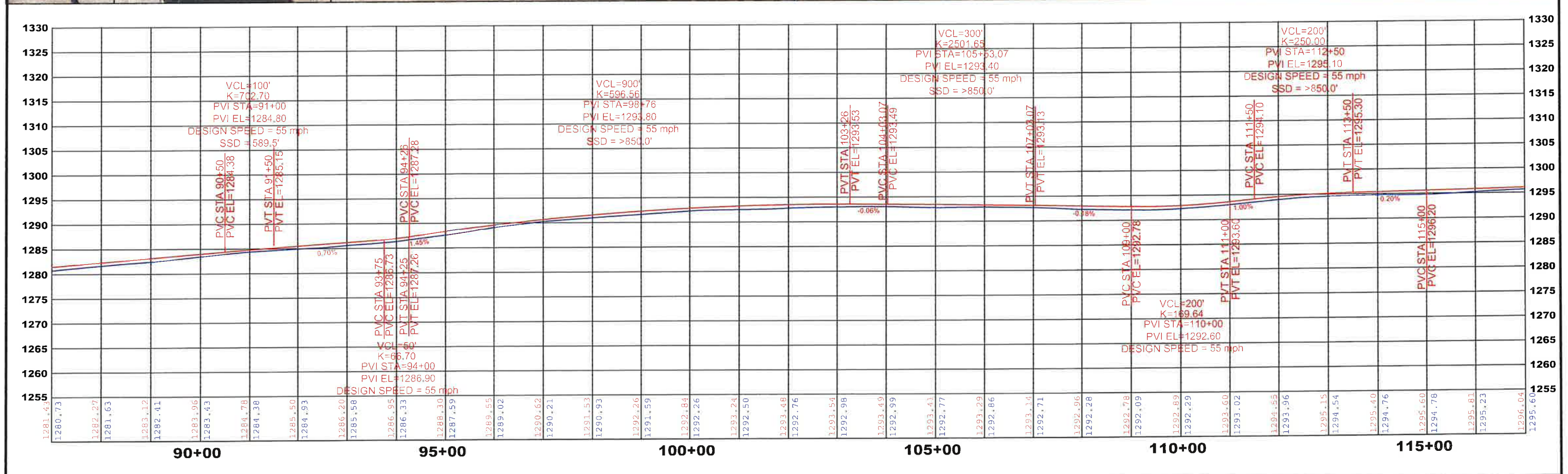
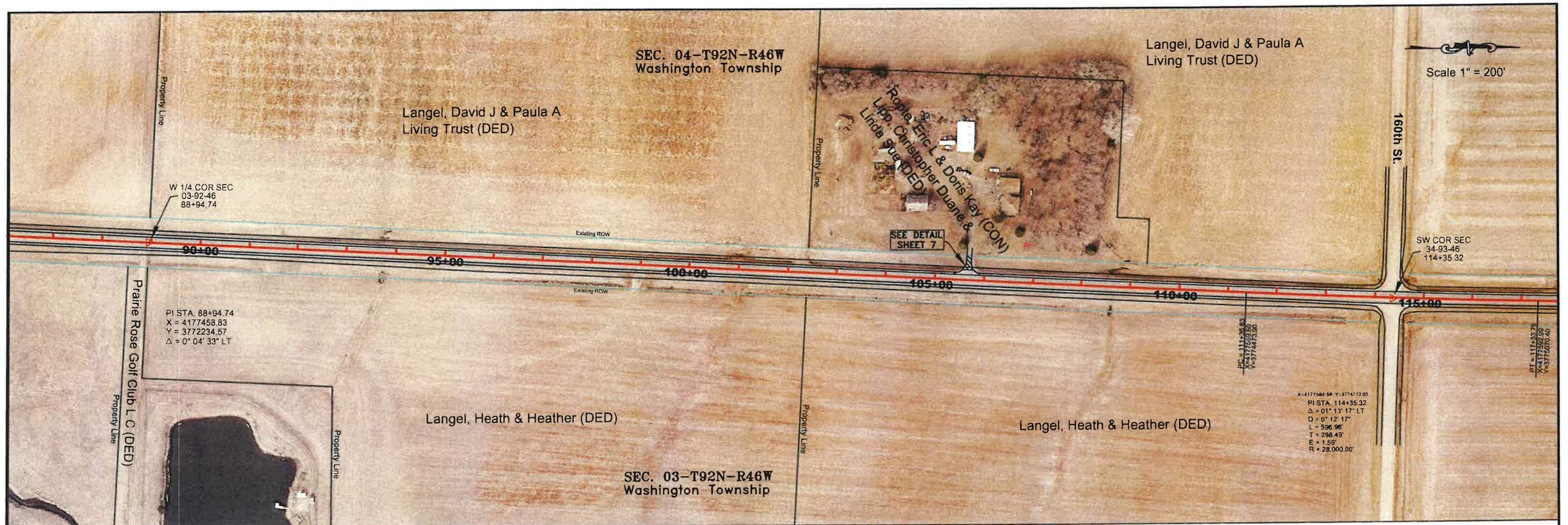
PRICE BID FOR "BRIDGE APPROACH SECTION" IN SQ. YDS., SHALL BE CONSIDERED FULL COMPENSATION FOR CONSTRUCTION AS DETAILED HEREON, AND AS SHOWN ON DETAIL PLANS.

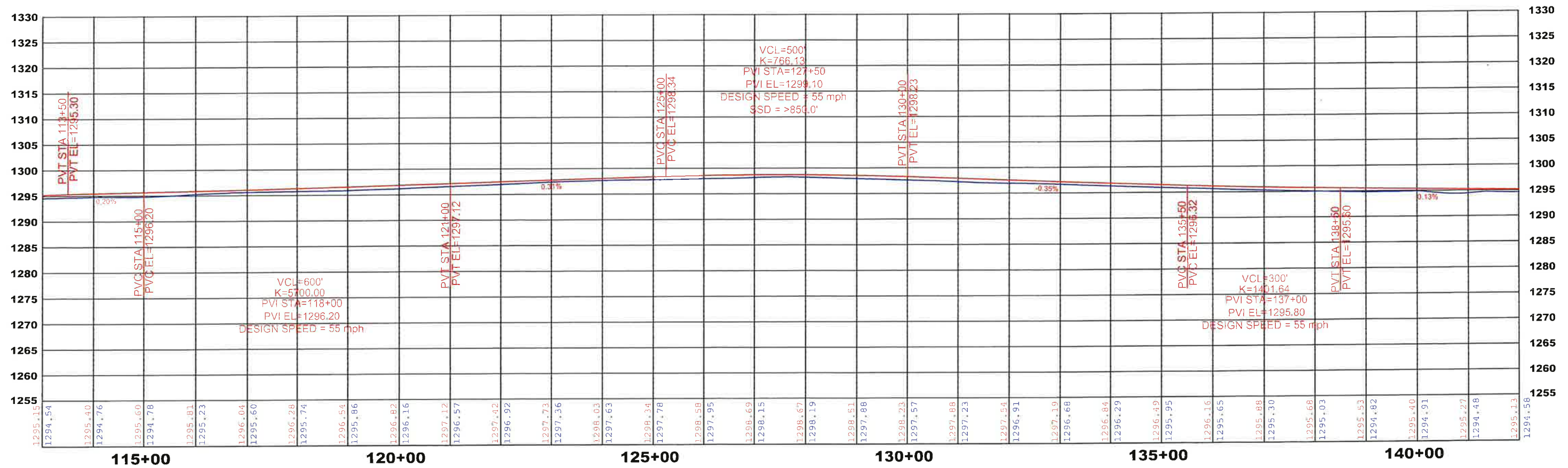
REFER TO STANDARD PLANS PV-101 FOR ADDITIONAL DETAILS OF PAVEMENT JOINTS.

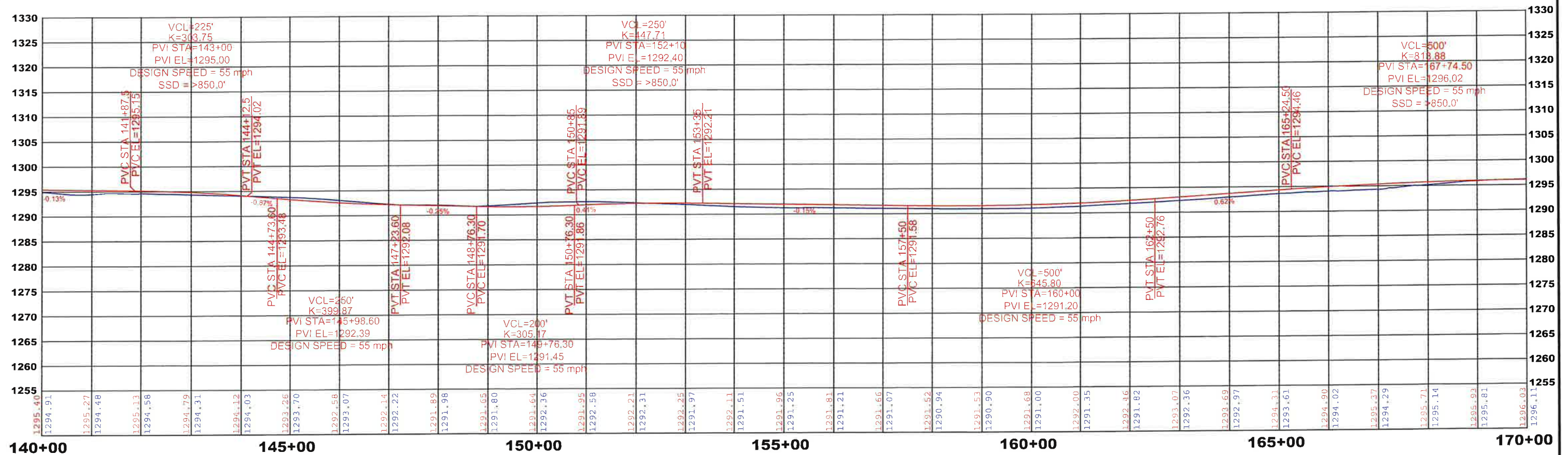
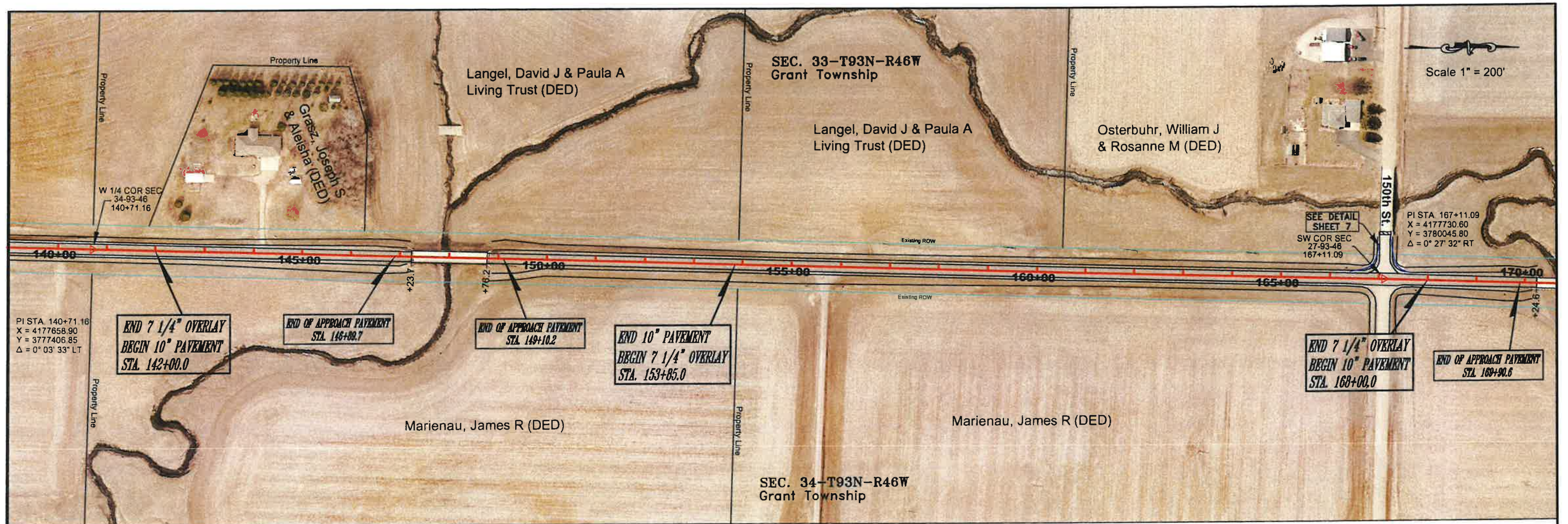


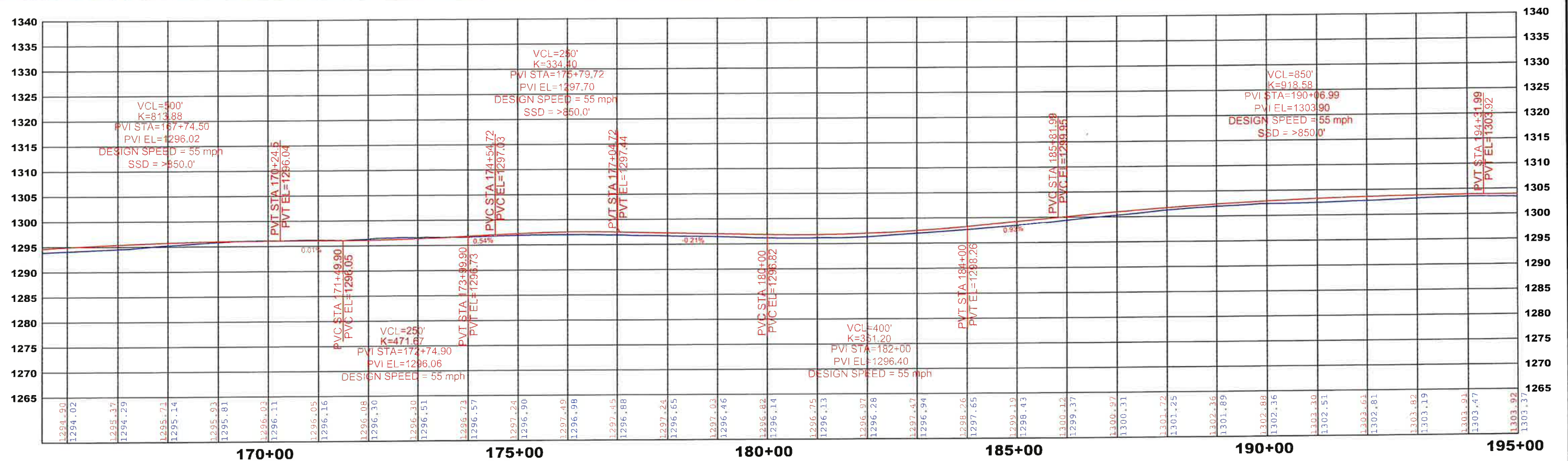
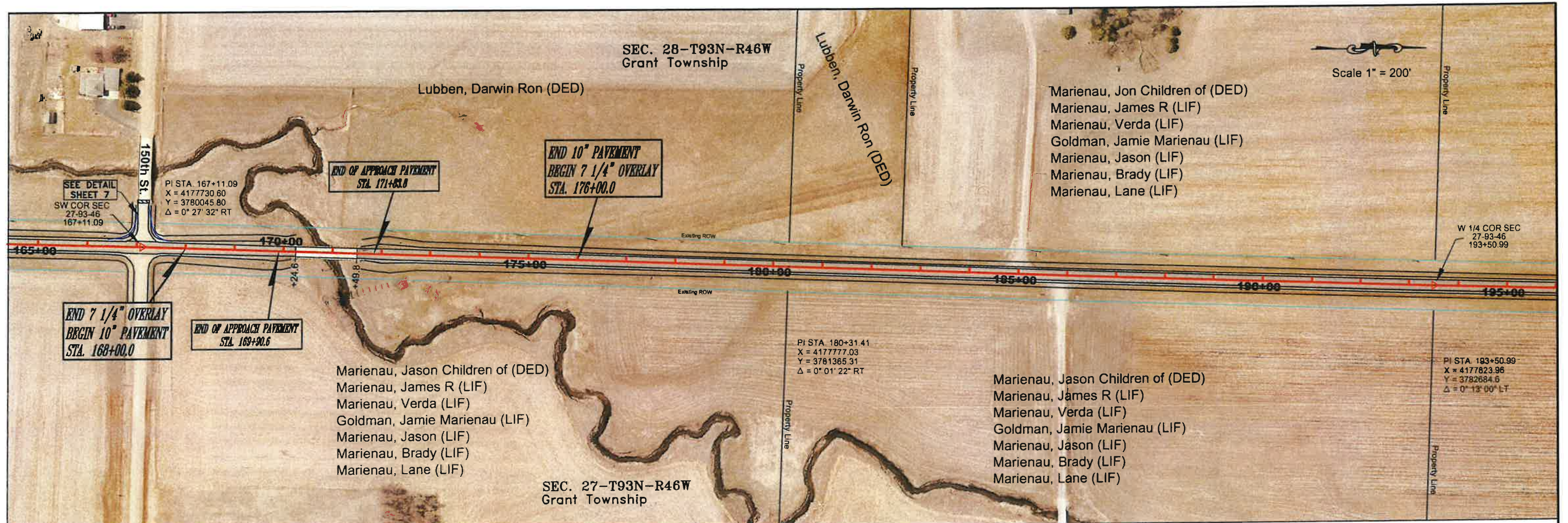












SEC. 21-T93N-R46W
Grant Township

Pick, Tony J (DED)

Pick, Tony J (DED)

Scale 1" = 200'

W 1/4 COR SEC
22-93-46
246+29.16

X=4177958.08 Y=3780001.33
PI STA. 272+71.85
Δ = 00° 34' 22" RT
D = 00° 08' 35"
L = 521.78'
T = 260.89'
E = 0.65'
R = 52.174.00'

SW COR SEC
15-93-46
272+71.85

PI STA. 246+29.16
X = 4177953.90
Y = 3787959.02
Δ = 0° 01' 00" LT

Hennings, Dale A Sr (DED)

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SEC. 22-T93N-R46W
Grant Township

Westhoff, Lee L &
Michelle A (DED)

