

TWO-LANE RESURFACING PROGRAM

PRIORITY NO. 26 PART 1 OF 5 SHEET 1 OF 2
 COUNTY Henry ROUTE SR 109 SECTION 8.01
 BEGIN LOG (SLM) 8.01 TERMINI SR 281
 END LOG (SLM) 14.09 TERMINI US 6
 TOTAL LENGTH 6.08 MILES
 MUNICIPALITY Malinta BEGIN LOG (SLM) 10.04 END LOG (SLM) 11.05
 MUNICIPALITY _____ BEGIN LOG (SLM) _____ END LOG (SLM) _____

PROPOSED WORK:

PAVEMENT 1 1/2" - 404 SHOULDER Same, 617

OTHER In Malinta: Westside: grind 5'± along curb line, Eastside: Grind from sidewalk to & catch basins then feather grinding 10' west of & C.B.

EXISTING DATA:

SLM	TO	PAV'T WIDTH	(type)	SHLD WIDTH	(type)
SLM <u>424+31</u>	TO <u>CONST JOINT</u>	<u>20'</u>	(type <u>ASPHALT</u>)	<u>3.2 2.5</u>	(type <u>ASPHALT</u>)
SLM <u>475+98</u>	TO <u>M/M 9</u>	<u>20.3</u>	(type <u>ASPHALT</u>)	<u>1.9 1.8</u>	(type <u>ASPHALT</u>)
SLM <u>528+16</u>	TO <u>M/M 10</u>	<u>20.3</u>	(type <u>ASPHALT</u>)	<u>1.6 1.8</u>	(type <u>ASPHALT</u>)
SLM <u>561+75</u>	TO _____	<u>20.3</u>	(type <u>"</u>)	<u>2.7 3.3</u>	(type <u>"</u>)
SLM <u>568+25</u>	TO _____	<u>20.6</u>	(type <u>"</u>)	<u>2.1 4.7</u>	(type <u>"</u>)
SLM <u>579+20</u>	TO _____	<u>20.6</u>	(type <u>"</u>)	<u>1.8 2.0</u>	(type <u>"</u>)
SLM <u>580+83</u>	TO <u>M/M 11</u>	<u>20.4</u>	(type <u>"</u>)	<u>2.0 1.9</u>	(type <u>"</u>)
SLM <u>633+70</u>	TO <u>M/M 12</u>	<u>20.4</u>	(type <u>"</u>)	<u>1.9 1.9</u>	(type <u>"</u>)
SLM <u>686+42</u>	TO <u>MM 13</u>	<u>21.0</u>	(type <u>"</u>)	<u>1.8 1.5</u>	(type <u>"</u>)
SLM <u>738+76</u>	TO <u>MM 14</u>	<u>20.3</u>	(type <u>"</u>)	<u>1.8 2.0</u>	(type <u>"</u>)
SLM _____	TO _____	_____	(type _____)	_____	(type _____)

STRUCTURES:

STR. NO.	WIDTH	LENGTH	PROP. WORK
STR. NO. <u>HEN. 8.78 (464+11)</u>	<u>34'</u>	<u>84.5</u>	<u>PROP. WORK 463+86</u>
STR. NO. <u>HEN. 109-0957 505+34</u>	<u>36</u>	<u>92.5</u>	<u>PROP. WORK NO APPROACHES</u>
STR. NO. <u>HEN. 109-0988 521+36</u>	<u>36.2</u>	<u>98.5</u>	<u>PROP. WORK NO APPROACHES</u>
STR. NO. <u>HEN. 109-1355 715+14</u>	<u>27.7</u>	<u>103'</u>	<u>PROP. WORK 25' APPROACHES 27.7 WIDE</u>
STR. NO. _____	_____	_____	PROP. WORK _____
STR. NO. _____	_____	_____	PROP. WORK _____

RAILROAD CROSSING:

NAME	STATION	NO. TRACKS	LENGTH ALONG C L	(no work)
NAME _____	STATION _____	NO. TRACKS _____	LENGTH ALONG C L _____	ft
NAME _____	STATION _____	NO. TRACKS _____	LENGTH ALONG C L _____	ft
NAME _____	STATION _____	NO. TRACKS _____	LENGTH ALONG C L _____	ft

MISCELLANEOUS:

NO. RAISED PAVEMENT MARKERS; EDGE OF PAVEMENT 45, CENTERLINE 457
 NO. MAILBOX APPROACHES _____, MAILBOX SUPPORTS _____

REMARKS:

Grind and pave over bridges, Remove R.R. hump north of Malinta take topo & x-sect., pick up bad shoulder/pavement areas.
Pick up rutted pavement areas @ US 6 intersection grind 1 3/4" 402 & 1 1/2" 404
CONST. JOINT N. OF S.R. 281 424+31 (530+86 SOUTH CORP. SIGN MALINTA) JOINT @ ROUTE 6 743+52
SOUTH CORP. SIGN OF SHUNK 714+29 565+10 PAV'T BEGINS FLARING OUT 55.0
NORTH CORP. SIGN OF SHUNK 722+98 565+60 PAV'T BECOMES NORMAL 56.3

APPROACHES (INTERSECTIONS & DRIVES)

SHEET 2 OF 2

L = Prop Pav't Depth(in.) x 10; W = Width @ Mouth; W-1 = Width @ Throat

[illegible]

UTILITIES (Catch Basin, Manhole, Inlet, Watervalue Box and Monument Box)

COUNTY Henry ROUTE SR 100 SECTION 8.07
B = Boice F = Feather

R = Raise F = Feather

[illegible]

PERSONNEL TITLE PERSONNEL TITLE COUNTY HENRY DATE 11-4-92
IAN DUSEN BARNHISEL S. R. 109 WEATHER RAIN (Am)
 SEC. 8.01 To 14.09 TEMP. +40°

DESCRIPTION BAD PAVT AREA'S JOB NO. _____
 LEFT CENTER LINE RIGHT

STA:	LT BERM 2' WIDE	LT LANE	RT LANE	RT BERM 2' WIDE	VERY BADLY CRACKED	RUTTED + SLIDING	BEEN WEDGED, BUT STILL RUTTED + SLIDING	PAVT NEEDS REPLACED
424+31 To 424+55			X	X			X	X
424+20 To 430+25	X DESTROYED					X		X
433+70 To 435+90	X DESTROYED					X		X
438+50 To 440+10			X 5' WIDE	X	X			X
442+50 To 442+80			X 3' WIDE	X		X NEEDS WEDGED		
452+90 To 453+50			X 3' WIDE	X			X	X
454+40 To 456+00	X DESTROYED					X		X
469+85 To 470+30	X DESTROYED					X		X
470+00 To 471+00			X 2' WIDE	X		X		X
477+90 To 480+80			X 3' WIDE	X		X		X
492+00 To 493+20			X 4' WIDE	X				X
494+10 To 497+30	X	LOW SIDE X 2' WIDE	OF CURVE			X		X
502+00 To 504+00			X		LOW SIDE OF X NEEDS WEDGED			
506+25 To 509+10			X 4' WIDE	X		X		X
520+00 To 521+36			X 4' WIDE	X			X	X
522+34 To 523+20			X 4' WIDE	X		X		X
530+86 To 531+80			X 3' WIDE	X		X		X

PERSONNEL VAN DUZEN TITLE _____ PERSONNEL BARNHISEL TITLE _____ COUNTY HENRY DATE 11-4-92
 S. R. 109 WEATHER CLOUDY
 SEC. 8.01 TEMP. +40°F

DESCRIPTION BAD PAVT AREA'S JOB NO. _____
 LEFT CENTER LINE RIGHT

STA:	LT BERM	LT LANE	RT LANE	RT BERM	VERY BADLY CRACKED	RUTTED + SLIDING	BEEN WEDGED, BUT STILL RUTTED + SLIDING	PAVT NEEDS REPLACED
536+70 To 537+90			X 3' WIDE	X	X			X
538+90 To 540+10	X	X 3' WIDE					X	X
544+10 To 547+60			X 3' WIDE	X	X	X		X
547+20± To 547+25±	X	X	X	X	X			X
550+00 To 552+20			X 2' WIDE	X	X	X		X
551+80 To 551+90	X	X	X	X	X			X
556+40 To 557+50			X	X	X	X		X
572+30± To 572+35±	X	X	X	X	X			X
573+90 To 574+40			X 2' WIDE	X	X	X		X
583+40 To 583+60	X	X	X	X		X		X
586+00 To 586+60	X	X 3' WIDE			X	X		X
592+10 To 597+00			X 4' WIDE	X	X		X	X
598+40 To 600+15			X 3' WIDE	X	X		X	X
627+70 To 628+30			X	X		X		X
627+30 To 628+50			1' WIDE ON E		PAVT IS BREAKING APART			X NEEDS PATCHED
658+70 To 658+85	X	X	X	X			PIPE REPLACED, NEW PAVT HAS SETTLED	NEEDS WEDGED
681+60 To 682+10			X 5' WIDE	X	X	X DITCH SLIDING	(BUT BEEN REPAIRED)	X

TITLE

DATE 11-4-92

VAN DUSEN
BARNHISEL

S. R. 109

WEATHER Cloudy

SEC. 8.01TEMP. +40° F

DESCRIPTION BAD FAVT. AREAS

JOB NO.

LEFT

CENTER LINE

RIGHT

[illegible]

PERSONNEL TITLE PERSONNEL TITLE COUNTY HENRY DATE 11-16-92
VAN DUSEN, K. M. BARNHISEL, D. S. R. 109 WEATHER CLOUDY
 SEC. 8.01 TEMP. +40°F

DESCRIPTION X-SECTIONS

LEFT

CENTER LINE

RIGHT

JOB NO.

STA. BS HI FS ELEV.
 564+04 4.45 104.45 100.00 N.W. COR. CONC. FLAG POLE BASE
 14 RT. FROM
 EDGE
 PAVT

564+40 4.73 5.04 4.70 4.47 4.70 5.49 5.43 5.34
 55 55 44.2 39.2 19.8 9.2 5.43 5.34
 WALK CB @ GUT. WL EP CB GUT. EDGE WALK

T.P. 5.22 104.61 5.06 99.39

565+79 5.22 5.69 5.73 5.33 4.97 5.21 5.77 5.71 5.61
 TOP WALK 56.7 54.5 31.2 20.2 9.5 5.61
 GUT. BASIN 54.5 EP CB GUT. EDGE WALK

T.P. 5.54 104.29 5.86 98.75

567+40 5.83 5.80 5.44 5.17 5.36 5.85 5.62 5.54
 EP 55.2 51 45 31.6 20.2 10.2 5.62 5.54
 NO CURB CB WL CB EP CB GUT. EDGE WALK

BASIN NEED REPAIRED
 ON INSIDE OF RT.

566+76
 WALK STOP
 ON LEFT SIDE

PERSONNEL	TITLE	PERSONNEL	TITLE	COUNTY	DATE
VANDUSEN				HENRY	11-4-92
BRUNHIGEL				S. R. 109	WEATHER Cloudy
				SEC. 8.01	TEMP. +40°F

DESCRIPTION	ADDITIONAL INFORMATION	JOB NO.
LEFT	CENTER LINE	RIGHT

STA.
563+37

PAVEMENT = 11.2 LEFT

563+97

PAVEMENT = 16.2 RIGHT

564+00

PAVEMENT WIDTH = 55.2

564+94

CROSS WALK = 4' x 52'



566+18

HYD. 6.0' LT. OF RT. SIDEWALK

566+76 END WALK ON LEFT SIDE

567+44

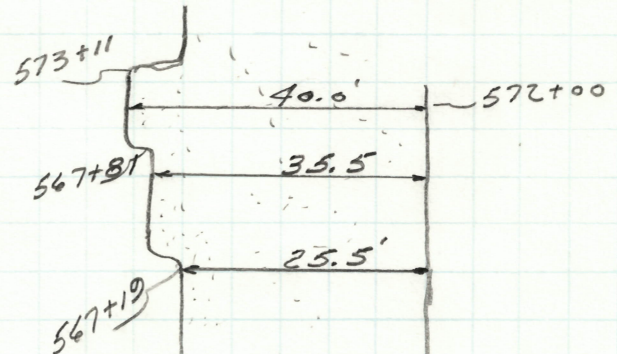
CROSS WALK 4' x 54.5

567+44

PAVEMENT WIDTH 54.5

567+47

PAVEMENT BECOMES NORMAL



578+22

CROSS WALK = 4' x 26'

PERSONNEL

TITLE

PERSONNEL

TITLE

COUNTY HENRYDATE 11-4-92VAN DUZENBARNHISELS. R. 109WEATHER CLOUDYSEC. 8.01TEMP. +40° F

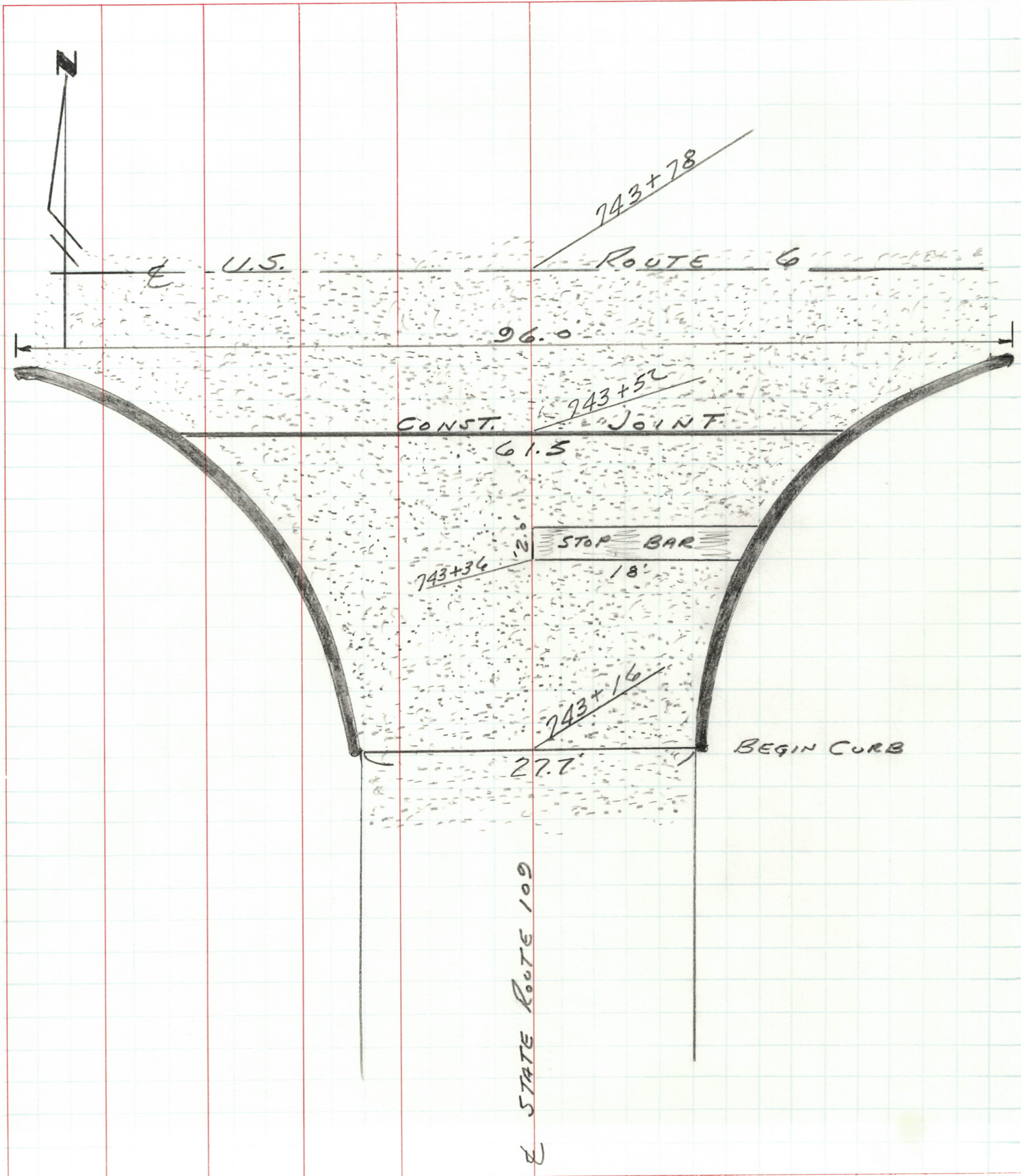
DESCRIPTION

LEFT

CENTER LINE

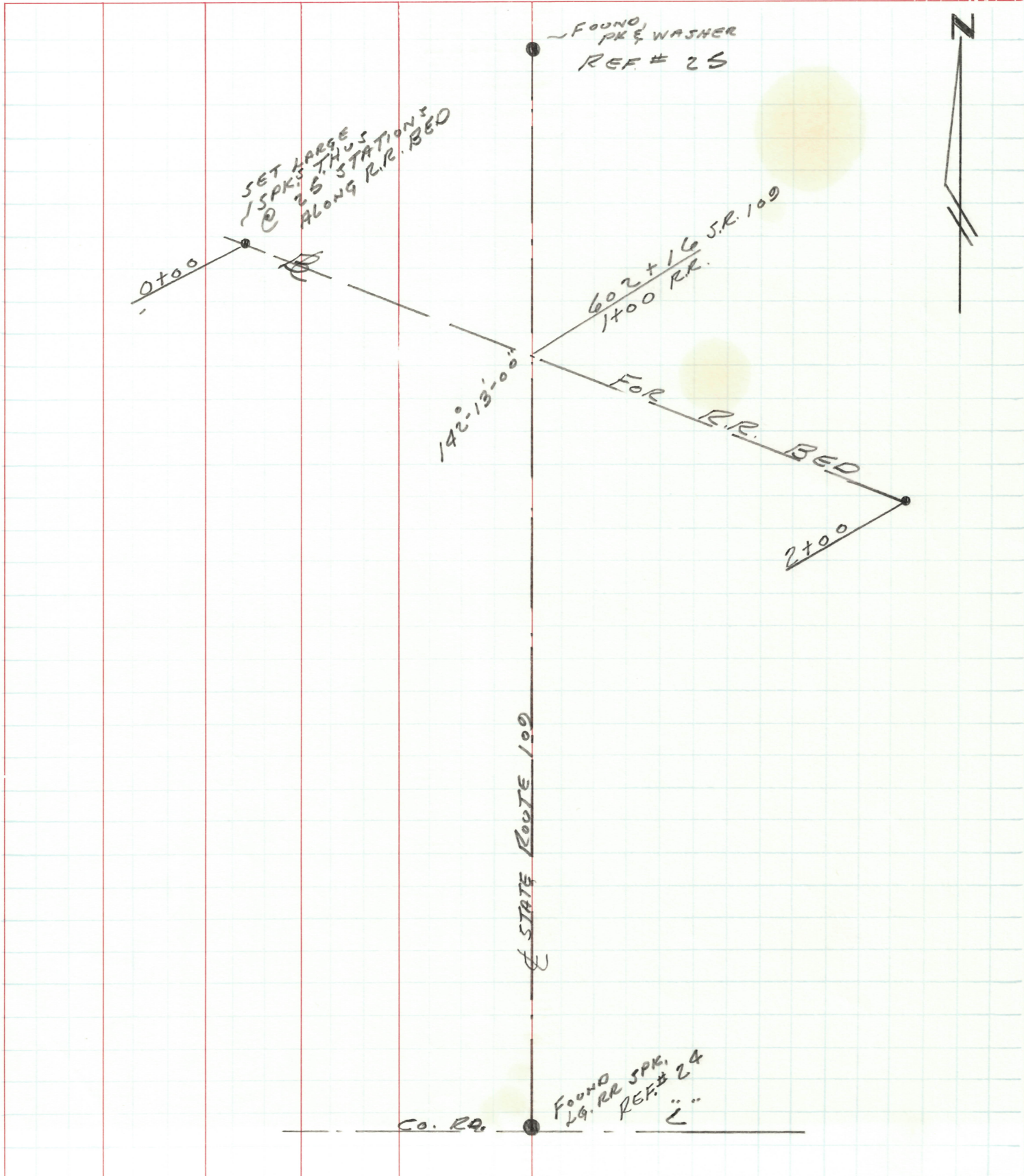
RIGHT

JOB NO.



PERSONNEL	TITLE	PERSONNEL	TITLE	COUNTY	DATE
VAN DUJEN		ROMETO		HENRY	11-17-92
BARNHISEL				S. R. 109	WEATHER Cloudy
LOEHRKE				SEC. 8.01	TEMP. +40° F
CURTICE					

DESCRIPTION	LEFT	CENTER LINE	RIGHT	JOB NO.
BASE LINE & ALIGNMENT CONTROL				



PERSONNEL TITLE PERSONNEL TITLE

COUNTY HENRYDATE 11-18-92

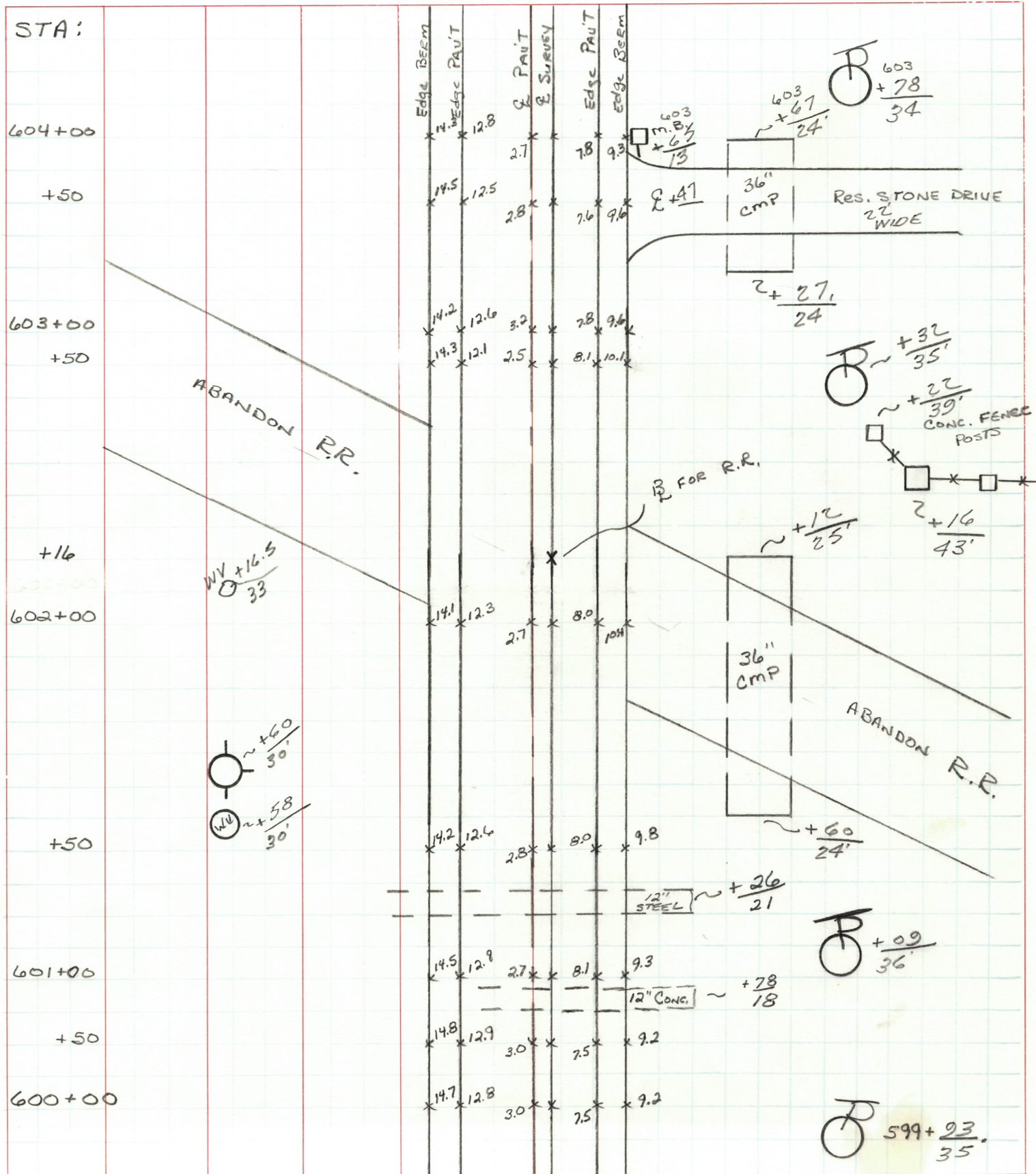
VAN DUSEN

BARNHISEL

II

S. R. 109WEATHER CloudySEC. 11.40TEMP. +40°FDESCRIPTION R.R. REMOVAL (TOPO)

JOB NO.



PERSONNEL TITLE PERSONNEL TITLE COUNTY HENRY DATE 11-17-92
VAN DUSEN ROMETO
BARNHISEL
LOEHRE
CURTICE S.R. 109 SEC. 11.40 WEATHER CLOUDY TEMP. +48°F
 DESCRIPTION X-SECTIONS @ RAILROAD HUMP JOB NO.

STA.	BS	HI	FS	ELEV.	100.00 SET 60 D" SPK. IN W. SIDE OF															
TBM #1	3.68	103.68			STA. 601+09 96' RT. ASSUMED 100.00															
600+00	5.2 40	4.9 31	5.1 25	4.0 18	3.18 14.1	3.05 12.8	2.77 3 E	2.76 0	2.80 7.5	2.86 9.2	3.8 12	4.7 14	8.9 19 EW	2.4 23	9.6 27	8.9 28	6.9 33	4.9 37	4.9 50	
600+50	5.3 44	5.2 32	5.2 23	4.9 18	3.24 14.8	3.14 12.9	2.89 3 E	2.91 0	3.02 7.5	3.11 9.2	3.9 12	6.4 16	8.9 20 EW	9.5 23	9.4 26	8.9 29	7.1 33	5.0 38	4.5 52	
600+78				8.08	12" CONC. 18' RT. 600+78															
601+00	5.3 40	5.2 34	4.9 26	3.7 18	3.12 14.5	3.12 12.8	2.86 2.7 E	2.86 0	2.96 8.1	3.02 9.3	3.6 12	4.5 17	8.9 20 EW	9.6 23	9.6 25	8.9 28	6.8 33	4.9 37	4.9 51	
+25	5.0 49	4.9 33	4.7 26	3.6 17	3.16 14.2	3.03 12.5	2.76 2.6 E	2.76 0	2.88 8	2.91 9.4	3.6 13	4.1 17	8.9 20 EW	9.5 22	9.5 26	8.9 29	6.4 33	5.0 38	5.2 43	5.24 56
+26				9.26	12" STEEL 21' RT. 601+26															
+50	5.1 50	4.8 33	4.5 28	3.8 18	3.12 14.2	2.90 12.6	2.70 2.8 E	2.72 0	2.88 8	2.96 9.8	3.6 13	4.1 14	8.9 20 EW	9.5 22	9.4 25	8.9 28	6.3 30	4.7 35	3.8 41	3.9 56
				9.4 DITCH	36' 601+60 24' RT.															
+75	5.1 41	4.7 33	4.3 28	3.9 17	2.98 14.3	2.85 12.4	2.59 3 E	2.59 0	2.66 8.1	2.69 9.8	3.1 13	3.7 23	9.4 32	9.7 37						
				9.12 DITCH	36" CMP 602+12 25' RT.															
602+00	5.3 54	4.4 34	3.6 26	3.2 18	2.74 14.1	2.64 12.3	2.44 2.7 E	2.42 0	2.49 8	2.49 10.4	2.9 18	3.2 27	5.3 34	7.9 45						
+13																				
+25	5.4 54	5.0 39	3.8 26	2.8 18	2.53 14.2	2.49 12.2	2.44 2.4 E	2.43 0	2.58 8.2	2.66 10.3	3.3 12	4.8 17	9.1 21 EW	9.5 23	9.8 25	9.1 29	7.3 33	4.9 39	5.3 55	

DESCRIPTION X-SECTION 5, R. 109 @ R.R. JOB NO. _____

STA.	B5	H1	F5	ELEV.
		103.68		
602+50		$\frac{5.2}{51}$	$\frac{4.3}{40}$ $\frac{3.5}{26}$ $\frac{3.0}{17}$	$\frac{2.73}{14.3}$ $\frac{2.63}{12.1}$ $\frac{2.60}{2.5}$ $\frac{2.60}{0}$ $\frac{2.72}{8.1}$ $\frac{2.93}{10.1}$ $\frac{4.2}{13}$ $\frac{7.0}{17}$ $\frac{9.2}{21}$ $\frac{9.7}{23}$ $\frac{2.5}{26}$ $\frac{2.2}{28}$ $\frac{7.5}{32}$ $\frac{4.7}{38}$ $\frac{4.7}{58}$ BEAM WL d PAV.
TP ^{Bm}	4.07	102.83	4.92	98.76
				SET 60" 5 PK. IN 603+78 34' RT.
+75		$\frac{3.4}{50}$	$\frac{3.4}{32}$ $\frac{3.5}{24}$ $\frac{2.7}{18}$	$\frac{2.26}{14.3}$ $\frac{2.17}{12.5}$ $\frac{2.11}{2.5}$ $\frac{2.11}{0}$ $\frac{2.22}{7.8}$ $\frac{2.36}{10.1}$ $\frac{3.2}{13}$ $\frac{6.1}{17}$ $\frac{8.4}{21}$ $\frac{9.1}{23}$ $\frac{8.8}{25}$ $\frac{8.4}{27}$ $\frac{6.6}{32}$ $\frac{4.5}{36}$ $\frac{4.0}{54}$ BEAM WL d PAV.
603+00		$\frac{4.1}{52}$	$\frac{4.0}{36}$ $\frac{4.4}{23}$ $\frac{3.1}{17.5}$	$\frac{2.50}{14.2}$ $\frac{2.51}{12.6}$ $\frac{2.40}{3.2}$ $\frac{2.42}{0}$ $\frac{2.51}{7.8}$ $\frac{2.61}{9.6}$ $\frac{3.5}{13}$ $\frac{6.0}{16}$ $\frac{8.3}{21}$ $\frac{9.0}{23}$ $\frac{9.0}{26}$ $\frac{8.4}{28}$ $\frac{6.8}{32}$ $\frac{5.2}{36}$ $\frac{4.7}{54}$ BEAM WL d PAV.
		$\frac{9.40}{9.60}$	$\frac{E.O.T.C.N.}{9.60}$	36" CMP 603+27 24' RT.
+50		$\frac{5.0}{47}$	$\frac{4.8}{25}$ $\frac{5.1}{22}$ $\frac{3.6}{17}$	$\frac{2.95}{14.5}$ $\frac{2.85}{12.5}$ $\frac{2.73}{2.8}$ $\frac{2.74}{0}$ $\frac{2.80}{7.6}$ $\frac{2.88}{9.6}$ $\frac{3.5}{15}$ $\frac{4.2}{37}$ $\frac{4.5}{54}$ BEAM WL d PAV.
			9.58	K PIPE 36" CMP 603+67 RT. 24'
604+00		$\frac{5.1}{51}$	$\frac{5.2}{34}$ $\frac{4.8}{24}$ $\frac{5.2}{22}$ $\frac{3.7}{17}$	$\frac{3.04}{14.3}$ $\frac{2.94}{12.8}$ $\frac{2.76}{2.7}$ $\frac{2.79}{0}$ $\frac{2.91}{7.8}$ $\frac{2.99}{9.3}$ $\frac{3.7}{13}$ $\frac{4.0}{16}$ $\frac{8.4}{21}$ $\frac{9.1}{23}$ $\frac{9.1}{26}$ $\frac{8.4}{28}$ $\frac{6.1}{32}$ $\frac{4.5}{42}$ $\frac{4.5}{52}$ BEAM WL d PAV.
			2.83	100.00

PERSONNEL	TITLE	PERSONNEL	TITLE	COUNTY	DATE
VANDUWEN	DI			HENRY	11-18-92
LOENRKE	Ø			S. R. 109	WEATHER CLOUDY
CURTICE	Å			SEC. 8.01	TEMP. +40° F
ROMETO	TAPS				

DESCRIPTION X-SECTIONS - (RAILROAD BED)

JOB NO.

	LEFT		CENTER LINE		RIGHT		
STA.	B5	H1	F5	ELEV.			
TBM #1	4.76	104.76		100.00	SET 60 D SPK. IN W. SIDE OF		
					STA. 601+09 36 RT. ASSUMED		
					ECL. 100.00		
0+00			$\frac{6.8}{44}$ $\frac{6.9}{27}$	$\frac{6.2}{13}$ $\frac{5.5}{7}$	$\frac{5.28}{0}$ $\frac{5.5}{6.2}$ $\frac{6.1}{13}$ $\frac{6.8}{25}$		
0+25			$\frac{6.6}{29}$ $\frac{6.2}{23}$	$\frac{5.8}{13}$ $\frac{5.2}{6}$	$\frac{5.24}{0}$ $\frac{5.7}{7}$ $\frac{6.0}{13}$ $\frac{6.6}{29}$		
0+50			$\frac{4.1}{22}$ $\frac{4.3}{19}$ BERM	$\frac{4.9}{14}$ $\frac{4.9}{7}$	$\frac{4.87}{0}$ $\frac{5.3}{8}$ $\frac{6.0}{17}$ $\frac{6.5}{30}$		
0+75				$\frac{3.56}{4.7}$ $\frac{3.68}{0.6}$	$\frac{3.74}{0}$ $\frac{4.2}{10}$ $\frac{5.4}{19}$ $\frac{6.2}{34}$		
1+25	$\frac{6.1}{36}$ $\frac{6.9}{32}$	$\frac{10.1}{26}$ $\frac{10.5}{24}$	$\frac{2.3}{20}$ $\frac{4.0}{15}$	$\frac{4.7}{11}$ $\frac{4.0}{7}$	$\frac{3.9}{0}$ $\frac{3.8}{5}$ $\frac{3.47}{8}$ $\frac{3.64}{11}$ WL		
1+50				$\frac{8.8}{30}$ $\frac{6.7}{22}$ $\frac{4.8}{15}$ $\frac{4.7}{7}$	$\frac{1.67}{0}$ $\frac{5.0}{9}$ $\frac{5.5}{13}$ $\frac{5.5}{19}$ $\frac{4.1}{24}$ $\frac{3.96}{25}$ BERM		
1+75				$\frac{5.7}{33}$ $\frac{5.4}{22}$ $\frac{5.0}{12}$ $\frac{4.9}{6}$	$\frac{4.97}{0}$ $\frac{4.9}{6}$ $\frac{5.7}{10}$ $\frac{5.7}{15}$ $\frac{9.9}{26}$		
2+00		$\frac{7.4}{38}$	$\frac{5.8}{34}$ $\frac{5.4}{25}$	$\frac{5.3}{17}$ $\frac{5.4}{8}$	$\frac{5.11}{0}$ $\frac{5.1}{6}$ $\frac{6.8}{14}$ $\frac{6.6}{27}$ $\frac{6.7}{33}$		
TBM #1			4.76	100.00			