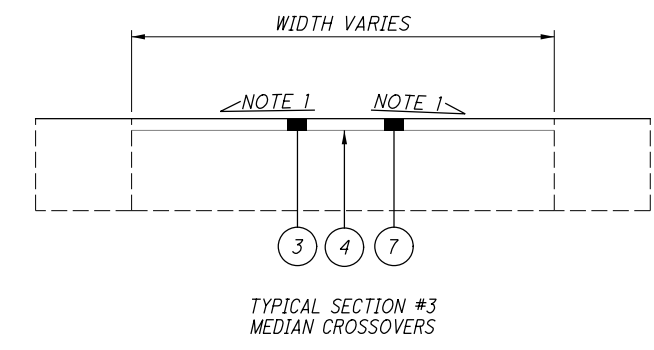
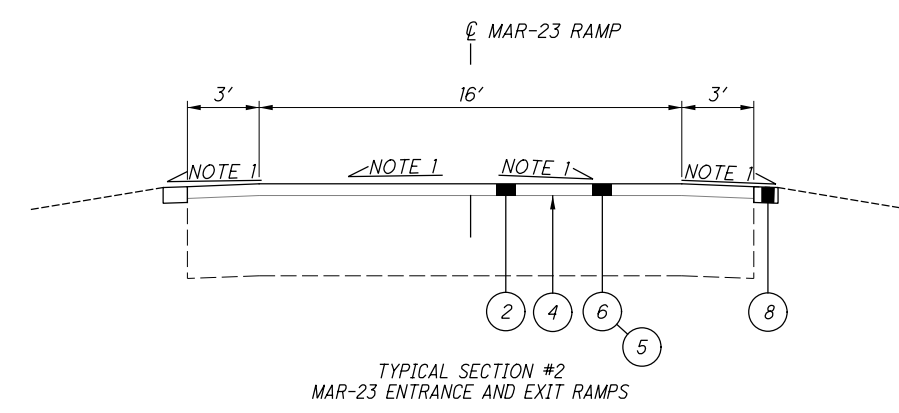


TYPICAL SECTION #1

<p>MAR-23 MAINLINE SOUTHBOUND STA. 514+27.41 TO STA. 1054+53.53 = 54026 FT SLM 9.74 TO SLM 19.97 = 10.23 MILES</p>	<p>MAR-23 MAINLINE NORTHBOUND STA. 514+27.41 TO STA. 1054+51.43 = 54024 FT SLM 9.74 TO SLM 19.97 = 10.23 MILES</p>
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AVERAGE PAVEMENT WIDTH, FT								
STA	STA	SLM	SLM	[A]	[B]	[C]	[D]	[E]
514+27.41	557+56.80	9.74	10.56	1.0	8.0	12.0	12.0	4.0
557+56.80	1054+51.43	10.56	19.97	1.0	10.0	12.0	12.0	4.0

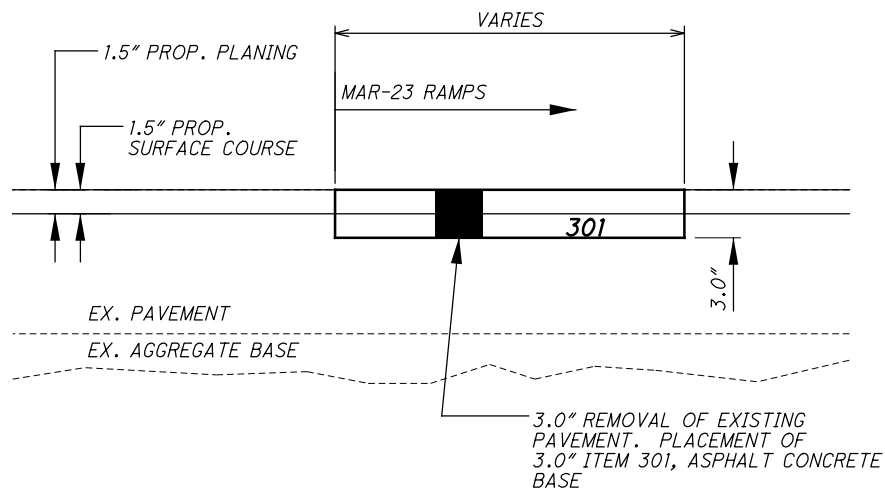


LEGEND

- (A) EXISTING 9"± ASPHALT
- (B) EXISTING 9"± CONCRETE
- (1) ITEM 209 - LINEAR GRADING
- (2) ITEM 254 - 1.50" PAVEMENT PLANING, ASPHALT CONCRETE
- (3) ITEM 254 - 2.00" PAVEMENT PLANING, ASPHALT CONCRETE
- (4) ITEM 407 - NON-TRACKING TACK COAT (RATE AS PER CMS 407.06-1)
- (5) ITEM 442 - ANTI-SEGREGATION EQUIPMENT (DRIVING LANES ONLY, NOT INTENDED FOR SHOULDERS)
- (6) ITEM 442 - 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M
- (7) ITEM 442 - 2.00" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)
- (8) ITEM 617 - 2.00" COMPACTED AGGREGATE
- (9) ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
- (10) ITEM 875 - LONGITUDINAL JOINT ADHESIVE (INCIDENTAL TO ITEM 442) (7)

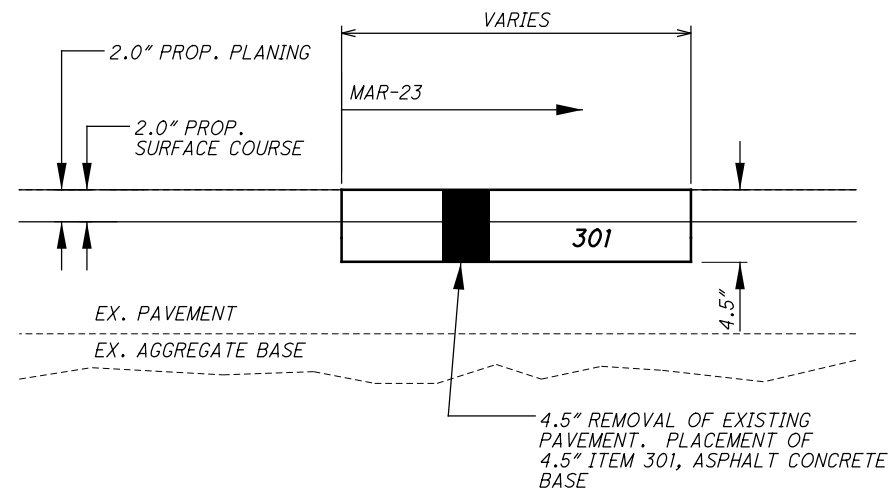
NOTES:
 1. MAINTAIN EXISTING CROSS SLOPES
 2. FOR DETAILS ON RUMBLE STRIPS, SEE SCD BP-9.1
 3. SEE PAVEMENT SUBSUMMARY FOR DETAILED WIDTHS, SHEETS 23-24.

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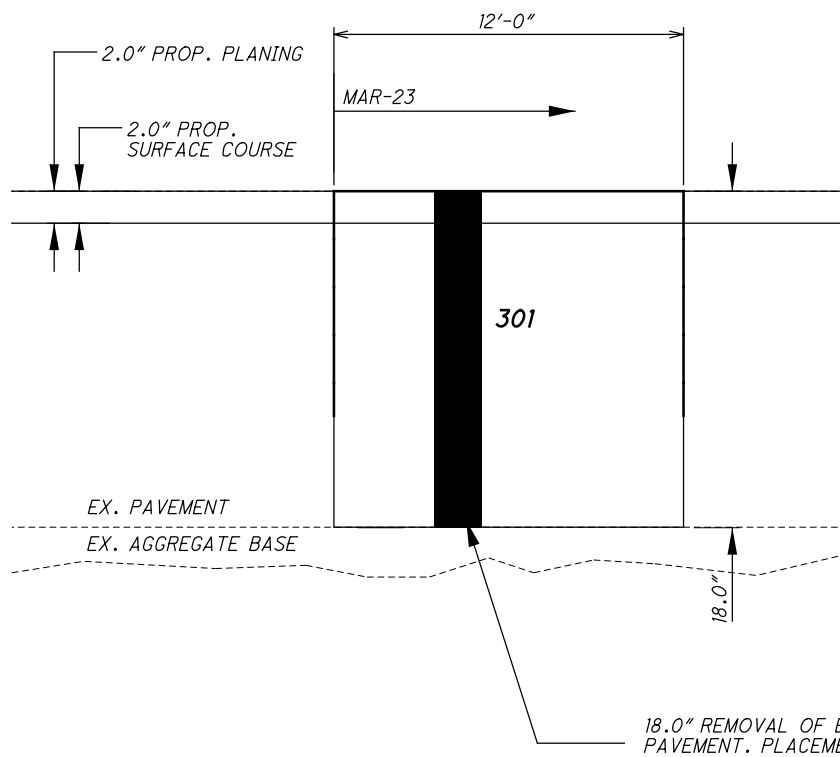
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0"

SEE GENERAL NOTES FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0"



ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5"

SEE GENERAL NOTES FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5"



ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

SEE GENERAL NOTES FOR MORE INFORMATION REGARDING ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

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ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0"

REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 3.0" OF ASPHALT PAVEMENT AND PLACING 3.0" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. WORK SHALL BE PERFORMED PRIOR TO RESURFACING AND REPAIR AREAS SHALL RECEIVE THE SAME TREATMENT AS THE ADJACENT EXISTING PAVEMENT. SEE SHEET 5 FOR MORE DETAILS.

THIS TYPE OF REPAIR SHALL ONLY BE USED ON RAMPS ALONG THE PROJECT LIMITS.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0" = 1800 SY

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5"

REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 4.5" OF PAVEMENT AND PLACING 4.5" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. WORK SHALL BE PERFORMED PRIOR TO RESURFACING AND REPAIR AREAS SHALL RECEIVE THE SAME TREATMENT AS THE ADJACENT EXISTING PAVEMENT. SEE SHEET 5 FOR MORE DETAILS.

THIS TYPE OF REPAIR SHALL ONLY BE USED ON MAINLINE MAR-23 WITHIN THE PROJECT LIMITS.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5" = 2000 SY

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN:

REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THIS ITEM SHALL CONSIST OF ALL MATERIAL, LABOR, TOOLS AND EQUIPMENT, INCLUDING SAWCUTTING OF REPAIR AREAS TO REMOVE THE EXISTING 9"± OF ASPHALT AND REMOVE THE EXISTING 9"± LAYER OF CONCRETE PRIOR TO PLACING 18" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. THE WIDTH OF THE WORK IS 12' WIDE. WORK SHALL BE PERFORMED PRIOR TO RESURFACING AND REPAIR AREAS SHALL RECEIVE THE SAME TREATMENT AS THE ADJACENT EXISTING PAVEMENT. SEE SHEET 5 FOR MORE DETAILS.

THIS TYPE OF REPAIR SHALL ONLY BE USED ON MAINLINE MAR-23 WITHIN THE PROJECT LIMITS.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN = 3275 CY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE:

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT.

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATION TO ONE LANE AT A TIME AS TO ENSURE THAT THE PROPOSED SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT.

BUTT JOINTS SHALL BE PROVIDED AT THE BEGINNING AND END OF PAVING LIMITS AND AT THE APPROACH SLABS OF ALL STRUCTURES NOT BEING PAVED.

AT NO TIME SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT ON MAINLINE MAR-23. AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL THE SHOULDERS BE LEFT AT A HIGHER ELEVATION THAN THE DRIVING LANES. PLANED OUTSIDE SHOULDERS MAY BE EXPOSED TO TRAFFIC FOR FIVE (5) CALENDAR DAYS. RAMPS MAY BE EXPOSED TO TRAFFIC FOR THREE (3) CALENDAR DAYS.

FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF CMS.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M:

ALL REQUIREMENTS OF ITEM 442 APPLY EXCEPT THE PG BINDER SHALL BE PG76-22M.

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN:

THE REQUIREMENTS OF 617 APPLY EXCEPT THE USE OF ELECTRIC ARC FURNACE (EAF) SLAG AS A MATERIAL IS PROHIBITED.

ITEM 617 - WATER:

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ROUTE	QUANTITY	UNIT
MAR-23	3	MGAL

ITEM 617 - WATER = 3 MGAL

ITEM 642 - PAVEMENT MARKING:

ITEM 644 - PAVEMENT MARKING:

WITH THE EXCEPTION OF THE ENTRANCE AND EXIT RAMP MARKINGS AND THE LINN-HIPSHER INTERSECTION (SEE SHEET 5) IT IS THE INTENT OF THE PROPOSED PAVEMENT MARKINGS TO BE THE SAME AS EXISTING. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE RESURFACING WORK OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

ITEM 644 - SPECIAL - AIR SPEED ZONE MARKING:

ON MULTI-LANE DIVIDED HIGHWAYS, THE MARKINGS SHALL BE LOCATED WITHIN BOTH THE INSIDE AND OUTSIDE SHOULDER AND BE FLUSH WITH THE EDGE LINE. EACH AIR SPEED ZONE SHALL CONSIST OF WHITE 24" X 48" TRANSVERSE PAVEMENT MARKINGS. THE MARKINGS SHALL BE LAID OUT BY THE DISTRICT 6 REGISTERED SURVEYOR. THE QUARTER MILE SURFACE MEASUREMENTS (NOT HORIZONTAL PROJECTION) SHALL BE VERIFIED BY THE REGISTERED SURVEYOR. A LETTER OF VERIFICATION SHALL BE FILED WITH THE LOCAL OR NEAREST STATE HIGHWAY PATROL OFFICE WHICH OVERSEES SAID ZONES. A COPY SHALL BE FILED WITH THE DISTRICT SIX SURVEYOR. A SAMPLE LETTER WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. SEE SHEET 6 FOR DETAILS.

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN:

THE ITEM SHALL CONSIST OF STATION USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED EVERY 200' FOR THE ENTIRE LENGTH. PLACEMENT OF THE STAKES OR PAINT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED, MISSING STAKES, OR PAINT MARKINGS. PAINT MARKINGS SHALL BE PLACED ON CURBS AND USED IN AREAS WERE THE PLACEMENT OF STAKES IS NOT POSSIBLE AND APPROVED BY THE PROJECT ENGINEER.

THIS ITEM SHALL ALSO BE USED TO ESTABLISH THE EXISTING RIGHT OF WAY TO VERIFY THAT ALL WORK (OUTSIDE THE ROADWAY) IS CONTAINED WITHIN THE EXISTING RIGHT OF WAY LIMITS.

CALCULATED
AMH
CHECKED
XXX

GENERAL NOTES

MAR-23-9.74