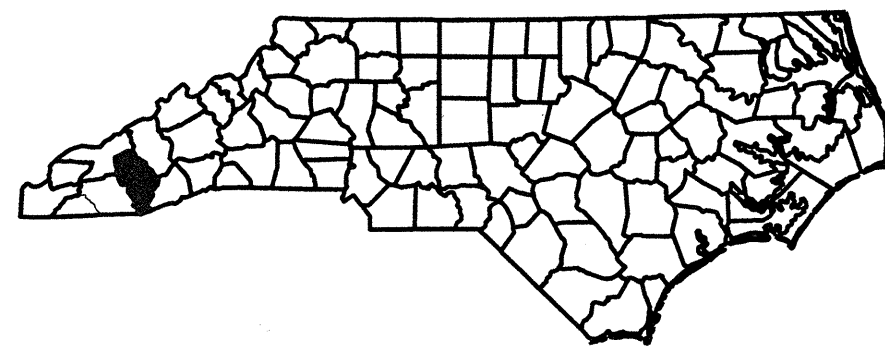
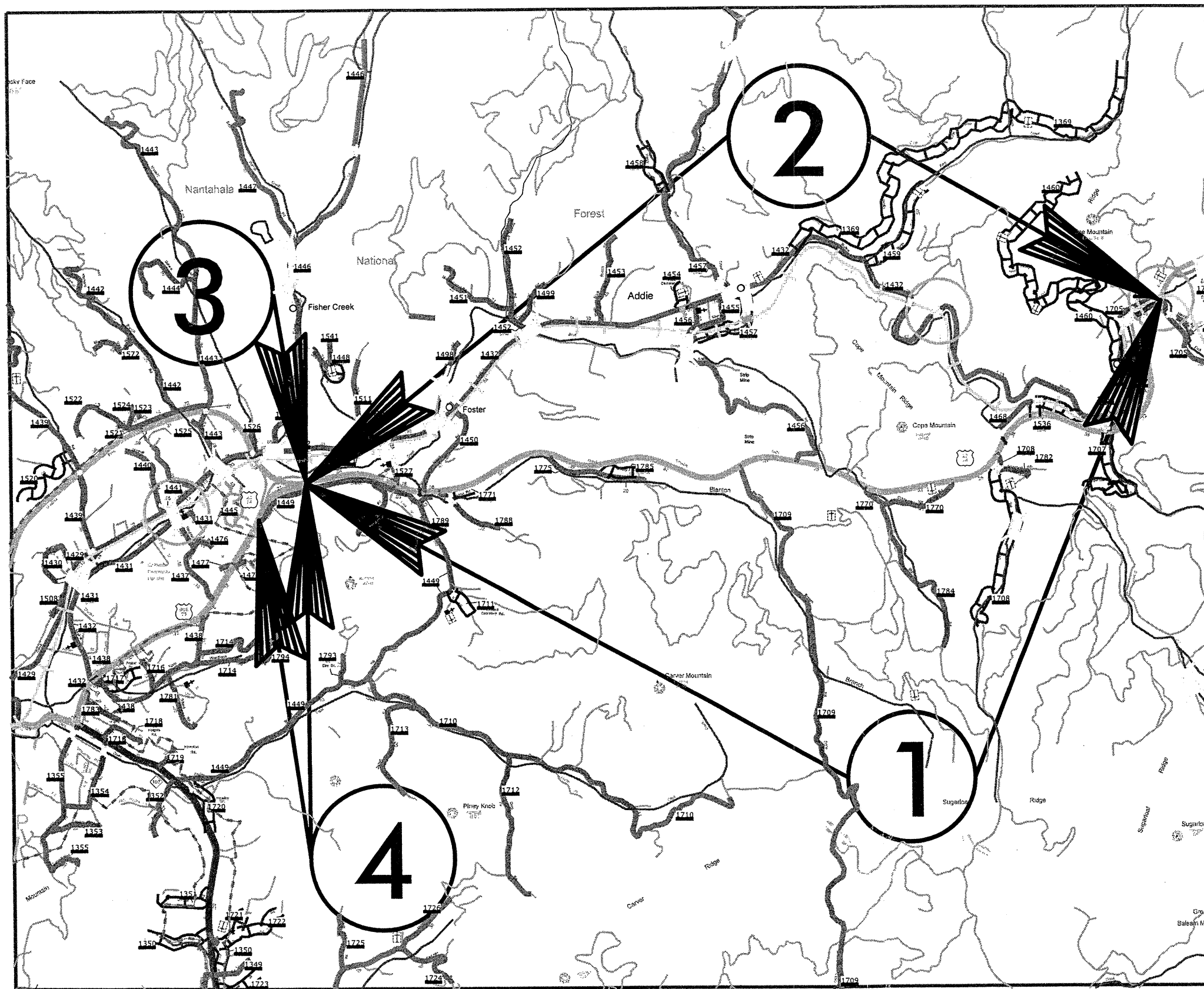


PROJECT REFERENCE NO.	SHEET NO.	
R-5103	1 OF 5	
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
R-5103		

# JACKSON COUNTY

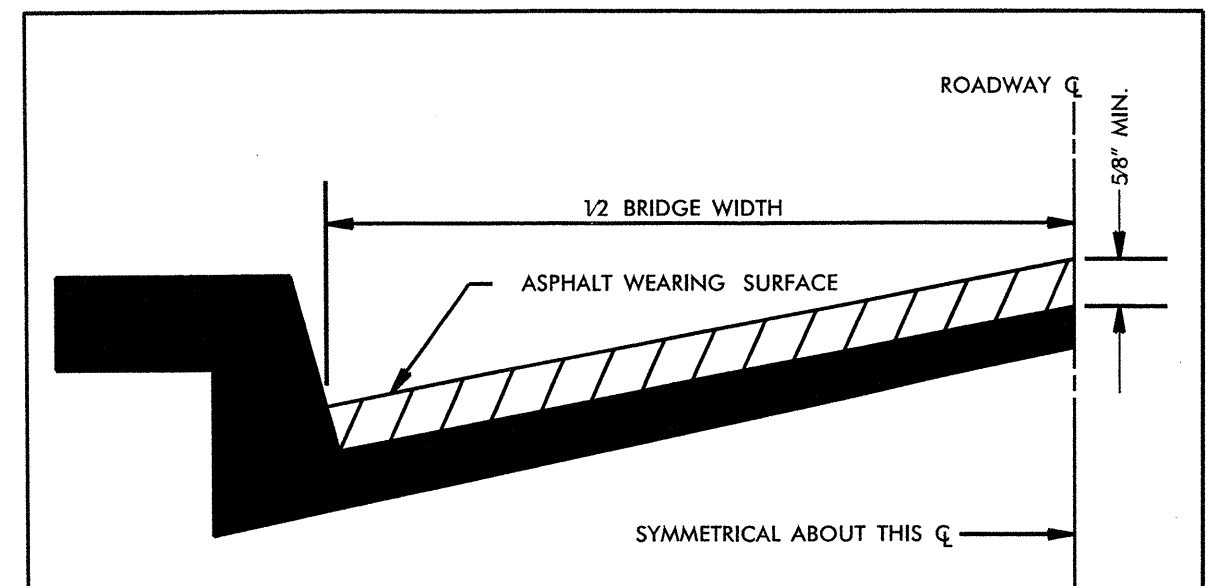


161050

SURFACING SCHEDULE

ITEM NO	DESCRIPTION
C1	ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD (1 1/2").
C2	ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD (2").
D1	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD (3").
D2	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD (3").
D3	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD (4").
E1	ASPHALT CONCRETE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 912 LBS. PER SQ. YD (8").
V1	MILLING ASPHALT PAVEMENT 3" IN DEPTH AS DIRECTED BY PROJECT ENGINEER
V2	MILLING ASPHALT PAVEMENT 4" IN DEPTH AS DIRECTED BY PROJECT ENGINEER
V3	MILLING ASPHALT PAVEMENT 8" AS DIRECTED BY PROJECT ENGINEER
R	MILLED RUMBLE STRIPS.
T	SHOULDER RECONSTRUCTION WITH ABCM SEE SPECIAL PROVISIONS.
U	EXISTING PAVEMENT

PROJECT REFERENCE NO.	K5103		SHEET NO.	3 OF 5
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION		
14CR.10751.3				
14CR.20751.10				



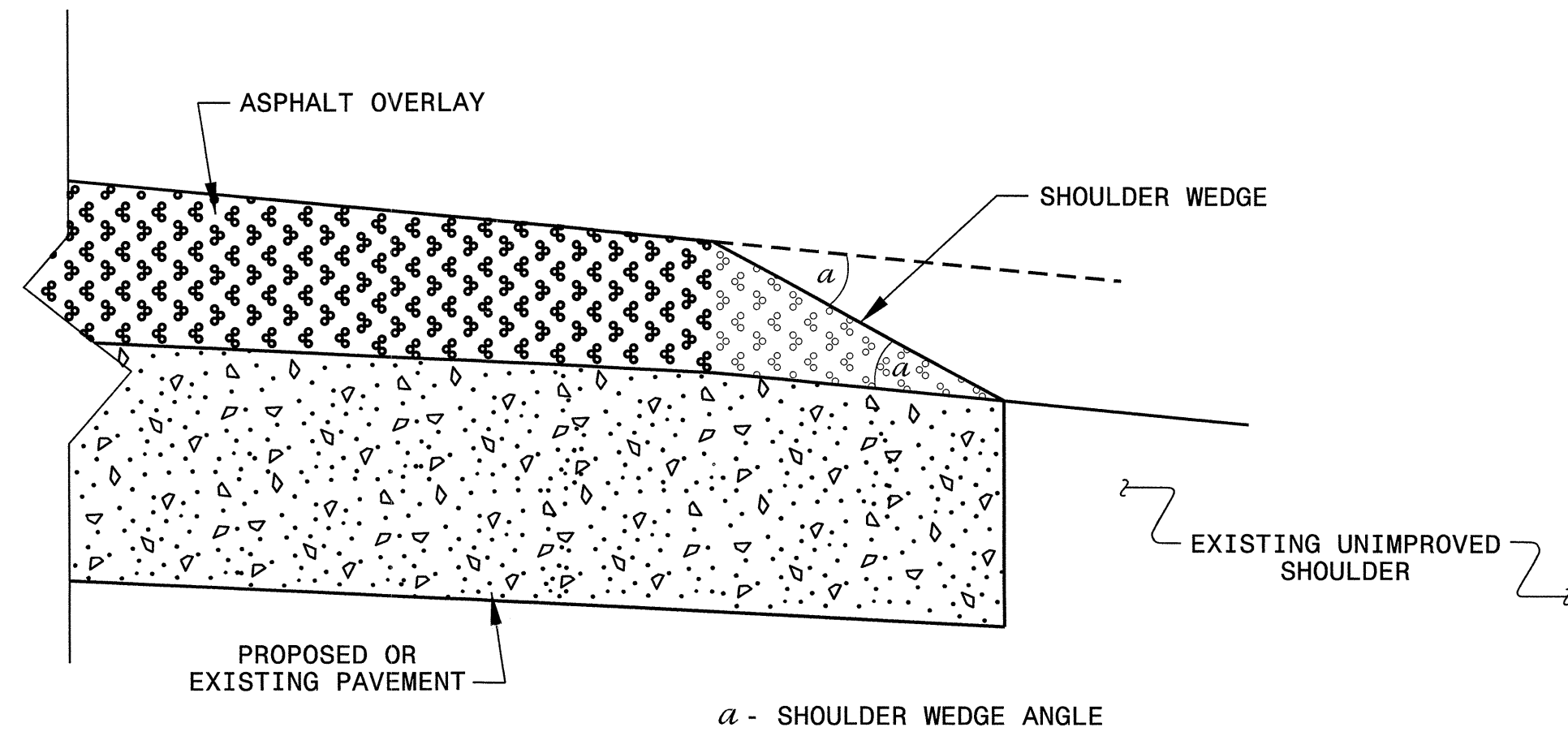
BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

NOTES

ALL UNPAVED S.R. ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.  
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.  
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.  
 SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS.  
 BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



## SHOULDER WEDGE DETAIL

04-OCT-2011 14:22  
 S:\Contracts\Special Details\hower-ton\shoulderwedge\detail.dgn  
 \$\$\$USERNAME\$\$\$

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAIL</b>			
ORIGINAL BY:	T. SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedge\detail.dgn		

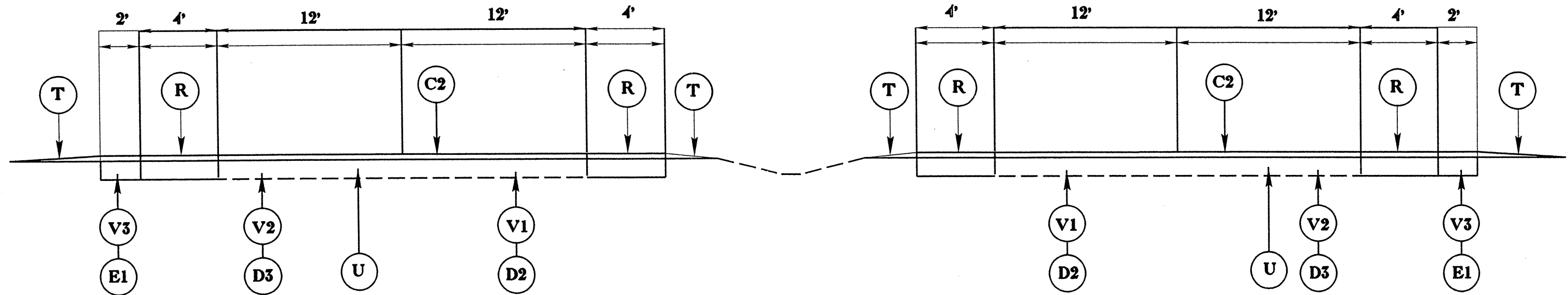
050197

PROJECT REFERENCE NO.	SHEET NO.
R-5103	3
STATE PROJECT	F.A. PROJECT NO. DESCRIPTION

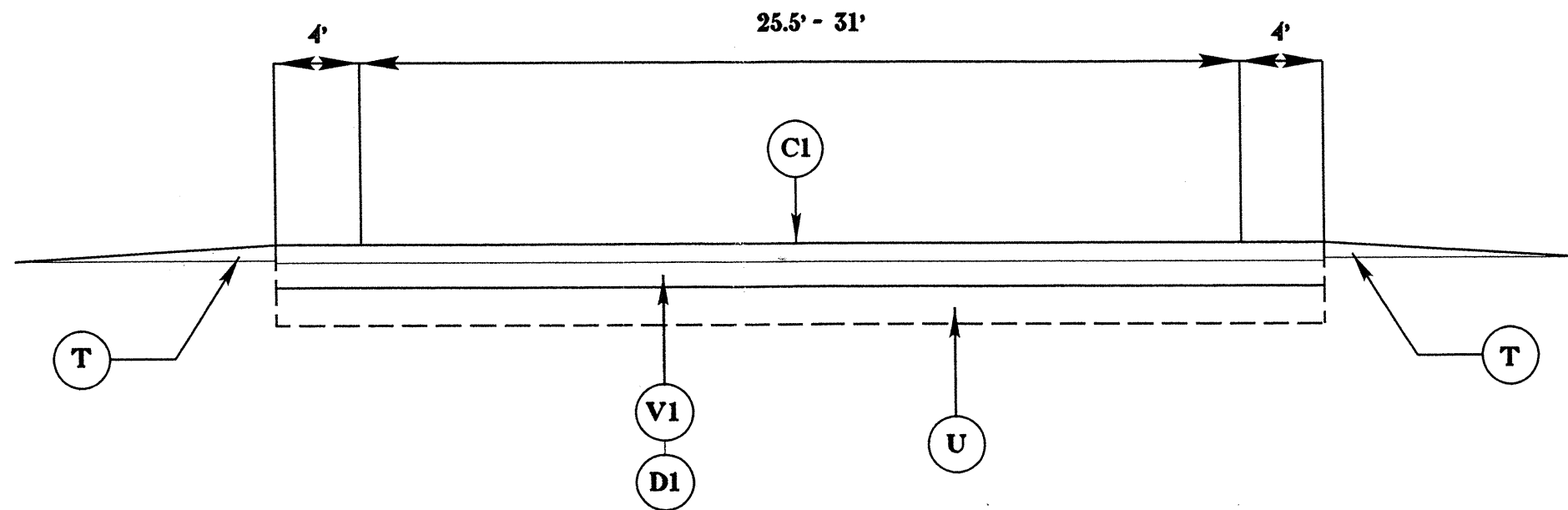
# TYPICAL 1

74 WEST

74 EAST



# TYPICAL 2



PROJECT NO.	SHEET NO.	TOTAL NO.
R-5103	4	5

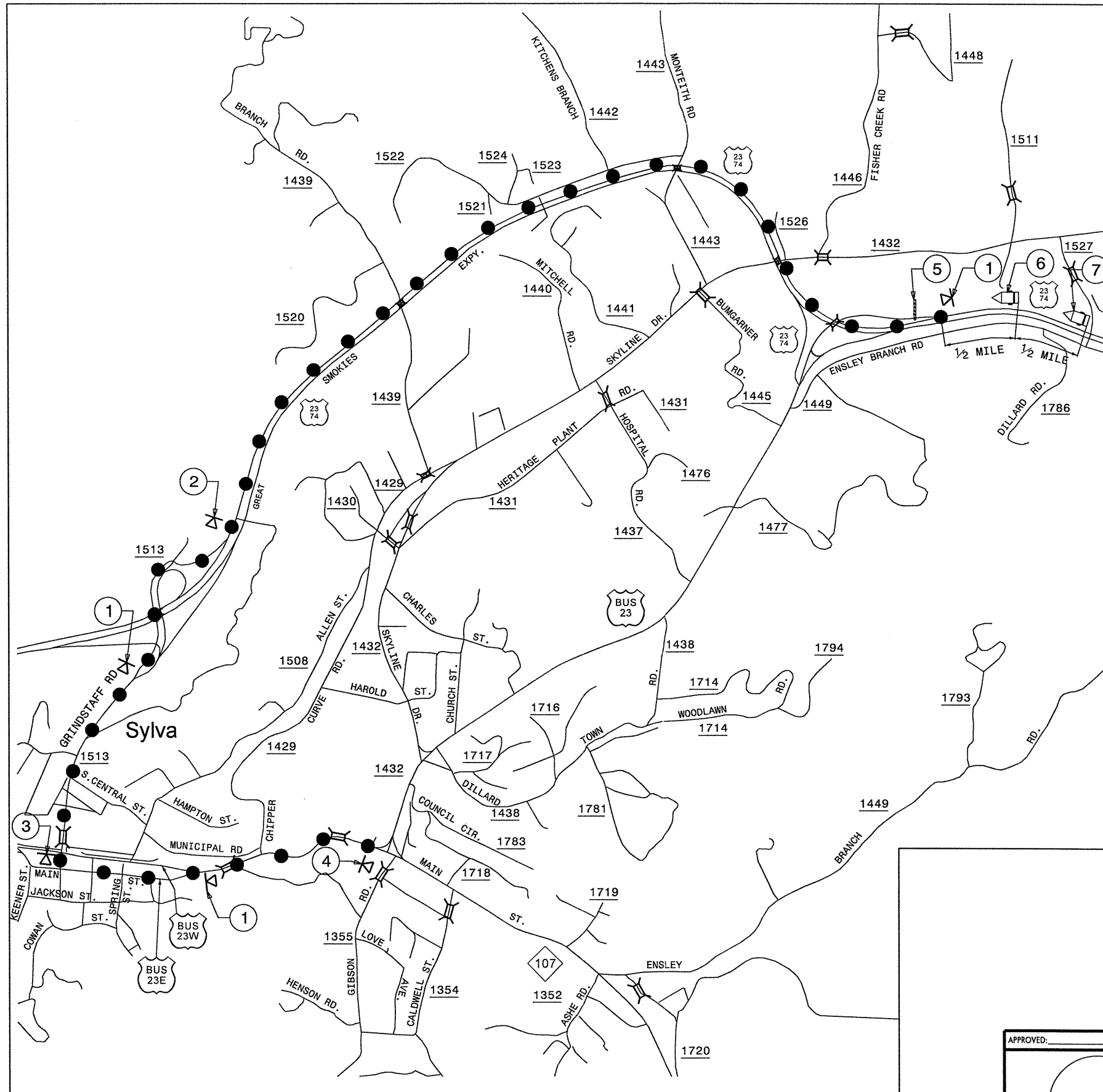
**SUMMARY OF QUANTITIES**

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	SHOULDER RECONSTRUCTION SMI	8" MILLING SY	4" MILLING SY	3" MILLING SY	BASE COURSE, B25.0B TONS	INTERMEDIATE COURSE, I19.0B TONS	INTERMEDIATE COURSE, I19.0C TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	ASPHALT BINDER FOR PLANT MIX TONS	MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE) LF	PORTABLE LIGHTING EA	
	Jackson	1	US 74 EAST	FROM US 23 BUS TO SR 1705 BRIDGE # 145	1	NO	5	34	10.00	4,011	41,947	48,147	1,798		18,410		12,288	1,688	52,800	1.0	
<b>TOTAL FOR MAP NO. 1</b>							5	34	10.00	4,011	41,947	48,147	1,798		18,410		12,288	1,688	52,800	1.0	
	Jackson	2	US 74 WEST	FROM US 23 BUS TO SR 1705 BRIDGE # 145	1	NO	5	34	10.00	5,008	41,947	48,147	2,413		18,410		12,288	1,715	52,800		
<b>TOTAL FOR MAP NO. 2</b>							5	34	10.00	5,008	41,947	48,147	2,413		18,410		12,288	1,715	52,800		
	Jackson	3	US 74 EXIT 85	EXIT RAMP TO US 23 BUS	2	NO	0.46	31	0.92			4,338		826		778		83			
<b>TOTAL FOR MAP NO. 3</b>							0.46	31	0.92			4,338		826		778		83			
	Jackson	4	US 74 ACCESS RAMP	FROM US 23 BUS TO US 74 EAST	2	NO	0.46	25.5	0.92			4,328		830		641		75			
<b>TOTAL FOR MAP NO. 4</b>							0.46	25.5	0.92			4,328		830		641		75			
<b>TOTAL FOR PROJ NO.</b>							10.92		21.84	9,019	83,894	104,960	4,211	1,656	36,820	1,419	24,576	3,561	105,600	1.0	
<b>GRAND TOTAL</b>							10.92		21.84	9,019	83,894	104,960	4,211	1,656	36,820	1,419	24,576	3,561	105,600	1.0	

**THERMOPLASTIC AND PAINT QUANTITIES**

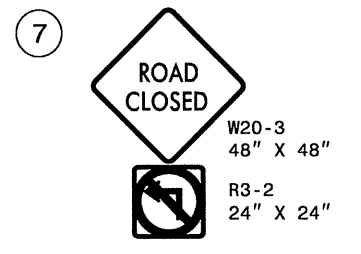
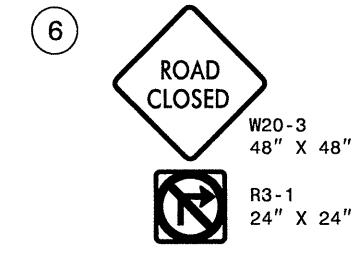
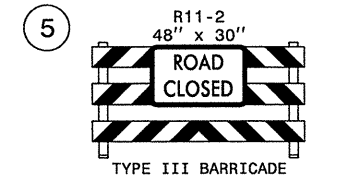
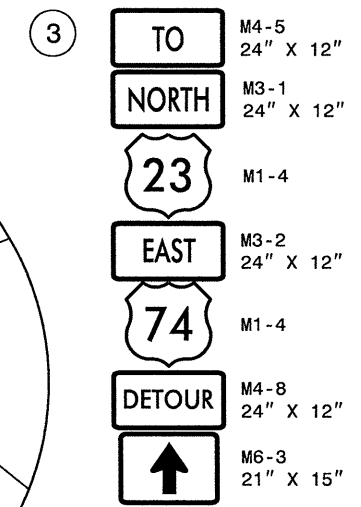
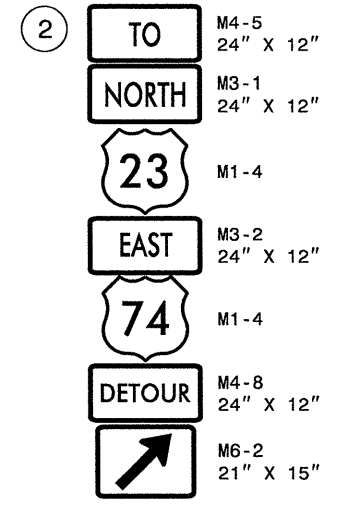
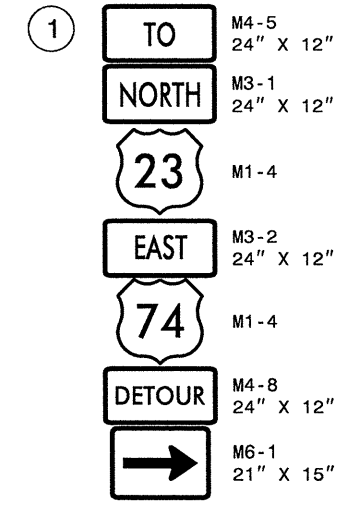
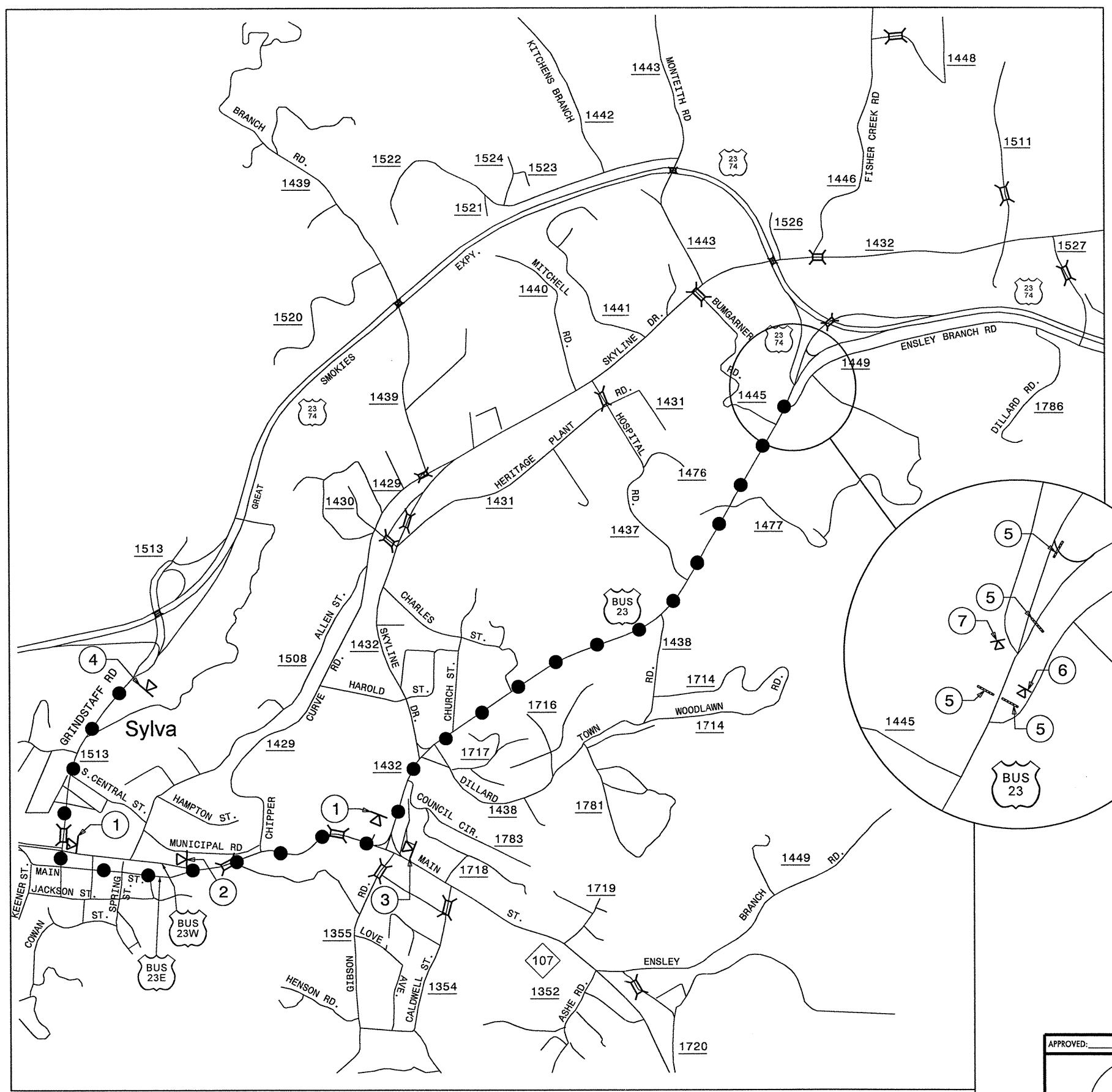
PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	LENGTH	WIDTH	4400000000-E	4405000000-E	4415000000-N	4420000000-N	4430000000-N	4480000000-N	4516000000-N	4685000000-E		4686000000-E	4695000000-E	4710000000-E	4725000000-E			4810000000-E		4820000000-E	4905000000-N		
							STATIONARY WORK ZONE SIGN SF	PORTABLE WORK ZONE SIGN SF	FLASHING ARROW PANEL EA	CHANGEABLE MESSAGE SIGN EA	DRUMS EA	TMIA EA	SKINNY DRUMS EA	4" X 90 M WHITE THERMO LF	4" X 90 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	8" X 90 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO RT ARROW 90 M EA	THERMO LT ARROW 90 M EA	THERMO STR ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	8" WHITE PAINT LF	CRYSTAL & RED SNOWPLOWABLE MARKERS EA		
	Jackson	1	US 74 EAST	FROM US 23 BUS TO SR 1705 BRIDGE # 145	5	34	432	96	2.0	3.0	100	2.0	600.0	27,400	26,400	6,600	120	260	15	29		27,400	26,400	120	360.0		
<b>TOTAL FOR MAP NO. 1</b>							432	96	2	3	100	2	600	27,400	26,400	6,600	120	260	15	29		27,400	26,400	120	360.0		
	Jackson	2	US 74 WEST	FROM US 23 BUS TO SR 1705 BRIDGE # 145	5	34								27,400	26,400	6,600	258	220	9	28		27,400	26,400	220	370.0		
<b>TOTAL FOR MAP NO. 2</b>														27,400	26,400	6,600	258	220	9	28		27,400	26,400	220	370.0		
	Jackson	3	US 74 EXIT 85	EXIT RAMP TO US 23 BUS	0.5	31								1,620	490		520					1,620	920		22.0		
<b>TOTAL FOR MAP NO. 3</b>							0.5	31						1,620	490		520							1,620	920		22.0
	Jackson	4	US 74 ACCESS RAMP	FROM US 23 BUS TO US 74 EAST	0.5	25.5								2,400	1,269		113					3	4,800	2,538			
<b>TOTAL FOR MAP NO. 4</b>							0.5	25.5						2,400	1,269		113						3	4,800	2,538		
<b>TOTAL FOR PROJ NO.</b>							11		432	96	2	3	100	2	600	58,820	54,559	13,200	1,011	480	24	57	3	61,220	56,258	340	752
<b>GRAND TOTAL</b>							11		432	96	2	3	100	2	600	113,379	54,559	13,200	1,011	480	24	57	3	61,220	56,258	340	752

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- |   |   |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
|---|---|---------------|-----|-----|-------|---------|--------|--|---|---------------|---------------|---------|-----|------|------|--------|------|
| <p>①</p> <p><b>BUSINESS</b> M4-3<br/>24" X 12"</p> <p><b>23</b> M1-4</p> <p><b>DETOUR</b> M4-8<br/>24" X 12"</p> <p><b>↑</b> M6-3<br/>21" X 15"</p>   | <p>②</p> <p><b>BUSINESS</b> M4-3<br/>24" X 12"</p> <p><b>23</b> M1-4</p> <p><b>DETOUR</b> M4-8<br/>24" X 12"</p> <p><b>↗</b> M6-2<br/>21" X 15"</p> |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
| <p>③</p> <p><b>BUSINESS</b> M4-3<br/>24" X 12"</p> <p><b>23</b> M1-4</p> <p><b>DETOUR</b> M4-8<br/>24" X 12"</p> <p><b>←</b> M6-1 L<br/>21" X 15"</p>   | <p>④</p> <p><b>END<br/>DETOUR</b> M4-8 A<br/>24" X 18"</p>  |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
| <p>⑤</p> <p>R11-2<br/>48" X 30"</p> <p><b>ROAD<br/>CLOSED</b></p> <p>←</p> <p>W1-6L<br/>48" X 24"</p> <p>TYPE III BARRICADE</p>   |   |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
| <p>⑥</p> <table border="1"> <tr> <td>MESSAGE NO. 1</td> <td>MESSAGE NO. 2</td> </tr> <tr> <td>BUS</td> <td>USE</td> </tr> <tr> <td>US 23</td> <td>EXIT 83</td> </tr> <tr> <td>DETOUR</td> <td></td> </tr> </table> <p>CHANGEABLE MESSAGE SIGN</p> | MESSAGE NO. 1   | MESSAGE NO. 2 | BUS | USE | US 23 | EXIT 83 | DETOUR |  | <p>⑦</p> <table border="1"> <tr> <td>MESSAGE NO. 1</td> <td>MESSAGE NO. 2</td> </tr> <tr> <td>EXIT 85</td> <td>USE</td> </tr> <tr> <td>RAMP</td> <td>NEXT</td> </tr> <tr> <td>CLOSED</td> <td>EXIT</td> </tr> </table> <p>CHANGEABLE MESSAGE SIGN</p> | MESSAGE NO. 1 | MESSAGE NO. 2 | EXIT 85 | USE | RAMP | NEXT | CLOSED | EXIT |
| MESSAGE NO. 1   | MESSAGE NO. 2   |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
| BUS   | USE   |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
| US 23   | EXIT 83   |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
| DETOUR  |   |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
| MESSAGE NO. 1   | MESSAGE NO. 2   |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
| EXIT 85   | USE   |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
| RAMP  | NEXT  |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |
| CLOSED  | EXIT  |               |     |     |       |         |        |  |   |               |               |         |     |      |      |        |      |

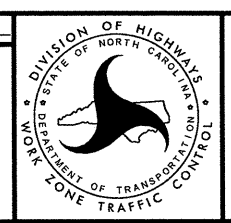
APPROVED: _____ DATE: _____ 		<b>RAMP DETOUR EXIT RAMP 85 TO US 23 BUS</b>
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 snpgreen AT 1E244733

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL



RAMP DETOUR  
ACCESS RAMP  
TO US 74 EAST