### Estimate of Quantities

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>PAY ITEM</th>
<th>PAY UNIT</th>
<th>YANDUKIN DRIVE 68418</th>
<th>LEMON SPUR CHANNEL, VISTA SUNNY DRIVE 68418</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>202(3)</td>
<td>REMOVAL OF STRUCTURES AND OBSTRUCTIONS</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>203(3)</td>
<td>BORROW</td>
<td>TON</td>
<td>0.0</td>
<td>15.7</td>
<td>15.7</td>
</tr>
<tr>
<td>203(3)</td>
<td>UPLANNING OF ROADWAY</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>203(1)</td>
<td>DITCH RECONDITIONING</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>203(2)</td>
<td>SHOULDER RECONSTRUCTION</td>
<td>STATION</td>
<td>0.0</td>
<td>19.77</td>
<td>19.77</td>
</tr>
<tr>
<td>301(1)</td>
<td>AGGREGATE BASE COURSE</td>
<td>TON</td>
<td>0.0</td>
<td>75.16</td>
<td>75.16</td>
</tr>
<tr>
<td>306(1)</td>
<td>ASPHALT BASE COURSE</td>
<td>SQUARE YARD</td>
<td>12,446</td>
<td>25,860</td>
<td>38,306</td>
</tr>
<tr>
<td>306(2)</td>
<td>CSS-1 ASPHALT FOR BASE COURSE</td>
<td>TON</td>
<td>0.0</td>
<td>49.88</td>
<td>49.88</td>
</tr>
<tr>
<td>306(3)</td>
<td>PORTLAND CEMENT</td>
<td>TON</td>
<td>0.0</td>
<td>77.6</td>
<td>77.6</td>
</tr>
<tr>
<td>401(1)</td>
<td>ASPHALT CONCRETE, TYPE II, CLASS B</td>
<td>TON</td>
<td>0.0</td>
<td>141.3</td>
<td>141.3</td>
</tr>
<tr>
<td>401(2)</td>
<td>ASPHALT CEMENT, GRADE PG 58-22</td>
<td>TON</td>
<td>0.0</td>
<td>149.4</td>
<td>149.4</td>
</tr>
<tr>
<td>402(1)</td>
<td>STE-1 ASPHALT FOR TACK COAT</td>
<td>TON</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>510(1)</td>
<td>SEGMENTAL CONCRETE RETAINING WALL, TYPE A</td>
<td>SQUARE FOOT</td>
<td>0.0</td>
<td>675.0</td>
<td>675.0</td>
</tr>
<tr>
<td>604(3)</td>
<td>RECONSTRUCT EXISTING MANHOLE (SEE NOTE 11)</td>
<td>EACH</td>
<td>0.0</td>
<td>3.0</td>
<td>3.0</td>
</tr>
<tr>
<td>604(4)</td>
<td>ADJUST EXISTING MANHOLE (SEE NOTE 11)</td>
<td>EACH</td>
<td>0.0</td>
<td>3.0</td>
<td>3.0</td>
</tr>
<tr>
<td>604(5)</td>
<td>RECONSTRUCT INLET</td>
<td>EACH</td>
<td>0.0</td>
<td>1.0</td>
<td>1.0</td>
</tr>
<tr>
<td>609(1)</td>
<td>CURB, TYPE I</td>
<td>LINEAR FOOT</td>
<td>0.0</td>
<td>37.60</td>
<td>37.60</td>
</tr>
<tr>
<td>609(1)</td>
<td>HORIZONTAL DRAINING DRAIN</td>
<td>LINEAR FOOT</td>
<td>0.0</td>
<td>37.60</td>
<td>37.60</td>
</tr>
<tr>
<td>618(1)</td>
<td>STANDARD SIGN</td>
<td>SQUARE FOOT</td>
<td>0.0</td>
<td>204.0</td>
<td>204.0</td>
</tr>
<tr>
<td>627(10)</td>
<td>ADJUSTMENT OF VALVE BOX</td>
<td>EACH</td>
<td>0.0</td>
<td>6.0</td>
<td>6.0</td>
</tr>
<tr>
<td>628(1)</td>
<td>HORIZONTAL DRAINING DRAIN</td>
<td>LINEAR FOOT</td>
<td>0.0</td>
<td>400.0</td>
<td>400.0</td>
</tr>
<tr>
<td>630(1)</td>
<td>RESIDENCE DRIVEWAY</td>
<td>EACH</td>
<td>0.0</td>
<td>7.0</td>
<td>7.0</td>
</tr>
<tr>
<td>632(2)</td>
<td>COMMERCIAL DRIVEWAY</td>
<td>EACH</td>
<td>0.0</td>
<td>3.0</td>
<td>3.0</td>
</tr>
<tr>
<td>634(1)</td>
<td>MOBILIZATION AND DEMOBILIZATION</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>634(4)</td>
<td>EROSION AND POLLUTION CONTROL</td>
<td>CONTINGENT SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>641(4)</td>
<td>SILT FENCE</td>
<td>LINEAR FOOT</td>
<td>0.0</td>
<td>195.0</td>
<td>195.0</td>
</tr>
<tr>
<td>641(5)</td>
<td>TEMPORARY CHECK DAM</td>
<td>EACH</td>
<td>0.0</td>
<td>3.0</td>
<td>3.0</td>
</tr>
<tr>
<td>642(1)</td>
<td>CONSTRUCTION SURVEY</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>642(11)</td>
<td>ADJUST EXISTING MONUMENT CASE</td>
<td>EACH</td>
<td>0.0</td>
<td>3.0</td>
<td>3.0</td>
</tr>
<tr>
<td>643(2)</td>
<td>TRAFFIC MAINTENANCE</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>672(1)</td>
<td>PAINTED TRAFFIC MARKINGS</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>670(1)</td>
<td>RECOGNIZED PAYMENT MARKER</td>
<td>EACH</td>
<td>0.0</td>
<td>3.0</td>
<td>3.0</td>
</tr>
<tr>
<td>670(10)</td>
<td>METHYL METHACRYLATE PAYMENT MARKINGS</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
</tbody>
</table>

### Basis of Estimate

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM</th>
<th>PAY ITEM</th>
<th>PAY UNIT</th>
<th>YANDUKIN DRIVE 68418</th>
<th>LEMON SPUR CHANNEL, VISTA SUNNY DRIVE 68418</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>306(2)</td>
<td>CSS-1 ASPHALT FOR ASPHALT BASE COURSE</td>
<td>TON</td>
<td>0.0</td>
<td>2.5 GA/yr</td>
<td>1.7 GA/yr</td>
<td></td>
</tr>
<tr>
<td>306(3)</td>
<td>PORTLAND CEMENT</td>
<td>TON</td>
<td>0.0</td>
<td>6.9 LBS/yr</td>
<td>4.5 LBS/yr</td>
<td></td>
</tr>
<tr>
<td>401(1)</td>
<td>ASPHALT CONCRETE, GRADE PG 58-22</td>
<td>TON</td>
<td>0.0</td>
<td>116 LBS/yr</td>
<td>116 LBS/yr</td>
<td></td>
</tr>
<tr>
<td>401(2)</td>
<td>ASPHALT CONCRETE, GRADE PG 58-22</td>
<td>TON</td>
<td>0.0</td>
<td>88 of 401(1)</td>
<td>88 of 401(1)</td>
<td></td>
</tr>
<tr>
<td>401(3)</td>
<td>STE-1 ASPHALT FOR TACK COAT</td>
<td>TON</td>
<td>0.0</td>
<td>0.10 GA/yr</td>
<td>0.10 GA/yr</td>
<td></td>
</tr>
</tbody>
</table>

### General Notes

1. HORIZONTAL AND VERTICAL CONTROL IS BASED ON THE EXISTING CENTERLINE AND EXISTING FINISHED SURFACE, UNLESS OTHERWISE SPECIFIED.
2. CENTERLINE AND GRADE ARE SUBJECT TO MINOR REVISIONS.
3. ALL WASTE SHALL BE HANDED TO AN APPROVED WASTE SITE.
4. SIGN LOCATIONS ARE SUBJECT TO MINOR REVISIONS.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FILL IN THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
6. ALL CONSTRUCTION SHALL BE WITHIN THE EXISTING RIGHT OF WAY.
7. THE LOCATIONS OF THE EXISTING TOPOGRAPHY, UTILITIES, BUILDINGS, ETC. AS SHOWN ON THESE PLANS IS APPROXIMATE AND SHALL BE FOCUSED BY THE CONTRACTOR PRIOR TO THE CONSTRUCTION ACTIVITIES.
8. CONTRACTOR SHALL REFERENCE THE CENTERLINE OF HARD ROADWAY PRIOR TO ANY CONSTRUCTION ACTIVITIES. CENTERLINE OF ROADWAY SHALL BE ONE HALF THE DISTANCE BETWEEN THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
9. STATIONING SHOWN IN THESE PLANS IS FOR REFERENCE ONLY. THE CONTRACTOR WILL AS-BUILT THE ALIGNMENT IN ACCORDANCE WITH THE SPECIFICATIONS.
10. TOPSOIL AND SEEDING SHALL BE APPLIED TO ALL DISTURBED SLOPES AND TRAFFIC ISLANDS. DEPTH OF TOPSOIL SHALL BE 2".
11. THE CONTRACTOR SHALL OBTAIN NEW LIKENESS FRAMEWORKS AND GRADES FROM THE CITY & BOROUGH OF JUNEAU (CB), AND INSTALL THEM ACCORDING TO THESE SPECIFICATIONS AND THE CB'S STANDARD STANDARDS. CALL TOM TRESS @ 230-2025, FOR ARRANGEMENTS.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE Date: [Signature]

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
STATE HIGHWAY DESIGN & ENGINEERING SERVICES DIVISION
SOUTHEAST REGION
NON-NHS HIGHWAY SYSTEM
REPURBISHMENT
ESTIMATE OF QUANTITIES

REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION & COMMUNICATIONS
SOUTHERN REGION
HIGHWAY ENGINEERING DIVISION
ENGINEERING DESIGN & PERMITTING COMMISSION
REPUBLIC OF THE PHILIPPINES
ESTIMATE OF QUANTITIES
GENERAL STRIPING NOTES:
1. LEMON SPUR, SUNNY DRIVE, AND CHANNEL, VISTA STRIPING SHALL MATCH THE EXISTING PAVEMENT STRIPING, UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL REFERENCE EXISTING PASSING/NO PASSING MARKINGS AND CHANGES IN STRIPING PATTERNS AND RE-ESTABLISH FOR THE NEW MARRIAGE.
2. YANDUKIN DRIVE STRIPING SHALL MATCH THE EXISTING PAVEMENT STRIPING EXCEPT AS SHOWN ON THE AIRPORT AREA REALIGNMENT DETAILS.

TYPICAL ROADWAY STRIPING DETAIL

INTERSECTION STRIPING PLAN
JNU-YANDUKIN DRIVE REFURBISHMENT
Project No. 68418

SECTION B
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

YANDUKIN DRIVE
Removal of Obstructions Summary

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item</th>
<th>Quantity</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>STD. CURB &amp; GUTTER</td>
<td>111&quot;</td>
<td>REMOVE &amp; DISPOSE</td>
</tr>
<tr>
<td>2</td>
<td>CAST IRON RECESSED MARKERS</td>
<td>5</td>
<td>REMOVE &amp; DISPOSE</td>
</tr>
<tr>
<td>3</td>
<td>SURVEY MONUMENTS</td>
<td>2</td>
<td>REMOVE &amp; DISPOSE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Structure</th>
<th>Elevation</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-1</td>
<td>25'6&quot;</td>
<td>48&quot; STORM DRAIN MANHOLE, FIELD FRAME &amp; GRATE, 18&quot; SUMP OR RECONSTRUCT EXISTING 4&quot;X3&quot;X8&quot; WALL POURED INLET, CONTRACTOR TO ESTABLISH INVERT ELEVATIONS.</td>
</tr>
<tr>
<td>S-2</td>
<td></td>
<td>ADJUST CATCH BASH TO NEW CURB/GUTTER GRADE AND ALIGNMENT</td>
</tr>
</tbody>
</table>

DO NOT SCALE FROM THIS DRAWING, USE DIMENSIONS

YANDUKIN DRIVE
Drainage Structure Summary

MISCELLANEOUS
SUMMARIES & DETAILS

DESIGNED BY: A. COTREY
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION
SOUTHEAST REGION
NHS HIGHWAY SYSTEM
REFURBISHMENT

CHECKED BY: R. KEALY
DRAWN BY: A. SHROE
NOTE: A ground-in transition may be substituted, subject to the approval of the engineer.

**PAVEMENT MATCH JOINT - SECTION DETAIL**

**TAPER GRIND - SECTION DETAIL**

**DRIVEWAY DETAIL**

KEY:
- 1. Existing asphalt concrete
- 2. Existing crushed aggregate base course
- 3. Asphalt concrete pavement
- 4. STE-1 asphalt for tack coat
- 5. 4" crushed asphalt base course

LEGEND:
- Crushed asphalt base course

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE Date 7/13/05
**TYPICAL KEY**

- 3" ASPHALT CONCRETE PAVEMENT
- EXISTING 3" CRUSHED AGGREGATE BASE COURSE
- STE-1 ASPHALT FOR TACK COAT
- EXISTING 3" & ASPHALT PAVEMENT
- 6" CRUSHED ASPHALT BASE COURSE
- CRUSHED ASPHALT BASE COURSE, GRADED & COMPACTED TO MATCH NEW PAVEMENT (MAX. 4% SLOPE)

**LEGEND**

- 6" CRUSHED ASPHALT BASE COURSE (3" GROUND ASPHALT & 3" CRUSHED AGGREGATE BASE COURSE)

**NOTE**

- ASPHALT BASE COURSE CONSISTS OF GRINDING AND MIXING 3" EXISTING ASPHALT WITH 3" CRUSHING CRUSHED AGGREGATE BASE AND ADDING PORTLAND CEMENT (6.9 LBS/FT²) AND CSS-1 EMULSION (2.5 GAL/FT²)

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE: [Signature]

Date: [Sign]
NOTES:
1. SUPERELEVATION ROTATED ABOUT HORIZONTAL CONTROL POINT.
2. CENTERLINE STATIONING IS HORIZONTAL CONTROL.
3. See below
   * NO CURB & GUTTER FROM "O" STA. 38+13.66 TO "O" STA. 46+30.
   ** CRUSHED ASPHALT BASE COURSE IMPORTED FROM ELSEWHERE ON THE PROJECT. NO EXTRA PAYMENT SHALL BE MADE FOR Hauling, Placing, and compacting the CRUSHED ASPHALT BASE COURSE.
   *** EXISTING ISLAND AREA REMAINING AFTER NEW CONSTRUCTION SHALL BE GRADED TO GRADE TO EXISTING INLET TO BE RECONSTRUCTED (3-1), ALL EXCAVATION AND GRAADING REQUIRED SHALL BE CONSIDERED INCIDENTAL TO ITEM 20392 ORBITATION OF ROADWAY.

3. Section A. Excavation, Grading...
   Throwing 4" seeding from "O".
   Station 38+13 to "O" station 46+30 ft.
   (is downhill to incline to item 23092),
   Shoulder recommended.

LEGEND
- EXISTING 3" ASPHALT CONCRETE PAVEMENT
- EXISTING 6" CRUSHED AGGREGATE BASE COURSE
- 3" ASPHALT CONCRETE PAVEMENT
- 1" ASPHALT FOR TACK COAT
- 6" CRUSHED ASPHALT BASE COURSE
- CRUSHED ASPHALT BASE COURSE
- STANDARD CURB & GUTTER
- SHOULDER EXCAVATION
- ROADWAY ORBITATION
- UNCLASSIFIED EXCAVATION

SECTION A
STA. 37+50 TO STA. 46+45

SECTION B

SECTION C

SIGN & BASE STRUCTURES TO BE REMOVED BY OTHERS

SEED SLOPE & BASIN AREA

EXISTING GROUND

SEED SLOPE & BASIN AREA

DO NOT SCALE FROM THIS DRAWING, USE DIMENSIONS

NOTE
CRUSHED ASPHALT BASE COURSE CONSISTS OF GRINDING AND MIXING 3" EXISTING ASPHALT WITH 3" EXISTING CRUSHED AGGREGATE BASE AND ADDING PORTLAND CEMENT (6.0 LBS/SF) AND CSS-1 EMULSION (2.5 GALLONS/SF).
CRUSHED ASPHALT BASE COURSE SHALL BE SPREAD FULL WIDTH AS SHOWN ABOVE.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE: Date 7/3/06

STUDY ORIGINATOR: D. BLOMBLUM
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST DESIGN & ENGINEERING SERVICES DIVISION

SOUTHEAST REGION
NHS HIGHWAY SYSTEM
REFURISHMENT

JUNEAU
YANDUKIN DRIVE

SECTION SECTIONS

PROJECT LOCATION:
NH-0962(9)

DRAWING SHEET:
2002 8

DESIGNER:

CHECKER:
L. WRIGHT

DATE: 7/1/06

SCALE: 1/8"=1'-0"
TYPICAL SECTION
SUNNY DRIVE ~ STA. "SD" 0+00 TO STA. "SD 604+55 15 + 55"
End pavement refurbishment
"CV" 12+00

E.O.P.
"CV" 12+48
End ditch cleaning

Approximate location of eagle tree

B.O.P.
"CV" 0+00
Begin ditch cleaning

TYPICAL SECTION
CHANNEL VISTA DRIVE ~ STA "CV" 0+00 TO STA "CV" 12+50
10+12

EXISTING GROUND

DRIVING LANE

2% 10'

DRIVING LANE

1'

2% 10'

VARI

EXISTING GROUND

F

A

B

C

D

E

F

G

TYPICAL LEGEND

1. Existing 2" asphalt pavement
2. Existing crushed aggregate base course
3. 2" asphalt concrete pavement
4. STE-1 asphalt for tack coat
5. 4" crushed asphalt base course
6. Crushed aggregate base course
7. Clean ditch and grade to drain

4" Crushed asphalt base course, consists of grinding and mixing 2" existing asphalt with 2" existing crushed aggregate base and adding Portland cement (4.8 lbs/ft3) and C-20 fly ash (1.7 lbs/ft3). A 2" hot asphalt pavement overlay will be placed over the 4" base.

NOTE:
Slope ditchline at a constant grade between culvert and highpoints.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

Date: 7/31/05

DESIGNER: M. Corley
DRAWN BY: M.L. Moore
CHECKED BY: R. Moore

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION
SOUTHEAST REGION
NON-NHS HIGHWAY SYSTEMS
REPAIR/REFURBISHMENT

JUNEAU
CHANNEL VISTA DRIVE

PROJECT DESIGNATION
NH-0962(3)
SH-418
YEAR
2002
SHEET NO. 12
Nth SHEET 16
TRAFFIC CONTROL NOTES
1. It is the intent of this traffic control plan (TCP) to illustrate some but not all of the traffic control configurations that will be required by this project. Traffic control plans for configurations not covered by this TCP shall be developed by the contractor and submitted to the engineer for approval prior to use.
2. A minimum of one lane shall be maintained at all times, through all work areas.
3. Two lanes shall be maintained at all times in non-work areas and during non-working hours.
4. Traffic lanes shall be a minimum of 10 feet wide.
5. Construction signage shall be in place only when the conditions exist for which the signs are intended.
6. Channelization devices will be used in accordance with the Alaska Traffic Manual if used at night.
7. The contractor will attempt to restore access to businesses as soon as possible and no later than the end of the day's work shift.
8. The contractor shall give 24 hours advance notice before working on driveways. The contractor shall give adjacent property owners 48 hours advanced notice of any road closures.
9. The contractor shall keep the public informed of his construction activities through the use of the local news media. Notice releases shall be approved by the project engineer prior to their release. News releases will be required but not limited to the onset of work, grading, paving, and changes in the lane configurations.
10. Flaggers shall be in radio contact with one another.
11. The contractor shall patch all base reconstruction areas with crushed asphalt immediately after finishing work in these areas. The crushed asphalt in these areas shall be maintained until the pavement is recycled and mixed with emulsion.
12. Wherever a business or a group of businesses have multiple approaches, one approach will be left open until work is completed.
13. Access to homes and businesses will be kept open at all times. Work on access to any home or business that has only one access will be done with half width construction and be controlled by a flagger.
14. The contractor shall delineate pedestrian access with traffic cones as required during construction activities. Cones spacing shall be 10’ maximum.
15. Permanent traffic construction signs may be omitted if the roadway is completed in 14 days or less.

LEGEND
- SIGN
- CONE
- DRUM
- TYPE II BARRICADE
- FLAGGING STATION

WHERE
L = LENGTH OF TAPER
W = WIDTH OF OFFSET
T = TAPER RATE
L = W x T

ROADWAY ENCROACHMENT
NOTE: If only one lane is affected by road work (that is, the cones along the work area are no closer than 1/2' to centerline) the centerline cones for the opposing lane may be deleted.

ROAD CLOSURE
CHANNEL VISTA & SUNNY PT. DRIVE
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS
R.P.M. SUMMARY TABLE

<table>
<thead>
<tr>
<th>Y'D. TOTAL</th>
<th>Y'D. ENDC. STA.</th>
<th>SPACING</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2+66</td>
<td>3+74 X</td>
<td>X</td>
<td>2</td>
</tr>
<tr>
<td>3+74</td>
<td>16+89 X</td>
<td>X</td>
<td>32</td>
</tr>
<tr>
<td>16+89</td>
<td>28+52 X</td>
<td>X</td>
<td>14</td>
</tr>
<tr>
<td>28+52</td>
<td>32+11 X</td>
<td>X</td>
<td>9</td>
</tr>
<tr>
<td>32+11</td>
<td>34+40 X</td>
<td>X</td>
<td>2</td>
</tr>
<tr>
<td>34+40</td>
<td>37+40 X</td>
<td>X</td>
<td>15</td>
</tr>
<tr>
<td>37+40</td>
<td>41+40 X</td>
<td>X</td>
<td>5</td>
</tr>
<tr>
<td>41+40</td>
<td>46+70 X</td>
<td>X</td>
<td>13</td>
</tr>
<tr>
<td>37+65</td>
<td>46+40 X</td>
<td>X</td>
<td>2</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td>29</td>
</tr>
</tbody>
</table>

NOTES:
1. INSTALL REFLECTIVE PAVEMENT MARKERS ALONG ENTIRE PROJECT. RPM'S SHALL NOT BE PLACED IN INTERSECTIONS WITH PUBLIC ROADWAYS.
2. RPM SPACING SHALL START OVER AT INTERSECTION BOUNDARY.
3. ONLY PUBLIC ROADWAYS WILL BE MARKED AS INTERSECTION APPROACHES.
4. REFLECTIVE PAVEMENT MARKERS SHALL HAVE DUAL YELLOW REFLECTIVE SURFACES FOR TWO-LANE ROADWAY AREAS.
5. RPM'S SHALL BE SPACED AT 80' ON TANGENT SECTIONS AND ON CURVES WITH A RADIUS LESS THAN 1640', ON CURVES WITH A RADIUS OF 500' OR LESS, THE RPM'S SHALL BE SPACED AT 40'. TURN BAYS REQUIRE SPECIAL SPACING. SEE DETAILS.

INSTALLATION DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS
EROSION & SEDIMENT CONTROL PLAN
CONTRACTOR MUST COMPLY WITH SECTION 641 & APPENDIX E - ENVIRONMENTAL COMMITMENTS.

YANDUKIN DRIVE
INSTALL SILT FENCE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE STANDARD DRAWINGS FROM STA. 27+00 RT. TO EDP RT.

CHANNEL DRIVE
TEMPORARY ROCK CHECK DAMS WILL BE PLACED IN THE FOLLOWING LOCATIONS PRIOR TO FURTHER DITCH EXCAVATION UPSTREAM:

- NORTH SIDE OF CULVERT AT STA. 11+80
- BOTH SIDES OF CULVERT AT STA. 8+40
- NORTH SIDE OF CULVERT AT STA. 6+70
- BOTH SIDES OF CULVERT AT STA. 5+80

TEMPORARY CHECK DAMS SHALL BE CONSTRUCTED AT LOCATIONS AS INDICATED ON THE EROSION AND SEDIMENT CONTROL PLANS OR AS DIRECTED BY THE ENGINEER IMMEDIATELY AFTER THE DITCH FLOW LINE IS ESTABLISHED.

SECTION

2" X 2" WOOD POSTS OR APPROVED EQUAL, SECURELY EMBEDDED INTO GROUND
EXISTING GROUND OR NEW EMBANKMENT
NATIVE ROCKS OR SOIL TO SECURE
LEADING EDGE OF SILT FENCE FABRIC
FILTER FABRIC MATERIAL

SECTION A-A

CONSTRUCT TEMPORARY CHECK DAMS PER 641-3.01
DITCH FLOWLINE

ELEVATION

EXISTING GROUND

- CONSTRUCT TEMPORARY CHECK DAMS PER 641-3.01
- DITCH FLOWLINE

NOTE: DO NOT SCALE FROM THESE PLANS - USE DIMENSIONS