

NOTE: REGRADE SWALE FROM STA. 48+00 TO STA. 48+50 LT. TO MEET EXISTING SWALE GRADING AS PER PLAN

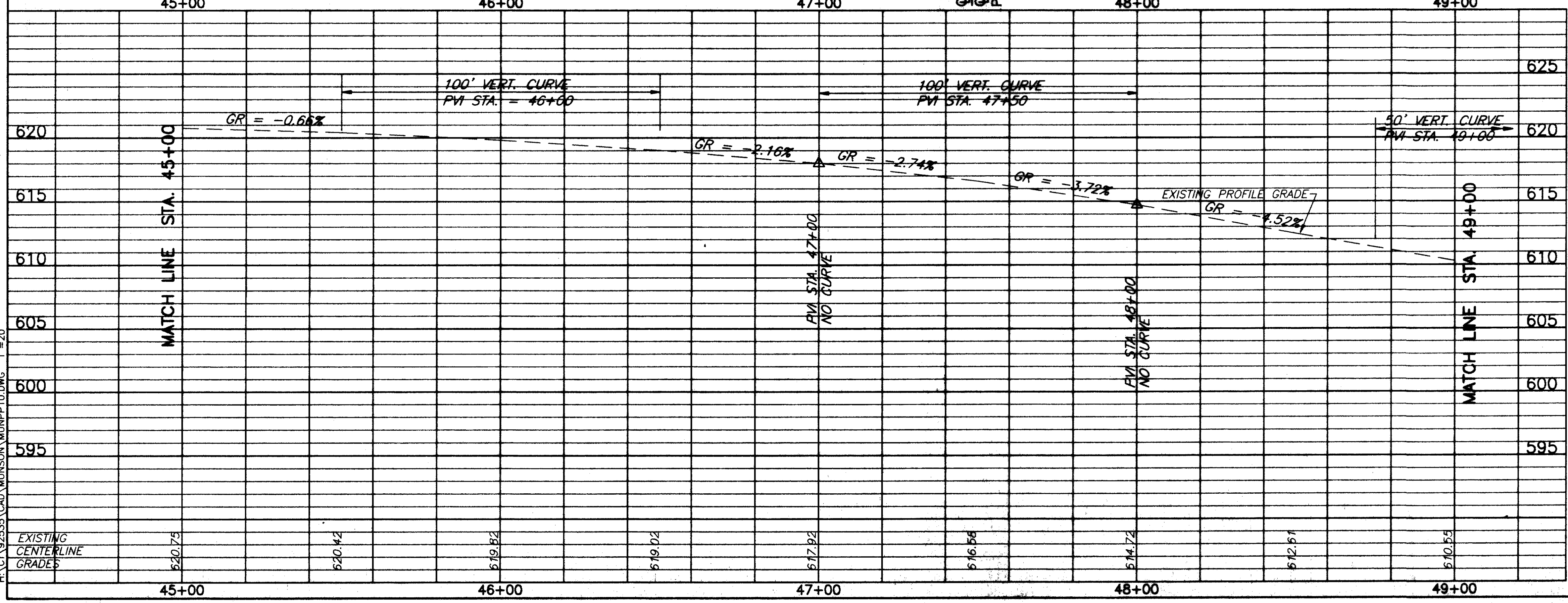
BENCH MARK #3
 TOP I.P. SET W/CAP
 STA. 47+29.06, 23.92' RT.
 ELEV. 617.10
 BM3

CONSTRUCTION CURVE DATA
 P.I. STA. 49+21.44
 $\Delta = 38^{\circ} 16' 30''$
 $D_c = 11' 27' 33''$
 $T = 500.00'$
 $L = 173.51'$
 $E = 334.01'$
 $F = 29.25'$
 $e_{max} = 0.05$
 P.C. STA. 47+47.93
 P.T. STA. 50+81.94

NOTE: RAILROAD TIES TO BE REMOVED UNDER ITEM 203-LINBAR GRADING AS PER PLAN

RESURFACING PROGRAM	TYPE	AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	UNIT
448	1-1/4" ASPH. CONC. SURFACE COURSE, TYPE 1, PG64-22		CU.YD.						
448	1/2" AVG. ASPH. CONC. INTERMEDIATE COURSE, TYPE 2, PG64-22		CU.YD.						
407	TACK COAT (0.10 GAL./SQ.YD.)		GAL.						
254	PAVEMENT PLANNING, BITUMINOUS		SQ.YD.						
448	1-1/4" ASPH. CONC. SURFACE COURSE, TYPE 1, PG64-22		CU.YD.						
408	BITUMINOUS PRIME COAT (0.40 GAL./SQ.YD.)		GAL.						
407	TACK COAT (0.10 GAL./SQ.YD.)		GAL.						
304	6" AGGREGATE BASE, AS PER PLAN		CU.YD.						
301	6" BITUMINOUS AGGREGATE BASE, PG64-22		CU.YD.						
301	8 3/4" BITUMINOUS AGGREGATE BASE, PG64-22		CU.YD.						
203	SUBGRADE COMPACTION		SQ.YD.						
203	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION		SQ.YD.						
PAVEMENT LOCATION									
P-1	STA. 45+00 TO 46+00, LT. = 2400 S.F.								
P-2	STA. 45+00 TO 49+00, RT. = 2400 S.F.								
P-3	STA. 45+00 TO 49+00, LT. & RT. = 8708 S.F.								
TOTALS									

FOR TYPICAL SECTIONS SEE SHEETS 5 THRU 6
 FOR CROSS-SECTIONS SEE SHEETS 48 THRU 79
 FOR DRIVEWAY SCHEDULE & DETAILS SEE SHEETS 21 THRU 22
 FOR PAVEMENT DETAILS SEE SHEET 171
 FOR TRAFFIC CONTROL DETAILS SEE SHEETS 172 THRU 198



DRAINAGE & SANITARY		INLET ADJUSTED TO GRADE AS PER PLAN	
REF	LOCATION	EACH	EACH
D-1	STA. 47+59, 18' RT.	1	
S-1	STA. 46+80, 19' RT.		1
TOTALS		1	1

MUNSON ROAD PLAN & PROFILE STA. 45+00 TO STA. 49+00

H:\CTA92535\CAD\MUNSON\MUNIPP10.DWG 1"=20'