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SHEET No.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL CROSS SECTION AND GENERAL NOTES
3-4	ESTIMATED QUANTITIES & INFORMATION TABLES
. 5	DRAINAGE STRUCTURE QUANTITIES
6	TEMPORARY TRAFFIC CONTROL DETAILS
7-17	PLAN & PROFILE SHEETS
18-21	PLACED AND GROUTED RIPRAP DETAILS
22-23	STORMWATER POLLUTION & EROSION/SEDIMENT CONTROL DETAILS
24	STANDARD PIPE INSTALLATION AND DITCH DETAILS
25	TEMPORARY TRAFFIC CONTROL SIGNS & TURNOUT DETAILS
26	PERMANENT PAVEMENT MARKINGS & QUANTITY DETAILS
27	PERMANENT TRAFFIC SIGNING INSTALLATION DETAILS
28	LAP SPLICE U-CHANNEL BREAKAWAY SYSTEM DETAILS
29	PERMANENT TRAFFIC CONTROL DEVICES
30	STANDARD MILEPOST DETAIL
31	STANDARD FENCING DETAIL WITH TYPE I & II GATE
32-34	PRECAST CONCRETE CATTLEGUARD AND WING-BRACE DETAILS
35	MISCELLANEOUS DETAILS, OBJECT MARKERS, AND DELINEATORS
36-42	PIPE CROSS SECTIONS

LEGEND

STATE LINE

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	TOWNSHIP	or RANGE LINE	······································	
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	SECTION C	ORNER AND 1/4	CORNER	
	POWER LIN	E AND POLES		
	TELEPHONE	LINE AND POLE	St	T0T
	PIPELINE		••••••••••••••••••••••••••••••••••••••	
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	EXISTING R			WIDTH & TYPE
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NAVA	JO REGIONAL	OFFICE * DI	VISION OF TRANS	PORTATION
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Marok M	(mar)	5/25/2011	_ Chr	DW & 4/29/2011

REGIONAL DIRECTOR DATE

PLANNING & DESIGN BRANCH CHIEF DATE



GENERAL REQUIREMENTS TO BE USED BY THE CONTRACTOR IN PREPARING A STORM WATER POLLUTION PREVENTION PLAN ALONG WITH THE REQUIREMENTS IN SECTION 157 OF THE SUPPLEMENTAL SPECIFICATION AND SPECIAL CONTRACT REQUIREMENTS. THE CONTRACTOR IS REQUIRED TO SUBMIT COURTESY COPY OF THE APPROVED SWPPP TO THE NAVAJO NATION WATER QUALITY EPA OFFICE.

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STATION TO STATION	DITCH WIDTH	LOCATION
28+220.000 - 28+380.000	3.0 m	LT. & RT.
28+400.000 - 28+600.000	3.0 m	LT. & RT.
30+120.000 - 30+580.000	3.0 m	RT.
31+260.000 - 31+424.000	3.0 m	LT. & RT.
31+640.000 - 32+100.000	3.0 m	LT.
31+760.000 - 33+850.000	3.0 m	RT.

Y		BASIS OF ES1	ГІМАТ	ED QUANT	ITIES
	ITEM No.	DESCRIPTION	GRADE	EST. UNIT WEIGHT	APPLICAT
ΤΛΠ	30101-2000	UNTREATED AGGREGATE BASE COURSE	"D"	2 268 kg/m³	152 mm Mainline &
	40201-0500	HOT ASPHALTIC CONCRETE PAVEMENT, CLASS"B"	"B"	2 430 kg/m³	1–64 mm Lift: Ma
(Y:X)	40502-0800	ASPHALT CEMENT	PG 64-22		5.5% By Weight Of
	41101-5000	ASPHALT PRIME COAT	MC-70	0.947 L/kg	1.360 L/m² Estimo

C	REGION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
	NAVAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	2	42

<u>GENERAL NOTES (CONTINUED)</u>

ION & 102 r iinline & Total Mixture ated Application Rate

23. THE CONTRACTOR SHALL REMOVE EXISTING ROADSIDE SIGNS THAT INTERFERE WITH ROAD CONSTRUCTION AND/OR CONTRADICT THE CONTRACTOR'S TEMPORARY TRAFFIC CONTROL PLAN, AT THE START OF THE CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE COR/AOTR AT LEAST THREE (3) WORKING DAYS IN ADVANCE OF SUCH SIGN REMOVAL. THESE ROADSIDE SIGN'S SHALL BE TAKEN TO THE WESTERN AGENCY DOT MAINTENANCE YARD. SIGNS NEEDED FOR SAFETY/INFORMATION SHALL BE TEMPORARILY RESET AS DIRECTED BY THE COR/AOTR. AT COMPLETION OF THE PROJECT, ALL REMAINING ROADWAY SIGNS NOT SPECIFICALLY DESIGNATED ON THE PLANS TO REMAIN, SHALL BE CONSIDERED AN INCIDENTAL OBLIGATION OF THE CONTRACTOR.

24. GRADE AND SHAPE THE SHOULDER AND DITCHES (AS DIRECTED BY COR/AOTR) FROM THE SUBGRADE HINGE POINTS TO AND INCLUDING THE EXISTING DITCH LINE AREAS FOR THE CONSTRUCTION OF RIPRAP DITCH LININGS, SLOPE PROTECTION, AND RUNDOWNS. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE RIPRAP ITEMS SHOWN IN THE BID SCHEDULE.

25. AT MAJOR DRAINAGE STRUCTURES AND LIVESTOCK PASS LOCATIONS THAT SPECIFY INSTALLING OR REPLACING WING FENCES, THE CONTRACTOR SHALL TIE WING FENCES TO THE EXISTING STRUCTURES IN ACCORDANCE WITH THE DETAILS ON THE STANDARD FENCING SHEET. IF NO CORNER FENCE POST/BRACE/STRAIN EXISTS AT TIE-IN TO THE ROW FENCE. THE CONTRACTOR SHALL INSTALL A STRAIN POST ASSEMBLY AS PER THE STANDARD FENCING SHEET. THIS WORK TO BE INCIDENTAL TO BID ITEM 61901-1000 AND NO ADDITIONAL PAYMENT SHALL BE MADE

26. ALL RIGHT-OF-WAY REFERENCE MARKERS SHALL BE LABELED IN THE METRIC UNITS OF MEASURE. ALL EXISTING AND NEW BRASS CAPS SHALL BE STAMPED WITH BOTH ALIGNMENT STATIONING AND ELEVATIONS IN METRIC, UNLESS SPECIFIED OTHERWISE BY THE AOTR/COR. ANY MISSING OR DAMAGED MONUMENTS AND MARKERS SHALL BE RE-SURVEYED AND REPLACED. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS 62101-0000 AND 62102-0000.

27. THERE ARE A NUMBER OF ARCHAEOLOGICAL SITES THAT ARE NOTED ON THE PLANS. THE CONTRACTOR SHALL NOTIFY THE NAVAJO NATION HISTORIC PRESERVATION DEPARTMENT (NNHPD) AS REQUIRED PRIOR TO STARTING CONSTRUCTION ACTIVITIES IN THESE LOCATIONS. SEE THE SPECIAL CONTRACT REQUIREMENT SECTION OF THE CONTRACT FOR ADDITIONAL INFORMATION AND REQUIREMENTS. THE CONTRACTOR SHALL PLACE TEMPORARY FLEXIBLE SAFETY FENCE AROUND THE ARCHAEOLOGY SITE(S) IF SHOWN ON THE PLANS OR REQUIRED BY ARCHAEOLOGY MONITOR. THE FENCING MATERIAL SHALL BE SQUARE LINK (ORANGE COLOR) PLASTIC TYPE MADE OF HI-DENSITY HDPE, AS PER SECTION 710.11 OF FP-03. TEMPORARY ARCHAÉOLOGY FENCING SHALL BE CONSIDERED INCIDENTAL OBLIGATIONS OF THE CONTRACTOR AND NO ADDITIONAL PAYMENT SHALL BE MADE.

28. THE GEO-TECHNICAL REPORT FOR THIS PROJECT SHALL BE PROVIDED UPON WRITTEN REQUEST FROM THE CONTRACTOR THRU COR/AOTR.

29. ROADWAY ENDAREA AND PIPE CROSS-SECTION DRAWINGS WILL BE PROVIDED IN EITHER HARD COPY OR ELECTRONIC FORMAT UPON WRITTEN REQUEST FROM THE CONTRACTOR THRU THE CO/AO. 30. ANY EXISTING MAIL BOXES, ADVERTISING BILLBOARDS, OR HOUSE ADDRESS SIGNS LOCATED ALONG THE ROADWAY PRISM SHALL BE REMOVED AND RE-INSTALLED OUTSIDE OF THE ROW LIMIT (EXCEPT THE TRUCK RESTRICTION SIGN) OR AS DIRECTED BY THE COR/AOTR. THE TRUCK RESTRICTION SIGN LOCATED AT STATION 33+840, LEFT, SHALL BE REMOVED AND RELOCATED CLOSER TO THE NEW CENTERLINE ALIGNMENT. (RESETTING THE TRUCK RESTRICTION SIGN SHALL BE PAID UNDER BID ITEM 20304–1000.) THE CONTRACTOR SHALL NOTIFY THE US-POSTAL SERVICE AND ATTEMPT TO CONTACT ALL AFFECTED RESIDENTS TEN (10) WORKING DAYS PRIOR TO RESETTING MAIL BOX(ES). THIS WORK SHALL BE INCIDENTAL TO BID ITEM 20304-1000.

31. AT THE COMPLETION OF THE CONSTRUCTION, THE CONTRACTOR SHALL INSPECT THE INTERIOR OF ALL NEWLY INSTALLED CULVERTS, CATTLEGUARDS, AND EXISTING DRAINAGE STRUCTURES. THESE STRUCTURES SHALL BE MAINTAINED IN A CLEAN CONDITION, FREE OF SILT AND OTHER DEBRIS UNTIL FINAL ACCEPTANCE OF THE PROJECT. THIS WORK SHALL BE CONSIDERED AN INCIDENTAL OBLIGATIONS OF THE CONTRACTOR UNDER THE APPROPRIATE BID ITEMS, FOR SECTIONS 602, 607, AND 619.

32. THERE ARE NUMBER OF LOCATIONS WHERE RIPRAP, CHANNEL FLOWLINE GRADING, TURNOUTS, ETC., WILL REQUIRE WORK AND IMPROVEMENTS PLACED THROUGH AND BEYOND THE ROW FENCING LOCATIONS. IN THESE LOCATIONS, THE ROW FENCING SHALL BE ADJUSTED (POST SPACING, VERTICAL ALIGNMENT, POST INSTALLATIONS THROUGH RIPRAP, ROW MONUMENT/MARKER ADJUSTMENT, ETC.) AS DIRECTED BY THE COR/AOTR. THIS WORK TO BE INCIDENTAL TO BID ITEM 61901-1000, 62101-0000, AND 62102-0000, AND NO ADDITIONAL PAYMENT WILL BE MADE.

33. THE CONTRACTOR HAS THE OPTION TO USE (IF APPROVED) ARTICULATED CONCRETE BLOCK REVETMENT (ACBR) IN LIEU OF PLACED, WIRE ENCLOSED AND/OR GROUTED RIPRAP. THE CONTRACTOR IS RESPONSIBLE FOR SUPPLYING ALL DESIGNS, DETAILS, AND SHOP DRAWINGS REQUIRED FOR USING THE ACBR.

34. IT IS EXPECTED A REVISED/FINAL ROW GRANT OF EASEMENT WILL BE DEVELOPED DURING THE CONSTRUCTION OF THE N21(3) PROJECT. THE CONTRACTOR SHALL NOT SURVEY FOR OR INSTALL ROW MONUMENTS, MARKERS, OR ROW FENCING UNTIL EXPRESSLY APPROVED BY THE NRDOT DIVISION MANAGER. EXCEPT, ROW FENCING TO BE PLACED AT ARCHAEOLOGICAL SITES IF SPECIFIED ON THE PLANS.

35. AS-BUILTS PLAN AND PROFILE SHEETS [FOR THE NORTH END OF PROJECT N21(2)2,4] SHALL BE PROVIDED UPON WRITTEN REQUEST TO THE COR/AOTR. HOWEVER, IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXISTING N21(2) ELEVATIONS AND ALIGNMENT AND ADJUST THE N21(3) ELEVATIONS AND ALIGNMENTS AS NEEDED TO MATCH THE EXISTING N21(2) ROADWAY AND DITCH LINES. THIS WORK SHALL BE INCIDENTAL TO BID ITEM 15201-0000.

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nm Turnouts Turnouts	DRAWN BY: D.O.T. DESIGNED BY: D.O.T. REVISED: 3/2011	DATE: 12/06 DATE: 12/06 FILENAME: N21(3)TYP	A RENT OF THE RENT
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SCALE: NTS

BY: NRDOT

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	DESCRIPTION						<u>ام ک</u>
10707-1000	ARCHAFOLOGICAL FI				QUANTITIES	Man Hr	- A2-RI
10901-0000	EXTRA & MISCELLAN	IEOUS WORK AUTH	HORIZED UNDER SEC	TION 109.02(m)	ALL REQ'D	LUMP SUM	
15101-0000	MOBILIZATION				ALL REQ'D	LUMP SUM	
15201-0000	CONSTRUCTION SUR	VEY AND STAKING			ALL REQ'D	LUMP SUM	
15701 - 0020	SOIL FROSION CONT	ROL. TEMPORARY			ALL REQ'D	IUMP SUM	
15708-1000	SOIL EROSION CONT	ROL, TEMPORARY	STRAW MULCHING		13.39	ha	
20102-0000	CLEARING AND GRUI	BBING			ALL REQ'D	LUMP SUM	
20304-1000	REMOVAL OF STRUC	TURES AND OBST	RUCTIONS		ALL REQ'D	LUMP SUM	
20401 - 0000	RUADWAY EXCAVATIO	N			98 534	m°	
20423-2000	FARTHEN DIKE/BERN	A TYPE "B"			84	m	
20601-0000	DO DEVELOPMENT OF WATER SUPPLY				39.72	M-Liter	
21102-2000	ROADWAY OBLITERAT	ION, METHOD 2			ALL REQ'D	LUMP SUM	
21301-4000	SUBGRADE STABILIZA	ATION WITH ROADE	BOND EN-1, 152 MM	DEPTH	5 202	m ²	
$\frac{25101 - 2000}{25110 - 2000}$	PLACED RIPRAP, CL	ASS 2			923	m ³	
30101-2000	UNTREATED AGGREGA	ATE BASE COURSE	GRADING D			t	
40201-0500	HOT ASPHALTIC CON	ICRETE PAVEMENT,	CLASS B, GRADING	В	13 576	t	
40502-0800	ASPHALT BINDER, GI	RADE PG 64-22			815	t	
41101-5000	ASPHALT PRIME COA	T, GRADE MC-70			108	t	
60201-0810	2134 mm CORRUGA	ATED STEEL PIPE C			44.81	m	
60202-0510	711 mm x 508 mr	n CORRUGATED S	TEEL PIPE ARCH		65.88	m	
60202-0610	889 mm x 610 mr	n CORRUGATED S	TEEL PIPE ARCH		244.54	m	
60210-0810	END SECTION FOR 6	610 mm CSPC			40	EACH	
60210-1810	END SECTION FOR 2	2134 mm CSPC	nm CSDA		2	LACH	
60211-0910 60211-1010	END SECTION FOR A	<u>, 11 mm x 508 n</u> 389 mm x 610 s	nm CSPA		12	FACH	
60701-1000	REMOVE, CLEAN, &	STOCKPILING CSP			38		
61901-0100	FENCE, WOVEN-WIRE				2 055	m	
61901-1000	FENCE, BARBED-WIR	RE, 5 STRAND			12 937	m	
01902-1300 61903-0300	CATTIFCHARD 2200	MM INTERMEDIAT	FUNIT		3	EACH FACH	
61903-0310	CATTLEGUARD, 4900	mm WITH GATE			7	EACH	
61903-0710	CATTLEGUARD, 7190	mm WITH GATE			8	EACH	
61903-1010	CATTLEGUARD, 9480	mm WITH GATE			2	EACH	
61903-1011	CATTLEGUARD, 9480	mm WITHOUT GA			6	EACH	
01903-1211 62101-0000	RIGHT-OF-WAY MON	u mm without G IUMENT			1 z z	FACH	
62102-0000	RIGHT-OF-WAY MAR	KERS			23	EACH	
62510-1000	SEEDING, DRY METH	OD			13.39	ha	
62901-1100	EROSION CONTROL	MATTING, TYPE IV			1987.22	m ²	
63302 - 0002	SIGN INSTALLATION,	1 POST & HARDV	VARE: 3.35 kg/m		9.66	m²	
63302-0003	SIGN INSTALLATION,	2 POST & HARDY	VARE: 4.10 kg/m VARE: 2.98 kg/m		19.34	m ²	
63302-0013	SIGN INSTALLATION,	2 POST & HARDV	VARE: 4.46 kg/m		2.00	m ²	
63308-2000	OBJECT MARKER, TY	PE GLASS FIBER,	TYPE 2		44	EACH	
63309-0010	DELINEATOR, TYPE G	LASS FIBER, TYPE	= "1a"		50	EACH	
63309 - 0020	DELINEATOR, TYPE G	LASS FIBER, TYPE	<u> </u>		19	L EACH	
$O \cap O = I \cap O = I$			Q ka/m		20	БАСЦ	
63401-1510	PAVEMENT MARKINGS	S. TYPE H. SOLID	<u>8 kg/m</u> YELLOW		20	EACH m	
63401 - 1510 63401 - 1520	PAVEMENT MARKINGS	5, TYPE H, SOLID 5, TYPE H, SOLID	8 kg/m YELLOW WHITE		20 3 081 14 055	EACH m m	
63401-1510 63401-1520 63401-1610	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS	5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE	8 kg/m YELLOW WHITE EN YELLOW		20 3 081 14 055 6 642	EACH m m m	
63401 - 1510 63401 - 1520 63401 - 1610 63405 - 3260 63501 - 0000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS	5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, "STOP	8 kg/m YELLOW WHITE EN YELLOW BAR", SOLID WHITE		20 3 081 14 055 6 642 17	EACH m m m Each	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC	5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, "STOP CONTROL CONTROL, RAISEE	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER	S (YELLOW)	20 3 081 14 055 6 642 17 ALL REQ'D 3 232	EACH m m m Each LUMP SUM EACH	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER	5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, "STOP CONTROL CONTROL, RAISEE	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER	S (YELLOW)	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER	5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, "STOP CONTROL CONTROL, RAISEE	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER	S (YELLOW)	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER	5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, "STOP CONTROL CONTROL, RAISEE	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER	S (YELLOW)	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER	ITEM No.	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER	S (YELLOW)	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER	ITEM No. 20401-0000	8 kg/m YELLOW WHITE IN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER	S (YELLOW) ITEM No. 20403-0000	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TO 26+648.000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES STATION 3.3+9.17.854	ITEM No. 20401–0000 2080–5133,500	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER NARKER	ITEM No. 20403-0000 BORROW	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683 537	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TC 26+648.000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES D STATION - 33+917.854 TOTAL •	ITEM No. 20401-0000 08 5.33.500 09 5.33.500	8 kg/m YELLOW WHITE IN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963	ITEM No. 20403-0000 BORROW 0.00 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TC 26+648.000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APP	ITEM No. 20401-0000 CUT 98 533.500 PLIED	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963	S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TC 26+648.000 *20% S⊢ JRFACING	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER D STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES	ITEM No. 20401–0000 CUT 98 533.500 PLIED	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963	ITEM No. 20403-0000 BORROW 0.00 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TC 26+648.000 *20% S⊢ JRFACING	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES	A HARDWARE, 2.9 5, ТҮРЕ Н, SOLID 5, ТҮРЕ Н, SOLID 5, ТҮРЕ Н, BROKE 5, ТҮРЕ Н, "STOP CONTROL CONTROL, RAISEE	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963	ITEM No. 20403-0000 BORROW 0.00 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 ITFM No	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TC 26+648.000 *20% S⊢ JRFACING LOC	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION	INTEM No. 20401-0000 CUT 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 1TEM No. 0 40201-0500	S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 0.00 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TC 26+648.000 ×20% S⊢ JRFACING LOC 26+648.000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000	INTEM No. 20401-0000 CUT 98 533.500 98 533.500 20101-2000 20101-2000 20101-2000 20101-2000 20101-2000 20101-2000 2030101-2000 2030101-2000	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 0 40201-0500 10816.85	ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 1TEM No. 40502-0800 649.01	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TO 26+648.000 ¥20% S⊢ JRFACING LOC 26+648.000 32+900.000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854	ITEM No. 20401–0000 CUT 98 533.500 98 533.500	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 0 40201-0500 10816.85 1854.00	S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 111.24	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 ITEM No 0 41101-50 85.8 14.70	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TO 26+648.000 *20% SH JRFACING LOC 26+648.000 32+900.000 3 - 4.50 n	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT	Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview Interview <td< td=""><td>8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 0 40201-0500 10816.85 1854.00 192.80</td><td>S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 111.24 111.57</td><td>20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 ITEM No 41101-50 85.8 14.70 1.74</td><td>EACH m m Each LUMP SUM EACH Man Hr.</td><td></td></td<>	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 0 40201-0500 10816.85 1854.00 192.80	S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 111.24 111.57	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 ITEM No 41101-50 85.8 14.70 1.74	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TC 26+648.000 26+648.000 32+900.000 3 - 4.50 m 3 - 7.00 m	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES O STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT n WIDE TURNOUT	Image: March Marke, 2.9 S, TYPE H, SOLID S, TYPE H, SOLID S, TYPE H, BROKE S, TYPE H, STOP CONTROL CONTROL, RAISEE ITEM No. 20401-0000 CUT 98 98 Solid 98 Solid CONTROL, RAISEE	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER	S (YELLOW) ITEM No. 20403-0000 BORROW 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 ITEM No 0 41101-50 85.8 14.70 1.74 2.4	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TO 26+648.000 32+900.000 8 - 4.50 m 9 - 7.00 m 4 - 8.30 m	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES D STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT	Image: March Marke, 2.9 S, TYPE H, SOLID S, TYPE H, SOLID S, TYPE H, BROKE S, TYPE H, STOP CONTROL CONTROL, RAISEE UT 98 533.500 98 98 533.500 98 20401-0000 CUT 98 98 533.500 98 2010-200 26844.97 4568.00 356.48 461.53 334.00	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 0 40201-0500 10816.85 1854.00 192.80 304.54 208.20	S (YELLOW) S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 111.24 111.24 111.57 18.27 12.49	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 ITEM No 41101-50 85.8 14.70 1.74 2.4* 1.72	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63405-3260 63501-0000 63502-3000 63509-1000 632+900.000 63	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES STATION - 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION - 32+900.000 - 33+917.854 n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT	Image: Hardware, 2.9 S, TYPE H, SOLID S, TYPE H, SOLID S, TYPE H, BROKE S, TYPE H, STOP CONTROL CONTROL, RAISEE ITEM No. 20401-0000 CUT 98 98 533.500 98 98 CONTROL RAISEE ITEM No. 30101-200 26844.97 4568.00 356.48 461.53 334.00 153.98	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 0 40201-0500 10816.85 1854.00 192.80 304.54 208.20 104.10	ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 111.24 111.27 18.27 12.49 6.25	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 ITEM No 41101-50 85.8 14.70 1.74 2.4 0.86	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63405-3260 63501-0000 63502-3000 63509-1000 63509-1000 EARTHWORK STATION TC 26+648.000 32+900.000 32+900.000 3 - 4.50 m 4 - 8.30 m 4 - 8.30 m 1 - 9.10 m	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES ATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT	Image: Hardware, 2.9 S, TYPE H, SOLID S, TYPE H, SOLID S, TYPE H, BROKE S, TYPE H, STOP CONTROL CONTROL, RAISEL ITEM No. 20401-0000 CUT 98 98 533.500 98 98 CONTROL CONTROL 20401-0000 CUT 98 98 533.500 98 2033.500 98 20401-0000 CUT 98 98 98 98 98 533.500 98 26844.97 4568.00 356.48 461.53 334.00 153.98 88.52	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER	S (YELLOW) ITEM No. 20403–0000 BORROW 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 14 055 8 683.537 14.70 1.74 2.4* 1.74 0.86 0.46	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 63509-1000 63509-1000 63509-1000 63509-1000 63509-1000 63509-1000 63509-1000 63509-1000 63509-1000 63509-1000 63509-1000 63509-1000 720% SH 1 - 8.30 m 1 - 9.10 m 1 - 10.20	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER O STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT n WIDE TURNOUT m WIDE TURNOUT m WIDE TURNOUT	Image: Hardware, 2.9 5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEE CONTROL, RAISEE ITEM No. 20401-0000 CUT 98 98 533.500 98 98 533.500 98 98 20401-0000 CUT 98 98 533.500 98 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 98 30101-200 <	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 1092.80 304.54 208.20 104.10 35.45 60.35	ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 111.24 111.24 111.57 18.27 12.49 6.25 2.13 3.62	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 VASTE 8 683.537 14.70 1.74 2.4 1.72 0.86 0.46 0.46	EACH m m Each LUMP SUM EACH Man Hr.	
$\frac{63401 - 1510}{63401 - 1520} \\ 63401 - 1520 \\ 63401 - 1610 \\ 63405 - 3260 \\ 63501 - 0000 \\ 63502 - 3000 \\ 63509 - 1000 \\ 63$	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES STATION - 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION - 32+900.000 - 33+917.854 n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT m WIDE TURNOUT m WIDE TURNOUT m WIDE TURNOUT m WIDE TURNOUT m WIDE TURNOUT	Image: Hardware, 2.9 S, TYPE H, SOLID S, TYPE H, SOLID S, TYPE H, BROKE S, TYPE H, STOP CONTROL CONTROL, RAISEE ITEM No. 20401-0000 CUT 98 533.500 98 533.50	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29	ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 111.24 111.27 18.27 12.49 6.25 2.13 3.62 814.58	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 14 101-50 85.8 14.70 1.74 2.4 1.72 0.86 0.46 0.53 108.2	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63502-3000 63502-3000 63509-1000 EARTHWORK STATION TC 26+648.000 26+648.000 32+900.000 32+900.000 32+900.000 32+900.000 32+900.000 32+900.000 32+900.000 32+900.000 32+900.000 3-4.50 m 4-8.30 m 2-8.50 m 1-9.10 m 1-9.10 m 1-10.20	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES ATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT m W WIDE TURNOUT M W W W W W W W W W W W W W W W W W W W	Image: Hardware, 2.9 5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEL ITEM No. 20401-0000 CUT 98 533.500 153.98 88.52	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER	ITEM No. 20403-0000 BORROW 0.00 0.111.24 11.57 18.27 12.49 6.25 2.13 3.62 814.58<	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 0 41101-50 85.8° 14.70 1.74 2.4° 0.85.8° 14.70 1.74 0.85.8° 1.74 0.86 0.46 0.53 108.2	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63502-3000 63502-3000 63509-1000 EARTHWORK STATION TO 26+648.000 32+900.000 32-7.00 n 4-8.30 n 52-8.50 n 52-8	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES D STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT m W WIDE TURNOUT M W W W W W W W W W W W W W W W W W W W	Image: Hardware, 2.9 S, TYPE H, SOLID S, TYPE H, SOLID S, TYPE H, BROKE S, TYPE H, STOP CONTROL CONTROL, RAISEE ITEM No. 20401-0000 CUT 98 533.500 334.00 153.98	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 10816.85 1854.00 10816.85 1854.00 10816.85 1854.00 10816.85 1854.00 10816.85 1854.00 10816.85 1854.00 10816.85 13576.29 STRUCTURES &	ITEM No. 20403-0000 BORROW 0.00 0.111.24 11.249 0.25 2.13 3.62 814.58 COBSTRUCT	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 14 055 16 290 16 290 17 18 683.537 14.70 174 175 176 177 178 179 170 171 176 177 176 177 178 179 170 170 171 171 172 0.86 0.46 0.53 1085	EACH m m Each LUMP SUM EACH Man Hr.	
$ \begin{array}{r} 5.5 \\ 63401 - 1510 \\ 63401 - 1520 \\ 63401 - 1610 \\ 63405 - 3260 \\ 63501 - 0000 \\ 63502 - 3000 \\ 63509 - 1000 \\ \hline 64 - 648.000 \\ 64 - 648.000 \\ 64 - 8.30 n \\ 94 - 8.30 n \\ 94 - 8.30 n \\ 94 - 8.50 n \\ 1 - 9.10 n \\ 1 - 9.10 n \\ 1 - 10.20 \\ \hline \hline \hline \hline 64 - 8.50 n \\ 1 - 9.10 n \\ 1 - 10.20 \\ \hline \hline \hline \hline 64 - 8.50 n \\ 1 - 9.10 n \\ 1 - 10.20 \\ \hline \hline 64 - 8.50 n \\ 64 - 8.50 n \\ 75 - 8.50 n \\ 75$	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES D STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT n WIDE TURNO	Image: Hardware, 2.9 S, TYPE H, SOLID S, TYPE H, SOLID S, TYPE H, BROKE S, TYPE H, STOP CONTROL CONTROL, RAISEE ITEM No. 20401-0000 CUT 98 533.500 153.98 88.52	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 0 40201-0500 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES &	ITEM No. 20403-0000 BORROW 0.00 0.111.24 11.57 18.27 2.13 3.62 814.58 COBSTRUCT R	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 0 ITEM No 41101-50 85.8 14.70 1.74 2.4* 1.74 2.4* 1.72 0.86 0.46 0.53 108.2	EACH m m Each LUMP SUM EACH Man Hr.	
$\frac{63401 - 1510}{63401 - 1520} \\ 63401 - 1520 \\ 63401 - 1610 \\ 63405 - 3260 \\ 63501 - 0000 \\ 63502 - 3000 \\ 63509 - 1000 \\ 63500 - 1000 \\ 63500 - 1000 \\ 63500 - 1000 \\ 63$	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES D STATION - 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION - 32+900.000 - 33+917.854 n WIDE TURNOUT n WIDE TURNO	Image: Hardware, 2.9 5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEL ITEM No. 20401-0000 CUT 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 26844.97 4568.00 356.48 461.53 334.00 153.98 88.52 95.20 32895.68 REMOVAL OF LOCATION RIGHT 0	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 10916.85	ITEM No. 20403-0000 BORROW 0.00 0.111.24 11.57 18.27 12.49 6.25 2.13 3.62 814.58<	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 VASTE 8 683.537 14.70 1.74 2.4 ² 1.72 0.86 0.46 0.53 108.2 IONS RKS (2)2&4 Projet	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63502-3000 63502-3000 63509-1000 EARTHWORK STATION TO 26+648.000 32+900.0000 32+900.0000 32+900.0000 32+900.0000 32+90000000000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES D STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT n WIDE TURNO	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, STOP CONTROL CONTROL, RAISEI CONTROL, RAISEI 98 533.500 98 533.50	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 0 40201-0500 10816.85 1854.00 10816.85 1854.00 10820 10816.85 1854.00 10816.85 1854.00 10816.85 13576.29 STRUCTURES & "DO NOT PASS" S "REDUCE SPEED A	ITEM No. 20403-0000 BORROW 0.00 0.111.24 11.249 6.25 2.13 3.62 814.58 Sign F	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 No 41101-50 85.8 14.70 1.74 2.41 1.74 0.86 0.41101-50 85.8 14.70 1.74 2.41 1.72 0.86 0.4100.53 1000.53 1000.53 1000000000000000000000000000000000000	EACH m m Each LUMP SUM EACH Man Hr.	
$\begin{array}{r} & 1000\\ \hline & 63401 - 1510\\ \hline & 63401 - 1520\\ \hline & 63401 - 1610\\ \hline & 63405 - 3260\\ \hline & 63501 - 0000\\ \hline & 63502 - 3000\\ \hline & 63509 - 1000\\ \hline & 63509 - 100$	PAVEMENT MARKINGS PAVEMENT MAR	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEL CONTROL, RAISEL 0 CONTROL, RAISEL Q401-0000 CUT 98 98 0 98 0 98 98 0 98 98 0 98 0 98 0 26844.97 4568.00 356.48 461.53 334.00 153.98 88.52 95.20 32895.68 REMOVAL OF LOCATION RIGHT ' RIGHT ' RIGHT '	8 kg/m YELLOW WHITE IN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CUDVE DICUT" OF	S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 0.00 111.24 111.24 111.27 18.27 12.49 6.25 2.13 3.62 814.58 & OBSTRUCT REMA Sign From N21 HEAD" Sign F Sign From N 20.01	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 VASTE 8 683.537 14.70 41101-50 85.8 14.70 1.74 2.4 1.72 0.86 0.46 0.53 108.2 IONS RKS (2)2&4 Projection (2)2&4 Projection (EACH m m Each LUMP SUM EACH Man Hr.	
$\begin{array}{r} \hline \\ \hline $	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT P	ARRDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISED ONTROL, RAISED Q401-0000 CUT 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 26844.97 26844.97 26844.97 26844.97 26844.97 26844.97 26844.97 26844.97 334.00 153.98 88.52 95.20 32895.68 REMOVAL OF LOCATION RIGHT ' RIGHT ' RIGHT ' RIGHT '	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER X FILL 89 849.963 89 849.963 89 849.963 89 849.963 0 40201-0500 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES & "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CURVE RIGHT" Si Parage 5	ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 0 ITEM No 0 41101-50 85.8 14.70 1.74 2.47 1.74 2.47 1.72 0.86 0.4100.53 108.2 IONS RKS (2)2&4 Projec 21(2)2&4 Projec	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63502-3000 63502-3000 63509-1000 EARTHWORK STATION TO 26+648.000 32+900.000 8 - 4.50 m 9 - 7.00 m 4 - 8.30 m 9 - 7.00 m 1 - 9.10 m 1 - 10.20 EM No. 2 ST 26+ 26+ 26+ 26+ 26+ 26+ 26+ 26+	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES D STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT n WIDE TURNO	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEI CONTROL, RAISEI 0 CONTROL, RAISEI CONTROL, RAISEI 0 CONTROL, RAISEI 0 CONTROL, RAISEI 0	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 10816.85 1854.00 10816.85 1854.00 10816.85 1854.00 10816.85 13576.29 STRUCTURES & "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing	S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.25 2.13 3.62 814.58 & OBSTRUCT REMA Sign From N210 4-Unit Cattleg	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 14.101-50 85.8 14.70 1.74 2.41 1.74 2.41 1.74 2.41 1.72 0.86 0.41 0.53 10NS RKS (2)2&4 Proje rom N21(2)2 21(2)2&4 Proje yuard And Rei	EACH m m Each LUMP SUM EACH Man Hr. Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63502-3000 63502-3000 63509-1000 EARTHWORK STATION TC 26+648.000 26+648.000 32+900.000 8 - 4.50 m 9 - 7.00 m 4 - 8.30 m 9 - 7.00 m 4 - 8.30 m 1 - 9.10 m 1 - 10.20 EM No. 2 ST 26+ 26+ 26+ 26+ 26+ 26+ 26+ 26+	PAVEMENT MARKINGS PAVEMENT TRAFIC PAVEMENT TOTAL: IRINKAGE FACTOR PATION TOTAL: MUDE TURNOUT MUDE	ARRDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEE CONTROL, RAISEE Q401-0000 CUT 98 533.500 99 5.20 32895.68 REMOVAL OF LOCATION RIGHT ' RIGHT	8 kg/m YELLOW WHITE EN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1082.00 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of <td>S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.25 2.13 3.62 814.58 COBSTRUCT REMA Sign From N210 A-Unit Cattleg 42. Diaction T</td> <td>20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 14.70 41101-50 85.8 14.70 1.74 2.4 1.74 2.4 1.72 0.86 0.4100-50 85.8 14.70 1.74 2.4 1.72 0.86 0.4100-50 85.8 14.70 1.74 2.4 1.72 0.86 0.4100-50 85.8 1.72 0.86 0.46 0.53 108.2 IONS RKS (2)2&4 Projectro Juard And Rei Solid X:11</td> <td>EACH m m Each LUMP SUM EACH Man Hr.</td> <td></td>	S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.25 2.13 3.62 814.58 COBSTRUCT REMA Sign From N210 A-Unit Cattleg 42. Diaction T	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 14.70 41101-50 85.8 14.70 1.74 2.4 1.74 2.4 1.72 0.86 0.4100-50 85.8 14.70 1.74 2.4 1.72 0.86 0.4100-50 85.8 14.70 1.74 2.4 1.72 0.86 0.4100-50 85.8 1.72 0.86 0.46 0.53 108.2 IONS RKS (2)2&4 Projectro Juard And Rei Solid X:11	EACH m m Each LUMP SUM EACH Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 EARTHWORK STATION TO 26+648.000 32+900.000 8 - 4.50 m 9 - 7.00 m 4 - 8.30 m 9 - 7.00 m 4 - 8.30 m 9 - 7.00 m 1 - 9.10 m 1 - 10.20 EM No. 2 ST 26+ 26+ 26+ 26+ 26+ 26+ 26+ 26+	PAVEMENT MARKINGS PAVEM	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISED CONTROL, RAISED Q401-0000 CUT 98 533.500 99 5.20	8 kg/m YELLOW WHITE IN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of Remove By Sand	ITEM No. 20403-0000 BORROW 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 0 ITEM No 0 41101-50 85.8 14.70 1.74 2.4 ¹ 1.74 2.4 ¹ 1.72 0.85.8 14.70 1.74 2.4 ¹ 1.72 0.86 0.4100-50 85.8 ¹ 14.70 1.74 2.4 ¹ 1.72 0.86 0.46 0.53 108.2 IONS RKS (2)2&4 Projec yad And Rei Solid Yellow [EACH m m Each LUMP SUM EACH Man Hr. Man Hr.	
$\frac{63401 - 1510}{63401 - 1520} \\ 63401 - 1520 \\ 63401 - 1610 \\ 63405 - 3260 \\ 63501 - 0000 \\ 63502 - 3000 \\ 63509 - 1000 \\ 63$	PAVEMENT MARKINGS PAVEM	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEL CONTROL, RAISEL Q401-0000 CUT 98 533.500 98 53.52 995.20 <td>8 kg/m YELLOW WHITE IN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER PAVEMENT MARKER X FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of Remove By Sand</td> <td>ITEM No. 20403-0000 BORROW 0.00</td> <td>20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 1101-50 85.8 14.70 1.74 2.4 1.74 2.4 1.72 0.86 0.41101-50 85.8 14.70 1.74 2.4 1.74 2.4 1.72 0.86 0.4100-50 85.8 14.70 1.74 2.4 1.72 0.86 0.4100-50 85.8 1.72 0.86 0.4100-50 85.8 1.72 0.86 0.4100-50 85.8 1.22 1.74 2.4 1.72 0.86 0.46 <</td> <td>EACH m m Each LUMP SUM EACH Man Hr. Man Hr.</td> <td></td>	8 kg/m YELLOW WHITE IN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER PAVEMENT MARKER X FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of Remove By Sand	ITEM No. 20403-0000 BORROW 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 1101-50 85.8 14.70 1.74 2.4 1.74 2.4 1.72 0.86 0.41101-50 85.8 14.70 1.74 2.4 1.74 2.4 1.72 0.86 0.4100-50 85.8 14.70 1.74 2.4 1.72 0.86 0.4100-50 85.8 1.72 0.86 0.4100-50 85.8 1.72 0.86 0.4100-50 85.8 1.22 1.74 2.4 1.72 0.86 0.46 <	EACH m m Each LUMP SUM EACH Man Hr. Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 *20% SH JRFACING LOC 26+648.000 32+900.000 8 - 4.50 m 9 - 7.00 m 4 - 8.30 m 2 - 8.50 m 1 - 9.10 m 1 - 10.20 EM No. 2 ST 26+500.000 ST 26+500.000	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES D STATION – 33+917.854 n WIDE TURNOUT n W W W W W W W W W W W W W W W W W W W	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISED CONTROL, RAISED Q401-0000 CUT 98 533.500 98 533.500 98 533.500 98 533.500 98 533.500 26844.97 4568.00 26844.97 4568.00 356.48 461.53 334.00 153.98 88.52 95.20 32895.68 REMOVAL OF LOCATION RIGHT ' 28m LEFT	8 kg/m YELLOW WHITE N YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 10816.85 1854.00 10816.85 1854.00 10816.85 13576.29 STRUCTURES 60.35 13576.29 STRUCTURES 8 "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of Remove By Sand Remove And Rese Remove And Rese	ITEM No. 20403-0000 BORROW 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 0 ITEM No 0 41101-50 85.8 14.70 1.74 2.47 1.72 0.85.8 14.70 1.74 2.47 1.72 0.85.8 14.70 1.74 2.47 1.72 0.86 0.4100-50 85.8 1.74 2.47 1.72 0.86 0.46 0.53 108.2 IONS RKS (2)2&4 Projec Yellow Nool Bus Shell Old Tires Out	EACH m m Each LUMP SUM EACH Man Hr. Man Hr.	
63401-1510 63401-1520 63401-1610 63405-3260 63501-0000 63502-3000 63509-1000 63509-1000 *20% SH JRFACING LOC 26+648.000 32+900.000 32-000 32-000 4-0000 20000 20000 20000 20000 20000 20000 200000 2000000 20000000 2000000000000 20000000000000000000000000	PAVEMENT MARKINGS PAVEMENT TRAFFIC IRINKAGE FACTOR PATION TURNOUT MUDE TURNOUT MUDE	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEI CONTROL, RAISEI 0 CONTROL, RAISEI CONTROL, RAISEI 0	8 kg/m YELLOW WHITE EN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER D PAVEMENT MARKER X *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED # "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of Remove And Rese Remove And Rese Remove And Rese	ITEM No. 20403-0000 BORROW 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 No 41101-50 8 5.8 14.70 1.74 2.41 1.74 2.41 1.72 0.86 0.4100.53 1.72 0.86 0.4100.53 1.72 0.86 0.4100.53 1.72 0.86 0.4100.53 1.72 0.86 0.4100.53 1.72 0.86 0.46 0.53 100NS RKS (2)2&4 Projec rom N21(2)2 21(2)2&4 Projec rom Shell 0Id Tires Ou ng Barbed Wi	EACH m m Each LUMP SUM EACH Man Hr. Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63502-3000 63502-3000 63509-1000 63509-1000 820% SH JRFACING LOC 26+648.000 32+900.000 3 - 4.50 m 2 - 8.50 m 1 - 9.10 m 1 - 10.20 EM No. 2 ST 26+ 26+ 26+ 26+ 26+ 26+ 26+ 26+	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES O STATION - 33+917.854 n WIDE TURNOUT m WIDE TURNOUT m WIDE TURNOUT m WIDE TURNOUT m WIDE TURNOUT for MIDE TU	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEE CONTROL, RAISEE Q401-0000 CUT 98 533.500 99 5.20 32895.68 RIGHT 1000000 RIGHT 1000000	8 kg/m YELLOW WHITE EN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER D PAVEMENT MARKER X FILL 89 849.963 89 849.963 89 849.963 89 849.963 0 40201-0500 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of Remove And Rese Remove & Salvac	ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 0 ITEM No 41101-50 8 683.537 14.70 1.74 2.4 1.74 2.4 1.72 0.85.8 14.70 1.74 2.4 1.72 0.86 0.41101-50 85.8 14.70 1.74 2.4 1.72 0.86 0.4100-50 85.8 1.72 0.85 1.72 0.86 0.4100-50 85.8 1.72 0.86 0.4100-50 85.8 (2)2&4 Projec 100NS Solid Yellow I Nool Bus Shel 01d Tires Ou	EACH m m Each LUMP SUM EACH Man Hr. Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63502-3000 63502-3000 63509-1000 EARTHWORK STATION TO 26+648.000 32+900.000 32+900.000 3-4.50 m 2-8.50 m 1-9.10 m 1-9.10 m 1-9.10 m 1-9.10 m 1-9.10 m 1-9.10 m 1-26+ 26+ 26+ 26+ 26+ 26+ 33+	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES D STATION – 33+917.854 TOTAL: IRINKAGE FACTOR APF QUANTITIES ATION – 32+900.000 – 33+917.854 n WIDE TURNOUT n WIDE TURNOUT 100.000 240.000 430.000 - 26+650.000 - 27+780.000 430.000 372.913	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISED CONTROL, RAISED Q401-0000 CUT 98 533.500 26844.97 4568.00 334.00 153.98 88.52 95.20 32895.68 RIGHT RIGHT RIGHT RIGHT RIGHT 28m LEFT 1 28m LEFT 1 <td< td=""><td>8 kg/m YELLOW WHITE EN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 10816.85 10816.85 10816.85 10816.85 10816.85 10816.85 10816.85 104.10 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of Remove And Rese Remove Two(2) E </td><td>ITEM No. 20403-0000 BORROW 0.00</td><td>20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 0 41101-50 85.8* 14.70 1.74 2.4* 1.74 2.4* 1.74 2.4* 1.72 0.85.8* 14.70 1.74 2.4* 1.72 0.85.8* 14.70 1.74 2.4* 1.72 0.85.8* (2)2&4 Projec 0.86 0.46 0.53 108.2 IONS RKS (2)2&4 Projec yourd And Rei Solid Yellow [nool Bus Shel Old Tires Ou ng Barbed Wir Projec yourd And Rei Nol Bus Shel Old Tires Ou <</td><td>EACH m m Each LUMP SUM EACH Man Hr. Man Hr.</td><td></td></td<>	8 kg/m YELLOW WHITE EN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER *FILL 89 849.963 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 10816.85 10816.85 10816.85 10816.85 10816.85 10816.85 10816.85 104.10 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED A "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of Remove And Rese Remove Two(2) E	ITEM No. 20403-0000 BORROW 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 0 41101-50 85.8* 14.70 1.74 2.4* 1.74 2.4* 1.74 2.4* 1.72 0.85.8* 14.70 1.74 2.4* 1.72 0.85.8* 14.70 1.74 2.4* 1.72 0.85.8* (2)2&4 Projec 0.86 0.46 0.53 108.2 IONS RKS (2)2&4 Projec yourd And Rei Solid Yellow [nool Bus Shel Old Tires Ou ng Barbed Wir Projec yourd And Rei Nol Bus Shel Old Tires Ou <	EACH m m Each LUMP SUM EACH Man Hr. Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63502-3000 63502-3000 63509-1000 EARTHWORK STATION TO 26+648.000 32+900.000 3 - 4.50 m 2 - 8.50 m 1 - 9.10 m 1 - 10.20 EM No. 2 ST 26+ 26+ 26+ 26+ 26+ 26+ 26+ 26+	PAVEMENT MARKINGS PAVEMENT TARFIC IRINKAGE FACTOR QUANTITIES ATION INKAGE FURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT n WIDE TURNOUT	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEI CONTROL, RAISEI 0000 CUT 98<533.500	8 kg/m YELLOW WHITE IN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER D PAVEMENT MARKER X *FILL 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 10810 304.54 208 YEDUCE SPEED A	ITEM No. 20403-0000 BORROW 0.00	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 ITEM No 41101-50 8 683.537 1.74 2.41 1.74 2.41 1.74 2.41 1.74 2.41 1.74 2.41 1.74 2.41 1.74 2.41 1.72 0.86 0.410 0.53 1.74 2.41 1.72 0.86 0.46 0.53 1.08.2 IONS RKS (2)2&4 Projec 1.01 1.02 2.1(2)2&4 Projec 1.01 DIONS Solid Y	EACH m m Each LUMP SUM EACH Man Hr. Man Hr.	
63401-1510 63401-1520 63401-1520 63401-1610 63405-3260 63502-3000 63502-3000 63509-1000 63509-1000 820% SH JRFACING LOC 26+648.000 32+900.000 3 - 4.50 m 2 - 8.50 m 1 - 9.10 m 1 - 10.20 EM No. 2 ST 26+ 26+ 26+ 26+ 26+ 26+ 26+ 33+ 33+ 33+ 33+ 33+ 33+ 33+ 3	PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS PAVEMENT MARKINGS TEMPORARY TRAFFIC TEMPORARY TRAFFIC FLAGGER QUANTITIES D STATION – 33+917.854 n WIDE TURNOUT n WIDE TURN	ARDWARE, 2.9 5, TYPE H, SOLID 5, TYPE H, BROKE 5, TYPE H, STOP CONTROL CONTROL, RAISEE CONTROL, RAISEE 098 533.500 99 5.20 32895.68 88.52 95.20 32895.68 810HT 153.98	8 kg/m YELLOW WHITE IN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER D PAVEMENT MARKER 89 849.963 89 849.963 89 849.963 89 849.963 10816.85 1092.80 100 35.45 60.35 13576.29 STRUCTURES	ITEM No. 20403-0000 BORROW 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 16 290 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 16 290 17 8 683.537 14.70 1.74 2.4 1.72 0.85.8 14.70 1.74 2.4 1.72 0.85.8 1.74 2.4 1.72 0.85.8 (2)2&4 Projec 108.2 IONS RKS (2)2&4 Projec 103 Tires Ou 104 Tires Ou 105 Bus Shell 016 Tires Ou 107 And Stor 108 And Stor	EACH m m Each LUMP SUM EACH Man Hr. Man Hr.	
	PAVEMENT MARKINGS PAUENT TOTAL: MIDE TURNOUT MUDE TURNOUT MUDE TURNOUT MUDE TOTA	ARDWARE, 2.9 S, TYPE H, SOLID S, TYPE H, BROKE S, TYPE H, STOP CONTROL CONTROL, RAISED CONTROL, RAISED Q401-0000 CUT 98 533.500 26844.97 4568.00 334.00 153.98 88.52 95.20 32895.68 RIGHT ? RIGHT ? RIGHT ? RIGHT ? RIGHT ? RIGHT ? QENTERLINE ? <t< td=""><td>8 kg/m YELLOW WHITE IN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER D PAVEMENT MARKER ITEM No. 9 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED # "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of Remove And Rese Remove Existing Remove Existing</td><td>ITEM No. S (YELLOW) S (YELLOW) S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.</td><td>20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 0 41101-50 85.8 14.70 1.74 2.41 1.72 85.8 14.70 85.8 14.70 85.8 1.74 2.41 1.72 0.85 0.41101-50 85.8 14.70 1.74 2.41 1.72 0.85 1.72 0.85 (2)2&4 Projec 100 Bus Shell 01d Tires Ou 10d And Stoc 10d And Stoc 10d And Stoc</td><td>EACH m m Each LUMP SUM EACH Man Hr. Man Hr.</td><td></td></t<>	8 kg/m YELLOW WHITE IN YELLOW BAR", SOLID WHITE D PAVEMENT MARKER D PAVEMENT MARKER ITEM No. 9 849.963 89 849.963 89 849.963 89 849.963 10816.85 1854.00 192.80 304.54 208.20 104.10 35.45 60.35 13576.29 STRUCTURES "DO NOT PASS" S "REDUCE SPEED # "SPEED LIMIT 35" "CURVE RIGHT" Si Remove Existing On Sheet 17 Of Remove And Rese Remove Existing Remove Existing	ITEM No. S (YELLOW) S (YELLOW) S (YELLOW) ITEM No. 20403-0000 BORROW 0.00 0.	20 3 081 14 055 6 642 17 ALL REQ'D 3 232 16 290 WASTE 8 683.537 0 41101-50 85.8 14.70 1.74 2.41 1.72 85.8 14.70 85.8 14.70 85.8 1.74 2.41 1.72 0.85 0.41101-50 85.8 14.70 1.74 2.41 1.72 0.85 1.72 0.85 (2)2&4 Projec 100 Bus Shell 01d Tires Ou 10d And Stoc 10d And Stoc 10d And Stoc	EACH m m Each LUMP SUM EACH Man Hr. Man Hr.	

EN-1, 152mm DEPTH		REGI	JIN STATE	RESERVATION
STATION TO STATION WIDTH(m) LENGTH(m) QUANTITY (m ²) CONSTRUCTI 31+340,000 31+430,000 12,54 00,00 1,128,60	ION PLANS APPR	OVED NAVA	JO ARIZON,	A NAVAJO
DATE: 05/2	5/2011			
33+500.000 - 33+700.000 13.14 200.00 2 628.00				
ITEM No. 20425−2000: FURROW DITCH ◊				
STATION LOC. LENGTH (m) DESCRIPTION	ITEM No. 619	03-0710: CATT	LEGUARD, 7190	mm WITH GATE
27+470.000 RT. 23.00 Construct New Furrow Ditch With Riprap Ditch Lining	STATION		וח	
31+480.000 RT. 20.00 Construct New Furrow Ditch		$\frac{1}{2} \sum_{n=1}^{\infty} \frac{1}{2} \sum_{n=1}^{\infty} \frac{1}$		
◆ This Table List Proposed Furrow Ditch Locations Based On Pre-Construction	29+860.000	T. 7.0 x 20.24	Install 3-Unit Cattle	eguara w/Type I Gate
Field Observances. It Is Expected Location Adjustments Will Be Needed And	32+546.000 L	T. 7.0 x 20.24	Install 3-Unit Cattle	eguard w/Type II Gate
RIPRAP OLIANTITIES	32+926.000 F	RT. 7.0 x 19.92	Install 3-Unit Cattle	eguard w/Type II Gate
ITEM NO.: ITEM NO.:	33+492.000 F	RT. 7.0 x 16.38	Install 3-Unit Cattle	eguard w/Type II Gate
DESCRIPTION 25101-2000 25110-2000	33+580.000 F	RT. 7.0 x 19.94	Install 3-Unit Cattle	eguard w/Type II Gate
Check Dams 314.89 -	33+786.000 L	T. 7.0 x 19.94	Install 3-Unit Cattle	eguard w/Type II Gate
Cut-To-Fill Transitions 263.10 -	33+866.000 F	TAL. 8	Install 3-Unit Cattle	eguard w/Type II Gate
Ditch Block Protection 30.52 -		JTAL. 0		
Furrow Ditches 45.83 –	ITEM No. 619	03-1010: CATT	LEGUARD, 9480) mm With Gate
GRAND TOTAL (m ³): 922.73 20.04	STATION	T/O SIZE		CRIPTION
ITEM No. 60701-1000: REMOVING. CLEANING. & STOCKPILING CULVERT	33+152.000	RT. 9.1 × 19.9	4 Install 4-Unit Ca	ttleauard W/Type II Ga
STATION LOCATION DESCRIPTION LENGTH (m)	33+360.000	RT. 9.1 x 5.16	Install 4-Unit Ca	ttleguard w/Type II Ga
30+570.000 CENTERLINE Existing 1-610 mm x 10.30 m CSPC 10.30]	OTAL: 2		
31+540.000 CENTERLINE Existing 1-610 mm x 10.90 m CSPC 10.90	▲ Length Of T	urnout Is To Insid	e Of Cattleguard	(Or Right-Of-Way
33+376.000 27m LEFT Existing 1-610 mm x 17.00 m CSPC 17.00	No Cattlegue Beyond The	ara) And Does No Cattleguard, Or A	t Include Cattlegu .dditional Tie—In Le	ard, Aggregate Surf ength Required.
TOTAL: 38.20 ITE	EM No. 61903-1	011: CATTLEGU	ARD. 9480 mm	1
ITEM No. 61901-0100: FENCING, WOVEN-WIRE		Without G	Sate	
STATION TO STATION LOC. (m) REMARKS		T/O SIZE		
32+900.000 - 33+917.854 LEFT 1017.854 New Fencing At 30.48 m ROW	STATION LUC.			
$\frac{1 - 23 \text{ m EOF He} - \text{m}}{1 - 7.0 \text{ m T/O} (-9.44 \text{ m}) \text{ LEFT } -9.440 \text{ 7.0 m Turnout Location}}$	32+748.000 RT	8.5 x 20.19 Inst	tall 4-Unit Cattleguar	d & Pipe
4 - 8.5 m 1/0 (-11.54 m) LEFT -46.160 8.5 m Turnout Locations 1 - 10.2 m T/0 (-13.94 m) LEFT -13.940 10.2 m Turnout Location 3	32+984.000 LT.	8.3 x 23.86 Inst	tall 4–Unit Cattleguar	d & Pipe. STA
SUB-TOTAL: 973.314 32+900.000 - 33+917.854 RIGHT 1017.854 New Fencing At 30.48 m ROW 3	33+372.913 LT.	8.3 x 24.12 Inst	tall 4-Unit Cattleguar	rd & Pipe 26+
1 10 m EOP Tie-In RIGHT 10.000 EOP Tie-in At Sta. 33+917.854 3 1 - 2.48 m Tie-In RIGHT 2.480 28 m ROW Tie-In At Sta. 32+920 3	33+473.175 LT.	8.3 x 24.12 Inst	tall 4—Unit Cattleguar	rd & Pipe. 28+
1 8.48 Tie-In RIGHT 8.480 22 m ROW Tie-In At Sta. 33+245 3 1 - 9.0 m Tie-In At Sta. 33+245 3	33+665.237 LT.	8.3 x 24.12 Inst	tall 4—Unit Cattleguar	rd & Pipe 30+
<u>1 – 10.0 m Tie-In</u> <u>1 – 7.48 m Tie-In</u> <u>RIGHT</u> <u>7 480 30 48 m ROW Tie-In At Sta 33+368</u> <u>X 498</u>	TOTAL:	6		31+
$\begin{bmatrix} 1 - 15.07 \text{ m } \text{Ie}-\text{ln} & \text{RIGH} & 15.070 \text{ 15.41 m } \text{ROW} & \text{Ie}-\text{ln} & \text{At Sta. 33+872} \\ \hline 5 - 7.0 \text{ m } \text{T/O} & (-9.44 \text{ m}) & \text{RIGHT} & -47.200 \text{ 7.0 m } \text{Turpout Locations} \end{bmatrix}$	EM No. 61903-1	211: CATTLEGU	ARD, 11770 m	m 32+
1 - 15.07 m Tre-In RIGHT 15.070 15.41 m ROW Tre-In At Sta. 33+872 ITE 5 - 7.0 m T/O (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations ITE 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITE	EM No. 61903-1	211: CATTLEGU Without C	IARD, 11770 m Gate	m <u>32+</u>
1 - 15.07 m Tre-In RIGHT 15.070 15.41 m ROW Tre-In At Sta. 33+872 ITE 5 - 7.0 m T/0 (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations SUB-TOTAL: 1021.624 TOTAL: 2054 786	EM No. 61903-1	211: CATTLEGU Without G	ARD, 11770 m Gate	m <u>32+</u>
1 - 15.07 m Tre-In RIGHT 15.070 15.41 m ROW Tre-In At Sta. 33+872 ITE 5 - 7.0 m T/0 (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations ITE 1 - 9.1 m T/0 (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITE SUB-TOTAL: 1021.624 59.848 Additional 3% For Varied Terrain Slope. SI TOTAL: 2054.786 1000000000000000000000000000000000000	EM No. 61903-1 STATION LOC. 33+898/860 LT.	211: CATTLEGU Without C T/O SIZE (WxL) Δ	ARD, 11770 m Gate DESCRIPTI	m 32+
1 - 15.07 m Tre-In RIGHT 15.070 15.41 m ROW Tre-In At Sta. 33+872 ITE 5 - 7.0 m T/0 (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations ITE 1 - 9.1 m T/0 (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITE SUB-TOTAL: 1021.624 59.848 Additional 3% For Varied Terrain Slope. Stational Stational 3% For Varied Terrain Slope. Stational Stational 3% For Varied Terrain Slope. Stational Stati	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL:	211: CATTLEGU Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 Inst 1	ARD, 11770 m Gate DESCRIPTIO	m 32+
Image: 1 - 15.07 m Tre-In RIGHI 15.070 15.41 m ROW Tre-In At Sta. 33+872 ITE 5 - 7.0 m T/O (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations ITE 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITE SUB-TOTAL: 1021.624 ITE 59.848 Additional 3% For Varied Terrain Slope. SIGHT TOTAL: 2054.786 ITEM No. 61901-1000: FENCING, BARBED-WIRE, 5-STRAND SIGHT 3 STATION TO STATION LOC. LENGTH (m) REMARKS REMARKS SIGHT <	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL:	211: CATTLEGU Without CT/O SIZE (W×L) ▲10.2 × 26.861	ARD, 11770 m Gate DESCRIPTIO tall 5-Unit Cattleguar	m <u>32+</u> ON <u>rd & Pipes.</u>
1 - 15.07 m lie-ln RIGHI 15.070 15.41 m ROW lie-ln At Sta. 33+872 ITE 5 - 7.0 m T/O (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations ITE 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITE SUB-TOTAL: 1021.624 59.848 Additional 3% For Varied Terrain Slope. State State ITEM No. 61901-1000: FENCING, BARBED-WIRE, 5-STRAND 3 STATION TO STATION LOC. LENGTH (m) REMARKS 3 26+650.000 - 32+900.000 LEFT 6250.000 New Fencing At 30.48 m ROW 8 4 - 20 m Tie-Ins LEFT 80.000 Dual Purpose Pipes Tie-In 1	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL:	211: CATTLEGU Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 Ins ⁻¹	ARD, 11770 m Gate DESCRIPTI tall 5-Unit Cattleguar ITEN	m <u>32+</u> ON <u>a & Pipes.</u> <u>A No. 63309-00</u>
I - 15.07 m T/O (-9.44 m) RIGHI 15.070 15.41 m ROW Tie-In At Sta. 33+872 ITE 5 - 7.0 m T/O (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations ITE 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITE SUB-TOTAL: 1021.624 TOTAL: 2054.786 ITEM No. 61901-1000: FENCING, BARBED-WIRE, 5-STRAND STATION TO STATION LOC. LENGTH (m) REMARKS 26+650.000 - 32+900.000 LEFT 6250.000 New Fencing At 30.48 m ROW Stational 30 m Tie-In 6 - 4.5 m T/O (-6.94 m) LEFT 80.000 Dual Purpose Pipes Tie-In 10.000 2 - 7.0 m T/O (-9.44 m) LEFT -11.640 4.5 m Turnout Locations 10.000	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL:	211: CATTLEGU Without GT/O SIZE (W×L) ▲10.2 × 26.861	ARD, 11770 m Gate DESCRIPTIO tall 5-Unit Cattleguar	m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>4 No. 63309-00</u> STATION LOCA
I - 15.07 m Tie-In RIGHI 15.070 15.41 m ROW Tie-In At Sta. 33+872 ITE 5 - 7.0 m T/0 (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations ITE 1 - 9.1 m T/0 (-11.54 m) RIGHT -47.200 7.0 m Turnout Locations ITE SUB-TOTAL: 1021.624 59.848 Additional 3% For Varied Terrain Slope. Stational Sta	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL:	211: CATTLEGU Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 1	IARD, 11770 m Gate DESCRIPTIO tall 5-Unit Cattleguar ITEN	m 32+ ON rd & Pipes. A No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. &
1 - 15.07 m lie-In RIGHI 15.07 lis.41 m ROW lie-In At Sta. 33+872 ITE 5 - 7.0 m T/O (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations ITE 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITE SUB-TOTAL: 2054.786 59.848 Additional 3% For Varied Terrain Slope. ITEM No. 61901-1000: FENCING, BARBED-WIRE, 5-STRAND 3 STATION TO STATION LOC. LENGTH (m) REMARKS 3 26+650.000 - 32+900.000 LEFT 6250.000 New Fencing At 30.48 m ROW 6 4 - 20 m Tie-Ins LEFT 80.000 Dual Purpose Pipes Tie-In 6 6 - 4.5 m T/O (-6.94 m) LEFT -41.640 4.5 m Turnout Locations 1 2 - 7.0 m T/O (-9.44 m) LEFT -42.70 Gate At Sto. 28+040.000 1 1 1 - 4.50 meter (-4.27 m) LEFT -4.200 Gate At Sto. 28+040.000 1 1 2 - 7.0 m T/O (-9.44 m) LEFT -4.200 Gate At Sto. 28+040.000 1 1 2 - 4.50 m Tie-Ins RIGHT 6250.000 New Fencing At 30.48 m ROW 1 4 20	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL:	211: CATTLEGU Without C T/O SIZE (WxL) Δ 10.2 x 26.86 Ins ⁻¹	ARD, 11770 m Sate DESCRIPTIONIT Cattleguar	m 32+ ON <u>a & Pipes.</u> M No. 63309-00 <u>STATION LOCA</u> 6+970.000 LT. & 7+290.000 LT. & 7+450.000 LT. &
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL:	211: CATTLEGU Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 1	ARD, 11770 m Sate DESCRIPTIONIT Cattleguar	m 32+ <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>3</u>
1 - 15.07 m Tie-in RIGHI 15.070 15.41 m R0W Tie-in At Sta. 33+872 5 - 7.0 m T/0 (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations SUB-TOTAL: 1021.624 59.848 Additional 3% For Varied Terrain Slope. 59.848 TOTAL: 2054.786 2054.786 59.848 Additional 3% For Varied Terrain Slope. 3 STATION TO STATION LOC. LENGTH (m) REMARKS 3 26+650.000 - 32+900.000 LEFT 6250.000 New Fencing At 30.48 m ROW 4 4 - 20 m Tie-Ins LEFT 80.000 Dual Purpose Pipes Tie-In 6 -4.5 m T/0 (-6.94 m) LEFT -4.270 Gate At Sta. 28+040.000 2 - 7.0 m T/0 (-9.44 m) LEFT -4.270 Gate At Sta. 28+040.000 SUB-TOTAL: 6265.210 50.000 New Fencing At 30.48 m ROW 4 -20 m Tie-Ins RIGHT 6265.210 50.000 SUB-TOTAL: 6265.210 50.000 50.860 27 m ROW Tie-In At Sta. 30+840 & 31+420 1 -7.48 m Tie-In RIGHT 6.960 27 m ROW Tie-In At Sta. 30+840 & 31+420 1 -7.48 m Tie-In RIGHT	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL:	211: CATTLEGU Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 1	ARD, 11770 m DESCRIPTION tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2	m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u>
1 - 15.07 m T/O (-9.44 m) RIGHT 15.47 m ROW lie-In At Sto. 33+872 5 - 7.0 m T/O (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations SUB-TOTAL: 1021.624 59.848 Additional 3% For Varied Terrain Slope. TOTAL: 2054.786 ITEM No. 61901-1000: FENCING, BARBED-WIRE, 5-STRAND STATION TO STATION LEFT 6250.000 New Fencing At 30.48 m ROW 4 - 20 m Tie-Ins LEFT 6250.000 New Fencing At 30.48 m ROW 4 - 20 m Tie-Ins LEFT -18.880 7.0 m Turnout Locations 2 - 7.0 m T/O (-9.44 m) LEFT -18.880 7.0 m Turnout Locations 1 - 4.50 meter (-4.27 m) LEFT -18.880 7.0 m Turnout Locations 1 - 4.50 meter (-4.27 m) LEFT -18.880 7.0 m Turnout Locations 1 - 4.50 meter (-4.27 m) LEFT -18.880 7.0 m Turnout Locations 2 - 3.48 m Tie-In RIGHT 6250.000 New Fencing At 30.48 m ROW 4 - 20 m Tie-Ins RIGHT 6250.000 New Fencing At 30.48 m ROW 4 - 20 m Tie-In RIGHT 6250.000 New Fencing At 30.48 m ROW 4 - 20 m Tie-In RIGHT 6250.000 New Fencing At 30.48 m ROW 2 - 3.48 m Tie-In RIGHT 6.9600 2	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL:	211: CATTLEGU Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 1	ARD, 11770 m Description tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u>
1 - 15.07 m lie-in RIGHT 15.070 15.41 m ROW lie-in At Sta. 33+872 5 - 7.0 m T/0 (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RIGHT -47.200 7.0 m Turnout Locations SUB-TOTAL: 1021.624 59.848 Additional 3% For Varied Terrain Slope. TOTAL: 2054.786 ITEM No. 61901-1000: FENCING, BARBED-WIRE, 5-STRAND STATION TO STATION LOC. LENGTH (m) REMARKS 26+650.000 - 32+900.000 LEFT 6250.000 Automation of the state statestate	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL:	211: CATTLEGU Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 Ins 1	ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m 32+ 32+ 32+ ON M No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 7+930.000 LT. & 8+090.000 LT. & 8+250.000 LT. & 8+570.000 LT. &
1 - 15.07 m Ire-In RIGHT 15.070 15.41 m R0W Ire-In At Sta. 35+872 5 - 7.0 m T//0 (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations 1 - 9.1 m T//0 (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations SUB-TOTAL: 1021.624 - 59.848 Additional 3% For Varied Terrain Slope. TOTAL: 2054.786 ITEM No. 61901-1000: FENCING, BARBED-WIRE, 5-STRAND STATION TO STATION LOC. LENGTH REMARKS 26+650.000 - 32+900.000 LEFT 6250.000 New Fencing At 30.48 m ROW 4 - 20 m Tie-Ins LEFT 80.000 Dual Purpose Pipes Tie-In 6 - 4.5 m T/0 (-6.94 m) LEFT -41.640 4.5 m Turnout Locations 1 - 4.50 meter (-4.27 m) LEFT -41.640 4.5 m Turnout Locations 1 - 4.50 meter (-4.27 m) LEFT -4.270 Gate At Sta. 28+040.000 26+650.000 26+650.000 - 32+900.000 RIGHT 6250.210 26+650.000 31+420 26+650.000 </td <td>EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: ITEM NO. 63308 TYPE 2, GLASS STATION</td> <td>211: CATTLEGU Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 Ins⁻¹ 1 -2000: OBJECT FIBER</td> <td>ARD, 11770 m Description tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2</td> <td>m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u></td>	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: ITEM NO. 63308 TYPE 2, GLASS STATION	211: CATTLEGU Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 Ins ⁻¹ 1 -2000: OBJECT FIBER	ARD, 11770 m Description tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u>
1 - 15.07 m lie-ln RGH1 -15.07 n Turnout Locations 5 - 7.0 m T/O (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 - 0.1 m Turnout Locations - 10000 11.640 11.640 1 - 0.0 m Tie-ins LEFT 6250.000 New Fencing At 30.48 m ROW 4 20 m Tie-ins 1.657.210 26+650.000 - 32+900.000 RIGHT 6250.210 - 1.640 1.6250.210 26+650.000 - 32+900.000 RIGHT 6250.000 New Fencing At 30.48 m ROW 4 2.0 m Tie-ins RIGHT 6260.27	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: ITEM NO. 63308 TYPE 2, GLASS STATION 26+930.000	211: CATTLEGU Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 Inst 1 1 -2000: OBJECT FIBER LOCATION F LT. & RT.	ARD, 11770 m DESCRIPTION tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u>
1 - 15.07 m Tre-In RGHT -15.070 15.41 m RW Tre-In At Sta. 33+8/2 TTE 5 - 7.0 m T/O (-9.44 m) RIGHT -11.540 9.1 m Turnout Locations 1 1 - 9.1 m T/O (-9.11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 1 - 9.1 m T/O (-9.11.54 m) RIGHT -11.540 9.1 m Turnout Locations SUB=-TOTAL: 1021.624 TOTAL: 2054.786 ITEM No. 61901-1000: FENCING, BARBED-WIRE, 5-STRAND STATION TO STATION LOC. LENGTH (m) REMARKS 26+650.000 - 32+900.000 LEFT 625.000 New Fencing At 30.48 m ROW 4 - 20 m Tie-Ins LEFT -41.640 4.5 m Turnout Locations 1 - 4.5 m T/O (-9.44 m) LEFT -42.70 Gate At Sta. 28+040.000 1 - 30.48 m ROW 4 - 20 m Tie-Ins RIGHT 6250.000 New Fencing At 30.48 m ROW 4 - 20 m Tie-In RIGHT 6255.210 Ce6450.000 - 32+900.000 RIGHT 6250.000 New Fencing At 30.48 m ROW 31+420 1 - 7.0 m T/O (-9.44 m) RIGHT -4.300 Dual Purpose Pipe Tie-Ins 2 </td <td>EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: ITEM NO. 63308 TYPE 2, GLASS STATION 26+930.000 27+130.000 27+130.000 27+130.000</td> <td>211: CATTLEU Without T/O SIZE (W×L) ▲ 10.2 × 26.86 1</td> <td>ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2</td> <td>m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u></td>	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: ITEM NO. 63308 TYPE 2, GLASS STATION 26+930.000 27+130.000 27+130.000 27+130.000	211: CATTLEU Without T/O SIZE (W×L) ▲ 10.2 × 26.86 1	ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u>
1 - 15.07 m l/e-in RICHI 15.070 15.41 m R0W l/e-in At Sto. 334872 1 - 9.1 m T/0 (-9.44 m) RICHT -41.540 9.1 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RICHT -41.540 9.1 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RICHT -41.540 9.1 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RICHT -41.540 9.1 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RICHT -41.540 9.1 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RICHT -41.540 9.1 m Turnout Locations 1 - 20 m Tie-ins LEFT 6250.000 New Fencing At 30.48 m R0W 4 - 20 m Tie-ins LEFT 6252.000 New Fencing At 30.48 m R0W 2 - 7.0 m T/0 (-9.44 m) LEFT -41.640 4.5 m Turnout Locations 1 - 4.50 meter (-4.27 m) LEFT -4.270 Gate At Sto. 28+040.000 26+650.000 - 32+900.000 RICHT 6265.210 26+650.000 SUB=TOTAL: 26+650.000 - 32+900.000 RICHT 6265.210 26+650.000 SUB=TOTAL: 2 -3.48 m Tie-ln RICHT 6265.210 27 m ROW Tie-ln At Sto. 30+840 & 31+420	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: ITEM NO. 63308 TYPE 2, GLASS STATION 26+930.000 27+130.000 27+771.000 28+150.000	211: CATTLEU Without T/O SIZE (W×L) ▲ 10.2 × 26.86 Instant 1 10.2 × 26.86 Instant Filler LOCATION LT. & RT.	ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m 32+ 32+ 32+ 32+ M No. 63309-00 M No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 7+930.000 LT. & 8+090.000 LT. & 8+090.000 LT. & 8+250.000 LT. & 8+250.000 LT. & 8+250.000 LT. & 8+370.000 LT. & 8+370.000 LT. & SUBT
1 - 15.07 m lie=ln RIGHI 15.070 l5.41 m R0W lie=ln At Sta. 33+872 5 - 7.0 m T/O (-9.44 m) RIGHT -47.200 T.0 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-6.94 m) LEFT 80.000 New Fencing At 30.48 m R0W 26+650.000 - 32+900.000 LEFT 40.000 Dual Purpose Pipes Tie-In 6 - 4.5 m T/O (-6.94 m) LEFT -4.20 Gate At Sta. 28+040.000 1 - 4.50 meter (-4.27 m) LEFT -4.270 Gate At Sta. 28+040.000 2 - 7.0 m T/O (-9.44 m) LEFT -4.200 Gate At Sta. 30+840 & 31+420 1 - 7.48 m Tie-In RIGHT 80.000 Dual Purpose Pipe Tie-Ins 2 - 3.48 m Tie-In RIGHT 80.000 Dual Purpose Pipe Tie-Ins 2	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: ITEM NO. 63308 TYPE 2, GLASS STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+420.000 28+420.000	211: CATTLEU T/O SIZE (W×L) ▲ 10.2 × 26.86 1 <td< td=""><td>ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2</td><td>m 32+ 32+ 32+ 32+ A No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 8+090.000 LT. & 8+090.000 LT. & 8+250.000 LT. & 8+570.000 LT. & 8+570.000 LT. & 8+390.000 LT. & 8+370.000 LT. & SUBTO</td></td<>	ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m 32+ 32+ 32+ 32+ A No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 8+090.000 LT. & 8+090.000 LT. & 8+250.000 LT. & 8+570.000 LT. & 8+570.000 LT. & 8+390.000 LT. & 8+370.000 LT. & SUBTO
1 1 -15.07 m Tite-In RIGHI 15.070 Tite-In RW III- 147.200 To.41 m R0W III-In At Sto. 33+8/2 ITEM 1 -9.1 m T/O (-9.44 m) RIGHT -47.200 T.0 m Turnout Locations ITEM 1021.624 1 -9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITEM 1021.624 1 -9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITEM 1 -9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITEM 1 -9.1 m T/O (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations ITEM 1 -9.1 m T/O (-6.94 m) LEFT 80.000 Dual Purpose Pipes Tie-In 6 6 -4.50 m T/O (-6.94 m) LEFT -4.200 Gate At Sto. 28+040.000 Item 1 -4.50 meter (-4.27 m) LEFT -4.200 Gate At Sto. 28+040.000 Item 2 -3.48 m Tie-In RIGHT -4.80 23 m ROW Tie-In At Sto. 30+840 & 31+420 Item 1 -7.48 m Tie-In RIGHT -4.80 23 m ROW Tie-In At Sto. 32+690 Item 2 -3.48 m Tie-In RIGHT -4.80 23 m ROW Tie-In At Sto. 32+600 Item	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+420.000 28+682.000	211: CATTLEU Without T/O SIZE (W×L) ▲ 10.2 × 26.86 10.2 × 26.86 Inst 1 10.2 × 26.86 Inst 1	ARD, 11770 m DESCRIPTION tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2	m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u>
1 - 15.07 m Tre=in HCH1 15.070 15.47 m ReW Tie=In At Sto. 33+872 1 - 9.1 m T/0 (-9.44 m) RIGHT -47.200 7.0 m Turnout Locations 344872 1 - 9.1 m T/0 (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 35872 1 - 9.1 m T/0 (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 34872 1 - 9.1 m T/0 (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 34872 1 - 9.1 m T/0 (-11.54 m) RIGHT -11.540 9.1 m Turnout Locations 34872 1 - 9.1 m T/0 (-11.54 m) RIGHT -102.624 3 1 - 9.1 m T/0 (-11.54 m) RIGHT RIGHT 80.000 104.7 m Turnout Locations 2 - 10 m Tie-ins LEFT 6250.000 New Fencing At 30.48 m R0W 4 - 20 m Tie-ins 10.01 Hight 4.5 m Turnout Locations 1 - 4.50 meter (-4.27 m) LEFT -41.640 4.5 m Turnout Locations -14.540 4.5 m Turnout Locations 2 - 7.0 m T/0 (-9.44 m) LEFT -41.640 4.5 m Turnout Locations -14.540 4.5 m Turnout Locations 1 - 4.50 meter (-4.27 m) LEFT -41.640 5.21 m Row Tie-in At Sto. 32+600 4.540 4.51+420<	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: ITEM NO. 63308 TYPE 2, GLASS STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+682.000 28+800.000 28+935.000	211: CATTLEU T/O SIZE (W×L) ▲ 10.2 × 26.86 10.2 × 26.86 Inst 10.2 × 26.86 Inst LOCATION FIBER LOCATION LT. & RT.	ARD, 11770 m bate DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u>
1 - 15.07 m 1/3 (-9.44 m) RiGHT -15.070 m 1/3 (-9.44 m) RiGHT -47.200 7.0 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RiGHT -11.540 9.1 m Turnout Locations -11.540 9.1 m Turnout Locations -11.540 9.1 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RiGHT -11.540 9.1 m Turnout Locations -11.540 9.1 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RiGHT -11.540 9.1 m Turnout Locations -11.540 9.1 m Turnout Locations 1 - 9.1 m T/0 (-11.54 m) RiGHT -11.540 9.1 m Turnout Locations -11.540 9.1 m Turnout Locations 1 - 4.57 m T/0 (-6.94 m) LEFT 6250.000 New Fencing At 30.48 m ROW -11.540 8.000 Dual Purpose Pipe Tie-Ins -11.540 8.525.210 2 - 7.0 m T/0 (-9.44 m) LEFT -4.270 Gate At Sta. 28+040.000 -11.540 8.000 Dual Purpose Pipe Tie-Ins -12.5460 8.31+420 2 - 3.48 m Tie-In RiGHT 6265.210 Gate At Sta. 32+680 -14.540 8.31+420 1 - 7.0 m T/0 (-6.94 m) RiGHT -4.270 Gate At Sta. 32+680 -14.51 m Turnout Locations -15.0 m Tie-In at Sta. 32+680 -	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+682.000 28+682.000 28+682.000 28+935.000 29+153.000	211: CATTLEU T/O SIZE (W×L) ▲ 10.2 × 26.86 10.2 × 26.86 10.2 × 26.86 Instant 10.2 × 26.86 Instant 10.2 × 26.86 Instant 10.2 × 26.86 Instant Inst	ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>4000</u> <u>17.</u> & <u>8+090.000</u> <u>17.</u> & <u>8+090.000</u> <u>17.</u> & <u>8+090.000</u> <u>17.</u> & <u>8+250.000</u> <u>17.</u> & <u>8+250.000</u> <u>17.</u> & <u>8+370.000</u> <u>17.</u> & <u>8+890.000</u> <u>17.</u> & <u>8+370.000</u> <u>17.</u> & <u>8+370.000</u> <u>17.</u> & <u>8+370.000</u> <u>17.</u> & <u>8+890.000</u> <u>17.</u> & <u>8+890.000</u> <u>10.</u> & <u>10.</u> & <u>10.</u> & <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.</u>& <u>10.</u>& <u>10.& <u>10.</u>& <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.</u>& <u>10.</u>& <u>10.</u>& <u>10.</u>& <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.</u>& <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.</u>& <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.& <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.& <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.& <u>10.& <u>10.</u>& <u>10.& <u>10.& <u>10.& <u>10.& <u>10.& <u>10.& <u>10.& <u>10.& </u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u></u>
1 - 15.07 m T/O (-9.44 m) RiGHT -17.200 T.20 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RiGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RiGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RiGHT -11.540 9.1 m Turnout Locations 1 - 9.1 m T/O (-11.54 m) RiGHT -1021.624 1 - 9.1 m T/O (-11.54 m) RigHT -1021.624 1 - 9.1 m T/O (-11.54 m) RigHT -1021.624 1 - 9.1 m T/O (-11.54 m) RigHT -1021.624 1 - 9.1 m T/O (-11.54 m) RigHT -1021.624 2 - 70 m T/O (-11.54 m) RigHT -11.540 9.1 m Turnout Locations 2 - 70 m T/O (-6.94 m) LEFT -6250.000 New Fencing At 30.48 m ROW 4 - 20 m Tie-Ins LEFT -42.270 Gate At Sta, 28+040.000 2 - 70 m T/O (-6.94 m) LEFT -42.270 Gate At Sta, 28+040.000 2 - 248 m Tie-Ins RiGHT -6250.000 New Fencing At 30.48 m ROW 4 - 20 m Tie-Ins RiGHT -6250.000 New Fencing At 30.48 m ROW 2 - 4.50 mtie-Ins RiGHT -42.270 Gate At Sta, 28+040.000 2 - 4.50 mtie-Ins RiGHT -23.080 AS m Turnout Locations	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+682.000 28+682.000 28+935.000 29+652.000 29+652.000	211: CATTLEU T/O SIZE (W×L) ▲ 10.2 × 26.86 10.2 × 26.86 Instant 1	ARD, 11770 m DESCRIPTION tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2	m 32+ 32+ 32+ 0N A No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 7+930.000 LT. & 8+090.000 LT. & 8+090.000 LT. & 8+250.000 LT. & 8+570.000 LT. & 8+730.000 LT. & 9+050.000 LT. & 9+210.000 LT. & 9+370.000 LT. & SUBTO
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+682.000 28+935.000 29+153.000 29+652.000 29+943.000	211: CATTLEU T/O SIZE (W×L) ▲ 10.2 × 26.86 10.2 × 26.86 10.2 × 26.86 Instructure 1 1 1 0 1 </td <td>ARD, 11770 m bate DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2</td> <td>m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> 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I = 15.07 m I/0 (-9.44 m) RIGH1 15.070 15.41 m. ROW I.e=In Al Sta. 334872 I = 9.1 m T/0 (-11.54 m) RIGHT -47.200 7.20 m T/0 (-0.844 m) RIGHT -59.848 Additional 3% For Veried Terroin Side. 33 ITEM No. 61901-1000: FENCINC, BARBED-WIRE, 5-STRAND ITEM No. 61901-1000: FENCINC, BARBED-WIRE, 5-STRAND 33 STATION TO STATION LOC. LENGTH REMARKS	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: TYPE 2, GLASS STATION 26+930.000 27+130.000 27+130.000 27+771.000 28+150.000 28+682.000 28+682.000 28+800.000 28+935.000 29+153.000 29+153.000 29+943.000 30+570.000 30+570.000	211: CATTLEU< Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 10.2 × 26.86 1 10.2 × 26.86 Inst 1	ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m 32+ 32+ 32+ 32+ 32+ 32+ 32+ 32+
I = 15.07 m 1/6 - 19.44 m) RIGHT 15.070 15.41 m ROW Lie-In At Sto. 33+872 I = 3.1 m 1/2 (-11.54 m) RIGHT -41.200 f.20 m Urrout Locations 39.878 Additionel 3% For Varied Terroin Stope. I = 0.1 m 1/2 (-11.54 m) RIGHT -41.200 f.20 m Urrout Locations 39.878 Additionel 3% For Varied Terroin Stope. ITEM No. 61901-1000: FENCINC, BARBED-WIRE, 5-STRAND 3 STATION TO STATION LOC. LENGTH (m) REMARKS 26+650.000 - 32+900.000 LEFT 6280.000 bud Purpose Pipes Tie-In 6 = 4.5 m T/0 (-6.94 m) LEFT -41.840 4.5 m Turnout Locations 2 = 7.0 m T/0 (-6.94 m) LEFT -42.270 Gate A: Sta. 28+04-0.000 2 = 7.0 m T/0 (-6.94 m) LEFT -42.270 Gate A: Sta. 28+04-0.000 2 = -3.48 m Te-In RIGHT 6.960 000 New Fencing AL 30.48 m ROW 4 = 20 m Te-Ins RIGHT -4.270 Gate A: Sta. 28+04-0.000 2 = -4.50 meter (-4.27 m) LEFT -4.270 Gate A: Sta. 28+04-0.000 2 = -5.48 m Te-In RIGHT -5.000 27 m ROW Te-In At Sto. 32+860 1 = -5.0 m Te-In RIGHT -5.000 28 m ROW Te-In At Sto. 32+260 2 = -3.48 m Te-In RIGHT -9.460 7.0 m Turnout Locations 2 = -4.50 meter (EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: 33+898.860 LT. TOTAL: TOTAL: STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+682.000 28+682.000 28+800.000 28+935.000 29+153.000 29+153.000 29+780.000 30+570.000 30+570.000 30+760.000 30+760.000	211: CATTLEU< Without G T/O SIZE (W×L) ▲ 10.2 × 26.86 10.2 × 26.86 10.2 × 26.86 Instance 10.2 × 26.86 Instance LI. × 26.86 Instance II. × 800000000000000000000000000000000000	ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	m 32+ 32+ 32+ 32+ A No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 7+930.000 LT. & 8+090.000 LT. & 8+090.000 LT. & 8+570.000 LT. & 8+570.000 LT. & 8+730.000 LT. & 8+890.000 LT. & 8+890.000 LT. & 8+890.000 LT. & 8+890.000 LT. & SUBTO DEPARTA BUREAU NAVAJO REGIONA
1 = 15.02 m 1/20 (=9.44 m) RIGH 15.070 15.41 m Row He=n AL Sta 3318/2 5 = 7.2 m 1/20 (=9.44 m) RIGHT -11.540 91.1 m lumout locations 1 = 9.1 m 1/20 (=11.54 m) RIGHT -11.540 91.1 m lumout locations 1 = 9.1 m 1/20 (=11.54 m) RIGHT -11.540 91.1 m lumout locations 1 = 9.1 m 1/20 (=11.54 m) RIGHT -11.540 91.1 m lumout locations 1 = 9.1 m 1/20 (=11.54 m) RIGHT -11.540 91.1 m lumout locations 1 = 0.1 m 1/20 (=11.54 m) RIGHT -11.540 91.1 m lumout locations 2 = 7.0 m 1/20 (=0.54 m) LCFT 62.50.000 New Fencing At 30.48 m ROW 4 = 20 m Tie=Ins LCFT 62.50.000 New Fencing At 30.48 m ROW 4 = 50 m 1/20 (=0.54 m) LEFT -18.880 7.0 m Turnout locations 2 = 7.0 m 1/20 (=0.54 m) LEFT -18.880 7.0 m Turnout locations 2 = 7.0 m 1/20 (=0.54 m) LEFT -18.880 7.0 m Turnout locations 2 = 7.0 m 1/20 (=0.54 m) LEFT -4.20 0 to ta .50.2840.000 2 = 4.48 m Tie=In RIGHT 7.480 23 m ROW Tie=In At Sta. 30.48 m ROW 2 = -1.5 m T/20 (=0.54 m) RIGHT -4.440 7.0 m Turnout locations 2 = -4.50 meter (=4.27 m) RIGHT -4.440 7.0 m Turnout locations </td <td>EM No. 61903–1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: STATION 26+930.000 27+130.000 27+771.000 28+420.000 28+682.000 28+682.000 28+682.000 29+153.000 29+652.000 29+780.000 30+570.000 30+760.000 30+960.000 31+102.000</td> <td>211: CATTLEUN T/O SIZE (W×L) △ 10.2 × 26.86 Instance 10.2 × 26.86 Instance 1 10.2 × 26.86 Instance 1 1 1 1 1 1 LT & RT. LT. & RT.</td> <td>ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2</td> <td>m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>4000</u> <u>17.&</u> <u>8+090.000</u> <u>17.&</u> <u>8+090.000</u> <u>17.&</u> <u>8+090.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u></td>	EM No. 61903–1 STATION LOC. 33+898.860 LT. 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ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2	m <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>32+</u> <u>4000</u> <u>17.&</u> <u>8+090.000</u> <u>17.&</u> <u>8+090.000</u> <u>17.&</u> <u>8+090.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+570.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>8+890.000</u> <u>17.&</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u> <u>80.</u>
I = 15.02 m 1/0 (=9.44 m) RGH 15.070 15.41 m R0W Ite-In AL Sta. 331872 I = 9.1 m 1/0 (=11.54 m) RGH -11.540 9.1 rm runot Locations I = 9.1 m 1/0 (=11.54 m) RGH -11.540 9.1 rm runot Locations ITEM No. 61901-1000: FENCING, BARBED-WIRE, 5-STRAND ITEM No. 61901-1000: FENCING, BARBED-WIRE, 5-STRAND ITEM No. 61901-000: FENCING, BARBED-WIRE, 5-STRAND Iteriation in the interval interval locations 26+650.000 - 32+900.000 LEFT 6250.000 New Fencing At 30.48 m R0W 4 - 20 m Tie-Ins LEFT 6250.000 New Fencing At 30.48 m R0W 4 - 20 m Tie-Ins LEFT 6250.000 New Fencing At 30.48 m R0W 4 - 20 m Tie-Ins RGHT -720 Gate At Sto. 25+040.000 1 - 4.50 meter (=4.27 m) LEFT 6250.000 New Fencing At 30.48 m R0W 2 - 3.48 m Tie-In RGHT 7.460 25 m R0W Te-In At Sto. 32-660 1 - 7.48 m Tie-In RGHT -7.300 28 m R0W Te-In At Sto. 32-660 2 - 3.48 m Tie-In RGHT -7.300 28 m R0W Te-In At Sto. 32-660 1 - 7.48 m Tie-In RGHT -7.300 28 m R0W Te-In At Sto. 32-660 2 - 4.50 meter (=4.27 m) RGHT -7.300 28 m R0W Te-In At Sto. 32-660 2 - 4.50 meter (=4.27 m) RGHT -7.460 25 m Turnot Locations	EM No. 61903-1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: STATION ITEM NO. 63308 TYPE 2, GLASS STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+420.000 28+800.000 28+935.000 29+153.000 29+943.000 30+570.000 30+760.000 31+102.000 31+470.000	211: CATTLEU T/O SIZE (WxL) A 10.2 x 26.86 10.2 x 26.86 1 1 1 10.2 x 26.86 1 <td>ARD, 11770 m Sate DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 <tr< td=""><td>m 32+ 32+ 32+ 0N A No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 8+090.000 LT. & 8+250.000 LT. & 8+250.000 LT. & 8+730.000 LT. & 8+730.000 LT. & 9+050.000 LT. & 9+050.000 LT. & 9+050.000 LT. & 9+050.000 LT. & SUBTANNAL AND SUBTANNAL AND SUBTANNAL</td></tr<></td>	ARD, 11770 m Sate DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 <tr< td=""><td>m 32+ 32+ 32+ 0N A No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 8+090.000 LT. & 8+250.000 LT. & 8+250.000 LT. & 8+730.000 LT. & 8+730.000 LT. & 9+050.000 LT. & 9+050.000 LT. & 9+050.000 LT. & 9+050.000 LT. & SUBTANNAL AND SUBTANNAL AND SUBTANNAL</td></tr<>	m 32+ 32+ 32+ 0N A No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 8+090.000 LT. & 8+250.000 LT. & 8+250.000 LT. & 8+730.000 LT. & 8+730.000 LT. & 9+050.000 LT. & 9+050.000 LT. & 9+050.000 LT. & 9+050.000 LT. & SUBTANNAL AND SUBTANNAL
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1 - 15.07 m 12-16 PICH1 42.00 1.3.07 1.4.16 1.4.27 1.5	EM No. 61903–1 STATION LOC. 33+898.860 LT. TOTAL: TOTAL: STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+420.000 28+682.000 28+682.000 29+153.000 29+652.000 29+780.000 30+570.000 30+570.000 30+570.000 31+71.000 31+71.000 31+71.000 32+947.000 32+922.000 33+860.000	211: CATTLEUU T/O SIZE (W×L) A 10.2 × 26.86 10.2 × 26.86 1 10.2 × 26.86 Instructure Instructure 10.2 × 26.86 Instructure Instre Instruc	ARD, 11770 m DESCRIPTIO tall 5-Unit Cattleguar ITEN 2	m 32+ 32+ 32+ 32+ 0N 32+ 0N 32+ 0N 32+ 0N 32+ 0 0N 32 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	EM No. 61903–1 STATION LOC. 33+898.860 LT. TOTAL: 33+898.860 LT. TOTAL: STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+420.000 28+682.000 28+682.000 29+652.000 29+780.000 29+943.000 30+760.000 30+760.000 31+102.000 31+71.000 31+71.000 31+71.000 32+92.000 33+860.000	211: CATTLE U Without 0 T/O SIZE (W×L) △ 10.2 × 26.86 10.2 × 26.86 10.7 × 26.86 Instant 10.2 × 26.86 Instant 10.2 × 26.86 Instant 10.2 × 26.86 Instant 10.2 × 26.86 Instant 1	ARD, 11770 m Sate DESCRIPTION tall 5-Unit Cattleguar 1TEN 2 <t< td=""><td>m 32+ 32+ 32+ 32+ 32+ 32+ 32+ 32+</td></t<>	m 32+ 32+ 32+ 32+ 32+ 32+ 32+ 32+
I = 15307 m *e-16 RCHI = 15307 its AI RCMI = 15307 its AI =	EM No. 61903–1 STATION LOC. 33+898.860 LT. TOTAL: 33+898.860 LT. TOTAL: STATION 26+930.000 27+130.000 27+771.000 28+150.000 28+420.000 28+682.000 28+935.000 29+153.000 29+780.000 30+570.000 30+570.000 30+570.000 31+71.000 31+771.000 31+571.000 31+571.000 32+547.000 32+92.000	211: CATTLEU T/O SIZE (W×L) △ 10.2 × 26.86 10.2 × 26.86 Inst 1 <	ARD, 11770 m Sate DESCRIPTIO tall 5-Unit Cattleguar ITEN 2 <tr< td=""><td>m 32+ ON 32+ A No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 7+930.000 LT. & 8+090.000 LT. & 8+250.000 LT. & 8+730.000 LT. & 8+730.000 LT. & 9+210.000 LT. & 9+210.000 LT. & 9+210.000 LT. & 9+210.000 LT. & 9+370.000 LT. & SUBTO SUBTO DEPARTN SUBTO PAWN BY: D.0. 0 ESIGNED BY: D 0 ESIGNED BY: D 0 EVISED: 6/2011</td></tr<>	m 32+ ON 32+ A No. 63309-00 STATION LOCA 6+970.000 LT. & 7+290.000 LT. & 7+450.000 LT. & 7+610.000 LT. & 7+930.000 LT. & 8+090.000 LT. & 8+250.000 LT. & 8+730.000 LT. & 8+730.000 LT. & 9+210.000 LT. & 9+210.000 LT. & 9+210.000 LT. & 9+210.000 LT. & 9+370.000 LT. & SUBTO SUBTO DEPARTN SUBTO PAWN BY: D.0. 0 ESIGNED BY: D 0 ESIGNED BY: D 0 EVISED: 6/2011

REGION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
NAVAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	3	42

IT	ЕM	No.	63309-	0020: [DELINEA	TOR
			GLASS	FIBER, ⁻	type "1	В"
					63309	
		STA	TION	LOC.	REQ'D	
		29+	-544.552	LT.	1	
		29+	634.552	LT.	1	
		29+	724.552	LT.	1	
		29+	896.134	LT.	1	-
		29+	930.995	LT.	1	
		29+	965.855	LT.	1	-
	PT	30+	000.716	LT.	1	
		30+	067.716	LT.	1	-
		30+	-157.716	LT.	1	-
		31+	-762.384	LT.	1	-
		31+	852.384	LT.	1	-
	PC	32+	-032.384	LT.	1	-
		32+	-119.375	LT.	1	
		32+	206.366	LT.	1	
		32+	-293.356	LT.	1	
		32+	-380.347	LT.	1	
		32+	467.338	LT.	1	
		32+	-647.338		1	
		32+	-/37.338		1	
				TOTAL:	19	

31+367.716 LT. & RT.

2

2

2

2

31+527.716 LT. & RT.

31+687.716 LT. & RT.

32+870.000 LT. & RT.

33+057.338 LT. & RT.

33+217.338 LT. & RT.

DESCRIPTION (WxL) 🛆 7.0 x 20.24 Install 3-Unit Cattleguard w/Type I Gate & Pipe 7.0 x 20.24 Install 3-Unit Cattleguard w/Type II Gate 7.0 x 20.24 Install 3-Unit Cattleguard w/Type II Gate & Pipes 7.0 x 19.92 Install 3-Unit Cattleguard w/Type II Gate & Pipe 7.0 x 16.38 Install 3-Unit Cattleguard w/Type II Gate & Pipe 7.0 x 19.94 Install 3-Unit Cattleguard w/Type II Gate & Pipe 7.0 x 19.94 Install 3-Unit Cattleguard w/Type II Gate & Pipes 7.0 x 14.94 Install 3-Unit Cattleguard w/Type II Gate

1010: CATTLEGUARD, 9480 mm With Gate T/O SIZE DESCRIPTION (WxL) 🛆 9.1 x 19.

9.1 x 19.94	Install	4–Unit	Cattleguard	W/Type		Gate	&	Pipe.
9.1 x 5.16	Install	4–Unit	Cattleguard	w/Type		Gate.		
2								

t Is To Inside Of Cattleguard (Or Right-Of-Way Fence If And Does Not Include Cattleguard, Aggregate Surfacing eguard, Or Additional Tie-In Length Required.

: CATTLEGUARD, 9480 mm

Withou	t Gate								
o size (W×L) ∆	DESCR	IPTION	ITEM No.	20443-	-2000:	EARTH	EN		
x 20.19	Install 4-Unit Cattle	eguard & Pipe		DIKE/E	BERM, T`	YPE "e	3"		
x 17.71	Install 4-Unit Cattle	eguard & Pipe			LENGTH				
x 23.86	Install 4-Unit Cattle	eguard & Pipe.	STATION	LOC.	(m)	D	ESCRIPTION		
x 24.12	Install 4-Unit Cattle	equard & Pipe	26+930.00	0 LT.	12.00	At Pipe	e Inlet		
× 24 12	Install 4-Unit Cattle	auard & Pipe	28+420.00	0 RT.	12.00	At Pipe	e Inlet		
~ 24.12	Install 4 Unit Cattle	auard & Dipo	28+688.00	0 RT.	12.00	Riprap	Protected A	t Pipe Inle	et
x Z4.1Z	Instan 4-Onit Cattle	eguara & Pipe	30+570.00	0 LT.	12.00	At Pipe	e Inlet		
6			31+102.00	0 RT.	12.00	At Pipe	e Inlet		
			31+470.00	0 LT.	12.00	At Pipe	e Inlet		
CATTLE	GUARD, 11770	mm	32+540.00	0 RT.	12.00	At Pipe	e Inlet		
Withou	t Gate			TOTAL:	84				
O SIZE									
(WxL) 🛆	DESCR	RIPTION							
2 x 26.86	Install 5-Unit Cattle	eguard & Pipes.							
1									
		ITEM No. 6330	<u>)9-0010: D</u>	ELINEA	<u>tors, t`</u>	YPE "	1 A ''		
				63309				63309	
		STATION	LOCATION	REQ'D	STAT	ION	LOCATION	REQ'D	
		26+970.000	LT. & RT.	2	30+72	7.716	LT. & RT.	2	
		27+290.000	LT. & RT.	2	30+88	7.716	LT. & RT.	2	
		27+450.000	LT. & RT.	2	31+04	7.716	LT. & RT.	2	
		27+610.000	LT. & RT.	2	31+20	7.716	LT. & RT.	2	

2

2

2

2

2

2

27+930.000 LT. & RT.

28+090.000 LT. & RT.

28+250.000 LT. & RT.

28+570.000 LT. & RT.

28+730.000 LT. & RT.

28+890.000 LT. & RT.

00: OBJECT MARKER

REQ'D	
2	
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2	1
2	1
44]

29+050.000	LT. & RT.	2	33+537.338	LT. & RT.	2
29+210.000	LT. & RT.	2	33+697.338	LT. & RT.	2
29+370.000	LT. & RT.	2		SUBTOTAL:	24
	SUBTOTAL	26		TOTAL:	50
	UN	NTEC) STATE	S	
DEPA	RTME	NT (OF THE	INTE	RIOR
BUR	EAU	OF	INDIAN	AFFAI	RS
NAVAJO R	EGIONAL C	FFICE	* DIVISION C	F TRANSPC	RTATION
ES	TIMA	TED	QUAN		Ŝ
DRAWN BY:	D.O.T.	DATE:	1/2010	OPRIMEN 18	OF THE
DESIGNED B	BY: D.O.T.	DATE:	1/2010		RIOR
REVISED: 6/	2011 FI	LENAME:	N21(3)QNT		
BY: NRDOT	S	CALE: N	NTS		VDIAN H

	ATION 1	TARIE: NI	21(3)28A				ignment: 1	N21(3) 2	&4							
SOT LILL V	ion1 Centerl	ine-LEOP	Super Control Line	Section1 Cente	rline-REOP	PO	INT STA	NOIT	NORTHING	EASTING	BEARING	DISTANCE	RADIUS	LENGTH	DOC	DELTA/DIRECTION
	Type: Lin	near		Type: Li	near	P(<u>DB 26+65</u> <u>C 29+79</u>	0.000 61 1.552 61	<u>2820.646</u> 5740.755	<u>288515.179</u> 287356.596	N 21°38'28" W	3141.552				
<u>26+6</u>	50.000	<u>-2.00%</u>	Normal Crown	26+650.000	-2.00%		29+89 C	9 <u>8.661</u> 61 61	<u>5840.314</u> 5886.059	- <u>287317.095</u> 287722.824			394.000	209.164	4°25'57"	30°25'00" Rt.
29+73	31.752	-2.00%	Normal Crown	29+731.752	-2.00%		77 30+00	0.716 61	5946.170 7954 054	287333.436	N 8°46'32" F	2031.668				
29+72 29+76	<u>48.002</u> 64.252	2.00%	Zero Cross Slope Reverse Crown	29+764.252	-2.00%		$\frac{1}{32+0.5}$	9.882 61	<u>/954.054</u> 8169.006	287645.596 287676.579	N 0 40 52 L	2031.000	12676.631	434.954	0°08'16"	1°57'57" Rt.
C1 29+8	13.002	8.00%	Full Super	29+813.002	-8.00%		<u>с </u>	61 67.338 61	<u>6020.050</u> 8382.693	<u> </u>						
$29+9^{-1}$	<u>79.266</u> 28.016	8.00%	Full Super	<u>29+979.266</u> 30+028.016	<u>-8.00%</u> -2.00%		NT 33+89	8.860 61	9789.133	5 <u>287983.920</u> 287987.460	N 10°44'29" E	1431.523				
30+04	44.266	0.00%	Zero Cross Slope		2.0070		<u>Je JJ+91</u>	7.034 01	3007.734	207907.400	IN 10 44 25 L	10.334				
30+00	<u>60.516</u>	-2.00%	Normal Crown	30+060.516	-2.00%	_										
C2 $32+46$	67.338	-2.00%	Normal Crown	32+467.338	-2.00%	_										
33+89	98.860	-2.00%	Normal Crown	33+898.860	-2.00%											
											<u>turn</u>	UT EXT	<u>TENSIOI</u>	NOTE	•	
											The Turno	out Location	s Listed Be	elow Will Re	equire Ear	thwork And Gradir
											Outside T Necessary	he Road Rig 7 To Obtain	ght-Of-Way Acceptable	/ In Constr Turnout G	ruction Zo Grades of	ne. This Work Is ±8.0% Maximum
											Or To Cr	eate Smooth	i Tie-ins T	o Existing	Turnouts.	The Specific
											Determine	ed By the C	OR/AOTR. ⁻	To Meet Ad The Width	cceptable Of Extensi	ions Shall Taper
											From The	New Turno	ut Width To	o The Exist	ting Drivev	vay/Roadway Width
TURNOUTS											Related F	load Constru	uction Item	s. Specifie	ed Aggreg	ate, Asphalt,
STATION	LOCATION	SIZE	TY	PE		REMARKS					Concrete, Measured	Or Other F And Paid L	Pavement R Inder The	elated Stru Appropriate	uctural Ma Bid Item	terial Will Be
26+703.000		4.5 m Wi	<u>de x 20.24 m</u> A		WITH NEW C	CATTLEGUARD	& GATE				incusured			(ppropriate		
28+040.000	RIGHT	7.0 m Wi	de x 20.24 m A	CONSTRUCT	WITH NEW C	CATTLEGUARD	, gate (typ	E 1), & P	IPE							
28+405.000	LEFT	4.5 m Wi	de x 20.24 m A	CONSTRUCT	WITH NEW C	CATTLEGUARD	& GATE				TUR	IOUT C	ONSTRI	JCTION	ZONE	<u>IS</u>
28+620.000	RIGH I	4.5 m Wi 7.0 m Wi	<u>de x 20.24 m A</u> de x 20.24 m A	CONSTRUCT	WITH NEW C	CATTLEGUARD	<u>, GATE, & F</u> & GATF	PIPE			[
31+200.000	LEFT	4.5 m Wi	de x 20.24 m A	CONSTRUCT	WITH NEW C	CATTLEGUARD	& GATE				STAT	ION TO STA	TION ⁽¹⁾	LOCATIO	N BEYO	
31+920.000	RIGHT	4.5 m Wi	de x 25.68 m A	CONSTRUCT	WITH TYPE I	GATE ONLY	& PIPE				26+69	5.000 - 26	+715.000	LEFT	10.0	m
31+990.000 32+070.000		4.5 m Wi	de x 20.24 m A de x 20.24 m A	CONSTRUCT	WITH NEW C	CATTLEGUARD. CATTLEGUARD	, GATE, & F GATE & F	NPE NPF			28+39	3.000 - 28	+418.000	LEFT	10.0	m
32+546.000	LEFT	7.0 m Wi	de x 20.24 m A	CONSTRUCT	WITH NEW C	CATTLEGUARD	, GATE, & F	PIPE			28+61 29+84	2.000 - 28 5.000 - 29	+632.000 +870.000	RIGHT	20.0	m
32+602.000	RIGHT	8.5 m Wi	de x 20.19 m A		WITH NEW C	ATTLEGUARD	, GATE, & F				31+18	5.000 - 31	+205.000	LEFT	15.0	m
32+748.000	RIGHT	8.5 m Wi 7.0 m Wi	<u>de x 17.71 m A</u> de x 21.38 m A	CONSTRUCT	with new c	CATTLEGUARD. CATTLEGUARD.	<u>, gate, & f</u> . gate. & f	71PE 71PF *			31+97	7.000 - 31	+997.000	LEFT	15.0	m
32+984.000	LEFT	8.3 m Wi	ide x 23.86 m /	A CONSTRUCT	TO MATCH E	EXISTING NHA	ROADWAY	WITH CATTL	EGUARD	& PIPE	32+06 33+35	<u>3.000 - 32</u> 5.000 - 33	+083.000 +368.000	RIGHT	15.0	m
33+152.000	RIGHT	9.1 m Wi	ide x 19.94 m /		WITH NEW (CATTLEGUARD	, GATE, & F				33+77).000 - 33	+795.000	LEFT	25.0	m
33+372.913	LEFT	8.3 m Wi	de x 23.86 m A	CONSTRUCT CONSTRUCT	TO MATCH E	EXISTING NHA	ROADWAY	with cattl	EGUARD	& PIPE	33+86	0.000 - 33	+880.000	RIGHT	15.0	m
33+473.175	LEFT	8.3 m Wi	de x 23.86 m A	CONSTRUCT	to match e	EXISTING NHA	ROADWAY	with cattl	EGUARD	& PIPE	(1) The (Contractor S	Shall Stay V	Vithin These	e Work Zo	one
33+492.000	RIGHT	7.0 m Wi 7.0 m Wi	de x 16.38 m A	CONSTRUCT	WITH NEW C	ATTLEGUARD	, GATE, & F GATE & F	NPE NPF			Durin	g Constructi	on.			
33+665.237	LEFT	8.3 m Wi	de x 23.86 m A	CONSTRUCT	TO MATCH E	EXISTING NHA	ROADWAY	WITH CATTL	EGUARD	& PIPE						
33+786.000	LEFT	7.0 m Wi	de x 19.94 m A		WITH NEW C	CATTLEGUARD	, GATE, & F	PIPE								
33+898.860	LEFT	10.2 m W	ide x 12.00 m / A	CONSTRUCT	with new c with new c	ATTLEGUARD	& GATE & PIPE									
* Contorlino Of		d To Bo Plac	and In-Line With The	Now Picht_Of_Wa	W Fanca On	The South	Sido Of The	Turpout	io 277	Motors						
From The Roc	adway Cente	erline.	ted III-LIIIe with The	new night-or-we	ly rence on	THE SOUTH	SIDE OF THE	e furriout,	1.6. 27.7	Meters						
** Centerline Of From The Roc	Cattle Guar adway Cente	rd To Be Plac erline	ced In-Line With The	New Right-Of-Wo	y Fence On	The South	Side Of The	e Turnout,	i.e. 27.7	Meters						
EXISTING UTILI	ITY CROSS	ING INFORM	ATION						,							
STATION	N						LEVATION	SKEW NO.	OWNER	REMARKS						
27+097.0	000	EXISTING W	OWER POLE WITH GUY	WIRE	15.1 m	n Rt.	- 1000.957		NTUA	TO BE RELOCAT	TED BY OTHERS	UIHERS				
28+080.0	000	EXISTING OV	VERHEAD POWERLINE		CENTER	LINE	1899.819	_	NTUA E	BOTTOM POWER	RLINE EL: 1899.8	19				
29+258.0	200	EXISTING OV	VERHEAD POWERLINE		CENTER		UNKNOWN		NTUA E	BOTTOM POWER	RE ENCASED BY	ΟΤΗΕΡς				
30+847.2	266	EXISTING W	ATERLINE		CENTER	LINE	1863.266	89.0	NTUA	152 mm ø WIT	TH 356 mm Ø C	ASING – PR	ROTECT IN F	PLACE		
32+663.8	803	EXISTING OV	VERHEAD POWER		CENTER	LINE	1849.514	87.0	NTUA E	BOTTOM POWER	RLINE EL: 1849.5	14 – prote	ECT IN PLA	CE		
32+664.7	753 203	EXISTING PO	OWER POLE OWER POLE INSIDE BO	DOSTER STA	<u> </u>	m Rt. m Rt			NTUA F	PROTECT IN PL Protect in Pi	ACE					
32+910.4	442	EXISTING W	ATERLINE		CENTER	LINE	1837.647	88.0	NTUA	152 mm Ø TO	BE ENCASED BY	OTHERS				
32+951.7	763	EXISTING OV	VERHEAD POWERLINE	& TELEPHONE	CENTER		1845.100	102.0		BOTTOM POWER	RLINE EL: 1845.1) TO BE RA	ISED BY O	THERS		
33+424.3	<u>313</u>	EXISTING P	JWER POLE Verhfad poweriine	& TELEPHONE	6.55 m CENTER	n Kt. I INF		81 0	niua f	<u>kelucate POLE</u> Bottom powfr	<u>l by uthers</u> RLINF FL: 1843-2	4 TO RF RA	ISED RY O	THERS		
33+695.9	963	EXISTING O	VERHEAD POWERLINE	& TELEPHONE	CENTER	LINE	1841.026	68.0	NTUA E	BOTTOM POWER	RLINE EL: 1841.0	26 – PROTE	ECT IN PLA	CE		
33+707.4	486	EXISTING PO	OWER POLE		29.99 r	m Rt.				PROTECT IN PL	ACE					
<u> </u>	<u>570</u> 667	EXISTING TE	verhfad tfifphonf	LINE	4./8 m CENTER	n Kt. INF		 112 ∩	FCC F	KELUCAIE POLE Bottom power	<u>l by uthers</u> RLINF FL· 1839.8	5 TO RF RA	ISFD RY O	THERS		
33+884.7	746	EXISTING W	ATERLINE		CENTER	LINE	1830.333		NTUA	102 mm Ø TO	BE ENCASED BI	OTHERS				
* 33+929.0	036	EXISTING TE	ELEPHONE POLE		10.19 r	n Lt.	—		FCC F	RELOCATE POLE	E BY OTHERS					
* The Te	elephone Po	ble At Sta. 33	3+929.036 Lt. And Th	e Two (2) Related	d Overhead	Road Center	line									

Crossings At Sta. 33+927 And Sta. 33+946 Are Beyond The End Of Project (EOP). However, The Telephone Pole And Roadway Crossings Will Need To Be Relocated Due To The Construction Of The N6331 Temporary Connecting Road And The Future N6331 Project.

NOTE: The Locations And Elevations Given For Utilities Are Approximate And Items Noted In The "REMARKS" Column Are Based On The 'Best Available Information' During The Planning And Design Phase Of This Project. The Utility Companies May Recommend/Request Revisions As They Deem Appropriate To Protect And/Or Relocate Their Utilities.

REGIO NAVA

BN

CONSTRUCTION PLANS APPROVED DATE: 05/25/2011

NN STATE RESERVATION ROLTE PROJECTINO. SHEET TOTAL SHEET JC ARIZONA NAVALO N21 N21(3)2&4 4 42 A No. STATION OFFSET NORTHING EASTING ELEVATION DESCRIPTION 530 26+555.442 22.961 T. 6.7224.284 288528.7 1919.482 RLBAR 531 26+70.2883 30.418 RT. 6.72881.111 28852.37.4 1915.398 REBAR 532 26+87.0052 28.062 R. 6.7319.863 288342.7 1916.095 REBAR 533 27+105.894 25.663 RT. 6.7349.403 288342.7 1916.0395 REBAR 535 27+53.2687 20.427 R. 6.7347.473.420.45 REBAR 325 27+666.712 37.464.12 6.7347.41.7.4 6.7347.420.421.420.45 1899.094 REBAR 535 27+636.4561 281.091.441 R. 6.442.042 287494.056 1827.056 REBAR 54									
JO ARIZONA NAVAUC N21 N21(3)2&4 4 42 4 No. STATION OFFSET NORTHING EASTING ELEVATION DESCRIPTION 530 26-855.442 29.361 T. 517271.284 28523.914 1915.398 REBAR 532 26-871.052 26.061 RT. 613035.726 286347.121 1906.402 RLEAR 533 27-055.875 32.032 L 51338.853 288344.719 1906.392 REEAR 535 27-353.667 20.427 RT 613475.033 288271.102 1890.694 REEAR 536 27-333.667 20.427 RT 81347.119 28804.719 1900.392 REEAR 537 27-868.712 37.844 T 613751.733 28813.419 1900.392 REEAR 538 27-833.553 60.345 T 613751.733 288143.719 1881.391 RLEAR 539 28-01.073 811 61477.851 82774.913 1887.397	ON	STATE	RESERVATION	N ROUTE	PROJECT 1	٧О.	SHEET	TOTAL SHEET	S
A No. STATION OFFSET NORTHING EASTING ELEVATION DESCRIPTION 530 26+55.4/2 29.961 T. 6172741.284 288528.710 1919.482 REBAR 531 26+702.985 30.418 RT. 612821.111 28252.914 1915.395 REBAR 532 2261871.092 26.661 RT. 61319.633 2843641.89 1905.405 REBAR 534 27406.879 320.202 LT. 61319.633 2883641.719 1900.395 REBAR 535 27+351.981 15.942 RT. 613478.033 288321.168 1839.694 REBAR 536 27+532.587 20.427 RT. 613476.025 287930.047 1831.691 REBAR 537 27+666.712 37.844 L 613476.025 287930.078 1885.206 REBAR 539 251031.879 61.27.8 L 614476.821 287719.927 1886.326 REBAR 540 281481.9.66 127.630 L	JO	ARIZONA	NAVAJO	N21	N21(3)28	ζ4	4	42	
A No. STATION OFFSET NORTHING EASTING ELEVATION DESCRIPTION 330 26+555.412 72.961 11. 612764.284 288528.710 1919.485 RCEAR 331 26+70.2983 30.418 RT 612681.111 288523.914 1905.924 RCEAR 332 27+05.875 32.002 11. 613319.633 288354.189 1905.924 RCEAR 333 27+07.894 425.663 RT 613479.032 288271.108 1895.499 REEAR 355 27+32.687 20.427 RT 613646.42 288026.382 1895.499 REEAR 356 27+532.687 20.427 RT 613640.42 28105.071 1811.181 REEAR 357 28+06.712 37.444 11. 613901.119 280021.569 1887.054 REEAR 358 28+091.856 141.80.082 28795.002 1887.054 REEAR 342 28+04.561 127.830 LT 61409.242 28795.020									
A. B. STATIG D. STATIG D. B. STATIG D. STATIG	/ No	STATION	OFESET	NORTHING	FASTING	FI F \		DESCRIPTION	
Job Johnson Johnson Johnson Johnson Johnson Johnson REBAR J31 26+702.983 30.416 RT. 613283.111 288523.914 1915.398 REBAR J34 27+05.875 32.022 LT. 613139.633 288354.818 1900.408 REBAR J34 27+15.894 25.663 RT. 613379.633 288324.1108 1899.094 REBAR J355 27+35.2.687 20.427 RL 61367.172 28905.047 1891.691 REBAR J37 27+666.712 37.844 LT 613751.734 28105.047 1891.691 REBAR J38 27+835.353 60.345 LT 614247.21 287905.078 1886.906 REBAR J44 281438.61 127.830 LT 614478.21 28719.273 1884.379 RCBAR J44 28149.02.66 64.137 LT 614478.21 28757.466 1884.409 REBAR J44 28170.216 64.137 LT <td>530</td> <td>26±555 112</td> <td>22.061 LT</td> <td>612724 284</td> <td>288528 710</td> <td>10</td> <td></td> <td></td> <td></td>	530	26±555 112	22.061 LT	612724 284	288528 710	10			
bit bit< bit bit bit <td>5<u>50</u> 531</td> <td>20+333.442 26+702.983</td> <td>22.901 LT.</td> <td>612881 111</td> <td>288523 914</td> <td>19</td> <td>15 308</td> <td>REBAR</td> <td></td>	5 <u>50</u> 531	20+333.442 26+702.983	22.901 LT.	612881 111	288523 914	19	15 308	REBAR	
13 13 <th13< th=""> 13 13 13<!--</td--><td>532</td><td>20 ± 702.903</td><td>26.061 PT</td><td>613035 726</td><td>288457 881</td><td>19</td><td>08 108</td><td></td><td></td></th13<>	532	20 ± 702.903	26.061 PT	613035 726	288457 881	19	08 108		
34 211 30100000000000000000000000000000000000	532	20+071.032 27+005.875	<u> </u>	613139.633	288354 189	10	05 924		
21 21 15 24 15 24 15 24 15 24 15 24 15 24 15 24 15 24 15 24 15 24 15 24 15 24 15 24 15 24 27 16 35 27 27 66 12 37 24 16 13 35 27 28 15 16 14 28 28 16 16 17 18 18 18 16 16 14 18 18 16 16 17 18 18 17 16 16 16 12 18 17 18 <th18< th=""> 18 18 18<!--</td--><td>534</td><td>27+176 894</td><td>25.663 RT</td><td>613319.863</td><td>288344 719</td><td>10</td><td>00.32+</td><td></td><td></td></th18<>	534	27+176 894	25.663 RT	613319.863	288344 719	10	00.32+		
535 21451.02 10191.02 10191.02 10191.02 10191.02 536 274552.687 20.427 11 613646.646 288208.658 1895.499 REBAR 537 274666.712 37.844 LT 613751.734 288021.659 1889.206 REBAR 538 274866.353 60.345 LT 613944.277 287941.067 1887.054 REBAR 540 2844001.879 81.276 LT 614474.277 287941.067 1887.366 REBAR 541 2844729.441 68.796 LT 614478.412 28771.973 1884.379 REBAR 543 284619.862 141.195 LL 614598.52 28759.89 884.409 REBAR 544 28470.265 64.100 LT 614564.618 28208.650 1880.815 REBAR 545 28470.017 70.409 LT 615648.618 28208.650 1880.815 REBAR 544 294.57.054 69.794 LT 615648.612 28730.975 1879.655 REBAR 544 294.57.054 69.794 <td>535</td> <td>27 ± 351 001</td> <td>15.042 RT</td> <td>613479.033</td> <td>288271 108</td> <td>19</td> <td></td> <td>REBAR</td> <td></td>	535	27 ± 351 001	15.042 RT	613479.033	288271 108	19		REBAR	
253 21 21 23 24 11 613751.734 28020.5047 1891.691 REBAR 354 27.4666.712 37.844 1. 613751.734 28105.047 1891.691 REBAR 358 27.436.353 60.345 I. 614047.257 28791.067 1887.054 REBAR 541 28+299.441 65.744 I. 614428.221 28719.973 1884.396 REBAR 542 28+401.862 12.7.630 I. 614328.448 287719.973 1884.396 REBAR 544 28+70.815 64.137 I. 614768.313 287673.421 1885.913 REBAR 545 28+970.266 64.100 I. 61529.502 287501.737 1883.221 REBAR 546 27+532.656 20.428 RI 615515.264 28737.975 1879.665 REBAR 547 29+56.54 69.794 I. 61564.74 28732.772 1873.965 REBAR 555 30+44.876 37	536	27 + 531.991 27 + 532.687	20.427 RT	613648 646	288208 638	18	99.094	REBAR	
D3 D7 + 836.353 O. 345 I. OI J. J. 14 + 1. OI	530	27 666 712	37.844 11	613751 734	288105.047	10	01 601	REBAR	
303 21 303 103	538	27 ± 836 353	57.044 LT.	613001 110	288021 569	10	891.091		
23 24 24<	5 <u>50</u> 539	27 ± 000.000	81 278 LT	614047 257	287041.067	18	87.054		
201 201 <td>540</td> <td>20 ± 001.079</td> <td>65 744 LT</td> <td>614180.085</td> <td>287905.078</td> <td>18</td> <td>87 386</td> <td></td> <td></td>	540	20 ± 001.079	65 744 LT	614180.085	287905.078	18	87 386		
1 287-33.44 100.1420.440 287719.273 1884.379 REBAR 242 284-84.561 127.630 LT. 614478.821 287719.273 1884.379 REBAR 543 28+619.862 141.195 LT. 614599.582 287673.421 1885.193 REBAR 544 28+770.815 64.137 LT. 614953.719 287599.899 1886.210 REBAR 545 28+970.266 64.100 LT. 614953.719 287599.899 1886.210 REBAR 544 27+532.656 20.428 RT. 615648.618 288208.650 1880.815 REBAR 547 29+262.811 53.636 LT. 61551.264 287370.975 1879.665 REBAR 550 29+718.718 65.834 LT. 615618.724 28737.395 1875.296 REBAR 551 29+885.748 51.534 LT. 615819.603 28733.722 1875.316 REBAR 553 30+542.429 0.451 <rt.< td=""> 616280.82 28735</rt.<>	541	20 ± 100.017	68 706 LT	614328 448	287842.030	10	88 006	REBAR	
172 28+484.30 127.530 1127.630	547	20 + 299.441	107.630 LT	614479 921	207042.930	10	00.990		
13 13 14 133 11 614768.313 227673.421 1885.193 REBAR 544 28+770.815 64.137 IT 614768.313 227673.421 1885.193 REBAR 545 28+970.266 64.100 LT 614953.719 287599.899 1886.210 REBAR 546 27+532.656 20.428 RT 615385.243 287421.901 1879.441 REBAR 547 29+576.654 69.794 IT 615515.264 287370.975 1879.665 REBAR 550 29+718.718 65.834 IT 615648.774 287327.3953 1875.296 REBAR 551 29+485.748 51.534 IT 61539.592 287337.366 1877.999 REBAR 553 30+148.876 37.752 IT 616130.946 28733.772 1873.196 REBAR 555 30+506.668 4.803 RT 616280.826 287385.564 1871.794 REBAR 556 30+647.832 7.861	543	20 ± 404.301 28 ± 619.862	1/1 195 LT	614599 582	287657 466	18	81 109		
211 221 7 0.266 64.100 LT. 614953.719 227593.829 1886.210 REBAR 545 284970.266 64.100 LT. 613648.618 287593.899 1886.210 REBAR 546 27+532.656 20.428 RT. 613648.618 288208.650 1880.815 REBAR 547 29+262.811 53.636 LT. 615529.502 287501.737 1883.221 REBAR 548 29+437.017 70.409 LT. 615515.264 287320.975 1879.465 REBAR 554 29+718.718 65.834 LT. 615648.774 287327.365 1875.296 REBAR 555 30+52.953 3.613 LT. 615648.742 287323.736 1875.866 REBAR 555 30+184.876 37.752 LT. 616130.946 287323.772 1873.198 REBAR 555 30+506.668 4.803 RT. 616280.826 28738.5564 1871.794 REBAR 556 30+647.832 7.861 RT. 616581.524 287479.480 1865.746 REBAR 556	544	$28 \pm 770 815$	64 137 LT	614768 313	287673 421	18	85 193		
2013 2013/201 001100 00130000 20130000 1800000 REBAR 244 29+262.811 53.636 LT. 613648.618 28208.650 1880.815 REBAR 544 29+262.811 53.636 LT. 615229.502 287501.737 1883.221 REBAR 544 29+437.017 70.409 LT. 615515.264 287370.975 1879.665 REBAR 549 29+718.718 65.834 LT. 615648.774 287372.264 1877.999 REBAR 550 29+78.654 69.794 LT. 61584.742 287373.953 1875.296 REBAR 551 29+885.748 51.534 LT. 615995.359 287337.366 1877.999 REBAR 552 30+506.668 4.803 RT. 616130.946 28723.772 1873.196 REBAR 554 30+432.429 0.451 RT. 616280.826 2873414.921 1867.602 REBAR 555 30+506.668 4.803 RT.	545	28 ± 970.266	64 100 LT	614953 719	287599 899	18	86 210		
27+35.30 27+35.30 20.425 Rt. 50 20.425 REBAR 547 29+262.811 53.636 LT. 615229.502 287501.737 1883.221 REBAR 548 29+437.017 70.409 LT. 615385.243 287421.901 1879.441 REBAR 549 29+576.654 69.794 LT. 615515.264 28737.0975 1879.665 REBAR 550 29+718.718 65.834 LT. 615648.774 287322.264 1877.999 REBAR 551 29+885.748 51.534 LT. 615819.603 28723.953 1875.966 REBAR 552 30+052.953 3.613 LT. 61630.946 287337.386 1875.866 REBAR 554 30+342.429 0.451 RT. 616280.826 287385.564 1871.794 REBAR 555 30+647.832 7.861 RT. 616930.069 287503.618 1867.602 REBAR 558 31+002.082 18.075 RT. 616930.069 287503.618 1865.746 REBAR 559 31+85.721 24.7	546	201970.200	20.428 PT	613648 618	288208 650	18	80 815		
29 29 29 29 29 29 29 183 22 183 133 133 133	547	27 ± 352.030	57.676 LT	615220 502	200200.030	10	07.013	REBAR	
3-48 29+437.017 70.409 Et. 61338.243 287421.901 1879.441 REBAR 549 29+576.654 69.794 Et. 615515.264 287370.975 1879.665 REBAR 550 29+718.718 65.834 Et. 615648.774 287322.264 1877.999 REBAR 551 29+885.748 51.534 Et. 615995.359 287337.386 1875.866 REBAR 552 30+052.953 3.613 Et. 616130.946 287323.772 1873.196 REBAR 553 30+342.429 0.451 RT. 616280.826 287385.564 1871.794 REBAR 555 30+306.688 4.803 RT. 616746.813 287470.881 1867.602 REBAR 555 30+316.977 13.678 RT. 616746.813 287470.881 1865.766 REBAR 555 31+002.082 18.075 RT. 616740.413 287503.618 1867.678 REBAR 562 31+370.551 27.694)47 510	29 ± 202.011		615229.502	207301.737	10	70 4 4 1		
19 29 29 27 28 27 28 27 28 27 28 27 28 27 28 27 28 27 28 28 27 30 18 15 16 15 16 15 18 15 18 17 99 REBAR 550 29+78 3 3.613 LT 615819.603 28773.3953 1875.296 REBAR 551 29+885.748 51.534 LT 616130.946 287323.772 1873.196 REBAR 553 30+184.876 37.752 LT 616130.946 287335.564 1871.794 REBAR 555 30+506.668 4.803 RT 616442.479 287414.921 1867.773 REBAR 556 30+647.832 7.861 RT 616581.524 287470.881 1867.602 REBAR 557 30+815.971 13.678 RT 616930.069 287503.618 1865.746 REBAR 566	540 540	29 + 437.017	70.409 LT.	615515.243	207421.901	10	70 665		
530 29+716.716 63.034 Cl. 61564.774 28722.264 1877.999 REBAR 551 29+885.748 51.534 LT. 615995.359 287273.953 1875.296 REBAR 552 30+052.953 3.613 LT. 615995.359 287232.772 1873.196 REBAR 553 30+342.429 0.451 RT. 616280.826 287385.564 1871.794 REBAR 555 30+506.668 4.803 RT. 616442.479 287414.921 1867.773 REBAR 556 30+647.832 7.861 RT. 616581.524 287439.480 1867.602 REBAR 557 30+815.977 13.678 RT. 616746.813 287503.618 1865.746 REBAR 558 31+002.082 18.075 RT. 617292.757 287569.338 1867.678 REBAR 560 31+370.551 27.694 RT. 617292.757 287569.338 1865.746 REBAR 561 31+585.426 31.175	550	29+370.034	69.794 LI.	615515.204	207370.973	10	79.000		
Ali 29+863.1748 31.334 L1. 613913.030 28727.333 1875.236 REBAR 552 30+052.953 3.613 LT. 615995.359 287337.386 1875.866 REBAR 554 30+342.429 0.451 RT. 616280.826 287385.564 1871.794 REBAR 555 30+506.668 4.803 RT. 616442.479 287414.921 1867.773 REBAR 555 30+647.832 7.861 RT. 616581.524 287439.480 1867.602 REBAR 555 30+815.977 13.678 RT. 616746.813 287470.881 1866.083 REBAR 558 31+002.082 18.075 RT. 616930.069 287503.618 1865.746 REBAR 560 31+370.551 27.694 RT. 617292.757 287569.338 1867.678 REBAR 561 31+585.426 31.175 RT. 617640.488 287622.876 1860.355 REBAR 562 31+722.379 27.556	551	29 ± 710.710	51 574 LT	615910 603	207322.204	10	75.206	REBAR	
532 30+03.293 3.013 EL. 613993.392 28733.306 1873.806 REBAR 553 30+184.876 37.752 LT. 616130.946 287323.772 1873.196 REBAR 554 30+342.429 0.451 RT. 616280.826 287385.564 1871.794 REBAR 555 30+506.668 4.803 RT. 616240.479 287414.921 1867.773 REBAR 556 30+647.832 7.861 RT. 616746.813 287470.881 1866.083 REBAR 557 30+815.977 13.678 RT. 616746.813 287470.881 1866.083 REBAR 558 31+002.082 18.075 RT. 616740.4813 287605.559 1860.016 REBAR 560 31+370.551 27.694 RT. 617504.586 287605.559 1860.555 REBAR 561 31+58.426 31.175 RT. 617640.488 28762.876 1862.336 REBAR 562 31+473.431 20.670	552	29+003.740	7 C17 LT	015019.005	207273.933	10	75.290	REBAR	
333 30+184.876 37.732 LL 616130.946 287325.772 1873.196 REBAR 554 30+342.429 0.451 RT. 616280.826 287385.564 1871.794 REBAR 555 30+506.668 4.803 RT. 616442.479 287414.921 1867.773 REBAR 556 30+647.832 7.861 RT. 616746.813 287439.480 1867.602 REBAR 557 30+815.977 13.678 RT. 616746.813 287470.881 1866.083 REBAR 558 31+002.082 18.075 RT. 616790.09 287503.618 1865.746 REBAR 560 31+370.551 27.694 RT. 617292.757 287569.338 1867.678 REBAR 561 31+585.426 31.175 RT. 617640.488 287622.876 1862.336 REBAR 562 31+722.379 27.556 RT. 61790.822 287639.115 1860.838 REBAR 563 32+036.494 12.793	552	30+052.953	3.613 LI.	610990.009	28/33/.380	10			
304 30434 30444 3	555	30 + 184.876	37.752 LI.	616130.946	28/323.772	10	73.196	REBAR	
303 30+306.668 4.803 KL 616442.479 287414.921 1867.773 REBAR 556 30+647.832 7.861 RT. 616581.524 287439.480 1867.602 REBAR 557 30+815.977 13.678 RT. 616746.813 287470.881 1866.083 REBAR 558 31+002.082 18.075 RT. 616930.069 287503.618 1865.746 REBAR 559 31+185.721 24.738 RT. 617110.542 287538.219 1866.016 REBAR 560 31+370.551 27.694 RT. 617292.757 287569.338 1867.678 REBAR 561 31+585.426 31.175 RT. 617504.586 287605.559 1860.555 REBAR 562 31+722.379 27.556 RT. 617640.488 287622.876 1862.336 REBAR 563 31+873.431 20.670 RT. 61790.822 287639.115 1860.838 REBAR 564 32+200.787 10.122 RT. 618115.656 287679.677 1853.270 REBAR 565 32+200.787 10.122 RT. 618420.911 287731.509 1845.798 RE	554 555	30+342.429	0.451 RI.	616280.826	287385.564	10	0/1./94	REBAR	
305 30+847.832 7.861 RL 616381.324 227439.460 1867.602 REBAR 557 30+815.977 13.678 RT. 616746.813 287470.881 1866.083 REBAR 558 31+002.082 18.075 RT. 616930.069 287503.618 1865.746 REBAR 559 31+185.721 24.738 RT. 617110.542 287538.219 1866.016 REBAR 560 31+370.551 27.694 RT. 617292.757 287569.338 1867.678 REBAR 561 31+585.426 31.175 RT. 617504.586 287605.559 1860.555 REBAR 562 31+722.379 27.556 RT. 617640.488 287622.876 1862.336 REBAR 563 31+873.431 20.670 RT. 617953.177 287656.207 1857.945 REBAR 564 32+00787 10.122 RT. 618115.656 287679.677 1853.270 REBAR 565 32+200.787 10.122 RT. 618290.397 287733.208 1848.963 REBAR 566	555	30+506.668	4.803 RI.	616442.479	287414.921	10	67.602	REBAR	
307 30+815,977 13.678 R1. 616746.813 287470.881 1866.083 REBAR 558 31+002.082 18.075 RT. 616930.069 287503.618 1865.746 REBAR 559 31+185.721 24.738 RT. 617110.542 287538.219 1866.016 REBAR 560 31+370.551 27.694 RT. 617292.757 287569.338 1867.678 REBAR 561 31+585.426 31.175 RT. 617640.488 287622.876 1860.555 REBAR 562 31+722.379 27.556 RT. 61790.822 287639.115 1860.838 REBAR 563 31+873.431 20.670 RT. 617953.177 287656.207 1857.945 REBAR 564 32+00.787 10.122 RT. 618115.656 287679.677 1853.270 REBAR 566 32+377.063 3.194 RT. 61820.911 287731.509 1845.798 REBAR 567 32+510.590 7.018 RT. 618744.277 287757.489 1843.030 REBAR	550	30+647.632	1.001 KI.	616746.817	207439.400	10	07.00Z	REBAR	
314 314 18 1	557	30+815.977	13.678 RI.	616/46.813	287470.881	18	666.083		
33931+185.72124.738 RL617110.342287538.2191866.016REBAR56031+370.55127.694 RT.617292.757287569.3381867.678REBAR56131+585.42631.175 RT.617504.586287605.5591860.555REBAR56231+722.37927.556 RT.617640.488287622.8761862.336REBAR56331+873.43120.670 RT.617790.822287639.1151860.838REBAR56432+036.49412.793 RT.617953.177287656.2071857.945REBAR56532+200.78710.122 RT.618115.656287679.6771853.270REBAR56632+377.0633.194 RT.618290.397287703.2081848.963REBAR56732+510.5907.018 RT.618593.441287757.4891843.030REBAR56832+684.9390.387 RT.618906.956287817.9121840.802REBAR57033+004.2221.319 RT.619076.171287851.2971839.093REBAR57133+176.6942.581 RT.619076.171287876.9561837.551REBAR57333+478.8402.855 RT.619372.972287907.8791836.240REBAR57433+643.3901.848 RT.619534.826287937.5581835.466REBAR57533+789.4801.325 RT619678.454287964.2721834.083REBAR	550	31+002.082	18.075 RI.	<u>616930.069</u>	28/503.618	10	$\frac{665.746}{665.746}$		
500 31+370.531 27.694 R1. 617292.757 287569.538 1867.678 REBAR 561 31+585.426 31.175 RT. 617504.586 287605.559 1860.555 REBAR 562 31+722.379 27.556 RT. 617640.488 287622.876 1862.336 REBAR 563 31+873.431 20.670 RT. 617790.822 287656.207 1857.945 REBAR 564 32+00.787 10.122 RT. 618115.656 287679.677 1853.270 REBAR 565 32+200.787 10.122 RT. 618290.397 287703.208 1848.963 REBAR 566 32+377.063 3.194 RT. 618290.397 287703.208 1848.963 REBAR 567 32+510.590 7.018 RT. 618593.441 287757.489 1843.030 REBAR 568 32+684.939 0.387 RT. 618906.956 287817.912 1840.802 REBAR 570 33+004.222 1.319 RT. 619076.171 287851.297 1839.093 REBAR	559	31 + 183.721	24.738 RI.	617110.542	28/338.219	10		REBAR	
50131+383.42631.173 RL617304.386287603.3391860.333REBAR56231+722.37927.556 RT617640.488287622.8761862.336REBAR56331+873.43120.670 RT617790.822287639.1151860.838REBAR56432+036.49412.793 RT617953.177287656.2071857.945REBAR56532+200.78710.122 RT618115.656287679.6771853.270REBAR56632+377.0633.194 RT618290.397287703.2081848.963REBAR56732+510.5907.018 RT618593.441287751.5091845.798REBAR56832+684.9390.387 RT618744.277287787.4411841.045REBAR56932+838.7141.702 RT618906.956287817.9121840.802REBAR57033+004.2221.319 RT619076.171287851.2971839.093REBAR57233+328.6950.137 LT619372.972287907.8791836.240REBAR57333+478.8402.855 RT619372.972287937.5581835.466REBAR57433+643.3901.848 RT619534.826287937.5581835.466REBAR57533+789.4801.325 RT619678.454287964.2721834.083REBAR	561	31+370.331	Z7.094 KI.	617292.737	207309.330	10	007.070	REBAR	
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)/) ISST/89 4801 ISZS REI 619678 454 EZ87964 272E 1834 ()83E REBAR	ン/4 ニフェ	33+643.390	1.040 KI.	019034.826	20/93/.558	۲ <u>۲</u>		KFRAK	
	5/5	33+789.480	1.325 KI.	0196/8.454	28/964.2/2	18	54.083	KFRAK	

<u>NOTE:</u> 1. BASIS OF BEARING WAS OBTAINED FROM A GPS SESSION HOLDING USCGS MONUMENTS "TONALEA" AND "MORMAN". COORDINATES IN DRAWING ARE STATE PLANE GROUND, AZ. (c) ZONE.

2. VERTICAL DATUM BASED ON NAVD-29

3. THE COMBINED SCALE FACTOR (GRID TO GROUND) USED FOR THIS PROJECT WAS 0.999674989.

		INITED STATE	S
	DEPARTM	ENT OF THE	INTERIOR
	BUREAU	OF INDIAN	AFFAIRS
	NAVAJO REGIONAL	OFFICE * DIVISION OF	TRANSPORTATION
	HORIZON	TAL ALIGNMENT, L	JTILITIES,
	TURI	NOUT, BENCHMARK	κ, &
	SUF	PERELEVATION TAB	LES
	DRAWN BY: D.O.T.	DATE: 10/2009	OF 1824
	DESIGNED BY: D.O	.T. DATE: 1/2009	
ED	REVISED: 3/2011	FILENAME: N21(3)TAB	
	BY: NRDOT	SCALE: NTS	NDIAN P



ON	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
JO	ARIZONA	NAVAJO	N21	N21(3)2&4	5	42







NC	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
.JO	ARIZONA	NAVAJO	N21	N21(3)2&4	7	42
		Sta. 27+27 New 4.50 Cattleguard	17.000, Lt., m Wide Tur	Construct mout With		
					× 27+300	
					27+300.000	
				900	ML S+0	
-370 (Metł ay.	.000, Rt., nod 2)					
SF	AGE STRU (EW No. D.A. 57.0 12. 80.0 3.2 Sta. 27+176. 25.66 m RT	JCTURES (Ha.) 495 New CSP(220 New CSP(89 BM No. 534 16 mm Rebar	C W/End S C With End	REMARKS ection And Ditch B Section At Inlet &	lock @ Inl : Grouted	et Riprap @ Outlet 1910
	-Elev.=-1900.3	9.5				1936
						1932
						1928
						1924
						1916
						1912
						1908
) 		Silty	Sand To 1	.5 m		1900
).00(Sta. 27+20 Boring No.	⊌ B−4				1896
= 19 57 m	22.00m CSPC 901.489 ³ /sec					1892
		27+200)		27+30	1888)0











NC	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
JO	ARIZONA	NAVAJO	N21	N21(3)2&4	12	42
77.00 Till	ARIZONA			N21(3)2&4	12 008+02 D+2 W	4.2
AIN A Sk	AGE STRU (EW No. D.A. 60.0 9.1	JCTURES (ha.) 088 New CSPO	C W/E.S., [REMARKS Ditch Block @ Inlet	& Placed	Riprap @ Outlet
30+6 m 1	90.0 4. 47.83 BM No. RT 16 mm Re	922 New CSPC 556 ebar	C With End	Section @ Inlet &	Placed R	iprap © Outlet
. 1.86.	7.602					1904
						1900
						1896
						1892
						1888
						1884
						1880
						1876
					 	1872
) () 7 07			1868
d n e To	1.5 m		/0 	Clayey S	and	1864
)+60 No.	0 B-21 In	a.30+760.000 In 610 mm x-21.9 vert Elev.= 1,865	stall New 95·m··CSPC· .122	Ťo 1.5 Sta. 30+800	5 m /	1860
stall 83 m .594	New CSPC	₂₅ = 0.048 m ³ /se	20	∣ Boring No. B-22	-	1856
		30+700	1		30+80	1852)0







ON	STATE	RESERVATION	ROUTE	PROJECT N	O. SHE	ET TOTAL	SHEETS
JO	ARIZONA	NAVAJO	N21	N21(3)2&-	4 17		42
+917 on To 100 r Taper Existin With ew Ro ight.	.854 To 34+0 Existing Road n Tie—In To Ex From 10.2 m ng N6331 Road 152 mm Of Gr oad Ditch Sta.	00.000, Construc way. Grade And xisting N6331. Wide Roadway T d Width. Surface ravel. Grade To 33+917.854, Rt	t -o 2				
	St	Z a. 33+960.000, badway Transition	Lt. Install Te To Existing	emporary Culve N6331 Road	rt Under As Shown.		
	St Te	a 33+898.860 C mporary Culvert. 332.00. Overflow	Top Of Furrow Top Of Fu From Furrow	ts To The Inlet urrow Ditch To ow Ditch To Be	Of The Be At Elev Directed	ration To	
+915. ard F New New F Proje	561, Cl., Insta rom Sta. 26+0 Intermediate C Right-Of-Way C	kisting Road Side II The 4-Unit 650.000 With Jnit And Tie Fence At The	Ditch On T	he West Side (Df N6331.		
AIN/ sk	AGE STRU (ew no. d.a.	JCTURES (ha.)		REMAR	KS		
	N/A 68 N/A 69 120.0 66	.864 New CSF .698 New CSF	PAs Under T. PAs Under T.	.O. Left With E .O. Left With E	nd Sections nd Sections	s & Riprap s & Riprap	© Outlet
	N/A 70 N/A 35	0.042 New CSF 0.021 New CSF	PAs Under T. PA Under EO	.O. Left With E P Transition Le	nd Sections nd With En	s & Riprap d Sections	© Outlet
)	/ /			RIGHT	OBJECT MARKER	DELINE.	ATORS
_				MONUMENTS	● Type 2	⊙ Type "1a"	© Type "1b"
Ŝ				6	2	2	0
2							
3							
1							
4							
4							
4							
4 0 2							
4 0 2 8							
4 0 6 2 8 4							
4 0 5 2 8 4							

ITEM No. 25101—2000: PLACED RIPRAP, CLASS 2											
STATION	STRUCTURE	LOCATION	Ws (mm)	Wd1 (m)	Wd2 (m)	L (m)	Ls (m)	t (mm)	QUANTITY (m ³)		
28+150.000	1-610 mm CSPC	Outlet	610	1.83	3.05	3.00	3.71	450	6.97		
28+935.000	1-610 mm CSPC	Outlet	610	1.83	3.05	3.00	4.31	450	7.46		
29+652.000	1-610 mm CSPC	Outlet	610	1.83	3.05	3.00	3.71	450	6.97		
29+780.000	1-610 mm CSPC	Outlet	610	1.83	3.05	3.00	4.31	450	7.46		
30+760.000	1-610 mm CSPC	Outlet	610	1.83	3.05	3.00	3.71	450	6.97		
30+960.000	1-610 mm CSPC	Outlet	610	1.83	3.05	3.00	3.71	450	6.97		
31+102.000	1-610 mm CSPC	Outlet	610	1.83	3.05	3.00	5.52	450	8.46		
31+711.000	1-610 mm CSPC	Outlet	610	1.83	3.05	3.00	4.92	450	7.96		
31+920.000	1-610 mm CSPC Under TO, Rt.	Outlet	610	1.83	3.05	3.00	2.52	450	5.98		
31+990.000	1-610 mm CSPC Under TO, Lt.	Outlet	610	1.83	3.05	3.00	2.52	450	5.98		
32+547.000	1-610 mm CSPC	Outlet	610	1.83	3.05	3.00	4.31	450	7.46		
32+922.000	1-610 mm CSPC	Outlet	610	1.83	3.05	3.00	4.92	450	7.96		
							SUI	BTOTAL:	86.61		

REGION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
NAVAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	18	42

<u>GENERAL NOTES</u>

1. ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES ON FEDERAL HIGHWAY PROJECTS (FP-03).

2. ALL STONE FOR RIPRAP SHALL BE CLASS 2 OR CLASS 3 AS NOTED MEETING THE REQUIREMENTS OF TABLE 705-1 OF THE FP-03. GROUTED RIPRAP SHALL CONTAIN NO ROCK SMALLER THAN 76 mm IN LARGEST DIMENSION.

3. EMBANKMENT BELOW RIPRAP SHALL BE COMPACTED ACCORDING TO SECTION 204 OF THE FP-03. EXCAVATION FOR RIPRAP FOUNDATIONS SHALL CONFORM TO SECTION 251 OF THE FP-03. ALL EXCAVATION FOR RIPRAP CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE RIPRAP BID ITEM.

4. THE QUANTITIES SHOWN ARE ONLY AN ESTIMATE. ACTUAL QUANTITIES SHALL BE DETERMINED IN THE FIELD. THE PROJECT MANAGER, AOTR/COR, AND CONTRACTOR SHALL REVIEW ALL ROCK CUT AREAS AFTER THE CONSTRUCTION OF DITCHES, DOWN DRAINS, AND RIPRAP BASINS HAVE BEEN "ROUGH IN". IF IN THE OPINION OF THE AOTR/COR, THE ROCK CUT IS STABLE, THE AOTR/COR MAY ELECT TO DELETE SECTIONS OF THE RIPRAP PROTECTION.

5. ANY FILL MATERIAL NEEDED TO BRING EXISTING OUTLET CHANNEL UP TO GRADE SHALL BE TAKEN FROM AREAS ADJACENT TO THE STRUCTURE AS DIRECTED BY THE AOTR/COR.

6. SHOWN RIPRAP LAYOUT DIMENSIONS AND SHAPES ARE APPROXIMATE, THE CONTRACTOR SHALL ADJUST AS NECESSARY TO FIT FIELD CONDITIONS. ADJUSTMENTS AND/OR THE FINAL RIP RAP LAYOUT SHALL BE APPROVED BY THE AOTR/COR. SAID ADJUSTMENTS ARE INCIDENTAL TO THE RIPRAP ITEMS AND NO ADDITIONAL PAYMENT WILL BE MADE.

7. PRIOR TO PLACING RIPRAP, THE GROUND AT THE RIPRAP PLACEMENT AREA SHALL BE AT THE FINAL GRADE AND/OR SLOPE. IF DURING FINAL GROUND SHAPING THE RIPRAP IS FOUND TO BE INCORRECTLY PLACED/SHAPED, AS PER THE COR/AOTR, THE RIPRAP SHALL BE REMOVED AND REPLACED TO FIT THE FINISH GROUND PROFILE AT THE CONTRACTOR'S COST.

8. FILTER FABRIC SHALL BE INSTALLED UNDER ALL RIPRAP, EXCEPT GROUTED RIPRAP AND CHECK DAMS, AND SHALL CONFORM TO SECTION 714, TYPE IV-B, AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 25101-2000. FILTER FABRIC SHALL BE TUCKED OR EMBEDDED 400 mm INTO THE GROUND ALONG ALL EDGES AS SHOWN.

9. AT ALL LOCATIONS WHERE RIPRAP DITCH LINING CONNECTS TO CULVERTS OR CULVERT RIPRAP INLET/OUTLET STRUCTURE, THE CONTRACTOR SHALL SHAPE THE DITCH LINING TO CONNECT TO THE DRAINAGE STRUCTURE(S) AS DIRECTED BY THE COR/AOTR. THIS WORK SHALL BE CONSIDERED INCIDENTAL OBLIGATIONS OF THE CONTRACTOR.

10. THE FINISHED SURFACE OF ALL RIPRAP SHALL BE SET 30 mm BELOW THE GROUND SURFACE EXCEPT AT RIPRAP DISCHARGE ENDS, WHICH SHALL BE SET 30 mm ABOVE THE GROUND SURFACE.

ITEM No	o. 25101-2000:	PLACE	d Rif	PRAP	, CL	ASS	2		
STATION	STRUCTURE	LOCATION	Ws (m)	Wd1	Wd2	Wp (m)	L (m)	Ls (m)	t (mm
30+570.000	2-610 mm CSPC	Outlet	0.610	4.27	5.49	1.829	3.00	4.31	450
32+070.000	2–711 x 508 mm CSPA	Outlet	0.711	4.78	6.00	1.677	3.00	2.09	450
32+546.000	2–711 x 508 mm CSPA	Outlet	0.711	4.78	6.00	1.677	3.00	2.09	450
32+984.000	2–711 x 508 mm CSPA	Outlet	0.711	4.78	6.00	1.677	3.00	2.09	450
33+372.913	2–889 x 610 mm CSPA	Outlet	0.889	5.34	6.56	1.880	5.00	2.52	450
33+473.175	2–889 x 610 mm CSPA	Outlet	0.889	5.34	6.56	1.880	5.00	2.52	450
33+665.237	2–889 x 610 mm CSPA	Outlet	0.889	5.34	6.56	1.880	5.00	2.52	450
33+786.000	3–889 x 610 mm CSPA	Outlet	0.889	8.56	9.78	1.880	5.00	2.52	450
33+898.860	3–889 x 610 mm CSPA	Outlet	0.889	8.56	9.78	1.880	5.00	2.52	450
								SUB	ΤΟΤΑΙ

				Ι	1]
DN	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
JO	ARIZONA	NAVAJO	N21	N21(3)2&4	20	42
G	FNFRAI	NOTES				
SHE	EET 18 FOR G	GENERAL NOTES.				
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		2.0 m		2.0 m	Ma Fie	tch To Existing Id Conditions
			_ +			
			A	1.ª	.,,,	
			500 m		t	
	FIL	TER FABRIC				
	FCTION V	WITH PLACE		22AID 9A	2	
		WITH I LACL		AI, CLASS		
	1					
ior :	PLACED	RIPRAP. CI	ASS 2			
• H (l	_) width (w) THICKNESS	QUANTITY			
n)	(m)	(mm)	(m^3)			
50	4.30	TOTAL:	<u>45.83</u> 45.83	New Furrow D	itch	_
tion	Of The Furrow	w Ditch Is Paid Ur	nder Bid Ite	em 20425–2000.		
	~	Wd	1			
	ug the					
				1		
102 102						
0						
5 k				∖_RipRap Kev−In #1		
				Upstream		
			UNIT	TED STAT	TES	
$\int O($	<u>Z</u>	DEPART	MEN -	T OF TH	EIN	TERIOR
i V I A	4	BUREA	AU O	F INDIAN	AF [FAIRS
		NAVAJO REGIO)NAL OFFI	CE * DIVISION	N OF TRA	NSPORTATION
Ň		PLACED RIP	RAP A	CUT-TO-	FILL TF	RANSITIONS
└ R ⊮	ipRap ev-ln #2	AND FUR	ROW D	ITCH PROTE	CTION	DETAILS
D	∝,		GKOUT	LU RIPRAP	DETAIL	5
\mathbb{N}	OF	DESIGNED DY		JAIL: //2010		ORTINENI OF THE 1824
NS	ITION	DEVISED E /001		JAIL: 7/2010		i i i i i i i i i i i i i i i i i i i
		REVISEU: 5/201		F, NITO		
		UI. INKUVI	JUAL	L. INIS		

	STATE	RESERVATION	RO	UTE	PRO	JECT NO.	SHEET	TOTAL SHEETS
)	ARIZONA	NAVAJO	Ν	21	N2´	1(3)2&4	21	42
	CHECK		2 F	RUC			201	
	ITFM 2	5101 - 2000		PLA	CFD	RIPRA	P. CLAS	55 2
			<u> </u>	I FN	GTH	WIDTH	HEIGHT	
	STATION	LOCATION		(m	n)	(m)	(mm)	(m^3)
	30+120.00	13.25 m	?t.	8.	80	3.20	800	7.26
	30+180.00	0 13.25 m R		8.	.80	3.20	800	7.26
						7.00	Subtotal:	21.78
	30+320.00 30+360.00)0 13.25 m k)0 13.25 m R	:t. :t.	8.	80	3.20	800	7.26
	30+400.00	00 13.25 m R	t.	8.	.80	3.20	800	7.26
	30+440.00)0 13.25 m R	!t. '+	8.	.80 80	3.20	800 800	7.26
	30+520.00	0 13.25 m R	:t.	8.	.80	3.20	800	7.26
	31 + 060 00	13.25 m Pt	Q _c +	9	80	3 20	Subtotal:	43.56
	32+000.00	00 13.25 m Rt. 0	& Lt. & Lt.	8.	.80	3.20	800	14.52
	32+040.00	0 13.25 m Rt. a	& Lt.	8.	.80	3.20	800	14.52
	32+120.00	0 13.25 m Rt. (0 13.25 m R	<u>x Lt.</u> :t.	8.	.80	3.20	800	7.26
	32+160.00)0 13.25 m R	lt.	8.	80	3.20	800	7.26
	32+200.00 32+240.00)0 13.25 m R)0 13.25 m R	't. '†	8.	.80 80	3.20	800 800	7.26
	32+280.00	0 13.25 m R	:t.	8.	80	3.20	800	7.26
	32 + 320.00	13.25 m R	:t. '+	8. 8	80	3.20	800	7.26
	32+400.00	0 13.25 m R	t.	8.	.80	3.20	800	7.26
	32+440.00	0 13.25 m R	:t.	8.	.80	3.20	800	7.26
	32+480.00	10 13.25 m R	:t. !t.	8.	.80	3.20	800	7.26
							Subtotal:	137.94
	31+840.00)0 13.25 m L)0 13.25 m L	t. +	8.	.80 80	3.20	800 800	7.26
	31+920.00	0 13.25 m L	t.	8.	.80	3.20	800	7.26
	32+120.00	11.76 m L	t. +	7.	40	3.20	800	6.91
	32+200.00	0 11.76 m L	t.	7.	40	3.20	800	6.91
	32+240.00	0 11.76 m L	t.	7.	40	3.20	800	6.91
	32+280.00)0 11.76 m L)0 11.76 m L	t. t.	7.	40	3.20	800	6.91
	32+360.00	0 11.76 m L	t.	7.	40	3.20	800	6.91
	32+400.00 32+440.00	0 11.76 m L 0 11.76 m L	.t. t.	/. 7.	40	3.20	800	6.91
	32+480.00	0 11.76 m L	t.	7.	40	3.20	800	6.91
	32+520.00)0 11.76 m L	t. +	7.	40	3.20	800 800	6.91
	32+600.00	0 11.76 m L	t.	7.	40	3.20	800	6.91
							Subtotal:	111.61
							TOTAL:	514.09
mr	n bedded)	200 mm Lowered Spill		m D D D D D D D D D D D D D D D D D D D	7:207 2007 CK [Loco	DAM DAM		800 mm (Total Height)
	UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF INDIAN AFFAIRS NAVAJO REGIONAL OFFICE * DIVISION OF TRANSPORTATION PLACED RIPRAP CHECK DAMS FOR EROSION CONTROL DRAWN BY: D.O.T. DATE: 2/2009 DESIGNED BY: D.O.T. DATE: 7/2010 REVISED: 8/2010 FILENAME: N21CKDAM							
	E	BY: NRDOT		SCAL	E: N ⁻	TS		

GION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
VAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	22	42

<u>GENERAL NOTES</u>

	1.	THE CONTRACTOR SHALL PREPARE AND SUBMIT A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN FULL DETAIL FOR ALL PHASES OF THE WORK FOR REVIEW AND APPROVAL AT LEAST 14 CALANDER DAYS BEFORE IMPLEMENTATION. THE PLAN SHALL MEET THE REQUIREMENTS HEREIN AND SECTION 157 OF THE FP-03 AS MODIFIED IN THE SUPPLEMENTAL SPECIFICATION. SEE SPECIAL CONTRACT REQUIREMENTS FOR NPDES PERMIT REQUIREMENTS.
	2.	THE SILT FENCING CONSISTS OF 914 mm SEDIMENT CONTROL FABRIC CLOTH WITH BURIED-TOE, AND STEEL POSTS (TEE OR U TYPE) SPACED AT 2.00 m WITH 2 mm SIZE WELDED WIRE BACK-UP FENCE.
	3.	WOVEN WIRE FABRIC TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 610 mm AT THE TOP AND MID-SECTION. GEOTEXTILE MATERIAL FOR SILT FENCING SHALL BE TYPE-V UNDER SUB-SECTION 714.01 OF FP-03
k Or Wash —	4.	WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 152 mm AND FOLDED. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED BEFORE "BULGES" DEVELOP IN THE SILT FENCE.
	5.	SILT FENCE SHALL BE INSTALLED PARALLEL TO THE TOE OF ALL ROADWAY EMBANKMENT FILLS IN LOCATIONS WHERE THE TOE OF THE FILLS ARE WITHIN 2.0 m OF EXISTING STREAMS, CREEKS OR WASHES; IN AREAS WITH HIGHLY EROSIVE SOILS AND/OR WHERE EMBANKMENTS ARE AT A 1:3 OR STEEPER SLOPE. THE SILT FENCE SHALL BE PLACED 1 m TO 2 m DOWNHILL FROM THE TOE OF FILL AND IN ACCORDANCE WITH SECTION 157 OF THE FP-03 AND THE SUPPLEMENTAL SPECIFICATIONS.
	6.	STRAW BALES MAY BE USED AT THE TOP OF CUT BACKSLOPES AND FOR DIKES PROVIDED THEY ARE PROPERLY ANCHORED WITH STEEL FENCE POSTS OR 51 mm X 51 mm X 1.22 m WOOD STAKES (TWO PER BALE) ANCHORED 508 mm INTO THE NATURAL GROUND. STRAW BALES SHALL BE CERTIFIED 0.5% WEED FREE. DO NOT USE STRAW BALES IN AREAS OF CONCENTRATED FLOW AND CUT DITCHES.
	7.	FURNISHING AND PLACEMENT OF SILT FENCE MATERIAL AND OTHER EROSION CONTROL MEASURES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 15701-0000, AND/OR 15708-1000.
Fence Posts. Fence	8.	SEDIMENT/SILT FENCING SHALL BE PLACED AT ALL LOCATIONS WHERE EMBANKMENTS HAVE SLOPE DISTANCES OF 30.0 m OR GREATER. THE SEDIMENT FENCING WILL BE PLACED AT THE TOE OF SLOPES OFFSET $1-2$ METERS.
	9.	THE CONTRACTOR SHALL INSPECT AND MAINTAIN ALL SWPPP MEASURES WEEKLY AND AFTER EACH SIGNIFICANT STORM EVENT (I.E. 25 mm OF MOISTURE IN 24 HOURS).
Dric	10.	PRIOR TO ACCEPTANCE, ALL PROJECT AREAS (AS DETERMINED BY THE AO/AOTR) SHOWING EROSION DAMAGE CAUSED BY THE CONTRACTOR'S FAILURE TO PROPERLY MAINTAIN HIS EROSION CONTROL STRUCTURES SHALL BE REPAIRED TO REMOVE DAMAGE, ANY SPECIFIED EROSION CONTROL MATERIALS, STRUCTURES, OR DEVICES DAMAGE OR LOST DUE TO IMPROPER INSTALLATION, THE CONTRACTOR'S NEGLIGENCE OR IMPROPER MAINTENANCE, SHALL ALSO BE REPAIRED AND/OR REPLACE PRIOR TO FINAL ACCEPTANCE AT THE CONTRACTOR'S ENTIRE EXPENSE
-Fill Slope	[UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF INDIAN AFFAIRS IAVAJO REGIONAL OFFICE * DIVISION OF TRANSPORTATION
		STORMWATER POLLUTION AND EROSION/SEDIMENT CONTROL DETAILS
	DR DE RE	AWN BY: D.O.T. DATE: 8/2008 SIGNED BY: D.O.T. DATE: 8/2008 VISED: FILENAME: ER01

GION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
VAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	23	42
		<u>(</u>	Gener	AL NOTES		
NS APPR	OVED 1. SEE	SHEET 22 FOR	ADDITIONAL	NOTES AND DET	AILS. Rol blank	FTS TYPF 4
	SEC	TION 713.17(K).	A GRADING	AROUND STRUCT	IRE TO BE	PLACED
	B. C C. I	CUT TRENCHES FOR NSTALL 1.22 m (OR FOOTIN	G OF SLAB. N CONTROL BLANK	(ETS ANCH	DRED ON
	D. F	PLACE CONCRETE	FORMS, R	EINFORCEMENTS A	ND SUBSE	QUENT
	3. CON Filt	ISTRUCT SEDIMEN ERS IN STRATEGIO	T BASIN AN C LOCATION	ND TRAPS, EROSIC	N CHECKS	AND/OR ER STORM
	ENT 4 CLE	ERS A STREAM A'	S SHOWN	IN THE APPROVED	SWPPP.	SEDIMENT
	5. USE	DRAIN PIPE, RIP	SEDIMENT	F. F.	R GRASS-L	INFD
	WAT SLO WAT ANC	ERWAY FOR TEMF PES, CHANNEL W TLES, OR EARTH HOR SLOPE DRAI	PORARY SL ATER INTO BERMS CO NS TO THE	OPE DRAINS TO C SLOPE DRAINS W INSTRUCTED AT TH SLOPE.	HANNEL RU ITH STRAW IE TOP OF	JNOFF DOWN BALES, A CUT SLOPE.
ary ne AO/AO ⁻	6. THE TEM FIEL	CONTRACTOR SH PORARY SEDIMEN D CONDITIONS.	IALL ADJUS IT AND ER(ST THE DIMENSION DSION CONTROL D	S AND/OR EVICES TO	LOCATIONS OF FIT ACTUAL
	7. REM SATI LINF	IOVE AND DISPOS SFACTORILY ESTA D AND STABILIZE	E OF ERO BLISHED E D. IN ACCO	SION CONTROL ME DRAINAGE DITCHES	ASURES AF AND CHAN CTION 157	RE NELS ARE OF FP-0.3
	8. AT (ERO	CUT SLOPES SPE SION MATTING PF	, CIFIED IN ⁻ ROTECTION,	THESE PLANE TO THE COR/AOTR S	BE COVERE Shall INSP	D WITH ECT THE
endent	SLO OF THE	PES FOR EXISTIN THE COR/AOTR, NATURAL ROCK,	G AND STA THE CUT S THE CCOF	ABLE ROCK MATER SLOPES ARE SUFFI R/AOTR MAY DELE	IAL. IF IN T CIENTLY ST TE THE MA ^T	HE OPINION ABLE DUE TO ITING IN
	ТНО	SE AREAS.	$\sum_{i=1}^{n}$		_	
utslope.				1.22 A		
s Require	d Straw F	Rolls Must Be Pl	aced		cent Rolls	Shall
je And 1.	Along	sope contours.		Tigh	tly About –	
				V, V		
		× 3,0				
						\bigvee_{\searrow}
				TUX		
To Berm	Spacing L On Soil T Slope Ste	pepends x ype And epness		/ Sediment, Or And Native S	ganic Matte eeds Are	er,
				. Captured Ber ∽∦	ind The Ro	olls.
				75-12	ō mm	
			\sum		\sim	
			_		- 200	–250 mm Dia.
	LIVE STAKE					
	>		<	1" ×	1" Stak	́се
			СТДА	(25 x	25 mm)	_
) NOTES					
	T. STI STA CO AR	AKING OF THE RONTOUR. RUNOFF OUND ROLL	oll in a Must not	TRENCH, 75–125 BE ALLOWED TO	mm DEEP RUN UND	, DUG ON Er or
				-D STAT	FS	
	D		1ENT	OF TH		ERIOR
		BUREAL	JOF		AFF	AIRS
		VAJU REGIONA	ORMW/	ATER POIL	UF IRAN	NSPURIATION
		AN		SION/SEDI	MENT	
BILIZED OU	JTLET.			ROL DETAIL		TNIT a
	DESI	GNED BY: D.	. DA 0.T. DA	TE: 4/1997		1824 7
Р. <u>R</u> сгрт ты:	REVI	SED:	FILENA	VE: ERO2	IN BURE	
	BY:		SCALE:	NTS		OF INDIAN A

V	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
)	ARIZONA	NAVAJO	N21	N21(3)2&4	24	42
		(GENERA	L NOTES	1	
	1. PLACE LOC UNDER HAUNCH	SE BEDDING ROU HES AFTER PIPE F	GHLY SHAPE Placement.	ED TO BOTTOM OF	PIPE, THE	N COMPACT
	2. SEE SECTION) 204, 209, 602 For additional N	2, AND 704 Notes.	OF FP-03, INCLU	JDING THE	SUPPLEMENTAL
	3. ALL DRAINA REASONABLE CA HARD SURFACE REPLACED BY	AGE STRUCTURE N ARE. NO STRUCTU DURING PLACEME THE CONTRACTOR,	IATERIAL SH RE SHALL I ENT. ANY DA AT NO ADI	IALL BE UNLOADED BE DRAGGED OR A AMAGED STRUCTURI DITIONAL COST TO	AND HANE LLOWED TO E SHALL BE THE GOVER	DLED WITH STRIKE ANY E REPAIRED OR RNMENT.
	4. ALL STRUC ACCORDANCE W	TURAL PLATE PIPE VITH THE FABRICAT	E STRUCTUF Fors recom	RES SHALL BE ASS MMENDATION.	embled an	ID INSTALLED IN
	5. BACKFILL M mm(MIN)/1.0 r REGULAR EARTH APPROVED BY WITH THE PLAN	MATERIAL SHALL B m(MAX) OVER THE HWORK EMBANKME THE C.O.R. PRIOR IS AND SPECIFICA	E PLACED PIPE. BAC NT MATERIA TO IT'S US TIONS.	PIPE DIAMETER WIE KFILL MATERIAL BE L, THE BACKFILL N SE AND SHALL BE	DE ON THE EYOND THE MATERIAL SI PLACED IN	SIDES AND 300 LIMITS SHALL BE HALL BE ACCORDANCE
	6. PONDING C)r jetting pipe [BACKFILL SH	HALL NOT BE PERM	NITTED.	
	7. ALL PIPE E REQUIRED TO F TO COMPLETION	EXCAVATION, BACK PROPERLY INSTALL N OF THE PROJEC	FILLING, DE The Drain T and No	-WATERING PUMPIN NAGE PIPE SHALL E ADDITIONAL PAYME	NG OR COF BE CONSIDE NT SHALL E	FERDAMS TRED INCIDENTAL BE MADE.
	8. MULTIPLE F UNLESS OTHER	PIPE INSTALLATION EWISE DIRECTED E	S SHALL BI BY THE C.O	E PLACED 610 mn .R. OR AS SHOWN	n BETWEEN On the P	END SECTIONS LANS.
	9. ALL PIPES EMBANKMENT A THE STRUCTUR	SHALL BE PROTE BOVE PIPE BEFOR E(S) DURING CON	CTED BY A RE ANY HEA STRUCTION.	COVER OF NOT LI VY EQUIPMENT IS	ESS THAN ALLOWED T	0.91 m OF O PASS OVER
	10. ALL CULVEN ASSURE POSITIV PLACED BELOW DIVISION MANAG AND NO ADDITI	RTS SHALL BE INS VE DRAINAGE UP THE ORIGINAL GF GER. THIS SHALL F ONAL PAYMENT SH	STALLED AT TO THE R.C ROUND ELEN BE CONSIDE HALL BE MA	THE ORIGINAL GRO D.W. LIMITS, IN NO ATIONS, UNLESS E RED INCIDENTAL TO DE.	DUND LINE CASE SHAI DIRECTED B D COMPLET	AND SLOPE TO L THE PIPE BE Y THE NRDOT ION OF PROJECT
	11. AT DRAINAG CLEANING LOCA AND OUTLET CI CHANNEL, TO F DIRECTED BY T UNDER SECTION	GE PIPE REPLACEN TIONS, THE CONTINUELS TO THE PRODUCE SMOOTH HE COR/AOTR. TH NS 602, 603 AND	MENTS, INST RACTOR SHA RIGHT-OF- FLOWS AT HIS WORK S 607.	ALLATIONS, EXTENS ALL RESHAPE, REG WAY LINE AND/OR CULVERT INTAKES HALL BE INCIDENT/	SIONS AND RADE AND EXISTING AND DISCH AL TO THE	IN—PLACE PIPE CLEAN THE INLET DRAINAGE IARGES AS BID ITEMS
	12. ALL CULVEN PROPOSED DITO PROFILE GRADE COVER.	RTS UNDER TURNO CH FLOWLINE. THE S OVER THE PIPE	OUT AND DI CONTRACT AS DIRECT	RIVEWAYS SHALL B OR SHALL BE REQ TED BY C.O.R. TO	E PLACED , UIRED TO F PROVIDE F(AT THE Field adjust the or minimum
	13. TYPE "B" D The Plans. En Considered in	DIKE SHALL BE US IBANKMENT MATER CIDENTAL TO ITEN	SED ON THI Rial needed 1 20443—10	S PROJECT UNLES) TO BUILD EARTHE)00.	S OTHERWIS En Dike Sh	SE NOTED ON IALL BE
	14. IF DIRECTE DIRECT THE FLU FACE OF THE E INCIDENTAL TO	ED BY THE COR T OW INTO THE PIPE DITCH BLOCK, DITO BID ITEM 20443-	O BETTER E AND/OR CH BLOCKS 2000.	FIT FIELD CONDITIC TO LESSEN THE W TO BE "CURVED".	NS, TO MC Ater's IMP, This Wof	RE SMOOTHLY ACT ON THE RK TO BE
	Edge Of	Roadway		CSPC/CSPA	N .	
	-				Ę.	
	- Flo	······································		Ditc (Typ	h Block be B Dike)	
	-	····			t-Of-Way	Line
		4 m Maxin			~~ <u>~</u> ~ ~	
	DITCI 1. Ditch Bloc Elevation / Unless Oth	H BLOCK k At Structures T At Top Of Ditch E nerwise Shown Or	NSTALL To Be So P Block Shall Directed B	AIION AT S laced That They C Be 305 mm Abov by The C.O.R	<u>STRUCT</u> reate A Wo e Elevation	<u>URE</u> ater Cushion. Of Top Of Pipe
	2. Ditch Bloc Box Culve The Distar	ck Shall Be Locat rt Or Pipe From nce Exceed 4.0 m	ed A Distar The Face C n.	nce Equal To The)f The Drainage St	Largest Dir ructure. In	nension Of No Case Shall

SIC							
UNITED STATES DEPARTMENT OF THE INTER BUREAU OF INDIAN AFFAI NAVAJO REGIONAL OFFICE * DIVISION OF TRANSPO							
	STANDARD PIPE INSTALLATION AND DITCH DETAILS						
	DRAWN BY: D.O.T.	DATE: 8/2008					
	DESIGNED BY: D.C	D.T. DATE: 8/2008					
	REVISED:	FILENAME: PID					
	BY:	SCALE: NTS					

TYPE	DESCRIPTION	SIZE (mm)
R1-1	STOP	914 x 914
W3-1a		914 x 914
W20-1	ROAD WORK 1500 FT	1219 x 1219
W20-4	ONE LANE ROAD 1000 FT	1219 x 121
W13-1	25 м.р.н.	610 × 610
W20-7a		1219 x 121
supplemental plate	500 FEET	610 x 457
G20-2A	END ROAD WORK	1219 × 610
W1−4L		762 x 762
W1-4R		762 x 762
W20-1A	ROAD WORK AHEAD	1219 x 1219
G20-1	ROAD WORK NEXT 5 MILES	1524 x 610
\ <u>\</u> /8_12	NO CENTER	1219 x 1219

ITEM No. 63401-1510: PAVEMENT MARKINGS, TYPE "H" SOLID YELLOW

STATION	TO STATION	LOCATION	LENGTH
26+648.000	26+803.000	CENTER LEFT	310.00
28+170.000	28+508.000	CENTER RIGHT	338.00
28+364.000	28+703.000	CENTER LEFT	339.00
29+614.000	30+220.000	CENTER RIGHT	606.00
29+826.000	30+410.000	CENTER LEFT	584.00
31+482.000	31+730.000	CENTER RIGHT	248.00
31+700.000	31+940.000	CENTER LEFT	240.00
33+710.000	33+917.854	DOUBLE CENTERLINE	415.71
		TOTAL:	3 080.71

ITEM NO. 63401-1520: PAVEMENT MARKINGS, TYPE "H" SOLID WHITE

STATION TO STATION	LOCATION	LENGTH (m)
26+648.000 - 33+917.854	RT. SHOULDER	7 269.85
Minus 2 – 4.5 m T/O @ RT.: (No. x 20.73)	RT.	-41.46
Minus 6 – 7.0 m T/O @ RT.: (No. x 23.17)	RT.	-139.02
Minus 2 – 8.5 m T/O @ RT.: (No. x 36.67)	RT.	-73.34
Minus 1 – 9.1 m T/O @ RT.: (No. x 37.27)	RT.	-37.27
	SUBTOTAL:	6 978.76
26+648.000 - 33+917.854	LT. SHOULDER	7 269.85
Minus 6 – 4.5 m T/O @ LT.: (No. x 20.73)	LT.	-124.38
Minus 4 – 7.0 m T/O @ LT.: (No. x 23.17)	LT.	-69.51
Minus 4 – 8.3 m T/O @ LT.: (No. x 36.47)	LT.	-145.88
Minus 1 – 10.2 m T/O @ LT.: (No. x 38.40)	LT.	-38.40
	SUBTOTAL:	7 075.96
	TOTAL:	14 054.72

ITEM NO. 63401-1610: PAVEMENT MARKINGS,

		TYPE "H" BRO	KEN YELLOW
STATION T	O STATION	LOCATION	LENGTH (m)
26+500.000	26+740.000	CENTER RIGHT	240.00
26+740.000	26+803.000	CENTER RIGHT	63.00
26+803.000	28+170.000	CENTERLINE	1 367.00
28+170.000	28+364.000	CENTER LEFT	194.00
28+508.000	28+703.000	CENTER RIGHT	195.00
28+703.000	29+614.000	CENTERLINE	911.00
29+614.000	29+826.000	CENTER LEFT	212.00
30+220.000	30+410.000	CENTER RIGHT	190.00
30+410.000	31+482.000	CENTERLINE	1 072.00
31+482.000	31+700.000	CENTER LEFT	218.00
31+730.000	31+940.000	CENTER RIGHT	210.00
31+940.000	33+710.000	CENTERLINE	1 770.00
		TOTAL:	6 642.00

ITEM NO. 63405-3260: PAVEMENT MARKINGS, TYPE "H" STOP BAR

STATION	LOCATION	QUANTITY	DESCRIPTION
28+040.000	RT.	1	7.0 m TURNOUT
29+860.000	LT.	1	7.0 m TURNOUT
32+546.000	LT.	1	7.0 m TURNOUT
32+602.000	RT.	1	8.5 m TURNOUT
32+748.000	RT.	1	8.5 m TURNOUT
32+926.000	RT.	1	7.0 m TURNOUT
32+984.000	LT.	1	8.3 m TURNOUT
33+152.000	RT.	1	9.1 m TURNOUT
33+360.000	RT.	1	7.0 m TURNOUT
33+372.913	LT.	1	8.3 m TURNOUT
33+473.175	LT.	1	8.3 m TURNOUT
33+492.000	RT.	1	7.0 m TURNOUT
33+580.000	RT.	1	7.0 m TURNOUT
33+665.237	LT.	1	8.3 m TURNOUT
33+786.000	LT.	1	7.0 m TURNOUT
33+866.000	RT.	1	7.0 m TURNOUT
33+898.860	LT.	1	10.2 m TURNOUT
	TOTAL:	17	

CONSTRUCTION PLANS APPROVED DATE: 05/25/2011

ITEM No. 63502-3000: TEMPORARY. TRAFFIC CONTROL, RAISED PAVEMENT MARKER, YELLOW

			SIN	GLE P	OST	REQUI	REME	NT CH	IART				
K factor	POST	B = 1	-leight T	o Botto	m Of T	raffic S	ign +	1/2 Hei	ght Of	Traffic	Sign (M	leter)	
$(B \times A)$	WEIGHT	1.83	2.13	2.44	2.74	3.05	3.35	3.66	3.96	4.27	4.57	4.87	
F	2.976 kg/m	0.36	0.36	0.36	0.36	0.36	0.36	0.34	0.32	0.30	0.27	0.26	Δ
	3.348 kg/m	0.47	0.47	0.47	0.47	0.47	0.43	0.39	0.36	0.33	0.32	0.30	$\left(m^{2} \right)$
S D	4.092 kg/m	0.62	0.62	0.62	0.62	0.62	0.56	0.51	0.47	0.44	0.41	0.38	SIGN ARE
AF	4.464 kg/m	0.68	0.68	0.68	0.68	0.68	0.68	0.62	0.58	0.52	0.47	0.46	
\Box	5.952 kg/m	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.80	0.74	0.70	0.65	

DOUBLE POST REQUIREMENT CHART

K factor	POST	B =	Height T	o Botto	m Of T	raffic S	ign +	1/2 Hei	ght Of	Traffic	Sign (M	leter)	
$(B \times A)$	WEIGHT	1.83	2.13	2.44	2.74	3.05	3.35	3.66	3.96	4.27	4.57	4.87	
2.74	2.976 kg/m	1.50	1.28	1.12	1.00	0.90	0.82	0.75	0.70	0.64	0.60	0.57	Δ
3.08	3.348 kg/m	1.69	1.45	1.27	1.13	1.01	0.92	0.85	0.78	0.72	0.68	0.63	(m^2)
4.03	4.092 kg/m	2.20	1.89	1.65	1.47	1.32	1.20	1.10	1.01	0.94	0.88	0.83	SIGN ARFA
4.91	4.464 kg/m	2.69	2.31	2.03	1.79	1.62	1.47	1.35	1.24	1.15	1.08	1.01	
6.83	5.952 kg/m	3.73	3.20	2.80	2.49	2.24	2.03	1.87	1.72	1.60	1.50	1.40	

				ART	IT CH	REMEN	REQUI	ost f	REE P	THF			
)	leter)	Sign (M	Traffic	ght Of	1/2 Hei	Sign +	raffic S	m Of T	ro Botto	Height 1	B =	POST	K factor
57	4.87	4.57	4.27	3.96	3.66	3.35	3.05	2.74	2.44	2.13	1.83	WEIGHT	(B x A)
,5 🛕	0.85	0.90	0.97	1.04	1.12	1.23	1.35	1.50	1.68	1.92	2.25	2.976 kg/m	4.12
6 (m	0.96	1.01	1.09	1.17	1.27	1.38	1.52	1.69	1.90	2.17	2.54	3.348 kg/m	4.65
	1.24	1.32	1.41	1.52	1.64	1.79	1.98	2.19	2.47	2.82	3.30	4.092 kg/m	6.02
,1 (W x	1.51	1.62	1.73	1.86	2.02	2.20	2.42	2.69	3.03	3.47	4.04	4.464 kg/m	7.40
<u>19</u> (11)	2.09	2.23	2.40	2.57	2.79	3.05	3.35	3.73	4.19	4.78	5.58	5.952 kg/m	10.20

STOP SIGN AND LINE LOCATION TABLE

			Y (m)=	
RADIUS OF TURNOUT (m)	X (m)	Y'(m)	Y'+LO(m)	LENGTH of STOP BAR
3.00	1.80	0.25	2.05	1/2 Roadway width + Y'
6.00	3.00	0.80	2.60	1/2 Roadway width + Y'
9.00	4.50	1.21	3.01	1/2 Roadway width + Y'
12.00	6.00	1.61	3.41	1/2 Roadway width + Y'
15.00	7.50	2.01	3.81	1/2 Roadway width + Y'
,				

y'= Distance From Roadway EOP To Radius EOP Lateral Offset(LO) From EOP (m)=1.80

)N	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
JO	ARIZONA	NAVAJO	N21	N21(3)2&4	27	42

<u>GENERAL NOTES:</u>

- 1. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE LENGTH OF SIGN SUPPORT POSTS. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR THE APPROPRIATE BID ITEMS SHOWN IN THE BID SCHEDULE.
- 2. SIGN DIMENSION EQUAL TO OR IN EXCESS OF 762 MM X 762 MM SIZE SHALL BE INSTALLED WITH A MINIMUM OF TWO (2) STEEL POSTS.

DRAWN BY: D.O.T.

REVISED:

BY:

DESIGNED BY: D.O.T. DATE: 11/1997

DATE: 11/1997

FILENAME: SGN1

SCALE: NTS

CONSTRUCTION PLANS APPROVED

ON	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
AJO	ARIZONA	NAVAJO	N21	N21(3)2&4	28	42

GENERAL NOTES

- 1. STEEL BASE POST AND SIGN POST SHALL BE RIB-BAK U-CHANNEL FABRICATED FROM HOT ROLLED CARBON STEEL BARS CONFORMING TO THE REQUIREMENTS OF ASTM A499. YIELD POINT AND TENSILE STRENGTH OF STEEL SHALL BE 550 AND 689.47 MPa (MINIMUM), RESPECTIVELY.
- 2. STEEL POSTS SHALL BE UNIFORM, MODIFIED, FLANGED CHANNEL SECTION OF RIB-BAK DESIGN. WEIGHT OF THE STEEL POSTS SHALL BE AS SPECIFIED BY THE USER, $\pm 5\%$ BEFORE PUNCHING. THE POST SHALL BE PUNCHED WITH CONTINUOUS 9mmø HOLES ON 25mm INTERVAL ON CENTERS FOR THE ENTIRE LENGTH OF POST.
- 3. STEEL POSTS SHALL BE MACHINE STRAIGHTENED TO HAVE A SMOOTH UNIFORM FINISH, FREE FROM DEFECTS AFFECTING STRENGTH, DURABILITY, AND APPEARANCE. ALL HOLES AND EDGES SHALL BE FREE OF BURRS. THE PERMISSIBLE TOLERANCE FOR STRAIGHTNESS SHALL BE WITHIN 6.35mm IN 1.52 METER.
- 4. STEEL POSTS SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM 123. BOLTS, NUTS, AND WASHERS SHALL BE CADMIUM PLATED IN ACCORDANCE WITH ASTM A-165 OR ZINC PLATED IN ACCORDANCE WITH ASTM B-633.
- 5. SPLICE HARDWARE SHALL CONSIST OF TWO FULLY THREADED, 8mm X 38mm GRADE-9 PLATED HEX HEAD BOLTS, FLAT WASHERS, AND SELF LOCKING HEX NUTS PER POST. IN ADDITION, ONE 19mm X 127mm PLATED SPACER BAR PER POST, TO STIFFEN THE SPLICE CONNECTION. EACH SPACER SHALL BE DRILLED AND TAPPED WITH 8mm-18 UNC THREADS. THE SPACER SHALL BE FABRICATED FROM HOT ROLLED CARBON STEEL BAR CONFORMING TO ASTM A-36 OR M-1020.
- 6. BOLTS AND LOCK NUT HARDWARE FOR SIGN ATTACHMENT SHALL BE CARRIAGE HEAD TYPE, 8mm-18 UNC, AND SHALL BE CADMIUM PLATED CONFORMING TO ASTM B-766.
- 7. AN APPROVED ALTERNATE BREAKAWAY SYSTEM AND SIGN SUPPORT POST ASSEMBLY MAY BE SUBMITTED TO THE COR/AOTR FOR REVIEW AND APPROVAL PRIOR TO IT'S USE.
- 8. THE CONTRACTOR HAS THE OPTION TO USE "ANTI-THIEF" NUTS IN LIEU OF JAMMING THE BOLT THREADS. NO ADDITIONAL PAYMENT WILL BE MADE IN RELATION TO USING ANTI-THIEF BOLTS.
- 9. SUPPLEMENTAL SIGNS ON THE OPPOSITE SIDE OF ROADWAY SHALL HAVE THE U-CHANNEL REVERSED SO THAT RIB-BAK IS FACING AWAY FROM THE OPPOSING TRAFFIC.
- 10. IF THE CONTRACTOR ELECTS TO USE POWDER COATED PAINT, IT MUST CONFORM TO AASHTO M284-08 OR EQUAL.

U DEPARTM BUREAU navajo regional	NITED STATE ENT OF THE OF INDIAN OFFICE * DIVISION (ES INTERIOR AFFAIRS of transportation
LAP	SPLICE U-CHAN REAKAWAY SYSTE	INEL M
POSTS	AND HARDWARE	DETAILS
DRAWN BY: D.O.T.	DATE: 8/2010	ARTINENT OF THE
DESIGNED BY: D.O	.T. DATE: 6/2002	
REVISED: 5/2011	FILENAME: SGN2	
BY: NRDOT	SCALE: NTS	INDIAN AND AND AND AND AND AND AND AND AND A

Station	Loc.	Detail No.	Description	Size Of Sian Panels	Area m²	No. Of Post	kg/m	Tota Pa
28+045.000 29+855.000 32+541.000 32+609.000 32+755.000 32+931.000	RT. LT. LT. RT. RT. RT.							
32+991.000 33+160.000 33+365.000 33+366.000 33+466.000 33+497.000 33+585.000 33+657.000	LT. RT. RT. LT. RT. RT. RT.	R1-1	STOP	762 x 762 mm	0.58	2	2.98	
33+781.000 33+871.000 33+885.000	RT. LT.	R1-1		914 x 914 mm	0.84	2	2.98	
32+900.000 33+320.000 33+840.000	RT. LT. LT.	R2-1	SPEED LIMIT 35	610 x 762 mm	0.46	1	3.35	
32+630.000	RT.	R2-1	speed Limit 45	610 x 762 mm	0.46	1	3.35	
26+860.000 32+500.000	RT. LT.	R2-1	SPEED LIMIT 55	610 x 762 mm	0.46	1	3.35	
26+803.000 28+170.000 28+703.000 29+614.000 30+410.000 31+482.000 31+940.000 33+710.000	LT. RT. LT. RT. LT. RT. LT. RT.	R4-1	DO NOT PASS	610 x 762 mm	0.46	1	3.35	
26+740.000 28+364.000 28+508.000 29+826.000 30+220.000 31+700.000 31+730.000	RT. LT. RT. LT. RT. LT. RT.	R4-2	PASS WITH CARE	610 x 762 mm	0.46	1	3.35	7
26+803.000 28+170.000 28+703.000 29+614.000 30+410.000 31+482.000 31+940.000 33+710.000	RT. LT. RT. LT. RT. LT. LT.	W14-3	NO PASSING ZONE	914x1219x1219mm	0.52	2	2.98	
30+245.000	LT.	W1-2L		762 x 762 mm	0.58	2	2.98	
29+550.000	RT.	W1-2R		762 x 762 mm	0.58	2	2.98	
33+910.000 * 34+000.000	RT. LT.	W1-3R		762 x 762 mm	0.58	2	2.98	
32+770.000	RT.	W3-5	SPEED UMIT 35	762 x 762 mm	0.58	2	2.98	1
32+000.000	RT.	W3-5	SFEED LIMIT 45	762 x 762 mm	0.58	2	2.98	1
33+770.000	RT.	W8-3	PAVEMENT ENDS	762 x 762 mm	0.58	2	2.98	1
27+000.000	RT.	M3-1 Route	NORTH 21	375 x 525 mm 457 x 610 mm	0.20	1	4.10	1
33+560.000	LT.	M3-1 Route		375 x 525 mm 457 x 610 mm	0.20	1	4.10	1

StationLoc.Detail No.DescriptionSize Of Sign PanelsArea m2No. Of Postkg/mTotal Si Panels $33+920.000$ RT.ROUTE M6-3 6330 $457 \times 610 \text{ mm}$ 0.28 1 4.10 1 $26+650.000$ RT.D1-2 6330 $1335 \times 752 \text{ mm}$ 0.20 1 2.98 1 $33+830.000$ RT.D1-2a $63302-002$ Sign Installation, 1-Post & Hardware, 3.35 kg/m. 2.00 2 4.46 1 $63302-0003$ Sign Installation, 1-Post & Hardware, 4.10 kg/m. 1.00 kg/m 2.00 kg/m 1.44 m^2 $63302-0003$ Sign Installation, 2-Post & Hardware, 2.98 kg/m. 19.34 m^2 19.34 m^2 19.34 m^2					D	ATE: (05/25/	2011	S AFERO
33+920.000 RT. ROUTE M6-3 $457 \times 610 \text{ mm}$ 0.28 1 4.10 1 $26+650.000$ RT. D1-2 $6302 \times 752 \text{ mm}$ 0.20 1 1.00 2 2.98 1 $33+830.000$ RT. D1-2a $6302 \times 752 \text{ mm}$ 1.00 2 2.98 1 $63302-0002$ Sign Installation, 1-Post & Hardware, 3.35 kg/m 2.00 2 4.46 1 $63302-0003$ Sign Installation, 1-Post & Hardware, 4.10 kg/m 1.10 kg/m 1.44 m^2 $63302-0010$ Sign Installation, $2-Post & Hardware, 2.98 \text{ kg/m}$ 1.934 m^2	Station	Loc.	Detail No.	Description	Size Of Sign Panels	Area m²	No. Of Post	kg/m	Total Sign Panels
$33+920.000$ RT. M6-3 \swarrow $381 \times 533 \text{ mm}$ 0.20 1 $26+650.000$ RT. $D1-2$ \bigstar KAIBETO SR 98 $1335 \times 752 \text{ mm}$ 1.00 2 2.98 1 $33+830.000$ RT. $D1-2a$ \bigstar \bigstar $M6-3$ $1772 \times 1127 \text{ mm}$ 2.00 2 4.46 1 $63302-0002$ Sign Installation, $1-Post & Hardware, 3.35 \text{ kg/m}$ 2.00 2 4.46 1 $63302-0003$ Sign Installation, $1-Post & Hardware, 4.10 \text{ kg/m}$ 1.10 kg/m 1.44 m^2 $63302-0010$ Sign Installation, $2-Post & Hardware, 2.98 \text{ kg/m}$ 19.34 m^2	77 . 000 000	ОТ	ROUTE	5.33	457 x 610 mm	0.28	1	4.10	1
$26+650.000$ RT. $D1-2$ \mathbf{K} AlBETO SR 98 $1335 \times 752 \text{ mm}$ 1.00 2 2.98 1 $33+830.000$ RT. $D1-2a$ \mathbf{K} AlBETO CHAPTER HOUSE \mathbf{K} AlBETO BOARDING SCHOOL $1772 \times 1127 \text{ mm}$ 2.00 2 4.46 1 $63302-0002$ Sign Installation, $1-Post & Hardware, 3.35 \text{ kg/m}. 9.66 \text{ m}^2 63302-0003 Sign Installation, 1-Post & Hardware, 4.10 \text{ kg/m}. 1.44 \text{ m}^2 63302-0010 Sign Installation, 2-Post & Hardware, 2.98 \text{ kg/m}. 19.34 \text{ m}^2 $	33+920.000	RI.	M6-3		381 x 533 mm	0.20	1		
33+830.000 RT. D1-2a K AIBETO CHAPTER HOUSE K AIBETO BOARDING SCHOOL 1772 x 1127 mm 2.00 2 4.46 1 63302-0002 Sign Installation, 1-Post & Hardware, 3.35 kg/m. 9.66 m² 63302-0003 Sign Installation, 1-Post & Hardware, 4.10 kg/m. 1.44 m² 63302-0010 Sign Installation, 2-Post & Hardware, 2.98 kg/m. 19.34 m²	26+650.000	RT.	D1-2	▲ KAIBETO▲ SR 98	1335 x 752 mm	1.00	2	2.98	1
63302-0002 Sign Installation, 1-Post & Hardware, 3.35 kg/m 9.66 m² 63302-0003 Sign Installation, 1-Post & Hardware, 4.10 kg/m 1.44 m² 63302-0010 Sign Installation, 2-Post & Hardware, 2.98 kg/m 19.34 m²	33+830.000	RT.	D1-2a	 ★ KAIBETO CHAPTER HOUSE ★ KAIBETO BOARDING SCHOOL 	1772 x 1127 mm	2.00	2	4.46	1
63302-0003 Sign Installation, 1-Post & Hardware, 4.10 kg/m 1.44 m ² 63302-0010 Sign Installation, 2-Post & Hardware, 2.98 kg/m 19.34 m ²	63302-0002	Sign	Installation,	1-Post & Hardware, 3	3.35 kg/m				9.66 m ²
63302-0010 Sign Installation, 2-Post & Hardware, 2.98 kg/m	63302-0003	Sign	Installation,	1-Post & Hardware, 4	4.10 kg/m				.1.44 m ²
	63302-0010	Sign	Installation,	2-Post & Hardware, 2	2.98 kg/m			•	19.34 m ²

st The Sta. 34+000.000, Lt., W1-3R Sign To Be Installed Along The Existing N6331 (Dirt Road).

REGION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
NAVAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	29	42

U DEPARTM BUREAU NAVAJO REGIONAL	INITED STATE ENT OF THE OF INDIAN OFFICE * DIVISION OF	S INTERIOR AFFAIRS TRANSPORTATION
PER	MANENT TRAF	FIC
CO	NTROL DETAI	LS
DRAWN BY: D.O.T.	DATE: 8/2009	RIMENT OF THE
DESIGNED BY: D.O	.T. DATE: 9/2008	
REVISED: 3/2011	FILENAME: N21(3)TFS	
BY: NRDOT	SCALE: NTS	NDIAN PS

ON STATE RESERVATION ROUTE PROJECT NO. SHEET TOTAL SHEE							
NO ARIZONA NAVA IO NI21 NI21(3)284 31 42	ON	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	JO	ARIZONA	NAVAJO	N21	N21(3)2&4	31	42

ON	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
JO	ARIZONA	NAVAJO	N21	N21(3)2&4	32	42

SION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
/AJO	ARIZONA	NAVAJO	N21	N21(3)2&4	33	42
				、 、		
		GENERA	L NOTES	2		
	1. SEE SHEE	TS No. 31 AND	No. 32	FOR GENERAL N	OTES.	
	2.6 mm Smooth	(12 Gage) ø Wire Line (ASTN) ag	Galv. Iro M A-854)	n		
		94.				
		<u>1 ga.</u>				
		9 ga.				
				FD STA	TFS	
		DEPART		T OF TH	EIN	TERIOR
		BUREA		F INDIAN		FAIRS
	F	ATT		IARD W/IN		
		VITH V	uluu WAVF	N FFNC	F DF	TAIIS
		DRAWN BY: D.	0.T.	DATE: 3/2003		RIVENT OF THE
		DESIGNED BY:	D.O.T.	DATE: 8/2008		
		REVISED: 03/20 By: NRDOT	SCAI	JAME: N21(3)WFe E: NTS	nce (
				-		

REGION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
NAVAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	34	42

<u>GENERAL NOTES</u>

1. PRECAST CONCRETE SHALL ATTAIN 28-DAY COMPRESSIVE STRENGTH OF 27.62 MPA (MINIMUM) IN ACCORDANCE WITH AASHTO T22 (ASTM C-39). THE CONCRETE SHALL BE CLASS A(AE) CONFORMING TO SECTION 552 OF FP-03.

2. REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 420. ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO M-183.

3. THE CONTRACTOR SHALL SLOPE THE BASES OF THE CATTLE GUARDS AS REQUIRED TO PROVIDE ROADWAY CROWNS OR SUPERELEVATION AS SHOWN ON THE PLANS.

4. BOLTS, WASHERS, AND NUTS SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF AASHTO M111 OR AASHTO M298.

5. ALL TRAFFIC GRILL UNIT, AND WING BRACE STRUCTURAL STEEL AND PIPE, INCLUDING THE STEEL ANGLES SHALL RECEIVE ONE (1) PRIMER COAT, ONE (1) INTERMEDIATE COAT, AND ONE (1) FINISH COAT IN ACCORDANCE WITH SECTION 563, PAINT SYSTEM 2, OF FP-03.

6. WING BRACES SHALL BE CONSIDERED SUBSIDIARY ITEMS TO THE CATTLEGUARD UNIT.

7. THE CONTRACTOR HAS THE OPTION TO USE ALL STEEL FRAME CATTLEGUARD. IF THE CONTRACTOR ELECTS TO SUBSTITUTE FOR THE STEEL FRAME CATTLEGUARD, HE/HER SHALL SHOW THEY ARE MORE COST EFFECTIVE WITH SUPPORTING DATA. THE CONTRACTOR IS RESPONSIBLE FOR ALL PATENT PROTECTION RIGHTS, SHOP DRAWINGS, MATERIAL CERTIFICATIONS, AND MILL TEST REPORTS. HOWEVER, NO STEEL FRAME CATTLEGUARD SHALL BE USED FOR CONCRETE DRAINAGE PAD CATTLEGUARD LOCATIONS.

8. ELASTOMERIC BEARING PADS SHALL BE SEAL WITH EPOXY ADHESIVE PRIOR TO THE INSTALLATION OF TRAFFIC GRILL UNIT.

9. DESIGN DATA: DESIGN ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, THIRD EDITION. DESIGN LOADS: HS20 AND DESIGN TANDEM WITH 33% IMPACT.

REINFORCING STEEL SCHEDULE

AIGH	Τ ΒΑ	RS		BENT	BAR	S	BENDING DIAGRAMS
NO.	SIZE	LENGTH	MARK	NO.	SIZE	LENGTH	ALL DIMENSIONS ARE
		END	UNIT				OUT TO OUT
6	13	2.36 m					b ₂ bar 2.21 m
2	16	2.36 m					
			С	3	10	0.61 m	a bar 2.36 m
20	13	0.46 m					b₁ bar 2.36 m
	INTER	RMED	ATE	UNIT			
8	13	2.36 m					
2	16	2.21 m					c bar 0 02
			с	6	10	0.61 m	
18	13	0.46 m					152 mm

UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF INDIAN AFFAIRS NAVAJO REGIONAL OFFICE * DIVISION OF TRANSPORTATION PRECAST CONCRETE CATTLEGUARD DETAILS DRAWN BY: D.O.T. DATE: 8/2008 DESIGNED BY: D.O.T. DATE: 4/2003 REVISED: FILENAME: PCCG						
ECTION G-G PRECAST CONCRETE CATTLEGUARD DETAILS DRAWN BY: D.O.T. DATE: 8/2008 DESIGNED BY: D.O.T. DATE: 4/2003 REVISED: FILENAME: PCCG		UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF INDIAN AFFAIRS NAVAJO REGIONAL OFFICE * DIVISION OF TRANSPORTATION				
ECTION G-GDRAWN BY: D.O.T. DATE: 8/2008DESIGNED BY: D.O.T. DATE: 4/2003REVISED:FILENAME: PCCG		PR CAT	RECAST TLEGUA	CONCRE ARD DETA	TE AILS	
ECTION G-G DESIGNED BY: D.O.T. DATE: 4/2003 REVISED: FILENAME: PCCG		DRAWN BY: D.O.T.	DATE:	8/2008	DERIMENT OF THE	
REVISED: FILENAME: PCCG	<u>ection G-G</u>	DESIGNED BY: D.O	.T. DATE:	4/2003		
		REVISED:	FILENAME:	PCCG		
BY: SCALE: NTS		BY:	SCALE: N	TS	CF NDIAN AT	

ON	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
JO	ARIZONA	NAVAJO	N21	N21(3)2&4	35	42

GENERAL NOTES

1. SURVEY MONUMENT AND REFERENCE MARKERS SHALL BE PLACED AS SHOWN ON THIS SHEET AS DIRECTED BY AOTR/COR. THE COST OF SUPPLYING ALL MATERIALS AND INSTALLATION OF RIGHT-OF-WAY MONUMENT AND MARKERS SHALL BE INCLUDED IN THE UNIT PRICE BID UNDER ITEM 62101-0000 AND 62102-0000.

2. IF ROCK IS ENCOUNTERED WHEN INSTALLING THE RIGHT-OF-WAY MONUMENTS AND REFERENCE MARKERS, DRILL A 152mmø FOR RIGHT-OF-WAY MONUMENT AND 305mmø FOR REFERENCE MARKER HOLE IN THE ROCK TO THE DEPTH REQUIRED TO INSTALL THE MONUMENT AND MARKER TO FULL DEPTH. ALL HOLE DRILLING INTO ROCK MATERIAL, SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE WORK AND NO ADDITIONAL PAYMENT SHALL BE MADE THEREOF.

3. BRASS CAPS FOR THE SURVEY MONUMENT SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR CONFORMING TO THE ASTM B-584 SPECIFICATION AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 62101-0000.

4. ALL CONCRETE SHALL BE CLASS A(AE) AND SHALL CONFORM TO SECTION 601 OF THE FP-03. FURNISHING AND PLACING OF CONCRETE SHALL BE CONSIDERED INCIDENTAL TO ITEMS 62101-0000 & 62102-0000.

5. ROADWAY STATIONINGS AND ELEVATIONS SHALL BE STAMPED ON ALL BRASS CAPS BY THE CONTRACTOR AFTER INSTALLATION, UNLESS OTHERWISE DIRECTED IN WRITING BY THE COR/AOTR.

6. THE CONTRACTOR SHALL BE REQUIRED TO PAINT THE REFERENCE MARKERS PER SECTION 708 AND SUBSECTION 708.04 OF

b) THE WHITE FINISH COAT OF PAINT SHALL CONFORM TO SUBSECTION 708.04(c), (d), (e) OF FP-03.

c) ALL LETTERS, NUMERALS, SYMBOLS, ETC. SHALL BE PAINTED ON THE REFERENCE MARKERS USING THE

DIMENSIONS SHOWN USING BLACK LAMP PAINT CONFORMING TO ASTM D 209.

7. THE CONTRACTOR HAS THE OPTION TO USE AN APPROVED STATE PAINT SPECIFICATIONS IN LIEU OF THAT STATED IN NOTE (6) ABOVE. THE CONTRACTOR SHALL SUBMIT (IN WRITING) THE PAINT SPECIFICATIONS AND REQUEST FOR USE ON THE PROJECT AT LEAST 14 DAYS IN ADVANCE OF THE PAINT USE FOR REVIEW AND APPROVAL. THE CONTRACTOR SHALL NOT BE ALLOWED TO USE ANY PAINT UNTIL THE PROPER APPROVAL HAS BEEN GIVEN BY THE COR/AOTR. ANY PAINTING PERFORMED BY THE CONTRACTOR WITHOUT THE PROPER APPROVAL SHALL CAUSE THE WORK TO BE REJECTED.

8. THE CONTRACTOR SHALL USE GLASS FIBER TYPE HIGHWAY DELINEATORS. THE COST OF SUPPLYING MATERIALS AND INSTALLATION OF U-CHANNEL SHALL BE INCLUDED IN THE UNIT PRICE BID UNDER ITEMS 63308-2000, 63309-0010, AND 63309-0020. 9. SET RIGHT-OF-WAY MONUMENT AT STATION AND OFFSET TO MATCH THE RIGHT-OF-WAY PLAT. THESE LOCATIONS MAY VARY FROM

THE STATIONS AND OFFSETS SHOWN ON THE CONSTRUCTION PLAN AND PROFILE SHEETS. SEE NOTE No. 34 ON SHEET 2.

2	Ob	ject	Markers
lve	ert	Loco	ations

	J · · · - · ·
vert	Locations

MONUMENT	
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	23	

RADIUS OF CURVE	APPROXIMATE SPACING (S) ON CURVE	SPACING ON ADVANCE OF BEYOND A CURVE (m)		
(m)	(m)	A (2S)	B (3S)	C (6S)
15	6	12	18	36
35	8	16	24	48
55	11	22	33	66
75	13	26	39	78
95	15	30	45	90
125	18	36	54	108
155	20	40	60	120
185	22	44	66	132
215	24	48	72	144
245	26	52	78	156
275	27	54	81	162
305	29	58	87	174
400	33	67	100	200
500	37	75	112	225
600	41	82	123	247
700	44	89	133	267
800	48	95	143	286
900	51	101	152	303
1000	53	107	160	320
1500	66	131	197	393
2000	76	151	227	454
2500	85	169	254	508
3000	93	186	279	557
3500	100	201	301	602
4000	107	215	322	644
4500	114	228	342	683
5000	120	240	360	720
5500	126	252	378	755
6000	132	263	395	789

 $S = 1.7 \times (R - 15)'$ Spacing For Specific Radii May Be Interpolated From Table. The Spacing On Curves Should Not Exceed 90 Meters. Shaded Areas Denotes To Use 90 Meter Spacings. Delineators Should Be Spaced 60 To 160 Meters Apart On Mainline Tangent Sections.

NOTE: When Uniform Spacing Is Interrupted By Such Features As Culverts, Signs, Driveways, Intersections, Delineators Which Would Ordinarily Be Located Within The Features May Be Relocated In Either Direction For A Distance Not Exceeding One Quarter Of The Uniform Spacing. Delineators Still Falling Within Such Features May Be Eliminated.

REGION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
NAVAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	36	42

<u>GENERAL NOTES</u>

1. DRAINAGE PIPE(S) INVERT ELEVATION AND LENGTHS ARE APPROXIMATE. FINÀL ELEVATIONS AND LENGTHS TO BE FIELD DETERMINED BY THE CONTRACTOR AS PART OF THE REVISED PIPE LIST SUBMITTAL PACKAGE. GUIDANCE ON DEVELOPING A REVISED PIPE LIST CAN BE PROVIDED UPON REQUEST OF THE CONTRACTOR.

2. AT PIPE CROSS SECTIONS DRAWN ON A SKEW, THE RIGHT-OF-WAY LINE IS NO LONGER WHAT'S SHOWN ON THE TABLE. BUT IS "SHIFTED" AWAY (OUTWARD) FROM THE CENTERLINE A DISTANCE BASED ON THE SKEW ANGLE.

3. THE REVISED PIPE LIST SURVEY DATA SHALL BE VERIFIED BY THE COR AND THE CONTRACTOR'S QCM PRIOR TO SUBMITTAL TO THE REGIONAL DIVISION OF TRANSPORTATION.

L DEPARTM BUREAU NAVAJO REGIONAL	INITED STATE ENT OF THE OF INDIAN OFFICE * DIVISION OF	S INTERIOR AFFAIRS TRANSPORTATION
PIPE	CROSS SEC	TIONS
DRAWN BY: D.O.T.	DATE: 12/29/09	RTINENT OF THE
DESIGNED BY: D.C	.T. DATE: 12/29/09	
REVISED: 5/2011	FILENAME: N21(3)_PIPEXS	
BY: NRDOT	SCALE: NTS	NDIAN AS

REGION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
NAVAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	37	42

<u>GENERAL NOTES</u>

L DEPARTM BUREAU navajo regional	INITED STATE ENT OF THE OF INDIAN OFFICE * DIVISION OF	S INTERIOR AFFAIRS TRANSPORTATION
PIPE	CROSS SEC	TIONS
DRAWN BY: D.O.T.	DATE: 12/29/09	ARTIMENT OF THE
DESIGNED BY: D.O	.T. DATE: 12/29/09	
REVISED: 5/2011	FILENAME: PIPE_XS2	
BY: NRDOT	SCALE: NTS	I I I I I I I I I I I I I I I I I I I

 $^{\circ}$ 1884 _____1880 бŪ Off.= 8.627 El.= 1878.743 -1876 -1872 10 30 20 40 1892 Ο ι΄ O ι΄ , එරි 800 . 1885.9 Ŷ 1888 .249 884.1)ff ilev п II _____ Ele 1 Qff 1884 Inlet: Off.= 12.950 EI.= 1884.026 -1880 1876 10 20 30 40 \bigtriangledown -1892 0) $\sqrt[\infty]{}$. 887. 14.031 1887.^z 1.764 1886.(1888 -172%_____ ____ Off.= 9.920 El.= 1886.584 -1884 -1880 10 20 30 40

NAVAJ

NC	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
JO	ARIZONA	NAVAJO	N21	N21(3)2&4	38	42

<u>GENERAL NOTES</u>

L DEPARTM BUREAU NAVAJO REGIONAL	INITED STATE ENT OF THE OF INDIAN OFFICE * DIVISION OF	S INTERIOR AFFAIRS TRANSPORTATION
PIPE	CROSS SEC	TIONS
DRAWN BY: D.O.T.	DATE: 12/29/09	RIMENT OF THE
DESIGNED BY: D.O	.T. DATE: 12/29/09	
REVISED: 5/2011	FILENAME: PIPE_XS3	
BY: NRDOT	SCALE: NTS	MOLAN PS

REGIC NAVAJ

NC	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
JO	ARIZONA	NAVAJO	N21	N21(3)2&4	39	42

<u>GENERAL NOTES</u>

U DEPARTM BUREAU NAVAJO REGIONAL	NITED STATE ENT OF THE OF INDIAN OFFICE * DIVISION OF	S INTERIOR AFFAIRS TRANSPORTATION
PIPE	CROSS SEC	TIONS
DRAWN BY: D.O.T.	DATE: 12/29/09	RTNENT OF THE
DESIGNED BY: D.O	.T. DATE: 12/29/09	
REVISED: 3/2011	FILENAME: PIPE_XS4	
BY: NRDOT	SCALE: NTS	NDIAN AS

REGION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
NAVAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	40	42

<u>GENERAL NOTES</u>

UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF INDIAN AFFAIRS NAVAJO REGIONAL OFFICE * DIVISION OF TRANSPORTATION				
PIPE	CROSS SEC	TIONS		
DRAWN BY: D.O.T.	DATE: 12/29/09	RIMENT OF THE		
DESIGNED BY: D.O	.T. DATE: 12/29/09			
REVISED: 3/2011	FILENAME: PIPE_XS5			
BY: NRDOT	SCALE: NTS	I I I I I I I I I I I I I I I I I I I		

REGION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS
NAVAJO	ARIZONA	NAVAJO	N21	N21(3)2&4	41	42

<u>GENERAL NOTES</u>

L DEPARTM BUREAU NAVAJO REGIONAL	INITED STATE ENT OF THE OF INDIAN OFFICE * DIVISION OF	S INTERIOR AFFAIRS TRANSPORTATION
PIPE	CROSS SEC	TIONS
DRAWN BY: D.O.T.	DATE: 12/29/09	RIVENT OF THE
DESIGNED BY: D.O	.T. DATE: 12/29/09	
REVISED: 3/2011	FILENAME: PIPE_XS6	
BY: NRDOT	SCALE: NTS	NDIAN AS

23 \sim 0 M M 00 m 03 -1836 $\begin{array}{r} 12.064 \\ 1832.2 \\ = 14.01 \\ = 1833 \end{array}$ ш Ш -1832 Inlet: Off.= 10.017 El.= 1832.217 -1828 10 20 30 40

ION	STATE	RESERVATION	ROUTE	PROJECT NO.	SHEET	TOTAL SHEETS		
AJ ()	ARIZONA	NAVAJO	N21	N21(3)2&4	42	42		
<u>GENERAL NOTES</u>								
	1. SEE SHEET 36 OF 42 FOR NOTES.							

UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF INDIAN AFFAIRS NAVAJO REGIONAL OFFICE * DIVISION OF TRANSPORTATION						
PIPE CROSS SECTIONS						
DRAWN BY: D.O.T. DATE: 12/29/09						
DESIGNED BY: D.O.T. DATE: 12/29/09						
REVISED: 3/2011	FILENAME: PIPE_XS7					
BY: NRDOT	SCALE: NTS	The second secon				