MINNESOTA DEPARTMENT OF TRANSPORTATION

THE COUNTY OF OLMSTED

CONSTRUCTION PLAN FOR COLD RECYCLE & BITUMINOUS OVERLAY AND AGGREGATE SHOULDERING

LOCATED ON C.S.A.H. 3 BETWEEN T.H. 14 AND C.S.A.H. 4 (GEOGRAPHIC DESCRIPTION)
FROM CENTER SECTION 34, T107N, R15W TO CENTER SECTION 15, T107N, R15W (LEGAL DESCRIPTION)

LOCATED ON C.S.A.H. 25 BETWEEN W. COUNTY LINE AND C.S.A.H. 3 (GEOGRAPHIC DESCRIPTION)
FROM S.W. CORNER NW 1/4 SECTION 18, T106N, R15W TO S.E. CORNER NW 1/4 SECTION 15, T106N, R15W (LEGAL DESCRIPTION)

LOCATED ON C.R. 134 BETWEEN EAST BYRON CITY LIMITS AND C.S.A.H. 3 (GEOGRAPHIC DESCRIPTION)
FROM S.E. CORNER SECTION 29, T107N, R15W TO S.E. CORNER SW 1/4 SECTION 27, T107N, R15W (LEGAL DESCRIPTION)

PROJECT NO. C3-01-01

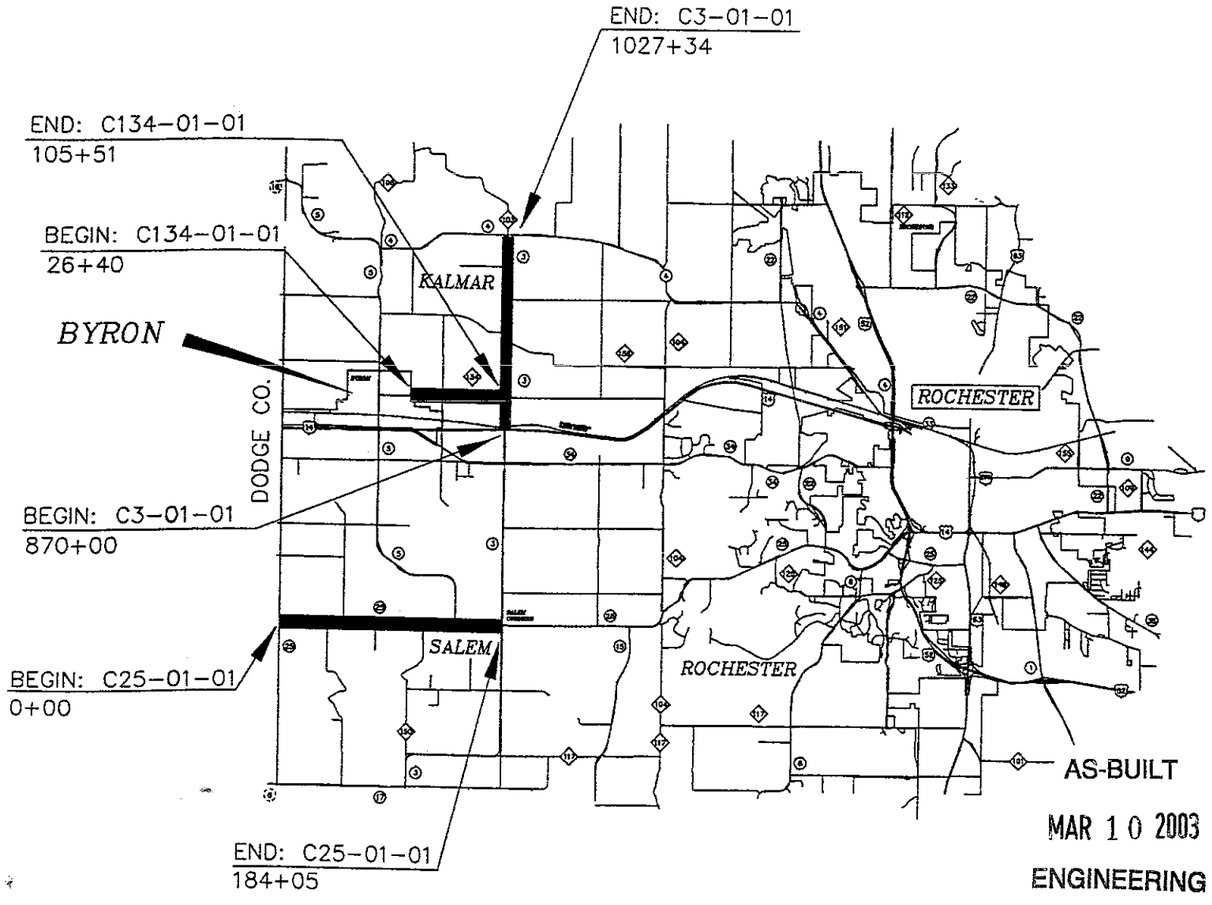
GROSS LENGTH	15,734	feet	2.98	miles
BRIDGE-LENGTH	0.00	feet	0.00	miles
EXCEPTIONS-LENGTH	0.00	feet	0.00	miles
NET LENGTH	15,734	feet	2.98	miles

PROJECT NO. C25-01-01

GROSS LENGTH	18,405	feet	3.49	miles
BRIDGE-LENGTH	0.00	feet	0.00	miles
EXCEPTIONS-LENGTH	0.00	feet	0.00	miles
NET LENGTH	18,405	feet	3.49	miles

PROJECT NO. C134-01-01

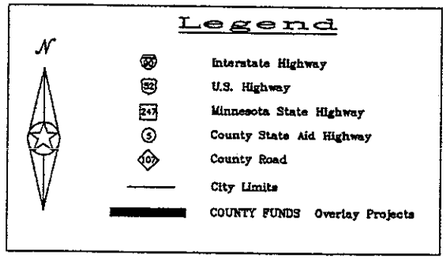
GROSS LENGTH	7911	feet	1.50	miles
BRIDGE-LENGTH	0.00	feet	0.00	miles
EXCEPTIONS-LENGTH	0.00	feet	0.00	miles
NET LENGTH	7911	feet	1.50	miles



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C.S.A.H. 3

GRADED & AGGREGATE BASE UNDER:
S.A.P. 55-603-07 1963
AGGREGATE BASE & BITUMINOUS SURFACING UNDER:
S.A.P. 55-603-11 1966
BITUMINOUS OVERLAY UNDER:
S.A.P. 55-603-22 1983

C.S.A.H. 25

GRADED & AGGREGATE BASE UNDER:
S.A.P. 55-625-02 1966
BITUMINOUS SURFACING UNDER:
S.A.P. 55-625-03 1967
BITUMINOUS OVERLAY UNDER:
S.A.P. 55-625-14 1984

C.R. 134

GRADED & AGGREGATE BASE UNDER:
C62-01 1962
BITUMINOUS SURFACING UNDER:
C64-01 1964
BITUMINOUS OVERLAY UNDER:
C84-01 1984

PROJECT C3-01-01 C.S.A.H. 3
PROJECT C25-01-01 C.S.A.H. 25
PROJECT C134-01-01 C.R. 134

GOVERNING SPECIFICATIONS

THE 1988 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION", AS AMENDED BY THE MAY 2, 1994 SUPPLEMENT SPECIFICATION, SHALL GOVERN.

INDEX

SHEET NO. 1 TITLE SHEET
SHEET NO. 2 ESTIMATED QUANTITIES
SHEET NO. 3 TYPICAL SECTIONS
SHEET NO. 4 DETAILS
SHEET NO. 5-9 TRAFFIC CONTROL

THIS PLAN CONTAINS 9 SHEETS

PROJECT: C3-01-01

DESIGN DESIGNATION: C.S.A.H. 3

R ΣN18(20)
ADT (Current Year) = 651 (2001) Design Speed 50 mph
ADT (Future Year) = 1362 (2021) Based on STOPPING Sight Distance
DHV (Design Hr. Vol.) = Height of eye 3.5' Height of object 0.5'
D (Directional Distr.) = Design Speed not achieved at:
T (Heavy Commercial) = EST. % STA. TO STA. mph
SUBGRADE = K= STA. TO STA. mph

SHOULDER WIDTH 3 ft.
FUNCTIONAL CLASSIFICATION: COLLECTOR
SOIL FACTOR = 130%
7 ton DESIGN

PROJECT: C25-01-01

DESIGN DESIGNATION: C.S.A.H. 25

R ΣN18(20)
ADT (Current Year) = 355 (2001) Design Speed 50 mph
ADT (Future Year) = 568 (2021) Based on STOPPING Sight Distance
DHV (Design Hr. Vol.) = Height of eye 3.5' Height of object 0.5'
D (Directional Distr.) = Design Speed not achieved at:
T (Heavy Commercial) = EST. % STA. TO STA. mph
SUBGRADE = K= STA. TO STA. mph

SHOULDER WIDTH 4 ft.
FUNCTIONAL CLASSIFICATION: COLLECTOR
SOIL FACTOR = 130%
7 ton DESIGN

PROJECT: C134-01-01

DESIGN DESIGNATION: C.R. 134

R ΣN18(20)
ADT (Current Year) = 1346 (2001) Design Speed 50 mph
ADT (Future Year) = 2154 (2021) Based on STOPPING Sight Distance
DHV (Design Hr. Vol.) = Height of eye 3.5' Height of object 0.5'
D (Directional Distr.) = Design Speed not achieved at:
T (Heavy Commercial) = EST. % STA. TO STA. mph
SUBGRADE = K= STA. TO STA. mph

SHOULDER WIDTH 2.5 ft.
FUNCTIONAL CLASSIFICATION: COLLECTOR
SOIL FACTOR = 130%
7 ton DESIGN

APPROVALS:

DESIGN ENGINEER: I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE 2/5/01 REGISTRATION NUMBER 19917
Kaye M Buenzow
APPROVED: COUNTY DESIGN ENGINEER

DATE 2/5/01 REGISTRATION NUMBER 10397
Michael Shuhan
APPROVED: OLMSTED COUNTY ENGINEER

STATE AID APPROVALS:

DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH MN STATE- AID RULES/POLICY — DATE:

APPROVED FOR STATE AID FUNDING: MN STATE AID ENGINEER — DATE:

STATEMENT OF ESTIMATED QUANTITIES

	ITEM NO.	ITEM	UNIT	QUANTITIES							
				CSAH 3		CSAH 25		CR 134			TOTAL
		ROAD LENGTH	MI.	2.98		3.49		1.50			7.97
①	2123.503	MOTOR GRADER	HOUR			6					6
②	2221.501	AGGREGATE SHOULDERING CLASS 2	TON	3080		4950		1375			9405
	2232.501	MILL BITUMINOUS SURFACE	S.Y.	870		400		-0-			1270
③	2331.601	COLD RECYCLE INPLACE BITUMINOUS MIXTURE	S.Y.	41090		48680		21095			110865
	2331.602	BITUMINOUS MATERIAL FOR MIXTURE	TON	305		321		122			748
④	2350.609	TYPE MV4 WEARING COURSE MIXTURE (MVWE45035B)	TON	3855		4545		1900			10300
	2350.609	TYPE MV4 NON WEARING COURSE MIXTURE (MVNW45035B)	TON	3535		4360		1780			9675
	2350.609	TYPE MV4 MIXTURE PRODUCTION	TON						3000		3000
	2355.502	BITUMINOUS MATERIAL FOR FOG SEAL	GALLON	4100		4860		2110			11070
	2563.601	TRAFFIC CONTROL	L.S.	0.37		0.44		0.19			1
	2564.603	4" SOLID LINE WHITE-EPOXY	L.F.	31500		36810		15820			84130
	2564.603	4" BROKEN LINE YELLOW-EPOXY	L.F.	2270		3100		1025			6395
	2564.603	4" SOLID LINE YELLOW-EPOXY	L.F.	8330		3765		3960			16055
	2564.603	4" DOUBLE SOLID LINE YELLOW-EPOXY	L.F.	4460		2950		2820			10230
	2580.502	TEMPORARY LANE MARKING	L.F.	3780		4410		1900			10090

CONSTRUCTION NOTES:

① MOTOR GRADER TIME REQUIRED FOR SHAPING ACCELERATION LANE ON C.S.A.H. 25.

② INCLUDES 1215 TONS FOR 18 ROAD APPROACHES, 42 FARM/RESIDENTIAL ENTRANCES, AND 49 FIELD ENTRANCES.

③ COLD RECYCLE EMULSION TO BE CSS-1

④ INCLUDES 1045 TONS FOR 18 ROAD APPROACHES, 42 FARM/RESIDENTIAL ENTRANCES, 49 FIELD ENTRANCES AND 1 ACCELERATION LANE.

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BASIS OF PLANNED QUANTITIES

BITUMINOUS MATERIAL FOR MIXTURE - 3% OF MIXTURE BY WEIGHT.

AGGREGATE SHOULDERING CLASS 2 - 140 LBS/FT^3

2350 BITUMINOUS MIXTURE - 146.67 LBS./$FT.^3$ (OR) 110 LBS./SQ. YD./INCH OF DEPTH

BITUMINOUS MATERIAL FOR FOG SEAL - .102 GALLONS/YD^2

BITUMINOUS MATERIAL FOR TACK COAT -.051 GALLONS/YD^2

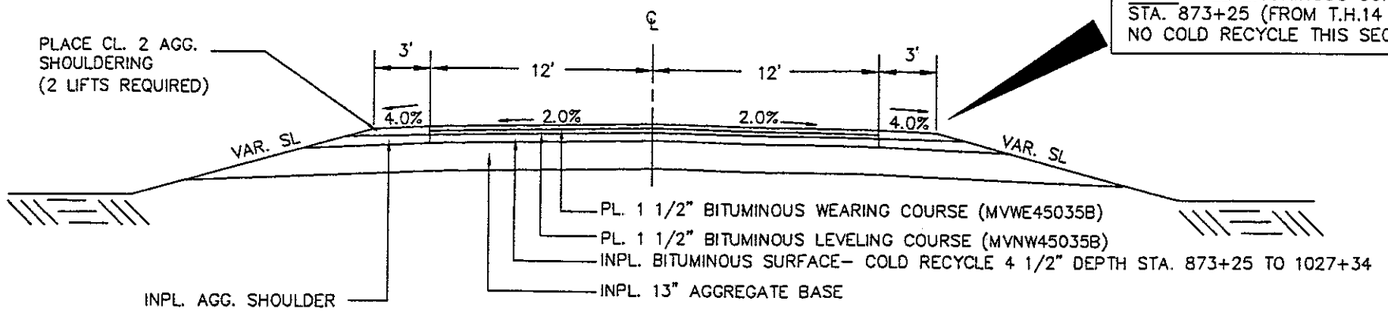
CERTIFIED BY Kaye M Bienieh PROFESSIONAL ENGINEER REG. NO. 19917 2/5 2001

ESTIMATED QUANTITIES

C3-01-01 & C25-01-01 & C134-01-01

C.S.A.H. 3

STA. 870+00 TO STA. 1027+34

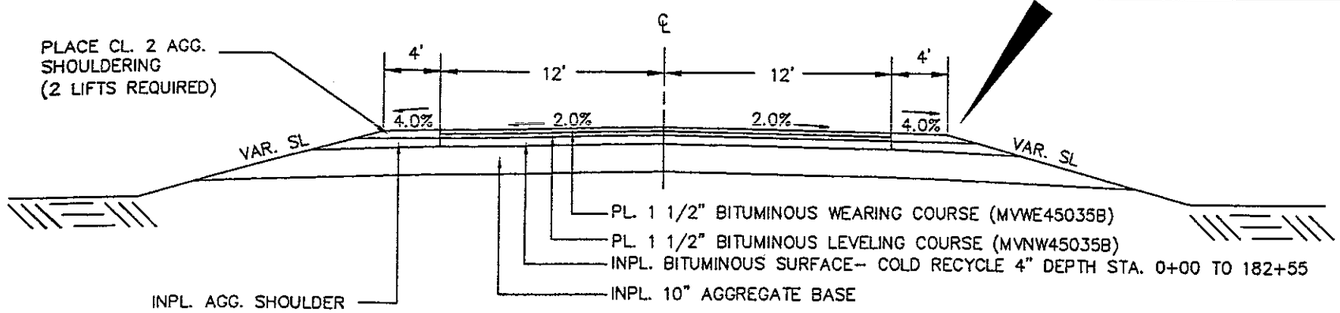


NOTE: MILL BITUMINOUS SURFACE C.S.A.H. 3 STA. 870+00 TO STA. 873+25 (FROM T.H.14 NORTH TO ~ 100' PAST R.R. TRACKS). NO COLD RECYCLE THIS SECTION. MILL DEPTH 3".

NOTE: COLD RECYCLE EMULSION TO BE CSS-1

C.S.A.H. 25

STA. 0+00 TO STA. 184+05

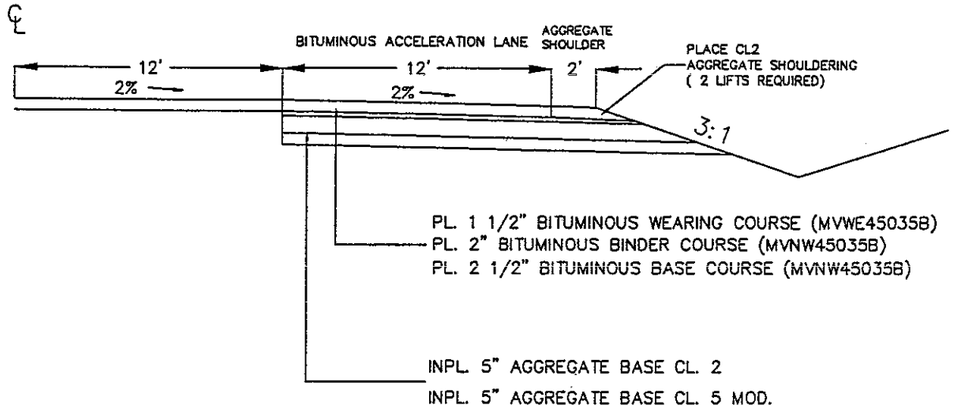


NOTE: MILL BITUMINOUS SURFACE C.S.A.H. 25 STA. 182+55 TO STA. 184+05 (AT C.S.A.H. 3). NO COLD RECYCLE THIS SECTION. MILL DEPTH 4".

NOTE: COLD RECYCLE EMULSION TO BE CSS-1

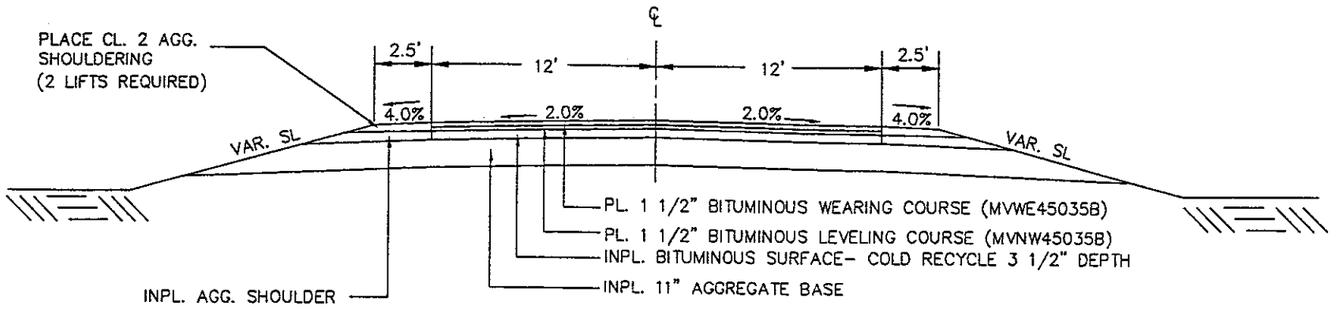
TYPICAL SECTION– ACCELERATION LANE

C.S.A.H. 25 @ STA. 144+74 TO 149+74



C.R. 134

STA. 26+40 TO STA. 105+51



NOTE: COLD RECYCLE EMULSION TO BE CSS-1

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TYPICAL SECTIONS

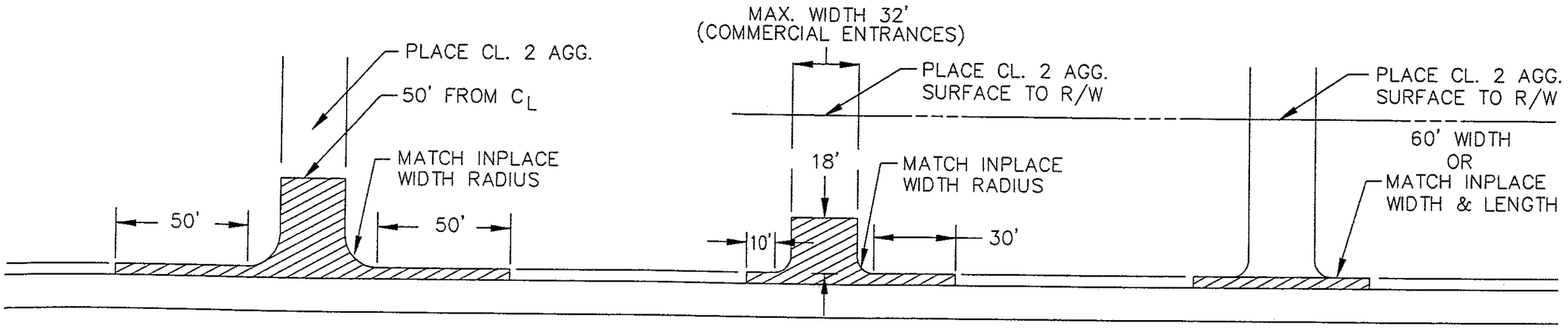
C3-01-01 & C25-01-01 & C134-01-01

COMMERCIAL ENTRANCES

ROAD APPROACHES

FARM OR RESIDENTIAL ENTRANCES

FIELD ENTRANCES



PLACE 2" THICK WEARING COURSE

	COMMERCIAL ENTRY/ ROAD APPROACHES	FARM OR RESIDENTIAL ENTRANCES	ACCELERATION LANE	FIELD ENTRANCES
C.S.A.H. 3	8	15		21
C.S.A.H. 25	8	19	1	15
C.R. 134	2	8		13
	18	42	1	49

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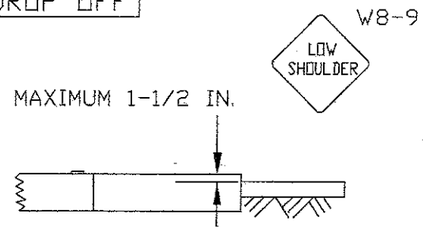
CERTIFIED BY Kaye M Bierwirth PROFESSIONAL ENGINEER REG. NO. 19917 2/5 2001

ENTRANCE DETAILS

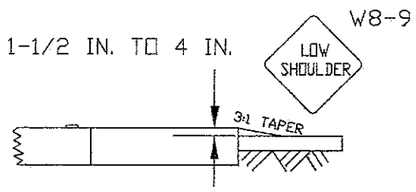
C3-01-01 & C25-01-01 & C134-01-01

SHEET 4 OF 9 SHEETS

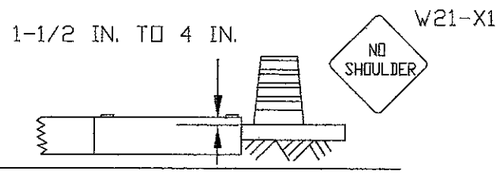
EDGE DROP OFF



EDGE DROP-OFF WITH TAPER

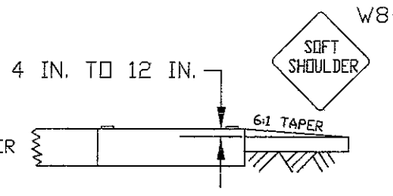


SHOULDER SHALL BE CLOSED WITH APPROPRIATE WARNING SIGNS AND CHANNELIZING DEVICES AT A MAXIMUM OF 250 FT. SPACING.



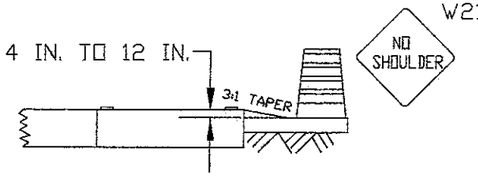
EDGE DROP-OFF WITH TAPER (SHOULDER - OPEN)

THIS CONDITION WILL NOT BE PERMITTED UNLESS THE 6:1 SLOPE IS COMPACTED SO THAT A VEHICLE MAY SAFELY DRIVE ONTO IT WITHOUT LOSING CONTROL AND IN THE OPINION OF THE ENGINEER THERE ARE NO OTHER HAZARDOUS CONDITIONS.

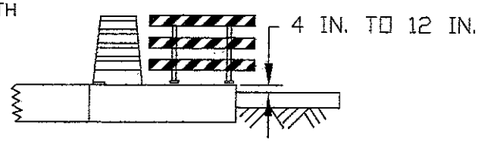


EDGE DROP-OFF WITH TAPER (SHOULDER - CLOSED)

SHOULDER SHALL BE CLOSED WITH APPROPRIATE WARNING SIGNS AND CHANNELIZING DEVICES AT A MAXIMUM OF 250 FT. SPACING.

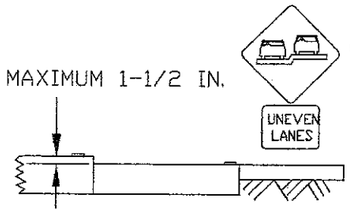


ADJACENT LANE SHALL BE CLOSED WITH APPROPRIATE LANE CLOSURE LAYOUT SHOWN IN APPENDIX B. CHANNELIZING DEVICES AT A MAXIMUM OF 250 FT. SPACING AND TYPE III BARRICADES EVERY 1000 FT.

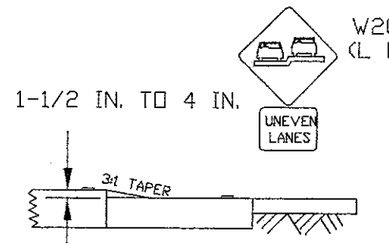


NOTE: SIGNS ARE REQUIRED ONLY ON THE SIDE OF THE ROAD THAT IS AFFECTED BY CONSTRUCTION (EXCEPT SIGNS THAT ARE FOR A LANE CLOSURE ON DIVIDED HIGHWAYS).

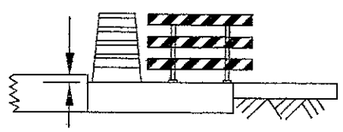
UNEVEN LANES



UNEVEN LANES WITH TAPER



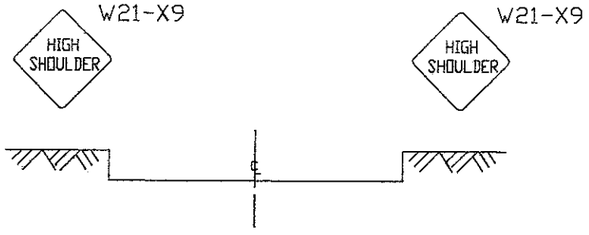
1-1/2 IN. TO 4 IN.



LANE SHALL BE CLOSED WITH APPROPRIATE LANE CLOSURE FROM APPENDIX B. CHANNELIZING DEVICES AT A MAXIMUM OF 250 FT. SPACING AND A TYPE III BARRICADE EVERY 1000 FT.

NOTE: FOR DIVIDED HIGHWAYS, USE SIGNS ON RIGHT AND LEFT SIDE. SIGN SEQUENCE SHOWN FOR ONE DIRECTION ONLY; OTHER DIRECTION SHALL BE IDENTICAL.

MILLED EDGE



NOTE: MILLED EDGES SHOULD BE TREATED WITH TAPERS, CHANNELIZERS, AND SIGNING AS SHOWN ON EDGE DROP-OFF DETAILS.

GUIDELINES

THESE GUIDELINES ARE INTENDED TO INCREASE TRAFFIC SAFETY USING TRAFFIC CONTROL DEVICES, SAFTEY RELATED APPURTENANCES, AND CONSTRUCTION TECHNIQUES FOR UNEVEN LANES. MILLED EDGES, AND EDGE DROP-OFFS THAT OCCUR IN HIGHWAY WORK ZONES. THE BEST WAY TO INCREASE TRAFFIC SAFETY IS TO MAKE EVERY ATTEMPT TO MINIMIZE EXPOSURE TO UNEVEN LANES, MILLED EDGES, AND EDGE DROP-OFFS; HOWEVER, IT IS REALIZED THAT THIS IS OFTEN NOT POSSIBLE OR FEASIBLE, ONLY WHEN UNEVEN LANES. MILLED EDGES, OR EDGE DROP-OFFS ARE DEEMED NECESSARY, SHALL THE APPROPRIATE PORTIONS) OF THESE GUIDELINES BE APPLIED TO ENHANCE TRAFFIC SAFETY.

APPROPRIATE UNEVEN LANE WARNING SIGNS OR SHOULDER WARNING SIGNS SHALL BE REPEATED AFTER EACH INTERSECTION.

MAXIMUM WARNING SIGN SHALL BE:
- A - 1 MILE WHEN THE SPEED LIMIT IS GREATER THAN 30 MPH AND
- B - 1/4 MILE WHEN THE SPEE LIMIT IS 30 MPH OR LESS.

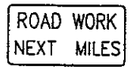
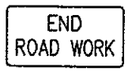
WHEN SPACE PERMITS, MINIMUM WARNING SIGN SIZE SHALL BE:
- A - 48 IN. x 48 IN. WHEN THE SPEED LIMIT IS GREATER THEN 30 MPH AND
- B - 36 IN. x 36 IN. WHEN THE SPEED LIMIT IS 30 MPH OR LESS.

1. FOR DROP-OFFS OF 1/2 INCHES OR LESS, APPROPRIATE WARNING SHALL BE PROVIDED.
2. FOR DROP-OFFS GREATER THAN 1-1/2 INCHES UP TO 4 INCHES:
   - A - THE EDGE SHALL BE TAPERED AND COMPACTED AT A RATE OF 3:1 AND APPROPRIATE WARNING SIGNS SHALL BE PROVIDED; OR
   - B - IF THE TAPER IS NOT PROVIDED, TRAFFIC SHALL NOT BE PERMITTED TO CROSS THE DROP-OFF AND THAT PORTION OF THE ROADWAY SHALL BE CLOSED TO TRAFFIC WITH THE APPROPRIATE WARNING SIGNS AND DEVICES.
3. FOR DROP-OFFS GREATER THAN 4 INCHES UP TO 12 INCHES:
   - A - THE EDGE SHALL TAPERED AND COMPACTED AT A RATE OF 6:1 AND APPROPRIATE WARNING SIGNS SHALL BE PROVIDED, (6:1 TAPER SHALL NOT BE USED AS A TRAFFIC CARRYING LANE);
   - B - THE EDGE SHALL BE TAPERED AND COMPACTED AT A RATE OF 3:1, TRAFFIC SHALL NOT BE ALLOWED TO CROSS THE DROP-OFF, AND THAT PORTION OF THE ROADWAY SHALL BE CLOSED TO TRAFFIC WITH APPROPIATE WARNING SIGNS AND CHANNELIZING DEVICES; OR
   - C - IF A TAPER IS NOT PROVIDED, THE TRAFFIC OR AUXILIARY LANE ADJACENT TO THE DROP-OFF SHALL BE CLOSED TO TRAFFIC WITH THE APPROPRIATE WARNING SIGNS AND CHANNELIZING DEVICES OR A POSITIVE BARRIER, SUCH AS A PORTABLE PRECAST CONCRETE BARRIER, SHALL BE PROVIDED TO PREVENT TRAFFIC FROM CROSSING THE DROP-OFF.
4. FOR SHOULDER EDGE DROP-OFFS:
   - A - 0-2 FOOT SHOULDER WIDTH AND A 0-12 IN. DROP-OFF; USE GUIDELINES AS SHOWN.
   - B - 2-8 FOOT SHOULDER WIDTH AND A 0-4 IN. DROP-OFF; INSTALL EDGELINE OR USE GUIDELINES AS SHOWN.
   - C - 8 FT. OR GREATER SHOULDER WIDTH AND A 0-4 IN. DROP-OFF; NO TRAFFIC CONTROL REQUIRED.
   - D - GREATER THAN 2 FOOT SHOULDER WIDTH AND A 4-12 IN. DROP-OFF; USE GUIDELINES AS SHOWN.
5. DROP-OFFS GREATER THAN 4 IN. ADJACENT TO TRAFFIC CARRYING LANES ARE PERMITED WITHOUT TAPERS OR POSITIVE BARRIERS FOR:
   - A - PROJECTS WITHIN URBAN AREA WHEN THE SPEED LIMIT IS 30 MPH OR LESS; OR
   - B - SHORT TERM (7 CALENDAR DAYS OR LESS) CONCRETE OR UTILITY REPAIR LESS THAN 50 FT. IN LENGTH WHEN THE SPEED LIMIT IS GREATER THAN 30 MPH.
6. AT NO TIME SHALL THERE BE MORE THAN ONE UNEVEN LANE CONDITION BETWEEN THE TRAFFIC CARRYING LANES WHICH INCLUDE AUXILIARY LANES, TURN LANES, AND RAMP ACCESS OR EGRESS AREA. WEATHER PERMITTING, ALL EXPOSED UNEVEN LANE CONDITIONS WITHIN THE TRAFFIC CARRYING LANES SHALL BE 'MATCHED' WITHIN 24 HOURS.
7. MILLING OPERATIONS SHALL BE REQUIRED TO COMPLETE THE FULL WIDTH OF THE SECTION UNDER CONSTRUCTION AT THE END OF EACH WORK PERIOD.

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TRAFFIC CONTROL TREATMENT OF LONGITUDINAL JOINTS AND EDGE DROP-OFFS IN WORK ZONES

ESTIMATE OF TRAFFIC CONTROL DEVICES

DEVICE	NUMBER	SIZE (INCHES)	COLOR	QUANTITY	DEVICE	NUMBER	SIZE (INCHES)	COLOR	QUANTITY
	R4-1	24 x 30	BLK/WH	21		W20-1	48 x 48	BLK/OR	29
	R4-2	24 X 30	BLK/WH	19		W21-X1	48 x 48	BLK/OR	SEE NOTE #5
	W8-9	48 x 48	BLK/OR	SEE NOTE #5		G20-1	60 x 24	BLK/OR	4
	W8-11	48 x 48	BLK/OR	SEE NOTE #5		G20-2A	48 x 24	BLK/OR	14
	W8-12	48 x 48	BLK/OR	10		REBOUNDABLE PLASTIC DRUM	APPROX. 36"	OR & WH	SEE NOTE #5

TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL FOR THIS PROJECT.
2. THE LOCATION OF SIGNS AND DEVICES WILL BE STAKED BY THE ENGINEER IN THE FIELD.
3. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL DATED JANUARY 1998.
4. CONSTRUCTION ZONE SIGNING SHALL ALSO BE THE RESPONSIBILITY OF THE CONTRACTOR AND WILL INCLUDE, BUT NOT BE LIMITED TO SIGNS FOR LANE CLOSURES, MACHINERY AHEAD, BUMP, DIP, LOOSE GRAVEL, ETC. THE NUMBER AND LOCATION WILL BE DETERMINED BY THE CONTRACTORS OPERATION.
5. THE CONTRACTOR SHALL INSTALL TRAFFIC CONTROL DEVICES FOR EDGE DROP OFFS AT THE END OF EACH WORK SHIFT AS THE SITUATIONS EXIST AS SHOWN ON SHEET 5. (THESE ITEMS ARE NOT INCLUDED IN THE ESTIMATE OF TRAFFIC CONTROL DEVICES.)

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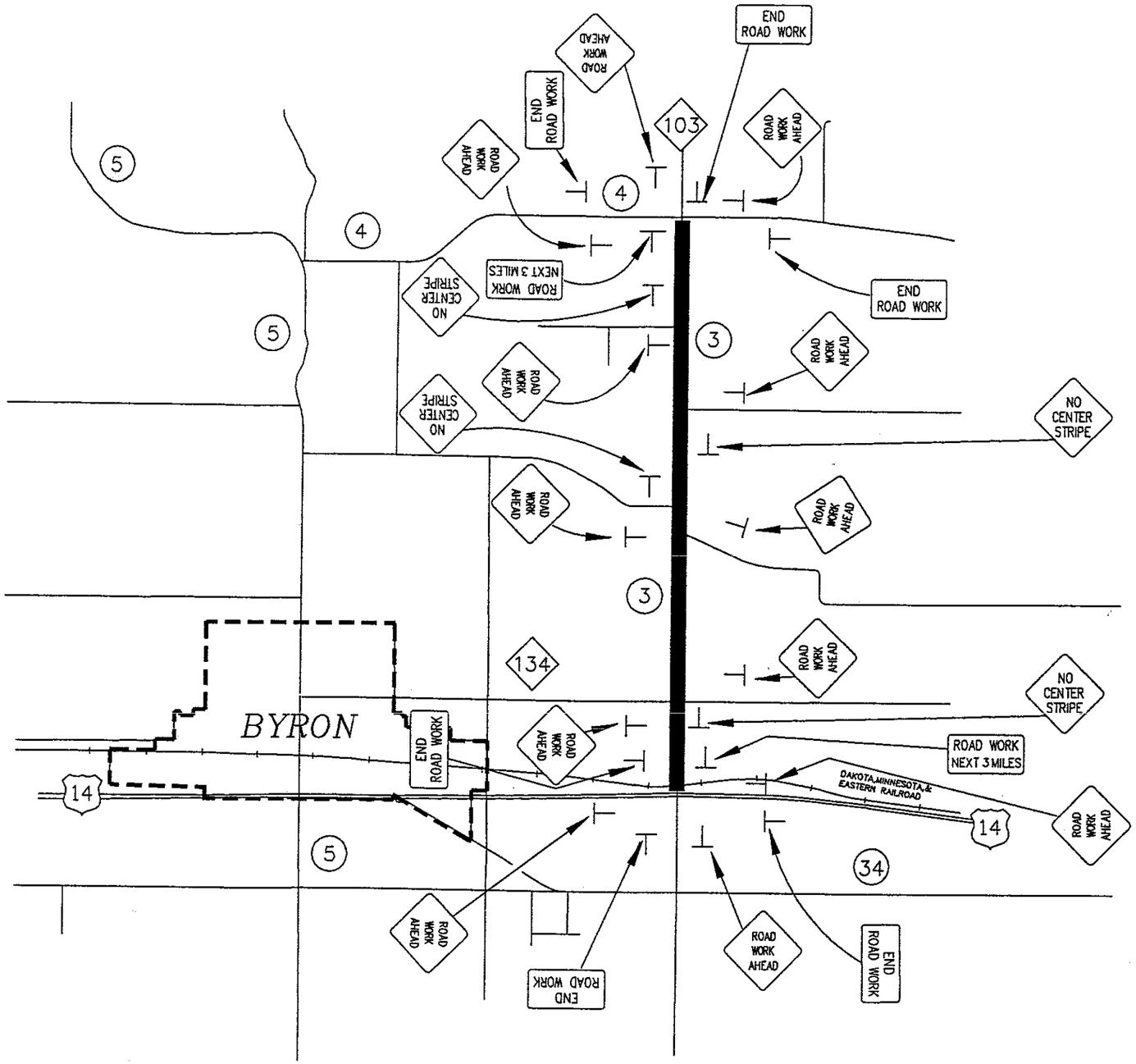
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ENGINEERING

TRAFFIC CONTROL

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C3-01-01 & C25-01-01 & C134-01-01



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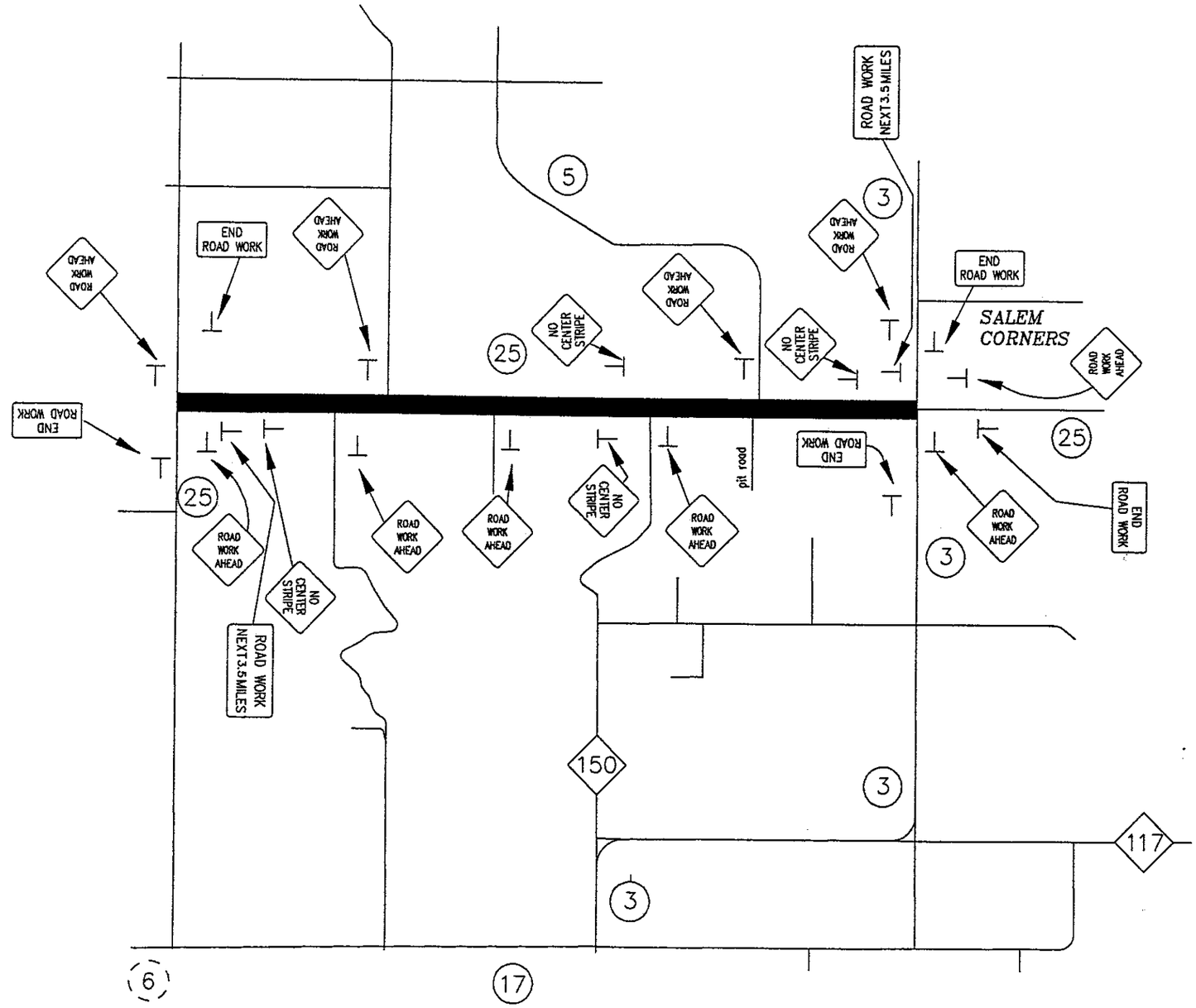
TRAFFIC CONTROL LEGEND

⊥ POST MOUNTED SIGN

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C.S.A.H. 3 TRAFFIC CONTROL

C3-01-01 | SHEET 7 OF 9 SHEETS



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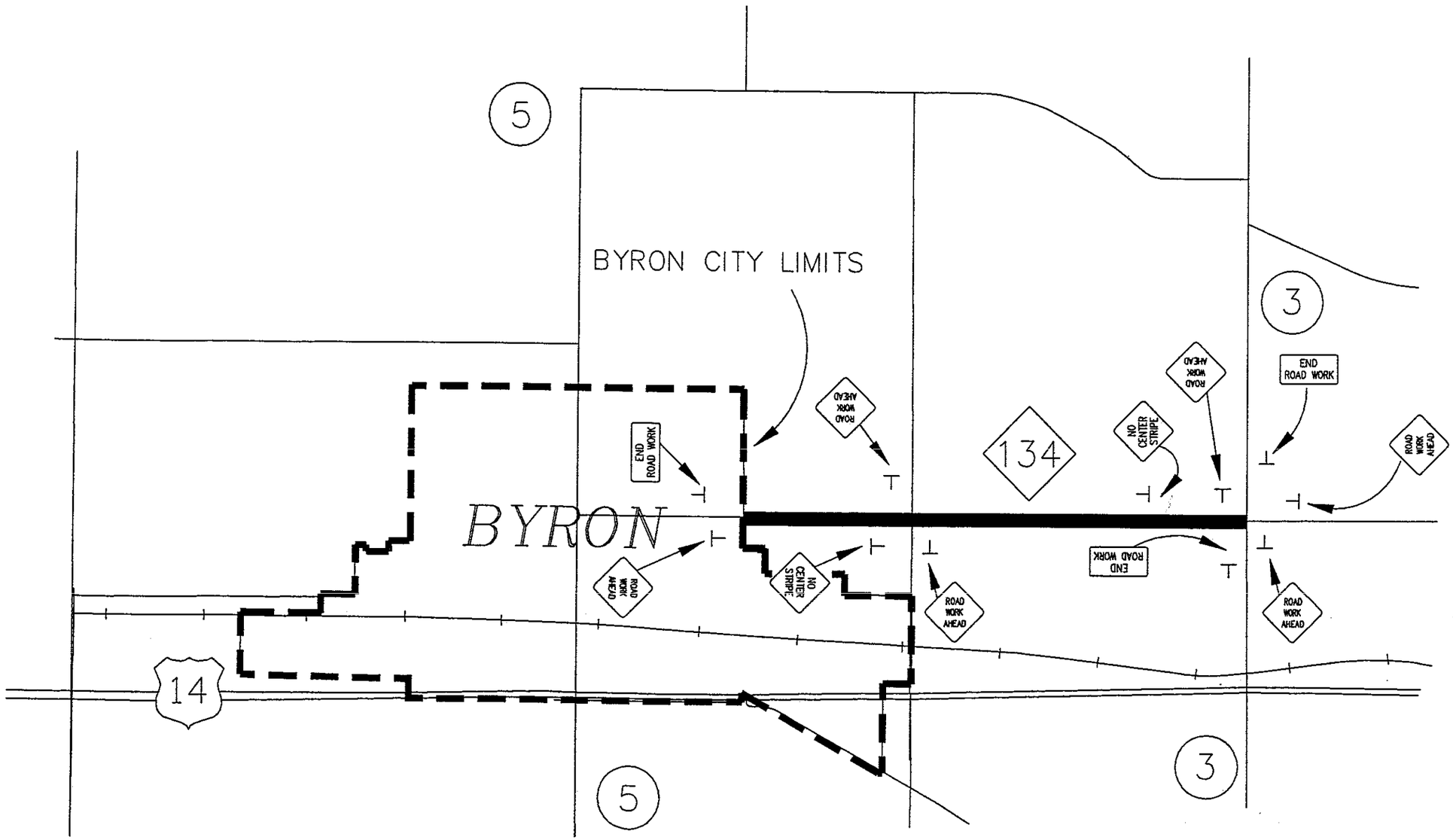
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C.S.A.H. 25 TRAFFIC CONTROL

C25-01-01 | SHEET 8 OF 9 SHEETS



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C.R. 134 TRAFFIC CONTROL

C134-00-01 | SHEET 9 OF 9 SHEETS