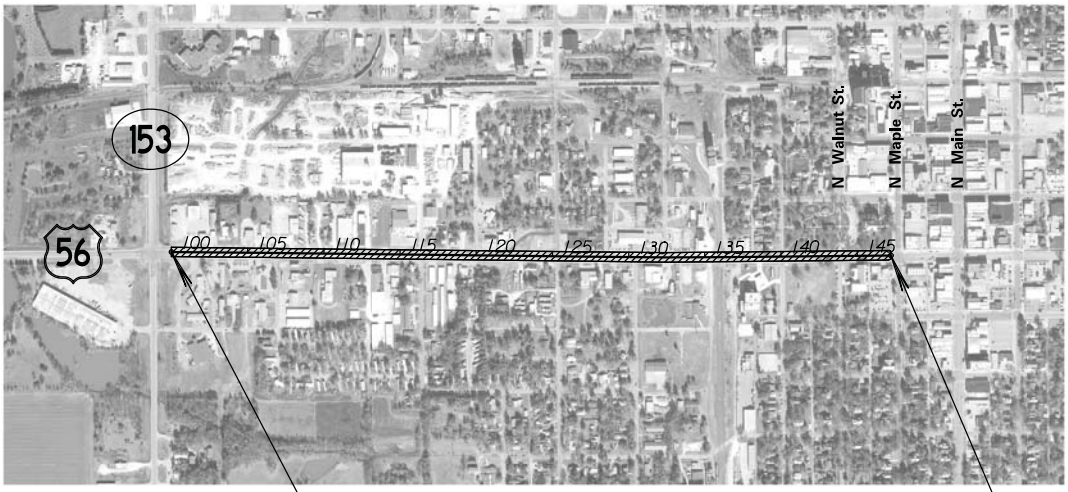
STATE OF KANSAS

DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

KANSAS PROJECT
56–59 U–0186–01
FROM K–153 TO MAPLE ST.
KLINK 2015
5/8" NOVACHIP

City of McPherson
McPherson County



STA. 100+00 BEGIN
Proj. No. 56-59 U-0186-01

STA. 147+20.42 END
Proj. No. 56-59 U-0186-01

Note: Traffic to be carried through construction.

GROSS LENGTH OF PROJECT	4,720.42 FT. (Includes Equations)	NET LENGTH OF PROJECT	4,720.42 FT.	0.89 MILES
EXCEPTIONS	0.00 FT. (Includes Equations)	NET LENGTH OF BRIDGES	0.00 FT.	0.00 MILES
ADDITIONS	0.00 FT. (Includes Equations)	NET LENGTH OF ROAD	4,720.42 FT.	0.89 MILES

TITLE SHEET			STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
Drawn By : csnachbar	Plotted : 4/16/2015						
File : M:\TRN\15-100-018-00\2_Disciplines_REFERENCES\US-56_Location_Map.dgn			KANSAS	56-59 U-0186-01	2015	1	1

Kansas Department of Transportation

City Connecting Links "KLINK" Resurfacing Program

Project Recapitulation Form

This form is for Minor surfacing treatment, such a slurry seal, or Moderate surfacing treatment, such as a mill\overlay without pavement patching or joint repair.

Letting Date

City: McPherson | County: McPherson | Project Number: 56-59 U-0186-01

State Route: 56 | Project length (ft): 4,720.42 | Project (avg.) width (ft): 60 - 63

Existing Surface Material: Concrete

Project Location and Limits: US-56 from K-153 to Maple Street

As indicated on attached 1/4" scale map

Project Description of Work (material, thickness, etc.): 5/8" Novachip

Quantity	Unit	Bid Item
923	Ton	HMA Surface (Ultrathin Bonded) (Type A) (PG70-28)
24	Ton	Emulsified Asphalt (Emulsion Bonding Liquid)
3,006	lnft	Pvmt. Marking (Multi-Component) (White) (6")
10,244	lnft	Pvmt. Marking (Multi-Component) (Yellow) (4")
43	lnft	Pvmt. Marking (Multi-Component) (Yellow) (12")
126	lnft	Pvmt. Marking (Intersection Grade) (White) (12")
69	lnft	Pvmt. Marking (Intersection Grade) (White) (24")
4	Each	Pvmt. Marking Symbol (Intersection Grade) (White) (R/R Xing)
19	Each	Pvmt. Marking Symbol (Intersection Grade) (White) (Lt Turn Arrow)
2	Each	Pvmt. Marking Symbol (Intersection Grade) (White) (Rt Turn Arrow)
1	Lump Sum	Traffic Control
1	Lump Sum	Mobilization
121	Ton	HMA Surface (Ultrathin Bonded) (Type A) (PG70-28) (Non-Partici
3	Ton	Emulsified Asphalt (Emulsion Bonding Liquid) (Non-Participating)
3,692	lnft	Pvmt. Marking (Multi-Component) (White) (6") (Non-Participating)
		(Adjacent to Parking Stalls)

Engineer's Seal and Signature

Project Engineer (must be a Registered Professional Engineer in the State of Kansas)

Date

Use additional copies of this form if more bid items are required.

Additional Remarks

Estimated Number of Working Days: 20 | KDOT District No.: 2 | KDOT Area No.: 3

DOT Form 1326 (Rev. 10/11)

GENERAL NOTES

The contractor is responsible for establishing and maintaining centerline of the traveled way for the duration of the project. Splitting the traveled way with a tape measure is an acceptable technique to establish centerline. This work is considered subsidiary to other items in the contract.

All work should be coordinated so that all lanes will be opened to traffic by one half hour before sunset. No lane closures or detours will be allowed overnight.

All saw cuts will be full depth and shall not be paid for directly but shall be considered subsidiary to other items of the contract.

The Contractor shall call for utility locations before any excavation or other work takes place in areas where utilities could possibly be involved.

The department takes no responsibility for any damage of any kind due to the Contractor.

The signs listed are the minimum required. The contractor shall provide all signs and other traffic control devices, for proper traffic control of all construction activities.

No work may be performed near Union Pacific Railroad crossing without an authorized representative of the railroad present.

OVERLAY

The contractor shall be responsible for noting the location of all pavement markings and warning rumble strips prior to the work, and reinstalling these in the proper location after the overlay. The rumble strips will be subsidiary to other items of work.

In instances where the spray paver breaks down, material that has already been produced will be allowed to be laid with a conventional paver. Production of material that is to be laid with the spray paver will not begin until the spray paver is repaired and functional.

The HMA Surface (Ultra Thin Bonded) will be placed by using a Spray Paver only. Alternate methods of placing the HMA Surface (Ultra Thin Bonded) will NOT be allowed.