

PAVEMENT RECONSTRUCTION SCHEDULE

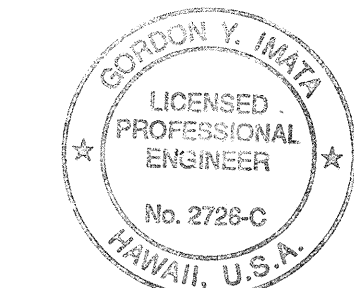
PROJECT NO.	PAVEMENT CONDITION	STATION		OFFSET FROM RD. ½ TO CENTER RECON. AREA (L.F.)		LENGTH (L.F.)	WIDTH (L.F.)	APPROX. AREA (SQ. FT.)
		FROM	TO	LEFT	RIGHT			
MAMALAHOA HIGHWAY	PH	430+30	429+75	0.0	0.0	55	22	1,210
	WC	427+30	423+75	4.0		325	6	1,950
	PH	423+75	423+60	5.5		15	11	165
	PH	423+75	423+60		5.5	15	11	165
	PH	421+60	421+45		3.0	15	6	90
	PH	421+45	421+15	0.0	0.0	30	12	360
	PH	421+15	420+75	0.0	0.0	40	22	880
	PH	420+75	420+55	0.0	0.0	20	12	240
	PH	420+55	420+40	3.0		15	6	90
	PH	419+80	419+10		3.0	70	6	420
	PH	419+10	419+00	5.5		10	11	110
	PH	419+10	418+65		3.0	45	6	270
	PH	415+95	415+25	4.0		70	6	420
	PH	413+00	410+75	5.0		225	6	1,350
	PH	410+55	410+20	5.0		35	6	210
	PH	407+35	407+05	5.0		30	6	180
	WC	406+10	405+65		4.0	45	6	270
	PH	403+20	402+30	4.0		90	6	540
	PH	401+80	401+30	5.0		50	4	200
	PH	400+90	400+60	7.0		30	8	240
	PH	399+60	398+85	9.0		75	4	300
	C	399+20	397+20	3.0		200	4	800
	C	398+05	397+85		5.0	20	4	80
	C	394+50	393+95	4.0		45	4	180
	PH	393+35	393+15	6.5		20	9	180
	PH	393+15	393+00	8.5		15	5	75
	PH	393+00	391+25	8.0		175	6	1,050

PROJECT NO.	PAVEMENT CONDITION	STATION		OFFSET FROM RD. ½ TO CENTER RECON. AREA (L.F.)		LENGTH (L.F.)	WIDTH (L.F.)	APPROX. AREA (SQ. FT.)
		FROM	TO	LEFT	RIGHT			
MAMALAHOA HIGHWAY	WC	391+05	390+45		4.0	60	4	240
	C	390+65	389+35	3.0		30	4	120
	PH	389+35	383+00	6.5		635	9	5,715
	C	382+75	382+45	2.0		30	4	120
	C	382+05	381+60	2.0		45	4	180
	PH	380+55	380+00	6.0		55	4	220
	PH	379+65	378+15	6.0		50	4	200
	PH	376+50	373+30	8.0		320	6	1,920
	C	371+00	369+65		4.5	35	7	245
	PH	368+65	367+95	4.5		70	7	490
	WC	366+60	366+05		4.0	60	8	480
	PH	365+15	363+85		4.0	30	6	180
	PH	363+00	362+65	3.5		35	5	175
	WC	362+75	362+40		2.0	35	4	140
	PH	359+75	359+20		3.0	55	4	220
	C	357+35	357+10	2.5		25	5	125
	WC	353+75	353+30		3.5	45	5	225
	C	352+70	352+60	3.0		10	4	40
	PH	342+65	342+20	3.5		45	5	225
	PH	341+75	340+50	3.5		125	5	625
	WC	336+25	336+00	3.0		25	4	100
	WC	335+05	334+90	3.0		15	4	60
	C	324+75	324+50	2.0		25	4	100
	PH	322+00	321+75	3.0		25	4	100
	C	318+60	318+30		4.0	30	4	120
TOTAL								24,390

Pavement Condition:

PH = pavement with pot holes
WC = pavement weakened with cracks
C = pavement with cracks

SURVEY PLOTTED BY	DATE
DESIGNED BY	
QUANTITIES BY	
CHECKED BY	
ORIGINAL PLAN	No.



THIS WORK WAS PREPARED BY
ME OR UNDER MY SUPERVISION.
Gordon Y. Imata

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
PAVEMENT RECONSTRUCTION SCHEDULE
MAMALAHOA HIGHWAY RESURFACING
WAIMEA TO KAMAKOA BRIDGE NO. 1
Project No. 190E-01-98M
Scale: None Date: April, 1998
SHEET No. 1 OF 2 SHEETS

PAVEMENT RECONSTRUCTION SCHEDULE

PROJECT NO.	PAVEMENT CONDITION	STATION		OFFSET FROM RD. # TO CENTER RECON. AREA (L.F.)		LENGTH (L.F.)	WIDTH (L.F.)	APPROX. AREA (SQ. FT.)
		FROM	TO	LEFT	RIGHT			
MAMALAHOA HIGHWAY	PH	316+45	315+95		4.5	50	5	280
	PH	295+30	292+90	4.5		240	5	1,200
	WC	291+55	290+80		7.0	75	4	300
	PH	291+40	291+15	5.0		25	4	100
	PH	285+00	284+40	7.0		60	8	480
	C	280+65	280+30		6.0	35	4	140
	WC	264+55	264+40	6.0		15	4	60
	PH	255+20	254+30		2.5	90	5	450
	PH	254+90	254+30	9.0		60	4	240
	PH	254+30	254+00	5.5		30	11	330
	PH	254+00	252+85	9.0		115	4	460
	PH	252+45	248+05		4.0	440	6	2,640
	PH	244+75	244+50		3.5	25	5	125
	WC	241+70	239+00		9.0	270	4	1,080
	PH	238+10	236+95	8.0		115	4	460
	PH	237+40	236+70		2.5	70	5	350
	PH	236+70	236+50		5.5	20	11	220
	PH	236+30	235+31		5.0	99	8	792
					(SHEET 1 OF 2)	TOTAL		24,390
					(SHEET 2 OF 2)	TOTAL		9,707
TOTAL								34,097

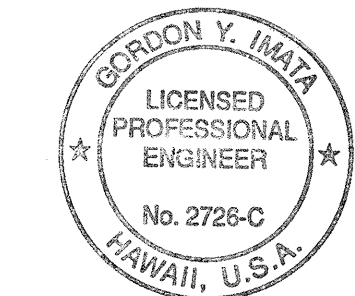
NOTES:

1. RECONSTRUCTION LIMITS TO BE STAKED BY THE CONTRACTOR AND ENGINEER TO DETERMINE THE RECONSTRUCTION LIMITS FOR PAYMENT.
2. ALL PAVEMENT SAW CUTTING WORK SHALL BE CONSIDERED INCIDENTAL TO PAVEMENT RECONSTRUCTION AND WILL NOT BE PAID FOR SEPARATELY.
3. EXCAVATED MATERIALS DETERMINED SUITABLE FOR ROADWAY EMBANKMENT BY THE ENGINEER, SHALL BE USED FOR THE CURVE RECONSTRUCTION FROM STA. 284+00 TO STA. 288+50. NO PAYMENT WILL BE MADE FOR HAULING EXCAVATED MATERIALS TO THE CURVE RECONSTRUCTION AREA.
4. EXCAVATED MATERIAL DETERMINED UNSUITABLE FOR ROAD EMBANKMENT BY THE ENGINEER, SHALL BE STOCKPILED WITHIN THE PROJECT LIMITS AT NO COST TO THE STATE.
5. TACK COAT SHALL BE APPLIED TO EXISTING EDGE PAVEMENT PRIOR TO PAVING ASPHALT CONCRETE BASECOURSE. TACK COAT SHALL BE CONSIDERED INCIDENTAL TO ASPHALT CONCRETE BASECOURSE AND WILL NOT BE PAID FOR SEPARATELY.

Pavement Condition:

- PH = pavement with pot holes.
WC = pavement weakened with cracks.
C = pavement with cracks.

SURVEY PLOTTED BY	DATE
DRAWN BY	
DESIGNED BY	
QUANTITIES BY	
CHECKED BY	
ORIGINAL PLAN	
NOTE BOOK	
No.	



THIS WORK WAS PREPARED BY
ME OR UNDER MY SUPERVISION.
Gordon Y. Imaizumi

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION PAVEMENT RECONSTRUCTION SCHEDULE MAMALAHOA HIGHWAY RESURFACING WAIMEA TO KAMAKOIA BRIDGE NO. 1 Project No. 190E-01-98M Scale: None Date: April, 1998 SHEET No. 2 OF 2 SHEETS
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