

SUMMARY

SHEET NO.

RD-14

SUMMARY FRAMES

SPECIAL BORROW			
STATION		cubic yards	REMARKS
FROM	TO	SPECIAL BORROW - NEAT LINE	
165+50.00	166+00.00	85	TRANS. TYP. NO. 5 TO TYP. NO. 6
166+00.00	182+71.00	6,052	TYP. NO. 6
182+71.00	184+33.00	577	TRANS. TYP. NO. 6 TO TYP. NO. 7
184+33.00	192+60.25	2,892	TYP. NO. 7
192+60.25	194+22.25	577	TRANS. TYP. NO. 7 TO TYP. NO. 6
194+22.25	216+00.00	7,888	TYP. NO. 6
216+00.00	216+50.00	85	TRANS. TYP. NO. 6 TO TYP. NO. 5
346+50.00	347+00.00	78	TRANS. TYP. NO. 9 TO TYP. NO. 8
347+00.00	365+00.00	5,987	TYP. NO. 8
365+00.00	365+50.00	78	TRANS. TYP. NO. 8 TO TYP. NO. 9
382+50.00	383+00.00	78	TRANS. TYP. NO. 9 TO TYP. NO. 8
383+00.00	404+00.00	6,985	TYP. NO. 8
404+00.00	404+50.00	78	TRANS. TYP. NO. 8 TO TYP. NO. 9
493+00.00	493+50.00	78	TRANS. TYP. NO. 9 TO TYP. NO. 8
493+50.00	572+77.25	26,366	TYP. NO. 8
572+77.25	574+39.25	529	TRANS. TYP. NO. 8 TO TYP. NO. 12
574+39.25	582+86.00	2,710	TYP. NO. 12
582+86.00	583+36.00	77	TRANS. TYP. NO. 12 TO TYP. NO. 9
TOTAL		61,200	

GRADING					
STATION		cubic yards			REMARKS
FROM	TO	EXC.	UNCL. BORROW	EMB. +	
100+00.00	220+52.50	73,472		15,702	MAINLINE - RECONSTRUCTION
297+01.77	584+30.22	108,211		150,156	MILL/FILL SECTION - NO GRADING MAINLINE - RECONSTRUCTION
		10,532		43,865	ADDITIONAL GRADING
TOTAL		192,215	17,508	## 209,723	

FOR INFORMATION ONLY

ADDITIONAL GRADING				
STATION		cubic yards		REMARKS
FROM	TO	EXC.	EMB.+	
100+01.00	110+60.00		26	CHECK DAMS LT. & RT. *
100+00.00	130+00.00		2,916	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
100+01.00		253		PRIVATE APP. LT.
101+19.00		54	76	PRIVATE APP. LT.
107+50.00	108+61.00	304	226	DETENTION BASIN LT.
107+95.00		1,516	50	PRIVATE APP. RT.
107+98.00			43	DITCH BLOCK LT.
110+91.00		189		FARM FIELD APP. RT.
111+37.00		398		PRIVATE APP. LT.
111+97.00		220	364	PRIVATE APP. RT.
112+54.00		77	35	PRIVATE APP. LT.
114+93.00	129+93.00		338	DITCH BLOCKS LT. & RT. *
116+72.00		83	11	PRIVATE APP. RT. W/ MAILBOX TURNOUT
118+05.00		90	10	FARM FIELD APP. LT.
118+18.00		57	72	PRIVATE APP. RT.
123+51.00	126+83.00		4	MAILBOX TURNOUT RT.
125+24.00		144		PRIVATE APP. RT. W/ MAILBOX TURNOUT
125+52.00		364		PRIVATE APP. LT.
125+86.00		67	6	PRIVATE APP. RT. W/ MAILBOX TURNOUT
130+00.00	160+00.00		2,916	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
136+01.00		231	5	FARM FIELD APP. RT.
136+09.00		114	82	PRIVATE APP. LT.
140+66.00		93	114	PRIVATE APP. RT. - 16TH STREET N
160+00.00	190+00.00		2,916	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
171+43.00		545	63	PRIVATE APP. LT. W/ MAILBOX TURNOUT
189+74.00		288	124	PUBLIC APP. RT. - 31ST STREET N
189+83.00		146		FARM FIELD APP. LT.
190+00.00	220+00.00		2,916	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
220+00.00			-3,769	*EMB. FDN. TREATMENT
220+00.00	220+52.50		51	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
297+01.77	327+01.77		3,378	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
303+25.00			1	DITCH BLOCK RT.
323+50.00		29	107	PUBLIC APP. LT. - WILLOW CREEK SOUTH
325+50.00		33	2,592	PUBLIC APP. RT. - WILLOW CREEK NORTH
327+01.77	357+01.77		3,378	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
330+00.00		51	216	FARM FIELD APP. LT.
351+88.00		1,146		FARM FIELD APP. LT.
351+93.00		1,192	34	PRIVATE APP. RT. - W/ MAILBOX TURNOUT
357+01.77	387+01.77		3,378	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
369+00.00		52	754	FARM FIELD APP. RT.
369+00.00		20	465	FARM FIELD APP. LT.
380+01.00		160	145	FARM FIELD APP. RT.
384+16.00		242		FARM FIELD APP. LT.
385+85.00	388+75.00		12	MAILBOX TURNOUT RT.
387+01.77	417+01.77		3,378	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
387+45.00		343	15	PRIVATE APP. LT.
391+00.00			-861	*EMB. FDN. TREATMENT
393+16.00		185	8	FARM FIELD APP. LT.
410+72.00		43	114	FARM FIELD APP. LT.
411+24.00		41	242	PRIVATE APP. RT. W/ MAILBOX TURNOUT
417+01.77	447+01.77		3,378	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
424+00.00			-1,794	*EMB. FDN. TREATMENT
428+71.00		69	252	FARM FIELD APP. RT. - RD 40 N - EAST
430+70.00		132	1,087	PUBLIC APP. LT. - RD 40N WEST
437+00.00			-811	*EMB. FDN. TREATMENT
447+01.77	477+01.77		3,378	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
458+52.00		204	11	FARM FIELD APP. LT.
458+52.00		206	1	FARM FIELD APP. RT.
477+01.77	507+01.77		3,378	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
482+79.00		51	3,189	PUBLIC APP. RT. - RD 455N W/ MAILBOX TURNOUT
483+00.00			-2,203	*EMB. FDN. TREATMENT
503+80.00		44	996	PUBLIC APP. RT. - RD 50 N - EAST
503+50.00			-1,195	*EMB. FDN. TREATMENT
503+97.00		62	218	PUBLIC APP. LT. - RD 50 N - WEST
507+01.77	537+01.77		3,378	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
527+50.00			-1,902	*EMB. FDN. TREATMENT
537+01.77	567+01.77		3,378	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
546+30.00			1	DITCH BLOCK LT.
555+00.00			-819	*EMB. FDN. TREATMENT
557+00.00			1	DITCH BLOCK LT.
567+01.77	584+30.22		1,946	TOPSOIL REPLACEMENT (INCLUDES SHRINK)
569+11.00		120	121	PUBLIC APP. RT. - RD 60 N - EAST
569+12.00		216	290	PUBLIC APP. LT.
570+93.00		327	95	PUBLIC APP. LT. - RD 60 N - WEST
570+95.00		331	541	PUBLIC APP. RT. - RD 445N W/ MAILBOX TURNOUT
TOTAL		10,532	43,865	

* SEE PERMANENT EROSION CONTROL SUMMARY FRAME FOR DETAILS.

ADDITIONAL SURFACING (INCLUDED IN SURFACING FRAME)																	
STATION		linear feet				FOR	HYDRATE D LIME	AGGREGATE			BITUMINOUS MATERIAL					REMARKS	
FROM	TO	GROSS	NET	+	-			square yards	tons	cubic yards	tons	gals.	square yards				
219+11.90	220+52.50					TRANS. TO EX. PAVEMENT WIDTH		278	108	192	6.3	0.9	58	38	578		
584+12.09	584+30.22					PROJECT CONNECTION		52	11	22	0.6	0.1	6	4	61	TRANS. TYP. NO. 9 TO TYP. NO. 13	
189+74						PUBLIC APPROACH		509	68	118	3.9	0.9	27		543	RT. - 31ST STREET N	
323+50						PUBLIC APPROACH		338	45	80	2.6	0.6	18		364	LT. - WILLOW CREEK SOUTH	
325+50						PUBLIC APPROACH		1,104	148	270	8.6	1.9	60		1,203	RT. - WILLOW CREEK NORTH	
430+70						PUBLIC APPROACH		829	111	200	6.4	1.4	45		898	LT. - RD 40N WEST	
482+79						PUBLIC APPROACH		927	123	217	7.2	1.6	50		990	RT. - RD 455N W/ MAILBOX TURNOUT	
503+80						PUBLIC APPROACH		602	81	146	4.7	1.0	33		653	RT. - RD 50N - EAST	
503+97						PUBLIC APPROACH		330	44	81	2.6	0.6	18		361	LT. - RD 50N - WEST	
569+12						PUBLIC APPROACH		503	67	122	3.9	0.8	27		545	LT. - RD 445N	
569+11						PUBLIC APPROACH		679	90	158	5.2	1.1	36		724	RT. - RD 60N - EAST	
570+93						PUBLIC APPROACH		588	79	144	4.6	1.0	32		641	LT. - RD 60N - WEST	
570+95						PUBLIC APPROACH		1,002	132	225	7.7	1.7	53		1,051	RT. - RD 445N W/ MAILBOX TURNOUT	
						PRIVATE APPROACHES			743	1,349	42.9		302		6,023		
						FARM FIELD APPROACHES			148	921	8.6		62		4,169		
						MAILBOX TURNOUTS - TYPE 1		336	65	75	0.1	0.6	35	25	336	122+71 TO 127+32 RT.	
						MAILBOX TURNOUTS - TYPE 1		117	22	60	0.1	0.2	11	9	117	219+94 TO 221+81 RT.	
						MAILBOX TURNOUTS - TYPE 1		229	44	75	0.1	0.4	24	18	229	385+60 TO 388+78 RT.	
SUBTOTAL		~	~	~	~		~	8,423	119	2,010	4,456	116.1	14.8	897	94	19,486	

PROJECT NAME: HAVRE - NORTHWEST
 COUNTY: HILL COUNTY
 PROJECT ID: STPS-HSIP 232-(17)1
 UPN: 9788000
 9788000RD\SUMZ01.DWG
 MONTANA Department of Transportation
 ROAD PLANS
 1/16/2025 6:32 PM

SUMMARY

SUMMARY FRAMES

STATION		linear feet				FOR	AGGREGATE					BITUMINOUS MATERIAL					REMARKS		
		GROSS	NET	+	-		HYDRATED LIME	square yards		tons		cubic yards		tons		gals.		square yards	
								COVER TYPE 1	PLANT MIX BIT. SURF. GR. S - 1/2"	PLANT MIX BIT. SURF. GR. S - MISC	CRUSHED AGG. COURSE	TRAFFIC GRAVEL	ASPHALT BINDER PG 58V-34	SEAL CRS-2P	EMULSIFIED ASPHALT TACK	EMULSIFIED ASPHALT FOG SEAL			AGG. TREAT.
FROM	TO																		
100+00.00	100+18.04	18.04	18.04			MAINLINE - RECONSTRUCTION	55	11		23		0.6	0.1	6	4	60	TRANS. TYP. NO. 1 TO TYP. NO. 2		
100+18.04	102+20.47	202.43	202.43			MAINLINE - RECONSTRUCTION	630	127		255		7.3	1.1	68	47	682	TYP. NO. 2		
102+20.47	103+63.47	143.00	143.00			MAINLINE - RECONSTRUCTION	445	89		180		5.2	0.8	48	33	482	TRANS. TYP. NO. 2 TO TYP. NO. 3		
103+63.47	108+91.26	527.79	527.79			MAINLINE - RECONSTRUCTION	1,641	330		666		19.1	2.9	178	123	1,779	TYP. NO. 3		
108+91.26	109+16.26	25.00	25.00			MAINLINE - RECONSTRUCTION	83	17		34		1.0	0.1	9	6	91	TRANS. TYP. NO. 3 TO TYP. NO. 4		
109+16.26	109+41.76	25.50	25.50			MAINLINE - RECONSTRUCTION	91	18		37		1.1	0.2	10	7	98	TYP. NO. 4		
109+41.76	110+84.76	143.00	143.00			MAINLINE - RECONSTRUCTION	509	102		206		5.9	0.9	55	38	549	TRANS. TYP. NO. 4 TO TYP. NO. 5		
110+84.76	114+32.72	347.96	347.96			MAINLINE - RECONSTRUCTION	1,239	248		502		14.4	2.2	134	93	1,336	TYP. NO. 5		
114+32.72	115+75.72	143.00	143.00			MAINLINE - RECONSTRUCTION	509	102		206		5.9	0.9	55	38	549	TRANS. TYP. NO. 5 TO TYP. NO. 4		
115+75.72	117+03.81	128.09	128.09			MAINLINE - RECONSTRUCTION	456	91		185		5.3	0.8	49	34	492	TYP. NO. 4		
117+03.81	118+46.81	143.00	143.00			MAINLINE - RECONSTRUCTION	509	102		206		5.9	0.9	55	38	549	TRANS. TYP. NO. 4 TO TYP. NO. 5		
118+46.81	122+88.13	441.32	441.32			MAINLINE - RECONSTRUCTION	1,571	315		637		18.3	2.8	170	118	1,695	TYP. NO. 5		
122+88.13	124+31.13	143.00	143.00			MAINLINE - RECONSTRUCTION	509	102		206		5.9	0.9	55	38	549	TRANS. TYP. NO. 5 TO TYP. NO. 4		
124+31.13	133+03.67	872.54	872.54			MAINLINE - RECONSTRUCTION	3,106	622		1,260		36.1	5.5	335	233	3,351	TYP. NO. 4		
133+03.67	134+50.67	147.00	147.00			MAINLINE - RECONSTRUCTION	523	105		212		6.1	0.9	57	39	564	TRANS. TYP. NO. 4 TO TYP. NO. 5		
134+50.67	138+14.45	363.78	363.78			MAINLINE - RECONSTRUCTION	1,295	259		525		15.0	2.3	140	97	1,397	TYP. NO. 5		
138+14.45	139+61.45	147.00	147.00			MAINLINE - RECONSTRUCTION	523	105		212		6.1	0.9	57	39	564	TRANS. TYP. NO. 5 TO TYP. NO. 4		
139+61.45	165+50.00	2,588.55	2,588.55			MAINLINE - RECONSTRUCTION	9,215	1,846		3,738		107.0	16.4	995	691	9,940	TYP. NO. 4		
165+50.00	166+00.00	50.00	50.00			MAINLINE - RECONSTRUCTION	178	36		58		2.1	0.3	19	13	192	TRANS. TYP. NO. 4 TO TYP. NO. 6		
166+00.00	182+88.87	1,688.87	1,688.87			MAINLINE - RECONSTRUCTION	6,012	1,204		1,520		69.8	10.7	649	451	6,451	TYP. NO. 6		
182+88.87	184+35.87	147.00	147.00			MAINLINE - RECONSTRUCTION	523	105		131		6.1	0.9	56	39	563	TRANS. TYP. NO. 6 TO TYP. NO. 7		
184+35.87	192+60.83	824.96	824.96			MAINLINE - RECONSTRUCTION	2,937	587		733		34.0	5.2	315	220	3,168	TYP. NO. 7		
192+60.83	194+07.83	147.00	147.00			MAINLINE - RECONSTRUCTION	523	105		131		6.1	0.9	56	39	564	TRANS. TYP. NO. 7 TO TYP. NO. 6		
194+07.83	216+00.00	2,192.17	2,192.17			MAINLINE - RECONSTRUCTION	7,804	1,563		1,973		90.7	13.9	843	585	8,418	TYP. NO. 6		
216+00.00	216+50.00	50.00	50.00			MAINLINE - RECONSTRUCTION	178	36		58		2.1	0.3	19	13	192	TRANS. TYP. NO. 6 TO TYP. NO. 4		
216+50.00	218+61.90	211.90	211.90			MAINLINE - RECONSTRUCTION	754	151		306		8.8	1.3	81	57	809	TYP. NO. 4		
218+61.90	219+11.90	50.00	50.00			MAINLINE - RECONSTRUCTION	178	37		46		2.2	0.3	20	13	192	TRANS. TYP. NO. 4 TO TYP. NO. 9		
220+52.50	297+01.77	7,649.27	7,649.27			MAINLINE - MILL/FILL	28,489	3,661				212.3	3.4	1,424	142		TYP. NO. 10		
297+01.77	301+50.53	448.76	448.76			MAINLINE - RECONSTRUCTION	1,396	282		582		16.3	2.5	153	105	1,526	TYP. NO. 9		
301+50.53	302+73.53	123.00	123.00			MAINLINE - RECONSTRUCTION	383	81		167		4.7	0.7	46	29	418	TRANS. TYP. NO. 9 TO TYP. NO. 11		
302+73.53	312+04.58	931.05	931.05			MAINLINE - RECONSTRUCTION	2,896	585		1,207		33.9	5.2	317	217	3,166	TYP. NO. 11		
312+04.58	313+27.58	123.00	123.00			MAINLINE - RECONSTRUCTION	383	77		159		4.5	0.7	42	29	417	TRANS. TYP. NO. 11 TO TYP. NO. 9		
313+27.58	346+50.00	3,322.42	3,322.42			MAINLINE - RECONSTRUCTION	10,333	2,086		4,306		121.0	18.4	1,130	775	11,263	TYP. NO. 9		
346+50.00	347+00.00	50.00	50.00			MAINLINE - RECONSTRUCTION	156	31		52		1.8	0.3	17	12	170	TRANS. TYP. NO. 9 TO TYP. NO. 8		
347+00.00	365+00.00	1,800.00	1,800.00			MAINLINE - RECONSTRUCTION	5,598	1,130		1,447		65.6	10.0	612	420	6,120	TYP. NO. 8		
365+00.00	365+50.00	50.00	50.00			MAINLINE - RECONSTRUCTION	156	31		52		1.8	0.3	17	12	170	TRANS. TYP. NO. 8 TO TYP. NO. 9		
365+50.00	382+50.00	1,700.00	1,700.00			MAINLINE - RECONSTRUCTION	5,287	1,068		2,203		61.9	9.4	578	397	5,780	TYP. NO. 9		
382+50.00	383+00.00	50.00	50.00			MAINLINE - RECONSTRUCTION	156	31		52		1.8	0.3	17	12	170	TRANS. TYP. NO. 9 TO TYP. NO. 8		
383+00.00	404+00.00	2,100.00	2,100.00			MAINLINE - RECONSTRUCTION	6,531	1,319		1,688		76.5	11.7	714	490	7,140	TYP. NO. 8		
404+00.00	404+50.00	50.00	50.00			MAINLINE - RECONSTRUCTION	156	31		52		1.8	0.3	17	12	170	TRANS. TYP. NO. 8 TO TYP. NO. 9		
404+50.00	404+83.20	33.20	33.20			MAINLINE - RECONSTRUCTION	103	21		43		1.2	0.2	11	8	113	TYP. NO. 9		
404+83.20	406+55.20	172.00	172.00			MAINLINE - RECONSTRUCTION	535	108		223		6.3	1.0	58	40	585	TRANS. TYP. NO. 9 TO TYP. NO. 11		
406+55.20	416+38.87	983.67	983.67			MAINLINE - RECONSTRUCTION	3,059	618		1,275		35.8	5.5	334	229	3,344	TYP. NO. 11		
416+38.87	418+09.87	171.00	171.00			MAINLINE - RECONSTRUCTION	532	107		222		6.2	0.9	58	40	580	TRANS. TYP. NO. 11 TO TYP. NO. 9		
418+09.87	452+04.58	3,394.71	3,394.71			MAINLINE - RECONSTRUCTION	10,558	2,132		4,400		123.6	18.8	1,154	792	11,508	TYP. NO. 9		
452+04.58	453+76.58	172.00	172.00			MAINLINE - RECONSTRUCTION	535	108		223		6.3	1.0	58	40	583	TRANS. TYP. NO. 9 TO TYP. NO. 11		
453+76.58	463+94.28	1,017.70	1,017.70			MAINLINE - RECONSTRUCTION	3,165	639		1,319		37.1	5.6	346	237	3,460	TYP. NO. 11 - 5%		
463+94.28	465+66.28	172.00	172.00			MAINLINE - RECONSTRUCTION	535	108		223		6.3	1.0	58	40	583	TRANS. TYP. NO. 11 TO TYP. NO. 9		
465+66.28	493+00.00	2,733.72	2,733.72			MAINLINE - RECONSTRUCTION	8,502	1,717		3,543		99.6	15.2	929	638	9,267	TYP. NO. 9		
493+00.00	493+50.00	50.00	50.00			MAINLINE - RECONSTRUCTION	156	31		52		1.8	0.3	17	12	170	TRANS. TYP. NO. 9 TO TYP. NO. 8		
493+50.00	572+91.03	7,941.03	7,941.03			MAINLINE - RECONSTRUCTION	24,697	4,987		6,385		289.2	44.1	2,700	1,852	27,000	TYP. NO. 8		
572+91.03	574+38.03	147.00	147.00			MAINLINE - RECONSTRUCTION	457	92		118		5.4	0.8	50	34	500	TRANS. TYP. NO. 8 TO TYP. NO. 12		
574+38.03	582+86.00	847.97	847.97			MAINLINE - RECONSTRUCTION	2,637	533		682		30.9	4.7	288	198	2,883	TYP. NO. 12		
582+86.00	583+36.00	50.00	50.00			MAINLINE - RECONSTRUCTION	156	31		52		1.8	0.3	17	12	170	TRANS. TYP. NO. 12 TO TYP. NO. 9		
583+36.00	584+12.09	76.09	76.09			MAINLINE - RECONSTRUCTION	237	48		99		2.8	0.4	26	18	258	TYP. NO. 9		
TOTAL		48,271.49	48,271.49			ADDITIONAL SURFACING	8,423	119	2,010	4,455		116.1	14.8	897	94	19,486			

PROJECT NAME: HAVRE - NORTHWEST

COUNTY: HILL COUNTY

PROJECT ID: STPS-HSIP 232-(17)1

UPN: 9788000

CHECKED BY: LFISCHER

REVIEWED BY: JHORN

DESIGNED BY: JHORN

9788000RD\SUMZ01.DWG

MONTANA Department of Transportation

ROAD PLANS

1/16/2025 6:32 PM

COLD MILLING			
STATION		square yards	REMARKS
FROM	TO	COLD MILLING	
220+52.50	297+01.77	28,489	MILL/OVERLAY
TOTAL		28,489	

TOPSOIL & SEEDING										
STATION		cubic yards	acres					REMARKS		
FROM	TO	TOPSOIL SALVAGING & PLACING	SEED			FERTILIZER			CONDITION SEEDBED	MULCH
			NO. 1	NO. 2	NO. 3	NO. 1	NO. 2			
100+00.00	220+52.50	9,762	8.9	0.6	7.4	8.9	0.6	16.3	0.6	LT. & RT.
297+01.77	584+30.22	26,956	23.7		22.6	23.7		46.3		LT. & RT.
TOTAL		36,718	32.6	0.6	30.0	32.6	0.6	# 62.6	0.6	

CONDITION SEEDBED QUANTITY SHOWN FOR INFORMATION ONLY. SEE STANDARD SPECIFICATIONS.

