

17,947

Harbor shores (5942)

□	6,500	•	20	=	14,444
□	31	•	42	=	145

□	121	•	13	=	175
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□	<del>1068</del>	•	24	=	<del>2848</del> Pine Glen
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△	Inslim				169
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△	LK bradley				<u>120</u> * Needs millings
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△	30	•	2	↳ Date Place	3
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△	60	•	4	↳ inside shdr	13
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△	Pine Island				∅
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△	Blue Heron				∅
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△	Pine Glen				Tie in
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4124

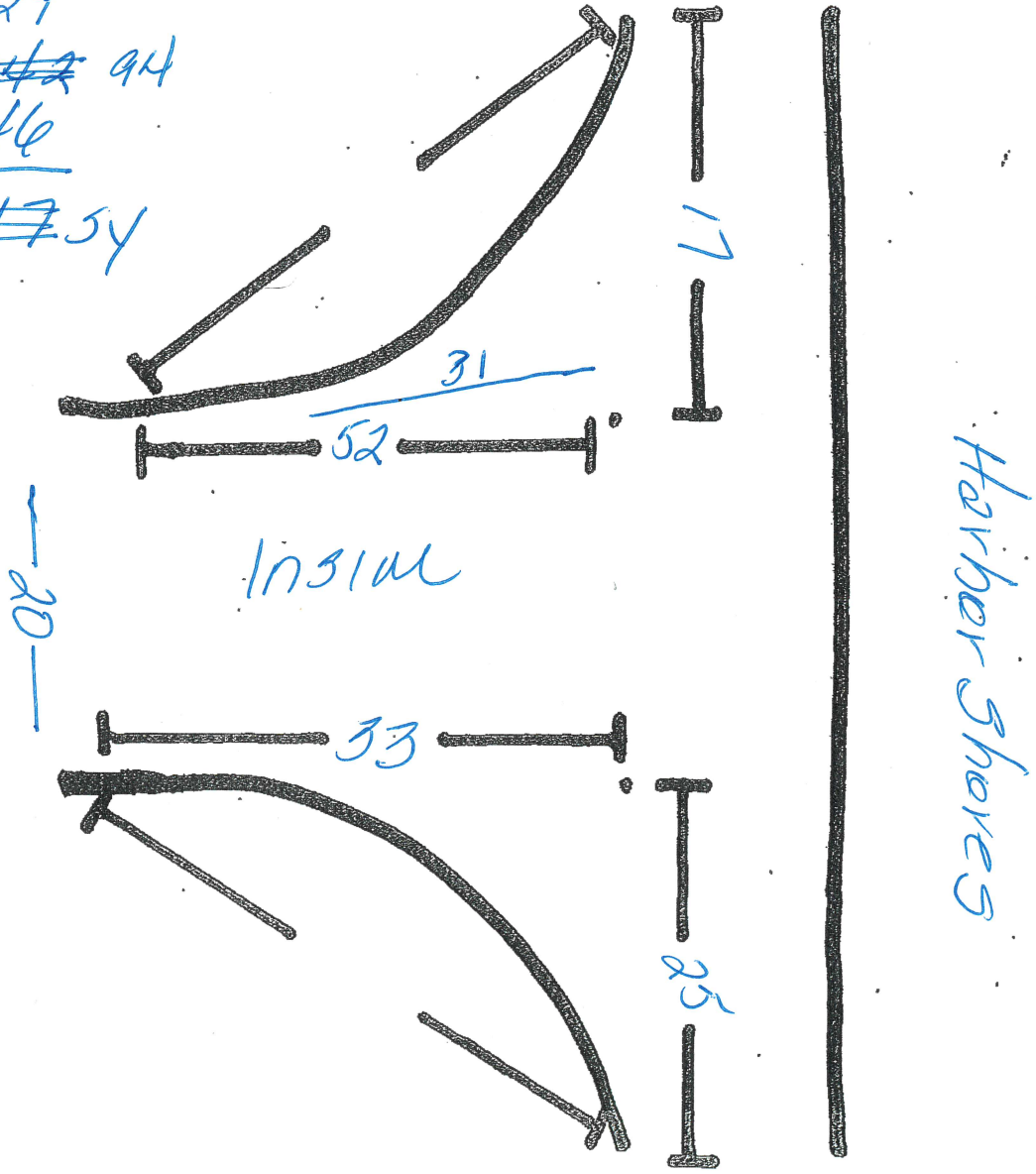
DAB 18,155.6

DAB 18,155.5

# RADIUS WORKSHEET

ROAD NAME:	<del>00000000000000000000</del> Harbor Shore 3 / Inslim	
SEGMENT NO:	5942	1 5943
SIDE ROAD NAME:		
SQ YD ASPHALT:		
STOP BAR:	<input checked="" type="radio"/> YES	<input type="radio"/> NO
DOUBLE YELLOW:		
EDGE LINE:		
RPM QUANTITY:		

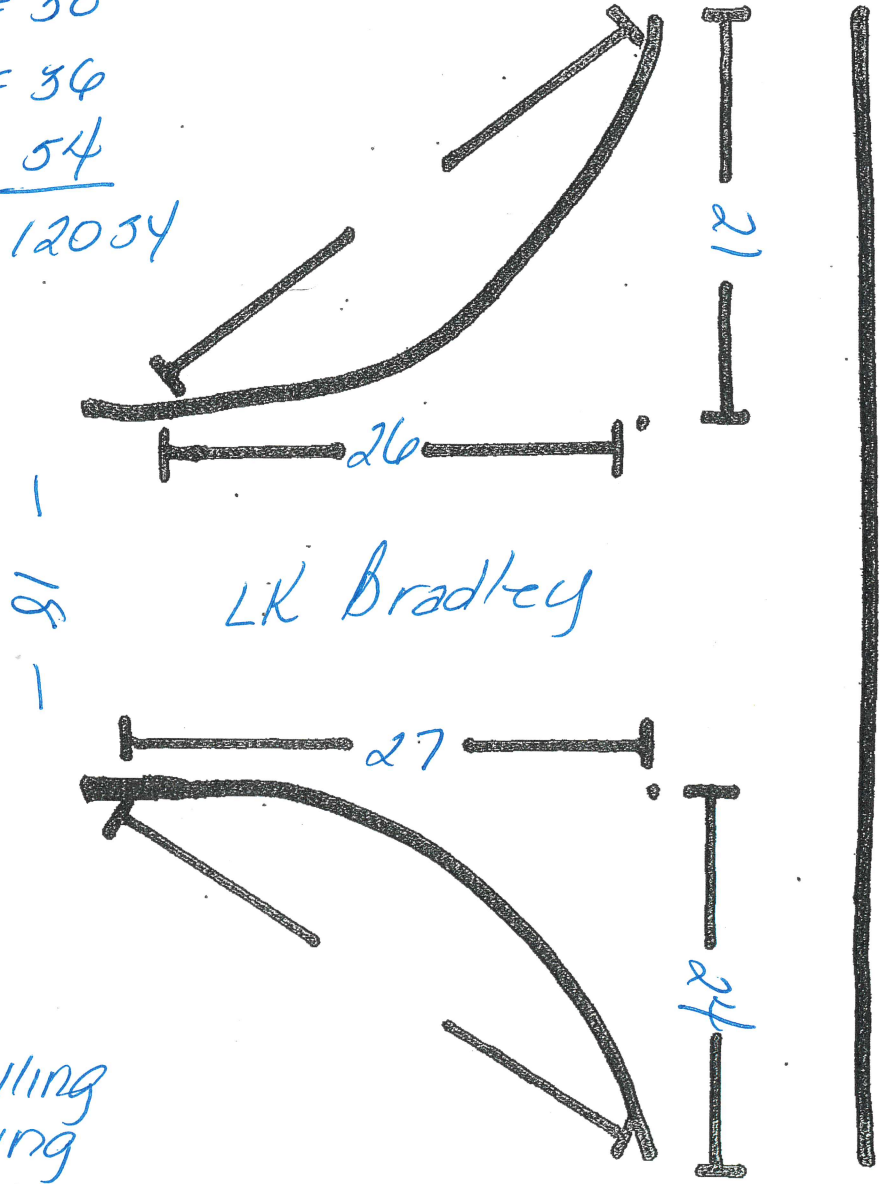
$\Delta 31 \times 17 = 29$   
 $\square 42.5 \times 20 = \cancel{142} 94$   
 $\Delta 33 \cdot 25 = \underline{46}$   
 $169 \cancel{217} 54$



# RADIUS WORKSHEET

ROAD NAME:	Harbor Shores / LK Bradley (5941)
SEGMENT NO:	
SIDE ROAD NAME:	
SQ YD ASPHALT:	
STOP BAR: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
DOUBLE YELLOW: 26'	
EDGE LINE:	
RPM QUANTITY:	

$\Delta 26 \times 21 = 50$   
 $\Delta 27 \times 24 = 54$   
 $\square 18 \times 27 = 54$   
12054



\* Needs milling before paving

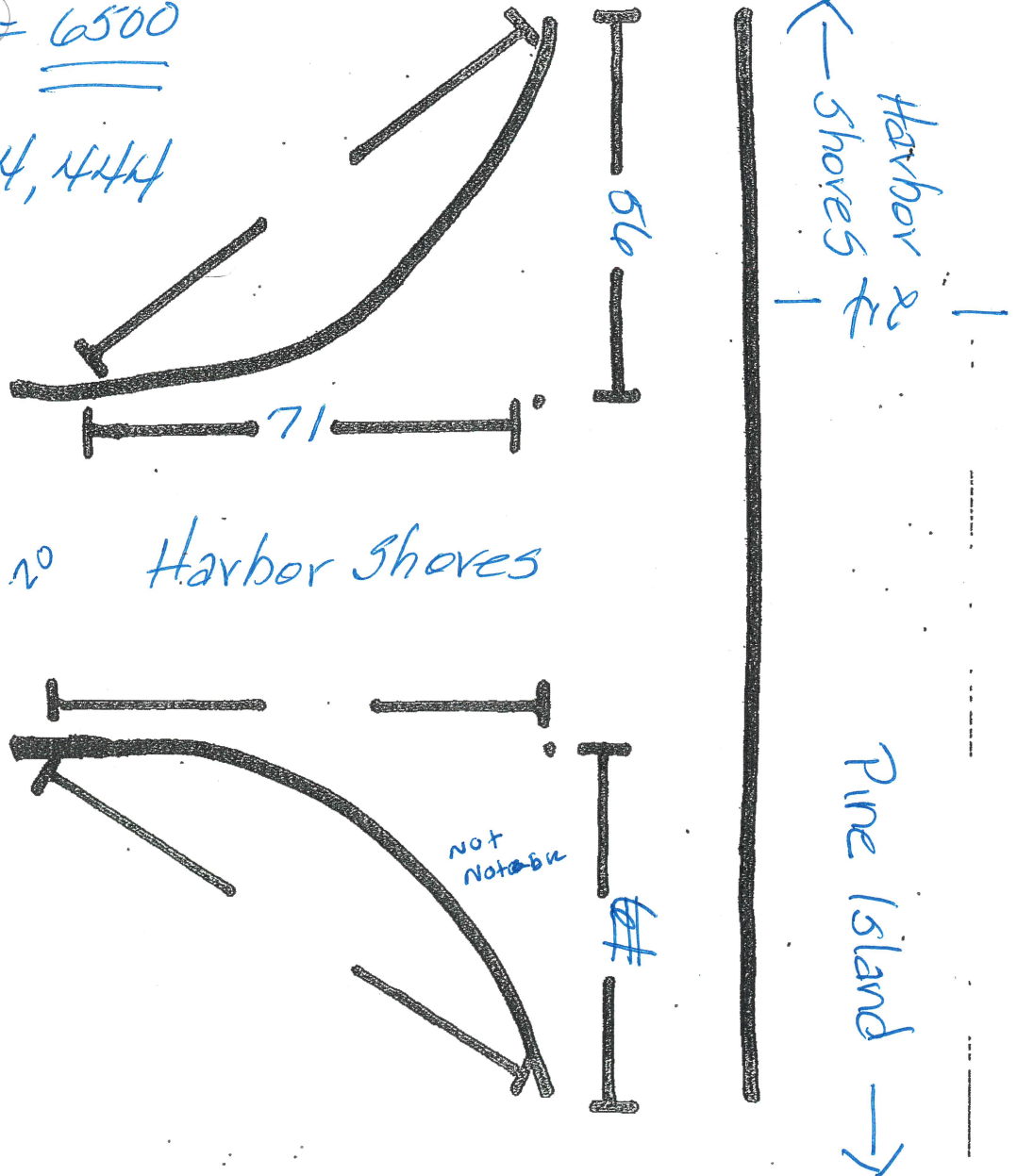
# RADIUS WORKSHEET

ROAD NAME:	Harbor shores (5942) / Pine Island		
SEGMENT NO:	5942	1	6043A
SIDE ROAD NAME:			
SQ YD ASPHALT:			
STOP BAR:	<input checked="" type="radio"/> YES	<input type="radio"/> NO	
DOUBLE YELLOW:			
EDGE LINE:			
RPM QUANTITY:			

Accounting  
the HC for Pine  
Glen

7568 - 1068 = 6500

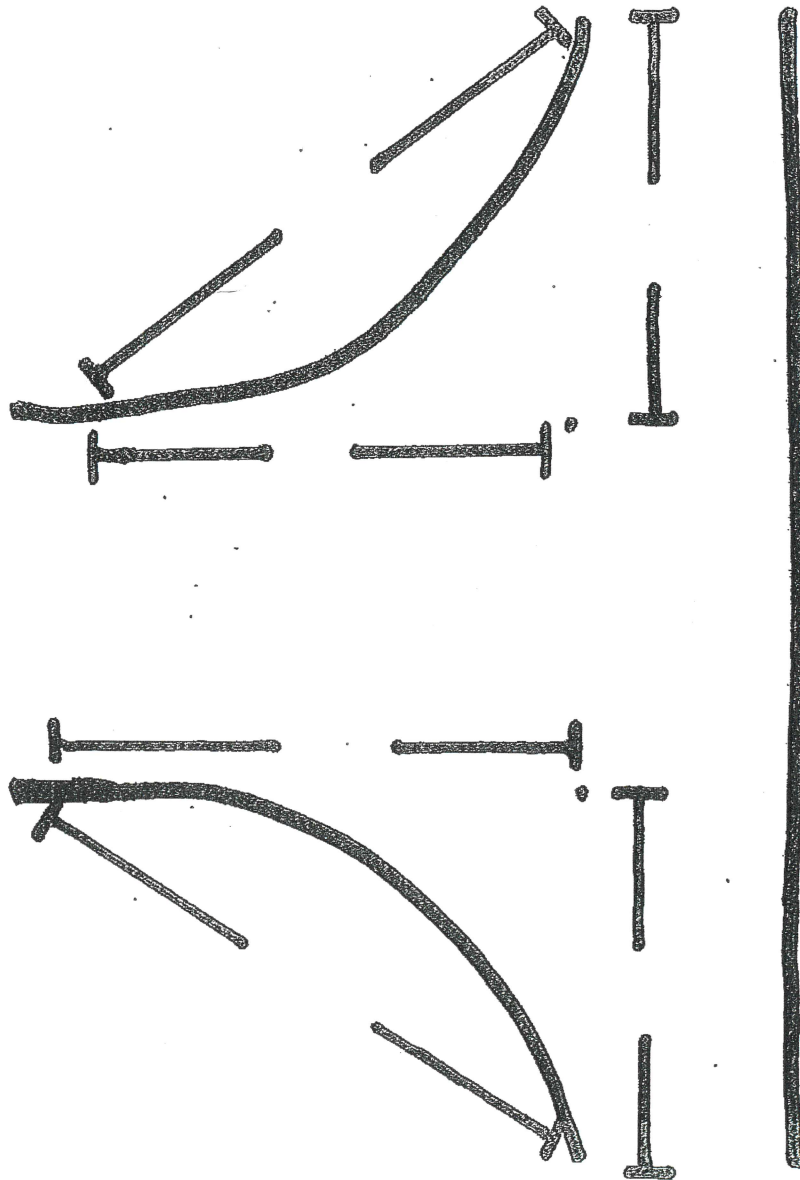
6500 \* 20 = 14,444



# RADIUS WORKSHEET

ROAD NAME:	<i>Harbor shores / Blue Heron</i>	
SEGMENT NO:	<i>(59.42)</i>	<i>6043</i>
SIDE ROAD NAME:		
SQ YD ASPHALT:		
STOP BAR:	<input checked="" type="radio"/> YES	<input type="radio"/> NO
DOUBLE YELLOW:		
EDGE LINE:		
RPM QUANTITY:		

*Tie in*



# RADIUS WORKSHEET

ROAD NAME:	Harbor Shores / Pine Glen Dr	
SEGMENT NO:	5942	6142
SIDE ROAD NAME:		
SQ YD ASPHALT:		
STOP BAR:	<input checked="" type="radio"/> YES	<input type="radio"/> NO
DOUBLE YELLOW:		
EDGE LINE:		
RPM QUANTITY:		

□ 1068.24 = Tie In

