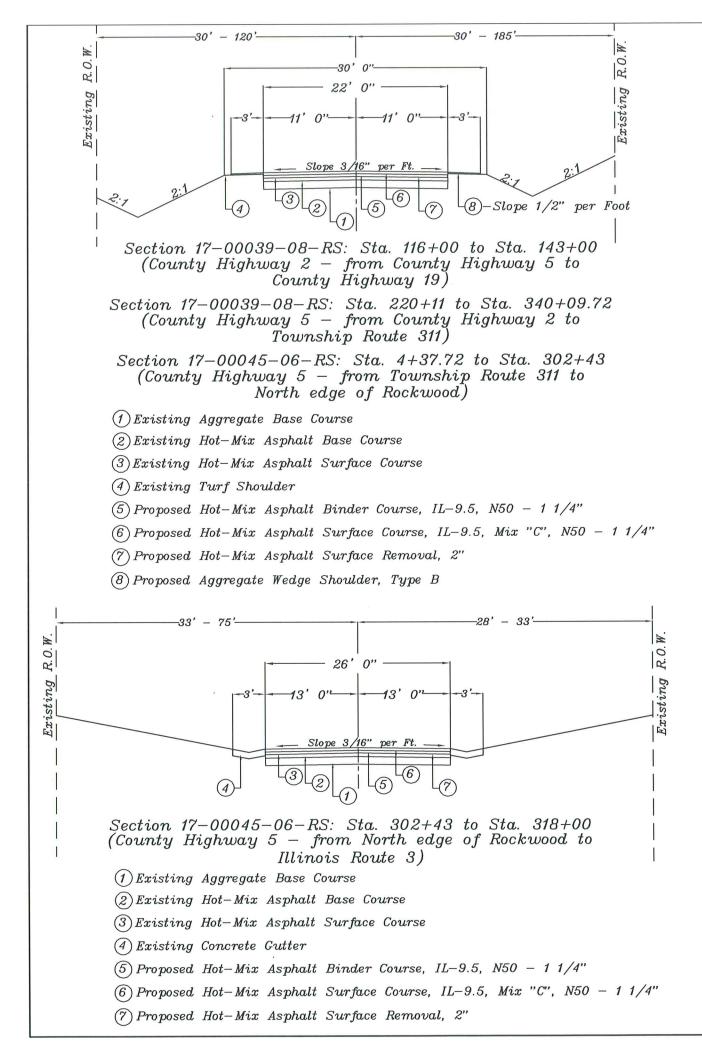
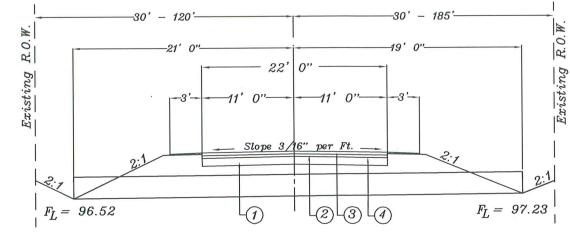
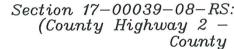


| 2 9 P | | | | ROUTE COUNTY SECTION SHEET |
|-------------|--|-------|-----------------|--|
| | SUMMARY OF QUANTITIES | | · | FAS 863 Randolph 17-00039-08-RS 2/6 |
| PAY ITEM | | | <u>QUANTITY</u> | Contract No. 97765 |
| 20800150 | Trench Backfill | Cu Yd | 7 | Summary of Quantities, Project Stationing and Lengths and General Notes. |
| 40600290 | Bituminous Materials (Tack Coat) | Pound | 76,727 | |
| 40600370 | Longitudinal Joint Sealant | Foot | 46,193 | FAS 863 Stationing and Equations |
| 40600990 | Temporary Ramp | Sq Yd | 188 | |
| 40602978 | Hot-Mix Asphalt Binder Course, IL-9.5, N50 | Ton | 8,070 | Section 17-00039-08-RS |
| 40604050 | Hot-Mix Asphalt Surface Course, IL-9.5, Mix "C", N50 | Ton | 7,983 | Location Sta. to Sta. Length (Ft. |
| 44000157 | Hot-Mix Asphalt Surface Removal, 2" | Sq Yd | 113,670 | County Hwy 2 - From CH 5 to CH 19 116+00 to 143+00 2,700.00 |
| 44201717 | Class D Patches, Type II, 6 Inch | Sq Yd | 10.8 | County Hwy 5 -From CH2 to TR 311 220+11 to 264+41.40 Bk. 264+67.70 Ahd. to 281+58.30 Bk. 277+41.30 Ahd. to 340+09.72 6.268.42 |
| 44201759 | Class D Patches, Type IV, 9 Inch | Sq Yd | 85.6 | |
| 48102100 | Aggregate Wedge Shoulder, Type B | Ton | 2,272 | Cross Length, Section 17-00039-08-RS= 15,089.4 Net Length, Section 17-00039-08-RS= 15,089.4 |
| 542A5479 | Pipe Culverts, Class A, Type 1 Equivalent Round-Size 24" | Foot | 40 | |
| *63000003 | Steel Plate Beam Guardrail, Type A, 9 Foot Posts | Foot | 3,287.50 | Section 17-00045-06-RS |
| *63000030 | Strong Post Guardrail, Attached to Culvert | Foot | 100 | Location Sta. to Sta. Length (Ft. |
| *63100167 | Traffic Barrier Terminal, Type 1 (Special) Tangent | Each | 13 | County Hwy 5 - From TR 311 to IL Rte. 3 4+37.72 to 47+46.57 Bk. 4,308.8 |
| 63200310 | Guardrail Removal | Foot | 3,925 | 46+63.15 Ahd. to 135+77.30 Bk. 8,814.16 135+54.83 Ahd. to 196+06.48 Bk. 6,051.66 |
| 67100100 | Mobilization | L Sum | 1 | 196+71.07 Ahd. to 288+16.67 Bk. 9,145.6 288+07.60 Ahd. to 314+48.14 Bk. 2,640.5 314+47.24 Ahd. to 318+00 <u>352.7</u> |
| 70100450 | Traffic Control and Protection, Standard 701201 | L Sum | 1 | |
| 70100460 | Traffic Control and Protection, Standard 701306 | L Sum | 1 | Gross Length, Section 17-00045-06-RS= 31,313.55 |
| 70300100 | Short Term Pavement Marking | Foot | 13,857 | Omission - Structure No. 079-3051 75+82.46 to 77+17.54 135.0 |
| 70300150 | Short Term Pavement Marking Removal | Sq Ft | 1,540 | Omission - Structure No. 079-3053 166+00.50 to 166+75.50 75.0 |
| 70300221 | Temporary Pavement Marking - Line 4" - Paint | Foot | 171,302 | Net Length, Section 17-00045-06-RS= 31,103.4 |
| *72501000 | Terminal Marker - Direct Applied | Each | 14 | Net Length, Section 17-00039-08-RS & Section 17-00045-06-RS= 46,192.89 F |
| * 78001110 | Paint Pavement Marking - Line 4" | Foot | 171,302 | |
| *78100100 | Raised Reflective Pavement Marker | Each | 580 | |
| * LR631020 | Traffic Barrier Terminal, Type 1 | Each | 1 | |
| 18300202 | PAVEMENT MARKING REMOVAL-WATER GLASTING | Sq Ft | 57,095 | <u>GENERAL NOTES:</u> 1. All Construction Signs shall be 48 inch Fluorescent Orange. 2. Due novel Devenuent Markings shall match Existing Paysment Markings |
| Z0034105 | Material Transfer Device | Ton | 16,053 | Proposed Pavement Markings shall match Existing Pavement Markings. Application rate for Tack Coat on Milled Surface shall be 0.05 Lb/Sq. Ft. Application rate for Tack Coat on HMA Binder Course shall be 0.025 Lb/Sq. Ft |
| Z0076600 | TRAINEES | HOUR | 1,000 | Application rate for Tack Coat on HMA Binder Course shall be 0.023 20/39. Fi 4. Commitments: None. |
| 20076604 | TRAINEES TRAINING PROGRAM GRADUATE | Hour | 1,000 | |
| | | | | |
| * Denotes S | Specialty Item $\Delta = 0042$ | | | |







- (1) Proposed Class D Patches, Type II, 6 Inch

| | CROSSROAD CULVERT @ STA. 128+14 Length & to Fl. Length & to Fl. Skew Proposed Total Pipe Existing Class D Patches 6" (Sq Yd) Tread | | | | | | | | | | | | |
|-----------------|--|--------------------|----------------|---------------|--------------------------|---|----------------------|------------------|---------------------|--------------|-----------------------|----------------|-----------------|
| Lengt Lt. of | | Length Rt. of E | € to FL Rt. | Skew Angle | Proposed Culvert Size | | Total Pipe Length | Existing Pipe | Class D Area Lt. | Patc Type | hes 6" (S Area Rt. | rq Yd) Type | Trench Width |
| 21' | 3.48 | 19' | 2.77 | 0 | 24" Equiv. | Ι | 40' | 18" CMP | 5.4 | II | 5.4 | II | 4.42' |

| ASPHALT MIXTURE RE | QUIREMENTS | |
|------------------------|--|--|
| Section 17-00039-08-1 | | |
| SURFACE | BINDER | |
| PG 64-22 | PG 64-22 | |
| See Special Provisions | See Special Provisions | |
| 4.0% @ Ndes=50 | 4.0% @ Ndes=70 | |
| IL 9.5 | IL 9.5 | |
| Mixture C | | |
| 112 Lb/Sy/In | 112 Lb/Sy/In | |
| | SURFACE PG 64-22 See Special Provisions 4.0% @ Ndes=50 IL 9.5 Mixture C | |

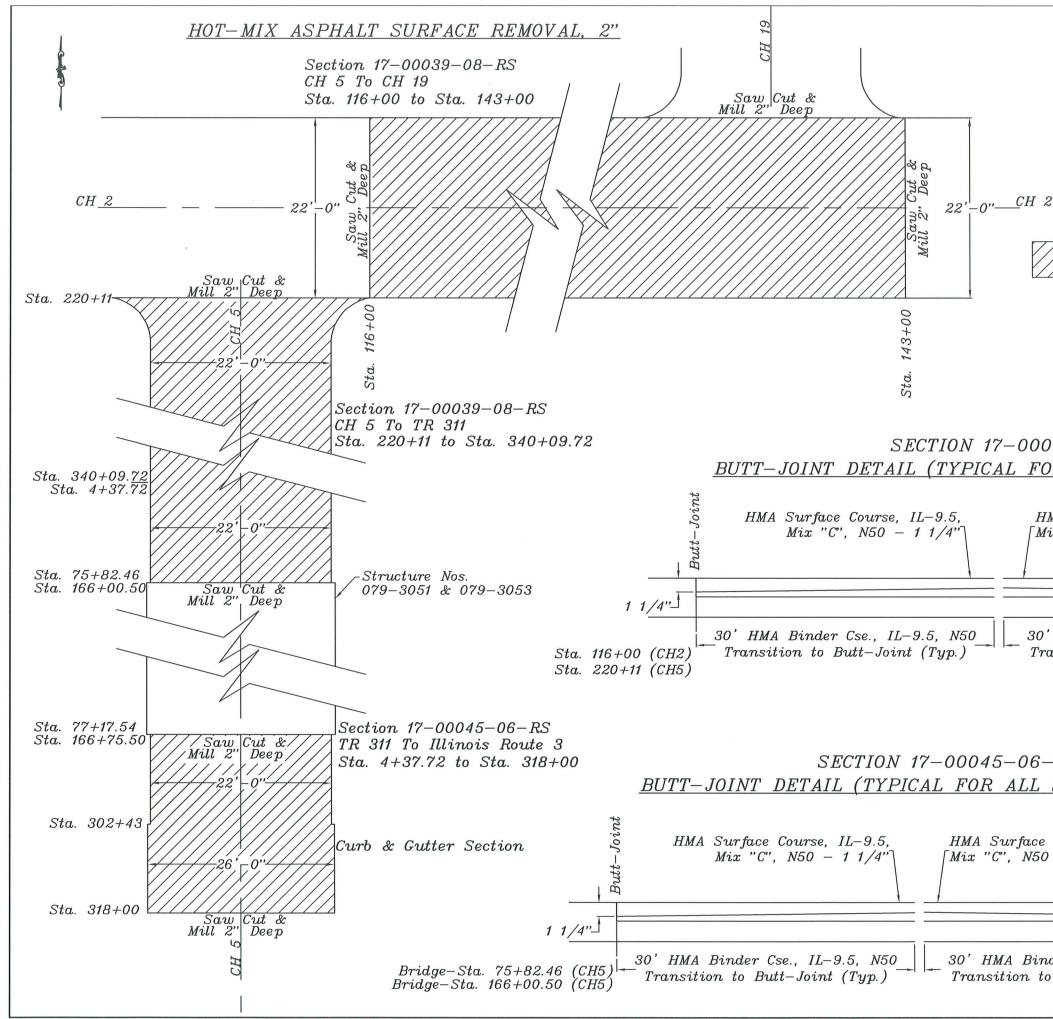
| ROUTE | COUNTY | SECTION | SHEET/OF | | | | | |
|---|----------|-------------------------|----------|--|--|--|--|--|
| FAS 863 | Randolph | 17–00039–0 8 –RS | 3/6 | | | | | |
| Contract No. 97765 | | | | | | | | |
| Typical Sections, Crossroad Culvert Section and Schedule and HMA Mixture Requirements. | | | | | | | | |

Section 17-00039-08-RS: Crossroad Culvert Sta. 128+14 (County Highway 2 - from County Highway 5 to County Highway 19)

(2) Proposed Hot-Mix Asphalt Binder Course, IL-9.5, N50 - $1 \frac{1}{4''}$

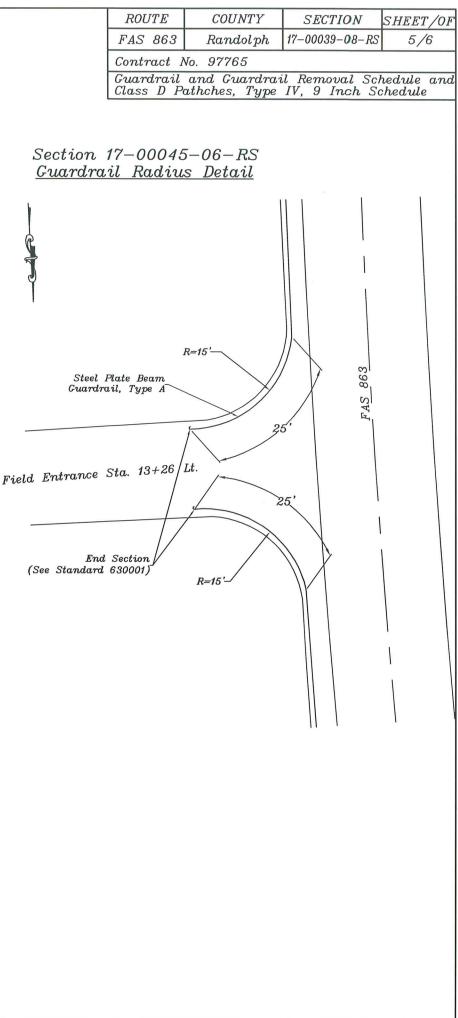
(3) Proposed Hot-Mix Asphalt Surface Course, IL-9.5, Mix "C", N50 - 1 1/4"

(4) Proposed Hot-Mix Asphalt Surface Removal, 2"



| ROU | TE CO | DUNTY | SECTION | SHEET/OF |
|----------------------------------|--------------------------|-----------------------------|---|---------------------|
| FAS | 863 Ra | ndolph | 17-00039-08-RS | 4/6 |
| Contrac | et No. 9776 | 35 | | |
| Hot-Mi and Bu | x Asphalt utt-Joint D | Surface Detail | Removal, 2" I |)etail |
| 2 HOT–MI. | X ASPHA | LT SUF | RFACE REMO | VAL, 2'' |
| 039-08-R | S | | | |
| OR ALL ST | <i>TATIONS</i> | LIST | ED) | |
| 'MA Surface (lix "C", N50 | Course, IL- – 1 1/4" | -9.5 | Butt-Joint | |
| | | | | |
| ' HMA Binde cansition to 1 | | | | 00 (CH2) |
| | | (Gr.) | 200. 1401 | |
| | | | | |
| DC | | | | |
| – <i>RS</i> _ <u>STATIONS</u> | S LISTE | <u>D)</u> | | |
| | | | | |
| Course, IL—9) — 1 1/4" | | Butt-Joini | | |
| | ۲ | | 4" | |
| nder Cse, IL— o Butt—Joint | | Bridge Bridge Sta. 31 | —Sta. 77+17.5 —Sta. 166+75. 18+00 (CH5) | 4 (CH5) 50 (CH5) |

| The first sector of the sector | STATION FT. STATION DESCRIPTION P Image: Constraint of the state state of | FT. EAC. 1 1 250 1 25 1 62.5 1 +55) 1 200 25 37.5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
|---|--|---|
| Sta. $graphits$ Sta. $graphits$ | Sta. 9+37.5 To 11+87.5 Left SPBCR TY 22 Sta. 8+90 To 13+15 Left 425 Sta. 11+87.5 To 12+12.5 Left Strong Post CDRL Att. to Culturet 24 Sta. 12+12.5 To 12+12.5 Left Strong Post CDRL Att. to Culturet 24 Sta. 12+12.5 To 13+00 Left SPBCR TY A *(1 "(Includes 25' of Radius Rail starting @ Sta. 13+ Sta. 13+55 To 19+92.5 Left SPBCR TY A *(66 Sta. 19+92.5 To 20+42.5 Left TBT TI Sp * ** | 250 25 12.5 +00) 62.5 +55) 1 200 25 37.5 1 575 |
| Sta. 8+90 To 13+15 Left 425 Sta. 11+27.5 To 13+16.2 Enft Strong Post CORL Att. to Culvert 25 Sta. 12+12.5 To 13+00 Left SPBGR TY A +112.5 -1142.5 Sta. 13+40 To 19+65 Left 625 (Includes 25' of Radius Rait starting 0 Sta. 13+60) Sta. 13+40 To 19+65 Left 625 (Includes 25' of Radius Rait starting 0 Sta. 13+60) Sta. 13+40 To 19+65 Left 625 (Includes 25' of Radius Rait starting 0 Sta. 13+65) Sta. 13+40 To 19+65 Left 625 (Includes 25' of Radius Rait starting 0 Sta. 13+65) Sta. 13+40 To 19+65 Left 525 520+42.5 Left TBT TI (Sp) Sta. 13+40 To 19+65 Left 516 18-75.7 Sight TBT TI (Sp) 200 Sta. 19+42 To 19+42 Right 1000 Sta. 11+67.5 Right Strong Post CDRL Att. 10 Culvert 25 201 Sta. 19+00 To 19+60 Right STBCR TY A 687.5 687.5 Sta. 19+00 To 19+60 Right STBT TI (Sp) 1687.5 675 Sta. 86+45 To 93+20 Right 675 Sta. 86+45 To 93+20 Right TBT TI (Sp) 176 Sta. 190+57 To 193+52 Right 575 Sta. 192+82 To 193+32 Right TBT TI (Sp) 176 Sta. 280+44 To 280+94 Right TBT TI (Sp) < | Sta. 8+90 To 13+15 Left 425 Sta. 11+87.5 To 12+12.5 Left Strong Post CDRL Att. to Culvert 22 Sta. 12+12.5 To 13+00 Left SPBCR TY A *11 *(Includes 25' of Radius Rail starting @ Sta. 13+ *11 Sta. 13+40 To 19+65 Left 625 *(Includes 25' of Radius Rail ending @ Sta. 13+ Sta. 13+40 To 19+65 Left 625 *(Includes 25' of Radius Rail ending @ Sta. 13+ Sta. 13+40 To 19+65 Left 625 *(Includes 25' of Radius Rail ending @ Sta. 13+ Sta. 13+40 To 19+65 Left 625 *(Includes 25' of Radius Rail ending @ Sta. 13+ Sta. 13+40 To 19+65 Left 625 *(Includes 25' of Radius Rail ending @ Sta. 13+ Sta. 13+40 To 19+65 Left 625 *(Includes 25' of Radius Rail ending @ Sta. 13+ Sta. 13+92.5 To 20+42.5 Left TBT TI (Sp) Sta. 9+37.5 To 9+87.5 Right TBT TI (Sp) Sta. 9+42 To 19+42 Right 1000 Sta. 11+87.5 To 12+12.5 Right Strong Post CDRL Att. to Culvert 22 Sta. 12+12.5 To 19+00 Right Strong Post CDRL Att. to Culvert 23 24 26 Sta. 12+12.5 To 19+00 To 19+50 Right TBT TI (Sp) 57 Sta. 86+45 To 93+20 Right 675 Sta. 86+95 To 92 | 25 112.5 +00) 62.5 +55) 1 200 25 37.5 1 575 |
| Sta. 12+12.6 To 13+00 Laft SPBCR TY A +f12.5 v(Includes 25' of Radius Rail starting © Sta. 13+00) Sta. 13+60 To 19+65 Left 625 "(Includes 25' of Radius Rail starting © Sta. 13+00) Sta. 13+60 To 19+65 Left 625 "(Includes 25' of Radius Rail starting © Sta. 13+55) Sta. 13+60 To 19+65 Left 625 "(Includes 25' of Radius Rail starting © Sta. 13+55) Sta. 9+87.5 To 9+87.5 Right TBT TI (Sp) 200 Sta. 9+87.5 To 11+87.5 Right Strong Post GDRL Att. to Cultwert 200 Sta. 9+47.5 To 12+12.5 Right Strong Post GDRL Att. to Cultwert 25 Sta. 19+27.5 To 12+12.5 Right Strong Post GDRL Att. to Cultwert 25 Sta. 19+27.5 To 12+12.6 Right TBT TI (Sp) 1000 11 Sta. 19+27.5 To 12+12.6 Right TBT TI (Sp) 100 11 Sta. 19+27.7 To 19+27.7 No 19407 Right TBT TI (Sp) 10 11 Sta. 190+57 To 193+32 Right Sta. 190+57 To 193+32 Right TBT TI (Sp) 11 Sta. 190+57 To 193+32 Right Sta. 190+57 To 193+32 Right TBT TI (Sp) 11 Sta. 280+44 To 285+94 Right Sta. 280+44 To 285+94 Right TBT TI (Sp) 12 < | Sta. 12+12.5 To 13+00 Left SPBCR TY A *11. *(Includes 25' of Radius Rail starting @ Sta. 13+ Sta. 13+55 To 19+92.5 Left SPBCR TY A *66 Sta. 13+40 To 19+65 Left 625 *(Includes 25' of Radius Rail ending @ Sta. 13+ Sta. 13+55 To 20+42.5 Left SPBCR TY A *66 Sta. 13+40 To 19+65 Left 625 *(Includes 25' of Radius Rail ending @ Sta. 13+ Sta. 19+92.5 To 20+42.5 Left TBT T1 (Sp) Sta. 9+37.5 To 9+87.5 To 9+87.5 Right TBT T1 (Sp) Sta. 9+37.5 To 11+87.5 Right SPBCR TY A 20 Sta. 9+42 To 19+42 Right 1000 Sta. 11+87.5 To 12+12.5 Right Strong Post CDRL Att. to Culvert 2 Sta. 12+12.5 To 19+00 Right SPBCR TY A 687 Sta. 12+12.5 To 19+00 Right SPBCR TY A 687 Sta. 12+12.5 To 19+00 Right SPBCR TY A 687 Sta. 12+12.5 To 19+00 Right SPBCR TY A 687 Sta. 12+12.5 To 19+00 Right SPBCR TY A 687 Sta. 86+45 To 93+20 Right 675 Sta. 86+95 Right TBT T1 (Sp) Sta. 86+45 To 93+20 Right 675 Sta. 92+70 Right SPBCR TY A 57 Sta. 190+57 To 193+32 Right 275 Sta. 190+57 To 191+07 Right <td>12.5 +00) 62.5 +55) 1 200 25 37.5 1 575</td> | 12.5 +00) 62.5 +55) 1 200 25 37.5 1 575 |
| *(Includes 26' of Radius Rail starting © Sta. 13+00) Sta. 13+40 To 19+65 Laft Sta. 13+55 To 19+92.5 Laft SPBCR TY A *662.5 *(Includes 25' of Radius Rail ending © Sta. 13+65) *(Includes 25' of Radius Rail ending © Sta. 13+65) * Sta. 13+40 To 19+65 Laft Sta. 13+55 To 19+92.5 Laft TBT TI (Sp) × Sta. 19+92.5 To 20+42.5 Laft TBT TI (Sp) × × Sta. 19+92.5 To 21+12.5 Right STBCR TY A 200 Sta. 19+27.5 To 19+97.5 Right STBCR TY A 200 Sta. 19+27.5 To 19+12.7 Right STBCR TY A 687.5 Sta. 19+07.5 To 19+12.7 Right STBCR TY A 687.5 Sta. 19+07.5 To 19+12.7 Right STBCR TY A 687.5 Sta. 19+00 Sta. 19+00 Right TBT TI (Sp) × Sta. 19+00 To 19+50 Right TBT TI (Sp) × × Sta. 86+45 To 93+20 Right STBCR TY A 687.5 × Sta. 19+07 To 193+20 Right STBCR TY A 575 × Sta. 19+07 To 193+20 Right STBCR TY A 175 × Sta. 20+44 To 285+94 Right STBCR TY A 175 × × Sta. 20+44 To 285+94 Right < | *(Includes 25' of Radius Rail starting @ Sta. 13+ Sta. 13+40 Sta. 13+55 To 19+92.5 Left SPBCR TY A *66 Sta. 13+40 To 19+65 Left SPBCR TY A *66 Sta. 13+40 To 19+65 Left SPBCR TY A *66 Sta. 13+40 To 19+65 Left SPBCR TY A *66 Sta. 19+92.5 To 20+42.5 Left TBT TI (Sp) Image: Space | +00) 62.5 +55) 1 200 25 37.5 1 575 |
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| ita. 13+40 To 19+65 Left 625 *(Includes 25' of Radius Rail ending © Sta. 13+55) Sta. 9+92.5 To 20+42.5 Left TBT TI (Sp) Sta. 9+97.5 To 9+87.5 Right TBT TI (Sp) Sta. 9+37.5 To 9+87.5 Right STBOR TY A 200 Sta. 9+37.5 To 14+87.5 Right Strong Post CDRI Att. to Culvert 25 Sta. 12+12.5 To 19+62 Right Strong Post CDRI Att. to Culvert 25 Sta. 19+00 To 19+50 Right TBT TI (Sp) 687.5 Sta. 19+00 To 19+50 Right TBT TI (Sp) 687.5 Sta. 86+45 To 82+70 Right SPBOR TY A 687.5 Sta. 86+45 To 93+20 Right TBT TI (Sp) Ita. 86+45 To 93+20 Right TBT TI (Sp) Ita. 190+67 To 193+20 Right TBT TI (Sp) Ita. 190+67 To 193+22 Right TBT TI (Sp) <td< td=""><td>Sta. $13+40$ To $19+65$ Left 625 <math>*(Includes 25' of Radius Rail ending @ Sta. 13+Sta. 19+92.5 To $20+42.5$ Left $TBT T1 (Sp)$ Sta. $19+92.5$ To $20+42.5$ Left $TBT T1 (Sp)$ $Sta. 19+92.5$ To $20+42.5$ Left $TBT T1 (Sp)$ Sta. $9+37.5$ To $9+87.5$ Right $TBT T1 (Sp)$ $Sta. 9+37.5$ To $9+87.5$ Right $TBT T1 (Sp)$ Sta. $9+37.5$ To $11+87.5$ Right $SPBGR TY A$ 200 Sta. $9+87.5$ To $12+12.5$ Right $Strong Post GDRL Att. to Culvert 2.5$ Sta. $19+22.5$ To $19+00$ Right $SPBGR TY A$ 680 Sta. $12+12.5$ To $19+00$ Right $SPBGR TY A$ 680 Sta. $12+12.5$ To $19+00$ Right $TBT T1 (Sp)$ $Sta. 19+00$ To $19+50$ Right $TBT T1 (Sp)$ Sta. $86+45$ To $86+95$ Right $TBT T1 (Sp)$ $Sta. 86+45$ To $93+20$ Right $SPBGR TY A$ 570 Sta. $86+45$ To $93+20$ Right 675 $Sta. 86+95$ To $92+70$ Right $TBT T1 (Sp)$ $Sta. 92+70$ To $93+20$ Right $TBT T1 (Sp)$ $Sta. 190+57$ To $191+07$ Right $TBT T1 (Sp)$ $Sta. 190+57$ To $191+07$ Right $TBT T1 (Sp)$ $Sta. 190+57$ To $191+07$ Right $TBT T1 (Sp)$ $Sta. 190+57$ To $192+82$ Right </math></td><td>+55) 1 200 25 37.5 1 575 1</td></td<> | Sta. $13+40$ To $19+65$ Left 625 $*(Includes 25' of Radius Rail ending @ Sta. 13+Sta. 19+92.5 To 20+42.5 Left TBT T1 (Sp) Sta. 19+92.5 To 20+42.5 Left TBT T1 (Sp) Sta. 19+92.5 To 20+42.5 Left TBT T1 (Sp) Sta. 9+37.5 To 9+87.5 Right TBT T1 (Sp) Sta. 9+37.5 To 9+87.5 Right TBT T1 (Sp) Sta. 9+37.5 To 11+87.5 Right SPBGR TY A 200 Sta. 9+87.5 To 12+12.5 Right Strong Post GDRL Att. to Culvert 2.5 Sta. 19+22.5 To 19+00 Right SPBGR TY A 680 Sta. 12+12.5 To 19+00 Right SPBGR TY A 680 Sta. 12+12.5 To 19+00 Right TBT T1 (Sp) Sta. 19+00 To 19+50 Right TBT T1 (Sp) Sta. 86+45 To 86+95 Right TBT T1 (Sp) Sta. 86+45 To 93+20 Right SPBGR TY A 570 Sta. 86+45 To 93+20 Right 675 Sta. 86+95 To 92+70 Right TBT T1 (Sp) Sta. 92+70 To 93+20 Right TBT T1 (Sp) Sta. 190+57 To 191+07 Right TBT T1 (Sp) Sta. 190+57 To 191+07 Right TBT T1 (Sp) Sta. 190+57 To 191+07 Right TBT T1 (Sp) Sta. 190+57 To 192+82 Right $ | +55) 1 200 25 37.5 1 575 1 |
| Sta. 19+92.5 To 20+42.5 Left TBT TI (Sp) Image: stall system of the sys | Sta. 19+92.5 To 20+42.5 Left TBT T1 (Sp) Image: Stall s | 1 1 200 25 37.5 1 575 |
| Sta. 9+37.5 To 9+87.5 Right TET TI (Sp) Sta. 9+47.5 To 11+87.5 Right Strong Post CRL 4tt. to Culvert 25 Sta. 11+87.5 To 12+12.5 Right Strong Post CRL 4tt. to Culvert 25 Sta. 12+12.5 To 19+00 To 19+50 Right Strong Post CRL 4tt. to Culvert 25 Sta. 12+12.5 To 19+00 To 19+50 Right SPBOR TY A Sta. 12+12.5 To 19+00 Right SPBOR TY A Sta. 12+12.5 To 19+00 Right SPBOR TY A Sta. 46+45 To 96+95 Right TET TI (Sp) Sta. 86+45 To 96+95 Right TET TI (Sp) Sta. 86+45 To 93+20 Right SPBOR TY A Sta. 190+57 To 193+32 Right SPBOR TY A Sta. 190+57 To 193+32 Right TET TI (Sp) Sta. 190+57 To 193+32 Right SPBOR TY A Sta. 190+57 To 193+32 Right TET TI (Sp) Sta. 280+44 To 280+94 Right TET TI (Sp) Sta. 280+44 To 280+94 Right TET TI (Sp) Sta. 280+60 To 299+10 Laft TET TI (Sp) Sta. 280+60 To 300+55 Laft Sta. 290+10 To 300+30 Laft <t< td=""><td>Image: Stale of the system of the system</td><td>1 200 25 37.5 1 575</td></t<> | Image: Stale of the system | 1 200 25 37.5 1 575 |
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| Sta. 280+44 To 285+94 Right Sta. 280+94 To 285+94 Right TBT T1 (Sp) ta. 280+44 To 285+94 Right 550 Sta. 280+94 To 285+94 Right SPECR TY A 450 Sta. 285+44 To 285+94 Right SPECR TY A 450 Sta. 285+44 To 285+94 Right SPECR TY A 450 Sta. 285+44 To 285+94 Right ST TI (Sp) Image: Sta 298+60 To 299+10 Left TBT T1 (Sp) Image: Sta 299+60 To 299+10 Left TBT T1 (Sp) Image: Sta 299+60 To 299+10 Left Image: Sta 299+60 To 300+10 To 300+10 Left SPECR TY A 100 sta. 298+67.50 To 300+55 Left 187.5 Sta. 299+10 To 300+10 Left Strong Post GDRL Att. to Culvert 25 sta. 299+67.50 To 300+55 Left 187.5 Sta. 300+10 To 300+35 Left Strong Post GDRL Att. to Culvert 25 Sta. 300+10 To 300+35 To 300+50 Right Strong Post GDRL Att. to Culvert 25 5 Sta. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+12.50 To 301+12.50 To 301+12.50 Right Strong Post GDRL Att. to Culvert 25 5 Sta. 300+50 To 301+12.50 To 301+62.50 Right SPEGR TY A 62.5 5 Sta. 300+50 To 301+12.50 Right SPEGR TY A 62. | Sta = 102 + 02 = Ta = 102 + 22 = Diabt = TDT Tt (Cm) | 175 |
| Ta. 280+44 To 285+94 Right SPBCR TY 450 Sta. 280+44 To 285+94 Right TBT T1 (Sp) 1 Sta. 285+44 To 285+94 Right TBT T1 (Sp) 1 Sta. 298+67.50 To 300+55 Left TBT T1 (Sp) 100 Sta. 298+67.50 To 300+55 Left Strong Post CDRL Att. to 100 Sta. 298+67.50 To 300+55 Left TBT T1 (Sp) 100 100 Sta. 300+10 To 300+35 Left Strong Post CDRL Att. to 100 Sta. 300+10 To 300+35 To 300+40 Left TBT Type 1 100 | 510. 192+02 10 193+32 Right IBI 11 (Sp) | 1 |
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| Sta. 298+60 To 299+10 Left TBT TI (Sp) ita. 298+67.50 To 300+55 Left 187.5 Sta. 299+10 To 300+10 Left SPBCR TY A 100 Sta. 300+10 To 300+35 Left Strong Post CDRL Att. to Culvert 25 Sta. 300+10 To 300+35 Left Strong Post CDRL Att. to Culvert 25 Sta. 300+35 To 300+60 Left TBT Type 1 100 Sta. 299+62.50 To 300+12.50 Right TBT TI (Sp) 12.5 Sta. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post CDRL Att. to Culvert 25 Sta. 300+50 To 301+57 Right 187.5 Sta. 300+50 To 301+12.50 Right Strong Post CDRL Att. to Culvert 25 Sta. 300+50 To 301+57 Right 187.5 Sta. 300+50 To 301+50 Right Strong Post CDRL Att. to Culvert 25 Sta. 300+50 To 301+12.50 To 301+12.50 Right Strong Post CDRL Att. to Culvert 25 5 Sta. 300+50 To 301+12.50 To 301+62.50 Right Strong Post CDRL Att. to Culvert 25 5 Sta. 301+12.50 To 301+62.50 Right Strong Post CDRL Att. to Culvert 25 5 Sta. 301+12.50 To 301+62.50 Right Strong Post CDRL Attached to Culvert 100 Total for all Cuardrail Removal = 3,925 Foot Total for all Strong Post | | |
| ita. 298+67.50 To 300+55 Left 187.5 Sta. 299+10 To 300+10 Left SPBCR TY A 100 Sta. 300+10 To 300+35 Left Strong Post GDRL Att. to Culvert 25 Sta. 300+10 To 300+35 To 300+60 Left TBT Type 1 25 Sta. 300+12.50 To 300+12.50 Right TBT T1 (Sp) 26 Sta. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+57 Right 187.5 Sta. 300+50 To 301+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+57 Right 187.5 Sta. 300+50 To 301+62.50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+62.50 To 301+62.50 Right Strong Post GDRL Att. to Culvert 25 26 Sta. 301+12.50 To 301+62.50 Right TBT T1 (Sp) 26 27 27 Sta. 301+12.50 To 301+62.50 Right TBT T1 (Sp) 26 27 27 Total for all Guardrail Removal = 3,925 Foot <td< td=""><td></td><td>1</td></td<> | | 1 |
| ita. 298+67.50 To 300+55 Left 187.5 Sta. 299+10 To 300+10 Left SPBCR TY A 100 Sta. 300+10 To 300+35 Left Strong Post GDRL Att. to Culvert 25 Sta. 300+10 To 300+35 To 300+60 Left TBT Type 1 25 Sta. 300+12.50 To 300+12.50 Right TBT T1 (Sp) 26 Sta. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+57 Right 187.5 Sta. 300+50 To 301+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+57 Right 187.5 Sta. 300+50 To 301+62.50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+62.50 To 301+62.50 Right Strong Post GDRL Att. to Culvert 25 26 Sta. 301+12.50 To 301+62.50 Right TBT T1 (Sp) 26 27 27 Sta. 301+12.50 To 301+62.50 Right TBT T1 (Sp) 26 27 27 Total for all Guardrail Removal = 3,925 Foot <td< td=""><td>Sta. 298+60 To 299+10 Left TBT T1 (Sp)</td><td>1</td></td<> | Sta. 298+60 To 299+10 Left TBT T1 (Sp) | 1 |
| Sta. 300+10 To 300+35 Left Strong Post GDRL Att. to Culvert 25 Sta. 300+35 To 300+60 Left TBT Type 1 1 Sta. 299+62.50 To 300+12.50 Right TBT T1 (Sp) 1 Sta. 300+12.50 To 300+25 Right TBT T1 (Sp) 1 Sta. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+57 Right 187.5 Sta. 300+50 To 301+12.50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+57 Right 187.5 Sta. 300+50 To 301+12.50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+12.50 To 301+12.50 Right Strong Post GDRL Att. to Culvert 25 1 Sta. 300+50 To 301+12.50 To 301+62.50 Right SPBGR TY A 62.5 1 Sta. 301+12.50 To 301+62.50 Right TBT T1 (Sp) 1 1 Total for all Cuardrail Removal = 3,925 Foot Total for all SPBGR, Type A, 9 Foot Posts = 3,287.50 1 Total for all Strong Post GDRL Attached to Culvert 100 100 100 100 Total for all TBT, Type 1 (| | |
| Sta. 300+35 To 300+60 Left TBT Type 1 Image: constraint of the system of the syst | | |
| Image: Stale of the system | | 1 |
| Sta. 300+12.50 To 300+25 Right SPBGR TY A 12.5 Ita. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+12.50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+12.50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+12.50 Right SPBGR TY A 62.5 Sta. 301+12.50 To 301+62.50 Right TBT T1 (Sp) 62.5 Total for all Guardrail Removal = 3,925 Foot Total for all SPBGR, Type A, 9 Foot Posts = 3,287.50 Total for all Strong Post GDRL Attached to Culvert 100 Total for all TBT, Type 1 (Special) Tangent 10 | | |
| ita. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 25 Sta. 300+50 To 301+12.50 Right SPBCR TY A 62.5 Sta. 301+12.50 To 301+62.50 Right TBT T1 (Sp) 10 Total for all Guardrail Removal = 3,925 Foot Total for all SPBCR, Type A, 9 Foot Posts = 3,287.50 Total for all Strong Post GDRL Attached to Culvert = 100 Total for all TBT, Type 1 (Special) Tangent = 13 | Sta. 299+62.50 To 300+12.50 Right TBT T1 (Sp) | 1 |
| Sta. 300+50 To 301+12.50 Right SPBGR TY A 62.5 Sta. 301+12.50 To 301+62.50 Right TBT T1 (Sp) Image: Comparison of the second seco | Sta. 300+12.50 To 300+25 Right SPBGR TY A 12 | 2.5 |
| Sta. 301+12.50 To 301+62.50 Right TBT T1 (Sp) Total for all Cuardrail Removal = 3,925 Foot Total for all SPBGR, Type A, 9 Foot Posts = 3,287.50 Total for all Strong Post GDRL Attached to Culvert = 100 Total for all TBT, Type 1 (Special) Tangent = 13 | ta. 299+69.50 To 301+57 Right 187.5 Sta. 300+25 To 300+50 Right Strong Post GDRL Att. to Culvert 2 | 25 |
| Total for all Guardrail Removal = 3,925 Foot Total for all SPBGR, Type A, 9 Foot Posts = 3,287.50 Total for all Strong Post GDRL Attached to Culvert = 100 Total for all TBT, Type 1 (Special) Tangent = 13 | | 2.5 |
| Total for all Strong Post GDRL Attached to Culvert = 100 Total for all TBT, Type 1 (Special) Tangent = 13 | Sta. 301+12.50 To 301+62.50 Right TBT T1 (Sp) | 1 |
| Total for all Strong Post GDRL Attached to Culvert = 100 Total for all TBT, Type 1 (Special) Tangent = 13 | | |
| Total for all TBT, Type 1 (Special) Tangent = 13 | | |
| | | |
| I total for all IBI, Type 1 = 1 | | |
| CLASS D PATCHES 9" SCHEDULE Section 17-00045-06-RS | CLASS D PATCHES 9" SCHEDULE | |



| | | ROUTE | COUNTY | | SHEET/ |
|--|---|-------------|-------------|----------------|---------|
| PAINT PAVEMENT MARKING SCHEDULE | PAINT PAVEMENT MARKING SCHEDULE | FAS 863 | Randolph | 17-00039-08-RS | 6/6 |
| LOCATION LIMITS LENGTH | LOCATION LIMITS LENGTH | Contract No | | | ~ |
| 17-00039-08-RS | 17-00045-06-RS | Paint Pave | ment Markir | ng – Line 4" . | Schedul |
| CH2 - From CH5 to CH19: | CH5 - From TR 311 to Illinis Route 3: | | | | |
| NO PASSING ZONES | NO PASSING ZONES | | | | |
| Left Sta. 116+00 To Sta. 120+10 410 Ft. Right Sta. 132+00 To Sta. 142+26 966 Ft. Left Sta. 141+40 To 143+00 1.536 Ft. TOTAL NO PASSING ZONES 2,912 Ft. SKIP DASH | RightSta. $4+37.72$ To Sta. $20+30$ 1,593 Ft.LeftSta. $4+37.72$ To Sta. $31+38$ 2,701 Ft.RightSta. $26+34$ To Sta. $47+46.57(Bk.)$ 2,113 Ft.LeftSta. $37+51$ To Sta. $47+46.57(Bk.)$ 996 Ft.RightSta. $46+63.15(Ah.)$ To Sta. $64+06$ 1,743 Ft.LeftSta. $46+63.15(Ah.)$ To Sta. $78+24$ 3,161 Ft.RightSta. $73+20$ To Sta. $135+77.30(Bk.)$ 6,258 Ft. | | | | |
| Sta. 116+00 To Sta. 141+40 2,540 Ft. Sta. 142+26 To Sta. 143+00 <u>74 Ft.</u> 2,614 Ft. @ 25%= <u>654 Ft.</u> <u>TOTAL YELLOW LINE</u> 3,566 Ft. <u>EDGE LINE</u> | LeftSta. $83+88$ ToSta. $135+77.30(Bk.)$ $5,190$ Ft.RightSta. $135+54.83(Ah.)$ ToSta. $146+14$ $1,060$ Ft.LeftSta. $135+54.83(Ah.)$ ToSta. $156+96$ $2,142$ Ft.RightSta. $152+48$ ToSta. $196+06.48(Bk.)$ $4,359$ Ft.LeftSta. $163+70$ ToSta. $196+06.48(Bk.)$ $3,237$ Ft.RightSta. $196+71.07(Ah.)$ ToSta. $205+48$ 877 Ft.LeftSta. $196+71.07(Ah.)$ ToSta. $216+75$ $2,004$ Ft. | | | | |
| Lt. & Rt. Sta. 116+00 To Sta. 143+00 5,400 Ft. (Excludes gap © CH 19) <u>-135 Ft.</u> <u>TOTAL WHITE LINE</u> 5,265 Ft. <u>CH5 - From CH2 to TR 311:</u> | RightSta. $221+88$ ToSta. $286+16$ 6,428 Ft.LeftSta. $233+24$ ToSta. $260+00$ 2,676 Ft.LeftSta. $269+02$ ToSta. $288+16.67(Bk.)$ 1,915 Ft.LeftSta. $288+07.60(Ah.)$ ToSta. $295+64$ 757 Ft.RightSta. $291+10$ ToSta. $305+90$ 1,480 Ft.LeftSta. $301+88$ ToSta. $314+48.14(Bk.)$ 1,261 Ft.LeftSta. $314+47.24(Ah.)$ ToSta. $316+64$ 217 Ft. | | | | |
| <u>NO PASSING ZONES</u> | TOTAL NO PASSING ZONES 52,168 Ft. | | | | |
| Right Sta. 222+55 To Sta. 239+68 1,713 Ft. Left Sta. 231+90 To Sta. 250+83 1,893 Ft. Right Sta. 246+00 To Sta. 264+41.40(Bk.) 1,842 Ft. Right Sta. 264+67.70(Ah.) To Sta. 281+58.30(Bk.) 1,691 Ft. Left Sta. 277+41.30(Ah.) To Sta. 298+02 2,061 Ft. Left Sta. 277+41.30(Ah.) To Sta. 308+76 3,135 Ft. Right Sta. 307+68 To Sta. 340+09.72 3,242 Ft. Left Sta. 318+84 To Sta. 340+09.72 2,126 Ft. TOTAL NO PASSING ZONES 20,121 Ft. SKIP DASH Sta. 220+60 To Sta. 231+90 1,130 Ft. | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | | | | |
| Sta. 239+68 To Sta. 246+00 632 Ft. Sta. 250+83 To Sta. 257+15 632 Ft. | $10,021 \ Ft. @ 25\% = 2.506 \ Ft.$ | | | | |
| Sta. 298+02 To Sta. 307+68 966 Ft. Sta. 308+76 To Sta. 318+84 1.008 Ft. 4,368 Ft. 925%= 1.092 Ft. TOTAL YELLOW LINE 21,213 Ft. EDGE LINE 1.092 Ft. | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | | | | |
| Lt. & Rt. Sta. 220+60 To Sta. 264+41.40(Bk.) 8,764 Ft. Lt. & Rt. Sta. 264+67.70(Ah.) To Sta. 281+58.30(Bk.) 3,382 Ft. Lt. & Rt. Sta. 277+41.30(Ah.) To Sta. 340+09.72 12,538 Ft. | (Excludes 4 gaps @ Sideroads Lt.) -323 Ft. (Excludes 5 gaps @ Sideroads Rt.) -339 Ft. | | | | |
| (Excludes gap @ St. Peter's Lutheran Church Entrance Rt.) <u>-65 Ft.</u> <u>TOTAL WHITE LINE</u> 24,619 Ft. | <u>TOTAL WHITE LINE</u> 61,965 Ft. 17–00045–06–RS SUBTOTAL PAINT PAVEMENT MARKING LINE 4"= 116,639 Ft. | | | | |
| 17–00039–08–RS SUBTOTAL PAINT PAVEMENT MARKING LINE 4"= 54,663 Ft. | 17-00039-08-RS & 17-00045-06-RS TOTAL PAINT PAVEMENT MARKING LINE 4"= 171,302 Ft. | | | | |