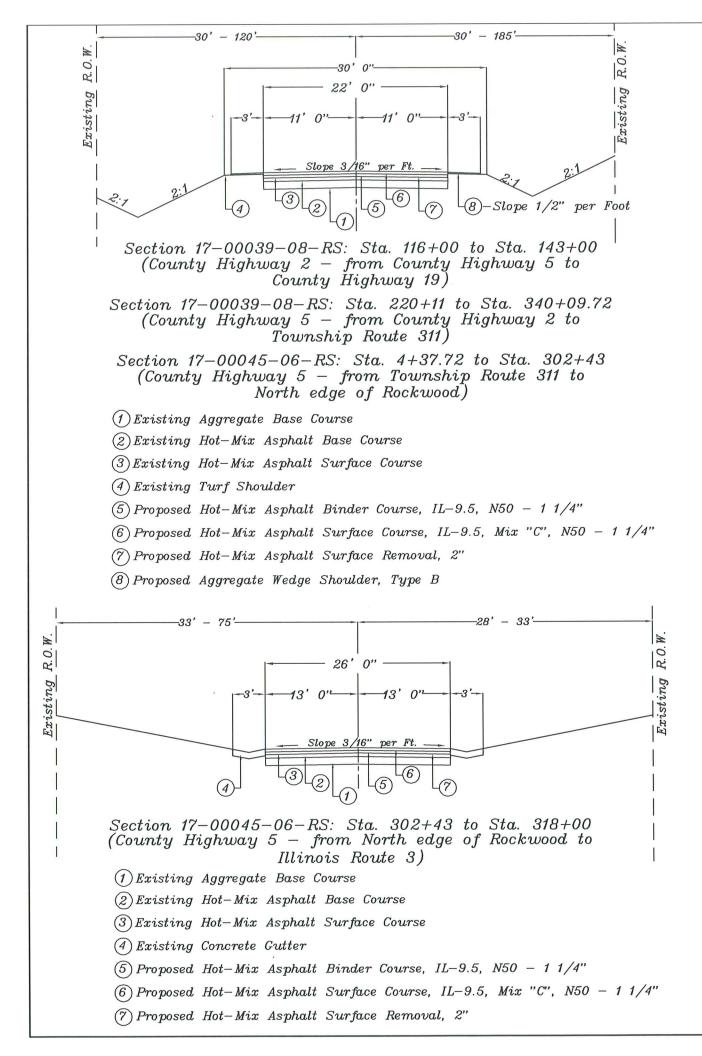
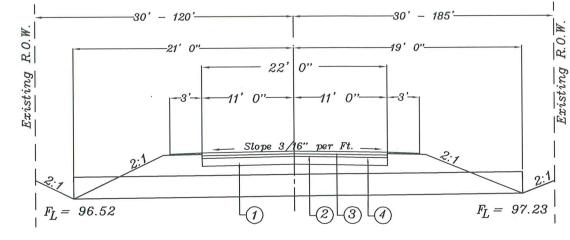
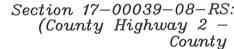


2 9 P				ROUTE COUNTY SECTION SHEET
	SUMMARY OF QUANTITIES		·	FAS 863 Randolph 17-00039-08-RS 2/6
PAY ITEM			<u>QUANTITY</u>	Contract No. 97765
20800150	Trench Backfill	Cu Yd	7	Summary of Quantities, Project Stationing and Lengths and General Notes.
40600290	Bituminous Materials (Tack Coat)	Pound	76,727	
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	<ol> <li>Proposed Pavement Markings shall match Existing Pavement Markings.</li> <li>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</li> </ol>
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	

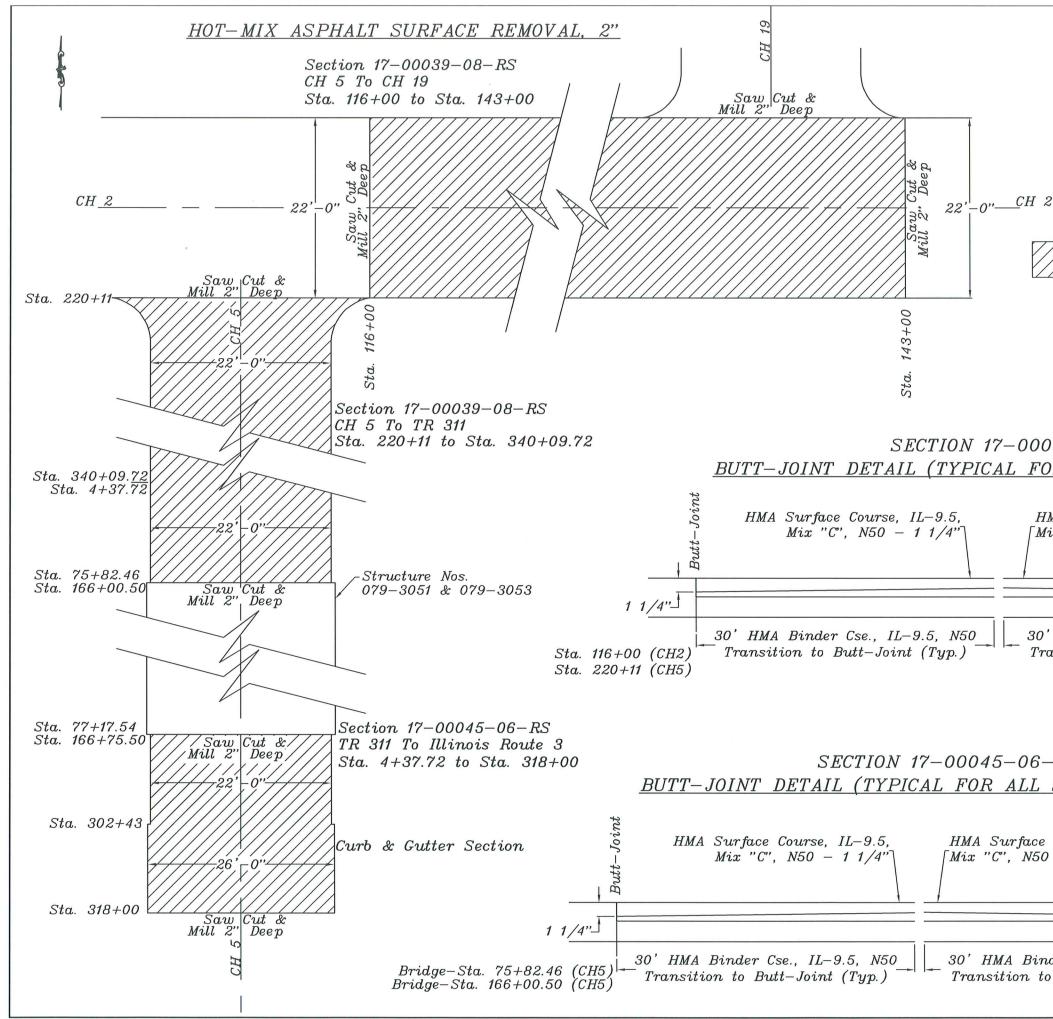
ROUTE	COUNTY	SECTION	SHEET/OF					
FAS 863	Randolph	17–00039–0 <b>8</b> –RS	3/6					
Contract No. 97765								
Typical Sections, Crossroad Culvert Section and Schedule and HMA Mixture Requirements.								

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 -  $1 \frac{1}{4''}$ 

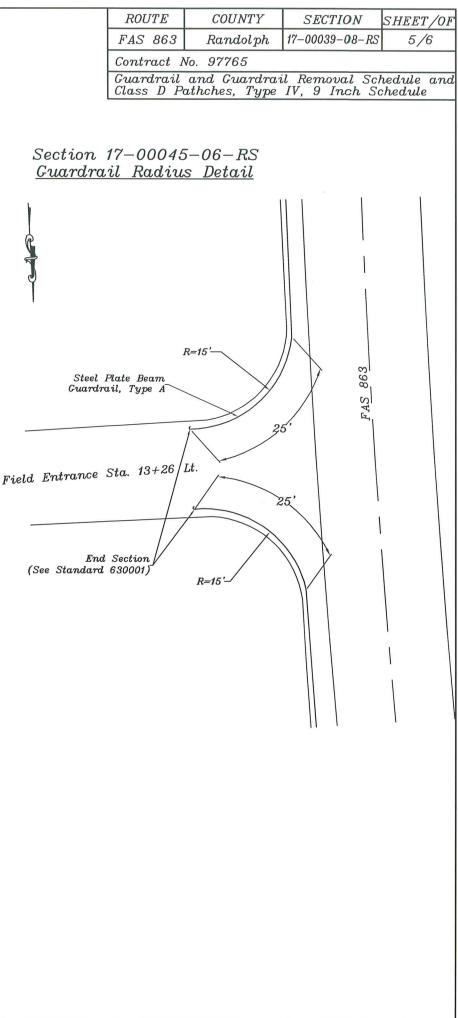
(3) Proposed Hot-Mix Asphalt Surface Course, IL-9.5, Mix "C", N50 - 1 1/4"

(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	<b><i>TATIONS</i></b>	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
Sta. 13+56 To 19+92.5 Laft         SPECE TY A         \(\no.12, 0, 25\)           Sta. 13+56 To 19+95 Laft         625         \(\no.12, 0, 25\)         TR datus Rait ending @ Sta. 13+55)           Sta. 19+92.5 To 20+42.5 Laft         TBT TI (Sp)         Image: Comparison of the system of the syst	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. 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       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       22         Sta. 12+12.5 To 19+00 Right       SPBCR TY A       687         Sta. 86+45 To 86+95 Right       TBT T1 (Sp)          Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       SPBCR TY A       57         Sta. 190+57 To 193+32 Right       275       Sta. 191+07 To 192+82 Right       SPBCR TY A       17	62.5 +55) 1 200 25 37.5 1 575
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.       <math>13+40</math> To <math>19+65</math> Left       <math>625</math> <math>*(Includes 25' of Radius Rail ending @ Sta. 13+Sta. 19+92.5 To <math>20+42.5</math> Left       <math>TBT T1 (Sp)</math>         Sta.       <math>19+92.5</math> To <math>20+42.5</math> Left       <math>TBT T1 (Sp)</math> <math>Sta. 19+92.5</math> To <math>20+42.5</math> Left       <math>TBT T1 (Sp)</math>         Sta.       <math>9+37.5</math> To <math>9+87.5</math> Right       <math>TBT T1 (Sp)</math> <math>Sta. 9+37.5</math> To <math>9+87.5</math> Right       <math>TBT T1 (Sp)</math>         Sta.       <math>9+37.5</math> To <math>11+87.5</math> Right       <math>SPBGR TY A</math> <math>200</math>         Sta.       <math>9+87.5</math> To <math>12+12.5</math> Right       <math>Strong Post GDRL Att. to Culvert 2.5</math>         Sta.       <math>19+22.5</math> To <math>19+00</math> Right       <math>SPBGR TY A</math> <math>680</math>         Sta.       <math>12+12.5</math> To <math>19+00</math> Right       <math>SPBGR TY A</math> <math>680</math>         Sta.       <math>12+12.5</math> To <math>19+00</math> Right       <math>TBT T1 (Sp)</math> <math>Sta. 19+00</math> To <math>19+50</math> Right       <math>TBT T1 (Sp)</math>         Sta.       <math>86+45</math> To <math>86+95</math> Right       <math>TBT T1 (Sp)</math> <math>Sta. 86+45</math> To <math>93+20</math> Right       <math>SPBGR TY A</math> <math>570</math>         Sta.       <math>86+45</math> To <math>93+20</math> Right       <math>675</math> <math>Sta. 86+95</math> To <math>92+70</math> Right       <math>TBT T1 (Sp)</math> <math>Sta. 92+70</math> To <math>93+20</math> Right       <math>TBT T1 (Sp)</math> <math>Sta. 190+57</math> To <math>191+07</math> Right       <math>TBT T1 (Sp)</math> <math>Sta. 190+57</math> To <math>191+07</math> Right       <math>TBT T1 (Sp)</math> <math>Sta. 190+57</math> To <math>191+07</math> Right       <math>TBT T1 (Sp)</math> <math>Sta. 190+57</math> To <math>192+82</math> 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
Sta. 9+87.5 To 11+87.5 Right         SPBCR TY A         200           ta. 9+42 To 19+42 Right         1000         Sta. 11+87.5 To 12+12.5 Right         Strong Post CDRL Att. to Culvert         25           ta. 9+42 To 19+42 Right         1000         Sta. 11+87.5 To 19+00 Right         Strong Post CDRL Att. to Culvert         25           Sta. 19+00 To 19+50 Right         TBT TI (Sp)         687.5         687.5         687.5           Sta. 66+45 To 86+95 Right         TBT TI (Sp)         575         57           sta. 86+45 To 93+20 Right         SPBCR TY A         575           sta. 92+70 To 93+20 Right         SPBCR TY A         575           sta. 190+57 To 191+07 Right         TBT TI (Sp)         76           sta. 190+57 To 193+32 Right         SPBCR TY A         175           sta. 190+57 To 193+32 Right         SPBCR TY A         175           sta. 190+57 To 193+32 Right         SPBCR TY A         175           sta. 190+57 To 193+32 Right         SPBCR TY A         175           sta. 190+57 To 193+32 Right         SPBCR TY A         175           sta. 190+67 To 193+32 Right         SPBCR TY A         175           sta. 190+67 To 193+32 Right         STBT TI (Sp)         150           sta. 190+67 To 193+32 Right         SPBCR TY A         176	Sta. 9+87.5 To 11+87.5 Right       SPBCR TY A       20         ta. 9+42 To 19+42 Right       1000       Sta. 11+87.5 To 12+12.5 Right       Strong Post GDRL Att. to Culvert       21         Sta. 12+12.5 To 19+00 Right       Strong Post GDRL Att. to Culvert       21         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. 19+00 To 19+50 Right       TBT T1 (Sp)       11         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       TBT T1 (Sp)         ta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       STBT T1 (Sp)         ta. 86+45 To 93+20 Right       675       Sta. 190+57 To 191+07 Right       TBT T1 (Sp)         ta. 190+57 To 193+32 Right       275       Sta. 191+07 To 192+82 Right       SPBCR TY A       17	200 25 37.5 1 575
Sta. 9+87.5 To 11+87.5 Right       SPBCR TY A       200         ita. 9+42 To 19+42 Right       1000       Sta. 11+87.5 To 12+12.5 Right       Strong Post CDRL Att. to Culvert       25         ita. 9+42 To 19+42 Right       1000       Sta. 11+87.5 To 12+12.5 Right       Strong Post CDRL Att. to Culvert       25         Sta. 12+12.5 To 19+00 Right       STBOR TY A       667.5       667.5         Sta. 19+00 To 19+50 Right       TBT TI (Sp)       667.5         Sta. 86+45 To 86+95 Right       TBT TI (Sp)       575         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       SPBCR TY A       575         ita. 86+45 To 193+32 Right       675       Sta. 190+57 To 191+07 Right       TBT TI (Sp)       675         ita. 190+57 To 193+32 Right       275       Sta. 190+57 To 193+32 Right       TBT TI (Sp)       675         sta. 280+44 To 285+94 Right       255       Sta. 280+44 To 280+94 Right       TBT TI (Sp)       676         sta. 280+44 To 285+94 Right       550       Sta. 280+44 To 285+94 Right       TBT TI (Sp)       676         sta. 280+60 To 299+10 Left       TBT TI (Sp)       676       576       576       576         sta. 298+60 To 299+10 Left       SPBCR TY A       450       576       576       576       576       576	Sta. 9+87.5 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 GDRL Att. to Culvert       21         Sta. 12+12.5 To 19+00 Right       Strong Post GDRL Att. to Culvert       21         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       TBT T1 (Sp)       1000         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       TBT T1 (Sp)         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       SPBCR TY A       57         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       SPBCR TY A       57         Sta. 190+57 To 193+32 Right       275       Sta. 190+57 To 192+82 Right       SPBCR TY A       17	200 25 37.5 1 575
ita. $9+42$ To $19+42$ Right $1000$ Sta. $11+87.5$ To $12+12.5$ Fo $19+00$ Right       Strong Post CDRL Att. to Culvert $25$ Sta. $12+12.5$ To $19+00$ Right $SPEGR$ TY A $687.5$ Sta. $19+00$ To $19+00$ Right $SPEGR$ TY A $687.5$ Sta. $19+00$ To $19+50$ Right $TBT$ TI (Sp) $1000$ Sta. $86+45$ To $96+95$ Right $TBT$ TI (Sp) $1000$ Sta. $86+45$ To $93+20$ Right $SPEGR$ TY A $575$ Sta. $92+70$ To $93+20$ Right $SPEGR$ TY A $575$ Sta. $19+67$ To $191+67$ Right $TBT$ TI (Sp) $1000$ Sta. $190+57$ To $193+32$ Right $TBT$ TI (Sp) $1000$ Sta. $190+57$ To $193+32$ Right $TBT$ TI (Sp) $1000$ Sta. $190+57$ To $193+32$ Right $TBT$ TI (Sp) $1000$ Sta. $190+57$ To $193+32$ Right $TBT$ TI (Sp) $1000$ Sta. $280+44$ To $280+94$ Right $TBT$ TI (Sp) $1000$ </td <td>Sta. 9+42 To 19+42 Right       1000       Sta. 11+87.5 To 12+12.5 Right       Strong Post GDRL Att. to Culvert       23         Sta. 12+12.5 To 19+00 Right       SPBGR TY A       687         Sta. 19+00 To 19+50 Right       TBT T1 (Sp)       687         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       TBT T1 (Sp)         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       TBT T1 (Sp)         Sta. 80+95 To 93+20 Right       675       Sta. 92+70 To 93+20 Right       TBT T1 (Sp)         Sta. 190+57 To 191+07 Right       TBT T1 (Sp)       675         Sta. 190+57 To 193+32 Right       275       Sta. 191+07 To 192+82 Right       SPBGR TY A       17</td> <td>25 37.5 1 575</td>	Sta. 9+42 To 19+42 Right       1000       Sta. 11+87.5 To 12+12.5 Right       Strong Post GDRL Att. to Culvert       23         Sta. 12+12.5 To 19+00 Right       SPBGR TY A       687         Sta. 19+00 To 19+50 Right       TBT T1 (Sp)       687         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       TBT T1 (Sp)         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       TBT T1 (Sp)         Sta. 80+95 To 93+20 Right       675       Sta. 92+70 To 93+20 Right       TBT T1 (Sp)         Sta. 190+57 To 191+07 Right       TBT T1 (Sp)       675         Sta. 190+57 To 193+32 Right       275       Sta. 191+07 To 192+82 Right       SPBGR TY A       17	25 37.5 1 575
Sta. 12+12.5 To 19+00 Right         SPBCR TY A         687.5           Sta. 19+00 To 19+50 Right         TBT TI (Sp)         1           Sta. 86+45 To 86+95 Right         TBT TI (Sp)         1           Sta. 86+45 To 93+20 Right         675         Sta. 86+95 To 92+70 Right         SPBCR TY A         575           Sta. 86+45 To 93+20 Right         675         Sta. 86+95 To 92+70 Right         SPBCR TY A         575           Sta. 190+57 To 193+32 Right         675         Sta. 190+57 To 191+07 Right         TBT TI (Sp)         1           Sta. 190+57 To 193+32 Right         275         Sta. 191+07 To 193+32 Right         TBT TI (Sp)         1           Sta. 190+57 To 193+32 Right         275         Sta. 192+82 To 193+32 Right         TBT TI (Sp)         1           Sta. 190+57 To 193+32 Right         275         Sta. 192+82 To 193+32 Right         TBT TI (Sp)         1           Sta. 192+82 To 193+32 Right         275         Sta. 280+44 To 280+94 Right         TBT TI (Sp)         1           Sta. 280+44 To 280+94 Right         550         Sta. 280+44 To 286+94 Right         TBT TI (Sp)         1           Sta. 299+60 To 299+10 Left         TBT TI (Sp)         1         1           Sta. 299+60 To 300+51 Left         187.5         Sta. 209+10 To 300+612 Left         TBT TI (Sp) <td< td=""><td>Sta. 12+12.5 To 19+00 Right       SPBCR TY A       687         Sta. 19+00 To 19+50 Right       TBT T1 (Sp)       687         Sta. 86+45 To 86+95 Right       TBT T1 (Sp)       675         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       TBT T1 (Sp)         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       SPBCR TY A       57         Sta. 86+95 To 92+70 Right       TBT T1 (Sp)       57         Sta. 92+70 To 93+20 Right       TBT T1 (Sp)       57         Sta. 190+57 To 191+07 Right       TBT T1 (Sp)       57         Sta. 190+57 To 193+32 Right       275       Sta. 191+07 To 192+82 Right       SPBCR TY A       17</td><td>87.5 1 575</td></td<>	Sta. 12+12.5 To 19+00 Right       SPBCR TY A       687         Sta. 19+00 To 19+50 Right       TBT T1 (Sp)       687         Sta. 86+45 To 86+95 Right       TBT T1 (Sp)       675         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       TBT T1 (Sp)         Sta. 86+45 To 93+20 Right       675       Sta. 86+95 To 92+70 Right       SPBCR TY A       57         Sta. 86+95 To 92+70 Right       TBT T1 (Sp)       57         Sta. 92+70 To 93+20 Right       TBT T1 (Sp)       57         Sta. 190+57 To 191+07 Right       TBT T1 (Sp)       57         Sta. 190+57 To 193+32 Right       275       Sta. 191+07 To 192+82 Right       SPBCR TY A       17	87.5 1 575
Sta. 19+00 To 19+50 Right       TBT T1 (Sp)       Image: constraint of the second seco	Sta. 19+00 To 19+50 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       675         Sta. 86+95 To 92+70 Right       SPBGR TY A         Sta. 92+70 To 93+20 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 192+82 Right       SPBGR TY A	1 575
ita.       86+45 To 93+20 Right       SPBCR TY A       575         Sta.       92+70 To 93+20 Right       TBT TI (Sp)       575         Sta.       92+70 To 93+20 Right       TBT TI (Sp)       575         Sta.       190+57 To 191+07 Right       TBT TI (Sp)       575         ita.       190+57 To 191+07 Right       TBT TI (Sp)       175         Sta.       190+57 To 192+82 Right       SPBCR TY A       175         Sta.       192+82 To 193+32 Right       SPBCR TY A       175         Sta.       192+82 To 193+32 Right       TBT TI (Sp)       1         Sta.       192+82 To 193+32 Right       TBT TI (Sp)       1         Sta.       192+82 To 193+32 Right       TBT TI (Sp)       1         Sta.       280+44 To 280+94 Right       TBT TI (Sp)       1         ta.       280+44 To 285+94 Right       SPBCR TY A       450         Sta.       280+60 To 299+10 Left       TBT TI (Sp)       1         ta.       298+60 To 300+55 Left       187.5       Sta.       299+10 To 300+10 Left       SPBCR TY A       100         Sta.       299+60.50 To 300+55 Left       187.5       Sta.       209+62.50 To 300+60 Left       TBT TYpe 1       100         Sta.       209+62.50 To 30	Sta.       86+45 To 93+20 Right       675       Sta.       86+95 To 92+70 Right       SPBGR TY A       57         Sta.       92+70 To 93+20 Right       TBT T1 (Sp)       57         Sta.       190+57 To 191+07 Right       TBT T1 (Sp)       57         Sta.       190+57 To 192+82 Right       SPBGR TY A       17	575
ta.       86+45 To 93+20 Right       SPBCR TY A       575         Image: Stall	ta.       86+45 To 93+20 Right       675       Sta.       86+95 To 92+70 Right       SPBGR TY A       57         Sta.       92+70 To 93+20 Right       TBT T1 (Sp)       57         Sta.       190+57 To 191+07 Right       TBT T1 (Sp)       57         Ita.       190+57 To 193+32 Right       275       Sta. 191+07 To 192+82 Right       SPBGR TY A       17	575
Sta.       92+70 To 93+20 Right       TBT TI (Sp)         Sta.       190+57 To 193+32 Right       TBT TI (Sp)         Sta.       190+57 To 191+07 Right       TBT TI (Sp)         Sta.       191+67 To 192+82 Right       SPBCR TY A       175         Sta.       192+82 To 193+32 Right       TBT TI (Sp)       175         Sta.       192+82 To 193+32 Right       TBT TI (Sp)       175         Sta.       275       Sta.       192+82 To 193+32 Right       TBT TI (Sp)         Sta.       280+44 To 280+94 Right       TBT TI (Sp)       1         Sta.       280+44 To 280+94 Right       SPECR TY A       450         Sta.       280+44 To 280+94 Right       TBT TI (Sp)       1         Sta.       280+44 To 280+94 Right       TBT TI (Sp)       1         Sta.       280+44 To 280+94 Right       TBT TI (Sp)       1         Sta.       280+60 To 299+10 Left       TBT TI (Sp)       1         Sta.       298+60 To 390+10 Left       SPECR TY A       100         Sta.       298+60 To 390+10 Left       SPECR TY A       100         Sta.       299+62.50 To 300+12.50 Right       Strong Post CDRL Att. to Culvert       25         Sta.       300+12.50 To 300+12.50 Right       SPECR TY A <td>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       192+82       Right       SPBCR       TY       A       17</td> <td></td>	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       192+82       Right       SPBCR       TY       A       17	
Sta. 190+57 To 193+32 Right       Sta. 191+07 To 192+82 Right       TBT TI (Sp)         ta. 190+57 To 193+32 Right       275       Sta. 191+07 To 192+82 Right       SPBCR TY A       175         sta. 192+82 To 193+32 Right       SPBCR TY A       175       175         sta. 192+82 To 193+32 Right       SPBCR TY A       175         sta. 192+82 To 193+32 Right       SPBCR TY A       175         sta. 280+44 To 280+94 Right       TBT TI (Sp)       1         sta. 280+44 To 285+94 Right       SPBCR TY A       450         sta. 280+44 To 285+94 Right       SPBCR TY A       450         sta. 280+44 To 285+94 Right       SPBCR TY A       450         sta. 285+44 To 285+94 Right       SPBCR TY A       100         sta. 298+67.50 To 300+55 Left       187.5       Sta. 299+10 Left       SPBCR TY A       100         sta. 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+55 To 300+55 Left       187.5       Sta. 300+35 To 300+60 Left       SPBCR TY A       100         sta. 300+10 To 300+25 To 300+12.50 Right       SPBCR TY A       12.5       12.5         sta. 300+52 To 300+52 Right       TBT T1 (Sp)       12.5       12.5         sta. 300+52 To 300+52 Right       SPBCR TY A	Sta. 190+57 To 193+32 Right         Sta. 191+07 To 192+82 Right         TBT T1 (Sp)	1
ta. 190+57 To 193+32 Right       275       Sta. 191+07 To 192+82 Right       SPBCR TY A       175         Sta. 192+82 To 193+32 Right       TBT TI (Sp)       1         Sta. 280+44 To 286+94 Right       TBT TI (Sp)       1         ta. 280+44 To 285+94 Right       550       Sta. 280+94 To 285+94 Right       TBT TI (Sp)         ta. 280+44 To 285+94 Right       550       Sta. 280+94 To 285+94 Right       TBT TI (Sp)         ta. 280+44 To 285+94 Right       550       Sta. 280+94 To 285+94 Right       TBT TI (Sp)         ta. 298+67.50 To 300+55 Left       187.5       Sta. 299+10 To 300+10 Left       TBT TI (Sp)         ta. 298+67.50 To 300+55 Left       187.5       Sta. 299+10 To 300+35 Left       Strong Post GDRL Att. to Culvert       25         sta. 300+10 To 300+35 To 300+60 Left       TBT TI (Sp)       100       100       12.5         sta. 300+12.50 To 300+55 Left       187.5       Sta. 300+10 To 300+35 Left       Strong Post GDRL Att. to Culvert       25         sta. 300+12.50 To 300+52 Right       SPBCR TY A       12.5       12.5       12.5       12.5       12.5         sta. 300+12.50 To 301+12.50 Right       Strong Post CDRL Att. to Culvert       25       25       25       25       25       25       25       25       25       25       25       25 </td <td>ta. 190+57 To 193+32 Right 275 Sta. 191+07 To 192+82 Right SPBCR TY A 17</td> <td></td>	ta. 190+57 To 193+32 Right 275 Sta. 191+07 To 192+82 Right SPBCR TY A 17	
ta. 190+57 To 193+32 Right       275       Sta. 191+07 To 192+82 Right       SPBCR TY A       175         Sta. 192+82 To 193+32 Right       TBT TI (Sp)       1         Sta. 280+44 To 286+94 Right       TBT TI (Sp)       1         ta. 280+44 To 285+94 Right       550       Sta. 280+94 To 285+94 Right       TBT TI (Sp)         ta. 280+44 To 285+94 Right       550       Sta. 280+94 To 285+94 Right       TBT TI (Sp)         ta. 280+44 To 285+94 Right       550       Sta. 280+94 To 285+94 Right       TBT TI (Sp)         ta. 298+67.50 To 300+55 Left       187.5       Sta. 299+10 To 300+10 Left       TBT TI (Sp)         ta. 298+67.50 To 300+55 Left       187.5       Sta. 299+10 To 300+35 Left       Strong Post GDRL Att. to Culvert       25         Sta. 300+10 To 300+35 To 300+60 Left       TBT TI (Sp)       100       100       12.5         sta. 300+12.50 To 300+55 Left       187.5       Sta. 300+10 To 300+35 Left       Strong Post GDRL Att. to Culvert       25         sta. 300+12.50 To 300+12.50 To 300+12.50 Right       TBT TI (Sp)       12.5       12.5       12.5       12.5         sta. 300+12.50 To 301+12.50 To 301+12.50 Right       Strong Post GDRL Att. to Culvert       25       25       25       25       25       25       25       25       25       25       25	ta. 190+57 To 193+32 Right 275 Sta. 191+07 To 192+82 Right SPBCR TY A 17	
Sta. 192+82 To 193+32 Right       TBT TI (Sp)         Sta. 280+44 To 285+94 Right       TBT TI (Sp)         Sta. 280+44 To 285+94 Right       SPBCR TY A         450       Sta. 280+44 To 285+94 Right         Sta. 280+44 To 285+94 Right       SPBCR TY A         Sta. 280+44 To 285+94 Right       SPBCR TY A         Sta. 280+44 To 285+94 Right       SPBCR TY A         Sta. 280+44 To 285+94 Right       TBT TI (Sp)         Sta. 280+44 To 285+94 Right       TBT TI (Sp)         Sta. 280+44 To 285+94 Right       TBT TI (Sp)         Sta. 298+60 To 299+10 Left       TBT TI (Sp)         Sta. 298+67.50 To 300+55 Left       187.5         Sta. 300+10 To 300+35 Left       Strong Post GDRL Att. to Culvert         Sta. 300+10 To 300+55 Left       TBT Type 1         Sta. 300+10 To 300+55 Left       Strong Post GDRL Att. to Culvert         Sta. 300+10 To 300+55 Left       Strong Post GDRL Att. to Culvert         Sta. 300+10 To 300+50 Right       Strong Post GDRL Att. to Culvert         Sta. 299+62.50 To 301+57 Right       187.5         Sta. 300+50 To 301+12.50 To 301+12.50 Right       SPBCR TY A         Sta. 300+50 To 301+12.50 To 301+12.50 Right       SPBCR TY A         Sta. 301+12.50 To 301+12.50 Right       SPBCR TY A         Sta. 301+12.50 To 301+62.50 Right       SPB		1
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
Sta.       280+44       To       285+94       Right       SPBCR       SPACE       450         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       TBT T1 (Sp)       100         Sta.       298+67.50       To       300+55       Left       Strong Post       CDRL Att.       to       100         Sta.       300+10       To       300+35       Left       Strong Post       CDRL Att.       to       Culturet       25       100         Sta.       300+35       To       300+12.50       Right       TBT T1 (Sp)       100 <td></td> <td></td>		
Sta. 285+44 To 285+94 Right       TBT T1 (Sp)         Sta. 298+60 To 299+10 Left       TBT T1 (Sp)         Sta. 298+67.50 To 300+55 Left       187.5         Sta. 299+60.50 To 300+55 Left       187.5         Sta. 300+10 To 300+35 Left       Strong Post GDRL Att. to Culvert         Sta. 300+10 To 300+35 Left       Strong Post GDRL Att. to Culvert         Sta. 300+55 Left       Sta. 300+10 To 300+35 Left         Sta. 300+10 To 300+35 Left       Strong Post GDRL Att. to Culvert         Sta. 300+35 To 300+60 Left       TBT T1 (Sp)         Sta. 299+62.50 To 300+12.50 Right       TBT T1 (Sp)         Sta. 299+62.50 To 300+12.50 Right       TBT T1 (Sp)         Sta. 299+62.50 To 300+12.50 Right       Strong Post GDRL Att. to Culvert         Sta. 300+12.50 To 300+12.50 Right       Strong Post GDRL Att. to Culvert         Sta. 300+12.50 To 301+12.50 Right       Strong Post GDRL Att. to Culvert         Sta. 301+12.50 To 301+12.50 Right       SPBGR TY A         Sta. 301+12.50 To 301+62.50 Right       SPBGR TY A         Sta. 301+12.50 To 301+62.50 Right       SPBGR TY		1
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.				