

BITUMINOUS SCHEDULE

| LOCATION | REMARKS | 30300112 | 30300124 | 35101400 | 40600200 | 40600300 | 40600525 | 40600837 | 40600982 | 40603080 | 40603310 | 40603335 | 40603415 | INCIDENTAL | 40800050 | |
|--------------------------|--|--|--|-------------------------------------|---|---------------------------|---|--|---|------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------------|---|------------------------------|
| | | AGGREGATE SUBGRADE IMPROVEMENT 12" | AGGREGATE SUBGRADE IMPROVEMENT 24" | AGGREGATE BASE COURSE, TYPE B | BITUMINOUS MATERIALS (PRIME COAT) | AGGREGATE (PRIME COAT) | LEVELING BINDER (HAND METHOD) N50 | LEVELING BINDER (MACHINE METHOD) N50 | HMA SURFACE REMOVAL BUTT JOINT | HMA BINDER CSE, IL-19.0, N50 | HMA SURFACE CSE, MIX "C", N50 | HMA SURFACE CSE, MIX "D", N50 | HMA SURFACE CSE, IL-9.5FG, N50 | HMA SURFACE CSE, IL-9.5FG, N50 | HOT-MIX ASPHALT SURFACING (SPECIAL) | HOT-MIX ASPHALT SURFACING |
| | | SQ YD | SQ YD | TON | TON | TON | TON | TON | SQ YD | TON | TON | TON | TON | TON | TON | |
| US Rte 6 | | | | | | | | | | | | | | | | |
| LT | | | | | | | | | | | | | | | | |
| 370+35.00 - 374+00.00 | 11' SHLDR (8' FINAL) | 493.16 | | | 0.26 | | | | | | 62.46 | | | | | |
| 374+00.00 - 383+14.96 | 11' SHLDR (TEMP PAV) | | | | 0.64 | | | | | | | | | | | |
| 374+00.00 - 382+00.00 | 8' SHLDR (FINAL) | | | | 0.41 | | | | | | 99.56 | | | | | |
| 383+64.66 - 394+05.08 | 11' SHLDR (TEMP PAV) | | | | 0.73 | | | | | | | | | | | |
| 385+02.41 - 394+05.08 | 8' SHLDR (FINAL) | | | | 0.46 | | | | | | 112 | | | | | |
| 394+05.08 - 397+70.00 | 11' SHLDR (8' FINAL) | 493 | | | 0.26 | | | | | | 62 | | | | | |
| RT | | | | | | | | | | | | | | | | |
| 370+60.00 - 371+07.39 | 12' SHLDR (8' FINAL) | 69 | | | 0.04 | | | | | | 9 | | | | | |
| 371+96.72 - 374+00.00 | 12' SHLDR (8' FINAL) | 297 | | | 0.16 | | | | | | 38 | | | | | |
| 374+00.00 - 379+81.75 | 12' SHLDR (8' FINAL) | 851 | | | 0.44 | | | | | | 109 | | | | | |
| 374+85.80 - 376+12.00 | 10' BIKE PATH | | | 67 | 0.08 | | | | | | | | 24 | | | |
| 376+46.11 - 381+41.07 | 10' BIKE PATH | | | 264 | 0.31 | | | | | | | | 92 | | | |
| 379+81.75 - 382+00.00 | 4' SHLDR | 125 | | | 0.06 | | | | | | 14 | | | | | |
| 385+02.41 - 394+05.08 | 15' SHLDR (8' FINAL) | 1621 | | | 0.86 | | | | | | 211 | | | | | |
| 394+04.94 - 397+70.00 | 15' SHLDR (8' FINAL) | 655 | | | 0.35 | | | | | | 85 | | | | | |
| CL | | | | | | | | | | | | | | | | |
| 374+00.00 - 375+00.00 | 2 - 12' THRU | 52 | | | 0.15 | 0.40 | | | | 15 | | | 22 | | | |
| 375+00.00 - 375+73.68 | 2 - 12' THRU | 38 | | | 0.11 | 0.29 | | | | 11 | 9 | | 17 | | | |
| 375+73.68 - 380+00.00 | 2 - 12' THRU, 14' & VAR MEDIAN | 221 | | | 1.03 | 2.70 | | | | 119 | 119 | | 136 | | | |
| 380+00.00 - 381+38.68 | 2 - 12' THRU, 14' & VAR MEDIAN, 12' & VAR TURN | 401 | | | 0.44 | 1.16 | | | | | | | 61 | | | |
| 381+38.68 - 382+00.00 | 2 - 12' THRU, 14' MEDIAN, 12' RIGHT TURN | 204 | | | 0.19 | 0.51 | | | | | | | 29 | | | |
| 385+02.41 - 387+90.08 | 2 - 12' THRU, 12' LEFT TURN | 863 | | | 0.69 | 1.82 | | | | | | | 102 | | | |
| 387+90.08 - 394+05.08 | 2 - 12' THRU, 2' - 14' & VAR MEDIAN | 888 | | | 1.49 | 3.90 | | | | | 635 | 258 | 190 | | | |
| Niabi Zoo Rd | | | | | | | | | | | | | | | | |
| Reconstruction | | | | | | | | | | | | | | | | |
| 10+19.00 - 13+19.88 | 2 - 12' THRU, VAR MEDIAN, 10' BIKE PATH | 1589 | | | | 2.41 | | 310 | | | 207 | | | | | |
| 13+19.88 - 15+75.00 | 2 - 12' THRU, 10' BIKE PATH | 709 | | | | 1.45 | | 133 | | | 102 | | | | | |
| 15+75.00 - 18+37.00 | 2 - 12' THRU | | 728 | | 0.40 | 1.05 | | 137 | | | 104 | | | | | |
| 18+37.00 - 19+75.00 | 2 - 12' THRU | | 383 | | 0.21 | 0.55 | | 72 | | | 48 | | | | | |
| 19+75.00 - 19+81.01 | 2 - 12' THRU | | 17 | | 0.01 | 0.02 | | 3 | | | 2 | | | | | |
| Resurfacing | | | | | | | | | | | | | | | | |
| 10+31.00 - 17+25.00 | LT & RT RT (Inc Surf Spl 5.5' - 8.0') | | | | | | | | 42 | | | | | | | |
| 10+31.00 - 31+00.00 | LT & RT (Surf Removal 24') | | | | | | | | | | 33 | | | 33 | | |
| 10+31.00 - 63+40.00 | LT & RT | | | | 6.00 | 47.00 | 15 | | | | 431 | | | | | |
| 17+25.00 - 21+45.00 | RT (Inc Surf Spl 5') | | | | | | | | | | 20 | | | 20 | | |
| 21+45.00 - 23+95.00 | RT (Surf Removal 5') | | | | | | | | | | 12 | | | | | |
| 23+95.00 - 31+00.00 | RT | | | | | | | | | | 33 | | | | | |
| 23+95.00 - 41+30.00 | RT (Inc Surf Spl 5') | | | | | | | | | | | | | 81 | | |
| 31+00.00 - 41+30.00 | RT | | | | | | | | | | 48 | | | | | |
| 31+00.00 - 63+40.00 | LT & RT (Surf Removal 22') | | | | | | | | | | 665 | | | | | |
| 31+50.00 - 33+40.00 | LT (Inc Surf Spl 5') | | | | | | | | | | 9 | | | 9 | | |
| 33+60.00 - 34+00.00 | LT STA (Surf Removal 5') | | | | | | | | | | | | | | | |
| 34+00.00 - 35+80.00 | MB TO LT 34+00 | | | | | | | | | | 2 | | | | | |
| 34+20.00 - 35+80.00 | LT (Inc Surf Spl 5') | | | | | | | | | | 8 | | | 8 | | |
| 35+20.00 - 35+60.00 | LT STA (Surf Removal 5') | | | | | | | | | | | | | | | |
| 35+60.00 - 36+10.00 | MB TO LT 35+60 | | | | | | | | | | 2 | | | | | |
| 36+10.00 - 37+00.00 | LT (Inc Surf Spl 5') | | | | | | | | | | 5 | | | 5 | | |
| 53+40.00 - 54+00.00 | LT STA (Surf Removal 5') | | | | | | | | | | | | | | | |
| 54+00.00 - 54+20.00 | MB TO LT 54+00 | | | | | | | | | | 3 | | | | | |
| 54+20.00 - 54+80.00 | LT (Inc Surf Spl 5') | | | | | | | | | | 3 | | | 3 | | |
| 55+10.00 - 55+70.00 | LT (Inc Surf Spl 5') | | | | | | | | | | 3 | | | 3 | | |
| 61+50.00 - 63+40.00 | ENT/MB TO LT 61+50 | | | | | | | | | | 3 | | | | | |
| | LT & RT | | | | | | | | 47 | | | | | | | |
| ENTRANCES | | | | | | | | | | | | | | | | |
| US RTE 6 | | | | | | | | | | | | | | | | |
| RT 374+68.00 | CE 35' | | | 82 | 0.00 | | | | | | | | | | 25 | |
| RT 376+29.00 | CE 35' | | | 66 | 0.08 | | | | | | | | | | 20 | |
| RT 381+41.07 - 382+25.00 | DRIVEWAY/PARKING LOT | | | 185 | 0.05 | | | | | | | | | | 13 | |
| RT 382+25.00 - 383+03.61 | PARKING LOT (AS NEEDED) | | | 302 | | | | | | | | | | | | |
| NIABIZOO ROAD | | | | | | | | | | | | | | | | |
| Reconstruction | | | | | | | | | | | | | | | | |
| LT 15+47.23 | FE 24' | | | 63 | 0.08 | | | | | | | | | | 19 | |
| LT 16+20.07 | PE 12' | | | 40 | 0.05 | | | | | | | | | | 12 | |
| LT 19+00.00 | FE 24' | | | 36 | 0.04 | | | | | | | | | | 11 | |
| Resurfacing | | | | | | | | | | | | | | | | |
| RT 40+10.00 | PE | | | | | | | | | | | | | 5 | | |
| LT 54+90.00 | PE (Surf Removal 5') | | | | | | | | | | 1 | | | | | |
| LT 55+25.00 | PE | | | | | | | | | | | | | 4 | | |
| LT 55+90.00 | PE (Surf Removal 5') | | | | | | | | | | 1 | | | | | |
| RT 57+30.00 | PE | | | | | | | | | | | | | 15 | | |
| LT 61+50.00 | PE/MB (Surf Removal 5') | | | | | | | | | | | | | | | |
| RT 62+50.00 | PE (Surf Removal 5') | | | | | | | | | | 5 | | | | | |
| | | Total | 9569 | 1128 | 1105 | 16.08 | 63.26 | 15 | 5533 | 89 | 394 | 2552 | 557 | 116 | 186 | 100 |