

13. SCHEDULE OF DRIVES AND SIDESTREETS

STATION	LOCATION	44000200		35501316		NO. APPS		APP RATE		40800100		NO. APPS		APP RATE		40800300		DEPTH SURFACE (IN)	40803310		40701851		42300400		42001300		X4022000			X4023000		
		DRIVE PAVEMENT REM SQ YD	AREA (SQ YD)	HMA BASE CSE 8 SQ YD	HMA SURFACE	HMA SURFACE (GAL/SQ YD)	AGG SURFACE	AGG SURFACE (GAL/SQ YD)	BIT MATLS PR CT GALLON	HMA SURFACE (LBS/SQ YD)	AGG SURFACE (LBS/SQ YD)	AGG PR CT TON	HMA SC "C" N50 TON	HMA PAVT FD 8 1/2 SQ YD	PCC DRIVEWAY PAVT 8 SQ YD	PROTECTIVE COAT SQ YD	TEMP ACCESS- COM ENT EACH		STAGE 1	STAGE 2	STAGE 3	TEMP ACCESS- ROAD EACH	STAGE 1	STAGE 2	STAGE 3							
22ND STREET																																
219+31	LT	303	248																				248	123		1						
222+12	RT	260	288	288	1	0.05				15	1	4				0.6	2		32							1	1	1				
222+54	LT	254	208	208	1	0.05				11	1	4				0.4	2		23							1						
225+32	LT	193	156	156	1	0.05				8	1	4				0.3	2		18							1						
226+38	RT	287	237	237	1	0.05				12	1	4				0.5	2		27							1	1					
227+46	LT	169	150	150	1	0.05				8	1	4				0.3	2		17							1						
229+09	LT	375	211																				211	106		1						
	RT	245	185	185	1	0.05				10	1	4				0.4	2		21							1	1					
232+37	RT	294	280	280	1	0.05				14	1	4				0.6	2		31							1						
236+83	LT	362	251																				251	126		1						
238+02	RT	255	235	235	1	0.05				12	1	4				0.5	2		26							1	1					
238+78	LT	178	179	179	1	0.05				9	1	4				0.4	2		20							1						
240+37	LT	167	129																				129	65		1						
240+59	RT	305	388	388	1	0.05				20	1	4				0.8	2		44							1	1					
241+02	LT	157	124																				124	62		1						
242+00	LT	623	315	315	1	0.05				16	1	4				0.6	2		35							1						
246+00	LT	164																								1						
247+25	LT	166	162																				162	81		1						
249+81	LT	376	212																				212	106		1						
	RT	213	128																				128	64		1	1					
251+90	LT	321	238	238	1	0.05				12	1	4				0.5	2		27							1						
255+69	LT	391	269	269	1	0.05				14	1	4				0.5	2		30							1						
	RT	370	278																							1	1					
257+62	LT	211	153	153	1	0.05				8	1	4				0.3	2		17							1						
258+42	RT	362	250																							1						
260+64	LT	185	150	150	1	0.05				8	1	4				0.3	2		17							1						
261+35	LT	207	178	178	1	0.05				9	1	4				0.4	2		20							1						
262+18	LT	160																								1						
263+00	LT	363	457	457	1	0.05				23	1	4				0.9	2		51							1						
264+94	LT	178	151	151	1	0.05				8	1	4				0.3	2		17							1						
265+66	LT	490																								1						
266+39	LT		480	480	1	0.05				23	1	4				0.9	2		52							1						
268+54	RT	316	283																							1	1	1				
270+07	LT	155	139	139	1	0.05				7	1	4				0.3	2		16							1						
270+64	LT	160	139	139	1	0.05				7	1	4				0.3	2		16							1						
272+54	LT	157	159	159	1	0.05				8	1	4				0.3	2		18							1						
274+80	LT	322	380																							1						
	RT	389	268																							1						
BUTTERFIELD ROAD																																
35+48	RT	103	97																													
16+78	LT		293																													
17+21	LT																															
36+58	RT	119	115																													
36+79	RT																															
MIDWEST ROAD																																
59+28	LT	125	126	126	1	0.05				7	1	4				0.3	2		14							1						
59+60	RT	77	84	84	1	0.05				5	1	4				0.2	2		9													
MACARTHUR DRIVE																																
			618		1	0.05	1	0.5	340	1	4	1	6	3.1								618				STAGE 1	STAGE 2	STAGE 3	1	STAGE 1	STAGE 2	STAGE 3
SUBTOTAL																																
																						597				25	13	3	3	0	0	
INTERSECTION STAGING **																																
																						100										
WINTER SHUTDOWN DRIVEWAY CAPPING **																																
																						600										
TOTALS																																
		10,505		5,324						614						14			1,297		618		3,407		1,707		41				3	

** NOTE: A QUANTITY OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2" HAS BEEN INCLUDED TO CAP ANY DRIVES UNDER CONSTRUCTION PRIOR TO THE WINTER SHUTDOWN STAGE. QUANTITIES ARE ESTIMATED. A QUANTITY HAS ALSO BEEN INCLUDED FOR INTERSECTION STAGING GRADING.

SEE PCC PAVT SCHEDULE FOR OVERALL TOTAL (SCHEDULE 5)