

SEAL COAT AGGREGATE			
LOCATION	STATION TO STATION	TONS	
1560TH ST	7+35.71 8+88.00	4	
T.R. 109	108+46.95 112+65.07	10	
1600TH ST	11+71.00 12+49.09	2	
1650TH ST	15+50.00 16+50.83	3	
1700TH ST	18+45.00 19+45.44	3	
1750TH ST	21+30.00 22+37.70	3	
1800TH ST	126+20.00 127+24.46	3	
2200TH ST	56+16.00 57+15.67	3	
2400TH ST	73+20.00 74+23.08	3	
TOTAL		34	

AGGREGATE (PRIME COAT)			
LOCATION	STATION TO STATION	GALLONS	
MAINLINE	142+00.00 145+44.00	4	
MAINLINE	147+81.00 151+97.96	14	
MAINLINE	151+97.96 160+00.00	9	
MAINLINE	160+00.00 180+60.00	24	
MAINLINE	180+60.00 187+00.00	4	
MAINLINE	180+60.00 187+50.00	4	
MAINLINE	187+00.00 197+20.00	5	
MAINLINE	187+50.00 197+20.00	5	
MAINLINE	197+20.00 218+50.00	25	
MAINLINE	218+50.00 223+00.00	5	
MAINLINE	223+00.00 244+50.00	25	
MAINLINE	244+50.00 249+50.00	5	
MAINLINE	249+50.00 271+00.00	25	
MAINLINE	271+00.00 276+50.00	6	
MAINLINE	276+50.00 305+16.00	33	
MAINLINE	305+16.00 323+82.00	22	
MAINLINE	323+82.00 325+50.00	2	
MAINLINE	325+50.00 329+00.00	4	
MAINLINE	329+00.00 338+30.37	11	
MAINLINE	338+30.37 352+32.45	20	
MAINLINE	352+32.45 408+30.00	62	
MAINLINE	408+30.00 464+90.00	79	
MAINLINE	464+90.00 502+08.00	53	
MAINLINE	502+08.00 520+87.00	40	
MAINLINE	520+87.00 529+00.00	12	
MAINLINE	529+00.00 534+40.00	4	
MAINLINE	534+40.00 604+90.52	100	
MAINLINE	604+90.52 617+30.82	14	
MAINLINE	617+30.82 621+24.00	5	
MAINLINE	643+15.00 689+81.63	66	
TOTAL		687	

DRIVEWAY PAVEMENT REMOVAL			
STATION	OFFSET	SQ YD	
177+48.07	LT	104	
194+25.72	RT	164	
201+34.68	LT	230	
207+54.79	LT	58	
605+50.93	LT	280	
611+33.26	LT	143	
612+69.59	LT	133	
643+47.09	RT	71	
645+03.33	LT	70	
645+82.14	RT	41	
646+85.75	RT	40	
648+30.07	RT	56	
649+02.51	RT	44	
650+86.38	RT	75	
652+25.97	RT	70	
653+95.48	RT	88	
55+58.09	LT	25	
TOTAL		1,692	

AGGREGATE SHOULDER, TYPE B 6"				
LOCATION	STATION TO STATION	OFFSET	SQ YD	
MAINLINE	149+38.00 151+97.96	RT	128	
MAINLINE	150+24.00 151+97.96	LT	97	
MAINLINE	151+97.96 160+00.00	LT	435	
MAINLINE	151+97.96 159+78.00	RT	433	
MAINLINE	160+25.00 179+90.00	LT	945	
MAINLINE	160+43.00 180+15.00	RT	1,010	
MAINLINE	180+60.00 187+00.00	LT	356	
MAINLINE	180+85.00 187+50.00	RT	369	
MAINLINE	187+00.00 197+20.00	LT	567	
MAINLINE	187+50.00 197+20.00	RT	511	
MAINLINE	197+20.00 218+50.00	LT	1,094	
MAINLINE	197+20.00 218+50.00	RT	1,146	
MAINLINE	218+50.00 223+00.00	LT	219	
MAINLINE	218+50.00 223+00.00	RT	219	
MAINLINE	223+00.00 244+50.00	LT	1,178	
MAINLINE	223+00.00 244+50.00	RT	1,194	
MAINLINE	244+50.00 249+50.00	LT	209	
MAINLINE	244+50.00 249+50.00	RT	248	
MAINLINE	249+50.00 271+00.00	LT	1,175	
MAINLINE	249+50.00 271+00.00	RT	1,194	
MAINLINE	271+00.00 276+50.00	LT	275	
MAINLINE	271+00.00 276+50.00	RT	275	
MAINLINE	276+50.00 305+16.00	LT	1,562	
MAINLINE	276+50.00 305+16.00	RT	1,547	
MAINLINE	305+16.00 323+82.00	LT	661	
MAINLINE	305+16.00 323+82.00	RT	942	
MAINLINE	323+82.00 325+50.00	LT	93	
MAINLINE	323+82.00 325+50.00	RT	93	
MAINLINE	325+50.00 329+00.00	LT	162	
MAINLINE	325+50.00 329+00.00	RT	163	
MAINLINE	329+00.00 338+30.37	LT	466	
MAINLINE	329+00.00 338+30.37	RT	517	
MAINLINE	352+32.45 408+30.00	LT	2,910	
MAINLINE	352+32.45 408+30.00	RT	2,935	
MAINLINE	464+90.00 504+50.00	LT	1,652	
MAINLINE	464+90.00 502+08.00	RT	1,643	
MAINLINE	502+80.00 520+87.00	LT	756	
MAINLINE	502+08.00 520+87.00	RT	798	
MAINLINE	520+87.00 528+67.38	LT	347	
MAINLINE	520+87.00 529+00.00	RT	361	
MAINLINE	529+00.00 529+79.00	LT	35	
MAINLINE	533+91.00 534+40.00	RT	22	
MAINLINE	535+00.00 604+90.52	LT	2,908	
MAINLINE	533+90.00 604+90.52	RT	3,103	
MAINLINE	643+15.00 689+81.63	LT	1,969	
MAINLINE	643+15.00 689+81.63	RT	1,819	
1525TH ST	3+33.00 6+15.00	LT	69	
1525TH ST	3+96.00 6+15.00	RT	62	
1600TH ST	11+71.00 13+73.85	LT	54	
1600TH ST	11+71.00 13+73.85	RT	54	
1650TH ST	15+50.00 17+92.47	LT	67	
1650TH ST	15+50.00 17+92.47	RT	67	
1700TH	18+45.00 20+74.40	LT	62	
1700TH	18+45.00 20+74.40	RT	62	
1750TH	21+30.00 23+94.90	LT	74	
1750TH	21+30.00 23+94.90	RT	75	
1800TH	126+20.00 128+88.17	LT	76	
1800TH	126+20.00 128+88.17	RT	76	
1300TH	30+20.00 30+75.00	LT	21	
1300TH	30+20.00 30+75.00	RT	18	
1900TH S	32+24.80 32+90.00	LT	22	
1900TH S	32+14.06 32+60.00	RT	17	
1900TH N	33+62.00 34+31.45	LT	26	
1900TH N	33+05.00 34+31.45	RT	43	
1250TH	35+01.97 37+16.83	LT	55	
1250TH	35+15.24 37+16.83	RT	48	
1950TH S	38+20.26 38+86.00	LT	24	
1950TH S	38+13.56 38+68.00	RT	21	
1950TH N	39+55.00 40+34.17	LT	31	
1950TH N	39+00.00 40+34.17	RT	46	
1175TH	42+20.00 42+77.45	LT	19	
1175TH	42+20.00 42+77.45	RT	19	
2000TH	44+25.36 44+80.00	LT	20	
2000TH	44+22.29 44+80.00	RT	20	
2100TH N	90+45.00 92+61.55	LT	78	
2100TH N	90+24.00 92+61.55	RT	81	
SUB-TOTAL			42,148	

BITUMINOUS MATERIALS (PRIME COAT)			
LOCATION	STATION TO STATION	GALLONS	
MAINLINE	142+00.00 145+44.00	221	
MAINLINE	147+81.00 151+97.96	723	
MAINLINE	151+97.96 160+00.00	428	
MAINLINE	160+00.00 180+60.00	1,190	
MAINLINE	180+60.00 187+00.00	185	
MAINLINE	180+60.00 187+50.00	199	
MAINLINE	187+00.00 197+20.00	272	
MAINLINE	187+50.00 197+20.00	259	
MAINLINE	197+20.00 218+50.00	1,237	
MAINLINE	218+50.00 223+00.00	240	
MAINLINE	223+00.00 244+50.00	1,242	
MAINLINE	244+50.00 249+50.00	267	
MAINLINE	249+50.00 271+00.00	1,242	
MAINLINE	271+00.00 276+50.00	293	
MAINLINE	276+50.00 305+16.00	1,656	
MAINLINE	305+16.00 314+45.17	991	
MAINLINE	314+13.07 323+82.00	1,352	
MAINLINE	323+82.00 325+50.00	97	
MAINLINE	325+50.00 329+00.00	187	
MAINLINE	329+00.00 338+30.37	538	
MAINLINE	338+30.37 352+32.45	997	
MAINLINE	352+32.45 408+30.00	3,121	
MAINLINE	408+30.00 464+90.00	3,920	
MAINLINE	464+90.00 502+08.00	2,644	
MAINLINE	502+08.00 520+87.00	2,180	
MAINLINE	520+87.00 529+00.00	578	
MAINLINE	529+00.00 534+40.00	231	
MAINLINE	534+40.00 604+90.52	5,014	
MAINLINE	604+90.52 617+30.82	717	
MAINLINE	617+30.82 621+24.00	227	
MAINLINE	643+15.00 689+81.63	3,286	
1775TH ST	24+84.90 26+30.75	83	
2100TH ST	84+28.01 89+22.48	132	
2100TH ST	90+77.81 92+61.55	49	
1100TH ST	50+20.00 51+30.14	22	
REL 1100TH ST	80+84.03 82+83.81	53	
TOTAL		36,073	

(SEE PUBLIC ROAD SCHEDULE FOR REMAINING QUANTITIES)

BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)			
STATION TO STATION	OFFSET	TONS	
142+00.00 145+44.00	LT&RT	994	
151+97.96 156+00.00	LT&RT	1,072	
156+00.00 160+00.00	LT&RT	1,067	
160+00.00 180+60.00	LT&RT	5,951	
180+60.00 187+00.00	LT	924	
180+60.00 187+50.00	RT	997	
187+00.00 197+20.00	LT	1,360	
187+50.00 197+20.00	RT	1,293	
197+20.00 244+50.00	LT&RT	12,396	
244+50.00 245+00.00	LT&RT	133	
249+50.00 271+00.00	LT&RT	6,211	
271+00.00 271+50.00	LT&RT	133	
276+50.00 305+16.00	LT&RT	8,280	
305+16.00 323+82.00	LT&RT	2,791	
323+82.00 338+30.37	LT&RT	3,173	
338+30.37 352+32.45	LT&RT	4,985	
352+32.45 408+30.00	LT&RT	15,608	
408+30.00 464+90.00	LT&RT	19,600	
464+90.00 502+08.00	LT&RT	13,220	
502+08.00 520+87.00	LT&RT	2,744	
520+87.00 529+00.00	LT&RT	2,891	
529+00.00 529+50.00	LT&RT	133	
534+40.00 604+90.52	LT&RT	25,069	
604+90.52 617+30.82	LT&RT	3,583	
643+15.00 689+81.63	LT&RT	16,433	
TOTAL		141,957	

BITUMINOUS SURFACE REMOVAL, 2"			
STATION TO STATION	OFFSET	TONS	
617+30.82 621+24.00	LT&RT	1,136	

PAVED SHOULDER REMOVAL			
STATION TO STATION	OFFSET	SQ YD	
220+73.00 221+07.00	RT	8	
221+45.00 222+01.00	RT	12	
220+64.00 221+04.00	LT	9	
221+41.00 222+11.00	LT	16	
273+71.00 274+13.00	RT	9	
274+54.00 275+03.00	RT	11	
273+79.00 274+12.00	LT	7	
274+51.00 274+89.00	LT	8	
300+30.00 300+95.00	RT	14	
301+23.00 301+75.00	RT	12	
300+30.00 300+80.00	LT	11	
301+27.00 301+75.00	LT	11	
422+60.00 422+94.00	LT	15	
424+46.00 424+80.00	LT	15	
422+60.00 422+94.00	LT	15	
424+46.00 424+80.00	LT	15	
492+43.00 493+06.00	LT	21	
492+45.00 493+05.00	RT	20	
508+08.00 508+37.00	LT	10	
508+95.00 510+06.00	LT	37	
507+67.00 508+65.00	RT	33	
509+11.00 510+06.00	RT	32	
529+45.00 531+41.06	LT	90	
531+33.78 531+64.00	LT	13	
532+12.00 534+80.00	LT	122	
528+55.00 531+21.00			