

BITUMINOUS MATERIALS (PRIME COAT) RATE-0.00038 T/SY  
 AGGREGATE (PRIME COAT) RATE-0.002 T/SY  
 HOT-MIX ASPHALT SHOULDERS RATE-2.016 T/CY  
 AGGREGATE SHOULDERS, TYPE B RATE-2.05 T/CY

MAINLINE AND RAMP SHOULDERS

\* - OUTSIDE + INSIDE SHOULDER WIDTHS  
 \*\* - AREA FROM MICROSTATION - INCLUDES GORE

INCIDENTAL HOT-MIX ASPHALT SURFACING RATE-2.016 T/CY

E.O.S.-EDGE OF SHOULDER

LOCATION	LENGTH FOOT	* WIDTH FOOT	SQ YD	BIT. MATL'S (PC) TON	AGGREGATE (PC) TON	THICKNESS INCHES	HMA SHOULDERS TON	INCID. HMA TON	* WIDTH FOOT	E.O.S. THICK INCHES	AGG. SHLD. TON
I-72 (WB)											
LT. STA. 607+45 TO LT. STA. 608+00	55	16	97.8	0.04	0.20	3.75	20.5		8	0 TO 2.75	2.9
LT. STA. 608+00 TO LT. STA. 699+58	9158	16	16280.9	6.19	32.56	3.75	3419.0		8	2.75	970.7
LT. STA. 699+58 TO LT. STA. 709+11	953	16	1694.2	0.64	3.39	3.75	355.8		8	2.75	101.0
LT. STA. 709+11 TO LT. STA. 711+16	205	**4932 SQFT	548.0	0.21	1.10	3.75	115.1		8	2.75	21.7
LT. STA. 711+16 TO LT. STA. 718+68.6	752.6	16	1338.0	0.51	2.68	3.75	281.0		8	2.75	79.8
LT. STA. 718+68.6 TO LT. STA. 719+04.1	35.5	16	63.1	0.02	0.13	3.75 TO 2	10.2		8	2.75 TO 1	2.8
LT. STA. 719+04.1 TO LT. STA. 723+53.1	449	16	798.2	0.30	1.60	2	89.4		8	0	-
LT. STA. 723+53.1 TO LT. STA. 723+88.6	35.5	16	63.1	0.02	0.13	2 TO 3.75	10.2		8	1 TO 2.75	2.8
LT. STA. 723+88.6 TO LT. STA. 732+42	853.4	16	1517.2	0.58	3.03	3.75	318.6		8	2.75	90.5
LT. STA. 732+42 TO LT. STA. 733+92	150	**4859 SQFT	540.0	0.21	1.08	3.75	113.4		8	2.75	15.9
LT. STA. 733+92 TO LT. STA. 739+04	512	16	910.2	0.35	1.82	3.75	191.1		8	2.75	54.3
LT. STA. 739+04 TO LT. STA. 796+54	5750	16	10222.2	3.88	20.44	3.75	2146.7		8	2.75	609.5
LT. STA. 796+54 TO LT. STA. 796+89	35	16	62.2	0.02	0.12	3.75 TO 2	10.0		8	2.75 TO 1	2.7
LT. STA. 796+89 TO LT. STA. 797+09	20	16	35.6	0.01	0.07	2	4.0		8	1 TO 0	0.5
BRIDGE OMISSION											
LT. STA. 801+27 TO LT. STA. 801+47	20	16	35.6	0.01	0.07	2	4.0		8	0 TO 1	0.5
LT. STA. 801+47 TO LT. STA. 801+82	35	16	62.2	0.02	0.12	2 TO 3.75	10.0		8	1 TO 2.75	2.7
LT. STA. 801+82 TO LT. STA. 825+21.2	2339.2	16	4158.6	1.58	8.32	3.75	873.3		8	2.75	247.9
LT. STA. 825+21.2 TO LT. STA. 825+56.2	35	16	62.2	0.02	0.12	3.75 TO 2	10.0		8	2.75 TO 1	2.7
LT. STA. 825+56.2 TO LT. STA. 825+76.2	20	16	35.6	0.01	0.07	2	4.0		8	1 TO 0	0.5
I-72 (EB)											
RT. STA. 607+45 TO RT. STA. 608+00	55	16	97.8	0.04	0.20	3.75	20.5		8	0 TO 2.75	2.9
RT. STA. 608+00 TO RT. STA. 702+03	9403	16	16716.4	6.35	33.43	3.75	3510.5		8	2.75	996.6
RT. STA. 702+03 TO RT. STA. 707+33	530	16	942.2	0.36	1.88	3.75	197.9		8	2.75	56.2
RT. STA. 707+33 TO RT. STA. 708+66	133	**4259 SQFT	473.2	0.18	0.95	3.75	99.4		8	2.75	14.1
RT. STA. 708+66 TO RT. STA. 718+68.6	1002.6	16	1782.4	0.68	3.56	3.75	374.3		8	2.75	106.3
RT. STA. 718+68.6 TO RT. STA. 719+04.1	35.5	16	63.1	0.02	0.13	3.75 TO 2	10.2		8	2.75 TO 1	2.8
RT. STA. 719+04.1 TO RT. STA. 723+53.1	449	16	798.2	0.30	1.60	2	89.4		8	0	-
RT. STA. 723+53.1 TO RT. STA. 723+88.6	35.5	16	63.1	0.02	0.13	2 TO 3.75	10.2		8	1 TO 2.75	2.8
RT. STA. 723+88.6 TO RT. STA. 732+98	909.4	16	1616.7	0.61	3.23	3.75	339.5		8	2.75	96.4
RT. STA. 732+98 TO RT. STA. 735+13	215	**4993 SQFT	554.8	0.21	1.11	3.75	116.5		8	2.75	22.8
RT. STA. 735+13 TO RT. STA. 744+61	948	16	1685.3	0.64	3.37	3.75	353.9		8	2.75	100.5
RT. STA. 744+61 TO RT. STA. 796+54	5193	16	9232.0	3.51	18.46	3.75	1938.7		8	2.75	550.4
RT. STA. 796+54 TO RT. STA. 797+89	35	16	62.2	0.02	0.12	3.75 TO 2	10.0		8	2.75 TO 1	2.7
RT. STA. 797+89 TO RT. STA. 797+09	20	16	35.6	0.01	0.07	2	4.0		8	1 TO 0	0.5
BRIDGE OMISSION											
RT. STA. 801+27 TO RT. STA. 801+47	20	16	35.6	0.01	0.07	2	4.0		8	0 TO 1	0.5
RT. STA. 801+47 TO RT. STA. 801+82	35	16	62.2	0.02	0.12	2 TO 3.75	10.0		8	1 TO 2.75	2.7
RT. STA. 801+82 TO RT. STA. 825+21.2	2339.2	16	4158.6	1.58	8.32	3.75	873.3		8	2.75	247.9
RT. STA. 825+21.2 TO RT. STA. 825+56.2	35	16	62.2	0.02	0.12	3.75 TO 2	10.0		8	2.75 TO 1	2.7
RT. STA. 825+56.2 TO RT. STA. 825+76.2	20	16	35.6	0.01	0.07	2	4.0		8	1 TO 0	0.5
I-72/FAS 630 (CH 33/DYE RD.) INTERCHANGE											
RAMP A											
STA. 106+62.40 TO STA. 107+07.4	4.5	10	50.0	0.02	0.10	3.75 TO 2	8.1		6	2.75 TO 0.50	2.8
STA. 107+07.4 TO STA. 118+08.6	1101.2	10	1223.6	0.46	2.45	2	137.0		6	0.50	20.9
STA. 118+08.6 TO STA. 118+18.6	10	10	11.1	0.01	0.02	2 TO 1.5	1.1		6	0.50 TO 0	0.1
RAMP B											
STA. 201+30.7 TO STA. 201+40.7	10	10	11.1	0.01	0.02	1.5 TO 2	1.1		6	0 TO 0.50	0.1
STA. 201+40.7 TO STA. 211+48	1007.3	10	1119.2	0.43	2.24	2	125.4		6	0.50	19.1
STA. 211+48 TO STA. 211+93	45	10	50.0	0.02	0.10	2 TO 3.75	8.1		6	0.50 TO 2.75	2.8
RAMP C											
STA. 306+62.4 TO STA. 307+07.4	45	10	50.0	0.02	0.10	3.75 TO 2	8.1		6	2.75 TO 0.50	2.8
STA. 307+07.4 TO STA. 319+57.5	1250.1	10	1389.0	0.53	2.78	2	155.6		6	0.50	23.7
STA. 319+57.5 TO STA. 319+67.5	10	10	11.1	0.01	0.02	2 TO 1.5	1.1		6	0.50 TO 0	0.1
RAMP D											
STA. 401+16.3 TO STA. 401+26.3	10	10	11.1	0.01	0.02	1.5 TO 2	1.1		6	0 TO 0.50	0.1
STA. 401+26.3 TO STA. 413+09.5	1183.2	10	1314.7	0.50	2.63	2	147.2		6	0.50	22.5
STA. 413+09.5 TO STA. 413+54.5	45	10	50.0	0.02	0.10	2 TO 3.75	8.1		6	0.50 TO 2.75	2.8
MEDIAN CROSSOVERS											
STA. 685+70			238	0.09	0.48						
STA. 761+50			238	0.09	0.48						
						3.75		50			
						3.75		50			
TOTALS =				31.35	165.53		16,564.8	100			4,516.5

USE 31.4      USE 165.5      USE 16,565      USE 4,517

PAVEMENT REMOVAL

LOCATION	LENGTH FOOT	WIDTH FOOT	SQ YD
I-72			
LT. STA. 797+09 TO LT. STA. 797+99	90	24	240
LT. STA. 797+99 TO LT. STA. 798+39	40	24	107
RT. STA. 797+09 TO RT. STA. 797+99	90	24	240
RT. STA. 797+99 TO RT. STA. 798+39	40	24	107
LT. STA. 799+97 TO LT. STA. 800+37	40	24	107
LT. STA. 800+37 TO LT. STA. 801+27	90	24	240
RT. STA. 799+97 TO RT. STA. 800+37	40	24	107
RT. STA. 800+37 TO RT. STA. 801+27	90	24	240
TR 546 (KENT FARM RD)			
STA. 4648+50.5 TO STA. 4648+63	12.5	20	28
STA. 4651+37 TO STA. 4651+49.5	12.5	20	28
TOTAL =			1444

PAVED SHOULDER REMOVAL

(\* FOR STAGING TRAFFIC @ SN 084-0163(EB)/0164(WB))

LOCATION	SIDE	LENGTH FOOT	WIDTH FOOT	SQ YD
I-72 (WB) *				
STA. 795+45 TO STA. 797+99	OUTSIDE	254	10	282
STA. 795+45 TO STA. 797+09	INSIDE	164	6	109
STA. 800+37 TO STA. 803+47	OUTSIDE	310	10	344
STA. 801+27 TO STA. 803+47	INSIDE	220	6	147
I-72 (EB) *				
STA. 794+89 TO STA. 797+09	INSIDE	220	6	147
STA. 794+89 TO STA. 797+99	OUTSIDE	310	10	344
STA. 801+27 TO STA. 802+95	INSIDE	168	6	112
STA. 800+37 TO STA. 802+95	OUTSIDE	258	10	287
(FOR CONSTRUCTING NEW INLETS)				
T.R. 546 (KENT FARM RD.)				
STA. 4648+50.5 TO STA. 4648+63	LT	12.5	5	7
STA. 4648+50.5 TO STA. 4648+63	RT	12.5	5	7
STA. 4651+37 TO STA. 4651+49.5	LT	12.5	5	7
STA. 4651+37 TO STA. 4651+49.5	RT	12.5	5	7
FAI 72 (WB)				
LT. STA. 797+09 TO LT. STA. 797+99	OUT & IN	90	16	160
LT. STA. 797+99 TO LT. STA. 798+39	OUT & IN	40	16	71
LT. STA. 799+97 TO LT. STA. 800+37	OUT & IN	40	16	71
LT. STA. 800+37 TO LT. STA. 801+27	OUT & IN	90	16	160
FAI 72 (EB)				
RT. STA. 797+09 TO RT. STA. 797+99	IN & OUT	90	16	160
RT. STA. 797+99 TO RT. STA. 798+39	IN & OUT	40	16	71
RT. STA. 799+97 TO RT. STA. 800+37	IN & OUT	40	16	71
RT. STA. 800+37 TO RT. STA. 801+27	IN & OUT	90	16	160
TOTAL =				2724

BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)

(WIDTH = 24' PAVEMENT + 10' OUTSIDE SHLD. + 6' INSIDE SHLD.)

LOCATION	LENGTH FOOT	WIDTH FOOT	SQ YD
I-72 (BRIDGE APPR. CONN.)			
STA. 797+09 TO STA. 798+09 (WB)	100	40	444
STA. 797+09 TO STA. 798+09 (EB)	100	40	444
STA. 800+27 TO STA. 801+27 (WB)	100	40	444
STA. 800+27 TO STA. 801+27 (EB)	100	40	444
TOTAL =			1776