

03-04-2016 LETTING ITEM 093

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ROUTE NO. FAS 326	SECTION 11-00304-00-RS	COUNTY IROQUOIS	TOTAL SHEETS 9	SHEET NO. 1
JOB #: C-93-072-15			PROJECT #: RS-0326(102)	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

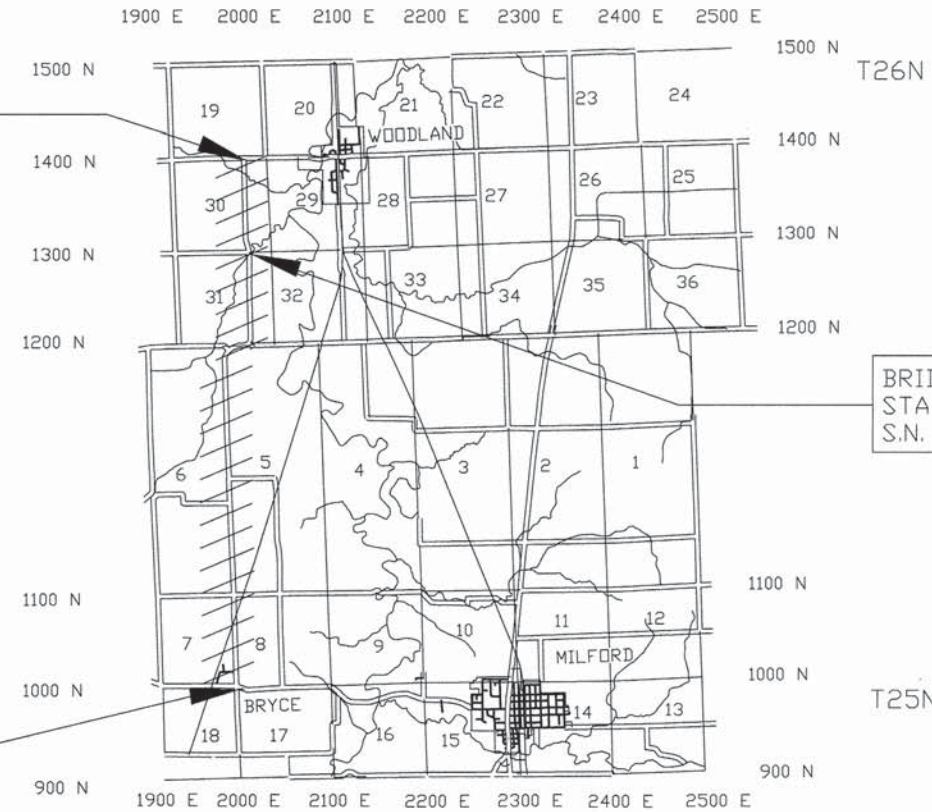
PLANS FOR PROPOSED IMPROVEMENT OF
FEDERAL AID SECONDARY HIGHWAY 326
SURFACE TRANSPORTATION PROGRAM - RURAL AND
TRUCK ACCESS ROUTE PROGRAM FUNDING

FAS ROUTE 326 (CH 43)
SECTION: 11-00304-00-RS
PROJECT NO. RS-0326(102)(STP-R Funds)
PROJECT NO. TAR-D006(016)(TARP Funds)
"HMA RESURFACING PROJECT"
IROQUOIS COUNTY
JOB NO. C-93-072-15

INDEX OF SHEETS	
SHEET NUMBER	DESCRIPTION
1	COVER SHEET -- LOCATION MAP
2	SUMMARY OF QUANTITIES, GENERAL NOTES, MIXTURE TABLE, AND BUTT JOINTS
3, 4 & 5	EXISTING & PROPOSED X-SECTIONS
6	TYPICAL ENTRANCES, SIDE ROAD INTERSECTIONS, AND MAIL BOX TURNOUTS
7	GUARDRAIL PLAN
8	EARTH EX, HMA SHOULDERS & SUPER ELEVATION DATA
9	QUANTITY TABLES

ILLINOIS HIGHWAY STANDARD DRAWINGS	
000001-06	SYMBOLS AND ABBREVIATIONS
630001-10	STEEL PLATE BEAM GUARDRAIL
630101-09	GUARDRAIL MOUNTED ON EXISTING CULVERTS
701301-04	LANE CLOSURE, 2L 2W, SHORT TIME OPERATION, FOR SPEEDS > 45 MPH
701306-03	LANE CLOSURE, 2L 2W, SLOW MOVING DAY ONLY OPERATION, FOR SPEEDS > 45 MPH
701901-04	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
BLR 24-2	MAILBOX TURNOUT

PROJECT ENDS
STA 311+32
EDGE OF COUNTY
HIGHWAY 40



PROJECT BEGINS
STA 0+11
EDGE OF COUNTY
HIGHWAY 9

BRIDGE OMISSION
STA 255+94 TO 257+14
S.N. 038-0188



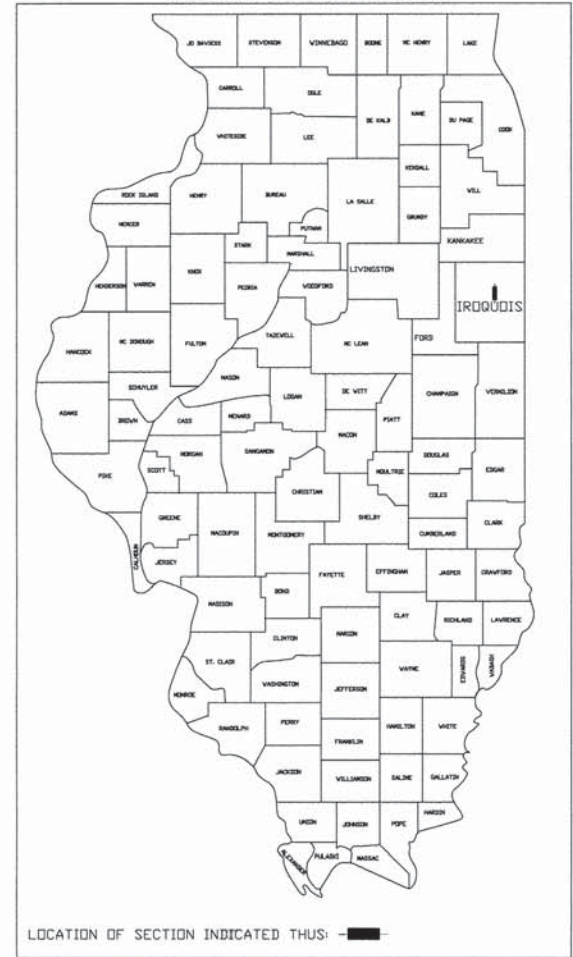
GROSS LENGTH OF SECTION: = 31,121.00 FT. = 5.894 MI.
OMISSION LENGTH = 120.00 FT. = .023 MI.
NET LENGTH OF SECTION: = 31,001.00 FT. = 5.871 MI.

THESE PLAN WERE PREPARED BY ME OR BY A FULL TIME MEMBER OF MY STAFF WORKING UNDER MY DIRECT SUPERVISION

JOEL V. MOORE, COUNTY ENGINEER
ILL. REG. PROF. ENG. #62056831
DATE EXPIRES: 11/30/17



CONTRACT 87613



LOCATION OF SECTION INDICATED THUS: [Black Box]

MAJOR COLLECTOR 2015 ADT = 650
PV = 88% SU = 7% MU = 5%
DESIGN SPEED = 50 M. P. H.

TOLL FREE JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS (J. U. L. I. E.)
TELEPHONE NUMBER 1-800-892-0123

CONTRACT 87613

Approved December 10, 2015
[Signature]
County Engineer

Passed 12-16, 2015
[Signature]
DISTRICT THREE LOCAL ROADS AND STREETS ENGINEER
RELEASED FOR BID 12-16, 2015
REVIEW [Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION TWO ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			FUND CODE	0005
ITEM #	PAY ITEM #	PAY ITEM	UNIT	QUANTITY
1	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
* 2	X7010216	TRAFFIC CONTROL AND PROTECTION, SPECIAL	L SUM	1
* 3	20200500	EARTH EXCAVATION (WIDENING)	CU YD	178
* 4	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	30,300
5	40600627	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N50	TON	6,400
* 6	40600982	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	1,100
7	40600990	TEMPORARY RAMP	SQ YD	158
8	40603082	HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N50	TON	6,500
9	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N50	TON	6,300
*10	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	432
*11	48101200	AGGREGATE SHOULDERS, TYPE B	TON	9,000
*12	48203100	HOT-MIX ASPHALT SHOULDERS	TON	359
Δ 13	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	75
Δ *14	63000025	STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES	FOOT	25
Δ 15	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	14
Δ 16	63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1
Δ *17	63200310	GUARDRAIL REMOVAL	FOOT	800
18	67100100	MOBILIZATION	L SUM	1
19	70300100	SHORT TERM PAVEMENT MARKING	FOOT	8,343
20	70300220	TEMPORARY PAVEMENT MARKING-LINE 4"	FOOT	17,746
*21	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,037
Δ 22	78000100	THERMOPLASTIC PAVEMENT MARKING-LETTERS & SYMBOLS	SQ FT	123
Δ 23	78000650	THERMOPLASTIC PAVEMENT MARKING-LINE 24"	FOOT	60
Δ 24	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	17,746
Δ 25	78201000	TERMINAL MARKER- DIRECT APPLIED	EACH	15

* SEE SPECIAL PROVISIONS
 Δ SPECIALTY ITEMS

GENERAL NOTES

THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE TYPICAL X-SECTION IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE.

THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.

FOR PAVEMENT MARKINGS ON FINAL SURFACES (I.E., MAINLINE PAVEMENT), FOR THE PAY ITEM TEMPORARY PAVEMENT MARKING LINE 4", PAVEMENT MARKING TAPE SHALL BE USED.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

SECTION NOTES

THE PROPOSED IMPROVEMENT CONSISTS OF A HOT MIX ASPHALT SURFACE COURSE INCLUDING LEVELING BINDER, SHOULDER STONE AND ALL WORK NECESSARY TO COMPLETE THE PROJECT ACCORDING TO THE PLANS AND SPECIFICATIONS.

COUNTY HIGHWAY 43 IS A COMBINATION OF SECTIONS: (87-15d, 207G & Q)RS, BR & (86-15d)W&RS

PAVEMENT DESIGN - CH 43

STRUCTURAL DESIGN TRAFFIC: YEAR 2025
 PV= 664 (88%) SU= 53 (7%) MU= 37 (5%)
 ROAD CLASSIFICATION CLASS III
 TRAFFIC FACTOR: ACTUAL TF = 0.20 AC TYPE = PG 64-22
 MINIMUM TF = 1.70
 PG GRADE: BINDER = PG 64-22 SURFACE = PG 64-22
 SUB GRADE SUPPORT RATING:
 IBR = 2.0 (STA. 0+11 TO 212+00)

PAVEMENT DESIGN - CH 43

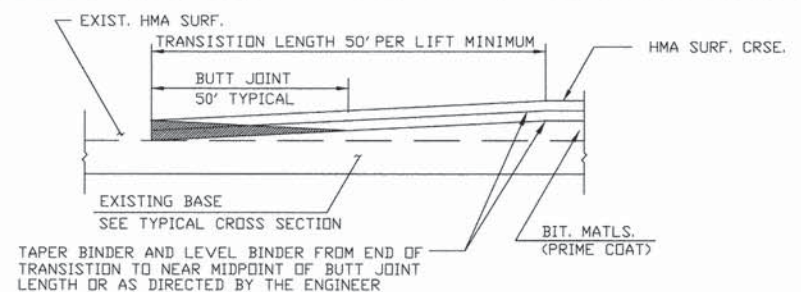
STRUCTURAL DESIGN TRAFFIC: YEAR 2025
 PV= 664 (88%) SU= 53 (7%) MU= 37 (5%)
 ROAD CLASSIFICATION CLASS III
 TRAFFIC FACTOR: ACTUAL TF = 0.20 AC TYPE = PG 64-22
 MINIMUM TF = 1.70
 PG GRADE: BINDER = PG 64-22 SURFACE = PG 64-22
 SUB GRADE SUPPORT RATING:
 IBR = 3.0 (STA. 212+00 TO 311+32)

MIXTURE TABLE

	HMA BINDER	HMA LEVEL BINDER	HMA SURFACE	INCIDENTAL HMA	HMA SHOULDERS BOTTOM 6"
PG GRADE	PG64-22	PG64-22	PG64-22	PG64-22	PG64-22
DESIGN AIR Voids	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 19.0FG	IL 9.5FG	IL 9.5	IL 9.5	IL 19.0FG
FRICTION AGGREGATE			MIXTURE C	MIXTURE C	
DENSITY TEST METHOD	CORES/NUCLEAR	CORES/NUCLEAR	CORES/NUCLEAR	SATISFACTION OF ENGINEER	*CORES/NUCLEAR
MIXTURE WEIGHT	112#/Sq. Yd./In.	112#/Sq. Yd./In.	112#/Sq. Yd./In.	112#/Sq. Yd./In.	112#/Sq. Yd./In.
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A	N/A	N/A	N/A
LOCATION(S)	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT

MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

HMA SURFACE REMOVAL BUTT JOINT DETAIL

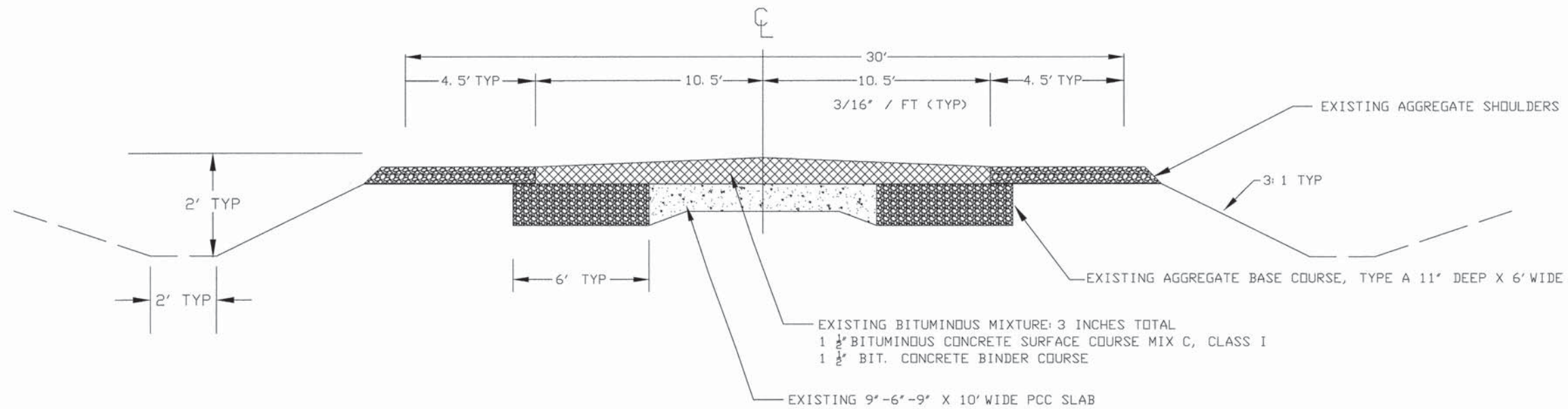


THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUALITIES:

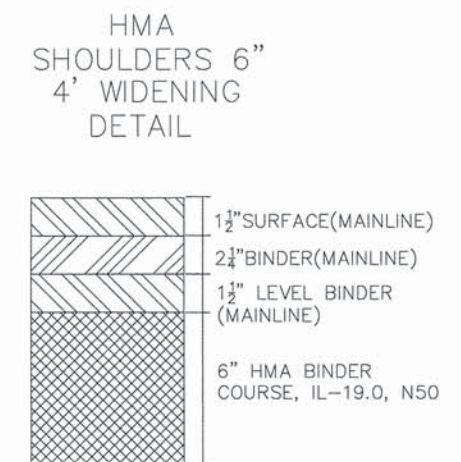
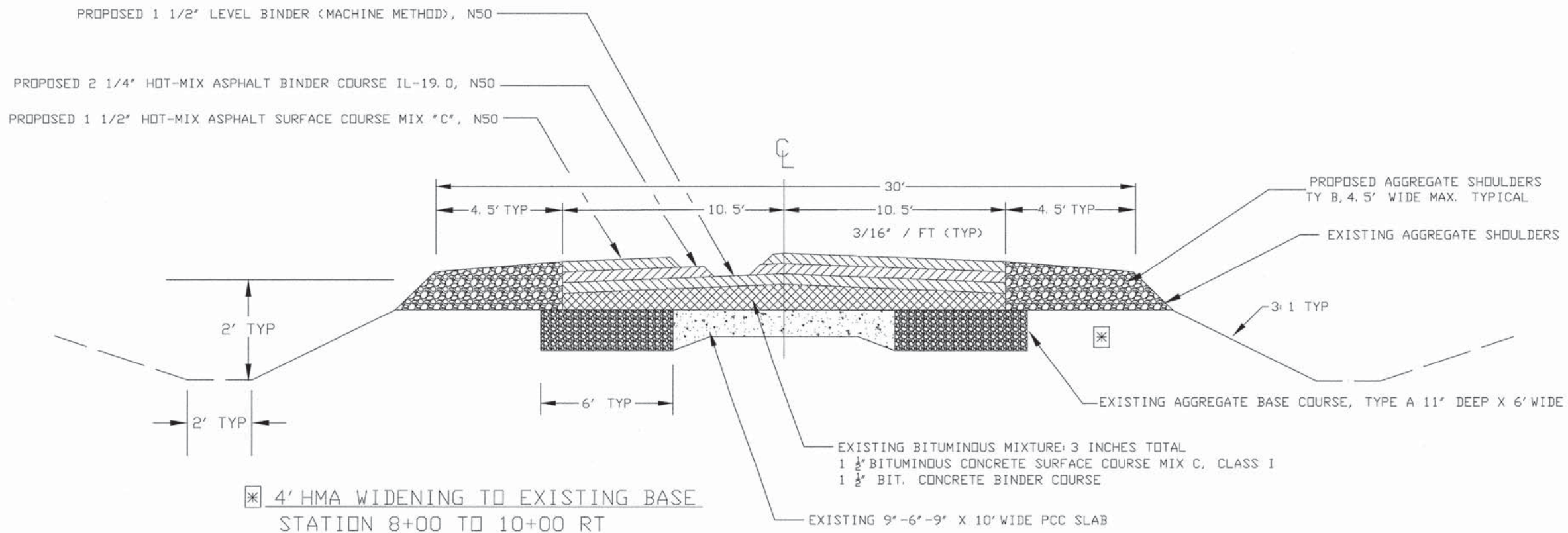
GRANULAR MATERIALS	2.05	TONS/CU YD
BITUMINOUS MATERIALS PRIME COAT	0.05/.025	LBS/SQ FT
HOT MIX ASPHALT SURFACE COURSE	112	LBS/SQ YD/INCH
LEVELING BINDER (MM), IL-9.5FG, N50	112	LBS/SQ YD/INCH
BINDER COURSE, IL-19.0FG, N50	112	LBS/SQ YD/INCH
SHORT TERM PAVEMENT MARKING	4	FT/40 FT OF APPLICATION
PAINT PAVEMENT MARKING - LINE 4"	10	FT/40 FT OF APPLICATION

EXISTING TYPICAL SECTION
STATION 0+11 TO 186+00

ROUTE NO. FAS 326	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00304-00-RS	IRROQUOIS	9	3
	JOB #: C-93-072-15		PROJECT #: RS-0326 (102)	
CONTRACT 87613				

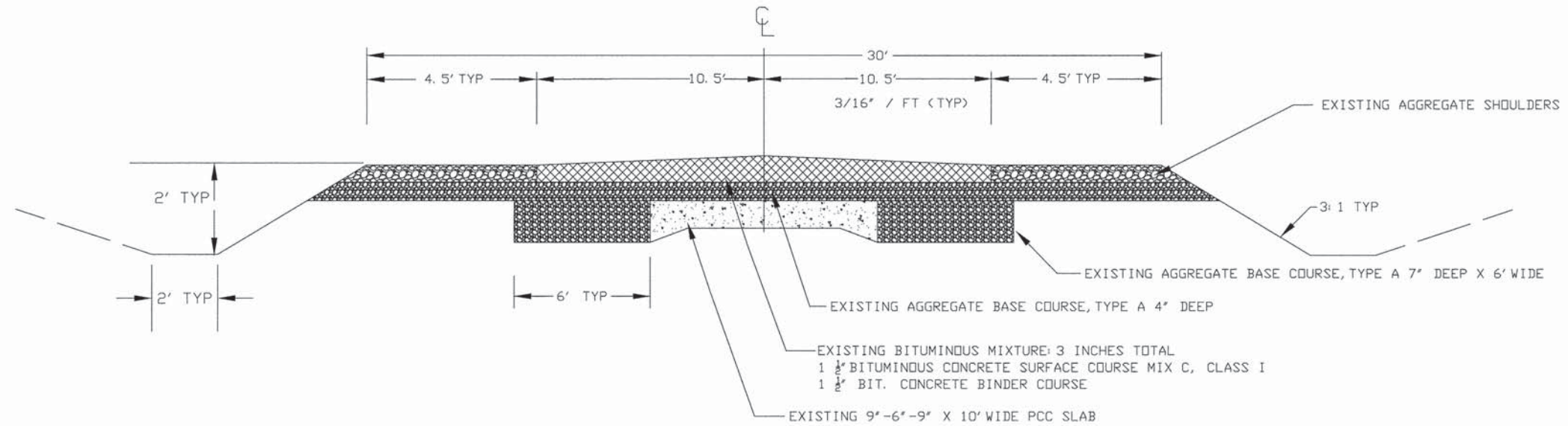


PROPOSED TYPICAL SECTION
STATION 0+11 TO 186+00

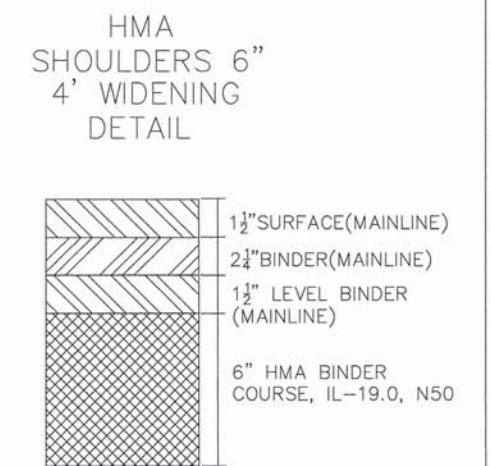
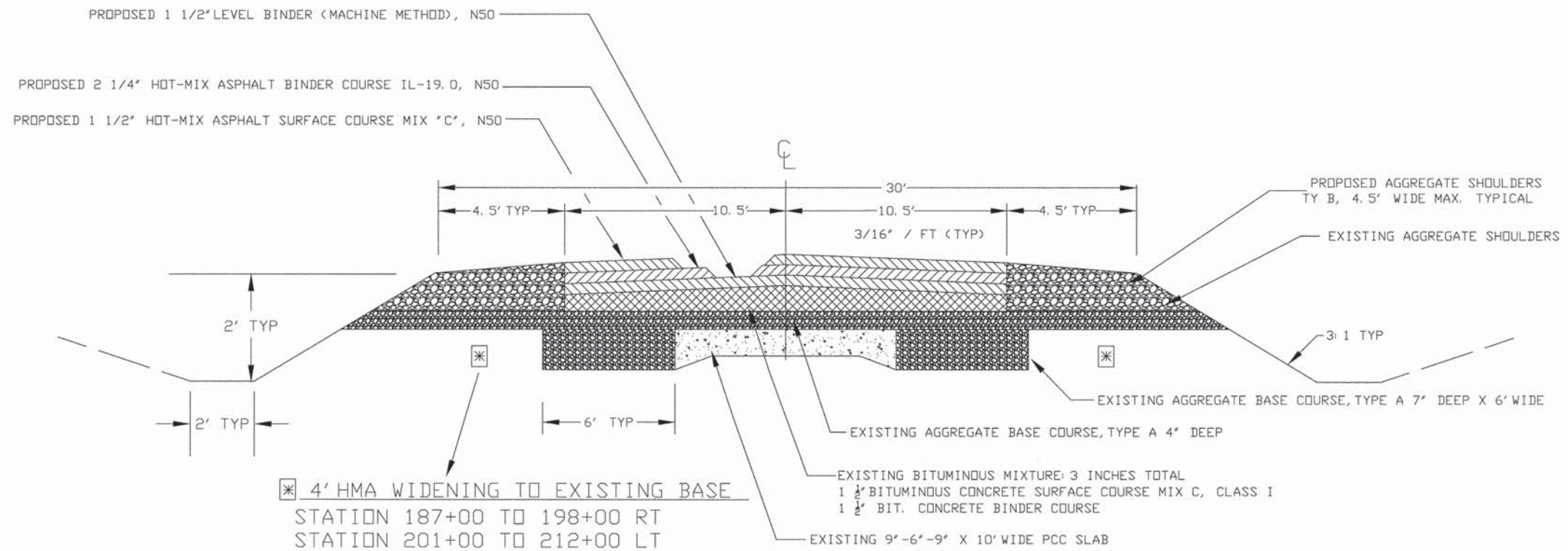


EXISTING TYPICAL SECTION
STATION 186+00 TO 212+00

ROUTE NO. FAS 326	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00304-00-RS	IRROQUOIS	9	4
	JOB #: C-93-072-15	PROJECT #:	RS-0326 (102)	
CONTRACT 87613				



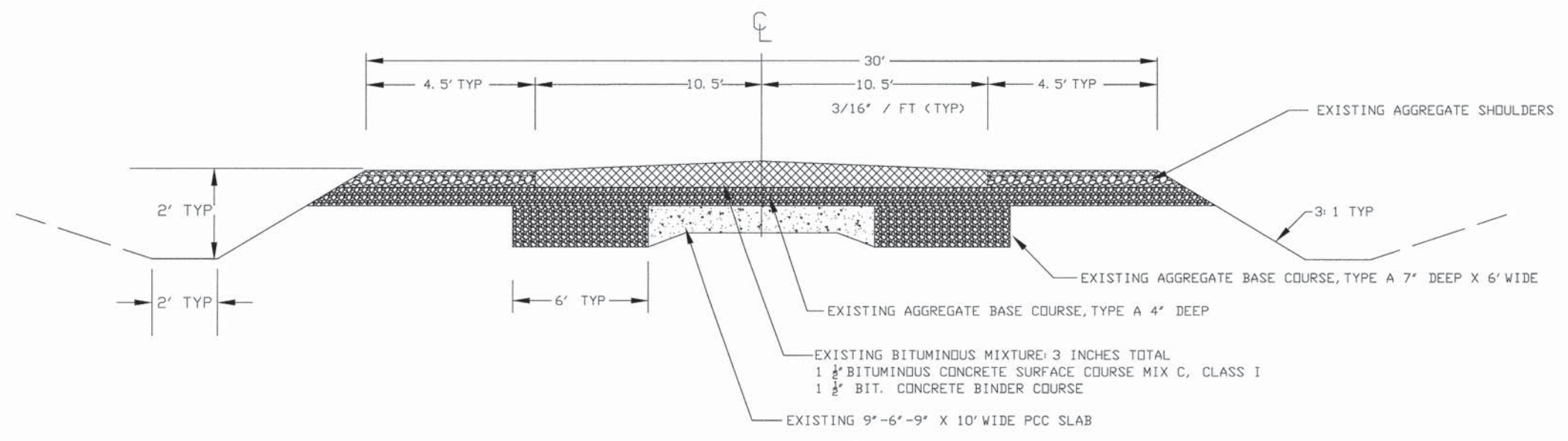
PROPOSED TYPICAL SECTION
STATION 186+00 TO 212+00



ROUTE NO. FAS 326	SECTION 11-00304-00-RS	COUNTY IROQUOIS	TOTAL SHEETS 9	SHEET NO. 5
		JOB #: C-93-072-15	PROJECT #: RS-0326 (102)	
CONTRACT 87613				

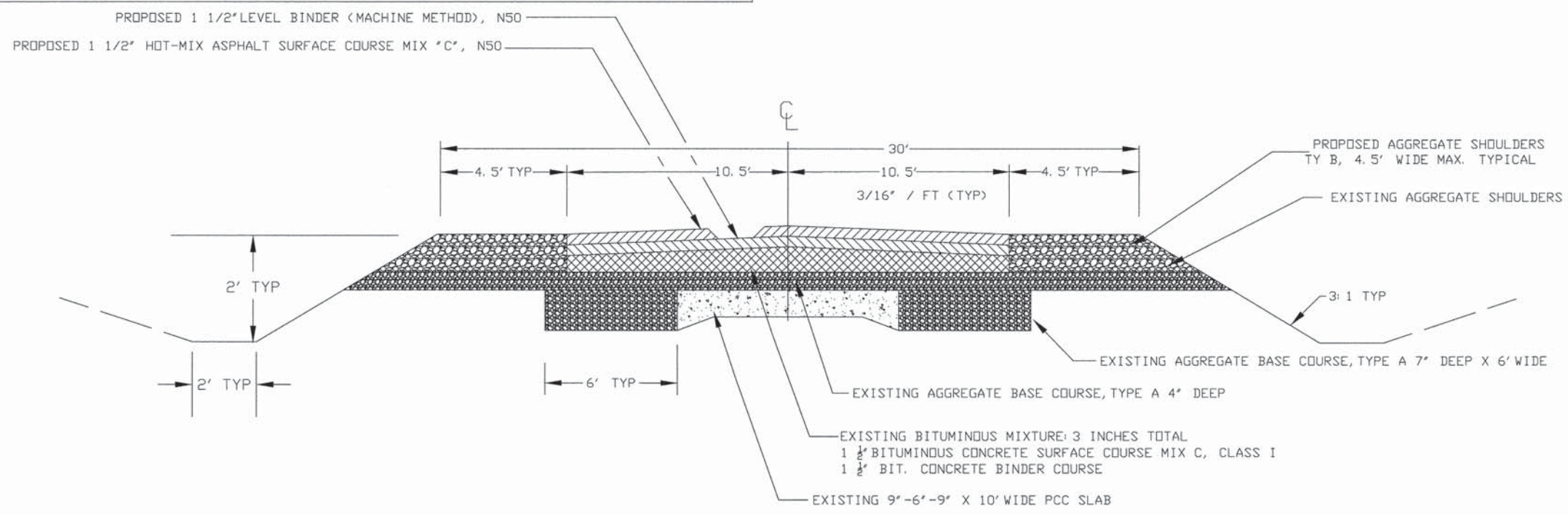
EXISTING TYPICAL SECTION

STATION 212+00 TO 255+94
 BRIDGE OMISSION: STATION 255+94 TO 257+14
 STATION 257+14 TO 311+32



PROPOSED TYPICAL SECTION

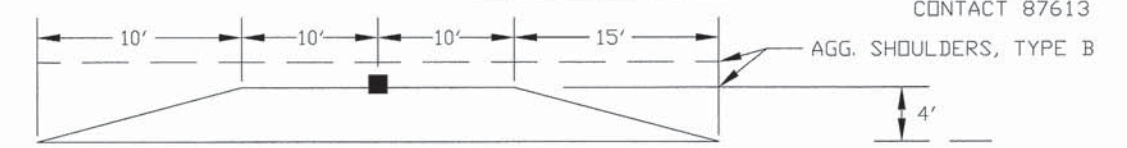
STATION 212+00 TO 255+94
 BRIDGE OMISSION: STATION 255+94 TO 257+14
 STATION 257+14 TO 311+32



NOTE: ALL PRIVATE ENTRANCES, MAIL BOX TURNOUTS AND SIDE ROAD INTERSECTIONS SHALL BE PAID FOR AS INCIDENTAL HOT-MIX ASPHALT SURFACING = TOTAL 432 TON

NOTE: AGGREGATE AROUND ALL PRIVATE ENTRANCES, MAIL BOX TURNOUTS AND SIDE ROAD INTERSECTIONS SHALL BE CONSIDERED INCIDENTAL TO AGGREGATE SHOULDERS, TYPE B AND PLACED AS DIRECTED BY THE ENGINEER.

CONTACT 87613

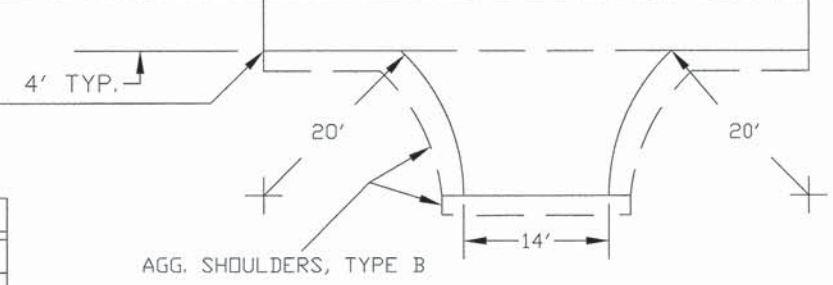


TYPICAL MAILBOX TURNOUT

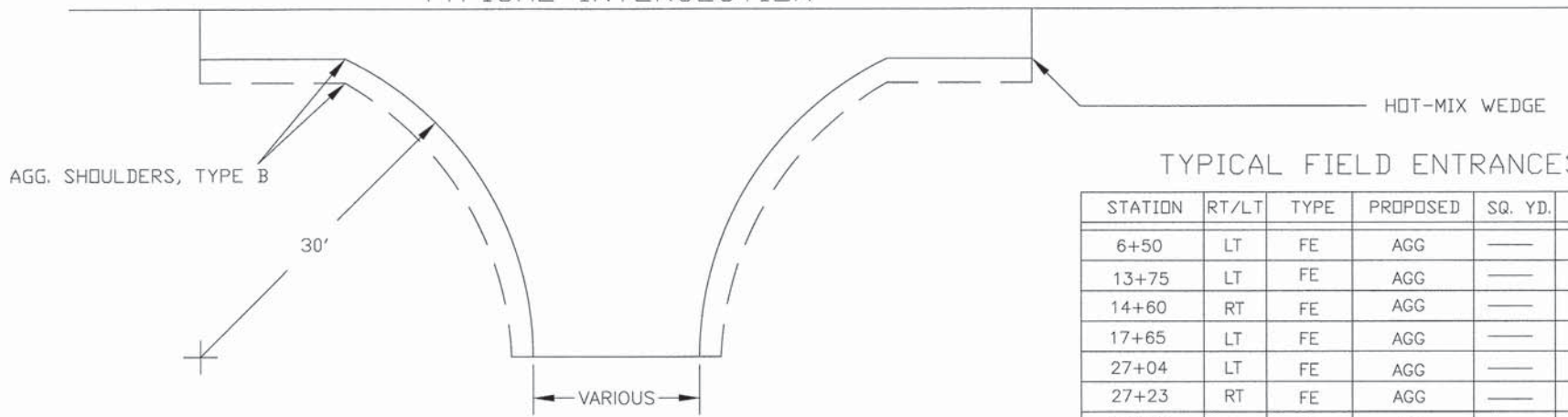


TYPICAL INTERSECTION

TYPICAL PRIVATE & FIELD ENTRANCES



TYPICAL FIELD ENTRANCES



TYPICAL INTERSECTION - SIDE ROADS

STATION	SIDE	DEPTH	SQ. YD.	TON	
09+27	LT	1020N 2000E	20'	90	15
53+40	LT	1100N 2000E	20'	90	15
53+40	RT	1100N 2000E	20'	90	15
105+86	LT	1130N 2000E	20'	90	15
119+09	RT	1150N 2000E	20'	90	15
193+16	LT	1200N 2000E	50'	500	97
205+70	RT	1200N 1980E	50'	500	97
257+37	LT	1300N 1980E	20'	90	15
TOTALS = 284 TONS					

STATION	RT/LT	TYPE	PROPOSED	SQ. YD.	TON
6+50	LT	FE	AGG	---	5
13+75	LT	FE	AGG	---	5
14+60	RT	FE	AGG	---	5
17+65	LT	FE	AGG	---	5
27+04	LT	FE	AGG	---	5
27+23	RT	FE	AGG	---	5
28+15	LT	FE	AGG	---	5
30+58	LT	FE	AGG	---	5
52+70	LT	FE	AGG	---	5
55+08	LT	FE	AGG	---	5
56+90	LT	FE	AGG	---	5
75+70	RT	FE	AGG	---	5
79+05	LT	FE	AGG	---	5
79+80	LT	FE	AGG	---	5
89+50	RT	FE	AGG	---	5
105+76	RT	FE	AGG	---	5
106+18	RT	FE	AGG	---	5
115+04	RT	FE	AGG	---	5
124+93	RT	FE	AGG	---	5
126+19	LT	FE	AGG	---	5
135+50	RT	FE	AGG	---	5
140+90	RT	FE	AGG	---	5
158+04	RT	FE	AGG	---	5
179+50	RT	FE	AGG	---	5
182+55	RT	FE	AGG	---	5
185+10	LT	FE	AGG	---	5
186+38	RT	FE	AGG	---	5
186+49	LT	FE	AGG	---	5
218+50	LT	FE	AGG	---	5
221+52	RT	FE	AGG	---	5
245+00	RT	FE	AGG	---	5
246+45	LT	FE	AGG	---	5
264+40	LT	FE	AGG	---	5
271+72	RT	FE	AGG	---	5
284+55	RT	FE	AGG	---	5
285+29	RT	FE	AGG	---	5
298+00	LT	FE	AGG	---	5

TOTAL AGGREGATE FOR FIELD ENTRANCES = 185 TONS. THIS QUANTITY IS INCLUDED IN AGGREGATE SHOULDERS, TYPE B TOTAL QUANTITY.

TYPICAL MAILBOX TURNOUT

STATION	SIDE	SQ. YD	TON
10+30	LT	50	10
79+20	RT	25	5
100+69	LT	25	5
113+11	RT	25	5
152+68	LT	25	5
172+56	LT	25	5
186+11	LT	25	5
254+35	RT	25	5
TOTAL = 45 TONS			

TYPICAL PRIVATE ENTRANCES

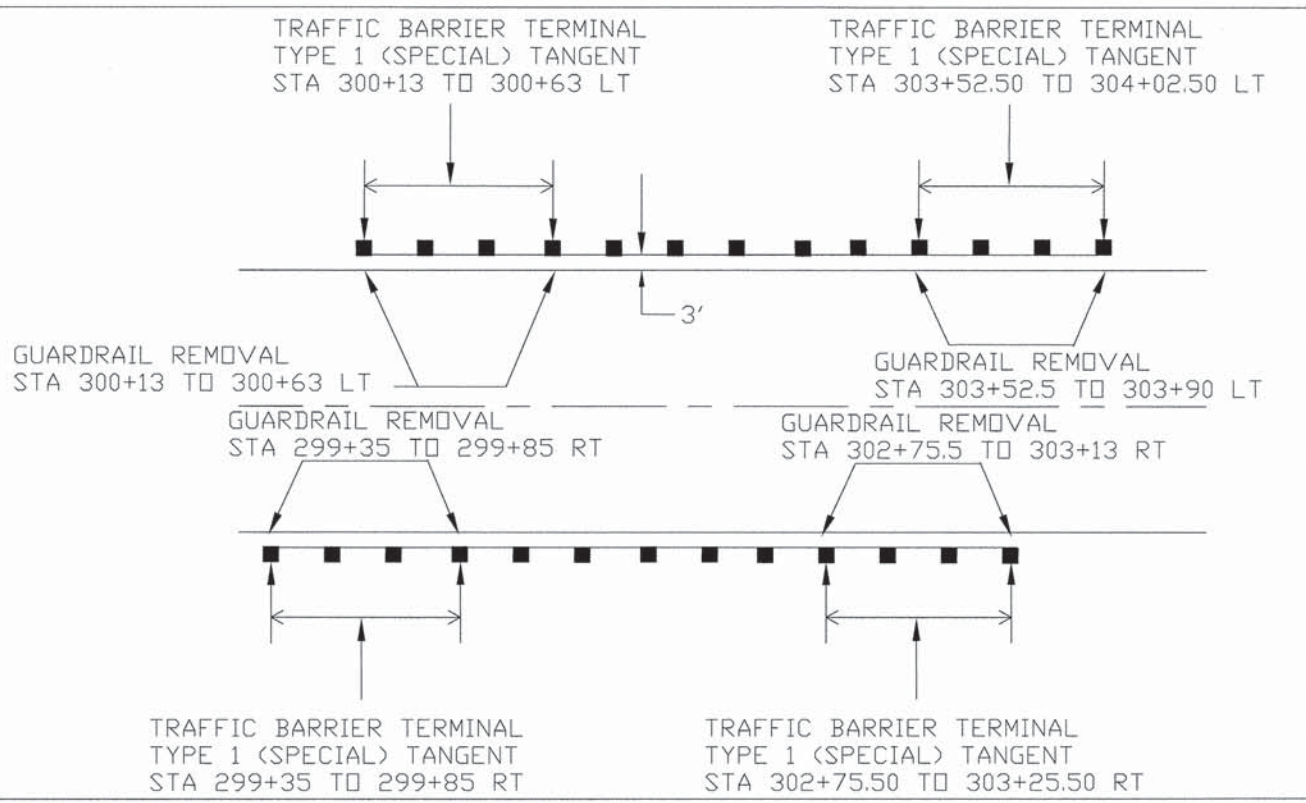
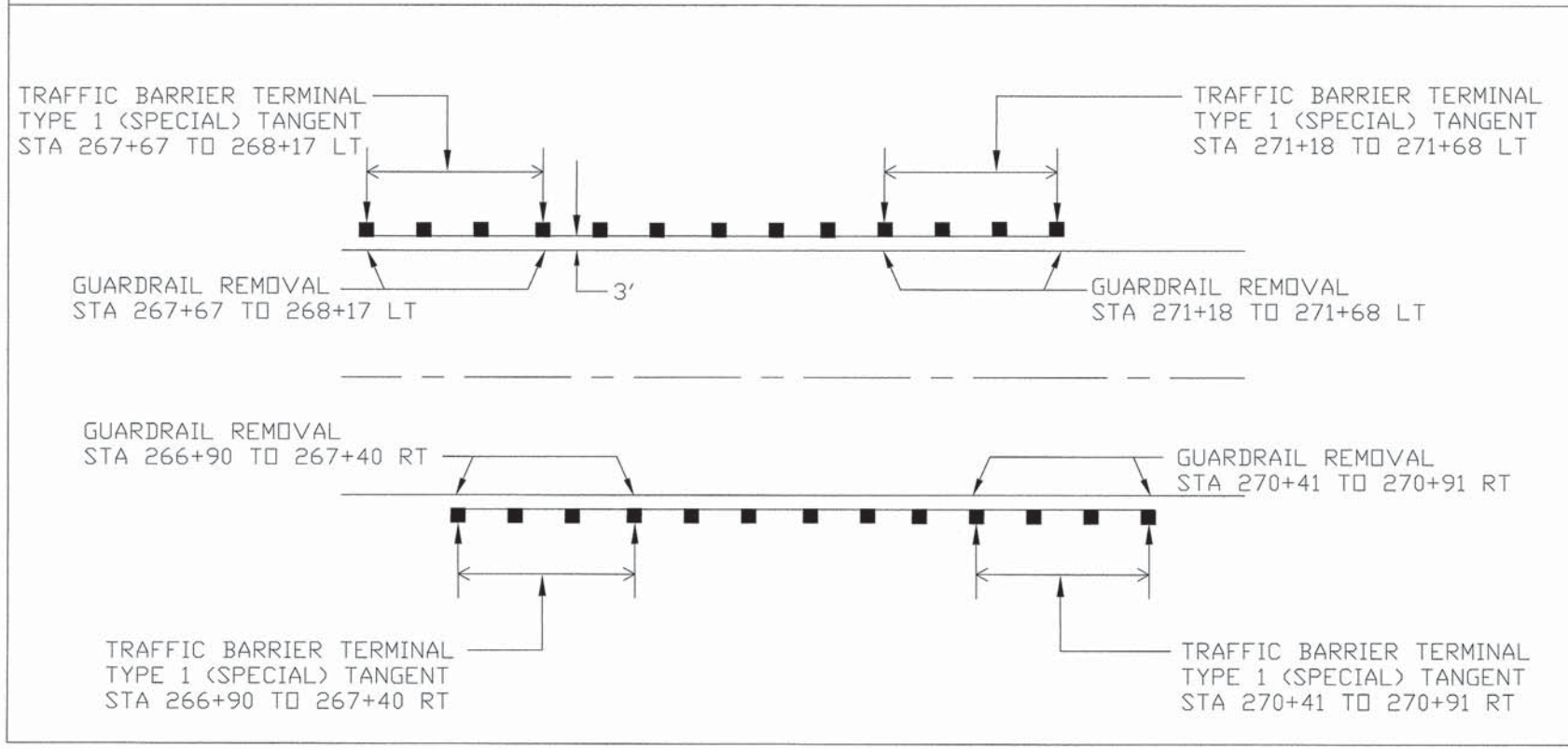
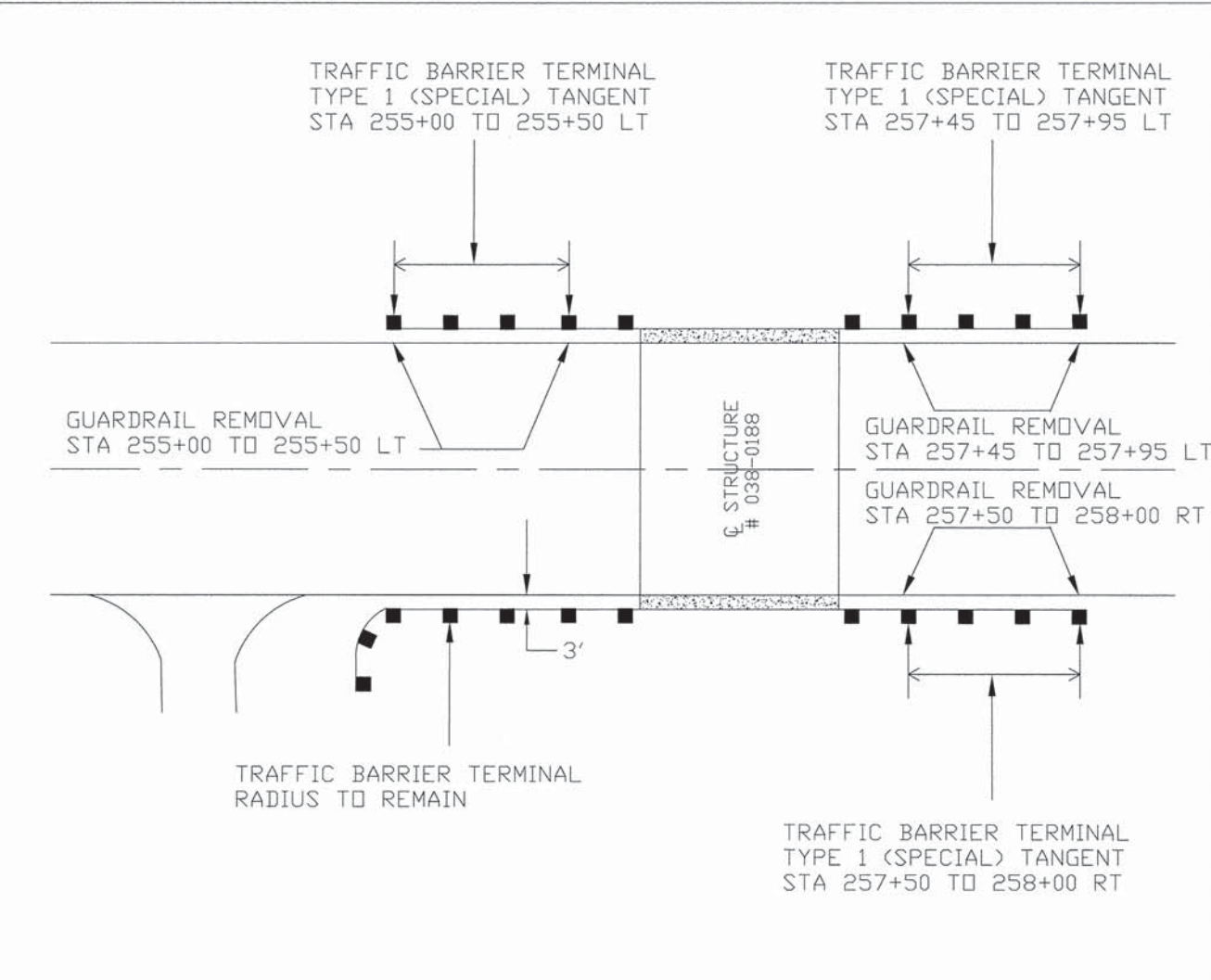
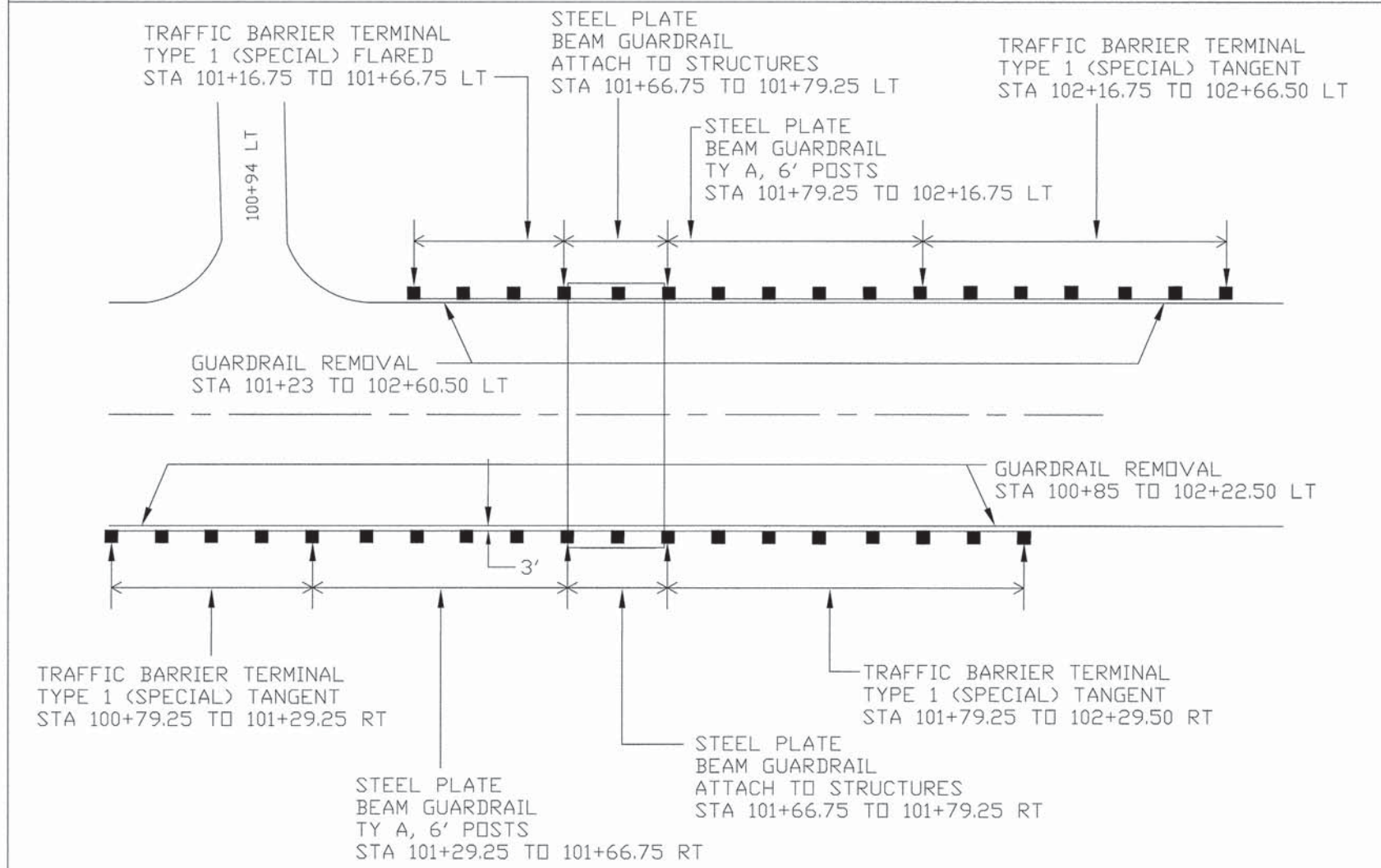
STATION	RT/LT	TYPE	PROPOSED	SQ. YD.	TON
79+05	RT	PE	HMA	85	12
100+94	LT	PE	HMA	85	12
• 113+25	RT	PE	HMA	30	8
153+00	LT	PE	HMA	85	12
172+56	RT	PE	HMA	85	12
185+92	LT	PE	HMA	85	12
194+50	LT	PE	HMA	85	12
254+55	RT	PE	HMA	85	12
284+67	LT	PE	HMA	85	12
TOTAL = 104 TONS					

• PRIVATE ENTRANCE SHALL RECEIVE ONLY A 4 FOOT PAVED APRON.

GUARDRAIL PLAN VIEW

NOTE: ALL GUARDRAIL REMOVED FROM THIS PROJECT WILL REMAIN THE PROPERTY OF IROQUOIS COUNTY HIGHWAY DEPARTMENT. SEE GUARDRAIL REMOVAL AND SALVAGE SPECIAL PROVISIONS. ALSO, ALL EXISTING GUARDRAIL THAT WILL REMAIN IS PRE-MGS STANDARD.

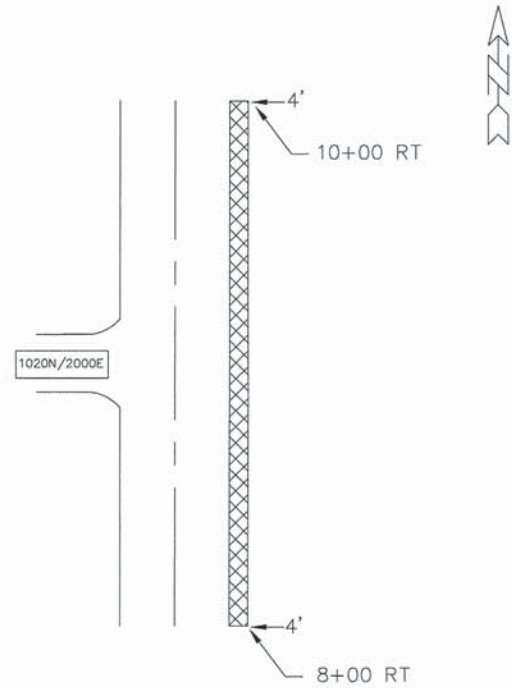
ROUTE NO. FAS 326	SECTION 11-00304-00-RS	COUNTY IROQUOIS	TOTAL SHEETS 9	SHEET NO. 7
JOB #: C-93-072-15		PROJECT #: RS-0326(102)		
CONTRACT 87613				



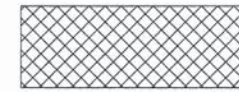
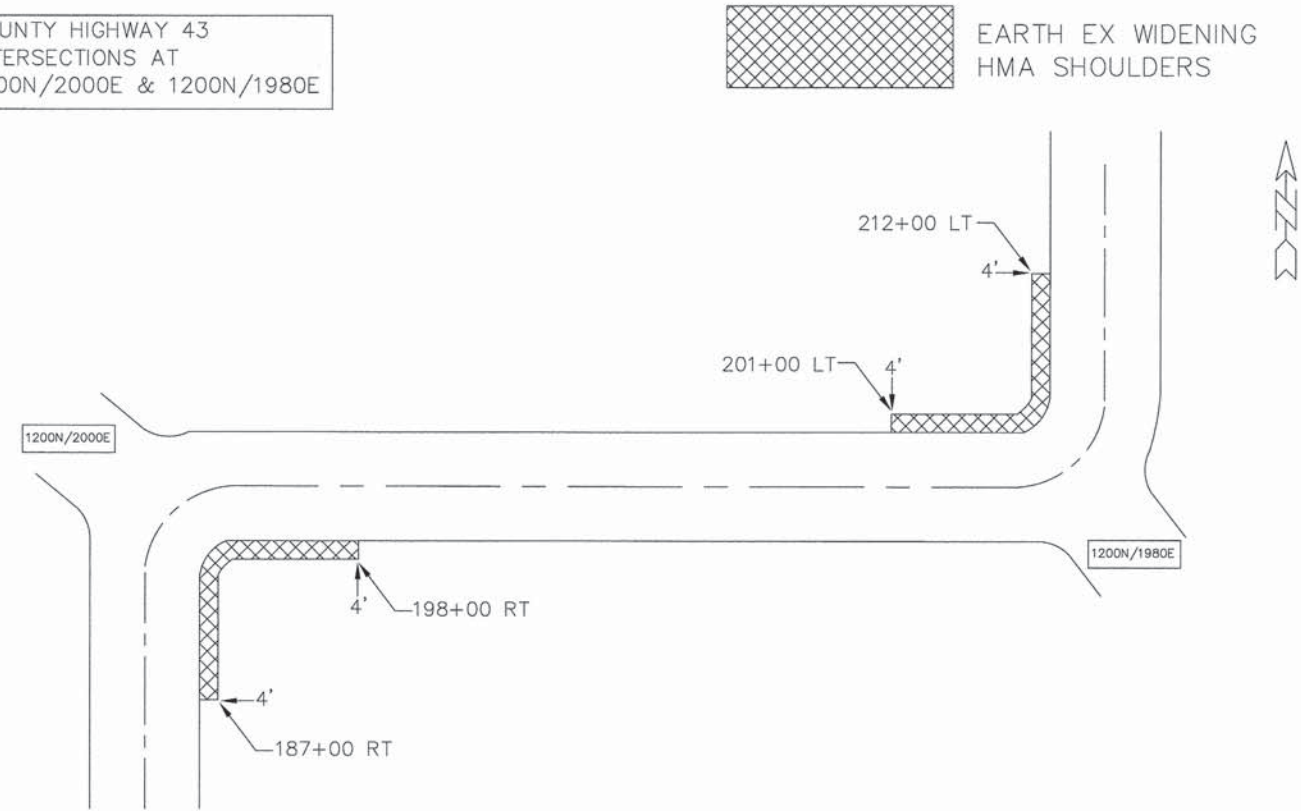
EARTH EXCAVATION WIDENING & HMA SHOULDERS

ROUTE NO. FAS 326	SECTION 11-00304-00-RS	COUNTY IROQUOIS	TOTAL SHEETS 9	SHEET NO. 8
JOB #: C-93-072-15		PROJECT #: RS-0326(102)		
CONTRACT 87613				

COUNTY HIGHWAY 43
INTERSECTION AT
1020N/2000E

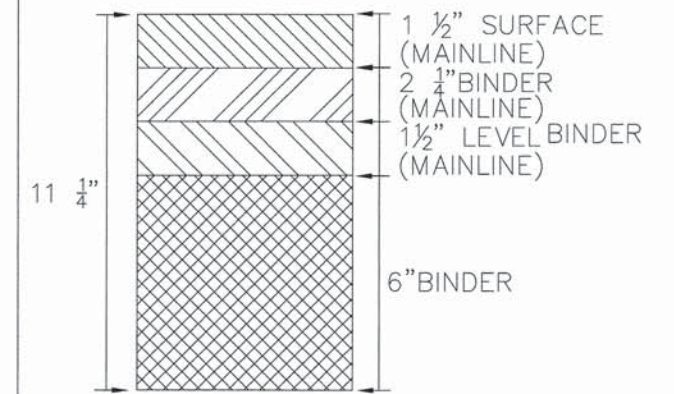


COUNTY HIGHWAY 43
INTERSECTIONS AT
1200N/2000E & 1200N/1980E



EARTH EX WIDENING
HMA SHOULDERS

HMA SHOULDERS 6" DETAIL



SUPER ELEVATION & CURVE DATA

CURVE #1 DATA	
P. I.	193+78.10
D	11°-28' -26.4"
R	499.35'
T	500.30'
L	785.33'
I	90°-06' -31.5"
P. C.	188+77.80
P. T.	196+63.13
BEGIN TRANSITION	187+44.47
FULL S. E.	189+44.47
FULL S. E.	195+96.46
END TRANSITION	197+96.46
SUPER ELEVATION = 8%	

CURVE #2 DATA	
P. I.	207+25.65
D	11°-28' -03.37"
R	499.63'
T	500.90'
L	786.08'
I	90°-08' -42.0"
P. C.	202+24.75
P. T.	210+10.83
BEGIN TRANSITION	200+91.42
FULL S. E.	202+91.42
FULL S. E.	209+44.16
END TRANSITION	211+44.16
SUPER ELEVATION = 8%	

CURVE #3 DATA	
P. I.	258+00.62
D	1°-12'
R	4774.65'
T	476.22'
L	949.30'
I	11°-23' -30"
P. C.	253+24.40
P. T.	262+73.70
BEGIN TRANSITION	251+74.40
FULL S. E.	253+99.40
FULL S. E.	261+97.75
END TRANSITION	264+62.75
SUPER ELEVATION = 2.5%	

GUARDRAIL SCHEDULE

PAY ITEM	63000001	63000025	63100167	63100169	78201000
UNIT	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)
STATION TO STATION	STEEL PLATE BEAM GUARDRAIL, TY A, 6' POSTS	STEEL PLATE BEAM GUARDRAIL ATTACHED TO STRUCTURES	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL FLARED	TERMINAL MARKER DIRECT APPLIED
101+29.25 TO 101+66.75 RT	37.5				
101+79.25 TO 102+16.75 LT	37.5				
101+66.75 TO 101+79.25 RT		12.5			
101+66.75 TO 101+79.25 LT		12.5			
100+79.25 TO 101+29.25 RT			1.0		1.0
101+79.25 TO 102+29.50 RT			1.0		1.0
102+16.75 TO 102+66.75 LT			1.0		1.0
255+00 TO 255+50 LT			1.0		1.0
257+45 TO 257+95 LT			1.0		1.0
257+50 TO 258+00 RT			1.0		1.0
266+90 TO 267+40 RT			1.0		1.0
267+67 TO 268+17 LT			1.0		1.0
270+41 TO 270+91 RT			1.0		1.0
271+18 TO 271+68 LT			1.0		1.0
299+35 TO 299+85 RT			1.0		1.0
300+13 TO 300+63 LT			1.0		1.0
302+75.5 TO 303+25.50 RT			1.0		1.0
303+52.5 TO 304+02.50 LT			1.0		1.0
101+16.75 TO 101+66.75 LT				1.0	1.0
TOTAL =	75.0	25.0	14.0	1.0	15.0

ROUTE NO. FAS 326	SECTION 11-00304-00-RS	COUNTY IROQUOIS	TOTAL SHEETS 9	SHEET NO. 9
JOB #: C-93-072-15			PROJECT #: RS-0326 (102)	
CONTRACT 87613				

78001110 – PAINT PAVEMENT MARKING – LINE 4”
70300220 – TEMPORARY PAVEMENT MARKING

TYPE	STATION TO STATION	FEET	LINE 4”
CENTERLINE			
SKIP DASH	0+11 TO 33+30	3,319'	830.0'
SKIP DASH	44+85 TO 178+25	13,340'	3,335.0'
SKIP DASH	220+05 TO 257+80	3,775'	944.0'
SKIP DASH	266+60 TO 272+20	560.0'	140.0'
SKIP DASH	279+05 TO 284+20	515.0'	129.0'
SKIP DASH	292+33 TO 296+20	387.0'	97.0'
SKIP DASH	304+30 TO 311+32	702.0'	176.0'
TOTAL =			5,651.0'
NO PASSING ZONE			
SINGLE NO PASS & SKIP DASH	33+30 TO 38+18 RT	488.0'	610.0'
DOUBLE NO PASS	38+18 TO 39+18 LT & RT	100.0'	200.0'
SINGLE NO PASS & SKIP DASH	39+18 TO 44+85 LT	567.0'	709.0'
SINGLE NO PASS & SKIP DASH	178+25 TO 190+55 RT	1,230.0'	1,538.0'
DOUBLE NO PASS	190+55 TO 208+75 LT & RT	1,820.0'	3,640.0'
SINGLE NO PASS & SKIP DASH	208+75 TO 220+05 LT	1,130.0'	1,413.0'
SINGLE NO PASS & SKIP DASH	257+80 TO 266+60 RT	880.0'	1,100.0'
SINGLE NO PASS & SKIP DASH	272+20 TO 279+05 LT	685.0'	856.0'
SINGLE NO PASS & SKIP DASH	284+20 TO 292+33 RT	813.0'	1,016.0'
SINGLE NO PASS & SKIP DASH	296+20 TO 304+30 LT	810.0'	1,013.0'
TOTAL =			12,095.0'

TOTAL ALL STRIPING FOR PAINT
PAVEMENT MARKING LINE 4” = 17,746.0’
TOTAL FOR TEMPORARY PAVEMENT MARKING = 17,746.0’

PAVEMENT SCHEDULE

PAY ITEM	40600627	40603082	40603310	48101200	48203100	40600275
UNIT	(TON)	(TON)	(TON)	(TON)	(TON)	(POUND)
STATION TO STATION	LEVEL BINDER (MM) IL-9.5 FG, N50	HMA BINDER COURSE IL-19.0 FG, N50	HMA SURFACE COURSE MIX 'C' N50	AGGREGATE SHOULDERS TYPE B	HMA SHOULDERS	BITUMINOUS MATERIALS (PRIME COAT)
0+20 TO 310+82	6,400					15,624
0+50 TO 212+00		6,500				5,340
0+11 TO 311+32			6,300	9,000		9,336
8+00 TO 10+00 RT					30	
187+00 TO 198+00 RT					164	
201+00 TO 212+00 LT					164	
TOTAL =	6,400	6,500	6,300	9,000	358	30,300

40600990 – TEMPORARY RAMP

STATION	SQ. YDS.
0+11	55.0
38+50	9.3
39+15	9.3
193+17 LT	9.3
205+71 RT	10.0
255+94	9.3
257+64	9.3
311+32	46.5
TOTAL =	158.0

**20200500
EARTH EXCAVATION
WIDENING**

STATION TO STATION	CU. YD.
8+00 TO 10+00 RT	14.8
187+00 TO 198+00 RT	81.6
201+00 TO 212+00 LT	81.6
TOTAL =	178

**40600982
HMA SURFACE REMOVAL
BUTT JOINT**

STATION TO STATION	SQ. YDS.
0+11	287.00
38+00 TO 38+50	117.0
39+15 TO 39+65	117.0
193+17 LT	32.0
194+50 LT	17.0
205+71 RT	52.0
255+44 TO 255+94	117.0
257+14 TO 257+64	117.0
311+32	244.0
TOTAL =	1,100.0

**63200310
GUARDRAIL REMOVAL**

UNIT	(FOOT)
STATION TO STATION	GUARDRAIL REMOVAL
101+23 TO 102+60.50 LT	137.5
100+85 TO 102+22.50 RT	137.5
255+00 TO 255+50 LT	50.0
257+45 TO 257+95 LT	50.0
257+50 TO 258+00 RT	50.0
266+90 TO 267+40 RT	50.0
267+67 TO 268+17 LT	50.0
270+41 TO 270+91 RT	50.0
271+18 TO 271+68 LT	50.0
299+35 TO 299+85 RT	50.0
300+13 TO 300+63 LT	50.0
302+75.50 TO 303+13 RT	37.5
303+52.50 TO 303+90 LT	37.5
TOTAL =	800.0

THERMOPLASTIC PAVEMENT MARKING SCHEDULE

PAY ITEM	78000100	78000650
UNIT	(SQUARE FOOT)	(FOOT)
STATION TO STATION	THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS	THERMOPLASTIC PAVEMENT MARKING LINE 24”
34+85 RT – RAILROAD ‘R’s’	7.5	
34+85 RT – RAILROAD ‘X’	54.0	
44+47 LT – RAILROAD ‘R’s’	7.5	
44+47 LT – RAILROAD ‘X’	54.0	
34+97.5 RT		10.0
35+22.5 RT		10.0
38+19 RT		10.0
39+15 LT		10.0
44+34.5 LT		10.0
44+59.5 LT		10.0
TOTAL =	123.0	60.0