

*****AS BUILT PLAN*****

RHI DEC 12

PROJECT ID: 1178-08-60
WITH:

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 5	Plan
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans

TOTAL SHEETS = 279

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREVENTATIVE MAINTENANCE PROJECT

MERRILL - TOMAHAWK

CTH K - CTH S

USH 51

LINCOLN COUNTY

STATE PROJECT NUMBER

1178-08-60

END PROJECT

STA 1277+27.36(NB)
STA 1277+55.62(SB)

STRUCTURE B-35-0115

STA 1275+61.40(NB) - STA 1277+27.36(NB)

EQUATION

STA 1217+88.83(NB) AH=

STA 1160+58.27(NB) BK=

EXCEPTION TO NET C/L LENGTH

STRUCTURE B-35-0120

STA 1132+37.58(NB) - STA 1132+77.42(NB)

EXCEPTION TO NET C/L LENGTH

STRUCTURE B-35-0123

STA 826+73.56(NB) - STA 827+77.40(NB)

BEGIN PROJECT

STA 435+00(NB)
STA 439+50(SB)
X= 398163.20
Y= 133360.30

STRUCTURE B-35-0114

STA 1275+90.02(SB) - STA 1277+55.62(SB)

EXCEPTION TO NET C/L LENGTH

STRUCTURE B-35-0133

STA 1132+37.25(SB) - STA 1132+77.75(SB)

EXCEPTION TO NET C/L LENGTH

STRUCTURE B-35-0124

STA 826+67.42(SB) - STA 827+80.92(SB)

DESIGN DESIGNATION

A.A.D.T. 2013	=	14,600
A.A.D.T. 2033	=	18,700
D.H.V.	=	7.8%
D.D.	=	61/39
T.	=	8.2%
DESIGN SPEED	=	70 MPH
ESALS	=	5,358,200

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS

REFERENCE LINE

COMBUSTIBLE FLUIDS

UTILITIES

ELECTRIC

FIBER OPTIC

GAS

SANITARY SEWER

STORM SEWER

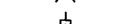
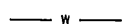
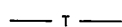
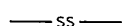
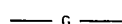
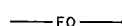
TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE



LAYOUT

SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 14.840 MI.

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), 'LINCOLN' COUNTY, NAD 1983 (91)."

"ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 NAVD 88 (91)."

STATE PROJECT

1178-08-60

FEDERAL PROJECT

PROJECT

WISC 2012711

CONTRACT

1

AMERICAN ASPHALT, PRIME CONTRACTOR
JUNE 10, 2013- OCTOBER 7, 2013
CPR, INC: CONCRETE PAVEMENT REPAIRS
FENCING PLUS: SIGNING, GUARDRAIL, E.C.
INTERSTATE IMPROVEMENT: DIAMOND
GRINDING
INTERSTATE SEALANT: POLYMASTIC AND
ROUT AND SEAL
MERRILL SAND AND GRAVEL: MILLING
ASPHALT, CLEARING
PENHALL CO: RUMBLE STRIPS
RENT A FLASH: TRAFFIC CONTROL
RIVERSIDE LAND SURVEYING: STAKING
VAN ERT ELECTRIC: RAMP GATES
ZENITH TECH: JOINT REPAIR B-35-0114

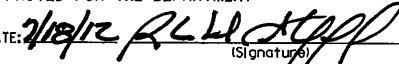
MSA PROFESSIONAL SERVICES, INC,
OVERSIGHT CONSULTANT
CHAD SCHROEDER, PROJECT LEADER
PHIL KRIESEL, JAMIE ANDERSON, PHIL
SAEGER, INSPECTORS
JASON HRIBAR, QV MATERIALS TESTING
MICHAEL GRAGE, WISDOT PM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	EMCS
Designer	TED A. SMITH
Project Manager	MICHAEL G. GRAGE
Regional Examiner	
Regional Supervisor	ROBIN W. STAFFORD
C.O. Examiner	JE

APPROVED FOR THE DEPARTMENT

DATE: 7/18/12  (Signature)

GENERAL NOTES

- 1. THE LOCATIONS OF THE EXISTING UTILITY INSTALTIONS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.
- 2. THE INSIDE EDGE OF PAVEMENT OF THE SOUTHBOUND ROADWAY IS THE SOUTHBOUND R/L (SB). THE INSIDE EDGE OF PAVEMENT OF THE NORTHBOUND ROADWAY IS THE NORTHBOUND R/L (NB).
- 3. THE OUTSIDE EDGE OF PAVEMENT IS THE R/L (REFERENCE LINE) ON ALL RAMPS.
- 4. RESTORE ANY PREVOISLY GRASSED AREAS WHICH ARE DISTURBED OUTSIDE OF NORMAL CONSTRUCTION LIMITS AT THE CONTRACTORS EXPENSE.

UTILITIES & OTHER CONTACTS

WISCONSIN PUBLIC SERVICE
2027 NAVAJO STREET
PO BOX 160
RHINELANDER, WI 54501
715-369-7111

FRONTIER COMMUNICATIONS
1851 N 14TH AVENUE
WAUSAU, WI 54401
CALVIN KLADE
715-675-9737
715-573-2110 (MOBILE)

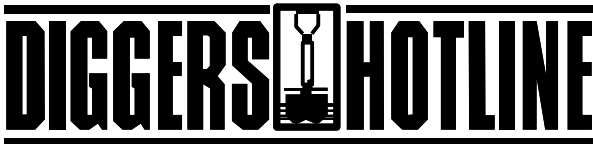
ANR PIPELINE CO
W 3925 PIPELINE LANE
EDEN, WI 53019
LAWRENCE HUBER
920-477-2235

AMERICAN TRANSMISSION COMPANY
801 O'KEEFE ROAD
PO BOX 6113
DE PERE, WI 54115-6113
920-338-6582

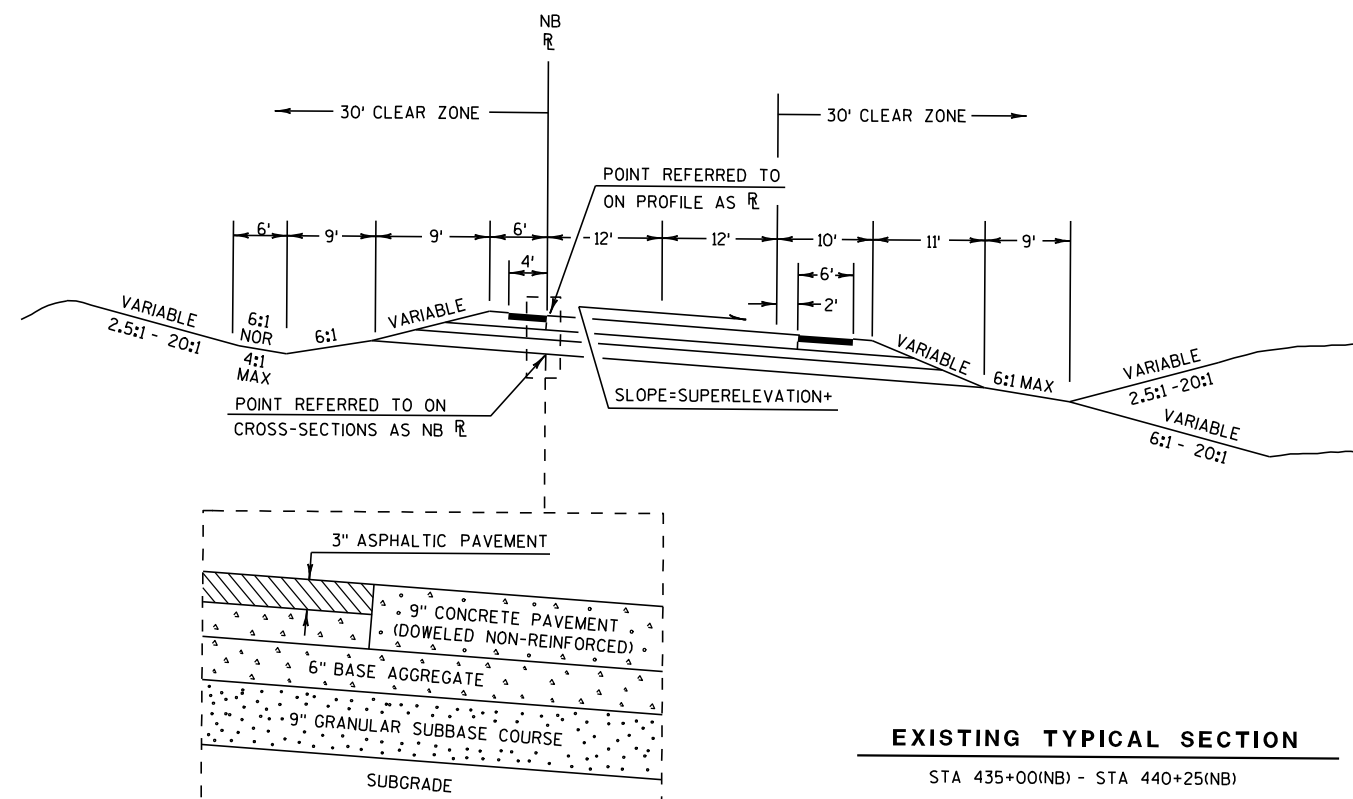
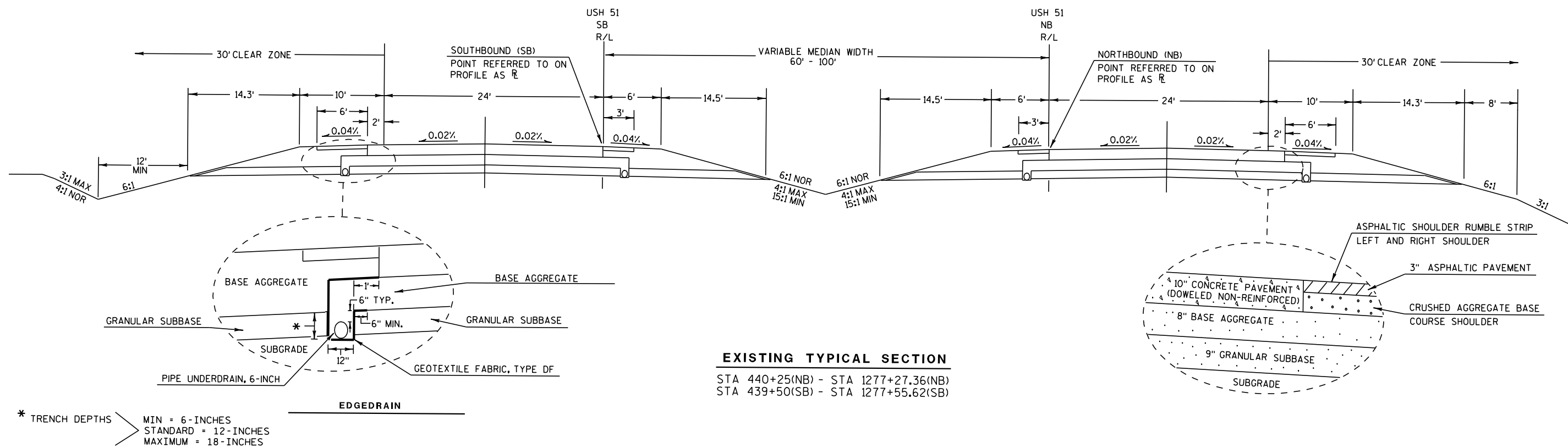
DEPARTMENT OF NATURAL RESOURCES
NORTH CENTRAL DISTRICT
107 SUTLIFF AVENUE
RHINELANDER, WI. 54501
JON SIMONSEN
715-365-8916

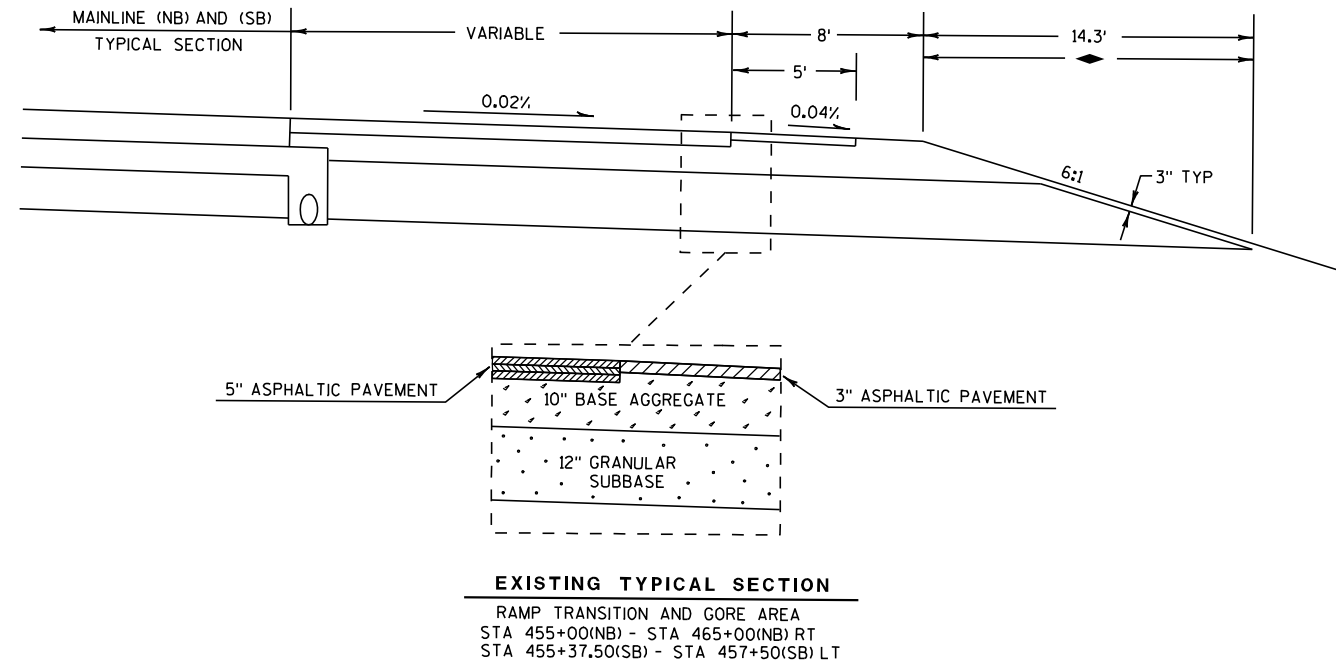
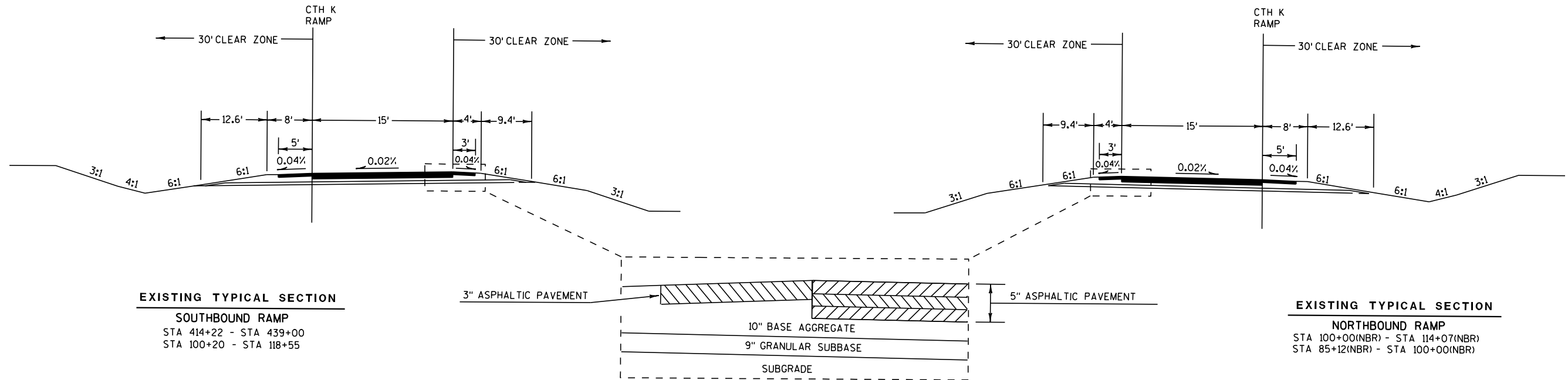
AS-BUILT PLANS USED

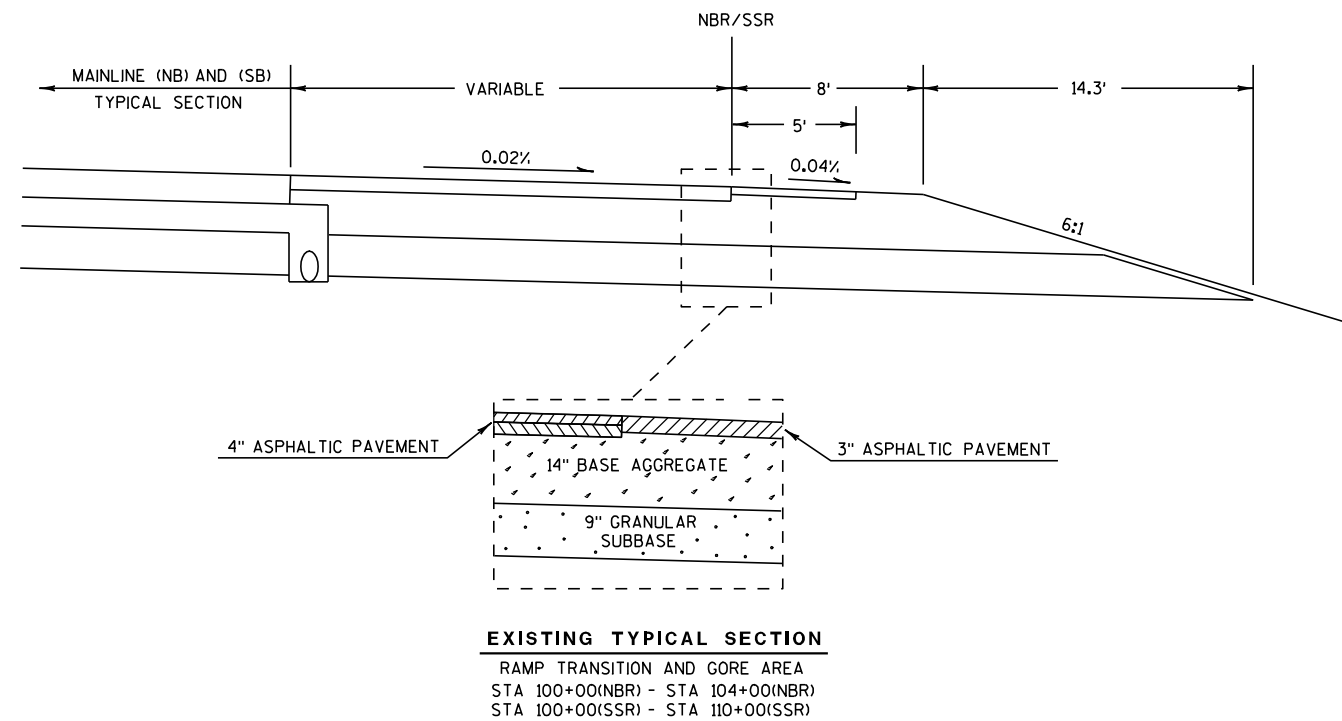
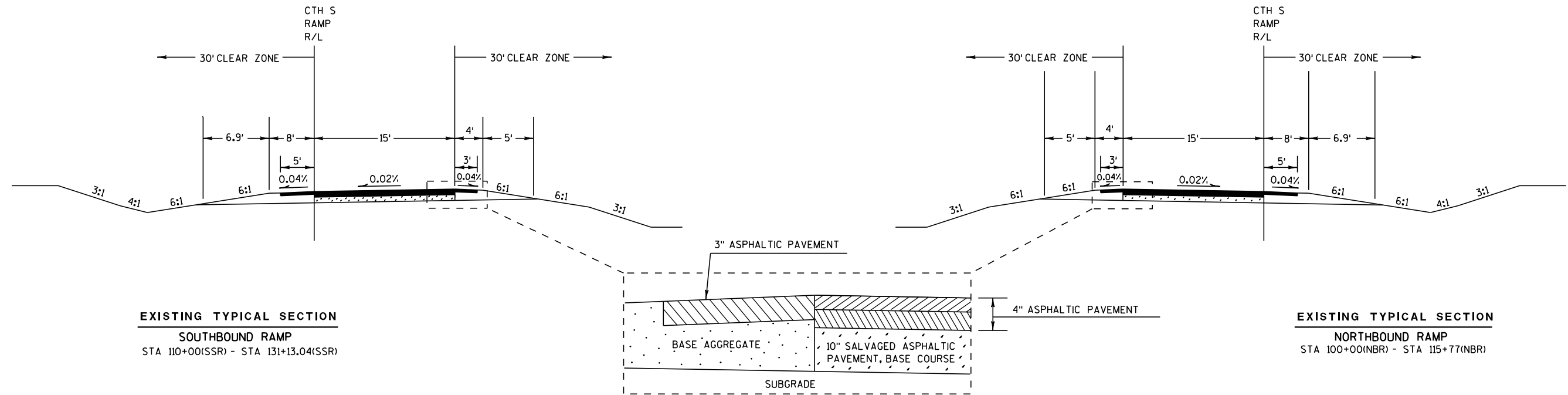
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1176-02-70



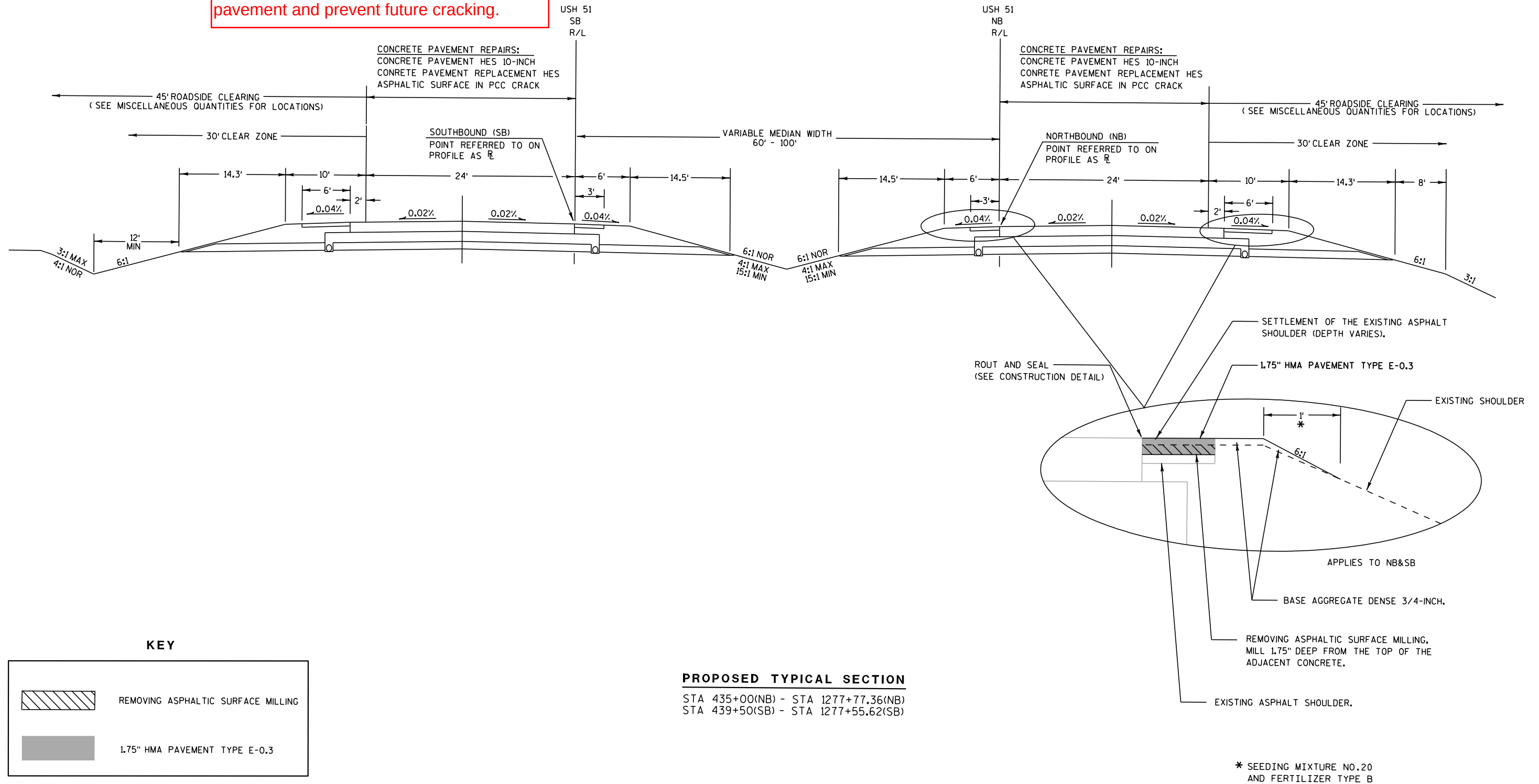
Call 811 3 Work Days Before You Dig
Or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

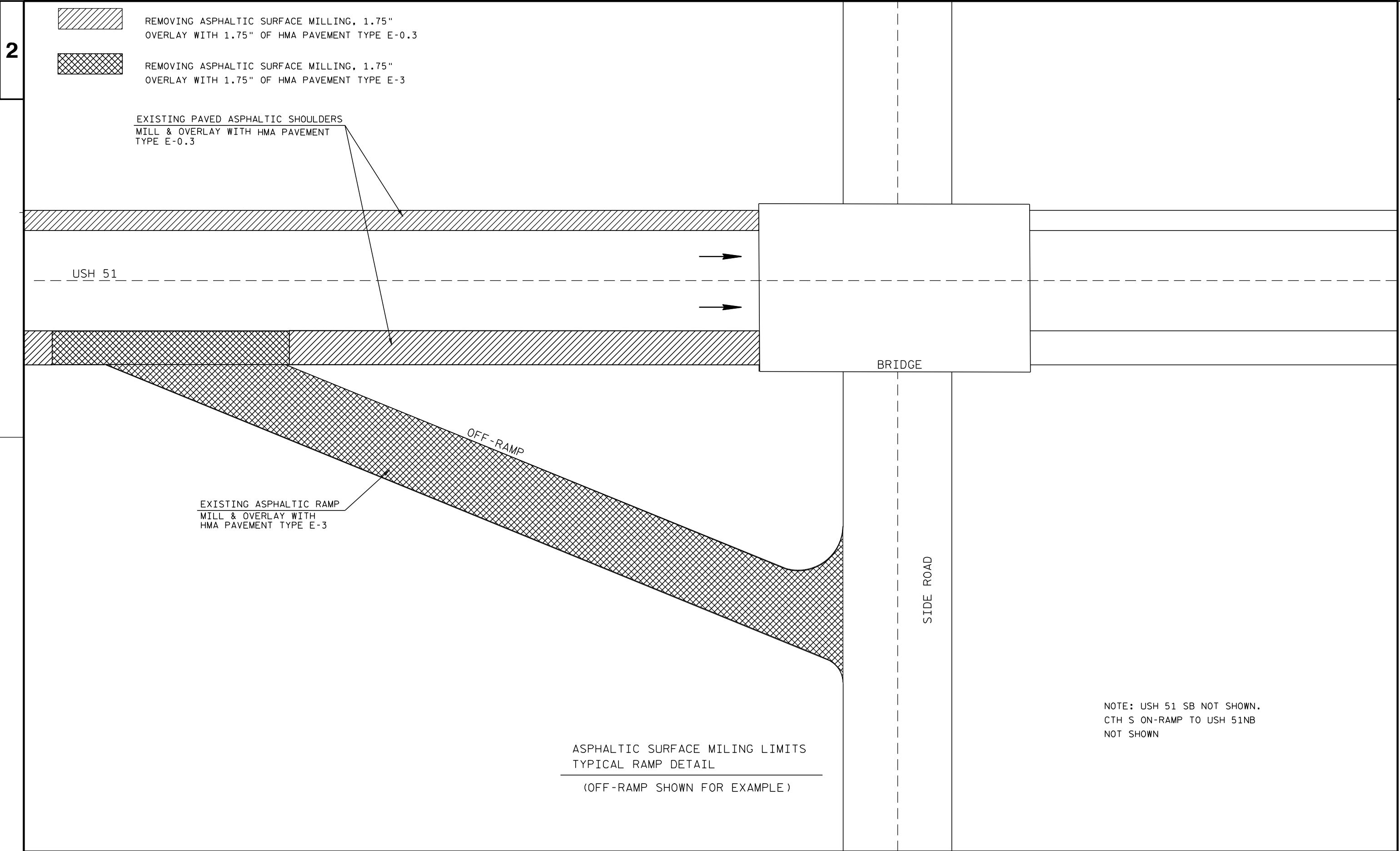






Note: Dowel basket and sawed joint placed mid-span of replaced slabs if adjacent slab was cracked, to mitigate movement of the pavement and prevent future cracking.







REMOVING ASPHALTIC SURFACE MILLING, 1.75"
OVERLAY WITH 1.75" OF HMA PAVEMENT TYPE E-0.3

NOTE:
THIS INCLUDES EXISTING PAVED MEDIAN CROSS OVERS ACCESSING SIDE ROADS AND PE'S.
UNPAVED EXISTING MEDIAN CROSS OVERS SHALL BE PAVED AS PER SDD 11 A 1-4

SIDE ROAD

MILL TO PT OF RADIUS RETURN

EXISTING PAVED ASPHALTIC SHOULDERS

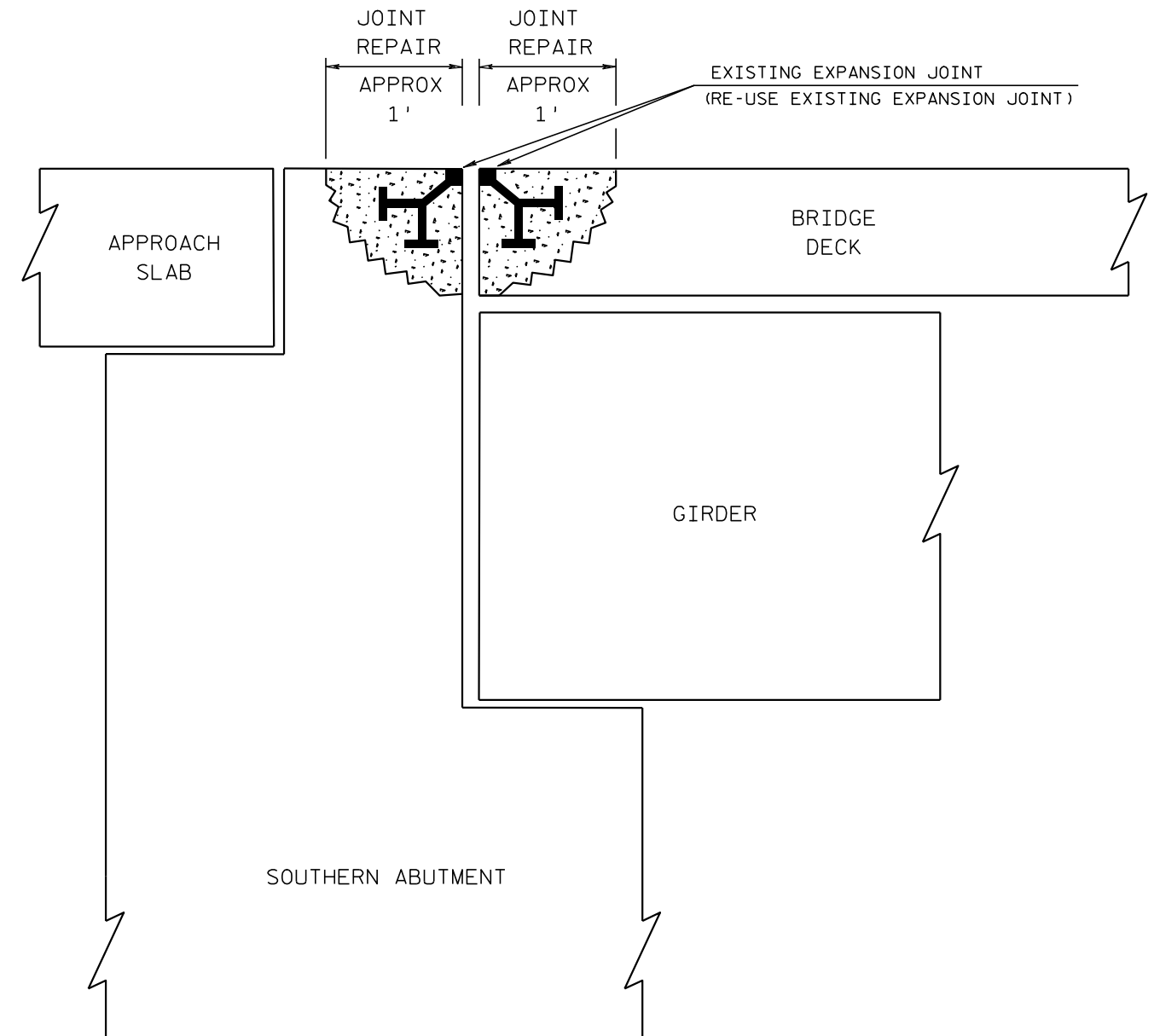
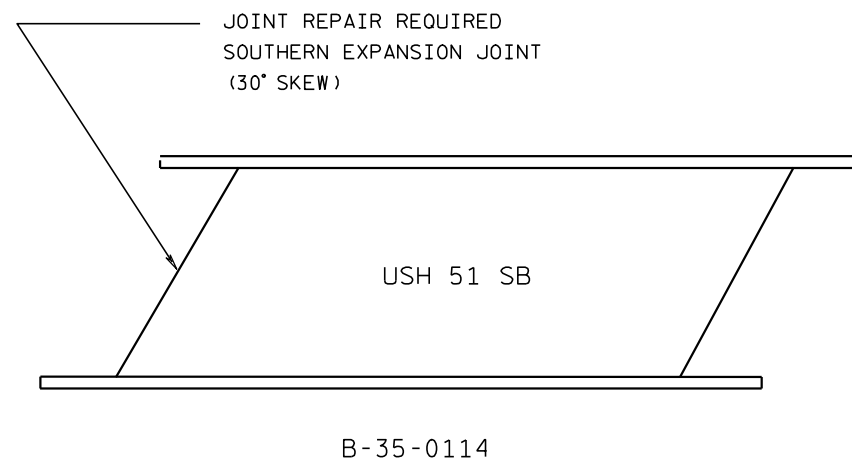
ASPHALTIC SURFACE MILLING LIMITS
TYPICAL SIDE ROAD DETAIL

JOINT REPAIR DETAIL
B-35-0114

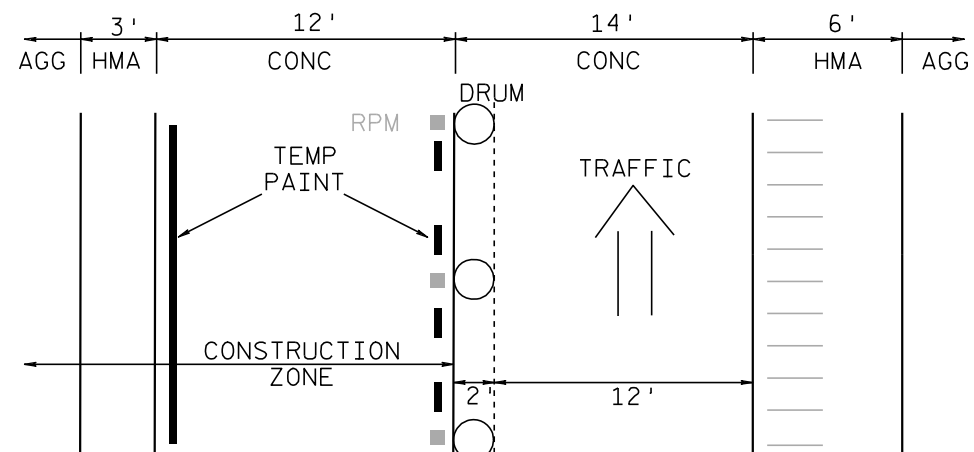
Joint repair only performed between
white edgelines of the roadway.

PLAN VIEW

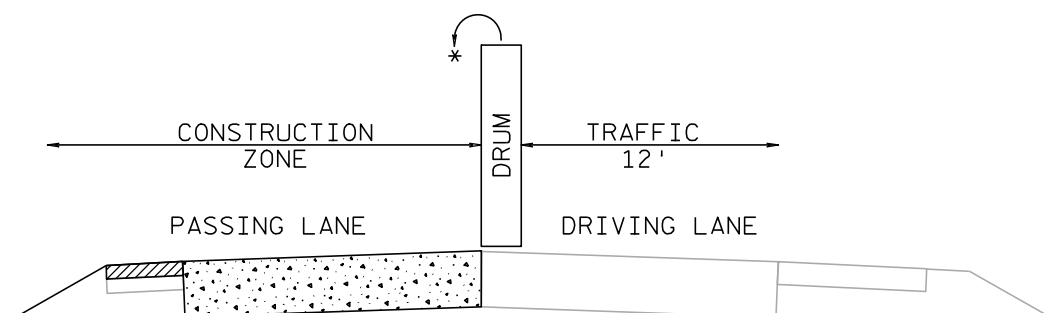
PROFILE VIEW



STAGE 1



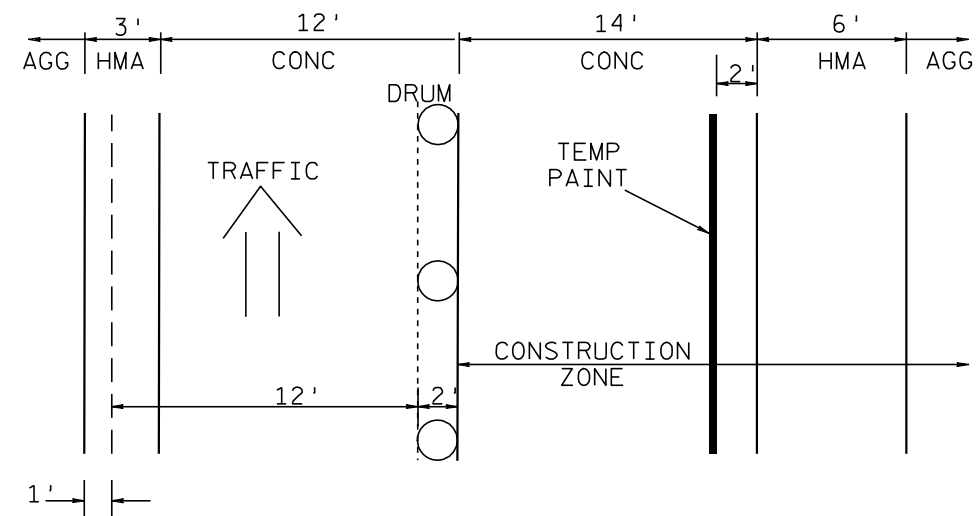
STAGE 1 CONSTRUCTION ZONE (PASSING LANE)
 REMOVE RAISED PAVEMENT MARKERS & PATCH HOLES
 PCC PAVEMENT REPAIRS
 MILL & HMA OVERLAY OF PAVED SHOULDERS
 BASE AGGREGATE SHOULDER PLACEMENT
 GUARDRAIL REPLACEMENT
 EXPANSION JOINT REPAIR B-35-0114
 TEMPORARY PAINT EDGELINE (PAVEMENT REPLACEMENT AREAS)



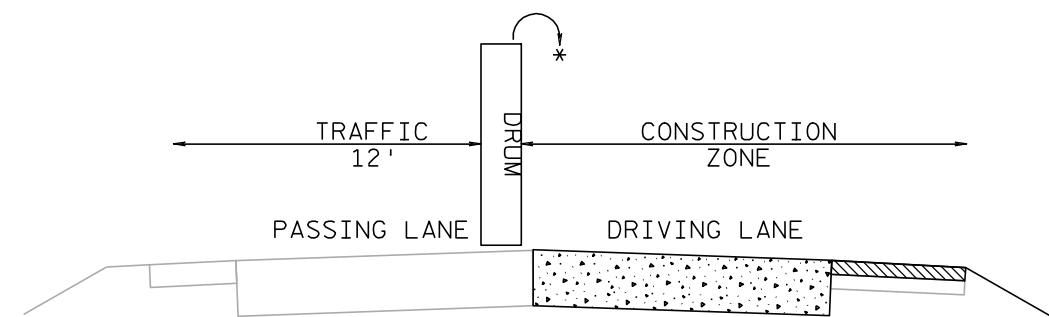
NOTE: ONCE THE PCC PAVEMENT HAS BEEN REMOVED THE OPENING MUST BE FILLED BY THE END OF THE WORKING DAY.

* WHEN WORK ACTIVITIES ARE NOT BEING CONDUCTED THEN TRAFFIC CONTROL DRUMS SHOULD BE MOVED OVER INTO THE CONSTRUCTION ZONE.

STAGE 2

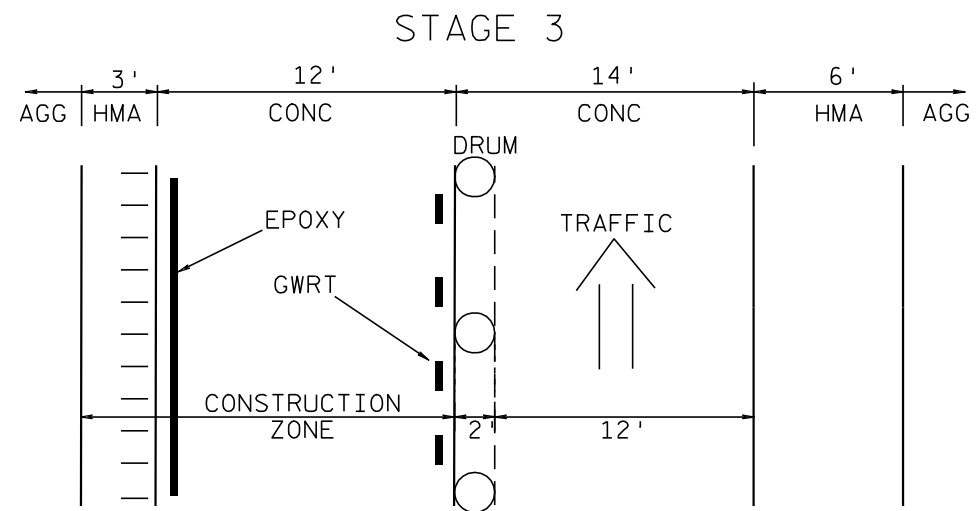


STAGE 2 CONSTRUCTION ZONE (DRIVING LANE)
 PCC PAVEMENT REPAIRS
 MILL & HMA OVERLAY OF PAVED SHOULDERS
 BASE AGGREGATE SHOULDER PLACEMENT
 GUARDRAIL REPLACEMENT
 EXPANSION JOINT REPAIR B-35-0114
 TEMPORARY PAINT EDGELINE (PAVEMENT REPLACEMENT AREAS)

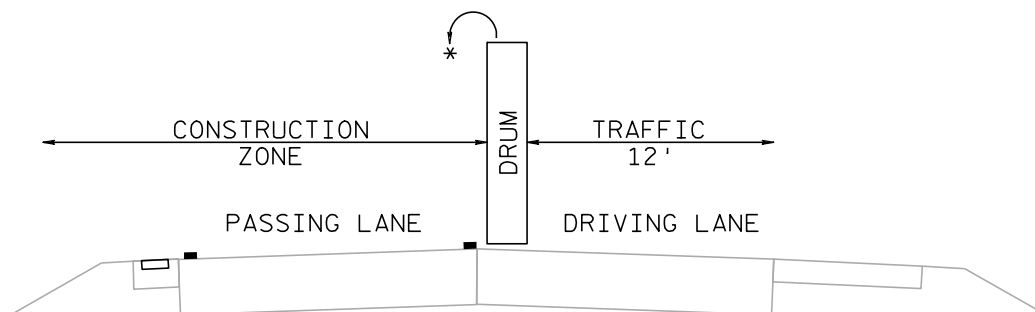


NOTE: ONCE THE PCC PAVEMENT HAS BEEN REMOVED THE OPENING MUST BE FILLED BY THE END OF THE WORKING DAY.

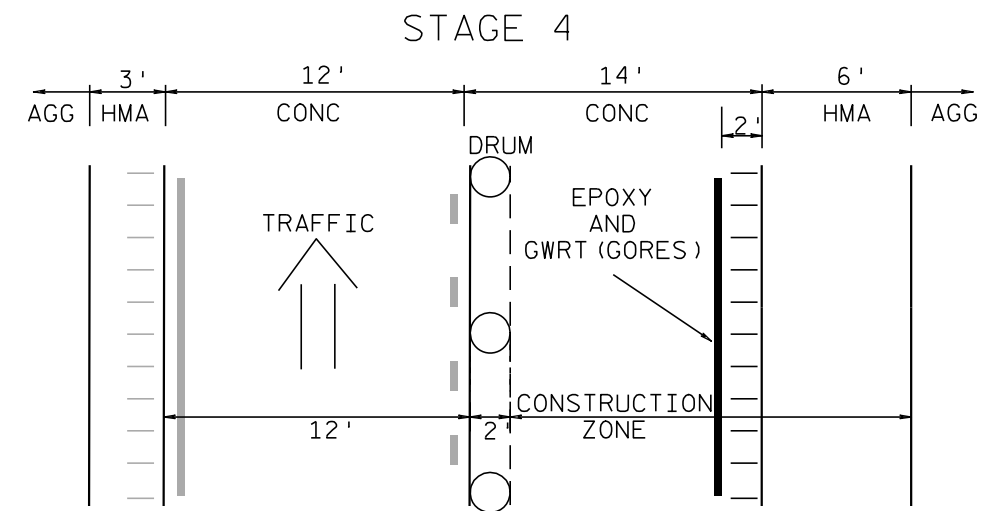
* WHEN WORK ACTIVITIES ARE NOT BEING CONDUCTED THEN TRAFFIC CONTROL DRUMS SHOULD BE MOVED OVER INTO THE CONSTRUCTION ZONE.



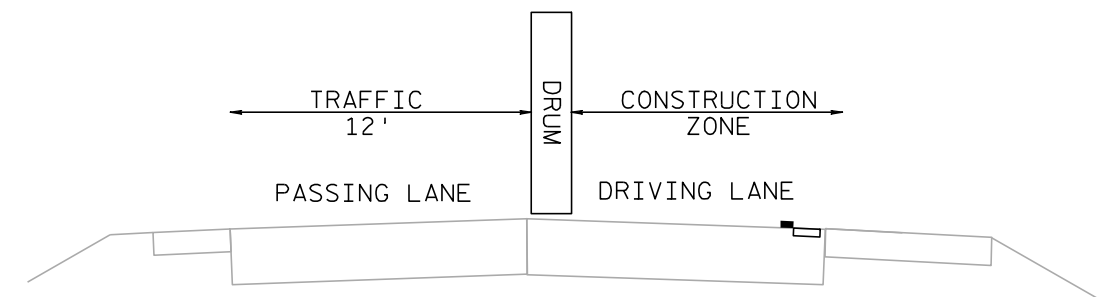
STAGE 3 CONSTRUCTION ZONE (PASSING LANE)
 RUMBLE STRIPS IN HMA PAVED SHOULDER MEDIAN-SIDE
 EPOXY PAVEMENT MARKING MEDIAN-SIDE EDGELINE
 PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE, LANE LINES

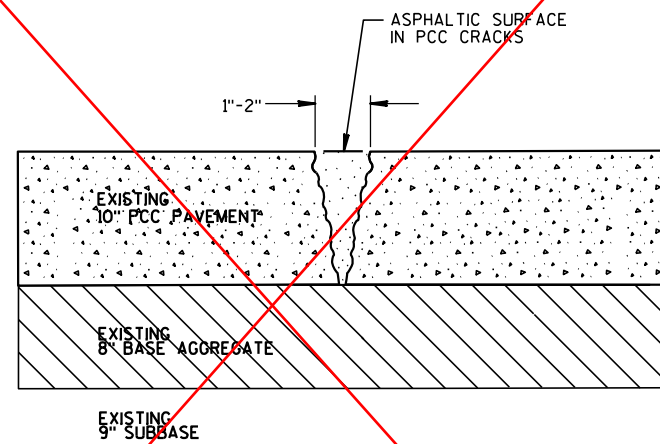


* WHEN WORK ACTIVITIES ARE NOT BEING CONDUCTED THEN TRAFFIC CONTROL DRUMS SHOULD BE MOVED OVER INTO THE CONSTRUCTION ZONE.



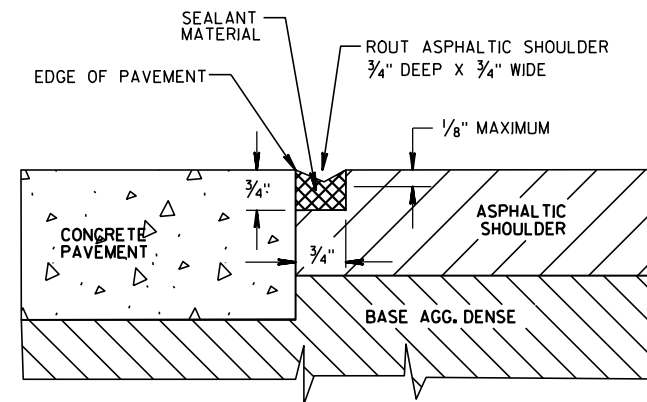
STAGE 4 CONSTRUCTION ZONE (DRIVING LANE)
 EPOXY PAVEMENT MARKINGS DL-SIDE EDGELINE
 EPOXY PAVEMENT STOP LINE & TYPE 4 ARROWS OFF-RAMPS
 GROOVED TAPE PAVEMENT MARKINGS, GOES
 RUMBLE STRIPS IN PCC PAVEMENT





ASPHALTIC SURFACE IN PCC CRACKS

Note: Item not utilized. Polymastic crack sealer utilized in lieu of this item. Cracks were prerouted similar to rout and seal operation.



ROUT AND SEAL DETAIL

GENERAL NOTES

THE LOCATION OF THE EXISTING UTILITIES SHOWN ON PLAN ARE APPROXIMATE. THERE MAYBE OTHER UTILITY INSTALLATIONS WITHIN THE AREA THAT ARE NOT SHOWN ON THE PLAN. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES WITHIN CONSTRUCTION AREA. REVIEW PROPOSED RAMP GATE LOCATIONS IN FIELD WITH PROJECT ENGINEER BEFORE INSTALLATION. IF NECESSARY THEN ADJUST RAMP GATE LOCATIONS TO FIT FIELD CONDITIONS.

CTH K

100

P1 439+10.99

PC 101+63.47

SIGN

CTH K

P1 100+00.00

STA 438+49, 32' RT

SB ENTRANCE RAMP CONTROL CABINET

1-CONCRETE CONTROL CABINET BASE TYPE 10
1-PEDESTAL BASE
1-TRAFFIC SIGNAL STANDARD ALUMINUM 15-FT
5LF- CONDUIT RIGID NONMETTALLIC SCHEDULE 40 2-INCH
(SEE CONSRUCTION DETAILS)

STA 438+44, 27' RT

SB ENTRANCE RAMP PULL BOX

1-PULL BOX STEEL 24X36-INCH
(SEE CONSRUCTION DETAILS)

STA 438+39, 22' RT

SB ENTRANCE RAMP GATE

1-CONCRETE BASE TYPE 5
1-POLE TYPE 5, STEEL
1-RAMP CLOSURE GATE, SOLAR POWERED, 40-FT
1-TRANSFORMER BASE BREAKAWAY 11.5-INCH BOLT CIRCLE
5LF- CONDUIT RIGID NONMETTALLIC SCHEDULE 40 2-INCH
(SEE CONSRUCTION DETAILS)

ENTRANCE RAMP USH 51 SB

FIBER OPTIC

TELEPHONE

STA 100+81, 23' LT

NB ENTRANCE RAMP GATE

1-CONCRETE BASE TYPE 5
1-POLE TYPE 5, STEEL
1-RAMP CLOSURE GATE, SOLAR POWERED, 40-FT
1-TRANSFORMER BASE BREAKAWAY 11.5-INCH BOLT CIRCLE
5LF- CONDUIT RIGID NONMETTALLIC SCHEDULE 40 2-INCH
(SEE CONSRUCTION DETAILS)

STA 100+76, 28' LT

NB ENTRANCE RAMP PULLBOX

1-PULL BOX STEEL 24X36-INCH
(SEE CONSRUCTION DETAILS)

STA 100+71, 33' LT

NB ENTRANCE RAMP CONTROL CABINET

1-CONCRETE CONTROL CABINET BASE TYPE 10
1-PEDESTAL BASE
1-TRAFFIC SIGNAL STANDARD ALUMINUM 15-FT
5LF- CONDUIT RIGID NONMETTALLIC SCHEDULE 40 2-INCH
(SEE CONSRUCTION DETAILS)

CTH K

INL

SIGN

PT 98+48.16

98

100

P1 100+00.00

ENTRANCE RAMP USH 51 NB

PROJECT NO: 1178-08-60

HWY: USH 51

COUNTY: LINCOLN

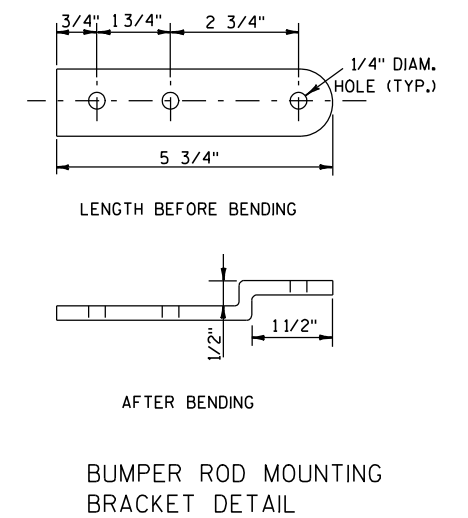
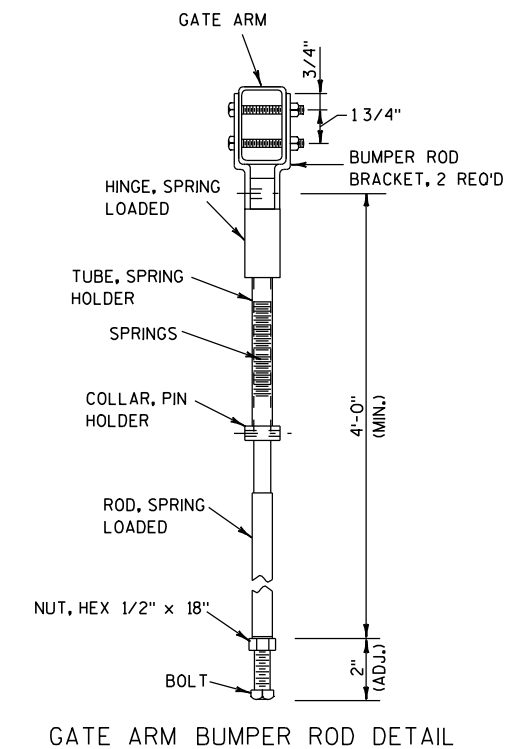
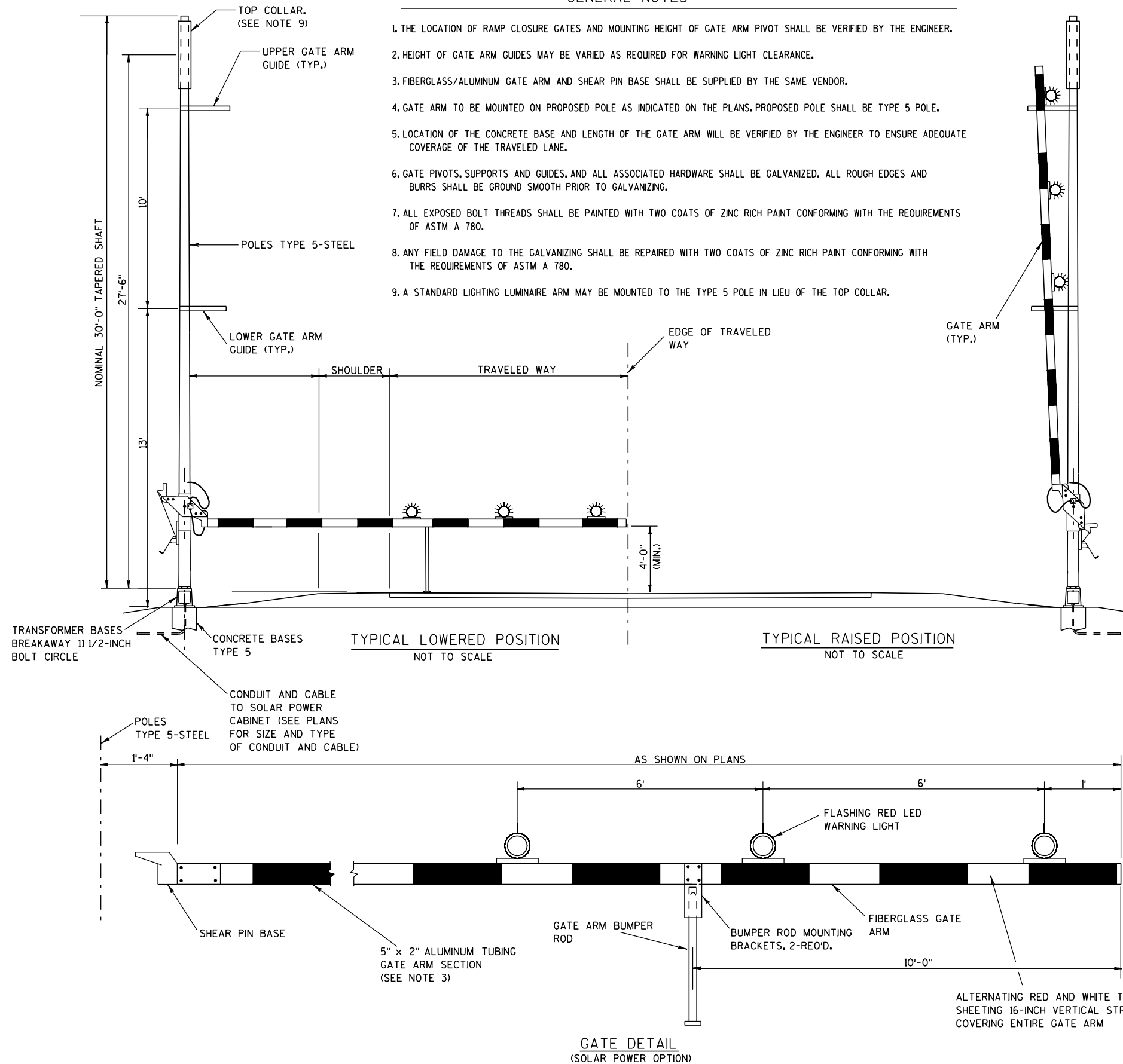
RAMP CLOSURE GATE DETAIL

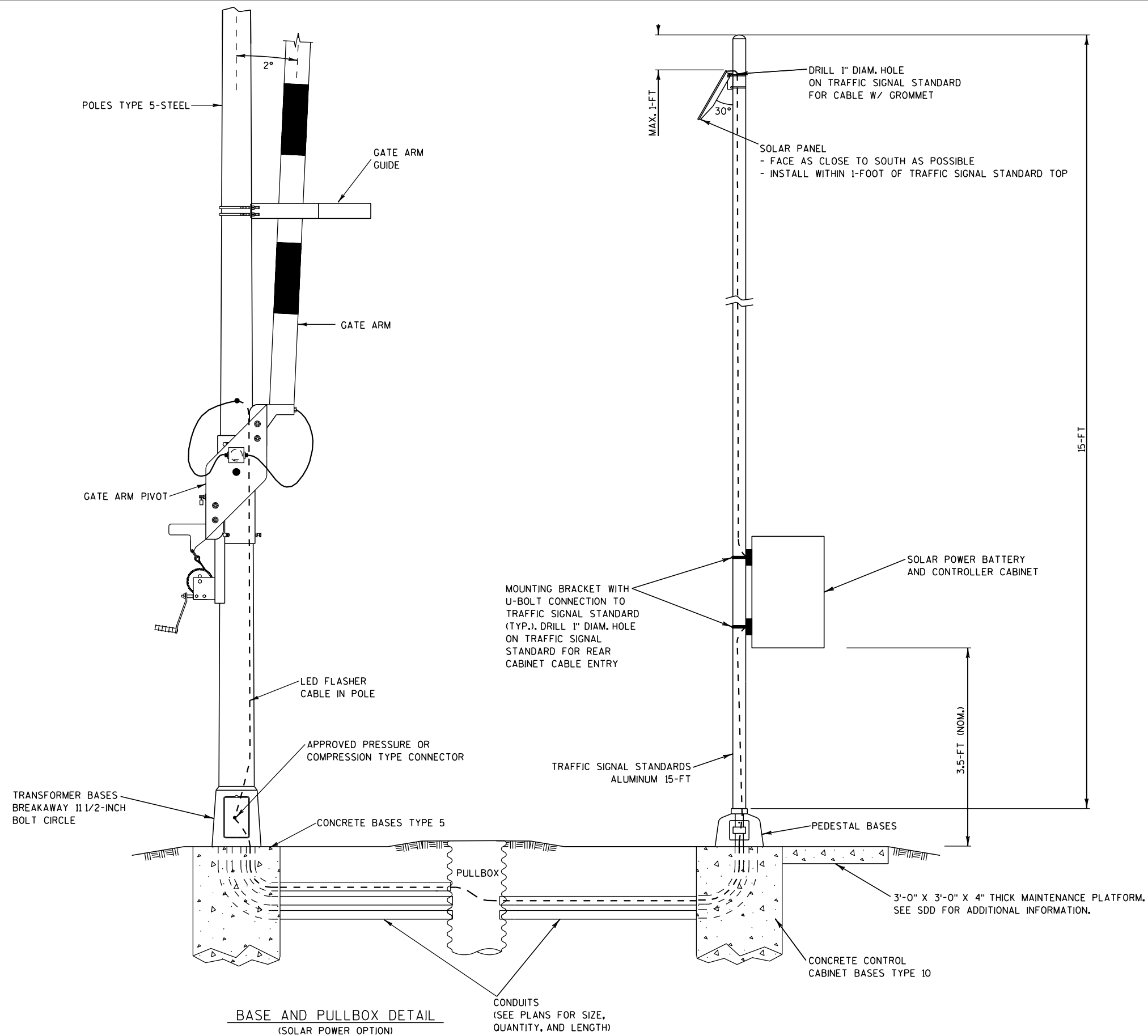
SHEET

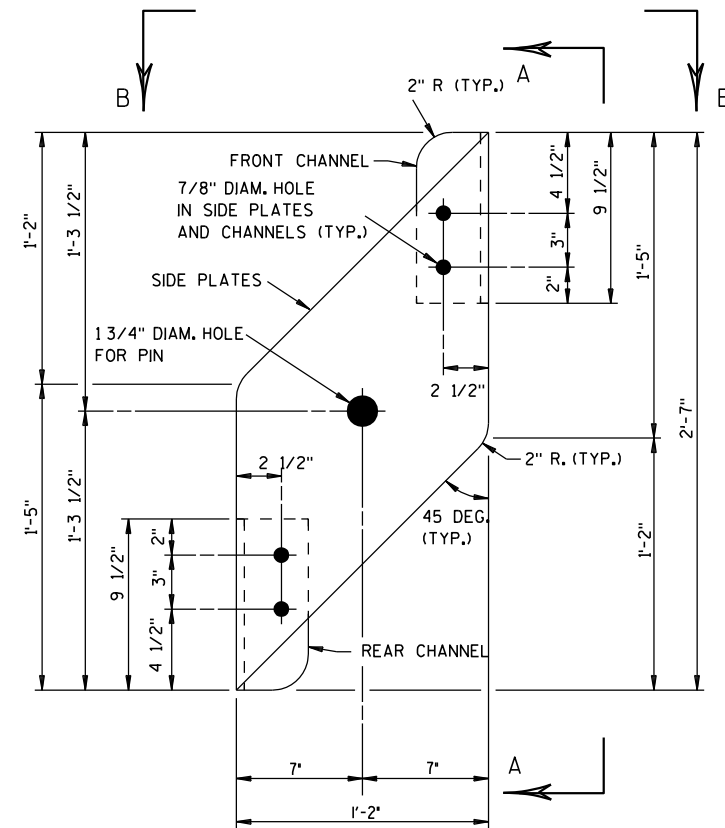
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GENERAL NOTES

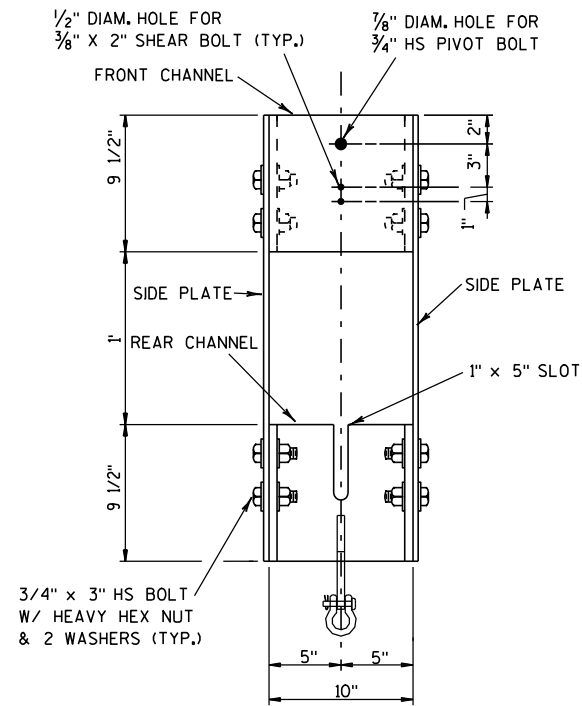
1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.



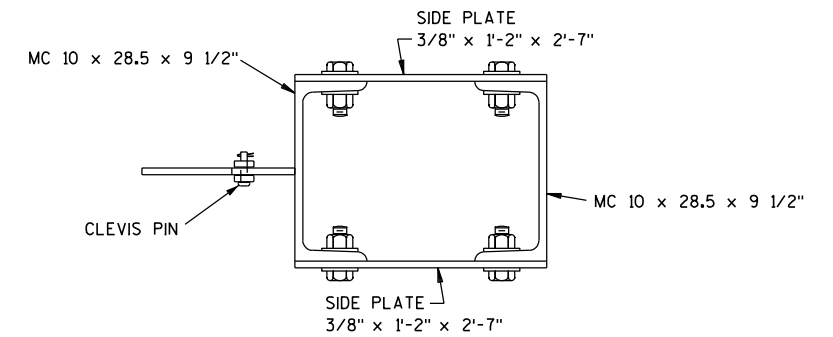




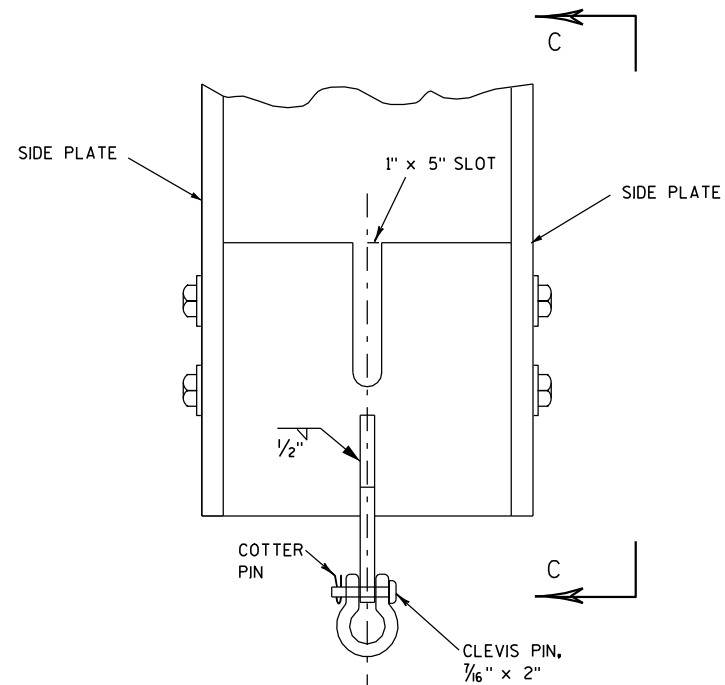
SIDE PLATE DETAIL



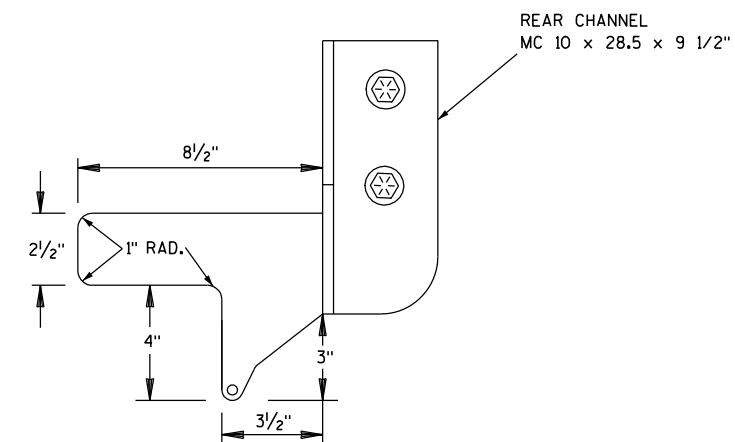
SECTION A-A



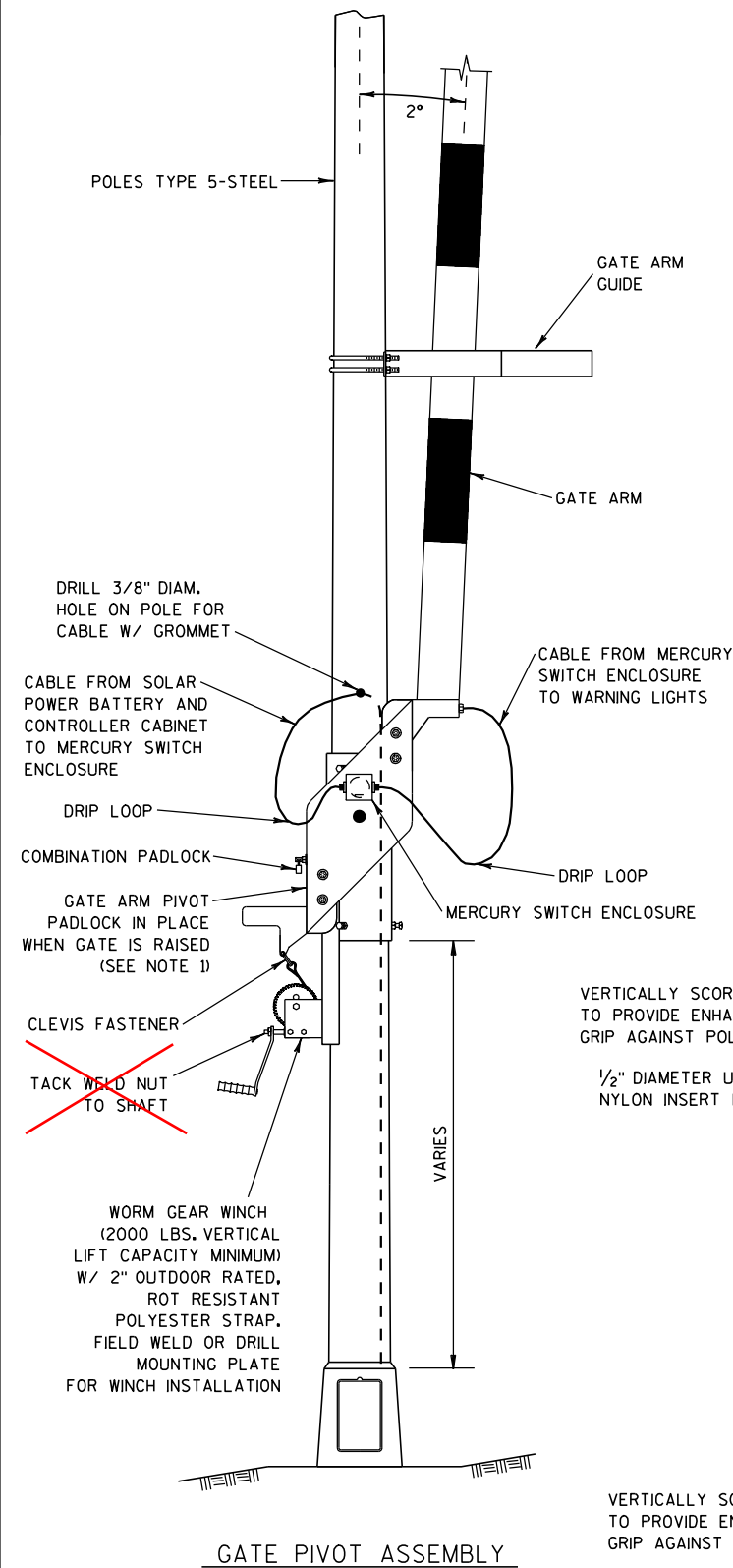
SECTION B-B



YOKE ASSEMBLY DETAIL

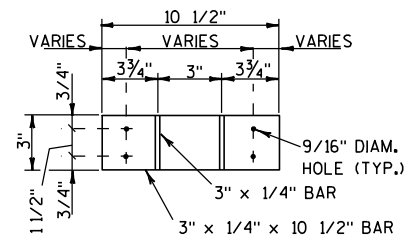
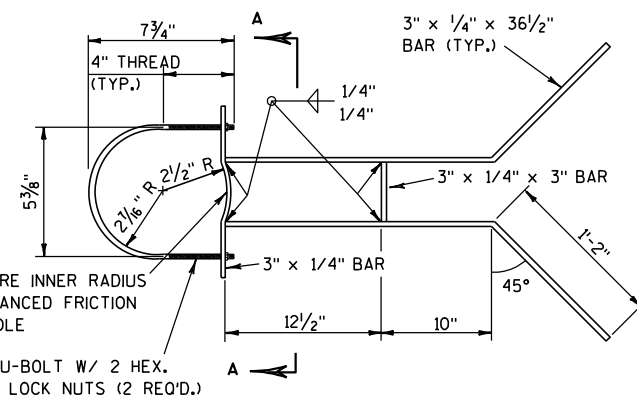


SECTION C-C

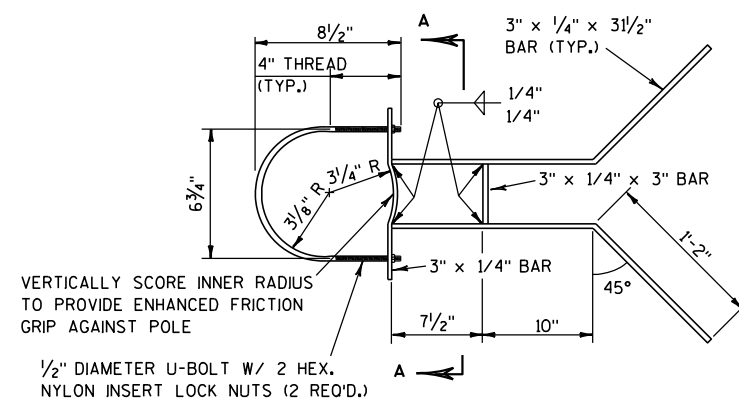


GENERAL NOTES

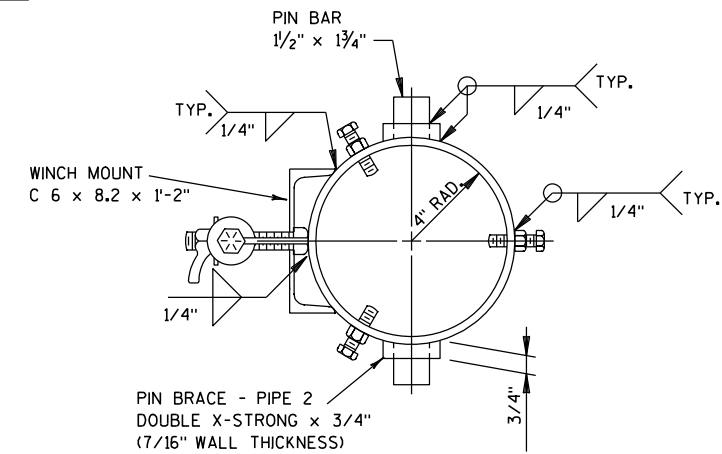
1. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL AND PADLOCKED IN PLACE.
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL AND PADLOCKED INTO PLACE.
3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF 1/2" NOMINAL DIAMETER OR LESS MAY BE STAINLESS STEEL.

SECTION A-A
U-BOLTS NOT SHOWN

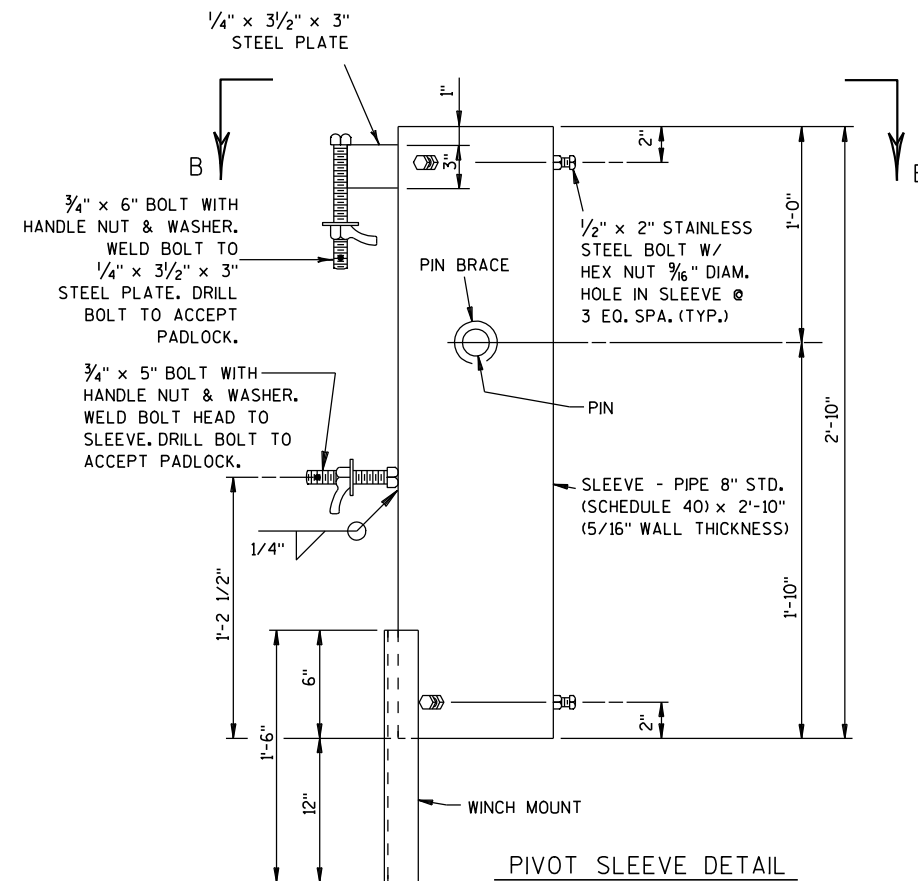
UPPER GATE ARM GUIDE DETAIL



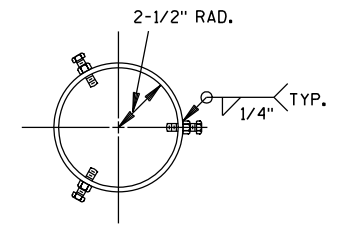
LOWER GATE ARM GUIDE DETAIL



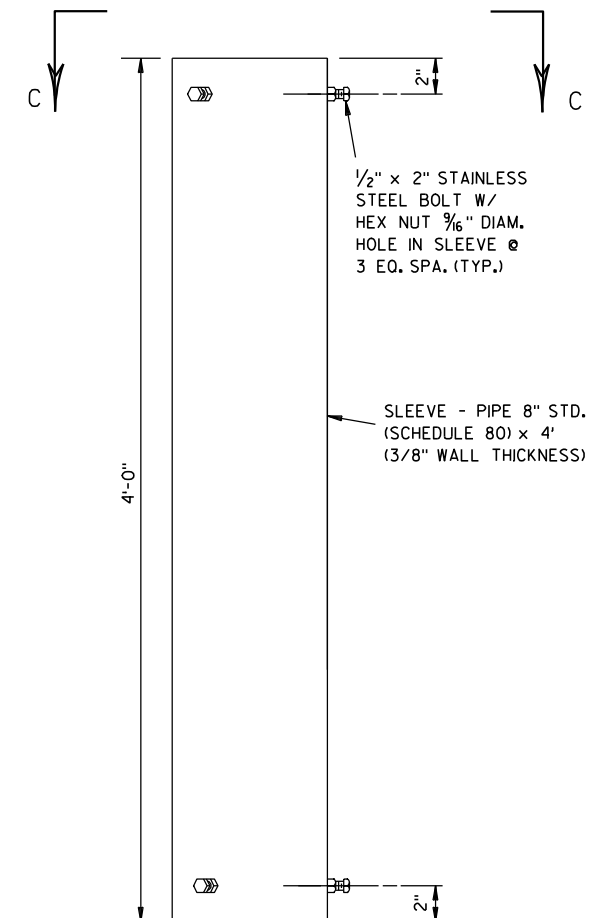
SECTION B-B



PIVOT SLEEVE DETAIL



SECTION C-C



TOP COLLAR

DATE 19SEP12		E S T I M A T E O F Q U A N T I T I E S			
LINE				1178-08-60	
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	202.0105	ROADSIDE CLEARING	STA	25.000	25.000
0020	204.0100	REMOVING PAVEMENT	SY	3,894.800	3,894.800
0030	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	191,500.000	191,500.000
0040	204.0165	REMOVING GUARDRAIL	LF	2,346.000	2,346.000
0050	204.0180	REMOVING DELINEATORS AND MARKERS	EACH	510.000	510.000
0060	204.0195	REMOVING CONCRETE BASES	EACH	8.000	8.000
0070	213.0100	FINISHING ROADWAY (PROJECT) 01. 1178-08-60	EACH	1.000	1.000
0080	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	4,400.000	4,400.000
0090	305.0500	SHAPING SHOULDERS	STA	3,253.000	3,253.000
0100	415.1080	CONCRETE PAVEMENT HES 8-INCH	SY	63.700	63.700
0110	415.1100	CONCRETE PAVEMENT HES 10-INCH	SY	3,831.100	3,831.100
0120	415.6000.S	ROUTE AND SEAL	LF	312,124.000	312,124.000
0130	416.0610	DRILLED TIE BARS	EACH	1,854.000	1,854.000
0140	416.0620	DRILLED DOWEL BARS	EACH	4,496.000	4,496.000
0150	416.1110	CONCRETE RUMBLE STRIPS SHOULDER	LF	148,035.000	148,035.000
0160	416.1725	CONCRETE PAVEMENT REPLACEMENT SHES	SY	9,152.200	9,152.200
0170	420.1000.S	CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING	SY	12,983.100	12,983.100
0180	455.0105	ASPHALTIC MATERIAL PG58-28	TON	1,115.000	1,115.000
0190	455.0605	TACK COAT	GAL	4,860.000	4,860.000
0200	460.1100	HMA PAVEMENT TYPE E-0.3	TON	18,200.000	18,200.000
0210	460.1103	HMA PAVEMENT TYPE E-3	TON	2,050.000	2,050.000
0220	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	12,960.000	12,960.000
0230	465.0110	ASPHALTIC SURFACE PATCHING	TON	80.000	80.000
0240	465.0400	ASPHALTIC SHOULDER RUMBLE STRIP	LF	145,850.000	145,850.000
0250	509.1000	JOINT REPAIR	SY	10.300	10.300
0260	509.5100.S	POLYMER OVERLAY	SY	1,970.000	1,970.000
0270	614.0010	BARRIER SYSTEM GRADING SHAPING FINISHING	EACH	6.000	6.000
0280	614.2300	MGS GUARDRAIL 3	LF	1,125.000	1,125.000
0290	614.2500	MGS THRIE BEAM TRANSITION	LF	236.000	236.000
0300	614.2610	MGS GUARDRAIL TERMINAL EAT	EACH	6.000	6.000
0310	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1178-08-60	EACH	1.000	1.000
0320	619.1000	MOBILIZATION	EACH	1.000	1.000
0330	628.1504	SILT FENCE	LF	2,500.000	2,500.000
0340	628.1520	SILT FENCE MAINTENANCE	LF	2,500.000	2,500.000
0350	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	5.000	5.000
0360	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	3.000	3.000
0370	628.2002	EROSION MAT CLASS I TYPE A	SY	9,600.000	9,600.000
0380	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	5,000.000	5,000.000
0390	629.0210	FERTILIZER TYPE B	CWT	23.000	23.000
0400	630.0120	SEEDING MIXTURE NO. 20	LB	965.000	965.000
0410	633.0100	DELINEATOR POSTS STEEL	EACH	510.000	510.000
0420	633.0500	DELINEATOR REFLECTORS	EACH	599.000	599.000
0430	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	29.000	29.000
0440	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	42.000	42.000
0450	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	133.000	133.000
0460	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	83.000	83.000
0470	635.0200	SIGN SUPPORTS STRUCTURAL STEEL HS	LB	2,502.580	2,502.580
0480	636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	4.000	4.000
0490	636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	264.000	264.000
0500	637.0101	SIGNS TYPE I	SF	1,133.500	1,133.500
0510	637.0202	SIGNS REFLECTIVE TYPE II	SF	2,831.980	2,831.980

DATE 19SEP12		E S T I M A T E O F Q U A N T I T I E S			
LINE				1178-08-60	
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0520	637.0402	SIGNS REFLECTIVE FOLDING TYPE II	SF	40.000	40.000
0530	638.2601	REMOVING SIGNS TYPE I	EACH	17.000	17.000
0540	638.2602	REMOVING SIGNS TYPE II	EACH	333.000	333.000
0550	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	268.000	268.000
0560	638.3100	REMOVING STRUCTURAL STEEL SIGN SUPPORTS	EACH	8.000	8.000
0570	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000
0580	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 1178-08-60	DAY	103.000	103.000
0590	643.0300	TRAFFIC CONTROL DRUMS	DAY	61,100.000	61,100.000
0600	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	3,780.000	3,780.000
0610	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	6,720.000	6,720.000
0620	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	840.000	840.000
0630	643.0900	TRAFFIC CONTROL SIGNS	DAY	12,380.000	12,380.000
0640	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	420.000	420.000
0650	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	321,030.000	321,030.000
0660	646.0841.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH	LF	39,020.000	39,020.000
0670	646.0843.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH	LF	970.000	970.000
0680	647.0186	PAVEMENT MARKING ARROWS EPOXY TYPE 4	EACH	2.000	2.000
0690	647.0556	PAVEMENT MARKING STOP LINE EPOXY 12-INCH	LF	90.000	90.000
0700	647.0746	PAVEMENT MARKING DIAGONAL EPOXY 24-INCH	LF	264.000	264.000
0710	647.0803	PAVEMENT MARKING AERIAL ENFORCEMENT BARS EPOXY 24-INCH	LF	120.000	120.000
0720	649.0200	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH	LF	9,265.000	9,265.000
0730	649.0300	TEMPORARY PAVEMENT MARKING REFLECTIVE TAPE 4-INCH	LF	50,420.000	50,420.000
0740	650.8000	CONSTRUCTION STAKING RESURFACING REFERENCE	LF	163,579.000	163,579.000
0750	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1178-08-60	LS	1.000	1.000
0760	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	20.000	20.000
0770	653.0135	PULL BOXES STEEL 24X36-INCH	EACH	2.000	2.000
0780	654.0105	CONCRETE BASES TYPE 5	EACH	2.000	2.000
0790	654.0220	CONCRETE CONTROL CABINET BASES TYPE 10	EACH	2.000	2.000
0800	657.0100	PEDESTAL BASES	EACH	2.000	2.000
0810	657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	EACH	2.000	2.000
0820	657.0321	POLES TYPE 5-STEEL	EACH	2.000	2.000
0830	657.0425	TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT	EACH	2.000	2.000
0840	690.0150	SAWING ASPHALT	LF	8,686.000	8,686.000
0850	690.0250	SAWING CONCRETE	LF	14,081.000	14,081.000
0860	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	3,895.000	3,895.000
0870	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT \$5.00/HR	HRS	2,000.000	2,000.000
0880	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT \$5.00/HR	HRS	1,260.000	1,260.000
0890	SPV.0045	SPECIAL 01. PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) CELLULAR COMMUNICATIONS	DAY	420.000	420.000
0900	SPV.0060	SPECIAL 01. REMOVING RAISED PAVEMENT MARKER AND FILLING VOID	EACH	1,602.000	1,602.000
0910	SPV.0060	SPECIAL 02. RAMP CLOSURE GATES SOLAR POWERED 40-FT	EACH	2.000	2.000
0920	SPV.0090	SPECIAL 01. ASPHALTIC SURFACE IN PCC CRACKS	LF	19,631.000	19,631.000

ROADSIDE CLEARING

(ALL ITEMS CATEGORY 0010)

STATION	OFFSET	STATION	OFFSET	COMMENTS	202.0105 ROADSIDE CLEARING (STA)
506+00 NB	24' RT - 69' RT	507+00 NB	24' RT - 69' RT	USH 51 NB, EAST SIDE	1
509+50 NB	24' RT - 69' RT	510+50 NB	24' RT - 69' RT	USH 51 NB, EAST SIDE	1
511+50 NB	24' RT - 69' RT	512+50 NB	24' RT - 69' RT	USH 51 NB, EAST SIDE	1
557+00 NB	24' RT - 69' RT	558+00 NB	24' RT - 69' RT	USH 51 NB, EAST SIDE	1
757+50 SB	24' LT - 69' LT	758+50 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
792+50 SB	24' LT - 69' LT	793+50 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
868+50 SB	24' LT - 69' LT	869+50 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
908+50 SB	24' LT - 69' LT	909+50 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
949+00 SB	24' LT - 69' LT	950+00 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
964+00 SB	24' LT - 69' LT	965+00 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
970+00 SB	24' LT - 69' LT	971+00 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
1039+00 SB	24' LT - 69' LT	1040+00 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
1042+50 SB	24' LT - 69' LT	1043+50 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
1047+50 SB	24' LT - 69' LT	1048+50 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
1051+50 SB	24' LT - 69' LT	1052+50 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
1054+00 SB	24' LT - 69' LT	1055+00 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
1057+00 SB	24' LT - 69' LT	1060+00 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	3
1061+50 SB	24' LT - 69' LT	1062+50 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
1072+50 SB	24' LT - 69' LT	1073+50 SB	24' LT - 69' LT	USH 51 SB, WEST SIDE	1
AS NEEDED	24' - 69'	AS NEEDED	24' 69'	UNDISTRIBUTED	4

TOTAL: 25

NOTE: ROADSIDE CLEARING TO START AT EDGE OF PAVEMENT OF DRIVING LANE AND HAVE A WIDTH OF 45' (SEE PROPOSED TYPICAL).

REMOVING PAVEMENT

(ALL ITEMS CATEGORY 0010)

STATION	OFFSET	STATION	OFFSET	LENGTH	WIDTH	LOCATION	(*) 204.0100 REMOVING PAVEMENT (SY)
826+53 NB	0' LT - 6' LT	826+73.5 NB	0' LT - 6' LT	20.5	6	B-34-0123	13.7
826+53 NB	26' RT - 34' RT	826+73.5 NB	26' RT - 34' RT	20.5	8	B-34-0123	18.2
826+47 SB	26' LT - 34' LT	826+67.4 SB	26' LT - 34' LT	20.4	8	B-34-0124	18.2
826+47 SB	0' RT - 6' RT	826+67.4 SB	0' RT - 6' RT	20.4	6	B-34-0124	13.6

TOTAL: 63.7

(*)

(*) NOTE: PARTIAL QUANTITY GIVEN IN THIS TABLE.

SEE PAVEMENT REPAIR TABLES FOR ADDITIONAL REMOVING PAVEMENT QUANTITIES.

REMOVING DELINEATORS AND MARKERS

(ALL ITEMS CATEGORY 0010)

STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS	204.0180 REMOVING DELINEATORS AND MAKERS (EACH)
435+00 NB	RT	530+95 NB	RT	USH 51 NB	MAINLINE NB	24
530+95 NB	RT	641+00 NB	RT	USH 51 NB	MAINLINE NB	28
641+00 NB	RT	826+73 NB	RT	USH 51 NB	MAINLINE NB	47
827+77 NB	RT	923+00 NB	RT	USH 51 NB	MAINLINE NB	24
923+00 NB	RT	976+70 NB	RT	USH 51 NB	MAINLINE NB	13
976+70 NB	RT	1029+50 NB	RT	USH 51 NB	MAINLINE NB	13
1029+50 NB	RT	1086+10 NB	RT	USH 51 NB	MAINLINE NB	14
1086+10 NB	RT	1132+37 NB	RT	USH 51 NB	MAINLINE NB	12
1132+77 NB	RT	1275+61 NB	RT	USH 51 NB	MAINLINE NB	36
439+50 SB	LT	531+20 SB	LT	USH 51 SB	MAINLINE SB	23
531+20 SB	LT	641+00 SB	LT	USH 51 SB	MAINLINE SB	28
641+00 SB	LT	826+67 SB	LT	USH 51 SB	MAINLINE SB	47
827+81 SB	LT	922+60 SB	LT	USH 51 SB	MAINLINE SB	24
922+60 SB	LT	976+80 SB	LT	USH 51 SB	MAINLINE SB	13
976+80 SB	LT	1029+50 SB	LT	USH 51 SB	MAINLINE SB	13
1029+50 SB	LT	1086+30 SB	LT	USH 51 SB	MAINLINE SB	14
1086+30 SB	LT	1132+37 SB	LT	USH 51 SB	MAINLINE SB	12
1132+77 SB	LT	1275+90 SB	LT	USH 51 SB	MAINLINE SB	36
100+17		114+07		USH 51 NB	CTH K ENTRANCE RAMP TO USH 51 NB	20
100+00		115+37		USH 51 NB	USH 51 NB EXIT RAMP TO CTH S	24
100+15		118+55		USH 51 SB	USH 51 SB EXIT RAMP TO CTH K	24
100+00		127+50		USH 51 SB	CTH S ENTRANCE RAMP TO USH 51 SB	21

TOTAL: 510

REMOVING GUARDRAIL

(ALL ITEMS CATEGORY 0020)

STATION	OFFSET	STATION	OFFSET	LOCATION	204.0165 REMOVING GUARDRAIL (LF)
822+17 NB	LT	826+58 NB	LT	B-35-0123	441
823+17 NB	RT	826+58 NB	RT	B-35-0123	341
827+98 SB	LT	831+39 SB	LT	B-35-0124	341
827+98 SB	RT	832+39 SB	RT	B-35-0124	441
1127+97 NB	LT	1128+97 NB	LT	B-35-0120	441
1128+97 NB	RT	1132+38 NB	RT	B-35-0120	341

TOTAL: 2346

REMOVING ASPHALTIC SURFACE MILLING						204.0120
TABLE 1						REMOVING
(ALL ITEMS CATEGORY 0010)						ASPHALTIC
						SURFACE
						MILLING
STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS	(SY)
435+00 NB	LT	530+95 NB	LT	USH 51 NB	LT PAVED SHOULDER, 3' WIDE	3200
435+00 NB	RT	530+95 NB	RT	USH 51 NB	RT PAVED SHOULDER, 6' WIDE	6400
530+95 NB	LT	641+00 NB	LT	USH 51 NB	LT PAVED SHOULDER, 3' WIDE	3670
530+95 NB	RT	641+00 NB	RT	USH 51 NB	RT PAVED SHOULDER, 6' WIDE	7350
641+00 NB	LT	826+73 NB	LT	USH 51 NB	LT PAVED SHOULDER, 3' WIDE	6200
641+00 NB	RT	826+73 NB	RT	USH 51 NB	RT PAVED SHOULDER, 6' WIDE	12400
827+77 NB	LT	923+00 NB	LT	USH 51 NB	LT PAVED SHOULDER, 3' WIDE	3180
827+77 NB	RT	923+00 NB	RT	USH 51 NB	RT PAVED SHOULDER, 6' WIDE	6360
923+00 NB	LT	976+70 NB	LT	USH 51 NB	LT PAVED SHOULDER, 3' WIDE	1790
923+00 NB	RT	976+70 NB	RT	USH 51 NB	RT PAVED SHOULDER, 6' WIDE	3580
976+70 NB	LT	1029+50 NB	LT	USH 51 NB	LT PAVED SHOULDER, 3' WIDE	1760
976+70 NB	RT	1029+50 NB	RT	USH 51 NB	RT PAVED SHOULDER, 6' WIDE	3520
1029+50 NB	LT	1086+10 NB	LT	USH 51 NB	LT PAVED SHOULDER, 3' WIDE	1890
1029+50 NB	RT	1086+10 NB	RT	USH 51 NB	RT PAVED SHOULDER, 6' WIDE	3780
1086+10 NB	LT	1132+37 NB	LT	USH 51 NB	LT PAVED SHOULDER, 3' WIDE	1550
1086+10 NB	RT	1132+37 NB	RT	USH 51 NB	RT PAVED SHOULDER, 6' WIDE	3090
1132+77 NB	LT	1275+61 NB	LT	USH 51 NB	LT PAVED SHOULDER, 3' WIDE	2860
1132+77 NB	RT	1275+61 NB	RT	USH 51 NB	RT PAVED SHOULDER, 6' WIDE	5700
439+50 SB	LT	531+20 SB	LT	USH 51 SB	LT PAVED SHOULDER, 6' WIDE	6150
439+50 SB	RT	531+20 SB	RT	USH 51 SB	RT PAVED SHOULDER, 3' WIDE	3080
531+20 SB	LT	641+00 SB	LT	USH 51 SB	LT PAVED SHOULDER, 6' WIDE	7340
531+20 SB	RT	641+00 SB	RT	USH 51 SB	RT PAVED SHOULDER, 3' WIDE	3670
641+00 SB	LT	826+67 SB	LT	USH 51 SB	LT PAVED SHOULDER, 6' WIDE	12400
641+00 SB	RT	826+67 SB	RT	USH 51 SB	RT PAVED SHOULDER, 3' WIDE	6200
827+81 SB	LT	922+60 SB	LT	USH 51 SB	LT PAVED SHOULDER, 6' WIDE	6370
827+81 SB	RT	922+60 SB	RT	USH 51 SB	RT PAVED SHOULDER, 3' WIDE	3190
922+60 SB	LT	976+80 SB	LT	USH 51 SB	LT PAVED SHOULDER, 6' WIDE	3570
922+60 SB	RT	976+80 SB	RT	USH 51 SB	RT PAVED SHOULDER, 3' WIDE	1790
976+80 SB	LT	1029+50 SB	LT	USH 51 SB	LT PAVED SHOULDER, 6' WIDE	3520
976+80 SB	RT	1029+50 SB	RT	USH 51 SB	RT PAVED SHOULDER, 3' WIDE	1760
1029+50 SB	LT	1086+30 SB	LT	USH 51 SB	LT PAVED SHOULDER, 6' WIDE	3760
1029+50 SB	RT	1086+30 SB	RT	USH 51 SB	RT PAVED SHOULDER, 3' WIDE	1880
1086+30 SB	LT	1132+37 SB	LT	USH 51 SB	LT PAVED SHOULDER, 6' WIDE	3100
1086+30 SB	RT	1132+37 SB	RT	USH 51 SB	RT PAVED SHOULDER, 3' WIDE	1550
1132+77 SB	LT	1275+90 SB	LT	USH 51 SB	LT PAVED SHOULDER, 6' WIDE	5730
1132+77 SB	RT	1275+90 SB	RT	USH 51 SB	RT PAVED SHOULDER, 3' WIDE	2860
SUB-TOTAL (TABLE 1):						156200

REMOVING ASPHALTIC SURFACE MILLING						204.0120
TABLE 2						REMOVING
(ALL ITEMS CATEGORY 0010)						ASPHALTIC
						SURFACE
						MILLING
STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS	(SY)
100+17		114+07		USH 51 NB	CTH K ENTRANCE RAMP TO USH 51 NB	3600
100+00		115+37		USH 51 NB	USH 51 NB EXIT RAMP TO CTH S	3950
100+15		118+55		USH 51 SB	USH 51 SB EXIT RAMP TO CTH K	4700
100+00		127+50		USH 51 SB	CTH S ENTRANCE RAMP TO USH 51 SB	7050
641+00 NB	RT			SIDE ROAD	EAST LINCOLN DRIVE	480
641+00 SB	LT			SIDE ROAD	WEST LINCOLN DRIVE	480
641+00	MEDIAN			MEDIAN	PAVED MEDIAN AT LINCOLN DRIVE	2050
923+00 NB	RT			SIDE ROAD	CTH K (EAST SIDE)	480
922+60 SB	LT			SIDE ROAD	NELSON AVENUE (WEST SIDE)	480
923+00	MEDIAN			MEDIAN	PAVED MEDIAN AT NELSON AVE	2050
976+70 NB	RT			SIDE ROAD	EAST CTH J	480
976+80 SB	LT			SIDE ROAD	WEST CTH J	480
976+80	MEDIAN			MEDIAN	PAVED MEDIAN AT CTH J	2050
1003+50	MEDIAN			MEDIAN	PAVED MEDIAN AT PRIVATE ENTRANCE	350
1029+50 NB	RT			SIDE ROAD	CTH V	480
1029+50	MEDIAN			MEDIAN	PAVED MEDIAN AT CTH V	2050
1070+00	MEDIAN			MEDIAN	PAVED MAINTENANCE CROSSOVER	350
1086+10 SB	LT			SIDE ROAD	TAMARACK LANE	480
1086+10	MEDIAN			MEDIAN	PAVED MEDIAN AT TAMARACK LANE	2050
1115+00	MEDIAN			MEDIAN	PAVED MAINTENANCE CROSSOVER	350
1229+50	MEDIAN			MEDIAN	PAVED MAINTENANCE CROSSOVER	350
1251+80	MEDIAN			MEDIAN	PAVED MAINTENANCE CROSSOVER	350
SUB-TOTAL (TABLE 2):						35140
UNDISTRIBUTED						160
TOTAL						191500

BASE AGGREGATE DENSE 3/4-INCH						305.0110
TABLE 1						BASE
(ALL ITEMS CATEGORY 0010)						AGGREGATE
STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS	DENSE
435+00 NB	LT	530+95 NB	LT	USH 51 NB	LT SHOULDER	3/4-INCH
435+00 NB	RT	530+95 NB	RT	USH 51 NB	RT SHOULDER	(TON)
530+95 NB	LT	641+00 NB	LT	USH 51 NB	LT SHOULDER	85
530+95 NB	RT	641+00 NB	RT	USH 51 NB	RT SHOULDER	130
641+00 NB	LT	826+73 NB	LT	USH 51 NB	LT SHOULDER	100
641+00 NB	RT	826+73 NB	RT	USH 51 NB	RT SHOULDER	150
827+77 NB	LT	923+00 NB	LT	USH 51 NB	LT SHOULDER	170
827+77 NB	RT	923+00 NB	RT	USH 51 NB	RT SHOULDER	250
923+00 NB	LT	976+70 NB	LT	USH 51 NB	LT SHOULDER	85
923+00 NB	RT	976+70 NB	RT	USH 51 NB	RT SHOULDER	130
976+70 NB	LT	1029+50 NB	LT	USH 51 NB	LT SHOULDER	50
976+70 NB	RT	1029+50 NB	RT	USH 51 NB	RT SHOULDER	75
1029+50 NB	LT	1086+10 NB	LT	USH 51 NB	LT SHOULDER	50
1029+50 NB	RT	1086+10 NB	RT	USH 51 NB	RT SHOULDER	75
1086+10 NB	LT	1132+37 NB	LT	USH 51 NB	LT SHOULDER	40
1086+10 NB	RT	1132+37 NB	RT	USH 51 NB	RT SHOULDER	60
1132+77 NB	LT	1275+61 NB	LT	USH 51 NB	LT SHOULDER	75
1132+77 NB	RT	1275+61 NB	RT	USH 51 NB	RT SHOULDER	110
439+50 SB	LT	531+20 SB	LT	USH 51 SB	LT SHOULDER	130
439+50 SB	RT	531+20 SB	RT	USH 51 SB	RT SHOULDER	85
531+20 SB	LT	641+00 SB	LT	USH 51 SB	LT SHOULDER	150
531+20 SB	RT	641+00 SB	RT	USH 51 SB	RT SHOULDER	100
641+00 SB	LT	826+67 SB	LT	USH 51 SB	LT SHOULDER	250
641+00 SB	RT	826+67 SB	RT	USH 51 SB	RT SHOULDER	160
827+81 SB	LT	922+60 SB	LT	USH 51 SB	LT SHOULDER	130
827+81 SB	RT	922+60 SB	RT	USH 51 SB	RT SHOULDER	85
922+60 SB	LT	976+80 SB	LT	USH 51 SB	LT SHOULDER	75
922+60 SB	RT	976+80 SB	RT	USH 51 SB	RT SHOULDER	50
976+80 SB	LT	1029+50 SB	LT	USH 51 SB	LT SHOULDER	70
976+80 SB	RT	1029+50 SB	RT	USH 51 SB	RT SHOULDER	50
1029+50 SB	LT	1086+30 SB	LT	USH 51 SB	LT SHOULDER	75
1029+50 SB	RT	1086+30 SB	RT	USH 51 SB	RT SHOULDER	50
1086+30 SB	LT	1132+37 SB	LT	USH 51 SB	LT SHOULDER	60
1086+30 SB	RT	1132+37 SB	RT	USH 51 SB	RT SHOULDER	40
1132+77 SB	LT	1275+90 SB	LT	USH 51 SB	LT SHOULDER	110
1132+77 SB	RT	1275+90 SB	RT	USH 51 SB	RT SHOULDER	75
SUB-TOTAL (TABLE 1):						3500

BASE AGGREGATE DENSE 3/4-INCH						305.0110
TABLE 2						BASE
(ALL ITEMS GROUP CODE 0010)						AGGREGATE
STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS	DENSE
100+17	LT & RT	114+07	LT & RT	USH 51 NB	CTH K ENTR RAMP	3/4-INCH
100+00	LT & RT	115+37	LT & RT	USH 51 NB	CTH S EXIT RAMP	(TON)
100+15	LT & RT	118+55	LT & RT	USH 51 SB	CTH K ENTR RAMP	45
100+00	LT & RT	127+50	LT & RT	USH 51 SB	CTH S EXIT RAMP	50
487+00	MEDIAN			MEDIAN	MAINT. XO	60
597+80	MEDIAN			MEDIAN	MAINT. XO	85
641+00	MEDIAN			MEDIAN	LINCOLN DRIVE	30
691+00	MEDIAN			MEDIAN	MAINT. XO	30
757+50	MEDIAN			MEDIAN	MAINT. XO	30
818+50	MEDIAN			MEDIAN	MAINT. XO	30
863+00	MEDIAN			MEDIAN	MAINT. XO	30
923+00	MEDIAN			MEDIAN	NELSON AVE/CTH K	30
976+80	MEDIAN			MEDIAN	CTH J	30
1003+50	MEDIAN			MEDIAN	MAINT. XO / PE	30
1029+50	MEDIAN			MEDIAN	CTH V	30
1070+00	MEDIAN			MEDIAN	MAINT. XO / PE	30
1086+10	MEDIAN			MEDIAN	MAINT. XO / SIDE ROAD	30
1115+00	MEDIAN			MEDIAN	MAINT. XO / PE	30
1229+50	MEDIAN			MEDIAN	MAINT. XO	30
1251+80	MEDIAN			MEDIAN	MAINT. XO	30
SUB-TOTAL (TABLE 2):						720
UNDISTRIBUTED						180
TOTAL						4400

SHAPING SHOULDERS

(ALL ITEMS CATEGORY 0010)						305.0500
STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS	SHAPING
435+00 NB	LT	1275+61 NB	LT	USH 51 NB	LT SHOULDER	SHOULDERS
435+00 NB	RT	1275+61 NB	RT	USH 51 NB	RT SHOULDER	(TON)
439+50 SB	LT	1275+90 SB	LT	USH 51 SB	LT SHOULDER	777
439+50 SB	RT	1275+90 SB	RT	USH 51 SB	RT SHOULDER	774
100+17	LT & RT	114+07	LT & RT	USH 51 NB	CTH K ENTR RAMP	28
100+00	LT & RT	115+37	LT & RT	USH 51 NB	CTH S EXIT RAMP	31
100+15	LT & RT	118+55	LT & RT	USH 51 SB	CTH K EXIT RAMP	37
100+00	LT & RT	127+50	LT & RT	USH 51 SB	CTH S ENTR RAMP	55
TOTAL						3253

CONCRETE RUMBLE STRIPS SHOULDER

(ALL ITEMS CATEGORY 0010)

STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS	CONCRETE RUMBLE STRIPS SHOULDER (LF)
435+00 NB	RT	530+95 NB	RT	USH 51 NB	RT SHOULDER	8545 (*)
530+95 NB	RT	641+00 NB	RT	USH 51 NB	RT SHOULDER	10630 (*)
641+00 NB	RT	826+73 NB	RT	USH 51 NB	RT SHOULDER	18410
827+77 NB	RT	923+00 NB	RT	USH 51 NB	RT SHOULDER	9150
923+00 NB	RT	976+70 NB	RT	USH 51 NB	RT SHOULDER	4840
976+70 NB	RT	1029+50 NB	RT	USH 51 NB	RT SHOULDER	4750
1029+50 NB	RT	1086+10 NB	RT	USH 51 NB	RT SHOULDER	5500
1086+10 NB	RT	1132+37 NB	RT	USH 51 NB	RT SHOULDER	4630
1132+77 NB	RT	1275+61 NB	RT	USH 51 NB	RT SHOULDER	7950
439+50 SB	LT	531+20 SB	LT	USH 51 SB	LT SHOULDER	8770 (*)
531+20 SB	LT	641+00 SB	LT	USH 51 SB	LT SHOULDER	10820 (*)
641+00 SB	LT	826+67 SB	LT	USH 51 SB	LT SHOULDER	18190
827+81 SB	LT	922+60 SB	LT	USH 51 SB	LT SHOULDER	9400
922+60 SB	LT	976+80 SB	LT	USH 51 SB	LT SHOULDER	4810
976+80 SB	LT	1029+50 SB	LT	USH 51 SB	LT SHOULDER	4900
1029+50 SB	LT	1086+30 SB	LT	USH 51 SB	LT SHOULDER	5480
1086+30 SB	LT	1132+37 SB	LT	USH 51 SB	LT SHOULDER	4270
1132+77 SB	LT	1275+90 SB	LT	USH 51 SB	LT SHOULDER	6990

TOTAL: 148035

(*)

IF PROJECT 1176-24-70 IS NOT COMPLETE THEN COORDINATE CUTTING OF RUMBLE STRIPS WITH PROJECT ENGINEER OF 1176-24-70 AT CTH C INTERSECTION.

CONCRETE PAVEMENT HES 8-INCH

(ALL ITEMS CATEGORY 0010)

STATION	OFFSET	STATION	OFFSET	LENGTH	WIDTH	LOCATION	CONCRETE PAVEMENT HES 8-INCH (SY)
826+53 NB	0' LT - 6' LT	826+73.5 NB	0' LT - 6' LT	20.5	6	B-34-0123	13.7
826+53 NB	26' RT - 34' RT	826+73.5 NB	26' RT - 34' RT	20.5	8	B-34-0123	18.2
826+47 SB	26' LT - 34' LT	826+67.4 SB	26' LT - 34' LT	20.4	8	B-34-0124	18.2
826+47 SB	0' RT - 6' RT	826+67.4 SB	0' RT - 6' RT	20.4	6	B-34-0124	13.6

TOTAL: 63.7

ASPHALTIC SHOULDER RUMBLE STRIP

(ALL ITEMS CATEGORY 0010)

STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS	ASPHALTIC SHOULDER RUMBLE STRIP (LF)
435+00 NB	LT	530+95 NB	LT	USH 51 NB	LT SHOULDER	9500 (*)
530+95 NB	LT	641+00 NB	LT	USH 51 NB	LT SHOULDER	10300 (*)
641+00 NB	LT	826+73 NB	LT	USH 51 NB	LT SHOULDER	18100
827+77 NB	LT	923+00 NB	LT	USH 51 NB	LT SHOULDER	8820
923+00 NB	LT	976+70 NB	LT	USH 51 NB	LT SHOULDER	4570
976+70 NB	LT	1029+50 NB	LT	USH 51 NB	LT SHOULDER	4380
1029+50 NB	LT	1086+10 NB	LT	USH 51 NB	LT SHOULDER	4760
1086+10 NB	LT	1132+37 NB	LT	USH 51 NB	LT SHOULDER	4330
1132+77 NB	LT	1275+61 NB	LT	USH 51 NB	LT SHOULDER	8350
439+50 SB	RT	531+20 SB	RT	USH 51 SB	RT SHOULDER	9120 (*)
531+20 SB	RT	641+00 SB	RT	USH 51 SB	RT SHOULDER	10740 (*)
641+00 SB	RT	826+67 SB	RT	USH 51 SB	RT SHOULDER	17660
827+81 SB	RT	922+60 SB	RT	USH 51 SB	RT SHOULDER	9250
922+60 SB	RT	976+80 SB	RT	USH 51 SB	RT SHOULDER	4540
976+80 SB	RT	1029+50 SB	RT	USH 51 SB	RT SHOULDER	4370
1029+50 SB	RT	1086+30 SB	RT	USH 51 SB	RT SHOULDER	4740
1086+30 SB	RT	1132+37 SB	RT	USH 51 SB	RT SHOULDER	3940
1132+77 SB	RT	1275+90 SB	RT	USH 51 SB	RT SHOULDER	8380

TOTAL: 145850

(*)

IF PROJECT 1176-24-70 IS NOT COMPLETE THEN COORDINATE CUTTING OF RUMBLE STRIPS WITH PROJECT ENGINEER OF 1176-24-70 AT CTH C INTERSECTION.

ROUT AND SEAL

(ALL ITEMS CATEGROY 0010)					415.6000.S ROUT AND SEAL (LF)
STATION	STATION	OFFSET	LOCATION	COMMENTS	
435+00 NB	530+95 NB	LT	USH 51 NB	LT SHOULDER	9595
435+00 NB	530+95 NB	RT	USH 51 NB	RT SHOULDER	9595
530+95 NB	641+00 NB	LT	USH 51 NB	LT SHOULDER	11005
530+95 NB	641+00 NB	RT	USH 51 NB	RT SHOULDER	11005
641+00 NB	826+73 NB	LT	USH 51 NB	LT SHOULDER	18573
641+00 NB	826+73 NB	RT	USH 51 NB	RT SHOULDER	18573
827+77 NB	923+00 NB	LT	USH 51 NB	LT SHOULDER	9523
827+77 NB	923+00 NB	RT	USH 51 NB	RT SHOULDER	9523
923+00 NB	976+70 NB	LT	USH 51 NB	LT SHOULDER	5370
923+00 NB	976+70 NB	RT	USH 51 NB	RT SHOULDER	5370
976+70 NB	1029+50 NB	LT	USH 51 NB	LT SHOULDER	5280
976+70 NB	1029+50 NB	RT	USH 51 NB	RT SHOULDER	5280
1029+50 NB	1086+10 NB	LT	USH 51 NB	LT SHOULDER	5660
1029+50 NB	1086+10 NB	RT	USH 51 NB	RT SHOULDER	5660
1086+10 NB	1132+37 NB	LT	USH 51 NB	LT SHOULDER	4627
1086+10 NB	1132+37 NB	RT	USH 51 NB	RT SHOULDER	4627
1132+77 NB	1275+61 NB	LT	USH 51 NB	LT SHOULDER	8553
1132+77 NB	1275+61 NB	RT	USH 51 NB	RT SHOULDER	8553
439+50 SB	531+20 SB	LT	USH 51 SB	LT SHOULDER	9224
439+50 SB	531+20 SB	RT	USH 51 SB	RT SHOULDER	9224
531+20 SB	641+00 SB	LT	USH 51 SB	LT SHOULDER	11045
531+20 SB	641+00 SB	RT	USH 51 SB	RT SHOULDER	11045
641+00 SB	826+67 SB	LT	USH 51 SB	LT SHOULDER	18562
641+00 SB	826+67 SB	RT	USH 51 SB	RT SHOULDER	18562
827+81 SB	922+60 SB	LT	USH 51 SB	LT SHOULDER	9556
827+81 SB	922+60 SB	RT	USH 51 SB	RT SHOULDER	9556
922+60 SB	976+80 SB	LT	USH 51 SB	LT SHOULDER	5345
922+60 SB	976+80 SB	RT	USH 51 SB	RT SHOULDER	5345
976+80 SB	1029+50 SB	LT	USH 51 SB	LT SHOULDER	5276
976+80 SB	1029+50 SB	RT	USH 51 SB	RT SHOULDER	5276
1029+50 SB	1086+30 SB	LT	USH 51 SB	LT SHOULDER	5639
1029+50 SB	1086+30 SB	RT	USH 51 SB	RT SHOULDER	5639
1086+30 SB	1132+37 SB	LT	USH 51 SB	LT SHOULDER	4645
1086+30 SB	1132+37 SB	RT	USH 51 SB	RT SHOULDER	4645
1132+77 SB	1275+90 SB	LT	USH 51 SB	LT SHOULDER	8584
1132+77 SB	1275+90 SB	RT	USH 51 SB	RT SHOULDER	8584

TOTAL: 312124

NOTE: FOR PLACEMENT AT JOINT BETWEEN NEW HMA PAVED SHOULDER AND PCC PAVEMENT

CONCRETE PAVEMENT HES 10-INCH

(ALL ITEMS CATEGORY 0010)				415.1100 CONCRETE PAVEMENT HES 10-INCH (SY)	(*) 420.1000.S CONCRETE PAVEMENT CONTINUOUS DIAMOND GRINDING (SY)	(*) 204.0100 REMOVING PAVEMENT (SY)	(*) 690.0250 SAWING CONCRETE (LF)	(*) 690.0150 SAWING ASPHALT (LF)
STATION	STATION	WIDTH (LF)	LENGTH (LF)					
674+30 NB (DL)	675+41 NB (DL)	14	111	172.7	172.7	172.7	139	111
839+58 SB (DL)	840+67 SB (DL)	14	109	169.6	169.6	169.6	137	109
874+76 SB (DL)	877+87 SB (DL)	14	311	483.8	483.8	483.8	339	311
881+10 NB (DL)	882+55 NB (DL)	14	145	225.6	225.6	225.6	173	145
944+54 NB (DL)	946+72 NB (DL)	14	219	340.7	340.7	340.7	247	219
962+49 NB (DL)	963+57 NB (DL)	14	108	168.0	168.0	168.0	136	108
993+57 NB (DL)	994+86 NB (DL)	14	129	200.7	200.7	200.7	157	129
1014+64 NB (DL)	1016+84 NB (DL)	14	220	342.2	342.2	342.2	248	220
1034+46 NB (DL)	1035+77 NB (DL)	14	131	203.8	203.8	203.8	159	131
1036+85 NB (DL)	1038+13 NB (DL)	14	128	199.1	199.1	199.1	156	128
1036+85 NB (PL)	1038+13 NB (PL)	12	128	170.7	170.7	170.7	24	128
1086+11 NB (DL)	1087+59 NB (DL)	14	148	230.2	230.2	230.2	176	148
1086+65 NB (PL)	1087+76 NB (PL)	12	111	148.0	148.0	148.0	61	111
1106+20 NB (DL)	1107+49 NB (DL)	14	129	200.7	200.7	200.7	157	129
1116+84 NB (DL)	1118+13 NB (DL)	14	129	200.7	200.7	200.7	157	129
1126+37 NB (DL)	1127+66 NB (DL)	14	129	200.7	200.7	200.7	157	129
1143+54 NB (DL)	1144+66 NB (DL)	14	112	174.2	174.2	174.2	140	112

TOTALS: 3831.1 3831.1 3831.1 2763 2497

DL = DRIVING LANE (*) (*) (*) (*)

PL = PASSING LANE

TIES & DOWELS INCIDENTAL TO CONCRETE PAVEMENT HES 10-INCH

(*) NOTE: PARTIAL QUANTITY GIVEN IN THIS TABLE.

NB DRIVING LANE - CONCRETE REPAIR SUMMARY

								204.0100	415.1100	416.1725	416.0610	416.0620	690.0150	690.0250	Thickness Checks		
		Type		Field Measured		Area		Removal	10-Inch	Replace	Tie Bars	Dowels	Asphalt	Conc	Saw End	CL Joint	Saw End
Date	Station	Replace	10-Inch	L (FT)	W (FT)	SY		SY	SY	SY	Each	Each	LF	LF	in LF	in LF	in LF
18-Jun	437+20	x		22.9	14.1	35.9		0.0	0	35.9	7	16	22.9	59.9	9.5	10	9.75
18-Jun	478+11	x		19.3	14.1	30.2		0.0	0	30.2	5	16	19.3	52.7	11	10	10
26-Sep	480+57	X		41.5	14.1	65.0		0.0	0.0	65.0	12	16	41.5	69.7	10	10	10.5
26-Sep	491+45		X	278.8	14	433.7		433.7	433.7	0.0	88	16	278.8	306.8	10	10.25	9.75
26-Sep	532+67	X		41.9	14	65.2		0.0	0.0	65.2	13	16	41.9	69.9	10	10.5	10.75
18-Jun	604+92	x		22.2	13.9	34.3		0.0	0	34.3	6	16	22.2	58.3	10.5	11	10
18-Jun	621+06	x		22.8	13.9	35.2		0.0	0	35.2	6	16	22.8	59.5	10.75	10.25	10.25
19-Jun	670+63	X		40.5	13.9	62.6		0.0	0	62.6	15	16	40.5	94.9	10	10	10
19-Jun	675+09	X		40.9	13.8	62.7		0.0	0	62.7	13	16	40.9	95.6	10.5	10.25	10
19-Jun	705+00	X		38.5	14	59.9		0.0	0	59.9	11	16	38.5	91	9.75	10.5	10.25
19-Jun	737+21	X		20.7	14	32.2		0.0	0	32.2	7	16	20.7	55.4	9.75	12	10.5
1-Jul	821+80	X		23	14.1	36.0		0.0	0	36.0	5	16	23	60.1	10.25	10.25	10
24-Jul	826+47	X		37.7	14.1	59.1		0.0	0.0	59.1	0	8	37.7	51.8	12	10.75	10.5
1-Jul	860+23	X		23.1	14.1	36.2		0.0	0	36.2	7	16	23.1	60.3	10	10	10
1-Jul	864+90	X		23.1	14.1	36.2		0.0	0	36.2	6	16	23.1	60.3	10	10	9.75
1-Jul	865+00	X		22.8	14.1	35.7		0.0	0	35.7	8	16	22.8	59.7	10	10	10
1-Jul	879+40	X		19.5	14.1	30.6		0.0	0	30.6	6	16	19.5	53.1	10	10	10
1-Jul	881+00	X		22.8	14.1	35.7		0.0	0	35.7	7	16	22.8	59.7	10	10	10.25
1-Jul	886+20	X		23.1	14.1	36.2		0.0	0	36.2	0	16	23.1	60.3	10	10	10
1-Jul	886+50	X		28.1	14.1	44.0		0.0	0	44.0	9	16	28.1	70.3	10	10	10
2-Jul	889+76	X		22.2	14.1	34.8		0.0	0	34.8	6	16	22.2	58.5	10.5	10.25	10
2-Jul	891+68	X		22.3	14.1	34.9		0.0	0	34.9	7	16	22.3	58.7	10	9	10.5
2-Jul	907+48	X		23.2	14.2	36.6		0.0	0	36.6	7	16	23.2	60.6	10	9.75	10
2-Jul	913+00	X		60.4	14	94.0		0.0	0	94.0	20	16	60.4	134.8	10	9.5	10
2-Jul	921+91	X		22.8	14.1	35.7		0.0	0	35.7	7	16	22.8	59.7	10	10	10
2-Jul	927+19	X		12.8	14.2	20.2		0.0	0	20.2	3	16	12.8	39.8	10	10.25	10.5
2-Jul	930+88	X		39.3	14.2	62.0		0.0	0	62.0	6	16	39.3	92.8	10.75	9	10
2-Jul	933+15	X		21.1	14.1	33.1		0.0	0	33.1	6	16	21.1	56.3	10	9	10.25
2-Jul	939+75	X		10.5	14.2	16.6		0.0	0	16.6	0	16	10.5	35.2	10	10.5	9
2-Jul	942+72	X		40.4	14.2	63.7		0.0	0	63.7	13	16	40.4	95	10.25	11	10.75
2-Jul	944+92*	X		114.5	14.1	179.4		0.0	0	179.4	41	16	114.5	243.1	10	10	10
2-Jul	949+83	X		77	14.2	121.5		0.0	0	121.5	26	16	77	168.2	10	10	9.75
2-Jul	950+63	X		24.1	14.1	37.8		0.0	0	37.8	8	16	24.1	62.3	9.5	10	11
2-Jul	952+15	X		23.2	14.1	36.3		0.0	0	36.3	8	16	23.2	60.5	10	10.5	10
9-Jul	953+25	X		22.7	14.1	35.6		0.0	0	35.6	8	16	22.7	50.9	9.5	10.5	10.75
9-Jul	954+16	X		21.1	14.1	33.1		0.0	0	33.1	7	16	21.1	49.3	10	10	9.75
9-Jul	956+44	X		40.8	14.2	64.4		0.0	0	64.4	8	16	40.8	69.2	10.5	11	10.75
9-Jul	957+62	X		22.1	14.2	34.9		0.0	0	34.9	6	16	22.1	50.5	10.25	10.5	10.25
9-Jul	959+70	X		58.9	14.2	92.9		0.0	0	92.9	20	16	58.9	87.3	10	11.25	11
8-Jul	964+00		X	335.6	14.1	525.77		525.77	525.77	0	117	16	335.6	363.8	10	10.75	10.25
9-Jul	966+00	X		41.5	14.2	65.5		0.0	0	65.5	15	16	41.5	69.9	10.75	11	10
8-Jul	967+93		X	100.1	14.2	157.94		157.94	157.94	0	12	16	100.1	128.5	10.25	10	10.25
10-Jul	970+12		X	100.1	14.2	157.9		157.9	157.9	0.0	33	16	100.1	128.5	10	10.75	11
10-Jul	972+68		X	109.3	14.2	172.5		172.5	172.5	0.0	31	16	109.3	137.7	10	10	10
10-Jul	975+55	X		59	14.2	93.1		0.0	0.0	93.1	20	16	59	87.4	10	11	11
10-Jul	976+15	X		24	14.3	38.1		0.0	0.0	38.1	7	16	24	52.6	10	11	10.5
10-Jul	977+12	X		40.8	14.3	64.8		0.0	0.0	64.8	14	16	40.8	69.4	10.25	11	10.25
10-Jul	978+50	X		24.2	14.2	38.2		0.0	0.0	38.2	7	16	24.2	52.6	10	11	10.75
10-Jul	979+30	X		41.2	14.2	65.0		0.0	0.0	65.0	13	16	41.2	69.6	10.25	11	10.75
10-Jul	980+45	X		22.7	14.2	35.8		0.0	0.0	35.8	8	16	22.7	51.1	11	11	10
10-Jul	981+00	X		67.6	14.2	106.7		0.0	0.0	106.7	23	16	67.6	96	11.25	11	10.75
11-Jul	983+00	X		59.6	14.2	94.0		0.0	0	94.0	20	16	59.6	88	10.75	11	11
11-Jul	987+43	X		59.3	14.3	94.2		0.0	0	94.2	20	16	59.3	87.9	10	10.25	10.25
11-Jul	989+44	X		24.6	14.2	38.8		0.0	0	38.8	8	16	24.6	53	10.5	10.25	10.25
11-Jul	992+59	X		22.2	14.2	35.0		0.0	0	35.0	6	16	22.2	50.6	10	10.25	11
15-Jul	994+20		X	147.6	14.3	234.5		234.5	234.5	0.0	35	16	147.6	176.2	10	10.75	10.5
11-Jul	996+66	X		40.8	14.3	64.8		0.0	0	64.8	7	16	40.8	69.4	10.25	10	9.75
11-Jul	1000+92	X		51	14.3	81.0		0.0	0	81.0	10	16	51	79.6	9.75	10	9.5
11-Jul	1001+85	X		46.8	14.4	74.9		0.0	0	74.9	14	16	46.8	75.6	10.5	10	10.25
11-Jul	1003+39	X		21.6	14.2	34.1		0.0	0	34.1	7	16	21.6	50	10.5	11	10.5
11-Jul	1006+69	X		23.5	14.3	37.3		0.0	0	37.3	7	16	23.5	52.1	10	10	10.5
11-Jul	1008+20	X		24.7	14.2	39.0		0.0	0	39.0	7	16	24.7	53.1	10	10	10.75
11-Jul	1009+10	X		27.5	14.1	43.1		0.0	0	43.1	9	16	27.5	55.7	10	11	10.25
15-Jul	1015+35		X	431.7	14.3	685.9		685.9	685.9	0.0	151	16	431.7	460.3	10.5	10.5	10.25
16-Jul	1020+09		X	186.9	14.4	299.0		299.0	299.0	0.0	66	16	186.9	215.7	9.75	10.5	10.25
18-Jul	1022+00	X		59.5	14.2	93.9		0.0	0.0	93.9	19	16	59.5	87.9	10.25	10	10.5
18-Jul	1022+95	X		56.6	14.2	89.3		0.0	0.0	89.3	17	16	56.6	85	10	11	10
18-Jul	1024+42	X		29	14.3	46.1		0.0	0.0	46.1	9	16	29	57.6	10.25	10.25	10
18-Jul	1026+40	X		20.7	14.1	32.4		0.0	0.0	32.4	7	16	20.7	48.9	10.5	11	10.25
18-Jul	1028+61	X		20.3	14.1	31.8		0.0	0.0	31.8	7	16	20.3	48.5	11	10.5	10
18-Jul	1030+35	X		22.7	14.3	36.1		0.0	0.0	36.1	8	16	22.7	51.3	11.25	11	10
18-Jul	1032+07	X		40.7	14.2	64.2		0.0	0.0	64.2	13	16	40.7	69.1	10.25	11	10.5
16-Jul	1035+08		X	180.9	14.2	285.4		285.4	285.4	0.0	58	16	180.9	209.3	10.25	11	10.75
16-Jul	1037+00		X	238.2	14.2	375.8		375.8	375.8	0.0	60	16	238.2	266.6	11	11	11

No calcium chloride used on concrete from 8/1 - 8/8.

NB DRIVING LANE - CONCRETE REPAIR SUMMARY CONTINUED																
Date	Station	Type Replace	10-Inch	Field Measured		Area SY	204.0100	415.1100	416.1725	416.0610	416.0620	690.0150	690.0250	Thickness Checks		
				L (FT)	W (FT)		Removal SY	10-Inch SY	Replace SY	Tie Bars Each	Dowels Each	Asphalt Sawcut LF	Conc Sawcut LF	Saw End in LF	CL Joint in LF	Saw End in LF
18-Jul	1039+00	X		29.3	14.2	46.2	0.0	0.0	46.2	9	16	29.3	57.7	10	10	10
18-Jul	1041+75	X		76.9	14.2	121.3	0.0	0.0	121.3	23	16	76.9	105.3	10.5	11	10
18-Jul	1042+74	X		19.7	14.1	30.9	0.0	0.0	30.9	6	16	19.7	47.9	10.25	10	10
18-Jul	1046+24	X		51.1	14.2	80.6	0.0	0.0	80.6	15	16	51.1	79.5	10.5	10	10
17-Jul	1049+85		x	121.4	14.4	194.2	194.2	194.2	0.0	42	16	121.4	150.2	10.75	10	10.75
25-Jul	1050+78	X		14.3	14.3	22.7	0.0	0.0	22.7	4	16	14.3	42.9	10.25	10.25	11
17-Jul	1052+30		x	108.3	14.5	174.5	174.5	174.5	0.0	35	16	108.3	137.3	10	11	10.25
25-Jul	1053+38	X		65.2	14.2	102.9	0.0	0.0	102.9	23	16	65.2	93.6	11	11	11
25-Jul	1054+67	X		62	14.2	97.8	0.0	0.0	97.8	21	16	62	90.4	10	10	10.75
17-Jul	1056+16		x	178.8	14.3	284.1	284.1	284.1	0.0	54	16	178.8	207.4	11	10.75	10.5
25-Jul	1060+25	X		21.2	14.2	33.4	0.0	0.0	33.4	6	16	21.2	49.6	10	9.75	10.25
24-Jul	1061+00		X	102.2	14.1	160.1	160.1	160.1	0.0	35	16	102.2	130.4	10.25	10.75	10
24-Jul	1062+75		X	150.1	14.1	235.2	235.2	235.2	0.0	40	16	150.1	178.3	10	10.25	10
25-Jul	1064+92	X		59.4	14.1	93.1	0.0	0.0	93.1	19	16	59.4	87.6	10.25	10	10.75
25-Jul	1065+61	X		48.9	14.2	77.2	0.0	0.0	77.2	16	16	48.9	77.3	10.5	10	10
29-Jul	1069+18		X	374.4	14.2	590.7	590.7	590.7	0.0	122	16	374.4	402.8	10.25	10	10.25
29-Jul	1072+40		X	240.7	14.2	379.8	379.8	379.8	0.0	79	16	240.7	269.1	9.75	10.14	10.25
25-Jul	1080+04*	X		105.7	14.1	165.6	0.0	0.0	165.6	33	16	105.7	133.9	9.5	10	10.75
1-Aug	1082+00	X		67.8	14.3	107.7	0.0	0.0	107.7	23	16	67.8	96.4	10	10.5	10.5
1-Aug	1083+84	X		66.8	14.1	104.7	0.0	0.0	104.7	23	16	66.8	95	10	10.75	10
1-Aug	1084+73	X		53	14.1	83.0	0.0	0.0	83.0	19	16	53	81.2	10	10.25	10
1-Aug	1085+45	X		40.7	14	63.3	0.0	0.0	63.3	13	16	40.7	68.7	10.5	10	10
30-Jul	1086+90		X	195.3	14.1	306.0	306.0	306.0	0.0	69	16	195.3	223.5	10.25	10	10.75
1-Aug	1088+30	X		21.6	14.1	33.8	0.0	0.0	33.8	7	16	21.6	49.8	9.75	10.25	9.5
30-Jul	1089+93		X	112.7	14.1	176.6	176.6	176.6	0.0	39	16	112.7	140.9	10.75	10	10
1-Aug	1095+84	X		27.3	14.3	43.4	0.0	0.0	43.4	9	16	27.3	55.9	10	9.5	10
30-Jul	1097+00		X	119.5	14.1	187.2	187.2	187.2	0.0	38	16	119.5	147.7	10	10	10.75
1-Aug	1099+36	X		48.9	14.3	77.7	0.0	0.0	77.7	16	16	48.9	77.5	11	10	10.25
1-Aug	1100+87	X		48.8	14.1	76.5	0.0	0.0	76.5	14	16	48.8	77	10.5	9.5	10
1-Aug	1104+00	X		39.3	14.2	62.0	0.0	0.0	62.0	14	16	39.3	67.7	10.25	10	10.25
1-Aug	1104+39	X		7.3	14.3	11.6	0.0	0.0	11.6	2	16	7.3	35.9	11	10	10
1-Aug	1105+50	X		74	14.3	117.6	0.0	0.0	117.6	27	16	74	102.6	10.25	10	10.5
30-Jul	1106+94		X	123.2	14.2	194.4	194.4	194.4	0.0	45	16	123.2	151.6	10.25	10.5	11
6-Aug	1109+20	X		86.7	14.2	136.8	0.0	0.0	136.8	30	16	86.7	115.1	10.75	10.25	10.5
6-Aug	1110+00	X		12.2	14.2	19.2	0.0	0.0	19.2	4	16	12.2	40.6	11	10.75	10.25
6-Aug	1112+17	X		22.7	14.2	35.8	0.0	0.0	35.8	7	16	22.7	51.1	11	10	10
6-Aug	1113+19	X		22.7	14.4	36.3	0.0	0.0	36.3	8	16	22.7	51.5	10.5	9.5	10
6-Aug	1113+54	X		20	14.4	32.0	0.0	0.0	32.0	8	16	20	48.8	10	10	10.5
6-Aug	1114+28	X		7.1	14.3	11.3	0.0	0.0	11.3	2	16	7.1	35.7	10	9.25	10
31-Jul	1115+60		X	121.3	14.3	192.7	192.7	192.7	0.0	42	16	121.3	149.9	10.25	10	10
31-Jul	1117+60		X	160.4	14.3	254.9	254.9	254.9	0.0	55	16	160.4	189	11	11	10.5
6-Aug	1119+06	X		13	14.4	20.8	0.0	0.0	20.8	4	16	13	41.8	11	10.75	10
6-Aug	1120+00	X		76.6	14.3	121.7	0.0	0.0	121.7	26	16	76.6	105.2	10.75	10.25	10
31-Jul	1121+75		X	100.4	14.3	159.5	159.5	159.5	0.0	35	16	100.4	129	11	10	11
31-Jul	1123+05		X	103.4	14.3	164.3	164.3	164.3	0.0	31	16	103.4	132	10.5	11	11
6-Aug	1124+90	X		6.9	14.3	11.0	0.0	0.0	11.0	2	16	6.9	35.5	10	10.75	10
7-Aug	1127+40		X	206.8	14.3	328.6	328.6	328.6	0.0	76	16	206.8	235.4	10.5	10.5	10.5
8-Aug	1129+59	X		66.9	14.3	106.3	0.0	0.0	106.3	23	16	66.9	95.5	10.5	11	11
8-Aug	1133+08	X		15	14.3	23.8	0.0	0.0	23.8	5	16	15	43.6	10	10	9.75
8-Aug	1135+14	X		30.6	14.2	48.3	0.0	0.0	48.3	10	16	30.6	59	11.25	10.5	11
8-Aug	1136+98	X		69	14.3	109.6	0.0	0.0	109.6	24	16	69	97.6	10.5	10	10
8-Aug	1141+00	X		41.4	14.2	65.3	0.0	0.0	65.3	13	16	41.4	69.8	10	10.75	10
8-Aug	1141+83	X		60	14.2	94.7	0.0	0.0	94.7	19	16	60	88.4	10	11	10.5
8-Aug	1142+69	X		23.1	14.3	36.7	0.0	0.0	36.7	7	16	23.1	51.7	10	11	10.5
7-Aug	1144+10		X	115.8	14.2	182.7	182.7	182.7	0.0	41	16	115.8	144.2	10.75	11	11
8-Aug	1145+69	X		30.3	14.2	47.8	0.0	0.0	47.8	9	16	30.3	58.7	11.5	11.25	11.5
8-Aug	1146+64	X		30.9	14.2	48.8	0.0	0.0	48.8	9	16	30.9	59.3	10	10	11
8-Aug	1147+95	X		12.6	14.1	19.7	0.0	0.0	19.7	3	16	12.6	40.8	10	10.5	10
8-Aug	1148+44	X		20.5	14.1	32.1	0.0	0.0	32.1	6	16	20.5	48.7	10.25	10.25	10.75
8-Aug	1152+24	X		11	14.1	17.2	0.0	0.0	17.2	3	16	11	39.2	10	10	10

No calcium chloride used on concrete from 8/1 - 8/8.

NB PASSING LANE - CONCRETE REPAIR SUMMARY																	
		Type		Field Measured		Area	204.0100	415.1100	416.1725	416.0610	416.0620	690.0150	690.0250	Thickness Checks			
Date	Station	Replace	10-Inch	L (FT)	W (FT)	SY	Removal	10-Inch	Replace	Tie Bars	Dowels	Asphalt Sawcut	Conc Sawcut	Saw End in	CL Joint in	Saw End in	
24-Jun	874+73	X		22	12	29.3	0.0	0	29.3	7	16	22	56	10	9.5	10	
24-Jun	886+14	X		23	12	30.7	0.0	0	30.7	0	16	23	58	10	10	10	
24-Jun	894+21	X		23	12	30.7	0.0	0	30.7	6	16	23	58	10	9.75	10	
24-Jun	903+21	X		21	12	28.0	0.0	0	28.0	7	16	21	54	10	10	10.25	
24-Jun	931+21	X		21	12	28.0	0.0	0	28.0	6	16	21	54	10	10	10	
24-Jun	931+79	X		40	12	53.3	0.0	0	53.3	7	16	40	92	10	10	10	
25-Jun	940+78	X		21.3	12	28.4	0.0	0	28.4	6	16	21.3	54.6	10	11	10.5	
25-Jun	956+36	X		20	12	26.7	0.0	0	26.7	0	16	20	52	10	10.5	10.25	
25-Jun	960+60	X		21.1	12	28.1	0.0	0	28.1	6	16	21.1	54.2	9.75	11	10.25	
25-Jun	967+54	X		57.8	12.1	77.7	0.0	0	77.7	18	16	57.8	127.7	11	10.75	10.25	
25-Jun	968+28	X		22.2	11.9	29.4	0.0	0	29.4	0	16	22.2	56.3	10	10.5	11	
25-Jun	969+59	X		20.2	12	26.9	0.0	0	26.9	6	16	20.2	52.4	10	10	10.25	
25-Jun	973+00	X		20.2	12.1	27.2	0.0	0	27.2	7	16	20.2	52.5	10	9.5	10	
25-Jun	978+44	X		22.4	12	29.9	0.0	0	29.9	6	16	22.4	56.8	10.25	11	10	
26-Jun	978+44	X		22.5	12	30.0	0.0	0	30.0	0	16	22.5	57	10	11	10.25	
25-Jun	994+65	X		39.1	11.9	51.7	0.0	0	51.7	12	16	39.1	90.1	10.5	11	10	
25-Jun	996+75	X		22.1	12.1	29.7	0.0	0	29.7	6	16	22.1	56.3	10.25	9.75	10.5	
25-Jun	999+34	X		21.1	12	28.1	0.0	0	28.1	6	16	21.1	54.2	10	10	10.5	
25-Jun	1000+77	X		20.9	12	27.9	0.0	0	27.9	5	16	20.9	53.8	10	9.5	9.5	
25-Jun	1003+70	X		22.2	12.1	29.8	0.0	0	29.8	7	16	22.2	56.5	9.75	10.5	10	
25-Jun	1016+55	X		58	12.1	78.0	0.0	0	78.0	0	16	58	128.1	10	11.5	10	
25-Jun	1020+02	X		58.9	12	78.5	0.0	0	78.5	0	16	58.9	129.8	9	11	11	
25-Jun	1028+70	X		22.2	12.1	29.8	0.0	0	29.8	7	16	22.2	56.5	10	11	10.25	
25-Jun	1034+53	X		20.9	12.1	28.1	0.0	0	28.1	0	16	20.9	53.9	10.5	10.5	10.25	
25-Jun	1034+90	X		23	12.2	31.2	0.0	0	31.2	0	16	23	58.2	10	11.25	10	
26-Jun	1035+37	X		59.9	12	79.9	0.0	0	79.9	0	16	59.9	131.8	11	10	10	
26-Jun	1037+51	X		92.9	12.1	124.9	0.0	0	124.9	0	16	92.9	197.9	10.5	11	10	
26-Jun	1049+51	X		40.4	12	53.9	0.0	0	53.9	0	16	40.4	92.8	10.5	10.25	11	
26-Jun	1050+04	X		59.2	12	78.9	0.0	0	78.9	0	16	59.2	130.4	9.75	10	10.25	
26-Jun	1060+11	X		39.2	12	52.3	0.0	0	52.3	0	16	39.2	90.4	10	10	9.5	
26-Jun	1060+83	X		39.3	12	52.4	0.0	0	52.4	7	16	39.3	90.6	10.25	11	10	
26-Jun	1068+14	X		38.7	12	51.6	0.0	0	51.6	0	16	38.7	89.4	10.5	11	11	
26-Jun	1082+00	X		40	12.1	53.8	0.0	0	53.8	0	16	40	92.1	10.5	10.75	10.25	
26-Jun	1084+64	X		40.3	12.1	54.2	0.0	0	54.2	0	16	40.3	92.7	10	10.5	10.5	
26-Jun	1086+09	X		39.6	12.1	53.2	0.0	0	53.2	0	16	39.6	91.3	10.5	10	10	
26-Jun	1086+90	X		59	12.1	79.3	0.0	0	79.3	0	16	59	130.1	10	11	10.25	
27-Jun	1087+65	X		21.3	12.1	28.6	0.0	0	28.6	0	16	21.3	54.7	10	10.5	10.75	
27-Jun	1096+71	X		21.8	12.1	29.3	0.0	0	29.3	0	16	21.8	55.7	10.25	11	10.5	
27-Jun	1104+07	X		21.7	12.1	29.2	0.0	0	29.2	0	16	21.7	55.5	9.25	10	9.25	
27-Jun	1109+40	X		20.6	12.2	27.9	0.0	0	27.9	0	16	20.6	53.4	10.25	11.5	10	
27-Jun	1111+79	X		22.9	12.1	30.8	0.0	0	30.8	7	16	22.9	57.9	10	10	9.5	
27-Jun	1115+43	X		22.6	12	30.1	0.0	0	30.1	0	16	22.6	57.2	10	10.25	9.75	
27-Jun	1117+09	X		19.8	12.1	26.6	0.0	0	26.6	0	16	19.8	51.7	10	10	10	
27-Jun	1127+00	X		40.2	12	53.6	0.0	0	53.6	0	16	40.2	92.4	9.5	11	10.5	
27-Jun	1129+36	X		22.3	12	29.7	0.0	0	29.7	0	16	22.3	56.6	10.5	11	10.75	
27-Jun	1141+56	X		23.1	12.1	31.1	0.0	0	31.1	0	16	23.1	58.3	9	11	10	
27-Jun	1141+91	X		21.8	12.1	29.3	0.0	0	29.3	0	16	21.8	55.7	10	11	10	
27-Jun	1148+44	X		19.9	12.2	27.0	0.0	0	27.0	0	16	19.9	52	10	11	10	
24-Jul	826+47	X		37.7	12.3	51.5	0.0	0.0	51.5	27	8	37.7	50	12	10	10	
23-Jul	595+47	x		19.4	12	25.9	0.0	0.0	25.9	7	16	19.4	43.4	10	10	10	
23-Jul	703+15	x		41	12.1	55.1	0.0	0.0	55.1	13	16	41	65.2	10.25	10.75	11.25	

No calcium chloride used on concrete from 8/1 - 8/8.

SB DRIVING LANE - CONCRETE REPAIR SUMMARY																
Date	Station	Type		Field Measured		Area SY	204.0100	415.1100	416.1725	416.0610	416.0620	690.0150	690.0250	Thickness Checks		
		Replace	10-Inch	L (FT)	W (FT)		Removal SY	10-Inch SY	Replace SY	Tie Bars Each	Dowels Each	Asphalt Sawcut LF	Conc Sawcut LF	Saw End in LF	CL Joint in LF	Saw End in LF
19-Jun	456+00	X		7.3	13.9	11.3	0.0	0	11.3	0	16	7.3	28.5	9.75	10	10
27-Sep	532+95	X		23.9	14	37.2	0.0	0.0	37.2	6	16	23.9	51.9	10.5	10.75	10
27-Sep	533+75	X		40.2	14	62.5	0.0	0.0	62.5	13	16	40.2	68.2	11	11	10
19-Jun	583+30	X		22.7	14	35.3	0.0	0	35.3	7	16	22.7	59.4	9.5	10	10.25
19-Jun	629+20	X		21.9	14	34.1	0.0	0	34.1	5	16	21.9	57.8	11	10	10
19-Jun	631+89	X		56.9	14	88.5	0.0	0	88.5	20	16	56.9	127.8	10	10	10
19-Jun	632+40	X		19.9	14	31.0	0.0	0	31.0	6	16	19.9	53.8	10.75	11	11
19-Jun	636+75	X		17.8	14	27.7	0.0	0	27.7	5	16	17.8	49.6	10.25	10	10.25
19-Jun	744+61	X		22	14	34.2	0.0	0	34.2	6	16	22	58	10	10.5	10
19-Jun	808+55	X		21.5	14	33.4	0.0	0	33.4	6	16	21.5	57	10	10	10
24-Jul	826+47	X		32.2	14.3	51.2	0.0	0.0	51.2	6	8	32.2	46.5	12	11	10.5
18-Jun	829+41	X		20	14	31.1	0.0	0	31.1	6	16	20	54	9	10	10.5
18-Jun	833+13	X		22.8	14	35.5	0.0	0	35.5	7	16	22.8	59.6	10	10	9.5
18-Jun	836+39	X		21.8	14	33.9	0.0	0	33.9	6	16	21.8	57.6	10	10.5	10
18-Jun	837+67	X		58.7	14	91.3	0.0	0	91.3	19	16	58.7	131.4	10.25	10.5	10
17-Jun	838+37	X		21.9	14.1	34.3	0.0	0	34.3	6	16	21.9	57.9	10	10	9.75
17-Jun	839+11	X		21.9	14.1	34.3	0.0	0	34.3	7	16	21.9	57.9	10	10	10
17-Jun	839+78	X		38.8	14.1	60.8	0.0	0	60.8	12	16	38.8	91.7	9	10	10.25
17-Jun	844+77	X		22.7	14.1	35.6	0.0	0	35.6	6	16	22.7	59.5	9	10	10
17-Jun	847+50	X		58.9	14	91.6	0.0	0	91.6	19	16	58.9	131.8	9.75	10	10
17-Jun	852+05	X		22.8	14.1	35.7	0.0	0	35.7	7	16	22.8	59.7	10	9	10
17-Jun	853+15	X		21.5	14	33.4	0.0	0	33.4	7	16	21.5	57	10	10	10
17-Jun	856+45	X		40.5	14.1	63.5	0.0	0	63.5	14	16	40.5	95.1	10	10	10
17-Jun	859+20	X		20.9	14.1	32.7	0.0	0	32.7	6	16	20.9	55.9	10	10	10
17-Jun	865+95	X		22.9	14	35.6	0.0	0	35.6	7	16	22.9	59.8	10	10	10
17-Jun	868+55	X		22.8	14.2	36.0	0.0	0	36.0	8	16	22.8	59.8	10	10	10
12-Jun	875+40		X	150	14	233.3	233.3	233.3	0.0	54	16	150	314	10.5	10.5	10
12-Jun	877+10		X	149.8	14	233.0	233.0	233.0	0.0	55	16	149.8	313.6	10.5	10.5	10.5
14-Jun	883+88	X		22.6	14	35.2	0.0	0	35.2	7	16	22.6	59.2	10	10	10
14-Jun	884+81	X		19.8	14	30.8	0.0	0	30.8	6	16	19.8	53.6	10	10	10
14-Jun	885+68	X		21.9	14.1	34.3	0.0	0	34.3	6	16	21.9	57.9	10	10	10.5
14-Jun	887+53	X		22.4	14.1	35.1	0.0	0	35.1	7	16	22.4	58.9	10	10	10
14-Jun	889+67	X		28.5	14.1	44.7	0.0	0	44.7	9	16	28.5	71.1	10	10	10
14-Jun	890+78	X		58.3	14.1	91.3	0.0	0	91.3	19	16	58.3	130.7	10	10	10
12-Jun	892+20		X	104.1	14.1	163.1	163.1	163.1	0.0	36	16	104.1	222.3	10	10	10
14-Jun	893+22	X		21.8	14.1	34.2	0.0	0	34.2	6	16	21.8	57.7	10	10.5	10
14-Jun	895+05	X		22.7	14.1	35.6	0.0	0	35.6	7	16	22.7	59.5	10	10	10.5
14-Jun	899+61	X		93.8	14	145.9	0.0	0	145.9	32	16	93.8	201.6	10	10	10
14-Jun	901+27	X		21.7	14.1	34.0	0.0	0	34.0	7	16	21.7	57.5	10	10	10
14-Jun	901+65	X		22.3	14.1	34.9	0.0	0	34.9	7	16	22.3	58.7	10	10	10
14-Jun	904+59	X		22.4	14.1	35.1	0.0	0	35.1	7	16	22.4	58.9	10.5	10	10
14-Jun	906+09	X		22.6	14.1	35.4	0.0	0	35.4	7	16	22.6	59.3	10	10.5	10
14-Jun	908+09	X		20.5	14.1	32.1	0.0	0	32.1	6	16	20.5	55.1	10	10.5	10
13-Jun	909+48	X		39	14	60.7	0.0	0	60.7	13	16	39	92	10	10	10
13-Jun	910+42	X		40	14.1	62.7	0.0	0	62.7	12	16	40	94.1	10	10	10
13-Jun	913+35	X		39.2	14.2	61.8	0.0	0	61.8	12	16	39.2	92.6	10	10	10
13-Jun	913+97	X		19.6	14.1	30.7	0.0	0	30.7	5	16	19.6	53.3	10	10	10
13-Jun	914+52	X		24.4	14.2	38.5	0.0	0	38.5	8	16	24.4	63	10	10	10
13-Jun	916+36	X		21.2	14.1	33.2	0.0	0	33.2	7	16	21.2	56.5	10	10	10
13-Jun	917+09	X		58.3	14.1	91.3	0.0	0	91.3	19	16	58.3	130.7	10	10	10.5
13-Jun	917+47	X		22	14	34.2	0.0	0	34.2	7	16	22	58	10	10	10
13-Jun	917+84	X		21.3	14	33.1	0.0	0	33.1	7	16	21.3	56.6	10	10	10
13-Jun	918+95	X		22.5	14.1	35.3	0.0	0	35.3	7	16	22.5	59.1	10.5	10.5	10
13-Jun	919+31	X		21.2	14	33.0	0.0	0	33.0	7	16	21.2	56.4	10.5	10	10
13-Jun	920+43	X		22.3	14.1	34.9	0.0	0	34.9	8	16	22.3	58.7	10	10	10
13-Jun	921+16	X		22.2	14	34.5	0.0	0	34.5	7	16	22.2	58.4	10	10	10
13-Jun	928+20	X		22	14	34.2	0.0	0	34.2	7	16	22	58	10	10	10
13-Jun	935+76	X		22.7	14	35.3	0.0	0	35.3	8	16	22.7	59.4	10	10	10
18-Jun	940+50	X		23.2	14	36.1	0.0	0	36.1	7	16	23.2	60.4	10	10	10
18-Jun	941+25	X		23	14.1	36.0	0.0	0	36.0	7	16	23	60.1	10	10.5	10.25
18-Jun	949+47	X		23.3	14.1	36.5	0.0	0	36.5	6	16	23.3	60.7	9.5	10	10.5
18-Jun	950+25	X		42.3	14.1	66.3	0.0	0	66.3	14	16	42.3	98.7	10	10	9.75
1-Jul	1079+25	X		30	13.8	46.0	0.0	0	46.0	9	16	30	73.8	9.75	10	10.25
1-Jul	1116+50	X		19	13.8	29.1	0.0	0	29.1	4	16	19	51.8	10	10.25	9.5
1-Jul	1220+07	X		8.8	13.8	13.5	0.0	0	13.5	0	16	8.8	31.4	10	9.75	9.5
1-Jul	1221+07	X		71	13.8	108.9	0.0	0	108.9	26	16	71	155.8	10.5	12	10

No calcium chloride used on concrete from 8/1 - 8/8.

SB PASSING LANE - CONCRETE REPAIR SUMMARY																	
		Type		Field Measured		Area	204.0100	415.1100	416.1725	416.0610	416.0620	690.0150	690.0250	Thickness Checks			
Date	Station	Replace	10-Inch	L (FT)	W (FT)	SY	Removal SY	10-Inch SY	Replace SY	Tie Bars Each	Dowels Each	Asphalt Sawcut LF	Conc Sawcut LF	Saw End in LF	CL Joint in LF	Saw End in LF	
19-Jun	531+78	X		20.1	12	26.8	0.0	0	26.8	6	16	20.1	52.2	10	10.5	10	
26-Sep	629+30	X		25.7	12.2	34.8	0.0	0.0	34.8	1	16	25.7	50.1	10	10.25	10.5	
11-Jun	828+76	X		18.8	12.1	25.3	0.0	0	25.3	6	16	18.8	49.7	10	10	10	
11-Jun	829+26	X		20.4	12	27.2	0.0	0	27.2	6	16	20.4	52.8	10	10	10	
11-Jun	832+40	X		22.1	12	29.5	0.0	0	29.5	7	16	22.1	56.2	10	10	10	
11-Jun	833+16	X		22.4	12.1	30.1	0.0	0	30.1	0	16	22.4	56.9	10	10	10	
11-Jun	835+22	X		40	12.2	54.2	0.0	0	54.2	14	16	40	92.2	10	10	10	
11-Jun	839+13	X		21.2	12.1	28.5	0.0	0	28.5	0	16	21.2	54.5	10	10	10	
11-Jun	860+16	X		22.7	12.1	30.5	0.0	0	30.5	7	16	22.7	57.5	10	10	10	
11-Jun	868+65	X		22.2	12.2	30.1	0.0	0	30.1	0	16	22.2	56.6	10	10	10	
11-Jun	875+05	X		20.5	12.1	27.6	0.0	0	27.6	0	16	20.5	53.1	10	10	10	
11-Jun	886+00	X		22.3	12.1	30.0	0.0	0	30.0	8	16	22.3	56.7	10	10	10	
11-Jun	889+72	X		20.2	12.1	27.2	0.0	0	27.2	0	16	20.2	52.5	10	10	10	
11-Jun	893+25	X		21.3	12.1	28.6	0.0	0	28.6	0	16	21.3	54.7	10	10	10	
11-Jun	895+05	X		22.4	12.2	30.4	0.0	0	30.4	0	16	22.4	57	10	10	10	
11-Jun	899+68	X		19.1	12.1	25.7	0.0	0	25.7	0	16	19.1	50.3	10	10	10	
11-Jun	901+25	X		21.3	12.1	28.6	0.0	0	28.6	0	16	21.3	54.7	10	10	10	
11-Jun	901+65	X		22.5	12.1	30.3	0.0	0	30.3	0	16	22.5	57.1	10	10	10	
11-Jun	903+13	X		22.1	12.1	29.7	0.0	0	29.7	8	16	22.1	56.3	10	10	10	
11-Jun	909+56	X		20.2	12.1	27.2	0.0	0	27.2	0	16	20.2	52.5	10	10	10	
11-Jun	910+50	X		22.1	12.1	29.7	0.0	0	29.7	0	16	22.1	56.3	10	10	10	
11-Jun	913+34	X		38.3	12.1	51.5	0.0	0	51.5	0	16	38.3	88.7	10	10	10	
11-Jun	914+00	X		19.3	12.1	25.9	0.0	0	25.9	0	16	19.3	50.7	10	10	10	
11-Jun	914+55	X		22.3	12.1	30.0	0.0	0	30.0	0	16	22.3	56.7	10	10	10	
11-Jun	914+91	X		21.2	12.1	28.5	0.0	0	28.5	6	16	21.2	54.5	10	10	10	
10-Jun	916+71	X		22.2	12	29.6	0.0	0	29.6	0	16	22.2	56.4	10	10	10	
10-Jun	917+42	X		22.1	12	29.5	0.0	0	29.5	0	16	22.1	56.2	10	10.25	10	
10-Jun	918+25	X		21.4	12.1	28.8	0.0	0	28.8	0	16	21.4	54.9	10	10	10	
10-Jun	918+89	X		21.4	12.1	28.8	0.0	0	0.0	0	16	21.4	54.9	10	10	10	
10-Jun	919+24	X		21.2	12	28.3	0.0	0	0.0	0	16	21.2	54.4	10	10	10	
10-Jun	921+08	X		22.5	12	30.0	0.0	0	30.0	0	16	22.5	57	10	10	10.25	
10-Jun	928+19	X		21	12	28.0	0.0	0	28.0	0	16	21	54	10	10	10	
10-Jun	935+76	X		22.1	12	29.5	0.0	0	29.5	0	16	22.1	56.2	10	10	10	
10-Jun	938+65	X		22.2	12	29.6	0.0	0	29.6	8	16	22.2	56.4	10	10	10.25	
24-Jul	826+47	X		32.2	12.2	43.6	0.0	0.0	43.6	20	8	32.2	44.4	12	11	10	
7-Aug	1079+27	X		29.9	12	39.9	0.0	0.0	39.9	10	16	29.9	53.9	9.75	10	9.75	

No calcium chloride used on concrete from 8/1 - 8/8.

CONCRETE PAVEMENT REPLACEMENT HES					TABLE 1		(*)						CONCRETE PAVEMENT REPLACEMENT HES					TABLE 2		(*)					
(ALL ITEMS CATEGORY 0010)					416.1725 CONCRETE PAVEMENT REPLACEMENT	420.1000.S CONC PAVT CONTINUOUS DIAMOND GRINDING	416.0610 DRILLED TIE BARS	416.0620 DRILLED DOWEL BARS	(*) 690.0250 SAWING CONCRETE	(*) 690.0150 SAWING ASPHALT	(ALL ITEMS CATEGORY 0010)					416.1725 CONCRETE PAVEMENT REPLACEMENT	420.1000.S CONC PAVT CONTINUOUS DIAMOND GRINDING	416.0610 DRILLED TIE BARS	416.0620 DRILLED DOWEL BARS	(*) 690.0250 SAWING CONCRETE	(*) 690.0150 SAWING ASPHALT				
STATION		STATION		WIDTH (LF)	LENGTH (LF)	SHES (SY)	(SY)	(EA)	(EA)	(LF)	(LF)	STATION		STATION		WIDTH (LF)	LENGTH (LF)	SHES (SY)	(SY)	(EA)	(EA)	(LF)	(LF)		
437+10	NB (DL)	437+32	NB (DL)	14	22	34.2	34	7	20	50	22	879+24	NB (DL)	879+42	NB (DL)	14	18	28.0	28	7	20	46	18		
437+10	NB (PL)	437+32	NB (PL)	12	22	29.3	29	0	18	24	22	879+78	NB (DL)	879+99	NB (DL)	14	21	32.7	33	7	20	49	21		
604+82	NB (DL)	605+02	NB (DL)	14	20	31.1	31	7	20	48	20	880+14	NB (PL)	880+34	NB (PL)	12	20	26.7	27	7	18	44	20		
670+43	NB (DL)	670+81	NB (DL)	14	38	59.1	59	14	20	66	38	880+52	NB (DL)	880+70	NB (DL)	14	18	28.0	28	7	20	46	18		
702+94	NB (PL)	703+50	NB (PL)	12	56	74.7	75	21	18	80	56	880+52	NB (PL)	880+70	NB (PL)	12	18	24.0	24	7	18	24	18		
704+62	NB (DL)	705+18	NB (DL)	14	56	87.1	87	21	20	84	56	880+90	NB (PL)	881+28	NB (PL)	12	38	50.7	51	14	20	62	38		
821+50	NB (DL)	821+90	NB (DL)	14	40	62.2	62	14	20	68	40	881+47	NB (PL)	881+64	NB (PL)	14	17	26.4	26	7	20	45	17		
830+82	SB (DL)	831+02	SB (DL)	14	20	31.1	31	7	20	48	20	882+36	NB (PL)	882+56	NB (PL)	12	20	26.7	27	7	18	44	20		
835+04	SB (PL)	835+43	SB (PL)	12	39	52.0	52	14	18	63	39	883+10	NB (DL)	883+30	NB (DL)	14	20	31.1	31	7	20	48	20		
837+40	SB (DL)	837+77	SB (DL)	14	37	57.6	58	14	20	65	37	883+48	NB (DL)	883+67	NB (DL)	14	19	29.6	30	7	20	47	19		
841+72	SB (DL)	841+92	SB (DL)	14	20	31.1	31	7	20	48	20	883+82	NB (DL)	884+01	NB (DL)	14	19	29.6	30	7	20	47	19		
844+63	SB (DL)	844+82	SB (DL)	14	19	29.6	30	7	20	47	19	884+96	NB (DL)	885+14	NB (DL)	14	18	28.0	28	7	20	46	18		
844+63	SB (PL)	844+82	SB (PL)	12	19	25.3	25	0	20	24	19	884+96	NB (PL)	885+14	NB (PL)	12	18	24.0	24	0	18	42	18		
845+36	SB (DL)	845+56	SB (DL)	14	20	31.1	31	7	18	48	20	885+60	SB (DL)	885+79	SB (DL)	14	19	29.6	30	7	20	47	19		
845+36	SB (PL)	845+56	SB (PL)	12	20	26.7	27	0	18	24	20	886+05	NB (DL)	886+25	NB (DL)	14	20	31.1	31	7	20	48	20		
847+21	SB (DL)	847+72	SB (DL)	14	51	79.3	79	19	20	79	51	886+05	NB (PL)	886+25	NB (PL)	12	20	26.7	27	0	18	24	20		
847+21	SB (PL)	847+36	SB (PL)	12	15	20.0	20	5	18	39	15	886+43	NB (DL)	886+62	NB (DL)	14	19	29.6	30	7	20	47	19		
849+04	SB (DL)	849+16	SB (DL)	14	20	31.1	31	7	20	48	20	886+43	NB (PL)	886+62	NB (PL)	12	19	25.3	25	0	18	43	19		
850+33	SB (DL)	850+51	SB (DL)	14	18	28.0	28	7	20	46	18	887+90	NB (DL)	888+09	NB (DL)	14	19	29.6	30	7	20	47	19		
860+84	SB (DL)	861+04	SB (DL)	14	20	31.1	31	7	20	48	20	888+88	SB (PL)	889+08	SB (PL)	12	20	26.7	27	7	18	44	20		
860+84	SB (PL)	861+04	SB (PL)	12	20	26.7	27	0	18	24	20	889+00	NB (DL)	889+20	NB (DL)	14	20	31.1	31	7	20	48	20		
863+06	NB (DL)	863+26	NB (DL)	14	20	31.1	31	7	20	48	20	890+53	SB (DL)	890+89	SB (DL)	14	36	56.0	56	14	20	64	36		
863+06	NB (PL)	863+26	NB (PL)	12	20	26.7	27	0	18	24	20	890+53	SB (PL)	890+74	SB (PL)	12	21	28.0	28	0	18	24	21		
864+72	NB (DL)	865+10	NB (DL)	14	38	59.1	59	14	20	66	38	891+20	NB (DL)	891+40	NB (DL)	14	20	31.1	31	7	20	48	20		
869+07	SB (DL)	869+25	SB (DL)	14	18	28.0	28	7	20	46	18	891+29	SB (PL)	891+49	SB (PL)	12	20	26.7	27	7	18	44	20		
869+07	SB (PL)	869+25	SB (PL)	12	18	24.0	24	0	18	24	18	891+29	SB (DL)	891+49	SB (DL)	14	20	31.1	31	7	20	48	20		
869+64	NB (DL)	869+84	NB (DL)	14	20	31.1	31	7	20	48	20	891+58	NB (DL)	892+13	NB (DL)	14	55	85.6	86	21	20	83	55		
869+64	NB (PL)	869+84	NB (PL)	12	20	26.7	27	7	18	24	20	891+93	NB (PL)	892+13	NB (PL)	12	20	26.7	27	7	18	44	20		
871+09	SB (DL)	871+28	SB (DL)	14	19	29.6	30	7	20	47	19	892+66	NB (DL)	892+86	NB (DL)	14	20	31.1	31	7	20	48	20		
871+32	NB (DL)	871+50	NB (DL)	14	18	28.0	28	7	20	46	18	892+66	NB (PL)	892+86	NB (PL)	12	20	26.7	27	0	18	24	20		
872+07	NB (DL)	872+27	NB (DL)	14	20	31.1	31	7	20	48	20	891+83	SB (DL)	892+56	SB (DL)	14	73	113.6	114	28	20	101	73		
873+26	SB (DL)	873+45	SB (DL)	14	19	29.6	30	7	20	47	19	892+38	SB (PL)	892+56	SB (PL)	12	18	24.0	24	7	18	42	18		
874+64	NB (DL)	874+82	NB (DL)	14	18	28.0	28	7	20	46	18	893+22	NB (DL)	893+39	NB (DL)	14	17	26.4	26	6	20	45	17		
874+64	NB (PL)	874+82	NB (PL)	12	18	24.0	24	0	18	24	18	894+22	SB (DL)	894+42	SB (DL)	14	20	31.1	31	7	20	48	20		
876+58	SB (PL)	876+78	SB (PL)	12	20	26.7	27	7	18	44	20	894+59	SB (DL)	895+15	SB (DL)	14	56	87.1	87	21	20	84	56		
877+33	SB (PL)	877+53	SB (PL)	12	20	26.7	27	7	18	44	20	895+24	NB (PL)	895+43	NB (PL)	12	19	25.3	25	7	18	43	19		
878+14	NB (DL)	878+31	NB (DL)	14	17	26.4	26	7	20	45	17	897+90	SB (DL)	898+10	SB (DL)	14	20	31.1	31	7	20	48	20		
878+76	SB (PL)	878+96	SB (PL)	12	20	26.7	27	7	18	44	20	897+90	SB (PL)	898+10	SB (PL)	12	20	26.7	27	0	18	24	20		
SUB-TOTALS (TABLE 1):						1381.8	1382	290	732	1786	935	SUB-TOTALS (TABLE 2):						1323.1	1323	286	732	1800	895		
(*) NOTE: PARTIAL QUANTITY GIVEN IN THIS TABLE.						(*)						(*) NOTE: PARTIAL QUANTITY GIVEN IN THIS TABLE.						(*)							
DL = DRIVING LANE PL = PASSING LANE												DL = DRIVING LANE PL = PASSING LANE													
PROJECT NO: 1178-08-60					HWY: USH 51					COUNTY: LINCOLN					MISCELLANEOUS QUANTITIES					SHEET: 8					

CONCRETE PAVEMENT REPLACEMENT HES					TABLE 3		(*)				
(ALL ITEMS CATEGORY 0010)					416.1725 CONCRETE PAVEMENT REPLACEMENT	420.1000.S CONC PAVT CONTINUOUS DIAMOND GRINDING	416.0610 DRILLED TIE BARS	416.0620 DRILLED DOWEL BARS	(*) 690.0250 SAWING CONCRETE	(*) 690.0150 SAWING ASPHALT	
STATION		STATION		WIDTH (LF)	LENGTH (LF)	SHES (SY)	(SY)	(EA)	(EA)	(LF)	(LF)
898+62	SB (PL)	898+82	SB (PL)	12	20	26.7	27	7	18	44	20
899+37	SB (DL)	899+73	SB (DL)	14	36	56.0	56	14	20	64	36
899+56	SB (PL)	899+73	SB (PL)	12	17	22.7	23	7	18	41	17
901+56	SB (DL)	901+78	SB (DL)	14	22	34.2	34	7	20	50	22
901+56	SB (PL)	901+78	SB (PL)	12	22	29.3	29	7	18	46	22
902+66	SB (DL)	903+03	SB (DL)	14	37	57.6	58	14	20	65	37
902+66	SB (PL)	902+85	SB (PL)	12	19	25.3	25	0	18	43	19
902+96	NB (DL)	903+15	NB (DL)	14	19	29.6	30	0	20	47	19
902+96	NB (PL)	903+33	NB (PL)	12	37	49.3	49	14	18	61	37
905+17	NB (DL)	905+37	NB (DL)	14	20	31.1	31	7	20	48	20
905+17	NB (PL)	905+37	NB (PL)	12	20	26.7	27	0	18	24	20
906+63	NB (DL)	906+83	NB (DL)	14	20	31.1	31	7	20	48	20
906+63	NB (PL)	906+83	NB (PL)	12	20	26.7	27	7	18	24	20
907+36	NB (DL)	907+74	NB (DL)	14	38	59.1	59	14	20	66	38
908+82	NB (DL)	909+06	NB (DL)	14	24	37.3	37	9	20	52	24
908+82	NB (PL)	909+06	NB (PL)	12	24	32.0	32	9	18	48	24
912+57	SB (DL)	912+77	SB (DL)	14	20	31.1	31	7	20	48	20
912+57	SB (PL)	912+77	SB (PL)	12	20	26.7	27	0	18	24	20
912+68	NB (DL)	913+62	NB (DL)	14	94	146.2	146	7	20	122	94
913+65	SB (DL)	914+02	SB (DL)	14	37	57.6	58	7	20	65	37
913+65	SB (PL)	914+02	SB (PL)	12	37	49.3	49	0	18	24	37
914+39	SB (PL)	914+59	SB (PL)	12	20	26.7	27	7	18	44	20
915+58	NB (DL)	915+77	NB (DL)	14	19	29.6	30	7	20	47	19
915+72	SB (DL)	915+82	SB (DL)	14	18	28.0	28	7	20	46	18
915+62	SB (PL)	915+82	SB (PL)	12	18	24.0	24	0	18	24	18
916+26	SB (DL)	916+44	SB (DL)	14	18	28.0	28	7	20	46	18
916+26	SB (PL)	916+44	SB (PL)	12	18	24.0	24	0	18	24	18
916+63	SB (DL)	916+82	SB (DL)	14	19	29.6	30	7	20	47	19
916+63	SB (PL)	916+82	SB (PL)	12	19	25.3	25	0	18	24	19
917+35	SB (DL)	917+55	SB (DL)	14	20	31.1	31	7	20	48	20
917+35	SB (PL)	917+55	SB (PL)	12	20	26.7	27	0	18	24	20
918+84	SB (DL)	919+04	SB (DL)	14	20	31.1	31	7	20	48	20
918+84	SB (PL)	919+04	SB (PL)	12	20	26.7	27	0	18	24	20
919+20	SB (DL)	919+39	SB (DL)	14	19	29.6	30	7	20	47	19
919+20	SB (PL)	919+39	SB (PL)	12	19	25.3	25	0	18	24	19
921+04	SB (DL)	921+24	SB (DL)	14	20	31.1	31	7	20	48	20
921+04	SB (PL)	921+24	SB (PL)	12	20	26.7	27	7	18	24	20
925+80	NB (DL)	926+00	NB (DL)	14	20	31.1	31	7	20	48	20
SUB-TOTALS (TABLE 3):						1360.0	1360	221	724	1691	930
(*) NOTE: PARTIAL QUANTITY GIVEN IN THIS TABLE.						(*)		(*)		(*)	
DL = DRIVING LANE PL = PASSING LANE											
PROJECT NO: 1178-08-60					HWY: USH 51				COUNTY: LINCOLN		

CONCRETE PAVEMENT REPLACEMENT HES						TABLE 4		(*)			
(ALL ITEMS CATEGORY 0010)						416.1725 CONCRETE PAVEMENT REPLACEMENT SHES (SY)	420.1000.S CONC PAVT CONTINUOUS DIAMOND GRINDING (SY)	416.0610 DRILLED TIE BARS (EA)	416.0620 DRILLED DOWEL BARS (EA)	(*) 690.0250 SAWING CONCRETE (LF)	(*) 690.0150 SAWING ASPHALT (LF)
STATION		STATION		WIDTH (LF)	LENGTH (LF)						
925+80	NB (PL)	926+00	NB (PL)	12	20	26.7	27	0	18	24	20
926+92	NB (DL)	927+09	NB (DL)	14	17	26.4	26	7	20	45	17
928+08	SB (PL)	928+26	SB (PL)	12	18	24.0	24	7	18	42	18
930+70	NB (DL)	930+90	NB (DL)	14	20	31.1	31	7	20	48	20
930+70	NB (PL)	930+81	NB (PL)	12	38	50.7	51	14	20	24	38
933+08	NB (PL)	933+26	NB (PL)	12	18	24.0	24	7	18	42	18
933+26	NB (DL)	933+46	NB (DL)	14	20	31.1	31	7	20	48	20
933+61	NB (PL)	933+80	NB (PL)	12	19	25.3	25	7	18	43	19
934+37	NB (DL)	934+56	NB (DL)	14	19	29.6	30	7	20	47	19
935+16	SB (DL)	935+36	SB (DL)	14	20	31.1	31	7	20	48	20
935+16	SB (PL)	935+36	SB (PL)	12	20	26.7	27	0	18	24	20
935+44	NB (DL)	936+64	NB (DL)	14	20	31.1	31	7	20	48	20
935+44	NB (PL)	936+64	NB (PL)	12	20	26.7	27	0	18	24	20
935+80	NB (DL)	935+99	NB (DL)	14	19	29.6	30	7	20	47	19
936+37	NB (DL)	936+75	NB (DL)	14	38	59.1	59	14	20	66	38
937+47	NB (DL)	937+67	NB (DL)	14	20	31.1	31	7	20	48	20
937+47	NB (PL)	937+67	NB (PL)	12	20	26.7	27	7	18	24	20
939+72	NB (DL)	939+95	NB (DL)	14	23	35.8	36	7	20	51	23
940+40	SB (DL)	940+60	SB (DL)	14	20	31.1	31	7	20	48	20
940+14	NB (DL)	940+52	NB (DL)	14	38	59.1	59	14	20	66	38
940+32	NB (PL)	940+52	NB (PL)	12	20	26.7	27	0	18	24	20
940+87	NB (DL)	941+24	NB (DL)	14	37	57.6	58	14	20	65	37
941+41	NB (DL)	941+60	NB (DL)	14	19	29.6	30	7	20	47	19
941+78	NB (DL)	941+98	NB (DL)	14	20	31.1	31	7	20	48	20
941+78	NB (PL)	941+98	NB (PL)	12	20	26.7	27	0	18	24	20
942+16	NB (DL)	942+35	NB (DL)	14	19	29.6	30	7	20	47	19
942+16	NB (PL)	942+35	NB (PL)	12	19	25.3	25	0	18	24	19
942+51	NB (DL)	942+87	NB (DL)	14	36	56.0	56	14	20	64	36
945+45	NB (PL)	945+65	NB (PL)	12	20	26.7	27	7	18	44	20
946+55	NB (PL)	946+75	NB (PL)	12	20	26.7	27	7	18	44	20
947+65	NB (DL)	947+85	NB (DL)	14	20	31.1	31	7	20	48	20
947+65	NB (PL)	947+85	NB (PL)	12	20	26.7	27	0	18	24	20
949+68	NB (DL)	950+06	NB (DL)	14	38	59.1	59	14	20	66	38
950+58	NB (DL)	950+77	NB (DL)	14	19	29.6	30	7	20	47	19
951+30	NB (DL)	951+50	NB (DL)	14	20	31.1	31	7	20	48	20
951+69	NB (DL)	952+25	NB (DL)	14	56	87.1	87	21	20	84	56
951+69	NB (PL)	952+25	NB (PL)	12	56	74.7	75	0	18	24	56
952+40	NB (DL)	952+59	NB (DL)	14	19	29.6	30	7	20	47	19
SUB-TOTALS (TABLE 4):						1361.6	1362	266	732	1676	925
(*) NOTE: PARTIAL QUANTITY GIVEN IN THIS TABLE.						(*)		(*)		(*)	
DL = DRIVING LANE PL = PASSING LANE											
MISCELLANEOUS QUANTITIES									SHEET:		E

CONCRETE PAVEMENT REPLACEMENT HES						TABLE 5		(*)			
(ALL ITEMS CATEGORY 0010)						416.1725	420.1000.S	416.0610	416.0620	(*)	(*)
						CONCRETE PAVEMENT REPLACEMENT	CONC PAVT CONTINUOUS DIAMOND GRINDING	DRILLED TIE BARS	DRILLED DOWEL BARS	690.0250 SAWING CONCRETE	690.0150 SAWING ASPHALT
STATION		STATION	WIDTH (LF)	LENGTH (LF)	SHES (SY)	(SY)	(EA)	(EA)	(LF)	(LF)	
953+55	NB (DL)	953+75	NB (DL)	14	20	31.1	31	7	20	48	20
953+55	NB (PL)	953+75	NB (PL)	12	20	26.7	27	0	18	24	20
954+07	NB (PL)	954+25	NB (PL)	12	18	24.0	24	0	18	42	18
954+07	NB (DL)	954+62	NB (DL)	14	55	85.6	86	21	20	83	55
955+53	NB (DL)	955+70	NB (DL)	14	17	26.4	26	7	20	45	17
956+08	NB (DL)	956+63	NB (DL)	14	56	87.1	87	21	20	84	56
957+18	NB (DL)	957+38	NB (DL)	14	20	31.1	31	7	20	48	20
957+55	NB (PL)	957+74	NB (PL)	12	19	25.3	25	7	18	43	19
958+44	NB (DL)	958+82	NB (DL)	14	38	59.1	59	14	20	66	38
958+44	NB (PL)	958+62	NB (PL)	12	18	24.0	24	0	18	24	18
959+57	NB (DL)	959+93	NB (DL)	14	36	56.0	56	14	20	64	36
960+09	NB (DL)	960+29	NB (DL)	14	20	31.1	31	7	20	48	20
960+09	NB (PL)	960+29	NB (PL)	12	20	26.7	27	0	18	24	20
961+39	NB (DL)	962+30	NB (DL)	14	91	141.6	142	35	20	119	91
963+96	NB (DL)	964+70	NB (DL)	14	74	115.1	115	28	20	102	74
965+44	NB (DL)	965+60	NB (DL)	14	16	24.9	25	7	20	44	16
965+80	NB (DL)	965+98	NB (DL)	14	18	28.0	28	7	20	46	18
966+32	NB (DL)	966+51	NB (DL)	14	19	29.6	30	7	20	47	19
979+10	NB (DL)	979+30	NB (DL)	14	20	31.1	31	7	18	48	20
979+10	NB (PL)	979+47	NB (PL)	12	37	49.3	49	0	20	24	37
981+27	NB (DL)	981+47	NB (DL)	14	20	31.1	31	7	20	48	20
981+27	NB (PL)	981+47	NB (PL)	12	20	26.7	27	0	18	44	20
989+33	NB (DL)	989+52	NB (DL)	14	19	29.6	30	7	20	47	19
989+33	NB (PL)	989+52	NB (PL)	12	19	25.3	25	0	18	24	19
991+54	NB (PL)	991+74	NB (PL)	12	20	26.7	27	7	18	44	20
994+48	NB (PL)	994+86	NB (PL)	12	38	50.7	51	14	18	62	38
996+70	NB (PL)	996+90	NB (PL)	14	20	31.1	31	7	20	48	20
998+14	NB (DL)	998+34	NB (DL)	14	20	31.1	31	7	20	48	20
998+14	NB (PL)	998+34	NB (PL)	12	20	26.7	27	7	18	24	20
1000+72	NB (DL)	1001+29	NB (DL)	14	57	88.7	89	21	20	85	57
1000+72	NB (PL)	1000+91	NB (PL)	12	19	25.3	25	7	18	43	19
1003+26	NB (DL)	1003+46	NB (DL)	14	20	31.1	31	7	20	48	20
1003+26	NB (PL)	1003+46	NB (PL)	12	20	26.7	27	7	18	24	20
1013+52	NB (DL)	1014+25	NB (DL)	14	73	113.6	114	28	20	101	73
1013+89	NB (PL)	1014+07	NB (PL)	12	18	24.0	24	0	18	42	18
1015+50	NB (PL)	1015+69	NB (PL)	12	19	25.3	25	7	18	43	19
1029+67	NB (DL)	1029+82	NB (DL)	14	15	23.3	23	5	20	43	15
1029+67	NB (PL)	1029+82	NB (PL)	12	15	20.0	20	0	18	24	15
SUB-TOTALS (TABLE 5):						1610.7	1611	334	728	1915	1084
(*) NOTE: PARTIAL QUANTITY GIVEN IN THIS TABLE.						(*)		(*)		(*)	
DL = DRIVING LANE PL = PASSING LANE											
PROJECT NO: 1178-08-60					HWY: USH 51				COUNTY: LINCOLN		

CONCRETE PAVEMENT REPLACEMENT HES						TABLE 6		(*)			
(ALL ITEMS CATEGORY 0010)						416.1725 CONCRETE PAVEMENT REPLACEMENT	420.1000.S CONC PAVT CONTINUOUS DIAMOND GRINDING	416.0610 DRILLED TIE BARS (EA)	416.0620 DRILLED DOWEL BARS (EA)	(*) 690.0250 SAWING CONCRETE (LF)	(*) 690.0150 SAWING ASPHALT (LF)
STATION		STATION		WIDTH (LF)	LENGTH (LF)	(SY)	(SY)	(EA)	(EA)	(LF)	(LF)
1031+38	NB (DL)	1031+55	NB (DL)	14	17	26.4	26	6	20	45	17
1031+38	NB (PL)	1031+55	NB (PL)	12	17	22.7	23	0	18	24	17
1034+83	NB (PL)	1035+76	NB (PL)	12	93	124.0	124	36	18	117	93
1036+29	NB (DL)	1036+48	NB (DL)	14	19	29.6	30	7	20	47	19
1036+29	NB (PL)	1036+48	NB (PL)	12	19	25.3	25	7	18	24	19
1038+49	NB (DL)	1038+69	NB (DL)	14	20	31.1	31	7	20	48	20
1038+49	NB (PL)	1038+69	NB (PL)	12	20	26.7	27	0	18	24	20
1041+26	NB (DL)	1041+43	NB (DL)	14	17	26.4	26	7	20	45	17
1041+80	NB (DL)	1041+99	NB (DL)	14	19	29.6	30	7	20	47	19
1049+32	NB (DL)	1049+50	NB (DL)	14	18	28.0	28	7	20	46	18
1050+05	NB (DL)	1050+43	NB (DL)	14	38	59.1	59	14	20	66	38
1053+16	NB (DL)	1053+36	NB (DL)	14	20	31.1	31	7	20	48	20
1053+16	NB (PL)	1053+36	NB (PL)	12	20	26.7	27	0	18	24	20
1055+56	NB (DL)	1056+29	NB (DL)	14	73	113.6	114	28	20	101	73
1060+51	NB (DL)	1061+21	NB (DL)	14	70	108.9	109	27	20	98	70
1067+61	NB (DL)	1068+35	NB (DL)	14	74	115.1	115	28	20	102	74
1067+61	NB (PL)	1068+17	NB (PL)	12	56	74.7	75	21	18	80	56
1079+68	NB (DL)	1079+88	NB (DL)	14	20	31.1	31	7	20	48	20
1079+68	NB (PL)	1079+88	NB (PL)	12	20	26.7	27	0	18	44	20
1084+47	NB (DL)	1085+03	NB (DL)	14	56	87.1	87	21	20	84	56
1094+77	NB (DL)	1095+00	NB (DL)	14	23	35.8	36	8	20	51	23
1094+77	NB (PL)	1095+00	NB (PL)	12	23	30.7	31	0	18	24	23
1096+64	NB (DL)	1097+01	NB (DL)	14	37	57.6	58	14	20	65	37
1099+76	NB (DL)	1099+94	NB (DL)	14	18	28.0	28	7	20	46	18
1100+70	NB (DL)	1100+90	NB (DL)	14	20	31.1	31	7	20	48	20
1100+70	NB (PL)	1100+90	NB (PL)	12	20	26.7	27	7	18	24	20
1105+46	NB (DL)	1105+65	NB (DL)	14	19	29.6	30	7	20	47	19
1105+46	NB (DL)	1105+65	NB (DL)	12	19	25.3	25	0	18	43	19
1108+04	NB (DL)	1108+24	NB (DL)	14	20	31.1	31	7	20	48	20
1108+76	NB (DL)	1109+69	NB (DL)	14	93	144.7	145	36	20	121	93
1112+07	NB (DL)	1112+26	NB (DL)	14	19	29.6	30	7	20	47	19
1112+07	NB (PL)	1112+26	NB (PL)	12	19	25.3	25	0	18	24	19
1115+18	NB (DL)	1115+56	NB (DL)	14	38	59.1	59	14	20	66	38
1119+77	NB (DL)	1119+97	NB (DL)	14	20	31.1	31	7	20	48	20
1121+94	NB (DL)	1122+15	NB (DL)	14	21	32.7	33	7	20	49	21
1122+68	NB (DL)	1123+61	NB (DL)	14	93	144.7	145	36	20	121	93
1126+37	NB (PL)	1126+57	NB (PL)	12	20	26.7	27	0	18	44	20
1126+92	NB (PL)	1127+10	NB (PL)	12	18	24.0	24	0	18	42	18
SUB-TOTALS (TABLE 6):						1857.3	1857	401	734	2120	1246
(*) NOTE: PARTIAL QUANTITY GIVEN IN THIS TABLE.						(*)		(*)		(*)	
DL = DRIVING LANE PL = PASSING LANE											
MISCELLANEOUS QUANTITIES									SHEET: E		

CONCRETE PAVEMENT REPLACEMENT HES

TABLE 7

(*)

(ALL ITEMS CATEGORY 0010)

STATION		STATION		WIDTH (LF)	LENGTH (LF)	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES (SY)	(*) 420.1000.S CONC PAVT CONTINUOUS DIAMOND GRINDING (SY)	416.0610 DRILLED TIE BARS (EA)	416.0620 DRILLED DOWEL BARS (EA)	(*) 690.0250 SAWING CONCRETE (LF)	(*) 690.0150 SAWING ASPHALT (LF)
1133+68	NB (DL)	1133+89	NB (DL)	14	21	32.7	33	7	20	49	21
1136+89	NB (DL)	1137+27	NB (DL)	14	38	59.1	59	14	20	66	38
1136+89	NB (PL)	1137+07	NB (PL)	12	18	24.0	24	7	18	42	18
1141+50	NB (DL)	1142+07	NB (DL)	14	57	88.7	89	21	20	85	57
1141+50	NB (PL)	1141+71	NB (PL)	12	21	28.0	28	7	18	45	21
1141+87	NB (PL)	1142+06	NB (PL)	12	19	25.3	25	0	18	43	19
SUB-TOTALS (TABLE 7):						257.8	258	56	114	330	174
TOTALS:						9152.2	(*) 9152	1854	4496	(*) 11318	(*) 6189

(*) NOTE: PARTIAL QUANTITY GIVEN IN THIS TABLE.

(*)

(*)

DL = DRIVING LANE PL = PASSING LANE

REMOVING AND DISPOSING OF EXISTING PCC PAVEMENTS INCIDENTAL TO ITEM 416.1725

HMA PAVEMENT

TABLE 1

(ALL ITEMS CATEGORY 0010)

STATION		OFFSET	STATION		OFFSET	LOCATION	COMMENTS	455.0105 ASPHALTIC MATERIAL PG58-28 (TON)	455.0605 TACK COAT (GAL)	460.1100 HMA PAVEMENT TYPE E-0.3 (TON)	460.1103 HMA PAVEMENT TYPE E-3 (TON)
435+00 NB	LT		530+95 NB	LT		USH 51 NB	LT PAVED SHOULDER, 3' WIDE	18	80	330	-
435+00 NB	RT		530+95 NB	RT		USH 51 NB	RT PAVED SHOULDER, 6' WIDE	36	160	650	-
530+95 NB	LT		641+00 NB	LT		USH 51 NB	LT PAVED SHOULDER, 3' WIDE	20	92	370	-
530+95 NB	RT		641+00 NB	RT		USH 51 NB	RT PAVED SHOULDER, 6' WIDE	41	184	750	-
641+00 NB	LT		826+73 NB	LT		USH 51 NB	LT PAVED SHOULDER, 3' WIDE	35	155	630	-
641+00 NB	RT		826+73 NB	RT		USH 51 NB	RT PAVED SHOULDER, 6' WIDE	69	310	1260	-
827+77 NB	LT		923+00 NB	LT		USH 51 NB	LT PAVED SHOULDER, 3' WIDE	18	80	330	-
827+77 NB	RT		923+00 NB	RT		USH 51 NB	RT PAVED SHOULDER, 6' WIDE	36	159	650	-
923+00 NB	LT		976+70 NB	LT		USH 51 NB	LT PAVED SHOULDER, 3' WIDE	10	45	190	-
923+00 NB	RT		976+70 NB	RT		USH 51 NB	RT PAVED SHOULDER, 6' WIDE	20	90	370	-
976+70 NB	LT		1029+50 NB	LT		USH 51 NB	LT PAVED SHOULDER, 3' WIDE	10	44	180	-
976+70 NB	RT		1029+50 NB	RT		USH 51 NB	RT PAVED SHOULDER, 6' WIDE	20	88	360	-
1029+50 NB	LT		1086+10 NB	LT		USH 51 NB	LT PAVED SHOULDER, 3' WIDE	11	47	200	-
1029+50 NB	RT		1086+10 NB	RT		USH 51 NB	RT PAVED SHOULDER, 6' WIDE	21	95	390	-
1086+10 NB	LT		1132+37 NB	LT		USH 51 NB	LT PAVED SHOULDER, 3' WIDE	9	39	160	-
1086+10 NB	RT		1132+37 NB	RT		USH 51 NB	RT PAVED SHOULDER, 6' WIDE	18	77	320	-
1132+77 NB	LT		1275+61 NB	LT		USH 51 NB	LT PAVED SHOULDER, 3' WIDE	16	72	290	-
1132+77 NB	RT		1275+61 NB	RT		USH 51 NB	RT PAVED SHOULDER, 6' WIDE	32	143	580	-
439+50 SB	LT		531+20 SB	LT		USH 51 SB	LT PAVED SHOULDER, 6' WIDE	35	154	630	-
439+50 SB	RT		531+20 SB	RT		USH 51 SB	RT PAVED SHOULDER, 3' WIDE	18	77	320	-
531+20 SB	LT		641+00 SB	LT		USH 51 SB	LT PAVED SHOULDER, 6' WIDE	41	184	750	-
531+20 SB	RT		641+00 SB	RT		USH 51 SB	RT PAVED SHOULDER, 3' WIDE	21	92	380	-
641+00 SB	LT		826+67 SB	LT		USH 51 SB	LT PAVED SHOULDER, 6' WIDE	69	310	1260	-
641+00 SB	RT		826+67 SB	RT		USH 51 SB	RT PAVED SHOULDER, 3' WIDE	35	155	630	-
827+81 SB	LT		922+60 SB	LT		USH 51 SB	LT PAVED SHOULDER, 6' WIDE	36	159	650	-
827+81 SB	RT		922+60 SB	RT		USH 51 SB	RT PAVED SHOULDER, 3' WIDE	18	80	330	-
922+60 SB	LT		976+80 SB	LT		USH 51 SB	LT PAVED SHOULDER, 6' WIDE	20	89	360	-
922+60 SB	RT		976+80 SB	RT		USH 51 SB	RT PAVED SHOULDER, 3' WIDE	10	45	190	-
976+80 SB	LT		1029+50 SB	LT		USH 51 SB	LT PAVED SHOULDER, 6' WIDE	20	88	360	-
976+80 SB	RT		1029+50 SB	RT		USH 51 SB	RT PAVED SHOULDER, 3' WIDE	10	44	180	-
1029+50 SB	LT		1086+30 SB	LT		USH 51 SB	LT PAVED SHOULDER, 6' WIDE	21	94	380	-
1029+50 SB	RT		1086+30 SB	RT		USH 51 SB	RT PAVED SHOULDER, 3' WIDE	10	47	190	-
1086+30 SB	LT		1132+37 SB	LT		USH 51 SB	LT PAVED SHOULDER, 6' WIDE	18	78	320	-
1086+30 SB	RT		1132+37 SB	RT		USH 51 SB	RT PAVED SHOULDER, 3' WIDE	9	39	160	-
1132+77 SB	LT		1275+90 SB	LT		USH 51 SB	LT PAVED SHOULDER, 6' WIDE	32	143	580	-
1132+77 SB	RT		1275+90 SB	RT		USH 51 SB	RT PAVED SHOULDER, 3' WIDE	17	72	300	-
SUB-TOTAL (TABLE 1):								879	3905	15980	0

HMA PAVEMENT

TABLE 2

(ALL ITEMS CATEGORY 0010)

HMA PAVEMENT						TABLE 2		460.1100	460.1103
(ALL ITEMS CATEGORY 0010)						455.0105		HMA	HMA
						ASPHALTIC	455.0605	PAVEMENT	PAVEMENT
						MATERIAL	TACK	TYPE	TYPE
						PG58-28	COAT	E-0.3	E-3
STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS	(TON)	(GAL)	(TON)	(TON)
100+17		114+07		USH 51 NB	CTH K ENTRANCE RAMP TO USH 51 NB	20	90	-	370
100+00		115+37		USH 51 NB	USH 51 NB EXIT RAMP TO CTH S	23	99	-	410
100+15		118+55		USH 51 SB	USH 51 SB EXIT RAMP TO CTH K	26	118	-	480
100+00		127+50		USH 51 SB	CTH S ENTRANCE RAMP TO USH 51 SB	40	176	-	720
487+00	MEDIAN			MEDIAN	MAINT. XO	5	9	85	-
597+80	MEDIAN			MEDIAN	MAINT. XO	5	9	85	-
641+00 NB	RT			SIDE ROAD	EAST LINCOLN DRIVE	3	12	50	-
641+00 SB	LT			SIDE ROAD	WEST LINCOLN DRIVE	3	12	50	-
641+00	MEDIAN			MEDIAN	PAVED MEDIAN AT LINCOLN DRIVE	12	51	210	-
691+00	MEDIAN			MEDIAN	MAINT. XO	5	9	85	-
757+50	MEDIAN			MEDIAN	MAINT. XO	5	9	85	-
818+50	MEDIAN			MEDIAN	MAINT. XO	5	9	85	-
863+00	MEDIAN			MEDIAN	MAINT. XO	5	9	85	-
922+60 SB	LT			SIDE ROAD	NELSON AVENUE (WEST SIDE)	3	12	50	-
923+00 NB	RT			SIDE ROAD	CTH K (EAST SIDE)	3	12	50	-
923+00	MEDIAN			MEDIAN	PAVED MEDIAN AT NELSON AVE	12	51	210	-
976+70 NB	RT			SIDE ROAD	EAST CTH J	3	12	50	-
976+80 SB	LT			SIDE ROAD	WEST CTH J	3	12	50	-
976+80	MEDIAN			MEDIAN	PAVED MEDIAN AT CTH J	12	51	210	-
1003+50	MEDIAN			MEDIAN	PAVED MEDIAN AT PRIVATE ENTRANCE	2	9	40	-
1029+50 NB	RT			SIDE ROAD	CTH V	3	12	50	-
1029+50	MEDIAN			MEDIAN	PAVED MEDIAN AT CTH V	12	51	210	-
1070+00	MEDIAN			MEDIAN	PAVED MAINTENANCE CROSSOVER	2	9	40	-
1086+10 SB	LT			SIDE ROAD	TAMARACK LANE	3	12	50	-
1086+10	MEDIAN			MEDIAN	PAVED MEDIAN AT TAMARACK LANE	12	51	210	-
1115+00	MEDIAN			MEDIAN	PAVED MAINTENANCE CROSSOVER	2	9	40	-
1229+50	MEDIAN			MEDIAN	PAVED MAINTENANCE CROSSOVER	2	9	40	-
1251+80	MEDIAN			MEDIAN	PAVED MAINTENANCE CROSSOVER	2	9	40	-
SUB-TOTAL (TABLE 2):						228	931	2160	1980
UNDISTRIBUTED						8	24	60	70
TOTAL						1115	4860	18200	2050

ASPHALTIC SURFACE PATCHING

(ALL ITEMS CATEGORY 0010)

LOCATION	ROADWAY	COMMENTS	465.0110 ASPHALTIC SURFACE PATCHING (TON)
NB AND SB ASPHALTIC SHOULDERS	USH 51 NB AND SB	AS NEEDED BETWEEN MILLING AND PAVING OPERATIONS	80
TOTAL:			80

POLYMER OVERLAY

(ALL ITEMS CATEGORY 0030)					BRIDGE DECK AREA (SY)	TOTAL APPROACH SLAB AREA (SY)	509.5100.S POLYMER OVERLAY (SY)
STATION	STATION	LOCATION	ROADWAY	COMMENTS			
1275+90.02 SB	1277+55.62 SB	B-35-0114	USH 51 SB	BRIDGE DECK AND APPROACH SLABS	736.0	248.0	984.0
1275+61.40 NB	1277+27.36 NB	B-35-0115	USH 51 NB	BRIDGE DECK AND APPROACH SLABS	737.6	248.4	986.0
TOTAL:						1970.0	

NOTE: POLYMER OVERLAY COVERAGE AREA INCLUDES BRIDGE DECK AND APPROACH SLABS

JOINT REPAIR

(ALL ITEMS CATEGORY 0030)				509.1000 JOINT REPAIR (SY)
STATION	LOCATION	ROADWAY	COMMENTS	
1275+90.02 SB	B-35-0114	USH 51 SB	SOUTHERN EXPANSION JOINT	10.3
TOTAL:				10.3

NOTE:
EXISTING EXPANSION JOINT TO REMAIN.
POLYMER OVERLAY (CATEGORY 0030) FOR BRIDGE DECKS LISTED ON SEPARATE TABLE.

MSG GUARDRAIL
GUARDRAIL TERMINAL EAT
BARRIER SYSTEM GRADING SHAPING FINISHING

(ALL ITEMS CATEGORY 0020)

				614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING (EACH)	614.2300 MGS GUARDRAIL 3 (LF)	614.2500 MGS THRIE BEAM TRANSITION (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)	(*) FILL (CY)	(*) TOPSOIL (SY)	(*) SEED NO. 20 (LBS)	(*) FERT TYPE B (CWT)
STATION	STATION	LOCATION	COMMENTS								
823+56 NB LT	824+09 NB LT	B-35-0123	EAT	1	-	-	1	3	76	2	0.1
824+09 NB LT	826+22 NB LT	B-35-0123	MGS 3		212.5	-	-	0	120	4	0.1
826+22 NB LT	826+61 NB LT	B-35-0123	THRIE		-	39.4	-	0	20	1	0.1
824+06 NB RT	824+59 NB RT	B-35-0123	EAT	1	-	-	1	14	214	6	0.2
824+59 NB RT	826+22 NB RT	B-35-0123	MGS 3		162.5	-	-	0	90	3	0.1
826+22 NB RT	826+61 NB RT	B-35-0123	THRIE		-	39.4	-	0	20	1	0.1
827+95 SB LT	828+35 SB LT	B-35-0124	THRIE		-	39.4	-	0	20	1	0.1
828+35 SB LT	829+97 SB LT	B-35-0124	MGS 3		162.5	-	-	0	90	3	0.1
829+97 SB LT	830+50 SB LT	B-35-0124	EAT	1	-	-	1	17	140	4	0.1
827+95 SB RT	828+35 SB RT	B-35-0124	THRIE		-	39.4	-	0	20	1	0.1
828+35 SB RT	830+47 SB RT	B-35-0124	MSG 3		212.5	-	-	0	120	4	0.1
830+47 SB RT	831+00 SB RT	B-35-0124	EAT	1	-	-	1	14	150	4	0.1
1129+35 NB LT	1129+88 NB LT	B-35-0120	EAT	1	-	-	1	5	71	2	0.1
1129+88 NB LT	1132+00 NB LT	B-35-0120	MGS 3		212.5	-	-	0	120	4	0.1
1132+00 NB LT	1132+40 NB LT	B-35-0120	THIRE		-	39.4	-	0	20	1	0.1
1129+85 NB RT	1130+38 NB RT	B-35-0120	EAT	1	-	-	1	5	88	2	0.1
1130+38 NB RT	1132+00 NB RT	B-35-0120	MGS 3		162.5	-	-	0	90	3	0.1
1132+00 NB RT	1132+40 NB RT	B-35-0120	THRIE		-	39.4	-	0	20	1	0.1
TOTAL				6	1125	236	6	58.0 (*)	1489.0 (*)	47.0 (*)	1.9 (*)

(*) ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY. THIS WORK INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING

EROSION CONTROL											
(ALL ITEMS CATEGORY 0010)											
STATION		STATION		LOCATION		628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)		
PROJECT						-	-	5	3		
BEAM GUARD											
STA.	822+36 NB	LT	-	STA.	826+61 NB	LT	B-35-0123 (USH 51 NB)	425	425	-	-
STA.	822+86 NB	RT	-	STA.	826+61 NB	RT	B-35-0123 (USH 51 NB)	375	375	-	-
STA.	827+95 SB	LT	-	STA.	831+70 SB	LT	B-35-0124 (USH 51 SB)	375	375	-	-
STA.	827+95 SB	RT	-	STA.	832+20 SB	RT	B-35-0124 (USH 51 SB)	425	425	-	-
STA.	1128+15 NB	LT	-	STA.	1132+40 NB	LT	B-35-0120 (USH 51 NB)	425	425	-	-
STA.	1128+65 NB	RT	-	STA.	1132+40 NB	RT	B-35-0120 (USH 51 NB)	375	375	-	-
UNDISTRIBUTED						UNDISTRIBUTED		100	100	-	-
TOTALS:								2,500	2,500	5	3

LANDSCAPING											
(ALL ITEMS CATEGORY 0010)											
STATION		-	STATION		LOCATION	628.2002 EROSION MAT CLASS I TYPE A (SY)	628.2006 EROSION MAT URBAN CLASS I TYPE A (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)		
MAINLINE SHOULDERS											
STA.	435+00 NB	LT	-	STA.	1277+27 NB	LT	LT SHOULDER	-	-	5.5	240
STA.	435+00 NB	RT	-	STA.	1277+27 NB	RT	RT SHOULDER	-	-	5.5	220
STA.	439+50 SB	LT	-	STA.	1277+56 SB	LT	LT SHOULDER	-	-	5.5	220
STA.	439+50 SB	RT	-	STA.	1277+56 SB	RT	RT SHOULDER	-	-	5.5	240
GUARDRAIL											
STA.	822+36 NB	LT	-	STA.	826+61 NB	LT	B-35-0123 (USH 51 NB)	2550	-	(*)	(*)
STA.	822+86 NB	RT	-	STA.	826+61 NB	RT	B-35-0123 (USH 51 NB)	2250	-	(*)	(*)
STA.	827+95 SB	LT	-	STA.	831+70 SB	LT	B-35-0124 (USH 51 SB)	2250	-	(*)	(*)
STA.	827+95 SB	RT	-	STA.	832+20 SB	RT	B-35-0124 (USH 51 SB)	2550	-	(*)	(*)
STA.	1128+15 NB	LT	-	STA.	1132+40 NB	LT	B-35-0120 (USH 51 NB)	-	2550	(*)	(*)
STA.	1128+65 NB	RT	-	STA.	1132+40 NB	RT	B-35-0120 (USH 51 NB)	-	2250	(*)	(*)
UNDISTRIBUTED						UNDISTRIBUTED			200	1.0	45
TOTALS:								9,600	5,000	23.0	965
(*): SEE TABLE FOR "MGS GUARDRAIL											

DELINEATORS									
(ALL ITEMS CATEGORY 0010)									
STATION		OFFSET	STATION		OFFSET	LOCATION	COMMENTS	633.0100 DELINEATOR POSTS STEEL (EACH)	633.0500 DELINEATOR REFLECTORS (WHITE) (YELLOW) (EACH) (EACH)
435+00 NB	RT		530+95 NB	RT	USH 51 NB	MAINLINE NB		24	24 -
530+95 NB	RT		641+00 NB	RT	USH 51 NB	MAINLINE NB		28	28 -
641+00 NB	RT		826+73 NB	RT	USH 51 NB	MAINLINE NB		47	47 -
827+77 NB	RT		923+00 NB	RT	USH 51 NB	MAINLINE NB		24	24 -
923+00 NB	RT		976+70 NB	RT	USH 51 NB	MAINLINE NB		13	13 -
976+70 NB	RT		1029+50 NB	RT	USH 51 NB	MAINLINE NB		13	13 -
1029+50 NB	RT		1086+10 NB	RT	USH 51 NB	MAINLINE NB		14	14 -
1086+10 NB	RT		1132+37 NB	RT	USH 51 NB	MAINLINE NB		12	12 -
1132+77 NB	RT		1275+61 NB	RT	USH 51 NB	MAINLINE NB		36	36 -
439+50 SB	LT		531+20 SB	LT	USH 51 SB	MAINLINE SB		23	23 -
531+20 SB	LT		641+00 SB	LT	USH 51 SB	MAINLINE SB		28	28 -
641+00 SB	LT		826+67 SB	LT	USH 51 SB	MAINLINE SB		47	47 -
827+81 SB	LT		922+60 SB	LT	USH 51 SB	MAINLINE SB		24	24 -
922+60 SB	LT		976+80 SB	LT	USH 51 SB	MAINLINE SB		13	13 -
976+80 SB	LT		1029+50 SB	LT	USH 51 SB	MAINLINE SB		13	13 -
1029+50 SB	LT		1086+30 SB	LT	USH 51 SB	MAINLINE SB		14	14 -
1086+30 SB	LT		1132+37 SB	LT	USH 51 SB	MAINLINE SB		12	12 -
1132+77 SB	LT		1275+90 SB	LT	USH 51 SB	MAINLINE SB		36	36 -
100+17			114+07		USH 51 NB	CTH K ENTRANCE RAMP		20	- 40
100+00			115+37		USH 51 NB	CTH S EXIT RAMP		24	- 48
100+15			118+55		USH 51 SB	CTH K EXIT RAMP		24	- 48
100+00			127+50		USH 51 SB	CTH S ENTRANCE RAMP		21	- 42
SUB-TOTAL:								510	421 178
TOTAL:								510	599

PROJECT NO: 1178-08-60		HWY: USH 51		COUNTY: LINCOLN		MISCELLANEOUS QUANTITIES		SHEET:		E
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PERMANENT SIGNING (ALL ITEMS CATEGORY 0010)				638.2602 REMOVING SIGN TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	637.0202 SIGN REFLECTIVE TYPE II (S.F.)	637.0402 SIGN REFLECTIVE FOLDING TY. II (S.F.)	634.0612 WOOD POSTS 4X6 INCH 12 FOOT (EACH)	634.0614 WOOD POSTS 4X6 INCH 14 FOOT (EACH)	634.0616 WOOD POSTS 4X6 INCH 16 FOOT (EACH)	634.0618 WOOD POSTS 4X6 INCH 18 FOOT (EACH)	MOUNT ON SAME POST AS SIGN NUMBER	TABLE 1 ALL ITEMS CATEGORY 0010 COMMENTS	637.0101 SIGN TYPE I (S.F.)	204.0195 REMOVING CONCRETE BASES (EACH)	638.2601 REMOVING SIGN TYPE I (EACH)	638.3100 REMOVING STRUC STEEL SIGN SUPP (EACH)	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS (LB)	636.0100 SIGN SUPPORTS CONCRETE MASONRY (CY)	636.1000 SIGN SUPPORTS STEEL REINFORCEMENT HS (LB)
STATION	SIGN #	SIGN CODE	SIZE (INCHES)																	
NORTHBOUND MAINLINE																				
387+00	RT	1	E3-1	-	-	-	-	-	-	-	-	-	Merrill Airport Exit 211	-	2	1	2	-	-	-
437+00	RT	2	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 211	-	-	-	-	-	-	-
444+50	RT	3	W4-1	48x48	1	1	16.00	-	-	-	-	1	Merge (From Right)	-	-	-	-	-	-	-
470+00	RT	4	J4-1	36X54	2	1	13.50	-	-	-	-	1	North 51	-	-	-	-	-	-	-
471+00	RT	5	R5-57	36x36	1	1	-	-	-	-	-	-	Pedestrians Bicycles	-	-	-	-	-	-	-
474+00	RT	6	R2-1	48x60	1	1	-	-	-	-	-	-	Speed Limit 65	-	-	-	-	-	-	-
477+85	RT	7	E8-1-A	192X84	-	-	-	-	-	-	-	-	Tomahawk, Minocqua Hurley	-	2	1	2	-	-	-
480+00	RT	8	R2-1	48x60	-	-	20.00	-	-	-	-	2	Speed Limit 65	-	-	-	-	-	-	-
487+85	LT	9	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-
488+00	RT	10	E8-1	192X84	-	-	-	-	-	-	-	-	Tomahawk, Minocqua Hurley	112.00	-	1	-	940.488	1.60	98.00
490+00	RT	11	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 212	-	-	-	-	-	-	-
516+00	RT	12	W6-53	144x48	1	2	48.00	-	-	-	-	3	Cross Traffic Next 12 Miles	-	-	-	-	-	-	-
516+00	LT	12B	W6-53	144x48	1	2	48.00	-	-	-	-	3	Cross Traffic Next 12 Miles	-	-	-	-	-	-	-
542+00	RT	13	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 213	-	-	-	-	-	-	-
594+50	RT	14	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 214	-	-	-	-	-	-	-
597+25	LT	15	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-
633+00	RT	16	D1-61	78x30	1	1	16.25	-	-	-	2	-	Lincoln Drive	-	-	-	-	-	-	-
638+50	LT	17	R5-1A	42X30	1	1	8.75	-	-	-	1	-	Wrong Way	-	-	-	-	-	-	-
640+50	LT	18	R5-1A	36X36	1	1	9.00	-	-	-	1	-	Do Not Enter	-	-	-	-	-	-	-
641+75	LT	19	R4-7	36X48	1	1	12.00	-	-	-	1	-	Keep Right	-	-	-	-	-	-	-
645+00	RT	20	J4-1	36X54	1	1	13.50	-	-	-	-	1	North 51	-	-	-	-	-	-	-
646+50	RT	21	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 215	-	-	-	-	-	-	-
649+00	RT	22	R5-57	36X36	1	1	9.00	-	-	-	1	-	Pedestrians Bicycles	-	-	-	-	-	-	-
690+75	LT	23	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-
701+00	RT	24	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 216	-	-	-	-	-	-	-
752+00	RT	25	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 217	-	-	-	-	-	-	-
757+25	LT	26	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-
804+00	RT	27	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 218	-	-	-	-	-	-	-
818+25	LT	28	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-
826+50	RT	29	M1-94	48X21	1	2	7.00	-	-	-	2	-	HWY H	-	-	-	-	-	-	-
826+70	RT	30	W5-52-R	18X54	1	1	6.75	-	-	-	1	-	Clearance Striper Down Left	-	-	-	-	-	-	-
826+70	LT	31	W5-52-L	18X54	1	1	6.75	-	-	-	1	-	Clearance Striper Down Right	-	-	-	-	-	-	-
857+00	RT	32	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 219	-	-	-	-	-	-	-
862+75	LT	33	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-
909+50	RT	34	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 220	-	-	-	-	-	-	-
912+00	RT	35	J1-1	36X57	1	1	-	-	-	-	-	-	JCT K	-	-	-	-	-	-	-
913+00	RT	36	J1-1	36X57	-	-	14.25	-	-	-	-	1	JCT K	-	-	-	-	-	-	-
915+25	LT	37	D1-1	102x21	1	1	14.88	-	-	-	2	-	Nelson Ave	-	-	-	-	-	-	-
920+50	LT	38	R5-1A	42X30	1	1	8.75	-	-	-	1	-	Wrong Way	-	-	-	-	-	-	-
922+50	LT	39	R5-1	36X36	1	1	9.00	-	-	-	1	-	Do Not Enter	-	-	-	-	-	-	-
922+75	LT	40	R4-7	36X48	1	1	12.00	-	-	-	1	-	Keep Right	-	-	-	-	-	-	-
922+75	RT	41	J13-1	36X66	1	1	16.50	-	-	-	-	1	K with Directional Arrow	-	-	-	-	-	-	-
925+00	RT	42	J4-1	36X54	1	1	-	-	-	-	-	-	North 51	-	-	-	-	-	-	-
926+00	RT	43	J4-1	36X54	-	-	13.50	-	-	-	-	1	North 51	-	-	-	-	-	-	-
927+00	RT	44	R2-1	48X60	1	1	-	-	-	-	-	-	Speed Limit 65	-	-	-	-	-	-	-
928+00	RT	45	R2-1	48X60	-	-	20.00	-	-	-	-	2	Speed Limit 65	-	-	-	-	-	-	-
SUB TOTALS (TABLE 1):				40	42	455.38	0.00	10	0	21	16			112.00	4	3	4	940.49	1.6	98.00

PROJECT NO: 1178-08-60

HWY: USH 51

COUNTY: LINCOLN

MISCELLANEOUS QUANTITIES

SHEET:

E

FILE NAME: N:\pds\project_id\1178-08-30(60)_USH51\Quantities\11780860_MQ.pdf

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

PLOT SCALE : 1:1

3

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PERMANENT SIGNING (ALL ITEMS CATEGORY 0010)				638.2602 REMOVING SIGN TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	637.0202 SIGN REFLECTIVE TYPE II (S.F.)	637.0402 SIGN REFLECTIVE FOLDING TY. II (S.F.)	634.0612 WOOD POSTS 4X6 INCH 12 FOOT (EACH)	634.0614 WOOD POSTS 4X6 INCH 14 FOOT (EACH)	634.0616 WOOD POSTS 4X6 INCH 16 FOOT (EACH)	634.0618 WOOD POSTS 4X6 INCH 18 FOOT (EACH)	MOUNT ON SAME POST AS SIGN NUMBER	TABLE 2 ALL ITEMS CATEGORY 0010 COMMENTS	637.0101 SIGN TYPE I (S.F.)	204.0195 REMOVING CONCRETE BASES (EACH)	638.2601 REMOVING SIGN TYPE I (EACH)	638.3100 REMOVING STRUC STEEL SIGN SUPP (EACH)	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS (LB)	636.0100 SIGN SUPPORTS CONCRETE MASONRY (CY)	636.1000 SIGN SUPPORTS STEEL REINFORCEMENT HS (LB)		
STATION	SIGN #	SIGN CODE	SIZE (INCHES)																			
NORTHBOUND MAINLINE																						
929+00	RT	46	R5-57	36X36	1	1	-	-	-	-	-	-	Pedestrians Bicycles	-	-	-	-	-	-	-		
932+00	RT	47	R5-57	36X36	-	-	9.00	-	-	-	1	-	Pedestrians Bicycles	-	-	-	-	-	-	-		
963+25	RT	48	D10-3	12X48	1	1	4.00	-	-	1	-	-	Mile 221	-	-	-	-	-	-	-		
967+00	RT	49	J1-1	36X57	-	-	14.25	-	-	-	-	1	JCT J	-	-	-	-	-	-	-		
968+00	RT	50	J1-1	36X57	1	1	-	-	-	-	-	-	JCT J	-	-	-	-	-	-	-		
969+00	RT	51	D1-2	96X36	-	-	24.00	-	-	-	2	-	Irma, Bloomville	-	-	-	-	-	-	-		
971+50	RT	52	D1-2	96X36	1	1	-	-	-	-	-	-	Irma, Bloomville	-	-	-	-	-	-	-		
974+25	LT	53	R5-1A	42X30	1	1	8.75	-	-	-	1	-	Wrong Way	-	-	-	-	-	-	-		
976+45	LT	54	R4-7	36X48	1	1	12.00	-	-	-	1	-	Keep Right	-	-	-	-	-	-	-		
976+25	LT	55	R5-1	36X36	1	1	9.00	-	-	-	1	-	Do Not Enter	-	-	-	-	-	-	-		
976+35	RT	56	J13-1	36X66	1	1	16.50	-	-	-	-	1	J with Directional Arrows	-	-	-	-	-	-	-		
978+50	RT	57	J4-1	36X54	1	1	-	-	-	-	-	-	North 51	-	-	-	-	-	-	-		
979+75	RT	58	J4-1	36X54	-	-	13.50	-	-	-	-	1	North 51	-	-	-	-	-	-	-		
981+00	RT	59	R2-1	48X60	1	1	-	-	-	-	-	-	Speed Limit 65	-	-	-	-	-	-	-		
982+85	RT	60	R2-1	48X60	-	-	20.00	-	-	-	-	2	Speed Limit 65	-	-	-	-	-	-	-		
983+00	RT	61	E8-1-A	192X84	-	-	-	-	-	-	-	-	Tomahawk, Minocqua, Hurley	-	2	1	2	-	-	-		
984+00	RT	62	R5-57	36X36	1	1	-	-	-	-	-	-	Pedestrians Bicycles	-	-	-	-	-	-	-		
987+00	RT	63	R5-57	36X36	-	-	9.00	-	-	-	-	2	Pedestrians Bicycles	-	-	-	-	-	-	-		
989+75	RT	64	E8-1	180X84	-	-	-	-	-	-	-	-	Tomahawk, Minocqua, Hurley	105.00	-	1	-	621.61	1.2	68		
1003+25	LT	65	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turns	-	-	-	-	-	-	-		
1003+50	RT	65B	R6-2L	36X48	-	-	12.00	-	-	-	1	-	One Way	-	-	-	-	-	-	-		
1014+50	RT	66	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 222	-	-	-	-	-	-	-		
1019+00	RT	67	J1-1	36X57	-	-	14.25	-	-	-	-	1	JCT V	-	-	-	-	-	-	-		
1020+50	RT	68	J1-1	36X57	1	1	-	-	-	-	-	-	JCT V	-	-	-	-	-	-	-		
1026+75	LT	69	R5-1A	42X30	1	1	8.75	-	-	-	1	-	Wrong Way	-	-	-	-	-	-	-		
1028+75	LT	70	R5-1	36X36	1	1	9.00	-	-	-	1	-	Do Not Enter	-	-	-	-	-	-	-		
1029+20	LT	71	R4-7	36X48	1	1	12.00	-	-	-	1	-	Keep Right	-	-	-	-	-	-	-		
1029+00	RT	72	J13-1	36X66	1	1	16.50	-	-	-	-	1	V with Direction Arrow	-	-	-	-	-	-	-		
1031+00	RT	73	J4-1	36X54	1	1	-	-	-	-	-	-	North 51	-	-	-	-	-	-	-		
1032+50	RT	74	J4-1	36X54	-	-	13.50	-	-	-	-	1	North 51	-	-	-	-	-	-	-		
1033+00	RT	75	R5-57	36X36	1	1	-	-	-	-	-	-	Pedestrians Bicycles	-	-	-	-	-	-	-		
1035+50	RT	76	R2-1	48X60	-	-	20.00	-	-	-	-	2	Speed Limit 65	-	-	-	-	-	-	-		
1038+50	RT	77	R2-1	36X36	-	-	9.00	-	-	-	1	-	Pedestrians Bicycles	-	-	-	-	-	-	-		
1066+30	RT	78	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 223	-	-	-	-	-	-	-		
1070+00	RT	79	R6-2L	36X48	1	1	12.00	-	-	-	1	-	One Way	-	-	-	-	-	-	-		
1070+20	LT	80	R4-7	36X48	1	1	12.00	-	-	-	-	-	Keep Right	-	-	-	-	-	-	-		
1074+00	RT	81	D1-1	96X21	1	2	-	-	-	-	-	-	Tamarack Ln	-	-	-	-	-	-	-		
1078+50	RT	82	D1-1	114x21	-	-	16.23	-	-	-	2	-	Tamarack Ln	-	-	-	-	-	-	-		
1086+00	RT	83	R6-2L	36X48	1	1	12.00	-	-	-	1	-	One Way	-	-	-	-	-	-	-		
1086+20	LT	84	R4-7	36X48	1	1	12.00	-	-	-	1	-	Keep Right	-	-	-	-	-	-	-		
1114+75	LT	84B	R3-4B	36X48	-	-	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-		
1115+00	RT	85	R6-2L	36X58	-	-	12.00	-	-	-	-	1	One Way	-	-	-	-	-	-	-		
1119+20	RT	86	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 224	-	-	-	-	-	-	-		
1132+85	LT	87	W5-52L	18X54	1	1	6.75	-	-	-	1	-	Clearance Striper Down Right	-	-	-	-	-	-	-		
1132+85	RT	88	W5-52R	18X54	1	1	6.75	-	-	-	1	-	Clearance Striper Down Left	-	-	-	-	-	-	-		
1149+75	RT	89	E3-1	144X54	-	-	-	-	-	-	-	-	Tomahawk Next 3 Exits	54.00	-	1	-	-	-	-		
1229+25	RT	90	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turns	-	-	-	-	-	-	-		
SUB TOTALS (TABLE 2):					30	31	392.73	0.00	4	0	21	13			159.00	2	3	2	621.61	1.2	68.00	
PROJECT NO: 1178-08-60					HWY: USH 51					COUNTY: LINCOLN					MISCELLANEOUS QUANTITIES					SHEET:		E

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PERMANENT SIGNING (ALL ITEMS CATEGORY 0010)				638.2602 REMOVING SIGN TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	637.0202 SIGN REFLECTIVE TYPE II (S.F.)	637.0402 SIGN REFLECTIVE FOLDING TY. II (S.F.)	634.0612 WOOD POSTS 4X6 INCH 12 FOOT (EACH)	634.0614 WOOD POSTS 4X6 INCH 14 FOOT (EACH)	634.0616 WOOD POSTS 4X6 INCH 16 FOOT (EACH)	634.0618 WOOD POSTS 4X6 INCH 18 FOOT (EACH)	MOUNT ON SAME POST AS SIGN NUMBER	TABLE 3 ALL ITEMS CATEGORY 0010 COMMENTS	637.0101 SIGN TYPE I (S.F.)	204.0195 REMOVING CONCRETE BASES (EACH)	638.2601 REMOVING SIGN TYPE I (EACH)	638.3100 REMOVING STRUC STEEL SIGN SUPP (EACH)	635.0200 SIGN SUPPORTS STRUCTUAL STEEL HS (LB)	636.0100 SIGN SUPPORTS CONCRETE MASONRY (CY)	636.1000 SIGN SUPPORTS STEEL REINFORCEMENT HS (LB)		
STATION	SIGN #	SIGN CODE	SIZE (INCHES)	(EACH)	(EACH)	(S.F.)	(S.F.)	(EACH)	(EACH)	(EACH)	(EACH)	NUMBER		(S.F.)	(EACH)	(EACH)	(EACH)	(LB)	(CY)	(LB)		
NORTHBOUND MAINLINE																						
1229+75	RT	91	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 225	-	-	-	-	-	-	-		
1251+50	LT	92	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turns	-	-	-	-	-	-	-		
1258+50	RT	93A	E1-5P	120X30	-	-	-	-	-	-	-	93	Exit 225	25.00	-	1	-	-	-	-		
1258+50	RT	93	E4-1A	240X90	-	-	-	-	-	-	-	-	S, Tomahawk and Direction Arrow	150.00	-	1	-	-	-	-		
1265+25	RT	94	E5-1A	90X60	-	-	-	-	-	-	-	-	Exit 225	37.50	-	1	-	-	-	-		
SOUTHBOUND MAINLINE																						
451+00	LT	95	E5-1A	90X60	-	-	-	-	-	-	-	-	Exit 211	37.50	-	1	-	-	-	-		
458+00	LT	96	E1-5P	120X30	-	-	-	-	-	-	-	96B	Exit 211	25.00	-	1	-	-	-	-		
458+00	LT	96B	E4-1A	180X90	-	-	-	-	-	-	-	-	K, Merrill with Directional Arrow	112.50	-	1	-	-	-	-		
487+25	RT	97	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-		
490+00	LT	98	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 212	-	-	-	-	-	-	-		
511+70	LT	99A	E1-5P	120X30	-	-	-	-	-	-	-	99	Exit 211	25.00	-	1	-	-	-	-		
511+70	LT	99	E1-1A	156X120	-	-	-	-	-	-	-	-	K, Merrill, 1 Mile	130.00	-	1	-	-	-	-		
521+70	LT	100	E3-1	144X54	-	-	-	-	-	-	-	-	Merrill Next 3 Exits	54.00	-	1	-	-	-	-		
526+00	LT	101	R2-1	48X60	-	-	20.00	-	-	-	-	2	Speed Limit 65	-	-	-	-	-	-	-		
540+75	LT	102	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 213	-	-	-	-	-	-	-		
594+50	LT	103	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 214	-	-	-	-	-	-	-		
598+25	RT	104	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-		
635+50	LT	105	R5-57	36X36	1	1	9.00	-	-	-	1	-	Pedestrians Bicycles	-	-	-	-	-	-	-		
636+70	LT	106	J4-1	36X54	2	1	-	-	-	-	-	-	South 51	-	-	-	-	-	-	-		
638+00	LT	107	J4-1	36X54	-	-	13.50	-	-	-	-	1	South 51	-	-	-	-	-	-	-		
640+70	RT	108	R4-7	36X48	1	1	12.00	-	-	-	1	-	Keep Right	-	-	-	-	-	-	-		
641+30	RT	109	R5-1	36X36	1	1	9.00	-	-	-	1	-	Do Not Enter	-	-	-	-	-	-	-		
643+30	RT	110	R5-1A	42X30	1	1	8.75	-	-	-	1	-	Wrong Way	-	-	-	-	-	-	-		
646+50	LT	111	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 215	-	-	-	-	-	-	-		
648+50	LT	112	D1-61	78x30	-	-	16.25	-	-	-	2	-	Lincoln Dr	-	-	-	-	-	-	-		
649+75	LT	113	M1-94	78X21	1	1	-	-	-	-	-	-	Lincoln Dr	-	-	-	-	-	-	-		
691+25	RT	114	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-		
701+00	LT	115	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 216	-	-	-	-	-	-	-		
752+00	LT	116	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 217	-	-	-	-	-	-	-		
757+80	RT	117	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-		
804+00	LT	118	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 218	-	-	-	-	-	-	-		
818+80	LT	119	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-		
827+80	LT	120	W5-52L	18X54	1	1	6.75	-	-	-	1	-	Clearance Stripes Downward Right	-	-	-	-	-	-	-		
827+80	RT	121	W5-52R	18X54	1	1	6.75	-	-	-	1	-	Clearance Stripes Downward Left	-	-	-	-	-	-	-		
828+30	LT	122	M1-94	48X21	1	2	7.00	-	-	-	2	-	HWY H	-	-	-	-	-	-	-		
857+00	LT	123	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 219	-	-	-	-	-	-	-		
862+75	LT	124	R3-4B	36X48	1	1	12.00	-	-	-	1	-	No U Turn	-	-	-	-	-	-	-		
909+50	LT	125	D10-3	12X48	1	1	4.00	-	1	-	-	-	Mile 220	-	-	-	-	-	-	-		
912+40	LT	126	E8-1A	228X84	-	-	-	-	-	-	-	-	Merrill Wausau Stevens Point	-	2	1	2	-	-	-		
907+50	LT	126B	E8-1A	228X84	-	-	-	-	-	-	-	-	Merrill Wausau Stevens Point	133.00	-	-	-	940.488	1.60	98.00		
914+50	LT	127	R5-57	36X36	-	-	9.00	-	-	-	1	-	Pedestrians Bicycles	-	-	-	-	-	-	-		
915+50	LT	128	R5-57	36X36	1	1	-	-	-	-	-	-	Pedestrians Bicycles	-	-	-	-	-	-	-		
911+50	LT	129	R2-1	48X60	1	1	20.00	-	-	-	-	2	Speed Limit 65	-	-	-	-	-	-	-		
921+50	LT	130	J4-1	36X54	-	-	13.50	-	-	-	-	1	South 51	-	-	-	-	-	-	-		
921+00	LT	131	J4-1	36X54	2	1	-	-	-	-	-	-	South 51	-	-	-	-	-	-	-		
923+00	LT	132	J13-1	36X66	2	1	16.50	-	-	-	-	1	K with Direction Arrow	-	-	-	-	-	-	-		
922+25	LT	133	R4-7	36X48	1	1	12.00	-	-	-	1	-	Keep Right	-	-	-	-	-	-	-		
923+50	LT	134	R5-1	36X36	1	1	9.00	-	-	-	1	-	Do Not Enter	-	-	-	-	-	-	-		
SUB TOTALS (TABLE 3):				35	33	313.00	0.00	10	0	20	7			729.50	2	10	2	940.49	2	98.00		
PROJECT NO: 1178-08-60					HWY: USH 51					COUNTY: LINCOLN					MISCELLANEOUS QUANTITIES					SHEET:		E

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PERMANENT SIGNING (ALL ITEMS CATEGORY 0010)				638.2602 REMOVING SIGNS	638.3000 REMOVING SMALL SIGN SUPPORTS	637.0202 SIGNS REFLECTIVE TYPE II	637.0402 SIGNS REFLECTIVE FOLDING TY. II	634.0612 WOOD POSTS 4X6 INCH 12 FOOT	634.0614 WOOD POSTS 4X6 INCH 14 FOOT	634.0616 WOOD POSTS 4X6 INCH 16 FOOT	634.0618 WOOD POSTS 4X6 INCH 18 FOOT	MOUNT ON SAME POST AS SIGN	TABLE 5 ALL ITEMS CATEGORY 0010	637.0101 SIGNS TYPE I	204.0195 REMOVING CONCRETE BASES	638.2601 REMOVING SIGNS TYPE I	638.3100 REMOVING STRUC STEEL SIGN SUPP	635.0200 SIGN SUPPORTS STRUCTUAL STEEL HS	636.0100 SIGN SUPPORTS CONCRETE MASONRY	636.1000 SIGN SUPPORTS STEEL REINFORCEMENT HS
STATION	SIGN #	SIGN CODE	SIZE (INCHES)	TYPE II (EACH)	(EACH)	(S.F.)	(S.F.)	(EACH)	(EACH)	(EACH)	(EACH)	NUMBER	COMMENTS	(S.F.)	(EACH)	(EACH)	(EACH)	(LB)	(CY)	(LB)
SOUTHBOUND MAINLINE																				
1246+00	LT	180	J4-1	36X54	-	-	13.50	-	-	-	-	1	-	North 51	-	-	-	-	-	-
1252+00	LT	181	R3-4B	36X48	1	1	12.00	-	-	-	1	-	-	No U Turn	-	-	-	-	-	-
1267+85	LT	182	W4-1	48X48	1	1	16.00	-	-	-	-	1	-	Merge (From Right)	-	-	-	-	-	-
CTH K NORTHBOUND ON/OFF RAMP																				
88+20	RT	183	W13-3	48X60	1	2	20.00	-	-	-	-	2	-	Ramp 30 MPH	-	-	-	-	-	-
92+50	RT	184	W3-1	48X48	1	1	16.00	-	-	-	-	1	-	Stop Ahead	-	-	-	-	-	-
95+65	RT	185	D1-2	120X36	1	2	30.00	-	-	-	2	-	-	Merrill Merrill, Airport with Direction Arrow:	-	-	-	-	-	-
95+65	RT	186	R5-1A	42X30	1	-	8.75	-	-	-	1	-	-	Wrong Way	-	-	-	-	-	-
97+50	LT	187	R5-1A	42X30	1	1	8.75	-	-	-	1	-	-	Wrong Way	-	-	-	-	-	-
99+60	RT	188	R1-1	36X36	1	1	7.46	-	-	-	1	-	-	Stop	-	-	-	-	-	-
99+60	RT	189	J13-1	24X45	1	1	7.50	-	-	-	-	1	-	K with Direction Arrows	-	-	-	-	-	-
99+60	RT	190	R5-1A	36X36	1	-	9.00	-	-	-	-	-	189	Do Not Enter	-	-	-	-	-	-
99+60	LT	191	R1-1	36X36	1	1	7.46	-	-	-	1	-	-	Stop	-	-	-	-	-	-
99+60	LT	192	R5-1	30X30	1	1	6.25	-	-	-	1	-	-	Do Not Enter	-	-	-	-	-	-
103+50	RT	193	R5-57	36X36	1	1	9.00	-	-	-	1	-	-	Pedestrians Bicycles	-	-	-	-	-	-
CTH K SOUTHBOUND ON/OFF RAMP																				
437+00	LT	194	R5-57	36X36	1	1	9.00	-	-	-	1	-	-	Pedestrians Bicycles	-	-	-	-	-	-
100+30	LT	195	R5-1	36X36	1	1	9.00	-	-	-	-	-	198	Do Not Enter	-	-	-	-	-	-
100+30	RT	196	R5-1	36X36	1	1	9.00	-	-	-	1	-	-	Do Not Enter	-	-	-	-	-	-
100+30	RT	197	R1-1	36X36	1	1	7.46	-	-	-	1	-	-	Stop	-	-	-	-	-	-
100+30	LT	198	J13-1	24X54	2	-	7.50	-	-	-	-	1	-	K with Directional Arrows	-	-	-	-	-	-
100+30	LT	199	R1-1	36X36	1	1	7.46	-	-	-	1	-	-	Stop	-	-	-	-	-	-
102+90	RT	200	R5-1A	42X30	1	1	8.75	-	-	-	1	-	-	Wrong Way	-	-	-	-	-	-
102+90	LT	201	R5-1A	42X30	1	-	8.75	-	-	-	-	-	202	Wrong Way	-	-	-	-	-	-
102+90	LT	202	D1-2	120X36	1	2	30.00	-	-	-	2	-	-	Merrill Merrill, Airport with Directional Arrow	-	-	-	-	-	-
107+50	LT	203	W3-1	48X48	1	1	16.00	-	-	-	-	1	-	Stop Ahead	-	-	-	-	-	-
117+00	LT	204	W13-3	48X60	1	1	-	-	-	-	-	-	-	Ramp 30 MPH	-	-	-	-	-	-
455+90	LT	205	W13-3	48X60	-	-	20.00	-	-	-	-	2	-	Ramp 30 MPH	-	-	-	-	-	-
LINCOLN DRIVE																				
641+20	RT	206	R6-3	30X24	1	1	5.00	-	-	-	-	1	-	Divided Highway	-	-	-	-	-	-
641+20	RT	207	R1-1	36X36	1	-	7.46	-	-	-	-	-	206	Stop	-	-	-	-	-	-
641+20	RT	208	R6-1R	36X12	-	-	3.00	-	-	-	-	-	206	One Way	-	-	-	-	-	-
641+20	RT	209	R6-1L	36X12	-	-	3.00	-	-	-	-	-	206	One Way	-	-	-	-	-	-
641+25	RT	210	R6-2L	24X30	1	1	-	-	-	-	-	-	-	One Way	-	-	-	-	-	-
640+55	LT	211	R6-2L	24X30	1	1	-	-	-	-	-	-	-	One Way	-	-	-	-	-	-
640+60	LT	212	R6-1L	36X12	-	-	3.00	-	-	-	-	-	213	One Way	-	-	-	-	-	-
640+60	LT	213	R6-3	30X24	1	1	5.00	-	-	-	-	1	-	Divided Highway	-	-	-	-	-	-
640+60	LT	214	R1-1	36X36	1	-	7.46	-	-	-	-	-	213	Stop	-	-	-	-	-	-
640+60	LT	215	R6-1R	36X12	-	-	3.00	-	-	-	-	-	213	One Way	-	-	-	-	-	-
CTH K/NELSON AVE																				
923+00	RT	216	R6-3	30X24	1	1	5.00	-	-	-	-	1	-	Divided Highway	-	-	-	-	-	-
923+00	RT	217	R1-1	36X36	1	-	7.46	-	-	-	-	-	216	Stop	-	-	-	-	-	-
923+00	RT	218	R6-1R	36X12	-	-	3.00	-	-	-	-	-	216	One Way	-	-	-	-	-	-
923+00	RT	219	R6-1L	36X12	-	-	3.00	-	-	-	-	-	216	One Way	-	-	-	-	-	-
SUB TOTALS (TABLE 5):				33.00	28.00	359.97	0.00	0	0	16	13			0.00	0	0	0	0.00	0.00	0.00

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PERMANENT SIGNING				638.2602	638.3000	637.0202	637.0402	634.0612	634.0614	634.0616	634.0618	TABLE 6		637.0101	204.0195	638.2601	638.3100	635.0200	636.0100	636.1000
(ALL ITEMS CATEGORY 0010)				REMOVING	REMOVING	SIGNS	SIGNS	WOOD POSTS	WOOD POSTS	WOOD POSTS	WOOD POSTS	MOUNT ON	ALL ITEMS CATEGORY 0010		REMOVING	REMOVING	REMOVING	SIGN SUPPORTS	SIGN SUPPORTS	SIGN SUPPORTS
				SIGNS	SMALL SIGN	REFLECTIVE	REFLECTIVE	4X6 INCH	4X6 INCH	4X6 INCH	4X6 INCH	SAME POST		SIGNS	CONCRETE	SIGNS	STRUC STEEL	STRUCTURAL	CONCRETE	STEEL
STATION	SIGN #	SIGN	SIZE	TYPE II	SUPPORTS	TYPE II	FOLDING TY. II	12 FOOT	14 FOOT	16 FOOT	18 FOOT	AS SIGN		TYPE I	BASES	TYPE I	SIGN SUPP	STEEL HS	MASONRY	REINFORCEMENT HS
				(EACH)	(EACH)	(S.F.)	(S.F.)	(EACH)	(EACH)	(EACH)	(EACH)	NUMBER	COMMENTS	(S.F.)	(EACH)	(EACH)	(EACH)	(LB)	(CY)	(LB)
CTH K/NELSON AVE																				
923+10	RT	220	J13-1	36X66	2	1	16.50	-	-	-	1	-	51 with Direction Arrows	-	-	-	-	-	-	-
923+10	RT	221	R6-2L	24X30	1	1	-	-	-	-	-	-	One Way	-	-	-	-	-	-	-
923+25	RT	222	R6-3	30X24	1	-	-	-	-	-	-	-	Divided Highway	-	-	-	-	-	-	-
923+25	RT	223	R1-1	36X36	1	1	7.46	-	-	1	-	-	Stop	-	-	-	-	-	-	-
922+10	LT	224	R6-2L	24X30	1	1	-	-	-	-	-	-	One Way	-	-	-	-	-	-	-
922+25	LT	225	R6-1L	36X12	-	-	3.00	-	-	-	-	226	One Way	-	-	-	-	-	-	-
922+25	LT	226	R6-3	30X24	1	1	5.00	-	-	-	1	-	Divided Highway	-	-	-	-	-	-	-
922+25	LT	227	R1-1	36X36	-	1	7.46	-	-	-	-	226	Stop	-	-	-	-	-	-	-
922+25	LT	228	R6-1R	36X12	-	-	3.00	-	-	-	-	226	One Way	-	-	-	-	-	-	-
CTH J																				
976+80	RT	229	R6-3	30X24	1	1	5.00	-	-	-	1	-	Divided Highway	-	-	-	-	-	-	-
976+80	RT	230	R1-1	36X36	1	-	7.46	-	-	-	-	229	Stop	-	-	-	-	-	-	-
976+80	RT	231	R6-1R	36X12	-	-	3.00	-	-	-	-	229	One Way	-	-	-	-	-	-	-
976+80	RT	232	R6-1L	36X12	-	-	3.00	-	-	-	-	229	One Way	-	-	-	-	-	-	-
976+85	RT	233	J13-1	36X66	2	1	16.50	-	-	-	1	-	51 with Directional Arrows	-	-	-	-	-	-	-
976+85	RT	234	R6-2L	24X30	1	-	-	-	-	-	-	-	One Way	-	-	-	-	-	-	-
976+55	LT	235	R6-2L	24X30	1	1	-	-	-	-	-	-	One Way	-	-	-	-	-	-	-
976+60	LT	236	R6-1L	36X12	-	-	3.00	-	-	-	-	237	One Way	-	-	-	-	-	-	-
976+60	LT	237	R6-3	30X24	1	1	5.00	-	-	-	1	-	Divided Highway	-	-	-	-	-	-	-
976+60	LT	238	R1-1	36X36	1	-	7.46	-	-	-	-	237	Stop	-	-	-	-	-	-	-
976+60	LT	239	R6-1R	36X12	-	-	3.00	-	-	-	-	237	One Way	-	-	-	-	-	-	-
976+55	LT	240	J13-1	36X66	2	-	16.50	-	-	-	1	-	51 with Directional Arrows	-	-	-	-	-	-	-
CTH V																				
1029+65	RT	241	R6-3	30X24	1	1	5.00	-	-	-	1	-	Divided Highway	-	-	-	-	-	-	-
1029+65	RT	242	R1-1	36X36	1	-	7.46	-	-	-	-	241	Stop	-	-	-	-	-	-	-
1029+65	RT	243	R6-1R	36X12	-	-	3.00	-	-	-	-	241	One Way	-	-	-	-	-	-	-
1029+65	RT	244	R6-1L	36X12	-	-	3.00	-	-	-	-	241	One Way	-	-	-	-	-	-	-
1029+70	RT	245	J13-1	36X66	2	-	16.50	-	-	-	1	-	51 with Directional Arrows	-	-	-	-	-	-	-
1029+70	RT	246	R6-2L	24X30	1	1	-	-	-	-	-	-	One Way	-	-	-	-	-	-	-
DEAD END																				
1069+45	LT	247	R6-2R	24X30	1	1	-	-	-	-	-	-	One Way	-	-	-	-	-	-	-
1069+50	LT	248	R6-2L	24X30	1	-	-	-	-	-	-	-	One Way	-	-	-	-	-	-	-
1069+50	LT	249	R6-3	30X24	1	1	5.00	-	-	-	1	-	Divided Highway	-	-	-	-	-	-	-
1069+50	LT	250	R1-1	36X36	1	-	7.46	-	-	-	-	249	Stop	-	-	-	-	-	-	-
1069+50	LT	251	R6-1R	36X12	-	-	3.00	-	-	-	-	249	One Way	-	-	-	-	-	-	-
1070+00	LT	252	R5-1	36X36	1	1	9.00	-	-	1	-	-	Do Not Enter	-	-	-	-	-	-	-
TAMARACK LN																				
1086+10	LT	253	R6-2L	24X30	1	1	-	-	-	-	-	-	One Way	-	-	-	-	-	-	-
1086+10	LT	254	R6-3	30X24	1	1	5.00	-	-	-	-	255	Divided Highway	-	-	-	-	-	-	-
1086+10	LT	255	R1-1	36X36	1	-	7.46	-	-	-	1	-	Stop	-	-	-	-	-	-	-
1086+10	LT	256	R6-1R	36X12	-	-	3.00	-	-	-	-	255	One Way	-	-	-	-	-	-	-
1086+10	LT	257	R6-1L	36X12	-	-	3.00	-	-	-	-	255	One Way	-	-	-	-	-	-	-
SUB TOTALS (TABLE 6):				30	17	190.22	0.00	0	1	1	10			0.00	0	0	0	0.00	0	0.00

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PERMANENT SIGNING (ALL ITEMS CATEGORY 0010)				638.2602 REMOVING SIGN TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	637.0202 SIGN REFLECTIVE TYPE II (S.F.)	637.0402 SIGN REFLECTIVE FOLDING TY. II (S.F.)	634.0612 WOOD POSTS 4X6 INCH 12 FOOT (EACH)	634.0614 WOOD POSTS 4X6 INCH 14 FOOT (EACH)	634.0616 WOOD POSTS 4X6 INCH 16 FOOT (EACH)	634.0618 WOOD POSTS 4X6 INCH 18 FOOT (EACH)	MOUNT ON SAME POST AS SIGN NUMBER	TABLE 7 ALL ITEMS CATEGORY 0010 COMMENTS	637.0101 SIGN TYPE I (S.F.)	204.0195 REMOVING CONCRETE BASES (EACH)	638.2601 REMOVING SIGN TYPE I (EACH)	638.3100 REMOVING STRUC STEEL SIGN SUPP (EACH)	635.0200 SIGN SUPPORTS STRUCTUAL STEEL HS (LB)	636.0100 SIGN SUPPORTS CONCRETE MASONRY (CY)	636.1000 SIGN SUPPORTS STEEL REINFORCEMENT HS (LB)	
STATION	SIGN #	SIGN CODE	SIZE (INCHES)	TYPE II (EACH)	SUPPORTS (EACH)	TYPE II (S.F.)	FOLDING TY. II (S.F.)	12 FOOT (EACH)	14 FOOT (EACH)	16 FOOT (EACH)	18 FOOT (EACH)	AS SIGN NUMBER									
CTH S NORTHBOUND OFF RAMP																					
108+00	RT	258	W3-1	48X48	1	1	16.00	-	-	-	1	-	Stop Ahead	-	-	-	-	-	-	-	
112+00	RT	259	D1-1	96x21	1	2	14.00	-	-	-	2	-	Tomahawk with Direction Arrow	-	-	-	-	-	-	-	
113+40	RT	260	R5-1A	42X30	1	1	8.75	-	-	-	1	-	Wrong Way	-	-	-	-	-	-	-	
113+40	LT	261	R5-1A	42X30	1	1	8.75	-	-	-	1	-	Wrong Way	-	-	-	-	-	-	-	
115+70	RT	262	R1-1	36X36	1	-	7.46	-	-	-	1	-	Stop	-	-	-	-	-	-	-	
115+70	RT	263	R6-3	30X24	1	1	5.00	-	-	-	-	262	Divided Highway	-	-	-	-	-	-	-	
115+60	RT	264	J13-1	36X66	2	1	16.50	-	-	-	-	1.00	S with Directional Arrows	-	-	-	-	-	-	-	
115+70	RT	265	R5-1	36X36	1	-	9.00	-	-	-	-	262	Do Not Enter	-	-	-	-	-	-	-	
115+70	LT	266	R6-3	30X24	1	1	5.00	-	-	-	1	-	Divided Highway	-	-	-	-	-	-	-	
115+70	LT	267	R1-1	36X36	1	-	7.46	-	-	-	-	266	Stop	-	-	-	-	-	-	-	
115+70	LT	268	R5-1	36X36	1	-	9.00	-	-	-	-	266	Do Not Enter	-	-	-	-	-	-	-	
CTH S SOUTHBOUND ON RAMP																					
124+25	LT	269	R5-57	36X36	1	1	9.00	-	-	-	1	-	Pedestrians Bicycles	-	-	-	-	-	-	-	
CTH S																					
12+30	RT	270	W5-52L	12X36	1	1	3.00	-	-	1	-	-	Clearance Stripes Downward Right	-	-	-	-	-	-	-	
12+30	LT	271	W5-52R	12X36	1	1	3.00	-	-	1	-	-	Clearance Stripes Downward Left	-	-	-	-	-	-	-	
13+70	LT	272	R12-1	24X30	1	1	5.00	-	-	1	-	-	Weight Limit 35 Tons	-	-	-	-	-	-	-	
13+70	LT	273	W6-1	36X36	1	1	9.00	-	-	-	1	-	Divided Highway	-	-	-	-	-	-	-	
13+75	RT	274	J2-3	72X57	8	2	9.50	-	-	-	2	-	South 51, S, North 51 with Direction Arrow	-	-	-	-	-	-	-	
14+60	RT	275	R2-1	24X30	1	-	5.00	-	-	-	-	275B	Speed Limit 45	-	-	-	-	-	-	-	
14+60	RT	275B	D1-2	66X30	1	2	13.75	-	-	-	2	-	Merrill Minocqua with Directional Arrows	-	-	-	-	-	-	-	
14+70	LT	276	R2-1	36X36	1	1	9.00	-	-	1	-	-	Speed Limit 55	-	-	-	-	-	-	-	
15+20	MD	277	R4-7	24+30	1	1	5.00	-	-	-	1	-	Keep Right	-	-	-	-	-	-	-	
15+65	LT	278	R5-1	30X30	1	1	6.25	-	-	-	-	279	Do Not Enter	-	-	-	-	-	-	-	
15+65	LT	279	M1-5A	24X24	1	-	4.00	-	-	1	-	-	S	-	-	-	-	-	-	-	
15+65	LT	280	R12-55	48X18	1	1	6.00	-	-	2	-	-	35 Ton Bridge 1 / 10 Mile Ahead	-	-	-	-	-	-	-	
16+00	RT	281	J3-3	72X57	8	2	9.50	-	-	-	2	-	South 51, S, North 51 with Direction Arrow	-	-	-	-	-	-	-	
17+00	MD	282	R3-2	24X24	1	-	4.00	-	-	-	-	283	No Left Turn	-	-	-	-	-	-	-	
17+00	MD	283	J3-1	24X57	3	1	9.50	-	-	-	-	1	North 51 with Directional Arrow	-	-	-	-	-	-	-	
17+20	LT	284	R5-1	30X30	1	1	6.25	-	-	1	-	-	Do Not Enter	-	-	-	-	-	-	-	
17+60	RT	285	R6-2L	24X30	1	1	5.00	-	-	1	-	-	One Way	-	-	-	-	-	-	-	
18+25	LT	286	J3-1	24X57	3	1	9.50	-	-	-	1	-	North 51 with Directional Arrow	-	-	-	-	-	-	-	
18+25	LT	287	R3-1	24X24	1	1	4.00	-	-	1	-	-	No Right Turn	-	-	-	-	-	-	-	
18+50	RT	288	R4-7	24X30	1	1	5.00	-	-	1	-	-	Keep Right	-	-	-	-	-	-	-	
18+75	RT	289	M1-5A	24X24	1	-	4.00	-	-	-	-	290	S	-	-	-	-	-	-	-	
18+75	MD	290	D1-1	72X15	1	2	7.50	-	-	2	-	289	Tomahawk with Directional Arrow	-	-	-	-	-	-	-	
18+75	MD	291	R5-1	30X30	1	1	6.25	-	-	1	-	-	Do Not Enter	-	-	-	-	-	-	-	
18+75	LT	292	D1-1	72X15	1	2	7.50	-	-	2	-	-	Minocqua with Directional Arrow	-	-	-	-	-	-	-	
18+80	LT	293	W6-2	36X36	1	1	9.00	-	-	-	1	-	Divided Highway	-	-	-	-	-	-	-	
19+25	RT	294	R2-1	24X30	1	1	5.00	-	-	1	-	-	Speed Limit 45	-	-	-	-	-	-	-	
19+85	MD	295	R5-1A	36X24	1	1	6.00	-	-	1	-	-	Wrong Way	-	-	-	-	-	-	-	
19+90	LT	296	W5-2	36X36	1	1	9.00	-	-	-	1	-	Narrow Bridge	-	-	-	-	-	-	-	
20+40	MD	297	J2-2	48X57	1	1	19.00	-	-	-	1	-	South 51, S with Direction Arrows	-	-	-	-	-	-	-	
21+15	LT	298	J2-2	48X57	1	1	19.00	-	-	-	1	-	South 51, S with Direction Arrows	-	-	-	-	-	-	-	
21+90	MD	299	R5-1A	36X24	1	1	6.00	-	-	1	-	-	Wrong Way	-	-	-	-	-	-	-	
22+10	RT	300	D1-2	72X30	1	2	15.00	-	-	-	2	-	Tomahawk, Merrill with Directional Arrows	-	-	-	-	-	-	-	
22+50	MD	301	R5-1	30X30	1	1	6.00	-	-	1	-	-	Do Not Enter	-	-	-	-	-	-	-	
22+45	LT	302	R2-1	24X30	1	1	5.00	-	-	1	-	-	Speed Limit 45	-	-	-	-	-	-	-	
SUB TOTALS (TABLE 7):				65	45	371.42	0.00	0	21	22	3			0.00	0	0	0	0.00	0	0.00	
PROJECT NO: 1178-08-60				HWY: USH 51				COUNTY: LINCOLN				MISCELLANEOUS QUANTITIES							SHEET:		E

TRAFFIC CONTROL

(ALL ITEMS CATEGORY 0010)

				643.0200 TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 1178-08-60 (DAY)	643.0300 TRAFFIC CONTROL DRUMS (DAY)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAY)	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C (DAY)	643.0800 TRAFFIC CONTROL ARROW BOARDS (DAY)	643.0900 TRAFFIC CONTROL SIGNS (DAY)	643.1050 TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE (DAY)	SPV.0045 PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) CELLULAR COMMUNICATIONS (DAY)	649.0300 TEMPORARY PAVEMENT MARKING REFLECTIVE TAPE 4-INCH (LF)
STATION	STATION	LOCATION	COMMENTS									
<u>PROJECT LIMITS</u>		PROJECT	PROJECT	103	-	-	-	-	-	-	-	-
<u>SIDE ROADS</u>		PROJECT	TRAFFIC CONTROL ON SIDE ROADS	-	-	-	-	-	1648	-	-	-
<u>ENTRANCE RAMPS</u>		PROJECT	CTH K AND CTH S	-	-	-	-	-	624	-	-	-
<u>STAGE 1</u>												
435+00 NB	1277+27 NB	NB	NORTH BOUND (NB)	-	12672	792	1408	176	2112	88	88	6240
439+50 SB	1277+55 SB	SB	SOUTH BOUND (SB)	-	12676	792	1408	176	2112	88	88	6240
<u>STAGE 2</u>												
435+00 NB	1277+27 NB	NB	NORTH BOUND (NB)	-	12762	792	1408	176	2112	88	88	6240
439+50 SB	1277+55 SB	SB	SOUTH BOUND (SB)	-	12766	792	1408	176	2112	88	88	6240
<u>STAGE 3</u>												
435+00 NB	1277+27 NB	NB	NORTH BOUND (NB)	-	2304	144	256	32	384	16	16	6240
439+50 SB	1277+55 SB	SB	SOUTH BOUND (SB)	-	2308	144	256	32	384	16	16	6240
<u>STAGE 4</u>												
435+00 NB	1277+27 NB	NB	NORTH BOUND (NB)	-	2304	144	256	32	384	16	16	6240
439+50 SB	1277+55 SB	SB	SOUTH BOUND (SB)	-	2308	144	256	32	384	16	16	6240
<u>GATE RAMP CLOSURE INSTALLATION</u>												
100+90 RT RAMP		NB	CTH K ENTRANCE RAMP TO USH 51 NB	-	200	-	-	-	-	-	-	-
438+12 RT RAMP		SB	CTH K ENTRANCE RAMP TO USH 51 SB	-	200	-	-	-	-	-	-	-
<u>UNDISTRIBUTED</u>		PROJECT	UNDISTRIBUTED	-	600	36	64	8	124	4	4	500
TOTALS:				103	61100	3780	6720	840	12380	420	420	50420

PAVEMENT MARKING EPOXY 4-INCH							646.0841.S
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH							PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
TABLE 1							
(ALL ITEMS CATEGORY 0010)							646.0106 PAVEMENT MARKING EPOXY 4-INCH (LF)
STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS		
435+00 NB	R/L	530+95 NB	R/L	USH 51 NB	EGDE LINE, MEDIAN-SIDE	9595	-
435+00 NB	12' RT	530+95 NB	12' RT	USH 51 NB	LANE LINE	-	2399
435+00 NB	24' RT	530+95 NB	24' RT	USH 51 NB	EDGE LINE	9595	-
530+95 NB	R/L	641+00 NB	R/L	USH 51 NB	EGDE LINE, MEDIAN-SIDE	11005	-
530+95 NB	12' RT	641+00 NB	12' RT	USH 51 NB	LANE LINE	-	2751
530+95 NB	24' RT	641+00 NB	24' RT	USH 51 NB	EDGE LINE	11005	-
641+00 NB	R/L	827+77 NB	R/L	USH 51 NB	EGDE LINE, MEDIAN-SIDE	18573	-
641+00 NB	12' RT	827+77 NB	12' RT	USH 51 NB	LANE LINE	-	4643
641+00 NB	24' RT	827+77 NB	24' RT	USH 51 NB	EDGE LINE	18573	-
827+77 NB	R/L	923+00 NB	R/L	USH 51 NB	EGDE LINE, MEDIAN-SIDE	9523	-
827+77 NB	12' RT	923+00 NB	12' RT	USH 51 NB	LANE LINE	-	2381
827+77 NB	24' RT	923+00 NB	24' RT	USH 51 NB	EDGE LINE	9523	-
923+00 NB	R/L	976+70 NB	R/L	USH 51 NB	EGDE LINE, MEDIAN-SIDE	5370	-
923+00 NB	12' RT	976+70 NB	12' RT	USH 51 NB	LANE LINE	-	1343
923+00 NB	24' RT	976+70 NB	24' RT	USH 51 NB	EDGE LINE	5370	-
976+70 NB	R/L	1029+50 NB	R/L	USH 51 NB	EGDE LINE, MEDIAN-SIDE	5280	-
976+70 NB	12' RT	1029+50 NB	12' RT	USH 51 NB	LANE LINE	-	1320
976+70 NB	24' RT	1029+50 NB	24' RT	USH 51 NB	EDGE LINE	5280	-
1029+50 NB	R/L	1086+10 NB	R/L	USH 51 NB	EGDE LINE, MEDIAN-SIDE	5660	-
1029+50 NB	12' RT	1086+10 NB	12' RT	USH 51 NB	LANE LINE	-	1415
1029+50 NB	24' RT	1086+10 NB	24' RT	USH 51 NB	EDGE LINE	5660	-
1086+10 NB	R/L	1132+77 NB	R/L	USH 51 NB	EGDE LINE, MEDIAN-SIDE	4627	-
1086+10 NB	12' RT	1132+77 NB	12' RT	USH 51 NB	LANE LINE	-	1157
1086+10 NB	24' RT	1132+77 NB	24' RT	USH 51 NB	EDGE LINE	4627	-
1132+77 NB	R/L	1277+27 NB	R/L	USH 51 NB	EGDE LINE, MEDIAN-SIDE	8553	-
1132+77 NB	12' RT	1277+27 NB	12' RT	USH 51 NB	LANE LINE	-	2138
1132+77 NB	24' RT	1277+27 NB	24' RT	USH 51 NB	EDGE LINE	8553	-
TABLE 1 SUB-TOTALS:						156372	19547
PROJECT NO: 1178-08-60				HWY: USH 51		COUNTY: LINCOLN	

PAVEMENT MARKING EPOXY 4-INCH							646.0841.S
PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH							PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH
TABLE 2							
(ALL ITEMS CATEGORY 0010)							646.0106 PAVEMENT MARKING EPOXY 4-INCH (LF)
STATION	OFFSET	STATION	OFFSET	LOCATION	COMMENTS		(LF)
439+50 SB	24' LT	531+20 SB	24' LT	USH 51 SB	EDGE LINE	9224	-
439+50 SB	12' LT	531+20 SB	12' LT	USH 51 SB	LANE LINE	-	2306
439+50 SB	R/L	531+20 SB	R/L	USH 51 SB	EDGE LINE, MEDIAN-SIDE	9224	-
531+20 SB	24' LT	641+00 SB	24' LT	USH 51 SB	EDGE LINE	11045	-
531+20 SB	12' LT	641+00 SB	12' LT	USH 51 SB	LANE LINE	-	2761
531+20 SB	R/L	641+00 SB	R/L	USH 51 SB	EDGE LINE, MEDIAN-SIDE	11045	-
641+00 SB	24' LT	827+81 SB	24' LT	USH 51 SB	EDGE LINE	18562	-
641+00 SB	12' LT	827+81 SB	12' LT	USH 51 SB	LANE LINE	-	4645
641+00 SB	R/L	827+81 SB	R/L	USH 51 SB	EDGE LINE, MEDIAN-SIDE	18562	-
827+81 SB	24' LT	922+60 SB	24' LT	USH 51 SB	EDGE LINE	9556	-
827+81 SB	12' LT	922+60 SB	12' LT	USH 51 SB	LANE LINE	-	2389
827+81 SB	R/L	922+60 SB	R/L	USH 51 SB	EDGE LINE, MEDIAN-SIDE	9556	-
922+60 SB	24' LT	976+80 SB	24' LT	USH 51 SB	EDGE LINE	5345	-
922+60 SB	12' LT	976+80 SB	12' LT	USH 51 SB	LANE LINE	-	1336
922+60 SB	R/L	976+80 SB	R/L	USH 51 SB	EDGE LINE, MEDIAN-SIDE	5345	-
976+80 SB	24' LT	1029+50 SB	24' LT	USH 51 SB	EDGE LINE	5276	-
976+80 SB	12' LT	1029+50 SB	12' LT	USH 51 SB	LANE LINE	-	1319
976+80 SB	R/L	1029+50 SB	R/L	USH 51 SB	EDGE LINE, MEDIAN-SIDE	5276	-
1029+50 SB	24' LT	1086+30 SB	24' LT	USH 51 SB	EDGE LINE	5639	-
1029+50 SB	12' LT	1086+30 SB	12' LT	USH 51 SB	LANE LINE	-	1410
1029+50 SB	R/L	1086+30 SB	R/L	USH 51 SB	EDGE LINE, MEDIAN-SIDE	5639	-
1086+30 SB	24' LT	1132+77 SB	24' LT	USH 51 SB	EDGE LINE	4645	-
1086+30 SB	12' LT	1132+77 SB	12' LT	USH 51 SB	LANE LINE	-	1161
1086+30 SB	R/L	1132+77 SB	R/L	USH 51 SB	EDGE LINE, MEDIAN-SIDE	4645	-
1132+77 SB	24' LT	1277+55 SB	24' LT	USH 51 SB	EDGE LINE	8584	-
1132+77 SB	12' LT	1277+55 SB	12' LT	USH 51 SB	LANE LINE	-	2146
1132+77 SB	R/L	1277+55 SB	R/L	USH 51 SB	EDGE LINE, MEDIAN-SIDE	8584	-
100+17	LT & RT	114+07	LT & RT	USH 51 NB	EDGE LINES CTH K ENTRANCE RAMP	2780	-
100+00	LT & RT	115+37	LT & RT	USH 51 NB	EDGE LINES CTH S EXIT RAMP	1535	-
100+15	LT & RT	118+55	LT & RT	USH 51 SB	EDGE LINES CTH K EXIT RAMP	1840	-
100+00	LT & RT	127+50	LT & RT	USH 51 SB	EDGE LINES CTH S ENTRANCE RAMP	2751	-
TABLE 2 SUB-TOTALS:						164658	19473
TOTALS						321030	39020
MISCELLANEOUS QUANTITIES							SHEET:
							E

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TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH						649.0200
(ALL ITEMS CATEGORY 0010)						TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (LF)
TABLE 1						
STATION		STATION		LOCATION	COMMENTS	
435+00 NB	PL	530+95 NB	PL	USH 51 NB	EGDE LINE, MEDIAN-SIDE	22
435+00 NB	PL	530+95 NB	PL	USH 51 NB	LANE LINE	6
435+00 NB	DL	530+95 NB	DL	USH 51 NB	EDGE LINE	22
530+95 NB	PL	641+00 NB	PL	USH 51 NB	EGDE LINE, MEDIAN-SIDE	0
530+95 NB	PL	641+00 NB	PL	USH 51 NB	LANE LINE	0
530+95 NB	DL	641+00 NB	DL	USH 51 NB	EDGE LINE	20
641+00 NB	PL	827+77 NB	PL	USH 51 NB	EGDE LINE, MEDIAN-SIDE	56
641+00 NB	PL	827+77 NB	PL	USH 51 NB	LANE LINE	14
641+00 NB	DL	827+77 NB	DL	USH 51 NB	EDGE LINE	245
827+77 NB	PL	923+00 NB	PL	USH 51 NB	EGDE LINE, MEDIAN-SIDE	388
827+77 NB	PL	923+00 NB	PL	USH 51 NB	LANE LINE	97
827+77 NB	DL	923+00 NB	DL	USH 51 NB	EDGE LINE	853
923+00 NB	PL	976+70 NB	PL	USH 51 NB	EGDE LINE, MEDIAN-SIDE	405
923+00 NB	PL	976+70 NB	PL	USH 51 NB	LANE LINE	101
923+00 NB	DL	976+70 NB	DL	USH 51 NB	EDGE LINE	1364
976+70 NB	PL	1029+50 NB	PL	USH 51 NB	EGDE LINE, MEDIAN-SIDE	250
976+70 NB	PL	1029+50 NB	PL	USH 51 NB	LANE LINE	63
976+70 NB	DL	1029+50 NB	DL	USH 51 NB	EDGE LINE	578
1029+50 NB	PL	1086+10 NB	PL	USH 51 NB	EGDE LINE, MEDIAN-SIDE	388
1029+50 NB	PL	1086+10 NB	PL	USH 51 NB	LANE LINE	97
1029+50 NB	DL	1086+10 NB	DL	USH 51 NB	EDGE LINE	735
1086+10 NB	PL	1132+77 NB	PL	USH 51 NB	EGDE LINE, MEDIAN-SIDE	211
1086+10 NB	PL	1132+77 NB	PL	USH 51 NB	LANE LINE	53
1086+10 NB	DL	1132+77 NB	DL	USH 51 NB	EDGE LINE	975
1132+77 NB	PL	1277+27 NB	PL	USH 51 NB	EGDE LINE, MEDIAN-SIDE	58
1132+77 NB	PL	1277+27 NB	PL	USH 51 NB	LANE LINE	15
1132+77 NB	DL	1277+27 NB	DL	USH 51 NB	EDGE LINE	228
TABLE 1 SUB-TOTALS:						7243
DL = DRIVING LANE PL = PASSING LANE						
FOR TEMPORARY PLACEMENT AT FULL-DEPTH CONCRETE REPAIR AREAS FOR LOCATIONS SEE TABLES FOR CONCRETE PAVEMENT HES 10-INCH FOR LOCATIONS SEE TABLES FOR CONCRETE PAVEMENT REPLACEMENT						
PROJECT NO: 1178-08-60			HWY: USH 51		COUNTY: LINCOLN	MISCELLANEOUS QUANTITIES
						SHEET: E

TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH						649.0200
(ALL ITEMS CATEGORY 0010)						TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (LF)
TABLE 2						
STATION		STATION		LOCATION	COMMENTS	
439+50 SB	DL	531+20 SB	DL	USH 51 SB	EDGE LINE	0
439+50 SB	PL	531+20 SB	PL	USH 51 SB	LANE LINE	0
439+50 SB	PL	531+20 SB	PL	USH 51 SB	EDGE LINE, MEDIAN-SIDE	0
531+20 SB	DL	641+00 SB	DL	USH 51 SB	EDGE LINE	0
531+20 SB	PL	641+00 SB	PL	USH 51 SB	LANE LINE	0
531+20 SB	PL	641+00 SB	PL	USH 51 SB	EDGE LINE, MEDIAN-SIDE	0
641+00 SB	DL	827+81 SB	DL	USH 51 SB	EDGE LINE	0
641+00 SB	PL	827+81 SB	PL	USH 51 SB	LANE LINE	0
641+00 SB	PL	827+81 SB	PL	USH 51 SB	EDGE LINE, MEDIAN-SIDE	0
827+81 SB	DL	922+60 SB	DL	USH 51 SB	EDGE LINE	1211
827+81 SB	PL	922+60 SB	PL	USH 51 SB	LANE LINE	145
827+81 SB	PL	922+60 SB	PL	USH 51 SB	EDGE LINE, MEDIAN-SIDE	579
922+60 SB	DL	976+80 SB	DL	USH 51 SB	EDGE LINE	40
922+60 SB	PL	976+80 SB	PL	USH 51 SB	LANE LINE	10
922+60 SB	PL	976+80 SB	PL	USH 51 SB	EDGE LINE, MEDIAN-SIDE	38
976+80 SB	DL	1029+50 SB	DL	USH 51 SB	EDGE LINE	0
976+80 SB	PL	1029+50 SB	PL	USH 51 SB	LANE LINE	0
976+80 SB	PL	1029+50 SB	PL	USH 51 SB	EDGE LINE, MEDIAN-SIDE	0
1029+50 SB	DL	1086+30 SB	DL	USH 51 SB	EDGE LINE	0
1029+50 SB	PL	1086+30 SB	PL	USH 51 SB	LANE LINE	0
1029+50 SB	PL	1086+30 SB	PL	USH 51 SB	EDGE LINE, MEDIAN-SIDE	0
1086+30 SB	DL	1132+77 SB	DL	USH 51 SB	EDGE LINE	0
1086+30 SB	PL	1132+77 SB	PL	USH 51 SB	LANE LINE	0
1086+30 SB	PL	1132+77 SB	PL	USH 51 SB	EDGE LINE, MEDIAN-SIDE	0
1132+77 SB	DL	1277+55 SB	DL	USH 51 SB	EDGE LINE	0
1132+77 SB	PL	1277+55 SB	PL	USH 51 SB	LANE LINE	0
1132+77 SB	PL	1277+55 SB	PL	USH 51 SB	EDGE LINE, MEDIAN-SIDE	0
TABLE 2 SUB-TOTALS:						2022
TOTALS						9265
DL = DRIVING LANE PL = PASSING LANE						
FOR TEMPORARY PLACEMENT AT FULL-DEPTH CONCRETE REPAIR AREAS FOR LOCATIONS SEE TABLES FOR CONCRETE PAVEMENT HES 10-INCH FOR LOCATIONS SEE TABLES FOR CONCRETE PAVEMENT REPLACEMENT						

REMOVING RAISED PAVEMENT MARKERS AND FILLING VOID

(ALL ITEMS CATEGORY 0010)

SPV.0060.01
REMOVING
RAISED
PAVEMENT
MARKERS
AND FILLING
VOID
(EACH)

STATION	STATION	LOCATION	COMMENTS	
435+00 NB	530+95 NB	USH 51 NB	LANE LINE NB	95
530+95 NB	641+00 NB	USH 51 NB	LANE LINE NB	110
641+00 NB	826+73 NB	USH 51 NB	LANE LINE NB	186
827+77 NB	923+00 NB	USH 51 NB	LANE LINE NB	95
923+00 NB	976+70 NB	USH 51 NB	LANE LINE NB	53
976+70 NB	1029+50 NB	USH 51 NB	LANE LINE NB	52
1029+50 NB	1086+10 NB	USH 51 NB	LANE LINE NB	57
1086+10 NB	1132+37 NB	USH 51 NB	LANE LINE NB	46
1132+37 NB	1275+61 NB	USH 51 NB	LANE LINE NB	85
439+50 SB	531+20 SB	USH 51 SB	LANE LINE SB	92
531+20 SB	641+00 SB	USH 51 SB	LANE LINE SB	110
641+00 SB	826+67 SB	USH 51 SB	LANE LINE SB	186
827+81 SB	922+60 SB	USH 51 SB	LANE LINE SB	95
922+60 SB	976+80 SB	USH 51 SB	LANE LINE SB	53
976+80 SB	1029+50 SB	USH 51 SB	LANE LINE SB	52
1029+50 SB	1086+30 SB	USH 51 SB	LANE LINE SB	56
1086+30 SB	1132+37 SB	USH 51 SB	LANE LINE SB	46
1132+37 SB	1275+90 SB	USH 51 SB	LANE LINE SB	85
100+00	115+37	USH 51 NB	GORE TO CTH S EXIT RAMP	24
100+15	118+55	USH 51 SB	GORE TO CTH K EXIT RAMP	24
TOTAL:				1602

RAMP CLOSURE GATES

(ALL ITEMS CATEGORY 0010)

			652.0225	653.0135	654.0105	654.0220		657.0255		657.0425	SPV.0060.02
			CONDUIT RIGID	PULL BOXES	CONCRETE	CONCRETE		TRANSFORMER		TRAFFIC	RAMP
			NONMETALLIC	STEEL	BASES	CABINET	657.0100	BREAKAWAY	657.0321	SIGNAL	CLOSURE
			SCHEDULE 40	24x36-INCH	TYPE 5	TYPE 10	PEDESTAL	11.5-INCH	POLES	STANDARDS	SOLAR
			2-INCH	(EACH)	(EACH)	(EACH)	BASES	BOLT	TYPE 5	ALUMINUM	POWERED
			(LF)				(EACH)	CIRCLE	STEEL	15-FT	40-FT
								(EACH)	(EACH)	(EACH)	(EACH)
STATION	LOCATION	COMMENTS									
100+71 LT RAMP	EAST SIDE OF RAMP	CTH K ENTRANCE RAMP TO USH 51 NB	10	1	1	1	1	1	1	1	1
438+39 RT RAMP	WEST SIDE OF RAMP	CTH K ENTRANCE RAMP TO USH 51 SB	10	1	1	1	1	1	1	1	1
TOTALS:			20	2	2	2	2	2	2	2	2

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ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			
TABLE 1		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 2		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 3		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 4		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	
STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	
438+35 NB (DL)	478+15 NB (DL)	14	768+50 SB (PL)	784+63 SB (DL)	12	837+86 SB (PL)		12	851+86 SB (DL)		14	
449+75 SB (PL)		8	784+50 SB (DL)		13	838+40 SB (DL)		14	852+04 SB (DL)		14	
457+74 NB (DL)		14	799+54 NB (DL)		73	838+38 SB (DL)		14	852+04 SB (PL)		12	
457+74 NB (PL)		12	828+07 NB (DL)		14	838+72 SB (DL)		14	852+60 SB (DL)		14	
478+00 NB (DL)		15	828+44 SB (DL)		14	838+90 SB (DL)		14	852+60 SB (PL)		12	
480+40 NB (DL)		57	828+44 SB (PL)		12	839+06 SB (DL)		14	853+14 SB (DL)		14	
488+26 NB (DL)		14	828+79 SB (PL)		12	839+06 SB (PL)		7	853+34 SB (DL)		14	
488+26 NB (PL)		12	829+22 SB (DL)		14	839+47 SB (DL)		14	853+54 SB (DL)		14	
490+55 NB (DL)		493+32 NB (DL)	277		829+22 SB (PL)	12		839+47 SB (PL)	12		853+54 SB (PL)	12
496+90 NB (DL)		14	830+20 SB (DL)		14	840+03 SB (PL)		12	854+06 SB (DL)		14	
496+90 NB (PL)	12	830+20 SB (PL)	12	840+19 SB (PL)	12	854+26 SB (DL)	14					
515+92 SB (DL)	516+27 SB (DL)	35	830+35 SB (DL)	14	840+56 SB (PL)	12	854+26 SB (PL)	12				
532+75 SB (DL)	533+00 SB (DL)	25	830+90 SB (PL)	12	840+72 SB (DL)	14	854+64 SB (DL)	14				
533+58 SB (DL)	533+70 SB (DL)	14	831+28 SB (DL)	14	840+92 SB (DL)	14	854+64 SB (PL)	12				
533+70 SB (PL)	533+82 SB (PL)	12	831+28 SB (PL)	12	840+92 SB (PL)	12	854+81 SB (DL)	14				
567+77 SB (DL)	568+12 SB (DL)	35	831+44 SB (DL)	*****Item not used*****	DL	14	854+97 SB (DL)	14				
590+12 SB (DL)	590+48 SB (DL)	36	831+64 SB (DL)		DL	14	854+97 SB (PL)	12				
594+93 NB (DL)		14	831+68 SB (PL)	12	841+80 SB (PL)	12	855+32 SB (DL)	14				
594+93 NB (PL)		12	831+83 SB (DL)	14	842+54 SB (DL)	14	855+32 SB (PL)	12				
595+50 NB (DL)		14	831+83 SB (PL)	12	842+54 SB (PL)	12	855+52 SB (DL)	14				
595+50 NB (PL)		10	832+10 SB (DL)	14	843+27 SB (DL)	14	855+54 SB (DL)	14				
605+64 NB (DL)		14	832+38 SB (DL)	14	843+27 SB (PL)	12	855+54 SB (PL)	12				
605+64 NB (PL)		12	832+38 SB (PL)	12	843+97 SB (PL)	14	855+68 SB (DL)	14				
618+62 SB (DL)	619+22 SB (DL)	62	832+74 SB (DL)	14	844+35 SB (DL)	14	855+73 SB (PL)	12				
629+01 SB (DL)	629+98 SB (DL)	97	832+74 SB (PL)	12	844+35 SB (PL)	12	856+27 SB (DL)	14				
631+10 SB	632+40 SB	130	833+12 SB (DL)	14	846+19 SB (DL)	14	856+44 SB (DL)	14				
672+56 NB (DL)		14	833+12 SB (PL)	12	846+19 SB (PL)	12	856+44 SB (PL)	12				
672+56 NB (PL)		12	834+18 SB (DL)	14	846+55 SB (DL)	14	857+16 SB (DL)	14				
673+67 NB (DL)		14	834+18 SB (PL)	12	846+55 SB (PL)	12	857+54 SB (DL)	14				
673+67 NB (PL)		12	834+55 SB (DL)	14	846+91 SB (DL)	14	857+54 SB (PL)	12				
675+59 SB (DL)		14	835+29 SB (DL)	14	847+65 SB (PL)	12	857+71 SB (DL)	14				
675+59 SB (PL)		10	836+40 SB (DL)	14	848+00 SB (DL)	14	857+71 SB (PL)	12				
703+42 NB (DL)	703+50 NB (DL)	18	836+40 SB (PL)	12	848+39 SB (DL)	14	857+91 SB (DL)	14				
728+50 NB (DL)		14	836+76 SB (DL)	14	848+39 SB (PL)	12	857+91 SB (PL)	12				
728+50 NB (PL)		12	836+76 SB (PL)	12	849+12 SB (PL)	12	858+09 SB (DL)	14				
768+50 SB (DL)		14	837+86 SB (DL)	14	850+36 SB (PL)	12	858+26 SB (DL)	14				
TABLE 1 SUB-TOTAL:		1105	TABLE 2 SUB-TOTAL:		532	TABLE 3 SUB-TOTAL:		465	TABLE 4 SUB-TOTAL:		478	
DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			
PROJECT NO: 1178-08-60		HWY: USH 51		COUNTY: LINCOLN		MISCELLANEOUS QUANTITIES				SHEET:		

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ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			
TABLE 5		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 6		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 7		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 8		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	
STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	
858+26 SB (PL)	864+72 NB (DL)	12	865+53 NB (DL)		14	872+72 NB (DL)		14	878+42 NB (DL)		14	
858+83 SB (DL)		14	865+58 SB (DL)		14	872+80 SB (DL)		14	878+42 NB (PL)		12	
858+99 SB (DL)		14	865+58 SB (PL)		12	872+80 SB (PL)		12	878+49 SB (DL)		14	
859+19 SB (DL)		14	865+74 NB (DL)		14	872+90 NB (DL)		14	878+49 SB (PL)		12	
859+19 SB (PL)		12	865+92 NB (DL)		14	872+90 NB (PL)		12	878+60 NB (DL)		14	
859+40 SB (DL)		14	865+97 SB (DL)		14	873+27 NB (DL)		14	878+87 SB (DL)		14	
859+40 SB (PL)		12	865+97 SB (PL)		12	873+37 SB (PL)		14	878+80 NB (DL)		14	
859+55 SB (DL)		14	866+10 NB (DL)		14	873+74 SB (DL)		14	878+80 NB (PL)		12	
859+75 SB (DL)		14	866+47 NB (DL)		14	874+06 SB (DL)		14	879+00 NB (DL)		14	
859+75 SB (PL)		12	867+08 SB (DL)		14	874+06 SB (PL)		12	879+21 SB (DL)		14	
859+92 SB (DL)		14	867+08 SB (PL)		12	874+26 SB (DL)		12	879+21 SB (PL)		12	
859+92 SB (PL)		12	867+44 SB (DL)		14	874+45 SB (DL)		14	879+34 NB (PL)		12	
860+10 SB (DL)		14	867+56 SB (DL)		14	874+45 SB (PL)		12	879+51 NB (DL)		14	
860+12 SB (PL)		12	867+56 SB (PL)		12	875+02 SB (PL)		12	879+51 NB (PL)		12	
861+20 SB (DL)		14	867+57 NB (DL)		14	875+84 NB (DL)		14	879+52 SB (PL)		12	
861+58 SB (DL)		14	867+86 S		*****Item not used*****			875+84 NB (PL)	12		879+76 SB (DL)	14
861+58 SB (PL)		12	867+86 S					875+91 SB (PL)	12		880+15 SB (DL)	14
861+95 SB (DL)		14	868+28 NB (DL)					876+04 NB (DL)	14		880+15 SB (PL)	12
861+95 SB (PL)		12	868+28 NB (PL)					876+22 NB (DL)	14		880+26 NB (DL)	14
862+49 SB (DL)		14	868+57 SB (DL)					876+41 NB (DL)	14		880+33 SB (DL)	14
862+49 SB (PL)		12	868+57 SB (PL)					876+61 NB (DL)	14		880+33 SB (PL)	12
863+05 SB (DL)		14	868+95 SB (DL)					876+78 NB (DL)	14		881+00 NB (DL)	14
863+05 SB (PL)		12	869+36 SB (DL)					876+96 NB (DL)	14		881+05 SB (DL)	14
863+36 NB (DL)		14	869+36 SB (PL)					876+96 NB (PL)	12		881+05 SB (PL)	12
863+55 NB (DL)		14	870+05 SB (DL)					877+30 NB (DL)	14		881+42 SB (DL)	14
863+58 SB (DL)		14	870+43 SB (DL)					877+50 NB (DL)	14		881+42 SB (PL)	12
863+72 NB (DL)		14	870+43 SB (PL)					877+50 NB (PL)	12		881+73 NB (PL)	12
863+80 SB (DL)		14	870+78 SB (DL)					877+72 NB (DL)	14		881+82 SB (DL)	14
863+80 SB (PL)		12	871+24 NB (DL)					877+76 SB (PL)	12		881+82 SB (PL)	12
863+88 NB (DL)		14	871+24 NB (PL)					877+88 NB (DL)	14		882+38 SB (DL)	14
863+88 NB (PL)		12	871+32 SB (DL)					877+96 SB (DL)	14		882+38 SB (PL)	12
863+88 NB (DL)		864+72 NB (DL)	128		871+54 SB (DL)			877+96 SB (PL)	14		882+84 NB (DL)	14
864+50 SB (DL)		14	871+54 SB (PL)			878+04 NB (DL)	14	882+84 NB (PL)	12			
864+85 SB (DL)		14	871+88 SB (DL)			878+04 NB (PL)	12	883+03 SB (DL)	14			
864+85 SB (PL)		12	871+88 SB (PL)			878+13 SB (DL)	14	883+41 NB (DL)	14			
865+37 NB (DL)		14	872+55 NB (DL)			878+13 SB (PL)	12	883+48 SB (DL)	14			
TABLE 5 SUB-TOTAL:		592	TABLE 6 SUB-TOTAL:		480	TABLE 7 SUB-TOTAL:		478	TABLE 8 SUB-TOTAL:		474	
DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			
PROJECT NO: 1178-08-60		HWY: USH 51		COUNTY: LINCOLN		MISCELLANEOUS QUANTITIES			SHEET:			

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ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)		
TABLE 9		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 10		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 11		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 12		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS
STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)
883+48 SB (PL)		12	887+62 NB (DL)		14	892+82 SB (PL)		12	899+26 SB (DL)		14
883+58 NB (PL)		12	887+62 NB (PL)		12	893+20 SB (DL)		14	899+47 SB (PL)		12
883+84 SB (DL)		14	887+84 NB (DL)		14	893+13 NB (DL)		14	899+72 SB	899+99 SB	27
883+84 SB (PL)		12	887+88 SB (DL)		14	893+50 NB (DL)		14	899+77 NB (DL)		14
883+95 NB (PL)		12	887+88 SB (PL)		12	893+50 NB (PL)		12	900+17 SB (DL)		14
884+14 NB (DL)		14	888+36 NB (DL)		14	893+56 SB (DL)		14	900+17 SB (PL)		12
884+20 SB (DL)		14	888+36 NB (PL)		12	893+56 SB (PL)		12	900+36 SB (DL)		14
884+20 SB (PL)		12	888+76 NB (DL)		14	893+84 NB (DL)		14	900+55 SB (DL)		14
884+32 NB (DL)		14	888+76 NB (PL)		12	893+84 NB (PL)		12	900+55 SB (PL)		12
884+32 NB (PL)		12	888+82 SB (DL)		14	893+93 SB (DL)		14	900+66 NB (DL)		14
884+40 SB (DL)		14	888+82 SB (PL)		12	893+93 SB (PL)		12	900+93 SB (DL)		14
884+40 SB (PL)		12	889+07 NB (PL)		12	894+23 NB (PL)		14	900+93 SB (PL)		12
884+70 NB (DL)		14	889+30 NB (DL)		14	894+27 NB (DL)	894+60 NB (DL)	70	901+28 SB (DL)		14
884+79 SB (DL)		14	889+19 SB (DL)		14	894+28 SB (PL)		12	901+28 SB (PL)		12
884+79 SB (PL)		12	889+19 SB (PL)		12	894+60 NB (PL)		12	902+01 SB (DL)		14
884+88 NB (DL)		14	889+54 SB (DL)		14	894+67 SB (PL)		12	902+20 SB (DL)		14
884+92 SB (DL)		14	889+66 SB (PL)	*****Item not used*****		895+00 NB (DL)		14	902+30 NB (DL)		14
884+96 SB (PL)		12	889+68 SB (DL)			895+06 SB (PL)		12	902+30 NB (PL)		12
885+13 SB (PL)		12	889+90 SB (DL)		14	895+37 NB (DL)		14	902+40 SB (DL)		14
885+44 NB (DL)		14	890+42 SB (DL)		14	895+98 SB (DL)		14	902+40 SB (PL)		12
885+44 NB (PL)		12	890+57 NB (DL)		14	895+98 SB (PL)		12	903+13 SB (DL)		14
885+62 NB (DL)		14	890+57 NB (PL)		12	896+30 SB (DL)		14	903+13 SB (PL)		12
885+70 SB (PL)		12	890+77 NB (DL)		14	896+30 SB (PL)		12	903+30 SB (DL)		14
855+82 NB (DL)		14	891+02 SB (DL)		14	897+24 SB (DL)		14	903+68 SB (DL)		14
886+06 SB (PL)		12	891+02 SB (PL)		12	897+24 SB (PL)		12	903+68 SB (PL)		12
886+34 NB (DL)		14	891+12 NB (DL)		14	897+19 NB (DL)		14	903+80 NB (DL)		14
886+60 SB (DL)		14	891+50 NB (DL)		14	897+53 SB (DL)		14	903+80 NB (PL)		12
886+60 SB (PL)		12	891+74 SB (DL)		14	897+53 SB (PL)		12	903+86 SB (DL)		14
886+69 NB (DL)		14	891+74 SB (PL)		12	897+92 NB (DL)		14	904+05 SB (DL)		14
886+69 NB (PL)		12	892+10 SB (PL)		12	897+92 NB (PL)		12	904+21 SB (DL)		14
886+90 NB (DL)		14	892+21 NB (DL)		14	898+34 SB (DL)		14	904+58 SB (DL)		14
887+08 NB (DL)		14	892+27 SB (PL)		12	898+34 SB (PL)		12	904+58 SB (PL)		12
887+13 SB (DL)		14	892+42 NB (DL)		14	898+72 SB (DL)		14	904+72 NB (DL)		14
887+26 NB (DL)		14	892+66 SB (DL)		14	898+88 SB (DL)		14	904+98 SB (DL)		14
887+52 SB (DL)		14	892+66 SB (PL)		12	899+09 SB (DL)		14	904+98 SB (PL)		12
887+52 SB (PL)		12	892+82 SB (DL)		14	899+09 SB (PL)		12	905+12 SB (PL)		12
TABLE 9 SUB-TOTAL:		472	TABLE 10 SUB-TOTAL:		476	TABLE 11 SUB-TOTAL:		528	TABLE 12 SUB-TOTAL:		491
DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE		
PROJECT NO: 1178-08-60		HWY: USH 51	COUNTY: LINCOLN		MISCELLANEOUS QUANTITIES			SHEET:		E	

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ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)		
TABLE 13		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 14		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 15		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 16		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS
STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)
905+13 SB (DL)		14	911+20 SB (DL)		14	918+60 NB (DL)		14	940+79 NB (PL)		12
905+32 SB (DL)		14	911+20 SB (PL)		12	918+80 NB (DL)		14	941+25 SB (DL)		12
905+32 SB (PL)		12	911+40 SB (DL)		14	919+69 SB (DL)		14	941+16 NB (PL)		12
905+68 SB (DL)		14	911+40 SB (PL)		12	920+02 NB (PL)		12	942+96 NB (PL)		12
905+88 SB (DL)		14	911+59 SB (DL)		14	920+20 SB (DL)		14	943+18 NB (DL)		14
906+06 SB (DL)		14	911+94 SB (DL)		14	920+20 SB (PL)		12	943+18 NB (PL)		12
906+06 SB (PL)		12	911+94 SB (PL)		12	920+59 SB (DL)		14	943+37 NB (DL)		14
906+42 SB (DL)		14	912+75 NB (PL)		12	920+59 SB (PL)		12	943+52 NB (DL)		14
906+81 SB (DL)		14	913+10 NB (PL)		12	920+94 SB (DL)		14	943+72 NB (DL)		14
906+81 SB (PL)		12	913+23 SB (DL)		14	921+52 SB (DL)		14	943+90 NB (PL)		14
907+31 SB (DL)		14	913+23 SB (PL)		12	921+52 SB (PL)		12	944+10 NB (DL)		14
907+37 SB (PL)		12	913+41 SB (DL)		14	921+52 NB (DL)		14	944+10 NB (PL)		12
907+52 SB (DL)		14	913+41 SB (PL)		12	921+70 SB (DL)		14	944+82 NB (PL)		12
907+52 SB (PL)		12	914+50 SB (DL)		12	921+87 SB (DL)		14	945+33 NB (PL)		12
907+47 NB (PL)		12	914+52 NB (DL)	914+88 NB (DL)	36	921+87 SB (PL)		12	946+10 NB (PL)		12
908+08 SB (DL)		14	914+88 SB (DL)		14	922+11 SB (PL)		12	946+28 NB (PL)		12
908+08 SB (PL)		12	914+88 SB (PL)	*****Item not used*****		93+00 NB (DL)		14	946+83 NB (DL)		14
908+62 SB (DL)		14	915+04 SB (DL)			93+00 NB (PL)		12	947+04 NB (DL)		14
908+62 SB (PL)		12	915+14 NB (DL)		14	928+18 SB (DL)		14	947+20 NB (DL)		14
908+83 SB (DL)		14	915+14 NB (PL)		12	930+12 NB (PL)	930+21 NB (PL)	15	948+10 NB (DL)		14
908+83 SB (PL)		12	915+23 SB (DL)		14	931+52 SB (DL)		14	948+29 NB (DL)		14
908+99 SB (DL)		14	915+23 SB (PL)		12	931+70 NB (DL)		14	948+49 NB (DL)		14
909+35 SB (DL)		14	915+33 NB (DL)		26	931+85 NB (DL)		14	948+49 NB (PL)		12
909+54 SB (DL)		14	916+00 SB (DL)		14	931+85 NB (PL)		12	948+68 NB (DL)		14
909+54 SB (PL)		12	916+00 SB (PL)		12	932+27 SB (DL)		14	948+85 NB (DL)		14
909+75 SB (DL)		14	916+55 SB (DL)		14	932+79 NB (DL)		14	949+04 NB (DL)		14
909+75 SB (PL)		12	916+43 NB (DL)		14	933+13 NB (DL)		14	949+23 NB (DL)		14
909+22 SB (DL)		14	916+43 NB (PL)		12	933+39 SB (DL)		14	949+39 NB (DL)		14
910+30 SB (DL)		14	916+90 SB (DL)		14	934+52 SB (DL)		14	949+42 SB (DL)	939+55 SB (DL)	13
910+30 SB (PL)		12	917+07 SB (DL)		14	936+08 NB (DL)		14	949+93 NB (PL)		12
910+46 SB (DL)		14	917+25 SB (DL)		14	936+25 NB (PL)		12	950+17 SB (DL)	950+30 SB (DL)	13
910+46 SB (PL)		12	917+88 NB (DL)		14	938+62 SB (DL)		14	950+32 NB (DL)		14
910+58 NB (DL)		14	917+82 SB (DL)		14	938+62 SB (PL)		12	950+50 NB (DL)		14
910+62 NB (PL)		12	917+82 SB (PL)		12	940+05 NB (PL)		12	950+86 NB (DL)		14
910+84 SB (DL)		14	918+23 SB (DL)		14	940+61 NB (DL)		14	951+23 NB (DL)		14
910+84 SB (PL)		12	918+23 SB (PL)		12	940+79 NB (DL)		14	951+23 NB (PL)		12
TABLE 13 SUB-TOTAL:		474	TABLE 14 SUB-TOTAL:		508	TABLE 15 SUB-TOTAL:		483	TABLE 16 SUB-TOTAL:		476
DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE		
PROJECT NO: 1178-08-60		HWY: USH 51		COUNTY: LINCOLN		MISCELLANEOUS QUANTITIES				SHEET: E	

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ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)					
TABLE 17		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 18		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 19		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 20		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS			
STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)			
952+68 NB (PL)	956+20 SB (DL)	12	962+23 SB (PL)		12	970+68 NB (DL)	973+12 NB (DL)	20	980+28 NB (PL)	981+20 NB (DL)	12			
952+87 NB (DL)		14	962+35 NB (PL)		12	970+82 NB (DL)		14	980+65 NB (DL)		14			
952+87 NB (PL)		12	962+73 NB (PL)		12	970+82 NB (PL)		12	980+65 NB (PL)		12			
953+42 NB (DL)		14	962+91 NB (PL)		12	971+24 NB (DL)		14	980+75 NB (DL)		84			
953+42 NB (PL)		12	963+11 NB (PL)		12	972+42 NB (PL)		12	980+20 NB (DL)		14			
953+78 NB (PL)		12	963+30 NB (PL)		12	972+46 NB (DL)		14	980+20 NB (PL)		12			
954+72 NB (DL)		14	963+65 NB (DL)		14	972+80 NB (DL)		34	981+51 NB (PL)		12			
954+90 NB (DL)		14	963+65 NB (PL)		12	972+96 NB (PL)		12	981+94 NB (DL)		14			
954+90 NB (PL)		12	964+23 NB (PL)		12	973+74 NB (DL)		14	982+12 NB (DL)		14			
956+09 SB (DL)		11	964+61 NB (PL)		12	973+74 NB (PL)		12	982+12 NB (PL)		12			
956+34 NB (PL)		12	965+33 NB (DL)		14	973+92 NB (DL)		14	982+50 NB (DL)		14			
956+48 NB (PL)		12	965+33 NB (PL)		12	973+92 NB (PL)		12	982+85 NB (DL)		14			
956+71 NB (DL)		14	965+69 NB (DL)		14	974+30 NB (DL)		14	982+85 NB (PL)	12				
956+71 NB (PL)		12	965+69 NB (PL)		12	974+30 NB (PL)		12	982+85 NB (DL)	80				
956+90 NB (DL)		14	966+42 NB (PL)		12	974+68 NB (DL)		14	983+24 NB (DL)	14				
956+90 NB (PL)		12	966+78 NB (DL)		14	975+03 NB (DL)		14	983+41 NB (DL)	14				
957+10 NB (DL)		14	967+34 NB (DL)		14	975+03 NB (PL)		12	983+59 NB (DL)	14				
957+64 NB (DL)		14	967+51 NB (DL)		14	975+22 NB (DL)		14	983+59 NB (PL)	12				
957+83 NB (DL)		14	976+91 NB (DL)		*****Item not used*****		0 NB (DL)	975+65 NB (DL)	14	983+77 NB (DL)	14			
958+35 NB (DL)		14	967+91 NB (DL)				0 NB (PL)		12	983+77 NB (PL)	12			
958+35 NB (PL)		12	968+27 NB (PL)			12	975+51 NB (DL)		14	984+31 NB (DL)	14			
958+74 NB (PL)		14	968+62 NB (DL)			14	975+76 NB (DL)		14	984+31 NB (PL)	12			
959+28 NB (DL)		14	968+80 NB (PL)			12	976+15 NB (DL)		16	984+31 NB (DL)	21			
959+28 NB (PL)		12	968+84 SB (DL)			14	976+30 NB (PL)		17	984+52 NB (DL)	14			
959+46 NB (DL)		14	968+84 SB (PL)			12	977+19 NB (PL)		12	985+42 NB (DL)	14			
959+46 NB (PL)		12	969+01 NB (DL)			14	977+37 NB (DL)		14	985+61 NB (DL)	14			
960+37 NB (DL)		14	969+18 NB (DL)			14	977+54 NB (DL)		14	985+61 NB (PL)	12			
960+37 NB (PL)		12	969+36 NB (DL)			14	977+92 NB (DL)		14	986+30 NB (PL)	12			
960+58 NB (DL)		14	969+36 NB (PL)			14	978+45 NB (DL)		14	986+52 NB (DL)	14			
961+10 NB (PL)		12	969+53 NB (DL)			14	978+45 NB (PL)		12	987+05 NB (DL)	21			
961+13 NB (DL)		14	969+53 NB (PL)			12	978+82 NB (DL)		14	987+22 NB (PL)	12			
961+29 NB (DL)		14	969+72 SB (DL)			14	979+03 NB (DL)		14	987+40 NB (DL)	48			
961+29 NB (PL)		12	969+72 SB (PL)			12	979+32 NB (DL)		6	987+60 NB (PL)	12			
961+66 NB (PL)		12	969+70 NB (DL)			14	979+95 NB (DL)		14	987+79 NB (DL)	14			
961+84 NB (PL)		12	969+70 NB (PL)			12	980+09 NB (PL)		12	987+79 NB (PL)	12			
962+23 SB (DL)		14	969+92 NB (DL)			14	980+28 NB (DL)		14	988+34 NB (DL)	14			
TABLE 17 SUB-TOTAL:		467	TABLE 18 SUB-TOTAL:		566	TABLE 19 SUB-TOTAL:			505	TABLE 20 SUB-TOTAL:		660		
DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE				DL = DRIVING LANE PL = PASSING LANE				
PROJECT NO: 1178-08-60		HWY: USH 51	COUNTY: LINCOLN			MISCELLANEOUS QUANTITIES				SHEET: E				

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ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			
TABLE 21		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 22		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 23		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 24		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	
STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	
988+34 NB (PL)	998+82 NB (PL)	12	1004+85 NB (DL)	1006+66 NB (DL)	14	1014+12 NB (PL)	1015+50 NB (PL)	12	1021+49 NB (DL)	1022+30 NB (DL)	14	
990+54 NB (DL)		14	1004+85 NB (PL)		12	1014+30 SB (DL)		14	1021+65 NB (DL)		14	
990+72 NB (DL)		14	1005+56 NB (DL)		14	1014+30 SB (PL)		12	1021+75 NB (DL)		99	
991+08 NB (DL)		14	1005+56 NB (PL)		12	1014+33 NB (PL)		16	1021+86 NB (PL)		12	
991+08 NB (PL)		12	1005+95 NB (PL)		12	1014+54 NB (DL)		14	1022+21 NB (PL)		12	
991+26 NB (DL)		14	1006+66 SB (DL)		14	1014+54 NB (PL)		12	1022+93 NB (DL)		14	
991+26 NB (PL)		12	1006+66 SB (PL)		12	1014+70 NB (PL)		12	1022+93 NB (PL)		12	
991+64 NB (DL)		14	1006+56 NB (DL)		23	1014+89 NB (PL)		12	1023+68 NB (DL)		14	
992+18 NB (DL)		14	1006+64 NB (PL)		12	1015+26 NB (PL)		36	1024+03 NB (DL)		14	
992+18 NB (PL)		12	1007+04 NB (DL)		14	1015+69 NB (PL)	1015+90 NB (PL)	24	1024+03 NB (PL)		12	
992+38 NB (DL)		14	1007+04 NB (PL)		12	1016+35 NB (PL)	12	1024+24 NB (DL)	14			
992+92 NB (DL)		12	1007+38 NB (PL)		12	1016+57 NB (PL)	12	1024+60 NB (DL)	14			
993+86 NB (PL)		12	1007+76 NB (DL)		14	1016+84 NB (DL)	1017+55 NB (DL)	73	1024+60 NB (PL)		12	
995+68 NB (DL)		14	1007+97 NB (DL)		14	1017+60 NB (PL)	12	1024+80 NB (DL)	14			
995+68 NB (PL)		12	1008+11 NB (DL)		14	1017+82 NB (DL)	14	1025+13 NB (DL)	14			
996+06 NB (DL)		14	1008+11 NB (PL)		12	1018+02 NB (DL)	14	1025+13 NB (PL)	12			
996+80 NB (DL)		14	1008+46 NB (PL)		*****Item not used*****		1018+91 NB (DL)	26	1026+06 NB (DL)		14	
998+34 NB (PL)		50	1008+87 NB (DL)				1018+91 NB (PL)	14	1026+25 NB (DL)		14	
998+96 NB (DL)		14	1008+87 NB (PL)				1018+91 NB (PL)	14	1026+25 NB (PL)		12	
998+96 NB (PL)		12	1010+35 NB (DL)			1019+25 NB (DL)	12	1026+98 NB (DL)	14			
999+32 NB (PL)		12	1010+35 NB (PL)			1019+25 NB (PL)	14	1026+98 NB (PL)	12			
999+72 NB (DL)		14	1010+70 NB (DL)			1019+25 NB (PL)	12	1027+72 NB (DL)	20			
999+72 NB (PL)		12	1010+70 NB (PL)			1019+25 NB (DL)	1019+63 NB (DL)	91	1028+59 NB (DL)	14		
1001+19 NB (PL)		12	1010+89 NB (DL)			1019+46 NB (PL)	12	1028+59 NB (PL)	12			
1001+69 NB (PL)		12	1011+05 NB (DL)			1019+85 NB (DL)	14	1029+16 NB (DL)	14			
1001+74 NB (DL)		14	1011+05 NB (PL)			1020+00 NB (PL)	12	1029+16 NB (PL)	12			
1002+26 NB (DL)		14	1011+81 NB (DL)			1020+04 NB (DL)	14	1029+60 NB (DL)	14			
1002+26 NB (PL)		12	1011+81 NB (PL)			1020+19 NB (DL)	14	1030+18 NB (DL)	14			
1002+60 NB (DL)		14	1012+31 NB (DL)			1020+19 NB (PL)	1020+42 NB (PL)	34	1030+37 NB (DL)	14		
1002+60 NB (PL)		12	1012+31 NB (PL)			1020+36 NB (DL)	14	1030+57 NB (DL)	14			
1002+99 NB (DL)		14	1012+50 NB (DL)			1020+72 NB (DL)	14	1030+57 NB (PL)	12			
1003+02 NB (PL)		12	1012+50 NB (PL)			1020+72 NB (PL)	12	1030+76 NB (DL)	14			
1003+74 NB (DL)		14	1013+45 NB (DL)			1020+93 NB (DL)	14	1031+29 NB (DL)	14			
1003+74 NB (PL)		12	1013+45 NB (PL)			1020+93 NB (PL)	12	1031+29 NB (PL)	12			
1004+11 NB (DL)		14	1013+58 NB (PL)			1021+14 NB (DL)	14	1031+67 NB (DL)	14			
1004+11 NB (PL)		12	1013+79 NB (PL)			1021+14 NB (PL)	12	1031+67 NB (PL)	12			
TABLE 21 SUB-TOTAL:		506	TABLE 22 SUB-TOTAL:		475	TABLE 23 SUB-TOTAL:		676	TABLE 24 SUB-TOTAL:		569	
DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			
PROJECT NO: 1178-08-60		HWY: USH 51	COUNTY: LINCOLN		MISCELLANEOUS QUANTITIES				SHEET:			

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ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)					
TABLE 25		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 26		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 27		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 28		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS			
STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)			
1031+87 SB (DL)	1032+97 NB (DL)	14	1039+55 NB (DL)	1040+91 NB (DL)	14	1049+04 NB (PL)	1050+05 NB (DL)	12	1056+76 NB (DL)		14			
1031+87 SB (PL)		12	1040+03 NB (PL)		12	1049+06 SB (DL)		14	1056+76 NB (PL)		12			
1031+98 NB (DL)		14	1040+07 NB (DL)		14	1049+06 SB (PL)		12	1057+31 NB (DL)		14			
1023+02 NB (PL)		12	1040+45 NB (PL)		12	1049+26 NB (DL)		14	1057+31 NB (PL)		12			
1032+36 NB (DL)		14	1040+45 NB (DL)		58	1049+47 NB (PL)		10	1058+18 NB (DL)		14			
1032+36 NB (PL)		12	1040+80 NB (PL)		12	1049+50 NB (DL)		90	1058+22 NB (PL)		12			
1032+75 NB (DL)		14	1040+96 NB (PL)		12	1050+60 NB (PL)		12	1059+29 NB (DL)		14			
1032+75 NB (PL)		12	1041+16 NB (DL)		14	1050+70 NB (DL)		14	1060+07 NB (DL)		14			
1032+75 NB (DL)		23	1041+16 NB (PL)		12	1050+70 NB (PL)		12	1060+22 NB (DL)		14			
1033+10 NB (DL)		14	1041+89 NB (PL)		12	1051+06 NB (DL)		14	1061+14 NB (PL)		12			
1033+10 NB (PL)		12	1042+64 NB (DL)		14	1051+06 NB (PL)		12	1061+68 NB (DL)		14			
1033+47 NB (DL)		14	1042+64 NB (PL)		12	1051+26 NB (DL)		14	1062+14 SB (DL)		14			
1033+47 NB (PL)		12	1042+82 NB (DL)		14	1051+44 NB (DL)		14	1062+14 SB (PL)		12			
1033+82 NB (DL)		14	1042+82 NB (PL)		12	1051+44 NB (PL)		12	1062+21 NB (DL)		14			
1033+82 NB (PL)		12	1043+36 NB (DL)		14	1051+84 NB (DL)		14	1062+21 NB (PL)		12			
1034+19 NB (DL)		14	1044+49 NB (DL)		14	1052+00 NB (DL)		1052+53 NB (DL)	14		1062+38 NB (DL)	14		
1034+19 NB (PL)		12	1044+49 NB (PL)		12	1052+08 NB (DL)			43		1062+38 NB (PL)	12		
1034+54 NB (PL)		12	1044+86 NB (DL)		23	1052+88 NB (DL)			14		1062+59 NB (DL)	14		
1035+60 SB (DL)		14	1045+59 NB (DL)		*****Item not used*****				B (PL)		12	1062+59 NB (PL)	12	
1035+60 SB (PL)		12	1045+59 NB (PL)						B (DL)		17	1062+99 NB (DL)	14	
1036+01 NB (DL)		14	1045+96 NB (PL)						12		20	1063+31 NB (DL)	14	
1036+01 NB (PL)		12	1046+36 SB (DL)						14		14	1063+31 NB (PL)	12	
1036+17 NB (PL)		12	1047+08 SB (DL)						14		14	1063+31 NB (DL)	1063+76 NB (DL)	42
1036+19 NB (DL)		14	1047+08 SB (PL)						12		12	1064+08 NB (DL)	14	
1036+55 NB (PL)		12	1047+24 NB (DL)						14		14	1064+08 NB (PL)	12	
1036+67 NB (DL)	1036+81 NB (DL)	17	1047+24 NB (PL)			12	12		1064+80 NB (DL)	14				
1036+58 NB (PL)		12	1047+40 NB (DL)			14	14		1064+80 NB (PL)	12				
1038+25 NB (PL)		12	1047+40 NB (PL)			12	12		1064+80 NB (DL)	1064+91 NB (DL)	19			
1038+41 NB (PL)		12	1047+93 SB (PL)			12	14		1065+51 NB (DL)	14				
1038+45 NB (DL)		14	1047+97 SB (DL)			14	12		1065+51 NB (PL)	12				
1038+67 SB (DL)		14	1048+14 NB (DL)			14	10		1065+88 NB (DL)	14				
1038+67 SB (PL)		12	1048+14 NB (PL)			12	12		1066+26 NB (DL)	14				
1038+94 NB (DL)		28	1048+48 NB (DL)			14	12		1066+26 NB (PL)	12				
1038+94 NB (PL)		12	1048+48 NB (PL)			12	12		1066+64 NB (DL)	14				
1039+15 NB (DL)		14	1048+85 NB (DL)			14	12		1066+64 NB (PL)	12				
1039+15 NB (PL)		12	1048+85 NB (PL)			12	12		1067+31 NB (DL)	14				
TABLE 25 SUB-TOTAL:		492	TABLE 26 SUB-TOTAL:		521	TABLE 27 SUB-TOTAL:			578	TABLE 28 SUB-TOTAL:		509		
DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE				DL = DRIVING LANE PL = PASSING LANE				
PROJECT NO: 1178-08-60		HWY: USH 51	COUNTY: LINCOLN		MISCELLANEOUS QUANTITIES				SHEET:		E			

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ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)		
TABLE 29		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 30		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 31		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	TABLE 32		SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS
STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)	STATION	STATION	(LF)
1067+31 NB (PL)		12	1082+21 NB (DL)		14	1090+86 NB (PL)		12	1104+41 NB (PL)		12
1067+44 NB (DL)	1067+61 NB (DL)	17	1082+35 NB (DL)		14	1092+51 NB (DL)		14	1105+01 NB (DL)		14
1068+35 NB (DL)	1068+99 NB (DL)	65	1082+71 NB (DL)		14	1092+51 NB (PL)		12	1105+01 NB (PL)		12
1068+99 NB (PL)		12	1082+71 NB (PL)		12	1092+69 NB (DL)		14	1105+65 NB (DL)	1105+92 NB (DL)	28
1069+20 NB (DL)	1070+99 NB (DL)	185	1083+28 NB (DL)		14	1092+69 NB (PL)		12	1106+29 NB (PL)		12
1069+88 NB (PL)		12	1083+46 NB (DL)		14	1093+06 NB (DL)		14	1106+65 NB (PL)		12
1070+27 NB (PL)		12	1083+46 NB (PL)		12	1093+06 NB (PL)		12	1107+43 NB (PL)		12
1070+99 NB (DL)		14	1083+49 NB (DL)	1084+03 NB (DL)	53	1093+44 NB (DL)		14	1108+12 NB (PL)		12
1070+99 NB (PL)		12	1083+83 NB (DL)		14	1093+44 NB (PL)		12	1108+52 NB (DL)		14
1071+18 NB (DL)		14	1083+83 NB (PL)		12	1094+20 NB (DL)		14	1108+83 NB (PL)		12
1071+18 NB (PL)		12	1084+00 NB (DL)		14	1094+20 NB (PL)		12	1109+41 NB (PL)		12
1071+27 NB (DL)	1073+34 NB (DL)	208	1084+37 NB (DL)		14	1094+72 NB (DL)		14	1109+60 NB (PL)		12
1071+37 NB (PL)		12	1084+54 NB (PL)		12	1095+47 NB (DL)		14	1109+97 NB (DL)		14
1071+58 NB (PL)		12	1085+28 NB (DL)		14	1095+66 NB (DL)		14	1109+97 NB (PL)		12
1071+80 NB (PL)		12	1085+28 NB (PL)		12	1095+81 NB (DL)		14	1110+15 NB (DL)		14
1072+22 NB (PL)		12	1085+69 NB (DL)		14	1096+17 NB (DL)		14	1110+33 NB (DL)		14
1072+58 NB (PL)		12	1085+69 NB (PL)		12	1096+17 NB (PL)		12	1110+33 NB (PL)		12
1073+15 NB (PL)		12	1085+87 SB (DL)		14	1096+40 NB (DL)		14	1110+54 NB (DL)		14
1073+72 NB (DL)		14	1085+87 SB (PL)		12	1096+72 NB (PL)		12	1110+87 NB (DL)		14
1073+72 NB (PL)		12	1086+19 NB (PL)		12	1097+47 NB (DL)		14	1111+07 NB (DL)		14
1075+18 NB (DL)		14	1086+23 NB (DL)		14	1097+47 NB (PL)		12	1111+07 NB (PL)		12
1075+18 NB (PL)		12	1086+23 NB (PL)		12	1098+00 NB (DL)		14	1111+42 NB (DL)		14
1075+70 NB (PL)		12	1088+59 NB (PL)		12	1098+00 NB (PL)		14	1111+42 NB (PL)		12
1078+85 NB (DL)		14	1088+78 NB (DL)		14	1099+70 NB (DL)		14	1111+60 NB (DL)		14
1078+85 NB (PL)		12	1088+98 NB (PL)		12	1100+04 NB (DL)		14	1111+60 NB (PL)		12
1079+23 SB (DL)		14	1089+04 NB (DL)		14	1100+04 NB (PL)		12	1111+80 NB (DL)		14
1079+23 SB (PL)		12	1089+39 NB (DL)		14	1100+41 NB (DL)		14	1111+80 NB (PL)		12
1079+60 NB (DL)		14	1089+39 NB (PL)		12	1100+41 NB (PL)		12	1112+73 NB (DL)		14
1079+88 NB (DL)	1080+52 NB (DL)	64	1089+56 NB (DL)		14	1101+53 NB (DL)		14	1113+08 NB (DL)		14
1080+13 NB (PL)		12	1089+75 NB (DL)		14	1101+53 NB (PL)		12	1113+08 NB (PL)		12
1081+11 NB (DL)		14	1089+75 NB (PL)		12	1102+60 NB (PL)		12	1113+28 NB (DL)		14
1081+11 NB (PL)		12	1090+12 NB (DL)		14	1102+99 NB (DL)		14	1113+63 NB (DL)		14
1081+79 NB (DL)		14	1090+12 NB (PL)		12	1102+99 NB (PL)		12	1113+82 NB (DL)		14
1081+79 NB (PL)		12	1090+50 NB (DL)		14	1103+72 NB (DL)		14	1114+00 NB (DL)		14
1082+06 NB (DL)		16	1090+50 NB (PL)		12	1103+72 NB (PL)		12	1114+00 NB (PL)		12
1082+06 NB (PL)	1082+24 NB (PL)	29	1090+86 NB (DL)		14	1104+06 NB (PL)		12	1114+75 NB (DL)		14
TABLE 29 SUB-TOTAL:		950	TABLE 30 SUB-TOTAL:		513	TABLE 31 SUB-TOTAL:		472	TABLE 32 SUB-TOTAL:		484
DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE			DL = DRIVING LANE PL = PASSING LANE		
PROJECT NO: 1178-08-60		HWY: USH 51		COUNTY: LINCOLN		MISCELLANEOUS QUANTITIES				SHEET: E	

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ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS	ASPHALTIC SURFACE IN PCC CRACKS (ALL ITEMS CATEGORY 0010)			SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS				
TABLE 33				TABLE 34				TABLE 35				TABLE 36							
STATION	STATION	(LF)		STATION	STATION	(LF)		STATION	STATION	(LF)		STATION	STATION	(LF)					
1114+75 NB (PL)	1116+10 NB (DL)	12		1133+20 NB (PL)	1136+89 NB (DL)	12		1149+35 NB (PL)		12		1224+00 SB (PL)		12					
1115+46 NB (PL)		12		1133+42 NB (DL)		14		1149+73 NB (DL)		14		1225+96 SB (DL)		14					
1115+56 NB (DL)		54		1133+81 NB (DL)		14		1150+43 NB (DL)		14		1225+96 SB (PL)		12					
1116+19 NB (DL)		14		1135+04 NB (DL)		14		1150+43 NB (PL)		12		1227+74 SB (DL)		14					
1116+19 NB (PL)		12		1135+04 NB (PL)		12		1150+64 NB (DL)		14		1227+74 SB (PL)		12					
1116+56 NB (DL)		14		1135+27 NB (DL)		14		1150+84 NB (DL)		14		1233+06 SB (DL)		14					
1116+94 NB (PL)		12		1135+50 NB (DL)		14		1150+84 NB (PL)		12		1234+99 SB (DL)		14					
1117+10 NB (PL)		12		1136+47 NB (DL)		14		1151+94 NB (DL)		14		1234+99 SB (PL)		12					
1117+46 NB (PL)		12		1136+47 NB (PL)		12		1151+94 NB (PL)		12		1237+37 SB (DL)		14					
1118+40 NB (DL)		14		1136+70 NB (DL)		17		1152+28 NB (DL)		14		1237+37 SB (PL)		12					
1118+40 NB (PL)	1120+27 NB (DL)	12		1137+16 NB (PL)	*****Item not used*****	12		1152+28 NB (PL)		12		1238+75 NB (DL)		14					
1119+14 NB (DL)		14		1137+52 NB (DL)		14		1152+67 NB (DL)		14		1238+75 NB (PL)		12					
1119+14 NB (PL)		12		1137+52 NB (PL)		12		1152+67 NB (PL)		12		1239+66 NB (DL)		14					
1119+87 NB (PL)		12		1138+11 NB (DL)		14		1154+08 NB (DL)		14		1239+66 NB (PL)		12					
1119+97 NB (DL)		30		1138+11 NB (PL)		12		1154+08 NB (PL)		12		1240+03 NB (DL)		14					
1120+94 NB (DL)		14		1138+65 NB (DL)		14		1155+71 SB (PL)		12		1240+03 NB (PL)		12					
1120+94 NB (PL)		12		1138+65 NB (PL)				1156+31 SB (DL)		14		1247+64 SB (DL)		14					
1121+44 NB (DL)		1121+94 NB (DL)	52	1140+87 NB (DL)				1156+31 SB (PL)		12		1247+64 SB (PL)		12					
1122+15 NB (DL)		1122+32 NB (DL)	17	1140+87 NB (PL)			12	1157+31 NB (DL)		14		1248+33 SB (DL)		14					
1122+74 NB (PL)			12	1141+40 NB (PL)			12	1157+31 NB (PL)		12		1248+87 SB (DL)		14					
1123+12 NB (PL)	1122+32 NB (DL)	12		1142+68 NB (PL)		12		1158+72 SB (DL)		14		1248+87 SB (PL)		12					
1123+51 NB (DL)		26		1143+45 SB (DL)		14		1158+72 SB (PL)		12		1249+41 SB (DL)		14					
1124+24 NB (DL)		12		1143+45 SB (PL)		12		1159+26 SB (DL)		14		1249+41 SB (PL)		12					
1126+10 NB (DL)		14		1143+43 NB (DL)		14		1159+26 SB (PL)		12		1254+04 SB (DL)		14					
1126+10 NB (PL)		12		1145+84 NB (DL)		14		1159+99 SB (DL)		14		1254+04 SB (PL)		12					
1127+15 NB (PL)		12		1145+84 NB (PL)		12		1159+99 SB (PL)		12		1258+78 SB (DL)		14					
1127+94 NB (DL)		14		1146+36 NB (PL)		12		1219+54 SB (DL)		14		1258+78 SB (PL)		12					
1127+94 NB (PL)		12		1146+60 NB (DL)		14		1219+54 SB (PL)		12		1259+85 SB (DL)		14					
1128+67 NB (DL)		14		1146+60 NB (PL)		12		1220+06 SB (DL)		14		1262+14 SB (DL)		14					
1128+67 NB (PL)		12		1146+78 NB (DL)		14		1221+19 NB (DL)		14		1262+14 SB (PL)		12					
1129+37 NB (DL)		14		1146+78 NB (PL)		12		1221+34 SB (DL)		14		1264+60 NB (DL)		14					
1129+37 NB (PL)		12		1147+33 NB (DL)		14		1222+09 SB (PL)		12		1264+80 SB (DL)		14					
1132+19 SB (DL)		14		1147+33 NB (PL)		12		1222+40 SB (DL)		14		1264+80 SB (PL)		12					
1133+06 NB (DL)		14		1147+89 NB (DL)		14		1222+40 SB (PL)		12		1266+06 SB (DL)		14					
1133+06 NB (PL)		12		1148+44 NB (PL)		12		1223+64 SB (DL)		14		1266+06 SB (PL)		12					
1133+20 NB (DL)		14		1149+35 NB (DL)		14		1224+00 SB (DL)		14		1269+28 SB (DL)		14					
TABLE 33 SUB-TOTAL:			575	TABLE 34 SUB-TOTAL:			473	TABLE 35 SUB-TOTAL:			472	TABLE 36 SUB-TOTAL:			472				
DL = DRIVING LANE PL = PASSING LANE				DL = DRIVING LANE PL = PASSING LANE				DL = DRIVING LANE PL = PASSING LANE				DL = DRIVING LANE PL = PASSING LANE							
PROJECT NO: 1178-08-60			HWY: USH 51	COUNTY: LINCOLN				MISCELLANEOUS QUANTITIES				SHEET:							

ASPHALTIC SURFACE IN PCC CRACKS
(ALL ITEMS **CATEGORY 0010**)

TABLE 37

STATION	STATION	SPV.0090.01 ASPHALTIC SURFACE IN PCC CRACKS (LF)
1269+28 SB (PL)		12
1269+52 NB (DL)		14
1269+52 NB (PL)		12
*****Item not used*****		
1271+40 SB (DL)		14
1271+40 SB (PL)		12
1272+29 SB (DL)		14
1272+29 SB (PL)		12
1274+44 SB (DL)		14
1274+44 SB (PL)		12
1274+61 SB (DL)		14
1274+78 SB (DL)		14
1275+70 SB (DL)		14

TABLE 37 SUB-TOTAL: 184

PROJECT TOTAL: 19631

DL = DRIVING LANE PL = PASSING LANE

Major CCO Items added:
211.0400 Preparation Foundation for Asphaltic Shoulders, 3038 STA (USH 51 NB and SB project limits)
415.1410 Concrete Pavement Approach Slabs HES, 90 SY (B-35-123 and B-35-124 south appr. slabs)
509.2500 Concrete Masonry Decks, 0.8 CY (B-35-114 joint repair)
646.0805.S Pavement Marking Outfall, 1033 Each (USH 51 NB and SB, project limits)
SPV.0085.01 Polymastic Crack Sealer, 77,225 LB (replaced SPV.0090.01)

Note: See MQ tables for actual concrete pavement repair locations and types.

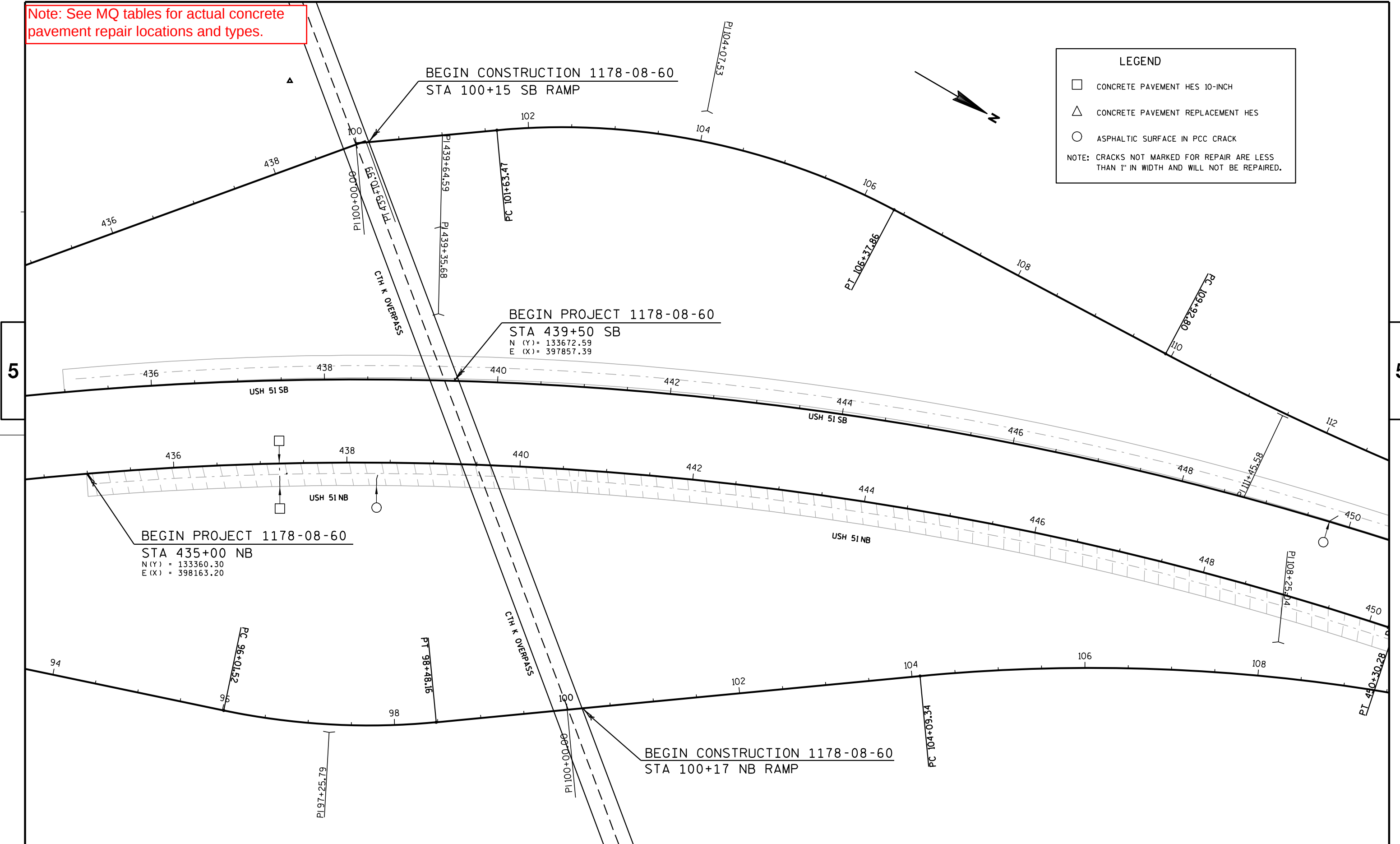
LEGEND

CONCRETE PAVEMENT HES 10-INCH

CONCRETE PAVEMENT REPLACEMENT HES

ASPHALTIC SURFACE IN PCC CRACK

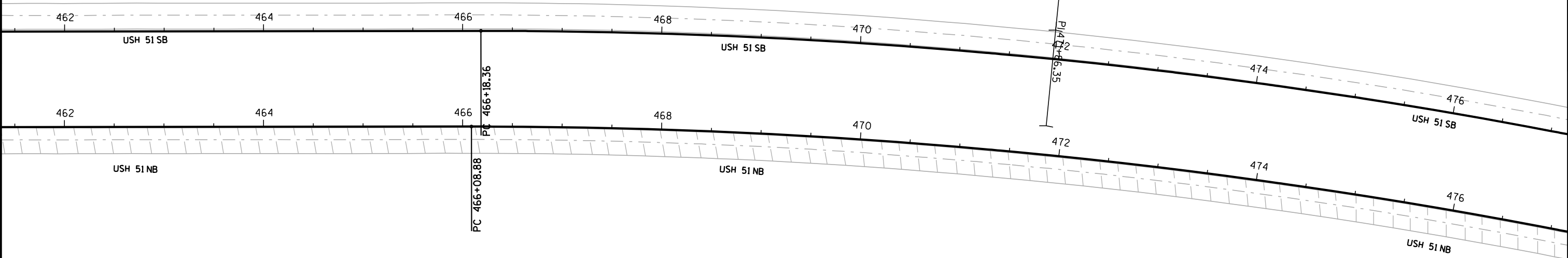
NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.



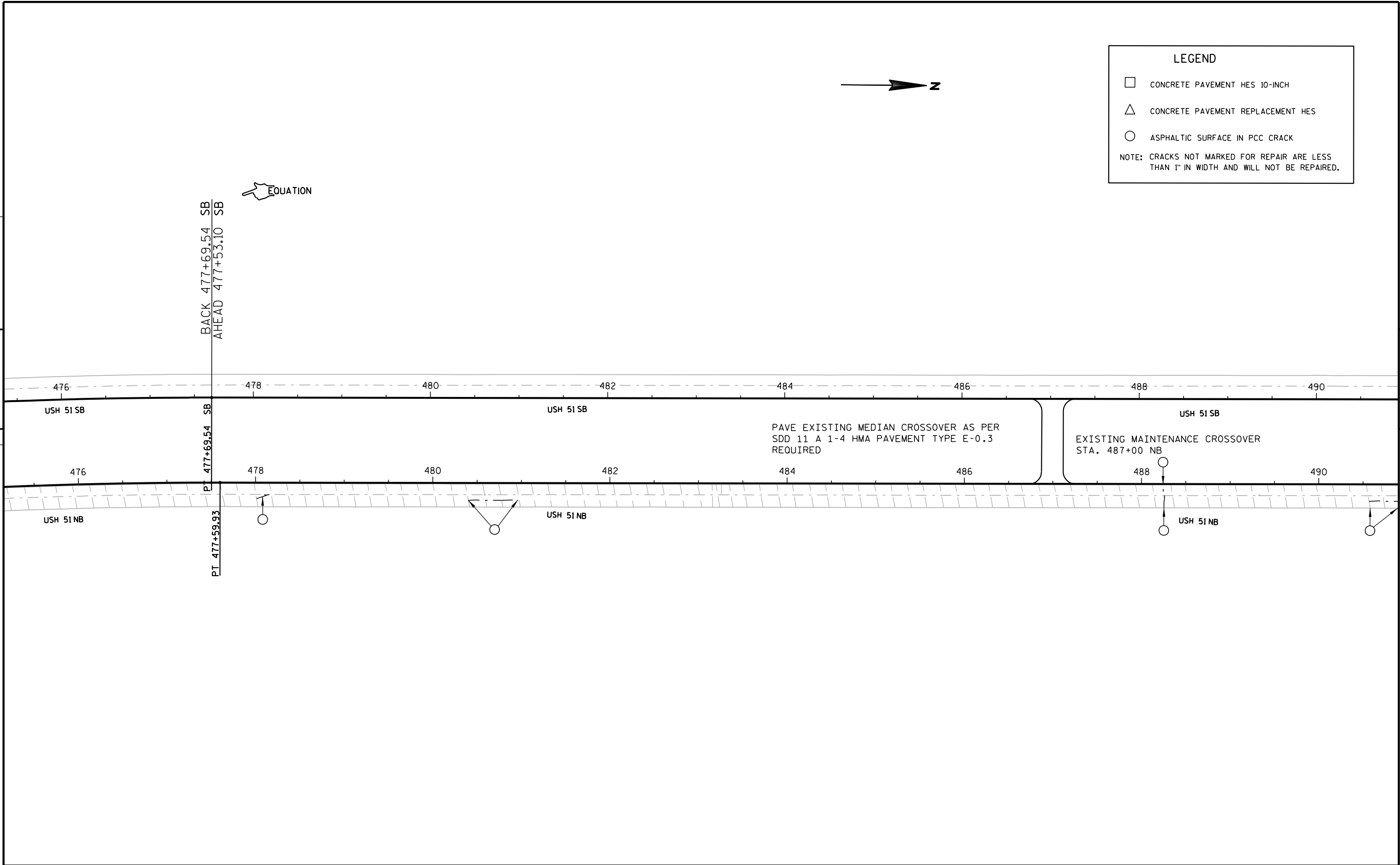


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LEGEND

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CONCRETE PAVEMENT HES 10-INCH

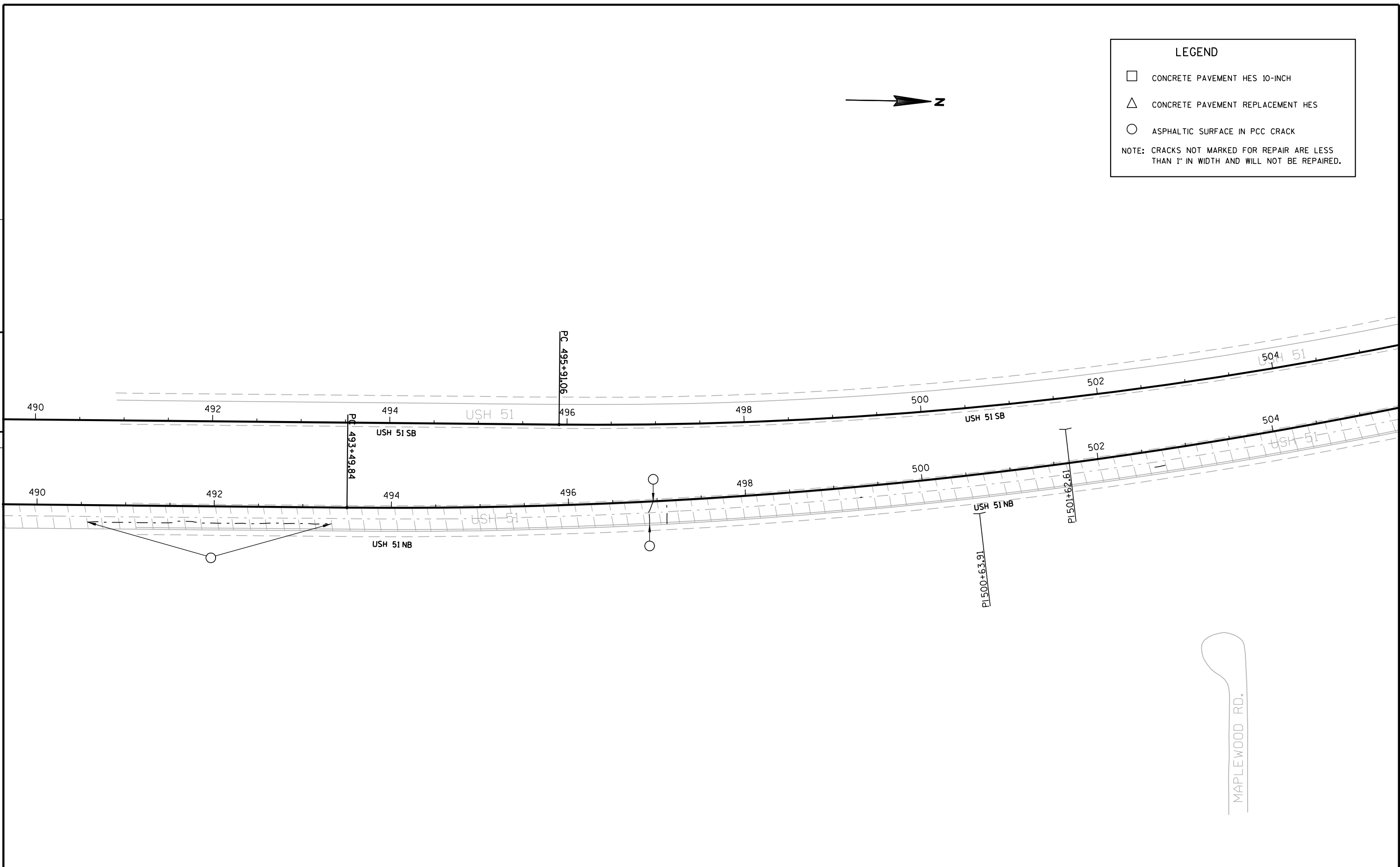
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CONCRETE PAVEMENT REPLACEMENT HES

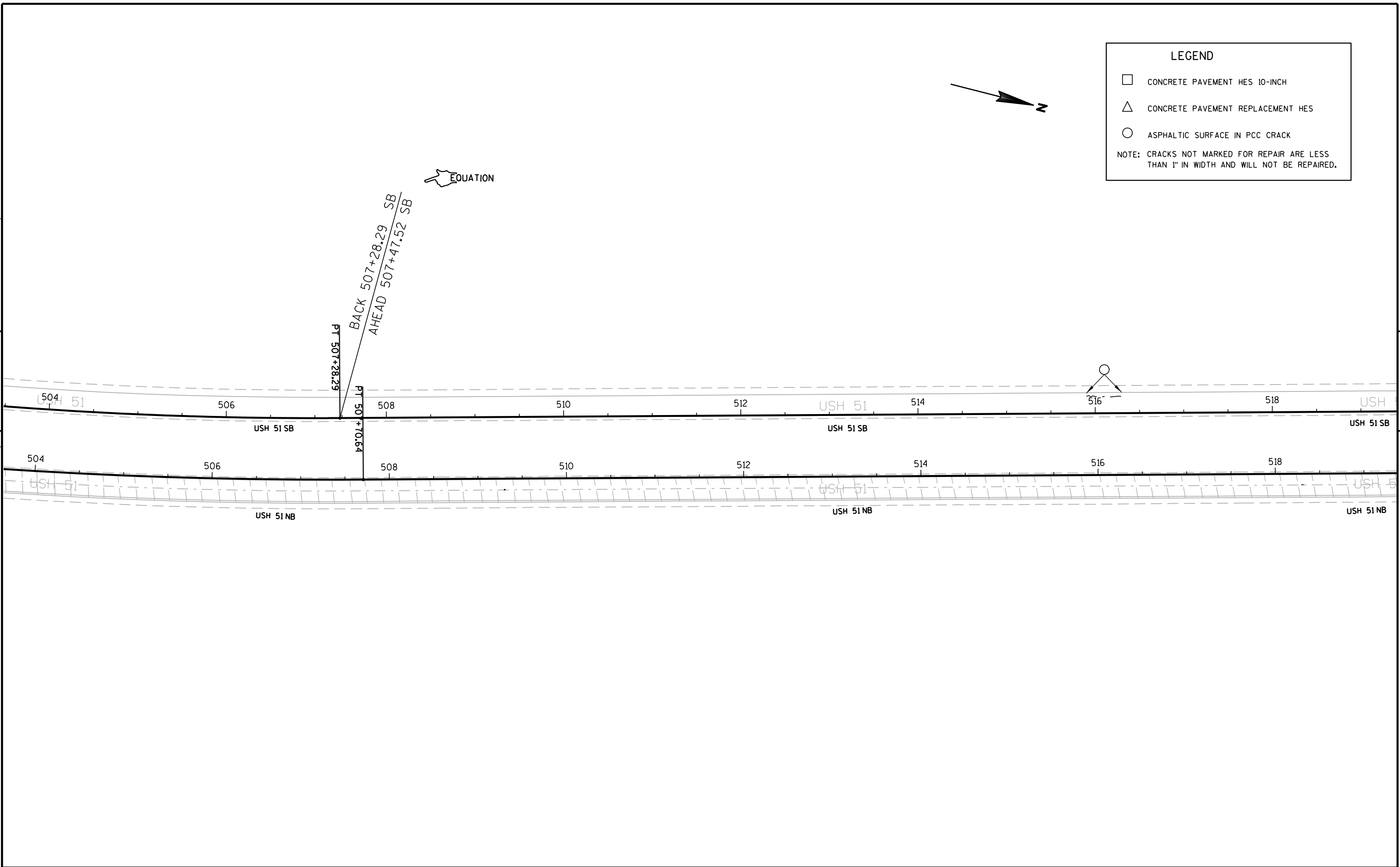
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ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.



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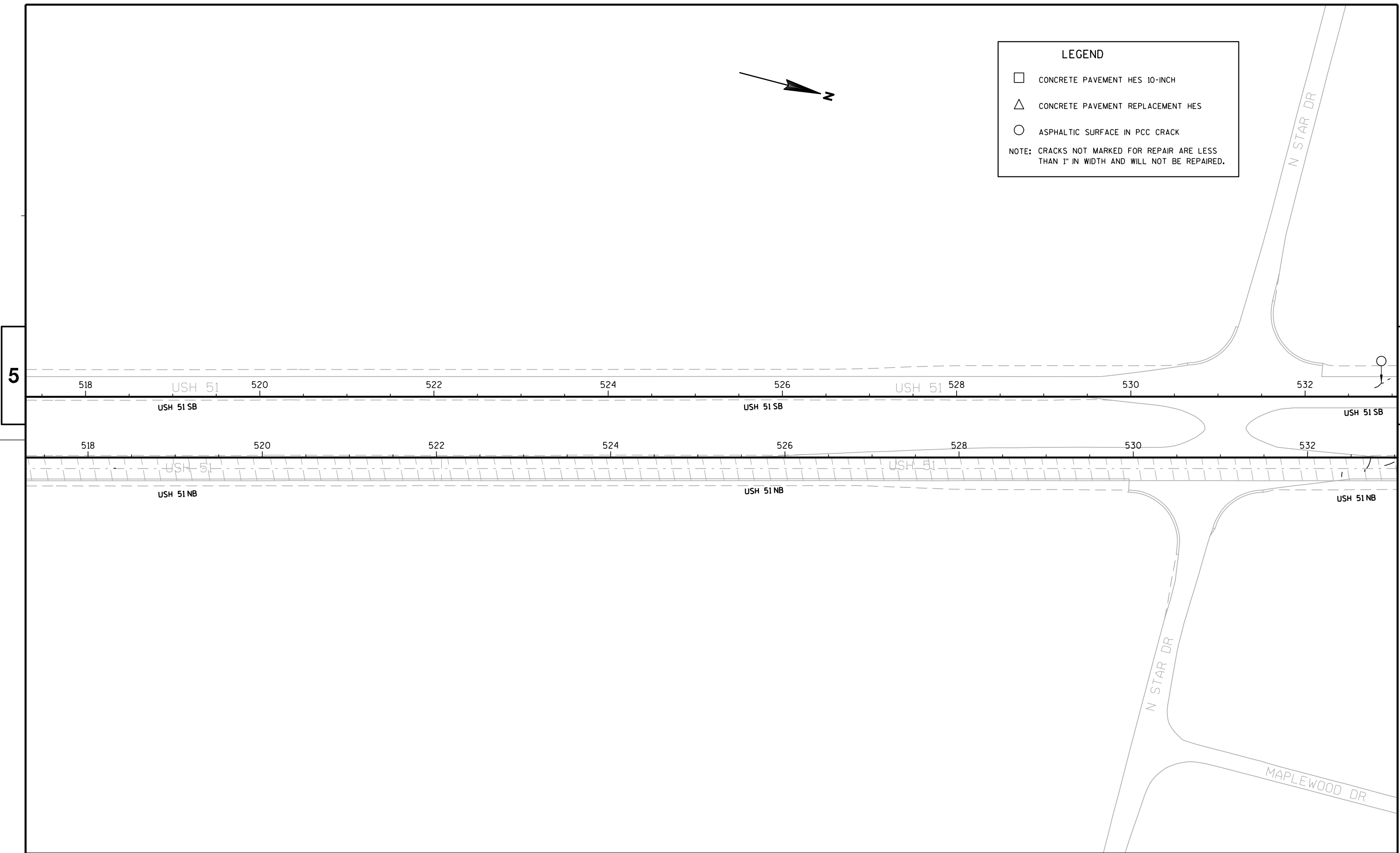
LEGEND

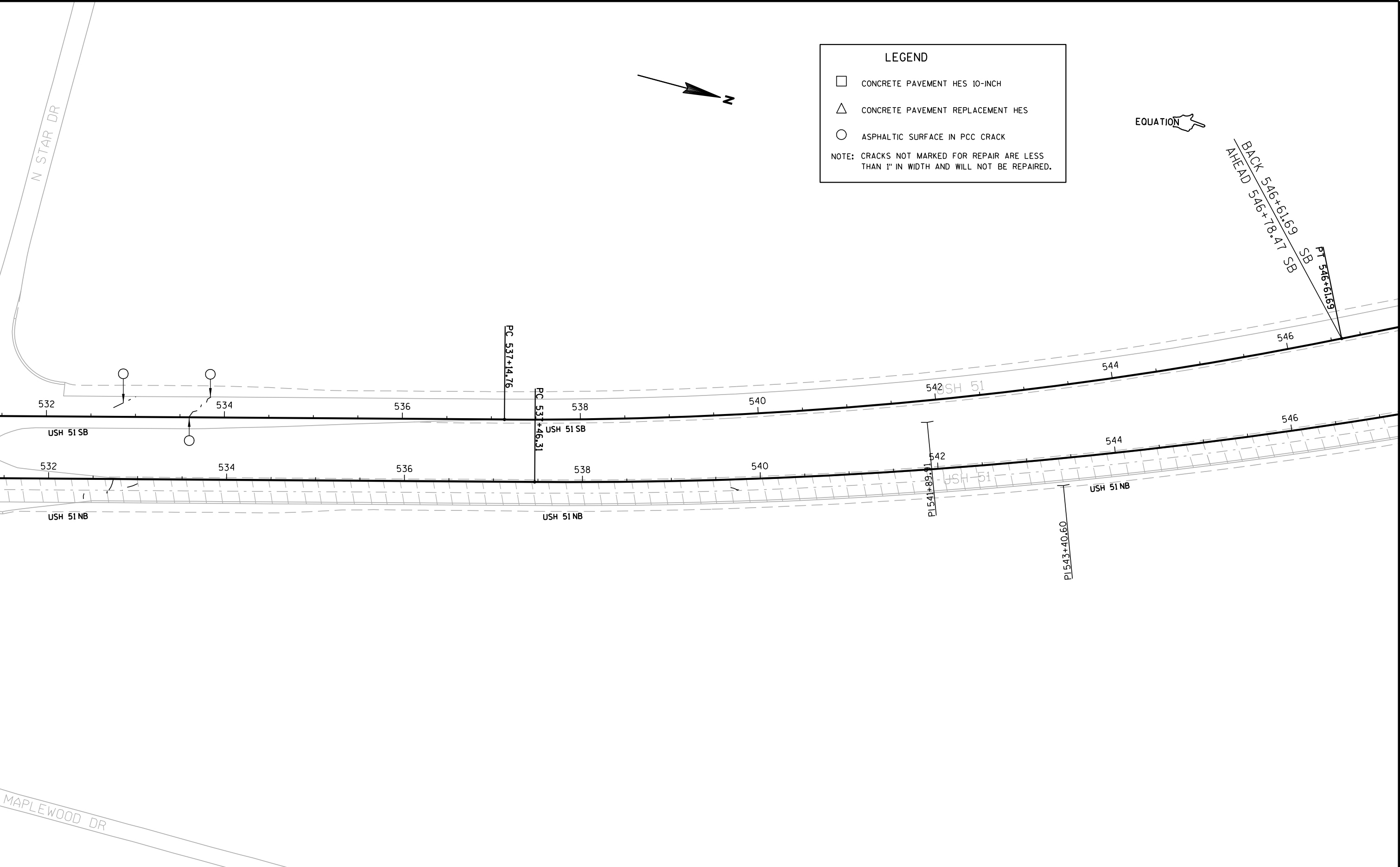
CONCRETE PAVEMENT HES 10-INCH

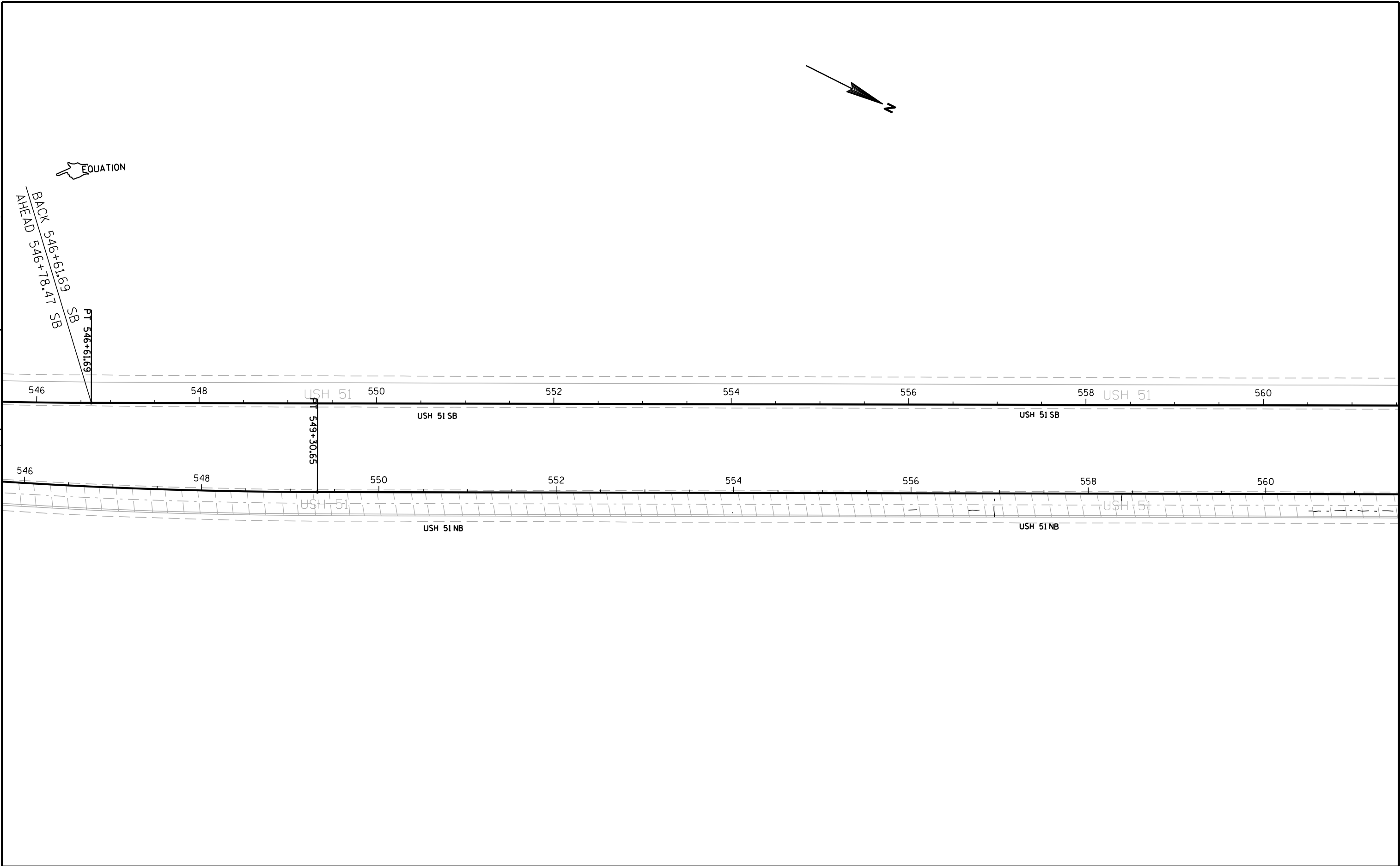
CONCRETE PAVEMENT REPLACEMENT HES

ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.





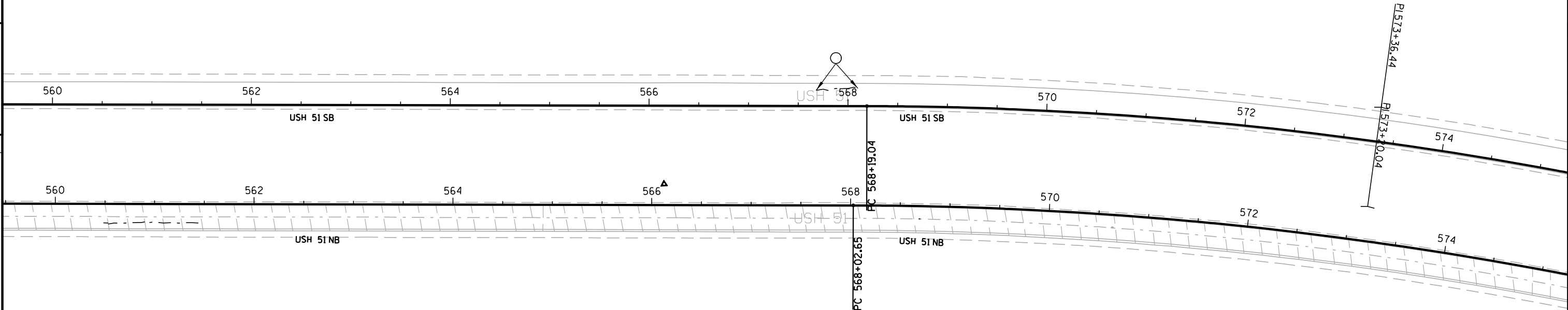




LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

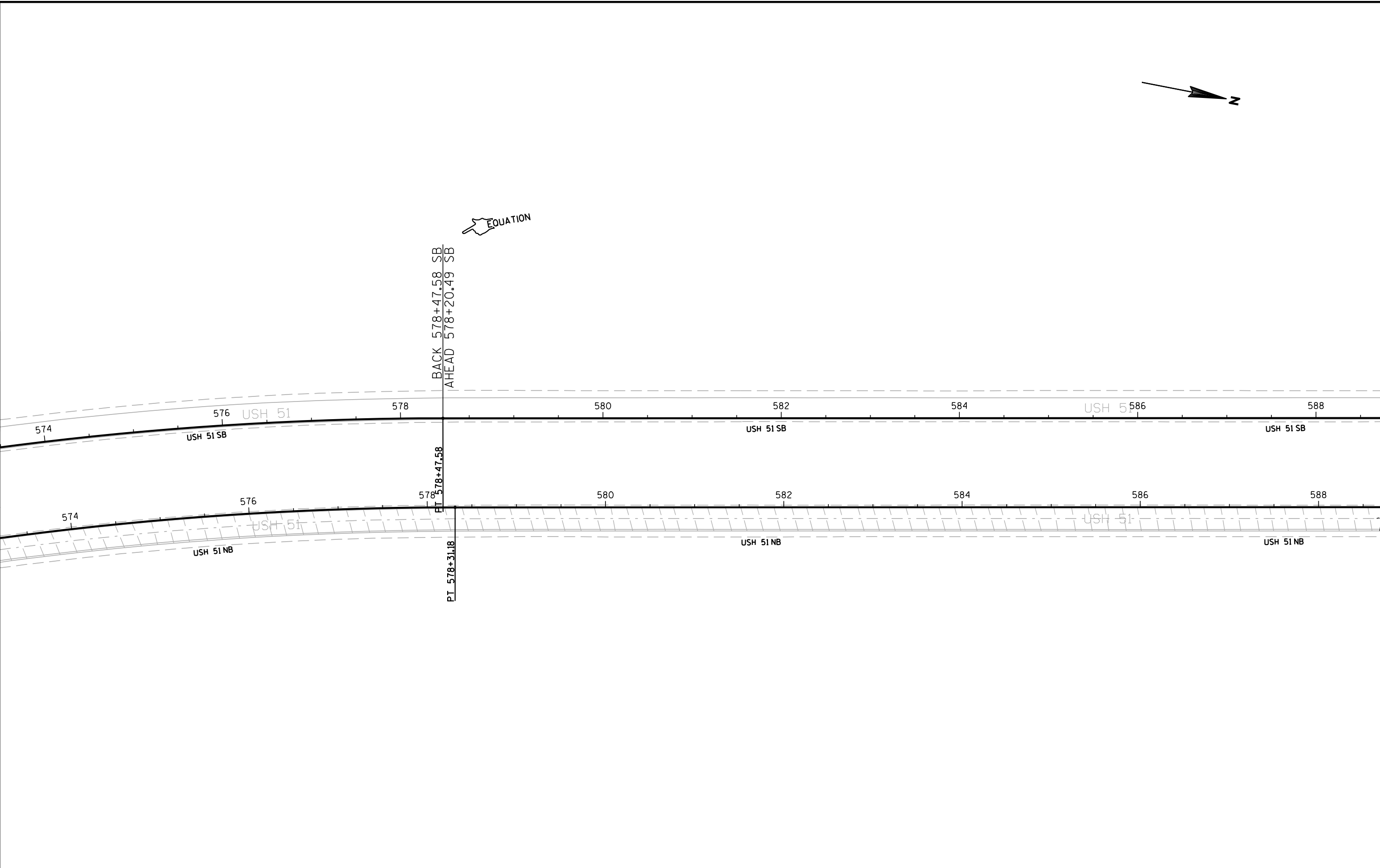
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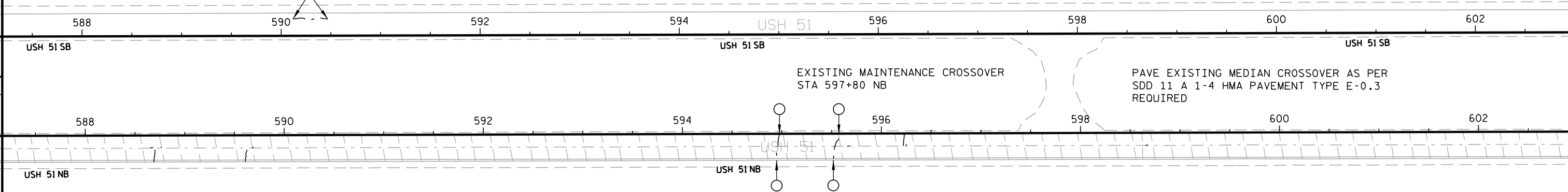




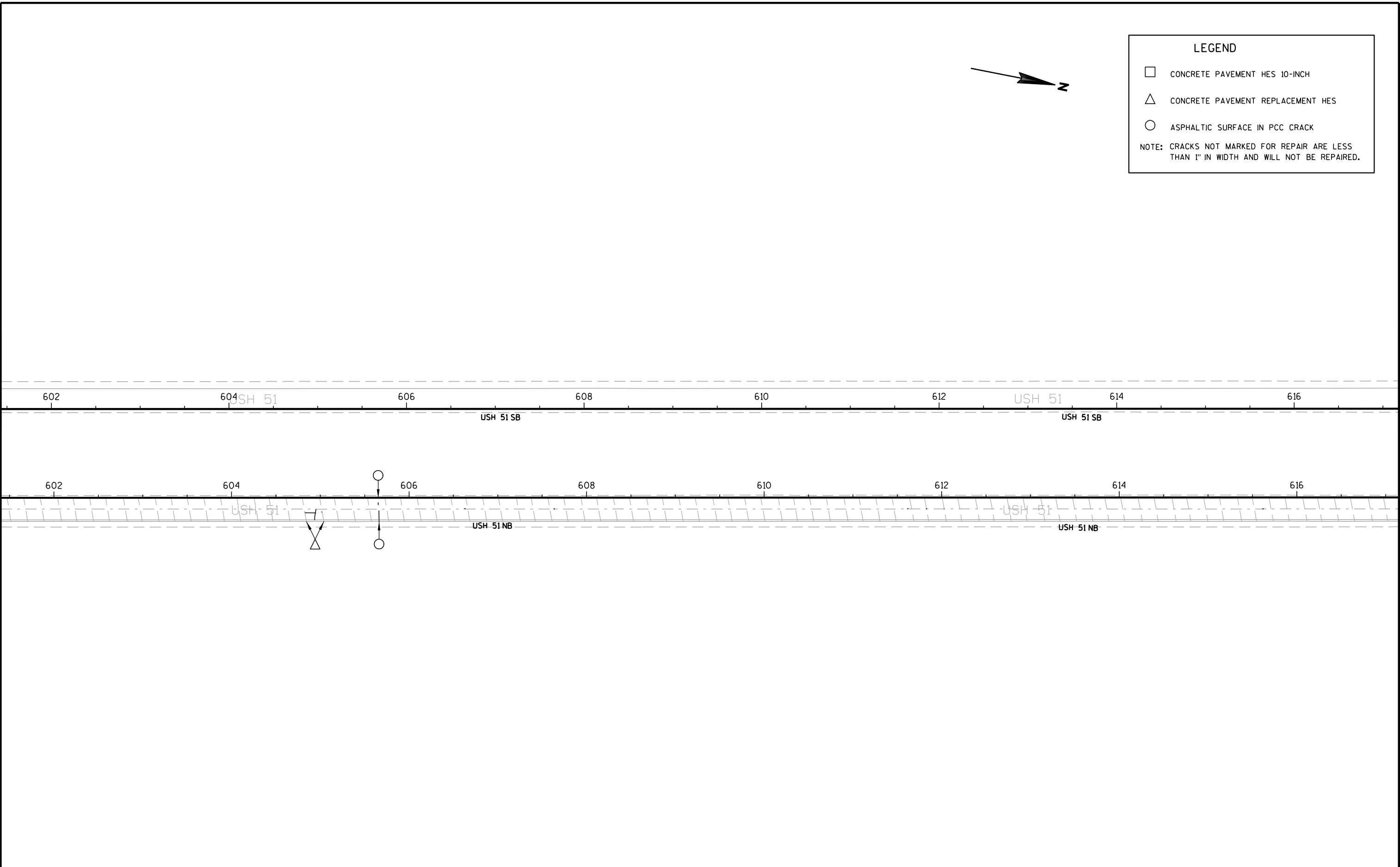
LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

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LEGEND

□ CONCRETE PAVEMENT HES 10-INCH

△ CONCRETE PAVEMENT REPLACEMENT HES

○ ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

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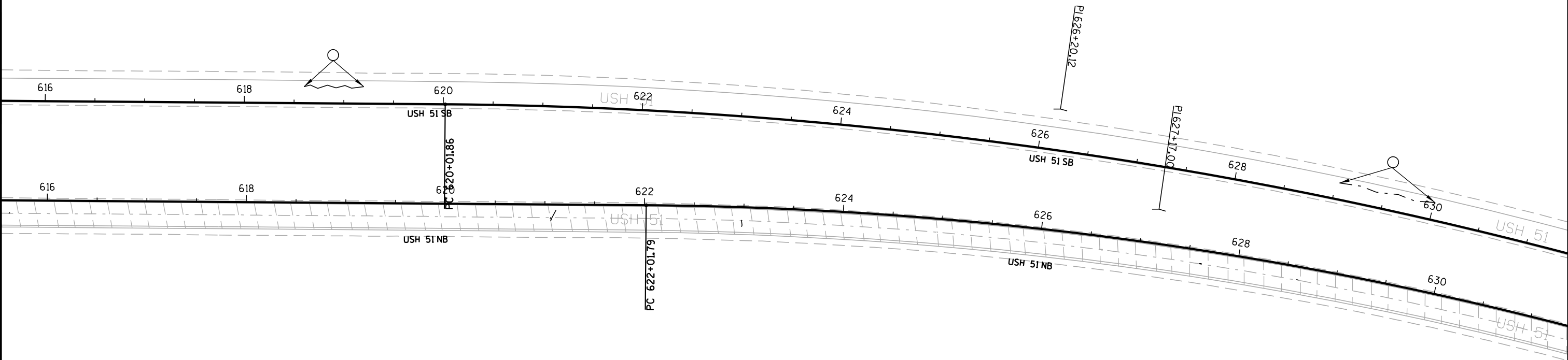
LEGEND

CONCRETE PAVEMENT HES 10-INCH

CONCRETE PAVEMENT REPLACEMENT HES

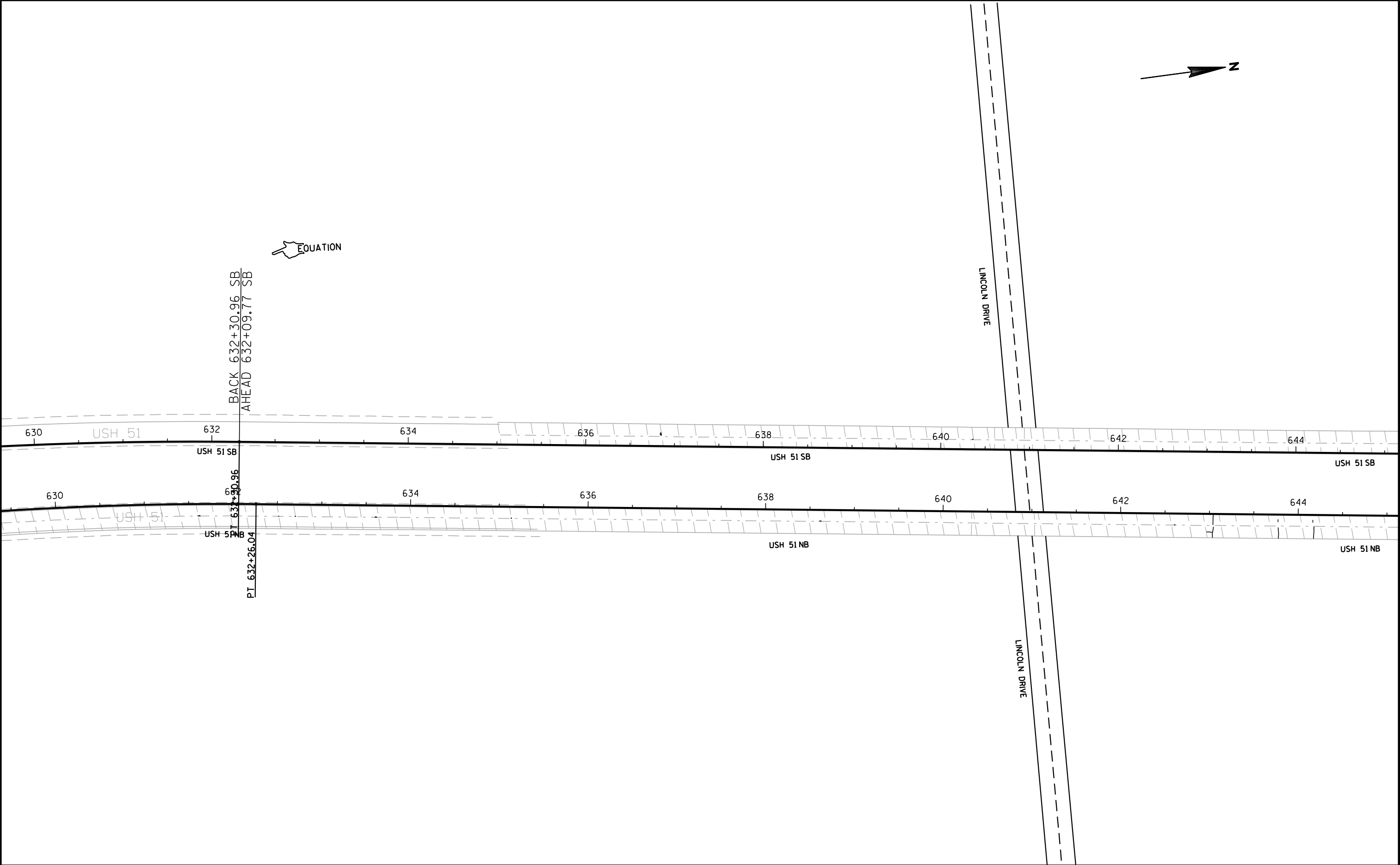
ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

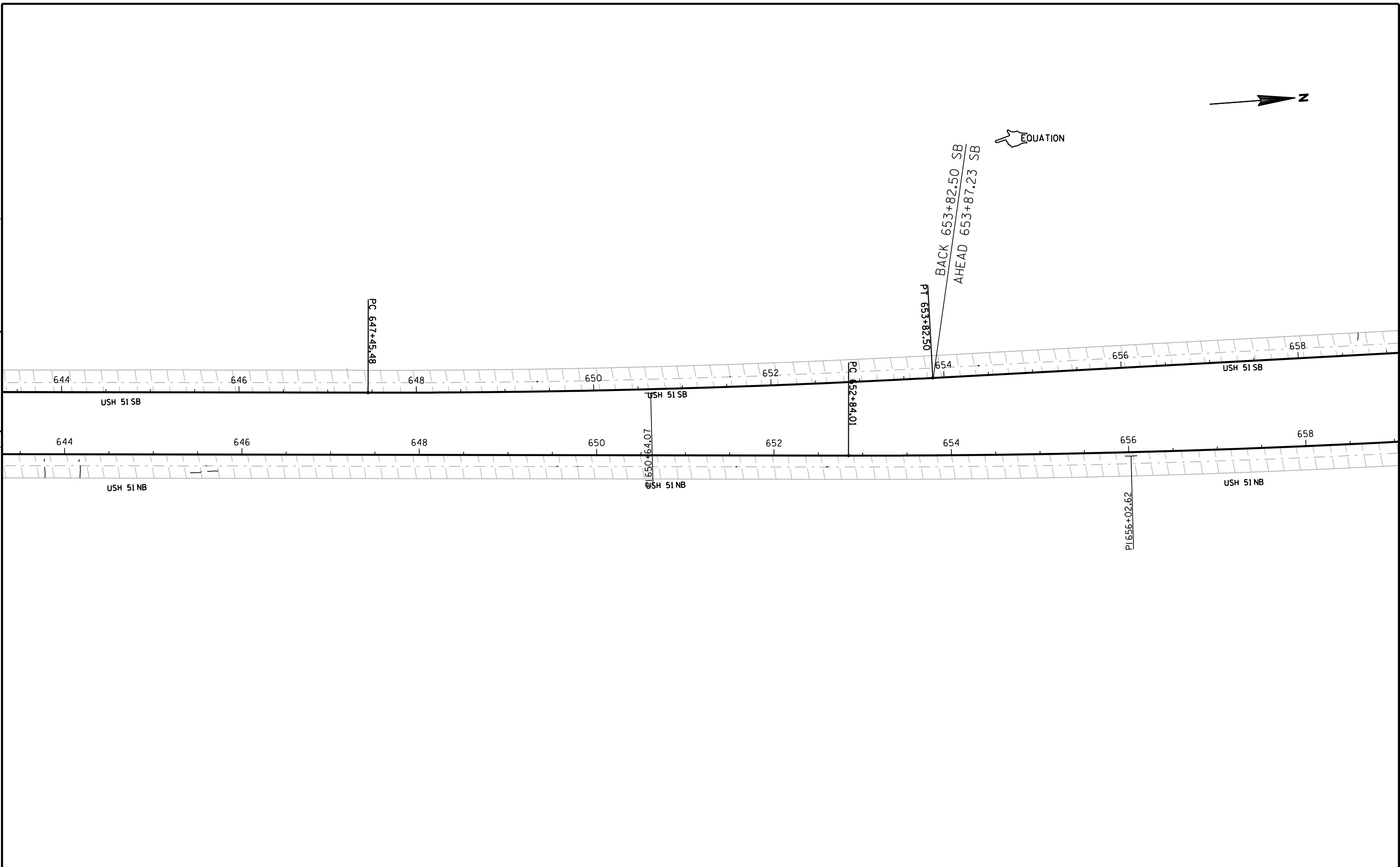


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PROJECT NO: 1178-08-60	HWY: USH 51	COUNTY: LINCOLN	PLAN SHEETS	SHEET	E
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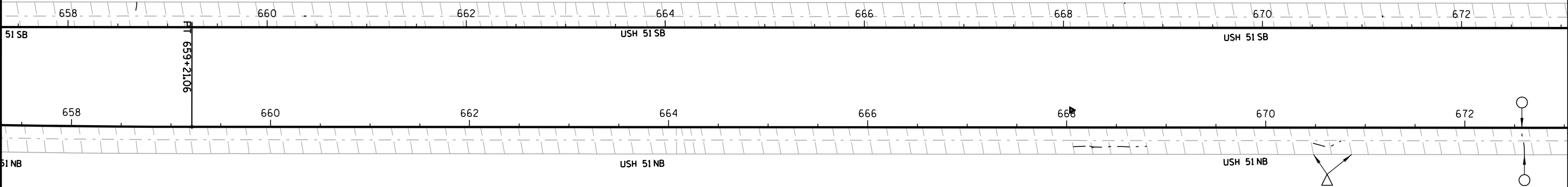
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LEGEND

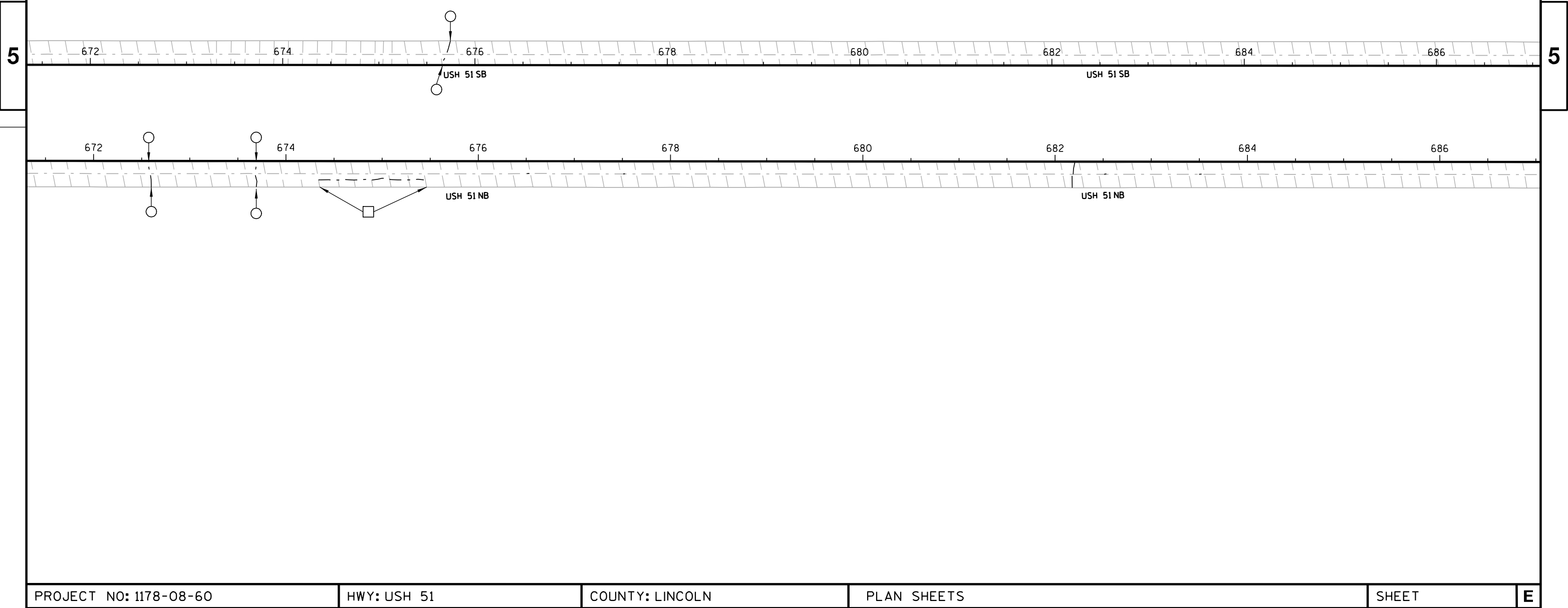
- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

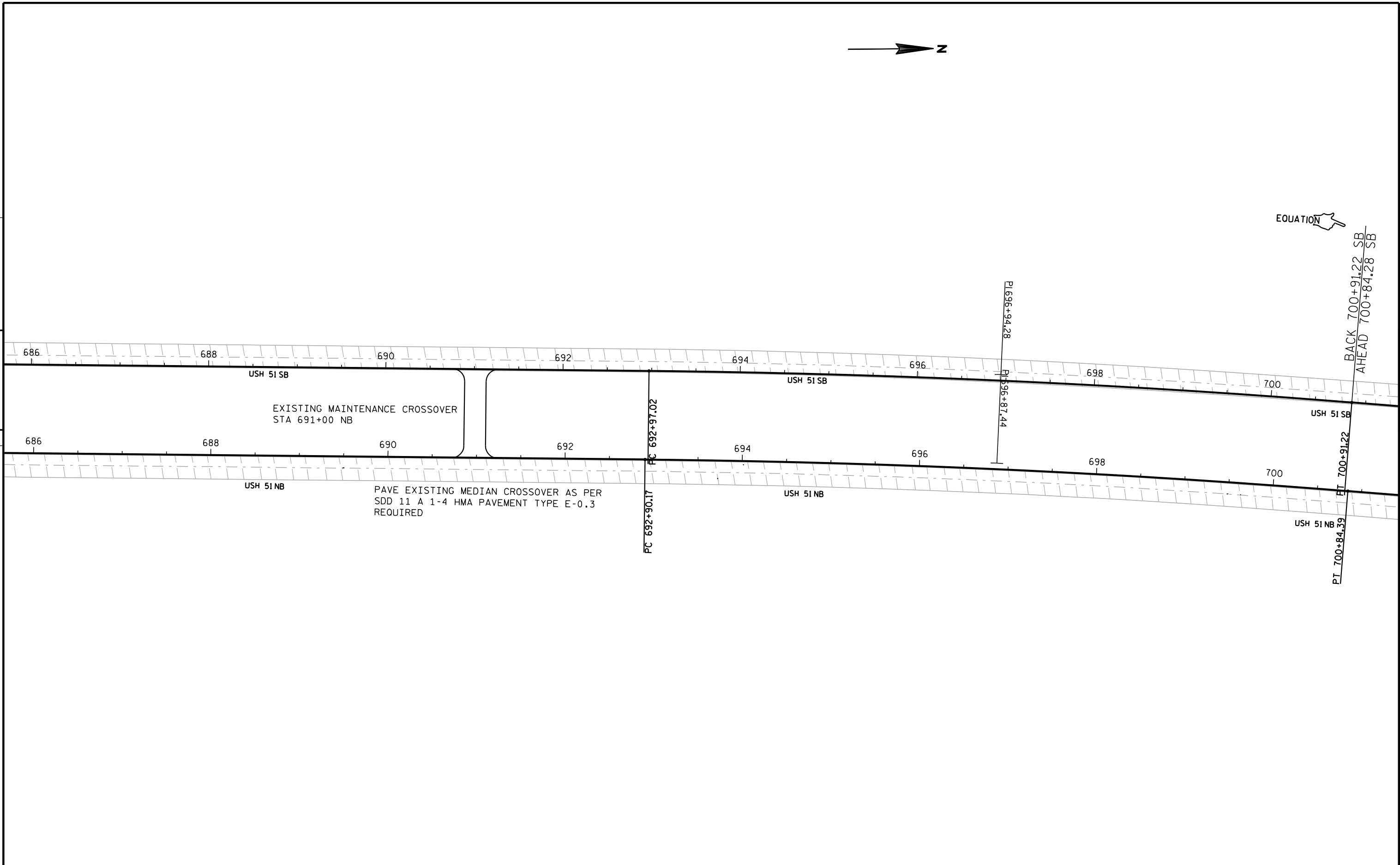




LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.





LEGEND

CONCRETE PAVEMENT HES 10-INCH

CONCRETE PAVEMENT REPLACEMENT HES

ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.



EQUATION

BACK 700+91.22 SB
AHEAD 700+84.28 SB

PT 700+91.22

PT 700+84.39

USH 51 SB

USH 51 SB

USH 51 SB

USH 51 NB

USH 51 NB

USH 51 NB

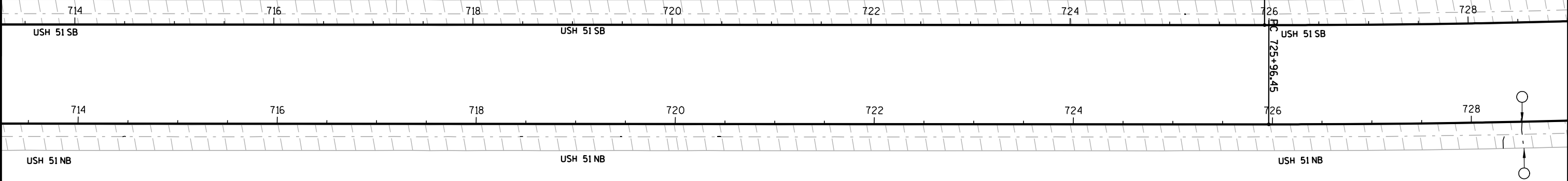


LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK

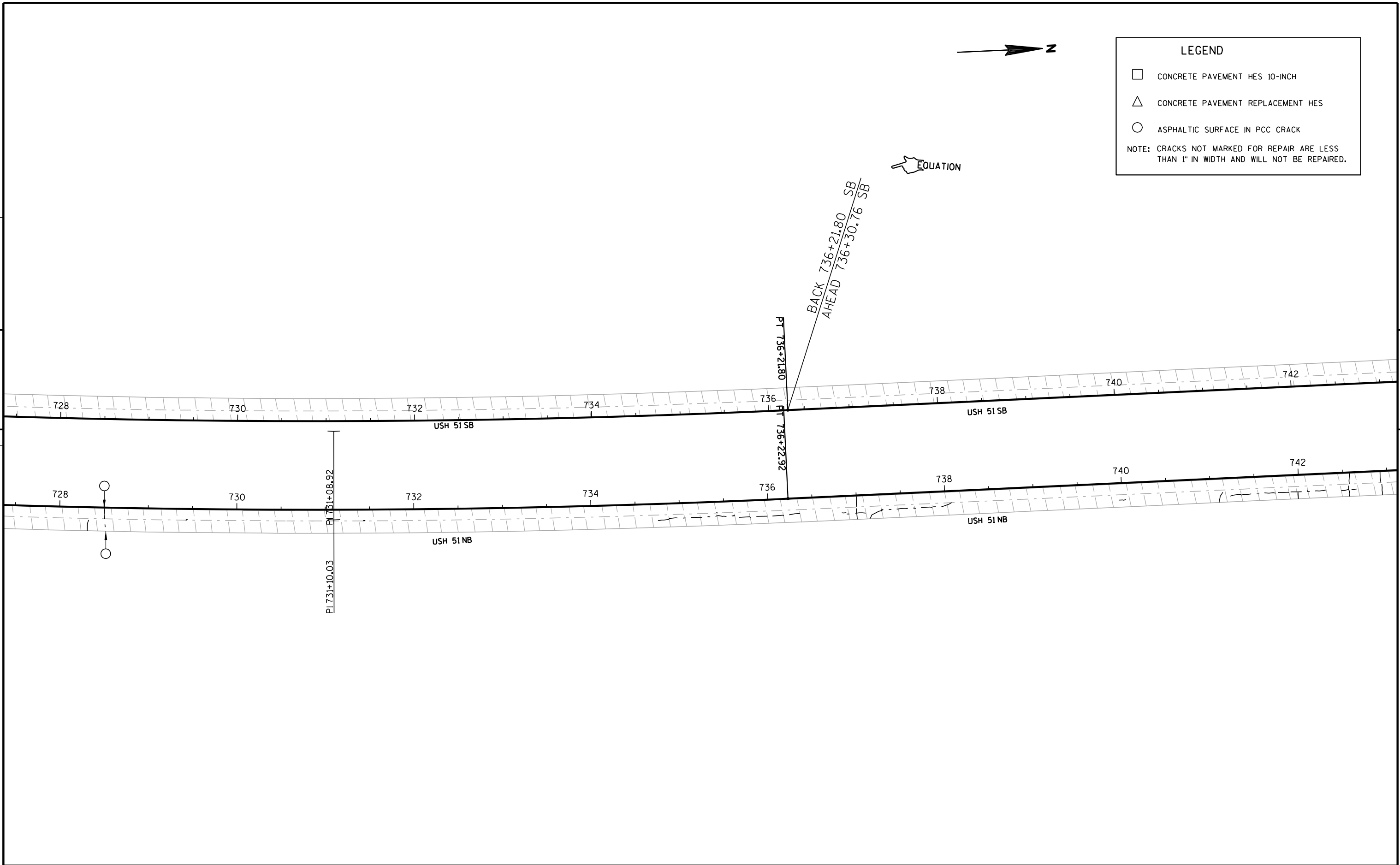
NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

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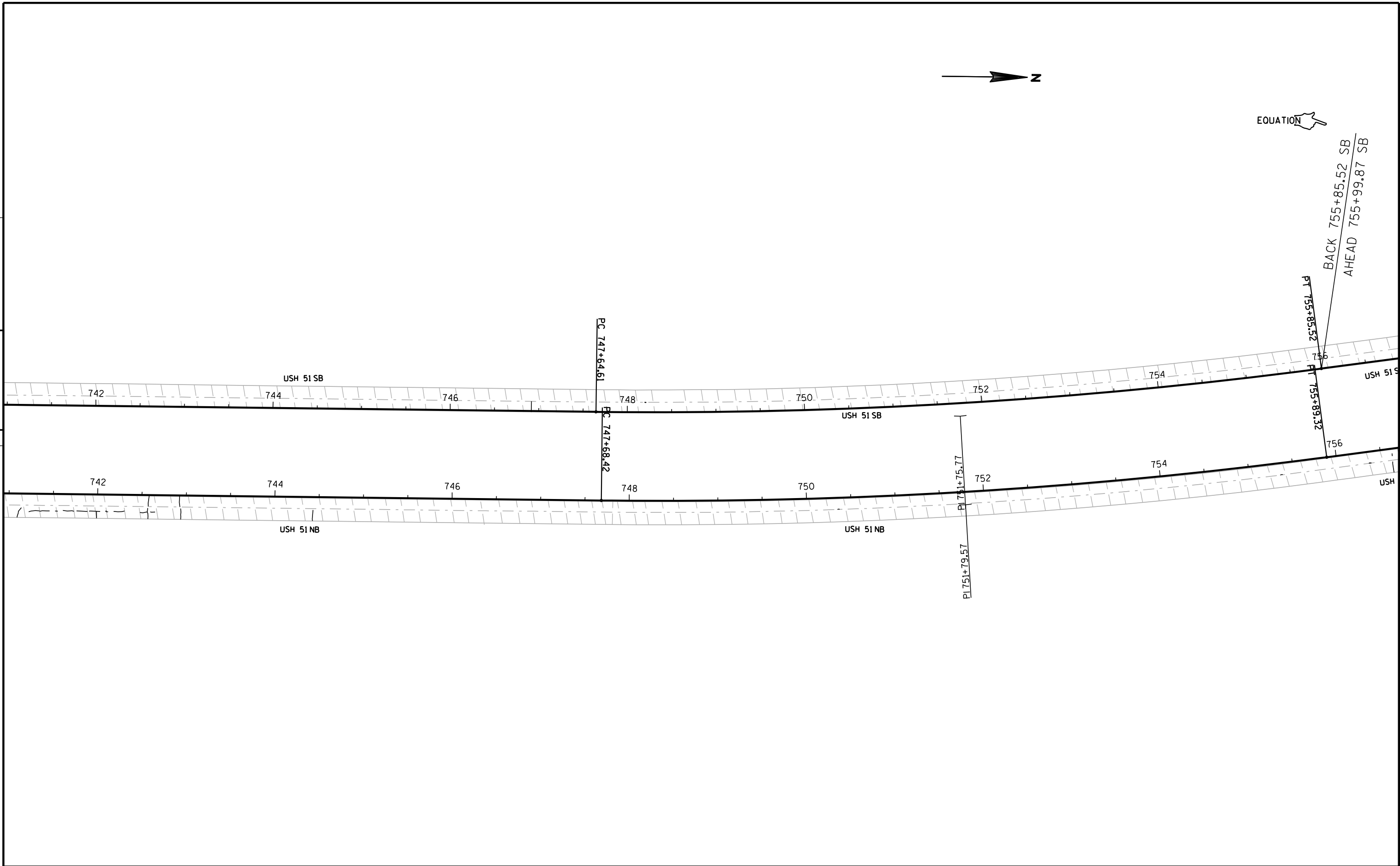
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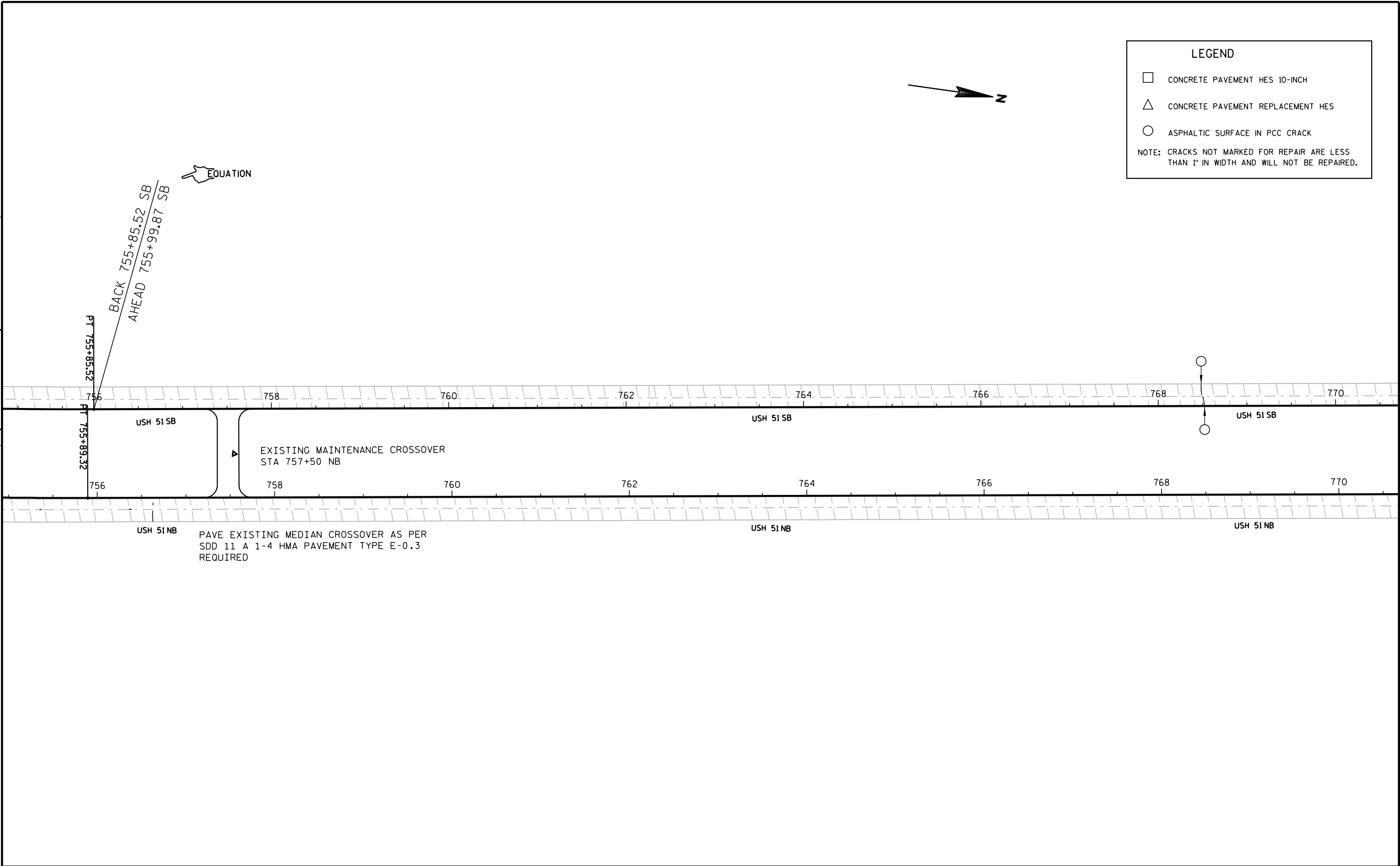
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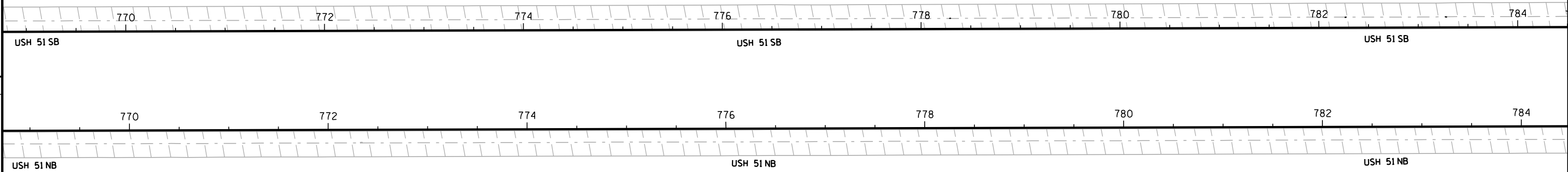
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PROJECT NO: 1178-08-60	HWY: USH 51	COUNTY: LINCOLN	PLAN SHEETS	SHEET	E
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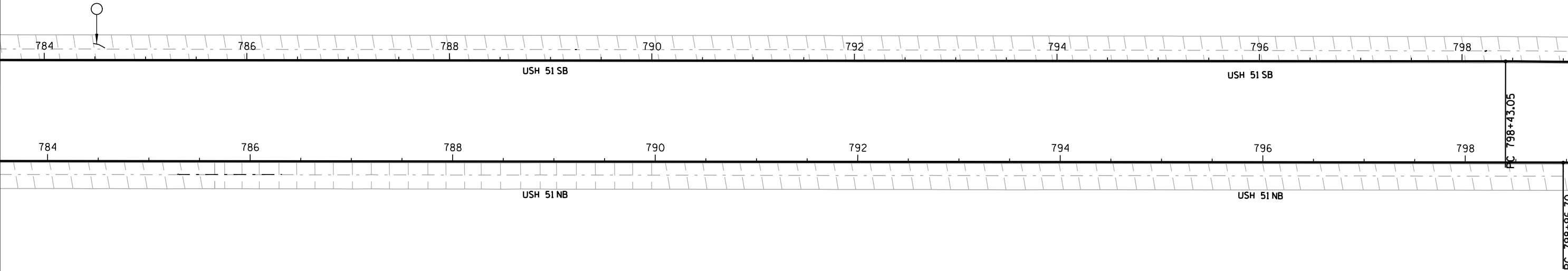
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LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.



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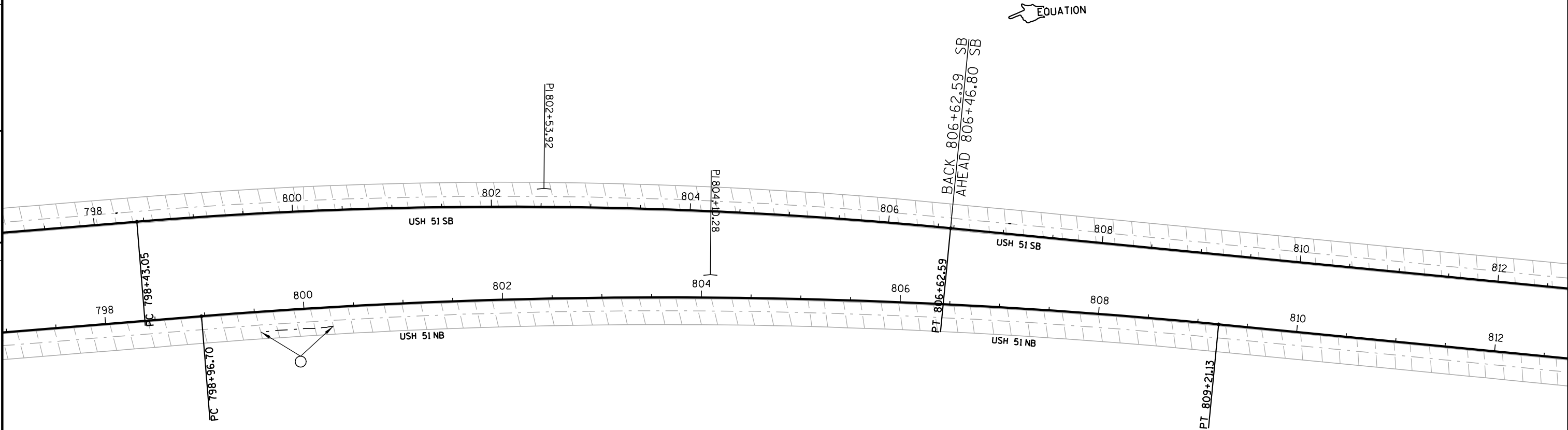
LEGEND

CONCRETE PAVEMENT HES 10-INCH

CONCRETE PAVEMENT REPLACEMENT HES

ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.



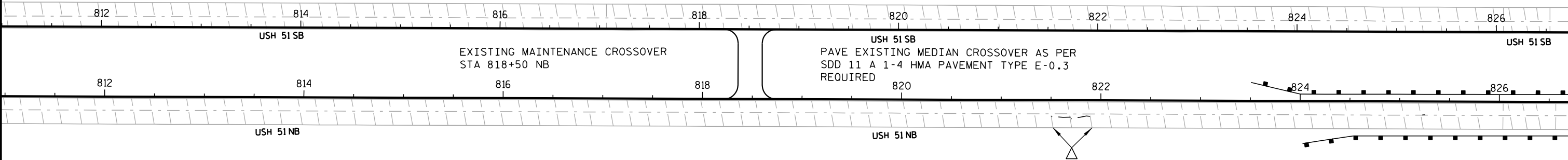
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LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.



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REMOVING GUARDRAIL
B-35-0124
STA 827+98 SB LT - STA 831+39 SB LT

REMOVING GUARDRAIL
B-35-0124
STA 827+98 SB RT - STA 832+39 SB RT

CONCRETE PAVEMENT HES 8-INCH REOD
B-35-0124, ABUTTING SOUTH APPROACH SLAB
STA 826+47 - STA 826+67.42, 26'LT - 34'LT

MSG GUARDRAIL ASSEMBLY REOD
B-35-0124
STA 827+98 SB LT - STA 830+50 SB LT

CONCRETE PAVEMENT HES 8-INCH REOD
B-35-0124, ABUTTING SOUTH APPROACH SLAB
STA 826+47 - STA 826+67.42, 0' RT (R/L)- 6'RT

MSG GUARDRAIL ASSEMBLY REOD
B-35-0124
STA 827+98 SB RT - STA 830+00 SB RT

STRUCTURE B-35-0124
CTH H BRIDGE SB
STA 826+67.42 SB - STA 827+80.92 SB

STRUCTURE B-35-0123
CTH H BRIDGE NB
STA 826+73.56 NB - STA 827+77.40 NB

CONCRETE PAVEMENT HES 8-INCH REOD
B-35-0123, ABUTTING SOUTH APPROACH SLAB
STA 826+53 NB - STA 826+73.56, 0' LT (R/L)-6'LT

MSG GUARDRAIL ASSEMBLY REOD
B-35-0123
STA 823+56 NB LT - STA 826+58 NB LT

CONCRETE PAVEMENT HES 8-INCH REOD
B-35-0123, ABUTTING SOUTH APPROACH SLAB
STA 826+53 NB - STA 826+73.56, 26' RT - 34'RT

MSG GUARDRAIL ASSEMBLY REOD
B-35-0123
STA 824+06 NB RT - STA 826+58 NB RT

REMOVING GUARDRAIL
B-35-0123
STA 822+17 NB LT - STA 826+58 NB LT

REMOVING GUARDRAIL
B-35-0123
STA 823+17 NB RT - STA 826+58 NB RT

LEGEND

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CONCRETE PAVEMENT HES 10-INCH

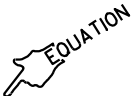
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CONCRETE PAVEMENT REPLACEMENT HES

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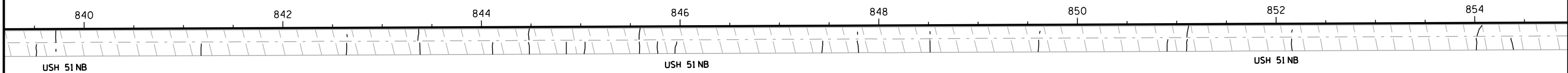
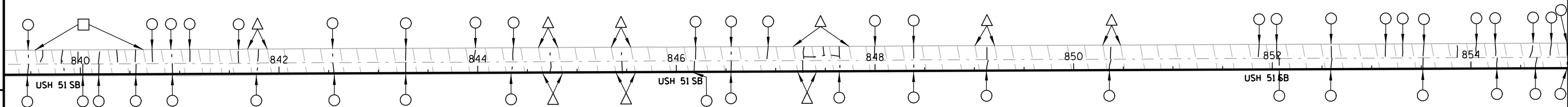
ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	826+63.18 NB 35.3' RT	ALUM DISC ON SOUTH END OF EAST PARAPET	1500.56
2	827+93.64 SB 35.4' LT	ALUM DISC ON NORTH END OF WEST PARAPET	1499.35

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LEGEND

CONCRETE PAVEMENT HES 10-INCH

CONCRETE PAVEMENT REPLACEMENT HES

ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

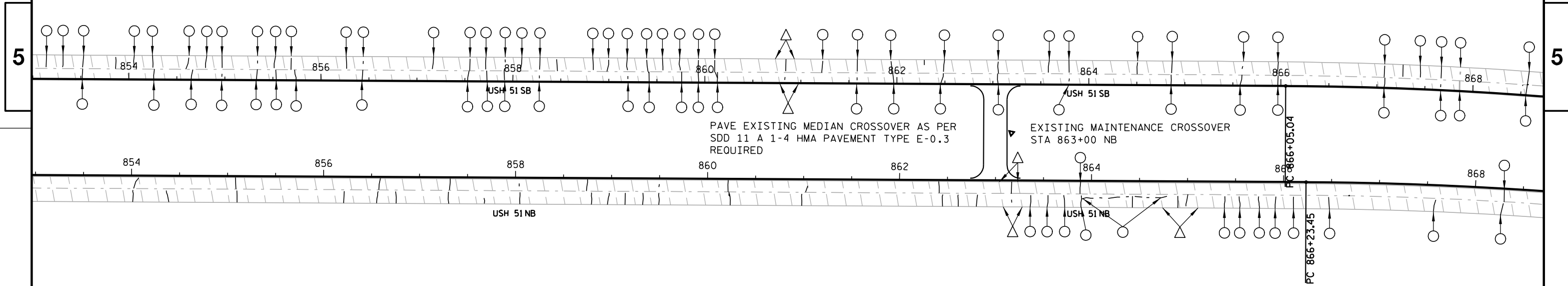
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LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.





LEGEND

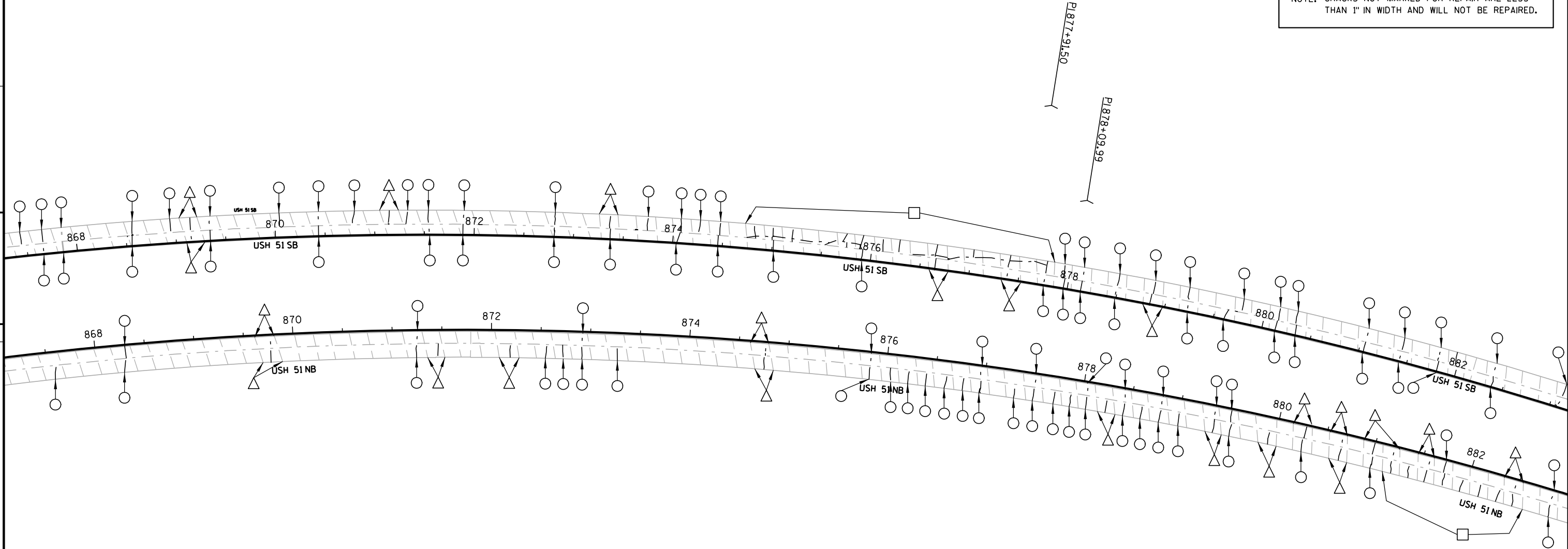
CONCRETE PAVEMENT HES 10-INCH

CONCRETE PAVEMENT REPLACEMENT HES

ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

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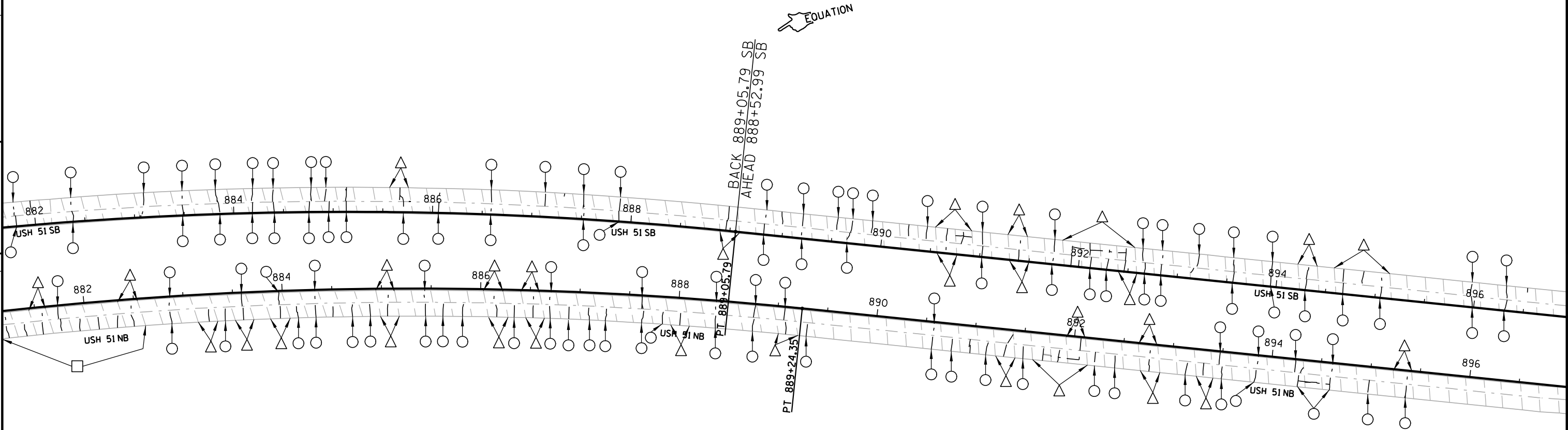
LEGEND

CONCRETE PAVEMENT HES 10-INCH

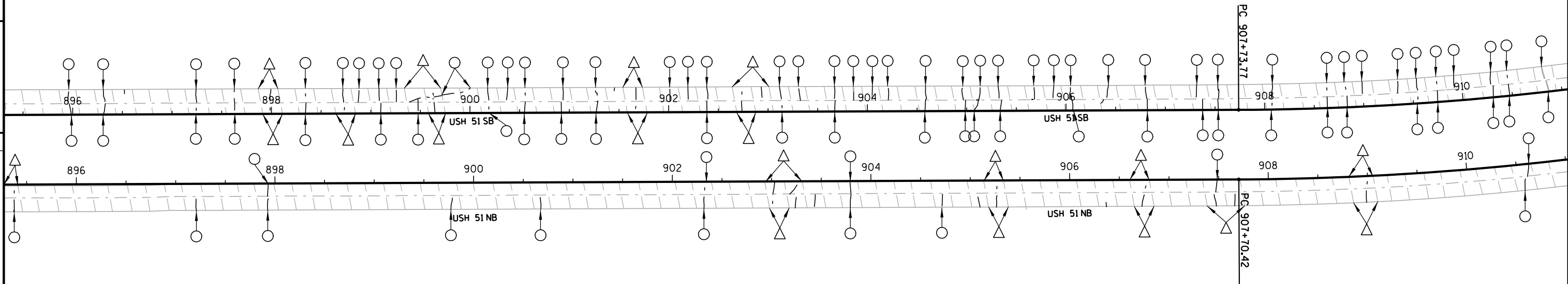
CONCRETE PAVEMENT REPLACEMENT HES

ASPHALTIC SURFACE IN PCC CRACK

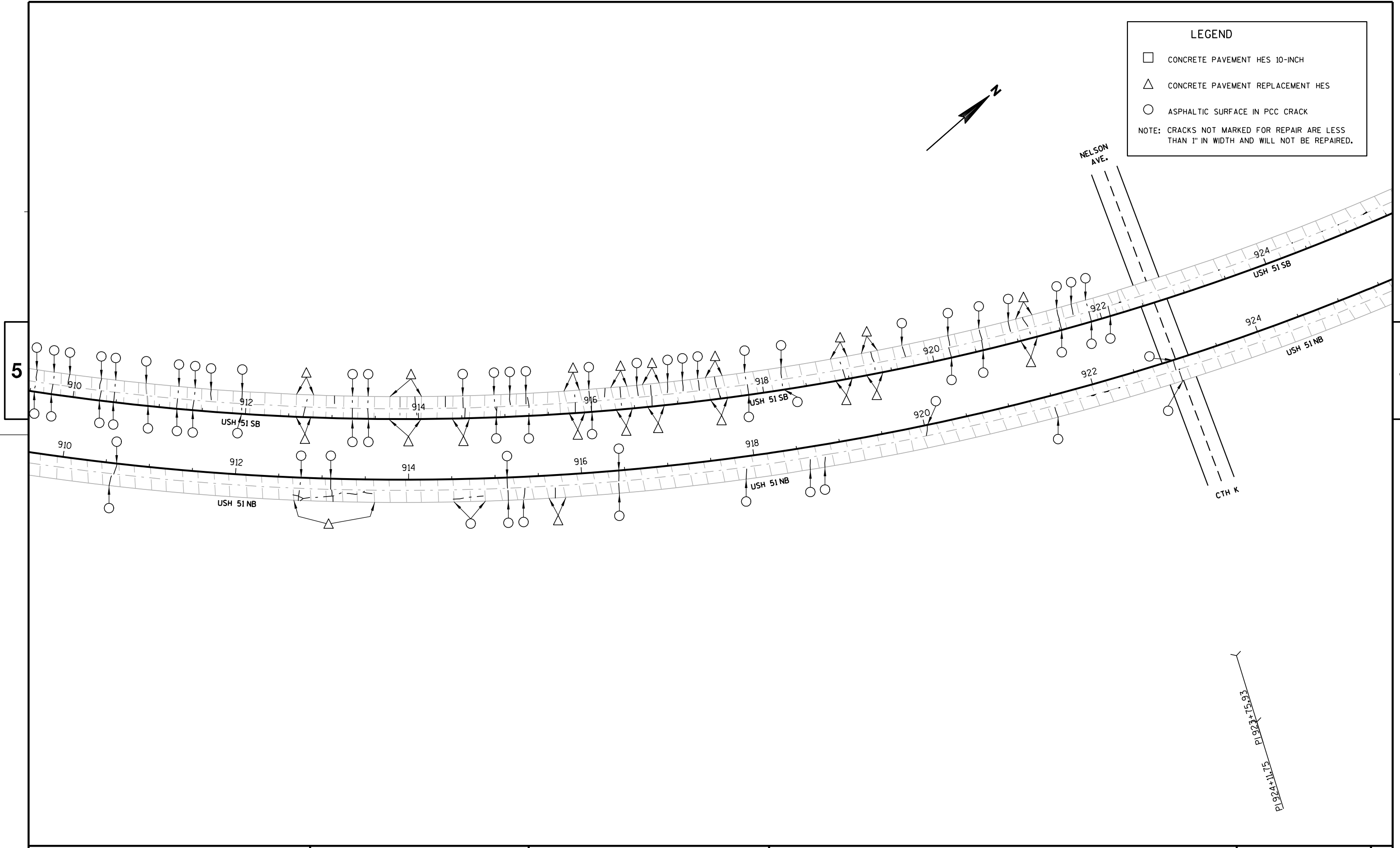
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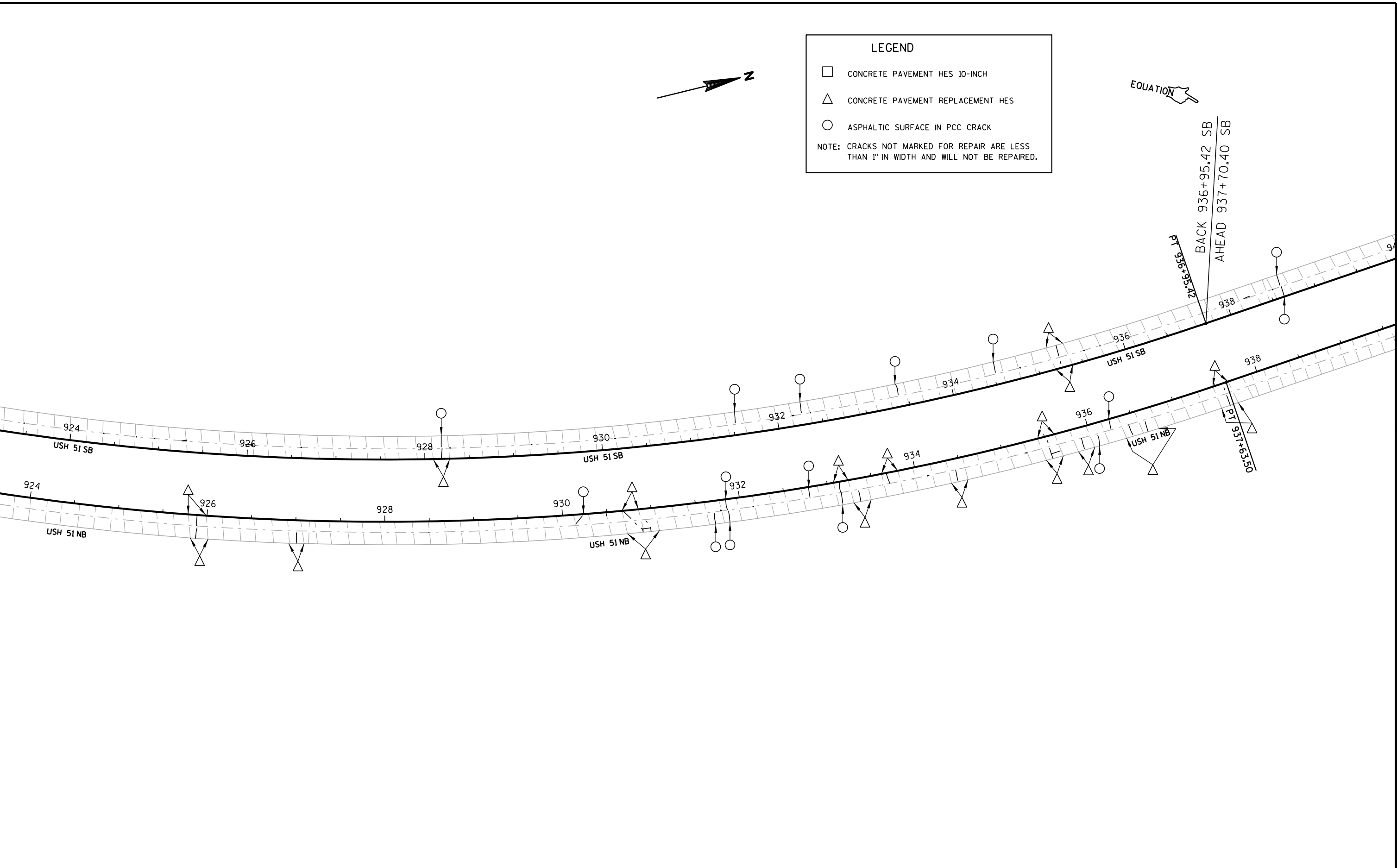
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LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.





LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

EQUATION

BACK 936+95.42 SB
AHEAD 937+70.40 SB

PT 936+95.42

PT 937+63.50

USH 51 SB

USH 51 SB

USH 51 NB

USH 51 NB

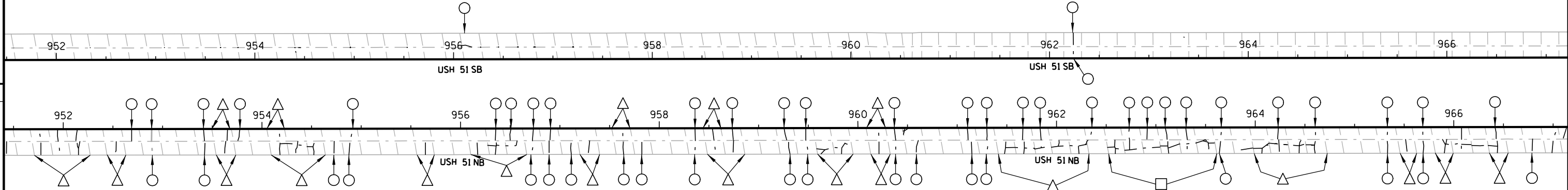


LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

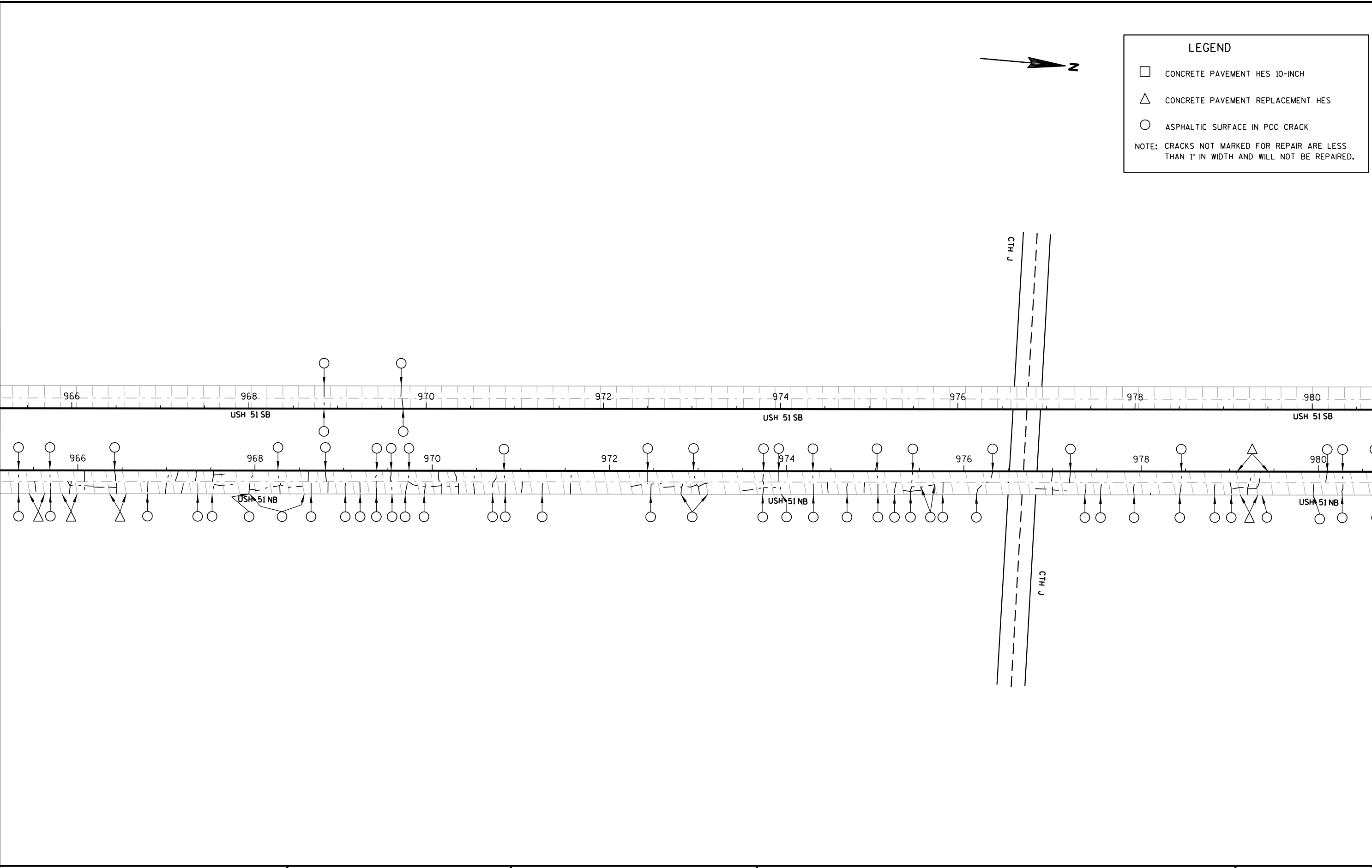
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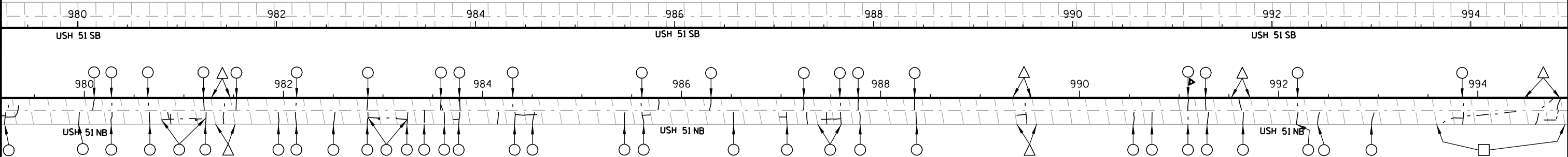
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LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.



LEGEND

CONCRETE PAVEMENT HES 10-INCH

CONCRETE PAVEMENT REPLACEMENT HES

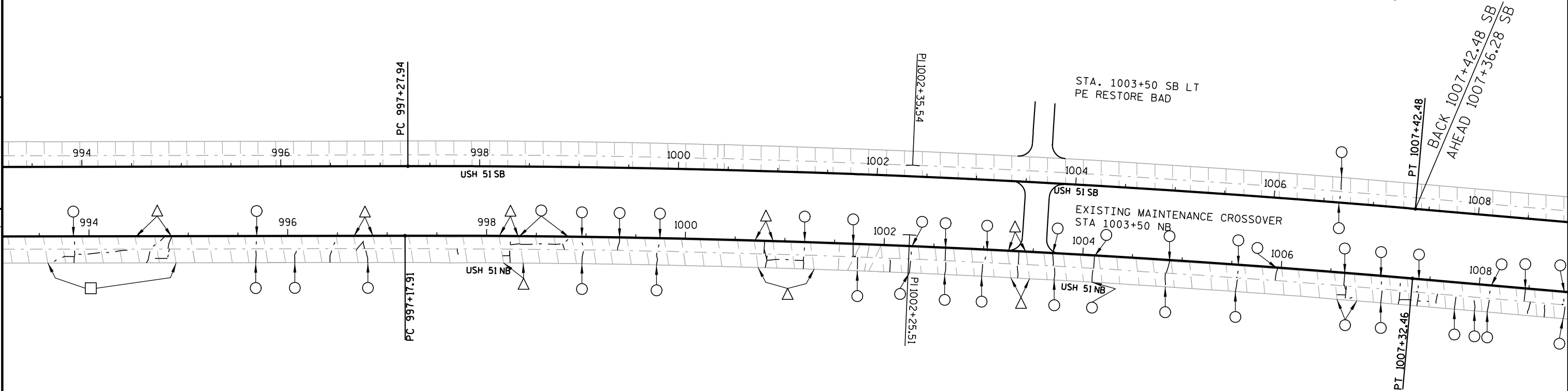
ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.



EQUATION

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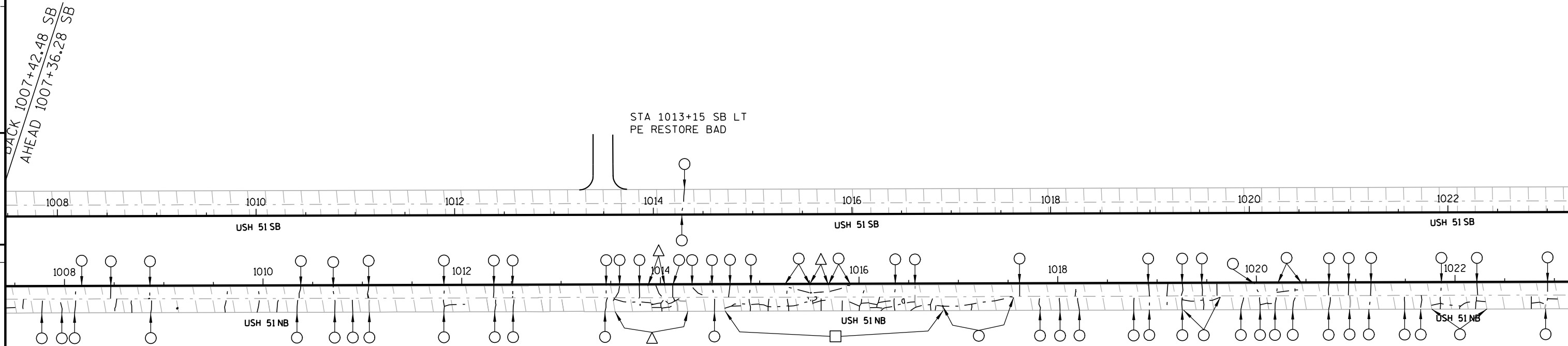


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LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.





LEGEND

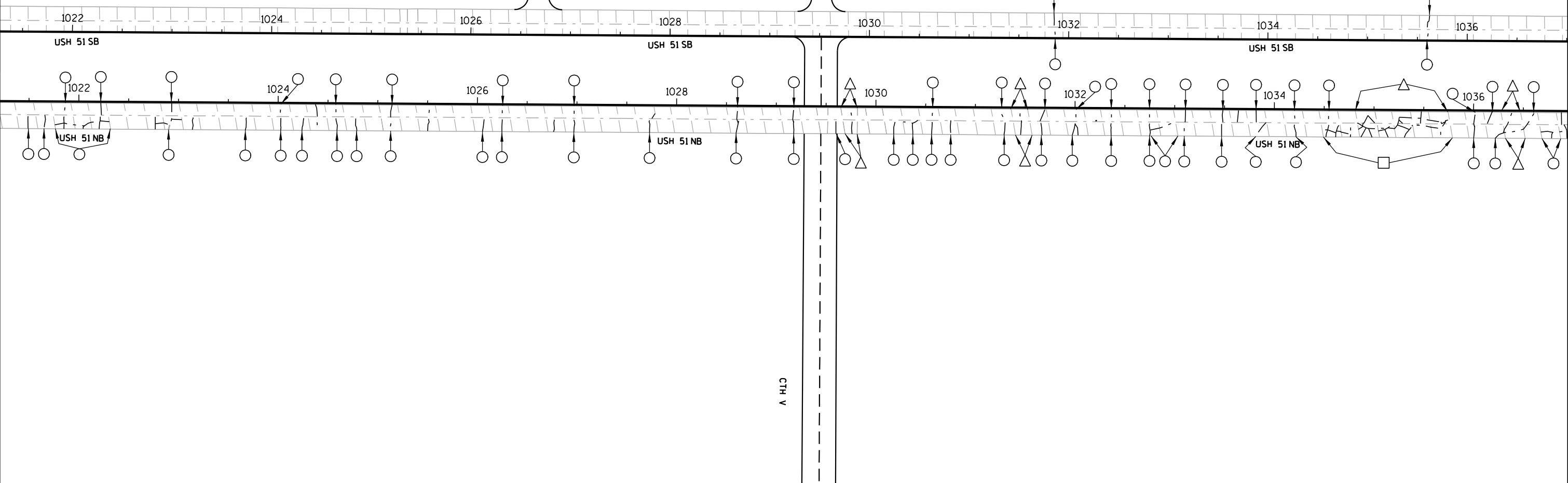
- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

STA 1026+70 SB LT
PE RESTORE BAD

STA 1029+50 SB LT
PE RESTORE BAD

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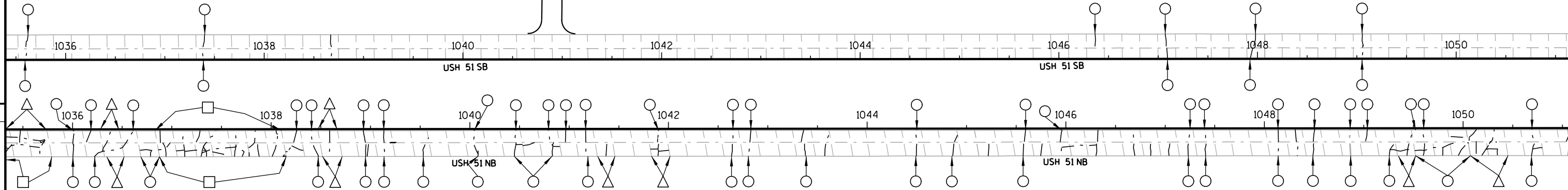


LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

STA. 1040+90 SB LT
PE RESTORE BAD

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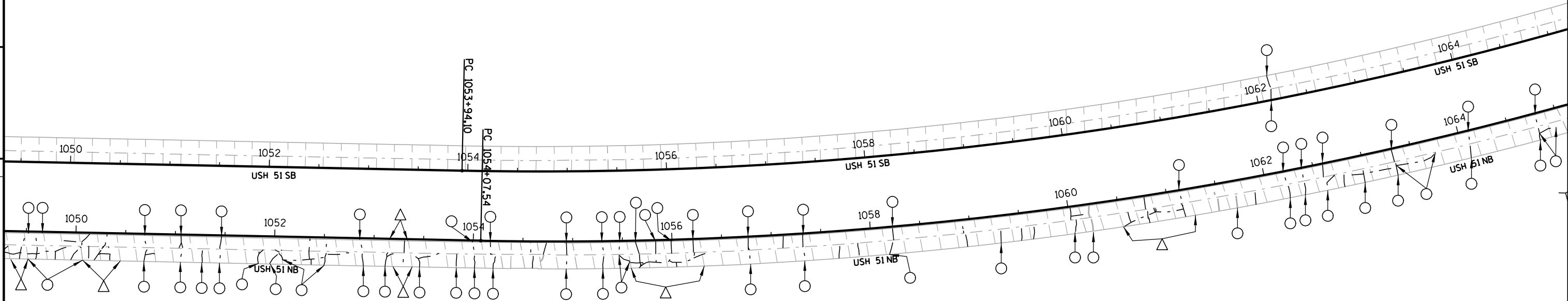
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LEGEND

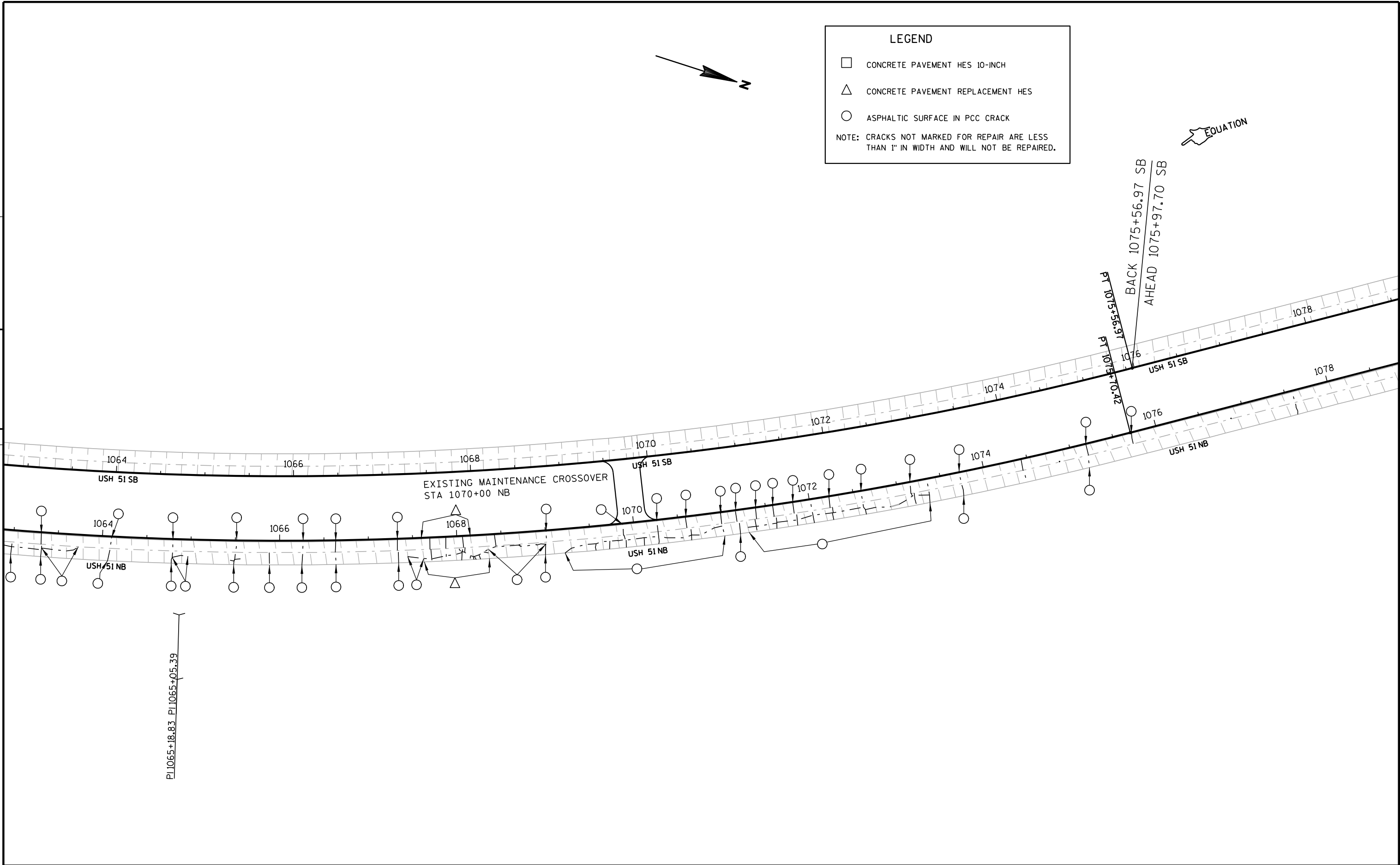
- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

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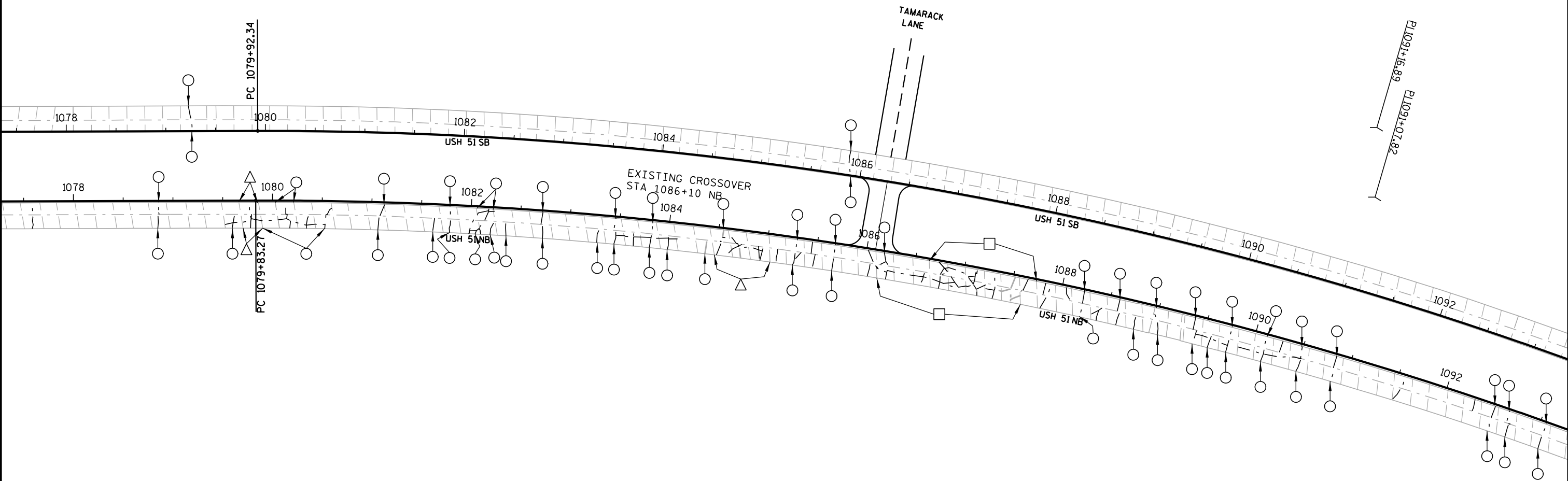
LEGEND

CONCRETE PAVEMENT HES 10-INCH

CONCRETE PAVEMENT REPLACEMENT HES

ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.



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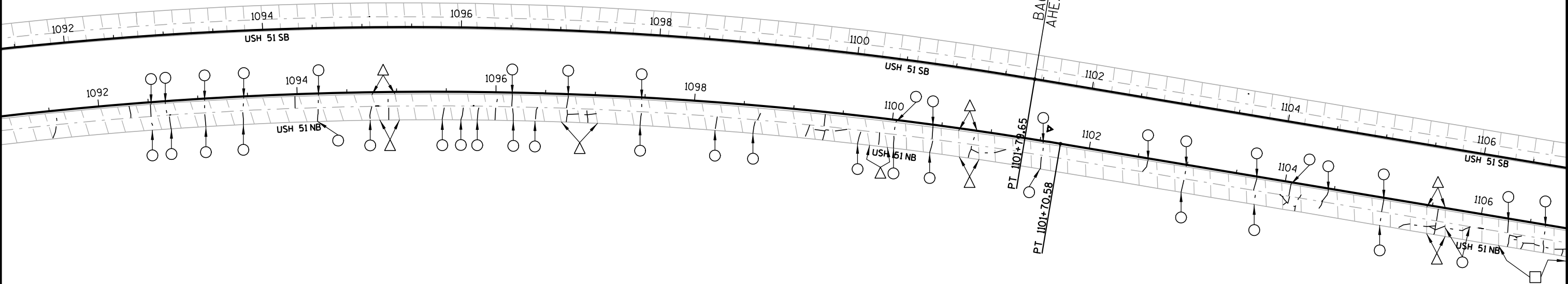
LEGEND

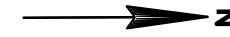
CONCRETE PAVEMENT HES 10-INCH

CONCRETE PAVEMENT REPLACEMENT HES

ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

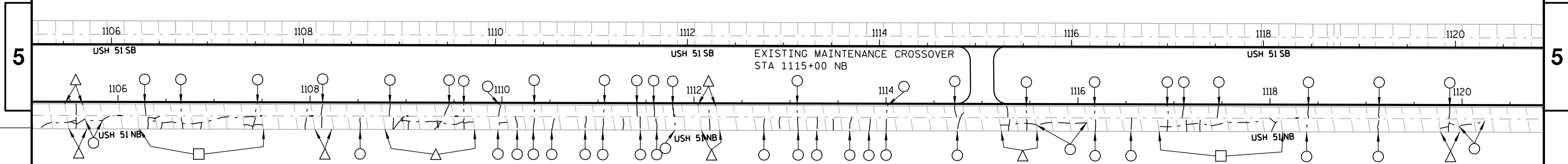




LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.





LEGEND

- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

EXISTING GUARDRAIL (TO REMAIN)
B-35-0133
STA 1132+78 SB LT - STA 1136+18 SB LT

EXISTING GUARDRAIL (TO REMAIN)
B-35-0133
STA 1132+78 SB RT - STA 1137+18 SB RT

STRUCTURE B-35-0133
LITTLE PINE CREEK BRIDGE SB
STA 1132+37.25 SB - STA 1132+77.75 SB

STRUCTURE B-35-0120
LITTLE PINE CREEK BRIDGE NB
STA 1132+37.58 NB - STA 1132+77.42 NB

MSG GUARDRAIL ASSEMBLY REQD
B-35-0120
STA 1129+35 NB LT - STA 1132+38 NB LT

MSG GUARDRAIL ASSEMBLY REQD
B-35-0120
STA 1129+85 NB RT - STA 1132+38 NB RT

REMOVING GUARDRAIL
B-35-0120
STA 1127+97 NB LT - STA 1132+38 NB LT

REMOVING GUARDRAIL
B-35-0120
STA 1128+97 NB RT - STA 1132+38 NB RT

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
3	1132+42.25 NB 35.0' RT	ALUM DISC ON SOUTH END OF EAST PARAPET	1439.86



LEGEND

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CONCRETE PAVEMENT HES 10-INCH

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CONCRETE PAVEMENT REPLACEMENT HES

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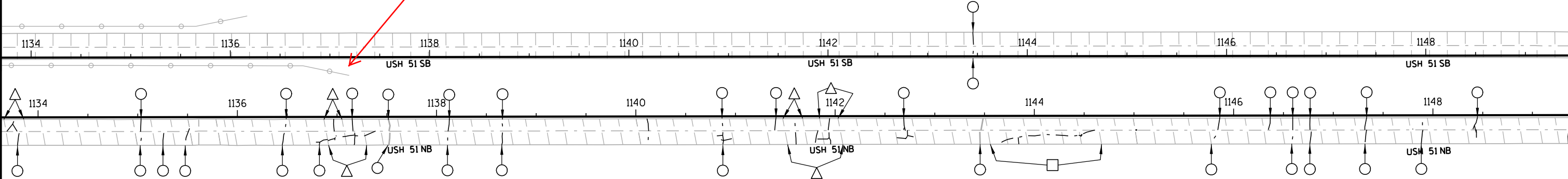
ASPHALTIC SURFACE IN PCC CRACK

NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

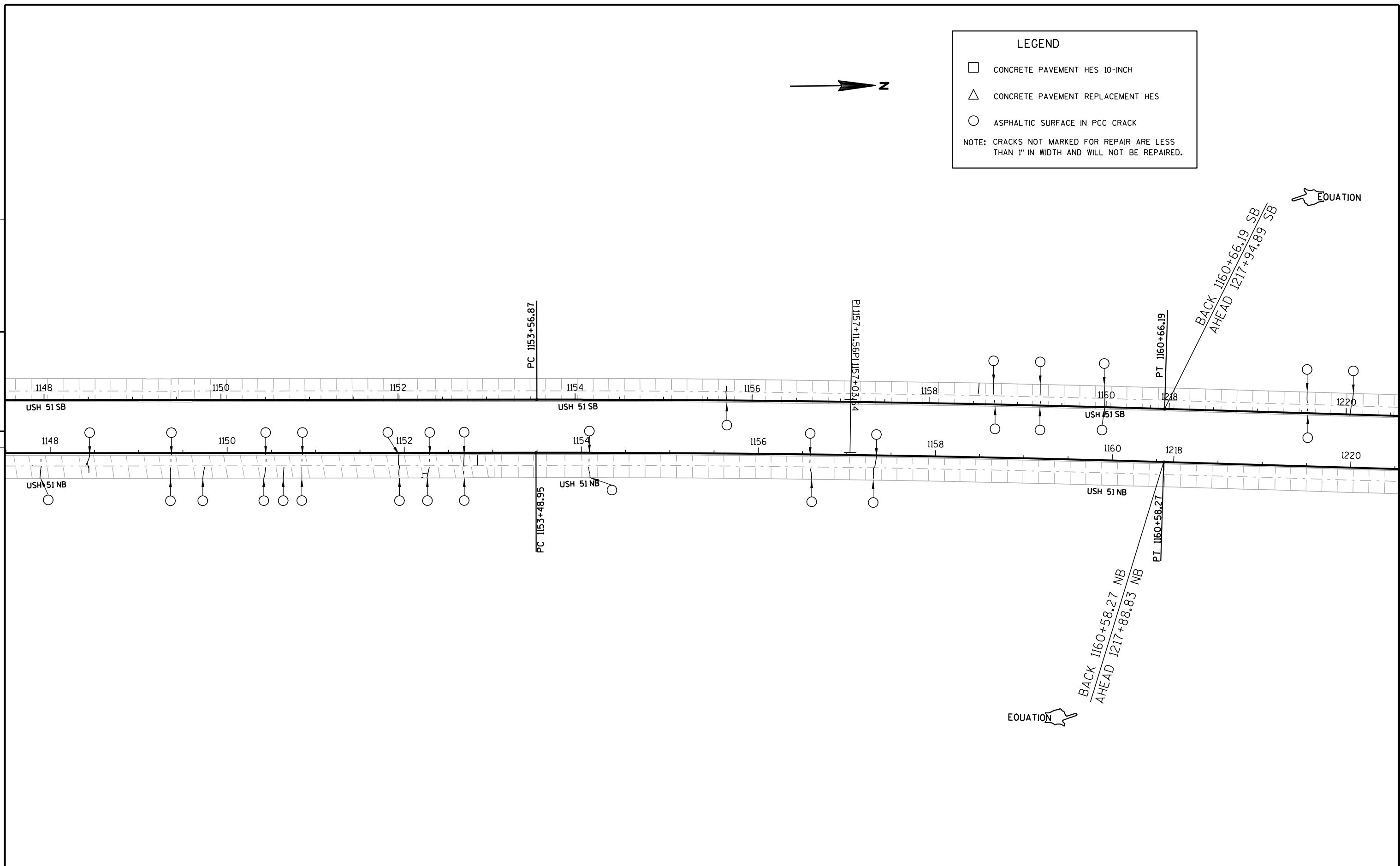
EAT end post and cable replaced

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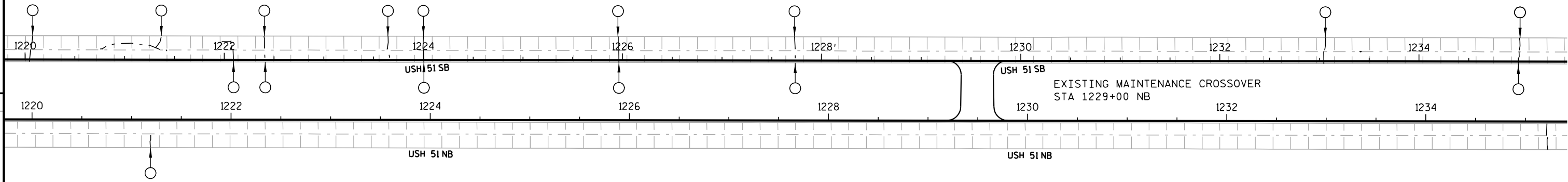
PROJECT NO: 1178-08-60	HWY: USH 51	COUNTY: LINCOLN	PLAN SHEETS	SHEET	E
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LEGEND

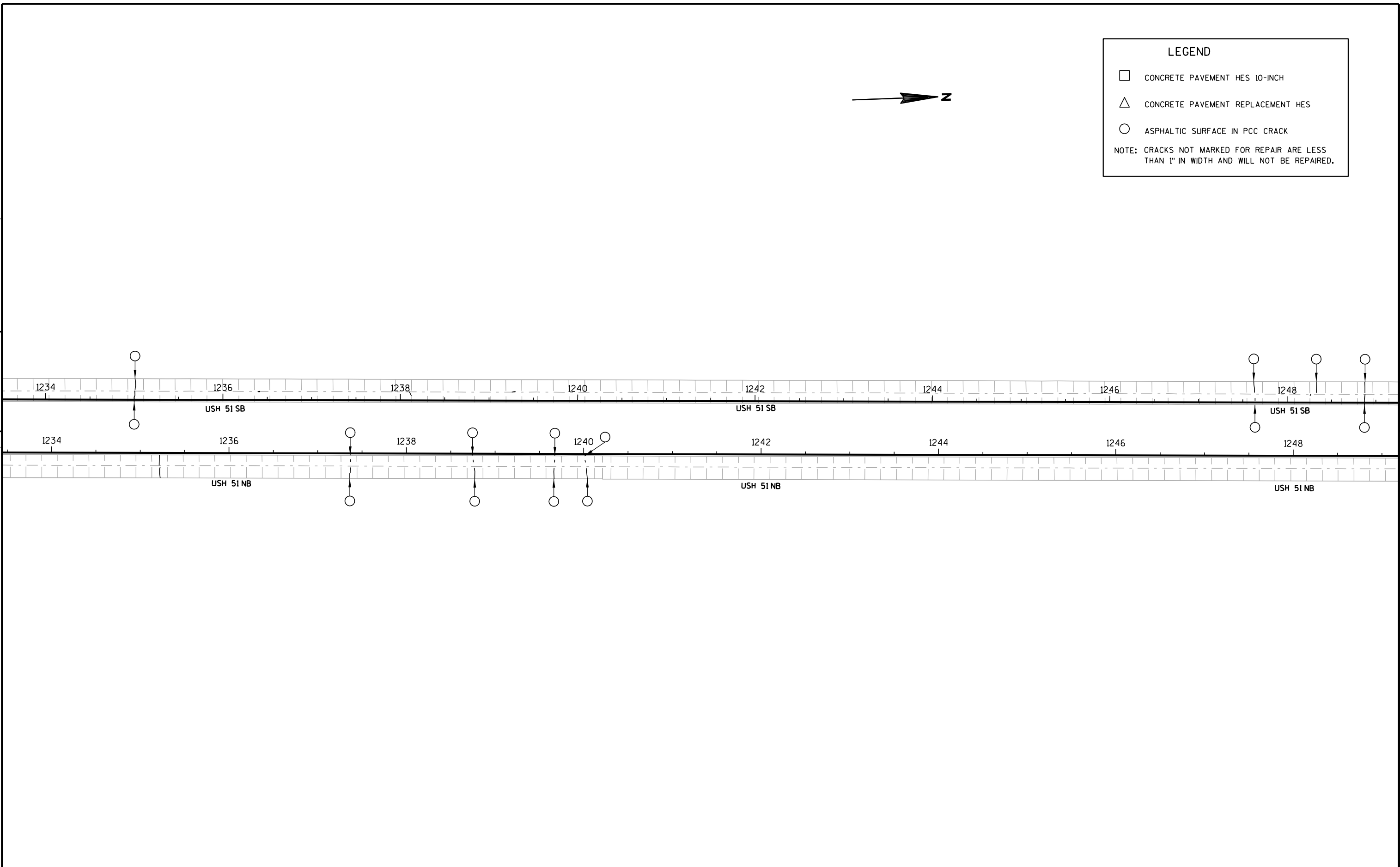
- CONCRETE PAVEMENT HES 10-INCH
- △ CONCRETE PAVEMENT REPLACEMENT HES
- ASPHALTIC SURFACE IN PCC CRACK
- NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

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PROJECT NO: 1178-08-60	HWY: USH 51	COUNTY: LINCOLN	PLAN SHEETS	SHEET	E
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LEGEND

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CONCRETE PAVEMENT HES 10-INCH

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CONCRETE PAVEMENT REPLACEMENT HES

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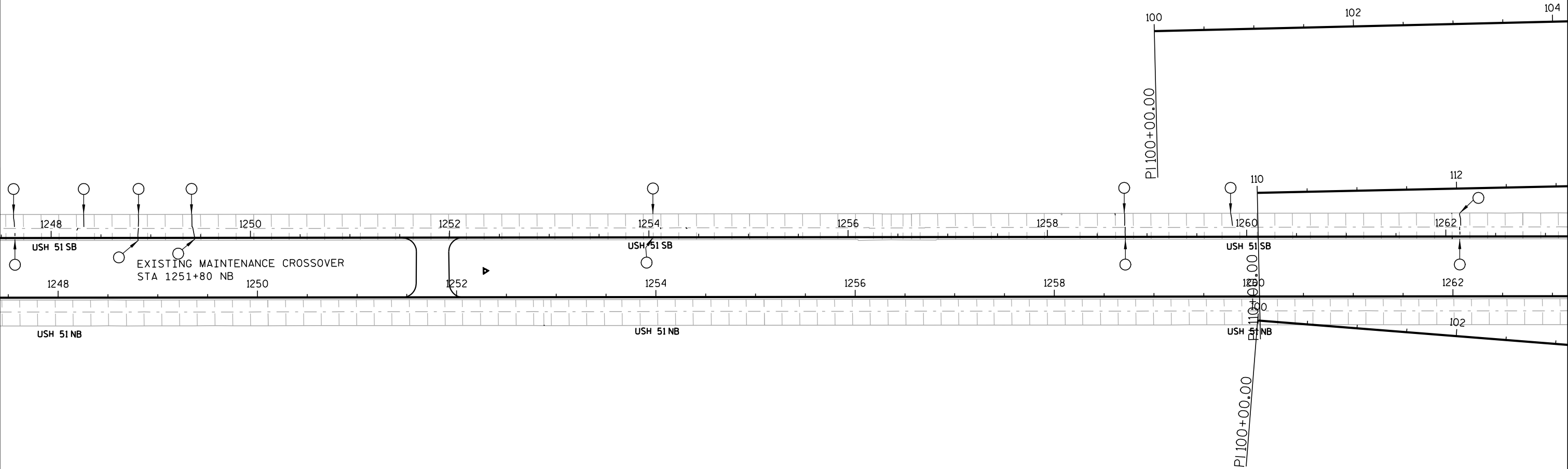
ASPHALTIC SURFACE IN PCC CRACK

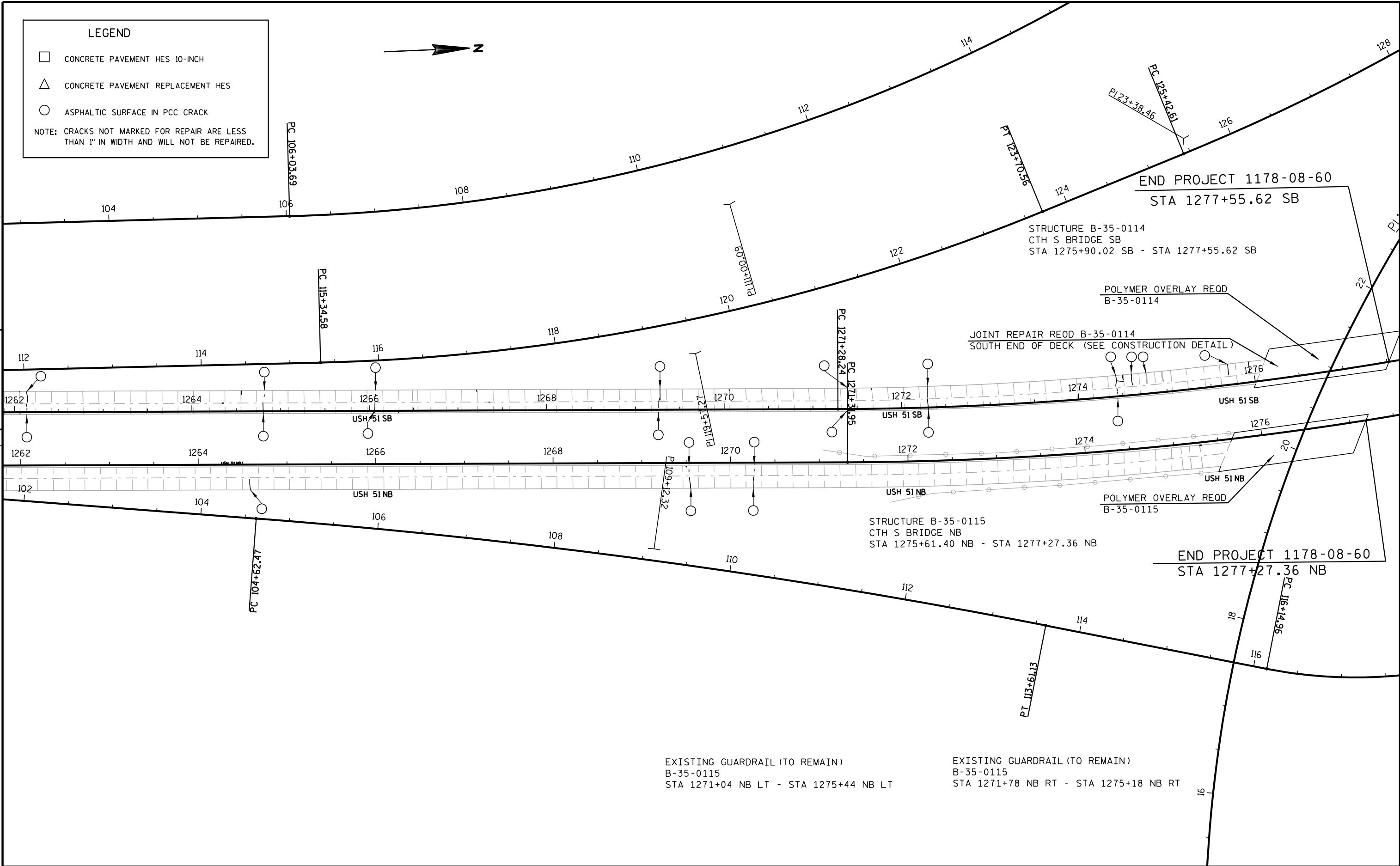
NOTE: CRACKS NOT MARKED FOR REPAIR ARE LESS THAN 1" IN WIDTH AND WILL NOT BE REPAIRED.

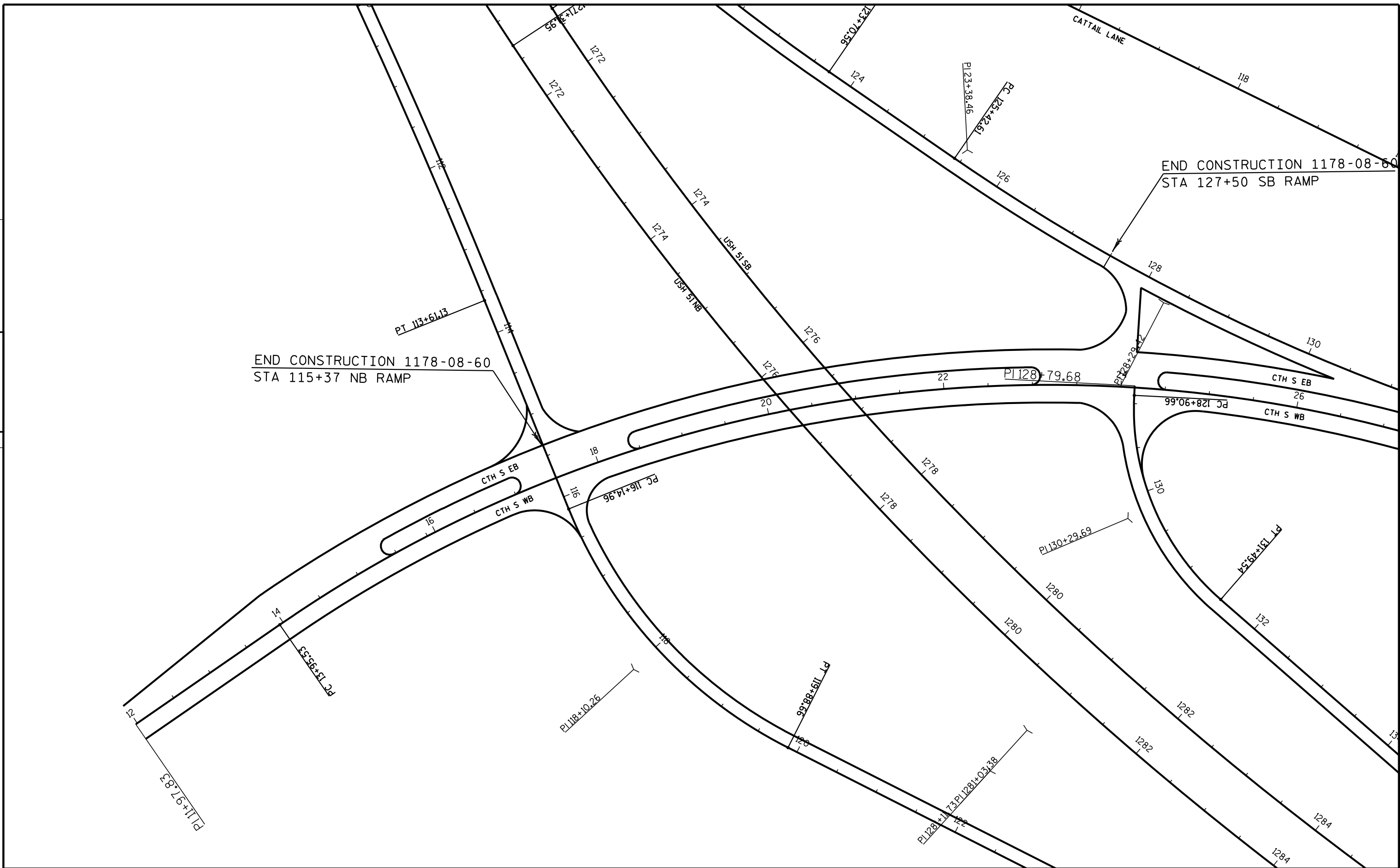


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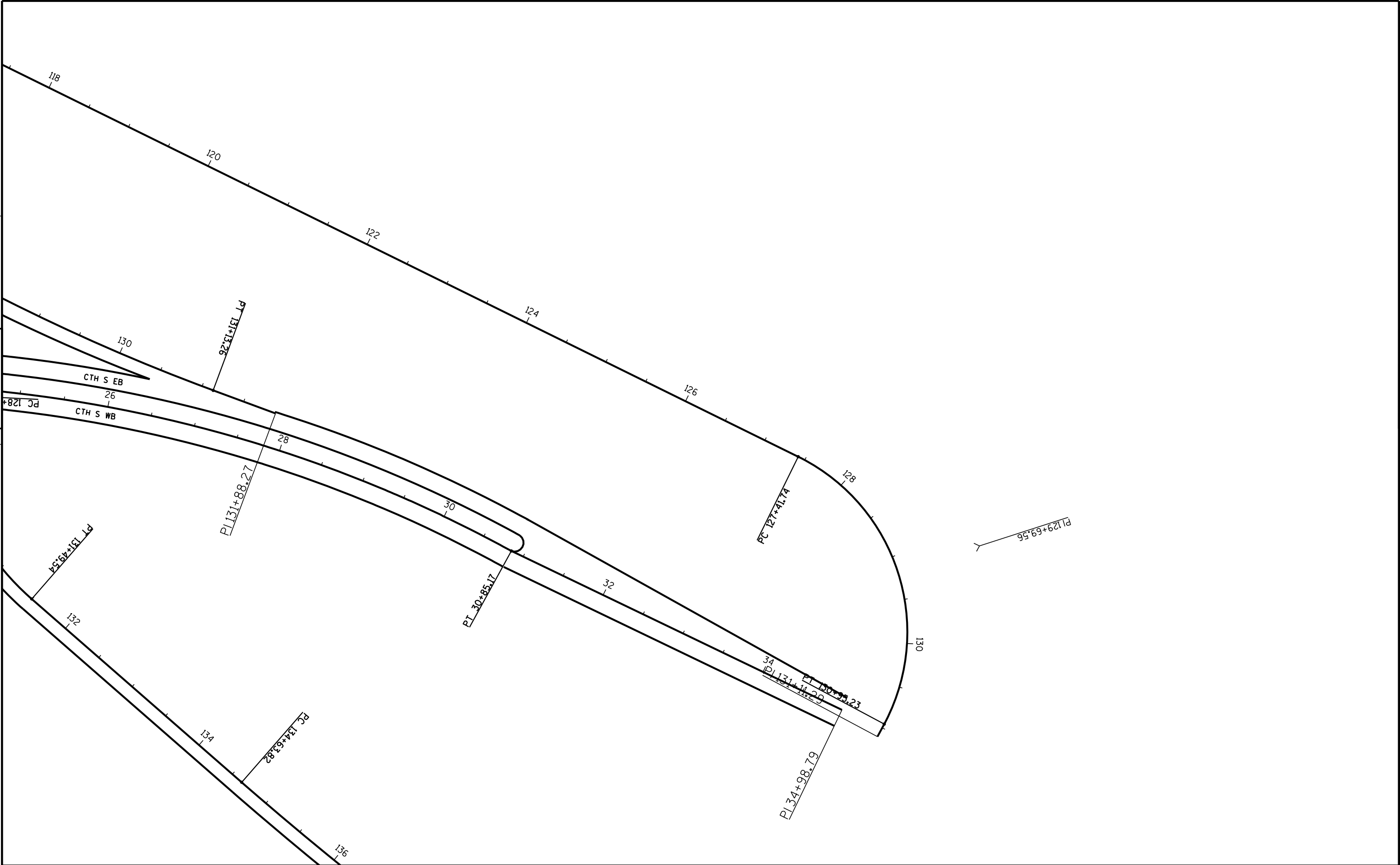
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PROJECT NO: 1178-08-60	HWY: USH 51	COUNTY: LINCOLN	PLAN SHEETS	SHEET	E
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PROJECT NO: 1178-08-60	HWY: USH 51	COUNTY: LINCOLN	PLAN SHEETS	SHEET	E
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