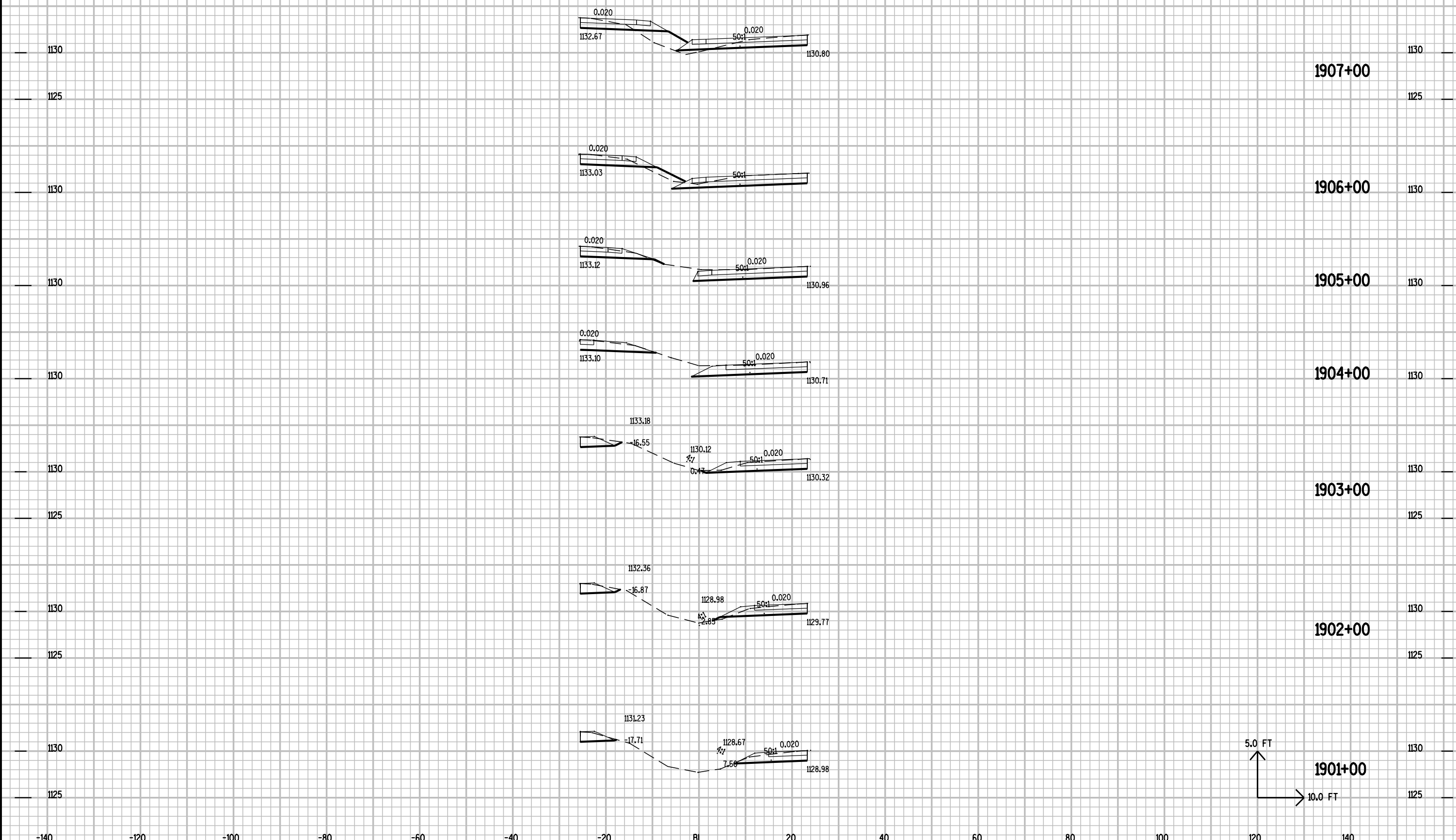
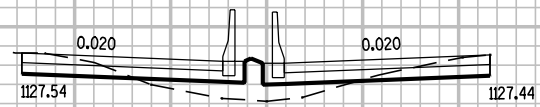


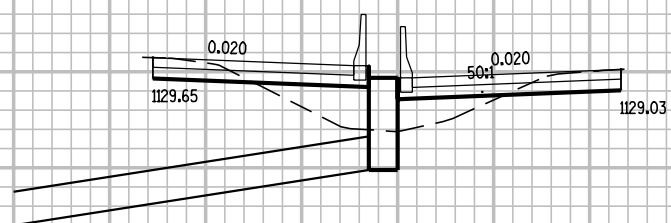




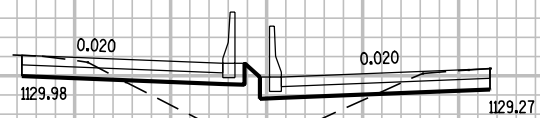
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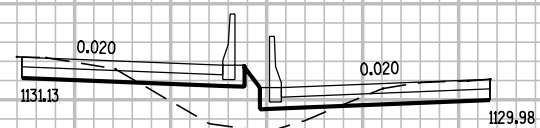
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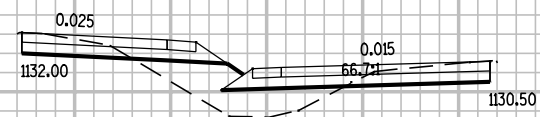
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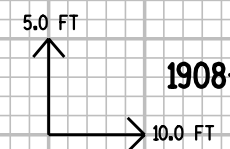
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1909+00

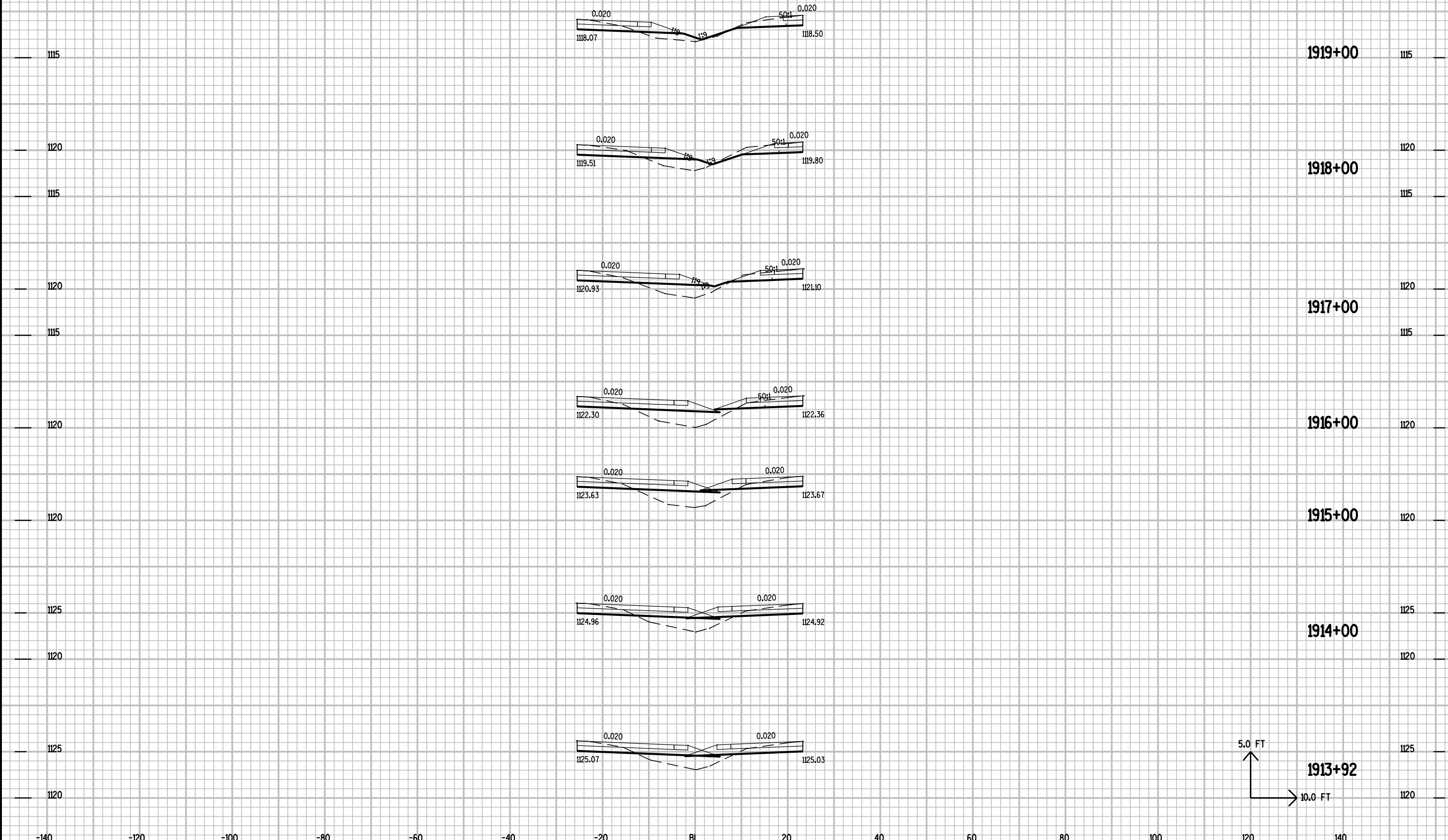


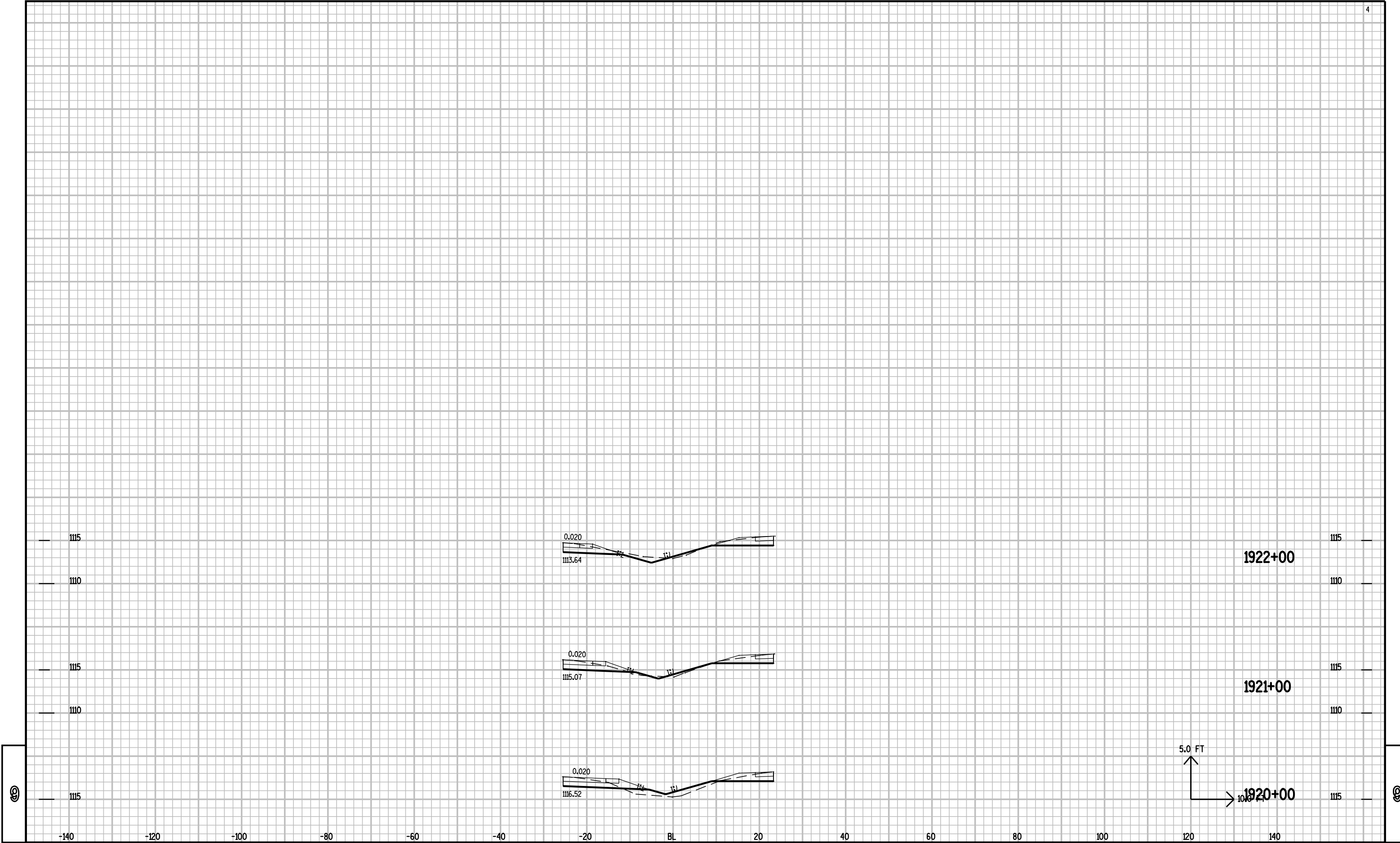
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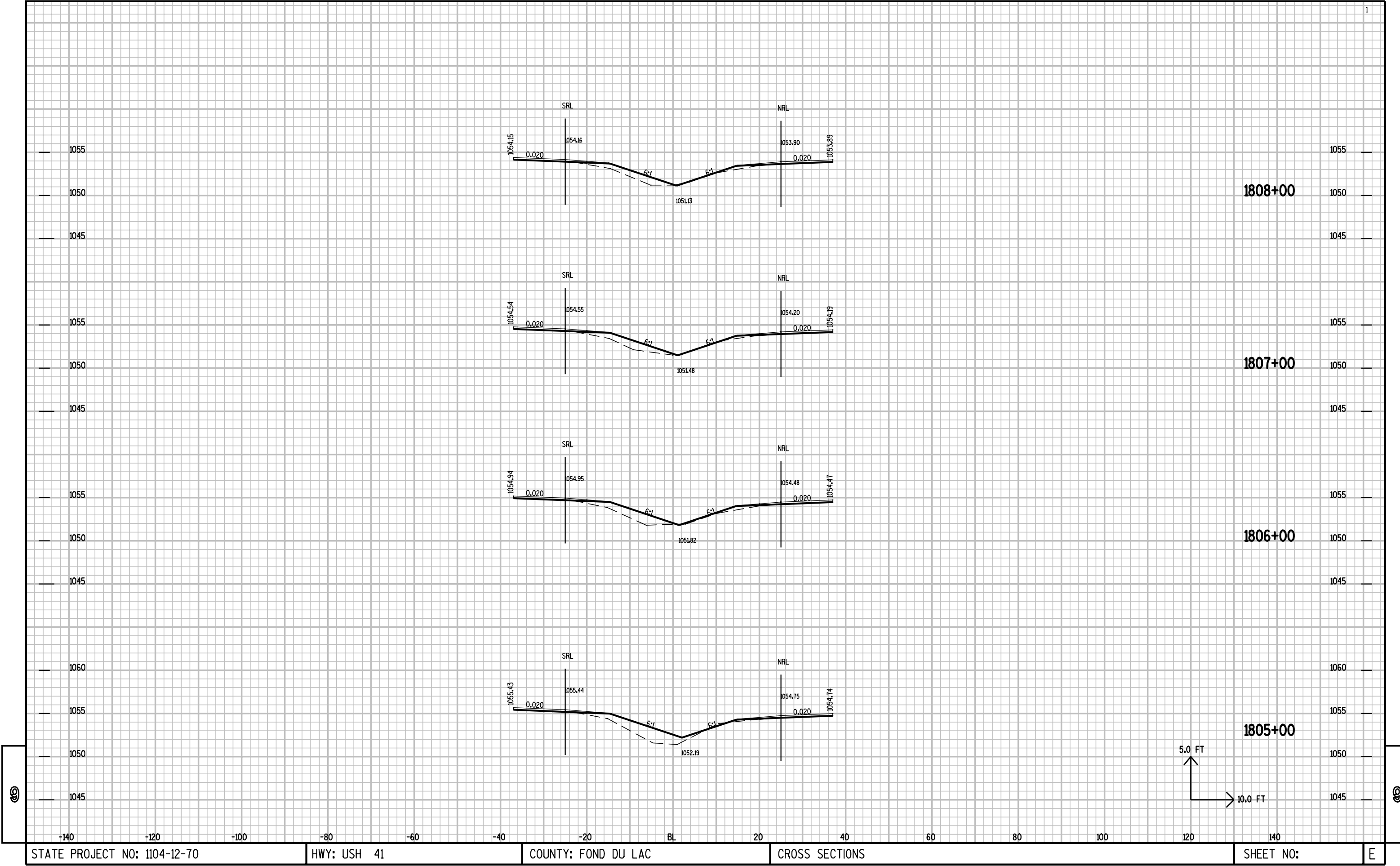


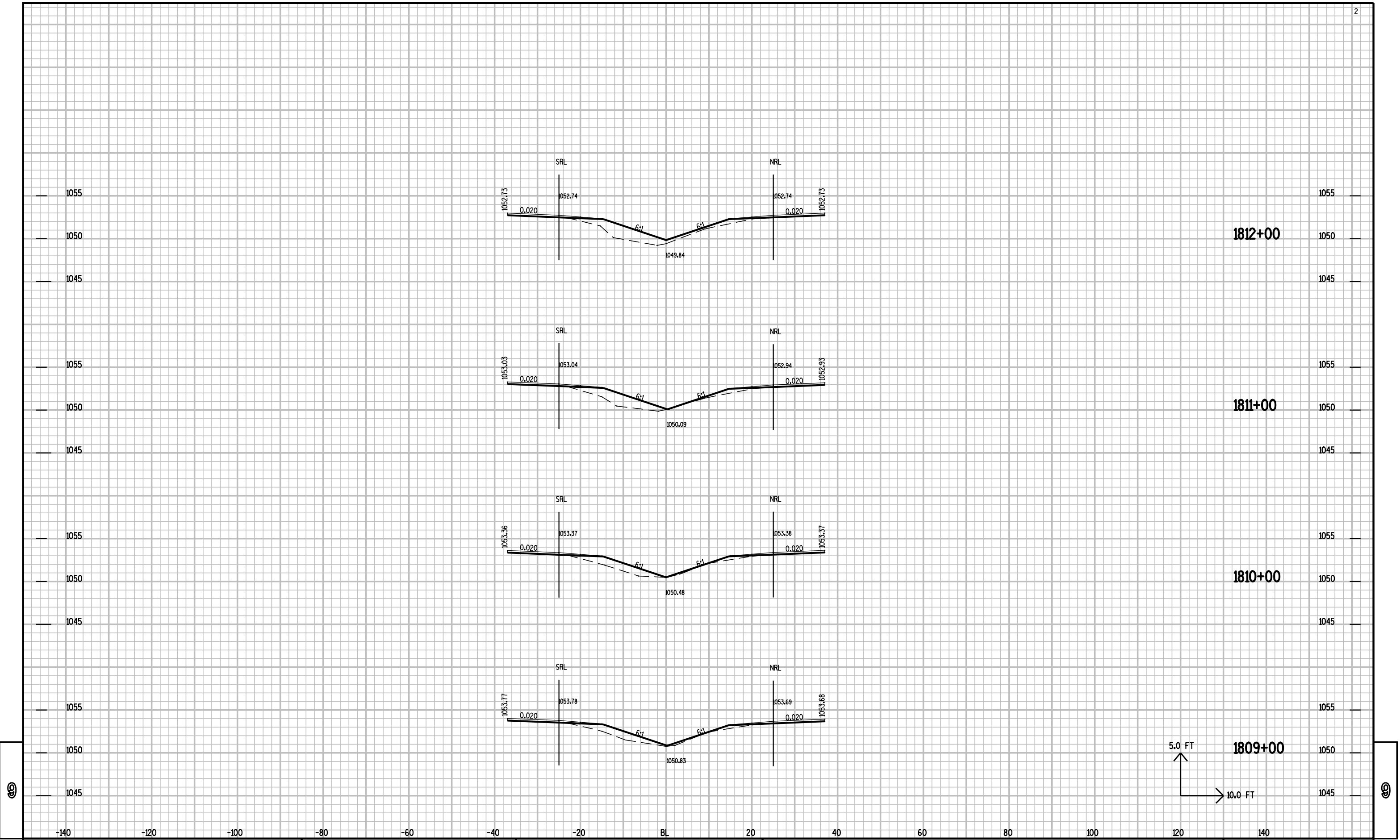
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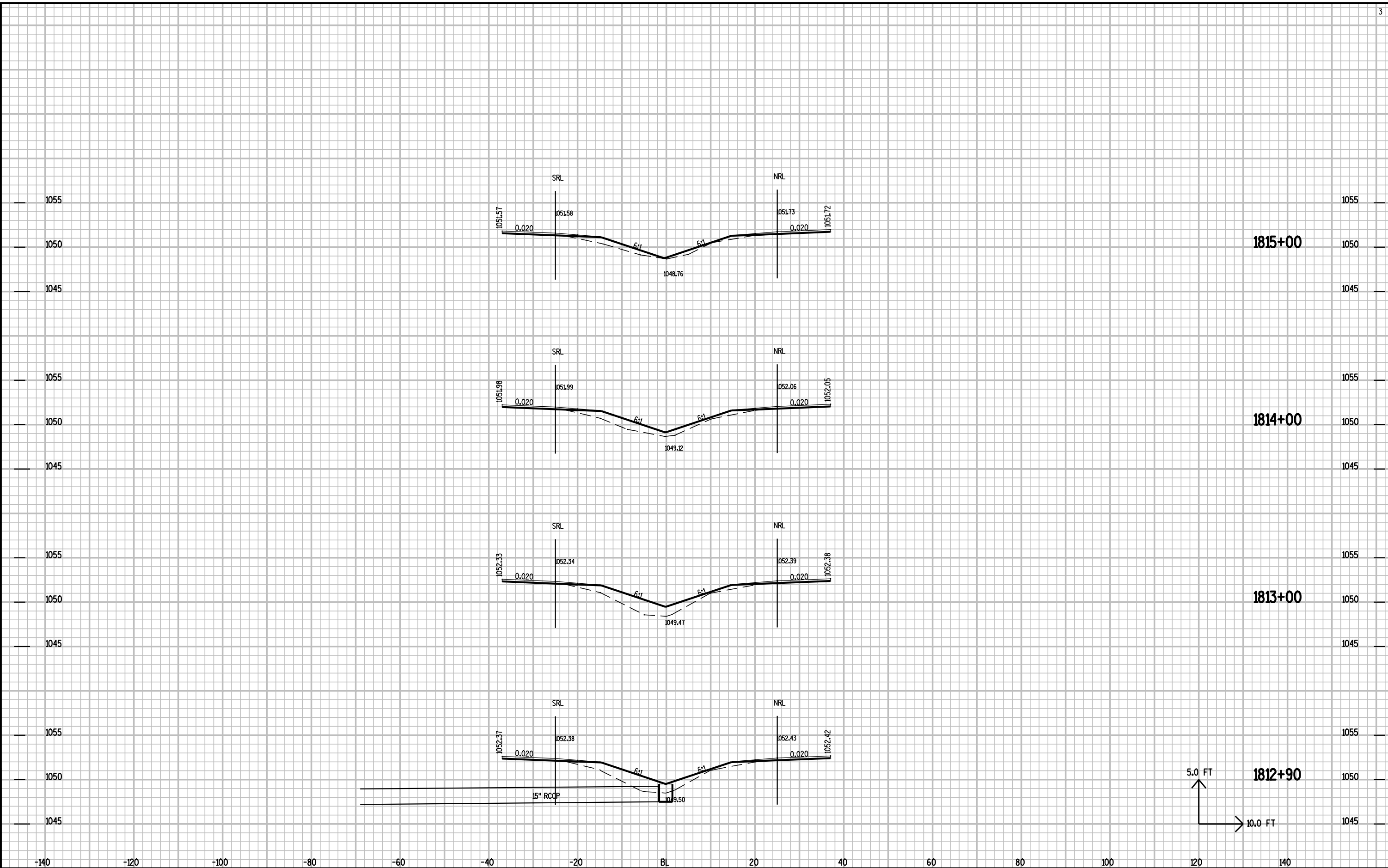


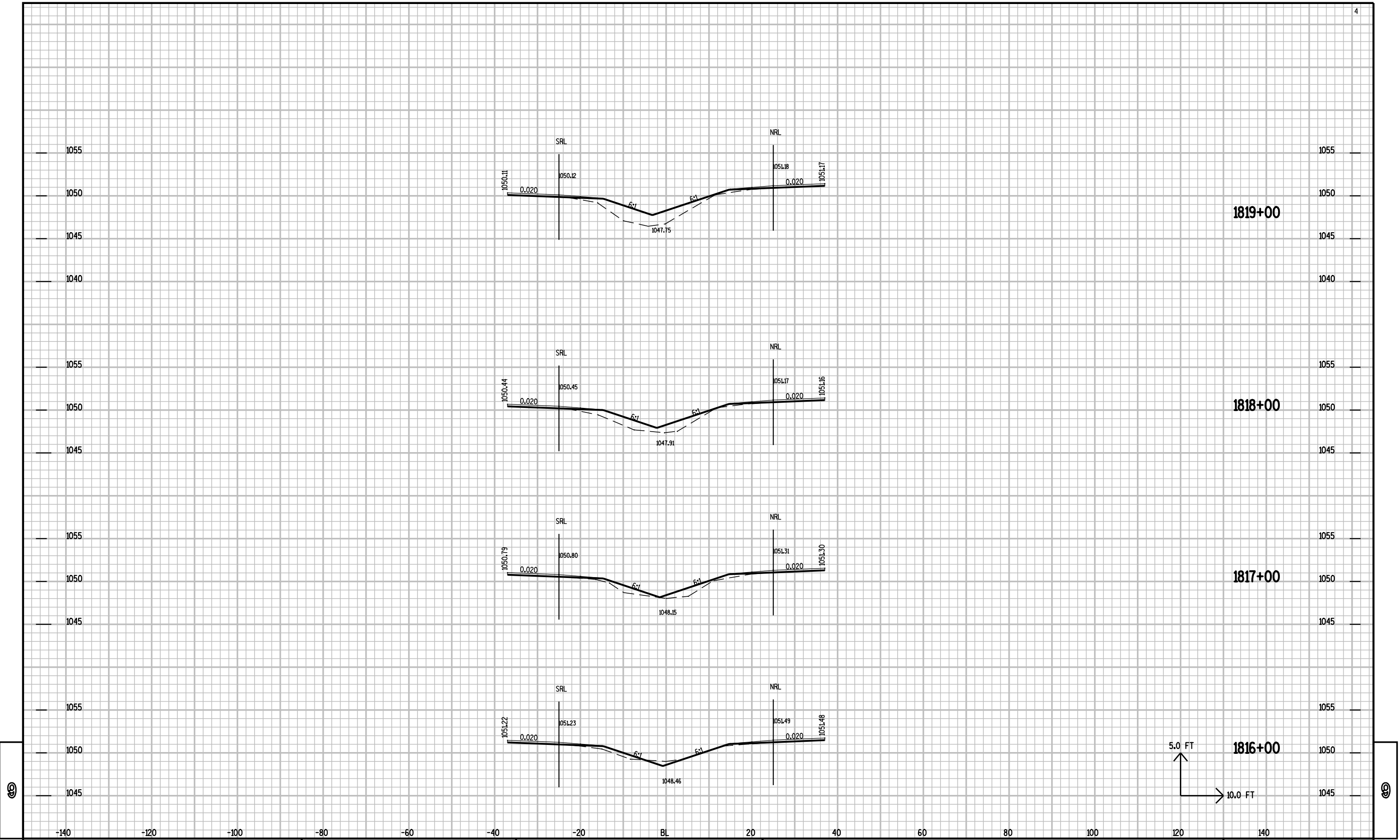


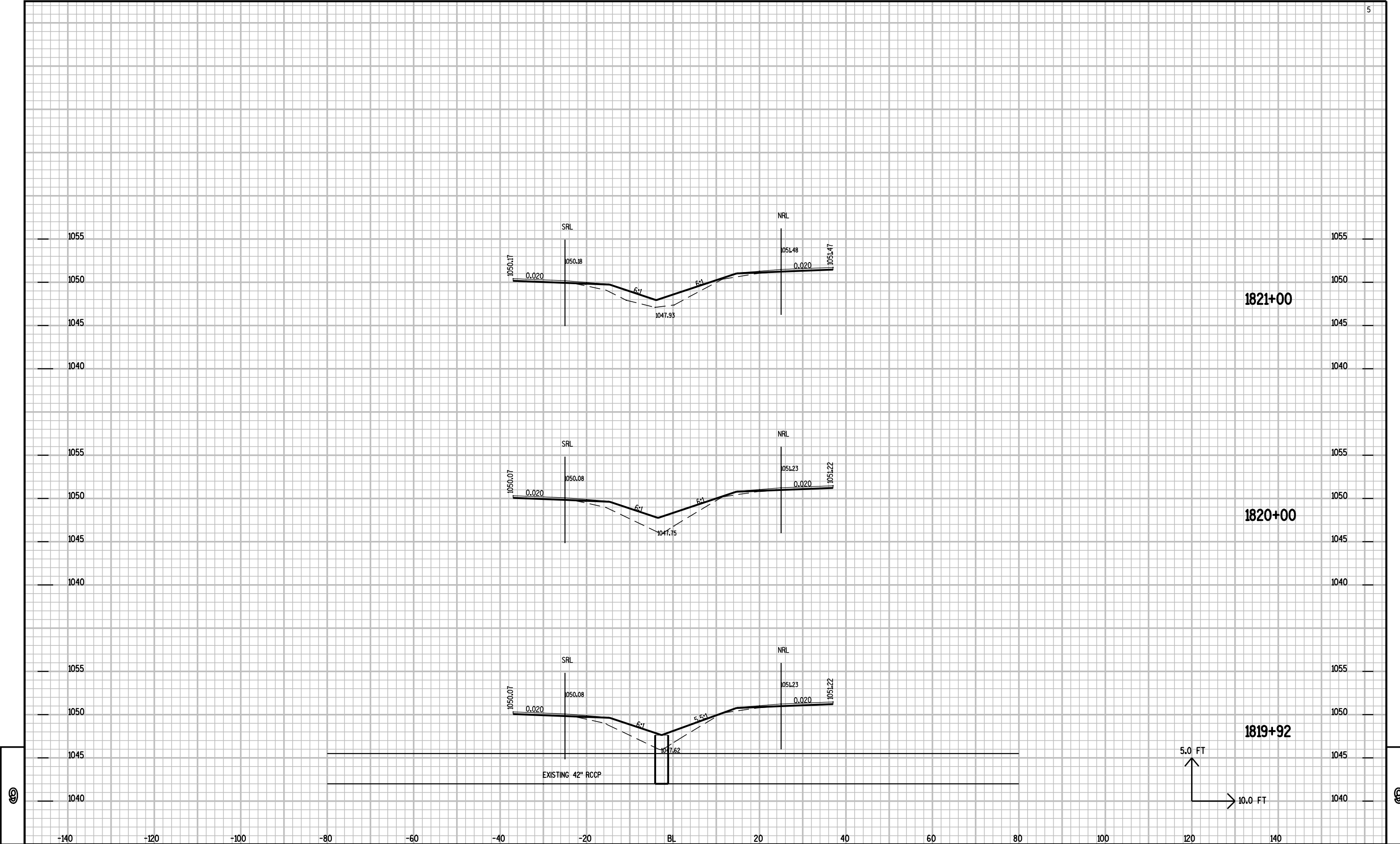


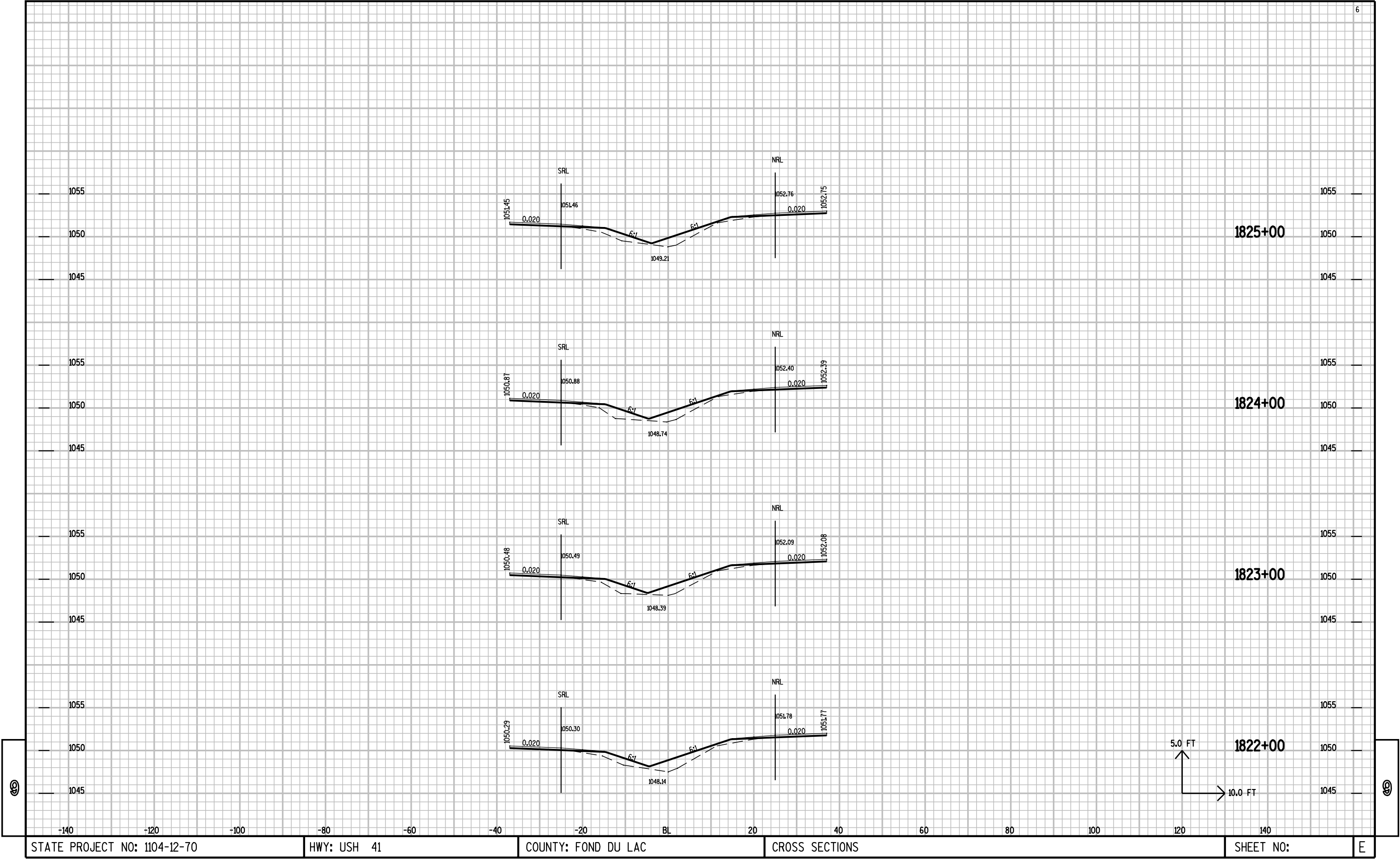
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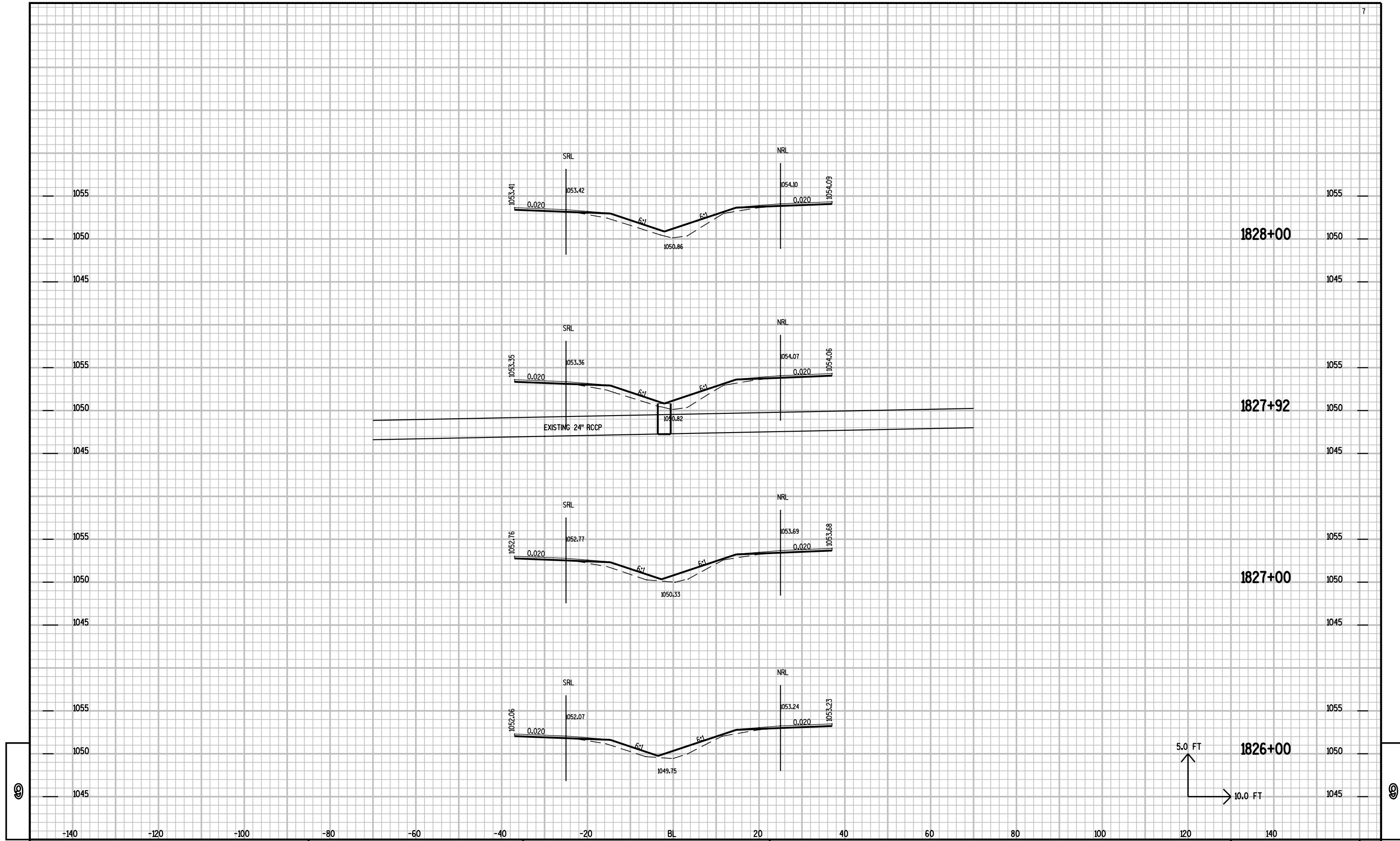
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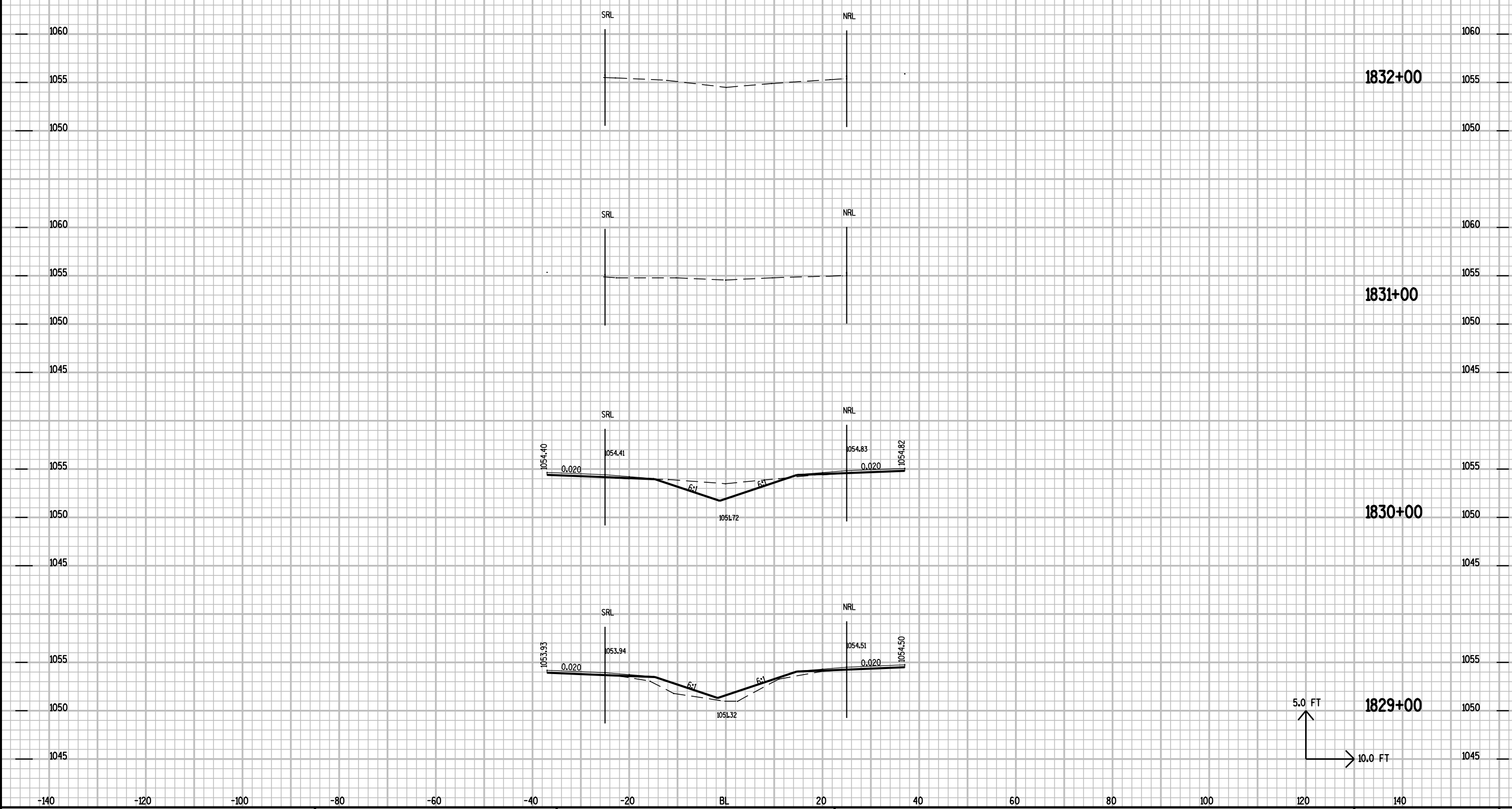






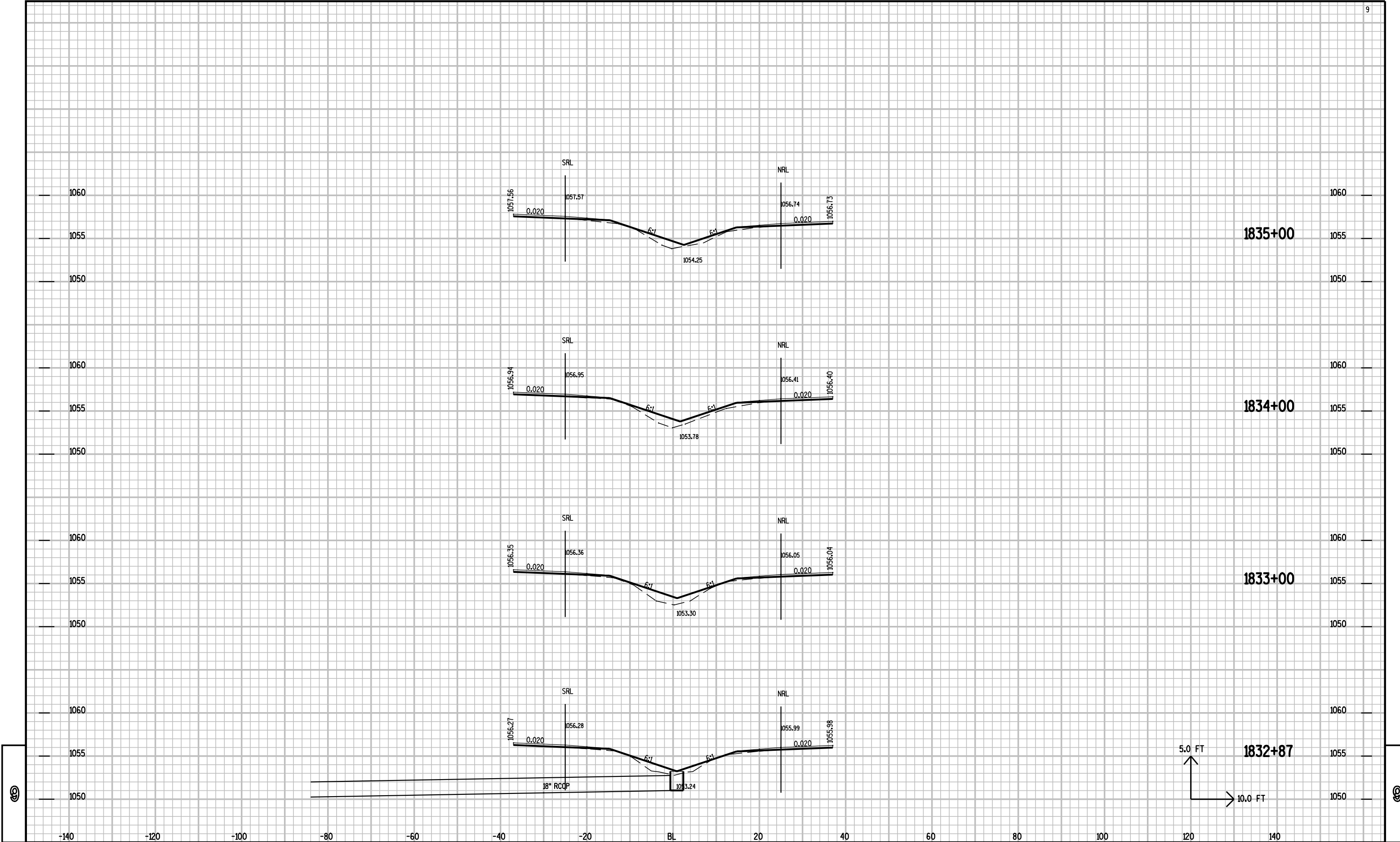
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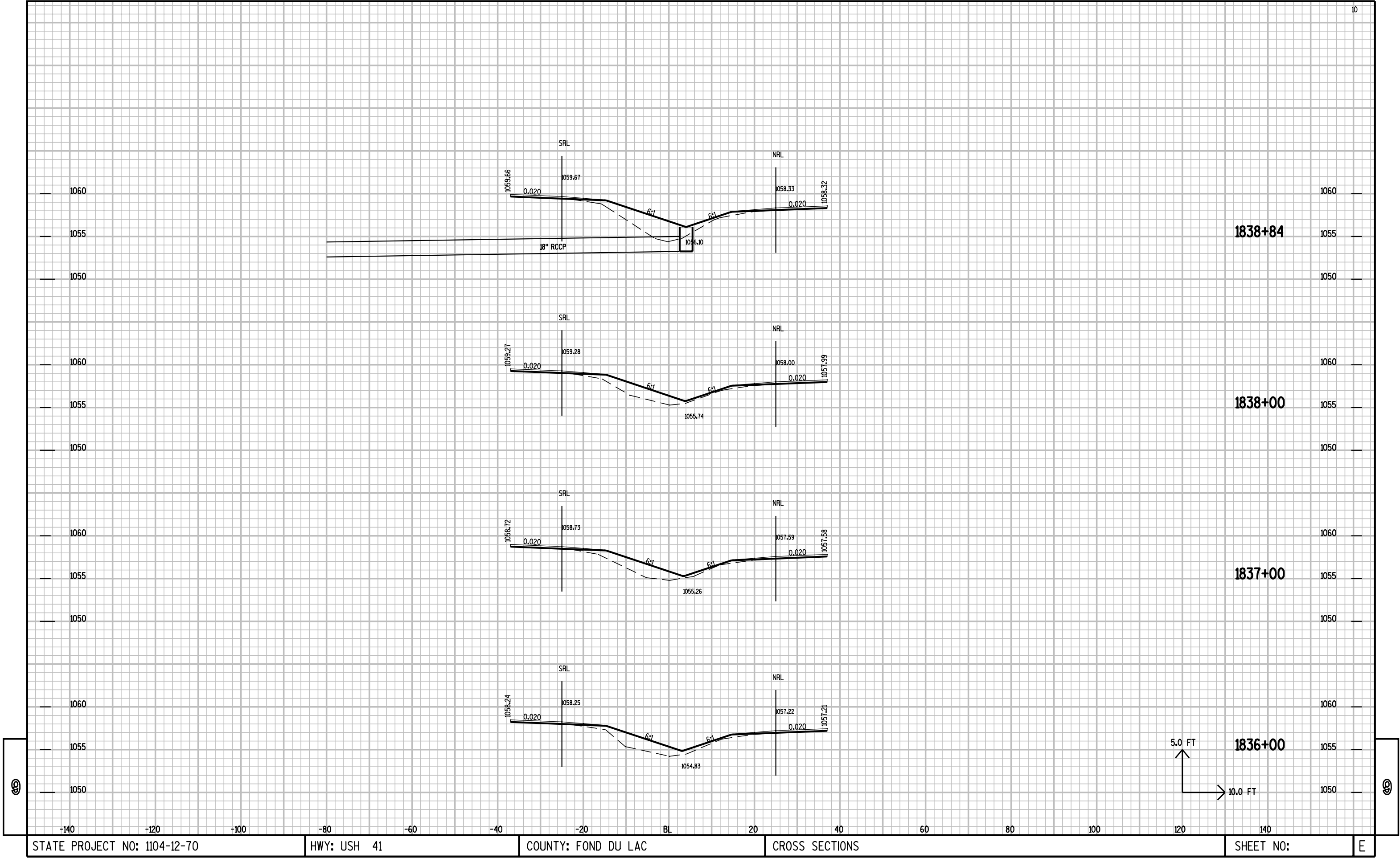
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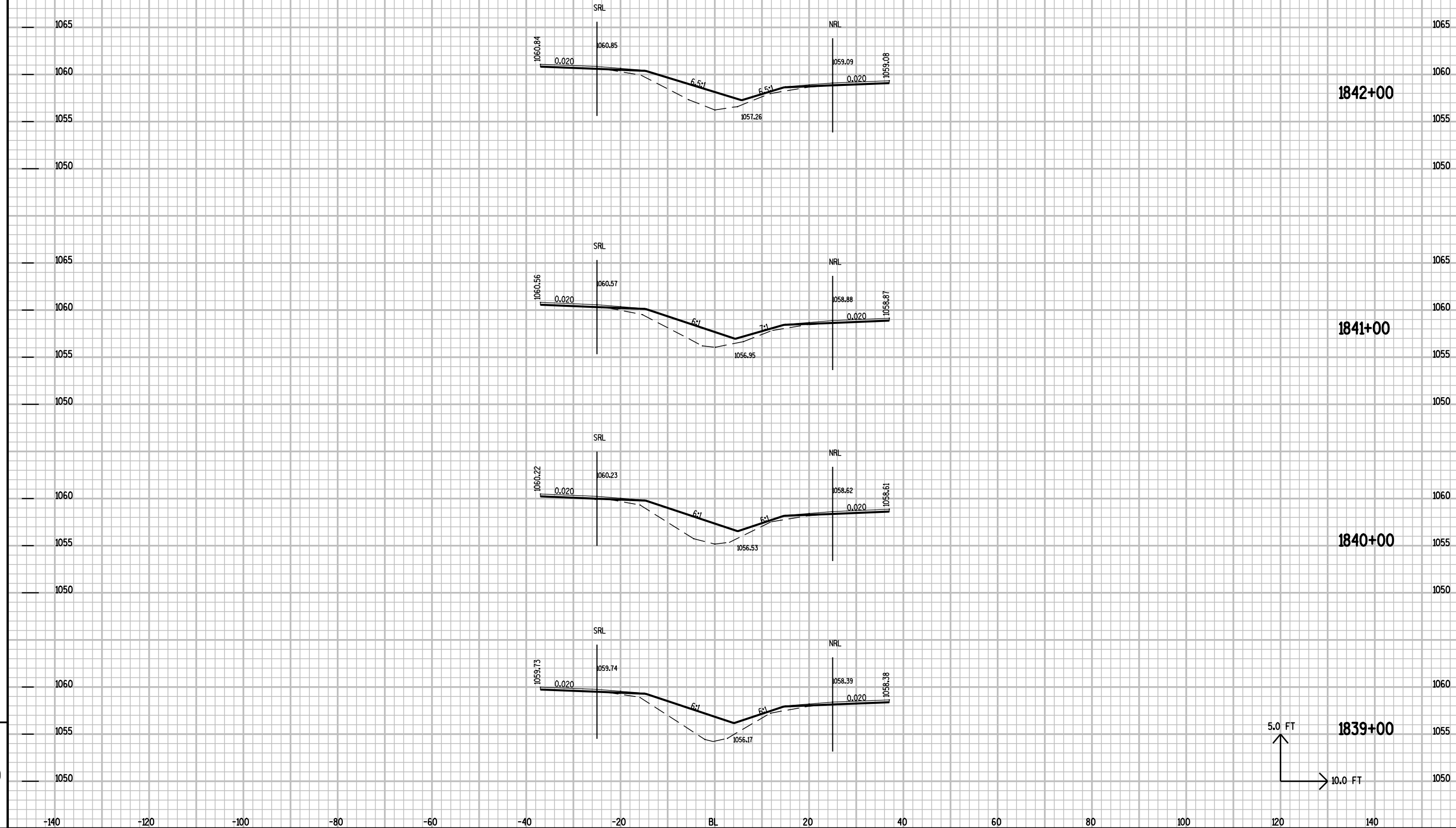


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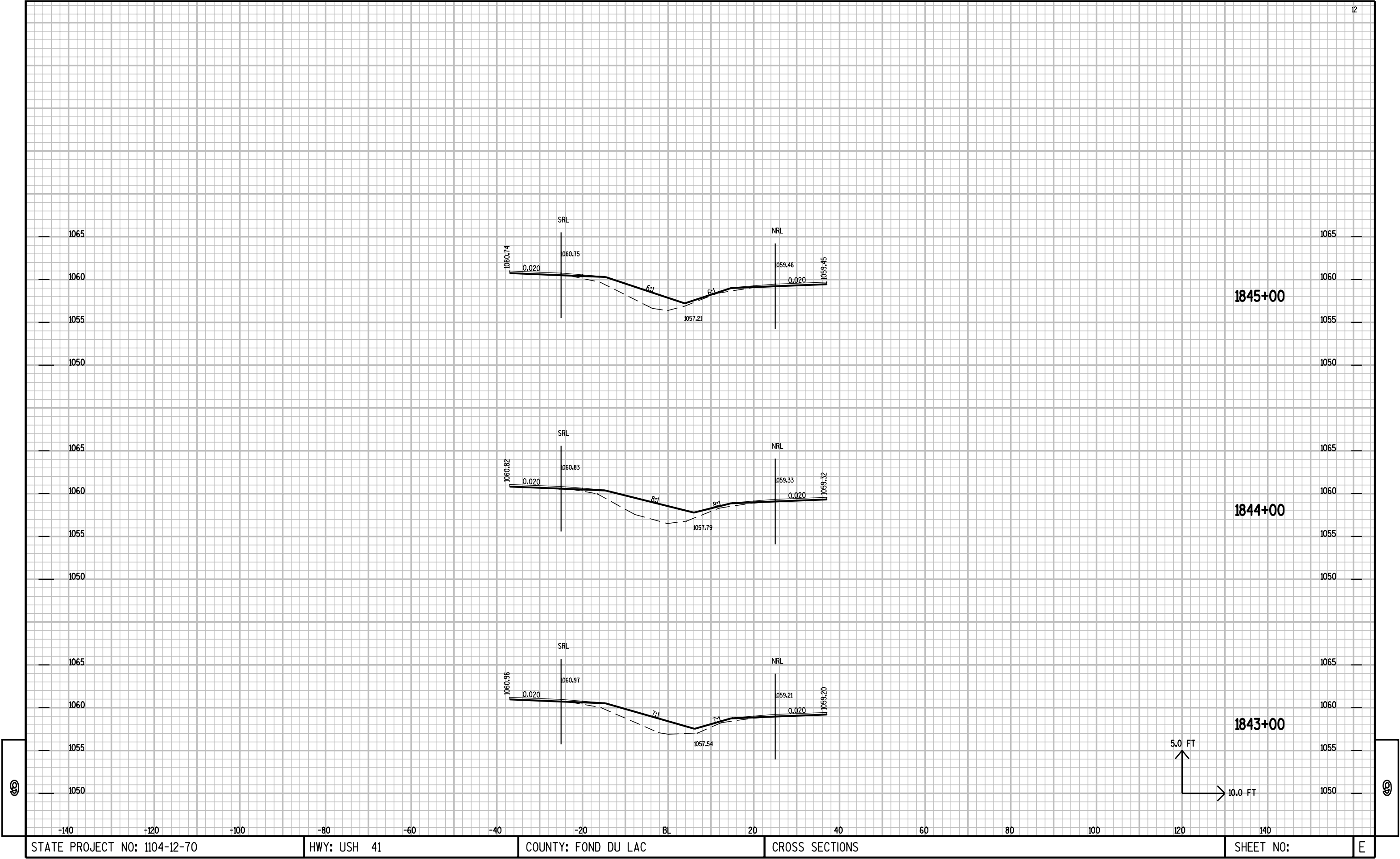


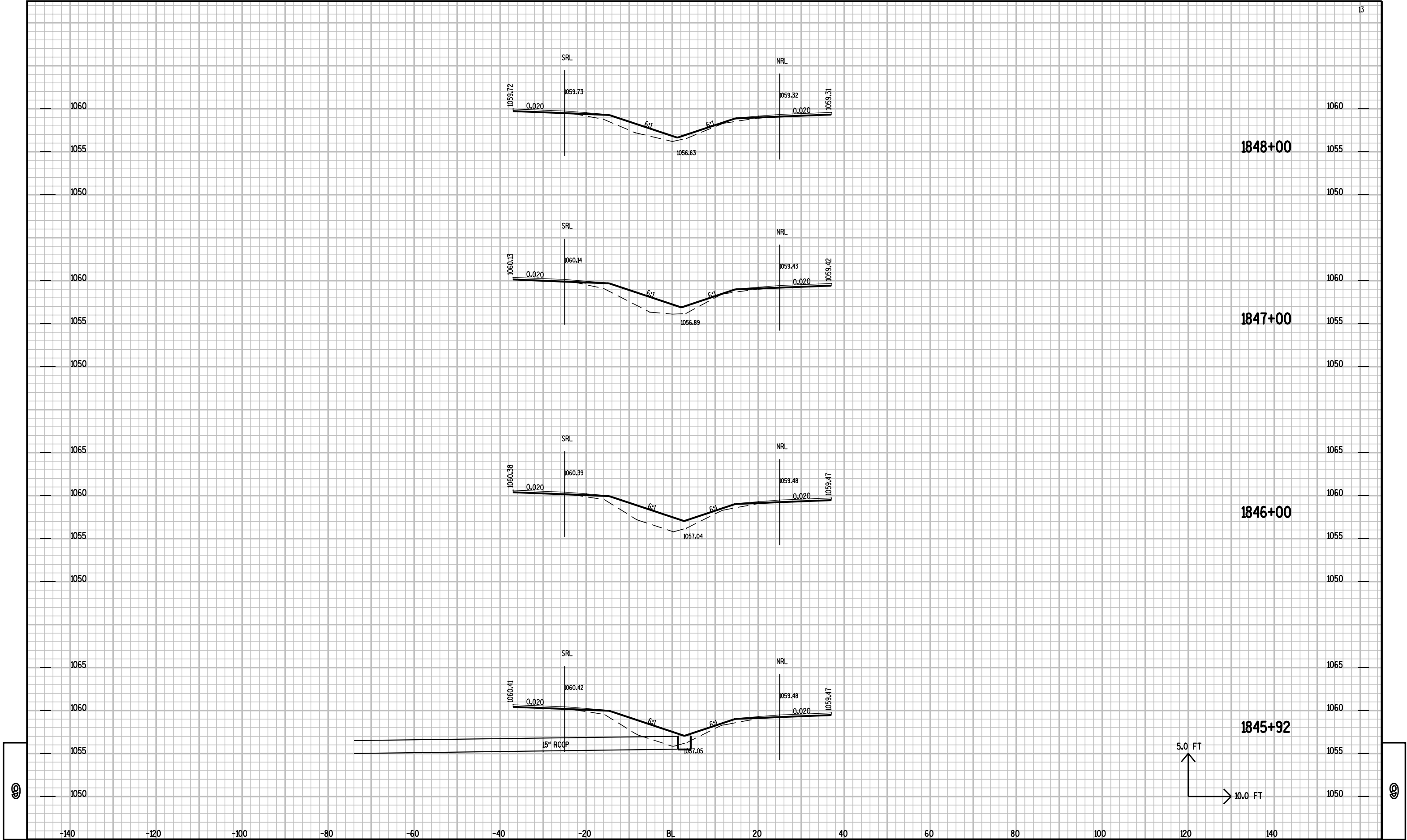


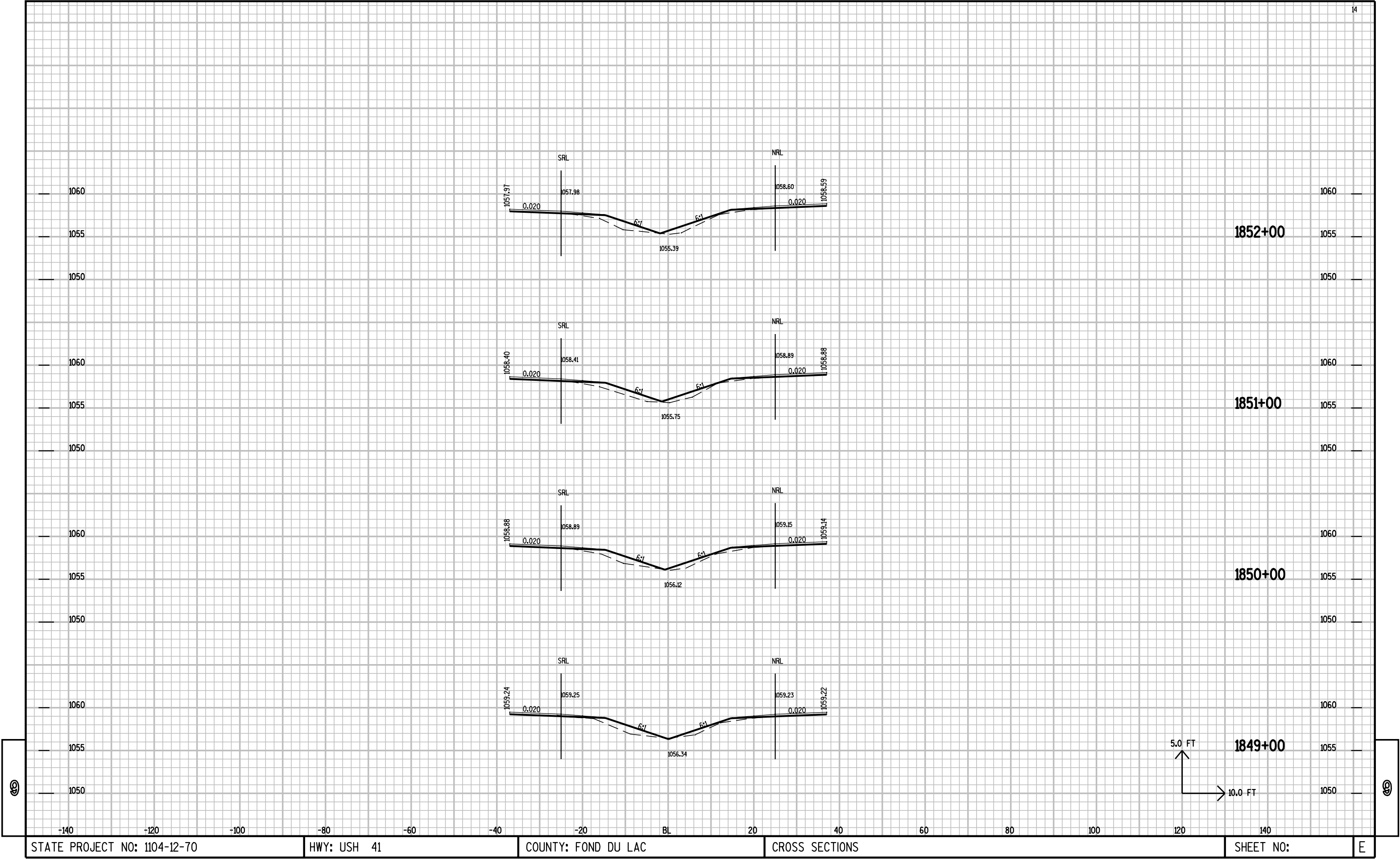


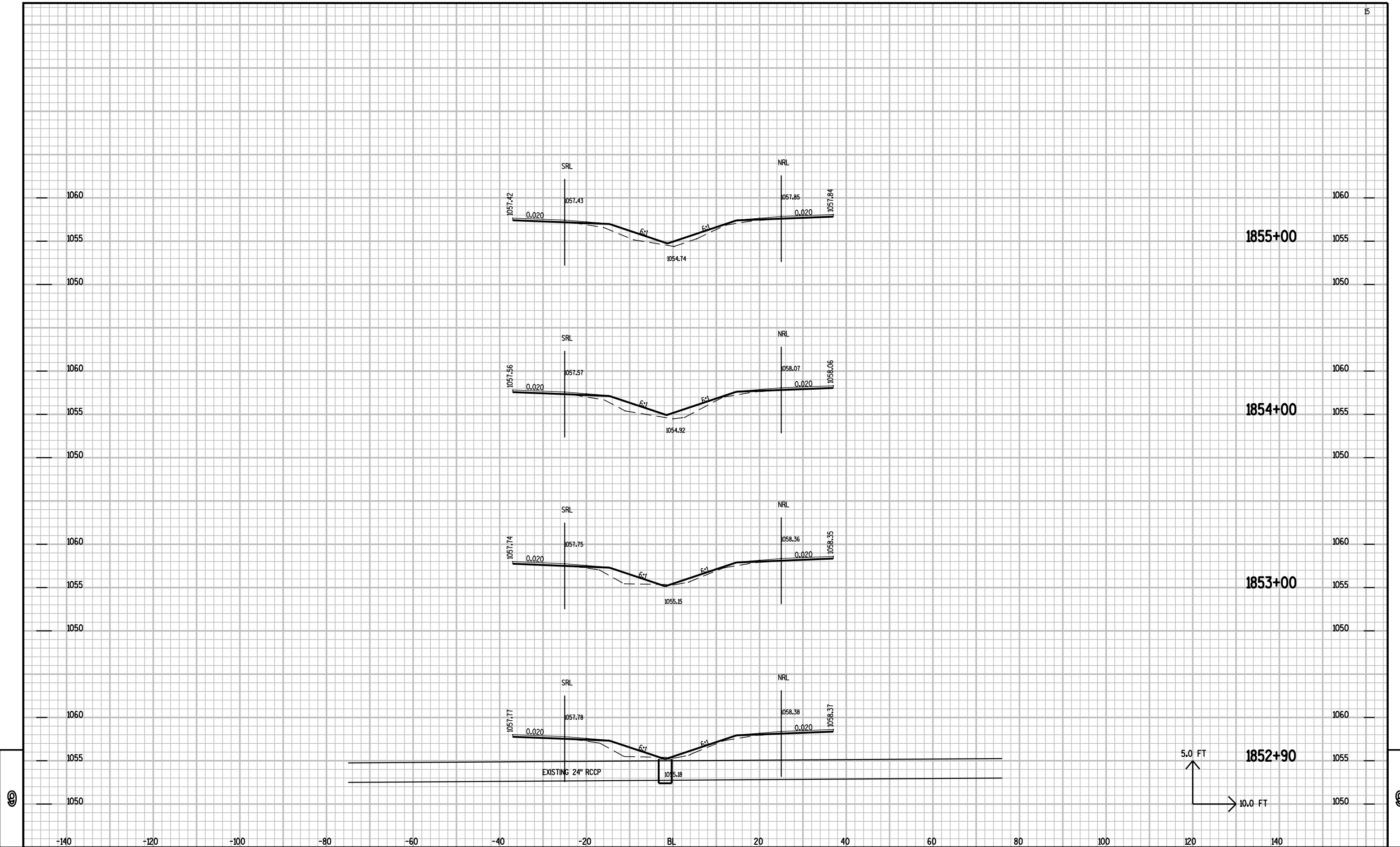
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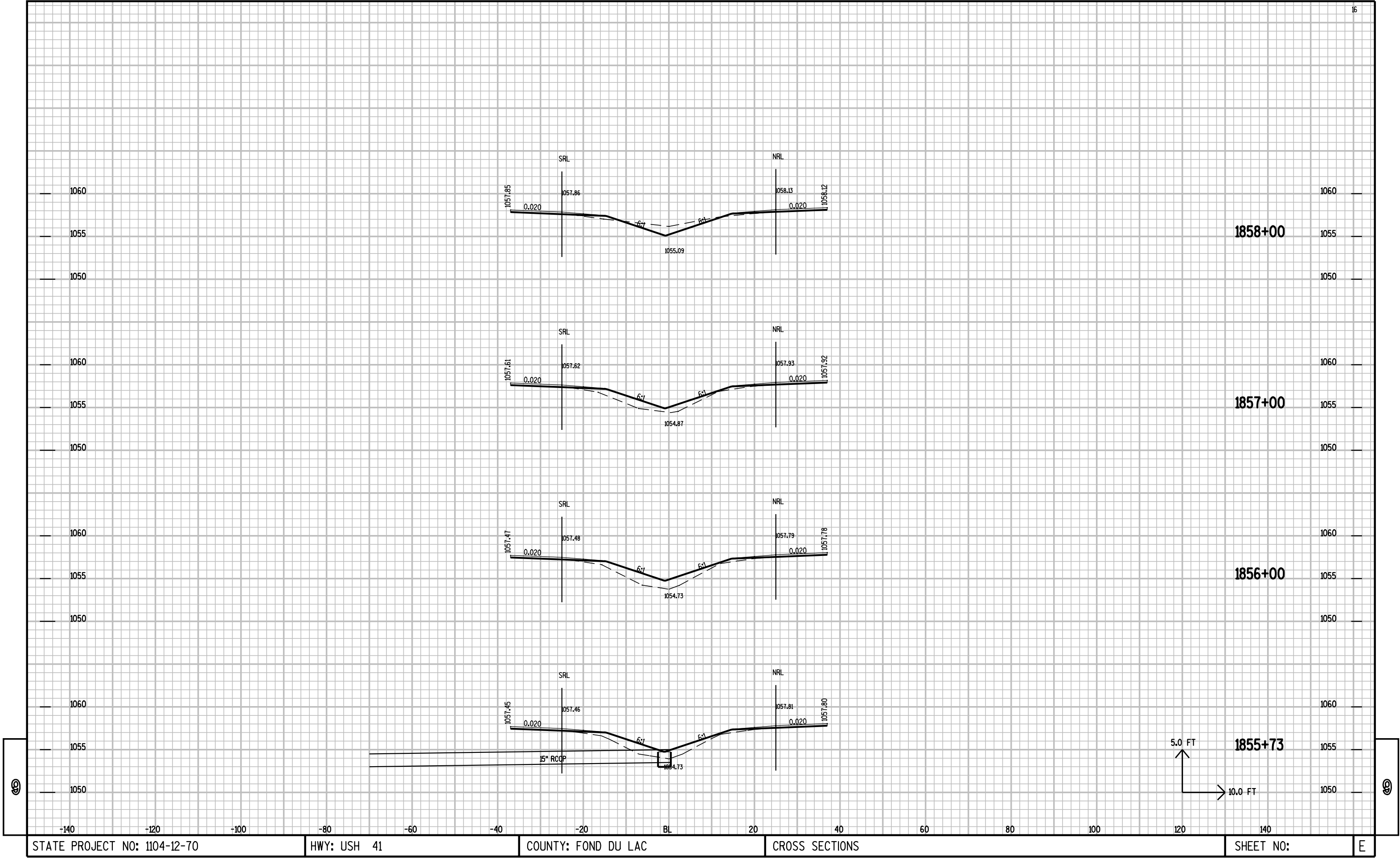
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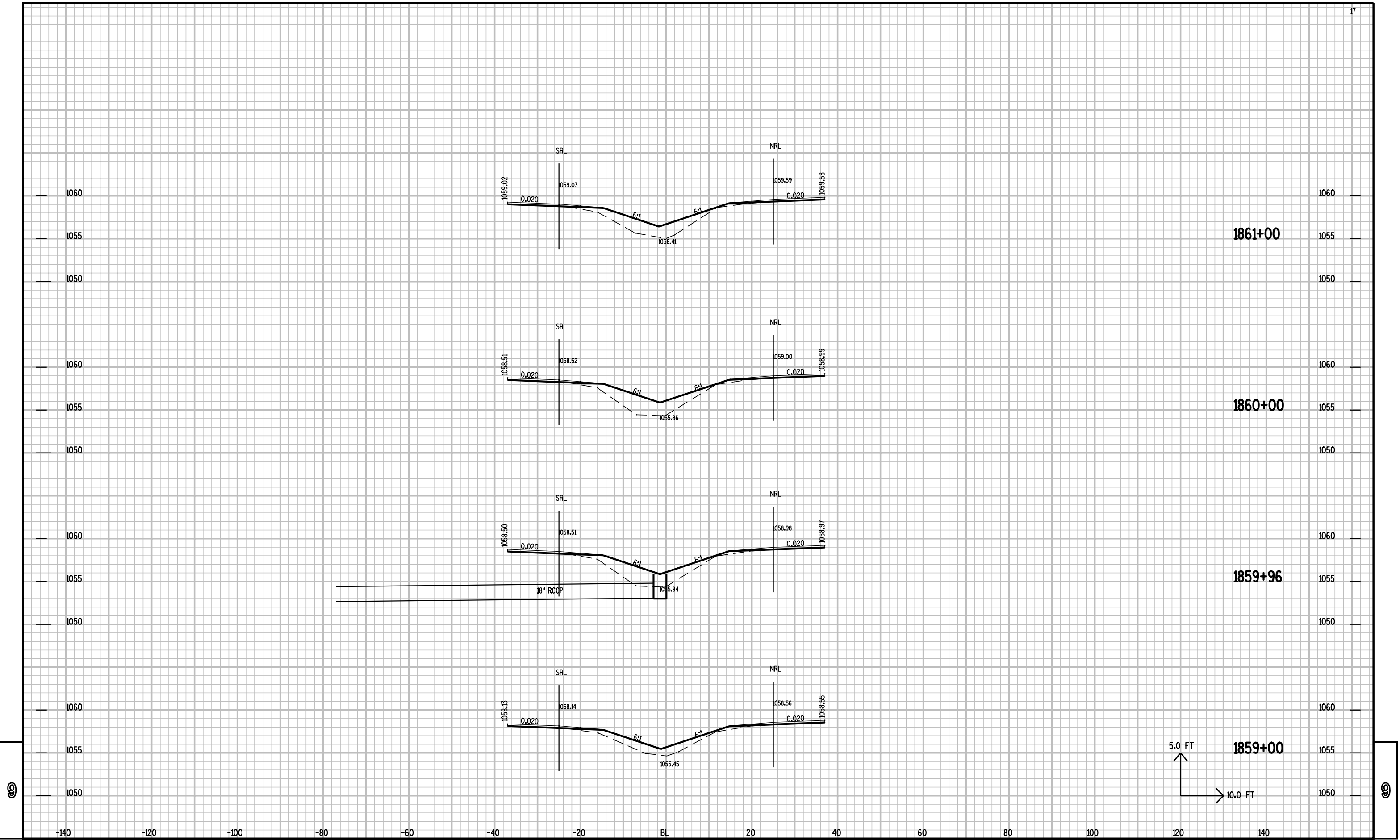






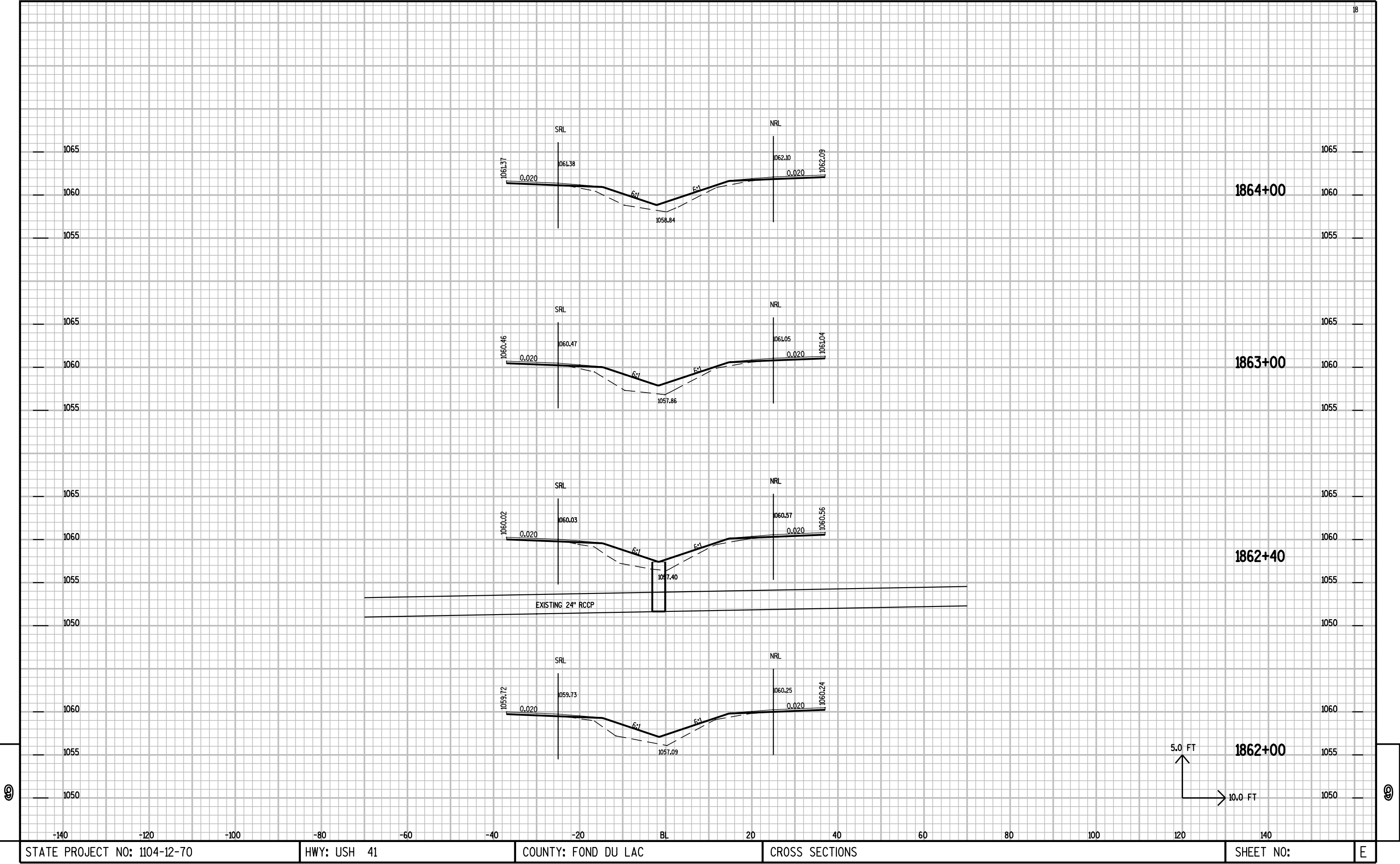


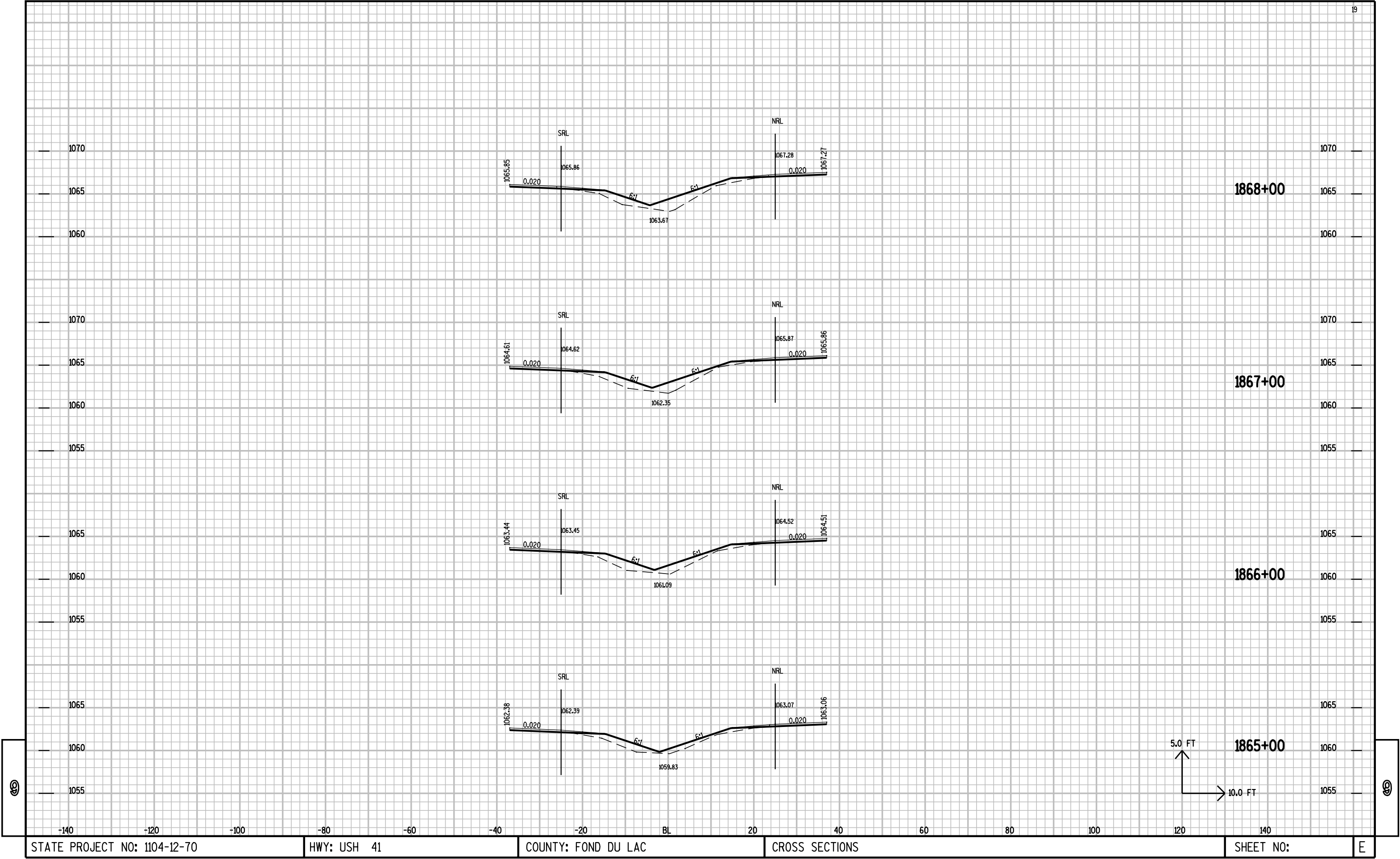


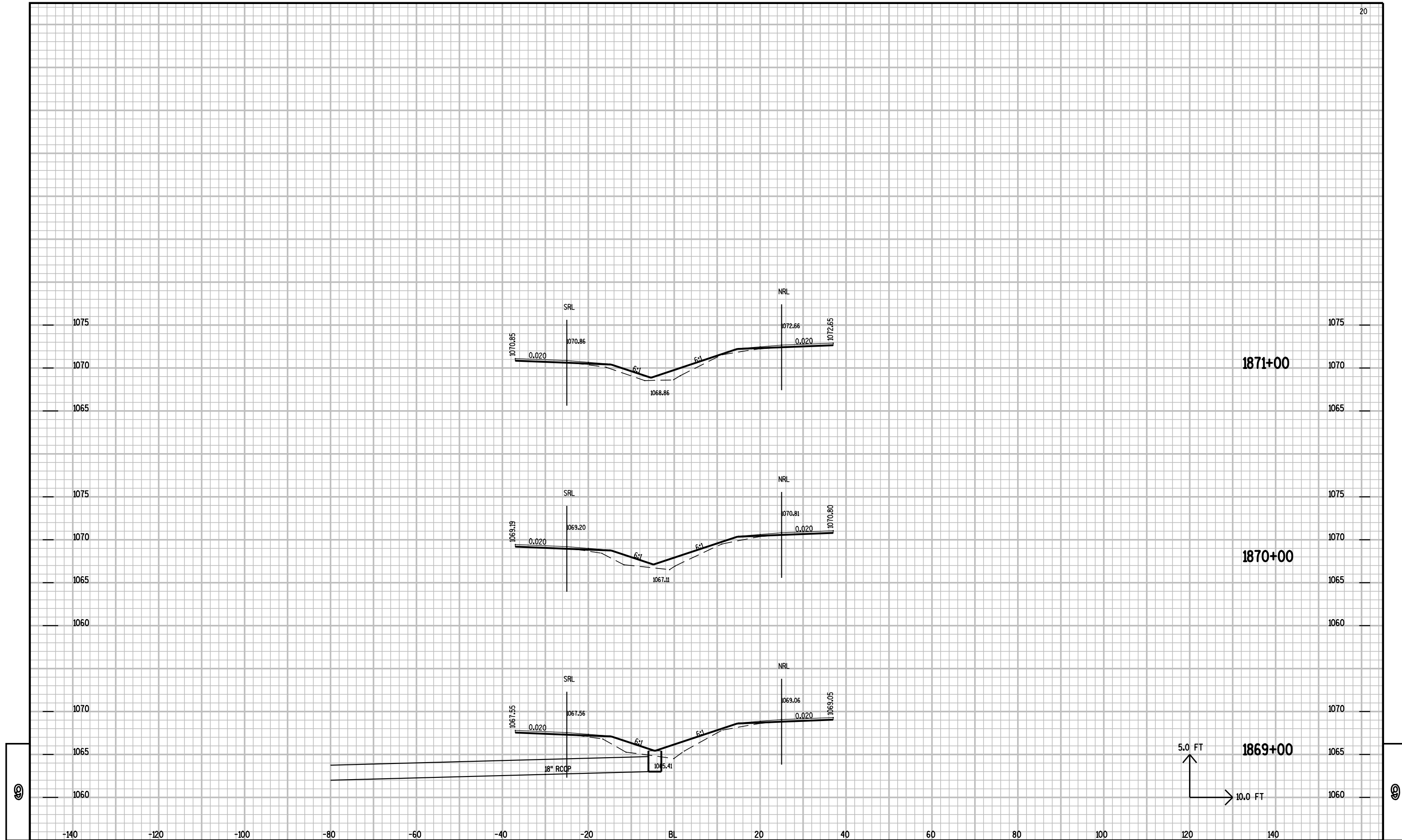


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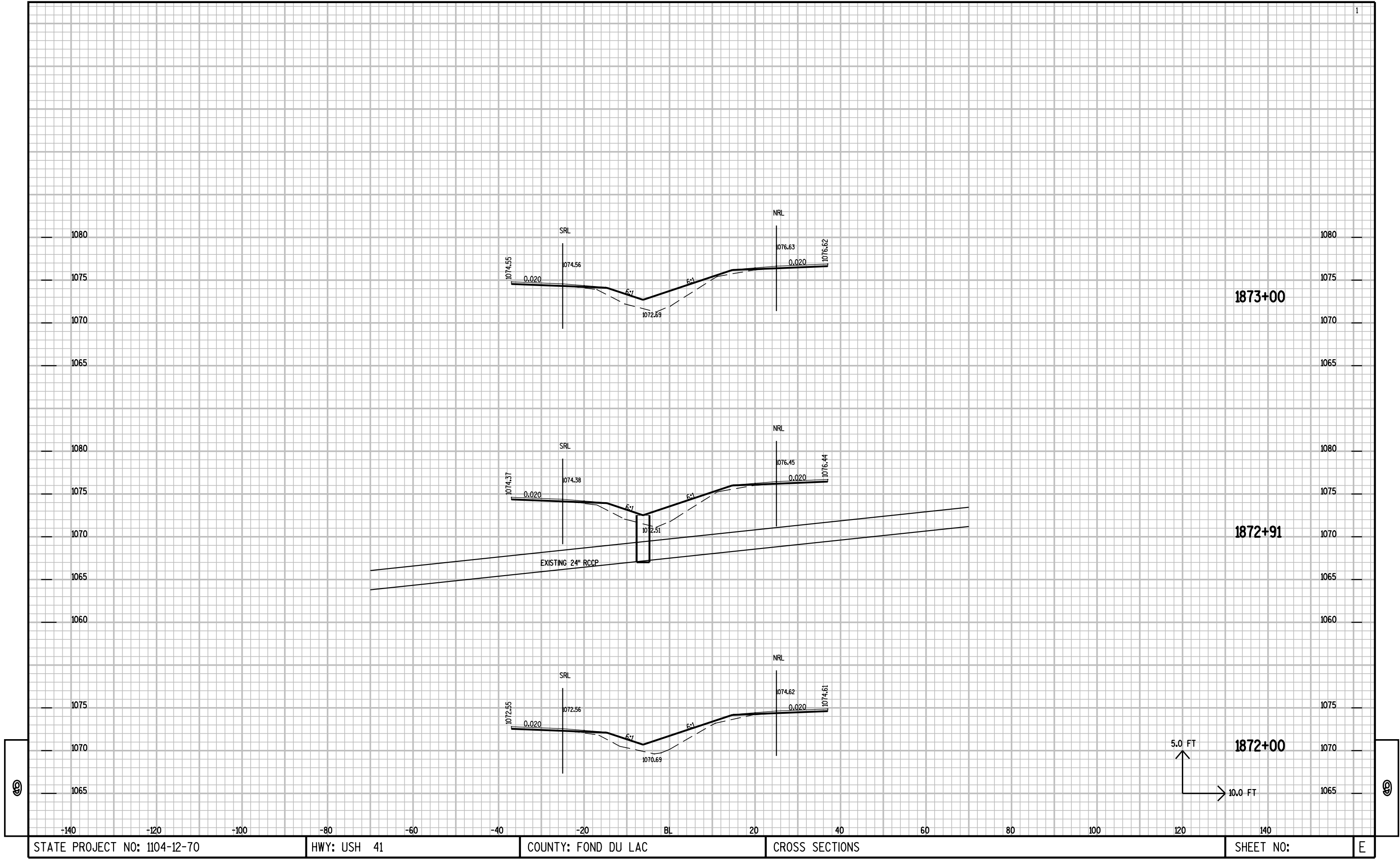


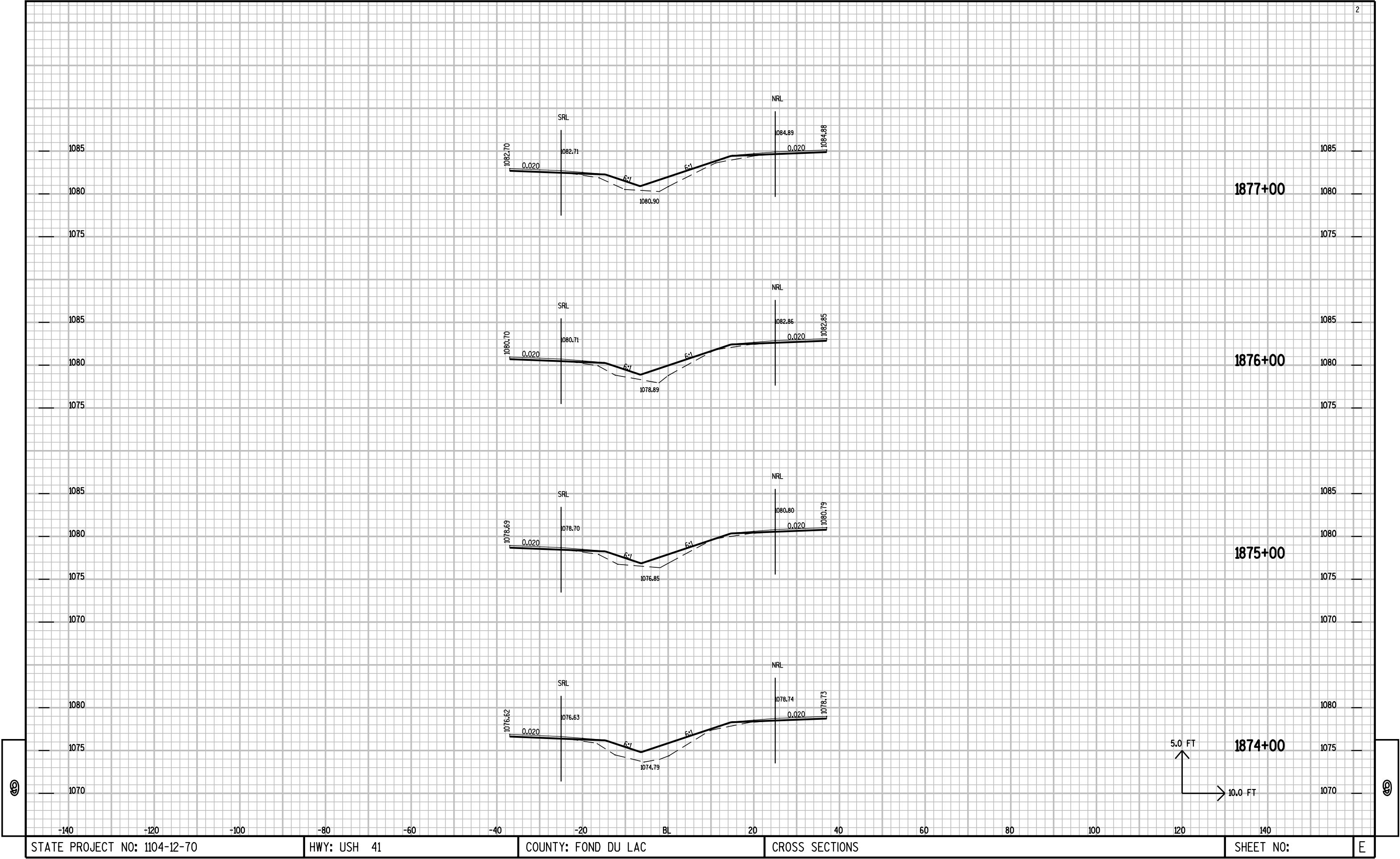


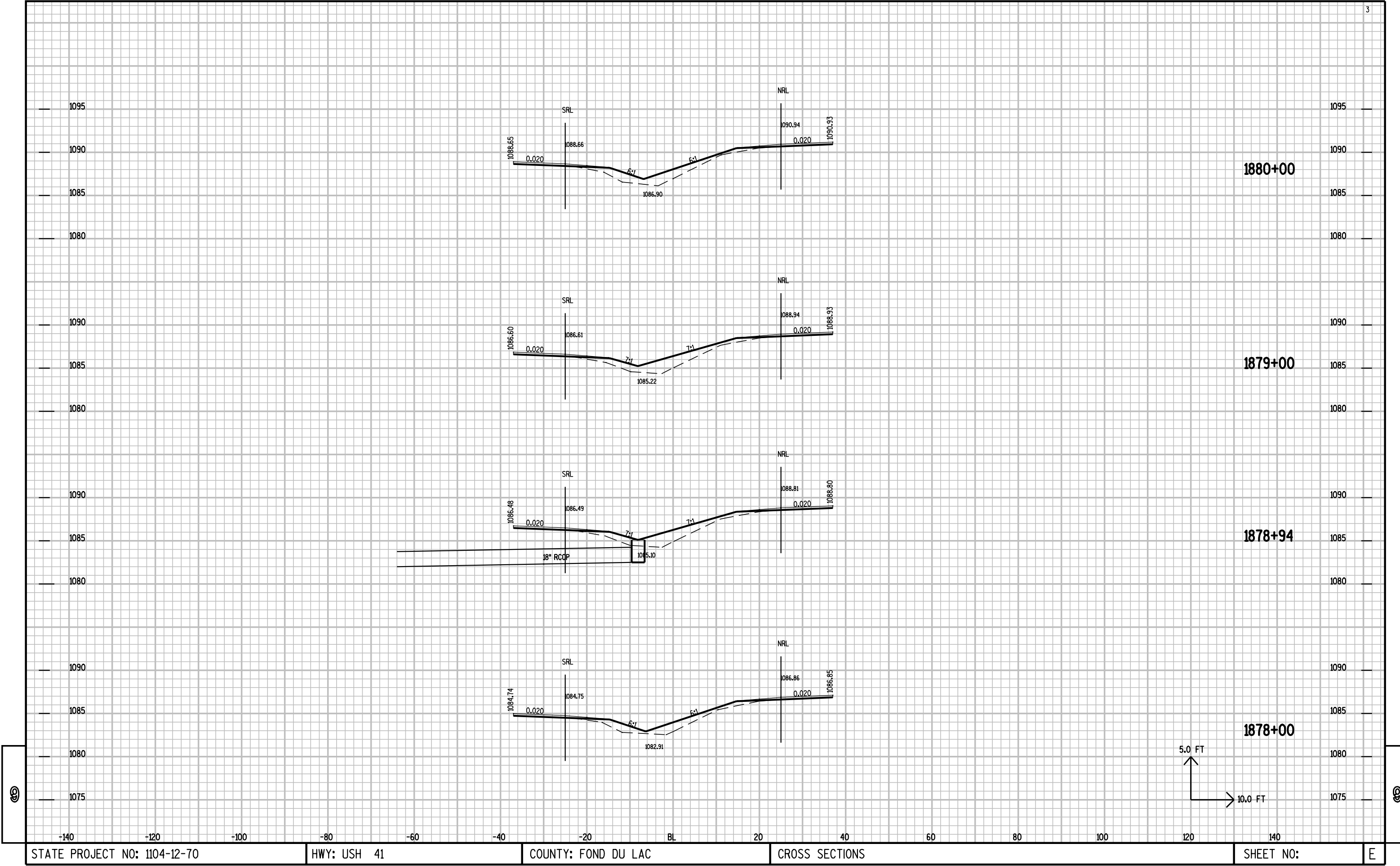


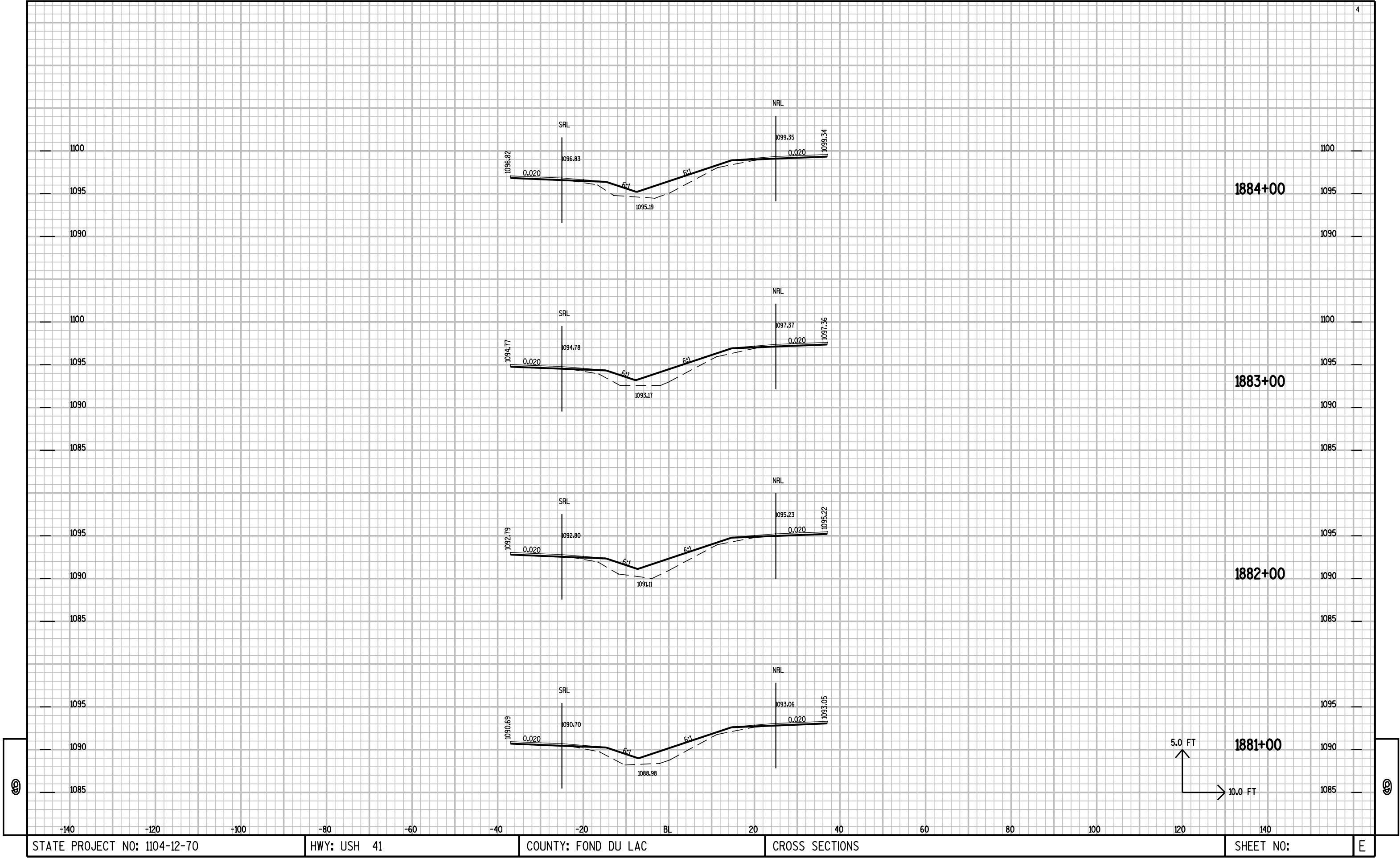
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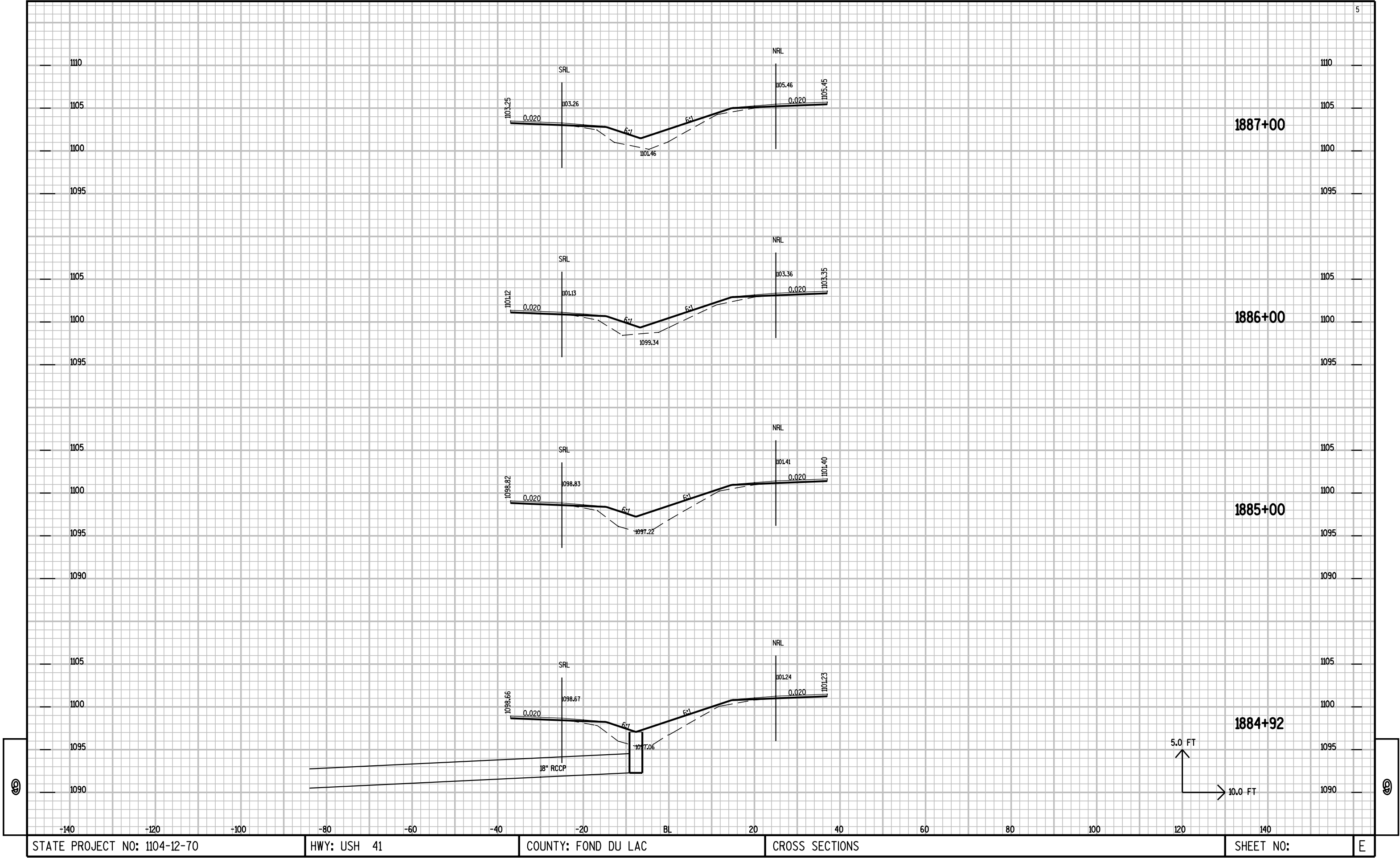
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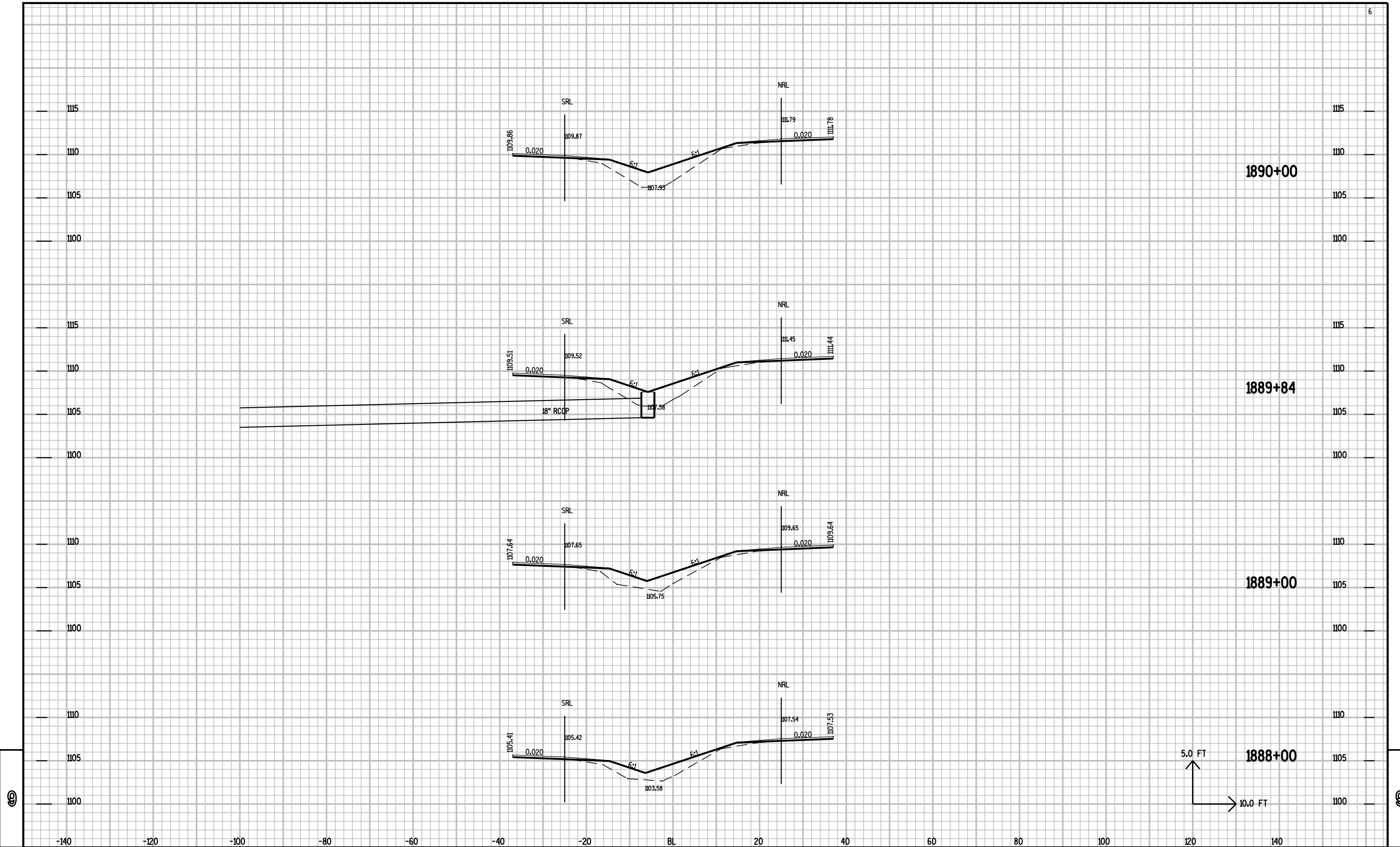


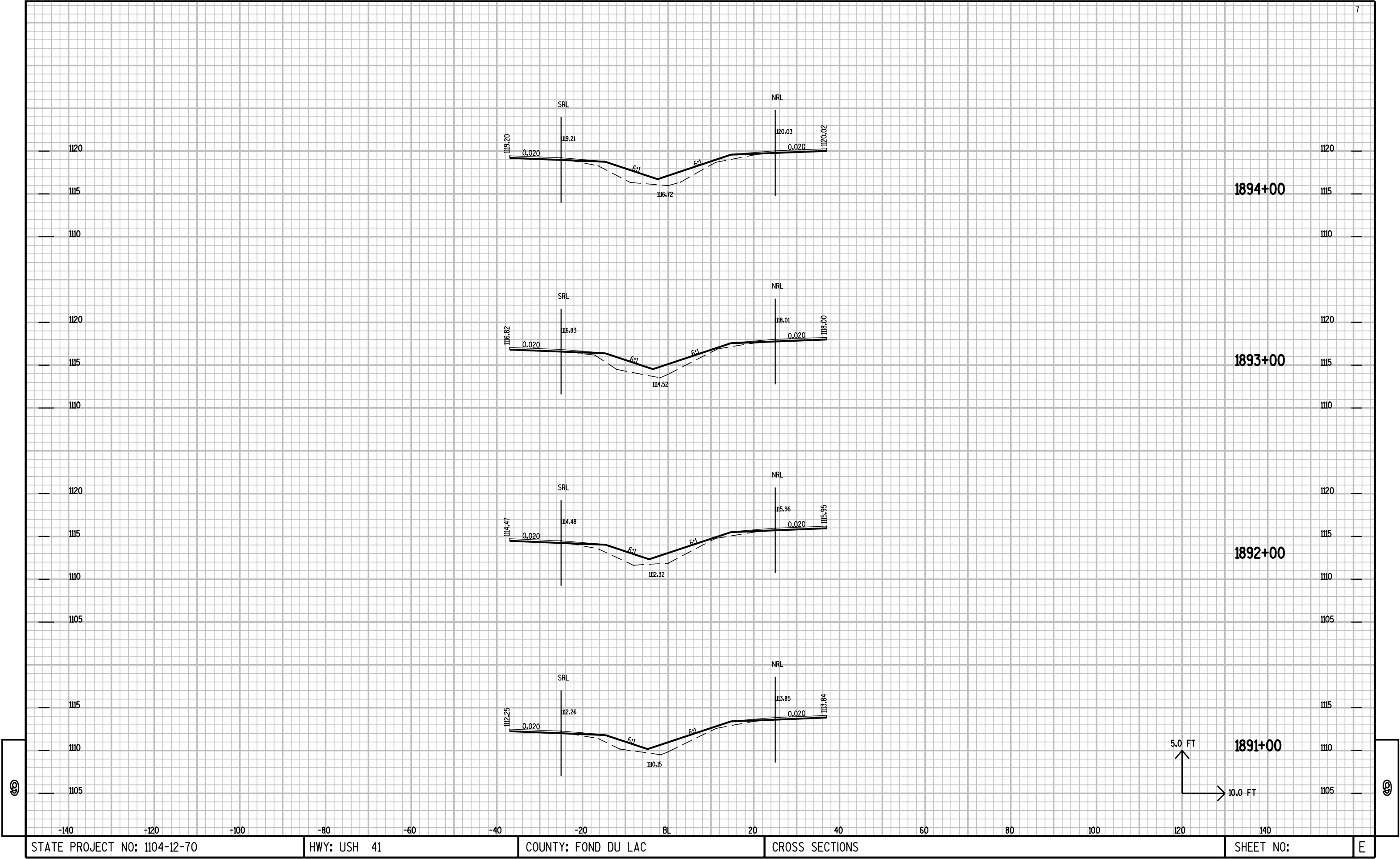


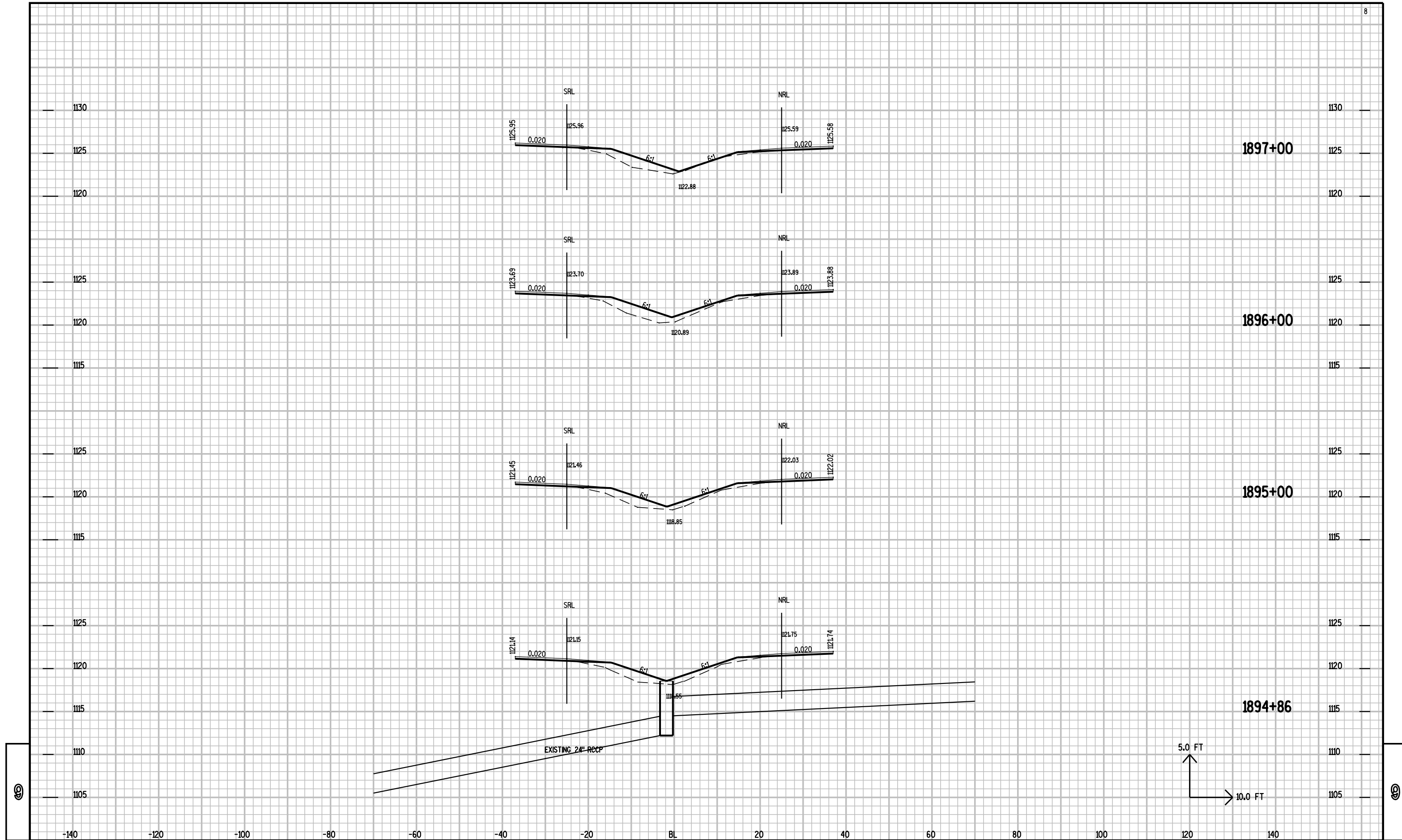


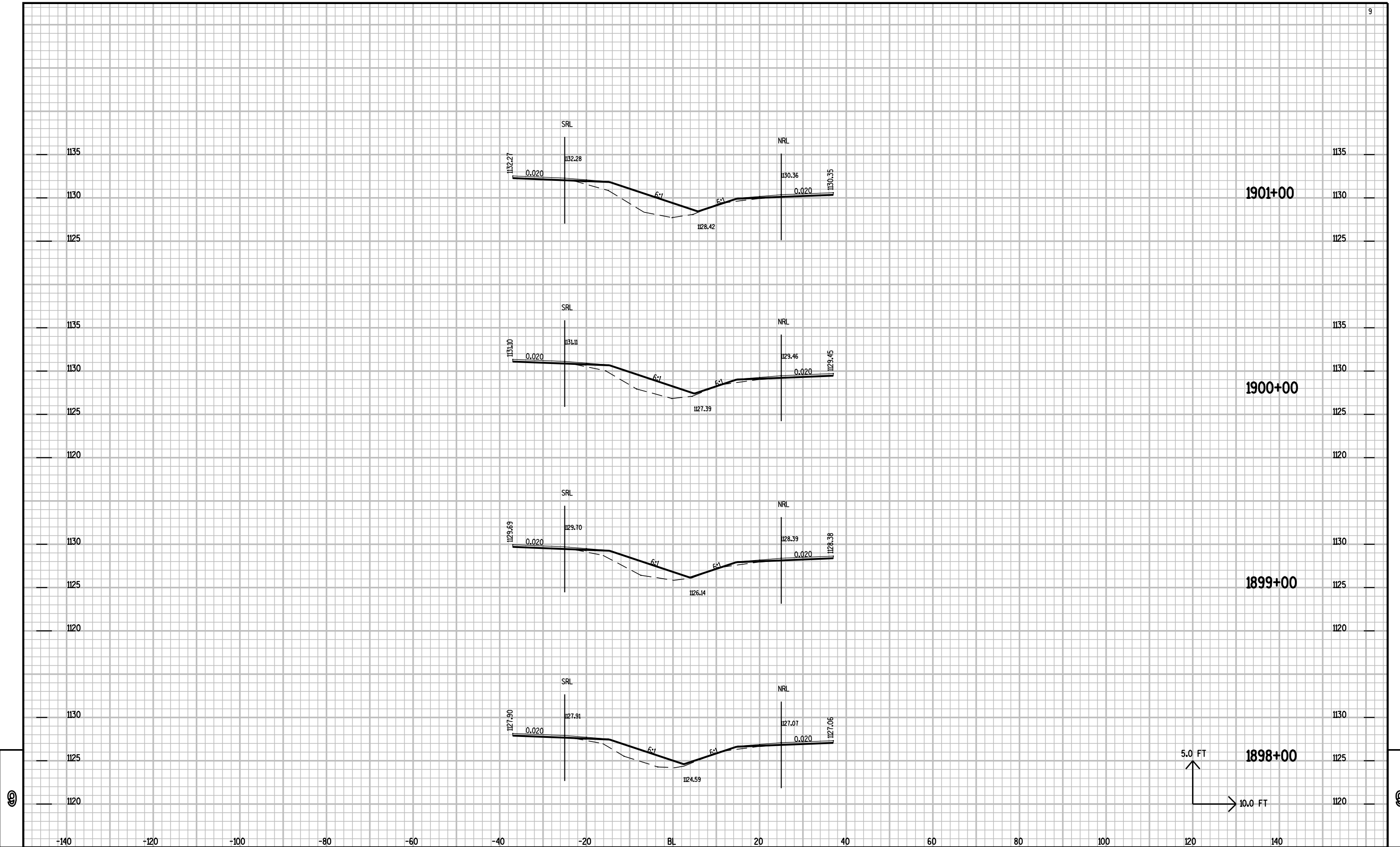




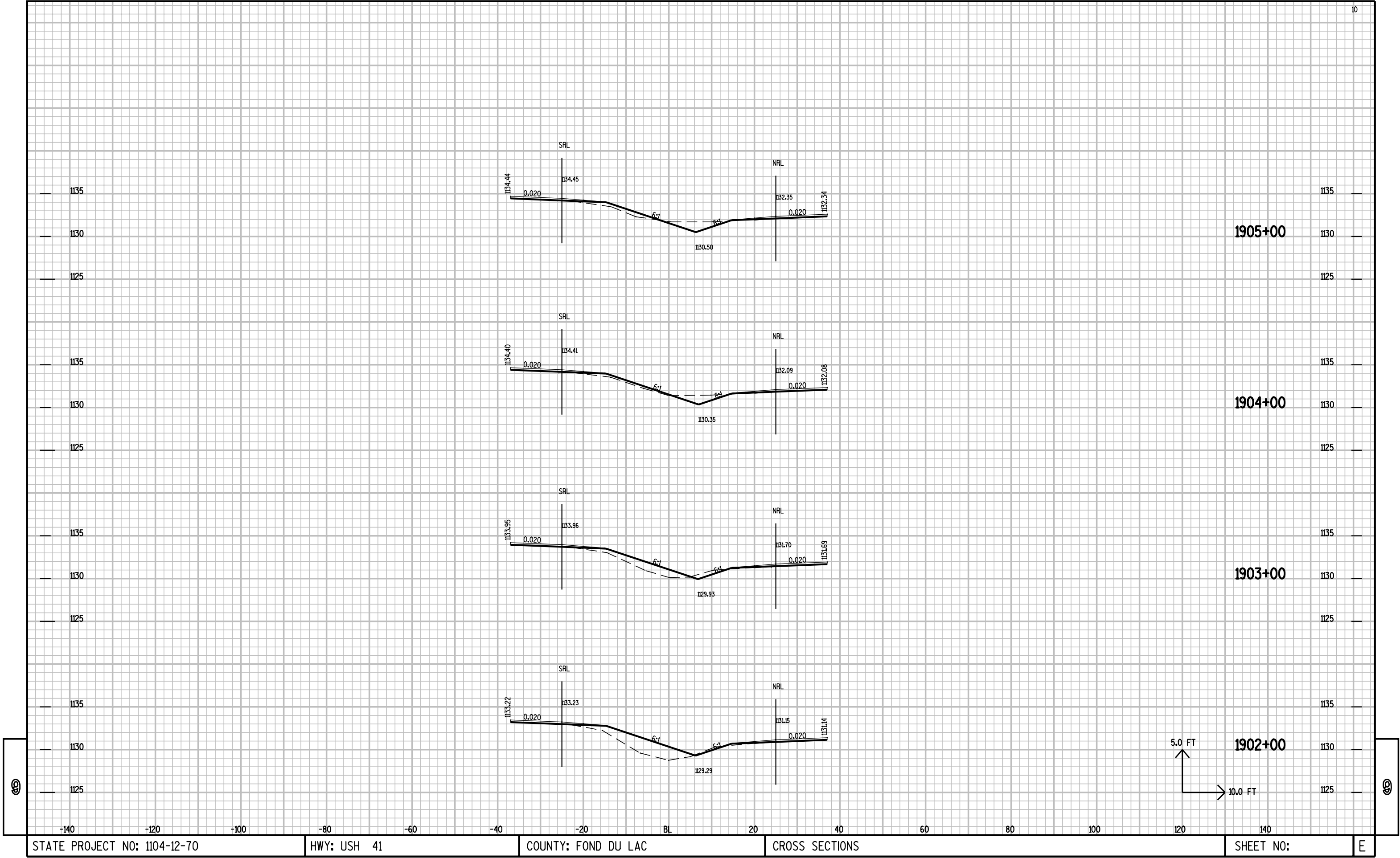


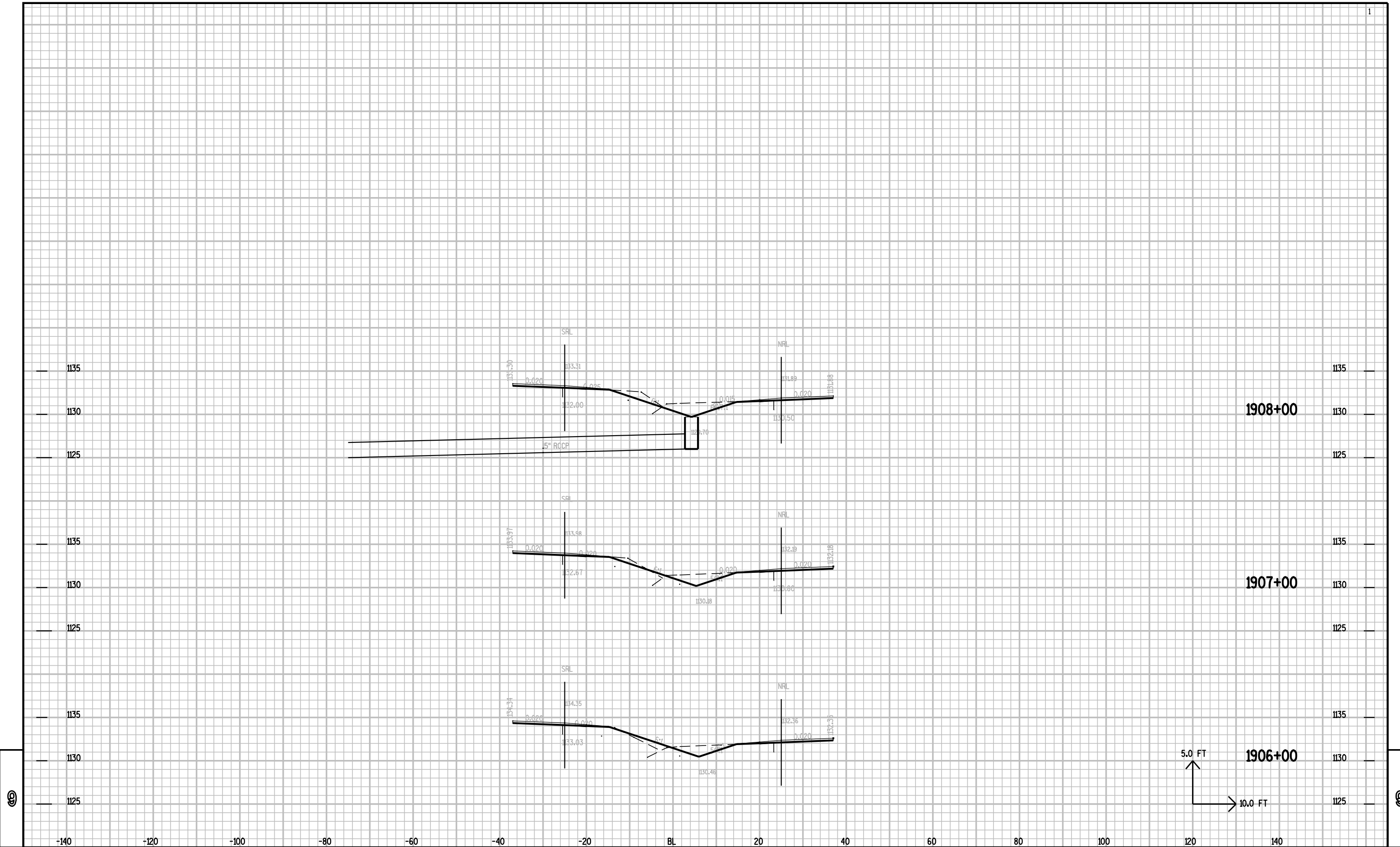






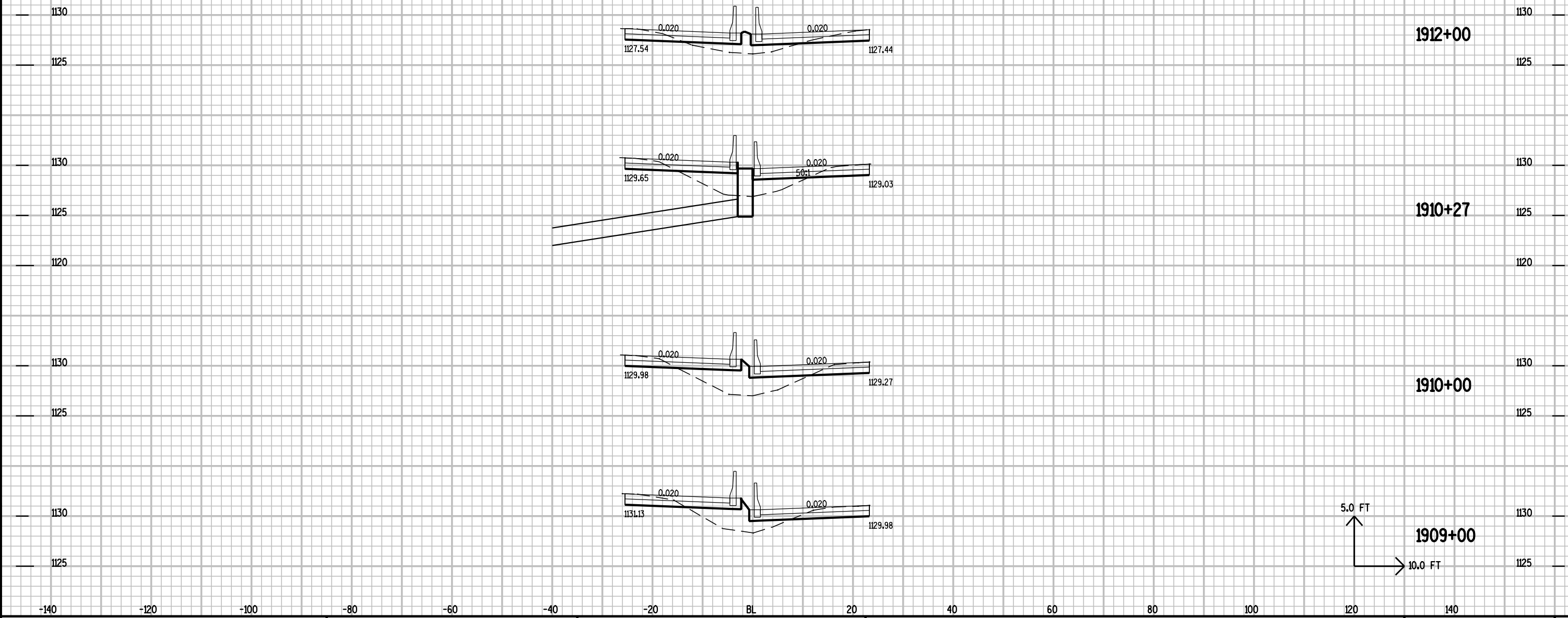
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10.0 FT





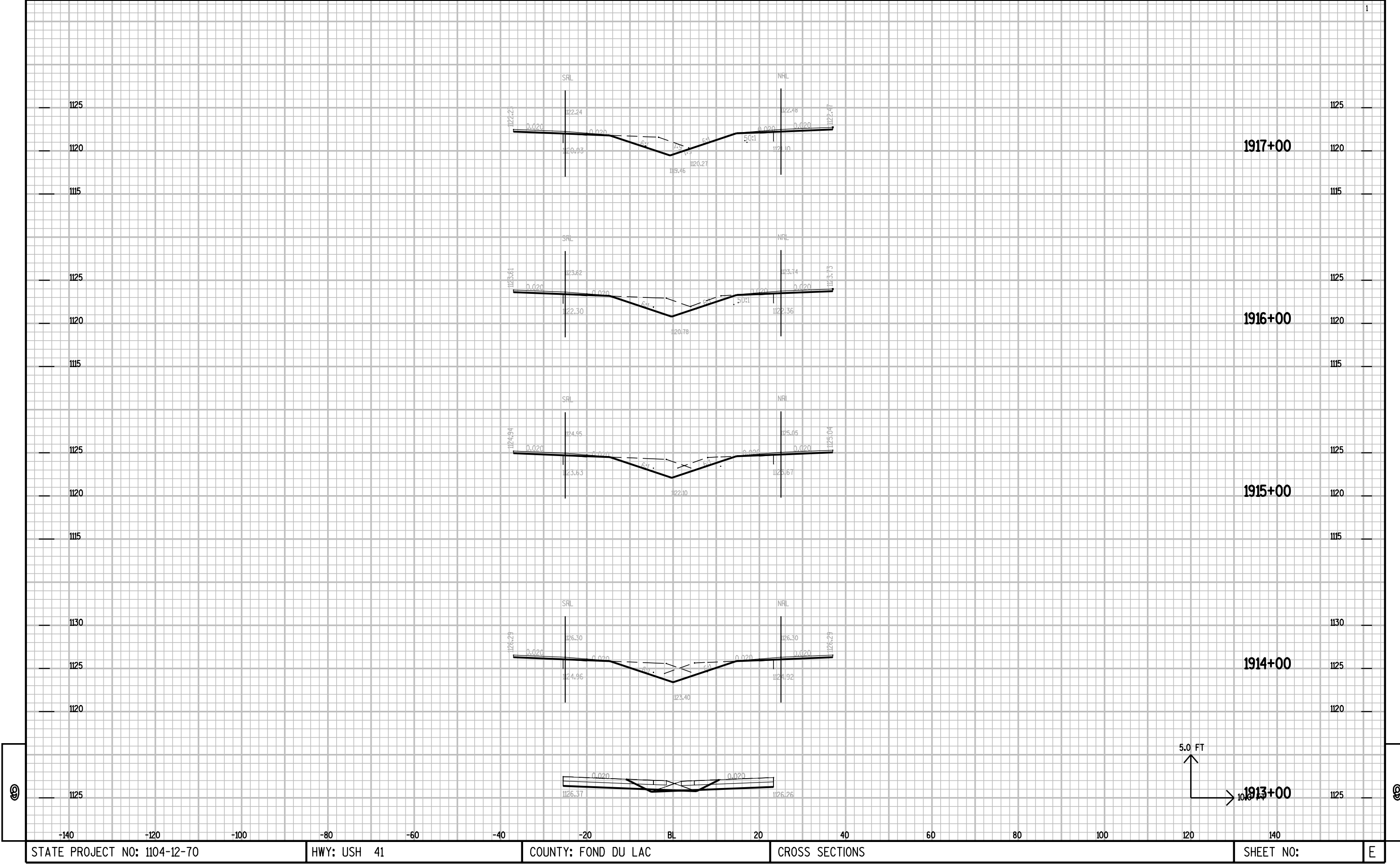
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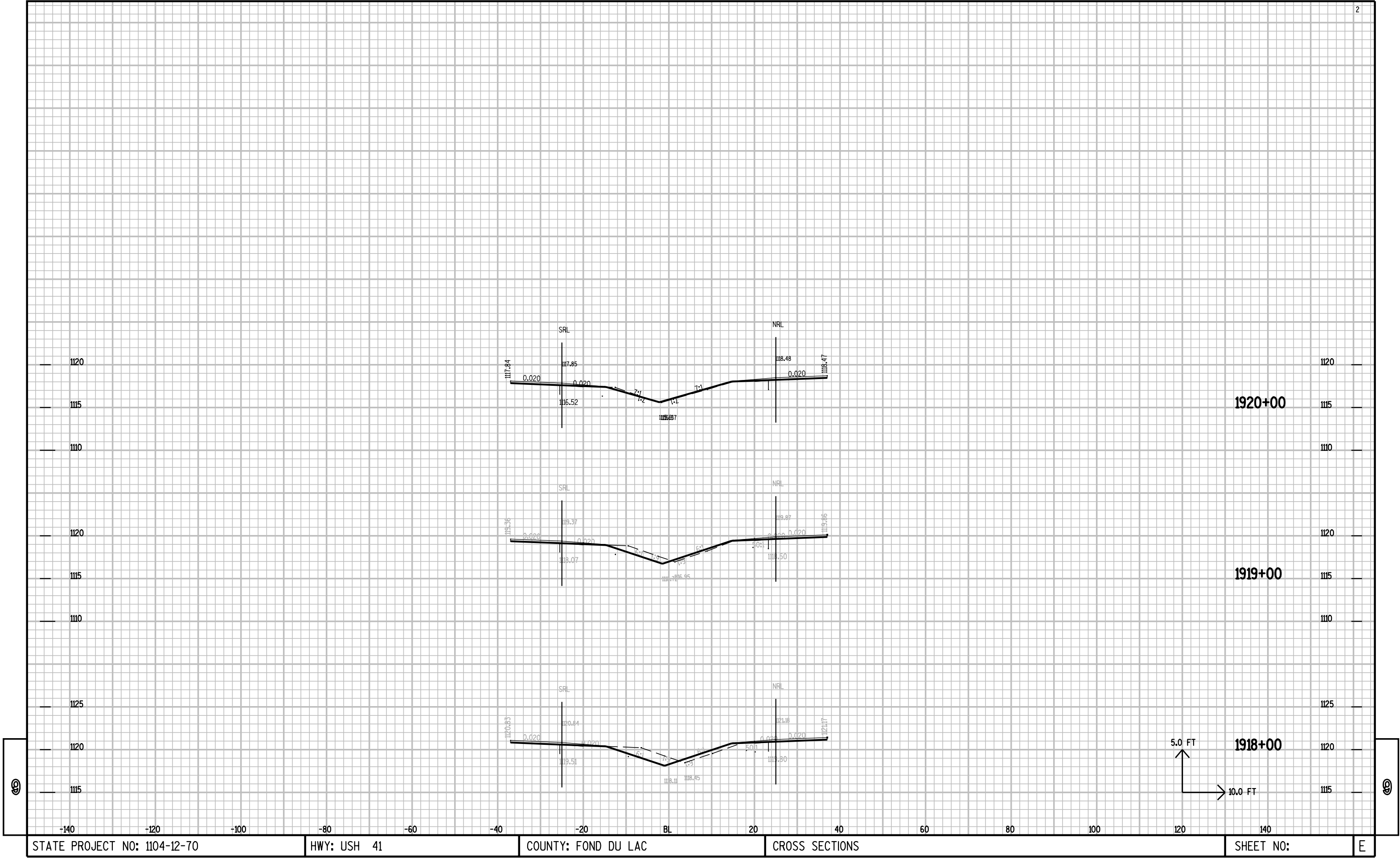
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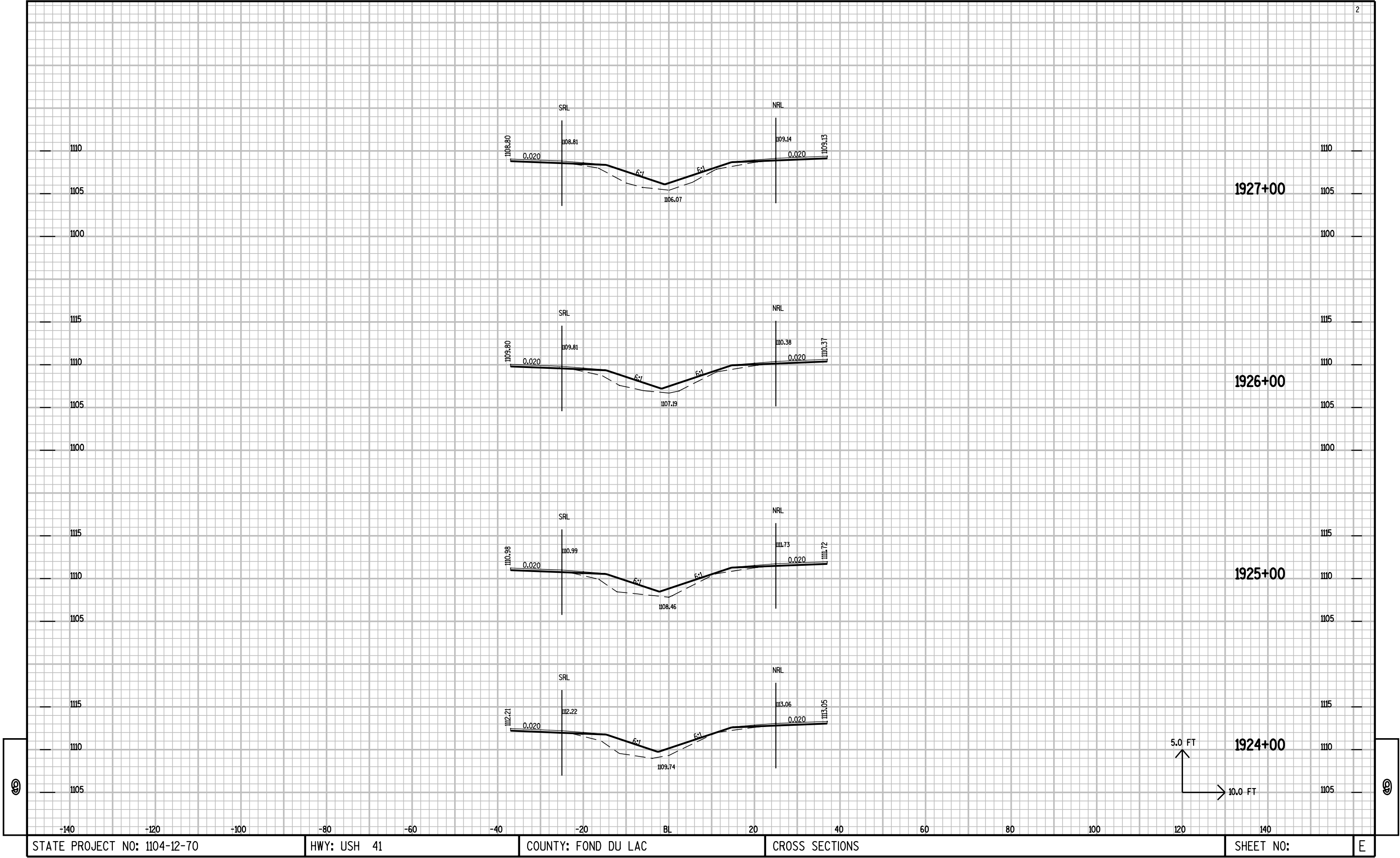


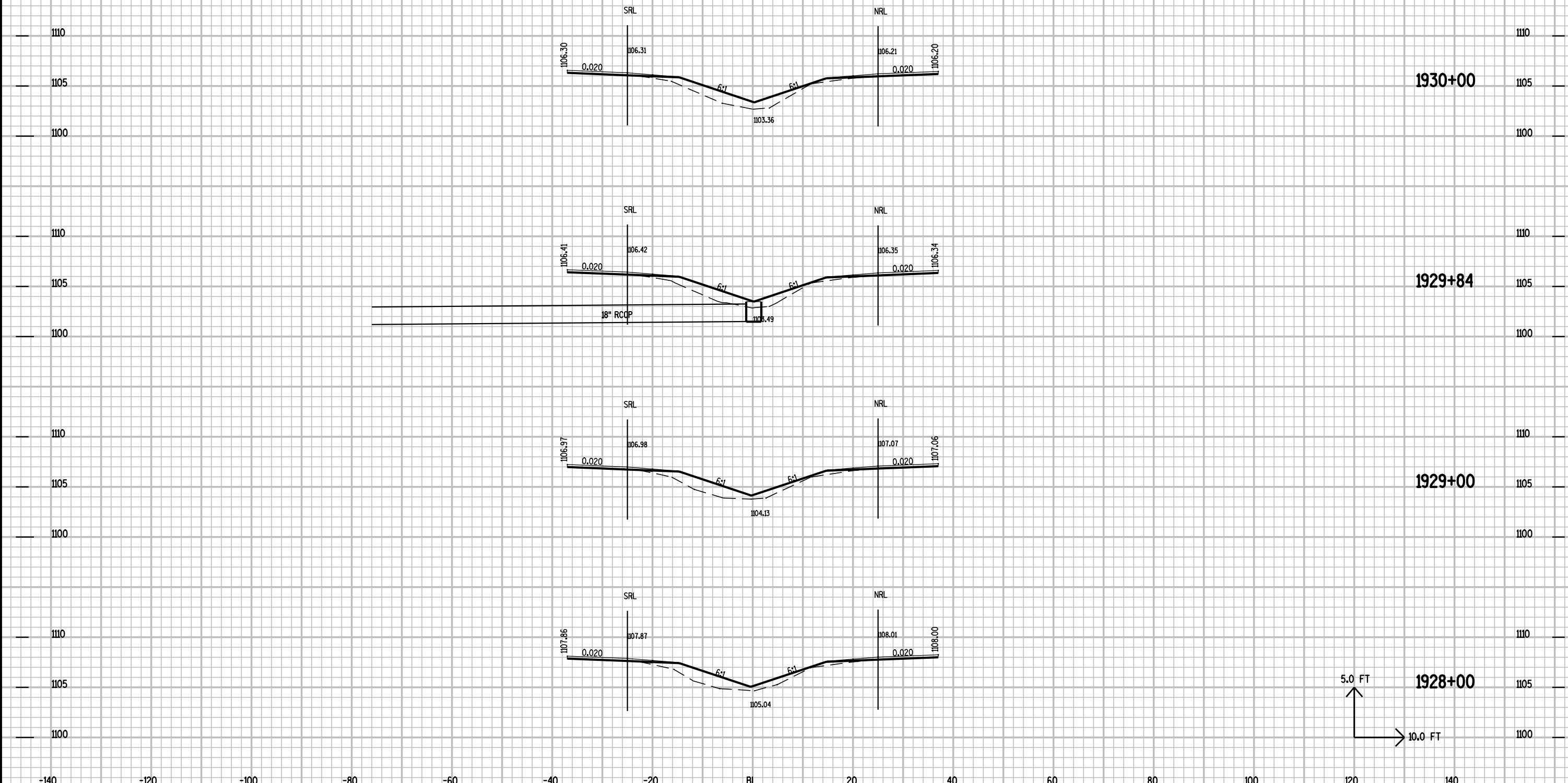
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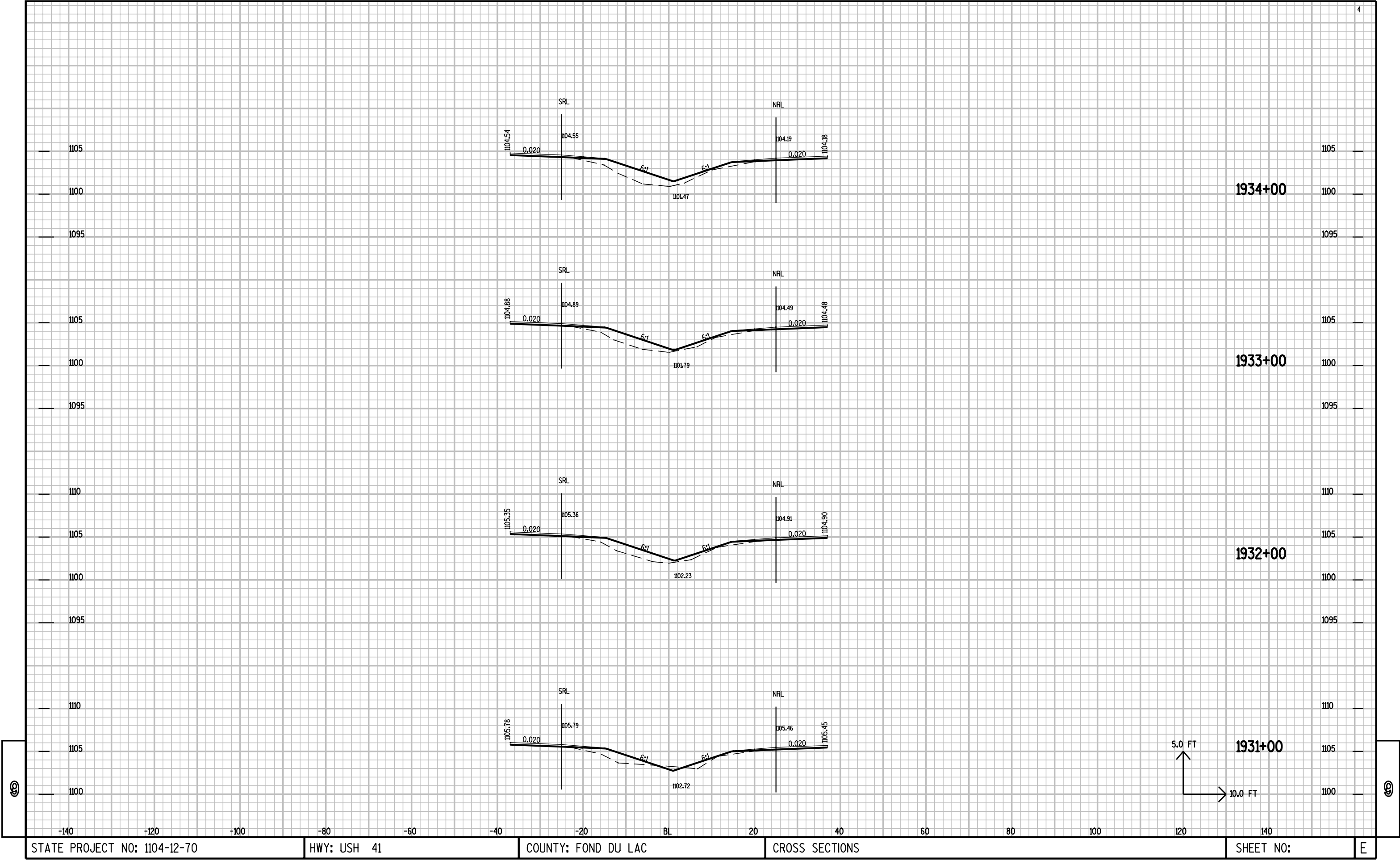
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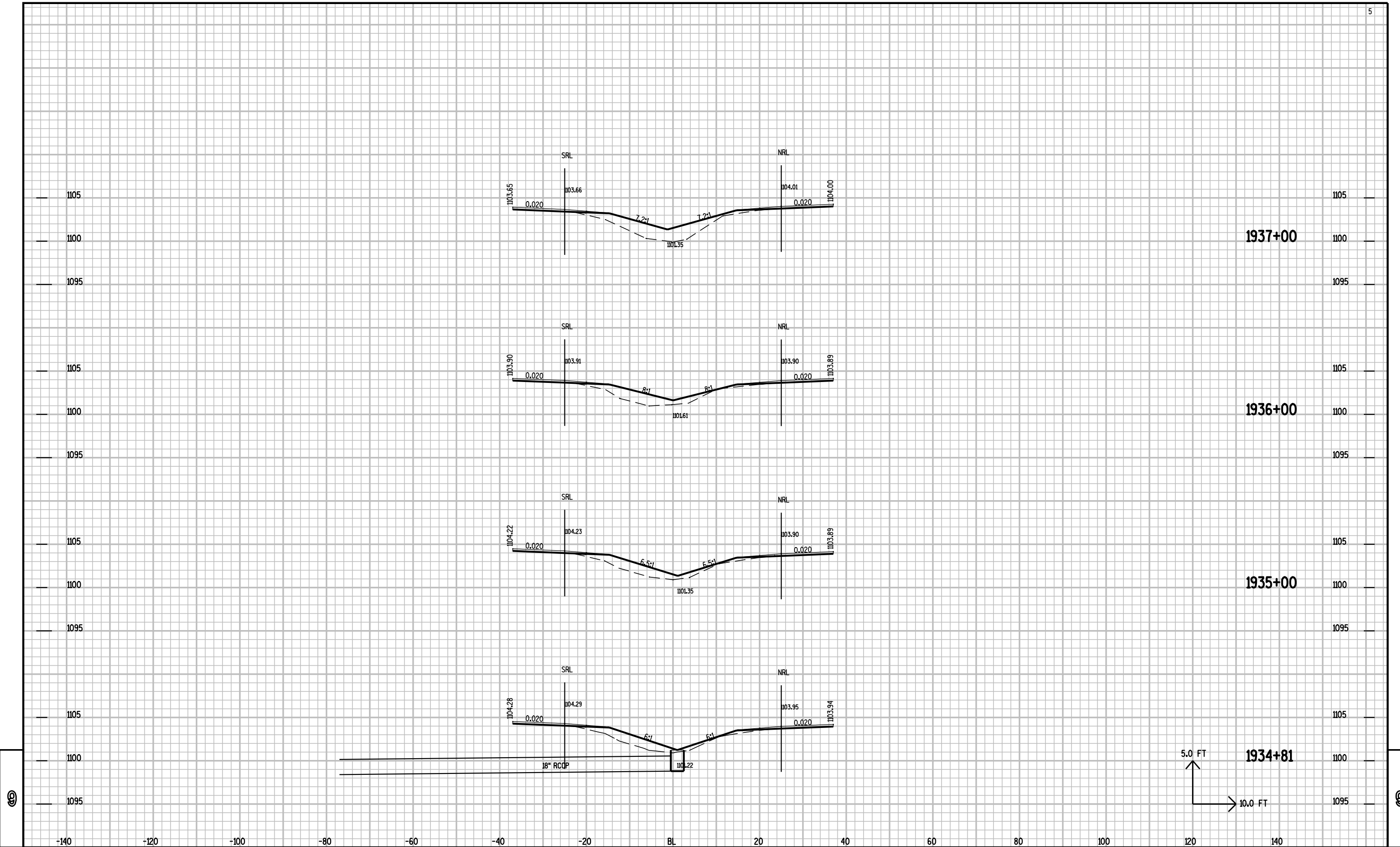






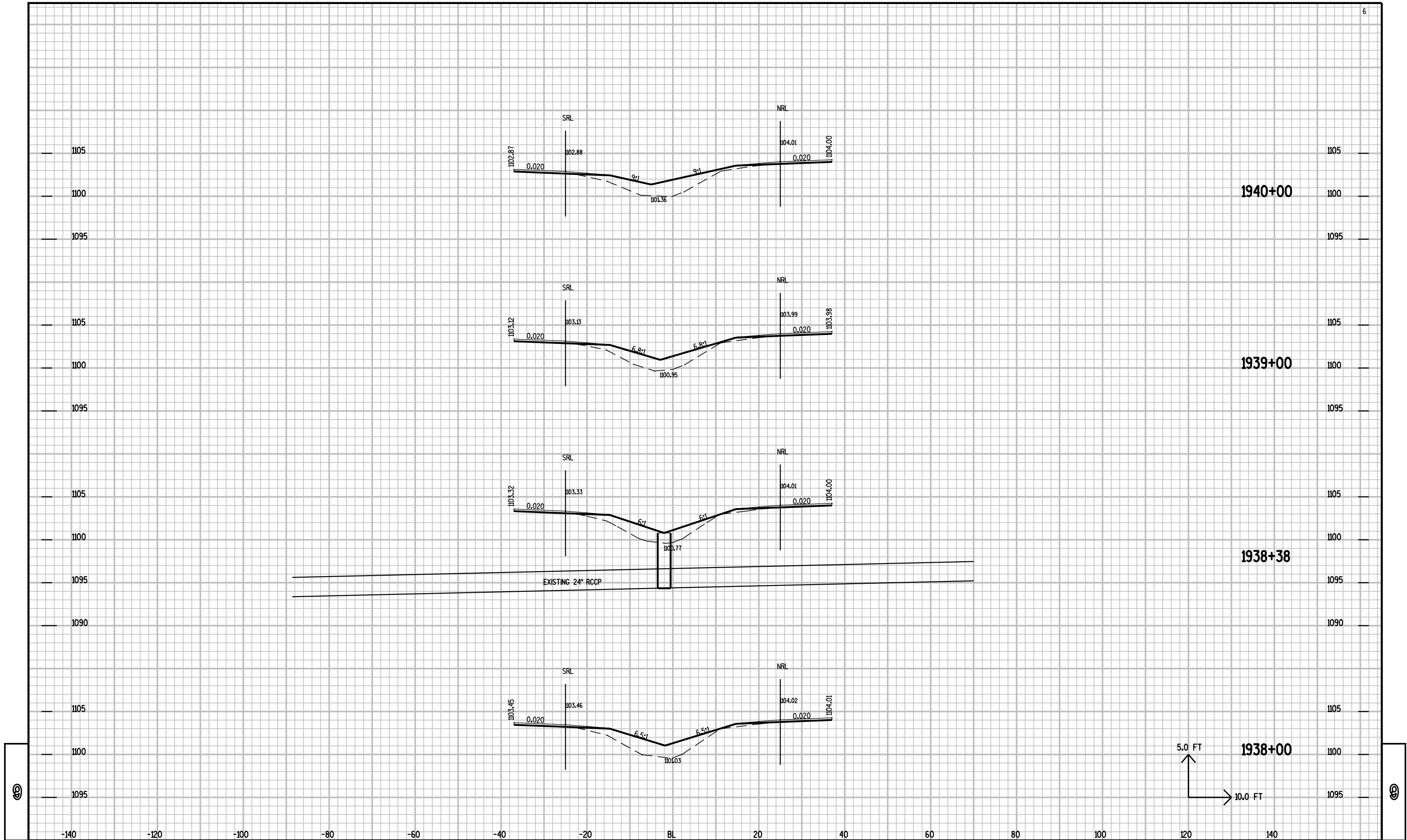






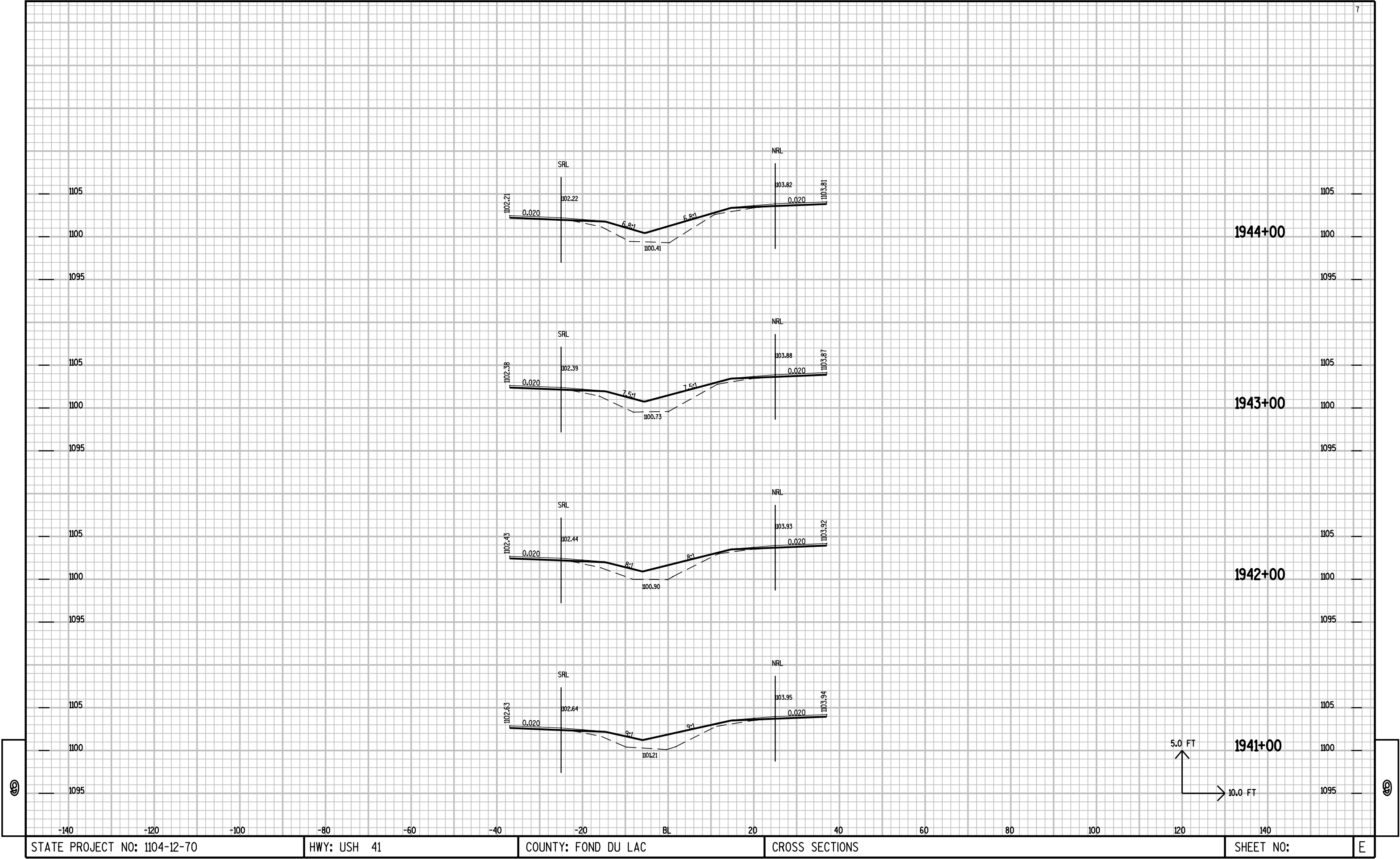
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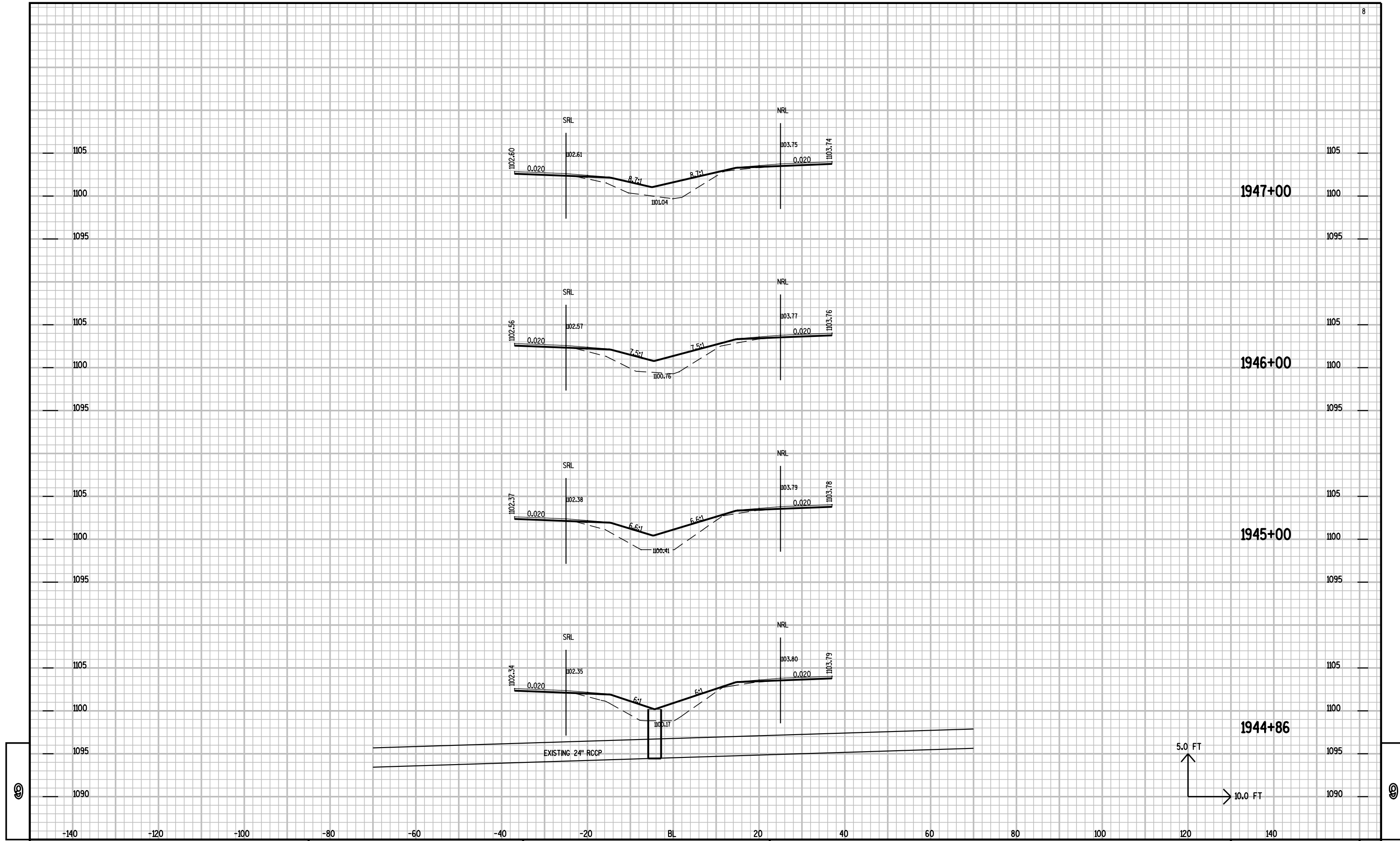
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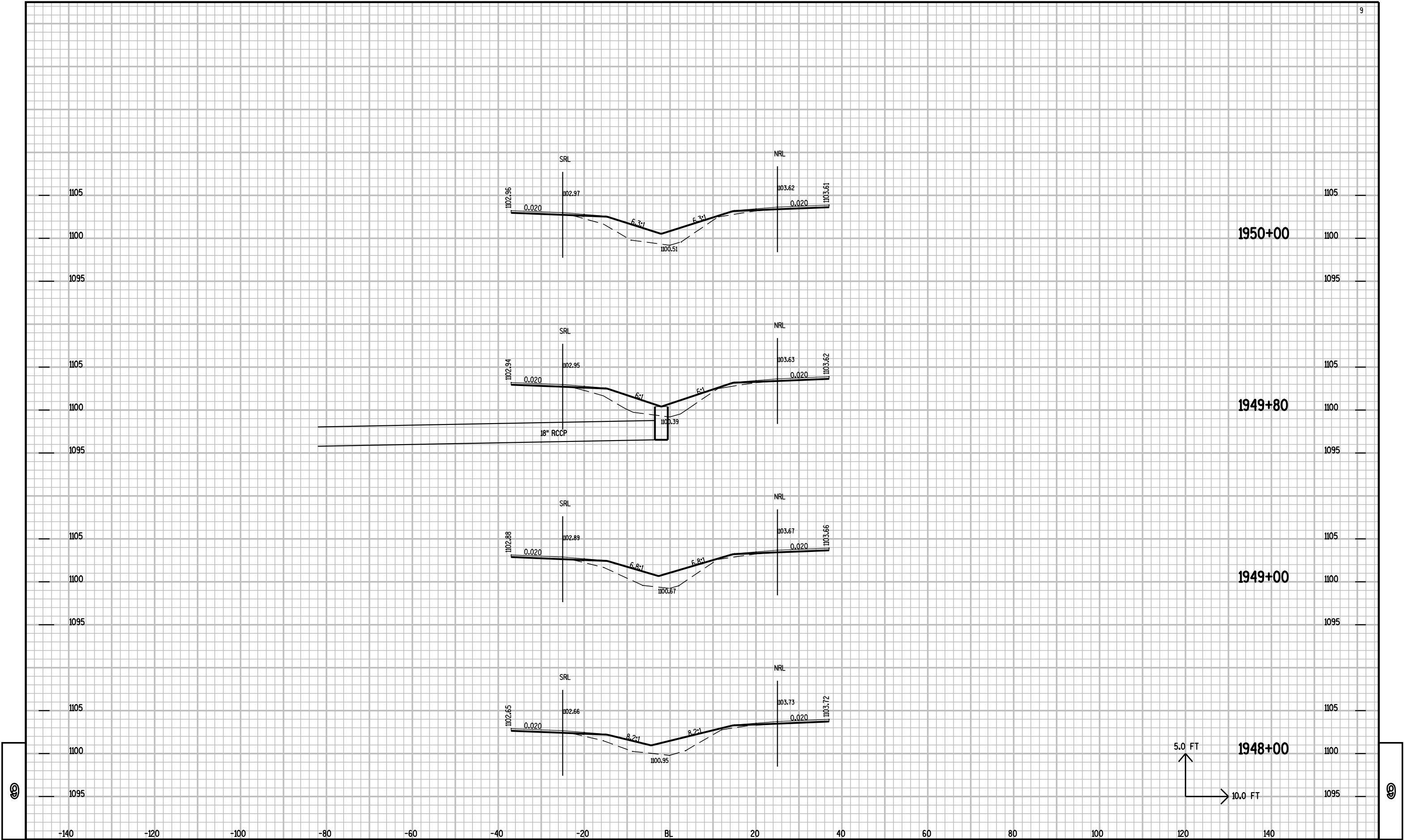


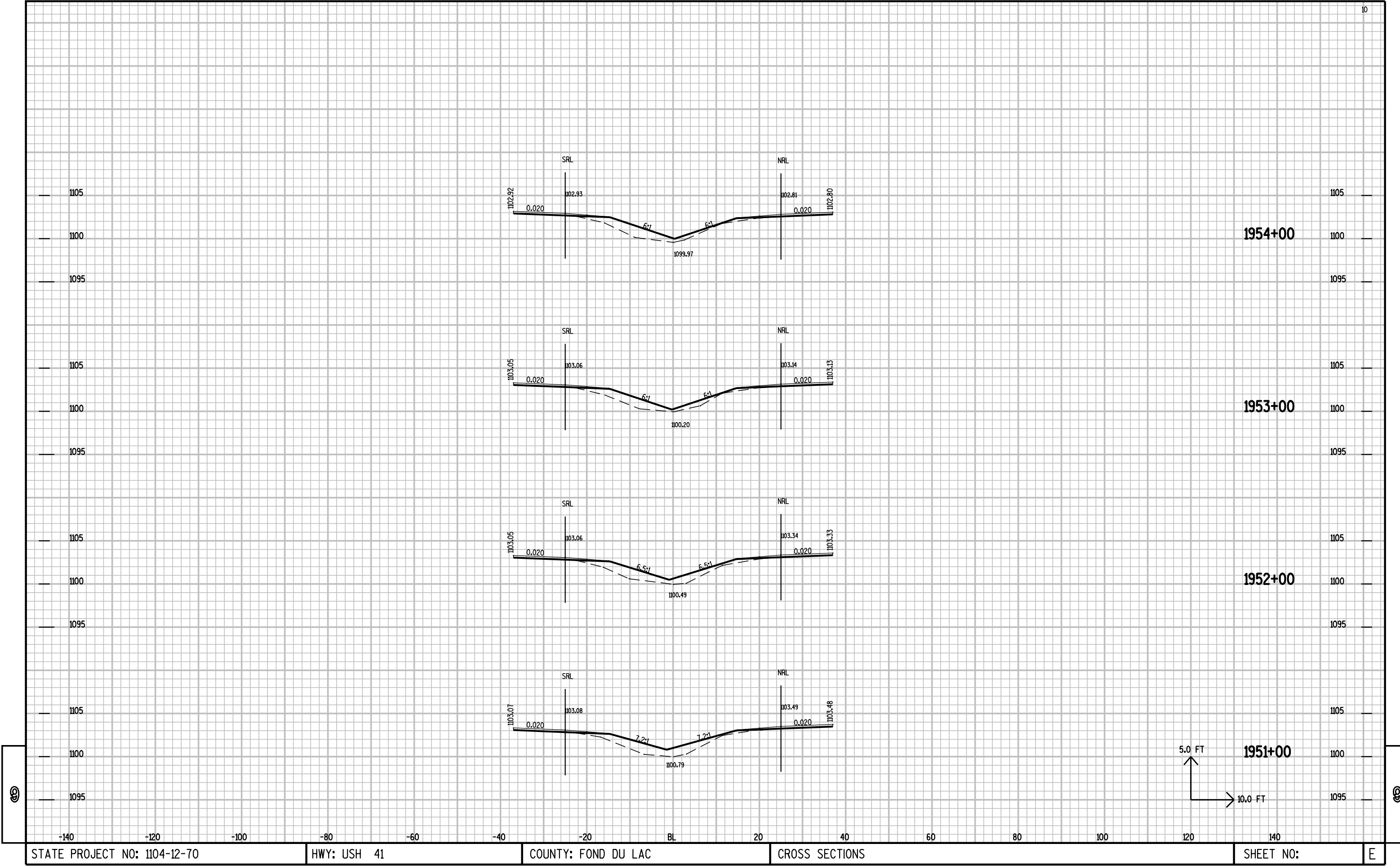
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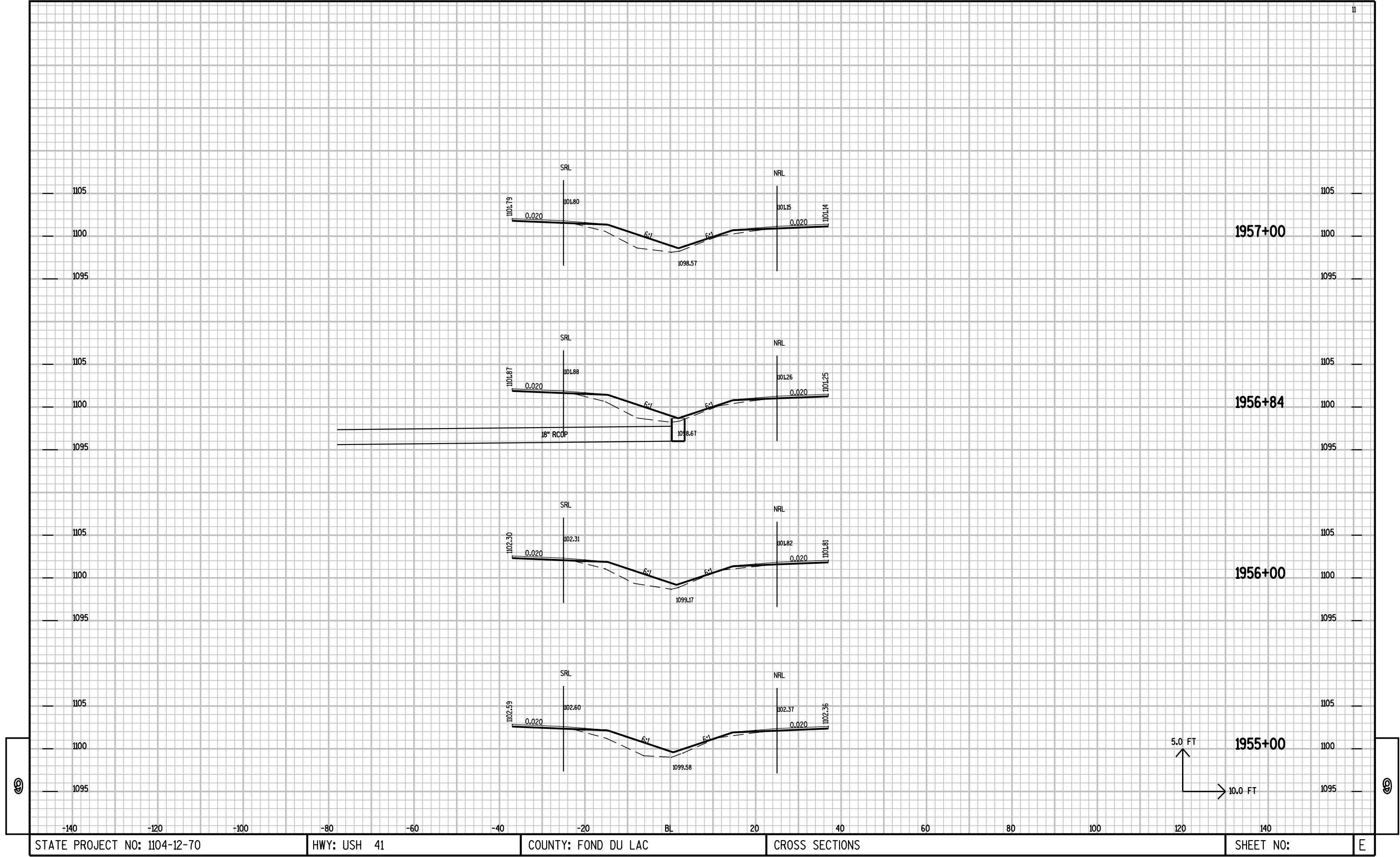
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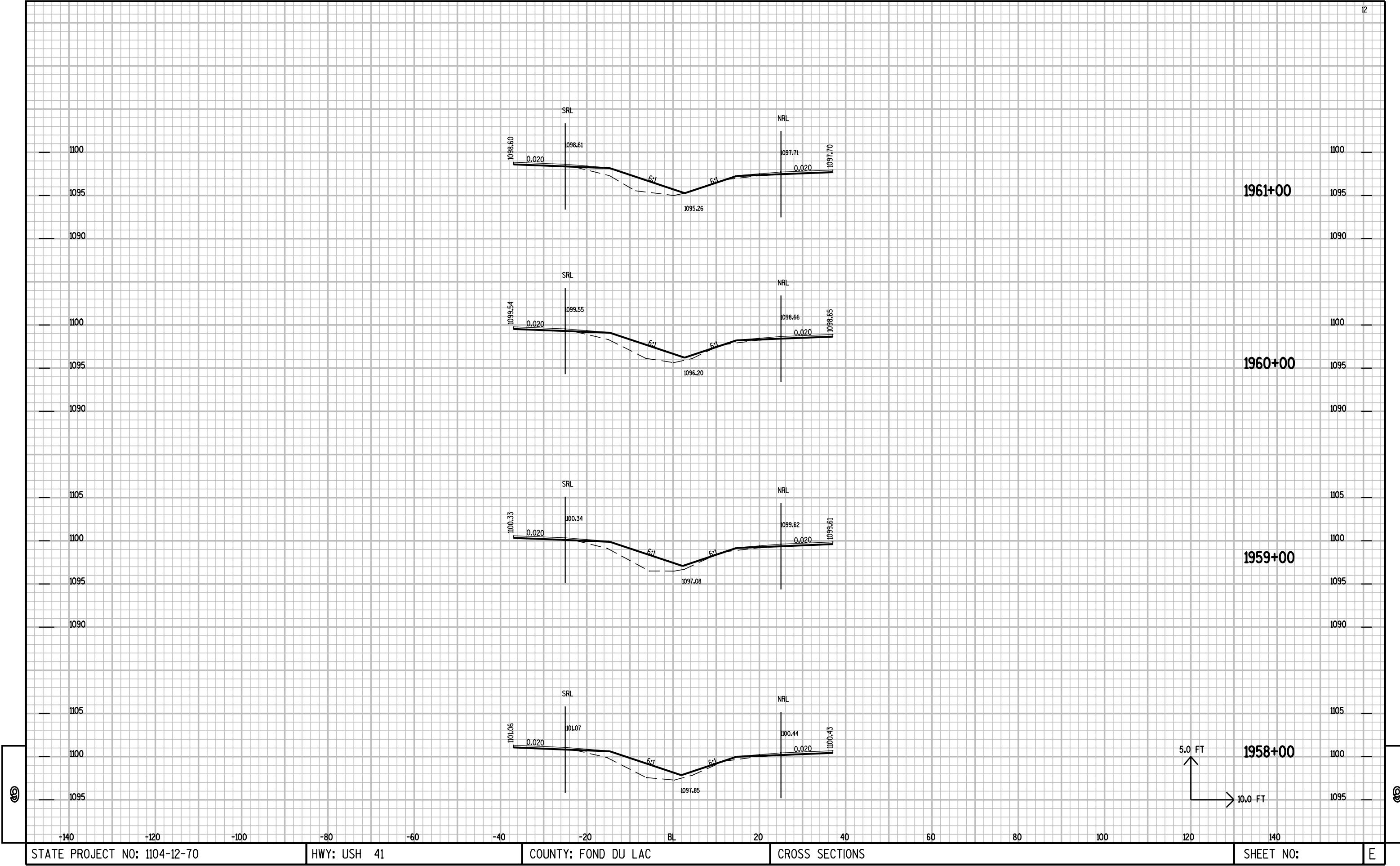


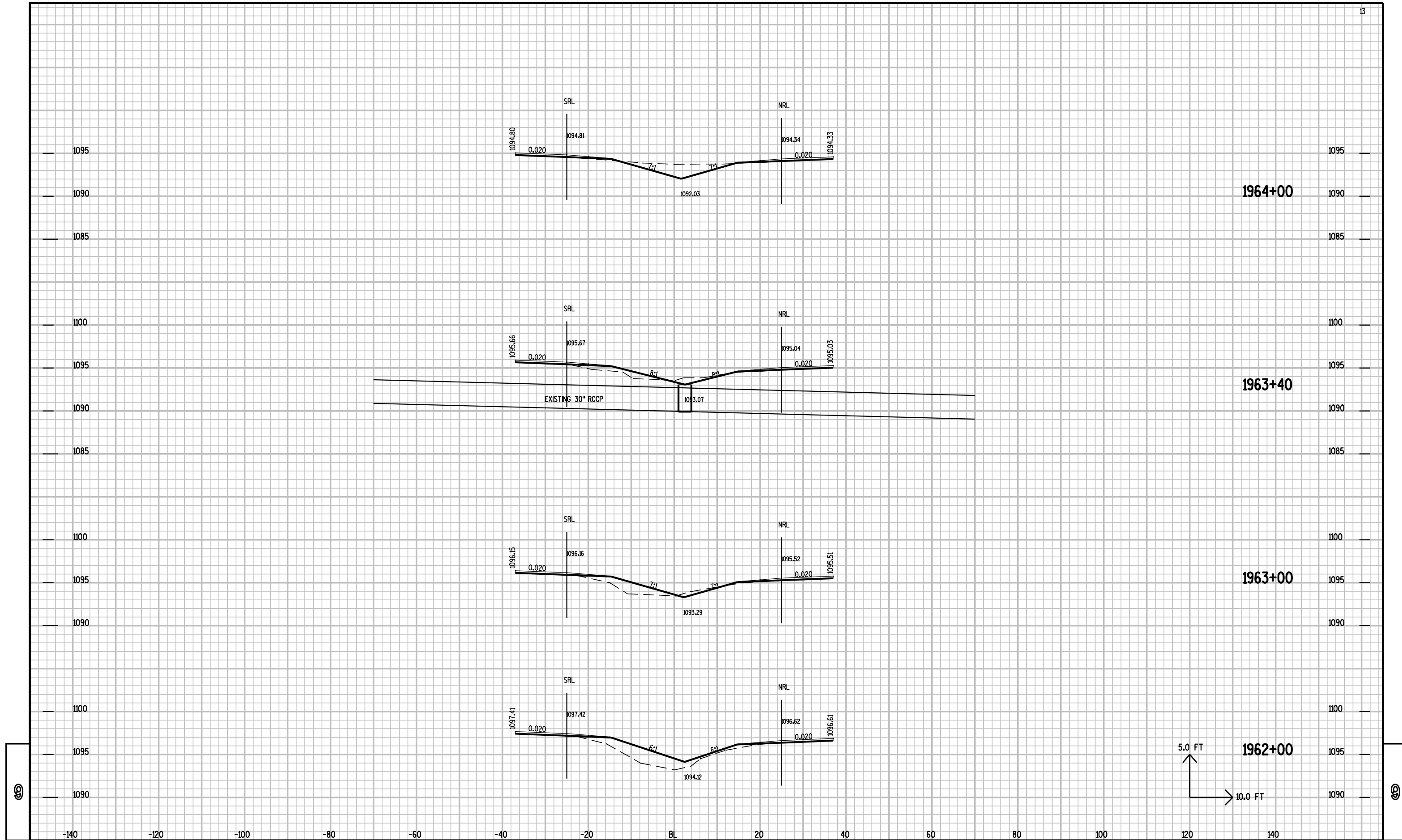






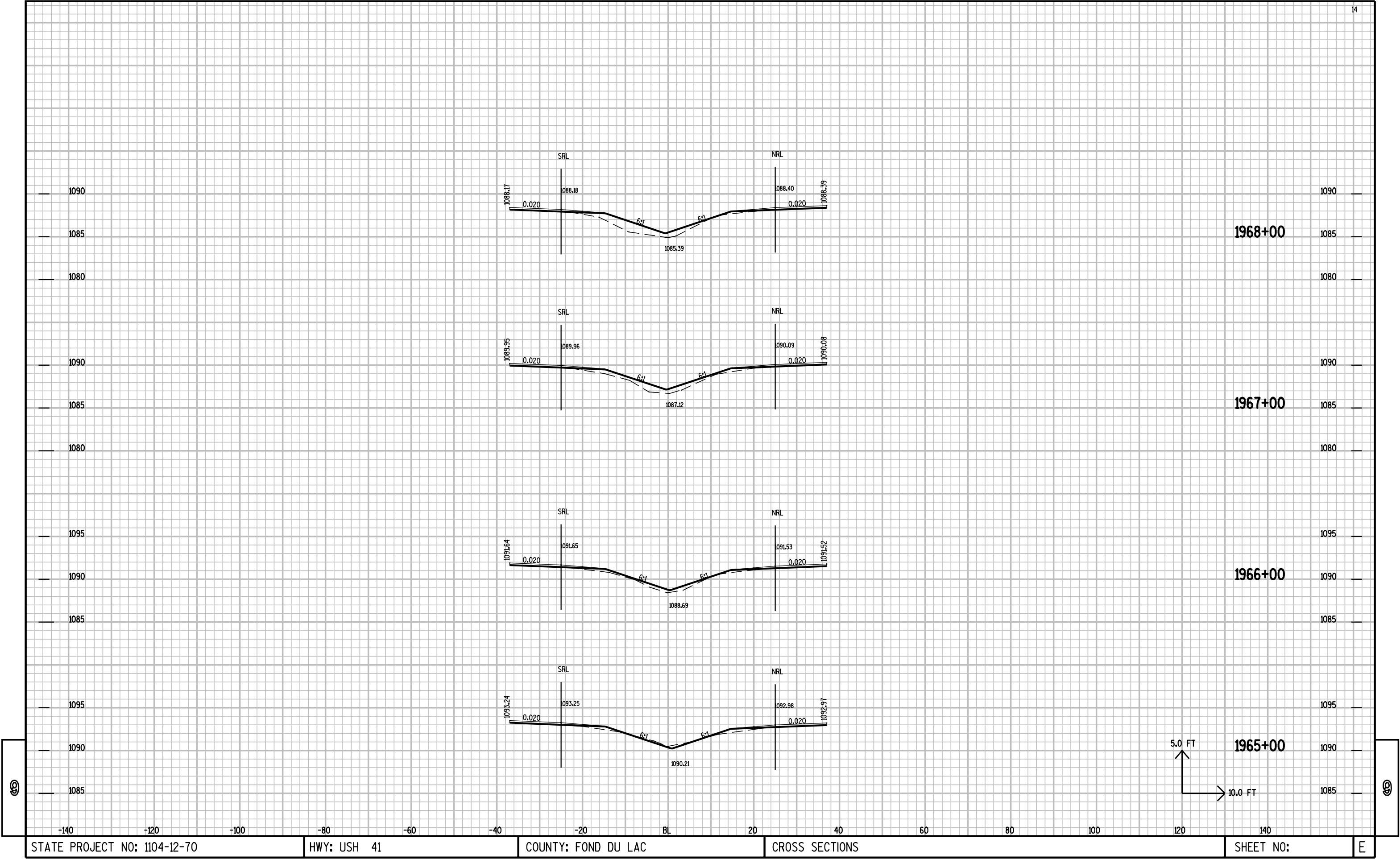


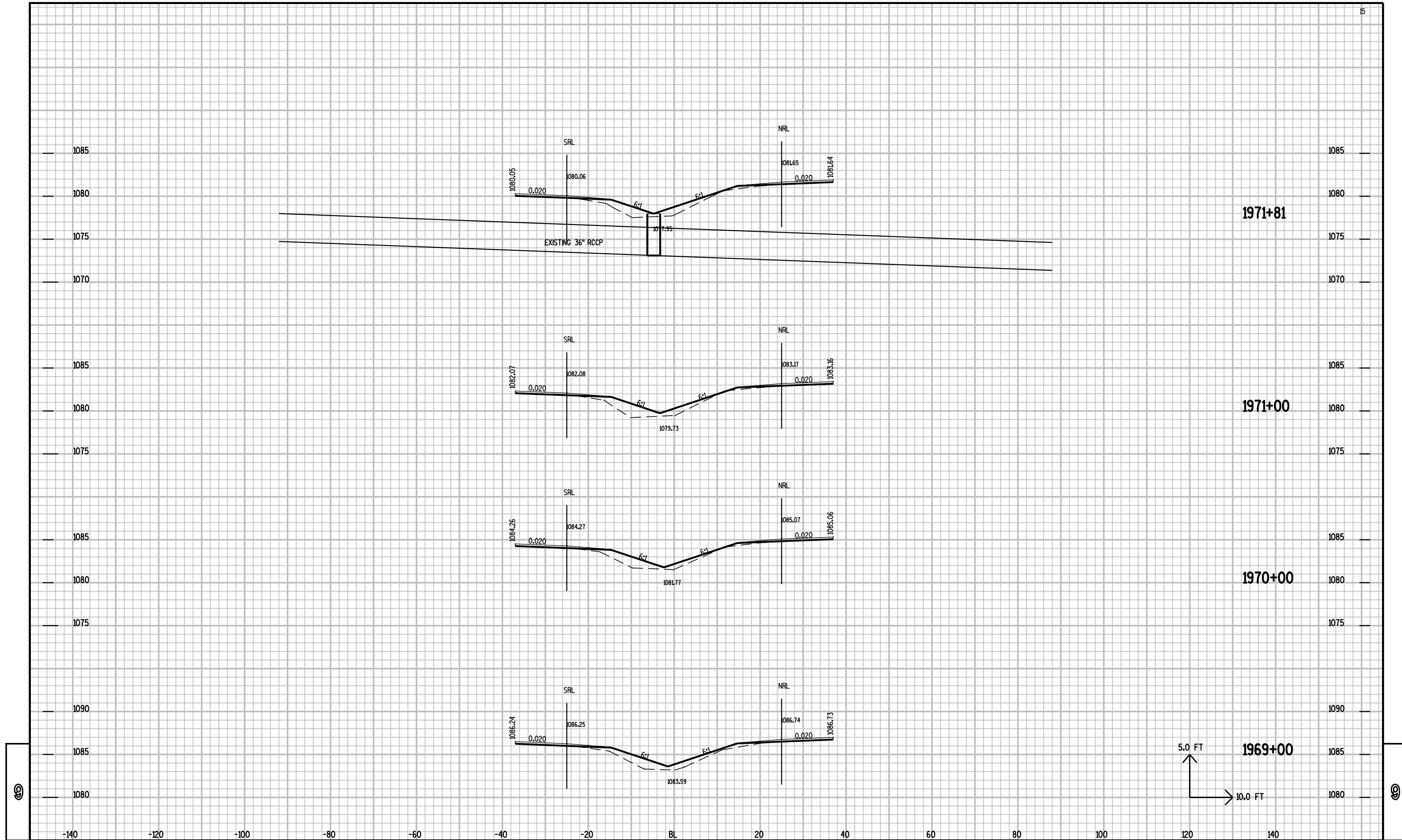




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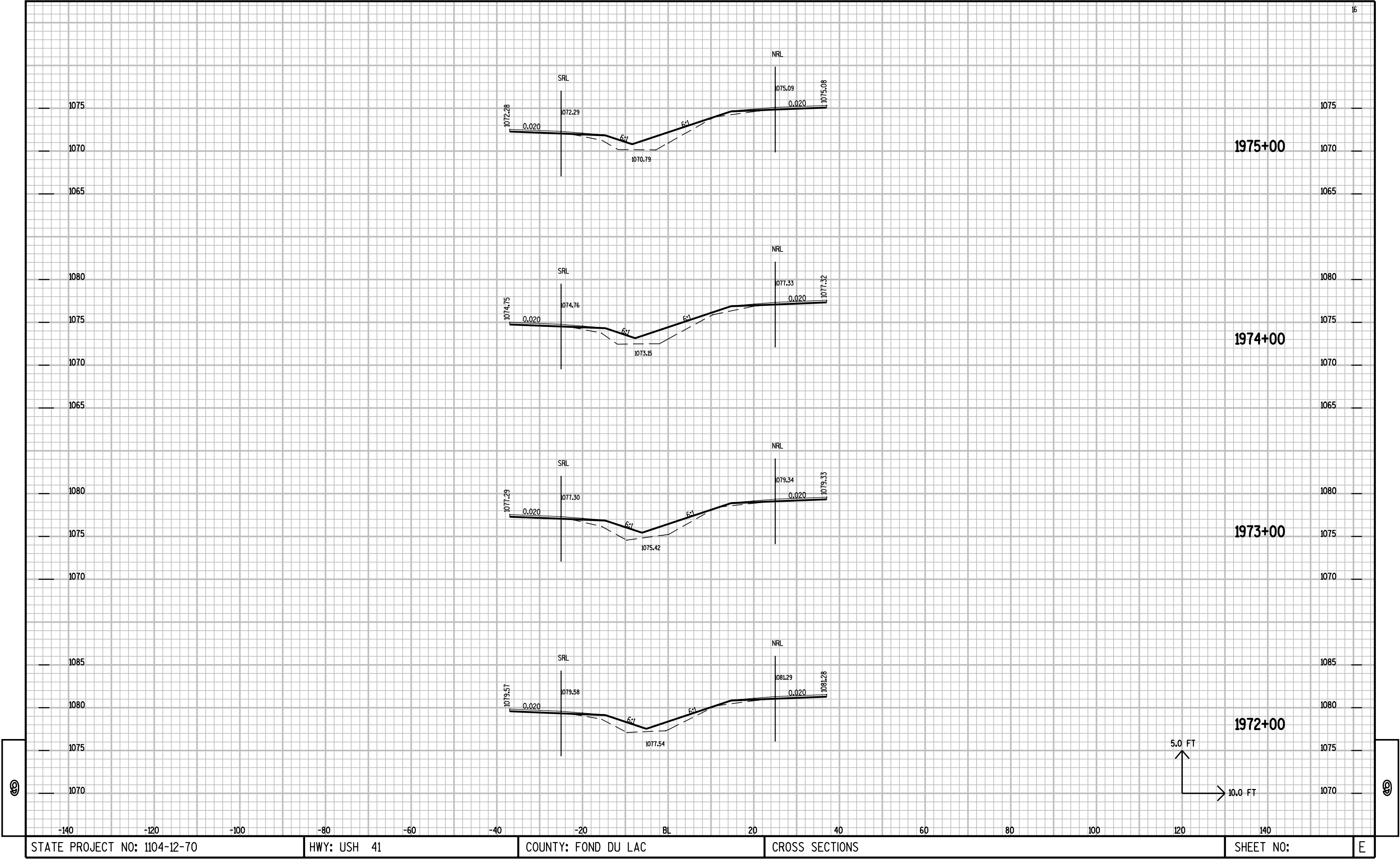
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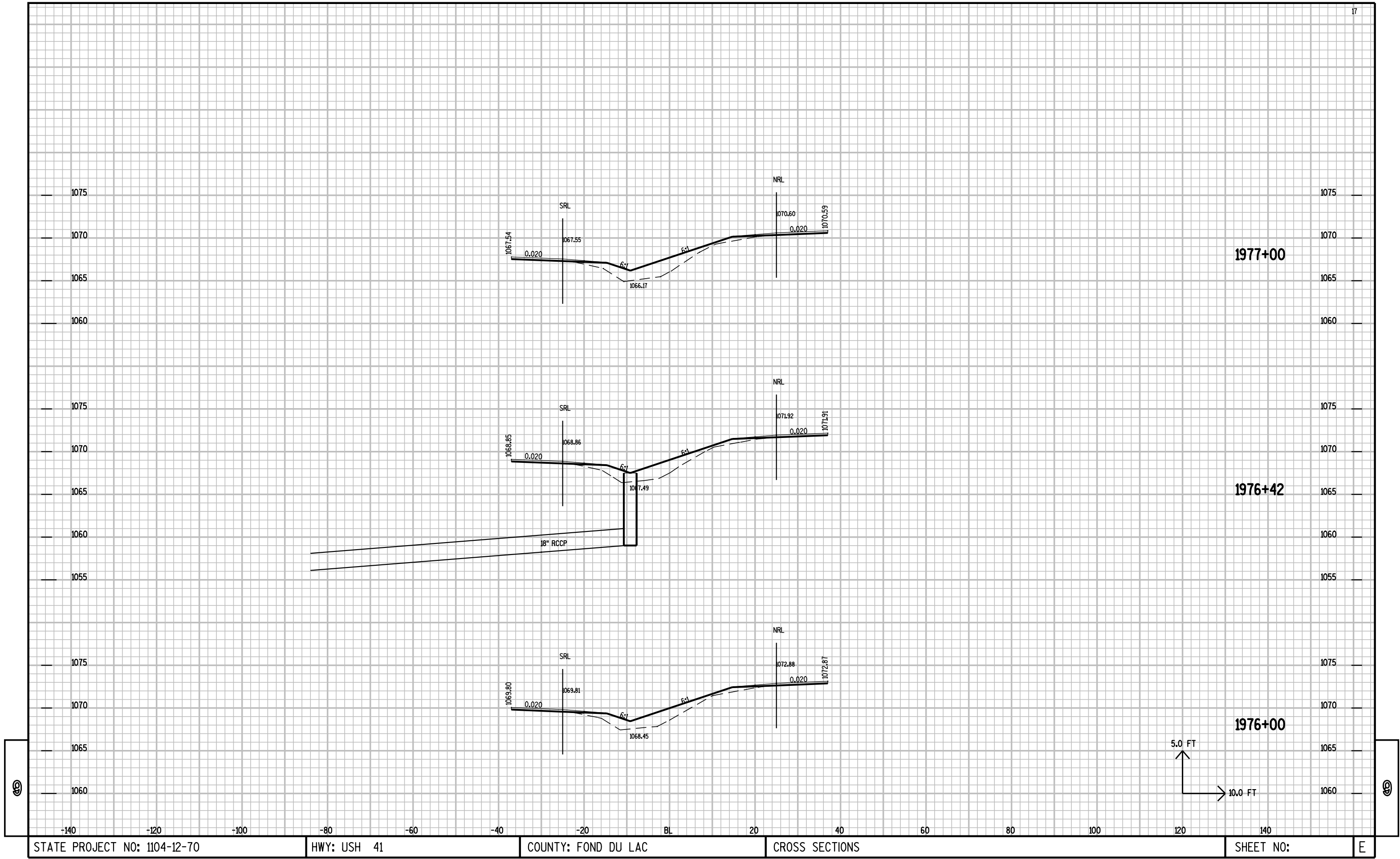


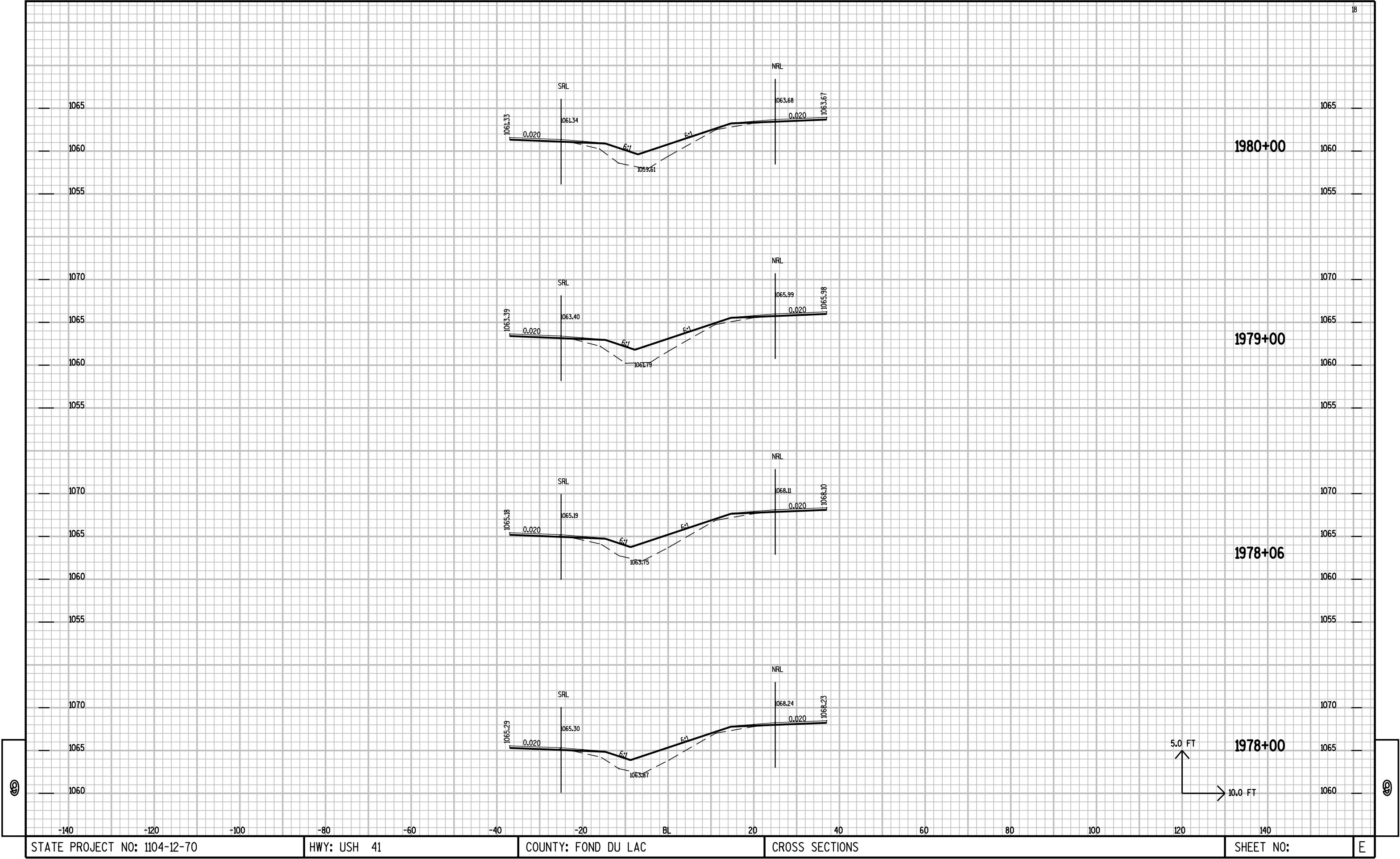


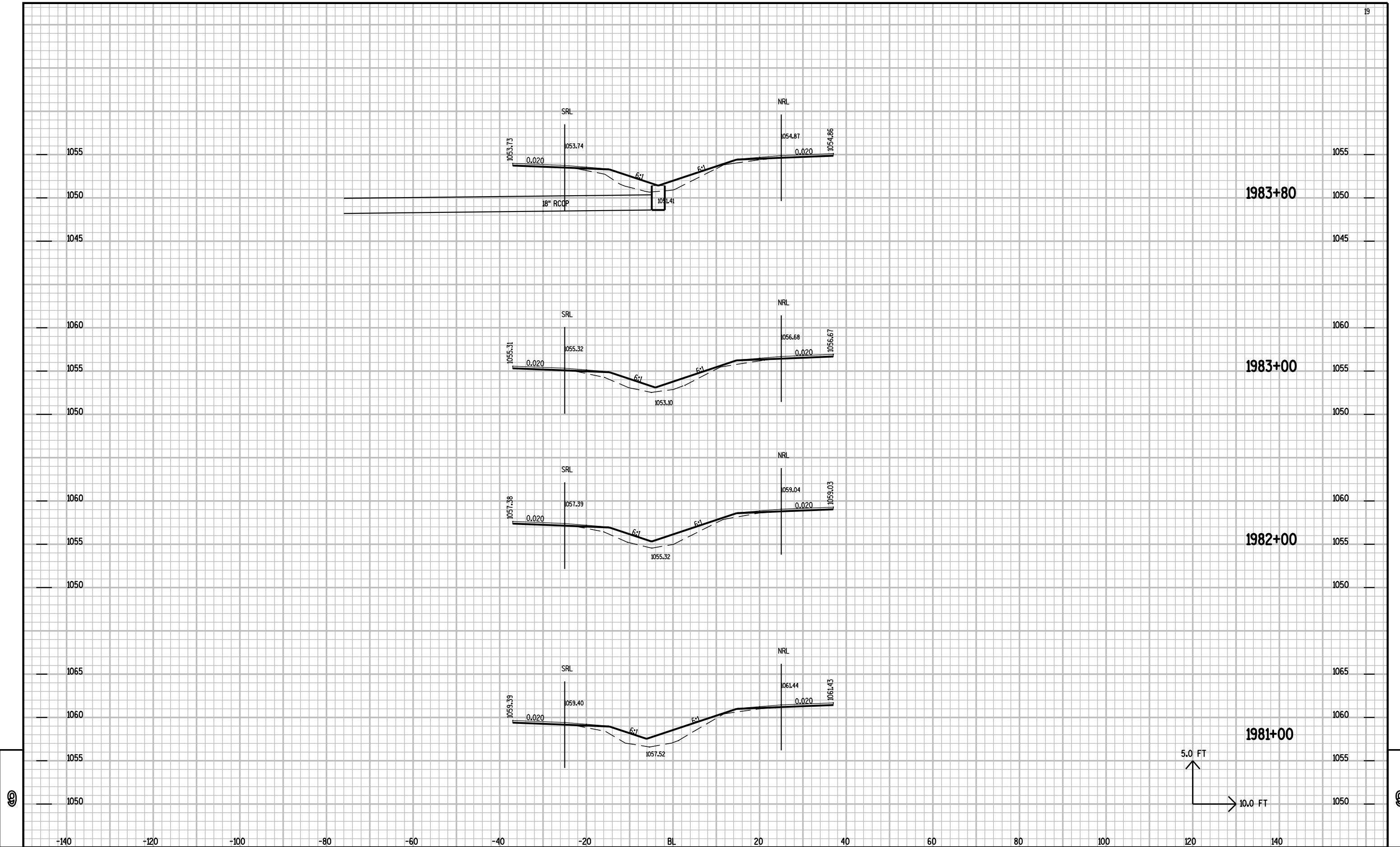
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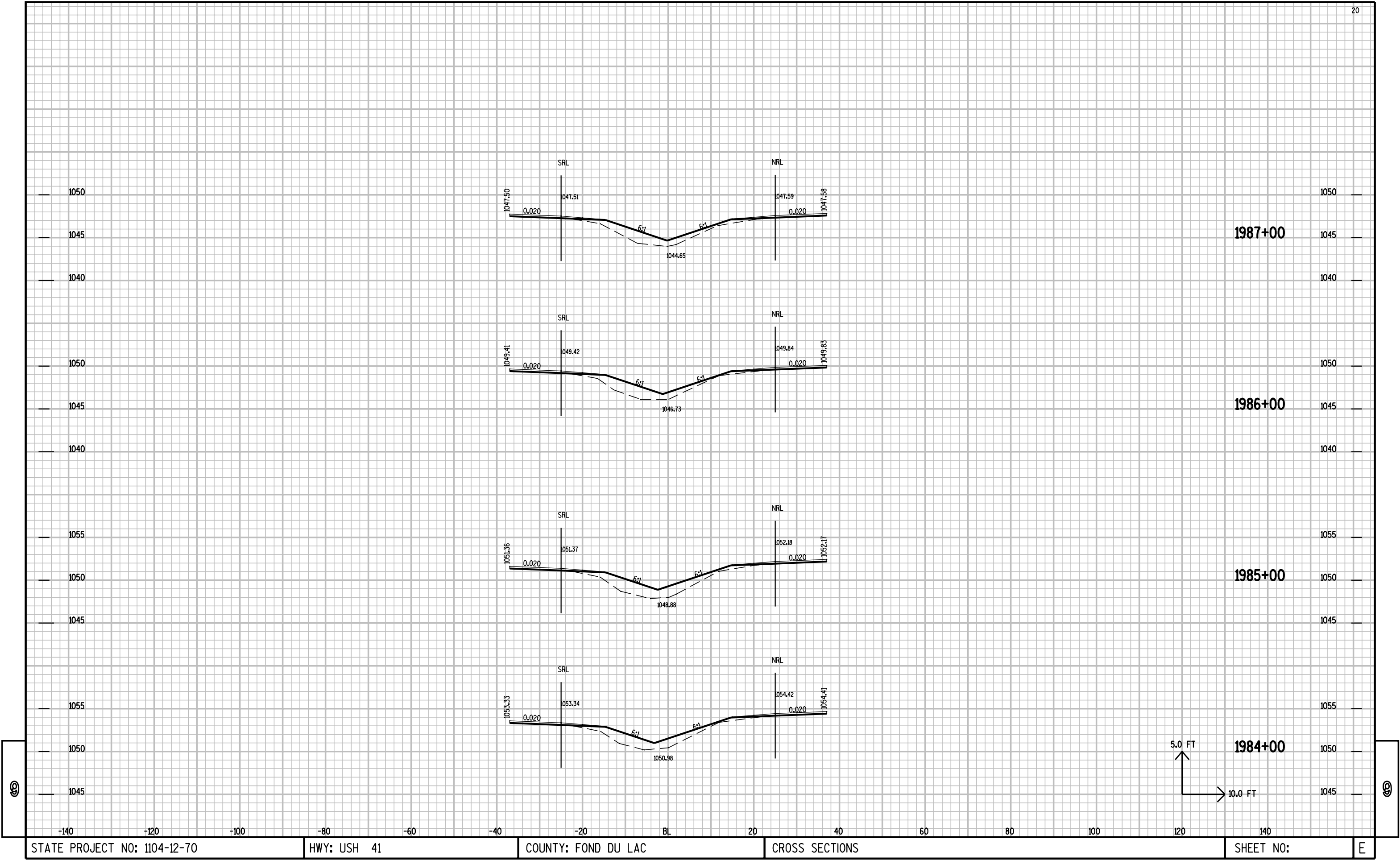


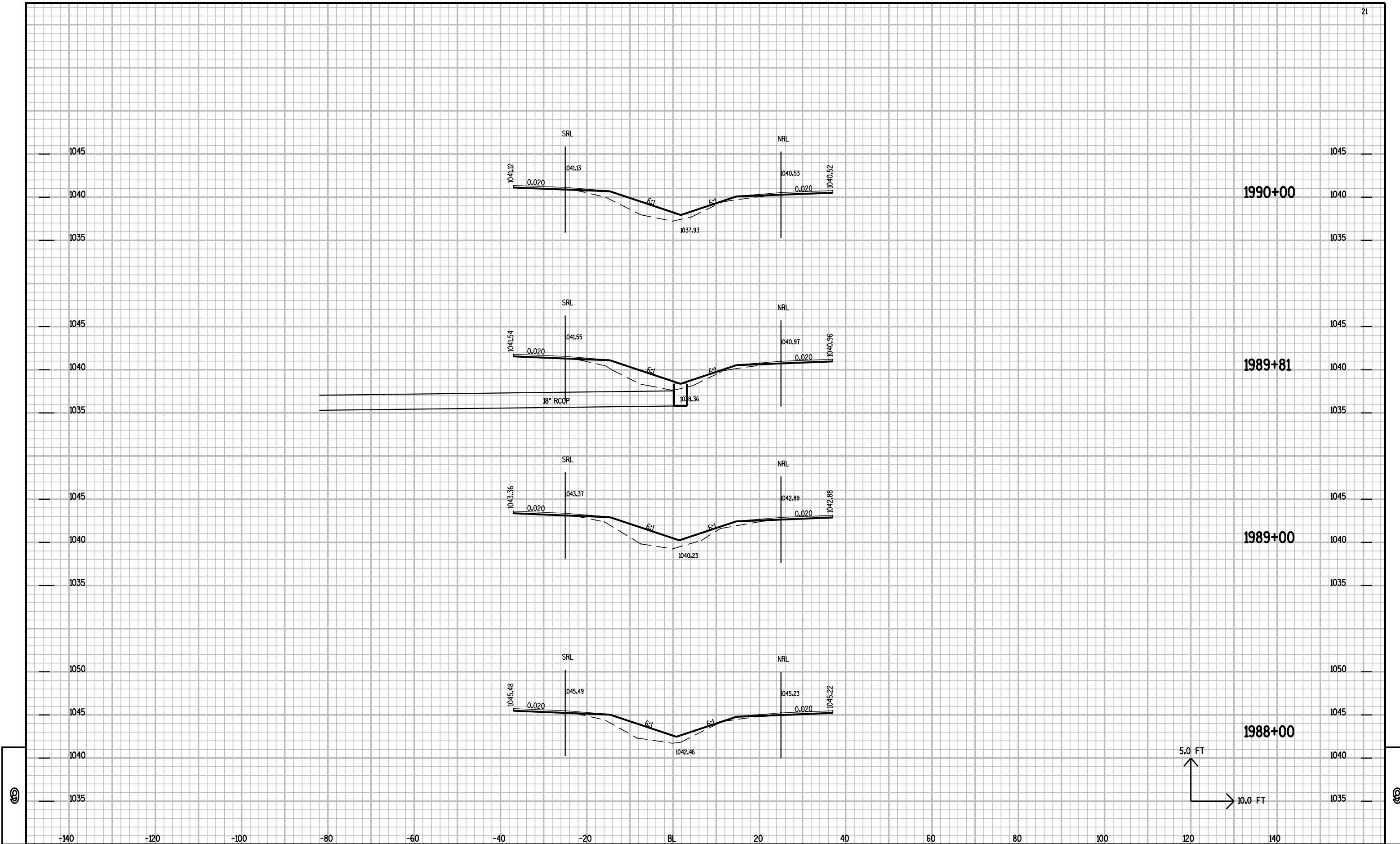




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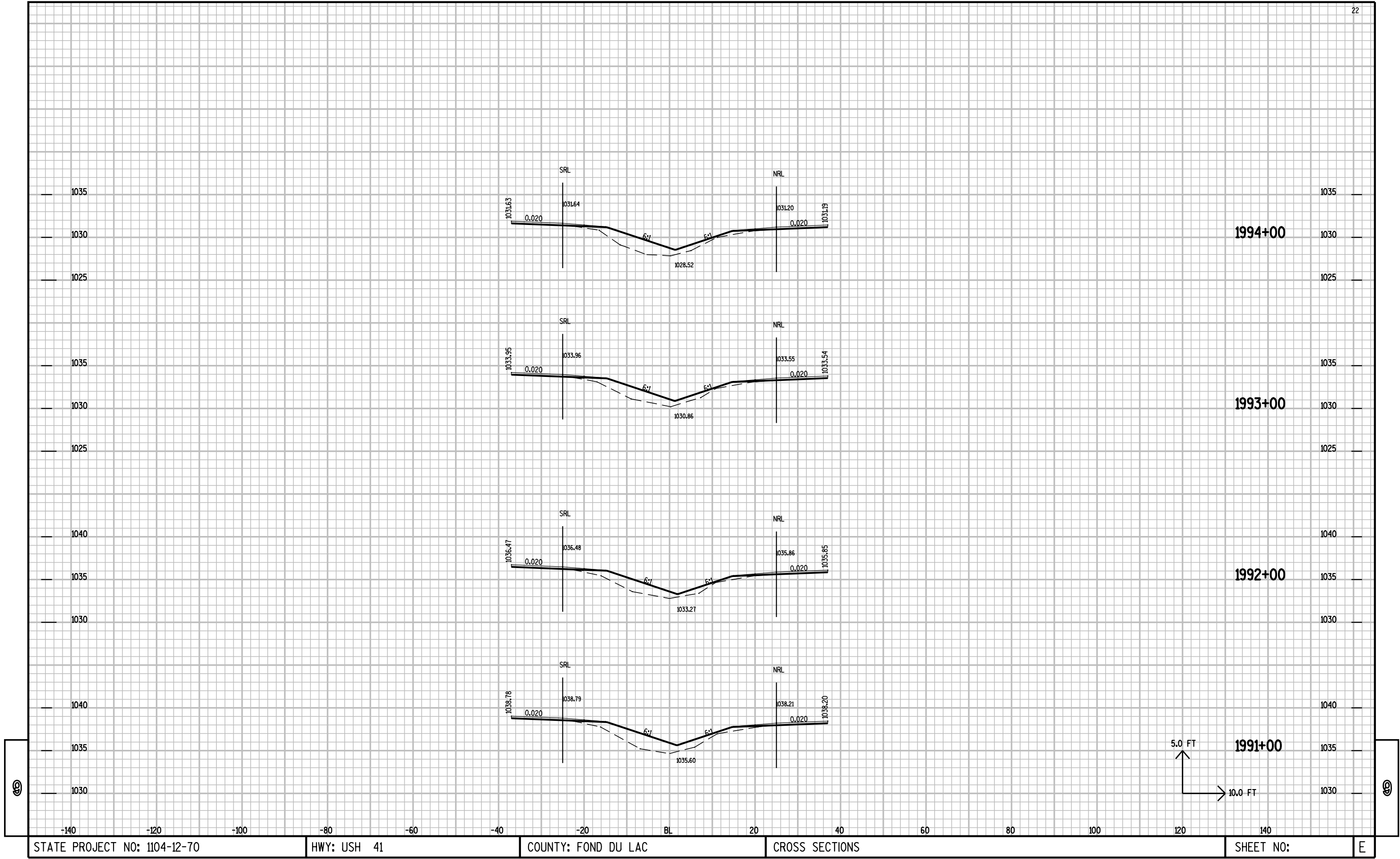
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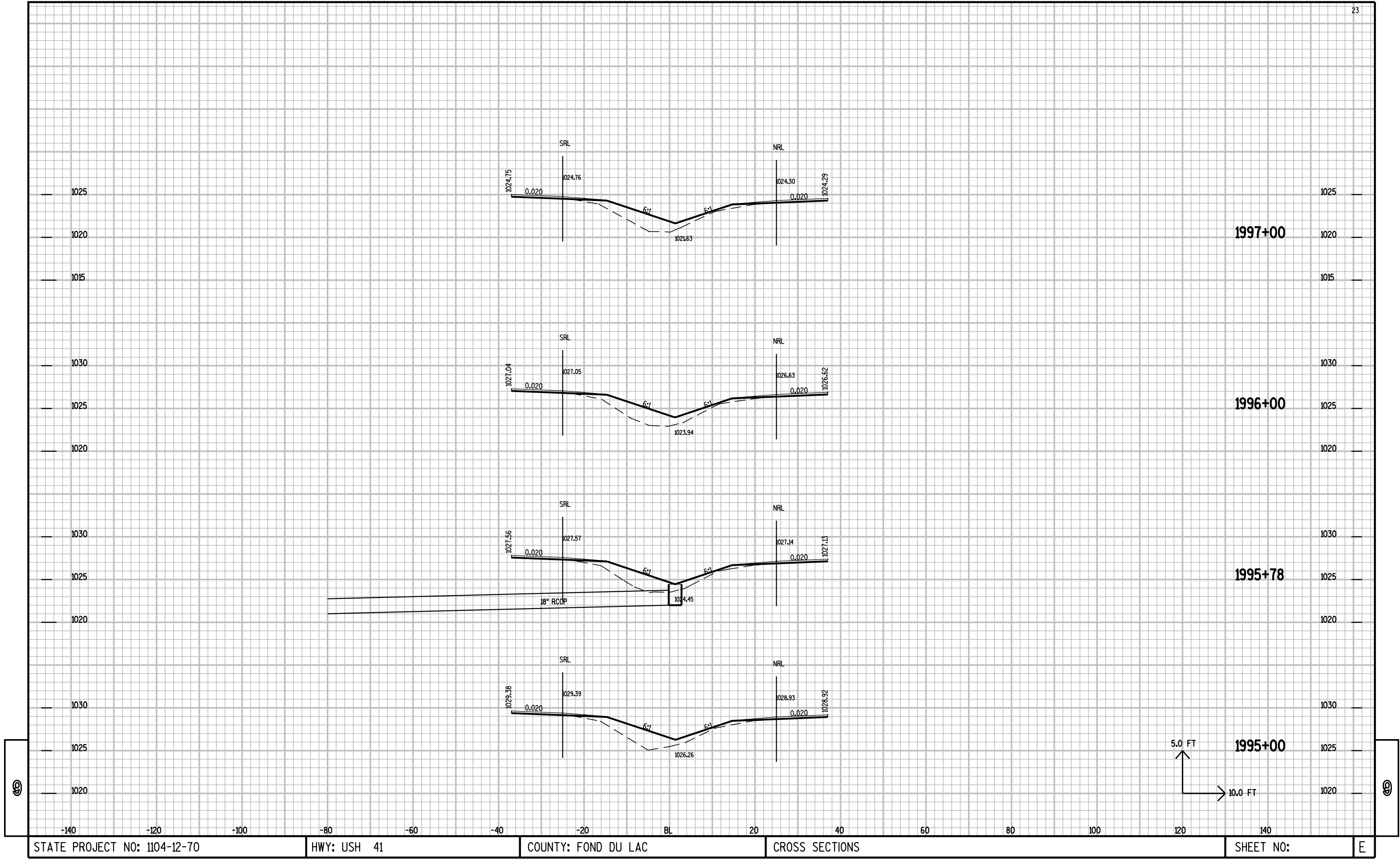


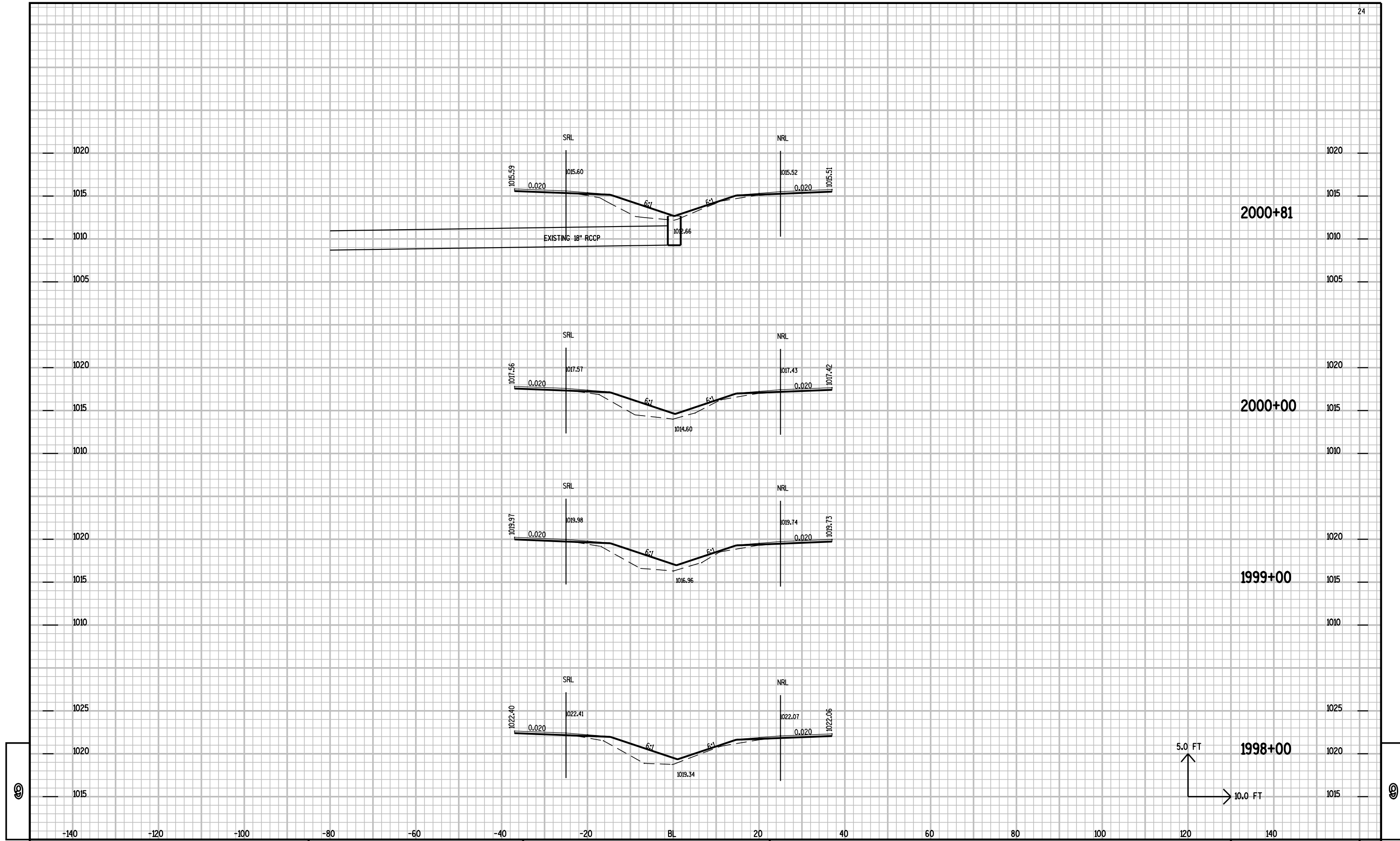


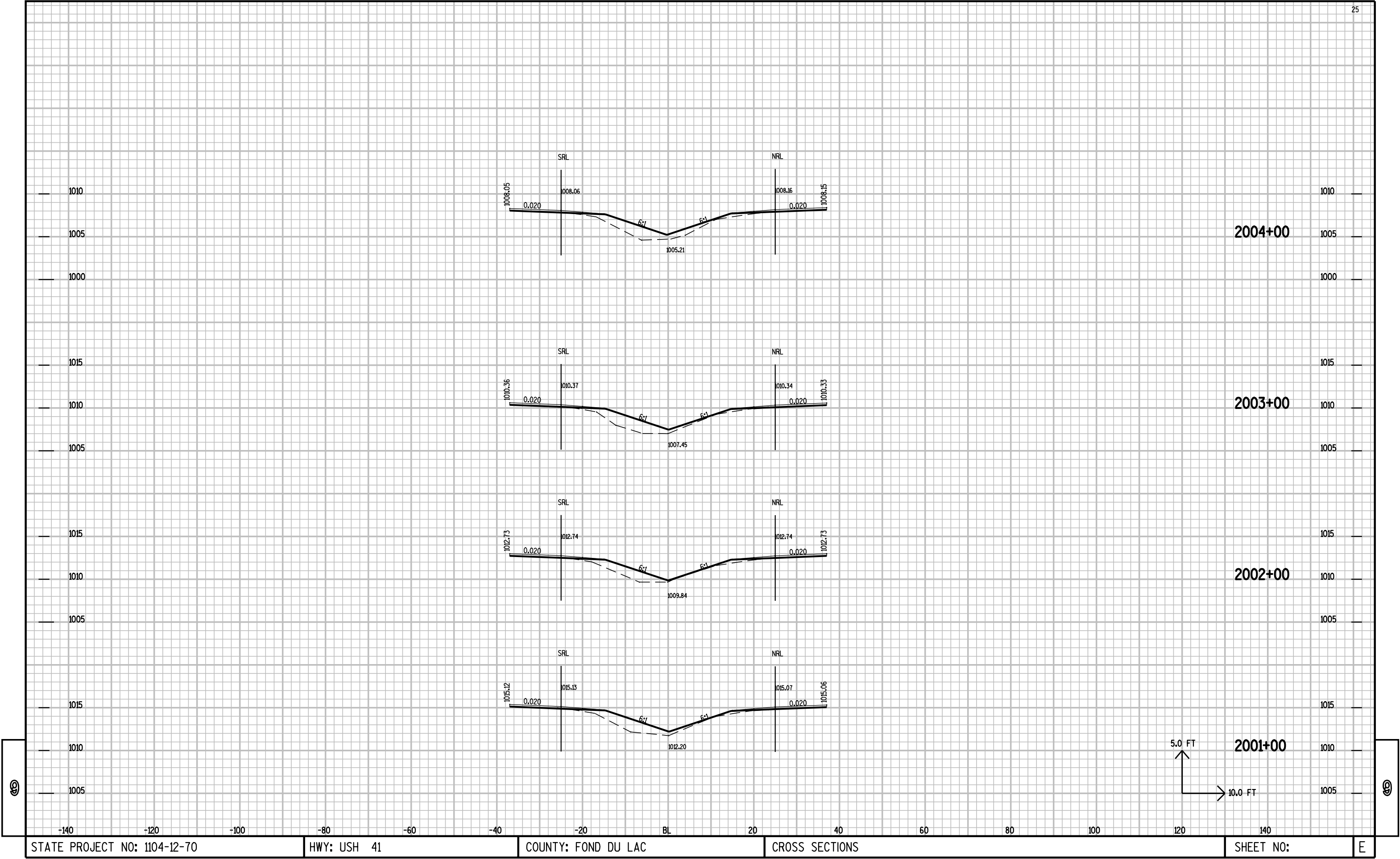
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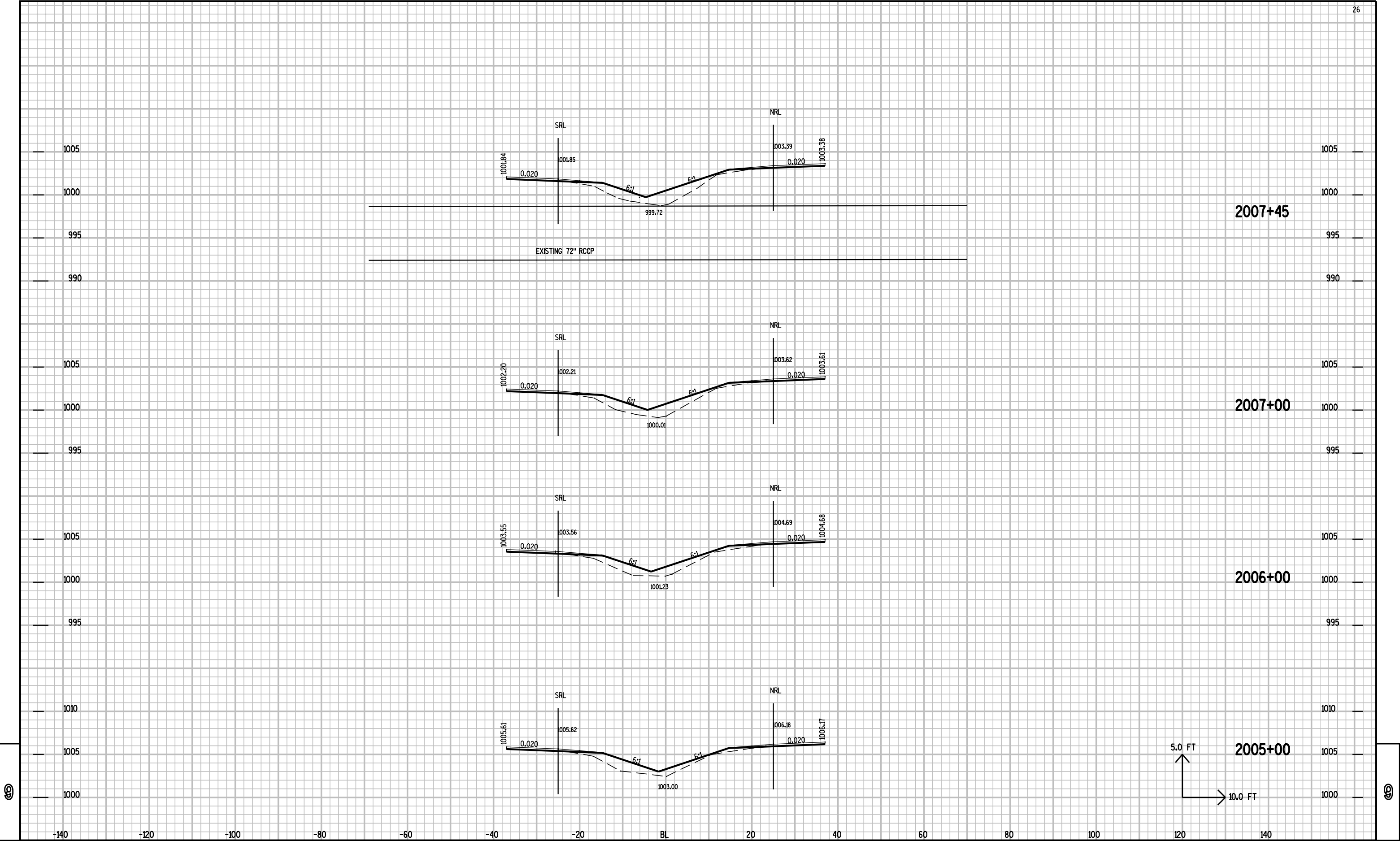
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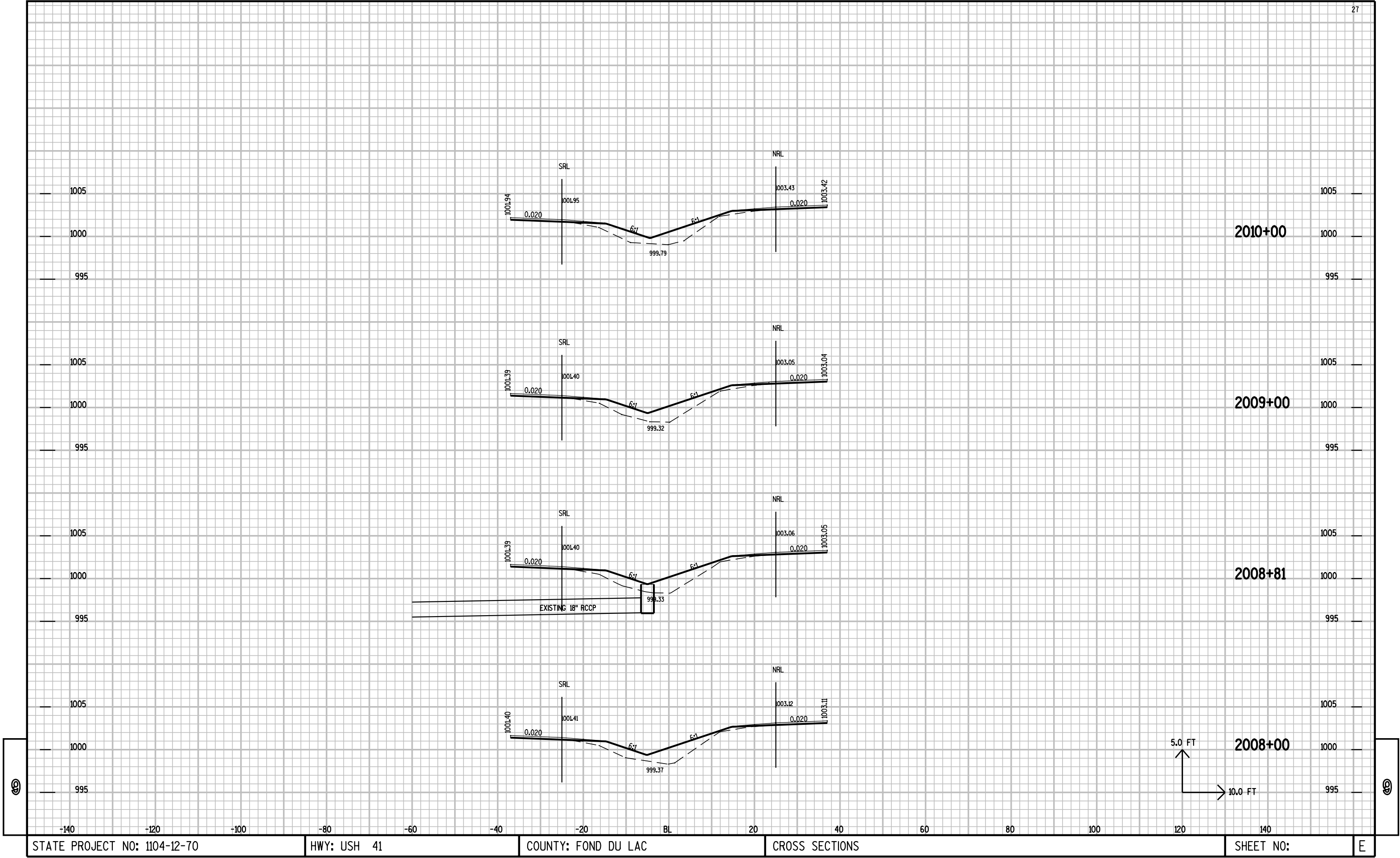


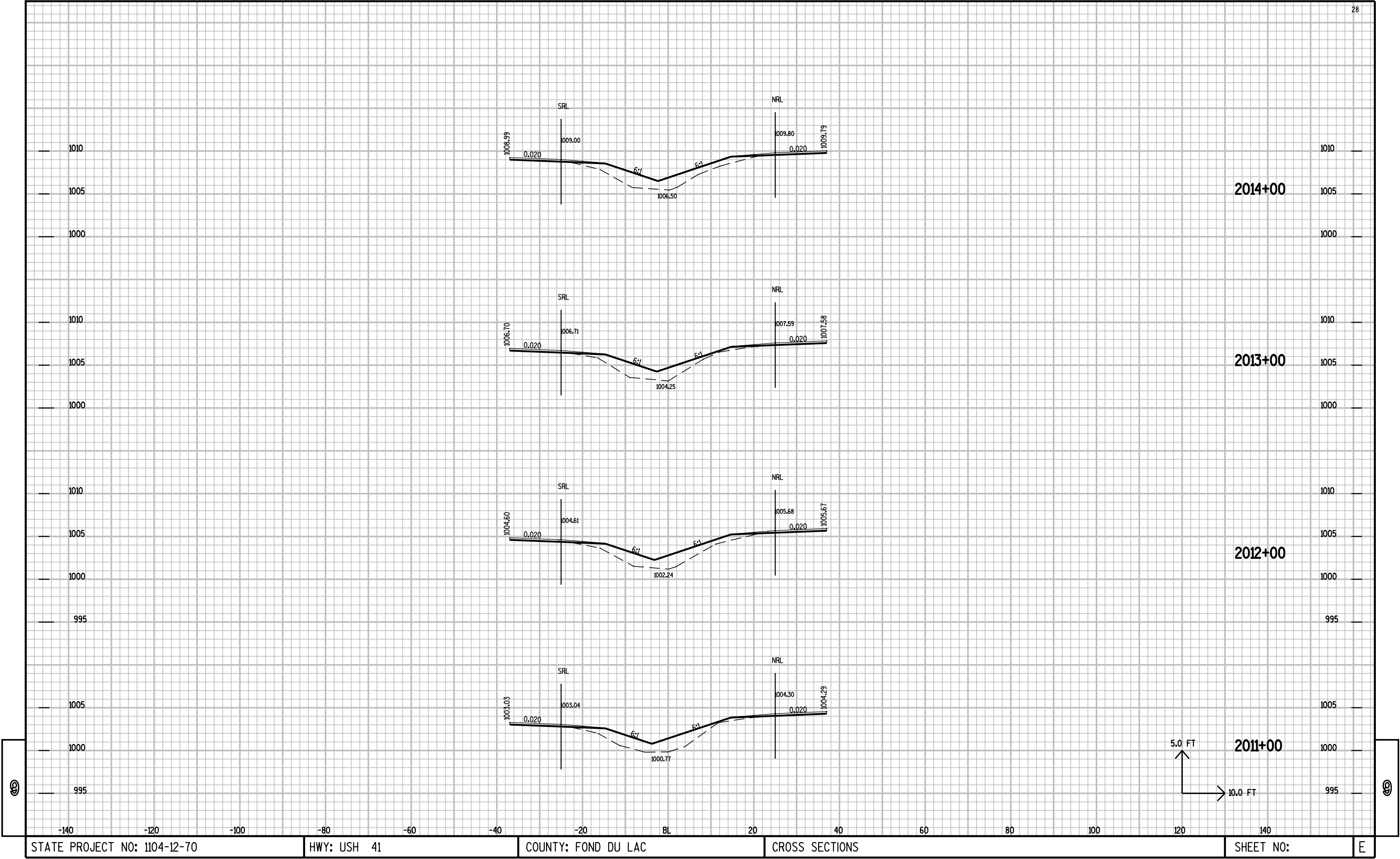


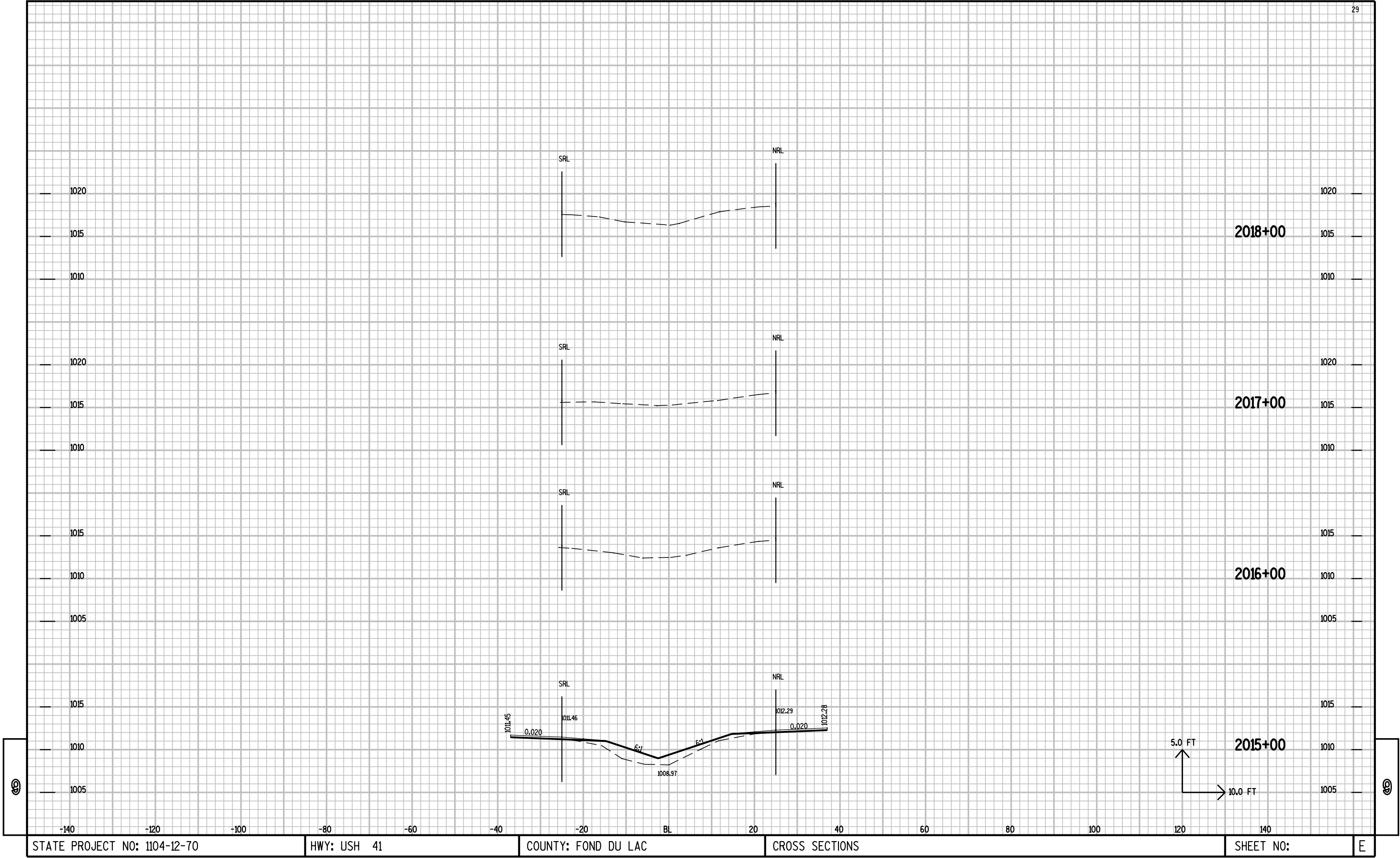


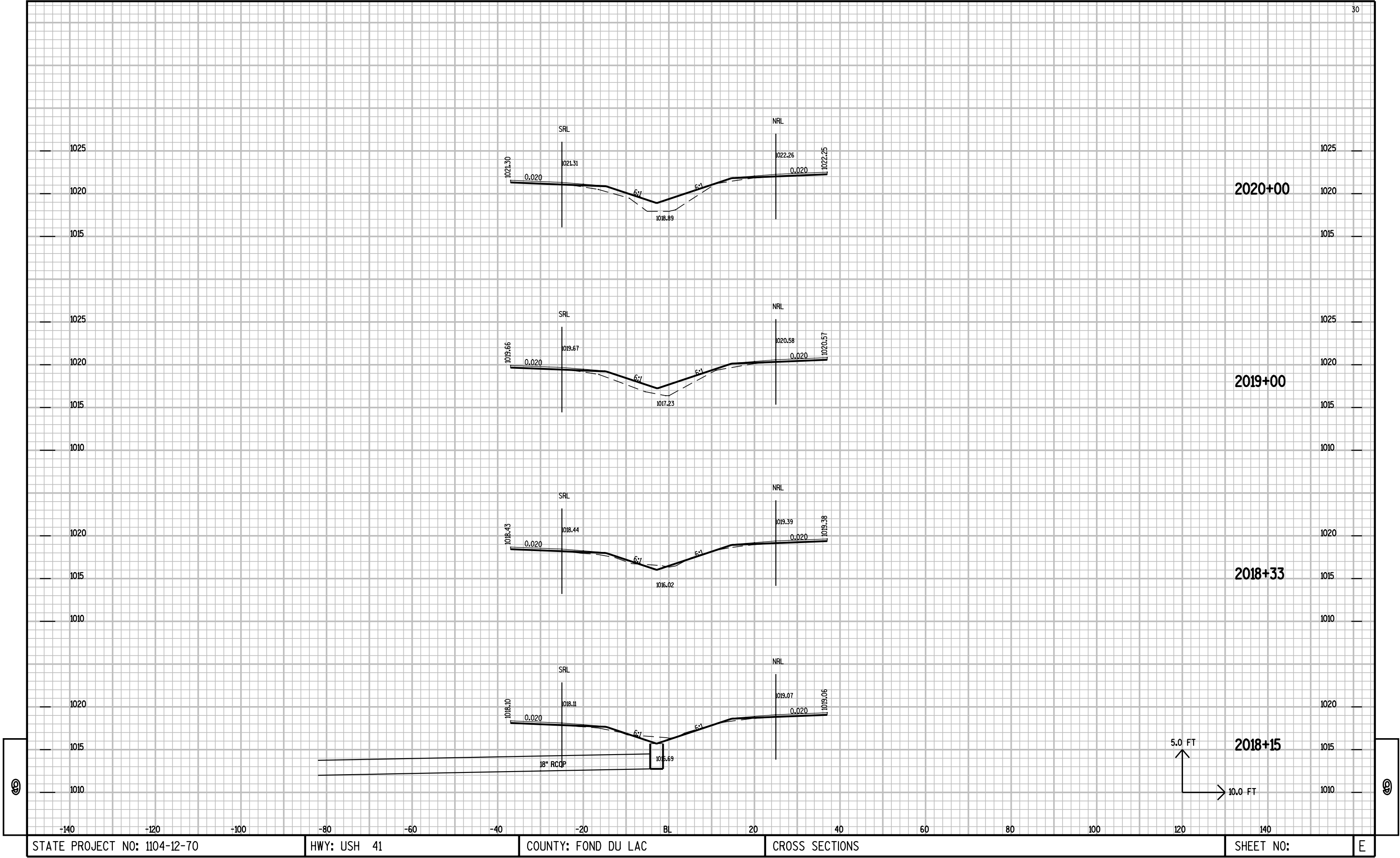


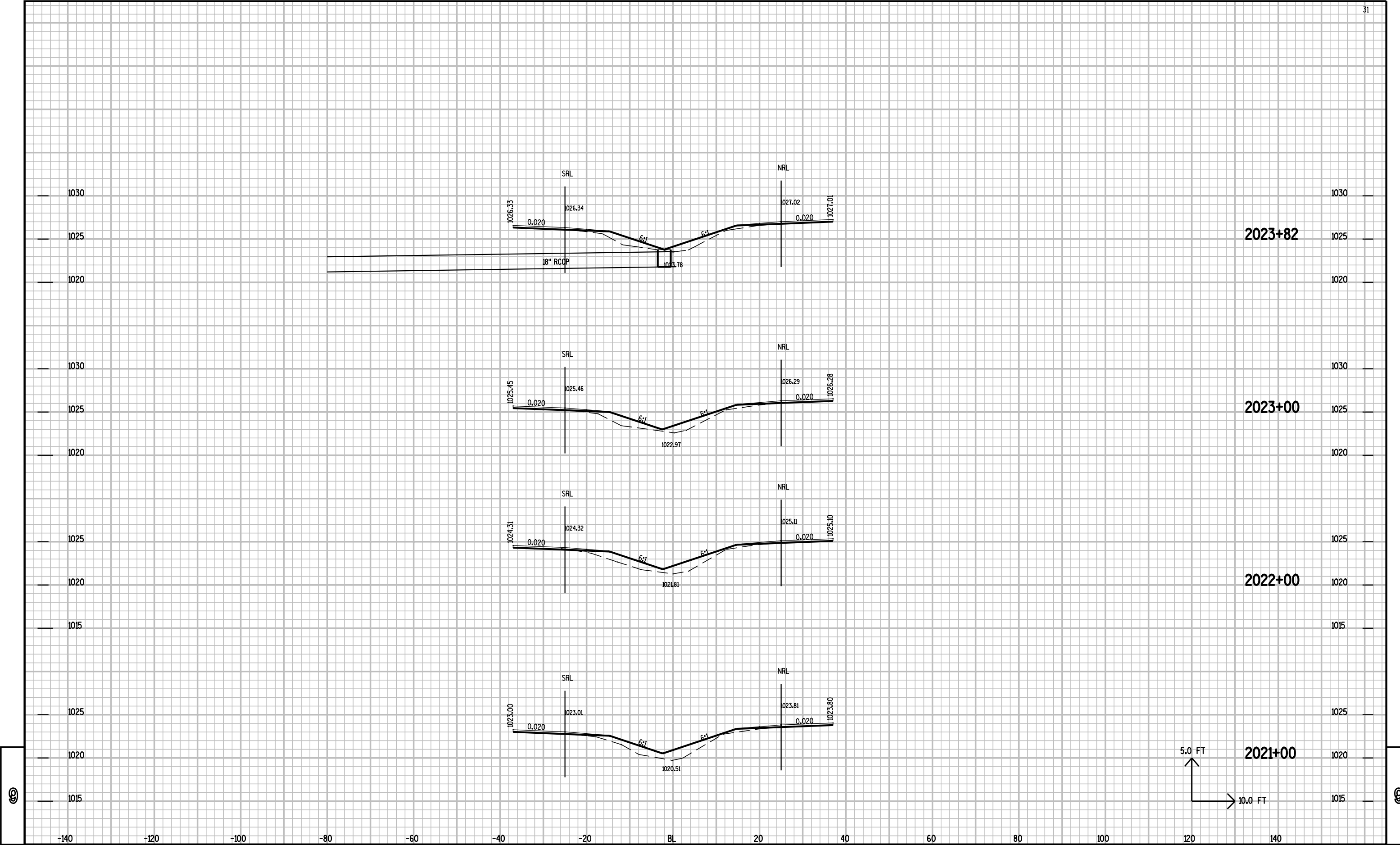


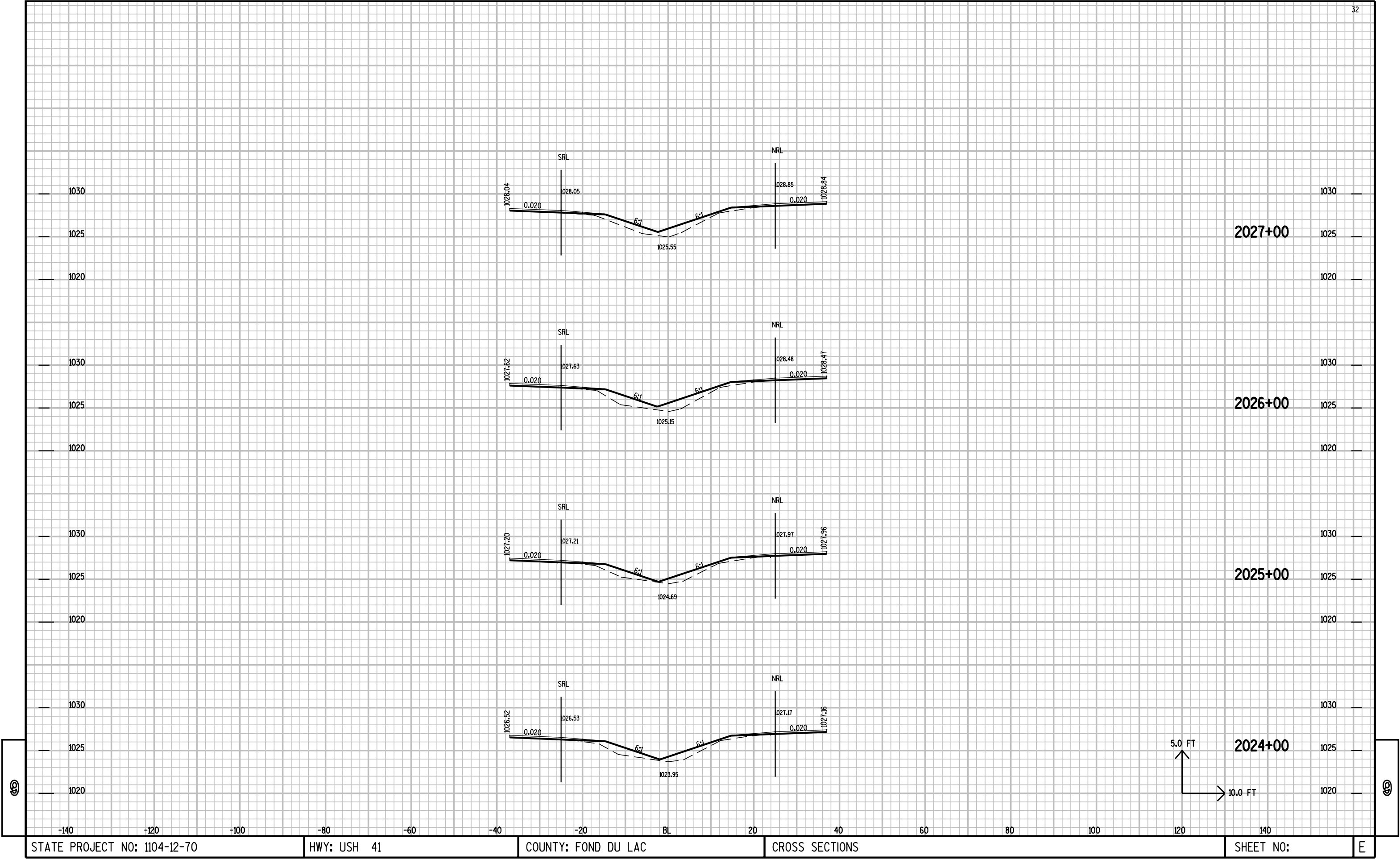


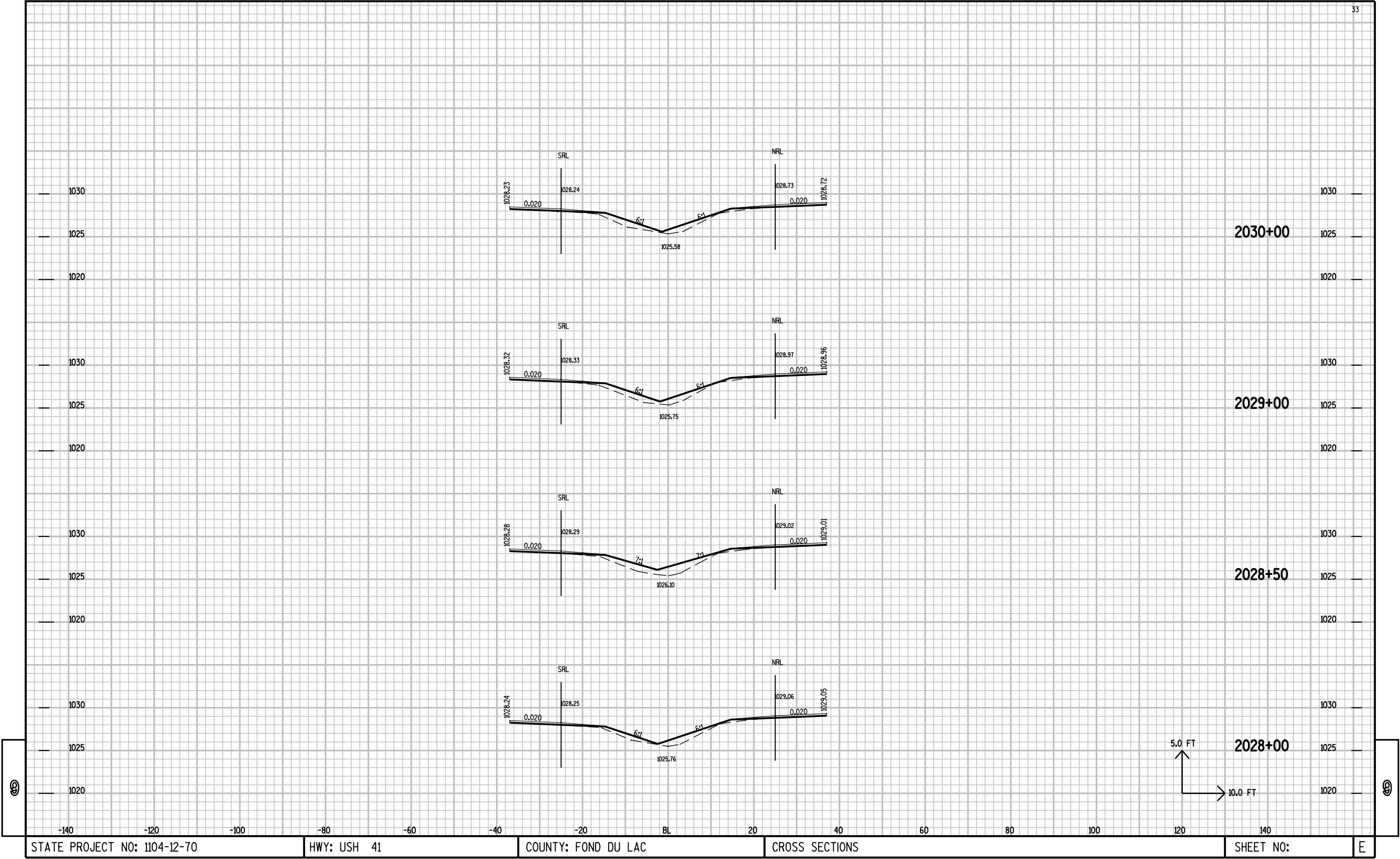


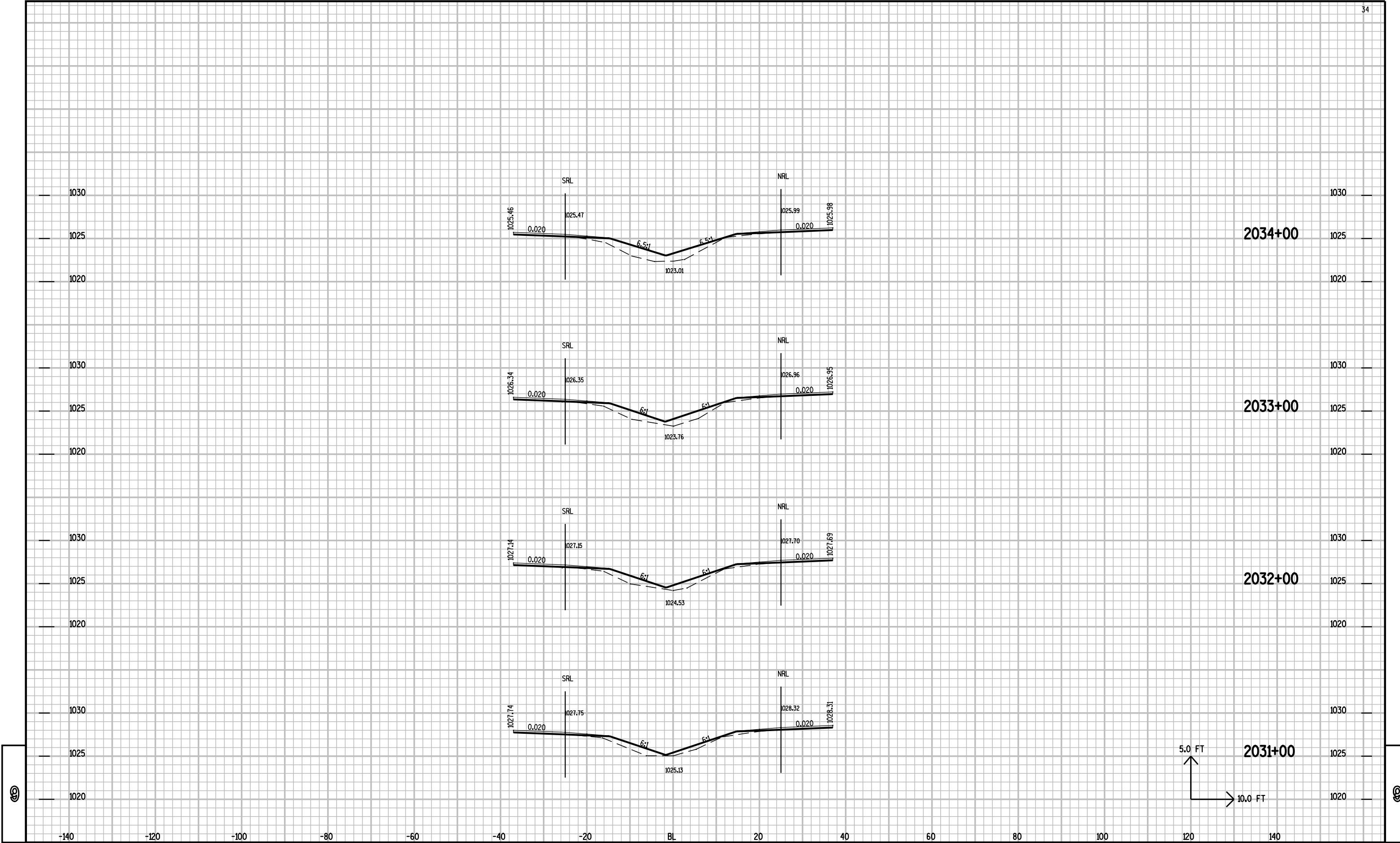


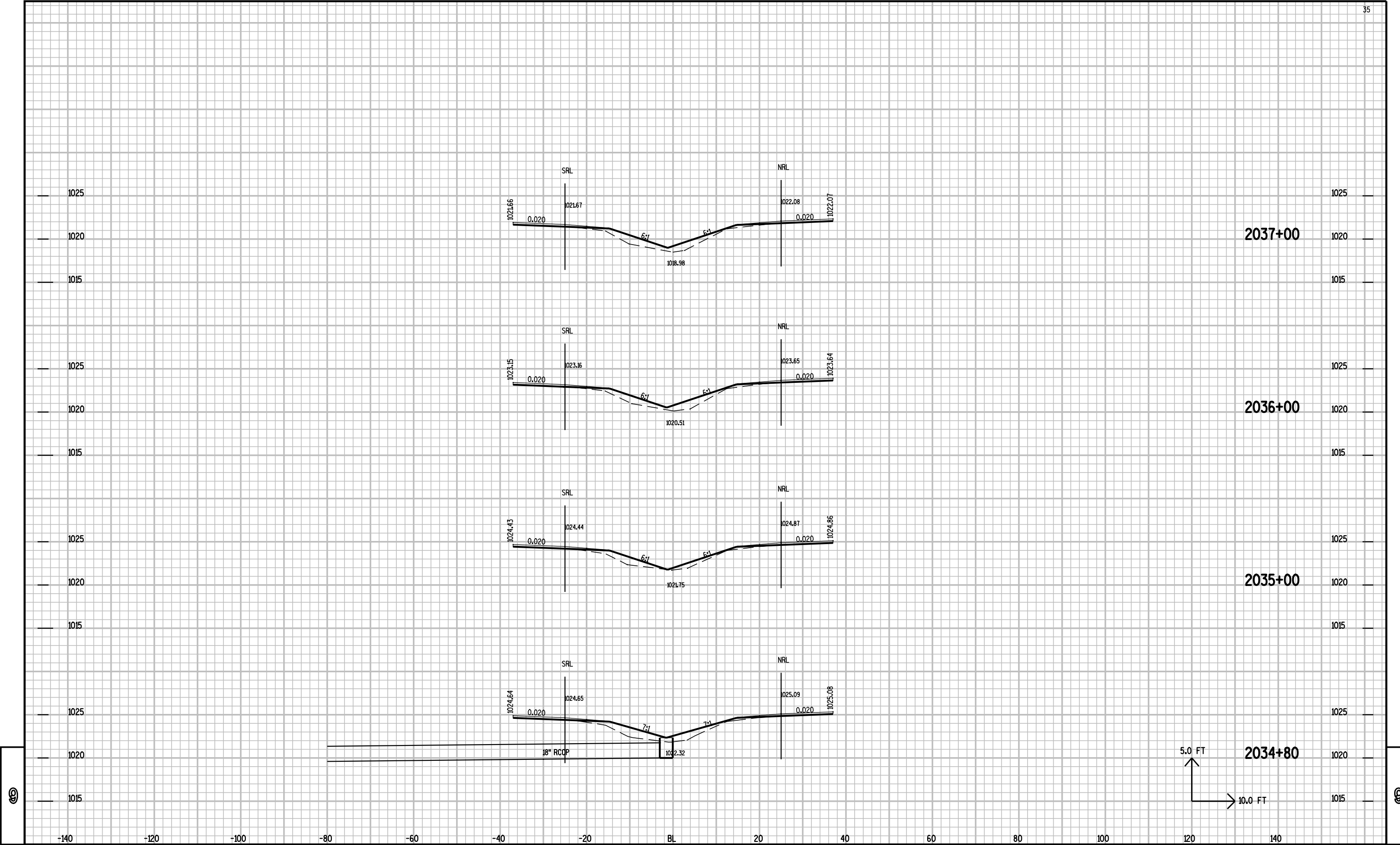


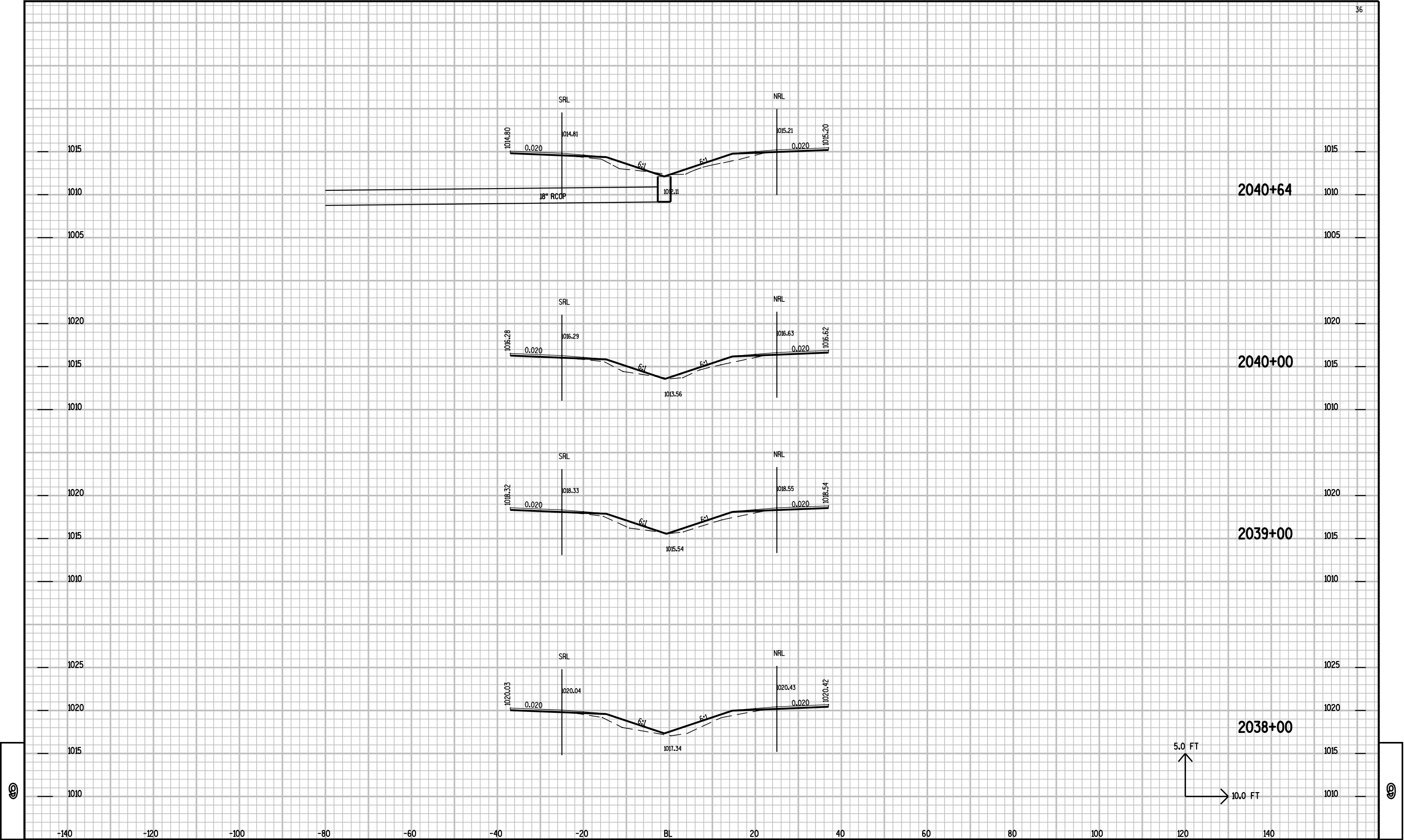




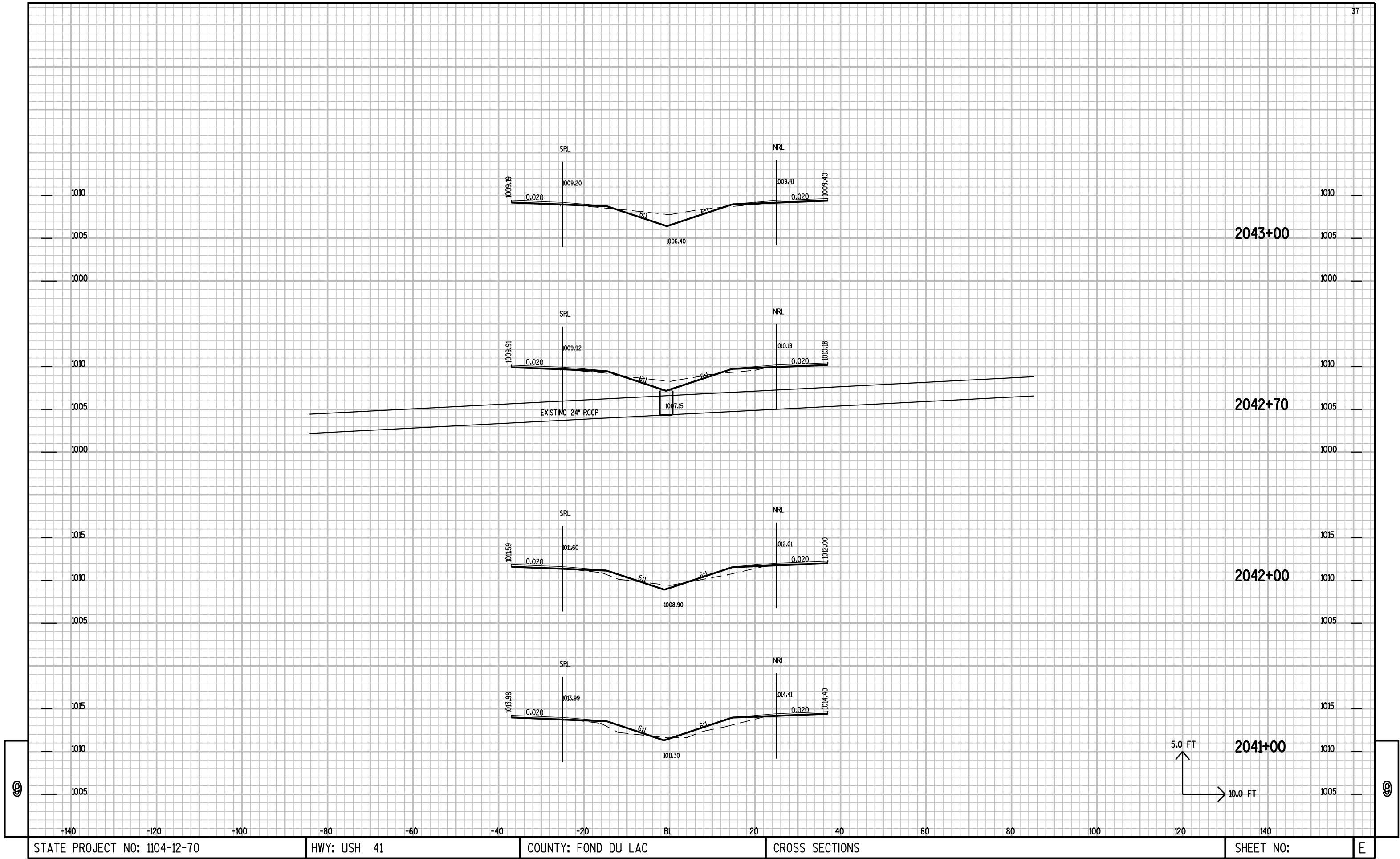


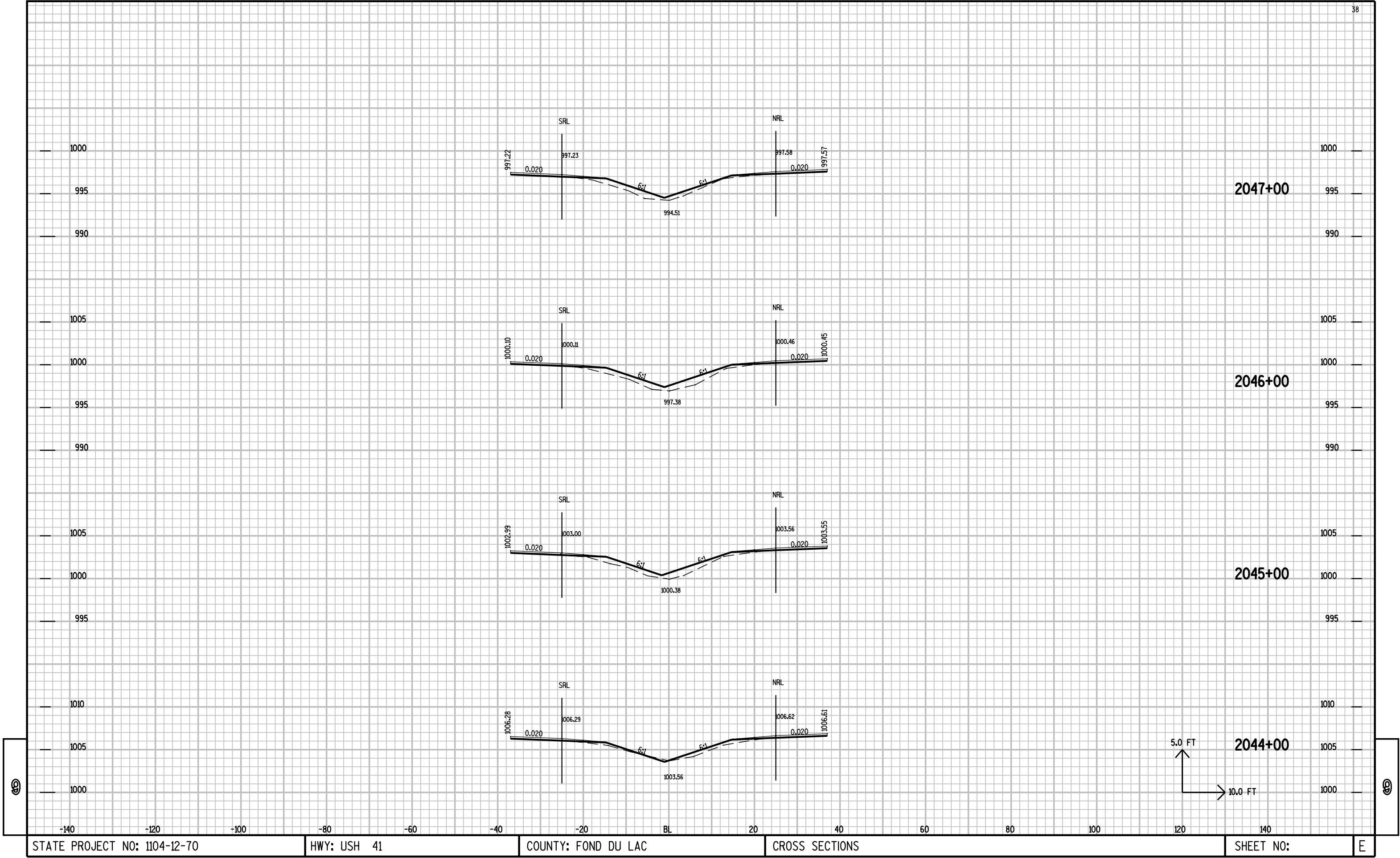


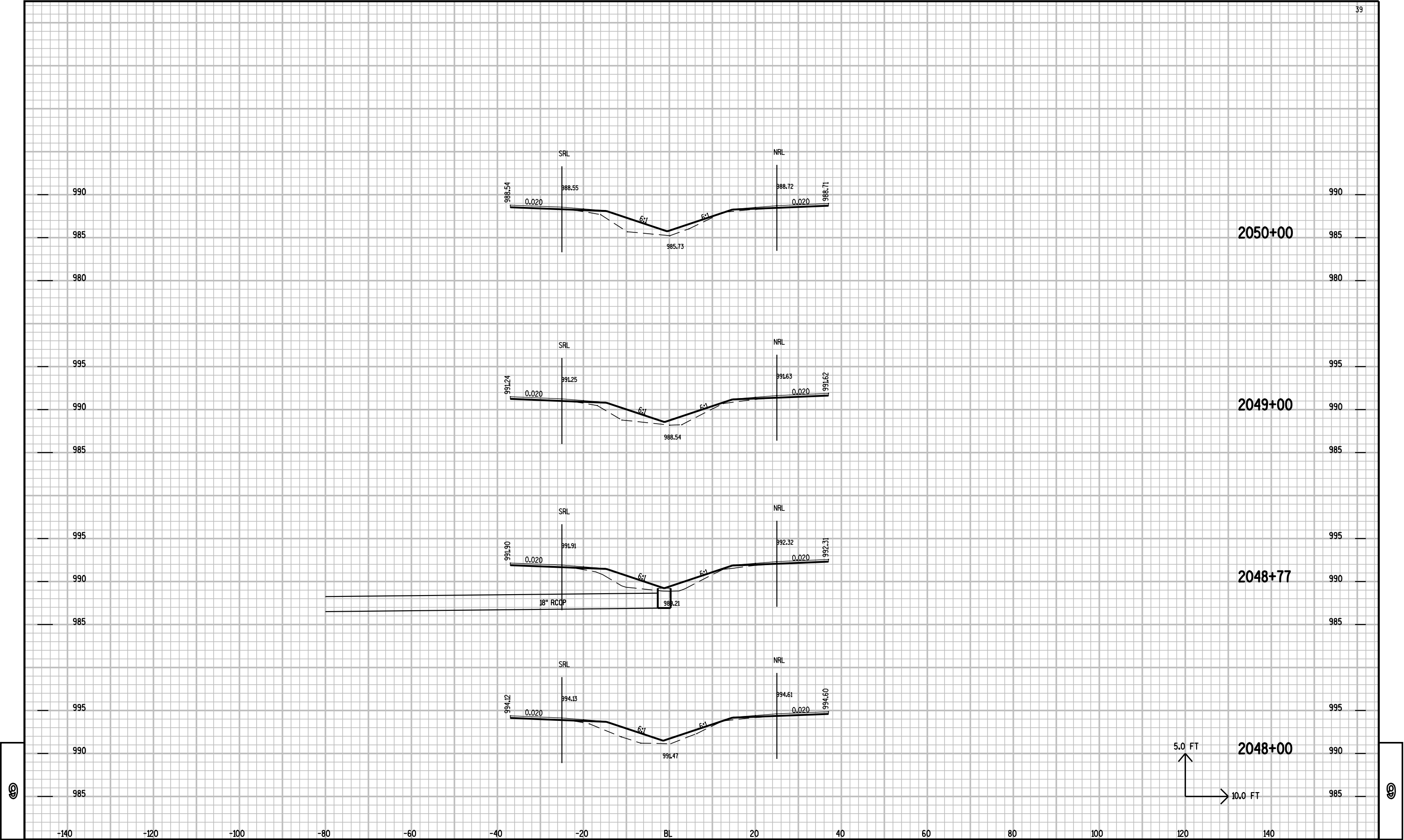


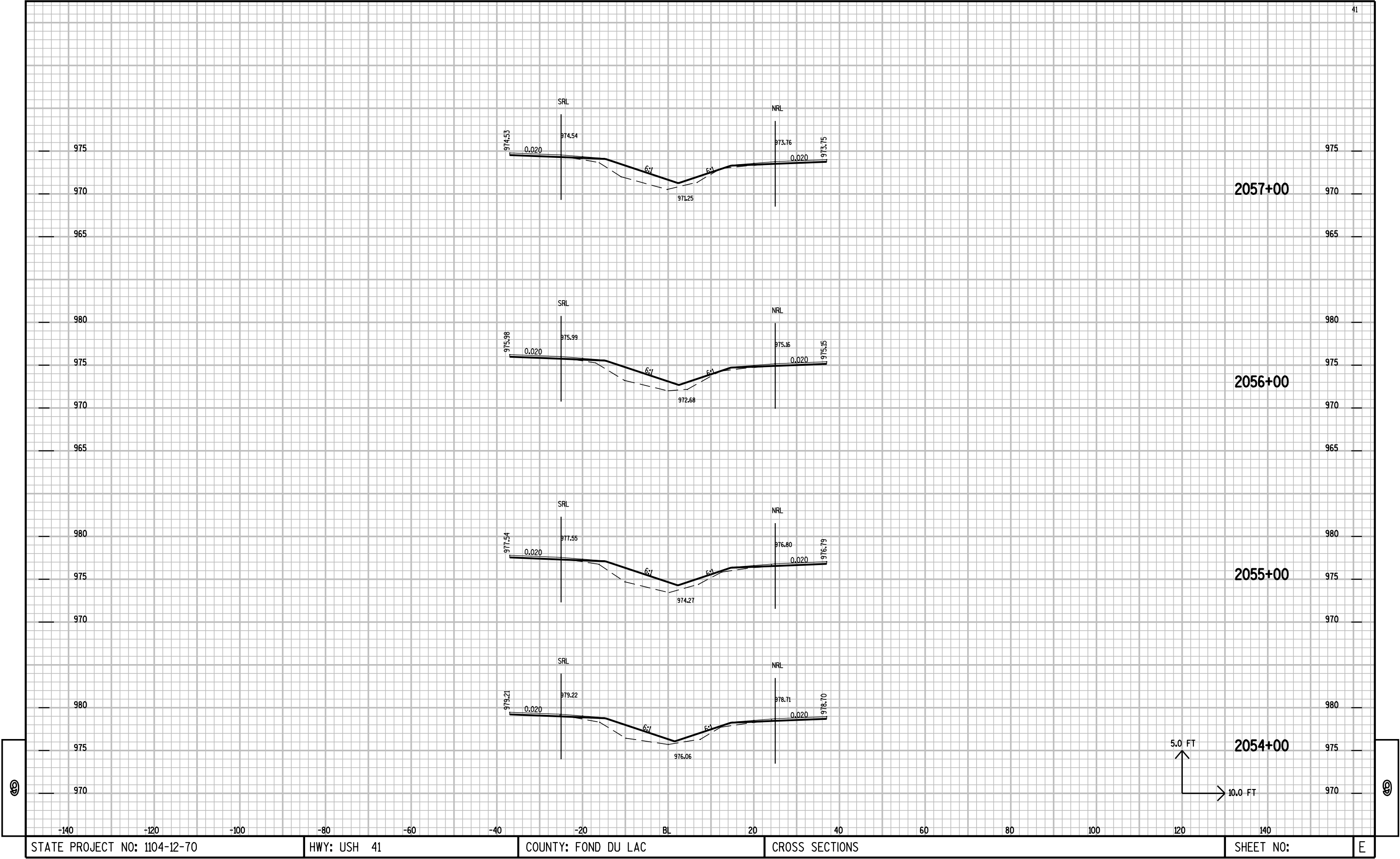


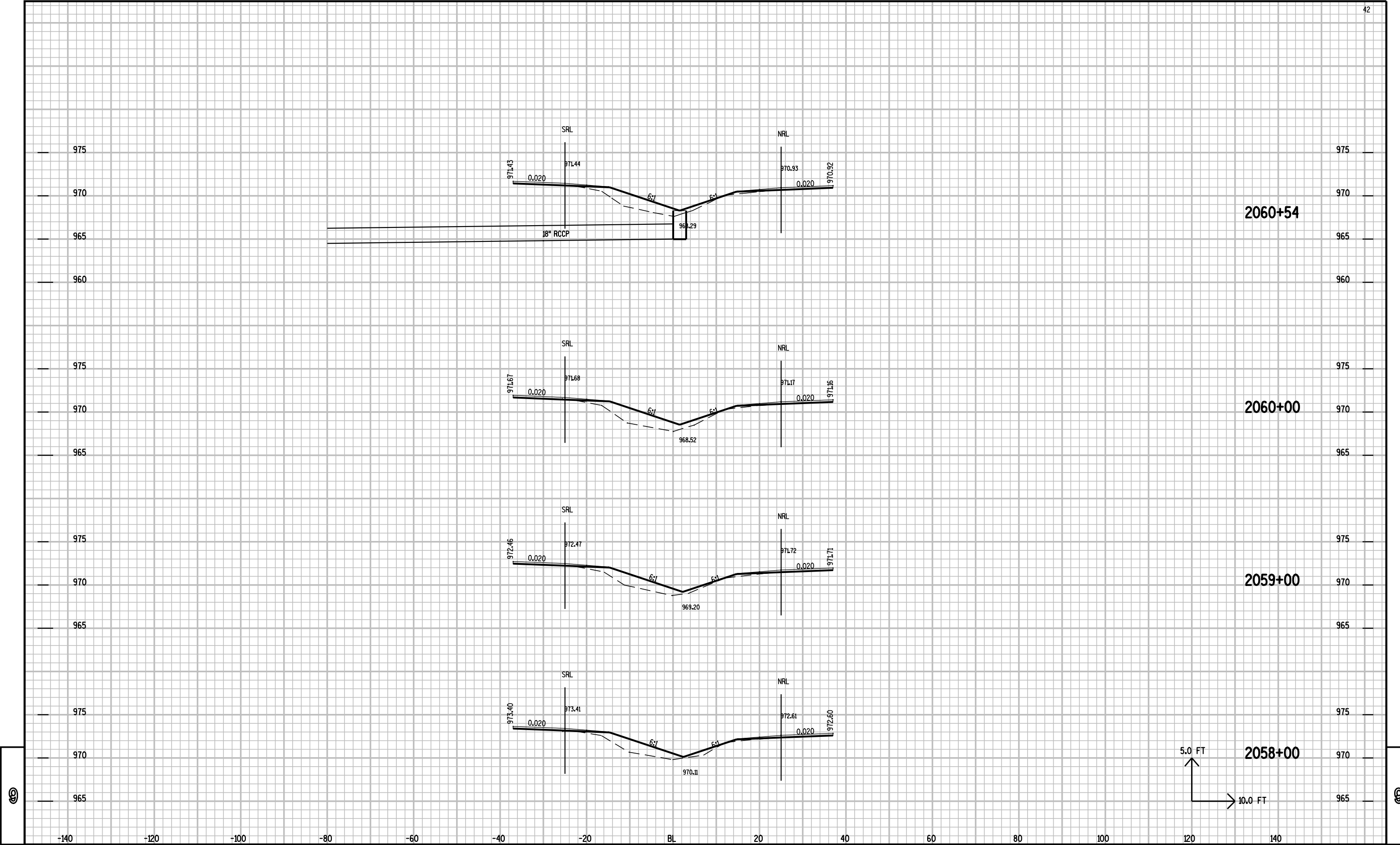
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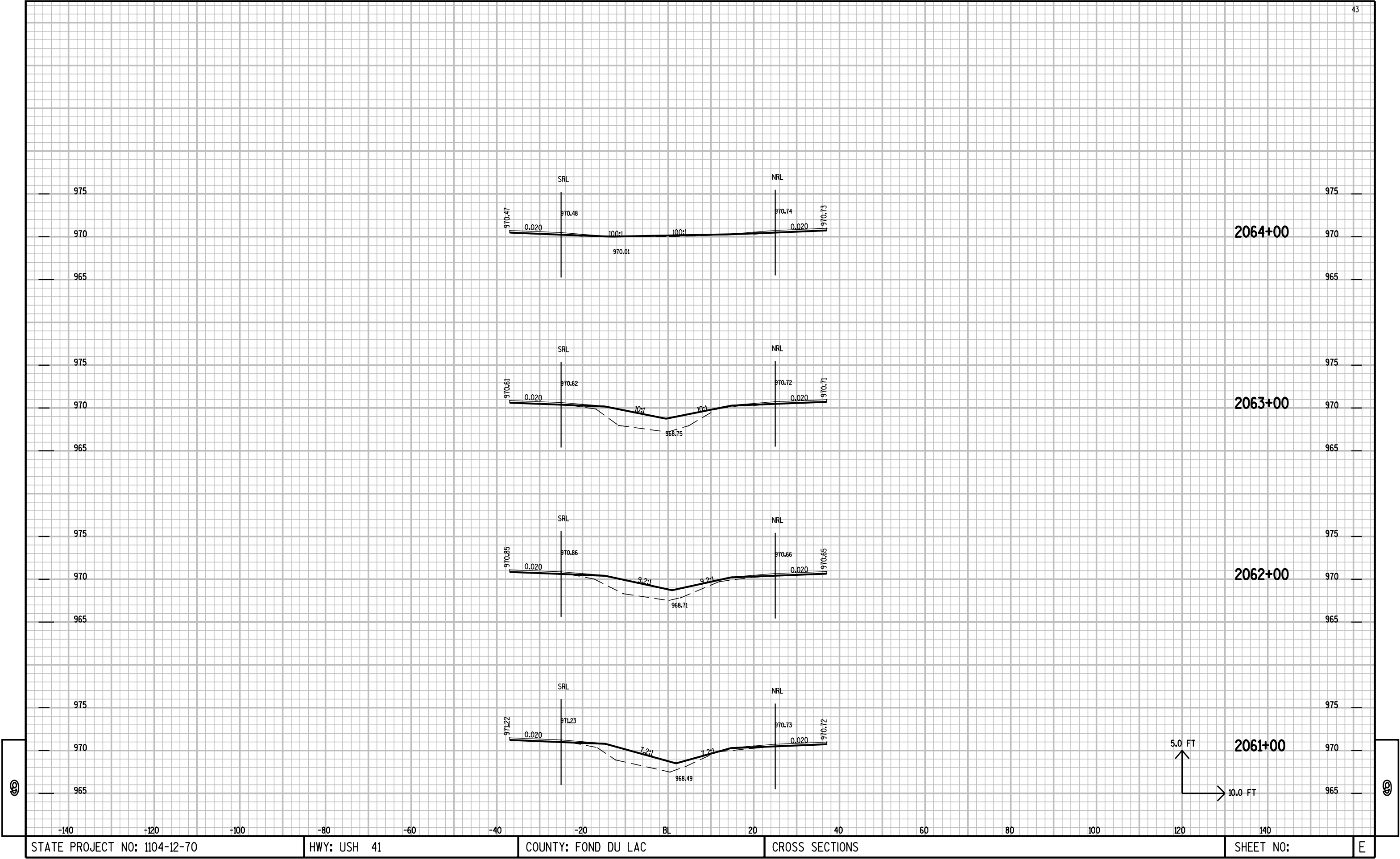


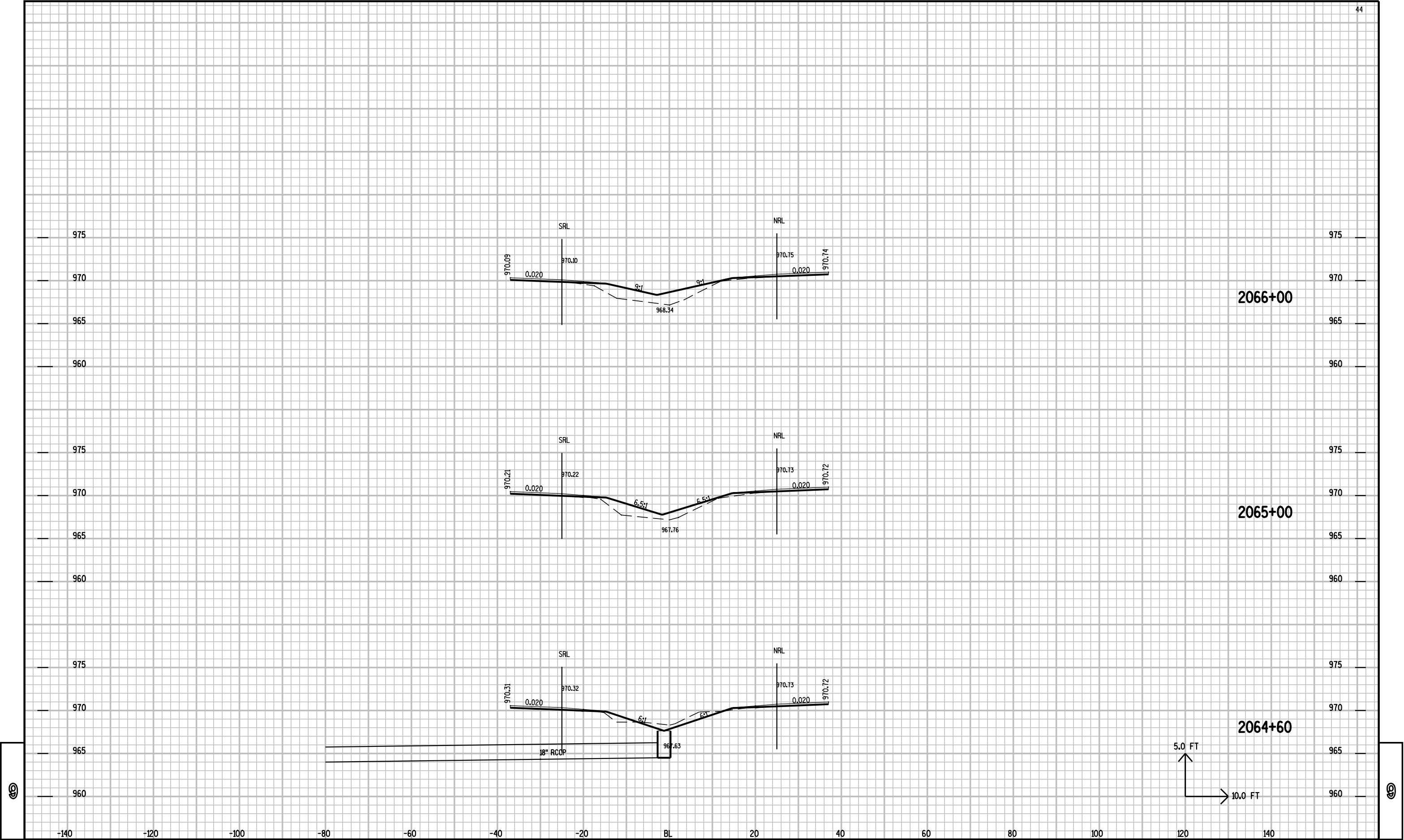


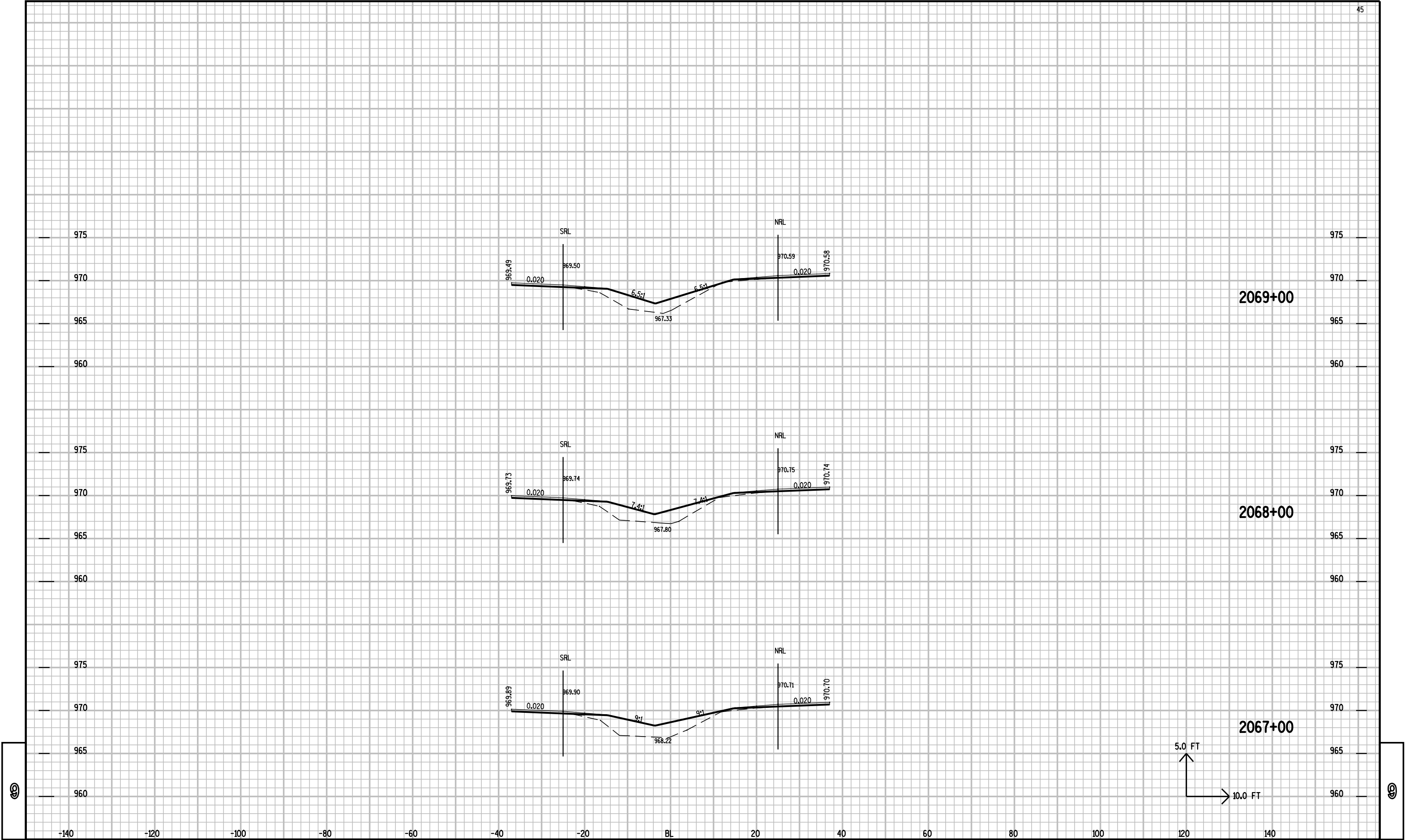


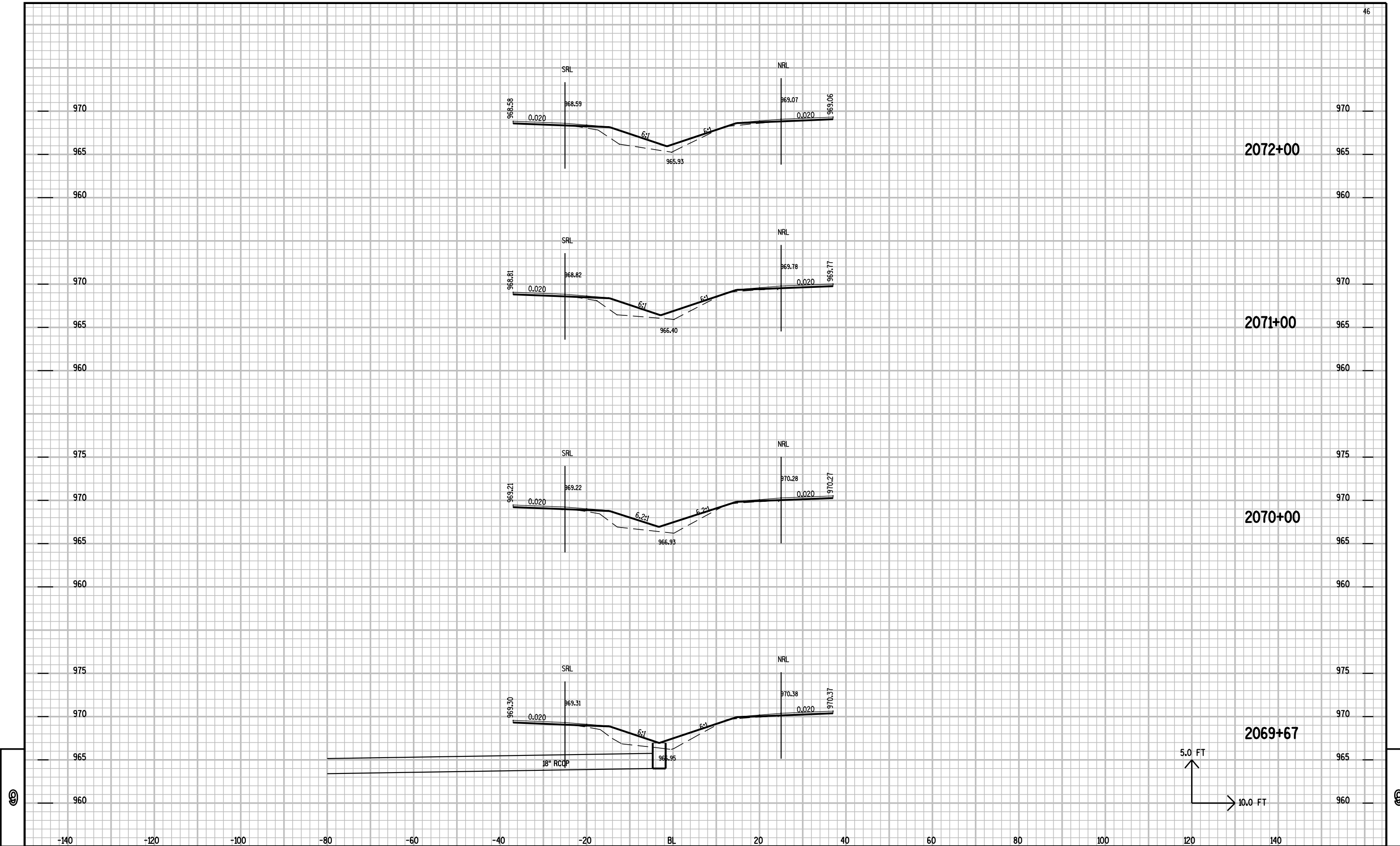


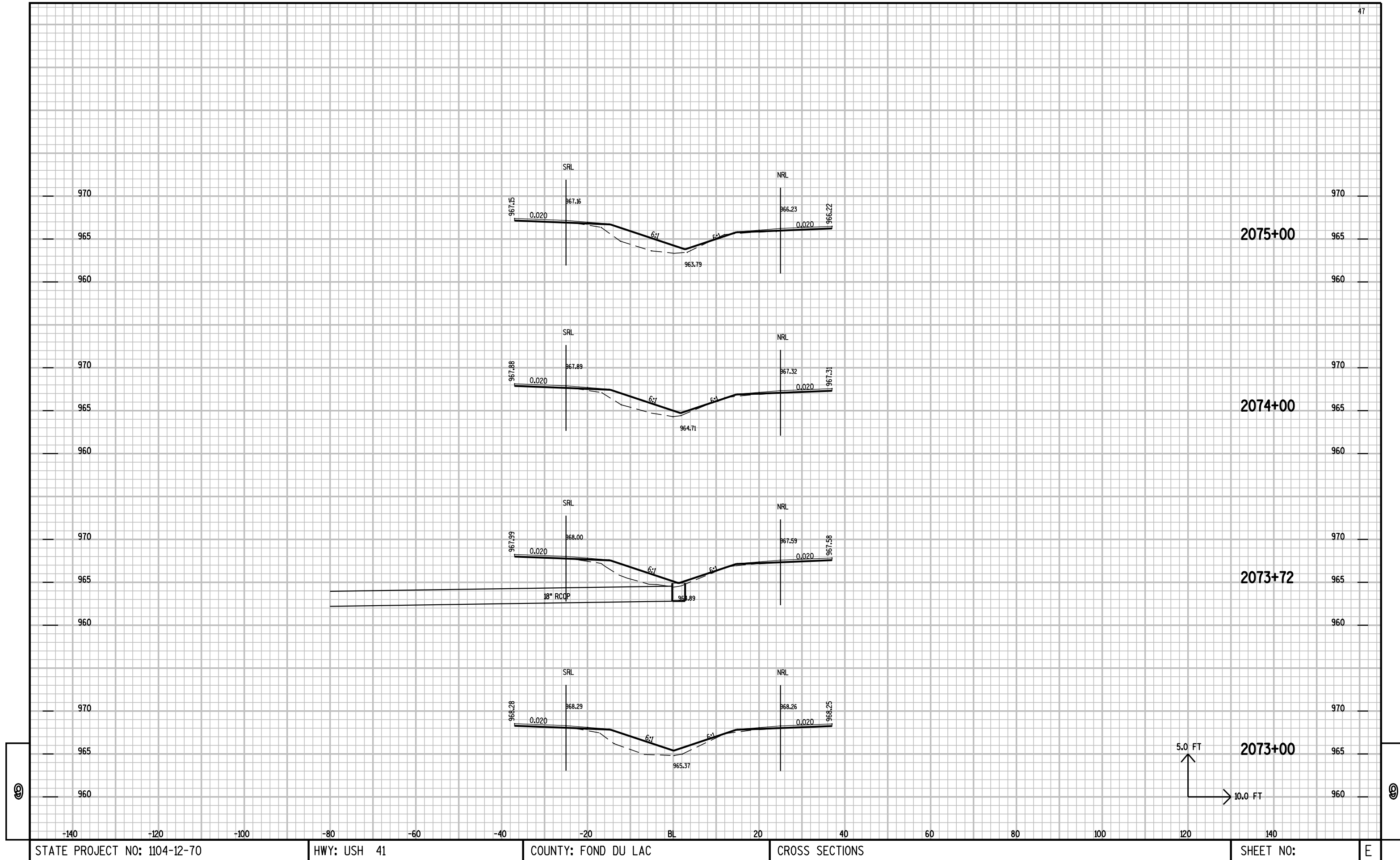


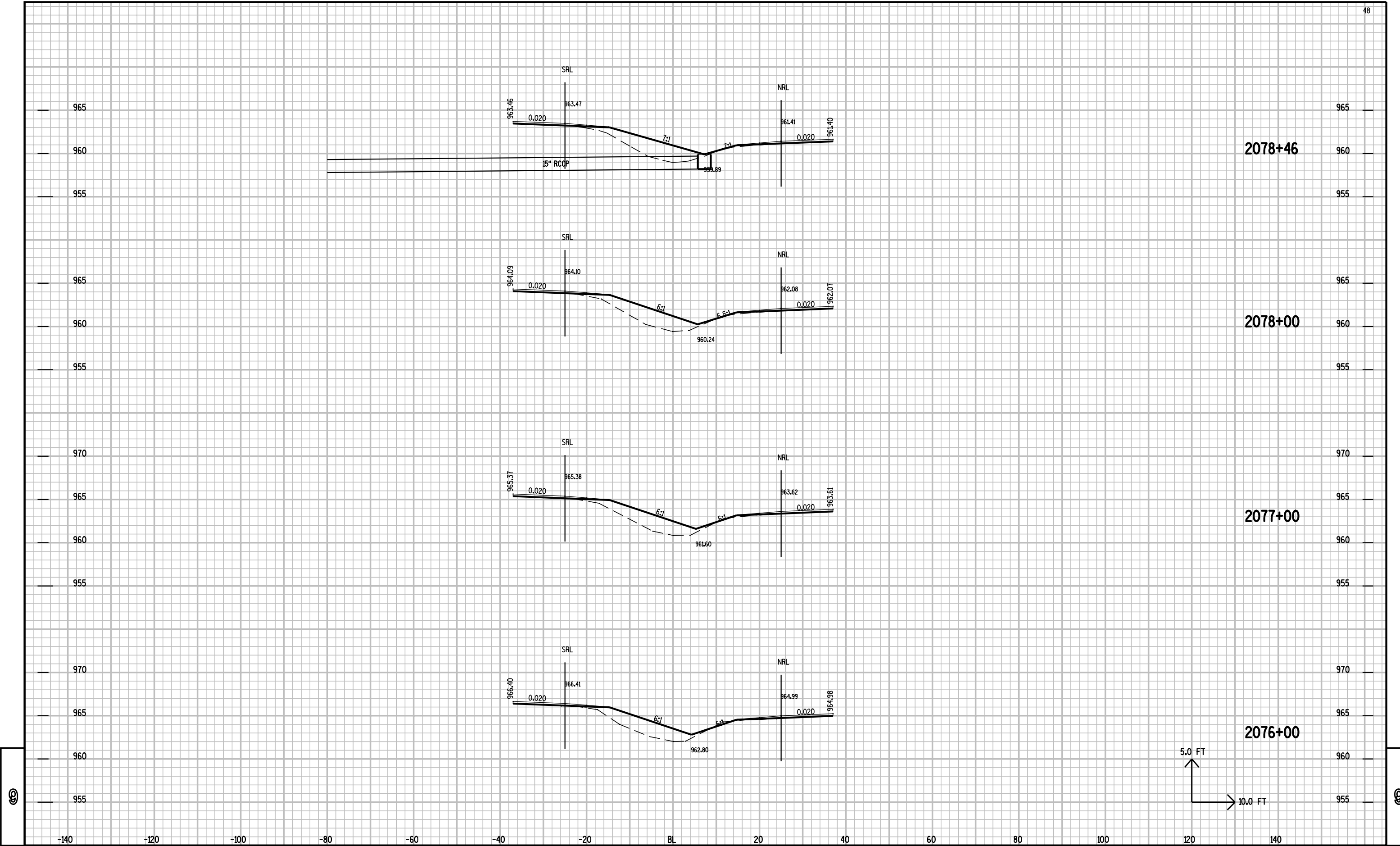


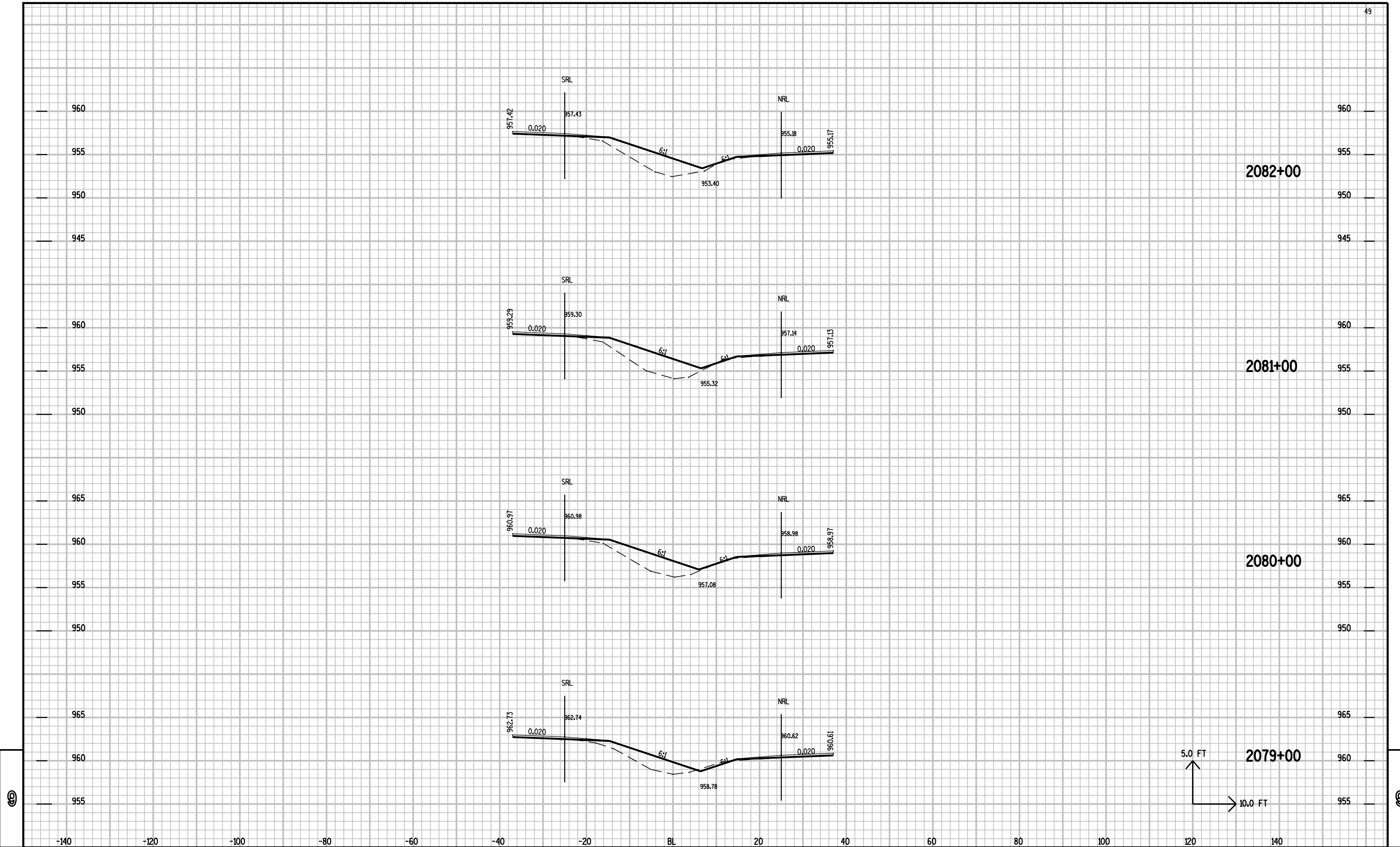


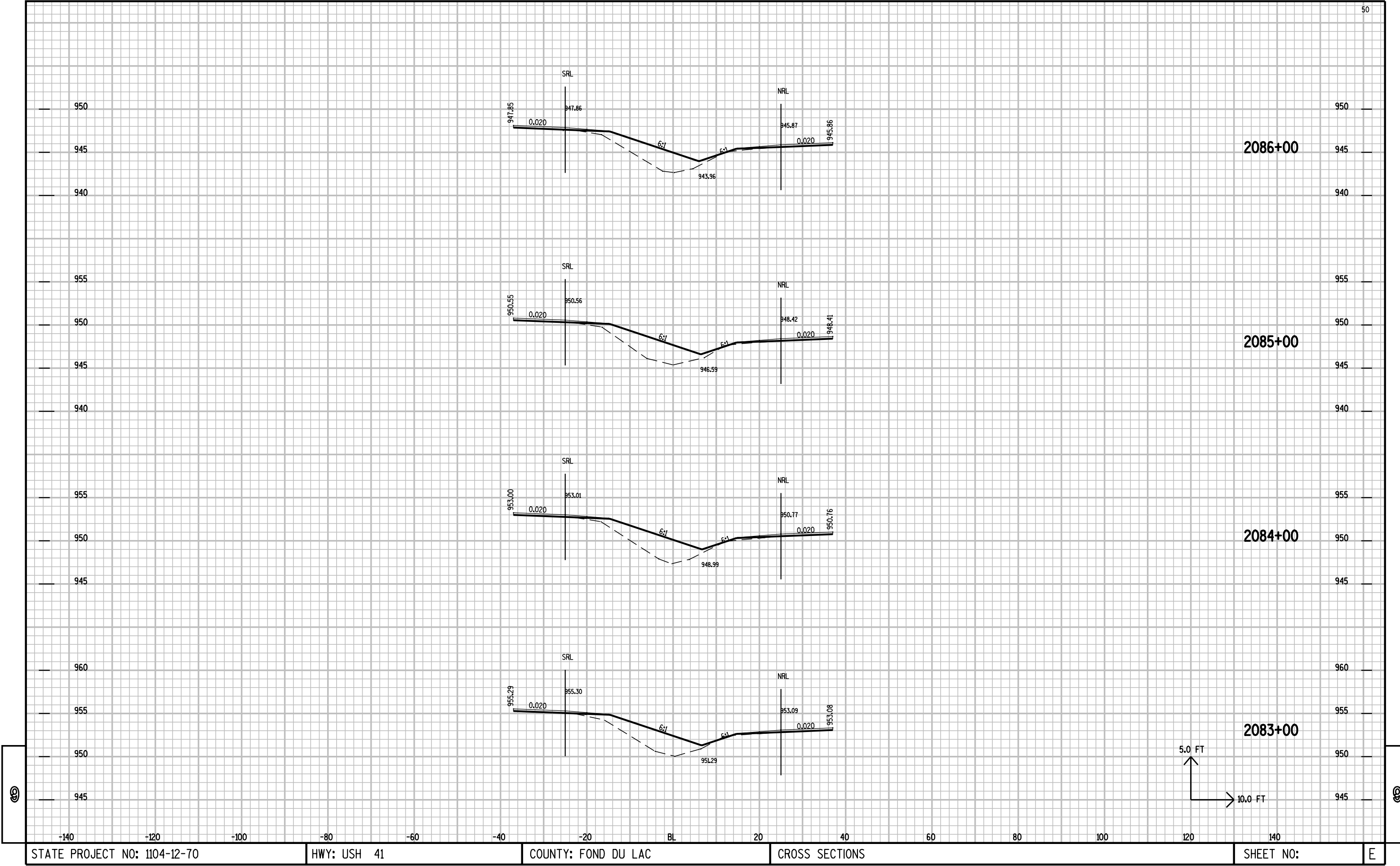


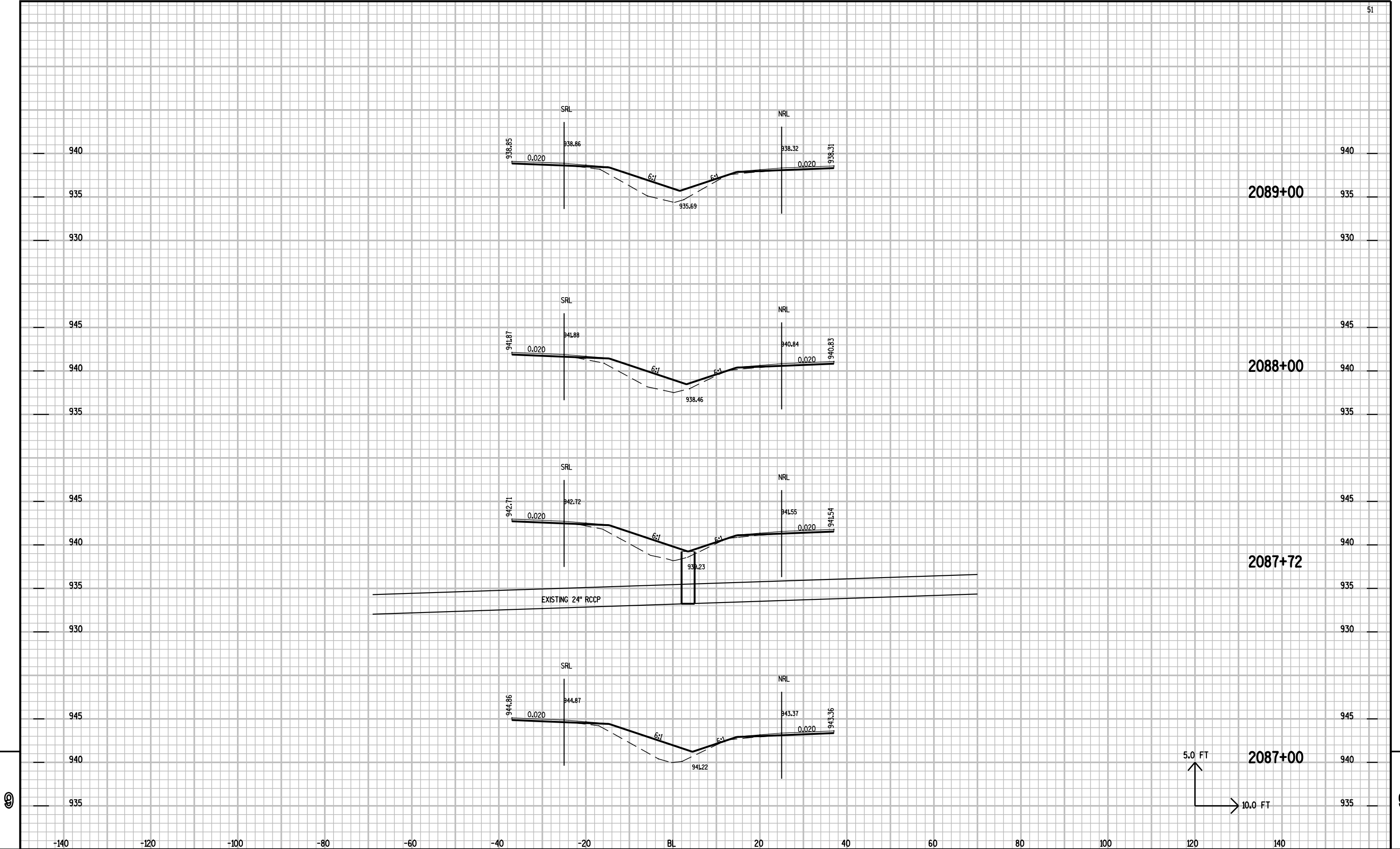


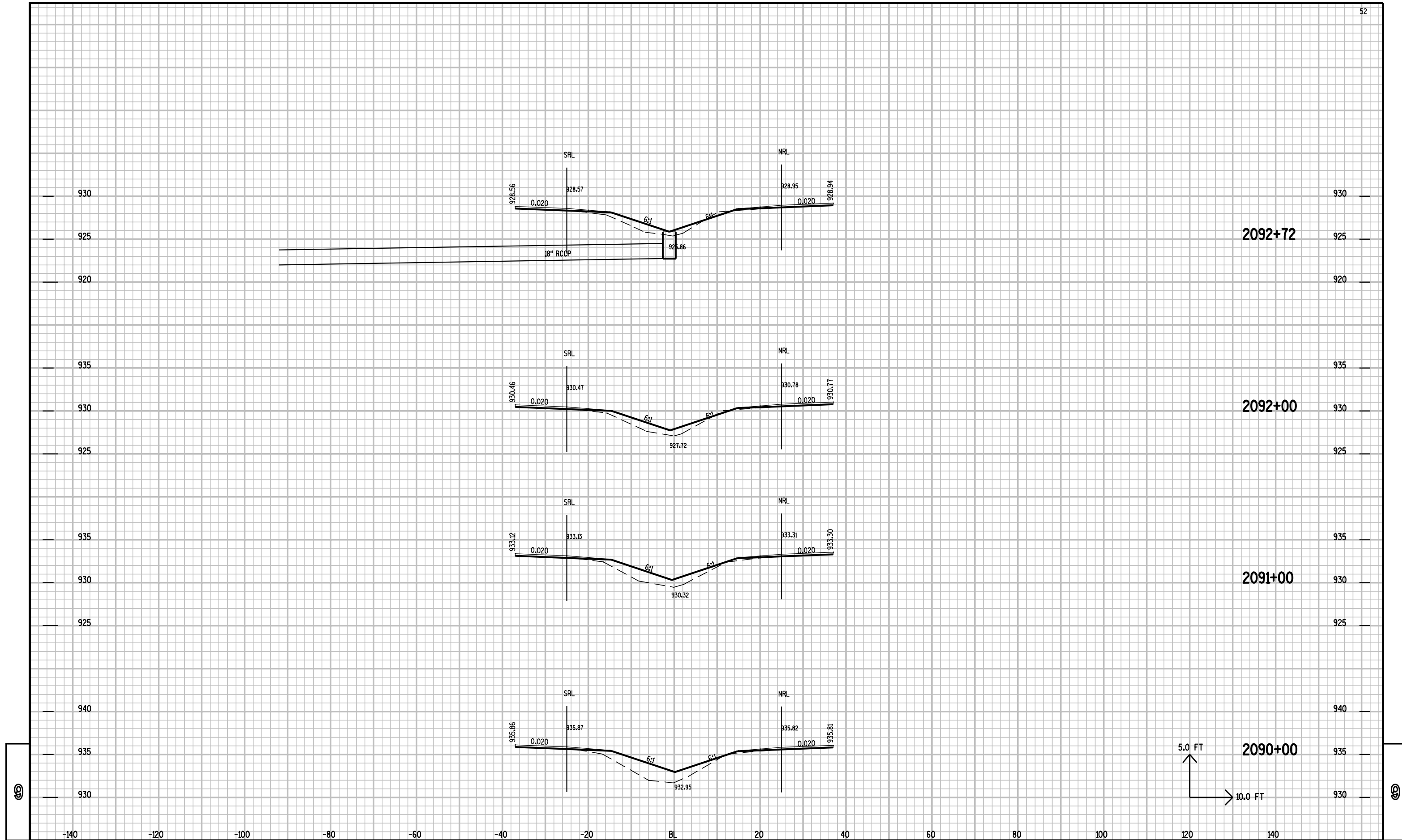


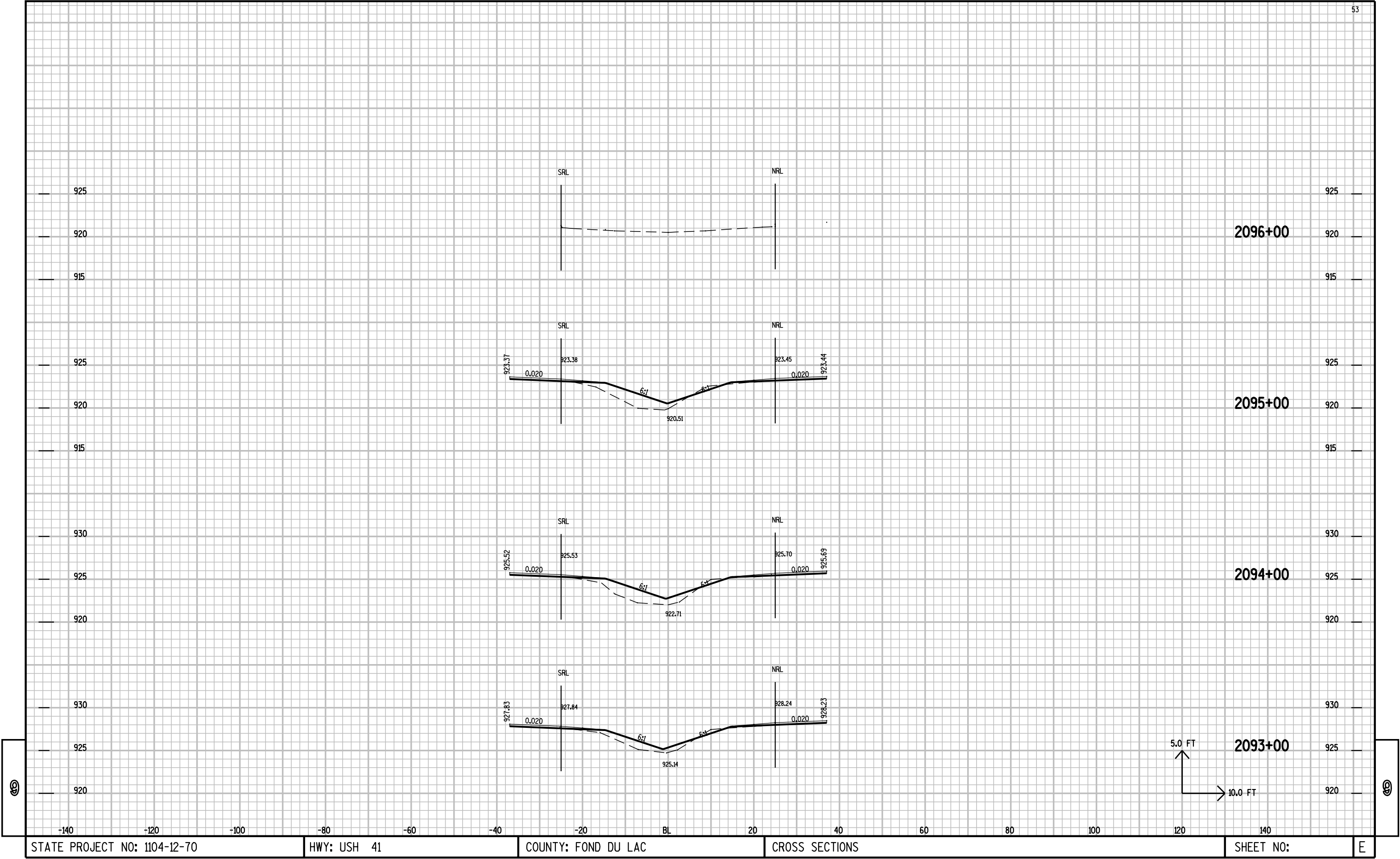


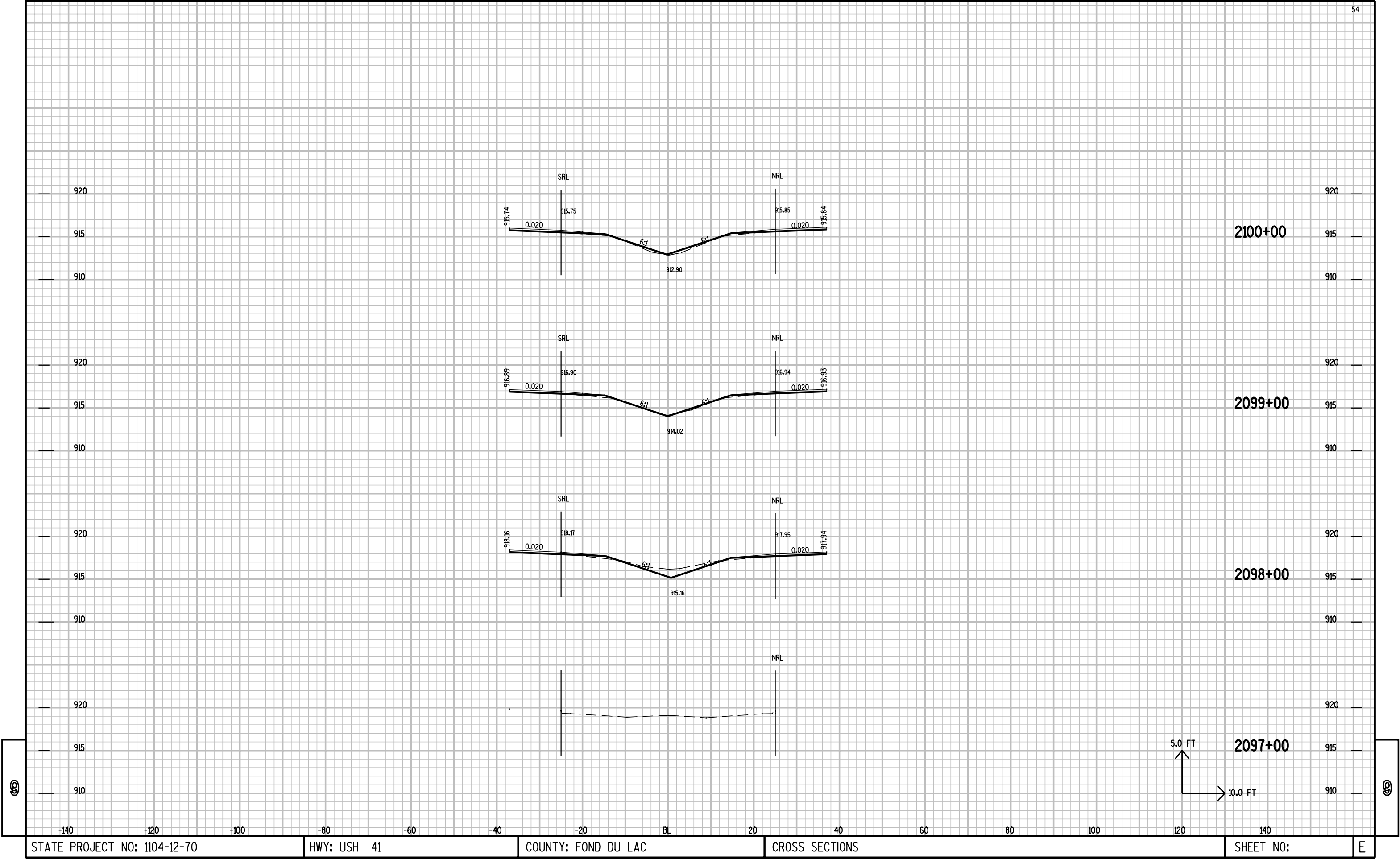


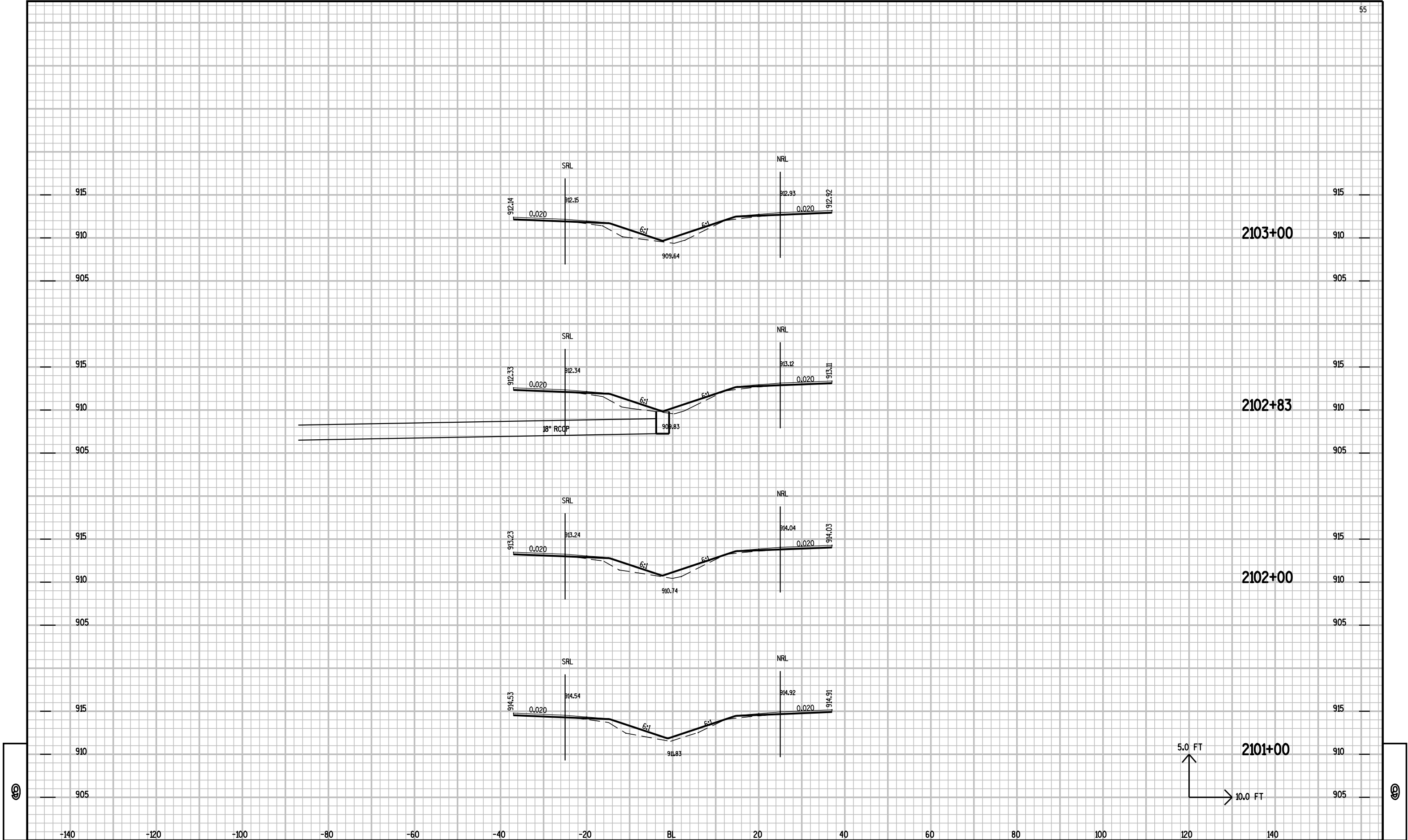


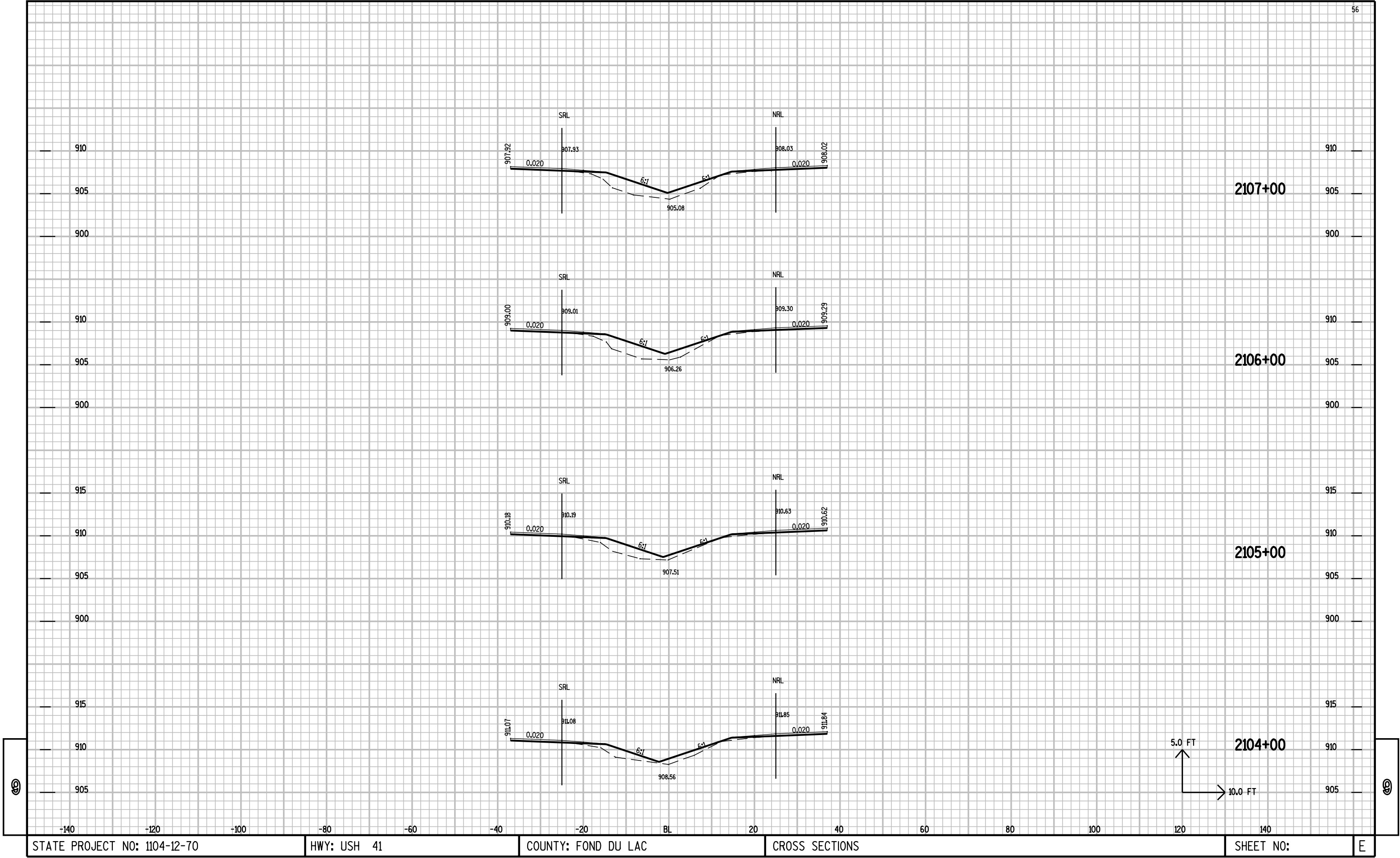


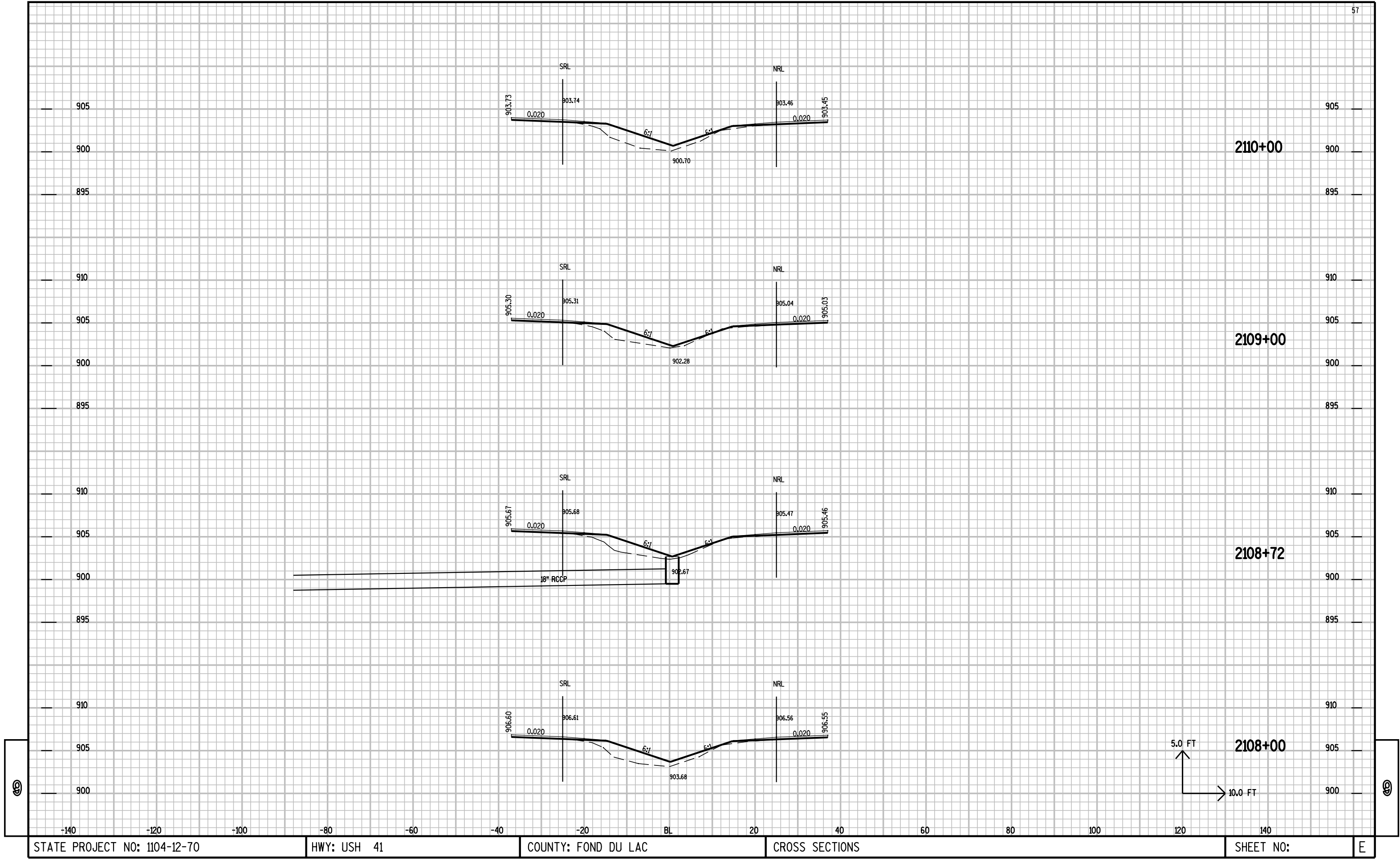


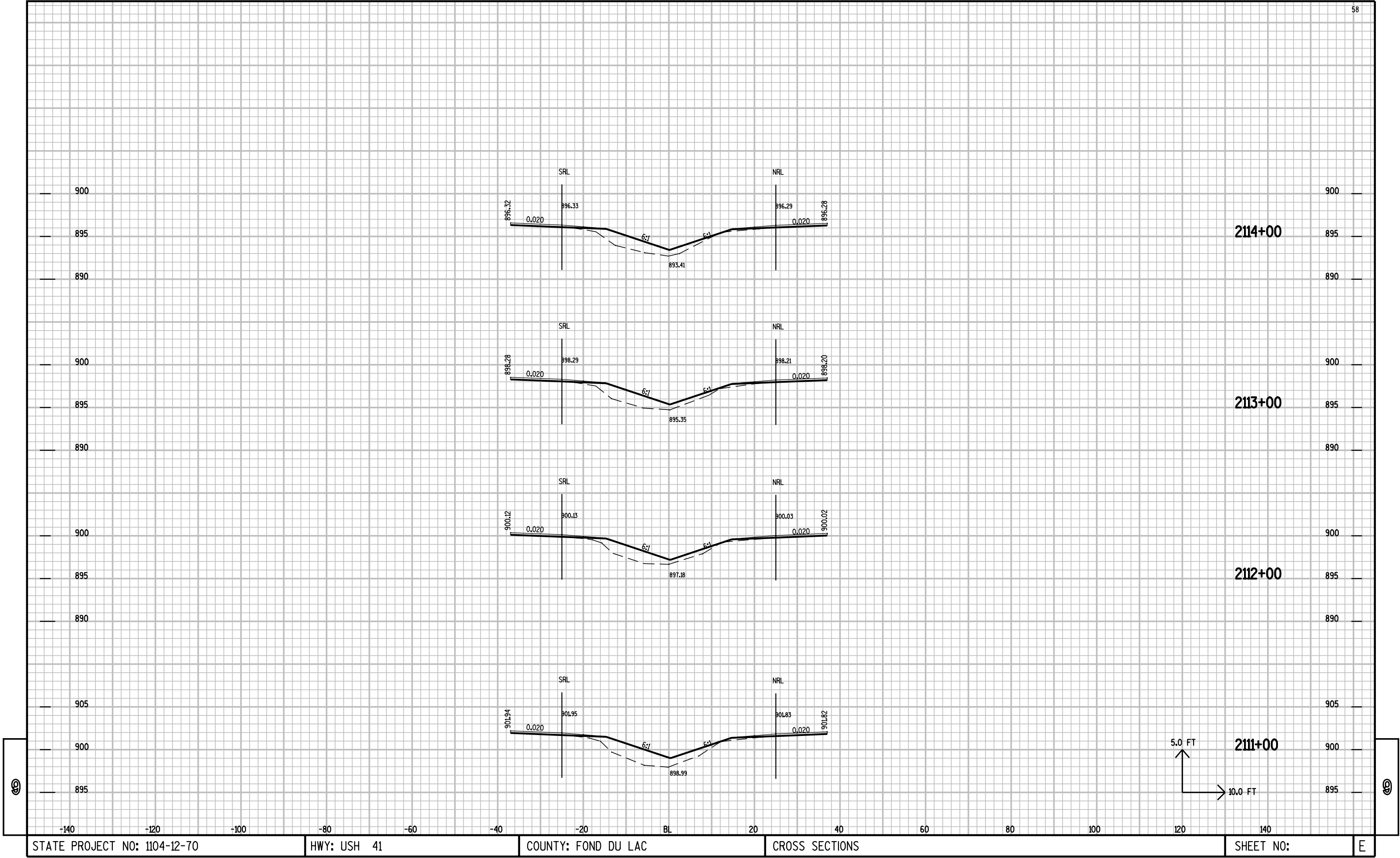


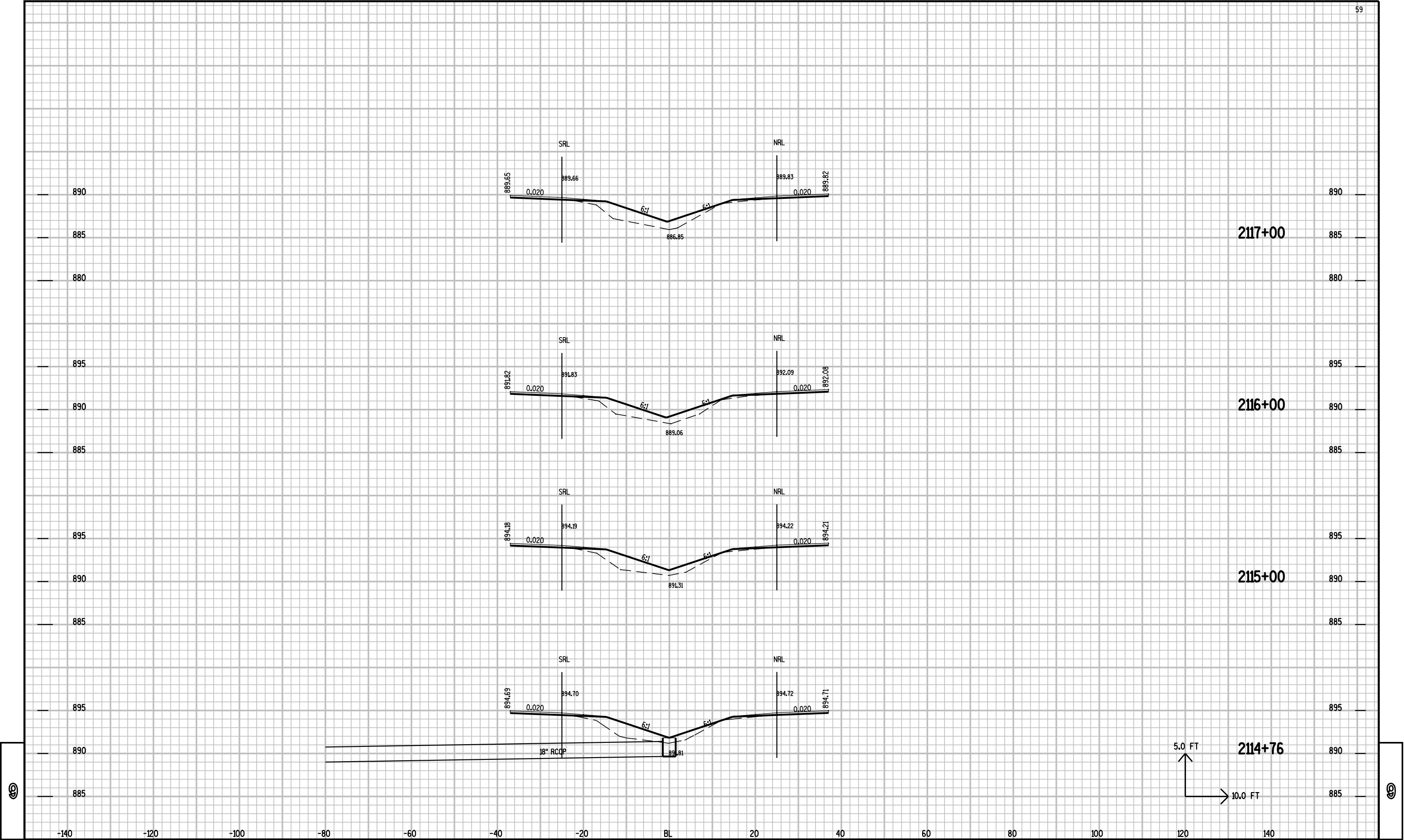






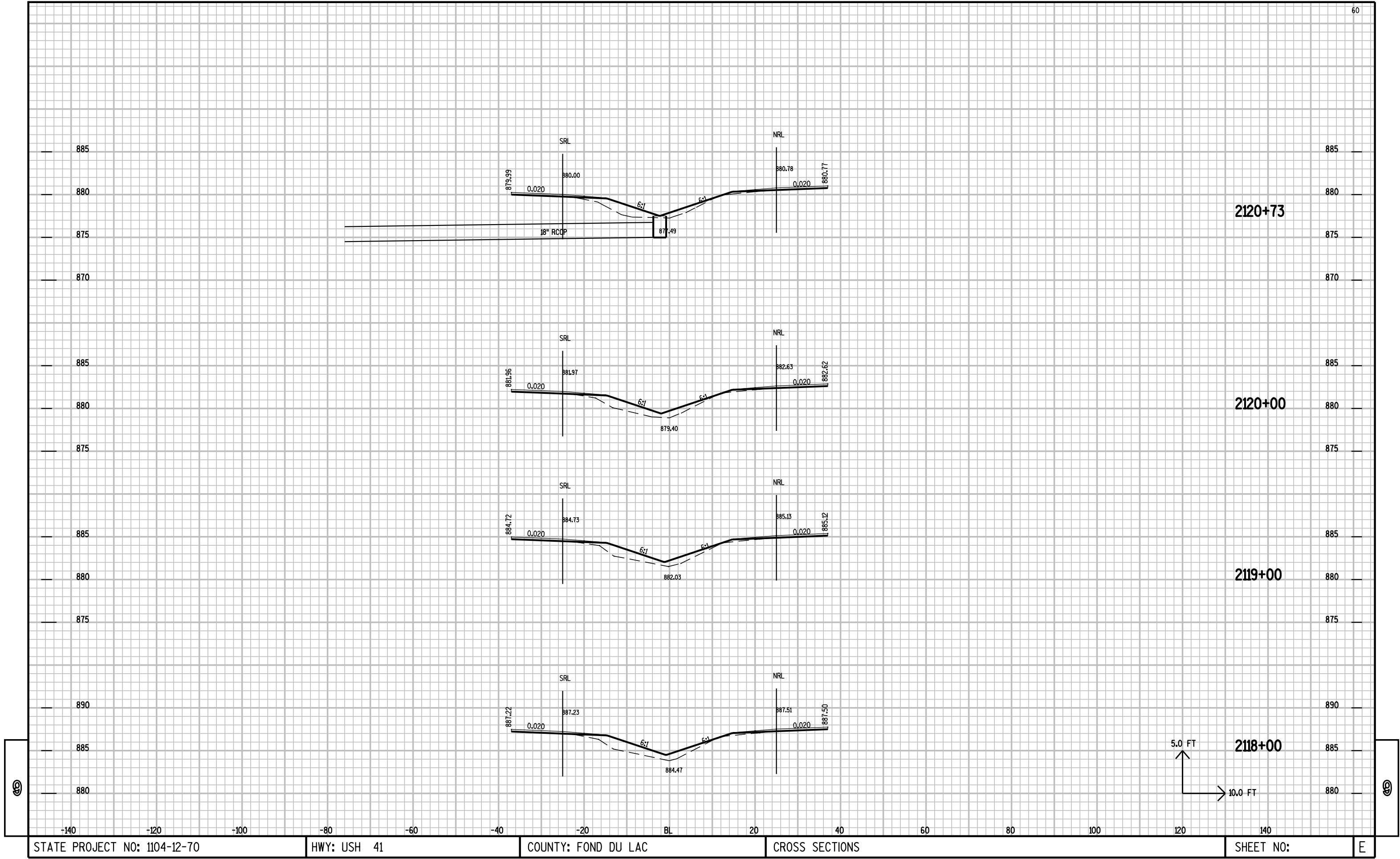


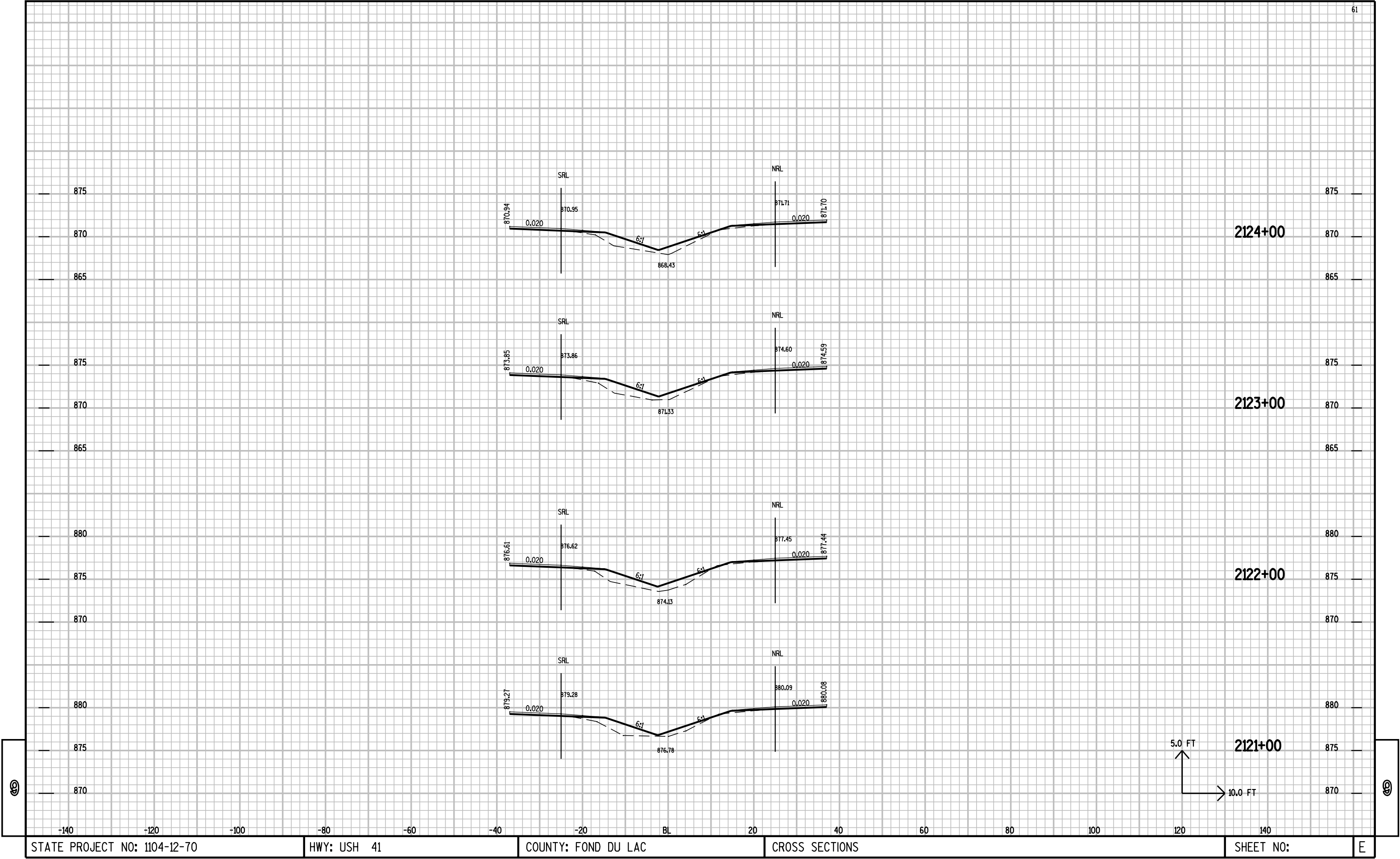


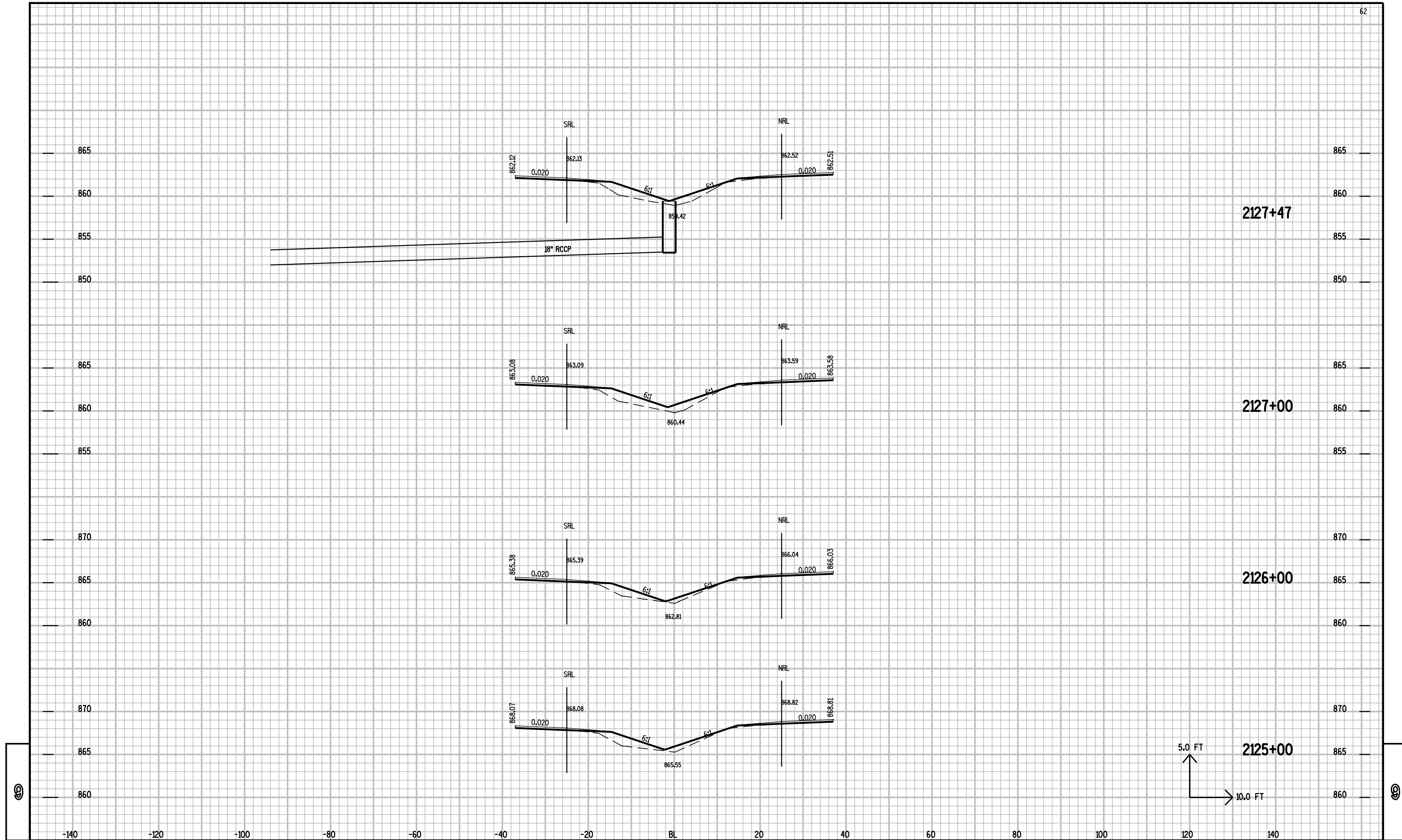


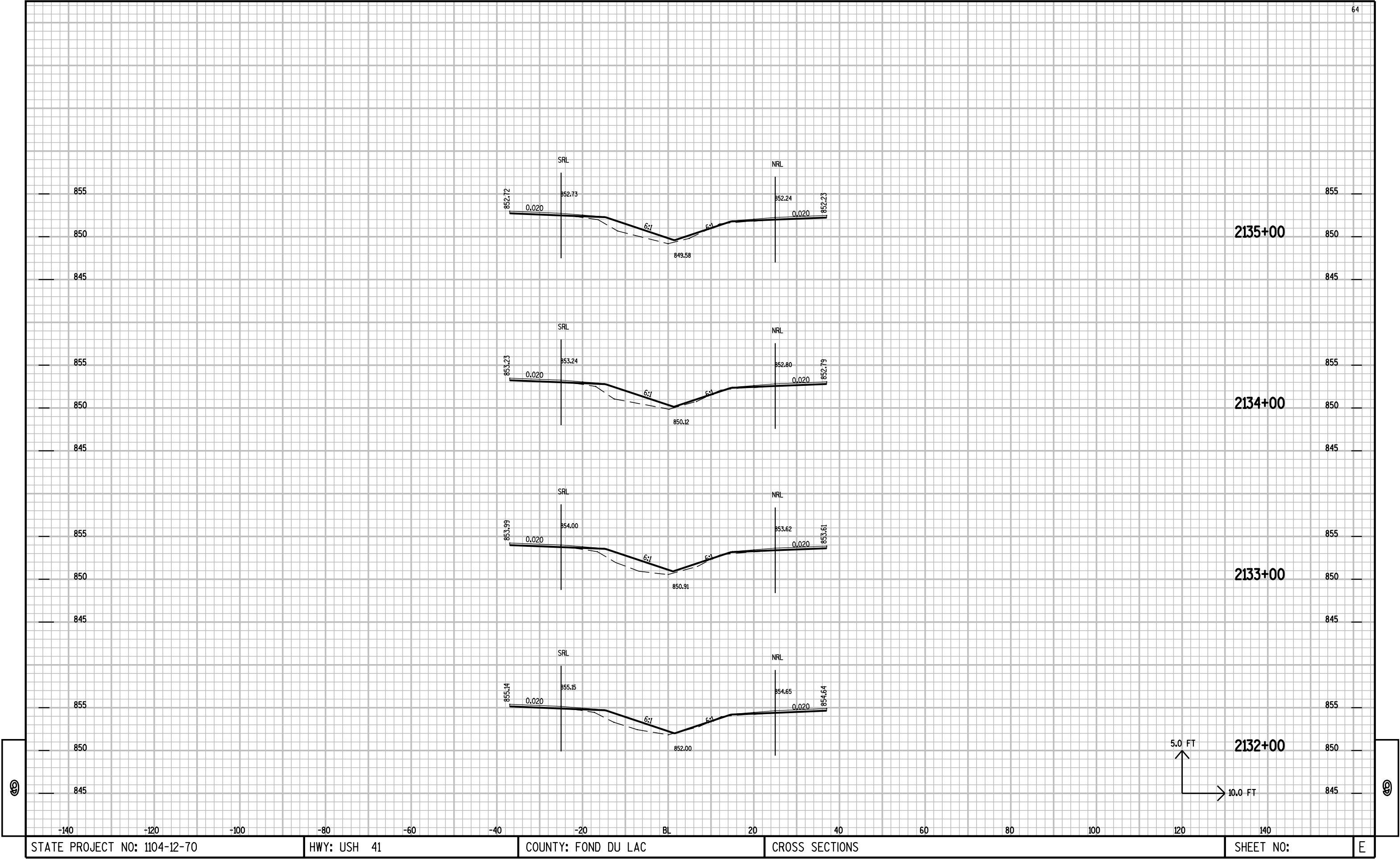
9

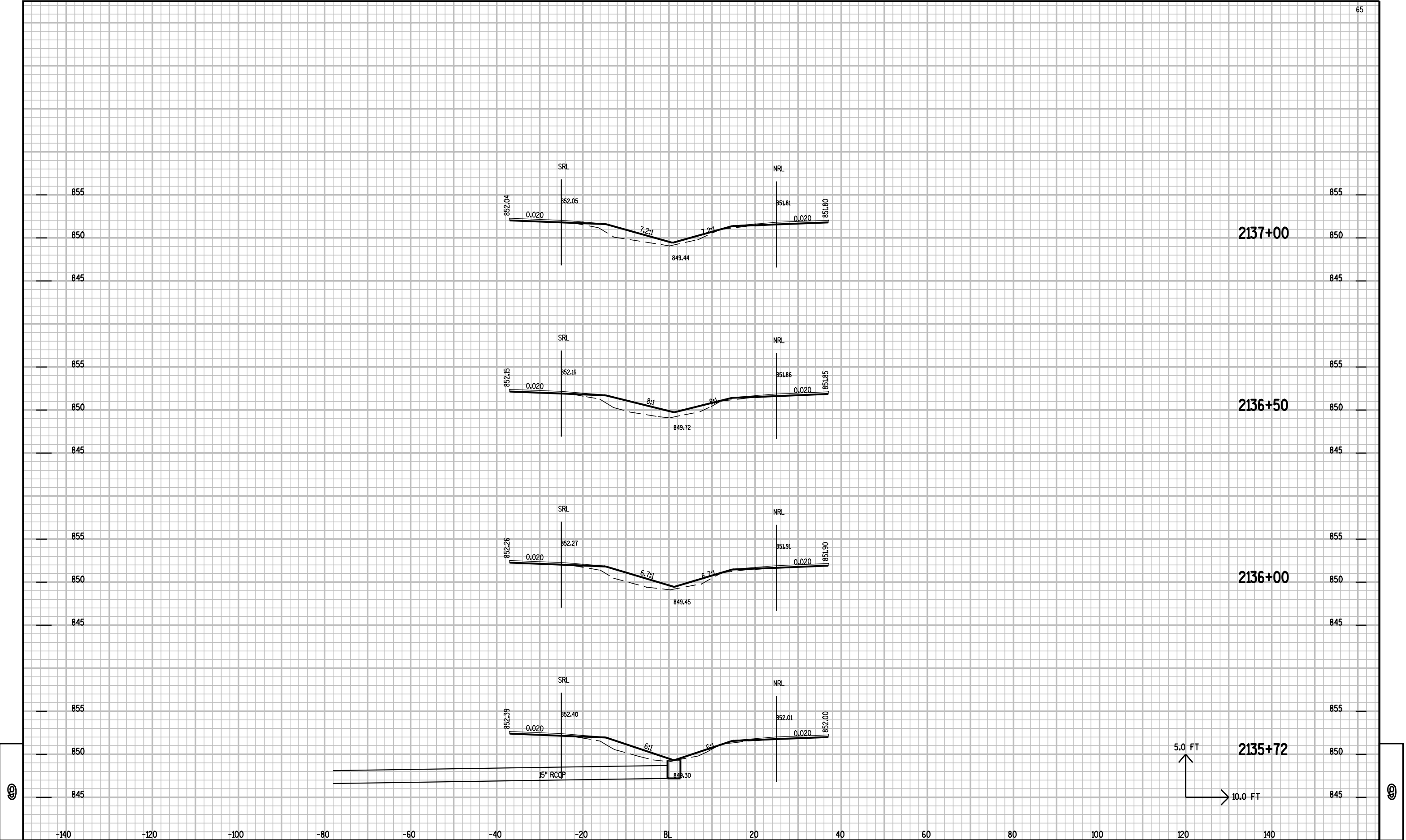
9

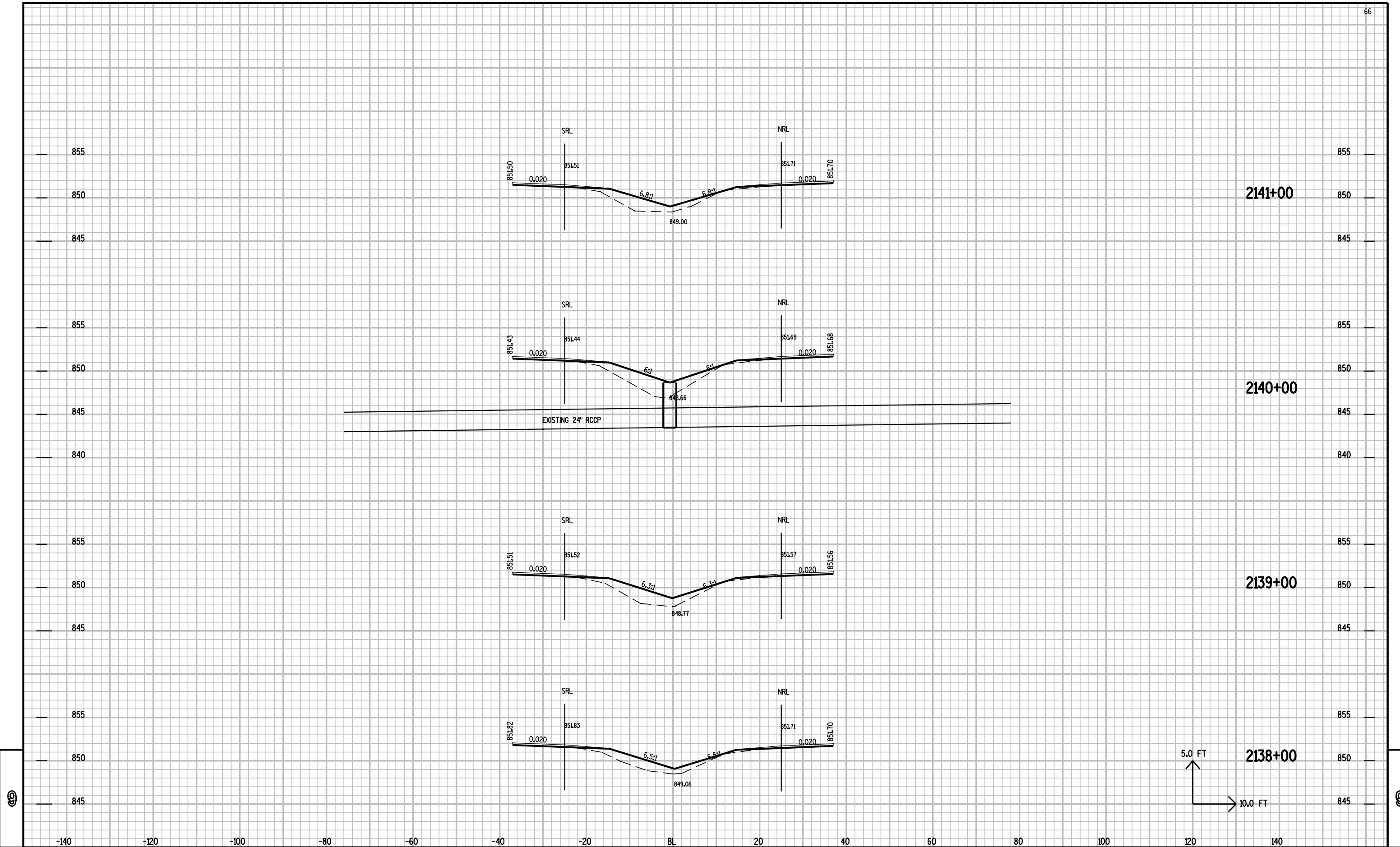


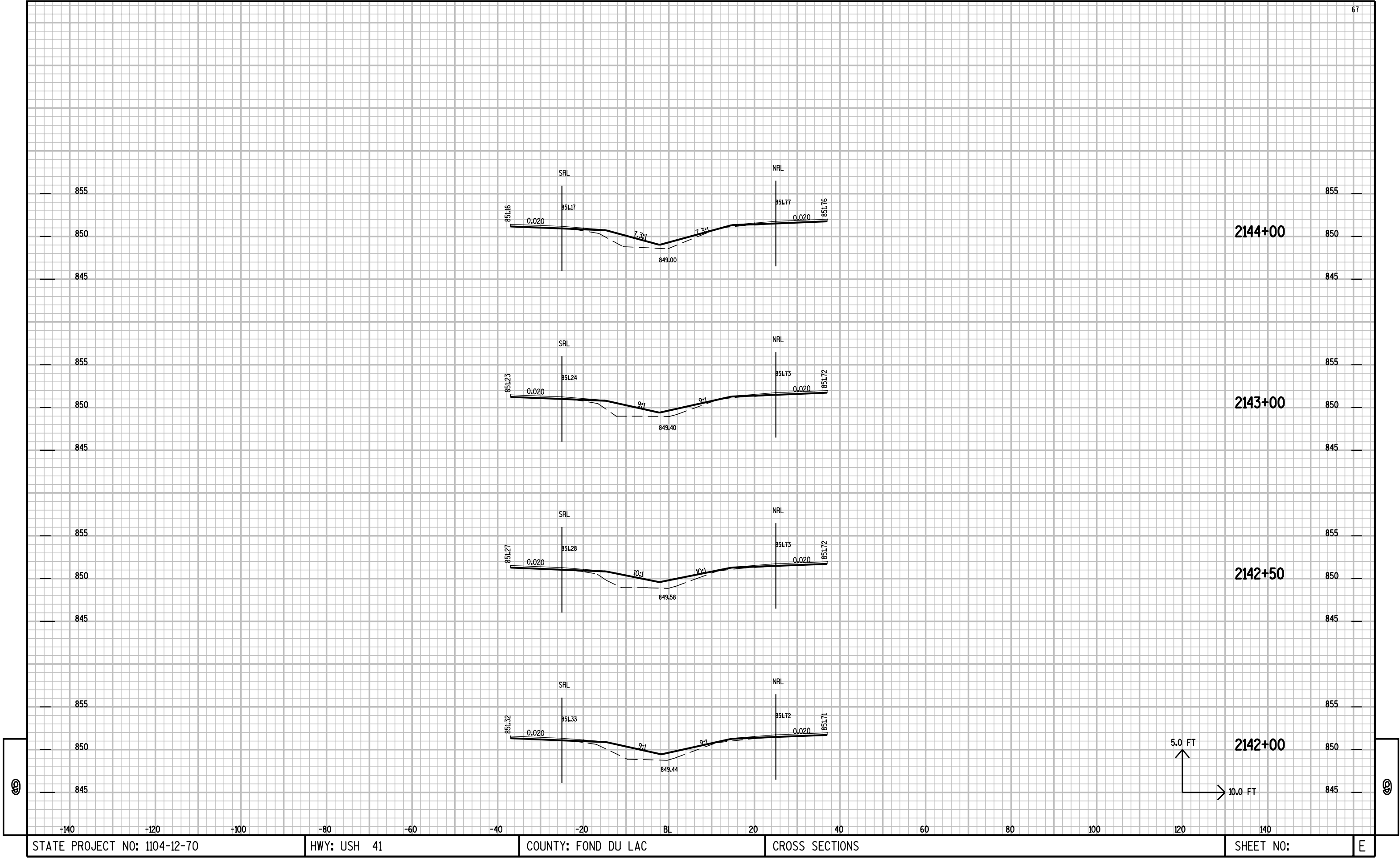


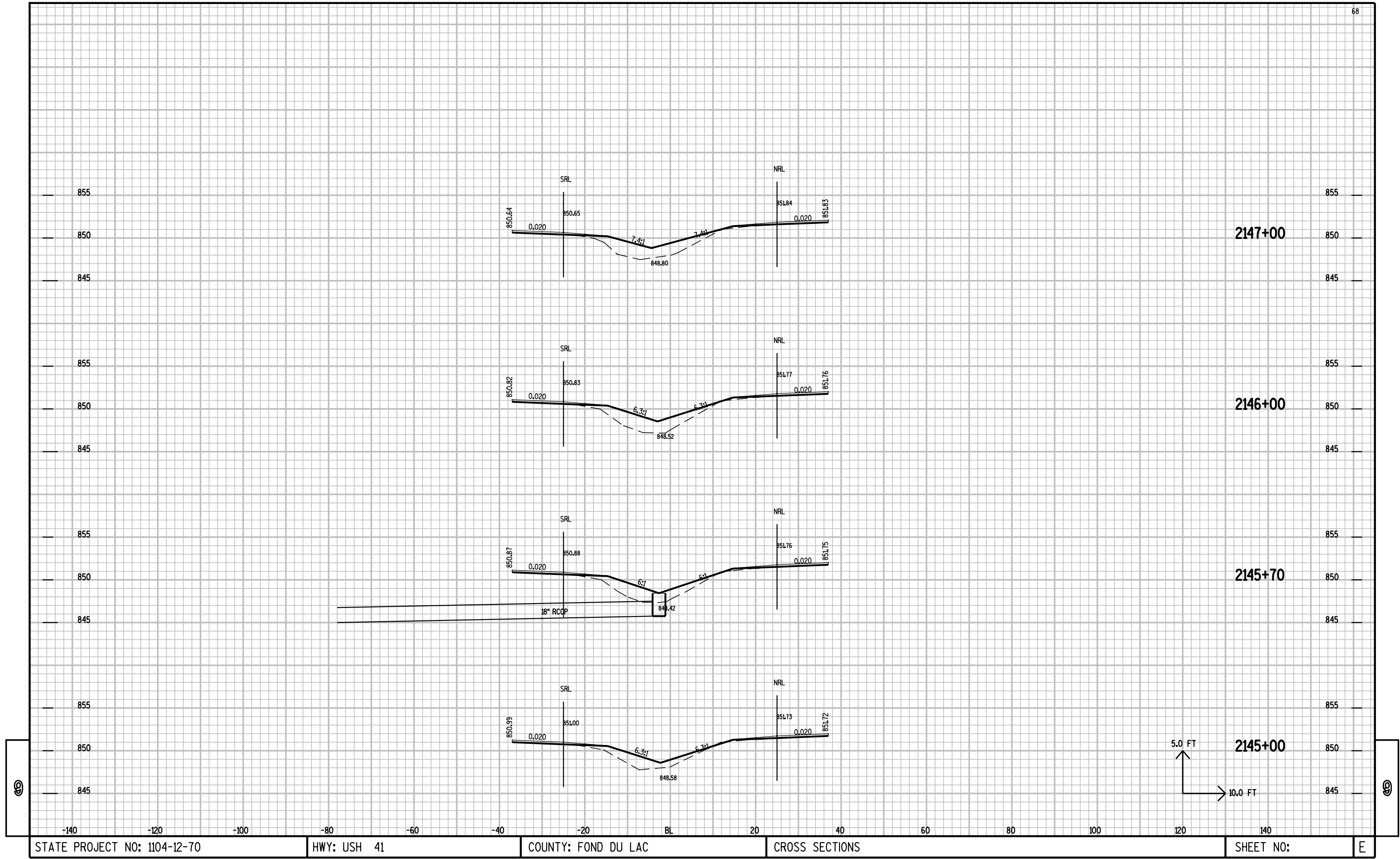


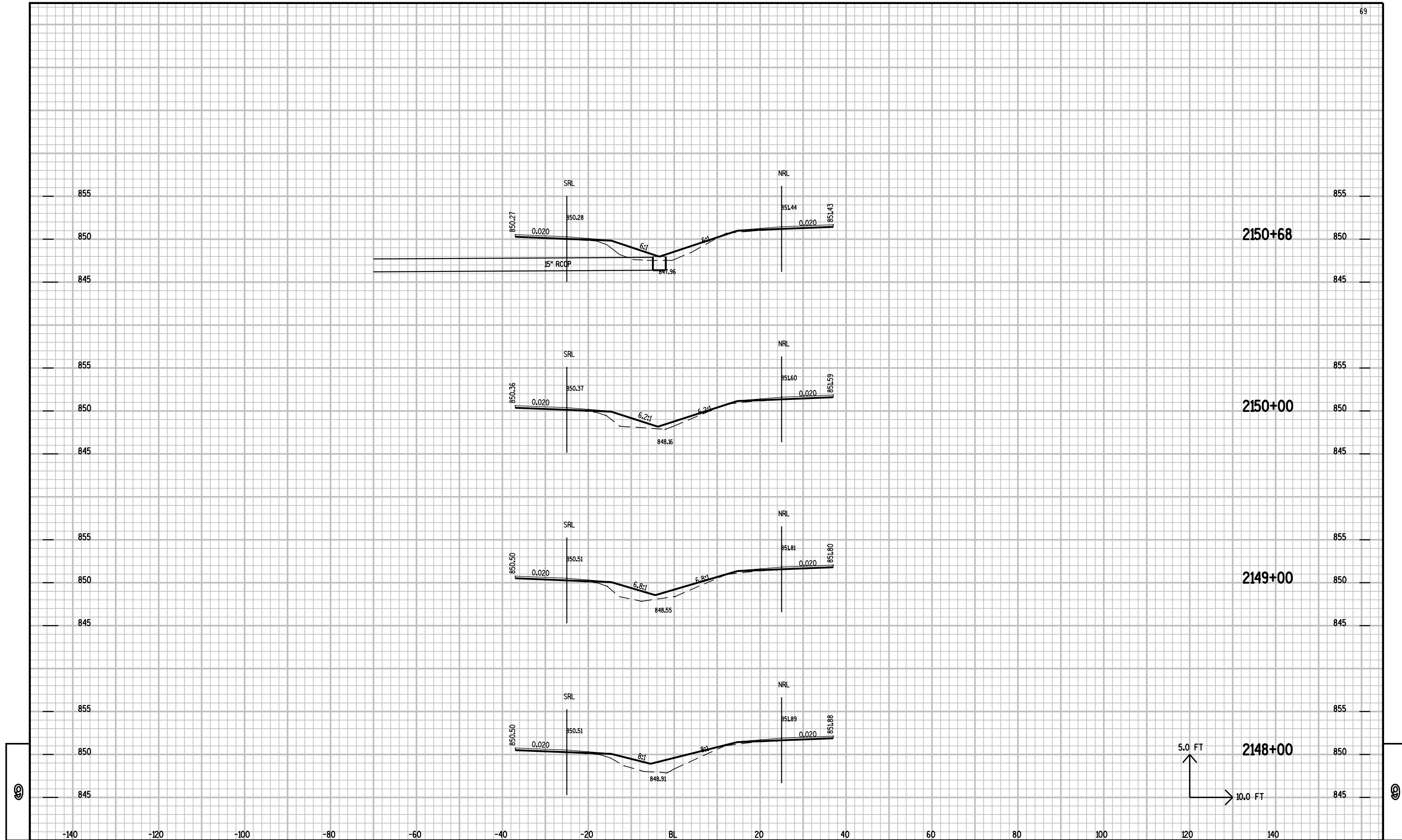


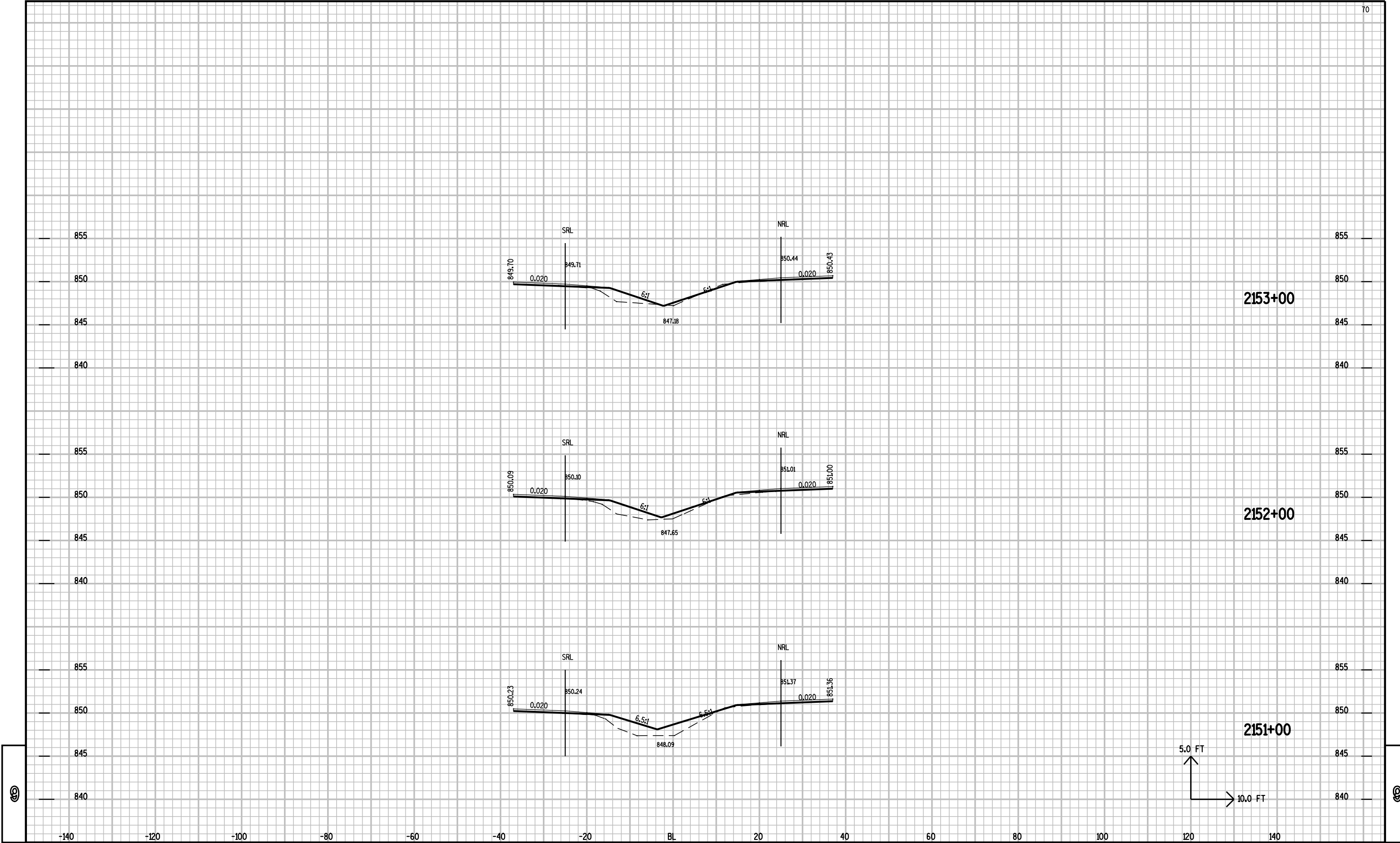


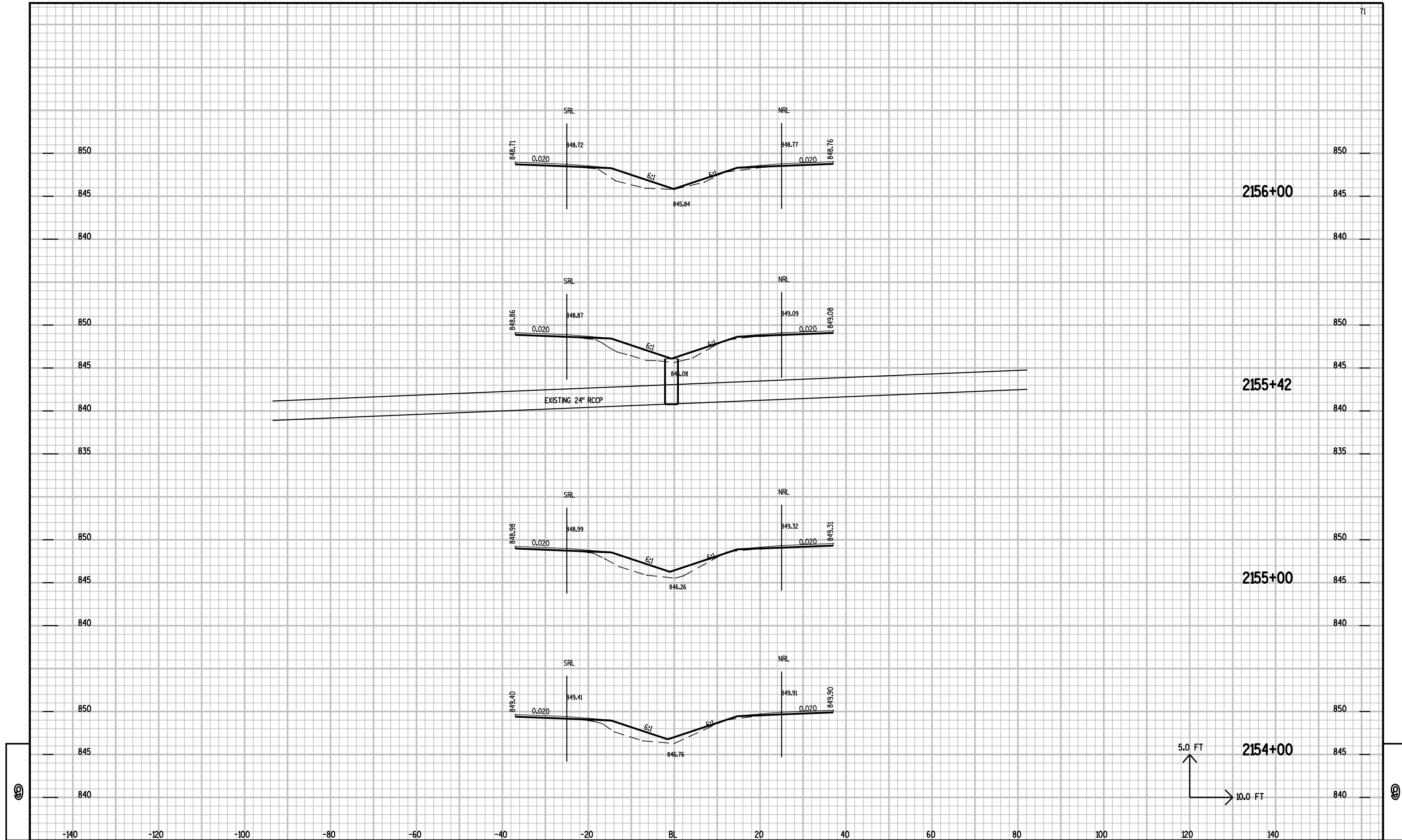




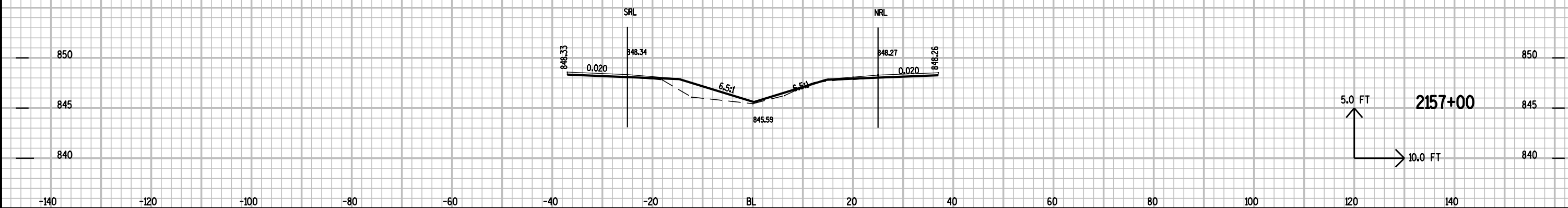




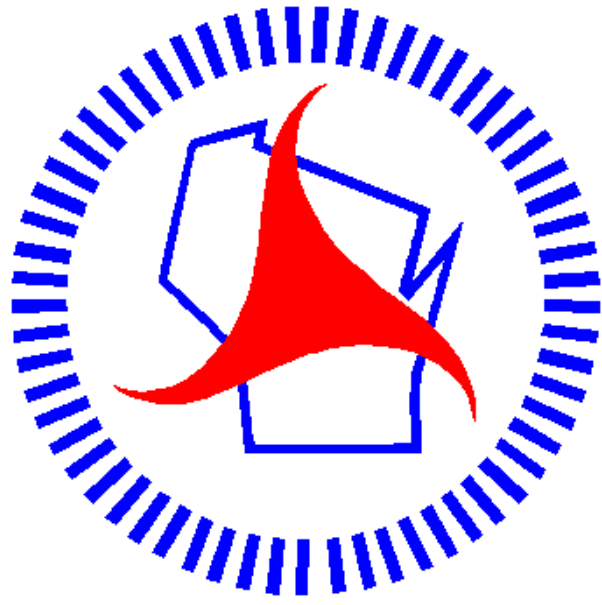




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ADDENDUM NO. 1 - 10/18/05

REVISED SHEET

ITEMS:

455.0115, ASPHALTIC MATERIAL PG64-22, ADDED

460.1130, HMA PAVEMENT TYPE E-30, ADDED

460.1700, HMA PAVEMENT TYPE SMA, REVISED

460.2500 S, QMP HMA PWMT NUCLEAR DENSITY, REVISED

460.3000, QMP HMA MIXTURES, REVISED

ADD #1
REV SHT 71
10/19/05

LOCATION	TACK COAT		ASPHALTIC MATERIAL		HMA PAVEMENT		HMA PAVEMENT		QMP HMA PAVEMENT		QMP		ASPHALTIC SURFACE	
	GAL	455.0605	PG64-22	455.0115	TYPE E-30	460.1130	TYPE SMA	460.1700	NUCLEAR DENSITY	460.2500 S	HMA MIXTURE	460.3000	TEMPORARY	465.0125
			TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON
STAGE 1														
1804+56 TO 1910+29 NB/RT	646		222.1		3,701		-		3,701		3,701		-	
1911+52 TO 1992+00 NB/RT	492		169.1		2,817		-		2,817		2,817		-	
1996+00 TO 2032+50 NB/RT	223		76.7		1,278		-		1,278		1,278		-	
2044+00 TO 2160+07 NB/RT	709		243.8		4,062		-		4,062		4,062		-	
1804+56 TO 1910+25 SB/LT	646		222.0		3,699		-		3,699		3,699		12	
1911+59 TO 1991+00 SB/LT	485		166.8		2,779		-		2,779		2,779		9	
2000+00 TO 2031+50 SB/LT	193		66.2		1,103		-		1,103		1,103		44	
2034+75 TO 2160+07 SB/LT	766		263.2		4,386		-		4,386		4,386		18	
STAGE 1 SUBTOTAL	4,160		1429.9		23,825		0		23,825		23,825		83	
STAGE 2														
1804+56 TO 1910+29 NB/MED	528		456.8		7,613		-		7,613		7,613		-	
1911+52 TO 2160+07 NB/MED	1243		1073.8		17,896		-		17,896		17,896		-	
1804+56 TO 1910+25 SB/MED	529		456.6		7,610		-		7,610		7,610		-	
1911+59 TO 2160+07 SB/MED	1242		1073.5		17,891		-		17,891		17,891		-	
STAGE 2 SUBTOTAL	3542		3,061.7		51,010		0		51,010		51,010		0	
STAGE 3														
1804+56 TO 1910+29 NB/RT	646		304.6		5,075		-		5,075		5,075		-	
1911+52 TO 2160+07 NB/RT	1519		715.9		11,930		-		11,930		11,930		-	
1804+56 TO 1910+25 SB/LT	646		304.4		5,073		-		5,073		5,073		-	
1911+59 TO 2160+07 SB/LT	1519		715.7		11,927		-		11,927		11,927		-	
STAGE 3 SUBTOTAL	4330		2040.6		34,005		0		34,005		34,005		0	
STAGE 4A														
1804+56 TO 1910+40 NB/RT	647		-		-		2,717		2,717		2,717		-	
1911+40 TO 2160+07 NB/RT	1520		-		-		6,383		6,383		6,383		-	
1804+56 TO 1910+40 SB/LT	647		-		-		2,717		2,717		2,717		-	
1911+40 TO 2160+07 SB/LT	1520		-		-		6,383		6,383		6,383		-	
CTH "B"														
NB OFF RAMP	11		-		-		47		47		47		-	
NB ON RAMP	32		-		-		134		134		134		-	
SB ON RAMP	25		-		-		105		105		105		-	
SB OFF RAMP	10		-		-		44		44		44		-	
STAGE 4A SUBTOTAL	4412		0		0		18,530		18,530		18,530		0	
STAGE 4B														
1804+56 TO 1910+40 NB/MED	528		-		-		2,223		2,223		2,223		-	
1911+40 TO 2160+07 NB/MED	1243		-		-		5,222		5,222		5,222		-	
1804+56 TO 1910+40 SB/MED	529		-		-		2,223		2,223		2,223		-	
1911+40 TO 2160+07 SB/MED	1242		-		-		5,222		5,222		5,222		-	
STAGE 4B SUBTOTAL	3542		0		0		14,890		14,890		14,890		0	
MAINTENANCE CROSSOVERS														
UNDISTRIBUTED	60		0		0		250		250		250		-	
PROJECT TOTAL	1500		300		5250		1750		7000		149,510		27	
	21,546		6,832.2		114,090		35,420		149,510		149,510		110	

NOTE: ASPHALTIC SURFACE TEMPORARY FOR SHOULDER PATCHING IN STAGE1 PPE WORK.