

| CLASS B PATCHES, 9" | | | | | | | | | | |
|---------------------|-------------|------------|---------------|---------------|---------------|---------------|-----------------|---------------|---------------------|--|
| STATION | LENGTH FOOT | WIDTH FOOT | TYPE II SQ YD | TYPE IV SQ YD | PAV FAB SQ YD | SAW CUTS FOOT | DOWEL BARS EACH | TIE BARS EACH | REMARKS | |
| NB 160+04.59 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| NB 159+51.19 | 6 | 14 | 9 | | | 55 | 24 | | Inside Lane | |
| NB 158+98.99 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| NB 158+98.99 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| NB 158+98.99 | 6 | 10 | 7 | | | 43 | 16 | | Taper Area | |
| NB 157+93.39 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| NB 157+93.39 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| NB 157+93.39 | 6 | 12 | 8 | | | 49 | 20 | | Turn Lane | |
| NB 158+46.19 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| NB 158+46.19 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| NB 158+46.19 | 6 | 12 | 8 | | | 49 | 20 | | Turn Lane | |
| NB 157+40.49 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| NB 157+40.49 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| NB 157+40.49 | 6 | 12 | 8 | | | 49 | 20 | | Turn Lane | |
| SB 149+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 149+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 149+16.55 | 6 | 10 | 7 | | | 43 | 16 | | Taper Area | |
| SB 149+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 149+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 149+66.55 | 6 | 9 | 6 | | | 40 | 14 | | Taper Area | |
| SB 150+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 150+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 150+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 150+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 151+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 151+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 151+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 152+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 152+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 153+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 153+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 153+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 154+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 154+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 155+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 155+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 156+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 156+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 157+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| SB 157+66.55 | 6 | 12 | 8 | | | 49 | 20 | | Outside Lane | |
| SB 158+16.55 | 6 | 12 | 8 | | | 49 | 20 | | Inside Lane | |
| 167+81.52 | 14 | 22 | | 34 | 34 | 44 | 40 | 27 | Culvert Replacement | |
| SUBTOTAL | | | 333 | 34 | 34 | 2087 | 870 | 27 | | |
| 10% SUBTOTAL* | | | 33.3 | 3.4 | 3.4 | 209.0 | 87.0 | 3.0 | | |
| 2% SUBTOTAL* | | | 6.7 | 0.7 | 0.7 | 42.0 | 17.0 | 0.0 | | |
| TOTAL (RURAL) | | | 373 | 38 | 38 | 2338.0 | 974.0 | 30.0 | | |

* AN ADDITIONAL 12% HAS BEEN ADDED TO THE CLASS B PATCHES QUANTITY TO ALLOW FOR WINTER DAMAGES FOR TWO SEASONS. 10% IS INCLUDED FOR DAMAGE DONE BY THE 1ST WINTER AND SHOULD BE WITHHELD FROM THE PATCHING QUANTITY. 2% IS INCLUDED FOR DAMAGE DONE BY THE 2ND WINTER AND SHOULD BE WITHHELD FROM THE PATCHING QUANTITY.

| CLASS B PATCHES, 16" | | | | | | | | | | |
|----------------------|-------------|------------|---------------|----------------|---------------|---------------|---------------|-----------------|---------------|---------------------|
| STATION | LENGTH FOOT | WIDTH FOOT | TYPE II SQ YD | TYPE III SQ YD | TYPE IV SQ YD | PAV FAB SQ YD | SAW CUTS FOOT | DOWEL BARS EACH | TIE BARS EACH | REMARKS |
| 185+16.12 | 27 | 22 | | | 66 | 66 | 93 | 40 | 26 | Culvert Replacement |
| 202+75.02 | 6 | 22 | | 15 | | | 72 | 40 | | Culvert Replacement |
| 210+75.16 | 4 | 27 | 12 | | | | 85 | 50 | | Culvert Replacement |
| 215+68.90 | 40 | 23 | | | 103 | 103 | 109 | 42 | 39 | Culvert Replacement |
| 216+54.15 | 24 | 22 | | | 59 | 59 | 90 | 40 | 23 | Culvert Replacement |
| 243+10.82 | 11 | 22 | | | 28 | 28 | 77 | 40 | | Culvert Replacement |
| 274+50.00 | 6 | 22 | | 15 | | | 72 | 40 | | Culvert Replacement |
| SUBTOTAL | | | 12 | 30 | 256 | 256 | 598 | 292 | 88 | |
| 10% SUBTOTAL* | | | 1.2 | 3.0 | 25.6 | 25.6 | 60.0 | 29.0 | 9.0 | |
| 2% SUBTOTAL* | | | 0.2 | 0.6 | 5.1 | 5.1 | 12.0 | 6.0 | 2.0 | |
| TOTAL (RURAL) | | | 13 | 34 | 287 | 287 | 670.0 | 327.0 | 99.0 | |
| 300+90.47 | 17 | 25 | | | 46 | 46 | 92 | 46 | | Culvert Replacement |
| 328+43.12 | 8 | 29 | | | 26 | 26 | 95 | 54 | | Culvert Replacement |
| 333+84.71 | 4 | 22 | 10 | | | | 70 | 40 | | Culvert Replacement |
| SUBTOTAL | | | 10 | | 72 | 72 | 257 | 140 | | |
| 10% SUBTOTAL* | | | 1.0 | | 7.2 | 7.2 | 26.0 | 14.0 | | |
| 2% SUBTOTAL* | | | 0.2 | | 1.4 | 1.4 | 5.0 | 3.0 | | |
| TOTAL (URBAN) | | | 11 | | 81 | 81 | 288.0 | 157.0 | | |

* AN ADDITIONAL 12% HAS BEEN ADDED TO THE CLASS B PATCHES QUANTITY TO ALLOW FOR WINTER DAMAGES FOR TWO SEASONS. 10% IS INCLUDED FOR DAMAGE DONE BY THE 1ST WINTER AND SHOULD BE WITHHELD FROM THE PATCHING QUANTITY. 2% IS INCLUDED FOR DAMAGE DONE BY THE 2ND WINTER AND SHOULD BE WITHHELD FROM THE PATCHING QUANTITY.

| PARTIAL-DEPTH PATCHING | | | | | | |
|------------------------|-----------|-------------|------------|------------------------------|-------------------------------|------------------------------------|
| SIDE | STATION | LENGTH FOOT | WIDTH FOOT | AGGREGATE (PRIME COAT) (TON) | BITUMINOUS (PRIME COAT) (TON) | BIT. CONC. BIND. CSE., SUPER (TON) |
| SB | 289+40.59 | 15 | 2 | 0.01 | 0.01 | 0.60 |
| SB | 287+29.39 | 20 | 3 | 0.01 | 0.01 | 1.22 |
| SB | 282+01.39 | 20 | 2 | 0.01 | 0.01 | 0.80 |
| SB | 258+25.39 | 120 | 3 | 0.06 | 0.01 | 7.28 |
| NB | 183+80.59 | 100 | 2 | 0.03 | 0.01 | 4.04 |
| SUBTOTAL | | | | 0.12 | 0.05 | 13.94 |
| 10% SUBTOTAL* | | | | 0.01 | 0.00 | 1.39 |
| 2% SUBTOTAL* | | | | 0.00 | 0.00 | 0.28 |
| TOTAL (RURAL) | | | | 0.1 | 0.0 | 16 |
| NB | 322+14.19 | 45 | 2 | 0.02 | 0.01 | 1.82 |
| SUBTOTAL | | | | 0.02 | 0.01 | 1.82 |
| 10% SUBTOTAL* | | | | 0.00 | 0.00 | 0.18 |
| 2% SUBTOTAL* | | | | 0.00 | 0.00 | 0.04 |
| TOTAL (URBAN) | | | | 0.0 | 0.0 | 2 |

* AN ADDITIONAL 12% HAS BEEN ADDED TO THE PARTIAL DEPTH PATCHING QUANTITY TO ALLOW FOR WINTER DAMAGES FOR TWO SEASONS. 10% IS INCLUDED FOR DAMAGE DONE BY THE 1ST WINTER AND SHOULD BE WITHHELD FROM THE PATCHING QUANTITY. 2% IS INCLUDED FOR DAMAGE DONE BY THE 2ND WINTER AND SHOULD BE WITHHELD FROM THE PATCHING QUANTITY.

| SAW CUTS | | |
|------------------|-------------|------------|
| STATION | LENGTH FOOT | REMARKS |
| 162+46.92 | 28 | C.E. RT |
| 190+41.96 | 12 | C.E. LT |
| 262+70.00 | 12 | P.E. LT |
| 274+73.92 | 12 | P.E. LT |
| 149+00.00 | 128 | BUTT JOINT |
| TURKEY HILL LN. | 30 | BUTT JOINT |
| JEFFERSON RD. | 26 | BUTT JOINT |
| TOTAL (RURAL) | 248 | |
| 303+13.04 | 18.4 | C.E. LT |
| 317+24.47 | 25.4 | C.E. RT |
| 317+28.04 | 10 | C.E. LT |
| 319+11.47 | 26 | C.E. LT |
| 322+58.22 | 55 | C.E. LT |
| 327+55.12 | 33 | C.E. LT |
| 330+20.59 | 32 | C.E. LT |
| 331+41.74 | 18 | P.E. RT |
| 332+38.39 | 115 | C.E. RT |
| 332+86.52 | 30.1 | C.E. LT |
| 333+48.39 | 115 | C.E. RT |
| 334+74.89 | 31.9 | C.E. LT |
| 335+55.12 | 32.3 | C.E. LT |
| 338+10.00 | 22 | BUTT JOINT |
| PEABODY RD. | 37 | BUTT JOINT |
| OLD FREEBURG RD. | 24 | BUTT JOINT |
| DEERFIELD CT. | 30 | CONC. PVT. |
| ROGERS DR. | 22 | OIL & CHIP |
| VARIOUS | 40 | SIDEWALKS |
| TOTAL (URBAN) | 717 | |

NOTE: SEE CLASS B PATCHES FOR ADDITIONAL QUANTITIES

| TEMPORARY RAMP SQ YD | | |
|----------------------|---------|-------------------|
| STATION | SIDE | TEMP RAMP (SQ YD) |
| 149+00 | LT. | 39 |
| 149+00 | RT. | 32 |
| TURKEY HILL LANE | | 16 |
| JEFFERSON ROAD | | 13 |
| TOTALS (RURAL) | | 100 |
| PEABODY ROAD | | 21 |
| OLD FREEBURG ROAD | | 13 |
| 337+90 | LT.&RT. | 12 |
| TOTALS (URBAN) | | 46 |

| SUB-BASE GRANULAR MAT. TYPE-B TON | | | |
|-----------------------------------|------------|--|--|
| STATION | TO STATION | SUB-BASE GRANULAR MATERIAL TYPE B 12" TONS | SUB-BASE GRANULAR MATERIAL TYPE B 17" TONS |
| RIGHT SIDE | | | |
| 292+57.12 | 299+04.89 | 1224.3 | |
| 299+04.89 | 301+74.94 | 395.6 | |
| 301+74.94 | 304+81.27 | 225.4 | |
| 304+81.27 | 309+24.71 | 191.6 | |
| 309+24.71 | 313+78.50 | 395.5 | |
| 313+78.50 | 329+50.00 | 2060.2 | |
| 329+50.00 | 336+00.00 | 601.6 | |
| 292+57.12 | 301+74.27 | | 974.5 |
| 301+74.27 | 302+65.56 | | 87.3 |
| 302+65.56 | 304+68.80 | | 172.8 |
| 306+02.63 | 328+00.00 | | 1867.8 |
| 328+00.00 | 336+00.00 | | 510.0 |
| LEFT SIDE | | | |
| 292+57.12 | 317+72.95 | 3585.1 | |
| 317+72.95 | 319+03.64 | 176.0 | |
| 319+03.64 | 320+43.02 | 124.2 | |
| 320+43.02 | 324+19.47 | 203.7 | |
| 324+19.47 | 326+49.05 | 115.8 | |
| 326+49.05 | 336+00.00 | 453.2 | |
| 292+57.12 | 297+29.66 | | 502.1 |
| 298+42.98 | 320+92.36 | | 1912.0 |
| 320+92.36 | 336+00.00 | | 961.1 |
| 12" GRAN. SUBBASE TOTAL | | 9753 | |
| 17" GRAN. SUBBASE TOTAL | | | 6989 |

NOTE: SEE URBAN ENTRANCE SCHEDULE FOR ADDITIONAL QUANTITIES

| BUTT JOINT SQ YD | | | | | |
|-------------------|------------|---------|---------------------------------|----------------------------------|--|
| STATION | TO STATION | SIDE | BIT SURF REM BUTT JOINT (SQ YD) | CONC SURF REM BUTT JOINT (SQ YD) | |
| 149+00 | 149+40 | LT. | | | |
| 149+00 | 149+40 | RT. | | | |
| TURKEY HILL LANE | | | 32 | | |
| JEFFERSON ROAD | | | 27 | | |
| TOTALS (RURAL) | | | 59 | | |
| PEABODY ROAD | | | 41 | | |
| OLD FREEBURG ROAD | | | | 27 | |
| 335+60 | 336+00 | LT.&RT. | 98 | | |
| TOTALS (URBAN) | | | 139 | 27 | |

| PAVEMENT PATCHING, 16" | | | | | | | |
|------------------------|-----------|-------------|------------|--------------|---------------|----------------|---------------|
| SIDE | STATION | LENGTH FOOT | WIDTH FOOT | TYPE I SQ YD | TYPE II SQ YD | TYPE III SQ YD | TYPE IV SQ YD |
| SB | 292+57.39 | 12 | 10 | | 13 | | |
| NB | 293+62.99 | 12 | 4 | | 5 | | |
| SB | | 6 | 6 | 4 | | | |
| SB | 290+98.99 | 12 | 4 | | 5 | | |
| NB | | 12 | 4 | | 5 | | |
| NB | 289+93.39 | 10 | 12 | | 13 | | |
| SB | | 10 | 12 | | 13 | | |
| NB | | 6 | 12 | | 8 | | |
| NB | 284+65.39 | 10 | 12 | | 13 | | |
| SB | | 4 | 12 | | 5 | | |
| NB | 280+95.79 | 12 | 12 | | | 16 | |
| SB | | 12 | 12 | | | 16 | |
| NB | 278+31.79 | 6 | 12 | | 8 | | |
| NB | 276+73.39 | 4 | 12 | | 5 | | |
| SB | | 4 | 12 | | 5 | | |
| SB | 273+03.79 | 10 | 12 | | 13 | | |
| NB | 264+06.19 | 4 | 12 | | 5 | | |
| SB | 257+72.59 | 20 | 12 | | | | 27 |
| NB | | 20 | 12 | | | | 27 |
| NB | 247+69.39 | 12 | 6 | | 8 | | |
| SB | | 12 | 6 | | 8 | | |
| NB | 245+05.39 | 4 | 6 | 3 | | | |
| SB | | 4 | 6 | 3 | | | |
| NB | 237+13.39 | 10 | 12 | | 13 | | |
| SB | | 6 | 12 | | 8 | | |
| SB | 234+49.39 | 10 | 12 | | 13 | | |
| SB | 231+85.39 | 30 | 6 | | | 20 | |
| SB | 229+21.39 | 20 | 12 | | | | 27 |
| SB | 227+10.19 | 4 | 12 | | 5 | | |
| NB | | 4 | 12 | | 5 | | |
| NB | 226+57.39 | 4 | 12 | | 5 | | |
| SB | | 4 | 12 | | 5 | | |
| SB | 226+04.59 | 4 | 12 | | 5 | | |
| NB | 223+93.39 | 8 | 12 | | 11 | | |
| SB | | 8 | 12 | | 11 | | |
| NB | 211+26.19 | 6 | 6 | 4 | | | |
| SB | 200+17.39 | 30 | 4 | | 13 | | |
| NB | 189+61.39 | 10 | 12 | | 13 | | |
| SB | | 10 | 12 | | 13 | | |
| SB | 184+33.39 | | | | | | |