

QUANTITY SUMMARY ROAD 4 & ROAD 4B COMBINED

ITEM	UNIT	QUANTITY	ALLOWANCE	QUAN. + ALLOW.
1. CLEARING & GRUBBING	LUMP SUM	ALL	-	ALL
2. DITCH EXCAVATION	CU. YD.	3,535	355	3,890
3. GENERAL EXCAVATION (UNCLASSIFIED)	CU. YD.	117,000	12,000	129,000
4. EXTRA FOR SELECTED SUBGRADE MATL.	CU. YD.	42,000	4,000	46,000
5. OVERHAUL	CU. YD. STA.	17,330	1,735	19,065
6. FINISHING ROADBED & SLOPES	LUMP SUM	ALL	-	ALL
7. TRENCH EXCAVATION (UNCLASSIFIED)	CU. YD.	1,900	190	2,090
8. SPECIAL BACKFILL IN DRAINS	CU. YD.	23	2	25
9. WATERING	M. GAL.	5,230	520	5,750
10. OBLITERATE OLD ROADBED	STA.	2.70	.30	3.00
11. 1 1/2" COARSE CRUSHED MATL. IN BASE	TON	113,108	11,312	124,420
12. 3/4" COARSE CRUSHED MATL. IN BASE	TON	24,679	2,471	27,150
13. 3/4" AGGREGATE IN PRIME COAT	CU. YD.	540	60	600
14. RC. 250 IN PRIME COAT	TON	135	15	150
15. R.S.I. IN TACK COAT	TON	30	3	33
16. CLASS "B" ASPHALTIC CONC.	TON	27,670	2,770	30,440
17. CLASS "B" ASPHALTIC CONC. IN PATCH	TON	6,006	604	6,610
18. CLASS "A" CONC. IN 10'x8' R.C.B.C.	CU. YD.	106	14	120
19. METAL REINFORCEMENT IN BOX CULV.	LB.	16,334	1,636	17,970
20. DRY RIP RAP CLASS ONE	CU. YD.	2,647	263	2,910
21. 12" CONCRETE CULVERT PIPE	LIN. FT.	202	18	220
22. 18" " " " "	" "	2,131	214	2,345
23. 24" " " " "	" "	416	44	460
24. 30" " " " "	" "	20	4	24
25. 36" " " " "	" "	44	4	48
26. 12" CULVERT PIPE	" "	1,092	108	1,200
27. 18" " " " "	" "	282	28	310
28. 78" CORRUGATED METAL PIPE	" "	92	9	101
29. 8" CORRUGATED STEEL PERFORATED PIPE	" "	150	15	165
30. EXTRA FOR A.C. APPROACHES	EACH	66	9	75
31. GUIDE POSTS TYPE "W" 2-WAY	"	181	19	200
32. GUIDE POSTS TYPE "Y-1"	"	80	10	90
33. GUARD RAIL	LIN. FT.	9,800	980	10,780
34. TYPE 2 BARRICADE	"	200	20	220
35. RAIL END PIECES	EACH	28	3	31
36. GUARD RAIL BLOCKS	"	893	92	985
37. MAIL BOX STAND (SINGLE)	"	21	2	23
38. MAIL BOX STAND (MULTIPLE)	"	13	2	15
39. ROLLER HOURS	HOUR	405	45	450



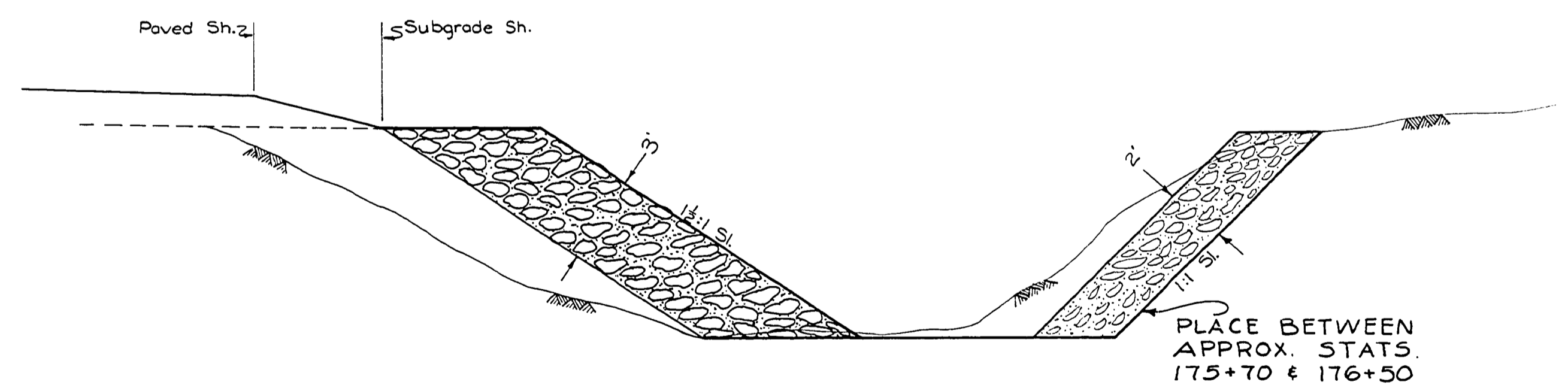
- STA. 86+75 TO STA. 91+25
- 95+50 - 100+50
 - 100+50 - 102+75
 - 109+75 - 115+00
 - 133+25 - 138+75
 - 142+25 - 145+75
 - 147+25 - 148+75
 - 149+75 - 150+25
 - 154+00 - 156+00
 - 159+00 - 160+50
 - 161+00 - 166+50
 - 172+25 - 173+00
 - 174+00 - 176+25
 - 186+25 - 189+00
 - 197+00 - 197+75
 - 227+75 - 230+50
 - 248+50 - 252+00
 - 253+50 - 255+50
 - 256+00 - 258+50
 - 280+50 - 282+25
 - 289+80 - 291+00
 - 292+50 - 293+20

- STA. 142+75 TO STA. 143+50
- 144+50 - 145+75
 - 159+75 - 166+50
 - 166+50 - 168+75
 - 206+00 - 209+00
 - 209+00 - 212+00
 - 214+25 - 216+50
 - 221+50 - 222+75

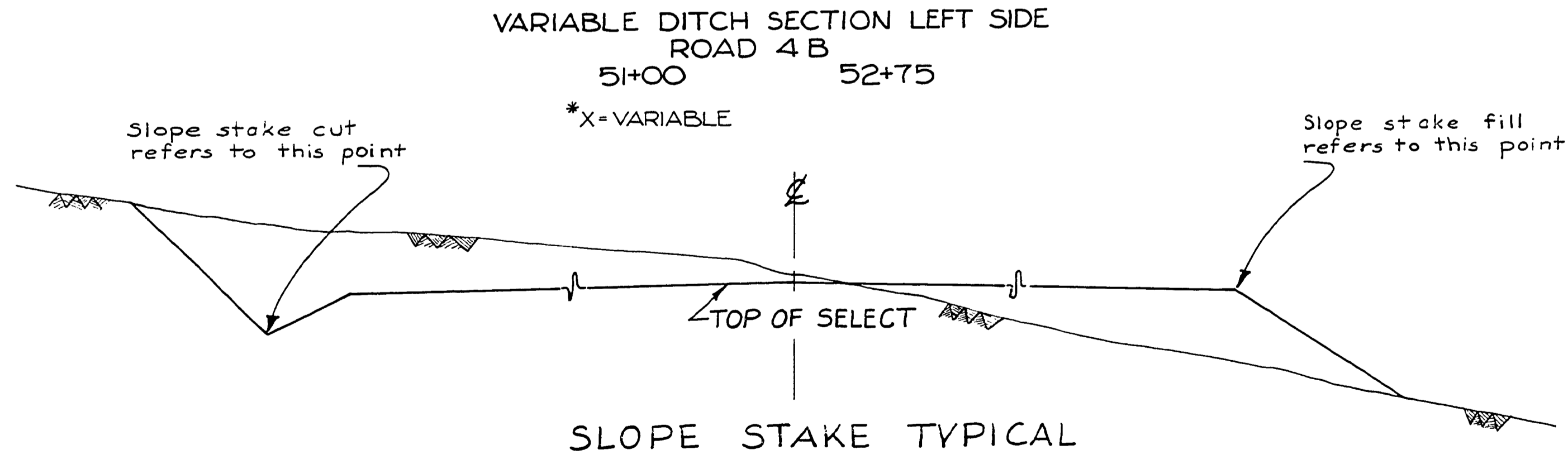


- STA. 85+80 TO STA. 86+75
- 91+25 - 95+50
 - 102+75 - 109+75
 - 122+75 - 133+25
 - 138+75 - 142+25
 - 145+75 - 147+25
 - 167+25 - 170+00
 - 170+75 - 172+25
 - 176+25 - 186+25
 - 189+00 - 190+30
 - 190+75 - 197+00
 - 197+75 - 199+25
 - 201+50 - 227+75
 - 230+50 - 233+00
 - 235+25 - 237+50
 - 258+50 - 270+50
 - 282+25 - 289+80

- STA. 138+75 TO STA. 142+25
- 168+75 - 169+25
 - 178+75 - 181+25
 - 201+50 - 206+00
 - 212+50 - 214+25
 - 222+75 - 224+00
 - 270+75 - 271+75



TYPICAL SECTION CHANNEL CHANGE PLACEMENT OF DRY RIP RAP CLASS ONE



SLOPE STAKE TYPICAL

Not Rebuilt or Corrected
 Douglas County Road Dept.
 NORTH UMPQUA HWY. RD. 4
 Date: April 1969 Sheet 3 of 14
 GEORGE E. GRUBB County Engineer

