

| SCHEDULE OF SHOULDER PAVEMENT | | | | | | | | | | | | | | |
|-------------------------------|--------|---|------------------------|-----------------------------|-------------------------------------|---|------------------------|-------------------------------|-------------------------------------|---|--|--|------------------------|-----------------------------|
| FROM | TO | REQUIRED FOR HMA SC "D" N50 | | | REQUIRED FOR HMA SC "D" N70 | | | REQUIRED FOR P HMA SC "F" N90 | | | 40603595 P HMA SC "F" N90 (TON) | 44004250 PAVED SHLD REMOVAL (SQ YD) | | |
| | | APP RATE HMA SURFACE (GALLON/SQ YD) | NO APPS HMA SURFACE | BIT MATLS PR CT (TON) | 40603335 HMA SC "D" N50 (TON) | APP RATE HMA SURFACE (GALLON/SQ YD) | NO APPS HMA SURFACE | BIT MATLS PR CT (TON) | 40603340 HMA SC "D" N70 (TON) | APP RATE HMA SURFACE (GALLON/SQ YD) | | | NO APPS HMA SURFACE | BIT MATLS PR CT (TON) |
| WILLOW ROAD | | | | | | | | | | | | | | |
| 625+00 | 637+00 | | | | | | | | | | | | | |
| 637+00 | 649+00 | | | | | | | | | | | | | |
| 649+00 | 661+00 | | | | | | | | | | | | | |
| 661+00 | 672+00 | | | | | | | | | | | | | |
| 672+00 | 683+00 | 0.1 | 1 | 0 | 6 | | | | | | | | | |
| 683+00 | 693+00 | | | | | | | | | | | | | |
| 693+00 | 704+00 | | | | | | | | | | | | | |
| 704+00 | 716+00 | | | | | | | | | | | | | |
| 716+00 | 728+00 | | | | | | | | | | | | | |
| 728+00 | 740+00 | | | | | | | | | | | | | 85 |
| ILLINOIS ROUTE 43 | | | | | | | | | | | | | | |
| 493+00 | 505+00 | | | | | | | | | | | | | |
| 505+00 | 518+00 | | | | | | | | | | | | | |
| 518+00 | 530+50 | | | | | | | | | | | | | |
| I-94 | | | | | | | | | | | | | | |
| 413+00 | 435+00 | | | | | | | | | | | | | 3,155 |
| 435+00 | 446+00 | | | | | | | | | | | | | 286 |
| I-94 RAMP A | | | | | | | | | | | | | | |
| 810+50 | 822+64 | | | | | | | | | 0.1 | 1 | 1 | 177 | |
| I-94 RAMP D | | | | | | | | | | | | | | |
| 850+00 | 862+00 | | | | | | | | | 0.1 | 1 | 1 | 180 | |
| 862+00 | 872+56 | | | | | 0.1 | 1 | 0 | 20 | 0.1 | 1 | 0 | 21 | |
| SUBTOTAL | | | | | | | | | | | | | | |
| | | | | | 6 | | | | 20 | | | 1 | 378 | 3,526 |
| OVERALL TOTAL | | | | | 6 | | | | 20 | | | 1 | 378 | 3,526 |

NOTE 1 AGGREGATE SUBGRADE QUANTITY INCLUDES AREA FOR CURB AND GUTTER LOCATIONS OUTSIDE THE PAVEMENT RECONSTRUCTION AREA.
NOTE 2 AGGREGATE SUBGRADE QUANTITIES INCLUDE AREA UNDER THE CURB AND GUTTER AND MEDIAN AS SHOWN ON THE TYPICALS.
NOTE 3 PROTECTIVE COAT QUANTITY INCLUDES 25% OF PCC PAVEMENT AREA. PROTECTIVE COAT FOR CURB AND GUTTER AND MEDIAN IS INCLUDED IN THE CURB AND GUTTER SCHEDULE.
* SEE OTHER SCHEDULES FOR ADDITIONAL QUANTITY

| SCHEDULE OF DRIVEWAYS | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|----------|---|-----------------------------|-------------------------------------|-------------------------------------|----------------------|-------------------------------------|------------------------------------|--------------------------|-----------------------------------|--|--|---|---------|---------|---|---------|---------|---|
| STATION | LOCATION | 44000200 DRIVE PAVEMENT REM SQ YD | PROPOSED AREA (SQ YD) | 35501308 HMA BASE CSE 6 SQ YD | 35501316 HMA BASE CSE 8 SQ YD | NO. APPS HMA SURF | APP RATE HMA SURF (GAL/SQ YD) | 40600200 BIT MATLS PR CT TON | DEPTH SURFACE (IN) | 40603335 HMA SC "D" N50 TON | 42300200 PCC DRIVEWAY PAVT 6 SQ YD | 42300400 PCC DRIVEWAY PAVT 8 SQ YD | X4021000 TEMP ACCESS- PRIV ENT EACH | | | X4022000 TEMP ACCESS- COMENT EACH | | | |
| | | | | | | | | | | | | | STAGE 1 | STAGE 2 | STAGE 3 | STAGE 1 | STAGE 2 | STAGE 3 | |
| WILLOW ROAD | | | | | | | | | | | | | | | | | | | |
| 661+55 | LT | 39 | 45 | 45 | | 1 | 0.10 | 0.02 | 2 | 5 | | | | 1 | | | | | |
| 662+18 | RT | 75 | 54 | 54 | | 1 | 0.10 | 0.02 | 2 | 6 | | | | | | | | | |
| 666+52 | RT | 102 | 65 | | | | | 0.00 | | | | 65 | | | | | | 1 | |
| 667+31 | RT | 46 | 37 | 37 | | 1 | 0.10 | 0.01 | 2 | 4 | | | | | | | | | |
| 668+74 | LT | 174 | - | | | | | | | | | | | | | | | 1 | |
| 669+96 | RT | 130 | - | | | | | | | | | | | | | | | 1 | |
| 671+74 | RT | 2* | 34 | 34 | | 1 | 0.10 | 0.01 | 2 | 4 | | | | 1 | | | | | |
| 673+55 | RT | 26 | 39 | 39 | | 1 | 0.10 | 0.02 | 2 | 4 | | | | 1 | | | | | |
| 676+28 | RT | 50 | 38 | 38 | | 1 | 0.10 | 0.02 | 2 | 4 | | | | 1 | | | | | |
| 681+71 | RT | 70 | 44 | 44 | | 1 | 0.10 | 0.02 | 2 | 5 | | | | 1 | | | | | |
| 681+79 | LT | 104 | 44 | 44 | | 1 | 0.10 | 0.02 | 2 | 5 | | | | 1 | | | | | |
| 684+06 | LT | 37 | 40 | 40 | | 1 | 0.10 | 0.02 | 2 | 5 | | | | 1 | | | | | |
| 684+37 | RT | 62 | 43 | 43 | | 1 | 0.10 | 0.02 | 2 | 5 | | | | 1 | | | | | |
| 686+05 | RT | 67 | 38 | 38 | | 1 | 0.10 | 0.02 | 2 | 4 | | | | 1 | | | | | |
| 686+50 | RT | 114 | 46 | 46 | | 1 | 0.10 | 0.02 | 2 | 5 | | | | 1 | | | | | |
| 687+91 | RT | 100 | 40 | 40 | | 1 | 0.10 | 0.02 | 2 | 5 | | | | 1 | | | | | |
| 689+58 | RT | 83 | 53 | 53 | | 1 | 0.10 | 0.02 | 2 | 6 | | | | 1 | | | | | |
| 695+19 | RT | 66 | 44 | 44 | | 1 | 0.10 | 0.02 | 2 | 5 | | | | 1 | 1 | | | | |
| 698+00 | RT | 42 | 40 | 40 | | 1 | 0.10 | 0.02 | 2 | 5 | | | | 1 | | | | | |
| 702+40 | RT | 37 | 43 | | | | | | | | 43 | | | 1 | | | | | |
| 715+57 | RT | 107 | - | | | | | | | | | | | | | | | | |
| 716+80 | RT | 92 | - | | | | | | | | | | | | | | | | |
| 716+56 | LT | 35 | 29 | | 29 | 1 | 0.10 | 0.01 | 2 | 3 | | | | | | | 1 | | |
| 716+98 | LT | 68 | 53 | | 53 | 1 | 0.10 | 0.02 | 2 | 6 | | | | | | | 1 | | |
| 717+56 | LT | 73 | 63 | | 63 | 1 | 0.10 | 0.03 | 2 | 7 | | | | | | | 1 | | |
| 720+97 | LT | 70 | - | | | | | | | | | | | | | | | 1 | |
| 724+59 | LT | 41 | 60 | | | | | | | | | 60 | | | | | | 1 | |
| 725+62 | LT | 29 | 27 | | 27 | 1 | 0.10 | 0.01 | 2 | 3 | | | | | | | 1 | | |
| 737+23 | RT | 32 | 33 | | 33 | 1 | 0.10 | 0.01 | 2 | 4 | | | | | | | 1 | | |
| SUNSET RIDGE ROAD | | | | | | | | | | | | | | | | | | | |
| 34+41 | RT | 54 | 45 | | 45 | 1 | 0.10 | 0.02 | 2 | 5 | | | | | | | | | |
| 37+19 | LT | 21 | 10 | | 10 | 1 | 0.10 | 0.00 | 2 | 1 | | | | 1 | | | | | |
| ALICE PLACE | | | | | | | | | | | | | | | | | | | |
| 151+22 | RT | 19 | 19 | | 19 | 1 | 0.10 | 0.01 | 2 | 2 | | | | | | | | | |
| OLD WILLOW ROAD | | | | | | | | | | | | | | | | | | | |
| 160+82 | LT | 7 | 7 | | 7 | 1 | 0.10 | 0.00 | 2 | 1 | | | | | | | | | |
| NORTHFIELD ROAD | | | | | | | | | | | | | | | | | | | |
| 175+37 | LT | 13 | 11 | | 11 | 1 | 0.10 | 0.00 | 2 | 1 | | | | | | | | | |
| WALNUT STREET | | | | | | | | | | | | | | | | | | | |
| 201+43 | RT | 3 | 2 | | 2 | 1 | 0.10 | 0.00 | 2 | 0 | | | | | | | | | |
| SUBTOTAL | | | | | | | | | | | | | | | | | | | |
| | | 2,091 | 1,146 | 689 | 290 | | | 0.39 | | 110 | | | | 5 | 14 | 0 | 7 | 3 | 0 |
| WINTER SHUTDOWN DRIVEWAY CAPPING ** | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 33 | | | | | | | | | |
| TOTALS | | 2,091 | 1,145 | 689 | 290 | | | 0.39 | | 143 | 43 | 125 | | 19 | | | | 10 | |

* NOTE: MUCH OF THIS DRIVEWAY IS COMPRISED OF AGGREGATE AND WILL THUS BE REMOVED AS EARTH EXCAVATION.
** NOTE: A QUANTITY OF HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2" HAS BEEN INCLUDED TO CAP ANY DRIVES UNDER CONSTRUCTION PRIOR TO THE WINTER SHUTDOWN STAGE. QUANTITIES ARE ESTIMATED AT HALF THE AMOUNT OF ASPHALT SURFACE FOR THE RELEVANT STAGE 2 DRIVEWAYS.
***NOTE: NO FOG COATS INCLUDED IN DRIVEWAY QUANTITIES FOR BITUMINOUS MATERIALS PRIME COAT.