

# SCHEDULES

| SIDEROAD AND ENTRANCE SCHEDULE |                               |            |                                  |                                  |                            |                          |
|--------------------------------|-------------------------------|------------|----------------------------------|----------------------------------|----------------------------|--------------------------|
| LOCATION                       | DESCRIPTION                   | TOTAL AREA | HMA SURFACE REMOVAL (BUTT JOINT) | PCC SURFACE REMOVAL (BUTT JOINT) | HMA SURFACE REMOVAL 1-1/2" | INCIDENTAL HMA SURFACING |
| STATION                        |                               | SQ YD      | SQ YD                            | SQ YD                            | SQ YD                      | TON                      |
| 221+70.00                      | PE LT                         | 18.9       |                                  |                                  |                            | 2.4                      |
| 219+06.00                      | CE LT                         | 44.4       |                                  | 15.56                            |                            | 5.6                      |
| 211+14.00                      | CE LT                         | 50.0       |                                  | 17.78                            |                            | 6.3                      |
| 200+58.00                      | PE RT                         | 22.2       |                                  |                                  |                            | 2.8                      |
| 195+30.00                      | 350 N ROAD RT                 | 83.3       |                                  |                                  |                            | 10.5                     |
| 187+38.00                      | PE LT                         | 18.9       |                                  |                                  |                            | 2.4                      |
| 187+38.00                      | PE RT                         | 22.2       | 6.67                             |                                  |                            | 2.8                      |
| 184+74.00                      | PE RT                         | 18.9       | 5.33                             |                                  |                            | 2.4                      |
| 184+74.00                      | PE LT                         | 18.9       | 5.33                             |                                  |                            | 2.4                      |
| 168+00.00                      | 300 N ROAD RT                 | 96.7       | 53.33                            |                                  |                            | 12.2                     |
| 158+10.00                      | 275 N ROAD LT                 | 83.3       |                                  |                                  |                            | 10.5                     |
| 150+18.00                      | CE RT                         | 94.4       |                                  |                                  |                            | 11.9                     |
| 147+54.00                      | MB RT                         | 0.0        |                                  |                                  |                            | 1.0                      |
| 147+01.20                      | PE LT                         | 22.2       |                                  |                                  |                            | 2.8                      |
| 136+98.00                      | CE LT                         | 44.4       |                                  |                                  |                            | 5.6                      |
| 129+06.00                      | PE LT                         | 18.9       |                                  |                                  |                            | 2.4                      |
| 128+53.20                      | PE LT                         | 18.9       |                                  |                                  |                            | 2.4                      |
| 120+00.00                      | RANDOLPH ST RT                | 83.3       |                                  |                                  | 83.33                      | 10.5                     |
| 118+50.00                      | CLARK ST RT                   | 116.7      |                                  |                                  | 116.67                     | 14.7                     |
| 118+50.00                      | CLARK ST LT                   | 116.7      |                                  |                                  | 116.67                     | 14.7                     |
| 114+60.00                      | MAIN ST RT                    | 116.7      |                                  |                                  | 116.67                     | 14.7                     |
| 114+60.00                      | MAIN ST LT                    | 116.7      |                                  |                                  | 116.67                     | 14.7                     |
| 110+70.00                      | PRAIRIE ST.                   | 116.7      |                                  |                                  | 116.67                     | 14.7                     |
| 89+78.40                       | SIDE ROAD LT                  | 116.7      |                                  |                                  |                            | 14.7                     |
| 89+78.40                       | CE RT                         | 32.2       |                                  |                                  |                            | 4.1                      |
| 88+20.00                       | CE RT                         | 44.4       |                                  |                                  |                            | 5.6                      |
| 87+14.40                       | CE LT                         | 44.4       |                                  |                                  |                            | 5.6                      |
|                                |                               | 0.0        |                                  |                                  |                            | 0.0                      |
|                                | SUB-TOTALS -                  | 4,011.10   | 756.4                            | 40.0                             | 666.70                     | 558.0                    |
|                                | TOTALS (INCLUDING MAINLINE) - | 118,853.0  | 3,055.0                          | 40.0                             | 12,531.0                   | 558.0                    |

| HMA SURFACE REMOVAL (SPECIAL) |                  |                              |                   |
|-------------------------------|------------------|------------------------------|-------------------|
| LOCATION                      | HMA SURF REM(SP) | LEVELING BINDER (MM) SPECIAL | BIT MAT'L (PR CT) |
|                               | SQ YD            | TON                          | GAL               |
| STA. 341+85.60 TO             | 4,083            | 457                          | 306               |
| STA. 433+72.80 (NBL)          |                  |                              |                   |

| AR CULVERTS |                              |          |                                    |
|-------------|------------------------------|----------|------------------------------------|
| STATION     | DESCRIPTION                  | LENGTH * | END TREATMENT                      |
| 203+65      | PIPE CULVERT, TY 1, RCCP 30" | 40 FT    | PRC FLARED END SECTION 30 - 2 EACH |
| 224+80      | PCBC, 3X2 (M273)             | 40 FT    | PCBC END SECTION 3X2 - 2 EACH      |

**NOTES**

THESE CULVERTS SHALL BE INSTALLED TO MEET THE FLOWLINES OF THE EXISTING DRAINAGE SYSTEM

\* AS ALSO DESCRIBED IN THE GENERAL NOTES, THE CONTRACTOR SHALL CONSULT THE ENGINEER TO DETERMINE THE EXACT LENGTHS OF THE CULVERTS