

| PAVING SCHEDULE | | | | | | | | | | | | | | | |
|------------------------------|---------|----|---------|------|-----------------------------------|--|--------------------------------------|----------------------------------|--------------------------------------|---|--|-----------------------------|----------------|---|------------------------------------|
| LOCATION | STATION | TO | STATION | | BITUMINOUS MATERIALS (PRIME COAT) | SUB BASE GRANULAR MATERIAL, TYPE A, 6" | HOT MIX ASPHALT BASE COURSE, 10 1/2" | HOT MIX ASPHALT BASE COURSE, 11" | HOT MIX ASPHALT BASE COURSE, 12 1/2" | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 | AGGREGATE SHOULDERS, TYPE B | TEMPORARY RAMP | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | RAISED REFLECTIVE PAVEMENT MARKERS |
| | | | | | (TON) | (SQ. YD.) | (SQ. YD.) | (SQ. YD.) | (SQ. YD.) | (TON) | (TON) | (TON) | (SQ YD) | (EACH) | (EACH) |
| ROADWAY "A" | | | | | | | | | | | | | | | |
| | 100+00 | TO | 103+08 | | 1.0 | 532 | 450 | | | | 38 | | | | |
| | 103+08 | TO | 105+54 | | 1.3 | 683 | 547 | | | | 46 | | | | |
| | 105+54 | TO | 193+21 | I-72 | 1.2 | 617 | 506 | | | | 43 | 68 | | | |
| ROADWAY "B" | | | | | | | | | | | | | | | |
| | 200+00 | TO | 203+08 | | 1.0 | 532 | 450 | | | | 38 | 68 | | | |
| | 203+08 | TO | 204+04 | | 0.5 | 267 | 213 | | | | 18 | | | | |
| | 204+57 | TO | 205+54 | | 0.5 | 209 | 216 | | | | 18 | | | | |
| | 205+54 | TO | 208+62 | | 1.0 | 531 | 446 | | | | 37 | | | | |
| ROADWAY "C" | | | | | | | | | | | | | | | |
| | 300+00 | TO | 302+68 | | 0.9 | 463 | 389 | | | | 33 | | | | |
| | 302+68 | TO | 304+83 | | 1.1 | 597 | 478 | | | | 40 | | | | |
| | 304+83 | TO | 201+59 | I-72 | 1.0 | 551 | 450 | | | | 38 | 68 | | | |
| ROADWAY "D" | | | | | | | | | | | | | | | |
| | 400+00 | TO | 402+68 | | 1.0 | 542 | 445 | | | | 37 | 68 | | | |
| | 402+68 | TO | 403+52 | | 0.4 | 233 | 187 | | | | 16 | | | | |
| | 403+99 | TO | 404+83 | | 0.4 | 233 | 187 | | | | 16 | | | | |
| | 404+83 | TO | 407+52 | | 0.9 | 463 | 389 | | | | 33 | | | | |
| I-72 WB MAINLINE | | | | | | | | | | | | | | | |
| | 201+57 | TO | 206+00 | | 0.4 | | | | | 535 | 99 | | 178 | 11 | 11 |
| I-72 WB OUTSIDE SHLDR | | | | | | | | | | | | | | | |
| | 185+47 | TO | 193+27 | | | | | | | 867 | 73 | | | | |
| | 201+74 | TO | 206+85 | | | | | | | 568 | 240 | 180 | | | |
| I-72 WB MEDIAN SHLDR | | | | | | | | | | | | | | | |
| | 205+21 | TO | 206+00 | | 0.02 | | | | | 7 | 4 | | | | |
| I-72 EB MAINLINE | | | | | | | | | | | | | | | |
| | 201+51 | TO | 206+50 | | 0.5 | | | | | 567 | 112 | | 178 | 12 | 12 |
| I-72 EB OUTSIDE SHLDR | | | | | | | | | | | | | | | |
| | 187+97 | TO | 193+05 | | | | | | 564 | | 47 | | | | |
| | 201+53 | TO | 208+97 | | | | | | 827 | | 69 | 420 | | | |
| I-72 EB MEDIAN SHLDR | | | | | | | | | | | | | | | |
| | 205+22 | TO | 206+50 | | 0.03 | | | | | 12 | 7 | | | | |
| TOTALS | | | | | | | | | | | | | | | |
| | | | | | 13.4 | 6,514 | 5,352 | 1,391 | 1,434 | 1,624 | 909 | 872 | 356 | 23 | 23 |

| DRAINAGE SCHEDULE | | | | | | | | | |
|-----------------------|--------------|------------------------------------|-----------------------------|--------------------|---|-------------------------------|------------------------------------|----------|--|
| LOCATION | | STORM SEWERS, CLASS A, TYPE 1, 18" | INLETS, TYPE B, W/MED INLET | INLET MODIFICATION | PRECAST REINFORCED CONC. FLARED END SEC., 18" | PIPE UNDERDRAINS 6" (SPECIAL) | UNDERDRAIN CONNECTION TO STRUCTURE | | |
| STA. | STA. | (FOOT) | (EACH) | (EACH) | (EACH) | (FOOT) | (EACH) | | |
| WEST CROSSOVER | | | | | | | | | |
| 185+03 | CL | | | 1 | | | | | |
| 185+03 | CL to 188+03 | RT | 300 | | | | | | |
| 187+50 | RT to 188+03 | RT | | | | 50 | | | |
| 187+50 | LT to 188+03 | LT | | | | 50 | | | |
| 188+03 | RT | | | 1 | | | | 1 | |
| 188+03 | LT | | | 1 | | | | 1 | |
| 188+03 | LT to 188+03 | RT | 45 | | | | | | |
| 188+03 | RT to 190+50 | RT | 248 | | | | | | |
| 190+50 | CL | | | | 1 | | | | |
| EAST CROSSOVER | | | | | | | | | |
| 204+00 | CL | | | | 1 | | | | |
| 204+00 | CL to 206+26 | RT | 226 | | | | | | |
| 206+26 | RT | | | 1 | | | | | |
| 206+26 | LT | | | 1 | | | | | |
| 206+26 | LT to 206+26 | RT | 41 | | | | | | |
| 207+70 | RT | | | | | 16 | | | |
| 207+70 | LT | | | | | 16 | | | |
| 206+26 | RT to 207+67 | CL | 144 | | | | | | |
| 207+67 | CL | | | 1 | | | | | |
| TOTALS= | | | 1004 | 4 | 2 | 2 | 132 | 2 | |

| PAVEMENT MARKING SCHEDULE | | | | | | | | | |
|---------------------------|----|---|---|--|--------------------------|-----------------------------|------------------------------------|------------|------------|
| LOCATION | | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B INLAID-LINE 5" | URETHANE PAINT MARKING - LINE 5" (YELLOW) | URETHANE PAINT MARKING - LINE 5" (WHITE) | PAVEMENT MARKING REMOVAL | SHORT TERM PAVEMENT MARKING | WORK ZONE PAVEMENT MARKING REMOVAL | | |
| STA. | TO | STA. | (FOOT) | (FOOT) | (SQ FT) | (FOOT) | (SQ FT) | | |
| I-72 WB | | | | | | | | | |
| 183+75 | TO | 187+34 | RT | 359 | 151 | | | | |
| 188+72 | TO | 193+21 | RT | 449 | 189 | | | | |
| 188+85 | TO | 193+27 | LT | | 442 | 186 | | | |
| 201+57 | TO | 206+00 | LT | | 443 | | 133 | 44 | |
| 201+57 | TO | 206+00 | CL | 111 | | | 133 | 44 | |
| 201+57 | TO | 206+00 | RT | 443 | | | 133 | 44 | |
| 206+77 | TO | 209+97 | RT | 320 | | 134 | | | |
| I-72 EB | | | | | | | | | |
| 183+75 | TO | 187+34 | LT | 359 | 151 | | | | |
| 188+72 | TO | 193+12 | LT | 440 | 185 | | | | |
| 188+70 | TO | 193+05 | | | 435 | 183 | | | |
| 201+42 | TO | 209+96 | LT | 854 | | | 152 | 50 | |
| 201+42 | TO | 206+50 | CL | 127 | | | 152 | 50 | |
| 201+42 | TO | 206+50 | RT | | 508 | | 152 | 50 | |
| TOTALS= | | | | 238 | 3,224 | 1,828 | 1,178 | 856 | 282 |

| REMOVAL SCHEDULE | | | | | |
|---------------------------------|--------|----|--------|--------------------------------|--|
| LOCATION | STA. | TO | STA. | PAVED SHOULDER REMOVAL (SQ YD) | HMA SURFACE REMOVAL-BUTT JOINT (SQ YD) |
| I-72 WB OUTSIDE SHOULDER | | | | | |
| | 185+47 | to | 193+27 | 867 | |
| | 201+74 | to | 206+85 | 568 | |
| I-72 WB MEDIAN SHOULDER | | | | | |
| | 183+75 | to | 186+84 | 206 | |
| | 189+22 | to | 193+21 | 266 | |
| | 201+69 | to | 205+21 | 235 | |
| | 207+27 | to | 209+97 | 180 | |
| I-72 EB OUTSIDE SHOULDER | | | | | |
| | 187+97 | to | 193+05 | 564 | |
| | 201+53 | to | 208+97 | 827 | |
| I-72 EB MEDIAN SHOULDER | | | | | |
| | 183+75 | to | 186+84 | 206 | |
| | 189+22 | to | 193+12 | 260 | |
| | 201+59 | to | 205+22 | 242 | |
| | 207+28 | to | 209+96 | 179 | |
| I-72 WB MAINLINE | | | | | |
| | 201+57 | to | 201+69 | | 53 |
| | 205+39 | to | 206+00 | | 271 |
| I-72 EB MAINLINE | | | | | |
| | 201+51 | to | 201+64 | | 58 |
| | 206+29 | to | 206+50 | | 93 |
| TOTALS= | | | | 4,599 | 476 |

| EARTHWORK SCHEDULE | | | | | |
|--------------------|------------------------|------------------|---|-------------------|--|
| LOCATION | | EARTH EXCAVATION | EARTH EXCAVATION ADJUSTMENT FOR SHRINKAGE | EMBANKMENT (FILL) | EARTH BALANCE WASTE (+) OR SHORTAGE (-) (FURNISHED EXCAVATION) |
| | | CU YD | CU YD | CU YD | CU YD |
| WB I-72 | | | | | |
| | 183+50.00 to 193+24.00 | 165 | 124 | 1,254 | 1,130 |
| | 201+72.00 to 210+50.00 | 105 | 79 | 879 | 800 |
| EB I-72 | | | | | |
| | 183+50.00 to 193+10.00 | 224 | 168 | 938 | 770 |
| | 201+55.00 to 210+50.00 | 109 | 82 | 1,070 | 988 |
| TOTAL= | | 603 | | 4,141 | 3,689 |

EARTH EMBANKMENT SHRINKAGE FACTOR = 25%

| GUARDRAIL SCHEDULE | | | | | | | | | | |
|--------------------|-----------|--|----------------------------------|--|---------------------------------|---------------------------|---|---|--|-------------------|
| LOCATION | | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS | TRAFFIC BARRIER TERMINAL, TYPE 6 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | TERMINAL MARKERS-DIRECT APPLIED | GUARDRAIL MARKERS, TYPE A | REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINALS, TYPE 6 | REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINALS, TYPE 1 | REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL | GUARDRAIL REMOVAL |
| STA. | STA. | (FOOT) | (EACH) | (EACH) | (EACH) | (EACH) | (EACH) | (EACH) | (FOOT) | (FOOT) |
| I-72 WB | | | | | | | | | | |
| 190+41 | to 193+21 | RT | 225 | 1 | 1 | 4 | | | | |
| 201+69 | to 204+48 | RT | | | | | 1 | 1 | 225 | 150 |
| 201+74 | to 205+04 | LT | | | | | 1 | 1 | 275 | |
| I-72 EB | | | | | | | | | | |
| 190+31 | to 193+12 | LT | | | | | 1 | 1 | 225 | 150 |
| 201+59 | to 204+39 | LT | 225 | 1 | 1 | 4 | | | | |
| TOTALS= | | | 450 | 2 | 2 | 2 | 3 | 3 | 725 | 300 |