

| PAVEMENT REMOVAL | |
|---|---------|
| LOCATION | SO. YD. |
| SB RT. STA. 546+00 TO RT. STA. 553+50 | 2,000 |
| NB LT. STA. 547+50 TO LT. STA. 555+00 | 2,000 |
| SB RT. STA. 640+00 TO RT. STA. 648+50 | 2,267 |
| NB LT. STA. 640+00 TO LT. STA. 649+00 | 2,400 |
| IL 4 RAMP | |
| RAMP 2 STA. 212+95.14 TO STA. 214+27.87 | 567 |
| RAMP 4 STA. 412+60.17 TO STA. 413+95.25 | 570 |
| TOTAL * | 9,804 |

| RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT | |
|--|---------|
| LOCATION | SO. YD. |
| SB RT. STA. 521+50 TO RT. STA. 546+00 | 6,533 |
| NB LT. STA. 521+50 TO LT. STA. 547+50 | 6,935 |
| SB RT. STA. 553+50 TO RT. STA. 640+00 | 23,067 |
| NB LT. STA. 555+00 TO LT. STA. 640+00 | 22,667 |
| SB RT. STA. 648+50 TO RT. STA. 670+00 | 5,733 |
| NB LT. STA. 649+00 TO LT. STA. 670+00 | 5,600 |
| TOTAL * | 70,533 |

NOT A PAY ITEM - FOR INFORMATION ONLY

| PAY FOR PERFORMANCE (MAINLINE SURFACE AND BINDER COURSES ONLY) | |
|---|--------------------|
| LOCATION | EST. QTY. (TON) |
| I-55 | |
| SB STA. 519+00 TO STA. 521+50 | 168 |
| SB STA. 521+50 TO STA. 546+00 | 5,517 |
| SB STA. 546+00 TO STA. 553+50 | 504 |
| SB STA. 553+50 TO STA. 640+00 | 19,505 |
| SB STA. 640+00 TO STA. 648+00 | 571 |
| SB STA. 648+00 TO STA. 670+00 | 4,935 |
| NB STA. 519+00 TO STA. 521+50 | |
| NB STA. 521+50 TO STA. 547+50 | 5,886 |
| NB STA. 547+50 TO STA. 555+00 | 504 |
| NB STA. 555+00 TO STA. 640+00 | 13,497 |
| NB STA. 640+00 TO STA. 649+00 | 605 |
| NB STA. 649+00 TO STA. 670+00 | 4,691 |
| TOTAL * | 62,501 |

| PAVED SHOULDER REMOVAL | | |
|--|-------|---------|
| LOCATION | WIDTH | SO. YD. |
| (PRE-STAGE CONSTRUCTION) | | |
| SB I-55 (OUTSIDE SHOULDER) (OMITTED RAMP) | | |
| RT. STA. 519+00 TO RT. STA. 532+50 | 4 | 600 |
| RT. STA. 537+66 TO RT. STA. 558+00 | 4 | 904 |
| RT. STA. 567+40 TO RT. STA. 670+00 | 4 | 4,560 |
| NB I-55 (OUTSIDE SHOULDER) (OMITTED RAMP) | | |
| LT. STA. 519+00 TO LT. STA. 532+80 | 4 | 615 |
| LT. STA. 542+15 TO LT. STA. 563+85 | 4 | 964 |
| LT. STA. 569+15 TO LT. STA. 670+00 | 4 | 4,482 |
| SUBTOTAL * | | 12,123 |
| (REMOVAL OF EXISTING MOW STRIP-HTC) | | |
| SB I-55 RT. STA. 519+00 TO RT. STA. 566+45 | 2 | 1,054 |
| NB I-55 LT. STA. 565+92 TO LT. STA. 643+00 | 2 | 1,712 |
| SB I-55 RT. STA. 644+50 TO RT. STA. 668+00 | 2 | 522 |
| SUBTOTAL * | | 3,288 |
| IL 4 INTERCHANGE (REPLACE WITH THE CRPCC PAVEMENT) | | |
| SB I-55 D.L. RT. STA. 546+00 TO RT. STA. 553+50 | 10 | 833 |
| SB I-55 P.L. RT. STA. 546+00 TO RT. STA. 553+50 | 8 | 667 |
| NB I-55 P.L. LT. STA. 547+50 TO LT. STA. 555+00 | 6 | 500 |
| NB I-55 D.L. LT. STA. 547+50 TO LT. STA. 555+00 | 10 | 833 |
| CHURCH RD (REPLACE WITH THE CRPCC PAVEMENT) | | |
| SB I-55 D.L. RT. STA. 640+00 TO RT. STA. 648+50 | 10 | 944 |
| SB I-55 P.L. RT. STA. 640+00 TO RT. STA. 644+50 | 6 | 500 |
| SB I-55 P.L. RT. STA. 644+50 TO RT. STA. 648+50 | 8 | 356 |
| NB I-55 P.L. LT. STA. 640+00 TO LT. STA. 643+00 | 8 | 267 |
| NB I-55 P.L. LT. STA. 643+00 TO LT. STA. 649+00 | 6 | 400 |
| NB I-55 D.L. LT. STA. 640+00 TO LT. STA. 649+00 | 10 | 1,000 |
| SUBTOTAL * | | 6,100 |
| IL 4 RAMP (OUTSIDE SHOULDER) | | |
| RAMP 1 STA. 100+00 TO STA. 115+28 | 6 | 1,019 |
| RAMP 2 STA. 205+33 TO STA. 214+50 | 6 | 611 |
| RAMP 3 STA. 300+00 TO STA. 315+03 | 6 | 1,002 |
| RAMP 4 STA. 405+32 TO STA. 414+18 | 6 | 591 |
| IL 4 RAMP (INSIDE SHOULDER) | | |
| RAMP 2 STA. 212+92 TO STA. 214+32 | 4 | 62 |
| RAMP 4 STA. 412+60 TO STA. 413+95 | 4 | 60 |
| SUBTOTAL * | | 3,345 |
| TOTAL * | | 24,856 |

| HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | |
|---|---------|
| LOCATION | SO. YD. |
| LT. STA. 519+40 TO LT. STA. 547+50 | 7,493 |
| RT. STA. 519+40 TO RT. STA. 546+00 | 7,093 |
| LT. STA. 555+00 TO LT. STA. 640+00 | 22,667 |
| RT. STA. 553+50 TO RT. STA. 640+00 | 23,067 |
| LT. STA. 649+00 TO LT. STA. 668+00 | 5,067 |
| RT. STA. 648+50 TO RT. STA. 668+00 | 5,200 |
| IL 4 RAMP | |
| RAMP 1 STA. 113+06 TO STA. 124+60 | 2,276 |
| RAMP 2 STA. 200+00 TO STA. 206+62 | 1,542 |
| RAMP 3 STA. 312+80 TO STA. 324+50 | 2,490 |
| RAMP 4 STA. 400+13 TO STA. 406+62 | 1,302 |
| TOTAL * | 77,997 |

| MATERIAL TRANSFER DEVICE | |
|--|--------|
| LOCATION | TON |
| ONLY POLYMERIZED HMA BINDER & SURFACE COURSE | |
| SB STA. 519+00 TO STA. 670+00 | 4,510 |
| NB STA. 519+00 TO STA. 670+00 | 4,510 |
| IL 4 RAMP | |
| RAMP 1 | |
| STA. 100+27 TO STA. 115+28 | 321 |
| STA. 115+28 TO STA. 124+60 | 122 |
| RAMP 2 | |
| STA. 200+00 TO STA. 205+33 | 103 |
| STA. 205+33 TO STA. 212+32 | 151 |
| RAMP 3 | |
| STA. 300+26 TO STA. 315+03 | 315 |
| STA. 315+03 TO STA. 324+50 | 124 |
| RAMP 4 | |
| STA. 400+13 TO STA. 405+32 | 100 |
| STA. 405+32 TO STA. 412+60 | 145 |
| TOTAL * | 10,401 |

| HOT-MIX ASPHALT RESURFACING SCHEDULE | | | | | |
|--------------------------------------|--|-------|--|--|--|
| LOCATION | HMA SURFACE BINDER COURSE IL-19.0, FG. N90 | | POLY. HMA BINDER COURSE IL-19.0, FG. N90 | POLY. HMA SURFACE CRS. STONE MATRIX ASPHALT. N80 | |
| | VAR. DEPTH | | 2 1/2 IN | 2 IN | |
| | (TON) | (TON) | (TON) | (TON) | |
| SB | | | | | |
| 521+50 TO 546+50 | 3,871 | 915 | 732 | | |
| 553+50 TO 640+50 | 13,892 | 3,229 | 2,583 | | |
| 648+50 TO 670+00 | 3,490 | 803 | 642 | | |
| NB | | | | | |
| 521+50 TO 547+50 | 4,139 | 971 | 777 | | |
| 555+00 TO 640+00 | 13,785 | 3,173 | 2,539 | | |
| 649+00 TO 670+00 | 3,280 | 784 | 627 | | |
| TOTAL | 42,267 | 9,875 | 7,900 | | |

| HOT-MIX ASPHALT SURFACE REMOVAL, 3/4" | |
|---------------------------------------|---------|
| LOCATION | SO. YD. |
| IL 4 RAMP | |
| RAMP 1 STA. 101+07 TO STA. 113+06 | 2,664 |
| RAMP 2 STA. 206+62 TO STA. 213+92 | 1,622 |
| RAMP 3 STA. 300+97 TO STA. 312+80 | 2,629 |
| RAMP 4 STA. 406+62 TO STA. 412+60 | 1,329 |
| TOTAL * | 8,244 |

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