

| BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) |                        |               |                  |        |
|---|------------------------|---------------|------------------|--------|
| LOCATION                                    | MAX. DEPTH OF CUT (mm) | CROSS SLOPE % | POINT OF CONTROL | SQ M   |
| IL RTE 40                                   |                        |               |                  |        |
| N.B. LANES<br>• 13+640 - 13+684             | 38                     | 1.56          | EXIST. $\zeta$   | 482.7  |
| S.B. LANES<br>• 13+661 - 13+684             | 38                     | 1.56          | EXIST. $\zeta$   | 248.5  |
| EAST SHOULDER FOR IL RTE 40                 |                        |               |                  |        |
| 13+872 - 14+000                             |                        |               |                  | 142.3  |
| 14+000 - 14+200                             |                        |               |                  | 252.4  |
| 14+200 - 14+450                             |                        |               |                  | 705.9  |
| 14+450 - 14+605.4                           | ***                    | ***           | **               | 445.9  |
| 14+810.5 - 14+900                           |                        |               | **               | 261.5  |
| 14+900 - 15+150                             |                        |               | **               | 651.8  |
| 15+150 - 15+350                             |                        |               | **               | 387.6  |
| 15+350 - 15+401                             |                        |               | **               | 182.6  |
| TOTAL                                       |                        |               |                  | 3761.2 |

| BITUMINOUS SURFACE REMOVAL- BUTT JOINT |        | TEMPORARY RAMP |
|--|--------|----------------|
| LOCATION                               | SQ M   | SQ M           |
| IL RTE 40<br>13+707.18 TO 13+719.18    | 288    | 24             |
| IL RTE 40<br>15+718 TO 15+730          | 182.9  | 15.2           |
| MOSSVILLE ROAD<br>2+016.3 TO 2+028.3   | 156.8  | 11.0           |
| WILHELM RD.<br>1+971.3 TO 1+983.3      | 131.8  | 11.0           |
| DEERBROOK DRIVE<br>1+016 TO 1+028.54   | 147.0  | 9.4            |
| ALTA ROAD<br>0+776.89 TO 0+816         | 229.4  | 6.1            |
| TOTAL                                  | 1135.9 | 76.7           |

| CLASS D PATCHES |            |            |
|-----------------|------------|------------|
| LOCATION        | TYPE II    | TYPE IV    |
|                 | 200MM SQ M | 300MM SQ M |
| IL RTE 40       |            |            |
| 13+768          |            | 27.5       |
| 15+561          |            | 26.5       |
| DEERBROOK DR.   |            |            |
| STA. 1+017      | 13.5       |            |
| STA. 1+020      | 11.4       |            |
| EVA LANE        | 6.0        |            |
| TOTAL           | 30.9       | 54.0       |

| CONSTRUCTING TEST STRIP |      |
|-------------------------|------|
| LOCATION                | EACH |
| ENTIRE PROJECT          | 6    |

- REFER TO CONSTRUCTION STAGING PLAN SHEETS
- PROPOSED EDGE OF PAVEMENT ELEVATION - REFER TO TYPICAL SECTIONS
- REFER TO THE TYPICAL SECTIONS AND CROSS SECTIONS FOR SHOULDER SLOPE AND APPROXIMATE DEPTH OF CUT

| LOCATION         | BITUMINOUS SCHEDULE                                  |            |                                  |            |       |  |            |  |                                 |            |       |   |  |
|------------------|--|------------|----------------------------------|------------|-------|--|------------|--|---------------------------------|------------|-------|---|--|
|                  | BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE |            | BITUMINOUS BASE COURSE SUPERPAVE |            |       | BITUMINOUS BASE COURSE WIDENING, SUPERPAVE |            | BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70 | BITUMINOUS SHOULDERS, SUPERPAVE |            |       | LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 | CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 |
|                  | 300MM SQ M   | 290MM SQ M | 150MM SQ M                       | 200MM SQ M | M TON | 200MM SQ M                                 | 250MM SQ M |  | 150MM SQ M                      | 200MM SQ M | M TON |   |  |
| IL RTE 40        |  |            |                                  |            |       |  |            |  |                                 |            |       |   |  |
| 13+707 to 13+750 | 154  |            |                                  |            |       |  | 13         | 60   |                                 | 29         | 43    | 13  | 87   |
| 13+750 to 14+000 | 1965   |            |                                  |            |       |  |            | 307  |                                 | 597        | 148   | 238   | 307  |
| 14+000 to 14+200 | 2495   |            |                                  |            | 466   |  |            | 245  |                                 | 404        | 46    | 157   | 245  |
| 14+200 to 14+450 | 3703   |            |                                  |            |       |  |            | 100  |                                 | 695        | 104   | 53  | 100  |
| 14+450 to 14+700 | 2541   |            |                                  |            |       |  |            | 216  |                                 | 763        | 83    | 101   | 216  |
| 14+700 to 14+900 | 1630   |            |                                  |            |       |  |            | 276  |                                 | 305        | 74    | 229   | 314  |
| 14+900 to 15+150 | 2989   |            |                                  | 8          |       |  |            | 164  |                                 | 763        | 141   | 76  | 164  |
| 15+150 to 15+350 | 3023   |            |                                  |            |       |  |            | 106  |                                 | 610        | 47    | 75  | 128  |
| 15+350 to 15+600 | 935  | 2919       |                                  |            |       |  |            | 148  | 569                             | 187        | 71    | 50  | 22   |
| 15+600 to 15+800 |  | 1981       |                                  |            |       |  |            | 167  | 348                             |            | 56    | 36  |  |
| RICHMAR          |  |            |                                  |            |       |  |            |  |                                 |            |       |   |  |
| 0+800 to 0+970   |  |            |                                  | 996        |       |  |            | 102  |                                 |            |       |   | 102  |
| FRONTAGE ROAD #2 |  |            |                                  |            |       |  |            |  |                                 |            |       |   |  |
| 2+060 to 2+300   |  |            | 79                               | 1898       |       |  |            | 193  |                                 |            |       |   | 193  |
| 2+300 to 2+450   |  |            | 28                               | 1449       |       |  |            | 148  |                                 |            |       |   | 148  |
| SERVICE DRIVE #1 |  |            |                                  |            |       |  |            |  |                                 |            |       |   |  |
| 12+434 to 12+556 |  |            |                                  | 928        |       |  |            | 95   |                                 |            |       |   | 95   |
| ALTA             |  |            |                                  |            |       |  |            |  |                                 |            |       |   |  |
| 0+750 to 0+970   |  |            | 97                               | 1032       | 263   | 65   |            | 189  |                                 |            |       |   | 232  |
| TOTALS           | 19,435   | 4900       | 212                              | 6769       | 263   | 65   | 33         | 2516   | 917                             | 4353       | 813   | 1028  | 2353   |

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
|           |      |
|           |      |

### TABULATION OF PLAN SHEET QUANTITIES