

PAVING SCHEDULE

| Location | Remarks | Length | Proposed Surface | | 40600200 | 40800050 | 42000411 | 48300410 | X0712400 | X0919000 |
|---------------------------------------|--|--------|------------------|-------|--|---|--|--|-----------------------|----------------------------------|
| | | | Width | Sq Yd | Bituminous Materials Prime Coat | Incidental Hot-Mix Asphalt Surfacing | Portland Cement Conc. Pavement 9 1/2" (Jointed) | Portland Cement Conc. Shoulders, 9 1/2" | Temporary Pavement | Temporary Pavement Removal |
| | | | | | Ton | Ton | Sq Yd | Sq Yd | Sq. Yd. | Sq. Yd. |
| IL 2 - MAIN LINE * | | | | | | | | | | |
| Lt & Rt Sta 603 + 8 - 604 + 40 | Main Line | 132 | VAR | 797 | | | 797.00 | | | |
| Lt & Rt Sta 604 + 40 - 620 + 12 | Main Line, Station Equation 620+11.65 | 1571 | 24 | 4191 | | | 4190.51 | | | |
| Lt & Rt Sta 620 + 12 - 620 + 42 | Main Line, Station Equation 620+12.36 | 30 | VAR | 82 | | | 82.24 | | | |
| Lt & Rt Sta 620 + 42 - 626 + 57 | Main Line | 615 | VAR | 2223 | | | 2222.78 | | | |
| Lt & Rt Sta 626 + 57 - 630 + 58 | Main Line | 401 | VAR | 2549 | | | 2548.78 | | | |
| Lt & Rt Sta 630 + 58 - 634 + 23 | Main Line | 365 | VAR | 2534 | | | 2534.00 | | | |
| Lt & Rt Sta 634 + 23 - 638 + 74 | Main Line | 450 | VAR | 2850 | | | 2850.40 | | | |
| Rt Sta | Overlook No.1 | - | VAR | 978 | 1.4 | 191.7 | | | | |
| Lt & Rt Sta 638 + 74 - 648 + 56 | Main Line | 983 | VAR | 6219 | | | 6219.00 | | | |
| Lt & Rt Sta 648 + 56 - 656 + 36 | Main Line | 780 | 38 | 3310 | | | 3310.00 | | | |
| Lt & Rt Sta 656 + 36 - 662 + 83 | Main Line | 646 | VAR | 3661 | | | 3660.89 | | | |
| Lt & Rt Sta 662 + 83 - 670 + 71 | Main Line | 788 | 38 | 3326 | | | 3326.44 | | | |
| Lt & Rt Sta 670 + 71 - 679 + 83 | Main Line | 912 | VAR | 5570 | | | 5570.09 | | | |
| Lt & Rt Sta 679 + 83 - 680 + 0 | Main Line | 17 | VAR | 96 | | | 96.22 | | | |
| Lt & Rt Sta 680 + 0 - 683 + 0 | Main Line - Transition to Existing | 300 | VAR | 1379 | 2.0 | 115.8 | | | | |
| SIDE ROAD'S | | | | | | | | | | |
| Margaret Fuller Rd. 16 + 75 - 18 + 76 | | 201.08 | VAR | 421 | 0.6 | 82.6 | | | | |
| Blackhawk Vista 27 + 50 - 28 + 92 | | 141.51 | VAR | 304 | 0.4 | 59.5 | | | | |
| Cartwright Ln. 37 + 25 - 38 + 87 | | 162.07 | VAR | 340 | 0.5 | 66.6 | | | | |
| Access Rd. A 47 + 50 - 48 + 30 | | 80 | VAR | 167 | | | 167.2 | | | |
| Access Rd. B 50 + 93 - 52 + 3 | | 109.58 | VAR | 476 | 0.7 | 93.2 | | | | |
| Stronghold Entrance 67 + 97 - 68 + 95 | | 98.811 | VAR | 256 | 0.4 | 50.2 | | | | |
| Right Side Shoulders | | | | | | | | | | |
| Rt. Sta 603 + 64 - 604 + 0 | Transition | 35.78 | VAR | 29 | | | | 29.1 | | |
| Rt. Sta 604 + 0 - 607 + 80 | | 379.96 | 8 | 338 | | | | 337.7 | | |
| Rt. Sta 607 + 80 - 615 + 0 | Behind Guardrail | 720.04 | 8 | 640 | | | | 640.0 | | |
| Rt. Sta 615 + 0 - 630 + 0 | Behind Guardrail | 1500 | 8 | 1333 | | | | 1333.3 | | |
| Rt. Sta 630 + 0 - 632 + 32 | | 231.73 | 8 | 206 | | | | 206.0 | | |
| Rt. Sta 632 + 32 - 637 + 17 | Behind Guardrail/ Overlook No.1 | 511 | 8 | 454 | | | | 454.2 | | |
| Rt. Sta 634 + 73 - 638 + 15 | In front of Overlook No. 1 | 378 | 8 | 336 | | | | 336.0 | | |
| Rt. Sta 637 + 17 - 637 + 89 | Around PE at Rt. Sta. 637+93 | 72.2 | VAR | 37 | | | | 37.1 | | |
| Rt. Sta 637 + 93 - 637 + 94 | Radius at PE at Rt. Sta. 637+93 | 0.78 | VAR | 37 | | | | 37.2 | | |
| Rt. Sta 637 + 94 - 638 + 15 | Transition | 21.55 | VAR | 16 | | | | 16.2 | | |
| Rt. Sta 638 + 15 - 638 + 69 | | 54 | 8 | 48 | | | | 48.0 | | |
| Rt. Sta 638 + 69 - 639 + 43 | Transition | 73.68 | VAR | 55 | | | | 55.1 | | |
| Rt. Sta 639 + 43 - 643 + 37 | Rt. Turn and Ent. Radius | 345 | 4 | 221 | | | | 220.6 | | |
| Rt. Sta 643 + 85 - 643 + 74 | Ent. Radius/ Transition | 305 | VAR | 146 | | | | 146.0 | | |
| Rt. Sta 643 + 74 - 656 + 36 | | 1262.3 | 8 | 1122 | | | | 1122.0 | | |
| Rt. Sta 656 + 36 - 657 + 39 | Transition | 102.26 | VAR | 76 | | | | 75.6 | | |
| Rt. Sta 657 + 39 - 661 + 36 | Rt. Turn to Cultra Rd. | 398.25 | 4 | 177 | | | | 177.0 | | |
| Rt. Sta 661 + 36 - 661 + 99 | S. Radius of Cultra Rd. | 93.3 | 4 | 41 | | | | 41.5 | | |
| Rt. Sta 662 + 33 - 662 + 86 | N. Radius of Cultra Rd. w/ Transition | 53.07 | VAR | 52 | | | | 52.4 | | |
| Rt. Sta 662 + 86 - 670 + 71 | | 784.72 | 8 | 698 | | | | 697.5 | | |
| Rt. Sta 670 + 71 - 671 + 77 | Transition | 106.77 | VAR | 79 | | | | 79.0 | | |
| Rt. Sta 671 + 77 - 676 + 31 | Rt. Turn to Future Boat Ramp w/ Radius | 482 | 4 | 215 | | | | 215.4 | | |
| Rt. Sta 676 + 51 - 677 + 11 | N. Boat Ramp Radius w/ Transition | 87.6 | 11.75 | 126 | | | | 126.4 | | |
| Rt. Sta 677 + 11 - 678 + 77 | | 166.73 | 11.75 | 218 | | | | 217.7 | | |
| Rt. Sta 678 + 77 - 680 + 0 | Behind Guardrail | 122.67 | 11.75 | 160 | | | | 160.2 | | |