

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	60-16-1&1B,42-1&1B	MADISON AND JERSEY	481	31
STA.	TO STA.			
EXISTING CONDITIONS:				
CONTRACT NO. 76318				

PAVEMENT

STATION	STATION	OFFSET	HMA PAVEMENT (FULL DEPTH) 14" (SQ YD)	AGGREGATE SHOULDERS, TYPE B (TON)	SUB-BASE GRANULAR MATERIAL, TYPE B (TON)	SUB-BASE GRANULAR MATERIAL, TYPE C 6" (SQ YD)	SUB-BASE GRANULAR MATERIAL, TYPE A 4" (SQ YD)	HMA BINDER COURSE N90, 12" (SQ YD)	AGGREGATE BASE COURSE, TYPE A (TON)	AGGREGATE BASE COURSE, TYPE B (TON)	AGGREGATE SURFACE COURSE, TYPE A (TON)	AGGREGATE SURFACE COURSE, TYPE B (TON)	HMA SHOULDERS 8" (SQ YD)	SHOULDER RUMBLE STRIP (FOOT)	HMA SURFACE REMOVAL - BUTT JOINT (SQ YD)	AGGREGATE SURFACE COURSE, TYPE B 6" (SQ YD)	HMA SURF CSE MIX C, N70 (TON)	HMA SURF CSE MIX D, N90 (TON)	HMA BIND CSE IL-19, N90 (TON)	HMA BIND CSE IL-19, N70 (TON)	LEVELING BINDER MACHINE (MACHINE METHOD), N70 (TON)	BITUMINOUS MATERIALS (PRIME COAT) (TON)	BITUMINOUS MATERIALS (COVER AND SEAL COATS) (TON)	COVER COAT AGGREGATE (TON)	SEAL COAT AGGREGATE (TON)	BITUMINOUS MATERIALS (PRIME COAT) (TON)	INCIDENTAL HOT-MIX ASPHALT SURFACING (TON)	BRIDGE APPROACH PAVEMENT (SQ YD)	
US 67																													
225+00.00	337+00.00			13,442																									
225+00.00	333+19.67	NB																											
225+00.00	333+32.60	49' RT																										6	
225+00.00	333+32.50	25' RT											10,745	10,059															
225+00.00	233+90.00	NB	2,373										4,547	9,734															
233+90.00	300+10.00	NB																											
243+00.49	249+25.50	LT TURN																											
243+30.49	248+95.50	RT TURN																											
257+11.43	260+60.72	LT TURN																											
256+58.52	262+93.52	RT TURN																											
270+70.00	284+25.00	NB			1,846																								
282+42.53	288+78.70	LT TURN																											
283+04.90	289+04.23	RT TURN																											
293+50.00	300+10.00	NB																											
310+00.00	310+69.00	NB																											
300+10.00	317+05.70	NB	4,522																										
315+75.70	317+05.70	LT TURN																										133	
317+05.74	317+35.74	NB																										167	
319+61.58	319+91.58	NB																											
319+91.60	322+76.19	NB	759																										
319+91.60	323+71.19	LT TURN	661																										
322+76.19	331+32.50	NB	2,283																										
333+02.50	333+32.50	NB																											
225+52.27	226+87.27	LT TURN																											
228+25.00	248+30.49	SB	5,348																										
228+25.00	337+00.00	SB																										11	
228+25.00	342+57.08	49' LT																											
228+25.00	339+64.00	25' LT											11,370	10,041															
228+25.00	339+64.00	25' LT											4,838	9,790															
247+35.49	253+60.49	LT TURN	794																										
247+65.49	253+30.49	RT TURN	570																										
248+30.49	262+23.15	SB	3,714																										
260+56.94	267+39.00	LT TURN	877																										
261+79.17	267+94.61	RT TURN	624																										
262+23.15	288+00.00	SB	6,872																										
270+70.00	284+25.00	SB			4,252																								
287+21.30	293+57.48	LT TURN	894																										
286+95.77	292+86.49	RT TURN	603																										
288+00.00	317+05.74	SB	7,749																										
293+50.00	310+69.00	SB			5,394																								
317+05.74	317+35.74	SB																										133	
319+61.58	319+91.58	SB																										167	
319+91.58	322+76.19	SB	759																										
321+81.19	328+06.19	LT TURN	794																										
322+76.19	337+00.00	SB	3,797																										
CROSSOVER "B"																													
CROSSOVER "C"																													
TRANSITION TAPER																													
331+33.00	332+25.00	NB																											
332+25.00	333+33.00	NB																											
QUARRY ROAD																													
JUN ACCESS ROAD																													
CONNECTOR ROAD		X-OVER																											
CONNECTOR ROAD				64																									
DOMINO LANE SERVICE ROAD																													
DOMINO LANE																													
NORTH INGHAM DETOUR																													
NORTH INGHAM		X-OVER																											
145+70.00	149+32.69				120																								
150+66.62	157+25.00				74																								
INGHAM ACCESS DRIVE																													
STAGECOACH ROAD		X-OVER																											
194+50.00	199+37.00				64																								
200+63.00	205+80.00				75																								
PRIVATE ROAD 327+79.19 LT		X-OVER																											
PRIVATE ROAD 327+79.19 LT					12																								
SUB-TOTAL			44,420	13,851	15,684	31,500	607	5,415	7,040	4,877	2,122	0	31,500	39,624	80	0	731	1,939	5,095	494	599	19	37	110	110	33	0	600	
FROM ENTRANCES																													
FROM TEMPORARY ACCESS																													
PROJECT TOTAL			44,420	13,851	15,685	31,500	607	5,415 *	7,040	5,201	2,122	1,000	31,500	39,624	80	2,974	731	1,939	5,095 **	494	599	19	37	110	110	33	107	600	

* THIS QUANTITY IS CONVERTED TO TONS AND INCLUDED FOR PAYMENT AS HMA BIND CSE IL-19, N 90. 5415 SQ YDS = 3639 TONS BASED ON 112 LBS PER SQ YD PER INCH TICKNESS.
 1.1 TONS AGGREGATE (PRIME COAT) IS INCLUDED FOR THE "X-OVERS".

** NOT A TOTAL QUANTITY

NOTE: TOTAL QUANTITY FOR HMA BIND CSE IL*19, N 90 = 3639 + 5095 = 8734 TONS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

FAP ROUTE 310
SECTION 60-16-1&1B,42-1&1B
MADISON AND JERSEY COUNTIES

DRAWN BY: RLK CHECKED BY: CAS

DATE
TIME
SHEET