

| BITUMINOUS PAVEMENT SCHEDULE | | | | | | |
|------------------------------|----------------|----------------|------------|------------|--------------|--|
| STATION TO STATION | BIT. CONC. SC. | LEVELING | PRIME | AGG. PRIME | BIT SURF REM | |
| | 1 1/2" | BINDER, 1 1/2" | COAT | COAT | | |
| | TONS | TONS | GALS | TONS | SQ YD | |
| 0+50 TO 3+26 | 71 | 71 | 67 | 2 | 843 | |
| 3+26 TO 4+10 | 22 | 22 | 21 | 1 | 257 | |
| 4+10 TO 6+00 | 45 | 45 | 43 | 1 | 533 | |
| 6+00 TO 11+00 | 112 | 112 | 107 | 3 | 1333 | |
| LAFAYETTE | 10 | 10 | 10 | 0 | 120 | |
| BUCKLIN | 20 | 20 | 19 | 0 | 240 | |
| MALCOLM | 15 | 15 | 14 | 0 | 176 | |
| 11+00 TO 11+85.5 | 19 | 19 | 18 | 0 | 228 | |
| 11+85.5 TO 12+76 | 22 | 22 | 21 | 1 | 258 | |
| 12+76 TO 15+01 | 52 | 52 | 50 | 1 | 619 | |
| 15+01 TO 15+66 | 13 | 13 | 12 | 0 | 155 | |
| CAMPBELL LT | 7 | 7 | 7 | 0 | 88 | |
| CAMPBELL RT | 12 | 12 | 12 | 0 | 145 | |
| 15+66 TO 16+50 | 18 | 18 | 17 | 0 | 210 | |
| 16+50 TO 22+00 | 108 | 108 | 103 | 3 | 1283 | |
| PROSPECT RT | 12 | 12 | 12 | 0 | 144 | |
| PROSPECT LT | 11 | 11 | 10 | 0 | 130 | |
| ARGYLE RT | 11 | 11 | 10 | 0 | 128 | |
| 22+00 TO 25+92 | 81 | 81 | 77 | 2 | 960 | |
| CLEVELAND LT | 11 | 11 | 10 | 0 | 128 | |
| ILLINOIS RT | 12 | 12 | 11 | 0 | 142 | |
| TOTAL | 682 | 682 | 650 | 16 | 8120 | |

| CURB AND GUTTER SCHEDULE | | | | | | |
|--------------------------|----------------------|----------|-------------------|--------------|-------------|-------------|
| STATION TO STATION | LOCATION TO BOC | CURB, 6" | COMB CONC C&G | CURB REMOVAL | | |
| | | FT | B6.12 FT B8.18 FT | FT | | |
| CREVE COEUR | NE QUAD | LT | | 95 | 105 | |
| 4+12 TO 6+00 | 0.5' LT TO 0.5' LT | | | 188 | 188 | |
| 6+00 TO 11+00 | 0.5' RT TO 5.5' RT | | | 500 | 500 | |
| LAFAYETTE | SW QUAD | RT | | 46 | 80 | |
| BUCKLIN | SW QUAD | RT | | 52 | 53 | |
| BUCKLIN | SE QUAD | RT | | 52 | 44 | 92 |
| 6+00 TO 7+94 | 8' LT TO 2' LT | 196 | | | | |
| 8+38.5 TO 9+78.5 | 2.5' LT TO 12.5' LT | 148 | | | | |
| 9+47.5 TO 9+74 | 30' LT TO 7' LT | | | | | |
| 10+36.5 TO 11+00 | 12.5' LT TO 14' LT | 116 | | | | |
| 11+00 TO 11+85 | 14' LT TO 6' LT | 89 | | | | |
| 11+00 TO 12+14.5 | 5.5' LT TO 5.4' LT | | 153 | 148 | | |
| MALCOLM | NE QUAD | LT | | 62 | 68 | |
| 12+63 TO 15+63.5 | 21' RT TO 57' RT | | 15 | 320 | 314 | |
| CAMPBELL | NW QUAD | LT | | 58 | 52 | |
| CAMPBELL | SE QUAD | RT | | 16 | 50 | 48 |
| 16+50 TO 18+52.5 | 12.5' LT TO 48' LT | | | 228 | 232 | |
| 18+77.5 TO 20+29 | 48' LT TO 12.5' LT | | 178 | | 181 | |
| PROSPECT | SW QUAD | RT | | 60 | 64 | |
| PROSPECT | SE QUAD | RT | | 81 | 83 | |
| 19+45.5 TO 20+08.5 | 12.5' RT TO 12.5' RT | | 61 | 61 | 61 | |
| ARGYLE | SW QUAD | RT | | 50 | 54 | |
| ARGYLE | SE QUAD | RT | | 51 | 53 | |
| CLEVELAND | NW QUAD | LT | | 50 | 60 | |
| CLEVELAND | NE QUAD | LT | | 65 | 76 | |
| 22+47 TO 22+84 | 12.5' RT TO 12.5' RT | | 37 | 37 | 37 | |
| 23+39 TO 23+45 | 12.5' LT TO 12.5' LT | | 6 | 6 | 6 | |
| 24+40 TO 24+46 | 12.5' LT TO 12.5' LT | | 6 | 6 | 6 | |
| ILLINOIS | SW QUAD | RT | | 85 | 55 | |
| ILLINOIS | SE QUAD | RT | | 90 | 70 | |
| 24+44 | LT | | | 6 | 6 | |
| TOTAL | | | 549 | 587 | 2096 | 2692 |

| | | | | |
|--------------------|----------------|--------------------|--------------|------------|
| F.A.U. RTE. NO. | SECTION | COUNTY | TOTAL SHEETS | THIS SHEET |
| 6085 | 03-00069-00-FP | LASALLE | 25 | 4 |
| ILLINOIS | | PROJECT M-5036(91) | | |
| CONTRACT NO. 87276 | | | | |

| TOPSOIL PLACEMENT, 4" | | | |
|-----------------------|----------------|----------|-------------|
| CROSS STREET | STATION | LOCATION | TOPSOIL, 4" |
| | | | SY |
| CREVE COEUR | NE QUAD | LT | 28 |
| | 3+85 TO 6+00 | LT | 64 |
| | 6+00 TO 9+40 | LT | 189 |
| | 9+90 | LT | 11 |
| LAFAYETTE | SW QUAD | RT | 28 |
| BUCKLIN | SW QUAD | RT | 30 |
| BUCKLIN | SE QUAD | RT | 52 |
| | 10+35 TO 11+00 | LT | 49 |
| MALCOLM | NE QUAD | LT | 28 |
| CAMPBELL | NW QUAD | LT | 25 |
| CAMPBELL | SW QUAD | RT | 67 |
| CAMPBELL | NE QUAD | LT | 56 |
| CAMPBELL | SE QUAD | RT | 53 |
| | 16+50 TO 18+00 | LT | 83 |
| PROSPECT | NW QUAD | LT | 28 |
| PROSPECT | SW QUAD | RT | 28 |
| PROSPECT | NE QUAD | LT | 31 |
| PROSPECT | SE QUAD | RT | 67 |
| | 19+00 TO 22+00 | LT | 267 |
| ARGYLE | SW QUAD | RT | 25 |
| ARGYLE | SE QUAD | RT | 25 |
| CLEVELAND | NW QUAD | LT | 44 |
| CLEVELAND | NE QUAD | LT | 76 |
| ILLINOIS | SW QUAD | RT | 44 |
| ILLINOIS | SE QUAD | RT | 71 |
| | 24+46 | LT | 7 |
| TOTAL | | | 1476 |

| DRIVEWAY REMOVAL & REPLACEMENT SCHEDULE | | | | |
|---|----------|---------------------|------------------------------|-----------------------------------|
| STATION | LOCATION | DRIVEWAY REMOVAL SY | PCC DRIVEWAY PAVEMENT, 6" SY | BITUMINOUS CONC. DRIVEWAY PVT. SY |
| 5+16.5 TO 6+00 | LT | | | 88 |
| 6+00 TO 7+94 | LT | | | 175 |
| 8+15 | LT | 75 | 33 | 35 |
| 9+47.5 TO 11+00 | LT | 335 | 28 | 100 |
| 8+40 TO 9+62.5 | LT | | | 100 |
| 10+42 TO 11+00 | LT | | | 45 |
| 10+44 TO 10+55 | RT | | | 29 |
| 11+00 TO 12+15 | LT | 250 | | 72 |
| 12+39.5 | LT | 14 | 6 | |
| 16+34 | LT | 11 | 11 | |
| 17+88 | LT | 8 | 8 | |
| 19+76 | RT | 36 | 36 | |
| 20+34 | LT | 7 | 7 | |
| 20+83 | LT | 8 | 8 | |
| 21+29 | LT | 9 | 9 | |
| 22+52 | RT | 34 | 34 | |
| TOTAL | | 787 | 180 | 624 |

| STORM SEWER SCHEDULE | | | | | | | | | | | | | | |
|------------------------------------|-------------------------|-------------|-------------|-------------|-------------|-------------|---|----------------------|----------------------|-----------------------|----------------------------|---------------------------|-------------------|---------------------|
| STATION | TRENCH BACKFILL CU. YD. | STORM SEWER | | | | | MANHOLE TY-A TYPE 1 FRAME CLOSED LID EACH | INLET TA THF OL EACH | INLET TA T3 F&G EACH | INLET TA T11 F&G EACH | CATCH BASIN TC T3 F&G EACH | RELOCATE INLET, SPEC EACH | REMOVE INLET EACH | CLASS C PATCH SQ YD |
| | | PVC T1 FEET | PVC T2 FEET | PVC T2 FEET | PVC T3 FEET | PVC T3 FEET | | | | | | | | |
| 6+81 26' RT | | | | | | | | | | | 1 | | | |
| 7+12 0' RT | | | | | | | | | | | | | | |
| 7+17 18' RT TO 7+24 41.5' RT | 12 | | 25 | | | | | | | | | | 12 | |
| 7+24 41.5' RT | | | | | | | | | | | | | | |
| 9+27 26' LT | | | | | | | | 1 | | | | | | |
| 9+27 26' LT TO 10+00 2.5' LT | 8 | | 75 | | | | | | | | | | | |
| 9+90 21.5' RT | | | | | | | | | | | | 1 | | |
| 10+00 2.5' LT | | | | | | | | | | | | | | |
| 10+00 5' LT | | | | | | | | | | | | 1 | | |
| 10+00 2.5' LT TO 10+12 12' RT | 2 | | 20 | | | | | | | | | | 9 | |
| 12+00 8' LT | | | | | | | | | | | | | | |
| 12+00 8' LT TO 12+52 22' LT | 31 | | 55 | | | | | | | | | | 25 | |
| 13+18 22' RT TO 13+50 24' RT | | | 30 | | | | | | | | | | | |
| 13+50 24' RT | | | | | | | | | | | | | | |
| 15+38 38' LT | | | | | | | | | | | | | | |
| 15+38 38' LT TO 15+90 10' LT | 13 | | 57 | | | | | | | | | | 13 | |
| 15+47 13.5' RT | | | | | | | | | | | | | | |
| 15+47 13.5' RT TO 16+07 10' RT | 11 | | 50 | | | | | | | | | | 21 | |
| 15+90 10' LT | | | | | | | | | | | | | | |
| 15+90 10' LT TO 16+07 16' LT | 9 | | 18 | | | | | | | | | | | |
| 16+07 10' RT | | | | | | | | | | | | | | |
| 16+07 10' RT TO 16+07 16' LT | 13 | | 27 | | | | | | | | | | 12 | |
| 16+07 16' LT | | | | | | | | | | | | | | |
| 16+07 16' LT TO 19+29 17' LT | 253 | | | | 289 | | | | | | | | | |
| 18+53 28.5' LT | | | | | | | | | | | 1 | | | |
| 18+53 28.5' LT TO 18+75.5 28.5' LT | 3 | | 25 | | | | | | | | | | 12 | |
| 18+75.5 28.5' LT | | | | | | | | | | | | | | |
| 18+75.5 28.5' LT TO 19+29 17' LT | 20 | | 55 | | | | | | | | | | | |
| 19+29 17' LT | | | | | | | | | | | | | | |
| 19+29 17' LT TO 19+53 10' LT | 11 | | 23 | | | | | | | | | | | |
| 19+53 10' LT | | | | | | | | | | | | | | |
| 19+53 10' LT TO 19+61 10' LT | 1 | | 10 | | | | | | | | | | | |
| 19+61 10' RT | | | | | | | | | | | | | | |
| 19+61 10' RT TO 19+61 10' LT | 1 | | 10 | | | | | | | | | | | |
| 19+61 10' LT | | | | | | | | | | | | | | |
| 19+61 10' RT | | | | | | | | | | | | | | |
| 19+61 10' LT TO 19+61 10' RT | 1 | | 24 | | | | | | | | | | | |
| 19+29 10' LT TO 22+00 17' LT | 332 | | | | 271 | | | | | | | | | |
| 20+05 10' RT | | | | | | | | | | | | | | |
| 20+05 10' LT | | | | | | | | | | | | | | |
| 22+00 17' LT TO 22+80 17' LT | 141 | | | | 80 | | | | | | | | 17 | |
| 22+66 10' RT | | | | | | | | | | | | | | |
| 22+72 30' LT | | | | | | | | | | | | | | |
| 22+80 17' LT TO 22+80 53' LT | 78 | | | | | | | | | | | | | |
| 22+80 10' RT | | | | | | | | | | | | | | |
| 22+80 10' RT TO 22+80 17' LT | 10 | | 29 | | | | | | | | | | 14 | |
| 22+80 17' LT | | | | | | | | | | | | | | |
| 23+50 10' RT | | | | | | | | | | | | | | |
| TOTALS | 950 | 271 | 262 | 289 | 351 | 36 | 3 | 3 | 5 | 6 | 3 | 2 | 11 | 135 |

| MANHOLE/VALVE VAULT & WATER VALVE ADJUSTMENTS | | | | |
|---|----------|-------------------|-------------------------|--|
| STATION | LOCATION | ADJUST MH/VV EACH | ADJUST WATER VALVE EACH | |
| 1+87 | 21' RT | | 1 | |
| 3+45 | 18' RT | | 1 | |
| 3+70 | 15' RT | 1 | | |
| 3+61 | 42' RT | 1 | | |
| 4+51 | 28' RT | | 1 | |
| 7+16 | 20' RT | 1 | | |
| 7+31 | 27' RT | | 1 | |
| 10+12 | 12' RT | 1 | | |
| 10+20 | 35' RT | 1 | | |
| 10+27 | 26' RT | | 1 | |
| 12+52 | 22' LT | 1 | | |
| 13+18 | 22' RT | 1 | | |
| 15+57 | 22' RT | 1 | | |
| 15+61 | 4' RT | 1 | | |
| 17+05 | 3' RT | 1 | | |
| 18+80 | 8' RT | 1 | | |
| 18+80 | 12' RT | | 1 | |
| 19+53 | 10' RT | 1 | | |
| 19+75 | 24' RT | | 1 | |
| 19+77 | 17' RT | 1 | | |
| 22+48 | 25' RT | | 1 | |
| TOTAL | | 13 | 8 | |

| PCC BASE COURSE WIDENING, 6" | | | |
|------------------------------|----------|-----------------------------|--|
| CROSS STREET OR STATION | LOCATION | PCC BASE COURSE WDG., 6" SY | |
| CREVE COEUR | NE QUAD | 14 | |
| LAFAYETTE | SW QUAD | 12 | |
| BUCKLIN | SW QUAD | 7 | |
| BUCKLIN | SE QUAD | 7 | |
| MALCOLM | NW QUAD | 2 | |
| MALCOLM | NE QUAD | 14 | |
| CAMPBELL | NW QUAD | 0 | |
| CAMPBELL | NE QUAD | 5 | |
| CAMPBELL | SW QUAD | 5 | |
| CAMPBELL | SE QUAD | 1 | |
| 14+33 TO 15+38 | RT | 20 | |
| PROSPECT | NW QUAD | 2 | |
| PROSPECT | NE QUAD | 5 | |
| PROSPECT | SW QUAD | 2 | |
| PROSPECT | SE QUAD | 1 | |
| ARGYLE | SW QUAD | 2 | |
| ARGYLE | SE QUAD | 3 | |
| CLEVELAND | NW QUAD | 5 | |
| CLEVELAND | NE QUAD | 4 | |
| ILLINOIS | SW QUAD | 2 | |
| ILLINOIS | SE QUAD | 2 | |
| TOTAL | | 115 | |

DRAWN BY: PAB
 DATE: 2/2006
 SCALE: NTS
 CITY OF LASALLE
 O'CONOR AVE RECONSTRUCTION
 SCHEDULE OF QUANTITIES