

BITUMINOUS SHOULDERS SUPERPAVE, 6.5"

LOCATION	STATION TO STATION	OFFSET	SQ YD
MAINLINE	147+81.00 149+38.00	RT	144
MAINLINE	147+81.00 150+25.00	LT	244
TOTAL			368

BITUMINOUS SHOULDERS SUPERPAVE, 8"

LOCATION	STATION TO STATION	OFFSET	SQ YD
MAINLINE	150+25.00 159+96.00	LT	313
MAINLINE	149+38.00 159+59.00	RT	340
MAINLINE	160+27.00 179+90.00	LT	373
MAINLINE	160+64.00 180+15.00	RT	397
MAINLINE	180+60.00 187+00.00	LT	142
MAINLINE	180+85.00 187+50.00	RT	148
MAINLINE	187+00.00 197+20.00	LT	340
MAINLINE	187+50.00 197+20.00	RT	307
MAINLINE	197+20.00 218+50.00	LT	434
MAINLINE	197+20.00 218+50.00	RT	455
MAINLINE	218+50.00 223+00.00	LT	130
MAINLINE	218+50.00 223+00.00	RT	130
MAINLINE	223+00.00 244+50.00	LT	469
MAINLINE	223+00.00 244+50.00	RT	478
MAINLINE	244+50.00 249+50.00	LT	102
MAINLINE	244+50.00 249+50.00	RT	146
MAINLINE	249+50.00 271+00.00	LT	469
MAINLINE	249+50.00 271+00.00	RT	478
MAINLINE	271+00.00 276+50.00	LT	164
MAINLINE	271+00.00 276+50.00	RT	164
MAINLINE	276+50.00 305+16.00	LT	624
MAINLINE	276+50.00 305+16.00	RT	617
MAINLINE	305+16.00 323+82.00	LT	553
MAINLINE	305+16.00 323+82.00	RT	371
MAINLINE	323+82.00 325+50.00	LT	37
MAINLINE	323+82.00 325+50.00	RT	37
MAINLINE	325+50.00 329+00.00	LT	97
MAINLINE	325+50.00 329+00.00	RT	96
MAINLINE	329+00.00 338+00.00	LT	183
MAINLINE	329+00.00 338+00.00	RT	207
MAINLINE	352+32.45 408+30.00	LT	1,160
MAINLINE	352+32.45 408+30.00	RT	1,172
MAINLINE	420+96.08 427+23.00	LT	588
MAINLINE	419+83.60 426+44.01	RT	636
MAINLINE	502+08.00 520+87.00	LT	762
MAINLINE	502+08.00 520+87.00	RT	798
MAINLINE	529+00.00 529+45.00	LT	35
MAINLINE	529+79.00 531+30.00	LT	138
MAINLINE	532+49.00 535+00.00	LT	230
MAINLINE	528+67.38 531+18.00	RT	230
MAINLINE	532+07.00 533+90.00	RT	168
1775TH ST	25+52.80 26+88.00	LT	68
1775TH ST	27+30.00 28+73.27	LT	110
1775TH ST	25+52.80 26+88.00	RT	99
1775TH ST	27+30.00 28+73.72	RT	72
TOTAL			15,067

REMOVE EXISTING CULVERTS

STATION	OFFSET	EACH	
149+43.00	RT	1	
162+18.00	RT	1	
166+41.48	RT	1	
167+14.84	RT	1	
167+55.12	LT	1	
169+10.07	LT	1	
169+48.15	RT	1	
170+85.52	LT	1	
171+36.03	LT	1	
173+30.61	LT	1	
173+43.41	RT	1	
174+12.05	RT	1	
175+00.00	RT	1	
177+48.07	LT	1	
207+54.79	LT	1	
232+24.82	LT	1	
241+38.05	RT	1	
245+66.63	LT	1	
255+05.66	RT	1	
255+18.21	LT	1	
260+98.61	LT	1	
271+04.65	LT	1	
287+77.81	RT	1	
290+92.71	LT	1	
291+08.92	RT	1	
334+26.06	LT	1	
338+16.38	LT	1	
339+31.87	LT	1	
364+87.40	RT	1	
364+88.74	LT	1	
1250TH AVE	RT	1	
395+64.47	LT	1	
395+68.60	RT	1	
1950TH STREET	RT	1	
1950TH STREET	RT	1	
470+39.00	LT	1	
470+73.85	RT	1	
490+69.66	LT	1	
491+01.27	RT	1	
512+37.00	RT	1	
2100TH STREET	RT	1	
578+96.90	LT	1	
578+97.21	RT	1	
NORB AVE	LT	1	
594+26.38	LT	1	
594+48.72	RT	1	
605+50.93	LT	1	
608+92.53	LT	1	
611+33.26	LT	1	
612+69.59	LT	1	
VIOLA STREET	LT	1	
645+03.33	LT	1	
645+88.26	LT	1	
675+22.53	RT	1	
680+90.28	RT	1	
683+21.00	RT	1	
683+88.00	RT	1	
51+76.00	-	1	
53+22.00	RT	1	
55+58.09	LT	1	
101+99.22	LT	1	
TOTAL			61

BITUMINOUS BASE COURSE, SUPERPAVE, 8"

LOCATION	STATION TO STATION	SQ YD
2100TH ST	85+17.68 89+22.48	1,079
2100TH ST	90+77.81 91+80.57	274
1100TH ST	50+20.00 51+30.14	220
REL 1100TH ST	80+84.03 82+83.81	533
TOTAL		2,106

(SEE ENTRANCE SCHEDULE FOR REMAINING QUANTITIES)

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50

LOCATION	STATION TO STATION	OFFSET	TON
2100TH ST	84+28.01 89+22.48	LT&RT	148
2100TH ST	90+77.81 92+61.55	LT&RT	73
1100TH ST	50+20.00 51+30.14	LT&RT	25
REL 1100TH ST	80+84.03 82+83.81	LT&RT	60
TOTAL			306

(SEE ENTRANCE SCHEDULE FOR REMAINING QUANTITIES)

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70

LOCATION	STATION TO STATION	OFFSET	TONS
MAINLINE	142+00.00 145+44.00	LT&RT	103
MAINLINE	147+81.00 151+97.96	LT&RT	140
MAINLINE	151+97.96 160+00.00	LT&RT	180
MAINLINE	160+00.00 180+60.00	LT&RT	500
MAINLINE	180+60.00 187+00.00	LT	78
MAINLINE	180+60.00 187+50.00	RT	84
MAINLINE	187+00.00 197+20.00	LT	114
MAINLINE	187+50.00 197+20.00	RT	109
MAINLINE	197+20.00 218+50.00	LT&RT	519
MAINLINE	218+50.00 223+00.00	LT&RT	101
MAINLINE	223+00.00 244+50.00	LT&RT	522
MAINLINE	244+50.00 249+50.00	LT&RT	112
MAINLINE	249+50.00 271+00.00	LT&RT	522
MAINLINE	271+00.00 276+50.00	LT&RT	123
MAINLINE	276+50.00 305+16.00	LT&RT	695
MAINLINE	305+16.00 323+82.00	LT&RT	669
MAINLINE	323+82.00 325+50.00	LT&RT	41
MAINLINE	325+50.00 329+00.00	LT&RT	78
MAINLINE	329+00.00 338+30.37	LT&RT	226
MAINLINE	338+30.37 352+32.45	LT&RT	419
MAINLINE	352+32.45 355+20.31	LT&RT	70
MAINLINE	357+15.38 408+30.00	LT&RT	1,241
MAINLINE	408+30.00 464+90.00	LT&RT	1,647
MAINLINE	464+90.00 502+08.00	LT&RT	1,110
MAINLINE	502+08.00 520+87.00	LT&RT	582
MAINLINE	520+87.00 529+00.00	LT&RT	243
MAINLINE	529+00.00 534+40.00	LT&RT	97
MAINLINE	534+40.00 604+90.52	LT&RT	2,106
MAINLINE	604+90.52 617+30.82	LT&RT	301
MAINLINE	617+30.82 621+24.00	LT&RT	95
MAINLINE	643+15.00 689+81.63	LT&RT	1,380
1775TH ST	24+84.90 26+30.75	LT&RT	47
TOTAL			14,254

(SEE ENTRANCE SCHEDULE FOR REMAINING QUANTITIES)

BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70

LOCATION	STATION TO STATION	TONS
MAINLINE	147+81.00 151+97.96	1,213
MAINLINE	218+50.00 223+00.00	242
MAINLINE	244+50.00 249+50.00	278
MAINLINE	271+00.00 276+50.00	304
MAINLINE	305+96.00 314+45.17	907
MAINLINE	314+13.07 317+50.00	1,142
MAINLINE	325+50.00 329+00.00	73
MAINLINE	502+08.00 520+87.00	3,010
MAINLINE	529+00.00 531+30.28	70
MAINLINE	532+37.00 534+40.00	84
1775TH N	27+13.00 28+73.27	617
1775TH S	24+84.80 26+30.75	79
TOTAL		8,019

LEVELING BINDER (MACHINE METHOD), N70

LOCATION	STATION TO STATION	TONS
MAINLINE	142+00.00 145+44.00	42
MAINLINE	151+97.96 156+00.00	94
MAINLINE	156+00.00 160+00.00	45
MAINLINE	160+00.00 180+60.00	250
MAINLINE	180+60.00 187+00.00	39
MAINLINE	180+60.00 187+50.00	42
MAINLINE	187+00.00 197+20.00	57
MAINLINE	187+50.00 197+20.00	54
MAINLINE	197+20.00 209+78.77	153
MAINLINE	209+67.66 218+50.00	107
MAINLINE	223+00.00 244+50.00	261
MAINLINE	249+50.00 271+00.00	261
MAINLINE	276+50.00 305+16.00	348
MAINLINE	305+16.00 308+50.00	49
MAINLINE	317+50.00 323+82.00	104
MAINLINE	323+82.00 325+50.00	20
MAINLINE	329+00.00 338+30.37	113
MAINLINE	338+30.37 352+32.45	209
MAINLINE	352+32.45 355+20.31	35
MAINLINE	357+15.38 408+30.00	621
MAINLINE	408+30.00 412+78.37	67
MAINLINE	412+74.63 422+94.33	152
MAINLINE	424+45.67 464+90.00	604
MAINLINE	464+90.00 504+50.00	586
MAINLINE	513+50.00 520+87.00	112
MAINLINE	520+87.00 529+00.00	121
MAINLINE	534+40.00 604+90.52	1,053
MAINLINE	604+90.52 617+30.82	150
MAINLINE	617+30.82 621+24.00	48
MAINLINE	643+15.00 687+28.06	659
MAINLINE	687+23.01 689+81.63	31
1775TH S	27+13.00 28+73.27	52
1775TH N	24+84.80 26+30.75	17
TOTAL		6,556

SECTION CORNERS

DESCRIPTION	STATION	OFFSET
IRON PIN (S. 1/4 CORNER OF SECT. 27, T. 8 N., R. 6 E.)	195+65.34	238.83' RT
IRON PIN (S.E. CORNER OF SECT. 27, T. 8 N., R. 6 E.)	221+25.69	31.00' RT
IRON PIN (S. 1/4 CORNER OF SECT. 26, T. 8 N., R. 6 E.)	247+76.42	14.29' RT
P.K. NAIL (S.E. CORNER OF SECT. 26, T. 8 N., R. 6 E.)	274+33.05	0.00'
MAG NAIL (S. 1/4 CORNER OF SECT. 25, T. 8 N., R. 6 E.)	301+08.17	16.67' RT
P.K. NAIL (S.W. CORNER OF SECT. 30, T. 8 N., R. 7 E.)	327+50.43	0.00'
IRON PIN (S.E. CORNER OF SECT. 25, T. 8 N., R. 6 E.)	327+50.49	37.75' RT
P.K. NAIL (S. 1/4 CORNER OF SECT. 30, T. 8 N., R. 7 E.)	338+53.62	0.00'
MAG NAIL (S.E. CORNER OF SECT. 4, T. 7 N., R. 7 E.)	509+41.83	128.18' RT
IRON PIN (E. 1/4 CORNER OF SECT. 10, T. 7 N., R. 7 E.)	570+35.39	66.29' RT
TOTAL		10 EACH

TREE SCHEDULE

DESCRIPTION	UNIT (EACH)
TREE, ACER PLATANOIDES COLUMNARE, (COLUMNAR NORWAY MAPLE), 2" CALIPER BALLED AND BURLAPPED	22
TREE, AMELANCHIER LAEVIS (ALLEGHENY SERVICEBERRY), 5' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	23
TREE, CERCIIS CANADENSIS (EASTERN REDBUD) 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	22
SHRUB, FORSYTHIA NORTHERN SUN (NORTHERN SUN BORDER FORSYTHIA), 3' HEIGHT, CONTAINER	75
EVERGREEN, PICEA ABIES (NORWAY SPRUCE), 6' HEIGHT, BALLED AND BURLAPPED	22

(SEE GENERAL NOTE #34 FOR ADDITIONAL INFORMATION)

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCHEDULE OF QUANTITIES SHEET 4 OF 4

DATE 8/03

DRAWN BY MLO
CHECKED BY SJK