# CONTRACT No. 98994

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 57 | (X1-6-2)HBK | WILLIAMSON | 272 | 9 |
| STA. N/A | TO STA.N/A | | | |
| FED. ROAD DIST. NO. 9 | ILLINOIS | FED. AID PROJECT | | |

## PAVING (OPTION 1 - BITUMINOUS)

| LOCATION (STATION TO STATION) | | | POLYMERIZED HOT - MIX ASPHALT BINDER CSE., IL-25.0 N 105 (TON) 40603295 | POLYMERIZED HOT - MIX ASPHALT SURFACE CSE., MIX "D", N105 (TON) 40603350 | SUB-BASE GRANULAR MATERIAL, TYPE A-12" (SQ YD) 31100910 | PROCESSING MODIFIED SOILS 12" (SQ YD) 30200650 | LIME (TON) 30201500 | SUB-BASE GRANULAR MATERIAL, TYPE C -8 1/2" (SQ YD) | HOT - MIX ASPHALT SHOULDERS, 8" (SQ YD) 48203029 | AGGREGATE SHOULDERS, TYPE B (TON) 48101200 | PAVED SHOULDER REMOVAL (SQ YD) 44004250 | DRIVEWAY PAVEMENT REMOVAL (SQ YD) 44000200 | PAVEMENT REMOVAL (SQ YD) 44000100 | PCC PAVEMENT 8" JOINTED (SQ YD) 42000301 | SUB-BASE GRANULAR MATERIAL, TYPE A 4" (SQ YD) 31100300 | PROTECTIVE COAT (SQ YD) 42001300 | BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) 42001420 | BRIDGE APPROACH PAVEMENT (SPECIAL) 42001400 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24+36.64 RT | TO | 25+63.16 RT | | | | | | | | | | 420 | | | | | | |
| 24+36.64 LT & RT | TO | 26+00.00 LT & RT | | | | | | | | | | | | 871 | 983 | 871 | | |
| 26+00.00 RT | TO | 26+67.33 RT | | | | | | | | | | | | 90 | 137 | 90 | | |
| 26+00.00 LT | TO | 26+67.33 LT | | | | | | | | | | | | 180 | 226 | 180 | | |
| 26+67.33 RT | TO | 28+58.45 RT | | | | | | | | | | | | 265 | 398 | 265 | | |
| 26+67.33 LT | TO | 28+83.87 LT | | | | | | | | | | | | 604 | 755 | 604 | | |
| 28+58.45 RT | TO | 30+21.66 RT | | | | | | | | | | | | 236 | 0 | 236 | | |
| 30+00.00 RT | TO | 30+21.66 RT | | | | | | | | | | | | 2 | 352 | 2 | | |
| 28+83.87 LT | TO | 30+21.88 LT | | | | | | | | | | | | 201 | 250 | 201 | | |
| 30+21.66 RT | TO | 31+21.59 RT | | | | | | | | | | | | 211 | 245 | 211 | | |
| 30+21.88 LT | TO | 31+21.59 LT | | | | | | | | | | | | 144 | 56 | 144 | | |
| 31+21.59 RT | TO | 31+55.25 RT | | | | | | | | | | | | 69 | 80 | 69 | | |
| 31+21.59 LT | TO | 31+55.25 LT | | | | | | | | | | | | 49 | 169 | 49 | | |
| 31+55.25 | TO | 32+55.25 | | | | | | | | | | | | | | 318 | 318 | |
| 32+55.25 | TO | 32+85.25 | | | | | | | | | | | | | | 118 | | 118 |
| 36+55.54 | TO | 36+85.54 | | | | | | | | | | | | | | 118 | | 118 |
| 36+85.54 | TO | 37+85.54 | | | | | | | | | | | | | | 316 | 316 | |
| 37+85.54 RT | TO | 37+96.77 RT | | | | | | | | | | | | 20 | 24 | 20 | | |
| 37+85.54 LT | TO | 38+28.20 LT | | | | | | | | | | | | 71 | 86 | 71 | | |
| 37+96.77 RT | TO | 39+30.05 RT | | | | | | | | | | | | 261 | 307 | 261 | | |
| 38+28.20 LT | TO | 39+67.85 LT | | | | | | | | | | | | 270 | 317 | 270 | | |
| 39+30.05 RT | TO | 42+07.03 RT | | | | | | | | | | | | 585 | 680 | 585 | | |
| 39+67.85 LT | TO | 42+07.03 LT | | | | | | | | | | | | 505 | 587 | 505 | | |
| 41+37.28 RT | TO | 41+83.23 RT | | | | | | | | | | 25 | 410 | | | | | |
| SUB-TOTAL | | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 445 | 410 | 4,634 | 5,651 | 5,505 | 634 | 237 |
| | | | | | | | | | RAMP "H" | | | | | | | | | |
| 0+00 | TO | 3+00 | 238 | 24 | | | | | | | | | | | | | | |
| 0+00 | TO | 25+00 | | | | 9,297 | 179 | | | | | | | | | | | |
| 0+00 | TO | 6+60 | | | | | | | | | 733 | | | | | | | |
| 0+00 RT | TO | 3+00 RT | | | | | | 300 | 250 | 52 | | | | | | | | |
| 3+00 | TO | 6+60 | 538 | 54 | | | | | | | | | | | | | | |
| 3+00 RT | TO | 6+60 RT | | | | | | 300 | 240 | 62 | | | | | | | | |
| 3+00 LT | TO | 6+60 LT | | | | | | 408 | 408 | | | | | | | | | |
| 6+60 | TO | 15+97.26 | 1,400 | 140 | | | | | | | | | | | | | | |
| 6+60 RT | TO | 15+97.26 RT | | | | | | 781 | 625 | 162 | | | | | | | | |
| 6+60 LT | TO | 15+97.26 LT | | | | | | 573 | 417 | 162 | | | | | | | | |
| 15+97.26 | TO | 21+07.42 | 1,167 | 117 | | | | | | | | | | | | | | |
| 15+97.26 RT | TO | 21+07.42 RT | | | | | | 425 | 340 | 88 | | | | | | | | |
| 15+97.26 LT | TO | 21+07.42 LT | | | | | | 312 | 227 | 88 | | | | | | | | |
| 21+07.42 | TO | 22+57.53 | | | | | | | | | | | | | | | | |
| 21+07.42 RT | TO | 22+57.53 RT | | | | | | 125 | 100 | 26 | | | | | | | | |
| 21+07.42 LT | TO | 22+57.53 LT | | | | | | 58 | 58 | | | | | | | | | |
| 22+57..53 | TO | 23+75.89 | | | | | | | | | | | | | | | | |
| 22+57.53 RT | TO | 23+75.89 RT | | | | | | 99 | 79 | 20 | | | | | | | | |
| 22+57.53 LT | TO | 23+75.89 LT | | | | | | 145 | 145 | | | | | | | | | |
| 23+75.89 | TO | 30+78.22 | | | | | | | | | | | | | | | | |
| 23+75.89 RT | TO | 33+83.69 RT | | | | | | 840 | 672 | 174 | | | | | | | | |
| 23+75.89 LT | TO | 34+02.82 LT | | | | | | 628 | 456 | 177 | | | | | | | | |
| 21+07.42 | TO | 30+78.22 | 1,450 | 145 | | | | | | | | | | | | | | |
| 25+00 | TO | 31+00 | | | 2,231 | | | | | | | | | | | | | |
| 30+78.22 | TO | 32+93.21 | 401 | 40 | | | | | | | | | | | | | | |
| 31+00 | TO | 33+00 | | | 744 | | | | | | | | | | | | | |
| 32+93.21 | TO | 33+83.69 | 201 | 20 | | | | | | | | | | | | | | |
| 33+00 | TO | 34+65.44 | | | | 690 | 13 | | | | | | | | | | | |
| 33+83.69 | TO | 34+85.64 | 453 | 45 | | | | | | | | | | | | | | |
| 33+83.69 RT | TO | 34+02.82 RT | | | | | | 12 | 9 | 3 | | | | | | | | |
| 34+02.82 LT | TO | 34+23.07 LT | | | | | | 10 | 7 | 4 | | | | | | | | |
| SUB-TOTAL | | | 5,847 | 585 | 2,975 | 9,987 | 192 | 5,015 | 4,032 | 1,019 | 733 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | RAMP "D" | | | | | | | | | |
| 98+49.97 | TO | 101+20.52 | | | | | | 165 | | | | | | | | | | |
| 98+49.97 LT | TO | 101+20.52 LT | | | | | | | 120 | 47 | | | | | | | | |
| 100+00 | TO | 103+00 | | | | 1,479 | 28 | | | | | | | | | | | |
| 101+20.52 | TO | 110+70.22 | | | | | | 1,372 | | | | | | | | | | |
| 101+20.52 RT | TO | 110+70.22 RT | | | | | | | 633 | 493 | | | | | | | | |
| 101+20.52 LT | TO | 110+70.22 LT | | | | | | | 422 | 493 | | | | | | | | |
| 103+00 | TO | 113+00 | | | 3,287 | | | | | | | | | | | | | |
| 98+49.97 | TO | 110+70.22 | 1,822 | 182 | | | | | | | | | | | | | | |
| 108+99.00 LT | TO | 111+93.57 RT | | | | | | | | | 167 | | | | | | | |
| 110+70.22 | TO | 114+76.63 | 607 | 61 | | | | 519 | | | | | | | | | | |
| 110+70.22 RT | TO | 114+76.63 RT | | | | | | | 271 | | | | | | | | | |
| 110+70.22 LT | TO | 114+76.63 LT | | | | | | | 181 | 70 | | | | | | | | |
| 113+00 | TO | 132+65.44 | | | | 6,460 | 124 | | | | | | | | | | | |
| 114+76.63 | TO | 128+00 | 1,976 | 198 | | | | 1,912 | | | | | | | | | | |
| 114+76.63 RT | TO | 128+00 RT | | | | | | | 882 | 229 | | | | | | | | |
| 114+76.63 LT | TO | 128+00 LT | | | | | | | 588 | 229 | | | | | | | | |
| 128+00.00 LT | TO | 130+93.39 LT | | | | | | | 130 | 51 | | | | | | | | |
| 130+93.39 LT | TO | 131+76.89 LT | | | | | | | 92 | | | | | | | | | |
| 128+00.00 RT | TO | 132+65.44 RT | | | | | | | 310 | 81 | | | | | | | | |
| 128+00.00 | TO | 132+65.44 | 695 | 70 | | | | 659 | | | | | | | | | | |
| 130+93.39 LT | TO | 132+65.44 LT | 385 | 39 | | | | | | | | | | | | | | |
| SUB-TOTAL | | | 5,486 | 549 | 3,287 | 7,939 | 153 | 4,627 | 3,630 | 1,691 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | EXISTING RAMP "D" | | | | | | | | | |
| 100+00.00 | TO | 119+00.00 | | | | | | | | | | | 1,282 | | | | | |
| 100+00.00 | TO | 108+99.95 | | | | | | | | | 1,083 | | | | | | | |
| 100+00.00 LT | TO | 108+99.91 LT | | | | | | | | | 668 | | | | | | | |
| 108+99.98 RT | TO | 132+65.44 RT | | | | | | | | | 1,364 | | | | | | | |
| 108+99.98 RT | TO | 130+93.39 LT | | | | | | | | | 676 | | | | | | | |
| 119+00.00 | TO | 132+65.44 | | | | | | | | | | | 2,092 | | | | | |
| SUB-TOTAL | | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 3,791 | 0 | 3,374 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | TEMPORARY RAMP "D" | | | | | | | | | |
| 108+99.00 RT | TO | 111+93.57 RT | | | | 19 | 0 | | 19 | | 19 | | | | | | | |
| 108+99.00 LT | TO | 111+93.57 LT | 150 | 36 | | 463 | 9 | | 89 | | 89 | | | | | | | |
| 108+99.91 | | 112+00.00 | | 21 | | | | | | | | | | | | | | |
| 109+43.01 LT | TO | 111+78.07 | | | | | | | | | | | | | | | | |
| 109+00.00 | TO | 119+00.00 | | | | | | | | | | | 40 | | | | | |
| 111+93.57 | TO | 115+38.14 | | | | | | | | | 230 | | | | | | | |
| 111+93.57 LT & RT | TO | 117+63.18 LT & RT | 468 | 113 | | 1,730 | 33 | | | | | | | | | | | |
| 111+93.57 RT | TO | 119+10.76 RT | | | | | | | 239 | | | | | | | | | |
| 111+93.57 LT | TO | 119+76.10 LT | | | | | | | 239 | | | | | | | | | |
| 119+00.00 | TO | 115+07.12 | | | | | | | | | | | 1,152 | | | | | |
| 119+10.76 LT & RT | TO | 121+02.00 LT & RT | 714 | 173 | | 1,655 | 32 | | | | | | | | | | | |
| 119+10.76 RT | TO | 121+00.00 RT | | | | | | | 46 | | | | | | | | | |
| 119+10.76 LT | TO | 121+00.00 LT | | | | | | | 26 | | | | | | | | | |
| SUB-TOTAL | | | 1,332 | 344 | | 3,867 | 75 | 0 | 659 | 0 | 338 | 0 | 1,192 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | I-57 TEMPORARY PAVEMENT | | | | | | | | | |
| 397+68.00 LT | TO | 411+10.00 LT | 1,129 | 201 | | 2,016 | 39 | | | | 973 | | | | | | | |
| 1472+00.00 LT | TO | 1475+84.00 LT | 323 | 57 | | 576 | 11 | | | | | | | | | | | |
| 1472+00.00 LT | TO | 1475+84.00 LT | | | | | | | | | 730 | | | | | | | |
| 1473+39.00 RT | TO | 1475+78.75 RT | | | | | | | | | | | | | | | | |
| IL 13 1084+10 | TO | 1802+70 | | | | | | | | | 206 | | | | | | | |
| 1475+84.00 LT | TO | 1483+10.00 LT | 610 | 108 | | 1,089 | 21 | | | | | | | | | | | |
| SUB-TOTAL | | | 2,061 | 366 | | 3,681 | 71 | 0 | 0 | 0 | 1,909 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **TOTAL** | | | **14,726** | **1,844** | **6,262** | **25,473** | **491** | **9,642** | **8,321** | **2,711** | **6,938** | **445** | **4,976** | **4,634** | **5,651** | **5,505** | **634** | **237** |

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

## SCHEDULE OF QUANTITIES

MORGAN AVENUE INTERCHANGE
FAI ROUTE 57 WITH FAU ROUTE 9718
WILLIAMSON COUNTY



SCALE: N/A DRAWN BY: DH
DATE: 4-26-2007 CHECKED BY: RD

PLOT DATE = 4/26/2007
FILE NAME = P:\040600\dgn\040600schdq01.dgn
PLOT SCALE = 200.0000 '/ IN.
USER NAME = dhoerner