

SCHEDULE OF QUANTITIES

CONTRACT NO. 64577

P.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301		STEPHENSON	280	36
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 177-(3,4,4-1)-1				

<p>78201000 TERMINAL MARKER - DIRECT APPLIED</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>STATION</th> <th>WIDTH(FT)</th> <th>STATION</th> <th>OFFSET</th> <th>EACH</th> </tr> </thead> <tbody> <tr><td colspan="5">US ROUTE 20 (HDR SECTION)</td></tr> <tr><td>EB MAINLINE @ IL ROUTE 75</td><td></td><td></td><td></td><td>2</td></tr> <tr><td>WB MAINLINE @ IL ROUTE 75</td><td></td><td></td><td></td><td>2</td></tr> <tr><td>EB MAINLINE @ PECATONICA</td><td></td><td></td><td></td><td>2</td></tr> <tr><td>EB MAINLINE @ HENDERSON ROAD</td><td></td><td></td><td></td><td>1</td></tr> <tr><td>WB MAINLINE @ HENDERSON ROAD</td><td></td><td></td><td></td><td>1</td></tr> <tr><td>EB MAINLINE @ BOX CULVERT EXTENSION</td><td></td><td></td><td></td><td>1</td></tr> <tr><td>WB MAINLINE @ TOWER ROAD</td><td></td><td></td><td></td><td>1</td></tr> <tr><td>EB MAINLINE @ RIVER ROAD</td><td></td><td></td><td></td><td>1</td></tr> <tr><td>WB MAINLINE @ RIVER ROAD</td><td></td><td></td><td></td><td>1</td></tr> <tr><td colspan="4" style="text-align: right;">SUB-TOTAL =</td><td>12</td></tr> <tr><td colspan="5"> </td></tr> <tr><td colspan="5">US ROUTE 20 (V3 SECTION)</td></tr> <tr><td>WB MAINLINE @ PECATONICA</td><td></td><td></td><td></td><td>2</td></tr> <tr><td colspan="4" style="text-align: right;">TOTAL =</td><td>14</td></tr> <tr><td colspan="5"> </td></tr> <p>78300100 PAVEMENT MARKING REMOVAL</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>STATION</th> <th>WIDTH(FT)</th> <th>STATION</th> <th>OFFSET</th> <th>SQ FT</th> </tr> </thead> <tbody> <tr><td colspan="5">US ROUTE 20 EB (HDR SECTION)</td></tr> <tr><td>STA. 1690+00 TO STA. 1702+00</td><td></td><td></td><td></td><td>400</td></tr> <tr><td>STA. 1690+00 TO STA. 1701+72</td><td></td><td></td><td></td><td>391</td></tr> <tr><td>STA. 1701+72 TO STA. 1702+00</td><td></td><td></td><td></td><td>2</td></tr> <tr><td>STA. 1710+00 TO STA. 1796+50</td><td></td><td></td><td></td><td>2883</td></tr> <tr><td>STA. 1710+00 TO STA. 1720+43</td><td></td><td></td><td></td><td>348</td></tr> <tr><td>STA. 1710+00 TO STA. 1720+43</td><td></td><td></td><td></td><td>348</td></tr> <tr><td>STA. 1720+43 TO STA. 1789+09</td><td></td><td></td><td></td><td>572</td></tr> <tr><td>STA. 1789+09 TO STA. 1796+59</td><td></td><td></td><td></td><td>250</td></tr> <tr><td>STA. 1789+09 TO STA. 1796+59</td><td></td><td></td><td></td><td>63</td></tr> <tr><td>STA. 1796+59 TO STA. 1804+00</td><td></td><td></td><td></td><td>840</td></tr> <tr><td>STA. 1797+00 TO STA. 1802+39</td><td></td><td></td><td></td><td>355</td></tr> <tr><td>STA. 1802+39 TO STA. 1803+39</td><td></td><td></td><td></td><td>67</td></tr> <tr><td>STA. 1804+00 TO STA. 1811+41</td><td></td><td></td><td></td><td>840</td></tr> <tr><td>STA. 1804+61 TO STA. 1805+61</td><td></td><td></td><td></td><td>67</td></tr> <tr><td>STA. 1805+61 TO STA. 1810+50</td><td></td><td></td><td></td><td>355</td></tr> <tr><td>STA. 1811+41 TO STA. 1818+91</td><td></td><td></td><td></td><td>250</td></tr> <tr><td>STA. 1811+41 TO STA. 1818+91</td><td></td><td></td><td></td><td>63</td></tr> <tr><td>STA. 1812+75 TO STA. 1842+35</td><td></td><td></td><td></td><td>987</td></tr> <tr><td>STA. 1818+91 TO STA. 1841+27</td><td></td><td></td><td></td><td>186</td></tr> <tr><td>STA. 1841+27 TO STA. 1842+35</td><td></td><td></td><td></td><td>36</td></tr> <tr><td>STA. 1841+27 TO STA. 1842+35</td><td></td><td></td><td></td><td>9</td></tr> <tr><td>STA. 1842+35 TO STA. 1844+22</td><td></td><td></td><td></td><td>62</td></tr> <tr><td>STA. 1842+35 TO STA. 1844+22</td><td></td><td></td><td></td><td>125</td></tr> <tr><td>STA. 1844+22 TO STA. 1848+15</td><td></td><td></td><td></td><td>131</td></tr> <tr><td>STA. 1844+22 TO STA. 1848+15</td><td></td><td></td><td></td><td>131</td></tr> <tr><td>STA. 1844+22 TO STA. 1848+15</td><td></td><td></td><td></td><td>33</td></tr> <tr><td>STA. 1845+76.97 TO STA. 1904+43.14</td><td></td><td></td><td></td><td>1289</td></tr> <tr><td>STA. 1865+76.97 TO STA. 1904+43.14</td><td></td><td></td><td></td><td>2578</td></tr> <tr><td>STA. 1904+43.14 TO STA. 1904+73.14</td><td></td><td></td><td></td><td>10</td></tr> <tr><td>STA. 1904+43.14 TO STA. 1904+73.14</td><td></td><td></td><td></td><td>20</td></tr> <tr><td colspan="4" style="text-align: right;">SUB-TOTAL =</td><td>13691</td></tr> <tr><td colspan="5"> </td></tr> <tr><td colspan="5">US ROUTE 20 (V3 SECTION)</td></tr> <tr><td>1914+41.97</td><td>1993+00</td><td></td><td>6522</td><td></td></tr> <tr><td colspan="4" style="text-align: right;">SUB-TOTAL =</td><td>6522</td></tr> <tr><td colspan="4" style="text-align: right;">TOTAL =</td><td>20213</td></tr> <tr><td colspan="5"> </td></tr> <p>78300200 REMOVE RAISED REFLECTIVE PAVEMENT MARKERS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>STATION</th> <th>WIDTH(FT)</th> <th>STATION</th> <th>OFFSET</th> <th>EACH</th> </tr> </thead> <tbody> <tr><td colspan="5">US ROUTE 20 (V3 SECTION)</td></tr> <tr><td>1690+59.34</td><td>2 x 80'</td><td>1842+29.38</td><td>380</td><td></td></tr> <tr><td colspan="4" style="text-align: right;">TOTAL =</td><td>380</td></tr> </tbody> </table> </tbody></table></tbody></table>	STATION	WIDTH(FT)	STATION	OFFSET	EACH	US ROUTE 20 (HDR SECTION)					EB MAINLINE @ IL ROUTE 75				2	WB MAINLINE @ IL ROUTE 75				2	EB MAINLINE @ PECATONICA				2	EB MAINLINE @ HENDERSON ROAD				1	WB MAINLINE @ HENDERSON ROAD				1	EB MAINLINE @ BOX CULVERT EXTENSION				1	WB MAINLINE @ TOWER ROAD				1	EB MAINLINE @ RIVER ROAD				1	WB MAINLINE @ RIVER ROAD				1	SUB-TOTAL =				12						US ROUTE 20 (V3 SECTION)					WB MAINLINE @ PECATONICA				2	TOTAL =				14						STATION	WIDTH(FT)	STATION	OFFSET	SQ FT	US ROUTE 20 EB (HDR SECTION)					STA. 1690+00 TO STA. 1702+00				400	STA. 1690+00 TO STA. 1701+72				391	STA. 1701+72 TO STA. 1702+00				2	STA. 1710+00 TO STA. 1796+50				2883	STA. 1710+00 TO STA. 1720+43				348	STA. 1710+00 TO STA. 1720+43				348	STA. 1720+43 TO STA. 1789+09				572	STA. 1789+09 TO STA. 1796+59				250	STA. 1789+09 TO STA. 1796+59				63	STA. 1796+59 TO STA. 1804+00				840	STA. 1797+00 TO STA. 1802+39				355	STA. 1802+39 TO STA. 1803+39				67	STA. 1804+00 TO STA. 1811+41				840	STA. 1804+61 TO STA. 1805+61				67	STA. 1805+61 TO STA. 1810+50				355	STA. 1811+41 TO STA. 1818+91				250	STA. 1811+41 TO STA. 1818+91				63	STA. 1812+75 TO STA. 1842+35				987	STA. 1818+91 TO STA. 1841+27				186	STA. 1841+27 TO STA. 1842+35				36	STA. 1841+27 TO STA. 1842+35				9	STA. 1842+35 TO STA. 1844+22				62	STA. 1842+35 TO STA. 1844+22				125	STA. 1844+22 TO STA. 1848+15				131	STA. 1844+22 TO STA. 1848+15				131	STA. 1844+22 TO STA. 1848+15				33	STA. 1845+76.97 TO STA. 1904+43.14				1289	STA. 1865+76.97 TO STA. 1904+43.14				2578	STA. 1904+43.14 TO STA. 1904+73.14				10	STA. 1904+43.14 TO STA. 1904+73.14				20	SUB-TOTAL =				13691						US ROUTE 20 (V3 SECTION)					1914+41.97	1993+00		6522		SUB-TOTAL =				6522	TOTAL =				20213						STATION	WIDTH(FT)	STATION	OFFSET	EACH	US ROUTE 20 (V3 SECTION)					1690+59.34	2 x 80'	1842+29.38	380		TOTAL =				380	<p>542A0217 PIPE CULVERTS, CLASS A, TYPE 1 12"</p> <table border="1" style="width: 100%; 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BIT. CONC. SURF. CSE., SUPERPAVE, MIX "D", N90</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>STATION</th> <th>WIDTH(FT)</th> <th>STATION</th> <th>WIDTH(FT)</th> <th>TONS</th> </tr> </thead> <tbody> <tr><td colspan="5">112 LBS/YIN</td></tr> <tr><td colspan="5">1.5" THICKNESS</td></tr> <tr><td colspan="5">US ROUTE 20 (V3 SECTION)</td></tr> <tr><td>1690+59.34</td><td>24.0</td><td>1702+00.0</td><td>24.0</td><td>255.5</td></tr> <tr><td>1702+00.0</td><td>12.0</td><td>1714+00.0</td><td>12.0</td><td>134.4</td></tr> <tr><td>1714+00.0</td><td>24.0</td><td>1842+24.38</td><td>24.0</td><td>2,873.8</td></tr> <tr><td colspan="4" style="text-align: right;">TOTAL =</td><td>3,264</td></tr> <tr><td colspan="5"> </td></tr> <p>X4066915 POLY. BIT. CONC. LEVEL BIND. (MACHINE METHOD), SUPERPAVE, N90</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>STATION</th> <th>WIDTH(FT)</th> <th>STATION</th> <th>WIDTH(FT)</th> <th>TONS</th> </tr> </thead> <tbody> <tr><td colspan="5">112 LBS/YIN</td></tr> <tr><td colspan="5">.75" THICKNESS</td></tr> <tr><td colspan="5">US ROUTE 20 (V3 SECTION)</td></tr> <tr><td>1690+59.3</td><td>24.0</td><td>1702+00.0</td><td>24.0</td><td>170.4</td></tr> <tr><td>1702+00.0</td><td>12.0</td><td>1714+00.0</td><td>12.0</td><td>89.6</td></tr> <tr><td>1714+00.0</td><td>24.0</td><td>1796+50.0</td><td>24.0</td><td>1232</td></tr> <tr><td>1796+50.0</td><td>24.0</td><td>1812+75.0</td><td>24.0</td><td>242.7</td></tr> <tr><td>1812+75.0</td><td>24.0</td><td>1825+22.5</td><td>24.0</td><td>186.3</td></tr> <tr><td>1825+22.5</td><td>24.0</td><td>1831+72.3</td><td>24.0</td><td>97.1</td></tr> <tr><td>1831+72.3</td><td>24.0</td><td>1842+29.4</td><td>24.0</td><td>157.9</td></tr> <tr><td colspan="4" style="text-align: right;">TOTAL =</td><td>2,176</td></tr> </tbody> </table> </tbody></table></tbody></table></tbody></table></tbody></table>	STATION	WIDTH(FT)	STATION	WIDTH(FT)	EACH	US ROUTE 20 (V3 SECTION)					CROSS OVER, SEE MEDIAN CROSS OVER SHEET FOR DETAILS					SUB-TOTAL =				2						US ROUTE 20 (HDR SECTION)					MEDIAN CROSS-OVER					SUB-TOTAL =				2	TOTAL =				4						STATION	WIDTH(FT)	STATION	WIDTH(FT)	L SUM	US ROUTE 20 (HDR SECTION)					STA. 1853+58				1	TOTAL =				1						STATION	WIDTH(FT)	STATION	OFFSET	SQ YD	US ROUTE 20 - STAGE I, PHASE 2 (HDR SECTION)					STA. 1703+00 TO STA. 1706+00	RT			200	TOTAL US ROUTE 20				200						TEMPORARY RAMP					STA. 500+33 TO STA. 508+62.85				1431	CONNECTOR AT RAMP DB STA. 211				280	TOTAL TEMPORARY RAMP				1711	TOTAL				1911						STATION	WIDTH(FT)	STATION	WIDTH(FT)	TONS	112 LBS/YIN					1.5" THICKNESS					US ROUTE 20 (V3 SECTION)					1690+59.34	24.0	1702+00.0	24.0	255.5	1702+00.0	12.0	1714+00.0	12.0	134.4	1714+00.0	24.0	1842+24.38	24.0	2,873.8	TOTAL =				3,264						STATION	WIDTH(FT)	STATION	WIDTH(FT)	TONS	112 LBS/YIN					.75" THICKNESS					US ROUTE 20 (V3 SECTION)					1690+59.3	24.0	1702+00.0	24.0	170.4	1702+00.0	12.0	1714+00.0	12.0	89.6	1714+00.0	24.0	1796+50.0	24.0	1232	1796+50.0	24.0	1812+75.0	24.0	242.7	1812+75.0	24.0	1825+22.5	24.0	186.3	1825+22.5	24.0	1831+72.3	24.0	97.1	1831+72.3	24.0	1842+29.4	24.0	157.9	TOTAL =				2,176	<p>X4409410 BITUMINOUS SURFACE REMOVAL, 2"</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>STATION</th> <th>WIDTH(FT)</th> <th>STATION</th> <th>WIDTH(FT)</th> <th>SQ YD</th> </tr> </thead> <tbody> <tr><td colspan="5">US ROUTE 20 (V3 SECTION)</td></tr> <tr><td>TOWER RD @ 1779+21.98</td><td>44.0</td><td></td><td></td><td>1,149.7</td></tr> <tr><td>HENDERSON RD @ 1726+45.15</td><td>44.0</td><td></td><td></td><td>1,159.5</td></tr> <tr><td colspan="4" style="text-align: right;">TOTAL =</td><td>2,310.0</td></tr> <tr><td colspan="5"> </td></tr> <p>X6064201 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.06</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>STATION</th> <th>WIDTH(FT)</th> <th>STATION</th> <th>WIDTH(FT)</th> <th>LF</th> </tr> </thead> <tbody> <tr><td colspan="5">IL ROUTE 75 (HDR SECTION)</td></tr> <tr><td>STA. 32+00.00 TO STA. 34+00.00</td><td></td><td></td><td></td><td>400</td></tr> <tr><td colspan="4" style="text-align: right;">TOTAL =</td><td>400</td></tr> <tr><td colspan="5"> </td></tr> <p>X6065701 CONCRETE MEDIAN, TYPE SM-4.06</p> <table border="1" style="width: 100%; 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