1-18-13 LETTING ITEM 141

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF STANDARDS, SEE SHEET NO. 2

**DESIGN DESIGNATION**

US ROUTE 34
6,376 (ADT) (2032) RURAL

**SURVEY BOOK NOS.**

(BOOK NO'S TO BE FURNISHED BY DEPT.)

IDOT PROJECT ENGINEER: RICH DOTSON PHONE: (319) 671-3455

IDOT LIASON ENGINEER: NICHOLAS JACK PHONE: (319) 671-3451

# STATE OF ILLINOIS
# DEPARTMENT OF TRANSPORTATION
# DIVISION OF HIGHWAYS

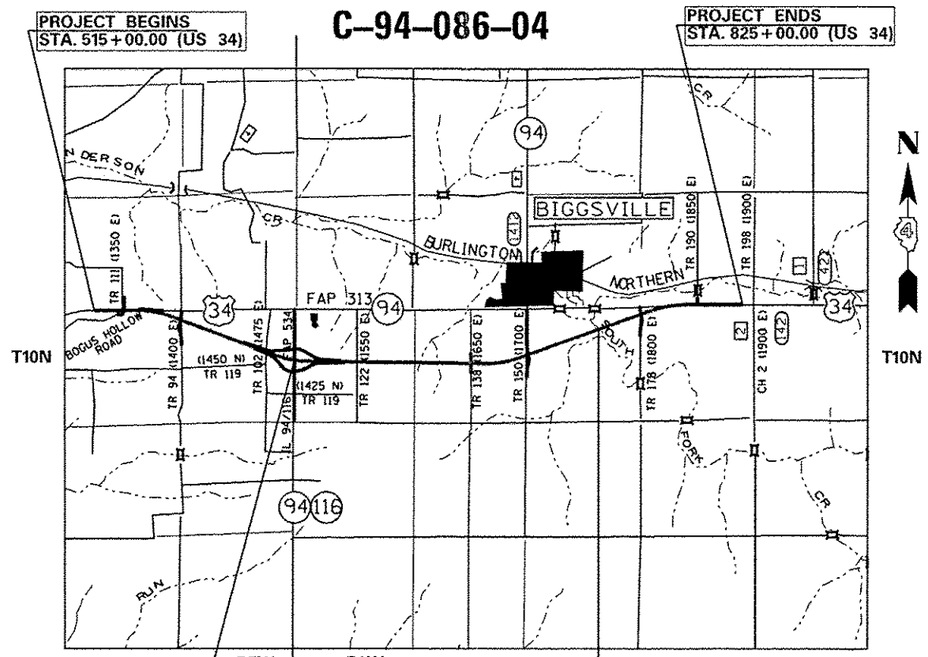
# PROPOSED
# HIGHWAY PLANS

## F.A.P. ROUTE 313 (US RTE 34)
## SECTION 7-2; 6-1
## PROJECT ACNHF-HPP-0313(022)
## NEW CONSTRUCTION; 4-LANE EXPRESSWAY
## HENDERSON COUNTY
## C-94-086-04

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2&6-1 | HENDERSON | 976 | 1 |
| CATALOG NO. 031314-04D ILLINOIS | | CONTRACT NO. 68409 | | |

D-94-043-04


LOCATION OF SECTION INDICATED THUS:- ▬




STA. 26+70.22 (IL 94/116)
SN 036-0065
211.00' BK. TO BK. ABUTMENTS
IL RTE 94/116 OVER
US RTE 34

STA. 757+32.28 (US 34)
SN 036-0062, 0063
310.00' BK. TO BK. ABUTMENTS
US RTE 34 OVER SOUTH
HENDERSON CREEK

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Nov 8 20 12
Joseph E Crowen
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Dec 7 20 12
John D. Baranzelli, P.E. /BL
acting ENGINEER OF DESIGN AND ENVIRONMENT
Dec 7 20 12
William R. Frey /BL
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

100' 200' 300' — 1"= 100'
10' 20' 30' — 1"= 10'
50' 100' — 1"= 50'
50' 100' — 1"= 40'
50' 100' — 1"= 30'
50' 100' — 1"= 20'

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

**GROSS LENGTH = 31,000.00 FEET (5.87 MILES)**
**NET LENGTH = 31,000.00 FEET (5.87 MILES)**

DOUGLAS B. SEEBER 062-040210 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

Douglas B. Seeber 10/16/12
DOUGLAS B. SEEBER DATE
062-040210
EXP. DATE 11/30/13
THIS SEAL COVERS SHEETS 1-454, 521-976

PLANS PREPARED BY:
PSBA
POEPPING, STONE, BACH & ASSOCIATES, INC.
100 SOUTH 54TH STREET QUINCY, ILLINOIS 62306
PH.: (217) 223-4605 FAX: (217) 223-1546
DESIGN FIRM REGISTRATION NO. 184-000493

**CATALOG NO. 031314-04D**
**CONTRACT NO. 68409**

**PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS**

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| 560 | 602026-D4 | INLET-MANHOLE, TYPE G-1, SPECIAL | 610001-06 |
| 561 | 602101-D4 | PRECAST REINFORCED CONCRETE FLAT SLAB TOP FOR INLET-MANHOLE, TYPE G-1 AND TYPE G-1, SPECIAL | 630001-10 630301-06 |
| 562 | 602401-D4 | TEMPORARY INLET DRAINAGE TREATMENT | 631011-09 |
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| 566 | 604301-D4 | TYPE 37 GRATE | 642001-02 |
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| | | | 720001-01 |
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| | | | BLR 22-7 |


**DESCRIPTION OF WORK**

CONSTRUCTION OF A 4 LANE EXPRESSWAY FROM EAST OF TR 111 TO WEST OF TR 190 ON US ROUTE 34. WORK INCLUDES EARTHWORK, DRAINAGE STRUCTURES, HIGHWAY BRIDGES, EROSION CONTROL, HOT MIX ASPHALT PAVEMENT CONSTRUCTION AND ALL COLLATERAL WORK NECESSARY TO CONSTRUCT THE EXPRESSWAY.

| | | | |
|---|---|---|---|
| FILE NAME = 0468489-SHT-02-INDEX.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 120.0000 '/ in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/12/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 2 OF SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2; 6-1 | HENDERSON | 976 | 2 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

# GENERAL NOTES

SOIL REPORT AVAILABILITY

All soils data collected and processed for the Soils Report made in conjunction with the design of this improvement is on file at the District Office where it is available for the inspection of Contractors or prospective bidders. By submitting a bid, the Contractor acknowledges that the Soils Report has been made available and is aware of the report contents and appendices.

AVAILABILITY OF ELECTRONIC FILES

Micro Station and GEOPAK files of this project will be made available to the Contractor. If there is a conflict between the electronic files and the printed contract plans and documents, the printed contract plans and documents shall take precedence over the electronic files. The Contractor shall accept all risk associated with using the electronic files and shall hold the Department harmless for any errors or omissions in the electronic files and the data contained therein. Errors or delays resulting from the use of the electronic files by the Contractor shall not result in an extension of time for any interim or final completion date or shall not be considered cause for additional compensation. The Contractor shall not use, share, or distribute these electronic files except for the purpose of constructing this contract. Any claims by third parties due to use or errors shall be the responsibility of the Contractor. The Contractor shall include this disclaimer with the transfer of these electronic files to any other parties and shall include appropriate language binding them to similar responsibilities.

TREE REMOVAL - UTILITY RELOCATION

Tree removal may be necessary prior to utility companies being able to relocate their facilities outside the construction limits. The Contractor should coordinate any contract tree removal activities with the utility companies to eliminate conflicts and potential delays caused by utility tree removal activities or incomplete utility relocations.

PLAN ELEVATIONS - U. S. C. S. MEAN SEA LEVEL DATUM

All elevations shown on the plans are established from U. S. C. S. mean sea level datum.

TREE REMOVAL

The District Four Tree Committee should be contacted and prior approval obtained for any tree removal beyond the limits/locations included in the plans.

ENVIRONMENTAL REVIEWS

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc.) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

Prior to any waste materials being removed from the construction site the required environmental resource surveys will need to be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

The required environmental resource documentation shall include the following:

- BDE Form 2289 (Environmental Survey Request)
- A location map showing the size limits and location of the use area
- Signed property owner agreement form-D4 P10100
- Color photographs depicting the use area
- Borrow Area Entry Agreement form-D4 P10101

Please note that a minimum of two weeks shall be allowed for the District to obtain the required environmental clearances.

SEEDING - SIDE SLOPE RIPPING

All slopes steeper than 3 to 1 and over 15 ft (4.5 m) in height shall be ripped This shall consist of ripping between 18 inches to 24 inches (450 mm to 600 mm) deep normal to the slope. The interval of ripping along the slope shall be 12 ft. (3.6 m). This work shall be done after the seed bed has been prepared but before any fertilizer or seed has been applied. The fertilizer and seed shall be applied within a 24-hour period after the ripping has been done. This work will not be paid for separately but will be included in the cost of the various items of seeding involved.

AGGREGATE FOR DRIVEWAY REPLACEMENT

The material used for construction of permanent aggregate driveways shall be gravel or crushed stone as directed by the Engineer, to replace in kind the existing aggregate driveways.

No additional compensation shall be provided for this requirement but shall be considered as included in the cost of the pay item for the aggregate as specified on the plans.

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) RATES

| SURFACE TYPE | ESTIMATED TRUCK APPLICATION RATE | RESIDUAL RATE |
|---|---|---|
| MILLED (HMA OR PCC) | 0.08 GAL/SY (0.00034 TON/SY) | 0.04 GAL/SY |
| EXISTING PAVEMENT | 0.05 GAL/SY (0.00022 TON/SY) | 0.025 GAL/SY |
| FOG COAT (BETWEEN LIFTS) | 0.05 GAL/SY (0.00022 TON/SY) | 0.025 GAL/SY |

Note: Estimated truck application rate is used for estimating quantities.

PAVEMENT STATIONING NUMBERS & PLACEMENT

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 inch (20mm) wide, 5 inches (125 mm ) high and 5/8 inch (15 mm ) deep.

The pavement station numbers shall be installed as specified herein:

Interval - 200 feet (English stationing) or 100 meters (metric stationing)

Bottom of Numbers - 6 inches (150 mm ) from the inside edge of the pavement marking

Location:
- 2,3, & 5 Lane Pavements - right edge of pavement in direction of increasing stations
- Multi-Lane Divided Roadways - outside edge of pavement in both directions
- Ramps - along baseline edge of pavement

Position - stations shall be placed so they can be read from the adjacent shoulder

Format - English (Metric) pavement stations shall use this format "XXX (XX+X00)" where X represents the pavement station

This work will not be paid for separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

BUTT JOINT CUTTING TIME RESTRICTION

Butt joints shall not be milled more than three (3) days prior to placement of the HMA surface course.

LABORATORY TESTING OF SUPERPAVE MIXES

Some aggregate compostions produse inconsistent results when burned in the ignition ovenn. The Engineer will determine whether the ignition oven or AC Nuclear Gauge will be required after the Aggregate sources have been identified.

PAVING SURFACE COURSE

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the hot-mix asphalt surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

The Contractor shall consult with the Engineer in regard to the exact length of the box/pipe culverts, storm sewers, and/or pipe drains required prior to ordering these items.

EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES

In accordance with Section 602 of the Standard Specifications, the connecting of existing drain tiles, pipe culverts, or storm sewers to the proposed drainage system structures will not be paid for seporately but shall be considered as included in the pay items provided.

MEDIAN AND ISLAND NOSES

When constructing median and island noses the following criteria should be used:

- Barrier curb shall be used to construct noses when the median or island surrounds a mast arm or other non-breakaway foundation.
- Ramped noses shall be used on medians or islands with breakaway posts.

SIGN POST HOLES

Vertical holes shall be constructed in the island pavement and/or concrete median of the type specified or concrete median surface 4 inches (100mm). The holes shall by 24 inches (600mm ) in diameter or 24 inches (600mm) square and they shall be free of any obstruction, except earth, for a depth of 5 feet (1.5m) at the locations shown on the plans or as directed by the Engineer. Any holes not used for the placement of signs shall be filled and compacted flush with the top of the island pavement, concrete median of the types specified, or concrete median surface 4 inches (100 mm ). The top 3 inches (75 mm ) of said compacted fill shall consist of a hot-mix asphalt mixture. All holes in which the sign posts are installed at the time of this contract shall be similarly filled.

This work, including any required pavement removal necessary to construct the sign post holes, will not be paid for separately but shall be included in the contract unit price per square foot (square meter ) for ISLAND PAVEMENT and/or CONCRETE MEDIAN of the type specified, or CONCRETE MEDIAN SURFACE, 4 inches (100 mm ).

TRANSITION PAYMENT METHOD - NEW/OLD CONSTRUCTION

Three meter (10 ft.)(3m) transitions shall be used to match proposed items of work to existing items in the field unless otherwise shown. The transition shall be paid for at the contract unit price for the proposed item of work specified.

RIGHT-OF-WAY MARKERS

When installing right-of-way markers, care shall be taken to not disturb any existing property/right-of-way pins. If a property/right-of-way pin is found at the location of a proposed right-of-way marker, the marker shall be placed one (1) foot in front of the pin.

HOT-MIX ASPHALT MIXTURE REQUIRMENTS

| MIXTURE USE(S): | MAINLINE FULL DEPTH HMA SURFACE LIFT | MAINLINE FULL DEPTH HMA TOP BINDER LIFT | MAINLINE FULL DEPTH HMA LOWER BINDER LIFTS | BITUMINOUS SHOULDER (SURFACE LIFTS) | BITUMINOUS SHOULDER (LOWER LIFTS) | MISC. SURFACE LIFT (SIDE ROADS, ETC.) | MISC LEVELING BINDER (SIDE ROADS, ETC.) | MISC PAVEMENT WIDENING (LOWER LIFTS) |
|---|---|---|---|---|---|---|---|---|
| AC/PG: | SBS OR SBR 76-28 | SBS OR SBR 76-28 | 64-22 | PG 64-22 | PG 64-22 | 64-22 | 64-22 | PG 64-22 |
| RAP % (MAX): ** | 10% | 10% | 15% | 15% | 25% | 15% | 15% | 25% |
| DESIGN AIR VOIDS: | 4.0 % @ N=70 | 4.0 % @ N=70 | 4.0 % @ N=70 | 3.0 % @ N=50 | 4.0 % @ N=50 | 4.0 % @ N=50 | 4.0 % @ N=50 | 4.0 % @ N=50 |
| MIXTURE COMPOSITION: (GRADATION MIXTURE) | IL 9.5 OR IL 12.5 | IL 9.5 OR IL 12.5 | IL 19.0 | IL 9.5 OR IL 12.5 | IL 19.0 | IL 9.5 OR IL 12.5 | IL 9.5 OR IL 12.5 | IL 19.0 |
| FRICTION AGGREGATE: | MIXTURE D (DOLOMITE ONLY) | N.A. | N.A. | MIXTURE C | N.A. | MIXTURE C | N.A. | N.A. |

NOTE: INDIVIDUAL LIFT THICKNESS OF EACH TYPEWILL BE NO LESS THAN 3 TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN 6 TIMES NOMINAL MAXIMUM AGGREGATE SIZE.

| | | | |
|---|---|---|---|
| FILE NAME = 0468409-SHT-03-GENNOTE.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 120.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 3 OF SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2; 6-1 | HENDERSON | 976 | 3 |
| | | CONTRACT NO. 68409 | | |
| | | ILLINOIS FED. AID PROJECT | | |

## GENERAL NOTES, CONTINUED

SETTING OF SECTION CORNER MONUMENTATION

All section corner locations on this project shall be located and verified by a licensed Land Surveyor prior to any removal work being performed. The Land Surveyor shall locate the existing section corners through courthouse research, personal knowledge or through the assistance of local firms performing Land Surveying in the area. If the section corner does not exist through either its physical location or through ties in the field it shall not be reset, there shall be no calculating of section corners onto a project required.

Once paving and striping operations have been performed the section corner shall be reset at the direction of a licensed Land Surveyor. If any dimensions have been changed it shall be the responsibility of the surveyor to file a new monument record in the appropriate courthouse.

A copy of all drawings or monument records produced from this project shall be sent to the Chief of Surveys, Illinois Department of Transportation, Region Three/District Four, Peoria, Illinois.

The supplying, drilling, setting of disks, professional services, labor and any other additional work required to perform this work shall be paid for under pay item for Permanent Survey Markers, Type I.

Refer to District Four CADD Standard 667101 for details.

ENGINEERS FIELD OFFICE

Add the following sentence to the end of paragraph 670.02 (i) and 670.04 (e):
All of the telephone lines provided shall have unpublished numbers.

SIGNING

Sign locations may vary from the stations shown on the plans in accordance with directions from the Engineer at the time of construction. Sign locations may be adjusted in the field to avoid any found utilities.

All wood post locations shall be verified with the Bureau of Operations, Traffic Section, before installation.

APPLICATION RATES

THE FOLLOWING APPLICATION RATES HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES.

| | | |
|---|---|---|
| HOT-MIX ASPHALT BASE/SURFACE COURSE | 0.056 | TON/SQ YD/INCH |
| LIME (LIME MODIFIED SOILS, 12") | 0.020 | TON/SQ YD |
| WATER (LIME MODIFIED SOILS, 12") (1 UNIT = 1,000 GAL) | 0.007 | UNIT/SQ YD |
| AGGREGATE (SURFACE, BASE, SUBBASE, OR BACKFILL) | 2.050 | TON/CU YD |
| BITUMINOUS MATERIALS: | | |
| POLYMERIZED PRIME COAT FOR HOT-MIX ASPHALT: | 0.0038 | TON/GALLON |
| - ON COLD MILLED SURFACE (0.08 GAL/SY) | 0.00034 | TON/SQ YD |
| - ON EXISTING PAVEMENT (0.05 GAL/SY) | 0.00022 | TON/SQ YD |
| - FOG COAT ON NEW BINDER (0.05 GAL/SY) | 0.00022 | TON/SQ YD |
| BITUMINOUS PRIME COAT: | | |
| - ON AGGREGATE SURFACES (0.50 GAL/SY) | .00220 | TON/SQ YD |
| - ON LIME MODIFIED SOIL (0.50 GAL/SY) | .00220 | TON/SQ YD |
| AGGREGATE (PRIME COAT) | | |
| - ON EXISTING PAVEMENT (4 POUND/SY) | .0020 | TON/SQ YD |
| - ON COLD MILLED SURFACE (4 POUND/SY) | .0020 | TON/SQ YD |
| - FOG COAT ON NEW BINDER (2 POUND/SY) | .0010 | TON/SQ YD |
| BITUMINOUS SURFACE TREATMENT | | |
| - PRIME COAT (0.50 GAL/SY) | 0.0022 | TON/SQ YD |
| - COVER & SEAL COAT (0.50 GAL/SY) | 0.0022 | TON/SQ YD |
| - COVER & SEAL COAT AGGREGATE (25 POUND/SQ YD) | 0.0125 | TON/SQ YD |
| RIPRAP | 1.50 | TON/CU YD |
| SEEDING, CLASS 2 | 200 | POUND/ACRE |
| TEMPORARY EROSION CONTROL SEEDING | 100 | POUND/ACRE |
| NITROGEN FERTILIZER NUTRIENT | 90 | POUND/ACRE |
| PHOSPHORUS FERTILIZER NUTRIENT | 90 | POUND/ACRE |
| POTASSIUM FERTILIZER NUTRIENT | 90 | POUND/ACRE |
| MULCH | 2 | TON/ACRE |

## JOB SPECIFIC NOTES

HMA SHOULDER REMOVAL

HMA Shoulder Removal will be inluded in the quantities for Pavement Removal when adjacent pavement is to be removed.

WET CONDITIONS, GRANULAR MATERIAL

A free draining granular material should be used as culvert support structural fill and as fill in placement zones where conditions exist at areas of undercut. The material should be as shown in the plan details for soils treatment. Replacement material should extend a minimum of 2 feet above water level at time of construction. Limits to be defined at time of construction.

TEMPORARY EASEMENTS FOR DETOUR ROADWAYS

The Contractor shall remove and store topsoil separately for each temporary easement. The Contractor shall return the topsoil to the respective location. The surface to receive topsoil shall be ripped or tilled to a depth of 18" prior to topsoil placement to eliminate soil compaction from detour roadways.

## COMMITMENTS

Commitments are not to be altered without written approval of all parties to which the Commitment was made.

1. The Following Property Owners are to be notified at least 30 days prior to the start of any new construction along their property lines.

   CATHERINE L. GOOD, LIVING TRUST
   STA 12+00 RT (IL 94/116)

   GOOD DENTAL CARE
   ATTENTION: BRIAN GOOD
   RR#1, BOX 8
   GLADSTONE, IL 61437
   (309) 627-9200

2. TR 94 (1400 E) SHALL REMAIN OPEN FROM AUGUST 15 TO NOVEMBER 30 IN ORDER TO PROVIDE ACCESS TO WEIR FRUIT FARM
   RR#1 BOX 25
   GLADSTONE, IL 61437
   (309) 627-2106

3. BIGGSVILLE WATER DISTRICT SHALL BE CONTACTED PRIOR TO INSTALLATION OF STEEL CASING AT STA. 719+80.

## CONTACTS AND EMERGENCY PHONE NUMBERS

SIDEROAD CLOSURES

The Contractor shall notify the people listed under CONTACTS and EMERGENCY PHONE NUMBERS fourteen (14) days prior to any sideroad closure to inform them of the pending closure.

ALL EMERGENCIES • DIAL 911

HENDERSON COUNTY SHERIFF • (309) 867-4291

FIRE DEPARTMENT • (309) 867-4291

POST OFFICE • (309) 627-2360

WEST CENTRAL SCHOOL DISTRICT No. 235
Ralph Grimm, Superintendent
Superintendent Office • (309) 627-2371
High School • (309) 627-2377

BIGGSVILLE

BIGGSVILLE TOWNSHIP SUPERVISOR
ROBERT RANDALL • (309) 768-2406

BIGGSVILLE ROAD COMMISSIONER
JAMES ROGERS • (CELL) (309) 337-4668

GLADSTONE

GLADSTONE TOWNSHIP SUPERVISOR
TOM MORRISON • (309) 627-2917

GLADSTONE ROAD COMMISSIONER
RICHARD BIGGER • (CELL) (309) 221-6930

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-84-JOBNOTE.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GENERAL NOTES, JOB SPECIFIC NOTES AND COMMITMENTS US ROUTE 34 | | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | | 313 | 7-2; 6-1 | HENDERSON | 976 | 4 |
| | PLOT SCALE = 120.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 4 OF SHEETS | STA. | TO STA. | | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | ROADWAY 0001 RURAL L05EC, 01 | BRIDGE 0008 S.N. 036-0062, 0063 L05EC, 01 | BRIDGE 0008 S.N. 036-0065 L05EC, 02 | HIGHWAY LIGHTING 0021 RURAL L05EC, 01 |
| | 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 557 | 557 | | | |
| | 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 780 | 780 | | | |
| | 20100500 | TREE REMOVAL, ACRES | ACRE | 11 | 11 | | | |
| | 20200100 | EARTH EXCAVATION | CU YD | 864,591 | 864,591 | | | |
| | 20200500 | EARTH EXCAVATION (WIDENING) | CU YD | 226 | 226 | | | |
| | 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 38,403 | 38,403 | | | |
| | 20400100 | BORROW EXCAVATION | CU YD | 292,977 | 292,977 | | | |
| | 20700220 | POROUS GRANULAR EMBANKMENT | CU YD | 2,170 | 2,170 | | | |
| | 20800150 | TRENCH BACKFILL | CU YD | 1,891 | 1,891 | | | |
| | 20900110 | POROUS GRANULAR BACKFILL | CU YD | 559 | | 316 | 243 | |
| | 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 668,619 | 668,619 | | | |
| | 21301052 | EXPLORATION TRENCH 52" DEPTH | FOOT | 50,000 | 50,000 | | | |
| * | 25000110 | SEEDING, CLASS 1A | ACRE | 4.00 | 4.00 | | | |
| * | 25000210 | SEEDING, CLASS 2A | ACRE | 61.25 | 61.25 | | | |

* DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = D460489-SHT-SOQ.dgn | USER NAME = zachl | DESIGNED - OBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 1 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 5 |
| | | CONTRACT NO. 68409 | | |
| | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| * | 25000312 | SEEDING, CLASS 4A | ACRE | 123.75 | 123.75 | | | |
| * | 25000322 | SEEDING, CLASS 5A | ACRE | 123.75 | 123.75 | | | |
| * | 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 27,883 | 27,883 | | | |
| * | 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 27,883 | 27,883 | | | |
| * | 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 27,883 | 27,883 | | | |
| ■ * | 25000750 | MOWING | ACRE | 273 | 273 | | | |
| * | 25100115 | MULCH, METHOD 2 | ACRE | 574 | 574 | | | |
| * | 25100630 | EROSION CONTROL BLANKET | SQ YD | 342,336 | 342,336 | | | |
| * | 25100635 | HEAVY DUTY EROSION CONTROL BLANKET | SQ YD | 2,377 | 2,377 | | | |
| | 28000200 | EARTH EXCAVATION FOR EROSION CONTROL | CU YD | 24,024 | 24,024 | | | |
| | 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 752,434 | 752,434 | | | |
| | 28000305 | TEMPORARY DITCH CHECKS | FOOT | 34,456 | 34,456 | | | |
| | 28000315 | AGGREGATE DITCH CHECKS | TON | 1,226 | 1,226 | | | |
| | 28000400 | PERIMETER EROSION BARRIER | FOOT | 71,821 | 71,821 | | | |

• DENOTES SPECIALTY ITEM

■ NON-PART (100% STATE), 07A0C,01

| | | | | |
|---|---|---|---|---|
| FILE NAME = D468409-SHT-500.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | | DRAWN - PSBA | REVISED - | |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | |

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 2 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 6 |
| | | CONTRACT NO. 68409 | | |
| | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST.

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| 28000500 | INLET AND PIPE PROTECTION | EACH | 99 | 99 | | | |
| 28001000 | AGGREGATE (EROSION CONTROL) | TON | 1,566 | 1,566 | | | |
| 28100107 | STONE RIPRAP, CLASS A4 | SQ YD | 2,851 | 325 | 2,526 | | |
| 28100109 | STONE RIPRAP, CLASS A5 | SQ YD | 1,281 | 1,281 | | | |
| 28100125 | STONE RIPRAP, CLASS B3 | SQ YD | 4,205 | 4,205 | | | |
| 28100127 | STONE RIPRAP, CLASS B4 | SQ YD | 12,454 | 12,454 | | | |
| 28100129 | STONE RIPRAP, CLASS B5 | SQ YD | 2,562 | 2,562 | | | |
| 28200200 | FILTER FABRIC | SQ YD | 24,039 | 21,513 | 2,526 | | |
| 30200650 | PROCESSING MODIFIED SOIL 12" | SQ YD | 324,203 | 324,203 | | | |
| 30201500 | LIME | TON | 6,485 | 6,485 | | | |
| 30300106 | AGGREGATE SUBGRADE IMPROVEMENT 6" | SQ YD | 22,593 | 22,593 | | | |
| 31100100 | SUBBASE GRANULAR MATERIAL, TYPE A | TON | 792 | 792 | | | |
| 31100500 | SUBBASE GRANULAR MATERIAL, TYPE A 6" | SQ YD | 318 | 318 | | | |
| 31100910 | SUBBASE GRANULAR MATERIAL, TYPE A 12" | SQ YD | 9,936 | 9,936 | | | |

• DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = 0468409-SHT-SOD.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 50.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 3 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 & 6-1 | HENDERSON | 976 | 7 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST.

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| 35100700 | AGGREGATE BASE COURSE, TYPE A 8" | SQ YD | 9,642 | 9,642 | | | |
| 35600708 | HOT-MIX ASPHALT BASE COURSE WIDENING, 8" | SQ YD | 1,765 | 1,765 | | | |
| 40200500 | AGGREGATE SURFACE COURSE, TYPE A 6" | SQ YD | 1,313 | 1,313 | | | |
| 40200700 | AGGREGATE SURFACE COURSE, TYPE A 8" | SQ YD | 16,833 | 16,833 | | | |
| 40201000 | AGGREGATE FOR TEMPORARY ACCESS | TON | 1,177 | 1,177 | | | |
| 40300200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 20 | 20 | | | |
| 40300400 | BITUMINOUS MATERIALS (COVER AND SEAL COATS) | TON | 67 | 67 | | | |
| 40300500 | COVER COAT AGGREGATE | TON | 275 | 275 | | | |
| 40300600 | SEAL COAT AGGREGATE | TON | 138 | 138 | | | |
| 40600200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 525 | 525 | | | |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 253 | 253 | | | |
| 40600215 | POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) | TON | 81 | 81 | | | |
| 40600837 | POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70 | TON | 124 | 124 | | | |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 2 | 2 | | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 625 | 625 | | | |
| 40600990 | TEMPORARY RAMP | SQ YD | 408 | 408 | | | |

* DENOTES SPECIALTY ITEM

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = 0468409-SHT-500.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES US ROUTE 34 | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 8 |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 4 OF 25 SHEETS | STA. TO STA. | | ILLINOIS | FED. AID PROJECT | | |

80/20 FED/ST

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| 40603080 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | TON | 22,457 | 22,457 | | | |
| 40603235 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 | TON | 3,583 | 3,583 | | | |
| 40603540 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 451 | 451 | | | |
| 40701926 | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12 1/4" | SQ YD | 218,348 | 218,348 | | | |
| ~~40800020~~ | ~~BITUMINOUS MATERIALS (PRIME COAT)~~ | ~~TON~~ | ~~0~~ | ~~481+40~~ | | | |
| ~~40800030~~ | ~~AGGREGATE (PRIME COAT)~~ | ~~TON~~ | ~~253~~ | ~~253~~ | | | |
| 40800050 | INCIDENTAL HOT-MIX ASPHALT SURFACING | TON | 647 | 647 | | | |
| 42001300 | PROTECTIVE COAT | SQ YD | 1,497 | 1,497 | | | |
| 42001430 | BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) | SQ YD | 2089 | 2,089 | | | |
| 42300300 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH | SQ YD | 280 | 280 | | | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 51,715 | 51,715 | | | |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 1,452 | 1,452 | | | |
| 44000400 | GUTTER REMOVAL | FOOT | 62 | 62 | | | |
| 44004250 | PAVED SHOULDER REMOVAL | SQ YD | 446 | 446 | | | |

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10

* DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = 0468409-SHT-SSD.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 50.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 5 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 : 6-1 | HENDERSON | 976 | 9 |
| | | CONTRACT NO. 68409 | | |
| | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST.

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| 44201747 | CLASS D PATCHES, TYPE IV, 8 INCH | SQ YD | 37 | 37 | | | |
| 48101200 | AGGREGATE SHOULDERS, TYPE B | TON | 15,877 | 15,877 | | | |
| 48203029 | HOT-MIX ASPHALT SHOULDERS, 8" | SQ YD | 103,527 | 103,527 | | | |
| 48300300 | PORTLAND CEMENT CONCRETE SHOULDERS 8" | SQ YD | 46 | 46 | | | |
| 50100300 | REMOVAL OF EXISTING STRUCTURES NO. 1 | EACH | 1 | 1 | | | |
| 50100400 | REMOVAL OF EXISTING STRUCTURES NO. 2 | EACH | 1 | 1 | | | |
| 50100500 | REMOVAL OF EXISTING STRUCTURES NO. 3 | EACH | 1 | 1 | | | |
| 50100600 | REMOVAL OF EXISTING STRUCTURES NO. 4 | EACH | 1 | 1 | | | |
| 50100700 | REMOVAL OF EXISTING STRUCTURES NO. 5 | EACH | 1 | 1 | | | |
| 50100800 | REMOVAL OF EXISTING STRUCTURES NO. 6 | EACH | 1 | 1 | | | |
| 50100900 | REMOVAL OF EXISTING STRUCTURES NO. 7 | EACH | 1 | 1 | | | |
| 50101000 | REMOVAL OF EXISTING STRUCTURES NO. 8 | EACH | 1 | 1 | | | |
| 50101100 | REMOVAL OF EXISTING STRUCTURES NO. 9 | EACH | 1 | 1 | | | |
| 50101200 | REMOVAL OF EXISTING STRUCTURES NO. 10 | EACH | 1 | 1 | | | |

• DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-500.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 6 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 10 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST.

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| 50101300 | REMOVAL OF EXISTING STRUCTURES NO. 11 | EACH | 1 | 1 | | | |
| 50104400 | CONCRETE HEADWALL REMOVAL | EACH | 5 | 5 | | | |
| 50105220 | PIPE CULVERT REMOVAL | FOOT | 1,797 | 1,797 | | | |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 772 | | 524 | 248 | |
| 50200300 | COFFERDAM EXCAVATION | CU YD | 602 | | 602 | | |
| 50201121 | COFFERDAM (TYPE 2) (LOCATION - 1) | EACH | 2 | | 2 | | |
| 50300225 | CONCRETE STRUCTURES | CU YD | 676.6 | | 424.6 | 252.0 | |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 1,884.0 | | 1,173.6 | 710.4 | |
| 50300260 | BRIDGE DECK GROOVING | SQ YD | 5,053 | | 3,125 | 1,928 | |
| 50300265 | SEAL COAT CONCRETE | CU YD | 105.6 | | 105.6 | | |
| 50300280 | CONCRETE ENCASEMENT | CU YD | 24.2 | | 13.2 | 11.0 | |
| 50300300 | PROTECTIVE COAT | SQ YD | 6,072 | | 3,874 | 2,198 | |
| 50500105 | FURNISHING AND ERECTING STRUCTURAL STEEL | L SUM | 1 | | 0.5 | 0.5 | |
| 50500505 | STUD SHEAR CONNECTORS | EACH | 19,044 | | 14,076 | 4,968 | |

• DENOTES SPECIALTY ITEM

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = 0468409-SHT-SOO.dgn | USER NAME = eachl | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES US ROUTE 34 | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 11 |
| | PLOT SCALE = 90.8000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 7 OF 25 SHEETS | STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST.

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| 50800105 | REINFORCEMENT BARS | POUND | 28,140 | 28,140 | | | |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 565,970 | | 342,770 | 223,200 | |
| 50800515 | BAR SPLICERS | EACH | 310 | | 172 | 138 | |
| 51100100 | SLOPE WALL 4 INCH | SQ YD | 773 | | | 773 | |
| 51201800 | FURNISHING STEEL PILES HP14X73 | FOOT | 800 | | 800 | | |
| 51201900 | FURNISHING STEEL PILES HP14X89 | FOOT | 4,747 | | 1,800 | 2,947 | |
| 51202305 | DRIVING PILES | FOOT | 5,547 | | 2,600 | 2,947 | |
| 51203800 | TEST PILE STEEL HP14X73 | EACH | 3 | | 3 | | |
| 51203900 | TEST PILE STEEL HP14X89 | EACH | 6 | | 5 | 1 | |
| 51204650 | PILE SHOES | EACH | 58 | | 58 | | |
| 51500100 | NAME PLATES | EACH | 3 | | 2 | 1 | |
| 52100520 | ANCHOR BOLTS, 1" | EACH | 104 | | 72 | 32 | |
| 52100530 | ANCHOR BOLTS, 1 1/4" | EACH | 40 | | 24 | 16 | |
| 54001001 | BOX CULVERT END SECTIONS, CULVERT NO. 1 | EACH | 2 | 2 | | | |

• DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = D468489-SHT-502.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 8 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 12 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST.

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| 54001002 | BOX CULVERT END SECTIONS, CULVERT NO. 2 | EACH | 2 | 2 | | | |
| 54001003 | BOX CULVERT END SECTIONS, CULVERT NO. 3 | EACH | 2 | 2 | | | |
| 54001004 | BOX CULVERT END SECTIONS, CULVERT NO. 4 | EACH | 2 | 2 | | | |
| 54001005 | BOX CULVERT END SECTIONS, CULVERT NO. 5 | EACH | 2 | 2 | | | |
| 54001006 | BOX CULVERT END SECTIONS, CULVERT NO. 6 | EACH | 2 | 2 | | | |
| 54001007 | BOX CULVERT END SECTIONS, CULVERT NO. 7 | EACH | 2 | 2 | | | |
| 54003000 | CONCRETE BOX CULVERTS | CU YD | 162 | 162 | | | |
| 54010302 | PRECAST CONCRETE BOX CULVERTS 3' X 2' | FOOT | 224 | 224 | | | |
| 54010303 | PRECAST CONCRETE BOX CULVERTS 3' X 3' | FOOT | 71 | 71 | | | |
| 54010603 | PRECAST CONCRETE BOX CULVERTS 6' X 3' | FOOT | 70 | 70 | | | |
| 54010604 | PRECAST CONCRETE BOX CULVERTS 6' X 4' | FOOT | 181 | 181 | | | |
| 54010804 | PRECAST CONCRETE BOX CULVERTS 8' X 4' | FOOT | 156 | 156 | | | |
| ~~54240510~~ | ~~CONCRETE COLLAR~~ | ~~CU YD~~ | ~~1.8~~ | ~~1.8~~ | | | |
| 542A0220 | PIPE CULVERTS, CLASS A, TYPE 1 15" | FOOT | 60 | 60 | | | |

* DENOTES SPECIALTY ITEM

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = 0468409-SHT-SQD.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES US ROUTE 34 | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 : 6-1 | HENDERSON | 976 | 13 |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 9 OF 25 SHEETS | STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST.

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL L05EC, 01 | BRIDGE 0008 S.N. 036-0062, 0063 L05EC, 01 | BRIDGE 0008 S.N. 036-0065 L05EC, 02 | HIGHWAY LIGHTING 0021 RURAL L05EC, 01 |
| 542A0223 | PIPE CULVERTS, CLASS A, TYPE 1 18" | FOOT | 126 | 126 | | | |
| 542A0229 | PIPE CULVERTS, CLASS A, TYPE 1 24" | FOOT | 174 | 174 | | | |
| 542A0235 | PIPE CULVERTS, CLASS A, TYPE 1 30" | FOOT | 6 | 6 | | | |
| 542A1063 | PIPE CULVERTS, CLASS A, TYPE 2 18" | FOOT | 83 | 83 | | | |
| 542A1069 | PIPE CULVERTS, CLASS A, TYPE 2 24" | FOOT | 729 | 729 | | | |
| 542A1075 | PIPE CULVERTS, CLASS A, TYPE 2 30" | FOOT | 157 | 157 | | | |
| 542A1081 | PIPE CULVERTS, CLASS A, TYPE 2 36" | FOOT | 682 | 682 | | | |
| 542A1087 | PIPE CULVERTS, CLASS A, TYPE 2 42" | FOOT | 440 | 440 | | | |
| 542A1093 | PIPE CULVERTS, CLASS A, TYPE 2 48" | FOOT | 190 | 190 | | | |
| 542A1105 | PIPE CULVERTS, CLASS A, TYPE 2 60" | FOOT | 86 | 86 | | | |
| 542A1117 | PIPE CULVERTS, CLASS A, TYPE 2 72" | FOOT | 236 | 236 | | | |
| 542A1909 | PIPE CULVERTS, CLASS A, TYPE 3 24" | FOOT | 117 | 117 | | | |
| 542A1921 | PIPE CULVERTS, CLASS A, TYPE 3 36" | FOOT | 416 | 416 | | | |
| 542A1927 | PIPE CULVERTS, CLASS A, TYPE 3 42" | FOOT | 382 | 382 | | | |

• DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = D468489-SHT-S00.dgn | USER NAME = zeshl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 10 OF 25 SHEETS | STA. - TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 14 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST.

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | 1 | BRIDGE | BRIDGE | HIGHWAY LIGHTING |
| | | | | 0001 | 0008 | 0008 | 0021 |
| | | | | RURAL | S.N. 036-0062, 0063 | S.N. 036-0065 | RURAL |
| | | | | L05EC,01 | L05EC,01 | L05EC,02 | L05EC,01 |
| 542A1945 | PIPE CULVERTS, CLASS A, TYPE 3 60" | FOOT | 105 | 105 | | | |
| 542A2749 | PIPE CULVERTS, CLASS A, TYPE 4 24" | FOOT | 126 | 126 | | | |
| 542A2767 | PIPE CULVERTS, CLASS A, TYPE 4 42" | FOOT | 330 | 330 | | | |
| 542A3391 | PIPE CULVERTS, CLASS A, TYPE 5 36" | FOOT | 312 | 312 | | | |
| 542A3403 | PIPE CULVERTS, CLASS A, TYPE 5 48" | FOOT | 196 | 196 | | | |
| 542A8221 | PIPE CULVERTS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 36" | FOOT | 82 | 82 | | | |
| 542D0220 | PIPE CULVERTS, CLASS D, TYPE 1 15" | FOOT | 653 | 653 | | | |
| 542D0223 | PIPE CULVERTS, CLASS D, TYPE 1 18" | FOOT | 98 | 98 | | | |
| 542D0229 | PIPE CULVERTS, CLASS D, TYPE 1 24" | FOOT | 314 | 314 | | | |
| 542D0235 | PIPE CULVERTS, CLASS D, TYPE 1 30" | FOOT | 127 | 127 | | | |
| 542D0241 | PIPE CULVERTS, CLASS D, TYPE 1 36" | FOOT | 66 | 66 | | | |
| 542D0247 | PIPE CULVERTS, CLASS D, TYPE 1 42" | FOOT | 60 | 60 | | | |
| 542D1063 | PIPE CULVERTS, CLASS D, TYPE 2 18" | FOOT | 93 | 93 | | | |
| 542D1087 | PIPE CULVERTS, CLASS D, TYPE 2 42" | FOOT | 117 | 117 | | | |

• DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = 04GB409-SHT-SQQ.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 90.0000 '/ in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 11 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 : 6-1 | HENDERSON | 976 | 15 |
| | | CONTRACT NO. 68409 | | |
| | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST.

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | LOSEC, 01 | LOSEC, 01 | LOSEC, 02 | LOSEC, 01 |
| 542JA024 | PIPE CULVERTS, CLASS A 24" (JACKED) | FOOT | 138 | 138 | | | |
| 542JA036 | PIPE CULVERTS, CLASS A 36" (JACKED) | FOOT | 140 | 140 | | | |
| 5421D015 | PIPE CULVERTS, CLASS D, TYPE 1 15" (TEMPORARY) | FOOT | 183 | 183 | | | |
| 5421D024 | PIPE CULVERTS, CLASS D, TYPE 1 24" (TEMPORARY) | FOOT | 214 | 214 | | | |
| 54213660 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15" | EACH | 2 | 2 | | | |
| 54213663 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18" | EACH | 5 | 5 | | | |
| 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | EACH | 14 | 14 | | | |
| 54213675 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30" | EACH | 4 | 4 | | | |
| 54213681 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36" | EACH | 16 | 16 | | | |
| 54213687 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42" | EACH | 10 | 10 | | | |
| 54214521 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 36" | EACH | 2 | 2 | | | |
| 54215448 | CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 48" | EACH | 4 | 4 | | | |
| 54215460 | CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 60" | EACH | 4 | 4 | | | |
| 54215472 | CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 72" | EACH | 2 | 2 | | | |

* DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = 0468409-SHT-500.dgn | USER NAME = zechl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 12 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 16 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| 54215547 | METAL END SECTIONS 12" | EACH | 4 | 4 | | | |
| 54215550 | METAL END SECTIONS 15" | EACH | 25 | 25 | | | |
| 54215553 | METAL END SECTIONS 18" | EACH | 8 | 8 | | | |
| 54215559 | METAL END SECTIONS 24" | EACH | 14 | 14 | | | |
| 54215565 | METAL END SECTIONS 30" | EACH | 4 | 4 | | | |
| 54215571 | METAL END SECTIONS 36" | EACH | 2 | 2 | | | |
| 54215577 | METAL END SECTIONS 42" | EACH | 4 | 4 | | | |
| 54215979 | REINFORCED CONCRETE PIPE ELBOW 24" | EACH | 1 | 1 | | | |
| 5422D018 | PIPE CULVERTS, CLASS D, TYPE 2 18" (TEMPORARY) | FOOT | 153 | 153 | | | |
| 5422D036 | PIPE CULVERTS, CLASS D, TYPE 2 36" (TEMPORARY) | FOOT | 113 | 113 | | | |
| 5422D048 | PIPE CULVERTS, CLASS D, TYPE 2 48" (TEMPORARY) | FOOT | 77 | 77 | | | |
| 54245005 | INLET BOX, STANDARD 542521 | EACH | 1 | 1 | | | |
| 54248510 | CONCRETE COLLAR | CU YD | 1.8 | 1.8 | | | |
| 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 308 | | 172 | 136 | |

• DENOTES SPECIALTY ITEM

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-500.dgn | USER NAME = zach | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES US ROUTE 34 | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 : 6-1 | HENDERSON | 976 | 17 |
| | PLOT SCALE = 40.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 13 OF 25 SHEETS | STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | L05EG01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| 60100060 | CONCRETE HEADWALLS FOR PIPE DRAINS | EACH | 318 | 318 | | | |
| 60100925 | PIPE DRAINS 8" | FOOT | 600 | 600 | | | |
| 60100935 | PIPE DRAINS 10" | FOOT | 100 | 100 | | | |
| 60100945 | PIPE DRAINS 12" | FOOT | 282 | 282 | | | |
| 60100955 | PIPE DRAINS 15" | FOOT | 100 | 100 | | | |
| 60107600 | PIPE UNDERDRAINS 4" | FOOT | 126,306 | 126,306 | | | |
| 60108100 | PIPE UNDERDRAINS 4" (SPECIAL) | FOOT | 6,035 | 6,035 | | | |
| 60218300 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID | EACH | 1 | 1 | | | |
| 60218400 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 2 | 2 | | | |
| 60219000 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE | EACH | 1 | 1 | | | |
| 60220005 | MANHOLES, TYPE A, 4'-DIAMETER, WITH MEDIAN INLET (604101) | EACH | 8 | 8 | | | |
| 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | 1 | | | |
| 60222705 | MANHOLES, TYPE A, 5'-DIAMETER, WITH MEDIAN INLET (604101) | EACH | 1 | 1 | | | |
| 60222805 | MANHOLES, TYPE A, 5'-DIAMETER, WITH MEDIAN INLET (604106) | EACH | 1 | 1 | | | |

* DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = 0468409-SHT-500.dgn | USER NAME = zachl | DESIGNED - OBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 40.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 14 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 18 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | LOSEC, 01 | LOSEC, 01 | LOSEC, 02 | LOSEC, 01 |
| 60223700 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, OPEN LID | EACH | 1 | 1 | | | |
| 60223800 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | 1 | | | |
| 60224066 | MANHOLES, TYPE A, 6'-DIAMETER, WITH MEDIAN INLET (604101) | EACH | 2 | 2 | | | |
| 60236200 | INLETS, TYPE A, TYPE 8 GRATE | EACH | 4 | 4 | | | |
| 60238305 | INLETS, TYPE A, WITH MEDIAN INLET (604101) | EACH | 1 | 1 | | | |
| 60246605 | MEDIAN INLET (604101) | EACH | 1 | 1 | | | |
| 60602500 | CONCRETE GUTTER, TYPE A | FOOT | 63 | 63 | | | |
| 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 910 | 910 | | | |
| 60608552 | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.06 | FOOT | 177 | 177 | | | |
| 60618300 | CONCRETE MEDIAN SURFACE, 4 INCH | SQ FT | 1,466 | 1,466 | | | |
| 60618750 | CONCRETE MEDIAN, TYPE M-4.06 | SQ FT | 8,278 | 8,278 | | | |
| 60624600 | CORRUGATED MEDIAN | SQ FT | 732 | 732 | | | |
| 60900515 | CONCRETE THRUST BLOCKS | EACH | 4 | 4 | | | |
| 61000225 | TYPE F INLET BOX, STANDARD 610001 | EACH | 2 | 2 | | | |
| 61000335 | TYPE G INLET BOX, STANDARD 610001 | EACH | 2 | 2 | | | |

• DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = 0468409-SHT-SQQ.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 50.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 15 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 19 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST.

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | | LOSEC,01 | LOSEC, 01 | LOSEC, 02 | LOSEC, 01 |
| | 61100605 | MISCELLANEOUS CONCRETE | CU YD | 70 | 70 | | | |
| | 61139900 | STORM SEWERS (SPECIAL), 6" | FOOT | 6000 | 6,000 | | | |
| | 61140000 | STORM SEWERS (SPECIAL), 8" | FOOT | 3000 | 3,000 | | | |
| | 61140100 | STORM SEWERS (SPECIAL), 10" | FOOT | 3000 | 3,000 | | | |
| | 61140200 | STORM SEWERS (SPECIAL), 12" | FOOT | 3000 | 3,000 | | | |
| * | 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 2,400 | 2,400 | | | |
| * | 63100045 | TRAFFIC BARRIER TERMINAL, TYPE 2 | EACH | 7 | 7 | | | |
| * | 63100070 | TRAFFIC BARRIER TERMINAL, TYPE 5 | EACH | 6 | 6 | | | |
| * | 63100085 | TRAFFIC BARRIER TERMINAL, TYPE 6 | EACH | 6 | 6 | | | |
| * | 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | EACH | 9 | 9 | | | |
| | 63200310 | GUARDRAIL REMOVAL | FOOT | 973 | 973 | | | |
| | 63500105 | DELINEATORS | EACH | 282 | 282 | | | |
| | 64200108 | SHOULDER RUMBLE STRIPS, 8 INCH | FOOT | 103,354 | 103,354 | | | |
| | 64300450 | IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3 | EACH | 2 | 2 | | | |

* DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = D468489-SHT-500.dgn | USER NAME = zach | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 90.2000 '/ in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 16 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 20 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST.

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | | LOSEC, 01 | LOSEC, 01 | LOSEC, 02 | LOSEC, 01 |
| | 64301090 | ATTENUATOR BASE | SQ YD | 56 | 56 | | | |
| * | 66400505 | CHAIN LINK FENCE, 8' | FOOT | 326 | 326 | | | |
| * | 66409300 | CHAIN LINK GATES, 8' X 10' DOUBLE | EACH | 1 | 1 | | | |
| * | 66409400 | CHAIN LINK GATES, 8' X 12' DOUBLE | EACH | 1 | 1 | | | |
| * | 66501100 | WOVEN WIRE GATES, 4' X 12' SINGLE | EACH | 1 | 1 | | | |
| * | 66600105 | FURNISHING AND ERECTING RIGHT OF WAY MARKERS | EACH | 333 | 333 | | | |
| | 66700205 | PERMANENT SURVEY MARKERS, TYPE I | EACH | 28 | 28 | | | |
| | 66700305 | PERMANENT SURVEY MARKERS, TYPE II | EACH | 36 | 36 | | | |
| | 67100100 | MOBILIZATION | L SUM | 1 | 1 | | | |
| | 70100450 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 | 1 | | | |
| | 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1 | 1 | | | |
| | 70100500 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 | 1 | | | |
| | 70101830 | TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21 | L SUM | 1 | 1 | | | |
| | 70101835 | TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22 | L SUM | 1 | 1 | | | |

* DENOTES SPECIALTY ITEM

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = 0468409-SHT-SSD.dgn | USER NAME = jaeN | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES US ROUTE 34 | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 21 |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 17 OF 25 SHEETS | STA. TO STA. | | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| | 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 1 | | | |
| | 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 300 | 300 | | | |
| | 70104105 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701331, LOCATION 1 | EACH | 1 | 1 | | | |
| | 70104110 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701331, LOCATION 2 | EACH | 1 | 1 | | | |
| | 70104115 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701331, LOCATION 3 | EACH | 1 | 1 | | | |
| | 70106800 | CHANGEABLE MESSAGE SIGN | CAL MO | 48 | 48 | | | |
| | 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 800 | 800 | | | |
| * | 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 48,827 | 48,827 | | | |
| * | 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 18 | 18 | | | |
| | ~~70300520~~ | ~~PAVEMENT MARKING TAPE, TYPE III 4"~~ | ~~FOOT~~ | ~~0~~ | | | | |
| | 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 2,623 | 2,623 | | | |
| * | 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 1,504 | 1,504 | | | |
| * | 72000200 | SIGN PANEL - TYPE 2 | SQ FT | 156 | 156 | | | |
| * | 72000300 | SIGN PANEL - TYPE 3 | SQ FT | 2,234 | 2234 | | | |

B-1

* DENOTES SPECIALTY ITEM

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = 0468409-SHT-SOO.dgn | USER NAME = zachj | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES US ROUTE 34 | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 22 |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/15/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 18 OF 25 SHEETS | STA. TO STA. | | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | | LOSEC, 01 | LOSEC, 01 | LOSEC, 02 | LOSEC, 01 |
| | 72600100 | MILE POST MARKER ASSEMBLY | EACH | 12 | 12 | | | |
| | 72700100 | STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY | POUND | 27786 | 27,786 | | | |
| | 73000100 | WOOD SIGN SUPPORT | FOOT | 3,267 | 3,267 | | | |
| | 73400100 | CONCRETE FOUNDATIONS | CU YD | 55.4 | 55.4 | | | |
| * | 78004230 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" | FOOT | 14,210 | 14,210 | | | |
| * | 78009000 | MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 2,014 | 2,014 | | | |
| * | 78009004 | MODIFIED URETHANE PAVEMENT MARKING - LINE 4" | FOOT | 154,655 | 154,655 | | | |
| * | 78009008 | MODIFIED URETHANE PAVEMENT MARKING - LINE 8" | FOOT | 17,847 | 17,847 | | | |
| * | 78009012 | MODIFIED URETHANE PAVEMENT MARKING - LINE 12" | FOOT | 1,649 | 1,649 | | | |
| * | 78009024 | MODIFIED URETHANE PAVEMENT MARKING - LINE 24" | FOOT | 543 | 543 | | | |
| * | 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 1,410 | 1,410 | | | |
| * | 78200410 | GUARDRAIL MARKERS, TYPE A | EACH | 19 | 19 | | | |
| * | 78200520 | BARRIER WALL MARKERS, TYPE B | EACH | 9 | 9 | | | |
| * | 78201000 | TERMINAL MARKER - DIRECT APPLIED | EACH | 9 | 9 | | | |

* DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = D4G8409-SHT-500.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 19 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 23 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | | LOSEC, 01 | LOSEC, 01 | LOSEC, 02 | LOSEC, 01 |
| | 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 38 | 38 | | | |
| * | 80400100 | ELECTRIC SERVICE INSTALLATION | EACH | 1 | | | | 1 |
| * | 81028760 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2 1/2" DIA. | FOOT | 462 | | | | 462 |
| * | 81028780 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3 1/2" DIA. | FOOT | 69 | | | | 69 |
| * | 81200230 | CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC | FOOT | 440 | | | | 440 |
| * | 81300530 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6" | EACH | 4 | | | | 4 |
| * | 81603000 | UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE | FOOT | 6,332 | | | | 6,332 |
| * | 81603010 | UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE | FOOT | 3,040 | | | | 3,040 |
| * | 81702450 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10 | FOOT | 462 | | | | 462 |
| * | 82102400 | LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT | EACH | 29 | | | | 29 |
| * | 82500360 | LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 100AMP | EACH | 1 | | | | 1 |
| * | 83003400 | LIGHT POLE, ALUMINUM, 45 FT. M.H., 10 FT. DAVIT ARM | EACH | 2 | | | | 2 |
| * | 83004600 | LIGHT POLE, ALUMINUM, 50 FT. M.H., 15 FT. DAVIT ARM | EACH | 27 | | | | 27 |
| * | 83600300 | LIGHT POLE FOUNDATION, 30" DIAMETER | FOOT | 189 | | | | 189 |
| * | 83600357 | LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8" X 8' | EACH | 27 | | | | 27 |

S/

* DENOTES SPECIALTY ITEM

| | | | | |
|---|---|---|---|---|
| FILE NAME = D468489-SHT-500.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | | DRAWN - PSBA | REVISED - | |
| | PLOT SCALE = 90.0000 '/ in. | CHECKED - CSB | REVISED - | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | |

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 20 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 24 |
| | | CONTRACT NO. 68409 | | |
| | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | LOSEC, 01 | LOSEC, 01 | LOSEC, 02 | LOSEC, 01 |
| ~~83800650~~ | ~~BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN~~ | ~~EACH~~ | ~~108~~ | | | | ~~108~~ |
| Z0001002 | GUARDRAIL AGGREGATE EROSION CONTROL | TON | 609 | 609 | | | |
| Z0007601 | BUILDING REMOVAL NO. 1 | L SUM | 1 | 1 | | | |
| Z0007602 | BUILDING REMOVAL NO. 2 | L SUM | 1 | 1 | | | |
| Z0007603 | BUILDING REMOVAL NO. 3 | L SUM | 1 | 1 | | | |
| Z0007604 | BUILDING REMOVAL NO. 4 | L SUM | 1 | 1 | | | |
| Z0007605 | BUILDING REMOVAL NO. 5 | L SUM | 1 | 1 | | | |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 1 | | | |
| Z0023600 | FILLING EXISTING CULVERTS | EACH | 2 | 2 | | | |
| Z0034105 | MATERIAL TRANSFER DEVICE | TON | 50,500 | 50,500 | | | |
| Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 541 | | 322 | 219 | |
| Z0054500 | ROCK FILL | TON | 1,845 | 1,845 | | | |
| Z0054517 | ROCK FILL - FOUNDATION | TON | 5,992 | 5,992 | | | |
| ~~Z0023600~~ | ~~FILLING EXISTING CULVERTS~~ | ~~EACH~~ | ~~2~~ | ~~2~~ | | | |

18

* DENOTES SPECIALTY ITEM

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| FILE NAME = 0468409-SHT-500.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES US ROUTE 34 | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 25 |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. SHEET NO. 21 OF 25 SHEETS STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| * | ~~Z0034105~~ | ~~MATERIAL TRANSFER DEVICE~~ | ~~TON~~ | ~~50,500~~ | ~~50,500~~ | | | |
| * | ~~Z0046304~~ | ~~PIPE UNDERDRAINS FOR STRUCTURES, 4"~~ | ~~FOOT~~ | ~~541~~ | | ~~322~~ | ~~219~~ | |
| * | ~~Z0054500~~ | ~~ROCK FILL~~ | ~~TON~~ | ~~1,845~~ | ~~1,845~~ | | | |
| * | ~~Z0064517~~ | ~~ROCK FILL, FOUNDATION~~ | ~~TON~~ | ~~5,992~~ | ~~5,992~~ | | | |
| | Z0056100 | SAND DRAINAGE BLANKET | CU YD | 30,506 | 30,506 | | | |
| * | Z0056648 | STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 12" | FOOT | 178 | 178 | | | |
| * | Z0056652 | STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 18" | FOOT | 83 | 83 | | | |
| * | Z0056654 | STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 24" | FOOT | 256 | 256 | | | |
| | Z0064540 | SEEPAGE COLLAR | EACH | 4 | 4 | | | |
| | Z0065100 | SETTLEMENT PLATFORMS | EACH | 3 | 3 | | | |
| | Z0067500 | STEEL CASINGS 16" | FOOT | 200 | 200 | | | |
| | Z0077000 | VERTICAL PLASTIC DRAINAGE WICKS | FOOT | 154,330 | 154,330 | | | |
| * | A2002816 | TREE, CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, BALLED AND BURLAPPED | EACH | 39 | 39 | | | |
| * | A2002916 | TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED | EACH | 12 | 12 | | | |

* DENOTES SPECIALTY ITEM

| | | | | |
|---|---|---|---|---|
| FILE NAME = 0468409-SHT-SD0.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| | | DRAWN - PSBA | REVISED - | |
| | PLOT SCALE = 50.0000 ' / in. | CHECKED - CSB | REVISED - | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | |

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 22 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 : 6-1 | HENDERSON | 976 | 26 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

80/20 FED/ST

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | L05EC, 01 | L05EC, 01 | L05EC, 02 | L05EC, 01 |
| A2005016 | TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, BALLED AND BURLAPPED | EACH | 9 | 9 | | | |
| A2005116 | TREE, JUGLANS NIGRA (BLACK WALNUT), 2" CALIPER, BALLED AND BURLAPPED | EACH | 9 | 9 | | | |
| A2006516 | TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED | EACH | 8 | 8 | | | |
| A2006716 | TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED | EACH | 19 | 19 | | | |
| A2007616 | TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 2" CALIPER, BALLED AND BURLAPPED | EACH | 17 | 17 | | | |
| B2001116 | TREE, CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED | EACH | 43 | 43 | | | |
| B2004116 | TREE, MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED | EACH | 6 | 6 | | | |
| B2004516 | TREE, MALUS RED JEWEL (RED JEWEL CRAB APPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED | EACH | 36 | 36 | | | |
| C2005724 | SHRUB, RHUS AROMATICA (FRAGRANT SUMAC), 2' WIDTH, BALLED AND BURLAPPED | EACH | 3,320 | 3,320 | | | |
| C2006024 | SHRUB, RHUS TYPHINA (STAGHORN SUMAC), 2' HEIGHT, BALLED AND BURLAPPED | EACH | 600 | 600 | | | |
| D2002160 | EVERGREEN, PICEA PUNGENS (COLORADO SPRUCE), 5' HEIGHT, BALLED AND BURLAPPED | EACH | 116 | 116 | | | |
| X0322584 | REVETMENT MAT REMOVAL | SQ YD | 1,655 | 1,655 | | | |
| X0324028 | GROUT FOR USE WITH RIPRAP | CU YD | 352.2 | 352.2 | | | |
| X0324079 | EXISTING FIELD TILE REMOVAL | FOOT | 200 | 200 | | | |

• DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-500.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 48.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 23 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 27 |
| | | CONTRACT NO. 68409 | | |
| | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|
| | | | | ROADWAY 0001 RURAL | BRIDGE 0008 S.N. 036-0062, 0063 | BRIDGE 0008 S.N. 036-0065 | HIGHWAY LIGHTING 0021 RURAL |
| | | | | LOSEC, 01 | LOSEC, 01 | LOSEC, 02 | LOSEC, 01 |
| X0327070 | REMOVE EXISTING FLAGPOLE | EACH | 1 | 1 | | | |
| X2020500 | EARTH EXCAVATION (ROCKFILL) | CU YD | 7,157 | 7,157 | | | |
| X4400196 | HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL | SQ YD | 6,984 | 6,984 | | | |
| X6020290 | MANHOLES, TYPE A, 7' DIAMETER, WITH SPECIAL FRAME AND GRATE | EACH | 2 | 2 | | | |
| X6021824 | INLET-MANHOLE, TYPE G-1, 4' DIAMETER, SPECIAL | EACH | 3 | 3 | | | |
| X6021825 | INLET-MANHOLE, TYPE G-1, 5' DIAMETER, SPECIAL | EACH | 1 | 1 | | | |
| X6023508 | INLETS, TYPE A, WITH SPECIAL FRAME AND GRATE | EACH | 1 | 1 | | | |
| X6060078 | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (SPECIAL) | FOOT | 91 | 91 | | | |
| X6350110 | DELINEATORS (SPECIAL) | EACH | 24 | 24 | | | |
| X6640300 | CHAIN LINK FENCE REMOVAL | FOOT | 520 | 520 | | | |
| X6640310 | CHAIN LINK GATES REMOVAL | EACH | 2 | 2 | | | |
| X6670109 | PERMANENT SURVEY TIES | EACH | 36 | 36 | | | |
| X6700410 | ENGINEERS FIELD OFFICE, TYPE A (SPECIAL) | CAL MO | 24 | 24 | | | |
| X6700600 | ENGINEER'S FIELD LABORATORY (SPECIAL) | CAL MO | 24 | 24 | | | |

• DENOTES SPECIALTY ITEM

| | | | |
|---|---|---|---|
| FILE NAME = 0468409-SHT-500.dgn | USER NAME = zechl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 24 OF 25 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 28 |
| | | CONTRACT NO. 68409 | | |
| | | ILLINOIS FED. AID PROJECT | | |

80/20 FED/ST

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | ROADWAY | BRIDGE | BRIDGE | HIGHWAY LIGHTING |
| | | | | | 0001 | 0008 | 0008 | 0021 |
| | | | | | RURAL | S.N. 036-0062, 0063 | S.N. 036-0065 | RURAL |
| | | | | | L05EC,01 | L05EC,01 | L05EC,02 | L05EC,01 |
| * | X7830068 | GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS | SQ FT | 2,014 | 2,014 | | | |
| * | X7830070 | GROOVING FOR RECESSED PAVEMENT MARKING 5" | FOOT | 147,463 | 147,463 | | | |
| * | X7830076 | GROOVING FOR RECESSED PAVEMENT MARKING 9" | FOOT | 17,848 | 17,848 | | | |
| * | X7830078 | GROOVING FOR RECESSED PAVEMENT MARKING 13" | FOOT | 1,649 | 1,649 | | | |
| * | X7830090 | GROOVING FOR RECESSED PAVEMENT MARKING 25" | FOOT | 435 | 435 | | | |
| • | X8110522 | CONDUIT ATTACHED TO STRUCTURE, 2" DIA. STAINLESS STEEL | FOOT | 40 | | | | 40 |

* DENOTES SPECIALTY ITEM

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = 0468409-SMT-500.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES US ROUTE 34 | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 29 |
| | PLOT SCALE = 90.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 25 OF 25 SHEETS | STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

## ESTIMATED QUANTITIES

THE FOLLOWING ITEMS INCLUDE ESTIMATED QUANTITIES FOR HANDLING FIELD TILES ACROSS MAINLINE (SEE SPECIAL PROVISIONS)

| ITEM | UNIT | TOTAL |
|---|---|---|
| EXPLORATION TRENCH 52'' DEPTH | FOOT | 50,000 |
| MISCELLANEOUS CONCRETE | CU YD | 70 |
| STORM SEWER (SPECIAL), 6'' | FOOT | 6,000 |
| STORM SEWER (SPECIAL), 8'' | FOOT | 3,000 |
| STORM SEWER (SPECIAL), 10'' | FOOT | 3,000 |
| STORM SEWER (SPECIAL), 12'' | FOOT | 3,000 |
| PIPE DRAINS 8'' | FOOT | 600 |
| PIPE DRAINS 10'' | FOOT | 100 |
| PIPE DRAINS 12'' | FOOT | 100 |
| PIPE DRAINS 15'' | FOOT | 100 |
| TRENCH BACKFILL | CU YD | 400 |

### MOBILIZATION SCHEDULE

| LOCATION | L SUM |
|---|---|
| | |
| ENTIRE PROJECT | 1 |
| | |
| TOTAL | 1 |

### SAND DRAINAGE BLANKET & VERTICAL PLASTIC DRAINAGE WICKS SCHEDULE

| LOCATION | | | SAND DRAINAGE BLANKET | VERTICAL PLASTIC DRAINAGE WICKS |
|---|---|---|---|---|
| STATION | TO | STATION | CU YD | FOOT |
| US ROUTE 34 | | | | |
| 744+00 | TO | 756+10 | 28,952 | 148,580 |
| 758+35 | TO | 759+00 | 1,554 | 5,750 |
| | | | | |
| | | TOTAL | 30,506 | 154,330 |

### CONSTRUCTION LAYOUT SCHEDULE

| LOCATION | L SUM |
|---|---|
| | |
| ENTIRE PROJECT | 1 |
| | |
| TOTAL | 1 |

### ROCK FILL SCHEDULE

| LOCATION | | | | EARTH EXCAVATION (ROCKFILL) | ROCK FILL | ROCK FILL - FOUNDATION | FILTER FABRIC |
|---|---|---|---|---|---|---|---|
| STATION TO STATION | | | | CU YD | TON | TON | SQ YD |
| US ROUTE 34 | | | | | | | |
| 550+93.73 | LT | 552+91.13 | RT | 734 | | 433 | 782 |
| 556+38.14 | LT | 556+78.12 | RT | 1,901 | | 751 | 745 |
| 669+58.68 | RT | 670+31.68 | LT | 1,710 | | 2,875 | 1,547 |
| 679+63.27 | LT | 679+88.17 | RT | 1,238 | 1,845 | 1,522 | 1,174 |
| 692+70.00 | LT | 692+70.00 | RT | 550 | | 314 | 563 |
| RAMP A | | | | | | | |
| 11+00 | LT | 11+00 | RT | 1,024 | | 97 | 180 |
| | | | | | | | |
| | | | TOTAL | 7,157 | 1,845 | 5,992 | 4,991 |

NOTE: QUANTITY FOR ROCK FILL / ROCK FILL - FOUNDATION INCLUDES 6'' CAP MATERIAL (CA-7 OR CA-11)

### STEEL CASINGS 16''

| LOCATION | | | | | |
|---|---|---|---|---|---|
| STATION | OFFSET | TO | STATION | OFFSET | FOOT |
| US ROUTE 34 | | | | | |
| 719+80.00 | 95' LT | | 719+80.00 | 105' RT | 200 |
| | | | | | |
| | | | | TOTAL | 200 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-1-ESTIMATED QUANTITIES.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 '/ in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 1 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 30 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## TREE REMOVAL SCHEDULE (1 OF 3)

| LOCATION | | 6 - 15 UNITS DIAMETER | OVER 15 UNITS DIAMETER |
|---|---|---|---|
| STATION | OFFSET | | |
| | | UNIT | UNIT |
| US ROUTE 34 | | | |
| 553+88.06 | 88' RT | 12 | |
| 553+88.10 | 93' LT | | 20 |
| 554+31.90 | 46'' LT | | 20 |
| 555+10.75 | 123' RT | 10 | |
| 555+17.96 | 144' RT | 10 | |
| 555+27.98 | 116' RT | 10 | |
| 555+38.79 | 101' LT | | 36 |
| 555+44.12 | 62' LT | | 20 |
| 555+44.91 | 109' RT | 10 | |
| 555+51.72 | 132' RT | 10 | |
| 555+53.34 | 102' LT | | 20 |
| 555+61.87 | 103' RT | 10 | |
| 555+70.96 | 127' RT | 10 | |
| 555+77.70 | 97' RT | 10 | |
| 555+86.53 | 120' RT | 10 | |
| 555+94.17 | 93' RT | 10 | |
| 556+02.85 | 114' RT | 10 | |
| 556+11.50 | 87' RT | 10 | |
| 556+19.34 | 107' RT | 10 | |
| 734+01.09 | 106' RT | 15 | |
| 740+32.34 | 26' LT | | 24 |
| 740+35.80 | 28' LT | | 24 |
| 741+28.94 | 2' LT | | 36 |
| 741+52.14 | 79' LT | | 36 |
| 741+81.51 | 111' RT | | 26 |
| 742+11.60 | 80' RT | | 18 |
| 742+16.95 | 91' RT | | 16 |
| 742+48.72 | 53' RT | | 18 |
| 742+49.06 | 50' RT | 12 | |
| 742+50.79 | 49' RT | 15 | |
| 743+17.94 | 27' RT | 15 | |
| 746+24.70 | 64' LT | | 20 |
| 746+58.41 | 53' LT | | 20 |
| 747+01.74 | 29' LT | 12 | |
| 747+17.58 | 30' LT | | 18 |
| 747+55.31 | 21' LT | 8 | |
| 801+96.90 | 272' RT | | |
| SUBTOTAL 1 | | 219 | 372 |

## TREE REMOVAL SCHEDULE (2 OF 3)

| LOCATION | | 6 - 15 UNITS DIAMETER | OVER 15 UNITS DIAMETER |
|---|---|---|---|
| STATION | OFFSET | | |
| | | UNIT | UNIT |
| IL 94 / 116 (1500 E) | | | |
| 15+39.23 | 87' LT | | 18 |
| 15+48.75 | 117' LT | 12 | |
| 15+55.01 | 152' LT | 10 | |
| 15+55.39 | 196' LT | 12 | |
| 15+56.71 | 134' LT | 15 | |
| 15+57.23 | 182' LT | 8 | |
| 15+67.88 | 144' LT | 10 | |
| 15+76.07 | 117' LT | | 30 |
| 15+78.82 | 137' LT | 10 | |
| 15+82.78 | 166' LT | 6 | |
| 15+92.39 | 129' LT | 10 | |
| 16+11.18 | 128' LT | 10 | |
| 16+25.64 | 127' LT | 10 | |
| 16+34.26 | 170' LT | 15 | |
| 16+40.52 | 127' LT | 10 | |
| 16+46.07 | 191' LT | 15 | |
| 16+52.00 | 127' LT | 10 | |
| 16+64.93 | 127' LT | 10 | |
| 16+73.21 | 189' LT | 15 | |
| 16+80.32 | 127' LT | 10 | |
| 16+98.79 | 127' LT | 10 | |
| 17+10.27 | 127' LT | 10 | |
| 17+17.98 | 171' LT | | 18 |
| 17+23.34 | 128' LT | 10 | |
| 17+30.19 | 186' LT | 12 | |
| 17+46.39 | 167' LT | 10 | |
| 17+92.99 | 201' LT | 12 | |
| 18+47.75 | 88' LT | 12 | |
| 18+51.31 | 146' LT | | 18 |
| 18+55.43 | 74' LT | 12 | |
| TR 94 (1400 E) | | | |
| 44+23.37 | 60' LT | 10 | |
| 48+67.50 | 79' LT | 10 | |
| 51+65.66 | 99' LT | | 20 |
| 52+31.08 | 47' RT | | 20 |
| 52+31.23 | 43' RT | | 20 |
| 53+67.08 | 35' RT | | 24 |
| SUBTOTAL 2 | | 306 | 168 |

## TREE REMOVAL SCHEDULE (3 OF 3)

| LOCATION | | 6 - 15 UNITS DIAMETER | OVER 15 UNITS DIAMETER |
|---|---|---|---|
| STATION | OFFSET | | |
| | | UNIT | UNIT |
| TR 150 (1700 E) | | | |
| 59+01.45 | 31' RT | | 24 |
| 59+41.65 | 37' LT | 12 | |
| 59+41.68 | 33' LT | | 24 |
| 59+41.98 | 38' LT | | 24 |
| 59+42.19 (STUMP) | 28' LT | | 24 |
| 59+80.15 | 42' RT | | 18 |
| 60+20.61 | 43' RT | | 18 |
| 60+30.92 | 43' RT | | 18 |
| 60+40.48 (STUMP) | 43' RT | | 18 |
| 60+49.47 | 42' RT | | 18 |
| 60+59.48 | 43' RT | 12 | |
| 60+87.51 | 46' RT | | 18 |
| 61+02.53 | 48' RT | | 18 |
| 61+19.36 | 47' RT | | 18 |
| 66+40.23 | 30' RT | 8 | |
| SUBTOTAL 3 | | 32 | 240 |
| SUBTOTAL 2 | | 306 | 168 |
| SUBTOTAL 1 | | 219 | 372 |
| TOTAL | | 557 | 780 |

## TREE REMOVAL, ACRES - SCHEDULE

| LOCATION | | | | | ACRES |
|---|---|---|---|---|---|
| US ROUTE 34 | | | | | |
| 514+01 | RT | TO | 516+21 | RT | 0.28 |
| 514+53 | LT | TO | 515+74 | LT | 0.13 |
| 518+03 | LT | TO | 527+05 | LT | 1.16 |
| 520+32 | RT | TO | 525+93 | RT | 0.38 |
| 525+84 | RT | TO | 533+04 | RT | 0.66 |
| 533+69 | RT | TO | 536+12 | RT | 0.34 |
| 549+92 | LT | TO | 554+03 | RT | 1.46 |
| 552+24 | LT | TO | 553+49 | LT | 0.22 |
| 679+00 | LT | TO | 680+10 | RT | 0.46 |
| 739+38 | LT | TO | 739+94 | LT | 0.08 |
| 739+86 | RT | TO | 740+47 | RT | 0.07 |
| 741+09 | RT | TO | 741+63 | RT | 0.06 |
| 741+53 | RT | TO | 744+33 | RT | 0.10 |
| 742+82 | LT | TO | 743+60 | LT | 0.06 |
| 743+32 | RT | TO | 745+54 | RT | 0.20 |
| 743+48 | LT | TO | 743+82 | LT | 0.02 |
| 744+35 | RT | TO | 746+03 | LT | 0.17 |
| 745+44 | LT | TO | 749+31 | LT | 0.69 |
| 755+13 | LT | TO | 756+57 | LT | 0.06 |
| 756+10 | RT | TO | 757+87 | LT | 0.39 |
| 757+02 | RT | TO | 760+13 | RT | 1.19 |
| 776+25 | LT | TO | 777+07 | LT | 0.18 |
| 776+33 | RT | TO | 782+34 | RT | 2.18 |
| 822+26 | RT | TO | 822+70 | RT | 0.01 |
| | | | | TOTAL | 10.55 |
| | | | | USE | 11 |

## PAVEMENT REMOVAL SCHEDULE

| LOCATION | | | | | PAVEMENT REMOVAL |
|---|---|---|---|---|---|
| STA | OFFSET | | STA | OFFSET | SQ YD |
| US ROUTE 34 | | | | | |
| 522+00 | 37' RT | TO | 548+85 | 200' LT | 9,445 |
| 782+91 | 204' LT | TO | 816+00 | 55' RT | 11,243 |
| IL 94 / 116 | | | | | |
| 10+30 | 0' LT | TO | 42+85 | 0' LT | 9,522 |
| BOGUS HOLLOW ROAD | | | | | |
| 5+70.00 | 0' LT | TO | 9+03 | 0' LT | 706 |
| DETOUR No. 1 | | | | | |
| 2534+14 | 0' LT | TO | 2549+03 | 0' LT | 5,155 |
| DETOUR No. 2 | | | | | |
| 1783+83 | 0' LT | TO | 1795+91 | 0' LT | 4,363 |
| DETOUR No. 3 | | | | | |
| 108+32 | 0' LT | TO | 144+86 | 0' LT | 11,281 |
| | | | | TOTAL | 51,715 |

## DRIVEWAY PAVEMENT REMOVAL

| LOCATION | | UNITS |
|---|---|---|
| STA | LT / RT | SQ YD |
| IL 94 / 116 | | |
| 12+36.50 | LT | 674 |
| 12+37.47 | RT | 159 |
| 17+85.64 | LT | 557 |
| | | |
| TR 150 (1700 E) | | |
| 60+74.00 | RT | 62 |
| | TOTAL | 1,452 |

## GUTTER REMOVAL SCHEDULE

| LOCATION | | LT / RT | UNITS |
|---|---|---|---|
| FROM STA. | TO STA. | | FOOT |
| TR 150 (1700 E) | | | |
| 70+79 | 71+02 | LT | 62 |
| | | | |
| | | TOTAL | 62 |

## PAVED SHOULDER REMOVAL SCHEDULE

| LOCATION | | | UNITS |
|---|---|---|---|
| FROM STA. | TO STA. | LT / RT | SQ YD |
| US ROUTE 34 | | | |
| 515+30 | 522+00 | LT | 223 |
| 515+30 | 522+00 | RT | 223 |
| | | | |
| | | TOTAL | 446 |

## CONCRETE HEADWALL REMOVAL

| LOCATION | | UNITS |
|---|---|---|
| FROM | LT / RT | EACH |
| US ROUTE 34 | | |
| 516+00 | RT | 1 |
| 520+90 | RT | 1 |
| 520+90 | LT | 1 |
| 521+41 | RT | 1 |
| 821+91 | RT | 1 |
| | TOTAL | 5 |

## REMOVAL OF EXISTING STRUCTURE SCHEDULE

| NO. | LOCATION | DESCRIPTION | EACH |
|---|---|---|---|
| 1 | 516+59 (US 34) | 3'X7' DROP BOX | 1 |
| 2 | 526+67 (US 34) | 4'X3' DROP BOX, 3'X2' RCB CULVERT, 36" CMP CULVERT, CONCRETE HEADWALL | 1 |
| 3 | 532+93 (US 34) | 30" RCP, 2- CONCRETE HEADWALL | 1 |
| 4 | 537+27 (US 34) | 2'X2' RCB, 2 - CONCRETE HEADWALL | 1 |
| 5 | 541+49 (US 34) | 2'X2' RCB, 2 - CONCRETE HEADWALL | 1 |
| 6 | 809+99 (US 34) | 2'X2' RCB, 2 - CONCRETE HEADWALL | 1 |
| 7 | 15+62 (IL 94/116) | 42" RCP, 2 - CONCRETE HEADWALL | 1 |
| 8 | 50+30 (TR 119) | 18" RCP, CONCRETE HEADWALL | 1 |
| 9 | 70+79 (TR 150) | 1.5' X 1.5' DROP INLET WITH GRATE | 1 |
| 10 | 70+85 (TR 150) | 3' DIA MANHOLE WITH GRATE | 1 |
| 11 | 2539+44 (DET-1) | 2' X 3' RCB, 2 - CONCRETE HEADWALL | 1 |
| | | | |
| | | TOTAL | 11 |

## GUARDRAIL REMOVAL SCHEDULE

| LOCATION | | LT / RT | UNIT |
|---|---|---|---|
| FROM STA. | TO STA. | | FOOT |
| US ROUTE 34 | | | |
| 514+03 | 516+33 | RT | 230 |
| 520+18 | 522+98 | RT | 280 |
| 519+95 | 521+48 | RT | 163 |
| 807+75 | 811+75 | LT | 300 |
| | | | |
| | | TOTAL | 973 |

## REVETMENT MAT REMOVAL SCHEDULE

| LOCATION | | LT / RT | UNIT |
|---|---|---|---|
| FROM STA. | TO STA. | | SQ YD |
| US ROUTE 34 | | | |
| 520+60 | 520+97 | LT | 18 |
| 536+90 | 542+88 | RT | 1,346 |
| DETOUR No. 1 | | | |
| 2539+56 | 2539+56 | RT | 84 |
| DETOUR No. 2 | | | |
| 1783+10 | 1786+20 | LT & RT | 207 |
| | | | |
| | | TOTAL | 1,655 |

## CHAIN LINK REMOVAL SCHEDULE

| LOCATION | | FENCE | GATES |
|---|---|---|---|
| FROM STA. | TO STA. | FOOT | EACH |
| TR 94 / 116 | | | |
| 15+36 | | 20 | |
| 15+36 | | | 1 |
| 15+36 | 17+71 | 325 | |
| 17+71 | 17+95 | | 1 |
| 17+95 | 18+65 | 175 | |
| | | | |
| | TOTAL | 520 | 2 |

## HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

| LOCATION | | | SQ YD |
|---|---|---|---|
| | | | |
| US ROUTE 34 | | | |
| 515+00.00 | TO | 515+30.00 | 80 |
| 824+70.00 | TO | 825+00.00 | 80 |
| IL ROUTE 94 / 116 | | | |
| 10+00.00 | TO | 10+30.00 | 87 |
| 42+84.69 | TO | 43+14.69 | 87 |
| IL ROUTE 94 / 116 (CE STA 12+36.50 LT) | | | |
| 12+21, 180' LT | TO | 12+35, 245' LT | 104 |
| 13+04, 370' LT | TO | 13+26, 360' LT | 27 |
| DETOUR No. 1 | | | |
| 2552+80.00 | TO | 2553+10.00 | 80 |
| DETOUR No. 2 | | | |
| 1779+70.00 | TO | 1780+00.00 | 80 |
| | | | |
| | | TOTAL | 625 |

## HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL SCHEDULE

| LOCATION | | LENGTH | WIDTH | HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL |
|---|---|---|---|---|
| FROM STA. | TO STA. | FOOT | FOOT | SQ YD |
| US ROUTE 34 - WEST TRANSITON TO WESTBOUND LANES | | | | |
| 1516+39 | 1521+68 | 529 | 24.0 | 1410.7 |
| US ROUTE 34 - WEST TRANSITON TO EASTBOUND LANES | | | | |
| 3515+30 | 3516+39 | 109 | 24.0 | 290.7 |
| 3516+39 | 3523+00 | 661 | 24 | 1762.7 |
| US ROUTE 34 - DETOUR No. 1 | | | | |
| 2532+57 | 2534+32 | 175 | 24 | 466.7 |
| 2547+90 | 2552+80 | 490 | 24 | 1306.7 |
| US ROUTE 34 - DETOUR No. 2 | | | | |
| 1780+00 | 1784+67 | 467 | 24 | 1245.3 |
| 1795+69 | 1797+57 | 188 | 24.0 | 501.3 |
| | | | TOTAL | 6,984.0 |
| | | | USE | 6,984 |

DEPTH MAY VARY FROM 0" TO 2"

| PIPE CULVERT REMOVAL SCHEDULE (1 OF 2) | | | |
|---|---|---|---|
| LOCATION | OFFSET | SIZE | PIPE CULVERT REMOVAL |
| | | INCH DIA. | FOOT |
| US ROUTE 34 | | | |
| 521+13 | 85′ RT | 24 | 60 |
| 528+95 | 8′ LT | 24 | 74 |
| 543+01 | 4′ LT | 18 | 28 |
| 594+97 | 1055′ LT | 18 | 36 |
| 641+47 | 170′ RT | 12 | 30 |
| 816+58 | 23′ RT | 18 | 30 |
| IL 94 / 116 | | | |
| 10+90 | 23′ RT | 15 | 30 |
| 12+37 | 25′ RT | 15 | 56 |
| 13+30 | 310′ LT | 15 | 50 |
| 17+83 | 25′ LT | 36 (EQRS) | 42 |
| TR 94 (1400 E) | | | |
| 48+24 | 33′ RT | 48 | 22 |
| 48+35 | 81′ RT | 24 | 38 |
| 51+85 | 19′ RT | 18 | 34 |
| 52+16 | 31′ RT | 12 | 32 |
| 53+16 | 13′ LT | 12 | 46 |
| 54+02 | 1′ LT | 18 | 62 |
| TR 138 (1650 E) | | | |
| 53+41 | 0′ RT | 15 | 22 |
| TR 150 (1700 E) | | | |
| 43+92 | 28′ LT | 24 | 26 |
| 44+55 | 30′ LT | 15 | 34 |
| 60+06 | 15′ LT | 15 | 20 |
| 60+75 | 16′ LT | 12 | 14 |
| 60+78 | 15′ RT | 12 | 38 |
| 65+88 | 14′ LT | 15 | 24 |
| 66+40 | 4′ RT | 24 | 36 |
| 67+33 | 17′ RT | 18 | 40 |
| 69+17 | 16′ RT | 15 | 104 |
| 70+68 | 24′ LT | 18 | 22 |
| 70+81 | 5′ RT | 18 | 133 |
| TR 178 (1800 E) | | | |
| 53+30 | 16′ RT | 18 | 75 |
| | | SUBTOTAL 1 | 1,258 |

| PIPE CULVERT REMOVAL SCHEDULE (2 OF 2) | | | |
|---|---|---|---|
| LOCATION | OFFSET | SIZE | PIPE CULVERT REMOVAL |
| | | INCH DIA. | FOOT |
| DETOUR No. 2 | | | |
| 1783+28 | 44′ RT | 18 | 30 |
| DETOUR No. 3 | | | |
| 111+00 | 11′ LT | 15 | 69 |
| 114+56 | 0′ RT | 36 | 113 |
| 117+90 | 27′ LT | 15 | 56 |
| 119+21 | 27′ LT | 15 | 58 |
| 126+01 | 16′ LT | 48 | 77 |
| 140+12 | 0′ RT | 24 | 53 |
| TR 119 | | | |
| 50+66 | 30′ RT | 15 | 38 |
| 51+06 | 1′ LT | 24 | 45 |
| | | SUBTOTAL 2 | 539 |
| | | SUBTOTAL 1 | 1,258 |
| | | TOTAL | 1,797 |

| FILLING EXISTING CULVERTS SCHEDULE | | | |
|---|---|---|---|
| STATION | OFFSET | SIZE | UNITS |
| | | INCH DIA. | EACH |
| US ROUTE 34 | | | |
| 516+00 | 43′ RT | 36″ | 1 |
| 520+90 | 39′ RT | 36″ | 1 |
| | | | |
| | | TOTAL | 2 |

| REMOVE EXISTING FLAGPOLE SCHEDULE | |
|---|---|
| LOCATION | EACH |
| | |
| STA 17+59, 120′ RT (IL 94/116) | 1 |
| | |
| TOTAL | 1 |

| BUILDING REMOVAL SCHEDULE | | | | |
|---|---|---|---|---|
| NO. | STATION | OFFSET | DESCRIPTION | L SUM |
| US ROUTE 34 | | | | |
| 1 | 543+51.7 | 54.0′ RT | WOOD SHED | 1 |
| 2 | 554+05.1 | 44.6′ RT | CONCRETE SILAGE PIT | 1 |
| 3 | 554+86.97 | 65.3′ RT | COLLAPSED WOOD BARN | 1 |
| 4 | 801+73.90 | 245.8′ RT | 4′ X 8′ ALUMINUM REFRIGERATED TRUCK BODY | 1 |
| 5 | 801+83.95 | 262.4′ RT | TIMBER FRAME SHED ON WOOD SKIDS | 1 |

| EXISTING FIELD TILE REMOVAL SCHEDULE | | | |
|---|---|---|---|
| LOCATION | | LT / RT | UNITS |
| FROM STA. | TO STA. | | FOOT |
| US ROUTE 34 | | | |
| 552+03 | 553+93 | LT | 200 |
| | | | |
| | | TOTAL | 200 |

| FENCE REMOVAL SCHEDULE | | |
|---|---|---|
| LOCATION | | UNIT |
| FROM | TO | FOOT |
| US ROUTE 34 | | |
| 515+00 | 528+93 | 1,660 |
| 528+93 | 555+73 | 5,120 |
| 555+73 | 611+79 | 650 |
| 611+79 | 693+90 | 2,085 |
| 693+90 | 721+25 | 630 |
| 721+25 | 776+84 | 3,430 |
| 776+84 | 803+29 | 1,270 |
| 803+29 | 825+00 | 1,140 |
| BOGUS HOLLOW RD | | |
| 7+22 | 9+41 | 470 |
| TR 111 | | |
| 149+27 | 152+05 | 400 |
| TR 94 | | |
| 38+00 | 48+71 | 1,060 |
| 51+29 | 41+84 | 320 |
| TR 122 | | |
| SOUTH CUL-DE-SAC | | 40 |
| TR 150 | | |
| 40+00 | 48+58 | 920 |
| 51+42 | 71+11 | 780 |
| TR 178 | | |
| 39+00 | 48+60 | 560 |
| TR 190 | | |
| 45+50 | 48+91 | 200 |
| DETOUR 1 | | |
| 2554+32 | 2554+44 | 12 |
| | | |
| | TOTAL | 20,747 |

Fence Removal shall be included in the cost of EARTH EXCAVATION

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-2-4-REMOVAL.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES US ROUTE 34 | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 33 |
| | PLOT SCALE = 100.0000 ′ / in. | CHECKED - CSB | REVISED - | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. SHEET NO. 4 OF 51 SHEETS STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

## EARTH EXCAVATION SCHEDULE - STAGE 1

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| | THEORETICAL | | UNSUITABLE MATERIAL | RESTRICTED USE MATERIAL | ADJUSTED EARTHWORK | | | EXCESS (SHORTAGE) | TOPSOIL PLACEMENT | TOPSOIL FURNISH & PLACEMENT 4" |
| | CUT | FILL | | | CUT | CUT X 0.75 | FILL | | | |
| STATION TO STATION | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | SQ YD |
| **US ROUTE 34 & DETOUR NO. 1 & 2** | | | | | | | | | | |
| STA 512+00.00 TO STA 528+92.63 | 30,923 | 16,352 | 5,572 | | 25,351 | 19,013 | 16,352 | 2,661 | 1,691 | 15,219 |
| STA 528+92.63 TO STA 555+73.12 | 49,105 | 44,136 | 11,775 | 0 | 37,330 | 27,998 | 44,136 | (16,139) | 3,155 | 28,395 |
| STA 555+73.12 TO STA 611+78.78 | 89,288 | 87,949 | | 0 | 89,288 | 66,966 | 87,949 | (20,983) | 9,433 | 84,897 |
| STA 611+78.78 TO STA 693+89.92 | 116,561 | 122,968 | | 0 | 116,561 | 87,421 | 122,968 | (35,547) | 13,304 | 119,736 |
| STA 693+89.92 TO STA 721+25.00 | 7,485 | 119,917 | | 0 | 7,485 | 5,614 | 119,917 | (114,303) | 4,268 | 38,412 |
| STA 721+25.00 TO STA 758+00.00 | 141,191 | 167,325 | 6,118 | 0 | 135,073 | 101,305 | 167,325 | (66,020) | 6,353 | 57,177 |
| STA 758+00.00 TO STA 776+84.33 | 234,656 | 6,581 | | 0 | 234,656 | 175,992 | 6,581 | 169,411 | 4,436 | 39,924 |
| STA 776+84.33 TO STA 803+29.29 | 18,384 | 52,648 | 594 | | 17,790 | 13,343 | 52,648 | (39,306) | 2,418 | 21,762 |
| STA 803+29.29 TO STA 826+00.00 | 4,984 | 21,727 | | | 4,984 | 3,738 | 21,727 | (17,989) | 1,639 | 14,751 |
| **IL ROUTE 94/116 & DETOUR NO. 3** | | | | | | | | | | |
| STA 6+72.28 TO STA 26+70.22 | 4,578 | 6,633 | | | 4,578 | 3,434 | 6,633 | (3,200) | | 0 |
| STA 26+70.22 TO STA 45+60.08 | 3,564 | 1,027 | | | 3,564 | 2,673 | 1,027 | 1,646 | | 0 |
| **RAMP A** | | | | | | | | | | |
| STA 6+50.00 TO STA 19+50.00 | 16,169 | 16,142 | | 0 | 16,169 | 12,127 | 16,142 | (4,015) | 1,887 | 16,983 |
| **RAMP B** | | | | | | | | | | |
| STA 2+00.00 TO STA 11+50.00 | 11,823 | 8,818 | | 0 | 11,823 | 8,867 | 8,818 | 49 | 1,476 | 13,284 |
| **BOGUS HOLLOW RD** | | | | | | | | | | |
| STA 5+70.00 TO STA 8+61.04 | 2,938 | 260 | | | 2,938 | 2,204 | 260 | 1,944 | 291 | 2,619 |
| **TR 111 (1350 E)** | | | | | | | | | | |
| STA 149+00.00 TO STA 153+00.00 | 8,250 | 0 | | | 8,250 | 6,188 | 0 | 6,188 | 316 | 2,844 |
| **TR 94 (1400 E)** | | | | | | | | | | |
| STA 38+00.00 TO STA 48+70.63 | 2,732 | 6,707 | 2,161 | | 571 | 428 | 6,707 | (6,279) | 1,033 | 9,297 |
| STA 51+29.72 TO STA 54+30.12 | 417 | 1,453 | | | 417 | 313 | 1,453 | (1,140) | 165 | 1,485 |
| **TR 138 (1650 E)** | | | | | | | | | | |
| STA 44+80.00 TO STA 48+74.97 | 1,594 | 1,529 | | | 1,594 | 1,196 | 1,529 | (334) | 310 | 2,790 |
| STA 51+25.03 TO STA 55+20.00 | 2,286 | 1,388 | | | 2,286 | 1,715 | 1,388 | 327 | 317 | 2,853 |
| **TR 150 (1700 E)** | | | | | | | | | | |
| STA 40+20.00 TO STA 48+58.48 | 5,502 | 1,893 | | | 5,502 | 4,127 | 1,893 | 2,234 | 773 | 6,957 |
| STA 51+41.52 TO STA 71+02.50 | 9,457 | 2,042 | | | 9,457 | 7,093 | 2,042 | 5,051 | 995 | 8,955 |
| **TR 178 (1800 E)** | | | | | | | | | | |
| STA 39+75.00 TO STA 48+58.48 | 3,729 | 139 | | | 3,729 | 2,797 | 139 | 2,658 | 738 | 6,642 |
| STA 51+42.52 TO STA 53+75.62 | 1,649 | 274 | | | 1,649 | 1,237 | 274 | 963 | 125 | 1,125 |
| **TR 190 (1850 E)** | | | | | | | | | | |
| STA 46+00.00 TO STA 49+00.00 | 143 | 356 | | | 143 | 107 | 356 | (249) | 37 | 333 |
| STA 51+26.62 TO STA 55+00.00 | 424 | 1,187 | | | 424 | 318 | 1,187 | (869) | 94 | 846 |
| **TOTAL** | **767,832** | **689,451** | **26,220** | **0** | **741,612** | **556,209** | **689,451** | **(133,242)** | **55,254** | **497,286** |

**A SHRINKAGE FACTOR OF 25% WAS USED TO DETERMINE THE EXCESS AND BORROW EXCAVATION QUANTITIES**

1. CUT QUANTITY FROM CROSS SECTIONS, TOPSOIL EXCAVATION FOR STORAGE
2. FILL QUANTITY FROM CROSS SECTIONS
3. CUT QUANTITY FROM CROSS SECTIONS, TO BE WASTED OFF-SITE
4. CUT QUANTITY FROM CROSS SECTIONS, RESTRICTED USE MATERIAL
5. EXCAVATION AVAILABLE FOR EMBANKMENT, COLUMN 1 + COLUMN 4 - COLUMN 3
6. EXCAVATION ADJUSTED FOR SHRINKAGE, COLUMN 5 (X 0.75 SHRINKAGE FACTOR)
7. FILL QUANTITY FROM CROSS SECTIONS, COLUMN 2
8. COLUMN 6 - COLUMN 7
9. QUANTITY FROM CROSS SECTIONS, TO PLACE 4" TOPSOIL
10. COLUMN 8 (X 9)

| | | | | | |
|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-5-6-EARTH EXCAVATION.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** | **SCHEDULE OF QUANTITIES US ROUTE 34** |
| | | DRAWN - PSBA | REVISED - | | |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | | |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. SHEET NO. 5 OF 51 SHEETS STA. TO STA. |

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 34 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## EARTH EXCAVATION SCHEDULE - STAGE 2

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| | THEORETICAL | | UNSUITABLE MATERIAL | RESTRICTED USE MATERIAL | ADJUSTED EARTHWORK | | | EXCESS (SHORTAGE) | TOPSOIL PLACEMENT | TOPSOIL FURNISH & PLACEMENT 4" |
| | CUT | FILL | | | CUT | CUT X 0.75 | FILL | | | |
| STATION TO STATION | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | SQ YD |
| | | | | | | | | | | |
| | | | | | | | | | | |
| US ROUTE 34 | | | | | | | | | | |
| STA 522+00.00 TO STA 528+92.63 | 2,056 | 3,266 | 2,119 | | (63) | (47) | 3,266 | (3,313) | 549 | 4,941 |
| STA 528+92.63 TO STA 547+00.00 | 1,630 | 8,976 | 7,107 | | (5,477) | (4,108) | 8,976 | (13,084) | 891 | 8,019 |
| STA 776+84.33 TO STA 803+29.29 | 4,483 | 11,841 | 2,957 | | 1,526 | 1,145 | 11,841 | (10,697) | 1,313 | 11,817 |
| STA 803+29.29 TO STA 826+00.00 | 2,964 | 15,418 | | | 2,964 | 2,223 | 15,418 | (13,195) | 1,399 | 12,591 |
| IL ROUTE 94/116 | | | | | | | | | | |
| STA 6+72.28 TO STA 26+70.22 | 3,634 | 56,619 | | | 3,634 | 2,726 | 56,619 | (53,894) | 999 | 8,991 |
| STA 26+70.22 TO STA 45+60.08 | 4,415 | 48,678 | | | 4,415 | 3,311 | 48,678 | (45,367) | 1,069 | 9,621 |
| RAMP C | | | | | | | | | | |
| STA 7+00.00 TO STA 21+50.00 | 32,419 | 13,029 | | | 32,419 | 24,314 | 13,029 | 11,285 | 2,742 | 24,678 |
| RAMP D | | | | | | | | | | |
| STA 0+23.09 TO STA 11+00.00 | 10,981 | 16,023 | | | 10,981 | 8,236 | 16,023 | (7,787) | 1,817 | 16,353 |
| TOTAL | **62,582** | **173,850** | **12,183** | **0** | **50,399** | **37,799** | **173,850** | **(136,051)** | **10,779** | **97,011** |

## EARTH EXCAVATION SCHEDULE - STAGE 3

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| | THEORETICAL | | UNSUITABLE MATERIAL | RESTRICTED USE MATERIAL | ADJUSTED EARTHWORK | | | EXCESS (SHORTAGE) | TOPSOIL PLACEMENT | TOPSOIL FURNISH & PLACEMENT 4" |
| | CUT | FILL | | | CUT | CUT X 0.75 | FILL | | | |
| STATION TO STATION | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | SQ YD |
| US ROUTE 34 | | | | | | | | | | |
| STA 533+00.00 TO STA 545+00.00 | 6,846 | 2,302 | | | 6,846 | 5,135 | 2,302 | 2,833 | 1,098 | 9,882 |
| STA 611+78.78TO STA 614+00.00 | 8,726 | 2,643 | | | 8,726 | 6,545 | 2,643 | 3,902 | 879 | 7,911 |
| STA 776+84.33 TO STA 803+29.29 | 6,459 | 2,317 | | | 6,459 | 4,844 | 2,317 | 2,527 | 1,354 | 12,186 |
| IL ROUTE 94/116 & DETOUR NO. 3 | | | | | | | | | | |
| STA 6+72.28 TO STA 26+70.22 | 7,892 | 18,517 | | | 7,892 | 5,919 | 18,517 | (12,598) | 2,311 | 20,799 |
| STA 26+70.22 TO STA 45+60.08 | 3,853 | 9,213 | | | 3,853 | 2,890 | 9,213 | (6,323) | 2,064 | 18,576 |
| RAMP A | | | | | | | | | | |
| STA 19+50.00 TO STA 20+94.60 | 202 | 7,728 | | | 202 | 152 | 7,728 | (7,577) | 258 | 2,322 |
| RAMP B | | | | | | | | | | |
| STA 1+06.42 TO STA 2+00.00 | 199 | 6,597 | | | 199 | 149 | 6,597 | (6,448) | 294 | 2,646 |
| TOTAL | **34,177** | **49,317** | **0** | **0** | **34,177** | **25,633** | **49,317** | **(23,684)** | **8,258** | **74,322** |

## EARTH EXCAVATION SCHEDULE - SUMMARY

| LOCATION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| | THEORETICAL | | UNSUITABLE MATERIAL | RESTRICTED USE MATERIAL | ADJUSTED EARTHWORK | | | EXCESS (SHORTAGE) | TOPSOIL PLACEMENT | TOPSOIL FURNISH & PLACEMENT 4" |
| | CUT | FILL | | | CUT | CUT X 0.75 | FILL | | | |
| STATION TO STATION | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | CU YD | SQ YD |
| STAGE 1 CONSTRUCTION | 767,832 | 689,451 | 26,220 | 0 | 741,612 | 556,209 | 689,451 | (133,242) | 55,254 | 497,286 |
| STAGE 2 CONSTRUCTION | 62,582 | 173,850 | 12,183 | 0 | 50,399 | 37,799 | 173,850 | (136,051) | 10,779 | 97,011 |
| STAGE 3 CONSTRUCTION | 34,177 | 49,317 | 0 | 0 | 34,177 | 25,633 | 49,317 | (23,684) | 8,258 | 74,322 |
| TOTAL | **864,591** | **912,618** | **38,403** | **0** | **826,188** | **619,641** | **912,618** | **(292,977)** | **74,291** | **668,619** |
| | (1) | | | | | | | (2) | | (3) |

## EARTH EXCAVATION (WIDENING) SCHEDULE

| LOCATION | AREA | VOLUME |
|---|---|---|
| | SQ YD | CU YD |
| DETOUR No. 1 | | |
| STA 2547+89.52 TO STA 2552+80.00 | 491.4 | 109 |
| DETOUR No. 2 | | |
| STA 1780+00.00 TO STA 1784+66.00 | 525.3 | 117 |
| | | |
| TOTAL | | 226 |

## SETTLEMENT PLATFORM SCHEDULE

| LOCATION | OFFSET | EACH | t90 |
|---|---|---|---|
| US ROUTE 34 | | | DAYS |
| STA 751+00.00 | 65' RT | 1 | 190 |
| STA 755+50.00 | 65' LT | 1 | 190 |
| STA 759+10.00 | 65' RT | 1 | 190 |
| | | | |
| TOTAL | | 3 | |

**A SHRINKAGE FACTOR OF 25% WAS USED TO DETERMINE THE EXCESS AND BORROW EXCAVATION QUANTITIES**

1. CUT QUANTITY FROM CROSS SECTIONS, TOPSOIL EXCAVATION FOR STORAGE
2. FILL QUANTITY FROM CROSS SECTIONS
3. CUT QUANTITY FROM CROSS SECTIONS, TO BE WASTED OFF-SITE
4. CUT QUANTITY FROM CROSS SECTIONS, RESTRICTED USE MATERIAL
5. EXCAVATION AVAILABLE FOR EMBANKMENT, COLUMN 1 + COLUMN 4 - COLUMN 3
6. EXCAVATION ADJUSTED FOR SHRINKAGE, COLUMN 5 (X 0.75 SHRINKAGE FACTOR)
7. FILL QUANTITY FROM CROSS SECTIONS, COLUMN 2
8. COLUMN 6 - COLUMN 7
9. QUANTITY FROM CROSS SECTIONS, TO PLACE 4" TOPSOIL
10. COLUMN 8 (X 9)

(1) EARTH EXCAVATION

(2) BORROW EXCAVATION

(3) TOPSOIL FURNISH AND PLACE 4"

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-5-6-EARTH EXCAVATION.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 6 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 35 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## PERIMETER EROSION BARRIER SCHEDULE (1 OF 4)

| LOCATION | | | | PERIMETER EROSION BARRIER |
|---|---|---|---|---|
| STATION TO STATION | | | OFFSET | FOOT |
| US ROUTE 34 | | | | |
| 513+50.03 | TO | 514+28.62 | RT | 82 |
| 514+55.32 | TO | 516+27.49 | RT | 200 |
| 516+15.04 | TO | 521+66.48 | LT | 610 |
| 516+55.75 | TO | 520+47.56 | RT | 400 |
| 520+62.03 | TO | 525+69.24 | RT | 523 |
| 521+86.22 | TO | 523+08.77 | LT | 135 |
| 523+89.55 | TO | 527+93.46 | LT | 404 |
| 529+45.84 | TO | 533+81.94 | RT | 437 |
| 529+71.69 | TO | 548+34.33 | LT | 1,932 |
| 534+31.47 | TO | 552+73.96 | RT | 1,800 |
| 552+74.19 | TO | 553+99.86 | LT | 127 |
| 553+29.14 | TO | 555+57.43 | RT | 234 |
| 556+54.90 | TO | 569+45.60 | LT | 1,285 |
| 557+42.65 | TO | 570+30.78 | RT | 1,289 |
| 570+29.64 | TO | 599+86.09 | LT | 2,963 |
| 571+10.88 | TO | 599+31.29 | RT | 2,823 |
| 622+21.25 | TO | 628+21.07 | RT | 601 |
| 626+14.59 | TO | 643+42.15 | LT | 1,729 |
| 635+15.73 | TO | 639+37.72 | RT | 386 |
| 639+68.50 | TO | 641+20.97 | RT | 153 |
| 642+29.95 | TO | 646+01.24 | RT | 373 |
| 643+79.33 | TO | 663+08.28 | LT | 1,931 |
| 646+40.72 | TO | 654+19.27 | RT | 780 |
| 654+41.08 | TO | 660+40.50 | RT | 600 |
| 661+19.24 | TO | 662+81.10 | RT | 210 |
| 663+23.73 | TO | 669+32.46 | RT | 655 |
| 663+49.22 | TO | 670+94.15 | LT | 755 |
| 669+56.67 | TO | 672+59.10 | RT | 313 |
| 671+54.37 | TO | 675+82.86 | LT | 430 |
| 672+85.25 | TO | 674+87.63 | RT | 202 |
| 675+11.25 | TO | 679+61.26 | RT | 471 |
| 676+10.11 | TO | 679+00.00 | LT | 307 |
| 679+07.30 | TO | 679+97.09 | LT | 100 |
| 679+61.26 | TO | 680+08.49 | RT | 72 |
| 680+06.76 | TO | 687+71.16 | RT | 789 |
| 680+08.19 | TO | 682+24.54 | LT | 233 |
| 682+46.56 | TO | 692+19.30 | LT | 973 |
| 687+96.21 | TO | 693+18.01 | RT | 539 |
| 695+20.43 | TO | 700+72.40 | RT | 555 |
| 695+50.96 | TO | 700+66.86 | LT | 533 |
| 701+00.00 | TO | 720+02.62 | LT | 1,878 |
| 701+07.60 | TO | 719+52.33 | RT | 1,888 |
| 721+70.21 | TO | 743+88.74 | RT | 2,233 |
| 722+47.56 | TO | 744+25.28 | LT | 2,179 |
| 744+03.05 | TO | 744+91.37 | RT | 105 |
| | | SUBTOTAL 1 | | 37,217 |

## PERIMETER EROSION BARRIER SCHEDULE (2 OF 4)

| LOCATION | | | | PERIMETER EROSION BARRIER |
|---|---|---|---|---|
| STATION TO STATION | | | OFFSET | FOOT |
| US ROUTE 34 | | | | |
| 744+46.28 | TO | 751+37.92 | LT | 726 |
| 745+12.60 | TO | 746+91.84 | RT | 209 |
| 747+40.51 | TO | 750+57.84 | RT | 318 |
| 750+88.93 | TO | 756+34.62 | RT | 574 |
| 751+08.56 | TO | 756+08.76 | LT | 500 |
| 757+19.91 | TO | 776+01.42 | LT | 1,892 |
| 757+40.72 | TO | 775+76.09 | RT | 1,943 |
| 777+49.24 | TO | 780+37.26 | RT | 290 |
| 777+90.00 | TO | 779+00.00 | LT | 114 |
| 780+63.10 | TO | 781+62.76 | RT | 100 |
| 781+85.96 | TO | 802+77.39 | RT | 2,060 |
| 783+66.53 | TO | 792+91.61 | LT | 962 |
| 793+17.93 | TO | 802+79.09 | LT | 983 |
| 803+76.00 | TO | 809+85.00 | RT | 610 |
| 804+00.00 | TO | 810+07.00 | LT | 614 |
| 810+08.72 | TO | 823+70.82 | RT | 1,364 |
| 810+41.57 | TO | 816+12.43 | LT | 576 |
| 816+95.00 | TO | 821+06.00 | LT | 413 |
| 821+35.45 | TO | 824+32.97 | LT | 330 |
| BOGUS HOLLOW ROAD (1350 E) | | | | |
| 5+41.00 | TO | 5+53.31 | RT | 75 |
| 6+21.82 | TO | 8+73.10 | RT | 368 |
| TR 111 (1350 E) | | | | |
| 149+52.13 | TO | 153+00.00 | LT | 376 |
| 149+98.54 | TO | 151+81.71 | RT | 185 |
| 152+16.69 | TO | 153+00.00 | RT | 91 |
| TR 94 (1400 E) | | | | |
| 38+66.00 | TO | 44+20.73 | LT | 562 |
| 38+64.00 | TO | 40+32.19 | RT | 172 |
| 40+70.94 | TO | 48+54.88 | RT | 758 |
| 44+51.06 | TO | 45+12.06 | LT | 66 |
| 45+17.58 | TO | 48+04.80 | LT | 302 |
| 51+63.01 | TO | 53+00.00 | LT | 194 |
| 51+63.68 | TO | 54+06.13 | RT | 296 |
| IL ROUTE 94 / 116 | | | | |
| 8+14.91 | TO | 10+74.11 | RT | 260 |
| 11.05.51 | TO | 12+10.00 | RT | 110 |
| 12+55.39 | TO | 12+96.97 | RT | 42 |
| 12+64.32 | TO | 14+66.58 | LT | 212 |
| 13+35.92 | TO | 20+58.28 | RT | 731 |
| 14+89.80 | TO | 17+55.24 | LT | 335 |
| 17+92.29 | TO | 20+14.12 | LT | 224 |
| 33+03.74 | TO | 40+65.69 | RT | 766 |
| 34+00.00 | TO | 41+69.06 | LT | 769 |
| 41+00.00 | TO | 41+57.40 | RT | 63 |
| | | SUBTOTAL 2 | | 21,535 |

## PERIMETER EROSION BARRIER SCHEDULE (3 OF 4)

| LOCATION | | | | PERIMETER EROSION BARRIER |
|---|---|---|---|---|
| STATION TO STATION | | | OFFSET | FOOT |
| IL ROUTE 94 | | | | |
| 42+12.22 | TO | 46+23.05 | LT | 428 |
| 42+19.00 | TO | 46+98.18 | RT | 617 |
| TR 122 CUL-DE-SAC (US 34 STATIONS) | | | | |
| 641+93.82 | TO | 642+30.00 | RT | 334 |
| TR 138 (1650 E) | | | | |
| 44+54.83 | TO | 45+81.62 | LT | 136 |
| 44+64.56 | TO | 48+58.20 | RT | 421 |
| 51+20.44 | TO | 53+42.22 | LT | 224 |
| 51+36.37 | TO | 55+19.67 | RT | 427 |
| 53+66.84 | TO | 55+40.51 | LT | 208 |
| TR 150 (1700 E) | | | | |
| 40+00.00 | TO | 44+58.84 | LT | 493 |
| 40+00.00 | TO | 43+32.68 | RT | 327 |
| 43+71.66 | TO | 44+46.11 | RT | 72 |
| 44+96.21 | TO | 48+47.82 | LT | 306 |
| 45+16.28 | TO | 48+83.97 | RT | 398 |
| 50+98.66 | TO | 58+78.30 | LT | 814 |
| 51+43.18 | TO | 60+64.96 | RT | 932 |
| 59+21.82 | TO | 59+97.17 | LT | 76 |
| 60+17.03 | TO | 60+66.43 | LT | 50 |
| 60+82.87 | TO | 64+69.13 | RT | 423 |
| 60+84.43 | TO | 65+66.64 | LT | 483 |
| 65+12.87 | TO | 67+14.55 | RT | 346 |
| 67+47.82 | TO | 68+41.57 | RT | 223 |
| TR 178 (1800 E) | | | | |
| 39+50.00 | TO | 44+29.21 | LT | 490 |
| 39+50.00 | TO | 44+24.46 | RT | 468 |
| 44+85.00 | TO | 48+25.00 | LT | 312 |
| 44+85.00 | TO | 48+60.40 | RT | 401 |
| 50+96.59 | TO | 53+00.00 | LT | 220 |
| TR 190 (1850 E) | | | | |
| 46+95.40 | TO | 48+82.75 | RT | 188 |
| 51+14.33 | TO | 54+75.00 | RT | 371 |
| 51+19.82 | TO | 51+81.43 | LT | 67 |
| 52+25.62 | TO | 53+71.55 | LT | 170 |
| 54+09.89 | TO | 54+74.84 | LT | 88 |
| DETOUR 1 | | | | |
| 2549+83.89 | TO | 2550+94.56 | LT | 114 |
| 2551+29.93 | TO | 2552+99.34 | LT | 172 |
| DETOUR 3 | | | | |
| 109+56.45 | TO | 110+87.68 | LT | 130 |
| 111+03.16 | TO | 111+44.93 | LT | 101 |
| 112+96.24 | TO | 113+94.12 | LT | 136 |
| 114+15.73 | TO | 117+73.87 | LT | 360 |
| 118+07.74 | TO | 119+03.89 | LT | 97 |
| | | SUBTOTAL 3 | | 11,623 |

## PERIMETER EROSION BARRIER SCHEDULE (4 OF 4)

| LOCATION | | | | PERIMETER EROSION BARRIER |
|---|---|---|---|---|
| STATION TO STATION | | | OFFSET | FOOT |
| DETOUR 3 | | | | |
| 119+40.32 | TO | 120+11.75 | LT | 72 |
| 132+45.19 | TO | 141+71.78 | LT | 953 |
| 142+00.00 | TO | 146+30.87 | LT | 421 |
| | | | SUBTOTAL 4 | 1,446 |
| | | | SUBTOTAL 3 | 11,623 |
| | | | SUBTOTAL 2 | 21,535 |
| | | | SUBTOTAL 1 | 37,217 |
| | | | TOTAL | 71,821 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-7-EROSION BARRIER.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 7 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 36 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

| TEMPORARY DITCH CHECKS SCHEDULE (1 OF 17) | | | |
|---|---|---|---|
| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
| | | | FOOT |
| 514+85 | US ROUTE 34 | RT | 22 |
| 515+35 | US ROUTE 34 | RT | 22 |
| 515+83 | US ROUTE 34 | RT | 22 |
| 516+75 | US ROUTE 34 | LT | 22 |
| 517+00 | US ROUTE 34 | RT | 22 |
| 518+75 | US ROUTE 34 | LT | 22 |
| 520+00 | US ROUTE 34 | RT | 22 |
| 520+50 | US ROUTE 34 | RT | 22 |
| 520+80 | US ROUTE 34 | RT | 22 |
| 521+00 | US ROUTE 34 | LT | 22 |
| 521+45 | US ROUTE 34 | RT | 22 |
| 522+00 | US ROUTE 34 | RT | 22 |
| 522+90 | US ROUTE 34 | LT | 22 |
| 523+25 | US ROUTE 34 | LT | 22 |
| 524+00 | US ROUTE 34 | RT | 22 |
| 524+83 | US ROUTE 34 | CENTER | 26 |
| 525+15 | US ROUTE 34 | CENTER | 26 |
| 525+20 | US ROUTE 34 | LT | 22 |
| 526+50 | US ROUTE 34 | RT | 22 |
| 527+50 | US ROUTE 34 | RT | 22 |
| 527+50 | US ROUTE 34 | LT | 22 |
| 527+75 | US ROUTE 34 | LT | 22 |
| 529+75 | US ROUTE 34 | LT | 22 |
| 530+00 | US ROUTE 34 | CENTER | 26 |
| 530+00 | US ROUTE 34 | RT | 22 |
| 530+75 | US ROUTE 34 | LT | 22 |
| 531+00 | US ROUTE 34 | CENTER | 26 |
| 531+75 | US ROUTE 34 | LT | 22 |
| 532+00 | US ROUTE 34 | CENTER | 26 |
| 532+00 | US ROUTE 34 | RT | 22 |
| 532+75 | US ROUTE 34 | LT | 22 |
| 533+00 | US ROUTE 34 | CENTER | 26 |
| 533+75 | US ROUTE 34 | LT | 22 |
| 534+00 | US ROUTE 34 | CENTER | 26 |
| 534+00 | US ROUTE 34 | RT | 22 |
| 535+00 | US ROUTE 34 | CENTER | 26 |
| 535+75 | US ROUTE 34 | LT | 22 |
| 536+00 | US ROUTE 34 | CENTER | 26 |
| 536+00 | US ROUTE 34 | RT | 22 |
| 536+75 | US ROUTE 34 | LT | 22 |
| 537+00 | US ROUTE 34 | CENTER | 26 |
| 537+00 | US ROUTE 34 | RT | 22 |
| 537+75 | US ROUTE 34 | LT | 22 |
| 538+00 | US ROUTE 34 | CENTER | 26 |
| 538+00 | US ROUTE 34 | RT | 26 |
| | | SUBTOTAL 1 | 1,038 |

| TEMPORARY DITCH CHECKS SCHEDULE (2 OF 17) | | | |
|---|---|---|---|
| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
| | | | FOOT |
| 538+75 | US ROUTE 34 | LT | 22 |
| 539+00 | US ROUTE 34 | CENTER | 26 |
| 539+00 | US ROUTE 34 | RT | 22 |
| 539+75 | US ROUTE 34 | LT | 22 |
| 540+00 | US ROUTE 34 | CENTER | 26 |
| 540+10 | US ROUTE 34 | RT | 22 |
| 540+75 | US ROUTE 34 | LT | 22 |
| 541+00 | US ROUTE 34 | CENTER | 26 |
| 541+00 | US ROUTE 34 | RT | 22 |
| 541+75 | US ROUTE 34 | LT | 22 |
| 542+00 | US ROUTE 34 | CENTER | 26 |
| 542+00 | US ROUTE 34 | RT | 22 |
| 542+60 | US ROUTE 34 | LT | 22 |
| 543+00 | US ROUTE 34 | CENTER | 26 |
| 543+00 | US ROUTE 34 | RT | 22 |
| 543+60 | US ROUTE 34 | LT | 22 |
| 544+00 | US ROUTE 34 | CENTER | 26 |
| 544+00 | US ROUTE 34 | RT | 22 |
| 544+60 | US ROUTE 34 | LT | 22 |
| 545+00 | US ROUTE 34 | CENTER | 26 |
| 545+00 | US ROUTE 34 | RT | 22 |
| 545+50 | US ROUTE 34 | LT | 22 |
| 546+00 | US ROUTE 34 | CENTER | 26 |
| 546+00 | US ROUTE 34 | RT | 22 |
| 546+50 | US ROUTE 34 | LT | 22 |
| 547+00 | US ROUTE 34 | CENTER | 26 |
| 547+00 | US ROUTE 34 | RT | 22 |
| 547+50 | US ROUTE 34 | LT | 22 |
| 548+00 | US ROUTE 34 | CENTER | 26 |
| 548+00 | US ROUTE 34 | RT | 22 |
| 548+50 | US ROUTE 34 | LT | 22 |
| 549+00 | US ROUTE 34 | CENTER | 26 |
| 549+00 | US ROUTE 34 | RT | 22 |
| 549+50 | US ROUTE 34 | LT | 22 |
| 550+00 | US ROUTE 34 | CENTER | 26 |
| 550+75 | US ROUTE 34 | LT | 22 |
| 552+00 | US ROUTE 34 | CENTER | 26 |
| 552+15 | US ROUTE 34 | RT | 22 |
| 552+45 | US ROUTE 34 | RT | 22 |
| 552+75 | US ROUTE 34 | RT | 22 |
| 553+00 | US ROUTE 34 | LT | 22 |
| 553+75 | US ROUTE 34 | RT | 22 |
| 554+00 | US ROUTE 34 | CENTER | 26 |
| 556+60 | US ROUTE 34 | RT | 22 |
| 557+00 | US ROUTE 34 | LT | 22 |
| | | SUBTOTAL 2 | 1,046 |

| TEMPORARY DITCH CHECKS SCHEDULE (3 OF 17) | | | |
|---|---|---|---|
| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
| | | | FOOT |
| 557+00 | US ROUTE 34 | CENTER | 26 |
| 557+00 | US ROUTE 34 | RT | 22 |
| 558+00 | US ROUTE 34 | LT | 22 |
| 558+00 | US ROUTE 34 | RT | 22 |
| 559+00 | US ROUTE 34 | LT | 22 |
| 559+00 | US ROUTE 34 | CENTER | 26 |
| 560+00 | US ROUTE 34 | RT | 22 |
| 560+75 | US ROUTE 34 | LT | 22 |
| 561+00 | US ROUTE 34 | CENTER | 26 |
| 562+00 | US ROUTE 34 | RT | 22 |
| 562+65 | US ROUTE 34 | LT | 22 |
| 563+00 | US ROUTE 34 | RT | 22 |
| 564+00 | US ROUTE 34 | RT | 22 |
| 564+50 | US ROUTE 34 | LT | 22 |
| 565+00 | US ROUTE 34 | CENTER | 26 |
| 566+00 | US ROUTE 34 | RT | 22 |
| 566+50 | US ROUTE 34 | LT | 22 |
| 567+00 | US ROUTE 34 | CENTER | 26 |
| 568+00 | US ROUTE 34 | RT | 22 |
| 568+50 | US ROUTE 34 | LT | 22 |
| 569+15 | US ROUTE 34 | CENTER | 26 |
| 570+00 | US ROUTE 34 | RT | 22 |
| 570+75 | US ROUTE 34 | LT | 22 |
| 571+00 | US ROUTE 34 | CENTER | 26 |
| 571+35 | US ROUTE 34 | RT | 22 |
| 573+00 | US ROUTE 34 | LT | 22 |
| 573+00 | US ROUTE 34 | CENTER | 26 |
| 573+50 | US ROUTE 34 | RT | 22 |
| 574+75 | US ROUTE 34 | LT | 22 |
| 575+00 | US ROUTE 34 | CENTER | 26 |
| 575+50 | US ROUTE 34 | RT | 22 |
| 577+00 | US ROUTE 34 | LT | 22 |
| 577+00 | US ROUTE 34 | CENTER | 26 |
| 577+50 | US ROUTE 34 | RT | 22 |
| 579+00 | US ROUTE 34 | LT | 22 |
| 579+00 | US ROUTE 34 | CENTER | 26 |
| 579+75 | US ROUTE 34 | RT | 22 |
| 581+00 | US ROUTE 34 | LT | 22 |
| 581+00 | US ROUTE 34 | CENTER | 26 |
| 583+00 | US ROUTE 34 | LT | 22 |
| 583+00 | US ROUTE 34 | CENTER | 26 |
| 583+75 | US ROUTE 34 | RT | 22 |
| 584+75 | US ROUTE 34 | LT | 22 |
| 585+75 | US ROUTE 34 | RT | 22 |
| 586+00 | US ROUTE 34 | CENTER | 26 |
| | | SUBTOTAL 3 | 1,046 |

| TEMPORARY DITCH CHECKS SCHEDULE (4 OF 17) | | | |
|---|---|---|---|
| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
| | | | FOOT |
| 587+75 | US ROUTE 34 | RT | 22 |
| 588+00 | US ROUTE 34 | CENTER | 26 |
| 589+75 | US ROUTE 34 | RT | 22 |
| 590+00 | US ROUTE 34 | CENTER | 26 |
| 592+00 | US ROUTE 34 | CENTER | 26 |
| 594+00 | US ROUTE 34 | CENTER | 26 |
| 596+00 | US ROUTE 34 | CENTER | 26 |
| 598+00 | US ROUTE 34 | CENTER | 26 |
| 600+00 | US ROUTE 34 | CENTER | 26 |
| 602+00 | US ROUTE 34 | LT | 22 |
| 602+00 | US ROUTE 34 | CENTER | 26 |
| 604+00 | US ROUTE 34 | LT | 22 |
| 604+00 | US ROUTE 34 | CENTER | 26 |
| 604+00 | US ROUTE 34 | RT | 22 |
| 605+75 | US ROUTE 34 | RT | 22 |
| 606+00 | US ROUTE 34 | CENTER | 26 |
| 606+25 | US ROUTE 34 | LT | 22 |
| 606+25 | US ROUTE 34 | RT | 22 |
| 608+00 | US ROUTE 34 | CENTER | 26 |
| 609+00 | US ROUTE 34 | LT | 22 |
| 609+00 | US ROUTE 34 | RT | 22 |
| 610+20 | US ROUTE 34 | LT | 22 |
| 610+35 | US ROUTE 34 | CENTER | 26 |
| 613+00 | US ROUTE 34 | CENTER | 26 |
| 613+65 | US ROUTE 34 | LT | 22 |
| 615+00 | US ROUTE 34 | CENTER | 26 |
| 615+50 | US ROUTE 34 | RT | 22 |
| 615+75 | US ROUTE 34 | LT | 22 |
| 617+00 | US ROUTE 34 | CENTER | 26 |
| 617+50 | US ROUTE 34 | RT | 22 |
| 617+75 | US ROUTE 34 | LT | 22 |
| 619+00 | US ROUTE 34 | CENTER | 26 |
| 619+65 | US ROUTE 34 | RT | 22 |
| 619+80 | US ROUTE 34 | LT | 22 |
| 621+00 | US ROUTE 34 | CENTER | 26 |
| 621+30 | US ROUTE 34 | LT | 22 |
| 623+00 | US ROUTE 34 | CENTER | 26 |
| 625+00 | US ROUTE 34 | CENTER | 26 |
| 627+00 | US ROUTE 34 | CENTER | 26 |
| 629+00 | US ROUTE 34 | CENTER | 26 |
| 631+00 | US ROUTE 34 | CENTER | 26 |
| 633+00 | US ROUTE 34 | CENTER | 26 |
| 633+35 | US ROUTE 34 | LT | 22 |
| 635+00 | US ROUTE 34 | CENTER | 26 |
| 635+25 | US ROUTE 34 | LT | 22 |
| | | SUBTOTAL 4 | 1,086 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-8-13-TEMP DITCH CHECKS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 8 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 37 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

TEMPORARY DITCH CHECKS SCHEDULE (5 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 636+75 | US ROUTE 34 | RT | 22 |
| 637+00 | US ROUTE 34 | CENTER | 26 |
| 637+20 | US ROUTE 34 | LT | 22 |
| 639+00 | US ROUTE 34 | CENTER | 26 |
| 639+00 | US ROUTE 34 | RT | 22 |
| 639+20 | US ROUTE 34 | LT | 22 |
| 641+00 | US ROUTE 34 | CENTER | 26 |
| 641+00 | US ROUTE 34 | RT | 22 |
| 641+25 | US ROUTE 34 | LT | 22 |
| 643+00 | US ROUTE 34 | CENTER | 26 |
| 643+00 | US ROUTE 34 | CENTER | 26 |
| 643+25 | US ROUTE 34 | LT | 22 |
| 644+00 | US ROUTE 34 | RT | 22 |
| 645+00 | US ROUTE 34 | CENTER | 26 |
| 647+00 | US ROUTE 34 | CENTER | 26 |
| 647+00 | US ROUTE 34 | RT | 22 |
| 649+00 | US ROUTE 34 | CENTER | 26 |
| 649+00 | US ROUTE 34 | RT | 22 |
| 650+00 | US ROUTE 34 | LT | 22 |
| 651+00 | US ROUTE 34 | CENTER | 26 |
| 651+00 | US ROUTE 34 | RT | 22 |
| 652+00 | US ROUTE 34 | LT | 22 |
| 653+00 | US ROUTE 34 | CENTER | 26 |
| 653+00 | US ROUTE 34 | CENTER | 26 |
| 654+00 | US ROUTE 34 | LT | 22 |
| 655+00 | US ROUTE 34 | CENTER | 26 |
| 655+00 | US ROUTE 34 | RT | 22 |
| 656+00 | US ROUTE 34 | LT | 22 |
| 657+00 | US ROUTE 34 | CENTER | 26 |
| 657+00 | US ROUTE 34 | RT | 22 |
| 658+00 | US ROUTE 34 | LT | 22 |
| 659+00 | US ROUTE 34 | CENTER | 26 |
| 659+00 | US ROUTE 34 | RT | 22 |
| 659+66 | US ROUTE 34 | RT | 22 |
| 660+00 | US ROUTE 34 | LT | 22 |
| 660+32 | US ROUTE 34 | RT | 22 |
| 660+50 | US ROUTE 34 | LT | 22 |
| 661+00 | US ROUTE 34 | LT | 22 |
| 661+00 | US ROUTE 34 | CENTER | 26 |
| 661+50 | US ROUTE 34 | LT | 22 |
| 662+00 | US ROUTE 34 | LT | 22 |
| 662+80 | US ROUTE 34 | RT | 22 |
| 663+00 | US ROUTE 34 | CENTER | 26 |
| 664+00 | US ROUTE 34 | LT | 22 |
| 664+00 | US ROUTE 34 | RT | 22 |
| | | SUBTOTAL 5 | 1,054 |

TEMPORARY DITCH CHECKS SCHEDULE (6 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 665+00 | US ROUTE 34 | LT | 22 |
| 665+00 | US ROUTE 34 | CENTER | 26 |
| 666+50 | US ROUTE 34 | RT | 22 |
| 667+00 | US ROUTE 34 | LT | 22 |
| 667+00 | US ROUTE 34 | CENTER | 26 |
| 668+00 | US ROUTE 34 | CENTER | 26 |
| 668+50 | US ROUTE 34 | RT | 22 |
| 669+00 | US ROUTE 34 | LT | 22 |
| 669+35 | US ROUTE 34 | RT | 22 |
| 670+00 | US ROUTE 34 | CENTER | 26 |
| 670+00 | US ROUTE 34 | RT | 22 |
| 670+90 | US ROUTE 34 | LT | 22 |
| 671+00 | US ROUTE 34 | RT | 22 |
| 671+35 | US ROUTE 34 | LT | 22 |
| 671+70 | US ROUTE 34 | LT | 22 |
| 672+00 | US ROUTE 34 | LT | 22 |
| 672+00 | US ROUTE 34 | CENTER | 26 |
| 672+00 | US ROUTE 34 | RT | 22 |
| 672+35 | US ROUTE 34 | LT | 22 |
| 672+70 | US ROUTE 34 | LT | 22 |
| 673+00 | US ROUTE 34 | LT | 22 |
| 674+00 | US ROUTE 34 | CENTER | 26 |
| 674+00 | US ROUTE 34 | RT | 22 |
| 674+00 | US ROUTE 34 | RT | 22 |
| 674+80 | US ROUTE 34 | LT | 22 |
| 675+25 | US ROUTE 34 | RT | 22 |
| 675+30 | US ROUTE 34 | LT | 22 |
| 675+80 | US ROUTE 34 | LT | 22 |
| 676+00 | US ROUTE 34 | CENTER | 26 |
| 676+10 | US ROUTE 34 | LT | 22 |
| 676+60 | US ROUTE 34 | LT | 22 |
| 677+20 | US ROUTE 34 | RT | 22 |
| 677+50 | US ROUTE 34 | LT | 22 |
| 677+54 | US ROUTE 34 | RT | 22 |
| 677+84 | US ROUTE 34 | LT | 22 |
| 678+00 | US ROUTE 34 | CENTER | 26 |
| 678+00 | US ROUTE 34 | RT | 22 |
| 678+20 | US ROUTE 34 | LT | 22 |
| 678+25 | US ROUTE 34 | RT | 22 |
| 678+50 | US ROUTE 34 | LT | 22 |
| 678+60 | US ROUTE 34 | RT | 22 |
| 678+80 | US ROUTE 34 | LT | 22 |
| 678+90 | US ROUTE 34 | RT | 22 |
| 679+15 | US ROUTE 34 | LT | 22 |
| 679+45 | US ROUTE 34 | LT | 22 |
| 679+60 | US ROUTE 34 | CENTER | 26 |
| | | SUBTOTAL 6 | 1,026 |

TEMPORARY DITCH CHECKS SCHEDULE (7 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 680+00 | US ROUTE 34 | LT | 22 |
| 680+15 | US ROUTE 34 | RT | 22 |
| 680+35 | US ROUTE 34 | LT | 22 |
| 680+50 | US ROUTE 34 | RT | 22 |
| 680+65 | US ROUTE 34 | LT | 22 |
| 680+80 | US ROUTE 34 | RT | 22 |
| 681+00 | US ROUTE 34 | LT | 22 |
| 681+15 | US ROUTE 34 | RT | 22 |
| 681+50 | US ROUTE 34 | RT | 22 |
| 682+00 | US ROUTE 34 | CENTER | 26 |
| 683+00 | US ROUTE 34 | LT | 22 |
| 683+50 | US ROUTE 34 | RT | 22 |
| 684+00 | US ROUTE 34 | CENTER | 26 |
| 685+00 | US ROUTE 34 | LT | 22 |
| 685+50 | US ROUTE 34 | RT | 22 |
| 686+00 | US ROUTE 34 | CENTER | 26 |
| 687+00 | US ROUTE 34 | LT | 22 |
| 687+50 | US ROUTE 34 | RT | 22 |
| 688+00 | US ROUTE 34 | CENTER | 26 |
| 690+00 | US ROUTE 34 | CENTER | 26 |
| 690+30 | US ROUTE 34 | RT | 22 |
| 690+70 | US ROUTE 34 | RT | 22 |
| 691+10 | US ROUTE 34 | RT | 22 |
| 691+50 | US ROUTE 34 | RT | 22 |
| 691+90 | US ROUTE 34 | RT | 22 |
| 692+25 | US ROUTE 34 | RT | 22 |
| 692+60 | US ROUTE 34 | RT | 22 |
| 692+87 | US ROUTE 34 | RT | 22 |
| 694+70 | US ROUTE 34 | RT | 22 |
| 695+00 | US ROUTE 34 | CENTER | 26 |
| 695+40 | US ROUTE 34 | LT | 22 |
| 695+66 | US ROUTE 34 | RT | 22 |
| 696+06 | US ROUTE 34 | LT | 22 |
| 696+32 | US ROUTE 34 | RT | 22 |
| 696+72 | US ROUTE 34 | LT | 22 |
| 696+98 | US ROUTE 34 | RT | 22 |
| 697+00 | US ROUTE 34 | CENTER | 26 |
| 697+38 | US ROUTE 34 | LT | 22 |
| 697+64 | US ROUTE 34 | RT | 22 |
| 698+70 | US ROUTE 34 | LT | 22 |
| 699+00 | US ROUTE 34 | CENTER | 26 |
| 699+75 | US ROUTE 34 | LT | 22 |
| 699+75 | US ROUTE 34 | RT | 22 |
| 700+70 | US ROUTE 34 | LT | 22 |
| 700+70 | US ROUTE 34 | RT | 22 |
| | | SUBTOTAL 7 | 1,022 |

TEMPORARY DITCH CHECKS SCHEDULE (8 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 701+00 | US ROUTE 34 | LT | 22 |
| 701+00 | US ROUTE 34 | CENTER | 26 |
| 701+10 | US ROUTE 34 | RT | 22 |
| 703+00 | US ROUTE 34 | LT | 22 |
| 703+00 | US ROUTE 34 | CENTER | 26 |
| 703+00 | US ROUTE 34 | RT | 22 |
| 705+00 | US ROUTE 34 | LT | 22 |
| 705+00 | US ROUTE 34 | CENTER | 26 |
| 705+75 | US ROUTE 34 | RT | 22 |
| 707+00 | US ROUTE 34 | LT | 22 |
| 707+70 | US ROUTE 34 | RT | 22 |
| 709+00 | US ROUTE 34 | LT | 22 |
| 709+00 | US ROUTE 34 | CENTER | 26 |
| 709+50 | US ROUTE 34 | RT | 22 |
| 711+00 | US ROUTE 34 | CENTER | 26 |
| 711+75 | US ROUTE 34 | LT | 22 |
| 711+75 | US ROUTE 34 | RT | 22 |
| 713+00 | US ROUTE 34 | CENTER | 26 |
| 713+75 | US ROUTE 34 | LT | 22 |
| 713+75 | US ROUTE 34 | RT | 22 |
| 715+00 | US ROUTE 34 | CENTER | 26 |
| 715+75 | US ROUTE 34 | RT | 22 |
| 716+00 | US ROUTE 34 | LT | 22 |
| 717+00 | US ROUTE 34 | CENTER | 26 |
| 718+00 | US ROUTE 34 | LT | 22 |
| 718+00 | US ROUTE 34 | RT | 22 |
| 719+00 | US ROUTE 34 | CENTER | 26 |
| 720+10 | US ROUTE 34 | LT | 22 |
| 720+10 | US ROUTE 34 | CENTER | 26 |
| 720+10 | US ROUTE 34 | RT | 22 |
| 723+00 | US ROUTE 34 | CENTER | 26 |
| 723+00 | US ROUTE 34 | RT | 22 |
| 724+00 | US ROUTE 34 | LT | 22 |
| 724+00 | US ROUTE 34 | CENTER | 26 |
| 724+60 | US ROUTE 34 | RT | 22 |
| 725+00 | US ROUTE 34 | CENTER | 26 |
| 726+00 | US ROUTE 34 | LT | 22 |
| 726+00 | US ROUTE 34 | CENTER | 26 |
| 726+60 | US ROUTE 34 | RT | 22 |
| 727+00 | US ROUTE 34 | LT | 22 |
| 727+00 | US ROUTE 34 | CENTER | 26 |
| 728+00 | US ROUTE 34 | LT | 22 |
| 728+00 | US ROUTE 34 | CENTER | 26 |
| 728+75 | US ROUTE 34 | LT | 22 |
| 728+75 | US ROUTE 34 | RT | 22 |
| | | SUBTOTAL 8 | 1,054 |

## TEMPORARY DITCH CHECKS SCHEDULE (9 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 729+00 | US ROUTE 34 | CENTER | 26 |
| 729+75 | US ROUTE 34 | LT | 22 |
| 730+00 | US ROUTE 34 | CENTER | 26 |
| 730+75 | US ROUTE 34 | LT | 22 |
| 730+75 | US ROUTE 34 | RT | 22 |
| 731+00 | US ROUTE 34 | CENTER | 26 |
| 731+75 | US ROUTE 34 | LT | 22 |
| 731+75 | US ROUTE 34 | RT | 22 |
| 732+00 | US ROUTE 34 | CENTER | 26 |
| 732+75 | US ROUTE 34 | LT | 22 |
| 732+75 | US ROUTE 34 | RT | 22 |
| 733+00 | US ROUTE 34 | CENTER | 26 |
| 733+75 | US ROUTE 34 | LT | 22 |
| 734+00 | US ROUTE 34 | CENTER | 26 |
| 734+00 | US ROUTE 34 | RT | 22 |
| 734+75 | US ROUTE 34 | LT | 22 |
| 735+00 | US ROUTE 34 | CENTER | 26 |
| 735+00 | US ROUTE 34 | RT | 22 |
| 735+75 | US ROUTE 34 | LT | 22 |
| 736+00 | US ROUTE 34 | CENTER | 26 |
| 736+00 | US ROUTE 34 | RT | 22 |
| 736+75 | US ROUTE 34 | LT | 22 |
| 737+00 | US ROUTE 34 | CENTER | 26 |
| 737+00 | US ROUTE 34 | RT | 22 |
| 737+75 | US ROUTE 34 | LT | 22 |
| 738+00 | US ROUTE 34 | CENTER | 26 |
| 738+00 | US ROUTE 34 | RT | 22 |
| 738+75 | US ROUTE 34 | LT | 22 |
| 739+00 | US ROUTE 34 | CENTER | 26 |
| 740+00 | US ROUTE 34 | LT | 22 |
| 740+00 | US ROUTE 34 | CENTER | 26 |
| 741+00 | US ROUTE 34 | LT | 22 |
| 741+00 | US ROUTE 34 | CENTER | 26 |
| 742+00 | US ROUTE 34 | LT | 22 |
| 742+00 | US ROUTE 34 | CENTER | 26 |
| 743+00 | US ROUTE 34 | LT | 22 |
| 743+00 | US ROUTE 34 | CENTER | 26 |
| 743+20 | US ROUTE 34 | RT | 22 |
| 743+50 | US ROUTE 34 | RT BENCH | 22 |
| 744+00 | US ROUTE 34 | LT | 22 |
| 744+00 | US ROUTE 34 | CENTER | 26 |
| 744+50 | US ROUTE 34 | RT BENCH | 22 |
| 744+60 | US ROUTE 34 | LT | 22 |
| 745+00 | US ROUTE 34 | CENTER | 26 |
| 745+00 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| | | SUBTOTAL 9 | 1,058 |

## TEMPORARY DITCH CHECKS SCHEDULE (10 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 745+25 | US ROUTE 34 | LT | 22 |
| 745+50 | US ROUTE 34 | RT BENCH | 22 |
| 745+66 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 746+00 | US ROUTE 34 | LT | 22 |
| 746+00 | US ROUTE 34 | CENTER | 26 |
| 746+32 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 746+50 | US ROUTE 34 | RT BENCH | 22 |
| 746+60 | US ROUTE 34 | LT | 22 |
| 746+98 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 747+00 | US ROUTE 34 | CENTER | 26 |
| 747+25 | US ROUTE 34 | LT | 22 |
| 747+64 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 747+90 | US ROUTE 34 | LT | 22 |
| 748+20 | US ROUTE 34 | RT BENCH | 22 |
| 748+30 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 748+96 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 749+18 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 749+43 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 749+69 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 749+84 | US ROUTE 34 | LT | 22 |
| 749+94 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 750+20 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 750+46 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 750+50 | US ROUTE 34 | LT | 22 |
| 750+72 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 751+06 | US ROUTE 34 | LT ACCESS DRIVE | 22 |
| 751+16 | US ROUTE 34 | LT | 22 |
| 751+82 | US ROUTE 34 | LT | 22 |
| 752+00 | US ROUTE 34 | CENTER | 26 |
| 752+48 | US ROUTE 34 | LT | 22 |
| 752+50 | US ROUTE 34 | RT | 22 |
| 754+00 | US ROUTE 34 | CENTER | 26 |
| 754+50 | US ROUTE 34 | LT | 22 |
| 754+50 | US ROUTE 34 | RT | 22 |
| 756+20 | US ROUTE 34 | LT | 22 |
| 756+50 | US ROUTE 34 | RT | 22 |
| 759+00 | US ROUTE 34 | LT | 22 |
| 759+40 | US ROUTE 34 | CENTER | 26 |
| 759+75 | US ROUTE 34 | LT | 22 |
| 760+00 | US ROUTE 34 | RT | 22 |
| 760+40 | US ROUTE 34 | LT | 22 |
| 760+66 | US ROUTE 34 | RT | 22 |
| 761+00 | US ROUTE 34 | CENTER | 26 |
| 761+10 | US ROUTE 34 | LT | 22 |
| 761+32 | US ROUTE 34 | RT | 22 |
| | | SUBTOTAL 10 | 1,014 |

## TEMPORARY DITCH CHECKS SCHEDULE (11 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 761+75 | US ROUTE 34 | LT | 22 |
| 762+00 | US ROUTE 34 | RT | 22 |
| 762+40 | US ROUTE 34 | LT | 22 |
| 763+00 | US ROUTE 34 | CENTER | 26 |
| 764+00 | US ROUTE 34 | RT | 22 |
| 764+50 | US ROUTE 34 | LT | 22 |
| 765+00 | US ROUTE 34 | CENTER | 26 |
| 766+00 | US ROUTE 34 | RT | 22 |
| 766+50 | US ROUTE 34 | LT | 22 |
| 767+00 | US ROUTE 34 | CENTER | 26 |
| 768+00 | US ROUTE 34 | RT | 22 |
| 769+00 | US ROUTE 34 | CENTER | 26 |
| 770+00 | US ROUTE 34 | RT | 22 |
| 770+50 | US ROUTE 34 | LT | 22 |
| 771+00 | US ROUTE 34 | CENTER | 26 |
| 772+00 | US ROUTE 34 | RT | 22 |
| 772+50 | US ROUTE 34 | LT | 22 |
| 773+00 | US ROUTE 34 | CENTER | 26 |
| 774+00 | US ROUTE 34 | RT | 22 |
| 774+50 | US ROUTE 34 | LT | 22 |
| 775+00 | US ROUTE 34 | CENTER | 26 |
| 775+75 | US ROUTE 34 | RT | 22 |
| 778+00 | US ROUTE 34 | CENTER | 26 |
| 779+25 | US ROUTE 34 | RT | 22 |
| 780+00 | US ROUTE 34 | CENTER | 26 |
| 781+25 | US ROUTE 34 | RT | 22 |
| 781+75 | US ROUTE 34 | RT | 22 |
| 782+00 | US ROUTE 34 | CENTER | 26 |
| 783+00 | US ROUTE 34 | LT | 22 |
| 783+75 | US ROUTE 34 | RT | 22 |
| 785+00 | US ROUTE 34 | LT | 22 |
| 785+75 | US ROUTE 34 | RT | 22 |
| 786+00 | US ROUTE 34 | CENTER | 26 |
| 787+00 | US ROUTE 34 | LT | 22 |
| 788+00 | US ROUTE 34 | CENTER | 26 |
| 789+00 | US ROUTE 34 | LT | 22 |
| 789+00 | US ROUTE 34 | RT | 22 |
| 790+00 | US ROUTE 34 | CENTER | 26 |
| 791+00 | US ROUTE 34 | RT | 22 |
| 792+00 | US ROUTE 34 | CENTER | 26 |
| 792+85 | US ROUTE 34 | LT | 22 |
| 793+00 | US ROUTE 34 | RT | 22 |
| 793+15 | US ROUTE 34 | LT | 22 |
| 794+00 | US ROUTE 34 | CENTER | 26 |
| 795+00 | US ROUTE 34 | LT | 22 |
| | | SUBTOTAL 11 | 1,050 |

## TEMPORARY DITCH CHECKS SCHEDULE (12 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 795+00 | US ROUTE 34 | RT | 22 |
| 796+00 | US ROUTE 34 | CENTER | 26 |
| 797+00 | US ROUTE 34 | LT | 22 |
| 797+00 | US ROUTE 34 | RT | 22 |
| 798+00 | US ROUTE 34 | CENTER | 26 |
| 799+00 | US ROUTE 34 | RT | 22 |
| 800+00 | US ROUTE 34 | CENTER | 26 |
| 801+50 | US ROUTE 34 | RT | 22 |
| 802+50 | US ROUTE 34 | RT | 22 |
| 805+00 | US ROUTE 34 | LT | 22 |
| 805+00 | US ROUTE 34 | RT | 22 |
| 806+00 | US ROUTE 34 | CENTER | 26 |
| 807+00 | US ROUTE 34 | LT | 22 |
| 807+00 | US ROUTE 34 | RT | 22 |
| 808+00 | US ROUTE 34 | CENTER | 26 |
| 809+00 | US ROUTE 34 | LT | 22 |
| 809+00 | US ROUTE 34 | RT | 22 |
| 809+85 | US ROUTE 34 | CENTER | 26 |
| 809+85 | US ROUTE 34 | RT | 22 |
| 810+10 | US ROUTE 34 | CENTER | 26 |
| 810+10 | US ROUTE 34 | RT | 22 |
| 811+00 | US ROUTE 34 | RT | 22 |
| 811+66 | US ROUTE 34 | RT | 22 |
| 811+75 | US ROUTE 34 | LT | 22 |
| 812+00 | US ROUTE 34 | CENTER | 26 |
| 812+32 | US ROUTE 34 | RT | 22 |
| 813+85 | US ROUTE 34 | CENTER | 26 |
| 814+00 | US ROUTE 34 | RT | 22 |
| 816+00 | US ROUTE 34 | RT | 22 |
| 818+00 | US ROUTE 34 | RT | 22 |
| 819+00 | US ROUTE 34 | LT | 22 |
| 820+00 | US ROUTE 34 | RT | 22 |
| 821+00 | US ROUTE 34 | LT | 22 |
| 821+40 | US ROUTE 34 | LT | 22 |
| 821+75 | US ROUTE 34 | RT | 22 |
| 822+00 | US ROUTE 34 | RT | 22 |
| | | SUBTOTAL 12 | 828 |

## TEMPORARY DITCH CHECKS SCHEDULE (13 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 8+25 | BOGUS HOLLOW | RT | 22 |
| 9+00 | BOGUS HOLLOW | RT | 22 |
| 149+20 | TR 111 | LT | 22 |
| 149+20 | TR 111 | RT | 22 |
| 149+70 | TR 111 | LT | 22 |
| 149+85 | TR 111 | RT | 22 |
| 150+20 | TR 111 | LT | 22 |
| 150+54 | TR 111 | LT | 22 |
| 150+90 | TR 111 | LT | 22 |
| 151+00 | TR 111 | RT | 22 |
| 151+20 | TR 111 | LT | 22 |
| 151+50 | TR 111 | LT | 22 |
| 151+50 | TR 111 | RT | 22 |
| 151+90 | TR 111 | LT | 22 |
| 152+24 | TR 111 | LT | 22 |
| 152+50 | TR 111 | RT | 22 |
| 40+00 | TR 94 | RT | 22 |
| 41+00 | TR 94 | LT | 22 |
| 42+00 | TR 94 | RT | 22 |
| 43+00 | TR 94 | LT | 22 |
| 43+00 | TR 94 | RT | 22 |
| 44+00 | TR 94 | LT | 22 |
| 44+00 | TR 94 | RT | 22 |
| 46+00 | TR 94 | RT | 22 |
| 48+00 | TR 94 | RT | 22 |
| 51+35 | TR 94 | RT | 22 |
| 52+00 | TR 94 | RT | 22 |
| 52+50 | TR 94 | RT | 22 |
| 53+00 | TR 94 | LT | 22 |
| 53+00 | TR 94 | RT | 22 |
| 53+90 | TR 94 | LT | 22 |
| 54+00 | TR 94 | RT | 22 |
| 8+35 | IL RTE 94/116 | RT | 22 |
| 9+00 | IL RTE 94/116 | RT | 22 |
| 9+66 | IL RTE 94/116 | RT | 22 |
| 15+00 | IL RTE 94/116 | LT | 22 |
| 15+00 | IL RTE 94/116 | RT | 22 |
| 15+30 | IL RTE 94/116 | RT | 22 |
| 16+00 | IL RTE 94/116 | LT | 22 |
| 17+30 | IL RTE 94/116 | RT | 22 |
| 18+65 | IL RTE 94/116 | RT | 22 |
| 19+30 | IL RTE 94/116 | RT | 22 |
| 19+50 | IL RTE 94/116 | LT | 22 |
| 33+00 | IL RTE 94/116 | RT | 22 |
| 35+00 | IL RTE 94/116 | LT | 22 |
| | | SUBTOTAL 13 | 990 |

## TEMPORARY DITCH CHECKS SCHEDULE (14 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 35+00 | IL RTE 94/116 | RT | 22 |
| 37+00 | IL RTE 94/116 | LT | 22 |
| 37+00 | IL RTE 94/116 | RT | 22 |
| 39+00 | IL RTE 94/116 | LT | 22 |
| 39+00 | IL RTE 94/116 | RT | 22 |
| 40+35 | IL RTE 94/116 | LT | 22 |
| 40+35 | IL RTE 94/116 | RT | 22 |
| 42+55 | IL RTE 94/116 | LT | 22 |
| 42+55 | IL RTE 94/116 | RT | 22 |
| 44+50 | IL RTE 94/116 | LT | 22 |
| 44+50 | IL RTE 94/116 | RT | 22 |
| 45+90 | IL RTE 94/116 | RT | 22 |
| 46+30 | TR 138 | RT | 22 |
| 46+70 | TR 138 | LT | 22 |
| 47+30 | TR 138 | RT | 22 |
| 47+70 | TR 138 | LT | 22 |
| 48+30 | TR 138 | RT | 22 |
| 52+00 | TR 138 | RT | 22 |
| 52+25 | TR 138 | LT | 22 |
| 53+00 | TR 138 | RT | 22 |
| 53+60 | TR 138 | RT | 22 |
| 53+80 | TR 138 | RT | 22 |
| 54+00 | TR 138 | RT | 22 |
| 54+20 | TR 138 | RT | 22 |
| 42+75 | TR 150 | LT | 22 |
| 42+75 | TR 150 | RT | 22 |
| 43+40 | TR 150 | LT | 22 |
| 43+40 | TR 150 | RT | 22 |
| 43+75 | TR 150 | LT | 22 |
| 43+75 | TR 150 | RT | 22 |
| 45+25 | TR 150 | LT | 22 |
| 45+40 | TR 150 | RT | 22 |
| 46+15 | TR 150 | RT | 22 |
| 47+00 | TR 150 | LT | 22 |
| 48+00 | TR 150 | RT | 22 |
| 48+50 | TR 150 | LT | 22 |
| 53+00 | TR 150 | LT | 22 |
| 53+00 | TR 150 | RT | 22 |
| 55+00 | TR 150 | LT | 22 |
| 55+00 | TR 150 | RT | 22 |
| 57+00 | TR 150 | LT | 22 |
| 57+00 | TR 150 | RT | 22 |
| 58+50 | TR 150 | LT | 22 |
| 59+00 | TR 150 | RT | 22 |
| 59+50 | TR 150 | LT | 22 |
| | | SUBTOTAL 14 | 990 |

## TEMPORARY DITCH CHECKS SCHEDULE (15 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 60+35 | TR 150 | LT | 22 |
| 60+35 | TR 150 | RT | 22 |
| 62+00 | TR 150 | RT | 22 |
| 62+25 | TR 150 | LT | 22 |
| 64+25 | TR 150 | LT | 22 |
| 65+25 | TR 150 | LT | 22 |
| 65+50 | TR 150 | LT | 22 |
| 40+00 | TR 178 | LT | 22 |
| 40+00 | TR 178 | RT | 22 |
| 41+00 | TR 178 | LT | 22 |
| 41+00 | TR 178 | RT | 22 |
| 43+00 | TR 178 | LT | 22 |
| 43+00 | TR 178 | RT | 22 |
| 43+66 | TR 178 | LT | 22 |
| 43+66 | TR 178 | RT | 22 |
| 44+00 | TR 178 | LT | 22 |
| 44+00 | TR 178 | RT | 22 |
| 45+50 | TR 178 | LT | 22 |
| 45+50 | TR 178 | RT | 22 |
| 46+00 | TR 178 | LT | 22 |
| 46+00 | TR 178 | RT | 22 |
| 46+50 | TR 178 | LT | 22 |
| 46+50 | TR 178 | RT | 22 |
| 47+00 | TR 178 | LT | 22 |
| 47+00 | TR 178 | RT | 22 |
| 47+50 | TR 178 | LT | 22 |
| 47+50 | TR 178 | RT | 22 |
| 48+00 | TR 178 | LT | 22 |
| 48+00 | TR 178 | RT | 22 |
| 49+00 | TR 178 | RT | 22 |
| 52+00 | TR 178 | LT | 22 |
| 52+66 | TR 178 | LT | 22 |
| 48+50 | TR 190 | RT | 22 |
| 1+25 | RAMP A | RT | 22 |
| 3+25 | RAMP A | RT | 22 |
| 5+50 | RAMP A | RT | 22 |
| 7+30 | RAMP A | RT | 22 |
| 9+30 | RAMP A | RT | 22 |
| 11+50 | RAMP A | RT | 22 |
| 13+50 | RAMP A | RT | 22 |
| 15+50 | RAMP A | RT | 22 |
| 19+00 | RAMP A | RT | 22 |
| 1+15 | RAMP B | RT | 22 |
| 3+00 | RAMP B | RT | 22 |
| 5+00 | RAMP B | RT | 22 |
| | | SUBTOTAL 15 | 990 |

## TEMPORARY DITCH CHECKS SCHEDULE (16 OF 17)

| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
|---|---|---|---|
| | | | FOOT |
| 7+00 | RAMP B | RT | 22 |
| 8+85 | RAMP B | RT | 22 |
| 10+85 | RAMP B | RT | 22 |
| 13+00 | RAMP B | RT | 22 |
| 15+00 | RAMP B | RT | 22 |
| 17+25 | RAMP B | RT | 22 |
| 19+50 | RAMP B | RT | 22 |
| 21+50 | RAMP B | RT | 22 |
| 23+50 | RAMP B | RT | 22 |
| 1+70 | RAMP C | RT | 22 |
| 3+70 | RAMP C | RT | 22 |
| 5+70 | RAMP C | RT | 22 |
| 7+70 | RAMP C | RT | 22 |
| 9+70 | RAMP C | RT | 22 |
| 12+00 | RAMP C | RT | 22 |
| 13+30 | RAMP C | RT | 22 |
| 13+70 | RAMP C | RT | 22 |
| 15+70 | RAMP C | RT | 22 |
| 19+50 | RAMP C | RT | 22 |
| 1+60 | RAMP D | RT | 22 |
| 3+60 | RAMP D | RT | 22 |
| 5+60 | RAMP D | RT | 22 |
| 7+60 | RAMP D | RT | 22 |
| 9+60 | RAMP D | RT | 22 |
| 11+60 | RAMP D | RT | 22 |
| 14+00 | RAMP D | RT | 22 |
| 16+00 | RAMP D | RT | 22 |
| 18+00 | RAMP D | RT | 22 |
| 20+00 | RAMP D | RT | 22 |
| 22+25 | RAMP D | RT | 22 |
| 24+25 | RAMP D | RT | 22 |
| 2531+00 | DETOUR 1 | LT | 22 |
| 2533+00 | DETOUR 1 | LT | 22 |
| 2533+75 | DETOUR 1 | LT | 22 |
| 2534+40 | DETOUR 1 | LT | 22 |
| 2535+00 | DETOUR 1 | LT | 22 |
| 2535+70 | DETOUR 1 | LT | 22 |
| 2537+70 | DETOUR 1 | LT | 22 |
| 2540+00 | DETOUR 1 | LT | 22 |
| 2540+00 | DETOUR 1 | RT | 22 |
| 2540+30 | DETOUR 1 | RT | 22 |
| 2540+65 | DETOUR 1 | LT | 22 |
| 2543+00 | DETOUR 1 | LT | 22 |
| 2545+00 | DETOUR 1 | LT | 22 |
| 2547+00 | DETOUR 1 | LT | 22 |
| | | SUBTOTAL 16 | 990 |

| TEMPORARY DITCH CHECKS SCHEDULE (17 OF 17) | | | |
|---|---|---|---|
| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
| | | | FOOT |
| 1783+50 | DETOUR 2 | LT | 22 |
| 1785+60 | DETOUR 2 | LT | 22 |
| 1787+50 | DETOUR 2 | LT | 22 |
| 1787+75 | DETOUR 2 | RT | 22 |
| 1789+50 | DETOUR 2 | LT | 22 |
| 1789+75 | DETOUR 2 | RT | 22 |
| 1795+60 | DETOUR 2 | LT | 22 |
| 1797+60 | DETOUR 2 | LT | 22 |
| 111+15 | DETOUR 3 | RT | 22 |
| 114+00 | DETOUR 3 | RT | 22 |
| 114+33 | DETOUR 3 | LT | 22 |
| 114+66 | DETOUR 3 | LT | 22 |
| 115+00 | DETOUR 3 | LT | 22 |
| 115+20 | DETOUR 3 | RT | 22 |
| 115+60 | DETOUR 3 | RT | 22 |
| 116+00 | DETOUR 3 | LT | 22 |
| 117+00 | DETOUR 3 | RT | 22 |
| 118+50 | DETOUR 3 | LT | 22 |
| 119+00 | DETOUR 3 | RT | 22 |
| 120+00 | DETOUR 3 | LT | 22 |
| 121+00 | DETOUR 3 | RT | 22 |
| 122+00 | DETOUR 3 | LT | 22 |
| 123+00 | DETOUR 3 | RT | 22 |
| 124+00 | DETOUR 3 | LT | 22 |
| 125+00 | DETOUR 3 | RT | 22 |
| 126+00 | DETOUR 3 | RT | 22 |
| 126+60 | DETOUR 3 | LT | 22 |
| 128+00 | DETOUR 3 | LT | 22 |
| 128+00 | DETOUR 3 | RT | 22 |
| 130+00 | DETOUR 3 | LT | 22 |
| 130+00 | DETOUR 3 | RT | 22 |
| 133+65 | DETOUR 3 | LT | 22 |
| 134+00 | DETOUR 3 | RT | 22 |
| 135+65 | DETOUR 3 | LT | 22 |
| 136+00 | DETOUR 3 | RT | 22 |
| 137+65 | DETOUR 3 | LT | 22 |
| 138+00 | DETOUR 3 | RT | 22 |
| 139+65 | DETOUR 3 | LT | 22 |
| 140+00 | DETOUR 3 | RT | 22 |
| 141+00 | DETOUR 3 | RT | 22 |
| 141+50 | DETOUR 3 | LT | 22 |
| 143+50 | DETOUR 3 | LT | 22 |
| 145+65 | DETOUR 3 | LT | 22 |
| | | | |
| | | SUBTOTAL 17 | 946 |

| TEMPORARY DITCH CHECK SUMMARY | | | |
|---|---|---|---|
| STATION | LOCATION | OFFSET | TEMPORARY DITCH CHECKS |
| | | | FOOT |
| | SUBTOTAL 1 | | 1,038 |
| | SUBTOTAL 2 | | 1,046 |
| | SUBTOTAL 3 | | 1,046 |
| | SUBTOTAL 4 | | 1,086 |
| | SUBTOTAL 5 | | 1,054 |
| | SUBTOTAL 6 | | 1,026 |
| | SUBTOTAL 7 | | 1,022 |
| | SUBTOTAL 8 | | 1,054 |
| | SUBTOTAL 9 | | 1,058 |
| | SUBTOTAL 10 | | 1,014 |
| | SUBTOTAL 11 | | 1,050 |
| | SUBTOTAL 12 | | 828 |
| | SUBTOTAL 13 | | 990 |
| | SUBTOTAL 14 | | 990 |
| | SUBTOTAL 15 | | 990 |
| | SUBTOTAL 16 | | 990 |
| | SUBTOTAL 17 | | 946 |
| | | TOTAL | 17,228 |
| | | USE (2X TOTAL) | 34,456 |

| AGGREGATE DITCH CHECKS SCHEDULE | | | | | | | |
|---|---|---|---|---|---|---|---|
| STATION | LOCATION | OFFSET | FORE SLOPE | BOTTOM DITCH WIDTH | BACK SLOPE | BERM SLOPE | AGGREGATE DITCH CHECKS |
| | | | | FOOT | | | TON |
| 739+90 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 740+10 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 740+30 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 740+50 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 740+70 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 740+90 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 741+10 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 741+30 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 741+50 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 741+70 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 741+90 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 742+10 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 742+30 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 742+50 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 747+60 | US ROUTE 34 | W ACCESS DR | 1:3 | 4 | 1:3.4 | 1:2 | 15 |
| 747+80 | US ROUTE 34 | W ACCESS DR | 1:3 | 4 | 1:3.4 | 1:2 | 15 |
| 748+00 | US ROUTE 34 | W ACCESS DR | 1:3 | 4 | 1:3.4 | 1:2 | 15 |
| 748+20 | US ROUTE 34 | W ACCESS DR | 1:3 | 4 | 1:3.4 | 1:2 | 15 |
| 748+40 | US ROUTE 34 | W ACCESS DR | 1:3 | 4 | 1:3.4 | 1:2 | 15 |
| 749+50 | US ROUTE 34 | RT | 1:3 | 2 | 1:3 | 1:2 | 12 |
| 749+70 | US ROUTE 34 | RT | 1:3 | 2 | 1:3 | 1:2 | 12 |
| 749+90 | US ROUTE 34 | RT | 1:3 | 2 | 1:3 | 1:2 | 12 |
| 750+10 | US ROUTE 34 | RT | 1:3 | 2 | 1:3 | 1:2 | 12 |
| 750+30 | US ROUTE 34 | RT | 1:3 | 2 | 1:3 | 1:2 | 12 |
| 750+50 | US ROUTE 34 | RT | 1:3 | 2 | 1:3 | 1:2 | 12 |
| 750+70 | US ROUTE 34 | RT | 1:3 | 2 | 1:3 | 1:2 | 12 |
| 750+90 | US ROUTE 34 | RT | 1:3 | 2 | 1:3 | 1:2 | 12 |
| 751+10 | US ROUTE 34 | RT | 1:3 | 2 | 1:3 | 1:2 | 12 |
| 758+20 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 758+40 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 758+60 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 758+80 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 759+00 | US ROUTE 34 | RT | 1:3 | 4 | 1:3 | 1:2 | 14 |
| 759+20 | US ROUTE 34 | RT | 1:3/1:6 | 4 | 1:3 | 1:2 | 17 |
| 759+40 | US ROUTE 34 | RT | 1:3/1:6 | 4 | 1:3 | 1:2 | 17 |
| 759+60 | US ROUTE 34 | RT | 1:3/1:6 | 4 | 1:3 | 1:2 | 17 |
| 759+75 | US ROUTE 34 | RT | 1:3/1:6 | 4 | 1:3 | 1:2 | 17 |
| 6+10 | BOGUS HOLLOW RD | RT | 1:4 | 4 | 1:3 | 1:2 | 16 |
| 6+30 | BOGUS HOLLOW RD | RT | 1:4 | 4 | 1:3 | 1:2 | 16 |
| 6+50 | BOGUS HOLLOW RD | RT | 1:4 | 4 | 1:3 | 1:2 | 16 |
| 6+70 | BOGUS HOLLOW RD | RT | 1:4 | 4 | 1:3 | 1:2 | 16 |
| 6+90 | BOGUS HOLLOW RD | RT | 1:4 | 4 | 1:3 | 1:2 | 16 |
| 7+10 | BOGUS HOLLOW RD | RT | 1:4 | 4 | 1:3 | 1:2 | 16 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | TOTAL | 613 |
| | | | | | | USE (2X TOTAL) | 1,226 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-8-13-TEMP DITCH CHECKS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES US ROUTE 34 | | | |
| | | DRAWN - PSBA | REVISED - | | | | | |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | | SCALE: N.A. | SHEET NO. 12 OF 51 SHEETS | STA. | TO STA. |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - | | | | | |

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 41 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

| INLET AND PIPE PROTECTION SCHEDULE (1 OF 3) | | |
|---|---|---|
| LOCATION STATION | OFFSET | INLET AND PIPE PROTECTION |
| | | EACH |
| **US ROUTE 34** | | |
| 516+43 | 96' LT | 1 |
| 516+66 | 93' RT | 1 |
| 523+05 | 96' LT | 1 |
| 525+00 | CL | 1 |
| 527+65 | 101' LT | 1 |
| 527+65 | 129' RT | 1 |
| 529+42 | 100' LT | 1 |
| 529+84 | 6' RT | 1 |
| 540+00 | 98' LT | 1 |
| 552+95 | 133' RT | 1 |
| 556+16 | 117' LT | 1 |
| 556+78 | 6' RT | 1 |
| 556+78 | 107' RT | 1 |
| 569+00 | CL | 1 |
| 570+28 | 94' LT | 1 |
| 571+10 | 94' RT | 1 |
| 606+00 | 105' RT | 1 |
| 610+50 | CL | 1 |
| 610+47 | 96' LT | 1 |
| 619+82 | 102' RT | 1 |
| 621+47 | 111' LT | 1 |
| 628+00 | 55' LT | 1 |
| 643+45 | 91' RT | 1 |
| 663+07 | 102' RT | 1 |
| 669+55 | 109' RT | 1 |
| 679+91 | 130' RT | 1 |
| 692+70 | 118' RT | 1 |
| 694+79 | 6' RT | 1 |
| 694+89 | 113' RT | 1 |
| 700+83 | 106' RT | 1 |
| 720+25 | 98' LT | 1 |
| 720+25 | 6' LT | 1 |
| 748+00 | 6' LT | 1 |
| 751+00 | 201' LT | 1 |
| 748+38 | 108' LT | 1 |
| 753+00 | CL | 1 |
| 759+25 | CL | 1 |
| 777+87 | 6' RT | 1 |
| 781+56 | 131' RT | 1 |
| 809+96 | 126' RT | 1 |
| 814+00 | 24' RT | 1 |
| 821+92 | 110' RT | 1 |
| | **TOTAL** | **42** |

| INLET AND PIPE PROTECTION SCHEDULE (2 OF 3) | | |
|---|---|---|
| LOCATION STATION | OFFSET | INLET AND PIPE PROTECTION |
| | | EACH |
| **IL ROUTE 94 / 116** | | |
| 8+15 | 34' RT | 1 |
| 11+15 | 33' RT | 1 |
| 12+83 | 38' RT | 1 |
| 15+12 | 71' RT | 1 |
| 18+50 | 124' LT | 1 |
| 40+50 | 40' LT | 1 |
| 40+50 | 40' RT | 1 |
| 41+49 | 39' LT | 1 |
| 41+49 | 39' RT | 1 |
| 45+60 | 28' LT | 1 |
| RAMP C | | |
| 13+50 | 43' RT | 1 |
| **TR 111 (1350 E)** | | |
| 152+33 | 26' RT | 1 |
| 40+20 | 29' RT | 1 |
| 44+06 | 32' LT | 1 |
| 54+10 | 54' RT | 1 |
| **TR 119 (1425 E)** | | |
| 48+68 | 21' LT | 1 |
| 51+66 | 12' RT | 1 |
| **TR 138 (1650 E)** | | |
| 45+60 | 23' LT | 1 |
| 53+39 | 48' RT | 1 |
| **TR 150 (1700 E)** | | |
| 43+55 | 45' LT | 1 |
| 45+15 | 38' LT | 1 |
| 45+19 | 31' RT | 1 |
| 58+68 | 29' LT | 1 |
| 59+88 | 31' LT | 1 |
| 60+48 | 29' RT | 1 |
| 60+50 | 33' LT | 1 |
| 65+60 | 35' RT | 1 |
| 66+29 | 46' LT | 1 |
| 68+47 | 30' RT | 1 |
| 68+79 | 15' LT | 1 |
| 69+12 | 30' RT | 1 |
| 70+40 | 37' LT | 1 |
| 70+79 | 32' LT | 1 |
| 70+85 | 108' RT | 1 |
| **TR 178 (1800 E)** | | |
| 44+19 | 24' LT | 1 |
| 44+22 | 24' RT | 1 |
| 53+17 | 105' RT | 1 |
| 53+42 | 44' LT | 1 |
| | **TOTAL** | **38** |

| INLET AND PIPE PROTECTION SCHEDULE (3 OF 3) | | |
|---|---|---|
| LOCATION STATION | OFFSET | INLET AND PIPE PROTECTION |
| | | EACH |
| **TR 190 (1850 E)** | | |
| 49+00 | 40' RT | 1 |
| **DETOUR 1** | | |
| 2537+28 | 75' RT | 1 |
| 2540+14 | 32' RT | 1 |
| 2541+65 | 153' RT | 1 |
| 2551+18 | 69' RT | 1 |
| 2554+69 | 33.5' RT | 1 |
| **DETOUR 2** | | |
| 1783+32 | 26' LT | 1 |
| 1783+49 | 45' RT | 1 |
| 1787+29 | 32' RT | 1 |
| **DETOUR 3** | | |
| 110+06 | 45' LT | 1 |
| 111+00 | 32' RT | 1 |
| 113+08 | 90' LT | 1 |
| 115+05 | 39' RT | 1 |
| 118+25 | 27' LT | 1 |
| 118+62 | 22' RT | 1 |
| 119+56 | 27' LT | 1 |
| 140+11 | 33' RT | 1 |
| 148+69 | 32' LT | 1 |
| 145+80 | 27' LT | 1 |
| **SUBTOTAL 3** | | **19** |
| **SUBTOTAL 2** | | **38** |
| **SUBTOTAL 1** | | **42** |
| **TOTAL** | | **99** |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-8-13-TEMP DITCH CHECKS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 13 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 42 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## TEMPORARY SEDIMENT BASINS SCHEDULES (1 OF 2)

| LOCATION | | DIMENSIONS | | | EARTH EXCAVATION FOR EROSION CONTROL | AGGREGATE (EROSION CONTROL) |
|---|---|---|---|---|---|---|
| STATION | OFFSET | LENGTH | WIDTH | HEIGHT | | |
| | | FEET | FEET | FEET | CU YD | TON |
| | | | | | | |
| **US ROUTE 34** | | | | | | |
| 514+50 | RT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 520+50 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 531+00 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 531+00 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 554+00 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 621+00 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 634+00 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 634+00 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 642+75 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 642+75 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 643+50 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 662+75 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 663+00 | LT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 663+25 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 667+75 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 668+75 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 671+25 | LT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 676+00 | LT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 679+75 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 700+75 | LT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 719+75 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 719+75 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 739+50 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 743+50 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 744+00 | RT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 747+25 | RT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 755+50 | LT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 756+00 | RT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 759+75 | RT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 762+50 | LT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 778+75 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 793+00 | LT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 810+00 | LT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| 815+00 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 821+25 | LT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| | | | | | | |
| **IL 94/116** | | | | | | |
| 10+00 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 14+75 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 15+50 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 18+50 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 46+00 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| | | | | | | |
| | | | | **SUBTOTAL 1** | **5,504** | **247.0** |

## TEMPORARY SEDIMENT BASINS SCHEDULES (2 OF 2)

| LOCATION | | DIMENSIONS | | | EARTH EXCAVATION FOR EROSION CONTROL | AGGREGATE (EROSION CONTROL) |
|---|---|---|---|---|---|---|
| STATION | OFFSET | LENGTH | WIDTH | HEIGHT | | |
| | | FEET | FEET | FEET | CU YD | TON |
| | | | | | | |
| **BOGUS HOLLOW RD** | | | | | | |
| 5+50 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| | | | | | | |
| **TR 94** | | | | | | |
| 45+00 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 48+25 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| | | | | | | |
| **TR 138** | | | | | | |
| 51+75 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 53+50 | LT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| | | | | | | |
| **TR 150** | | | | | | |
| 43+50 | RT | 20.0 | 10.0 | 2.5 | 83 | 5.2 |
| | | | | | | |
| **TR 178** | | | | | | |
| 39+50 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 39+50 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| | | | | | | |
| **TR 190** | | | | | | |
| 54+00 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| | | | | | | |
| **DETOUR 1** | | | | | | |
| 2537+00 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 2551+00 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| | | | | | | |
| **DETOUR 2** | | | | | | |
| 1782+50 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| | | | | | | |
| **DETOUR 3** | | | | | | |
| 111+50 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 114+00 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 118+50 | LT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| 146+00 | RT | 30.0 | 15.0 | 2.5 | 167 | 6.7 |
| | | | | | | |
| | | | | **SUBTOTAL 2** | **2,504** | **104.2** |
| | | | | **SUBTOTAL 1** | **5,504** | **247.0** |
| | | | | **TOTAL** | **8,008** | **351** |
| | | | | **USE (3 X TOTAL)** | **24,024** | **1,054** |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-14-SEDIMENT BASIN.dgn | USER NAME = mikel | DESIGNED - DBS | REVISED - - |
| | | DRAWN - PSBA | REVISED - - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - - |
| | PLOT DATE = 12/4/2012 | DATE - 10/2012 | REVISED - - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 14 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 43 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## MAINLINE PIPE CULVERT & END SECTION SCHEDULE

| CULVERT NO. | LOCATION | | | | | PIPE CULVERTS CLASS A, TYPE 1 | | PIPE CULVERTS CLASS A, TYPE 2 | | | | | | | PIPE CULVERTS CLASS A, TYPE 3 | | | PIPE CULVERTS CLASS A, TYPE 4 | | PIPE CULVERTS CLASS A, TYPE 5 | PIPE CULVERTS CLASS A (JACKED) | | PIPE CULVERTS CLASS D, TYPE 1 | | | PIPE CULVERTS CLASS D, TYPE 2 | | PRECAST REINFORCED CONCRETE FLARED END SECTIONS | | | | | CIP REINFORCED CONC END SECTIONS | | METAL END SECTIONS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 24" | 30" | 18" | 24" | 30" | 36" | 42" | 48" | 72" | 24" | 36" | 42" | 24" | 42" | 36" | 24" | 36" | 15" | 24" | 36" | 18" | 42" | 18" | 24" | 30" | 36" | 42" | 48" | 72" | 15" | 18" | 24" | 36" | 42" |
| | STATION | OFFSET | TO | STATION | OFFSET | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA |
| US ROUTE 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 514+78.00 | 128' RT | | 514+99.07 | 99.38' RT | | | | 30 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | |
| 2 | 515+00.93 | 96.86' RT | | 516+39.24 | 91.00' LT | | | | 90 | | | | | | | | | | | | 138 | | | | | | | | 1 | | | | | | | | | | |
| 3 | 516+33.66 | 88.00' RT | | 516+59.66 | 88.00' RT | | | | | | | | | | | | | | | | | | | | | 26 | | | | | | | | | 2 | | | | |
| 4 | 520+70.00 | 116.00' RT | | 520+98.40 | 84.76' LT | | | | | | 37 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| 5 | 521+01.79 | 81.43' RT | | 523+00.00 | 92.00' LT | | | | | | 116 | | | | | | | | | | | 140 | | | | | | | | 1 | | | | | | | | |
| 6 | 525+00.00 | 1.56' LT | | 525+00.00 | 87.00' LT | 80 | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| 7 | 527+65.00 | 89.00' LT | | 527+65.00 | 126.25' RT | | | | | | | 208 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | |
| 8 | 529+83.59 | 8.17' RT | | 529+83.59 | 94.00' RT | | | | | 80 | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | |
| 9 | 540+00.00 | 92.00' LT | | 540+00.00 | 94.00' RT | | | | 175 | | | | | | | | | | | | | | | | | | | | 2 | | | | | | | | |
| 10 | 550+93.73 | 168.00' LT | | 552+91.13 | 160.00' RT | | | | | | | | | | | | | | | 312 | | | | | | | | | | | 2 | | | | | | |
| 11 | 556+38.14 | 102.00' LT | | 556+77.26 | 3.62' RT | | | | | | | | 108 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | |
| 12 | 556+78.12 | 8.53' RT | | 556+78.12 | 94.58' RT | | | | | | | | 82 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | |
| 13 | 569+00.00 | 87.00' LT | | 569+00.00 | 2.00' LT | | | | 79 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| 14 | 569+51.00 | 94.00' LT | | 570+19.00 | 94.00' LT | | | | | | | | | | | | | | | | | | | 68 | | | | | | | | | | | | 2 | | |
| 15 | 570+37.00 | 94.00' RT | | 571+03.00 | 94.00' RT | | | | | | | | | | | | | | | | | | | | 66 | | | | | | | | | | | | 2 | |
| 16 | 606+00.00 | 91.00' LT | | 606+00.00 | 99.00' RT | | | | | | | 174 | | | | | | | | | | | | | | | | | | | | 2 | | | | | | |
| 17 | 610+50.00 | 89.00' LT | | 610+50.00 | 2.00' LT | | | | 81 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| 18 | 628+00.00 | 56.00' LT | | 628+00.00 | 121.00' LT | | | 59 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | |
| 19 | 643+21.25 | 11.67' LT | | 643+41.00 | 11.67' LT | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 669+58.68 | 102.00' RT | | 671+05.39 | 103.00' LT | | | | | | | | | 236 | | | | | | | | | | | | | | | | | | | | 2 | | | | |
| 24 | 692+70.00 | 112.00' LT | | 692+70.00 | 111.00' RT | | | | | | | | | | | | 207 | | | | | | | | | | | | | | | 2 | | | | | | |
| 25 | 694+69.29 | 112.00' LT | | 694+79.53 | 4.68' RT | | | | | | | | | | | 110 | | | | | | | | | | | | | | | 1 | | | | | | | |
| 26 | 694+79.53 | 10.68' RT | | 694+87.70 | 106.00' RT | | | | | | | | | | | 88 | | | | | | | | | | | | | | | 1 | | | | | | | |
| 27 | 700+83.00 | 97.00' LT | | 700+83.00 | 99.00' RT | | | | | | 180 | | | | | | | | | | | | | | | | | | | | 2 | | | | | | | |
| 28 | 720+25.00 | 88.00' LT | | 720+25.00 | 9.00' LT | | | | | | 71 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | |
| 29 | 720+25.00 | 3.00' LT | | 720+25.00 | 96.00' RT | | | | | | 91 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | |
| 30 | 748+00.00 | 99.00' LT | | 748+00.00 | 8.00' LT | | | | 86 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| 31 | 748+47.00 | 108.60' LT | | 749+64.00 | 115.45' LT | | | | | | | | | | | | | | | | | | | | | | 117 | | | | | | | | | | | 2 |
| 32 | 751+00.00 | 163.65' LT | | 751+00.00 | 201.00' LT | | | | | | | | | | | | | | | | | | 37 | | | | | | | | | | | | 2 | | | |
| 33 | 753+00.00 | 130.00' LT | | 753+00.00 | 1.72' RT | | | | | | | | | | | | | 126 | | | | | | | | | | | 1 | | | | | | | | |
| 34 | 759+25.00 | 93.00' LT | | 759+25.00 | 1.73' LT | | | | 86 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| 35 | 777+87.13 | 4.31' RT | | 778+00.00 | 111.00' LT | | | | | | | | | | 117 | | | | | | | | | | | | | | 1 | | | | | | | | |
| 36 | 779+20.62 | 136.00' LT | | 781+50.00 | 124.00' RT | | | | | | | | | | | | | | 330 | | | | | | | | | | | | 2 | | | | | | |
| 37 | 809+96.50 | 119.00' LT | | 809+96.50 | 1.97' LT | | | | | | | | | | | 109 | | | | | | | | | | | | | | | 1 | | | | | | | |
| 38 | 809+96.50 | 1.97' RT | | 809+96.50 | 119.00' RT | | | | | | | | | | | 109 | | | | | | | | | | | | | | | 1 | | | | | | | |
| 39 | 814+00.00 | 88.00' LT | | 814+00.00 | 19.59' RT | | | | 102 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| 40 | 821+91.60 | 85.00' RT | | 821+91.60 | 101.00' RT | | 6 | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | |
| | | | | | TOTAL | 100 | 6 | 59 | 729 | 80 | 495 | 382 | 190 | 236 | 117 | 416 | 207 | 126 | 330 | 312 | 138 | 140 | 37 | 68 | 66 | 26 | 117 | 1 | 12 | 2 | 12 | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-15-19-PIPE_CULVERTS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** | **SCHEDULE OF QUANTITIES US ROUTE 34** | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 44 |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 15 OF 51 SHEETS | STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

## SIDEROAD PIPE CULVERT SCHEDULE (1 OF 2)

| CULVERT NO. | LOCATION | | | | | PIPE CULVERTS, CLASS A, TYPE 1 | | | PIPE CULVERTS, CLASS A, TYPE 2 | | | | | PIPE CULVERTS CLASS A TYPE 3 | | PIPE CULVERTS CLASS A TYPE 5 | PIPE CULVERTS, CLASS A, TYPE 2 EQUIV. ROUND-SIZE | PIPE CULVERTS CLASS D, TYPE 1 | | | | | PIPE CULVERTS CLASS D TYPE 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 15" | 18" | 24" | 18" | 30" | 36" | 42" | 60" | 42" | 60" | 48" | 36" | 15" | 18" | 24" | 30" | 42" | 18" |
| | STATION | OFFSET | TO | STATION | OFFSET | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT |
| IL ROUTE 94 | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 10+67.00 | 39.04' RT | | 11+14.16 | 32.85' RT | | | | | | | | | | | | | 48 | | | | | |
| 42 | 12+90.00 | 38.39' RT | | 13+43.73 | 44.03' RT | | | | | | | | | | | | | 54 | | | | | |
| 43 | 14+88.11 | 68.05' LT | | 15+11.13 | 66.00' RT | | | | | | 119 | | | | | | | | | | | | |
| 44 | 18+50.00 | 124.00' LT | | 18+50.00 | 163.00' LT | | | | | | | | | | | | | 39 | | | | | |
| 45 | 25+55.54 | 102.66' RT | | 25+84.56 | 103.07' LT | | | | | | | | | | | 196 | | | | | | | |
| 46 | 40+57.00 | 39.79' LT | | 41+08.00 | 39.61' LT | | | | | | | | | | | | | | | 51 | | | |
| 47 | 40+58.00 | 40.57' RT | | 41+07.00 | 40.30' RT | | | | | | | | | | | | | | | 49 | | | |
| TR 119 (1425 E) | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 50+90.23 | 21.58' RT | | 51+59.27 | 10.00' RT | | | | | | | | | | | | | 70 | | | | | |
| RAMP B | | | | | | | | | | | | | | | | | | | | | | | |
| 52 | 9+00.00 | 64.00' LT | | 9+00.00 | 34.00' RT | | | | | | | | | | | | 82 | | | | | | |
| RAMP C | | | | | | | | | | | | | | | | | | | | | | | |
| 53 | 13+50.00 | 52.50' LT | | 13+50.00 | 36.50' RT | | | | | 77 | | | | | | | | | | | | | |
| BOGUS HOLLOW ROAD (1350 E) | | | | | | | | | | | | | | | | | | | | | | | |
| 54 | 5+99.74 | 69.94' RT | | 7+81.70 | 61.84' LT | | | | | | | | | 175 | | | | | | | | | |
| TR 111 (1350 E) | | | | | | | | | | | | | | | | | | | | | | | |
| 56 | 151+70.50 | 26.58' RT | | 152+26.50 | 26.58' RT | | | | | | | | | | | | | | 56 | | | | |
| TR 94 (1400 E) | | | | | | | | | | | | | | | | | | | | | | | |
| 57 | 40+26.51 | 29.00' RT | | 40+73.98 | 29.49' RT | | | | | | | | | | | | | | | 49 | | | |
| 58 | 44+12.52 | 31.91' LT | | 44+74.32 | 36.27' LT | | | | | | | | | | | | | 64 | | | | | |
| 59 | 51+09.50 | 45.00' RT | | 51+25.50 | 52.00' LT | | | | | | | | 86 | | | | | | | | | | |
| TR 102 (1475 E) CUL DE SAC (US 34 STATIONING) | | | | | | | | | | | | | | | | | | | | | | | |
| 61 | 594+51.73 | 948.91' LT | | 594+94.33 | 973.86' LT | | | | | | | | | | | | | 50 | | | | | |
| TR 122 (1550 E) CUL DE SAC (US 34 STATIONING) | | | | | | | | | | | | | | | | | | | | | | | |
| 62 | 641+50.38 | 185.00' RT | | 641+76.11 | 185.00' RT | | | | | | | | | | | | | 26 | | | | | |
| 63 | 641+50.71 | 385.00' RT | | 641+74.70 | 385.00' RT | | | | | | | | | | | | | | | 24 | | | |
| TR 138 (1650 E) | | | | | | | | | | | | | | | | | | | | | | | |
| 64 | 45+67.15 | 23.50' LT | | 46+31.12 | 30.77' LT | | | | | | | | | | | | | | | | 65 | | |
| 65 | 53+39.00 | 41.00' RT | | 53+39.00 | 43.00' LT | | | | | | 68 | | | | | | | | | | | | |
| TR 150 (1700 E) | | | | | | | | | | | | | | | | | | | | | | | |
| 66 | 43+55.00 | 38.00' LT | | 43+55.00 | 36.00' RT | | | | | | | 58 | | | | | | | | | | | |
| 67 | 44+45.61 | 36.07' RT | | 45+12.65 | 31.26' RT | | | | | | | | | | | | | | | | | | 67 |
| 68 | 44+48.00 | 40.63' LT | | 45+08.00 | 37.64' LT | | | | | | | | | | | | | | | | | 60 | |
| 69 | 58+76.00 | 28.73' LT | | 59+24.00 | 29.28' LT | | | | | | | | | | | | | 52 | | | | | |
| 70 | 59+94.51 | 31.00' LT | | 60+22.50 | 32.00' LT | | | | | | | | | | | | | 28 | | | | | |
| 71 | 60+55.93 | 29.00' RT | | 60+93.07 | 29.00' RT | | | | | | | | | | | | | | | 38 | | | |
| 72 | 60+56.50 | 33.09' LT | | 60+98.00 | 34.78' LT | | | | | | | | | | | | | | 42 | | | | |
| 73 | 65+66.87 | 34.45' LT | | 66+01.66 | 39.11' LT | | | | | | | | | | | | | | | 35 | | | |
| 74 | 66+30.00 | 40.00' LT | | 66+50.00 | 44.00' RT | | | 74 | | | | | | | | | | | | | | | |
| TR 178 (1800 E) | | | | | | | | | | | | | | | | | | | | | | | |
| 75 | 44+25.50 | 24.00' LT | | 44+88.49 | 24.00' LT | | | | | | | | | | | | | 63 | | | | | |
| 76 | 44+28.35 | 24.00' RT | | 44+90.50 | 24.00' RT | | | | | | | | | | | | | 62 | | | | | |
| 77 | 53+18.44 | 71.00' RT | | 53+24.39 | 41.72' RT | | | | 24 | | | | | | | | | | | | | | |
| 78 | 53+25.06 | 38.28' RT | | 53+39.58 | 37.00' LT | | 71 | | | | | | | | | | | | | | | | |
| | | | | | SUBTOTAL 1 | 0 | 71 | 74 | 24 | 77 | 187 | 58 | 86 | 175 | 0 | 196 | 82 | 556 | 98 | 246 | 65 | 60 | 67 |

| | | | | |
|---|---|---|---|---|
| FILE NAME = D468409-SHT-15-19-PIPE_CULVERTS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - | |
| | | DRAWN - PSBA | REVISED - | |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 16 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 45 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## SIDEROAD PIPE CULVERT SCHEDULE (2 OF 2)

| CULVERT NO. | LOCATION | | | | | PIPE CULVERTS, CLASS A, TYPE 1 | | | PIPE CULVERTS, CLASS A, TYPE 2 | | | | | PIPE CULVERTS CLASS A TYPE 3 | | PIPE CULVERTS CLASS A TYPE 5 | PIPE CULVERTS, CLASS A, TYPE 2 EQUIV. ROUND-SIZE | PIPE CULVERTS CLASS D, TYPE 1 | | | | | PIPE CULVERTS CLASS D TYPE 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 15" | 18" | 24" | 18" | 30" | 36" | 42" | 60" | 42" | 60" | 48" | 36" | 15" | 18" | 24" | 30" | 42" | 18" |
| | STATION | OFFSET | TO | STATION | OFFSET | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT |
| TR 190 (1850 E) | | | | | | | | | | | | | | | | | | | | | | | |
| 79 | 49+00.00 | 34.00' LT | | 49+00.00 | 33.00' RT | | 55 | | | | | | | | | | | | | | | | |
| DETOUR 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | 2551+14.14 | 59.00' LT | | 2551+17.94 | 62.00' RT | | | | | | | | | | 105 | | | | | | | | |
| 81 | 2554+69.00 | 33.50' RT | | 2554+07.00 | 34.00' RT | | | | | | | | | | | | | | | | 62 | | |
| DETOUR 2 | | | | | | | | | | | | | | | | | | | | | | | |
| 82 | 1782+64.00 | 25.00' LT | | 1783+25.00 | 25.00' LT | | | | | | | | | | | | | 60 | | | | | |
| DETOUR 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | 113+52.96 | 160.90' LT | | 113+64.19 | 219.53' LT | 60 | | | | | | | | | | | | | | | | | |
| | | | | | SUBTOTAL 2 | 60 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 0 | 0 | 60 | 0 | 0 | 62 | 0 | 0 |
| | | | | | SUBTOTAL 1 | 0 | 71 | 74 | 24 | 77 | 187 | 58 | 86 | 175 | 0 | 196 | 82 | 556 | 98 | 246 | 65 | 60 | 67 |
| | | | | | TOTAL | 60 | 126 | 74 | 24 | 77 | 187 | 58 | 86 | 175 | 105 | 196 | 82 | 616 | 98 | 246 | 127 | 60 | 67 |

## TEMPORARY PIPE CULVERT SCHEDULE

| CULVERT NO. | LOCATION | | | | | PIPE CULVERTS CLASS D, TYPE 1 | | PIPE CULVERTS CLASS D, TYPE 2 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 15" | 24" | 18" | 36" | 48" |
| | STATION | OFFSET | TO | STATION | OFFSET | FT | FT | FT | FT | FT |
| DETOUR 1 | | | | | | | | | | |
| T1 | 529+83.59 | 1.00' RT | | 529+83.59 | 100.00' LT | | | 101 | | |
| DETOUR 2 | | | | | | | | | | |
| T2 | 787+50.00 (US 34) | 117.30' LT | | 787+50.00 (US 34) | 169.10' RT | | | 52 | | |
| DETOUR 3 | | | | | | | | | | |
| T3 | 111+00.00 | 26.00' RT | | 111+00.00 | 43.00' LT | 69 | | | | |
| T4 | 114+13.00 | 36.30' LT | | 115+00.00 | 36.00' RT | | | | 113 | |
| T5 | 117+61.72 | 27.00' LT | | 118+17.94 | 27.00' LT | 56 | | | | |
| T6 | 118+92.00 | 27.00' LT | | 119+49.85 | 27.00' LT | 58 | | | | |
| T7 | 25+79.69 (IL 94) | 68.57' LT | | 25+94.61 (IL 94) | 174.36' LT | | | | | 77 |
| T8 | 140+11.95 | 26.00' RT | | 140+11.95 | 27.00' LT | | 53 | | | |
| T9 | 140+71.00 | 30.00' LT | | 141+29.00 | 30.00' LT | | 58 | | | |
| T10 | 141+75.00 | 32.00' LT | | 142+20.00 | 32.00' LT | | 45 | | | |
| T11 | 142+71.00 | 30.00' LT | | 143+29.00 | 30.00' LT | | 58 | | | |
| | | | | | TOTAL | 183 | 214 | 153 | 113 | 77 |

## STORM SEWER SCHEDULE

| LOCATION | | | | | | STORM SEWERS, TYPE 1, WATERMAIN QUALITY PIPE | | |
|---|---|---|---|---|---|---|---|---|
| LABEL | STATION | OFFSET | | STATION | OFFSET | 12" | 18" | 24" |
| | | | | | | FT | FT | FT |
| TR 150 (1700 E) | | | | | | | | |
| PC-2 | 68+48.50 | 30.40 RT | TO | 69+10.00 | 30.30 RT | 62 | | |
| PC-5 | 68+75.30 | 14.75 LT | TO | 68+77.40 | 14.75 LT | 3 | | |
| PC-4 | 68+80.91 | 13.45 LT | TO | 69+10.52 | 13.40 RT | | 40 | |
| PC-1 | 69+12.00 | 28.30 RT | TO | 69+12.00 | 16.75 RT | 12 | | |
| PC-3 | 69+78.00 | 25.15 RT | TO | 69+14.00 | 30.15 RT | 65 | | |
| PA-2 | 69+14.00 | 14.74 RT | TO | 70+79.16 | 14.33 RT | | | 166 |
| PB-2 | 70+42.00 | 36.30 LT | TO | 70+77.13 | 32.28 LT | 36 | | |
| PB-1 | 70+79.21 | 30.05 LT | TO | 70+81.07 | 12.32 RT | | 43 | |
| PA-1 | 70+81.25 | 16.32 RT | TO | 70+85.18 | 105.55 RT | | | 90 |
| | | | | | TOTAL | 178 | 83 | 256 |

## SIDEROAD END SECTION SCHEDULE (1 OF 2)

| CULVERT NO. | LOCATION | | | | | PRECAST REINFORCED CONCRETE FLARED END SECTIONS | | | | | | | METAL END SECTIONS | | | | | CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 15'' | 18'' | 24'' | 30'' | 36'' | 42'' | EQRS ARCH 36'' | 15'' | 18'' | 24'' | 30'' | 42'' | 48'' | 60'' |
| | STATION | OFFSET | TO | STATION | OFFSET | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| **IL ROUTE 94** | | | | | | | | | | | | | | | | | | | |
| 41 | 10+67.00 | 39.04' RT | | 11+14.16 | 32.85' RT | | | | | | | | 1 | | | | | | |
| 42 | 12+90.00 | 38.39' RT | | 13+43.73 | 44.03' RT | | | | | | | | 2 | | | | | | |
| 43 | 14+88.11 | 68.05' LT | | 15+11.13 | 66.00' RT | | | | | 2 | | | | | | | | | |
| 44 | 18+50.00 | 124.00' LT | | 18+50.00 | 163.00' LT | | | | | | | | 2 | | | | | | |
| 45 | 25+55.10 | 105.80' RT | | 25+85.00 | 106.20' LT | | | | | | | | | | | | | 2 | |
| 46 | 40+57.00 | 39.79' LT | | 41+08.00 | 39.61' LT | | | | | | | | | | 2 | | | | |
| 47 | 40+58.00 | 40.57' RT | | 41+07.00 | 40.30' RT | | | | | | | | | | 2 | | | | |
| **TR 119 (1425 E)** | | | | | | | | | | | | | | | | | | | |
| 50 | 50+90.23 | 21.58' RT | | 51+59.27 | 10.00' RT | | | | | | | | 2 | | | | | | |
| **RAMP B** | | | | | | | | | | | | | | | | | | | |
| 52 | 9+00.00 | 64.00' LT | | 9+00.00 | 34.00' RT | | | | | | | 2 | | | | | | | |
| **RAMP C** | | | | | | | | | | | | | | | | | | | |
| 53 | 13+50.00 | 52.50' LT | | 13+50.00 | 36.50' RT | | | | 2 | | | | | | | | | | |
| **BOGUS HOLLOW ROAD (1350 E)** | | | | | | | | | | | | | | | | | | | |
| 54 | 5+99.74 | 69.94' RT | | 7+81.70 | 61.84' LT | | | | | | 1 | | | | | | | | |
| **TR 111 (1350 E)** | | | | | | | | | | | | | | | | | | | |
| 56 | 151+70.50 | 26.58' RT | | 152+26.50 | 26.58' RT | | | | | | | | | 2 | | | | | |
| **TR 94 (1400 E)** | | | | | | | | | | | | | | | | | | | |
| 57 | 40+26.51 | 29.00' RT | | 40+73.98 | 29.49' RT | | | | | | | | | | 2 | | | | |
| 58 | 44+12.52 | 31.91' LT | | 44+74.32 | 36.27' LT | | | | | | | | 2 | | | | | | |
| 59 | 51+09.50 | 45.00' RT | | 51+25.50 | 52.00' LT | | | | | | | | | | | | | | 2 |
| **TR 102 (1475 E) CUL DE SAC (US ROUTE 34 STATIONING)** | | | | | | | | | | | | | | | | | | | |
| 61 | 594+51.73 | 948.91' LT | | 594+94.33 | 973.86' LT | | | | | | | | 2 | | | | | | |
| **TR 122 (1550 E) CUL DE SAC (US ROUTE 34 STATIONING)** | | | | | | | | | | | | | | | | | | | |
| 62 | 641+50.38 | 185.00' RT | | 641+76.11 | 185.00' RT | | | | | | | | 2 | | | | | | |
| 63 | 641+50.71 | 385.00' RT | | 641+74.70 | 385.00' RT | | | | | | | | | | 2 | | | | |
| **TR 138 (1650 E)** | | | | | | | | | | | | | | | | | | | |
| 64 | 45+67.15 | 23.50' LT | | 46+31.12 | 30.77' LT | | | | | | | | | | | 2 | | | |
| 65 | 53+39.00 | 41.00' RT | | 53+39.00 | 43.00' LT | | | | | 2 | | | | | | | | | |
| **TR 150 (1700 E)** | | | | | | | | | | | | | | | | | | | |
| 66 | 43+55.00 | 38.00' LT | | 43+55.00 | 36.00' RT | | | | | | 2 | | | | | | | | |
| 67 | 44+45.61 | 36.07' RT | | 45+12.65 | 31.26' RT | | | | | | | | | 2 | | | | | |
| 68 | 44+48.00 | 40.63' LT | | 45+08.00 | 37.64' LT | | | | | | | | | | | | 2 | | |
| 69 | 58+76.00 | 28.73' LT | | 59+24.00 | 29.28' LT | | | | | | | | 2 | | | | | | |
| 70 | 59+94.51 | 31.00' LT | | 60+22.50 | 32.00' LT | | | | | | | | 2 | | | | | | |
| | | | | | SUBTOTAL 1 | 0 | 0 | 0 | 2 | 4 | 3 | 2 | 17 | 4 | 8 | 2 | 2 | 2 | 2 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-15-19-PIPE_CULVERTS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 18 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 47 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## SIDEROAD END SECTION SCHEDULE (2 OF 2)

| CULVERT NO. | LOCATION | | | | | PRECAST REINFORCED CONCRETE FLARED END SECTIONS | | | | | | | METAL END SECTIONS | | | | | CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | EQRS ARCH | | | | | | | |
| | | | | | | 15'' | 18'' | 24'' | 30'' | 36'' | 42'' | 36'' | 15'' | 18'' | 24'' | 30'' | 42'' | 48'' | 60'' |
| | STATION | OFFSET | TO | STATION | OFFSET | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| TR 150 (1700 E) | | | | | | | | | | | | | | | | | | | |
| 71 | 60+55.93 | 29.00' RT | | 60+93.07 | 29.00' RT | | | | | | | | | | 2 | | | | |
| 72 | 60+56.50 | 33.09' LT | | 60+98.00 | 34.78' LT | | | | | | | | | 2 | | | | | |
| 73 | 65+66.87 | 34.45' LT | | 66+01.66 | 39.11' LT | | | | | | | | | | 2 | | | | |
| 74 | 66+30.00 | 40.00' LT | | 66+50.00 | 44.00' RT | | | 2 | | | | | | | | | | | |
| TR 178 (1800 E) | | | | | | | | | | | | | | | | | | | |
| 75 | 44+25.50 | 24.00' LT | | 44+88.49 | 24.00' LT | | | | | | | | 2 | | | | | | |
| 76 | 44+28.35 | 24.00' RT | | 44+90.50 | 24.00' RT | | | | | | | | 2 | | | | | | |
| 77 | 53+18.44 | 71.00' RT | | 53+24.39 | 41.72' RT | | 1 | | | | | | | | | | | | |
| 78 | 53+25.06 | 32.28' RT | | 53+39.58 | 37.00' LT | | 1 | | | | | | | | | | | | |
| TR 190 (1850 E) | | | | | | | | | | | | | | | | | | | |
| 79 | 49+00.00 | 34.00' LT | | 49+00.00 | 33.00' RT | | 2 | | | | | | | | | | | | |
| DETOUR 1 | | | | | | | | | | | | | | | | | | | |
| 80 | 2551+14.14 | 59.00' LT | | 2551+17.94 | 62.00' RT | | | | | | | | | | | | | | 2 |
| 81 | 2554+69.00 | 33.50' RT | | 2554+07.00 | 34.00' RT | | | | | | | | | | | 2 | | | |
| DETOUR 2 | | | | | | | | | | | | | | | | | | | |
| 82 | 1782+64.00 | 25.00' LT | | 1783+25.00 | 25.00' LT | | | | | | | | 2 | | | | | | |
| DETOUR 3 | | | | | | | | | | | | | | | | | | | |
| 83 | 113+52.96 | 160.90' LT | | 113+64.19 | 219.53' LT | 2 | | | | | | | | | | | | | |
| | | | | | SUBTOTAL 2 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 6 | 2 | 4 | 2 | 0 | 0 | 2 |
| | | | | | SUBTOTAL 1 | 0 | 0 | 0 | 2 | 4 | 3 | 2 | 17 | 4 | 8 | 2 | 2 | 2 | 2 |
| | | | | | TOTAL | 2 | 4 | 2 | 2 | 4 | 3 | 2 | 23 | 6 | 12 | 4 | 2 | 2 | 4 |

## BOX CULVERT & END SECTION SCHEDULE

| CULVERT NO. | LOCATION | | | | | PRECAST BOX CULVERT (ASTM C 1577) | | | | | SKEW | | | DESIGN FILL | | POROUS GRANULAR EMBANKMENT | BOX CULVERT END SECTION | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 3' X 2' | 3' X 3' | 6' X 3' | 6' X 4' | 8' X 4' | DEGREE | MINUTE | L/R AHEAD | EDGE OF SHLDR | MAX. | | CULVERT NO. 1 | CULVERT NO. 2 | CULVERT NO. 3 | CULVERT NO. 4 | CULVERT NO. 5 | CULVERT NO. 6 | CULVERT NO. 7 |
| | STATION | OFFSET | TO | STATION | OFFSET | FT | FT | FT | FT | FT | | | | FT | FT | CU YD | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| US ROUTE 34 | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 643+45.00 | 84.00' LT | | 643+45.00 | 84.00' RT | | | | | 156 | 0 | 0 | | 1.8 | 2.7 | 312 | 2 | | | | | | |
| 21 | 663+07.63 | 95.00' RT | | 663+22.37 | 97.00' LT | | | | 181 | | 4 | 21 | L | 6.1 | 7.5 | 537 | | 2 | | | | | |
| IL ROUTE 94 / 116 | | | | | | | | | | | | | | | | | | | | | | | |
| 48 | 49+59.95 (TR119) | 35.78' LT | | 49+61.91 (TR 119) | 36.03' RT | 72 | | | | | 1 | 34 | R | 1.6 | 1.8 | 69 | | | 2 | | | | |
| 49 | 50+37.46 (TR 119) | 36.33' RT | | 50+38.35 (TR 119) | 35.66' LT | 72 | | | | | 0 | 44 | R | 1.8 | 2.5 | 74 | | | | 2 | | | |
| RAMP A | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | 11+00.00 | 50.00' LT | | 11+00.00 | 32.00' RT | | | 70 | | | 0 | 0 | | 4.0 | 5.5 | 144 | | | | | 2 | | |
| TR 111 (1350 E) | | | | | | | | | | | | | | | | | | | | | | | |
| 55 | 149+00.00 | 42.00' LT | | 149+00.00 | 41.00' RT | | 71 | | | | 0 | 0 | | 2.4 | 3.0 | 97 | | | | | | 2 | |
| TR 94 (1400 E) | | | | | | | | | | | | | | | | | | | | | | | |
| 60 | 54+04.48 | 45.00' LT | | 54+09.23 | 47.00' RT | 80 | | | | | 0 | 0 | | 0.7 | 1.3 | 76 | | | | | | | 2 |
| | | | | | TOTAL | 224 | 71 | 70 | 181 | 156 | | | | | | 1,309 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-15-19-PIPE_CULVERTS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES US ROUTE 34 | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 48 |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 19 OF 51 SHEETS STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

## INLETS AND MANHOLES SCHEDULE

| STRUCT NUMBER | LOCATION STATION | OFFSET | REINFORCED CONCRETE PIPE ELBOW, 24" (542601) | INLET BOX, STANDARD 542521 | INLET-MANHOLE, TYPE G-1, 4' DIAMETER, SPECIAL | INLET-MANHOLE, TYPE G-1, 5' DIAMETER, SPECIAL | INLETS, TYPE A, TYPE 8 GRATE | INLETS, TYPE A, WITH SPECIAL FRAME AND GRATE | INLETS, TYPE A, WITH MEDIAN INLET (604101) | MEDIAN INLET (604101) | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 4'-DIAMETER, WITH MEDIAN INLET (604101) | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 5'-DIAMETER, WITH MEDIAN INLET (604101) | MANHOLES, TYPE A, 5'-DIAMETER, WITH MEDIAN INLET (604106) | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, OPEN LID | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 6'-DIAMETER, WITH MEDIAN INLET (604101) | MANHOLES, TYPE A, 7'-DIAMETER, WITH SPECIAL FRAME AND GRATE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 54215979 | 54245005 | X6021824 | X6021825 | 60236200 | X6023508 | 60238305 | 60246605 | 60219000 | 60218300 | 60218400 | 60220005 | 60221100 | 60222705 | 60222805 | 60223700 | 60223800 | 60224066 | X6020290 |
| | | | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| **US ROUTE 34** | | | | | | | | | | | | | | | | | | | | | |
| 1 (1) | 515+00.00 | 98.12' RT | | | | | | | | | | | 1 | | | | | | | | |
| 2 (1) | 521+00.00 | 83.00' RT | | | | | | | | | | | | | | | | | 1 | | |
| 3 | 525+00.00 | CL | | | | | | | | | | | | 1 | | | | | | | |
| 4 (1) | 527+65.00 | 129.00' RT | | | | | | | | | | | | | | | | | | | 1 |
| 5 | 529+83.59 | 6.00' RT | | | | | | | | | | | | | | | 1 | | | | |
| T1 | 540+00.00 | 82.42' LT | | | | | | 1 | | | | | | | | | | | | | |
| 6 | 556+78.12 | 6.00' RT | | | | | | | | | | | | | | | | | | | 1 |
| 7 | 569+00.00 | CL | | | | | | | | | | | | 1 | | | | | | | |
| 8 | 610+50.00 | CL | | | | | | | | | | | | 1 | | | | | | | |
| 9 | 628+00.00 | 55.04' LT | | | | | | | | | | 1 | | | | | | | | | |
| 10 | 643+20.00 | 2.00' LT | | 1 | | | | | | | | | | | | | | | | | |
| 11 | 663+15.00 | CL | | | | | | | 1 | | | | | | | | | | | | |
| 12 | 679+75.84 | CL | | | | | | | | | | | | 1 | | | | | | | |
| 13 | 694+79.53 | 7.68' RT | | | | | | | | | | | | | | | | | | 1 | |
| 14 | 720+25.00 | 6.00' LT | | | | | | | | | | | | | | | | | | 1 | |
| 15 | 748+00.00 | 6.00' LT | | | | | | | | | | | | 1 | | | | | | | |
| 16 | 753+00.00 | 3.42' RT | | | | | | | | | | | | 1 | | | | | | | |
| 17 | 759+25.00 | CL | | | | | | | | | | | | 1 | | | | | | | |
| 18 | 777+87.18 | 6.00' RT | | | | | | | | | | | | 1 | | | | | | | |
| 19 | 809+96.50 | CL | | | | | | | | | | | | | | 1 | | | | | |
| 20 | 814+00.00 | 22.84' RT | 1 | | | | | | | 1 | | | | | | | | | | | |
| **IL ROUTE 94** | | | | | | | | | | | | | | | | | | | | | |
| 21 | 11+15.00 | 32.74' RT | | | | | 1 | | | | | | | | | | | | | | |
| **TR 150 (1700 E)** | | | | | | | | | | | | | | | | | | | | | |
| SC-2 | 68+46.50 | 30.40' RT | | | | | 1 | | | | | | | | | | | | | | |
| SC-5 | 68+73.30 | 13.00' LT | | | 1 | | | | | | | | | | | | | | | | |
| SC-4 | 68+79.40 | 13.00' LT | | | 1 | | | | | | | | | | | | | | | | |
| SC-1 | 69+12.00 | 30.30' RT | | | | | | | | | 1 | | | | | | | | | | |
| SA-3 | 69+12.00 | 13.00' RT | | | | 1 | | | | | | | | | | | | | | | |
| SC-3 | 69+80.00 | 25.00' RT | | | | | 1 | | | | | | | | | | | | | | |
| SB-2 | 70+40.00 | 36.50' LT | | | | | 1 | | | | | | | | | | | | | | |
| SB-1 | 70+79.12 | 32.05' LT | | | 1 | | | | | | | | | | | | | | | | |
| SA-2 | 70+81.16 | 14.32' RT | | | | | | | | | | | | | 1 | | | | | | |
| SA-1 | 70+85.27 | 107.55' RT | | | | | | | | | | | | | | | | 1 | | | |
| **TR 178 (1800 E)** | | | | | | | | | | | | | | | | | | | | | |
| 22 (1) | 53+24.72 | 40.00' RT | | | | | | | | | | | 1 | | | | | | | | |
| | | **TOTAL** | 1 | 1 | 3 | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 2 | 8 | 1 | 1 | 1 | 1 | 1 | 2 | 2 |

(1) SEE DROP MANHOLE DETAIL IN TYPICAL SECTIONS

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-20-INLETS-MANHOLES.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 20 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 49 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## TRENCH BACKFILL SCHEDULES (1 OF 1)

| LOCATION STATION | OFFSET | CULVERT SIZE | TRENCH BACKFILL | | | TRENCH BACKFILL |
|---|---|---|---|---|---|---|
| | | | LENGTH | AVG DEPTH | VOL/LENGTH | |
| | | IN | FT | FT | CU YD/FT | CU YD |
| **US ROUTE 34** | | | | | | |
| 526+80 EX | | 36 | 61.1 | 13.0 | 2.330 | 182.1 |
| 529+85 EX | | 24 | 78.0 | 4.9 | 0.938 | 73.2 |
| 532+93 EX | | 30 | 46.3 | 8.4 | 1.913 | 88.6 |
| 537+26 EX | | 2' X 2' BOX | 42.0 | 7.0 | 1.470 | 61.7 |
| 541+48 EX (N END) | | 2' X 2' BOX | 31.6 | 6.2 | 1.300 | 41.1 |
| 541+48 EX (S END) | | 2' X 2' BOX | 8.3 | 4.5 | 0.700 | 7.8 |
| **BOGUS HOLLOW ROAD** | | | | | | |
| 6+24.50 EX | | 3' X 2' BOX / 36 | 28.9 | 10.9 | 2.699 | 78.0 |
| 6+77.05 | | 42 | 35.2 | 16.9 | 3.805 | 133.9 |
| **TR 94 (1400 E)** | | | | | | |
| 51+17.48 | | 60 | 43.2 | 9.7 | 1.877 | 81.1 |
| 51+85.00 EX | RT | 18 | 14.0 | 7.5 | 1.297 | 18.2 |
| 54+01.00 EX | | 18 | 55.0 | 1.3 | 0.311 | 8.4 |
| **IL ROUTE 94/116** | | | | | | |
| 12+37.00 EX | RT | 15 | 35.5 | 1.3 | 0.141 | 5.0 |
| 13+30.00 EX | LT | 15 | 54.0 | 2.5 | 0.141 | 7.6 |
| 13+32.00 | LT | 15 | 51.0 | 1.9 | 0.104 | 5.3 |
| 15+00.00 | | 36 | 62.3 | 8.7 | 1.582 | 98.6 |
| 15+62.00 EX | | 42 | 58.6 | 7.4 | 1.986 | 116.4 |
| 17+83.00 EX | LT | 45 X 29 ELLIP | 44.7 | 9.4 | 2.611 | 116.7 |
| **TR 119 (1425 N)** | | | | | | |
| 50+30.00 EX | | 18 | 41.4 | 0.6 | 0.075 | 3.1 |
| **TR 122 CUL-DE-SACS** | | | | | | |
| 641+61.90 | | 15 | 19.8 | 3.1 | 0.248 | 4.9 |
| 641+68.51 | | 24 | 19.0 | 3.5 | 0.279 | 5.3 |
| **TR 138 (1650 E)** | | | | | | |
| 53+39.00 | | 36 | 22.0 | 8.0 | 1.409 | 31.0 |
| 53+40.00 EX | | 15 | 22.0 | 3.2 | 0.373 | 8.2 |
| | | | | | **SUBTOTAL 1** | **1,176.2** |

## TRENCH BACKFILL SCHEDULES (2 OF 2)

| LOCATION STATION | OFFSET | CULVERT SIZE | TRENCH BACKFILL | | | TRENCH BACKFILL |
|---|---|---|---|---|---|---|
| | | | LENGTH | AVG DEPTH | VOL/LENGTH | |
| | | IN | FT | FT | CU YD/FT | CU YD |
| **TR 150 (1700 E)** | | | | | | |
| 43+55.00 | | 42 | 24.0 | 6.9 | 1.120 | 26.9 |
| 60+74.00 | RT | 24 | 22.0 | 2.7 | 0.161 | 3.5 |
| 66+40.00 | | 24 | 28.6 | 5.7 | 0.866 | 24.8 |
| 66+40.00 EX | | 24 | 28.6 | 5.0 | 0.741 | 21.2 |
| 67+30.00 EX | RT | 18 | 44.0 | 2.6 | 0.327 | 14.4 |
| **TR 178 (1800 E)** | | | | | | |
| 53+32.00 | | 18 | 46.3 | 5.5 | 0.811 | 37.5 |
| 53+32.00 EX | | 18 | 35.0 | 2.9 | 0.366 | 12.8 |
| **DETOUR 1** | | | | | | |
| 2551+16.02 | | 60 | 32.9 | 16.7 | 4.210 | 138.5 |
| **DETOUR 3** | | | | | | |
| 117+90.00 (TEMP) | LT | 15 | 28.0 | 4.1 | 0.364 | 10.2 |
| 117+90.00 (TEMP) REM | LT | 15 | 28.0 | 4.1 | 0.421 | 11.8 |
| 142+05.00 (TEMP) | LT | 24 | 22.9 | 2.9 | 0.190 | 4.4 |
| 142+05.00 (TEMP) REM | LT | 24 | 22.9 | 2.9 | 0.376 | 8.6 |
| | | | | | | |
| | | | | | **SUBTOTAL 2** | **314.6** |
| | | | | | **SUBTOTAL 1** | **1,176.2** |
| | | | | | **TOTAL** | **1,490.8** |
| | | | | | **USE** | **1,491** |

## SHOULDER INLET SCHEDULE

| LOCATION | | PIPE DRAINS 12" | TYPE F INLET BOX, STANDARD 610001 | TYPE G INLET BOX, STANDARD 610001 | CONCRETE THRUST BLOCK | PORTLAND CEMENT CONCRETE SHOULDERS 8" | METAL END SECTIONS 12" | SEEPAGE COLLAR 601401-D4 |
|---|---|---|---|---|---|---|---|---|
| STATION | OFFSET | | | | | | | |
| | | FOOT | EACH | EACH | EACH | SQ YD | EACH | EACH |
| **US ROUTE 34** | | | | | | | | |
| 755+29.04 | LT | 80 | 1 | | 1 | 13.4 | 1 | 1 |
| 755+34.50 | RT | 72 | 1 | | 1 | 13.4 | 1 | 1 |
| 755+36.08 | LT | 15 | | 1 | 1 | 9.7 | 1 | 1 |
| 755+41.53 | RT | 15 | | 1 | 1 | 9.7 | 1 | 1 |
| | **TOTAL** | **182** | **2** | **2** | **4** | **46** | **4** | **4** |

| | | | | |
|---|---|---|---|---|
| FILE NAME = D468409-SHT-21-TRENCH BACKFILL.dgn | USER NAME = mikel | DESIGNED - DBS | REVISED - - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** |
| | | DRAWN - PSBA | REVISED - - | |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - - | |
| | PLOT DATE = 12/4/2012 | DATE - 10/2012 | REVISED - - | |

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 21 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 50 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## PIPE UNDERDRAINS (SPECIAL) - SCHEDULE (1 OF 3)

| LOCATION | PIPE UNDERDRAINS 4" (SPECIAL) | | | | | | CONCRETE HEADWALLS FOR PIPE DRAINS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WB O/S | WB I/S | EB I/S | EB O/S | LT | RT | WB O/S | WB I/S | EB I/S | EB O/S | LT | RT |
| | FOOT | | | | | | EACH | | | | | |
| US ROUTE 34 | | | | | | | | | | | | |
| 532+00 | 14 | 16 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 537+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 542+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 547+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 549+70 | 24 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 553+00 | 20 | 17 | 15 | 14 | | | 1 | 1 | 1 | 1 | | |
| 557+00 | 14 | 15 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 562+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 567+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 572+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 577+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 581+50 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 583+13 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 586+38 | | 17 | 17 | 20 | | | | 1 | 1 | 1 | | |
| 588+00 | | 17 | 17 | 20 | | | | 1 | 1 | 1 | | |
| 592+00 | | 17 | 17 | | | | | 1 | 1 | | | |
| 597+00 | | 17 | 17 | | | | | 1 | 1 | | | |
| 602+00 | 27 | 17 | 17 | 21 | | | 1 | 1 | 1 | 1 | | |
| 606+00 | 22 | 17 | 17 | | | | 1 | 1 | 1 | - | | |
| 609+50 | 22 | 17 | 17 | 22 | | | 1 | 1 | 1 | 1 | | |
| 614+00 | 22 | 17 | 17 | 22 | | | 1 | 1 | 1 | 1 | | |
| 618+00 | 27 | 17 | 17 | 21 | | | 1 | 1 | 1 | 1 | | |
| 622+00 | 31 | 17 | 17 | 24 | | | 1 | 1 | 1 | 1 | | |
| 627+00 | | 17 | 17 | | | | | 1 | 1 | | | |
| 632+00 | | 17 | 17 | | | | | 1 | 1 | | | |
| 637+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 642+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 647+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 652+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 657+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 662+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 667+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 672+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 677+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 678+50 | 23 | 19 | 19 | 23 | | | 1 | 1 | 1 | 1 | | |
| 680+50 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 685+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 690+00 | 20 | 17 | 17 | 17 | | | 1 | 1 | 1 | 1 | | |
| 695+00 | 15 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 698+38 | 16 | | | | | | 1 | | | | | |
| 700+00 | 23 | 17 | 17 | 19 | | | 1 | 1 | 1 | 1 | | |
| 701+63 | 21 | 17 | 17 | 19 | | | 1 | 1 | 1 | 1 | | |
| 703+25 | 22 | 18 | 18 | 20 | | | 1 | 1 | 1 | 1 | | |
| 704+88 | 20 | 16 | 16 | 19 | | | 1 | 1 | 1 | 1 | | |
| SUBTOTAL 1 | 783 | 730 | 731 | 761 | 0 | 0 | 38 | 43 | 43 | 38 | 0 | 0 |

| LEGEND |
|---|
| WB O/S = WEST BOUND OUTSIDE |
| WB I/S = WEST BOUND INSIDE |
| EB O/S = EAST BOUND OUTSIDE |
| EB I/S = EAST BOUND INSIDE |

| PIPE UNDERDRAINS (SPECIAL) - SCHEDULE (2 OF 3) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | PIPE UNDERDRAINS 4" (SPECIAL) | | | | | | CONCRETE HEADWALLS FOR PIPE DRAINS | | | | | |
| | WB O/S | WB I/S | EB I/S | EB O/S | LT | RT | WB O/S | WB I/S | EB I/S | EB O/S | LT | RT |
| | FOOT | | | | | | EACH | | | | | |
| **US ROUTE 34** | | | | | | | | | | | | |
| 708+13 | 24 | 20 | 20 | 22 | | | 1 | 1 | 1 | 1 | | |
| 713+00 | 21 | 17 | 17 | 19 | | | 1 | 1 | 1 | 1 | | |
| 718+00 | 20 | 17 | 17 | 15 | | | 1 | 1 | 1 | 1 | | |
| 723+00 | 15 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 728+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 733+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 738+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 743+00 | 20 | 17 | 17 | 24 | | | 1 | 1 | 1 | 1 | | |
| 748+00 | 20 | 17 | 17 | 22 | | | 1 | 1 | 1 | 1 | | |
| 750+50 | 19 | 16 | 17 | 21 | | | 1 | 1 | 1 | 1 | | |
| 753+00 | 20 | | | 24 | | | 1 | | | 1 | | |
| 754+20 | | 37 | 41 | | | | | 1 | 1 | | | |
| 755+35 | | | | 22 | | | | | | 1 | | |
| 755+40 | | | 20 | | | | | | 1 | | | |
| 755+40 | | 20 | | | | | | 1 | | | | |
| 755+45 | 23 | | | | | | 1 | | | | | |
| 759+30 | 24 | 20 | 20 | 24 | | | 1 | 1 | 1 | 1 | | |
| 764+00 | 21 | 17 | 17 | 21 | | | 1 | 1 | 1 | 1 | | |
| 769+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 774+00 | 20 | 17 | 17 | 15 | | | 1 | 1 | 1 | 1 | | |
| 779+00 | 14 | 15 | 18 | 22 | | | 1 | 1 | 1 | 1 | | |
| 784+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 789+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 794+00 | 20 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 799+00 | 22 | 17 | 17 | 20 | | | 1 | 1 | 1 | 1 | | |
| 802+30 | 24 | 17 | 16 | 17 | | | 1 | 1 | 1 | 1 | | |
| 804+30 | 16 | 17 | 19 | 22 | | | 1 | 1 | 1 | 1 | | |
| 807+00 | 24 | 19 | 19 | 22 | | | 1 | 1 | 1 | 1 | | |
| 810+00 | 27 | 19 | | | | | 1 | 1 | | | | |
| **IL ROUTE 94 / 116** | | | | | | | | | | | | |
| 10+00 | | | | | 18 | 17 | | | | | 1 | 1 |
| 13+50 | | | | | 20 | 20 | | | | | 1 | 1 |
| 17+00 | | | | | 20 | 20 | | | | | 1 | 1 |
| 22+05 | | | | | 18 | | | | | | 1 | |
| 22+20 | | | | | | 20 | | | | | | 1 |
| 31+20 | | | | | 20 | | | | | | 1 | |
| 31+35 | | | | | | 20 | | | | | | 1 |
| 36+00 | | | | | 20 | 20 | | | | | 1 | 1 |
| 40+00 | | | | | 20 | 20 | | | | | 1 | 1 |
| 42+85 | | | | | 15 | 15 | | | | | 1 | 1 |
| **RAMP A** | | | | | | | | | | | | |
| 0+00 | | | | | | 19 | | | | | | 1 |
| 3+00 | | | | | | 19 | | | | | | 1 |
| 6+00 | | | | | | 19 | | | | | | 1 |
| SUBTOTAL 2 | 514 | 455 | 445 | 492 | 151 | 209 | 25 | 25 | 24 | 24 | 8 | 11 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-22-24-PIPE UNDERDRAINS SPECIAL.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES US ROUTE 34 | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 100.0000 ' / in. | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 52 |
| | PLOT DATE = 11/16/2012 | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 23 OF 51 SHEETS | STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

| PIPE UNDERDRAINS (SPECIAL) - SCHEDULE (3 OF 3) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | PIPE UNDERDRAINS 4" (SPECIAL) | | | | | | CONCRETE HEADWALLS FOR PIPE DRAINS | | | | | |
| | WB O/S | WB I/S | EB I/S | EB O/S | LT | RT | WB O/S | WB I/S | EB I/S | EB O/S | LT | RT |
| | FOOT | | | | | | EACH | | | | | |
| **RAMP A (CONTINUED)** | | | | | | | | | | | | |
| 9+12 | | | | | | 21 | | | | | | 1 |
| 10+00 | | | | | 10 | | | | | | 1 | |
| 14+00 | | | | | 17 | 19 | | | | | 1 | 1 |
| 18+00 | | | | | 17 | 19 | | | | | 1 | 1 |
| | | | | | | | | | | | | |
| 2+00 | | | | | 13 | 20 | | | | | 1 | 1 |
| 6+00 | | | | | 19 | 20 | | | | | 1 | 1 |
| 10+00 | | | | | 26 | | | | | | 1 | |
| 11+00 | | | | | | 20 | | | | | | 1 |
| 12+50 | | | | | | 22 | | | | | | 1 |
| 14+00 | | | | | | 22 | | | | | | 1 |
| 15+50 | | | | | | 22 | | | | | | 1 |
| 17+00 | | | | | | 21 | | | | | | 1 |
| 18+50 | | | | | | 20 | | | | | | 1 |
| 20+00 | | | | | | 20 | | | | | | 1 |
| 21+50 | | | | | | 20 | | | | | | 1 |
| 23+00 | | | | | | 20 | | | | | | 1 |
| 24+32 | | | | | | 20 | | | | | | 1 |
| **RAMP C** | | | | | | | | | | | | |
| 0+00 | | | | | | 19 | | | | | | 1 |
| 3+50 | | | | | | 19 | | | | | | 1 |
| 7+50 | | | | | | 19 | | | | | | 1 |
| 10+70 | | | | | 18 | 20 | | | | | 1 | 1 |
| 14+00 | | | | | 20 | 19 | | | | | 1 | 1 |
| 18+00 | | | | | 22 | 19 | | | | | 1 | 1 |
| **RAMP D** | | | | | | | | | | | | |
| 4+00 | | | | | 16 | 19 | | | | | 1 | 1 |
| 8+00 | | | | | 21 | 23 | | | | | 1 | 1 |
| 9+40 | | | | | 21 | 23 | | | | | 1 | 1 |
| 14+00 | | | | | | 20 | | | | | | 1 |
| 19+00 | | | | | | 19 | | | | | | 1 |
| 24+00 | | | | | | 19 | | | | | | 1 |
| **SUBTOTAL 3** | **0** | **0** | **0** | **0** | **220** | **544** | **0** | **0** | **0** | **0** | **12** | **27** |
| **SUBTOTAL 2** | **514** | **455** | **445** | **492** | **151** | **209** | **25** | **25** | **24** | **24** | **8** | **11** |
| **SUBTOTAL 1** | **783** | **730** | **731** | **761** | **0** | **0** | **38** | **43** | **43** | **38** | **0** | **0** |
| **TOTAL** | **1,297** | **1,185** | **1,176** | **1,253** | **371** | **753** | **63** | **68** | **67** | **62** | **20** | **38** |
| **USE** | **6,035** | | | | | | **318** | | | | | |

## PIPE UNDERDRAINS - SCHEDULE (1 OF 4)

| LOCATION STATION TO STATION | | PIPE UNDERDRAINS 4" | | | | | | NOTES |
|---|---|---|---|---|---|---|---|---|
| | | WB O/S | WB I/S | EB I/S | EB O/S | LT | RT | |
| FROM | TO | FOOT | | | | | | |
| US ROUTE 34 | | | | | | | | |
| 532+00.00 | 537+00.00 | 500 | 500 | 500 | 500 | | | |
| 537+00.00 | 542+00.00 | 500 | 500 | 500 | 500 | | | |
| 542+00.00 | 547+00.00 | 500 | 500 | 500 | 500 | | | |
| 547+00.00 | 549+69.80 | 270 | 270 | 270 | 270 | | | |
| 549+69.80 | 553+00.00 | 330 | 330 | 330 | 330 | | | |
| 553+00.00 | 557+00.00 | 400 | 400 | 400 | 400 | | | |
| 557+00.00 | 562+00.00 | 500 | 500 | 500 | 500 | | | |
| 562+00.00 | 567+00.00 | 500 | 500 | 500 | 500 | | | |
| 567+00.00 | 572+00.00 | 500 | 500 | 500 | 500 | | | |
| 572+00.00 | 577+00.00 | 500 | 500 | 500 | 500 | | | |
| 577+00.00 | 581+50.00 | 450 | 450 | 450 | 450 | | | |
| 581+50.00 | 583+12.50 | 163 | 163 | 163 | 163 | | | |
| 583+12.50 | 586+37.50 | | 325 | 325 | 325 | | | |
| 583+12.50 | 587+00.00 | 388 | | | | | | End WB O/S Underdrain, Connect Ramp D RT Underdrain |
| 586+37.50 | 588+00.00 | | 163 | 163 | 163 | | | |
| 588+00.00 | 592+00.00 | | 400 | 400 | | | | |
| 588+00.00 | 592+35.97 | | | | 436 | | | End EB O/S Underdrain, Connect to Ramp C RT Underdrain |
| 592+00.00 | 597+00.00 | | 500 | 500 | | | | |
| 597+00.00 | 602+00.00 | | 500 | 500 | | | | |
| 598+95.97 | 602+00.00 | | | | 304 | | | Begin EB O/S Underdrain |
| 599+03.85 | 602+00.00 | 296 | | | | | | Begin WB O/S Underdrain |
| 602+00.00 | 606+00.00 | 400 | 400 | 400 | 400 | | | |
| 606+00.00 | 609+50.00 | 350 | 350 | 350 | | | | |
| 602+00.00 | 609+50.00 | | | | 750 | | | |
| 609+50.00 | 614+00.00 | 450 | 450 | 450 | 450 | | | |
| 614+00.00 | 618+00.00 | 400 | 400 | 400 | 400 | | | |
| 618+00.00 | 622+00.00 | 400 | 400 | 400 | 400 | | | |
| 622+00.00 | 622+82.37 | | | | 82 | | | End EB O/S Underdrain |
| 622+00.00 | 627+00.00 | | 500 | 500 | | | | |
| 622+00.00 | 628+00.00 | 600 | | | | | | End WB O/S Underdrain, Connect to Media Inlet |
| 627+00.00 | 632+00.00 | | 500 | 500 | | | | |
| 632+00.00 | 637+00.00 | | 500 | 500 | | | | |
| 632+59.42 | 637+00.00 | 441 | | | | | | Begin WB O/S Underdrain, Connect to Ramp A RT Underdrain |
| 635+33.53 | 637+00.00 | | | | 166 | | | Begin EB O/S Underdrain, Connect to Ramp B RT Underdrain |
| 637+00.00 | 642+00.00 | 500 | 500 | 500 | 500 | | | |
| 642+00.00 | 647+00.00 | 500 | 500 | 500 | 500 | | | |
| 647+00.00 | 652+00.0 | 500 | 500 | 500 | 500 | | | |
| 652+00.0 | 657+00.00 | 500 | 500 | 500 | 500 | | | |
| 657+00.00 | 662+00.00 | 500 | 500 | 500 | 500 | | | |
| 662+00.00 | 667+00.00 | 500 | 500 | 500 | 500 | | | |
| 667+00.00 | 672+00.00 | 500 | 500 | 500 | 500 | | | |
| 672+00.00 | 677+00.00 | 500 | 500 | 500 | 500 | | | |
| 677+00.00 | 678+50.00 | 150 | 150 | 150 | 150 | | | |
| 678+50.00 | 680+50.00 | 200 | 200 | 200 | 200 | | | |
| SUBTOTAL 1 | | 13,187 | 14,850 | 14,850 | 13,339 | 0 | 0 | |

| LEGEND |
|---|
| WB O/S = WEST BOUND OUTSIDE |
| WB I/S = WEST BOUND INSIDE |
| EB O/S = EAST BOUND OUTSIDE |
| EB I/S = EAST BOUND INSIDE |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-25-28-PIPE UNDERDRAINS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 25 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 54 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## PIPE UNDERDRAINS - SCHEDULE (2 OF 4)

| LOCATION STATION TO STATION | | PIPE UNDERDRAINS 4" | | | | | | NOTES |
|---|---|---|---|---|---|---|---|---|
| | | WB O/S | WB I/S | EB I/S | EB O/S | LT | RT | |
| FROM | TO | FOOT | | | | | | |
| US ROUTE 34 (CONTINUED) | | | | | | | | |
| 680+50.00 | 685+00.00 | 450 | 450 | 450 | 450 | | | |
| 685+00.00 | 690+00.00 | 500 | 500 | 500 | 500 | | | |
| 690+00.00 | 695+00.00 | 500 | 500 | 500 | 500 | | | |
| 695+00.00 | 698+37.50 | 338 | | | | | | |
| 695+00.00 | 700+00.00 | | 500 | 500 | 500 | | | |
| 698+37.50 | 700+00.00 | 163 | | | | | | |
| 700+00.00 | 701+62.50 | 163 | 163 | 163 | 163 | | | |
| 701+62.50 | 703+25.00 | 163 | 163 | 163 | 163 | | | |
| 703+25.00 | 704+87.50 | 163 | 163 | 163 | 163 | | | |
| 704+87.50 | 708+12.50 | 325 | 325 | 325 | 325 | | | |
| 708+12.50 | 713+00.00 | 488 | 488 | 488 | 488 | | | |
| 713+00.00 | 718+00.00 | 500 | 500 | 500 | 500 | | | |
| 718+00.00 | 723+00.00 | 500 | 500 | 500 | 500 | | | |
| 723+00.00 | 728+00.00 | 500 | 500 | 500 | 500 | | | |
| 728+00.00 | 733+00.00 | 500 | 500 | 500 | 500 | | | |
| 733+00.00 | 738+00.00 | 500 | 500 | 500 | 500 | | | |
| 738+00.00 | 743+00.00 | 500 | 500 | 500 | 500 | | | |
| 743+00.00 | 748+00.00 | 500 | 500 | 500 | 500 | | | |
| 748+00.00 | 750+50.00 | 250 | 250 | 250 | 250 | | | |
| 750+50.00 | 753+00.00 | 250 | | | 250 | | | |
| 750+50.00 | 754+20.00 | | 370 | 370 | | | | |
| 753+00.00 | 755+35.00 | 235 | | | | | | End EB O/S Underdrain |
| 753+00.00 | 755+40.00 | | | | 240 | | | End EB I/S Underdrain |
| 754+20.00 | 755+40.00 | | 120 | | | | | End WB I/S Underdrain |
| 754+20.00 | 755+45.00 | | | 125 | | | | End WB O/S Underdrain |
| 759+10.00 | 759+30.00 | 20 | | | | | | Begin EB O/S Underdrain |
| 759+15.00 | 759+30.00 | | | | 15 | | | Begin EB I/S Underdrain |
| 759+15.00 | 759+30.00 | | 15 | | | | | Begin WB I/S Underdrain |
| 759+20.00 | 759+30.00 | | | 10 | | | | Begin WB O/S Underdrain |
| 759+30.00 | 764+00.00 | 470 | 470 | 470 | 470 | | | |
| 764+00.00 | 769+00.00 | 500 | 500 | 500 | 500 | | | |
| 769+00.00 | 774+00.00 | 500 | 500 | 500 | 500 | | | |
| 774+00.00 | 779+00.00 | 500 | 500 | 500 | 500 | | | |
| 779+00.00 | 784+00.00 | 500 | 500 | 500 | 500 | | | |
| 784+00.00 | 789+00.00 | 500 | 500 | 500 | 500 | | | |
| 789+00.00 | 794+00.00 | 500 | 500 | 500 | 500 | | | |
| 794+00.00 | 799+00.00 | 500 | 500 | 500 | 500 | | | |
| 799+00.00 | 802+30.00 | 330 | 330 | 330 | 330 | | | |
| 802+30.00 | 804+30.00 | 200 | 200 | 200 | 200 | | | |
| 804+30.00 | 807+00.00 | 270 | 270 | 270 | 270 | | | End EB O/S and EB I/S Underdrains |
| 807+00.00 | 810+00.00 | 300 | 300 | 300 | 300 | | | End WB O/S and WB I/S Underdrains |
| SUBTOTAL 2 | | 12,575 | 12,575 | 12,575 | 12,575 | 0 | 0 | |

## PIPE UNDERDRAINS - SCHEDULE (3 OF 4)

| LOCATION STATION TO STATION | | PIPE UNDERDRAINS 4" | | | | | | NOTES |
|---|---|---|---|---|---|---|---|---|
| | | WB O/S | WB I/S | EB I/S | EB O/S | LT | RT | |
| FROM | TO | FOOT | | | | | | |
| **IL ROUTE 94 / 116** | | | | | | | | |
| 10+00 | 13+50 | | | | | 350 | 350 | Begin LT & RT Underdrains |
| 13+50 | 17+00 | | | | | 350 | 350 | |
| 17+00 | 20+05 | | | | | 305 | | End LT Underdrain, Connect to Ramp A RT Underdrain |
| 17.00 | 20+45 | | | | | | 345 | End RT Underdrain, Connect to Ramp D RT Underdrain |
| 22+05 | 25+30 | | | | | 325 | | |
| 22+20 | 25+22 | | | | | | 302 | |
| 28+06 | 31+35 | | | | | | 329 | |
| 28+14 | 31+20 | | | | | 306 | | |
| 32+86 | 36+00 | | | | | | 314 | Begin RT Underdrain, Connect to Ramp C RT Underdrain |
| 33+27 | 36+00 | | | | | 273 | | Begin LT Underdrain, Connect to Ramp B RT Underdrain |
| 36+00 | 40+00 | | | | | 400 | 400 | |
| 40+00 | 42+85 | | | | | 285 | 285 | End LT & RT Underdrains |
| **RAMP A** | | | | | | | | |
| 0+00 | 3+00 | | | | | | 300 | Begin RT Underdrain, Connect to US 34 WB O/S Underdrain |
| 3+00 | 6+00 | | | | | | 300 | |
| 4+60 | 10+00 | | | | | 540 | | Begin LT Underdrain |
| 6+00 | 9+12 | | | | | | 312 | |
| 9+12 | 14+00 | | | | | | 488 | |
| 10+00 | 14+00 | | | | | 400 | | |
| 14+00 | 18+00 | | | | | 400 | 400 | |
| 18+00 | 21+47 | | | | | | 347 | End RT Underdrain, Connect to IL 94 LT Underdrain |
| 18+00 | 21+76 | | | | | 376 | | End LT Underdrain, Connect to IL 94 LT Underdrain |
| **RAMP B** | | | | | | | | |
| 0+23 | 2+00 | | | | | | 177 | Begin RT Underdrain, Connect to IL 94 LT Underdrain |
| 0+33 | 2+00 | | | | | 167 | | Begin LT Underdrain, Connect to IL 94 LT Underdrain |
| 2+00 | 6+00 | | | | | 400 | 400 | |
| 6+00 | 10+00 | | | | | 400 | | |
| 6+00 | 11+00 | | | | | | 500 | |
| 10+00 | 11+82 | | | | | 182 | | End LT Underdrain |
| 11+00 | 12+50 | | | | | | 150 | |
| 12+50 | 14+00 | | | | | | 150 | |
| 14+00 | 15+50 | | | | | | 150 | |
| 15+50 | 17+00 | | | | | | 150 | |
| 17+00 | 18+50 | | | | | | 150 | |
| 18+50 | 20+00 | | | | | | 150 | |
| 20+00 | 21+50 | | | | | | 150 | |
| 21+50 | 23+00 | | | | | | 150 | |
| 23+00 | 24+32 | | | | | | 132 | End RT Underdrain |
| **RAMP C** | | | | | | | | |
| 0+00 | 3+50 | | | | | | 350 | Begin RT Underdrain, Connect to US 34 EB O/S Underdrain |
| 3+50 | 7+50 | | | | | | 300 | |
| 6+60 | 10+70 | | | | | 410 | | Begin LT Underdrain, Connect to US 34 EB I/S Underdain |
| 7+50 | 10+70 | | | | | | 320 | |
| 10+70 | 14+00 | | | | | 330 | 330 | |
| **SUBTOTAL 3** | | **0** | **0** | **0** | **0** | **6,199** | **8,531** | |

## PIPE UNDERDRAINS - SCHEDULE (4 OF 4)

| LOCATION STATION TO STATION | | PIPE UNDERDRAINS 4" | | | | | | NOTES |
|---|---|---|---|---|---|---|---|---|
| | | WB O/S | WB I/S | EB I/S | EB O/S | LT | RT | |
| FROM | TO | FOOT | | | | | | |
| RAMP C (CONTINUED) | | | | | | | | |
| 14+00 | 18+00 | | | | | 400 | 400 | |
| 18+00 | 21+73 | | | | | 373 | | End LT Underdrain, Connect to IL 94 RT Underdrain |
| 18+00 | 22+23 | | | | | | 423 | End RT Underdrain, Connect to IL 94 RT Underdrain |
| RAMP D | | | | | | | | |
| 0+23 | 4+00 | | | | | 377 | 377 | Begin LT & RT Underdrains, Connect to IL 94 RT Underdrains |
| 4+00 | 8+00 | | | | | 400 | 400 | |
| 8+00 | 9+40 | | | | | 140 | 140 | |
| 9+40 | 11+00 | | | | | 160 | | End LT Underdrain |
| 9+40 | 14+00 | | | | | | 460 | |
| 14+00 | 19+00 | | | | | | 500 | |
| 19+00 | 24+00 | | | | | | 500 | End RT Underdrain, Connect to US 34 WB O/S Underdrain |
| | SUBTOTAL 4 | 0 | 0 | 0 | 0 | 1,850 | 3,200 | |
| | SUBTOTAL 3 | 13,187 | 14,850 | 14,850 | 13,339 | 0 | 0 | |
| | SUBTOTAL 2 | 12,575 | 12,575 | 12,575 | 12,575 | 0 | 0 | |
| | SUBTOTAL 1 | 0 | 0 | 0 | 0 | 6,199 | 8,531 | |
| | TOTAL | 126,306 | | | | | | |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-25-28-PIPE UNDERDRAINS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 28 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 57 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## STONE RIPRAP SCHEDULE (1 OF 4)

| LOCATION | | | | LENGTH | WIDTH | STONE RIPRAP, CLASS B3 | STONE RIPRAP, CLASS B4 | STONE RIPRAP, CLASS B5 | FILTER FABRIC |
|---|---|---|---|---|---|---|---|---|---|
| FROM STA. | OFFSET | TO STA. | OFFSET | FT | FT | | SQ YD | SQ YD | SQ YD |
| US ROUTE 34 | | | | | | | | | |
| 514+60 | RT | 514+78 | RT | 20 | 25 | | 56 | | 56 |
| 516+36 | LT | 516+53 | LT | 20 | 20 | | 44 | | 44 |
| 520+56 | RT | 520+73 | RT | 24 | 20 | | | 53 | 53 |
| 521+68 | LT | 521+84 | LT | 60 | 16 | | 107 | | 107 |
| 523+00 | LT | 523+14 | LT | 20 | 10 | | 22 | | 22 |
| 524+90 | LT | 525+10 | LT | 20 | 20 | | 44 | | 44 |
| 527+52 | LT | 528+52 | LT | 100 | 20 | | 222 | | 222 |
| 529+35 | LT | 529+60 | LT | 25 | 25 | | 69 | | 69 |
| 529+74 | RT | 529+94 | RT | 20 | 20 | | 44 | | 44 |
| 537+22 | RT | 537+32 | RT | 38 | 10 | | 42 | | 42 |
| 539+90 | RT | 540+10 | RT | 20 | 20 | | 44 | | 44 |
| 550+70 | LT | 550+90 | LT | 75 | 22 | | | 183 | 183 |
| 550+97 | LT | 551+66 | LT | 70 | 16 | | | 124 | 124 |
| 551+66 | LT | 554+64 | LT | 300 | 16 | | 533 | | 533 |
| 552+89 | RT | 553+05 | RT | 20 | 20 | | 44 | | 44 |
| 554+64 | LT | 555+00 | LT | 36 | 30 | | | 120 | 120 |
| 555+94 | LT | 556+42 | LT | 55 | 30 | | 183 | | 183 |
| 556+43 | RT | 556+96 | RT | 50 | 20 | | 111 | | 111 |
| 568+81 | LT | 569+51 | LT | 70 | 23 | | 179 | | 179 |
| 570+13 | RT | 570+37 | RT | 24 | 18 | | | 48 | 48 |
| 604+73 | RT | 605+89 | RT | 120 | 10 | 133 | | | |
| 604+80 | LT | 605+90 | LT | 110 | 10 | 122 | | | |
| 605+90 | LT | 606+20 | LT | 30 | 30 | | 100 | | 100 |
| 605+89 | RT | 606+08 | RT | 20 | 20 | | 44 | | 44 |
| 610+30 | LT | 610+54 | LT | 24 | 24 | | 64 | | 64 |
| 612+74 | LT | 613+03 | LT | 28 | 26 | | 81 | | 81 |
| 621+37 | LT | 621+55 | LT | 20 | 20 | | 44 | | 44 |
| 621+55 | LT | 622+57 | LT | 105 | 10 | 117 | | | |
| 627+94 | LT | 628+14 | LT | 20 | 20 | 44 | | | |
| 628+36 | RT | 628+56 | RT | 55 | 20 | | 122 | | 122 |
| 635+23 | RT | 635+43 | RT | 55 | 20 | 122 | | | |
| 639+49 | RT | 639+69 | RT | 45 | 20 | 100 | | | |
| 642+00 | RT | 642+25 | RT | 80 | 14 | 124 | | | |
| 643+15 | RT | 643+79 | RT | 45 | 35 | | | 175 | 175 |
| 643+32 | LT | 643+57 | LT | 50 | 36 | | | 200 | 200 |
| 646+10 | RT | 646+30 | RT | 20 | 20 | 44 | | | |
| 654+20 | RT | 654+40 | RT | 30 | 20 | 67 | | | |
| 660+44 | RT | 660+64 | RT | 20 | 23 | 51 | | | |
| 660+97 | RT | 661+17 | RT | 20 | 20 | 44 | | | |
| 662+97 | RT | 663+17 | RT | 40 | 20 | | 89 | | 89 |
| 663+10 | LT | 663+35 | LT | 5 | 25 | | 14 | | 14 |
| 663+10 | LT | 663+35 | LT | 28 | 25 | | 78 | | 78 |
| 663+10 | LT | 663+35 | LT | 16 | 25 | 44 | | | |
| 667+80 | LT | 668+00 | LT | 20 | 10 | 22 | | | |
| 668+00 | RT | 669+42 | RT | 147 | 10 | 163 | | | |
| | | | | | SUBTOTAL 1 | 1,199 | 2,383 | 904 | 3,287 |

## STONE RIPRAP SCHEDULE (2 OF 4)

| LOCATION | | | | LENGTH | WIDTH | STONE RIPRAP, CLASS A4 | STONE RIPRAP, CLASS A5 | STONE RIPRAP, CLASS B3 | STONE RIPRAP, CLASS B4 | STONE RIPRAP, CLASS B5 | FILTER FABRIC |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM STA. | OFFSET | TO STA. | OFFSET | FT | FT | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD |
| US ROUTE 34 | | | | | | | | | | | |
| 668+80 | LT | 670+97 | LT | 216 | 10 | | | 240 | | | |
| 669+42 | RT | 669+62 | RT | 24 | 20 | | | 53 | | | |
| 672+62 | RT | 672+82 | RT | 56 | 20 | | | 124 | | | |
| 674+93 | RT | 675+08 | RT | 56 | 15 | | | 93 | | | |
| 675+72 | LT | 676+22 | LT | 40 | 30 | | | 133 | | | |
| 677+80 | RT | 679+50 | RT | 170 | 10 | | | | 189 | | 189 |
| 678+70 | LT | 680+56 | LT | 190 | 37 | | 781 | | | | 781 |
| 679+49 | RT | 680+25 | RT | 75 | 39 | 325 | | | | | 325 |
| 680+25 | RT | 681+50 | RT | 130 | 10 | | | | 144 | | 144 |
| 680+56 | LT | 681+75 | LT | 120 | 10 | | | | 133 | | 133 |
| 682+25 | LT | 682+45 | LT | 29 | 20 | | | 64 | | | |
| 687+73 | RT | 687+93 | RT | 29 | 20 | | | 64 | | | |
| 690+30 | RT | 692+00 | RT | 170 | 10 | | | 189 | | | |
| 692+00 | RT | 692+62 | RT | 65 | 10 | | | 72 | | | |
| 692+60 | LT | 692+80 | LT | 25 | 20 | | | | 56 | | 56 |
| 692+62 | RT | 692+82 | RT | 20 | 20 | | | | 44 | | 44 |
| 694+55 | LT | 694+73 | LT | 40 | 19 | | | | 84 | | 84 |
| 694+80 | RT | 695+00 | RT | 20 | 20 | | | | 44 | | 44 |
| 700+74 | LT | 700+92 | LT | 24 | 18 | | | | | 48 | 48 |
| 700+74 | RT | 701+11 | RT | 37 | 15 | | | 62 | | | |
| 720+12 | LT | 720+35 | LT | 22 | 22 | | | | 54 | | 54 |
| 720+12 | RT | 720+41 | RT | 33 | 32 | | | | 117 | | 117 |
| 739+70 | RT | 740+00 | RT | 30 | 16 | | | | 53 | | 53 |
| 740+00 | RT | 742+00 | RT | 200 | 16 | | | | 356 | | 356 |
| 742+00 | RT | 744+00 | RT | 200 | 20 | | | | 444 | | 444 |
| 742+00 | RT BENCH | 748+20 | RT BENCH | 620 | 14 | | | 964 | | | |
| 743+75 | LT | 745+00 | LT | 125 | 22 | | | | 306 | | 306 |
| 744+00 | RT | 745+20 | RT | 150 | 30 | | 500 | | | | 500 |
| 745+00 | LT | 746+50 | LT | 150 | 19 | | | | 317 | | 317 |
| 746+50 | LT | 748+50 | LT | 200 | 16 | | | | 356 | | 356 |
| 744+95 | RT | 745+05 | RT | 45 | 10 | | | | | 50 | |
| 747+00 | RT DRIVE | 747+40 | RT DRIVE | 45 | 20 | | | | 100 | | 100 |
| 747+40 | RT DRIVE | 748+50 | RT DRIVE | 150 | 14 | | | | 233 | | 233 |
| 749+28 | RT | 751+20 | RT | 210 | 13 | | | | 303 | | 303 |
| 749+61 | LT | 749+89 | LT | 28 | 24 | | | | 75 | | 75 |
| 749+89 | LT | 752+00 | LT | 210 | 22 | | | | 513 | | 513 |
| 750+00 | LT DRIVE | 751+10 | LT DRIVE | 110 | 9 | | | | 110 | | 110 |
| 751+20 | RT | 752+00 | RT | 80 | 18 | | | 160 | | | |
| 750+95 | LT | 751+05 | LT | 30 | 11 | | | | 37 | | 37 |
| 752+00 | LT | 754+10 | LT | 210 | 22 | | | | 513 | | 513 |
| 752+00 | RT | 752+20 | RT | 20 | 22 | | | | 49 | | |
| 754+10 | LT | 754+30 | LT | 20 | 20 | | | | 44 | | 44 |
| 754+30 | LT | 756+25 | LT | 195 | 19 | | | | 412 | | 412 |
| 755+30 | RT | 756+98 | RT | 170 | 13 | | | | 246 | | 246 |
| 757+27 | LT | 758+82 | LT | 80 | 100 | | | | 889 | | 889 |
| | | | | | SUBTOTAL 2 | 325 | 1,281 | 2,220 | 6,221 | 98 | 7,826 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-29-30-STONE RIP RAP.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 29 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 58 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## STONE RIPRAP SCHEDULE (3 OF 4)

| LOCATION | | | | LENGTH | WIDTH | STONE RIPRAP, CLASS B3 | STONE RIPRAP, CLASS B4 | STONE RIPRAP, CLASS B5 | FILTER FABRIC |
|---|---|---|---|---|---|---|---|---|---|
| FROM STA. | OFFSET | TO STA. | OFFSET | FT | FT | SQ YD | SQ YD | SQ YD | SQ YD |
| US ROUTE 34 | | | | | | | | | |
| 758+00 | RT | 759+00 | RT | 100 | 13 | | | 144 | 144 |
| 758+20 | LT | 759+00 | LT | 80 | 13 | | | 116 | 116 |
| 759+00 | LT | 760+00 | LT | 100 | 15 | | | 167 | 167 |
| 759+00 | RT | 759+75 | RT | 75 | 15 | | | 125 | 125 |
| 759+15 | LT | 759+35 | LT | 20 | 20 | | | 44 | 44 |
| 760+00 | LT | 761+00 | LT | 100 | 17 | | | 189 | 189 |
| 761+00 | LT | 762+00 | LT | 100 | 18 | | | 200 | 200 |
| 777+91 | LT | 778+10 | LT | 20 | 20 | | 44 | | 44 |
| 778+10 | LT | 779+05 | LT | 100 | 10 | | 111 | | 111 |
| 779+05 | LT | 779+20 | LT | 28 | 20 | | | 62 | 62 |
| 779+17 | RT | 780+43 | RT | 130 | 10 | | 144 | | 144 |
| 779+29 | LT | 784+05 | LT | 520 | 12 | | 693 | | 693 |
| 780+42 | RT | 780+62 | RT | 32 | 20 | | 71 | | 71 |
| 780+62 | RT | 781+42 | RT | 80 | 10 | | 89 | | 89 |
| 781+42 | RT | 781+70 | RT | 32 | 20 | | 71 | | 71 |
| 781+66 | RT | 784+20 | RT | 255 | 10 | | 283 | | 283 |
| 792+90 | LT | 793+10 | LT | 20 | 20 | | 44 | | 44 |
| 808+80 | LT | 809+85 | LT | 140 | 10 | | 156 | | 156 |
| 809+85 | LT | 810+14 | LT | 30 | 24 | | 80 | | 80 |
| 809+86 | RT | 810+06 | RT | 20 | 20 | | 44 | | 44 |
| 810+42 | LT | 811+70 | LT | 130 | 10 | | 144 | | 144 |
| 813+90 | LT | 814+10 | LT | 20 | 20 | 44 | | | |
| 821+19 | LT | 821+38 | LT | 20 | 20 | 44 | | | |
| IL ROUTE 94 / 116 | | | | | | | | | |
| 14+76 | LT | 14+90 | LT | 24 | 20 | | | 53 | 53 |
| 15+00 | RT | 15+20 | RT | 20 | 20 | | 44 | | 44 |
| 18+40 | LT | 18+60 | LT | 20 | 20 | | 44 | | 44 |
| 41+06 | RT | 41+54 | RT | 45 | 15 | | 75 | | 75 |
| 41+36 | LT | 41+56 | LT | 20 | 20 | | 44 | | 44 |
| 42+26 | LT | 42+46 | LT | 20 | 20 | | 44 | | 44 |
| 42+26 | RT | 42+46 | RT | 20 | 20 | | 44 | | 44 |
| 45+58 | RT | 45+82 | RT | 24 | 12 | | 32 | | 32 |
| RAMP A | | | | | | | | | |
| 10+77 | RT | 11+12 | RT | 33 | 17 | | 62 | | 62 |
| RAMP B | | | | | | | | | |
| 8+84 | LT | 9+21 | LT | 30 | 25 | | 83 | | 83 |
| 8+89 | RT | 9+20 | RT | 45 | 15 | | 75 | | 75 |
| RAMP C | | | | | | | | | |
| 13+40 | LT | 13+60 | LT | 20 | 20 | | 44 | | 44 |
| 13+40 | RT | 13+40 | RT | 20 | 20 | | 44 | | 44 |
| 13+41 | LT | 13+51 | LT | 110 | 10 | | 122 | | 122 |
| | | | | | SUBTOTAL 3 | 89 | 2,736 | 1,100 | 3,836 |

## STONE RIPRAP SCHEDULE (4 OF 4)

| LOCATION | | | | LENGTH | WIDTH | STONE RIPRAP, CLASS A4 | STONE RIPRAP, CLASS A5 | STONE RIPRAP, CLASS B3 | STONE RIPRAP, CLASS B4 | STONE RIPRAP, CLASS B5 | FILTER FABRIC |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM STA. | OFFSET | TO STA. | OFFSET | FT | FT | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD | SQ YD |
| BOGUS HOLLOW ROAD (1350 E) | | | | | | | | | | | |
| 5+46 | RT | 6+08 | RT | 24 | 20 | | | | | 53 | 53 |
| 6+08 | RT | 7+19 | RT | 100 | 18 | | | | | 200 | 200 |
| TR 111 (1350 E) | | | | | | | | | | | |
| 151+55 | RT | 151+71 | RT | 16 | 10 | | | 18 | | | |
| TR 94 (1400 E) | | | | | | | | | | | |
| 44+74 | LT | 44+94 | LT | 20 | 20 | | | | 44 | | 44 |
| 53+99 | LT | 54+09 | LT | 20 | 10 | | | 22 | | | |
| TR 138 (1650 E) | | | | | | | | | | | |
| 44+97 | LT | 45+67 | LT | 60 | 10 | | | | 67 | | 67 |
| 46+31 | LT | 46+51 | LT | 20 | 20 | | | | 44 | | 44 |
| 53+28 | LT | 53+49 | LT | 22 | 18 | | | 44 | | | |
| 53+29 | RT | 53+49 | RT | 22 | 20 | | | | 49 | | 49 |
| 53+49 | LT | 54+00 | LT | 55 | 12 | | | 73 | | | |
| TR 150 (1700 E) | | | | | | | | | | | |
| 43+38 | RT | 43+72 | RT | 28 | 32 | | | | | 100 | 100 |
| 43+46 | LT | 43+65 | LT | 20 | 20 | | | | 44 | | 44 |
| 44+26 | LT | 44+48 | LT | 20 | 22 | | | | 49 | | 49 |
| 66+00 | LT | 66+35 | LT | 35 | 20 | | | | 78 | | 78 |
| 66+38 | RT | 66+67 | RT | 30 | 22 | | | | 73 | | 73 |
| 69+61 | RT | 70+61 | RT | 100 | 8 | | | 89 | | | |
| TR 178 (1800 E) | | | | | | | | | | | |
| 52+00 | RT | 53+15 | RT | 100 | 12 | | | | 133 | | 133 |
| 53+08 | RT | 53+26 | RT | 16 | 13 | | | | 23 | | 23 |
| 53+10 | RT | 53+25 | RT | 75 | 13 | | | | 108 | | 108 |
| 53+43 | LT | 53+52 | LT | 60 | 10 | | | | 67 | | 67 |
| TR 190 (1850 E) | | | | | | | | | | | |
| 51+27 | RT | 52+50 | RT | 125 | 9 | | | 125 | | | |
| 52+50 | RT | 54+75 | RT | 225 | 9 | | | 225 | | | |
| DETOUR 1 | | | | | | | | | | | |
| 2550+98 | LT | 2551+29 | LT | 32 | 30 | | | | | 107 | 107 |
| 2551+30 | RT | 2553+25 | RT | 200 | 15 | | | | 333 | | 333 |
| 2553+97 | RT | 2554+07 | RT | 10 | 10 | | | 11 | | | |
| DETOUR 3 | | | | | | | | | | | |
| 125+96 | LT | 126+22 | LT | 20 | 20 | | | 44 | | | |
| 126+09 | LT | 126+52 | LT | 50 | 8 | | | 44 | | | |
| | | | | | SUBTOTAL 4 | | | 696 | 1,114 | 460 | 1,573 |
| | | | | | SUBTOTAL 3 | | | 89 | 2,736 | 1,100 | 3,836 |
| | | | | | SUBTOTAL 2 | 325 | 1,281 | 2,220 | 6,221 | 98 | 7,826 |
| | | | | | SUBTOTAL 1 | | | 1,199 | 2,383 | 904 | 3,287 |
| | | | | | TOTAL | 325 | 1,281 | 4,205 | 12,454 | 2,562 | 16,522 |

## GROUT FOR USE WITH RIPRAP

| LOCATION | | | | LENGTH | WIDTH | GROUT FOR USE WITH RIPRAP |
|---|---|---|---|---|---|---|
| FROM STA. | OFFSET | TO STA. | OFFSET | FT | FT | CU YD |
| US ROUTE 34 | | | | | | |
| 739+70 | RT | 740+00 | RT | 30 | 16 | 11.7 |
| 740+00 | RT | 742+00 | RT | 200 | 16 | 78.3 |
| 742+00 | RT | 742+60 | RT | 60 | 20 | 29.3 |
| 747+40 | RT | 748+50 | RT | 150 | 14 | 51.3 |
| 749+28 | RT | 751+00 | RT | 190 | 13 | 60.3 |
| 751+00 | RT | 751+20 | RT | 20 | 13 | 6.4 |
| 758+00 | RT | 759+00 | RT | 100 | 13 | 31.7 |
| 759+00 | RT | 759+75 | RT | 75 | 15 | 27.5 |
| BOGUS HOLLOW ROAD (1350 E) | | | | | | |
| 5+46 | RT | 6+08 | RT | 24 | 20 | 11.7 |
| 6+08 | RT | 7+19 | RT | 100 | 18 | 44.0 |
| | | | | | TOTAL | 352.2 |

• APPLICATION RATE OF 0.22 CU YD / SQ YD

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-29-30-STONE RIP RAP.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 30 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 59 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

| PAVING SCHEDULE - FULL DEPTH | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | | PROCESSING MODIFIED SOIL 12" | LIME | SUBBASE GRANULAR MATERIAL, TYPE A, 6" | SUBBASE GRANULAR MATERIAL, TYPE A, 12" | SUBBASE GRANULAR MATERIAL TYPE A | POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) | BITUMINOUS MATERIALS (PRIME COAT) | POLYMERIZED LEVELING BINDER (MACHINE METHOD) N70 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX "D", N70 | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 12 1/4" | AGGREGATE SHOULDERS TYPE B | **AGGREGATE WEDGE SHOULDERS TYPE B | HOT-MIX ASPHALT SHOULDERS 8" | MATERIAL TRANSFER DEVICE |
| FROM STA. | TO STA. | SQ YD | TON | SQ YD | SQ YD | TON | TON | TON | TON | TON | SQ YD | TON | | SQ YD | TON |
| US ROUTE 34 - EASTBOUND LANES | | | | | | | | | | | | | | | |
| 515+00.00 | 528+92.63 | 3,850 | 77.0 | | 936 | | 1.5 | 6.8 | 80 | 230 | 3104 | 109 | 123 | 1464 | 645 |
| 528+92.63 | 555+73.12 | 13,544 | 270.9 | | | | 3.2 | 19.6 | | | 8896 | 261 | 275 | 3910 | 2036 |
| 555+73.12 | 611+78.79 | 25,551 | 511.0 | | | | 5.5 | 33.8 | | | 15353 | 699 | 375 | 8011 | 3622 |
| 611+78.79 | 693+89.92 | 37,875 | 757.5 | | | | 8.4 | 51.2 | | | 23256 | 934 | 608 | 11078 | 5510 |
| 693+89.92 | 721+25.00 | 13,969 | 279.4 | | | | 3.4 | 20.5 | | | 9331 | 271 | 279 | 3925 | 2117 |
| 721+25.00 | 749+00.00 | 13,456 | 269.1 | | | | 3.0 | 18.5 | | | 8418 | 271 | 282 | 4305 | 1967 |
| 749+00.00 | 755+46.19 | 2,965 | 59.3 | | | | 0.7 | 4.1 | | | 1860 | 62 | 64 | 975 | 438 |
| 759+16.18 | 776+84.33 | 9,023 | 180.5 | | | | 2.2 | 13.4 | | | 6106 | 174 | 179 | 2463 | 1385 |
| 776+84.33 | 803+29.29 | 12,795 | 255.9 | | | | 2.9 | 17.7 | | | 8034 | 257 | 267 | 4082 | 1875 |
| 803+29.29 | 824+70.00 | 7,389 | 147.8 | | 687 | | 1.7 | 8.0 | | 221 | 3625 | 127 | 220 | 2916 | 828 |
| US ROUTE 34 - WESTBOUND LANES | | | | | | | | | | | | | | | |
| 519+67.87 | 528+91.39 | 3,837 | 76.7 | | 1485 | | 1.1 | 6.8 | | | 3076 | 58 | 136 | 1841 | 693 |
| 528+91.39 | 555+73.12 | 13,475 | 269.5 | | | | 3.4 | 19.5 | | | 8857 | 267 | 274 | 3925 | 2012 |
| 555+73.12 | 611+78.79 | 26,183 | 523.7 | | | | 5.9 | 35.9 | | | 16302 | 684 | 330 | 7016 | 3855 |
| 611+78.79 | 693+89.92 | 37,157 | 743.1 | | | | 8.0 | 48.9 | | | 22236 | 971 | 625 | 12051 | 5273 |
| 693+89.92 | 721+25.00 | 13,710 | 274.2 | | | | 3.2 | 19.8 | | | 8999 | 266 | 277 | 3964 | 2056 |
| 721+25.00 | 749+00.00 | 13,862 | 277.2 | | | | 3.3 | 20.2 | | | 9201 | 274 | 281 | 3950 | 2129 |
| 749+00.00 | 755+40.76 | 3,429 | 68.6 | | | | 0.8 | 5.2 | | | 2347 | 59 | 63 | 956 | 555 |
| 759+10.75 | 776+84.33 | 8,388 | 167.8 | | | | 1.8 | 11.2 | | | 5110 | 175 | 181 | 2773 | 1174 |
| 776+84.33 | 803+29.29 | 13,361 | 267.2 | | | | 3.5 | 19.4 | | | 8820 | 261 | 270 | 3843 | 1993 |
| 803+29.29 | 824+70.00 | 7,514 | 150.3 | | 1889 | | 1.5 | 13.5 | | | 6144 | 157 | 222 | 2487 | 1415 |
| IL ROUTE 94 / 116 | | | | | | | | | | | | | | | |
| 10+00.00 | 25+32.64 | 5,237 | 104.7 | | 4939 | | 2.5 | 15.2 | | | 6908 | 123 | 0 | 2290 | 1651 |
| 27+73.64 | 43+14.69 | 9,120 | 182.4 | | | | 2.0 | 12.3 | | | 5601 | 343 | 0 | 2078 | 1222 |
| RAMP A | | | | | | | | | | | | | | | |
| 0+00.00 | 21+98.13 | 6,359 | 127.2 | | | | 1.7 | 10.4 | | | 4709 | 374 | 0 | 2180 | 966 |
| RAMP B | | | | | | | | | | | | | | | |
| 0+00.00 | 24+31.78 | 5,419 | 108.4 | | | | 1.6 | 10.0 | | | 4528 | 348 | 0 | 2169 | 943 |
| RAMP C | | | | | | | | | | | | | | | |
| 0+00.00 | 22+21.43 | 6,397 | 127.9 | | | | 1.7 | 10.4 | | | 4708 | 378 | 0 | 2199 | 974 |
| RAMP D | | | | | | | | | | | | | | | |
| 0+00.00 | 24+48.52 | 5,573 | 111.5 | | | | 1.7 | 10.3 | | | 4665 | 352 | 0 | 2193 | 962 |
| BOGUS HOLLOW ROAD (1350E) | | | | | | | | | | | | | | | |
| 5+70.00 | 8+23.67 | 743 | 14.9 | | | | 0.2 | 1.5 | | | 668 | 94 | 0 | | - |
| TR 94 (1400E) | | | | | | | | | | | | | | | |
| 51+29.37 | 54+30.12 | 1,148 | 23.0 | | | | 0.4 | 2.3 | | | 1048 | 134 | 0 | | - |
| TR 150 (1700E) | | | | | | | | | | | | | | | |
| 51+41.52 | 71+02.50 | 1,953 | 39.1 | 318 | | 792 * | 2.0 | 12.3 | | | 5597 | 546 | 0 | | 1324 |
| TR 178 (1800E) | | | | | | | | | | | | | | | |
| 51+41.52 | 53+75.62 | 921 | 18.4 | | | | 0.3 | 1.9 | | | 841 | 108 | 0 | | - |
| **TOTAL** | | **324,203** | **6,484.2** | **318** | **9,936** | **792** | **79.1** | **480.6** | **80** | **451** | **218,348** | **9,137** | **5,331** | **99,044** | **49,620** |
| **USE** | | **324,203** | **6,485** | **318** | **9,936** | **792** | **80** | **481** | **80** | **451** | **218,348** | **9,137** | **5,331** | **99,044** | **50,500** |

* ADDITIONAL SUB GRAN MAT QUANTITY TO FILL PAVEMENT REMOVAL VOID UNDER PROPOSED SUB GRAN MAT FOR LOCAL TRAFFIC MAINTENANCE ON TR 150

** AGGREGATE WEDGE SHOULDERS, TYPE B, TO BE PAID FOR AS AGGREGATE SHOULDERS, TYPE B

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-31-33-PAVING.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 31 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 60 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

| PAVING SCHEDULE - LOCAL ROADS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| LOCATION | | AGGREGATE BASE COURSE TYPE A 8" | AGGREGATE SURFACE COURSE TYPE A 8" | BITUMINOUS MATERIALS (COVER AND SEAL COAT) | COVER COAT AGGREGATE | SEAL COAT AGGREGATE | BITUMINOUS MATERIALS (PRIME COAT) | AGGREGATE SHOULDERS TYPE B |
| FROM STA. | TO STA. | SQ YD | SQ YD | TON | TON | TON | TON | TON |
| **TR 111 (1350E)** | | | | | | | | |
| 149+27.14 | 153+00.00 | 840 | | 5.0 | 21.0 | 10.5 | 1.7 | 70 |
| **TR 94 (1400E)** | | | | | | | | |
| 39+16.00 | 48+70.63 | 2,132 | | 12.8 | 53.3 | 26.7 | 4.3 | 204 |
| **TR 102 (1475E)** | | | | | | | | |
| NORTH CUL-DE-SAC | | | 977 | | | | | 0 |
| **TR 119 (1425N)** | | | | | | | | |
| 48+87.41 | 49+37.41 | 117 | | 0.7 | 2.9 | 1.5 | 0.2 | 9 |
| 50+63.56 | 51+58.56 | | 175 | | | | | 0 |
| **TR 122 (1550E)** | | | | | | | | |
| NORTH CUL-DE-SAC | | 959 | | 5.8 | 24.0 | 12.0 | 1.9 | 20 |
| SOUTH CUL-DE-SAC | | 1,093 | | 6.6 | 27.3 | 13.7 | 2.2 | 18 |
| **TR 138 (1650E)** | | | | | | | | |
| 45+30.00 | 48+75.00 | | 690 | | | | | 0 |
| 51+25.00 | 54+70.00 | | 690 | | | | | 0 |
| **TR 150 (1700E)** | | | | | | | | |
| 40+70.00 | 48+58.48 | 1,763 | | 10.6 | 44.1 | 22.0 | 3.5 | 168 |
| **TR 178 (1800E)** | | | | | | | | |
| 39+75.00 | 48+58.48 | | 1767 | | | | | 0 |
| **TR 190 (1850E)** | | | | | | | | |
| 51+26.62 | 54+75.00 | | 703 | | | | | 0 |
| **HILLCREST DRIVE** | | | | | | | | |
| 0+44.00 | 1+63.00 | 292 | | 1.8 | 7.3 | 3.7 | 0.6 | 14 |
| **US ROUTE 34 - WEST CUL-DE-SAC** | | | | | | | | |
| CUL-DE-SAC | | 765 | | 9.7 | 40.5 | 20.3 | 1.7 | 13 |
| **US ROUTE 34 - EAST CUL-DE-SAC** | | | | | | | | |
| CUL-DE-SAC | | 765 | | 7.4 | 30.9 | 15.4 | 1.6 | 12 |
| **TOTAL** | | **8,726** | **5,002** | **60.4** | **251.3** | **125.8** | **17.7** | **528** |
| **USE** | | **8,726** | **5,002** | **61** | **252** | **126** | **18** | **528** |

| PAVING SCHEDULE - DETOURS & TEMPORARY RAMP | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | | HOT-MIX ASPHALT BASE COURSE WIDENING 8" | POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) | BITUMINOUS MATERIALS (PRIME COAT) | POLYMERIZED LEVELING BINDER (MACHINE METHOD) N70 | HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70 | AGGREGATE SHOULDERS TYPE B | HOT-MIX ASPHALT SHOULDERS 8" | AGGREGATE SUBGRADE IMPROVEMENT, 6" |
| FROM STA. | TO STA. | TON | TON | TON | TON | TON | TON | TON | SQ YD | SQ YD |
| **DETOUR 1 - US ROUTE 34** | | | | | | | | | | |
| 2530+03.43 | 2552+80.00 | 716 | | 11.6 | | 6,206 | | | 1,661 | 5,915 |
| **DETOUR 2 - US ROUTE 34** | | | | | | | | | | |
| 1780+00.00 | 1801+02.64 | 791 | | 10.6 | | 4,648 | | | 1,441 | 5,403 |
| **DETOUR 3 - IL ROUTE 94 / 116** | | | | | | | | | | |
| 107+43.92 | 146+22.13 | 258 | | 21.8 | | 11,603 | | 486 | 1,381 | 11,275 |
| **TEMPORARY RAMP - EXISTING US 34** | | | | | | | | | | |
| 2813+00.00 | 2824+13.49 | | 0.4 | | 44 | - | 3,583 | 254 | | |
| **TOTAL** | | **1,765** | **0.4** | **44.0** | **44** | **22,457** | **3,583** | **740** | **4,483** | **22,593** |
| **USE** | | **1,765** | **1** | **44** | **44** | **22,457** | **3,583** | **740** | **4,483** | **22,593** |

FILE NAME = D468409-SHT-31-33-PAVING.dgn

USER NAME = danw | PLOT SCALE = 100.0000 ' / in. | PLOT DATE = 11/16/2012

DESIGNED - DBS | DRAWN - PSBA | CHECKED - CSB | DATE - 10/2012

REVISED - | REVISED - | REVISED - | REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 32 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 61 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

| BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) | | |
|---|---|---|
| LOCATION | WIDTH | AREA |
| | FT | SQ YD |
| **SN 036-0062 (EB) - US 34** | | |
| STA 754+46.19 TO STA 755+48.30, RT | 24.00 | 266.67 |
| STA 759+14.07 TO STA 760+16.39, RT | 24.00 | 266.67 |
| | | |
| **SN 036-0063 (WB) - US 34** | | |
| STA 754+40.76 TO STA 755+42.87, LT | 24.00 | 266.67 |
| STA 759+08.64 TO STA 760+10.33, LT | 24.00 | 266.67 |
| | | |
| **SN 036-0065 - IL 94/116** | | |
| STA 24+32.64 TO STA 25+32.64 | 46.00 | 511.11 |
| STA 28+03.64 TO STA 29+03.64 | 46.00 | 511.11 |
| | | |
| **TOTAL** | | 2,088.90 |
| **USE** | | **2,089** |

| SHOULDER RUMBLE STRIPS, 8 INCH | |
|---|---|
| LOCATION | FOOT |
| | |
| **US ROUTE 34** | 88,998 |
| | |
| **IL 94/116** | 3,462 |
| | |
| **RAMP A** | 2,760 |
| | |
| **RAMP B** | 2,669 |
| | |
| **RAMP C** | 2,797 |
| | |
| **RAMP D** | 2,669 |
| | |
| **TOTAL** | **103,354** |

| TEMPORARY RAMP SCHEDULE | | | |
|---|---|---|---|
| LOCATION | LENGTH | WIDTH | SQ YD |
| | FEET | FEET | |
| **US ROUTE 34** | | | |
| STA 515+25.00 TO STA 515+30.00 | 5.00 | 24.00 | 13.33 |
| STA 824+70.00 TO STA 824+75.00 | 5.00 | 24.00 | 13.33 |
| **IL ROUTE 94 / 116** | | | |
| STA 10+25.00 TO STA 10+30.00 | 5.00 | 26.00 | 14.44 |
| STA 42+84.69 TO STA 43+14.69 | 5.00 | 26.00 | 14.44 |
| **BOGUS HOLLOW ROAD** | | | |
| STA 9+43.22 TO STA 9+48.22 | 5.00 | 130.00 | 55.56 |
| **TR 94** | | | |
| STA 51+29.37 TO STA 51+34.37 | 5.00 | 24.00 | 13.33 |
| STA 42+84.69 TO STA 43+14.69 | 5.00 | 154.00 | 85.56 |
| **TR 150** | | | |
| STA 51+36.52 TO STA 51+41.52 | 5.00 | 24.00 | 13.33 |
| STA 70+97.50 TO STA 71+02.50 | 5.00 | 128.00 | 71.11 |
| **TR 178** | | | |
| STA 51+36.52 TO STA 51+41.52 | 5.00 | 24.00 | 13.33 |
| STA 55+70.62 TO STA 55+75.62 | 5.00 | 131.50 | 73.06 |
| **DETOUR No. 1** | | | |
| STA 2553+05.00 TO STA 2553+10.0 | 5.00 | 24.00 | 13.33 |
| **DETOUR No. 2** | | | |
| STA 1779+95.00 TO STA 1780+00.0 | 5.00 | 24.00 | 13.33 |
| | | | |
| **TOTAL** | | | 407.48 |
| **USE** | | | 408 |

| AGGREGATE (PRIME COAT) | | | | |
|---|---|---|---|---|
| LOCATION | | SQ YD | TON (0.002 TON/SQ YD) | NOTES |
| **US ROUTE 34** | | | | |
| 515+00.00 | 523+00.00 | 19200 | 38 | US 34 ELT EASTBOUND LANE TIE-IN |
| 813+00.00 | 824+13.00 | 26147 | 105 | TEMPORARY RAMP (2 LIFTS) |
| **DETOUR 1 - ROUTE US 34** | | | | |
| 2547+90.00 | 2552+70.00 | 11532 | 23 | DETOUR 1 @ EXISTING US ROUTE 34 TIE-IN |
| **DETOUR 2 - ROUTE US 34** | | | | |
| 1750+00.00 | 1784+67.00 | 11194 | 22 | DETOUR 2 @ EXISTING US ROUTE 34 TIE-IN |
| **TR-150 (1700E)** | | | | |
| 59+00.00 | 71+02.00 | 32153 | 64 | |
| | | **TOTAL** | **253** | |

| ENTRANCE PAVEMENT SCHEDULE (1 OF 2) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | | THICKNESS | AGGREGATE BASE COURSE TYPE A, 8" | AGGREGATE SURFACE COURSE TYPE A, 6" | AGGREGATE SURFACE COURSE TYPE A, 8" | BITUMINOUS MATERIALS (PRIME COAT) | BITUMINOUS MATERIALS (COVER AND SEAL COAT) | COVER COAT AGGREGATE | SEAL COAT AGGREGATE | INCIDENTAL HOT-MIX ASPHALT SURFACING | PCC DRIVEWAY PAVEMENT 7" | AGGREGATE SHOULDERS TYPE B | AGGREGATE FOR TEMPORARY ACCESS |
| STATION | SIDE | INCH | SQ YD | SQ YD | SQ YD | TON | TON | TON | TON | TON | SQ YD | TON | TON |
| US ROUTE 34 | | | | | | | | | | | | | |
| 515+70.00 | LT | 8 | | | 1129.0 | | | | | | | | |
| 516+48.30 | RT | 6 | | 99.0 | | | | | | | | | 33.8 |
| 569+85.00 | LT | 8 | | | 441.0 | | | | | | | | |
| 570+70.00 | RT | 8 | | | 447.0 | | | | | | | | |
| 749+00.00 | LT | 8 | | | 2013.0 | | | | | | | | |
| 749+00.00 | RT | 8 | | | 1159.0 | | | | | | | | |
| 803+29.29 | RT | 8 | | | 1147.0 | | | | | | | | |
| 816+50.00 | LT | 8 | | | 490.0 | | | | | | | | |
| 824+45.00 | RT | 6 | | 67.0 | | | | | | | | | 22.9 |
| US ROUTE 34 - DETOUR 1 | | | | | | | | | | | | | |
| 2549+10.00 | LT | 6 | | 60.0 | | | | | | | | | 20.5 |
| 2554+38.00 | RT | 8 | | | 183.0 | | | | | | | | |
| US ROUTE 34 - DETOUR 2 | | | | | | | | | | | | | |
| 1781+78.33 | LT | 8 | | | 246.0 | | | | | | | | |
| TR 111 (1350E) | | | | | | | | | | | | | |
| 152+00.00 | RT | 8 | | | 226.0 | | | | | | | | |
| TR 94 (1400E) | | | | | | | | | | | | | |
| 40+50.00 | RT | 8 | | | 200.0 | | | | | | | | |
| 44+36.00 | LT | 8 | | | 193.0 | | | | | | | | |
| TR 102 (1475E) | | | | | | | | | | | | | |
| 594+47.56 | LT | 8 | | | 105.0 | | | | | | | | |
| 595+79.02 | LT | 8 | | | 147.0 | | | | | | | | |
| TR 119 (1450N) | | | | | | | | | | | | | |
| 600+03.13 | RT | 8 | | | 117.0 | | | | | | | | |
| 600+84.66 | RT | 8 | | | 102.0 | | | | | | | | |
| IL ROUTE 94 / 116 | | | | | | | | | | | | | |
| 10+90.00 | RT | 8 | | | 98.0 | | | | | | | | |
| 12+36.50 | LT | 8 | | | | | | | | 218.0 | | 98.0 | |
| | | 2 | | | | | | | | 75.0 | | | |
| | | 8 | 916.0 | | | 1.80 | 5.50 | 22.9 | 11.5 | | | | 132.8 |
| 12+37.47 | RT | 7 | | | | | | | | | 78.0 | 6.0 | 26.7 |
| 13+15.00 | RT | 8 | | | 125.0 | | | | | | | | |
| 17+72.00 | LT | 8 | | | | | | | | 266.0 | | 37.0 | |
| | | 8 | | | 242.0 | | | | | | | | |
| 40+82.00 | LT | 8 | | | 173.0 | | | | | | | | |
| 40+82.00 | RT | 8 | | | 120.0 | | | | | | | | |
| IL ROUTE 94 / 116 - DETOUR 3 | | | | | | | | | | | | | |
| 117+90.35 | LT | 8 | | | | | | | | 53.0 | | | 91.0 |
| 119+21.34 | LT | 8 | | | 197.0 | | | | | | | | |
| 141+00.00 | LT | 8 | | | 200.0 | | | | | | | | |
| 143+00.00 | LT | 8 | | | 199.0 | | | | | | | | |
| TR 119 (1425N) | | | | | | | | | | | | | |
| 51+16.13 | RT | 8 | | | 155.0 | | | | | | | | |
| | | SUBTOTAL 1 | **916.0** | **226.0** | **9,854.0** | **1.80** | **5.50** | **22.9** | **11.5** | **612.0** | **78.0** | **141.0** | **327.7** |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-34-35-ENTRANCES.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** | **SCHEDULE OF QUANTITIES US ROUTE 34** | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 63 |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 34 OF 51 SHEETS | STA. | TO STA. | | ILLINOIS | FED. AID PROJECT | |

## ENTRANCE PAVEMENT SCHEDULE (2 OF 2)

| LOCATION | | THICKNESS | AGGREGATE BASE COURSE TYPE A 8" | AGGREGATE SURFACE COURSE TYPE A 6" | AGGREGATE SURFACE COURSE TYPE A 8" | BITUMINOUS MATERIALS (PRIME COAT) | BITUMINOUS MATERIALS (COVER AND SEAL COAT) | COVER COAT AGGREGATE | SEAL COAT AGGREGATE | INCIDENTAL HOT-MIX ASPHALT SURFACING | PCC DRIVEWAY PAVEMENT 7" | AGGREGATE SHOULDERS TYPE B | AGGREGATE FOR TEMPORARY ACCESS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | SIDE | INCH | SQ YD | SQ YD | SQ YD | TON | TON | TON | TON | TON | SQ YD | TON | TON |
| TR 122 (1550E) | | | | | | | | | | | | | |
| 641+36.39 | RT | 8 | | | 92.0 | | | | | | | | |
| 641+65.20 | RT | 6 | | 209.0 | | | | | | | | | |
| TR 138 (1650E) | | | | | | | | | | | | | |
| 46+00.00 | LT | 8 | | | 224.0 | | | | | | | | |
| TR 150 (1700E) | | | | | | | | | | | | | 395* |
| 44+80.00 | LT | 8 | | | 267.0 | | | | | | | | |
| 44+80.00 | RT | 8 | | | 324.0 | | | | | | | | |
| 59+00.00 | LT | 8 | | | 151.0 | | | | | | | | |
| 60+07.50 | LT | 6 | | 93.0 | | | | | | | | | 31.8 |
| 60+74.00 | RT | 6 | | | | | | | | 35.0 | | | 35.5 |
| 60+76.00 | LT | 6 | | 104.0 | | | | | | | | | |
| 64+88.00 | RT | 6 | | 96.0 | | | | | | | | | |
| 65+84.81 | LT | 6 | | 123.0 | | | | | | | | | 42.0 |
| 68+75.00 | RT | 7 | | | | | | | | | 80.0 | | 27.3 |
| | | 8 | | | | | | | | | | | |
| 69+42.00 | RT | 7 | | | | | | | | | 51.0 | | 174.0 |
| | | 8 | | | | | | | | | | | |
| 70+82.25 | RT | 7 | | | | | | | | | 71.0 | | 24.3 |
| TR 178 (1800E) | | | | | | | | | | | | | |
| 44+56.46 | LT | 8 | | | 247.0 | | | | | | | | |
| 44+56.46 | RT | 8 | | | 197.0 | | | | | | | | |
| TR 190 (1850E) | | | | | | | | | | | | | |
| 46+42.00 | LT | 8 | | | 114.0 | | | | | | | | |
| 46+42.00 | RT | 8 | | | 114.0 | | | | | | | | |
| 47+27.14 | LT | 6 | | 311.0 | | | | | | | | | 119.6 |
| 52+00.00 | LT | 8 | | 151.0 | | | | | | | | | |
| 53+91.00 | LT | 8 | | | 247.0 | | | | | | | | |
| SUBTOTAL 2 | | | 0.0 | 1,087.0 | 1,977.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 202.0 | 0.0 | 849.5 |
| SUBTOTAL 1 | | | 916.0 | 226.0 | 9,854.0 | 1.80 | 5.50 | 22.9 | 11.5 | 612.0 | 78.0 | 141.0 | 327.7 |
| TOTAL | | | 916.0 | 1,313.0 | 11,831.0 | 1.80 | 5.50 | 22.9 | 11.5 | 647.0 | 280.0 | 141.0 | 1,177.2 |
| USE | | | 916 | 1,313 | 11,831 | 2 | 6 | 23 | 12 | 647 | 280 | 141 | 1,177 |

*A QUANTITY AVAILABLE TO MAINTAIN LOCAL ACCESS ON TR 150 FROM STA. 58+00 TO STA. 71+02

### CONSTRUCTING TEST STRIP SCHEDULE

| LOCATION | EACH |
|---|---|
| ENTIRE PROJECT | 2 |
| TOTAL | 2 |

### CONCRETE CURB & GUTTER

| LOCATION | CONCRETE GUTTER TYPE A | CC&G TYPE B-6.24 | PROTECTIVE COAT |
|---|---|---|---|
| | FOOT | FOOT | SQ YD |
| TR 150 | | | |
| 66+50.00 LT TO 70+99.98 LT | | 486 | 139 |
| 66+98.73 RT TO 67+16.16 RT | | 28 | 8 |
| 67+44.74 RT TO 70+99.98 RT | | 396 | 114 |
| 69+60.67 RT TO 70+23.76 RT | 63 | | 21 |
| TOTAL | 63 | 910 | 282 |

### MEDIAN SCHEDULE

| LOCATION | | | CONCRETE MEDIAN, TYPE M-4.06 | CORRUGATED MEDIAN | PROTECTIVE COAT |
|---|---|---|---|---|---|
| | | | SQ FT | SQ FT | SQ YD |
| IL 94 / 116 | | | | | |
| 22+70.72 | TO | 25+31.58 | 1,565 | | 174 |
| 28+07.70 | TO | 30+69.72 | 1,590 | | 177 |
| 31+53.10 | TO | 35+59.22 | 5,123 | | 569 |
| 34+91.02 | TO | 36+88.33 | | 732 | 81 |
| TOTAL | | | 8,278 | 732 | 1,001 |

### INTERMEDIATE ISLAND

| COMB CC&G | | | CONCRETE MEDIAN SURFACE, 4" | PROTECTIVE COAT |
|---|---|---|---|---|
| TYPE M-4.24 (SPECIAL) | | TYPE M-4.06 | | |
| | FOOT | FOOT | SQ FT | SQ YD |
| RAMP A | | | | |
| | 47 | 92 | 791 | 114 |
| RAMP C | | | | |
| | 44 | 84.5 | 675 | 99 |
| | | | | |
| TOTAL | 91 | 177 | 1,466 | 214 |

### CLASS D PATCHES

| LOCATION | TYPE IV, 8 INCH |
|---|---|
| | SQ YD |
| EXISTING US ROUTE 34 | |
| 2551+16 | 37 |
| TOTAL | 37 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-34-35-ENTRANCES.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 35 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 64 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

PERMANENT PAVEMENT MARKING SCHEDULE (1 OF 2)

| LOCATION | | | MODIFIED URETHANE PAVEMENT MARKING - LETTERS & SYMBOLS | MODIFIED URETHANE PAVEMENT MARKING - LINE 4" | | | | PREFORMED PLASTIC PAVEMENT MARKING - TYPE B - INLAID LINE 6" | MODIFIED URETHANE PAVEMENT MARKING - LINE 8" | | MODIFIED URETHANE PAVEMENT MARKING - LINE 12" | | MODIFIED URETHANE PAVEMENT MARKING - LINE 24" | RAISED REFLECTIVE PAVEMENT MARKER | | | | | | TWO-WAY CRYSTAL WITH RED MARKER | TWO-WAY AMBER WITH RED MARKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | ONE - WAY CRYSTAL | | | ONE - WAY AMBER | | TWO-WAY AMBER | | |
| | | | WHITE | WHITE | YELLOW | DBL YELLOW | YELLOW SKIP | WHITE SKIP | WHITE | WHITE DOTTED | WHITE | YELLOW | WHITE | | | | | | | | |
| | | | SQ FT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| | | | | | | | | | | | | | | 80' | 40' | 20' | 40' | 20' | | | |
| US ROUTE 34 | | | | | | | | | | | | | | | | | | | | | |
| 515+00 | TO | 519+00 | | 800.2 | | 400.0 | | | | | | | | | 7 | 13 | | | 8 | | |
| 519+00 | TO | 534+00 | 344.8 | 3213.4 | 2137.0 | 1120.7 | | 510.0 | 860.0 | 880.0 | | 170.0 | 42.6 | 25 | 28 | 30 | 21 | | | | |
| 534+00 | TO | 549+00 | | 3000.0 | 3000.0 | | | 760.0 | | | | | | 38 | | | | | | | |
| 549+00 | TO | 564+00 | 261.8 | 3130.6 | 2858.3 | 173.3 | | 700.0 | 865.0 | 880.0 | | | 48.0 | 35 | 24 | | | | | | |
| 564+00 | TO | 579+00 | | 3000.0 | 3000.0 | | | 750.0 | | | | | | 37 | | | | | | | |
| 579+00 | TO | 594+00 | | 2088.7 | 3000.0 | | | 750.0 | | 911.4 | | | | 37 | | | | | | | |
| 594+00 | TO | 609+00 | | 2401.3 | 3000.0 | | | 750.0 | 360.0 | 238.5 | | | | 38 | 10 | | | | | | |
| 609+00 | TO | 624+00 | | 3000.0 | 3000.0 | | | 750.0 | | | | | | 37 | | | | | | | |
| 624+00 | TO | 639+00 | | 1490.0 | 3000.0 | | | 750.0 | 360.0 | 1150.0 | | | | 38 | 10 | | | | | | |
| 639+00 | TO | 654+00 | | 3000.0 | 3000.0 | | | 750.0 | | | | | | 38 | | | | | | | |
| 654+00 | TO | 669+00 | | 3000.0 | 3000.0 | | | 750.0 | | | | | | 37 | | | | | | | |
| 669+00 | TO | 684+00 | | 3000.0 | 3000.0 | | | 750.0 | | | | | | 37 | | | | | | | |
| 684+00 | TO | 699+00 | 261.8 | 3121.4 | 2875.3 | 158.0 | | 680.0 | 860.0 | 880.0 | | | 55.4 | 35 | 24 | | | | | | |
| 699+00 | TO | 714+00 | | 3000.0 | 3000.0 | | | 750.0 | | | | | | 37 | | | | | | | |
| 714+00 | TO | 729+00 | 324.2 | 3170.8 | 2866.6 | 189.6 | | 680.0 | 1140.0 | 1140.0 | | | 40.8 | 34 | 32 | | | | | | |
| 729+00 | TO | 744+00 | | 3000.0 | 3000.0 | | | 750.0 | | | | | | 37 | | | | | | | |
| 744+00 | TO | 756+00 | 168.2 | 2400.0 | 2276.1 | 42.0 | | 600.0 | 430.0 | 440.0 | | | | 29 | 12 | | | | | | |
| 756+00 | TO | 768+00 | | 2400.0 | 2400.0 | | | 600.0 | | | | | | 22 | | | | | | | |
| 768+00 | TO | 783+00 | 261.8 | 3170.8 | 2866.6 | 189.6 | | 670.0 | 860.0 | 880.0 | | | 40.8 | 35 | 24 | | | | | | |
| 783+00 | TO | 798+00 | | 3000.0 | 3000.0 | | | 760.0 | | | | | | 37 | | | | | | | |
| 798+00 | TO | 813+00 | 298.0 | 3064.5 | 2872.8 | 101.6 | | 640.0 | 645.0 | 660.0 | | | 26.9 | 32 | 21 | 8 | 7 | | | | |
| 813+00 | TO | 825+00 | | 2404.4 | 683.1 | 1070.1 | | 110.0 | | | | 95.2 | | 6 | 27 | 21 | 22 | 15 | 12 | | |
| IL 94 / 116 | | | | | | | | | | | | | | | | | | | | | |
| 10+00 | TO | 18+00 | | 1600.2 | | 1441.0 | | | | | | 341.3 | 41.0 | | | | 32 | | 2 | | |
| 18+00 | TO | 33+00 | 93.6 | 2303.9 | 1902.2 | 781.8 | | | 530.0 | 530.0 | | 319.4 | | | 14 | | 75 | | | | |
| 33+00 | TO | 48+15 | | 2068.7 | 781.2 | 703.4 | | | | | | | 58.6 | | | | 20 | | 8 | | |
| RAMP A | | | | | | | | | | | | | | | | | | | | | |
| 0+00 | TO | 10+00 | | 1000.0 | 343.7 | | | | 360.5 | | 279.7 | | | | 9 | 41 | 9 | | | | |
| 10+00 | TO | 21+98.13 | | 1250.0 | 1175.3 | | | | 409.1 | | 89.6 | | 40.0 | | | | 5 | | | 13 | 13 |
| RAMP B | | | | | | | | | | | | | | | | | | | | | |
| 0+00 | TO | 13+00 | | 1337.0 | 1021.4 | | | | 119.2 | | | | | | | | | | | | |
| 13+00 | TO | 24+31.78 | | 1132.8 | | | | | 283.9 | | | | | | | | | | | | |
| RAMP C | | | | | | | | | | | | | | | | | | | | | |
| 0+00 | TO | 10+50 | | 1051.0 | 394.6 | | | | 361.8 | | 274.8 | | | | 9 | 41 | 10 | | | | |
| 10+50 | TO | 22+21.40 | | 1219.6 | 1140.7 | | | | 409.1 | | 79.2 | | 40.0 | | | | 4 | | | 14 | 14 |
| RAMP D | | | | | | | | | | | | | | | | | | | | | |
| 0+00 | TO | 13+00 | | 1340.8 | 1188.0 | | | | 102.9 | | | | | | | | | | | | |
| 13+00 | TO | 24+48.52 | | 1149.5 | | | | | 300.7 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | SUBTOTAL 1 | 2,014 | 75,310 | 65,783 | 6,371 | 0 | 14,210 | 9,257 | 8,590 | 723 | 926 | 434 | 701 | 251 | 154 | 205 | 15 | 30 | 27 | 27 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-36-37-PAVEMENT_MARKING.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 36 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 65 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## PERMANENT PAVEMENT MARKING SCHEDULE (2 OF 2)

| LOCATION | | | MODIFIED URETHANE PAVEMENT MARKING - LETTERS & SYMBOLS | MODIFIED URETHANE PAVEMENT MARKING - LINE 4" | | | | PREFORMED PLASTIC PAVEMENT MARKING - TYPE B - INLAID LINE 6" | MODIFIED URETHANE PAVEMENT MARKING - LINE 8" | | MODIFIED URETHANE PAVEMENT MARKING - LINE 12" | | MODIFIED URETHANE PAVEMENT MARKING - LINE 24" | RAISED REFLECTIVE PAVEMENT MARKER | | | | | | TWO-WAY CRYSTAL WITH RED MARKER | TWO-WAY AMBER WITH RED MARKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | WHITE | WHITE | YELLOW | DBL YELLOW | YELLOW SKIP | WHITE SKIP | WHITE | WHITE DOTTED | WHITE | YELLOW | WHITE | ONE - WAY CRYSTAL | | | ONE - WAY AMBER | | TWO-WAY AMBER | | |
| | | | SQ FT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | EACH | EACH | EACH | EACH | EACH | EACH | | |
| | | | | | | | | | | | | | | 80' | 40' | 20' | 80' | 40' | | | |
| BOGUS HOLLOW RD | | | | | | | | | | | | | | | | | | | | | |
| 6+20 | TO | 8+23.67 | | 407.3 | | 203.7 | | | | | | | | | | | | | | | |
| TR 94 (1400 E) | | | | | | | | | | | | | | | | | | | | | |
| 51+29.37 | TO | 54+30.12 | | 673.5 | | 288.7 | | | | | | | 31.8 | | | | | | | | |
| TR 150 (1700 E) | | | | | | | | | | | | | | | | | | | | | |
| 51+41.52 | TO | 60+00 | | 1716.9 | | 478.5 | 90.0 | | | | | | | | | | | | | | |
| 60+00 | TO | 71+02.07 | | 2279.5 | | | 290.0 | | | | | | 45.6 | | | | | | | | |
| TR 178 (1800 E) | | | | | | | | | | | | | | | | | | | | | |
| 51+41.52 | TO | 53+75.62 | | 540.5 | | 222.1 | | | | | | | 31.5 | | | | | | | | |
| SUBTOTAL 2 | | | 0 | 5,618 | 0 | 1,193 | 380 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL 1 | | | 2,014 | 75,310 | 65,783 | 6,371 | 0 | 14,210 | 9,257 | 8,590 | 723 | 926 | 434 | 701 | 251 | 154 | 205 | 15 | 30 | 27 | 27 |
| SUBTOTAL | | | 2,014 | 80,928 | 65,783 | 7,564 | 380 | 14,210 | 9,257 | 8,590 | 723 | 926 | 543 | 701 | 251 | 154 | 205 | 15 | 30 | 27 | 27 |
| TOTAL | | | 2,014 | 154,655 | | | | 14,210 | 17,847 | | 1,649 | | 543 | 1,410 | | | | | | | |

### SHORT TERM PAVEMENT MARKING SCHEDULE

| LOCATION | | | SHORT TERM PAVEMENT MARKING |
|---|---|---|---|
| | | | FOOT |
| WEST TRANSITION - WBL (STAGE 3) | | | |
| OUTER EDGE | 522+00 | TO 537+00 | 60 |
| CL | 522+00 | TO 537+00 | 152 |
| EAST TRANSITION - WBL (STAGE 3) | | | |
| OUTER EDGE | 515+00 | TO 522+00 | 28 |
| CL | 515+00 | TO 522+00 | 72 |
| EAST TRANSITION - WBL (STAGE 3) | | | |
| OUTER EDGE | 794+00 | TO 817+30 | 92 |
| CL | 794+00 | TO 817+30 | 232 |
| EAST TRANSITION - EBL (STAGE 3) | | | |
| OUTER EDGE | 813+50 | TO 825+00 | 48 |
| CL | 813+50 | TO 825+00 | 116 |
| | | TOTAL | 800 |
| | | USE | 800 |

### GROOVING FOR RECESSED PAVEMENT MARKING

| LOCATION | LETTERS, NUMBERS & SYMBOLS | 5" | 9" | 13" | 25" |
|---|---|---|---|---|---|
| | SQ FT | FOOT | | | |
| US ROUTE 34 | 1920 | 121,137 | 14,440 | 265 | 255 |
| IL 94/116 | 94 | 11,582 | 1,060 | 661 | 100 |
| RAMP A | 0 | 3,769 | 770 | 369 | 40 |
| RAMP B | 0 | 3,491 | 403 | 0 | 0 |
| RAMP C | 0 | 3,806 | 771 | 354 | 40 |
| RAMP D | 0 | 3,678 | 404 | 0 | 0 |
| | | | | | |
| TOTAL | 2,014 | 147,463 | 17,848 | 1,649 | 435 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-36-37-PAVEMENT_MARKING.dgn | USER NAME = mikel | DESIGNED - DBS | REVISED - - |
| | | DRAWN - PSBA | REVISED - - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - - |
| | PLOT DATE = 12/4/2012 | DATE - 10/2012 | REVISED - - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 37 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 66 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## TRAFFIC CONTROL AND PROTECTION SCHEDULE

| LOCATION | STANDARD 701201 | STANDARD 701326 | STANDARD 701306 | STANDARD BLR 21 | STANDARD BLR 22 | STANDARD 701501 | STANDARD 701331, LOCATION 1 | STANDARD 701331, LOCATION 2 | STANDARD 701331, LOCATION 3 |
|---|---|---|---|---|---|---|---|---|---|
| | L SUM | L SUM | L SUM | L SUM | L SUM | L SUM | EACH | EACH | EACH |
| | | | | | | | | | |
| ENTIRE PROJECT | 1 | 1 | 1 | 1 | 1 | 1 | | | |
| DETOUR NO. 1 | | | | | | | 1 | | |
| DETOUR NO. 2 | | | | | | | | 1 | |
| DETOUR NO. 3 | | | | | | | | | 1 |
| | | | | | | | | | |
| TOTAL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

## GUARDRAIL SCHEDULE

| LOCATION | | | | STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FT POSTS | TRAFFIC BARRIER TERMINAL, TYPE 2 | TRAFFIC BARRIER TERMINAL, TYPE 5 | TRAFFIC BARRIER TERMINAL, TYPE 6 | TRAFFIC BARRIER TERMINAL TYPE 1, (SPECIAL) TANGENT | GUARDRAIL MARKERS, TYPE A | | | BARRIER WALL MARKERS, TYPE B | | TERMINAL MARKER-DIRECT APPLIED | GUARDRAIL AGGREGATE EROSION CONTROL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | SILVER | | AMBER | | | | |
| STATION TO STATION | | | | | | | | | MONO | BI | MONO | SILVER | AMBER | | |
| | | | | FOOT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | MONO | MONO | EACH | TON |
| US ROUTE 34 | | | | | | | | | | | | | | | |
| 741+50.00 | RT | 748+50.00 | RT | 637.5 | 1 | | | 1 | 5 | | | 1 | | 1 | 161.67 |
| 748+87.50 | RT | 759+12.50 | RT | 25.0 | | | | | | | | | | | 6.34 |
| 751+93.96 | RT | 755+62.71 | RT | 275.0 | | | 1 | 1 | | | 3 | | 2 | 1 | 69.74 |
| 752+49.41 | RT | 755+55.66 | RT | 212.5 | | | 1 | 1 | 2 | | | 1 | | 1 | 53.89 |
| 754+85.56 | LT | 755+50.23 | LT | 100.0 | 1 | 1 | | | | | | | | | 25.36 |
| 755+27.39 | LT | 755+54.56 | LT | | 1 | 1 | | | | | | | | | |
| 758+99.28 | RT | 759+76.45 | RT | 25.0 | 1 | 1 | | | | | | | | | 6.34 |
| 759+06.86 | RT | 759+34.03 | RT | | 1 | 1 | | | | | | | | | |
| 758+98.18 | LT | 762+66.93 | LT | 275.0 | | | 1 | 1 | | | 3 | | 2 | 1 | 69.74 |
| 758+91.41 | LT | 761+97.66 | LT | 212.5 | | | 1 | 1 | 2 | | | 1 | | 1 | 53.89 |
| 807+75.00 | LT | 811+75.00 | LT | 300.0 | | | | 2 | | 2 | | | | 2 | 76.08 |
| IL ROUTE 94 / 116 | | | | | | | | | | | | | | | |
| 23+10.89 | RT | 25+42.14 | RT | 137.5 | | | 1 | 1 | 1 | | | 1 | | 1 | 34.87 |
| 24+89.07 | LT | 25+53.74 | LT | 37.5 | 1 | 1 | | | | | | | | | 9.51 |
| 27+82.54 | RT | 28+34.71 | RT | 25.0 | 1 | 1 | | | | | | | | | 6.34 |
| 27+94.14 | LT | 30+25.39 | LT | 137.5 | | | 1 | 1 | 1 | | | 1 | | 1 | 34.87 |
| | | | | | | | | | | | | | | | |
| | | | TOTAL | 2,400.0 | 7 | 6 | 6 | 9 | 11 | 2 | 6 | 5 | 4 | 9 | 608.64 |
| | | | USE | 2,400 | 7 | 6 | 6 | 9 | 19 | | | | 9 | 9 | 609 |

## IMPACT ATTENUATORS SCHEDULE

| LOCATION | | IMPACT ATTENUATORS (NON REDIRECTIVE), TEST LEVEL 3 | ATTENUATOR BASE |
|---|---|---|---|
| STATION | LT/RT | EACH | SQ YD |
| US ROUTE 34 | | | |
| STA 611+25 | RT | 1 | 27.3 |
| STA 612+30 | LT | 1 | 27.3 |
| | | | |
| TOTAL | | 2 | 56 |

## CHAIN LINK SCHEDULE

| LOCATION | CHAIN LINK FENCE - 8' | CHAINLINK GATES | |
|---|---|---|---|
| | LENGTH | 8' X 10' DBL | 8' X 12' DBL |
| | FOOT | EACH | EACH |
| IL 94 / 116 | | | |
| STA 15+35, 195' LT TO STA 17+60, 95' LT | 225 | | |
| STA 15+36, 290' LT TO STA 15+36, 270' LT | 20 | 1 | |
| STA 17+60, 195' LT TO STA 17+84, 195' LT | | | 1 |
| STA 17+84, 195' LT TO STA 18+65, 195' LT | 81 | | |
| | | | |
| TOTAL | 326 | 1 | 1 |

## TRAFFIC CONTROL SURVEILLANCE SCHEDULE

| LOCATION | CAL DA |
|---|---|
| | |
| ENTIRE PROJECT | 300 |
| | |
| TOTAL | 300 |

## ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)

| LOCATION | CAL MO |
|---|---|
| | |
| ENTIRE PROJECT | 24 |
| | |
| TOTAL | 24 |

## ENGINEER'S FIELD LABORATORY (SPECIAL)

| LOCATION | CAL MO |
|---|---|
| | |
| ENTIRE PROJECT | 24 |
| | |
| TOTAL | 24 |

## WOVEN WIRE GATE, 4' X 12' SINGLE SCHEDULE

| LOCATION | EACH |
|---|---|
| | |
| STA 2554+38, RT (DET-1) | 1 |
| | |
| TOTAL | 1 |

## CHANGEABLE MESSAGE SIGNS

| LOCATION | CAL MO |
|---|---|
| | |
| US 34 - WEST APPROACH - DETOUR No. 1 | 12 |
| US 34 - WEST APPROACH - DETOUR No. 1 | 12 |
| | |
| US 34 - WEST APPROACH - DETOUR No. 1 | 12 |
| US 34 - WEST APPROACH - DETOUR No. 1 | 12 |
| | |
| TOTAL | 48 |

## WORK ZONE PAVEMENT MARKING REMOVAL SCHEDULE

| LOCATION | | | | WORK ZONE PAVEMENT MARKING REMOVAL | | | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|
| | | | | SOLID 4" | DOUBLE SOLID 4" | SKIP 4" | | |
| | | | | SQ FT | SQ FT | SQ FT | EACH | |
| | | | | | | | | |
| EX US ROUTE 34 | | | | | | | | |
| EDGE | 516+39 | TO | 521+99 | 186.67 | | | 7 | REMOVE CONFLICTING EX US RTE 34 MARKINGS FOR DETOUR NO. 1 MARKINGS |
| CL | 516+99 | TO | 521+99 | | 46.67 | | | |
| EDGE | 516+99 | TO | 521+99 | 186.67 | | | | |
| | | | | | | | | |
| DETOUR NO. 1 | | | | | | | | |
| EDGE | 2546+61 | TO | 2552+21 | 186.67 | | | 7 | REMOVE CONFLICTING EX US RTE 34 MARKINGS FOR DETOUR NO. 1 MARKINGS |
| CL | 2546+61 | TO | 2552+21 | | 46.67 | | | |
| EDGE | 2546+61 | TO | 2552+21 | 186.67 | | | | |
| | | | | | | | | |
| | | | | | | | | |
| DETOUR NO. 2 | | | | | | | | |
| EDGE | 1780+61 | TO | 1786+21 | 186.67 | | | 7 | REMOVE CONFLICTING EX US RTE 34 MARKINGS FOR DETOUR NO. 2 MARKINGS |
| CL | 1780+61 | TO | 1786+21 | | 46.67 | | | |
| EDGE | 1780+61 | TO | 1786+21 | 186.67 | | | | |
| | | | | | | | | |
| EX US ROUTE 34 | | | | | | | | |
| EDGE | 815+93 | TO | 821+53 | 186.67 | | | 7 | REMOVE CONFLICTING EX US RTE 34 MARKINGS FOR DETOUR NO. 2 MARKINGS |
| CL | 815+93 | TO | 821+53 | | 46.67 | | | |
| EDGE | 815+93 | TO | 821+53 | 186.67 | | | | |
| | | | | | | | | |
| IL 94/116 (STAGE 2) | | | | | | | | |
| EDGE | 6+46 | TO | 10+06 | 120.00 | | | 5 | REMOVE CONFLICTING EX IL RTE 94/116 MARKINGS FOR DETOUR NO. 3 MARKINGS |
| CL | 6+46 | TO | 10+06 | | | 30.00 | | |
| EDGE | 6+46 | TO | 10+06 | 120.00 | | | | |
| EDGE | 42+40 | TO | 46+00 | 120.00 | | | 5 | |
| CL | 42+40 | TO | 46+01 | | | 30.00 | | |
| EDGE | 42+40 | TO | 46+02 | 120.00 | | | | |
| | | | | | | | | |
| DETOUR NO. 3 | | | | | | | | |
| EDGE | 106+72 | TO | 109+30 | 95.26 | | | | REMOVE CONFLICTING DETOUR NO. 3 MARKINGS FOR FINAL IL RTE 94/116 MARKINGS |
| CL | 106+72 | TO | 108+66 | | 146.22 | | | |
| EDGE | 144+13 | TO | 146+23 | 70.29 | | | | |
| CL | 144+85 | TO | 146+23 | | 91.01 | | | |
| | | | | | | | | |
| | | | TOTAL | 2,138.9 | 423.9 | 60.0 | 38 | |
| | | | USE | | 2,623 | | 38 | |

## TEMPORARY PAVEMENT MARKING - LINE 4" SCHEDULE

| LOCATION | | | | TEMPORARY PAVEMENT MARKING - LINE 4" | | TEMPORARY PAVEMENT MARKING -LINE 24" |
|---|---|---|---|---|---|---|
| | | | | SOLID 4" | DOUBLE SOLID 4" | SOLID 24" |
| | | | | FOOT | FOOT | FOOT |
| | | | | | | |
| WEST TRANSITION - WBL | | | | | | |
| EDGE | 1514+19.97 | TO | 1527+03.51 | 1,203.54 | | |
| CL | 1514+19.97 | TO | 1527+03.51 | | 2,128.50 | |
| EDGE | 1514+19.97 | TO | 1527+03.51 | 1,203.47 | | |
| | | | | | | |
| DETOUR NO. 1 | | | | | | |
| EDGE | 2527+03.44 | TO | 2553+00.00 | 2,596.50 | | |
| CL | 2527+03.44 | TO | 2553+00.00 | | 5,193.12 | |
| EDGE | 2527+03.44 | TO | 2553+00.00 | 2,517.10 | | |
| | | | | | | |
| DETOUR NO. 2 | | | | | | |
| EDGE | 1779+70.00 | TO | 1801+02.64 | 2,132.82 | | |
| CL | 1779+70.00 | TO | 1801+02.64 | | 4,265.24 | |
| EDGE | 1779+70.00 | TO | 1801+02.64 | 2,133.14 | | |
| | | | | | | |
| US ROUTE 34 (DETOUR NO. 2 TO ELT-WBL) | | | | | | |
| EDGE | 801+02.64 | TO | 803+50.00 | 247.36 | | |
| CL | 801+02.64 | TO | 803+50.00 | | 494.72 | |
| EDGE | 801+02.64 | TO | 803+50.00 | 247.36 | | |
| | | TO | | | | |
| EAST TRANSITION - WBL | | | | | | |
| EDGE | 3803+50.00 | TO | 3925+04.84 | 2,155.46 | | |
| CL | 3803+50.00 | TO | 3925+04.84 | | 4,336.86 | |
| EDGE | 3803+50.00 | TO | 3925+04.84 | 2,155.46 | | |
| | | | | | | |
| DETOUR NO. 3 | | | | | | |
| EDGE | 106+72.28 | TO | 146+22.13 | 3,883.03 | | |
| CL | 106+72.28 | TO | 146+22.13 | | 7,958.06 | |
| EDGE | 107+43.92 | TO | 146+22.13 | 3,975.05 | | |
| | | | | | | |
| BOGUS HOLLOW ROAD | | | | | | |
| STOP | 516+93 (US 34) | TO | 517+11 (US 34) | | | 18 |
| | | | TOTAL | 24,450.3 | 24,376.5 | 18 |
| | | | USE | 48,827 | | 18 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-39-REMOVAL PAVEMENT MARKING.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 39 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 68 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## SIGNING SCHEDULE (1 OF 8)

| LOCATION | | SIGN CODE | MESSAGE OR DESCRIPTION | SIGN PANEL - TYPE 1 SQ. FT. | SIGN PANEL - TYPE 2 SQ. FT. | WOOD SIGN SUPPORT FOOT |
|---|---|---|---|---|---|---|
| STATION | LT / RT | | | | | |
| US ROUTE 34 | | | | | | |
| 518+91 | RT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1350 E | 3.75 | | |
| 519+50 | LT | W6-3 (36X36) | TWO WAY TRAFFIC | 9.00 | | 20 |
| 522+57 | RT | W6-1 (36X36) | DIVIDED HIGHWAY | 9.00 | | 20 |
| 525+00 | LT | W4-2 (36X36) | LANE ENDS | 9.00 | | 18 |
| 526+64 | RT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 526+64 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 526+75 | LT | R2-1 (36X48) | SPEED LIMIT 55 | | 12.00 | 17 |
| 527+64 | RT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 527+64 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 528+16 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 529+42 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 529+71 | LT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 529+71 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 530+71 | LT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 530+71 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 531+00 | LT | R2-1 (36X48) | SPEED LIMIT 55 | | 12.00 | 17 |
| 535+00 | LT | W9-2 (36X36) | LANE ENDS MERGE LEFT | 9.00 | | 20 |
| | | W16-2A (30X12) | 1,000 FT | 2.50 | | |
| 535+00 | CL | W9-1 (36X36) | RIGHT LANE ENDS | 9.00 | | 20 |
| | | W16-2A (30X12) | 1,000 FT | 2.50 | | |
| 538+93 | LT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1350 E | 3.75 | | |
| 545+73 | RT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1400 E | 3.75 | | |
| 553+68 | RT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 553+68 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 554+68 | RT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 554+68 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 555+10 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 556+36 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 556+78 | LT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 556+78 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 557+78 | LT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 557+78 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| | | | SUBTOTAL 1 | 244.25 | 24.00 | 536.00 |

## SIGNING SCHEDULE (2 OF 8)

| LOCATION | | SIGN CODE | MESSAGE OR DESCRIPTION | SIGN PANEL - TYPE 1 SQ. FT. | SIGN PANEL - TYPE 2 SQ. FT. | WOOD SIGN SUPPORT FOOT |
|---|---|---|---|---|---|---|
| STATION | LT / RT | | | | | |
| 565+73 | LT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1400 E | 3.75 | | |
| 569+86 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| 570+70 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| 584+00 | LT | R2-1 (36X48) | SPEED LIMIT 55 | | 12.00 | 17 |
| 639+00 | LT | R2-1 (36X48) | SPEED LIMIT 55 | | 12.00 | 17 |
| 683+90 | RT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1650 E | 3.75 | | |
| 691+99 | RT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 691+99 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 692+99 | RT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 692+99 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 693+32 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 694+48 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 694+81 | LT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 694+81 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 695+81 | LT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 695+81 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 703+90 | LT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1650 E | 3.75 | | |
| 711+26 | RT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1700 E | 3.75 | | |
| 718+00 | LT | R2-1 (36X48) | SPEED LIMIT 55 | | 12.00 | 17 |
| 719+25 | RT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 719+25 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 720+25 | RT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 720+25 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 720+64 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 721+86 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 722+25 | LT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 722+25 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 723+25 | LT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 723+25 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 724+00 | LT | R2-1 (36X48) | SPEED LIMIT 55 | | 12.00 | 17 |
| | | | | | | |
| | | | | | | |
| | | | SUBTOTAL 2 | 213.00 | 48.00 | 526.00 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-40-43-SIGNING.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 40 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 69 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## SIGNING SCHEDULE (3 OF 8)

| 24 | | SIGN CODE | MESSAGE OR DESCRIPTION | SIGN PANEL - TYPE 1 | SIGN PANEL - TYPE 2 | WOOD SIGN SUPPORT |
|---|---|---|---|---|---|---|
| STATION | LT / RT | | | SQ. FT. | SQ. FT. | FOOT |
| 731+25 | LT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1700 E | 3.75 | | |
| 748+42 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 749+58 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 766+84 | RT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1800 E | 3.75 | | |
| 774+84 | RT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 774+84 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 775+84 | RT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 775+84 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 776+23 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 777+45 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 777+85 | LT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 777+85 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 778+85 | LT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 778+85 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 786+84 | LT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1800 E | 3.75 | | |
| 792+20 | RT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1850 E | 3.75 | | |
| 796+00 | RT | W9-2 (36X36) | LANE ENDS MERGE LEFT | 9.00 | | 20 |
| | | W16-2A (30X12) | 1,300 FT | 2.50 | | |
| 796+00 | CL | W9-1 (36X36) | RIGHT LANE ENDS | 9.00 | | 20 |
| | | W16-2A (30X12) | 1,300 FT | 2.50 | | |
| 801+40 | RT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 801+40 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 802+40 | RT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 802+40 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 802+71 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 803+90 | CL | R6-1R (36X12) | ONE WAY | 3.00 | | 17 |
| | CL | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 804+07 | LT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 18 |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 804+07 | CL | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 805+07 | LT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 805+07 | CL | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 810+20 | LT | W4-2 (36X36) | LANE ENDS | 9.00 | | 18 |
| | | | SUBTOTAL 3 | 251.00 | 0.00 | 516.00 |

## SIGNING SCHEDULE (4 OF 8)

| LOCATION | | SIGN CODE | MESSAGE OR DESCRIPTION | SIGN PANEL - TYPE 1 | SIGN PANEL - TYPE 2 | WOOD SIGN SUPPORT |
|---|---|---|---|---|---|---|
| STATION | LT / RT | | | SQ. FT. | SQ. FT. | FOOT |
| 813+31 | LT | W2-1 (36X36) | INTERSECTION WARNING SIGN | 9.00 | | 20 |
| | | W17-1100 (36X15) | 1850 E | 3.75 | | |
| 815+85 | RT | W6-3 (36X36) | TWO WAY TRAFFIC | 9.00 | | 20 |
| 815+85 | CL | W6-1 (36X36) | DIVIDED HIGHWAY | 9.00 | | 20 |
| **IL 94 / 116** | | | | | | |
| 9+00 | RT | W6-1 (36X36) | DIVIDED HIGHWAY | 9.00 | | 18 |
| 11+00 | LT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 18 |
| 12+08 | LT | R1-1 (36X36) | STOP (SCHOOL ENTRANCE) | 9.00 | | 16 |
| 14+00 | LT | W6-3 (36X36) | TWO WAY TRAFFIC | 9.00 | | 18 |
| 17+30 | LT | R1-1 (36X36) | STOP (IDOT ENTRANCE) | 9.00 | | 16 |
| 22+77 | CL | R4-7 (24X30) | KEEP RIGHT | 5.00 | | 17 |
| | | OM1-1 (18X18) | OBJECT MARKER | 2.25 | | |
| 30+63 | CL | R4-7 (24X30) | KEEP RIGHT | 5.00 | | 17 |
| | | OM1-1 (18X18) | OBJECT MARKER | 2.25 | | |
| 35+52 | CL | R4-7 (24X30) | KEEP RIGHT | 5.00 | | 17 |
| | | OM1-1 (18X18) | OBJECT MARKER | 2.25 | | |
| 36+00 | RT | W6-3 (36X36) | TWO WAY TRAFFIC | 9.00 | | 18 |
| 40+00 | LT | W6-1 (36X36) | DIVIDED HIGHWAY | 9.00 | | 18 |
| | | | | | | |
| **RAMP A** | | | | | | |
| 3+00 | RT | W13-3 (36X48) | RAMP 35 MPH | | 12.00 | 18 |
| 15+75 | RT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 19+75 | RT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 19+75 | LT | R5-1A (36X24) | WRONG WAY | 6.00 | | 17 |
| 20+75 | RT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 20+75 | LT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 21+45 | RT | R1-1 (36X36) | STOP | 9.00 | | 20 |
| 21+45 | LT | R1-1 (36X36) | STOP | 9.00 | | 20 |
| | | | | | | |
| **RAMP B** | | | | | | |
| 11+37 | LT | W4-1 (36X36) | MERGING TRAFFIC | 9.00 | | 17 |
| | | | | | | |
| **RAMP C** | | | | | | |
| 3+00 | RT | W13-3 (36X48) | RAMP 35 MPH | | 12.00 | 18 |
| 16+00 | RT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 20+00 | LT | R5-1 (36X24) | WRONG WAY | 6.00 | | 17 |
| 20+00 | RT | R5-1 (36X24) | WRONG WAY | 6.00 | | 17 |
| 21+00 | LT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 21+00 | LT | R5-1 (36X36) | DO NOT ENTER | 9.00 | | 17 |
| 21+69 | RT | R1-1 (36X36) | STOP | 9.00 | | 20 |
| 21+69 | LT | R1-1 (36X36) | STOP | 9.00 | | 20 |
| | | | | | | |
| **RAMP D** | | | | | | |
| 11+86 | LT | W4-1 (36X36) | MERGING TRAFFIC | 9.00 | | 17 |
| | | | | | | |
| | | | SUBTOTAL 4 | 239.25 | 24.00 | 553.00 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-40-43-SIGNING.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 41 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 70 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## SIGNING SCHEDULE (5 OF 8)

| LOCATION | | SIGN CODE | MESSAGE OR DESCRIPTION | SIGN PANEL - TYPE 1 SQ. FT. | SIGN PANEL - TYPE 2 SQ. FT. | WOOD SIGN SUPPORT FOOT |
|---|---|---|---|---|---|---|
| STATION | LT / RT | | | | | |
| | | | | | | |
| BHR | | | | | | |
| | RT | W3-1 (30X30) | STOP AHEAD (PLACED 500 FT BEFORE) | 6.25 | | 17 |
| 9+29 | RT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| | | | | | | |
| TR 111 | | | | | | |
| 148+81 | LT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 153+40 | LT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| | | | | | | |
| TR 94 | | | | | | |
| 39+10 | RT | W13-1P (24X24) | ADVISORY SPEED PLAQUE | 4.00 | | 17 |
| | | W1-4 (36X36) | REVERSE CURVE | 9.00 | | |
| 44+36 | RT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 49+14 | RT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| 49+38 | RT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 50+62 | LT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 50+84 | LT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| 52+18 | RT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 52+64 | LT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 53+98 | RT | R1-1 (36X36) | STOP | 9.00 | | 16 |
| | | | | | | |
| TR 102 NORTH | | W14-1 (30X30) | DEAD END | 6.25 | | 16 |
| | | W8-I108 (30X30) | ROAD ENDS 500 FT | 6.25 | | 16 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | R11-I100 (48X30) | ROAD ENDS | | 10.00 | 28 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | | | | | |
| | | | | | | |
| | | | SUBTOTAL 5 | 178.25 | 10.00 | 322.00 |

## SIGNING SCHEDULE (6 OF 8)

| LOCATION | | SIGN CODE | MESSAGE OR DESCRIPTION | SIGN PANEL - TYPE 1 SQ. FT. | SIGN PANEL - TYPE 2 SQ. FT. | WOOD SIGN SUPPORT FOOT |
|---|---|---|---|---|---|---|
| STATION | LT / RT | | | | | |
| TR 102 SOUTH | | W14-1 (30X30) | DEAD END | 6.25 | | 16 |
| | | W8-I108 (30X30) | ROAD ENDS 500 FT | 6.25 | | 16 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | R11-I100 (48X30) | ROAD ENDS | | 10.00 | 28 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | | | | | |
| TR 119 | | | | | | |
| 49+75 | RT | R1-1 (36X36) | STOP | 9.00 | | 16 |
| 50+24 | LT | R1-1 (36X36) | STOP | 9.00 | | 16 |
| | | | | | | |
| TR 122 NORTH | | W14-1 (30X30) | DEAD END | 6.25 | | 16 |
| | | W8-I108 (30X30) | ROAD ENDS 500 FT | 6.25 | | 16 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | R11-I100 (48X30) | ROAD ENDS | | 10.00 | 28 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | | | | | |
| TR 122 SOUTH | | W14-1 (30X30) | DEAD END | 6.25 | | 16 |
| | | W8-I108 (30X30) | ROAD ENDS 500 FT | 6.25 | | 16 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | R11-I100 (48X30) | ROAD ENDS | | 10.00 | 28 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | | | | | |
| TR 138 | | | | | | |
| 44+16 | RT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 49+16 | RT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 50+84 | LT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 55+84 | LT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| | | | | | | |
| TR 150 | | | | | | |
| 40+68 | RT | W13-1P (24X24) | ADVISORY SPEED PLAQUE | 4.00 | | 17 |
| | | W1-4 (36X36) | REVERSE CURVE | 9.00 | | |
| 44+22 | RT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 49+22 | RT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| | | | | | | |
| | | | | | | |
| | | | SUBTOTAL 6 | 160.75 | 30.00 | 412.00 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-40-43-SIGNING.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 42 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 71 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## SIGNING SCHEDULE (7 OF 8)

| LOCATION | | SIGN CODE | MESSAGE OR DESCRIPTION | SIGN PANEL - TYPE 1 SQ. FT. | SIGN PANEL - TYPE 2 SQ. FT. | WOOD SIGN SUPPORT FOOT |
|---|---|---|---|---|---|---|
| STATION | LT / RT | | | | | |
| TR 150 | | | | | | |
| 50+78 | LT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 55+78 | LT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 70+71 | RT | R1-1 (36X36) | STOP | 9.00 | | 16 |
| | | | | | | |
| TR 178 | | | | | | |
| 41+04 | RT | W13-1P (24X24) | ADVISORY SPEED PLAQUE | 4.00 | | 17 |
| | | W1-4 (36X36) | REVERSE CURVE | 9.00 | | |
| 45+22 | RT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 49+22 | RT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 50+78 | LT | R6-3 (30X24) | DIVIDED HIGHWAY | 5.00 | | 20 |
| | | R1-1 (36X36) | STOP | 9.00 | | |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 51+94 | RT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 52+28 | LT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| 53+44 | RT | R1-1 (36X36) | STOP | 9.00 | | 16 |
| | CL | W14-1aR(36X8) | DEAD END | 2 | | 2 @ 14 |
| | | W1-7 (36X18) | TWO DIRECTION LARGE ARROW | 4.5 | | |
| | | | | | | |
| TR 190 | | | | | | |
| 49+25 | LT | W14-1 (30X30) | DEAD END | 6.25 | | 16 |
| 49+39 | RT | R1-1 (36X36) | STOP | 9.00 | | 20 |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 50+83 | LT | R1-1 (36X36) | STOP | 9.00 | | 20 |
| | | R6-1R (36X12) | ONE WAY | 3.00 | | |
| | | R6-1L (36X12) | ONE WAY | 3.00 | | |
| 55+83 | LT | W3-1 (30X30) | STOP AHEAD | 6.25 | | 17 |
| | | | | | | |
| EX US ROUTE 34 EAST CUL-DE-SAC | | W14-1 (30X30) | DEAD END | 6.25 | | 16 |
| | | W8-I108 (30X30) | ROAD ENDS 500 FT | 6.25 | | 16 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | R11-I100 (48X30) | ROAD ENDS | | 10.00 | 2 @ 14 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | | SUBTOTAL 7 | 182.00 | 10.00 | 306.00 |

## SIGNING SCHEDULE (8 OF 8)

| LOCATION | | SIGN CODE | MESSAGE OR DESCRIPTION | SIGN PANEL - TYPE 1 SQ. FT. | SIGN PANEL - TYPE 2 SQ. FT. | WOOD SIGN SUPPORT FOOT |
|---|---|---|---|---|---|---|
| STATION | LT / RT | | | | | |
| EX US ROUTE 34 WEST | | W14-1 (30X30) | DEAD END | 6.25 | | 16 |
| | | W8-I108 (30X30) | ROAD ENDS 500 FT | 6.25 | | 16 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | R11-I100 (48X30) | ROAD ENDS | | 10.00 | 2 @ 14 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | | | | | |
| HILLCREST DR | | | | | | |
| 0+25 | LT | R1-1 (36X36) | STOP | 9 | | 16 |
| | | | | | | |
| FE 749 | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | W1-7 (36X18) | TWO DIRECTION LARGE ARROW | 4.5 | | 2 @ 14 |
| | | OM4-1 (18X18) | OBJECT MARKER | 2.25 | | 12 |
| | | | SUBTOTAL 8 | 35.00 | 10.00 | 96.00 |
| | | | SUBTOTAL 7 | 182.00 | 10.00 | 306.00 |
| | | | SUBTOTAL 6 | 160.75 | 30.00 | 412.00 |
| | | | SUBTOTAL 5 | 178.25 | 10.00 | 322.00 |
| | | | SUBTOTAL 4 | 239.25 | 24.00 | 553.00 |
| | | | SUBTOTAL 3 | 251.00 | 0.00 | 516.00 |
| | | | SUBTOTAL 2 | 213.00 | 48.00 | 526.00 |
| | | | SUBTOTAL 1 | 244.25 | 24.00 | 536.00 |
| | | | TOTAL | 1,503.50 | 156.00 | 3,267.00 |
| | | | USE | 1,504 | 156 | 3,267 |

### MILE POST MARKER ASSEMBLY SCHEDULE

| LOCATION | | | EACH |
|---|---|---|---|
| MILE | EB | WB | |
| US ROUTE 34 | | | |
| 10 | 529+75 RT | 529+75 LT | 2 |
| 11 | 581+20 RT | 581+20 LT | 2 |
| 12 | 634+00 RT | 634+00 LT | 2 |
| 13 | 686+80 RT | 686+80 LT | 2 |
| 14 | 739+60 RT | 739+60 LT | 2 |
| 15 | 732+40 RT | 732+40 LT | 2 |
| | | | |
| | | TOTAL | 12 |

### DELINEATORS (SPECIAL)

| LOCATION | EACH |
|---|---|
| US ROUTE 34 | |
| 568+75.00 | 4 |
| 610+75.00 | 4 |
| 643+45.00 | 4 |
| 663+40.00 | 4 |
| 759+00.00 | 4 |
| 810+21.50 | 4 |
| TOTAL | 24 |

### DELINEATORS SCHEDULE

| LOCATION | EACH |
|---|---|
| | |
| US ROUTE 34 | 145 |
| RAMP A | 35 |
| RAMP B | 33 |
| RAMP C | 35 |
| RAMP D | 34 |
| | |
| TOTAL | 282 |

FILE NAME = D468409-SHT-40-43-SIGNING.dgn

USER NAME = danw | PLOT SCALE = 100.0000 ' / in. | PLOT DATE = 11/16/2012

DESIGNED - DBS | DRAWN - PSBA | CHECKED - CSB | DATE - 10/2012

REVISED - | REVISED - | REVISED - | REVISED -

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 43 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 72 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

| SEEDING AND EROSION CONTROL SCHEDULE (1 OF 2) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | SEEDING, CLASS 1A | SEEDING, CLASS 2A | SEEDING, CLASS 4A | SEEDING, CLASS 5A | NITROGEN FERTILIZER NUTRIENT | PHOSPHORUS FERTILIZER NUTRIENT | POTASSIUM FERTILIZER NUTRIENT | TEMPORARY EROSION CONTROL SEEDING | EROSION CONTROL BLANKET | HEAVY DUTY EROSION CONTROL BLANKET | MULCH, METHOD 2 |
| | ACRE | ACRE | ACRE | ACRE | POUND | POUND | POUND | POUND | SQ YD | SQ YD | ACRE |
| **US ROUTE 34** | | | | | | | | | | | |
| STA 512+00.00 TO STA 528+92.63 | 0.00 | 1.81 | 5.70 | 5.70 | 676 | 676 | 676 | 751 | 13,022 | 0 | 7.51 |
| STA 528+92.63 TO STA 555+73.12 | 0.00 | 4.22 | 10.58 | 10.58 | 1,332 | 1,332 | 1,332 | 1,480 | 25,424 | 0 | 14.80 |
| STA 555+73.12 TO STA 611+78.78 | 0.00 | 7.71 | 15.37 | 15.37 | 2,077 | 2,077 | 2,077 | 2,308 | 32,356 | 0 | 23.08 |
| STA 611+78.78 TO STA 693+89.92 | 0.00 | 11.36 | 23.22 | 23.22 | 3,112 | 3,112 | 3,112 | 3,458 | 42,776 | 0 | 34.58 |
| STA 693+89.92 TO STA 721+25.00 | 0.00 | 4.08 | 6.36 | 6.36 | 940 | 940 | 940 | 1,044 | 21,128 | 0 | 10.44 |
| STA 721+25.00 TO STA 758+00.00 | 0.00 | 4.10 | 12.16 | 12.16 | 1,463 | 1,463 | 1,463 | 1,626 | 41,355 | 568 | 16.26 |
| STA 758+00.00 TO STA 776+84.33 | 0.00 | 2.36 | 7.84 | 7.84 | 918 | 918 | 918 | 1,020 | 27,391 | 903 | 10.20 |
| STA 776+84.33 TO STA 803+29.29 | 0.00 | 4.08 | 8.83 | 8.83 | 1,162 | 1,162 | 1,162 | 1,291 | 15,350 | 0 | 12.91 |
| STA 803+29.29 TO STA 830+00.00 | 0.00 | 3.19 | 5.66 | 5.66 | 797 | 797 | 797 | 885 | 12,817 | 0 | 8.85 |
| **IL ROUTE 94 / 116** | | | | | | | | | | | |
| STA 5+00.00 TO STA 26+70.22 | 2.35 | 0.63 | 4.27 | 4.27 | 653 | 653 | 653 | 725 | 11,520 | 0 | 7.25 |
| STA 26+70.22 TO STA 46+00.00 | 0.00 | 1.26 | 5.50 | 5.50 | 608 | 608 | 608 | 676 | 10,835 | 0 | 6.76 |
| **RAMP A** | | | | | | | | | | | |
| STA 6+50.00 TO STA 19+50.00 | 0.00 | 0.70 | 4.30 | 4.30 | 450 | 450 | 450 | 500 | 6,973 | 0 | 5.00 |
| **RAMP B** | | | | | | | | | | | |
| STA 2+00.00 TO STA 11+50.00 | 0.00 | 0.59 | 3.59 | 3.59 | 376 | 376 | 376 | 418 | 6,307 | 0 | 4.18 |
| **RAMP C** | | | | | | | | | | | |
| STA 7+00.00 TO STA 21+97.59 | 0.00 | 0.64 | 5.03 | 5.03 | 510 | 510 | 510 | 567 | 6,840 | 0 | 5.67 |
| **RAMP D** | | | | | | | | | | | |
| STA 0+23.09 TO STA 11+00.00 | 0.00 | 0.52 | 3.39 | 3.39 | 352 | 352 | 352 | 391 | 6,662 | 0 | 3.91 |
| **SUBTOTAL 1** | **2.35** | **47.25** | **121.80** | **121.80** | **26,388** | **26,388** | **26,388** | **17,140** | **280,756** | **1,471** | **171.40** |

*MULTIPLY BASE TOTAL BY 39 TO ACCOUNT FOR RESEEDING EVERY TWO WEEKS FOR 2 GROWING SEASONS (MARCH 1 - NOVEMBER 30)

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-44-45-SEEDING.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 44 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 73 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

| SEEDING AND EROSION CONTROL SCHEDULE (2 OF 2) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | SEEDING, CLASS 1A | SEEDING, CLASS 2A | SEEDING, CLASS 4A | SEEDING, CLASS 5A | NITROGEN FERTILIZER NUTRIENT | PHOSPHORUS FERTILIZER NUTRIENT | POTASSIUM FERTILIZER NUTRIENT | TEMPORARY EROSION CONTROL SEEDING | EROSION CONTROL BLANKET | HEAVY DUTY EROSION CONTROL BLANKET | MULCH, METHOD 2 |
| | ACRE | ACRE | ACRE | ACRE | POUND | POUND | POUND | POUND | SQ YD | SQ YD | ACRE |
| **DETOUR NO. 1** | | | | | | | | | | | |
| STA 2527+03.44 TO STA 2555+72.56 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 50 | 22249 | 0 | 0.00 |
| **DETOUR NO. 2** | | | | | | | | | | | |
| STA 1775+00.00 TO STA 1801+02.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 220 | 6012 | 0 | 0.00 |
| **DETOUR NO. 3** | | | | | | | | | | | |
| STA 106+72.28 AND STA 146+83.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 222 | 16280 | 0 | 0.00 |
| **BOGUS HOLLOW RD** | | | | | | | | | | | |
| STA 5+70.00 TO STA 8+23.67 | 0.00 | 0.47 | 0.24 | 0.24 | 64 | 64 | 64 | 71 | 894 | 693 | 0.71 |
| **TR 111 (1350 E)** | | | | | | | | | | | |
| STA 149+27.14 TO STA 155+00.00 | 0.00 | 0.74 | 0.00 | 0.00 | 67 | 67 | 67 | 74 | 1853 | 0 | 0.74 |
| **TR 94 (1400 E)** | | | | | | | | | | | |
| STA 38+00.00 TO STA 48+70.63 | 0.00 | 1.98 | 0.50 | 0.50 | 223 | 223 | 223 | 248 | 2154 | 0 | 2.48 |
| STA 51+29.72 TO STA 54+30.12 | 0.15 | 0.24 | 0.00 | 0.00 | 35 | 35 | 35 | 39 | 681 | 0 | 0.39 |
| **TR 102** | | | | | | | | | | | |
| NORTH AND SOUTH CUL-DE-SACS | 0.00 | 0.31 | 0.00 | 0.00 | 28 | 28 | 28 | 31 | 0 | 0 | 0.31 |
| **TR 122** | | | | | | | | | | | |
| NORTH AND SOUTH CUL-DE-SACS | 0.11 | 0.66 | 0.00 | 0.00 | 69 | 69 | 69 | 77 | 0 | 0 | 0.77 |
| **TR 138 (1650 E)** | | | | | | | | | | | |
| STA 44+00.00 TO STA 48+74.97 | 0.00 | 0.87 | 0.00 | 0.00 | 78 | 78 | 78 | 87 | 1429 | 0 | 0.87 |
| STA 51+25.03 TO STA 56+00.00 | 0.00 | 1.59 | 0.00 | 0.00 | 143 | 143 | 143 | 159 | 1690 | 0 | 1.59 |
| **TR 150 (1700 E)** | | | | | | | | | | | |
| STA 39+00.00 TO STA 48+58.48 | 0.00 | 2.22 | 0.00 | 0.00 | 200 | 200 | 200 | 222 | 2200 | 0 | 2.22 |
| STA 51+41.52 TO STA 71+02.50 | 1.21 | 1.72 | 0.03 | 0.03 | 266 | 266 | 266 | 296 | 2204 | 0 | 2.96 |
| **TR 178 (1800 E)** | | | | | | | | | | | |
| STA 38+00.00 TO STA 48+58.48 | 0.00 | 1.98 | 0.00 | 0.00 | 178 | 178 | 178 | 198 | 2489 | 0 | 1.98 |
| STA 51+42.52 TO STA 53+75.62 | 0.00 | 0.46 | 0.22 | 0.22 | 61 | 61 | 61 | 68 | 795 | 213 | 0.68 |
| **TR 190 (1850 E)** | | | | | | | | | | | |
| STA 46+00.00 TO STA 48+80.00 | 0.22 | 0.23 | 0.00 | 0.00 | 41 | 41 | 41 | 45 | 372 | 0 | 0.45 |
| STA 51+26.62 TO STA 55+00.00 | 0.00 | 0.46 | 0.00 | 0.00 | 41 | 41 | 41 | 46 | 278 | 0 | 0.46 |
| **SUBTOTAL 2** | **1.69** | **13.93** | **0.99** | **0.99** | **1,495** | **1,495** | **1,495** | **2153** | **61,580** | **906** | **16.61** |
| **SUBTOTAL 1** | **2.35** | **47.25** | **121.80** | **121.80** | **26,388** | **26,388** | **26,388** | **17,140** | **280,756** | **1,471** | **171.40** |
| **TOTAL** | **4.04** | **61.18** | **122.79** | **122.79** | **27,883** | **27,883** | **27,883** | **19,293** | **342,336** | **2,377** | **188.01** |
| **USE** | **4.00** | **61.25** | **123.75** | **123.75** | **27,883** | **27,883** | **27,883** | **752,434•** | **342,336** | **2,377** | **188.00** |

•MULTIPLY BASE TOTAL BY 39 TO ACCOUNT FOR RESEEDING EVERY TWO WEEKS FOR 2 GROWING SEASONS (MARCH 1 - NOVEMBER 30)

| TEMPORARY MULCH | |
|---|---|
| LOCATION | MULCH, METHOD 2 |
| | ACRE |
| | |
| ENTIRE JOB ROW TO ROW | 192.93 |
| **TOTAL** | **192.93 (1)** |
| **USE** | **386 (2)** |

(1) MULCH TOTAL CALCULATED BY DIVIDING TEMPORARY SEEDING TOTAL BY 100

(2) MULTIPLY BASE TOTAL BY 2

| LOCATION | PROPOSED ALIGNMENT | EXISTING ALIGNMENT |
|---|---|---|
| | ACRE | ACRE |
| **US ROUTE 34 DETOUR TIE-INS** | | |
| 512+00 TO 554+50 | | 16 |
| 803+40 TO 829+60 | | 4 |
| **FINAL SEEDING AREA** | 193 | |
| | | |
| **SUBTOTAL** | **193** | **20** |
| **TOTAL** | **193** | **80 (1)** |
| **USE** | **273** | |

(1) MULTIPLIED BY 4 FOR 2 MOWINGS PER YEAR FOR TWO YEARS

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-44-45-SEEDING.dgn | USER NAME = mikel | DESIGNED - DBS | REVISED - - |
| | | DRAWN - PSBA | REVISED - - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - - |
| | PLOT DATE = 12/4/2012 | DATE - 10/2012 | REVISED - - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 45 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 74 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## LANDSCAPING SCHEDULE ( 1 OF 3)

| LOCATION | | OFFSET | TREE | | | | | | | | | | SHRUB | | EVERGREEN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, B & B | CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, B & B | GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, B & B | JUGLANS NIGRA (BLACK WALNUT), 2" CALIPER, B & B | QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, B & B | QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, B & B | TAXODIUM DISTICHUM (COMMON BALD CYPRESS) 2" CALIPER, B & B | CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, B & B | MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 2" CALIPER, TREE FORM, B & B | MALUS RED JEWEL (RED JEWEL CRAB APPLE), 2" CALIPER, TREE FORM, B & B | RHUS AROMATICA (FRAGRANT SUMAC), 2' WIDTH, B & B | RHUS TYPHINA (STAGHORN SUMAC), 2' HEIGHT, B & B | PICEA PUNGENS (COLORADO SPRUCE), 5' HEIGHT, B & B |
| FROM STA. | TO STA. | | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| US ROUTE 34 | | | | | | | | | | | | | | | |
| 519+25.00 | 519+90.00 | LT | | | | | | | 5 | | | | | | |
| 522+50.00 | 524+00.00 | LT | | | | | | | | | | | 50 | | |
| 524+45.00 | 524+95.00 | LT | | | | | | 3 | | | | | | | |
| 525+75.00 | 526+00.00 | RT | | | | | | | | 3 | | | | | |
| 529+60.00 | 530+50.00 | RT | 5 | | | | | | | | | | | | |
| 529+85.00 | 530+30.00 | LT | | | | | 3 | | | | | | | | |
| 531+00.00 | 533+50.00 | LT | | | | | | | | | | | | 100 | |
| 536+05.00 | 545+95.00 | LT | | | | | | | | | | | 600 | | |
| 546+30.00 | 547+85.00 | LT | 7 | | | | | | | | | | | | |
| 548+55.00 | 549+20.00 | LT | | | | | | | | | | | | | 7 |
| 549+85.00 | 550+30.00 | LT | | | | | | | | 5 | | | | | |
| 554+30.00 | 554+80.00 | LT | | | | | | | | | 3 | | | | |
| 556+80.00 | 557+25.00 | RT | | | | | | | | | | | | | 7 |
| 557+50.00 | 558+85.00 | LT | | | | | | 3 | | | | | | | |
| 568+40.00 | 569+10.00 | LT | | | | | | | | | 3 | | | | |
| 571+30.00 | 571+85.00 | RT | | | | | | | | 3 | | | | | |
| 589+75.00 | 598+55.00 | LT | | | | | | | | | | | 350 | | |
| 596+15.00 | 597+65.00 | RT | 5 | | | | | | | | | | | | |
| 598+75.00 | 599+65.00 | LT | | | | | | | | | | 3 | | | |
| 600+80.00 | 601+75.00 | RT | | | | | | | | 3 | | | | | |
| 604+55.00 | 606+25.00 | LT | | | 3 | | | | | | | | | | |
| 606+55.00 | 607+15.00 | RT | | | 3 | | | | | | | | | | |
| 608+45.00 | 610+30.00 | RT | | | | 3 | | | | | | | | | |
| 613+00.00 | 616+00.00 | LT | | | 3 | | | | | | | | | | |
| 613+50.00 | 616+20.00 | RT | | | | | | | 3 | | | | | | |
| 621+50.00 | 623+80.00 | LT | | | | | | | | | | | | 200 | |
| 623+95.00 | 628+00.00 | LT | | | | | | | | | | 6 | 300 | | |
| 625+80.00 | 627+90.00 | RT | | 7 | | | | | | | | | | | |
| 628+15.00 | 632+00.00 | LT | | | | | | | | | | 7 | 200 | | |
| 641+00.00 | 642+00.00 | RT | | | | | | | | | | | | | 10 |
| 641+20.00 | 642+05.00 | LT | | | | | | | | | | | | | 7 |
| 646+90.00 | 647+30.00 | RT | | | | | | | 3 | | | | | | |
| 661+75.00 | 662+40.00 | RT | | | | 3 | | | | | | | | | |
| 663+70.00 | 664+50.00 | LT | | | | | | | 3 | | | | | | |
| 672+00.00 | 675+00.00 | LT | | | | | | | | | | | 120 | | |
| 675+05.00 | 675+75.00 | LT | | | | | | | | 3 | | | | | |
| 676+10.00 | 679+00.00 | LT | | | | | | | | | | | | | 30 |
| | | SUBTOTAL 1 | 17 | 7 | 9 | 6 | 3 | 6 | 14 | 17 | 6 | 16 | 1,620 | 300 | 61 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-46-48-LANDSCAPING.dgn | USER NAME = dankw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 46 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 75 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## LANDSCAPING SCHEDULE (2 OF 3)

| LOCATION | | OFFSET | TREE | | | | | | | | | | SHRUB | | EVERGREEN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, B & B | CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, B & B | GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, B & B | JUGLANS NIGRA (BLACK WALNUT), 2" CALIPER, B & B | QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, B & B | QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, B & B | TAXODIUM DISTICHUM (COMMON BALD CYPRESS) 2" CALIPER, B & B | CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, B & B | MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 2" CALIPER, TREE FORM, B & B | MALUS RED JEWEL (RED JEWEL CRAB APPLE), 2" CALIPER, TREE FORM, B & B | RHUS AROMATICA (FRAGRANT SUMAC), 2' WIDTH, B & B | RHUS TYPHINA (STAGHORN SUMAC), 2' HEIGHT, B & B | PICEA PUNGENS (COLORADO SPRUCE), 5' HEIGHT, B & B |
| FROM STA. | TO STA. | | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| US ROUTE 34 | | | | | | | | | | | | | | | |
| 676+10.00 | 677+45.00 | RT | | | | | | 7 | | | | | | | |
| 680+00.00 | 682+95.00 | LT | | | | | | | | | | | | | 30 |
| 683+45.00 | 691+05.00 | LT | | | | | | | | | | | 300 | | |
| 692+10.00 | 692+30.00 | LT | | | | | | | | | | | | | 3 |
| 692+20.00 | 693+20.00 | RT | | | | | | | | | | 7 | | | |
| 694+80.00 | 695+35.00 | LT | | | | | | | | | | | | | 5 |
| 694+85.00 | 695+15.00 | RT | | | | | | | | 3 | | | | | |
| 719+50.00 | 719+85.00 | RT | 2 | | | | | | | | | | | | |
| 720+15.00 | 720+85.00 | LT | | | | | | | | | | 5 | | | |
| 721+55.00 | - | RT | | | | | | 1 | | | | | | | |
| 722+10.00 | 722+45.00 | LT | | | | | | | | 3 | | | | | |
| 722+40.00 | 728+05.00 | LT | | | | | | | | | | | 500 | | |
| 728+05.00 | 734+70.00 | LT | | | | | | | | | | | 400 | | |
| 736+95.00 | 739+00.00 | LT | | | | | 5 | | | | | | | | |
| 739+00.00 | 739+65.00 | RT | 3 | | | | | | | | | | | | |
| 742+15.00 | 743+75.00 | LT | 5 | | | | | | | | | | | | |
| 776+15.00 | 776+50.00 | LT | | | | | | | | | | 3 | | | |
| 777+15.00 | 777+85.00 | RT | | | | | | | | 3 | | | | | |
| 779+05.00 | 779+65.00 | RT | | | | | | | 3 | | | | | | |
| 781+10.00 | 782+65.00 | LT | | | | | | | | | | | | | 8 |
| 785+15.00 | 786+65.00 | LT | 5 | | | | | | | | | | | | |
| 798+50.00 | 799+85.00 | LT | | | | | | 5 | | | | | | | |
| 800+25.00 | 802+40.00 | LT | | | | | | | | 6 | | | | | |
| IL ROUTE 94 / 116 | | | | | | | | | | | | | | | |
| 15+55.00 | 17+35.00 | LT | | | | | | | | | | | | | 6 |
| 29+00.00 | 29+90.00 | RT | 4 | | | | | | | | | | | | |
| 29+15.00 | 29+90.00 | LT | 3 | | | | | | | | | | | | |
| 32+20.00 | 32+45.00 | LT | | | | | | | | | | 5 | | | |
| 32+80.00 | 33+45.00 | RT | | | | 3 | | | | | | | | | |
| 36+15.00 | 36+95.00 | LT | | | | | | | | 3 | | | | | |
| RAMP A | | | | | | | | | | | | | | | |
| 12+45.00 | 19+75.00 | RT | | | | | | | | | | | | 300 | |
| RAMP D | | | | | | | | | | | | | | | |
| 1+70.00 | 10+05.00 | RT | | | | | | | | | | | 500 | | |
| TR 138 (1650E) | | | | | | | | | | | | | | | |
| 52+80.00 | 53+90.00 | RT | | | | | | | | 3 | | | | | |
| 53+70.00 | 54+95.00 | LT | | | | | | | | 5 | | | | | |
| | | SUBTOTAL 2 | 22 | 0 | 0 | 3 | 5 | 13 | 3 | 26 | 0 | 20 | 1,700 | 300 | 52 |

| | | | | |
|---|---|---|---|---|
| FILE NAME = D468409-SHT-46-48-LANDSCAPING.dgn | USER NAME = dankw | DESIGNED - DBS | REVISED - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** |
| | | DRAWN - PSBA | REVISED - | |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - | |

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 47 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 76 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## LANDSCAPING SCHEDULE (3 OF 3)

| LOCATION | | OFFSET | TREE | | | | | | | | | | SHRUB | | EVERGREEN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, B & B | CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, B & B | GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, B & B | JUGLANS NIGRA (BLACK WALNUT), 2" CALIPER, B & B | QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, B & B | QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, B & B | TAXODIUM DISTICHUM (COMMON BALD CYPRESS) 2" CALIPER, B & B | CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, B & B | MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 2" CALIPER, TREE FORM, B & B | MALUS RED JEWEL (RED JEWEL CRAB APPLE), 2" CALIPER, TREE FORM, B & B | RHUS AROMATICA (FRAGRANT SUMAC), 2' WIDTH, B & B | RHUS TYPHINA (STAGHORN SUMAC), 2' HEIGHT, B & B | PICEA PUNGENS (COLORADO SPRUCE), 5' HEIGHT, B & B |
| FROM STA. | TO STA. | | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| TR 178 (1800E) | | | | | | | | | | | | | | | |
| 51+90.00 | 53+45.00 | RT | | 5 | | | | | | | | | | | |
| 52+90.00 | 53+30.00 | RT | | | | | | | | | | | | | 3 |
| | | SUBTOTAL 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | | SUBTOTAL 1 | 17 | 7 | 9 | 6 | 3 | 6 | 14 | 17 | 6 | 16 | 1,620 | 300 | 61 |
| | | SUBTOTAL 2 | 22 | 0 | 0 | 3 | 5 | 13 | 3 | 26 | 0 | 20 | 1,700 | 300 | 52 |
| | | TOTAL | 39 | 12 | 9 | 9 | 8 | 19 | 17 | 43 | 6 | 36 | 3,320 | 600 | 116 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-46-48-LANDSCAPING.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - | **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** | **SCHEDULE OF QUANTITIES US ROUTE 34** | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 77 |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. SHEET NO. 48 OF 51 SHEETS STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

## RIGHT OF WAY MARKERS (1 OF 9)

| LOCATION | | | FURNISHING AND ERECTING RIGHT OF WAY MARKERS |
|---|---|---|---|
| STATION | OFFSET | LT/RT | EACH |
| | | | |
| US ROUTE 34 | | | |
| 512+00.00 | 52.47 | LT | 1 |
| 512+00.00 | 185.00 | LT | 1 |
| 512+03.88 | 98.53 | RT | 1 |
| 512+03.88 | 145.37 | RT | 1 |
| 512+50.00 | 185.00 | LT | 1 |
| 513+50.03 | 125.00 | LT | 1 |
| 514+54.12 | 197.64 | RT | 1 |
| 515+25.00 | 125.00 | LT | 1 |
| 515+25.00 | 250.00 | LT | 1 |
| 515+50.00 | 216.35 | RT | 1 |
| 515+50.00 | 175.00 | RT | 1 |
| 515+76.76 | 250.00 | LT | 1 |
| 516+00.00 | 120.00 | RT | 1 |
| 516+15.00 | 250.00 | LT | 1 |
| 516+15.00 | 155.00 | LT | 1 |
| 520+00.00 | 120.00 | RT | 1 |
| 521+00.00 | 175.00 | RT | 1 |
| 522+00.00 | 135.00 | RT | 1 |
| 525+72.59 | 135.00 | RT | 1 |
| 527+90.00 | 155.00 | LT | 1 |
| 529+50.00 | 160.00 | RT | 1 |
| 529+74.83 | 200.00 | LT | 1 |
| 532+00.00 | 145.00 | LT | 1 |
| 537+00.00 | 150.00 | LT | 1 |
| 538+00.00 | 145.00 | RT | 1 |
| 542+00.00 | 140.00 | LT | 1 |
| 542+50.00 | 140.00 | RT | 1 |
| 544+81.21 | 139.33 | LT | 1 |
| 545+00.00 | 130.00 | RT | 1 |
| 548+34.60 | 244.90 | LT | 1 |
| 548+51.48 | 247.48 | LT | 1 |
| 548+86.71 | 253.12 | LT | 1 |
| 549+53.04 | 278.27 | LT | 1 |
| 549+90.00 | 342.00 | LT | 1 |
| 550+32.00 | 360.00 | LT | 1 |
| 551+00.00 | 115.00 | RT | 1 |
| 551+33.87 | 349.77 | LT | 1 |
| 551+48.44 | 124.92 | RT | 1 |
| 551+50.00 | 165.00 | LT | 1 |
| 551+73.75 | 247.25 | LT | 1 |
| 553+12.80 | 158.56 | RT | 1 |
| 554+00.00 | 140.00 | LT | 1 |
| 554+78.63 | 189.87 | LT | 1 |
| | | SUBTOTAL 1 | 43 |

## RIGHT OF WAY MARKERS SCHEDULE (2 OF 9)

| LOCATION | | | FURNISHING AND ERECTING RIGHT OF WAY MARKERS |
|---|---|---|---|
| STATION | OFFSET | LT/RT | EACH |
| | | | |
| 555+59.28 | 209.01 | RT | 1 |
| 556+55.00 | 125.00 | LT | 1 |
| 557+50.00 | 125.00 | RT | 1 |
| 569+55.00 | 125.00 | LT | 1 |
| 569+55.00 | 155.00 | LT | 1 |
| 569+75.17 | 155.00 | LT | 1 |
| 570+15.00 | 155.00 | LT | 1 |
| 570+15.00 | 125.00 | LT | 1 |
| 570+40.00 | 125.00 | RT | 1 |
| 570+40.00 | 155.00 | RT | 1 |
| 570+88.74 | 155.00 | RT | 1 |
| 571+00.00 | 155.00 | RT | 1 |
| 571+00.00 | 125.00 | RT | 1 |
| 583+87.69 | 125.00 | LT | 1 |
| 585+00.00 | 125.00 | LT | 1 |
| 585+00.00 | 125.00 | RT | 1 |
| 592+00.00 | 110.00 | RT | 1 |
| 598+01.26 | 132.93 | LT | 1 |
| 600+34.06 | 163.62 | RT | 1 |
| 601+16.57 | 206.90 | LT | 1 |
| 603+64.93 | 259.31 | RT | 1 |
| 605+00.00 | 365.00 | RT | 1 |
| 607+14.53 | 492.82 | RT | 1 |
| 608+95.00 | 575.00 | LT | 1 |
| 609+97.42 | 604.11 | RT | 1 |
| 611+40.00 | 655.00 | RT | 1 |
| 612+30.00 | 695.00 | LT | 1 |
| 613+75.00 | 560.00 | RT | 1 |
| 615+00.00 | 590.00 | LT | 1 |
| 615+75.00 | 495.00 | RT | 1 |
| 621+34.06 | 270.37 | LT | 1 |
| 622+00.00 | 175.00 | RT | 1 |
| 624+65.01 | 173.44 | LT | 1 |
| 626+00.00 | 155.00 | RT | 1 |
| 626+81.42 | 174.45 | LT | 1 |
| 628+00.00 | 170.00 | LT | 1 |
| 629+00.00 | 145.00 | RT | 1 |
| 631+72.42 | 131.38 | RT | 1 |
| 635+00.00 | 135.00 | LT | 1 |
| 641+20.00 | 137.31 | RT | 1 |
| 641+20.00 | 410.00 | RT | 1 |
| 641+90.00 | 410.00 | RT | 1 |
| 642+90.00 | 330.00 | RT | 1 |
| 642+90.00 | 250.00 | RT | 1 |
| | | SUBTOTAL 2 | 44 |

## RIGHT OF WAY MARKERS SCHEDULE (3 OF 9)

| LOCATION | | | FURNISHING AND ERECTING RIGHT OF WAY MARKERS |
|---|---|---|---|
| STATION | OFFSET | LT/RT | EACH |
| | | | |
| 642+35.00 | 190.00 | RT | 1 |
| 642+35.00 | 138.02 | RT | 1 |
| 641+40.78 | 560.00 | LT | 1 |
| 641+08.53 | 620.78 | LT | 1 |
| 641+06.91 | 726.83 | LT | 1 |
| 641+30.72 | 769.43 | LT | 1 |
| 641+90.72 | 769.45 | LT | 1 |
| 642+12.97 | 728.45 | LT | 1 |
| 642+14.59 | 622.40 | LT | 1 |
| 641+80.78 | 560.00 | LT | 1 |
| 641+80.00 | 135.00 | LT | 1 |
| 643+50.00 | 125.00 | RT | 1 |
| 646+00.00 | 110.00 | LT | 1 |
| 646+00.00 | 110.00 | RT | 1 |
| 648+00.00 | 120.00 | RT | 1 |
| 653+00.00 | 115.00 | RT | 1 |
| 655+00.00 | 110.00 | LT | 1 |
| 658+00.00 | 115.00 | LT | 1 |
| 661+50.00 | 120.00 | RT | 1 |
| 662+40.00 | 150.56 | RT | 1 |
| 663+00.00 | 145.00 | LT | 1 |
| 663+50.00 | 145.00 | LT | 1 |
| 665+00.00 | 115.00 | LT | 1 |
| 667+91.21 | 154.01 | RT | 1 |
| 669+00.00 | 115.00 | LT | 1 |
| 669+75.00 | 140.00 | LT | 1 |
| 671+00.00 | 150.00 | LT | 1 |
| 676+00.00 | 110.00 | LT | 1 |
| 678+90.00 | 160.00 | LT | 1 |
| 679+40.00 | 140.22 | RT | 1 |
| 679+70.00 | 170.00 | RT | 1 |
| 680+00.00 | 160.00 | LT | 1 |
| 680+00.00 | 170.00 | RT | 1 |
| 680+30.00 | 139.13 | RT | 1 |
| 680+88.95 | 119.97 | LT | 1 |
| 680+90.43 | 138.41 | RT | 1 |
| 681+00.00 | 115.00 | LT | 1 |
| 682+00.00 | 120.00 | RT | 1 |
| 684+00.00 | 115.00 | LT | 1 |
| 686+00.00 | 115.00 | RT | 1 |
| 689+00.00 | 110.00 | LT | 1 |
| 690+00.00 | 115.00 | RT | 1 |
| 692+00.00 | 120.00 | LT | 1 |
| 692+00.00 | 140.00 | RT | 1 |
| | | SUBTOTAL 3 | 44 |

## RIGHT OF WAY MARKERS SCHEDULE (4 OF 9)

| LOCATION | | | FURNISHING AND ERECTING RIGHT OF WAY MARKERS |
|---|---|---|---|
| STATION | OFFSET | LT/RT | EACH |
| | | | |
| 695+25.00 | 145.00 | RT | 1 |
| 695+50.00 | 145.00 | LT | 1 |
| 698+00.00 | 117.51 | RT | 1 |
| 699+00.00 | 120.00 | LT | 1 |
| 700+42.05 | 130.00 | LT | 1 |
| 703+30.07 | 119.86 | RT | 1 |
| 708+00.00 | 169.13 | RT | 1 |
| 708+00.00 | 130.00 | RT | 1 |
| 711+00.00 | 130.00 | RT | 1 |
| 712+00.00 | 130.00 | LT | 1 |
| 712+00.00 | 125.00 | RT | 1 |
| 716+62.23 | 115.00 | LT | 1 |
| 716+62.23 | 125.00 | RT | 1 |
| 719+50.00 | 130.00 | RT | 1 |
| 720+00.00 | 128.00 | LT | 1 |
| 721+72.45 | 130.00 | RT | 1 |
| 722+50.00 | 130.00 | LT | 1 |
| 730+00.00 | 130.00 | RT | 1 |
| 735+00.00 | 160.00 | LT | 1 |
| 735+00.00 | 145.00 | RT | 1 |
| 739+00.00 | 145.00 | RT | 1 |
| 740+50.00 | 130.00 | RT | 1 |
| 744+00.00 | 160.00 | LT | 1 |
| 744+00.00 | 210.00 | RT | 1 |
| 745+00.00 | 145.00 | LT | 1 |
| 747+54.91 | 210.00 | RT | 1 |
| 748+80.11 | 145.00 | LT | 1 |
| 749+03.04 | 210.00 | LT | 1 |
| 749+50.00 | 155.00 | LT | 1 |
| 752+50.00 | 210.00 | RT | 1 |
| 755+00.00 | 155.00 | LT | 1 |
| 760+00.00 | 200.00 | LT | 1 |
| 764+00.00 | 165.00 | LT | 1 |
| 765+73.79 | 157.26 | RT | 1 |
| 766+82.88 | 165.00 | LT | 1 |
| 774+75.57 | 165.00 | LT | 1 |
| 776+00.00 | 122.71 | LT | 1 |
| 775+67.30 | 160.00 | RT | 1 |
| 777+50.00 | 160.00 | RT | 1 |
| 780+97.91 | 180.00 | RT | 1 |
| 784+00.00 | 120.00 | RT | 1 |
| 788+10.72 | 120.00 | RT | 1 |
| 788+44.99 | 115.00 | LT | 1 |
| 791+00.00 | 115.00 | LT | 1 |
| | | SUBTOTAL 4 | 44 |

## RIGHT OF WAY MARKERS SCHEDULE (5 OF 9)

| LOCATION | | | FURNISHING AND ERECTING RIGHT OF WAY MARKERS |
|---|---|---|---|
| STATION | OFFSET | LT/RT | EACH |
| | | | |
| 793+00.00 | 170.00 | LT | 1 |
| 795+00.00 | 115.00 | LT | 1 |
| 801+02.64 | 115.00 | LT | 1 |
| 801+02.64 | 120.00 | RT | 1 |
| 801+52.33 | 120.00 | RT | 1 |
| 802+78.33 | 120.00 | RT | 1 |
| 802+80.31 | 127.02 | LT | 1 |
| 803+78.33 | 120.00 | RT | 1 |
| 804+00.00 | 121.00 | LT | 1 |
| 806+00.00 | 120.00 | RT | 1 |
| 808+00.00 | 135.00 | RT | 1 |
| 809+00.00 | 115.00 | LT | 1 |
| 809+75.00 | 150.00 | LT | 1 |
| 810+75.00 | 150.00 | LT | 1 |
| 811+50.00 | 125.00 | LT | 1 |
| 811+72.97 | 125.00 | LT | 1 |
| 812+00.00 | 135.00 | RT | 1 |
| 814+00.00 | 125.00 | LT | 1 |
| 814+00.00 | 125.00 | RT | 1 |
| 816+00.00 | 110.00 | LT | 1 |
| 816+52.81 | 110.00 | LT | 1 |
| 819+00.00 | 110.00 | LT | 1 |
| 821+53.00 | 140.00 | LT | 1 |
| 822+00.00 | 125.00 | RT | 1 |
| 823+75.00 | 109.55 | RT | 1 |
| 824+50.00 | 0.24 | RT | 1 |
| | | | |
| BOGUS HOLLOW ROAD | | | |
| 4+69.50 | 31.77' | RT | 1 |
| 7+00.00 | 110.00 | RT | 1 |
| 8+00.00 | 110.00 | RT | 1 |
| | | | |
| TR 111 (1350E) | | | |
| 150+33.88 | 55.00 | LT | 1 |
| 150+33.90 | 75.00 | RT | 1 |
| 151+50.00 | 55.00 | LT | 1 |
| 151+50.00 | 60.00 | LT | 1 |
| 152+50.00 | 55.00 | LT | 1 |
| 152+50.00 | 60.00 | RT | 1 |
| 153+25.00 | 20.00 | LT | 1 |
| 153+25.00 | 20.00 | RT | 1 |
| | | SUBTOTAL 5 | 37 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-49-50-ROW MARKERS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 49 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 78 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## RIGHT OF WAY MARKERS SCHEDULE (6 OF 9)

| LOCATION | | | FURNISHING AND ERECTING RIGHT OF WAY MARKERS |
|---|---|---|---|
| STATION | OFFSET | LT/RT | EACH |
| | | | |
| TR 94 (1400E) | | | |
| 38+00.00 | 20.00 | LT | 1 |
| 38+00.00 | 20.00 | RT | 1 |
| 40+10.58 | 50.00 | LT | 1 |
| 40+10.58 | 50.00 | RT | 1 |
| 42+24.72 | 50.00 | LT | 1 |
| 42+24.72 | 50.00 | RT | 1 |
| 43+01.18 | 50.00 | RT | 1 |
| 44+20.39 | 50.00 | LT | 1 |
| 46+40.00 | 50.00 | LT | 1 |
| 46+40.00 | 103.06 | RT | 1 |
| 47+36.48 | 98.22 | RT | 1 |
| 51+65.91 | 66.00 | RT | 1 |
| 53+00.00 | 40.00 | LT | 1 |
| 53+00.00 | 40.00 | RT | 1 |
| 53+62.02 | 45.00 | RT | 1 |
| 53+65.00 | 38.00 | LT | 1 |
| 53+69.06 | 40.77 | LT | 1 |
| 53+69.06 | 49.54 | RT | 1 |
| 53+89.91 | 55.00 | LT | 1 |
| 53+93.07 | 65.00 | RT | 1 |
| | | | |
| FAP 534 (IL 94) | | | |
| 7+75.00 | 85.00 | LT | 1 |
| 10+00.00 | 85.00 | LT | 1 |
| 10+00.00 | 45.00 | RT | 1 |
| 11+28.48 | 50.00 | RT | 1 |
| 11+28.50 | 40.00 | RT | 1 |
| 12+00.00 | 100.00 | LT | 1 |
| 12+10.00 | 40.00 | RT | 1 |
| 12+10.00 | 50.00 | RT | 1 |
| 12+73.50 | 50.00 | RT | 1 |
| 14+50.00 | 110.00 | LT | 1 |
| 14+50.00 | 105.00 | RT | 1 |
| 15+35.06 | 173.38 | LT | 1 |
| 17+00.00 | 100.00 | LT | 1 |
| 39+00.00 | 70.00 | LT | 1 |
| 39+00.00 | 70.00 | RT | 1 |
| 41+00.00 | 60.00 | RT | 1 |
| 41+25.00 | 70.00 | LT | 1 |
| 41+35.00 | 75.00 | RT | 1 |
| 41+65.92 | 160.00 | LT | 1 |
| 41+66.37 | 150.00 | RT | 1 |
| 42+05.92 | 160.00 | LT | 1 |
| SUBTOTAL 6 | | | 41 |

## RIGHT OF WAY MARKERS SCHEDULE (7 OF 9)

| LOCATION | | | FURNISHING AND ERECTING RIGHT OF WAY MARKERS |
|---|---|---|---|
| STATION | OFFSET | LT/RT | EACH |
| | | | |
| 42+06.37 | 150.00 | RT | 1 |
| 42+50.00 | 60.00 | LT | 1 |
| 42+50.00 | 75.00 | RT | 1 |
| 45+00.00 | 60.00 | RT | 1 |
| 45+52.25 | 38.10 | LT | 1 |
| 46+00.00 | 70.00 | RT | 1 |
| 47+00.00 | 38.18 | LT | 1 |
| 47+00.00 | 33.00 | RT | 1 |
| | | | |
| TR 138 (1650E) | | | |
| 44+50.00 | 20.00 | LT | 1 |
| 44+50.00 | 20.00 | RT | 1 |
| 45+00.00 | 50.00 | LT | 1 |
| 46+50.00 | 65.00 | LT | 1 |
| 46+50.00 | 57.14 | RT | 1 |
| 48+00.00 | 80.00 | LT | 1 |
| 48+00.00 | 85.00 | RT | 1 |
| 52+00.00 | 95.00 | RT | 1 |
| 53+50.00 | 150.00 | LT | 1 |
| 53+50.00 | 75.00 | RT | 1 |
| 55+50.00 | 20.00 | LT | 1 |
| 55+50.00 | 20.00 | RT | 1 |
| | | | |
| TR 150 (1700E) | | | |
| 40+00.00 | 19.56 | LT | 1 |
| 40+00.00 | 20.44 | RT | 1 |
| 41+00.00 | 50.00 | LT | 1 |
| 41+00.00 | 50.00 | RT | 1 |
| 43+00.00 | 70.00 | RT | 1 |
| 44+33.18 | 92.60 | LT | 1 |
| 44+35.92 | 82.66 | LT | 1 |
| 45+30.00 | 70.00 | RT | 1 |
| 45+87.57 | 104.20 | LT | 1 |
| 45+87.57 | 50.00 | RT | 1 |
| 48+00.00 | 120.81 | LT | 1 |
| 48+50.00 | 50.00 | RT | 1 |
| 52+00.00 | 75.00 | LT | 1 |
| 52+00.00 | 55.00 | RT | 1 |
| 52+77.68 | 55.00 | RT | 1 |
| 53+56.01 | 55.00 | LT | 1 |
| 53+56.01 | 55.00 | RT | 1 |
| 55+36.79 | 55.00 | LT | 1 |
| 55+36.79 | 55.00 | RT | 1 |
| 59+42.09 | 50.00 | LT | 1 |
| SUBTOTAL 7 | | | 40 |

## RIGHT OF WAY MARKERS SCHEDULE (8 OF 9)

| LOCATION | | | FURNISHING AND ERECTING RIGHT OF WAY MARKERS |
|---|---|---|---|
| STATION | OFFSET | LT/RT | EACH |
| | | | |
| 60+00.00 | 55.00 | RT | 1 |
| 61+52.56 | 50.00 | LT | 1 |
| 62+50.00 | 40.00 | RT | 1 |
| 63+63.01 | 50.00 | LT | 1 |
| 65+18.46 | 40.00 | RT | 1 |
| 65+60.00 | 50.00 | LT | 1 |
| 66+00.00 | 40.00 | RT | 1 |
| 66+30.00 | 75.00 | RT | 1 |
| 66+43.29 | 33.00 | LT | 1 |
| 66+43.62 | 68.72 | LT | 1 |
| 67+62.15 | 40.00 | RT | 1 |
| 69+42.12 | 40.00 | RT | 1 |
| 69+60.00 | 40.00 | RT | 1 |
| 69+60.00 | 30.00 | RT | 1 |
| 70+00.00 | 33.00 | LT | 1 |
| 70+24.00 | 30.00 | RT | 1 |
| 70+24.00 | 33.00 | RT | 1 |
| 70+54.64 | 33.00 | RT | 1 |
| 70+81.16 | 49.27 | LT | 1 |
| | | | |
| TR 178 (1800E) | | | |
| 39+00.00 | 16.72 | LT | 1 |
| 39+00.00 | 23.28 | RT | 1 |
| 41+00.00 | 50.00 | LT | 1 |
| 41+00.00 | 50.00 | RT | 1 |
| 42+04.10 | 50.00 | LT | 1 |
| 42+04.10 | 50.00 | RT | 1 |
| 43+89.22 | 50.00 | LT | 1 |
| 43+89.22 | 50.00 | RT | 1 |
| 44+15.00 | 46.86 | LT | 1 |
| 45+85.13 | 84.02 | LT | 1 |
| 45+85.13 | 50.00 | RT | 1 |
| 51+87.83 | 70.00 | LT | 1 |
| 53+36.42 | 75.00 | LT | 1 |
| | | | |
| ACCESS DRIVE 2 | | | |
| 45+75.00 | 33.00 | LT | |
| 45+75.00 | 33.00 | RT | |
| 46+57.00 | 33.00 | LT | |
| 46+57.00 | 33.00 | RT | |
| 47+00.00 | 50.00 | LT | |
| 47+00.00 | 50.00 | RT | |
| | | | |
| | | | |
| SUBTOTAL 8 | | | 32 |

## RIGHT OF WAY MARKERS SCHEDULE (9 OF 9)

| LOCATION | | | FURNISHING AND ERECTING RIGHT OF WAY MARKERS |
|---|---|---|---|
| STATION | OFFSET | LT/RT | EACH |
| | | | |
| TR 190 (1850E) | | | |
| 52+00.00 | 30.00 | LT | 1 |
| 52+00.00 | 50.00 | RT | 1 |
| 52+33.84 | 30.00 | LT | 1 |
| 53+49.00 | 30.00 | LT | 1 |
| 53+49.00 | 50.00 | RT | 1 |
| 54+50.00 | 30.00 | LT | 1 |
| 55+00.00 | 15.89 | LT | 1 |
| 55+00.00 | 24.11 | RT | 1 |
| SUBTOTAL 9 | | | 8 |
| SUBTOTAL 8 | | | 32 |
| SUBTOTAL 7 | | | 40 |
| SUBTOTAL 6 | | | 41 |
| SUBTOTAL 5 | | | 37 |
| SUBTOTAL 4 | | | 44 |
| SUBTOTAL 3 | | | 44 |
| SUBTOTAL 2 | | | 44 |
| SUBTOTAL 1 | | | 43 |
| TOTAL | | | 333 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-49-50-ROW MARKERS.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 50 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 79 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## PERMANENT SURVEY MARKERS & TIES SCHEDULE (1 OF 2)

| STATION | OFFSET | DESCRIPTION | PERMANENT SURVEY MARKERS, TYPE I | PERMANENT SURVEY MARKERS, TYPE II | PERMANENT SURVEY TIES |
|---|---|---|---|---|---|
| | | | EACH | EACH | EACH |
| **US ROUTE 34** | | | | | |
| 512+52.66 | 0 | PT CURVE US34-7 | | 1 | |
| 519+00.00 | 0 | POT | | 1 | |
| 528+91.39 | 0 | INT FAP 313 (US34)/BOGUS HOLLOW RD | 1 | | |
| 528+92.63 | 0 | INT FAP 313 (US34)/TR 111, 1350E | 1 | | |
| 528+93.90 | 16.54' RT | N 1/4 COR SEC. 24,T-10-N, R-5-W | 1 | | 4 |
| 535+33.04 | 0 | PC CURVE US34-8 | | 1 | |
| 542+83.93 | 70.17' LT | PI CURVE US34-8 | | 1 | |
| 550+34.81 | 0 | PT CURVE US34-8 | | 1 | |
| 555+73.12 | 0 | INT FAP 313 (US34)/TR 94, 1400E | 1 | | |
| 565+00.00 | 0 | POT | | 1 | |
| 575+00.00 | 0 | POT | | 1 | |
| 585+00.00 | 0 | POT | | 1 | |
| 595+00.00 | 0 | POT | | 1 | |
| 603+90.37 | 0 | PC CURVE US34-9 | | 1 | |
| 610+46.40 | 57.04' RT | PI CURVE US34-9 | 1 | 1 | |
| 611+78.79 | 0 | INT FAP 313 (US34)/FAP 534 (IL 94) | | 1 | |
| 612+39.98 | 181.94' RT | E 1/4 COR SEC. 24,T-10-N, R-5-W | | 1 | 4 |
| 612+35.80 | 148.74' RT | W 1/4 COR SEC. 19,T-10-N, R-4-W | | 1 | 4 |
| 617+02.43 | 0 | PT CURVE US34-9 | | 1 | |
| 625+00.00 | 0 | POT | | 1 | |
| 635+00.00 | 0 | POT | | 1 | |
| 641+56.83 | 137.54' RT | CENTER SEC. 19,T-10-N, R-4-W | | 1 | 4 |
| 645+00.00 | 0 | POT | | 1 | |
| 655+00.00 | 0 | POT | | 1 | |
| 665+00.00 | 0 | POT | | 1 | |
| 667+91.21 | 154.01' RT | E 1/4 COR SEC. 19,T-10-N, R-4-W | | 1 | 4 |
| 675+00.00 | 0 | POT | | 1 | |
| 685+00.00 | 0 | POT | | 1 | |
| 693+89.92 | 0 | INT FAP 313 (US34)TR 138, 1650E | 1 | | |
| 693+89.65 | 122.81' RT | CENTER SEC. 20,T-10-N, R-4-W | 1 | | 4 |
| 700+42.05 | 0 | PC CURVE US34-10 | | 1 | |
| 708+52.14 | 72.53' RT | PI CURVE US34-10 | | 1 | |
| 716+62.23 | 0 | PT CURVE US34-10 | | 1 | |
| 721+25.00 | 0 | INT FAP 313 (US34)TR 150, 1700E | 1 | | |
| 730+00.00 | 0 | POT | | 1 | |
| 740+00.00 | 0 | POT | | 1 | |
| 749+00.00 | 0 | PI CROSSOVER | 1 | | |
| | | SN 036-0062 (EB) | 1 | | |
| | | SN 036-0063 (WB) | 1 | | |
| 760+00.00 | 0 | POT | | 1 | |
| 770+00.00 | 0 | POT | | 1 | |
| 776+84.33 | 0 | INT FAP 313 (US34)TR 178, 1800E | 1 | | |
| | | **SUBTOTAL 1** | **12** | **31** | **24** |

## PERMANENT SURVEY MARKERS & TIES SCHEDULE (2 OF 2)

| STATION | OFFSET | DESCRIPTION | PERMANENT SURVEY MARKERS, TYPE I | PERMANENT SURVEY MARKERS, TYPE II | PERMANENT SURVEY TIES |
|---|---|---|---|---|---|
| | | | EACH | EACH | EACH |
| **US ROUTE 34** | | | | | |
| 780+97.91 | 0 | PC CURVE US34-11 | | 1 | |
| 791+00.27 | 86.10' LT | PI CURVE US34-11 | | 1 | |
| 801+02.64 | 0 | PT CURVE US34-11 | | 1 | |
| 803+29.29 | 0 | INT FAP 313 (US34)/TR 190, 1850E | 1 | | |
| 803+32.67 | 85.04' RT | N 1/4 COR SEC. 22,T-10-N, R-5-W | 1 | | 4 |
| 812+00.00 | 0 | POT | | 1 | |
| 825+00.00 | 0 | POT | | 1 | |
| | | | | | |
| **IL 94** | | | | | |
| 10+00.00 | 0 | POT | 1 | | |
| 20+94.65 | 0 | INT FAP 534 (IL 94)/RAMP A | 1 | | |
| 21+63.46 | 0 | INT FAP 534 (IL 94)/RAMP D | 1 | | |
| | | SN 036-0065 | 1 | | |
| 31+85.80 | 0 | INT FAP 534 (IL 94)/RAMP B | 1 | | |
| 32+39.06 | 0 | INT FAP 534 (IL 94)/RAMP C | 1 | | |
| 41+90.42 | 0 | INT FAP 534 (IL 94)/TR 119, 1425N | 1 | | |
| 50+00.00 | 0 | POT | 1 | | |
| | | | | | |
| **TR-150, 1700E** | | | | | |
| 44+46.66 | 44.13' LT | W 1/4 COR SEC. 21,T-10-N, R-4-W | 1 | | 4 |
| 52+77.68 | 0 | PC CURVE TR-150-3 | 1 | | |
| 54+07.23 | 5.26' LT | PI CURVE TR-150-3 | 1 | | |
| 55+36.79 | 0 | PT CURVE TR-150-3 | 1 | | |
| 67+30.28 | 0 | INT TR 1150, 1700E/ HILLCREST DRIVE | 1 | | |
| | | | | | |
| **TR-178, 1800E** | | | | | |
| 53+75.04 | 7.45' LT | NE COR SEC. 21,T-10-N, R-5-W | 1 | | 4 |
| | | **SUBTOTAL 2** | **16** | **5** | **12** |
| | | **SUBTOTAL 1** | **12** | **31** | **24** |
| | | **TOTAL** | **28** | **36** | **36** |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-51-SURVEY MARKERS-TIES.dgn | USER NAME = danw | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 11/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

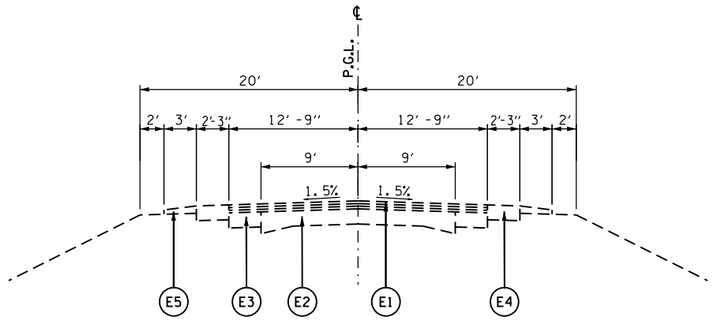
**SCHEDULE OF QUANTITIES**
**US ROUTE 34**

SCALE: N.A. | SHEET NO. 51 OF 51 SHEETS | STA. | TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 80 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

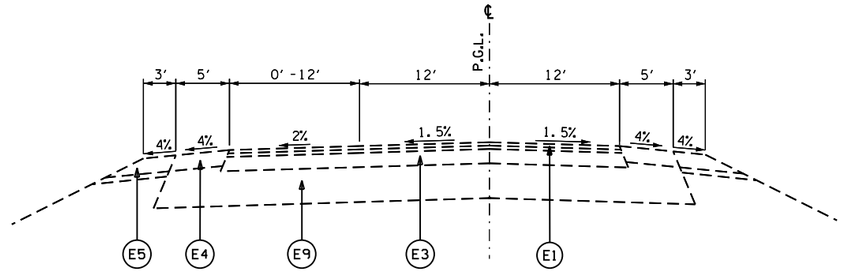
EXISTING LEGEND

- (E1) HOT-MIX ASPHALT OVERLAY - THICKNESS VARIES
- (E2) P.C.C. PAVEMENT (9-6-9)
- (E3) HOT-MIX ASPHALT BASE CSE/ BASE CSE WIDENING
- (E4) HOT-MIX ASPHALT SHOULDER
- (E5) AGGREGATE SHOULDERS
- (E6) AGGREGATE SURFACE COURSE
- (E7) BITUMINOUS MATERIALS (COVER & SEAL COAT)
- (E8) AGGREGATE BASE COURSE, 8" & VAR.
- (E9) SUB-BASE GRANULAR MATERIAL



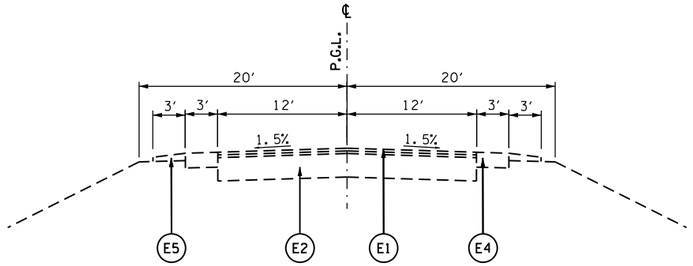

EXISTING US ROUTE 34

STA. 534+35.00 TO STA. 825+00.00



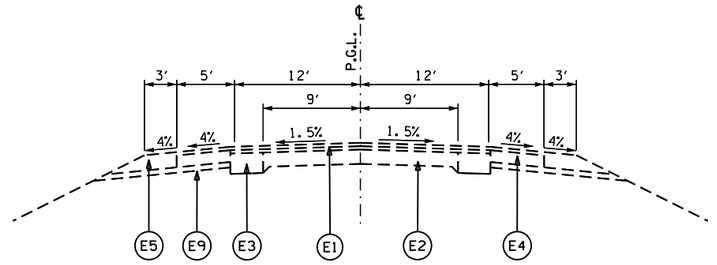

EXISTING IL 94/116

LT. STA. 4+49.51 TO STA. 8+00.00
RT. STA. 4+90.90 TO STA. 8+00.00



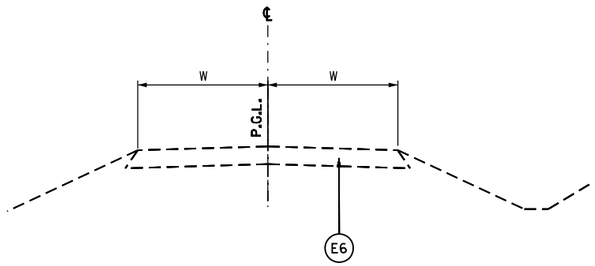

EXISTING US ROUTE 34

STA. 515+00.00 TO STA. 534+35.00



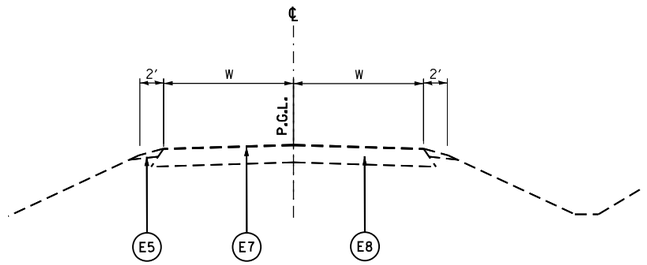

EXISTING IL 94/116

STA. 8+00.00 TO STA. 10+00.00



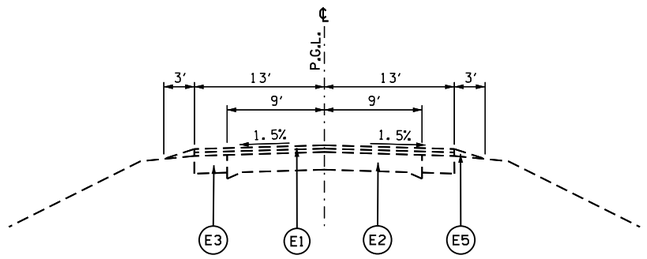

EXISTING SIDE ROAD TYPICAL SECTION

| SIDE ROAD | WIDTH | SURFACE TYPE |
|---|---|---|
| TR 102 (1475 E) | 7.5' | AGGREGATE |
| TR 138 (1650 E) | 6' | AGGREGATE |
| TR 178 (1800 E) | 6' | AGGREGATE |
| TR 190 (1850 E) | 7' | AGGREGATE |
| TR 178 (1800 E) | 6' | AGGREGATE |
| TR 119 (1475 N) EAST | 7' | AGGREGATE |




EXISTING SIDE ROAD TYPICAL SECTION

| SIDE ROAD | WIDTH | SURFACE TYPE |
|---|---|---|
| TR 94 (1400 E) | 10' | BIT SEAL CT |
| TR 122 (1550 E) | 7.5' | BIT SEAL CT |
| TR 150 (1700 E) | 10' | BIT SEAL CT |
| TR 111 (1350 E) | 10' | BIT SEAL CT |
| BOGUS HOLLOW (1350 E) | 9' | BIT SEAL CT |
| TR 119 (1475 N) WEST | 9' | BIT SEAL CT |




EXISTING IL 94/116

STA. 10+00.00 TO STA. 162+75.00

| | | | | | |
|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-01-TYP-EXISTING.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS EXISTING US ROUTE 34, IL ROUTE 94 / 116 AND TOWNSHIP ROADS |
| | | DRAWN - PSBA | REVISED - | | |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | | SCALE: N.A. / SHEET NO. 1 OF 18 SHEETS / STA. / TO STA. |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 81 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## STRUCTURAL PAVEMENT DESIGN INFORMATION

STRUCTURAL TRAFFIC: YEAR: 2024

PV= 5001 SU= 375 MU= 1,000

ROAD/STREET CLASSIFICATION: CLASS I

P= 78.43% S= 5.88% M= 15.69%

TRAFFIC FACTOR: ACTUAL TF= 4.8

MINIMUM TF= 7.1

SUBGRADE SUPPORT RATING:
SSR= POOR

### PROPOSED LEGEND

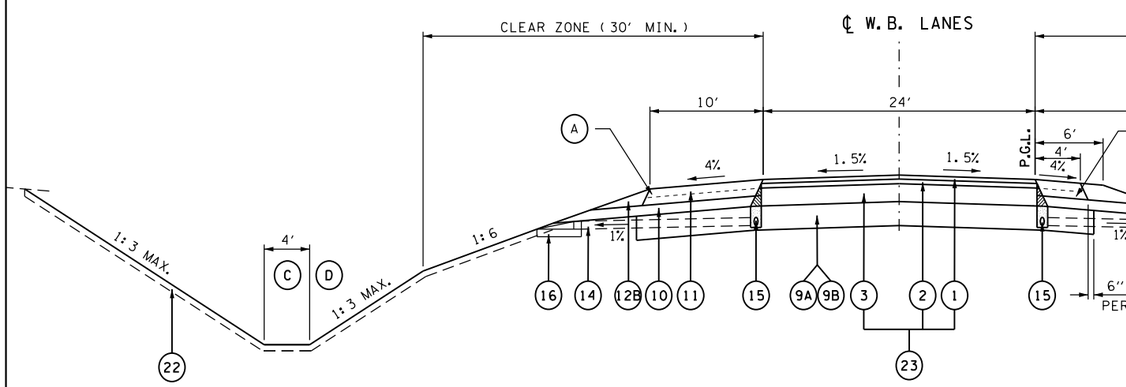
(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2"
(2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 2.25"
(3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 8"
** (9A) SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
** (9B) LIME MODIFIED SOIL 12"
(10) EMBANKMENT
(11) HOT-MIX ASPHALT SHOULDERS 8"
(12) AGGREGATE SHOULDERS, TYPE B, 8"
(12B) AGGREGATE WEDGE SHOULDER, TYPE B
(14) PIPE UNDERDRAIN 4" (SPECIAL) (STD 601201-D4) AT 1% SLOPE
(15) 4" PERFORATED CORRUGATED POLYETHYLENE TUBING @ 0.40% MIN. SLOPE (SEE PROP. UNDERDRAIN PROFILE SHEETS) (PAID FOR AS "PIPE UNDERDRAINS 4")
(16) CONCRETE HEADWALL FOR PIPE DRAIN (PER STD 601101)
(22) 4" TOPSOIL PLACEMENT
* (23) HMA PAVEMENT (FULL DEPTH), 12.25"

### LEGEND NOTES:

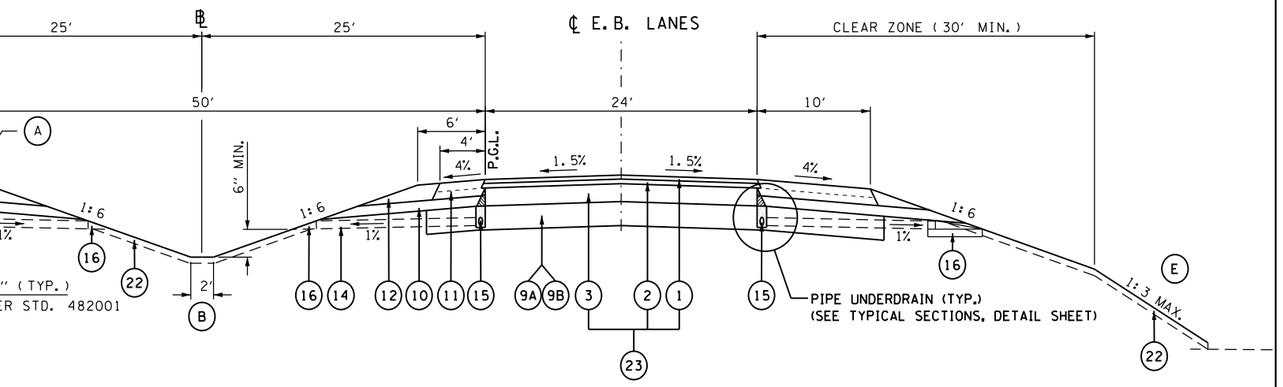
* ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

** SUB-BASE GRANULAR MATERAIL IS REQUIRED AT SELECTED LOCATIONS. SEE SCHEDULE. CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

### CUT SECTION




### FILL SECTION




### US ROUTE 34 TANGENT SECTION

STA 523+00.00 TO STA 523+30.60 (EB ONLY)
STA 561+18.12 TO STA 601+84.35
STA 619+08.45 TO STA 688+63.93
STA 727+95.41 TO STA 743+75.27
STA 754+25.00 TO STA 755+42.87
STA 755+42.87 TO STA 755+48.30 (EB ONLY)

BRIDGE OMMISIONS
(STA 755+42.87 TO STA 759+12.87) (SN 036-0063 WB)
(STA 755+48.30 TO STA 759+18.30) (SN 036-0062 EB)

STA 759+12.87 TO STA 759+18.30 (WB ONLY)
STA 759+18.30 TO STA 771+48.93
STA 808+42.68 TO STA 809+63.87 (WB ONLY)

### NOTES:

(A) CONSTRUCT HMA AND AGGREGATE SHOULDER UP TO TOP OF HMA BINDER COURSE 8" PRIOR TO PLACING 2.25" BINDER AND 2" SURFACE COURSES.

(B) STANDARD MEDIAN DITCH DEPTH IS 3.24 FT. BELOW PROFILE GRADE LINE.

(C) STANDARD OUTER DITCH DEPTH IS 5.00 FT. BELOW OUTSIDE EDGE OF PAVEMENT.

(D) CONTINUE 1:6 FORESLOPE WHEN DITCH DEPTH IS 7.00 FT. OR LESS BELOW OUTSIDE EDGE OF PAVEMENT. USE 1:3 FORESLOPE OUTSIDE CLEAR ZONE (30') WHEN DITCH DEPTH IS GREATER THAN 7.00 FT.

(E) SEE TYPICAL BENCH DETAIL IN FORESLOPE (WHERE APPLICABLE)

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-02-TYP-US34-TANG.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**US ROUTE 34 – TANGENT**

SCALE: N.A. | SHEET NO. 2 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2; 6-1 | HENDERSON | 976 | 82 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## STRUCTURAL PAVEMENT DESIGN INFORMATION

STRUCTURAL TRAFFIC: YEAR: 2024

PV= 5001 SU= 375 MU= 1,000

ROAD/STREET CLASSIFICATION: CLASS I

P= 78.43% S= 5.88% M= 15.69%

TRAFFIC FACTOR: ACTUAL TF= 4.8

MINIMUM TF= 7.1

SUBGRADE SUPPORT RATING:
SSR= POOR

PROPOSED LEGEND

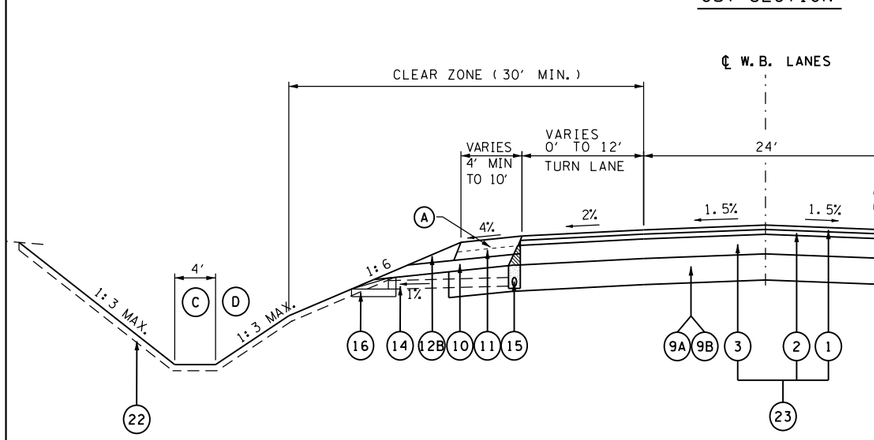
(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2"
(2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 2.25"
(3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 8"
** (9A) SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
** (9B) LIME MODIFIED SOIL 12"
(10) EMBANKMENT
(11) HOT-MIX ASPHALT SHOULDERS 8"
(12) AGGREGATE SHOULDERS, TYPE B, 8"
(12B) AGGREGATE WEDGE SHOULDER, TYPE B
(14) PIPE UNDERDRAIN 4" (SPECIAL) (STD 601201-D4) AT 1% SLOPE
(15) 4" PERFORATED CORRUGATED POLYETHYLENE TUBING @ 0.40% MIN. SLOPE (SEE PROP. UNDERDRAIN PROFILE SHEETS) (PAID FOR AS "PIPE UNDERDRAINS 4")
(16) CONCRETE HEADWALL FOR PIPE DRAIN (PER STD 601101)
(22) **4" TOPSOIL PLACEMENT**
* (23) **HMA PAVEMENT (FULL DEPTH), 12.25"**

LEGEND NOTES:

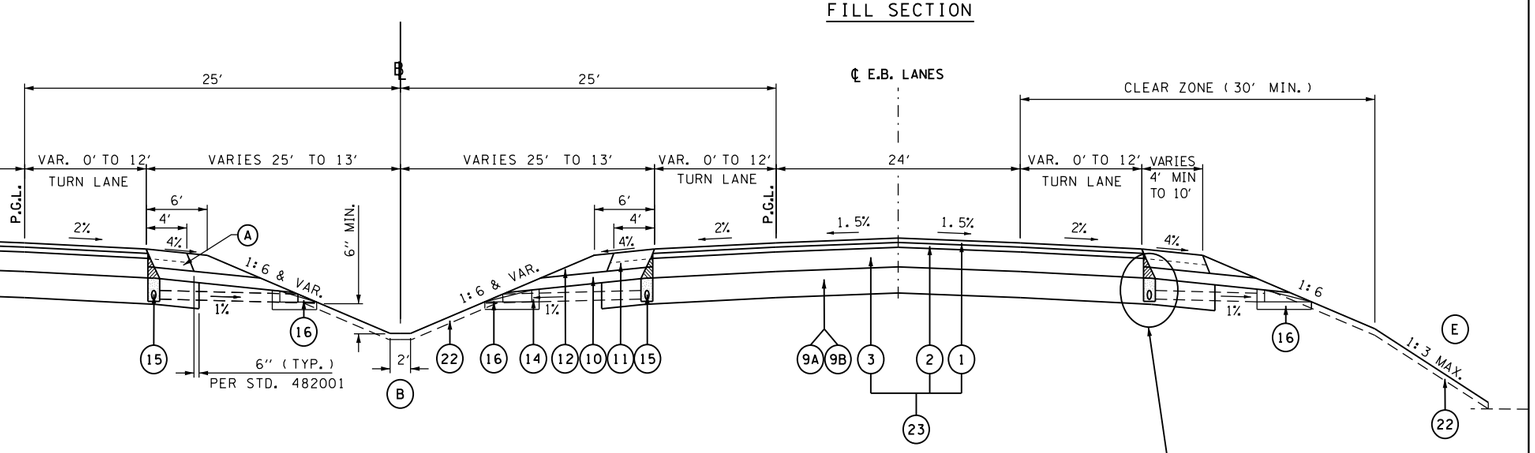
* ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

** SUB-BASE GRANULAR MATERAIL IS REQUIRED AT SELECTED LOCATIONS. SEE SCHEDULE. CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

CUT SECTION




FILL SECTION




US ROUTE 34 TANGENT SECTION WITH TURN LANES

STA 523+30.60 TO STA 527+00.00 (EB ONLY)
STA 527+00.00 TO STA 533+33.05
STA 552+34.80 TO STA 561+18.12
STA 688+63.93 TO STA 698+53.45
STA 718+50.83 TO STA 727+95.41
STA 743+75.27 TO STA 754+25.00
STA 771+48.93 TO STA 779+31.42
STA 802+69.13 TO STA 805+99.12
STA 805+99.12 TO STA 808+42.68 (WB ONLY)

NOTES:

(A) CONSTRUCT HMA AND AGGREGATE SHOULDER UP TO TOP OF HMA BINDER COURSE 8" PRIOR TO PLACING 2.25" BINDER AND 2" SURFACE COURSES.
(B) STANDARD MEDIAN DITCH DEPTH IS 3.24 FT. BELOW PROFILE GRADE LINE.
(C) STANDARD OUTER DITCH DEPTH IS 5.00 FT. BELOW OUTSIDE EDGE OF PAVEMENT.
(D) CONTINUE 1:6 FORESLOPE WHEN DITCH DEPTH IS 7.00 FT. OR LESS BELOW OUTSIDE EDGE OF PAVEMENT. USE 1:3 FORESLOPE OUTSIDE CLEAR ZONE (30') WHEN DITCH DEPTH IS GREATER THAN 7.00 FT.
(E) SEE TYPICAL BENCH DETAIL IN FORESLOPE (WHERE APPLICABLE)

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-03-TYP-US34-TANG-TURN.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**US ROUTE 34 – TURN LANE TANGENT**

SCALE: N.A. | SHEET NO. 3 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2; 6-1 | HENDERSON | 976 | 83 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## STRUCTURAL PAVEMENT DESIGN INFORMATION

STRUCTURAL TRAFFIC: YEAR: 2024

PV= 5001 SU= 375 MU= 1,000

ROAD/STREET CLASSIFICATION: CLASS I

P= 78.43% S= 5.88% M= 15.69%

TRAFFIC FACTOR: ACTUAL TF= 4.8

MINIMUM TF= 7.1

SUBGRADE SUPPORT RATING:
SSR= POOR

PROPOSED LEGEND

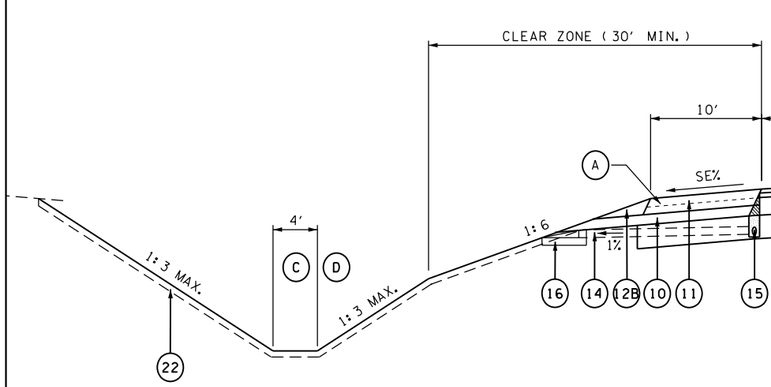
(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2"
(2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 2.25"
(3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 8"
** (9A) SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
** (9B) LIME MODIFIED SOIL 12"
(10) EMBANKMENT
(11) HOT-MIX ASPHALT SHOULDERS 8"
(12) AGGREGATE SHOULDERS, TYPE B, 8"
(12B) AGGREGATE WEDGE SHOULDER, TYPE B
(14) PIPE UNDERDRAIN 4" (SPECIAL) (STD 601201-D4) AT 1% SLOPE
(15) 4" PERFORATED CORRUGATED POLYETHYLENE TUBING @ 0.40% MIN. SLOPE (SEE PROP. UNDERDRAIN PROFILE SHEETS) (PAID FOR AS "PIPE UNDERDRAINS 4")
(16) CONCRETE HEADWALL FOR PIPE DRAIN (PER STD 601101)
(22) **4" TOPSOIL PLACEMENT**
* (23) **HMA PAVEMENT (FULL DEPTH), 12.25"**

LEGEND NOTES:

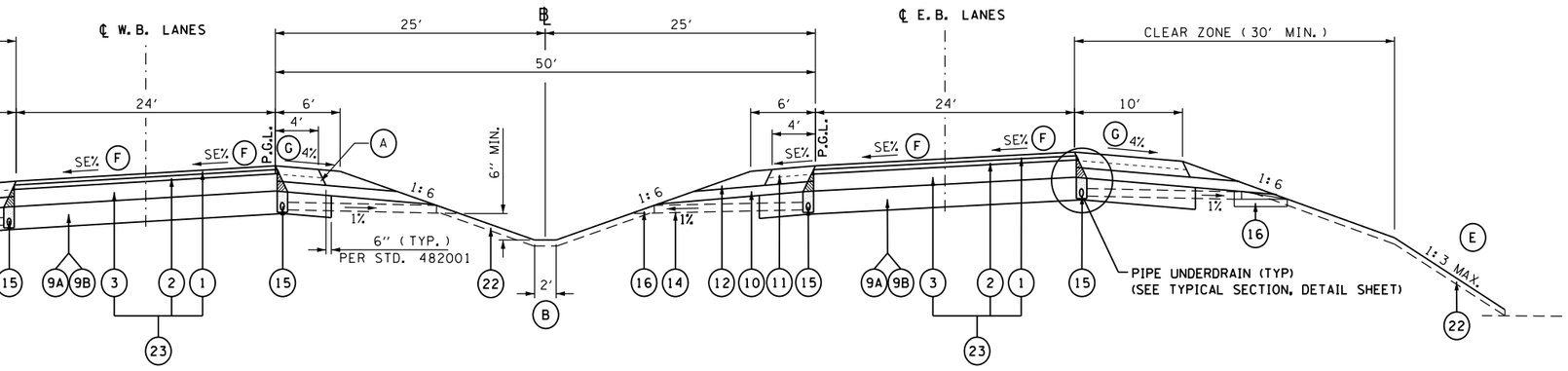
* ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

** SUB-BASE GRANULAR MATERAIL IS REQUIRED AT SELECTED LOCATIONS. SEE SCHEDULE. CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

CUT SECTION




FILL SECTION




US ROUTE 34 SUPERELEVATED SECTION

STA 534+06.47 TO STA 550+33.11
STA 601+84.35 TO STA 619+08.45
STA 699+15.91 TO STA 714+56.72
STA 782+18.79 TO STA 798+04.58

NOTES:

(A) CONSTRUCT HMA AND AGGREGATE SHOULDER UP TO TOP OF HMA BINDER COURSE 8" PRIOR TO PLACING 2.25" BINDER AND 2" SURFACE COURSES.
(B) STANDARD MEDIAN DITCH DEPTH IS 3.24 FT. BELOW PROFILE GRADE LINE.
(C) STANDARD OUTER DITCH DEPTH IS 5.00 FT. BELOW OUTSIDE EDGE OF PAVEMENT.
(D) CONTINUE 1:6 FORESLOPE WHEN DITCH DEPTH IS 7.00 FT. OR LESS BELOW OUTSIDE EDGE OF PAVEMENT. USE 1:3 FORESLOPE OUTSIDE CLEAR ZONE (30') WHEN DITCH DEPTH IS GREATER THAN 7.00 FT.
(E) SEE TYPICAL BENCH DETAIL IN FORESLOPE (WHERE APPLICABLE)
(F) SEE SUPERELEVATION DETAIL SHEETS FOR SUPERELEVATION RATE AND TRANSITION.
(G) IF S.E. IS GREATER THAN 4%, THEN SHOULDER SLOPE WILL VARY 8% MAXIMUM ROLLOVER.

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-04-TYP-US34-SE.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**US ROUTE 34 – SUPERELEVATED**

SCALE: N.A. | SHEET NO. 4 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2; 6-1 | HENDERSON | 976 | 84 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

## STRUCTURAL PAVEMENT DESIGN INFORMATION

STRUCTURAL TRAFFIC: YEAR: 2024

PV= 5001 SU= 375 MU= 1,000

ROAD/STREET CLASSIFICATION: CLASS I

P= 78.43% S= 5.88% M= 15.69%

TRAFFIC FACTOR: ACTUAL TF= 4.8

MINIMUM TF= 7.1

SUBGRADE SUPPORT RATING:
SSR= POOR

PROPOSED LEGEND

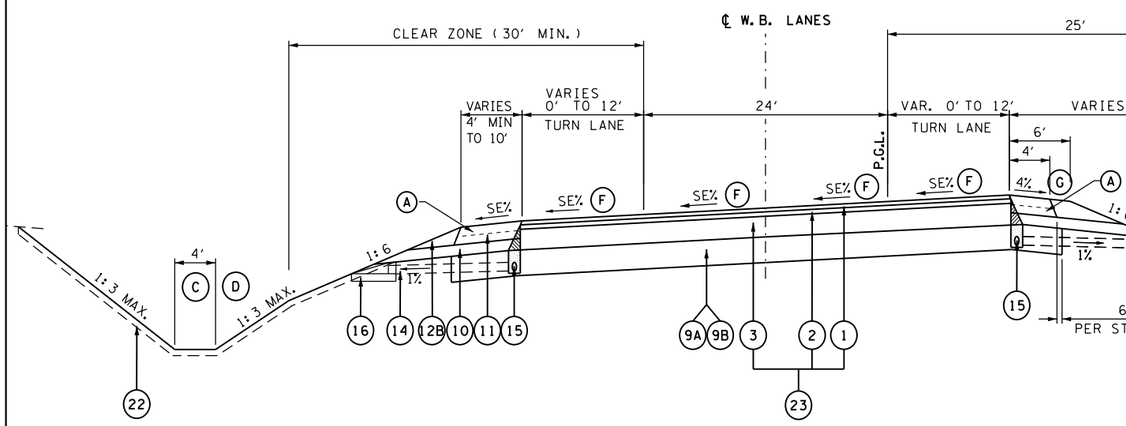
(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2"
(2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 2.25"
(3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 8"
** (9A) SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
** (9B) LIME MODIFIED SOIL 12"
(10) EMBANKMENT
(11) HOT-MIX ASPHALT SHOULDERS 8"
(12) AGGREGATE SHOULDERS, TYPE B, 8"
(12B) AGGREGATE WEDGE SHOULDER, TYPE B
(14) PIPE UNDERDRAIN 4" (SPECIAL) (STD 601201-D4) AT 1% SLOPE
(15) 4" PERFORATED CORRUGATED POLYETHYLENE TUBING @ 0.40% MIN. SLOPE (SEE PROP. UNDERDRAIN PROFILE SHEETS) (PAID FOR AS "PIPE UNDERDRAINS 4")
(16) CONCRETE HEADWALL FOR PIPE DRAIN (PER STD 601101)
(22) **4" TOPSOIL PLACEMENT**
* (23) **HMA PAVEMENT (FULL DEPTH), 12.25"**

LEGEND NOTES:

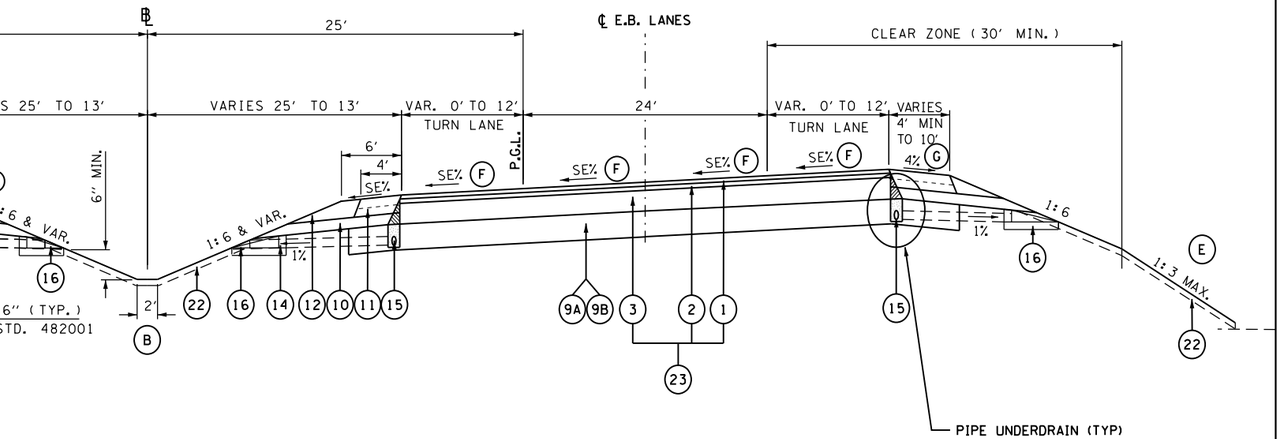
* ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

** SUB-BASE GRANULAR MATERAIL IS REQUIRED AT SELECTED LOCATIONS. SEE SCHEDULE. CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

CUT SECTION




FILL SECTION




## US ROUTE 34 SUPERELEVATED SECTION WITH TURN LANES

STA 533+33.05 TO STA 534+06.47
STA 550+33.11 TO STA 552+34.80
STA 698+53.45 TO STA 699+15.91
STA 714+56.72 TO STA 718+50.83
STA 779+31.42 TO STA 782+18.79
STA 798+04.58 TO STA 802+69.13

NOTES:

(A) CONSTRUCT HMA AND AGGREGATE SHOULDER UP TO TOP OF HMA BINDER COURSE 8" PRIOR TO PLACING 2.25" BINDER AND 2" SURFACE COURSES.
(B) STANDARD MEDIAN DITCH DEPTH IS 3.24 FT. BELOW PROFILE GRADE LINE.
(C) STANDARD OUTER DITCH DEPTH IS 5.00 FT. BELOW OUTSIDE EDGE OF PAVEMENT.
(D) CONTINUE 1:6 FORESLOPE WHEN DITCH DEPTH IS 7.00 FT. OR LESS BELOW OUTSIDE EDGE OF PAVEMENT. USE 1:3 FORESLOPE OUTSIDE CLEAR ZONE (30') WHEN DITCH DEPTH IS GREATER THAN 7.00 FT.
(E) SEE TYPICAL BENCH DETAIL IN FORESLOPE (WHERE APPLICABLE)
(F) SEE SUPERELEVATION DETAIL SHEETS FOR SUPERELEVATION RATE AND TRANSITION.
(G) IF S.E. IS GREATER THAN 4%, THEN SHOULDER SLOPE WILL VARY 8% MAXIMUM ROLLOVER.

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-05-TYP-US34-SE-TURN.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**US ROUTE 34 – TURN LANE SUPERELEVATED**

SCALE: N.A. | SHEET NO. 5 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2; 6-1 | HENDERSON | 976 | 85 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## STRUCTURAL PAVEMENT DESIGN INFORMATION

STRUCTURAL TRAFFIC: YEAR: 2024

PV= 5001 SU= 375 MU= 1,000

ROAD/STREET CLASSIFICATION: CLASS I

P= 78.43% S= 5.88% M= 15.69%

TRAFFIC FACTOR: ACTUAL TF= 4.8

MINIMUM TF= 7.1

SUBGRADE SUPPORT RATING:
SSR= POOR

**PROPOSED LEGEND**

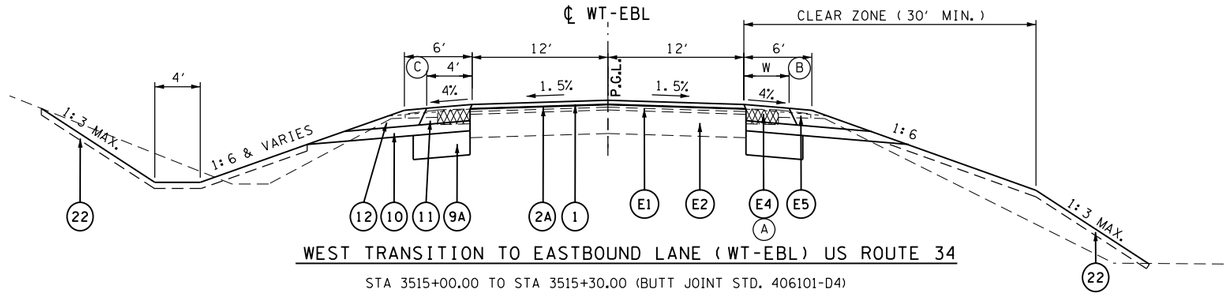
(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2"
(2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 2.25"
(2A) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70, DEPTH VARIES
(3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 8"
** (9A) SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
** (9B) LIME MODIFIED SOIL 12"
*** (10) EMBANKMENT
(11) HOT-MIX ASPHALT SHOULDERS 8"
(12) AGGREGATE SHOULDERS, TYPE B, 8"
(12B) AGGREGATE WEDGE SHOULDER, TYPE B
(22) 4" TOPSOIL PLACEMENT
* (23) HMA PAVEMENT (FULL DEPTH), 12.25"

**LEGEND NOTES:**

* ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

** SUB-BASE GRANULAR MATERAIL IS REQUIRED AT:
STA 1516+39.24 TO STA 1521+67.87 (WT-WBL)
STA 3515+30.00 TO STA 3523+00.00 (WT-EBL)
CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

*** PLACE ADDITIONAL SUB GRAN MAT A ABOVE 12"
SUB GRAN MAT A TO BOTTOM OF HMA SHOULDER.




WEST TRANSITION TO EASTBOUND LANE ( WT-EBL) US ROUTE 34

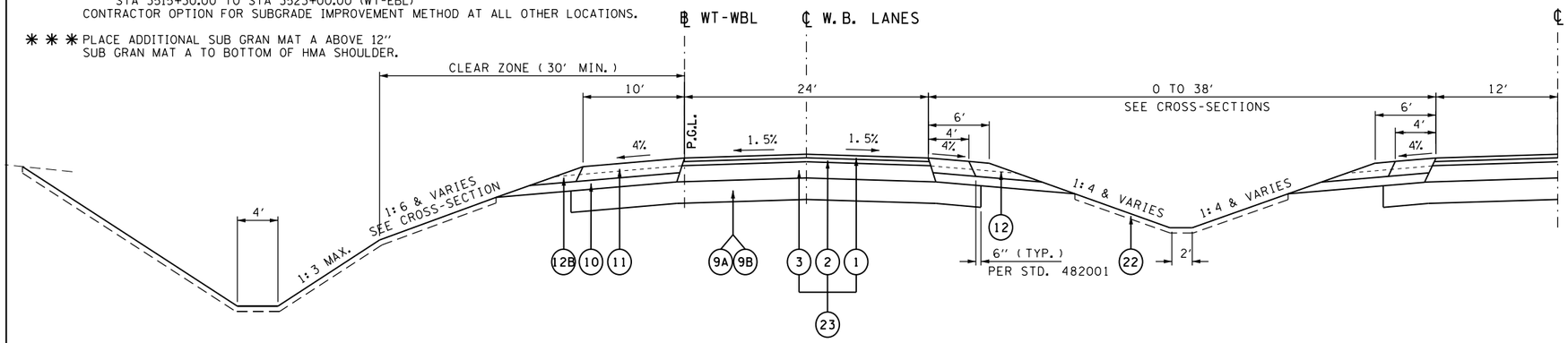
STA 3515+00.00 TO STA 3515+30.00 (BUTT JOINT STD. 406101-D4)
STA 3515+30.00 TO STA 3516+39.24
STA 3515+39.24 TO STA 3523+00.00 (PVMT & LT SHLD ONLY)

NOTES:

(A) REMOVE EXISTING HMA SHOULDER.
(B) RT HMA SHOULDER WIDTH TRANSITION RATE 1:60
STA 3515+30.00, W = 4' TO STA 3518+90.00, W = 10'
(C) LT HMA SHOULDER WIDTH
STA 3515+30.00 TO STA 3516+39.24, W = 4'

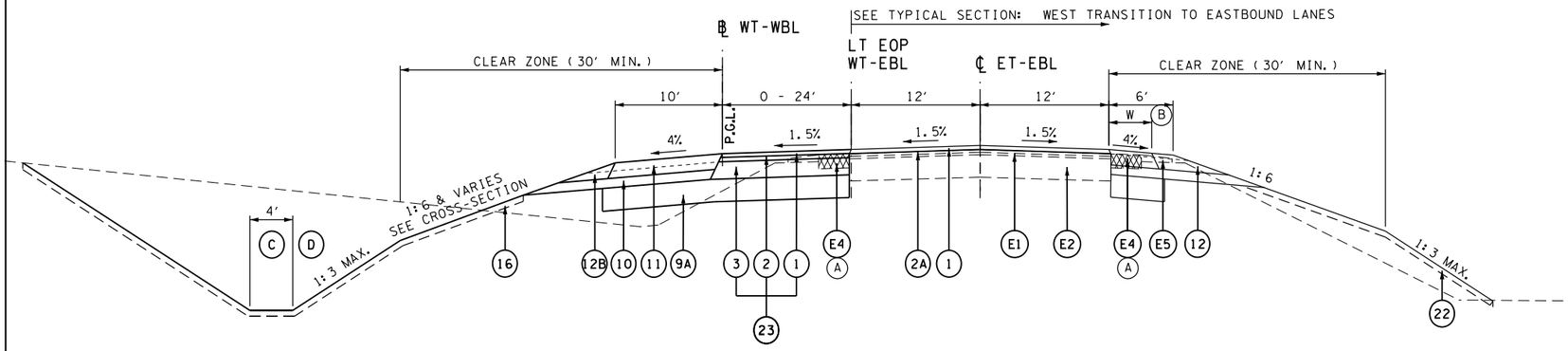
**EXISTING LEGEND**

(E1) HOT-MIX ASPHALT OVERLAY - THICKNESS VARIES
(E2) P.C.C. PAVEMENT (9-6-9)
(E3) HOT-MIX ASPHALT BASE CSE/ BASE CSE WIDENING
(E4) HOT-MIX ASPHALT SHOULDER
(E5) AGGREGATE SHOULDERS




WEST TRANSITION TO WESTBOUND LANE ( WT-WBL) US ROUTE 34

STA 1521+67.87 TO STA 1527+03.51




WEST TRANSITION TO WESTBOUND LANE ( WT-WBL) US ROUTE 34

STA 1516+39.24 TO STA 1521+67.87

NOTES:

(A) REMOVE EXISTING HMA SHOULDER.
(B) SEE TYPICAL SECTION: EAST TRANSTION TO EASTBOUND LANE

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-06-TYP-US34-WEST.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**WEST TRANSITION TO EXISTING US ROUTE 34**

SCALE: N.A. | SHEET NO. 6 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2; 6-1 | HENDERSON | 976 | 86 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## STRUCTURAL PAVEMENT DESIGN INFORMATION

| | | |
|---|---|---|
| STRUCTURAL TRAFFIC: | YEAR: 2024 | |
| PV= 5001 | SU= 375 | MU= 1.000 |
| ROAD/STREET CLASSIFICATION: | | CLASS I |
| P= 78.43% | S= 5.88% | M= 15.69% |
| TRAFFIC FACTOR: | ACTUAL TF= 4.8 | |
| | MINIMUM TF= 7.1 | |

SUBGRADE SUPPORT RATING:
SSR= POOR

### PROPOSED LEGEND

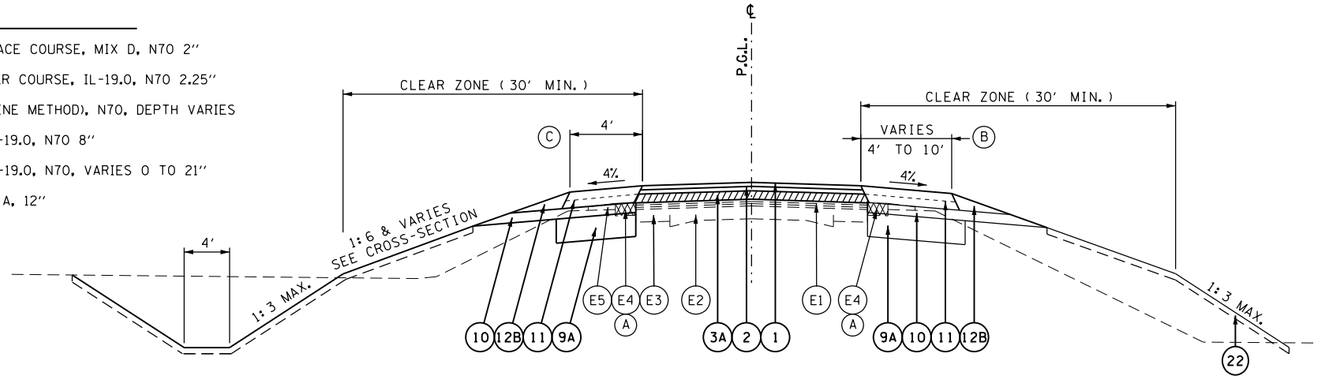
| | | |
|---|---|---|
| 1 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2" |
| 2 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 2.25" |
| 2A | POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70, DEPTH VARIES |
| 3 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 8" |
| 3A | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, VARIES 0 TO 21" |
| ** 9A | SUB-BASE GRANULAR MATERIAL, TYPE A, 12" |
| ** 9B | LIME MODIFIED SOIL 12" |
| 10 | EMBANKMENT |
| 11 | HOT-MIX ASPHALT SHOULDERS 8" |
| 12 | AGGREGATE SHOULDERS, TYPE B, 8" |
| 12B | AGGREGATE WEDGE SHOULDER, TYPE B |
| 22 | 4" TOPSOIL PLACEMENT |
| * 23 | HMA PAVEMENT (FULL DEPTH), 12.25" |

### LEGEND NOTES:

* ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

** SUB-BASE GRANULAR MATERAIL IS REQUIRED AT:
STA 1516+39.24 TO STA 1521+67.87 (WT-WBL)
STA 3515+30.00 TO STA 3523+00.00 (WT-EBL)
CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

*** PLACE ADDITIONAL SUB GRAN MAT A ABOVE 12"
SUB GRAN MAT A TO BOTTOM OF HMA SHOULDER.

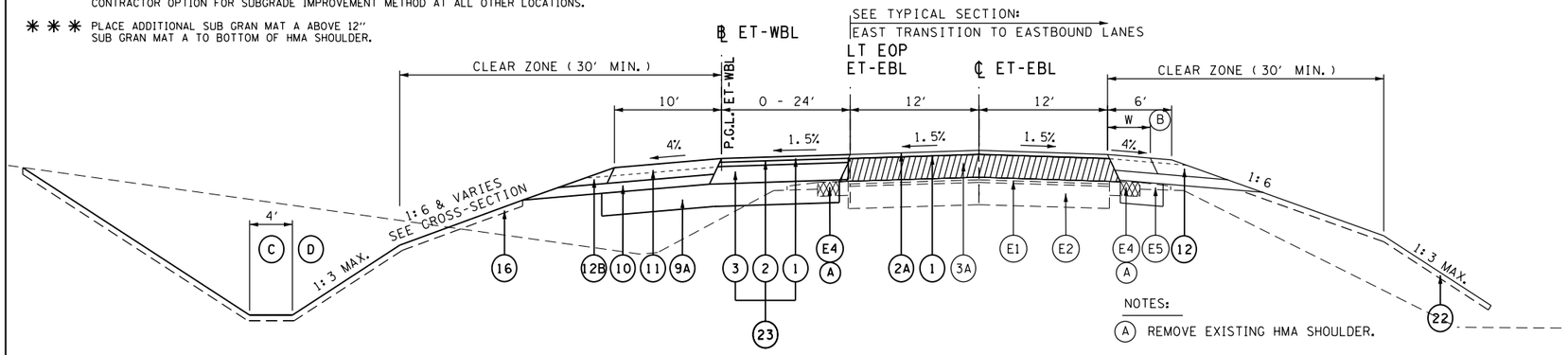



## EAST TRANSITION TO EASTBOUND LANE ( ET-EBL) US ROUTE 34

STA 2821+53.35 TO STA 2824+70.49
STA 2824+70.49 TO STA 2825+00.49 (BUTT JOINT STD. 406101-D4)

NOTES:

(A) REMOVE EXISTING HMA SHOULDER.
(B) RT HMA SHOULDER WIDTH TRANSITION RATE 1:60
STA 2821+10.49, W = 10' TO STA 2824+70.49, W = 4'
(C) LT HMA SHOULDER WIDTH
STA 2821+53.35 TO STA 2824+70.49, W = 4'

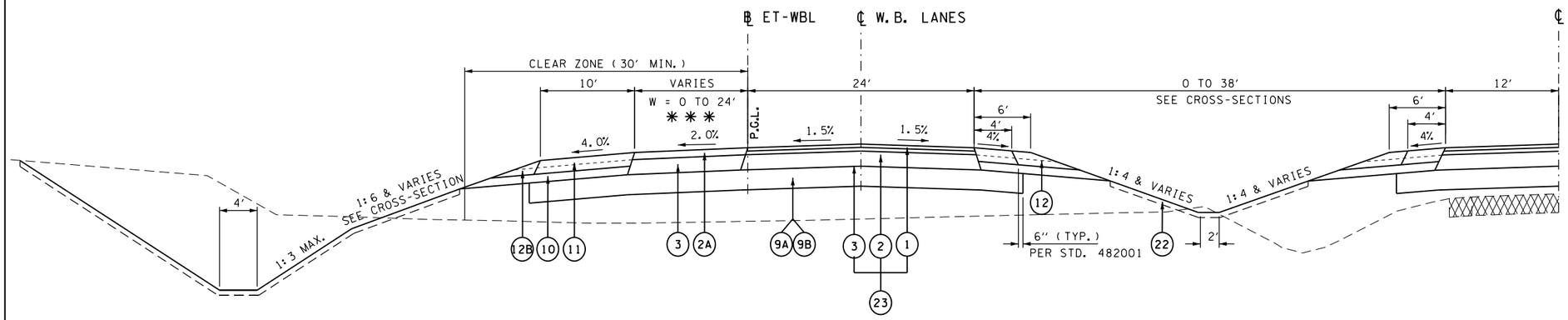



NOTES:

(A) REMOVE EXISTING HMA SHOULDER.

## EAST TRANSITION TO WESTBOUND LANE ( ET-WBL) US ROUTE 34

STA 3816+37.49 TO STA 3821+57.71




*** PROVIDE WESTBOUND LANE STUB-OUT FOR FUTURE US ROUTE 34
WIDTH VARIES
W = 0.0' @ STA 3809+63.87 TO
W = 24.0' @ STA 3813+92.30
W = 24.0' FROM STA 3813+92.30 TO STA 3815+50.44
END FUTURE W.B.L. STUB-OUT @ STA 3815+50.44

## EAST TRANSITION TO WESTBOUND LANE ( ET-WBL) US ROUTE 34

STA 3809+63.87 TO STA 3816+37.49

### EXISTING LEGEND

| | |
|---|---|
| E1 | HOT-MIX ASPHALT OVERLAY - THICKNESS VARIES |
| E2 | P.C.C. PAVEMENT (9-6-9) |
| E3 | HOT-MIX ASPHALT BASE CSE/ BASE CSE WIDENING |
| E4 | HOT-MIX ASPHALT SHOULDER |
| E5 | AGGREGATE SHOULDERS |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-07-TYP-US34-EAST.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**EAST TRANSITION TO EXISTING US ROUTE 34**

SCALE: N.A. | SHEET NO. 7 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2; 6-1 | HENDERSON | 976 | 87 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## PROPOSED LEGEND

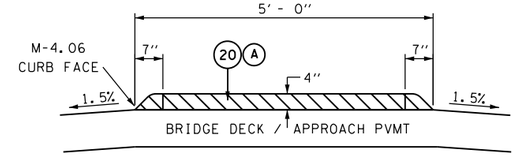
| | | |
|---|---|---|
| | (1) | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2" |
| | (2) | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 2.25" |
| | (3) | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 8" |
| ✱ ✱ | (9A) | **SUB-BASE GRANULAR MATERIAL, TYPE A, 12"** |
| ✱ ✱ | (9B) | **LIME MODIFIED SOIL 12"** |
| ✱ ✱ ✱ | (10) | EMBANKMENT |
| | (11) | **HOT-MIX ASPHALT SHOULDERS 8"** |
| | (12) | **AGGREGATE SHOULDERS, TYPE B, 8"** |
| | (14) | PIPE UNDERDRAIN 4" (SPECIAL) (STD 601201-D4) AT 1% SLOPE |
| | (15) | **4" PERFORATED CORRUGATED POLYETHYLENE TUBING @ 0.40% MIN. SLOPE (SEE PROP. UNDERDRAIN PROFILE SHEETS) (PAID FOR AS "PIPE UNDERDRAINS 4")** |
| | (16) | CONCRETE HEADWALL FOR PIPE DRAIN (PER STD 601101) |
| | (18) | CONCRETE CURB & GUTTER, TYPE M-4.06 |
| | (20) | CONCRETE MEDIAN SURFACE 4" |
| | (20A) | CORRUGATED MEDIAN |
| | (22) | 4" TOPSOIL PLACEMENT |
| ✱ | (23) | HMA PAVEMENT (FULL DEPTH), 12.25" |

## LEGEND NOTES:

✱ ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

✱ ✱ SUB-BASE GRANULAR MATERAIL IS REQUIRED AT:
STA 1516+39.24 TO STA 1521+67.87 (WT-WBL)
STA 3515+30.00 TO STA 3523+00.00 (WT-EBL)
CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

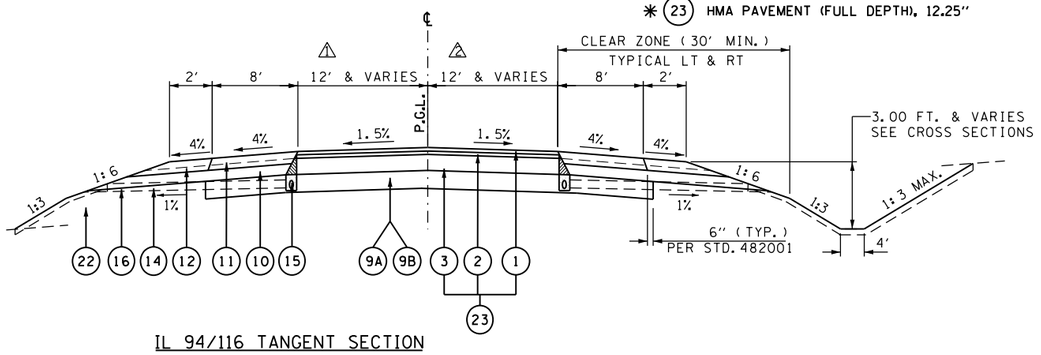
✱ ✱ ✱ PLACE ADDITIONAL SUB GRAN MAT A ABOVE 12"
SUB GRAN MAT A TO BOTTOM OF HMA SHOULDER.




## RAISED MEDIAN - BRIDGE DECK / APPROACH PAVEMENT

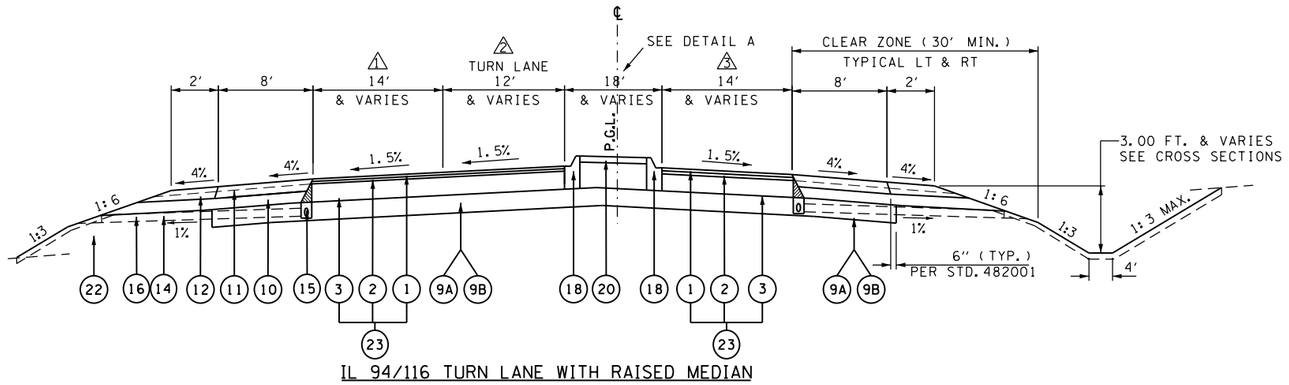
| | |
|---|---|
| (BRIDGE APPROACH PAVEMENT) | STA 25+32.64 TO STA 25+62.64 |
| (BRIDGE OMISSION BK-BK ABUTMENT) | STA 25+62.64 TO STA 27+73.64 |
| (BRIDGE APPROACH PAVEMENT) | STA 27+73.64 TO STA 28+03.64 |

(A) SEE MEDIAN DETAIL IN STRUCTURE PLANS FOR SN 036-0065



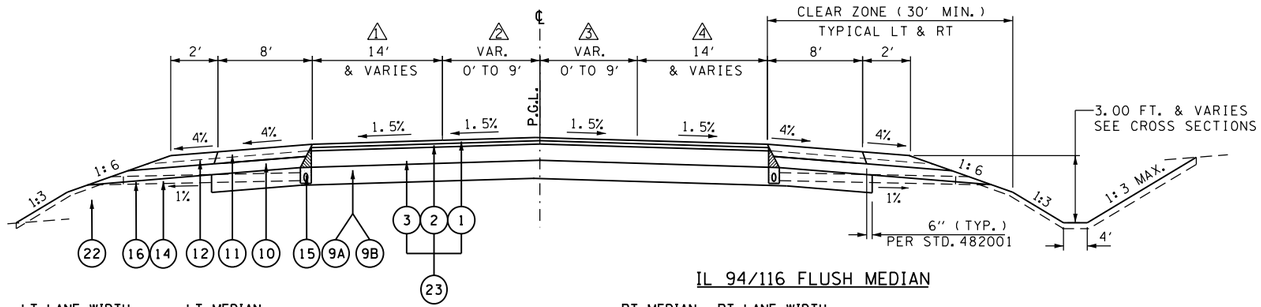

## IL 94/116 TANGENT SECTION

| LT (1) LANE WIDTH (EOP-℄) | STA TO STA (EOP - ℄) | RT (2) LANE WIDTH (EOP-℄) | STA TO STA (℄ - EOP) |
|---|---|---|---|
| 13.00 TO 14.00 | STA 10+30.00 TO STA 10+90.00 | 13.00 TO 14.00 | STA 10+30.00 TO STA 10+90.00 |
| 16.00 TO 12.00 | STA 36+88.33 TO STA 38+07.82 | 15.00 TO 12.00 | STA 36+88.33 TO STA 38+07.82 |
| 12.00 | STA 38+07.82 TO STA 41+27.83 | 12.00 | STA 38+07.82 TO STA 41+27.83 |
| 12.00 TO 13.00 | STA 41+27.83 TO STA 42+51.82 | 12.00 TO 13.00 | STA 41+27.83 TO STA 42+51.82 |
| 13.00 | STA 42+84.69 TO STA 42+84.69 | 13.00 | STA 42+84.69 TO STA 42+84.69 |



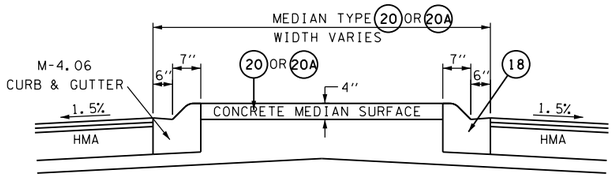

## IL 94/116 TURN LANE WITH RAISED MEDIAN

| LT (1) LANE WIDTH (EOP-MED) | (2) TURN LANE | STA TO STA (EOP - ℄) | (2) TURN LANE | RT (3) LANE WIDTH (MED-EOP) | STA TO STA (EOP - ℄) |
|---|---|---|---|---|---|
| 14.00 | 12.00 | STA 22+70.72 TO STA 25+32.64 | 0.00 | 14.00 | STA 22+70.72 TO STA 25+32.64 |
| (BRIDGE APPROACH PAVEMENT) | | STA 25+32.64 TO STA 25+62.64 | (BRIDGE APPROACH PAVEMENT) | | STA 25+32.64 TO STA 25+62.64 |
| (BRIDGE OMISSION BK-BK ABUTMENT) | | STA 25+62.64 TO STA 27+73.64 | (BRIDGE OMISSION BK-BK ABUTMENT) | | STA 25+62.64 TO STA 27+73.64 |
| (BRIDGE APPROACH PAVEMENT) | | STA 27+73.64 TO STA 28+03.64 | (BRIDGE APPROACH PAVEMENT) | | STA 27+73.64 TO STA 28+03.64 |
| 14.00 | 0.00 | STA 28+03.64 TO STA 30+69.72 | 12.00 | 14.00 | STA 28+03.64 TO STA 30+69.72 |
| 14.00 | 0.00 | STA 31+53.10 TO STA 32+79.83 | 0.00 | 29.00 TO 14.00 | STA 31+53.10 TO STA 32+02.83 |
| 14.00 TO 15.00 | 0.00 | STA 32+79.83 TO STA 35+59.22 | 0.00 | 14.00 | STA 32+02.83 TO STA 35+59.22 |
| 15.00 | 0.00 | STA 35+59.22 TO STA 36+88.83 | 0.00 | 14.00 | STA 35+59.22 TO STA 36+88.33 |




## IL 94/116 FLUSH MEDIAN

| LT (1) LANE WIDTH (EOP-MED) | (2) LT MEDIAN (MED-℄) | STA TO STA (EOP - ℄) | (3) RT MEDIAN (MED-℄) | RT (4) LANE WIDTH (EOP-MED) | STA TO STA (EOP - ℄) |
|---|---|---|---|---|---|
| 14.00 | 0.00 TO 9.00 | STA 10+90.00 TO STA 16+30.00 | 0.00 TO 9.00 | 14.00 | STA 10+90.00 TO STA 16+30.00 |
| 14.00 | 9.00 | STA 16+30.00 TO STA 22+70.72 | 9.00 | 14.00 | STA 16+30.00 TO STA 22+70.72 |
| 14.00 | 9.00 TO 14.00 | STA 30+69.72 TO STA 31+53.10 | 9.00 TO 14.00 | 14.00 | STA 30+69.72 TO STA 31+53.10 |




## DETAIL A
## IL 94/116 RAISED MEDIAN

| MEDIAN TYPE | MEDIAN WIDTH (EOP - EOP) | STA TO STA (EOP - ℄) |
|---|---|---|
| 20 | 6.00 | STA 22+70.72 TO STA 25+32.64 |
| | BRIDGE & APPROACH PAVEMENT OMMISSION | |
| 20 | 6.00 | STA 28+03.64 TO STA 30+69.72 |
| 20 | 6.00 TO 18.00 | STA 31+53.10 TO STA 32+02.83 |
| 20 | 18.00 | STA 32+02.83 TO STA 32+79.83 |
| 20 | 18.00 TO 4.00 | STA 32+79.83 TO STA 35+59.22 |
| 20A | 6.73 TO 2.00 | STA 35+59.22 TO STA 36+88.33 |

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-08-TYP-IL94-116.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**IL ROUTE 94 /116**

SCALE: N.A. | SHEET NO. 8 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2; 6-1 | HENDERSON | 976 | 88 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

PROPOSED LEGEND

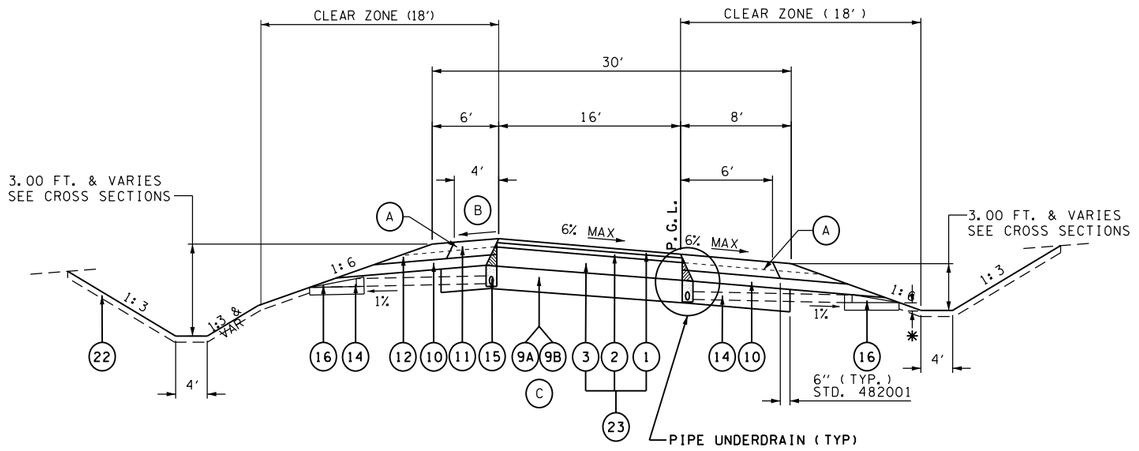
| | | |
|---|---|---|
| | 1 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2" |
| | 2 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 2.25" |
| | 3 | HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 8" |
| ✱ ✱ | 9A | SUB-BASE GRANULAR MATERIAL, TYPE A, 12" |
| ✱ ✱ | 9B | LIME MODIFIED SOIL 12" |
| ✱ ✱ ✱ | 10 | EMBANKMENT |
| | 11 | HOT-MIX ASPHALT SHOULDERS 8" |
| | 12 | AGGREGATE SHOULDERS, TYPE B, 8" |
| | 14 | PIPE UNDERDRAIN 4" (SPECIAL) (STD 601201-D4) AT 1% SLOPE |
| | 15 | 4" PERFORATED CORRUGATED POLYETHYLENE TUBING @ 0.40% MIN. SLOPE (SEE PROP. UNDERDRAIN PROFILE SHEETS) (PAID FOR AS "PIPE UNDERDRAINS 4") |
| | 16 | CONCRETE HEADWALL FOR PIPE DRAIN (PER STD 601101) |
| | 22 | 4" TOPSOIL PLACEMENT |
| ✱ | 23 | HMA PAVEMENT (FULL DEPTH), 12.25" |

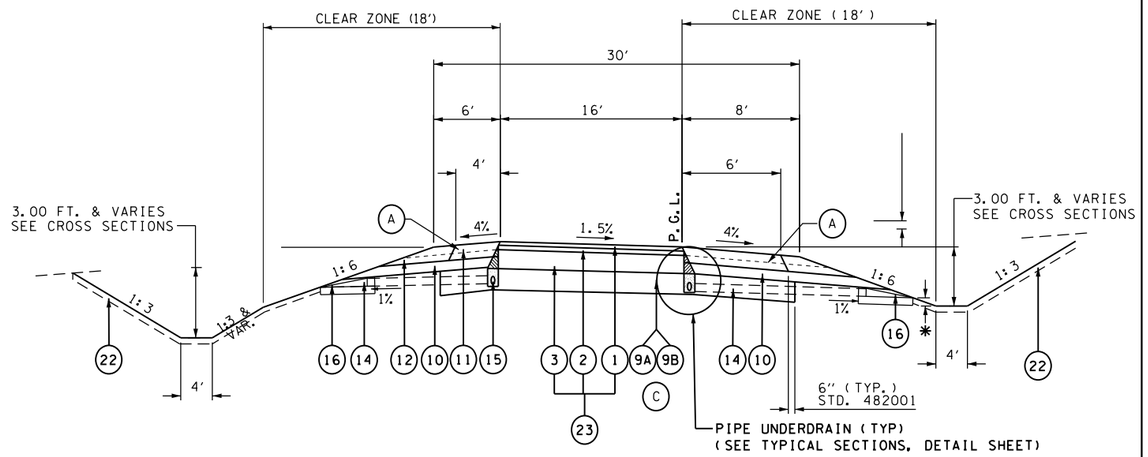
LEGEND NOTES:

✱ ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

✱ ✱ SUB-BASE GRANULAR MATERAIL IS REQUIRED AT:
STA 1516+39.24 TO STA 1521+67.87 (WT-WBL)
STA 3515+30.00 TO STA 3523+00.00 (WT-EBL)
CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

✱ ✱ ✱ PLACE ADDITIONAL SUB GRAN MAT A ABOVE 12"
SUB GRAN MAT A TO BOTTOM OF HMA SHOULDER.




## TYPICAL RAMP - SUPERELEVATED SECTION

**RAMP A**
STA 7+20.00 TO STA 13+61.00
STA 16+51.00 TO STA 20+96.00

**RAMP C**
STA 7+23.00 TO STA 13+58.00
STA 15+60.00 TO STA 20+97.00

**RAMP B**
STA 1+37.00 TO STA 15+81.63

**RAMP D**
STA 8+67.00 TO STA 15+98.35

## TYPICAL RAMP - TANGENT SECTION

**RAMP A**
STA 0+00.00 TO STA 7+20.00
STA 13+61.00 TO STA 16+51.00
STA 20+96.00 TO STA 21+74.32

**RAMP C**
STA 0+00.00 TO STA 7+23.00
STA 13+58.00 TO STA 15+60.00
STA 20+97.00 TO STA 21+97.59

**RAMP B**
STA 0+23.35 TO STA 1+37.00
STA 15+81.63 TO STA 24+31.78

**RAMP D**
STA 0+23.09 TO STA 8+67.00
STA 15+98.35 TO STA 24+48.52

NOTES:

(A) CONSTRUCT HMA AND AGGREGATE SHOULDER UP TO TOP OF HMA BINDER COURSE 8" PRIOR TO PLACING 2.25" BINDER AND 2" SURFACE COURSES.

(B) MAXIMUM ROLLOVER = 8%

(C) CONTRACTORS OPTION FOR SUBGRADE IMPROVEMENT METHOD.

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-09-TYP-RAMPS.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**INTERCHANGE RAMPS**

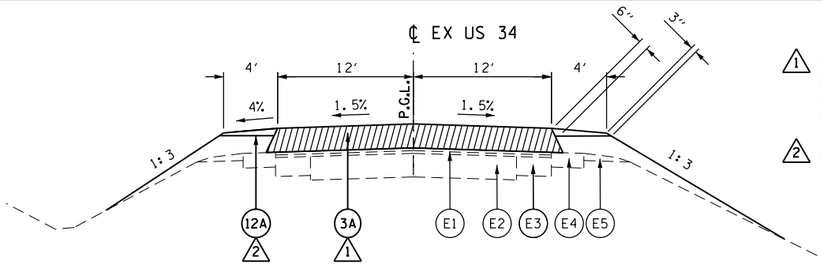
SCALE: N.A. | SHEET NO. 9 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 89 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

PROPOSED LEGEND

- (3A) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 0" TO 21"
- (3B) HOT-MIX ASPHALT BASE COURSE WIDENING, IL-19.0, N50 8"
- (3C) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 10" & VARIES
- ✳ (3D) TEMPORARY PAVEMENT (PCC PAVEMENT 8.75)
- (9) AGGREGATE SUBGRADE IMPROVEMENTS 6"
- (9A) SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
- (9B) LIME MODIFIED SOIL 12"
- (11) HOT-MIX ASPHALT SHOULDERS 8"
- (12A) AGGREGATE SHOULDERS, TYPE B, 6"
- (21) GEOTECHNICAL FABRIC
- (E1) HOT-MIX ASPHALT OVERLAY - THICKNESS VARIES
- (E2) P.C.C. PAVEMENT (9-6-9)
- (E3) HOT-MIX ASPHALT BASE CSE/ BASE CSE WIDENING
- (E4) HOT-MIX ASPHALT SHOULDER
- (E5) AGGREGATE SHOULDERS

✳ SEE SPECIAL PROVISIONS FOR USE OF TEMPORARY PAVEMENT



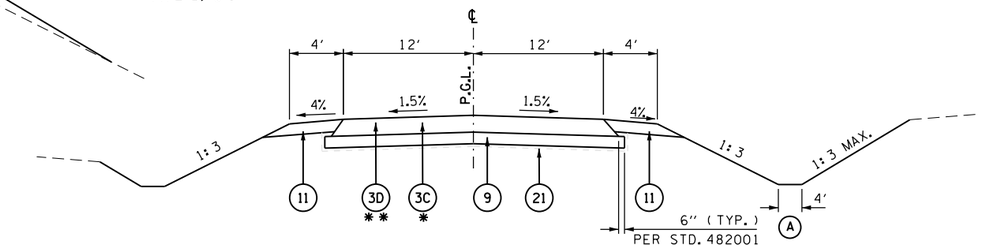

## TEMPORARY RAMP EXISTING US ROUTE 34

STA 2813+00.00 TO STA 2824+13.49

STAGE 1 - CONSTRUCT TEMPORARY RAMP EXISTING US ROUTE 34

1. CONSTRUCT TEMPORARY RAMP (DEPTH VARIES, 0" TO 21") USING HMA, IL-19.30, N70 BINDER COURSE ON EXISTING US ROUTE 34 UNDER TRAFFIC FOR DETOUR No. 2. FINISH SURFACE SHALL BE A MINIMUM 2.25" BELOW PROPOSED US 34 P.G.L.

2. PROVIDE EARTH EMBANKMENT TO MAINTAIN 1:3 SIDESLOPE AND 4' AGGREGATE SHOULDER, TYPE B, 6".




NOTES:

✳ USE HMA BINDER COURSE, 10" FOR DETOURS No. 1 & 2

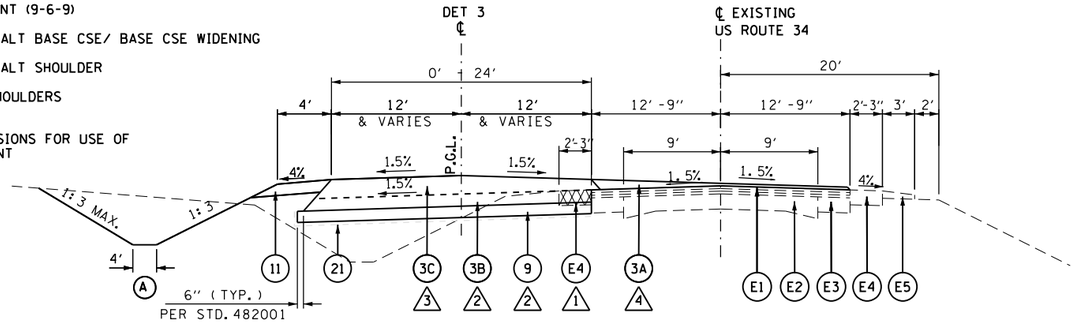
✳✳ CONTRACTORS OPTION (HMA BC ORR PCC PVMT) FOR DETOUR No. 3

## DETOUR - HMA SHOULDER

DETOUR No. 1
STA 2534+31.81 TO STA 2547+89.52

DETOUR No. 2
STA 1784+66.38 TO STA 1795+68.56

DETOUR No. 3
STA 109+03.04 TO STA 115+91.12
STA 137+24.32




1. REMOVE EXISTING ASPHALT SHOULDER (UNDER TRAFFIC).

2. INSTALL 6" SUBBASE GRAN MATERIAL AND 8" HMA BASE COURSE WIDENING TO SURFACE OF EXISTING PAVEMENT.

3. PLACE HMA BINDER COURSE (10" & VARIES THICKNESS) TO PROPOSED DETOUR LINE AND GRADE.

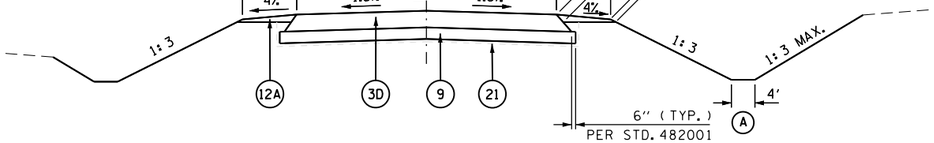
4. EXTEND HMA BINDER COURSE (VARIABLE THICKNESS) OVERLAY OVER EXISTING US 34 (UNDER TRAFFIC).

## DETOUR No. 1 - ABUTTING EXISTING US ROUTE 34

STA 2547+89.52 TO STA 2552+80.00

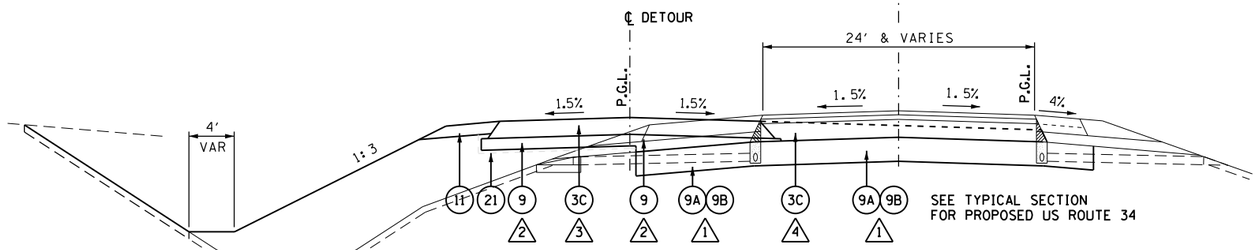
## DETOUR No. 2 - ABUTTING EXISTING US ROUTE 34

STA 1780+00.00 TO STA 1784+66.38




## DETOUR No. 3 - AGGREGATE SHOULDER

STA 115+91.12 TO STA 137+24.32

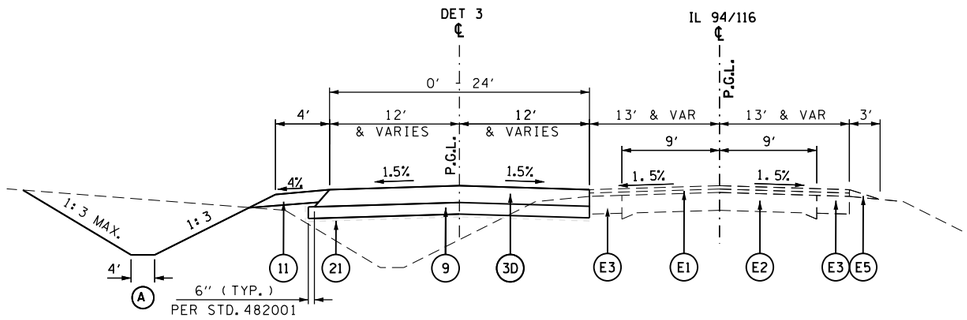



## DETOUR No. 1 - ABUTTING PROPOSED US ROUTE 34

STA 2532+57.40 TO STA 2534+31.81

## DETOUR No. 2 - ABUTTING PROPOSED US ROUTE 34

STA 1795+68.56 TO STA 1797+57.40




## DETOUR No. 3 - ABUTTING EXISTING IL ROUTE 94/116

STA 107+43.92 TO STA 109+03.04
STA 144+13.07 TO STA 146+22.13

STAGE 1 & 2 - CONSTRUCT DETOUR & PROPOSED US ROUTE 34

1. CONSTRUCT IMPROVED SUBGRADE (12" DEPTH) FOR PROPOSED US ROUTE 34 TO LINES AND GRADE.

2. INSTALL SUBBASE GRAN MATERIAL (6" & VARIES) FOR DETOUR.

3. PLACE 10" HMA BINDER COURSE TO PROPOSED DETOUR LINE AND GRADE.

4. EXTEND HMA BINDER COURSE (VARIABLE THICKNESS) OVER LIMITS OF PROPOSED US 34.

STAGE 3 - OPEN PROPOSED US 34 TO TRAFFIC & COMPLETE IMPROVEMENTS

COMPLETE PROPOSED US 34 PAVEMENT TO TOP OF BINDER SURFACE.
EXTEND OVERLAY INTO ACTIVE DETOUR (UNDER TRAFFIC).

SWITCH TRAFFIC TO PROPOSED US 34.
PLACE FINISH HMA SURFACE COURSE (UNDER TRAFFIC).

REMOVE ABANDONED DETOUR PAVEMENT AND
COMPLETE PROPOSED US ROUTE 34 IMPROVEMENTS.

NOTES:

(A) STANDARD DITCH DEPTH 3.0 FT. BELOW OUTER EDGE OF SHOULDER & VARIES. SEE CROSS SECTIONS.

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-10-TYP-DETOUR.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**DETOURS**

SCALE: N.A. | SHEET NO. 10 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 90 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

PROPOSED LEGEND

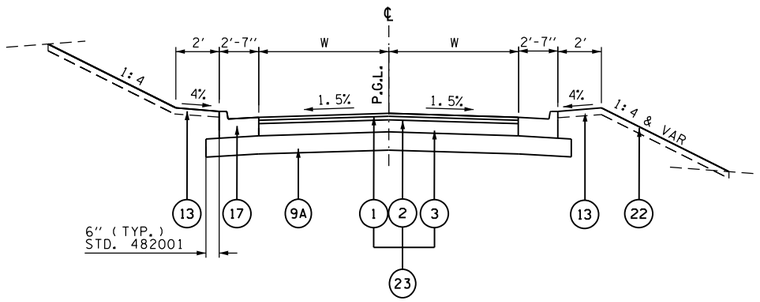
| | | |
|---|---|---|
| | 1 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2" |
| | 2 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 2.25" |
| | 3 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 8" |
| | 5 | BITUMINOUS MATERIALS (COVER AND SEAL COATS), A3 |
| ✳ ✳ | 9A | SUB-BASE GRANULAR MATERIAL, TYPE A, 12" |
| ✳ ✳ | 9B | LIME MODIFIED SOIL 12" |
| | 12 | AGGREGATE SHOULDERS, TYPE B, 8" |
| | 13 | EARTHEN SHOULDER |
| ✳ ✳ ✳ | 17 | CONCRETE CURB & GUTTER, TYPE B-6.24 |
| | 22 | 4" TOPSOIL PLACEMENT |
| ✳ | 23 | HMA PAVEMENT (FULL DEPTH), 12.25" |

LEGEND NOTES:

✳ ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

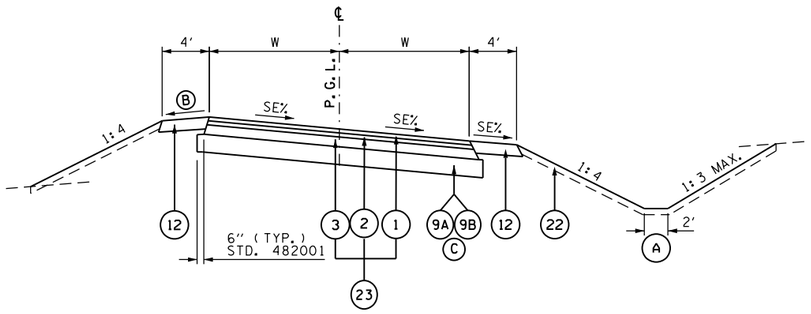
✳ ✳ SUB-BASE GRANULAR MATERAIL IS REQUIRED AT:
STA 58+00.00 TO STA 71+02.50 (TR 150)
CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

✳ ✳ ✳ TYPE B-6.24 GUTTER SHALL BE THICKNESS OF PAVEMENT




TOWNSHIP ROAD - TANGENT SECTION (HMA) CURB

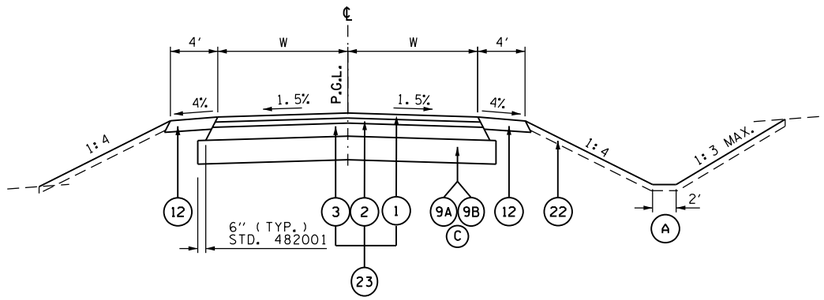
TR 150 (1700 E) W = 13'
STA 66+50.00 TO STA 66+98.73 LT
STA 66+98.73 TO STA 71+02.50




TOWNSHIP ROAD - SUPERELEVATED SECTION (HMA)

BOGUS HOLLOW ROAD (1350 E) W = 12'
STA 5+70.00 TO 8+23.67

TR 150 (1700 E) W = 12'
STA 51+41.52 TO STA 56+90.36




TOWNSHIP ROAD - TANGENT SECTION (HMA)

TR 94 (1400 E) W = 12'
STA 51+29.37 TO STA 54+30.12

TR 150 (1700 E) W = 12'
STA 56+90.36 TO STA 66+50.00
STA 66+50.00 TO STA 66+98.73 RT

TR 178 (1800 E) W = 12'
STA 51+41.52 TO STA 53+75.62

NOTES:

(A) STANDARD DITCH DEPTH 3.00 FT. BELOW OUTER EDGE OF SHOULDER & VARIES. SEE CROSS SECTIONS

(B) MAXIMUM SHOULDER ROLLOVER IS 8%

(C) CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD EXCEPT WHERE NOTED.

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-11-TYP-SIDERDI-HMA.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

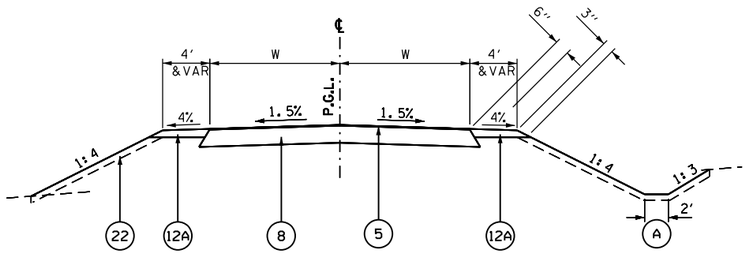
**TYPICAL SECTIONS**
**TOWNSHIP & LOCAL ROADS – HOT-MIX ASPHALT**

SCALE: N.A. | SHEET NO. 11 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 91 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

PROPOSED LEGEND

(5) BITUMINOUS MATERIALS (COVER & SEAL COATS), A3
(8) AGGREGATE BASE COURSE, TYPE A, 8"
(12A) AGGREGATE SHOULDERS, TYPE B, 6"
(22) 4" TOPSOIL PLACEMENT




TOWNSHIP & LOCAL ROAD - TANGENT SECTION (SEAL CT, A-3)

TR 111 (1350 E)
STA 149+27.14 TO STA 153+00.00

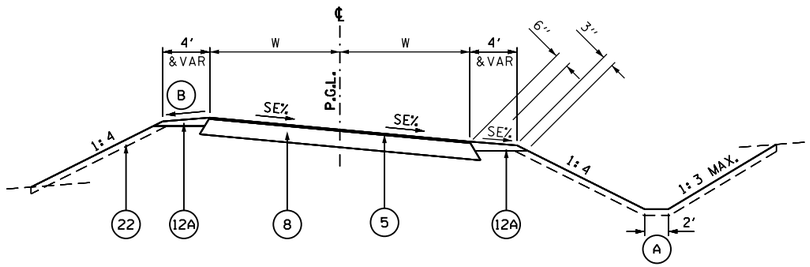
TR 122 (1550 E) W = 7.5' & VARIES

TR 119 (1425 N) W = 12' & VARIES
STA 50+62.49 TO STA 51+58.19

HILLCREST DRIVE W = 10' & VARIES
STA 0+44.00 TO STA 1+63.00 LT & RT

EAST CUL-DE-SAC, EXISTING US ROUTE 34
STA 1780+50.00 TO STA 1781+95.51

WEST CUL-DE-SAC, EXISTING US ROUTE 34
STA 2549+29.68 TO STA 2550+75.00




TOWNSHIP & LOCAL ROAD - SUPERELEVATED SECTION (SEAL CT, A-3)

TR 94 (1400 E) W = 10' & VARIES
STA 39+16.00 TO STA 48+70.63

TR 150 (1700 E) W = 10' & VARIES
STA 40+70.00 TO STA 48+58.48

NOTES:

(A) STANDARD DITCH DEPTH 3.00 FT. BELOW OUTER EDGE OF SHOULDER & VARIES. SEE CROSS SECTIONS
(B) MAXIMUM SHOULDER ROLLOVER IS 8%

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-12-TYP-SIDERD2-SC.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

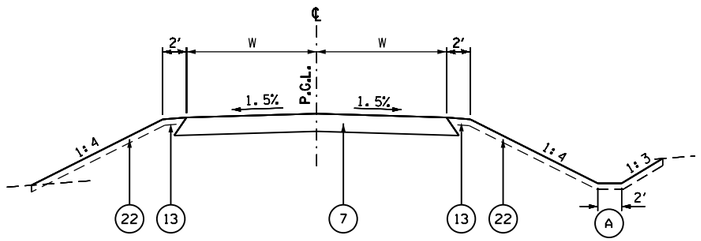
**TYPICAL SECTIONS**
**TOWNSHIP & LOCAL ROADS – SEAL COAT**

SCALE: N.A. | SHEET NO. 12 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 92 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

PROPOSED LEGEND

(7) AGGREGATE SURFACE COURSE, TYPE A, 8"
(13) EARTHEN SHOULDER
(22) 4" TOPSOIL PLACEMENT




TOWNSHIP ROAD - TANGENT SECTION (AGGREGATE)

TR 102 (1475 E) W = 7.5' & VARIES

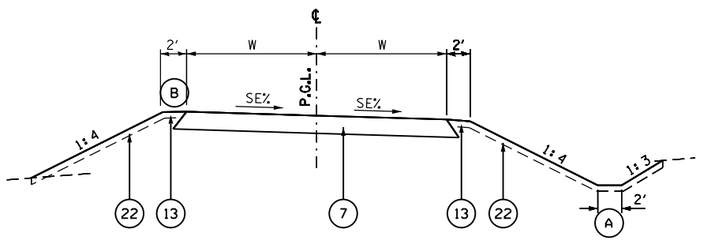
TR 138 (1650 E) W = 9' & VAR
STA 45+30.00 TO STA 48+75.00 LT & RT
STA 51+25.00 TO STA 54+70.00 LT & RT

TR 190 (1850 E) W = 15' & VAR
STA 46+00.00 TO STA 49+41.00T

TR 190 (1850 E) W = 9' & VAR
STA 51+26.62 TO STA 54+75.00 LT & RT

TR 178 (1800 E) W = 9' & VAR
STA 39+75.00 TO STA 40+97.55 LT & RT
STA 40+97.55 TO STA 41+90.65 RT
STA 48+31.79 TO STA 48+58.48 LT

TR 119 (1425 N) W = 9' & VAR
STA 51+13.59 TO STA 51+58.19




TOWNSHIP ROAD - SUPERELEVATED SECTION (AGGREGATE)

TR 178 (1800 E) W = 9' & VAR
STA 40+97.55 TO STA 41+90.65 LT
STA 41+90.65 TO STA 48+31.79 LT & RT
STA 48+31.79 TO STA 48+58.48 RT

NOTES:

(A) STANDARD DITCH DEPTH 3.00 FT. BELOW OUTER EDGE OF SHOULDER & VARIES. SEE CROSS SECTIONS
(B) MAXIMUM SHOULDER ROLLOVER IS 8%

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-13-TYP-SIDERD3-AGG.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**TOWNSHIP & LOCAL ROADS – AGGREGATE**

SCALE: N.A. | SHEET NO. 13 OF 18 SHEETS | STA. | TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 93 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

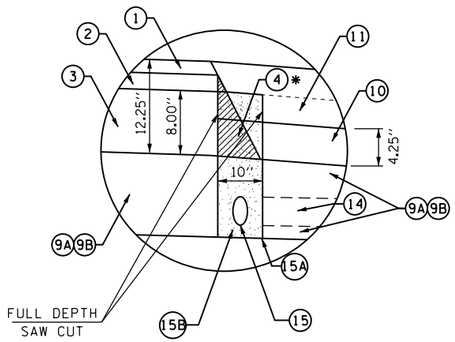
## PROPOSED LEGEND

| | | |
|---|---|---|
| | 1 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2" |
| | 2 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 2.25" |
| | 3 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 8" |
| | 4 | HOT-MIX ASPHALT WEDGE TO BE REMOVED PRIOR TRENCHING (INCLUDE IN COST OF PIPE UNDERDRAINS 4") |
| * * | 9A | SUB-BASE GRANULAR MATERIAL, TYPE A, 12" |
| * * | 9B | LIME MODIFIED SOIL 12" |
| | 10 | EMBANKMENT |
| | 11 | HOT-MIX ASPHALT SHOULDERS 8" |
| | 12 | AGGREGATE SHOULDERS, TYPE B, 8" |
| | 12A | AGGREGATE SHOULDERS, TYPE B, 6" |
| | 14 | PIPE UNDERDRAIN 4" (SPECIAL) (STD 601201-D4) AT 1% SLOPE |
| | 15 | 4" PERFORATED CORRUGATED POLYETHYLENE TUBING @ 0.40% MIN. SLOPE (SEE PROP. UNDERDRAIN PROFILE SHEETS) (PAID FOR AS "PIPE UNDERDRAINS 4") |
| | 15A | 10" TRENCH FOR PIPE UNDERDRAINS (STD 601001) |
| | 15B | FA-4 OR FM-4 SAND (INCLUDE IN COST OF PIPE UNDERDRAINS 4") |
| | 16 | CONCRETE HEADWALL FOR PIPE DRAIN (PER STD 601101) |
| | 22 | 4" TOPSOIL PLACEMENT |
| * | 23 | HMA PAVEMENT (FULL DEPTH), 12.25" |

### LEGEND NOTES:

ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

SUB-BASE GRANULAR MATERAIL IS REQUIRED AT VARIOUS LOCATIONS. SEE SCHEDULE. CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

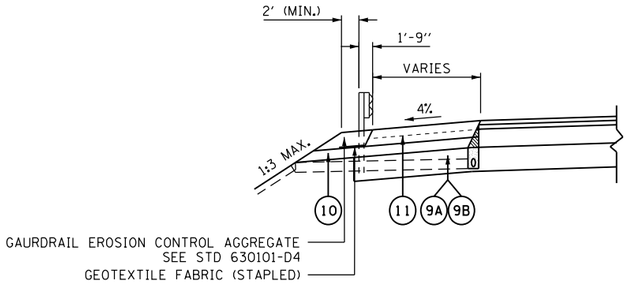



## US ROUTE 34 PIPE UNDERDRAIN DETAIL

* CONSTRUCT (3) OVER (9A) OR (9B).
  CONSTRUCT (10) OVER (9A) OR (9B).
  CONSTRUCT (11) TO TOP OF (3)
  REMOVE HMA WEDGE (4) WITH FULL DEPTH SAW CUT
  INSTALL PIP UNDERDRAIN (14) (15) (15A) (15B) (16)
  CONSTRUCT (1) (2) AND (11)

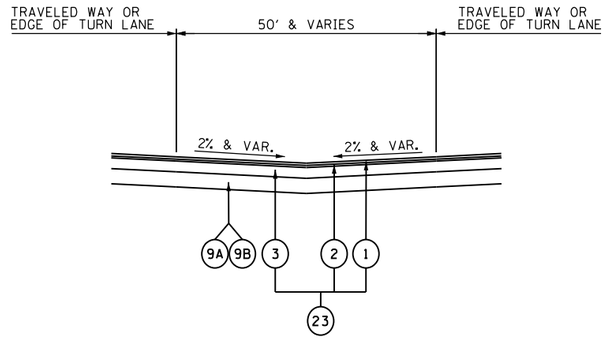
* 10" TRENCH FOR PIPE UNDERDRAIN (PER STANDARD 601001) TO BE INSTALLED WITH LASER - GUIDED TRENCHER

* EMBANKMENT TO SHALL BE PLACED ON TOP OF LIME MODIFIED SOIL AND COMPACTED PRIOR TO UNDERDRAIN INSTALLATION TO AVOID CONTAMINATION OF UNDERDRAIN TRENCH AND BACKFILL



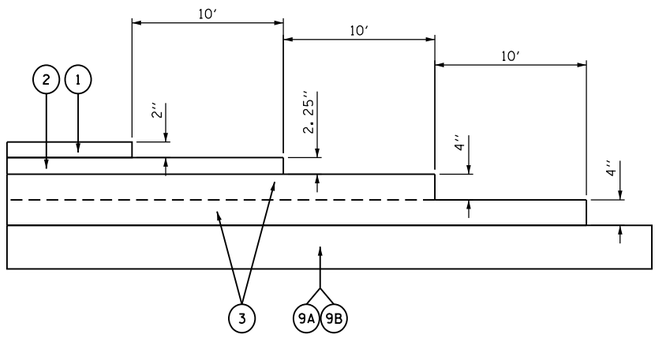

## GUARDRAIL WITH EROSION CONTROL TREATMENT

SEE PLAN AND PROFILE SHEETS FOR GAURDRAIL LOCATIONS

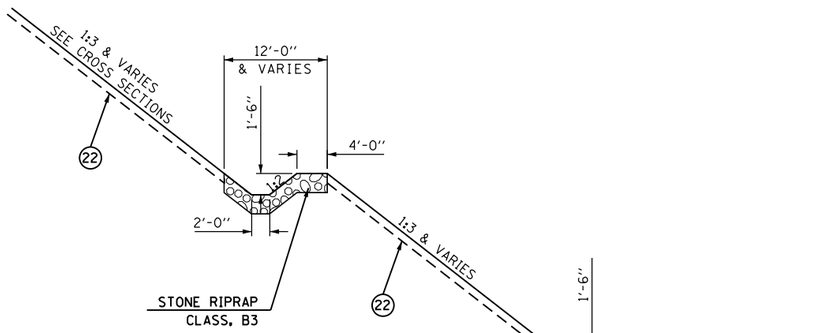



## U.S. ROUTE 34 MEDIAN OPENING

REFER TO INTERSECTION DETAILS FOR CROSSOVER SLOPES AND ELEVATIONS.




## TYPICAL HOT-MIX ASHALT CONSTRUCTION JOINT

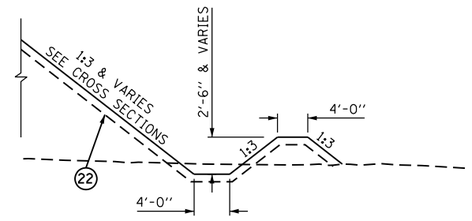



BENCHING GUIDELINES

| BACKSLOPE HEIGHT | NO. OF BENCHES |
|---|---|
| < 20' | 0 |
| >= 20' TO <= 40' | 1 |
| > 40' | 2 |

## TYPICAL BENCH DITCH IN FORESLOPES

STA 742+00.00 TO STA 748+00.00 RT (US 34)




## TOE OF SLOPE DITCH BERMS

SEE CROSS SECTIONS FOR EXACT LOCATIONS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-14-TYP-DETAILI.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS DETAILS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | | | 313 | 7-2 ; 6-1 | HENDERSON | 976 | 94 |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. | SHEET NO. 14 OF 18 SHEETS | STA. TO STA. | | ILLINOIS | FED. AID PROJECT | | |

PROPOSED LEGEND

(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 2"
(2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N70 2.25"
(3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 8"
** (9A) SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
** (9B) LIME MODIFIED SOIL 12"
(10) EMBANKMENT
(11) HOT-MIX ASPHALT SHOULDERS 8"
(12) AGGREGATE SHOULDERS, TYPE B, 8"
(14) PIPE UNDERDRAIN 4" (SPECIAL) (STD 601201-D4) AT 1% SLOPE
(15) 4" PERFORATED CORRUGATED POLYETHYLENE TUBING @ 0.40% MIN. SLOPE (SEE PROP. UNDERDRAIN PROFILE SHEETS) (PAID FOR AS "PIPE UNDERDRAINS 4")
(16) CONCRETE HEADWALL FOR PIPE DRAIN (PER STD 601101)
(22) 4" TOPSOIL PLACEMENT
* (23) HMA PAVEMENT (FULL DEPTH), 12.25"

LEGEND NOTES:

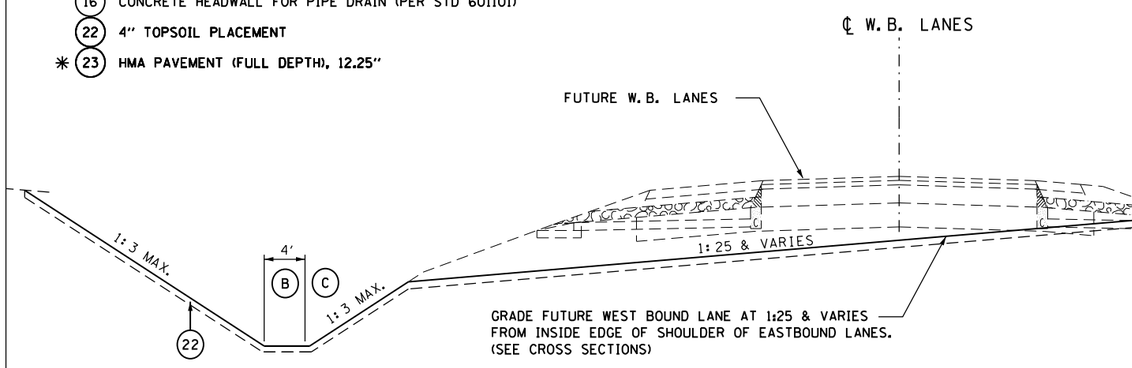
* ITEMS 1, 2, & 3 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HMA PAVEMENT (FULL-DEPTH), 12.25"

** SUB-BASE GRANULAR MATERAIL IS REQUIRED AT SELECTED LOCATIONS. SEE SCHEDULE. CONTRACTOR OPTION FOR SUBGRADE IMPROVEMENT METHOD AT ALL OTHER LOCATIONS.

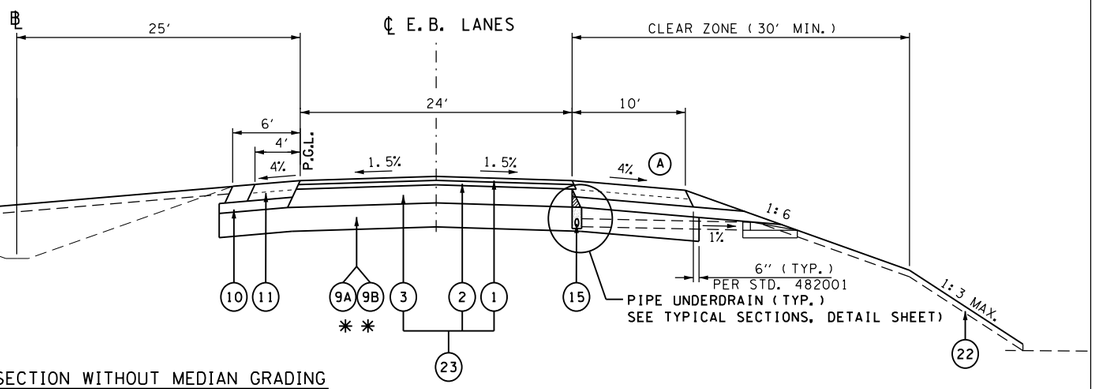
NOTES:

(A) CONSTRUCT HMA AND AGGREGATE SHOULDER UP TO TOP OF HMA BINDER COURSE 8" PRIOR TO PLACING 2.25" BINDER AND 2" SURFACE COURSES.
(B) STANDARD OUTER DITCH DEPTH IS 5.00 FT. BELOW OUTSIDE EDGE OF PAVEMENT.
(C) CONTINUE 1:6 FORESLOPE WHEN DITCH DEPTH IS 7.00 FT. OR LESS BELOW OUTSIDE EDGE OF PAVEMENT. USE 1:3 FORESLOPE OUTSIDE CLEAR ZONE (30') WHEN DITCH DEPTH IS GREATER THAN 7.00 FT.

CUT SECTION




FILL SECTION




US ROUTE 34 TANGENT SECTION WITHOUT MEDIAN GRADING

STA 516+00.00 TO STA 527+00.00
STA 809+63.87 TO STA 821+00.00

SPECIAL NOTES: UNSUITABLE AND RESTRICTED USE MATERIAL

EXPECTED LOCATIONS OF UNSUITABLE AND RESTRICTED USE MATERIALS ARE NOTED ON THE PLAN & PROFILE AND/OR CROSS SECTION SHEETS.

UNSUITABLE MATERIAL SHALL BE REMOVED ENTIRELY, OR TO 3-FT BELOW THE BOTTOM OF THE IMPROVED SUBGRADE (WHICHEVER IS LESS), AND TO A WIDTH OF 2-FT OUTSIDE THE SHOULDER.

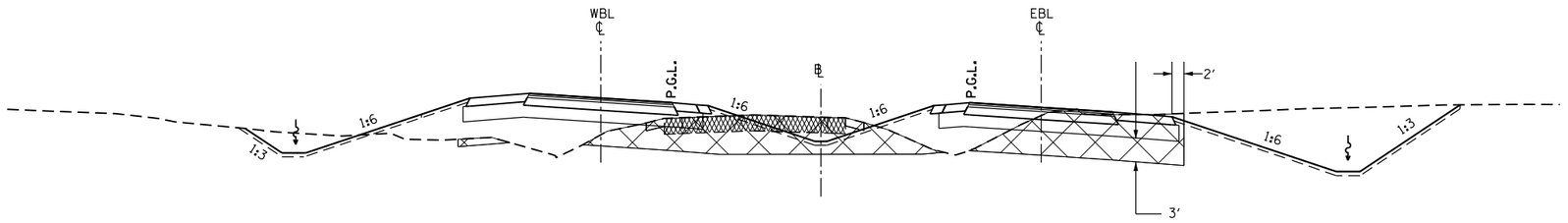
UNSUITABLE SOILS SHALL BE DISPOSED OUTSIDE EMBANKMENT IN ACCORDANCE WITH SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

RESTRICTED USE SOILS SHOULD BE RESTRICTED TO THE INTERIOR OF EMBANKMENTS AND COVERED WITH A MINIMUM OF 3-FT OF UNRESTRICTED SOILS OR BLENDED WITH UNRESTRICTED USE SOILS TO THE SATISFACTION OF THE ENGINEER.

SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.

CROSS SECTION LEGEND

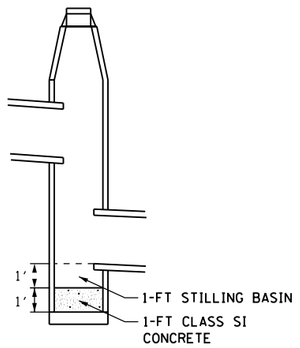
- UNSUITABLE SOIL
- ROCK FILL FOUNDATION
- PAVEMENT REMOVAL
- RIPRAP
- SAND DRAINAGE BLANKET




UNSUITABLE AND RESTRICTED USE MATERIAL

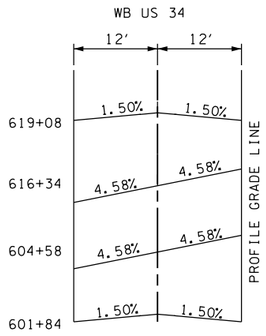
SPECIAL NOTES: DROP MANHOLE

THE BOTTOM OF ALL DROP MANHOLES SHALL BE FILLED WITH 1-FT CLASS SI CONCRETE. SEE SCHEDULE OF QUANTITIES FOR LOCATIONS. ALL LABOR AND MATERIAL REQUIRED TO PROVIDE DROP MANHOLE CONNECTIONS SHALL BE INCLUDED IN THE COST OF THE MANHOLE OF THE SIZE AND TYPE SPECIFIED.

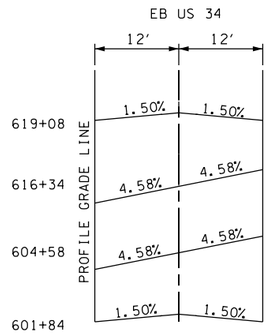


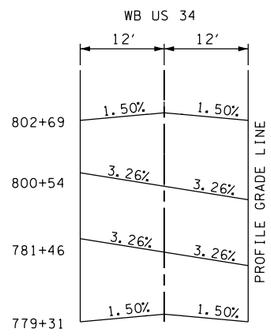

DROP MANHOLE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-15-TYP-DETAIL2.dgn | USER NAME = zachl | DESIGNED - DBS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS DETAILS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | 313 | 7-2; 6-1 | HENDERSON | 976 | 95 |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: N.A. SHEET NO. 15 OF 18 SHEETS STA. TO STA. | | | ILLINOIS FED. AID PROJECT | | |

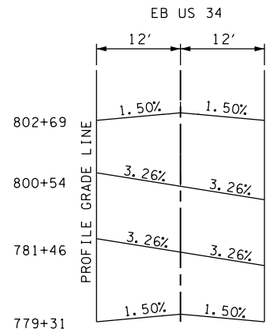


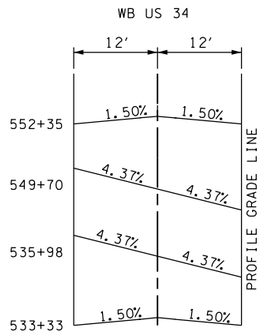




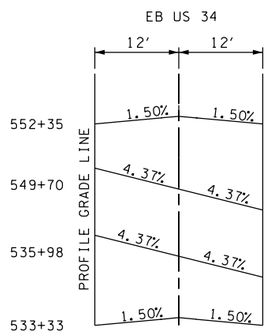



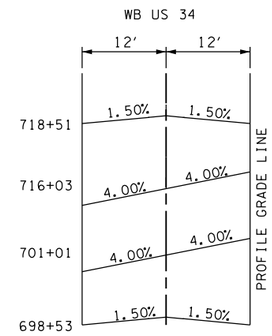




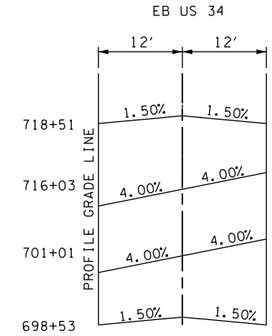









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| FILE NAME = D468409-SHT-16-SE_TRAN-US34.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

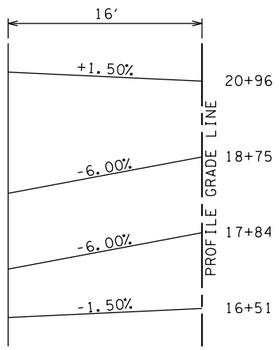
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**SUPERELEVATION TRANSITION – US ROUTE 34**

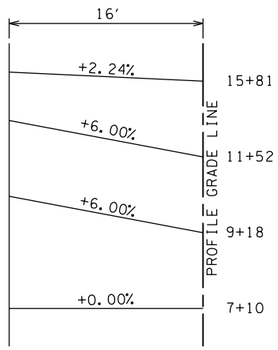
SCALE: N.A. | SHEET NO. 16 OF 18 SHEETS | STA. | TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 96 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

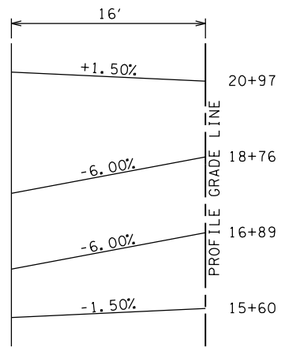
RAMP A



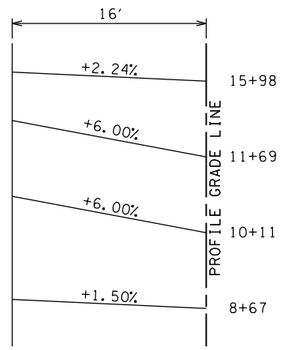

RAMP B



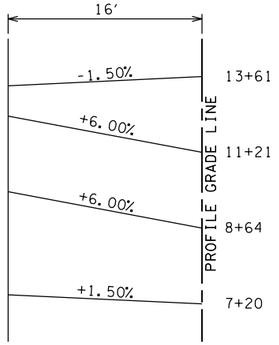

RAMP C



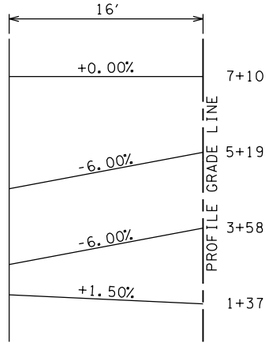

RAMP D



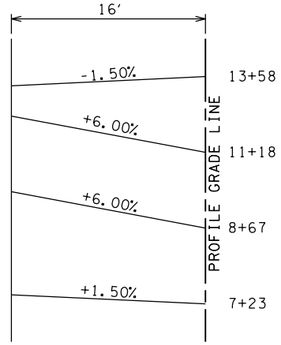

RAMP A




RAMP B




RAMP C



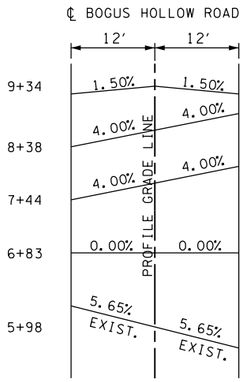

| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-17-SE_TRAN-RAMP.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ' / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

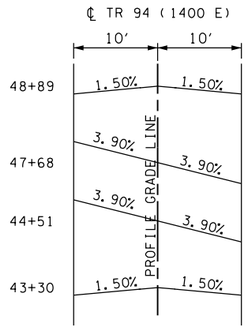
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

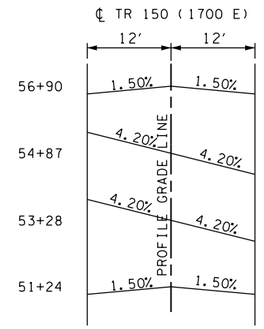
**TYPICAL SECTIONS**
**SUPERELEVATION TRANSITION – RAMPS**

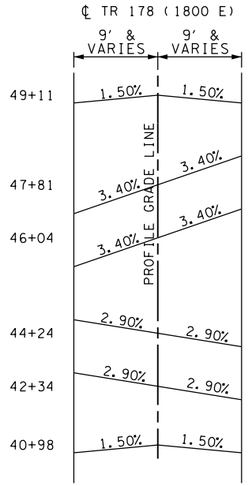
SCALE: N.A. | SHEET NO. 17 OF 18 SHEETS | STA. | TO STA.

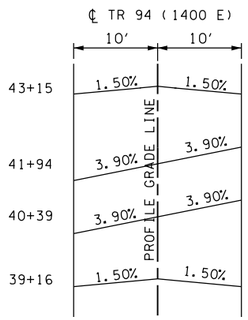
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 97 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS | FED. AID PROJECT | | |

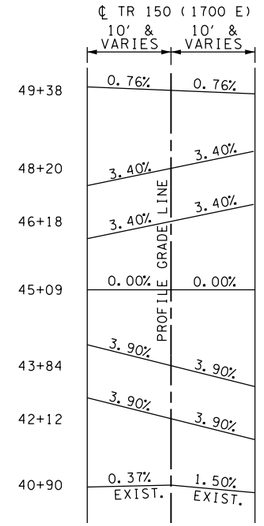



| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-18-SE_TRAN-SIDERD.dgn | USER NAME = zach1 | DESIGNED - DBS | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 100.0000 ′ / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**
**SUPERELEVATION TRANSITION – SIDEROADS**

SCALE: N.A. | SHEET NO. 18 OF 18 SHEETS | STA. | TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2 ; 6-1 | HENDERSON | 976 | 98 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

| ALIGNMENT COORDINATES - PR U.S. 34 | | | |
|---|---|---|---|
| U.S.34 | STATION | N | E |
| POT | 477+51.71 | 1523840.1950 | 2079957.4330 |
| PC | 497+53.61 | 1524518.9869 | 2081840.7397 |
| PI | 505+10.93 | 1524775.7745 | 2082553.1959 |
| PT | 512+52.66 | 1524771.8868 | 2083310.5059 |
| PI | 528+91.39 | 1524763.4754 | 2084949.2102 |
| PI | 528+92.63 | 1524763.4690 | 2084950.4550 |

| ALIGNMENT COORDINATES - BOGUS HOLLOW RD | | | |
|---|---|---|---|
| BHR | STATION | N | E |
| PC | 5+41.13 | 1524585.5160 | 2084614.7190 |
| PI | 5+96.00 | 1524605.3260 | 2084665.8910 |
| PT | 6+46.85 | 1524589.5609 | 2084718.4502 |
| PC | 7+10.08 | 1524571.3950 | 2084779.0140 |
| PI | 8+04.48 | 1524544.2760 | 2084869.4290 |
| PT | 8+61.40 | 1524632.9781 | 2084901.7130 |
| POT | 10+00.27 | 1524763.4754 | 2084949.2102 |

| ALIGNMENT COORDINATES - STRAND TR 111 (1350E) | | | |
|---|---|---|---|
| TR 111 | STATION | N | E |
| POT | 148+00.00 | 1524763.4690 | 2084950.4550 |
| POT | 155+00.00 | 1525463.3330 | 2084964.2220 |

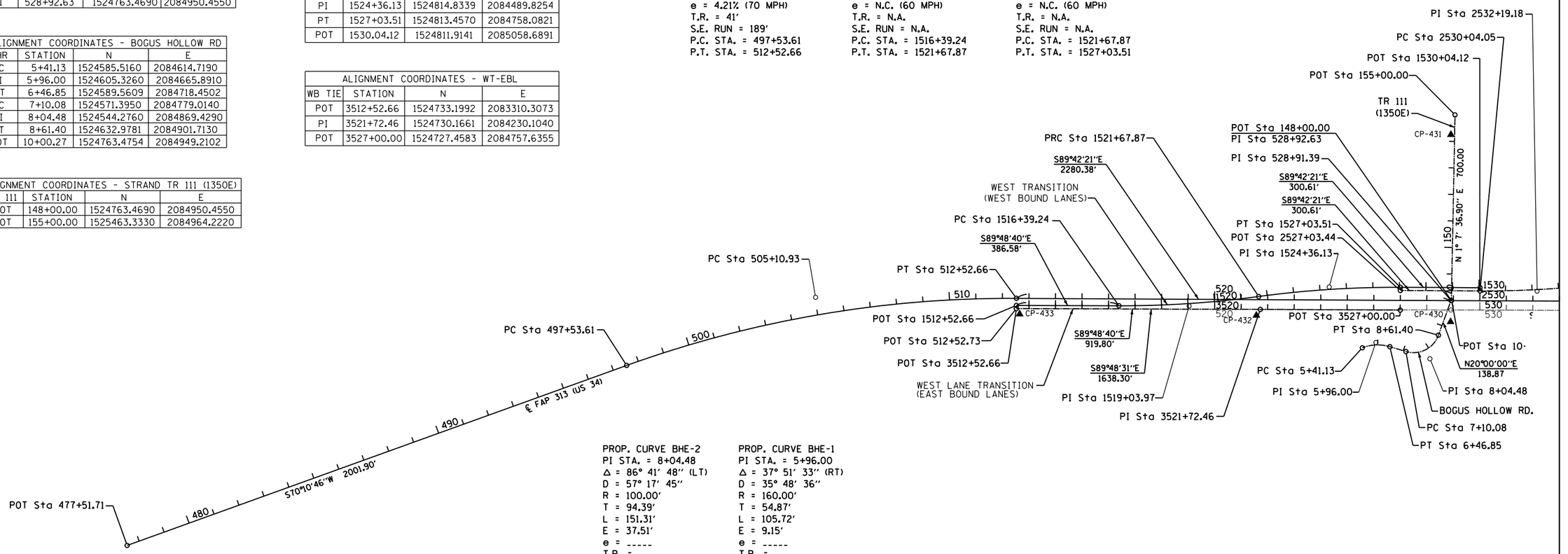
| ALIGNMENT COORDINATES - WT-WBL | | | |
|---|---|---|---|
| WB TIE | STATION | N | E |
| POT | 1512+52.66 | 1524745.1990 | 2083310.3720 |
| PC | 1516+39.24 | 1524743.9242 | 2083696.9463 |
| PI | 1519+03.97 | 1524743.0513 | 2083961.6829 |
| PRC | 1521+67.87 | 1524778.7054 | 2084224.0090 |
| PI | 1524+36.13 | 1524814.8339 | 2084489.8254 |
| PT | 1527+03.51 | 1524813.4570 | 2084758.0821 |
| POT | 1530.04.12 | 1524811.9141 | 2085058.6891 |

| ALIGNMENT COORDINATES - WT-EBL | | | |
|---|---|---|---|
| WB TIE | STATION | N | E |
| POT | 3512+52.66 | 1524733.1992 | 2083310.3073 |
| PI | 3521+72.46 | 1524730.1661 | 2084230.1040 |
| POT | 3527+00.00 | 1524727.4583 | 2084757.6355 |

PROP. CURVE US34-7
PI STA. = 505+10.93
Δ = 20° 06′ 53″ (RT)
D = 1° 20′ 31″
R = 4,270.00′
T = 757.32′
L = 1,499.05′
E = 66.64′
e = 4.21% (70 MPH)
T.R. = 41′
S.E. RUN = 189′
P.C. STA. = 497+53.61
P.T. STA. = 512+52.66

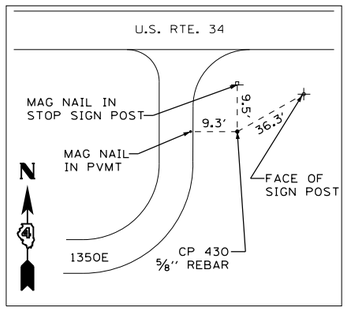
PROP. CURVE WLT-WB-1
PI STA. = 1519+03.97
Δ = 7° 55′ 44″ (LT)
D = 1° 30′ 00″
R = 3,820.00′
T = 264.74′
L = 528.63′
E = 9.16′
e = N.C. (60 MPH)
T.R. = N.A.
S.E. RUN = N.A.
P.C. STA. = 1516+39.24
P.T. STA. = 1521+67.87

PROP. CURVE WLT-WB-2
PI STA. = 1524+36.13
Δ = 8° 02′ 02″ (RT)
D = 1° 30′ 00″
R = 3,820.00′
T = 268.26′
L = 535.64′
E = 9.41′
e = N.C. (60 MPH)
T.R. = N.A.
S.E. RUN = N.A.
P.C. STA. = 1521+67.87
P.T. STA. = 1527+03.51



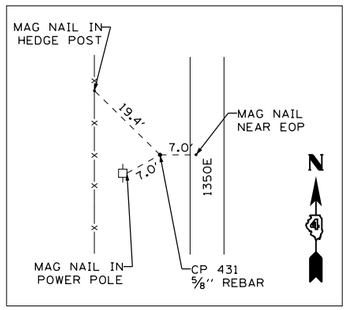

PROP. CURVE BHE-2
PI STA. = 8+04.48
Δ = 86° 41′ 48″ (LT)
D = 57° 17′ 45″
R = 100.00′
T = 94.39′
L = 151.31′
E = 37.51′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 7+10.08
P.T. STA. = 8+61.40

PROP. CURVE BHE-1
PI STA. = 5+96.00
Δ = 37° 51′ 33″ (RT)
D = 35° 48′ 36″
R = 160.00′
T = 54.87′
L = 105.72′
E = 9.15′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 5+41.13
P.T. STA. = 6+46.85



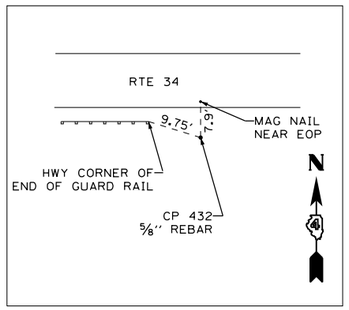

## CONTROL POINT #430

N 1524683.3247, E 2084947.3098, ELEV. 679.86
STA. 528+89.90, 80.16′ RT (RTE 34)
STA. 9+24.30, 25.63′ RT (1350 E)



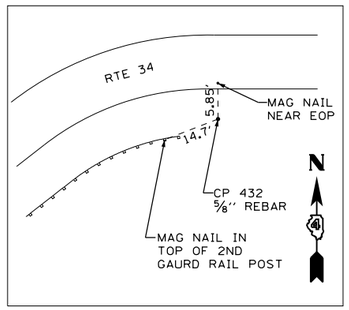

## CONTROL POINT #431

N 1525388.7244, E 2084948.5785, ELEV. 697.06
STA. 528+87.55, 625.24′ LT (RTE 34)
STA. 154+25.10, 14.17′ LT (TR-111, 1350E)



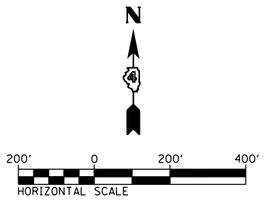

## CONTROL POINT #432

N 1524707.2398, E 2084215.1346, ELEV. 677.41
STA. 521+57.61, 60.00′ RT (RTE 34)




## CONTROL POINT #433

N 1524712.6967, E 2083322.3970, ELEV. 675.63
STA. 512+64.86, 59.13′ RT (RTE 34)




| | | | |
|---|---|---|---|
| FILE NAME = D468409-SHT-ATB-01.dgn | USER NAME = zach1 | DESIGNED - KEF | REVISED - |
| | | DRAWN - PSBA | REVISED - |
| | PLOT SCALE = 400.0000 ′ / in. | CHECKED - CSB | REVISED - |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT TIES AND BENCHMARKS**
**US ROUTE 34**

SCALE: 1″ = 200′ | SHEET NO. 1 OF 8 SHEETS | STA. 477+51.71 TO STA. 533+00

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 313 | 7-2; 6-1 | HENDERSON | 976 | 99 |
| | | CONTRACT NO. 68409 | | |
| | ILLINOIS FED. AID PROJECT | | | |

**PROP. CURVE DET1-1**
PI STA. = 2532+19.18
Δ = 6° 26′ 48″ (LT)
D = 1° 30′ 00″
R = 3,820.00′
T = 215.13′
L = 429.81′
E = 6.05′
e = N.C. (60 MPH)
T.R. = N.A.
S.E. RUN = N.A.
P.C. STA. = 2530+04.05
P.T. STA. = 2534+33.86

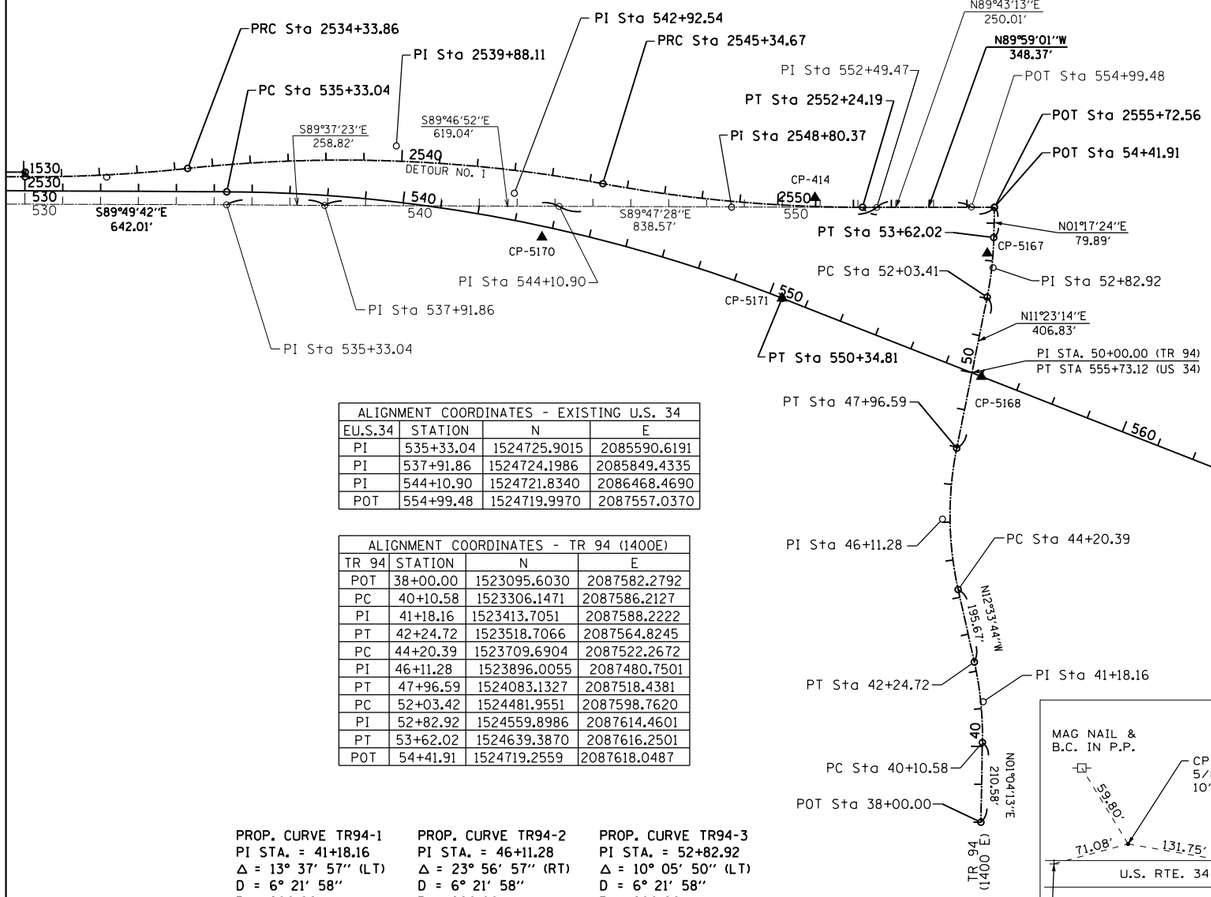
**PROP. CURVE DET1-2**
PI STA. = 2539+88.11
Δ = 16° 30′ 39″ (RT)
D = 1° 30′ 00″
R = 3,820.00′
T = 554.25′
L = 1,100.81′
E = 40.00′
e = N.C. (60 MPH)
T.R. = N.A.
S.E. RUN = N.A.
P.C. STA. = 2534+33.86
P.T. STA. = 2545+34.67

**PROP. CURVE DET1-3**
PI STA. = 2548+80.37
Δ = 10° 20′ 31″ (LT)
D = 1° 30′ 00″
R = 3,820.00′
T = 345.70′
L = 689.52′
E = 15.61′
e = N.C. (60 MPH)
T.R. = N.A.
S.E. RUN = N.A.
P.C. STA. = 2545+34.67
P.T. STA. = 2552+24.19

**PROP. CURVE US34-8**
PI STA. = 542+92.54
Δ = 21° 06′ 55″ (RT)
D = 1° 24′ 22″
R = 4,075.01′
T = 759.50′
L = 1,501.77′
E = 70.17′
e = 4.35% (70 MPH)
T.R. = 65′
S.E. RUN = 131′
P.C. STA. = 535+33.04
P.T. STA. = 550+34.81

| ALIGNMENT COORDINATES - DETOUR NO 1 | | | |
|---|---|---|---|
| DET #1 | STATION | N | E |
| POT | 2527+03.44 | 1524801.4572 | 2084758.0206 |
| PC | 2530+04.05 | 1524799.9143 | 2085058.6275 |
| PI | 2532+19.18 | 1524798.8101 | 2085273.7559 |
| PRC | 2534+33.86 | 1524821.8671 | 2085487.6480 |
| PI | 2539+88.11 | 1524881.2693 | 2086038.7027 |
| PRC | 2545+34.67 | 1524781.6129 | 2086583.9168 |
| PI | 2548+80.37 | 1524719.4548 | 2086923.9800 |
| PT | 2552+24.19 | 1524719.3558 | 2087269.6772 |
| POT | 2555+72.56 | 1524719.2559 | 2087618.0487 |

| ALIGNMENT COORDINATES - PR U.S. 34 | | | |
|---|---|---|---|
| U.S.34 | STATION | N | E |
| PC | 535+33.04 | 1524760.1820 | 2085590.8560 |
| PI | 542+92.54 | 1524756.2830 | 2086350.3450 |
| PT | 550+34.81 | 1524479.0432 | 2087057.4354 |



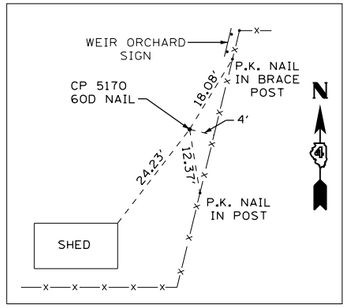

| ALIGNMENT COORDINATES - EXISTING U.S. 34 | | | |
|---|---|---|---|
| EU.S.34 | STATION | N | E |
| PI | 535+33.04 | 1524725.9015 | 2085590.6191 |
| PI | 537+91.86 | 1524724.1986 | 2085849.4335 |
| PI | 544+10.90 | 1524721.8340 | 2086468.4690 |
| POT | 554+99.48 | 1524719.9970 | 2087557.0370 |

| ALIGNMENT COORDINATES - TR 94 (1400E) | | | |
|---|---|---|---|
| TR 94 | STATION | N | E |
| POT | 38+00.00 | 1523095.6030 | 2087582.2792 |
| PC | 40+10.58 | 1523306.1471 | 2087586.2127 |
| PI | 41+18.16 | 1523413.7051 | 2087588.2222 |
| PT | 42+24.72 | 1523518.7066 | 2087564.8245 |
| PC | 44+20.39 | 1523709.6904 | 2087522.2672 |
| PI | 46+11.28 | 1523896.0055 | 2087480.7501 |
| PT | 47+96.59 | 1524083.1327 | 2087518.4381 |
| PC | 52+03.42 | 1524481.9551 | 2087598.7620 |
| PI | 52+82.92 | 1524559.8986 | 2087614.4601 |
| PT | 53+62.02 | 1524639.3870 | 2087616.2501 |
| POT | 54+41.91 | 1524719.2559 | 2087618.0487 |

**PROP. CURVE TR94-1**
PI STA. = 41+18.16
Δ = 13° 37′ 57″ (LT)
D = 6° 21′ 58″
R = 900.00′
T = 107.58′
L = 214.14′
E = 6.41′
e = 3.90% (45 MPH)
T.R. = 33.46′
S.E. RUN = 87.00′
P.C. STA. = 40+10.58
P.T. STA. = 42+24.72

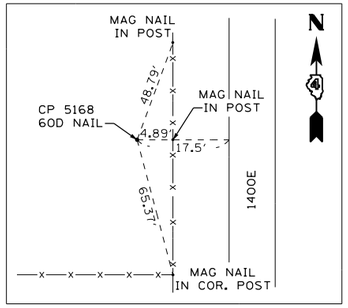
**PROP. CURVE TR94-2**
PI STA. = 46+11.28
Δ = 23° 56′ 57″ (RT)
D = 6° 21′ 58″
R = 900.00′
T = 190.88′
L = 376.19′
E = 20.02′
e = 2.90% (30 MPH)
T.R. = 27.41′
S.E. RUN = 53.00′
P.C. STA. = 44+20.39
P.T. STA. = 47+96.59

**PROP. CURVE TR94-3**
PI STA. = 52+82.92
Δ = 10° 05′ 50″ (LT)
D = 6° 21′ 58″
R = 900.00′
T = 79.51′
L = 158.61′
E = 3.51′
e = N.C. (30 MPH)
T.R. = N.A.
S.E. RUN = N.A.
P.C. STA. = 52+03.42
P.T. STA. = 53+62.02



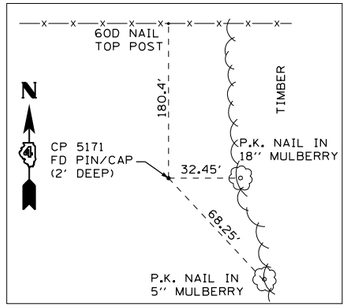

## CONTROL POINT #5170

N 1524640.1510, E 2086423.4220, ELEV. 701.83
STA. 543+78.24, 29.04′ RT (RTE 34)



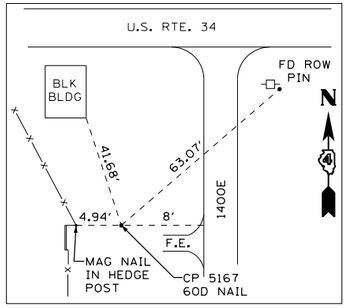

## CONTROL POINT #5168

N 1524272.3360, E 2087583.5640, ELEV. 707.30
STA. 556+00.09, 0.39′ RT (RTE 34)
STA. 49+94.92, 26.49′ RT (TR-94 1400E)



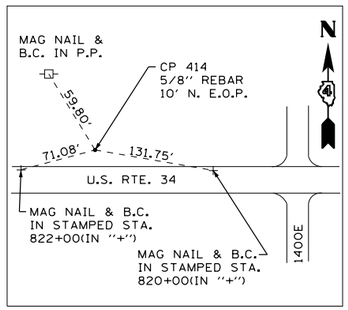

## CONTROL POINT #5171

N 1524479.0730, E 2087057.4300, ELEV. 706.14
STA. 550+34.79, 0.03′ LT (RTE 34)



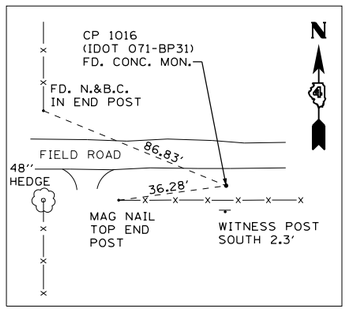

## CONTROL POINT #5167

N 1524597.8280, E 2087599.3930, ELEV. 704.01
STA. 554+96.01, 308.42′ LT (RTE 34)
STA. 53+19.37, 14.92′ LT (TR-94, 1400E)



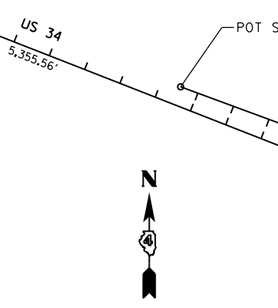

## CONTROL POINT #414

N 1524744.4900, E 2087144.1030, ELEV. 701.79
STA. 550+19.64, 278.80′ LT (RTE 34)




## CONTROL POINT #1016

N 1522049.8505, E 2088943.2832, ELEV. 713.44
STA. 576+77.25, 1573.18′ RT (RTE 34)

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|---|---|---|---|---|---|---|---|
| FILE NAME = D468409-SHT-ATB-02.dgn | USER NAME = zachl | DESIGNED - KEF | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT TIES AND BENCHMARKS US ROUTE 34 | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - PSBA | REVISED - | | | 313 | 7-2; 6-1 | HENDERSON | 976 | 100 |
| | PLOT SCALE = 400.0000 ' / in. | CHECKED - CSB | REVISED - | | | | | CONTRACT NO. 68409 | | |
| | PLOT DATE = 10/16/2012 | DATE - 10/2012 | REVISED - | | SCALE: 1" = 200′ SHEET NO. 2 OF 8 SHEETS STA. 530+00 TO STA. 595+00 | | | ILLINOIS FED. AID PROJECT | | |