



## SUMMARY OF QUANTITIES

LOCATION OF WORK: FAI - 55 / (I-55) &  
FAI - 74 / (I-74)  
URBAN 6 LANE  
COUNTY: MCLEAN  
STA. 237+52.00  
TO  
STA. 606+82.00

FUNDING BREAKOUT: 90% FED  
10% STATE

CONSTRUCTION CODE: 0005

LOCATION OF WORK: FAI - 55 / (I-55) &  
FAI - 74 / (I-74)  
URBAN 6 LANE  
COUNTY: MCLEAN  
STA. 237+52.00  
TO  
STA. 606+82.00

FUNDING BREAKOUT: 90% FED  
10% STATE

CONSTRUCTION CODE: 0005

CODE NO	ITEM	UNIT	TOTAL QUANTITY
40600250	RAPID SETTING POLYMER MODIFIED EMULSION	POUND	477,214.0
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	149,130.0
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	22.0
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	7,689.0
40600990	TEMPORARY RAMP	SQ YD	1,104.0
44200994	CLASS B PATCHES, TYPE II, 12 INCH	SQ YD	884.0
44201299	DOWEL BARS 1 1/2"	EACH	2,160.0
44213000	PATCHING REINFORCEMENT	SQ YD	603.0
44213200	SAW CUTS	FOOT	7,759.0
44213204	TIE BARS 3/4"	EACH	1,743.0
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	4.0
67100100	MOBILIZATION	L SUM	1.0
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	15.0
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1.0

\* SPECIALTY ITEM

CODE NO	ITEM	UNIT	TOTAL QUANTITY
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1.0
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	515.0
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1.0
70300100	SHORT TERM PAVEMENT MARKING	FOOT	24,440.0
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	8,147.0
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	42.0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	148,746.0
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2,856.0
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	15,545.0
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	3,204.0
* 78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	41,046.0
* 78008300	POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS	SQ FT	42.0
* 78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	148,746.0
* 78008330	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"	FOOT	2,856.0

\* SPECIALTY ITEM

REV. 2/24/20

MODEL: \\MODELNAME\$ FILE: \\NAME\$.dwg Path: \\path\name.dwg Date: 12/13/2019 10:00:00 AM

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/13/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

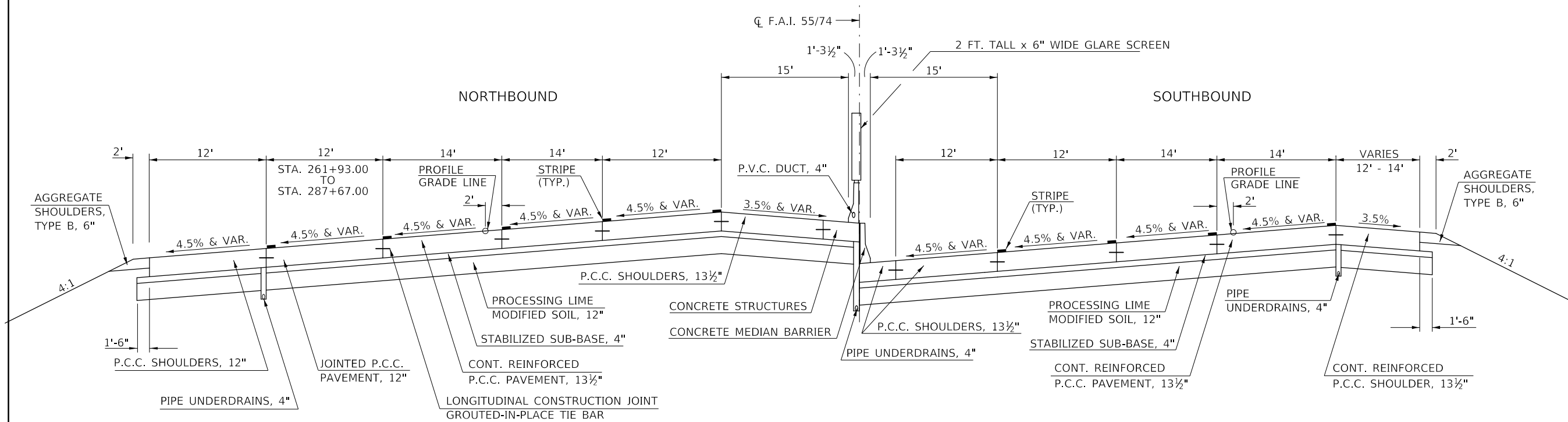
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4.5.6)RS-3	MCLEAN	136	5
CONTRACT NO. 70DB6			ILLINOIS FED. AID PROJECT	



### C EXISTING TYPICAL CROSS SECTION

STATION TO STATION  
 (B) 261+93.00 TO 300+17.00 (D)

STRUCTURE OMISSION:  
 S.B.: S.N. 057-0023 / STA. 278+42.00 TO STA. 282+21.00  
 N.B.: S.N. 057-0022 / STA. 278+42.00 TO STA. 282+25.00



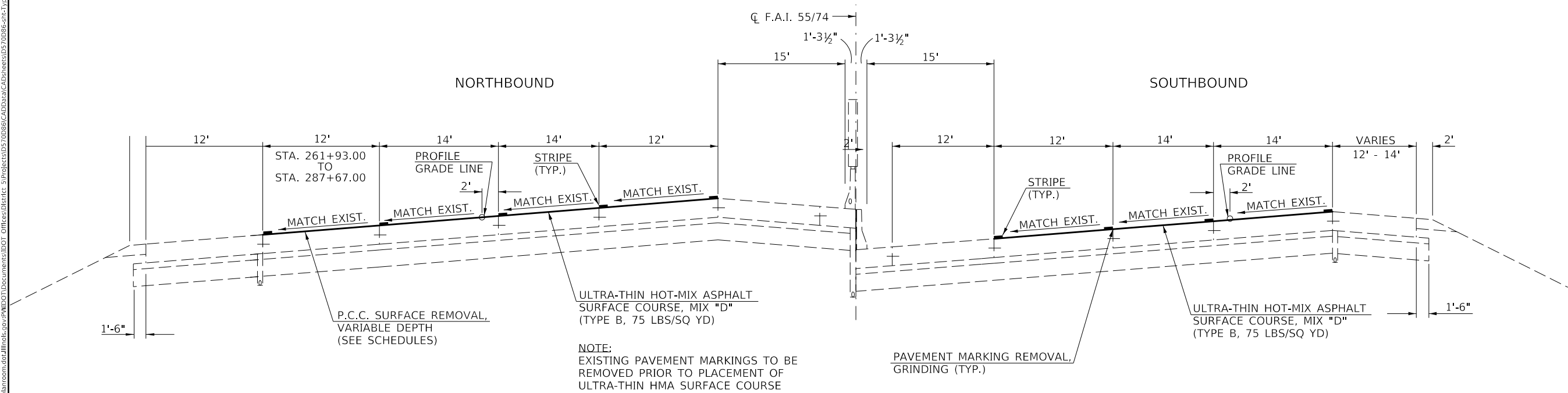
**NOTE:**  
 THE PAVEMENT AREA BETWEEN THE WIDE FLANGE BEAM TERMINAL JOINT AND THE APPROACH PAVEMENT WILL BE INLAYED WITH ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE, MIX "D" (TYPE B, 75 LBS/SQ YD) AS SHOWN IN THE PLANS.

PCC SURFACE REMOVAL, 3/4" WILL BE USED TO INLAY THE SURFACE COURSE TO MATCH EXISTING ELEVATIONS BETWEEN THE WIDE FLANGE BEAM TERMINAL JOINT AND THE APPROACH PAVEMENT.

### 3 PROPOSED TYPICAL CROSS SECTION

STATION TO STATION  
 (2) 261+93.00 TO 300+17.00 (4)

STRUCTURE OMISSION:  
 S.B.: S.N. 057-0023 / STA. 278+42.00 TO STA. 282+21.00  
 N.B.: S.N. 057-0022 / STA. 278+42.00 TO STA. 282+25.00



MODEL: \\MODEL\NAME: FILE: \\NAME: \\SUBDIR\...

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS  
 SCALE: N/A SHEET 3 OF 14 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	9
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				

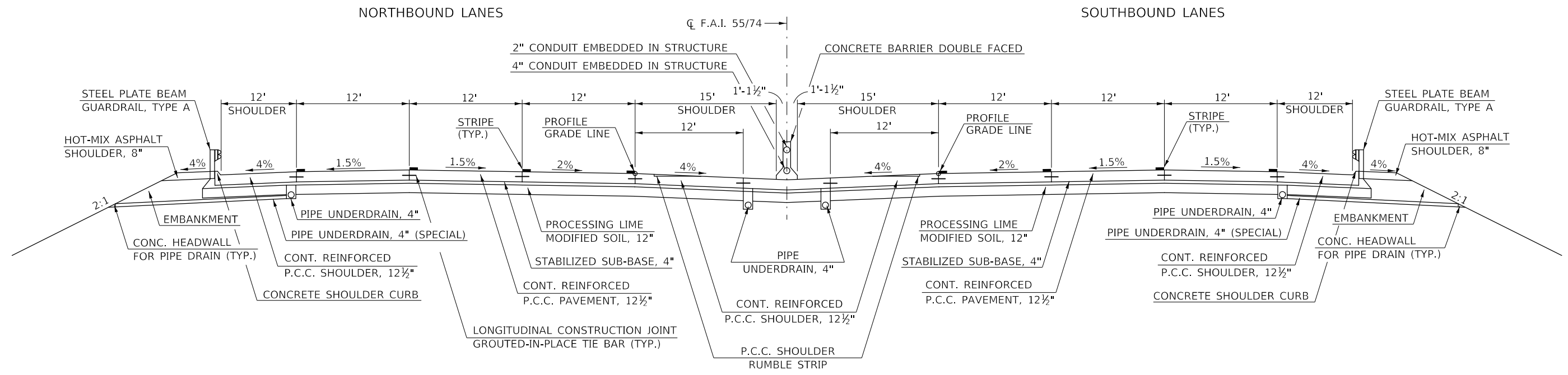




# J EXISTING TYPICAL CROSS SECTION

STATION TO STATION  
 I 509+86.00 TO 525+00.00 K  
 K 550+00.00 TO 588+82.46 L

STRUCTURE OMISSION:  
 S.B.: S.N. 057-0010 / STA. 520+07.00 TO STA. 523+56.00  
 N.B.: S.N. 057-0011 / STA. 519+19.00 TO STA. 522+69.00  
 S.B.: S.N. 057-0009 / STA. 567+38.00 TO STA. 569+32.00  
 N.B.: S.N. 057-0008 / STA. 567+78.00 TO STA. 569+72.00

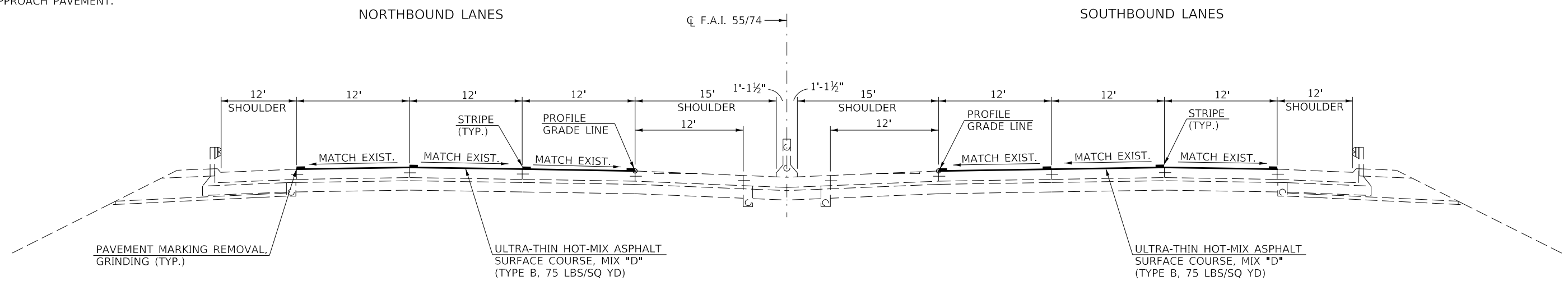


**NOTE:**  
 THE PAVEMENT AREA BETWEEN THE WIDE FLANGE BEAM TERMINAL JOINT AND THE APPROACH PAVEMENT WILL BE INLAYED WITH ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE, MIX "D" (TYPE B, 75 LBS/SQ YD) AS SHOWN IN THE PLANS.  
 PCC SURFACE REMOVAL, 3/4" WILL BE USED TO INLAY THE SURFACE COURSE TO MATCH EXISTING ELEVATIONS BETWEEN THE WIDE FLANGE BEAM TERMINAL JOINT AND THE APPROACH PAVEMENT.

# 10 PROPOSED TYPICAL CROSS SECTION

STATION TO STATION  
 7 509+86.00 TO 525+00.00 11  
 11 550+00.00 TO 588+82.46 12

STRUCTURE OMISSION:  
 S.B.: S.N. 057-0010 / STA. 520+07.00 TO STA. 523+56.00  
 N.B.: S.N. 057-0011 / STA. 519+19.00 TO STA. 522+69.00  
 S.B.: S.N. 057-0009 / STA. 567+38.00 TO STA. 569+32.00  
 N.B.: S.N. 057-0008 / STA. 567+78.00 TO STA. 569+72.00



**NOTE:**  
 EXISTING PAVEMENT MARKINGS TO BE REMOVED PRIOR TO PLACEMENT OF ULTRA-THIN HMA SURFACE COURSE

MODEL: I:\MODEL\NAME: FILE: NAME: P:\pub\mcom\ada\illinois\pwr\DOT\Documents\DOT\_Offices\IllinDOT\Projects\057\0086\CADD\DATA\CAD\Sheet\057\0086-shc-Typical.dwg

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS  
 SCALE: N/A SHEET 10 OF 14 SHEETS STA. TO STA.

F.A.I. RTE. 55/74	SECTION (57-4.5.6)RS-3	COUNTY MCLEAN	TOTAL SHEETS 136	SHEET NO. 16
CONTRACT NO. 70DB6			ILLINOIS FED. AID PROJECT	





# SCHEDULE OF QUANTITIES

## PARTIAL DEPTH PATCHING SCHEDULE

LOCATION / DESCRIPTION		STATION	LENGTH (FT)	WIDTH (FT)	X4406025	X4406225	X4406425	X4406625	X4421000
					PARTIAL DEPTH REMOVAL, TYPE I, 2.5" (SQ YD)	PARTIAL DEPTH REMOVAL, TYPE II, 2.5" (SQ YD)	PARTIAL DEPTH REMOVAL, TYPE III, 2.5" (SQ YD)	PARTIAL DEPTH REMOVAL, TYPE IV, 2.5" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
S.B.	LEFT LANE	479+55.00	25.0	12.0		33.33			4.67
S.B.	LEFT LANE	483+55.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	495+75.00	10.0	12.0		13.33			1.87
S.B.	DRIVING LANE	497+15.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	497+15.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	497+50.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	497+50.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	498+25.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	499+20.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	500+32.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	503+00.00	6.0	12.0		8.00			1.12
S.B.	DRIVING LANE	503+25.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	503+40.00	15.0	12.0		20.00			2.80
S.B.	DRIVING LANE	504+00.00	15.0	12.0		20.00			2.80
S.B.	DRIVING LANE	504+56.00	15.0	12.0		20.00			2.80
S.B.	DRIVING LANE	505+30.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	506+88.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	507+05.00	60.0	12.0			80.00		11.20
S.B.	CENTER LANE	507+30.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	508+07.00	20.0	12.0		26.67			3.73
S.B.	DRIVING LANE	508+60.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	508+75.00	10.0	12.0		13.33			1.87
S.B.	CENTER LANE	515+40.00	10.0	12.0		13.33			1.87
S.B.	DRIVING LANE	517+17.00	10.0	12.0		13.33			1.87
S.B.	DRIVING LANE	524+59.00	20.0	12.0		26.67			3.73
S.B.	DRIVING LANE	525+91.00	6.0	12.0		8.00			1.12
S.B.	DRIVING LANE	526+16.00	6.0	12.0		8.00			1.12
S.B.	DRIVING LANE	526+51.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	527+20.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	527+73.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	531+23.00	20.0	12.0		26.67			3.73
S.B.	DRIVING LANE	531+70.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	535+35.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	536+20.00	35.0	12.0		46.67			6.53
S.B.	CENTER LANE	536+84.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	537+20.00	6.0	6.0	4.00				0.56
S.B.	LEFT LANE	538+25.00	8.0	6.0	5.33				0.75
S.B.	LEFT LANE	540+53.00	6.0	6.0	4.00				0.56
S.B.	LEFT LANE	541+10.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	541+68.00	15.0	12.0		20.00			2.80
S.B.	DRIVING LANE	542+30.00	8.0	12.0		10.67			1.49
S.B.	CENTER LANE	542+75.00	10.0	12.0		13.33			1.87
S.B.	DRIVING LANE	544+00.00	25.0	12.0		33.33			4.67
S.B.	CENTER LANE	544+00.00	20.0	12.0		26.67			3.73
S.B.	DRIVING LANE	544+55.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	545+41.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	546+10.00	40.0	12.0			53.33		7.47
S.B.	CENTER LANE	546+15.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	547+75.00	60.0	12.0			80.00		11.20
S.B.	CENTER LANE	548+30.00	15.0	12.0		20.00			2.80
S.B.	DRIVING LANE	551+90.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	552+25.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	552+60.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	553+06.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	553+50.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	553+60.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	554+45.00	6.0	12.0		8.00			1.12
SUB-TOTAL 1 =					129.33	429.33	213.33	0.00	108.08
					SQ YD	SQ YD	SQ YD	SQ YD	TON

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 OFFICE: \\OFFICE\NAME  
 DATE: 1/30/2020

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE      SHEET 1 OF 18 SHEETS      STA.      TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	21
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				

# SCHEDULE OF QUANTITIES

PARTIAL DEPTH PATCHING SCHEDULE (CONTINUED)

LOCATION / DESCRIPTION		STATION	LENGTH (FT)	WIDTH (FT)	X4406025	X4406225	X4406425	X4406625	X4421000
					PARTIAL DEPTH REMOVAL, TYPE I, 2.5" (SQ YD)	PARTIAL DEPTH REMOVAL, TYPE II, 2.5" (SQ YD)	PARTIAL DEPTH REMOVAL, TYPE III, 2.5" (SQ YD)	PARTIAL DEPTH REMOVAL, TYPE IV, 2.5" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
S.B.	DRIVING LANE	554+75.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	555+00.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	555+00.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	555+30.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	555+80.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	555+93.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	556+17.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	556+53.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	557+30.00	6.0	12.0		8.00			1.12
S.B.	CENTER LANE	557+50.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	557+92.00	12.0	12.0		16.00			2.24
S.B.	DRIVING LANE	558+56.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	558+70.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	559+00.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	559+60.00	10.0	12.0		13.33			1.87
S.B.	DRIVING LANE	561+20.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	561+51.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	562+00.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	562+00.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	563+55.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	563+75.00	10.0	12.0		13.33			1.87
S.B.	DRIVING LANE	563+75.00	10.0	12.0		13.33			1.87
S.B.	DRIVING LANE	564+10.00	10.0	12.0		13.33			1.87
S.B.	CENTER LANE	564+10.00	50.0	12.0			66.67		9.33
S.B.	DRIVING LANE	564+60.00	6.0	12.0		8.00			1.12
S.B.	DRIVING LANE	564+80.00	10.0	12.0		13.33			1.87
S.B.	CENTER LANE	565+30.00	70.0	12.0			93.33		13.07
S.B.	DRIVING LANE	565+30.00	25.0	12.0		33.33			4.67
S.B.	CENTER LANE	566+55.00	10.0	12.0		13.33			1.87
S.B.	CENTER LANE	581+15.00	15.0	12.0		20.00			2.80
S.B.	DRIVING LANE	581+32.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	581+43.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	581+66.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	581+85.00	75.0	12.0				100.00	14.00
S.B.	CENTER LANE	581+85.00	6.0	12.0		8.00			1.12
S.B.	CENTER LANE	582+20.00	60.0	12.0			80.00		11.20
S.B.	DRIVING LANE	583+10.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	583+25.00	15.0	12.0		20.00			2.80
S.B.	DRIVING LANE	583+75.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	583+92.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	584+05.00	6.0	12.0		8.00			1.12
S.B.	CENTER LANE	584+25.00	35.0	12.0		46.67			6.53
S.B.	DRIVING LANE	584+35.00	15.0	12.0		20.00			2.80
S.B.	CENTER LANE	584+62.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	584+67.00	6.0	6.0	4.00				0.56
S.B.	CENTER LANE	584+95.00	35.0	12.0		46.67			6.53
S.B.	DRIVING LANE	585+30.00	15.0	12.0		20.00			2.80
S.B.	CENTER LANE	585+40.00	10.0	12.0		13.33			1.87
S.B.	DRIVING LANE	585+90.00	6.0	6.0	4.00				0.56
S.B.	LEFT LANE	586+60.00	6.0	6.0	4.00				0.56
S.B.	LEFT LANE	587+00.00	12.0	12.0		16.00			2.24
S.B.	CENTER LANE	587+00.00	6.0	6.0	4.00				0.56
S.B.	DRIVING LANE	587+00.00	130.0	12.0			173.33		24.27
S.B.	CENTER LANE	587+10.00	130.0	12.0			173.33		24.27
S.B.	LEFT LANE	587+50.00	6.0	6.0	4.00				0.56
S.B.	LEFT LANE	588+00.00	100.0	12.0			133.33		18.67
S.B.	CENTER LANE	588+60.00	25.0	12.0		33.33			4.67
SUB-TOTAL 2 =					116.00	397.33	240.00	580.00	186.67
					SQ YD	SQ YD	SQ YD	SQ YD	TON

MODEL: I:\MODEL\NAME1  
FILE: NAME1\_Plot\Illinois\pwr\WIDOT\Documents\DOT\_Offices\Illinet\5\Projects\05720086\CADD\DATA\CAD\Inres\05720086-sht-schedule.dgn

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE    SHEET 2 OF 18 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	22
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				

# SCHEDULE OF QUANTITIES

## PARTIAL DEPTH PATCHING SCHEDULE (CONTINUED)

LOCATION / DESCRIPTION	STATION	LENGTH (FT)	WIDTH (FT)	X4406025	X4406225	X4406425	X4406625	X4421000
				PARTIAL DEPTH REMOVAL, TYPE I, 2.5" (SQ YD)	PARTIAL DEPTH REMOVAL, TYPE II, 2.5" (SQ YD)	PARTIAL DEPTH REMOVAL, TYPE III, 2.5" (SQ YD)	PARTIAL DEPTH REMOVAL, TYPE IV, 2.5" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
S.B. DRIVING LANE	589+00.00	6.0	12.0		8.00			1.12
S.B. CENTER LANE	589+31.00	6.0	6.0	4.00				0.56
S.B. LEFT LANE	589+50.00	6.0	6.0	4.00				0.56
S.B. DRIVING LANE	589+54.00	150.0	12.0				200.00	28.00
S.B. CENTER LANE	589+54.00	150.0	12.0				200.00	28.00
S.B. CENTER LANE	591+32.00	10.0	12.0		13.33			1.87
S.B. CENTER LANE	591+56.00	20.0	12.0		26.67			3.73
S.B. LEFT LANE	600+68.00	6.0	6.0	4.00				0.56
S.B. LEFT LANE	601+91.00	6.0	6.0	4.00				0.56
S.B. PASSING LANE	602+95.00	10.0	12.0		13.33			1.87
S.B. CENTER LANE	602+95.00	10.0	18.0		20.00			2.80
S.B. CENTER LANE	603+75.00	30.0	12.0		40.00			5.60
S.B. CENTER LANE	604+00.00	30.0	12.0		40.00			5.60
S.B. MISCELLANEOUS	MISC.	6.0	6.0	4.00				0.56
S.B. MISCELLANEOUS	MISC.	6.0	6.0	4.00				0.56
S.B. MISCELLANEOUS	MISC.	6.0	6.0	4.00				0.56
S.B. MISCELLANEOUS	MISC.	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	560+30.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	554+81.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	552+80.00	275.0	12.0				366.67	51.33
N.B. CENTER LANE	552+80.00	275.0	12.0				366.67	51.33
N.B. DRIVING LANE	548+78.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	548+60.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	548+35.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	547+60.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	541+60.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	539+60.00	175.0	12.0				233.33	32.67
N.B. CENTER LANE	539+60.00	175.0	12.0				233.33	32.67
N.B. DRIVING LANE	537+50.00	6.0	6.0	4.00				0.56
N.B. CENTER LANE	537+55.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	536+85.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	535+10.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	534+87.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	533+50.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	530+00.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	525+00.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	516+00.00	25.0	12.0		33.33			4.67
N.B. CENTER LANE	499+30.00	6.0	6.0	4.00				0.56
N.B. CENTER LANE	496+80.00	6.0	6.0	4.00				0.56
N.B. DRIVING LANE	495+80.00	50.0	12.0			66.67		9.33
N.B. CENTER LANE	495+80.00	6.0	6.0	4.00				0.56
N.B. CENTER LANE	495+34.00	15.0	12.0		20.00			2.80
N.B. MISCELLANEOUS	MISC.	6.0	6.0	4.00	4.00			1.12
N.B. MISCELLANEOUS	MISC.	6.0	6.0	4.00				0.56
N.B. MISCELLANEOUS	MISC.	6.0	6.0	4.00				0.56
N.B. MISCELLANEOUS	MISC.	6.0	6.0	4.00				0.56
N.B. MISCELLANEOUS	MISC.	6.0	6.0	4.00				0.56
SUB-TOTAL =				120.00	218.67	66.67	1600.00	280.75
SUB-TOTAL 1 =				129.33	429.33	213.33	0.00	108.08
SUB-TOTAL 2 =				116.00	397.33	240.00	580.00	186.67
TOTAL =				365.33	1045.33	520.00	2180.00	575.49
USE =				366.00	1046.00	520.00	2180.00	576.00
				SQ YD	SQ YD	SQ YD	SQ YD	TON

NOTES:  
 THE STATIONS LISTED FOR THE PATCHES ARE APPROXIMATE LOCATIONS.  
 THE ACTUAL LOCATION AND SIZE SHALL BE FIELD VERIFIED AS SPECIFIED  
 IN G.N.-442B.

THE LOCATION / DESCRIPTION & STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
 STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
 STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

MODEL: I:\MODEL\NAME  
 FILE: NAME: P:\Public\Illinois\DOT\Documents\DOT\_Offices\Illinois\Projects\0570086\CADD\data\CAD\insets\0570086-sht-schedule.dgn

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE    SHEET 3 OF 18 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	23
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				

# SCHEDULE OF QUANTITIES

CLASS B PATCHING SCHEDULE, 12 "

LOCATION / DESCRIPTION	STATION	LENGTH (FT)	WIDTH (FT)	44200994	44213200	44201299
				TYPE II, 12" (SQ YD)	SAW CUTS (FT)	DOWEL BARS, 1-1/2" (EACH)
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	249+75.00	6.0	12.0	8.00	54.0	20.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	251+75.00	6.0	12.0	8.00	54.0	20.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	252+75.00	6.0	12.0	8.00	54.0	20.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	253+30.00	6.0	12.0	8.00	54.0	20.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	254+30.00	6.0	12.0	8.00	54.0	20.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	255+75.00	6.0	12.0	8.00	54.0	20.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	256+89.00	6.0	12.0	8.00	54.0	20.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	261+15.00	6.0	12.0	8.00	54.0	20.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	261+36.00	6.0	12.0	8.00	54.0	20.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	265+20.00	6.0	16.0	10.67	66.0	28.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	265+75.00	6.0	16.0	10.67	66.0	28.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	266+15.00	8.0	16.0	14.22	66.0	28.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	266+94.00	6.0	16.0	10.67	66.0	28.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	MISC.	6.0	12.0	8.00	54.0	20.0
S.B. ON-RAMP FROM I-55 S.B. TO I-74 W.B.	MISC.	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 N.B. TO I--74 W.B.	309+34.00	6.0	16.0	10.67	66.0	28.0
N.B. OFF-RAMP FROM I-55 N.B. TO I--74 W.B.	308+34.00	6.0	16.0	10.67	66.0	28.0
N.B. OFF-RAMP FROM I-55 N.B. TO I--74 W.B.	308+12.00	6.0	16.0	10.67	66.0	28.0
N.B. OFF-RAMP FROM I-55 N.B. TO I--74 W.B.	307+76.00	6.0	16.0	10.67	66.0	28.0
N.B. OFF-RAMP FROM I-55 N.B. TO I--74 W.B.	306+49.00	6.0	16.0	10.67	66.0	28.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	290+50.00	6.0	16.0	10.67	66.0	28.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	290+00.00	6.0	16.0	10.67	66.0	28.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	288+00.00	6.0	16.0	10.67	66.0	28.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	287+50.00	6.0	16.0	10.67	66.0	28.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	287+00.00	6.0	16.0	10.67	66.0	28.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	286+50.00	6.0	16.0	10.67	66.0	28.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	285+40.00	6.0	12.0	8.00	54.0	20.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	285+00.00	6.0	12.0	8.00	54.0	20.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	284+50.00	6.0	12.0	8.00	54.0	20.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	284+25.00	6.0	12.0	8.00	54.0	20.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	284+00.00	6.0	12.0	8.00	54.0	20.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	283+70.00	6.0	12.0	8.00	54.0	20.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	283+40.00	6.0	12.0	8.00	54.0	20.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	283+25.00	6.0	12.0	8.00	54.0	20.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	MISC.	6.0	12.0	8.00	54.0	20.0
N.B. ON-RAMP FROM I-74 E.B. TO N.B. I-55	MISC.	6.0	12.0	8.00	54.0	20.0
SUB-TOTAL 1 =				331.56	2124.00	840.00
				SQ YD	FT	EACH

CLASS B PATCHING SCHEDULE, 12 " (CONTINUED)

LOCATION / DESCRIPTION	STATION	LENGTH (FT)	WIDTH (FT)	44200994	44213200	44201299
				TYPE II, 12" (SQ YD)	SAW CUTS (FT)	DOWEL BARS, 1-1/2" (EACH)
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	276+50.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	276+00.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	275+50.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	275+00.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	274+75.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	274+50.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	273+70.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	273+45.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	273+00.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	272+50.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	272+30.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	272+00.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	271+50.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	271+00.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	270+50.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	270+00.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	268+76.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	268+64.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	267+42.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	266+92.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	266+20.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	265+97.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	265+60.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	265+26.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	265+00.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	264+50.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	263+85.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	263+30.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	263+21.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	262+10.00	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	MISC.	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	MISC.	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	MISC.	6.0	12.0	8.00	54.0	20.0
N.B. OFF-RAMP FROM I-55 TO N.B. I-39	MISC.	6.0	12.0	8.00	54.0	20.0
SUB-TOTAL =				272.00	1836.00	680.00
SUB-TOTAL 1 =				331.56	2124.00	840.00
TOTAL =				603.56	3960.00	1520.00
USE =				604.00	3960.00	1520.00
				SQ YD	FT	EACH

**NOTES:**  
THE STATIONS LISTED FOR THE PATCHES ARE APPROXIMATE LOCATIONS.  
THE ACTUAL LOCATION AND SIZE SHALL BE FIELD VERIFIED AS SPECIFIED  
IN G.N.-442B.

THE LOCATION / DESCRIPTION & STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

CLASS B PATCHING SCHEDULE, 12 " (CONTINUED)

LOCATION	QUANTITY (EACH)	LENGTH (FT)	WIDTH (FT)	TYPE II, 12" (SQ YD)	44200994	44213200	44201299
					TYPE II, 12" (SQ YD)	SAW CUTS (FT)	DOWEL BARS, 1-1/2" (EACH)
N.B. SEE NOTE	40.0	6.0	8.0	5.33	213.33	30.0	1200.00
N.B. SEE NOTE	10.0	6.0	10.0	6.67	66.67	36.0	360.00
TOTAL =					280.00	1560.00	640.00
USE =					280.00	1560.00	640.00
					SQ YD	FT	EACH

**NOTE:**  
THE LOCATION OF THE SHOULDER PATCHES IS IN THE NORTHBOUND  
DIRECTION FROM THE I-74 E.B. OFF-RAMP TO THE I-39 N.B. ON-RAMP.  
THE LOCATIONS SHALL BE DETERMINED IN THE FIELD.

MODEL: 44021299  
FILE: 44213200  
PROJECT: 57-4.5(6)RS-3  
DRAWN: JLD  
CHECKED: JLD  
DATE: 1/30/2020

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE SHEET 4 OF 18 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4.5,6)RS-3	MCLEAN	136	24
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				

# SCHEDULE OF QUANTITIES

## CLASS A PATCHING SCHEDULE, 13" (SPECIAL)

LOCATION / DESCRIPTION	STATION	LENGTH (FT)	WIDTH (FT)	X1700055 TYPE II, 13" (SPECIAL) (SQ YD)	X1700056 TYPE III, 13" (SPECIAL) (SQ YD)	X1700057 TYPE IV, 13" (SPECIAL) (SQ YD)	44213200 SAW CUTS (FT)	44213204 TIE BARS 3/4" (EACH)	44213000 PATCHING REINFORCEMENT (SQ YD)
S.B. DRIVING LANE	245+18.00	6.0	14.0	9.33			46.0	54.0	9.33
S.B. DRIVING LANE	261+15.00	6.0	14.0	9.33			46.0	54.0	9.33
S.B. CENTER LANE	261+15.00	6.0	14.0	9.33			46.0	54.0	9.33
S.B. DRIVING LANE	286+90.00	6.0	14.0	9.33			46.0	54.0	9.33
S.B. DRIVING LANE	372+00.00	6.0	12.0	8.00			42.0	46.0	8.00
S.B. CENTER LANE	372+00.00	6.0	12.0	8.00			42.0	46.0	8.00
S.B. DRIVING LANE	409+80.00	6.0	12.0	8.00			42.0	46.0	8.00
S.B. CENTER LANE	409+80.00	6.0	12.0	8.00			42.0	46.0	8.00
S.B. LEFT LANE	492+50.00	12.0	12.0		16.00		60.0	46.0	16.00
S.B. CENTER LANE	492+60.00	30.0	12.0			40.00	114.0	68.0	40.00
S.B. LEFT LANE	493+20.00	50.0	12.0			66.67	174.0	82.0	66.67
S.B. CENTER LANE	592+50.00	6.0	14.0	9.33			46.0	54.0	9.33
S.B. MISC		6.0	12.0	8.00			42.0	46.0	8.00
S.B. MISC		6.0	12.0	8.00			42.0	46.0	8.00
S.B. MISC		15.0	12.0		20.00		69.0	46.0	20.00
S.B. MISC		15.0	12.0		20.00		69.0	46.0	20.00
TOTAL =				172.00	96.00	186.67	1724.00	1476.00	454.67
USE =				172.00	96.00	187.00	1724.00	1476.00	455.00
				SQ YD	SQ YD	SQ YD	FT	EACH	SQ YD

**NOTES:**

THE STATIONS LISTED FOR THE PATCHES ARE APPROXIMATE LOCATIONS.  
THE ACTUAL LOCATION AND SIZE SHALL BE FIELD VERIFIED AS SPECIFIED  
IN G.N.-442B.

THE LOCATION / DESCRIPTION & STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

## X4420201 PAVEMENT PATCHING (SPECIAL)

LOCATION / DESCRIPTION	STATION	LENGTH (FT)	WIDTH (FT)	SEE NOTE:	X4420201 PAVEMENT PATCHING (SPECIAL) (SQ YD)	44213200 SAW CUTS (FT)	44213204 TIE BARS 3/4" (EACH)	44213000 PATCHING REINFORCEMENT (SQ YD)
S.B. AUXILIARY LANE	488+19.00	15.0	12.0	A	20.00	81.0	23.0	20.00
S.B. DRIVING LANE	488+19.00	15.0	12.0	A	20.00	81.0	23.0	20.00
S.B. CENTER LANE	488+19.00	15.0	12.0	A	20.00	81.0	23.0	20.00
S.B. LEFT LANE	488+42.00	30.0	12.0	B	40.00	114.0	68.0	40.00
S.B. LEFT LANE	494+00.00	20.0	12.0	B	26.67	62.0	61.0	26.67
S.B. CENTER LANE	518+25.00	10.0	12.0	B	13.33	54.0	23.0	13.33
N.B. DRIVING LANE	595+90.00	6.0	12.0	A	8.00	42.0	46.0	8.00
TOTAL =					148.00	515.00	267.00	148.00
USE =					148.00	515.00	267.00	148.00
					SQ YD	FT	EACH	SQ YD

**NOTE:**

A) PATCH IS LOCATED ON THE EXPANSION SIDE OF THE BEAM.  
B) PATCH IS LOCATED ON THE STUD SHEAR CONNECTOR SIDE OF BEAM.

MODEL: I:\MODEL\MHMS  
FILE: MHMS\_010\Drawings\05-70D86\CADD\05-70D86-CH-Schedule.dgn

USER NAME = eaglinga
DRAWN -
PLOT SCALE = 40.0000' / in.
PLOT DATE = 1/30/2020

DESIGNED -
REVISIONS -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE    SHEET 5 OF 18 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(57-4,5,6)RS-3	MCLEAN	136	25
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				



# SCHEDULE OF QUANTITIES

0038116 PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 3/4"

LOCATION / DESCRIPTION	STATION	TO	STATION	LENGTH (FT)	AREA (SQ FT)	QUANTITY (SQ YD)
S.B. PASSING LANE	277+47.00		278+42.00	95.00	1163.21	129.25
S.B. CENTER LANE	277+47.00		278+42.00	95.00	1354.65	150.52
S.B. DRIVING LANE	277+47.00		278+42.00	95.00	1418.68	157.63
S.B. PASSING LANE	282+21.00		283+15.00	94.00	1151.88	127.99
S.B. CENTER LANE	282+21.00		283+15.00	94.00	1342.19	149.13
S.B. DRIVING LANE	282+21.00		283+15.00	94.00	1340.44	148.94
S.B. PASSING LANE	378+81.00		379+69.00	88.00	1015.19	112.80
S.B. CENTER LANE	378+81.00		379+69.00	88.00	1067.35	118.59
S.B. DRIVING LANE	378+81.00		379+69.00	88.00	1049.96	116.66
S.B. PASSING LANE	381+89.00		382+83.00	94.00	1081.92	120.21
S.B. CENTER LANE	381+89.00		382+83.00	94.00	1140.01	126.67
S.B. DRIVING LANE	381+89.00		382+83.00	94.00	1121.64	124.63
S.B. PASSING LANE	398+42.00		399+22.00	80.00	845.20	93.91
S.B. CENTER LANE	398+42.00		399+06.00	64.00	663.06	73.67
S.B. DRIVING LANE	398+42.00		398+90.00	48.00	485.98	54.00
S.B. PASSING LANE	404+40.00		405+54.00	114.00	1433.21	159.25
S.B. CENTER LANE	404+24.00		405+54.00	130.00	1600.90	177.88
S.B. DRIVING LANE	404+08.00		405+54.00	146.00	1903.73	211.53
S.B. PASSING LANE	488+38.00		489+58.00	120.00	1394.42	154.94
S.B. CENTER LANE	488+38.00		489+53.00	115.00	1357.46	150.83
S.B. DRIVING LANE	488+38.00		489+48.00	110.00	1238.30	137.59
S.B. AUXILIARY LANE	488+38.00		489+44.00	106.00	1233.04	137.00
S.B. PASSING LANE	492+04.00		494+20.00	216.00	2650.62	294.51
S.B. CENTER LANE	491+91.00		494+20.00	229.00	2568.19	285.35
S.B. DRIVING LANE	491+98.00		494+20.00	222.00	2861.62	317.96
S.B. AUXILIARY LANE	491+93.00		494+20.00	227.00	2833.99	314.89
S.B. PASSING LANE	518+24.00		519+86.00	162.00	1881.61	209.07
S.B. CENTER LANE	518+24.00		519+97.00	173.00	2010.66	223.41
S.B. DRIVING LANE	518+24.00		520+07.00	183.00	2144.14	238.24
S.B. PASSING LANE	523+26.00		524+51.00	125.00	1427.27	158.59
S.B. CENTER LANE	523+36.00		524+51.00	115.00	1333.30	148.14
S.B. DRIVING LANE	523+46.00		524+51.00	105.00	1218.67	135.41
S.B. PASSING LANE	566+69.00		567+47.00	78.00	942.11	104.68
S.B. CENTER LANE	566+69.00		567+42.00	73.00	641.77	71.31
S.B. DRIVING LANE	566+69.00		567+38.00	69.00	787.10	87.46
S.B. PASSING LANE	569+46.00		570+69.00	123.00	1455.05	161.67
S.B. CENTER LANE	569+42.00		570+69.00	127.00	1647.58	183.06
S.B. DRIVING LANE	569+37.00		570+69.00	132.00	1562.20	173.58
S.B. PASSING LANE	591+87.00		592+68.00	81.00	931.27	103.47
S.B. CENTER LANE	591+87.00		592+82.00	95.00	1156.25	128.47
S.B. DRIVING LANE	591+87.00		592+95.00	108.00	1244.57	138.29
S.B. DRIVING LANE	595+71.00		596+77.00	106.00	1334.00	148.22
S.B. CENTER LANE	595+92.00		596+77.00	85.00	1828.15	203.13
S.B. DRIVING LANE	596+06.00		596+77.00	71.00	981.98	109.11
<b>SUB-TOTAL 1 =</b>						<b>6871.61</b>

**NOTE:**  
 THE LOCATION / DESCRIPTION & STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
 STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
 STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

0038116 PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 3/4" (CONTINUED)

LOCATION / DESCRIPTION	STATION	TO	STATION	LENGTH (FT)	AREA (SQ FT)	QUANTITY (SQ YD)
N.B. PASSING LANE	595+75.00		594+96.00	79.00	868.23	96.47
N.B. CENTER LANE	595+75.00		594+85.00	90.00	986.08	109.56
N.B. DRIVING LANE	595+75.00		594+66.00	109.00	2115.52	235.06
N.B. PASSING LANE	592+16.00		590+93.00	123.00	1393.34	154.82
N.B. CENTER LANE	592+04.00		590+93.00	111.00	1176.28	130.70
N.B. DRIVING LANE	591+93.00		590+93.00	100.00	1472.84	163.65
N.B. PASSING LANE	570+69.00		569+58.00	111.00	1327.54	147.50
N.B. CENTER LANE	570+69.00		569+63.00	106.00	1224.17	136.02
N.B. DRIVING LANE	570+69.00		569+68.00	101.00	1193.06	132.56
N.B. PASSING LANE	567+64.00		566+69.00	95.00	1175.94	130.66
N.B. CENTER LANE	567+69.00		566+69.00	100.00	1223.51	135.95
N.B. DRIVING LANE	567+73.00		566+69.00	104.00	1291.03	143.45
N.B. PASSING LANE	524+51.00		522+99.00	152.00	1942.36	215.82
N.B. CENTER LANE	524+51.00		522+89.00	162.00	1969.46	218.83
N.B. DRIVING LANE	524+51.00		522+79.00	172.00	2135.92	237.32
N.B. PASSING LANE	519+50.00		518+24.00	126.00	1486.24	165.14
N.B. CENTER LANE	519+39.00		518+24.00	115.00	1295.57	143.95
N.B. DRIVING LANE	519+29.00		518+24.00	105.00	1190.53	132.28
N.B. PASSING LANE	494+20.00		492+15.00	205.00	2421.70	269.08
N.B. CENTER LANE	494+20.00		492+20.00	200.00	2350.88	261.21
N.B. DRIVING LANE	494+20.00		492+24.00	196.00	2360.90	262.32
N.B. AUXILIARY LANE	494+20.00		492+28.00	192.00	2323.75	258.19
N.B. PASSING LANE	489+70.00		488+37.00	133.00	1618.24	179.80
N.B. CENTER LANE	489+75.00		488+37.00	138.00	1567.40	174.16
N.B. DRIVING LANE	489+79.00		488+37.00	142.00	1826.67	202.96
N.B. AUXILIARY LANE	489+84.00		488+37.00	147.00	2392.21	265.80
N.B. DRIVING LANE	474+00.50		467+55.00	645.50	7746.00	860.67
N.B. CENTER LANE	474+00.50		467+55.00	645.50	7746.00	860.67
N.B. PASSING LANE	474+00.50		467+55.00	645.50	7746.00	860.67
N.B. GORE	473+55.50		469+48.00	407.50	2245.00	249.44
N.B. RTE. 9 OFF-RAMP	474+00.50		467+55.00	645.50	10006.00	1111.78
N.B. PASSING LANE	405+54.00		404+83.00	71.00	755.71	83.97
N.B. CENTER LANE	405+54.00		404+99.00	55.00	546.44	60.72
N.B. DRIVING LANE	405+54.00		405+15.00	39.00	375.46	41.72
N.B. PASSING LANE	399+65.00		398+42.00	123.00	1561.34	173.48
N.B. CENTER LANE	399+82.00		398+42.00	140.00	1722.26	191.36
N.B. DRIVING LANE	399+98.00		398+42.00	156.00	2052.36	228.04
N.B. PASSING LANE	382+83.00		381+89.00	94.00	1067.06	118.56
N.B. CENTER LANE	382+83.00		381+89.00	94.00	1102.15	122.46
N.B. DRIVING LANE	382+83.00		381+89.00	94.00	1179.72	131.08
N.B. PASSING LANE	379+69.00		378+81.00	88.00	998.95	110.99
N.B. CENTER LANE	379+69.00		378+81.00	88.00	1031.80	114.64
N.B. DRIVING LANE	379+69.00		378+81.00	88.00	1104.41	122.71
N.B. PASSING LANE	283+15.00		282+25.00	90.00	1061.03	117.89
N.B. CENTER LANE	283+15.00		282+25.00	90.00	1240.79	137.87
N.B. DRIVING LANE	283+15.00		282+25.00	90.00	1219.58	135.51
N.B. AUXILIARY LANE	283+15.00		282+25.00	90.00	1024.19	113.80
N.B. PASSING LANE	278+42.00		277+47.00	95.00	1099.39	122.15
N.B. CENTER LANE	278+42.00		277+47.00	95.00	1291.09	143.45
N.B. DRIVING LANE	278+42.00		277+47.00	95.00	1275.46	141.72
N.B. AUXILIARY LANE	278+42.00		277+47.00	95.00	1144.99	127.22
<b>SUB-TOTAL =</b>						<b>11185.84</b>
<b>SUB-TOTAL 1 =</b>						<b>6871.61</b>
<b>TOTAL =</b>						<b>18057.45</b>
<b>USE =</b>						<b>18058.00</b>
						SQ YD

**NOTE:**  
 THE LOCATION / DESCRIPTION & STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
 STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
 STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

MODEL: I:\MODEL\MHFS  
 FILE: MHFS\_Plan\0038116.dwg  
 PROJECT: I:\PROJECTS\0038116\0038116.dwg  
 OFFICE: I:\PROJECTS\0038116\0038116.dwg  
 DATE: 1/30/2020

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE SHEET 7 OF 18 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4.5.6)RS-3	MCLEAN	136	27
			CONTRACT NO. 70D86	
		ILLINOIS FED. AID PROJECT		

# SCHEDULE OF QUANTITIES

#5000917 REAL-TIME TRAFFIC CONTROL MONITORING SENSOR UNIT

#5000918 REAL-TIME TRAFFIC CONTROL SIGN

X0327640 REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT

LOCATION		NUMBER OF MONTHS	REAL-TIME TRAFFIC CONTROL MONITORING SENSOR UNIT	X0328005 REAL-TIME TRAFFIC CONTROL MONITORING SENSOR UNIT	REAL-TIME TRAFFIC CONTROL SIGN	X0328006 REAL-TIME TRAFFIC CONTROL SIGN	REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT	X0327640 REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT
LOCATION		QUANTITY (EACH)	QUANTITY (EACH)	QUANTITY (CAL MO)	QUANTITY (EACH)	QUANTITY (CAL MO)	QUANTITY (EACH)	QUANTITY (CAL MO)
I-74	EASTBOUND	5.0	8.0	40.0	5.0	25.0	1.0	5.0
I-39	SOUTHBOUND	5.0	8.0	40.0	5.0	25.0	1.0	5.0
I-55	SOUTHBOUND	5.0	8.0	40.0	5.0	25.0	1.0	5.0
I-55	NORTHBOUND	5.0	8.0	40.0	5.0	25.0	1.0	5.0
I-74	WESTBOUND	5.0	8.0	40.0	5.0	25.0	1.0	5.0
<b>TOTAL =</b>				200.0		125.0		25.0
				CAL MO		CAL MO		CAL MO

**NOTE:**  
SEE REAL-TIME TRAFFIC CONTROL SYSTEM DETAIL FOR LAYOUT OF TRAFFIC CONTROL SIGNS AND MONITORING SENSOR UNITS.

70107025 CHANGEABLE MESSAGE SIGN

LOCATION	PUBLIC NOTIFICATION (**) (CAL DA)	CMS USED DURING CONSTRUCTION (CAL DA)	TOTAL QUANTITY (CAL DA)
I-74	EASTBOUND	7.0	7.0
I-39	SOUTHBOUND	7.0	7.0
I-55	SOUTHBOUND	7.0	240.0
I-55	NORTHBOUND	7.0	247.0
I-74	WESTBOUND	7.0	7.0
<b>TOTAL =</b>			515.0
			CAL DA

**\*\* NOTE:**  
SEE SPECIAL PROVISIONS FOR PUBLIC NOTIFICATION REQUIREMENTS.  
DURING PATCHING AND ULTRA-THIN HOT-MIX ASPHALT SURFACE OPERATIONS, 4 ADDITIONAL CHANGEABLE MESSAGE SIGNS WILL BE USED IN ADDITION TO THE CHANGEABLE MESSAGE SIGN INCLUDED IN HIGHWAY STANDARD 701400. THESE 4 CMS BOARDS WILL BE USED IN EACH DIRECTION TO INFORM DRIVERS OF LANE CLOSURES THROUGHOUT THE PROJECT LIMITS.

40600990 TEMPORARY RAMP

LOCATION	QUANTITY (EACH)	DROP (INCH)	WIDTH (FT)	WIDTH (FT)	QUANTITY (SQ YD)
S.B.	48.0	0.75	5.0	12.0	320.00
S.B.	25.0	0.75	5.0	14.0	194.44
S.B.	4.0	0.75	5.0	16.0	35.56
N.B.	47.0	0.75	5.0	12.0	313.33
N.B.	24.0	0.75	5.0	14.0	186.67
N.B.	6.0	0.75	5.0	16.0	53.33
<b>TOTAL =</b>					1103.33
<b>USE =</b>					1104.00
					SQ YD

**NOTE**  
TEMPORARY RAMPS ARE CALCULATED ONLY IN THE APPROACH DIRECTION OF A 3/4" VERTICAL ELEVATION DIFFERENCE. TEMPORARY RAMPS ARE NOT INTENDED ON THE DEPARTURE END WHERE A 3/4" DROP OCCURS.

TAPER RATE = 1:80

70100420 TRAFFIC CONTROL AND PROTECTION, STD. 701411

LOCATION / DESCRIPTION	QUANTITY (EACH)
I-39 S.B. OFF-RAMP TO I-55 S.B.	1.0
I-55 S.B. TO I-74 W.B. ON-RAMP	1.0
I-74 E.B. OFF-RAMP TO I-55 S.B.	1.0
I-55 S.B. TO RTE. 9 ON-RAMP	1.0
RTE. 9 W.B. OFF-RAMP TO I-55 S.B.	1.0
RTE. 9 E.B. OFF-RAMP TO I-55 S.B.	1.0
I-55 & I-74 S.B. SPLIT	1.0
VETERANS PKWY S.B. OFF-RAMP TO I-74 N.B.	1.0
I-55 & I-74 N.B. SPLIT	1.0
I-55 N.B. TO RTE. 9 OFF-RAMP	1.0
RTE. 9 E.B. OFF-RAMP TO I-55 N.B.	1.0
RTE. 9 W.B. OFF-RAMP TO I-55 N.B.	1.0
I-55 N.B. TO I-74 W.B. ON-RAMP	1.0
I-74 E.B. OFF-RAMP TO I-55 N.B.	1.0
I-55 N.B. TO I-39 N.B. ON-RAMP	1.0
<b>TOTAL =</b>	15.0
	EACH

X2700001 TEMPORARY RUMBLE STRIPS (SPECIAL)

LOCATION		X2700001 TEMPORARY RUMBLE STRIPS (SPECIAL) QUANTITY (EACH)
I-74	EASTBOUND	8.0
I-39	SOUTHBOUND	8.0
I-55	SOUTHBOUND	12.0
I-55	NORTHBOUND	8.0
I-74	WESTBOUND	8.0
<b>TOTAL =</b>		44.0
		EACH

60300305 FRAMES AND LIDS TO BE ADJUSTED

LOCATION / DESCRIPTION	STATION	OFFSET (FT)	QUANTITY (EACH)
S.B. GORE AREA	239+99.25	RT. 58.73	1.0
S.B. GORE AREA	265+51.10	RT. 75.00	1.0
S.B. GORE AREA	456+03.64	RT. 64.17	1.0
N.B. GORE AREA	308+89.69	LT. 59.19	1.0
<b>TOTAL =</b>			4.0
			EACH

40600400 MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS

LOCATION / DESCRIPTION			40600400 MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS QUANTITY (TON)
I-55	SOUTHBOUND	LT. SHOULDER	2.0
I-55	SOUTHBOUND	RT. SHOULDER	2.0
I-55	NORTHBOUND	LT. SHOULDER	2.0
I-55	NORTHBOUND	RT. SHOULDER	2.0
I-55	NORTHBOUND	** AUXILIARY LANE	14.0
<b>TOTAL =</b>			22.0
			TON

**NOTE:**  
MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS IS INCLUDED IN THE CONTRACT TO FILL CRACKS AND JOINTS ON THE SHOULDERS AS DIRECTED BY THE ENGINEER.

\*\* QUANTITY IS TO FILL RT. EDGE OF PAVEMENT JOINT ON I-55 N.B. AUXILIARY LANE BETWEEN I-74 E.B. OFF-RAMP TO I-55 N.B. AND I-39 N.B. OFF-RAMP.

X4400100 PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)

LOCATION / DESCRIPTION	STATION	TO	STATION	LENGTH (FT)	WIDTH (FT)	QUANTITY (SQ YD)
N.B. I-55 AUXILIARY LANE	290+67.00		287+67.00	300.00	16.00	533.33
N.B. I-55 AUXILIARY LANE	287+67.00		283+66.00	401.00	13.00	579.22
N.B. I-55 AUXILIARY LANE	276+96.00		261+50.00	1546.00	13.00	2233.11
<b>TOTAL =</b>						3345.67
<b>USE =</b>						3346.00
						SQ YD

THE LOCATION / DESCRIPTION & STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL. STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES. STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

MODEL: I:\MODEL\NAMES FILE: N:\nmsc... PROJECT: I:\PROJECTS\0570086\CADD\DATA\CADD\PROJECTS\0570086\SCH-SCHEDULE.dgn



# SCHEDULE OF QUANTITIES

ULTRA-THIN BONDED WEARING COURSE / TYPE B

LOCATION	STATION	TO	STATION	LENGTH (FT)	AREA (SQ FT)	AVERAGE WIDTH (FT)	AREA (SQ YD)	THICKNESS (INCHES)	40600290	40600250	X0300013	Z0034105
									BITUMINOUS MATERIALS (TACK COAT) (0.05 LB / SQ FT) (POUND)	RAPID SETTING POLYMER MODIFIED EMULSION (0.16 LB / SQ FT) (POUND)	ULTRA-THIN HMA SURFACE COURSE MIX "D" (SQ YD)	MATERIAL TRANSFER DEVICE (75 LB / SQ YD) (TON)
S.B. PASSING LANE	235+95.00		278+42.00	4242.00	50713.85	11.96	5752.71	0.75	2588.72	8283.90	5752.71	215.73
S.B. PASSING LANE	282+21.00		312+93.48 (BK)	3067.48	37565.47	12.25	4259.15	0.75	1916.62	6133.17	4259.15	159.72
S.B. PASSING LANE	312+10.37 (AH)		379+69.00	6753.63	80293.13	11.89	9109.06	0.75	4099.08	13117.05	9109.06	341.59
S.B. PASSING LANE	381+89.00		399+22.00	1723.00	20110.74	11.67	2282.39	0.75	1027.07	3286.64	2282.39	85.59
S.B. PASSING LANE	404+40.00		489+58.00	8508.00	101919.80	11.98	11560.76	0.75	5202.34	16647.49	11560.76	433.53
S.B. PASSING LANE	492+04.00		519+86.00	2772.00	33162.61	11.96	3761.73	0.75	1692.78	5416.90	3761.73	141.07
S.B. PASSING LANE	523+26.00		549+23.59 (BK)	2592.59	30682.05	11.83	3481.13	0.75	1566.51	5012.83	3481.13	130.54
S.B. PASSING LANE	548+99.63 (AH)		567+47.00	1842.37	21493.86	11.67	2439.38	0.75	1097.72	3512.71	2439.38	91.48
S.B. PASSING LANE	569+46.00		592+68.00	2312.00	26675.19	11.54	3028.13	0.75	1362.66	4360.51	3028.13	113.55
S.B. PASSING LANE	595+71.00		608+15.00	1239.00	14836.72	11.97	1682.94	0.75	757.32	2423.44	1682.94	63.11
S.B. CENTER LANE	235+95.00		278+42.00	4242.00	58468.66	13.78	6496.52	0.75	2923.43	9354.99	6496.52	243.62
S.B. CENTER LANE	282+21.00		312+93.48 (BK)	3067.48	40185.32	13.10	4465.04	0.75	2009.27	6429.65	4465.04	167.44
S.B. CENTER LANE	312+10.37 (AH)		379+69.00	6753.63	81790.80	12.11	9087.87	0.75	4089.54	13086.53	9087.87	340.80
S.B. CENTER LANE	381+89.00		399+06.00	1707.00	20342.07	11.92	2260.23	0.75	1017.10	3254.73	2260.23	84.76
S.B. CENTER LANE	404+24.00		489+53.00	8519.00	100551.92	11.80	11172.44	0.75	5027.60	16088.31	11172.44	418.97
S.B. CENTER LANE	491+91.00		519+97.00	2796.00	33144.00	11.85	3682.67	0.75	1657.20	5303.04	3682.67	138.10
S.B. CENTER LANE	523+36.00		549+23.59 (BK)	2582.59	31670.36	12.26	3518.93	0.75	1583.52	5067.26	3518.93	131.96
S.B. CENTER LANE	548+99.63 (AH)		567+42.00	1837.37	23282.02	12.67	2586.89	0.75	1164.10	3725.12	2586.89	97.01
S.B. CENTER LANE	569+42.00		592+82.00	2330.00	28587.35	12.27	3176.37	0.75	1429.37	4573.98	3176.37	119.11
S.B. CENTER LANE	595+92.00		600+55.50	458.50	10276.42	22.41	1141.82	0.75	513.82	1644.23	1141.82	42.82
S.B. DRIVING LANE	235+95.00		278+42.00	4242.00	62418.17	14.71	6935.35	0.75	3120.91	9986.91	6935.35	260.08
S.B. DRIVING LANE	282+21.00		312+93.48 (BK)	3067.48	40701.09	13.27	4522.34	0.75	2035.05	6512.17	4522.34	169.59
S.B. DRIVING LANE	312+10.37 (AH)		379+69.00	6753.63	81734.14	12.10	9081.57	0.75	4086.71	13077.46	9081.57	340.56
S.B. DRIVING LANE	378+81.00		398+90.00	1999.00	20383.45	10.20	2264.83	0.75	1019.17	3261.35	2264.83	84.93
S.B. DRIVING LANE	404+08.00		489+48.00	8530.00	103606.27	12.15	11511.81	0.75	5180.31	16577.00	11511.81	431.69
S.B. DRIVING LANE	491+98.00		520+07.00	2799.00	33445.17	11.95	3716.13	0.75	1672.26	5351.23	3716.13	139.35
S.B. DRIVING LANE	523+46.00		549+23.59 (BK)	2572.59	31242.61	12.14	3471.40	0.75	1562.13	4998.82	3471.40	130.18
S.B. DRIVING LANE	548+99.63 (AH)		567+38.00	1833.37	21558.50	11.76	2395.39	0.75	1077.92	3449.36	2395.39	89.83
S.B. DRIVING LANE	569+37.00		592+95.00	2348.00	28078.43	11.96	3119.83	0.75	1403.92	4492.55	3119.83	116.99
S.B. DRIVING LANE	596+06.00		608+15.00	1204.00	14711.80	12.22	1634.64	0.75	735.59	2353.89	1634.64	61.30
S.B. I-39 S.B. OFF-RAMP D.L.	235+83.40		248+42.00	1258.60	14909.75	11.85	1656.64	0.75	745.49	2385.56	1656.64	62.12
S.B. I-39 S.B. OFF-RAMP P.L.	235+83.40		248+42.00	1258.60	11865.16	9.43	1318.35	0.75	593.26	1898.43	1318.35	49.44
S.B. GORE AT I-39 S.B. OFF-RAMP	236+40.00		242+68.00	628.00	4950.81	7.88	550.09	0.75	247.54	792.13	550.09	20.63
S.B. AUXILIARY LANE	248+42.00		261+93.00	1351.00	16213.62	12.00	1801.51	0.75	810.68	2594.18	1801.51	67.56
S.B. I-74 W.B. ON-RAMP	261+93.00		267+32.00	539.00	8585.32	15.93	953.92	0.75	429.27	1373.65	953.92	35.77
S.B. GORE AT I-74 W.B. ON-RAMP	261+93.00		266+87.00	494.00	7022.30	14.22	780.26	0.75	351.11	1123.57	780.26	29.26
S.B. SHOULDER / RT. SIDE	266+87.00		273+50.00	663.00	11915.85	17.97	1323.98	0.75	595.79	1906.54	1323.98	49.65
S.B. I-74 E.B. OFF-RAMP	298+03.50		306+32.50	829.00	13360.78	16.12	1484.53	0.75	668.04	2137.73	1484.53	55.67
S.B. GORE AT I-74 E.B. OFF-RAMP	298+48.50		306+32.50	784.00	6865.90	8.76	762.88	0.75	343.30	1098.54	762.88	28.61
S.B. AUXILIARY LANE	306+32.50		312+93.48 (BK)	660.98	8459.95	12.80	939.99	0.75	423.00	1353.59	939.99	35.25
S.B. AUXILIARY LANE	312+10.37 (AH)		325+25.00	1314.63	13188.37	10.03	1465.37	0.75	659.42	2110.14	1465.37	54.95
S.B. RTE. 9 ON-RAMP / RT. LANE	432+28.00		456+64.00	2436.00	28260.52	11.60	3140.06	0.75	1413.03	4521.68	3140.06	117.75
S.B. RTE. 9 ON-RAMP / LT. LANE	450+77.00		456+64.00	587.00	6159.17	10.49	684.35	0.75	307.96	985.47	684.35	25.66
S.B. GORE AT RTE. 9 ON-RAMP	452+42.00		456+19.00	377.00	3693.86	9.80	410.43	0.75	184.69	591.02	410.43	15.39
S.B. RTE. 9 W.B. OFF-RAMP	467+23.00		480+24.00	1301.00	14779.64	11.36	1642.18	0.75	738.98	2364.74	1642.18	61.58
S.B. GORE AT RTE. 9 W.B. OFF-RAMP	467+68.00		472+19.00	451.00	2731.91	6.06	303.55	0.75	136.60	437.11	303.55	11.38
S.B. RTE. 9 E.B. OFF-RAMP	479+10.00		489+44.00	1029.00	14889.06	14.47	1654.34	0.75	744.45	2382.25	1654.34	62.04
S.B. GORE AT RTE. 9 E.B. OFF-RAMP	479+55.00		485+51.00	596.00	3597.83	6.04	399.76	0.75	179.89	575.65	399.76	14.99
S.B. AUXILIARY LANE	491+93.00		509+86.00	1788.00	19082.28	10.67	2120.25	0.75	954.11	3053.17	2120.25	79.51
S.B. I-74 DRIVING LANE	600+56.00		608+15.00	759.00	9126.34	12.02	1014.04	0.75	456.32	1460.21	1014.04	38.03
S.B. I-55 PASSING LANE	600+56.00		608+15.00	759.00	8945.49	11.79	993.94	0.75	447.27	1431.28	993.94	37.27
S.B. GORE AT I-55 / I-74 SPLIT	600+56.00		608+15.00	759.00	7445.70	9.81	827.30	0.75	372.29	1191.31	827.30	31.02
SUB-TOTAL 1 =									76422.23	244551.14	169827.18	6368.52
									POUND	POUND	SQ YD	TON

NOTE:  
THE LOCATION / DESCRIPTION & STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4.5,6)RS-3	MCLEAN	136	29
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET 9 OF 18 SHEETS STA. TO STA.

MODEL: \\MODEL\MHFS  
FILE: \\MHFS\_Plan\Illinois\GIS\Projects\DOT\Office\Bids\5\Projects\570D86\CADD\DATA\CAD\Insects\570D86-Plt-schedule.dgn

## SCHEDULE OF QUANTITIES

ULTRA-THIN BONDED WEARING COURSE / TYPE B (CONTINUED)

LOCATION	STATION	TO	STATION	LENGTH (FT)	AREA (SQ FT)	AVERAGE WIDTH (FT)	AREA (SQ YD)	THICKNESS (INCHES)	40600290	40600250	X0300013	Z0034105
									BITUMINOUS MATERIALS (TACK COAT) (0.05 LB / SQ FT) (POUND)	RAPID SETTING POLYMER MODIFIED EMULSION (0.16 LB / SQ FT) (POUND)	ULTRA-THIN HMA SURFACE COURSE MIX "D" (SQ YD)	MATERIAL TRANSFER DEVICE (75 LB / SQ YD) (TON)
N.B. PASSING LANE	606+82.00		600+77.00	605.00	7231.38	11.95	820.29	0.75	369.13	1181.22	820.29	30.76
N.B. PASSING LANE	600+77.00		594+96.00	576.00	6795.36	11.80	771.04	0.75	346.97	1110.30	771.04	28.91
N.B. PASSING LANE	592+16.00		569+58.00	2248.00	26681.97	11.87	3027.11	0.75	1362.20	4359.03	3027.11	113.52
N.B. PASSING LANE	567+64.00		548+99.63 (AH)	1859.37	22550.93	12.13	2557.31	0.75	1150.79	3682.52	2557.31	95.90
N.B. PASSING LANE	549+23.59 (BK)		522+99.00	2619.59	31728.47	12.11	3598.15	0.75	1619.17	5181.34	3598.15	134.93
N.B. PASSING LANE	519+50.00		492+15.00	2725.00	33482.74	12.29	3796.00	0.75	1708.20	5466.24	3796.00	142.35
N.B. PASSING LANE	489+70.00		404+83.00	8477.00	101387.53	11.96	11500.75	0.75	5175.34	16561.09	11500.75	431.28
N.B. PASSING LANE	399+65.00		381+89.00	1766.00	20249.88	11.47	2299.04	0.75	1034.57	3310.62	2299.04	86.21
N.B. PASSING LANE	379+69.00		312+10.37 (AH)	6753.63	79938.29	11.84	9069.63	0.75	4081.33	13060.27	9069.63	340.11
N.B. PASSING LANE	312+93.48 (BK)		282+25.00	3063.48	36653.07	11.96	4157.66	0.75	1870.95	5987.03	4157.66	155.91
N.B. PASSING LANE	278+42.00		237+52.00	4085.00	48420.53	11.85	5493.53	0.75	2472.09	7910.69	5493.53	206.01
N.B. CENTER LANE	600+77.00		594+85.00	587.00	7055.66	12.02	783.96	0.75	352.78	1128.91	783.96	29.40
N.B. CENTER LANE	592+04.00		569+63.00	2231.00	26250.01	11.77	2916.67	0.75	1312.50	4200.00	2916.67	109.38
N.B. CENTER LANE	567+69.00		548+99.63 (AH)	1864.37	22300.62	11.96	2477.85	0.75	1115.03	3568.10	2477.85	92.92
N.B. CENTER LANE	549+23.59 (BK)		522+89.00	2629.59	31285.75	11.90	3476.19	0.75	1564.29	5005.72	3476.19	130.36
N.B. CENTER LANE	519+39.00		492+20.00	2709.00	31846.96	11.76	3538.55	0.75	1592.35	5095.51	3538.55	132.70
N.B. CENTER LANE	489+75.00		404+99.00	8466.00	99921.16	11.80	11102.35	0.75	4996.06	15987.39	11102.35	416.34
N.B. CENTER LANE	399+82.00		381+89.00	1783.00	20996.02	11.78	2332.89	0.75	1049.80	3359.36	2332.89	87.48
N.B. CENTER LANE	379+69.00		312+10.37 (AH)	6753.63	81043.27	12.00	9004.81	0.75	4052.16	12966.92	9004.81	337.68
N.B. CENTER LANE	312+93.48 (BK)		282+25.00	3063.48	42898.31	14.00	4766.48	0.75	2144.92	6863.73	4766.48	178.74
N.B. CENTER LANE	278+42.00		237+52.00	4085.00	55952.37	13.70	6216.93	0.75	2797.62	8952.38	6216.93	233.13
N.B. DRIVING LANE	606+82.00		600+77.00	605.00	7069.18	11.68	785.46	0.75	353.46	1131.07	785.46	29.45
N.B. DRIVING LANE	600+77.00		594+66.00	606.00	14383.10	23.73	1598.12	0.75	719.15	2301.30	1598.12	59.93
N.B. DRIVING LANE	591+93.00		569+68.00	2215.00	26460.60	11.95	2940.07	0.75	1323.03	4233.70	2940.07	110.25
N.B. DRIVING LANE	567+73.00		548+99.63 (AH)	1868.37	23710.86	12.69	2634.54	0.75	1185.54	3793.74	2634.54	98.80
N.B. DRIVING LANE	549+23.59 (BK)		522+79.00	2639.59	31881.52	12.08	3542.39	0.75	1594.08	5101.04	3542.39	132.84
N.B. DRIVING LANE	519+29.00		492+24.00	2695.00	32434.16	12.03	3603.80	0.75	1621.71	5189.47	3603.80	135.14
N.B. DRIVING LANE	489+79.00		405+15.00	8454.00	102726.24	12.15	11414.03	0.75	5136.31	16436.20	11414.03	428.03
N.B. DRIVING LANE	399+98.00		381+89.00	1799.00	22689.51	12.61	2521.06	0.75	1134.48	3630.32	2521.06	94.54
N.B. DRIVING LANE	379+69.00		312+10.37 (AH)	6753.63	82656.62	12.24	9184.07	0.75	4132.83	13225.06	9184.07	344.40
N.B. DRIVING LANE	312+93.48 (BK)		282+25.00	3063.48	42388.14	13.84	4709.79	0.75	2119.41	6782.10	4709.79	176.62
N.B. DRIVING LANE	278+42.00		237+52.00	4085.00	57323.58	14.03	6369.29	0.75	2866.18	9171.77	6369.29	238.85
N.B. I-74 PASSING LANE	606+82.00		600+77.00	605.00	9657.10	15.96	1073.01	0.75	482.85	1545.14	1073.01	40.24
N.B. I-55 DRIVING LANE	606+82.00		600+77.00	605.00	7309.98	12.08	812.22	0.75	365.50	1169.60	812.22	30.46
N.B. AUXILIARY LANE	505+68.00		492+28.00	1335.00	14136.16	10.59	1570.68	0.75	706.81	2261.78	1570.68	58.90
N.B. RTE. 9 ON-RAMP / RT. LANE	488+32.00		482+94.00	538.00	6108.45	11.35	678.72	0.75	305.42	977.35	678.72	25.45
N.B. RTE. 9 ON-RAMP / LT. LANE	489+84.00		482+94.00	685.00	8732.54	12.75	970.28	0.75	436.63	1397.21	970.28	36.39
N.B. GORE AT RTE. 9 ON-RAMP	488+32.00		483+39.00	493.00	4502.64	9.13	500.29	0.75	225.13	720.42	500.29	18.76
N.B. RTE. 9 E.B. OFF-RAMP	474+00.50		461+48.00	1252.50	14223.92	11.36	1580.44	0.75	711.20	2275.83	1580.44	59.27
N.B. GORE AT RTE. 9 E.B. OFF-RAMP	473+55.50		469+35.00	420.50	2144.88	5.10	238.32	0.75	107.24	343.18	238.32	8.94
N.B. RTE. 9 W.B. OFF-RAMP	461+61.00		433+61.00	2800.00	32905.65	11.75	3656.18	0.75	1645.28	5264.90	3656.18	137.11
N.B. GORE AT RTE. 9 W.B. OFF-RAMP	461+16.00		455+72.00	544.00	3264.21	6.00	362.69	0.75	163.21	522.27	362.69	13.60
N.B. I-74 W.B. ON-RAMP	312+32.00		312+10.37 (AH)	21.63	33.07	1.53	3.67	0.75	1.65	5.29	3.67	0.14
N.B. I-74 W.B. ON-RAMP	312+93.48 (BK)		306+04.00	689.48	9159.48	13.28	1017.72	0.75	457.97	1465.52	1017.72	38.16
N.B. GORE AT I-74 W.B. ON-RAMP	310+01.00		306+49.00	352.00	3676.30	10.44	408.48	0.75	183.82	588.21	408.48	15.32
N.B. I-74 E.B. OFF-RAMP	291+12.00		287+67.00	345.00	5211.54	15.11	579.06	0.75	260.58	833.85	579.06	21.71
N.B. GORE AT I-74 E.B. OFF-RAMP	290+67.00		287+67.00	300.00	1757.16	5.86	195.24	0.75	87.86	281.15	195.24	7.32
N.B. AUXILIARY LANE	287+67.00		282+25.00	537.00	5619.35	10.46	624.37	0.75	280.97	899.10	624.37	23.41
N.B. AUXILIARY LANE	278+42.00		260+94.00	1743.00	20553.88	11.79	2283.76	0.75	1027.69	3288.62	2283.76	85.64
N.B. I-39 N.B. ON-RAMP / RT. LANE	260+94.00		254+67.55	626.45	7269.75	11.60	807.75	0.75	363.49	1163.16	807.75	30.29
N.B. I-39 N.B. ON-RAMP / LT. LANE	260+94.00		254+67.55	626.45	6713.70	10.72	745.97	0.75	335.68	1074.19	745.97	27.97
N.B. GORE AT I-39 N.B. ON-RAMP	259+18.00		255+27.00	391.00	4072.48	10.42	452.50	0.75	203.62	651.60	452.50	16.97
SUB-TOTAL =									72707.03	232662.48	161571.17	6058.92
SUB-TOTAL 1 =									76422.23	244551.14	169827.18	6368.52
TOTAL =									149129.26	477213.62	331398.35	12427.44
USE =									149130.00	477214.00	331399.00	12428.00
									POUND	POUND	SQ YD	TON

**NOTE:**  
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 STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
 STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

MODEL: 4-MODEL\MAHES  
 FILE: MAHES - PLOT\MAHES\MAHES.DOT - OFFICE\DATE: 5/30/2020\PROJECT\570086\CAD\DATA\CAD\MAHES\570086-RT-SCHEDULE.dgn

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE    SHEET 10 OF 18 SHEETS    STA.    TO STA.

F.A.I. RTE. 55/74	SECTION (57-4.5.6)RS-3	COUNTY MCLEAN	TOTAL SHEETS 136	SHEET NO. 30
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70D86	

▲ **REVISED ENTIRE SHEET 2/24/20**



# SCHEDULE OF QUANTITIES

70300100 SHORT TERM PAVEMENT MARKING (CONTINUED)

70300150 SHORT TERM PAVEMENT MARKING REMOVAL (CONTINUED)

LOCATION / DESCRIPTION			STATION	TO	STATION	70300100 SHORT TERM PAVEMENT MARKING QUANTITY (FT)	70300150 SHORT TERM PAVEMENT MARKING REMOVAL QUANTITY (SQ FT)	COLOR
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	505+67.00		494+25.00	116.00	38.67	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	494+25.00		491+97.79 (AH)	24.00	8.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	492+00.27 (BK)		488+32.00	40.00	13.33	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	469+48.00		461+16.00	84.00	28.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	455+72.00		433+61.00	224.00	74.67	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	312+32.00		312+10.37 (AH)	4.00	1.33	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	312+93.48 (BK)		310+22.00	28.00	9.33	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	287+67.00		283+21.00	48.00	16.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	283+21.00		277+41.00	60.00	20.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	277+41.00		259+18.00	184.00	61.33	WHITE
N.B.	RTE. 9 ON-RAMP	SKIP-DASH	486+46.00		482+94.00	36.00	12.00	WHITE
N.B.	I-39 N.B. ON-RAMP	SKIP-DASH	259+18.00		254+67.50	48.00	16.00	WHITE
N.B.	SHOULDER / RT. SIDE	E.O.P.	606+82.00		548+99.63 (AH)	232.00	77.33	WHITE
N.B.	SHOULDER / RT. SIDE	E.O.P.	549+23.59 (BK)		491+97.79 (AH)	232.00	77.33	WHITE
N.B.	SHOULDER / RT. SIDE	E.O.P.	492+00.27 (BK)		482+95.00	40.00	13.33	WHITE
N.B.	SHOULDER / RT. SIDE	E.O.P.	483+39.00		473+55.50	40.00	13.33	WHITE
N.B.	SHOULDER / RT. SIDE	E.O.P.	473+95.00		461+16.00	52.00	17.33	WHITE
N.B.	SHOULDER / RT. SIDE	E.O.P.	461+59.00		312+10.37 (AH)	600.00	200.00	WHITE
N.B.	SHOULDER / RT. SIDE	E.O.P.	312+93.48 (BK)		306+04.00	28.00	9.33	WHITE
N.B.	SHOULDER / RT. SIDE	E.O.P.	306+49.00		290+67.00	64.00	21.33	WHITE
N.B.	SHOULDER / RT. SIDE	E.O.P.	291+08.00		254+69.00	148.00	49.33	WHITE
N.B.	SHOULDER / RT. SIDE	E.O.P.	255+27.00		237+52.00	72.00	24.00	WHITE
N.B.	GORE OUTER EDGE	GORE	606+82.00		600+77.00	128.00	42.67	WHITE
N.B.	GORE OUTER EDGE	GORE	488+32.00		483+39.00	104.00	34.67	WHITE
N.B.	GORE OUTER EDGE	GORE	473+55.00		469+48.00	88.00	29.33	WHITE
N.B.	GORE OUTER EDGE	GORE	461+16.00		455+72.00	112.00	37.33	WHITE
N.B.	GORE OUTER EDGE	GORE	310+22.00		306+49.00	80.00	26.67	WHITE
N.B.	GORE OUTER EDGE	GORE	290+67.00		287+67.00	64.00	21.33	WHITE
N.B.	GORE OUTER EDGE	GORE	259+18.00		255+27.00	80.00	26.67	WHITE
SUB-TOTAL =						3060.00	1020.00	
SUB-TOTAL 1 =						10332.00	3444.00	
SUB-TOTAL 2 =						11048.00	3682.67	
TOTAL =						24440.00	8146.67	
USE =						24440.00	8147.00	
						FT	SQ FT	

**NOTE:**

THE LOCATION / DESCRIPTION & STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

NUMBER OF APPLICATIONS = 1.0 EACH

MODEL: \\MODEL\NAMES  
 FILE: \\models\pav\70300150\70300150\pav\70300150.dwg  
 PROJECT: \\projects\70300150\70300150\CADD\data\CADD\70300150-170300150.sch

USER NAME = eaglinga	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			SCHEDULE OF QUANTITIES				F.A.I. RTE. 55/74	SECTION (57-4,5,6)RS-3	COUNTY MCLEAN	TOTAL SHEETS 136	SHEET NO. 32
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -								SCALE: NONE	SHEET 12	OF 18	SHEETS	STA.
PLOT DATE = 1/30/2020	DATE -	REVISED -	ILLINOIS FED. AID PROJECT											



# SCHEDULE OF QUANTITIES

X0327979 PAVEMENT MARKING REMOVAL - GRINDING (CONTINUED)

78008310 POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (CONTINUED)

X7830070 GROOVING FOR RECESSED PAVEMENT MARKING 5" (CONTINUED)

LOCATION / DESCRIPTION			STATION	TO	STATION	X0327979	78008310	X7830070	COLOR
						PAVMT MRKG REM GRINDING QUANTITY (SQ FT)	POLYUREA PM TYPE II LINE 4" QUANTITY (FT)	GRV RCSD PAVMT MARKG 5" QUANTITY (FT)	
N.B.	PASSING LANE / LT. SIDE	E.O.P.	606+82.00		595+07.00	352.67	1175.00	1175.00	YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	595+07.00		592+16.00	97.00	291.00		YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	592+16.00		569+58.00	640.67	2258.00	2258.00	YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	569+58.00		567+64.00	64.67	194.00		YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	567+64.00		548+99.63 (AH)	573.46	1864.37	1864.37	YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	549+23.59	(BK)	522+99.00	807.86	2624.59	2624.59	YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	522+99.00		519+50.00	116.33	349.00		YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	519+50.00		492+15.00	768.67	2735.00	2735.00	YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	492+15.00		491+97.79 (AH)	5.74	17.21		YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	492+00.27	(BK)	489+70.00	76.76	230.27		YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	489+70.00		404+83.00	2512.83	8487.00	8487.00	YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	404+83.00		400+65.00	139.33	418.00		YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	400+65.00		381+89.00	519.33	1876.00	1876.00	YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	381+89.00		379+69.00	73.33	220.00		YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	379+69.00		312+10.37 (AH)	2206.88	6758.63	6758.63	YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	312+93.48	(BK)	282+25.00	975.83	3068.48	3068.48	YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	282+25.00		278+42.00	127.67	383.00		YELLOW
N.B.	PASSING LANE / LT. SIDE	E.O.P.	278+42.00		237+52.00	1315.33	4090.00	4090.00	YELLOW
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	606+82.00		594+66.00	375.33	1216.00	1216.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	594+66.00		591+78.00	43.00	288.00		WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	591+78.00		569+72.00	641.33	2206.00	2206.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	569+72.00		567+78.00	64.67	194.00		WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	567+78.00		548+99.63 (AH)	573.12	1878.37	1878.37	WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	549+23.59	(BK)	522+69.00	807.86	2654.59	2654.59	WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	522+69.00		519+19.00	116.67	350.00		WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	519+19.00		505+67.00	402.67	1352.00	1352.00	WHITE
N.B.	AUXILIARY LANE / RT. SIDE	E.O.P.	505+67.00		492+32.00	366.00	1335.00	1335.00	WHITE
N.B.	AUXILIARY LANE / RT. SIDE	E.O.P.	492+32.00		491+97.79 (AH)	11.40	34.21		WHITE
N.B.	AUXILIARY LANE / RT. SIDE	E.O.P.	492+00.27	(BK)	489+89.00	70.42	211.27		WHITE
N.B.	RTE. 9 ON-RAMP	E.O.P.	489+89.00		482+94.00	164.67	695.00	695.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	482+94.00		474+00.00	298.00	894.00	894.00	WHITE
N.B.	RTE. 9 OFF-RAMP	E.O.P.	474+00.50		461+61.00	198.00	1239.50	1239.50	WHITE
N.B.	RTE. 9 OFF-RAMP	E.O.P.	461+61.00		455+72.00	181.33	589.00	589.00	WHITE
N.B.	AUXILIARY LANE / RT. SIDE	E.O.P.	455+72.00		433+61.00	737.00	2211.00	2211.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	433+61.00		405+32.00	919.00	2829.00	2829.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	405+32.00		400+15.00	172.33	517.00		WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	400+15.00		381+89.00	486.67	1826.00	1826.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	381+89.00		379+69.00	73.33	220.00		WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	379+69.00		312+10.37 (AH)	2206.88	6758.63	6758.63	WHITE
N.B.	I-74 N.B. ON-RAMP	E.O.P.	312+93.48	(BK)	306+04.00	214.83	689.48	689.48	WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	306+04.00		291+12.00	497.33	1492.00	1492.00	WHITE
N.B.	I-74 OFF-RAMP	E.O.P.	291+12.00		287+67.00	100.00	345.00	345.00	WHITE
N.B.	AUXILIARY LANE / RT. SIDE	E.O.P.	287+67.00		282+25.00	133.67	542.00	542.00	WHITE
N.B.	AUXILIARY LANE / RT. SIDE	E.O.P.	282+25.00		278+42.00	127.67	383.00		WHITE
N.B.	AUXILIARY LANE / RT. SIDE	E.O.P.	278+42.00		261+90.00	502.67	1652.00	1652.00	WHITE
N.B.	I-39 ON-RAMP	E.O.P.	261+90.00		254+69.00	225.33	721.00	721.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	E.O.P.	254+66.00		237+52.00	556.33	1714.00	1714.00	WHITE
SUB-TOTAL =						22641.87	74076.60	69776.64	
SUB-TOTAL 1 =						23314.70	74669.10	70220.35	
TOTAL =						45956.57	148745.70	139996.99	
USE =						45957.00	148746.00	139997.00	
						SQ FT	FT	FT	

**NOTE:**  
 THE LOCATION AND STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
 STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
 STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE PLACEMENT OF THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE. THE REMOVAL WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL - GRINDING.

PAVEMENT MARKING REMOVAL - GRINDING SHALL REMOVE ALL THE PAVEMENT MARKINGS IN THEIR ENTIRETY, BUT WILL ONLY BE PAID FOR AT THE NOMINAL WIDTH OF THE STRIPE. ANY OVERSPRAY OR WIDER PAVEMENT MARKING WIDTHS DUE TO MULTIPLE APPLICATIONS WILL NOT BE PAID FOR SEPARATELY.

PAVEMENT MARKING REMOVAL - GRINDING WILL NOT BE REQUIRED AT PCC SURFACE REMOVAL - BUTT JOINT LOCATIONS OR PCC SURFACE REMOVAL 3/4" LOCATIONS. THE MILLING OPERATIONS AT THESE LOCATIONS WILL REMOVE THE EXISTING STRIPING.

MODEL: I:\MODEL\MHFS...  
 FILE: MHFS...  
 PROJECT: I:\PROJECTS\05720086\CADD\DATA\CAD\INRECS\05720086-INT-SCHEDULE.dgn

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE      SHEET 14 OF 18 SHEETS      STA.      TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	34
CONTRACT NO. 70DB6				
ILLINOIS FED. AID PROJECT				

# SCHEDULE OF QUANTITIES

X0327979 PAVEMENT MARKING REMOVAL - GRINDING  
 78008330 POLYUREA PAVEMENT MARKING TYPE II - LINE 6"

LOCATION / DESCRIPTION				STATION	TO	STATION	X0327979 PAVMT MRKG REM GRINDING QUANTITY (SQ FT)	78008330 POLYUREA PM TYPE II LINE 6" QUANTITY (FT)	COLOR
S.B.	PASSING LANE / RT. SIDE	SKIP-DASH	278+42.00		282+21.00		50.00	100.00	WHITE
S.B.	PASSING LANE / RT. SIDE	SKIP-DASH	379+69.00		381+89.00		30.00	60.00	WHITE
S.B.	PASSING LANE / RT. SIDE	SKIP-DASH	399+06.00		404+24.00		65.00	130.00	WHITE
S.B.	PASSING LANE / RT. SIDE	SKIP-DASH	489+53.00		492+00.27 (BK)		35.00	70.00	WHITE
S.B.	PASSING LANE / RT. SIDE	SKIP-DASH	491+97.79 (AH)		492+91.00		15.00	30.00	WHITE
S.B.	PASSING LANE / RT. SIDE	SKIP-DASH	519+86.00		523+36.00		45.00	90.00	WHITE
S.B.	PASSING LANE / RT. SIDE	SKIP-DASH	567+47.00		569+42.00		25.00	50.00	WHITE
S.B.	PASSING LANE / RT. SIDE	SKIP-DASH	592+68.00		595+71.00		40.00	80.00	WHITE
S.B.	CENTER LANE / RT. SIDE	SKIP-DASH	278+42.00		282+21.00		50.00	100.00	WHITE
S.B.	CENTER LANE / RT. SIDE	SKIP-DASH	379+69.00		381+89.00		30.00	60.00	WHITE
S.B.	CENTER LANE / RT. SIDE	SKIP-DASH	398+90.00		404+08.00		65.00	130.00	WHITE
S.B.	CENTER LANE / RT. SIDE	SKIP-DASH	489+48.00		492+00.27 (BK)		35.00	70.00	WHITE
S.B.	CENTER LANE / RT. SIDE	SKIP-DASH	491+97.79 (AH)		491+98.00		5.00	10.00	WHITE
S.B.	CENTER LANE / RT. SIDE	SKIP-DASH	519+97.00		523+36.00		45.00	90.00	WHITE
S.B.	CENTER LANE / RT. SIDE	SKIP-DASH	567+42.00		569+37.00		25.00	50.00	WHITE
S.B.	CENTER LANE / RT. SIDE	SKIP-DASH	592+82.00		595+92.00		40.00	80.00	WHITE
S.B.	DRIVING LANE / RT. SIDE	SKIP-DASH	489+44.00		492+00.27 (BK)		35.00	70.00	WHITE
S.B.	DRIVING LANE / RT. SIDE	SKIP-DASH	491+97.79 (AH)		491+93.00		-5.00	-10.00	WHITE
N.B.	PASSING LANE / RT. SIDE	SKIP-DASH	594+96.00		592+04.00		45.00	90.00	WHITE
N.B.	PASSING LANE / RT. SIDE	SKIP-DASH	569+63.00		567+69.00		25.00	50.00	WHITE
N.B.	PASSING LANE / RT. SIDE	SKIP-DASH	522+89.00		519+39.00		45.00	90.00	WHITE
N.B.	PASSING LANE / RT. SIDE	SKIP-DASH	492+20.00		491+97.79 (AH)		5.00	10.00	WHITE
N.B.	PASSING LANE / RT. SIDE	SKIP-DASH	492+00.27 (BK)		489+75.00		35.00	70.00	WHITE
N.B.	PASSING LANE / RT. SIDE	SKIP-DASH	404+99.00		399+82.00		65.00	130.00	WHITE
N.B.	PASSING LANE / RT. SIDE	SKIP-DASH	381+89.00		379+69.00		30.00	60.00	WHITE
N.B.	PASSING LANE / RT. SIDE	SKIP-DASH	282+25.00		278+42.00		50.00	100.00	WHITE
N.B.	CENTER LANE / RT. SIDE	SKIP-DASH	594+85.00		591+93.00		45.00	90.00	WHITE
N.B.	CENTER LANE / RT. SIDE	SKIP-DASH	569+68.00		567+73.00		33.00	66.00	WHITE
N.B.	CENTER LANE / RT. SIDE	SKIP-DASH	522+79.00		519+29.00		60.00	120.00	WHITE
N.B.	CENTER LANE / RT. SIDE	SKIP-DASH	492+24.00		491+97.79 (AH)		6.00	12.00	WHITE
N.B.	CENTER LANE / RT. SIDE	SKIP-DASH	492+00.27 (BK)		489+75.00		39.00	78.00	WHITE
N.B.	CENTER LANE / RT. SIDE	SKIP-DASH	405+15.00		399+98.00		87.00	174.00	WHITE
N.B.	CENTER LANE / RT. SIDE	SKIP-DASH	381+89.00		379+69.00		38.00	76.00	WHITE
N.B.	CENTER LANE / RT. SIDE	SKIP-DASH	282+25.00		278+42.00		65.00	130.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	282+25.00		277+42.00		81.00	162.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	492+28.00		491+97.79 (AH)		6.00	12.00	WHITE
N.B.	DRIVING LANE / RT. SIDE	LANE LINE EXT.	492+00.27 (BK)		489+84.00		38.00	76.00	WHITE
<b>TOTAL =</b>							<b>1428.00</b>	<b>2856.00</b>	
<b>USE =</b>							<b>1428.00</b>	<b>2856.00</b>	
							SQ FT	FT	

**NOTE:**

THE LOCATION AND STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
 STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
 STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE PLACEMENT OF  
 THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE. THE REMOVAL WILL BE PAID  
 FOR AS PAVEMENT MARKING REMOVAL - GRINDING.

PAVEMENT MARKING REMOVAL - GRINDING SHALL REMOVE ALL THE PAVEMENT MARKINGS  
 IN THEIR ENTIRETY, BUT WILL ONLY BE PAID FOR AT THE NOMINAL WIDTH OF THE STRIPE.  
 ANY OVERSPRAY OR WIDER PAVEMENT MARKING WIDTHS DUE TO MULTIPLE APPLICATIONS  
 WILL NOT BE PAID FOR SEPARATELY.

PAVEMENT MARKING REMOVAL - GRINDING WILL NOT BE REQUIRED AT PCC SURFACE  
 REMOVAL - BUTT JOINT LOCATIONS OR PCC SURFACE REMOVAL 3/4" LOCATIONS. THE  
 MILLING OPERATIONS AT THESE LOCATIONS WILL REMOVE THE EXISTING STRIPING.

MODEL: 4\MODEL\MAR18  
 FILE: 4\mar18.pia\p18m\m00a.dwg\illinois.gov\PWIDOT\Documents\DOT\_Offices\Dist\ct\_5\Projects\05720086\CADD\data\CADD\sheet\05720086-sqt-schedule.dgn

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE    SHEET 15 OF 18 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4.5,6)RS-3	MCLEAN	136	35
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				

# SCHEDULE OF QUANTITIES

X0327979 PAVEMENT MARKING REMOVAL - GRINDING

78004230 PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"

				X0327979	78004230				
				PAVMT	PREF PL				
				MRKG REM	PM TB				
				GRINDING	INLAID, 6"				
LOCATION / DESCRIPTION	STATION	TO	STATION	QUANTITY (SQ FT)	QUANTITY (FT)	COLOR			
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		235+95.00		525.00	1070.00	WHITE		
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		282+21.00		375.00	770.00	WHITE		
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		312+10.37	(AH)	379+69.00	835.00	1690.00	WHITE	
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		381+89.00		399+06.00	190.00	430.00	WHITE	
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		404+24.00		489+53.00	1035.00	2140.00	WHITE	
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		491+91.00		519+86.00	300.00	700.00	WHITE	
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		523+36.00		549+23.59	(BK)	310.00	650.00	WHITE
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		548+99.63	(AH)	567+47.00	225.00	470.00	WHITE	
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		569+42.00		592+68.00	270.00	590.00	WHITE	
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		595+71.00		608+15.00	145.00	330.00	WHITE	
S.B. CENTER LANE / RT. SIDE	SKIP-DASH		235+95.00		278+42.00	525.00	1070.00	WHITE	
S.B. CENTER LANE / RT. SIDE	SKIP-DASH		282+21.00		312+93.48	(BK)	375.00	770.00	WHITE
S.B. CENTER LANE / RT. SIDE	SKIP-DASH		312+10.37	(AH)	379+69.00	835.00	1690.00	WHITE	
S.B. CENTER LANE / RT. SIDE	SKIP-DASH		381+89.00		398+90.00	190.00	430.00	WHITE	
S.B. CENTER LANE / RT. SIDE	SKIP-DASH		404+08.00		489+48.00	1035.00	2140.00	WHITE	
S.B. CENTER LANE / RT. SIDE	SKIP-DASH		491+98.00		519+97.00	300.00	700.00	WHITE	
S.B. CENTER LANE / RT. SIDE	SKIP-DASH		523+46.00		549+23.59	(BK)	310.00	650.00	WHITE
S.B. CENTER LANE / RT. SIDE	SKIP-DASH		548+99.63	(AH)	567+42.00	225.00	470.00	WHITE	
S.B. CENTER LANE / RT. SIDE	SKIP-DASH		569+37.00		592+82.00	270.00	590.00	WHITE	
S.B. CENTER LANE / RT. SIDE	SKIP-DASH		595+92.00		600+56.00	45.00	120.00	WHITE	
S.B. PASSING LANE / RT. SIDE	SKIP-DASH		600+56.00		608+15.00	100.00	200.00	WHITE	
S.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		242+68.00		261+93.00	322.00	644.00	WHITE	
S.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		306+39.00		312+93.48	(BK)	110.00	220.00	WHITE
S.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		312+10.37	(AH)	325+25.00	221.00	442.00	WHITE	
S.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		432+28.00		452+41.00	337.00	674.00	WHITE	
S.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		472+19.00		479+55.00	124.00	248.00	WHITE	
S.B. DRIVING LANE / RT. SIDE	SKIP-DASH		485+51.00		489+44.00	35.00	100.00	WHITE	
S.B. DRIVING LANE / RT. SIDE	SKIP-DASH		491+93.00		496+16.00	60.00	120.00	WHITE	
S.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		496+16.00		509+86.00	230.00	460.00	WHITE	
S.B. I-39 S.B. OFF-RAMP	SKIP-DASH		235+83.50		242+83.50	95.00	190.00	WHITE	
S.B. RTE. 9 ON-RAMP	SKIP-DASH		452+41.00		456+63.50	60.00	120.00	WHITE	
SUB-TOTAL 1 =				10014.00	20888.00				
				SQ FT	FT				

**NOTE:**

THE LOCATION AND STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE PLACEMENT OF THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE. THE REMOVAL WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL - GRINDING.

PAVEMENT MARKING REMOVAL - GRINDING SHALL REMOVE ALL THE PAVEMENT MARKINGS IN THEIR ENTIRETY, BUT WILL ONLY BE PAID FOR AT THE NOMINAL WIDTH OF THE STRIPE. ANY OVERSPRAY OR WIDER PAVEMENT MARKING WIDTHS DUE TO MULTIPLE APPLICATIONS WILL NOT BE PAID FOR SEPARATELY.

PAVEMENT MARKING REMOVAL - GRINDING WILL NOT BE REQUIRED AT PCC SURFACE REMOVAL - BUTT JOINT LOCATIONS OR PCC SURFACE REMOVAL 3/4" LOCATIONS. THE MILLING OPERATIONS AT THESE LOCATIONS WILL REMOVE THE EXISTING STRIPING.

X0327979 PAVEMENT MARKING REMOVAL - GRINDING (CONTINUED)

78004230 PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"

				X0327979	78004230				
				PAVMT	PREF PL				
				MRKG REM	PM TB				
				GRINDING	INLAID, 6"				
LOCATION / DESCRIPTION	STATION	TO	STATION	QUANTITY (SQ FT)	QUANTITY (FT)	COLOR			
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		606+82.00		60.00	120.00	WHITE		
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		606+82.00		594+96.00	140.00	300.00	WHITE	
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		592+04.00		569+63.00	260.00	570.00	WHITE	
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		567+69.00		548+99.63	(AH)	220.00	470.00	WHITE
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		549+23.59	(BK)	522+89.00	310.00	660.00	WHITE	
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		519+39.00		492+20.00	300.00	680.00	WHITE	
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		489+75.00		404+99.00	955.00	2120.00	WHITE	
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		399+82.00		381+89.00	190.00	450.00	WHITE	
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		379+69.00		312+10.37	(AH)	835.00	1690.00	WHITE
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		312+93.48	(BK)	282+25.00	375.00	770.00	WHITE	
N.B. PASSING LANE / RT. SIDE	SKIP-DASH		278+42.00		237+52.00	510.00	1040.00	WHITE	
N.B. CENTER LANE / RT. SIDE	SKIP-DASH		600+77.00		594+85.00	65.00	150.00	WHITE	
N.B. CENTER LANE / RT. SIDE	SKIP-DASH		591+93.00		569+68.00	260.00	560.00	WHITE	
N.B. CENTER LANE / RT. SIDE	SKIP-DASH		567+73.00		548+99.63	(AH)	220.00	470.00	WHITE
N.B. CENTER LANE / RT. SIDE	SKIP-DASH		549+23.59	(BK)	522+79.00	315.00	670.00	WHITE	
N.B. CENTER LANE / RT. SIDE	SKIP-DASH		519+29.00		492+24.00	300.00	680.00	WHITE	
N.B. CENTER LANE / RT. SIDE	SKIP-DASH		489+79.00		405+15.00	960.00	2120.00	WHITE	
N.B. CENTER LANE / RT. SIDE	SKIP-DASH		399+98.00		381+89.00	195.00	460.00	WHITE	
N.B. CENTER LANE / RT. SIDE	SKIP-DASH		379+69.00		312+10.37	(AH)	835.00	1690.00	WHITE
N.B. CENTER LANE / RT. SIDE	SKIP-DASH		312+93.48	(BK)	282+25.00	375.00	770.00	WHITE	
N.B. CENTER LANE / RT. SIDE	SKIP-DASH		278+42.00		237+52.00	510.00	1040.00	WHITE	
N.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		505+67.00		492+28.00	200.00	448.00	WHITE	
N.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		489+84.00		488+32.00	8.00	52.00	WHITE	
N.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		469+48.00		461+16.00	108.00	280.00	WHITE	
N.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		455+72.00		433+61.00	370.00	740.00	WHITE	
N.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		312+32.00		312+10.37	(AH)	4.00	8.00	WHITE
N.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		312+93.48	(BK)	310+22.00	47.00	94.00	WHITE	
N.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		287+67.00		282+25.00	77.00	182.00	WHITE	
N.B. DRIVING LANE / RT. SIDE	LANE LINE EXT.		278+42.00		259+18.00	308.00	644.00	WHITE	
N.B. RTE. 9 ON-RAMP	SKIP-DASH		486+46.00		482+94.00	50.00	100.00	WHITE	
N.B. I-39 N.B. ON-RAMP	SKIP-DASH		259+18.00		254+67.50	65.00	130.00	WHITE	
SUB-TOTAL =				9427.00	20158.00				
SUB-TOTAL 1 =				10014.00	20888.00				
TOTAL =				19441.00	41046.00				
USE =				19441.00	41046.00				
				SQ FT	FT				

**NOTE:**

THE LOCATION AND STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE PLACEMENT OF THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE. THE REMOVAL WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL - GRINDING.

PAVEMENT MARKING REMOVAL - GRINDING SHALL REMOVE ALL THE PAVEMENT MARKINGS IN THEIR ENTIRETY, BUT WILL ONLY BE PAID FOR AT THE NOMINAL WIDTH OF THE STRIPE. ANY OVERSPRAY OR WIDER PAVEMENT MARKING WIDTHS DUE TO MULTIPLE APPLICATIONS WILL NOT BE PAID FOR SEPARATELY.

PAVEMENT MARKING REMOVAL - GRINDING WILL NOT BE REQUIRED AT PCC SURFACE REMOVAL - BUTT JOINT LOCATIONS OR PCC SURFACE REMOVAL 3/4" LOCATIONS. THE MILLING OPERATIONS AT THESE LOCATIONS WILL REMOVE THE EXISTING STRIPING.

MODEL: 4-MODEL\M4M5.FLS  
FILE: M4M5.Plot  
D:\Projects\05720086\CADD\DATA\CAD\DWG\SCH\05720086-01-SCH-Schedule.dwg

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE      SHEET 16 OF 18 SHEETS      STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4.5,6)RS-3	MCLEAN	136	36
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				



# SCHEDULE OF QUANTITIES

X0327979 PAVEMENT MARKING REMOVAL - GRINDING

78008340 POLYUREA PAVEMENT MARKING TYPE II - LINE 8"

X7830076 GROOVING FOR RECESSED PAVEMENT MARKING 9"

				X0327979 PAVMT MRKG REM GRINDING	78008340 POLYUREA PM TYPE II LINE 8"	X7830076 GRV RCSD PAVMT MARKG 9"			
LOCATION	STATION	TO	STATION	QUANTITY (SQ FT)	QUANTITY (FT)	QUANTITY (FT)	COLOR		
S.B.	I-55	GORE	235+95.00		242+68.00	418.7	673.0	673.0	WHITE
S.B.	I-55	GORE	235+81.50		242+68.00	427.7	686.5	686.5	WHITE
S.B.	I-55	GORE	261+93.00		267+32.00	329.3	539.0	539.0	WHITE
S.B.	I-55	GORE	261+93.00		267+32.00	359.3	539.0	539.0	WHITE
S.B.	I-55	GORE	298+03.50		306+39.00	527.0	835.5	835.5	WHITE
S.B.	I-55	GORE	298+03.50		306+39.00	557.0	835.5	835.5	WHITE
S.B.	I-55	GORE	452+41.00		456+64.00	252.0	423.0	423.0	WHITE
S.B.	I-55	GORE	452+41.00		456+64.00	282.0	423.0	423.0	WHITE
S.B.	I-55	GORE	467+23.00		472+19.00	300.7	496.0	496.0	WHITE
S.B.	I-55	GORE	467+23.00		472+19.00	330.7	496.0	496.0	WHITE
S.B.	I-55	GORE	479+10.00		485+51.00	397.3	641.0	641.0	WHITE
S.B.	I-55	GORE	479+10.00		485+51.00	427.3	641.0	641.0	WHITE
S.B.	I-55	GORE	600+56.00		608+15.00	476.0	759.0	759.0	WHITE
S.B.	I-55	GORE	600+56.00		608+15.00	476.0	759.0	759.0	WHITE
N.B.	I-55	GORE	606+82.00		600+77.00	373.3	605.0	605.0	WHITE
N.B.	I-55	GORE	606+82.00		600+77.00	373.3	605.0	605.0	WHITE
N.B.	I-55	GORE	488+32.00		482+94.00	328.7	538.0	538.0	WHITE
N.B.	I-55	GORE	488+32.00		482+94.00	328.7	538.0	538.0	WHITE
N.B.	I-55	GORE	474+00.00		469+48.00		452.0	452.0	WHITE
N.B.	I-55	GORE	474+00.00		469+48.00		452.0	452.0	WHITE
N.B.	I-55	GORE	461+61.00		455+72.00	362.7	589.0	589.0	WHITE
N.B.	I-55	GORE	461+61.00		455+72.00	392.7	589.0	589.0	WHITE
N.B.	I-55	GORE	310+22.00		306+04.00	248.7	418.0	418.0	WHITE
N.B.	I-55	GORE	310+22.00		306+04.00	278.7	418.0	418.0	WHITE
N.B.	I-55	GORE	291+12.00		287+67.00	200.0	345.0	345.0	WHITE
N.B.	I-55	GORE	291+12.00		287+67.00	230.0	345.0	345.0	WHITE
N.B.	I-55	GORE	259+18.00		254+66.00	271.3	452.0	452.0	WHITE
N.B.	I-55	GORE	259+18.00		254+66.00	301.3	452.0	452.0	WHITE
TOTAL =				9250.3	15544.5	15544.5			
USE =				9251.0	15545.0	15545.0			
				SQ FT	FT	FT			

**NOTE:**

THE LOCATION AND STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL. STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES. STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE PLACEMENT OF THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE. THE REMOVAL WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL - GRINDING.

PAVEMENT MARKING REMOVAL - GRINDING SHALL REMOVE ALL THE PAVEMENT MARKINGS IN THEIR ENTIRETY, BUT WILL ONLY BE PAID FOR AT THE NOMINAL WIDTH OF THE STRIPE. ANY OVERSPRAY OR WIDER PAVEMENT MARKING WIDTHS DUE TO MULTIPLE APPLICATIONS WILL NOT BE PAID FOR SEPARATELY.

PAVEMENT MARKING REMOVAL - GRINDING WILL NOT BE REQUIRED AT PCC SURFACE REMOVAL - BUTT JOINT LOCATIONS OR PCC SURFACE REMOVAL 3/4" LOCATIONS. THE MILLING OPERATIONS AT THESE LOCATIONS WILL REMOVE THE EXISTING STRIPING.

X0327979 PAVEMENT MARKING REMOVAL - GRINDING

78008350 POLYUREA PAVEMENT MARKING TYPE II - LINE 12"

X7830078 GROOVING FOR RECESSED PAVEMENT MARKING 13"

				X0327979 PAVMT MRKG REM GRINDING	78008350 POLYUREA PM TYPE II LINE 12"	X7830078 GRV RCSD PAVMT MARKG 13"			
LOCATION	STATION	TO	STATION	QUANTITY (SQ FT)	QUANTITY (FT)	QUANTITY (FT)	COLOR		
S.B.	GORE		236+40.00		242+60.00	247.0	247.0	247.0	WHITE
S.B.	GORE		261+93.00		266+87.00	326.0	326.0	326.0	WHITE
S.B.	HORIZONTAL CURVE		266+87.00		273+50.00	252.0	252.0	252.0	WHITE
S.B.	GORE		298+48.50		306+39.00	364.0	364.0	364.0	WHITE
S.B.	GORE		452+41.00		456+19.00	192.0	192.0	192.0	WHITE
S.B.	GORE		467+68.00		472+19.00	154.0	154.0	154.0	WHITE
S.B.	GORE		479+55.00		485+51.00	200.0	200.0	200.0	WHITE
S.B.	GORE		600+56.00		608+15.00	376.0	376.0	376.0	WHITE
N.B.	GORE		606+82.00		600+77.00	85.0	85.0	85.0	WHITE
N.B.	GORE		488+34.00		482+94.00	227.0	227.0	227.0	WHITE
N.B.	GORE		473+55.50		469+48.00		121.0	121.0	WHITE
N.B.	GORE		461+16.00		455+72.00	182.0	182.0	182.0	WHITE
N.B.	GORE		310+22.00		306+49.00	186.0	186.0	186.0	WHITE
N.B.	GORE		290+67.00		287+67.00	94.0	94.0	94.0	WHITE
N.B.	GORE		259+18.00		255+27.00	198.0	198.0	198.0	WHITE
TOTAL =				3083.0	3204.0	3204.0			
USE =				3083.0	3204.0	3204.0			
				SQ FT	FT	FT			

**NOTE:**

THE LOCATION AND STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL. STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES. STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE PLACEMENT OF THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE. THE REMOVAL WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL - GRINDING.

PAVEMENT MARKING REMOVAL - GRINDING SHALL REMOVE ALL THE PAVEMENT MARKINGS IN THEIR ENTIRETY, BUT WILL ONLY BE PAID FOR AT THE NOMINAL WIDTH OF THE STRIPE. ANY OVERSPRAY OR WIDER PAVEMENT MARKING WIDTHS DUE TO MULTIPLE APPLICATIONS WILL NOT BE PAID FOR SEPARATELY.

PAVEMENT MARKING REMOVAL - GRINDING WILL NOT BE REQUIRED AT PCC SURFACE REMOVAL - BUTT JOINT LOCATIONS OR PCC SURFACE REMOVAL 3/4" LOCATIONS. THE MILLING OPERATIONS AT THESE LOCATIONS WILL REMOVE THE EXISTING STRIPING.

X0327979 PAVEMENT MARKING REMOVAL - GRINDING

78008300 POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS

X7830060 GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS

		X0327979 PAVMT MRKG REM GRINDING	78008300 POLYUREA PM TYPE II LTR & SYM	X7830060 GRV RCSD PVT MRK LTR & SYM		
LOCATION	STATION	QUANTITY (SQ FT)	QUANTITY (SQ FT)	QUANTITY (SQ FT)	COLOR	
N.B.	I-74 DRIVING LANE	602+65.00	42.0	42.0	46.0	WHITE
TOTAL =		42.0	42.0	46.0		
USE =		42.0	42.0	46.0		
		SQ FT	SQ FT	SQ FT		

**NOTE:**

EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO THE PLACEMENT OF THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE. THE REMOVAL WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL - GRINDING.

PAVEMENT MARKING REMOVAL - GRINDING SHALL REMOVE ALL THE PAVEMENT MARKINGS IN THEIR ENTIRETY, BUT WILL ONLY BE PAID FOR AT THE NOMINAL WIDTH OF THE STRIPE. ANY OVERSPRAY OR WIDER PAVEMENT MARKING WIDTHS DUE TO MULTIPLE APPLICATIONS WILL NOT BE PAID FOR SEPARATELY.

MODEL: I:\MODEL\NAMES  
FILE: I:\MODEL\NAMES\I:\PROJECTS\05\70086\CADD\DATA\CAD\INRES\05\70086-STR-SCHEDULE.dgn

USER NAME = eaglinga	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE SHEET 17 OF 18 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4.5,6)RS-3	MCLEAN	136	37
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				

# SCHEDULE OF QUANTITIES

78100100 RAISED REFLECTIVE PAVEMENT MARKER

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

				78100100	78300200
				ONE-WAY CRYSTAL	RRPM REMOVAL
LOCATION / DESCRIPTION	STATION	TO	STATION	QUANTITY (EACH)	QUANTITY (EACH)
S.B. PASSING LANE / RT. SIDE	235+95.00		278+42.00	110.00	110.00
S.B. PASSING LANE / RT. SIDE	282+21.00		312+93.48 (BK)	78.00	78.00
S.B. PASSING LANE / RT. SIDE	312+10.37 (AH)		379+69.00	172.00	172.00
S.B. PASSING LANE / RT. SIDE	381+89.00		399+06.00	46.00	46.00
S.B. PASSING LANE / RT. SIDE	404+24.00		489+53.00	216.00	216.00
S.B. PASSING LANE / RT. SIDE	491+91.00		519+86.00	72.00	72.00
S.B. PASSING LANE / RT. SIDE	523+36.00		549+23.59 (BK)	66.00	66.00
S.B. PASSING LANE / RT. SIDE	548+99.63 (AH)		567+47.00	50.00	50.00
S.B. PASSING LANE / RT. SIDE	569+42.00		592+68.00	62.00	62.00
S.B. PASSING LANE / RT. SIDE	595+71.00		608+15.00	34.00	34.00
S.B. CENTER LANE / RT. SIDE	235+95.00		278+42.00	110.00	110.00
S.B. CENTER LANE / RT. SIDE	282+21.00		312+93.48 (BK)	78.00	78.00
S.B. CENTER LANE / RT. SIDE	312+10.37 (AH)		379+69.00	172.00	172.00
S.B. CENTER LANE / RT. SIDE	381+89.00		398+90.00	46.00	46.00
S.B. CENTER LANE / RT. SIDE	404+08.00		489+48.00	216.00	216.00
S.B. CENTER LANE / RT. SIDE	491+98.00		519+97.00	72.00	72.00
S.B. CENTER LANE / RT. SIDE	523+46.00		549+23.59 (BK)	66.00	66.00
S.B. CENTER LANE / RT. SIDE	548+99.63 (AH)		567+42.00	50.00	50.00
S.B. CENTER LANE / RT. SIDE	569+37.00		592+82.00	62.00	62.00
S.B. CENTER LANE / RT. SIDE	595+92.00		608+15.00	34.00	34.00
S.B. I-39 S.B. OFF-RAMP	235+83.36		242+68.00	20.00	20.00
S.B. I-74 ON-RAMP / RT. SIDE	261+93.00		267+30.36	28.00	28.00
S.B. GORE AT I-74 ON-RAMP	261+93.00		267+32.00	30.00	30.00
S.B. RTE. 9 ON-RAMP / CENTER LINE	452+41.00		456+63.44	14.00	14.00
S.B. RTE. 9 ON-RAMP / RT. SIDE	450+14.00		456+62.90	34.00	34.00
S.B. GORE AT RTE. 9 ON-RAMP	452+41.00		456+64.00	24.00	24.00
S.B. DRIVING LANE / RT. SIDE	485+51.00		489+44.00	12.00	12.00
S.B. DRIVING LANE / RT. SIDE	491+93.00		496+16.00	14.00	14.00
S.B. GORE AT I-55 / I-74 SPLIT	600+56.00		608+15.00	40.00	
SUB-TOTAL 1 =				2028.00	1988.00
				EACH	EACH

**NOTE:**

THE LOCATION / DESCRIPTION & STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

XZ193400 SURVEY MARKER, TYPE 2 (SPECIAL)

PT NO	NORTHING	EASTING	STATION	OFFSET	TYPE	QUANTITY (EACH)
POT ALIGN "D"	1379914.990	791929.488	588+82.46	C.L. 0.00'	POT	1.0
PC ALIGN "A"	1379882.058	791847.907	588+82.46	C.L. 0.00'	PC	1.0
PC ALIGN "G"	1379773.131	791892.121	590+00.00	C.L. 0.00'	PC	1.0
PI ALIGN "G"	1379493.535	792001.311	593+00.16	LT. 6.24'	PI	1.0
PCC ALIGN "G"	1379205.841	792086.918	595+99.98	C.L. 0.00'	PCC	1.0
PI ALIGN "G"	1378554.029	792280.875	602+80.03	LT. 18.74'	PI	1.0
TOTAL =						6.0
						EACH

78100100 RAISED REFLECTIVE PAVEMENT MARKER (CONTINUED)

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (CONTINUED)

				78100100	78300200
				ONE-WAY CRYSTAL	RRPM REMOVAL
LOCATION / DESCRIPTION	STATION	TO	STATION	QUANTITY (EACH)	QUANTITY (EACH)
N.B. PASSING LANE / RT. SIDE	606+82.00		594+96.00	32.00	32.00
N.B. PASSING LANE / RT. SIDE	592+04.00		569+63.00	60.00	60.00
N.B. PASSING LANE / RT. SIDE	567+69.00		548+99.63 (AH)	48.00	48.00
N.B. PASSING LANE / RT. SIDE	549+23.59 (BK)		522+89.00	68.00	68.00
N.B. PASSING LANE / RT. SIDE	519+39.00		492+20.00	70.00	70.00
N.B. PASSING LANE / RT. SIDE	489+75.00		404+99.00	214.00	214.00
N.B. PASSING LANE / RT. SIDE	399+82.00		381+89.00	48.00	48.00
N.B. PASSING LANE / RT. SIDE	379+69.00		312+10.37 (AH)	170.00	170.00
N.B. PASSING LANE / RT. SIDE	312+93.48 (BK)		282+25.00	80.00	80.00
N.B. PASSING LANE / RT. SIDE	278+42.00		237+52.00	106.00	106.00
N.B. CENTER LANE / RT. SIDE	600+77.00		594+85.00	18.00	18.00
N.B. CENTER LANE / RT. SIDE	591+93.00		569+68.00	58.00	58.00
N.B. CENTER LANE / RT. SIDE	567+73.00		548+99.63 (AH)	48.00	48.00
N.B. CENTER LANE / RT. SIDE	549+23.59 (BK)		522+79.00	70.00	70.00
N.B. CENTER LANE / RT. SIDE	519+29.00		492+24.00	70.00	70.00
N.B. CENTER LANE / RT. SIDE	489+79.00		405+15.00	214.00	214.00
N.B. CENTER LANE / RT. SIDE	399+98.00		381+89.00	48.00	48.00
N.B. CENTER LANE / RT. SIDE	379+69.00		312+10.37 (AH)	170.00	170.00
N.B. CENTER LANE / RT. SIDE	312+93.48 (BK)		282+25.00	80.00	80.00
N.B. CENTER LANE / RT. SIDE	278+42.00		237+52.00	106.00	106.00
N.B. GORE AT I-55 / I-74 SPLIT	606+82.00		600+77.00	34.00	34.00
N.B. AUXILIARY LANE TAPER	505+67.00		502+44.00	18.00	18.00
N.B. GORE AT RTE. 9 ON-RAMP	488+32.00		482+94.00	30.00	30.00
N.B. RTE. 9 ON-RAMP / CENTER LINE	486+46.00		482+94.00	12.00	12.00
N.B. RTE. 9 ON-RAMP / RT. SIDE	488+32.00		482+94.00	28.00	28.00
N.B. I-74 ON-RAMP / RT. SIDE	312+32.00		312+10.37 (AH)	2.00	2.00
N.B. I-74 ON-RAMP / RT. SIDE	312+93.48 (BK)		306+04.00	36.00	36.00
N.B. GORE AT I-74 ON-RAMP	310+22.00		306+04.00	24.00	24.00
N.B. I-39 ON-RAMP / RT. SIDE	261+90.00		254+69.00	38.00	38.00
N.B. I-39 ON-RAMP / CENTERLINE	259+18.00		254+67.50	14.00	14.00
N.B. GORE AT I-39 ON-RAMP	259+18.00		254+66.00	26.00	26.00
SUB-TOTAL =				2040.00	2040.00
SUB-TOTAL 1 =				2028.00	1988.00
TOTAL =				4068.00	4028.00
USE =				4068.00	4028.00
				EACH	EACH

**NOTE:**

THE LOCATION / DESCRIPTION & STATIONS ARE SHOWN IN THE DIRECTION OF TRAVEL.  
STATIONS ARE SHOWN IN INCREASING STATIONS FOR THE SOUTHBOUND LANES.  
STATIONS ARE SHOWN IN DECREASING STATIONS FOR THE NORTHBOUND LANES.

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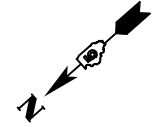
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NONE    SHEET 18 OF 18 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	38
CONTRACT NO. 70DB6				
ILLINOIS FED. AID PROJECT				

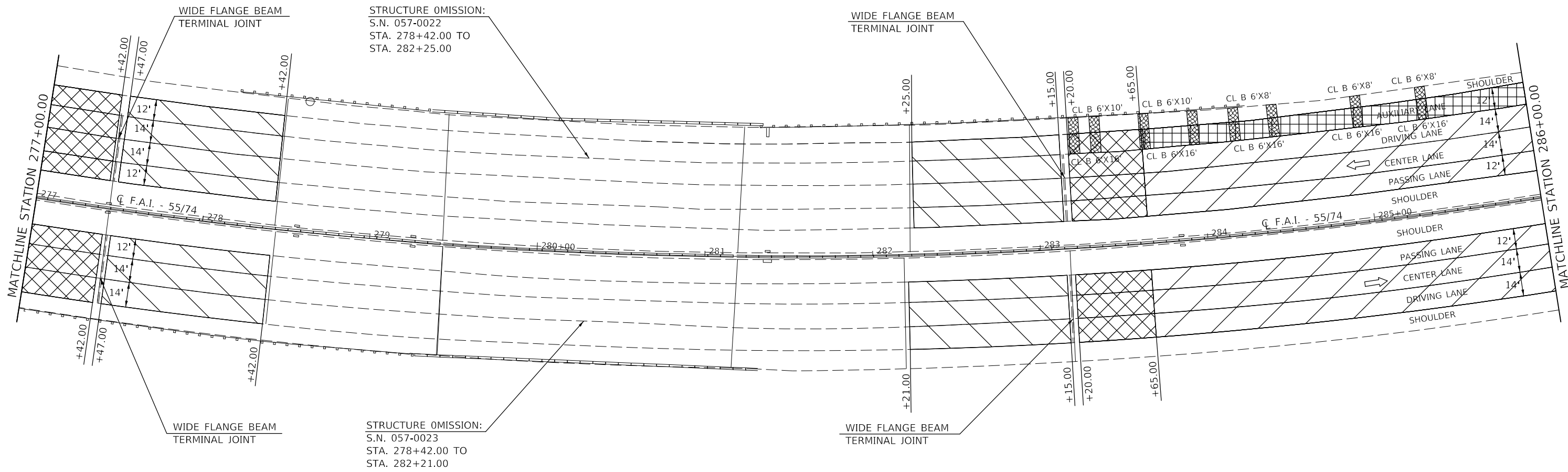




EXIST. CURVE I55\_ALL\_13  
 PI STA. = 283+83.58  
 $\Delta = 87^\circ 59' 55''$  (LT)  
 $D = 2^\circ 00' 00''$   
 $R = 2,864.63'$   
 $T = 2,766.28'$   
 $L = 4,399.70'$   
 $E = 1,117.63'$   
 $e = \text{---}$   
 T.R. =  $\text{---}$   
 S.E. RUN =  $\text{---}$   
 P.C. STA. = 256+17.30  
 P.T. STA. = 300+17.00

**NOTE:**  
 THE PATCHES SHOWN ON THE SHOULDER ARE TO ASSIST IN TRAFFIC CONTROL STAGING. THE LOCATIONS WILL VARY AND EACH PATCH IS CALCULATED SEPARATELY.

THE INTENT OF THE SHOULDER PATCHING IS FOR PRE-STAGE WORK FOR AN UPCOMING STRUCTURE IMPROVEMENT PROJECT THAT WILL BE COMPLETED UNDER CONTRACT 70E15.



- |  |  |  |  |  |                               |
|--|--|--|--|--|-------------------------------|
|  | PCC SURFACE REMOVAL 3/4" & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE         |  | ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE  |  | CLASS B PATCH, 12"            |
|  | PCC SURFACE REMOVAL - BUTT JOINT & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE |  | PCC SURFACE REMOVAL - (VARIABLE DEPTH) & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE |  | CLASS A PATCH, 13" (SPECIAL)  |
|  |  |  |  |  | PARTIAL DEPTH REMOVAL, 2 1/2" |

**NOTE:**  
 THE MILLING AND RESURFACING SHALL BEGIN / END 2 FT EACH SIDE OF THE WIDE FLANGE BEAM TERMINAL JOINT AND THE APPROACH PAVEMENT.

THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED WITHIN THE STRUCTURE OMISSION AREAS.

**NOTE:**  
 PATCHES ARE SHOWN ON THE PLANS SHEETS TO ASSIST IN TRAFFIC CONTROL STAGING THROUGHOUT THE PROJECT LIMITS.

THE PATCH LOCATIONS AND SIZE ARE APPROXIMATE AND SHALL BE FIELD VERIFIED AS SPECIFIED IN G.N.-442B. (SEE SCHEDULES FOR STATION LOCATIONS.)

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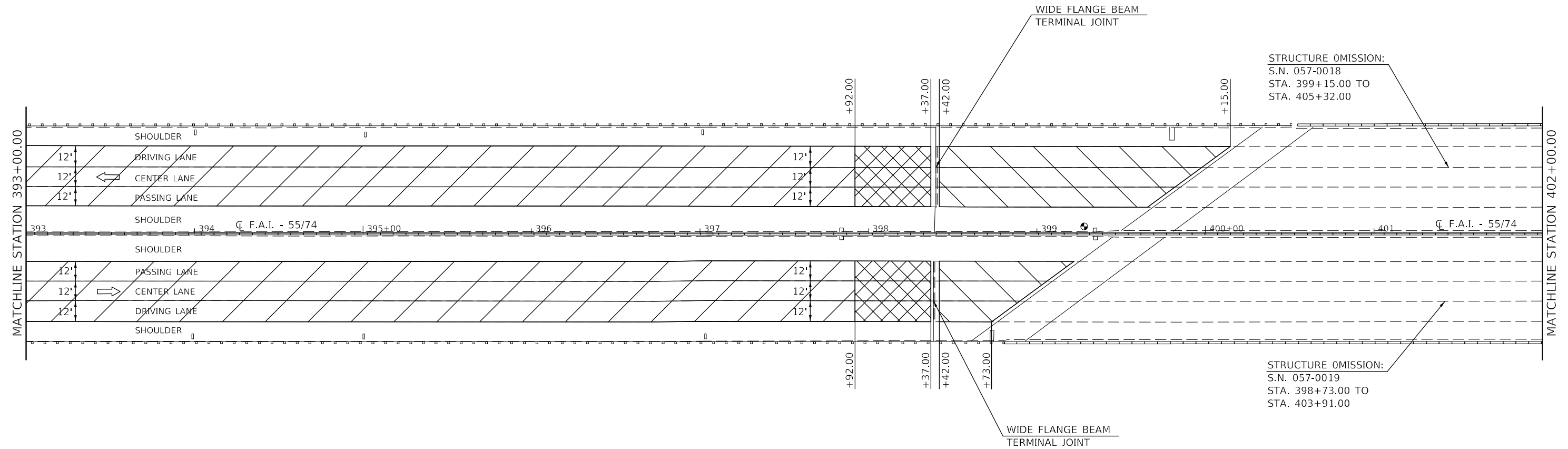
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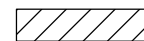


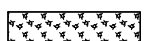
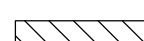

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET**  
 SCALE: 1" = 30' SHEET 6 OF 43 SHEETS STA. 277+00.00 TO STA. 286+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4.5,6)RS-3	MCLEAN	136	44
CONTRACT NO. 70D86			ILLINOIS FED. AID PROJECT	





- |   |  |   |                               |
|---|--|---|-------------------------------|
|  | ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE                                    |  | CLASS B PATCH, 12"            |
|  | PCC SURFACE REMOVAL - BUTT JOINT & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE |  | CLASS A PATCH, 13" (SPECIAL)  |
|  | PCC SURFACE REMOVAL 3/4" & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE         |  | PARTIAL DEPTH REMOVAL, 2 1/2" |

**NOTE:**  
THE MILLING AND RESURFACING SHALL BEGIN / END 2 FT EACH SIDE OF THE WIDE FLANGE BEAM TERMINAL JOINT AND THE APPROACH PAVEMENT.

THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED WITHIN THE STRUCTURE OMISSION AREAS.

**NOTE:**  
PATCHES ARE SHOWN ON THE PLANS SHEETS TO ASSIST IN TRAFFIC CONTROL STAGING THROUGHOUT THE PROJECT LIMITS.

THE PATCH LOCATIONS AND SIZE ARE APPROXIMATE AND SHALL BE FIELD VERIFIED AS SPECIFIED IN G.N.-442B. (SEE SCHEDULES FOR STATION LOCATIONS.)

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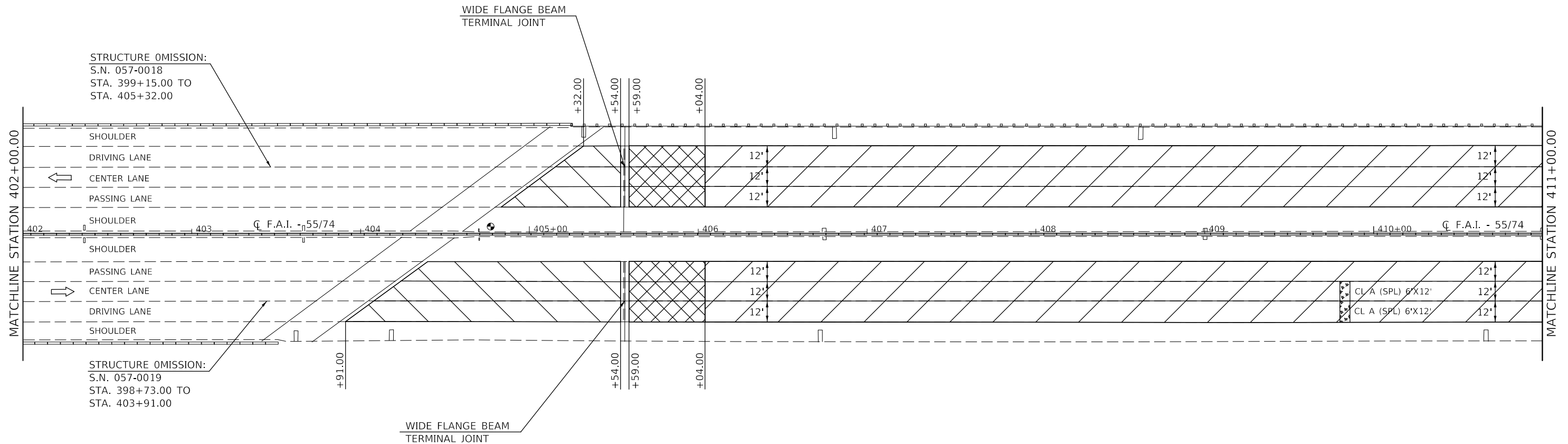
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PLOT DATE = 1/30/2020	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET**

SCALE: 1" = 30' SHEET 19 OF 43 SHEETS STA. 393+00.00 TO STA. 402+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	57
CONTRACT NO. 70D86			ILLINOIS FED. AID PROJECT	



STRUCTURE OMISSION:  
S.N. 057-0018  
STA. 399+15.00 TO  
STA. 405+32.00

STRUCTURE OMISSION:  
S.N. 057-0019  
STA. 398+73.00 TO  
STA. 403+91.00

- ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE
- PCC SURFACE REMOVAL - BUTT JOINT & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE
- PCC SURFACE REMOVAL 3/4" & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE

- CLASS B PATCH, 12"
- CLASS A PATCH, 13" (SPECIAL)
- PARTIAL DEPTH REMOVAL, 2 1/2"

**NOTE:**  
THE MILLING AND RESURFACING SHALL BEGIN / END 2 FT EACH SIDE OF THE WIDE FLANGE BEAM TERMINAL JOINT AND THE APPROACH PAVEMENT.

THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED WITHIN THE STRUCTURE OMISSION AREAS.

**NOTE:**  
PATCHES ARE SHOWN ON THE PLANS SHEETS TO ASSIST IN TRAFFIC CONTROL STAGING THROUGHOUT THE PROJECT LIMITS.

THE PATCH LOCATIONS AND SIZE ARE APPROXIMATE AND SHALL BE FIELD VERIFIED AS SPECIFIED IN G.N.-442B. (SEE SCHEDULES FOR STATION LOCATIONS.)

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

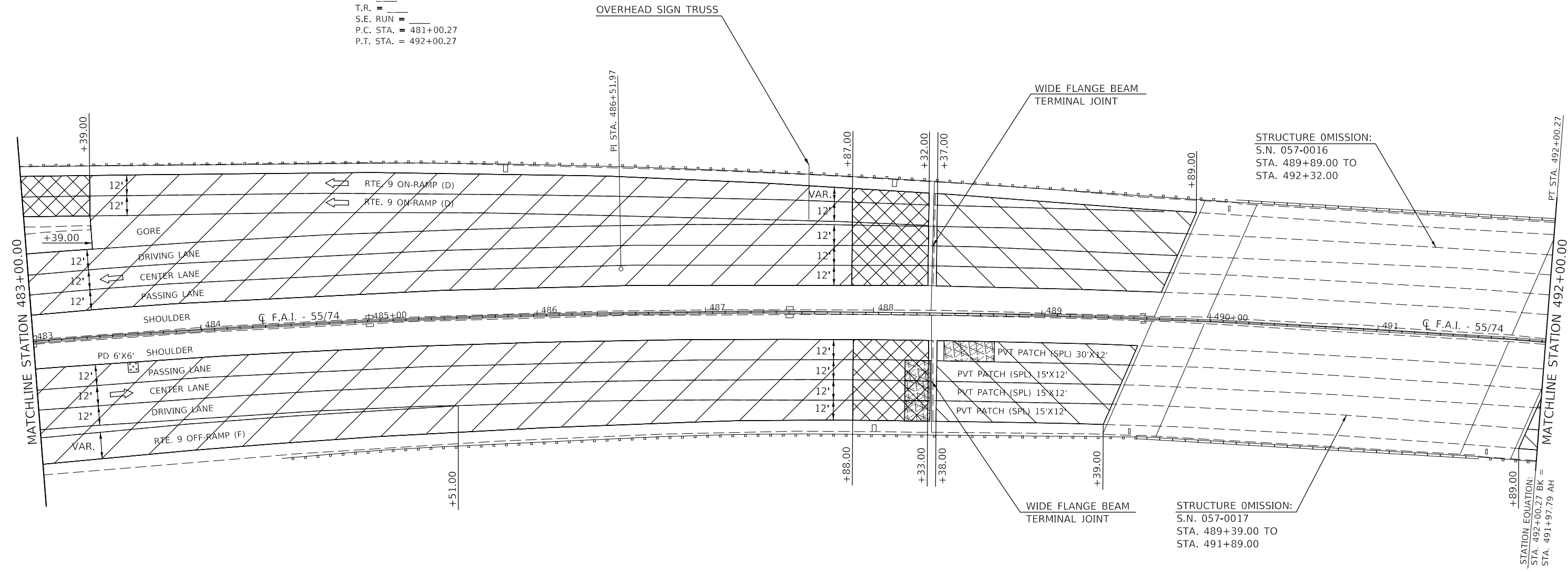
**PLAN SHEET**

SCALE: 1" = 30' SHEET 20 OF 43 SHEETS STA. 402+00.00 TO STA. 411+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4.5,6)RS-3	MCLEAN	136	58
CONTRACT NO. 70D86			ILLINOIS FED. AID PROJECT	

SEC. 6, T. 23 N., R. 2E., 3RD P.M.

EXIST. CURVE I55\_ALL\_21  
 PI STA. = 486+51.97  
 $\Delta = 11^\circ 00' 28''$  (RT)  
 $D = 1^\circ 00' 03''$   
 $R = 5,725.55'$   
 $T = 551.70'$   
 $L = 1,100.00'$   
 $E = 26.52'$   
 $e = \text{---}$   
 T.R. =  $\text{---}$   
 S.E. RUN =  $\text{---}$   
 P.C. STA. = 481+00.27  
 P.T. STA. = 492+00.27



STRUCTURE OMISSION:  
 S.N. 057-0016  
 STA. 489+89.00 TO  
 STA. 492+32.00

STRUCTURE OMISSION:  
 S.N. 057-0017  
 STA. 489+39.00 TO  
 STA. 491+89.00

STATION EQUATION:  
 STA. 492+00.27 BK =  
 STA. 491+97.79 AH

**NOTE:**  
 THE MILLING AND RESURFACING SHALL BEGIN / END 2 FT EACH SIDE OF THE WIDE FLANGE BEAM TERMINAL JOINT AND THE APPROACH PAVEMENT.

THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED WITHIN THE STRUCTURE OMISSION AREAS.

**NOTE:**  
 PATCHES ARE SHOWN ON THE PLANS SHEETS TO ASSIST IN TRAFFIC CONTROL STAGING THROUGHOUT THE PROJECT LIMITS.

THE PATCH LOCATIONS AND SIZE ARE APPROXIMATE AND SHALL BE FIELD VERIFIED AS SPECIFIED IN G.N.-442B. (SEE SCHEDULES FOR STATION LOCATIONS.)

- ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE
- PCC SURFACE REMOVAL - BUTT JOINT & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE
- PCC SURFACE REMOVAL 3/4" & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE
- CLASS B PATCH, 12"
- CLASS A PATCH, 13" (SPECIAL)
- PAVEMENT PATCHING (SPECIAL)
- PARTIAL DEPTH REMOVAL, 2 1/2"

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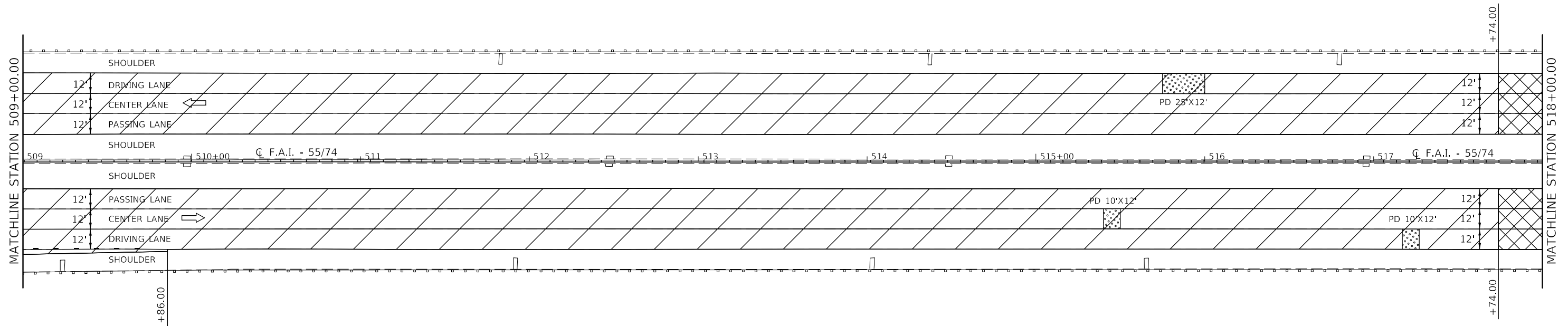
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET**  
 SCALE: 1" = 30' SHEET 29 OF 43 SHEETS STA. 483+00.00 TO STA. 492+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	67
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				







- ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE
- PCC SURFACE REMOVAL - BUTT JOINT & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE
- CLASS B PATCH, 12"
- CLASS A PATCH, 13" (SPECIAL)
- PARTIAL DEPTH REMOVAL, 2 1/2"

**NOTE:**  
 PATCHES ARE SHOWN ON THE PLANS SHEETS TO ASSIST IN TRAFFIC CONTROL STAGING THROUGHOUT THE PROJECT LIMITS.  
 THE PATCH LOCATIONS AND SIZE ARE APPROXIMATE AND SHALL BE FIELD VERIFIED AS SPECIFIED IN G.N.-442B. (SEE SCHEDULES FOR STATION LOCATIONS.)

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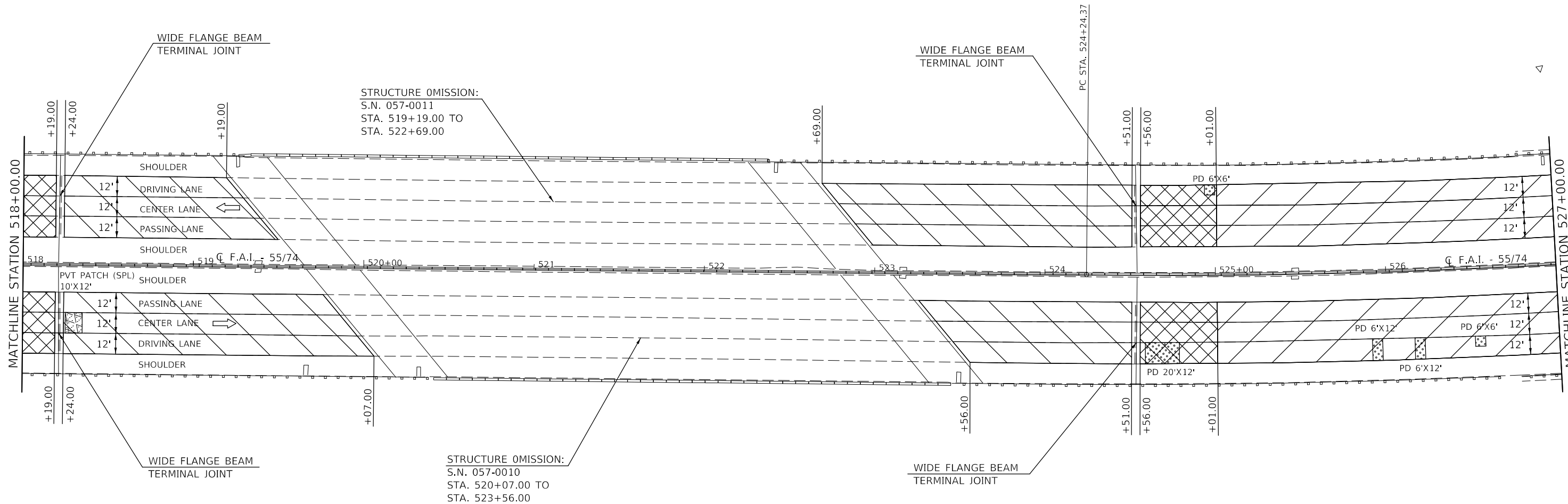
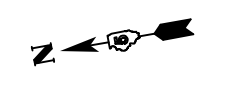
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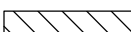

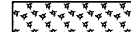
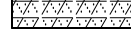
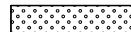
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET**

SCALE: 1" = 30'    SHEET 32    OF 43    SHEETS    STA. 509+00.00    TO STA. 518+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	70
			CONTRACT NO. 70D86	
ILLINOIS FED. AID PROJECT				



-  ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE
-  PCC SURFACE REMOVAL - BUTT JOINT & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE
-  PCC SURFACE REMOVAL 3/4" & ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE
-  CLASS B PATCH, 12"
-  CLASS A PATCH, 13" (SPECIAL)
-  PAVEMENT PATCHING (SPECIAL)
-  PARTIAL DEPTH REMOVAL, 2 1/2"

**NOTE:**  
THE MILLING AND RESURFACING SHALL BEGIN / END 2 FT EACH SIDE OF THE WIDE FLANGE BEAM TERMINAL JOINT AND THE APPROACH PAVEMENT.

THE ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED WITHIN THE STRUCTURE OMISSION AREAS.

**NOTE:**  
PATCHES ARE SHOWN ON THE PLANS SHEETS TO ASSIST IN TRAFFIC CONTROL STAGING THROUGHOUT THE PROJECT LIMITS.

THE PATCH LOCATIONS AND SIZE ARE APPROXIMATE AND SHALL BE FIELD VERIFIED AS SPECIFIED IN G.N.-442B. (SEE SCHEDULES FOR STATION LOCATIONS.)

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

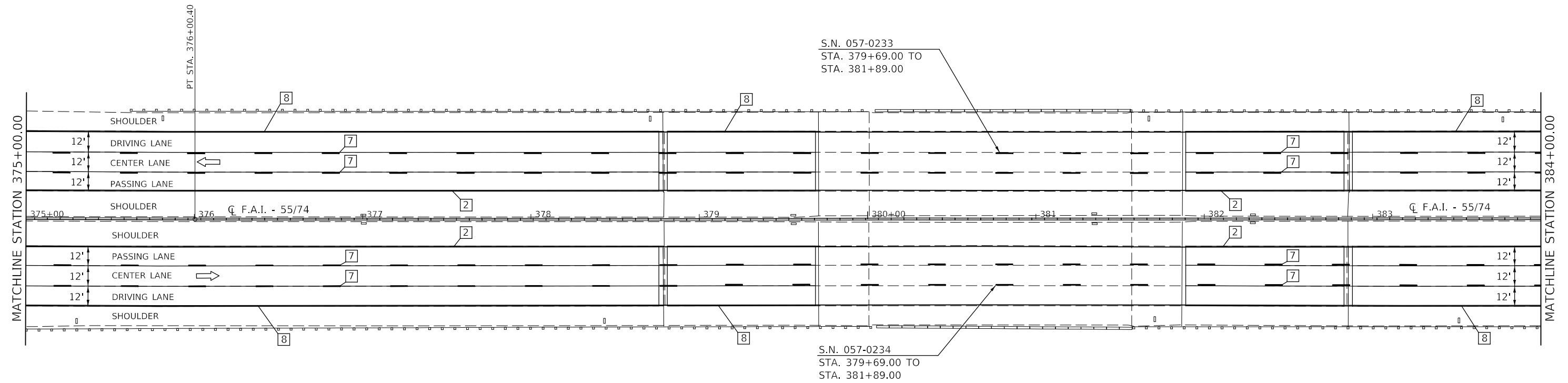
<b>PLAN SHEET</b>	
SCALE: 1" = 30'	SHEET 33 OF 43 SHEETS
STA. 518+00.00 TO STA. 527+00.00	

F.A.I. RTE. 55/74	SECTION (57-4.5,6)RS-3	COUNTY MCLEAN	TOTAL SHEETS 136	SHEET NO. 71
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				









**TYPICAL PAVEMENT MARKING LEGEND**

- 1 6" (150) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 6" (150) LANE LINE EXTENSIONS (WHITE)

**NOTE:**  
 PAVEMENT MARKINGS SHALL BE PLACED ON STRUCTURE OMISSION AREAS THAT ARE NOT RESURFACED WITH ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE.

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

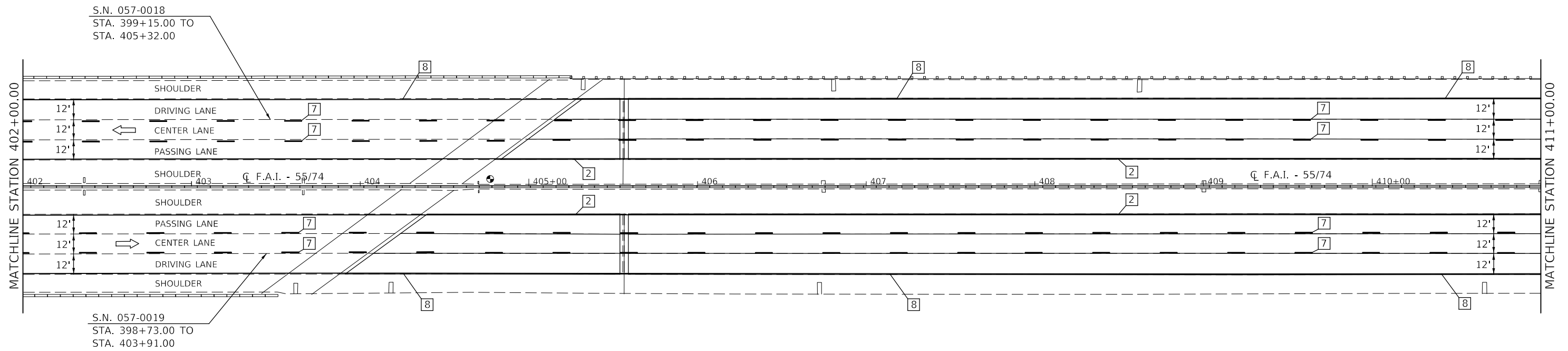
**PAVEMENT MARKING  
 PLAN SHEETS**

SCALE: 1" = 30' SHEET 17 OF 43 SHEETS STA. 375+00.00 TO STA. 384+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	98
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				







TYPICAL PAVEMENT MARKING LEGEND

- 1 6" (150) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 6" (150) LANE LINE EXTENSIONS (WHITE)

NOTE:

PAVEMENT MARKINGS SHALL BE PLACED ON STRUCTURE OMISSION AREAS THAT ARE NOT RESURFACED WITH ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE.

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USER NAME = eaglinga	DESIGNED -	REVISED -
PLOT SCALE = 60.0000 ' / in.	DRAWN -	REVISED -
PLOT DATE = 1/30/2020	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

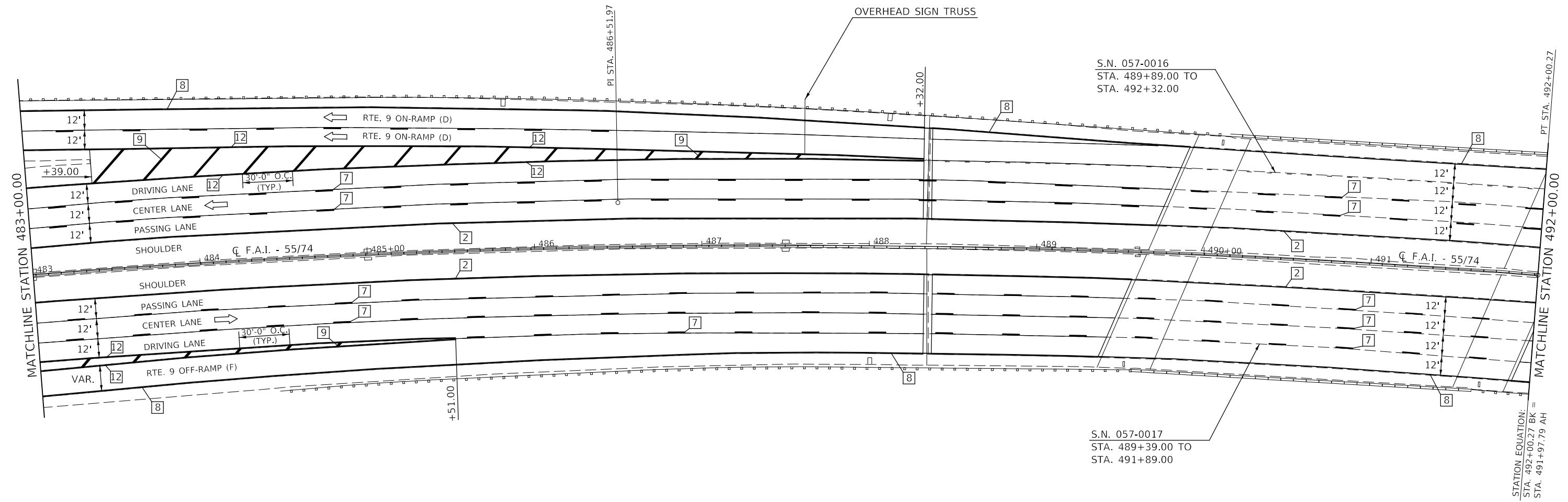
PAVEMENT MARKING  
PLAN SHEETS

SCALE: 1" = 30' SHEET 20 OF 43 SHEETS STA. 402+00.00 TO STA. 411+00.00

F.A.I. RTE. 55/74	SECTION (57-4,5,6)RS-3	COUNTY MCLEAN	TOTAL SHEETS 136	SHEET NO. 101
CONTRACT NO. 70D86			ILLINOIS FED. AID PROJECT	

SEC. 6, T. 23 N., R. 2E., 3RD P.M.

EXIST. CURVE I55\_ALL\_21  
 PI STA. = 486+51.97  
 $\Delta = 11^\circ 00' 28''$  (RT)  
 $D = 1^\circ 00' 03''$   
 $R = 5,725.55'$   
 $T = 551.70'$   
 $L = 1,100.00'$   
 $E = 26.52'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. \text{ RUN} = \text{---}$   
 $P.C. \text{ STA.} = 481+00.27$   
 $P.T. \text{ STA.} = 492+00.27$



TYPICAL PAVEMENT MARKING LEGEND

- 1 6" (150) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 6" (150) LANE LINE EXTENSIONS (WHITE)

NOTE:  
 PAVEMENT MARKINGS SHALL BE PLACED ON STRUCTURE  
 OMISSION AREAS THAT ARE NOT RESURFACED WITH  
 ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

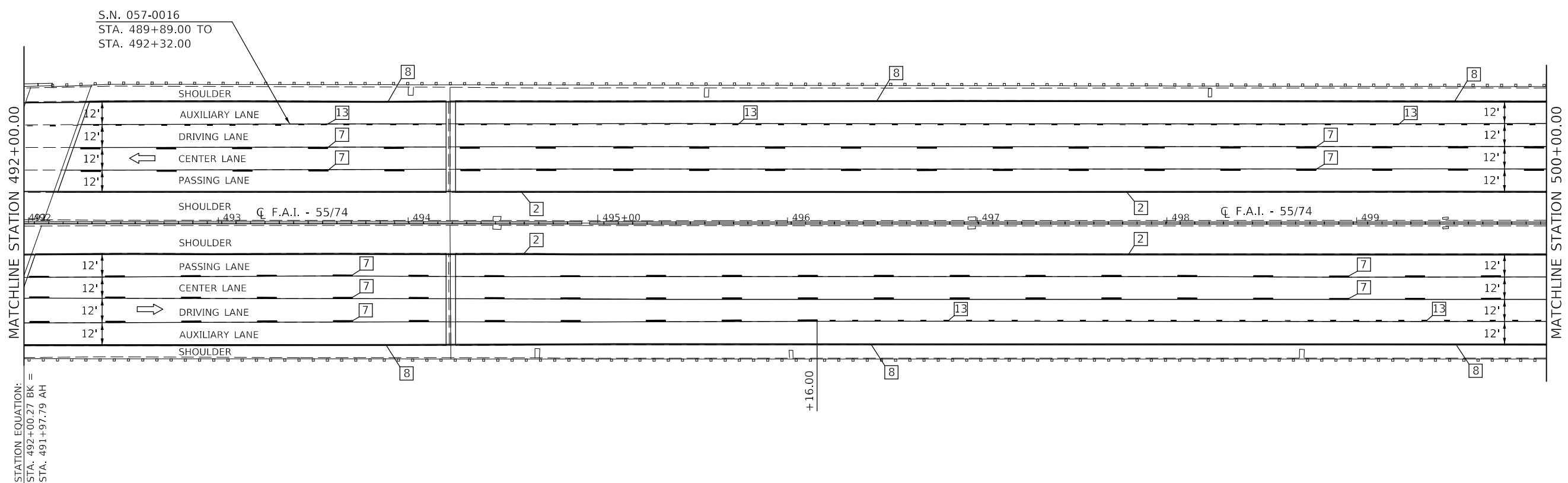
PAVEMENT MARKING  
 PLAN SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	110
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				

SCALE: 1" = 30' SHEET 29 OF 43 SHEETS STA. 483+00.00 TO STA. 492+00.00

REVISED ENTIRE SHEET 2/24/20

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 CONTRACT: \\path\to\contract\name.dwg  
 DATE: 1/30/2020



TYPICAL PAVEMENT MARKING LEGEND

- 1 6" (150) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 6" (150) LANE LINE EXTENSIONS (WHITE)

NOTE:  
PAVEMENT MARKINGS SHALL BE PLACED ON STRUCTURE OMISSION AREAS THAT ARE NOT RESURFACED WITH ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE.

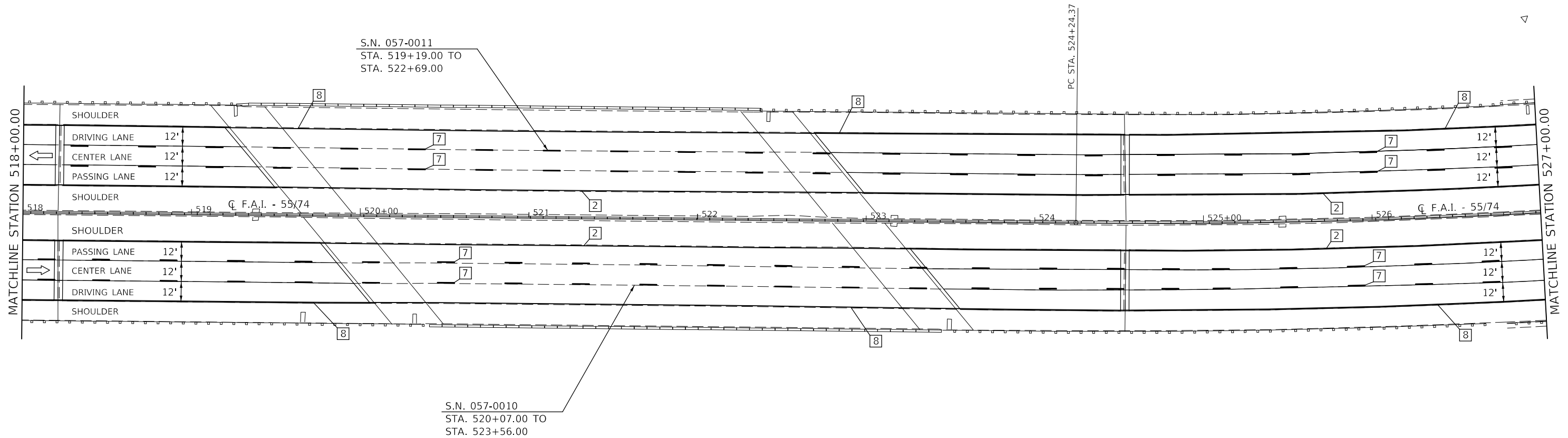
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	DRAWN -	REVISED -
PLOT SCALE = 60.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/30/2020	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN SHEETS	
SCALE: 1" = 30'	SHEET 30 OF 43 SHEETS
STA. 492+00.00 TO STA. 500+00.00	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	111
CONTRACT NO. 70DB86				
ILLINOIS FED. AID PROJECT				



TYPICAL PAVEMENT MARKING LEGEND

- 1 6" (150) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 6" (150) LANE LINE EXTENSIONS (WHITE)

NOTE:  
PAVEMENT MARKINGS SHALL BE PLACED ON STRUCTURE OMISSION AREAS THAT ARE NOT RESURFACED WITH ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE.

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 DATE: 1/30/2020

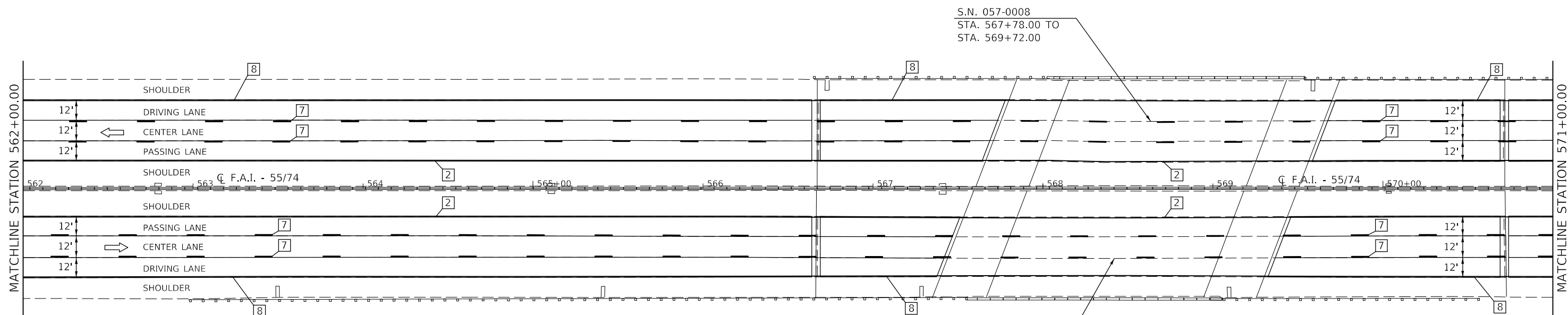
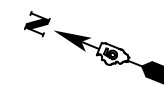
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PLOT DATE = 1/30/2020	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING  
PLAN SHEETS

SCALE: 1" = 30' SHEET 33 OF 43 SHEETS STA. 518+00.00 TO STA. 527+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	114
			CONTRACT NO. 70D86	
ILLINOIS FED. AID PROJECT				



TYPICAL PAVEMENT MARKING LEGEND

- 1 6" (150) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 6" (150) LANE LINE EXTENSIONS (WHITE)

NOTE:

PAVEMENT MARKINGS SHALL BE PLACED ON STRUCTURE OMISSION AREAS THAT ARE NOT RESURFACED WITH ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE.

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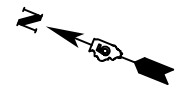
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

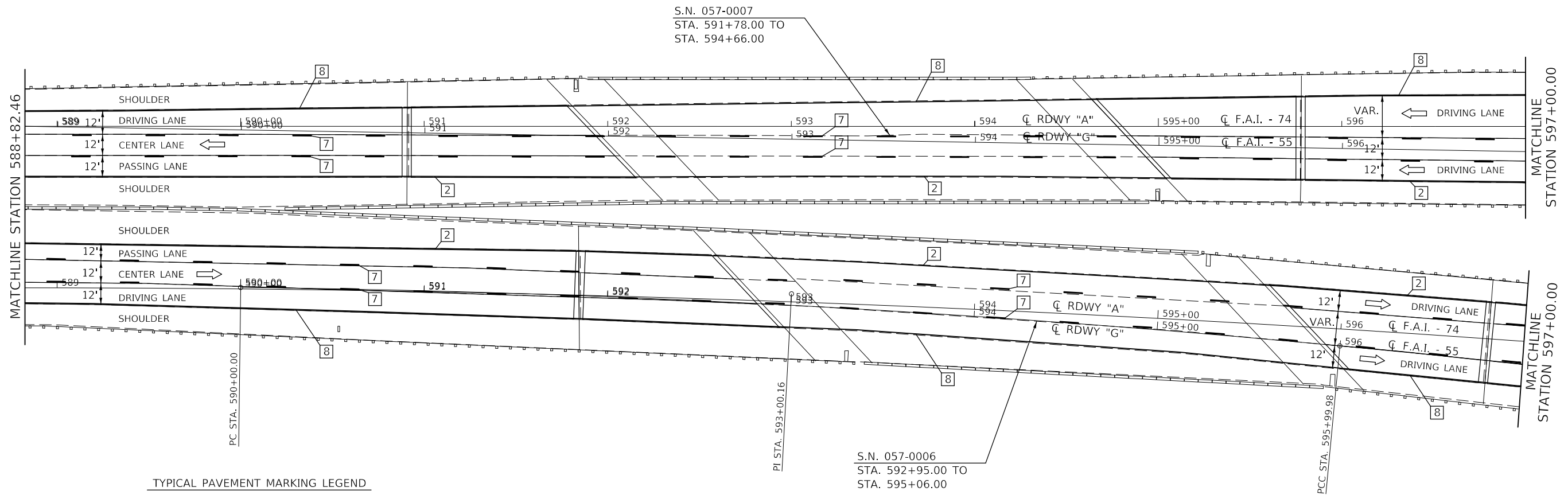
**PAVEMENT MARKING  
PLAN SHEETS**

SCALE: 1" = 30' SHEET 38 OF 43 SHEETS STA. 562+00.00 TO STA. 571+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	119
CONTRACT NO. 70D86				
ILLINOIS FED. AID PROJECT				



NOTE:  
PAVEMENT MARKINGS SHALL BE PLACED ON STRUCTURE  
OMISSION AREAS THAT ARE NOT RESURFACED WITH  
ULTRA-THIN HOT-MIX ASPHALT SURFACE COURSE.



TYPICAL PAVEMENT MARKING LEGEND

- 1 6" (150) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 6" (150) LANE LINE EXTENSIONS (WHITE)

EXIST. CURVE TDLRDW\_G\_1  
PI STA. = 593+00.16  
 $\Delta = 4^\circ 45' 39''$  (RT)  
 $D = 0^\circ 47' 37''$   
 $R = 7,220.64'$   
 $T = 300.16'$   
 $L = 599.98'$   
 $E = 6.24'$   
 $e =$   
 $T.R. =$   
 $S.E. RUN =$   
P.C. STA. = 590+00.00  
P.T. STA. = 595+99.98

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING  
PLAN SHEETS

SCALE: 1" = 30' SHEET 41 OF 43 SHEETS STA. 588+82.46 TO STA. 597+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55/74	(57-4,5,6)RS-3	MCLEAN	136	122
CONTRACT NO. 70D86			ILLINOIS FED. AID PROJECT	

REVISED ENTIRE SHEET 2/24/20

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