

PAVED SHOULDER REMOVAL

DESCRIPTION OF EXISTING LOCATION	OFFSET DIRECTION	FROM		TO		PAVED SHLD REMOVAL (SQ YD)	PAVED SHLD REM SPL (SQ YD)
		ALIGNMENT	STATION	ALIGNMENT	STATION		
NB I-57 SHOULDER	RT	NB I-57	191+41.6	NB I-57	192+81.4	159	
NB I-57 SHOULDER	RT	NB I-57	193+11.4	NB I-57	193+11.4		35
NB I-57 SHOULDER	RT	NB I-57	193+11.4	NB I-57	199+44.9	712	
NB I-57/EB CONNECTOR SHOULDER	RT	NB I-57	204+47.1	NB I-57	231+80.0	2938	
NB I-57 SHOULDER	LT	NB I-57	209+07.4	NB I-57	232+09.8	2220	
NB I-57 SHOULDER	RT	NB I-57	218+30.0	NB I-57	219+17.5	91	
NB I-57/EB CONNECTOR GORE	-	NB I-57	228+74.2	NB I-57	231+95.7	386	
NB I-57/EB CONNECTOR GORE	-	NB I-57	231+87.4	NB I-57	232+28.0		83
NB I-57 SHOULDER	LT	NB I-57	231+75.3	NB I-57	232+12.4	23	
NB I-57 SHOULDER	LT	NB I-57	232+05.9	NB I-57	232+42.7		33
NB I-57 SHOULDER	LT	NB I-57	232+09.8	NB I-57	232+45.6		23
NB I-57 SHOULDER	RT	NB I-57	232+22.4	NB I-57	238+13.8	533	
NB I-57 SHOULDER	LT	NB I-57	232+38.9	NB I-57	237+61.4	433	
NB I-57 SHOULDER	LT	NB I-57	232+43.0	NB I-57	232+83.5	23	
NB I-57 SHOULDER	LT	NB I-57	238+73.8	NB I-57	245+47.4	574	
NB I-57 SHOULDER	RT	NB I-57	239+23.1	NB I-57	245+47.4	512	
NB I-57 SHOULDER (OVER SB I-94)	LT	NB I-57	245+47.4	NB I-57	248+44.1		283
NB I-57 SHOULDER (OVER SB I-94)	RT	NB I-57	245+47.4	NB I-57	248+44.1		293
NB I-57 SHOULDER	LT	NB I-57	248+44.1	NB I-57	252+25.9	363	
NB I-57 SHOULDER	RT	NB I-57	248+44.1	NB I-57	252+25.9	367	
NB I-57/NB I-94 (FORD) GORE	-	NB I-57	252+25.9	NB I-57	253+93.8	240	
NB I-57/NB I-94 (RYAN) SHOULDER	LT	NB I-57	252+25.9	NB I-94(RYAN)	2205+51.8	1098	
WB CONNECTOR SHOULDER	LT	WB CONN	309+57.9	WB CONN	312+19.7	585	
WB CONNECTOR SHOULDER	RT	WB CONN	330+65.5	WB CONN	340+29.5	1002	
WB CONNECTOR SHOULDER	LT	WB CONN	330+65.5	WB CONN	340+29.2	922	
EB CONNECTOR SHOULDER	RT	EB CONN	407+17.1	EB CONN	407+51.1		27
EB CONNECTOR SHOULDER	RT	EB CONN	407+20.0	EB CONN	407+53.9		34
EB CONNECTOR SHOULDER	RT	EB CONN	407+49.4	EB CONN	407+72.8	10	
EB CONNECTOR SHOULDER	RT	EB CONN	407+51.1	EB CONN	415+06.0	805	
EB CONNECTOR SHOULDER	LT	EB CONN	407+61.1	EB CONN	415+06.0	799	
NB I-94 (BISHOP FORD) SHOULDER	RT	NB I-94(FORD)	1990+48.7	NB I-94(FORD)	1998+33.5	971	
NB I-94 (BISHOP FORD) SHOULDER	LT	NB I-94(FORD)	2002+55.0	NB I-94(FORD)	2006+61.4	467	
NB I-94 (FORD)/WB CONN MEDIAN	-	NB I-94(FORD)	2006+59.2	NB I-94(FORD)	2017+46.3	897	
NB I-94 (FORD)/WB CONN MEDIAN	-	NB I-94(FORD)	2009+74.1	NB I-94(FORD)	2010+31.1	49	
NB I-94 (FORD)/WB CONN MEDIAN	-	NB I-94(FORD)	2019+08.4	NB I-94(FORD)	2024+25.2	934	
NB I-94 (BISHOP FORD) SHOULDER	RT	NB I-94(FORD)	2019+53.7	NB I-94(FORD)	2020+63.9	124	
NB I-94 (BISHOP FORD) SHOULDER	LT	NB I-94(FORD)	2021+00.0	NB I-94(FORD)	2027+71.8	593	
NB I-94 (BISHOP FORD) SHOULDER	RT	NB I-94(FORD)	2021+00.0	NB I-94(FORD)	2027+71.8	707	
UNDER STATE ST BRIDGE	-	NB I-94(FORD)	2026+41.1	NB I-94(FORD)	2029+66.2	914	
NB I-94 (BISHOP FORD) SHOULDER	RT	NB I-94(FORD)	2027+71.8	NB I-94(FORD)	2029+03.4		141
NB I-94 (BISHOP FORD) SHOULDER	LT	NB I-94(FORD)	2027+71.8	NB I-94(FORD)	2029+03.4		125
UNDER STATE ST BRIDGE	-	NB I-94(FORD)	2028+63.4	NB I-94(FORD)	2029+39.2	102	
NB I-94 (BISHOP FORD) SHOULDER	RT	NB I-94(FORD)	2029+03.4	NB I-94(FORD)	2030+06.6	86	
NB I-94 (BISHOP FORD) SHOULDER	LT	NB I-94(FORD)	2029+03.4	NB I-94(FORD)	2029+83.7	137	
NB MICHIGAN AVE ENTRANCE RAMP	RT	NB I-94(FORD)	2029+19.3	NB I-94(FORD)	2032+74.7	594	
NB I-94 (BISHOP FORD) SHOULDER	LT	NB I-94(FORD)	2029+66.3	NB I-94(FORD)	2030+23.1		77
NB I-94 (BISHOP FORD) SHOULDER	RT	NB I-94(FORD)	2030+02.6	NB I-94(FORD)	2030+33.3		10
NB I-94 (BISHOP FORD) SHOULDER	LT	NB I-94(FORD)	2030+11.3	NB I-94(FORD)	2033+13.5	297	
NB I-94 (BISHOP FORD) SHOULDER	LT	NB I-94(FORD)	2033+13.4	NB I-94(FORD)	2033+43.3		30
NB I-94 (BISHOP FORD) SHOULDER	LT	NB I-94(FORD)	2033+43.3	NB I-94(FORD)	2038+43.2	499	
NB I-94 (BISHOP FORD) SHOULDER	LT	NB I-94(FORD)	2038+43.1	NB I-94(FORD)	2038+92.9		50
NB I-94 (BISHOP FORD) SHOULDER	LT	NB I-94(FORD)	2038+92.8	NB I-94(FORD)	2042+72.7	363	
NB I-94 (BISHOP FORD) SHOULDER	RT	NB I-94(FORD)	2039+89.3	NB I-94(FORD)	2042+72.7	312	
NB I-94 (BISHOP FORD) SHOULDER	RT	NB I-94(FORD)	2042+72.7	NB I-94(RYAN)	2206+65.9	1100	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2206+65.9	NB I-94(RYAN)	2207+01.9		53
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2207+01.7	NB I-94(RYAN)	2208+04.1	147	

(CONT. ABOVE)

PAVED SHOULDER REMOVAL (CONT. FROM BELOW)

DESCRIPTION OF EXISTING LOCATION	OFFSET DIRECTION	FROM		TO		PAVED SHLD REMOVAL (SQ YD)	PAVED SHLD REM SPL (SQ YD)	
		ALIGNMENT	STATION	ALIGNMENT	STATION			
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2208+04.1	NB I-94(RYAN)	2208+34.1		43	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2208+34.1	NB I-94(RYAN)	2216+00.5	1040		
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2213+32.0	NB I-94(RYAN)	2226+83.6	1297		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2224+99.6	NB I-94(RYAN)	2226+83.4	235		
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2226+83.5	NB I-94(RYAN)	2227+13.6		29	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2226+83.4	NB I-94(RYAN)	2227+13.4		40	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2227+13.5	NB I-94(RYAN)	2235+65.3	840		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2227+13.4	NB I-94(RYAN)	2239+34.1	1593		
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2235+78.3	NB I-94(RYAN)	2245+63.2	960		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2244+95.5	NB I-94(RYAN)	2245+17.3	17		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2245+11.6	NB I-94(RYAN)	2245+63.0	61		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2245+63.0	NB I-94(RYAN)	2245+93.0		40	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2245+63.1	NB I-94(RYAN)	2245+93.2		29	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2245+93.1	NB I-94(RYAN)	2253+20.5	708		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2245+93.0	NB I-94(RYAN)	2258+31.0	1661		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2258+31.0	NB I-94(RYAN)	2258+81.0		74	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2258+72.2	NB I-94(RYAN)	2258+81.0		10	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2258+81.0	NB I-94(RYAN)	2259+81.3	120		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2258+81.0	NB I-94(RYAN)	2259+82.8	152		
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2259+81.1	NB I-94(RYAN)	2260+11.4		33	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2259+82.5	NB I-94(RYAN)	2260+12.8		42	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2260+11.1	NB I-94(RYAN)	2265+90.4	552		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2260+12.5	NB I-94(RYAN)	2265+90.5	771		
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2265+90.4	NB I-94(RYAN)	2266+32.4		40	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2265+90.4	NB I-94(RYAN)	2266+32.5		56	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2266+32.4	NB I-94(RYAN)	2279+24.0	1240		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2266+32.4	NB I-94(RYAN)	2267+01.9	93		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2273+83.9	NB I-94(RYAN)	2279+24.0	503		
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2279+24.0	NB I-94(RYAN)	2279+74.1		51	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2279+24.0	NB I-94(RYAN)	2279+74.1		58	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2279+74.1	NB I-94(RYAN)	2298+56.0	1845		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2279+74.1	NB I-94(RYAN)	2294+17.7	1736		
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2298+56.0	NB I-94(RYAN)	2299+02.3		40	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2299+00.0	NB I-94(RYAN)	2313+44.6	1490		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2308+19.1	NB I-94(RYAN)	2313+45.7	721		
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2313+44.4	NB I-94(RYAN)	2314+14.4		77	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2313+43.7	NB I-94(RYAN)	2314+14.2		85	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2314+14.4	NB I-94(RYAN)	2316+00.0	202		
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2314+14.1	NB I-94(RYAN)	2316+00.0	183		
INTERCHANGE SEWER TRENCHES	-	-	-	-	-	356		
						I000-2A TOTAL	2478	
						J000-2A TOTAL	39986	2044
						TOTAL	42464	2044

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	41
STA. 190+48 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (1516.1, 1717, & 1818) R-4				
				6230

TYLIN INTERNATIONAL

NOTE:
"ALIGNMENT" REFERS TO PROPOSED ALIGNMENTS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

SCHEDULE OF QUANTITIES
REMOVAL QUANTITIES - SHEET 2

SCALE: NONE
DATE: MARCH 7, 2006

DRAWN BY: RTM
CHECKED BY: MPG