2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND MUNICIPALITIES.

3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

4. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH

5. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING COMMERCIAL AND RESIDENTIAL AREAS.

6. BARRIER WALL MARKERS, TYPE C SHALL BE INSTALLED ON MEDIAN CONCRETE BARRIER WALL AND PARAPETS AT A HEIGHT OF 28 INCHES FROM THE TOP OF SHOULDER TO THE BOTTOM OF THE REFLECTOR AND SPACED AT 50 FEET CENTER-TO-CENTER ON CURVES AND 100 FEET CENTER-TO-CENTER ON TANGENTS OR AS DIRECTED BY THE TRAFFIC OPERATIONS FIELD ENGINEER. THE BARRIER WALL MARKERS SHALL BE INSTALLED DURING STAGE I, PRIOR TO OPENING THE WIDENED PAVEMENT TO TRAFFIC.

7. CONTRACTS 60885, 60886, 62895, 60846, 62896 AND 60847 ARE EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE SIX CONTRACTS SHALL BE COORDINATED THROUGHOUT THE DURATION OF THE PROJECT IN ORDER TO PROVIDE A SAFE AND EFFICIENT WORK ENVIRONMENT. THIS WORK SHALL BE INCLUDED IN THE COST FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".

8. A PAINT STRIPE SHALL BE APPLIED TO THE FACE OF BARRIER WALL ADJACENT TO ALL DRAINAGE STRUCTURES. THE STRIPE SHALL BE 4" WIDE BY 12 INCHES LONG AND EXTEND VERTICALLY AT 90 DEGREES FROM THE TOP EDGE OF THE BARRIER. THE PAINT WILL BE SPECIFIED AS ORANGE PAINT. THE COST OF THE STRIPE IS TO BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF TYPE AND SIZE SPECIFIED.

9. THE LIMIT SHOWN ON THE PLANS BETWEEN THE PAY ITEMS "BITUMINOUS CONCRETE SHOULDER REMOVAL" IN THE MEDIAN AND "HOT-MIX ASPHALT SURFACE REMOVAL 3-1/2" " ON THE MAINLINE PAVEMENT IS BASED ON THE THEORETICAL EDGE OF PAVEMENT LINE WHICH IS LOCATED AT 20' FROM THE I-55 CENTERLINE. THE EXISTING MAINLINE PAVEMENT IN BOTH THE NB AND SB DIRECTIONS CONSISTS OF A PCC BASE WITH A BITUMINOUS OVERLAY. THE CONTRACTOR SHALL REMOVE THE EXISTING BITUMINOUS SHOULDER TO THE EDGE OF THE EXISTING PCC BASE COURSE TO THE SATISFACTION OF THE ENGINEER. THE COST FOR THIS WORK INCLUDING ANY ADDITIONAL SET UPS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "BITUMINOUS CONCRETE SHOULDER REMOVAL". IN ADDITION, THE COST TO REPAIR ANY DAMAGE TO THE EXISTING MAINLINE PAVEMENT INCLUDING RAVELING OF THE EXISTING BITUMINOUS OVERLAY AS A RESULT OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "BITUMINOUS CONCRETE SHOULDER REMOVAL".

10. DURING THE 2007 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES AS DIRECTED BY THE ENGINEER. PRIOR TO TRANSFERRING TRAFFIC INTO THE TRAFFIC CONFIGURATION SHOWN FOR THE TYPICAL SECTION FOR WINTER SHUTDOWN AT THE END OF THE 2007 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT. DURING THE 2008 CONSTRUCTION SEASON IN AREAS BEYOND THE PAVEMENT MILLING AND RESURFACING LIMITS, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE REFLECTIVE ELEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "REPLACEMENT REFLECTOR."

11. THE VARIABLE WIDTH CONCRETE GUTTER ADJACENT TO THE DRAINAGE STRUCTURES SHALL NOT BE CONSTRUCTED UNTIL AFTER THE FRAME AND GRATE ARE ADJUSTED TO THE FINAL GRADE IN STAGE II. THE COST TO REMOVE THE H.M.A. SHOULDER PAVEMENT CONSTRUCTED DURING STAGE I IN THE AREA OF THIS VARIABLE WIDTH PORTION OF THE CONCRETE GUTTER AND THE COST OF THE ADDITIONAL WIDTH OF CONCRETE GUTTER GREATER THAN 10" AS SHOWN AT THE DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR CONCRETE GUTTER.

12. ANY CUARDRAIL REMOVED AND DEEMED SALVACEABLE BY THE RESIDENT ENGINEER SHALL BE DELIVERED BY THE CONTRACTOR TO THE NEAREST IDOT MAINTENANCE FACILITY. TEMPORARY STORACE AND DELIVERY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVAL "

13. BUTT JOINTS WILL BE INSTALLED AT THE END OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

14. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ. YD.

GENERAL NOTES (CONT.)

PRIOR TO STARTING MILLING AND RESURFACING OF THE OUTSIDE SHOULDER IN AREAS ADJACENT TO GUARDRAIL, THE CONTRACTOR SHALL DETERMINE IF THE RAIL ELEMENT OF THE GUARDRAIL WILL NEED TO BE REMOVED TO COMPLETE THIS WORK TO THE SATISFACTION OF THE ENGINEER. IF DEEMED NECESSARY, THE CONTRACTOR SHALL REMOVE THE RAIL ELEMENT OF THE RESPECTIVE GUARDRAIL SECTIONS AND RE-ERECT THE RAIL ELEMENT ON THE SAME DAY IT WAS REMOVED. THE COST FOR THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)." ANY GUARDRAIL FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE

16. PAVEMENT PATCHING QUANTITIES HAVE BEEN INCLUDED IN THE CONTRACT TO ACCOMMODATE THE IMPROVEMENT OF PAVEMENT WHICH SHOWS SIGNS OF FAILURE OR EXCESSIVE CRACKING. THE ENGINEER WILL DETERMINE THE AREAS TO BE PATCHED IN ACCORDANCE WITH THE DISTRICT ONE DETAIL BD-22 FOR "PAVEMENT PATCHING FOR BITUMINOUS SURFACED .

PAVEMENT." QUANTITIES FOR "HOT-MIX ASPHALT REMOVAL OVER PATCHES" AND "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES" ARE BASED ON THIS WORK BEING DONE AFTER THE MILLING OF THE MAINLINE PAVEMENT HAS BEEN COMPLETED. IF THE CONTRACTOR ELECTS TO PATCH THE PAVEMENT PRIOR TO COMPLETING THE MILLING OF THE MAINLINE PAVEMENT, THE ADDITIONAL DEPTH OF "HOT-MIX ASPHALT REMOVAL OVER PATCHES" AND THE ADDITIONAL TONNAGE REQUIRED FOR "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES" WILL NOT BE MEASURED FOR PAYMENT.

17. IF THE OUTSIDE THROUGH LANE NEXT TO EXISTING EXIT/ENTRANCE RAMP IS MILLED, THE CONTRACTOR SHALL NOT LEAVE A GRADE DIFFERENTIAL BETWEEN MILLED LANES AND EXISTING RAMP SURFACE GREATER THAN 1" FOR SPEEDS > 45 MPH AND 1-1/2" FOR SPEEDS 45 MPH OR LESS. A 12" WIDE TEMPORARY RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING BITUMINOUS SURFACE AS DIRECTED BY THE ENGINEER. THE LENGTH OF THE TEMPORARY RAMP WILL BE MEASURED AND THE AREA CALCULATED BY MULTIPLYING THE LENGTH BY ONE FOOT. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT."

18. BASED ON RESULTS OF 98 PAVEMENT CORES TAKEN DURING 2005, THE AVERAGE THICKNESS OF BITUMINOUS OVERLAY IS APPROXIMATELY 7 INCHES IN BOTH DESIGN SECTIONS, FORTY NINE (49) CORES WERE TAKEN IN EACH DIRECTION OF TRAVEL STARTING AT THE I-80 INTERCHANGE TO THE WEBER ROAD INTERCHANGE. THE THICKNESS OF OVERLAY RANGES FROM 3-1/4" TO 13-1/2",

19. THE CONTRACTOR SHALL INSTALL NEW DELINEATOR POSTS AND REFLECTORS AT THE LOCATIONS SHOWN IN THE PLANS FOR "DELINEATORS" AND AS SPECIFIED BY THE ENGINEER. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING DELINEATOR POSTS AND REFLECTORS IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THE COST FOR REMOVAL AND DISPOSAL OF THE EXISTING DELINEATOR POSTS AND REFLECTORS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE NCLUDED IN THE CONTRACT UNIT PRICE FOR "DELINEATORS.

20. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR THE REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

21. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT MS. CORA MATHIS. AREA FIELD ENGINEER, AT (847) 485-6475.

SECTION COUNTY TOTAL SHEET SHEETS NO. WILL 228 3 TO STA. STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

### DRAINAGE NOTES

1. THE STATION AND OFFSET OF THE DRAINAGE STRUCTURES ADJACENT TO CONCRETE BARRIER ARE TO THE EDGE OF THE FRAME ADJACENT TO THE CONCRETE BARRIER. THE STATION AND OFFSET OF ALL OTHER DRAINAGE STRUCTURES ARE TO THE CENTER OF THE FRAME.

STATION OFFSETS AND RIM/GRATE ELEVATIONS FOR DRAINAGE STRUCTURES ADJACENT TO THE BARRIER BASE ARE BASED ON A 3 FOOT WIDE BARRIER BASE THAT IS CONSTRUCTED SYMMETRICAL ABOUT THE CENTERLINE. THE CONTRACTOR SHALL ADJUST THE ELEVATIONS AND OFFSET LOCATIONS SHOWN ON THE PLANS FOR ALL DRAINAGE STRUCTURES INSTALLED ALONG THE CONCRETE BARRIER AS NECESSARY TO ACCOMMODATE THE VARIABLE BARRIER BASE WIDTHS THAT ARE NEEDED TO ACCOMMODATE NORTHBOUND AND SOUTHBOUND ELEVATION DIFFERENTIALS. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR THE APPLICABLE DRAINAGE STRUCTURES. FOR ADDITIONAL BARRIER BASE INFORMATION, SEE TYPICAL SECTIONS AND STANDARDS.

3. INVERT ELEVATIONS FOR EXISTING PIPES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. THE CONTRACTOR SHALL VERIFY THE INVERT ELEVATIONS FOR EXISTING PIPES IN THE FIELD AT THE TIME OF CONSTRUCTION AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

4. FOR INSTALLATION OF PROPOSED DRAINAGE STRUCTURES IN EXISTING SEWERS A PORTION OF THE EXISTING PIPE SHALL BE CUT AND REMOVED. THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH ADEQUATELY SIZED OPENINGS SUCH THAT THE EXISTING PIPE MAY BE CONNECTED AT ITS EXISTING INVERT ELEVATION. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR THE TYPE AND KIND OF DRAINAGE STRUCTURE TO BE INSTALLED.

5. FOR PROPOSED STORM SEWER OR PIPE CULVERT CONNECTIONS TO EXISTING PIPES, BOX CULVERTS, OR STRUCTURES, THE CONNECTION AND REMOVAL OF CONCRETE TO MAKE NECESSARY HOLES IN THE EXISTING PIPES, EXISTING BOX CULVERTS, OR EXISTING STRUCTURES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STORM SEWERS OR PIPE CULVERTS OF THE DIAMETER. TYPE, AND CLASS SPECIFIED, AND OF THE PARTICULAR KIND OF MATERIAL WHEN

 REMOVAL OF MANHOLES, CATCH BASINS AND ANY OTHER EXISTING DRAINAGE STRUCTURES IN THE EXISTING MEDIAN DITCH OF 1-55 OR ELSEWHERE ON THE 1-55 EXPRESSWAY, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "REMOVING MANHOLES", REGARDLESS OF SHAPE, DEPTH OR SIZE OF THE STRUCTURE, EXCEPT FOR MEDIAN INLET BOXES WHICH SHALL BE PAID SEPARATELY AS "MEDIAN INLET BOX REMOVAL."

7. TOP OF GRATE ELEVATIONS FOR EXISTING STRUCTURES SHOWN ON THE PLANS WERE DETERMINED BY COMPUTER TERRAIN MODELING. THE RESIDENT ENGINEER MAY REVISE THE TOP OF GRATE ELEVATIONS AT THE TIME OF CONSTRUCTION BASED ON FIELD CONDITIONS.

8. REMOVAL OF EXISTING UNDERDRAINS AND HEADWALLS FOR UNDERDRAINS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CU. YD. FOR EARTH EXCAVATION.

9. DURING STAGE I, THE FRAMES AND GRATES CONSTRUCTED ADJACENT TO THE CONCRETE BARRIER SHALL BE SET FLUSH WITH THE LEVEL OF THE BINDER COURSE AND THE GRATES SHALL BE BOLTED DOWN. IMMEDIATELY PRIOR TO PLACING THE SURFACE COURSE DURING STAGE III OR AS DIRECTED BY THE ENGINEER, THE BOLTS AND ASSOCIATED HARDWARE SHALL BE REMOVED AND THE FRAMES AND GRATES SHALL BE ADJUSTED TO THE FINAL SURFACE ELEVATION IN ACCORDANCE WITH SECTION 603 "ADJUSTING FRAMES AND GRATES OF DRAINAGE AND UTILITY STRUCTURES." THE BOLTS AND ASSOCIATED HARDWARE SHALL BE DELIVERED TO THE I-55 BOLINGBROOK MAINTENANCE YARD AT 151 EAST SOUTH FRONTAGE ROAD, BOLINGBROOK, IL 60440 (PHONE \*630.739.5641). THE COST OF BOLTING THE GRATES DURING STAGE I AND THEN REMOVING THE BOLTS AND ASSOCIATED HARDWARE AND DELIVERING THEM TO THE IDOT MAINTENANCE FACILITY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR FRAMES AND GRATES OF THE TYPE SPECIFIED.

> ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 (BLACK ROAD TO U.S. 30) REVISIONS WIDENING AND RESURFACING DATE **GENERAL NOTES** AND DRAINAGE NOTES

> > SCALE: N.T.S. DATE 03/15/07

DRAWN BY AG CHECKED BY DDH

ARev. 5-30-07

						CATON		
<u> </u>		T	UKBAM **	DOLDWAY	BLACK RD		CICNING	-
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY IQOO-2A	099-0209 SFTY-2A		SIGNING Y002-1C	
	CONCRETE HEADWALL REMOVAL	EACH	1.0	1	31 11 ZA	AZJI ZA	1002 10	
50105220	PIPE CULVERT REMOVAL	FOOT	3.41	341				
50200100	STRUCTURE EXCAVATION	CU. YD	5			5.0		
50300225	CONCRETE STRUCTURES	CU YD	17.0		5.6	11.4		
50800105	REINFORCEMENT BARS	POUND	360				360	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	3,150	1,130	450	1,570		
54002100	EXPANSION BOLTS 5/8 INCH	EACH	40	40				
54003000	CONCRETE BOX CULVERTS	CU YD	2.5	2.5		<del></del>		
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1				
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	6	6		3 (17)		
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1				
54215424	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24"	EACH	2	2, *	`			
54215979	REINFORCED CONCRETE PIPE ELBOW 24"	EACH	4	4				
54247130	GRATING FOR CONCRETE FLARED END SECTION 24"	EACH	2	2				
54247150	GRATING FOR CONCRETE FLARED END SECTION 30"	EACH	1	1				
55019600	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 15"	FOOT	701	701				
55019700	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 18"	FÖOT	888	888				
55019900	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 24"	FOOT	495	495				
55021600	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 12"	FOOT	166	166				
55021700	STORM SEWERS. TYPE 2. REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 15"	FOOT	2,754	2,754				
	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 18"	FOOT	2,787	2,787				
	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 24"	FOOT	4,229	4,229				
,	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 30"	FOOT	738	738				
55022400		FOOT	245	245	-			
	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 42"	FOOT	584	584				
	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 48"	FOOT	1.090	1,090				
55034300		FOOT	545	545				
	STORM SEWERS TO BE CLEANED	FOOT	1,217	1,217				
55101200	STORM SEWER REMOVAL 24"	FOOT	12	12				
55101400	STORM SEWER REMOVAL 30"	FOOT	6	6				
	CONCRETE SEALER	SQ FT	844		195	649		
	EPOXY CRACK INJECTION	FOOT	25			25		
	PIPE UNDERDRAINS 6"	FOOT	24,718	24,718				
	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	238	238				
60201310	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	116	116				
	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 21 FRAME AND GRATE	EACH	14	14				
	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	35	35				
	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 20 FRAME AND GRATE  CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 21 FRAME AND GRATE	EACH	6	6				
60224035		EACH	10	10				1
	FRAMES AND GRATES TO BE ADJUSTED	EACH	185	185				<u> </u>
	REMOVING MANHOLES	EACH	4	4				
	CONCRETE CURB, TYPE B	FOOT	100	100				1
	CONCRETE GUTTER	FOOT	10.977	10,977				
	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	200	888	5/1			
• 63100085		EACH	1	1	100			
	TRAFFIC BARRIER TERMINAL, TIPE 6	LAVIT	<b></b>	1				

ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 (BLACK ROAD TO U.S. 30) WIDENING AND RESURFACING

# SUMMARY OF QUANTITIES

SCALE: N.T.S.

DATE 03/22/07

TENG

DRAWN BY AG CHECKED BY DDH
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

NP > NON · PARTICIPATING

\* SPECIALTY ITEMS
\*\* URBAN, 90% FEDERAL, 10% STATE

A Rev. 5-30-07

PLOT DATE : \*DATE\$
FILE NAME : \*FILEL\*
PLOT SCALE : \*SCALE\$
USER NAME : #USER\*

TO THE PROPERTY OF THE PROPERT	SYDDCUMENT/Ø23615Ø1/CIVIL/DGN/SOØ81AØ83.SHT	
CINDOLLOGIA, INC.	GARCIAAZ S	
portuguity (Sectionally and Particular and Parti	1-2007, 15:21:56	

\* SPECIALTY ITEMS
\*\* URBAN, 90% FEDERAL, 10% STATE (SEE NOTE)

					BLACK RD	CATON FARM		
			URBAN	ROADWAY			SIGNING	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY		099-0209 SFTY-2A		Y002-1C	
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	3	3				
63200310	GUARDRAIL REMOVAL	FOOT	10,200	10,200				
63301210	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	125	125				
63500105	DELINEATORS	EACH	114	114				
63700805	CONCRETE BARRIER TRANSITION	FOOT	397	397				
63700900	CONCRETE BARRIER BASE	FOOT	16,829	16,829				
64200105	SHOULDER RUMBLE STRIP	FOOT	70,508	70,508				
67100100	MOBILIZATION	L SUM	1	1				
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	18	18				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	221,591	221,591				
70300530	PAVEMENT MARKING TAPE, TYPE III 5"	FOOT	20,707	20,707				
70300550	PAVEMENT MARKING TAPE, TYPE III 8"	FOOT	9,102	9,102				
70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	823	823				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	50,982	50,982				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	34,770	34,770				
72000200	SIGN PANEL - TYPE 2	SQ FT	183				183	
72000300	SIGN PANEL - TYPE 3	SQ FT	2,129				2,129	
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	9				9	
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	11				11	
72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	20				20	
72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	2,018				2,018	
72600100	MILE POST MARKER ASSEMBLY	EACH	7				7	
72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	1,546				1,546	
73000100	WOOD SIGN SUPPORT	FOOT	280				280	
73400100	CONCRETE FOUNDATIONS ,	CU YD	3.9				3.9	
73700100	REMOVE GROUND-MOUNTED SIGN SUPPORT	EACH	5				5	
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	5				5	
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT (	74,121	74,121	$\Delta$			
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	4,197	4,197				
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2,020	2,020		-		
78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	1,467	1,467				
	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"	FOOT	18,801	18,801				
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	45,674	45,674				
	EPOXY PAVEMENT MARKING - LINE 5"	F00T (	28,690	28,890	Δ			
78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	4,354	4,354	1			
	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	439	439				
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1904	1904	) <u>A</u>			
	REPLACEMENT REFLECTOR	EACH	388	388				
	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	6,612	6,612				
78200410	GUARDRAIL MARKERS, TYPE A	EACH	(18°	-	Λ			
	BARRIER WALL MARKERS, TYPE C	EACH	434	434				
	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3	<del></del>			
	PAVEMENT MARKING REMOVAL	SQ FT	18,347	18,347	-			
	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	892	892	Δ			,
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	785	785	† <del></del>			
	WEED CONTROL, TEASEL	GALLON	2.5	2.5				
V0255257	THE CONTINUE TENSEL	UNLLOW		4.00				

| CONTRACT NO. 60B46 | F.A.I. | SECTION | COUNTY | TOTAL | SHEET | NO. 55 | 99 (1&2) WRS-2 | WILL | 228 | 6 | STA. | TO STA. | STA. TO STA.
FED. ROAD DIST. NO. | ILLINOIS | FED. AID | PROJECT

## NOTE:

TYPE 3 SIGN PANELS WHICH REQUIRE TYPE ZZ SHEETING WILL BE 100% PAID FOR BY STATE FUNDS. THE REST WILL BE PAID FOR BY 90% FEDERAL FUNDS AND 10% STATE FUNDS. A QUANTITY OF 952 SQ FT OF ITEM NO. 72000300, SIGN PANEL - TYPE 3 REQUIRES TYPE ZZ RETROREFLECTIVE SHEETING.

		SCALE: DATE	N.T.S. 03/22/07	DRAWN BY AG  CHECKED BY DDH  TENG & ASSOCIATES, INC.
			SUMMARY	OF QUANTITIES III
REVISIONS NAME	DATE	I	FAI ROUTE 55	MENT OF TRANSPORTATION (BLACK ROAD TO U.S. 30) (BAND RESURFACING

A Rev. 5-30-07

			CONT	RAC	T NO	).	60B4
F.A.I. RTE.	SECTION	(	COUNTY		TOTA	TS	SHEE NO.
55	99 (1&2) W	RS-2	WILL		22	8	7
STA.	., .,,,	TO.	STA.				
FED. RO	AD DIST. NO.	ILLINOIS	FED.	AID	PROJE	C1	-

· · · · · · · · · · · · · · · · · · ·			URBAN **	1 :	BLACK RD		CTONING	
CODE NO	ITEM	UNIT	TOTAL	IOOO-2A	099-0209	099-0210	SIGNING Y002-1C	
CODE NO.	MATERIAL TRANSFER DEVICE	TON	35,210	35,210	SF11-2A	X231-ZA	1002-1C	
(0322936	REMOVE EXISTING FLARED END SECTION	EACH	9	9				
(0323426		EACH	185	185				
X0323973		FOOT	139	139				
	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	139	139	-			
	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL	EACH	. 8	8				
	TEST STRIP (STONE MATRIX ASPHALT)	EACH	2	2				
	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE	SQ YD	1,864	1,864				
X0324775	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE MAINTENANCE	SQ YD	1,864	1,864				
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	218	2,001		218		
		EACH	6	6		210		
	MEDIAN INLET BOX REMOVAL	TON						
	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80		19,214	19,214				
	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80	TON	15,996	15,996				
X6330100	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL	EACH	4	4.5	47			
X6370940	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	16,432	16,432			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	18	18				
X6700600	ENGINEER'S FIELD LABORATORY (SPECIAL)	CAL MO	18	18				
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	11				
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	330	330				
XX002870	AGGREGATE SHOULDERS, TYPE B (SPECIAL)	SQ YD	11,485	11,485				
XX004592	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	2	2				
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	75,200	75,200				
Z0005305	BOX CULVERTS TO BE CLEANED	FOOT	141	141				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	11				
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	4	4				
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	9	9				
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	6	6				
Z0056220	SAND MODULE IMPACT ATTENUATOR TO BE REMOVED	EACH	1	1 1				
Z0076600	TRAINEES	HOUR	4,000	4,000				
35501288	HOT-MIX ASPHALT BASE COURSE, 2 1/2"	SQ YD	68,549	68,549				
X0325733	TEMPORARY ASPHALT WEDGE	SQ YD	1,422	1,422				
X4421000	PARTIAL DEPTH PATCHING	TON	111	111				
X4422075	PARTIAL DEPTH REMOVAL, 2"	50 YD	988	988	3			
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PLOT DATE = #DATE# FILE NAME = #FILEL# PLOT SCALE = #SCALE# USER NAME = #USER#

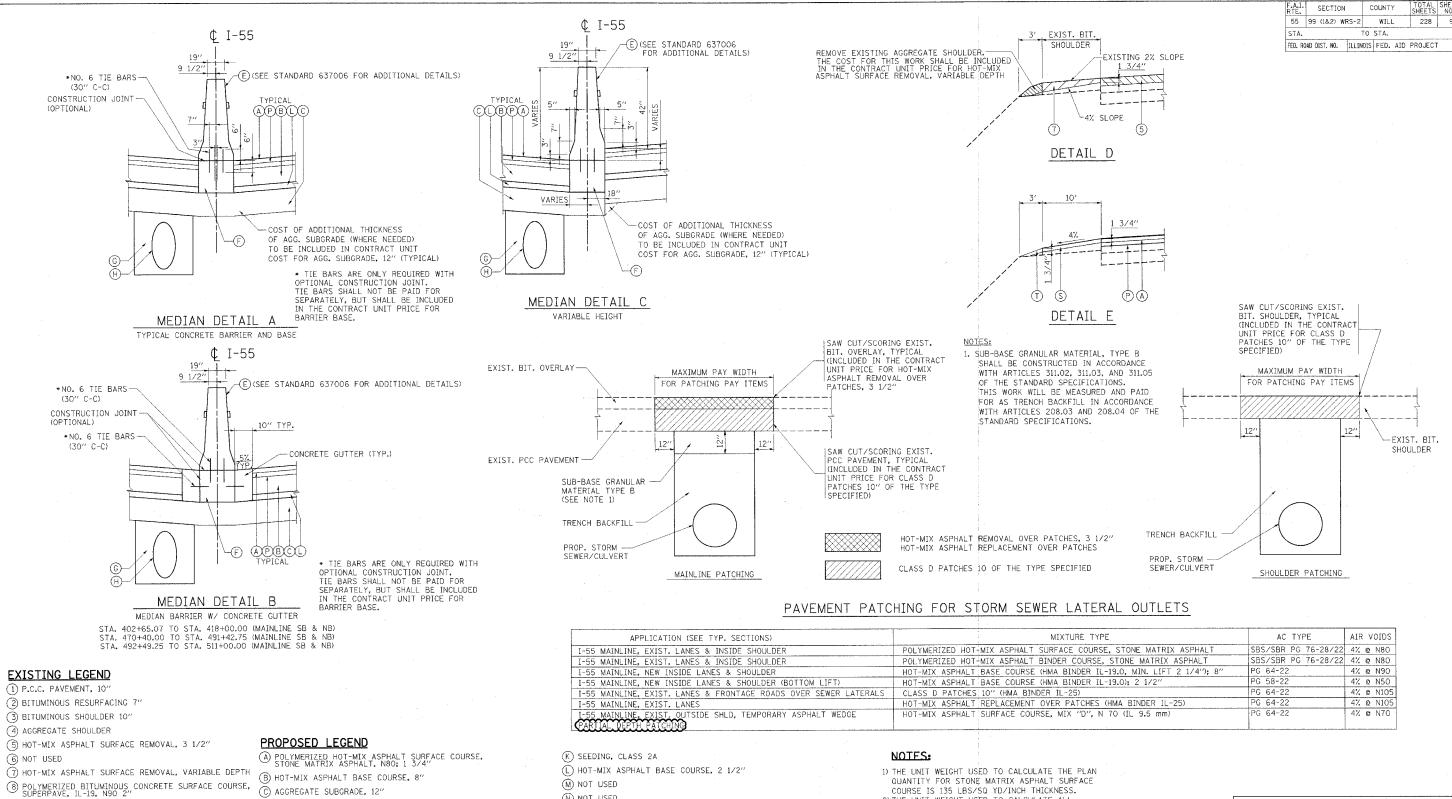
ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 (BLACK ROAD TO U.S. 30) WIDENING AND RESURFACING SUMMARY OF QUANTITIES IV

DRAWN BY AG CHECKED BY DDH
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

SCALE; N.T.S.

DATE 03/22/07

TENG



DATE VAME SCALE NAME

(5) BITUMINOUS SHOULDER (16) SPBGR (SEE PLANS FOR LOCATIONS)

(1) STABILIZED SUB-BASE 4"

13) AGGREGATE SUBGRADE 12"

12 PIPE UNDERDRAINS 6"

(4) NOT USED

BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N90, 15"

(10) BITUMINOUS SHOULDERS, SUPERPAVE, 17'

(D) EMBANKMENT

(E) CONCRETE BARRIER, DOUBLE FACE, 42" HEIGHT

(F) BARRIER BASE

G TRENCH BACKFILL

(H) STORM SEWER

1 STRIP REFLECTIVE CRACK CONTROL TREATMENT

(J) TOPSOIL FURNISH AND PLACE, 6"

(N) NOT USED

(0) AGGREGATE SHOULDERS, TYPE B, 8"

POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80; 1 3/4"

(Q) PIPE UNDERDRAINS 6" (SEE DRAINAGE PLANS FOR LOCATIONS)

(R) NOT USED

(S) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N 70; 1 3/4"

T AGGREGATE SHOULDERS, TYPE B (SPECIAL)

COURSE IS 135 LBS/SQ YD/INCH THICKNESS. 2) THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/INCH THICKNESS.

ILLINOI FAI		
FAI		REVISION
	DATE	NAME
	5/15/07	⚠ DDH
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SCALE: N.T.S.		
	1 1	

ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 (BLACK ROAD TO U.S. 30)
WIDENING AND RESURFACING

TYPICAL SECTIONS
DETAILS AND BITUMINOUS

MIXTURE REQUIREMENTS

DATE 05/15/07 **TENG** 

CHECKED BY DDH

DRAWN BY JFS

CONTRACT NO. 60B46

(U) SHOULDER RUMBLE STRIP

# PLOT DATE = \$DATE\$ FILE NAME = \$FILEL\$ PLOT SCALE = \$\$CALE\$ USER NAME = \$USER\$

## SCHEDULE OF QUANTITIES

CONCRETE CU	RB, TYPE B				TOTAL 100	FOOT
LOCATION	STATION	OFFSET	STATION	OFFSET		Sub totals
S.B.	403+07.94	57.03 LT	403+38.24	57.03 LT		30
S.B.	508+90.81	53.51 LT	509+20.81	53.51 LT		30
N.B.	402+65.07	54.63 RT	402+74.46	54.77 RT		9.5
N.B.	508+22.02	55.24 RT	508+52.01	55.19 RT		30

CONCRETE GU	TTER				TOTAL 10977 F00		
LOCATION	FROM STATION	TO: STATION	LENGTH	(x 2)		Subtotals	
I55 MAINLINE							
						1	
NB & SB	402+65.07	418+00.00	1,534.93	2		3,069.86	
NB & SB	470+40,00	491+42.75	2,102.75	2		4,205.50	
NB.& SB	492+49.25	511+00.00	1,850.75	. 2		3,701.50	
						1	

					1	m.	
STEEL PLATE	BEAM GUARI	RAIL, TYP	E A	:	TOTAL	\$888 FOOT	]
FROM STATION	OFFSET	TO STATION	OFFSET	LENGTH		SUBTOTALS	
404+59-00	~54.86′LJ	406+46,50	56.404 L.T.	~187.50~	~~~~~	~187.5~~	
489+09.90	55.16′ RT	489+22.40	55.16′ RT	12.50		12.5	13—1
494+47.40	53.83' LT	494+97.40 506+95-82	53.83' LT	50.00 	<del> </del>	50.0	P —
509+21.46	.53.241LT	.512±21.46	54.081LT	300.00		300.0	
579+35.00	58.05' RT	581+10.00	55.50′ RT	175.00		175.00	

TRAFFIC B.	ARRIER TERM	TOTAL	1 EACH			
FROM		ТО				
STATION	OFFSET	STATION	OFFSET			SUBTOTALS
508+90,81	53.24' LT	509+21.46	53.24' LT			1
***************************************				- 1		
						- I

GUARDE	RAIL REMOVA	TOTAL 10200 F00				
DIRECTION	STATION	OFFSET	STATION	OFFSET	LENGTH	SUBTOTAL
M.L S.B.	402+65.07	12.15 LT	423+95.23	9.22 LT		2130.16
M.L S.B.	404+59.00	54.78 LT	405+09.00	55.02 LT		50.00
M.L S.B.	492+49.25	9.33 LT	494+98.26	13.33 LT		249.01
M.L S.B.	508+16,75	54.08 LT	510+56.52	55.17 LT		239.77
M.L S.B.	468+56.71	18.08 LT	473+21.50	16389 LT		464.79
M.L N.B.	488+82.32	15.75 RT	491+42.75	10.67 RT		260.43
M.L N.B.	506+45.52	56.08 RT	506+95.81	55 RT		50.29
M.L N.B.	508+82.59	9.21 RT	551+97.51	11.94 RT		4314.92
M.L N.B.	553+24.47	12.22 RT	573+00.00	11.95 RT		1975.53
M.L N.B.	464+76.25	15.18 RT	469+41.04	16.11 RT		464.79
			1			

			EAM GUARD RAIL		TOTAL	125 F00
DIRECTION	FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	LENGTH	SUBTOTAL
S.B.	403+58.00	12.10 LT	403+83.00	12.10 LT	25.00	25.00
S.B.	403+49.00	56.60 LT	403+74.00	56.40 LT	25,00	25.00
S.B.	404+96.50	12.10 LT	405+21.50	12.10 LT	25.00	25.00
S.B.	404+87.50	55.40 LT	405+12.50	55,50 LT	25.00	25.00
S.B.	510+35.00	55.00 LT	510+60.00	55.50 LT	25.00	25.00

DELINEATORS					TOTAL	114	FOOT
FROM STATION	TO STATION	SINGLE WHITE REFLECTOR	DOUBLE WHITE REFLECTOR			su	BTOTALS
		400' Spacina	100' Spacing				
402+65.07	562+00.00	80					80
562+00.00	577+00.00		30				30
577+00.00	586+48.00	4		T			4
: .							

CONCRETE BARRIER TRANSITION			TC	TAL 3	97 FOOT
TRANSITIONING TO	FROM STATION	TO STATION	LENGTH		SUBTOTALS
BLACK RD. BRIDGE PIER	403+17.18	403+68.67	51,49		51.49
DEACH NO. BRIDGE FIGH	100111110	100700101	01.10		
SIGN TRUSS FOUNDATION	468+22.75	468+94.00	71.25		71.25
	469+06.00	469+77.25	71,25		71.25
CATON FARM RD. BRIDGE PIER	507+86.91	508+53.77	66.86		66.86
	508+89.25	510+25.17	135.92		135.92

OULDER RUMBLE STE	RIP		TC	TAL 7	0508 F00T
DIRECTION	FROM STA.	TO STA.	LENGTH	X4	SUBTOTAL
					FOOT
N.B./S.B.	402+65.07	491+42.75	8.877.68	4	35,510,72
S.B./OUTSIDE	492+38,25	561+09.11	6.870.86	1	6,870.86
S.B./OUTSIDE	576+44.16	586+36.32	992.16	1	992.16
S.BN.B./INSIDE	492+49.25	586+50.00	9,400.75	2	18,801.50
N.B./OUTSIDE	492+49.25	566+43.80	7,394.55	1	7,394.55
N.B./OUTSIDE	577+23.77	586+62.11	938.34	1	938.34

AVEMENT M	ARKING TAPE	, TYPE III 4	1''				UIAL	221,591		FOOT
DIRECTION ON I-55	FROM STA.	TO STA.	LINE WIDTH	LINE TYPE	LENGTH FT	LINE WIDTH FT.	# of LINES	COL OB	% of TOTAL LENGT	Sub totals
						FI.			25%	FOOT
PRE-STAGE	(@ STORM	SEWER LATER	RALS)							
-55	STR. NO.	SEWER DIA.								
	2100	24	4''	SOLID	7.00	0.333	2			14.00
	2400	24	4''	SOLID	7.00	0.333	2			14.00
	2409	18	4''	SOLID	6.50	0.333	2			13.00
	2598	30	4''	SOLID	7.50	0.333	2			15.00
	2700	24	4''	SOLID	7.00	0.333	2			14.00
	2780	24	4"	SOLID	7.00	0.333	2			14.00
TAGE I										
	1 100 55 07				14004744				1200	77 004 00
N.B./S.B.	402+65.07	589+12.21	4''	SOLID	18,647.14					37,294.28
N.B. RT	402+65.07	566+43.15	4''	SOLID	16,378.08					16,378.08
N.B. RT	576+47.00	589+12,21	4''	SOLID	1,265.21	0.333			100%	1,265.21
S.B. RT	402+65.07	561+08,94		SOLID	15,843.87		1	WHITE	100%	15,843.87
			4''			0.333				
S.B. RT	576+29.68	589+12,21	4''	SOLID	1,282.53	0.333	1	WHITE	100%	1,282.53
	Д	L	14475.4	TED CHUTE	1000	L	L		<u> </u>	
N.B. RT	T 573+00.00	500,10.00	W1N	TER SHUTE SOLID		0.333	T 1	WHITE	100%	1,612.00
N.B. LT	573+00.00	589+12.00 589+12.00	4"	SOLID		0.333	1			1,612.00
S.B. RT	573+00.00		4"	SOLID		0.333	1			1,612.00
S.B. LT	573+00.00	589+12.00 589+12.00	4''	SOLID		0.333	1			1,612.00
STAGE II	1313400.00	283+15.00	1 4	JOLID	1,612.00	0.333	L	LIELLON	1 100%	1,012.00
N.B.	402+65.07	571+32.82	4"	SOLID	16,867.75	0.33	T 1	WHITE	1007	16,867.75
N.B.	574+21.12	589+12,21	4"	SOLID	1.491.09	0.33	1			1,491.09
S.B.	402+65.07	571+39.00	4"	SOLID	16,873.93	0.33	1			16.873.93
S.B.	576+40.00	577+60.00	4"	SOLID	120.00	0.33	2	WHITE		
S.B.	576+40.00	589+12.21	4"	SOLID	1,272,21	0.33	1	WHITE		1,272,21
0,01	0.0.70.00	000 12.21	<del>                                     </del>	COLID	1001000		<u> </u>			
	1		<del> </del>		†	<del></del>	<del> </del>	t		11,525.70
	<del> </del>	<b> </b>	<b> </b>			· ·	<del> </del>	1		11,020.10
TAGE III -	ON BINDER		1							
N.B. LEFT	402+65.07	589+12.00	4"	SOLID	18,646.93	0.333	1	YELLOW	100%	18,646.93
			S.B. L		_,					18,646.93

			CONTRAC	T NO.	60B46
F.A.I. RTE.	SECTIO	N	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2)	WRS-2	WILL	228	21
STA.			TO STA.		
FED. RO	AD DIST. NO.	ILLIN	OIS FED. AID	PROJECT	

CC	NTINUED FF	ROM PREVIOU	S COLUMN								
	OIRECTION ON 1-55	FROM STA.	TO STA.	LINE WIDTH	LINE TYPE	LENGTH FT	LINE WIDTH FT.	# of LINES		% of TOTAL LENGT 25%	Sub totals FOOT
S	TAGE III -	ON SURFACE				Brand Tolly					
	N.B. LEFT	402+65.07	589+12.00	4''	SOLID	18,646.93	0.333		YELLOW		18,646,93
	S.B. LEFT	402+65.07	589+12.00	4"	SOLID	18,646.93	0.333	1	YELLOW		18,646.93
						201,370.37					20,137.04
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PAVEMEN	IT MARKING	TAPE, TY	PE III	5"		TOTAL 2	20,707.	00	FOOT
DIRECT. ON I-55	FROM STA.	TO STA.	LINE WIDTH	LINE TYPE	LENGTH FT	LINE WIDTH FT.	% of TOTAL LENGT	COLOR	Sub totals
									FOOT
PRE-STAGE (@ STORM SEWER LATERALS)									
I-55	STR. NO.	SEWER DIA.	· ·						
	2100	24	5"	SKIP DASH	7.00	0.416666667	1		7.00
	2400	24	5′′	SKIP DASH	7.00	0.416666667	1		7.00
	2409	18	5"	SKIP DASH	6.50	0.416666667	1		6.50
	2598	30	5''	SKIP DASH	7.50	0.416666667	1		7.50
	2700	24	5''	SKIP DASH	7.00	0.416666667	1		7.00
STAGE	I								
N.B.	402+65.07	589+12.21	5"	SKIP DASH	18647.14	0.41666	0.25	WHITE	4,660.0
N.B. AUX	572+20.00	574+70.02	5"	SKIP DASH	250.02	0.41666	0.25	WHITE	70.00
S.B.	402+65.07	589+12.21	5"	SKIP DASH	18647.14	0.41666	0.25	WHITE	4,660.0
S.B. AUX	568+86.00	573+00.24	5"	SKIP DASH	414.24	0.41666	0.25	WHITE	110.00
WINTER	SHUTDOWN								
N.B. LT	573+00.00	589+12.00	5"	SKIP DASH	1612	0.41666	0.25	WHITE	410.00
S.B. RT	573+00.00	589+12,00	5"	SKIP DASH	1612	0,41666	0.25	WHITE	410.00
:			4.1						
REPLACE	MENT FOR	WEAR AND	TEAR	10%	10,320.0	d			1,032.00
STA	GE III -	ON SURFAC				1 2 2 2			
N.B. LT	402+65.07	589+12.00	5"	SOLID	18,646.9	3 0.41666	0.25		4,660.0
S.B. RT	402+65.07	589+12.00	5"	SOLID	18,646.9	3 0.41666	0.25	WHITE	4,660.0
					1				
			4.						
			************						
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			1.0						

WORK ZO	NE PAVEME	NT MARKING	REM	OVAL			TOTAL	50982 SQ FT
DIRECT.	FROM STA.	TO STA.	WIDTH	TYPE	LENGTH	WIDTH	%	Subtotals
								\$Q FT
REMOV	AL of PAVI	EMENT MARI	KING -	from STAG	E I at RA	AMP OPE	NINGS	
		:						
N.B. AUX	572+20.00	574+70.02	5"	SKIP DASH	250.02	0.41666	25%	26.04
S.B. AUX	568+86.00	573+00.24	5"	SKIP DASH	414.24	0.41666	25%	43.15
CONTIN	UED ON SHE	ET 22	1000					

				ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 (BLACK ROAD TO U.S. 30)
		REVISIONS		WIDENING AND RESURFACING
		NAME	DATE	
		<u> </u>	5/22/07	SCHEDULE OF QUANTITIES
				¥11
AGING AND	TRAFFIC CONTROL		- N	

SCALE: N.T.S.

DATE 05/22/07

TENG DRAWN BY KV
CHECKED BY DDH
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
OHIGAGO, ILLINOIS

NOTE:
SEE STAGING AND TRAFFIC CONTROL
TYPICAL SECTIONS FOR PATCHING
WIDTHS.

