CONTRACT NO. 66634

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	8
STA.		TO STA.		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

* (102)RS-4 & (TX-1,17)RS-2

PAVEMENT MARKING SCHEDULE

LOCATION		LENG	THR 4" WH	THR 4" YEL	THR 6" WH	THR 6" YEL	THR 8" WH	THR 12" WH	THR 12" YEL	THR 24" WH	THR LTR & SYM	TEMP MK 4"	TEMP MK 6"	TEMP MK 8"	TEMP MK 12"	TEMP MK 24"	TEMP LTR & SYM	SHT-TERM MK X 4 APP	WK ZN PAVT MK REM X 4 APP	RSD REF PAVT MK REM	TWO-WAY AMB MK	ONE-WAY AMB MK	ONE-WAY CRYL MK	MONO-PRISM CRYL CURB REF	BI-PRISM AMB CURB REF
STATIONS	LANE	FT	FT	FT	FT	FT	FT	FT	FT	FT	SQ FT	FT	FT	FT	FT	FT	SQ FT	FT	SQ FT	EACH	EACH	EACH	EACH	EACH	EACH
1767+37 TO 1768+27	NB	90	90									90	0	0	0	0	0	0	0						
1767+59.42 LADD ROAD			84							20		84	0	0	0	20	0	120	40						
1768+27 TO 1769+93	NB & SB	166	332	332								664	0	0	0	0	0	33	11	10	10				
1768+27 TO 1769+93	NB	166					166					0	0	166	0	0	0	17	6	5			5		
1768+45, 1769+11, 1769+72	NB										47	0	0	0	0	0	47	144	48						
1769+93 TO 1771+43	NB	150					38					0	0	38	0	0	0	0	0						
1769+93 TO 1771+43	NB & SB	150	300	600					78			900	0	0	78	0	0	60	20	8		8			
1771+43 TO 1776+84	NB & SB	541	1082	1082		280						2164	280	0	0	0	0	220	73	28	28				
1772+40	SB										16	0	0	0	0	0	16	48	16						
1772+53	NB										16	0	0	0	0	0	16	48	16						
1775+43	SB										16	0	0	0	0	0	16	48	16						
1775+56	NB										16	0	0	0	0	0	16	48	16						
1776+84 TO 1778+74	NB & SB	190	380	760					99			1140	0	0	99	0	0	76	25	10		10			
1778+74 TO 1780+00	NB & SB	126	252	252								504	0	0	0	0	0	25	8	8	8				
1776+84 TO 1778+74	SB	190					48					0	0	48	0	0	0	0	0						
1778+74 TO 1780+00	SB	126					126					0	0	126	0	0	0	13	4	4			4		
1778+98, 1779+76	SB										31	0	0	0	0	0	31	96	32						
1780+89.33 3RD STREET			190							20		190	0	0	0	20	0	120	40						
1781+54 TO 1782+79	NB & SB	125	250	250								500	0	0	0	0	0	25	8	8	8				
1781+54 TO 1782+79	NB	125					125					0	0	125	0	0	0	13	4	4			4		
1781+78, 1782+55	NB										31	0	0	0	0	0	31	96	32						
1782+79 TO 1784+59	NB	180					46					0	0	46	0	0	0	0	0						
1782+79 TO 1784+93	NB & SB	214	428	856					98			1284	0	0	98	0	0	86	29	11	17				
1784+93 TO 1785+74	NB	81	81									81	0	0	0	0	0	0	0						
1785+25 2ND STREET			68							15		68	0	0	0	15	0	90	30						
1785+74 TO 1787+00	NB & SB	126	252	252								504	0	0	0	0	0	25	8	8	8				
1785+74 TO 1787+00	NB	126					126					0	0	126	0	0	0	13	4	4			4		
1785+98, 1786+76	NB										31	0	0	0	0	0	31	96	32						
1787+00 TO 1788+43	NB	143					36					0	0	36	0	0	0	0	0						
1787+00 TO 1788+43	NB & SB	143	286	572					88			858	0	0	88	0	0	57	19	8		8			
1788+43 TO 1793+38.97 (BK)	NB & SB	496	992	992		260						1984	260	0	0	0	0	203	68	24	26				
1789+41	SB										16	0	0	0	0	0	16	48	16						
1789+53	NB										16	0	0	0	0	0	16	48	16						
1792+44	SB										16	0	0	0	0	0	16	48	16						
1792+56	NB										16	0	0	0	0	0	16	48	16						
863+81.98(AH) TO 864+54	NB & SB	72	144	288					44			432	0	0	44	0	0	29	10	6		11			
864+54 TO 872+60	NB	806	806									806	0	0	0	0	0	0	0						
864+93.87 DAKOTA STREET			32									32	0	0	0	0	0	0	0						
10+25	EB					20				15		0	20	0	0	15	0	98	33						
10+25 RIGHT TURN	EB									22		0	0	0	0	22	0	132	44						
ISLAND			138				11	83				138	0	11	83	0	0	1	0					8	
865+30 TO 866+65	NB & SB	135		270								270	0	0	0	0	0	27	9	26	8				
865+30 TO 866+65	NB	135					135					0	0	135	0	0	0	14	5	8			4		
865+54, 866+41	NB										31	0	0	0	0	0	31	96	32						
866+65 TO 868+55	NB	190					48					0	0	48	0	0	0	0	0						
866+65 TO 871+33	NB & SB	468		1872					248			1872	0	0	248	0	0	187	62	14		31			
871+72 TO 872+72	NB & SB	100		200								200	0	0	0	0	0	20	7	16	8				
871+72 TO 872+02	NB	30					30					0	0	30	0	0	0	3	1	4			2		
871+88	NB										16	0	0	0	0	0	16	48	16						
872+02 TO 872+52	NB	50					12					0	0	12	0	0	0	0	0						
872+02 TO 872+52	SB	50					12					0	0	12	0	0	0	0	0						
872+52 TO 872+72	SB	20					20					0	0	20	0	0	0	2	1				2		
872+62	SB										16	0	0	0	0	0	16	48	16						
873+07.20(BK)= 0+00(AH) STRONG ST												0	0	0	0	0	0	0	0						
CROSS WALKS					436							0	436	0	0	0	0	0	0						
0+47 TO 0+97	EB & WB	50		100								100	0	0	0	0	0	10	3	9	4				
0+47 TO 0+97	WB	50					50					0	0	50	0	0	0	5	2	4			2		
0+72	WB										16	0	0	0	0	0	16	48	16						
0+97 TO 1+87	WB	90					22					0	0	22	0	0	0	0	0						
0+97 TO 4+38	EB & WB	341		1364				50				1705	0	0	50	0	0	136	45	20	6	14			
4+38 TO 19+15	CL	1477				370						0	370	0	0	0	0	148	49		19				
2+70 TO 4+45	WB EDGE		175									175													
5+00 TO 9+00	EB&WB EDGE		800									800													
9+80 TO 13+60	EB&WB EDGE		720									720													
14+30 TO 18+00	EB&WB EDGE		740									740													
19+15 TO 23+50	EB&WB EDGE		550									550													
4+66 RICHARD STREET												0	0	0	0	0	0	0	0						
9+32 TAYLOR STREET												0	0	0	0	0	0	0	0						
PAGE TOTALS 2 OF 3			**9172**	**10042**	**436**	**930**	**1051**	**133**	**655**	**92**	**343**	**19555**	**1366**	**1051**	**788**	**92**	**343**	**3063**	**1021**	**247**	**150**	**82**	**27**	**8**	**0**
			6187	**10042**	**436**	**930**	**1051**	**83**	**729**	**92**	**343**	**16229**	**1366**	**1051**	**812**	**92**	**343**	**3063**	**1021**	**247**	**150**	**82**	**27**	**8**	**0**

Station Eqns.

1761+67.31(BK) = 1761+66.52 (AH)
1793+38.97(BK) = 863+81.98 (AH)
873+07.20(BK) = 0+00.00 (AH)
37+00.00(BK) = 8+99.50 (AH)

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SCHEDULE