

04-24-2015 LETTING ITEM 067
 FOR INDEX OF SHEETS, SEE SHEET NO. 2
 FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 3

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS
**PROPOSED
 HIGHWAY PLANS**

F.A.P. ROUTE 704 (I-55 BUSN, VETERANS PKWY)
 SECTION (1,2)I-1

MICRO-SURFACING JOINT REPAIR
 MCLEAN COUNTY

C-95-019-15

W OF COMMERCE PKWY TO W OF IRELAND GROVE RD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	(1,2)I-1	MCLEAN	23	1
ILLINOIS			CONTRACT NO. 70B23	

D-95-019-15



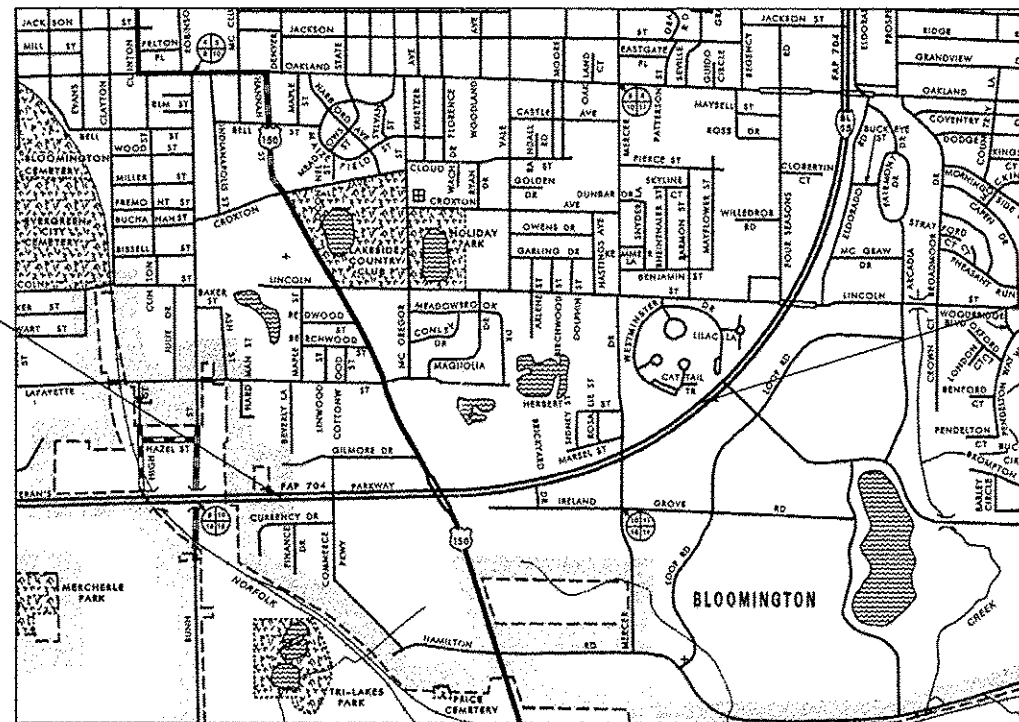
CURRENT TRAFFIC DATA

	LEG A	LEG B	LEG C
2014 ADT	28,900	31,800	29,500
P.U. %	97.2	97.2	97.5
S.U. %	1.6	1.6	1.5
M.U. %	1.2	1.2	1.0

LEG "A" IS I-55B FROM COMMERCE PKWY TO US 150 (MORRISSEY DR.)
 LEG "B" IS I-55B FROM US 150 (MORRISSEY DR.) TO MERCER AVE.
 LEG "C" IS I-55B FROM MERCER AVE. TO IRELAND GROVE RD.

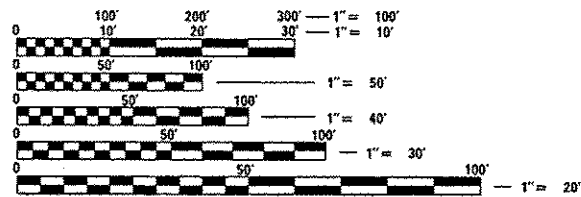
DESIGN DESIGNATION

N/A



F.A.P. 704 SECTION BEGINS:
 STA. 89+40.28 NB
 STA. 89+41.79 SB

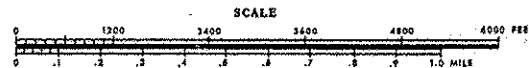
F.A.P. 704 SECTION ENDS:
 STA. 145+00.00
 T 23 N



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

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

PROJECT ENGINEER: NANCY FASIG
 SQUAD LEADER: BRIAN J. HOGAN
 DESIGNER: MICHAEL S. DODGE
 CONTRACT NO. 70B23



GROSS LENGTH = 5,558.21 FT. = 1.053 MILE
 NET LENGTH = 5,558.21 FT. = 1.053 MILE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED JANUARY 30, 2015
Kensil A. Barnett
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Mar 20, 2015
John D. Baranzelli PE
 ENGINEER OF DESIGN AND ENVIRONMENT
Mar 20, 2015
Omer Osman PE
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS
2	HIGHWAY STANDARDS
2	GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-15	TYPICAL SECTIONS
16-19	SCHEDULE OF QUANTITIES
20-23	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

GENERAL NOTES

G.N.-100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-100A
ELECTRONIC FILES AND/OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.

G.N.-703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N.-703-SPL
PAINT WILL NOT BE ALLOWED TO BE USED FOR SHORT TERM PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKINGS. PAVEMENT MARKING TAPE SHALL BE USED AT ALL LOCATIONS WHERE WORK ZONE PAVEMENT MARKINGS ARE CALLED OUT IN THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-781
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

NO COMMITMENTS

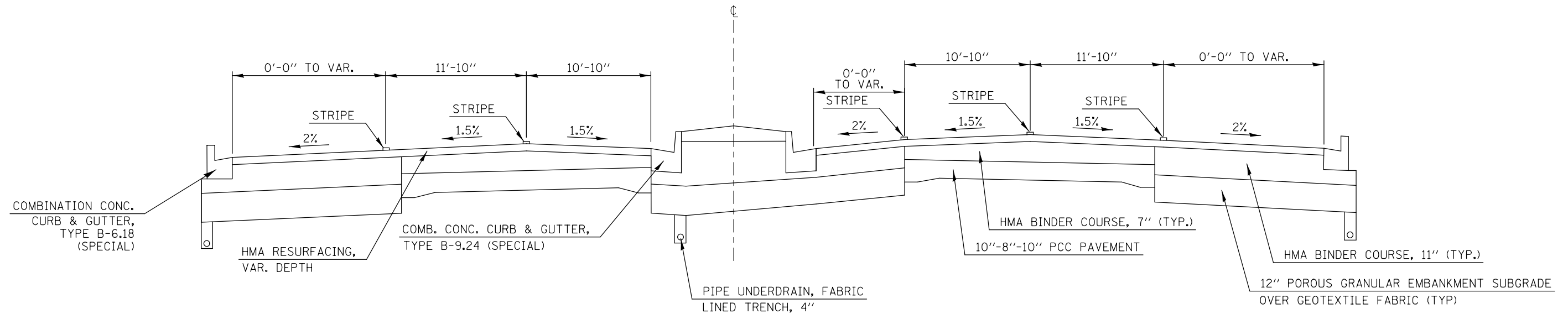
HIGHWAY STANDARDS

X STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
701422-07	LANE CLOSURE, MULTILANE, FOR SPEEDS \geq 45 MPH TO 55 MPH
701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS \geq 45 MPH
701427-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS \leq 40 MPH
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-04	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME =	USER NAME = dodgema	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, GENERAL NOTES, & HIGHWAY STANDARDS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
e:\p\work\p\idot\dodgema\2420912\057023-aht-gennote.dgn	PLOT SCALE = 48,0000 1 / 10	DRAWN -	REVISED -			704	(1,2)-1	MCLEAN	23	2
MODELNAME	PLOT DATE = 2/6/2015	CHECKED -	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT CONTRACT NO. 70B23		

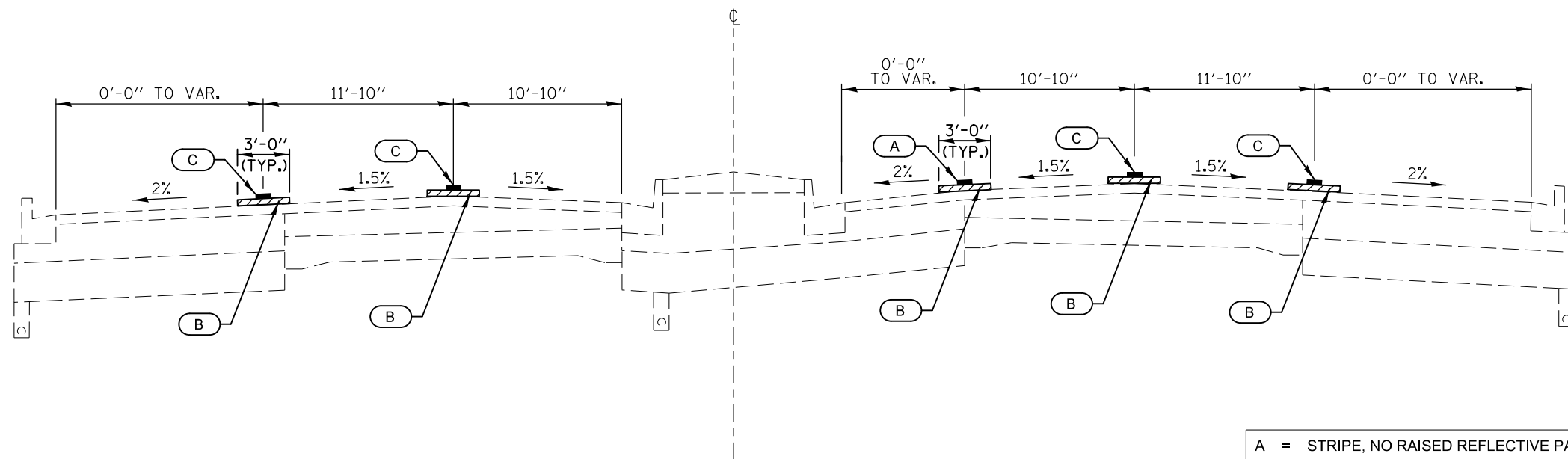
EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) ①

STATION TO STATION
 NB 89+40.28 96+99.29 ②
 SB 89+41.79 96+99.29



PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) ①

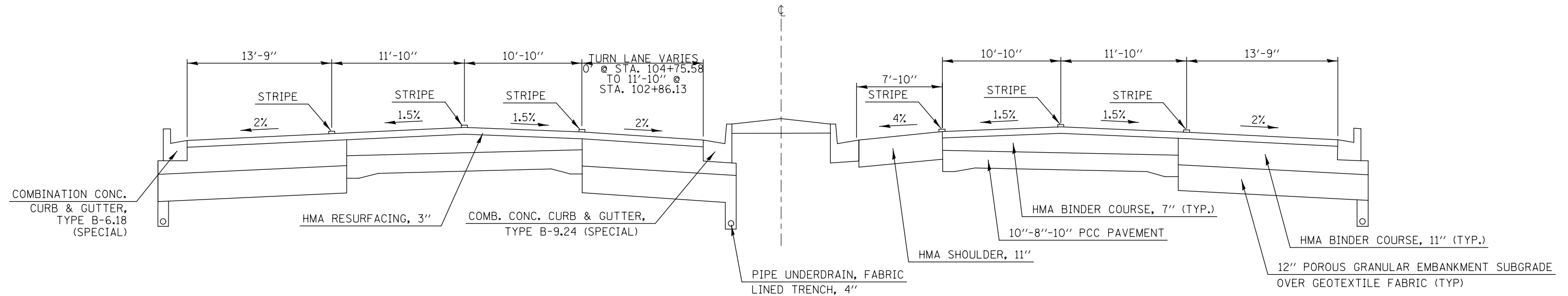
STATION TO STATION
 NB 89+40.28 96+99.29 ②
 SB 89+41.79 96+99.29



- A = STRIPE, NO RAISED REFLECTIVE PAVEMENT MARKER
- B = MICRO-SURFACING, SINGLE PASS, TYPE 2, MIXTURE E (20 LBS/SQ YD)
- C = STRIPE/RAISED REFLECTIVE PAVEMENT MARKER

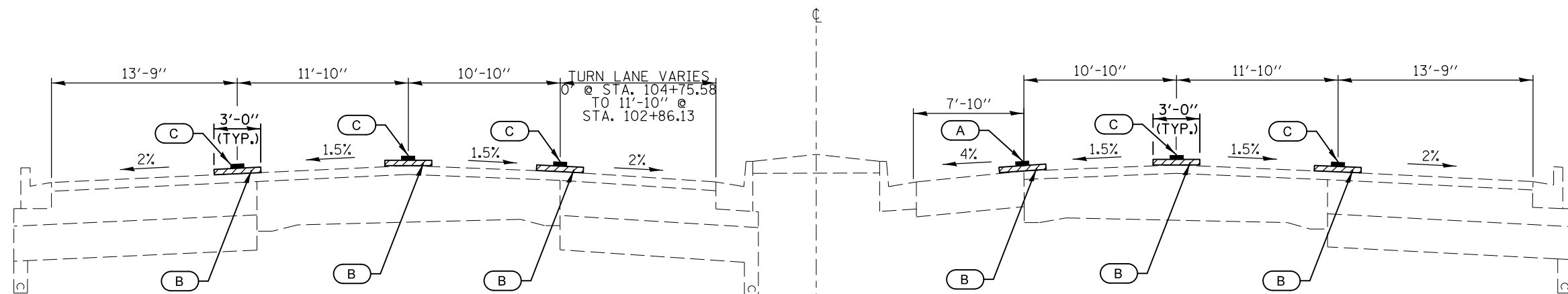
EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) ②

STATION ① 96+99.29 TO STATION ③ 101+88.92



PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) ②

STATION ① 96+99.29 TO STATION ③ 101+88.92

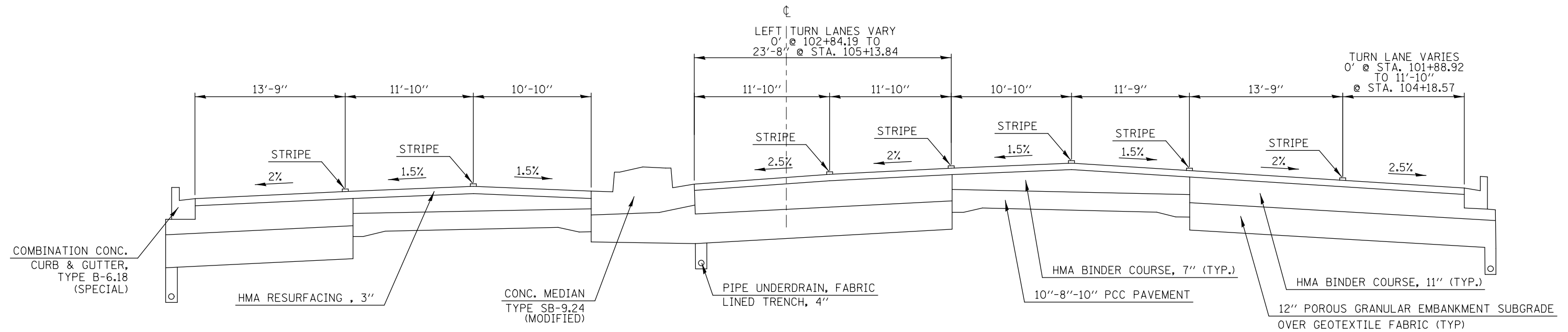


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FILE NAME =	USER NAME = dodgms	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL CROSS SECTIONS F.A.P. 704 / I-55B (VETERANS PKWY)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			704	(1,2)I-1	MCLEAN	23	5	
		CHECKED -	REVISED -			CONTRACT NO. 70B23					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
PLOT SCALE = 40.0000' / in.		PLOT DATE = 2/6/2015		SCALE:		SHEET 2 OF 12 SHEETS STA. 96+99.29 TO STA. 101+88.92					

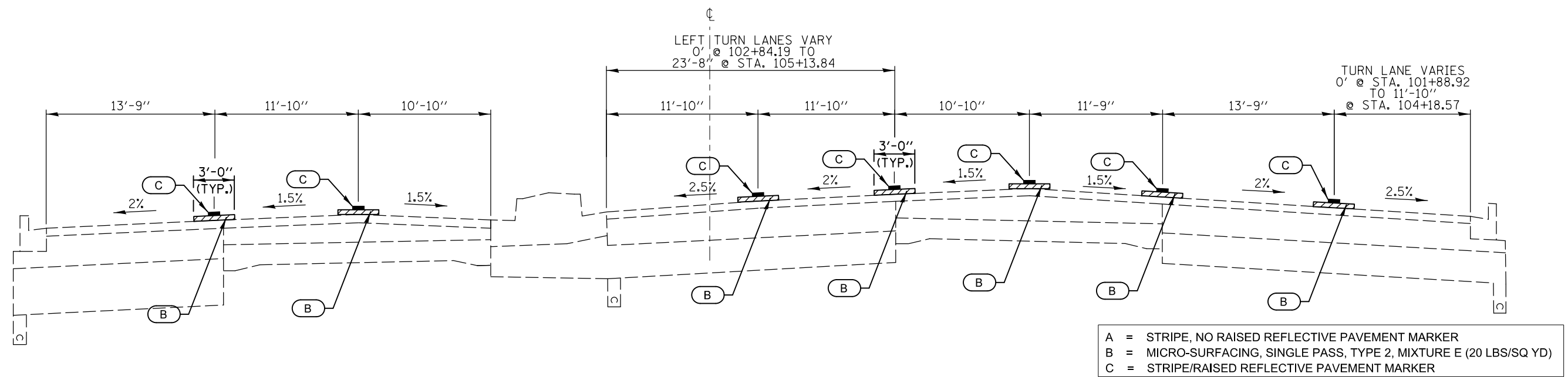
EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) ③

STATION TO STATION
 ② 101+88.92 110+00.00 ④



PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) ③

STATION TO STATION
 ② 101+88.92 110+00.00 ④

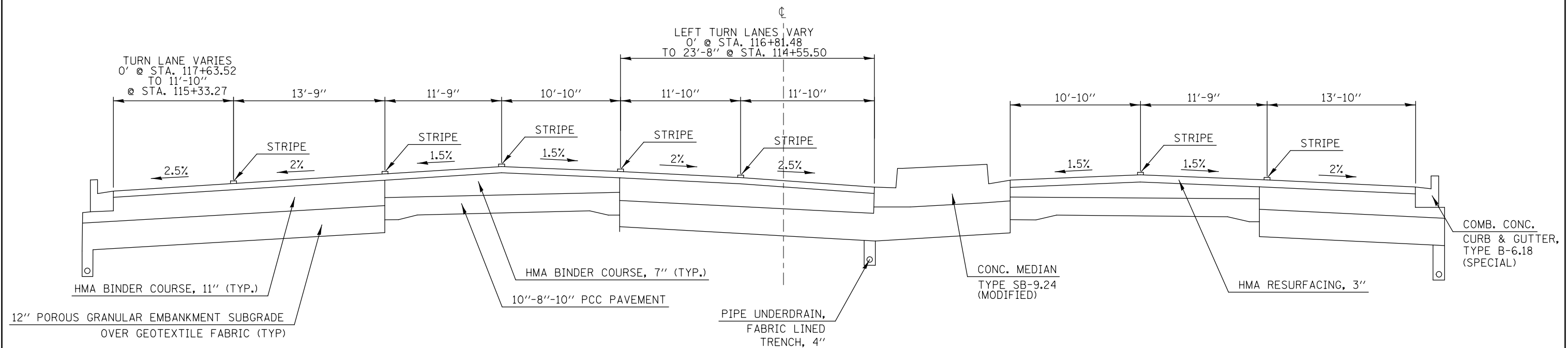


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MODELNAME	PLOT DATE = 2/6/2015	CHECKED -	REVISED -			CONTRACT NO. 70B23					
						ILLINOIS FED. AID PROJECT					

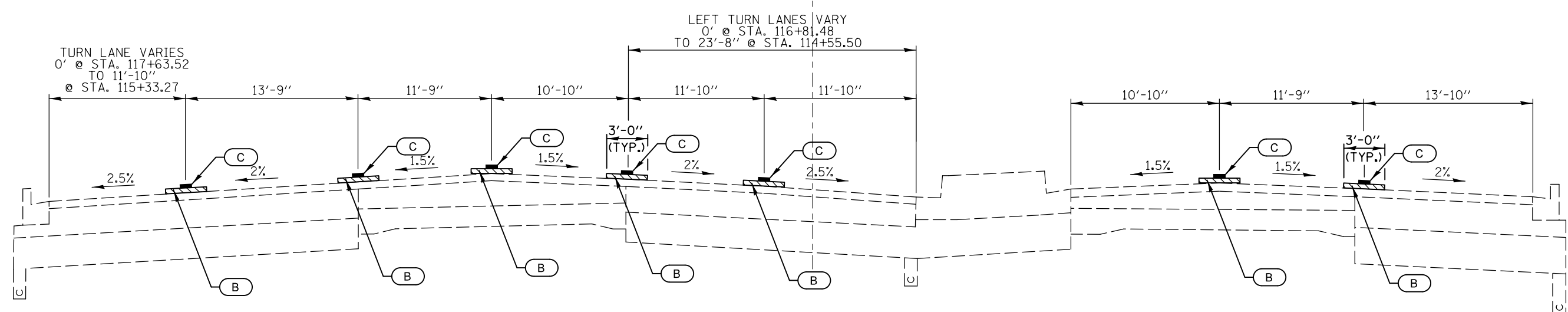
EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) ④

STATION TO STATION
 ③ 110+00.00 115+86.53 ⑤
 ⑪ 189+50.00 193+00.00 ⑫



PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) ④

STATION TO STATION
 ③ 110+00.00 115+86.53 ⑤
 ⑪ 189+50.00 193+00.00 ⑫

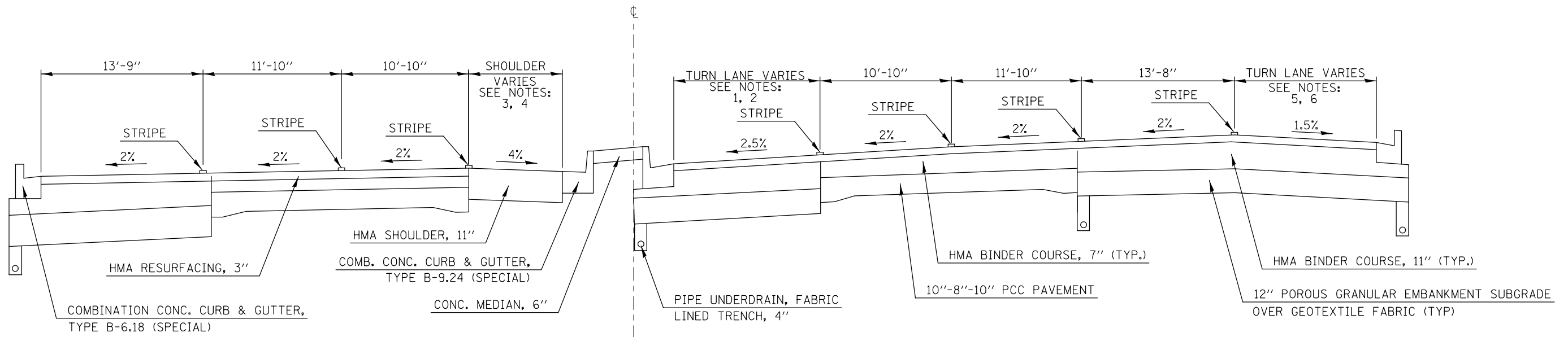


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EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 5

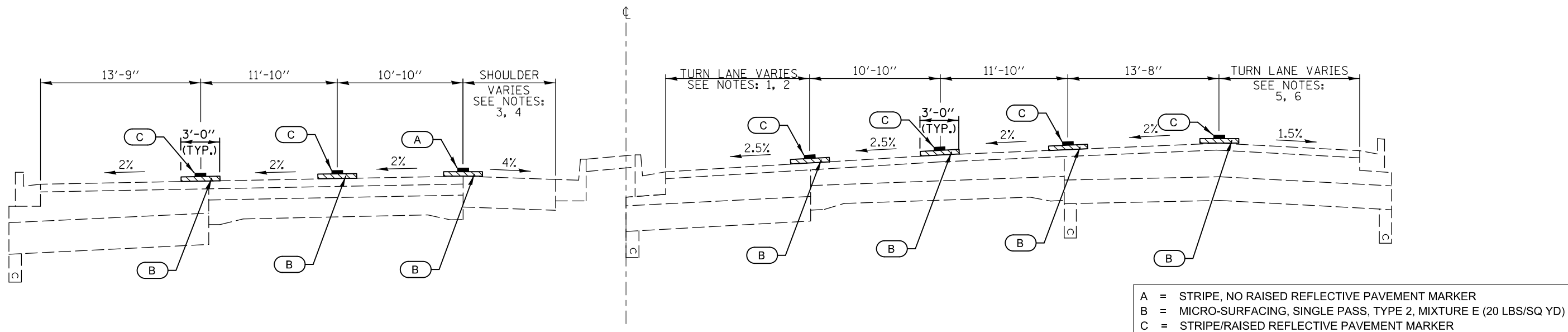
NOTE:	WIDTH:	STATION:	TO	WIDTH:	STATION:
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2	0'	125+37.91		11'-10"	127+67.72
3	0'	116+13.05		7'-10"	116+81.48
4	0'	127+92.48		7'-10"	129+32.00
5	0'	113+57.01		11'-10"	115+86.66
6	0'	125+38.09		11'-10"	127+67.74

STATION	TO	STATION
4 115+86.53		6 121+50.00
6 125+75.20		7 133+00.00
9 153+58.73		7 161+08.46



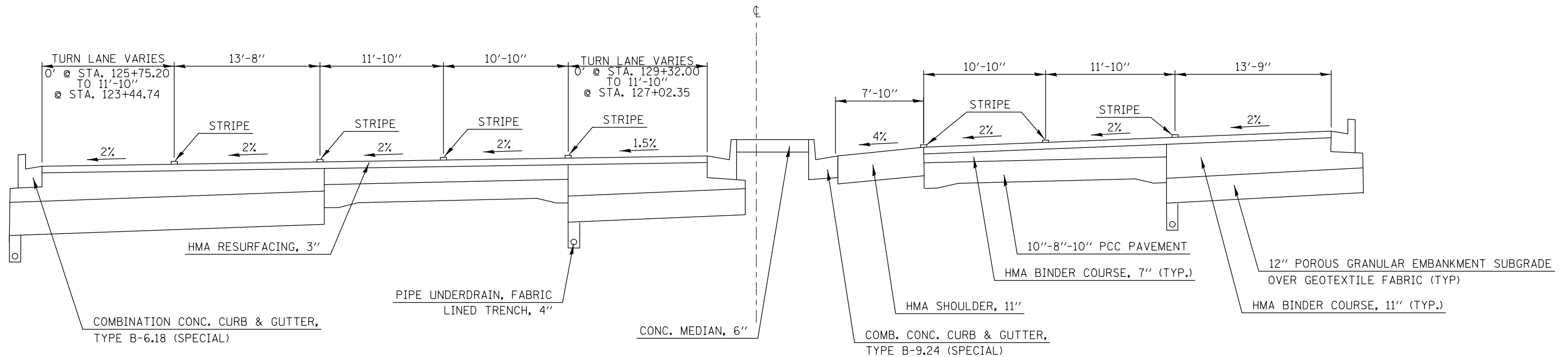
PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 5

STATION	TO	STATION
4 115+86.53		6 121+50.00
6 125+75.20		7 133+00.00
9 153+58.73		7 161+08.46



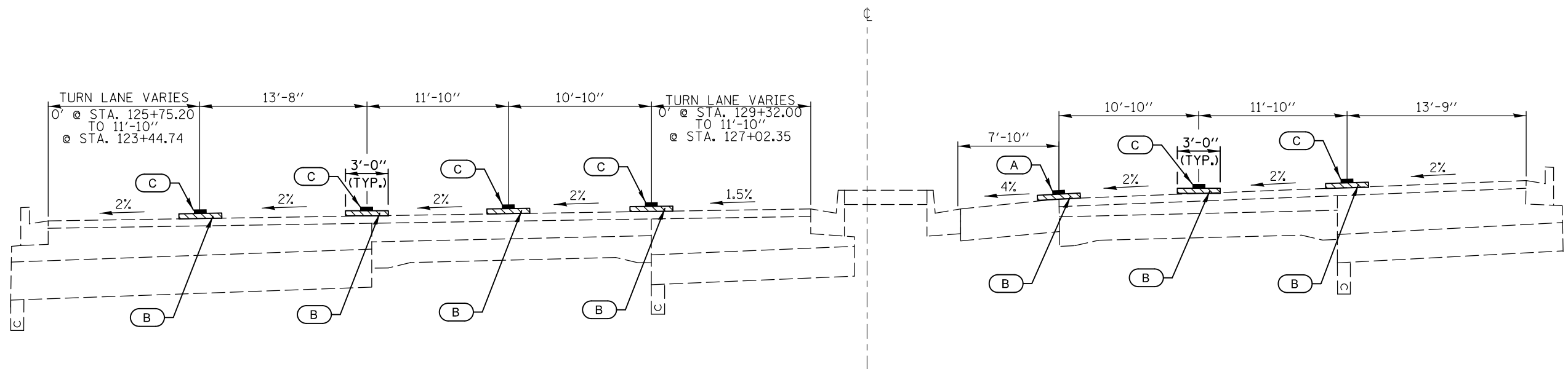
EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) ⑥

STATION ⑤ 121+50.00 TO STATION 125+75.20 ⑤



PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) ⑥

STATION ⑤ 121+50.00 TO STATION 125+75.20 ⑤

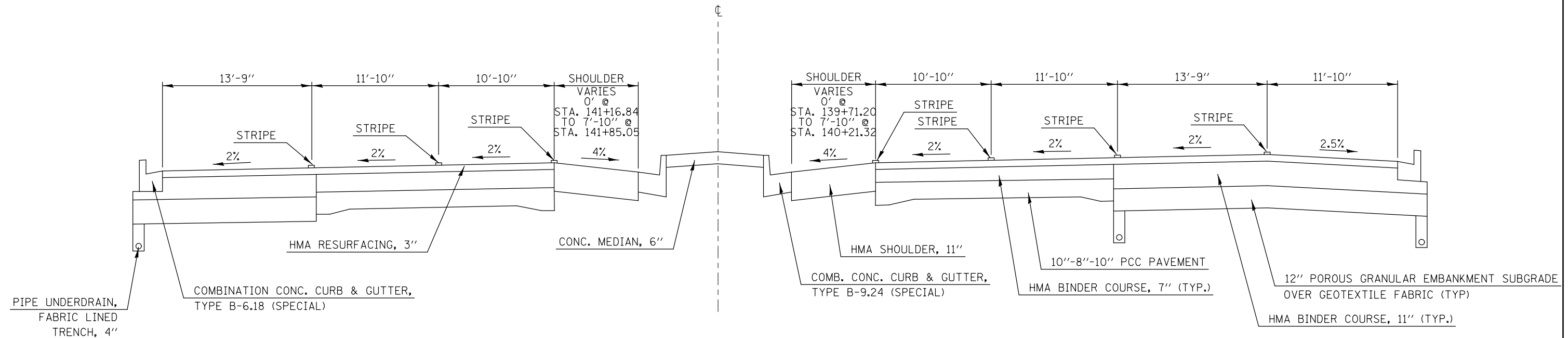


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PLANT DATE = 2/6/2015	CHECKED -	DATE -	REVISED -			CONTRACT NO. 70B23						

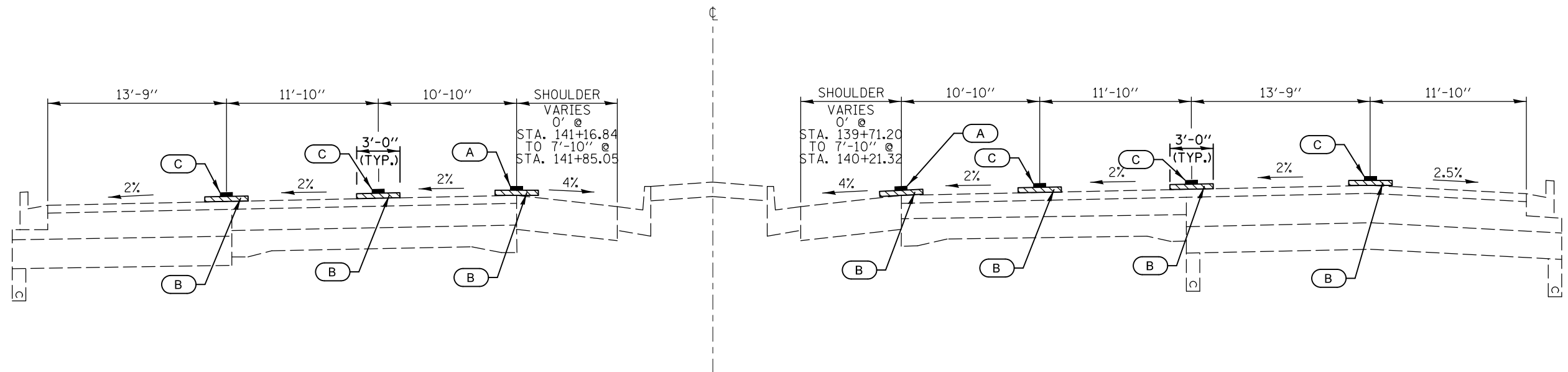
EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 8

STATION TO STATION
 ⑦ 142+38.37 149+00.00 ⑨



PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 8

STATION TO STATION
 ⑦ 142+38.37 149+00.00 ⑨

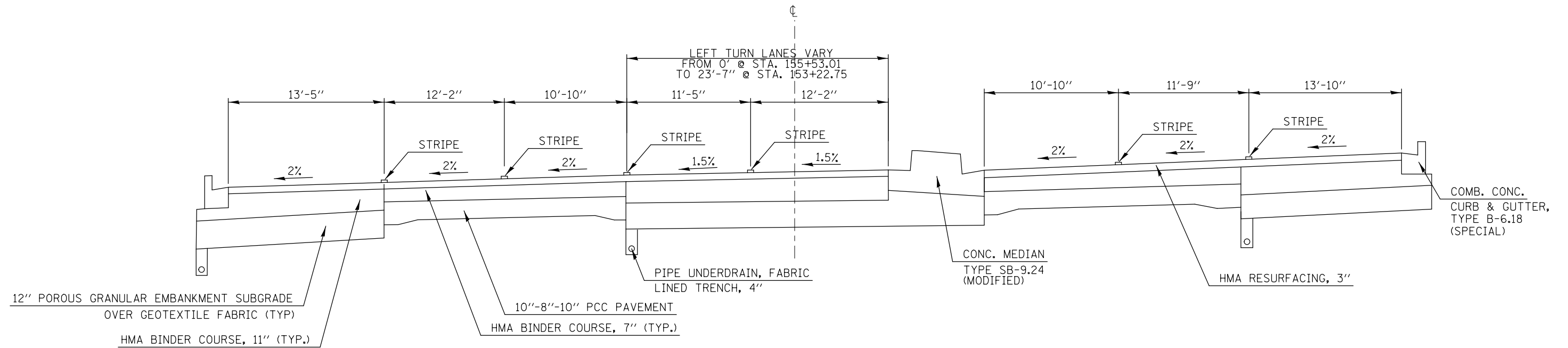


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		DRAWN -	REVISED -			704	(1,2)I-1	MCLEAN	23	11	
		CHECKED -	REVISED -			CONTRACT NO. 70B23					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
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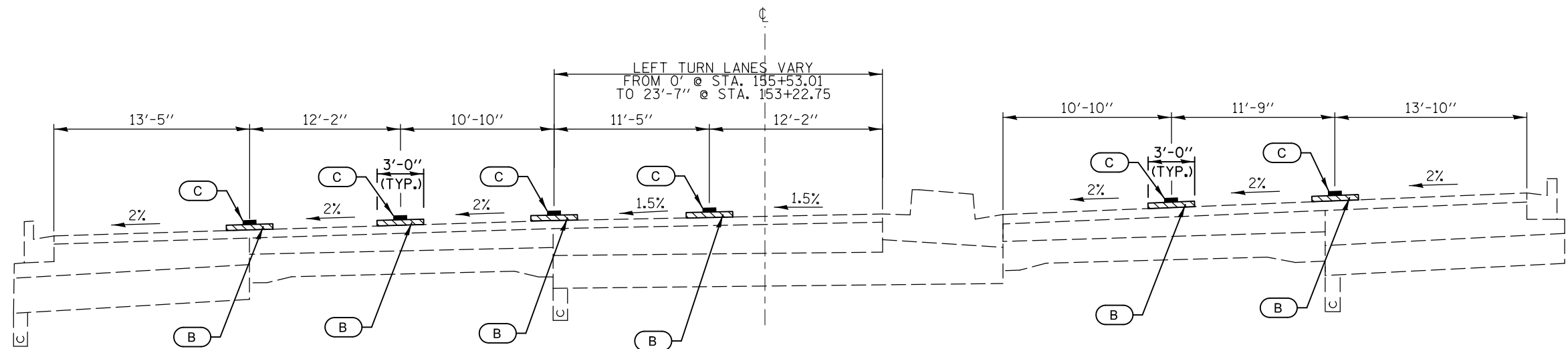
EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 9

STATION TO STATION
 8 149+00.00 153+58.73 5



PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 9

STATION TO STATION
 8 149+00.00 153+58.73 5

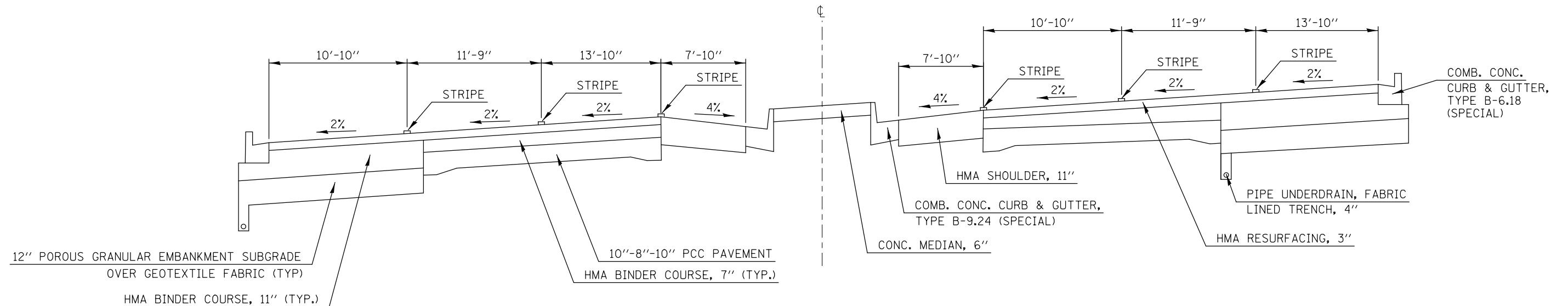


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et:\pw\work\p\dot\dodgems\d0420912\0570823-sh-typical.dgn	PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -			704	(1,2)I-1	McLEAN	23	12	
MODELNAME	PLOT DATE = 2/6/2015	CHECKED -	REVISED -			CONTRACT NO. 70B23					
						SCALE: SHEET 9 OF 12 SHEETS STA. 149+00.00 TO STA. 153+58.73		ILLINOIS FED. AID PROJECT			

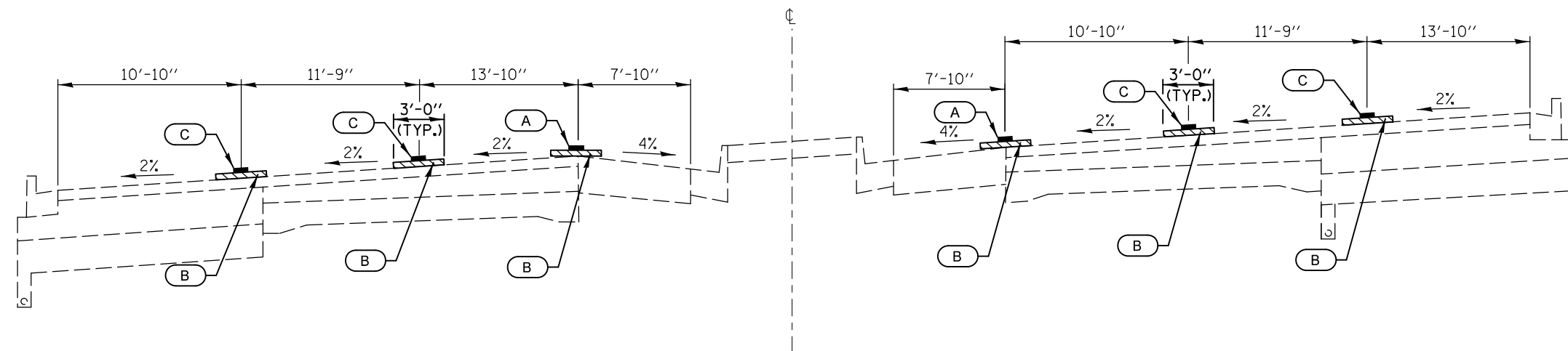
EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 10

STATION 7 166+53.55 TO STATION 11 182+00.32



PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 10

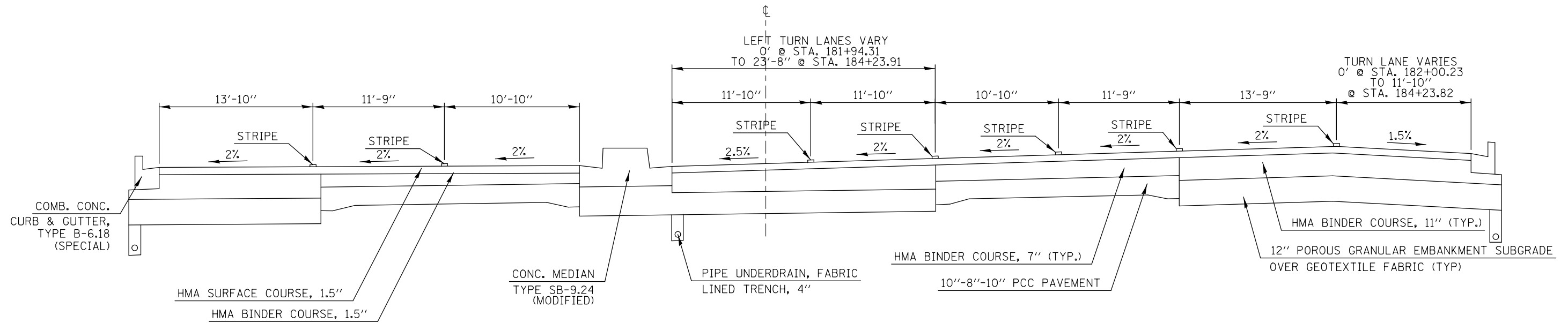
STATION 7 166+53.55 TO STATION 11 182+00.32



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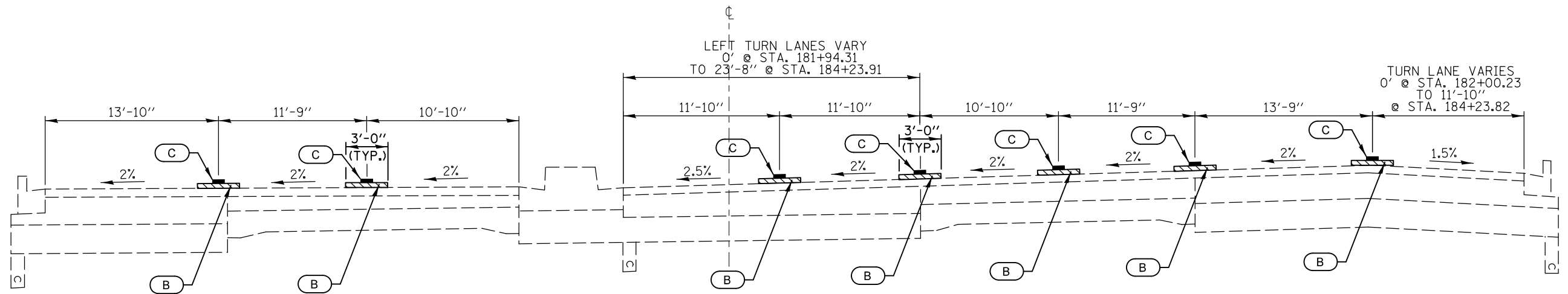
EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 11

STATION TO STATION
 10 182+00.32 189+50.00 4



PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 11

STATION TO STATION
 10 182+00.32 189+50.00 4

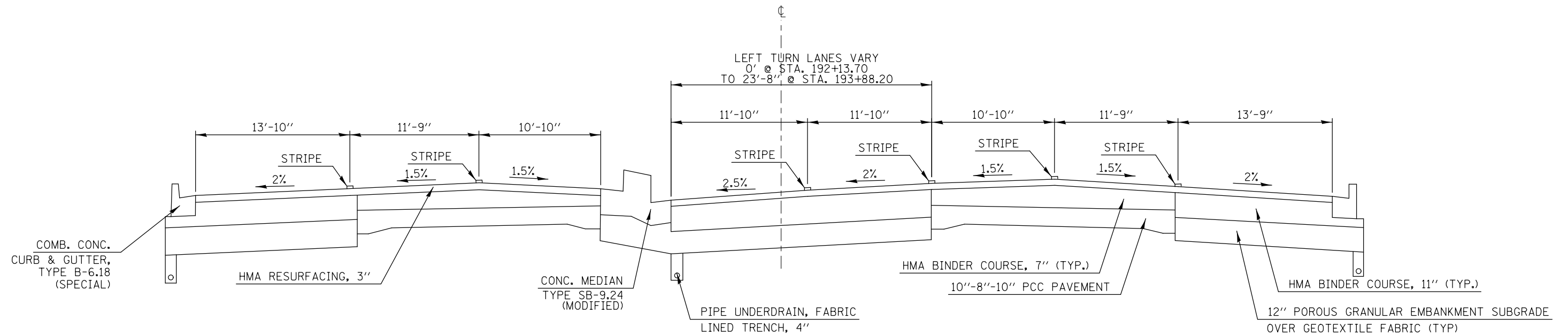


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et:\pw\work\p\dot\dodgems\d0420912\0570823-sht-typical.dgn	PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -			704	(1,2)I-1	McLEAN	23	14	
MODELNAME	PLOT DATE = 2/6/2015	CHECKED -	REVISED -			CONTRACT NO. 70B23					
						SCALE:		SHEET 11 OF 12 SHEETS		STA. 182+00.32 TO STA. 189+50.00	

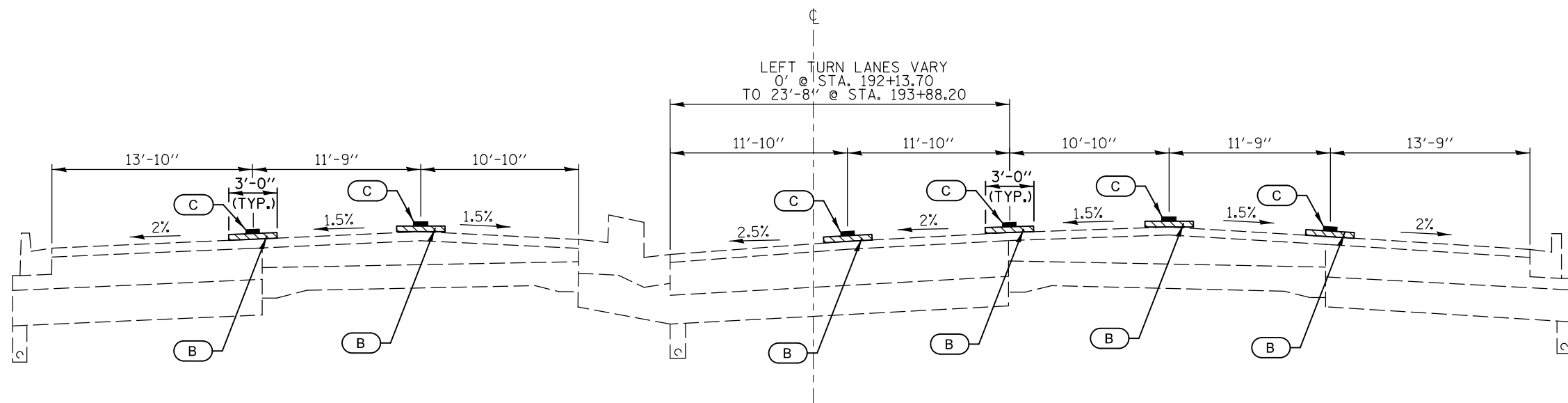
EXISTING TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 12

STATION TO STATION
 ④ 193+00.00 197+00.00



PROPOSED TYPICAL CROSS SECTION FAP 704 (I-55 BUSN) 12

STATION TO STATION
 ④ 193+00.00 197+00.00



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SCHEDULE OF QUANTITIES

MICRO-SURFACING (1 OF 2)

LOCATION	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	AREA (SQ YD)	RATE (LB/SQ FT)	BITUMINOUS MATERIALS (PRIME COAT) 40600275 (POUND)	FIBER-MODIFIED ASPHALT CRACK SEALING X0326218 (FOOT)	MICRO-SURFACING, SINGLE PASS, TYPE II MIXTURE E Z0063803 (SQ YD)
FAP 704 (I-55B / VETERANS PARKWAY)											
NB INSIDE LL	89+40.28		197+00.00	10,759.72	3.0	32,279.2	3,586.6	0.05	1,614.0	10,759.7	3,586.6
NB OUTSIDE LL	89+40.28		197+00.00	10,759.72	3.0	32,279.2	3,586.6	0.05	1,614.0	10,759.7	3,586.6
NB EL / OLTL	89+40.28		97+19.20	778.92	3.0	2,336.8	259.6	0.05	116.8	778.9	259.6
NB EL	95+28.41		96+04.57	76.16	3.0	228.5	25.4	0.05	11.4	76.2	25.4
NB EL	96+20.78		96+63.54	42.76	3.0	128.3	14.3	0.05	6.4	42.8	14.3
NB EL	96+91.34		98+13.44	122.10	3.0	366.3	40.7	0.05	18.3	122.1	40.7
NB/SB CENTER	95+93.58		96+99.54	105.96	3.0	317.9	35.3	0.05	15.9	106.0	35.3
NB EL / OLTL	97+47.58		111+42.00	1,394.42	3.0	4,183.3	464.8	0.05	209.2	1,394.4	464.8
NB ILTL	104+19.30		111+42.00	722.70	3.0	2,168.1	240.9	0.05	108.4	722.7	240.9
NB RTL	101+88.92		108+84.19	695.27	3.0	2,085.8	231.8	0.05	104.3	695.3	231.8
NB ILTL	114+87.55		122+26.88	739.33	3.0	2,218.0	246.4	0.05	110.9	739.3	246.4
NB RTL	113+77.98		120+42.22	664.24	3.0	1,992.7	221.4	0.05	99.6	664.2	221.4
NB/SB CENTER	120+93.70		122+07.51	113.81	3.0	341.4	37.9	0.05	17.1	113.8	37.9
NB EL / ILTL	122+59.44		134+29.84	1,170.40	3.0	3,511.2	390.1	0.05	175.6	1,170.4	390.1
NB RTL	125+57.95		132+02.34	644.39	3.0	1,933.2	214.8	0.05	96.7	644.4	214.8
NB EL	132+52.96		133+56.94	103.98	3.0	311.9	34.7	0.05	15.6	104.0	34.7
NB EL	139+71.20		149+64.37	993.17	3.0	2,979.5	331.1	0.05	149.0	993.2	331.1
NB EL	140+40.20		148+20.98	780.78	3.0	2,342.3	260.3	0.05	117.1	780.8	260.3
NB EL	148+46.69		150+34.75	188.06	3.0	564.2	62.7	0.05	28.2	188.1	62.7
NB EL / ILTL	153+40.98		162+80.67	939.69	3.0	2,819.1	313.2	0.05	141.0	939.7	313.2
NB RTL	153+84.64		161+52.13	767.49	3.0	2,302.5	255.8	0.05	115.1	767.5	255.8
NB EL	161+69.87		162+50.01	80.14	3.0	240.4	26.7	0.05	12.0	80.1	26.7
NB EL	162+97.00		163+55.07	58.07	3.0	174.2	19.4	0.05	8.7	58.1	19.4
NB EL / OLTL	166+68.34		190+24.14	2,355.80	3.0	7,067.4	785.3	0.05	353.4	2,355.8	785.3
NB ILTL	183+32.69		190+24.14	691.45	3.0	2,074.4	230.5	0.05	103.7	691.5	230.5
NB RTL	182+12.81		188+70.22	657.41	3.0	1,972.2	219.1	0.05	98.6	657.4	219.1
NB EL	188+90.54		189+55.11	64.57	3.0	193.7	21.5	0.05	9.7	64.6	21.5
NB EL	189+81.97		190+68.83	86.86	3.0	260.6	29.0	0.05	13.0	86.9	29.0
NB OLTL	192+13.70		196+69.00	455.30	3.0	1,365.9	151.8	0.05	68.3	455.3	151.8
NB ILTL	193+24.40		196+38.00	313.60	3.0	940.8	104.5	0.05	47.0	313.6	104.5
NB/SB CENTER	195+20.00		196+36.00	116.00	3.0	348.0	38.7	0.05	17.4	116.0	38.7
SUB-TOTAL (SHEET 1) =									5,616.3	37,442.3	12,480.8

LL = LANE LINE
 OLTL = OUTSIDE LEFT TURN LANE
 ILTL = INSIDE LEFT TURN LANE
 RTL = RIGHT TURN LANE
 EL = EDGE LINE

NIGHTTIME WORKZONE LIGHTING

LOCATION	NIGHTTIME WORK ZONE LIGHTING 70200100 (EACH)
ENTIRE PROJECT	1.0
TOTAL =	1.0

CHANGEABLE MESSAGE SIGN

LOCATION	CHANGEABLE MESSAGE SIGN X7015005 (CAL DAY)
NB FAP 704 (I55B / VETERANS PKWY)	27.0
SB FAP 704 (I55B / VETERANS PKWY)	27.0
GRAND TOTAL =	54.0

SHORT TERM PAVEMENT MARKING (1 OF 2)

LL/ SHOULDER	LOCATION	STA.	TO	STA.	LENGTH (FOOT)	STRIPE WIDTH (INCH)	SHORT TERM PAVEMENT MARKING 70300100 (FOOT)		WORK ZONE PAVEMENT MARKING REMOVAL 70301000 (SQ FT)
							YELLOW	WHITE	
FAP 704 (I-55B / VETERANS PARKWAY)									
LL	NB INSIDE LL	89+40.28		96+07.34	667.06	4.0	0.0	66.7	22.2
LL	NB RTL	91+15.00		96+07.34	492.34	4.0	0.0	49.2	16.4
LL	NB OLTL	91+35.00		96+07.34	472.34	4.0	0.0	47.2	15.7
LL	NB INSIDE LL	97+44.00		109+50.00	1,206.00	4.0	0.0	120.6	40.2
LL	NB OUTSIDE LL	97+44.00		109+50.00	1,206.00	4.0	0.0	120.6	40.2
SHLDR	NB EL	97+52.00		102+85.00	533.00	4.0	21.3	0.0	7.1
LL	NB RTL	104+18.00		108+85.00	467.00	4.0	0.0	46.7	15.6
LL	NB OLTL	105+13.00		109+50.00	437.00	4.0	0.0	43.7	14.6
LL	NB ILTL	105+13.00		108+42.00	329.00	4.0	0.0	32.9	11.0
LL	NB OUTSIDE LL	111+41.00		121+15.00	974.00	4.0	0.0	97.4	32.5
LL	NB INSIDE LL	111+41.00		121+15.00	974.00	4.0	0.0	97.4	32.5
LL	NB RTL	115+96.00		120+43.00	447.00	4.0	0.0	44.7	14.9
LL	NB OLTL	116+98.00		120+79.00	381.00	4.0	0.0	38.1	12.7
LL	NB OUTSIDE LL	122+35.00		131+97.00	962.00	4.0	0.0	96.2	32.1
LL	NB INSIDE LL	122+35.00		131+97.00	962.00	4.0	0.0	96.2	32.1
SHLDR	NB EL	122+59.00		125+38.00	279.00	4.0	11.2	0.0	3.7
LL	NB RTL	127+76.00		132+02.00	426.00	4.0	0.0	42.6	14.2
LL	NB OLTL	127+76.00		131+97.00	421.00	4.0	0.0	42.1	14.0
LL	NB OUTSIDE LL	134+42.00		148+32.00	1,390.00	4.0	0.0	139.0	46.3
LL	NB INSIDE LL	134+42.00		148+32.00	1,390.00	4.0	0.0	139.0	46.3
SHLDR	NB EL	139+71.00		148+57.00	886.00	4.0	35.4	0.0	11.8
LL	NB RTL	142+39.00		148+21.00	582.00	4.0	0.0	58.2	19.4
LL	NB OUTSIDE LL	149+81.00		160+63.00	1,082.00	4.0	0.0	108.2	36.1
LL	NB INSIDE LL	149+81.00		160+63.00	1,082.00	4.0	0.0	108.2	36.1
SHLDR	NB EL	153+41.00		154+19.00	78.00	4.0	3.1	0.0	1.0
LL	NB RTL	155+89.00		161+52.00	563.00	4.0	0.0	56.3	18.8
LL	NB OLTL	156+48.00		160+63.00	415.00	4.0	0.0	41.5	13.8
LL	NB OUTSIDE LL	163+27.00		188+84.00	2,557.00	4.0	0.0	255.7	85.2
LL	NB INSIDE LL	163+27.00		188+84.00	2,557.00	4.0	0.0	255.7	85.2
LL	NB RTL	184+27.00		188+70.00	443.00	4.0	0.0	44.3	14.8
SHLDR	NB EL	166+68.00		181+94.00	1,526.00	4.0	61.0	0.0	20.3
LL	NB OLTL	184+33.00		188+84.00	451.00	4.0	0.0	45.1	15.0
LL	NB ILTL	184+49.00		188+24.00	375.00	4.0	0.0	37.5	12.5
LL	NB INSIDE LL	190+29.00		195+17.00	488.00	4.0	0.0	48.8	16.3
LL	NB OUTSIDE LL	190+29.00		195+17.00	488.00	4.0	0.0	48.8	16.3
LL	NB OLTL	193+95.00		195+17.00	122.00	4.0	0.0	12.2	4.1
LL	NB ILTL	193+95.00		195+17.00	122.00	4.0	0.0	12.2	4.1
SUB-TOTAL (SHEET 1) =							132.1	2,493.1	875.1

LL = LANE LINE
 OLTL = OUTSIDE LEFT TURN LANE
 ILTL = INSIDE LEFT TURN LANE
 RTL = RIGHT TURN LANE
 EL = EDGE LINE

SCHEDULE OF QUANTITIES

MICRO-SURFACING (2 OF 2)

LOCATION	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	AREA (SQ YD)	RATE (LB/SQ FT)	BITUMINOUS MATERIALS (PRIME COAT) 40600275 (POUND)	FIBER-MODIFIED ASPHALT CRACK SEALING X0326218 (FOOT)	MICRO-SURFACING, SINGLE PASS, TYPE II MIXTURE E Z0063803 (SQ YD)	
FAP 704 (I-55B / VETERANS PARKWAY)												
SB INSIDE LL	89+41.79		197+00.00	10,758.21	3.0	32,274.6	3,586.1	0.05	1,613.7	10,758.2	3,586.1	
SB EL	94+68.16		96+01.97	133.81	3.0	401.4	44.6	0.05	20.1	133.8	44.6	
SB EL	96+27.12		96+75.96	48.84	3.0	146.5	16.3	0.05	7.3	48.8	16.3	
SB OUTSIDE LL	96+99.29		197+00.00	10,000.71	3.0	30,002.1	3,333.6	0.05	1,500.1	10,000.7	3,333.6	
SB ILTL	95+71.50		104+75.58	904.08	3.0	2,712.2	301.4	0.05	135.6	904.1	301.4	
SB EL	107+73.17		108+57.91	84.74	3.0	254.2	28.2	0.05	12.7	84.7	28.2	
SB EL	109+31.87		110+09.85	77.98	3.0	233.9	26.0	0.05	11.7	78.0	26.0	
SB RTL	110+58.22		117+09.96	651.74	3.0	1,955.2	217.2	0.05	97.8	651.7	217.2	
SB OLTL	108+44.62		120+47.11	1,202.49	3.0	3,607.5	400.8	0.05	180.4	1,202.5	400.8	
SB ILTL	111+42.00		115+27.31	385.31	3.0	1,155.9	128.4	0.05	57.8	385.3	128.4	
SB EL / ILTL	120+82.12		131+90.57	1,108.45	3.0	3,325.4	369.5	0.05	166.3	1,108.5	369.5	
SB RTL	122+61.46		124+88.63	227.17	3.0	681.5	75.7	0.05	34.1	227.2	75.7	
SB EL / OLTL	132+23.57		147+61.69	1,538.12	3.0	4,614.4	512.7	0.05	230.7	1,538.1	512.7	
SB ILTL	132+43.16		140+68.66	825.50	3.0	2,476.5	275.2	0.05	123.8	825.5	275.2	
SB EL	132+83.75		133+84.94	101.19	3.0	303.6	33.7	0.05	15.2	101.2	33.7	
SB RTL	134+32.15		141+84.15	752.00	3.0	2,256.0	250.7	0.05	112.8	752.0	250.7	
SB EL / OLTL	148+00.68		160+56.59	1,255.91	3.0	3,767.7	418.6	0.05	188.4	1,255.9	418.6	
SB ILTL	148+32.48		153+83.19	550.71	3.0	1,652.1	183.6	0.05	82.6	550.7	183.6	
SB EL	160+02.88		160+61.13	58.25	3.0	174.8	19.4	0.05	8.7	58.3	19.4	
SB EL	161+14.77		161+94.88	80.11	3.0	240.3	26.7	0.05	12.0	80.1	26.7	
SB EL / OLTL	160+88.30		183+99.66	2,311.36	3.0	6,934.1	770.5	0.05	346.7	2,311.4	770.5	
SB ILTL	161+01.41		167+03.73	602.32	3.0	1,807.0	200.8	0.05	90.3	602.3	200.8	
SB RTL	162+15.55		168+45.50	629.95	3.0	1,889.9	210.0	0.05	94.5	630.0	210.0	
SB EL	187+61.82		188+67.36	105.54	3.0	316.6	35.2	0.05	15.8	105.5	35.2	
SB EL	188+98.07		189+68.96	70.89	3.0	212.7	23.6	0.05	10.6	70.9	23.6	
SB OLTL	188+28.29		193+72.45	544.16	3.0	1,632.5	181.4	0.05	81.6	544.2	181.4	
SB ILTL	190+24.14		192+70.88	246.74	3.0	740.2	82.2	0.05	37.0	246.7	82.2	
SB RTL	189+94.63		193+61.38	366.75	3.0	1,100.3	122.3	0.05	55.0	366.8	122.3	
SB EL	194+26.02		195+52.00	125.98	3.0	377.9	42.0	0.05	18.9	126.0	42.0	
SB EL	195+76.00		196+29.00	53.00	3.0	159.0	17.7	0.05	8.0	53.0	17.7	
SB RTL	196+57.00		197+00.00	43.00	3.0	129.0	14.3	0.05	6.5	43.0	14.3	
SB EL	195+20.00		197+00.00	180.00	3.0	540.0	60.0	0.05	27.0	180.0	60.0	
LL = LANE LINE									SUB-TOTAL (SHEET 1) =	5,616.3	37,442.3	12,480.8
OLTL = OUTSIDE LEFT TURN LANE									SUB-TOTAL (SHEET 2) =	5,403.8	36,025.0	12,008.3
ILTL = INSIDE LEFT TURN LANE									TOTAL =	11,020.1	73,467.3	24,489.1
RTL = RIGHT TURN LANE									ROUNDED =	11,030.0	73,470.0	24,490.0
EL = EDGELINE												

SHORT TERM PAVEMENT MARKING (2 OF 2)

LL/ SHOULDER	LOCATION	STA.	TO	STA.	LENGTH (FOOT)	STRIPE WIDTH (INCH)	SHORT TERM PAVEMENT MARKING 70300100 (FOOT)		WORK ZONE PAVEMENT MARKING REMOVAL 70301000 (SQ FT)	
							YELLOW	WHITE		
FAP 704 (I-55B / VETERANS PARKWAY)										
LL	SB INSIDE LL	89+41.79		95+55.00	613.21	4.0	0.0	61.3	20.4	
LL	SB RTL	97+00.00		99+14.00	214.00	4.0	0.0	21.4	7.1	
LL	SB OLTL	97+49.00		102+87.00	538.00	4.0	0.0	53.8	17.9	
LL	SB INSIDE LL	97+48.00		108+83.00	1,135.00	4.0	0.0	113.5	37.8	
LL	SB OUTSIDE LL	102+28.00		108+83.00	655.00	4.0	0.0	65.5	21.8	
LL	SB RTL	110+58.00		115+18.00	460.00	4.0	0.0	46.0	15.3	
LL	SB OLTL	110+63.00		114+55.00	392.00	4.0	0.0	39.2	13.1	
LL	SB OUTSIDE LL	110+63.00		120+81.00	1,018.00	4.0	0.0	101.8	33.9	
LL	SB INSIDE LL	110+63.00		120+81.00	1,018.00	4.0	0.0	101.8	33.9	
LL	SB ILTL	111+43.00		114+53.00	310.00	4.0	0.0	31.0	10.3	
SHLDR	SB EL	116+82.00		120+47.00	365.00	4.0	14.6	0.0	4.9	
LL	SB OUTSIDE LL	121+87.00		131+90.00	1,003.00	4.0	0.0	100.3	33.4	
LL	SB INSIDE LL	121+87.00		131+90.00	1,003.00	4.0	0.0	100.3	33.4	
LL	SB OLTL	121+87.00		126+83.00	496.00	4.0	0.0	49.6	16.5	
LL	SB RTL	122+60.00		123+56.00	96.00	4.0	0.0	9.6	3.2	
SHLDR	SB EL	129+32.00		131+91.00	259.00	4.0	10.4	0.0	3.5	
LL	SB OUTSIDE LL	133+98.00		147+92.00	1,394.00	4.0	0.0	139.4	46.5	
LL	SB INSIDE LL	133+98.00		147+92.00	1,394.00	4.0	0.0	139.4	46.5	
LL	SB OLTL	133+98.00		139+55.00	557.00	4.0	0.0	55.7	18.6	
LL	SB RTL	134+32.00		139+55.00	523.00	4.0	0.0	52.3	17.4	
LL	SB ILTL	134+32.00		139+55.00	523.00	4.0	0.0	52.3	17.4	
SHLDR	SB EL	141+85.00		147+62.00	577.00	4.0	23.1	0.0	7.7	
LL	SB OUTSIDE LL	149+80.00		160+55.00	1,075.00	4.0	0.0	107.5	35.8	
LL	SB INSIDE LL	149+80.00		160+55.00	1,075.00	4.0	0.0	107.5	35.8	
LL	SB OLTL	149+80.00		153+23.00	343.00	4.0	0.0	34.3	11.4	
LL	SB ILTL	149+80.00		153+23.00	343.00	4.0	0.0	34.3	11.4	
SHLDR	SB EL	155+53.00		160+57.00	504.00	4.0	20.2	0.0	6.7	
LL	SB OUTSIDE LL	162+24.00		188+28.00	2,604.00	4.0	0.0	260.4	86.8	
LL	SB INSIDE LL	162+24.00		188+28.00	2,604.00	4.0	0.0	260.4	86.8	
LL	SB RTL	162+15.00		166+53.00	438.00	4.0	0.0	43.8	14.6	
LL	SB OLTL	162+24.00		166+53.00	429.00	4.0	0.0	42.9	14.3	
LL	SB ILTL	162+87.00		166+53.00	366.00	4.0	0.0	36.6	12.2	
SHLDR	SB EL	168+82.00		184+00.00	1,518.00	4.0	60.7	0.0	20.2	
LL	SB OUTSIDE LL	189+79.00		195+17.00	538.00	4.0	0.0	53.8	17.9	
LL	SB INSIDE LL	189+79.00		195+17.00	538.00	4.0	0.0	53.8	17.9	
LL	SB RTL	189+94.00		191+68.00	174.00	4.0	0.0	17.4	5.8	
LL	SB OLTL	189+79.00		192+06.00	227.00	4.0	0.0	22.7	7.6	
LL	SB ILTL	190+28.00		192+06.00	178.00	4.0	0.0	17.8	5.9	
LL	SB RTL	196+58.00		197+00.00	42.00	4.0	0.0	4.2	1.4	
SHLDR	SB EL	196+16.00		197+00.00	84.00	4.0	3.4	0.0	1.1	
LL = LANE LINE							SUB-TOTAL (SHEET 1) =	132.1	2,493.1	875.1
OLTL = OUTSIDE LEFT TURN LANE							SUB-TOTAL(SHEET 2) =	132.3	2,431.6	854.6
ILTL = INSIDE LEFT TURN LANE							TOTAL =	5,189.1	1,729.7	
RTL = RIGHT TURN LANE							ROUNDED =	5,190.0	1,730.0	
EL = EDGELINE										

SCHEDULE OF QUANTITIES

PAVEMENT MARKING (1 OF 2)

LINE / SD	LOCATION	STA.	TO STA.	LENGTH (FOOT)	STRIPE WIDTH (INCH)	MODIFIED URETHANE PAVEMENT MARKING - LINE, 4" 78009004 (FOOT)		PAVEMENT MARKING REMOVAL (SQ FT)
						YELLOW	WHITE	
FAP 704 (I-55B / VETERANS PARKWAY)								
SD	NB INSIDE LL	89+40.28	96+07.34	667.06	4.0	0.0	166.8	55.6
W LINE	NB RTL	91+15.00	96+07.34	492.34	4.0	0.0	492.3	164.1
W LINE	NB OLTL	91+35.00	96+07.34	472.34	4.0	0.0	472.3	157.4
SD	NB INSIDE LL	97+44.00	109+50.00	1,206.00	4.0	0.0	301.5	100.5
SD	NB OUTSIDE LL	97+44.00	109+50.00	1,206.00	4.0	0.0	301.5	100.5
Y LINE	NB EL	97+52.00	102+85.00	533.00	4.0	533.0	0.0	177.7
W LINE	NB RTL	104+18.00	108+85.00	467.00	4.0	0.0	467.0	155.7
W LINE	NB OLTL	105+13.00	109+50.00	437.00	4.0	0.0	437.0	145.7
SD	NB ILTL	105+13.00	108+42.00	329.00	4.0	0.0	82.3	27.4
SD	NB OUTSIDE LL	111+41.00	121+15.00	974.00	4.0	0.0	243.5	81.2
SD	NB INSIDE LL	111+41.00	121+15.00	974.00	4.0	0.0	243.5	81.2
W LINE	NB RTL	115+96.00	120+43.00	447.00	4.0	0.0	447.0	149.0
W LINE	NB OLTL	116+98.00	120+79.00	381.00	4.0	0.0	381.0	127.0
SD	NB OUTSIDE LL	122+35.00	131+97.00	962.00	4.0	0.0	240.5	80.2
SD	NB INSIDE LL	122+35.00	131+97.00	962.00	4.0	0.0	240.5	80.2
Y LINE	NB EL	122+59.00	125+38.00	279.00	4.0	279.0	0.0	93.0
W LINE	NB RTL	127+76.00	132+02.00	426.00	4.0	0.0	426.0	142.0
W LINE	NB OLTL	127+76.00	131+97.00	421.00	4.0	0.0	421.0	140.3
SD	NB OUTSIDE LL	134+42.00	148+32.00	1,390.00	4.0	0.0	347.5	115.8
SD	NB INSIDE LL	134+42.00	148+32.00	1,390.00	4.0	0.0	347.5	115.8
Y LINE	NB EL	139+71.00	148+57.00	886.00	4.0	886.0	0.0	295.3
W LINE	NB RTL	142+39.00	148+21.00	582.00	4.0	0.0	582.0	194.0
SD	NB OUTSIDE LL	149+81.00	160+63.00	1,082.00	4.0	0.0	270.5	90.2
SD	NB INSIDE LL	149+81.00	160+63.00	1,082.00	4.0	0.0	270.5	90.2
Y LINE	NB EL	153+41.00	154+19.00	78.00	4.0	78.0	0.0	26.0
W LINE	NB RTL	155+89.00	161+52.00	563.00	4.0	0.0	563.0	187.7
W LINE	NB OLTL	156+48.00	160+63.00	415.00	4.0	0.0	415.0	138.3
SD	NB OUTSIDE LL	163+27.00	188+84.00	2,557.00	4.0	0.0	639.3	213.1
SD	NB INSIDE LL	163+27.00	188+84.00	2,557.00	4.0	0.0	639.3	213.1
W LINE	NB RTL	184+27.00	188+70.00	443.00	4.0	0.0	443.0	147.7
Y LINE	NB EL	166+68.00	181+94.00	1,526.00	4.0	1,526.0	0.0	508.7
W LINE	NB OLTL	184+33.00	188+84.00	451.00	4.0	0.0	451.0	150.3
SD	NB ILTL	184+49.00	188+24.00	375.00	4.0	0.0	93.8	31.3
SD	NB INSIDE LL	190+29.00	195+17.00	488.00	4.0	0.0	122.0	40.7
SD	NB OUTSIDE LL	190+29.00	195+17.00	488.00	4.0	0.0	122.0	40.7
W LINE	NB OLTL	193+95.00	195+17.00	122.00	4.0	0.0	122.0	40.7
SD	NB ILTL	193+95.00	195+17.00	122.00	4.0	0.0	30.5	10.2
SUB-TOTAL (SHEET 1) =						3,302.0	10,822.4	4,708.1

LL = LANE LINE
 OLTL = OUTSIDE LEFT TURN LANE
 ILTL = INSIDE LEFT TURN LANE
 RTL = RIGHT TURN LANE
 EL = EDGELINE
 SD = SKIP-DASH

PAVEMENT MARKING (2 OF 2)

LINE / SD	LOCATION	STA.	TO STA.	LENGTH (FOOT)	STRIPE WIDTH (INCH)	MODIFIED URETHANE PAVEMENT MARKING - LINE, 4" 78009004 (FOOT)		PAVEMENT MARKING REMOVAL (SQ FT)
						YELLOW	WHITE	
FAP 704 (I-55B / VETERANS PARKWAY)								
SD	SB INSIDE LL	89+41.79	95+55.00	613.21	4.0	0.0	153.3	51.1
W LINE	SB RTL	97+00.00	99+14.00	214.00	4.0	0.0	214.0	71.3
W LINE	SB OLTL	97+49.00	102+87.00	538.00	4.0	0.0	538.0	179.3
SD	SB INSIDE LL	97+48.00	108+83.00	1,135.00	4.0	0.0	283.8	94.6
SD	SB OUTSIDE LL	102+28.00	108+83.00	655.00	4.0	0.0	163.8	54.6
W LINE	SB RTL	110+58.00	115+18.00	460.00	4.0	0.0	460.0	153.3
W LINE	SB OLTL	110+63.00	114+55.00	392.00	4.0	0.0	392.0	130.7
SD	SB OUTSIDE LL	110+63.00	120+81.00	1,018.00	4.0	0.0	254.5	84.8
SD	SB INSIDE LL	110+63.00	120+81.00	1,018.00	4.0	0.0	254.5	84.8
SD	SB ILTL	111+43.00	114+53.00	310.00	4.0	0.0	77.5	25.8
Y LINE	SB EL	116+82.00	120+47.00	365.00	4.0	365.0	0.0	121.7
SD	SB OUTSIDE LL	121+87.00	131+90.00	1,003.00	4.0	0.0	250.8	83.6
SD	SB INSIDE LL	121+87.00	131+90.00	1,003.00	4.0	0.0	250.8	83.6
W LINE	SB OLTL	121+87.00	126+83.00	496.00	4.0	0.0	496.0	165.3
W LINE	SB RTL	122+60.00	123+56.00	96.00	4.0	0.0	96.0	32.0
Y LINE	SB EL	129+32.00	131+91.00	259.00	4.0	259.0	0.0	86.3
SD	SB OUTSIDE LL	133+98.00	147+92.00	1,394.00	4.0	0.0	348.5	116.2
SD	SB INSIDE LL	133+98.00	147+92.00	1,394.00	4.0	0.0	348.5	116.2
W LINE	SB OLTL	133+98.00	139+55.00	557.00	4.0	0.0	557.0	185.7
W LINE	SB RTL	134+32.00	139+55.00	523.00	4.0	0.0	523.0	174.3
SD	SB ILTL	134+32.00	139+55.00	523.00	4.0	0.0	130.8	43.6
Y LINE	SB EL	141+85.00	147+62.00	577.00	4.0	577.0	0.0	192.3
SD	SB OUTSIDE LL	149+80.00	160+55.00	1,075.00	4.0	0.0	268.8	89.6
SD	SB INSIDE LL	149+80.00	160+55.00	1,075.00	4.0	0.0	268.8	89.6
W LINE	SB OLTL	149+80.00	153+23.00	343.00	4.0	0.0	343.0	114.3
SD	SB ILTL	149+80.00	153+23.00	343.00	4.0	0.0	85.8	28.6
Y LINE	SB EL	155+53.00	160+57.00	504.00	4.0	504.0	0.0	168.0
SD	SB OUTSIDE LL	162+24.00	188+28.00	2,604.00	4.0	0.0	651.0	217.0
SD	SB INSIDE LL	162+24.00	188+28.00	2,604.00	4.0	0.0	651.0	217.0
W LINE	SB RTL	162+15.00	166+53.00	438.00	4.0	0.0	438.0	146.0
W LINE	SB OLTL	162+24.00	166+53.00	429.00	4.0	0.0	429.0	143.0
SD	SB ILTL	162+87.00	166+53.00	366.00	4.0	0.0	91.5	30.5
Y LINE	SB EL	168+82.00	184+00.00	1,518.00	4.0	1,518.0	0.0	506.0
SD	SB OUTSIDE LL	189+79.00	195+17.00	538.00	4.0	0.0	134.5	44.8
SD	SB INSIDE LL	189+79.00	195+17.00	538.00	4.0	0.0	134.5	44.8
W LINE	SB RTL	189+94.00	191+68.00	174.00	4.0	0.0	174.0	58.0
W LINE	SB OLTL	189+79.00	192+06.00	227.00	4.0	0.0	227.0	75.7
SD	SB ILTL	190+28.00	192+06.00	178.00	4.0	0.0	44.5	14.8
W LINE	SB RTL	196+58.00	197+00.00	42.00	4.0	0.0	42.0	14.0
Y LINE	SB EL	196+16.00	197+00.00	84.00	4.0	84.0	0.0	28.0
SUB-TOTAL (SHEET 1) =						3,302.0	10,822.4	4,708.1
SUB-TOTAL (SHEET 2) =						3,307.0	9,775.8	4,360.9
TOTAL =						27,207.2	9,069.1	
ROUNDED =						27,210.0	9,070.0	

LL = LANE LINE
 OLTL = OUTSIDE LEFT TURN LANE
 ILTL = INSIDE LEFT TURN LANE
 RTL = RIGHT TURN LANE
 EL = EDGELINE
 SD = SKIP-DASH

SCHEDULE OF QUANTITIES

RAISED REFLECTIVE PAVEMENT MARKERS (1 OF 2)

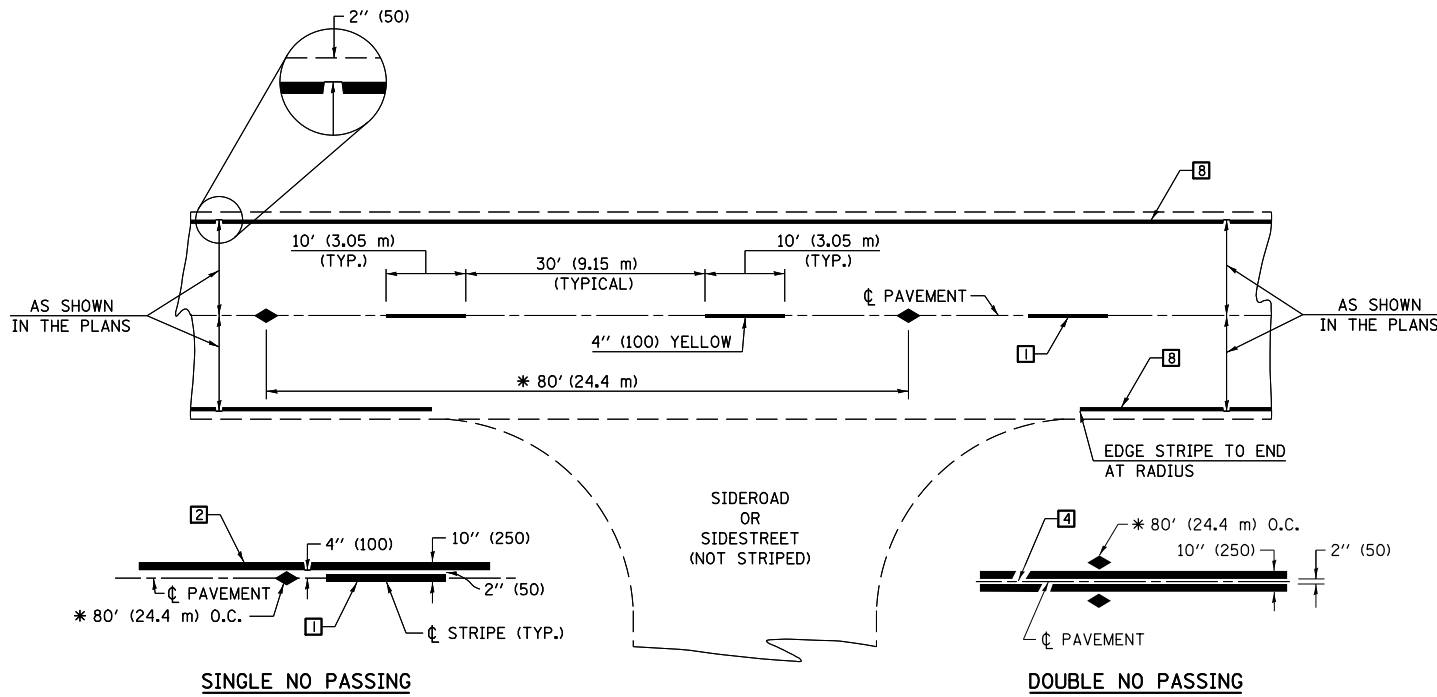
LINE TYPE	LOCATION	STA.	TO STA.	LENGTH (FOOT)	RAISED REFLECTIVE PAVEMENT MARKER 78100100 (EACH)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL 78300200 (EACH)
FAP 704 (I-55B / VETERANS PARKWAY)						
SD	NB INSIDE LL	89+40.28	96+07.34	667.06	17.0	17.0
STRIPE	NB RTL	91+15.00	96+07.34	492.34	13.0	13.0
STRIPE	NB OLTL	91+35.00	96+07.34	472.34	12.0	12.0
SD	NB INSIDE LL	97+44.00	109+50.00	1,206.00	31.0	31.0
SD	NB OUTSIDE LL	97+44.00	109+50.00	1,206.00	31.0	31.0
EL	NB EL	97+52.00	102+85.00	533.00	0.0	0.0
STRIPE	NB RTL	104+18.00	108+85.00	467.00	12.0	12.0
STRIPE	NB OLTL	105+13.00	109+50.00	437.00	11.0	11.0
ILTL SD	NB ILTL	105+13.00	108+42.00	329.00	5.0	5.0
SD	NB OUTSIDE LL	111+41.00	121+15.00	974.00	25.0	25.0
SD	NB INSIDE LL	111+41.00	121+15.00	974.00	25.0	25.0
STRIPE	NB RTL	115+96.00	120+43.00	447.00	12.0	12.0
STRIPE	NB OLTL	116+98.00	120+79.00	381.00	10.0	10.0
SD	NB OUTSIDE LL	122+35.00	131+97.00	962.00	25.0	25.0
SD	NB INSIDE LL	122+35.00	131+97.00	962.00	25.0	25.0
EL	NB EL	122+59.00	125+38.00	279.00	0.0	0.0
STRIPE	NB RTL	127+76.00	132+02.00	426.00	11.0	11.0
STRIPE	NB OLTL	127+76.00	131+97.00	421.00	11.0	11.0
SD	NB OUTSIDE LL	134+42.00	148+32.00	1,390.00	35.0	35.0
SD	NB INSIDE LL	134+42.00	148+32.00	1,390.00	35.0	35.0
EL	NB EL	139+71.00	148+57.00	886.00	0.0	0.0
STRIPE	NB RTL	142+39.00	148+21.00	582.00	15.0	15.0
SD	NB OUTSIDE LL	149+81.00	160+63.00	1,082.00	28.0	28.0
SD	NB INSIDE LL	149+81.00	160+63.00	1,082.00	28.0	28.0
EL	NB EL	153+41.00	154+19.00	78.00	0.0	0.0
STRIPE	NB RTL	155+89.00	161+52.00	563.00	15.0	15.0
STRIPE	NB OLTL	156+48.00	160+63.00	415.00	11.0	11.0
SD	NB OUTSIDE LL	163+27.00	188+84.00	2,557.00	64.0	64.0
SD	NB INSIDE LL	163+27.00	188+84.00	2,557.00	64.0	64.0
STRIPE	NB RTL	184+27.00	188+70.00	443.00	12.0	12.0
EL	NB EL	166+68.00	181+94.00	1,526.00	0.0	0.0
STRIPE	NB OLTL	184+33.00	188+84.00	451.00	12.0	12.0
ILTL SD	NB ILTL	184+49.00	188+24.00	375.00	5.0	5.0
SD	NB INSIDE LL	190+29.00	195+17.00	488.00	13.0	13.0
SD	NB OUTSIDE LL	190+29.00	195+17.00	488.00	13.0	13.0
STRIPE	NB OLTL	193+95.00	195+17.00	122.00	4.0	4.0
ILTL SD	NB ILTL	193+95.00	195+17.00	122.00	2.0	2.0
				0.00	0.0	0.0
SUB-TOTAL (SHEET 1) =					632.0	632.0

SD = SKIP-DASH
 LL = LANE LINE
 OLTL = OUTSIDE LEFT TURN LANE
 ILTL = INSIDE LEFT TURN LANE
 RTL = RIGHT TURN LANE
 EL = EDGELINE

RAISED REFLECTIVE PAVEMENT MARKERS (2 OF 2)

LINE TYPE	LOCATION	STA.	TO STA.	LENGTH (FOOT)	RAISED REFLECTIVE PAVEMENT MARKER 78100100 (EACH)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL 78300200 (EACH)
FAP 704 (I-55B / VETERANS PARKWAY)						
SD	SB INSIDE LL	89+41.79	95+55.00	613.21	16.0	16.0
STRIPE	SB RTL	97+00.00	99+14.00	214.00	6.0	6.0
STRIPE	SB OLTL	97+49.00	102+87.00	538.00	14.0	14.0
SD	SB INSIDE LL	97+48.00	108+83.00	1,135.00	29.0	29.0
SD	SB OUTSIDE LL	102+28.00	108+83.00	655.00	17.0	17.0
STRIPE	SB RTL	110+58.00	115+18.00	460.00	12.0	12.0
STRIPE	SB OLTL	110+63.00	114+55.00	392.00	10.0	10.0
SD	SB OUTSIDE LL	110+63.00	120+81.00	1,018.00	26.0	26.0
SD	SB INSIDE LL	110+63.00	120+81.00	1,018.00	26.0	26.0
ILTL SD	SB ILTL	111+43.00	114+53.00	310.00	4.0	4.0
EL	SB EL	116+82.00	120+47.00	365.00	0.0	0.0
SD	SB OUTSIDE LL	121+87.00	131+90.00	1,003.00	26.0	26.0
SD	SB INSIDE LL	121+87.00	131+90.00	1,003.00	26.0	26.0
STRIPE	SB OLTL	121+87.00	126+83.00	496.00	13.0	13.0
STRIPE	SB RTL	122+60.00	123+56.00	96.00	3.0	3.0
EL	SB EL	129+32.00	131+91.00	259.00	0.0	0.0
SD	SB OUTSIDE LL	133+98.00	147+92.00	1,394.00	35.0	35.0
SD	SB INSIDE LL	133+98.00	147+92.00	1,394.00	35.0	35.0
STRIPE	SB OLTL	133+98.00	139+55.00	557.00	14.0	14.0
STRIPE	SB RTL	134+32.00	139+55.00	523.00	14.0	14.0
ILTL SD	SB ILTL	134+32.00	139+55.00	523.00	7.0	7.0
EL	SB EL	141+85.00	147+62.00	577.00	0.0	0.0
SD	SB OUTSIDE LL	149+80.00	160+55.00	1,075.00	27.0	27.0
SD	SB INSIDE LL	149+80.00	160+55.00	1,075.00	27.0	27.0
STRIPE	SB OLTL	149+80.00	153+23.00	343.00	9.0	9.0
ILTL SD	SB ILTL	149+80.00	153+23.00	343.00	5.0	5.0
EL	SB EL	155+53.00	160+57.00	504.00	0.0	0.0
SD	SB OUTSIDE LL	162+24.00	188+28.00	2,604.00	66.0	66.0
SD	SB INSIDE LL	162+24.00	188+28.00	2,604.00	66.0	66.0
STRIPE	SB RTL	162+15.00	166+53.00	438.00	11.0	11.0
STRIPE	SB OLTL	162+24.00	166+53.00	429.00	11.0	11.0
ILTL SD	SB ILTL	162+87.00	166+53.00	366.00	5.0	5.0
EL	SB EL	168+82.00	184+00.00	1,518.00	0.0	0.0
SD	SB OUTSIDE LL	189+79.00	195+17.00	538.00	14.0	14.0
SD	SB INSIDE LL	189+79.00	195+17.00	538.00	14.0	14.0
STRIPE	SB RTL	189+94.00	191+68.00	174.00	5.0	5.0
STRIPE	SB OLTL	189+79.00	192+06.00	227.00	6.0	6.0
ILTL SD	SB ILTL	190+28.00	192+06.00	178.00	3.0	3.0
STRIPE	SB RTL	196+58.00	197+00.00	42.00	2.0	2.0
EL	SB EL	196+16.00	197+00.00	84.00	0.0	0.0
SUB-TOTAL (SHEET 1) =					632.0	632.0
SUBTOTAL (SHEET 2) =					604.0	604.0
TOTAL =					1,236.0	1,236.0
ROUNDED =					1,240.0	1,240.0

SD = SKIP-DASH
 LL = LANE LINE
 OLTL = OUTSIDE LEFT TURN LANE
 ILTL = INSIDE LEFT TURN LANE
 RTL = RIGHT TURN LANE
 EL = EDGELINE



* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

TWO LANE/TWO WAY

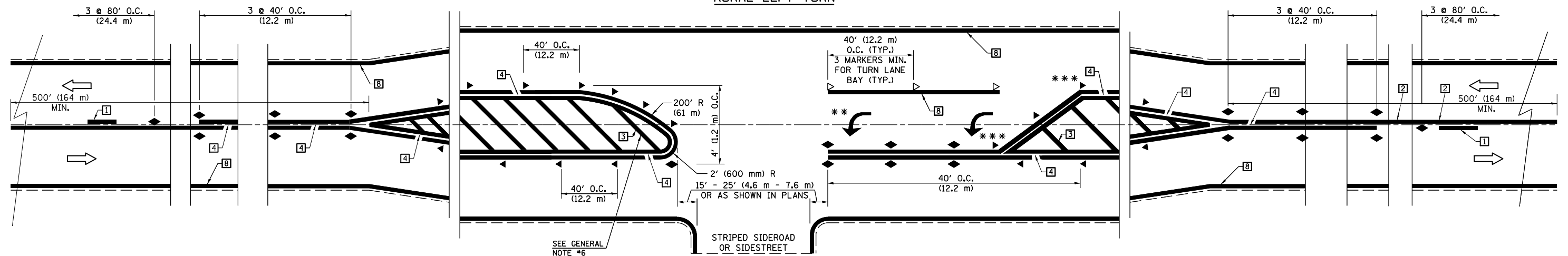
TYPICAL PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) 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 4" (100) LANE LINE EXTENSIONS (WHITE)
- 14 4" (100) PARKING WHITE

TYPICAL PAVEMENT MARKERS LEGEND

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

RURAL LEFT TURN



*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

** TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAA

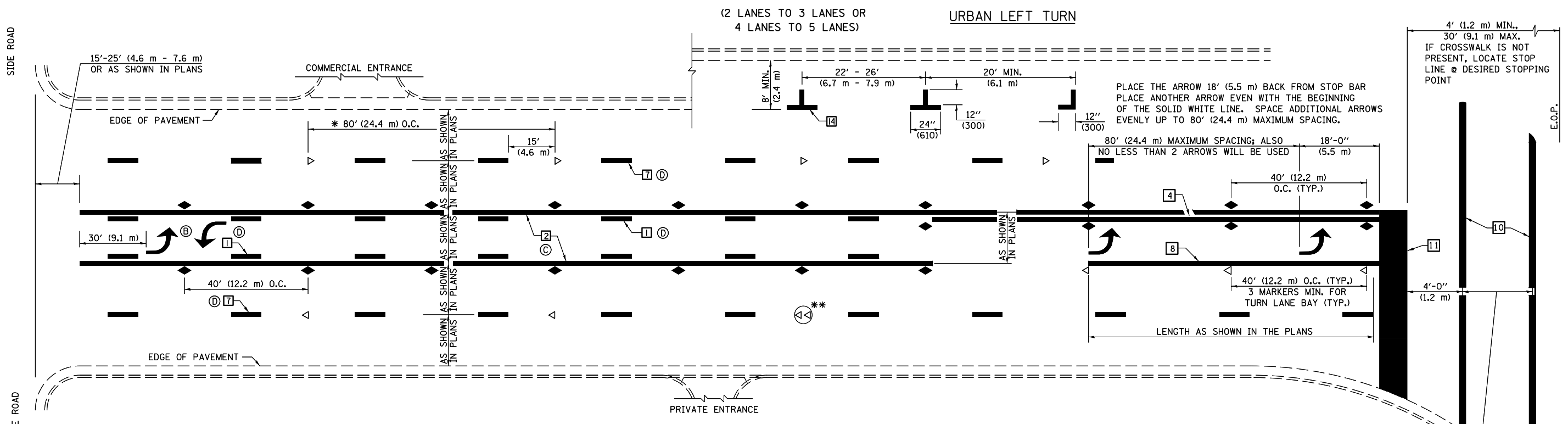
FILE NAME =	USER NAME = dodgems	DESIGNED -	REVISED - 11/06
et:\pw\work\p\dot\dodgems\d0420912\0570823-sht-details.dgn		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED - 04/14 - JLA
	PLOT DATE = 2/6/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	(1,2)I-1	MCLEAN	23	20
CONTRACT NO. 70B23				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

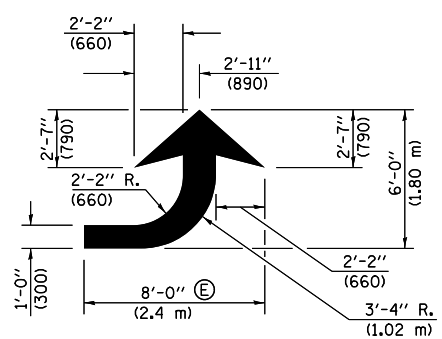


* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

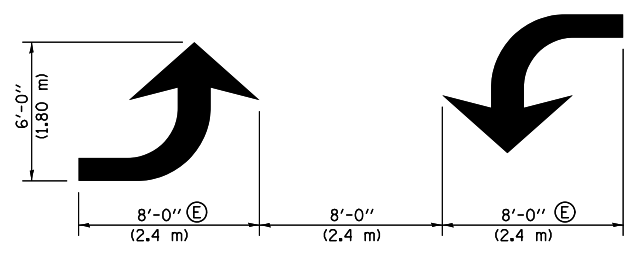
GENERAL NOTES:

- ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
- ⓒ THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
- ⓓ THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
- ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



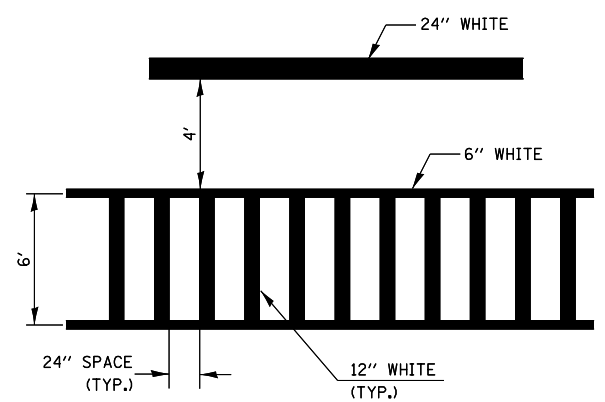
LEFT ARROW

REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m²)
(WHITE)

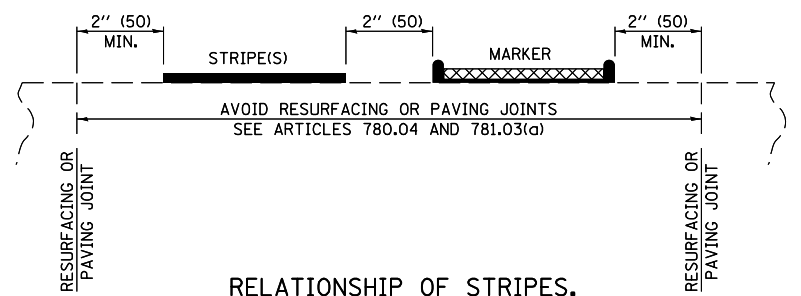


TYPICAL DOUBLE TURN ARROWS (WHITE)

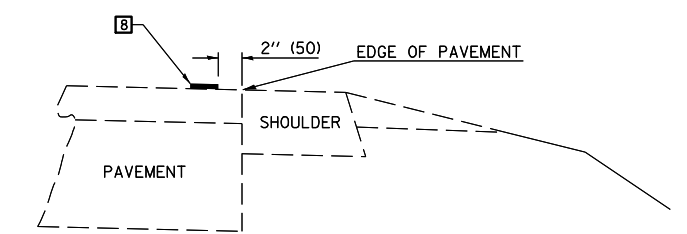
BLOOMINGTON-NORMAL CITY LIMITS ONLY



TYPICAL SPACING FOR CROSSWALKS & STOP BARS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS

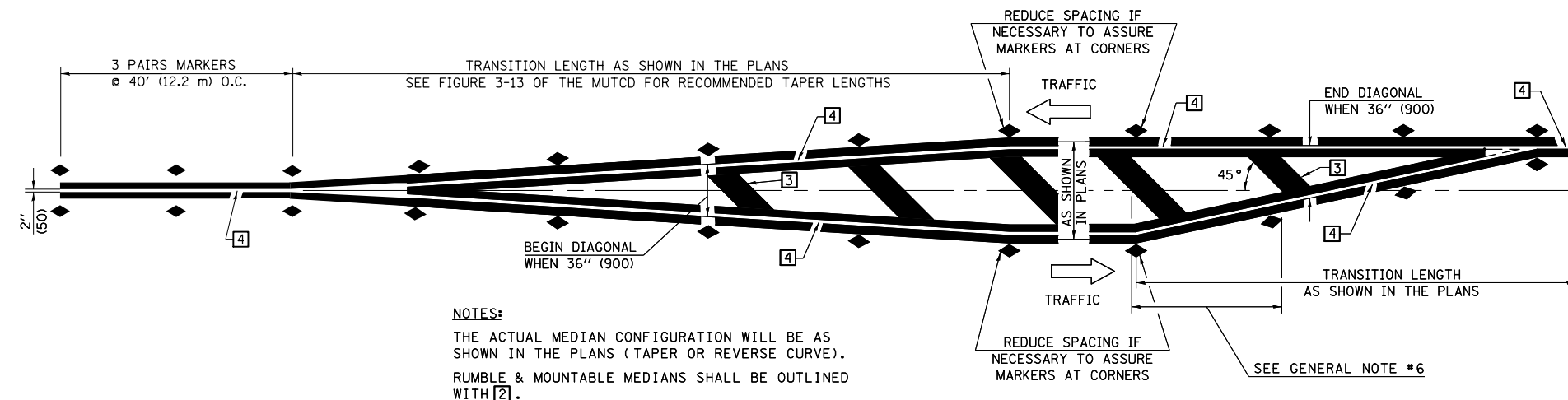


RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT
(SAFETY SHOULDER OR PAVED SURFACE)
SEE ARTICLE 780.04

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAA

FILE NAME = c:\pwork\pwork\pwork\dodgema\d0420912\0570823-sht-details.dgn	USER NAME = dodgema	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED - 09/2009 - KJT			704	(1,2)I-1	MCLEAN	23	21	
PLOT DATE = 2/6/2015	DATE -	REVISED - 04/14 - JLA	REVISED -	SCALE:	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 70B23			
						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

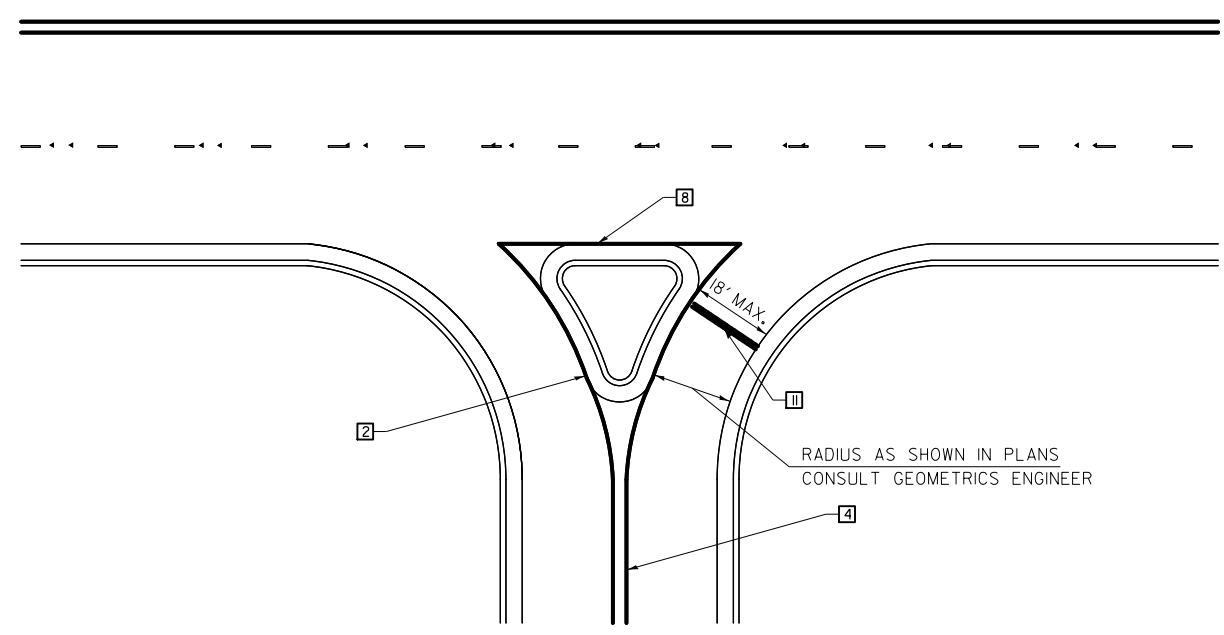


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

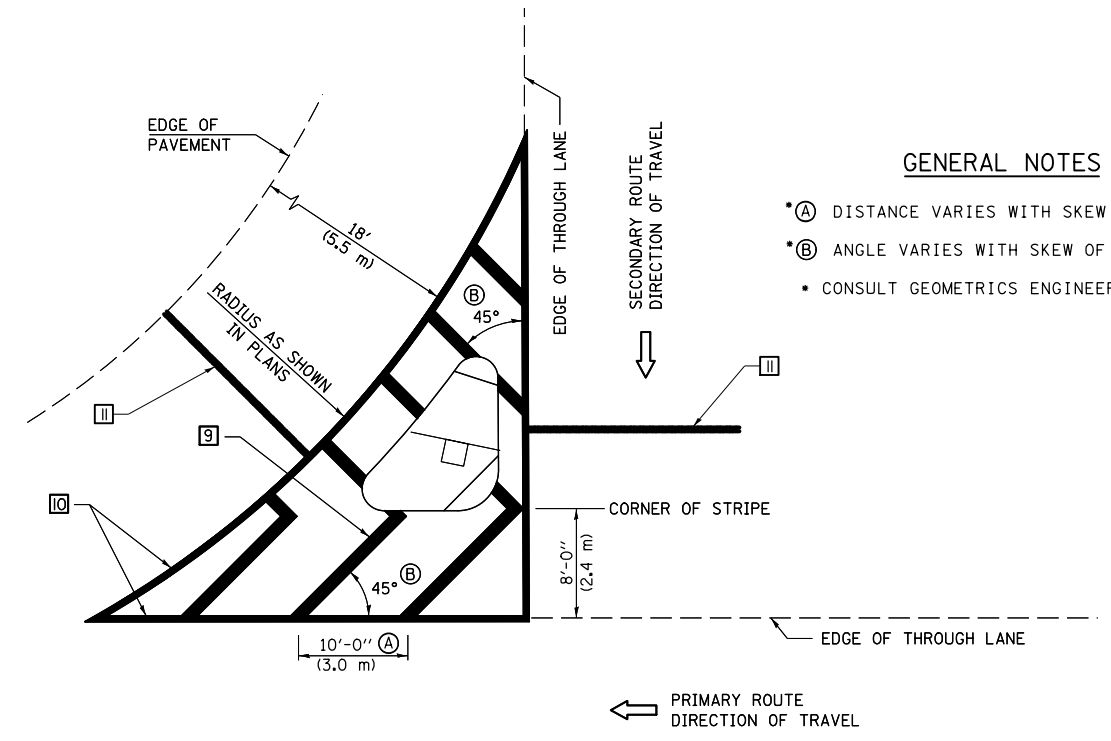
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,
 < 30 MPH USE 15' (< 50 km/h USE 4.5 m)
 30-45 MPH USE 20' (50-75 km/h USE 6.0 m)
 > 45 MPH USE 30' (> 75 km/h USE 9.0 m)



RIGHT IN - RIGHT OUT ACCESS



ISLAND

GENERAL NOTES

- (A) DISTANCE VARIES WITH SKEW OF INTERSECTION.
- (B) ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = dodgems	DESIGNED -	REVISED - 11/06
et:\pw\work\p\dot\dodgems\d0420912\0570823-sht-details.dgn		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED - 04/14 - JLA
	PLOT DATE = 2/6/2015	DATE -	REVISED -

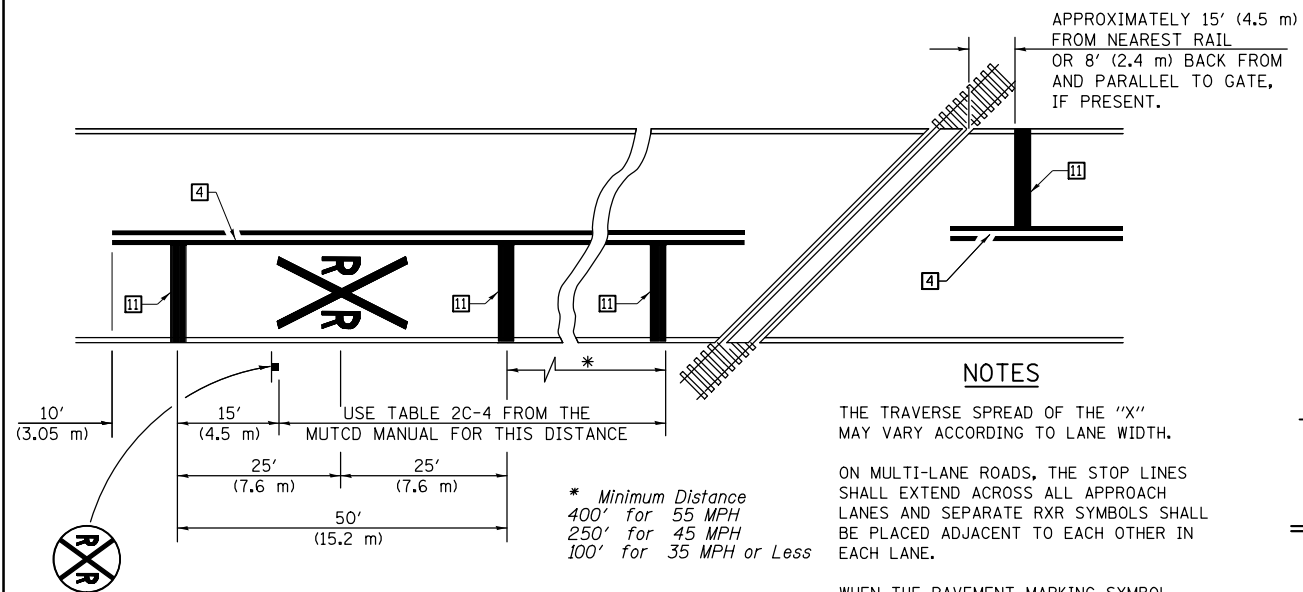
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
 (RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	(1,2)I-1	MCLEAN	23	22
CONTRACT NO. 70B23				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

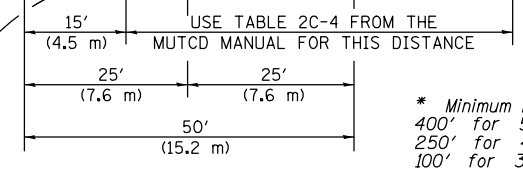
NOTES

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

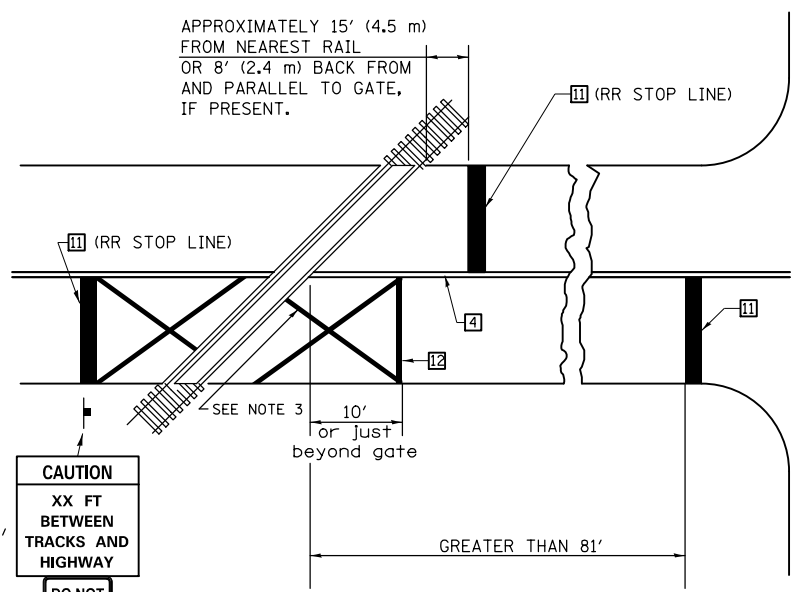
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

* Minimum Distance
400' for 55 MPH
250' for 45 MPH
100' for 35 MPH or Less



RAILROAD CROSSING WITH INTERCONNECT ONLY



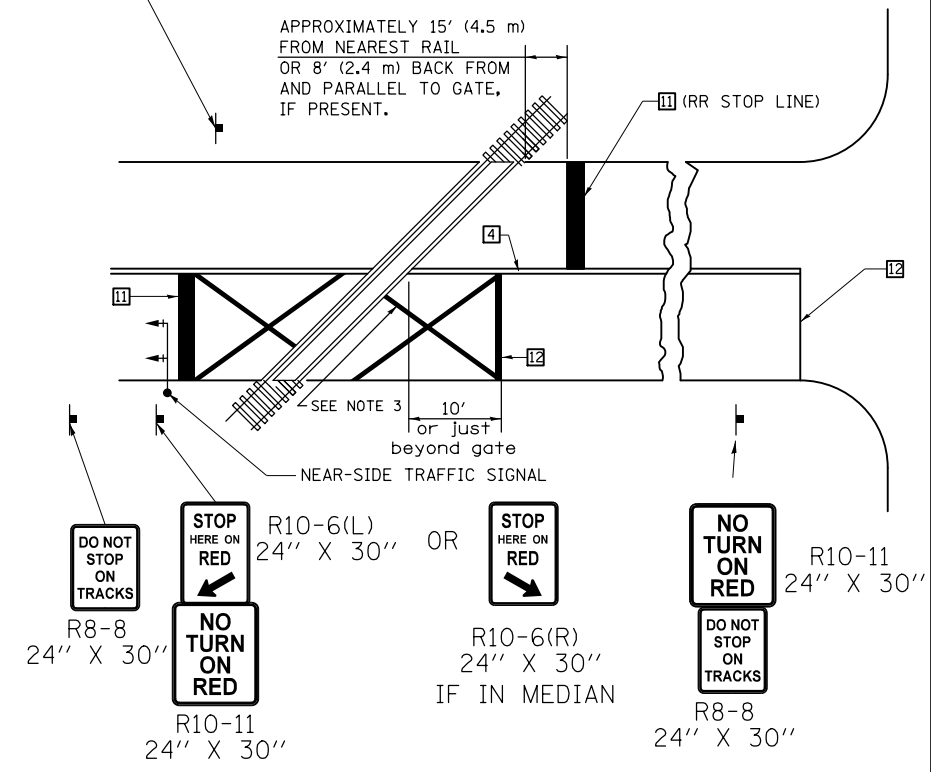
W10-I100
30" X 36"

CAUTION
XX FT
BETWEEN
TRACKS AND
HIGHWAY

DO NOT
STOP ON
TRACKS

R8-8
24" X 30"

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



DO NOT
STOP ON
TRACKS

R8-8
24" X 30"

STOP
HERE ON
RED

R10-6(L)
24" X 30"

NO
TURN
ON
RED

R10-11
24" X 30"

STOP
HERE ON
RED

R10-6(R)
24" X 30"

IF IN MEDIAN

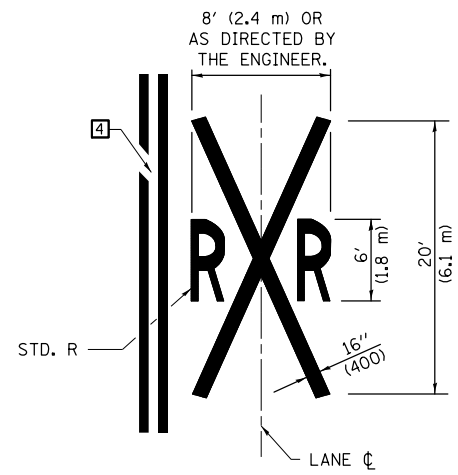
NO
TURN
ON
RED

R10-11
24" X 30"

DO NOT
STOP ON
TRACKS

R8-8
24" X 30"

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING



ALTERNATE SIGNS

STOP
HERE
ON
RED

R10-6a(L)
24" X 30"

STOP
HERE
ON
RED

R10-6a(R)
24" X 30"

GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- 6" WHITE PAVEMENT MARKINGS AT 45° TO PAVEMENT, 8' CENTER TO CENTER.
- XX DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICH EVER IS CLOSEST, ROUNDED DOWN TO NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTENDED TO THE INTERSECTION.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

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