

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.I. ROUTE 39 (I-39)
SECTION (57-3,57-4)RS
PROJECT ACNHPP-0039 (038)
RESURFACING (INT-1ST)
MCLEAN COUNTY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	1
		ILLINOIS	CONTRACT NO. 70A20	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 7 THROUGH 12

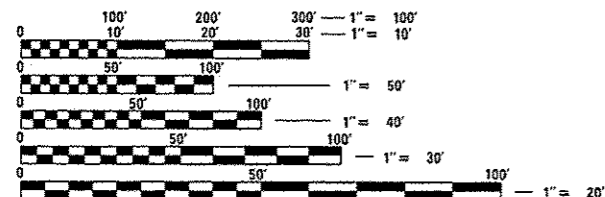
CURRENT TRAFFIC DATA

	LEG "A"	LEG "B"	LEG "C"
2013 ADT	18,500	18,600	16,200
P.U. %	66.0	69.0	64.6
S.U. %	5.9	5.1	4.7
M.U. %	28.1	25.9	30.7

LEG "A" IS FROM SIX MILE CREEK TO FAS 472.
LEG "B" IS FROM FAS 472 TO IL 251.
LEG "C" IS FROM IL 251 TO WOODFORD COUNTY LINE.

DESIGN DESIGNATION

N/A



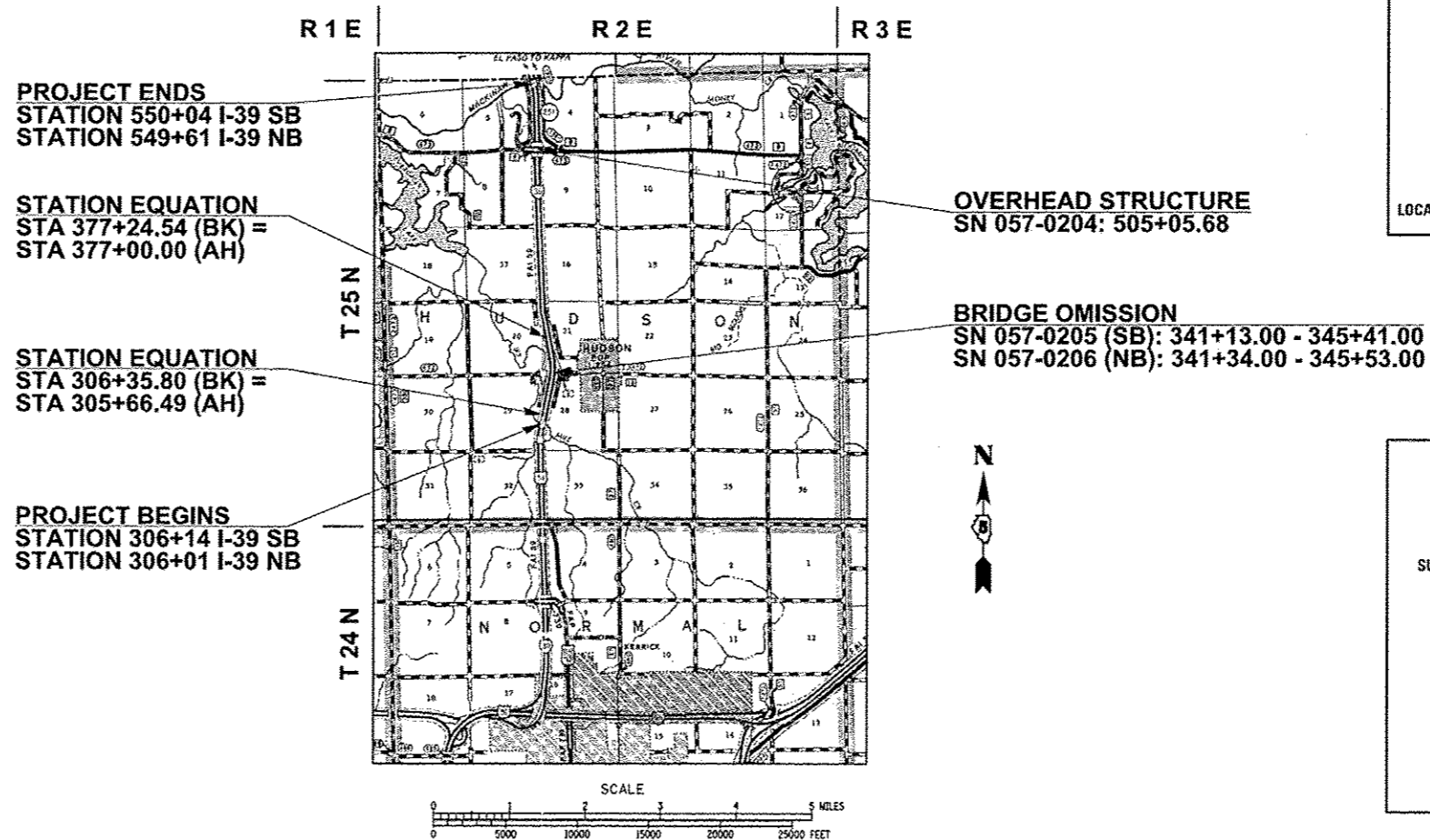
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

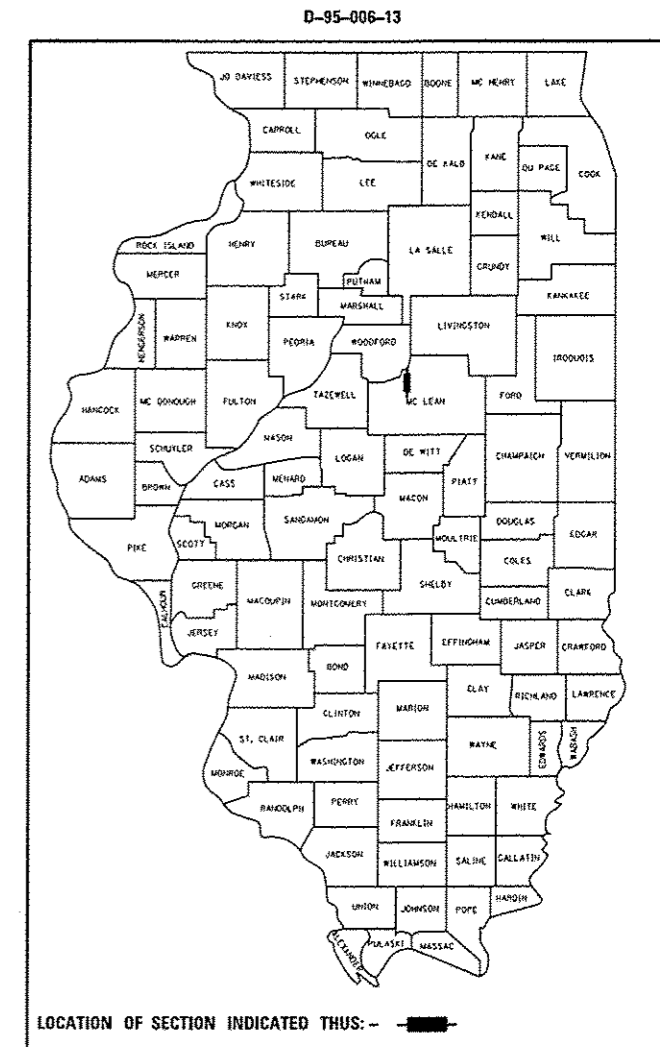
PROJECT ENGINEER: NANCY FASIG
SQUAD LEADER: BRIAN J. HOGAN
DESIGNER: ANDREW BERGAN
(217) 465-4181

CONTRACT NO. 70A20

C-95-006-13
SIX MILE CREEK SW OF HUDSON TO WOODFORD COUNTY LINE



GROSS LENGTH = 24,453.85 FEET = 4.631 MILES
NET LENGTH = 24,034.85 FEET = 4.552 MILES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 3/17 2015
Kenneth A. Gammitt
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8 2015
John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2015
Omair Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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FILE NAME =	USER NAME = bergana.j	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\bergana\02425415\057	020-SMT-GENNOTE.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	2
PLOT SCALE = 48,0000 1/4 in.	CHECKED -	REVISED -				CONTRACT NO. 70A20				
PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.				
MODELNAME#						ILLINOIS FED. AID PROJECT				

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-08	PAVEMENT JOINTS
420101-05	24' (7.2 m) JOINTED PCC PAVEMENT
420206-10	ENTRANCE RAMP TERMINAL (JOINTED PCC RAMP PAVEMENT ADJACENT TO CRC MAINLINE PAVEMENT)
420306-08	EXIT RAMP TERMINAL (JOINTED PCC RAMP PAVEMENT ADJACENT TO CRC MAINLINE PAVEMENT)
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
442001-04	CLASS A PATCHES
442201-03	CLASS C AND D PATCHES
483001-04	PCC SHOULDER
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1(SPECIAL) GUARDRAIL TERMINALS
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-06	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-13	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
701101-04	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701400-08	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-09	LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-09	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS \geq 45 MPH
701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS \geq 45 MPH
701901-04	TRAFFIC CONTROL DEVICES
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS OF RAISED REFLECTIVE PAVEMENT MARKINGS

FILE NAME *	USER NAME = bergonaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY STANDARDS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pvc\work\pvidot\bergonaj\d0425415\057	PA20-SHT-GENNOTE.dgn	DRAWN -	REVISED -			39	157-3,57-4IRS	MCLEAN	175	3
	PLOT SCALE = 40,0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20				
#MODELNAME#	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	

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.-105.07B
EXISTING STATE-OWNED AND MAINTAINED UTILITY LINES ARE SHOWN ON THE PLANS TO INDICATE THEIR PRESENCE AND APPROXIMATE LOCATION. THE CONTRACTOR SHALL SECURE AN APPROVED LOCATING FIRM TO LOCATE STATE-OWNED UTILITIES PRIOR TO COMMENCING ANY EXCAVATION IN THE VICINITY OF THESE LINES IN ACCORDANCE TO SECTION 803 OF THE STANDARD SPECIFICATIONS. SHOULD ANY OF THE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATION, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE STATE.

ALSO THERE MAY BE UTILITIES PRESENT WHICH WERE INSTALLED BY THE STATE BUT ARE MAINTAINED BY OTHERS (CITY, TOWN, ETC.) THE APPROXIMATE LOCATIONS OF THESE LINES ARE ALSO SHOWN ON THE PLANS ALONG WITH THE NAME OF THE MAINTAINING AGENCY. THE CONTRACTOR SHALL COORDINATE THE LOCATION OF THESE LINES WITH THE LOCAL AGENCY PRIOR TO COMMENCING ANY EXCAVATION OR BORING IN THEIR VICINITY. SHOULD THESE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF, AND AT NO COST TO, THE LOCAL AGENCY AND THE STATE.

G.N.-105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G.N.-250C
SEEDING, CLASS 7 AND MULCH, METHOD 2 IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE CLASS 7 SEEDING AND MULCH WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.

G.N.-280
TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED DISTURBED EARTH DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH AT THE TIME OF THEIR COMPLETION.

G.N.-280A
THE VARIOUS MULCH PAY ITEMS IN THE PLANS INCLUDE QUANTITIES FOR TEMPORARY MULCH FOR EROSION CONTROL. THE TEMPORARY MULCH INCLUDES MAINTENANCE AND REMOVAL IF NECESSARY, PER THE REQUIREMENTS OF ARTICLE 280 OF THE STANDARD SPECIFICATIONS, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. SOME OR ALL OF THE MULCH USED AS TEMPORARY EROSION CONTROL WILL BE DELETED IF IT IS NOT NECESSARY DUE TO ESTABLISHMENT OF PERMANENT SEEDING.

G.N.-406
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406H -- MIXTURE REQUIREMENTS Contract: 70A20

Location	I-39	I-39	I-39	I-39
Mixture Use	Class D Patch Pavement	Class D Patch Shoulder & Bottom Lift Shoulder	Polymer Binder	Polymer Surface
AC/PG	PG 64-22	PG 64-22	SBS PG 70-22	SBS PG 70-22
Design Air Voids	4.0% @ Ndes=90	4.0% @ Ndes=50	4.0% @ Ndes=90	4.0% @ Ndes=90
Mix Comp(Gradation)	IL 19.0	IL 19.0	IL 19.0	IL 9.5
Friction Aggregate	N.A.	N.A.	N.A.	Mix D
Mixture Weight	112	112	112	112
Quality Management Program	QC/QA	QC/QA	PFP	PFP
Sublot Size	N.A.	N.A.	1000	1000

Location	I-39
Mixture Use	Top Lift Shoulder & Incidental
AC/PG	PG 64-22
Design Air Voids	4.0% @ Ndes=30
Mix Comp(Gradation)	IL 9.5L
Friction Aggregate	Mix C
Mixture Weight	112
Quality Management Program	QC/QA
Sublot Size	N.A.

GENERAL NOTES

G.N.-442B – PATCHING SCHEDULES
 THE PATCHING SCHEDULES INCLUDED IN THE PLANS REPRESENT THE BEST INFORMATION AVAILABLE AT THE TIME OF COMPLETION OF THE PLANS FOR LETTING. VARIATIONS IN LOCATION AND SIZES OF BOTH FULL-DEPTH AND PARTIAL-DEPTH PATCHES MAY OCCUR.

G.N.-482
 ALL LOW ESAL MIXTURE PLACED AS HOT-MIX ASPHALT SHOULDERS SHALL BE COMPACTED TO 94.0 - 98.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY. THIS REQUIREMENT SHALL APPLY TO IL 9.5L GRADATION MIXES. THIS MAXIMUM DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE OF FOUR TESTS AS IN OTHER QC/QA TESTING. A NUCLEAR GAUGE DENSITY/CORE CORRELATION SHALL BE PERFORMED FOR THE IL 9.5L USING STANDARD CORRELATION PROCEDURES WHEN MORE THAN 3,000 TONS ARE TO BE PLACED.

G.N.-609
 PRIOR TO ROUTING TRAFFIC ONTO THE SHOULDERS AS SHOWN IN THE STAGING PLANS, THE CONTRACTOR SHALL SECURE THE GRATINGS ON SHOULDER INLETS AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

G.N.-631
 IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.

G.N.-667
 THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS (PC'S, PT'S, AND PI'S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR LAYOUT OF THESE MARKERS.

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.-781-SPL
 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.

PAVEMENT MARKERS ON I-39 SHALL BE PLACED TWO (EACH) AT EVEN SPACING IN EVERY OTHER 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES.

G.N.-1004.01
 COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

NO COMMITMENTS

FILE NAME *	USER NAME * bergenej	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\p\dot\bergenej\02*25415\057	0A20-SHT-GENNOTE.dgn	DRAWN -	REVISED -			39	(57-3.57-4)RS	MCLEAN	175	5
\$MODELNAME*	PLOT SCALE * 40.0000' / 1" =	CHECKED -	REVISED -		SCALE:	SHEET 2 OF 2 SHEETS		STA.	TO STA.	
	PLOT DATE * 3/17/2015	DATE -	REVISED -			ILLINOIS FED. AID PROJECT CONTRACT NO. 70A20				

STRUCTURE INFORMATION

PAVING OMISSIONS (MAINLINE)
 S.N. 057-0205 STA. 341+13.00 TO 345+41.00
 S.N. 057-0206 STA. 341+34.00 TO 345+53.00
 S.N. 057-0204 - STA. 503+31.00 TO 506+81.00

MATERIAL TRANSFER DEVICE (MAINLINE)
 UNLOADED ONLY
 S.N. 057-0208 - STA. 304+65.00
 S.N. 057-0209 - STA. 304+65.00
 S.N. 057-0205 - STA. 343+38.38
 S.N. 057-0206 - STA. 343+38.38
 S.N. 057-2020 - STA. 339+84.00
 S.N. 057-8531 - STA. 349+87.00
 S.N. 057-8534 - STA. 403+75.00
 S.N. 057-8535 - STA. 417+90.00
 S.N. 057-8536 - STA. 451+05.00
 S.N. 057-8537 - STA. 487+30.00
 S.N. 057-0203 - STA. 553+25.58

MATERIAL TRANSFER DEVICE (CH 8)
 UNLOADED ONLY
 S.N. 057-0204 - STA. 505+05.41

MATERIAL TRANSFER DEVICE (CH 12 RAMP A)
 UNLOADED ONLY
 S.N. 057-8530 - STA. 15+68.00

MATERIAL TRANSFER DEVICE (CH 12 RAMP B)
 UNLOADED ONLY
 S.N. 057-8529 - STA. 6+90.00

MATERIAL TRANSFER DEVICE (CH 12 RAMP C)
 UNLOADED ONLY
 S.N. 057-2021 - STA. 16+65.00

MATERIAL TRANSFER DEVICE (CH 12 RAMP D)
 UNLOADED ONLY
 S.N. 057-2022 - STA. 2+28.00

FILE NAME *	USER NAME = bergenej	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURE INFORMATION	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\work\dot\bergenej\dd425415\057	PA20-SHT-GENNOTE.dgn	DRAWN -	REVISED -			39	(57-3.57-4)RS	MCLEAN	175	6
MODELNAME	PLOT SCALE = 40.0000 / 1 in.	CHECKED -	REVISED -		SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.		CONTRACT NO. 70A20 ILLINOIS FED. AID PROJECT		
	PLOT DATE = 3/17/2015	DATE -	REVISED -							

LOCATION OF WORK: FAI 39 NORTHBOUND RURAL INTERSTATE STA. 306+01 TO STA. 549+61 MCLEAN COUNTY 90% FEDERAL, 10% STATE

FAI 39 SOUTHBOUND RURAL INTERSTATE STA. 306+14 TO STA. 550+04 MCLEAN COUNTY 90% FEDERAL, 10% STATE

FUNDING BREAKOUT: 90% FEDERAL, 10% STATE

CONSTRUCTION TYPE CODE: 0005

CODE NO.	ITEM	UNIT	TOTAL QUANTITY		
20400800	FURNISHED EXCAVATION	CU YD	5,090.0	2,510.0	2,580.0
25000210	SEEDING, CLASS 2A	ACRE	15.0	7.25	7.75
25000350	SEEDING, CLASS 7	ACRE	45.0	21.75	23.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1,350.0	660.0	690.0
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1,350.0	660.0	690.0
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1,350.0	660.0	690.0
25100115	MULCH, METHOD 2	ACRE	60.0	29.0	31.0
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SO YD	1,300.0	210.0	1,090.0
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	3,000.0	1,450.0	1,550.0
28000305	TEMPORARY DITCH CHECKS	FOOT	900.0	610.0	290.0
28000400	PERIMETER EROSION BARRIER	FOOT	1,937.0	787.0	1,150.0
28000500	INLET AND PIPE PROTECTION	EACH	16.0	9.0	7.0
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	152,010.0	76,260.0	75,750.0
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SO YD	3,400.0	1,660.0	1,740.0
* DENOTES SPECIALTY ITEM					

LOCATION OF WORK: FAI 39 NORTHBOUND RURAL INTERSTATE STA. 306+01 TO STA. 549+61 MCLEAN COUNTY 90% FEDERAL, 10% STATE CONSTRUCTION TYPE CODE: 0005

FAI 39 SOUTHBOUND RURAL INTERSTATE STA. 306+14 TO STA. 550+04 MCLEAN COUNTY 90% FEDERAL, 10% STATE 0005

CODE NO.	ITEM	UNIT	TOTAL QUANTITY		
40600990	TEMPORARY RAMP	SQ YD	4,530.0	2,260.0	2,270.0
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	20,090.0	10,090.0	10,000.0
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	11,740.0	5,890.0	5,850.0
40800025	BITUMINOUS MATERIALS (PRIME COAT)	POUND	120.0	60.0	60.0
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	60.0	30.0	30.0
44200549	CLASS A PATCHES, TYPE I, 10 INCH	SQ YD	110.0	70.0	40.0
44200553	CLASS A PATCHES, TYPE II, 10 INCH	SQ YD	280.0	180.0	100.0
44200557	CLASS A PATCHES, TYPE III, 10 INCH	SQ YD	100.0	40.0	60.0
44200559	CLASS A PATCHES, TYPE IV, 10 INCH	SQ YD	770.0	420.0	350.0
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	80.0	80.0	0.0
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	30.0	10.0	20.0
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	310.0	170.0	140.0
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	50.0	30.0	20.0
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	120.0	120.0	0.0

• DENOTES SPECIALTY ITEM

LOCATION OF WORK: FAI 39 FAI 39
 NORTHBOUND RURAL SOUTHBOUND RURAL
 INTERSTATE INTERSTATE
 STA. 306+01 TO STA. 549+61 STA. 306+14 TO STA. 550+04
 MCLEAN COUNTY MCLEAN COUNTY
 FUNDING BREAKOUT: 90% FEDERAL, 10% STATE 90% FEDERAL, 10% STATE
 CONSTRUCTION TYPE CODE: 0005 0005

CODE NO.	ITEM	UNIT	TOTAL QUANTITY		
44213000	PATCHING REINFORCEMENT	SO YD	1,260.0	710.0	550.0
44213200	SAW CUTS	FOOT	6,760.0	3,990.0	2,770.0
44213204	TIE BARS 3/4"	EACH	1,020.0	560.0	460.0
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SO YD	8,980.0	4,490.0	4,490.0
48203100	HOT-MIX ASPHALT SHOULDERS	TON	19,880.0	9,980.0	9,900.0
60300105	FRAME AND GRATES TO BE ADJUSTED	EACH	17.0	9.0	8.0
• 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1,862.5	925.0	937.5
• 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	1,387.5	787.5	600.0
• 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4.0	2.0	2.0
• 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2.0	1.0	1.0
• 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	5.0	2.0	3.0
• 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	7.0	3.0	4.0
63200310	GUARDRAIL REMOVAL	FOOT	4,240.0	1,780.0	2,460.0
63500105	DELINEATORS	EACH	230.0	120.0	110.0
• DENOTES SPECIALTY ITEM					

LOCATION OF WORK: FAI 39 SOUTHBOUND RURAL INTERSTATE STA. 306+14 TO STA. 550+04 MCLEAN COUNTY 90% FEDERAL, 10% STATE 0005

FAI 39 NORTHBOUND RURAL INTERSTATE STA. 306+01 TO STA. 549+61 MCLEAN COUNTY 90% FEDERAL, 10% STATE 0005

FUNDING BREAKOUT: 90% FEDERAL, 10% STATE

CONSTRUCTION TYPE CODE: 0005

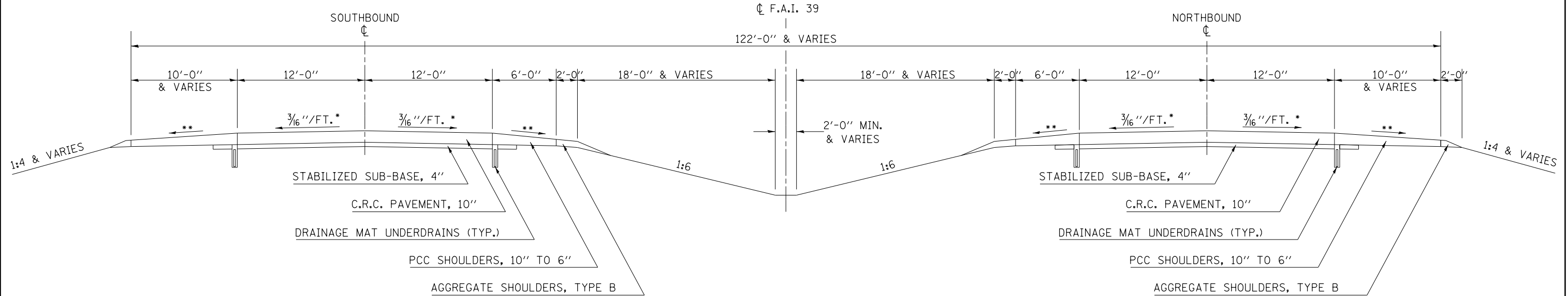
CODE NO.	ITEM	UNIT	TOTAL QUANTITY		
• 78200530	BARRIER WALL MARKERS, TYPE C	EACH	10.0	3.0	7.0
• 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	7.0	3.0	4.0
78300100	PAVEMENT MARKING REMOVAL	SQ FT	140.0	70.0	70.0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,410.0	710.0	700.0
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	1,670.0	600.0	1,070.0
• X6310179	TRAFFIC BARRIER TERMINAL, TYPE 5 (SPECIAL)	EACH	2.0	1.0	1.0
• X6310214	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)	EACH	2.0	1.0	1.0
X6350120	DELINEATOR REMOVAL	EACH	260.0	130.0	130.0
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1.0	0.5	0.5
X7010410	SPEED DISPLAY TRAILER	CAL MO	12.0	6.0	6.0
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	42.0	21.0	21.0
• X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	100,380.0	50,160.0	50,220.0
• X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	6,280.0	3,430.0	2,850.0
Z0012800	CONCRETE PAVEMENT SCARIFICATION	SQ YD	1,226.6	613.3	613.3
• DENOTES SPECIALTY ITEM					

EXISTING TYPICAL SECTION F.A.I. 39

1

	STATION	TO	STATION
SB	306+14.00		306+35.80 (BK)
NB	306+01.00		306+35.80 (BK)
SB & NB	305+66.49 (AH)		377+24.54 (BK)
SB & NB	377+00.00 (AH)		377+00.00 (2)

OMISSIONS FROM SECTION		STATION	TO	STATION
(SN 057-0205) SB		341+13.00		345+41.00
(SN 057-0206) NB		341+34.00		345+53.00

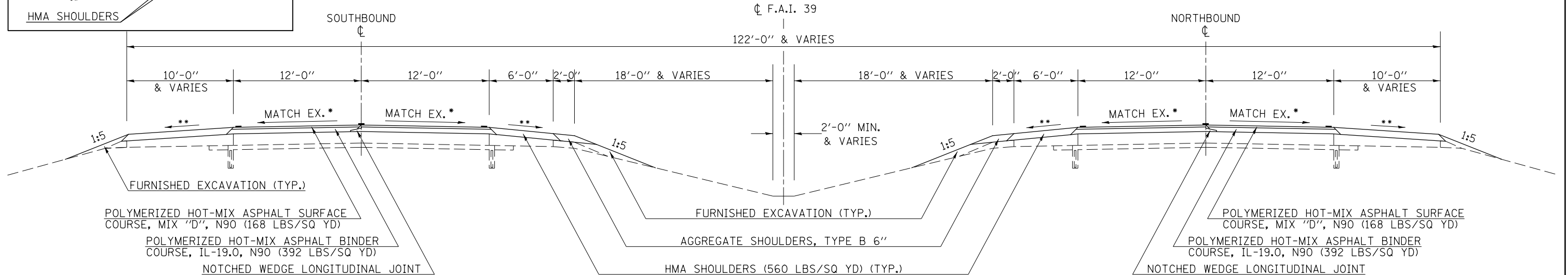
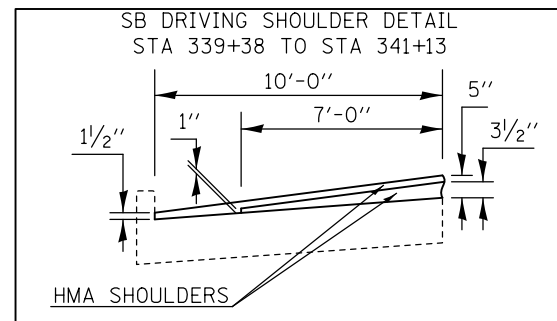


PROPOSED TYPICAL SECTION F.A.I. 39

1

	STATION	TO	STATION
SB	306+14.00		306+35.80 (BK)
NB	306+01.00		306+35.80 (BK)
SB & NB	305+66.49 (AH)		377+24.54 (BK)
SB & NB	377+00.00 (AH)		377+00.00 (2)

OMISSIONS FROM SECTION		STATION	TO	STATION
(SN 057-0205) SB		341+13.00		345+41.00
(SN 057-0206) NB		341+34.00		345+53.00



* SLOPE VARIES FOR SUPERELEVATION IN CURVES

** SLOPE VARIES IN SUPERELEVATION WITH MAXIMUM OF 0.08 FT/FT DIFFERENCE

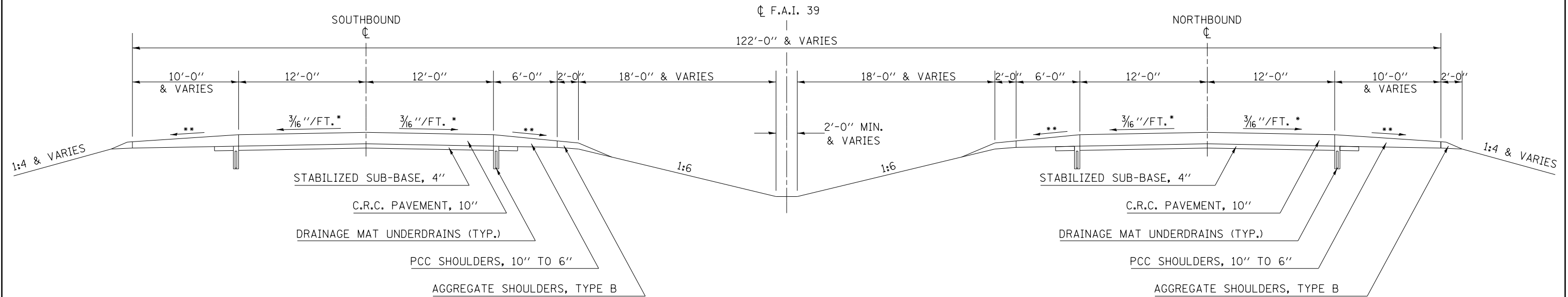
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ei:\pwork\pwork\bergenej\0425415\057020-SHT-TYPICAL.dgn	DRAWN -	REVISED -	39			(57-3,57-4)RS	MCLEAN	175	13	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 70A20							
*MODELNAME#	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE:						SHEET 1 OF 5 SHEETS		STA.		TO STA.

EXISTING TYPICAL SECTION F.A.I. 39

2

① SB & NB STATION 377+00.00 TO STATION 511+11.00 ③

OMISSIONS FROM SECTION
 STATION TO STATION
 (SN 057-0204) SB 503+31.00 TO 506+81.00
 (SN 057-0204) NB 503+31.00 TO 506+81.00

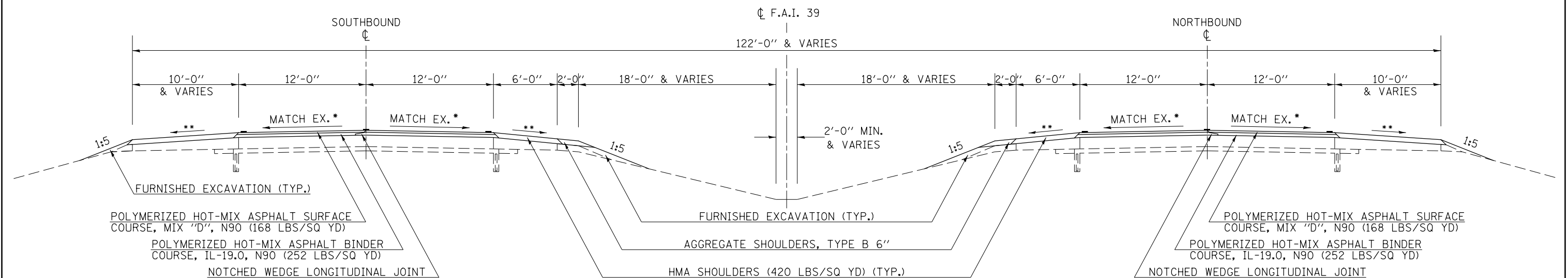


PROPOSED TYPICAL SECTION F.A.I. 39

2

① SB & NB STATION 377+00.00 TO STATION 511+11.00 ③

OMISSIONS FROM SECTION
 STATION TO STATION
 (SN 057-0204) SB 503+31.00 TO 506+81.00
 (SN 057-0204) NB 503+31.00 TO 506+81.00



* SLOPE VARIES FOR SUPERELEVATION IN CURVES

** SLOPE VARIES IN SUPERELEVATION WITH MAXIMUM OF 0.08 FT/FT DIFFERENCE

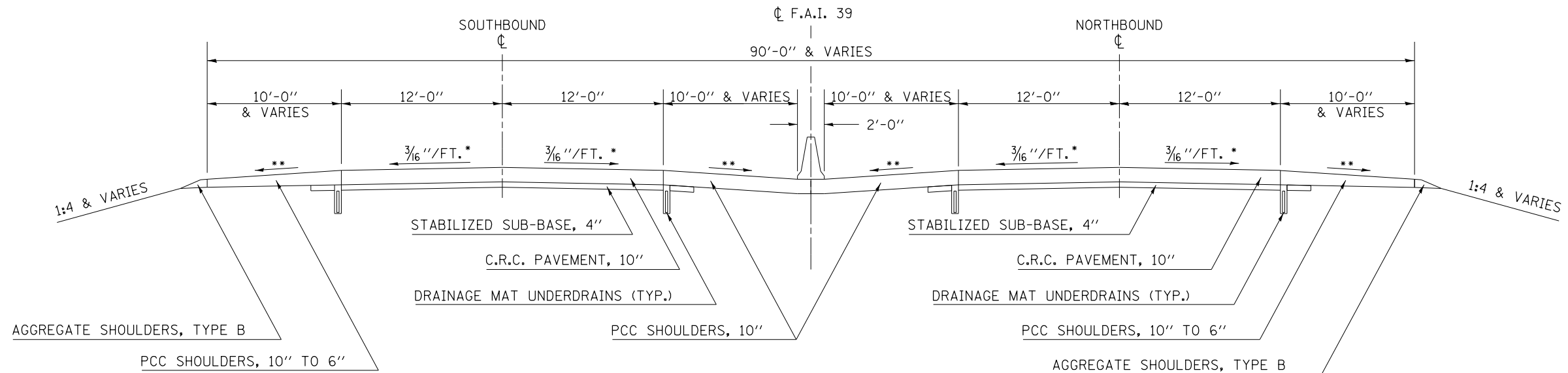
FILE NAME =	USER NAME = bergenej	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\bergenej\0425415\0570420-SHT-TYPICAL.dgn	DRAWN -	REVISED -	39				(57-3,57-4)RS	MCLEAN	175	14	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 70A20								
*MODELNAME#	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								

SCALE: SHEET 2 OF 5 SHEETS STA. TO STA.

EXISTING TYPICAL SECTION F.A.I. 39

3

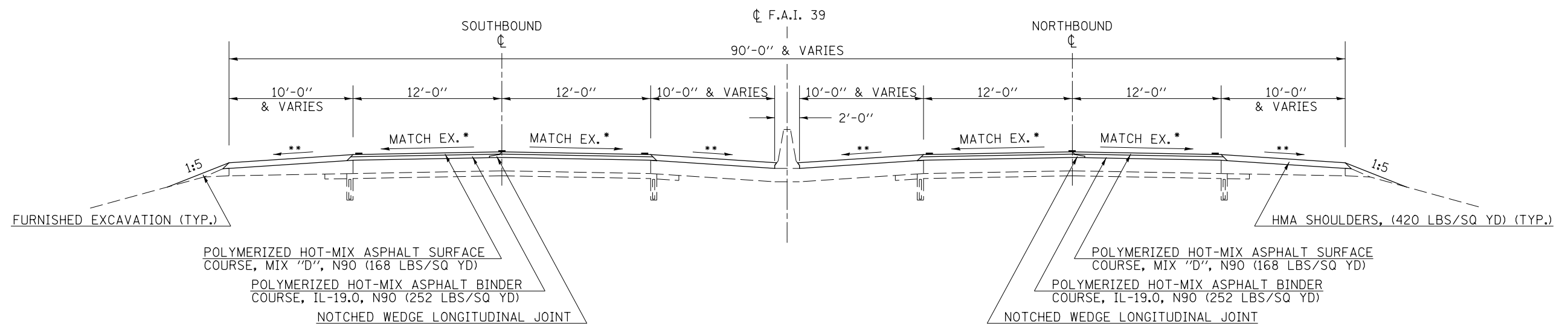
STATION TO STATION
 ② SB 511+11.00 TO 550+04.00
 ② NB 511+11.00 TO 549+61.00



PROPOSED TYPICAL SECTION F.A.I. 39

3

STATION TO STATION
 ② SB 511+11.00 TO 550+04.00
 ② NB 511+11.00 TO 549+61.00



* SLOPE VARIES FOR SUPERELEVATION IN CURVES

** SLOPE VARIES IN SUPERELEVATION WITH MAXIMUM OF 0.08 FT/FT DIFFERENCE

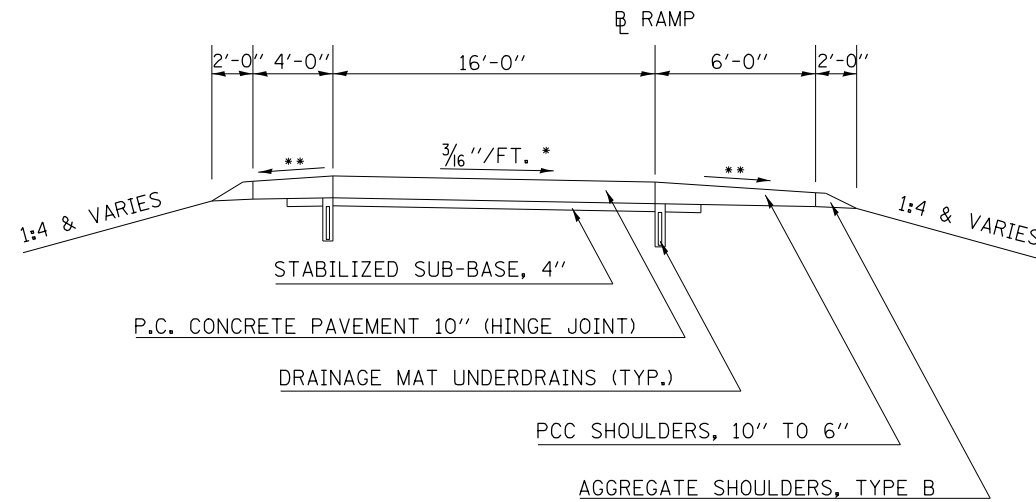
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PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 70A20								
#MODELNAME#	DATE -	REVISED -	SCALE:		SHEET 3 OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

EXISTING TYPICAL SECTION F.A.I. 39

4

C.H. 12 INTERCHANGE RAMPS

RAMP	STATION	TO	STATION
RAMP A	0+00.00		8+07.50
RAMP B	11+30.50		27+47.27
RAMP C	0+00.00		8+10.50
RAMP D	10+00.50		23+95.61

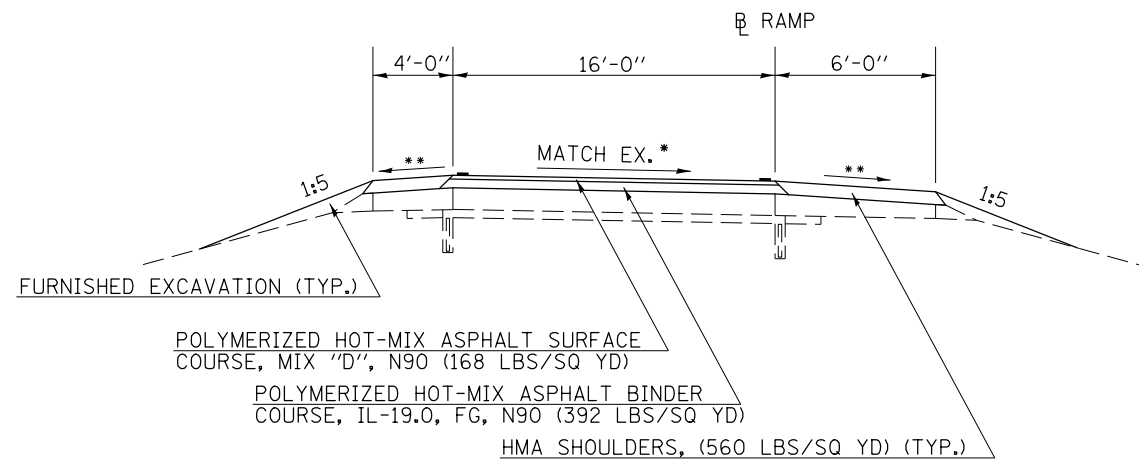


PROPOSED TYPICAL SECTION F.A.I. 39

4

C.H. 12 INTERCHANGE RAMPS

RAMP	STATION	TO	STATION
RAMP A	0+00.00		8+07.50
RAMP B	11+30.50		27+47.27
RAMP C	0+00.00		8+10.50
RAMP D	10+00.50		23+95.61



* SLOPE VARIES FOR SUPERELEVATION IN CURVES

** SLOPE VARIES IN SUPERELEVATION WITH MAXIMUM OF 0.08 FT/FT DIFFERENCE

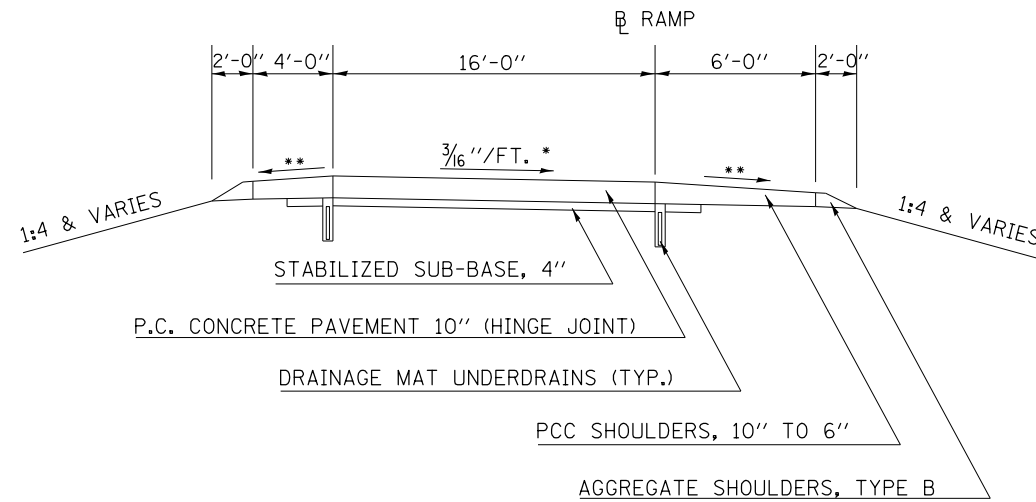
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et:\pwork\work\pwork\dot\bergana.j\0425415\0570A20-SHT-TYPICAL.dgn	DRAWN -	REVISED -	39					(57-3,57-4)RS	MCLEAN	175	16	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 70A20									
MODELNAME	DATE -	REVISED -	SCALE:		SHEET 4 OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

EXISTING TYPICAL SECTION F.A.I. 39

5

C.H. 8 INTERCHANGE RAMPS

	STATION	TO	STATION
RAMP A	0+00.00		7+03.00
RAMP B	9+31.00		22+00.00
RAMP C	0+00.00		7+73.00
RAMP D	8+28.00		21+04.00

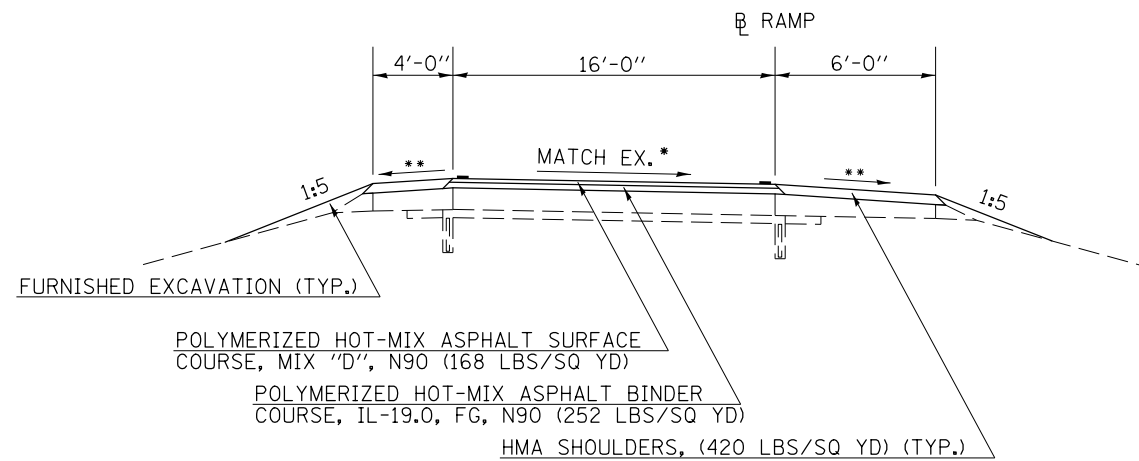


PROPOSED TYPICAL SECTION F.A.I. 39

5

C.H. 8 INTERCHANGE RAMPS

	STATION	TO	STATION
RAMP A	0+00.00		7+03.00
RAMP B	9+31.00		22+00.00
RAMP C	0+00.00		7+73.00
RAMP D	8+28.00		21+04.00



* SLOPE VARIES FOR SUPERELEVATION IN CURVES

** SLOPE VARIES IN SUPERELEVATION WITH MAXIMUM OF 0.08 FT/FT DIFFERENCE

FILE NAME =	USER NAME = bergana.j	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwwork\pwwork\berganaj\0425415\0570A20-SHT-TYPICAL.dgn	DRAWN -	REVISED -	39				(57-3,57-4)RS	MCLEAN	175	17	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 70A20								
MODELNAME	DATE -	REVISED -	SCALE:		SHEET 5 OF 5 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

SCHEDULE OF QUANTITIES

HOT-MIX ASPHALT (SHEET 1 OF 4)

NORTHBOUND

	STATION	WIDTH AT LOCATION (FOOT)	TO	STATION	WIDTH AT LOCATION (FOOT)	LENGTH (FOOT)	AVERAGE WIDTH (FOOT)	AREA (SQ YD)	INSIDE SHOULDER WIDTH AT LOCATION (FOOT)	OUTSIDE SHOULDER WIDTH AT LOCATION (FOOT)	SHOULDER AREA (SQ YD)	BINDER THICKNESS (INCH)	SURFACE THICKNESS (INCH)	SHOULDER THICKNESS (INCH)	* BITUMINOUS MATERIALS (PRIME COAT) 40600275 (POUND)	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 40603240 (TON)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 40603545 (TON)	HOT-MIX ASPHALT SHOULDERS 48203100 (TON)
OMISSION S.N. 057-0209	NB RURAL	303+47.00		306+01.00		254.00												
CLASS D PATCH	NB RURAL	306+01.00	24.0	306+07.00	24.0	6.00	24.0	16.0	6.0	10.0	10.7	0.00	0.00	0.00	0.0	0.0	0.0	0.0
TRANSITION	NB RURAL	306+07.00	24.0	306+35.80	24.0	28.80	24.0	76.8	6.0	10.0	51.2	0.00	1.50	1.50	57.6	0.0	6.5	4.3
STATION EQUATION	NB RURAL	306+35.80	BK	305+66.49	AH													
TRANSITION	NB RURAL	305+66.49	24.0	305+82.69	24.0	16.20	24.0	43.2	6.0	10.0	28.8	0.00	1.50	1.50	32.4	0.0	3.6	2.4
TRANSITION	NB RURAL	305+82.69	24.0	306+12.69	24.0	30.00	24.0	80.0	6.0	10.0	53.3	0.00	2.00	2.00	60.0	0.0	9.0	6.0
TRANSITION	NB RURAL	306+12.69	24.0	306+87.69	24.0	75.00	24.0	200.0	6.0	10.0	133.3	2.25	1.50	3.75	225.0	25.6	16.9	28.0
	NB RURAL	306+87.69	24.0	323+04.00	24.0	1,616.31	24.0	4,310.2	6.0	10.0	2,873.4	3.50	1.50	5.00	4,848.9	865.3	363.9	804.6
	NB RURAL	323+04.00	24.0	329+65.00	24.0	661.00	24.0	1,762.7	6.0	0.0	440.7	3.50	1.50	5.00	1,487.3	353.9	148.9	123.4
	NB RURAL	329+65.00	24.0	339+78.00	24.0	1,013.00	24.0	2,701.3	6.0	10.0	1,800.9	3.50	1.50	5.00	3,039.0	542.3	228.1	504.2
TRANSITION	NB RURAL	339+78.00	24.0	340+53.00	24.0	75.00	24.0	200.0	6.0	10.0	133.3	2.25	1.50	3.75	225.0	25.6	16.9	28.0
TRANSITION	NB RURAL	340+53.00	24.0	340+83.00	24.0	30.00	24.0	80.0	6.0	10.0	53.3	0.00	2.00	2.00	60.0	0.0	9.0	6.0
TRANSITION	NB RURAL	340+83.00	24.0	341+28.00	24.0	45.00	24.0	120.0	6.0	10.0	80.0	0.00	1.50	1.50	90.0	0.0	10.1	6.7
CLASS D PATCH	NB RURAL	341+28.00	24.0	341+34.00	24.0	6.00	24.0	16.0	6.0	10.0	10.7	0.00	0.00	0.00	0.0	0.0	0.0	0.0
OMISSION S.N. 057-0206	NB RURAL	341+34.00		345+53.00		419.00												
CLASS D PATCH	NB RURAL	345+53.00	24.0	345+59.00	24.0	6.00	24.0	16.0	6.0	10.0	10.7	0.00	0.00	0.00	0.0	0.0	0.0	0.0
TRANSITION	NB RURAL	345+59.00	24.0	346+04.00	24.0	45.00	24.0	120.0	6.0	10.0	80.0	0.00	1.50	1.50	90.0	0.0	10.1	6.7
TRANSITION	NB RURAL	346+04.00	24.0	346+34.00	24.0	30.00	24.0	80.0	6.0	10.0	53.3	0.00	2.00	2.00	60.0	0.0	9.0	6.0
TRANSITION	NB RURAL	346+34.00	24.0	347+09.00	24.0	75.00	24.0	200.0	6.0	10.0	133.3	2.25	1.50	3.75	225.0	25.6	16.9	28.0
	NB RURAL	347+09.00	24.0	355+52.00	24.0	843.00	24.0	2,248.0	6.0	10.0	1,498.7	3.50	1.50	5.00	2,529.0	451.3	189.8	419.6
	NB RURAL	355+52.00	24.0	370+13.00	24.0	1,461.00	24.0	3,896.0	6.0	0.0	974.0	3.50	1.50	5.00	3,287.3	782.2	329.0	272.7
	NB RURAL	370+13.00	24.0	377+24.54	24.0	711.54	24.0	1,897.4	6.0	10.0	1,265.0	3.50	1.50	5.00	2,134.6	380.9	160.2	354.2
STATION EQUATION	NB RURAL	377+24.54	BK	377+00.00	AH													
	NB RURAL	377+00.00	24.0	377+37.50	24.0	37.50	24.0	100.0	6.0	10.0	66.7	2.88	1.50	4.38	112.5	16.4	8.4	16.3
	NB RURAL	377+37.50	24.0	487+62.00	24.0	11,024.50	24.0	29,398.7	6.0	10.0	19,599.1	2.25	1.50	3.75	33,073.5	3,762.1	2,482.4	4,115.8
	NB RURAL	487+62.00	24.0	494+23.00	24.0	661.00	24.0	1,762.7	6.0	0.0	440.7	2.25	1.50	3.75	1,487.3	225.6	148.8	92.5
	NB RURAL	494+23.00	24.0	502+18.00	24.0	795.00	24.0	2,120.0	6.0	10.0	1,413.3	2.25	1.50	3.75	2,385.0	271.3	179.0	296.8
TRANSITION	NB RURAL	502+18.00	24.0	502+55.50	24.0	37.50	24.0	100.0	6.0	10.0	66.7	1.63	1.50	3.13	112.5	9.2	8.4	11.7
TRANSITION	NB RURAL	502+55.50	24.0	502+85.50	24.0	30.00	24.0	80.0	6.0	10.0	53.3	0.00	2.00	2.00	60.0	0.0	9.0	6.0
TRANSITION	NB RURAL	502+85.50	24.0	503+30.50	24.0	45.00	24.0	120.0	6.0	10.0	80.0	0.00	1.50	1.50	90.0	0.0	10.1	6.7
CLASS B PATCH	NB RURAL	503+30.50	24.0	506+80.50	24.0	350.00	24.0	933.3	6.0	10.0	622.2	0.00	0.00	0.00	0.0	0.0	0.0	0.0
TRANSITION	NB RURAL	506+80.50	24.0	507+25.50	24.0	45.00	24.0	120.0	6.0	10.0	80.0	0.00	1.50	1.50	90.0	0.0	10.1	6.7
TRANSITION	NB RURAL	507+25.50	24.0	507+55.50	24.0	30.00	24.0	80.0	6.0	10.0	53.3	0.00	2.00	2.00	60.0	0.0	9.0	6.0
TRANSITION	NB RURAL	507+55.50	24.0	507+93.00	24.0	37.50	24.0	100.0	6.0	10.0	66.7	1.63	1.50	3.13	112.5	9.2	8.4	11.7
	NB RURAL	507+93.00	24.0	511+11.00	24.0	318.00	24.0	848.0	6.0	10.0	565.3	2.25	1.50	3.75	954.0	108.5	71.6	118.7
	NB RURAL	511+11.00	24.0	514+45.00	24.0	334.00	24.0	890.7	16.2	10.0	972.3	2.25	1.50	3.75	1,257.5	114.0	75.2	204.2
	NB RURAL	514+45.00	24.0	515+50.00	24.0	105.00	24.0	280.0	11.2	0.0	130.7	2.25	1.50	3.75	277.2	35.8	23.6	27.4
	NB RURAL	515+50.00	24.0	526+04.00	24.0	1,054.00	24.0	2,810.7	10.0	0.0	1,171.1	2.25	1.50	3.75	2,687.7	359.7	237.4	245.9
TRANSITION	NB RURAL	526+04.00	24.0	548+42.50	24.0	2,238.50	24.0	5,969.3	10.0	10.0	4,974.4	2.25	1.50	3.75	7,387.1	763.9	504.0	1,044.6
	NB RURAL	548+42.50	24.0	548+80.00	24.0	37.50	24.0	100.0	10.0	10.0	83.3	1.63	1.50	3.13	123.8	9.2	8.4	14.6
TRANSITION	NB RURAL	548+80.00	24.0	549+10.00	24.0	30.00	24.0	80.0	10.0	10.0	66.7	0.00	2.00	2.00	66.0	0.0	9.0	7.5
TRANSITION	NB RURAL	549+10.00	24.0	549+55.00	24.0	45.00	24.0	120.0	10.0	10.0	100.0	0.00	1.50	1.50	99.0	0.0	10.1	8.4
CLASS D PATCH	NB RURAL	549+55.00	24.0	549+61.00	24.0	6.00	24.0	16.0	10.0	10.0	13.3	0.00	0.00	0.00	0.0	0.0	0.0	0.0
TOTALS:															68,886.7	9,137.6	5,340.8	8,842.3

* APPLICATION RATE FOR BITUMINOUS MATERIALS (PRIME COAT) IS 0.45 LBS/SQ YD FOR INITIAL COAT AND 0.225 FOR FOG COATS.

SCHEDULE OF QUANTITIES

HOT-MIX ASPHALT (SHEET 2 OF 4)

NORTHBOUND RAMPS

	STATION	WIDTH AT LOCATION (FOOT)	TO	STATION	WIDTH AT LOCATION (FOOT)	LENGTH (FOOT)	AVERAGE WIDTH (FOOT)	AREA (SQ YD)	INSIDE SHOULDER WIDTH AT LOCATION (FOOT)	OUTSIDE SHOULDER WIDTH AT LOCATION (FOOT)	SHOULDER AREA (SQ YD)	BINDER THICKNESS (INCH)	SURFACE THICKNESS (INCH)	SHOULDER THICKNESS (INCH)	* BITUMINOUS MATERIALS (PRIME COAT) 40600275 (POUND)	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 40603240 (TON)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 40603545 (TON)	HOT-MIX ASPHALT SHOULDERS 48203100 (TON)	
NORTHBOUND C.H. 12 RAMPS																			
TRANSITION	C.H. 12 B	11+68.00	16.0		12+13.00	16.0	45.00	16.0	80.0	4.0	6.0	50.0	0.00	1.50	1.50	58.5	0.0	6.7	4.2
TRANSITION	C.H. 12 B	12+13.00	16.0		12+43.00	16.0	30.00	16.0	53.3	4.0	6.0	33.3	0.00	2.00	2.00	39.0	0.0	6.0	3.7
TRANSITION	C.H. 12 B	12+43.00	16.0		13+18.00	16.0	75.00	16.0	133.3	4.0	6.0	83.3	2.25	1.50	3.75	146.3	16.8	11.2	17.5
	C.H. 12 B	12+80.50	16.0		18+97.00	16.0	616.50	16.0	1,096.0	0.0	6.0	411.0	3.50	1.50	5.00	1,017.2	214.8	92.1	115.1
	C.H. 12 B	18+97.00	18.0		27+47.27	1.0	850.27	9.5	897.5	0.0	6.0	566.8	3.50	1.50	5.00	988.4	175.9	75.4	158.7
	GORE	12+80.50	27.0		17+97.00	4.0	516.50	-	0.0	0.0	0.0	653.9	0.00	0.00	5.00	441.4	0.0	0.0	183.1
	GORE	17+97.00	4.0		18+97.00	2.0	100.00	3.0	33.3	0.0	0.0	0.0	3.50	1.50	0.00	22.5	6.5	2.8	0.0
	C.H. 12 C	0+00.00	1.0		2+97.00	17.0	297.00	9.0	297.0	0.0	6.0	198.0	3.50	1.50	5.00	334.1	58.2	24.9	55.4
	C.H. 12 C	2+97.00	16.0		6+60.50	16.0	363.50	16.0	646.2	0.0	6.0	242.3	3.50	1.50	5.00	599.8	126.7	54.3	67.9
TRANSITION	C.H. 12 C	6+60.50	16.0		7+35.50	16.0	75.00	16.0	133.3	4.0	6.0	83.3	2.25	1.50	3.75	146.3	16.8	11.2	17.5
TRANSITION	C.H. 12 C	7+35.50	16.0		7+65.50	16.0	30.00	16.0	53.3	4.0	6.0	33.3	0.00	2.00	2.00	39.0	0.0	6.0	3.7
TRANSITION	C.H. 12 C	7+65.50	16.0		8+10.50	16.0	45.00	16.0	80.0	4.0	6.0	50.0	0.00	1.50	1.50	58.5	0.0	6.7	4.2
	GORE	2+97.00	1.0		3+97.00	6.0	100.00	3.5	38.9	0.0	0.0	0.0	3.50	1.50	0.00	26.3	7.6	3.3	0.0
	GORE	3+97.00	6.0		6+60.50	19.0	263.50	-	0.0	0.0	0.0	364.3	0.00	0.00	5.00	245.9	0.0	0.0	102.0
NORTHBOUND C.H. 8 RAMPS																			
TRANSITION	C.H. 8 B	9+31.00	16.0		9+76.00	16.0	45.00	16.0	80.0	4.0	6.0	50.0	0.00	1.50	1.50	58.5	0.0	6.7	4.2
TRANSITION	C.H. 8 B	9+76.00	16.0		10+06.00	16.0	30.00	16.0	53.3	4.0	6.0	33.3	0.00	2.00	2.00	39.0	0.0	6.0	3.7
TRANSITION	C.H. 8 B	10+06.00	16.0		10+43.50	16.0	37.50	16.0	66.7	4.0	6.0	41.7	1.63	1.50	3.13	73.1	6.1	5.6	7.3
	C.H. 8 B	10+43.50	16.0		13+70.00	16.0	326.50	16.0	580.4	0.0	6.0	217.7	2.25	1.50	3.75	538.7	73.1	48.8	45.7
	C.H. 8 B	13+70.00	18.0		22+00.00	1.0	830.00	9.5	876.1	0.0	6.0	553.3	2.25	1.50	3.75	964.9	110.4	73.6	116.2
	GORE	10+43.50	27.0		12+70.00	4.0	226.50	-	0.0	0.0	0.0	202.4	0.00	0.00	3.75	136.7	0.0	0.0	42.5
	GORE	12+70.00	4.0		13+70.00	2.0	100.00	3.0	33.3	0.0	0.0	0.0	2.25	1.50	0.00	22.5	4.2	2.8	0.0
	C.H. 8 C	0+00.00	1.0		3+07.00	17.0	307.00	9.0	307.0	0.0	6.0	204.7	2.25	1.50	3.75	345.4	38.7	25.8	43.0
	C.H. 8 C	3+07.00	16.0		6+60.50	16.0	353.50	16.0	628.4	0.0	6.0	235.7	2.25	1.50	3.75	583.3	79.2	52.8	49.5
TRANSITION	C.H. 8 C	6+60.50	16.0		6+98.00	16.0	37.50	16.0	66.7	4.0	6.0	41.7	1.63	1.50	3.13	73.1	6.1	5.6	7.3
TRANSITION	C.H. 8 C	6+98.00	16.0		7+28.00	16.0	30.00	16.0	53.3	4.0	6.0	33.3	0.00	2.00	2.00	39.0	0.0	6.0	3.7
TRANSITION	C.H. 8 C	7+28.00	16.0		7+73.00	16.0	45.00	16.0	80.0	4.0	6.0	50.0	0.00	1.50	1.50	58.5	0.0	6.7	4.2
	GORE	3+07.00	1.0		4+07.00	6.0	100.00	3.5	38.9	0.0	0.0	0.0	2.25	1.50	0.00	26.3	4.9	3.3	0.0
	GORE	4+07.00	6.0		6+98.00	20.0	291.00	-	0.0	0.0	0.0	362.9	0.00	0.00	3.75	245.0	0.0	0.0	76.2
															TOTALS:	7,367.2	946.0	544.3	1,136.5

* APPLICATION RATE FOR BITUMINOUS MATERIALS (PRIME COAT) IS 0.45 LBS/SQ YD FOR INITIAL COAT AND 0.225 FOR FOG COATS.

SCHEDULE OF QUANTITIES

HOT-MIX ASPHALT (SHEET 3 OF 4)

SOUTHBOUND

	STATION	WIDTH AT LOCATION (FOOT)	TO	STATION	WIDTH AT LOCATION (FOOT)	LENGTH (FOOT)	AVERAGE WIDTH (FOOT)	AREA (SQ YD)	INSIDE SHOULDER WIDTH AT LOCATION (FOOT)	OUTSIDE SHOULDER WIDTH AT LOCATION (FOOT)	SHOULDER AREA (SQ YD)	BINDER THICKNESS (INCH)	SURFACE THICKNESS (INCH)	SHOULDER THICKNESS (INCH)	* BITUMINOUS MATERIALS (PRIME COAT) 40600275 (POUND)	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 40603240 (TON)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 40603545 (TON)	HOT-MIX ASPHALT SHOULDERS 48203100 (TON)
OMISSION S.N. 057-0208	SB RURAL	303+34.00		306+14.00	24.0	280.00												
CLASS D PATCH	SB RURAL	306+14.00		306+20.00	24.0	6.00	24.0	16.0	6.0	10.0	10.7	0.00	0.00	0.00	0.0	0.0	0.0	0.0
TRANSITION	SB RURAL	306+20.00		306+35.80	24.0	15.80	24.0	42.1	6.0	10.0	28.1	0.00	1.50	1.50	31.6	0.0	3.6	2.4
STATION EQUATION	SB RURAL	306+35.80	BK	305+66.49	24.0													
TRANSITION	SB RURAL	305+66.49		305+95.69	24.0	29.20	24.0	77.9	6.0	10.0	51.9	0.00	1.50	1.50	58.4	0.0	6.6	4.4
TRANSITION	SB RURAL	305+95.69		306+25.69	24.0	30.00	24.0	80.0	6.0	10.0	53.3	0.00	2.00	2.00	60.0	0.0	9.0	6.0
TRANSITION	SB RURAL	306+25.69		307+00.69	24.0	75.00	24.0	200.0	6.0	10.0	133.3	2.25	1.50	3.75	225.0	25.6	16.9	28.0
	SB RURAL	307+00.69		318+89.00	24.0	1,188.31	24.0	3,168.8	6.0	10.0	2,112.6	3.50	1.50	5.00	3,564.9	636.2	267.6	591.5
	SB RURAL	318+89.00		331+35.00	24.0	1,246.00	24.0	3,322.7	6.0	0.0	830.7	3.50	1.50	5.00	2,803.5	667.1	280.6	232.6
	SB RURAL	331+35.00		339+57.00	24.0	822.00	24.0	2,192.0	6.0	10.0	1,461.3	3.50	1.50	5.00	2,466.0	440.1	185.1	409.2
TRANSITION	SB RURAL	339+57.00		340+32.00	24.0	75.00	24.0	200.0	6.0	10.0	133.3	2.25	1.50	3.75	225.0	25.6	16.9	28.0
TRANSITION	SB RURAL	340+32.00		340+62.00	24.0	30.00	24.0	80.0	6.0	10.0	53.3	0.00	2.00	2.00	60.0	0.0	9.0	6.0
TRANSITION	SB RURAL	340+62.00		341+07.00	24.0	45.00	24.0	120.0	6.0	10.0	80.0	0.00	1.50	1.50	90.0	0.0	10.1	6.7
CLASS D PATCH	SB RURAL	341+07.00		341+13.00	24.0	6.00	24.0	16.0	6.0	10.0	10.7	0.00	0.00	0.00	0.0	0.0	0.0	0.0
OMISSION S.N. 057-0205	SB RURAL	341+13.00		345+41.00		428.00												
CLASS D PATCH	SB RURAL	345+41.00		345+47.00	24.0	6.00	24.0	16.0	6.0	10.0	10.7	0.00	0.00	0.00	0.0	0.0	0.0	0.0
TRANSITION	SB RURAL	345+47.00		345+92.00	24.0	45.00	24.0	120.0	6.0	10.0	80.0	0.00	1.50	1.50	90.0	0.0	10.1	6.7
TRANSITION	SB RURAL	345+92.00		346+22.00	24.0	30.00	24.0	80.0	6.0	10.0	53.3	0.00	2.00	2.00	60.0	0.0	9.0	6.0
TRANSITION	SB RURAL	346+22.00		346+97.00	24.0	75.00	24.0	200.0	6.0	10.0	133.3	2.25	1.50	3.75	225.0	25.6	16.9	28.0
	SB RURAL	346+97.00		359+46.00	24.0	1,249.00	24.0	3,330.7	6.0	10.0	2,220.4	3.50	1.50	5.00	3,747.0	668.7	281.2	621.7
	SB RURAL	359+46.00		366+00.00	24.0	654.00	24.0	1,744.0	6.0	0.0	436.0	3.50	1.50	5.00	1,471.5	350.2	147.3	122.1
	SB RURAL	366+00.00		377+24.54	24.0	1,124.54	24.0	2,998.8	6.0	10.0	1,999.2	3.50	1.50	5.00	3,373.6	602.0	253.2	559.8
STATION EQUATION	SB RURAL	377+24.54	BK	377+00.00	24.0													
	SB RURAL	377+00.00		377+37.50	24.0	37.50	24.0	100.0	6.0	10.0	66.7	2.88	1.50	4.38	112.5	16.4	8.4	16.3
	SB RURAL	377+37.50		485+14.00	24.0	10,776.50	24.0	28,737.3	6.0	10.0	19,158.2	2.25	1.50	3.75	32,329.5	3,677.5	2,426.5	4,023.2
	SB RURAL	485+14.00		496+80.00	24.0	1,166.00	24.0	3,109.3	6.0	0.0	777.3	2.25	1.50	3.75	2,623.5	397.9	262.5	163.2
	SB RURAL	496+80.00		502+18.00	24.0	538.00	24.0	1,434.7	6.0	10.0	956.4	2.25	1.50	3.75	1,614.0	183.6	121.1	200.9
TRANSITION	SB RURAL	502+18.00		502+55.50	24.0	37.50	24.0	100.0	6.0	10.0	66.7	1.63	1.50	3.13	112.5	9.2	8.4	11.7
TRANSITION	SB RURAL	502+55.50		502+85.50	24.0	30.00	24.0	80.0	6.0	10.0	53.3	0.00	2.00	2.00	60.0	0.0	9.0	6.0
TRANSITION	SB RURAL	502+85.50		503+30.50	24.0	45.00	24.0	120.0	6.0	10.0	80.0	0.00	1.50	1.50	90.0	0.0	10.1	6.7
CLASS B PATCH	SB RURAL	503+30.50		506+80.50	24.0	350.00	24.0	933.3	6.0	10.0	622.2	0.00	0.00	0.00	0.0	0.0	0.0	0.0
TRANSITION	SB RURAL	506+80.50		507+25.50	24.0	45.00	24.0	120.0	6.0	10.0	80.0	0.00	1.50	1.50	90.0	0.0	10.1	6.7
TRANSITION	SB RURAL	507+25.50		507+55.50	24.0	30.00	24.0	80.0	6.0	10.0	53.3	0.00	2.00	2.00	60.0	0.0	9.0	6.0
TRANSITION	SB RURAL	507+55.50		507+93.00	24.0	37.50	24.0	100.0	6.0	10.0	66.7	1.63	1.50	3.13	112.5	9.2	8.4	11.7
	SB RURAL	507+93.00		511+11.00	24.0	318.00	24.0	848.0	6.0	10.0	565.3	2.25	1.50	3.75	954.0	108.5	71.6	118.7
	SB RURAL	511+11.00		515+50.00	24.0	439.00	24.0	1,170.7	15.0	10.0	1,219.4	2.25	1.50	3.75	1,613.3	149.8	98.8	256.1
	SB RURAL	515+50.00		519+31.00	24.0	381.00	24.0	1,016.0	10.0	10.0	846.7	2.25	1.50	3.75	1,257.3	130.0	85.8	177.8
	SB RURAL	519+31.00		525+22.00	24.0	591.00	24.0	1,576.0	10.0	0.0	656.7	2.25	1.50	3.75	1,507.1	201.7	133.1	137.9
	SB RURAL	525+22.00		548+85.50	24.0	2,363.50	24.0	6,302.7	10.0	10.0	5,252.2	2.25	1.50	3.75	7,799.6	806.5	532.2	1,103.0
TRANSITION	SB RURAL	548+85.50		549+23.00	24.0	37.50	24.0	100.0	10.0	10.0	83.3	1.63	1.50	3.13	123.8	9.2	8.4	14.6
TRANSITION	SB RURAL	549+23.00		549+53.00	24.0	30.00	24.0	80.0	10.0	10.0	66.7	0.00	2.00	2.00	66.0	0.0	9.0	7.5
TRANSITION	SB RURAL	549+53.00		549+98.00	24.0	45.00	24.0	120.0	10.0	10.0	100.0	0.00	1.50	1.50	99.0	0.0	10.1	8.4
CLASS D PATCH	SB RURAL	549+98.00		550+04.00	24.0	6.00	24.0	16.0	10.0	10.0	13.3	0.00	0.00	0.00	0.0	0.0	0.0	0.0
TOTALS:															69,176.1	9,140.6	5,345.6	8,935.5

* APPLICATION RATE FOR BITUMINOUS MATERIALS (PRIME COAT) IS 0.45 LBS/SQ YD FOR INITIAL COAT AND 0.225 FOR FOG COATS.

FILE NAME =	USER NAME = bergana.j	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p1dot\bergana\0425415\0570205-SHT-SCHEDULE.DGN	DRAWN -	REVISED -	39			(57-3,57-4)RS	MCLEAN	175	20	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 70A20							
\$MODELNAME#	DATE -	REVISED -	SCALE:			SHEET 3 OF 17 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

SCHEDULE OF QUANTITIES

HOT-MIX ASPHALT (SHEET 4 OF 4)

SOUTHBOUND RAMPS

	STATION	WIDTH AT LOCATION (FOOT)	TO	STATION	WIDTH AT LOCATION (FOOT)	LENGTH (FOOT)	AVERAGE WIDTH (FOOT)	AREA (SQ YD)	INSIDE SHOULDER WIDTH AT LOCATION (FOOT)	OUTSIDE SHOULDER WIDTH AT LOCATION (FOOT)	SHOULDER AREA (SQ YD)	BINDER THICKNESS (INCH)	SURFACE THICKNESS (INCH)	SHOULDER THICKNESS (INCH)	* BITUMINOUS MATERIALS (PRIME COAT) 40600275 (POUND)	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 40603240 (TON)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 40603545 (TON)	HOT-MIX ASPHALT SHOULDERS 48203100 (TON)	
SOUTHBOUND C.H. 12 RAMPS																			
	C.H. 12 A	0+00.00	1.0	3+28.00	17.0	328.00	9.0	328.0	0.0	6.0	218.7	3.50	1.50	5.00	369.0	64.3	27.6	61.2	
	C.H. 12 A	3+28.00	16.0	6+57.50	16.0	329.50	16.0	585.8	0.0	6.0	219.7	3.50	1.50	5.00	543.7	114.8	49.2	61.5	
TRANSITION	C.H. 12 A	6+57.50	16.0	7+32.50	16.0	75.00	16.0	133.3	4.0	6.0	83.3	2.25	1.50	3.75	146.3	16.8	11.2	17.5	
TRANSITION	C.H. 12 A	7+32.50	16.0	7+62.50	16.0	30.00	16.0	53.3	4.0	6.0	33.3	0.00	2.00	2.00	39.0	0.0	6.0	3.7	
TRANSITION	C.H. 12 A	7+62.50	16.0	8+07.50	16.0	45.00	16.0	80.0	4.0	6.0	50.0	0.00	1.50	1.50	58.5	0.0	6.7	4.2	
	GORE	3+28.00	1.0	4+28.00	7.0	100.00	4.0	44.4	0.0	0.0	0.0	3.50	1.50	0.00	30.0	8.7	3.7	0.0	
	GORE	4+28.00	7.0	6+57.50	20.0	229.50	-	0.0	0.0	0.0	351.7	0.00	0.00	5.00	237.4	0.0	0.0	98.5	
TRANSITION	C.H. 12 D	10+00.50	16.0	10+45.50	16.0	45.00	16.0	80.0	4.0	6.0	50.0	0.00	1.50	1.50	58.5	0.0	6.7	4.2	
TRANSITION	C.H. 12 D	10+45.50	16.0	10+75.50	16.0	30.00	16.0	53.3	4.0	6.0	33.3	0.00	2.00	2.00	39.0	0.0	6.0	3.7	
	C.H. 12 D	10+75.50	16.0	11+50.50	16.0	75.00	16.0	133.3	4.0	6.0	83.3	2.25	1.50	3.75	146.3	16.8	11.2	17.5	
	C.H. 12 D	11+50.50	16.0	16+58.00	16.0	507.50	16.0	902.2	0.0	6.0	338.3	3.50	1.50	5.00	837.4	176.8	75.8	94.7	
	C.H. 12 D	16+58.00	18.0	23+95.61	1.0	737.61	9.5	778.6	0.0	6.0	491.7	3.50	1.50	5.00	857.5	152.6	65.4	137.7	
	GORE	11+50.50	18.0	15+58.00	2.0	407.50	-	0.0	0.0	0.0	340.0	0.00	0.00	5.00	229.5	0.0	0.0	95.2	
	GORE	15+58.00	2.0	16+58.00	2.0	100.00	2.0	22.2	0.0	0.0	0.0	3.50	1.50	0.00	15.0	4.4	1.9	0.0	
SOUTHBOUND C.H. 8 RAMPS																			
	C.H. 8 A	0+00.00	1.0	3+02.00	17.0	302.00	9.0	302.0	0.0	6.0	201.3	2.25	1.50	3.75	339.8	38.1	25.4	42.3	
	C.H. 8 A	3+02.00	16.0	5+90.50	16.0	288.50	16.0	512.9	0.0	6.0	192.3	2.25	1.50	3.75	476.0	64.6	43.1	40.4	
TRANSITION	C.H. 8 A	5+90.50	16.0	6+28.00	16.0	37.50	16.0	66.7	4.0	6.0	41.7	1.63	1.50	3.13	73.1	6.1	5.6	7.3	
TRANSITION	C.H. 8 A	6+28.00	16.0	6+58.00	16.0	30.00	16.0	53.3	4.0	6.0	33.3	0.00	2.00	2.00	39.0	0.0	6.0	3.7	
TRANSITION	C.H. 8 A	6+58.00	16.0	7+03.00	16.0	45.00	16.0	80.0	4.0	6.0	50.0	0.00	1.50	1.50	58.5	0.0	6.7	4.2	
	GORE	3+02.00	1.0	4+02.00	6.0	100.00	3.5	38.9	0.0	0.0	0.0	2.25	1.50	0.00	26.3	4.9	3.3	0.0	
	GORE	4+02.00	7.0	5+90.50	20.0	188.50	-	0.0	0.0	0.0	235.0	0.00	0.00	3.75	158.6	0.0	0.0	49.3	
TRANSITION	C.H. 8 D	8+28.00	16.0	8+73.00	16.0	45.00	16.0	80.0	4.0	6.0	50.0	0.00	1.50	1.50	58.5	0.0	6.7	4.2	
TRANSITION	C.H. 8 D	8+73.00	16.0	9+03.00	16.0	30.00	16.0	53.3	4.0	6.0	33.3	0.00	2.00	2.00	39.0	0.0	6.0	3.7	
TRANSITION	C.H. 8 D	9+03.00	16.0	9+40.50	16.0	37.50	16.0	66.7	4.0	6.0	41.7	1.63	1.50	3.13	73.1	6.1	5.6	7.3	
	C.H. 8 D	9+40.50	16.0	12+34.00	16.0	293.50	16.0	521.8	0.0	6.0	195.7	2.25	1.50	3.75	484.3	65.7	43.8	41.1	
	C.H. 8 D	12+34.00	18.0	21+04.00	1.0	870.00	9.5	918.3	0.0	6.0	580.0	2.25	1.50	3.75	1,011.4	115.7	77.1	121.8	
	GORE	9+40.50	18.0	11+34.00	2.0	193.50	-	0.0	0.0	0.0	169.1	0.00	0.00	3.75	114.1	0.0	0.0	35.5	
	GORE	11+34.00	2.0	12+34.00	2.0	100.00	2.0	22.2	0.0	0.0	0.0	2.25	1.50	0.00	15.0	2.8	1.9	0.0	
															TOTALS:	6,573.8	859.2	502.6	960.4

* APPLICATION RATE FOR BITUMINOUS MATERIALS (PRIME COAT) IS 0.45 LBS/SQ YD FOR INITIAL COAT AND 0.225 FOR FOG COATS.

SUMMARY

	BITUMINOUS MATERIALS (PRIME COAT) 40600275 (POUND)	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 40603240 (TON)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 40603545 (TON)	HOT-MIX ASPHALT SHOULDERS 48203100 (TON)
NB RURAL TOTAL:	76,253.9	10,083.6	5,885.1	9,978.8
NB RURAL ROUNDED:	76,260.0	10,090.0	5,890.0	9,980.0
SB RURAL TOTAL:	75,749.9	9,999.8	5,848.2	9,895.9
SB RURAL ROUNDED:	75,750.0	10,000.0	5,850.0	9,900.0
TOTAL:	152,010.0	20,090.0	11,740.0	19,880.0

INCIDENTAL HOT-MIX ASPHALT

LOCATION	STATION	AREA (SQ YD)	THICKNESS (IN)	BITUMINOUS MATERIALS (PRIME COAT) 40800025 (POUND)	INCIDENTAL HMA SURFACING 40800050 (TONS)
MEDIAN CROSSOVER	432+40.17	258.5	3.75	116.3	54.3
ROUNDED TOTAL:				120.0	60.0

SCHEDULE OF QUANTITIES

TEMPORARY RAMPS

NORTHBOUND

	LOCATION	TO	LOCATION	THICKNESS (IN)	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	TEMPORARY RAMP 40600990 (SQ YD)
NORTHBOUND								
STR	303+47.00		306+01.00			SN 057-0209		
NB	306+07.00		306+12.00	1.50	5.00	24.0	13.3	13.3
NB	306+09.36		306+12.69	1.00	3.33	40.0	14.8	14.8
NB	340+53.00		340+56.33	1.00	3.33	40.0	14.8	14.8
NB	341+23.00		341+28.00	1.50	5.00	40.0	22.2	22.2
STR	341+34.00		345+53.00			SN 057-0206		
NB	345+59.00		345+64.00	1.50	5.00	40.0	22.2	22.2
NB	346+30.67		346+34.00	1.00	3.33	40.0	14.8	14.8
NB	502+56.00		502+59.33	1.00	3.33	40.0	14.8	14.8
NB	503+26.00		503+31.00	1.50	5.00	40.0	22.2	22.2
STR	503+31.00		506+81.00			OVERHEAD SN 057-0204		
NB	506+81.00		506+86.00	1.50	5.00	40.0	22.2	22.2
NB	507+52.67		507+56.00	1.00	3.33	40.0	14.8	14.8
NB	548+80.00		548+83.33	1.00	3.33	44.0	16.3	16.3
NB	549+50.00		549+55.00	1.50	5.00	44.0	24.4	24.4
STR	549+61.00					SN 057-0203		
CH 12 RAMP B								
B	11+30.50		11+35.50	1.50	5.00	26.0	14.4	14.4
B	12+02.17		12+05.50	1.00	3.33	26.0	9.6	9.6
NB	362+00.00		364+00.00	3.50	200.00	11.7	259.3	259.3
NB	365+00.00		367+00.00	3.50	200.00	11.7	259.3	259.3
NB	362+00.00		364+00.00	1.50	200.00	5.0	111.1	111.1
NB	365+00.00		367+00.00	1.50	200.00	5.0	111.1	111.1
CH 12 RAMP C								
C	8+05.50		8+10.50	1.50	5.00	26.0	14.4	14.4
C	7+35.50		7+38.83	1.00	3.33	26.0	9.6	9.6
NB	323+00.00		324+00.00	3.50	100.00	11.7	129.6	129.6
NB	325+00.00		326+00.00	3.50	100.00	11.7	129.6	129.6
NB	323+00.00		324+00.00	1.50	100.00	5.0	55.6	55.6
NB	325+00.00		326+00.00	1.50	100.00	5.0	55.6	55.6
CH 8 RAMP B								
B	9+31.00		9+36.00	1.50	5.00	26.0	14.4	14.4
B	10+02.67		10+06.00	1.00	3.33	26.0	9.6	9.6
NB	518+00.00		520+00.00	2.25	200.00	7.5	166.7	166.7
NB	521+00.00		523+00.00	2.25	200.00	7.5	166.7	166.7
NB	518+00.00		520+00.00	1.50	200.00	5.0	111.1	111.1
NB	521+00.00		523+00.00	1.50	200.00	5.0	111.1	111.1
CH 8 RAMP C								
C	7+68.00		7+73.00	1.50	5.00	26.0	14.4	14.4
C	6+98.00		7+01.33	1.00	3.33	26.0	9.6	9.6
NB	488+00.00		489+00.00	2.25	100.00	7.5	83.3	83.3
NB	490+00.00		491+00.00	2.25	100.00	7.5	83.3	83.3
NB	488+00.00		489+00.00	1.50	100.00	5.0	55.6	55.6
NB	490+00.00		491+00.00	1.50	100.00	5.0	55.6	55.6
NB TOTAL:								2,257.4
NB ROUNDED:								2,260.0

SOUTHBOUND

	LOCATION	TO	LOCATION	THICKNESS (IN)	LENGTH (FOOT)	WIDTH (FEET)	AREA (SQ YD)	TEMPORARY RAMP 40600990 (SQ YD)
SOUTHBOUND								
STR	303+34.00		306+14.00			SN 057-0208		
SB	306+20.00		306+25.00	1.50	5.00	40.0	22.2	22.2
SB	306+22.36		306+25.69	1.00	3.33	40.0	14.8	14.8
SB	340+32.00		340+35.33	1.00	3.33	40.0	14.8	14.8
SB	341+02.00		341+07.00	1.50	5.00	40.0	22.2	22.2
STR	341+13.00		345+41.00			SN 057-0205		
SB	345+47.00		345+52.00	1.50	5.00	40.0	22.2	22.2
SB	346+18.67		346+22.00	1.00	3.33	40.0	14.8	14.8
SB	502+56.00		502+59.33	1.00	3.33	40.0	14.8	14.8
SB	503+26.00		503+31.00	1.50	5.00	40.0	22.2	22.2
STR	503+31.00		506+81.00			OVERHEAD SN 057-0204		
SB	506+81.00		506+86.00	1.50	5.00	40.0	22.2	22.2
SB	507+52.67		507+56.00	1.00	3.33	40.0	14.8	14.8
SB	549+23.00		549+26.33	1.00	3.33	44.0	16.3	16.3
SB	549+93.00		549+98.00	1.50	5.00	44.0	24.4	24.4
STR	550+04.00					SN 057-0203		
CH 12 RAMP A								
A	8+02.50		8+07.50	1.50	5.00	26.0	14.4	14.4
A	7+32.50		7+35.83	1.00	3.33	26.0	9.6	9.6
SB	363+00.00		364+00.00	3.50	100.00	11.7	129.6	129.6
SB	365+00.00		366+00.00	3.50	100.00	11.7	129.6	129.6
SB	363+00.00		364+00.00	1.50	100.00	5.0	55.6	55.6
SB	365+00.00		366+00.00	1.50	100.00	5.0	55.6	55.6
CH 12 RAMP D								
D	10+00.50		10+05.50	1.50	5.00	26.0	14.4	14.4
D	10+72.17		10+75.50	1.00	3.33	26.0	9.6	9.6
SB	321+00.00		323+00.00	3.50	200.00	11.7	259.3	259.3
SB	324+00.00		326+00.00	3.50	200.00	11.7	259.3	259.3
SB	321+00.00		323+00.00	1.50	200.00	5.0	111.1	111.1
SB	324+00.00		326+00.00	1.50	200.00	5.0	111.1	111.1
CH 8 RAMP A								
A	6+98.00		7+03.00	1.50	5.00	26.0	14.4	14.4
A	6+28.00		6+31.33	1.00	3.33	26.0	9.6	9.6
SB	522+00.00		523+00.00	2.25	100.00	7.5	83.3	83.3
SB	524+00.00		525+00.00	2.25	100.00	7.5	83.3	83.3
SB	522+00.00		523+00.00	1.50	100.00	5.0	55.6	55.6
SB	524+00.00		525+00.00	1.50	100.00	5.0	55.6	55.6
CH 8 RAMP D								
D	8+28.00		8+33.00	1.50	5.00	26.0	14.4	14.4
D	8+99.67		9+03.00	1.00	3.33	26.0	9.6	9.6
SB	492+00.00		494+00.00	2.25	200.00	7.5	166.7	166.7
SB	489+00.00		491+00.00	2.25	200.00	7.5	166.7	166.7
SB	492+00.00		494+00.00	1.50	200.00	5.0	111.1	111.1
SB	489+00.00		491+00.00	1.50	200.00	5.0	111.1	111.1
SB TOTAL:								2,266.3
SB ROUNDED:								2,270.0
NB ROUNDED:								2,260.0
GRAND TOTAL:								4,530.0

SCHEDULE OF QUANTITIES

PAVEMENT MARKING (SHEET 1 OF 2)

PAVEMENT MARKING, LINE 4" NORTHBOUND

LOCATION	STATION	TO	STATION	LENGTH (FOOT)	PREFORMED PLASTIC # OF WHITE STRIPES	MODIFIED URETHANE # OF WHITE STRIPES	MODIFIED URETHANE # OF YELLOW STRIPES	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4" 78004210 (FEET)		MODIFIED URETHANE PAVEMENT MARKING, 4" 78009004 (FEET)		
								WHITE	YELLOW	WHITE	YELLOW	
NB RURAL	306+01.00		306+35.80	34.8	0.25	1.00	1.00	8.7	0.0	34.8	34.8	
	306+35.80 BK		305+66.49 AH									
NB RURAL	305+66.49		323+04.00	1,737.5	0.25	1.00	1.00	434.4	0.0	1,737.5	1,737.5	
NB RURAL	323+04.00		329+65.00	661.0	0.25	0.00	1.00	165.3	0.0	0.0	661.0	
NB RURAL	329+65.00		341+34.00	1,169.0	0.25	1.00	1.00	292.3	0.0	1,169.0	1,169.0	
NB RURAL	341+34.00		345+53.00	419.0	0.00	1.25	1.00	0.0	0.0	523.8	419.0	
NB RURAL	345+53.00		355+52.00	999.0	0.25	1.00	1.00	249.8	0.0	999.0	999.0	
NB RURAL	355+52.00		370+13.00	1,461.0	0.25	0.00	1.00	365.3	0.0	0.0	1,461.0	
NB RURAL	370+13.00		377+24.54	711.5	0.25	1.00	1.00	177.9	0.0	711.5	711.5	
	377+24.54 BK		377+00.00 AH									
NB RURAL	377+00.00		487+62.00	11,062.0	0.25	1.00	1.00	2,765.5	0.0	11,062.0	11,062.0	
NB RURAL	487+62.00		494+23.00	661.0	0.25	0.00	1.00	165.3	0.0	0.0	661.0	
NB RURAL	494+23.00		503+31.00	908.0	0.25	1.00	1.00	227.0	0.0	908.0	908.0	
NB RURAL	503+31.00		506+81.00	350.0	0.00	1.25	1.00	0.0	0.0	437.5	350.0	
NB RURAL	506+81.00		514+45.00	764.0	0.25	1.00	1.00	191.0	0.0	764.0	764.0	
NB RURAL	514+45.00		526+04.00	1,159.0	0.25	0.00	1.00	289.8	0.0	0.0	1,159.0	
NB RURAL	526+04.00		549+61.00	2,357.0	0.25	1.00	1.00	589.3	0.0	2,357.0	2,357.0	
								WHITE	YELLOW	WHITE	YELLOW	
								NB MAINLINE RURAL:	5,921.6	0.0	20,704.1	24,453.8
								NB MAINLINE RURAL TOTAL:	5,921.6		45,157.9	

PAVEMENT MARKING, LINE 4" SOUTHBOUND

LOCATION	STATION	TO	STATION	LENGTH (FOOT)	PREFORMED PLASTIC # OF WHITE STRIPES	MODIFIED URETHANE # OF WHITE STRIPES	MODIFIED URETHANE # OF YELLOW STRIPES	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4" 78004210 (FEET)		MODIFIED URETHANE PAVEMENT MARKING, 4" 78009004 (FEET)		
								WHITE	YELLOW	WHITE	YELLOW	
SB RURAL	306+14.00		306+35.80	21.8	0.25	1.00	1.00	5.4	0.0	21.8	21.8	
	306+35.80 BK		305+66.49 AH									
SB RURAL	305+66.49		318+89.00	1,322.5	0.25	1.00	1.00	330.6	0.0	1,322.5	1,322.5	
SB RURAL	318+89.00		331+35.00	1,246.0	0.25	0.00	1.00	311.5	0.0	0.0	1,246.0	
SB RURAL	331+35.00		341+13.00	978.0	0.25	1.00	1.00	244.5	0.0	978.0	978.0	
SB RURAL	341+13.00		345+41.00	428.0	0.00	1.25	1.00	0.0	0.0	535.0	428.0	
SB RURAL	345+41.00		359+46.00	1,405.0	0.25	1.00	1.00	351.3	0.0	1,405.0	1,405.0	
SB RURAL	359+46.00		366+00.00	654.0	0.25	0.00	1.00	163.5	0.0	0.0	654.0	
SB RURAL	366+00.00		377+24.54	1,124.5	0.25	1.00	1.00	281.1	0.0	1,124.5	1,124.5	
	377+24.54 BK		377+00.00 AH									
SB RURAL	377+00.00		485+14.00	10,814.0	0.25	1.00	1.00	2,703.5	0.0	10,814.0	10,814.0	
SB RURAL	485+14.00		496+80.00	1,166.0	0.25	0.00	1.00	291.5	0.0	0.0	1,166.0	
SB RURAL	496+80.00		503+31.00	651.0	0.25	1.00	1.00	162.8	0.0	651.0	651.0	
SB RURAL	503+31.00		506+81.00	350.0	0.00	1.25	1.00	0.0	0.0	437.5	350.0	
SB RURAL	506+81.00		519+31.00	1,250.0	0.25	1.00	1.00	312.5	0.0	1,250.0	1,250.0	
SB RURAL	519+31.00		525+22.00	591.0	0.25	0.00	1.00	147.8	0.0	0.0	591.0	
SB RURAL	525+22.00		550+04.00	2,482.0	0.25	1.00	1.00	620.5	0.0	2,482.0	2,482.0	
								WHITE	YELLOW	WHITE	YELLOW	
								SB MAINLINE RURAL:	5,926.5	0.0	21,021.3	24,483.8
								SB MAINLINE RURAL TOTAL:	5,926.5		45,505.1	

PAVEMENT MARKING, LINE 4" NORTHBOUND RAMPS

LOCATION	STATION	TO	STATION	LENGTH (FOOT)	# OF WHITE STRIPES	# OF YELLOW STRIPES	MODIFIED URETHANE PAVEMENT MARKING, 4" 78009004 (FEET)		
							WHITE	YELLOW	
CH 12 RAMP B	11+30.50		12+80.50	150.0	1.00	1.00	150.0	150.0	
CH 12 RAMP B	12+80.50		27+47.27	1,466.8	1.00	0.00	1,466.8	0.0	
CH 12 RAMP C	0+00.00		6+60.50	660.5	1.00	0.00	660.5	0.0	
CH 12 RAMP C	6+60.50		8+10.50	150.0	1.00	1.00	150.0	150.0	
CH 8 RAMP B	9+31.00		10+43.50	112.5	1.00	1.00	112.5	112.5	
CH 8 RAMP B	10+43.50		22+00.00	1,156.5	1.00	0.00	1,156.5	0.0	
CH 8 RAMP C	0+00.00		6+60.50	660.5	1.00	0.00	660.5	0.0	
CH 8 RAMP C	6+60.50		7+73.00	112.5	1.00	1.00	112.5	112.5	
							WHITE	YELLOW	
							NB RURAL RAMPS:	4,469.3	525.0
							NB RURAL RAMPS TOTAL:	4,994.3	

PAVEMENT MARKING, LINE 4" SOUTHBOUND RAMPS

LOCATION	STATION	TO	STATION	LENGTH (FOOT)	# OF WHITE STRIPES	# OF YELLOW STRIPES	MODIFIED URETHANE PAVEMENT MARKING, 4" 78009004 (FEET)		
							WHITE	YELLOW	
CH 12 RAMP A	0+00.00		6+57.50	657.5	1.00	0.00	657.5	0.0	
CH 12 RAMP A	6+57.50		8+07.50	150.0	1.00	1.00	150.0	150.0	
CH 12 RAMP D	10+00.50		11+50.50	150.0	1.00	1.00	150.0	150.0	
CH 12 RAMP D	11+50.50		23+95.61	1,245.1	1.00	0.00	1,245.1	0.0	
CH 8 RAMP A	0+00.00		5+90.50	590.5	1.00	0.00	590.5	0.0	
CH 8 RAMP A	5+90.50		7+03.00	112.5	1.00	1.00	112.5	112.5	
CH 8 RAMP D	8+28.00		9+40.50	112.5	1.00	1.00	112.5	112.5	
CH 8 RAMP D	9+40.50		21+04.00	1,163.5	1.00	0.00	1,163.5	0.0	
							WHITE	YELLOW	
							SB RURAL RAMPS:	4,181.6	525.0
							SB RURAL RAMPS TOTAL:	4,706.6	

PAVEMENT MARKING, LINE 4" SUMMARY

	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4" 78004210 (FEET)	MODIFIED URETHANE PAVEMENT MARKING, 4" 78009004 (FEET)
NB MAINLINE RURAL TOTAL:	5,921.6	45,157.9
NB RURAL RAMPS TOTAL:	0.0	4,994.3
NB ROUNDED TOTAL:	5,930.0	50,160.0
SB MAINLINE RURAL TOTAL:	5,926.5	45,505.1
SB RURAL RAMPS TOTAL:	0.0	4,706.6
SB ROUNDED TOTAL:	5,930.0	50,220.0
GRAND TOTAL:	11,860.0	100,380.0

SCHEDULE OF QUANTITIES

PAVEMENT MARKING (SHEET 2 OF 2)

MODIFIED URETHANE PAVEMENT MARKING, LINE 8"

LOCATION	STATION	TO	STATION	# OF WHITE STRIPES	# OF YELLOW STRIPES	LENGTH (FOOT)	MODIFIED URETHANE PAVEMENT MARKING, 8" 78009008 (FEET)	
							WHITE	YELLOW
NB RURAL RAMPS:								
CH 12 RAMP C	326+00.00		329+65.00	2	0	365.0	730.0	0.0
CH 12 RAMP B	355+52.00		361+62.00	2	0	610.0	1,220.0	0.0
CH 8 RAMP C	490+70.00		494+23.00	2	0	353.0	706.0	0.0
CH 8 RAMP B	514+45.00		518+28.00	2	0	383.0	766.0	0.0
SB RURAL RAMPS:								
CH 12 RAMP D	326+27.00		331+35.00	2	0	508.0	1,016.0	0.0
CH 12 RAMP A	359+46.00		362+76.00	2	0	330.0	660.0	0.0
CH 8 RAMP D	493+84.00		496+80.00	2	0	296.0	592.0	0.0
CH 8 RAMP A	519+31.00		522+20.00	2	0	289.0	578.0	0.0
							WHITE	YELLOW
SUB TOTAL NB RURAL:							3,422.0	0.0
NB TOTAL:							3,422.0	
NB ROUNDED TOTAL:							3,430.0	
SUB TOTAL SB RURAL:							2,846.0	0.0
SB TOTAL:							2,846.0	
SB ROUNDED TOTAL:							2,850.0	
GRAND TOTAL:							6,280.0	

SCHEDULE OF QUANTITIES

EARTH EXCAVATION

LOCATION	EARTH EXCAVATION 20200100 (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE(+) OR SHORTAGE (-) (CU YD)	FURNISHED EXCAVATION 20400800 (CU YD)	
RURAL SECTION						
NORTHBOUND:						
I-39 NB LEFT STA. 305+37.00 - 511+11.20	0.0	0.0	1,407.3	-1,407.3	1,407.3	
I-39 NB RIGHT STA. 305+19.00 - 550+51.00	0.0	0.0	963.3	-963.3	963.3	
CH 12 RAMP B LEFT	0.0	0.0	1.2	-1.2	1.2	
CH 12 RAMP B RIGHT	0.0	0.0	58.5	-58.5	58.5	
CH 12 RAMP C LEFT	0.0	0.0	0.5	-0.5	0.5	
CH 12 RAMP C RIGHT	0.0	0.0	22.1	-22.1	22.1	
CH 8 RAMP B LEFT	0.0	0.0	0.6	-0.6	0.6	
CH 8 RAMP B RIGHT	0.0	0.0	35.6	-35.6	35.6	
CH 8 RAMP C LEFT	0.0	0.0	0.4	-0.4	0.4	
CH 8 RAMP C RIGHT	0.0	0.0	18.5	-18.5	18.5	
SOUTHBOUND:						
I-39 SB LEFT STA. 305+67.00 - 551+53.00	0.0	0.0	1,028.2	-1,028.2	1,028.2	
I-39 SB RIGHT STA. 305+48.00 - 511+11.20	0.0	0.0	1,362.5	-1,362.5	1,362.5	
CH 12 RAMP A LEFT	0.0	0.0	24.6	-24.6	24.6	
CH 12 RAMP A RIGHT	0.0	0.0	0.0	0.0	0.0	
CH 12 RAMP D LEFT	0.0	0.0	54.2	-54.2	54.2	
CH 12 RAMP D RIGHT	0.0	0.0	1.2	-1.2	1.2	
CH 8 RAMP A LEFT	0.0	0.0	13.2	-13.2	13.2	
CH 8 RAMP A RIGHT	0.0	0.0	0.3	-0.3	0.3	
CH 8 RAMP D LEFT	0.0	0.0	90.6	-90.6	90.6	
CH 8 RAMP D RIGHT	0.0	0.0	1.0	-1.0	1.0	
						ROUND TO:
NB RURAL:	0.0	0.0	2,508.0	-2,508.0	2,508.0	2,510.0
SB RURAL:	0.0	0.0	2,575.8	-2,575.8	2,575.8	2,580.0
GRAND TOTAL:	0.0	0.0	5,083.8	-5,083.8	5,083.8	
ROUNDED TOTAL:	0.0	0.0	5,090.0	-5,090.0	5,090.0	5,090.0

NOTES:

1. THE SHRINKAGE FACTOR USED IS 25%.
2. SHRINKAGE, EMBANKMENT, AND BALANCE IS FOR INFORMATION ONLY.
3. NO PAYMENT WILL BE ALLOWED FOR OVERHAUL
4. EXCAVATION REQUIRED FOR PCC BASE COURSE, FULL DEPTH BITUMINOUS PAVEMENT, BITUMINOUS SHOULDERS, BITUMINOUS BASE COURSE AND AGGREGATE SHOULDER IS MEASURED AND PAID FOR AS EARTH EXCAVATION

SCHEDULE OF QUANTITIES

EROSION CONTROL

PERIMETER EROSION BARRIER

PERIMETER EROSION BARRIER 28000400 (FOOT)							
STATION	OFFSET	TO	STATION	OFFSET	FEATURE	LENGTH (FT)	
						NORTHBOUND	SOUTHBOUND
305+75.00 BK	90' LT		310+00.00	90' LT	BRIDGE		495.0
305+20.00 BK	75' RT		306+00.00 AH	75' RT	BRIDGE	148.0	
342+10.00	113.7' LT		342+35.00	62.2' LT	BRIDGE		75.0
342+58.00	20' LT		342+58.00	20' RT	BRIDGE	20.0	20.0
342+68.00	62.5' RT		342+44.00	111.7' RT	BRIDGE	75.0	
344+08.00	20' LT		344+08.00	20' RT	BRIDGE	20.0	20.0
344+29.00	62.4' RT		344+53.00	113.5' RT	BRIDGE	75.0	
344+36.00	111.6' LT		344+10.00	62.2' LT	BRIDGE		75.0
547+00.00	85' LT		551+34.40	85' LT	BRIDGE		426.0
551+34.40	85' LT		551+36.20	46.2' LT	BRIDGE		39.0
546+15.00	66' RT		550+22.00	66' RT	BRIDGE	413.0	
550+22.00	66' RT		550+51.30	46' RT	BRIDGE	36.0	
TOTAL:						787.0	1,150.0
TOTAL:						1,937.0	

HEAVY DUTY EROSION CONTROL BLANKET

HEAVY DUTY EROSION CONTROL BLANKET 25100635 (SQ YD)							
STATION	OFFSET	TO	STATION	OFFSET	FEATURE	AREA FROM CADD (SQ YD)	
						NORTHBOUND	SOUTHBOUND
338+00.00	69.6' LT		342+35.00	76.7' LT	BRIDGE		1,090.0
341+00.00	64.4' LT		342+65.00	73.4' RT	BRIDGE	210.0	
TOTAL:						210.0	1,090.0
TOTAL:						1,300.0	

TEMPORARY DITCH CHECKS

TEMPORARY DITCH CHECKS 28000305 (FOOT)			
STATION	OFFSET	LENGTH (FT)	
		NORTHBOUND	SOUTHBOUND
305+43.00	0.0'	10.0	10.0
306+15.00 BK	128.0' LT		20.0
306+00.00 AH	137.5' LT		25.0
307+00.00	153' LT		25.0
308+00.00	167' LT		25.0
309+00.00	175.5' LT		25.0
305+28.00	109.5' RT	25.0	
305+70.00 BK	107.9' RT	25.0	
306+00.00 BK	106.2' RT	25.0	
306+25.00 BK	104.8' RT	25.0	
305+75.00 AH	103.7' RT	25.0	
306+00.00 AH	102.3' RT	25.0	
306+25.00 AH	100.8' RT	25.0	
306+50.00	99.4' RT	25.0	
306+75.00	98.0' RT	25.0	
307+00.00	96.5' RT	25.0	
307+25.00	94.7' RT	25.0	
307+50.00	92.8' RT	25.0	
307+75.00	91.0' RT	25.0	
308+00.00	89.0' RT	25.0	
308+33.00	86.6' RT	25.0	
308+66.00	84.0' RT	25.0	
309+00.00	82.0' RT	25.0	
331+25.00	194.8' RT	35.0	
332+90.00	172.6' LT		20.0
354+00.00	158.2' RT	15.0	
357+75.00	138.1' LT		15.0
548+00.00	148.0' LT		25.0
549+00.00	141.0' LT		25.0
550+00.00	142.0' LT		25.0
551+00.00	133.0' LT		25.0
552+00.00	90.0' LT		25.0
547+00.00	74.0' RT	25.0	
548+00.00	72.0' RT	25.0	
549+00.00	71.0' RT	25.0	
550+00.00	68.0' RT	25.0	
551+15.00	60.0' RT	25.0	
TOTAL:		610.0	290.0
TOTAL:		900.0	

INLET AND PIPE PROTECTION

INLET AND PIPE PROTECTION 28000500 (EACH)			
STATION	OFFSET	FEATURE	# EACH
307+50.00	0.0'	MEDIAN INLET	1.0
321+00.00	5.0' RT	MEDIAN INLET	1.0
340+75.00	1.0' RT	MEDIAN INLET	1.0
349+90.00	1.0' LT	MEDIAN INLET	1.0
360+50.00	1.0' RT	MEDIAN INLET	1.0
398+00.00	0.0'	MEDIAN INLET	1.0
408+00.00	0.0'	MEDIAN INLET	1.0
414+00.00	0.0'	MEDIAN INLET	1.0
427+00.00	0.0'	MEDIAN INLET	1.0
432+90.00	0.0'	MEDIAN INLET	1.0
449+00.00	0.0'	MEDIAN INLET	1.0
451+30.00	13.0' RT	MEDIAN INLET	1.0
473+00.00	0.0'	MEDIAN INLET	1.0
487+00.00	8.0' LT	MEDIAN INLET	1.0
499+00.00	0.0'	MEDIAN INLET	1.0
510+73.00	1.0' LT	MEDIAN INLET	1.0
TOTAL:			16.0

SCHEDULE OF QUANTITIES

REMOVAL

PCC/HMA SURFACE REMOVAL – BUTT JOINT

LOCATION	TO	LOCATION	THICKNESS (IN)	LENGTH (FOOT)	WIDTH (FEET)	AREA (SQ YD)	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT 40600985 (SQ YD)	
NORTHBOUND								
NB RURAL	306+07.00	306+35.80	1.50	28.80	24.0	76.8	76.8	
STATION EQUATION	306+35.80	305+66.49						
NB RURAL	305+66.49	305+82.69	1.50	16.20	24.0	43.2	43.2	
NB RURAL	340+83.00	341+28.00	1.50	45.00	40.0	200.0	200.0	
NB RURAL	345+59.00	346+04.00	1.50	45.00	40.0	200.0	200.0	
NB RURAL	502+86.00	503+31.00	1.50	45.00	40.0	200.0	200.0	
NB RURAL	506+81.00	507+26.00	1.50	45.00	40.0	200.0	200.0	
NB RURAL	549+10.00	549+55.00	1.50	45.00	44.0	220.0	220.0	
C.H. 12 RAMP B	11+30.50	11+75.50	1.50	45.00	26.0	130.0	130.0	
C.H. 12 RAMP C	7+65.50	8+10.50	1.50	45.00	26.0	130.0	130.0	
C.H. 8 RAMP B	9+31.00	9+76.00	1.50	45.00	26.0	130.0	130.0	
C.H. 8 RAMP C	7+28.00	7+73.00	1.50	45.00	26.0	130.0	130.0	
SOUTHBOUND								
SB RURAL	306+20.00	306+35.80	1.50	15.80	40.0	70.2	70.2	
STATION EQUATION	306+35.80	305+66.49						
SB RURAL	305+66.49	305+95.69	1.50	29.20	40.0	129.8	129.8	
SB RURAL	340+62.00	341+07.00	1.50	45.00	40.0	200.0	200.0	
SB RURAL	345+47.00	345+92.00	1.50	45.00	40.0	200.0	200.0	
SB RURAL	502+86.00	503+31.00	1.50	45.00	40.0	200.0	200.0	
SB RURAL	506+81.00	507+26.00	1.50	45.00	40.0	200.0	200.0	
SB RURAL	549+53.00	549+98.00	1.50	45.00	44.0	220.0	220.0	
C.H. 12 RAMP A	7+62.50	8+07.50	1.50	45.00	26.0	130.0	130.0	
C.H. 12 RAMP D	10+00.50	10+45.50	1.50	45.00	26.0	130.0	130.0	
C.H. 8 RAMP A	6+58.00	7+03.00	1.50	45.00	26.0	130.0	130.0	
C.H. 8 RAMP D	8+28.00	8+73.00	1.50	45.00	26.0	130.0	130.0	
							NB RURAL:	1,660.0
							SB RURAL:	1,740.0
							TOTAL:	3,400.0
							ROUNDED:	3,400.0

GUARDRAIL REMOVAL

LOCATION	TO	LOCATION	LENGTH (FOOT)	GUARDRAIL REMOVAL 63200310 (FOOT)	
NORTHBOUND					
NB RURAL	RT	305+03.00	306+35.80	BK 132.80	
NB RURAL	RT	305+66.49	AH 305+76.00	9.51	
NB RURAL	RT	335+17.00	342+80.00	765.00	
NB RURAL	LT	339+30.00	342+71.00	341.00	
NB RURAL	RT	344+17.00	345+76.00	163.00	
NB RURAL	RT	547+07.00	550+69.00	366.00	
SOUTHBOUND					
SB RURAL	RT	305+32.00	306+35.80	BK 103.80	
SB RURAL	RT	305+66.49	AH 308+03.00	236.51	
SB RURAL	LT	305+47.00	306+35.80	BK 88.80	
SB RURAL	LT	305+66.49	AH 308+56.00	289.51	
SB RURAL	LT	337+60.00	342+51.00	491.00	
SB RURAL	LT	343+95.00	348+42.00	438.00	
SB RURAL	RT	344+03.00	347+41.00	337.00	
SB RURAL	LT	546+82.00	551+53.00	466.00	
				NB TOTAL:	1,777.31
				NB ROUNDED:	1,780.00
				SB TOTAL:	2,450.62
				SB ROUNDED:	2,460.00
				TOTAL:	4,240.00

PCC SURFACE REMOVAL – VARIABLE DEPTH

LOCATION	STATION	TO	STATION	SHOULDER WIDTH AT LOCATION (FT)	LENGTH (FOOT)	WIDTH (FEET)	AREA (SQ YD)	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH) X4400100 (SQ YD)
NORTHBOUND								
NB DL SHOULDER	338+28.00		341+28.00	10.0	300.00	6.0	200.0	200.0
NB PL SHOULDER	345+59.00		347+59.00	6.00	200.00	6.0	133.3	133.3
NB DL SHOULDER	356+00.00		357+00.00	10.00	100.00	6.0	66.7	66.7
NB PL SHOULDER	546+55.00		549+55.00	6.00	300.00	6.0	200.0	200.0
SOUTHBOUND								
SB DL SHOULDER	336+07.00		341+07.00	10.00	500.00	6.0	333.3	333.3
SB DL SHOULDER	345+47.00		350+47.00	10.00	500.00	6.0	333.3	333.3
SB PL SHOULDER	345+47.00		347+47.00	6.00	200.00	6.0	133.3	133.3
SB DL SHOULDER	370+00.00		372+00.00	10.00	200.00	6.0	133.3	133.3
SB DL SHOULDER	548+98.00		549+98.00	10.00	100.00	6.0	66.7	66.7
SB PL SHOULDER	548+98.00		549+98.00	6.00	100.00	6.0	66.7	66.7
							NB RURAL:	600.0
							SB RURAL:	1,066.7
							TOTAL:	1,666.7
							ROUNDED:	1,670.0

PAVEMENT MARKING REMOVAL

STATION	TO	STATION	# OF WHITE STRIPES	# OF YELLOW STRIPES	LENGTH (FOOT)	STRIPE WIDTH (IN)	PAVEMENT MARKING REMOVAL 78300100 (SQ FT)	
NORTHBOUND								
SN 057-0206	NB RURAL CL	341+34.00		345+53.00	0.25	0.00	419.0	
	NB RURAL CL	503+31.00		506+81.00	0.25	0.00	350.0	
SOUTHBOUND								
SN 057-0205	SB RURAL CL	341+13.00		345+41.00	0.25	0.00	428.0	
	NB RURAL CL	503+31.00		506+81.00	0.25	0.00	350.0	
							NB RURAL TOTAL:	64.1
							NB RURAL ROUNDED:	70.0
							SB RURAL TOTAL:	64.9
							SB RURAL ROUNDED:	70.0
							TOTAL:	140.0

SCHEDULE OF QUANTITIES

GUARDRAIL NORTHBOUND

		LOCATION	TO	LOCATION	LENGTH (FOOT)	STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS 63000001 (FOOT)	STEEL PLATE BEAM GUARDRAIL TYPE A, 9 FOOT POSTS 63000003 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT 63100167 (EACH)	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 64300260 (EACH)	GUARDRAIL MARKER, TYPE A 78200410 (EACH)	BARRIER WALL MARKERS, TYPE C 78200530 (EACH)	TERMINAL MARKER - DIRECT APPLIED 78201000 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 (SPECIAL) X6310179 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL) X6310214 (EACH)	
NB RURAL	RT	305+18.09		305+32.76	14.67				1.0									
NB RURAL	RT	305+32.76		306+35.80	BK	137.5							0.0	0.0				
NB RURAL	RT	305+66.49	AH	306+01.94														
NB RURAL	RT	306+01.94		306+14.44				1.0										
NB RURAL	LT	339+63.22		340+13.22	50.00						1.0				1.0			
NB RURAL	LT	340+13.22		342+12.88	200.00	200.0							3.0	2.0				
NB RURAL	LT	342+12.88		342+56.03	43.15				1.0									
NB RURAL	RT	335+35.80		335+85.80	50.00						1.0				1.0			
NB RURAL	RT	335+85.80		342+22.09	637.50		637.5						6.0	1.0				
NB RURAL	RT	342+22.09		342+65.24	43.15													1.0
NB RURAL	RT	344+30.36		344+45.03	14.67											1.0		
NB RURAL	RT	344+45.03		345+91.26	150.00		150.0						2.0	0.0				
NB RURAL	RT	345+91.26		346+03.76	12.50			1.0										
NB RURAL				511+50.00								0.5						
NB RURAL	RT	543+95.00		544+45.00	50.00						1.0				1.0			
NB RURAL	RT	544+45.00		550+25.85	587.50	587.5							5.0	0.0				
NB RURAL	RT	550+25.85		550+69.00	43.15				1.0									
NORTHBOUND TOTALS:						925.0	787.5	2.0	1.0	2.0	3.0	0.5	16.0	3.0	3.0	1.0	1.0	

SOUTHBOUND

		LOCATION	TO	LOCATION	LENGTH (FOOT)	STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS 63000001 (FOOT)	STEEL PLATE BEAM GUARDRAIL TYPE A, 9 FOOT POSTS 63000003 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT 63100167 (EACH)	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 64300260 (EACH)	GUARDRAIL MARKER, TYPE A 78200410 (EACH)	BARRIER WALL MARKERS, TYPE C 78200530 (EACH)	TERMINAL MARKER - DIRECT APPLIED 78201000 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 (SPECIAL) X6310179 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL) X6310214 (EACH)	
SB RURAL	RT	305+47.05		305+90.20	43.15													
SB RURAL	RT	305+90.20		306+35.80	BK	212.5							3.0	2.0				
SB RURAL	RT	305+66.49	AH	307+33.14											1.0			
SB RURAL	RT	307+33.14		307+83.14	50.00						1.0							
SB RURAL	LT	305+62.07		306+05.22	43.15					1.0								
SB RURAL	LT	306+05.22		306+35.80	BK	137.5							2.0	2.0				
SB RURAL	LT	305+66.49	AH	306+72.80							1.0				1.0			
SB RURAL	LT	306+72.80		307+22.80	50.00													
SB RURAL	LT	344+08.24		344+51.39	43.15													1.0
SB RURAL	LT	344+51.39		346+57.85	200.00		200.0						4.0	1.0				
SB RURAL	LT	346+57.85		347+07.85	50.00						1.0				1.0			
SB RURAL	RT	344+15.62		344+58.77	43.15					1.0								
SB RURAL	RT	344+58.77		345+97.88	137.50		137.5						3.0	2.0				
SB RURAL	RT	345+97.88		346+47.88	50.00						1.0				1.0			
SB RURAL	LT	338+08.01		338+20.51	12.50			1.0										
SB RURAL	LT	338+20.51		342+21.07	400.00		400.0						2.0	0.0				
SB RURAL	LT	342+21.07		342+35.74	14.67											1.0		
SB RURAL				511+50.00								0.5						
SB RURAL	LT	546+72.00		546+84.50	12.50			1.0										
SB RURAL	LT	546+84.50		551+39.33	450.00	450.0							1.0	0.0				
SB RURAL	LT	551+39.33		551+54.00	14.67				1.0									
SOUTHBOUND TOTALS:						937.5	600.0	2.0	1.0	3.0	4.0	0.5	15.0	7.0	4.0	1.0	1.0	
GRAND TOTAL (NB & SB):						1,862.5	1,387.5	4.0	2.0	5.0	7.0	1.0	31.0	10.0	7.0	2.0	2.0	

SCHEDULE OF QUANTITIES

PATCHING

CLASS A PATCHES (NORTHBOUND)

	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	CLASS A PATCHES, TYPE I, 10 INCH 44200549 (SQ YD)	CLASS A PATCHES, TYPE II, 10 INCH 44200553 (SQ YD)	CLASS A PATCHES, TYPE III, 10 INCH 44200557 (SQ YD)	CLASS A PATCHES, TYPE IV, 10 INCH 44200559 (SQ YD)	PATCHING REINFORCEMENT 44213000 (SQ YD)	SAW CUTS 44213200 (FOOT)	TIE BARS 3/4" 44213204 (EACH)
NBPL	309+95.00		310+30.00	35.0	12.0	0.0	0.0	0.0	46.7	46.7	153.0	35.0
NBDL	310+75.00		310+79.00	4.0	12.0	0.0	5.3	0.0	0.0	5.3	60.0	0.0
NBDL	315+30.00		315+36.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	317+20.00		317+26.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	319+10.00		319+16.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	323+65.00		323+73.00	8.0	12.0	0.0	10.7	0.0	0.0	10.7	72.0	0.0
NBDL	326+40.00		326+46.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	328+00.00		328+50.00	50.0	6.0	0.0	0.0	0.0	33.3	33.3	174.0	50.0
NBDL	328+40.00		328+65.00	25.0	6.0	0.0	0.0	16.7	0.0	16.7	99.0	25.0
NBDL	328+95.00		329+01.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	330+35.00		331+35.00	100.0	6.0	0.0	0.0	0.0	66.7	66.7	324.0	100.0
NBDL	336+45.00		336+65.00	20.0	12.0	0.0	0.0	0.0	26.7	26.7	108.0	20.0
NBDL	337+45.00		337+75.00	30.0	12.0	0.0	0.0	0.0	40.0	40.0	138.0	30.0
NBPL	339+60.00		339+90.00	30.0	12.0	0.0	0.0	0.0	40.0	40.0	138.0	30.0
NBDL	344+95.00		345+01.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	345+00.00		345+20.00	20.0	6.0	0.0	13.3	0.0	0.0	13.3	84.0	20.0
NBDL	353+45.00		353+51.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	357+10.00		357+40.00	30.0	6.0	0.0	0.0	20.0	0.0	20.0	114.0	30.0
NBDL	357+75.00		357+81.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	360+15.00		360+21.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBPL	360+15.00		360+23.00	8.0	6.0	0.0	5.3	0.0	0.0	5.3	48.0	0.0
NBPL	360+75.00		360+83.00	8.0	12.0	0.0	10.7	0.0	0.0	10.7	72.0	0.0
NBDL	363+65.00		363+71.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	364+90.00		366+90.00	200.0	6.0	0.0	0.0	0.0	133.3	133.3	624.0	200.0
NBDL	376+25.00		376+31.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	376+80.00		376+86.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	380+40.00		380+60.00	20.0	12.0	0.0	0.0	0.0	26.7	26.7	108.0	20.0
NBDL	394+40.00		394+48.00	8.0	12.0	0.0	10.7	0.0	0.0	10.7	72.0	0.0
NBDL	400+00.00		400+06.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	402+40.00		402+46.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	416+00.00		416+06.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	425+40.00		425+46.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	426+50.00		426+56.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	427+25.00		427+31.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	429+50.00		429+56.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	429+90.00		429+96.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	431+35.00		431+41.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	432+15.00		432+23.00	8.0	12.0	0.0	10.7	0.0	0.0	10.7	72.0	0.0
NBDL	433+25.00		433+31.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	435+40.00		435+46.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	442+30.00		442+36.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	448+85.00		448+91.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NBDL	450+20.00		450+26.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	458+70.00		458+76.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	473+20.00		473+26.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
NBDL	476+00.00		476+06.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
NORTHBOUND TOTAL:						64.0	170.7	36.7	413.4	684.8	3,990.0	560.0
NB TOTAL ROUNDED:						70.0	180.0	40.0	420.0	710.0	3,990.0	560.0

SCHEDULE OF QUANTITIES

PATCHING

CLASS A PATCHES (SOUTHBOUND)

	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	CLASS A PATCHES, TYPE I, 10 INCH 44200549 (SQ YD)	CLASS A PATCHES, TYPE II, 10 INCH 44200553 (SQ YD)	CLASS A PATCHES, TYPE III, 10 INCH 44200557 (SQ YD)	CLASS A PATCHES, TYPE IV, 10 INCH 44200559 (SQ YD)	PATCHING REINFORCEMENT 44213000 (SQ YD)	SAW CUTS 44213200 (FOOT)	TIE BARS 3/4" 44213204 (EACH)
SBDL	306+00.00		306+20.00	20.0	12.0	0.0	0.0	0.0	26.7	26.7	108.0	20.0
SBPL	306+00.00		306+06.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
SBDL	310+00.00		310+50.00	50.0	12.0	0.0	0.0	0.0	66.7	66.7	198.0	50.0
SBDL	325+20.00		325+26.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
SBDL	327+75.00		327+81.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
SBDL	330+20.00		330+26.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
SBDL	334+80.00		335+30.00	50.0	6.0	0.0	0.0	0.0	33.3	33.3	174.0	50.0
SBDL	335+50.00		335+56.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
SBDL	337+80.00		337+86.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
SBDL	345+00.00		346+00.00	100.0	6.0	0.0	0.0	0.0	66.7	66.7	324.0	100.0
SBDL	345+70.00		345+90.00	20.0	6.0	0.0	13.3	0.0	0.0	13.3	84.0	20.0
SBPL	347+55.00		347+65.00	10.0	6.0	0.0	6.7	0.0	0.0	6.7	54.0	0.0
SBDL	349+00.00		349+75.00	75.0	6.0	0.0	0.0	0.0	50.0	50.0	249.0	75.0
SBPL	350+65.00		350+80.00	15.0	12.0	0.0	0.0	20.0	0.0	20.0	93.0	0.0
SBDL	353+40.00		353+46.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
SBDL	355+95.00		356+01.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
SBDL	357+65.00		357+71.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
SBDL	358+00.00		358+06.00	6.0	12.0	0.0	8.0	0.0	0.0	8.0	66.0	0.0
SBDL	372+50.00		372+70.00	20.0	6.0	0.0	13.3	0.0	0.0	13.3	84.0	20.0
SBDL	374+25.00		374+31.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
SBDL	376+40.00		376+60.00	20.0	6.0	0.0	13.3	0.0	0.0	13.3	84.0	20.0
SBDL	383+00.00		383+06.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
SBDL	385+20.00		385+70.00	50.0	12.0	0.0	0.0	0.0	66.7	66.7	198.0	50.0
SBPL	399+20.00		399+26.00	6.0	6.0	4.0	0.0	0.0	0.0	4.0	42.0	0.0
SBDL	441+25.00		441+40.00	15.0	6.0	0.0	10.0	0.0	0.0	10.0	69.0	0.0
SBDL	469+50.00		469+65.00	15.0	12.0	0.0	0.0	20.0	0.0	20.0	93.0	0.0
SBDL	519+40.00		519+90.00	50.0	6.0	0.0	0.0	0.0	33.3	33.3	174.0	50.0
SBDL	537+10.00		537+25.00	15.0	12.0	0.0	0.0	20.0	0.0	20.0	93.0	0.0
SBPL	550+20.00		550+28.00	8.0	12.0	0.0	10.7	0.0	0.0	10.7	72.0	0.0
SOUTHBOUND TOTAL:						40.0	91.3	60.0	343.4	534.7	2,769.0	455.0
SB TOTAL ROUNDED:						40.0	100.0	60.0	350.0	550.0	2,770.0	460.0
NB TOTAL ROUNDED:						70.0	180.0	40.0	420.0	710.0	3,990.0	560.0
GRAND TOTAL:						110.0	280.0	100.0	770.0	1,260.0	6,760.0	1,020.0

SCHEDULE OF QUANTITIES

PATCHING

NORTHBOUND SHOULDERS CLASS D PATCHES

	STATION	STATION	LENGTH (FOOT)	WIDTH (FOOT)	CLASS D PATCHES, TYPE I, 10 INCH 44201761 (SQ YD)	CLASS D PATCHES, TYPE II, 10 INCH 44201765 (SQ YD)	CLASS D PATCHES, TYPE III, 10 INCH 44201769 (SQ YD)	CLASS D PATCHES, TYPE IV, 10 INCH 44201771 (SQ YD)
NBDL SHLDR	322+50.00	322+60.00	10.0	4.0	4.4	0.0	0.0	0.0
NBDL SHLDR	387+85.00	389+50.00	165.0	4.0	0.0	0.0	0.0	73.3
NBDL SHLDR	502+00.00	503+00.00	100.0	4.0	0.0	0.0	0.0	44.4
NBDL SHLDR	525+75.00	525+95.00	20.0	4.0	0.0	8.9	0.0	0.0
NBDL SHLDR	527+00.00	527+10.00	10.0	4.0	4.4	0.0	0.0	0.0
NBDL SHLDR	527+50.00	527+75.00	25.0	4.0	0.0	11.1	0.0	0.0
NBDL SHLDR	529+00.00	529+20.00	20.0	4.0	0.0	8.9	0.0	0.0
NBDL SHLDR	530+70.00	531+20.00	50.0	4.0	0.0	0.0	22.2	0.0
NBDL SHLDR	535+15.00	535+40.00	25.0	4.0	0.0	11.1	0.0	0.0
NBDL SHLDR	536+15.00	536+45.00	30.0	4.0	0.0	13.3	0.0	0.0
NBDL SHLDR	540+00.00	540+15.00	15.0	4.0	0.0	6.7	0.0	0.0
NORTHBOUND SHOULDERS TOTAL:					8.8	60.0	22.2	117.7
NORTHBOUND SHOULDERS ROUNDED TOTAL:					10.0	60.0	30.0	120.0

NORTHBOUND CLASS D PATCHES, TYPE II, 10"

CLASS D PATCHES, TYPE II, 10 INCH 44201765 (SQ YD)						
		STATION	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
NBDL	RURAL	306+01.00	306+07.00	6.0	22.0	14.7
NBPL	RURAL	306+01.00	306+07.00	6.0	18.0	12.0
NBDL	RURAL	341+28.00	341+34.00	6.0	22.0	14.7
NBPL	RURAL	341+28.00	341+34.00	6.0	18.0	12.0
NBDL	RURAL	345+53.00	345+59.00	6.0	22.0	14.7
NBPL	RURAL	345+53.00	345+59.00	6.0	18.0	12.0
NBDL	RURAL	549+55.00	549+61.00	6.0	22.0	14.7
NBPL	RURAL	549+55.00	549+61.00	6.0	18.0	12.0
NORTHBOUND MAINLINE TOTAL:						106.7
NORTHBOUND MAINLINE TOTAL ROUNDED:						110.0

SOUTHBOUND SHOULDERS CLASS D PATCHES

	STATION	STATION	LENGTH (FOOT)	WIDTH (FOOT)	CLASS D PATCHES, TYPE I, 10 INCH 44201761 (SQ YD)	CLASS D PATCHES, TYPE II, 10 INCH 44201765 (SQ YD)	CLASS D PATCHES, TYPE III, 10 INCH 44201769 (SQ YD)	CLASS D PATCHES, TYPE IV, 10 INCH 44201771 (SQ YD)
SBDL SHLDR	307+25.00	307+35.00	10.0	10.0	0.0	11.1	0.0	0.0
SBDL SHLDR	365+50.00	365+56.00	6.0	4.0	2.7	0.0	0.0	0.0
SBDL SHLDR	425+60.00	425+66.00	6.0	4.0	2.7	0.0	0.0	0.0
SBDL SHLDR	441+45.00	441+60.00	15.0	10.0	0.0	0.0	16.7	0.0
SBDL SHLDR	449+60.00	449+70.00	10.0	4.0	4.4	0.0	0.0	0.0
SBDL SHLDR	449+75.00	449+81.00	6.0	4.0	2.7	0.0	0.0	0.0
SBDL SHLDR	486+00.00	486+20.00	20.0	4.0	0.0	8.9	0.0	0.0
SBDL SHLDR	502+70.00	502+76.00	6.0	4.0	2.7	0.0	0.0	0.0
SBDL SHLDR	536+75.00	536+81.00	6.0	4.0	2.7	0.0	0.0	0.0
SBDL SHLDR	537+10.00	537+25.00	15.0	4.0	0.0	6.7	0.0	0.0
SOUTHBOUND SHOULDERS TOTAL:					17.9	26.7	16.7	0.0
SOUTHBOUND SHOULDERS ROUNDED TOTAL:					20.0	30.0	20.0	0.0

SOUTHBOUND CLASS D PATCHES, TYPE II, 10"

CLASS D PATCHES, TYPE II, 10 INCH 44201765 (SQ YD)						
		STATION	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
SBDL	RURAL	306+14.00	306+20.00	6.0	22.0	14.7
SBPL	RURAL	306+14.00	306+20.00	6.0	18.0	12.0
SBDL	RURAL	341+07.00	341+13.00	6.0	22.0	14.7
SBPL	RURAL	341+07.00	341+13.00	6.0	18.0	12.0
SBDL	RURAL	345+41.00	345+47.00	6.0	22.0	14.7
SBPL	RURAL	345+41.00	345+47.00	6.0	18.0	12.0
SBDL	RURAL	549+98.00	550+04.00	6.0	22.0	14.7
SBPL	RURAL	549+98.00	550+04.00	6.0	18.0	12.0
SOUTHBOUND MAINLINE TOTAL:						106.7
SOUTHBOUND MAINLINE TOTAL ROUNDED:						110.0

SHOULDERS CLASS D PATCHES, TYPE IV, 8"

CLASS D PATCHES, TYPE IV, 8 INCH 44201747 (SQ YD)						
		STATION	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
NBDS	RURAL	306+07.00	306+35.80	28.8	10.0	32.0
STATION EQ 306+35.80 BK 305+66.49 AH						
NBDS	RURAL	305+66.49	305+82.69	16.2	10.0	18.0
NBPS	RURAL	306+07.00	306+35.80	28.8	6.0	19.2
STATION EQ 306+35.80 BK 305+66.49 AH						
NBPS	RURAL	305+66.49	305+82.69	16.2	6.0	10.8
NORTHBOUND TOTAL:						80.0
NORTHBOUND TOTAL ROUNDED:						80.0

CLASS D PATCHES SUMMARY

	CLASS D PATCHES, TYPE IV, 8 INCH 44201747 (SQ YD)	CLASS D PATCHES, TYPE I, 10 INCH 44201761 (SQ YD)	CLASS D PATCHES, TYPE II, 10 INCH 44201765 (SQ YD)	CLASS D PATCHES, TYPE III, 10 INCH 44201769 (SQ YD)	CLASS D PATCHES, TYPE IV, 10 INCH 44201771 (SQ YD)
NB MAINLINE:	0.0	0.0	110.0	0.0	0.0
NB SHOULDER:	80.0	10.0	60.0	30.0	120.0
SB MAINLINE:	0.0	0.0	110.0	0.0	0.0
SB SHOULDER:	0.0	20.0	30.0	20.0	0.0
TOTAL:	80.0	30.0	310.0	50.0	120.0

SCHEDULE OF QUANTITIES

FRAMES AND GRATES TO BE ADJUSTED

LOCATION		STATION	OFFSET		FRAMES AND GRATES TO BE ADJUSTED 60300105 (EACH)
NB RURAL	CH 12 RAMP B GORE	358+56.31	55.4'	RT	1
NB RURAL	CH 8 RAMP B GORE	515+65.35	38.1'	RT	1
NB RURAL	MEDIAN	516+00.00	2.6'	RT	1
NB RURAL	MEDIAN	521+00.00	2.6'	RT	1
NB RURAL	MEDIAN	526+00.00	2.6'	RT	1
NB RURAL	MEDIAN	531+00.00	2.6'	RT	1
NB RURAL	MEDIAN	536+50.00	2.6'	RT	1
NB RURAL	MEDIAN	542+00.00	2.6'	RT	1
NB RURAL	MEDIAN	547+00.00	2.6'	RT	1
SB RURAL	CH 12 RAMP D GORE	328+94.43	53.5'	LT	1
SB RURAL	CH 12 RAMP A GORE	360+15.08	61.4'	LT	1
SB RURAL	MEDIAN	516+00.00	2.6'	LT	1
SB RURAL	CH 8 RAMP A GORE	520+96.78	38.9'	LT	1
SB RURAL	MEDIAN	521+00.00	2.6'	LT	1
SB RURAL	MEDIAN	526+00.00	2.6'	LT	1
SB RURAL	MEDIAN	531+00.00	2.6'	LT	1
SB RURAL	MEDIAN	536+50.00	2.6'	LT	1
NB RURAL:					9
SB RURAL:					8
TOTAL:					17

CHANGEABLE MESSAGE SIGN

LOCATION	CHANGEABLE MESSAGE SIGN X7015005 (CALENDAR DAYS)	
	NB RURAL	SB RURAL
I-39 SB START:		7
I-39 NB START:	7	
CH 12 RAMP B:	7	
CH 12 RAMP D:		7
CH 8 RAMP B:	7	
CH 8 RAMP D:		7
TOTAL:	21	21
TOTAL:	42	

SURVEY MARKER, VAULT

	STATION	OFFSET	NORTHING	EASTING	SURVEY MARKER, VAULT Z0070202 (EACH)
SECTION CORNER	451+75.55	36.5633' RT	1,446,200.252	798,191.653	1.0
TOTAL:					1.0

SCHEDULE OF QUANTITIES

DELINEATORS (SHEET 1 OF 2)

NORTHBOUND

DELINEATORS 63500105 (EACH)							
LOCATION	STATION	SPACING	SINGLE WHITE	SINGLE AMBER	DOUBLE WHITE	DOUBLE AMBER	TRIPLE AMBER
NB RURAL	321+00.00						1
NB RURAL	335+00.00		1	1			
NB RURAL	338+00.00	300.0		1			
NB RURAL	345+00.00			1			
NB RURAL	346+50.00	150.0	1	1			
NB RURAL	348+00.00	150.0	1	1			
NB RURAL	349+50.00	150.0	1	1			
NB RURAL	349+90.00						1
NB RURAL	351+00.00	150.0	1	1			
NB RURAL	352+50.00	150.0	1	1			
NB RURAL	354+00.00	150.0	1	1			
NB RURAL	355+50.00	150.0		1			
NB RURAL	357+00.00	150.0		1			
NB RURAL	358+50.00	150.0		1			1
NB RURAL	360+50.00	200.0		1			
NB RURAL	362+50.00	200.0		1			
NB RURAL	365+50.00	300.0		1			
NB RURAL	374+25.00						1
NB RURAL	376+50.00		1	1			
NB RURAL	379+50.00	300.0	1	1			
NB RURAL	382+50.00	300.0	1	1			
NB RURAL	384+50.00	200.0	1	1			
NB RURAL	386+25.00	175.0	1	1			
NB RURAL	388+00.00	175.0	1	1			
NB RURAL	389+75.00	175.0	1	1			
NB RURAL	391+50.00	175.0	1	1			
NB RURAL	393+25.00	175.0	1	1			
NB RURAL	395+00.00	175.0	1	1			
NB RURAL	396+75.00	175.0	1	1			
NB RURAL	398+75.00	200.0	1	1			
NB RURAL	401+75.00	300.0	1	1			
NB RURAL	402+80.00						1
NB RURAL	404+75.00	300.0	1	1			
NB RURAL	418+38.00						1
NB RURAL	424+00.00						1
NB RURAL	432+00.00				1		
NB RURAL	451+00.00						1
NB RURAL	461+00.00						1
NB RURAL	487+75.00						1
NORTHBOUND MAINLINE:			21	29	0	1	10

SOUTHBOUND

DELINEATORS 63500105 (EACH)							
LOCATION	STATION	SPACING	SINGLE WHITE	SINGLE AMBER	DOUBLE WHITE	DOUBLE AMBER	TRIPLE AMBER
SB RURAL	335+00.00		1	1			
SB RURAL	338+00.00	300.0	1	1			
SB RURAL	340+00.00	200.0		1			
SB RURAL	342+00.00	200.0		1			
SB RURAL	346+50.00			1			
SB RURAL	348+00.00	150.0	1	1			
SB RURAL	349+50.00	150.0	1	1			
SB RURAL	350+00.00						1
SB RURAL	351+00.00	150.0	1	1			
SB RURAL	352+50.00	150.0	1	1			
SB RURAL	354+00.00	150.0	1	1			
SB RURAL	355+50.00	150.0	1	1			
SB RURAL	357+00.00	150.0	1	1			
SB RURAL	359+00.00	200.0		1			
SB RURAL	361+00.00	200.0		1			
SB RURAL	364+00.00	300.0		1			
SB RURAL	374+10.00						1
SB RURAL	376+50.00		1	1			
SB RURAL	379+50.00	300.0	1	1			
SB RURAL	382+50.00	300.0	1	1			
SB RURAL	384+50.00	200.0	1	1			
SB RURAL	386+25.00	175.0	1	1			
SB RURAL	388+00.00	175.0	1	1			
SB RURAL	389+75.00	175.0	1	1			
SB RURAL	391+50.00	175.0	1	1			
SB RURAL	393+25.00	175.0	1	1			
SB RURAL	395+00.00	175.0	1	1			
SB RURAL	396+75.00	175.0	1	1			
SB RURAL	398+75.00	200.0	1	1			
SB RURAL	401+75.00	300.0	1	1			
SB RURAL	404+65.00						1
SB RURAL	404+75.00	300.0	1	1			
SB RURAL	417+32.00						1
SB RURAL	433+00.00					1	
SB RURAL	441+00.00						1
SB RURAL	451+10.00						1
SB RURAL	461+10.00						1
SB RURAL	486+75.00						1
SOUTHBOUND MAINLINE:			23	29	0	1	8

SCHEDULE OF QUANTITIES

DELINEATORS (SHEET 2 OF 2)

CH 12 RAMPS

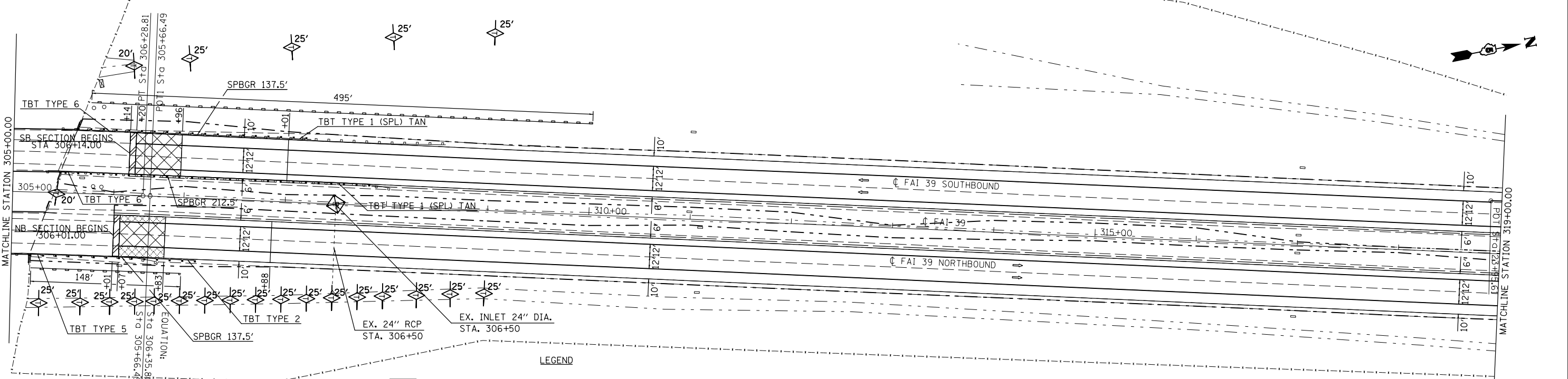
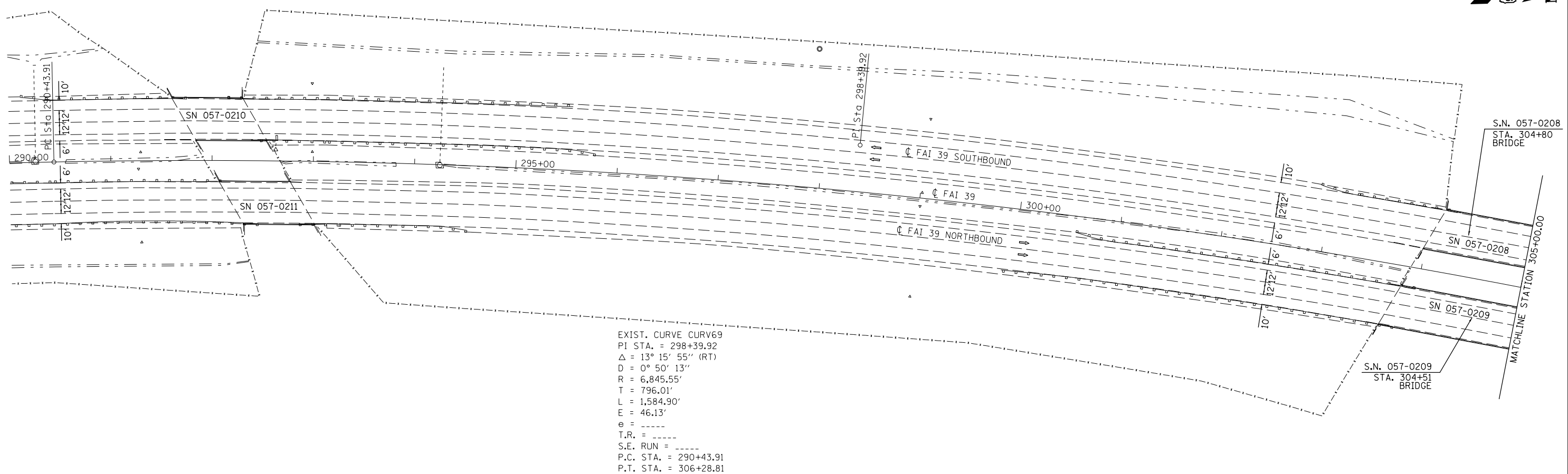
CH 8 RAMPS

DELINEATORS 63500105 (EACH)							
LOCATION	STATION	SPACING	SINGLE WHITE	SINGLE AMBER	DOUBLE WHITE	DOUBLE AMBER	TRIPLE AMBER
NORTHBOUND RAMPS							
CH 12 RAMP B	12+00.00		1	1			
CH 12 RAMP B	13+00.00	100.0			1		
CH 12 RAMP B	14+00.00	100.0			1		
CH 12 RAMP B	15+00.00	100.0			1		
CH 12 RAMP B	16+00.00	100.0			1		
CH 12 RAMP B	17+00.00	100.0			1		
CH 12 RAMP B	17+70.00						1
CH 12 RAMP B	18+00.00	100.0			1		
CH 12 RAMP B	19+00.00	100.0			1		
CH 12 RAMP B	20+00.00	100.0			1		
CH 12 RAMP B	21+00.00	100.0			1		
CH 12 RAMP B	22+00.00	100.0			1		
CH 12 RAMP B	23+00.00	100.0			1		
CH 12 RAMP B	24+00.00	100.0			1		
CH 12 RAMP B	25+00.00	100.0			1		
CH 12 RAMP B	26+00.00	100.0			1		
CH 12 RAMP C	27+00.00	100.0			1		
CH 12 RAMP C	0+00.00				1		
CH 12 RAMP C	1+00.00	100.0			1		
CH 12 RAMP C	2+00.00	100.0			1		
CH 12 RAMP C	3+00.00	100.0			1		
CH 12 RAMP C	4+00.00	100.0			1		
CH 12 RAMP C	5+00.00	100.0			1		
CH 12 RAMP C	6+00.00	100.0			1		
CH 12 RAMP C	7+00.00	100.0	1	1			
SOUTHBOUND RAMPS							
CH 12 RAMP A	0+00.00				1		
CH 12 RAMP A	1+00.00	100.0			1		
CH 12 RAMP A	2+00.00	100.0			1		
CH 12 RAMP A	3+00.00	100.0			1		
CH 12 RAMP A	4+00.00	100.0			1		
CH 12 RAMP A	5+00.00	100.0			1		
CH 12 RAMP A	5+45.00						1
CH 12 RAMP A	6+00.00	100.0			1		
CH 12 RAMP A	7+00.00	100.0	1	1			
CH 12 RAMP D	11+00.00		1	1			
CH 12 RAMP D	12+00.00	100.0			1		
CH 12 RAMP D	13+00.00	100.0			1		
CH 12 RAMP D	14+00.00	100.0			1		
CH 12 RAMP D	15+00.00	100.0			1		
CH 12 RAMP D	16+00.00	100.0			1		
CH 12 RAMP D	17+00.00	100.0			1		
CH 12 RAMP D	18+00.00	100.0			1		
CH 12 RAMP D	19+00.00	100.0			1		
CH 12 RAMP D	20+00.00	100.0			1		
CH 12 RAMP D	21+00.00	100.0			1		
CH 12 RAMP D	22+00.00	100.0			1		
CH 12 RAMP D	23+00.00	100.0			1		
NORTHBOUND RAMPS:			2	2	22	0	1
SOUTHBOUND RAMPS:			2	2	19	0	1

DELINEATORS 63500105 (EACH)							
LOCATION	STATION	SPACING	SINGLE WHITE	SINGLE AMBER	DOUBLE WHITE	DOUBLE AMBER	TRIPLE AMBER
NORTHBOUND RAMPS							
CH 8 RAMP B	10+00.00	1000.0	1	1			
CH 8 RAMP B	11+00.00	100.0			1		
CH 8 RAMP B	12+00.00	100.0			1		
CH 8 RAMP B	13+00.00	100.0			1		
CH 8 RAMP B	14+00.00	100.0			1		
CH 8 RAMP B	15+00.00	100.0			1		
CH 8 RAMP B	16+00.00	100.0			1		
CH 8 RAMP B	17+00.00	100.0			1		
CH 8 RAMP B	18+00.00	100.0			1		
CH 8 RAMP B	19+00.00	100.0			1		
CH 8 RAMP B	20+00.00	100.0			1		
CH 8 RAMP B	21+00.00	100.0			1		
CH 8 RAMP B	22+00.00	100.0			1		
CH 8 RAMP C	0+00.00				1		
CH 8 RAMP C	1+00.00	100.0			1		
CH 8 RAMP C	2+00.00	100.0			1		
CH 8 RAMP C	3+00.00	100.0			1		
CH 8 RAMP C	4+00.00	100.0			1		
CH 8 RAMP C	5+00.00	100.0			1		
CH 8 RAMP C	6+00.00	100.0			1		
CH 8 RAMP C	7+00.00	100.0	1	1			
SOUTHBOUND RAMPS							
CH 8 RAMP A	0+00.00				1		
CH 8 RAMP A	1+00.00	100.0			1		
CH 8 RAMP A	2+00.00	100.0			1		
CH 8 RAMP A	3+00.00	100.0			1		
CH 8 RAMP A	4+00.00	100.0			1		
CH 8 RAMP A	5+00.00	100.0			1		
CH 8 RAMP A	6+00.00	100.0	1	1			
CH 8 RAMP A	7+00.00	100.0	1	1			
CH 8 RAMP D	9+00.00		1	1			
CH 8 RAMP D	10+00.00	100.0			1		
CH 8 RAMP D	11+00.00	100.0			1		
CH 8 RAMP D	12+00.00	100.0			1		
CH 8 RAMP D	13+00.00	100.0			1		
CH 8 RAMP D	14+00.00	100.0			1		
CH 8 RAMP D	15+00.00	100.0			1		
CH 8 RAMP D	16+00.00	100.0			1		
CH 8 RAMP D	17+00.00	100.0			1		
CH 8 RAMP D	18+00.00	100.0			1		
CH 8 RAMP D	19+00.00	100.0			1		
CH 8 RAMP D	20+00.00	100.0			1		
CH 8 RAMP D	21+00.00	100.0			1		
NORTHBOUND RAMPS:			2	2	19	0	0
SOUTHBOUND RAMPS:			3	3	18	0	0

SUMMARY

DELINEATORS 63500105 (EACH)				
TYPE	NB RURAL		SB RURAL	
	NB MAINLINE	NB RAMPS	SB MAINLINE	SB RAMPS
SINGLE WHITE	21	4	23	5
SINGLE AMBER	29	4	29	5
DOUBLE WHITE	0	41	0	37
DOUBLE AMBER	1	0	1	0
TRIPLE AMBER	10	1	8	1
SUB TOTALS:	111		109	
ROUNDED TOTALS:	120		110	
GRAND TOTAL:	230			



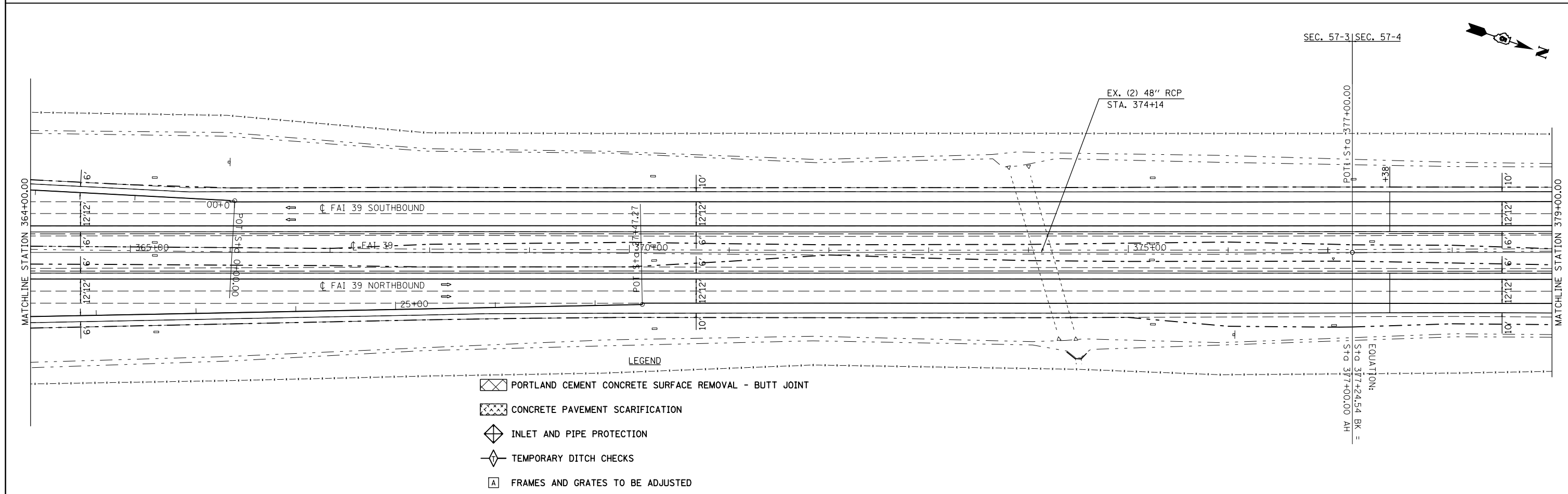
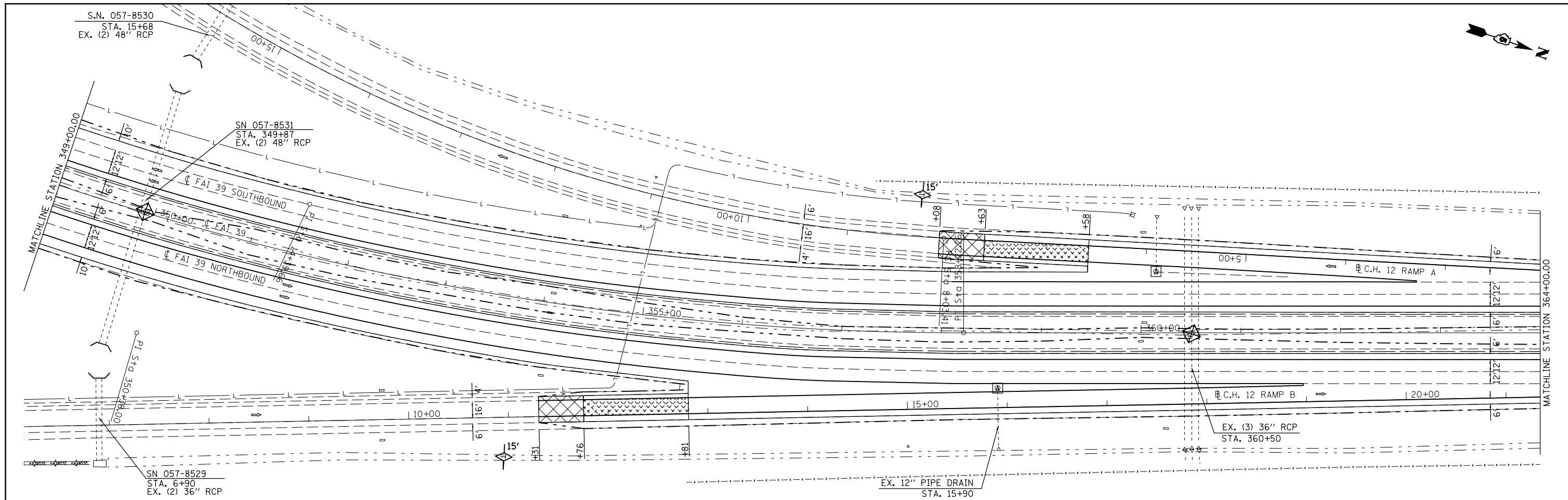
- LEGEND**
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT
 - CLASS D PATCH, 10"
 - CLASS D PATCH, 8"
 - INLET AND PIPE PROTECTION
 - TEMPORARY DITCH CHECKS

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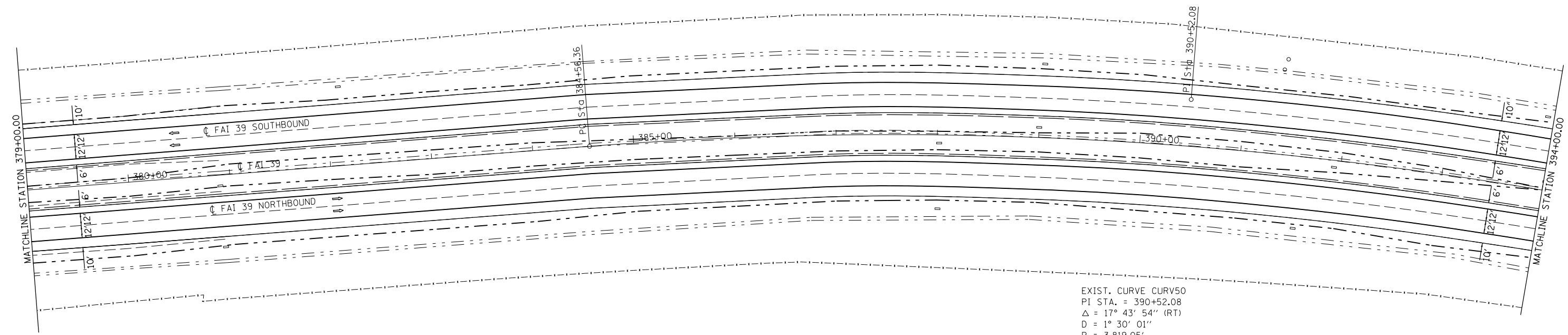
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I 39	
PLAN SHEET	
SCALE:	SHEET 1 OF 9 SHEETS STA. 290+00 TO STA. 319+00

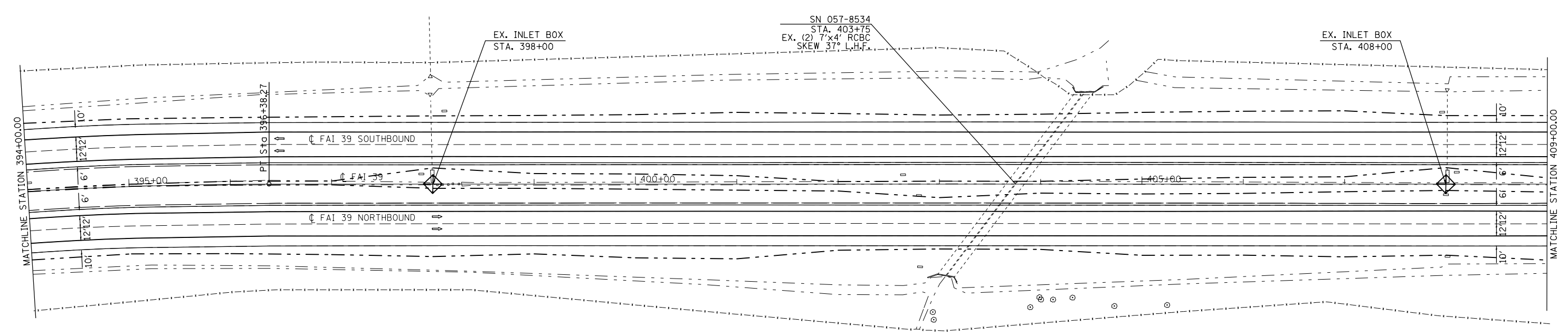
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	35
CONTRACT NO. 70A20				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = bergana_j	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I 39 PLAN SHEET	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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*MODELNAME#	PLOT DATE = 3/17/2015	CHECKED -	REVISED -			CONTRACT NO. 70A20					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



EXIST. CURVE CURV50
 PI STA. = 390+52.08
 $\Delta = 17^\circ 43' 54''$ (RT)
 $D = 1^\circ 30' 01''$
 $R = 3,819.05'$
 $T = 595.72'$
 $L = 1,181.91'$
 $E = 46.18'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 384+56.36$
 $P.T. \text{ STA.} = 396+38.27$



LEGEND
 INLET AND PIPE PROTECTION

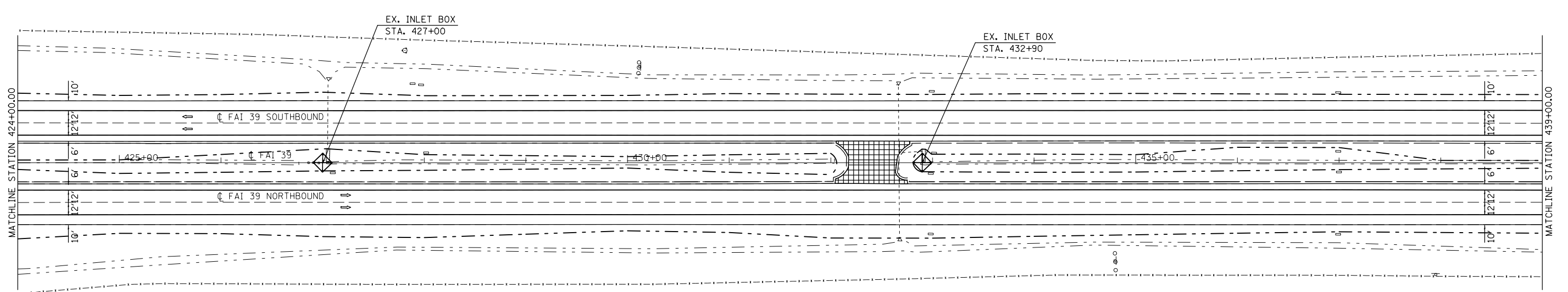
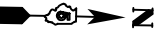
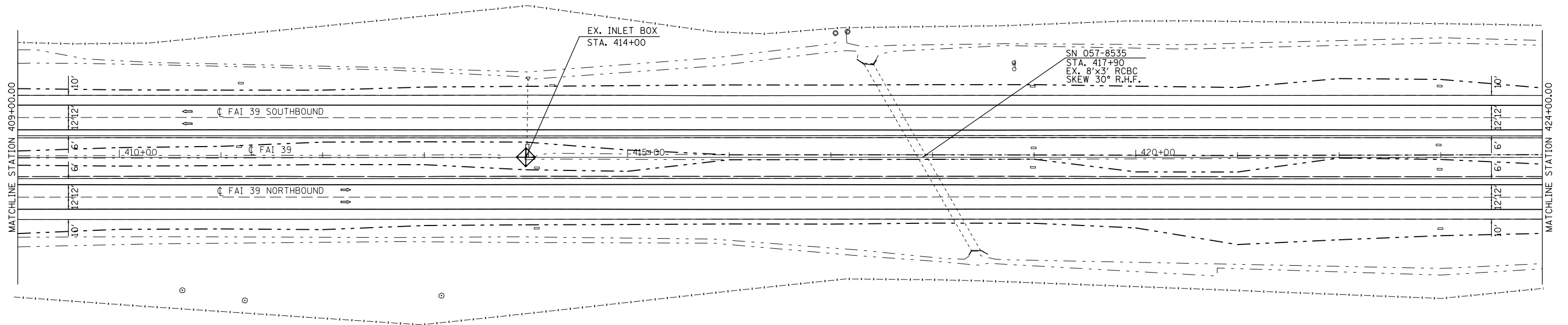
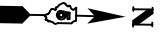
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	PLOT DATE = 3/17/2015	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**I 39
 PLAN SHEET**

SCALE: SHEET 4 OF 9 SHEETS STA. 379+00 TO STA. 409+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	38
CONTRACT NO. 70A20				
ILLINOIS FED. AID PROJECT				



LEGEND

- INCIDENTAL HOT-MIX ASPHALT SURFACING
- INLET AND PIPE PROTECTION

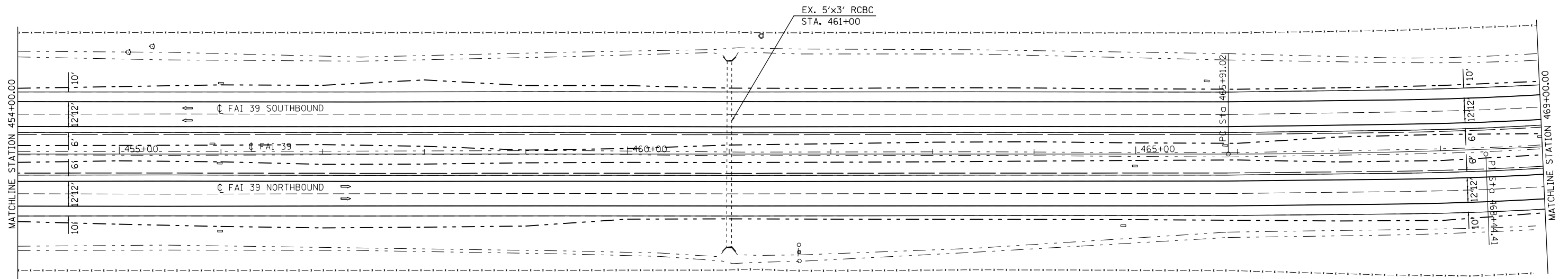
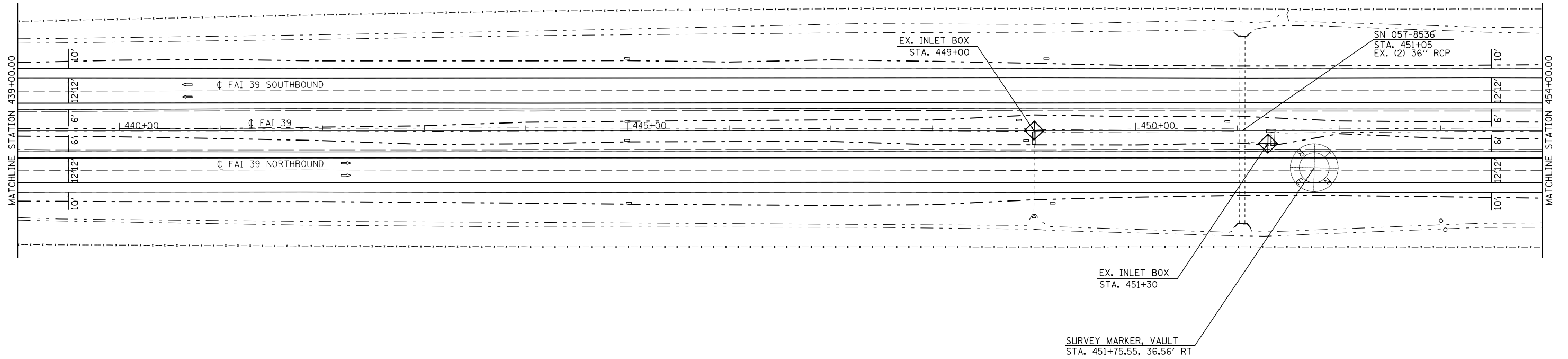
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#MODELNAME#	PLOT DATE = 3/17/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


**I 39
PLAN SHEET**

SCALE: SHEET 5 OF 9 SHEETS STA. 409+00 TO STA. 439+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	39
CONTRACT NO. 70A20				
ILLINOIS FED. AID PROJECT				



LEGEND

 INLET AND PIPE PROTECTION

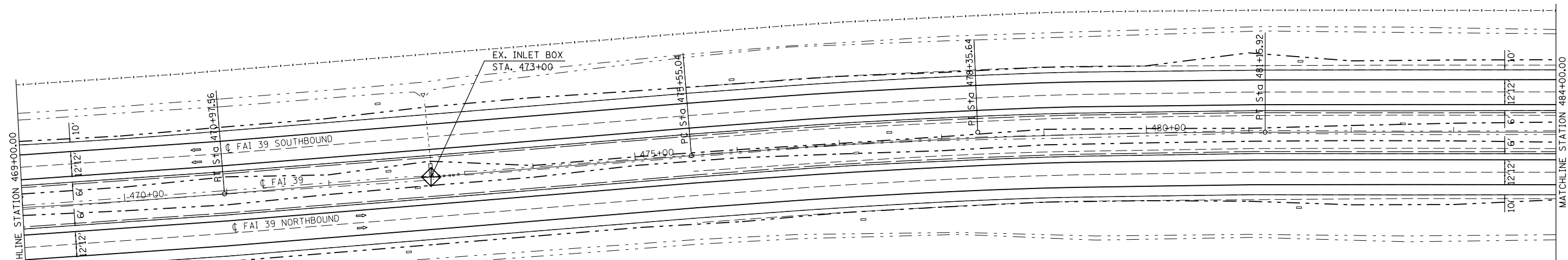
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I 39
PLAN SHEET

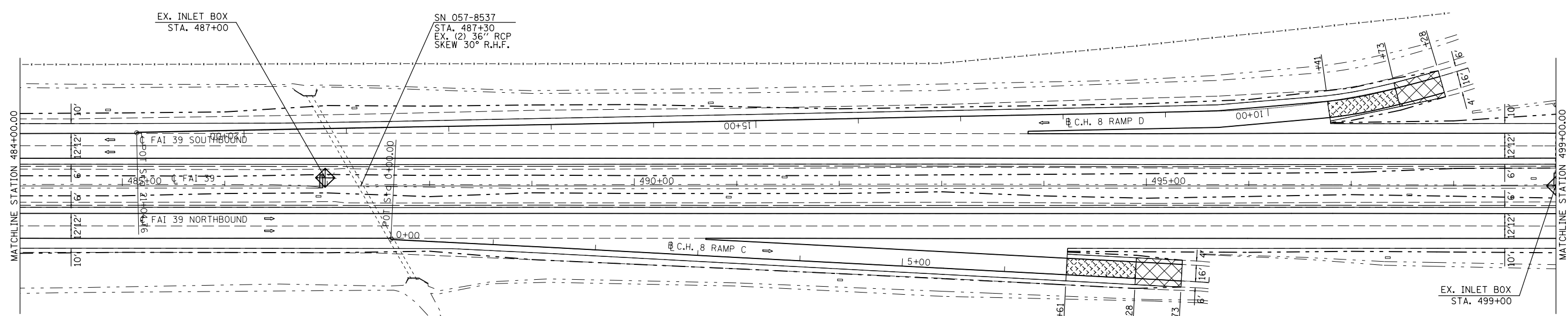
SCALE: SHEET 6 OF 9 SHEETS STA. 439+00 TO STA. 469+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	40
CONTRACT NO. 70A20				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE CURV67
 PI STA. = 468+44.41
 $\Delta = 4^{\circ} 13' 59''$ (LT)
 $D = 0^{\circ} 50' 08''$
 $R = 6,856.29'$
 $T = 253.38'$
 $L = 506.54'$
 $E = 4.68'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 465+91.02$
 $P.T. STA. = 470+97.56$

EXIST. CURVE CURV66
 PI STA. = 478+35.64
 $\Delta = 4^{\circ} 40' 42''$ (RT)
 $D = 0^{\circ} 50' 03''$
 $R = 6,869.22'$
 $T = 280.60'$
 $L = 560.89'$
 $E = 5.73'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 475+55.04$
 $P.T. STA. = 481+15.92$



LEGEND

- PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT
- CONCRETE PAVEMENT SCARIFICATION
- INLET AND PIPE PROTECTION

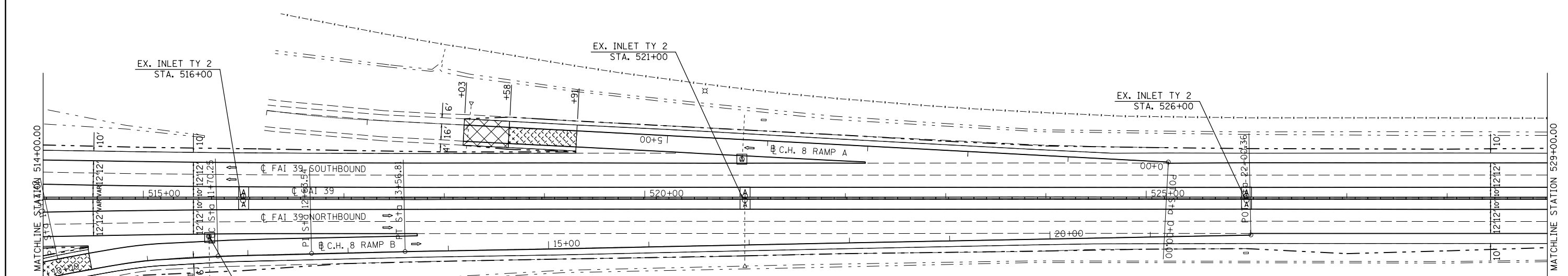
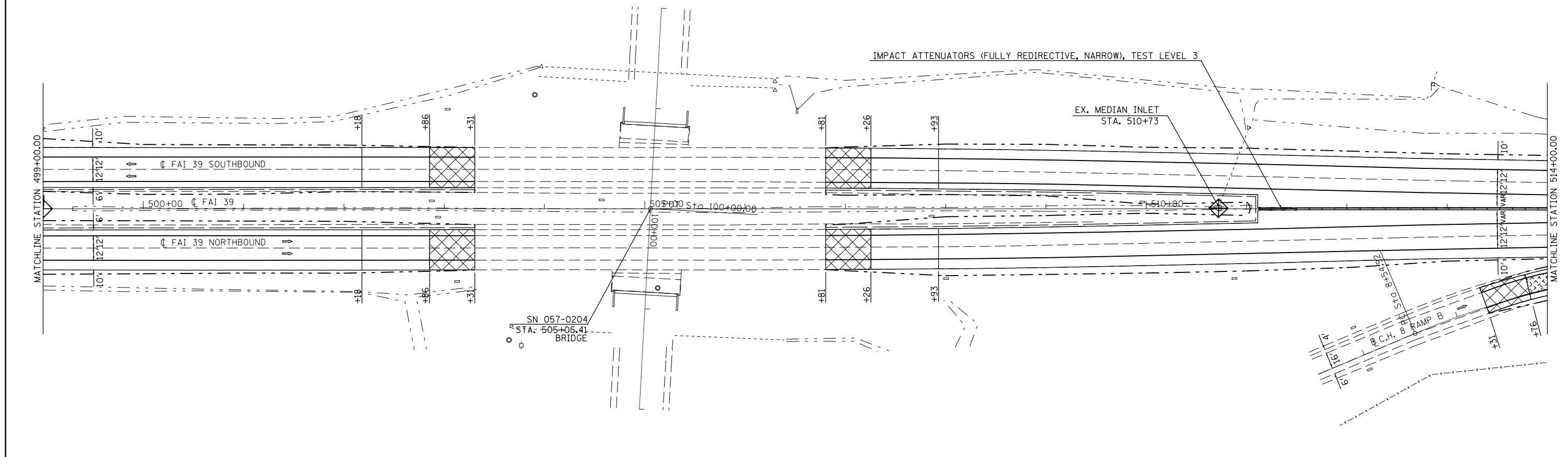
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**I 39
 PLAN SHEET**

SCALE: SHEET 7 OF 9 SHEETS STA. 469+00 TO STA. 499+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	41
CONTRACT NO. 70A20				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE CURVE206
 PI STA. = 10+14.42
 $\Delta = 21^\circ 14' 51''$ (RT)
 $D = 6^\circ 44' 17''$
 $R = 850.33'$
 $T = 159.50'$
 $L = 315.34'$
 $E = 14.83'$
 $e = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 $P.C. STA. = 8+54.92$
 $P.T. STA. = 11+70.25$

EXIST. CURVE CURVE205
 PI STA. = 12+63.54
 $\Delta = 0^\circ 30' 11''$ (RT)
 $D = 0^\circ 16' 11''$
 $R = 21,248.19'$
 $T = 93.28'$
 $L = 186.56'$
 $E = 0.20'$
 $e = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 $P.C. STA. = 11+70.26$
 $P.T. STA. = 13+56.81$

- LEGEND
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT
 - CONCRETE PAVEMENT SCARIFICATION
 - PORTLAND CEMENT CONCRETE SHOULDERS, 8"
 - INLET AND PIPE PROTECTION
 - FRAMES AND GRATES TO BE ADJUSTED

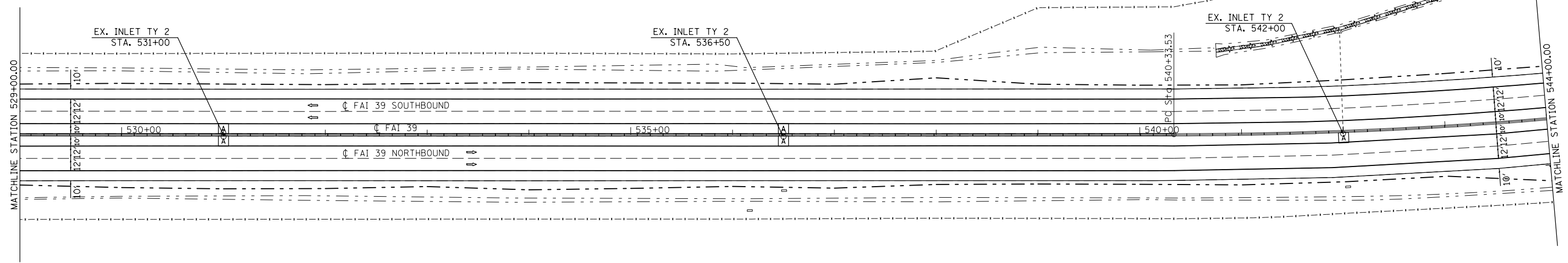
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CHECKED -	REVISED -
DATE -	REVISED -

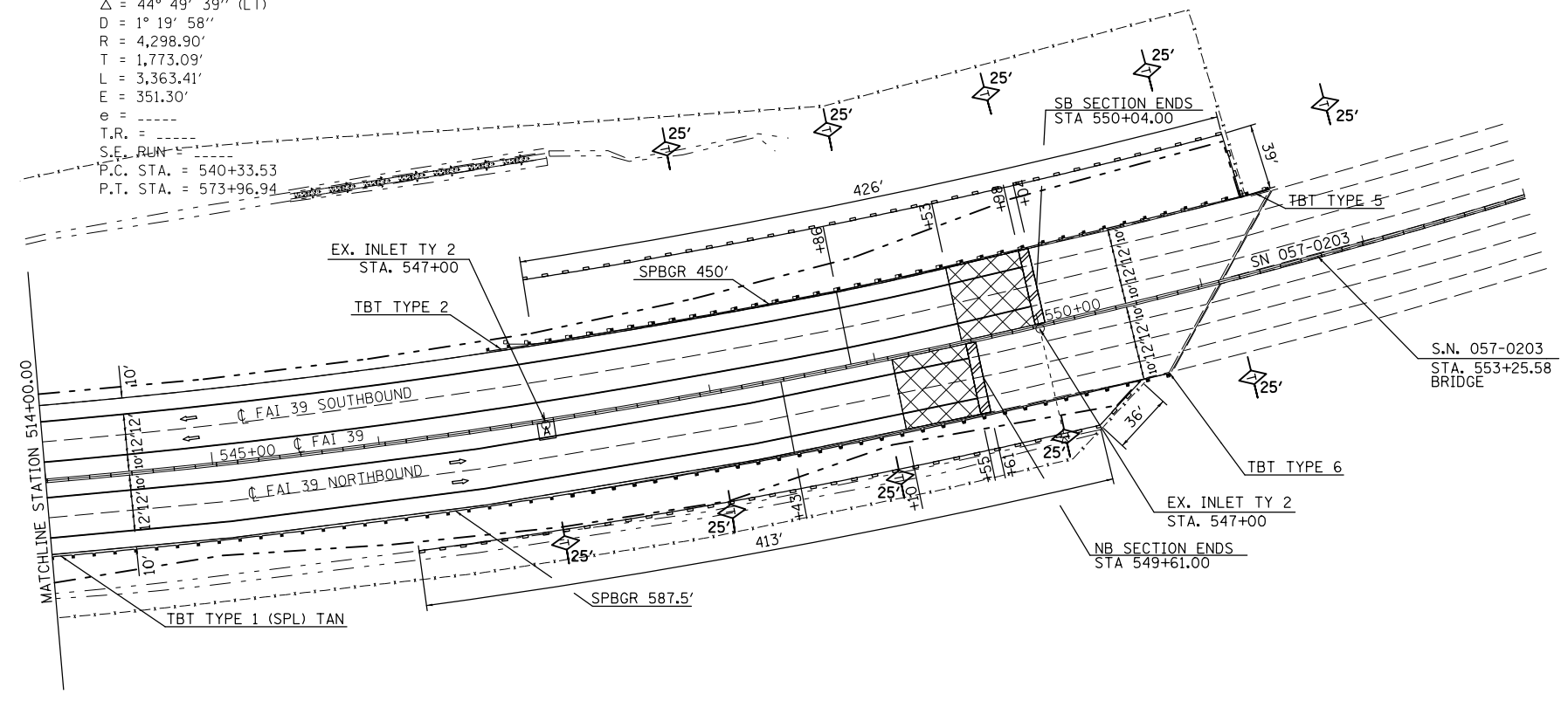
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

I 39	
PLAN SHEET	
SCALE:	SHEET 8 OF 9 SHEETS STA. 499+00 TO STA. 529+00

F.A.I. RTE. 39	SECTION (57-3,57-4)RS	COUNTY MCLEAN	TOTAL SHEETS 175	SHEET NO. 42
CONTRACT NO. 70A20				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE CURV65
 PI STA. = 558+06.62
 $\Delta = 44^\circ 49' 39''$ (LT)
 $D = 1^\circ 19' 58''$
 $R = 4,298.90'$
 $T = 1,773.09'$
 $L = 3,363.41'$
 $E = 351.30'$
 $e = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 $P.C. STA. = 540+33.53$
 $P.T. STA. = 573+96.94$



- LEGEND
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT
 - CLASS D PATCH, 10"
 - TEMPORARY DITCH CHECKS
 - FRAMES AND GRATES TO BE ADJUSTED
 - PERIMETER EROSION BARRIER

FILE NAME =	USER NAME = berganej	DESIGNED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I 39
PLAN SHEET**

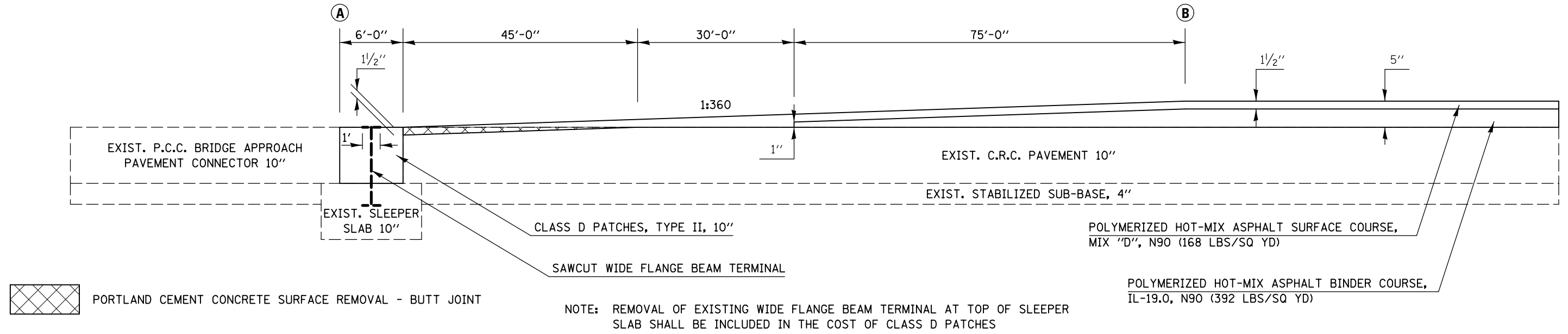
SCALE: SHEET 9 OF 9 SHEETS STA. 529+00 TO STA. 552+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	43
CONTRACT NO. 70A20				
ILLINOIS FED. AID PROJECT				

DETAIL FOR I-39 BUTT JOINTS AND PAVING TRANSITIONS

DEPARTURE SN 057-0209

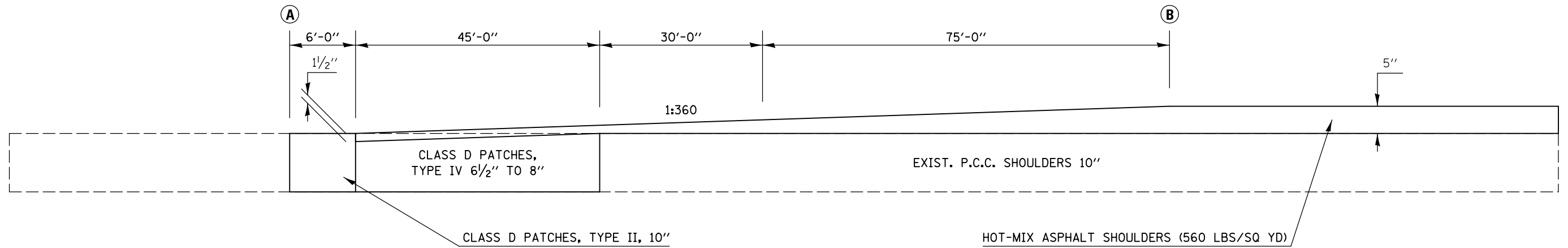
(A)	NORTHBOUND	(B)
STATION	TO	STATION
306+01.00		306+35.80 (BK)
305+66.49 (AH)		306+87.69



DETAIL FOR I-39 SHOULDER BUTT JOINTS AND PAVING TRANSITIONS

DEPARTURE SN 057-0209

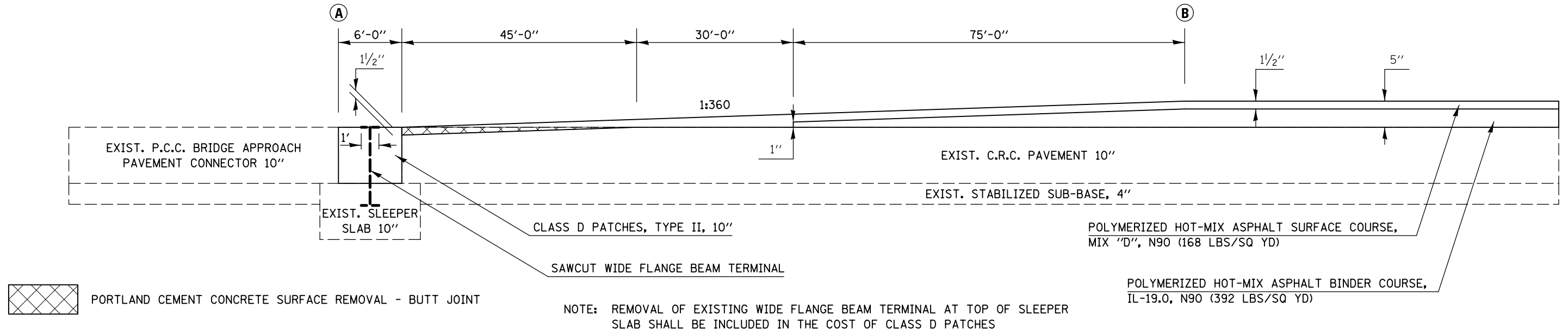
(A)	NORTHBOUND	(B)
STATION	TO	STATION
306+01.00		306+35.80 (BK)
305+66.49 (AH)		306+87.69



FILE NAME =	USER NAME = bergenej	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING AND PAVING TRANSITION DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	44	
		CHECKED -	REVISED -			CONTRACT NO. 70A20					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
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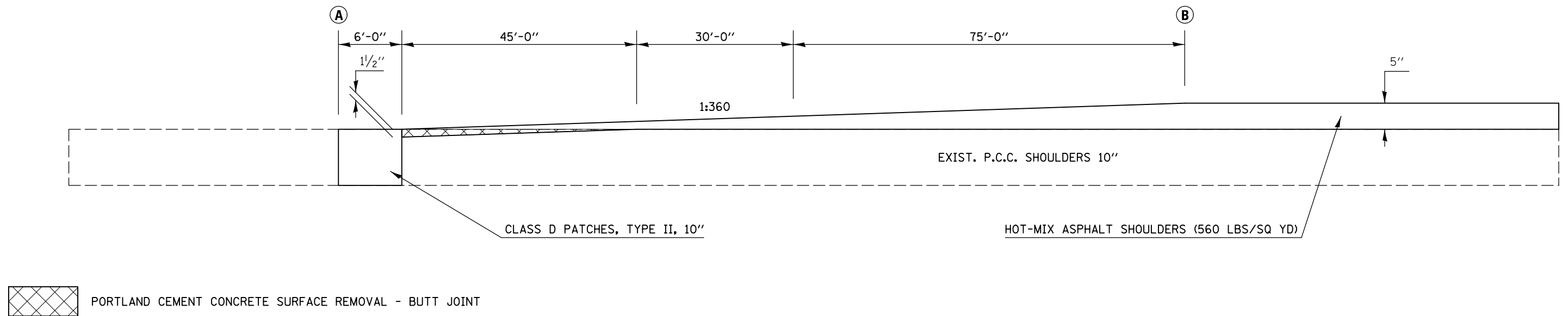
DETAIL FOR I-39 BUTT JOINTS AND PAVING TRANSITIONS

	(A) <u>STATION</u> SOUTHBOUND <u>TO</u> STATION	(B) <u>STATION</u> SOUTHBOUND <u>TO</u> STATION		(A) <u>STATION</u> NORTHBOUND <u>TO</u> STATION	(B) <u>STATION</u> NORTHBOUND <u>TO</u> STATION
APPROACH SN 057-0208	306+14.00	306+35.80 (BK)	APPROACH SN 057-0206	341+34.00	339+78.00
DEPARTURE SN 057-0205	305+66.49 (AH)	307+00.69	DEPARTURE SN 057-0206	345+53.00	347+09.00
APPROACH SN 057-0205	341+13.00	339+57.00			
	345+41.00	346+97.00			



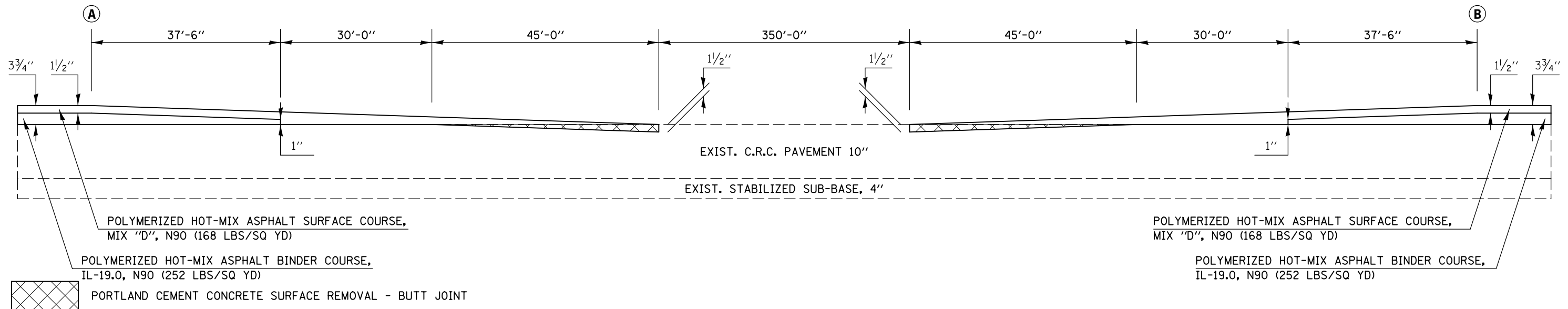
DETAIL FOR I-39 SHOULDER BUTT JOINTS AND PAVING TRANSITIONS

	(A) <u>STATION</u> SOUTHBOUND <u>TO</u> STATION	(B) <u>STATION</u> SOUTHBOUND <u>TO</u> STATION		(A) <u>STATION</u> NORTHBOUND <u>TO</u> STATION	(B) <u>STATION</u> NORTHBOUND <u>TO</u> STATION
APPROACH SN 057-0208	306+14.00	306+35.80 (BK)	APPROACH SN 057-0206	341+34.00	339+78.00
DEPARTURE SN 057-0205	305+66.49 (AH)	307+00.69	DEPARTURE SN 057-0206	345+53.00	347+09.00
APPROACH SN 057-0205	341+13.00	339+57.00			
	345+41.00	346+97.00			



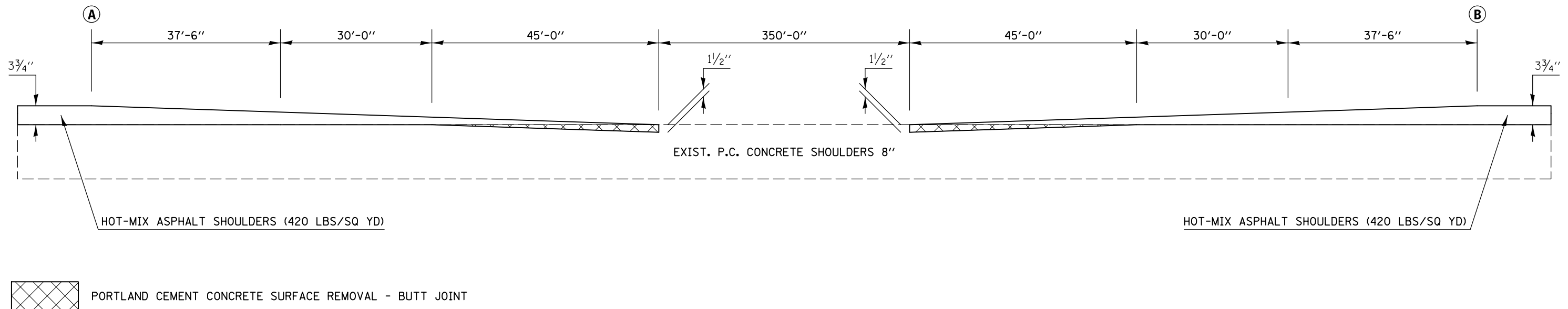
DETAIL FOR I-39 PAVING TRANSITIONS UNDER S.N. 057-0213

A STATION 502+18.00 TO B STATION 507+93.00 UNDER S.N. 057-0204



DETAIL FOR I-39 SHOULDER PAVING TRANSITIONS UNDER S.N. 057-0213

A STATION 502+18.00 TO B STATION 507+93.00 UNDER S.N. 057-0204



FILE NAME =	USER NAME = bergenej	DESIGNED -	REVISED -
et:\pwork\pwork\bergenej\0425415\057020-SHT-DETAILS.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MILLING AND PAVING TRANSITION DETAILS

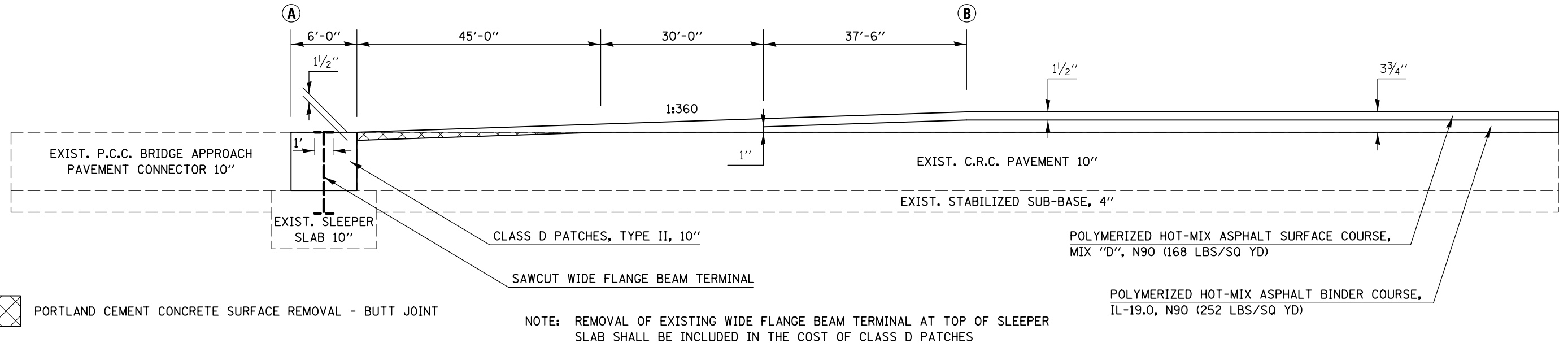
SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	47
CONTRACT NO. 70A20				
ILLINOIS FED. AID PROJECT				

DETAIL FOR I-39 BUTT JOINTS AND PAVING TRANSITIONS

DEPARTURE SN 057-0203 STATION SOUTHBOUND STATION
 550+04.00 TO 548+85.50

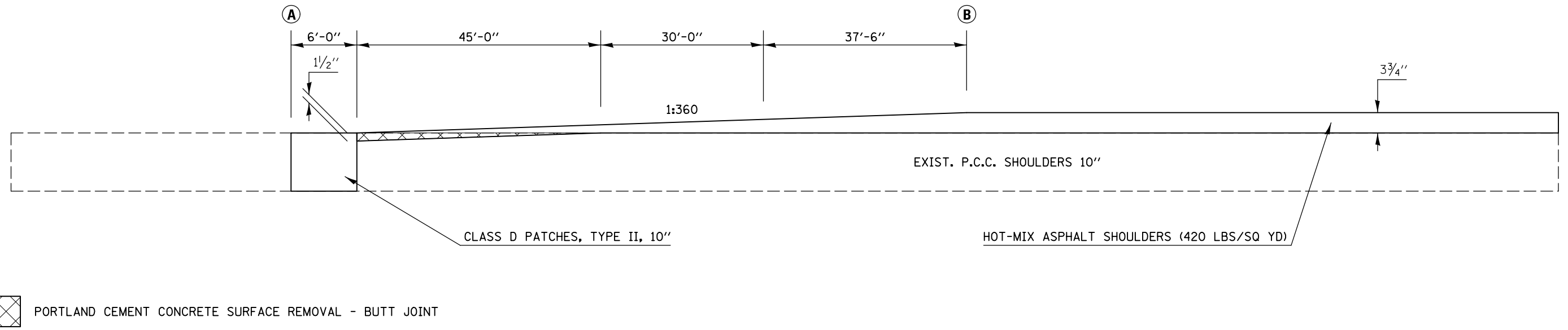
APPROACH SN 057-0203 STATION NORTHBOUND STATION
 549+61.00 TO 548+42.50



DETAIL FOR I-39 SHOULDER BUTT JOINTS AND PAVING TRANSITIONS

DEPARTURE SN 057-0203 STATION SOUTHBOUND STATION
 550+04.00 TO 548+85.50

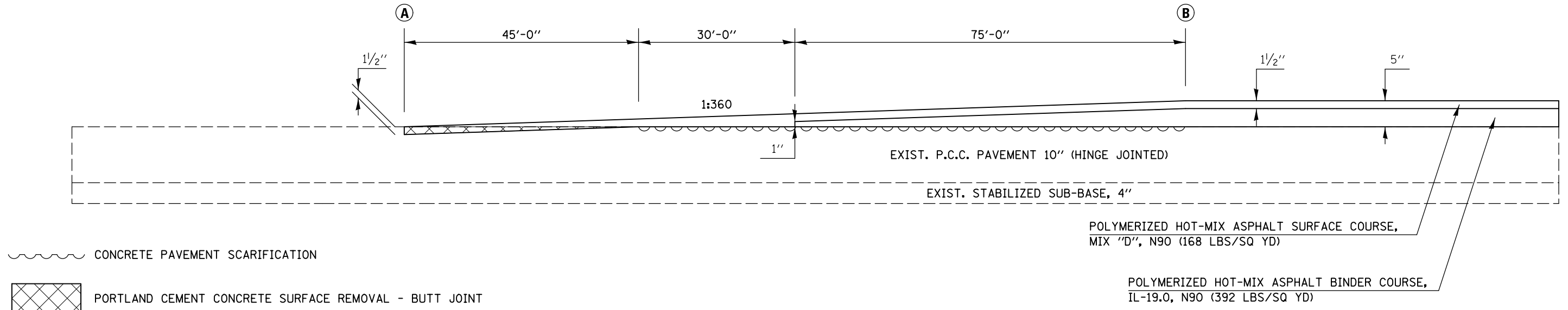
APPROACH SN 057-0203 STATION NORTHBOUND STATION
 549+61.00 TO 548+42.50



FILE NAME =	USER NAME = bergenej	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING AND PAVING TRANSITION DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	et:\pw\work\p\idot\bergenej\d0425415\057020-SHT-DETAILS.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	48	
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20					
#MODELNAME#	PLOT DATE = 3/17/2015	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

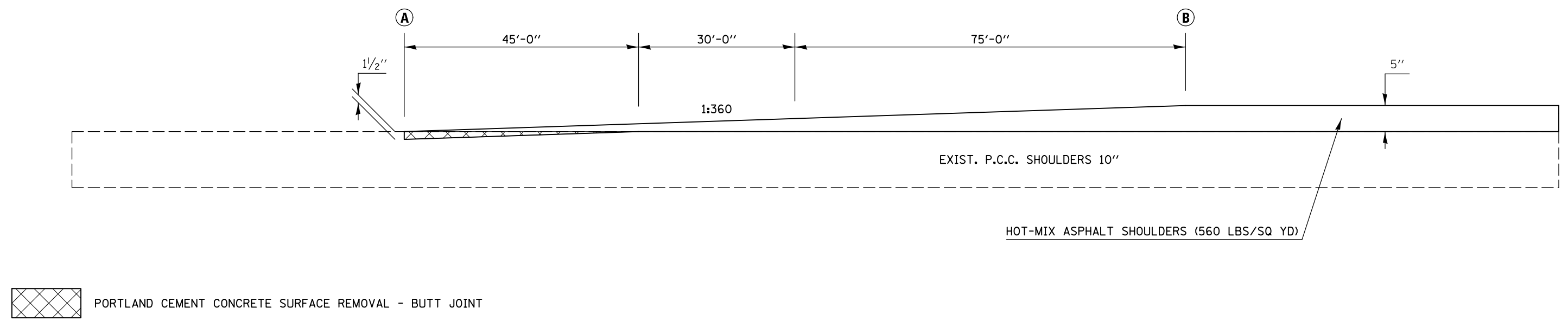
DETAIL FOR I-39 BUTT JOINTS AND PAVING TRANSITIONS

		(A)	RAMPS	(B)
		STATION	TO	STATION
CH 12	RAMP A	8+07.50		6+57.50
CH 12	RAMP B	11+30.50		12+80.50
CH 12	RAMP C	8+10.50		6+60.50
CH 12	RAMP D	10+00.50		11+50.50



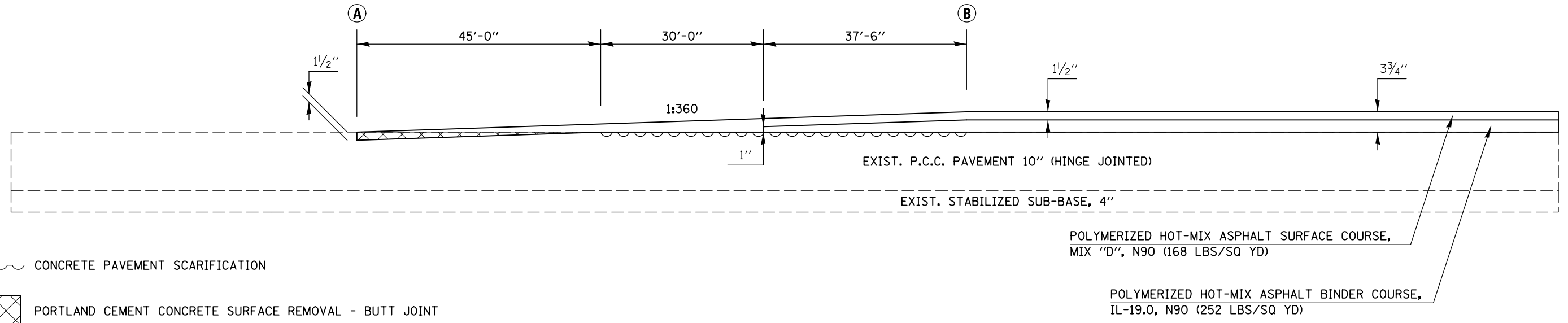
DETAIL FOR I-39 SHOULDER BUTT JOINTS AND PAVING TRANSITIONS

		(A)	RAMPS	(B)
		STATION	TO	STATION
CH 12	RAMP A	8+07.50		6+57.50
CH 12	RAMP B	11+30.50		12+80.50
CH 12	RAMP C	8+10.50		6+60.50
CH 12	RAMP D	10+00.50		11+50.50



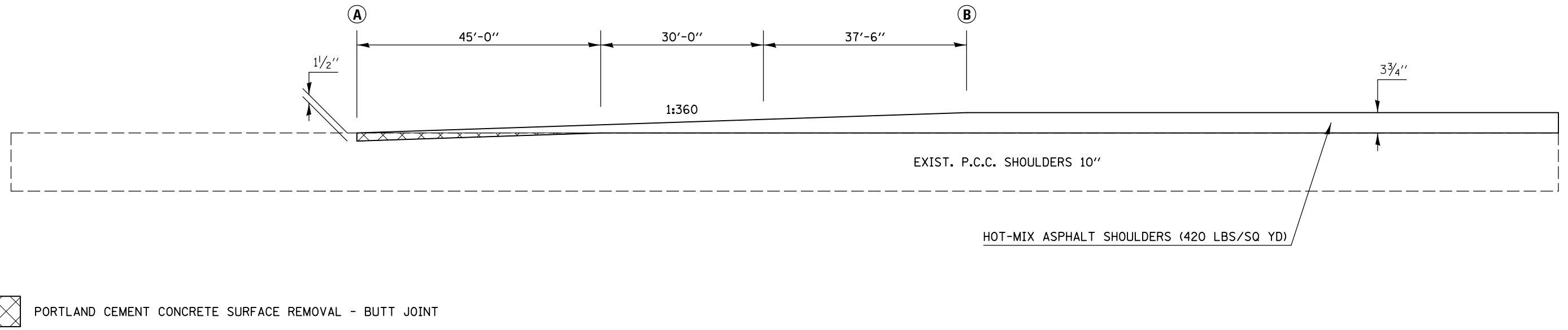
DETAIL FOR I-39 BUTT JOINTS AND PAVING TRANSITIONS

		(A)	RAMPS	(B)
		STATION	TO	STATION
CH	8 RAMP A	7+03.00		5+90.50
CH	8 RAMP B	9+31.00		10+43.50
CH	8 RAMP C	7+73.00		6+60.50
CH	8 RAMP D	8+28.00		9+40.50

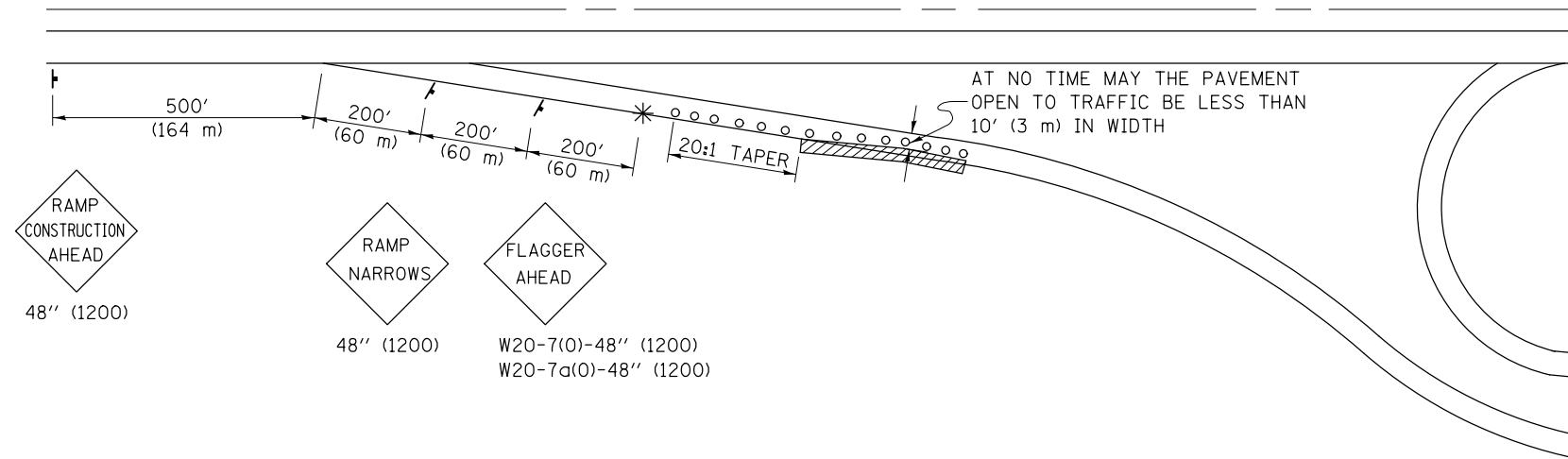


DETAIL FOR I-39 SHOULDER BUTT JOINTS AND PAVING TRANSITIONS

		(A)	RAMPS	(B)
		STATION	TO	STATION
CH	8 RAMP A	7+03.00		5+90.50
CH	8 RAMP B	9+31.00		10+43.50
CH	8 RAMP C	7+73.00		6+60.50
CH	8 RAMP D	8+28.00		9+40.50



**DAY OPERATION ONLY
PARTIAL RAMP CLOSURE**



- SYMBOLS**
- TYPE I OR II BARRICADES OR DRUMS @ 50' (15 m) CTS.
 - * FLAGGER PLACED AS DIRECTED BY THE ENGINEER
 - † SIGN ON PORTABLE OR PERMANENT SUPPORT
 - ▨ WORK AREA

TYPICAL APPLICATIONS

PAVEMENT PATCHING
HMA RESURFACING

GENERAL NOTES

CONSTRUCTION OPERATIONS SHALL BE CONFINED TO AN AREA NARROW ENOUGH THAT A MINIMUM OF 10' (3 m) OF PAVEMENT SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

FULL WIDTH PAVEMENT ON THE RAMPS SHALL BE OPEN TO TRAFFIC AT NIGHT.

WHEN NO WORK IS BEING PERFORMED, THE FLAGGER WILL NOT BE REQUIRED. IF THE FLAGGER IS NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.

ALL SIGNS SHALL BE POST MOUNTED IF WORK IN THE AREA EXCEEDS FOUR DAYS OF DAYTIME OPERATIONS.

LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.

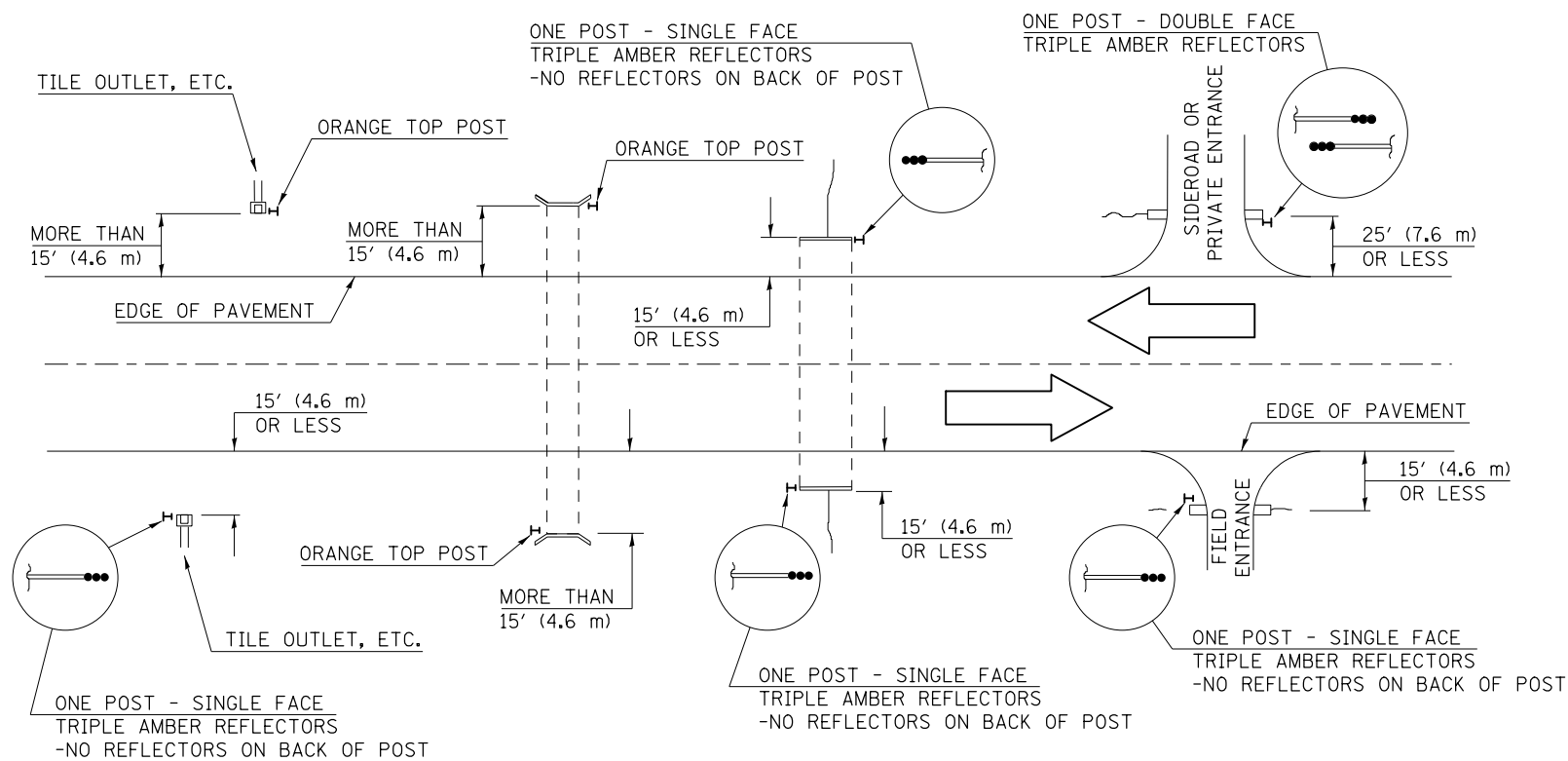
ALL VEHICLES, EQUIPMENT, WORKERS (EXCEPT FLAGGER) AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE DISTRICT ENGINEER.

Traffic Control for all ramps shall be in accordance with the appropriate application of plan detail **TRAFFIC CONTROL FOR RAMPS** and will not be paid for separately, but shall be included in the contract lump sum price for Traffic Control and Protection, (Special).

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

FILE NAME =	USER NAME = berganej	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL FOR RAMPS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p1dot\berganej\d0425415\0570620-SHT-DETAILS.dgn	DRAWN -	REVISED - BJH 1/29/13	39			(57-3,57-4)RS	MCLEAN	175	51	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 70A20							
PLOT DATE = 3/17/2015	DATE -	REVISED -	FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT			
					SCALE:	SHEET 1 OF 1 SHEETS		STA.	TO STA.	

IDENTIFICATION OF ROADSIDE HAZARDS FOR TWO-LANE ROADWAYS



BILL OF MATERIALS

DELINEATOR TYPE	SINGLE FACE	DOUBLE FACE	NO REFLECTOR	TOTAL DELINEATORS
SINGLE CRYSTAL		N/A	N/A	
DOUBLE CRYSTAL			N/A	
SINGLE AMBER			N/A	
DOUBLE AMBER		N/A	N/A	
TRIPLE AMBER			N/A	
ORANGE TOP	N/A	N/A		
			TOTAL	

NOTES

DELINEATORS FOR ROADSIDE HAZARDS SHALL ONLY BE PLACED AT LOCATIONS WHERE THERE IS NO GUARDRAIL, OR OTHER PERMANENT BARRIER, ON THE SAME SIDE OF ROAD AS THE HAZARD.

DELINEATORS FOR ROADSIDE HAZARDS SHALL ONLY BE PLACED AT LOCATIONS WHERE DELINEATORS ARE NOT IN PLACE ALONG THE EDGE OF SHOULDER.

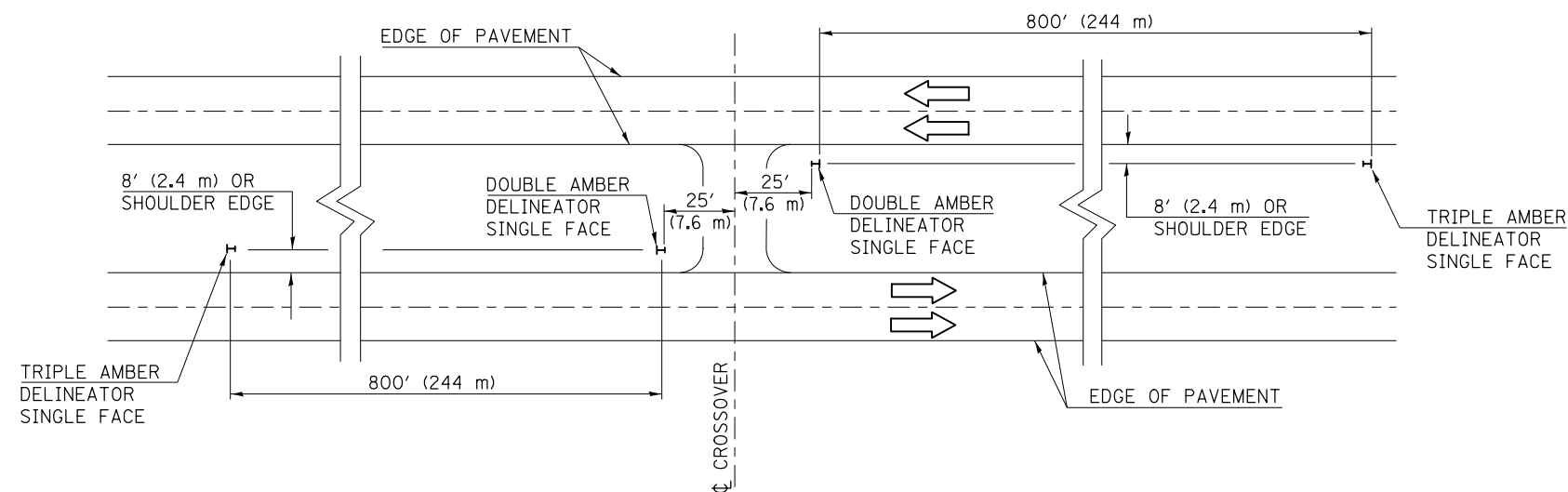
EACH POST SHALL BE CONSIDERED AS ONE DELINEATOR FOR PAYMENT, REGARDLESS OF THE NUMBER OF DELINEATORS ATTACHED TO IT.

POSTS INDICATED AS "ORANGE TOP" SHALL HAVE NO REFLECTORS. THEY SHALL HAVE THE TOP 12" (300 mm) (MINIMUM) OF THE POST PAINTED A BRIGHT ORANGE COLOR SIMILAR TO CONSTRUCTION SIGNS, AND SHALL MEET THE APPROVAL OF THE ENGINEER. FLUORESCENT PAINT OR OTHER SPECIAL RETROREFLECTIVE COATINGS WILL NOT BE REQUIRED.

FOR ONE-WAY ROADWAYS THE APPLICATION SHALL BE SIMILAR WITH DELINEATORS PLACED ON THE TRAFFIC APPROACH SIDE OF HAZARDS AND OBJECTS. ONLY SINGLE FACE DELINEATORS WILL BE REQUIRED ON ONE-WAY ROADWAYS.

FOR OTHER DELINEATOR APPLICATIONS, REFER TO HIGHWAY STANDARD 635001.

MEDIAN DELINEATORS AT CROSSOVER
(FOR INTERSTATES, EXPRESSWAYS, DUAL HIGHWAYS)



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

DISTRICT 5 DETAIL NO. 63500105

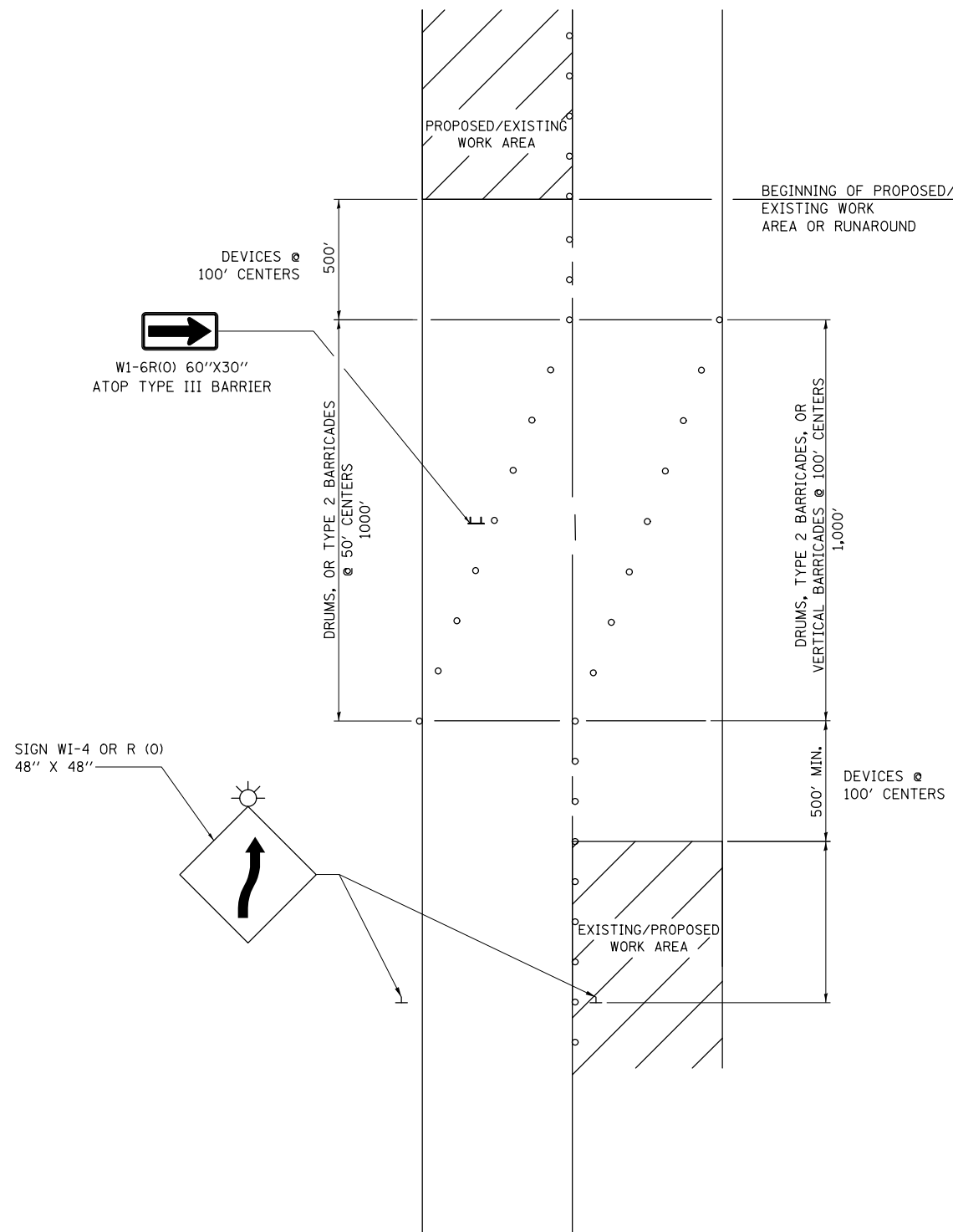
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/17/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DELINEATORS

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	52
CONTRACT NO. 70A20				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



NOTES:

1. THIS DETAIL ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE LEFT LANE PRIOR TO THE RIGHT LANE. UNDER THESE CONDITIONS, THE SETUP WOULD BE A MIRROR IMAGE TO WHAT IS SHOWN.
2. ALL DEVICES SHALL CONFORM TO STD. 701901
3. ALL CONFLICTING OR UNNECESSARY SIGNS SHALL BE REMOVED OR COVERED.
4. ALL DEVICES REQUIRE STEADY BURN MONODIRECTIONAL LIGHTS IF WORK INVOLVES A NIGHT-TIME CLOSURE.
5. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS.

DISTRICT 5 DETAIL NO. 70100100

FILE NAME =	USER NAME = bergana.j	DESIGNED - 1/11	REVISED - 06/14
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	PLOT DATE = 3/17/2015	DATE -	REVISED -

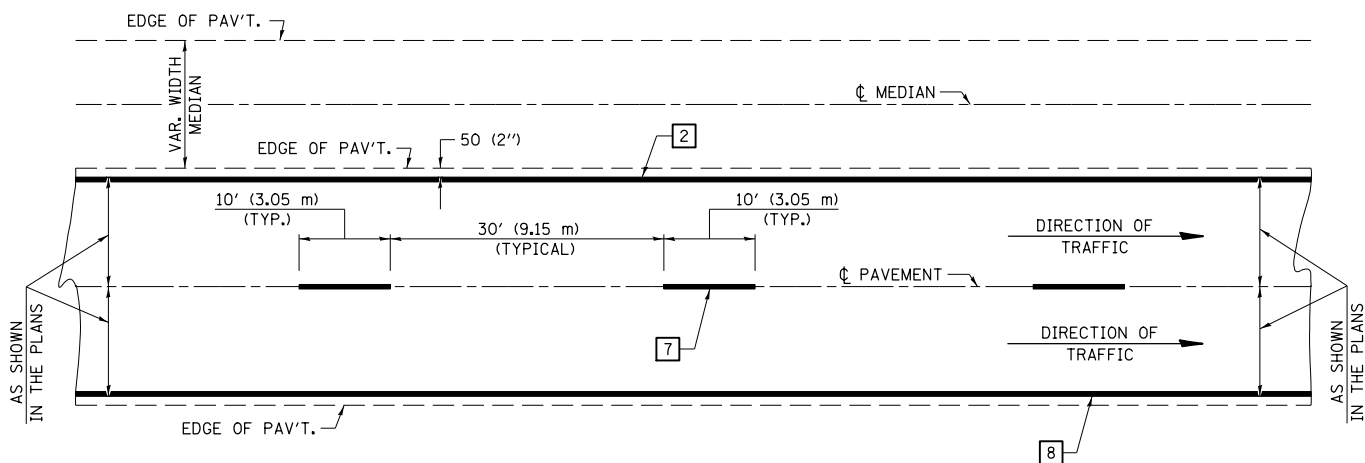
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SWITCHBACK

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	53
CONTRACT NO. 70A20			ILLINOIS FED. AID PROJECT	

CENTERLINE INTERSTATE OR MULTI-LANE TWO WAY DIVIDED HIGHWAY

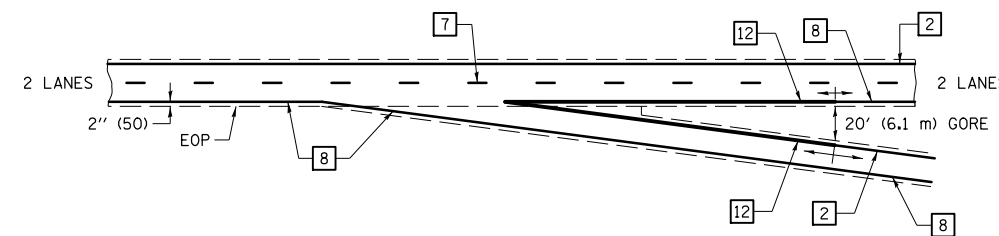


NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

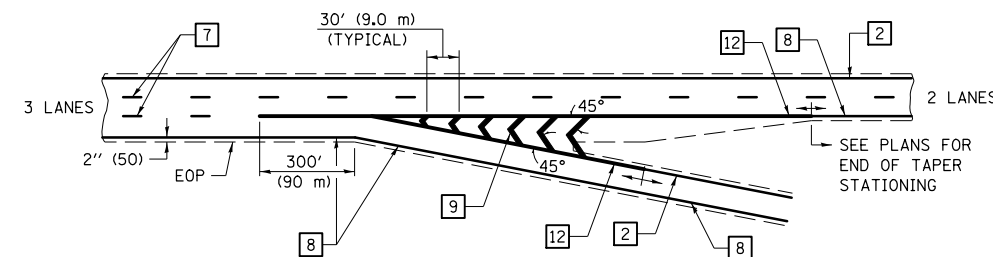
NOTE: SEE ARTICLES 780.04 & 781.03 FOR LOCATION OF STRIPES AND MARKERS RELATIVE TO EDGES OR JOINTS.

FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO STANDARD 781001.

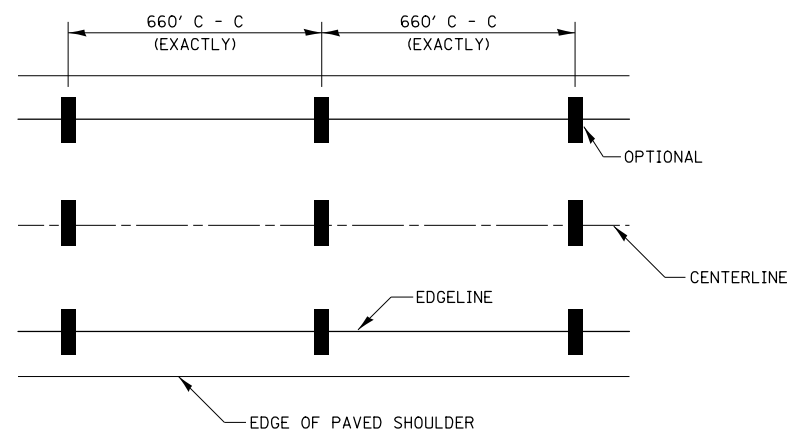
TYPICAL EXIT RAMP TERMINAL



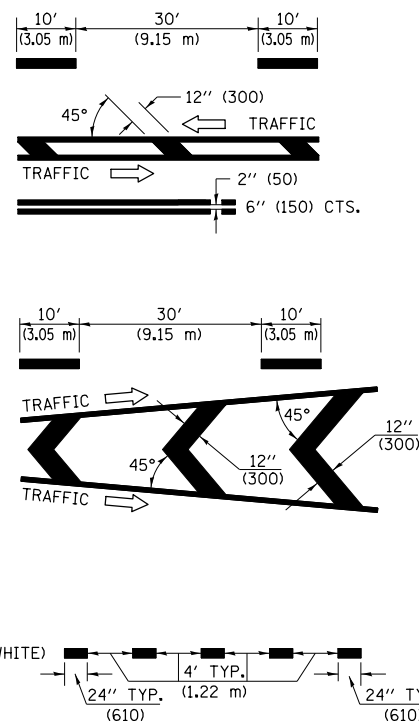
EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



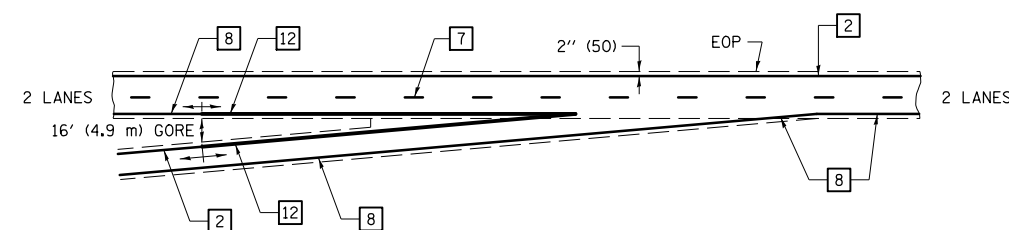
TYPICAL PAVEMENT MARKING LEGEND



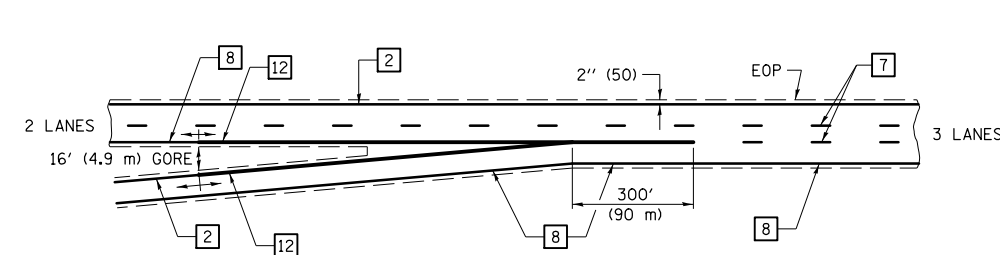
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)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



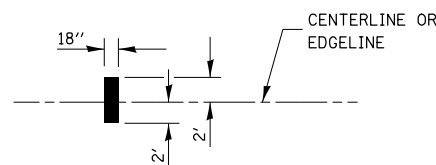
TYPICAL ENTRANCE RAMP TERMINAL



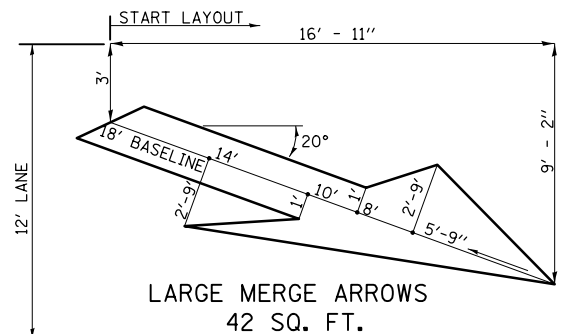
ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE



IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF MEASUREMENT CAN BE ATTESTED TO IN COURT.



AERIAL SPEED CHECK ZONES



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

FILE NAME =	USER NAME = bergena.j	DESIGNED -	REVISED - 11/06
et:\pwork\pwork\bergena.j\0425415\0570420-SHT-DETAILS.dgn		DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -
PLOT DATE = 3/17/2015		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATIONS)

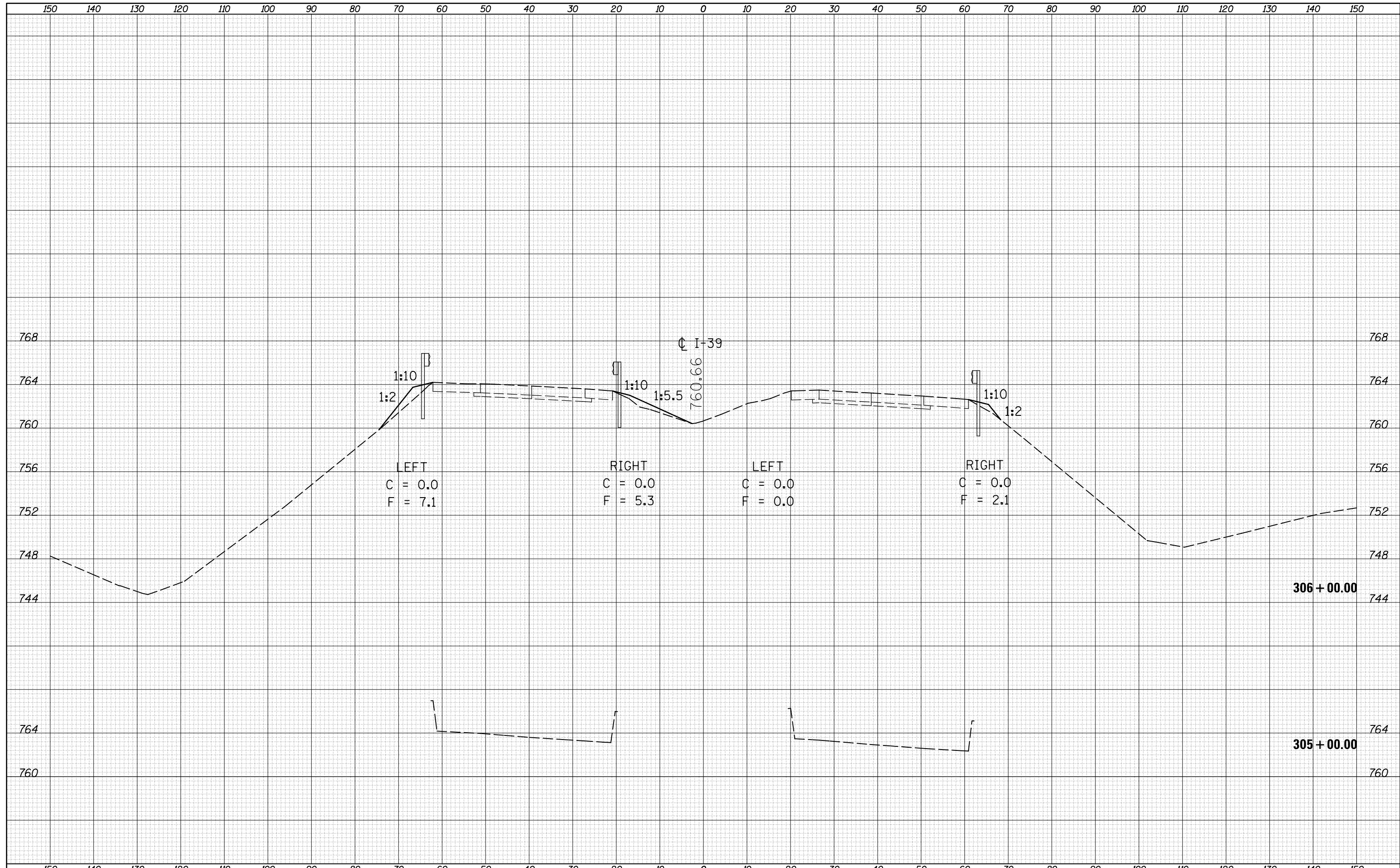
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800BBBB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	54
CONTRACT NO. 70A20				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
NO.	

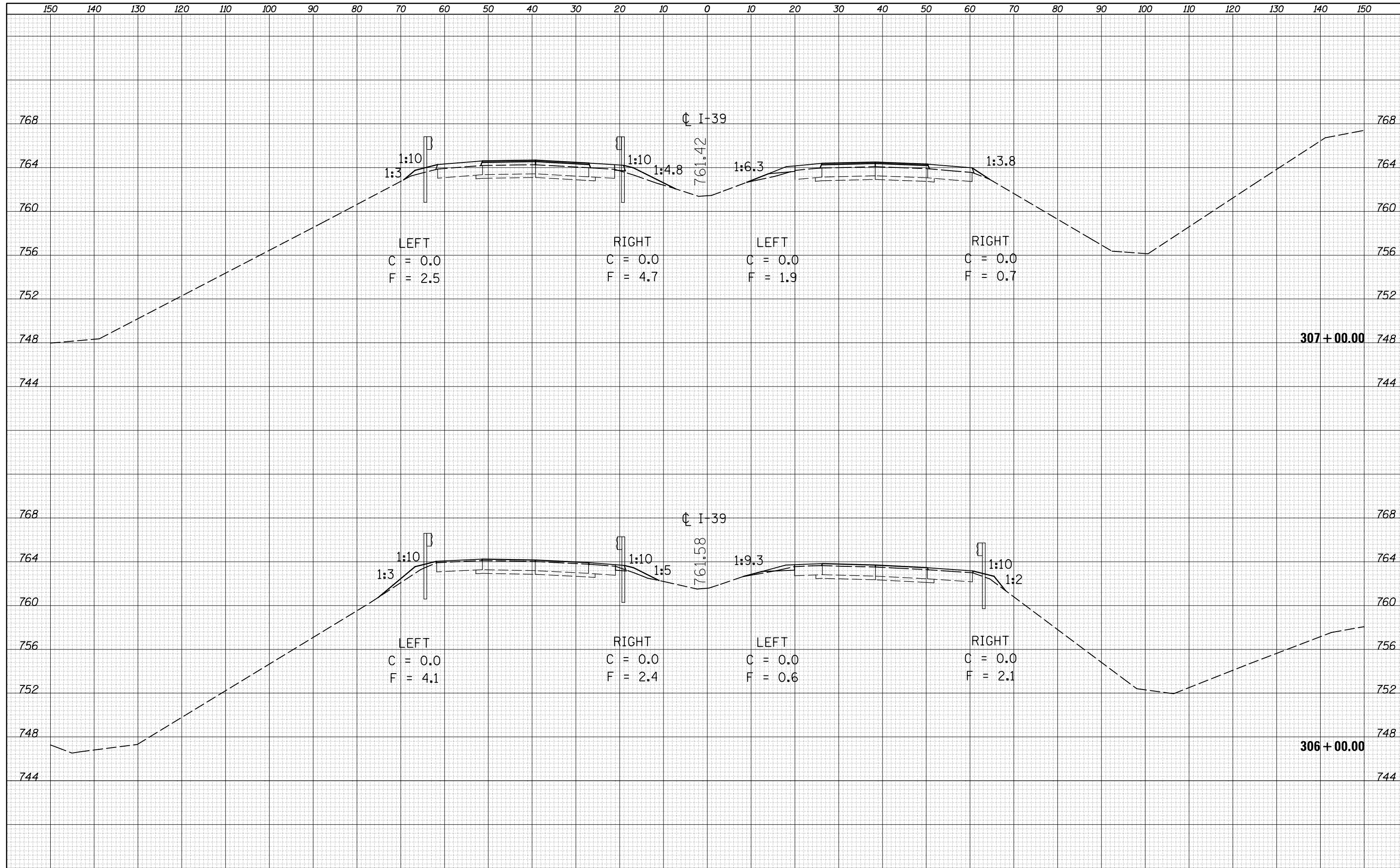
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AREAS	
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ORIGINAL SURVEY	
NOTE BOOK	
NO.	



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c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	55
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MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE:						SHEET 1 OF 121 SHEETS	STA. 305+00.00 TO STA. 306+00.00			

DATE	
BY	
FINAL SURVEY NO.	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	

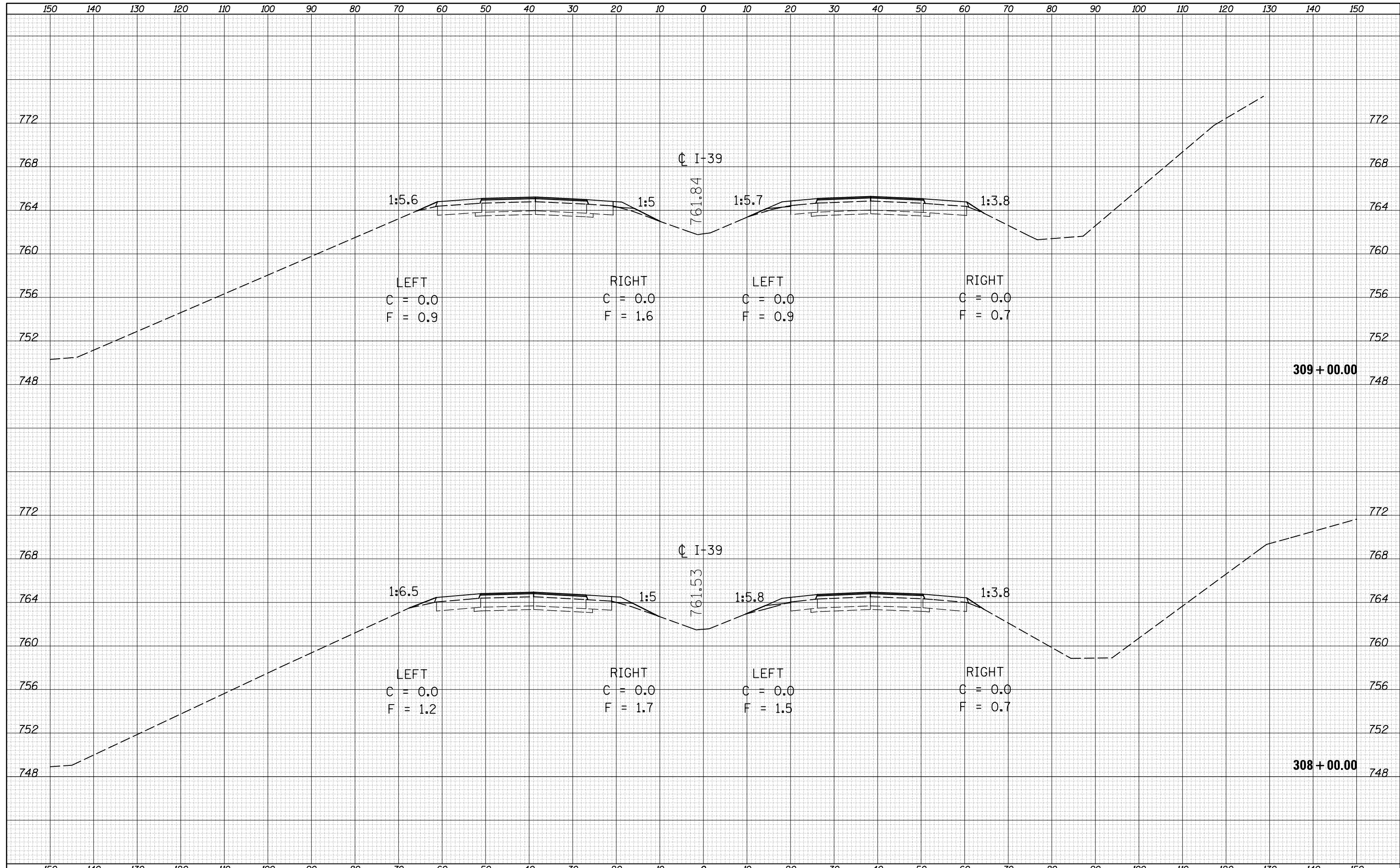
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BY	
ORIGINAL SURVEY NO.	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	



FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISÉ -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISÉ -			39	(57-3,57-4)RS	MCLEAN	175	56	
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISÉ -			CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT			
MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISÉ -			SCALE:	SHEET 2 OF 121 SHEETS	STA. 306+00.00 TO STA. 307+00.00			

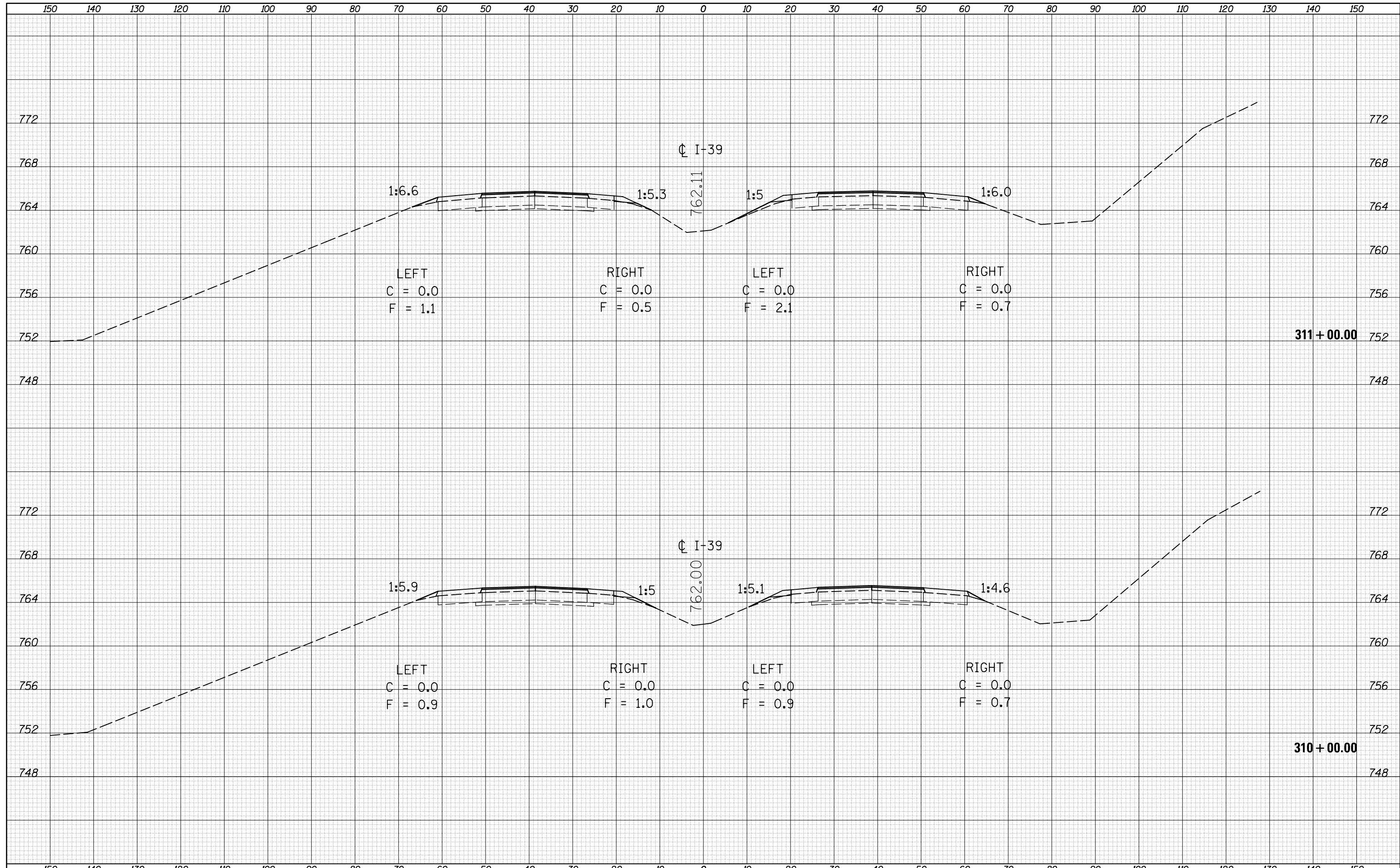
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PLOTTED	
TEMPLATE	
AREAS	
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FINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
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TEMPLATE	
AREAS	
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NOTE BOOK	
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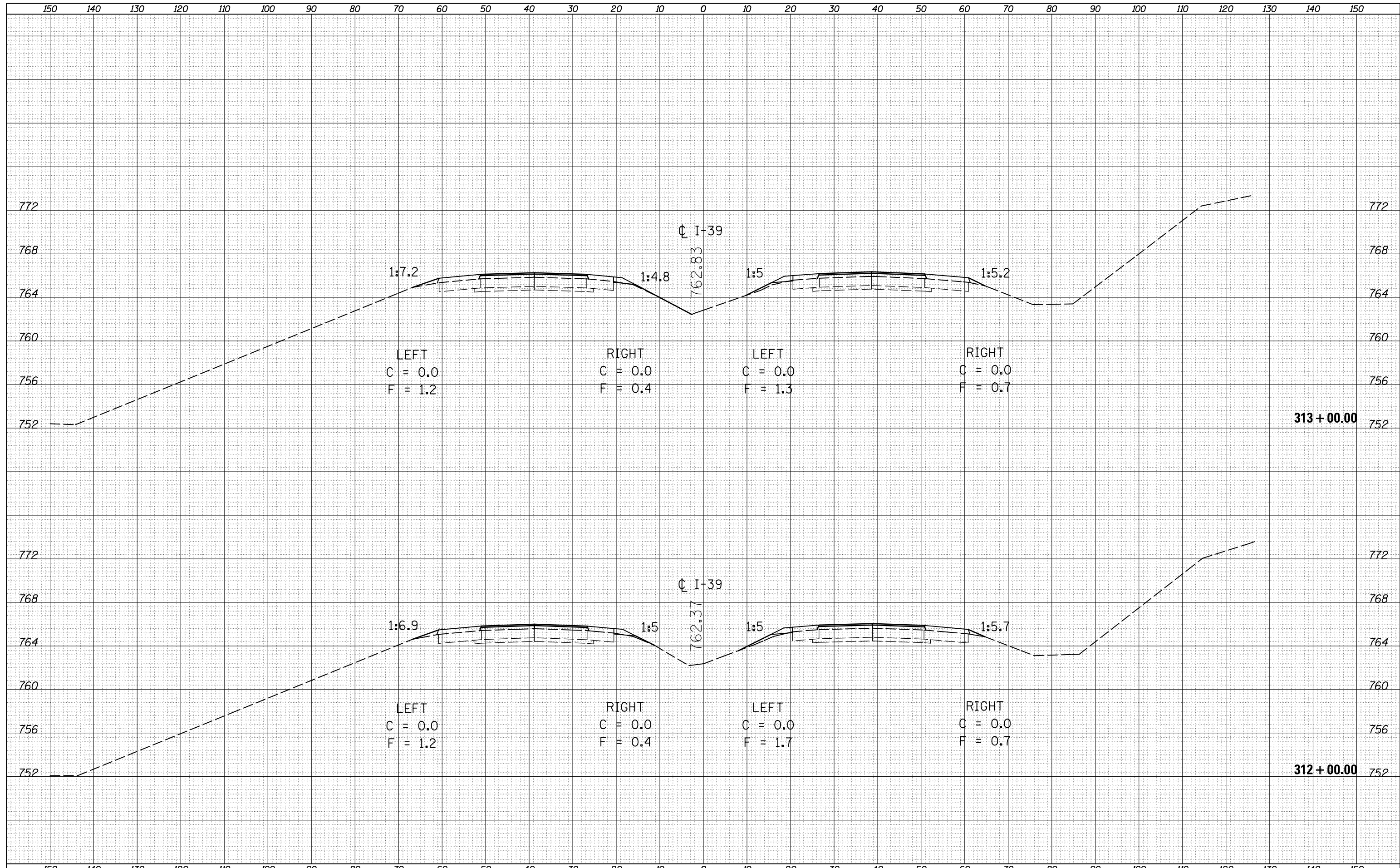
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NOTE BOOK	
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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



DATE	
BY	
FINAL SURVEY NO.	
SURVEYED PLOTTED	
TEMPLATE AREAS CHECKED	
NOTE BOOK AREAS CHECKED	

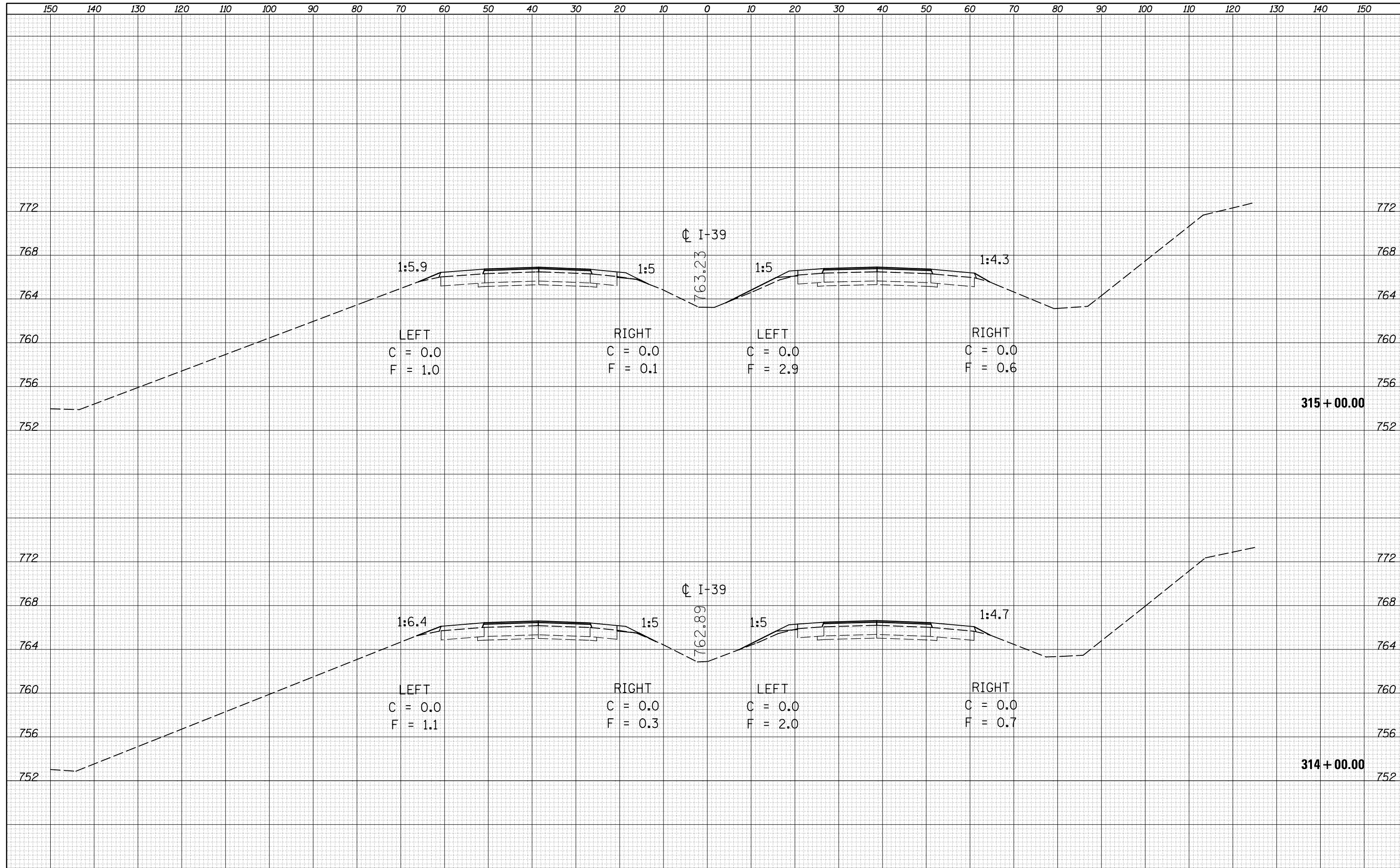
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SURVEYED PLOTTED	
TEMPLATE AREAS CHECKED	
NOTE BOOK AREAS CHECKED	



FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	59	
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT			
MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 5 OF 121 SHEETS	STA. 312+00.00 TO STA. 313+00.00			

DATE	
BY	
FINAL SURVEY	
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PLOTTED	
TEMPLATE	
NOTE BOOK	
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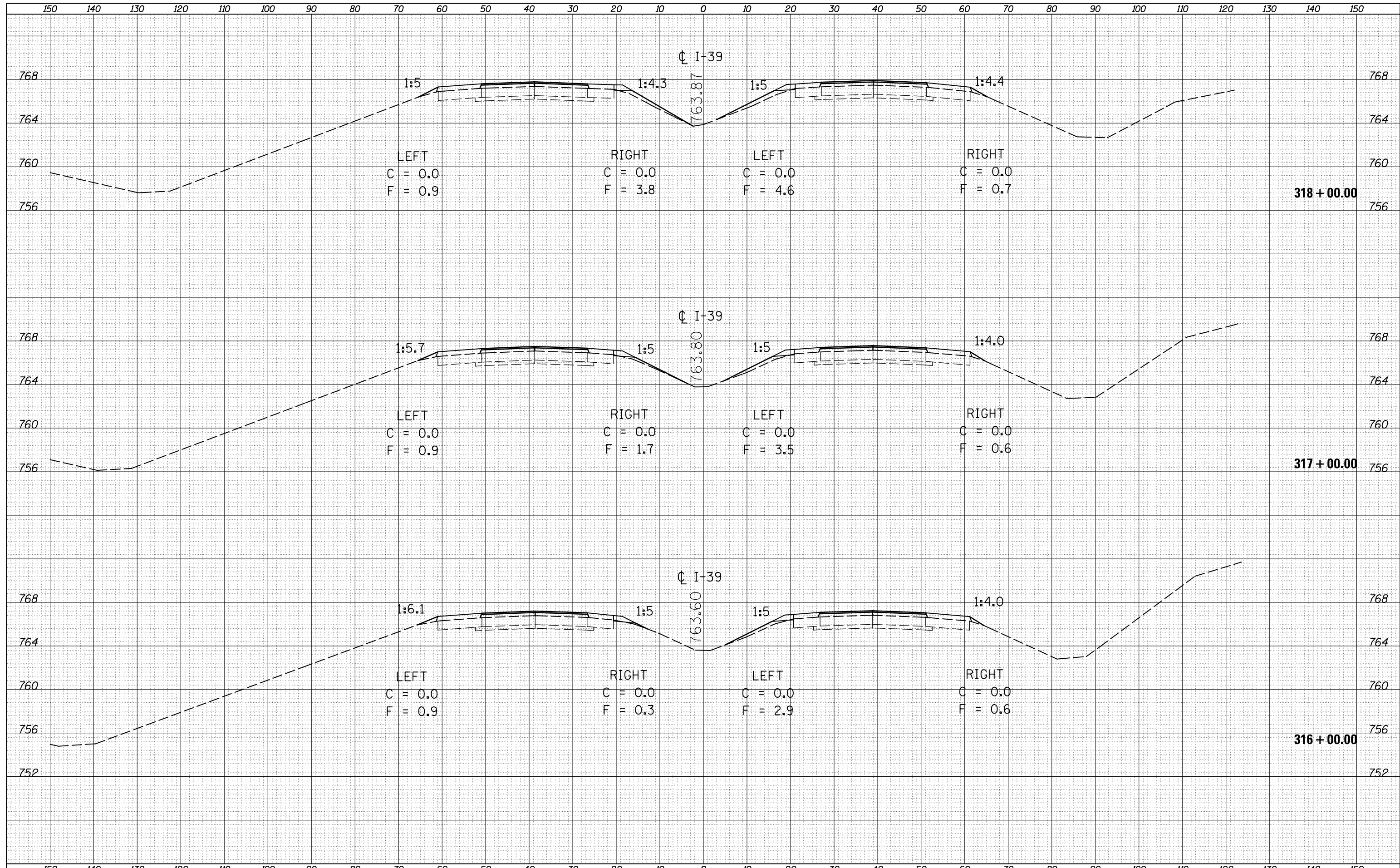
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TEMPLATE	
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NO.	



FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISÉ -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISÉ -			39	(57-3,57-4)RS	MCLEAN	175	60
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISÉ -			CONTRACT NO. 70A20				
MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISÉ -			SCALE:	SHEET 6 OF 121 SHEETS	STA. 314+00.00 TO STA. 315+00.00	ILLINOIS FED. AID PROJECT	

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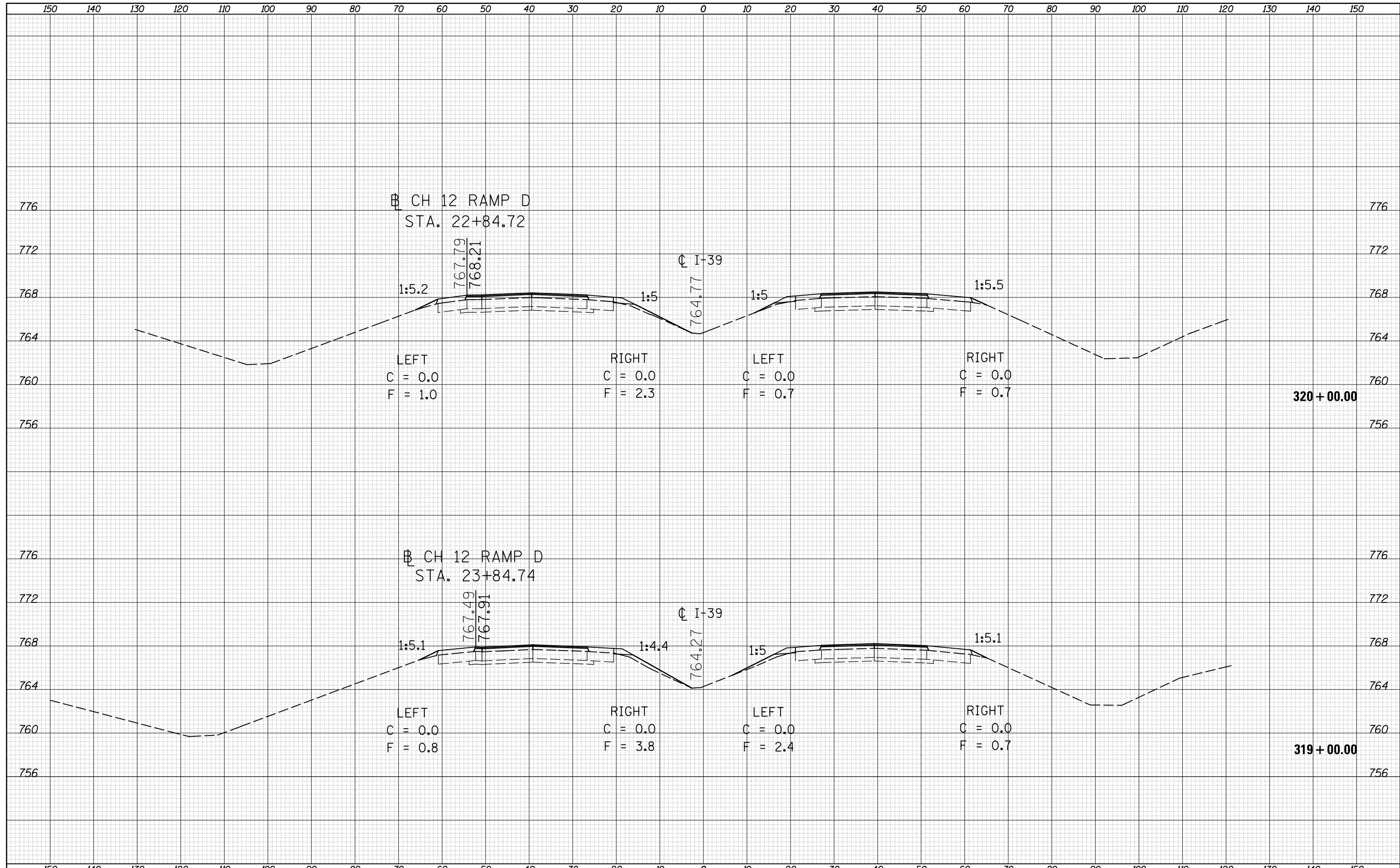
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -					39	(57-3,57-4)RS	MCLEAN	175	61
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 70A20			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 3/17/2015	DATE -	REVISED -		SCALE:	SHEET 7 OF 121 SHEETS	STA. 316+00.00 TO STA. 318+00.00					

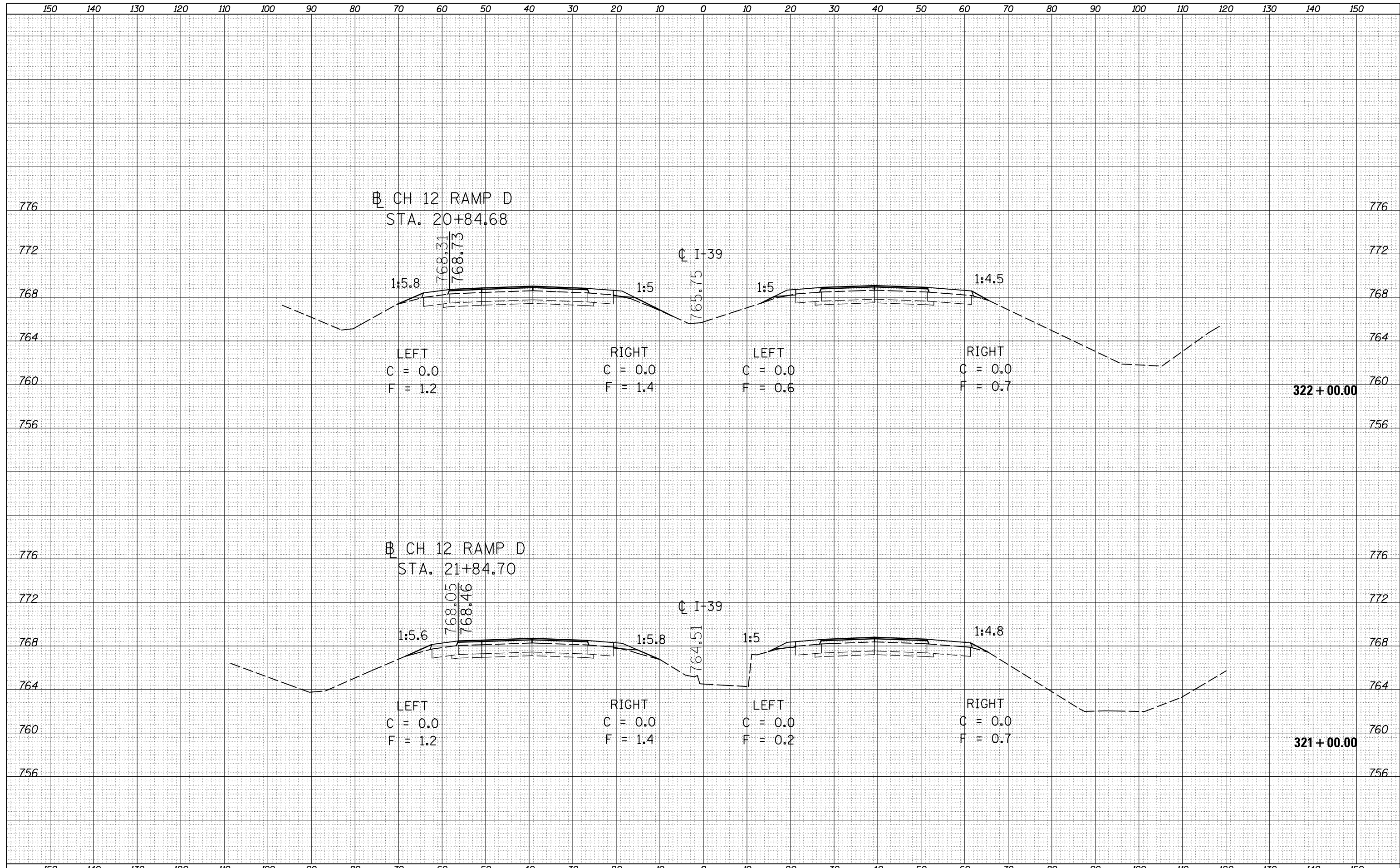
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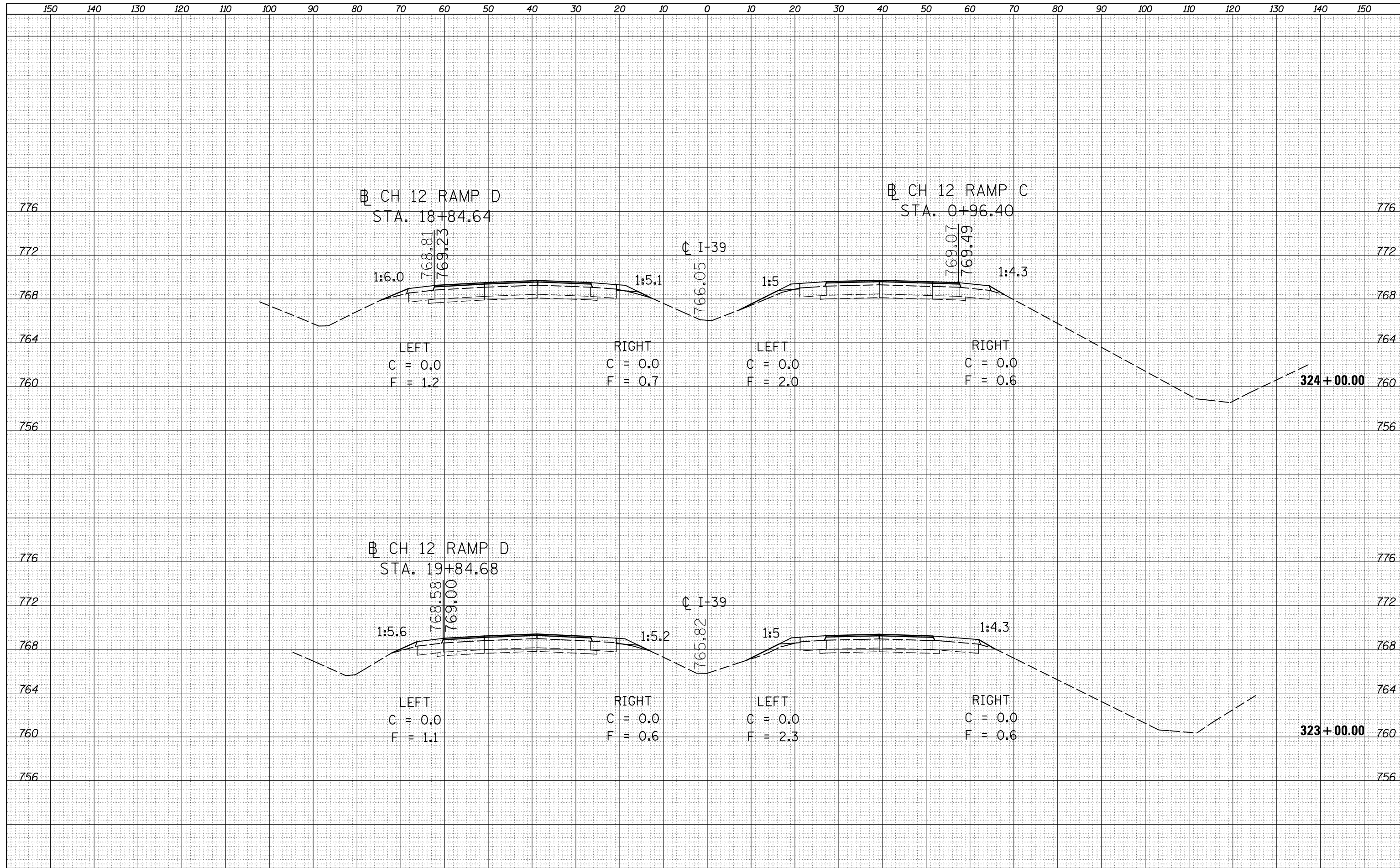
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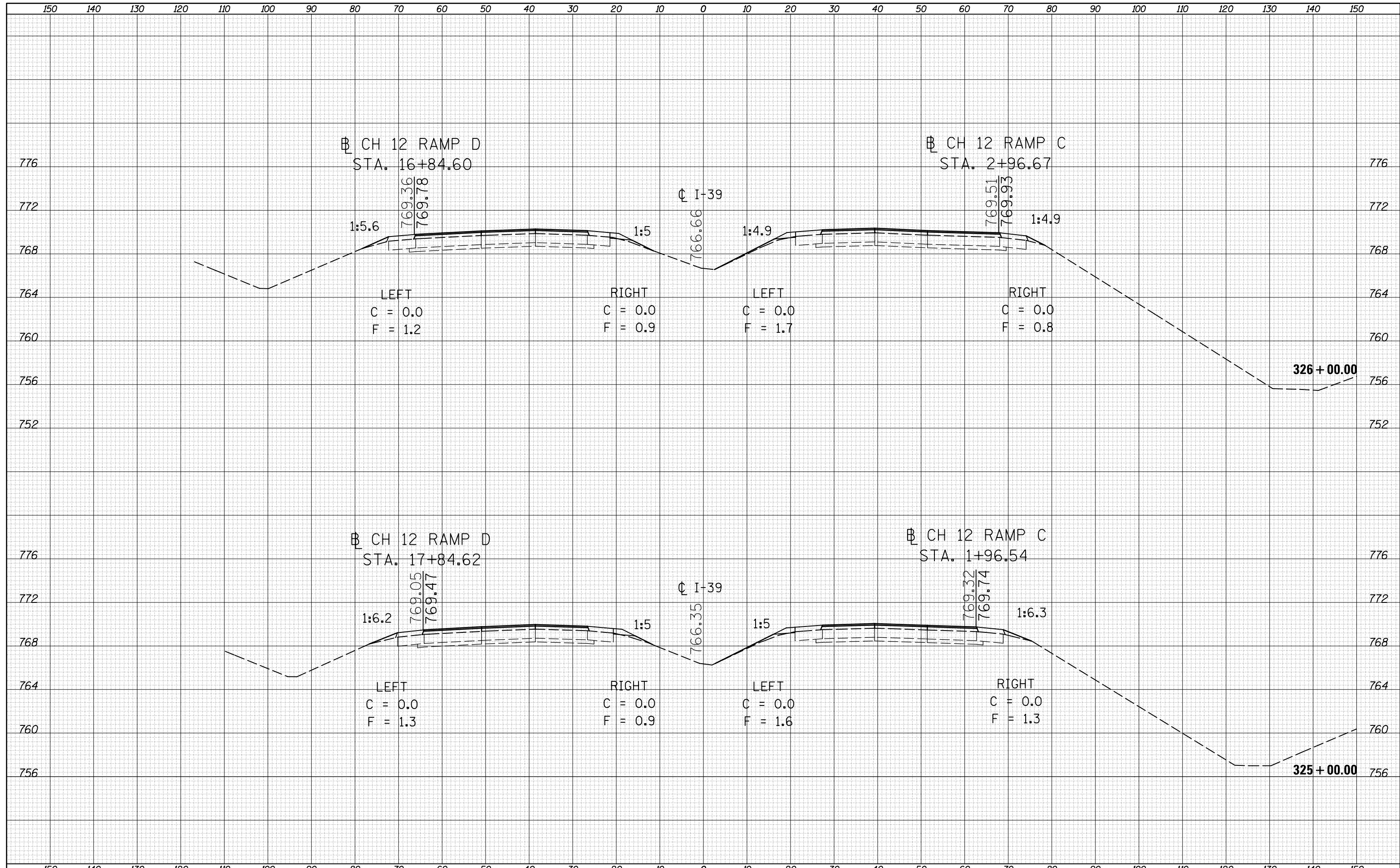
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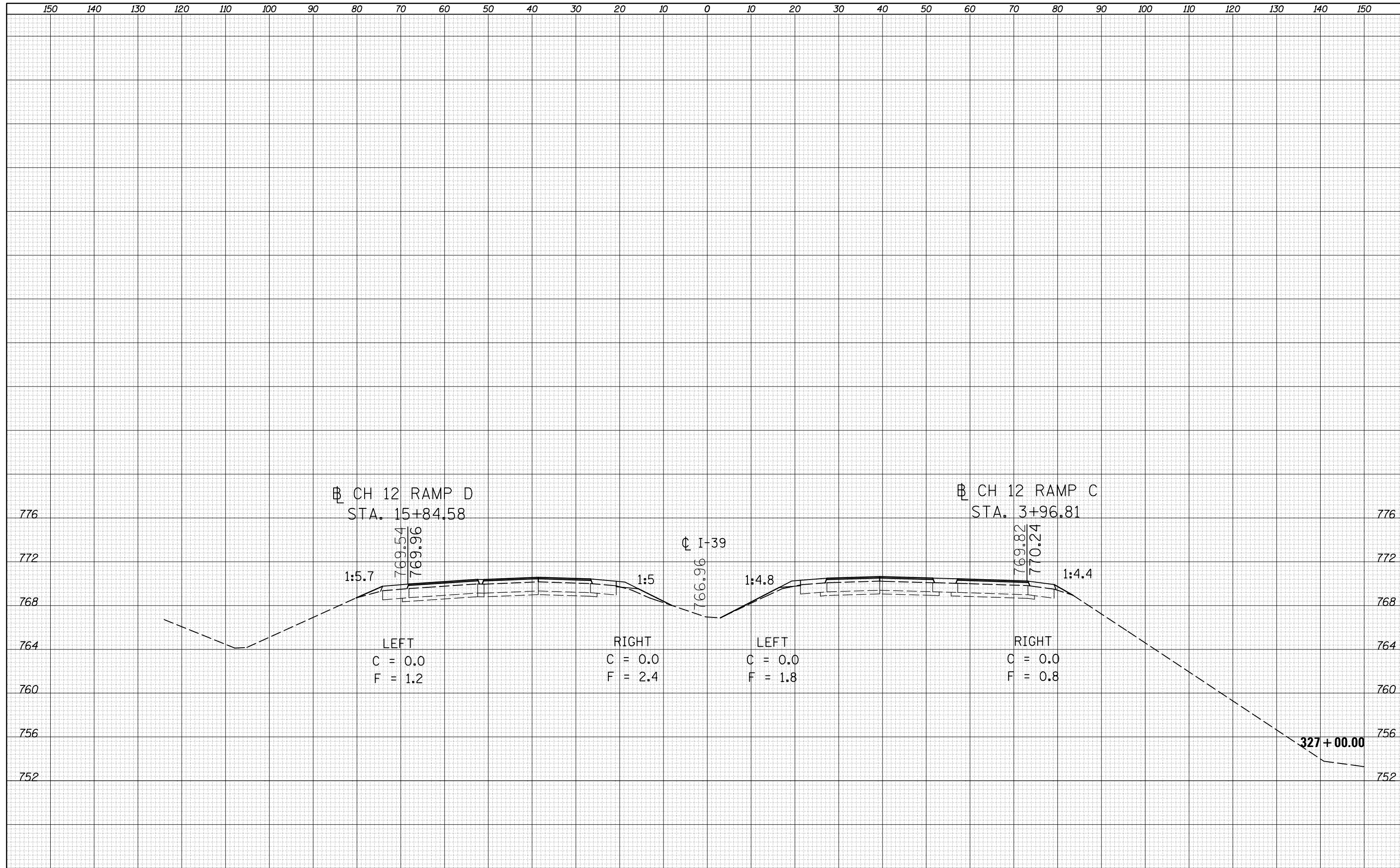
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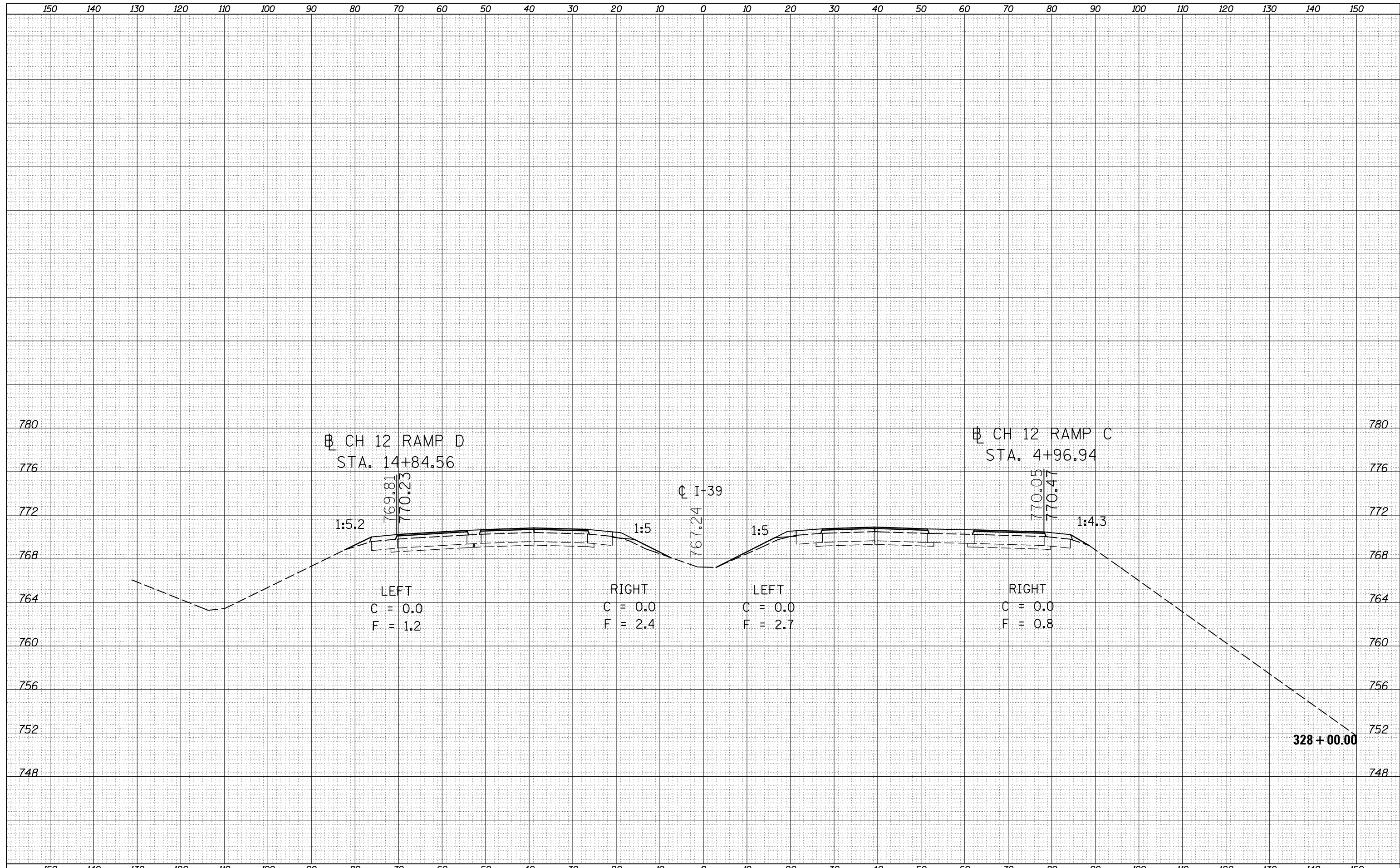
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FILE NAME =	USER NAME = bergana.j	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwidot\bergana.j\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	66	
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20					
MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 12 OF 121 SHEETS	STA. 327+00.00 TO STA. 327+00.00	ILLINOIS FED. AID PROJECT		

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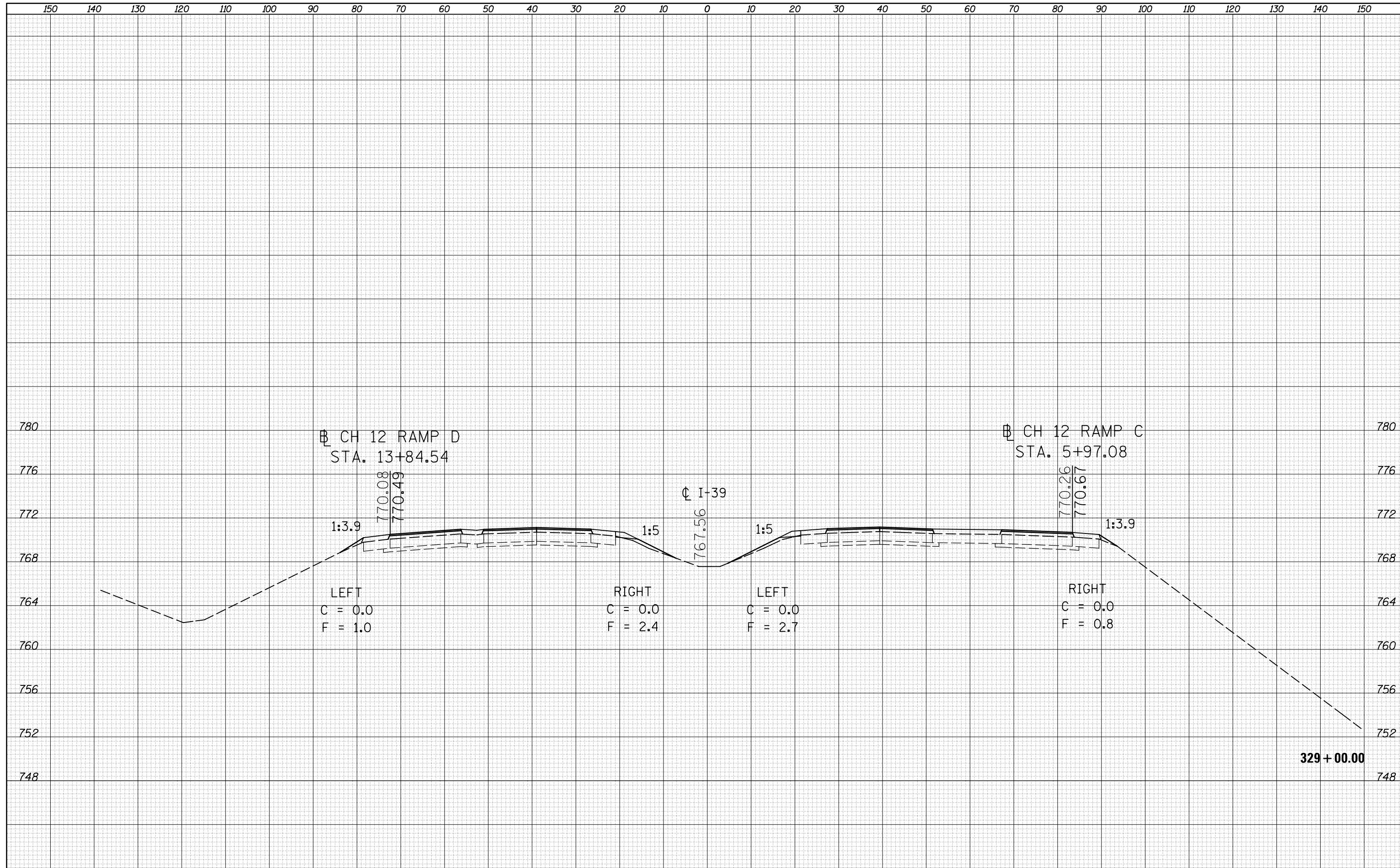
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NOTE BOOK	
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -		39	(57-3,57-4)RS	MCLEAN	175	67			
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20							
MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISED -		SCALE:	SHEET 13 OF 121 SHEETS	STA. 328+00.00 TO STA. 328+00.00	ILLINOIS FED. AID PROJECT				

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NOTE BOOK	PLOTTED
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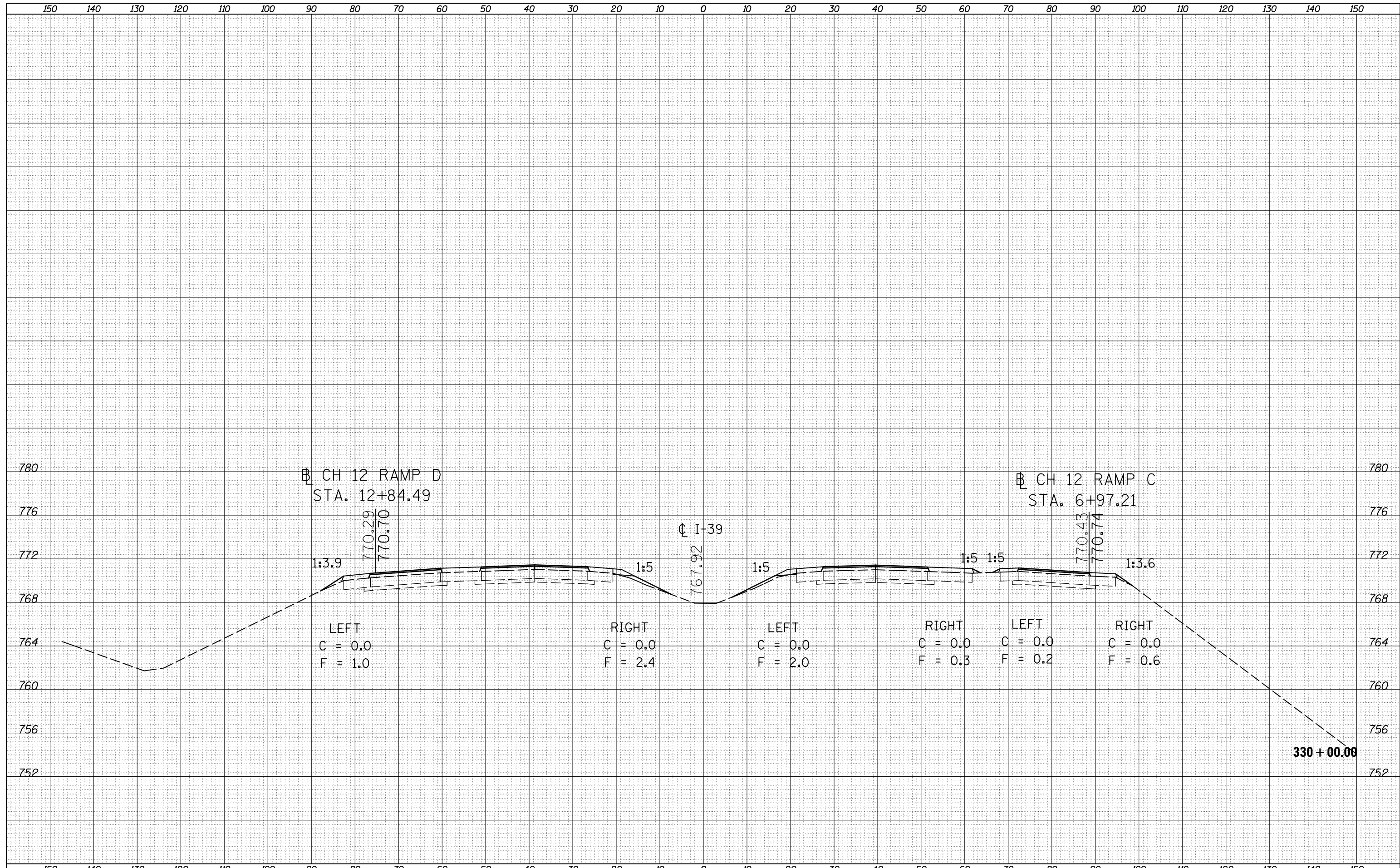
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	68
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20			ILLINOIS FED. AID PROJECT	
	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 14 OF 121 SHEETS	STA. 329+00.00 TO STA. 329+00.00		

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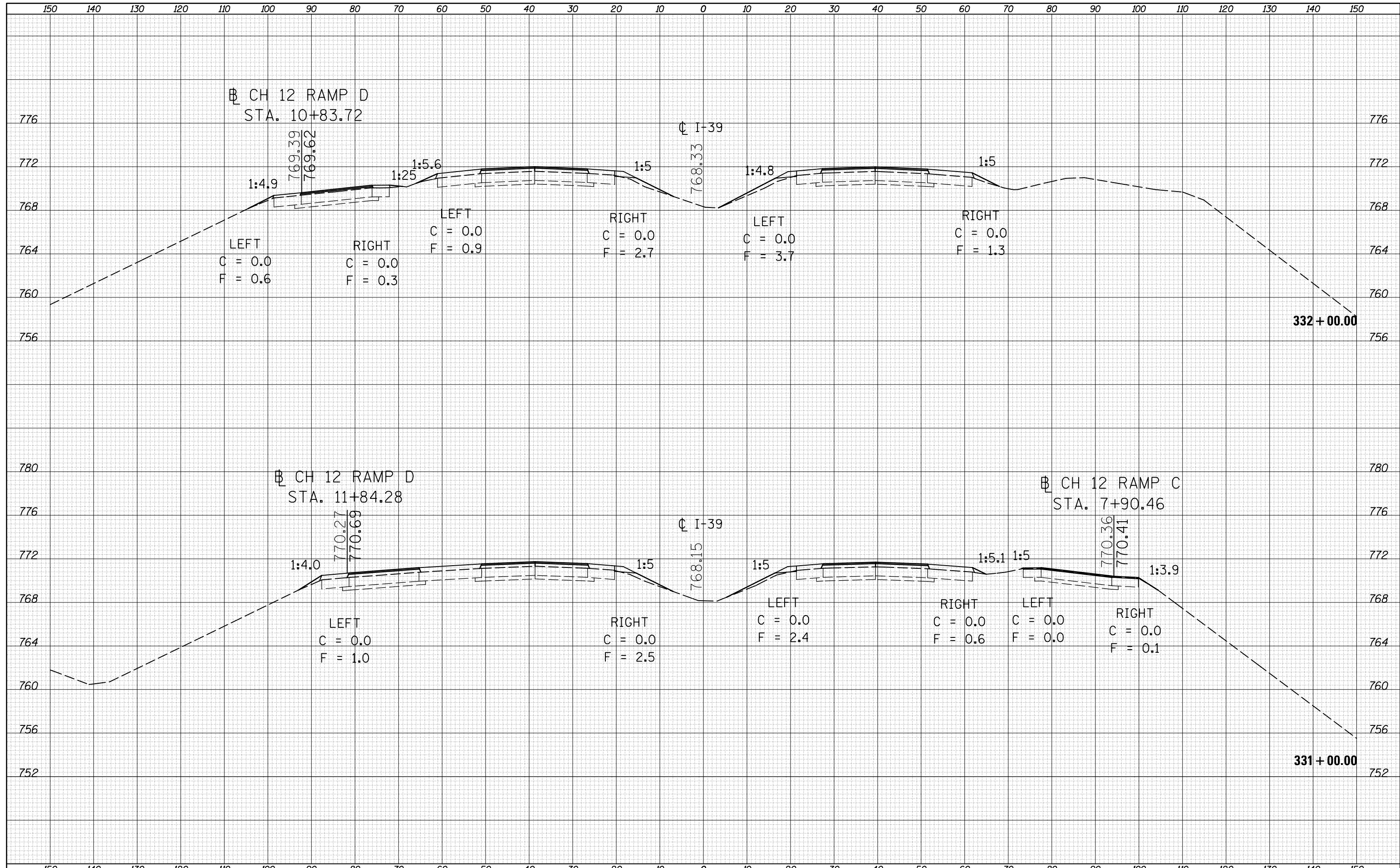
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwwork\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	69	
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT			
	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 15 OF 121 SHEETS	STA. 330+00.00 TO STA. 330+00.00			

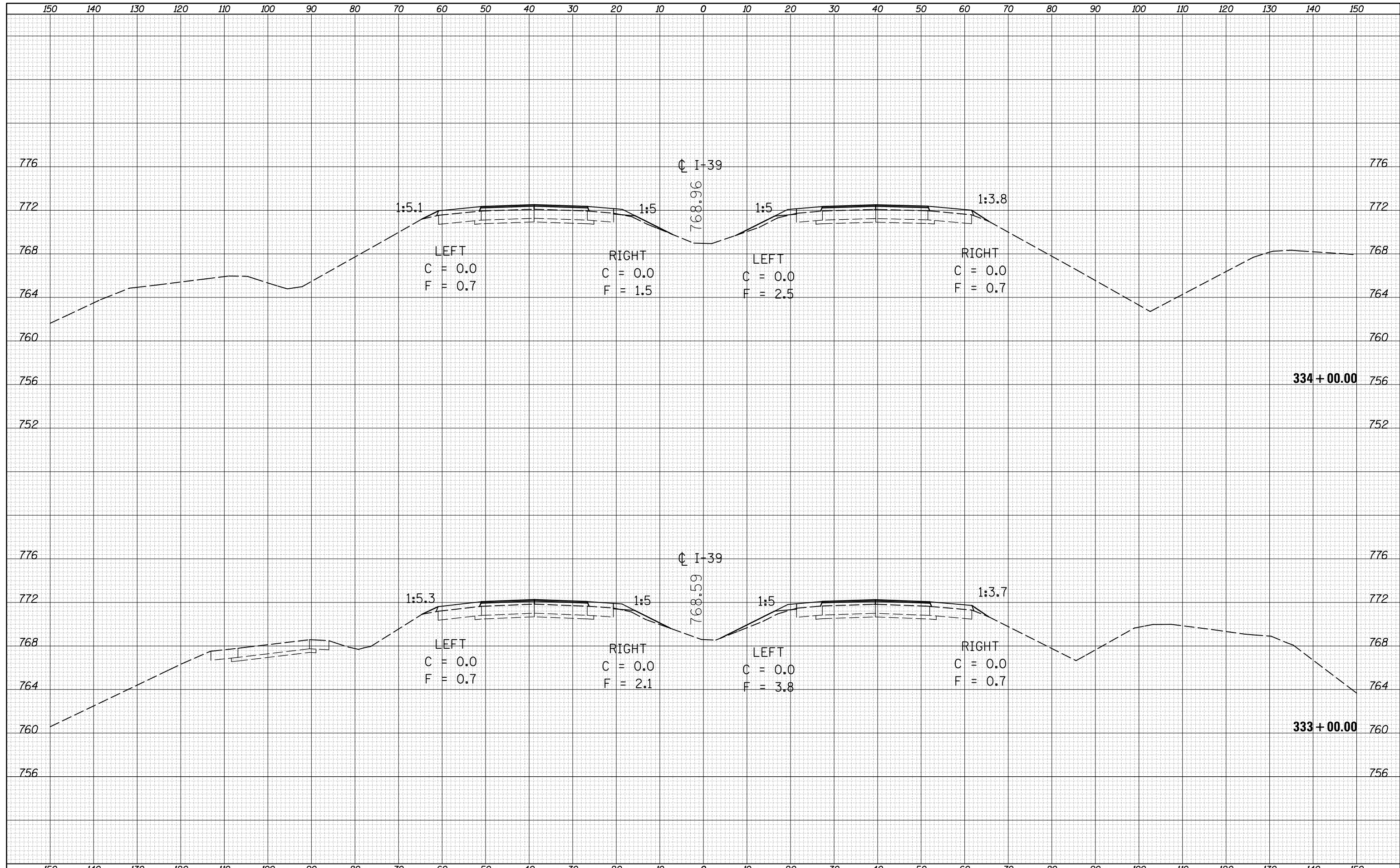
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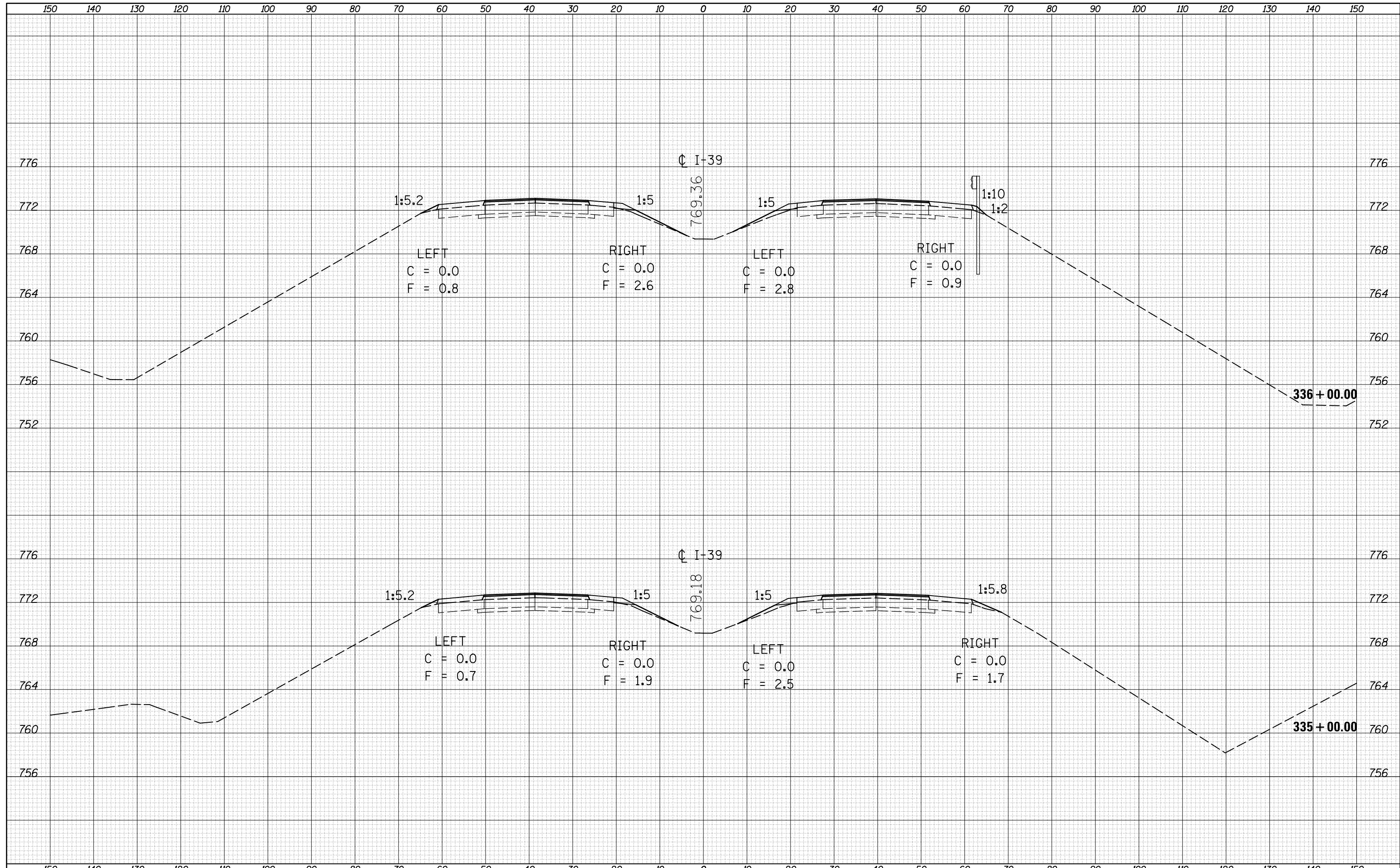
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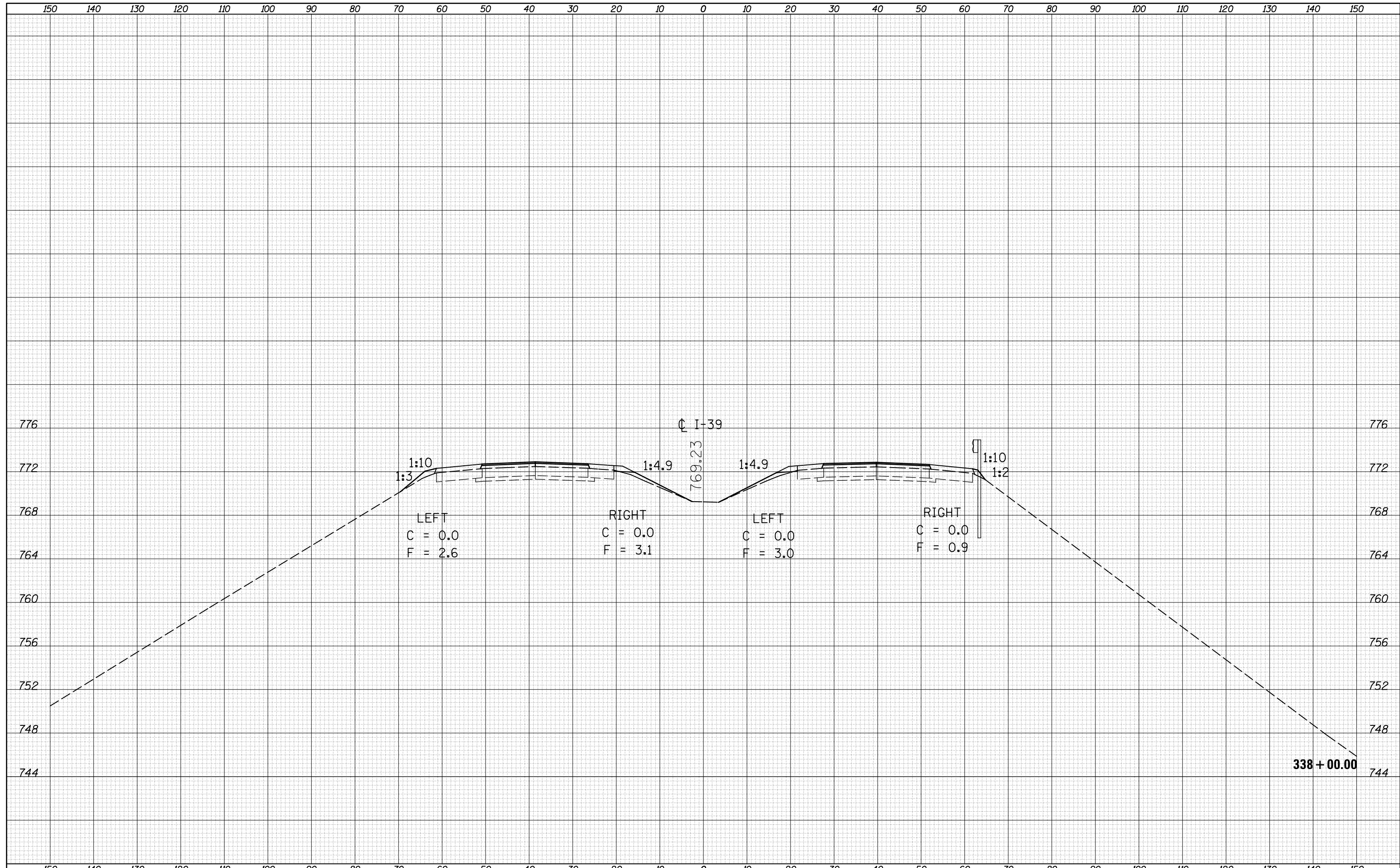
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISIED -			39	(57-3,57-4)RS	MCLEAN	175	72	
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISIED -			CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT			
	PLOT DATE = 3/17/2015	DATE -	REVISIED -			SCALE:	SHEET 18 OF 121 SHEETS	STA. 335+00.00 TO STA. 336+00.00			

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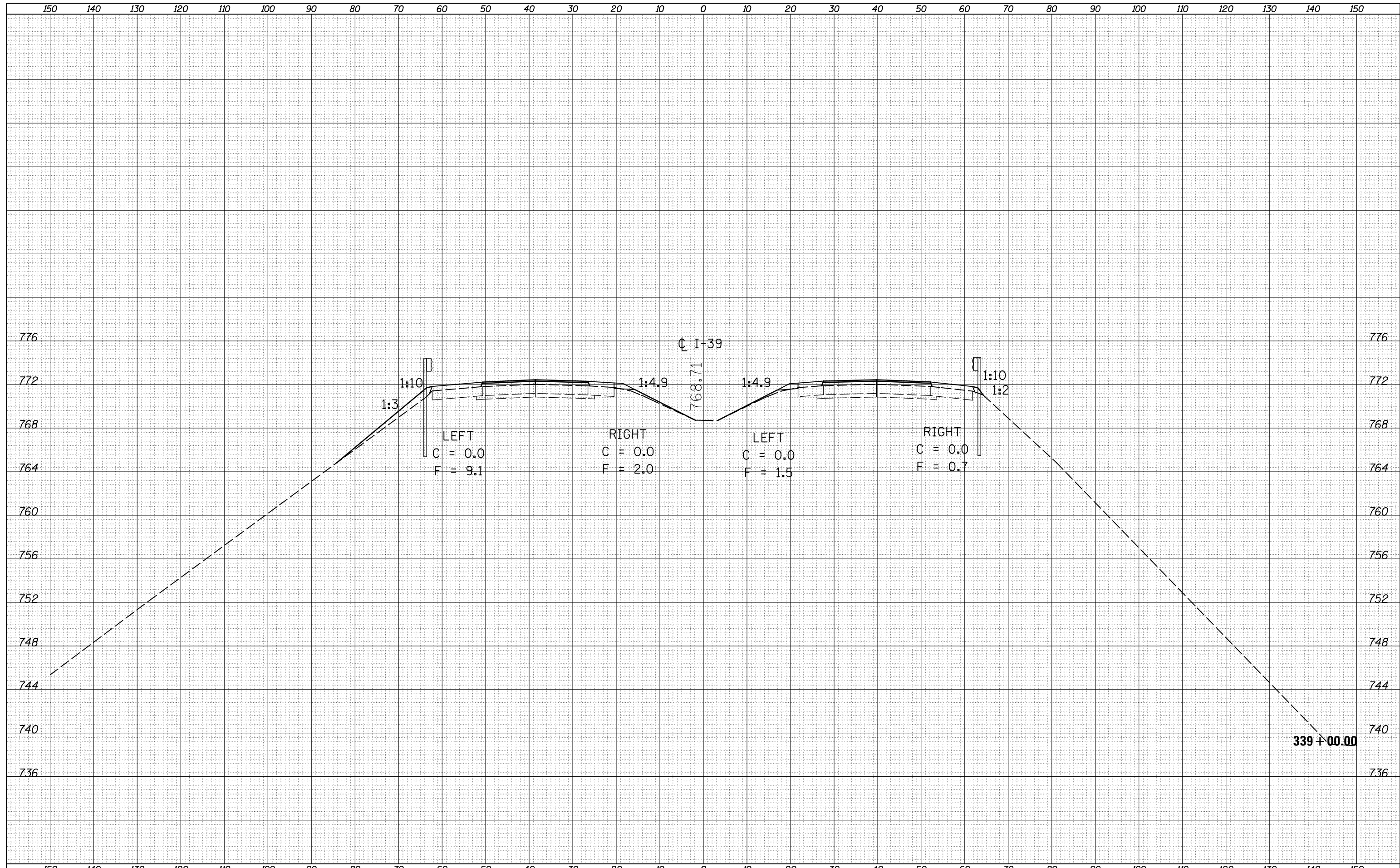
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	74
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -				CONTRACT NO. 70A20				
MODELNAME	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE:						SHEET 20 OF 121 SHEETS	STA. 338+00.00 TO STA. 338+00.00			

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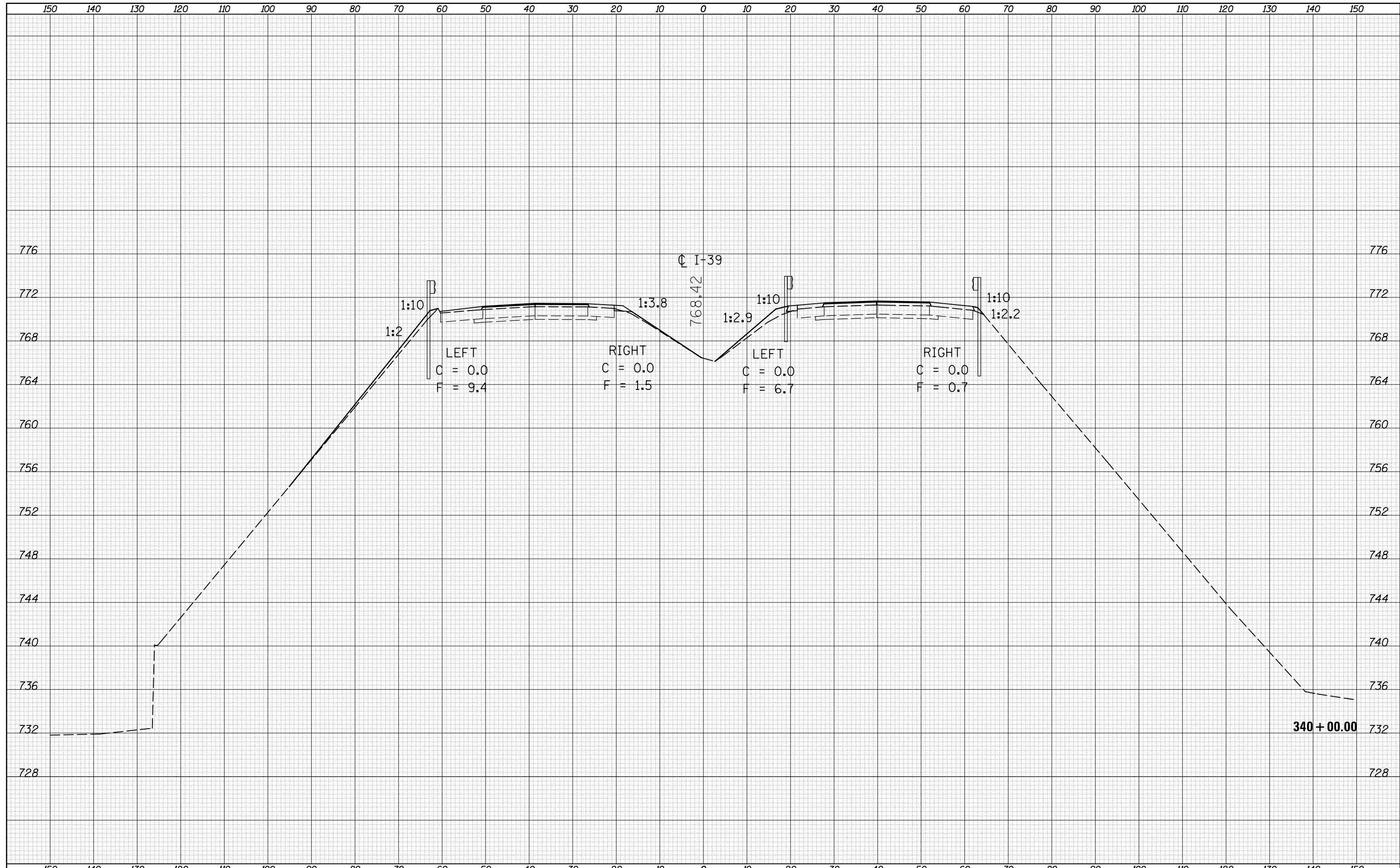
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	75
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20				
	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 21 OF 121 SHEETS	STA. 339+00.00 TO STA. 339+00.00	ILLINOIS FED. AID PROJECT	

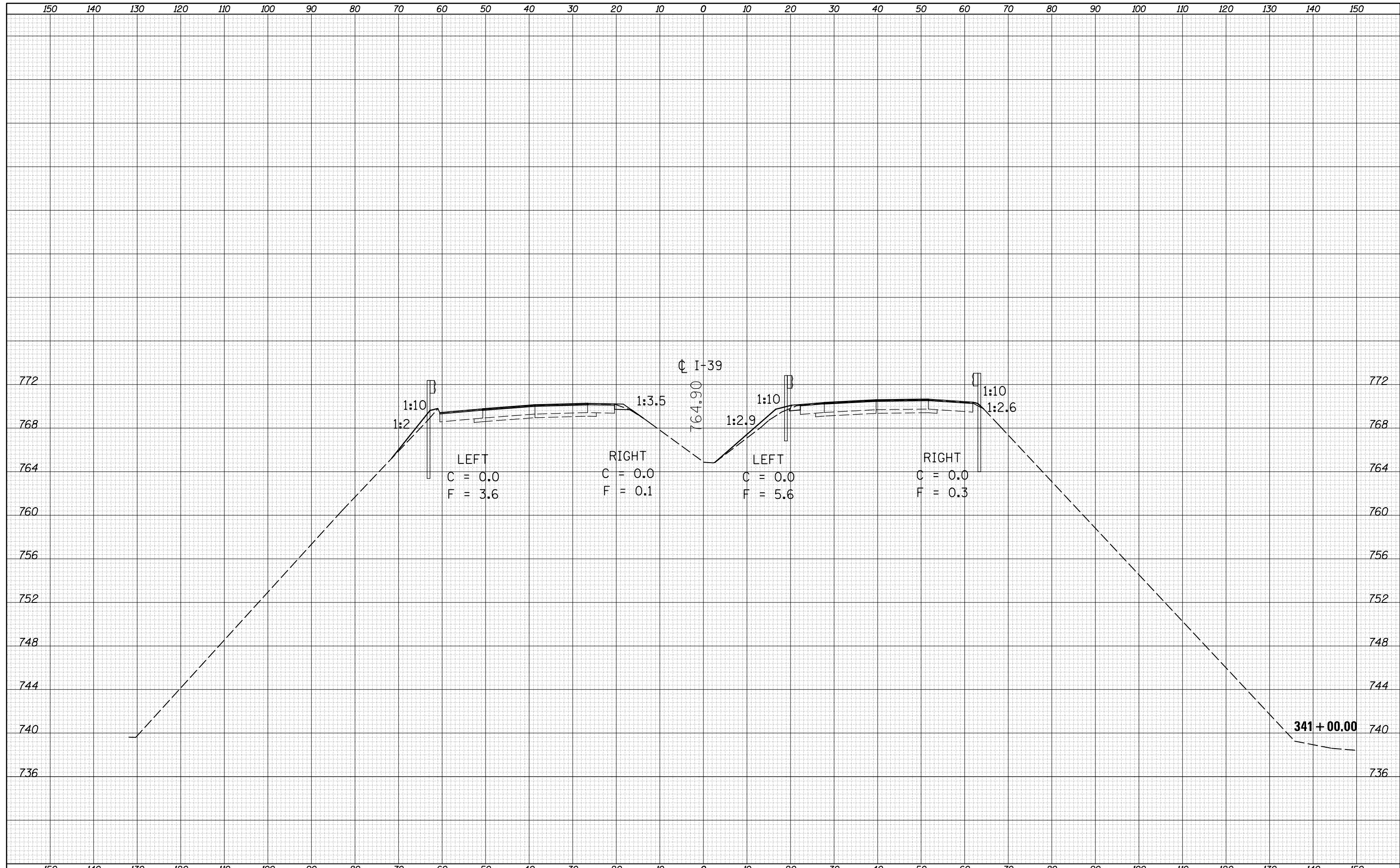
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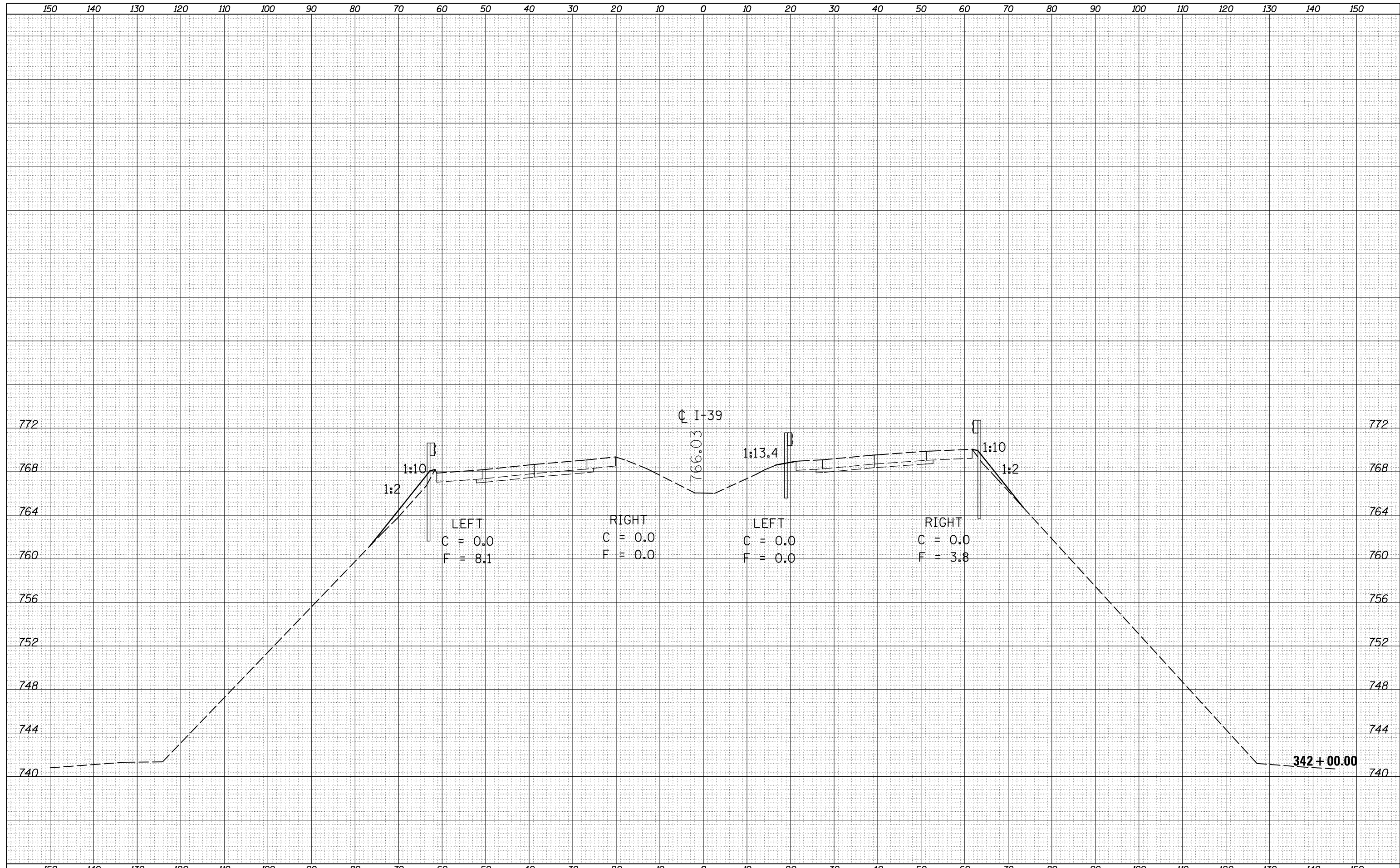
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MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISED -				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

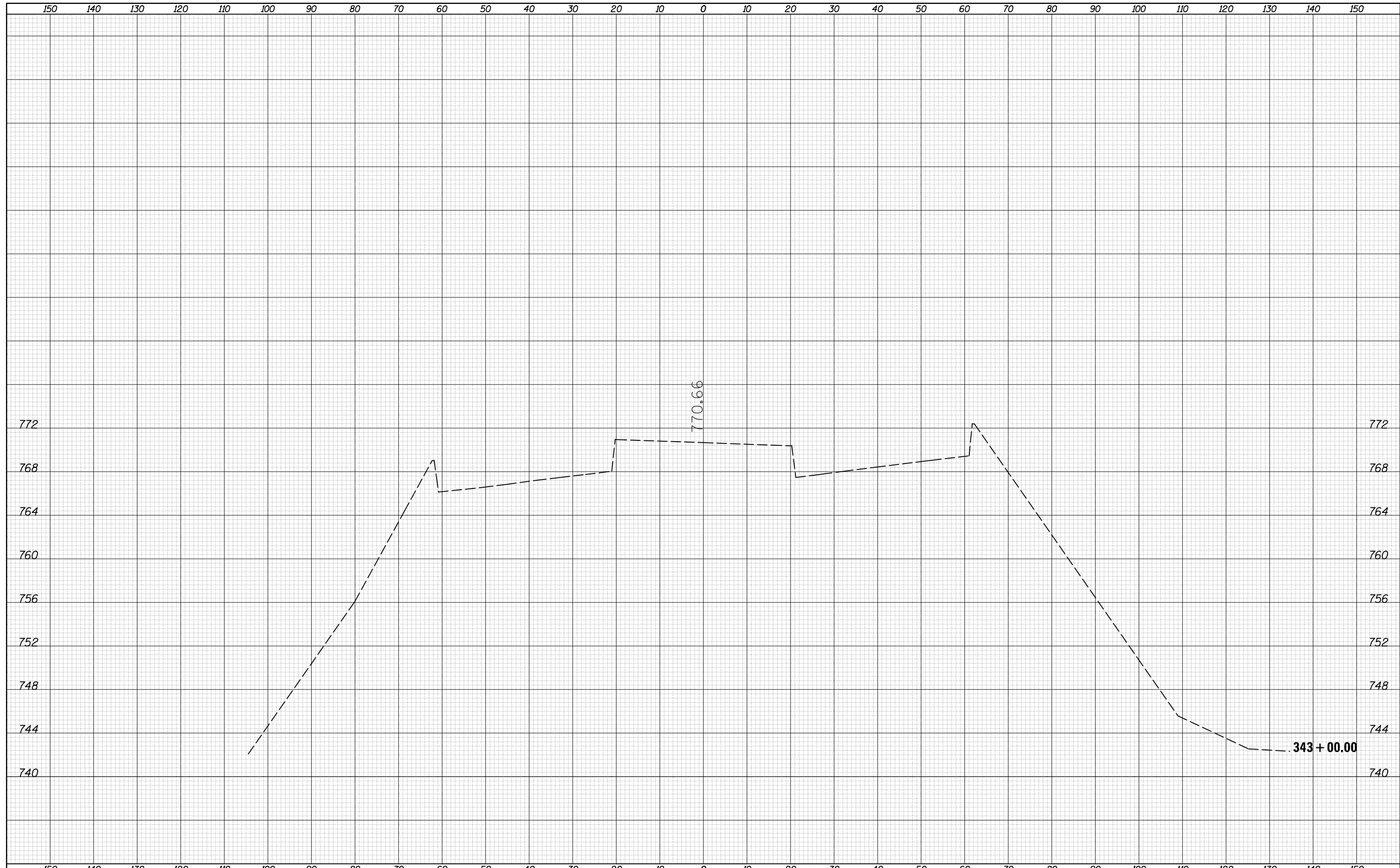
CROSS SECTIONS - I-39

SCALE: SHEET 24 OF 121 SHEETS STA. 342+00.00 TO STA. 342+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	78
CONTRACT NO. 70A20			ILLINOIS FED. AID PROJECT	

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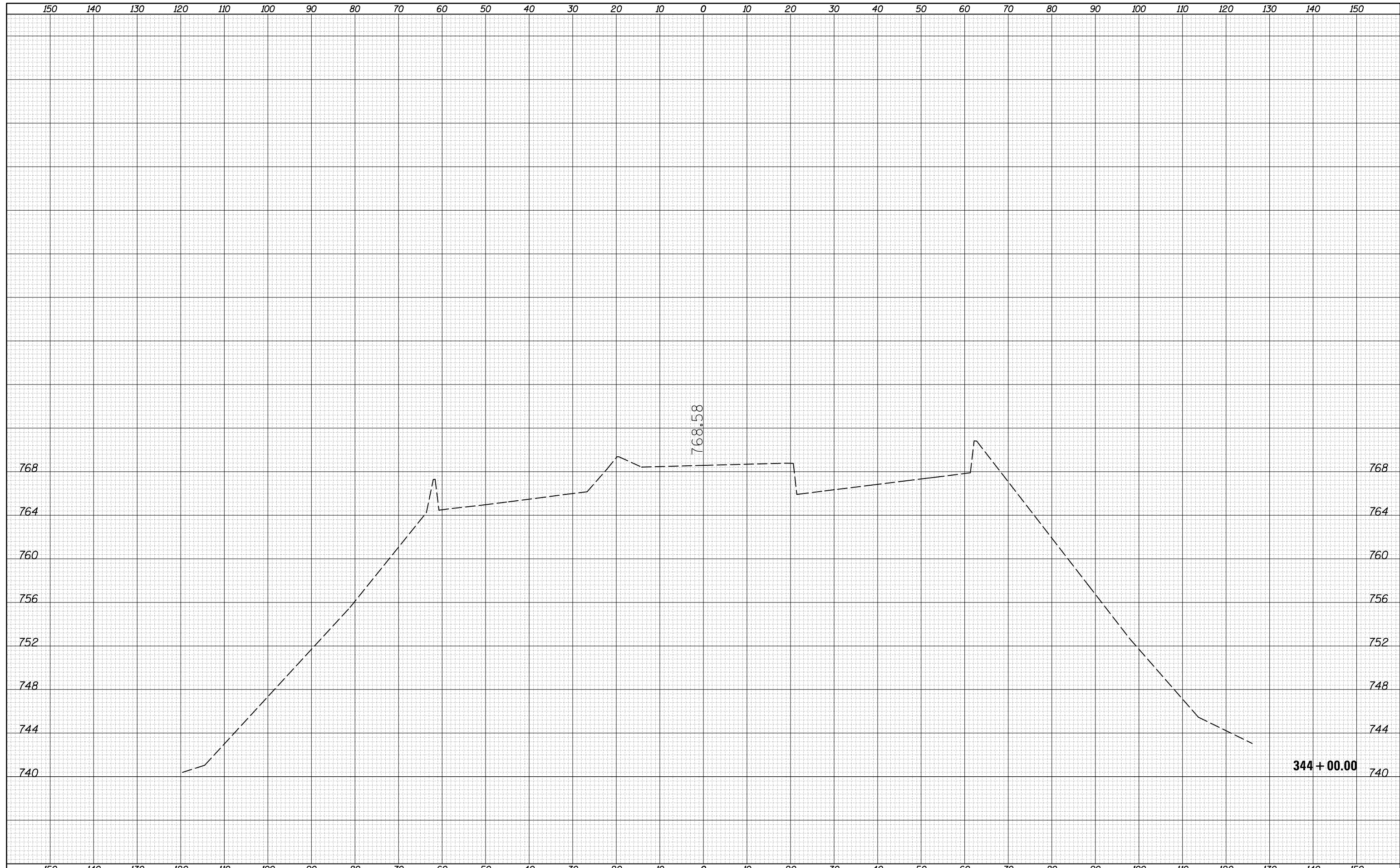
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	79	
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT			
	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 25 OF 121 SHEETS	STA. 343+00.00 TO STA. 343+00.00			

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NOTE BOOK	PLOTTED
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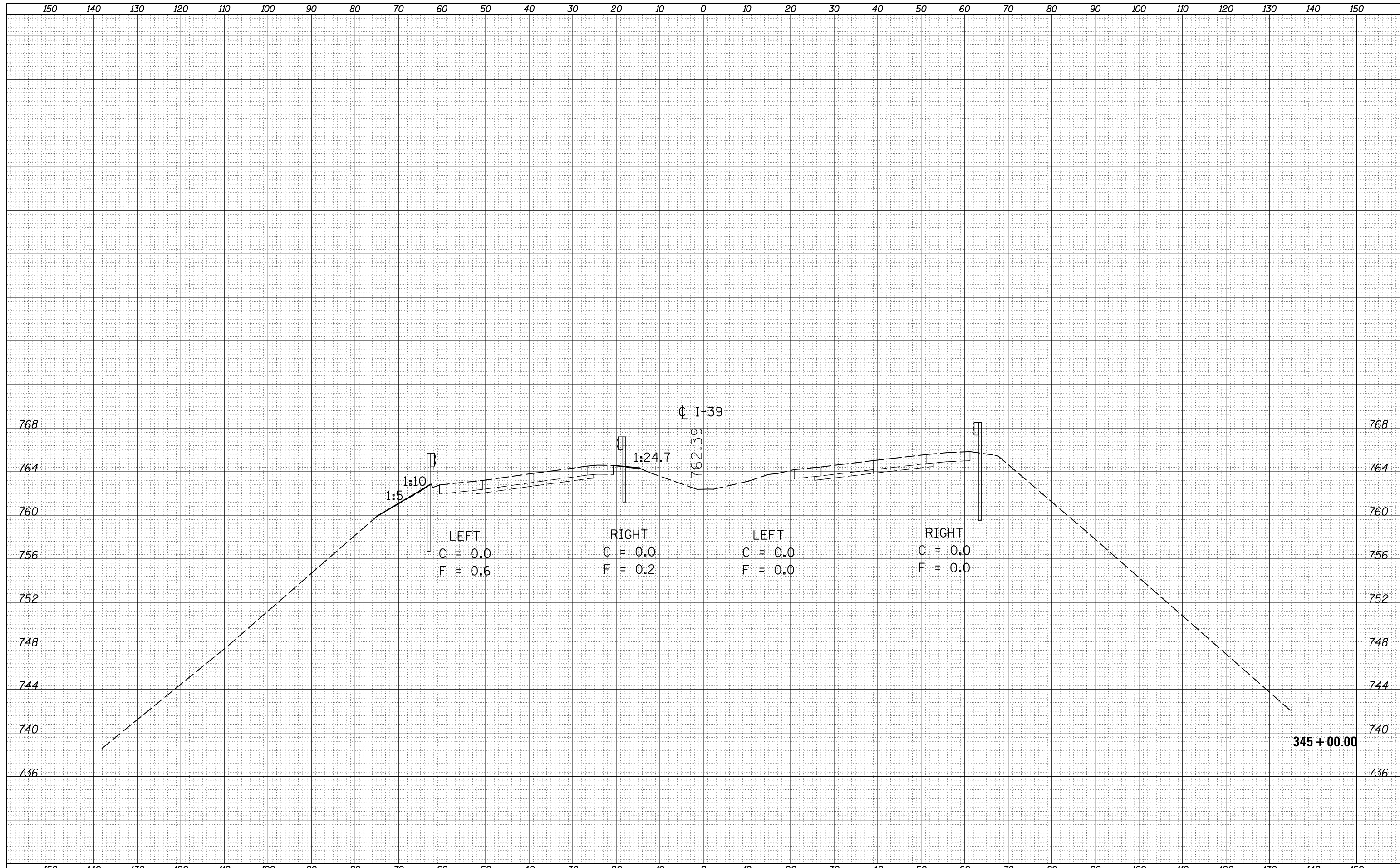
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT			
MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 26 OF 121 SHEETS	STA. 344+00.00	TO STA. 344+00.00		

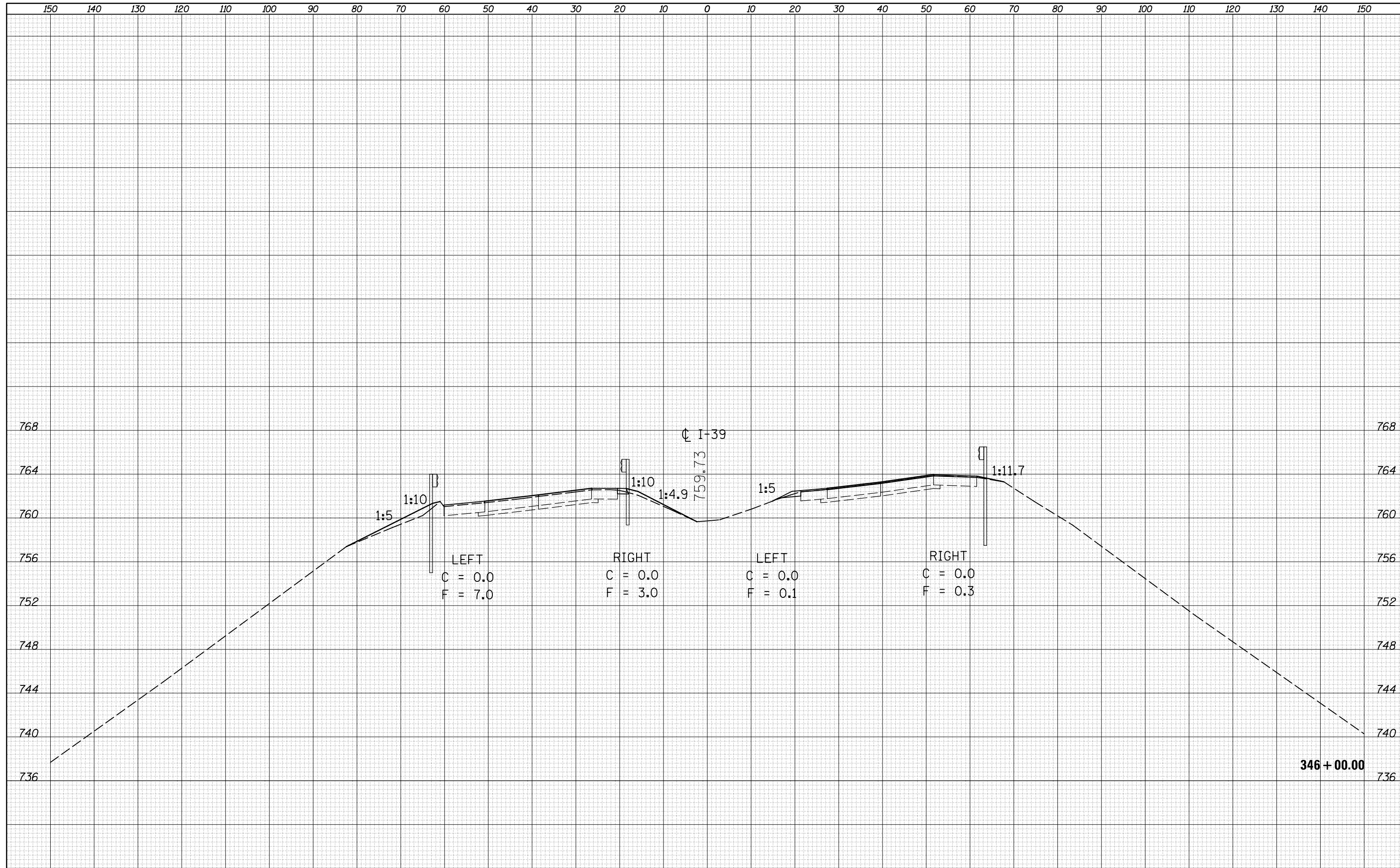
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -				
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	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -				
MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISED -				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

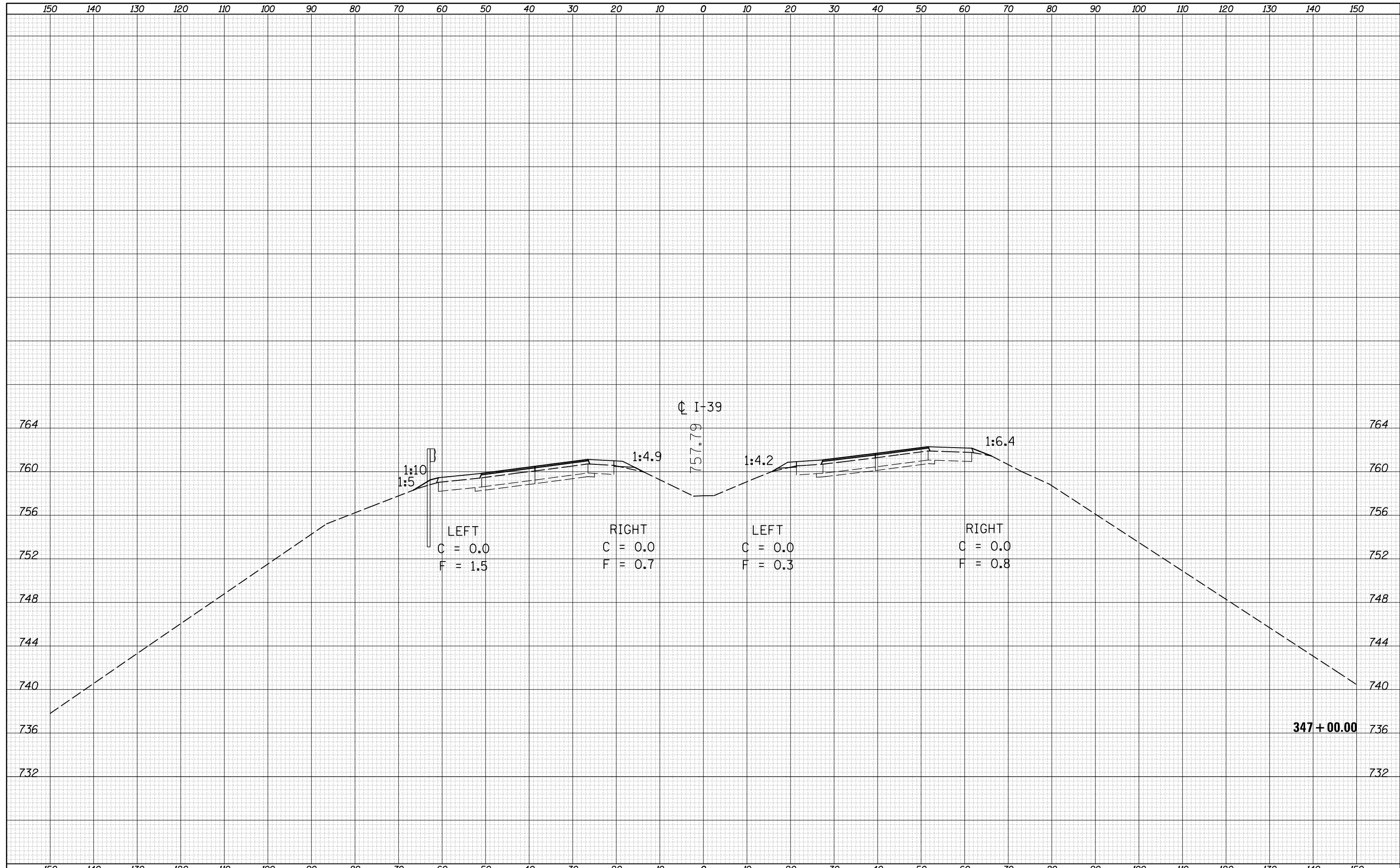
CROSS SECTIONS - I-39

SCALE: SHEET 28 OF 121 SHEETS STA. 346+00.00 TO STA. 346+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(57-3,57-4)RS	MCLEAN	175	82
CONTRACT NO. 70A20			ILLINOIS FED. AID PROJECT	

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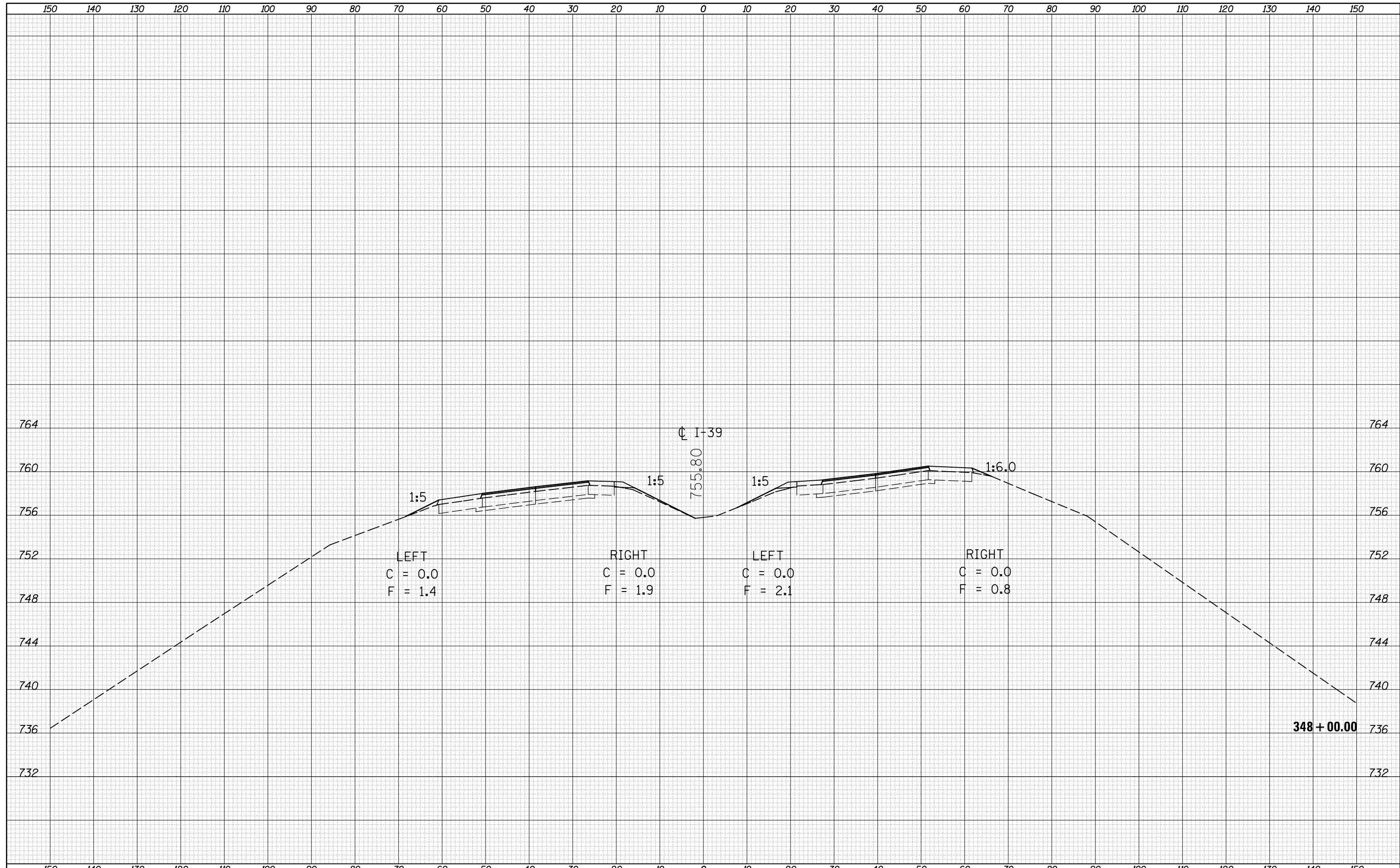
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	83	
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT			
	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 29 OF 121 SHEETS	STA. 347+00.00 TO STA. 347+00.00			

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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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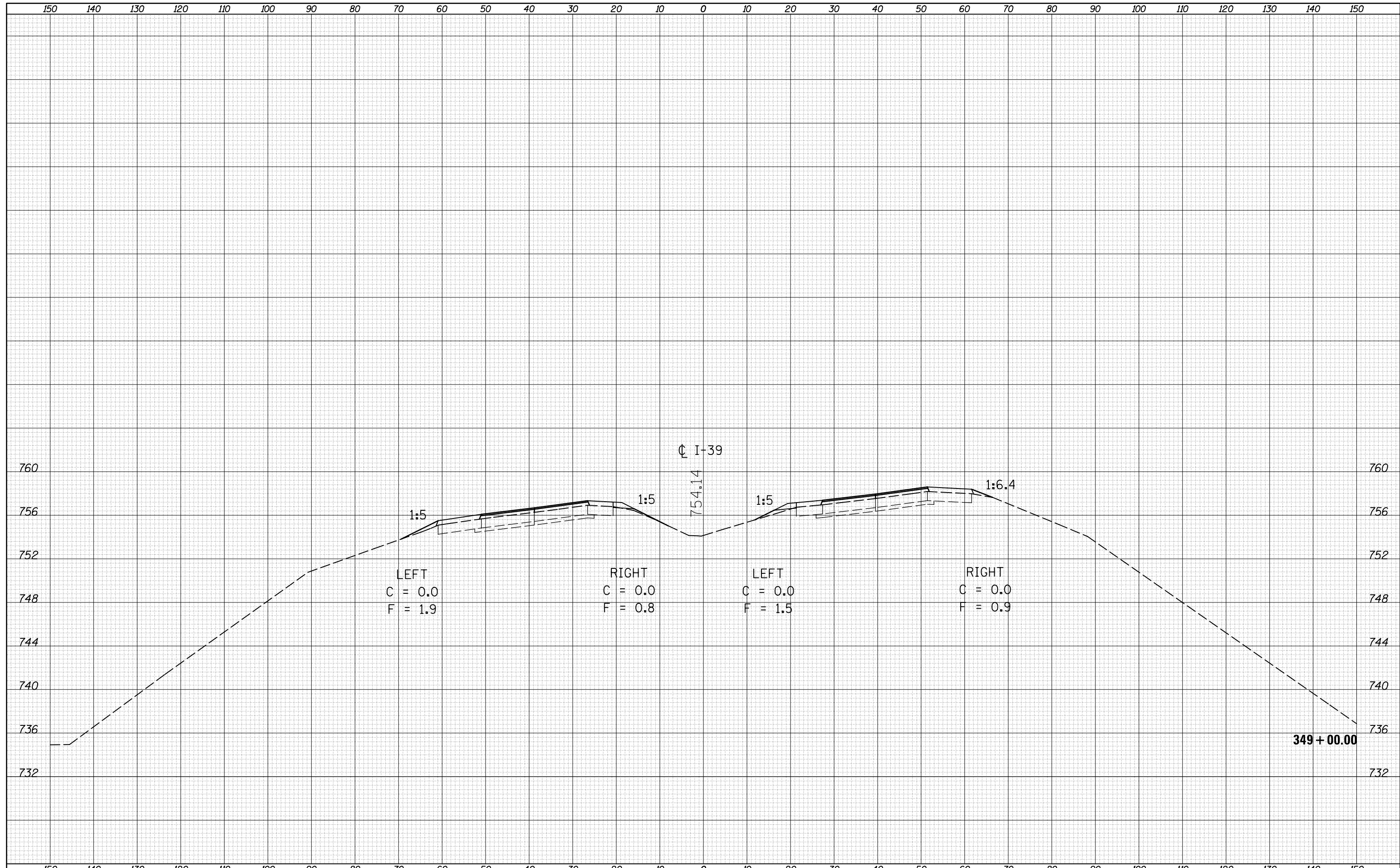
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">CROSS SECTIONS - I-39</p>	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -		39	(57-3,57-4)RS	MCLEAN	175	84
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 3/17/2015	DATE -	REVISED -		SCALE:	SHEET 30 OF 121 SHEETS	STA. 348+00.00 TO STA. 348+00.00		

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



LEFT
C = 0.0
F = 1.9

RIGHT
C = 0.0
F = 0.8

LEFT
C = 0.0
F = 1.5

RIGHT
C = 0.0
F = 0.9

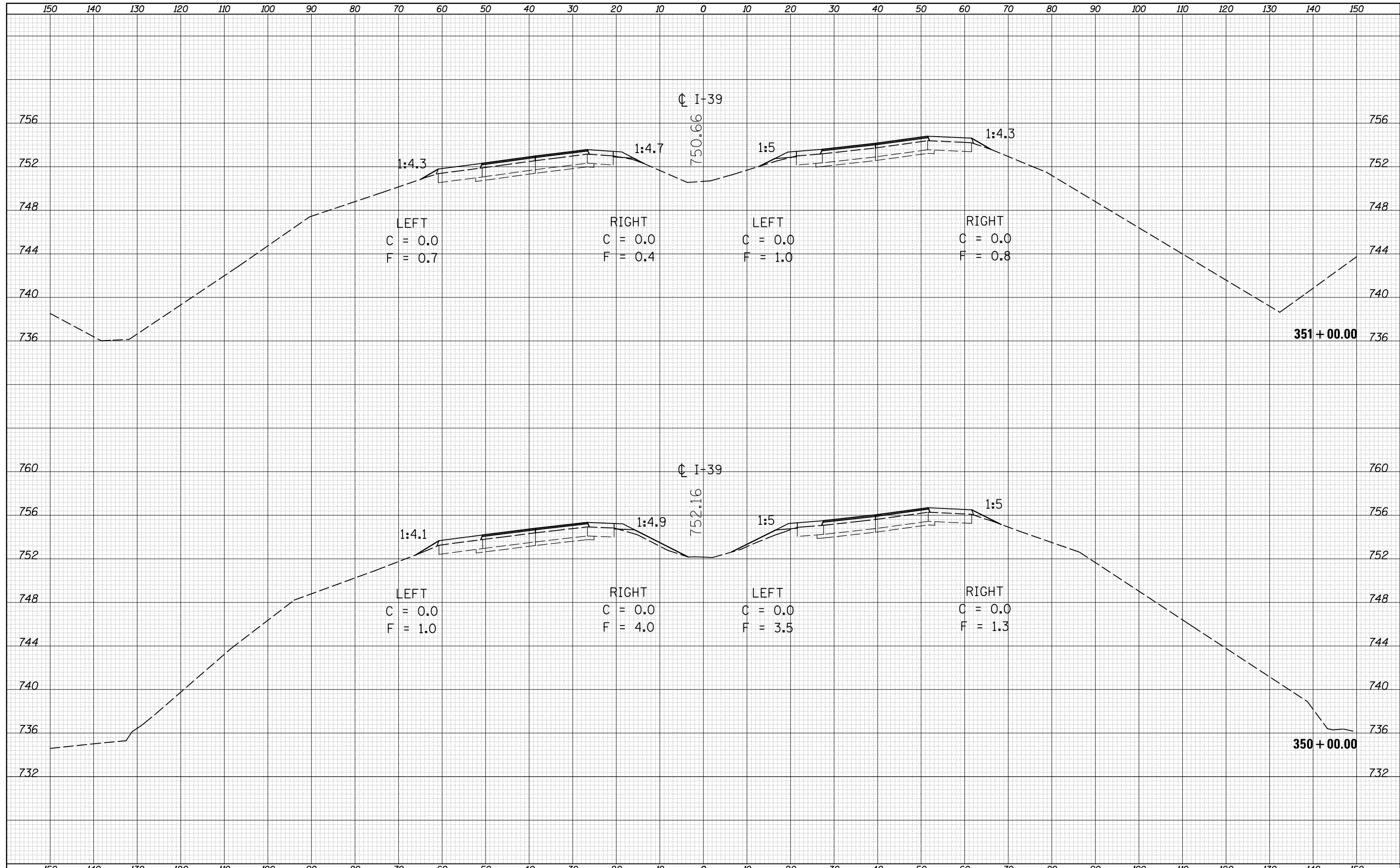
⊕ I-39
754.14

349 + 00.00

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c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISIED -			39	(57-3,57-4)RS	MCLEAN	175	85
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISIED -			CONTRACT NO. 70A20				
	PLOT DATE = 3/17/2015	DATE -	REVISIED -			SCALE:	SHEET 31 OF 121 SHEETS	STA. 349+00.00 TO STA. 349+00.00	ILLINOIS FED. AID PROJECT	

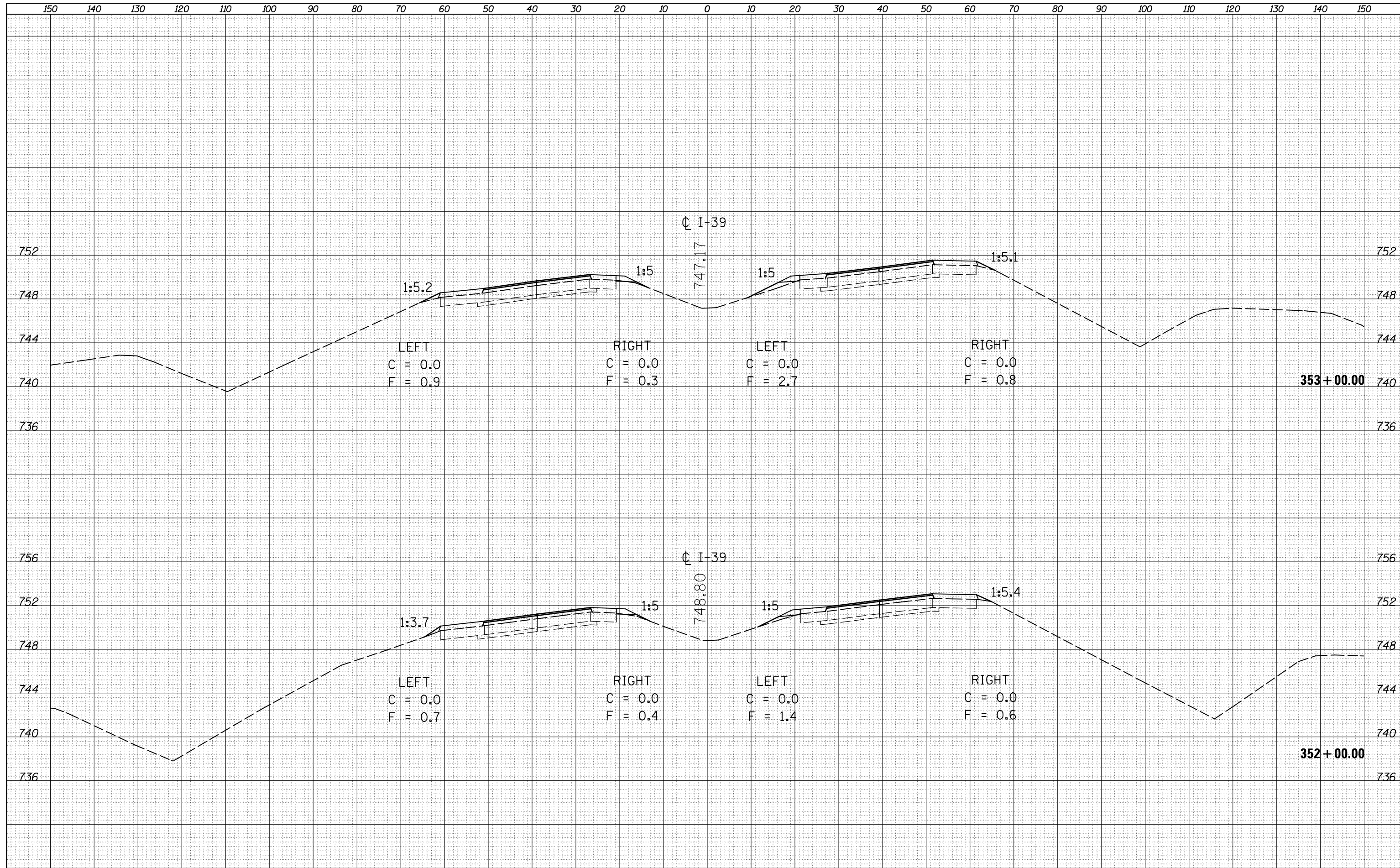
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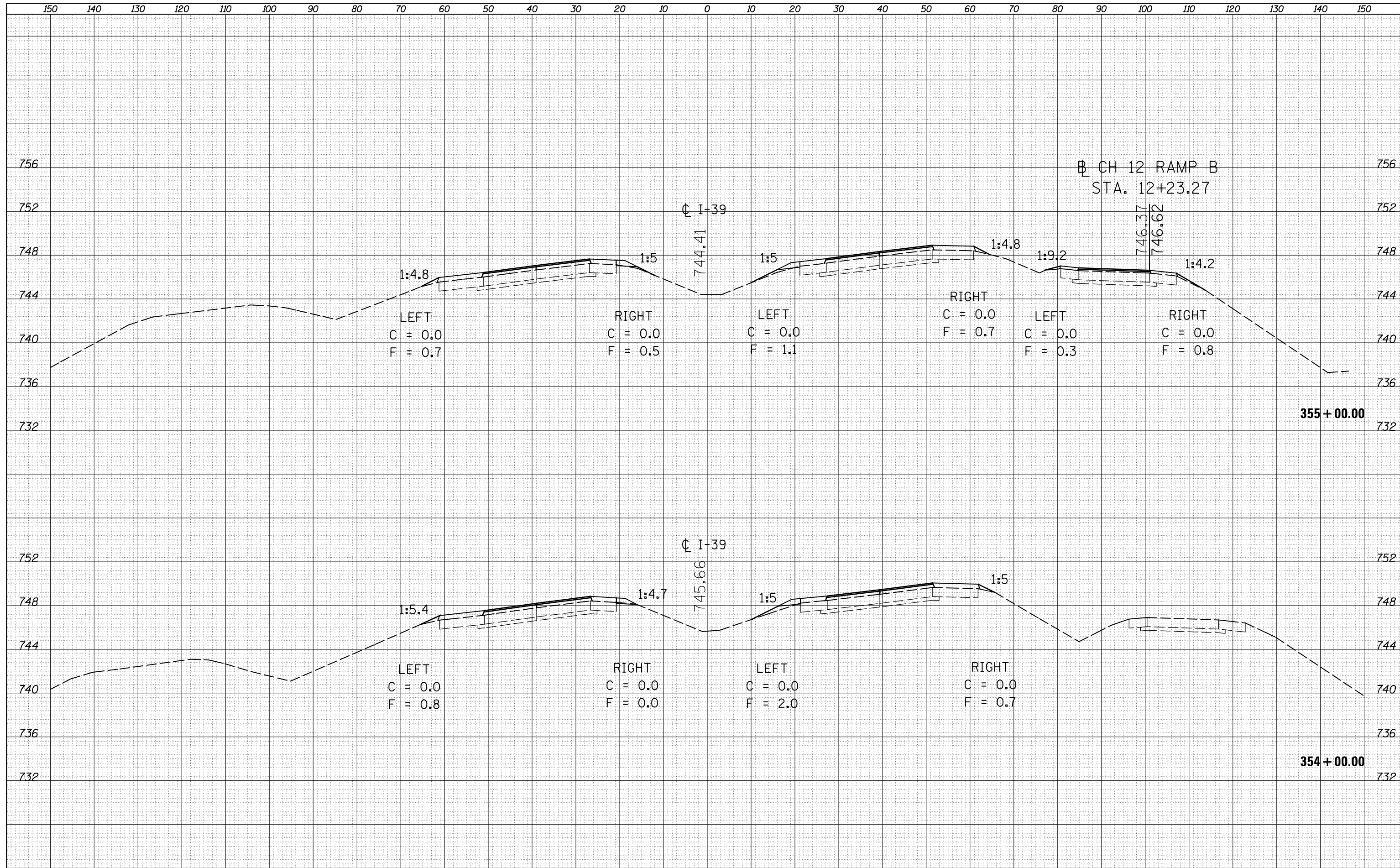
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NOTE BOOK	PLOTTED
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED

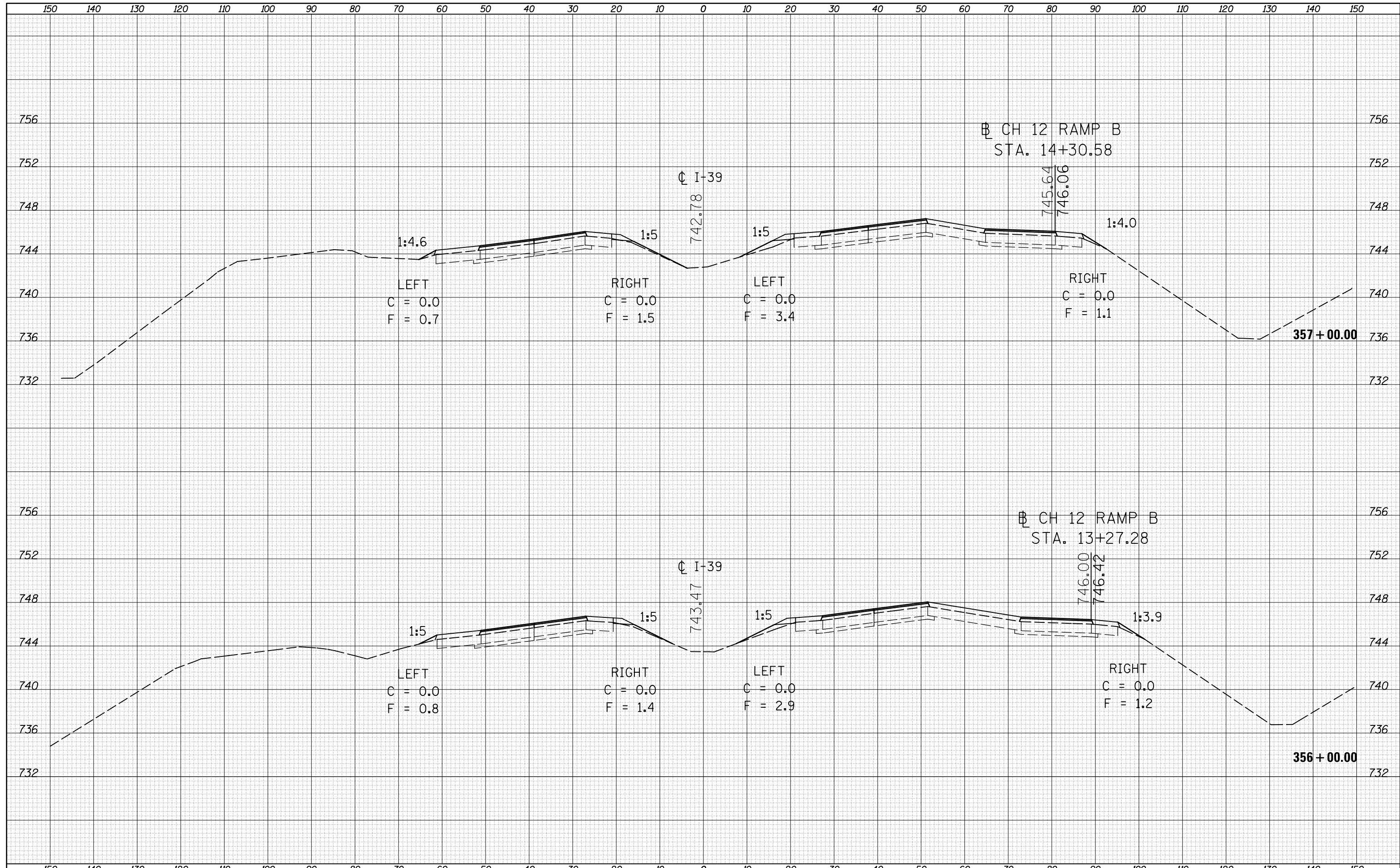
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NOTE BOOK	PLOTTED
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	88	
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT			
MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 34 OF 121 SHEETS	STA. 354+00.00	TO STA. 355+00.00		

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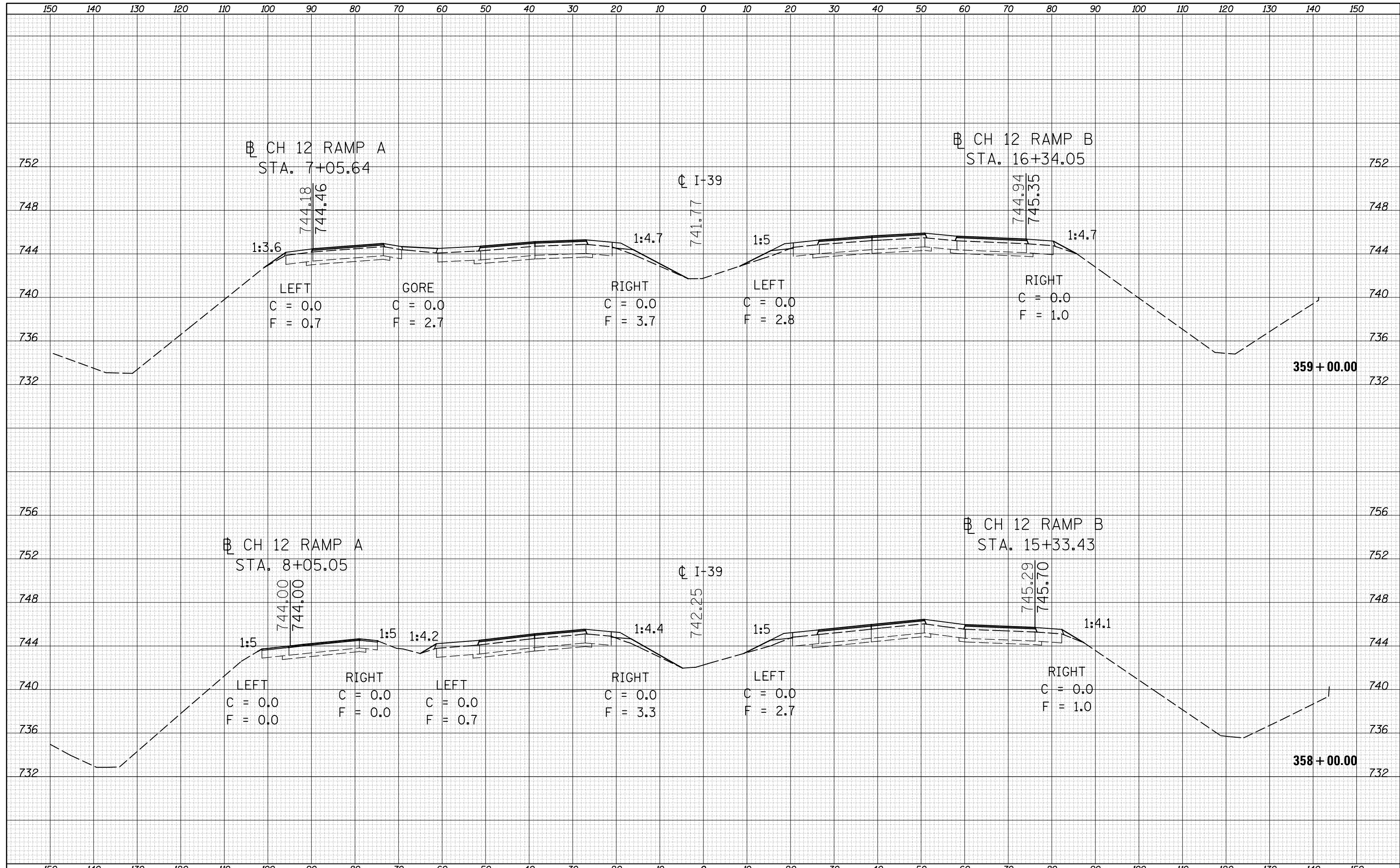
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	CROSS SECTIONS - I-39 SCALE: SHEET 35 OF 121 SHEETS STA. 356+00.00 TO STA. 357+00.00	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -		39	(57-3,57-4)RS	MCLEAN	175	89
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 70A20				
	PLOT DATE = 3/17/2015	DATE -	REVISED -		ILLINOIS FED. AID PROJECT				

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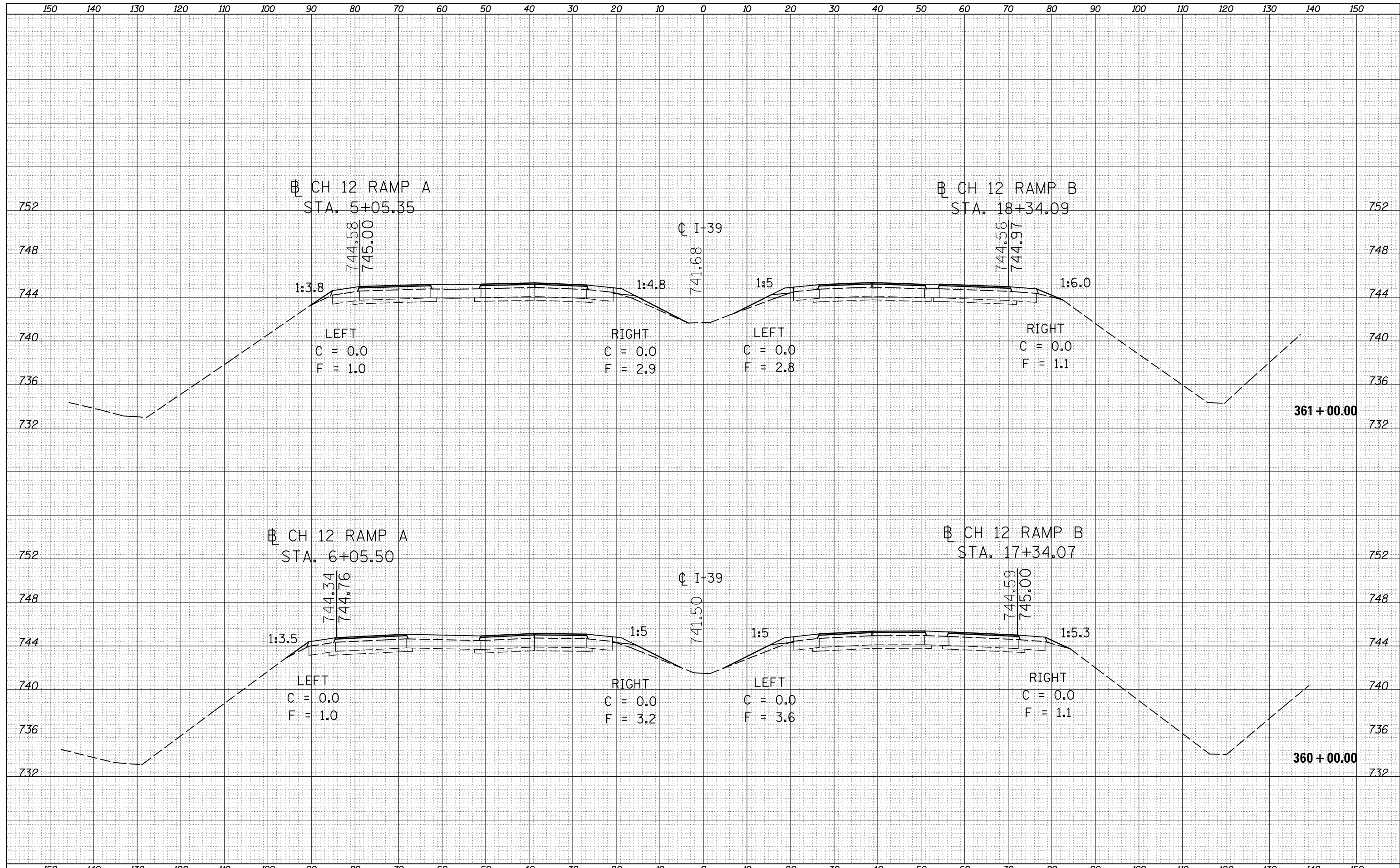
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	90	
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MODELNAME	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 36 OF 121 SHEETS	STA. 358+00.00 TO STA. 359+00.00			

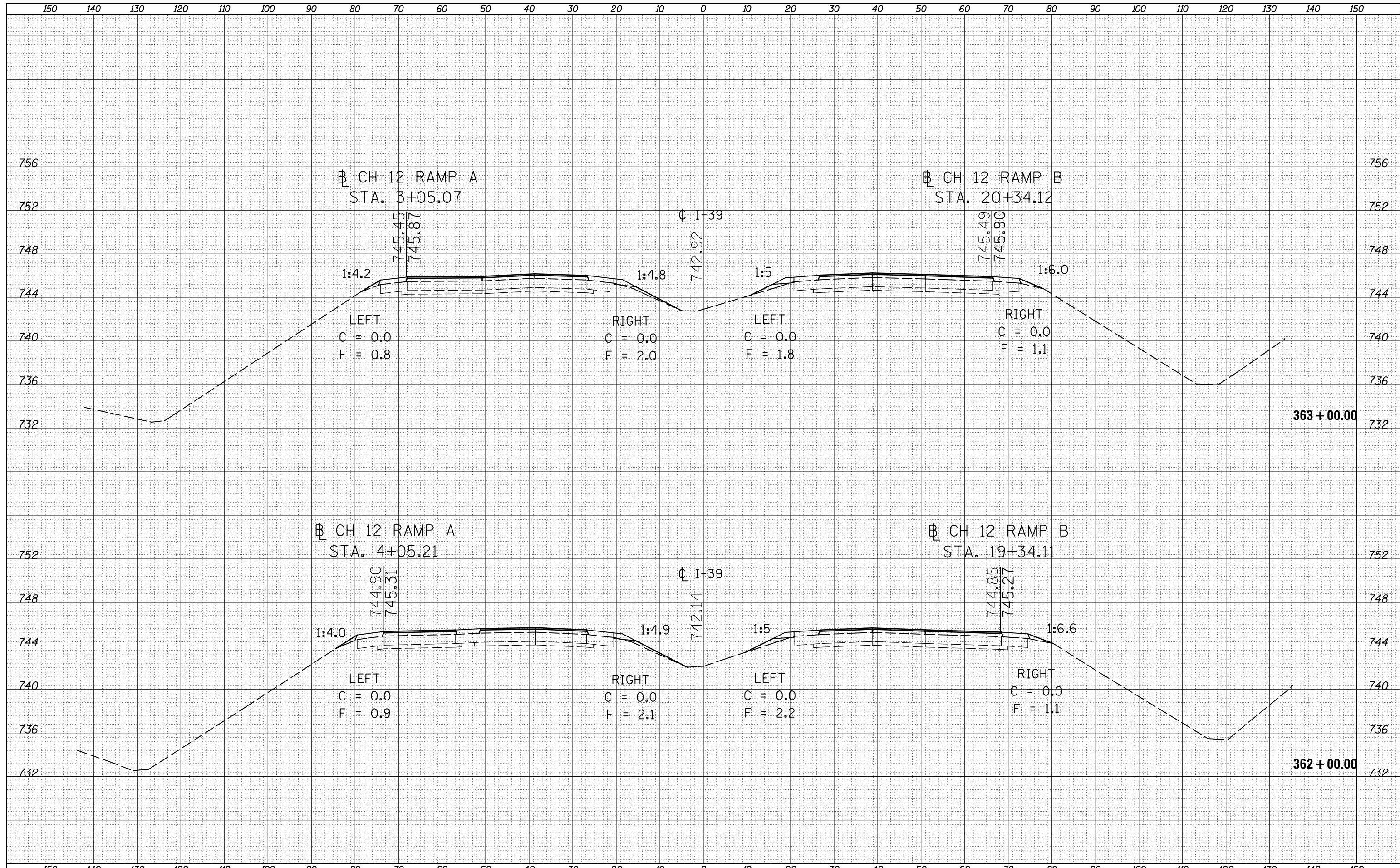
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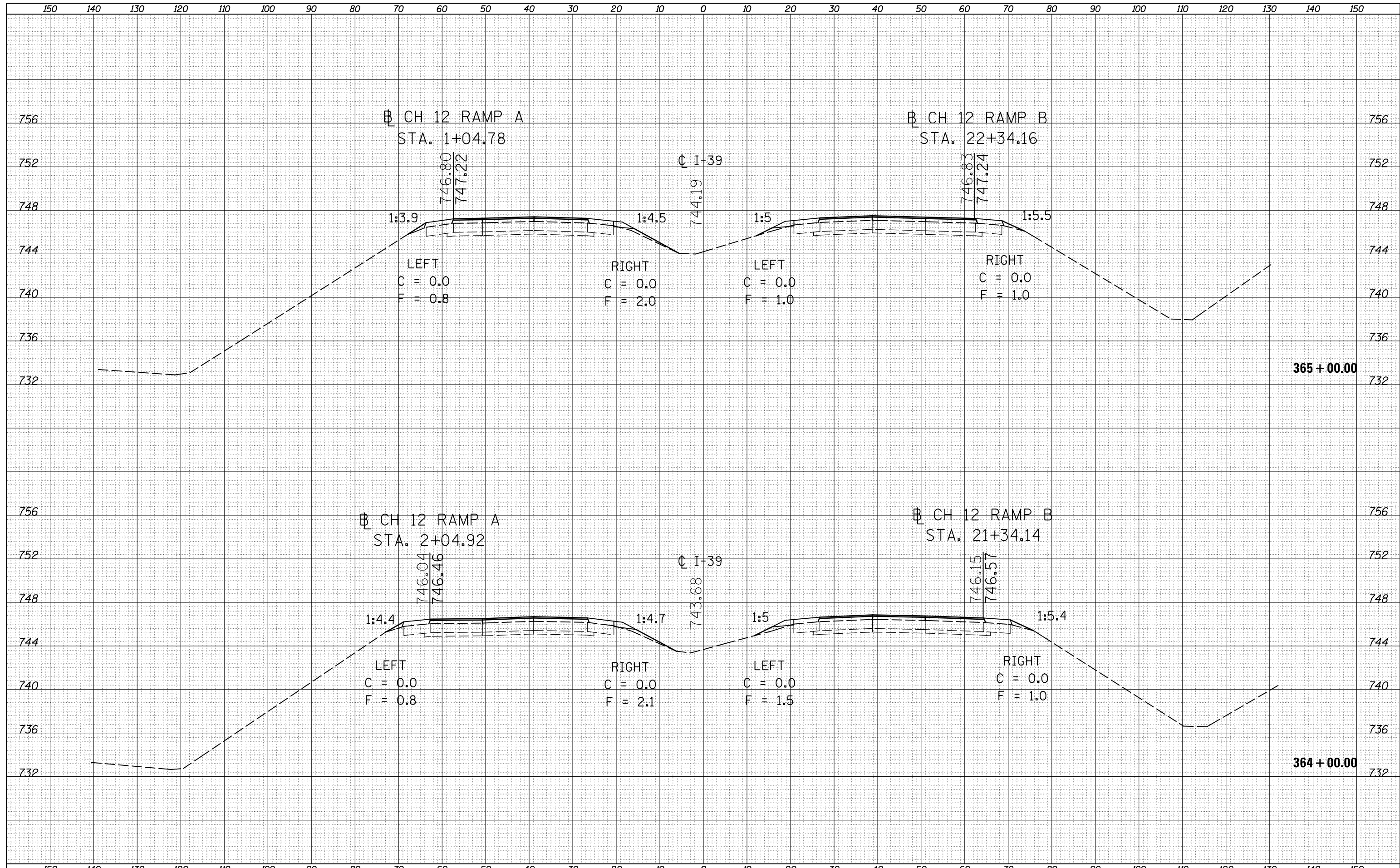
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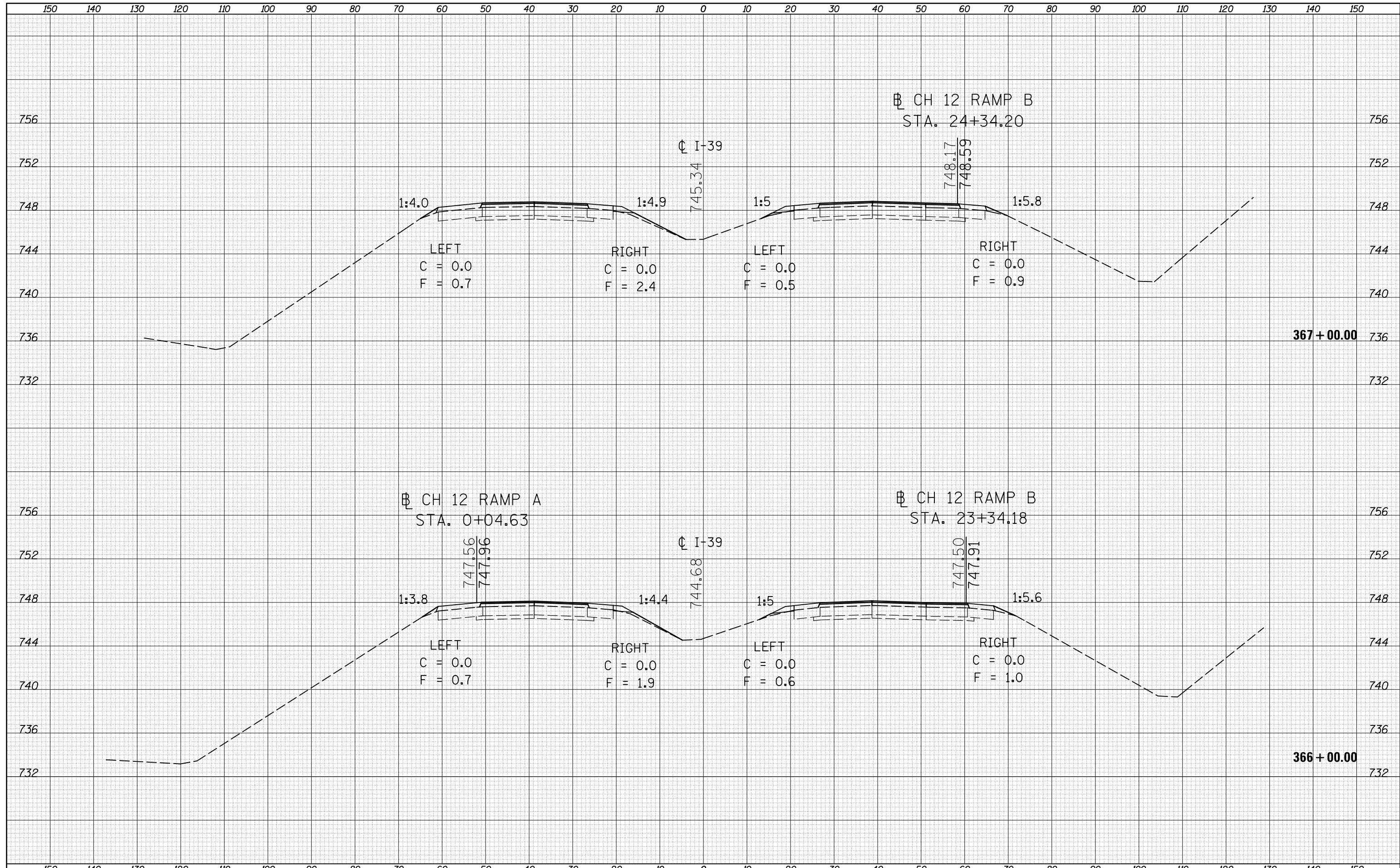
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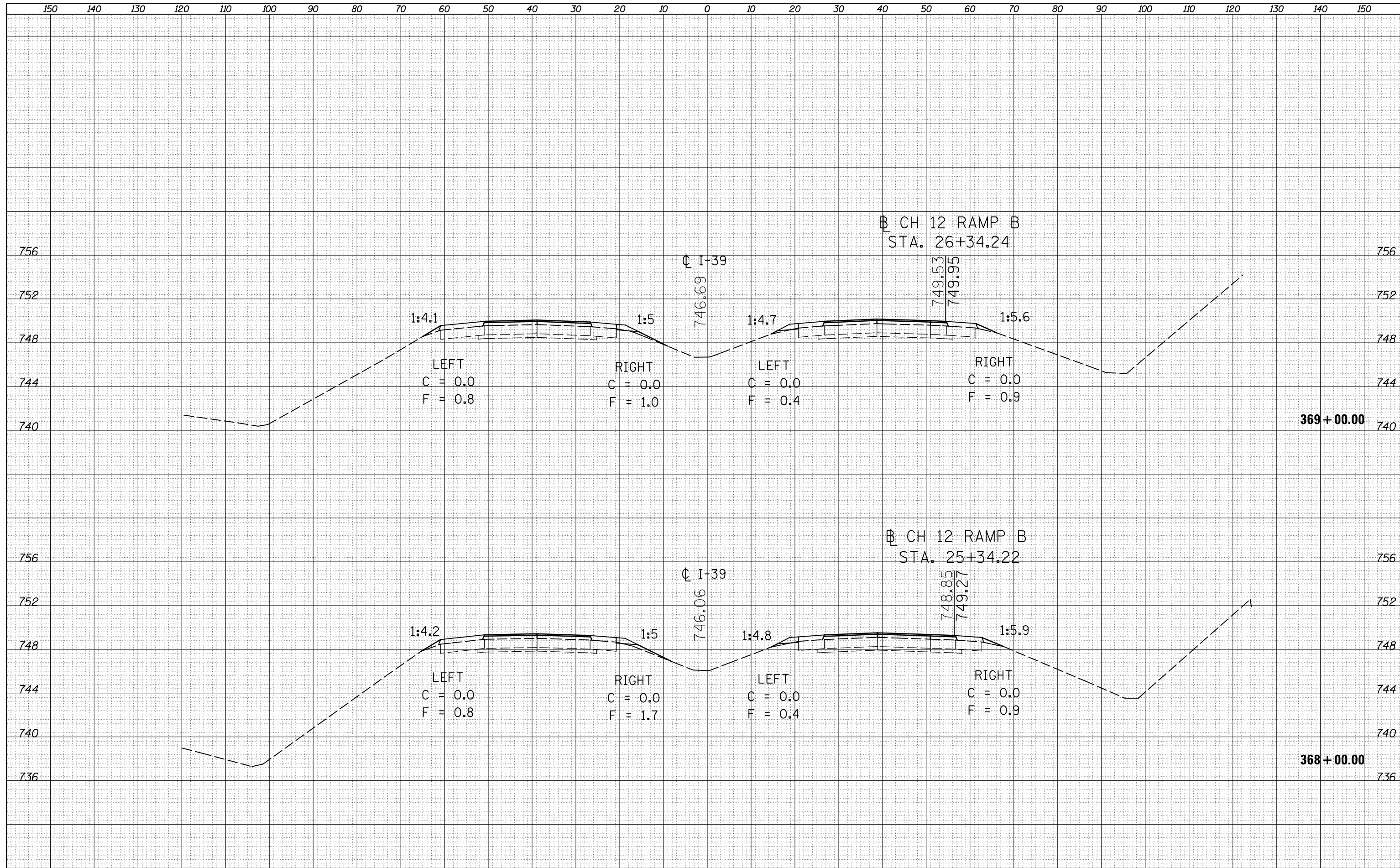
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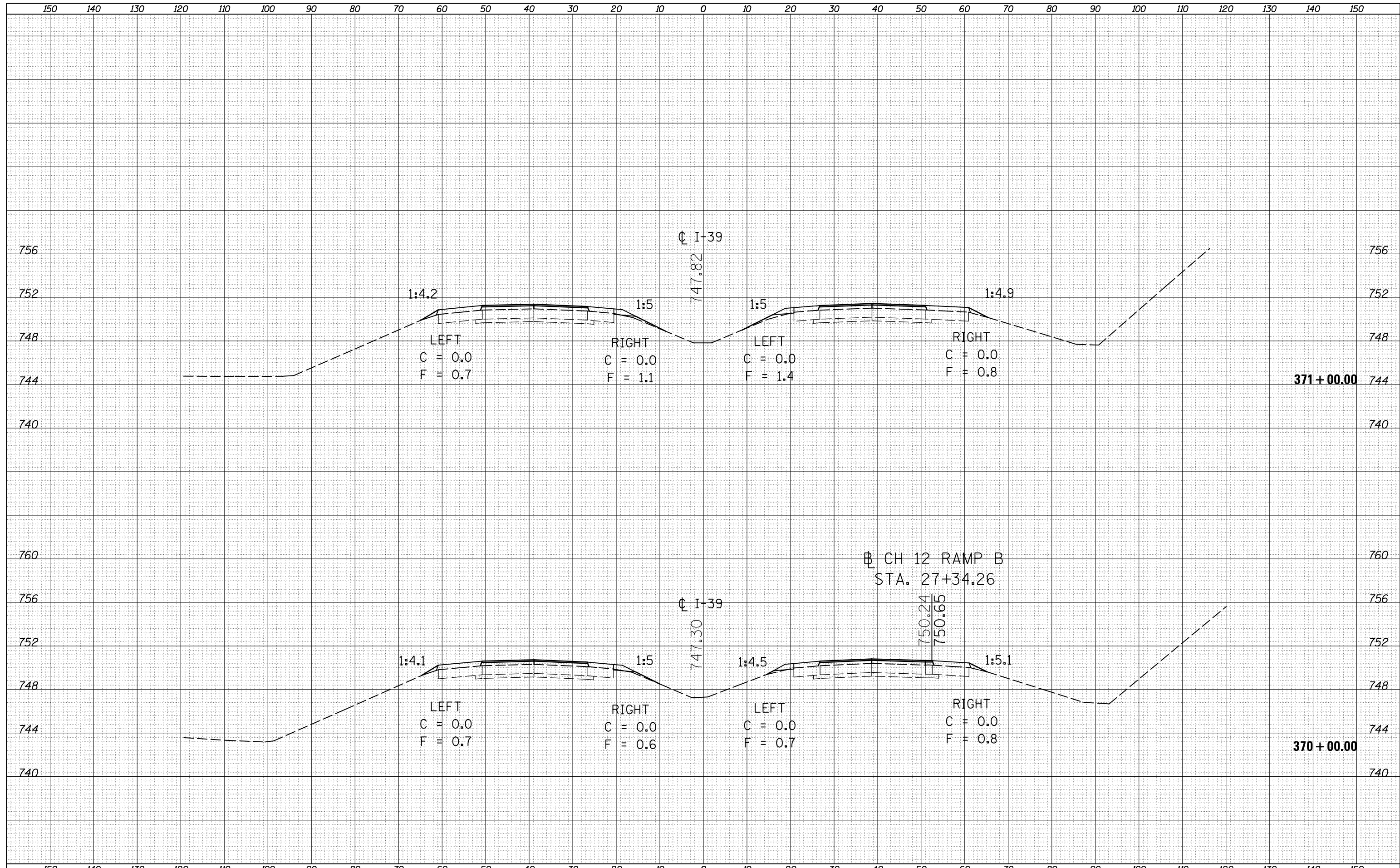
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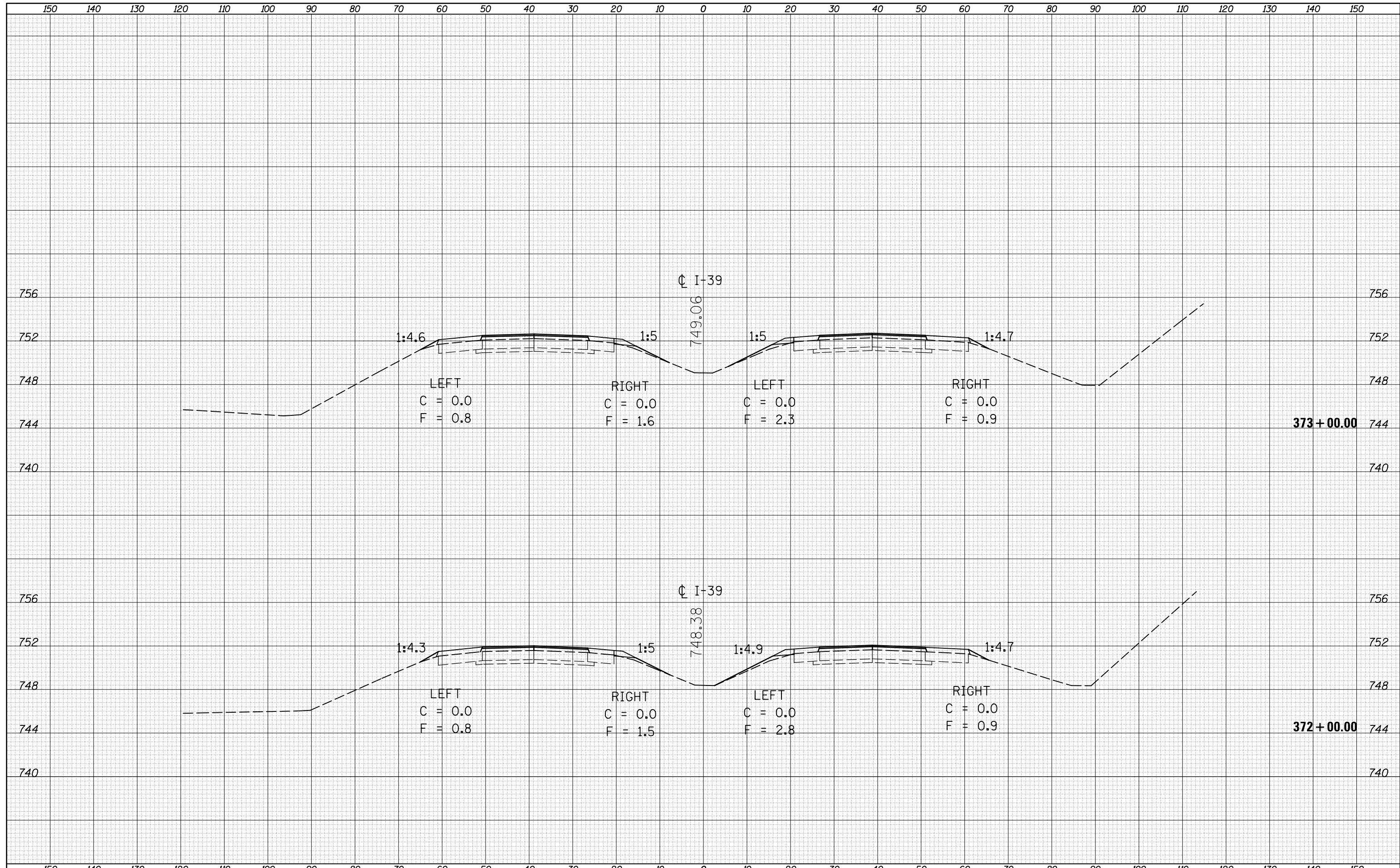
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	175	96	
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT			
	PLOT DATE = 3/17/2015	DATE -	REVISED -			SCALE:	SHEET 42 OF 121 SHEETS	STA. 370+00.00 TO STA. 371+00.00			

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FINAL SURVEY NOTE BOOK NO.	

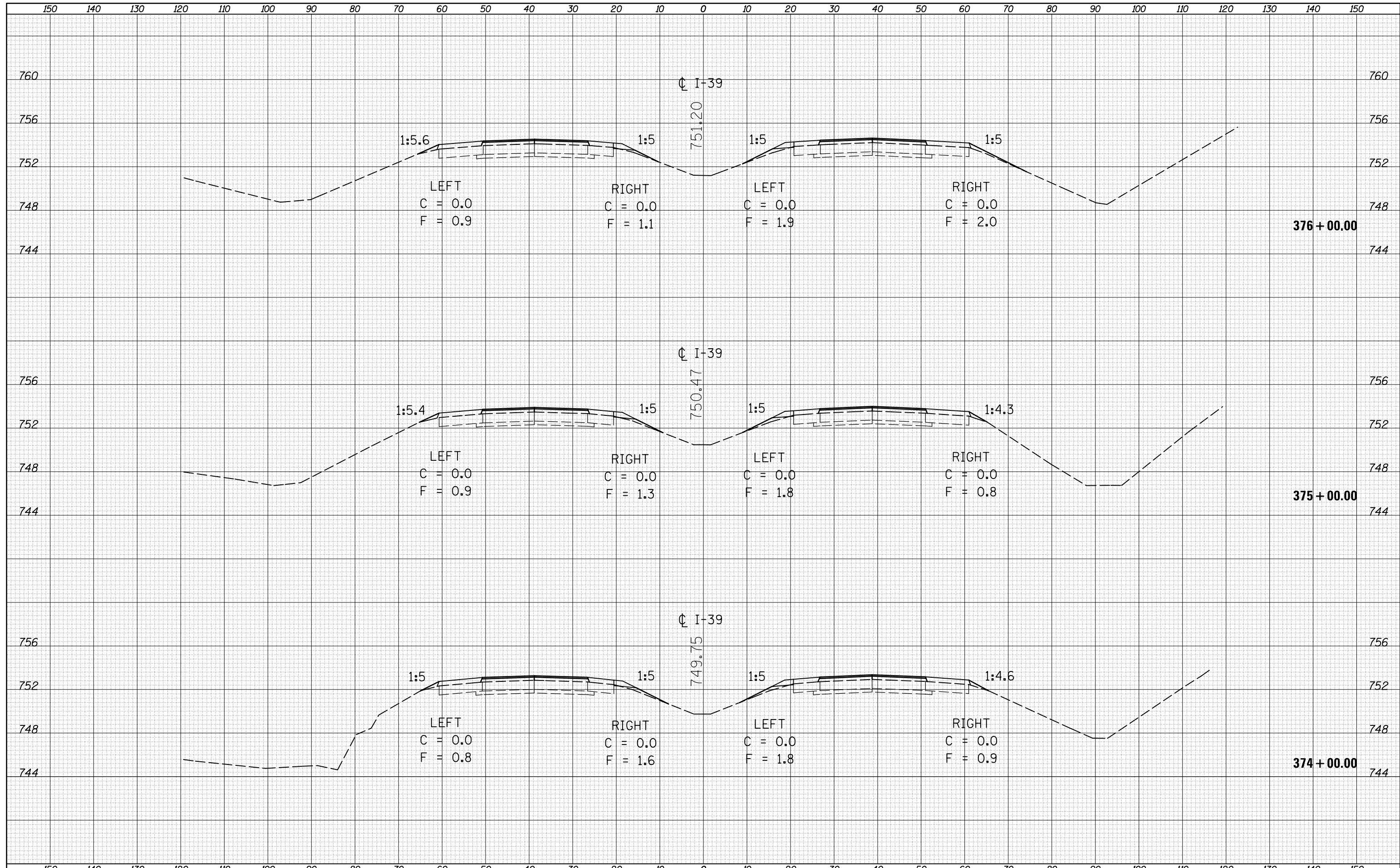
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FILE NAME =	USER NAME = berganaj	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - I-39			F.A.I. RTE. 39	SECTION (57-3,57-4)RS	COUNTY MCLEAN	TOTAL SHEETS 175	SHEET NO. 97
c:\pw_work\pwidot\berganaj\d8425415\0570A20-SH	T-XS-I39_Location_2.dgn	DRAWN -	REVISIED -		SCALE:	SHEET 43 OF 121 SHEETS	STA. 372+00.00 TO STA. 373+00.00	CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT		
MODELNAME	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISIED -									
	PLOT DATE = 3/17/2015	DATE -	REVISIED -									

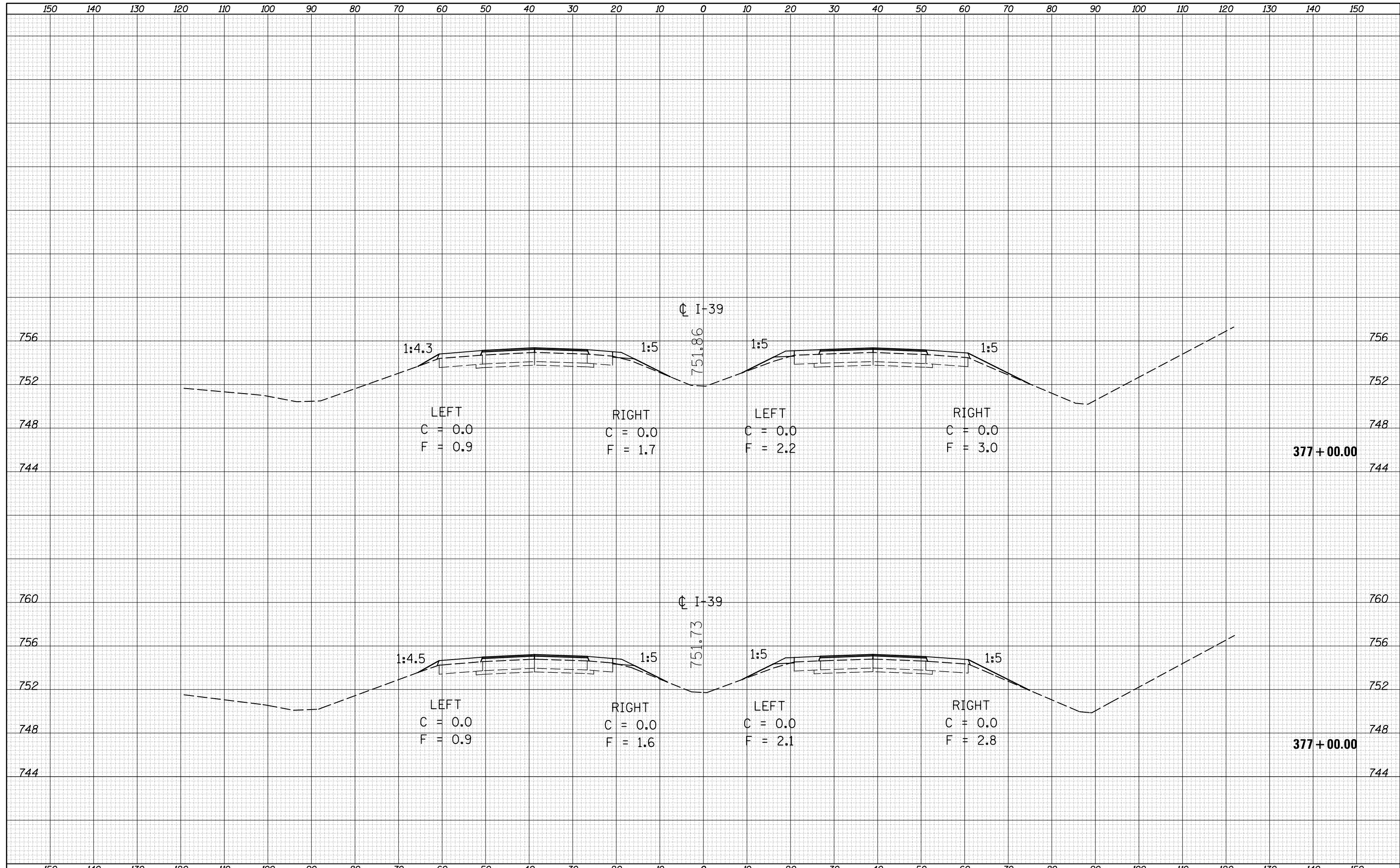
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ORIGINAL SURVEY	
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