

SCHEDULE OF QUANTITIES

MCLEAN COUNTY																																																	
72000100																				7200200								73000100																					
SIGN PANEL-TYPE 1																				SIGN PANEL-TYPE 2																													
LOC.	U/R	INTERCHANGE	RAMP	SIGN DET.	STOP (R1-1)						WRONG WAY (R5-1A)		ONE WAY (R6-1L/R)		NO RIGHT TURN (R3-1)		NO LEFT TURN (R3-2)		DIR. ARROW (M62-A)		SIGN SUPPORT PANEL 1.65 SQ FT	SIGN PANEL TY-1 TOTAL QUANTITY	DO NOT ENTER (R5-1)		FREEWAY ENT. (D13-3)		KEEP RIGHT (R4-7)		SIGN PANEL TY-2		WOOD SIGN SUPPORT																		
					9.0 SQ FT PER PANEL		POST LENGTH		8.75 SQ FT PANEL		POST LENGTH 13.5 FT		6.75 SQ FT PANEL		9.0 SQ FT PANEL		9.0 SQ FT PANEL		POST LENGTH 14 FT				2.2 SQ FT PANEL		16.0 SQ FT PANEL		POST LENGTH 15.0 OR 16.5 FT		10.0 SQ FT PANEL			POST LENGTH 14.75 FT		20.0 SQ FT PANEL		POST LENGTH 15.0 FT		SIGN PANEL TY-2 TOTAL QUANTITY											
					EACH	SQ FT	LT	CTR	RT	EACH	SQ FT	FT	EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	EACH	SQ FT			FT	EACH	SQ FT	SQ FT	SQ FT	EACH	SQ FT	FT		EACH	SQ FT	FT	EACH	SQ FT	FT	SQ FT	FT	SQ FT	FT								
1	R	I-55 & PJ KELLER HWY	SB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0								32.0	144.0														
			NB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
2	R	I-55 & TOWANDA OVERPASS	SB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
			NB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
3	R	I-55 & CH 34	SB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
			NB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
4	R	I-55 & US 136	SB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
			NB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
5	R	I-39/US 51 & IL 251	SB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
			NB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
6	R	I-39/US 51 & CH 12	SB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
			NB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
7	U	I-39/US 51 & W. ZIEBARTH RD.	SB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
			NB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
8	U	US 51 & I-55 BUS. LOOP	WB	E						2.0	17.5	27.0	2.0	13.5	1.0	9.0	2.0	18.0	28.0			5.0	63.0	1.0	16.0	18.5	**					16.0	73.5																
			EB	E						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	37.0	**						32.0	119.0															
9	R	I-74 & E. 2050TH RD.	SB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0															
			NB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0															
10	R	I-74 & US 150	WB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
			EB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
11	U	I-74 & CH 36	WB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
			EB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
12	R	I-74 & CHESTNUT ST.	WB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
			EB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
13	R	I-74 & US 136	SB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
			NB	A	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	144.0															
14	R	I-55 & US 24	SB	F	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0						1.0	2.2	9.9	92.1	2.0	32.0	30.0		1.0	10.0	14.75	1.0	20.0	15.0	57.0	150.8														
			NB	F	2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0						1.0	2.2	9.9	92.1	2.0	32.0	30.0		1.0	10.0	14.75	1.0	20.0	15.0	57.0	150.8														
15	U	I-55 & PIPELINE RD.	WB	H						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	33.0							32.0	115.0															
			SB	H						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	33.0							32.0	115.0															
16	U	I-55/I-74 & US 150/IL 9	NB	H						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	33.0							32.0	115.0															
17	U	I-74 & US 51	WB	J	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0															
			EB	J	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0															
18	U	I-55 & US 51	WB	I						4.0	35.0	54.0	2.0	13.5						1.0	2.2	9.9	60.6	2.0	32.0	31.5		1.0	10.0	14.75			42.0	100.3															
			EB	I						4.0	35.0	54.0	2.0	13.5						1.0	2.2	9.9	60.6	2.0	32.0	31.5		1.0	10.0	14.75			42.0	100.3															
19	R	US 136 & US 51	SB	A	2.0	18.0		15.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	143.0															
			NB	A	2.0	18.0		15.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	143.0															
																				RURAL =		2,756.0																						RURAL =		818.0		3,464.0	
																				URBAN =		1,282.0																						URBAN =		420.0		1,598.0	
																				TOTAL =		4,038.0																						TOTALS =		1,238.0		5,062.0	

U-URBAN
R-RURAL
RT-RIGHT SIDE OF RAMP
CTR-CENTER ISLAND IN RAMP
LT-LEFT SIDE OF RAMP
**-ADDITIONAL 2.0' POST LENGTH FOR PEDESTRIAN CONFLICT

*SIGN & PVT MRK UPGRADES 2013-1