

06-16-2017 LETTING ITEM 130

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR STATE STANDARDS, SEE SHEET NO. 2

SUBSURFACE UTILITY ENGINEERING (S.U.E)
WAS USED ON THIS CONTRACT

DESIGN DESIGNATION
3115(40) OTHER PRINCIPAL ARTERIAL 11.47 (PCC-20)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

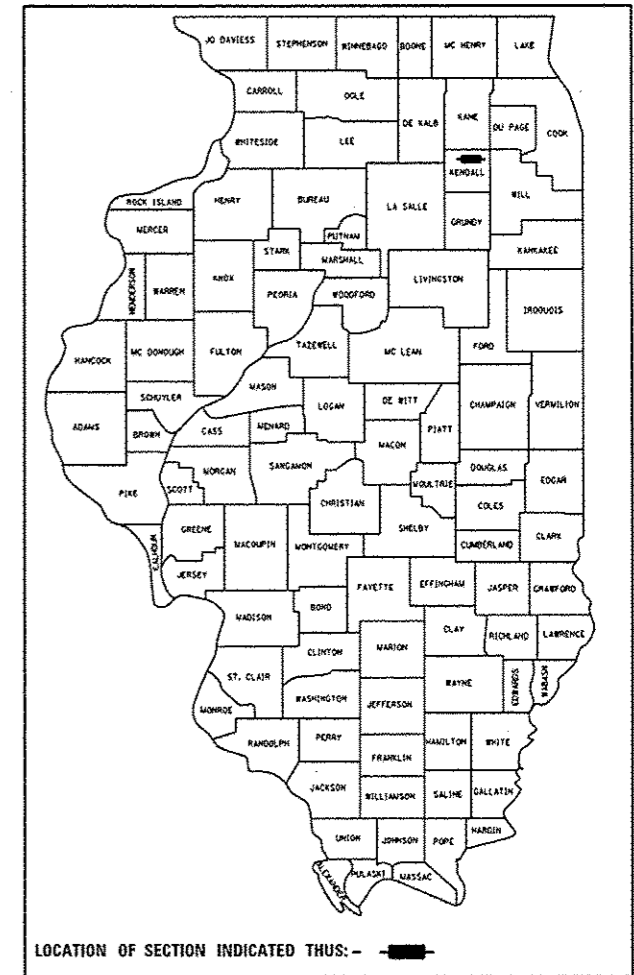
PROPOSED
HIGHWAY PLANS

FAP ROUTE 591 (US 34)
SECTION (13)R-2[(13 BR)C, (13 BR-1)BR]
PROJECT NHPP-NCII-0591(030)
TYPE of IMPROVEMENT-RECONSTRUCTION
KENDALL COUNTY

C-93-095-15

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------------|---------|---------|--------------|-----------|
| 591 | | KENDALL | 533 | 1 |
| ILLINOIS CONTRACT NO. 66993 | | | | |

D-93-050-15
P-93-035-07



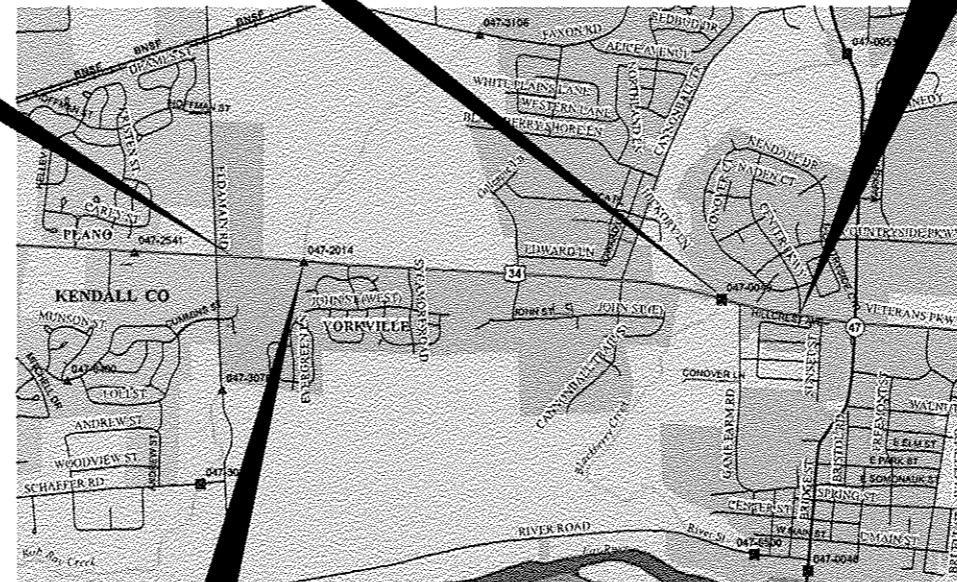
FUNCTIONAL CLASSIFICATION:
OTHER PRINCIPAL ARTERIAL (URBAN)

2013 ADT=21,400 VPD
PV=92.4% SU=2.7% MU=4.9%

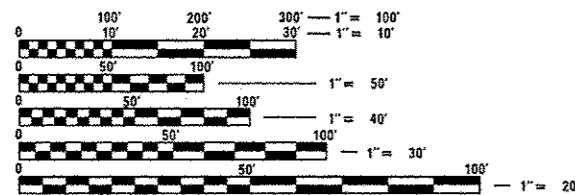
BEGIN PROJECT RECONSTRUCTION
STA 277+27.6

REMOVE AND REPLACE
EXISTING STRUCTURE
EXISTING SN 047-0049
PROPOSED SN 047-0102

END PROJECT RECONSTRUCTION
STA 385+81.9



REMOVE AND REPLACE
EXISTING CULVERT
EXISTING SN 047-2014
PROPOSED SN 047-2051



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

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

PROJECT ENGINEER: DAVE ALEXANDER, P.E.
UNIT CHIEF: PAT BRABOY, P.E.
DISTRICT 3 NO. (815) 434-6131
CONTRACT NO. 66993

GROSS LENGTH=NET LENGTH=10,854.3 FT.=2.056 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 2-3 2017
Kevin Marchese
REGIONAL ENGINEER

May 12 2017
Matthew M. Adams
ENGINEER OF DESIGN AND ENVIRONMENT

May 12 2017
[Signature]
DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

BLR 21-9 TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
 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
 406201-01 MAILBOX TURNOUT
 420001-08 PAVEMENT JOINTS
 420101-05 24' (7.2 m) JOINTED PCC PAVEMENT
 420111-03 PCC PAVEMENT ROUNDOUTS
 420401-12 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
 420701-03 PAVEMENT WELDED WIRE REINFORCEMENT
 424001-09 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
 424006-02 DIAGONAL CURB RAMPS FOR SIDEWALKS
 424011-03 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
 424016-03 MID-BLOCK CURB RAMPS FOR SIDEWALKS
 424021-03 DEPRESSED CORNER FOR SIDEWALKS
 424026-01 ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
 424031-01 MEDIAN PEDESTRIAN CROSSINGS
 442101-07 CLASS B PATCHES
 442201-03 CLASS C AND D PATCHES
 515001-03 NAME PLATE FOR BRIDGES
 542001-06 CONCRETE END SECTIONS FOR PIPE CULVERTS
 15" (375 mm) THRU 84" (2100 mm) DIAMETER
 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
 542311-06 TRAVERSABLE PIPE GRATE
 542401-02 METAL END SECTION FOR PIPE CULVERTS
 601001-05 PIPE UNDERDRAINS
 602001-02 CATCH BASIN, TYPE A
 602301-04 INLET, TYPE A
 602306-03 INLET, TYPE B
 602401-03 MANHOLE, TYPE A
 602406-07 MANHOLE, TYPE A, 6' (1.8 m) DIAMETER
 602411-05 MANHOLE, TYPE A, 7' (2.1 m) DIAMETER
 602416-05 MANHOLE, TYPE A, 8' (2.4 m) DIAMETER
 602421-05 MANHOLE, TYPE A, 9' (2.7 m) DIAMETER
 602601-04 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
 602701-02 MANHOLE STEPS
 604001-04 FRAME AND LIDS, TYPE 1
 604011-05 FRAME AND GRATE, TYPE 3V
 604036-03 GRATE, TYPE B
 606001-06 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
 606006-03 OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-6.24 (B-15.60)
 606301-04 PC CONCRETE ISLANDS AND MEDIANS
 610001-07 SHOULDER INLET WITH CURB
 630001-11 STEEL PLATE BEAM GUARDRAIL

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

630301-07 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
 631031-15 TRAFFIC BARRIER TERMINAL, TYPE 6
 666001-01 RIGHT-OF-WAY MARKERS
 667101-02 PERMANENT SURVEY MARKERS
 701001-02 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' (4.5 m) AWAY
 701006-05 OFF-ROAD OPERATIONS 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
 701011-04 OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
 701101-05 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
 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
 701306-03 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
 701602-08 URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
 701901-06 TRAFFIC CONTROL DEVICES
 704001-08 TEMPORARY CONCRETE BARRIER
 720001-01 SIGN PANEL MOUNTING DETAILS
 720006-04 SIGN PANEL ERECTION DETAILS
 720011-01 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
 720016-03 MAST ARM MOUNTED STREET NAME SIGNS
 725001-01 OBJECT AND TERMINAL MARKERS
 729001-01 APPLICATIONS OF TYPE A AND B METAL POSTS (FOR SIGNS & MARKERS)
 780001-05 TYPICAL PAVEMENT MARKINGS
 781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
 782001-01 PRISMATIC CURB REFLECTORS
 782006 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
 805001-01 ELECTRICAL SERVICE INSTALLATION DETAILS
 812001 RACEWAY EMBEDDED IN STRUCTURE
 814001-03 HANDHOLES
 814006-02 DOUBLE HANDHOLES
 821101-02 LUMINAIRE WIRING IN POLE
 830026 TEMPORARY ROADWAY LIGHTING
 857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
 862001-01 UNINTERRUPTABLE POWER SUPPLY (UPS)
 873001-02 TRAFFIC SIGNAL GROUNDING & BONDING
 876001-04 PEDESTRIAN PUSH BUTTON POST
 877002-03 STEEL MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
 877011-08 STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
 878001-10 CONCRETE FOUNDATION DETAILS
 880001-01 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
 880006-01 TRAFFIC SIGNAL MOUNTING DETAILS
 886001-01 DETECTOR LOOP INSTALLATIONS
 886006-01 TYPICAL LAYOUT FOR DETECTION LOOPS

SHEET NO. INDEX OF SHEETS:

1 COVER SHEET
 2 HIGHWAY STANDARDS AND INDEX OF SHEETS
 3 GENERAL NOTES AND COMMITMENTS
 4 LOCATION MAP
 5-25 SUMMARY OF QUANTITIES
 26-33 TYPICAL SECTIONS
 34-75 SCHEDULE OF QUANTITIES
 76-87 ALIGNMENTS, TIES AND BENCHMARKS
 88-107 REMOVAL SHEETS
 108-137 PLAN AND PROFILE
 138-144 PRE-STAGE 1A CONSTRUCTION
 145-152 STAGE 1A CONSTRUCTION
 153-158 STAGE 1B CONSTRUCTION
 159-165 STAGE 2A CONSTRUCTION
 166-171 STAGE 2B CONSTRUCTION
 172-182 S.U.E. UTILITY TEST HOLE DATA SHEETS
 183-186 EROSION CONTROL/LANDSCAPING SHEETS
 187-201 DRAINAGE AND UTILITIES PLAN AND PROFILE SHEETS
 202-210 RIGHT OF WAY SHEETS
 211-219 INTERSECTION/JOINT DETAILS
 220-225 PAVEMENT MARKING SHEETS
 226-297 TRAFFIC SIGNAL SHEETS
 298-301 TRAFFIC SIGNAL INTERCONNECTION DETAILS
 302-305 TRAFFIC SIGNAL BORING LOGS
 306-310 SIGNING PLAN SHEETS
 311-315 NOISE ABATEMENT WALL PLAN SHEETS
 316-322 NOISE ABATEMENT WALL BORING LOGS
 323-333 RETAINING WALL SHEETS SN 047-8802
 334-347 RETAINING WALL SHEETS SN 047-8804
 348-357 LIGHTING SHEETS
 358-367 PROPOSED SN 047-2051 BOX CULVERT REPLACEMENT PLANS
 368-405 PROPOSED SN 047-0102 STRUCTURE REPLACEMENT PLANS
 406-435 DETAILS
 436-523 CROSS SECTIONS- US 34
 524 CROSS SECTIONS- DIEHL FARM RD.
 525 CROSS SECTIONS- SYCAMORE RD.
 526 CROSS SECTIONS- BEECHER RD.
 527 CROSS SECTIONS- ISABEL RD.
 528-529 CROSS SECTIONS- CANNONBALL TR.
 530 CROSS SECTIONS- GAME FARM RD.
 531-533 CROSS SECTIONS- CENTER PKWY.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DISTRICT THREE

PREPARED BY: *Du Banik*
 DISTRICT STUDIES & PLANS ENGINEER

DATE: *2-3-17*

EXAMINED BY: *[Signature]*
 DISTRICT CONSTRUCTION ENGINEER

Wayne J. Phillips
 DISTRICT MATERIALS ENGINEER

[Signature]
 DISTRICT OPERATIONS ENGINEER

| | | | | | | | | | | | |
|--------------------------------|-------------|------------|------------|---|--|--|--|----------------------------|---------|--------|--------------|
| FILE NAME : | USER NAME : | DESIGNED : | REVISED : | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | HIGHWAY STANDARDS AND INDEX OF SHEETS | | *13R-2(13 BRIC, 13 BR-1BR) | | | |
| path\13R-2(13 BRIC, 13 BR-1BR) | woodjer_g | 02/01/2017 | 02/01/2017 | | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| | | CHECKED : | REVISED : | | | 591 | | KENDALL | 533 | 2 | |
| | | DATE : | REVISED : | | | SCALE: _____ SHEET _____ OF _____ SHEETS | | CONTRACT NO. 66993 | | | |
| | | | | | | | | ILLINOIS FED. AID PROJECT | | | |

GENERAL NOTES

1. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

2. THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK WILL BE INCLUDED IN THE COST OF THE HMA SURFACE.

3. THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.

4. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

5. BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

6. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

7. FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

8. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

9. ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

10. FOR NEW CONSTRUCTION, PLACE CURB RAMPS FOR SIDEWALKS (STANDARD 424001) AT ALL LOCATIONS WHERE PROPOSED SIDEWALK ABUTS CURB AT STREET ENTRANCES.

11. DETECTABLE WARNING SURFACES SHALL EXTEND 2.0 FT MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMPS AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARES) OR BLENDED TRANSITIONS. SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. THE CONCRETE BORDER SHALL NOT EXCEED 2 INCHES.

12. ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

13. ALL ELEVATIONS REFERRING TO U. S. G. S. MEAN SEA LEVEL DATUM.

14. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

15. CONTRACTOR SHALL VERIFY ALL FIELD CONDITIONS.

16. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

17. ALL CURB AND CUTTER TRANSITIONS SHALL BE COMPLETED AS SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER AND PAID FOR AS PART OF THE RESPECTIVE CURB AND GUTTER.

18. SAW CUTTING SHOWN ON THE PLANS SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE COST OF THE ADJACENT REMOVAL ITEM.

19. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

Table with 3 columns: Material Name, Quantity, and Unit. Includes items like GRANULAR MATERIALS, HMA RESURFACING, SHORT TERM PAVEMENT MARKING, etc.

20. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN OTTAWA (815-434-8417) TO LOCATE THE UNDERGROUND FACILITIES...

21. ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS...

22. THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

23. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA. J.U.L.I.E. CONTACT INFORMATION IS (800) 892-0123 OR 811. CONTACT INFORMATION FOR INDIVIDUAL UTILITIES CAN BE FOUND IN THE SPECIAL PROVISIONS.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT THREE AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES OF CONSTRUCTION:

INSPECTORS:

DRAINAGE NOTES

1. INVERT AND RIM ELEVATIONS FOR EXISTING PIPES AND STRUCTURES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. INVERT AND RIM ELEVATIONS FOR EXISTING PIPES AND STRUCTURES SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION

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

3. IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURES SHALL INCLUDE THE SAND CUSHION, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, ADJUSTING RINGS OR CONCRETE BLOCKS WHEN REQUIRED AND FURNISHING AND COMPACTING THE SPECIFIED BANKFILL.

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

5. DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN ALL SURFACE DRAINAGE WITHIN THE PROJECT LIMITS. ALL STORM SEWER AND DITCH FLOW MUST BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

6. ANY EXISTING DRAINAGE FACILITIES DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO COST.

7. THE PROPOSED PIPES FOR ENTRANCES AND SIDE ROADS SHALL BE PLACED IN LINE WITH THE EXISTING OR PROPOSED DITCH LINE.

8. WHERE FIELD TILE IS ENCOUNTERED, STORM SEWER OR PIPE DRAIN WILL BE USED IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

9. THE NEW MANHOLE LIDS ON THIS PROJECT SHALL HAVE THE WORD "STORM" ON THE LID WHERE APPLICABLE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS EXTRA WORK.

10. THE LOCATION OF ALL EXISTING UTILITIES ARE SHOWN ON THE PLANS FOR INFORMATION ONLY AND PRESENT THE BEST KNOWLEDGE OF THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT FIELD LOCATION OF ALL UTILITIES PRIOR TO THE START OF WORK.

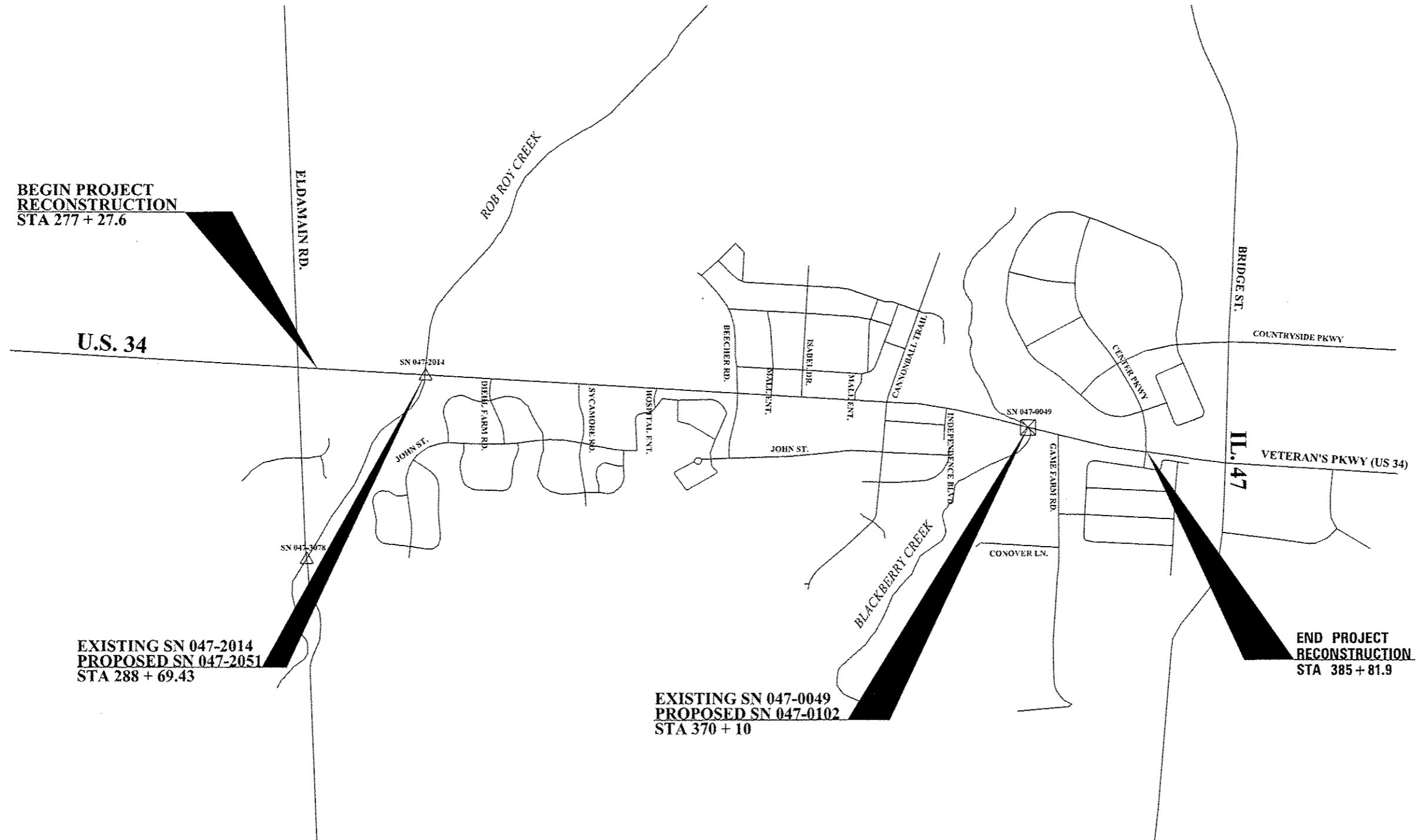
11. REMOVAL OF EXISTING UNDERDRAINS AND HEADWALLS FOR UNDERDRAINS WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "EARTH EXCAVATION".

12. STORM SEWERS LENGTHS GIVEN IN THE SCHEDULES ARE FROM CENTER TO CENTER OF THE STRUCTURE, ALTHOUGH THE STORM SEWERS WILL NOT EXTEND TO THE CENTER OF THE STRUCTURES.

COMMITMENTS:

- 1. ENVIRONMENTAL COORDINATION
2. PSI
3. STRUCTURAL STATUS FORM
4. STORM WATER POLLUTION PREVENTION PLAN
5. COMMITMENT TO PROTECT WETLANDS WITH FENCE
6. COMMITMENT TO LOWER CRANES WITHIN 0.25 MILES OF RUSH-COPELY MEDICAL CENTER AND TO MARK CRANES
7. IDNR PERMIT
8. 404 PERMIT
9. COMMITMENT TO PROVIDE PCC PAVEMENT 10" (JOINTED) FOR C.E. AT STA 379+68.3 (LT)
10. COMMITMENT FOR THE R.E. TO CONTACT MRS. KRITZBERG PRIOR TO CONSTRUCTION TO ENSURE THAT STEPS ARE TAKEN TO MINIMIZE THE IMPACTS ON LANDSCAPING WHEN CONSTRUCTING ENTRANCE AND RETAINING WALL AT STA 371+83 (RT).
11. COMMITMENT FOR THE CONTRACTOR TO REMOVE BRICK FOX RIVER SUBDIVISION SIGN IN THE SOUTH-EAST QUADRANT OF THE DIEHL FARM ROAD INTERSECTION
12. COMMITMENT TO SAVE 20"-DIA. TREE AT 363+93 (74' LT)
13. PROPOSED EXCAVATION, DITCH DIMENSIONS, AND PLACEMENT OF EMBANKMENT FROM STA 365+00 TO STA 369+00 SHALL NOT BE MODIFIED WITHOUT APPROVAL DUE TO FLOODPLAIN MITIGATION REQUIREMENTS.

U.S. 34 ELDAMAIN RD. TO CENTER PKWY.



**BEGIN PROJECT
RECONSTRUCTION**
STA 277 + 27.6

U.S. 34

**EXISTING SN 047-2014
PROPOSED SN 047-2051**
STA 288 + 69.43

**EXISTING SN 047-0049
PROPOSED SN 047-0102**
STA 370 + 10

**END PROJECT
RECONSTRUCTION**
STA 385 + 81.9

LOCATION MAP

•(13)R-2(13) BRIC, (13 BR-1)BRJ

| | | | |
|--|----------------------|------------|-----------|
| FILE NAME : | USER NAME : woady.jp | DESIGNED - | REVISED - |
| \\IL084EDIDINTEG.illinois.gov\PMID01\Documents\1007 Offices\District 3\Projects\EPB\DRAWING\047\047-0102-101-cover.dwg | | CHECKED - | REVISED - |
| Default | PLOT DATE : 2/1/2017 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOCATION MAP

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------|---------|---------|--------------------|-----------|
| 521 | = | KENDALL | 533 | 4 |
| | | | CONTRACT NO. 66993 | |

ILLINOIS FED. AID PROJECT

MOE2
NIIPP

NCII LY50

NIIPP

MOE2

CONSTRUCTION CODE

| CODE | ITEM | UNIT | TOTAL QUANTITY | FEDERAL = 80% | FEDERAL = 80% | FEDERAL = 80% | FEDERAL = 80% | FEDERAL = 80% | FEDERAL = 80% | FEDERAL = 80% | FEDERAL = 80% | FEDERAL = 0% | FEDERAL = 80% | FEDERAL = 0% | FEDERAL = 80% |
|----------|--|-------|----------------|---------------|---------------------|---------------------|---------------------|---------------------|-------------------------|---|---|------------------------------|--|------------------------------------|------------------------------|
| | | | | STATE = 20% | STATE = 20% | STATE = 20% | STATE = 20% | STATE = 20% | STATE = 20% | STATE = 13.4% | STATE = 10% | STATE = 0% | STATE = 20% | STATE = 0% | STATE = 0% |
| | | | | CITY = 0% | CITY = 0% | CITY = 0% | CITY = 0% | CITY = 0% | CITY = 0% | CITY = 6.6% | CITY = 10% | CITY = 100% | CITY = 0% | CITY = 100% | CITY = 20% |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 |
| NO. | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/ LIGHTING | SHARED USE PATH/ SIDEWALK |
| 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 852 | 852 | | | | | | | | | | | |
| 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 653 | 653 | | | | | | | | | | | |
| 20101000 | TEMPORARY FENCE | FOOT | 666 | 666 | | | | | | | | | | | |
| 20200100 | EARTH EXCAVATION | CU YD | 39861 | 39861 | | | | | | | | | | | |
| 20300100 | CHANNEL EXCAVATION | CU YD | 947 | 947 | | | | | | | | | | | |
| 20400800 | FURNISHED EXCAVATION | CU YD | 3305 | 3305 | | | | | | | | | | | |
| 20700220 | POROUS GRANULAR EMBANKMENT | CU YD | 1290 | 18 | | 1272 | | | | | | | | | |
| 20800150 | TRENCH BACKFILL | CU YD | 10684 | 10684 | | | | | | | | | | | |
| 21001000 | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION | SO YD | 96789 | 96789 | | | | | | | | | | | |
| 21101505 | TOPSOIL EXCAVATION AND PLACEMENT | CU YD | 6007 | 6007 | | | | | | | | | | | |
| 25000210 | SEEDING, CLASS 2A | ACRE | 12 | 12 | | | | | | | | | | | |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 1079 | 1079 | | | | | | | | | | | |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 1079 | 1079 | | | | | | | | | | | |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 1079 | 1079 | | | | | | | | | | | |

(1)3R-2(13 BR/C, 13 BR-1)BR

| | | | |
|---|----------------------|------------|-----------|
| FILE NAME = | USER NAME = wadyw.jp | DESIGNED - | REVISED - |
| p:\11084EBID\INTEG.illinois.gov\PI\001\Documents\IDOT Offices\District 3\Projects\EP03\DRAWING\03\HEADSHEET\EP03587-sht-500.dwg | | | |
| PLDT SCALE = 100.0000' / 1" | CHECKED - | REVISED - | REVISED - |
| PLDT DATE = 2/2/2017 | DATE - | REVISED - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|---------------------------|---------|---------|--------------------|-----------|
| F.A.P. RTE. 591 | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | KENDALL | 533 | 5 |
| | | | CONTRACT NO. 66993 | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | | |
|----------|------------------------------------|-------|----------------|---|---|---|---|---|---|---|---|---|--|--|---|--|-------|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | | |
| | | | | 0003 ROADWAY | 0010 PROP SN 047-0102 | 0010 PROP SN 047-2051 | 0004 PROP SN 047-8802 | 0004 PROP SN 047-8804 | 0004 NOISE ABATEMENT WALL | 0021 TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | 0021 TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | 0021 TRAFFIC SIGNALS ISABEL RD | 0021 US 34 TRAFFIC SIGNALS INTERCONNECT | 0021 SIGNAL PRE-EMPTION/ LIGHTING | 0028 SHARED USE PATH/ SIDEWALK | | |
| 25100115 | MULCH. METHOD 2 | ACRE | 12 | 12 | | | | | | | | | | | | | |
| 25100630 | EROSION CONTROL BLANKET | 50 YD | 57987 | 57987 | | | | | | | | | | | | | |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 1199 | 1199 | | | | | | | | | | | | | |
| 28000305 | TEMPORARY DITCH CHECKS | FOOT | 1180 | 1180 | | | | | | | | | | | | | |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 10103 | 10103 | | | | | | | | | | | | | |
| 28000500 | INLET AND PIPE PROTECTION | EACH | 205 | 205 | | | | | | | | | | | | | |
| 28100107 | STONE RIPRAP. CLASS A4 | 50 YD | 1525 | | 1390 | 135 | | | | | | | | | | | |
| 28200200 | FILTER FABRIC | 50 YD | 1525 | | 1390 | 135 | | | | | | | | | | | |
| 30300112 | AGGREGATE SUBGRADE IMPROVEMENT 12" | 50 YD | 63453 | 63453 | | | | | | | | | | | | | |
| 30300118 | AGGREGATE SUBGRADE IMPROVEMENT 18" | 50 YD | 5852 | 5852 | | | | | | | | | | | | | |
| 30300124 | AGGREGATE SUBGRADE IMPROVEMENT 24" | 50 YD | 27484 | 27484 | | | | | | | | | | | | | |
| 35100300 | AGGREGATE BASE COURSE, TYPE A 4" | 50 YD | 2232 | 2232 | | | | | | | | | | | | | |
| 35100500 | AGGREGATE BASE COURSE, TYPE A 6" | 50 YD | 13804 | 387 | | | | | | | | | | | | | 13417 |
| 40200800 | AGGREGATE SURFACE COURSE, TYPE B | TON | 65 | 65 | | | | | | | | | | | | | |

(13)R-2(13 BRIC. (13 BR-1)BR)

| | | | |
|---|-------------|------------|-----------|
| FILE NAME : | USER NAME : | DESIGNED : | REVISED : |
| p:\11\084E810INTEG.illinois.gov\PI001\Doc | woodyer.jp | | |
| uments\100T Offices\District 3\Projects\EP0 | | | |
| PL0T SCALE = 100.0000' / in. | CHECKED : | REVISED : | REVISED : |
| PL0T DATE = 2/2/2017 | DATE : | REVISED : | REVISED : |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| SUMMARY OF QUANTITIES | | | |
|-----------------------|---------------------|--------------|--|
| SCALE: | SHEET NO. OF SHEETS | STA. TO STA. | |

| | | | | |
|---------------------------|---------|---------|--------------------|-----------|
| F.A.P. R.T.E. 591 | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | KENDALL | 533 | 6 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 66993 | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|----------|--|-------|----------------|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/ LIGHTING | SHARED USE PATH/ SIDEWALK | |
| 40201000 | AGGREGATE FOR TEMPORARY ACCESS | TON | 381 | 381 | | | | | | | | | | | | |
| 40600275 | BITUMINOUS MATERIALS (PRIME COAT) | POUND | 30188 | | | | | | | | | | | | | 30188 |
| 40600990 | TEMPORARY RAMP | SQ YD | 258 | 258 | | | | | | | | | | | | |
| 40603305 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30 | TON | 1503 | | | | | | | | | | | | | 1503 |
| 40603335 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 | TON | 629 | 629 | | | | | | | | | | | | |
| 40800029 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 3005 | 3005 | | | | | | | | | | | | |
| 40800050 | INCIDENTAL HOT-MIX ASPHALT SURFACING | TON | 131 | 131 | | | | | | | | | | | | |
| 42000080 | PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB | SQ YD | 275 | 275 | | | | | | | | | | | | |
| 42000501 | PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED) | SQ YD | 89201 | 89201 | | | | | | | | | | | | |
| 42001300 | PROTECTIVE COAT | SQ YD | 96861 | 96861 | | | | | | | | | | | | |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SQ YD | 951 | 951 | | | | | | | | | | | | |
| 42300400 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH | SQ YD | 1628 | 1628 | | | | | | | | | | | | |
| 42400100 | PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH | SQ FT | 34513 | 13740 | | | | | | | | | | | | 20773 |
| 42400800 | DETECTABLE WARNINGS | SQ FT | 1163 | 1163 | | | | | | | | | | | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

| | | | |
|--|-----------------------|------------|-----------|
| FILE NAME : | USER NAME : woodjw.jp | DESIGNED - | REVISED - |
| Documents\DOT Offices\District 3\Projects\EP03507\Drawings\640\sheet\EP03507-sht-500.dwg | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |
| | | | |

| | | |
|--------------|---------------------------------|--------------------------|
| SCALE: _____ | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ |
|--------------|---------------------------------|--------------------------|

| | | | | |
|--------------------|---------|---------|---------------------------|-----------|
| F.A.P. RTE. 59) | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | KENDALL | 533 | 7 |
| CONTRACT NO. 66993 | | | ILLINOIS FED. AID PROJECT | |

*(13)R-2(13 BRIC, 113 BR-118R)

14

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|----------|--|-------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK | |
| 50300265 | SEAL COAT CONCRETE | CU YD | 95.8 | | 95.8 | | | | | | | | | | | |
| 50300300 | PROTECTIVE COAT | SQ YD | 1946 | | 1946 | | | | | | | | | | | |
| 50301350 | CONCRETE SUPERSTRUCTURE (APPROACH SLAB) | CU YD | 226 | | 226 | | | | | | | | | | | |
| 50500105 | FURNISHING AND ERECTING STRUCTURAL STEEL | LSUM | 1 | | 1 | | | | | | | | | | | |
| 50500505 | STUD SHEAR CONNECTORS | EACH | 8757 | | 7590 | | 255 | 912 | | | | | | | | |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 259253 | 273 | 219780 | | 8340 | 30860 | | | | | | | | |
| 50800515 | BAR SPLICERS | EACH | 884 | | 884 | | | | | | | | | | | |
| 50901720 | BICYCLE RAILING | FOOT | 360 | | 205 | | 155 | | | | | | | | | |
| 50901750 | PARAPET RAILING | FOOT | 205 | | 205 | | | | | | | | | | | |
| 51201800 | FURNISHING STEEL PILES HP14X73 | FOOT | 1130 | | 1130 | | | | | | | | | | | |
| 51202305 | DRIVING PILES | FOOT | 1130 | | 1130 | | | | | | | | | | | |
| 51203800 | TEST PILE STEEL HP14X73 | EACH | 3 | | 3 | | | | | | | | | | | |
| 51204650 | PILE SHOES | EACH | 139 | | 33 | | 42 | 64 | | | | | | | | |
| 51500100 | NAME PLATES | EACH | 4 | | 1 | 1 | 1 | 1 | | | | | | | | |

*(13)R-2(13 BRIC, (13 BR-1)BR)

| | | | |
|--|-------------|------------|-----------|
| FILE NAME : | USER NAME : | DESIGNED : | REVISED : |
| pw:\11084EBID\INTEG\Illinois.gov\PWID07\Documents\DOT Offices\District 3\Projects\EP08\BRX\MO\to\EA0\sheet\EP03507-shv-500.dwg | woodger.jp | | |
| PLOT SCALE : 100.0000' / 1" | CHECKED : | REVISOR : | REVISOR : |
| PLOT DATE : 2/2/2017 | DATE : | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| SUMMARY OF QUANTITIES | |
|--------------------------|-------------------------------|
| SCALE: _____ | SHEET NO. ____ OF ____ SHEETS |
| STA. _____ TO STA. _____ | |

| F.A.B. R.T.C. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--|---------|---------|--------------|-----------|
| 591 | * | KENDALL | 533 | 9 |
| ILLINOIS FED. AID PROJECT CONTRACT NO. 66993 | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|----------|---|-------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK | |
| 52100510 | ANCHOR BOLTS, 3/4" | EACH | 22 | | 22 | | | | | | | | | | | |
| 52100520 | ANCHOR BOLTS, 1" | EACH | 44 | | 44 | | | | | | | | | | | |
| 52200020 | TEMPORARY SOIL RETENTION SYSTEM | SO FT | 1512 | 770 | 428 | 314 | | | | | | | | | | |
| 52200100 | FURNISHING SOLDIER PILES (HP SECTION) | FOOT | 3268 | | | | 1337 | 1931 | | | | | | | | |
| 52200150 | DRIVING SOLDIER PILES | FOOT | 3268 | | | | 1337 | 1931 | | | | | | | | |
| 52200250 | UNTREATED TIMBER LAGGING | SO FT | 1189 | | | | 1142 | 47 | | | | | | | | |
| 52200700 | PRECAST MODULAR RETAINING WALL | SO FT | 177 | | | | | 177 | | | | | | | | |
| 542A0220 | PIPE CULVERTS, CLASS A, TYPE 1 15" | FOOT | 132 | 132 | | | | | | | | | | | | |
| 542A0223 | PIPE CULVERTS, CLASS A, TYPE 1 18" | FOOT | 43 | 43 | | | | | | | | | | | | |
| 542A0235 | PIPE CULVERTS, CLASS A, TYPE 1 30" | FOOT | 33 | 33 | | | | | | | | | | | | |
| 542A1063 | PIPE CULVERTS, CLASS A, TYPE 2 18" | FOOT | 44 | 44 | | | | | | | | | | | | |
| 54200211 | PIPE CULVERTS, CLASS D, TYPE 1 6" | FOOT | 75 | 75 | | | | | | | | | | | | |
| 54213657 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12" | EACH | 2 | 2 | | | | | | | | | | | | |
| 54213660 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15" | EACH | 6 | 6 | | | | | | | | | | | | |

14

(13)R-2((13 BRIC, (13 BR-1)BR)

| | | | |
|---|-----------------------|------------|-----------|
| FILE NAME | USER NAME = w00dyjrjp | DESIGNED - | REVISED - |
| Documents\DOT Offices\District 3\Projects\EP0307\Drawings\640\hgg1\EP0307-shr-500.dwg | | | |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | |
| PLOT DATE = 2/2/2017 | DATE - | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| SUMMARY OF QUANTITIES | | | |
|-----------------------|---------------------|--------------|--|
| SCALE: | SHEET NO. OF SHEETS | STA. TO STA. | |

| | | | | |
|-----------------------------|-----------|----------------|------------------|--------------------|
| F.A.P. RTE. 591 | SECTION * | COUNTY KENDALL | TOTAL SHEETS 533 | SHEET NO. 10 |
| | | | | CONTRACT NO. 66993 |
| [ILLINOIS] FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|----------|---|------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/SIDEWALK | |
| 54213663 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18" | EACH | 5 | 5 | | | | | | | | | | | | |
| 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | EACH | 1 | 1 | | | | | | | | | | | | |
| 54213681 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36" | EACH | 2 | 2 | | | | | | | | | | | | |
| 54260311 | TRAVERSABLE PIPE GRATE | FOOT | 740 | 40 | | 700 | | | | | | | | | | |
| 54261330 | CONCRETE END SECTION, STANDARD 542001, 30", 1:3 | EACH | 2 | 2 | | | | | | | | | | | | |
| 54261436 | CONCRETE END SECTION, STANDARD 542001, 36", 1:4 | EACH | 1 | 1 | | | | | | | | | | | | |
| 550A0050 | STORM SEWERS, CLASS A, TYPE 1 12" | FOOT | 7123 | 7123 | | | | | | | | | | | | |
| 550A0070 | STORM SEWERS, CLASS A, TYPE 1 15" | FOOT | 79 | 79 | | | | | | | | | | | | |
| 550A0090 | STORM SEWERS, CLASS A, TYPE 1 18" | FOOT | 1005 | 1005 | | | | | | | | | | | | |
| 550A0120 | STORM SEWERS, CLASS A, TYPE 1 24" | FOOT | 150 | 150 | | | | | | | | | | | | |
| 550A0140 | STORM SEWERS, CLASS A, TYPE 1 30" | FOOT | 300 | 300 | | | | | | | | | | | | |
| 550A0160 | STORM SEWERS, CLASS A, TYPE 1 36" | FOOT | 99 | 99 | | | | | | | | | | | | |
| 550A0190 | STORM SEWERS, CLASS A, TYPE 1 48" | FOOT | 89 | 89 | | | | | | | | | | | | |
| 550A0340 | STORM SEWERS, CLASS A, TYPE 2 12" | FOOT | 960 | 960 | | | | | | | | | | | | |

*(13)R-2(13 BRIC, (13 BR-1)BR)

FILE NAME : p:\11\084EBI0INTEG\Illinois.gov\PWID01\Documents\DOT Offices\District 3\Projects\EP03\BRIC\DATA\EA0\sheet\EP03507-shi-500.dwg
 USER NAME : woodjg.jp
 DESIGNED -
 CHECKED -
 DATE -
 PLOT SCALE : 100.0000' / 1"
 PLOT DATE : 2/2/2017

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| F.A.P. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------|--------------------|-----------|
| 591 | * | KENDALL | 533 | 11 |
| | | | CONTRACT NO. 66993 | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|----------|-----------------------------------|-------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK | |
| 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15" | FOOT | 125 | 125 | | | | | | | | | | | | |
| 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18" | FOOT | 2804 | 2804 | | | | | | | | | | | | |
| 550A0410 | STORM SEWERS, CLASS A, TYPE 2 24" | FOOT | 990 | 990 | | | | | | | | | | | | |
| 550A0450 | STORM SEWERS, CLASS A, TYPE 2 36" | FOOT | 254 | 254 | | | | | | | | | | | | |
| 550A0470 | STORM SEWERS, CLASS A, TYPE 2 42" | FOOT | 519 | 519 | | | | | | | | | | | | |
| 550A0480 | STORM SEWERS, CLASS A, TYPE 2 48" | FOOT | 173 | 173 | | | | | | | | | | | | |
| 550A0710 | STORM SEWERS, CLASS A, TYPE 3 24" | FOOT | 150 | 150 | | | | | | | | | | | | |
| 550A0770 | STORM SEWERS, CLASS A, TYPE 3 42" | FOOT | 734 | 734 | | | | | | | | | | | | |
| 550A1010 | STORM SEWERS, CLASS A, TYPE 4 24" | FOOT | 257 | 257 | | | | | | | | | | | | |
| 55100500 | STORM SEWER REMOVAL 12" | FOOT | 1192 | 1192 | | | | | | | | | | | | |
| 55100700 | STORM SEWER REMOVAL 15" | FOOT | 2121 | 2121 | | | | | | | | | | | | |
| 55100900 | STORM SEWER REMOVAL 18" | FOOT | 337 | 337 | | | | | | | | | | | | |
| 55101200 | STORM SEWER REMOVAL 24" | FOOT | 476 | 476 | | | | | | | | | | | | |
| 58700300 | CONCRETE SEALER | SQ FT | 4794 | | | | 1484 | 3310 | | | | | | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

| | | | |
|-------------|---------------|----------|---------|
| FILE NAME | USER NAME | DESIGNED | REVISED |
| PROJECT NO. | PROJECT TITLE | CHECKED | REVISED |
| PLOT DATE | DATE | | |

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

| | | | | |
|-------------|---------|---------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | | KENDALL | 533 | 12 |
| | | | CONTRACT NO. 66993 | |

(13)R-2(13 BRIC, 13 BR-118R)

ILLINOIS FED. AID PROJECT

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|----------|--|-------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK | |
| 59100100 | GEOCOMPOSITE WALL DRAIN | SO YD | 1057 | | 125 | | 743 | 189 | | | | | | | | |
| 59300100 | CONTROLLED LOW-STRENGTH MATERIAL | CU YD | 589 | 589 | | | | | | | | | | | | |
| 60108501 | PIPE UNDERDRAINS, TYPE 3 | FOOT | 20900 | 20900 | | | | | | | | | | | | |
| 60200310 | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3V FRAME AND GRATE | EACH | 2 | 2 | | | | | | | | | | | | |
| 60200805 | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE B GRATE | EACH | 6 | 6 | | | | | | | | | | | | |
| 60218400 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 48 | 48 | | | | | | | | | | | | |
| 60219000 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE B GRATE | EACH | 3 | 3 | | | | | | | | | | | | |
| 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 16 | 16 | | | | | | | | | | | | |
| 60221700 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE B GRATE | EACH | 2 | 2 | | | | | | | | | | | | |
| 60223800 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 6 | 6 | | | | | | | | | | | | |
| 60224446 | MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 6 | 6 | | | | | | | | | | | | |
| 60224459 | MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 2 | 2 | | | | | | | | | | | | |
| 60236200 | INLETS, TYPE A, TYPE B GRATE | EACH | 22 | 22 | | | | | | | | | | | | |
| 60240301 | INLETS, TYPE B, TYPE B GRATE | EACH | 1 | 1 | | | | | | | | | | | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

| | | | |
|--|--------------------|------------|-----------|
| FILE NAME : | USER NAME : woodj* | DESIGNED - | REVISED - |
| pl:\IL004E\BID\INTEG\Illinois.gov\PID01\Documents\DOT Offices\District 3\Projects\EP03\DRAWING\DATA\HEADSHEET\EP0307-shr-500.dwg | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |
| | | | |

| | | | | | | | |
|--------------|---------------------------------|--------------------------|-----------------|-----------|----------------|------------------|---------------------------|
| SCALE: _____ | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ | F.A.P. RTE. 591 | SECTION * | COUNTY KENDALL | TOTAL SHEETS 533 | SHEET NO. 13 |
| | | | | | | | ILLINOIS FED. AID PROJECT |

*(13)R-2(13 BRIC, (13 BR-1)BR)

14

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|------------|--|-------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|------|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK | |
| 60255500 | MANHOLES TO BE ADJUSTED | EACH | 15 | 15 | | | | | | | | | | | | |
| 60500040 | REMOVING MANHOLES | EACH | 31 | 31 | | | | | | | | | | | | |
| 60500050 | REMOVING CATCH BASINS | EACH | 9 | 9 | | | | | | | | | | | | |
| 60500060 | REMOVING INLETS | EACH | 40 | 40 | | | | | | | | | | | | |
| 60500105 | FILLING MANHOLES | EACH | 24 | 24 | | | | | | | | | | | | |
| 60500305 | FILLING INLETS | EACH | 6 | 6 | | | | | | | | | | | | |
| 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | FOOT | 1750 | 1750 | | | | | | | | | | | | |
| 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 21889 | 21889 | | | | | | | | | | | | |
| 60618300 | CONCRETE MEDIAN SURFACE, 4 INCH | SQ FT | 885 | 885 | | | | | | | | | | | | |
| * 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 471 | 471 | | | | | | | | | | | | |
| * 63100085 | TRAFFIC BARRIER TERMINAL, TYPE G | EACH | 4 | 4 | | | | | | | | | | | | |
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE I (SPECIAL) TANGENT | EACH | 4 | 4 | | | | | | | | | | | | |
| 63200310 | GUARDRAIL REMOVAL | FOOT | 280 | 280 | | | | | | | | | | | | |
| 66101150 | HOT-MIX ASPHALT SHOULDER CURB | FOOT | 737 | 737 | | | | | | | | | | | | |

* SPECIALTY ITEM

(13)R-2(13 BR), (13 BR-1)BR1

| | | | | | | | | | | | | | |
|---|----------------------|-----------------|----------------|---|---------------------------------|--------------------------|---------------------------|--|--------------------|-----------|----------------|------------------|--------------|
| FILE NAME: p:\11L884EBID\INTEG.illinois.gov\KID01\Documents\1007 Offices\District 3\Projects\EP03\DRAWING\03\LEAD\sheet\EP03587-shr-500.dwg | USER NAME: woodysrjp | DESIGNED: _____ | REVISED: _____ | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. 591 | SECTION * | COUNTY KENDALL | TOTAL SHEETS 533 | SHEET NO. 14 |
| PLOT SCALE: 1/8" = 1'-0" | CHECKED: _____ | REVISED: _____ | SCALE: _____ | | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ | ILLINOIS FED. AID PROJECT | | CONTRACT NO. 66993 | | | | |
| PLOT DATE: 2/2/2017 | DATE: _____ | REVISED: _____ | | | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|------------|---|--------|----------------|---|---|---|---|---|---|---|---|---|---|---|---|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/ LIGHTING | SHARED USE PATH/ SIDEWALK | |
| 66600105 | FURNISHING AND ERECTING RIGHT OF WAY MARKERS | EACH | 69 | 69 | | | | | | | | | | | | |
| 66700205 | PERMANENT SURVEY MARKERS, TYPE I | EACH | 15 | 15 | | | | | | | | | | | | |
| * 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 14300 | 14300 | | | | | | | | | | | | |
| * 66900450 | SPECIAL WASTE PLANS AND REPORTS | LSUM | 1 | 1 | | | | | | | | | | | | |
| * 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 10 | 10 | | | | | | | | | | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 27 | 27 | | | | | | | | | | | | |
| 67100100 | MOBILIZATION | LSUM | 1 | 1 | | | | | | | | | | | | |
| 70100450 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | LSUM | 1 | 1 | | | | | | | | | | | | |
| 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | LSUM | 1 | 1 | | | | | | | | | | | | |
| 70100500 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | LSUM | 1 | 1 | | | | | | | | | | | | |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | LSUM | 1 | 1 | | | | | | | | | | | | |
| 70102632 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701602 | LSUM | 1 | 1 | | | | | | | | | | | | |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | LSUM | 1 | 1 | | | | | | | | | | | | |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | LSUM | 1 | 1 | | | | | | | | | | | | |

* SPECIALTY ITEM

(13)R-2(13 BRIC, (13 BR-1)BR)

| | | | | | | | | | | | | |
|--|-------------------------------|------------|-----------|---|---|--|---------------------------|--------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | F.A.R. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| \\L884EBIDINTEG\11\inois.gov\PID01\00\uments\DOT OFF\ces\District 3\Projects\EPB\BROWNS\to\EA0\shg\EPB3507-shi-500.d | PLLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | 591 | | KENDALL | 533 | 15 | | | |
| PLLOT DATE = 2/2/2017 | DATE - | REVISED - | | | SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____ | | | CONTRACT NO. 66993 | | | | |
| | | | | | | | ILLINOIS FED. AID PROJECT | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|------------|--|--------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK | |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 600 | 600 | | | | | | | | | | | | |
| 70200100 | NIGHTTIME WORK ZONE LIGHTING | L SUM | 1 | 1 | | | | | | | | | | | | |
| X7015005 | CHANGEABLE MESSAGE SIGN | CAL DA | 2,920 | 2,920 | | | | | | | | | | | | |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 12597 | 12597 | | | | | | | | | | | | |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 9309 | 9309 | | | | | | | | | | | | |
| 70600280 | IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3 | EACH | 44 | 44 | | | | | | | | | | | | |
| * 72000100 | SIGN PANEL - TYPE 1 | SO FT | 398 | 259 | | | | | | 46 | 88 | 5 | | | | |
| * 72000200 | SIGN PANEL - TYPE 2 | SO FT | 543 | 318 | | | | | | 30 | 150 | 45 | | | | |
| * 72400100 | REMOVE SIGN PANEL ASSEMBLY - TYPE A | EACH | 70 | 70 | | | | | | | | | | | | |
| * 72400200 | REMOVE SIGN PANEL ASSEMBLY - TYPE B | EACH | 26 | 26 | | | | | | | | | | | | |
| * 72400500 | RELOCATE SIGN PANEL ASSEMBLY - TYPE A | EACH | 17 | 17 | | | | | | | | | | | | |
| * 73000100 | WOOD SIGN SUPPORT | FOOT | 1271 | 1271 | | | | | | | | | | | | |
| * 78003100 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS | SO FT | 1455 | 1455 | | | | | | | | | | | | |
| * 78003130 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" | FOOT | 9645 | 9645 | | | | | | | | | | | | |
| * 78003180 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24" | FOOT | 1165 | 1165 | | | | | | | | | | | | |

* SPECIALTY ITEM

1131R-2(113 BRIC, 113 BR-118R)

| | | | | | | | | | | | | |
|--|-----------------------------|-----------------|--------------------|---|------------------------------|---------------------------------|--------------------------|-----------------|---------|--------|--------------|-----------|
| FILE NAME: | USER NAME: woodger.jp | DESIGNED: _____ | REVISED: _____ | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | F.A.R. RTE. 591 | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| PROJECT: p:\11084810\INTEG.illinois.gov\PI\001\Documents\DOT Offices\District 3\Projects\EPB\BRK\000\000\600\000\EP03507-shi-500.dwg | PLOT SCALE: 100.0000' / in. | CHECKED: _____ | REVISED: _____ | | SCALE: _____ | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ | KENDALL | 533 | 16 | | |
| PLOT DATE: 2/2/2017 | DATE: _____ | REVISED: _____ | CONTRACT NO. 66993 | | ILLINOIS FED. AID PROJECT | | | | | | | |

PEV

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|-----------------------|--|-----------------|----------------|---|---|---|---|---|---|---|---|---|---|---|---|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/ LIGHTING | SHARED USE PATH/ SIDEWALK | |
| * 78008200 | POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS | SQ FT | 941 | 941 | | | | | | | | | | | | |
| * 78008210 | POLYUREA PAVEMENT MARKING TYPE I - LINE 4" | FOOT | 148248 | 148248 | | | | | | | | | | | | |
| * 78008230 | POLYUREA PAVEMENT MARKING TYPE I - LINE 6" | FOOT | 1156 | 1156 | | | | | | | | | | | | |
| * 78008240 | POLYUREA PAVEMENT MARKING TYPE I - LINE 8" | FOOT | 13745 | 13745 | | | | | | | | | | | | |
| * 78008250 | POLYUREA PAVEMENT MARKING TYPE I - LINE 12" | FOOT | 7989 | 7989 | | | | | | | | | | | | |
| * 78008270 | POLYUREA PAVEMENT MARKING TYPE I - LINE 24" | FOOT | 673 | 673 | | | | | | | | | | | | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 1385 | 1385 | | | | | | | | | | | | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) | EACH | 8 | 8 | | | | | | | | | | | | |
| * 78200005 | GUARDRAIL REFLECTORS, TYPE A | EACH | 16 | 16 | | | | | | | | | | | | |
| * 78200010 | BARRIER WALL REFLECTORS, TYPE B | EACH | 16 | 16 | | | | | | | | | | | | |
| * 78200020 | CURB REFLECTORS | EACH | 103 | 103 | | | | | | | | | | | | |
| * 78501000 | MARKER - DIRECT APPLIED | EACH | 4 | 4 | | | | | | | | | | | | |
| * 80500300 | SERVICE INSTALLATION, TYPE C | EACH | 3 | | | | | | | 2 | 1 | | | | | |
| * 81028320 | UNDERGROUND CONDUIT, PVC, 1" DIA. | FOOT | 3176 | | | | | | | 597 | 1955 | 624 | | | | |

* SPECIALTY ITEM

*(13)R-2(13 BR), (13 BR-1)BR

| | | | | | | | | | | | | |
|---|----------------------------|------------|--------------|---|---------------------------------|--------------------------|--------------------|----------------|---------------------------|--------|-----------------|--------------|
| FILE NAME : | USER NAME : woodjw-jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| \\IL09468101\EG\illinois.gov\PWID01\Documents\100T_Offices\District 3\Projects\EP03587\Drawings\EP03587-shr-500.dwg | PLT SCALE : 100.0000' / 1" | CHECKED - | REVISED - | | 591 | | KENDALL | 533 | 17 | | | |
| PLT DATE : 2/2/2017 | DATE - | REVISED - | SCALE: _____ | | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ | CONTRACT NO. 66993 | | ILLINOIS FED. AID PROJECT | | | |
| | | | | | | | | | | | | |

REV

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|------------|---|------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK | |
| * 81028350 | UNDERGROUND CONDUIT, PVC, 2" DIA. | FOOT | 9626 | | | | | | | | 1633 | 2640 | 1222 | 4131 | | |
| * 81028370 | UNDERGROUND CONDUIT, PVC, 3" DIA. | FOOT | 1054 | | | | | | | | 604 | 349 | 101 | | | |
| * 81028390 | UNDERGROUND CONDUIT, PVC, 4" DIA. | FOOT | 494 | | | | | | | | 384 | 10 | 100 | | | |
| * 81200230 | CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC | FOOT | 143 | | | | | | | | 143 | | | | | |
| * 81300550 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6" | EACH | 2 | | | | | | | | 2 | | | | | |
| * 81400700 | HANDHOLE, PORTLAND CEMENT CONCRETE | EACH | 52 | | | | | | | | 16 | 17 | 5 | 14 | | |
| * 81400720 | DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE | EACH | 3 | | | | | | | | 2 | 1 | | | | |
| * 81603010 | UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA, POLYETHYLENE | FOOT | 40 | | | | | | | | | | | 40 | | |
| * 81702110 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10 | FOOT | 2028 | | | | | | | | 716 | 969 | 343 | | | |
| * 81702450 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10 | FOOT | 2240 | | | | | | | | | | | 2240 | | |
| * 82102400 | LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT | EACH | 18 | | | | | | | | | | | 18 | | |
| * 84200600 | REMOVAL OF LIGHTING UNIT, NO SALVAGE | EACH | 17 | | | | | | | | | | | 17 | | |
| * 85000200 | MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION | EACH | 7 | | | | | | | | 2 | 4 | 1 | | | |
| * 86200300 | UNINTERRUPTABLE POWER SUPPLY, EXTENDED | EACH | 6 | | | | | | | | 2 | 3 | 1 | | | |

* SPECIALTY ITEM

(13R-2(13 BRIC, (13 BR-1)BR)

| | | | |
|--|-----------------------|------------|-----------|
| FILE NAME = | USER NAME = woodyr.jp | DESIGNED - | REVISED - |
| p:\11084E010INTEG.illinois.gov\PW1001\Documents\100T Offices\District 3\Projects\EP03\DRAWING\06AD\regis\EP03507-shr-500.dwg | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |
| | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____

| | | | | |
|---------------------------|---------|---------|--------------------|-----------|
| F.A.P. RTE. 591 | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | KENDALL | 533 | 18 |
| | | | CONTRACT NO. 66993 | |
| ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | |
|------------|--|------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK |
| * 86400100 | TRANSCEIVER - FIBER OPTIC | EACH | 5 | | | | | | | | 2 | 2 | 1 | | |
| * 87300925 | ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C | FOOT | 8848 | | | | | | | | | | 8848 | | |
| * 87301215 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C | FOOT | 5033 | | | | | | | 1492 | 2991 | 550 | | | |
| * 87301225 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 6708 | | | | | | | 2735 | 3408 | 565 | | | |
| * 87301245 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 9074 | | | | | | | 4230 | 3366 | 1478 | | | |
| * 87301255 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C | FOOT | 6529 | | | | | | | 2606 | 3802 | 121 | | | |
| * 87301305 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR | FOOT | 24174 | | | | | | | 5407 | 15990 | 2777 | | | |
| * 87301805 | ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C | FOOT | 45 | | | | | | | 45 | | | | | |
| * 87301900 | ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C | FOOT | 5096 | | | | | | | 1524 | 2621 | 951 | | | |
| * 87502440 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT. | EACH | 6 | | | | | | | 1 | 5 | | | | |
| * 87502500 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT. | EACH | 12 | | | | | | | 9 | 3 | | | | |
| * 87601100 | PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE 1 | EACH | 8 | | | | | | | 4 | 2 | 2 | | | |
| * 87700220 | STEEL MAST ARM ASSEMBLY AND POLE, 36 FT. | EACH | 1 | | | | | | | 1 | | | | | |
| * 87700310 | STEEL MAST ARM ASSEMBLY AND POLE, 54 FT. | EACH | 1 | | | | | | | 1 | | | | | |

* SPECIALTY ITEM

(13)R-2(13 BR), (13 BR-1)BR

| | | | |
|--|-------------|------------|-----------|
| FILE NAME : | USER NAME : | DESIGNED : | REVISED : |
| p:\IL\004810\INTEG.illinois.gov\PI001100 | woodger.jp | | |
| Documents\100T Offices\District 3\Projects\EP03587\BR\001\LEAD\shdts\EP03587-shd-500.dwg | | CHECKED : | REVISED : |
| | | DATE : | REVISED : |
| | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

| | | | | |
|---------------------------|---------|---------|--------------------|-----------|
| F.A.P. R.T.E. 591 | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | KENDALL | 533 | 19 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 66993 | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|------------|---|------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK | |
| * 87702950 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 44 FT. | EACH | 2 | | | | | | | | 2 | | | | | |
| * 87703010 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56 FT. | EACH | 1 | | | | | | | | 1 | | | | | |
| * 87800100 | CONCRETE FOUNDATION, TYPE A | FOOT | 57 | | | | | | | | 36 | 21 | | | | |
| * 87800150 | CONCRETE FOUNDATION, TYPE C | FOOT | 6 | | | | | | | | 3 | 3 | | | | |
| * 87800415 | CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER | FOOT | 62 | | | | | | | | 62 | | | | | |
| * 87800420 | CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER | FOOT | 14 | | | | | | | | 14 | | | | | |
| * 87900200 | DRILL EXISTING HANDHOLE | EACH | 27 | | | | | | | | | 12 | 4 | 10 | 1 | |
| * 88040070 | SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 9 | | | | | | | | 9 | | | | | |
| * 88040090 | SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED | EACH | 16 | | | | | | | | 13 | 3 | | | | |
| * 88040150 | SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED | EACH | 7 | | | | | | | | 2 | 4 | 1 | | | |
| * 88040160 | SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED | EACH | 3 | | | | | | | | 2 | 1 | | | | |
| * 88102825 | PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER | EACH | 34 | | | | | | | | 10 | 20 | 4 | | | |
| * 88200410 | TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC | EACH | 32 | | | | | | | | 26 | 6 | | | | |
| * 88500100 | INDUCTIVE LOOP DETECTOR | EACH | 105 | | | | | | | | 16 | 75 | 14 | | | |

* SPECIALTY ITEM

*(13)R-2(13) BRIC, (13) BR-10BR)

| | | | | | | | | | | | | |
|--|---------------------|-----------------|----------------|---|---------------------------------|---------------------------|---------|-----------------|---------|--------|--------------|-----------|
| FILE NAME: p:\11\084E81D\INT\EG\Illinois.gov\PI\001\Documents\100T Offices\District 3\Projects\EP0380\DATA\GAD\shets\EP03807-sh1-S00.dwg | USER NAME: woodyrjp | DESIGNED: _____ | REVISED: _____ | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | F.A.P. RTE. 591 | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE: 1/8" = 1'-0" | CHECKED: _____ | REVISED: _____ | SCALE: _____ | | SHEET NO. _____ OF _____ SHEETS | STA. _____ TO STA. _____ | KENDALL | 533 | 20 | | | |
| PLOT DATE: 2/2/2017 | DATE: _____ | REVISED: _____ | | | | CONTRACT NO. 66993 | | | | | | |
| | | | | | | ILLINOIS FED. AID PROJECT | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|------------|--|-------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK | |
| * 88600100 | DETECTOR LOOP, TYPE I | FOOT | 1430 | | | | | | | | | 1430 | | | | |
| * 88600700 | PREFORMED DETECTOR LOOP | FOOT | 13139 | | | | | | | | 2374 | 8902 | 1863 | | | |
| * 88700200 | LIGHT DETECTOR | EACH | 6 | | | | | | | | | | | 6 | | |
| * 88700300 | LIGHT DETECTOR AMPLIFIER | EACH | 2 | | | | | | | | | | | 2 | | |
| * 88800100 | PEDESTRIAN PUSH-BUTTON | EACH | 21 | | | | | | | | 10 | 9 | 2 | | | |
| * 89000100 | TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 7 | 7 | | | | | | | | | | | | |
| * 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 25694 | | | | | | | | 5795 | 16805 | 854 | | 2240 | |
| * 89502375 | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 6 | | | | | | | | 2 | 3 | 1 | | | |
| * 89502380 | REMOVE EXISTING HANDHOLE | EACH | 31 | | | | | | | | 12 | 13 | | 6 | | |
| * 89502382 | REMOVE EXISTING DOUBLE HANDHOLE | EACH | 1 | | | | | | | | | 1 | | | | |
| * 89502385 | REMOVE EXISTING CONCRETE FOUNDATION | EACH | 7 | | | | | | | | 5 | 2 | | | | |
| X0301423 | NOISE ABATEMENT WALL, GROUND MOUNTED | SO FT | 22938 | | | | | | | 22938 | | | | | | |
| X0322924 | RETAINING WALL REMOVAL | SO FT | 989 | 989 | | | | | | | | | | | | |
| X0322936 | REMOVE EXISTING FLARED END SECTION | EACH | 14 | 14 | | | | | | | | | | | | |

* SPECIALTY ITEM

(13)R-2(13 BRIC, 13 BR-1)BR)

| | | | |
|---|-------------|------------|-----------|
| FILE NAME : | USER NAME : | DESIGNED : | REVISED : |
| Documents\1007 Offices\District 3\Projects\EP03587-ht-500.dwg | woodgwp | | |
| | | CHECKED : | REVISED : |
| | | | |
| | | DATE : | REVISED : |
| | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

| | | | | |
|---------------------------|-----------|----------------|------------------|--------------------|
| F.A.P. RTE. 591 | SECTION * | COUNTY KENDALL | TOTAL SHEETS 533 | SHEET NO. 21 |
| ILLINOIS FED. AID PROJECT | | | | CONTRACT NO. 66993 |

| CODE | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|----------|---|-------|----------------|---|---|---|---|---|---|---|---|---|---|---|---|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| NO. | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/ LIGHTING | SHARED USE PATH/ SIDEWALK | |
| X0323389 | STORM SEWER CONNECTION | EACH | 17 | 17 | | | | | | | | | | | | |
| X0324013 | NOISE ABATEMENT WALL, STRUCTURE MOUNTED | 50 FT | 5310 | | | | | 5310 | | | | | | | | |
| X0326649 | LINEAR DELINEATOR PANELS, 6 INCH | EACH | 6 | 6 | | | | | | | | | | | | |
| X0327980 | PAVEMENT MARKING REMOVAL - WATER BLASTING | 50 FT | 43325 | 43325 | | | | | | | | | | | | |
| X1200050 | BOX CULVERT REMOVAL | FOOT | 88 | | | 88 | | | | | | | | | | |
| X2130010 | EXPLORATION TRENCH, SPECIAL | FOOT | 1800 | 1800 | | | | | | | | | | | | |
| X4400110 | TEMPORARY PAVEMENT REMOVAL | 50 YD | 3608 | 3608 | | | | | | | | | | | | |
| X4402805 | ISLAND REMOVAL | 50 FT | 1126 | 1126 | | | | | | | | | | | | |
| X4403300 | CONCRETE MEDIAN REMOVAL | 50 FT | 1534 | 1534 | | | | | | | | | | | | |
| X5090850 | ORNAMENTAL RAILING | FOOT | 106 | | | | | 106 | | | | | | | | |
| X5401209 | PRECAST CONCRETE BOX CULVERTS 12' X 9' (SPECIAL) | FOOT | 242 | | | 242 | | | | | | | | | | |
| X5860110 | GRANULAR BACKFILL FOR STRUCTURES | CU YD | 217 | | | 217 | | | | | | | | | | |
| X6020074 | INLETS, TYPE A, TYPE 3V FRAME AND GRATE | EACH | 66 | 66 | | | | | | | | | | | | |
| X6020075 | INLETS, TYPE B, TYPE 3V FRAME AND GRATE | EACH | 95 | 95 | | | | | | | | | | | | |
| X6020293 | MANHOLES, TYPE A, 8'-DIAMETER, WITH 2 TYPE 1 FRAMES, CLOSED LID, RESTRICTOR PLATE | EACH | 3 | 3 | | | | | | | | | | | | |

*(13)R-2(13 BR), (13 BR-1)BR)

| | | | |
|---|-----------------------|------------|-----------|
| FILE NAME = | USER NAME = wadger.jp | DESIGNED - | REVISED - |
| Documents\1007 Offices\District 3\Projects\EP03\DRY\000\LEAD\shgs\EP03587-shc-500.dwg | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |
| | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

| | | | | |
|--------------------------|--------------|-------------------|---------------------------------|-----------------|
| F.A.P. RTE. 591 | SECTION * | COUNTY KENDALL | TOTAL SHEETS 533 | SHEET NO. 22 |
| SCALE: _____ | | | SHEET NO. _____ OF _____ SHEETS | |
| STA. _____ TO STA. _____ | | | ILLINOIS FED. AID PROJECT | |

CONTRACT NO. 66993

| CODE | NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | |
|------------|-----|---|-------|----------------|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% |
| | | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 |
| | | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/ LIGHTING | SHARED USE PATH/ SIDEWALK |
| X6060714 | | CONCRETE MEDIAN (SPECIAL) | SQ FT | 98 | 98 | | | | | | | | | | | |
| X6061055 | | CONCRETE ISLAND (SPECIAL) | SQ FT | 1824 | 1824 | | | | | | | | | | | |
| X6660410 | | REMOVE RIGHT-OF-WAY MARKERS | EACH | 16 | 16 | | | | | | | | | | | |
| X7010216 | | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | LSUM | 1 | 1 | | | | | | | | | | | |
| X7011830 | | TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21 | EACH | 3 | 3 | | | | | | | | | | | |
| X7040125 | | PINNING TEMPORARY CONCRETE BARRIER | EACH | 2731 | 2731 | | | | | | | | | | | |
| X7200400 | | WORK ZONE PUBLIC INFORMATION SIGNS | EACH | 2 | 2 | | | | | | | | | | | |
| * X7830068 | | GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS | SO FT | 1502 | 1502 | | | | | | | | | | | |
| * X7830070 | | GROOVING FOR RECESSED PAVEMENT MARKING 5" | FOOT | 49706 | 49706 | | | | | | | | | | | |
| * X7830074 | | GROOVING FOR RECESSED PAVEMENT MARKING 7" | FOOT | 9230 | 9230 | | | | | | | | | | | |
| * X7830076 | | GROOVING FOR RECESSED PAVEMENT MARKING 9" | FOOT | 6800 | 6800 | | | | | | | | | | | |
| * X7830090 | | GROOVING FOR RECESSED PAVEMENT MARKING 25" | FOOT | 1105 | 1105 | | | | | | | | | | | |
| * X8140115 | | HANDHOLE TO BE ADJUSTED | EACH | 3 | | | | | | | | | 3 | | | |
| * X8250091 | | COMBINATION LIGHTING CONTROLLER | EACH | 5 | | | | | | | | | | 5 | | |

* SPECIALTY ITEM

*(13)R-2(13 BRIC, (13 BR-1)BR)

| | | | |
|---|-----------------------|------------|-----------|
| FILE NAME : | USER NAME : woodjw.jp | DESIGNED - | REVISED - |
| \\p01\1104EBID\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-500.dwg | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |
| | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

| | | | | |
|-----------------------|--------------|-------------------|---------------------------|-----------------|
| F.A.P. RTE. 591 | SECTION * | COUNTY KENDALL | TOTAL SHEETS 533 | SHEET NO. 23 |
| CONTRACT NO. 66993 | | | ILLINOIS FED. AID PROJECT | |

REV

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|------------|---|-------|----------------|---|---|---|---|---|---|---|---|---|---|---|---|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/ LIGHTING | SHARED USE PATH/ SIDEWALK | |
| * X8410102 | TEMPORARY LIGHTING SYSTEM | LSUM | 1 | | | | | | | | | | | | | |
| * X8570226 | FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL | EACH | 6 | | | | | | | 2 | 3 | 1 | | | | |
| * X8730250 | ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED | FOOT | 1915 | | | | | | | 1367 | 205 | 343 | | | | |
| * X8860100 | LOOP DETECTOR TESTING | EACH | 2 | | | | | | | | 2 | | | | | |
| * X8900015 | TEMPORARY TRAFFIC SIGNAL INTERCONNECTION SYSTEM | LSUM | 1 | | | | | | | | | | 1 | | | |
| * X8950114 | MODIFY EXISTING CONTROLLER AND CABINET | EACH | 1 | | | | | | | | 1 | | | | | |
| XZ127902 | RETAINING WALL, SPECIAL | SO FT | 260 | 260 | | | | | | | | | | | | |
| Z0004552 | APPROACH SLAB REMOVAL | SO YD | 126 | 126 | | | | | | | | | | | | |
| Z0013798 | CONSTRUCTION LAYOUT | LSUM | 1 | 1 | | | | | | | | | | | | |
| Z0018002 | DRAINAGE SCUPPERS, DS-11 | EACH | 6 | | 6 | | | | | | | | | | | |
| Z0022800 | FENCE REMOVAL | FOOT | 237 | 237 | | | | | | | | | | | | |
| * Z0033002 | LED SIGNAL FACE RETROFIT, RED BALL | EACH | 72 | | | | | | | | 58 | 14 | | | | |
| * Z0033004 | LED SIGNAL FACE RETROFIT, GREEN BALL | EACH | 67 | | | | | | | | 58 | 9 | | | | |
| * Z0033008 | LED SIGNAL FACE RETROFIT, YELLOW BALL | EACH | 67 | | | | | | | | 58 | 9 | | | | |

* SPECIALTY ITEM

(13)R-2(13 BR), (13 BR-1BR)

| | | | |
|--|-----------------------|------------|-----------|
| FILE NAME : | USER NAME : w00dgr.jp | DESIGNED - | REVISED - |
| p:\11\0045810\INTEG.illinois.gov\PID01\Documents\1007 Offices\District 3\Projects\EP03\DRAWING\LEAD\shgsta\EP03507-sh1-500.dwg | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |
| | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

| | | | | |
|---------------------------|--------------|-------------------|------------------------|--------------------|
| F.A.P. RTE. 591 | SECTION - | COUNTY KENDALL | TOTAL SHEETS 533 | SHEET NO. 24 |
| ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 66993 | |

903 7 0 277

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|-------------|--|-------|----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | | | | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 80% STATE = 13.4% CITY = 6.6% | FEDERAL = 80% STATE = 10% CITY = 10% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 20% CITY = 0% | FEDERAL = 0% STATE = 0% CITY = 100% | FEDERAL = 80% STATE = 0% CITY = 20% | |
| | | | | 0003 | 0010 | 0010 | 0004 | 0004 | 0004 | 0021 | 0021 | 0021 | 0021 | 0021 | 0028 | |
| | | | | ROADWAY | PROP SN 047-0102 | PROP SN 047-2051 | PROP SN 047-8802 | PROP SN 047-8804 | NOISE ABATEMENT WALL | TRAFFIC SIGNALS GAME FARM RD, SYCAMORE RD | TRAFFIC SIGNALS BEECHER RD, CANNONBALL TR, ELDAMAIN RD, CENTER PKWY* | TRAFFIC SIGNALS ISABEL RD | US 34 TRAFFIC SIGNALS INTERCONNECT | SIGNAL PRE-EMPTION/LIGHTING | SHARED USE PATH/ SIDEWALK | |
| * Z0033010 | LED SIGNAL FACE RETROFIT, YELLOW ARROW | EACH | 48 | | | | | | | | | 39 | 9 | | | |
| * Z0033012 | LED SIGNAL FACE RETROFIT, GREEN ARROW | EACH | 48 | | | | | | | | | 39 | 9 | | | |
| * Z0033043 | RE-OPTIMIZE TEMPORARY TRAFFIC SIGNAL SYSTEM | EACH | 6 | | | | | | | | 2 | 3 | 1 | | | |
| * Z0033056 | OPTIMIZE TRAFFIC SIGNAL SYSTEM | EACH | 1 | | | | | | | | | | | 1 | | |
| Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 995 | 43 | 216 | | 285 | 451 | | | | | | | | |
| Z0062456 | TEMPORARY PAVEMENT | SO YD | 3608 | 3608 | | | | | | | | | | | | |
| Ø Z0076600 | TRAINEES | HOOR | 1500 | 1500 | | | | | | | | | | | | |
| * Z0073510 | TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 6 | | | | | | | | 2 | 3 | 1 | | | |
| Ø Z0076604 | TRAINING PROGRAM GRADUATE | HOOR | 1500 | 1500 | | | | | | | | | | | | |
| X1200111 | PRECAST BOX CULVERT END SECTIONS | EACH | 4 | | | 4 | | | | | | | | | | |
| * X1400248 | FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM24 SM24 | FOOT | 8848 | | | | | | | | | | | 8848 | | |
| * X8770136 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT., SPECIAL | EACH | 1 | | | | | | | | 1 | | | | | |
| X230003 | BICYCLE RAILING (GROUND MOUNTED) | FOOT | 78 | | | | 78 | | | | | | | | | |
| 12 X1700034 | FORM LINER TEXTURED SURFACE, (SPECIAL) | SO FT | 4793 | | | | 1483 | 3310 | | | | | | | | |

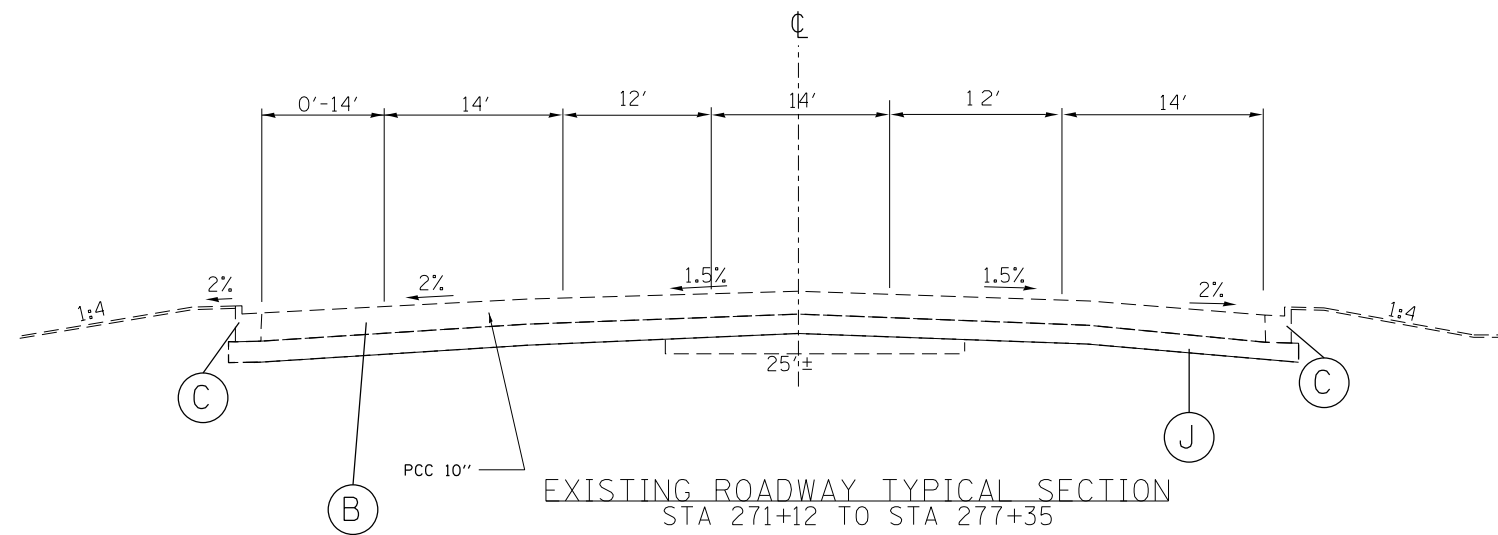
*NOTE--QUANTITIES FOR ELDAMAIN ROAD IN THE TRAFFIC SIGNAL COLUMN AND THE LIGHTING COLUMN WILL NEED TO BE BROKEN OUT SINCE THE ELDAMAIN ITEMS ARE FUNDED FROM ANOTHER SOURCE

* SPECIALTY ITEM
Ø 0042

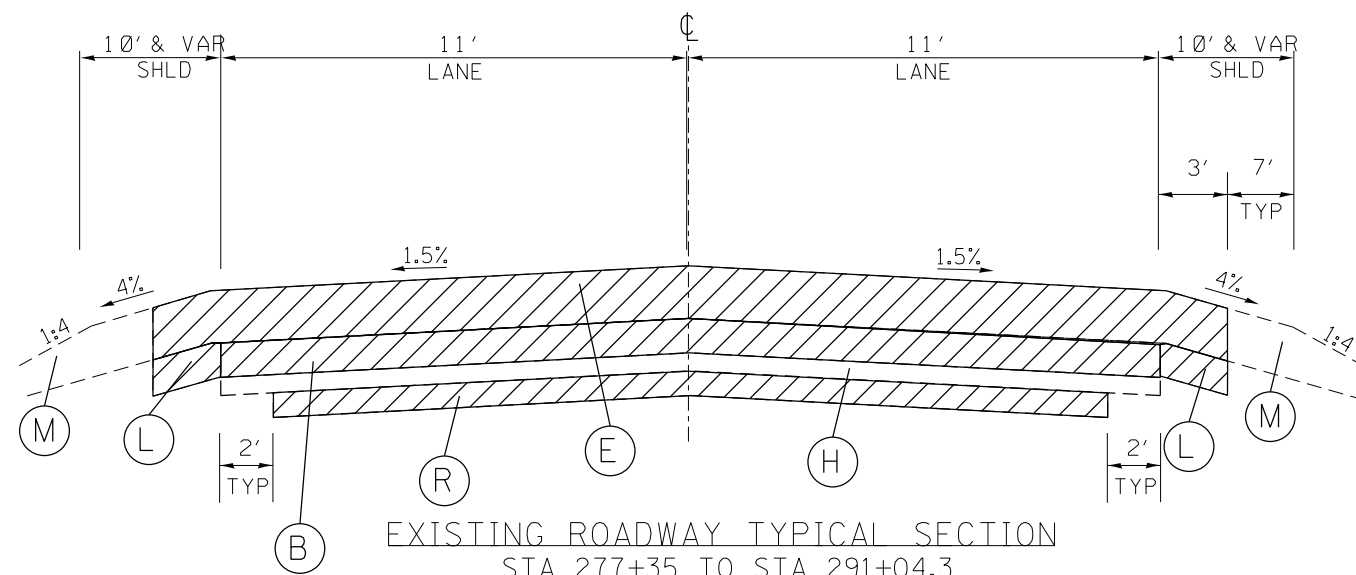
*(13)R-2(13 BRIC, (13 BR-1)BR)

| | | | | | | | | | | | | | |
|--|-----------------------------|------------|-----------|---|---|--|--|--|---------------------------|-----------|----------------|------------------|--------------|
| FILE NAME = | USER NAME = braboyce | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. 591 | SECTION * | COUNTY KENDALL | TOTAL SHEETS 533 | SHEET NO. 25 |
| ci:\work\p\p\dot\braboyce\dms31885\EP2 | S07-shr-S00.dgn | DRAWN - | REVISED - | | SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____ | | | | ILLINOIS FED. AID PROJECT | | | | |
| | PLOT SCALE = 100.0000' / 1" | CHECKED - | REVISED - | | | | | | | | | | |
| | PLOT DATE = 2/4/2017 | DATE - | REVISED - | | | | | | | | | | |

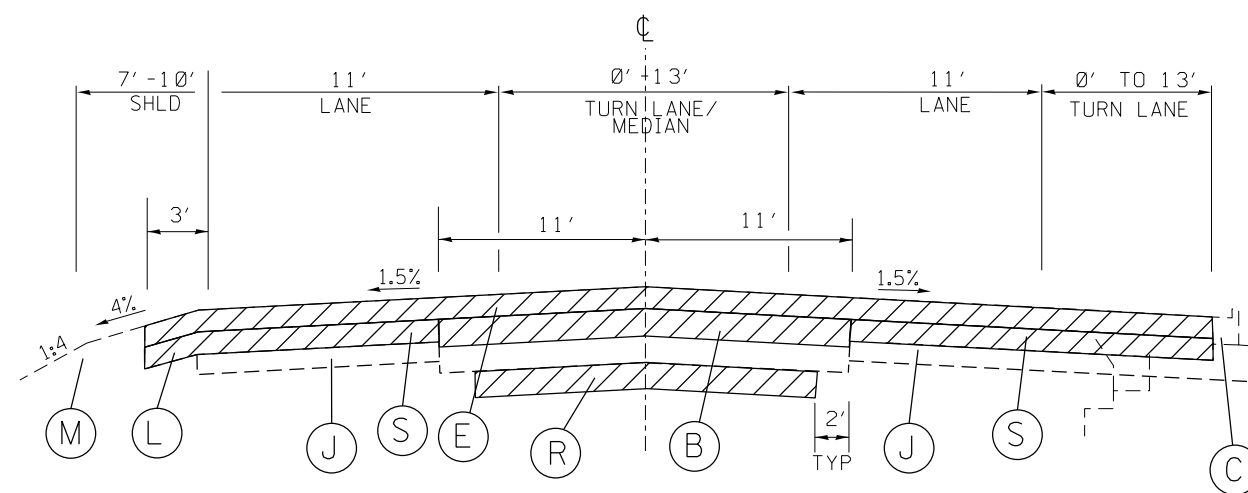
REV



EXISTING ROADWAY TYPICAL SECTION
STA 271+12 TO STA 277+35



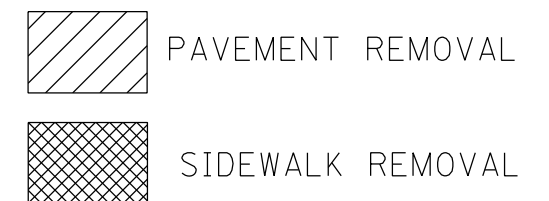
EXISTING ROADWAY TYPICAL SECTION
STA 277+35 TO STA 291+04.3



EXISTING ROADWAY TYPICAL SECTION
STA 291+04.3 TO STA 296+88

EXISTING LEGEND

- (A) PCC PAVEMENT 9"
- (B) PCC PAVEMENT 10"
- (C) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24
- (D) HMA OVERLAYS VARIES 8"-18"
- (E) HMA OVERLAYS 11"
- (F) HMA OVERLAYS 8"
- (G) HMA BASE CSE. W/OVERLAYS 14"
- (H) SUB-BASE GRANULAR MATERIAL 4"
- (I) SUB-BASE GRANULAR MATERIAL 4" AND VAR.
- (J) SUB-BASE GRANULAR MATERIAL 12"
- (K) HMA SHOULDERS 6 1/2"
- (L) HMA SHOULDERS 8"
- (M) AGG SHOULDERS
- (N) EMBANKMENT
- (O) TOPSOIL & GRASS
- (P) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.06
- (Q) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12
- (R) PCC PAVEMENT 7"
- (S) HMA BASE CSE. 9"



1. EXISTING 18' WIDE, 7" THICK+- PCC PAVEMENT WAS LEFT IN PLACE WHEN EXISTING 10" PCC PAVEMENT WAS CONSTRUCTED (1945). DEPTH OF 7" PCC PAVEMENT BELOW 10" PCC PAVEMENT VARIES
2. EXISTING PAVEMENT THICKNESSES TAKEN FROM AS-BUILT PLANS AND CORES

| | | | |
|---|------------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-typical\REVISED - | | CHECKED - | REVISED - |
| Default | PLOT SCALE = 100.0000' / in. | DATE - | REVISED - |
| | PLOT DATE = 2/1/2017 | | |

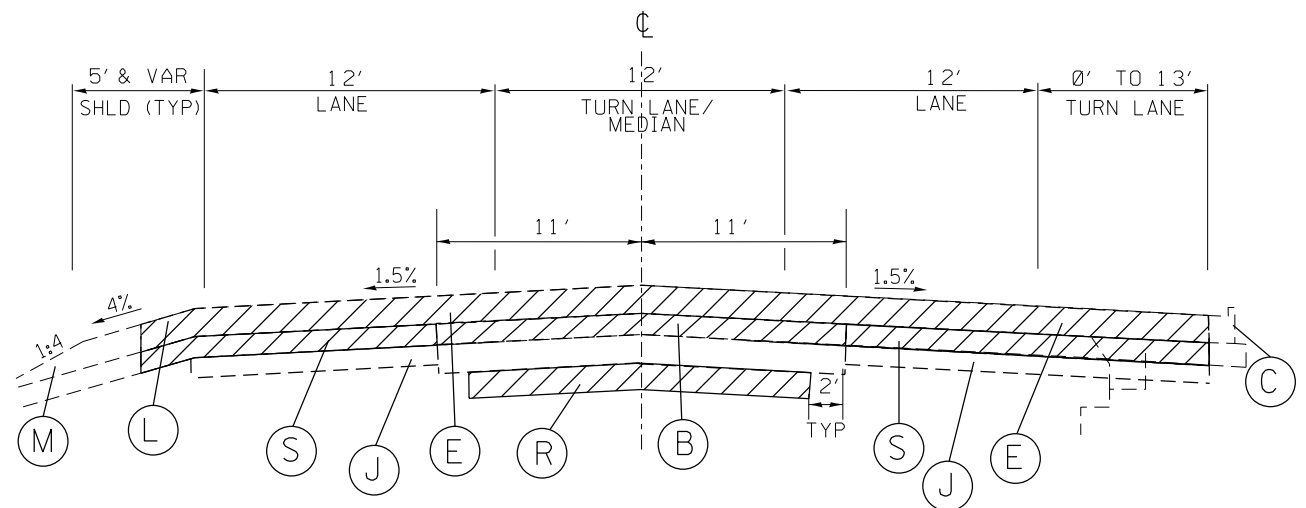
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS
US 34 MAINLINE

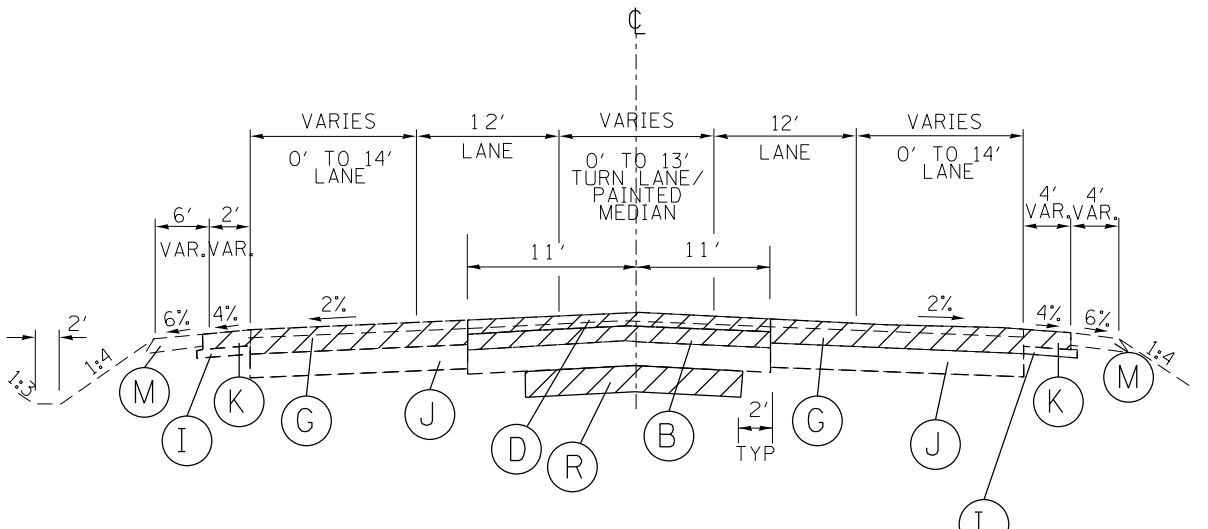
SCALE: SHEET OF SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 26 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

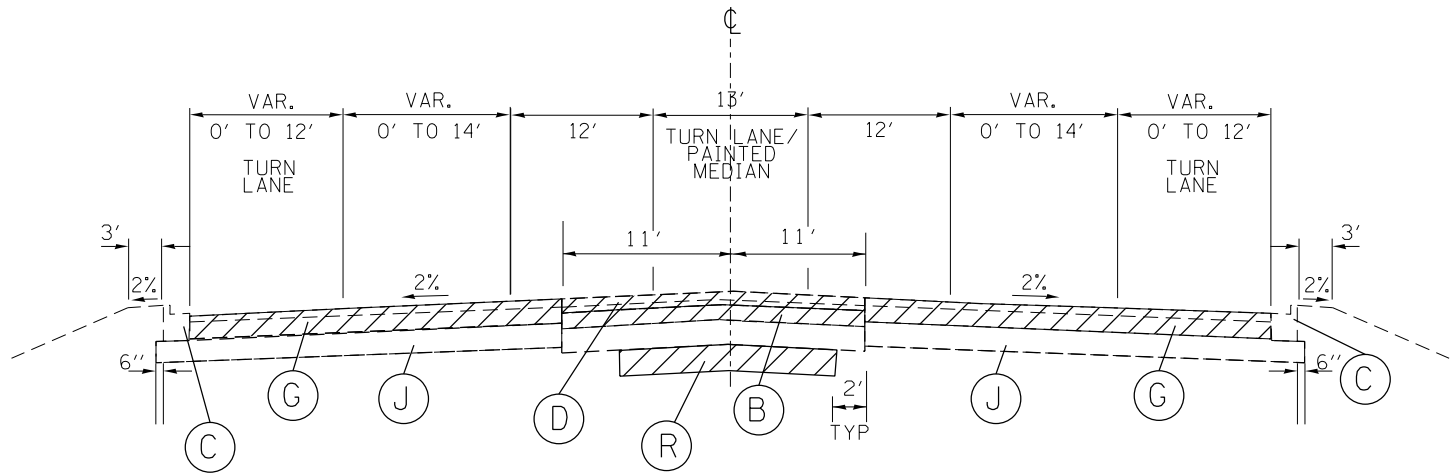
*(13)R-2[(13 BR)C, (13 BR-1)BR]



EXISTING ROADWAY TYPICAL SECTION
STA 296+88 TO STA 308+89



EXISTING ROADWAY TYPICAL SECTION
STA 308+89 TO STA 318+66



EXISTING ROADWAY TYPICAL SECTION
STA 318+66.00 TO STA 354+78.82

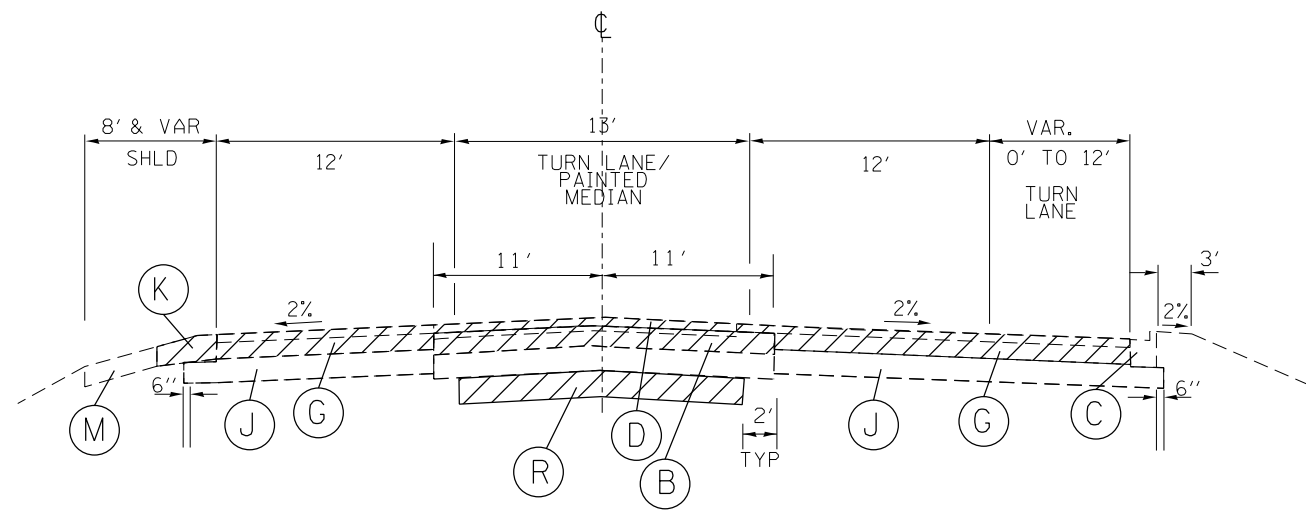
EXISTING LEGEND

- (A) PCC PAVEMENT 9"
- (B) PCC PAVEMENT 10"
- (C) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24
- (D) HMA OVERLAYS VARIES 8"-18"
- (E) HMA OVERLAYS 11"
- (F) HMA OVERLAYS 8"
- (G) HMA BASE CSE. W/OVERLAYS 14"
- (H) SUB-BASE GRANULAR MATERIAL 4"
- (I) SUB-BASE GRANULAR MATERIAL 4" AND VAR.
- (J) SUB-BASE GRANULAR MATERIAL 12"
- (K) HMA SHOULDERS 6 1/2"
- (L) HMA SHOULDERS 8"
- (M) AGG SHOULDERS
- (N) EMBANKMENT
- (O) TOPSOIL & GRASS
- (P) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.06
- (Q) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12
- (R) PCC PAVEMENT 7"
- (S) HMA BASE CSE. 9"

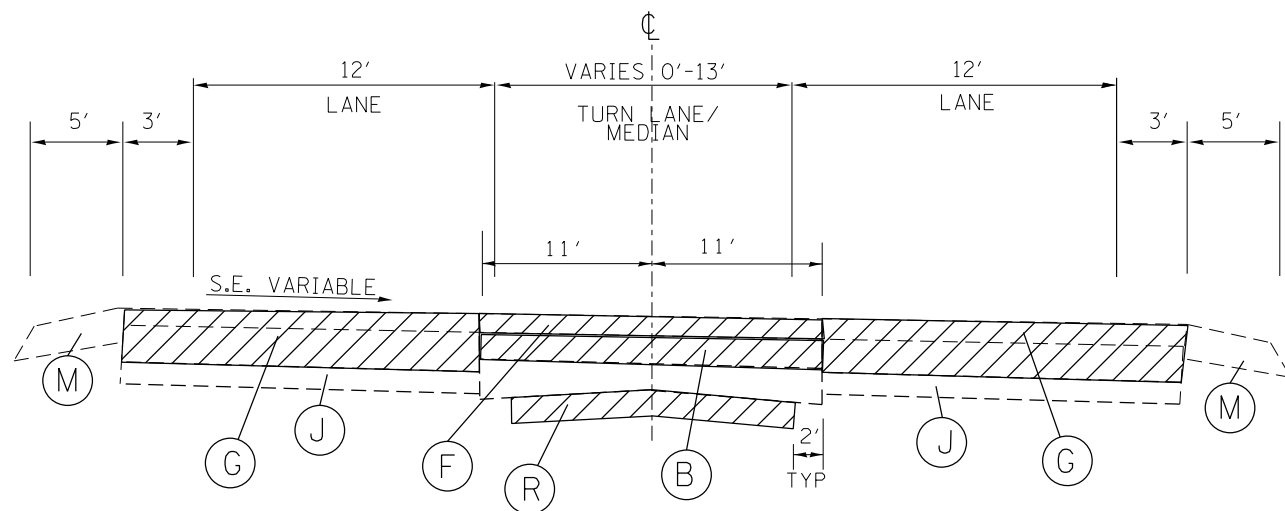


1. EXISTING 18' WIDE, 7" THICK+- PCC PAVEMENT WAS LEFT IN PLACE WHEN EXISTING 10" PCC PAVEMENT WAS CONSTRUCTED (1945). DEPTH OF 7" PCC PAVEMENT BELOW 10" PCC PAVEMENT VARIES
2. EXISTING PAVEMENT THICKNESSES TAKEN FROM AS-BUILT PLANS AND CORES

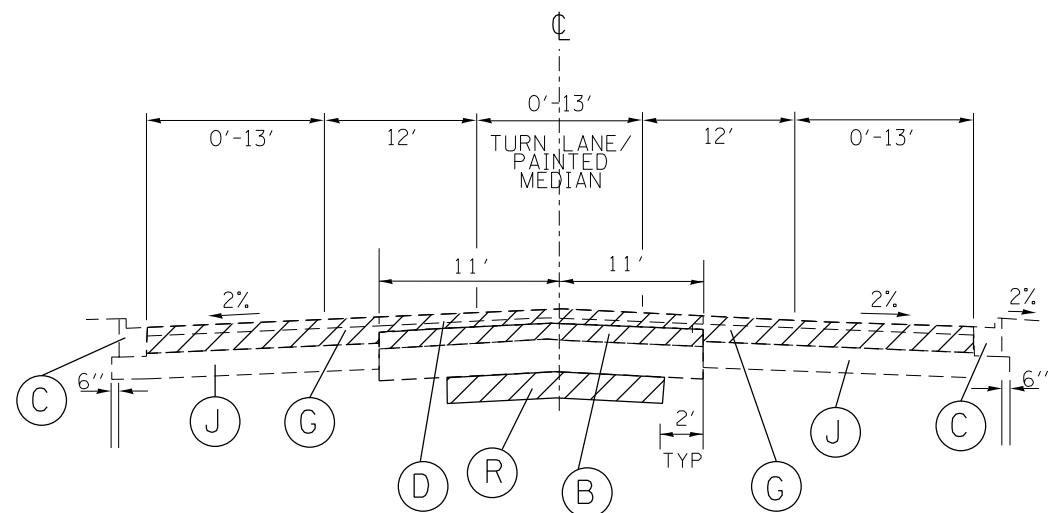
| | | | | | | | | | | | | | | | | |
|-------------|------------------------|------------|-----------|---|---|-------|----|--------|---------------------------|---------|--------|--------------|-----------|---------|-----|----|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING TYPICAL SECTIONS US 34 MAINLINE | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | | |
| Default | | CHECKED - | REVISED - | | SCALE: | SHEET | OF | SHEETS | STA. | TO | STA. | 591 | • | KENDALL | 533 | 27 |
| | | DATE - | REVISED - | | | | | | CONTRACT NO. 66993 | | | | | | | |
| | | | | | | | | | ILLINOIS FED. AID PROJECT | | | | | | | |



EXISTING ROADWAY TYPICAL SECTION
STA 354+78.82 TO STA 359+00



EXISTING ROADWAY TYPICAL SECTION
STA 359+00 TO STA 369+45.33



EXISTING ROADWAY TYPICAL SECTION
STA 370+53 TO STA 385+81.81

EXISTING LEGEND

- (A) PCC PAVEMENT 9"
- (B) PCC PAVEMENT 10"
- (C) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24
- (D) HMA OVERLAYS VARIES 8"-18"
- (E) HMA OVERLAYS 11"
- (F) HMA OVERLAYS 8"
- (G) HMA BASE CSE. W/OVERLAYS 14"
- (H) SUB-BASE GRANULAR MATERIAL 4"
- (I) SUB-BASE GRANULAR MATERIAL 4" AND VAR.
- (J) SUB-BASE GRANULAR MATERIAL 12"
- (K) HMA SHOULDERS 6 1/2"
- (L) HMA SHOULDERS 8"
- (M) AGG SHOULDERS
- (N) EMBANKMENT
- (O) TOPSOIL & GRASS
- (P) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.06
- (Q) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12
- (R) PCC PAVEMENT 7"
- (S) HMA BASE CSE. 9"



1. EXISTING 18' WIDE, 7" THICK+- PCC PAVEMENT WAS LEFT IN PLACE WHEN EXISTING 10" PCC PAVEMENT WAS CONSTRUCTED (1945). DEPTH OF 7" PCC PAVEMENT BELOW 10" PCC PAVEMENT VARIES
2. EXISTING PAVEMENT THICKNESSES TAKEN FROM AS-BUILT PLANS AND CORES

| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| pw:\IL\084EBID\INTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-typcal.dwg | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

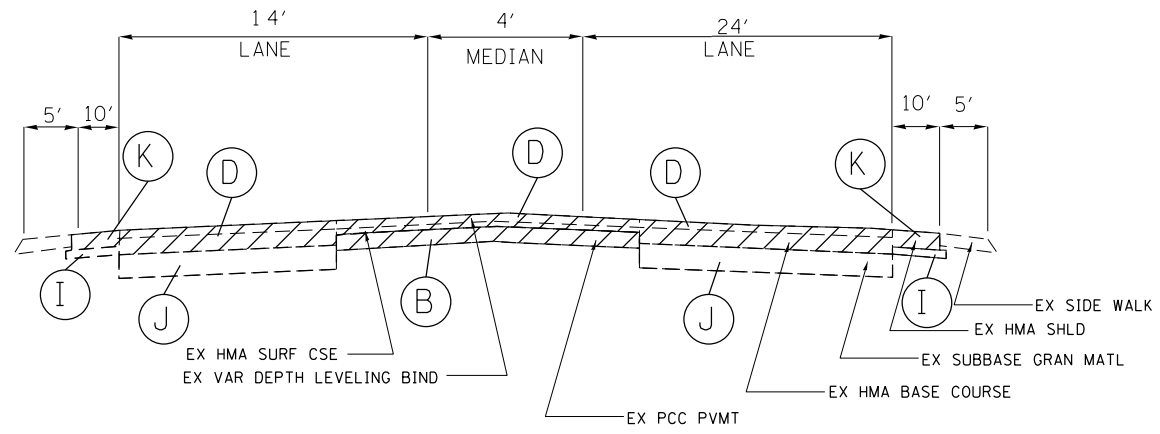
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS
US 34 MAINLINE

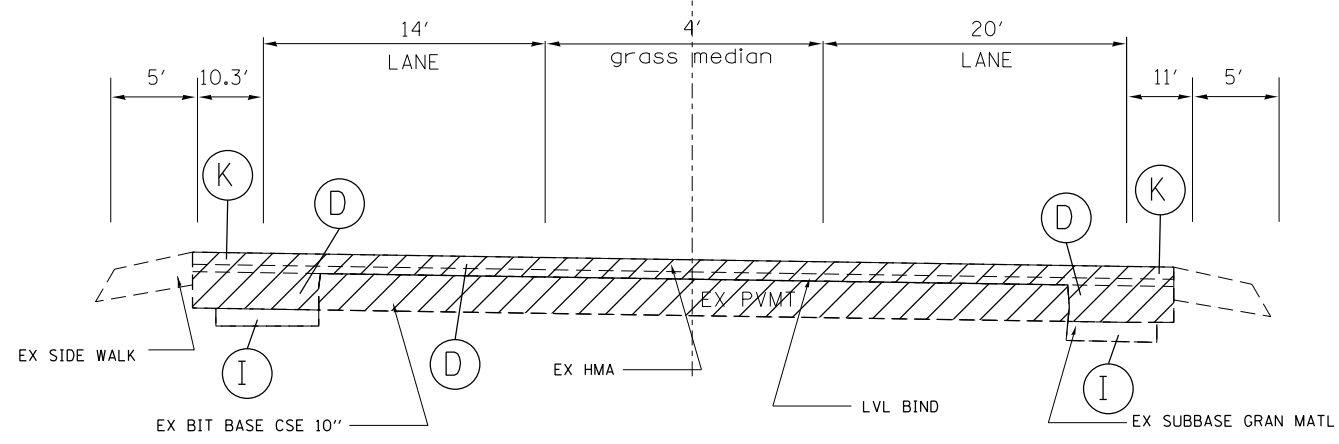
SCALE: SHEET OF SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 28 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

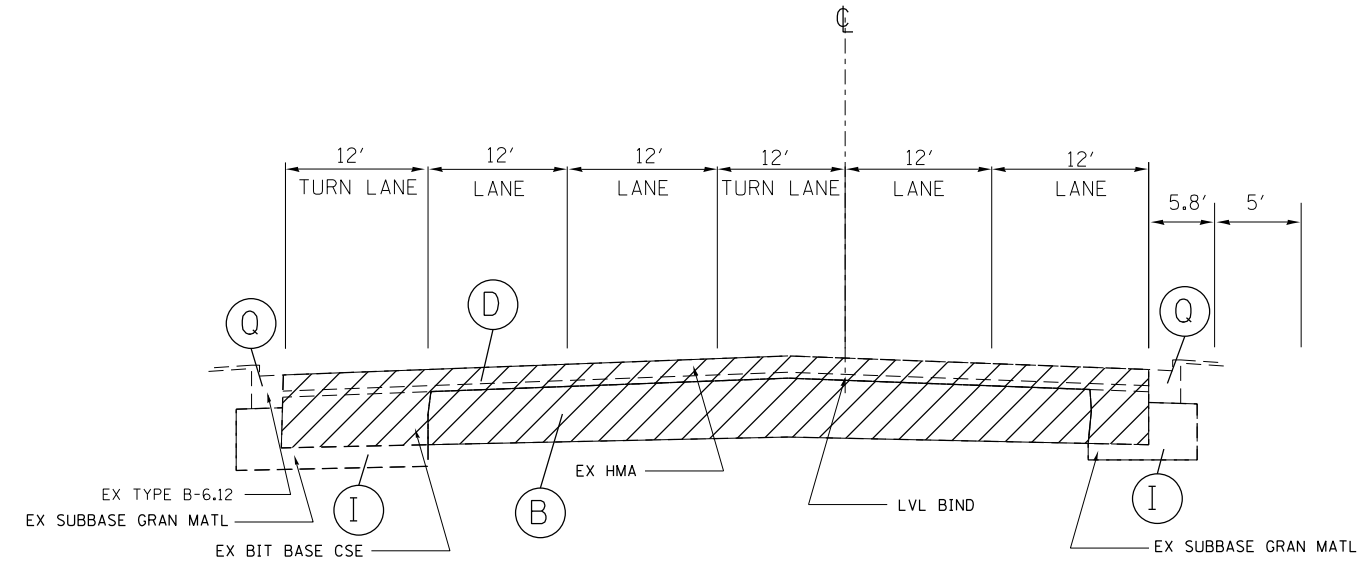
*(13)R-2[(13 BR)C, (13 BR-1)BR]



EXISTING ROADWAY TYPICAL SECTION
DIEHL FARM LANE



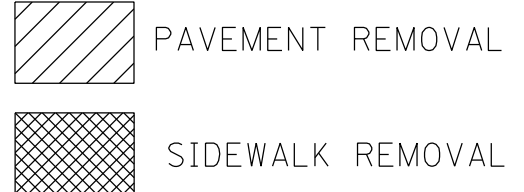
EXISTING ROADWAY TYPICAL SECTION
SYCAMORE ROAD



EXISTING ROADWAY TYPICAL SECTION
BEECHER ROAD NORTH

EXISTING LEGEND

- (A) PCC PAVEMENT 9"
- (B) PCC PAVEMENT 10"
- (C) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24
- (D) HMA OVERLAYS VARIES 8"-18"
- (E) HMA OVERLAYS 11"
- (F) HMA OVERLAYS 8"
- (G) HMA BASE CSE. W/OVERLAYS 14"
- (H) SUB-BASE GRANULAR MATERIAL 4"
- (I) SUB-BASE GRANULAR MATERIAL 4" AND VAR.
- (J) SUB-BASE GRANULAR MATERIAL 12"
- (K) HMA SHOULDERS 6 1/2"
- (L) HMA SHOULDERS 8"
- (M) AGG SHOULDERS
- (N) EMBANKMENT
- (O) TOPSOIL & GRASS
- (P) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.06
- (Q) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12
- (R) PCC PAVEMENT 7"
- (S) HMA BASE CSE. 9"



1. EXISTING 18' WIDE, 7" THICK+- PCC PAVEMENT WAS LEFT IN PLACE WHEN EXISTING 10" PCC PAVEMENT WAS CONSTRUCTED (1945). DEPTH OF 7" PCC PAVEMENT BELOW 10" PCC PAVEMENT VARIES
2. EXISTING PAVEMENT THICKNESSES TAKEN FROM AS-BUILT PLANS AND CORES

*(13)R-2(13 BR)C, (13 BR-1)BRJ

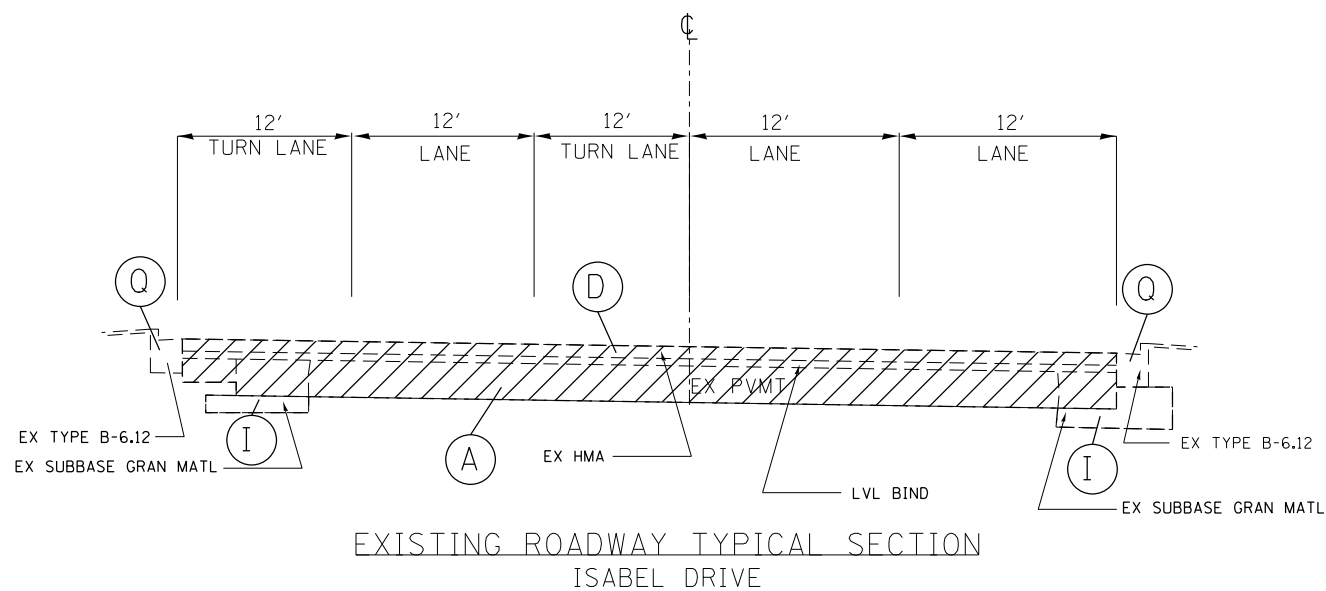
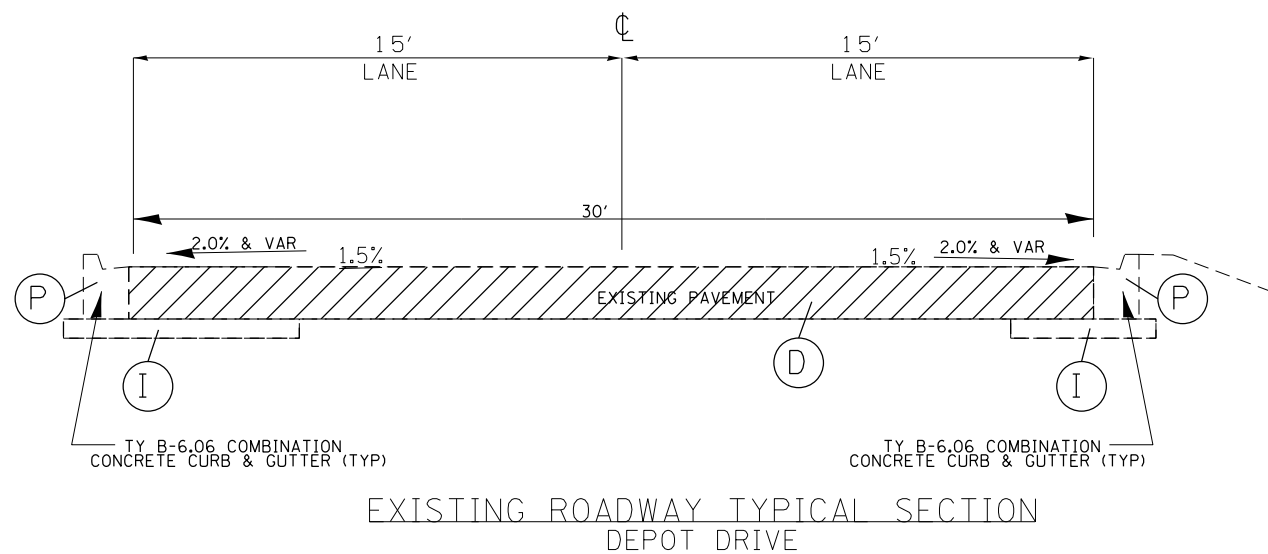
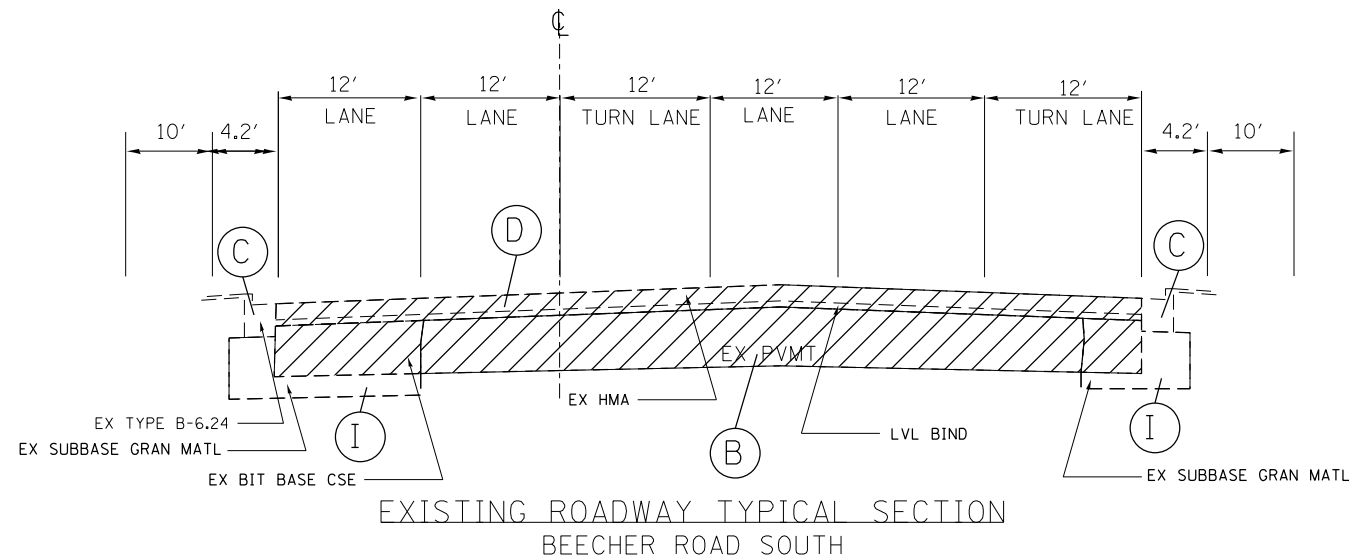
| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| pw:\IL\084EBID\INTEG.illinois.gov\PIWID\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-typic | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS
US 34 SIDE ROADS

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------|--------------|-----------|
| 591 | * | KENDALL | 533 | 29 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



EXISTING LEGEND

- (A) PCC PAVEMENT 9"
- (B) PCC PAVEMENT 10"
- (C) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24
- (D) HMA OVERLAYS VARIES 8"-18"
- (E) HMA OVERLAYS 11"
- (F) HMA OVERLAYS 8"
- (G) HMA BASE CSE. W/OVERLAYS 14"
- (H) SUB-BASE GRANULAR MATERIAL 4"
- (I) SUB-BASE GRANULAR MATERIAL 4" AND VAR.
- (J) SUB-BASE GRANULAR MATERIAL 12"
- (K) HMA SHOULDERS 6 1/2"
- (L) HMA SHOULDERS 8"
- (M) AGG SHOULDERS
- (N) EMBANKMENT
- (O) TOPSOIL & GRASS
- (P) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.06
- (Q) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12
- (R) PCC PAVEMENT 7"
- (S) HMA BASE CSE. 9"



1. EXISTING 18' WIDE, 7" THICK+- PCC PAVEMENT WAS LEFT IN PLACE WHEN EXISTING 10" PCC PAVEMENT WAS CONSTRUCTED (1945). DEPTH OF 7" PCC PAVEMENT BELOW 10" PCC PAVEMENT VARIES
2. EXISTING PAVEMENT THICKNESSES TAKEN FROM AS-BUILT PLANS AND CORES

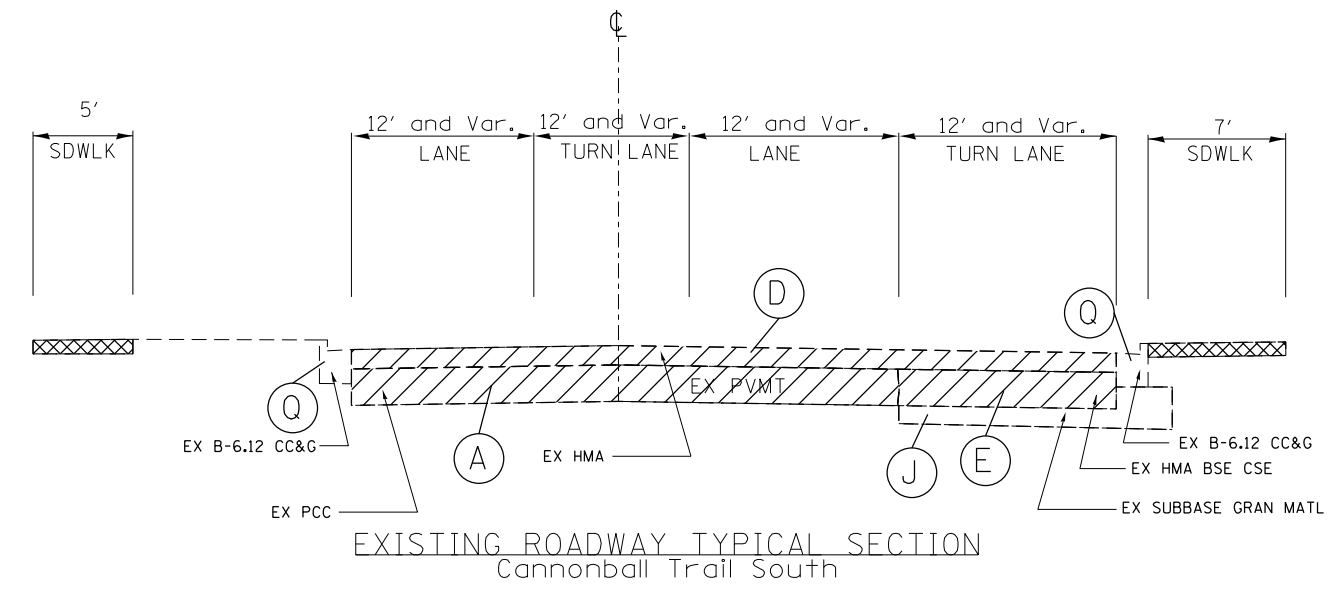
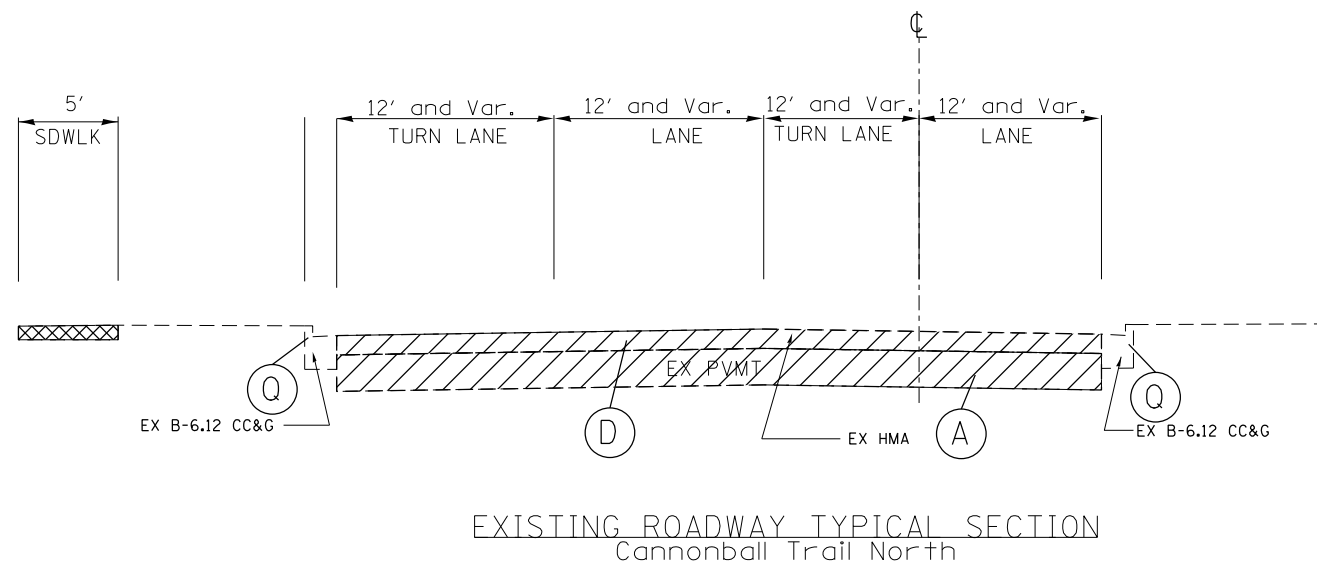
| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\1\084EBID\INTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 3\Projects\EP03507\EP03507-1\Drawings\EP03507-1\EP03507-1.dwg | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------------|-------|-----------|--------------|
| EXISTING TYPICAL SECTIONS | | | |
| US 34 SIDE ROADS | | | |
| SCALE: | SHEET | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | * | KENDALL | 533 | 30 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

*(13)R-2(13 BR)C, (13 BR-1)BRJ



EXISTING LEGEND

- (A) PCC PAVEMENT 9"
 - (B) PCC PAVEMENT 10"
 - (C) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24
 - (D) HMA OVERLAYS VARIES 8"-18"
 - (E) HMA OVERLAYS 11"
 - (F) HMA OVERLAYS 8"
 - (G) HMA BASE CSE. W/OVERLAYS 14"
 - (H) SUB-BASE GRANULAR MATERIAL 4"
 - (I) SUB-BASE GRANULAR MATERIAL 4" AND VAR.
 - (J) SUB-BASE GRANULAR MATERIAL 12"
 - (K) HMA SHOULDERS 6 1/2"
 - (L) HMA SHOULDERS 8"
 - (M) AGG SHOULDERS
 - (N) EMBANKMENT
 - (O) TOPSOIL & GRASS
 - (P) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.06
 - (Q) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12
 - (R) PCC PAVEMENT 7"
 - (S) HMA BASE CSE. 9"
- PAVEMENT REMOVAL
 - SIDEWALK REMOVAL

1. EXISTING 18' WIDE, 7" THICK+- PCC PAVEMENT WAS LEFT IN PLACE WHEN EXISTING 10" PCC PAVEMENT WAS CONSTRUCTED (1945). DEPTH OF 7" PCC PAVEMENT BELOW 10" PCC PAVEMENT VARIES
 2. EXISTING PAVEMENT THICKNESSES TAKEN FROM AS-BUILT PLANS AND CORES

| | | | | | | | | | | | | | | | | | | | | |
|------------------------------|--|------------------------|--|------------|--|-----------|--|---|--|--|--|---|--|--|--|--------------------|---------|---------|--------------|-----------|
| FILE NAME = | | USER NAME = woodger.jp | | DESIGNED - | | REVISED - | | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | | | EXISTING TYPICAL SECTIONS US 34 SIDE ROADS | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 100.0000' / in. | | CHECKED - | | REVISED - | | REVISED - | | | | | | | | | | 591 | • | KENDALL | 533 | 31 |
| PLOT DATE = 2/1/2017 | | DATE - | | REVISED - | | REVISED - | | | | | | | | | | CONTRACT NO. 66993 | | | | |
| | | | | | | | | SCALE: SHEET OF SHEETS STA. TO STA. | | | | ILLINOIS FED. AID PROJECT | | | | | | | | |

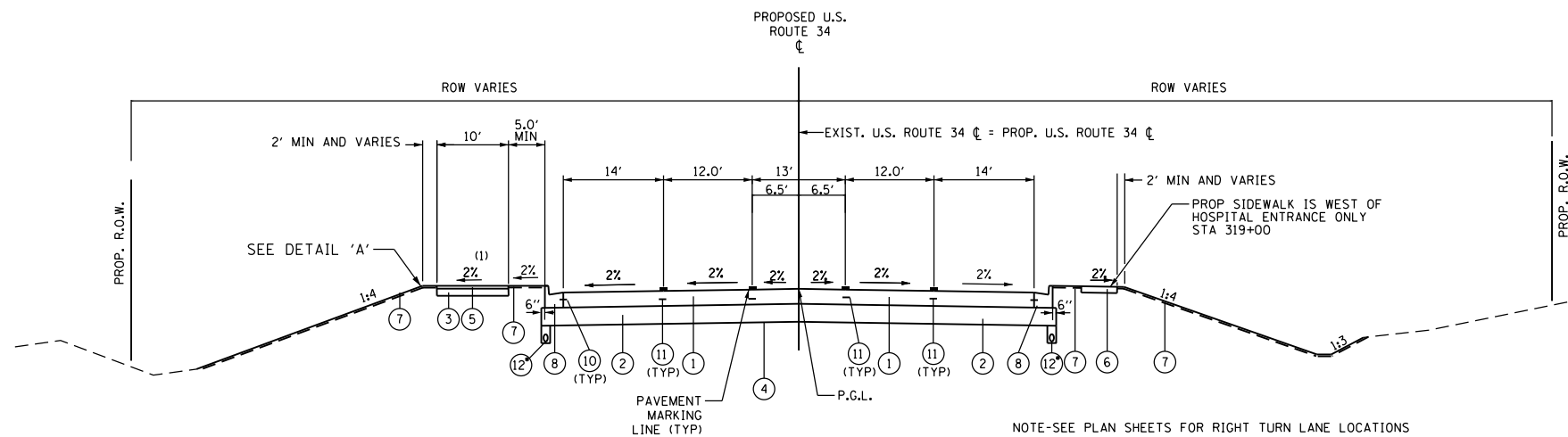
*(13)R-2[(13 BR)C, (13 BR-1)BR]

PROPOSED LEGEND

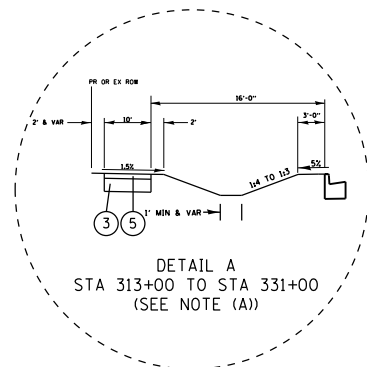
- ① PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ② AGGREGATE SUBGRADE IMPROVEMENT, 12"-SEE NOTE 2
- ③ AGGREGATE BASE COURSE, TY A, 6"
- ④ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION-SEE NOTE 3
- ⑤ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30 2"
- ⑥ PORTLAND CEMENT CONCRETE SIDEWALK 4"
- ⑦ TOPSOIL FURNISH AND PLACE, 4"
- ⑧ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑨ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ⑩ LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BARS (STANDARD 420001 & 606001) (INCLUDED IN COST OF CONCRETE PAVEMENT (EPOXY COATED) NO. 6x24" LONG DEFORMED TIE BARS AT 24" O.C.
- ⑪ LONGITUDINAL SAWED JOINT - NO. 6 X 30" LONG DEFORMED TIE BARS (EPOXY COATED) AT 30" O.C. (STANDARD 420001) (INCLUDED IN THE COST OF CONCRETE PAVEMENT)
- ⑫ PIPE UNDERDRAINS, TYPE 3, MAINTAIN CONSTANT DEPTHS RELATIVE TO BOTTOM OF PCC PAVEMENT, SEE CROSS SECTIONS

NOTE:

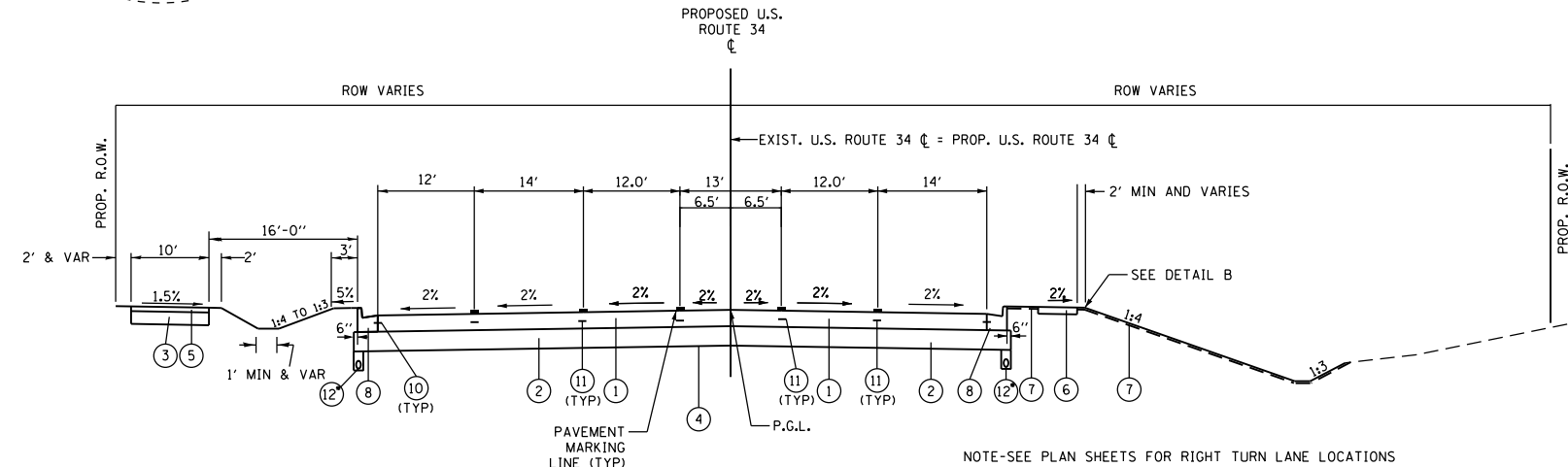
- 1. FOR PROP. ROW. & PERMANENT EASEMENTS, SEE CROSS SECTIONS
- 2. THICKNESS VARIES FROM 12" TO 24"-SEE SCHEDULE
- 3. PLACE FABRIC BELOW (AND IN THE SAME LOCATION AS) AGGREGATE SUBGRADE IMPROVEMENT.



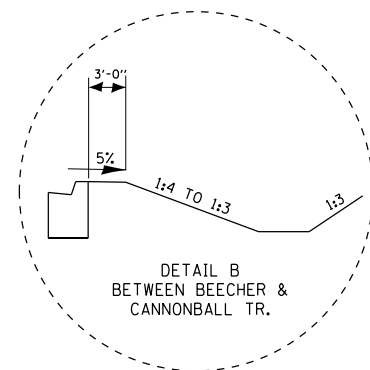
**PROPOSED TYPICAL SECTION
U.S. ROUTE 34
STA. 277+27.6 TO STA. 331+00**



**(A) PATH TRANSITIONS TO OUTSIDE OF DITCH
FROM STA. 311+00.00 TO 313+00.00**



**PROPOSED TYPICAL SECTION
U.S. ROUTE 34
STA. 331+00 TO STA. 350+08.19**



**DETAIL B
BETWEEN BEECHER &
CANNONBALL TR.**

| HMA MIXTURE REQUIREMENT TABLE | | | | | |
|--|---------------------|----------------------------------|-------------------------------------|--------------------------------|--------------------------|
| LOCATION(S): | ENTIRE PROJECT | ENTIRE PROJECT | ENTIRE PROJECT | ENTIRE PROJECT | ENTIRE PROJECT |
| MIXTURE USE(S): | HMA SHARED USE PATH | HMA TEMPORARY PAVEMENT TOP LIFT* | HMA TEMPORARY PAVEMENT BOTTOM LIFT* | HMA TEMPORARY SURFACE COURSE** | HMA INCIDENTAL |
| BINDER GRADE (PG): | PG64-22 | PG64-22 | PG64-22 | PG64-22 | PG64-22 |
| DESIGN AIR VOIDS: | 4.0% @ N30 | 4.0% @ N50 | 4.0% @ N50 | 4.0% @ N50 | 4.0% @ N50 |
| MIXTURE COMPOSITION: (MIXTURE GRADATION) | IL 9.5L | IL 9.5 | IL 19.0 | IL 9.5 | IL 9.5 |
| FRICTION AGGREGATE: | MIXTURE C | MIXTURE D | MIXTURE D | MIXTURE D | MIXTURE C |
| MIXTURE WEIGHT: | 112.0 LB/SY/IN | 112.0 LB/SY/IN | 112.0 LB/SY/IN | 112.0 LB/SY/IN | 112.0 LB/SY/IN |
| QUALITY MANAGEMENT PROGRAM: | OCCA | OCCA | OCCA | OCCA | OCCA |
| SUBLOT SIZE: | N/A | N/A | N/A | N/A | N/A |
| DENSITY TEST METHOD: | % GROWTH CURVE | CORES/NUCLEAR | CORES/NUCLEAR | CORES/NUCLEAR | SATISFACTION OF ENGINEER |

* THE PAY ITEM FOR THESE TWO COLUMNS IS TEMPORARY PAVEMENT
 **THIS MATERIAL USED IN PRE-STAGE I, MILLING AND RESURFACING OF PORTIONS OF EB LANES

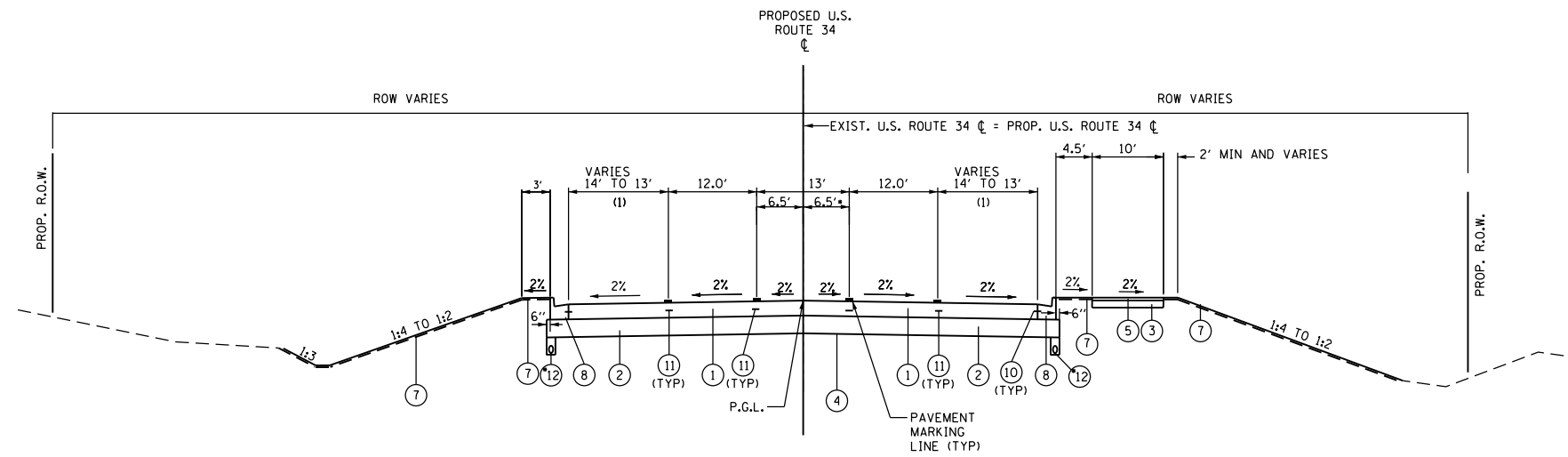
(13)R-2(13 BR)C, (13 BR-1)BRJ

PROPOSED LEGEND

- ① PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
- ② AGGREGATE SUBGRADE IMPROVEMENT, 12"-SEE NOTE 2
- ③ AGGREGATE BASE COURSE, TY A, 6"
- ④ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION-SEE NOTE 3
- ⑤ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30 2"
- ⑥ PORTLAND CEMENT CONCRETE SIDEWALK 4"
- ⑦ TOPSOIL FURNISH AND PLACE, 4"
- ⑧ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑨ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ⑩ LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BARS (STANDARD 420001 & 606001) (INCLUDED IN COST OF CONCRETE PAVEMENT (EPOXY COATED) NO. 6x24" LONG DEFORMED TIE BARS AT 24" O.C.
- ⑪ LONGITUDINAL SAWED JOINT - NO. 6 X 30" LONG DEFORMED TIE BARS (EPOXY COATED) AT 30" O.C. (STANDARD 420001) (INCLUDED IN THE COST OF CONCRETE PAVEMENT)
- ⑫ PIPE UNDERDRAINS, TYPE 3, MAINTAIN CONSTANT DEPTHS RELATIVE TO BOTTOM OF PCC PAVEMENT, SEE CROSS SECTIONS

NOTE:

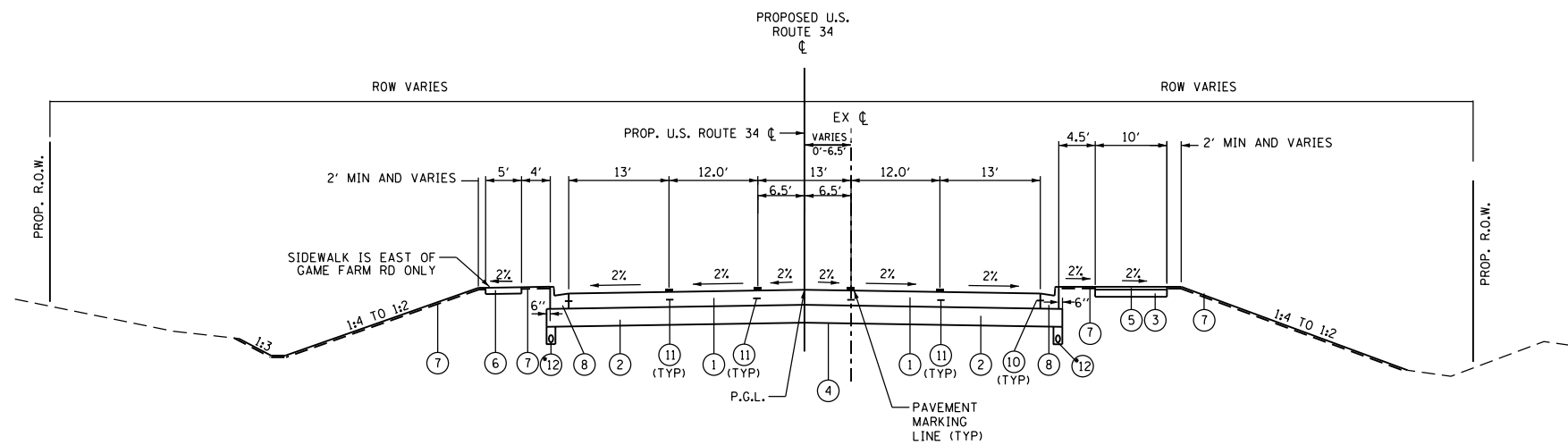
- 1. FOR PROP. ROW. & PERMANENT EASEMENTS, SEE CROSS SECTIONS
- 2. THICKNESS VARIES FROM 12" TO 24"-SEE SCHEDULE
- 3. PLACE FABRIC BELOW (AND IN THE SAME LOCATION AS) AGGREGATE SUBGRADE IMPROVEMENT.



(1) DRIVING LANES VARY FROM 14' AT STA 364+00 TO 13' AT STA 365+00

PROPOSED TYPICAL SECTION
U.S. ROUTE 34

STA. 350+08.19 TO STA. 370+81.08
BRIDGE OMISSION STA 369+16.67 TO STA 370+63.33



PROPOSED TYPICAL SECTION
U.S. ROUTE 34

STA 370+81.08 TO STA. 386+81.81

STRUCTURAL DESIGN TRAFFIC: Year 2027
 PV = 90% (27,233) SU = 5% (1,513) MU = 5% (1,513)
 ROAD/STREET CLASSIFICATION: URBAN-OTHER PRINCIPAL ARTERIAL
 CLASS I
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 32% S = 45% M = 45%
 TRAFFIC FACTOR: Actual TF = 11.47
 Minimum TF = 5.02
 SUBGRADE SUPPORT RATING: POOR

*(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | | | |
|---|------------------------|------------|---------------------------|---|--|-----------|---------|--------|--------------|-----------|----|------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | US 34 PROPOSED TYPICAL SECTIONS | F.A. RTÉ. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | |
| pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\IDOT Offices\District 3\Projects\EP08\BRIDGE\Drawings\AD\Drawings\EP08307-shr-typical | DESIGNED - | REVISED - | 591 | | | * | KENDALL | 533 | 33 | | | |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | CONTRACT NO. 66993 | | | | | | | | | |
| PLOT DATE = 2/1/2017 | DATE - | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | |
| | | | | | | SCALE: | SHEET | OF | SHEETS | STA. | TO | STA. |

COMBINATION CURB AND GUTTER REMOVAL SCHEDULE

| LOCATION | FROM STATION | SIDE | TO STATION | LOCATION | SIDE | FOOT |
|--------------------|--------------|------|------------|-------------------|------|----------------|
| | 294+03 | RT | 68+00 | DIEHL FARM RD. | RT | 427.0 |
| DIEHL FARM RD. | 68+00 | LT | 68+00 | MEDIAN | RT | 283.0 |
| DIEHL FARM RD. | 68+00 | RT | 297+55 | | RT | 187.0 |
| | 305+12 | RT | 305+40 | CE | RT | 48.0 |
| CE | 305+43.7 | RT | 305+69.3 | MEDIAN | RT | 66.0 |
| CE | 305+82.9 | LT | 78+00 | SYCAMORE RD. | LT | 437.0 |
| SYCAMORE RD. | 78+52.2 | LT | 79+45.9 | MEDIAN | RT | 187.0 |
| SYCAMORE RD. | 77+74.4 | RT | 309+60.7 | | RT | 222.0 |
| | 318+65.6 | LT | 91+00 | BEECHER RD. | LT | 1123.0 |
| | 318+77.4 | RT | 319+22 | CE | LT | 52.0 |
| CE | 319+87 | RT | 329+63 | BEECHER RD. | RT | 992.0 |
| BEECHER RD. | 90+67.7 | RT | 91+00 | MEDIAN | RT | 65.0 |
| BEECHER RD. | 330+55.1 | RT | 346+21.3 | CE | RT | 1596.0 |
| BEECHER RD. | 91+00 | RT | 100+74 | CE | LT | 481.0 |
| CE | 100+45.7 | LT | 100+70.3 | MEDIAN | RT | 56.0 |
| CE | 100+74 | RT | 112+00 | ISABEL DR. | LT | 598.0 |
| ISABEL DR. | 110+84 | RT | 112+00 | MEDIAN | RT | 230.0 |
| ISABEL DR. | 112+00 | RT | 120+77.4 | DEPOT DR. | LT | 663.0 |
| DEPOT DR. | 120+46.2 | LT | 120+78.9 | MEDIAN | RT | 102.2 |
| DEPOT DR. | 120+76.9 | RT | 241+11.5 | CANNONBALL TR. | LT | 492.0 |
| CE | 346+33.6 | RT | 346+50.5 | MEDIAN | RT | 43.0 |
| CE | 346+64.5 | RT | 128+75 | CANNONBALL TR. | LT | 387.0 |
| CANNONBALL TR. | 128+75 | RT | 149+34 | INDEPENDENCE | LT | 889.5 |
| CANNONBALL TR. | 241+10.5 | RT | 354+78.6 | | LT | 434.4 |
| CE | 149+32 | RT | 359+60.3 | | RT | 76.6 |
| SNO47-0049 | 369+33 | LT | 369+45 | | LT | 12.0 |
| SNO47-0049 | 369+33 | RT | 369+45 | | RT | 12.0 |
| SNO47-0049 | 370+53 | LT | 371+00 | | LT | 47.0 |
| SNO47-0049 | 370+53 | RT | 371+00 | | RT | 47.0 |
| | 371+00 | RT | 548+84.9 | GAME FARM RD. | RT | 351.0 |
| | 371+00 | LT | 51+50 | CENTER PKWY SB | LT | 1524.0 |
| GAME FARM RD. | 548+84.9 | RT | 159+00 | CENTER PKWY. | LT | 1272.8 |
| CE | 379+24.5 | LT | 380+13 | NW & NE QUADRANTS | LT | 138.0 |
| CE | 381+33 | LT | 381+76 | NW & NE QUADRANTS | LT | 43.0 |
| CE | 381+92 | LT | 382+32 | NW & NE QUADRANTS | LT | 40.0 |
| CENTER PKWY. | 170+50 | | 171+60 | MEDIAN | | 221.0 |
| CENTER PKWY NB | 100+80 | RT | 101+50 | CENTER PKWY NB | RT | 71.0 |
| GRAND TOTAL | | | | | | 13916.5 |

| EXISTING STORM SEWER CONNECTIONS AND MANHOLE ADJUSTMENTS | | | | | | |
|--|--------|-------|-----------------------------------|-----------------------------|-----------------------------|-----------|
| LOCATION | | | COMMENTS | STORM SEWER CONNECTION EACH | MANHOLE TO BE ADJUSTED EACH | |
| STA | OFFSET | LT/RT | | | | |
| US 34 | | | | | | |
| 271+95 | 56.9 | LT | CUT PR SS INTO EX CATCH BASIN | | | |
| 273+17.4 | 55.1 | LT | ADJUST LID TO PR SHARED USE PATH | | | 1 |
| 274+04.8 | 55.5 | LT | ADJ LID TO PR PATH AND F.E. APRON | | | 1 |
| 274+94.1 | 53.8 | LT | ADJUST LID TO PR SHARED USE PATH | | | 1 |
| 275+77.7 | 50.1 | LT | ADJUST LID TO PR SHARED USE PATH | | | 1 |
| 276+41.7 | 47.4 | LT | ADJUST LID TO PR SHARED USE PATH | | | 1 |
| 277+14.2 | 43.7 | LT | ADJUST LID TO PR SHARED USE PATH | | | 1 |
| | | | | | | |
| 273+64.4 | 43.1 | RT | ADJ LID FOR PR SIDEWALK | | | 1 |
| 274+88.9 | 40.8 | RT | ADJ LID FOR PR SIDEWALK | | | 1 |
| 276+11.7 | 42 | RT | ADJ LID FOR PR SIDEWALK | | | 1 |
| 276+43.45 | 49 | RT | PR. MH TO EX. 24" RCP | 1 | | |
| 277+11.3 | 35 | RT | PR. SS TO EX. INLET | 1 | | |
| 319+00 | 82.1 | RT | PR. SS TO EX MH | 1 | | |
| 320+26.4 | 61.3 | RT | CONNECT PR SS TO EX SS | 1 | | |
| 322+34 | 76 | LT | 12" VCP FIELD TILE | 1 | | |
| 322+34 | 61.5 | RT | 12" VCP FIELD TILE | 1 | | |
| 328+72 | 79.5 | RT | CUT PR SS INTO EX MH | 1 | | |
| 335+25.6 | 61 | LT | PR MH TO EX 18" SS | 1 | | |
| 341+52.6 | 57.7 | LT | PR MH TO EX 12" SS | 1 | | |
| 344+93.9 | 59.9 | LT | PR MH TO EX 18" SS | 1 | | |
| 349+13.3 | 60.2 | LT | PR MH TO EX 18" SS | 1 | | |
| 350+14 | 108.7 | LT | ADJ T-3 F&G/ CURB AT CANNONBALL | | | 1 |
| 351+97.2 | 61 | LT | CONNECT PR SS TO EX SS | 1 | | |
| 358+67.3 | 107 | RT | ADJ INLET | | | 1 |
| 359+01.1 | 106.1 | RT | ADJ INLET | | | 1 |
| 359+44.9 | 47.8 | LT | EX 12" SS TO PR MH | 1 | | |
| 363+90.5 | 37.4 | RT | EX SS OR FIELD TILE TO PR MH | 1 | | |
| 373+08 | 43.2 | RT | EX MH IN PR SHARED USE PATH | 1 | | 1 |
| 373+46 | 43.2 | RT | ADJUST EX MANHOLE | | | 1 |
| 373+69.9 | 71.5 | RT | EX MH IN PR PAVEMENT | | | 1 |
| 378+09 | 52 | RT | EX SS OR FIELD TILE TO PR MH | 1 | | |
| 385+79.05 | 19.9 | LT | PR MH TO EXIST 36" SS | 1 | | |
| TOTALS | | | | 17 | | 15 |

FENCE REMOVAL SCHEDULE

| LOCATION | | | FENCE REMOVAL FOOT |
|--------------|--------------|------------|--------------------|
| US 34 | FROM STATION | TO STATION | |
| | 292+73 | 295+10 | 237 |
| TOTAL | | | 237 |

PIPE CULVERT REMOVAL SCHEDULE

| LOCATION | | | | | | | COMMENTS | PIPE CULVERT REM FOOT |
|---------------|--------|-------|----------|--------|-------|---------------------|------------|-----------------------|
| STA | OFFSET | LT/RT | TO STA | OFFSET | LT/RT | | | |
| US 34 | | | | | | | | |
| 277+42 | 52 | LT | 277+66.2 | 49.9 | LT | F.E. 18" CMP | 24 | |
| 284+66.6 | 30.7 | RT | 285+12 | 30.7 | RT | F.E. 18" CMP | 45 | |
| 287+30.7 | 39.6 | LT | 287+82 | 42.1 | LT | F.E. 18" CMP | 51 | |
| 357+31 | 39 | LT | 357+51.6 | 39.5 | LT | F.E. 18" CMP | 21 | |
| 361+25.7 | 33.7 | LT | 361+61.2 | 33.7 | LT | P.E. 15" CMP | 36 | |
| 362+40.3 | 33.8 | LT | 362+70.7 | 33.5 | LT | P.E. 15" CMP | 30 | |
| 384+80.4 | 48.7 | RT | 385+96.7 | 50.6 | RT | CENTER PKWY 15" CMP | 116 | |
| TOTALS | | | | | | | 323 | |

END SECTION REMOVAL WILL NOT BE PAID FOR SEPERATELY, BUT WILL BE INCLUDED IN THE COST OF PIPE CULVERT REMOVAL

CHANNEL EXCAVATION SCHEDULE

| LOCATION | | | CHANNEL EXCAVATION CUBIC YARDS |
|--------------|--------------|------------|--------------------------------|
| US 34 | FROM STATION | TO STATION | |
| | 369+17 | 370+63 | 947 |
| TOTAL | | | 947 |

| DETECTABLE WARNINGS SCHEDULE | | | |
|------------------------------|----------------------------|--------|-----------------------------|
| LOCATION | | OFFSET | DETECTABLE WARNINGS SQ. FT. |
| 270+40 | ELDAMAIN RD. NW QUAD | 67.8 | 20 |
| 271+54 | ELDAMAIN RD. NE QUAD | 70.0 | 20 |
| 271+87 | ELDAMAIN RD. NE QUAD | 51.0 | 10 |
| 271+92 | ELDAMAIN RD. SE QUAD | 60.0 | 10 |
| 296+36 | DIEHL FARM RD. SW QUAD | 39.1 | 33 |
| 297+43 | DIEHL FARM RD. SE QUAD | 39.1 | 26.6 |
| 305+10 | CE 305+ 56.2 SW | 39.1 | 10 |
| 305+52 | CE 305+56.2 ISLAND W | 39.1 | 10 |
| 305+62 | CE 305+56.2 ISLAND E | 39.1 | 10 |
| 306+01 | CE 305+56.2 SE | 39.1 | 10 |
| 308+17 | SYCAMORE RD. SW QUAD | 39.0 | 13.4 |
| 308+18 | SYCAMORE RD. NW QUAD | 34.5 | 10 |
| 308+34 | SYCAMORE RD. SW QUAD | 45.6 | 18.2 |
| 309+24 | SYCAMORE RD. SE QUAD | 52.4 | 47.8 |
| 309+36 | SYCAMORE RD. NE QUAD | 34.5 | 10 |
| 318+99 | CE 319+54.5 SW QUAD | 46.1 | 29.1 |
| 319+55 | CE 319+54.5 MEDIAN W | 47.0 | 21 |
| 319+72 | CE 319+54.5 MEDIAN E | 47.5 | 24.6 |
| 319+97 | CE 319+54.5 SE QUAD | 48.0 | 30 |
| 329+37 | BEECHER RD. NW QUAD | 52.5 | 50.7 |
| 329+38 | BEECHER RD. SW QUAD | 58.1 | 17.4 |
| 329+55 | BEECHER RD. SW QUAD | 68.0 | 20 |
| 330+46 | BEECHER RD. NE QUAD | 76.0 | 20.5 |
| 330+62 | BEECHER RD. NE QUAD | 54.5 | 19 |
| 330+60 | BEECHER RD. SE QUAD | 67.6 | 20 |
| 330+67 | BEECHER RD. SE QUAD | 48.5 | 19 |
| 334+58 | TARGET ENT. NW QUAD | 63.0 | 20.3 |
| 334+76 | TARGET ENT. ISLAND W. | 53.5 | 22 |
| 334+88 | TARGET ENT. ISLAND E. | 53.5 | 23.3 |
| 335+08 | TARGET ENT. NE QUAD | 63.0 | 21.5 |
| 339+40 | ISABEL DR. NW QUAD | 66.9 | 22.9 |
| 340+26 | ISABEL DR. NE QUAD | 66.9 | 22.7 |
| 345+26 | DEPOT DR. NW QUAD | 63.0 | 22.4 |
| 345+45 | DEPOT DR. ISLAND W. | 52.3 | 19.3 |
| 345+62 | DEPOT DR. ISLAND E. | 52.3 | 19.9 |
| 345+81 | DEPOT DR. NE QUAD | 63.0 | 21.6 |
| 349+23 | CANNONBALL DR. NW QUAD | 47.1 | 20 |
| 349+23 | CANNONBALL DR. SW QUAD | 47.1 | 20 |
| 349+72 | CANNONBALL DR. SW QUAD | 70.0 | 26.2 |
| 349+92 | CANNONBALL DR. NW QUAD | 63.0 | 24.5 |
| 350+47 | CANNONBALL DR. SE QUAD | 72.1 | 20.3 |
| 350+96 | CANNONBALL DR. SE QUAD | 35.1 | 20 |
| 350+83 | CANNONBALL DR. NE QUAD | 49.3 | 55.3 |
| 358+25 | INDEPENDENCE BLVD. SW QUAD | 39.5 | 34.8 |
| 359+13 | INDEPENDENCE BLVD. SE QUAD | 39.5 | 35.4 |
| 373+30 | GAME FARM RD. SW QUAD | 38.6 | 30.6 |
| 374+22 | GAME FARM RD. SE QUAD | 37.4 | 36.3 |
| 374+37 | GAME FARM RD. NE QUAD | 34.6 | 10 |
| 384+68 | CENTER PKWY NW QUAD | 38.8 | 10 |
| 384+77 | CENTER PKWY NW QUAD | 44.1 | 14.5 |
| 384+90 | CENTER PKWY SW QUAD | 34.1 | 10.2 |
| 385+09 | CENTER PKWY SW QUAD | 38.5 | 28.7 |
| 385+39 | CENTER PKWY MEDIAN W | 44.1 | 10 |
| 385+44 | CENTER PKWY MEDIAN E | 44.1 | 10 |
| TOTAL | | | 1163 |

| PAVEMENT REMOVAL | | |
|--|------------------|-------------------------|
| LOCATION | REMOVAL SHEET NO | PAVEMENT REMOVAL SQ. YD |
| STA 277+27.63 TO 281+00 | 2 OF 20 | 1900 |
| STA 281+00 TO 287+00 | 3 OF 20 | 1882 |
| STA 287+00 TO 293+00 | 4 OF 20 | 2100 |
| STA 293+00 TO 299+00 (INCLUDES DIEHL FARM RD) | 5 OF 20 | 3840 |
| STA 299+00 TO 305+00 | 6 OF 20 | 3034 |
| STA 305+00 TO 311+00 (INCLUDES SYCAMORE RD) | 7 OF 20 | 4000 |
| STA 311+00 TO 317+00 | 8 OF 20 | 3224 |
| STA 317+00 TO 323+00 (INCLUDES HOSPITAL ENT) | 9 OF 20 | 4731 |
| STA 323+00 TO 329+00 | 10 OF 20 | 4671 |
| STA 329+00 TO 335+00 (INCLUDES BEECHER RD) | 11 OF 20 | 6269 |
| STA 335+00 TO STA 341+00 (INCLUDES ISABEL RD) | 12 OF 20 | 6280 |
| STA 341+00 TO 347+00 (INCLUDES MALL ENT) | 13 OF 20 | 5220 |
| STA 347+00 TO 353+00 (INCLUDES CANNONBALL TR) | 14 OF 20 | 6747 |
| STA 353+00 TO 359+00 (INCLUDES INDEPENDENCE ST) | 15 OF 20 | 4333 |
| STA 359+00 TO 365+00 | 16 OF 20 | 3123 |
| STA 365+00 TO 371+00 (OMITS BRIDGE AND APPR PVT) | 17 OF 20 | 1587 |
| STA 371+00 TO 377+00 (INCLUDES GARM FARM RD) | 18 OF 20 | 3049 |
| STA 377+00 TO 383+00 | 19 OF 20 | 2990 |
| STA 383+00 TO 385+81.91 (INCLUDES CENTER PKWY) | 20 OF 20 | 3121 |
| TOTAL | | 72101 |

| PAVEMENT SCHEDULE | | | | | | | | | | |
|-------------------|----|--------------|-------------------------|----------------------------------|--|--------------------------------|---------|----------|--|-----------------------|
| LOCATION | | | COMENTS AND/OR WIDTH FT | PCC PAVEMENT 10" (JOINTED) SQ YD | PVT CONN. (PCC) FOR BRIDGE APPROACH SLAB SQ YD | AGGREGATE SUBGRADE IMPROVEMENT | | | GEOTECHNICAL FABRIC FOR GROUND STAB. SQ YD | PROTECTIVE COAT SQ YD |
| STA | TO | STA | | | | 12" | 18" | 24" | | |
| 277+27.6 | | 278+00 | 65.9 TO 65 | 526.5 | | 576.1 | | | 576.1 | 526.5 |
| 278+00 | | 282+00 | 65 | 2,888.9 | | 3,162.7 | | | 3,162.7 | 2,888.9 |
| 282+00 | | 288+50 | 65 | 4,694.4 | | | | 5,139.3 | 5,139.3 | 4,694.4 |
| 288+50 | | 296+93.46 | 65 | 6,091.7 | | 6,669.0 | | | 6,669.0 | 6,091.7 |
| | | | DIEHL FARM RD. | 846.7 | | 960.7 | | | 960.7 | 846.7 |
| 296+93.46 | | 297+50 | 65 | 408.3 | | 447.0 | | | 447.0 | 408.3 |
| 297+50 | | 305+00 | 65 | 5,416.7 | | | | 5,930.0 | 5,930.0 | 5,416.7 |
| 305+00 | | 308+85.32 | 65 | 2,782.9 | | 3,046.6 | | | 3,046.6 | 2,782.9 |
| | | | SYCAMORE RD. | 998.0 | | 1,132.0 | | | 1,132.0 | 998.0 |
| 308+85.32 | | 319+54.5 | 65 | 7,721.9 | | 8,453.6 | | | 8,453.6 | 7,721.9 |
| | | 319+54.5 RT | RUSH COPLEY RI-RO | 305.3 | | 361.5 | | | 361.5 | 305.3 |
| 319+54.5 | | 325+51.11 | 65 | 4,308.9 | | 4,717.2 | | | 4,717.2 | 4,308.9 |
| 325+51.11 | | 327+50.73 | 65 - 77 | 1,574.8 | | 1,711.4 | | | 1,711.4 | 1,574.8 |
| 327+50.73 | | 330+00 | 77 | 2,132.6 | | 2,303.3 | | | 2,303.3 | 2,132.6 |
| | | 330+00 LT | BEECHER RD. NORTH | 640.2 | | 593.0 | | | 593.0 | 640.2 |
| | | 330+00 RT | BEECHER RD. SOUTH | 656.7 | | 653.7 | | | 653.7 | 656.7 |
| 330+00 | | 334+83.48 | 77 | 4,136.4 | | 4,467.4 | | | 4,467.4 | 4,136.4 |
| | | 334+83.48 LT | TARGET RI-RO | 193.8 | | 199.1 | | | 199.1 | 193.8 |
| 334+83.48 | | 337+00 | 77 | 1,852.4 | | 2,000.6 | | | 2,000.6 | 1,852.4 |
| 337+00 | | 339+86.58 | 77 | 2,451.9 | | | | 2,648.0 | 2,648.0 | 2,451.9 |
| | | 339+86.58 LT | ISABEL DR. | 1,270.6 | | | | 1,311.5 | 1,311.5 | 1,270.6 |
| 339+86.58 | | 345+31.3 | 77 | 4,660.4 | | | | 5,033.2 | 5,033.2 | 4,660.4 |
| | | 345+31.3 LT | DEPO DR. RI-RO | 238.9 | | 235.7 | | | 235.7 | 238.9 |
| 345+31.3 | | 347+33.6 | 77 - 89 | 1,865.7 | | 2,004.1 | | | 2,004.1 | 1,865.7 |
| | | 346+41.9 RT | TOWN CROSSING RI-RO | 179.6 | | | | 205.8 | 205.8 | 179.6 |
| 347+33.6 | | 350+34.38 | 89 | 2,974.4 | | | | 3,180.2 | 3,180.2 | 2,974.4 |
| | | 350+08.19 LT | CANNONBALL TRAIL LT | 530.7 | | 534.3 | | | 534.3 | 530.7 |
| | | 350+16.80 RT | CANNONBALL TRAIL RT | 643.2 | | | | 655.6 | 655.6 | 643.2 |
| 350+34.38 | | 351+00 | 77 | 561.4 | | 606.3 | | | 606.3 | 561.4 |
| 351+00 | | 352+73.07 | 77 | 1,480.7 | | 1,599.2 | | | 1,599.2 | 1,480.7 |
| 352+73.07 | | 354+72.22 | 77 - 65 | 1,571.1 | | 1,707.4 | | | 1,707.4 | 1,571.1 |
| | | 358+79.5 RT | INDEPENDENCE DR | 257.7 | | 289.7 | | | 289.7 | 257.7 |
| 354+72.22 | | 364+00 | 65 | 6,700.6 | | 7,335.6 | | | 7,335.6 | 6,700.6 |
| 364+00 | | 365+00 | 65 - 63 | 711.1 | | 779.6 | | | 779.6 | 711.1 |
| 365+00 | | 367+09.24 | 63 | 1,464.7 | | 1,607.9 | | | 1,607.9 | 1,464.7 |
| 367+09.24 | | 368+71.67 | 63 | 1,137.0 | | 1,248.7 | | | 1,248.7 | 1,137.0 |
| 368+71.67 | | 371+08.34 | STR. OMIT | 0.0 | | | | | 0.0 | 0.0 |
| 368+71.67 | | 368+86.67 | 80.5 | | | | | | | |
| 370+93 | | 371+08 | 84.7 | | | 134.2 | | | 141.2 | |
| 371+08.34 | | 373+64.41 | 63 | 1,792.0 | | 1,967.2 | | | 1,967.2 | 1,792.0 |
| | | 373+64.41 RT | GAME FARM RD. | 545.0 | | 578.6 | | | 578.6 | 545.0 |
| 373+64.41 | | 380+00 | 63 | 4,449.1 | | 4,884.2 | | | 4,884.2 | 4,449.1 |
| 380+00 | | 385+82.7 | 63 | 4,078.9 | | | | 4,477.7 | 4,477.7 | 4,078.9 |
| | | 385+12.07 LT | CENTER PKWY. N. (SB) | 540.5 | | 598.3 | | | 598.3 | 540.5 |
| | | 385+67.11 LT | CENTER PKWY. N. (NB) | 337.8 | | 377.2 | | | 377.2 | 337.8 |
| | | 385+49.31 RT | CENTER PKWY. S. | 387.6 | | 398.5 | | | 398.5 | 387.6 |
| TOTALS | | | | 89,007.7 | 275.4 | 63,453.0 | 5,851.7 | 27,484.0 | 96,788.7 | 89,007.7 |

*(13R-2(13 BRIC, (13 BR-1BR)

| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL084EBIDINTEG.11inois.gov\PIW001Documents\DOT Offices\District 3\Projects\EP0380\Drawings\CAD\Sheets\EP03507-sht-sched.dwg | | CHECKED - | REVISED - |
| PLOT SCALE = 100.0000' / in. | | DATE - | REVISED - |
| PLOT DATE = 2/1/2017 | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------|--------------|-----------|
| 591 | * | KENDALL | 533 | 35 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

DRAINAGE PIPE SCHEDULE

| UPSTREAM STRUCTURE | | | | DOWNSTREAM STRUCTURE | | | | STORM SEWER PIPE NAME | TRENCH BACFILL CY | STORM SEWER, CLASS A | | | | | | | | | | | | | | | | PIPE CULVERT, CLASS D |
|--------------------|----------|-------------|-------|----------------------|----------|-------------|-------|-----------------------|-------------------|----------------------|-----|-----|-----|-----|-----|--------|-----|-----|-----|--------|-----|--------|--------|-----|----|-----------------------|
| NAME | LOCATION | | | NAME | LOCATION | | | | | TYPE 1 | | | | | | TYPE 2 | | | | TYPE 3 | | TYPE 4 | TYPE 1 | | | |
| | STA. | OFFSET (FT) | LT/RT | | STA. | OFFSET (FT) | LT/RT | 12" | 15" | 18" | 24" | 30" | 36" | 54" | 12" | 15" | 18" | 24" | 36" | 42" | 48" | 24" | 42" | 24" | 6" | |
| EX. INLET | 274+95 | 54 | LT | FES | 274+95 | 67 | LT | P7 | 1.8 | 14 | | | | | | | | | | | | | | | | |
| EX. INLET | 277+12 | 34 | RT | 12 | 277+11 | 49 | RT | P8 | 9.6 | 11 | | | | | | | | | | | | | | | | |
| 9 | 272+22 | 75 | LT | EX. INLET | 271+95 | 57 | LT | P9 | 19.6 | 31 | | | | | | | | | | | | | | | | |
| 10 | 276+11 | 41.5 | RT | 11 | 276+43 | 49 | RT | P10 | 27.1 | | | | | | | | 32 | | | | | | | | | |
| 11 | 276+43 | 49 | RT | FES | 276+43 | 75 | RT | P11 | 16.1 | | | | 29 | | | | | | | | | | | | | |
| 12 | 277+11 | 48 | RT | 11 | 276+43 | 49 | RT | P12 | 53.1 | | | | | | | | 67 | | | | | | | | | |
| 13 | 278+50 | 33.5 | LT | 14 | 278+50 | 33.5 | RT | P13 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 14 | 278+50 | 33.5 | RT | 15 | 278+50 | 48 | RT | P14 | 3.6 | 13 | | | | | | | | | | | | | | | | |
| 15 | 278+50 | 48 | RT | 12 | 277+11 | 48 | RT | P15 | 104.3 | | | | | | | | 138 | | | | | | | | | |
| 16 | 279+75 | 33.5 | LT | 17 | 279+75 | 33.5 | RT | P16 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 17 | 279+75 | 33.5 | RT | 18 | 279+75 | 48 | RT | P17 | 3.9 | | | | | 10 | | | | | | | | | | | | |
| 18 | 279+75 | 48 | RT | 15 | 278+50 | 48 | RT | P18 | 42.6 | 125 | | | | | | | | | | | | | | | | |
| 19 | 281+00 | 33.5 | LT | 20 | 281+00 | 33.5 | RT | P19 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 20 | 281+00 | 33.5 | RT | 21 | 281+00 | 48 | RT | P20 | 2.5 | 10 | | | | | | | | | | | | | | | | |
| 21 | 281+00 | 48 | RT | 18 | 279+75 | 48 | RT | P21 | 40 | 125 | | | | | | | | | | | | | | | | |
| 22 | 284+00 | 33.5 | LT | 23 | 284+00 | 33.5 | RT | P22 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 23 | 284+00 | 33.5 | RT | 24 | 284+00 | 48 | RT | P23 | 2.7 | 10 | | | | | | | | | | | | | | | | |
| 24 | 284+00 | 48 | RT | 27 | 285+50 | 48 | RT | P24 | 51.2 | 150 | | | | | | | | | | | | | | | | |
| 25 | 285+50 | 33.5 | LT | 26 | 285+50 | 33.5 | RT | P25 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 26 | 285+50 | 33.5 | RT | 27 | 285+50 | 48 | RT | P26 | 3.3 | 10 | | | | | | | | | | | | | | | | |
| 27 | 285+50 | 48 | RT | 30 | 287+00 | 48 | RT | P27 | 54.3 | | | | | | | | | | | | | | | | | |
| 28 | 287+00 | 33.5 | LT | 29 | 287+00 | 33.5 | RT | P28 | 13.4 | 69 | | | | | | | 150 | | | | | | | | | |
| 29 | 287+00 | 33.5 | RT | 30 | 287+00 | 48 | RT | P29 | 3.6 | 10 | | | | | | | | | | | | | | | | |
| 30 | 287+00 | 48 | RT | 33 | 288+00 | 48 | RT | P30 | 79.2 | | | | | | | | | | | | | | | | | |
| 31 | 288+00 | 33.5 | LT | 32 | 288+00 | 33.5 | RT | P31 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 32 | 288+00 | 33.5 | RT | 33 | 288+00 | 48 | RT | P32 | 3.8 | 10 | | | | | | | | | | | | | | | | |
| 33 | 288+00 | 48 | RT | FES | 288+25 | 70 | RT | P33 | 12.6 | | | | | | | | | | | | | | | | | |
| 34 | 289+85 | 33.5 | LT | 36 | 290+00 | 33.5 | LT | P34 | 2.3 | 15 | | | | | | | | | | | | | | | | |
| 35 | 289+85 | 33.5 | RT | 37 | 290+00 | 33.5 | RT | P35 | 2.6 | 15 | | | | | | | | | | | | | | | | |
| 36 | 290+00 | 33.5 | LT | 37 | 290+00 | 33.5 | RT | P36 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 37 | 290+00 | 33.5 | RT | 38 | 290+00 | 48 | RT | P37 | 3.4 | | 10 | | | | | | | | | | | | | | | |
| 38 | 290+00 | 48 | RT | FES | 289+10 | 72 | RT | P38 | 64.9 | | | | | | | | | | | | | | | | | |
| 39 | 290+15 | 33.5 | LT | 36 | 290+00 | 33.5 | LT | P39 | 2.3 | 15 | | | | | | | | | | | | | | | | |
| 40 | 290+15 | 33.5 | RT | 37 | 290+00 | 33.5 | RT | P40 | 2.6 | 15 | | | | | | | | | | | | | | | | |
| 41 | 291+50 | 33.5 | LT | 42 | 291+50 | 33.5 | RT | P41 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 42 | 291+50 | 33.5 | RT | 43 | 291+50 | 48 | RT | P42 | 3.1 | 10 | | | | | | | | | | | | | | | | |
| 43 | 291+50 | 48 | RT | 38 | 290+00 | 48 | RT | P43 | 102.5 | | | | 150 | | | | | | | | | | | | | |
| 44 | 293+00 | 33.5 | LT | 45 | 293+00 | 33.5 | RT | P44 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 45 | 293+00 | 33.5 | RT | 46 | 293+00 | 48 | RT | P45 | 3.3 | 12 | | | | | | | | | | | | | | | | |
| 46 | 293+00 | 48 | RT | 43 | 291+50 | 48 | RT | P46 | 97.1 | | | | | | | | | 150 | | | | | | | | |
| 47 | 294+50 | 33.5 | LT | 48 | 294+50 | 33.5 | RT | P47 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 48 | 294+50 | 33.5 | RT | 49 | 294+50 | 48 | RT | P48 | 3.3 | 10 | | | | | | | | | | | | | | | | |
| 49 | 294+50 | 48 | RT | 46 | 293+00 | 48 | RT | P49 | 97.1 | | | | 150 | | | | | | | | | | | | | |
| 50 | 296+00 | 33.5 | LT | 51 | 296+00 | 33.5 | RT | P50 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 51 | 296+00 | 33.5 | RT | 52 | 296+00 | 48 | RT | P51 | 3.3 | 10 | | | | | | | | | | | | | | | | |
| 52 | 296+00 | 48 | RT | 49 | 294+50 | 48 | RT | P52 | 108 | | | | 150 | | | | | | | | | | | | | |
| 53 | 297+75 | 33.5 | RT | 54 | 297+75 | 48 | RT | P53 | 4.8 | 12 | | | | | | | | | | | | | | | | |
| 54 | 297+75 | 48 | RT | 52 | 296+00 | 48 | RT | P54 | 144.2 | | | | | | | | | | | | | | | | | |
| 55 | 298+25 | 33.5 | LT | 56 | 298+25 | 33.5 | RT | P55 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 56 | 298+25 | 33.5 | RT | 57 | 298+25 | 48 | RT | P56 | 3.3 | 10 | | | | | | | | | | | | | | | | |
| 57 | 298+25 | 48 | RT | 54 | 297+75 | 48 | RT | P57 | 46.9 | | | | | | | | | | | | | | | | | |
| 58 | 299+50 | 33.5 | LT | 59 | 299+50 | 33.5 | RT | P58 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 59 | 299+50 | 33.5 | RT | 60 | 299+50 | 48 | RT | P59 | 3.3 | 10 | | | | | | | | | | | | | | | | |
| 60 | 299+50 | 48 | RT | 57 | 298+25 | 48 | RT | P60 | 121.9 | | | | | | | | | | | | | | | | | |
| 61 | 300+00 | 48 | RT | 60 | 299+50 | 48 | RT | P61 | 39.6 | | | | | 50 | | | | | | | | | | | | |
| 61A | 300+18 | 56 | RT | 61 | 300+00 | 48 | RT | P61A | 5.4 | 21 | | | | | | | | | | | | | | | | |
| 61B | 300+35 | 65 | RT | 61A | 300+18 | 56 | RT | P61B | 5.2 | 19 | | | | | | | | | | | | | | | | |
| 62 | 301+35 | 33.5 | LT | 63 | 301+35 | 33.5 | RT | P62 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 63 | 301+35 | 33.5 | RT | 64 | 301+35 | 48 | RT | P63 | 3.1 | 10 | | | | | | | | | | | | | | | | |
| 64 | 301+35 | 48 | RT | 61 | 300+00 | 48 | RT | P64 | 89.6 | 135 | | | | | | | | | | | | | | | | |
| 65 | 302+50 | 33.5 | LT | 66 | 302+50 | 33.5 | RT | P65 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 66 | 302+50 | 33.5 | RT | 67 | 302+50 | 48 | RT | P66 | 3.3 | 10 | | | | | | | | | | | | | | | | |
| 67 | 302+50 | 48 | RT | 64 | 301+35 | 48 | RT | P67 | 72.7 | | | | | | | | | | | | | | | | | |
| 68 | 304+85 | 33.5 | LT | 69 | 304+85 | 33.5 | RT | P68 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 69 | 304+85 | 33.5 | RT | 70 | 305+00 | 48 | RT | P69 | 5.6 | 18 | | | | | | | | | | | | | | | | |
| 70 | 305+00 | 48 | RT | 73 | 306+25 | 48 | RT | P70 | 42.6 | | | | | | | | | | | | | | | | | |
| 71 | 306+25 | 33.5 | LT | 72 | 306+25 | 33.5 | RT | P71 | 13.4 | 69 | | | | | | | | | | | | | | | | |
| 72 | 306+25 | 33.5 | RT | 73 | 306+25 | 48 | RT | P72 | 3.6 | 10 | | | | | | | | | | | | | | | | |
| 73 | 306+25 | 48 | RT | 77 | 307+50 | 48 | RT | P73 | 94.5 | | | | | | | | | | | | | | | | | |
| 74 | 306+25 | 55 | RT | 73 | 306+25 | 48 | RT | P74 | 2.5 | 12 | | | | | | | | | | | | | | | | |
| 75 | 307+50 | 33.5 | LT | 76 | 307+50 | 33.5 | RT | P75 | 13.4 | 69 | | | | | | | | | | | | | | | | |

SHEET 1 TOTALS

1977.4 2199 10 300 150 0 29 0 550 0 864 127 0 0 0 0 0 0 0 0

*(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| p:\11\084EBIDINTEG\Illinois.gov\PWID01\Documents\DOT Offices\District 3\Projects\EP03507\Sheet\EP03507-11-17-17.sht | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |
| | | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------|--------------------|-----------|
| 591 | * | KENDALL | 533 | 36 |
| | | | CONTRACT NO. 66993 | |
| ILLINOIS FED. AID PROJECT | | | | |

DRAINAGE PIPE SCHEDULE (CONT'D)

| UPSTREAM STRUCTURE | | | | DOWNSTREAM STRUCTURE | | | | STORM SEWER PIPE NAME | TRENCH BACFILL CY | STORM SEWER, CLASS A | | | | | | | | | | | | | | | | PIPE CULVERT, CLASS D | | | |
|--------------------|----------|-------------|-------|----------------------|----------|-------------|-------|-----------------------|-------------------|----------------------|-----|--------|-----|-----|-----|--------|-----|--------|------|--------|-----|-----|-----|-----|-----|-----------------------|----|---|---|
| | | | | | | | | | | TYPE 1 | | TYPE 2 | | | | TYPE 3 | | TYPE 4 | | TYPE 1 | | | | | | | | | |
| NAME | LOCATION | | | NAME | LOCATION | | | | | 12" | 15" | 18" | 24" | 30" | 36" | 54" | 12' | 15' | 18" | 24" | 36" | 42" | 48" | 24" | 42" | 24" | 6" | | |
| | STA. | OFFSET (FT) | LT/RT | | STA. | OFFSET (FT) | LT/RT | | | 12" | 15" | 18" | 24" | 36" | 54" | 12' | 15' | 18" | 24" | 36" | 42" | 48" | 24" | 42" | 24" | 6" | | | |
| 76 | 307+50 | 33.5 | RT | 77 | 307+50 | 48 | RT | P76 | 3.3 | 10 | | | | | | | | | | | | | | | | | | | |
| 77 | 307+50 | 48 | RT | 83 | 310+00 | 47 | RT | P77 | 171 | | | | | | | | | | 250 | | | | | | | | | | |
| 78 | 307+75 | 33.5 | LT | 75 | 307+50 | 33.5 | LT | P78 | 3.3 | 25 | | | | | | | | | | | | | | | | | | | |
| 79 | 307+75 | 33.5 | RT | 76 | 307+50 | 33.5 | RT | P79 | 4.3 | 25 | | | | | | | | | | | | | | | | | | | |
| 80 | 309+75 | 33.5 | LT | 81 | 310+00 | 33.5 | LT | P80 | 3.8 | 25 | | | | | | | | | | | | | | | | | | | |
| 81 | 310+00 | 33.5 | LT | 82 | 310+00 | 33.5 | RT | P81 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 82 | 310+00 | 33.5 | RT | 83 | 310+00 | 47 | RT | P82 | 3.3 | 10 | | | | | | | | | | | | | | | | | | | |
| 83 | 310+00 | 47 | RT | 86 | 311+25 | 48 | RT | P83 | 94.5 | | | | | | | | | | 125 | | | | | | | | | | |
| 84 | 311+25 | 33.5 | LT | 85 | 311+25 | 33.5 | RT | P84 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 85 | 311+25 | 33.5 | RT | 86 | 311+25 | 48 | RT | P85 | 3.3 | 10 | | | | | | | | | | | | | | | | | | | |
| 86 | 311+25 | 48 | RT | 89 | 312+50 | 48 | RT | P86 | 99.1 | | | | | | | | | | 125 | | | | | | | | | | |
| 87 | 312+50 | 33.5 | LT | 88 | 312+50 | 33.5 | RT | P87 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 88 | 312+50 | 33.5 | RT | 89 | 312+50 | 48 | RT | P88 | 3.3 | 10 | | | | | | | | | | | | | | | | | | | |
| 90 | 312+50 | 58 | RT | 89 | 312+50 | 48 | RT | P89 | 2.1 | 13 | | | | | | | | | | | | | | | | | | | |
| 89 | 312+50 | 48 | RT | 93 | 314+00 | 48 | RT | P90 | 135.3 | | | | | | | | | | 150 | | | | | | | | | | |
| 91 | 314+00 | 33.5 | LT | 92 | 314+00 | 33.5 | RT | P91 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 92 | 314+00 | 33.5 | RT | 93 | 314+00 | 48 | RT | P92 | 3.3 | 10 | | | | | | | | | | | | | | | | | | | |
| 93 | 314+00 | 48 | RT | 96 | 315+50 | 33.5 | LT | P93 | 146.3 | | | | | | | | | | 150 | | | | | | | | | | |
| 94 | 315+50 | 33.5 | LT | 95 | 315+50 | 33.5 | RT | P94 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 95 | 315+50 | 33.5 | RT | 96 | 315+50 | 48 | RT | P95 | 3.3 | 10 | | | | | | | | | | | | | | | | | | | |
| 96 | 315+50 | 48 | RT | 99 | 317+00 | 48 | RT | P96 | 175.8 | | | | | | | | | | 150 | | | | | | | | | | |
| 97 | 317+00 | 33.5 | LT | 98 | 317+00 | 33.5 | RT | P97 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 98 | 317+00 | 33.5 | RT | 99 | 317+00 | 48 | RT | P98 | 3.3 | 10 | | | | | | | | | | | | | | | | | | | |
| 99 | 317+00 | 48 | RT | 100 | 318+00 | 48 | RT | P99 | 126.1 | | | | | | | | | | | | | | | | | | | | |
| 100 | 318+00 | 48 | RT | 104 | 318+30 | 48 | RT | P100 | 32.7 | | | | | | | | | | 30 | 100 | | | | | | | | | |
| 101 | 318+30 | 48 | LT | 102 | 318+30 | 33.5 | LT | P101 | 3.3 | 12 | | | | | | | | | | | | | | | | | | | |
| 102 | 318+30 | 33.5 | LT | 103 | 318+30 | 33.5 | RT | P102 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 103 | 318+30 | 33.5 | RT | 104 | 318+30 | 48 | RT | P103 | 3.3 | 10 | | | | | | | | | | | | | | | | | | | |
| 104 | 318+30 | 48 | RT | 107 | 318+90 | 57 | RT | P104 | 62.9 | | | | | | | | | | 60 | | | | | | | | | | |
| 105 | 318+30 | 58 | RT | 104 | 318+30 | 48 | RT | P105 | 3.3 | 13 | | | | | | | | | | | | | | | | | | | |
| 106 | 318+50 | 33.5 | RT | 103 | 318+30 | 33.5 | RT | P106 | 5.26 | 20 | | | | | | | | | | | | | | | | | | | |
| 107 | 318+90 | 57 | RT | EX. MH | 319+00 | 82 | RT | P107 | 10.3 | | | | | | | | | | | | | | | | | | | | |
| 108 | 320+30 | 50 | LT | 111 | 320+23 | 48 | LT | P108 | 6 | 20 | | | | | | | | | | | | | | | | | | | |
| 109 | 320+30 | 33.5 | LT | 112 | 320+50 | 33.5 | LT | P109 | 5.6 | 20 | | | | | | | | | | | | | | | | | | | |
| 111 | 320+50 | 48 | LT | 112 | 320+50 | 33.5 | LT | P111 | 8.8 | 14 | | | | | | | | | | | | | | | | | | | |
| 112 | 320+50 | 33.5 | LT | 113 | 320+50 | 33.5 | RT | P112 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 113 | 320+50 | 33.5 | RT | 110 | 320+25 | 61 | RT | P113 | 28.5 | | 35 | | | | | | | | | | | | | | | | | | |
| 114 | 320+70 | 33.5 | LT | 112 | 320+50 | 33.5 | LT | P114 | 6.6 | 20.5 | | | | | | | | | | | | | | | | | | | |
| 115 | 320+70 | 33.5 | RT | 113 | 320+50 | 33.5 | RT | P115 | 7.4 | 20.5 | | | | | | | | | | | | | | | | | | | |
| 116 | 320+90 | 33.5 | RT | 115 | 320+70 | 33.5 | RT | P116 | 6.8 | 20 | | | | | | | | | | | | | | | | | | | |
| 116A | 322+34 | 76 | LT | 117 | 322+34 | 61 | RT | P116A | 161.2 | 137 | | | | | | | | | | | | | | | | | | | |
| 118 | 322+50 | 33.5 | LT | 119 | 322+50 | 33.5 | RT | P118 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 119 | 322+50 | 33.5 | RT | 120 | 322+50 | 42 | RT | P119 | 2.1 | 7 | | | | | | | | | | | | | | | | | | | |
| 120 | 322+50 | 42 | RT | 124 | 323+75 | 42 | RT | P120 | 79 | | | | | | | | 125 | | | | | | | | | | | | |
| 121 | 323+75 | 48 | LT | 122 | 323+75 | 33.5 | LT | P121 | 3.3 | 13 | | | | | | | | | | | | | | | | | | | |
| 122 | 323+75 | 33.5 | LT | 123 | 323+75 | 33.5 | RT | P122 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 123 | 323+75 | 33.5 | RT | 124 | 323+75 | 42 | RT | P123 | 4.4 | 7 | | | | | | | | | | | | | | | | | | | |
| 124 | 323+75 | 42 | RT | 127 | 325+00 | 42 | RT | P124 | 131 | | | | | | | | | | 125 | | | | | | | | | | |
| 125 | 325+00 | 33.5 | LT | 126 | 325+00 | 33.5 | RT | P125 | 13.4 | 69 | | | | | | | | | | | | | | | | | | | |
| 126 | 325+00 | 33.5 | RT | 127 | 325+00 | 42 | RT | P126 | 2.24 | 7 | | | | | | | | | | | | | | | | | | | |
| 127 | 325+00 | 42 | RT | 131 | 326+25 | 46 | RT | P127 | 140.1 | | | | | | | | | | 125 | | | | | | | | | | |
| 128 | 326+25 | 48 | LT | 129 | 326+25 | 33.5 | LT | P128 | 3.8 | 13.5 | | | | | | | | | | | | | | | | | | | |
| 129 | 326+25 | 33.5 | LT | 130 | 326+25 | 38 | RT | P129 | 13.6 | 70 | | | | | | | | | | | | | | | | | | | |
| 130 | 326+25 | 38 | RT | 131 | 326+25 | 46 | RT | P130 | 4.2 | 6.5 | | | | | | | | | | | | | | | | | | | |
| 131 | 326+25 | 46 | RT | 134 | 327+50 | 56 | RT | P131 | 153.8 | | | | | | | | | | 125 | | | | | | | | | | |
| 132 | 327+50 | 33.5 | LT | 133 | 327+50 | 45 | RT | P132 | 10.7 | 81 | | | | | | | | | | | | | | | | | | | |
| 133 | 327+50 | 45 | RT | 134 | 327+50 | 56 | RT | P133 | 2.5 | 10 | | | | | | | | | | | | | | | | | | | |
| 134 | 327+50 | 56 | RT | 135 | 328+60 | 50 | RT | P134 | 118.8 | | | | | | | | | | | | | | | | | | | | |
| 135 | 328+60 | 50 | RT | 136 | 328+65 | 61 | RT | P135 | 22.2 | | | | | | | | | | | | | | | | | | | | |
| 136 | 328+65 | 61 | RT | EX. MH | 328+75 | 80 | RT | P136 | 22.3 | | | | | | | | | | | | | | | | | | | | |
| 137 | 328+75 | 33.5 | LT | 138 | 328+75 | 44.5 | RT | P137 | 10.7 | 81 | | | | | | | | | | | | | | | | | | | |
| 138 | 328+75 | 44.5 | RT | 135 | 328+60 | 50 | RT | P138 | 4.2 | 15 | | | | | | | | | | | | | | | | | | | |
| 139 | 331+30 | 56 | LT | 140 | 331+30 | 45 | LT | P139 | 1.7 | 9 | | | | | | | | | | | | | | | | | | | |
| 140 | 331+30 | 45 | LT | 143 | 331+50 | 45 | LT | P140 | 2.6 | 20 | | | | | | | | | | | | | | | | | | | |
| 141 | 331+30 | 33.5 | RT | 144 | 331+50 | 33.5 | RT | P141 | 2.6 | 20 | | | | | | | | | | | | | | | | | | | |
| 142 | 331+50 | 60 | LT | 146 | 322+50 | 60 | LT | P142 | 16.3 | | | | | | | | | | | | | | | | | | | | |
| 143 | 331+50 | 45 | LT | 142 | 331+50 | 60 | LT | P143 | 2.7 | 10 | | | | | | | | | | | | | | | | | | | |
| 144 | 331+50 | 33.5 | RT | 143 | 331+50 | 45 | LT | P144 | 10.7 | 81 | | | | | | | | | | | | | | | | | | | |
| 145 | 332+61 | 54 | LT | 147 | 332+75 | 45 | LT | P145 | 4.1 | 16 | | | | | | | | | | | | | | | | | | | |
| 146 | 332+75 | 60 | LT | 150 | 334+00 | 60 | LT | P146 | 19.4 | | | | | | | | | | | | | | | | | | | | |
| 147 | 332+75 | 45 | LT | 146 | 332+75 | 60 | LT | P147 | 2.2 | 10 | | | | | | | | | | | | | | | | | | | |
| SHEET 2 TOTALS | | | | | | | | | 2275.3 | 1701 | 35 | 250 | 0 | 0 | 0 | 0 | 125 | 0 | 1175 | 286 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*(13)R-(13 BR/C, (13 BR-1)BR)

| GUARDRAIL SCHEDULE | | | | | | | |
|-------------------------|-----------------|-------------------|---------------------|----------|----------------|-----------------------|------------|
| LOCATION | TERM MARKER, DA | TBT TY1 SP (TANG) | SPBGR TY A 6' POSTS | TBT TY6 | GR REFL TYPE A | BARRIER WALL REFL, TB | GR REM |
| QUADRANT BY SN 047-0102 | EA | EA | FT | EA | EA | | FOOT |
| NE QUAD | 1 | 1 | 121 | 1 | 4 | 4 | 89 |
| NW QUAD | 1 | 1 | 300 | 1 | 4 | 4 | 52 |
| SE QUAD | 1 | 1 | | 1 | 4 | 4 | 51 |
| SW QUAD | 1 | 1 | 50 | 1 | 4 | 4 | 88 |
| GRAND TOTAL | 4 | 4 | 471 | 4 | 16 | 16 | 280 |

| HMA REMOVAL 2"// INCIDENTAL SURFACING SCHEDULE | | | | | | |
|--|--------|-------|--------------------|-------------------------|----------------------------|----------------|
| STA | OFFSET | WIDTH | HMA REMOVAL 2-INCH | 2" INCIDENTAL SURFACING | BIT. MATERIALS (TACK COAT) | TEMPORARY RAMP |
| | | FEET | SO. YD. | TONS | LBS. | SO. YD. |
| DIEHL FARM RD. | | | | | | |
| 67+90-68+00 | LT | 14.2 | 15.7 | 1.8 | 7.1 | 4.7 |
| 67+90-68+00 | RT | 18.6 | 20.0 | 2.2 | 9.0 | 6.2 |
| CE 305+56.2 | RT | 44.9 | 49.9 | 5.6 | 22.5 | 15.0 |
| SYCAMORE RD. | | | | | | |
| 77+90-78+00 | LT | 30 | 32.8 | 3.7 | 14.7 | 10.0 |
| 77+65-77+75 | RT | 22 | 24.6 | 2.8 | 11.1 | 7.3 |
| RUSH COPLEY CE 319+54.5 | | | | | | |
| 319+22-319+52 | RT | 27.5 | 30.6 | 3.4 | 13.8 | 9.2 |
| 319+71-319+87 | RT | 15.5 | 17.6 | 2.0 | 7.9 | 5.2 |
| BEECHER RD. | | | | | | |
| 89+13-89+23 | LT | 29 | 33.3 | 3.7 | 14.9 | 9.7 |
| 89+13-89+23 | RT | 50 | 55.9 | 6.3 | 25.1 | 16.7 |
| 91+00-91+10 | LT | 47.5 | 52.8 | 5.9 | 23.7 | 15.8 |
| 91+00-91+10 | RT | 24 | 26.9 | 3.0 | 12.1 | 8.0 |
| CE 334+83.5 | LT | 33 | 36.9 | 4.1 | 16.6 | 11.0 |
| ISABEL DR. | | | | | | |
| 112+00-112+10 | LT | 36 | 40.0 | 4.5 | 18.0 | 12.0 |
| 112+00-112+10 | RT | 24 | 26.7 | 3.0 | 12.0 | 8.0 |
| DEPOT DR. | | | | | | |
| 120+79-120+89 | LT/RT | 33 | 37.5 | 4.2 | 16.9 | 11.0 |
| CE 346+42.2 | RT | 39 | 43.7 | 4.9 | 19.6 | 13.0 |
| CANNONBALL TR. | | | | | | |
| 128+65-128+75 | LT/RT | 49.5 | 55.0 | 6.2 | 24.8 | 16.5 |
| 241+11-241+21 | LT/RT | 55 | 61.8 | 6.9 | 27.7 | 18.3 |
| INDEPENDENCE BLVD. | | | | | | |
| 148+65-148+75 | LT/RT | 40.5 | 47.7 | 5.3 | 21.5 | 13.5 |
| GAME FARM RD. | | | | | | |
| 548+75-548+85 | LT/RT | 35 | 38.9 | 4.4 | 17.5 | 11.7 |
| CENTER PKWY. | | | | | | |
| 158+90-159+00 | LT/RT | 41 | 46.2 | 5.2 | 20.8 | 13.7 |
| 171+59-157+69 | LT | 36.5 | 40.6 | 4.5 | 18.3 | 12.2 |
| 171+54-171+64 | RT | 29 | 32.5 | 3.6 | 14.6 | 9.7 |
| TOTALS | | | 868 | 97.2 | 390.1 | 258.2 |

| RETAINING WALL REMOVAL SCHEDULE | | | |
|---------------------------------|----|------------------------|------------|
| LOCATION | | RETAINING WALL REMOVAL | |
| STATION | TO | STATION | SO. FT. |
| US 34 | | | |
| 321+00 LT | TO | 324+93 LT | 989 |
| TOTAL | | | 989 |

| NOISE ABATEMENT WALL GROUND MOUNTED | |
|-------------------------------------|--------------------------------------|
| NAW | NOISE ABATEMENT WALL, GROUND MOUNTED |
| | SO. FT |
| NOISE WALL A | 9379 |
| NOISE WALL B | 8681 |
| NOISE WALL C | 4878 |
| GRAND TOTAL | 22938 |

| PAVED SHOULDER AND APPROACH SLAB REMOVAL SCHEDULE | | | | | |
|---|-------|--------|---------|------------------------|-----------------------|
| LOCATION | | | | PAVED SHOULDER REMOVAL | APPROACH SLAB REMOVAL |
| STATION | LT/RT | OFFSET | STATION | SO. YD. | SO. YD. |
| 369+25 | | | 369+45 | | 63.4 |
| 369+32 | LT | 14.3' | 369+45 | 8.3 | |
| 369+32 | RT | 14.1' | 369+45 | 8.3 | |
| 370+53 | | | 370+73 | | 63 |
| 370+53 | LT | 14.3' | 370+73 | 11.9 | |
| 370+53 | RT | 13.9' | 370+73 | 12.1 | |
| TOTAL | | | | 40.6 | 126.4 |

| ISLAND SCHEDULE | | | | | | | | | |
|-----------------|-------|----------------|-------------------------|---------------------------------|---------------------------|---------------------------|-----------------|--------------|-----------------|
| LOCATION | | ISLAND REMOVAL | CONCRETE MEDIAN REMOVAL | CONCRETE MEDIAN SURFACE, 4 INCH | CONCRETE MEDIAN (SPECIAL) | CONCRETE ISLAND (SPECIAL) | CURB REFLECTORS | | PROTECTIVE COAT |
| STATION | LT/RT | SO. FT | SO. FT. | SO. FT. | SO. FT. | SO. FT. | AMBER EACH | CRYSTAL EACH | SO YD |
| US 34 | | | | | | | | | |
| 296 + 93.46 | RT | | 550 | 550 | | | 21 | | 61 |
| 305 + 56.2 | RT | 208 | | | | 208 | | 13 | |
| 308 + 85.32 | RT | | 335 | 335 | | | 5 | | 37 |
| 319 + 54.5 | RT | | 649 | | | 649 | 2 | 11 | 72 |
| 334 + 83.5 | LT | 369 | | | | 369 | | 12 | |
| 339+86.58 | LT | | | | 25 | | | | |
| 345 + 57.3 | LT | 468 | | | | 468 | | 11 | |
| 346 + 42.2 | RT | 81 | | | | 130 | | 9 | |
| 385 + 45.6 | LT | | | | 73 | | | 19 | |
| TOTALS | | 1,126 | 1,534 | 885 | 98 | 1,824 | 103 | | 170 |

* SEE CURB AND GUTTER SCHEDULE FOR CC+ G QUANTITIES SURROUNDING ISLANDS AND MEDIANS. CC+ G TY. B- 6.12 & 6.24*

*(13)R-2(13 BR)C, (13 BR-1)BR)

PROPOSED SIDEWALK SCHEDULE

| LOCATION | | | | | | PCC SIDEWALK 4" |
|------------------------|--------------|--------|------------|--------|----------------------------|-----------------|
| US 34 | FROM STATION | LT/ RT | TO STATION | LT/ RT | US 34 | |
| ELDAMAIN RD. NW QUAD | 270+34 | LT | 270+ 47 | LT | ELDAMAIN RD. NW QUAD | 99 |
| ELDAMAIN RD. NE QUAD | 271+42 | LT | 271+56 | LT | ELDAMAIN RD. NE QUAD | 98 |
| ELDAMAIN RD. NE QUAD | 271+86 | LT | 271+91 | LT | ELDAMAIN RD. NE QUAD | 98 |
| ELDAMAIN RD. SE QUAD | 271+89 | RT | 284+66 | RT | CE 284+88.5 | 6463 |
| CE 284+88.5 | 285+08 | RT | 68+23 | LT | DIEHL FARM RD. | 6407 |
| DIEHL FARM RD | 68+13 | RT | 305+15 | RT | CE 305+56.2 | 4603 |
| CE 305+56.2 | 305+97 | RT | 308+44 | RT | SYCAMORE RD. SW QUAD | 1341 |
| SYCAMORE RD. NW QUAD | 308+18 | LT | 308+23 | LT | SYCAMORE RD. NW QUAD | 25 |
| SYCAMORE RD. NE QUAD | 309+35 | LT | 309+40 | LT | SYCAMORE RD. NE QUAD | 25 |
| SYCAMORE RD. SE QUAD | 309+21 | RT | 319+02 | RT | CE 319+54.5 SW QUAD | 5120 |
| CE 319+54.5 SE QUAD | 319+97 | RT | 320+14 | RT | CE 319+54.5 SE QUAD | 108 |
| BEECHER RD. NW QUAD | 329+30 | LT | 329+48 | LT | BEECHER RD. NW QUAD | 238 |
| BEECHER RD. NE QUAD | 330+40 | LT | 331 | LT | BEECHER RD. NE QUAD | 1190 |
| BEECHER RD. SW QUAD | 329+30 | RT | 329+63 | RT | BEECHER RD. SW QUAD | 504 |
| BEECHER RD. SE QUAD | 330+55 | RT | 330+75 | RT | BEECHER RD. SE QUAD | 343 |
| CE 334+83.5 NW | 334+53 | LT | 334+63 | LT | CE 334+83.5 NW | 88 |
| CE 334+83.5 NE | 335+08 | LT | 335+19 | LT | CE 334+83.5 NE | 98 |
| ISABEL DR. NW QUAD | 339+35 | LT | 339+46 | LT | ISABEL DR. NW QUAD | 101 |
| ISABEL DR. NE QUAD | 340+25 | LT | 340+35 | LT | ISABEL DR. NE QUAD | 79 |
| CE 345+57.3 | 345+22 | LT | 345+34 | LT | DEPOT DR. NW QUAD | 88 |
| CE 345+57.3 | 345+81 | LT | 345+92 | LT | DEPOT DR. NE QUAD | 85 |
| CANNONBALL DR. NW QUAD | 349+22 | LT | 349+32 | LT | CANNONBALL DR. NW QUAD | 159 |
| CANNONBALL DR. SW QUAD | 349+22 | RT | 349+58 | RT | CANNONBALL DR. SW QUAD | 708 |
| CANNONBALL DR. NW QUAD | 349+90 | LT | 350+02 | LT | CANNONBALL DR. NW QUAD | 87 |
| CANNONBALL DR. SE QUAD | 350+46 | RT | 350+57 | RT | CANNONBALL DR. SE QUAD | 91 |
| CANNONBALL DR. SE QUAD | 350+95 | RT | 351+06 | RT | CANNONBALL DR. SE QUAD | 113 |
| CANNONBALL DR. NE QUAD | 350+83 | LT | 351+06 | LT | CANNONBALL DR. NE QUAD | 219 |
| CE 358+80.1 | 358+30 | RT | 358+45 | RT | INDEPENDENCE BLVD. SW QUAD | 125 |
| CE 358+80.1 | 359+12 | RT | 359+26 | RT | INDEPENDENCE BLVD. SE QUAD | 126 |
| GAME FARM RD. SW QUAD | 373+26 | RT | 373+47 | RT | GAME FARM RD. SW QUAD | 150 |
| GAME FARM RD. SE QUAD | 374+22 | RT | 374+54 | RT | GAME FARM RD. SE QUAD | 377 |
| GAME FARM RD. NE QUAD | 374+37 | LT | 379+36 | LT | CE 379+68.3 | 2489 |
| CE 379+68.3 | 379+98 | LT | 381+37 | LT | CE 381+55.4 | 666 |
| CE 381+55.4 | 381+68 | LT | 382+00 | LT | CE 382+12.3 | 135 |
| CE 382+12.3 | 382+24 | LT | 384+86 | LT | CENTER PKWY NW QUAD | 1401 |
| CENTER PKWY SW QUAD | 384+89 | RT | 384+22 | RT | CENTER PKWY SW QUAD | 466 |
| GRAND TOTAL | | | | | | 34,513 |

SIDEWALK REMOVAL SCHEDULE

| LOCATION | | | SIDEWALK REMOVAL |
|-----------------------|-------|------------|------------------|
| STATION | LT/RT | STATION | SQ. FT. |
| DIEHL FARM RD. | | | |
| 68 + 00 | LT | 69 + 21.1 | 605.5 |
| 68 + 00 | RT | 69 + 24.7 | 623.5 |
| SYCAMORE RD. | | | |
| 79 + 35.3 | LT | 79 + 49.9 | 62 |
| 79 + 25.8 | RT | 79 + 49.7 | 100.6 |
| BEECHER RD. | | | |
| 89 + 22.9 | LT | 89 + 46.4 | 354.1 |
| 89 + 22.3 | RT | 89 + 50.8 | 252.2 |
| 90 + 60.1 | LT | 90 + 82.3 | 185.7 |
| 90 + 45.9 | RT | 91 + 00 | 414.5 |
| US. 34 | | | |
| 330 + 66.1 | LT | 334 + 62.7 | 2109.9 |
| 335 + 09.8 | LT | 339 + 44.7 | 2017.6 |
| 340 + 27.1 | LT | 345 + 32.6 | 2328.2 |
| 345 + 82.2 | LT | 349 + 98.1 | 2167.7 |
| 374 + 25 | LT | 374 + 32.3 | 58.3 |
| CANNONBALL TR. | | | |
| 129 + 11.1 | LT | 129 + 41.9 | 306.6 |
| 129 + 00 | RT | 129 + 66.6 | 603 |
| 240 + 77.9 | RT | 241 + 03.1 | 316.4 |
| GAME FARM RD. | | | |
| 548 +85.4 | RT | 549 + 64.4 | 720.2 |
| CENTER PKWY | | | |
| 170 + 39.5 | LT | 170 + 68.9 | 163.6 |
| 159 + 40 | LT | 159 + 76 | 350 |
| TOTAL | | | 13739.6 |

PIPE CULVERT AND END SECTION SCHEDULE

| LOCATION | | | PRECAST CONCRETE REINFORCED FLARED END SECTION | | | | | CONCRETE END SECTIONS (HWY STD. 542001) | | TRAVERSEABLE PIPE GRATE | PIPE CULVERT CL. A, T1 | | | PIPE CULVERT CL. A, T2 |
|---------------------|-------------|-------|--|----------|----------|---------|----------|---|--------------|-------------------------|------------------------|-----|-----|------------------------|
| | | | (EACH) | | | | | (EACH) | | (HWY STD 542311) | 15" | 18" | 30" | 18" |
| STA. | OFFSET (FT) | LT/RT | 12" DIA. | 15" DIA. | 18" DIA. | 24"DIA. | 36" DIA. | 30" DIA. 1:3 | 36" DIA. 1:4 | FEET | FEET | | | FEET |
| 274+95 | 67 | LT | 1 | | | | | | | | | | | |
| 276+45 | 75 | RT | | | | | | | 1 | 16.83 | | | | |
| 277+38 | 68 | LT | | 1 | | | | | | | 32 | | | |
| 277+70 | 65 | LT | | 1 | | | | | | | | | | |
| 287+36 | 71 | LT | | | | | | 1 | | 11.33 | | | 33 | |
| 287+70 | 73 | LT | | | | | | 1 | | 11.33 | | | | |
| 288+25 | 70 | RT | | | 1 | | | | | | | | | |
| 289+09 | 72 | RT | | | | 1 | | | | | | | | |
| 300+00 | 55 | RT | 1 | | | | | | | | | | | |
| 300+82 | 67 | LT | | | 1 | | | | | | | | | |
| 301+26 | 64 | LT | | | 1 | | | | | | | 43 | | |
| 306+36 | 76 | LT | | | 1 | | | | | | | | | |
| 306+80 | 73.5 | LT | | | 1 | | | | | | | | | 44 |
| 357+26 | 65 | LT | | 1 | | | | | | | | | | |
| 357+81 | 65 | LT | | 1 | | | | | | | 56 | | | |
| 361+23 | 55 | LT | | 1 | | | | | | | | | | |
| 361+67 | 57 | LT | | 1 | | | | | | | 44 | | | |
| 369+45 | 52.5 | LT | | | | | 1 | | | | | | | |
| 370+55 | 39 | RT | | | | | 1 | | | | | | | |
| GRAND TOTALS | | | 2 | 6 | 5 | 1 | 2 | 2 | 1 | 39.49 | 132 | 43 | 33 | 44 |

•(13)R-2(13 BR)C, (13 BR-1)BRJ

DRAINAGE STRUCTURES SCHEDULE

| STRUCTURE NAME | LOCATION | | | CATCH BASIN, TYPE A | | INLET | | | | MANHOLE, TYPE A | | | | | | MANHOLES, TA, 8' DIA., | |
|---------------------|----------|-------------|-------|---------------------|---------------------|----------|----------|----------|--------|-----------------|--------|----------|-------|--------|--------|------------------------|-------------------------------------|
| | | | | 4' DIA. T3V, F&G | 4' DIA. T8 GRATE | TYPE A | | TYPE B | TYPE B | 4' | 4' | 5' | 5' | 6' | 7' | 8' | WITH 2 TIF, CL, RESTRICTOR PLATE |
| | STA. | OFFSET (FT) | LT/RT | T3V, F&G | T8 GRATE | T3V, F&G | T8 GRATE | T8 GRATE | T1, CL | T8 GRATE | T1, CL | T8 GRATE | T1,CL | T1, CL | T1, CL | | |
| 9 | 272+21 | 75 | LT | | | | 1 | | | | | | | | | | |
| 10 | 276+11 | 41.5 | RT | | | | | | | | | 1 | | | | | |
| 11 | 276+43 | 49 | RT | | | | | | | | | | | 1 | | | |
| 12 | 277+11 | 48 | RT | | | | | | | 1 | | | | | | | |
| 13 | 278+50 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 14 | 278+50 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 15 | 278+50 | 48 | RT | | | | | | 1 | | | | | | | | |
| 16 | 279+75 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 17 | 279+75 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 18 | 279+75 | 48 | RT | | | | | | 1 | | | | | | | | |
| 19 | 281+00 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 20 | 281+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 21 | 281+00 | 48 | RT | | | | | | 1 | | | | | | | | |
| 22 | 284+00 | 33.5 | LT | | | 1 | | | | 1 | | | | | | | |
| 23 | 284+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 24 | 284+00 | 48 | RT | | | | | | 1 | | | | | | | | |
| 25 | 285+50 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 26 | 285+50 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 27 | 285+50 | 48 | RT | | | | | | 1 | | | | | | | | |
| 28 | 287+00 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 29 | 287+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 30 | 287+00 | 48 | RT | | | | | | 1 | | | | | | | | |
| 31 | 288+00 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 32 | 288+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 33 | 288+00 | 48 | RT | | | | | | 1 | | | | | | | | |
| 34 | 289+85 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 35 | 289+85 | 33.5 | RT | | | 1 | | | | | | | | | | | |
| 36 | 290+00 | 33.5 | LT | | | | | 1 | | | | | | | | | |
| 37 | 290+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 38 | 290+00 | 48 | RT | | | | | | | 1 | | | | | | | |
| 39 | 290+15 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 40 | 290+15 | 33.5 | RT | | | 1 | | | | | | | | | | | |
| 41 | 291+50 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 42 | 291+50 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 43 | 291+50 | 48 | RT | | | | | | | 1 | | | | | | | |
| 44 | 293+00 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 45 | 293+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 46 | 293+00 | 48 | RT | | | | | | 1 | | | | | | | | |
| 47 | 294+50 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 48 | 294+50 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 49 | 294+50 | 48 | RT | | | | | | 1 | | | | | | | | |
| 50 | 296+00 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 51 | 296+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 52 | 296+00 | 48 | RT | | | | | | 1 | | | | | | | | |
| 53 | 297+75 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 54 | 297+75 | 48 | RT | | | | | | 1 | | | | | | | | |
| 55 | 298+25 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 56 | 298+25 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 57 | 298+25 | 48 | RT | | | | | | 1 | | | | | | | | |
| 58 | 299+50 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 59 | 299+50 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 60 | 299+50 | 48 | RT | | | | | | 1 | | | | | | | | |
| 61 | 300+00 | 48 | RT | | | | | | 1 | | | | | | | | |
| 61A | 300+18 | 56 | RT | | | | | | | | | | | | | | |
| 61B | 300+35 | 65 | RT | | | | 1 | | | | | | | | | | |
| 62 | 301+35 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 63 | 301+35 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 64 | 301+35 | 48 | RT | | | | | | 1 | | | | | | | | |
| 65 | 302+50 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 66 | 302+50 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 67 | 302+50 | 48 | RT | | | | | | 1 | | | | | | | | |
| 68 | 304+85 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 69 | 304+85 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 70 | 305+00 | 48 | RT | | | | | | 1 | | | | | | | | |
| 71 | 306+25 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 72 | 306+25 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 73 | 306+25 | 48 | RT | | | | | | | 1 | | | | | | | |
| 74 | 306+25 | 55 | RT | | | | | | | | 1 | | | | | | |
| 75 | 307+50 | 33.5 | LT | | | | | 1 | | | | | | | | | |
| SHEET TOTALS | | | | 0 | 0 | 21 | 3 | 21 | 1 | 18 | 0 | 4 | 0 | 0 | 1 | 0 | 0 |

| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBID\INTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shd-sched.dwg | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|------------------|-------|----|--------|
| SCHEDULES | | | |
| SCALE: | SHEET | OF | SHEETS |
| | STA. | TO | STA. |

| | | | |
|-------------------------------|---------|---------|--------------|
| *(13)R-2(13 BRIC, 13 BR-1)BR) | | | |
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| 591 | • | KENDALL | 533 |
| | | | SHEET NO. 42 |
| CONTRACT NO. 66993 | | | |
| ILLINOIS FED. AID PROJECT | | | |

DRAINAGE STRUCTURES SCHEDULE (CONT.)

| STRUCTURE NAME | LOCATION | | | CATCH BASIN, TYPE A | | | | INLET | | | | MANHOLE, TYPE A | | | | | MANHOLES, TA, 8' DIA., WITH 2 TIF, CL. RESTRICTOR PLATE |
|---------------------|----------|-------------|-------|---------------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------|-------------|-----------------|-------------|-----------|-----------|-----------|---|
| | STA. | OFFSET (FT) | LT/RT | 4' DIA. T3V, F&G | 4' DIA. T8 GRATE | TYPE A T3V, F&G | TYPE A T8 GRATE | TYPE B T3V, F&G | TYPE B T8 GRATE | 4' T1, CL | 4' T8 GRATE | 5' T1, CL | 5' T8 GRATE | 6' T1, CL | 7' T1, CL | 8' T1, CL | |
| 76 | 307+50 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 77 | 307+50 | 48 | RT | | | | | | | 1 | | | | | | | |
| 78 | 307+75 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 79 | 307+75 | 33.5 | RT | | | 1 | | | | | | | | | | | |
| 80 | 309+75 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 81 | 310+00 | 33.5 | LT | | | | | 1 | | | | | | | | | |
| 82 | 310+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 83 | 310+00 | 47 | RT | | | | | | 1 | | | | | | | | |
| 84 | 311+25 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 85 | 311+25 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 86 | 311+25 | 48 | RT | | | | | | 1 | | | | | | | | |
| 87 | 312+50 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 88 | 312+50 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 89 | 312+50 | 48 | RT | | | | | | | | | | 1 | | | | |
| 90 | 312+50 | 58 | RT | | 1 | | | | | | | | | | | | |
| 91 | 314+00 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 92 | 314+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 93 | 314+00 | 48 | RT | | | | | | 1 | | | | | | | | |
| 94 | 315+50 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 95 | 315+50 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 96 | 315+50 | 48 | RT | | | | | | | | | | 1 | | | | |
| 97 | 317+00 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 98 | 317+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 99 | 317+00 | 48 | RT | | | | | | | | | | | | 1 | | |
| 100 | 318+00 | 48 | RT | | | | | | | | | | | | | | 1 |
| 101 | 318+30 | 48 | LT | | | | 1 | | | | | | | | | | |
| 102 | 318+30 | 33.5 | LT | | | | | 1 | | | | | | | | | |
| 103 | 318+30 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 104 | 318+30 | 48 | RT | | | | | | | | | | | | 1 | | |
| 105 | 318+30 | 58 | RT | | | | 1 | | | | | | | | | | |
| 106 | 318+50 | 33.5 | RT | | | 1 | | | | | | | | | | | |
| 107 | 318+90 | 57 | RT | | | | | | 1 | | | | | | | | |
| 108 | 320+30 | 48 | LT | | | | 1 | | | | | | | | | | |
| 109 | 320+30 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 110 | 320+25 | 61 | RT | | | | | | 1 | | | | | | | | |
| 111 | 320+50 | 48 | LT | | 1 | | | | | | | | | | | | |
| 112 | 320+50 | 33.5 | LT | 1 | | | | | | | | | | | | | |
| 113 | 320+50 | 33.5 | RT | 1 | | | | | | | | | | | | | |
| 114 | 320+70 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 115 | 320+70 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 116 | 320+90 | 33.5 | RT | | | 1 | | | | | | | | | | | |
| 116A | 322+34 | 76 | LT | | | | | | 1 | | | | | | | | |
| 117 | 322+34 | 61 | RT | | | | | | 1 | | | | | | | | |
| 118 | 322+50 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 119 | 322+50 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 120 | 322+50 | 42 | RT | | | | | | 1 | | | | | | | | |
| 121 | 323+75 | 48 | LT | | | | 1 | | | | | | | | | | |
| 122 | 323+75 | 33.5 | LT | | | | | 1 | | | | | | | | | |
| 123 | 323+75 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 124 | 323+75 | 42 | RT | | | | | | 1 | | | | | | | | |
| 125 | 325+00 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 126 | 325+00 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 127 | 325+00 | 42 | RT | | | | | | 1 | | | | | | | | |
| 128 | 326+25 | 48 | LT | | | | 1 | | | | | | | | | | |
| 129 | 326+25 | 33.5 | LT | | | | | 1 | | | | | | | | | |
| 130 | 326+25 | 38 | RT | | | | | 1 | | | | | | | | | |
| 131 | 326+25 | 46 | RT | | | | | | 1 | | | | | | | | |
| 132 | 327+50 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 133 | 327+50 | 45 | RT | | | | | 1 | | | | | | | | | |
| 134 | 327+50 | 56 | RT | | | | | | | | | | 1 | | | | |
| 135 | 328+60 | 50 | RT | | | | | | | | | | 1 | | | | |
| 136 | 328+65 | 61 | RT | | | | | | | | | | | | | | 1 |
| 137 | 328+75 | 33.5 | LT | | | 1 | | | | | | | | | | | |
| 138 | 328+75 | 47 | RT | | | | | 1 | | | | | | | | | |
| 139 | 331+30 | 56 | LT | | | | 1 | | | | | | | | | | |
| 140 | 331+30 | 45 | LT | | | | | 1 | | | | | | | | | |
| 141 | 331+30 | 33.5 | RT | | | 1 | | | | | | | | | | | |
| 142 | 331+50 | 60 | LT | | | | | | 1 | | | | | | | | |
| 143 | 331+50 | 45 | LT | | | | | | | | | | 1 | | | | |
| 144 | 331+50 | 33.5 | RT | | | | | | 1 | | | | | | | | |
| 145 | 332+61 | 54 | LT | | | | 1 | | | | | | | | | | |
| 146 | 332+75 | 57 | LT | | | | | | | 1 | | | | | | | |
| 147 | 332+75 | 45 | LT | | | | | | | | | | | | | | |
| 148 | 332+75 | 33.5 | RT | | | 1 | | | | | | | | | | | |
| 149 | 332+89 | 54 | LT | | | | 1 | | | | | | | | | | |
| SHEET TOTALS | | | | 2 | 2 | 18 | 8 | 23 | 0 | 13 | 1 | 4 | 0 | 2 | 0 | 0 | 2 |

*(13)R-2(13 BRIC, (13 BR-1)BR)

DRAINAGE STRUCTURES SCHEDULE (CONT.)

| STRUCTURE NAME | LOCATION | | | CATCH BASIN, TYPE A | | | | INLET | | | | MANHOLE, TYPE A | | | | | | MANHOLES, TA, 8' DIA., WITH 2 TIF, CL, RESTRICTOR PLATE | | | | |
|---------------------|----------|------|----|---------------------|-------------|---------|----------|----------|----------|----------|----------|-----------------|--------|----------|--------|----------|--------|---|--------|--------|--------|--------|
| | | | | 4' DIA. | | 4' DIA. | | TYPE A | | TYPE B | | 4' | | 5' | | 6' | | | 7' | | 8' | |
| | | | | STA. | OFFSET (FT) | LT/RT | T3V, F&G | T8 GRATE | T3V, F&G | T8 GRATE | T3V, F&G | T8 GRATE | T1, CL | T8 GRATE | T1, CL | T8 GRATE | T1, CL | | T1, CL | T1, CL | T1, CL | T1, CL |
| 150 | 334+00 | 60 | LT | | | | | | | 1 | | | | | | | | | | | | |
| 151 | 334+00 | 45 | LT | | | | | | 1 | | | | | | | | | | | | | |
| 152 | 334+00 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 153 | 335+25 | 60 | LT | | | | | | | | | | | | | | | | | | | |
| 154 | 335+50 | 56.5 | LT | | | | | | | | | | | | | | | | | | | |
| 155 | 335+50 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 156 | 335+50 | 51 | RT | | | | | | | | | | | | | | | | | | | |
| 157 | DELETED | | | | | | | | | | | | | | | | | | | | | |
| 158 | 335+50 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 159 | 336+55 | 55 | LT | | | | | | | | | | | | | | | | | | | |
| 160 | 336+75 | 60 | LT | | | | | | | | | | | | | | | | | | | |
| 161 | 336+75 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 162 | 336+75 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 163 | 338+00 | 60 | LT | | | | | | | | | | | | | | | | | | | |
| 164 | 338+00 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 165 | 338+00 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 166 | 338+00 | 51 | RT | | | | | | | | | | | | | | | | | | | |
| 167 | 341+35 | 58 | RT | | | | | | | | | | | | | | | | | | | |
| 168 | 341+36 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 169 | 341+53 | 58 | LT | | | | | | | | | | | | | | | | | | | |
| 170 | 341+50 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 171 | 341+50 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 172 | 342+55 | 56 | LT | | | | | | | | | | | | | | | | | | | |
| 173 | 342+75 | 60 | LT | | | | | | | | | | | | | | | | | | | |
| 174 | 342+75 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 175 | 342+75 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 176 | 342+75 | 51 | RT | | | | | | | | | | | | | | | | | | | |
| 177 | 344+00 | 60 | LT | | | | | | | | | | | | | | | | | | | |
| 178 | 344+00 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 179 | 344+00 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 180 | 344+69 | 55 | LT | | | | | | | | | | | | | | | | | | | |
| 181 | 344+69 | 45.5 | LT | | | | | | | | | | | | | | | | | | | |
| 182 | 344+94 | 60 | LT | | | | | | | | | | | | | | | | | | | |
| 183 | 344+94 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 184 | 344+95 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 185 | 344+95 | 51 | RT | | | | | | | | | | | | | | | | | | | |
| 186 | 345+20 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 187 | 347+00 | 60 | LT | | | | | | | | | | | | | | | | | | | |
| 188 | 347+00 | 45.5 | LT | | | | | | | | | | | | | | | | | | | |
| 189 | 348+00 | 60 | LT | | | | | | | | | | | | | | | | | | | |
| 190 | 348+00 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 191 | 348+00 | 45.5 | RT | | | | | | | | | | | | | | | | | | | |
| 192 | 348+75 | 54 | LT | | | | | | | | | | | | | | | | | | | |
| 193 | 348+90 | 54 | LT | | | | | | | | | | | | | | | | | | | |
| 194 | 348+90 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 195 | 348+90 | 45 | RT | | | | | | | | | | | | | | | | | | | |
| 196 | 349+13 | 60 | LT | | | | | | | | | | | | | | | | | | | |
| 197 | 349+13 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 198 | 349+13 | 45 | RT | | | | | | | | | | | | | | | | | | | |
| 199 | 349+13 | 60 | RT | | | | | | | | | | | | | | | | | | | |
| 200 | 351+09 | 52 | LT | | | | | | | | | | | | | | | | | | | |
| 201 | 351+80 | 55 | LT | | | | | | | | | | | | | | | | | | | |
| 202 | 351+80 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 203 | 351+80 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 204 | 353+00 | 57.5 | LT | | | | | | | | | | | | | | | | | | | |
| 205 | 353+00 | 45 | LT | | | | | | | | | | | | | | | | | | | |
| 206 | 353+00 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 207 | 353+00 | 57 | RT | | | | | | | | | | | | | | | | | | | |
| 208 | 354+25 | 50 | LT | | | | | | | | | | | | | | | | | | | |
| 209 | 354+25 | 35 | LT | | | | | | | | | | | | | | | | | | | |
| 210 | 354+25 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 211 | 355+50 | 47 | LT | | | | | | | | | | | | | | | | | | | |
| 212 | 355+50 | 33.5 | LT | | | | | | | | | | | | | | | | | | | |
| 213 | 355+50 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 214 | 355+50 | 60 | RT | | | | | | | | | | | | | | | | | | | |
| 215 | 356+75 | 47 | LT | | | | | | | | | | | | | | | | | | | |
| 216 | 356+75 | 33.5 | LT | | | | | | | | | | | | | | | | | | | |
| 217 | 356+75 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 218 | 358+00 | 47 | LT | | | | | | | | | | | | | | | | | | | |
| 219 | 358+00 | 33.5 | LT | | | | | | | | | | | | | | | | | | | |
| 220 | 358+00 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 221 | 359+45 | 47 | LT | | | | | | | | | | | | | | | | | | | |
| 222 | 359+50 | 33.5 | LT | | | | | | | | | | | | | | | | | | | |
| 223 | 359+50 | 33.5 | RT | | | | | | | | | | | | | | | | | | | |
| 224 | 362+00 | 54.5 | LT | | | | | | | | | | | | | | | | | | | |
| 225 | 362+00 | 33.5 | LT | | | | | | | | | | | | | | | | | | | |
| SHEET TOTALS | | | | 0 | 4 | | 14 | 8 | 27 | 0 | 15 | 1 | 4 | 1 | 0 | 0 | 0 | | | 1 | | |

DRAINAGE STRUCTURES SCHEDULE (CONT.)

| STRUCTURE NAME | LOCATION | | | CATCH BASIN, TYPE A | | INLET | | | | MANHOLE, TYPE A | | | | | | MANHOLES, TA, 8' DIA., WITH 2 T1F. CL., RESTRICTOR PLATE | |
|---------------------|----------|-------------|-------|---------------------|---------------------|----------|----------|--------|----------|-----------------|----------|---------|--------|-------|----|--|----|
| | | | | 4' DIA. T3V, F&G | 4' DIA. T8 GRATE | TYPE A | | TYPE B | | 4' | 4' | 5' | | 6' | 7' | | 8' |
| | STA. | OFFSET (FT) | LT/RT | T3V, F&G | T8 GRATE | T3V, F&G | T8 GRATE | T1, CL | T8 GRATE | T1, CL | T8 GRATE | T1F, CL | T1, CL | T1,CL | | | |
| 226 | 362+00 | 33.5 | RT | | | 1 | | | | | | | | | | | |
| 226A | 363+50 | 52 | LT | | | | | | | | | 1 | | | | | |
| 227 | 363+90 | 37 | RT | | | | | | | 1 | | | | | | | |
| 228 | 364+25 | 52 | LT | | | | | | | | | 1 | | | | | |
| 229 | 364+25 | 33.5 | LT | | | | | 1 | | | | | | | | | |
| 230 | 364+25 | 33.5 | RT | | | | | 1 | | | | | | | | | |
| 231 | 365+75 | 53 | LT | | | | | | | | | 1 | | | | | |
| 232 | 365+75 | 32.5 | LT | | | | | 1 | | | | | | | | | |
| 233 | 365+75 | 32.5 | RT | | | 1 | | | | | | | | | | | |
| 234 | 367+25 | 53 | LT | | | | | | | | | | | | | | |
| 235 | 367+25 | 32.5 | LT | | | | | 1 | | | | | | | 1 | | |
| 236 | 367+25 | 32.5 | RT | | | 1 | | | | | | | | | | | |
| 237 | 368+45 | 32.5 | LT | | | 1 | | | | | | | | | | | |
| 238 | 368+45 | 32.5 | RT | | | 1 | | | | | | | | | | | |
| 239 | 368+60 | 32.5 | LT | | | | | 1 | | | | | | | | | |
| 240 | 368+60 | 32.5 | RT | | | | | 1 | | | | | | | | | |
| 241 | 368+75 | 53 | LT | | | | | | | | | | | | 1 | | |
| 242 | 368+75 | 32.5 | LT | | | | | 1 | | | | | | | | | |
| 243 | 368+75 | 32.5 | RT | | | | | 1 | | | | | | | | | |
| 243A | 370+83 | 39 | RT | | | | | | | | | | | | 1 | | |
| 244 | 371+25 | 32.5 | LT | | | 1 | | | | | | | | | | | |
| 245 | 371+25 | 32.5 | RT | | | 1 | | | | | | | | | | | |
| 246 | 371+50 | 53 | LT | | | | | | | | | | | | | 1 | |
| 247 | 371+50 | 32.5 | LT | | | | | 1 | | | | | | | | | |
| 248 | 371+50 | 32.5 | RT | | | | | 1 | | | | | | | | | |
| 249 | 371+50 | 40.5 | RT | | | | | | | 1 | | | | | | | |
| 250 | 373+25 | 48 | LT | | | | | | | | | | | | | 1 | |
| 251 | 373+25 | 32.5 | LT | | | 1 | | | | | | | | | | | |
| 252 | 373+25 | 32.5 | RT | | | 1 | | | | | | | | | | | |
| 253 | 373+50 | 53 | RT | | | | | 1 | | | | | | | | | |
| 254 | 549+16 | 21 | LT | | | | | 1 | | | | | | | | | |
| 254A | 549+16 | 9 | LT | | | | | | | | | 1 | | | | | |
| 255 | 549+16 | 21 | RT | | | | | 1 | | | | | | | | | |
| 256 | 374+35 | 70 | RT | | | | | 1 | | | | | | | | | |
| 257 | 375+00 | 46 | LT | | | | | | | | | | | | 1 | | |
| 258 | 375+00 | 32.5 | LT | | | | | 1 | | | | | | | | | |
| 259 | 375+00 | 32.5 | RT | | | | | 1 | | | | | | | | | |
| 260 | 375+00 | 57 | RT | | | | | 1 | | | | | | | | | |
| 261 | 376+75 | 47 | LT | | | | | | | | | | | | | 1 | |
| 262 | 376+75 | 32.5 | LT | | | | | 1 | | | | | | | | | |
| 263 | 376+75 | 32.5 | RT | | | | | 1 | | | | | | | | | |
| 264 | 376+75 | 57 | RT | | | | | 1 | | | | | | | | | |
| 265 | 378+09 | 53 | RT | | | | | | | | | | | | | | |
| 266 | 378+50 | 47 | LT | | | | | | | | 1 | | | | | | |
| 267 | 378+50 | 32.5 | LT | | | | | 1 | | | | | | | | 1 | |
| 268 | 378+50 | 32.5 | RT | | | | | 1 | | | | | | | | | |
| 269 | 380+25 | 47 | LT | | | | | | | | | | | | | 1 | |
| 270 | 380+25 | 32.5 | LT | | | | | 1 | | | | | | | | | |
| 271 | 380+25 | 32.5 | RT | | | 1 | | | | | | | | | | | |
| 272 | 382+75 | 47 | LT | | | | | | | | | | | | | 1 | |
| 273 | 382+75 | 32.5 | LT | | | | | 1 | | | | | | | | | |
| 274 | 382+75 | 32.5 | RT | | | 1 | | | | | | | | | | | |
| 275 | 383+75 | 47 | LT | | | | | | | | | | | | | 1 | |
| 276 | 383+75 | 32.5 | LT | | | | | 1 | | | | | | | | | |
| 277 | 383+75 | 32.5 | RT | | | 1 | | | | | | | | | | | |
| 278 | 384+58 | 47 | LT | | | | | | | | | 1 | | | | | |
| 279 | 384+57 | 32.5 | LT | | | | | 1 | | | | | | | | | |
| 280 | 384+57 | 32.5 | RT | | | 1 | | | | | | | | | | | |
| SHEET TOTALS | | | | 0 | 0 | 13 | 3 | 23 | 0 | 2 | 1 | 4 | 1 | 4 | 5 | 2 | 0 |
| GRAND TOTALS | | | | 2 | 6 | 66 | 22 | 94 | 1 | 48 | 3 | 16 | 2 | 6 | 6 | 2 | 3 |

NOTE : STORM SEWER LENGTHS ARE GIVEN CENTER TO CENTER OF STRUCTURES

*(13)R-2((13 BRIC, (13 BR-1)BR)

| LOCATION | | LENGTH | EARTH EXCAVATION (CU YD) | | | EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15% shrinkage) (CU YD) | | | EMBANKMENT (CU YD) | | | EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD) | | | TOPSOIL EXCAVATION AND PLACEMENT (CU YD) | |
|--------------|------------|--------|--------------------------|-------------|--------------|---|-------------|--------------|--------------------|-------------|--------------|---|--------------|---------------|--|---------------|
| STATION FROM | STATION TO | | PRE-STG I (1) | STAGE I (2) | STAGE II (3) | PRE-STG I (4) | STAGE I (5) | STAGE II (6) | PRE-STG I (7) | STAGE I (8) | STAGE II (9) | PRE-STG I (10) | STAGE I (11) | STAGE II (12) | STAGE I (13) | STAGE II (14) |
| US 34 | | | | | | | | | | | | | | | | |
| 272+00 | 272+50 | 50 | 0.0 | 64.4 | 2.5 | 0.0 | 54.7 | 2.1 | 0.0 | 0.0 | 36.8 | 0.0 | 44.9 | -48.5 | 9.8 | 13.8 |
| 272+50 | 273+00 | 50 | 0.0 | 73.1 | 2.8 | 0.0 | 62.1 | 2.4 | 0.0 | 0.0 | 47.5 | 0.0 | 52.3 | -62.8 | 9.8 | 17.7 |
| 273+00 | 273+50 | 50 | 0.0 | 98.8 | 2.8 | 0.0 | 84.0 | 2.4 | 0.0 | 0.0 | 29.4 | 0.0 | 73.4 | -42.9 | 10.6 | 15.9 |
| 273+50 | 273+84 | 34 | 0.0 | 77.5 | 1.9 | 0.0 | 65.9 | 1.6 | 0.0 | 0.0 | 39.0 | 0.0 | 61.9 | -47.0 | 4.0 | 9.6 |
| 273+84 | 274+00 | 16 | 0.0 | 39.3 | 0.9 | 0.0 | 33.4 | 0.8 | 0.0 | 1.5 | 17.4 | 0.0 | 29.1 | -20.8 | 2.8 | 4.2 |
| 274+00 | 274+50 | 50 | 0.0 | 195.9 | 2.8 | 0.0 | 166.5 | 2.4 | 0.0 | 4.6 | 24.2 | 0.0 | 143.8 | -34.6 | 18.1 | 12.8 |
| 274+50 | 275+00 | 50 | 0.0 | 226.1 | 2.8 | 0.0 | 192.2 | 2.4 | 0.0 | 0.0 | 38.1 | 0.0 | 172.9 | -50.9 | 19.3 | 15.2 |
| 275+00 | 275+50 | 50 | 0.0 | 167.1 | 2.8 | 0.0 | 142.0 | 2.4 | 0.0 | 0.0 | 65.1 | 0.0 | 124.3 | -81.0 | 17.7 | 18.3 |
| 275+50 | 276+00 | 50 | 0.0 | 97.6 | 2.8 | 0.0 | 83.0 | 2.4 | 0.0 | 1.9 | 84.0 | 0.0 | 66.9 | -102.3 | 14.2 | 20.7 |
| 276+00 | 276+23 | 23 | 0.0 | 24.0 | 1.3 | 0.0 | 20.4 | 1.1 | 0.0 | 5.9 | 52.3 | 0.0 | 11.6 | -59.4 | 2.9 | 8.2 |
| 276+23 | 276+50 | 27 | 0.0 | 17.1 | 6.5 | 0.0 | 14.5 | 5.5 | 0.0 | 15.5 | 56.2 | 0.0 | -4.2 | -59.7 | 3.2 | 9.0 |
| 276+50 | 277+00 | 50 | 0.0 | 37.5 | 12.0 | 0.0 | 31.9 | 10.2 | 0.0 | 36.0 | 82.8 | 0.0 | -18.7 | -92.6 | 14.6 | 20.0 |
| 277+00 | 277+50 | 50 | 0.0 | 73.1 | 37.5 | 0.0 | 62.1 | 31.9 | 0.0 | 18.3 | 110.6 | 0.0 | 35.1 | -99.2 | 8.7 | 20.5 |
| 277+50 | 278+00 | 50 | 0.0 | 95.1 | 68.7 | 0.0 | 80.8 | 58.4 | 0.0 | 27.6 | 140.6 | 0.0 | 45.3 | -102.2 | 7.9 | 20.0 |
| 278+00 | 278+50 | 50 | 0.0 | 98.8 | 61.5 | 0.0 | 84.0 | 52.3 | 0.0 | 56.0 | 150.8 | 0.0 | 12.3 | -117.3 | 15.7 | 18.8 |
| 278+50 | 279+00 | 50 | 0.0 | 98.6 | 50.6 | 0.0 | 83.8 | 43.0 | 1.3 | 57.2 | 136.5 | -1.3 | 10.9 | -109.4 | 15.7 | 15.9 |
| 279+00 | 279+50 | 50 | 3.9 | 121.4 | 37.1 | 3.3 | 103.2 | 31.5 | 7.6 | 58.5 | 135.9 | -4.3 | 27.0 | -118.1 | 17.7 | 13.7 |
| 279+50 | 280+00 | 50 | 7.0 | 148.4 | 29.8 | 6.0 | 126.1 | 25.3 | 18.7 | 62.4 | 134.0 | -12.8 | 43.6 | -121.7 | 20.1 | 13.0 |
| 280+00 | 280+50 | 50 | 6.3 | 134.7 | 27.7 | 5.4 | 114.5 | 23.5 | 26.9 | 78.9 | 143.6 | -21.5 | 15.1 | -133.8 | 20.5 | 13.7 |
| 280+50 | 281+00 | 50 | 6.2 | 115.2 | 26.2 | 5.3 | 97.9 | 22.3 | 26.7 | 91.0 | 155.8 | -21.4 | -13.6 | -148.0 | 20.5 | 14.5 |
| 281+00 | 281+50 | 50 | 6.1 | 111.1 | 24.5 | 5.2 | 94.4 | 20.8 | 29.2 | 94.3 | 172.5 | -24.0 | -20.4 | -167.3 | 20.5 | 15.6 |
| 281+50 | 282+00 | 50 | 6.3 | 119.3 | 56.3 | 5.4 | 101.4 | 47.9 | 34.3 | 97.8 | 209.1 | -28.9 | -17.3 | -178.5 | 20.9 | 17.3 |
| 282+00 | 282+50 | 50 | 6.9 | 136.0 | 92.5 | 5.9 | 115.6 | 78.6 | 25.6 | 90.7 | 182.2 | -19.7 | 3.6 | -119.8 | 21.3 | 16.2 |
| 282+50 | 283+00 | 50 | 8.4 | 147.6 | 108.1 | 7.1 | 125.5 | 91.9 | 12.1 | 76.9 | 98.9 | -5.0 | 27.7 | -19.0 | 20.9 | 12.0 |
| 283+00 | 283+50 | 50 | 9.7 | 169.5 | 127.4 | 8.2 | 144.1 | 108.3 | 5.7 | 51.6 | 44.3 | 2.5 | 72.0 | 54.9 | 20.5 | 9.1 |
| 283+50 | 284+00 | 50 | 8.0 | 195.6 | 137.6 | 6.8 | 166.3 | 117.0 | 4.6 | 31.3 | 22.1 | 2.2 | 114.5 | 87.6 | 20.5 | 7.3 |
| 284+00 | 284+50 | 50 | 5.8 | 208.6 | 128.7 | 4.9 | 177.3 | 109.4 | 7.6 | 22.3 | 19.1 | -2.7 | 134.9 | 82.0 | 20.1 | 8.3 |
| 284+50 | 284+89 | 39 | 7.7 | 173.1 | 100.2 | 6.5 | 147.1 | 85.2 | 3.9 | 14.2 | 8.9 | 2.6 | 117.4 | 72.2 | 15.5 | 4.1 |
| 284+89 | 285+00 | 12 | 2.8 | 56.3 | 31.4 | 2.4 | 47.9 | 26.7 | 0.0 | 4.8 | 0.0 | 2.4 | 38.2 | 26.7 | 4.9 | 0.0 |
| 285+00 | 285+50 | 50 | 6.6 | 252.8 | 97.0 | 5.6 | 214.9 | 82.5 | 7.7 | 21.2 | 12.9 | -2.1 | 171.3 | 67.3 | 22.4 | 2.3 |
| 285+50 | 286+00 | 50 | 5.4 | 257.7 | 55.4 | 4.6 | 219.0 | 47.1 | 11.9 | 28.1 | 26.2 | -7.3 | 167.3 | 15.2 | 23.6 | 5.7 |
| 286+00 | 286+50 | 50 | 7.8 | 245.0 | 39.5 | 6.6 | 208.3 | 33.6 | 8.7 | 40.8 | 82.7 | -2.1 | 142.7 | -61.1 | 24.8 | 12.0 |
| 286+50 | 287+00 | 50 | 8.2 | 199.7 | 29.5 | 7.0 | 169.7 | 25.1 | 9.6 | 59.1 | 189.6 | -2.6 | 85.8 | -182.9 | 24.8 | 18.4 |
| 287+00 | 287+50 | 50 | 8.5 | 115.1 | 27.1 | 7.2 | 97.8 | 23.0 | 9.8 | 70.6 | 283.6 | -2.6 | 15.0 | -281.2 | 12.2 | 20.6 |
| 287+50 | 288+00 | 50 | 9.2 | 77.7 | 46.2 | 7.8 | 66.0 | 39.3 | 23.8 | 118.5 | 308.3 | -16.0 | -63.5 | -290.3 | 11.0 | 21.3 |
| 288+00 | 288+50 | 50 | 8.8 | 78.0 | 53.4 | 7.5 | 66.3 | 45.4 | 26.8 | 335.6 | 421.3 | -19.3 | -292.1 | -398.0 | 22.8 | 22.1 |
| 288+50 | 288+69 | 19 | 3.3 | 13.8 | 8.0 | 2.8 | 11.7 | 6.8 | 3.6 | 122.3 | 140.9 | -0.8 | -117.0 | -140.8 | 6.4 | 6.7 |
| 288+69 | 289+00 | 31 | 5.0 | 49.3 | 22.1 | 4.3 | 41.9 | 18.8 | 30.1 | 147.7 | 172.8 | -25.9 | -120.2 | -167.5 | 14.4 | 13.5 |
| 289+00 | 289+50 | 50 | 7.4 | 144.1 | 67.1 | 6.3 | 122.5 | 57.0 | 57.8 | 305.5 | 333.9 | -51.5 | -218.0 | -306.6 | 35.0 | 29.7 |
| 289+50 | 290+00 | 50 | 8.5 | 112.8 | 51.0 | 7.2 | 95.9 | 43.4 | 13.1 | 288.9 | 271.1 | -5.9 | -224.1 | -252.5 | 31.1 | 24.7 |
| 290+00 | 290+50 | 50 | 9.7 | 64.5 | 58.2 | 8.2 | 54.8 | 49.5 | 3.3 | 300.7 | 213.8 | 4.9 | -272.3 | -186.2 | 26.4 | 21.9 |
| 290+50 | 291+00 | 50 | 8.5 | 33.0 | 46.8 | 7.2 | 29.1 | 39.8 | 2.0 | 312.1 | 188.2 | 5.2 | -306.5 | -167.4 | 22.4 | 19.0 |
| 291+00 | 291+50 | 50 | 5.6 | 25.2 | 11.9 | 4.8 | 21.4 | 10.1 | 1.3 | 288.4 | 155.6 | 3.5 | -287.5 | -158.4 | 20.5 | 12.9 |
| 291+50 | 292+00 | 50 | 2.3 | 39.3 | 13.5 | 2.0 | 33.4 | 11.5 | 0.6 | 203.3 | 90.1 | 1.4 | -190.4 | -88.9 | 20.5 | 10.3 |
| 292+00 | 292+50 | 50 | 0.0 | 71.1 | 28.7 | 0.0 | 60.4 | 24.4 | 0.0 | 107.2 | 48.8 | 0.0 | -67.7 | -35.0 | 20.9 | 10.6 |
| 292+50 | 293+00 | 50 | 0.0 | 141.1 | 55.7 | 0.0 | 119.9 | 47.3 | 0.0 | 47.7 | 32.8 | 0.0 | 50.6 | 1.6 | 21.6 | 12.9 |
| 293+00 | 293+50 | 50 | 0.0 | 155.8 | 83.4 | 0.0 | 132.4 | 70.9 | 0.0 | 41.4 | 29.8 | 0.0 | 70.1 | 26.3 | 20.9 | 14.8 |
| 293+50 | 294+00 | 50 | 0.0 | 97.1 | 84.2 | 0.0 | 82.5 | 71.6 | 0.0 | 54.4 | 33.0 | 0.0 | 10.0 | 22.5 | 18.1 | 16.1 |
| 294+00 | 294+50 | 50 | 0.0 | 67.5 | 88.8 | 0.0 | 57.4 | 75.5 | 0.0 | 78.6 | 32.7 | 0.0 | -37.7 | 25.0 | 16.5 | 17.8 |
| 294+50 | 295+00 | 50 | 0.0 | 55.0 | 89.6 | 0.0 | 46.8 | 76.2 | 0.0 | 109.1 | 27.7 | 0.0 | -78.9 | 30.6 | 16.5 | 17.9 |
| 295+00 | 295+50 | 50 | 0.0 | 46.9 | 71.6 | 0.0 | 39.9 | 60.9 | 0.0 | 126.6 | 40.9 | 0.0 | -103.6 | 2.7 | 16.9 | 17.3 |
| 295+50 | 296+00 | 50 | 0.0 | 46.2 | 56.8 | 0.0 | 39.3 | 48.3 | 0.0 | 133.7 | 44.9 | 0.0 | -111.7 | -11.7 | 17.3 | 15.1 |
| 296+00 | 296+50 | 50 | 0.0 | 52.6 | 23.3 | 0.0 | 44.7 | 19.8 | 0.0 | 134.7 | 38.2 | 0.0 | -108.1 | -26.9 | 18.1 | 8.5 |
| 296+50 | 296+91 | 41 | 0.0 | 47.8 | 0.0 | 0.0 | 40.6 | 0.0 | 0.0 | 111.6 | 37.4 | 0.0 | -86.5 | -38.9 | 15.5 | 1.5 |
| 296+91 | 297+00 | 9 | 0.0 | 10.0 | 0.0 | 0.0 | 8.5 | 0.0 | 0.0 | 25.3 | 8.5 | 0.0 | -20.2 | -8.5 | 3.4 | 0.0 |
| 297+00 | 297+50 | 50 | 5.1 | 67.4 | 27.0 | 4.3 | 57.3 | 23.0 | 1.1 | 126.9 | 37.7 | 3.2 | -88.1 | -18.9 | 18.5 | 4.1 |
| 297+50 | 298+00 | 50 | 9.1 | 77.2 | 60.8 | 7.7 | 65.6 | 51.7 | 1.7 | 99.5 | 28.3 | 6.0 | -51.6 | 14.6 | 17.7 | 8.8 |
| 298+00 | 298+50 | 50 | 9.2 | 82.2 | 83.0 | 7.8 | 69.9 | 70.6 | 1.2 | 76.9 | 27.0 | 6.6 | -23.1 | 32.6 | 16.1 | 11.0 |
| 298+50 | 298+89 | 39 | 7.8 | 72.8 | 78.6 | 6.6 | 61.9 | 66.8 | 1.1 | 31.3 | 20.4 | 5.5 | 24.8 | 36.3 | 5.8 | 10.1 |
| 298+89 | 299+00 | 11 | 2.2 | 20.8 | 23.6 | 1.9 | 17.7 | 20.1 | 0.4 | 6.3 | 6.1 | 1.5 | 11.4 | 11.2 | 0.0 | 2.8 |
| 299+00 | 299+50 | 50 | 9.3 | 85.4 | 97.7 | 7.9 | 72.6 | 83.0 | 1.9 | 49.7 | 34.4 | 6.0 | 16.6 | 37.3 | 6.3 | 11.3 |
| 299+50 | 300+00 | 50 | 9.3 | 81.7 | 89.1 | 7.9 | 69.4 | 75.7 | 1.9 | 68.8 | 59.4 | 6.0 | -12.5 | 5.4 | 13.1 | 10.9 |
| 300+00 | 300+50 | 50 | 6.0 | 74.2 | 80.2 | 5.1 | 63.1 | 68.2 | 1.9 | 84.8 | 65.6 | 3.2 | -36.0 | -8.2 | 14.3 | 10.8 |
| 300+50 | 301+00 | 50 | 2.8 | 69.0 | 74.6 | 2.4 | 58.7 | 63.4 | 1.9 | 84.5 | 44.4 | 0.5 | -33.4 | 8.0 | 7.5 | 11.0 |
| 301+00 | 301+05 | 5 | 0.3 | 6.9 | 7.6 | 0.3 | 5.9 | 6.5 | 0.2 | 7.9 | 3.3 | 0.1 | -2.0 | 2.1 | 0.0 | 1.1 |
| 301+05 | 301+50 | 45 | 1.3 | 60.0 | 67.3 | 1.1 | 51.0 | 57.2 | 0.8 | 81.8 | 27.3 | 0.3 | -36.8 | 19.3 | 6.0 | 10.6 |
| 301+50 | 302+00 | 50 | 0.0 | 51.8 | 68.1 | 0.0 | 44.0 | 57.9 | 0.0 | 128.7 | 30.4 | 0.0 | -98.9 | 15.4 | 14.2 | 12.1 |
| 302+00 | 302+50 | 50 | 0.0 | 42.5 | 72.3 | 0.0 | 36.1 | 61.5 | 0.0 | 172.2 | 25.6 | 0.0 | -152.2 | 23.4 | 16.1 | 12.5 |
| 302+50 | 303+00 | 50 | 0.0 | 44.4 | 58.9 | 0.0 | 37.7 | 50.1 | 0.0 | 222.2 | 42.5 | 0.0 | -203.8 | -6.1 | 19.3 | 13.7 |
| 303+00 | 303+50 | 50 | 0.0 | 53.3 | 35.6 | 0.0 | 45.3 | 30.3 | 0.0 | 259.7 | 70.6 | 0.0 | -236.8 | -52.5 | 22.4 | 12.2 |
| 303+50 | 304+00 | 50 | 0.0 | 70.0 | 36.1 | 0.0 | 59.5 | 30.7 | 0.0 | 257.9 | 57.7 | 0.0 | -223.2 | -37.3 | 24.8 | 10.3 |
| 304+00 | 304+50 | 50 | 0.0 | 74.0 | 43.3 | 0.0 | 62.9 | 36.8 | 0.0 | 249.5 | 34.3 | 0.0 | -212.2 | -8.1 | 25.6 | 10.6 |
| 304+50 | 305+00 | 50 | 0.0 | 63.9 | 52.6 | 0.0 | 54.3 | 44.7 | 0.0 | 260.2 | 27.1 | 0.0 | -230.3 | 7.4 | 24.4 | 10.2 |
| 305+00 | 305+50 | 50 | 0.0 | 59.3 | 32.3 | 0.0 | 50.4 | 27.5 | 0.0 | 259.8 | 29.8 | 0.0 | -233.4 | -7.1 | 24.0 | 4.8 |
| 305+50 | 305+55 | 5 | 0.0 | 5.9 | 0.8 | 0.0 | 5.0 | 0.7 | 0.0 | 24.6 | 3.3 | 0.0 | -22.0 | -2.6 | 2.4 | 0.0 |
| 305+55 | 306+00 | 45 | 0.0 | 64.0 | 11.4 | 0.0 | 54.4 | 9.7 | 0.0 | 196.0 | 79.9 | 0.0 | -163.6 | -77.1 | 22.0 | 6.9 |
| 306+00 | 306+50 | 50 | 0.0 | 47.0 | 32.5 | 0.0 | | | | | | | | | | |

| LOCATION | STATION FROM | STATION TO | LENGTH | EARTH EXCAVATION (CU YD) | | | EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15% shrinkage) | | | EMBANKMENT (CU YD) | | | EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD) | | | TOPSOIL EXCAVATION AND PLACEMENT (CU YD) | |
|----------------------|--------------|------------|--------|--------------------------|---------------|---------------|---|---------------|---------------|--------------------|---------------|---------------|---|----------------|---------------|--|---------------|
| | | | | PRE-STG I (1) | STAGE I (2) | STAGE II (3) | PRE-STG I (4) | STAGE I (5) | STAGE II (6) | PRE-STG I (7) | STAGE I (8) | STAGE II (9) | PRE-STG I (10) | STAGE I (11) | STAGE II (12) | STAGE I (13) | STAGE II (14) |
| US 34 | | | | | | | | | | | | | | | | | |
| | 307+00 | 307+50 | 50 | 0.0 | 90.0 | 44.1 | 0.0 | 76.5 | 37.5 | 0.0 | 156.6 | 32.7 | 0.0 | -102.1 | -7.4 | 22.0 | 12.2 |
| | 307+50 | 308+00 | 50 | 0.0 | 76.8 | 38.8 | 0.0 | 65.3 | 33.0 | 0.0 | 145.3 | 29.0 | 0.0 | -99.7 | -6.1 | 19.7 | 10.1 |
| | 308+00 | 308+50 | 50 | 0.0 | 63.6 | 52.9 | 0.0 | 54.1 | 45.0 | 0.0 | 136.9 | 22.8 | 0.0 | -100.9 | 17.8 | 18.1 | 4.4 |
| | 308+50 | 308+85 | 35 | 0.0 | 40.2 | 42.6 | 0.0 | 34.2 | 36.2 | 0.0 | 83.4 | 9.5 | 0.0 | -61.0 | 26.7 | 11.8 | 0.0 |
| | 308+85 | 309+00 | 15 | 0.0 | 17.7 | 15.9 | 0.0 | 15.0 | 13.5 | 0.0 | 35.1 | 2.5 | 0.0 | -25.1 | 11.0 | 5.0 | 0.0 |
| | 309+00 | 309+50 | 50 | 0.0 | 48.6 | 54.7 | 0.0 | 41.3 | 46.5 | 0.0 | 125.9 | 7.1 | 0.0 | -99.9 | 35.3 | 15.3 | 4.1 |
| | 309+50 | 310+00 | 50 | 0.0 | 37.2 | 45.5 | 0.0 | 31.6 | 38.7 | 0.0 | 125.0 | 15.6 | 0.0 | -107.2 | 15.5 | 13.8 | 7.6 |
| | 310+00 | 310+50 | 50 | 0.0 | 80.6 | 39.2 | 0.0 | 68.5 | 33.3 | 0.0 | 123.4 | 38.8 | 0.0 | -67.5 | -13.5 | 12.6 | 8.0 |
| | 310+50 | 311+00 | 50 | 0.0 | 74.4 | 36.7 | 0.0 | 63.2 | 31.2 | 0.0 | 122.0 | 47.0 | 0.0 | -70.2 | -23.8 | 11.4 | 8.0 |
| | 311+00 | 311+50 | 50 | 0.0 | 23.4 | 36.4 | 0.0 | 19.9 | 30.9 | 0.0 | 104.3 | 35.3 | 0.0 | -97.0 | -13.2 | 12.6 | 8.8 |
| | 311+50 | 312+00 | 50 | 0.0 | 19.4 | 30.3 | 0.0 | 16.5 | 25.8 | 0.0 | 92.5 | 44.4 | 0.0 | -88.6 | -27.8 | 12.6 | 9.2 |
| | 312+00 | 312+50 | 50 | 0.0 | 14.8 | 21.5 | 0.0 | 12.6 | 18.3 | 0.0 | 98.4 | 57.8 | 0.0 | -96.8 | -48.5 | 11.0 | 9.0 |
| | 312+50 | 313+00 | 50 | 0.0 | 12.1 | 18.9 | 0.0 | 10.3 | 16.1 | 0.0 | 96.1 | 66.6 | 0.0 | -95.7 | -60.6 | 9.9 | 10.1 |
| | 313+00 | 313+50 | 50 | 0.0 | 6.3 | 13.8 | 0.0 | 5.4 | 11.7 | 0.0 | 93.7 | 85.7 | 0.0 | -97.4 | -84.6 | 9.1 | 10.6 |
| | 313+50 | 314+00 | 50 | 0.0 | 2.4 | 15.8 | 0.0 | 2.0 | 13.4 | 0.0 | 89.5 | 88.8 | 0.0 | -97.8 | -87.1 | 10.3 | 11.7 |
| | 314+00 | 314+50 | 50 | 0.0 | 4.1 | 18.4 | 0.0 | 3.5 | 15.6 | 0.0 | 100.2 | 79.8 | 0.0 | -108.9 | -75.7 | 12.2 | 11.5 |
| | 314+50 | 315+00 | 50 | 0.0 | 4.8 | 17.5 | 0.0 | 4.1 | 14.9 | 0.0 | 135.1 | 71.0 | 0.0 | -145.4 | -67.6 | 14.4 | 11.5 |
| | 315+00 | 315+50 | 50 | 0.0 | 5.0 | 21.6 | 0.0 | 4.3 | 18.4 | 0.0 | 161.1 | 64.6 | 0.0 | -172.6 | -59.1 | 15.7 | 12.9 |
| | 315+50 | 316+00 | 50 | 0.0 | 7.8 | 28.3 | 0.0 | 6.6 | 24.1 | 0.0 | 171.5 | 61.1 | 0.0 | -181.3 | -50.5 | 16.4 | 13.5 |
| | 316+00 | 316+50 | 50 | 0.0 | 13.0 | 26.6 | 0.0 | 11.1 | 22.6 | 0.0 | 182.9 | 55.1 | 0.0 | -189.0 | -44.7 | 17.1 | 12.2 |
| | 316+50 | 317+00 | 50 | 0.0 | 17.4 | 22.4 | 0.0 | 14.8 | 19.0 | 0.0 | 179.4 | 53.9 | 0.0 | -182.1 | -47.6 | 17.5 | 12.7 |
| | 317+00 | 317+50 | 50 | 0.0 | 25.0 | 31.9 | 0.0 | 21.3 | 27.1 | 0.0 | 169.9 | 48.3 | 0.0 | -166.6 | -35.3 | 17.9 | 14.1 |
| | 317+50 | 318+00 | 50 | 0.0 | 34.1 | 49.7 | 0.0 | 29.0 | 42.2 | 0.0 | 146.7 | 40.2 | 0.0 | -135.8 | -12.4 | 18.1 | 14.4 |
| | 318+00 | 318+50 | 50 | 0.0 | 44.9 | 68.8 | 0.0 | 38.2 | 58.5 | 0.0 | 143.8 | 29.3 | 0.0 | -123.8 | 13.2 | 18.2 | 16.0 |
| | 318+50 | 319+00 | 50 | 0.0 | 55.6 | 91.8 | 0.0 | 47.3 | 78.0 | 0.0 | 126.4 | 11.5 | 0.0 | -97.6 | 55.6 | 18.5 | 10.9 |
| | 319+00 | 319+50 | 50 | 0.0 | 68.1 | 138.7 | 0.0 | 57.9 | 117.9 | 0.0 | 88.2 | 2.0 | 0.0 | -48.0 | 113.3 | 17.7 | 2.6 |
| | 319+50 | 320+00 | 50 | 0.0 | 89.3 | 162.3 | 0.0 | 75.9 | 138.0 | 0.0 | 55.4 | 0.0 | 0.0 | 4.2 | 136.3 | 16.3 | 1.7 |
| | 320+00 | 320+50 | 50 | 0.0 | 102.4 | 120.4 | 0.0 | 87.0 | 102.3 | 0.0 | 12.3 | 1.4 | 0.0 | 58.4 | 97.5 | 16.3 | 3.4 |
| | 320+50 | 321+00 | 50 | 0.0 | 93.8 | 85.1 | 0.0 | 79.7 | 72.3 | 0.0 | 14.5 | 2.8 | 0.0 | 47.4 | 66.2 | 17.8 | 3.3 |
| | 321+00 | 321+50 | 50 | 0.0 | 79.3 | 82.2 | 0.0 | 67.4 | 69.9 | 0.0 | 67.7 | 2.8 | 0.0 | -19.1 | 63.8 | 18.8 | 3.3 |
| | 321+50 | 322+00 | 50 | 0.0 | 75.0 | 79.7 | 0.0 | 63.8 | 67.7 | 0.0 | 73.8 | 2.8 | 0.0 | -28.1 | 61.8 | 18.0 | 3.1 |
| | 322+00 | 322+50 | 50 | 0.0 | 75.4 | 83.4 | 0.0 | 64.1 | 70.9 | 0.0 | 33.5 | 2.8 | 0.0 | 12.6 | 63.3 | 18.0 | 4.8 |
| | 322+50 | 323+00 | 50 | 0.0 | 79.3 | 91.6 | 0.0 | 67.4 | 77.9 | 0.0 | 32.2 | 2.8 | 0.0 | 17.1 | 68.8 | 18.1 | 6.3 |
| | 323+00 | 323+50 | 50 | 0.0 | 83.5 | 96.3 | 0.0 | 71.0 | 81.9 | 0.0 | 31.5 | 2.8 | 0.0 | 22.1 | 73.3 | 17.4 | 5.8 |
| | 323+50 | 324+00 | 50 | 0.0 | 85.0 | 103.9 | 0.0 | 72.3 | 88.3 | 0.0 | 36.6 | 2.8 | 0.0 | 18.6 | 79.2 | 17.1 | 6.3 |
| | 324+00 | 324+50 | 50 | 0.0 | 85.5 | 105.1 | 0.0 | 72.7 | 89.3 | 0.0 | 40.4 | 2.8 | 0.0 | 15.7 | 80.0 | 16.6 | 6.5 |
| | 324+50 | 325+00 | 50 | 0.0 | 80.1 | 99.6 | 0.0 | 68.1 | 84.7 | 0.0 | 38.8 | 2.8 | 0.0 | 13.4 | 75.8 | 15.9 | 6.1 |
| | 325+00 | 325+50 | 50 | 0.0 | 72.0 | 87.7 | 0.0 | 61.2 | 74.5 | 0.0 | 37.9 | 3.2 | 0.0 | 7.8 | 65.4 | 15.5 | 5.9 |
| | 325+50 | 326+00 | 50 | 0.0 | 58.9 | 75.0 | 0.0 | 50.1 | 63.8 | 0.0 | 27.4 | 2.8 | 0.0 | 7.4 | 54.5 | 15.3 | 6.5 |
| | 326+00 | 326+50 | 50 | 0.0 | 44.9 | 59.5 | 0.0 | 38.2 | 50.6 | 0.0 | 14.8 | 1.9 | 0.0 | 8.2 | 42.6 | 15.2 | 6.1 |
| | 326+50 | 327+00 | 50 | 0.0 | 35.0 | 37.7 | 0.0 | 29.8 | 32.0 | 0.0 | 9.8 | 1.9 | 0.0 | 5.6 | 24.2 | 14.4 | 5.9 |
| | 327+00 | 327+50 | 50 | 0.0 | 36.1 | 31.3 | 0.0 | 30.7 | 26.6 | 0.0 | 4.1 | 1.4 | 0.0 | 13.4 | 18.6 | 13.2 | 6.6 |
| | 327+50 | 328+00 | 50 | 0.0 | 50.7 | 35.9 | 0.0 | 43.1 | 30.5 | 0.0 | 1.4 | 1.4 | 0.0 | 29.4 | 22.7 | 12.3 | 6.4 |
| | 328+00 | 328+50 | 50 | 0.0 | 59.6 | 55.0 | 0.0 | 50.7 | 46.8 | 0.0 | 0.9 | 1.9 | 0.0 | 37.5 | 40.3 | 12.3 | 4.6 |
| | 328+50 | 329+00 | 50 | 0.0 | 62.4 | 57.2 | 0.0 | 53.0 | 48.6 | 0.0 | 2.3 | 1.4 | 0.0 | 34.5 | 44.2 | 16.2 | 3.0 |
| | 329+00 | 329+50 | 50 | 0.0 | 41.4 | 44.5 | 0.0 | 35.2 | 37.8 | 0.0 | 1.9 | 1.9 | 0.0 | 13.3 | 33.1 | 20.0 | 2.8 |
| | 329+50 | 330+00 | 50 | 0.0 | 23.9 | 59.4 | 0.0 | 20.3 | 50.5 | 0.0 | 0.0 | 1.4 | 0.0 | 10.1 | 47.7 | 10.2 | 1.4 |
| | 330+00 | 330+50 | 50 | 0.0 | 32.9 | 77.8 | 0.0 | 28.0 | 66.1 | 0.0 | 0.0 | 0.0 | 0.0 | 28.0 | 66.1 | 0.0 | 0.0 |
| | 330+50 | 331+00 | 50 | 0.0 | 52.0 | 62.4 | 0.0 | 44.2 | 53.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38.9 | 52.2 | 5.3 | 0.8 |
| | 331+00 | 331+50 | 50 | 0.0 | 55.5 | 35.2 | 0.0 | 47.2 | 29.9 | 0.0 | 0.0 | 0.5 | 0.0 | 37.0 | 27.2 | 10.2 | 2.2 |
| | 331+50 | 332+00 | 50 | 0.0 | 36.2 | 23.9 | 0.0 | 30.8 | 20.3 | 0.0 | 0.9 | 1.4 | 0.0 | 20.0 | 10.8 | 9.9 | 8.1 |
| | 332+00 | 332+50 | 50 | 0.0 | 29.5 | 8.9 | 0.0 | 25.1 | 7.6 | 0.0 | 3.2 | 13.0 | 0.0 | 11.9 | -18.8 | 10.0 | 13.4 |
| | 332+50 | 333+00 | 50 | 0.0 | 27.4 | 0.0 | 0.0 | 23.3 | 0.0 | 0.0 | 4.2 | 15.7 | 0.0 | 9.0 | -28.5 | 10.1 | 12.8 |
| | 333+00 | 333+50 | 50 | 0.0 | 20.8 | 0.0 | 0.0 | 17.7 | 0.0 | 0.0 | 5.3 | 8.4 | 0.0 | 2.2 | -20.1 | 10.2 | 11.7 |
| | 333+50 | 334+00 | 50 | 0.0 | 19.3 | 3.7 | 0.0 | 16.4 | 3.1 | 0.0 | 5.0 | 7.5 | 0.0 | 1.1 | -15.6 | 10.3 | 11.2 |
| | 334+00 | 334+50 | 50 | 0.0 | 33.9 | 23.1 | 0.0 | 28.8 | 19.6 | 0.0 | 9.7 | 36.1 | 0.0 | 9.2 | -30.8 | 9.9 | 14.3 |
| | 334+50 | 334+83 | 33 | 0.0 | 44.4 | 15.3 | 0.0 | 37.7 | 13.0 | 0.0 | 5.4 | 50.7 | 0.0 | 29.2 | -48.3 | 3.1 | 10.6 |
| | 334+83 | 335+00 | 17 | 0.0 | 30.5 | 3.8 | 0.0 | 25.9 | 3.2 | 0.0 | 0.0 | 17.8 | 0.0 | 25.9 | -19.2 | 0.0 | 4.6 |
| | 335+00 | 335+50 | 50 | 0.0 | 75.7 | 25.7 | 0.0 | 64.3 | 21.8 | 0.0 | 0.0 | 10.6 | 0.0 | 59.1 | -1.6 | 5.2 | 12.8 |
| | 335+50 | 336+00 | 50 | 0.0 | 50.0 | 31.0 | 0.0 | 42.5 | 26.4 | 0.0 | 1.4 | 3.7 | 0.0 | 30.8 | 9.9 | 10.3 | 12.8 |
| | 336+00 | 336+50 | 50 | 0.0 | 38.1 | 15.5 | 0.0 | 32.4 | 13.2 | 0.0 | 4.4 | 5.6 | 0.0 | 17.7 | -4.9 | 10.3 | 12.5 |
| | 336+50 | 337+00 | 50 | 0.0 | 75.9 | 34.1 | 0.0 | 64.5 | 29.0 | 0.0 | 7.7 | 8.3 | 0.0 | 46.4 | 8.7 | 10.4 | 12.0 |
| | 337+00 | 337+50 | 50 | 0.0 | 103.7 | 64.8 | 0.0 | 88.1 | 55.1 | 0.0 | 13.4 | 10.0 | 0.0 | 64.3 | 32.4 | 10.4 | 12.7 |
| | 337+50 | 338+00 | 50 | 0.0 | 87.5 | 77.5 | 0.0 | 74.4 | 65.9 | 0.0 | 11.9 | 7.2 | 0.0 | 52.1 | 44.8 | 10.4 | 13.9 |
| | 338+00 | 338+50 | 50 | 0.0 | 77.3 | 101.6 | 0.0 | 65.7 | 86.4 | 0.0 | 4.0 | 5.1 | 0.0 | 51.6 | 67.6 | 10.1 | 13.7 |
| | 338+50 | 339+00 | 50 | 0.0 | 87.4 | 134.4 | 0.0 | 74.3 | 114.2 | 0.0 | 0.9 | 5.6 | 0.0 | 63.9 | 95.0 | 9.5 | 13.6 |
| | 339+00 | 339+50 | 50 | 0.0 | 179.8 | 177.0 | 0.0 | 152.8 | 150.5 | 0.0 | 0.0 | 3.2 | 0.0 | 148.2 | 136.4 | 4.6 | 10.9 |
| | 339+50 | 339+86 | 36 | 0.0 | 193.3 | 134.4 | 0.0 | 164.3 | 114.2 | 0.0 | 0.0 | 1.0 | 0.0 | 164.3 | 108.2 | 0.0 | 5.0 |
| | 339+86 | 340+00 | 14 | 0.0 | 79.2 | 48.5 | 0.0 | 67.3 | 41.2 | 0.0 | 0.0 | 0.3 | 0.0 | 67.3 | 39.4 | 0.0 | 1.5 |
| | 340+00 | 340+50 | 50 | 0.0 | 244.8 | 177.1 | 0.0 | 208.1 | 150.5 | 0.0 | 0.0 | 0.9 | 0.0 | 202.6 | 144.8 | 5.5 | 4.8 |
| | 340+50 | 341+00 | 50 | 0.0 | 201.9 | 176.1 | 0.0 | 171.6 | 149.7 | 0.0 | 0.0 | 0.9 | 0.0 | 160.9 | 144.5 | 10.7 | 4.3 |
| | 341+00 | 341+50 | 50 | 0.0 | 183.6 | 163.0 | 0.0 | 156.1 | 138.6 | 0.0 | 0.5 | 0.9 | 0.0 | 143.4 | 133.1 | 12.2 | 4.6 |
| PAGE SUBTOTAL | | | | 0.0 | 4361.4 | 4290.4 | 0.0 | 3707.2 | 3646.8 | 0.0 | 3848.4 | 1360.6 | 0.0 | -1043.6 | 1715.5 | 902.4 | 570.7 |

| LOCATION | | LENGTH | EARTH EXCAVATION (CU YD) | | | EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15% shrinkage) | | | EMBANKMENT (CU YD) | | | EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD) | | | TOPSOIL EXCAVATION AND PLACEMENT (CU YD) | |
|--------------|------------|--------|--------------------------|-------------|--------------|---|-------------|--------------|--------------------|-------------|--------------|---|--------------|---------------|--|---------------|
| STATION FROM | STATION TO | | PRE-STG I (1) | STAGE I (2) | STAGE II (3) | PRE-STG I (4) | STAGE I (5) | STAGE II (6) | PRE-STG I (7) | STAGE I (8) | STAGE II (9) | PRE-STG I (10) | STAGE I (11) | STAGE II (12) | STAGE I (13) | STAGE II (14) |
| | | | US 34 | | | | | | | | | | | | | |
| 341+50 | 342+00 | 50 | 0.0 | 178.8 | 153.0 | 0.0 | 152.0 | 130.1 | 0.0 | 0.9 | 0.9 | 0.0 | 136.9 | 123.3 | 14.2 | 5.9 |
| 342+00 | 342+50 | 50 | 0.0 | 188.2 | 140.6 | 0.0 | 160.0 | 119.5 | 0.0 | 1.4 | 0.9 | 0.0 | 145.1 | 111.5 | 13.5 | 7.1 |
| 342+50 | 343+00 | 50 | 0.0 | 147.4 | 116.5 | 0.0 | 125.3 | 99.0 | 0.0 | 3.8 | 0.9 | 0.0 | 109.7 | 89.2 | 11.8 | 8.9 |
| 343+00 | 343+50 | 50 | 0.0 | 102.8 | 89.3 | 0.0 | 87.4 | 75.9 | 0.0 | 7.7 | 3.1 | 0.0 | 68.8 | 62.5 | 10.9 | 10.3 |
| 343+50 | 344+00 | 50 | 0.0 | 79.3 | 76.4 | 0.0 | 67.4 | 64.9 | 0.0 | 11.6 | 3.7 | 0.0 | 45.3 | 49.3 | 10.5 | 11.9 |
| 344+00 | 344+50 | 50 | 0.0 | 61.5 | 59.7 | 0.0 | 52.3 | 50.7 | 0.0 | 12.3 | 7.4 | 0.0 | 29.5 | 30.4 | 10.5 | 12.9 |
| 344+50 | 345+00 | 50 | 0.0 | 51.6 | 46.4 | 0.0 | 43.9 | 39.4 | 0.0 | 13.1 | 11.3 | 0.0 | 19.6 | 15.5 | 11.2 | 12.6 |
| 345+00 | 345+50 | 50 | 0.0 | 89.8 | 51.6 | 0.0 | 76.3 | 43.9 | 0.0 | 23.8 | 11.4 | 0.0 | 46.6 | 20.1 | 5.9 | 12.4 |
| 345+50 | 345+57 | 7 | 0.0 | 12.9 | 7.2 | 0.0 | 11.0 | 6.1 | 0.0 | 3.4 | 2.1 | 0.0 | 7.6 | 2.3 | 0.0 | 1.7 |
| 345+57 | 346+00 | 43 | 0.0 | 54.1 | 47.0 | 0.0 | 46.0 | 40.0 | 0.0 | 9.4 | 16.4 | 0.0 | 33.8 | 14.7 | 2.8 | 8.9 |
| 346+00 | 346+42 | 42 | 0.0 | 72.2 | 95.9 | 0.0 | 61.4 | 81.5 | 0.0 | 3.9 | 18.8 | 0.0 | 50.4 | 58.8 | 7.1 | 3.9 |
| 346+42 | 346+50 | 8 | 0.0 | 14.8 | 27.1 | 0.0 | 12.6 | 23.0 | 0.0 | 0.7 | 1.8 | 0.0 | 10.3 | 21.2 | 1.6 | 0.0 |
| 346+50 | 346+75 | 25 | 0.0 | 48.3 | 64.4 | 0.0 | 41.1 | 54.7 | 0.0 | 2.0 | 5.3 | 0.0 | 33.8 | 47.8 | 5.3 | 1.6 |
| 346+75 | 347+00 | 25 | 0.0 | 67.2 | 62.3 | 0.0 | 57.1 | 53.0 | 0.0 | 0.9 | 5.6 | 0.0 | 50.8 | 44.3 | 5.4 | 3.1 |
| 347+00 | 347+07 | 7 | 0.0 | 19.6 | 19.0 | 0.0 | 16.7 | 16.2 | 0.0 | 0.2 | 1.0 | 0.0 | 15.0 | 14.2 | 1.5 | 1.0 |
| 347+07 | 347+50 | 43 | 0.0 | 94.5 | 93.8 | 0.0 | 80.3 | 79.7 | 0.0 | 2.9 | 11.1 | 0.0 | 68.4 | 61.5 | 9.0 | 7.1 |
| 347+50 | 348+00 | 50 | 0.0 | 105.0 | 106.1 | 0.0 | 89.3 | 90.2 | 0.0 | 4.4 | 15.8 | 0.0 | 74.4 | 66.1 | 10.5 | 8.3 |
| 348+00 | 348+50 | 50 | 0.0 | 96.2 | 99.3 | 0.0 | 81.8 | 84.4 | 0.0 | 4.9 | 12.2 | 0.0 | 66.4 | 64.0 | 10.5 | 8.2 |
| 348+50 | 349+00 | 50 | 0.0 | 97.3 | 99.7 | 0.0 | 82.7 | 84.7 | 0.0 | 5.1 | 7.5 | 0.0 | 67.1 | 68.2 | 10.5 | 9.0 |
| 349+00 | 349+50 | 50 | 0.0 | 114.1 | 111.2 | 0.0 | 97.0 | 94.5 | 0.0 | 5.2 | 25.1 | 0.0 | 82.7 | 62.1 | 9.1 | 7.3 |
| 349+50 | 350+00 | 50 | 0.0 | 117.6 | 117.2 | 0.0 | 100.0 | 99.6 | 0.0 | 2.5 | 20.1 | 0.0 | 93.6 | 77.0 | 3.9 | 2.5 |
| 350+00 | 350+25 | 25 | 0.0 | 51.3 | 56.7 | 0.0 | 43.6 | 48.2 | 0.0 | 0.0 | 0.0 | 0.0 | 43.6 | 48.2 | 0.0 | 0.0 |
| 350+25 | 350+50 | 25 | 0.0 | 49.4 | 76.6 | 0.0 | 42.0 | 65.1 | 0.0 | 0.0 | 4.9 | 0.0 | 42.0 | 58.6 | 0.0 | 1.6 |
| 350+50 | 351+00 | 50 | 0.0 | 127.0 | 150.1 | 0.0 | 108.0 | 127.6 | 0.0 | 0.0 | 22.8 | 0.0 | 107.1 | 99.8 | 0.9 | 5.0 |
| 351+00 | 351+50 | 50 | 0.0 | 116.7 | 61.3 | 0.0 | 99.2 | 52.1 | 0.0 | 0.0 | 34.7 | 0.0 | 95.5 | 10.3 | 3.7 | 7.1 |
| 351+50 | 352+00 | 50 | 0.0 | 83.9 | 14.1 | 0.0 | 71.3 | 12.0 | 0.0 | 0.0 | 47.4 | 0.0 | 65.7 | -45.5 | 5.6 | 10.1 |
| 352+00 | 352+50 | 50 | 0.0 | 100.7 | 16.2 | 0.0 | 85.6 | 13.8 | 0.0 | 0.0 | 56.0 | 0.0 | 78.2 | -52.3 | 7.4 | 10.1 |
| 352+50 | 353+00 | 50 | 0.0 | 124.1 | 28.8 | 0.0 | 105.5 | 24.5 | 0.0 | 0.0 | 57.2 | 0.0 | 96.0 | -43.3 | 9.5 | 10.6 |
| 353+00 | 353+50 | 50 | 0.0 | 136.0 | 51.1 | 0.0 | 115.6 | 43.4 | 0.0 | 0.0 | 52.1 | 0.0 | 106.6 | -19.3 | 9.0 | 10.6 |
| 353+50 | 354+00 | 50 | 0.0 | 135.8 | 69.0 | 0.0 | 115.4 | 58.7 | 0.0 | 0.0 | 50.7 | 0.0 | 107.3 | -2.8 | 8.1 | 10.7 |
| 354+00 | 354+50 | 50 | 0.0 | 132.7 | 76.9 | 0.0 | 112.8 | 65.4 | 0.0 | 0.0 | 56.0 | 0.0 | 103.4 | -2.1 | 9.4 | 11.5 |
| 354+50 | 355+00 | 50 | 0.0 | 121.8 | 86.4 | 0.0 | 103.5 | 73.4 | 0.0 | 0.0 | 44.2 | 0.0 | 92.8 | 16.5 | 10.7 | 12.7 |
| 355+00 | 355+50 | 50 | 0.0 | 110.0 | 91.4 | 0.0 | 93.5 | 77.7 | 0.0 | 0.0 | 21.3 | 0.0 | 85.0 | 43.2 | 8.5 | 13.2 |
| 355+50 | 356+00 | 50 | 0.0 | 104.5 | 89.0 | 0.0 | 88.8 | 75.7 | 0.0 | 0.0 | 18.5 | 0.0 | 84.5 | 44.5 | 4.3 | 12.7 |
| 356+00 | 356+50 | 50 | 0.0 | 117.1 | 87.9 | 0.0 | 99.5 | 74.7 | 0.0 | 1.8 | 20.1 | 0.0 | 86.6 | 42.9 | 11.1 | 11.7 |
| 356+50 | 357+00 | 50 | 0.0 | 138.8 | 95.3 | 0.0 | 118.0 | 81.0 | 0.0 | 7.8 | 12.2 | 0.0 | 89.9 | 58.2 | 20.3 | 10.6 |
| 357+00 | 357+50 | 50 | 0.0 | 118.1 | 119.6 | 0.0 | 100.4 | 101.7 | 0.0 | 42.5 | 2.9 | 0.0 | 47.5 | 88.8 | 10.4 | 10.0 |
| 357+50 | 358+00 | 50 | 0.0 | 144.6 | 133.2 | 0.0 | 122.9 | 113.2 | 0.0 | 49.3 | 0.0 | 0.0 | 62.2 | 104.5 | 11.4 | 8.7 |
| 358+00 | 358+50 | 50 | 0.0 | 202.8 | 145.4 | 0.0 | 172.4 | 123.6 | 0.0 | 25.8 | 0.0 | 0.0 | 123.5 | 119.7 | 23.1 | 3.9 |
| 358+50 | 358+80 | 30 | 0.0 | 126.1 | 97.0 | 0.0 | 107.2 | 82.5 | 0.0 | 15.0 | 0.0 | 0.0 | 78.1 | 82.5 | 14.1 | 0.0 |
| 358+80 | 359+00 | 20 | 0.0 | 82.6 | 63.0 | 0.0 | 70.2 | 53.6 | 0.0 | 8.3 | 0.0 | 0.0 | 52.9 | 53.6 | 9.0 | 0.0 |
| 359+00 | 359+50 | 50 | 4.1 | 194.9 | 142.4 | 3.5 | 165.7 | 121.0 | 0.0 | 22.3 | 0.0 | 3.5 | 121.5 | 118.8 | 21.9 | 2.2 |
| 359+50 | 360+00 | 50 | 5.0 | 169.3 | 113.3 | 4.3 | 143.9 | 96.3 | 1.9 | 21.2 | 3.8 | 2.4 | 102.3 | 87.1 | 20.4 | 5.4 |
| 360+00 | 360+50 | 50 | 16.3 | 214.3 | 110.3 | 13.9 | 182.2 | 93.8 | 1.9 | 10.8 | 8.5 | 12.0 | 150.5 | 80.3 | 20.9 | 5.0 |
| 360+50 | 361+00 | 50 | 15.3 | 248.5 | 105.9 | 13.0 | 211.2 | 90.0 | 3.1 | 5.3 | 8.6 | 9.9 | 184.1 | 76.9 | 21.8 | 4.5 |
| 361+00 | 361+45 | 45 | 0.0 | 152.3 | 88.4 | 0.0 | 129.5 | 75.1 | 6.2 | 2.6 | 8.3 | -6.2 | 117.1 | 60.5 | 9.8 | 6.3 |
| 361+45 | 361+50 | 5 | 0.0 | 9.8 | 9.6 | 0.0 | 8.3 | 8.2 | 0.7 | 0.0 | 1.0 | -0.7 | 8.3 | 6.3 | 0.0 | 0.9 |
| 361+50 | 362+00 | 50 | 0.0 | 80.0 | 99.6 | 0.0 | 68.0 | 84.7 | 3.7 | 19.2 | 8.9 | -3.7 | 41.7 | 65.4 | 7.1 | 10.4 |
| 362+00 | 362+50 | 50 | 0.0 | 65.7 | 86.4 | 0.0 | 55.8 | 73.4 | 0.0 | 19.2 | 8.4 | 0.0 | 29.5 | 54.3 | 7.1 | 10.7 |
| 362+50 | 362+53 | 3 | 0.0 | 4.0 | 4.1 | 0.0 | 3.4 | 3.5 | 0.0 | 0.0 | 0.5 | 0.0 | 3.4 | 2.5 | 0.0 | 0.5 |
| 362+53 | 363+00 | 47 | 0.0 | 46.4 | 43.0 | 0.0 | 39.4 | 36.6 | 0.0 | 23.1 | 21.1 | 0.0 | 8.9 | 8.8 | 7.4 | 6.7 |
| 363+00 | 363+50 | 50 | 0.0 | 31.0 | 15.9 | 0.0 | 26.4 | 13.5 | 5.6 | 57.4 | 58.2 | -5.6 | -46.8 | -51.1 | 15.7 | 6.4 |
| 363+50 | 363+88 | 38 | 0.0 | 21.2 | 3.4 | 0.0 | 18.0 | 2.9 | 8.8 | 35.3 | 86.2 | -8.8 | -23.3 | -90.7 | 6.0 | 7.4 |
| 363+88 | 364+00 | 12 | 0.0 | 6.1 | 0.3 | 0.0 | 5.2 | 0.3 | 2.6 | 8.4 | 36.6 | -2.6 | -4.8 | -39.1 | 1.6 | 2.8 |
| 364+00 | 364+20 | 20 | 0.0 | 7.8 | 0.4 | 0.0 | 6.6 | 0.3 | 3.7 | 31.8 | 73.3 | -3.7 | -31.4 | -78.1 | 6.2 | 5.1 |
| 364+20 | 364+50 | 30 | 0.0 | 3.3 | 0.3 | 0.0 | 2.8 | 0.3 | 5.3 | 107.5 | 132.9 | -5.3 | -112.5 | -140.6 | 7.8 | 8.0 |
| 364+50 | 365+00 | 50 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.4 | 268.8 | 250.6 | -8.4 | -284.1 | -263.5 | 15.3 | 12.9 |
| 365+00 | 365+50 | 50 | 5.0 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 4.5 | 253.8 | 269.0 | -0.3 | -272.6 | -281.3 | 18.8 | 12.3 |
| 365+50 | 366+00 | 50 | 9.4 | 2.4 | 24.1 | 8.0 | 2.0 | 20.5 | 2.2 | 196.4 | 272.1 | 5.8 | -210.3 | -268.0 | 15.9 | 16.4 |
| 366+00 | 366+50 | 50 | 7.2 | 6.2 | 60.7 | 6.1 | 5.3 | 51.6 | 4.0 | 152.2 | 269.0 | 2.1 | -160.7 | -240.1 | 13.8 | 22.7 |
| 366+50 | 367+00 | 50 | 6.0 | 89.4 | 77.0 | 5.1 | 76.0 | 65.5 | 7.3 | 132.1 | 288.7 | -2.2 | -212.4 | -249.0 | 156.3 | 25.7 |
| 367+00 | 367+50 | 50 | 5.6 | 162.8 | 74.0 | 4.8 | 138.4 | 62.9 | 19.5 | 150.1 | 309.0 | -14.7 | -178.3 | -272.4 | 166.6 | 26.3 |
| 367+50 | 368+00 | 50 | 5.7 | 140.1 | 67.8 | 4.8 | 119.1 | 57.6 | 41.2 | 170.9 | 325.1 | -36.4 | -83.4 | -294.0 | 31.6 | 26.5 |
| 368+00 | 368+50 | 50 | 9.0 | 139.0 | 73.3 | 7.7 | 118.2 | 62.3 | 60.5 | 182.5 | 332.0 | -52.9 | -95.9 | -297.2 | 31.5 | 27.5 |
| 368+50 | 369+00 | 50 | 9.7 | 137.4 | 96.2 | 8.2 | 116.8 | 81.8 | 69.0 | 189.0 | 321.3 | -60.8 | -103.7 | -269.5 | 31.5 | 30.0 |
| 369+00 | 369+50 | 50 | 3.8 | 61.2 | 57.0 | 3.2 | 52.0 | 48.5 | 34.7 | 96.8 | 156.5 | -31.5 | -60.5 | -123.9 | 15.7 | 15.8 |
| 369+50 | 370+00 | 50 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 370+00 | 370+50 | 50 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 370+50 | 371+00 | 50 | 2.4 | 13.0 | 0.7 | 2.0 | 11.1 | 0.6 | 2.6 | 87.5 | 119.1 | -0.6 | -85.8 | -119.5 | 9.3 | 1.0 |
| 371+00 | 371+50 | 50 | 7.1 | 21.6 | 0.7 | 6.0 | 18.4 | 0.6 | 5.2 | 187.5 | 231.3 | 0.8 | -187.6 | -238.2 | 18.5 | 7.5 |
| 371+50 | 371+83 | 33 | 4.4 | 9.1 | 0.0 | 3.7 | 7.7 | 0.0 | 2.3 | 136.6 | 164.7 | 1.4 | -140.8 | -172.3 | 11.9 | 7.6 |
| 371+83 | 372+00 | 17 | 3.6 | 2.6 | 0.0 | 3.1 | 2.2 | 0.0 | 0.7 | 71.0 | 81.0 | 2.4 | -74.4 | -84.0 | 5.6 | 3.0 |
| 372+00 | 372+20 | 20 | 6.8 | 2.8 | 0.8 | 5.8 | 2.4 | 0.7 | 1.4 | 91.5 | 90.1 | 4.4 | -95.9 | -92.6 | 6.8 | 3.2 |
| 372+20 | 372+50 | 30 | 7.6 | 5.4 | 1.1 | 6.5 | 4.6 | 0.9 | 5.4 | 136.5 | 132.6 | 1.1 | -142.0 | -135.6 | 10.1 | 3.9 |
| 372+50 | 373+00 | 50 | 8.0 | 9.9 | 0.0 | 6.8 | 8.4 | 0.0 | 22.0 | 256.9 | 234.7 | -15.2 | -266.4 | -239.5 | 17.9 | 4.8 |
| 373+00 | 373+50 | 50 | 3.1 | 36.0 | 8.3 | 2.6 | 30.6 | 7.1 | 15.1 | 258.8 | 213.1 | -12.5 | -249.1 | -213.9 | 20.9 | 7.9 |
| 373+50 | 373+75 | 25 | 0.0 | 44.7 | 8.8 | 0.0 | 38.0 | 7.5 | 0.0 | 105.7 | 78.8 | 0.0 | -79.7 | -74.3 | 12.0 | |

| LOCATION | | LENGTH | EARTH EXCAVATION (CU YD) | | | EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15% shrinkage) (CU YD) | | | EMBANKMENT (CU YD) | | | EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD) | | | TOPSOIL EXCAVATION AND PLACEMENT (CU YD) | |
|---------------------------------|------------|--------|--------------------------|-----------------|-----------------|---|-----------------|-----------------|--------------------|-----------------|-----------------|---|-----------------|-----------------|--|----------------|
| STATION FROM | STATION TO | | PRE-STG I (1) | STAGE I (2) | STAGE II (3) | PRE-STG I (4) | STAGE I (5) | STAGE II (6) | PRE-STG I (7) | STAGE I (8) | STAGE II (9) | PRE-STG I (10) | STAGE I (11) | STAGE II (12) | STAGE I (13) | STAGE II (14) |
| US 34 | | | | | | | | | | | | | | | | |
| 375+50 | 376+00 | 50 | 63.5 | 34.0 | 312.2 | 54.0 | 28.9 | 265.4 | 0.0 | 12.1 | 9.8 | 54.0 | 10.8 | 243.2 | 6.0 | 12.4 |
| 376+00 | 376+50 | 50 | 21.1 | 85.1 | 343.4 | 17.9 | 72.3 | 291.9 | 0.0 | 0.7 | 0.0 | 17.9 | 63.7 | 279.5 | 7.9 | 12.4 |
| 376+50 | 377+00 | 50 | 8.8 | 126.0 | 352.9 | 7.5 | 107.1 | 300.0 | 0.0 | 0.0 | 0.0 | 7.5 | 99.3 | 287.6 | 7.8 | 12.4 |
| 377+00 | 377+50 | 50 | 2.8 | 222.7 | 344.3 | 2.4 | 189.3 | 292.7 | 0.0 | 0.0 | 0.0 | 2.4 | 183.3 | 280.2 | 6.0 | 12.5 |
| 377+50 | 378+00 | 50 | 0.0 | 202.9 | 344.9 | 0.0 | 172.5 | 293.2 | 0.0 | 0.0 | 0.0 | 0.0 | 167.2 | 280.6 | 5.3 | 12.6 |
| 378+00 | 378+50 | 50 | 0.0 | 93.1 | 309.8 | 0.0 | 79.1 | 263.3 | 0.0 | 0.0 | 0.0 | 0.0 | 74.3 | 250.6 | 4.8 | 12.7 |
| 378+50 | 379+00 | 50 | 0.0 | 94.5 | 257.7 | 0.0 | 80.3 | 219.0 | 0.0 | 0.0 | 0.0 | 0.0 | 75.2 | 206.3 | 5.1 | 12.7 |
| 379+00 | 379+50 | 50 | 0.0 | 102.5 | 226.5 | 0.0 | 87.1 | 192.5 | 0.0 | 0.0 | 0.0 | 0.0 | 84.0 | 179.8 | 3.1 | 12.7 |
| 379+50 | 379+66 | 16 | 0.0 | 33.1 | 64.4 | 0.0 | 28.1 | 54.7 | 0.0 | 0.4 | 0.0 | 0.0 | 28.1 | 50.2 | 0.0 | 4.1 |
| 379+66 | 380+00 | 34 | 0.0 | 77.0 | 133.1 | 0.0 | 65.5 | 113.1 | 0.0 | 0.0 | 5.2 | 0.0 | 65.5 | 99.5 | 0.0 | 8.4 |
| 380+00 | 380+50 | 50 | 0.0 | 108.6 | 181.6 | 0.0 | 92.3 | 154.4 | 0.0 | 8.9 | 23.4 | 0.0 | 79.8 | 118.7 | 3.6 | 12.3 |
| 380+50 | 381+00 | 50 | 0.0 | 83.2 | 153.1 | 0.0 | 70.7 | 130.1 | 0.0 | 26.6 | 41.9 | 0.0 | 36.4 | 75.9 | 7.7 | 12.3 |
| 381+00 | 381+50 | 50 | 0.0 | 63.3 | 127.7 | 0.0 | 53.8 | 108.5 | 0.0 | 26.4 | 57.5 | 0.0 | 23.3 | 38.8 | 4.1 | 12.2 |
| 381+50 | 382+00 | 50 | 0.0 | 47.5 | 103.2 | 0.0 | 40.4 | 87.7 | 0.0 | 31.7 | 70.7 | 0.0 | 3.6 | 4.7 | 5.1 | 12.3 |
| 382+00 | 382+11 | 11 | 0.0 | 8.6 | 19.1 | 0.0 | 7.3 | 16.2 | 0.0 | 9.8 | 16.3 | 0.0 | -3.6 | -2.8 | 1.1 | 2.7 |
| 382+11 | 382+50 | 39 | 0.0 | 29.2 | 57.6 | 0.0 | 24.8 | 49.0 | 0.0 | 41.8 | 57.2 | 0.0 | -20.8 | -17.8 | 3.8 | 9.6 |
| 382+50 | 383+00 | 50 | 0.0 | 34.2 | 56.9 | 0.0 | 29.1 | 48.4 | 0.0 | 55.8 | 87.5 | 0.0 | -35.8 | -52.5 | 9.1 | 13.4 |
| 383+00 | 383+50 | 50 | 0.0 | 32.3 | 50.4 | 0.0 | 27.5 | 42.8 | 0.0 | 49.0 | 111.8 | 0.0 | -30.3 | -83.5 | 8.8 | 14.5 |
| 383+50 | 384+00 | 50 | 0.0 | 36.4 | 52.5 | 0.0 | 30.9 | 44.6 | 0.0 | 45.0 | 107.3 | 0.0 | -23.0 | -76.8 | 8.9 | 14.1 |
| 384+00 | 384+50 | 50 | 0.0 | 44.4 | 62.1 | 0.0 | 37.7 | 52.8 | 0.0 | 29.8 | 88.1 | 0.0 | 0.3 | -48.5 | 7.6 | 13.2 |
| 384+50 | 384+81 | 31 | 0.0 | 28.2 | 48.0 | 0.0 | 24.0 | 40.8 | 0.0 | 14.8 | 31.0 | 0.0 | 5.8 | 2.2 | 3.4 | 7.6 |
| 384+81 | | | | | | | | | | | | | | | | |
| PAGE SUB TOTAL US 34 | | | 96.2 | 1,586.8 | 3,601.4 | 81.8 | 1,348.8 | 3,061.2 | 0.0 | 352.4 | 708.1 | 81.8 | 887.2 | 2,116.0 | 109.2 | 237.1 |
| Diehl Farm Rd | | | | | | | | | | | | | | | | |
| 68+00 | 68+50 | 50 | 0.0 | 0.0 | 75.7 | 0.0 | 0.0 | 64.3 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 52.0 | 0.0 | 5.9 |
| 68+50 | 69+00 | 50 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 29.8 | 0.0 | 0.0 | 47.7 | 0.0 | 0.0 | -27.4 | 0.0 | 9.4 |
| 69+00 | 69+50 | 50 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 112.1 | 0.0 | 0.0 | -118.8 | 0.0 | 9.8 |
| 69+50 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sycamore Rd | | | | | | | | | | | | | | | | |
| 78+00 | 78+50 | 50 | 0.0 | 0.0 | 121.5 | 0.0 | 0.0 | 103.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 96.6 | 0.0 | 6.7 |
| 78+50 | 79+00 | 50 | 0.0 | 0.0 | 151.0 | 0.0 | 0.0 | 128.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 117.4 | 0.0 | 11.0 |
| 79+00 | 79+50 | 50 | 0.0 | 0.0 | 138.9 | 0.0 | 0.0 | 118.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 107.9 | 0.0 | 10.2 |
| 79+50 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Beecher Rd (North) | | | | | | | | | | | | | | | | |
| 90+50 | 91+00 | 50 | 0.0 | 179.3 | 0.0 | 0.0 | 152.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 139.9 | 0.0 | 7.9 | 0.0 |
| 91+00 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Isabel Dr. | | | | | | | | | | | | | | | | |
| 110+75 | 111+00 | 25 | 0.0 | 194.4 | 0.0 | 0.0 | 165.2 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 160.7 | 0.0 | 3.1 | 0.0 |
| 111+00 | 111+50 | 50 | 0.0 | 360.2 | 0.0 | 0.0 | 306.2 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 292.7 | 0.0 | 7.9 | 0.0 |
| 111+50 | 112+00 | 50 | 0.0 | 316.2 | 0.0 | 0.0 | 268.8 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 255.3 | 0.0 | 7.9 | 0.0 |
| 112+00 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cannonball Trail (South) | | | | | | | | | | | | | | | | |
| 128+75 | 129+00 | 25 | 0.0 | 0.0 | 108.8 | 0.0 | 0.0 | 92.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 88.6 | 0.0 | 3.9 |
| 129+00 | 129+25 | 25 | 0.0 | 0.0 | 136.3 | 0.0 | 0.0 | 115.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 112.0 | 0.0 | 3.9 |
| 129+25 | 129+50 | 25 | 0.0 | 0.0 | 152.8 | 0.0 | 0.0 | 129.9 | 0.0 | 0.0 | 14.1 | 0.0 | 0.0 | 110.3 | 0.0 | 5.5 |
| 129+50 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cannonball Trail (North) | | | | | | | | | | | | | | | | |
| 240+50 | 240+75 | 25 | 0.0 | 103.0 | 0.0 | 0.0 | 87.6 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 84.3 | 0.0 | 2.6 | 0.0 |
| 240+75 | 241+00 | 25 | 0.0 | 151.5 | 0.0 | 0.0 | 128.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 125.8 | 0.0 | 3.0 | 0.0 |
| 241+00 | 241+10 | 10 | 0.0 | 46.2 | 0.0 | 0.0 | 39.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.7 | 0.0 | 1.6 | 0.0 |
| 241+10 | 241+10 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Game Farm Rd | | | | | | | | | | | | | | | | |
| 548+85 | 549+00 | 15 | 0.0 | 0.0 | 23.3 | 0.0 | 0.0 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.1 | 0.0 | 0.7 |
| 549+00 | 549+50 | 50 | 7.4 | 0.0 | 40.7 | 6.3 | 0.0 | 34.6 | 0.0 | 0.0 | 68.5 | 6.3 | 0.0 | -37.0 | 0.0 | 3.1 |
| 549+50 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Center Pkwy (South) | | | | | | | | | | | | | | | | |
| 159+00 | 159+25 | 25 | 0.0 | 0.0 | 61.3 | 0.0 | 0.0 | 52.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.5 | 0.0 | 1.6 |
| 159+25 | 159+50 | 25 | 0.0 | 0.0 | 61.9 | 0.0 | 0.0 | 52.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51.4 | 0.0 | 1.2 |
| 159+50 | 159+75 | 25 | 0.0 | 0.0 | 54.7 | 0.0 | 0.0 | 46.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.1 | 0.0 | 0.4 |
| 159+75 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Center Pkwy (NE) | | | | | | | | | | | | | | | | |
| 100+44 | 100+69 | 26 | 0.0 | 41.8 | 0.0 | 0.0 | 35.5 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 31.0 | 0.0 | 0.8 | 0.0 |
| 100+69 | 100+95 | 26 | 0.0 | 40.7 | 0.0 | 0.0 | 34.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.0 | 0.0 | 1.6 | 0.0 |
| 100+95 | 101+21 | 26 | 0.0 | 44.2 | 0.0 | 0.0 | 37.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.0 | 0.0 | 1.6 | 0.0 |
| 101+21 | 101+46 | 26 | 0.0 | 49.2 | 0.0 | 0.0 | 41.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39.4 | 0.0 | 2.4 | 0.0 |
| 101+46 | 101+50 | 4 | 0.0 | 8.2 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 | 0.0 | 0.6 | 0.0 |
| 101+50 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Center Pkwy (NW) | | | | | | | | | | | | | | | | |
| 50+43 | 50+68 | 24 | 0.0 | 62.0 | 0.0 | 0.0 | 52.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51.2 | 0.0 | 1.5 | 0.0 |
| 50+68 | 50+92 | 24 | 0.0 | 57.5 | 0.0 | 0.0 | 48.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47.4 | 0.0 | 1.5 | 0.0 |
| 50+92 | 51+17 | 24 | 0.0 | 60.6 | 0.0 | 0.0 | 51.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.7 | 0.0 | 0.8 | 0.0 |
| 51+17 | 51+41 | 24 | 0.0 | 62.8 | 0.0 | 0.0 | 53.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.6 | 0.0 | 0.8 | 0.0 |
| 51+41 | 51+50 | 9 | 0.0 | 23.1 | 0.0 | 0.0 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.0 | 0.0 | 0.6 | 0.0 |
| 51+50 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| SUB TOTALS SIDE ROADS | | | 7.4 | 1,800.9 | 1,165.6 | 6.3 | 1,530.8 | 990.8 | 0.0 | 21.6 | 248.8 | 6.3 | 1,463.0 | 668.7 | 46.2 | 73.3 |
| TOTALS ALL PAGES | | | 596.9 | 21,548.1 | 17,715.9 | 507.4 | 18,315.9 | 15,058.5 | 784.1 | 15,940.8 | 14,538.4 | -276.7 | -1,103.0 | -2,009.1 | 3,478.1 | 2,529.2 |
| GRAND TOTALS | | | | 39861 | | | | | | | | -3389 | | 6007 | | |

COLUMNS (1), (2) AND (3)-LOCATIONS AND QUANTITIES FROM CROSS SECTIONS-PAY FOR AS EARTH EXCAVATION
COLUMNS (4), (5) AND (6)- QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 15% (1- SHRINKAGE FACTOR)
COLUMNS (7), (8) AND (9)-LOCATIONS AND QUANTITIES FOR EMBANKMENT FROM CROSS SECTIONS-PAY FOR AS EARTH EXCAVATION
COLUMNS (13), (14)-LOCATIONS AND QUANTITIES FROM CROSS SECTIONS-PAY FOR AS TOPSOIL EXCAVATION AND PLACEMENT
COLUMNS (10), (11) AND (12) EARTHWORK REQUIRED-PAY ITEM IS FURNISHED EXCAVATION :
Column (10)=COLUMN (4)-COLUMN (7)---NO TOPSOIL EXCAVATION AND PLACEMENT NEEDED FOR PRE-STAGE 1 CONSTRUCTION.
Column (11)=COLUMN (5)-COLUMN (8)-COLUMN (13)
Column (12)=COLUMN (6)-COLUMN (9)-COLUMN (14)
PRE-STAGE ONE EMBANKMENT SHALL HAVE THE TOP 4" BE VEGETATIVE SOIL-NO PAY ITEM FOR THIS
THE SUMS OF COLUMNS (10), (11), AND (12) SHALL BE PAID FOR AS FURNISHED EXCAVATION

*(13)R-2(13 BR)C, (13 BR-1)BR

| | | | | | | | | | | | | | | | |
|--|-------------|------------|-----------|---|--|--|--------|-----------------------------|------------|---------------|-----------|---------|---------|---------------------------|-----------|
| FILE NAME = | USER NAME = | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | | | SCHEDULES | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| cs:\pw_work\p\p\dot\brayboyc\dms31885\EP08507-sht-schedule.dgn | | DRAWN - | REVISED - | | | | | | | | 591 | : | KENDALL | 533 | 49 |
| PLOT SCALE = 100.0000' / in. | | CHECKED - | REVISED - | | | | | | | | | | | CONTRACT NO. 66993 | |
| PLOT DATE = 2/4/2017 | | DATE - | REVISED - | | | | | | | | | | | ILLINOIS FED. AID PROJECT | |
| | | | | | | | SCALE: | SHEET NO. ___ OF ___ SHEETS | STA. _____ | TO STA. _____ | | | | | |

INLET AND PIPE PROTECTION SCHEDULE

| STATION | OFFSET | LT/RT | QUANTITY |
|----------|--------|-------|----------|
| US 34 | | | |
| EACH | | | |
| 272+21 | 75.0 | LT | 1 |
| 274+95 | 70.0 | LT | 1 |
| 277+70 | 65.0 | LT | 1 |
| 278+50 | 33.4 | LT | 1 |
| 278+50 | 35.0 | RT | 1 |
| 279+75 | 33.0 | LT | 1 |
| 279+75 | 35.0 | RT | 1 |
| 281+00 | 33.0 | LT | 1 |
| 281+00 | 35.0 | RT | 1 |
| 284+00 | 33.0 | LT | 1 |
| 284+00 | 35.0 | RT | 1 |
| 285+50 | 33.0 | LT | 1 |
| 285+50 | 35.0 | RT | 1 |
| 287+00 | 33.0 | LT | 1 |
| 287+00 | 35.0 | RT | 1 |
| 287+36.5 | 69.0 | LT | 1 |
| 288+00 | 33.0 | LT | 1 |
| 288+00 | 35.0 | RT | 1 |
| 289+85 | 33.0 | LT | 1 |
| 289+85 | 33.0 | RT | 1 |
| 290+00 | 35.0 | LT | 1 |
| 290+00 | 35.0 | RT | 1 |
| 290+15 | 33.0 | LT | 1 |
| 290+15 | 33.0 | RT | 1 |
| 291+50 | 33.0 | LT | 1 |
| 291+50 | 35.0 | RT | 1 |
| 293+00 | 33.0 | LT | 1 |
| 293+00 | 35.0 | RT | 1 |
| 294+50 | 33.0 | LT | 1 |
| 294+50 | 35.0 | RT | 1 |
| 296+00 | 33.0 | LT | 1 |
| 296+00 | 35.0 | RT | 1 |
| 297+75 | 33.0 | RT | 1 |
| 298+25 | 33.0 | LT | 1 |
| 298+25 | 35.0 | RT | 1 |
| 299+50 | 33.0 | LT | 1 |
| 299+50 | 35.0 | RT | 1 |
| 300+00 | 58.0 | RT | 1 |
| 300+82 | 60.0 | LT | 1 |
| 301+35 | 33.0 | LT | 1 |
| 301+35 | 35.0 | RT | 1 |
| 302+50 | 33.0 | LT | 1 |
| 302+50 | 35.0 | RT | 1 |
| 304+85 | 33.0 | LT | 1 |
| 304+85 | 35.0 | RT | 1 |
| 306+25 | 33.0 | LT | 1 |
| 306+25 | 35.0 | RT | 1 |
| 306+80 | 61.0 | LT | 1 |
| 307+50 | 35.0 | LT | 1 |
| 307+50 | 35.0 | RT | 1 |
| 307+75 | 33.0 | LT | 1 |
| 307+75 | 33.0 | RT | 1 |
| 309+75 | 33.0 | LT | 1 |
| 310+00 | 35.0 | LT | 1 |
| 310+00 | 35.0 | RT | 1 |
| 311+25 | 33.0 | LT | 1 |
| 311+25 | 35.0 | RT | 1 |
| 312+50 | 33.0 | LT | 1 |
| 312+50 | 35.0 | RT | 1 |
| 312+50 | 58.0 | RT | 1 |
| 314+00 | 33.0 | LT | 1 |
| 314+00 | 35.0 | RT | 1 |
| 315+50 | 33.0 | LT | 1 |
| 315+50 | 35.0 | RT | 1 |
| 317+00 | 33.0 | LT | 1 |
| 317+00 | 35.0 | RT | 1 |
| 318+30 | 35.0 | LT | 1 |
| 318+30 | 46.0 | LT | 1 |
| 318+30 | 35.0 | RT | 1 |
| 318+30 | 58.0 | RT | 1 |
| 318+50 | 33.0 | RT | 1 |
| 320+30 | 33.0 | LT | 1 |
| 320+30 | 50.0 | LT | 1 |
| 320+50 | 35.0 | LT | 1 |
| 320+50 | 50.0 | LT | 1 |
| 320+50 | 35.0 | RT | 1 |
| 320+70 | 33.0 | LT | 1 |
| 320+70 | 35.0 | RT | 1 |
| 320+90 | 33.0 | RT | 1 |
| 322+50 | 33.0 | LT | 1 |
| 322+50 | 35.0 | RT | 1 |
| 323+75 | 35.0 | LT | 1 |
| 323+75 | 48.0 | LT | 1 |
| 323+75 | 35.0 | RT | 1 |

INLET AND PIPE PROTECTION SCHEDULE

| STATION | OFFSET | LT/RT | QUANTITY |
|---------|--------|-------|----------|
| US 34 | | | |
| EACH | | | |
| 325+00 | 33.0 | LT | 1 |
| 325+00 | 35.0 | RT | 1 |
| 326+25 | 35.0 | LT | 1 |
| 326+25 | 48.0 | LT | 1 |
| 326+25 | 40.0 | RT | 1 |
| 327+50 | 33.0 | LT | 1 |
| 327+50 | 46.0 | RT | 1 |
| 328+75 | 33.0 | LT | 1 |
| 328+75 | 47.0 | RT | 1 |
| 331+30 | 47.0 | LT | 1 |
| 331+30 | 55.0 | LT | 1 |
| 331+30 | 33.0 | RT | 1 |
| 331+50 | 48.0 | LT | 1 |
| 331+50 | 35.0 | RT | 1 |
| 332+60 | 53.0 | LT | 1 |
| 332+75 | 47.0 | LT | 1 |
| 332+75 | 33.0 | RT | 1 |
| 332+90 | 53.0 | LT | 1 |
| 334+00 | 47.0 | LT | 1 |
| 334+00 | 33.0 | RT | 1 |
| 335+50 | 35.0 | RT | 1 |
| 335+50 | 51.0 | RT | 1 |
| 335+70 | 45.0 | LT | 1 |
| 335+70 | 55.0 | LT | 1 |
| 336+56 | 54.0 | LT | 1 |
| 336+75 | 47.0 | LT | 1 |
| 336+75 | 33.0 | RT | 1 |
| 338+00 | 46.0 | LT | 1 |
| 338+00 | 35.0 | RT | 1 |
| 338+00 | 50.0 | RT | 1 |
| 341+35 | 47.0 | LT | 1 |
| 341+50 | 47.0 | LT | 1 |
| 341+50 | 33.0 | RT | 1 |
| 342+55 | 56.0 | LT | 1 |
| 342+75 | 47.0 | LT | 1 |
| 342+75 | 35.0 | RT | 1 |
| 342+75 | 51.0 | RT | 1 |
| 344+00 | 47.0 | LT | 1 |
| 344+00 | 33.0 | RT | 1 |
| 344+70 | 47.0 | LT | 1 |
| 344+70 | 54.0 | LT | 1 |
| 344+95 | 47.0 | LT | 1 |
| 344+95 | 35.0 | RT | 1 |
| 344+95 | 49.0 | RT | 1 |
| 345+20 | 33.0 | RT | 1 |
| 347+00 | 47.0 | LT | 1 |
| 348+00 | 47.0 | LT | 1 |
| 348+00 | 45.0 | RT | 1 |
| 348+75 | 55.0 | LT | 1 |
| 348+90 | 47.0 | LT | 1 |
| 348+90 | 54.0 | LT | 1 |
| 348+90 | 45.5 | RT | 1 |
| 349+13 | 47.0 | LT | 1 |
| 349+13 | 47.0 | RT | 1 |
| 349+13 | 57.0 | RT | 1 |
| 351+80 | 47.0 | LT | 1 |
| 351+80 | 33.0 | RT | 1 |
| 353+00 | 45.0 | LT | 1 |
| 353+00 | 35.0 | RT | 1 |
| 353+00 | 56.0 | RT | 1 |
| 354+25 | 38.0 | LT | 1 |
| 354+25 | 33.0 | RT | 1 |
| 355+50 | 35.0 | LT | 1 |
| 355+50 | 35.0 | RT | 1 |
| 355+50 | 60.0 | RT | 1 |
| 356+75 | 35.0 | LT | 1 |
| 356+75 | 33.0 | RT | 1 |
| 357+32 | 53.0 | LT | 1 |
| 358+00 | 35.0 | LT | 1 |
| 358+00 | 33.0 | RT | 1 |
| 359+50 | 35.0 | LT | 1 |
| 359+50 | 33.0 | RT | 1 |
| 361+23 | 63.0 | LT | 1 |
| 362+00 | 35.0 | LT | 1 |
| 362+00 | 33.0 | RT | 1 |
| 362+33 | 65.0 | LT | 1 |
| 363+61 | 64.0 | LT | 1 |
| 364+25 | 35.0 | LT | 1 |
| 364+25 | 35.0 | RT | 1 |

INLET AND PIPE PROTECTION SCHEDULE

| STATION | OFFSET | LT/RT | QUANTITY |
|--------------|--------|-------|------------|
| US 34 | | | |
| EACH | | | |
| 364+40 | 66.0 | LT | 1 |
| 365+75 | 33.0 | LT | 1 |
| 365+75 | 33.0 | RT | 1 |
| 367+25 | 33.0 | LT | 1 |
| 367+25 | 33.0 | RT | 1 |
| 368+45 | 33.0 | LT | 1 |
| 368+45 | 33.0 | RT | 1 |
| 368+60 | 33.0 | LT | 1 |
| 368+60 | 33.0 | RT | 1 |
| 368+75 | 33.0 | LT | 1 |
| 368+75 | 33.0 | RT | 1 |
| 369+47 | 53.0 | LT | 1 |
| 370+60 | 60.0 | LT | 1 |
| 370+80 | 40.0 | RT | 1 |
| 371+25 | 33.0 | LT | 1 |
| 371+25 | 33.0 | RT | 1 |
| 371+50 | 33.0 | LT | 1 |
| 371+50 | 35.0 | RT | 1 |
| 373+25 | 33.0 | LT | 1 |
| 373+25 | 35.0 | RT | 1 |
| 373+50 | 54.0 | RT | 1 |
| 373+70 | 102.0 | RT | 1 |
| 374+05 | 62.5 | RT | 1 |
| 374+10 | 91.0 | RT | 1 |
| 374+35 | 69.0 | RT | 1 |
| 375+00 | 34.0 | LT | 1 |
| 375+00 | 33.0 | RT | 1 |
| 375+00 | 55.0 | RT | 1 |
| 376+75 | 34.0 | LT | 1 |
| 376+75 | 34.0 | RT | 1 |
| 376+75 | 54.0 | RT | 1 |
| 378+50 | 34.0 | LT | 1 |
| 378+50 | 34.0 | RT | 1 |
| 380+25 | 34.0 | LT | 1 |
| 380+25 | 33.0 | RT | 1 |
| 382+75 | 34.0 | LT | 1 |
| 382+75 | 33.0 | RT | 1 |
| 383+75 | 34.0 | LT | 1 |
| 383+75 | 33.0 | RT | 1 |
| 384+58 | 34.0 | LT | 1 |
| 384+58 | 33.0 | RT | 1 |
| 386+85 | 34.0 | LT | 1 |
| 386+85 | 34.0 | RT | 1 |
| 386+85 | 50.0 | RT | 1 |
| TOTAL | | | 205 |

TEMPORARY ITEMS FOR STAGE CONSTRUCTION SCHEDULE

| LOCATION | | | | HMA SHOULDER CURB FT. | INLET TYPE B TY. 3V F+G EACH | STORM SEWER CL. A TYPE 1 15" FT. |
|----------------------|--------|---------|--------|-----------------------|------------------------------|----------------------------------|
| STATION | OFFSET | STATION | OFFSET | | | |
| US 34 | | | | | | |
| 369+64 | 20' RT | 373+34 | 33' RT | 370 | | |
| 372+03 | 29' RT | | | | 1 | |
| 372+04 | 20' RT | 372+05 | 29' RT | | | 9 |
| GAME FARM RD. | | | | | | |
| 549+17 | 20' RT | 377+34 | 26' RT | 367 | | |
| TOTAL | | | | 737 | 1 | 9 |

PAVEMENT MARKING REMOVAL-WATER BLASTING (STAGE CONSTRUCTION) SCHEDULE

| LOCATION | | | | LINE | | | | | | |
|--------------|----|--------|---------|--------------------------|---------------------------|------------------|---------------------|--------------------------|--------------------------|---------------------|
| US 34 | | | | 4" | | 6" | 12" | 8" | 24" | LETTERS AND SYMBOLS |
| STA. | TO | STA. | OFFSET | SOLID (WHITE) SQ. FT. | SOLID (YELLOW) SQ. FT. | SOLID SQ. FT. | DIAGONAL SQ. FT. | SOLID (WHITE) SQ. FT. | SOLID (WHITE) SQ. FT. | SQ. FT. |
| PRE STAGE 1A | | | | | | | | | | |
| 271+61 | | 274+10 | 22.0 LT | | | | | 166 | | |
| 271+61 | | 272+78 | 10.0 LT | | | | | 78 | | |
| 271+75 | | 277+42 | 5.0 RT | | 709 | | | | | |
| 271+75 | | 272+56 | 4.0 LT | | | | | | | 31.2 |
| 272+77 | | 274+12 | 10.0 LT | | | | | 23 | | |
| 273+00 | | 277+00 | 0.0 CL | | | | 227 | | | |
| 274+03 | | 292+56 | 18.0 RT | 618 | | | | | | |
| 274+03 | | 279+10 | 31.0 RT | | | | 160 | | | |
| 277+42 | | 329+33 | .5 RT | | | 649 | | | | |
| 290+25 | | 296+32 | 0.0 CL | | 813 | | | | | |
| 291+00 | | 296+32 | 0.0 CL | | | | 245 | | | |
| 292+56 | | 294+10 | 18.0 RT | | | | | 26 | | |
| 294+10 | | 296+16 | 28.0 RT | | | | | | | 46.8 |
| 294+10 | | 296+37 | 21.0 RT | | | | | 151 | | |
| 297+15 | | 308+19 | 9.0 RT | | 808 | | | | | |
| 297+42 | | 299+70 | 2.0 RT | | | | | | | 46.8 |
| 297+50 | | 305+15 | 24.0 RT | 255 | | | | | | |
| 300+00 | | 308+19 | 3.0 RT | | | | 299 | | | |
| 300+65 | | 302+90 | 20.0 RT | | | | | 38 | | |
| 302+90 | | 304+90 | 20.0 RT | | | | | 133 | | |
| 303+10 | | 304+72 | 25.0 RT | | | | | | | 46.8 |
| 304+90 | | 306+08 | 20.0 RT | | | | | 20 | | |
| 306+08 | | 308+05 | 24.5 RT | | | | | | | 46.8 |
| 306+08 | | 308+12 | 20.0 RT | | | | | 136 | | |
| 308+10 | | 308+12 | 33.5 RT | | | | | | 48 | |
| 309+34 | | 309+36 | 8.5 RT | | | | | | 17 | |
| 309+34 | | 319+37 | 10.0 RT | | 741 | | | | | |
| 309+37 | | 311+60 | 2.0 RT | | | | | | | 46.8 |
| 309+55 | | 318+45 | 21.0 RT | 297 | | | | | | |
| 312+20 | | 319+35 | 0.0 CL | | | | 167 | | | |
| 316+00 | | 319+30 | 16.0 RT | | | 41 | | | | |
| 320+10 | | 326+20 | 0.0 CL | | 442 | | | | | |
| 320+30 | | 323+30 | 0.0 CL | | | | | | | 46.8 |
| 320+30 | | 329+22 | 17.0 RT | | | 112 | | | | |
| 323+65 | | 326+00 | 3.0 RT | | | | 45.5 | | | |
| 325+48 | | 327+48 | 30.0 RT | | | | | 33 | | |
| 325+55 | | 327+48 | 5.0 RT | | | | | 32 | | |
| 327+48 | | 329+23 | 5.0 RT | | | | | 117 | | |
| 327+48 | | 329+23 | 30.0 RT | | | | | 117 | | |
| 327+78 | | 329+23 | 0.0 CL | | | | | | | 31.2 |
| 327+78 | | 329+23 | 35.0 RT | | | | | | | 31.2 |
| 329+23 | | 329+25 | 45.0 RT | | | | | | 90 | |
| 330+71 | | 330+73 | 4.0 RT | | | | | | 8 | |
| 330+72 | | 335+30 | 4.0 RT | | 305 | | | | | |
| 330+82 | | 334+35 | 0.0 CL | | | | | | | 46.8 |
| 331+00 | | 339+05 | 16.5 RT | | | 100 | | | | |
| 334+60 | | 336+55 | 4.5 RT | | | | | 33 | | |
| 336+55 | | 339+05 | 4.5 RT | | | | | 167 | | |
| 336+85 | | 339+05 | 0.0 CL | | | | | | | 46.8 |
| 339+05 | | 339+07 | 31.0 RT | | | | | | 62 | |
| 340+36 | | 340+38 | 55.0 LT | | | | | | 90 | |
| 340+36 | | 340+82 | 34.0 LT | | | | | 31 | | |
| 340+36 | | 340+82 | 40.0 LT | | | | | | | 15.6 |
| 340+36 | | 340+82 | 21.0 LT | | | 5 | | | | |
| 340+36 | | 344+23 | 0.0 CL | | 290 | | | | | |
| 340+36 | | 344+00 | 0.0 CL | | | | 104 | | | |
| 340+60 | | 349+50 | 16.5 RT | | | 73 | | | | |
| 343+70 | | 345+50 | 5.0 RT | | | | | 30 | | |
| 345+50 | | 349+50 | 5.0 RT | | | | | 267 | | |
| 345+80 | | 349+50 | 0.0 CL | | | | | | | 46.8 |
| 349+00 | | 349+50 | 33.0 RT | | | | | 33 | | |
| 349+00 | | 349+50 | 36.5 RT | | | | | | | 15.6 |
| 349+50 | | 349+52 | 48.0 RT | | | | | | 96 | |
| PAGE TOTALS | | | | 1170 | 4108 | 980 | 1247.5 | 1631 | 411 | 546 |

*(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | | | | | | | |
|---|------------------------|------------|-----------|---|--------------------|-----------|----|-----------|---------|--------|--------------|-----------|---|---------|-----|----|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | | | |
| p:\11\084EBID\INTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\EP03507\EP03507-01\Drawings\EP03507-01\EP03507-01.sht | | CHECKED - | REVISED - | | SCALE: | SHEET NO. | OF | SHEETS | STA. | TO | STA. | 591 | * | KENDALL | 533 | 51 |
| PLOT SCALE = 100.0000' / in. | | DATE - | REVISED - | | CONTRACT NO. 66993 | | | | | | | | | | | |

ILLINOIS FED. AID PROJECT

PAVEMENT MARKING REMOVAL-WATER BLASTING (STAGE CONSTRUCTION) SCHEDULE CONT'D

| LOCATION | | | | LINE | | | | | | |
|--------------------------|----|--------|---------|--------------------------|---------------------------|------------------|---------------------|--------------------------|--------------------------|---------------------|
| US 34 | | | | 4" | | 6" | 12" | 8" | 24" | LETTERS AND SYMBOLS |
| STA. | TO | STA. | OFFSET | SOLID (WHITE) SQ. FT. | SOLID (YELLOW) SQ. FT. | SOLID SQ. FT. | DIAGONAL SQ. FT. | SOLID (WHITE) SQ. FT. | SOLID (WHITE) SQ. FT. | SQ. FT. |
| PRE STAGE 1A | | | | | | | | | | |
| 350+90 | | 350+92 | 5.0 RT | | | | | | 10 | |
| 350+90 | | 352+35 | 0.0 CL | | | | | | | 46.8 |
| 350+90 | | 358+32 | 4.5 RT | | 542 | | | | | |
| 350+90 | | 354+70 | 17.5 RT | | | 48 | | | | |
| 351+40 | | 353+25 | 23.0 RT | | | | | | | 83 |
| 353+00 | | 358+32 | 0.0 CL | | | | 239 | | | |
| 359+25 | | 361+00 | 4.0 RT | | | | | | | 46.8 |
| 359+25 | | 366+00 | 10.0 RT | | 533 | | | | | |
| 359+60 | | 373+15 | 22.0 RT | 903 | | | | | | |
| 361+65 | | 366+00 | 5.0 RT | | | | 124 | | | |
| 370+80 | | 373+35 | 9.0 RT | | 182 | | | | | |
| 371+00 | | 373+35 | 2.0 RT | | | | 34 | | | |
| 373+32 | | 373+34 | 23.0 RT | | | | | | 26 | |
| 374+04 | | 374+06 | 10.5 RT | | | | | | 21 | |
| 374+04 | | 375+15 | 2.0 RT | | | | | | | 31.2 |
| 374+04 | | 382+62 | 10.0 RT | | 626 | | | | | |
| 374+75 | | 384+68 | 24.0 RT | 331 | | | | | | |
| 375+50 | | 382+62 | 4.0 RT | | | | 271 | | | |
| 383+00 | | 384+68 | 7.0 RT | | | | | 112 | | |
| 383+00 | | 384+68 | 18.0 RT | | | | | 112 | | |
| 383+25 | | 384+68 | 2.5 RT | | | | | | | 46.8 |
| 383+25 | | 384+68 | 12.0 RT | | | | | | | 34.5 |
| 383+25 | | 384+68 | 24.0 RT | | | | | | | 78 |
| 386+18 | | 386+20 | 5.5 RT | | | | | | 11 | |
| 386+20 | | 387+70 | 0.0 CL | | | | | | | 46.8 |
| 386+20 | | 388+00 | 5.0 RT | | 188 | | | | | |
| 386+20 | | 388+00 | 17.0 RT | | | 23 | | | | |
| PRE STAGE 1A SUB TOTAL | | | | 1234 | 2071 | 71 | 668 | 224 | 68 | 413.9 |
| PRE STAGE 1A GRAND TOTAL | | | | 2404 | 6179 | 1051 | 1915.5 | 1855 | 479 | 959.9 |

•(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | | | | |
|--|------------------------|------------|-----------|---|--------------------|-----------|-----------|------|-----------|---------------------------|---------|--------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\11\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\EP03507-7-shr-sched | DRAWN | CHECKED - | REVISED - | | | | | | 591 | * | KENDALL | 533 | 52 |
| PLOT SCALE = 100.0000' / in. | | DATE - | REVISED - | | CONTRACT NO. 66993 | | | | | | | | |
| PLOT DATE = 2/1/2017 | | | | | SCALE: | SHEET NO. | OF SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | | |

PAVEMENT MARKING REMOVAL-WATER BLASTING (STAGE CONSTRUCTION) SCHEDULE CONT'D

| LOCATION | | | | LINE | | | | | | |
|-------------------------|----|----------|---------|--------------------------|---------------------------|------------------|------------------------------|--------------------------|--------------------------|---------|
| US 34 | | | | 4" | 6" | 12" | 8" | 24" | LETTERS AND SYMBOLS | |
| STA. | TO | STA. | OFFSET | SOLID (WHITE) SQ. FT. | SOLID (YELLOW) SQ. FT. | SOLID SQ. FT. | DIAGONAL (YELLOW) SQ. FT. | SOLID (WHITE) SQ. FT. | SOLID (WHITE) SQ. FT. | SQ. FT. |
| POST -STAGE 1A | | | | | | | | | | |
| 381+65 | | 384+62 | 13.0 RT | | | | | 199 | | |
| 381+78 | | 383+12.5 | 20.0 RT | | | | | 23 | | |
| 383+13 | | 384+62 | 20.0 RT | | | | | 99 | | |
| 383+42.5 | | 384+62 | 14.5 RT | | | | | | | 31.2 |
| 384+62 | | 384+64 | 32.5 RT | | | | | | 24 | |
| 386+23 | | 389+98 | .5 LT | 125 | | | | | | |
| 386+23 | | 387+02 | 10.0 RT | | | | | 53 | | |
| 386+23 | | 386+85 | 16.5 RT | | | | | | | 31.2 |
| 387+02 | | 388+12 | 10.0 RT | | | | | 18 | | |
| POST STAGE 1A TOTALS | | | | 125 | 0 | 0 | 0 | 392 | 24 | 62.4 |
| POST STAGE 1B | | | | | | | | | | |
| 263+98 | | 265+80 | 4.0 RT | | 121 | | | | | |
| 264+53 | | 266+37 | 15.0 RT | | | 23 | | | | |
| 265+09 | | 267+59 | 7.0 RT | | | | | 42 | | |
| 266+34 | | 268+84 | 32.5 RT | | | | | 42 | | |
| 267+59 | | 270+57 | 6.5 RT | | | | | 199 | | |
| 267+59 | | 270+59 | 7.0 LT | | 200 | | | | | |
| 267+79 | | 270+59 | 0.0 CL | | | | | | | 46.8 |
| 268+03 | | 270+25 | 19.5 LT | | | 28 | | | | |
| 270+35 | | 270+82.5 | 20.5 LT | | | | | 63 | | |
| 271+32 | | 271+69 | 20.5 LT | | | | | 61 | | |
| 271+92 | | 273+28 | 16.5 LT | | | | | 23 | | |
| 271+92 | | 273+28 | 5.0 LT | | | | | 91 | | |
| 271+92 | | 277+28 | 7.0 RT | | 578 | | | | | |
| 273+27 | | 273+91 | 5.0 LT | | | | | 11 | | |
| 273+28 | | 277+28 | 16.5 LT | 133 | | | | | | |
| 273+70 | | 276+99 | 7.0 RT | | | | 318 | | | |
| 274+03 | | 277+28 | 18.0 RT | 108 | | | | | | |
| 296+28 | | 298+07 | 1.0 RT | 60 | | | | | | |
| 297+38 | | 298+07 | 11.0 RT | | | | | 46 | | |
| 297+38 | | 298+07 | 22.0 RT | | | | | 46 | | |
| 297+44 | | 298+07 | 33.0 RT | 21 | | | | | | |
| 297+46.5 | | 297+56 | 15.5 RT | | | | | | | 15.6 |
| 308+12.5 | | 310+27 | 1.0 RT | 72 | | | | | | |
| 308+12.5 | | 308+19 | 16.5 RT | | 12 | | | | | |
| 308+12.5 | | 308+15 | 33.0 RT | 1 | | | | | | |
| 308+15 | | 308+17 | 38.0 RT | | | | | | 33 | |
| 308+22 | | 309+40 | 11.0 RT | | | | | 10 | | |
| 309+39 | | 309+41 | 33.0 RT | | | | | | 45 | |
| 309+40 | | 310+25 | 11.0 RT | | | | | 57 | | |
| 309+40 | | 310+24 | 22.0 RT | | 56 | | | | | |
| 309+40 | | 310+23 | 33.0 RT | 28 | | | | | | |
| 309+52 | | 309+62 | 16.5 RT | | | | | | | 15.6 |
| 318+64.5 | | 321+08 | 1.0 RT | 81 | | | | | | |
| 318+64.5 | | 319+21 | 16.5 RT | | 80 | | | | | |
| 318+64.5 | | 319+21 | 16.5 RT | | | | 53.5 | | | |
| 318+64.5 | | 318+77 | 33.0 RT | 4 | | | | | | |
| 320+39 | | 321+08 | 11.0 RT | | | | | 46 | | |
| 320+39 | | 321+08 | 22.0 RT | | 46 | | | | | |
| 320+39 | | 321+08 | 33.0 RT | 23 | | | | | | |
| 320+69 | | 320+79 | 16.5 RT | | | | | | | 15.6 |
| 329+36.5 | | 330+87.5 | 1.0 RT | 50 | | | | | | |
| 348+94.5 | | 351+12.5 | 1.0 RT | 73 | | | | | | |
| 348+94.5 | | 349+03 | 11.0 RT | | 6 | | | | | |
| 348+94.5 | | 349+03 | 22.0 RT | | | | | 6 | | |
| 348+94.5 | | 349+03 | 33.0 RT | | | | | 6 | | |
| 348+94.5 | | 349+03 | 46.0 RT | 3 | | | | | | |
| 348+94.5 | | 348+96.5 | 46.0 RT | | | | | | | 69 |
| 357+83 | | 359+66 | 1.0 RT | 61 | | | | | | |
| 357+85 | | 358+26 | 16.5 RT | | 65 | | | | | |
| 357+85 | | 358+26 | 16.5 RT | | | | 76 | | | |
| 359+40.5 | | 359+66.5 | 11.0 RT | | | | | 17 | | |
| 359+40.5 | | 359+51 | 15.5 RT | | | | | | | 15.6 |
| POST STAGE 1B SUB TOTAL | | | | 718 | 1164 | 51 | 447.5 | 766 | 147 | 109.2 |

*(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | | | |
|--|------------------------|------------|-----------|--|--|---------------------|--------------|---|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | <p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> | <p align="center">SCHEDULES</p> | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw:\1\084EBID\INTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 3\Projects\EP03507\shd\REVISED - | DESIGNED - | REVISED - | REVISED - | | 591 | * | KENDALL | 533 | 53 | | | |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | REVISED - | | <p align="center">CONTRACT NO. 66993</p> | | | | | | | |
| PLOT DATE = 2/1/2017 | DATE - | REVISED - | REVISED - | | SCALE: | SHEET NO. OF SHEETS | STA. TO STA. | <p align="center">ILLINOIS FED. AID PROJECT</p> | | | | |

PAVEMENT MARKING REMOVAL-WATER BLASTING (STAGE CONSTRUCTION) SCHEDULE CONT'D

| LOCATION | | | | LINE | | | | | | LETTERS AND SYMBOLS |
|--------------------------|----|----------|---------|---------------|----------------|---------|----------|---------------|---------------|---------------------|
| | | | | 4" | | 6" | 12" | 8" | 24" | |
| US 34 | | | | SOLID (WHITE) | SOLID (YELLOW) | SOLID | DIAGONAL | SOLID (WHITE) | SOLID (WHITE) | SO. FT. |
| STA. | TO | STA. | OFFSET | SO. FT. | SO. FT. | SO. FT. | SO. FT. | SO. FT. | SO. FT. | SO. FT. |
| POST STAGE 1B | | | | | | | | | | |
| 359+40.5 | | 359+66.5 | 22.0 RT | | 17 | | | | | |
| 359+40.5 | | 359+66.5 | 33.0 RT | 9 | | | | | | |
| 383+38.5 | | 386+00 | 3.5 RT | 87 | | | | | | |
| 383+38.5 | | 384+63 | 20.0 RT | | 83 | | | | | |
| 384+60 | | 384+62 | 31.5 RT | | | | | | 21 | |
| 386+23 | | 392+63 | 10.5 RT | 214 | | | | | | |
| 386+23 | | 389+98 | 21.5 RT | | 335 | | | | | |
| 386+26.5 | | 387+90 | 30.0 LT | 55 | | | | | | |
| 386+26.5 | | 387+90 | 32.0 LT | | | | 19 | | | |
| 386+26.5 | | 387+90 | 17.0 LT | | | | | 109 | | |
| 386+26.5 | | 387+90 | 5.0 LT | | | | | 109 | | |
| 386+35.5 | | 387+70 | 22.5 LT | | | | | | | 78 |
| 386+35.5 | | 387+70 | 11.5 LT | | | | | | | 34.5 |
| 386+46.5 | | 387+59 | 21.0 RT | | | | 142 | | | |
| 387+90 | | 389+95 | 22.5 LT | | | 26 | | | | |
| 387+90 | | 390+00 | 10.0 LT | | | | | 35 | | |
| POST -STAGE 1B TOTALS | | | | 1083 | 1599 | 77 | 608.5 | 1019 | 168 | 221.7 |
| POST - STAGE 2A | | | | | | | | | | |
| 372+37.5 | | 376+50 | 10.5 LT | 137.5 | | | | | | |
| 372+90 | | 376+58.5 | 22.0 LT | | 246 | | | | | |
| POST - STAGE 2A TOTALS | | | | 137.5 | 246 | 0 | 0 | 0 | 0 | 0 |
| POST STAGE 2B | | | | | | | | | | |
| 258+23 | | 264+53 | 15.0 RT | 210 | | | | | | |
| 260+00 | | 267+73.5 | 0.0 CL | | 901 | | | | | |
| 260+00 | | 267+73.5 | 0.0 CL | | | | 565 | | | |
| 260+00 | | 268+03 | 18.5 LT | | | 100 | | | | |
| 260+00 | | 263+85 | 18.5 RT | | | 48 | | | | |
| 263+98 | | 267+04 | 4.0 RT | 102 | | | | | | |
| 264+53 | | 266+37 | 15.0 RT | | | | | 31 | | |
| 266+37 | | 270+60 | 15.0 RT | 139 | | | | | | |
| 266+37 | | 270+60 | 18.0 RT | 138 | | | | | | |
| 267+06 | | 269+55 | 4.0 RT | | | | | 42 | | |
| 267+26.5 | | 270+60 | 7.0 LT | 111 | | | | | | |
| 267+64.5 | | 270+60 | 25.5 RT | | | | | | | 46.8 |
| 269+20 | | 270+60 | 9.5 LT | | | | | | | 31.2 |
| 269+55.5 | | 270+60 | 7.0 LT | | | | | 70 | | |
| 270+44 | | 270+82.5 | 56.0 LT | | | | | 103 | | |
| 270+60 | | 270+62 | 17.5 LT | | | | | | 44 | |
| 270+60 | | 270+62 | 42.5 RT | | | | | | 89 | |
| ELDAMAIN RD. | | | | | | | | | | |
| 58+13 | | 372+86 | 11.5 RT | 3429 | | | | | | |
| 58+75 | | 274+03 | 18.0 RT | 110 | | | | | | |
| 59+26 | | 59+50 | 61.0 RT | | | | | | 136 | |
| 60+50 | | 60+78 | 48.0 LT | | | | | | 102 | |
| US 34 | | | | | | | | | | |
| 271+63 | | 271+72.5 | 48.0 LT | | | | | | 50 | |
| 271+95.5 | | 271+97.5 | 48.0 LT | | | | | | 96 | |
| 271+98 | | 273+25.5 | 28.5 LT | | | | | 85 | | |
| 271+98 | | 273+38 | 17.5 LT | | | | | 93 | | |
| 271+98 | | 329+29 | 6.5 LT | | 3821 | | | | | |
| 273+25.5 | | 274+63 | 28.5 LT | | | | | 23 | | |
| 273+38 | | 275+66.5 | 17.5 LT | | | | | 38 | | |
| 274+63 | | 328+30.5 | 28.5 LT | 1789 | | | | | | |
| 329+28 | | 329+30 | 21.0 LT | | | | | | 25 | |
| 330+75.5 | | 332+80 | 32.5 LT | | | | | 136 | | |
| 330+75.5 | | 339+13 | 21.5 LT | | 672 | | | | | |
| 330+75.5 | | 332+57 | 27.0 LT | | | | | | | 46.8 |
| 330+77 | | 330+79 | 48.5 LT | | | | | | 54 | |
| 331+00 | | 339+00 | 44.5 LT | 267 | | | | | | |
| 332+80 | | 333+93 | 32.5 LT | | | | | 19 | | |
| 332+81.5 | | 333+97 | 21.0 LT | | | | | 19 | | |
| 333+97 | | 335+07 | 21.5 LT | | | | | 73 | | |
| 335+07 | | 336+77 | 28.0 LT | | | | 84.5 | | | |
| 335+07 | | 336+78.5 | 21.0 LT | | | | | 29 | | |
| 336+78.5 | | 339+12 | 21.5 LT | | | | | 156 | | |
| 337+00 | | 339+00 | 27.0 LT | | | | | | | 46.8 |
| 339+10 | | 339+12 | 32.0 LT | | | | | | 48 | |
| POST STAGE 2B SUB TOTALS | | | | 6295 | 5394 | 148 | 649.5 | 917 | 644 | 171.6 |

*(13)R-2[(13 BR)C, (13 BR-1)BR]

PAVEMENT MARKING REMOVAL-WATER BLASTING (STAGE CONSTRUCTION) SCHEDULE CONT'D

| LOCATION | | | | LINE | | | | | | |
|--------------------------|----|----------|---------|--------------------------|---------------------------|------------------|---------------------|--------------------------|--------------------------|---------|
| US 34 | | | | 4" | 6" | 12" | 8" | 24" | LETTERS AND SYMBOLS | |
| STA. | TO | STA. | OFFSET | SOLID (WHITE) SQ. FT. | SOLID (YELLOW) SQ. FT. | SOLID SQ. FT. | DIAGONAL SQ. FT. | SOLID (WHITE) SQ. FT. | SOLID (WHITE) SQ. FT. | SQ. FT. |
| POST STAGE 2B | | | | | | | | | | |
| 340+46 | | 349+09 | 27.5 LT | | 897 | | | | | |
| 340+46 | | 345+00 | 27.5 LT | | | | 344 | | | |
| 340+70 | | 345+00 | 44.5 LT | 143 | | | | | | |
| 343+24 | | 345+23 | 21.5 LT | | | | | 33 | | |
| 345+23 | | 349+09 | 21.5 LT | | | | | 257 | | |
| 345+35 | | 349+00 | 25.5 LT | | | | | | | 46.8 |
| 346+23 | | 349+59 | 44.5 LT | 224 | | | | | | |
| 349+07 | | 349+09 | 33.0 LT | | | | | | 48 | |
| 351+15 | | 351+17 | 45.5 LT | | | | | | 48 | |
| 351+15 | | 352+39 | 32.5 LT | | | | | 83 | | |
| 351+15 | | 372+91 | 21.5 LT | | 1609 | | | | | |
| 351+15 | | 352+20 | 27.5 LT | | | | | | | 31.2 |
| 351+22 | | 384+53 | 44.5 LT | 1110 | | | | | | |
| 352+39 | | 352+81 | 32.5 LT | | | | | 7 | | |
| 352+81 | | 354+73 | 27.0 LT | | | | 85 | | | |
| 372+36 | | 372+38 | 22.0 LT | | | | | | 25 | |
| 372+50 | | 372+91 | 19.0 LT | | | | 36 | | | |
| 374+60 | | 374+62 | 32.0 LT | | | | | | 42 | |
| 374+60 | | 375+40.5 | 22.0 LT | | | | | 54 | | |
| 374+60 | | 384+66.5 | 11.0 LT | | 760 | | | | | |
| 374+60 | | 375+39 | 16.5 LT | | | | | | | 31.2 |
| 374+86 | | 385+96 | 0.5 LT | 370 | | | | | | |
| 375+40.5 | | 376+59 | 21.5 LT | | | | | 20 | | |
| 381+80 | | 383+14 | 18.0 LT | | | | 100 | | | |
| 383+15 | | 383+69 | 14.0 LT | | | | | 9 | | |
| 383+66 | | 384+66.5 | 16.0 LT | | | | | | | 31.2 |
| 383+69 | | 384+66.5 | 10.5 LT | | | | | 65 | | |
| 384+64 | | 384+66 | 21.0 LT | | | | | | 42 | |
| 386+26 | | 391+25 | 22.5 LT | | | | | 333 | | |
| 386+26 | | 388+00 | 17.5 LT | | | | | | | 31.2 |
| 386+26 | | 391+70 | 11.5 LT | | 485 | | | | | |
| 386+26 | | 388+12 | .5 LT | 63 | | | | | | |
| 386+41.5 | | 390+72 | 8.5 LT | | | | 733.5 | | | |
| 387+93 | | 391+28 | 7.0 RT | | 223 | | | | | |
| 388+12 | | 391+28 | 18.5 RT | | | 40 | | | | |
| 389+36 | | 391+70 | 11.5 LT | | | | | 39 | | |
| POST STAGE 2B TOTALS | | | | 8205 | 9368 | 188 | 1948 | 1817 | 849 | 343.2 |
| GRAND TOTALS (SQ. FT.) | | | | 11954.5 | 17392 | 1316 | 4472 | 5083 | 1520 | 1587.2 |
| PROJECT TOTALS (SQ. FT.) | | | | 43324.7 | | | | | | |

*(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | | | | |
|---|------------------------|------------|--------------------|---|------------------|-----------|------|---------|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\11\084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-sched | DESIGNED - | REVISED - | 591 | | | | | | * | KENDALL | 533 | 55 | |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | CONTRACT NO. 66993 | | | | | | | | | | |
| PLOT DATE = 2/1/2017 | DATE - | REVISED - | SCALE: | | SHEET NO. | OF SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | | | |

| PERIMETER EROSION BARRIER SCHEDULE | | | | | |
|------------------------------------|----|---------|---------------------------|-----------------|-------|
| LOCATION | | | PERIMETER EROSION BARRIER | TEMPORARY FENCE | |
| STATION | TO | STATION | LT/RT | FOOT | FOOT |
| US 34 | | | | | |
| 271+80 | TO | 284+72 | RT | 1319.4 | |
| 285+00 | TO | 288+17 | RT | 360.5 | |
| 288+39 | TO | 288+39 | LT | 40.1 | |
| 289+22 | TO | 289+25 | RT | 34.4 | |
| 289+40 | TO | 289+41 | LT | 41 | |
| 312+97 | TO | 329+49 | LT | 1660.8 | |
| 320+11 | TO | 329+36 | RT | 932.2 | |
| 330+56 | TO | 334+64 | LT | 414.8 | |
| 330+78 | TO | 336+58 | RT | | 666.3 |
| 330+79 | TO | 338+50 | RT | 799.6 | |
| 335+06 | TO | 339+47 | LT | 441.8 | |
| 340+26 | TO | 345+36 | LT | 510.8 | |
| 345+79 | TO | 350+03 | LT | 424.6 | |
| 346+66 | TO | 349+73 | RT | 328.3 | |
| 351+09 | TO | 357+38 | LT | 657.4 | |
| 362+00 | TO | 368+89 | RT | 735.1 | |
| 364+87 | TO | 367+00 | LT | 224.6 | |
| 368+83 | TO | 368+84 | LT | 43.1 | |
| 368+89 | TO | 369+00 | RT | 37 | |
| 370+87 | TO | 370+87 | LT | 35.8 | |
| 373+49 | TO | 373+67 | RT | 74.4 | |
| 374+51 | TO | 375+07 | RT | 87.9 | |
| 375+00 | TO | 379+47 | LT | 459 | |
| 379+77 | TO | 381+34 | LT | 191.8 | |
| 382+26 | TO | 384+61 | LT | 248.1 | |
| TOTAL | | | | 10102.5 | 666.3 |
| GRAND TOTAL | | | | 10103 | 666 |

| PIPE UNDERDRAINS SCHEDULE | | | |
|---------------------------|---------|-------|--------------------------|
| LOCATION | | | PIPE UNDERDRAINS, TYPE 3 |
| STA. | TO STA. | LT/RT | FOOT |
| 277+28 | 368+45 | LT | 9117 |
| 277+28 | 368+45 | RT | 9117 |
| 371+25 | 384+58 | LT | 1333 |
| 371+25 | 384+58 | RT | 1333 |
| TOTAL | | | 20,900 |

| PRE-STAGE I MILLING AND RESURFACING IN EB LANE | | | | | | |
|--|----------------|-------|------------------------|--------------------------|----------------------------------|--|
| BEGINNING STATION | ENDING STATION | SIDE | HMA SURFACE REMOVAL 2" | HMA SURFACE COURSE MIX D | BITUMINOUS MATERIALS (TACK COAT) | COMMENTS |
| | | EB/WB | SO YD | TONS | LBS. | |
| 277+28 | 279+00 | EB | 249 | 28 | 112 | FROM CL TO EOP |
| 284+00 | 285+00 | EB | 109 | 12 | 49 | FROM CL TO EOP |
| 290+00 | 296+00 | EB | 1664 | 186 | 749 | FROM CL TO EOP |
| 304+00 | 305+00 | EB | 436 | 49 | 196 | FROM CL TO EOP |
| 306+00 | 308+00 | EB | 807 | 90 | 363 | FROM CL TO EOP |
| 309+50 | 313+00 | EB | 1083 | 121 | 487 | FROM CL TO EOP |
| 361+00 | 366+00 | EB | 1122 | 126 | 505 | FROM CL TO EOP |
| 366+00 | 368+90 | EB | 65 | 7 | 29 | Longitudinal joint at centerline, 2' width |
| 368+90 | 369+25 | EB | 48 | 5 | 22 | FROM CL TO EOP |
| 370+65 | 370+85 | EB | 36 | 4 | 16 | FROM CL TO EOP |
| TOTALS | | | 5619 | 629 | 2529 | |

SEE PRE-STAGE I STAGE CONSTRUCTION SHEETS FOR FURTHER INFORMATION ON LOCATIONS

| PROPOSED ENTRANCE SCHEDULE | | | | | | | | | | | | | | | | | | |
|----------------------------|-------|---------------|------------------|--------------------------|-----------------------------------|------------------------------|-----------------------|----------------|---------------------------------|---------------------------------|----------------|-------------|---------------------------------|------------------------------|-------------------------|----------------|-----------------------------|----------------------------|
| LOCATION | LT/RT | ENTRANCE TYPE | EXISTING SURFACE | EXISTING ENT. WIDTH FEET | DRIVEWAY PAVEMENT REMOVAL SQ. YD. | PROPOSED ENTRANCE WIDTH FEET | PCC DRIVEWAY PAVEMENT | | PCC PAVT. 10" (JOINTED) SQ. YD. | INCIDENTAL BITUMINOUS SURFACING | | | BIT. MATERIALS (TACK COAT) LBS. | FURNISHED EXCAVATION CU. YD. | AGG. BASE COURSE TYPE A | | AGG. SURF. CSE. TYP. B TONS | AGG. FOR TEMP. ACCESS TONS |
| | | | | | | | 6 INCH SQ. YD. | 8 INCH SQ. YD. | | 3 INCH SQ. YD. | 4 INCH SQ. YD. | TOTAL TONS | | | 6 INCH SQ. YD. | 4 INCH SQ. YD. | | |
| US 34 | | | | | | | | | | | | | | | | | | |
| 273+88.66 | LT | FE | BIT | 13.1 | 48.4 | 24 | | 143.8 | | | | | | | | 143.8 | 5.0 | 21.0 |
| 276+23.77 | LT | PE | BIT | 12.6 | 68.2 | 13 | 68.4 | | | | | | | | | 68.4 | 5.0 | 12.0 |
| 277+52 | LT | FE | EARTH | 14.8 | 0 | 24 | | 157.2 | | | | | | | | 157.2 | 5.0 | 23.0 |
| 284+88.5 | RT | FE | BIT | 12 | 33.5 | 24 | | 94.5 | | | | | | | | 94.5 | 5.0 | 18.0 |
| 287+53.3 | LT | FE | BIT | 16.4 | 44.1 | 24 | | 211.3 | | | | | | | | 211.3 | 5.0 | 27.0 |
| 298+90.5 | LT | FE | BIT | 13 | 84.1 | 24 | | 134.6 | | | | | | | | 134.6 | 5.0 | 19.0 |
| 301+10.3 | LT | PE | BIT | 14 | 51.4 | 12 | 67.4 | | | | | | | | | 67.4 | 5.0 | 22.0 |
| 305+56.2 | RT | CE | BIT. | 33.8 | 247.3 | 33.8 | | 273.2 | | 32.1 | 7.2 | 14.4 | | | | 305.3 | 0.0 | 31.0 |
| 306+55.7 | LT | FE | EARTH | 24 | 0 | 24 | | 179.3 | | | | | | | | 179.3 | 5.0 | 25.0 |
| 357+53.5 | LT | FE | EARTH | 20.1 | 0 | 24 | | 210.6 | | | | | | | | 201.6 | 5.0 | 26.0 |
| 361+31.1 | LT | MB TRN OUT | BIT. | 0 | 0 | 0 | 227.1 | | | | | | | | 227.1 | | 5.0 | |
| 361+45.7 | LT | PE | BIT. | 15.2 | 140 | 15.2 | 55.6 | | | | | | | | | 55.6 | 0.0 | 15.0 |
| 362+53.9 | LT | PE | BIT. | 11.8 | 101.6 | 12 | 41 | | | | | | | | | 41 | 5.0 | 11.0 |
| 363+88.3 | LT | PE | BIT. | 12 | 94.4 | 12 | 57.1 | | | | | | | | | 57.1 | 5.0 | 16.0 |
| 364+47 | LT | PE | BIT. | 12 | 103.2 | 12 | 46.2 | | | | | | | | | 46.2 | 5.0 | 13.0 |
| 364+47 | LT | PE | BIT. | 12 | | 9 | | | | 159.8 | | | 84.2 | 159.8 | | | 0.0 | 23.0 |
| 371+65 | RT | PE | PCC | 25.6 | | | | | | | | | | | | | 0.0 | |
| 371+83.49 | RT | PE | PCC | 25.6 | 420 | 24 | 388.5 | | | | | | | | | | 0.0 | 12.0 |
| 379+68.3* | LT | CE | PCC PAVT./BIT. | 26.8 | 276.4 | 26.8 | | 193.4 | | | | | | | | 193.4 | 0.0 | 26.0 |
| 381+55.4 | LT | CE | BIT. | 25.5 | 136.3 | 25.5 | | 128.6 | | | | | | | | 128.6 | 0.0 | 23.0 |
| 382+12.3 | LT | CE | BIT. | 15.5 | 136.9 | 15.5 | | 94.9 | | | | | | | | 94.9 | 0.0 | 18.0 |
| TOTALS | | | | | 1985.8 | | 951.3 | 1628 | 193.4 | 159.8 | 32.1 | 34.0 | 86.3 | 84.2 | 386.9 | 2231.7 | 65.0 | 381.0 |

* WE HAVE A COMMITMENT TO MAKE DRIVEWAY PCC PAVT 10" (JOINTED)

•(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | | | | | | |
|---|------------------------|------------|-----------|---|--------------------|-----------|----|--------|------|-----------|---------|--------|--------------|-----------|----|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT Documents\DOT Offices\District 3\Projects\EP084EBIDINTEG\Drawings\EA\Drawings\EP084EBIDINTEG-13R-2[(13 BR)C, (13 BR-1)BR].dwg | | CHECKED - | REVISED - | | SCALE: | SHEET NO. | OF | SHEETS | STA. | TO STA. | 591 | * | KENDALL | 533 | 56 |
| PLOT SCALE = 100.0000' / in. | | DATE - | REVISED - | | CONTRACT NO. 66993 | | | | | | | | | | |

ILLINOIS FED. AID PROJECT

| ROW MARKER SCHEDULE | | | | |
|---------------------|--------|-------|--------------------|----------------|
| LOCATION | | | REMOVE ROW MARKERS | F&E ROW MARKER |
| STATION | OFFSET | LT/RT | EACH | EACH |
| US 34 | | | | |
| 271+68.16 | 95' | LT | | 1 |
| 272+10.64 | 65' | LT | 1 | |
| 275+00 | 75' | RT | | 1 |
| 275+50 | 95' | LT | | 1 |
| 275+50 | 85' | RT | | 1 |
| 276+00 | 85' | LT | | 1 |
| 278+00 | 85' | RT | | 1 |
| 278+50 | 75' | RT | | 1 |
| 280+14.01 | 65' | LT | 1 | |
| 280+14.84 | 50' | LT | 1 | |
| 283+17.57 | 60' | RT | | 1 |
| 283+17.83 | 50' | RT | 1 | |
| 283+17.83 | 75' | RT | 1 | |
| 285+50 | 85' | LT | | 1 |
| 285+50 | 60' | RT | | 1 |
| 286+96.48 | 50' | LT | 1 | |
| 287+00 | 50' | RT | 1 | |
| 287+19.84 | 105' | LT | | 1 |
| 287+66.99 | 105' | RT | | 1 |
| 287+68.17 | 95' | RT | | 1 |
| 287+75 | 64.3' | RT | 1 | |
| 287+78.49 | 65.62' | LT | 1 | |
| 289+42.54 | 65.62' | LT | 1 | |
| 290+00 | 105' | LT | | 1 |
| 290+18.7 | 105' | RT | | 1 |
| 290+21.05 | 85' | RT | | 1 |
| 290+24.56 | 50' | LT | 1 | |
| 290+92.19 | 85' | LT | | 1 |
| 291+84.45 | 75' | RT | | 1 |
| 293+50 | 85' | LT | | 1 |
| 294+00 | 80' | LT | | 1 |
| 296+57.20 | 75' | RT | | 1 |
| 297+37.29 | 70' | RT | | 1 |
| 302+50 | 80' | LT | | 1 |
| 303+50 | 90' | LT | | 1 |
| 304+50.48 | 65' | RT | | 1 |
| 304+50.99 | 70' | RT | | 1 |
| 308+00.88 | 65' | RT | | 1 |
| 309+50 | 90' | LT | | 1 |
| 310+50 | 80' | LT | | 1 |
| 313+28.67 | 65' | RT | | 1 |
| 313+28.67 | 60.57' | RT | | 1 |
| PAGE SUB-TOTAL | | | 11 | 31 |

| ROW MARKER SCHEDULE | | | | |
|---------------------|--------|-------|--------------------|----------------|
| LOCATION | | | REMOVE ROW MARKERS | F&E ROW MARKER |
| STATION | OFFSET | LT/RT | EACH | EACH |
| US 34 | | | | |
| 316+30.19 | 65' | RT | | 1 |
| 316+30.69 | 70' | RT | | 1 |
| 318+77.64 | 70' | RT | | 1 |
| 318+77.92 | 65' | RT | | 1 |
| 328+98.52 | 80' | LT | | 1 |
| 338+75 | 74.30' | LT | | 1 |
| 339+00 | 78.5' | LT | | 1 |
| 339+40 | 78.5' | LT | | 1 |
| 340+30 | 78.5' | LT | | 1 |
| 340+75 | 78.5' | LT | | 1 |
| 341+00 | 74.41' | LT | | 1 |
| 350+80.83 | 61.26' | RT | 1 | |
| 351+00 | 67' | RT | | 1 |
| 356+07.19 | 75' | LT | | 1 |
| 356+09.02 | 64.83' | LT | | 1 |
| 358+13.32 | 50' | RT | 1 | |
| 359+30 | 67' | RT | | 1 |
| 359+50 | 65' | RT | | 1 |
| 363+00 | 65' | RT | | 1 |
| 364+00 | 70' | RT | | 1 |
| 365+50 | 70' | RT | | 1 |
| 366+15.78 | 85' | LT | | 1 |
| 366+24.09 | 75' | LT | | 1 |
| 367.09.24 | 95' | RT | | 1 |
| 367+15.28 | 50' | RT | 1 | |
| 369+00 | 95' | RT | | 1 |
| 370+81.08 | 85' | LT | | 1 |
| 371+00 | 58' | RT | | 1 |
| 371+62.38 | 80' | LT | | 1 |
| 372+00 | 55' | RT | | 1 |
| 373+20.29 | 55' | RT | | 1 |
| 373+50.24 | 59' | RT | | 1 |
| 374+99.08 | 75' | RT | | 1 |
| 375+00 | 80' | LT | | 1 |
| 376+00 | 55' | LT | | 1 |
| 377+00 | 72' | RT | | 1 |
| 377+10.27 | 50' | RT | 1 | |
| 379+73.48 | 72' | RT | | 1 |
| 379+73.48 | 70' | RT | | 1 |
| 381+26.14 | 43.51' | LT | 1 | |
| 384+43.45 | 55' | LT | | 1 |
| 385+00 | 70' | RT | | 1 |
| 385+19.24 | 80' | RT | | 1 |
| PAGE SUB-TOTAL | | | 5 | 38 |
| GRAND TOTAL | | | 16 | 69 |

*(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | |
|---|------------------------|------------|--------------------|---|------------------|-----------|-----------|--------|--------------|---------------------------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-sched | DESIGNED - | REVISED - | 591 | | | * | KENDALL | 533 | 57 | |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | CONTRACT NO. 66993 | | | | | | | |
| PLOT DATE = 2/1/2017 | DATE - | REVISED - | SCALE: | | | SHEET NO. | OF SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT |

PERMANENT PAVEMENT MARKING SCHEDULE

| LOCATION | | | | | LINE | PREFORMED PLASTIC PAVEMENT MARKING TYPE B LETTERS AND SYMBOLS | PREFORMED PLASTIC PAVEMENT MARKING TYPE B INLAID LINE 6" | PREFORMED PLASTIC PAVEMENT MARKING TYPE B INLAID LINE 24" | POLYUREA PAVEMENT MARKING LINE 4" | POLYUREA PAVEMENT MARKING LINE 6" | POLYUREA PAVEMENT MARKING LINE 8" | POLYUREA PAVEMENT MARKING LINE 12" @ 45 DEG. @ 20' C-C | RAISED REFLECTIVE PAVEMENT MARKER | | RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) | GROOVING FOR RECESSED PVT MARKINGS, LETTERS & SYMBOLS | GROOVING FOR RECESSED PAVEMENT MARKING 5" | GROOVING FOR RECESSED PAVEMENT MARKING 7" | GROOVING FOR RECESSED PAVEMENT MARKING 9" | GROOVING FOR RECESSED PAVEMENT MARKING 25" |
|-----------------------------|----------|----|---------|-------------|-------------|---|--|---|-----------------------------------|-----------------------------------|-----------------------------------|--|-----------------------------------|-----------------|--|---|---|---|---|--|
| LOCATION | STATION | TO | STATION | OFFSET | | (SQ FT) | (FT) | (FT) | (FT) | (FT) | (FT) | (FT) | TWO-WAY AMBER | ONE-WAY CRYSTAL | (EACH) | (SQ FT) | (FT) | (FT) | (FT) | (FT) |
| | | | | | | (SQ FT) | (FT) | (FT) | (FT) | (FT) | (FT) | (EACH) | (EACH) | (SQ FT) | (FT) | (FT) | (FT) | (FT) | | |
| US 34 | | | | | | | | | | | | | | | | | | | | |
| STOP BAR | 340+42 | | | LT | SOLID | | | 46 | | | | | | | | | | | 46 | |
| BI DIRECTIONAL TURN LN. | 340+38 | | 349+16 | LT CENTR LN | | | | | | | | | 24 | | | | | | | |
| BI DIRECTIONAL TURN LN. | 340+38 | | 349+16 | RT CENTR LN | | | | | | | | | 30 | | | | | | | |
| RT TURN LN. | 340+42 | | 342+27 | LT | SOLID | | | | | | 185 | | | | | | | 185 | | |
| RT TURN LN. | 342+27 | | 344+27 | LT | DOTTED | | | | | | 50 | | | | | | | 50 | | |
| NO STOPPING AREA | 342+27 | | 345+18 | LT | SOLID WHITE | | | 296 | | | | | | | | 296 | | | | |
| NO DRIVING LN. | 342+55 | | 344+98 | LT | SOLID WHITE | | | | | | 80 | | | | | | | 50 | | |
| LT TURN LN. | 343+17 | | 345+17 | RT | DOTTED | | | | | 50 | | | | | | | | 375 | | |
| | 345+00 | | 360+00 | LT | SK-DSH | | 375 | | | | | | | | | | 375 | | | |
| | 345+00 | | 360+00 | RT | SK-DSH | | 375 | | | | | | | | | | 375 | | | |
| LT TURN LN. | 345+17 | | 349+17 | RT | SOLID | | | | | 400 | | | | | | | | 400 | | |
| LT TURN LN. | 345+17 | | 349+17 | CENTR LN | LT ARROW | 47 | | | | | | | 10 | | | | | | | |
| ISLAND (DEPOT) | 345+21 | | 346+21 | LT | SOLID WHITE | | | | | | | | | | | | | 47 | | |
| CROSSWALK (DEPOT) | 345+30 | | 345+85 | LT | SOLID | 56 | | | | | | | | | | | | 56 | | |
| STOP BAR (DEPOT) | 345+37 | | 345+49 | LT | SOLID | | | 15 | | | | | | | | | | | | |
| NO DRIVING LN. | 345+42 | | 345+91 | LT | SOLID WHT. | | | | | | 50 | | | | | | | | 15 | |
| RT TURN LN. | 346+21 | | 347+85 | LT | SOLID | | | | | 164 | | | | | | | | | 164 | |
| RT TURN LN. | 347+32 | | 349+17 | RT | RT ARROW | 47 | | | | | | | 4 | | | | | 47 | | |
| RT TURN LN. | 347+32 | | 349+17 | RT | SOLID | | | | | 185 | | | | | | | | | 185 | |
| RT TURN LN. | 347+85 | | 349+17 | LT | DOTTED | | | | | 34 | | | | 5 | | | | | 34 | |
| NO STOPPING AREA | 347+85 | | 349+85 | LT | SOLID YEL. | | | 212 | | | | | | | | | | 212 | | |
| NO DRIVING LN. | 348+13 | | 349+65 | LT | SOLID WHITE | | | | | | 60 | | | | | | | | | |
| STOP BAR | 349+17 | | | | SOLID | | | 51 | | | | | | | | | | | 51 | |
| CROSSWALK | 349+25 | | RT | LT | SOLID | | 179 | | | | | | | | | | | 179 | | |
| EDGE LINE NEAR CURB | 346+95 | | 349+34 | RT | SOLID WHITE | | | | | 239 | | | | | | | | 239 | | |
| EDGE LINE NEAR CURB | 340+68 | | 342+38 | LT | SOLID WHITE | | | | | 170 | | | | | | | | 170 | | |
| EDGE LINE NEAR CURB | 346+16 | | 34796 | LT | SOLID WHITE | | | | | 177 | | | | | | | | 177 | | |
| CANNONBALL TRAIL RD. | | | | | | | | | | | | | | | | | | | | |
| CENTER LINE | 128+75 | | 129+13 | LT | DBL YELLOW | | | 76 | | | | | | | | | | | 76 | |
| LANE LINES | 128+75 | | 129+13 | RT | SOLID | | | | | 76 | | | | | | | | | | |
| | 128+75 | | 129+13 | RT | TURN ARROWS | 47 | | | | | | | 2 | | | | | | 47 | |
| STOP BAR | 129+13 | | | | SOLID | | | 36 | | | | | | | | | | | 36 | |
| CROSSWALK | 129+17 | | 129+27 | X - RD | SOLID | | 128 | | | | | | | | | | | | 128 | |
| CROSSWALK | 240+63 | | 240+73 | X - RD | SOLID | | 168 | | | | | | | | | | | | 168 | |
| STOP BAR | 240+81 | | | LT | SOLID | | | 38 | | | | | | | | | | | 38 | |
| LANE LINES | 240+81 | | 241+11 | LT | SOLID | | | | | 62 | | | | | | | | | 62 | |
| CENTER LINE | 240+81 | | 241+11 | RT | DBL YELLOW | | | | | | | | 2 | | | | | | | |
| | 240+81 | | 241+11 | RT | TURN ARROWS | 47 | | | | | | | | | | | | | 47 | |
| US 34 | | | | | | | | | | | | | | | | | | | | |
| CROSSWALK | 351+00 | | RT | LT | SOLID | | 162 | | | | | | | | | | | | 162 | |
| STOP BAR | 351+12 | | N/A | LT | SOLID | | | 50 | | | | | | | | | | | 50 | |
| BI DIRECTIONAL TURN LN. | 351+11 | | 358+27 | LT CENTR LN | | | | | | | | | 28 | | | | | | | |
| BI DIRECTIONAL TURN LN. | 351+11 | | 358+27 | RT CENTR LN | | | | | | | | | 20 | | | | | | | |
| RT TURN LN. | 351+12 | | 352+82 | LT | SOLID | | | | | 170 | | | | | | | | | 170 | |
| LT TURN LN. | 351+12 | | 352+82 | LT | SOLID | | | | | 170 | | | | 4 | | | | | 170 | |
| RT TURN LN. | 351+12 | | 352+82 | LT | RT ARROW | 47 | | | | | | | | 4 | | | | | | |
| LT TURN LN. | 351+12 | | 352+82 | CENTR LN | LT ARROW | 47 | | | | | | | | | | | | 47 | | |
| BI DIRECTIONAL TURN LN. | 351+12 | | 358+24 | RT | DBL. YEL. | | | | | 1,437 | | | | | | | | | 1,437 | |
| BI DIRECTIONAL TURN LN. | 352+80 | | 358+24 | LT | DBL. YEL. | | | | | 1,093 | | | | | | | | | 1,093 | |
| RT TURN LN. | 352+82 | | 354+57 | LT | DOTTED | | | | | | | | | | | | | | 44 | |
| LT TURN LN. | 352+82 | | 354+82 | LT | DOTTED | | | | | 44 | | | | | | | | | 50 | |
| BI DIRECTIONAL TURN LN. | 352+81 | | 358+19 | CENTR LN | SOLID YEL. | | | | | 50 | | | | | | | | | | |
| EDGE LINE NEAR CURB | 350+93 | | 358+13 | RT | SOLID WHITE | | | 720 | | | | | | | | | | 720 | | |
| EDGE LINE NEAR CURB | 351+20 | | 373+13 | LT | SOLID WHITE | | | 2,193 | | | | | | | | | | 2,193 | | |
| INDEPENDENCE RD. | | | | | | | | | | | | | | | | | | | | |
| STOP BAR | 148+75 | | 149+42 | | DBL YEL | | | | | 134 | | | | | | | | | 134 | |
| | 149+42 | | | RT | SOLID | | | 23 | | | | | | | | | | | 23 | |
| CROSSWALK | 149+46 | | 149+56 | | SOLID | | 150 | | | | | | | | | | | | 150 | |
| US 34 | | | | | | | | | | | | | | | | | | | | |
| LT TURN LN. | 359+28 | | 361+33 | CENTR LN | LT ARROW | 31 | | | | | | | | | | | | | 31 | |
| BI DIRECTIONAL TURN LN. | 359+28 | | 363+13 | RT | DBL. YEL. | | | | | 770 | | | | | | | | | 770 | |
| BI DIRECTIONAL TURN LN. | 361+33 | | 363+13 | LT | DBL. YEL. | | | | | 360 | | | | | | | | | 360 | |
| BI DIRECTIONAL TURN LN. | 359+28 | | 373+19 | LT CENTR LN | | | | | | | | | 43 | | | | | | | |
| BI DIRECTIONAL TURN LN. | 359+28 | | 373+19 | RT CENTR LN | | | | | | | | | 37 | | | | | | | |
| LT TURN LN. | 359+28 | | 361+33 | LT | SOLID | | | | | 205 | | | | | | | | | 205 | |
| LT TURN LN. | 361+33 | | 363+13 | LT | DOTTED | | | | | 45 | | | | | | | | | 45 | |
| | 360+00 | | 375+00 | LT | SK-DSH | | | 342 | | | | | | | | | | | 342 | |
| | 360+00 | | 375+00 | RT | SK-DSH | | | 342 | | | | | | | | | | | 342 | |
| BI DIRECTIONAL TURN LN. | 361+60 | | 362+97 | CENTR LN | SOLID YEL. | | | | | | | | | | | | | | 60 | |
| BI DIRECTIONAL TURN LN. | 363+13 | | 368+81 | CENTR LN | LT/RT ARROW | 78 | | | | | | | | | | | | | 125 | |
| BI DIRECTIONAL TURN LN. | 363+13 | | 368+81 | LT | SOLID YEL. | | | | | 568 | | | | | | | | | 568 | |
| BI DIRECTIONAL TURN LN. | 363+13 | | 368+81 | RT | SOLID YEL. | | | | | 568 | | | | | | | | | 568 | |
| BI DIRECTIONAL TURN LN. | 363+13 | | 368+81 | LT | SK-DSH | | | | | | 142 | | | | | | | | | |
| BI DIRECTIONAL TURN LN. | 363+13 | | 368+81 | RT | SK-DSH | | | | | | 142 | | | | | | | | | |
| BI DIRECTIONAL TURN LN. | 368+81 | | 373+19 | LT | DBL. YEL. | | | | | 876 | | | | | | | | | 876 | |
| BI DIRECTIONAL TURN LN. | 368+81 | | 373+19 | RT | DBL. YEL. | | | | | 876 | | | | | | | | | 876 | |
| BI DIRECTIONAL TURN LN. | 368+81 | | 373+19 | CENTR LN | SOLID YEL. | | | | | | 293 | | | | | | | | | |
| STRUCTURE 047-0102 | 369+16.7 | | 370+64 | | | | | | | | | | | | | | | | 8 | |
| STOP BAR | 373+13 | | N/A | RT | SOLID | | | 25 | | | | | | | | | | | 25 | |
| EDGE LINE NEAR CURB | 359+40 | | 373+20 | RT | SOLID WHITE | | | | | 1,380 | | | | | | | | | 1,380 | |
| SHEET 3 TOTAL | | | | | | 391 | 2,277 | 284 | 12,145 | 284 | 2,137 | 948 | 182 | 36 | 8 | 438 | 12,069 | 2,277 | 2,137 | 284 |

*(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | |
|---|------------------------------|------------|-----------|---|------------------|---------------------------|---------|---------|--------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw:\IL084EBIDINTEG.illinois.gov\PIDOT\Documents\IDOT Offices\District 3\Projects\EP08\Drawings\EAD\Drawings\EP08507-sht-sched.DWG | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | 591 | * | KENDALL | 533 | 60 |
| | PLOT DATE = 2/1/2017 | DATE - | REVISED - | | | CONTRACT NO. 66993 | | | | |
| SCALE: | | | | | | SHEET NO. | OF | SHEETS | STA. | TO STA. |
| | | | | | | ILLINOIS FED. AID PROJECT | | | | |

POLYUREA PAVEMENT MARKING (TEMPORARY USE FOR STAGE CONSTRUCTION) SCHEDULE

| LOCATION US 34 | | | | LINE | | | | | LETTERS AND SYMBOLS SQ. FT. |
|---------------------|----|----------|---------|-----------------------|----------------------|---------------------------|-----------------------|-----------------------|-----------------------------------|
| | | | | 4" | | 12" | 8" | 24" | |
| | | | | SOLID (WHITE) FEET | DBL (YELLOW) FEET | DIAGONAL (YELLOW) FEET | SOLID (WHITE) FEET | SOLID (WHITE) FEET | |
| STA. | TO | STA. | OFFSET | | | | | | |
| STAGE 1A | | | | | | | | | |
| 271+57 | | 271+70 | 47.3 RT | | | | | 13 | |
| 271+92 | | 273+27 | 5 LT | | | | 135 | | |
| 271+92 | | 296+28 | 11 RT | | 6293 | | | | |
| 271+92 | | 273+28 | 16.5 LT | | | | 34 | | |
| 273+27 | | 273+93 | 4 LT | | | | 16.5 | | |
| 273+28 | | 329+33 | 16.5 LT | 5603 | | | | | |
| 273+69 | | 276+99 | 5 RT | | | 315 | | | |
| 274+03 | | 296+24 | 22 RT | 2221 | | | | | |
| 292+57 | | 296+28 | 16.5 RT | | | 470.5 | | | |
| 297+38 | | 300+38 | 11.0 RT | | | | 300 | | |
| 297+38 | | 304+95 | 22.0 RT | | 2447 | | | | |
| 297+38 | | 299+76 | 15 RT | | | | | | 46.8 |
| 297+44 | | 304+95 | 33.0 RT | 751 | | | | | |
| 300+38 | | 301+80 | 11.0 RT | | | | 35.5 | | |
| 300+35 | | 304+95 | 16.0 RT | | | 337.5 | | | |
| 306+08 | | 307+03 | 11.0 RT | | | | 95 | | |
| 306+08 | | 308+19 | 16.0 RT | | 670 | | | | |
| 306+08 | | 306+97 | 15 RT | | | | | | 31.2 |
| 306+24 | | 308+15 | 33.0 RT | 191 | | | | | |
| 307+03 | | 307+50 | 11.0 RT | | | | 11.8 | | |
| 307+03 | | 308+19 | 16.0 RT | | | 83.5 | | | |
| 308+15 | | 308+17 | 38.5 RT | | | | | 16 | |
| 309+39 | | 309+41 | 22.0 RT | | | | | 22.5 | |
| 309+40 | | 311+67 | 11.0 RT | | | | 227 | | |
| 309+40 | | 319+21 | 22.0 RT | | 3488 | | | | |
| 309+40 | | 318+77 | 33.0 RT | 937 | | | | | |
| 311+66 | | 312+93 | 11.0 RT | | | | 31.8 | | |
| 311+66 | | 319+21 | 16.5 RT | | | 625.5 | | | |
| 320+39 | | 323+55 | 11.0 RT | | | | 316 | | |
| 320+39 | | 323+28 | 15 RT | | | | | | 46.8 |
| 320+39 | | 328+79 | 22.0 RT | | 2402 | | | | |
| 320+39 | | 329+34 | 33.0 RT | 894.5 | | | | | |
| 323+56 | | 325+47 | 11.0 RT | | | | 48 | | |
| 323+56 | | 327+16 | 16.5 RT | | | 150 | | | |
| 325+25 | | 327+17 | 22.0 RT | | | | 48 | | |
| 325+60 | | 328+02 | 33.0 RT | | | | 60.5 | | |
| 327+17 | | 329+28 | 22.0 RT | | | | 211 | | |
| 327+40 | | 328+79 | 15.5 RT | | | | | | 46.8 |
| 327+91 | | 329+34 | 41.0 RT | | | | | | 46.8 |
| 328+02 | | 329+34 | 33.0 RT | | | | 132 | | |
| 328+77 | | 328+79 | 22.0 RT | | | | | 11 | |
| 329+32 | | 329+34 | 33.0 RT | | | | | 11 | |
| 330+76 | | 330+78 | 22.0 RT | | | | | 22 | |
| 330+78 | | 339+12 | 1.0 RT | 834 | | | | | |
| 330+78 | | 334+76.5 | 11.0 RT | | | | 399 | | |
| 330+78 | | 339+12 | 11.0 RT | | 832 | | | | |
| 330+78 | | 334+62 | 16.5 RT | | | | | | 46.8 |
| 331+05 | | 345+93 | 33.0 RT | 1488 | | | | | |
| 334+76.5 | | 336+76.5 | 11.0 RT | | | | 50 | | |
| 334+76.5 | | 336+76.5 | 22.0 RT | | | | 50 | | |
| 336+76.5 | | 339+08 | 22.0 RT | | | | 231 | | |
| 337+03 | | 339+08 | 16.5 RT | | | | | | 46.8 |
| 339+11 | | 339+13 | 33.0 RT | | | | | 22 | |
| 340+84 | | 349+03 | 1.0 RT | 819 | | | | | |
| 340+84 | | 349+03 | 11.0 RT | | 2530 | | | | |
| 340+84 | | 345+23 | 16.5 RT | | | 309 | | | |
| 340+87 | | 340+89 | 11.0 RT | | | | | 11 | |
| 343+20 | | 345+20 | 22.0 RT | | | | 50 | | |
| 345+20 | | 349+03 | 22.0 RT | | | | 383 | | |
| 345+50 | | 349+00 | 16.5 RT | | | | | | 62.4 |
| 345+93 | | 347+33 | 33.0 RT | | | | 35 | | |
| 347+33 | | 349+03 | 33.0 RT | | | | 170 | | |
| STAGE 1A SUB TOTALS | | | | 13738.5 | 18662 | 2291 | 3070.1 | 128.5 | 374.4 |

*(13)R-2(13 BR)C, (13 BR-1)BR)

| | | | | | | | | | | | | | |
|---|------------------------|------------|-----------|---|------------------|-----------|----|--------|-----------|---------|---------------------------|--------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw:\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 3\Projects\EP03507-7-shr-sched | | CHECKED - | REVISED - | | SCALE: | SHEET NO. | OF | SHEETS | STA. | TO STA. | KENDALL | 533 | 62 |
| | | DATE - | REVISED - | | | | | | | | CONTRACT NO. 66993 | | |
| | | | | | | | | | | | ILLINOIS FED. AID PROJECT | | |

| POLYUREA PAVEMENT MARKING (TEMPORARY USE FOR STAGE CONSTRUCTION) SCHEDULE | | | | | | | | | |
|---|----|----------|---------|-----------------------|----------------------|---------------------------|-----------------------|---------|------------------------|
| LOCATION US 34 | | | | LINE | | | | | LETTERS AND SYMBOLS |
| | | | | 4" | 12" | 8" | 24" | SQ. FT. | |
| STA. | TO | STA. | OFFSET | SOLID (WHITE) FEET | DBL (YELLOW) FEET | DIAGONAL (YELLOW) FEET | SOLID (WHITE) FEET | | SOLID (WHITE) FEET |
| STAGE 1A | | | | | | | | | |
| 348+15 | | 349+03 | 39.0 RT | | | | | | 31.2 |
| 349+02 | | 349+04 | 45.0 RT | | | | | 34 | |
| 351+27 | | 351+29 | 22.0 RT | | | | | 22 | |
| 351+28 | | 384+63 | 1.0 RT | 3335 | | | | | |
| 351+28 | | 352+88 | 11.0 RT | | | | 160.5 | | |
| 351+28 | | 352+88 | 16.5 RT | | | | | | 31.2 |
| 351+28 | | 358+26 | 16.5 RT | | 2488 | | | | |
| 351+28 | | 358+16 | 33.0 RT | 688 | | | | | |
| 359+40 | | 373+18 | 22.0 RT | | 3623 | | | | |
| 359+40 | | 360+15.5 | 11.0 RT | | | | 75.5 | | |
| 359+40 | | 360+15.5 | 16.5 RT | | | | | | 31.2 |
| 359+40 | | 373+13 | 30.0 RT | 1373 | | | | | |
| 360+15.5 | | 361+30 | 16.5 RT | | | 41.2 | | | |
| 373+12 | | 373+14 | 30.0 RT | | | | | 11 | |
| GAME FARM RD. | | | | | | | | | |
| 549+50 | | 549+61 | 35.0 RT | | | | | 37 | |
| US 34 | | | | | | | | | |
| 374+60 | | 374+62 | 22.0 RT | | | | | 22 | |
| 374+62 | | 375+88 | 11.0 RT | | | | 127 | | |
| 374+62 | | 384+63 | 11.0 RT | | 2001 | | | | |
| US 34 | | | | | | | | | |
| 374+62 | | 375+88 | 16.5 RT | | | | | | 31.2 |
| 374+62 | | 384+63 | 32.0 RT | 1002 | | | | | |
| 375+88 | | 377+50 | 11.0 RT | | | | 40.5 | | |
| 381+78 | | 383+13 | 16.0 RT | | | | 34 | | |
| 383+13 | | 384+63 | 22.0 RT | | | | 150 | | |
| 383+43 | | 384+63 | 16.5 RT | | | | | | 31.2 |
| 384+61 | | 384+63 | 32.0 RT | | | | | 32 | |
| 386+23 | | 392+63 | .5 LT | 659 | | | | | |
| 386+23 | | 387+02 | 11 RT | | | | 79 | | |
| 386+23 | | 387+02 | 16 RT | | | | | | 31.2 |
| 386+23 | | 389+98 | 21 RT | | 932 | | | | |
| 387+01 | | 388+12 | 5.0 RT | | | | 28 | | |
| 387+03 | | 387+60 | 21.0 RT | | | 63.5 | | | |
| STAGE 1A TOTALS | | | | 20795.5 | 27706 | 2395.7 | 3764.6 | 286.5 | 561.6 |

•(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | | | | |
|---|------------------------|------------|--|---|------------------|--|--------------------|--|-----------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\11\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-sched | DESIGNED - | REVISED - | 591 | | | | | | • | KENDALL | 533 | 63 | |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | SCALE: SHEET NO. OF SHEETS STA. TO STA. | | | | CONTRACT NO. 66993 | | | | | | |
| PLOT DATE = 2/1/2017 | DATE - | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | | | | |

POLYUREA PAVEMENT MARKING (TEMPORARY USE FOR STAGE CONSTRUCTION) SCHEDULE CONT'D

| LOCATION US 34 | | | | LINE | | | | | LETTERS AND SYMBOLS SO. FT. |
|---------------------|----|----------|---------|-----------------------------|----------------------------|----------------------------------|-----------------------------|------------------------------|-----------------------------------|
| | | | | 4" SOLID (WHITE) FEET | 4" DBL (YELLOW) FEET | 12" DIAGONAL (YELLOW) FEET | 8" SOLID (WHITE) FEET | 24" SOLID (WHITE) FEET | |
| STA. | TO | STA. | OFFSET | | | | | | |
| STAGE 1B | | | | | | | | | |
| 329+33 | | 330+78 | 1.0 RT | 145 | | | | | |
| 339+12 | | 340+82 | 1.0 RT | 170 | | | | | |
| 349+03 | | 351+28 | 1.0 RT | 225 | | | | | |
| 384+63 | | 386+00 | 10.0 RT | 137 | | | | | |
| STAGE 1B TOTALS | | | | 677 | 0 | 0 | 0 | 0 | |
| STAGE 2A | | | | | | | | | |
| 258+23 | | 264+53 | 15.0 RT | 630 | | | | | |
| 263+97 | | 267+06 | 4.0 RT | | 619 | | | | |
| 264+53 | | 266+37 | 15.0 RT | | | 46 | | | |
| 266+37 | | 270+59 | 15.0 RT | 417 | | | | | |
| 266+37 | | 270+59 | 18.0 RT | | 415 | | | | |
| 267+06 | | 269+55 | 0.0 CL | | | 62.5 | | | |
| 267+27 | | 270+58 | 18.0 LT | | 331 | | | | |
| 269+20 | | 270+58 | 12.5 LT | | | | | 31.2 | |
| 269+55 | | 270+58 | 7.0 LT | | | 103 | | | |
| 270+44 | | 270+82 | 27.0 LT | | | 38 | | | |
| 270+58 | | 270+60 | 17.5 LT | | | | 22 | | |
| ELDAMAIN RD. US 34 | | | | | | | | | |
| 58+13 | | 296+28 | 10.0 LT | 2629 | | | | | |
| 271+32 | | 271+58 | 17.5 LT | | | 26 | | | |
| 271+96 | | 271+98 | 22.0 LT | | | | 22 | | |
| 271+97 | | 273+26 | 28.5 LT | | | 129 | | | |
| 271+97 | | 273+38 | 17.5 LT | | | 141 | | | |
| 271+97 | | 296+23 | 21.5 LT | | 4856 | | | | |
| 273+26 | | 274+63 | 28.5 LT | | | 34.3 | | | |
| 273+38 | | 275+66 | 17.5 LT | | | 57 | | | |
| 274+63 | | 328+99 | 33.0 LT | 5448 | | | | | |
| 298+07 | | 307+89 | 10.0 LT | 982 | | | | | |
| 298+12 | | 308+10 | 21.5 LT | | 1996 | | | | |
| 310+23.5 | | 318+60 | 10.5 LT | 836.5 | | | | | |
| 310+23.5 | | 318+63 | 21.5 LT | | 1679 | | | | |
| 320+66 | | 329+29 | 21.5 LT | | 1726 | | | | |
| 320+87 | | 328+71 | 10.5 LT | 784 | | | | | |
| 329+27 | | 329+29 | 11.0 LT | | | | 11 | | |
| 330+00 | | 330+40 | 40.0 RT | | | | 40 | | |
| BEECHER RD. US 34 | | | | | | | | | |
| 88+67 | | 349+08 | 11.0 LT | 1981 | | | | | |
| 88+67 | | 89+59.5 | 12.0 RT | | | 92.5 | | | |
| 88+67 | | 89+59.5 | 22.5 RT | | | 92.5 | | | |
| 88+98 | | 89+59.5 | 29.0 RT | | | | | 52 | |
| 89+42 | | 89+59.5 | 5.5 RT | | | | | 15.6 | |
| US 34 | | | | | | | | | |
| 330+76 | | 330+78 | 21.0 LT | | | | 27 | | |
| 330+76 | | 332+80 | 32.5 LT | | | 204 | | | |
| 330+76 | | 339+13 | 32.5 LT | | 2017 | | | | |
| 330+76 | | 332+80 | 28.0 LT | | | | | 31.2 | |
| 332+80.5 | | 333+96 | 32.5 LT | | | 28.9 | | | |
| 332+81.5 | | 333+96 | 21.5 LT | | | 28.6 | | | |
| 333+96 | | 335+07 | 21.5 LT | | | 111 | | | |
| 333+96 | | 334+77 | 27.0 LT | | | | | 31.2 | |
| 335+07 | | 336+76.5 | 32.5 LT | | 74.1 | | | | |
| 335+07 | | 336+78.6 | 21.5 LT | | | 42.9 | | | |
| 336+78.6 | | 339+13 | 21.5 LT | | | 234.4 | | | |
| 337+08 | | 339+13 | 27.0 LT | | | | | 46.8 | |
| 339+10 | | 339+12 | 32.5 LT | | | | 22 | | |
| 340+46 | | 349+08 | 27.0 LT | | 2689.4 | | | | |
| 340+46 | | 345+21 | 32.5 LT | | | 347 | | | |
| 340+64 | | 340+66 | 44.9 LT | | | | 12 | | |
| 340+65 | | 349+52 | 44.5 LT | 887 | | | | | |
| 343+24 | | 345+24 | 21.5 LT | | | | 50 | | |
| 345+24 | | 349+09 | 21.5 LT | | | 386 | | | |
| 347+35 | | 349+09 | 26.0 LT | | | | | 46.8 | |
| STAGE 2A SUB TOTALS | | | | 14594.5 | 16328.4 | 421.1 | 1857.6 | 206 | 254.8 |

•(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-sched.dwg | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |
| | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

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

| F.A. RTÉ. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------|--------------|-----------|
| 591 | * | KENDALL | 533 | 64 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

POLYUREA PAVEMENT MARKING (TEMPORARY USE FOR STAGE CONSTRUCTION) SCHEDULE

| LOCATION US 34 | | | | LINE | | | | | LETTERS AND SYMBOLS SQ. FT. |
|------------------------|----|----------|---------|-----------------------|----------------------|---------------------------|-----------------------|-----------------------|-----------------------------------|
| | | | | 4" | 12" | 8" | 24" | | |
| STA. | TO | STA. | OFFSET | SOLID (WHITE) FEET | DBL (YELLOW) FEET | DIAGONAL (YELLOW) FEET | SOLID (WHITE) FEET | SOLID (WHITE) FEET | |
| STAGE 2A | | | | | | | | | |
| 349+07 | | 349+09 | 32.5 LT | | | | | 22 | |
| 351+14.5 | | 351+16.5 | 44.9 LT | | | | | 23 | |
| 351+15.5 | | 368+80.5 | 44.5 LT | 1765 | | | | | |
| 351+15.5 | | 384+66.5 | 21.5 LT | | 7375 | | | | |
| 351+15.5 | | 352+39 | 32.5 LT | | | | 123.5 | | |
| 351+15.5 | | 357+81 | 11.0 LT | 665.5 | | | | | |
| 351+15.5 | | 352+20 | 27.0 LT | | | | | | 31.2 |
| 352+39 | | 352+82 | 32.5 LT | | | | 10.75 | | |
| 352+81.5 | | 354+72 | 32.5 LT | | | 84 | | | |
| 359+89 | | 384+65.5 | 11.0 LT | 2476.5 | | | | | |
| 371+00 | | 384+53 | 31.5 LT | 1353 | | | | | |
| 381+80 | | 383+14 | 14.0 LT | | | 100.8 | | | |
| 383+14 | | 383+69 | 10.5 LT | | | | 14 | | |
| 383+69 | | 384+67 | 11.0 LT | | | | 98 | | |
| 383+86.5 | | 384+67 | 16.5 LT | | | | | | 31.2 |
| 384+65.5 | | 384+67.5 | 22.0 LT | | | | | 22 | |
| 386+26 | | 386+28 | 34.5 LT | | | | | 22 | |
| 386+26 | | 389+38 | 26.0 LT | | | | 312 | | |
| 386+26 | | 387+33 | 17.0 LT | | | | | | 31.2 |
| 386+26 | | 391+70 | 11.5 LT | | 1463 | | | | |
| 386+26 | | 388+13 | 17.5 RT | 187.5 | | | | | |
| 386+41.5 | | 390+72 | 11.5 LT | | | 720.5 | | | |
| 389+38 | | 391+70 | 26.0 LT | | | | | 58 | |
| STAGE 2A TOTALS | | | | 21042 | 25166.4 | 1326.4 | 2415.85 | 353 | 348.4 |
| STAGE 2B | | | | | | | | | |
| 296+28 | | 298+07 | 11.0 LT | 179 | | | | | |
| 307+89 | | 310+23.5 | 11.0 LT | 234.5 | | | | | |
| 318+60 | | 320+87 | 11.0 LT | 227 | | | | | |
| 328+71 | | 331+95 | 11.0 LT | 324 | | | | | |
| 349+08 | | 351+15.5 | 11.0 LT | 207.5 | | | | | |
| 357+81 | | 359+89 | 11.0 LT | 208 | | | | | |
| 372+36 | | 372+38 | 21.5 LT | | | | | 12.6 | |
| 372+50 | | 372+91 | 19.5 LT | | 92 | | | | |
| 372+50 | | 372+91 | 19.5 LT | | | 18.5 | | | |
| 374+59.5 | | 374+61.5 | 32.0 LT | | | | | 21 | |
| 374+60 | | 375+40 | 21.8 LT | | | | 80 | | |
| 374+60 | | 375+24 | 17.0 LT | | | | | | 31.2 |
| 374+60 | | 376+58.5 | 22.5 LT | | 400 | | | | |
| 375+41 | | 376+60 | 22.5 LT | | | | 30 | | |
| 384+65.5 | | 385+95.5 | 1.0 LT | 130 | | | | | |
| STAGE 2B TOTALS | | | | 1510 | 492 | 18.5 | 110 | 33.6 | 31.2 |
| GRAND TOTALS | | | | 44024.5 | 53364.4 | 3740.6 | 6290.45 | 673.1 | 941.2 |

*(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | |
|--|------------------------|------------|--------------------|---|------------------|-----------|---------|---------------------------|--------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\EP03507-2\Drawings\EP03507-sht-sched | DESIGNED - | REVISED - | 591 | | | * | KENDALL | 533 | 65 | |
| PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | CONTRACT NO. 66993 | | | | | | | |
| PLOT DATE = 2/1/2017 | DATE - | REVISED - | SCALE: | SHEET NO. | OF SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |

PERMANENT SURVEY MARKERS TYPE 1

| INDEX NUMBER | DESCRIPTION | EXISTING MONUMENT TYPE | PROPOSED MONUMENT TYPE | MONUMENT RECORD TO BE RECORDED | RESPONSIBILITY |
|--------------|-------------------------|------------------------|------------------------|--------------------------------|----------------|
| PC2774206 | P.C. STA. = 277+42.06 | - | TYPE 1 | NO | 1 |
| PI2823097 | PI STA. = 282+30.97 | - | TYPE 1 | NO | 1 |
| PT2871984 | P.T. STA. = 287+19.84 | - | TYPE 1 | NO | 1 |
| PC2909219 | P.C. STA. = 290+92.19 | - | TYPE 1 | NO | 1 |
| PI2947723 | PI STA. = 294+77.23 | - | TYPE 1 | NO | 1 |
| PT2986224 | P.T. STA. = 298+62.24 | - | TYPE 1 | NO | 1 |
| PC3503438 | P.C. STA. = 350+34.38 | - | TYPE 1 | NO | 1 |
| PI3587536 | PI STA. = 358+75.36 | - | TYPE 1 | NO | 1 |
| PT3670924 | P.T. STA. = 367+09.24 | - | TYPE 1 | NO | 1 |
| PI3708108 | PI **1/64 **1/64 | - | TYPE 1 | NO | 1 |
| PC3725003 | P.C. STA. = 372+50.03 | - | TYPE 1 | NO | 1 |
| PI3734997 | PI STA. = 373+49.97 | - | TYPE 1 | NO | 1 |
| PCC3744991 | P.C.C. STA. = 374+49.91 | - | TYPE 1 | NO | 1 |
| PI3783431 | PI STA. = 378+34.31 | - | TYPE 1 | NO | 1 |
| PT3821793 | P.T. STA. = 382+17.93 | - | TYPE 1 | NO | 1 |

LISTED MONUMENT LOCATIONS AND EXISTING TIES HAVE BEEN RECORDED BY GPS. PRE CONSTRUCTION TIES BY THE R.E. ARE NOT REQUIRED. UPON PAVING COMPLETION, THE R.E. WILL DIRECT THE PLATS AND PLANS MANAGER TO STAKE THE LOCATIONS FOR TYPE 1 MONUMENT CORING PLATS AND PLANS WILL PREPARE AND RECORD ALL REQUIRED MONUMENT RECORDS

RESPONSIBILITY:

- 1) RESIDENT TO RE-ESTABLISH MONUMENT (PAY ITEM REQUIRED. PERMANENT SURVEY MARKER, TYPE 1)
- 2) PLATS AND PLANS TO RE-ESTABLISH MONUMENT

TEMP DITCH CHECK SCHEDULE

| LOCATION | | | TEMPORARY DITCH CHECK NUMBER | TEMPORARY DITCH CHECK FOOT |
|---------------|------------|-------|------------------------------|----------------------------|
| STATION | TO STATION | LT/RT | | |
| US 34 | | | | |
| 270+00 | 285+00 | LT | 7 | 70 |
| 285+00 | 300+00 | LT | 13 | 130 |
| 285+00 | 300+00 | RT | 9 | 90 |
| 300+00 | 315+00 | LT | 10 | 100 |
| 300+00 | 315+00 | RT | 8 | 80 |
| 315+00 | 330+00 | LT | 10 | 100 |
| 315+00 | 330+00 | RT | 4 | 40 |
| 330+00 | 345+00 | LT | 10 | 100 |
| 330+00 | 345+00 | RT | 6 | 60 |
| 345+00 | 360+00 | LT | 6 | 60 |
| 345+00 | 360+00 | RT | 3 | 30 |
| 360+00 | 375+00 | LT | 18 | 180 |
| 360+00 | 375+00 | RT | 3 | 30 |
| 375+00 | 385+82 | RT | 11 | 110 |
| TOTALS | | | 118 | 1180 |

*SEE EROSION CONTROL SHEETS FOR EXACT LOCATIONS OF TEMP. DITCH CHECKS

PROPOSED SHARED USE PATH SCHEDULE

| US 34 | LOCATION | | | | HMA SURF CSE, TYPE C TONS | BIT. MATERIALS (PRIME COAT) LBS. | AGG BSE COURSE, TYP A, 6" SQ YD |
|---------------|--------------|--------|------------|--------|---------------------------|----------------------------------|---------------------------------|
| | FROM STATION | LT/ RT | TO STATION | LT/ RT | | | |
| US 34 | 260+07.8 | LT | 270+42.1 | LT | 129 | 2586 | 1149.2 |
| US 34 | 271+47 | LT | 329+46.9 | LT | 723 | 14517 | 6452.2 |
| US 34 | 330+40.2 | LT | 330+73.9 | LT | 7 | 148 | 65.70 |
| US 34 | 330+73.9 | LT | 334+61.1 | LT | 48 | 968 | 430.2 |
| US 34 | 335+11.1 | LT | 339+52.8 | LT | 54 | 1084 | 481.8 |
| US 34 | 340+27.1 | LT | 345+31 | LT | 63 | 1260 | 560.1 |
| US 34 | 345+84.3 | LT | 350+00 | LT | 54 | 1080 | 479.8 |
| US 34 | 350+78.7 | LT | 351+06 | LT | 5 | 107 | 47.45 |
| US 34 | 350+47.2 | RT | 358+42.1 | RT | 101 | 2019 | 897.40 |
| US 34 | 359+19 | RT | 371+71.5 | RT | 155 | 3119 | 1386.2 |
| US 34 | 371+95.5 | RT | 373+41.6 | RT | 18 | 365 | 162.3 |
| US 34 | 549+00 | RT | 385+18.8 | RT | 143 | 2874 | 1277.2 |
| GAME FARM RD | 386+00 | LT | 386+25 | LT | 3 | 61 | 27.2 |
| TOTALS | | | | | 1,503 | 30,188 | 13,417 |

*(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | | | | | | | | | | | |
|--|------------------------|------------|-----------|---|---|---|---------|-----|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | | | | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw:\11\084EBIDINTEG.illinois.gov\PIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-sched.dwg | | CHECKED - | REVISED - | | 591 | * | KENDALL | 533 | 66 | | | | |
| PLOT SCALE = 100.0000' / 1" = | | DATE - | REVISED - | | SCALE: SHEET NO. OF SHEETS STA. TO STA. | | | | CONTRACT NO. 66993 | | | | |
| PLOT DATE = 2/1/2017 | | | | | | | | | ILLINOIS FED. AID PROJECT | | | | |

SEEDING SCHEDULE

| LOCATION | | | | SEEDING CLASS 2A | SEEDING CLASS 2A | FERTILIZER NUTRIENT | | | EROSION CONTROL BLANKET | TEMPORARY EROSION CONTROL SEEDING | MULCH, METHOD 2 • |
|----------------|---------|--------|----|------------------|------------------|---------------------|------------|-----------|-------------------------|-----------------------------------|-------------------|
| | | | | | | NITROGEN | PHOSPHORUS | POTASSIUM | | | |
| STATION | STATION | | | SQ FT | AC | LBS | LBS | LBS | SO YDS | LBS | AC |
| US 34 | | | | | | | | | | | |
| 270+23 | TO | 270+40 | LT | 127 | 0.003 | 0.27 | 0.27 | 0.27 | 14 | 0.30 | 0.003 |
| 270+24 | TO | 270+51 | LT | 143 | 0.003 | 0.27 | 0.27 | 0.27 | 15 | 0.30 | 0.003 |
| 271+42 | TO | 273+73 | LT | 2,485 | 0.057 | 5.13 | 5.13 | 5.13 | 276 | 5.70 | 0.057 |
| 271+52 | TO | 271+87 | LT | 416 | 0.010 | 0.90 | 0.90 | 0.90 | 46 | 1.00 | 0.010 |
| 271+80 | TO | 277+29 | RT | 12,265 | 0.282 | 25.38 | 25.38 | 25.38 | 1,362 | 28.20 | 0.282 |
| 271+91 | TO | 273+63 | LT | 1,031 | 0.024 | 2.16 | 2.16 | 2.16 | 114 | 2.40 | 0.024 |
| 271+91 | TO | 277+29 | RT | 2,941 | 0.068 | 6.12 | 6.12 | 6.12 | 326 | 6.80 | 0.068 |
| 273+97 | TO | 276+17 | LT | 5,331 | 0.122 | 10.98 | 10.98 | 10.98 | 592 | 12.20 | 0.122 |
| 274+08 | TO | 276+14 | LT | 885 | 0.020 | 1.80 | 1.80 | 1.80 | 98 | 2.00 | 0.020 |
| 276+29 | TO | 277+42 | LT | 2,037 | 0.047 | 4.23 | 4.23 | 4.23 | 226 | 4.70 | 0.047 |
| 276+33 | TO | 277+31 | LT | 420 | 0.010 | 0.90 | 0.90 | 0.90 | 46 | 1.00 | 0.010 |
| 277+28 | TO | 284+64 | RT | 3,362 | 0.077 | 6.93 | 6.93 | 6.93 | 373 | 7.70 | 0.077 |
| 277+28 | TO | 284+75 | RT | 15,259 | 0.350 | 31.50 | 31.50 | 31.50 | 1,695 | 35.00 | 0.350 |
| 277+66 | TO | 287+41 | LT | 31,239 | 0.717 | 64.53 | 64.53 | 64.53 | 3,471 | 71.70 | 0.717 |
| 277+76 | TO | 287+30 | LT | 4,245 | 0.097 | 8.73 | 8.73 | 8.73 | 471 | 9.70 | 0.097 |
| 284+99 | TO | 288+84 | RT | 8,900 | 0.204 | 18.36 | 18.36 | 18.36 | 988 | 20.40 | 0.204 |
| 285+10 | TO | 296+36 | RT | 4,496 | 0.103 | 9.27 | 9.27 | 9.27 | 499 | 10.30 | 0.103 |
| 287+65 | TO | 298+76 | LT | 34,410 | 0.790 | 71.10 | 71.10 | 71.10 | 3,823 | 79.00 | 0.790 |
| 287+76 | TO | 298+67 | LT | 4,786 | 0.110 | 9.90 | 9.90 | 9.90 | 531 | 11.00 | 0.110 |
| 288+84 | TO | 296+61 | RT | 26,365 | 0.605 | 54.45 | 54.45 | 54.45 | 2,929 | 60.50 | 0.605 |
| DIEHL FARM RD. | | | | | | | | | | | |
| 68+27 | TO | 69+53 | RT | 1,088 | 0.025 | 2.25 | 2.25 | 2.25 | 120 | 2.50 | 0.025 |
| US 34 | | | | | | | | | | | |
| 297+34 | TO | 305+38 | RT | 16,658 | 0.382 | 34.38 | 34.38 | 34.38 | 1,850 | 38.20 | 0.382 |
| 297+43 | TO | 305+10 | RT | 2,994 | 0.069 | 6.21 | 6.21 | 6.21 | 332 | 6.90 | 0.069 |
| 299+01 | TO | 301+00 | LT | 4,061 | 0.093 | 8.37 | 8.37 | 8.37 | 451 | 9.30 | 0.093 |
| 299+12 | TO | 301+00 | LT | 842 | 0.019 | 1.71 | 1.71 | 1.71 | 93 | 1.90 | 0.019 |
| 301+08 | TO | 306+47 | LT | 17,049 | 0.391 | 35.19 | 35.19 | 35.19 | 1,894 | 39.10 | 0.391 |
| 301+15 | TO | 306+36 | LT | 2,237 | 0.051 | 4.59 | 4.59 | 4.59 | 248 | 5.10 | 0.051 |
| 305+75 | TO | 308+41 | RT | 4,099 | 0.094 | 8.46 | 8.46 | 8.46 | 455 | 9.40 | 0.094 |
| 306+02 | TO | 308+18 | RT | 820 | 0.019 | 1.71 | 1.71 | 1.71 | 91 | 1.90 | 0.019 |
| 306+71 | TO | 329+49 | LT | 30,612 | 0.703 | 63.27 | 63.27 | 63.27 | 3,401 | 70.30 | 0.703 |
| 306+81 | TO | 308+18 | LT | 588 | 0.013 | 1.17 | 1.17 | 1.17 | 65 | 1.30 | 0.013 |
| 308+23 | TO | 309+36 | LT | 488 | 0.011 | 0.99 | 0.99 | 0.99 | 54 | 1.10 | 0.011 |
| SYCAMORE RD | | | | | | | | | | | |
| 79+26 | TO | 79+41 | RT | 72 | 0.002 | 0.18 | 0.18 | 0.18 | 8 | 0.20 | 0.002 |
| US 34 | | | | | | | | | | | |
| 309+26 | TO | 318+88 | RT | 14,720 | 0.338 | 30.42 | 30.42 | 30.42 | 1,635 | 33.8 | 0.338 |
| 309+41 | TO | 329+45 | LT | 27,674 | 0.635 | 57.15 | 57.15 | 57.15 | 3,074 | 63.5 | 0.635 |
| 309+44 | TO | 318+96 | RT | 3,852 | 0.088 | 7.92 | 7.92 | 7.92 | 428 | 8.8 | 0.088 |
| 320+11 | TO | 329+37 | RT | 16,902 | 0.388 | 34.92 | 34.92 | 34.92 | 1,878 | 38.8 | 0.388 |
| 330+35 | TO | 334+64 | LT | 1,888 | 0.043 | 3.87 | 3.87 | 3.87 | 209 | 4.3 | 0.043 |
| 330+72 | TO | 334+58 | LT | 5,912 | 0.136 | 12.24 | 12.24 | 12.24 | 656 | 13.6 | 0.136 |
| 330+76 | TO | 346+23 | RT | 31,536 | 0.724 | 65.16 | 65.16 | 65.16 | 3,504 | 72.4 | 0.724 |
| 335+06 | TO | 339+48 | LT | 919 | 0.021 | 1.89 | 1.89 | 1.89 | 102 | 2.1 | 0.021 |
| 335+15 | TO | 339+40 | LT | 6,476 | 0.149 | 13.41 | 13.41 | 13.41 | 719 | 14.9 | 0.149 |
| 340+25 | TO | 345+36 | LT | 1,039 | 0.024 | 2.16 | 2.16 | 2.16 | 115 | 2.4 | 0.024 |
| 340+31 | TO | 345+27 | LT | 7,701 | 0.177 | 15.93 | 15.93 | 15.93 | 855 | 17.7 | 0.177 |
| 345+79 | TO | 350+03 | LT | 858 | 0.020 | 1.80 | 1.80 | 1.80 | 95 | 2.0 | 0.020 |
| 345+87 | TO | 349+23 | LT | 5,165 | 0.119 | 10.71 | 10.71 | 10.71 | 573 | 11.9 | 0.119 |
| 346+60 | TO | 349+73 | RT | 4,223 | 0.097 | 8.73 | 8.73 | 8.73 | 469 | 9.7 | 0.097 |
| 349+33 | TO | 349+95 | LT | 826 | 0.019 | 1.71 | 1.71 | 1.71 | 91 | 1.9 | 0.019 |
| 350+44 | TO | 358+45 | RT | 9,785 | 0.225 | 20.25 | 20.25 | 20.25 | 1,087 | 22.5 | 0.225 |
| 350+48 | TO | 350+96 | RT | 840 | 0.019 | 1.71 | 1.71 | 1.71 | 93 | 1.9 | 0.019 |
| 350+74 | TO | 357+42 | LT | 12,767 | 0.293 | 26.37 | 26.37 | 26.37 | 1,418 | 29.3 | 0.293 |
| 351+06 | TO | 358+36 | RT | 3,232 | 0.074 | 6.66 | 6.66 | 6.66 | 359 | 7.4 | 0.074 |
| 357+65 | TO | 361+38 | LT | 14,358 | 0.330 | 29.70 | 29.70 | 29.70 | 1,595 | 33.0 | 0.330 |
| 359+02 | TO | 371+70 | RT | 21,687 | 0.498 | 44.82 | 44.82 | 44.82 | 2,409 | 49.8 | 0.498 |
| 359+26 | TO | 369+04 | RT | 4,083 | 0.094 | 8.46 | 8.46 | 8.46 | 453 | 9.4 | 0.094 |
| 361+53 | TO | 362+48 | LT | 2,505 | 0.058 | 5.22 | 5.22 | 5.22 | 278 | 5.8 | 0.058 |
| 362+57 | TO | 363+83 | LT | 3,518 | 0.081 | 7.29 | 7.29 | 7.29 | 390 | 8.1 | 0.081 |
| 363+79 | TO | 364+71 | LT | 2,358 | 0.054 | 4.86 | 4.86 | 4.86 | 262 | 5.4 | 0.054 |
| 364+53 | TO | 379+47 | LT | 34,216 | 0.785 | 70.65 | 70.65 | 70.65 | 3,801 | 78.5 | 0.785 |
| 370+19 | TO | 371+68 | RT | 267 | 0.006 | 0.54 | 0.54 | 0.54 | 29 | 0.6 | 0.006 |
| 371+04 | TO | 371+17 | RT | 129 | 0.003 | 0.27 | 0.27 | 0.27 | 14 | 0.3 | 0.003 |
| 371+32 | TO | 372+64 | RT | 1,096 | 0.025 | 2.25 | 2.25 | 2.25 | 121 | 2.5 | 0.025 |
| 371+94 | TO | 373+79 | RT | 832 | 0.019 | 1.71 | 1.71 | 1.71 | 92 | 1.9 | 0.019 |
| 371+97 | TO | 373+34 | RT | 555 | 0.013 | 1.17 | 1.17 | 1.17 | 61 | 1.3 | 0.013 |
| 374+17 | TO | 385+34 | RT | 23,694 | 0.544 | 48.96 | 48.96 | 48.96 | 2,632 | 54.4 | 0.544 |
| 374+42 | TO | 384+68 | RT | 4,412 | 0.101 | 9.09 | 9.09 | 9.09 | 490 | 10.1 | 0.101 |
| 374+42 | TO | 379+37 | LT | 1,945 | 0.045 | 4.05 | 4.05 | 4.05 | 216 | 4.5 | 0.045 |
| 379+77 | TO | 381+39 | LT | 1,448 | 0.033 | 2.97 | 2.97 | 2.97 | 160 | 3.3 | 0.033 |
| 380+07 | TO | 381+34 | LT | 482 | 0.011 | 0.99 | 0.99 | 0.99 | 53 | 1.1 | 0.011 |
| 381+33 | TO | 382+01 | LT | 1,177 | 0.027 | 2.43 | 2.43 | 2.43 | 130 | 2.7 | 0.027 |
| 381+74 | TO | 381+96 | LT | 61 | 0.001 | 0.09 | 0.09 | 0.09 | 6 | 0.1 | 0.001 |
| 382+17 | TO | 384+67 | LT | 3,208 | 0.074 | 6.66 | 6.66 | 6.66 | 356 | 7.4 | 0.074 |
| 382+30 | TO | 384+68 | LT | 974 | 0.022 | 1.98 | 1.98 | 1.98 | 108 | 2.2 | 0.022 |
| 384+73 | TO | 385+12 | RT | 133 | 0.003 | 0.27 | 0.27 | 0.27 | 14 | 0.3 | 0.003 |
| TOTAL | | | | 522,204 | 11.987 | 1,078.830 | 1,078.830 | 1,078.830 | 57,987.0 | 1198.7 | 11.987 |
| ROUNDED | | | | 522,204 | 12.0 | 1079 | 1079 | 1079 | 57,987 | 1,199 | 12.0 |

• MULCH METHOD 2 TO BE USED WITH TEMPORARY SEEDING AS DIRECTED BY THE ENGINEER

•(13)R-2(13 BR)C, (13 BR-1)BR

| | | | | | | | | | | | | |
|---|------------------------|------------|-----------|---|------------------|---------------------------|-----------|---------------------------|--------------|-----------|---------|----|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | |
| pw:\1\084EBIDINTEG.illinois.gov\PIWID01\Documents\DOT Offices\District 3\Projects\EP084\DATA\EA\Drawings\EP084\07-shd-sched.dwg | | | | | | | | 591 | * | KENDALL | 533 | 67 |
| PLOT SCALE = 100.0000' / IN. | | | | | | CHECKED - | REVISED - | CONTRACT NO. 66993 | | | | |
| PLOT DATE = 2/1/2017 | | | | DATE - | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | |
| | | | | | | SCALE: | SHEET NO. | OF | SHEETS | STA. | TO STA. | |

SIGN PANELS AND POSTS SCHEDULE

| LOCATION | SIDE | SIGN PANEL | | WOOD SIGN SUPPORT* | SIGN DESIGNATION | SIGN DIMENSIONS | REMOVE SIGN PANEL ASSEMBLY | | RELOCATE SIGN PANEL ASSEMBLY | | COMMENTS |
|------------------------|------|------------|--------|--------------------|------------------|-----------------|----------------------------|--------|------------------------------|--------|--|
| | | TYPE 1 | TYPE 2 | FOOT | | INCHES | TYPE A | TYPE B | TYPE A | TYPE B | |
| STA | | SO FT | SO FT | | | | EACH | EACH | EACH | | |
| US 34 | | | | | | | | | | | |
| 261+42 | RT | | | | W9-1 | 36X36 | 1 | | | | RIGHT LANE ENDS |
| 263+50 | RT | | 7.5 | 15 | D3-2 | 60X18 | | 1 | | | ELDAMIAN RD. NEXT SIGNAL |
| 265+60 | RT | | | | W4-2R | 36X36 | 1 | | | | LANE MERGE |
| 268+77 | RT | | | | R3-7R | 36X36 | 1 | | | | RIGHT LANE MUST TURN RIGHT |
| 270+15 | RT | | | | R3-8B | 60X36 | | | 1 | | DEDICATED TURN LANES |
| 270+33 | LT | | | | M4-6 | 12X6 | 1 | | | | END |
| 270+33 | LT | | | | D11-1 | 24X18 | 1 | | | | END BIKE ROUTE |
| 270+33 | LT | 1.5 | | 13.5 | R9-5 | 12X18 | | | | | USE PED SIGNAL |
| 271+69 | LT | 1.5 | | 13.5 | R9-5 | 12X18 | | | | | USE PED SIGNAL |
| 272+90 | RT | | 10 | 39 | I1-1100 | 48X30 | | | 1 | | CITY OF YORKVILLE |
| 272+90 | RT | | | | I1-1100 | 48X30 | | | 1 | | HOME OF IHSA 2014 STATE CHAMP |
| 272+90 | RT | | | | I1-1100 | 48X30 | | | 1 | | HOME OF JOHAN**& S |
| 273+04 | LT | | | | R3-8B | 60X36 | | | 1 | | DEDICATED TURN LANES |
| 273+04 | LT | | | | I1-1100 | 48X30 | | | 1 | | PNA YOUTH CAMP |
| 273+04 | LT | 0.75 | | 15.25 | M6-1 | 12X9 | 1 | | | | ARROW |
| 275+00 | RT | 2 | | | M3-2 | 24X12 | 1 | | | | SIGN S-22 EAST |
| 275+00 | RT | 4 | | 15.25 | M1-4.2 | 24X24 | 1 | | | | US 34 |
| 277+52 | RT | 7.5 | | 15 | R2-1 | 30X36 | 1 | | | | SPEED LIMIT 45 |
| 278+50 | LT | | 7.5 | 15 | D3-2 | 60X18 | | | 1 | | ELDAMIAN RD. NEXT SIGNAL |
| 280+00 | RT | | 12 | 16 | R3-9B | 36X48 | | | 1 | | CENTER LANE ONLY |
| 290+21 | RT | | | | | 36X36 | 1 | | | | |
| 290+70 | LT | | 12 | 16 | R3-9B | 36X48 | | | | | CENTER LANE ONLY |
| 296+43 | RT | 2.25 | | 13.5 | R1-1 | 18X18 | | | | | STOP SIGN FOR BIKE PATH |
| 297+32 | RT | 6.25 | | 14.5 | R1-1 | 30X30 | 1 | | | | STOP SIGN |
| 297+35 | RT | 2 | | 12.7 | | 8X36 | | | 1 | | DIEHL FARM RD. |
| 297+51 | RT | 2.25 | | 13.5 | R1-1 | 18X18 | | | | | STOP SIGN FOR BIKE PATH |
| 300+50 | RT | | | | W3-5 | 36X36 | 1 | | | | SPEED LIMIT 45 |
| 303+00 | RT | | 7.5 | 15 | D3-2 | 60X18 | | | 1 | | SYCAMORE RD NEXT SIGNAL |
| 303+50 | LT | 7.5 | | 15 | R2-1 | 30X36 | 1 | | | | SPEED LIMIT 45 |
| 305+56.2 | RT | 6.25 | | 14.5 | R3-1 | 30X30 | 1 | | | | NO LEFT TURN |
| 305+63 | RT | | 16 | 16 | R5-1 | 48X48 | | | 1 | | DO NOT ENTER |
| 305+88 | RT | 6.25 | | 14.5 | R1-1 | 30X30 | 1 | | | | STOP SIGN |
| 306+10 | RT | | 16 | 16 | R5-1 | 48X48 | | | 1 | | DO NOT ENTER |
| 310+50 | RT | 7.5 | | 15 | R2-1 | 30X36 | 1 | | | | SPEED LIMIT 45 |
| 314+25 | LT | | 7.5 | 15 | D3-2 | 60X18 | | | 1 | | SYCAMORE RD. NEXT SIGNAL |
| 315+32 | RT | | | | | 36X36 | 1 | | | | |
| 316+88 | LT | | | | R2-1 | 30X36 | 1 | | | | SPEED LIMIT 55 |
| 317+00 | RT | 2.2 | | 15.25 | M6-1 | 21X15 | 1 | | | | ARROW |
| 319+67 | RT | 7.5 | | 14.5 | R1-1 | 30X30 | 1 | | | | STOP SIGN |
| 319+69 | RT | 7.5 | | 14.5 | R3-1 | 30X30 | | | | | NO LEFT TURN |
| 319+76 | RT | | 16 | 16 | R5-1 | 48X48 | | | 1 | | DO NOT ENTER |
| 319+95 | RT | 7.5 | | 14.5 | R1-1 | 30X30 | 1 | | | | STOP SIGN |
| 320+22 | RT | | 16 | 16 | R5-1 | 48X48 | | | 1 | | DO NOT ENTER |
| 323+22 | LT | | | | W4-2R | 36X36 | 1 | | | | RIGHT LANE ENDS MERGE LEFT |
| 323+50 | RT | | 6 | 15 | D3-2 | 48X18 | | | 1 | | BEECHER RD NEXT SIGNAL |
| 325+20 | LT | 6.25 | | 15.75 | W2-2 | 30X30 | 1 | | | | T INTERSECTION |
| 325+20 | LT | | | | | | | | 1 | | HOSPITAL EMERGENCY ENTRANCE |
| 324+50 | RT | | | | | | | | 1 | | RELOCATE FROM 324+50 TO 325+50 (RT) KENDALL CO. GOV. COMPLEX |
| 327+37 | LT | | | | W9-1 | 36X36 | 1 | | | | RIGHT LANE ENDS |
| 329+37 | LT | 1.5 | | 13.5 | R9-5 | 12X18 | 1 | | | | USE PED SIGNAL |
| 330+75 | LT | 1.5 | | 13.5 | R9-5 | 12X18 | 1 | | | | USE PED SIGNAL |
| 331+50 | RT | | | | | | | | 1 | | DO NOT PICK UP HITCH HIKERS |
| 333+60 | RT | 7.5 | | 15 | R2-1 | 30X36 | 1 | | | | SPEED LIMIT 45 |
| 333+85 | LT | 2.25 | | 13.5 | W2-1 | 18X18 | | | | | (BIKE PATH) |
| 332+50 | LT | | | | | | | | 1 | | RELOCATE FROM 332+50 TO 334+00 LT KENDALL CO. GOV. COMPLEX |
| 334+50 | LT | | 16 | 16 | R5-1 | 48X48 | | | 1 | | DO NOT ENTER |
| 334+65 | RT | 7.5 | | 14.5 | R3-1 | 30X30 | | | | | NO LEFT TURN |
| 334+80 | LT | | 16 | 16 | R5-1 | 48X48 | | | 1 | | DO NOT ENTER |
| 334+60 | LT | 6.25 | | 14.5 | R1-1 | 30X30 | 1 | | | | STOP SIGN |
| 334+85 | LT | 6.25 | | 14.5 | R1-1 | 30X30 | 1 | | | | STOP SIGN |
| PAGE 1 SUBTOTAL | | 121.2 | 166 | 601.2 | | | 29 | 15 | 8 | | |

* (13)R-2 (13 BR)C, (13 BR-1)BRJ

| | | | | | | | | | | |
|---|-------------------------------------|------------|-----------|---|------------------|--------------------|---------|---------|---------------------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw:\IL084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 3\Projects\EP084EBIDINTEG\Drawings\EA\Drawings\EP084EBIDINTEG-sht-schedule | PLOT SCALE = 1/8" = 100.0000' / in. | CHECKED - | REVISED - | | | 591 | * | KENDALL | 533 | 68 |
| | PLOT DATE = 2/1/2017 | DATE - | REVISED - | | | CONTRACT NO. 66993 | | | ILLINOIS FED. AID PROJECT | |

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

SIGN PANELS AND POSTS SCHEDULE CONT'D

| LOCATION | | SIGN PANEL, | SIGN PANEL, | WOOD | SIGN | SIGN | SIGN | REMOVE SIGN PANEL ASSEMBLY | RELOCATE SIGN PANEL ASSEMBLY | COMMENTS |
|------------------------|------|-------------|-------------|----------|-------------|--------|--------|----------------------------|------------------------------|-----------------------------|
| STA | SIDE | TYPE 1 | TYPE 2 | SUPPORT* | DESIGNATION | INCHES | TYPE A | TYPE B | TYPE A | |
| | | SO FT | SO FT | FOOT | | | EACH | EACH | EACH | |
| 335+80 | LT | 2.25 | | 13.5 | W2-1 | 18X18 | | | | (BIKE PATH) |
| 336+37 | RT | | 6 | 15 | D3-2 | 48X18 | | 1 | | (ISABEL DR NEXT SIGNAL |
| 336+50 | LT | | 6 | 15 | D3-2 | 48X18 | | 1 | | BEECHER RD NEXT SIGNAL |
| 339+25 | LT | 1.5 | | 13.5 | R9-5 | 12X18 | | | | USE PED SIGNAL |
| 340+30 | LT | 1.5 | | 13.5 | R9-5 | 12X18 | | | | USE PED SIGNAL |
| 343+37 | LT | | 6 | 15 | D3-2 | 48X18 | | 1 | | (ISABEL DR NEXT SIGNAL |
| 343+50 | RT | | 7.5 | 15 | D3-2 | 60X18 | | 1 | | CANNONBALL TR NEXT SIGNAL |
| 343+85 | LT | 7.5 | | 15 | R2-1 | 30X36 | 1 | | | SPEED LIMIT 45 |
| 344+85 | LT | 2.25 | | 13.5 | W2-1 | 18X18 | | | | (BIKE PATH) |
| 344+85 | RT | 6.25 | | 14.5 | R3-1 | 30X30 | | | | NO LEFT TURN |
| 345+10 | RT | 7.5 | | 15 | R2-1 | 30X36 | 1 | | | SPEED LIMIT 45 |
| 345+17 | LT | | 16 | 16 | R5-1 | 48X48 | | 1 | | DO NOT ENTER |
| 345+32 | LT | 6.25 | | 14.5 | R1-1 | 30X30 | 1 | | | STOP SIGN |
| 345+45 | LT | | 16 | 16 | R5-1 | 48X48 | | 1 | | DO NOT ENTER |
| 345+45 | LT | 6.25 | | 14.5 | R1-1 | 30X30 | 1 | | | STOP SIGN |
| 346+50 | RT | 6.25 | | 14.5 | R3-1 | 30X30 | | | | NO LEFT TURN |
| 346+50 | LT | 2.25 | | 13.5 | W2-1 | 18X18 | | | | (BIKE PATH) |
| 346+75 | RT | | 16 | 16 | R5-1 | 48X48 | | 1 | | DO NOT ENTER |
| 346+80 | LT | 6.25 | | 14.5 | R3-1 | 30X30 | | | | NO LEFT TURN |
| 349+15 | LT | 2.25 | | | D11-1a | 18X18 | 1 | | | BIKE PATH |
| 349+15 | LT | 0.75 | | | M6-1 | 9X12 | 1 | | | ARROW |
| 349+15 | LT | 1.5 | | 16 | R9-5 | 12X18 | 1 | | | USE PED SIGNAL |
| 349+42 | RT | 2.25 | | | D11-1a | 18X18 | 1 | | | BIKE PATH |
| 349+42 | RT | 0.75 | | | M6-1 | 9X12 | 1 | | | ARROW |
| 349+42 | RT | 1.5 | | 16 | R9-5 | 12X18 | 1 | | | USE PED SIGNAL |
| 351+00 | LT | 2.25 | | | D11-1a | 18X18 | 1 | | | BIKE PATH |
| 351+00 | LT | 0.75 | | | M6-1 | 9X12 | 1 | | | ARROW |
| 351+00 | LT | 1.5 | | 16 | R9-5 | 12X18 | 1 | | | USE PED SIGNAL |
| 351+00 | RT | 2.25 | | | D11-1a | 18X18 | 1 | | | BIKE PATH |
| 351+00 | RT | 0.75 | | | M6-1 | 9X12 | 1 | | | ARROW |
| 351+00 | RT | 1.5 | | 16 | R9-5 | 12X18 | 1 | | | USE PED SIGNAL |
| 351+60 | RT | | | | | | 1 | | | RIGHT LANE ENDS |
| 353+85 | RT | | | | W4-2 | 36X36 | 1 | | | MERGE LEFT |
| 356+50 | LT | | 7.5 | 15 | D3-2 | 60X18 | | 1 | | CANNONBALL TR NEXT SIGNAL |
| 357+15 | LT | | | | | | | | 1 | DO NOT PICK UP HITCHHIKERS |
| 362+25 | LT | 7.5 | | 15 | R2-1 | 30X36 | 1 | | | SPEED LIMIT 45 |
| 362+25 | RT | 7.5 | | 15 | R2-1 | 30X36 | 1 | | | SPEED LIMIT 35 |
| 367+50 | RT | | 7.5 | 15 | D3-2 | 60X18 | | 1 | | GAME FARM RD NEXT SIGNAL |
| 355+25 | RT | | 12 | 16 | R3-9B | 36X48 | | | | CENTER LANE ONLY |
| 370+85 | LT | | 12 | 16 | R3-9B | 36X48 | | | | CENTER LANE ONLY |
| 370+90 | RT | 4 | | | I-8 | 24X24 | 1 | | | PUBLIC LIBRARY |
| 370+90 | RT | | | | | | | | 1 | ILL. DEPT OF HUMAN SERVICES |
| 370+90 | RT | 2.2 | | 15.25 | M6-1 | 21X15 | 1 | | | ARROW |
| 372+95 | LT | 7.5 | | 15 | R2-1 | 30X36 | 1 | | | SPEED LIMIT 35 |
| 373+50 | RT | 1.5 | | 13.5 | R9-5 | 12X18 | 1 | | | USE PED SIGNAL |
| 374+00 | LT | | | | | | | | 1 | YORKVILLE CITY HALL |
| 374+00 | LT | | | | | | | | 1 | YORKVILLE POLICE STATION |
| 374+00 | LT | | | | | | | | 1 | YORKVILLE PUBLIC SCHOOL |
| 374+00 | LT | | | | | | | | 1 | VISITOR'S CENTER |
| 374+00 | LT | | | 22 | | | | | 1 | COURTHOUSE |
| 374+50 | RT | 1.5 | | 13.5 | R9-5 | 12X18 | 1 | | | USE PED SIGNAL |
| 376+00 | RT | 7.5 | | 15 | R2-1 | 30X36 | 1 | | | SPEED LIMIT 35 |
| 378+00 | LT | 4 | | | I-8 | 24X24 | 1 | | | PUBLIC LIBRARY |
| 378+00 | LT | | | 16.25 | | 24X24 | | | 1 | ILL. DEPT OF HUMAN SERVICES |
| 378+00 | LT | 2.2 | | | M6-1 | 21X15 | 1 | | | ARROW |
| 378+00 | RT | | 12 | 16 | R3-9B | 36X48 | | | 1 | CENTER LANE ONLY |
| 379-00 | RT | | 7.5 | 15 | D3-2 | 60X18 | | 1 | | CENTER PKWY NEXT SIGNAL |
| 380+50 | LT | | 7.5 | 15 | D3-2 | 60X18 | | 1 | | GAME FARM RD NEXT SIGNAL |
| 380+80 | LT | | | | W6-3 | 36X36 | 1 | | | TWO WAY TRAFFIC |
| 380+85 | LT | | 12 | 16 | R3-9B | 36X48 | | | | CENTER LANE ONLY |
| 384+35 | LT | | | | W4-2 | 36X36 | | | 1 | MERGE LEFT |
| 384+60 | LT | 2.25 | | | D11-1a | 18X18 | 1 | | | BIKE PATH |
| 384+60 | LT | 0.75 | | | M6-1 | 12X9 | 1 | | | ARROW |
| 384+60 | LT | 1.5 | | 15.75 | R9-5 | 12X18 | 1 | | | USE PED SIGNAL |
| 384+75 | RT | 2.25 | | | D11-1a | 18X18 | 1 | | | BIKE PATH |
| 384+75 | RT | 0.75 | | | M6-1 | 9X12 | 1 | | | ARROW |
| 384+75 | RT | 1.5 | | 16 | R9-5 | 12X18 | 1 | | | USE PED SIGNAL |
| 386+15 | LT | 2.25 | | | D11-1a | 18X18 | 1 | | | BIKE PATH |
| 386+15 | LT | 0.75 | | | M6-1 | 9X12 | 1 | | | ARROW |
| 386+15 | LT | 1.5 | | 16 | R9-5 | 12X18 | 1 | | | USE PED SIGNAL |
| 386+25 | RT | 2.25 | | | D11-1a | 18X18 | 1 | | | BIKE PATH |
| 386+25 | RT | 0.75 | | | M6-1 | 12X9 | 1 | | | ARROW |
| 386+25 | RT | 1.5 | | 15.75 | R9-5 | 12X18 | 1 | | | USE PED SIGNAL |
| PAGE 2 SUBTOTAL | | 137 | 152 | 670 | | | 41 | 11 | 9 | |
| GRAND TOTAL | | 259 | 318 | 1271 | | | 70 | 26 | 17 | |

*ALL WOOD POSTS ARE 4"x6"
 CONTRACTOR TO VERIFY EXACT LENGTHS OF POSTS BEFORE ORDERING WOOD SIGN SUPPORTS
 NOTE-THE EACH QUANTITY FOR REMOVE SIGN PANEL ASSEMBLY SHALL INCLUDE THE REMOVAL OF THE POST(S) AND ALL THE SIGNS ATTACHED TO THE POST(S), REGARDLESS OF THE NUMBER OF SIGNS

*(13)R-2(13 BR)C, (13 BR-1)BR)

| | | | | | | | | | | |
|--|------------------------------|------------|-----------|---|--|---|---------|---------|--------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | <p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> | <p align="center">SCHEDULES</p> | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw:\11084EBIDINTEG.111nois.gov\PIWIDOTDocuments\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-sched | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | 591 | * | KENDALL | 533 | 69 |
| PLOT DATE = 2/1/2017 | DATE - | REVISED - | REVISED - | | | <p align="center">SCALE: SHEET NO. OF SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT</p> | | | | |
| | | | | | | <p align="right">CONTRACT NO. 66993</p> | | | | |

| STORM SEWER REMOVAL SCHEDULE | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------|--------|-------|-----------|--------|-------|-------------------------|---------------------|------|------|------|--|--------|------|-------|------|-------|------|-------|------------------|----------------|-------------------|------------------------|-----------------|---------------------------------|------|------|
| LOCATION | | | | | | COMMENTS | STORM SEWER REMOVAL | | | | STORM SEWERS TO BE ABANDONED/ CLSM FILLED* | | | | | | | | FILLING MANHOLES | FILLING INLETS | REMOVING MANHOLES | REMOVING CATCH BASSENS | REMOVING INLETS | REMOVE EXISTING FLARED END SECT | | |
| | | | | | | | 12" | 15" | 18" | 24" | 12" | CLSM | 15" | CLSM | 18" | CLSM | 24" | CLSM | | | | | | | 36" | CLSM |
| STA | OFFSET | LT/RT | TO STA | OFFSET | LT/RT | | FEET | FEET | FEET | FEET | FEET | CU YD | FEET | CU YD | FEET | CU YD | FEET | CU YD | FEET | CU YD | EACH | EACH | EACH | EACH | EACH | EACH |
| US 34 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 276+11.66 | 42 | RT | 276+43.45 | 42.4 | RT | RCCP SS T2 | | | | | 33 | | | | | | | | | | | | | | | |
| 276+43.45 | 42.4 | RT | | | | MH TA 5' TIF CL | | | | | | | | | | | | | | | | | 1 | | | |
| 276+43.45 | 42.4 | RT | 276+43.45 | 67 | RT | RCCP SS T2 | | | | | 22 | | | | | | | | | | | | | | | |
| 276+43.45 | 67 | RT | | | | PRC FLARED W/ GRATE | | | | | | | | | | | | | | | | | | | | 1 |
| 276+43.45 | 42.4 | RT | 277+11.3 | 44 | RT | RCCP SS T1 | | | | | 67 | | | | | | | | | | | | | | | |
| 277+11.3 | 35 | RT | 277+11.3 | 44 | RT | RCCP SS T1 | 9 | | | | | | | | | | | | | | | | | | | |
| 277+11.3 | 44 | RT | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| 277+11.3 | 44 | RT | 277+18.4 | 44 | RT | stubbed for future' | | | | | 7 | | | | | | | | | | | | | | | |
| 291+43.86 | 45.8 | RT | | | | FES | | | | | | | | | | | | | | | | | | | | 1 |
| 291+43.86 | 45.8 | RT | 294+07.97 | 45.7 | RT | RCP | | 264 | | | | | | | | | | | | | | | | | | |
| 294+07.97 | 37.5 | RT | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 294+07.97 | 37.5 | RT | 294+07.97 | 45.7 | RT | RCP | 8 | | | | | | | | | | | | | | | | | | | |
| 294+07.97 | 45.7 | RT | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| 294+07.97 | 45.7 | RT | 296+51.05 | 47.7 | RT | RCP | | 243 | | | | | | | | | | | | | | | | | | |
| 296+51.05 | 47.7 | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| 296+51.05 | 47.7 | RT | 297+39.54 | 45 | RT | RCP | | 88 | | | | | | | | | | | | | | | | | | |
| 297+39.54 | 45 | RT | 297+39.54 | 36.8 | RT | RCP | 8 | | | | | | | | | | | | | | | | | | | |
| 297+39.54 | 36.8 | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| 297+39.54 | 45 | RT | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 297+39.54 | 36.8 | RT | 297+76.2 | 54.7 | RT | RCP | | 35 | | | | | | | | | | | | | | | | | | |
| 297+76.2 | 54.7 | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| 297+76.2 | 54.7 | RT | 299+94.46 | 53.3 | RT | RCP | | 218 | | | | | | | | | | | | | | | | | | |
| 299+94.46 | 53.3 | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| 299+94.46 | 53.3 | RT | 299+96 | 45.5 | RT | RCP | 6 | | | | | | | | | | | | | | | | | | | |
| 299+96 | 45.5 | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| 299+96 | 45.5 | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| 299+94.46 | 53.3 | RT | 300+21.64 | 47 | RT | RCP | | 28 | | | | | | | | | | | | | | | | | | |
| 300+21.64 | 47 | RT | | | | FES | | | | | | | | | | | | | | | | | | | | 1 |
| 303+31.64 | 49.7 | RT | | | | FES | | | | | | | | | | | | | | | | | | | | 1 |
| 303+31.64 | 49.7 | RT | 303+54.10 | 52.7 | RT | RCP | 18 | | | | | | | | | | | | | | | | | | | |
| 303+54.10 | 52.7 | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| 303+54.10 | 52.7 | RT | 305+99.54 | 57 | RT | RCP | | 245 | | | | | | | | | | | | | | | | | | |
| 305+99.54 | 57 | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| 305+99.54 | 44.2 | RT | 305+99.54 | 57 | RT | RCP | 9 | | | | | | | | | | | | | | | | | | | |
| 305+99.54 | 44.2 | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| 305+99.54 | 57 | RT | 308+19.36 | 56.4 | RT | RCP | | 219 | | | | | | | | | | | | | | | | | | |
| 308+19.36 | 56.4 | RT | | | | MH CL | | | | | | | | | | | | | | | | | | | | |
| 308+19.36 | 56.4 | RT | 308+32.39 | 44 | RT | RCP | | 15 | | | | | | | | | | | | | | | | | | |
| 308+32.39 | 44 | RT | | | | T3 F&G | | | | | | | | | | | | | | | | | | | | |
| 308+32.39 | 44 | RT | 309+24.50 | 44 | RT | RCP | | 89 | | | | | | | | | | | | | | | | | | |
| 309+24.50 | 44 | RT | | | | MH T3F&G | | | | | | | | | | | | | | | | | | | | |
| 309+24.50 | 44 | RT | 310+50 | 51.7 | RT | RCP | | 125 | | | | | | | | | | | | | | | | | | |
| 310+50 | 51.7 | RT | 311+75.57 | 57.3 | RT | RCP | | | | | | 125 | 5.68 | | | | | | | | | | | | | |
| 311+75.57 | 57.3 | RT | | | | MH CL | | | | | | | | | | | | | | | | | | | | |
| 311+75.57 | 44.3 | RT | 311+75.57 | 57.3 | RT | RCP | | | | | | 11 | 0.3 | | | | | | | | | | | | | |
| 311+75.57 | 44.3 | RT | | | | MH T8G | | | | | | | | | | | | | | | | | | | | |
| 311+75.57 | 57.3 | RT | 313+09.44 | 56.8 | RT | RCP | | 133 | | | | | | | | | | | | | | | | | | |
| 313+09.44 | 56.8 | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| 313+09.44 | 56.8 | RT | 313+30 | 45 | RT | FES | | 21 | | | | | | | | | | | | | | | | | | |
| 318+82 | 47.2 | RT | 318+90 | 57 | RT | RCP | | 12 | | | | | | | | | | | | | | | | | | |
| 318+82 | 47.2 | RT | | | | T-24 F&G | | | | | | | | | | | | | | | | | | | | |
| 318+90 | 46 | LT | | | | 15" RCP FLR W/ GRATE | | | | | | | | | | | | | | | | | | | | |
| 318+90 | 46 | LT | 318+90 | 35 | LT | R.C.P. T-I | | 12 | | | | | | | | | | | | | | | | | | |
| 318+90 | 33 | LT | | | | 4' MH T-A / T-24 F&G | | | | | | | | | | | | | | | | | | | | |
| 318+90 | 33 | LT | 318+90 | 57 | RT | RCP | | | | | | 90 | 4.09 | | | | | | | | | | | | | |
| 318+90 | 57 | RT | | | | MH - CL | | | | | | | | | | | | | | | | | | | | |
| 318+90 | 57 | RT | 319+00 | 82.1 | RT | RCP | | 24 | | | | | | | | | | | | | | | | | | |
| 319+78.7 | 46 | LT | | | | 24" FES W/ GRATE | | | | | | | | | | | | | | | | | | | | |
| 319+78.7 | 46 | LT | 319+78.7 | 39.4 | RT | RCP | | | | | | | | 84 | 9.77 | | | | | | | | | | | |
| 319+78.7 | 39.4 | RT | | | | 4' T-A / T-8 GRATE | | | | | | | | | | | | | | | | | | | | |
| 319+78.7 | 39.4 | RT | 320+09 | 80.7 | RT | RCP | | | | | | | | | | | | | | | | | | | | |
| 320+09 | 80.7 | RT | | | | Plug 24" SS in exist MH | | | | | | | | | | | | | | | | | | | | |
| 320+49.6 | 33.5 | LT | | | | | | | | | | | | | | | | | | | | | | | | |
| 320+49.6 | 33.5 | LT | 320+58 | 33.5 | LT | RCP | | 10 | | | | | | | | | | | | | | | | | | |
| 320+49.6 | 33.5 | LT | 320+50 | 34.9 | RT | RCP | | 68 | | | | | | | | | | | | | | | | | | |
| 320+58 | 33.5 | LT | | | | | | | | | | | | | | | | | | | | | | | | |
| PAGE 1 SUBTOTAL | | | | | | | 136 | 1771 | 74 | 55 | 11 | 0.3198 | 215 | 9.77 | 0 | 0 | 135 | 15.7 | 0 | 0 | 2 | 0 | 12 | 1 | 10 | 7 |

*(13R-2)(13 BR)C, (13 BR-1)BR)

| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\1\084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-sched.dwg | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| TEMPORARY CONCRETE BARRIER | | | | | |
|---------------------------------------|----|----------|------------------------|------------------------------|-----------------------------|
| LOCATION | | | TEMP. CONCRETE BARRIER | RELOCATE TEMP. CONC. BARRIER | PINNING TEMP. CONC. BARRIER |
| STATION | TO | STATION | FOOT | FOOT | EACH |
| US 34 | | | | | |
| STAGE 1A CONSTRUCTION | | | | | |
| 276+77 | TO | 329+09 | 5,232 | | 1256 |
| 331+05 | TO | 338+86 | 781 | | 187.5 |
| 341+05 | TO | 348+93 | 788 | | 189 |
| 351+36.5 | TO | 384+37.5 | 3,301 | | 792 |
| STAGE 1A CONSTRUCTION SUBTOTAL | | | 10,102 | | 2424.5 |
| STAGE 1B CONSTRUCTION | | | | | |
| 329+09 | TO | 331+05 | 196 | | 47 |
| 338+86 | TO | 341+05 | 219 | | 52.5 |
| 348+93 | TO | 351+36.5 | 244 | | 58.5 |
| 384+37.5 | TO | 386+00 | 163 | | 39 |
| STAGE 1B CONSTRUCTION SUBTOTAL | | | 821 | | 197 |
| STAGE 2A CONSTRUCTION | | | | | |
| 276+62 | TO | 296+13 | | 1,951 | |
| 298+07 | TO | 307+89 | | 982 | |
| 310+32 | TO | 318+35 | | 803 | |
| 321+13 | TO | 328+47 | | 734 | |
| 331+96 | TO | 348+87 | | 1,691 | |
| 351+36 | TO | 357+81 | | 645 | |
| 359+90 | TO | 384+44 | | 2,454 | |
| 370+69 | TO | 375+05 | | | 109 |
| STAGE 2A CONSTRUCTION SUBTOTAL | | | | 9,260 | 109 |
| STAGE 2B CONSTRUCTION | | | | | |
| 296+13 | TO | 298+07 | 194 | | |
| 307+89 | TO | 310+32 | 243 | | |
| 318+35 | TO | 321+13 | 278 | | |
| 328+47 | TO | 331+96 | 349 | | |
| 348+87 | TO | 351+36 | 249 | | |
| 357+81 | TO | 359+90 | 209 | | |
| 372+37 | TO | 372+86 | | 49 | |
| 384+44 | TO | 385+95.5 | 152 | | |
| STAGE 2B CONSTRUCTION SUBTOTAL | | | 1,674 | 49 | 0 |
| GRAND TOTAL | | | 12,597 | 9,309 | 2,731 |

NOTE: WHEN PLACING CONCRETE BARRIERS THROUGH INTERSECTIONS FOR STAGES 1B AND 2B, THE BARRIER LENGTH NEEDED MAY NOT BE EXACTLY DIVISIBLE BY 10'. THE CONTRACTOR IS RESPONSIBLE FOR FABRICATING THESE BARRIERS TO MEET THE REQUIRED DISTANCE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

NO PINNING NECESSARY AFTER STAGE 1B WITH THE EXCEPTION OF STA 370+69 THRU TO STA. 375+05

| TEMPORARY PAVEMENT (BUILT IN PRE-STAGE I CONSTRUCTION) | | |
|--|--------------------------|----------------------------------|
| LOCATION | TEMPORARY PAVEMENT SQ YD | TEMPORARY PAVEMENT REMOVAL SQ YD |
| STA 277+27 TO 292+56 | 1817 | 1817 |
| STA 297+29 TO 301+65 | 290 | 290 |
| STA 309+13 TO 315+02 | 437 | 437 |
| STA 358+16 TO 358+35 | 7 | 7 |
| STA 359+39 TO 361+96 | 121 | 121 |
| STA 363+14 TO 369+35 | 488.5 | 488.5 |
| STA 370+53 TO 373+33 | 243.1 | 243.1 |
| STA 374+07 TO 377+35 | 204.8 | 204.8 |
| TOTAL | 3608 | 3608 |

ALL LOCATIONS RIGHT OF CENTERLINE

| IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3 | | | | |
|---|----|----------|--|--|
| LOCATION | | | | IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3 |
| STATION | TO | STATION | | EACH |
| US 34 | | | | |
| STAGE 1A CONSTRUCTION | | | | |
| 276+53 | TO | 276+77 | | 1 |
| 287+95 | TO | 288+20 | | 1 |
| 289+20 | TO | 289+45 | | 1 |
| 329+09 | TO | 329+33.5 | | 1 |
| 330+77 | TO | 331+02 | | 1 |
| 338+86 | TO | 339+11 | | 1 |
| 340+80 | TO | 341+05 | | 1 |
| 348+93 | TO | 349+18 | | 1 |
| 351+12 | TO | 351+36.5 | | 1 |
| 384+37 | TO | 384+62 | | 1 |
| STAGE 1B CONSTRUCTION | | | | |
| 386+00 | TO | 386+25 | | 1 |
| STAGE 2A CONSTRUCTION | | | | |
| 276+37 | TO | 276+62 | | 1 |
| 296+13 | TO | 296+38 | | 1 |
| 297+82 | TO | 298+07 | | 1 |
| 307+89 | TO | 308+14 | | 1 |
| 310+07 | TO | 310+32 | | 1 |
| 318+35 | TO | 318+60 | | 1 |
| 320+88 | TO | 321+13 | | 1 |
| 328+47 | TO | 328+72 | | 1 |
| 331+71 | TO | 331+96 | | 1 |
| 348+87 | TO | 349+12 | | 1 |
| 351+12 | TO | 351+36 | | 1 |
| 357+81 | TO | 358+06 | | 1 |
| 359+65 | TO | 359+89 | | 1 |
| 384+44 | TO | 384+89 | | 1 |
| STAGE 2B CONSTRUCTION | | | | |
| 372+86 | TO | 373+11 | | 1 |
| 374+36 | TO | 374+61 | | 1 |
| 385+95 | TO | 386+20 | | 1 |
| STAGE 1A, 1B CONSTRUCTION FOR CONTRACTOR ACCESS* | | | | 8 |
| STAGE 2A, 2B CONSTRUCTION FOR CONTRACTOR ACCESS* | | | | 8 |
| TOTAL | | | | 44 |

*SEE DETAIL ON STAGE CONSTRUCTION SHEETS FOR ACCESS POINTS

| TEMPORARY SOIL RETENTION SYSTEM | | | |
|---------------------------------|----|--------|------------|
| STA. | TO | STA. | SQ. FT. |
| 370+69 | | 375+05 | 770 |
| TOTAL | | | 770 |

TREE REMOVAL SCHEDULE

| STA | OFFSET | SIDE | 6-15 UNITS | OVER 15 UNITS |
|-----------|--------|------|------------|---------------|
| 272+28.33 | 63.27 | LT | 6.7 | 0 |
| 274+45.23 | 90.3 | LT | 0 | 15.3 |
| " | | | 10.2 | 0 |
| " | | | 8.9 | 0 |
| " | | | 4.8 | 0 |
| " | | | 7 | 0 |
| 274+97.8 | 91.31 | LT | 0 | 37.4 |
| 275+21.76 | 73.36 | LT | 14.4 | 0 |
| " | | | 10.5 | 0 |
| " | | | 12.2 | 0 |
| 280+13.98 | 79.37 | LT | 0 | 15.5 |
| 283+33.05 | 53.74 | RT | 14.1 | 0 |
| 283+46.65 | 56.25 | RT | 0 | 17.7 |
| 283+54.53 | 56.56 | RT | 0 | 16.2 |
| 284+05.37 | 55.1 | RT | 0 | 17.6 |
| 284+10.99 | 55 | RT | 8.6 | 0 |
| 284+36.46 | 55.29 | RT | 12.5 | 0 |
| 288+40.55 | 63.63 | RT | 0 | 24.7 |
| 288+44.02 | 65.26 | RT | 0 | 25.4 |
| 288+46.62 | 66.69 | RT | 0 | 19.6 |
| 290+01.3 | 66.86 | RT | 0 | 19.9 |
| 290+42.6 | 83' RT | RT | 8 | |
| 290+42.63 | 83.3 | RT | 12.3 | 0 |
| 290+55.26 | 78.34 | RT | 12.7 | 0 |
| 290+65 | 71.95 | RT | 0 | 18.9 |
| 291+36.01 | 60.37 | RT | 13.6 | 0 |
| 291+62.25 | 60.41 | RT | 0 | 15.5 |
| 291+68.02 | 72.22 | RT | 10.9 | 0 |
| 291+83.55 | 60.44 | RT | 10.4 | 0 |
| 292+00.03 | 53.57 | RT | 5.2 | 0 |
| 293+43.89 | 66.25 | RT | 14.6 | 0 |
| 293+59.73 | 56.77 | RT | 14.8 | 0 |
| 293+93.81 | 55.72 | RT | 13.8 | 0 |
| 294+14.91 | 57.71 | RT | 10.4 | 0 |
| 295+07.99 | 54.51 | RT | 10 | 0 |
| 295+19.43 | 57.15 | RT | 14.5 | 0 |
| 295+28.14 | 67.76 | RT | 9.9 | 0 |
| 295+45.92 | 60.01 | RT | 10.8 | 0 |
| 295+62.09 | 56.35 | RT | 9.8 | 0 |
| " | | | 4.9 | 0 |
| 295+67.96 | 70.17 | RT | 10 | 0 |
| 295+96.88 | 59.23 | RT | 6.9 | 0 |
| 296+29.12 | 56.46 | RT | 12.2 | 0 |
| 296+50.65 | 72.89 | RT | 13.2 | 0 |
| 296+58.85 | 68.28 | RT | 12.9 | 0 |
| 297+26.73 | 68.18 | RT | 11.6 | 0 |
| 297+39.72 | 70.8 | RT | 8 | |
| 297+59.59 | 66.27 | RT | 0 | 15.6 |
| 297+66.87 | 60.61 | RT | 10.9 | 0 |
| 297+81.43 | 65.48 | RT | 14.3 | 0 |
| 298+39.9 | 64.31 | RT | 14.4 | 0 |
| 298+54.34 | 69.3 | RT | 8 | |
| 298+59.14 | 44.83 | LT | 0 | 44.6 |
| SUB TOTAL | | | 418.9 | 303.9 |

TREE REMOVAL SCHEDULE

| STA | OFFSET | SIDE | 6-15 UNITS | OVER 15 UNITS |
|---------------|--------|------|--------------|---------------|
| 299+04.81 | 70 | RT | 8 | |
| 299+26.74 | 54.25 | RT | 0 | 16.1 |
| " | | | 8.1 | 0 |
| " | | | 6.3 | 0 |
| " | | | 6.3 | 0 |
| 299+46.74 | 65.75 | RT | 11.5 | 0 |
| 300+75.77 | 65.59 | RT | 6.3 | 0 |
| " | | | 6.3 | 0 |
| 300+89.82 | 54.23 | LT | 0 | 27.5 |
| 300+91.18 | 51.12 | LT | 0 | 36.3 |
| 301+36.76 | 62.55 | LT | 5.3 | 0 |
| 301+47.12 | 41.59 | LT | 12.7 | 0 |
| 301+52.04 | 41.41 | LT | 9.8 | 0 |
| 301+63.02 | 57.17 | LT | 0 | 18.9 |
| 301+65.59 | 51.33 | LT | 5.3 | 0 |
| 301+73.49 | 63.68 | RT | 8.1 | 0 |
| " | | | 0 | 15.5 |
| 302+01.96 | 63.13 | RT | 14 | 0 |
| 302+15.25 | 64.33 | RT | 12.8 | 0 |
| 302+27.52 | 59.58 | RT | 13.7 | 0 |
| 302+55.96 | 60.58 | RT | 9.8 | 0 |
| 302+72.05 | 67.04 | RT | 9.2 | 0 |
| 302+87.97 | 58.77 | RT | 7.6 | 0 |
| 303+44.79 | 59.92 | RT | 13.7 | 0 |
| 313+98.05 | 59.65 | RT | 6 | 0 |
| 315+00.57 | 50.97 | RT | 6.3 | 0 |
| 316+02.55 | 49.91 | RT | 7.9 | 0 |
| 319+01.22 | 90.18 | RT | 6.4 | 0 |
| 350+71 | 55.14 | RT | 8.9 | 0 |
| 351+20.9 | 53.25 | RT | 8.9 | 0 |
| 351+68.61 | 53.7 | RT | 9.7 | 0 |
| 352+11.22 | 53.16 | RT | 9.5 | 0 |
| 352+53.52 | 50.2 | RT | 8.6 | 0 |
| 356+51.87 | 63.41 | RT | 9.5 | 0 |
| 357+54 | 43.09 | RT | 8.1 | 0 |
| 361+87.6 | 58.3 | LT | 13.8 | |
| 362+11.5 | 58.4 | LT | 7.1 | |
| 362+82.4 | 62.6 | LT | 7.4 | |
| 362+86.4 | 62 | LT | 6.6 | |
| 363+12.1 | 74.3 | LT | | 17.4 |
| 363+42.6 | 74.3 | LT | | 18.2 |
| 363+57.6 | 50.8 | LT | | 15.1 |
| 363+77.6 | 59.2 | LT | | 23.2 |
| 364+02.2 | 53.1 | LT | | 22 |
| 364+13.3 | 57.9 | LT | | 24.9 |
| 364+25.6 | 60.5 | LT | 13.8 | |
| 364+67.6 | 49.2 | LT | | 35.4 |
| 364+75.6 | 54.1 | LT | | 26.8 |
| 364+88.5 | 41 | LT | | 29 |
| 365+02.2 | 57.8 | LT | | 22.2 |
| 365+02.2 | 43 | LT | 13.0 | |
| 365+14.6 | 60.4 | LT | 14.6 | |
| 372+16.12 | 49 | RT | 11.0 | |
| 372+43.12 | 57.2 | RT | 9.5 | |
| 372+68.42 | 57.8 | RT | 11.0 | |
| 372+93.32 | 51.7 | RT | 10.0 | |
| 373+18.52 | 51.9 | RT | 11.5 | |
| 373+42.42 | 53.1 | RT | 10.5 | |
| 376+84 | 53 | LT | 13.0 | |
| 377+06 | 55 | LT | 15.0 | |
| SUBTOTAL | | | 432.4 | 348.5 |
| TOTALS | | | 851.3 | 652.4 |

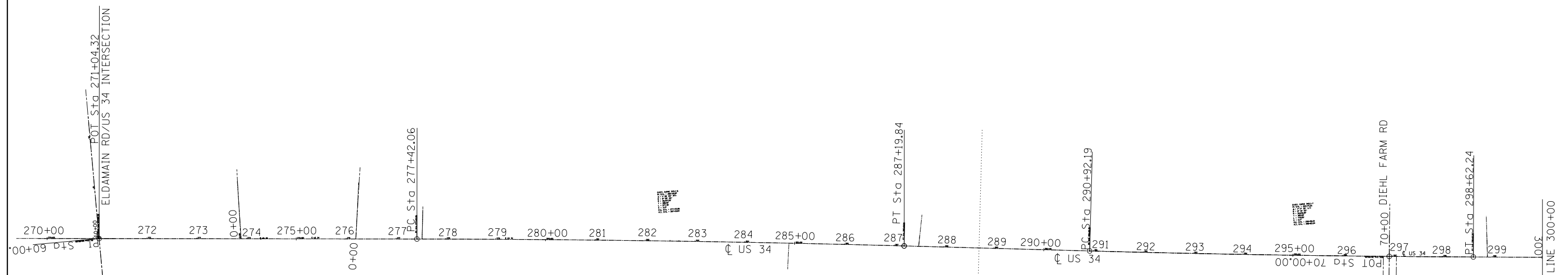
COMBINATION CURB AND GUTTER TY.B-6.12 SCHEDULE

| LOCATION | | | | | CC+G TY.B-6.12 | PROTECTIVE COAT |
|---------------------|----------|--------|---------|--------|----------------|-----------------|
| FROM STA. | | LT/RT | TO STA. | | FOOT | SO YD |
| DIEHL FARM RD. | 68+00 | LT | 69+55 | LT | 156 | 35 |
| MEDIAN | 68+00 | MEDIAN | 69+42 | MEDIAN | 284 | 63 |
| DIEHL FARM RD. | 68+00 | RT | 69+52 | RT | 150 | 33 |
| CE +56.2 | 305+11 | RT | 305+39 | RT | 29 | 6 |
| MEDIAN | 305+46 | RT | 305+68 | RT | 70 | 16 |
| CE +56.2 | 305+80 | RT | 306+02 | | 33 | 7 |
| SYCAMORE RD. | 78+00 | LT | 79+48 | LT | 139 | 31 |
| MEDIAN | 78+52 | | 79+46 | | 189 | 42 |
| SYCAMORE RD. | 77+75 | RT | 79+26 | RT | 138 | 31 |
| ISABEL DR. | 111+04 | LT | 112+00 | LT | 96 | 21 |
| ISABEL DR. | 111+04 | RT | 112+00 | RT | 96 | 21 |
| ISABEL DR. | 110+88.5 | RT | 112+00 | RT | 222 | 49 |
| CANNONBALL TR. | 128+75 | RT | 129+04 | RT | 29 | 6 |
| CE +68.3 | 379+27 | LT | 379+47 | LT | 49 | 11 |
| CENTER PKWY NB | 100+79 | RT | 101+50 | RT | 70 | 16 |
| GRAND TOTALS | | | | | 1,750 | 388 |

COMBINATION CURB AND GUTTER TY.B-6.24 SCHEDULE

| LOCATION | | | | | | COMB. CONC. CURB & GUTTER TY. B-6.24 | PROTECTIVE COAT |
|---------------------|----------|---------|----------------|----------|---------|--------------------------------------|-----------------|
| FROM | STATION | LT/RT | TO | STATION | LT/RT | FOOT | SO YD |
| US 34 | 271+82 | RT | US 34 | 271+97 | RT | 15 | 5 |
| US 34 | 277+28 | RT | US 34 | 296+55.5 | RT | 1931 | 644 |
| US 34 | 297+28 | RT | US 34 | 305+28 | RT | 810 | 270 |
| US 34 | 305+84 | RT | US 34 | 308+41 | RT | 281 | 94 |
| US 34 | 309+11 | RT | US 34 | 319+19 | RT | 1046 | 349 |
| US 34 | 319+90 | RT | US 34 | 329+64 | RT | 998 | 333 |
| US 34 | 330+53 | RT | US 34 | 346+24 | RT | 1620 | 540 |
| US 34 | 346+35 | RT | US 34 | 346+49 | RT | 48 | 16 |
| US 34 | 346+61 | RT | US 34 | 349+93 | RT | 408 | 136 |
| CANNONBALL TR. | 128+75 | RT | INDEPENDENCE | 149+34 | LT | 890 | 297 |
| INDEPENDENCE | 149+32 | RT | SNO47-0102 | 368+81 | RT | 983 | 328 |
| SNO47-0102 | 370+99 | RT | GAME FARM RD. | 548+85 | LT | 343 | 114 |
| GAME FARM RD. | 548+85 | RT | CENTER PKWY | 159+00 | LT | 1252 | 417 |
| CENTER PKWY | 156+00 | RT | CENTER PKWY | 386+25 | RT | 25 | 8 |
| US 34 | 270+39 | LT | US 34 | 270+54 | LT | 22 | 7 |
| US 34 | 271+35 | LT | | 271+53 | LT | 22 | 7 |
| US 34 | 271+83 | LT | | 271+95 | LT | 17 | 6 |
| US 34 | 277+28 | LT | BEECHER RD. | 91+00 | LT | 5260 | 1753 |
| BEECHER RD. | 91+00 | RT | TARGET ENT. | 100+75 | LT | 472 | 157 |
| ISLAND | 334+73 | LT | | 335+01 | LT | 84 | 28 |
| TARGET ENT. | 100+75 | RT | | 339+02 | LT | 408 | 136 |
| US 34 | 340+21 | LT | DEPOT DR. | 120+80 | LT | 565 | 188 |
| ISLAND | 345+39 | LT | | 345+77 | LT | 100 | 33 |
| DEPOT DR. | 120+80 | RT | CANNONBALL TR. | 241+12 | LT | 494 | 165 |
| CANNONBALL TR. | 350+71 | RT | SNO47-0102 | 368+88 | LT | 1851 | 617 |
| C.E. | 379+68.3 | LT | SN.E. QUAD | | | 63 | 21 |
| C.E. | 381+55.4 | LT | N.W. QUAD | | | 25 | 8 |
| C.E. | 381+55.4 | LT | SN.E. QUAD | | | 19 | 6 |
| C.E. | 382+12.3 | LT | N.W. QUAD | | | 52 | 17 |
| C.E. | 382+12.3 | LT | SN.E. QUAD | | | 54 | 18 |
| SNO47-0102 | 370+93 | LT | CENTER PKWY | 171+58 | LT | 1494 | 498 |
| CENTER PKWY | 170+38 | LT & RT | MEDIAN | 171+58 | LT & RT | 238 | 79 |
| GRAND TOTALS | | | | | | 21,889 | 7,295 |

*(13)R-2[(13 BRIC, (13 BR-1)BR]



EXIST. CURVE 34CL1-6
 PI STA. = 282+30.97
 $\Delta = 1^\circ 28' 00''$ (RT)
 $D = 0^\circ 09' 00''$
 $R = 38,197.20'$
 $T = 488.92'$
 $L = 977.78'$
 $E = 3.13'$
 P.C. STA. = 277+42.06
 P.T. STA. = 287+19.84

EXIST. CURVE 34CL1-7
 PI STA. = 294+77.23
 $\Delta = 1^\circ 17' 22''$ (LT)
 $D = 0^\circ 10' 03''$
 $R = 34,216.94'$
 $T = 385.04'$
 $L = 770.05'$
 $E = 2.17'$
 P.C. STA. = 290+92.19
 P.T. STA. = 298+62.24

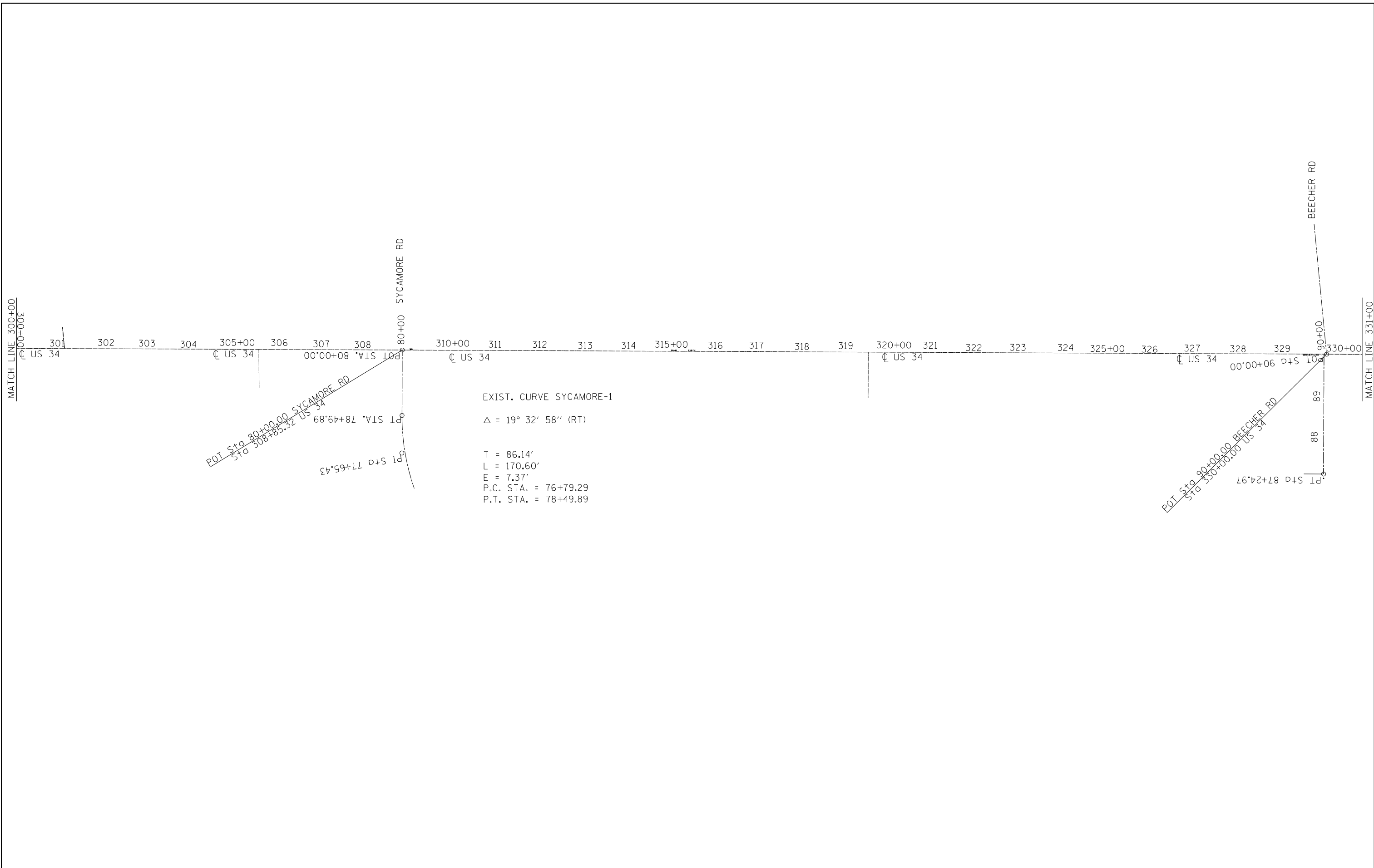
EXIST. CURVE DIEHL-1
 PI STA. = 67+50.92
 $\Delta = 26^\circ 08' 58''$ (RT)
 $D = 12^\circ 43' 57''$
 $R = 450.00'$
 $T = 104.51'$
 $L = 205.38'$
 $E = 11.98'$
 $e = \text{---}$
 $T.R. = \text{---}$
 $S.E. \text{ RUN} = \text{---}$
 P.C. STA. = 66+46.41
 P.T. STA. = 68+51.79

| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-ATB.dwg | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| ALIGNMENT, TIES, AND BENCHMARKS | | | |
|---------------------------------|-------|----|--------|
| SCALE: | SHEET | OF | SHEETS |
| | STA. | TO | STA. |

| *(13)R-2(13 BR, 13 BR-1)BR | | | | |
|----------------------------|---------|---------|--------------|--------------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 76 |
| | | | | CONTRACT NO. 66993 |
| ILLINOIS FED. AID PROJECT | | | | |



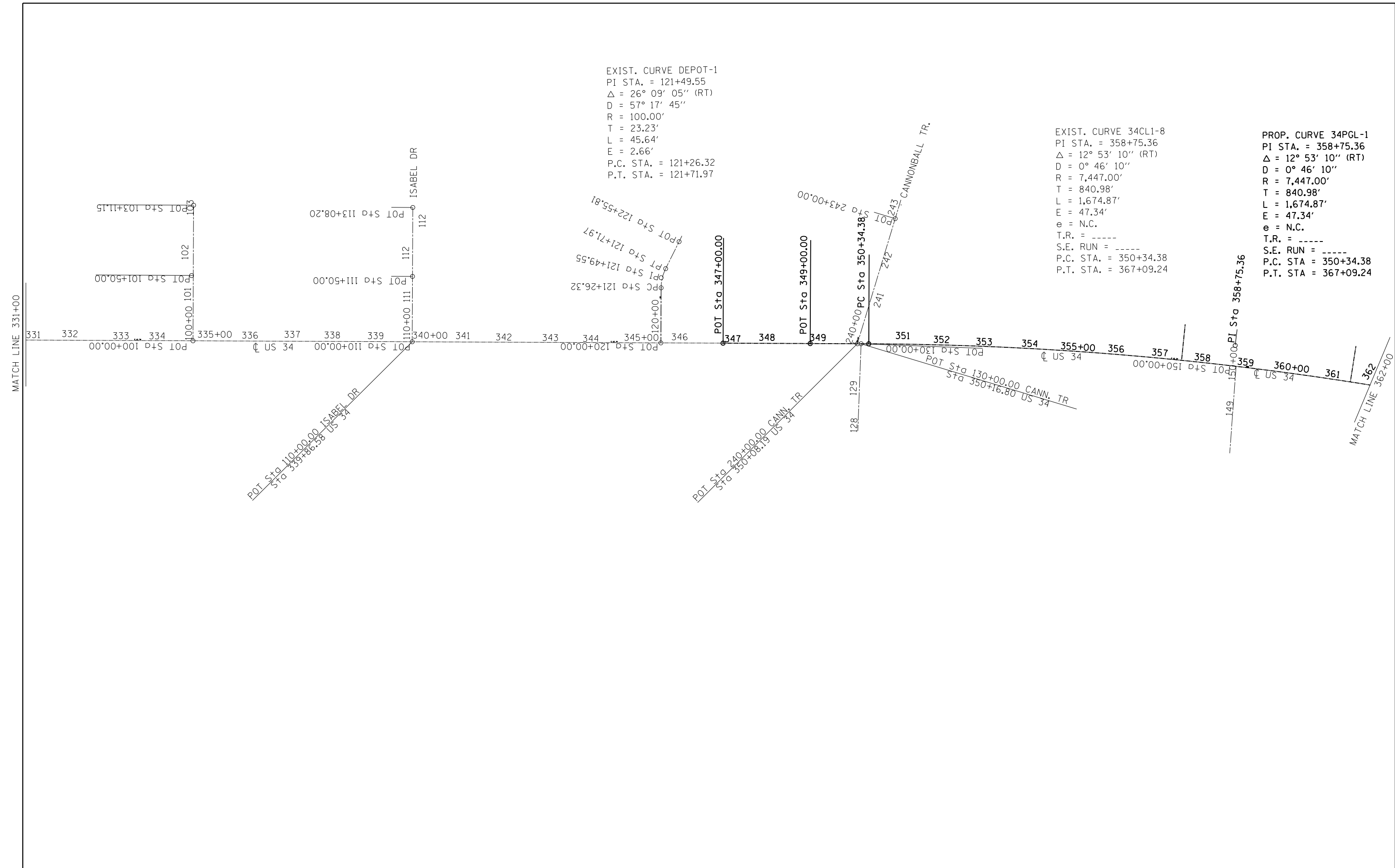
| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| pw:\IL084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-ATB.dwg | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|-------|----|--------|
| ALIGNMENT, TIES, AND BENCHMARKS | | | |
| SCALE: | SHEET | OF | SHEETS |
| | STA. | TO | STA. |

| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | | KENDALL | 533 | 77 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

*(13)R-2(13 BR), (13 BR-1)BR

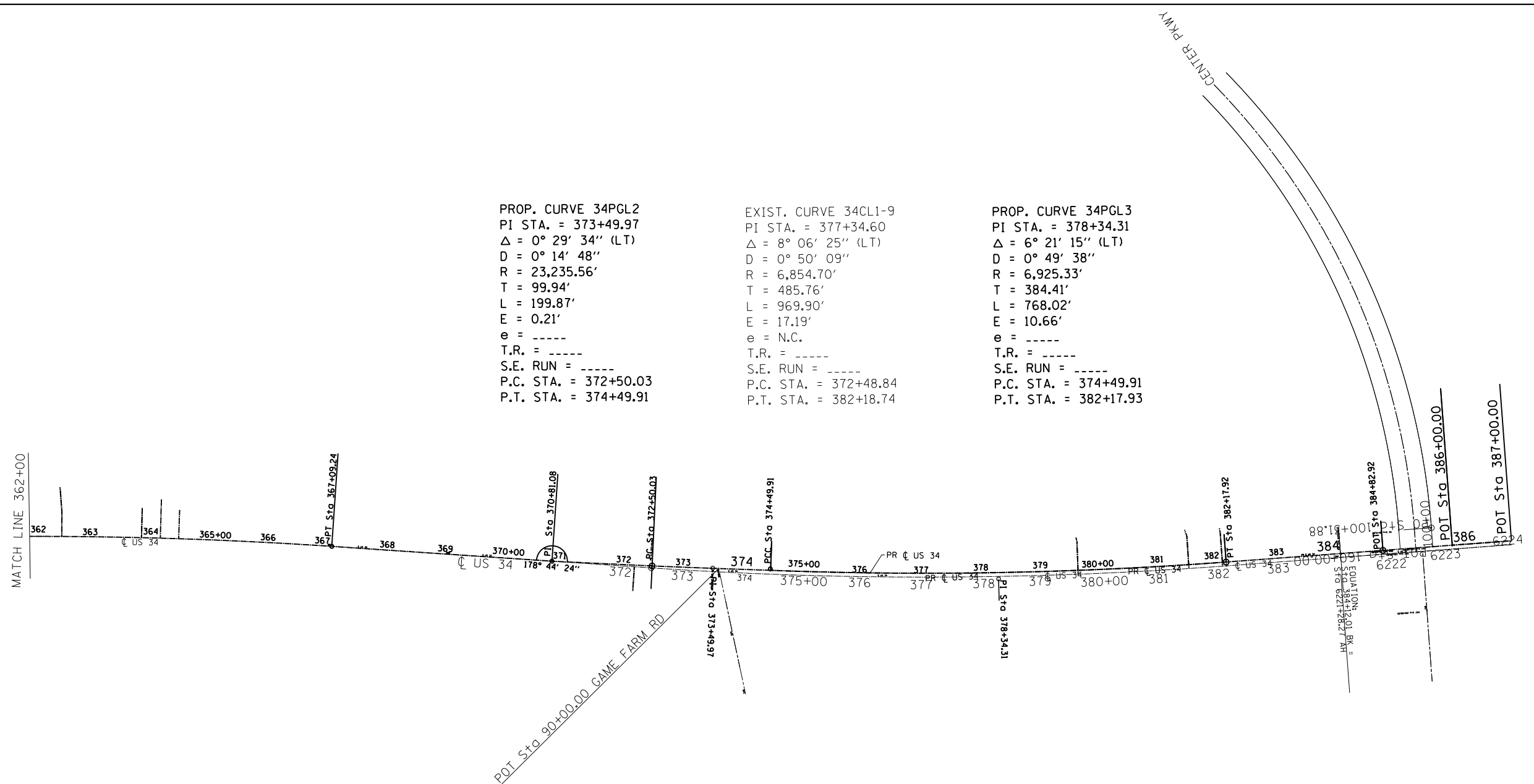


| | | | | | | | | | | | | |
|---|------------------------------|------------|-----------|---|--|---|---------|-----|--------------------------------|---------|--------|--------------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT, TIES, AND BENCHMARKS | | | | *(13)R-2(13 BRIC, (13 BR-1)BR) | | | |
| pw:\11084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-ATB.dwg | DESIGNED - | REVISED - | REVISED - | | | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| Default | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - | | 591 | . | KENDALL | 533 | 78 | | | |
| | PLOT DATE = 2/1/2017 | DATE - | REVISED - | | CONTRACT NO. 66993 | | | | ILLINOIS FED. AID PROJECT | | | |

PROP. CURVE 34PGL2
 PI STA. = 373+49.97
 $\Delta = 0^\circ 29' 34''$ (LT)
 $D = 0^\circ 14' 48''$
 $R = 23,235.56'$
 $T = 99.94'$
 $L = 199.87'$
 $E = 0.21'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 372+50.03$
 $P.T. \text{ STA.} = 374+49.91$

EXIST. CURVE 34CL1-9
 PI STA. = 377+34.60
 $\Delta = 8^\circ 06' 25''$ (LT)
 $D = 0^\circ 50' 09''$
 $R = 6,854.70'$
 $T = 485.76'$
 $L = 969.90'$
 $E = 17.19'$
 $e = \text{N.C.}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 372+48.84$
 $P.T. \text{ STA.} = 382+18.74$

PROP. CURVE 34PGL3
 PI STA. = 378+34.31
 $\Delta = 6^\circ 21' 15''$ (LT)
 $D = 0^\circ 49' 38''$
 $R = 6,925.33'$
 $T = 384.41'$
 $L = 768.02'$
 $E = 10.66'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 374+49.91$
 $P.T. \text{ STA.} = 382+17.93$



| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-ATB.dwg | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| ALIGNMENT, TIES, AND BENCHMARKS | | | |
|---------------------------------|-------|----|--------|
| SCALE: | SHEET | OF | SHEETS |
| | STA. | TO | STA. |

| *(13)R-2[(13 BRIC, (13 BR-1)BR] | | | | |
|---------------------------------|---------|---------|--------------|--------------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 79 |
| | | | | CONTRACT NO. 66993 |
| ILLINOIS FED. AID PROJECT | | | | |

BENCH MARK #254. ELEV 637.438
 STA 271+86.21. 74.56' RT
 RR SPIKE IN PP @ SE QUAD US 34 & ELDA MAIN RD

BENCH MARK #244. ELEV 639.183
 STA 311+73.30. 45.79' RT
 RR SPIKE IN PP, S SIDE US 34

BENCH MARK #233. ELEV 631.220
 STA 359+61.74. 47.84' RT
 RR SPIKE IN PP, S SIDE US 34 @ E END CANNONBALL RUN PLAZA

BENCH MARK #252. ELEV 637.167
 STA 278+10.81. 54.53' LT
 RR SPIKE IN PP N SIDE US 34

BENCH MARK #243. ELEV 637.578
 STA 315+04.27. 46.50' RT
 RR SPIKE IN PP, S SIDE US 34

BENCH MARK #232. ELEV 612.140
 STA 365+01.71. 51.53' RT
 RR SPIKE IN PP, S SIDE US 34

BENCH MARK #253. ELEV 640.157
 STA 275+03.42. 62.62' LT
 RR SPIKE IN PP W/ TRANS. N SIDE US 34

BENCH MARK #242. ELEV 633.256
 STA 321+63.58. 46.85' RT
 RR SPIKE IN PP, S SIDE US 34

BENCH MARK #230. ELEV 619.297
 STA 373+81.92. 29.34' LT
 CHIS BOX N SIDE E MAST ARM FDN,
 N SIDE US 34 @ GAME FARM RD

BENCH MARK #251. ELEV 637.523
 STA 282+94.39. 47.32' LT
 RR SPIKE IN PP W/ TRANS. N SIDE US 34

BENCH MARK #241. ELEV 632.846
 STA 326+57.57. 47.04' RT
 RR SPIKE IN PP, S SIDE US 34

BENCH MARK #249. ELEV 627.662
 STA 291+20.96. 48.77' LT
 RR SPIKE IN PP, N SIDE US 34

BENCH MARK #239. ELEV 634.742
 STA 334+84.10. 46.12' RT
 RR SPIKE IN PP, S SIDE US 34

BENCH MARK #250. ELEV 631.111
 STA 287+84.13. 49.60' LT
 RR SPIKE IN PP, N SIDE US 34

BENCH MARK #240. ELEV 634.853
 STA 329+87.98. 46.95' RT
 RR SPIKE IN PP, S SIDE US 34

BENCH MARK #248. ELEV 636.048
 STA 294+71.90. 49.01' LT
 RR SPIKE IN PP, N SIDE US 34

| COORDINATES FOR CONTROL POINTS | | | | | |
|--------------------------------|-------|-------------|-------------|-----------|-----|
| | | NORTHING | EASTING | ELEVATION | |
| BRISTOLSWBASE | | 1821256.672 | 933708.4154 | 645.488 | 109 |
| YORKVILLE1 | | 1797455.108 | 956048.004 | 721.446 | 109 |
| | 5008 | 1819910.978 | 931283.683 | 645.6273 | 108 |
| | 34503 | 1819580.904 | 939939.8007 | 639.811 | 105 |
| | 34502 | 1819305.849 | 942001.3031 | 636.859 | 108 |
| | 34504 | 1819737.184 | 937771.4849 | 647.387 | 105 |
| | 34505 | 1819839.531 | 936512.9456 | 651.495 | 108 |
| | 34500 | 1818903.223 | 948548.2374 | 637.386 | 105 |
| | 5001 | 1818129.365 | 952678.822 | 636.225 | 105 |
| A309 | | 1818587.362 | 950782.1221 | 630.87 | 105 |
| B308 | | 1818804.963 | 949820.1487 | 635.77 | 108 |
| | 5003 | 1819066.106 | 946418.5967 | 634.243 | 108 |
| | 34501 | 1819017.634 | 945804.9014 | 640.554 | 105 |
| | 5004 | 1819183.781 | 944644.2386 | 638.439 | 108 |
| | 5006 | 1819541.715 | 939433.7394 | 650.274 | 108 |
| | 5007 | 1819760.365 | 933769.3205 | 645.132 | 105 |
| | 5005 | 1819448.487 | 942230.0755 | 640.192 | 105 |

BENCH MARK #247. ELEV 640.486
 STA 298+35.60. 47.27' RT
 RR SPIKE IN PP, S SIDE US 34 JUST E OF DIEHL FARM LANE

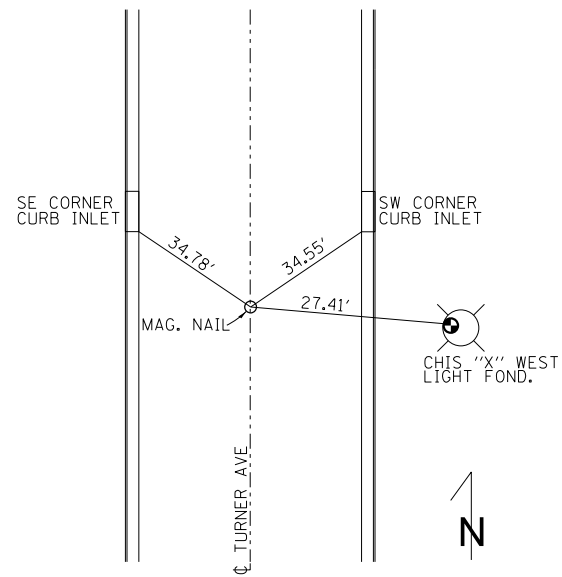
BENCH MARK #238. ELEV 637.809
 STA 338+22.14. 47.09' RT
 RRS PIKE IN PP, S SIDE US 34

BENCH MARK #246. ELEV 641.914
 STA 303+48.47. 44.98' RT
 RR SPIKE IN PP, S SIDE US 34

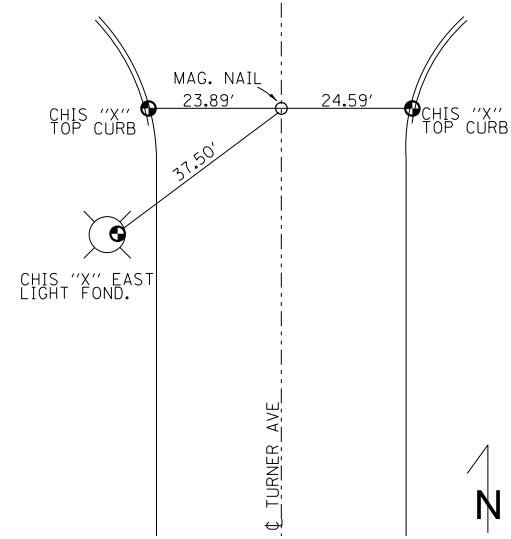
BENCH MARK #237. ELEV 637.835
 STA 341+79.52. 60.19' RT
 RR SPIKE IN PP, S SIDE US 34

BENCH MARK #245. ELEV 642.216
 STA 308+19.84. 45.13' RT
 RR SPIKE IN PP W/ LIGHT @ SW QUAD US 34 & SYCAMORE RD

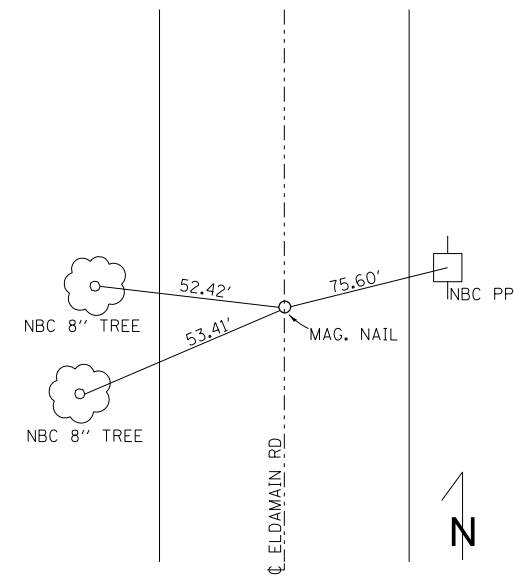
BENCH MARK #234. ELEV 635.003
 STA 355+81.49. 56.32' RT
 RR SPIKE IN PP, S SIDE US 34 @ RICHIES - GEORGIES



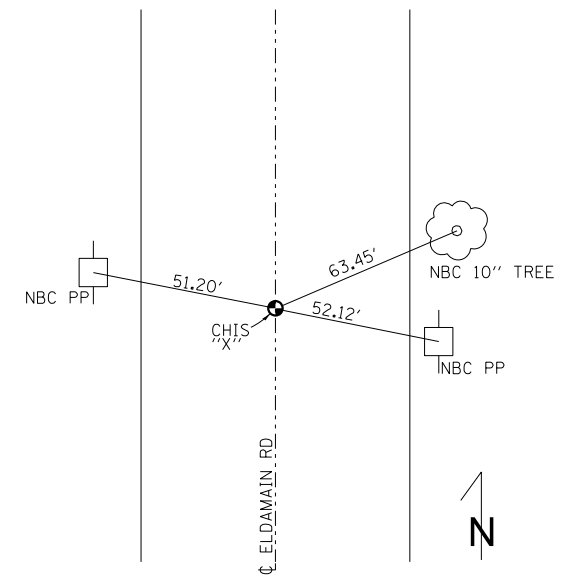
P.O.T. 45+21.41



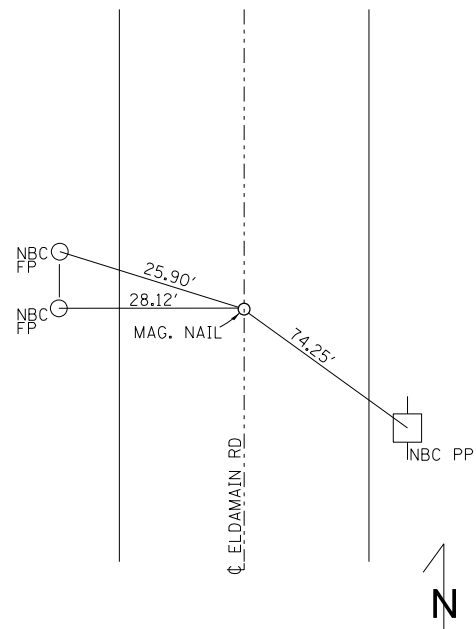
P.O.T. 47+00.00



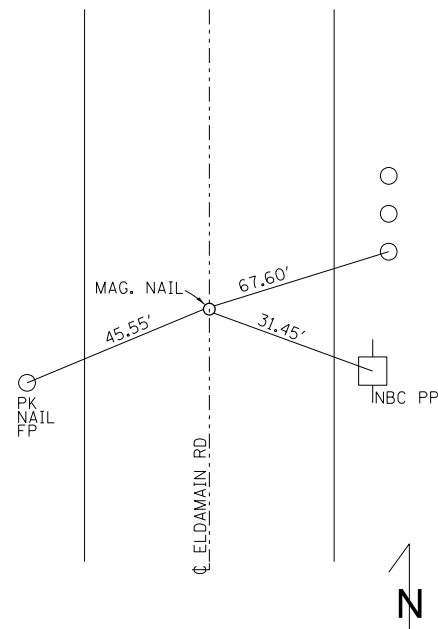
P.O.T. 77+37.24



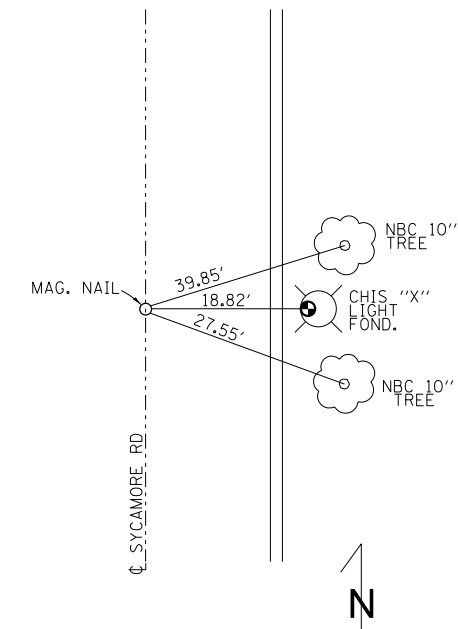
P.O.T. 63+00.00



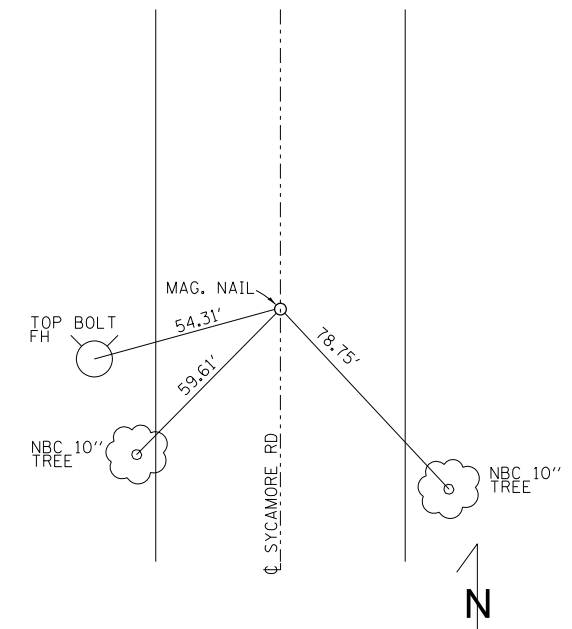
P.O.T. EL DAMAIN SOUTH



P.O.T. EL DAMAIN SOUTH



P.O.T. 75+74.80



P.C. 76+79.29

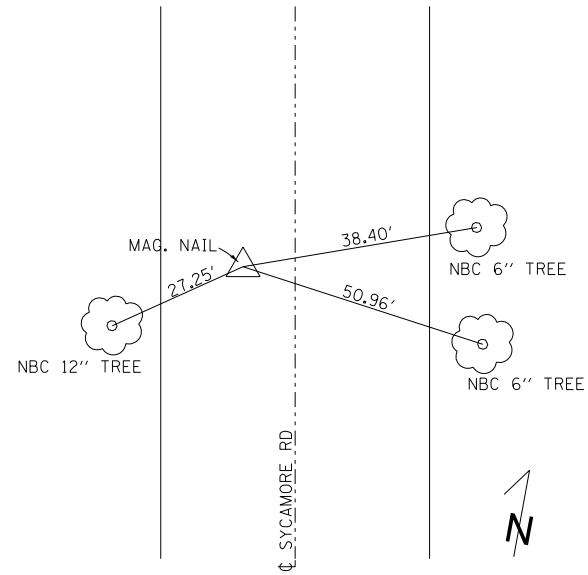
| | | | |
|--|------------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBID\INTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-ATB.dwg | | CHECKED - | REVISED - |
| Default | PLOT SCALE = 200.0000' / in. | DATE - | REVISED - |
| | PLOT DATE = 2/1/2017 | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

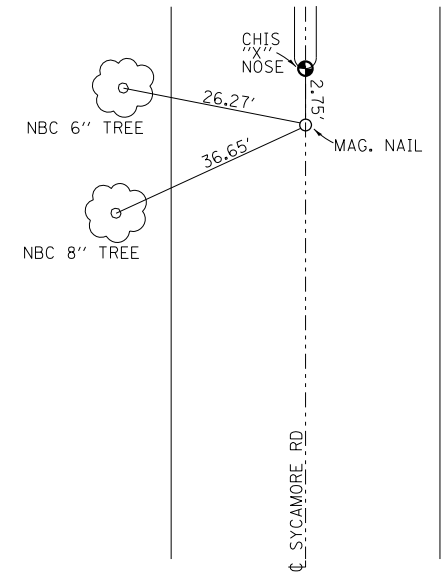
| | | | |
|-------------------|-------|-----------|--------------|
| TIE POINTS | | | |
| SCALE: | SHEET | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 81 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

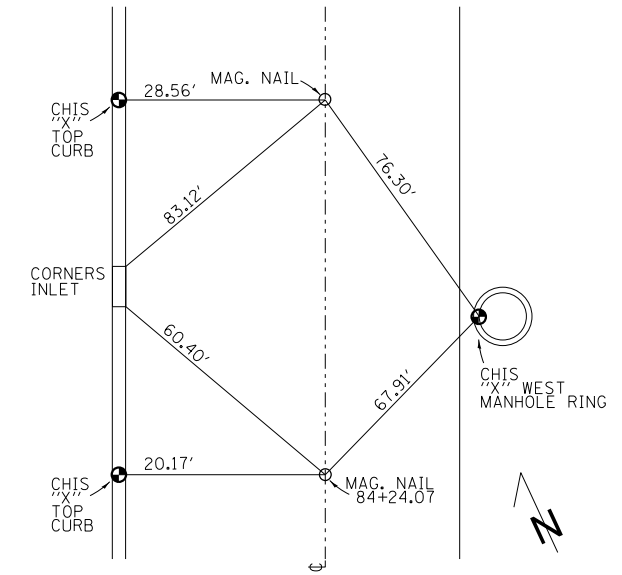
*(13)R-2(13 BRIC, (13 BR-1)BR)



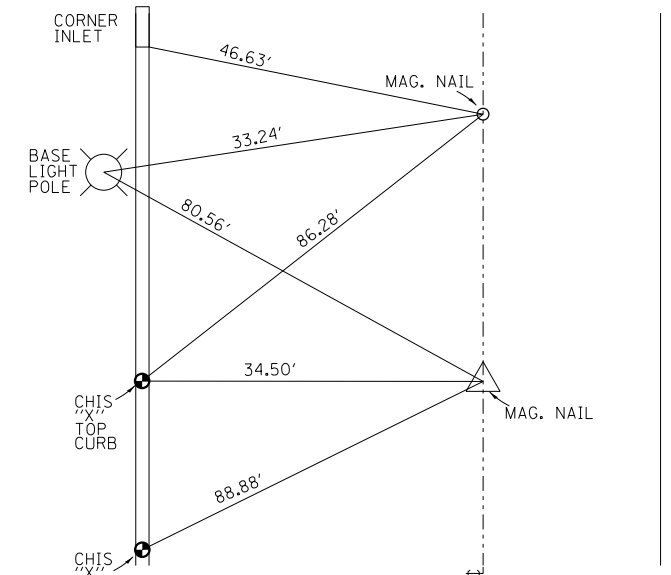
P.I. 77+65.43



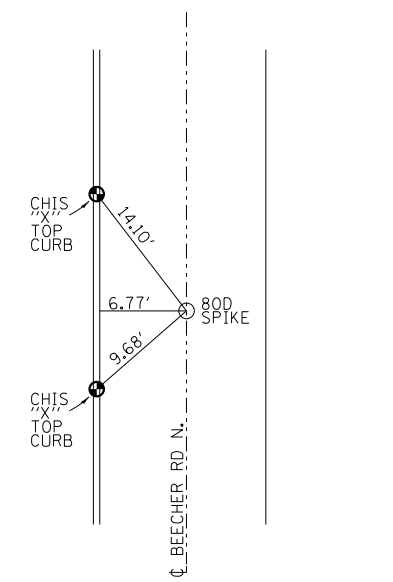
P.T. 78+49.89



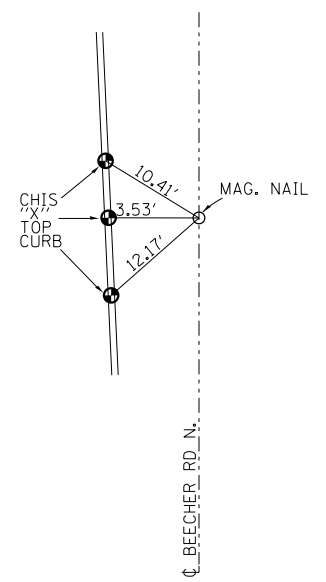
BEECHER RD S.
84+24.07
PC 85+60.50



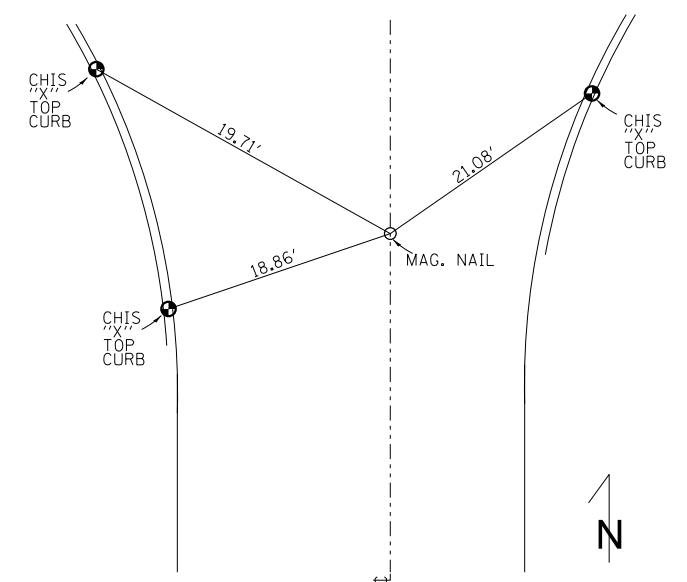
BEECHER RD S.
P.I. 86+43.04
P.T. 87+24.97



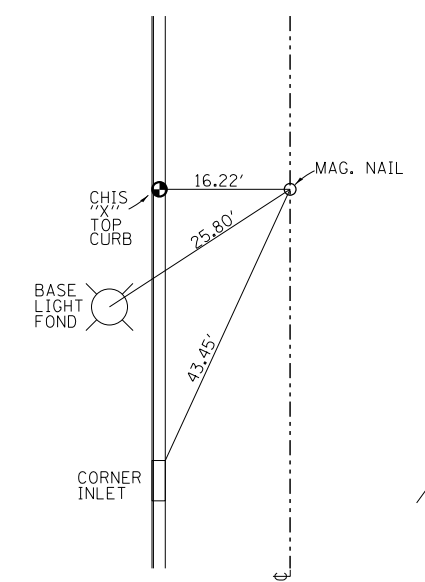
P.O.T. 96+84.38



P.O.T. 93+00.00



TARGET
P.O.T. 103+11.15



TARGET
P.O.T. 101+50.00

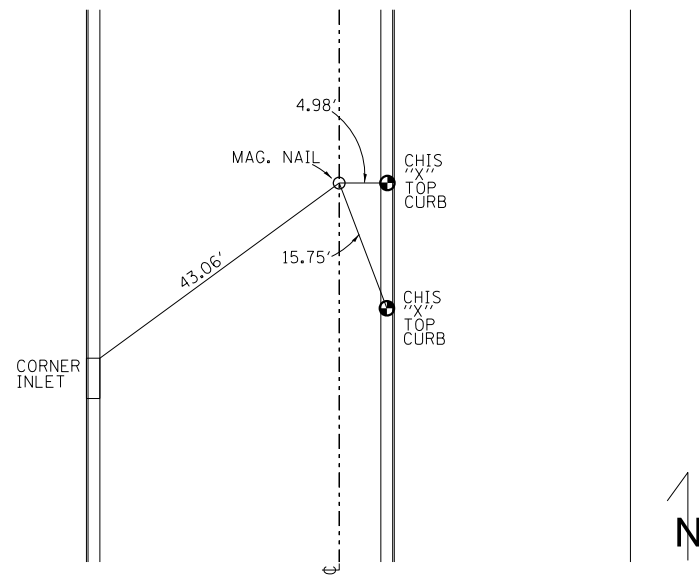
| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-ATB.dwg | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

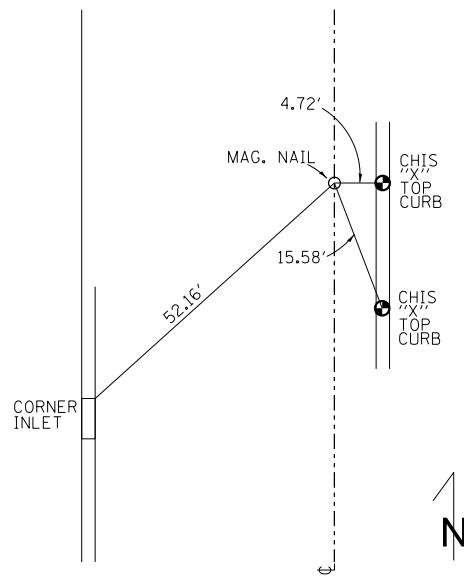
| TIE POINTS | | | |
|------------|-------|-----------|--------------|
| SCALE: | SHEET | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | * | KENDALL | 533 | 82 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

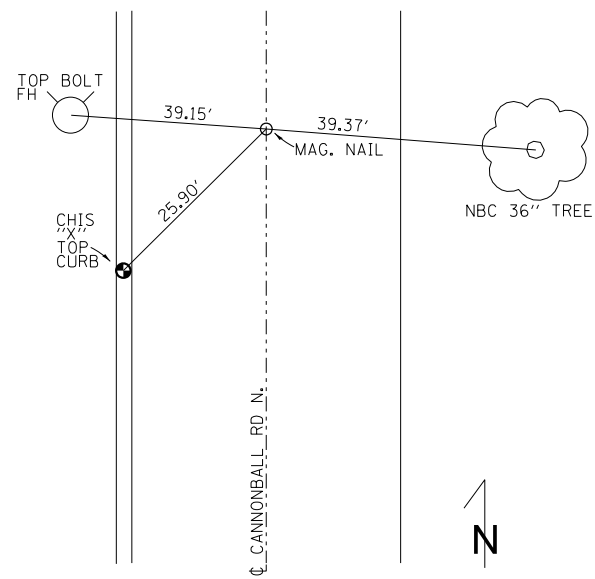
*(13)R-2(13 BRIC, (13 BR-1)BR)



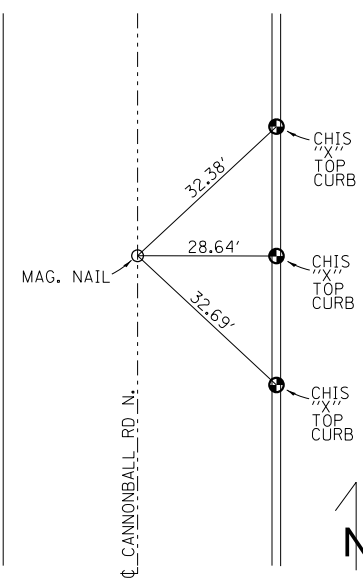
ISABEL
P.O.T. 113+08.20



ISABEL
P.O.T. 111+50.00

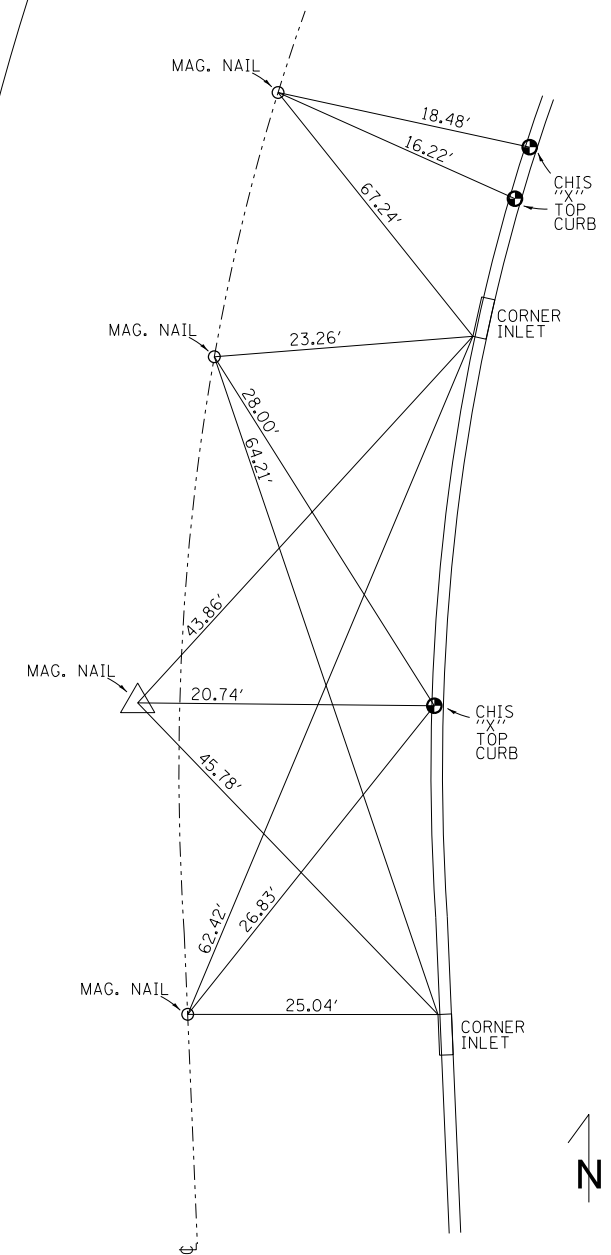


P.T. 252+25.80



P.T. 243+00.00

121+55.81
P.T. 121+71.97
P.I. 121+49.55
P.C. 121+26.32



DEPOT
STA 122+55.81
P.T. 121+71.97
P.I. 121+49.55
P.C. 121+26.32

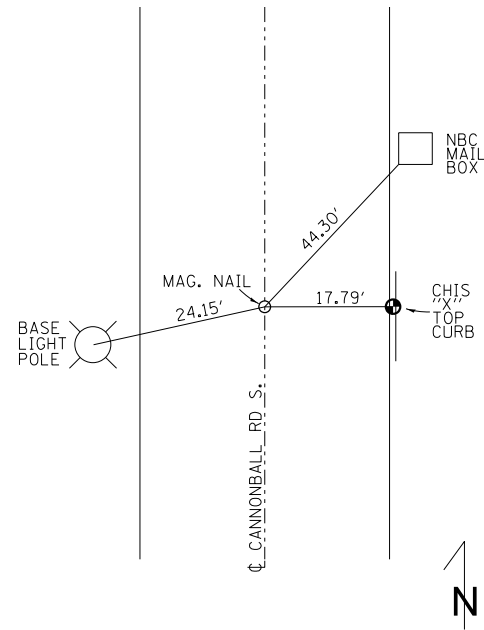
| | | | |
|--|------------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-ATB.dwg | | CHECKED - | REVISED - |
| Default | PLOT SCALE = 200.0000' / in. | DATE - | REVISED - |
| | PLOT DATE = 2/1/2017 | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

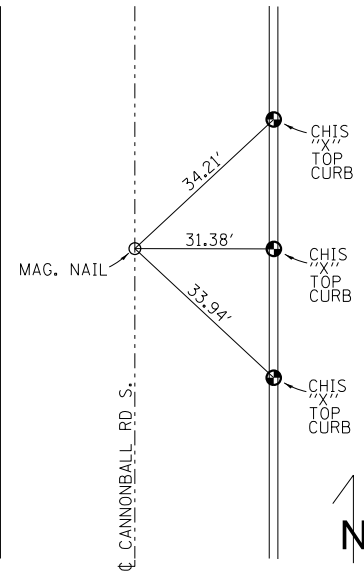
| TIE POINTS | | | |
|------------|-------|-----------|--------------|
| SCALE: | SHEET | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 83 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

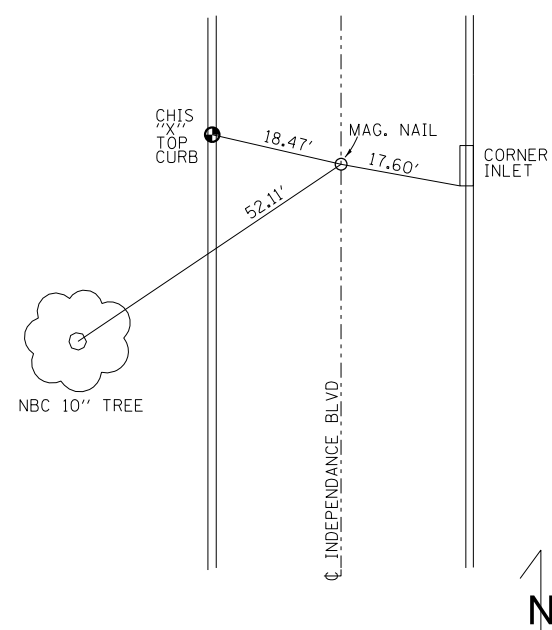
*(13)R-2(13 BRIC, (13 BR-1)BR)



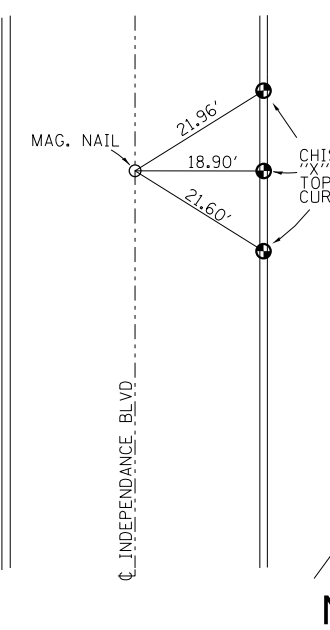
P.O.T. 123+65.90



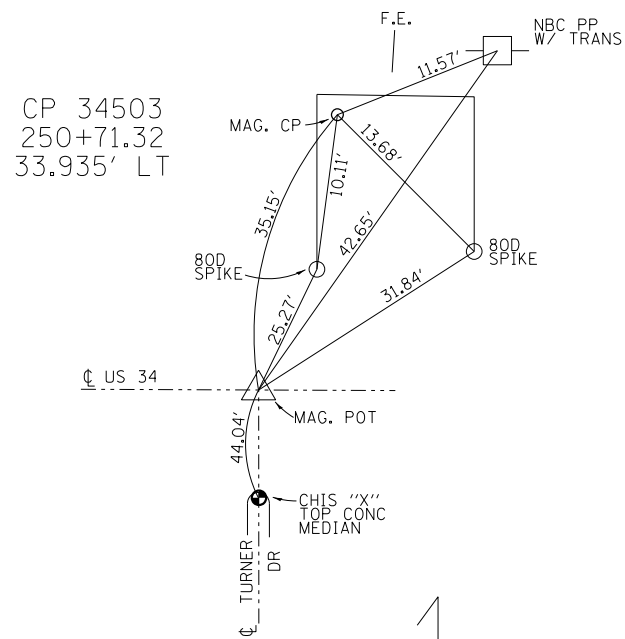
P.T. 128+00.00



P.O.T. 147+22.93

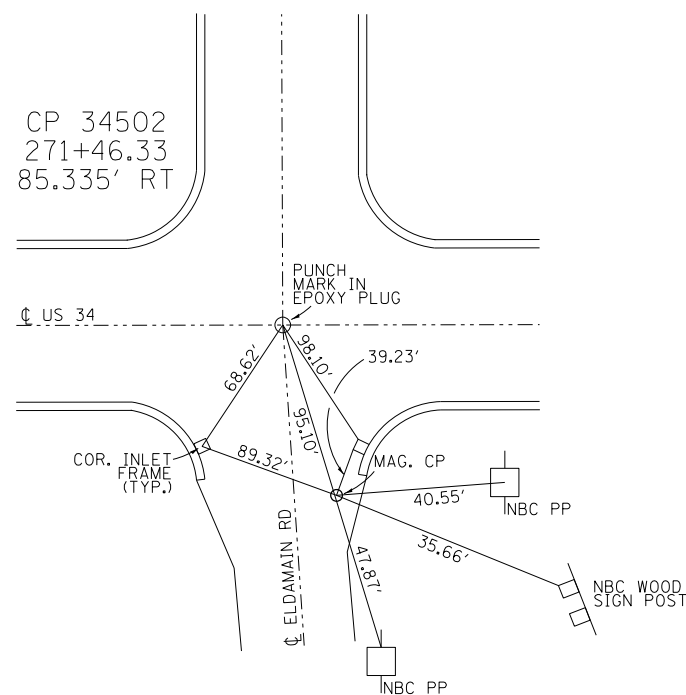


P.O.T. 148+00.00



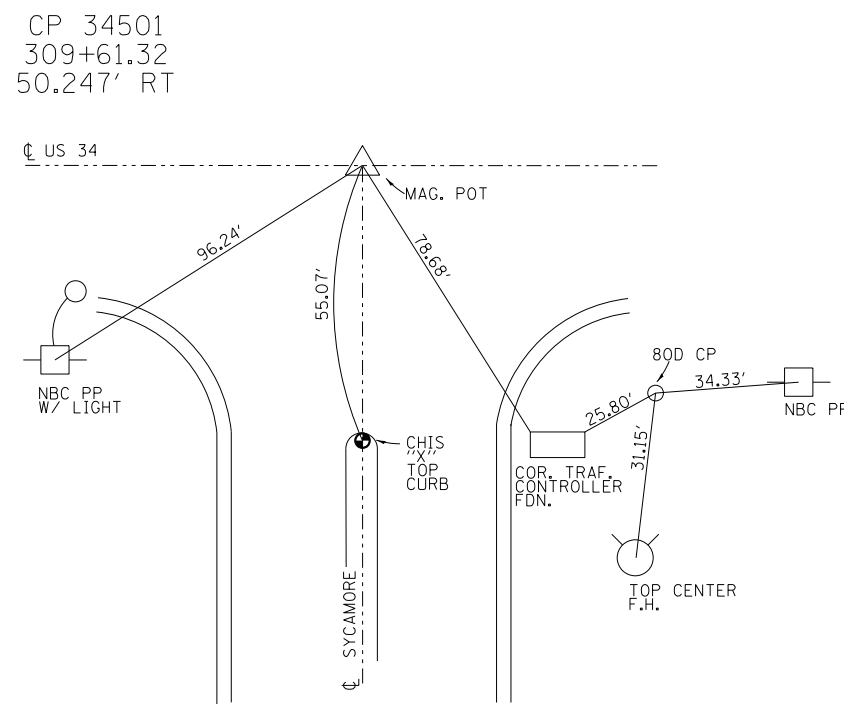
CP 34503
250+71.32
33.935' LT

P.O.T. 250+62.26
US 34 =
50+00.00 TURNER DR.



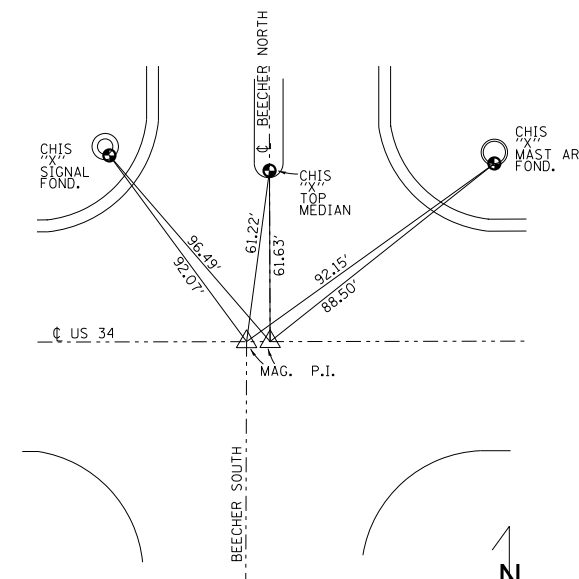
CP 34502
271+46.33
85.335' RT

P.O.T. 271+04.32
US 34 =
60+00.00 ELDAMAIN RD.



CP 34501
309+61.32
50.247' RT

P.O.T. 308+85.32
US 34 =
80+00.00 SYCAMORE



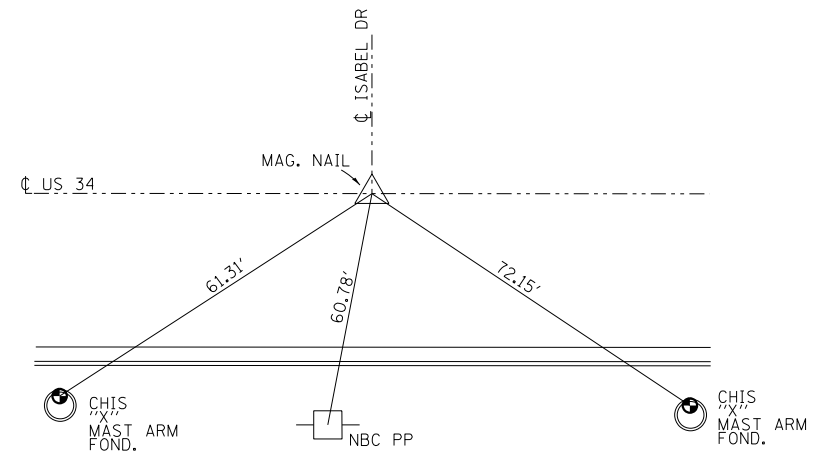
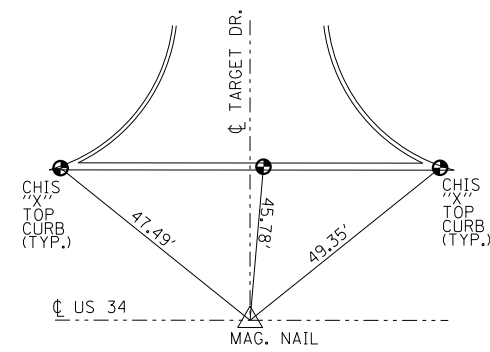
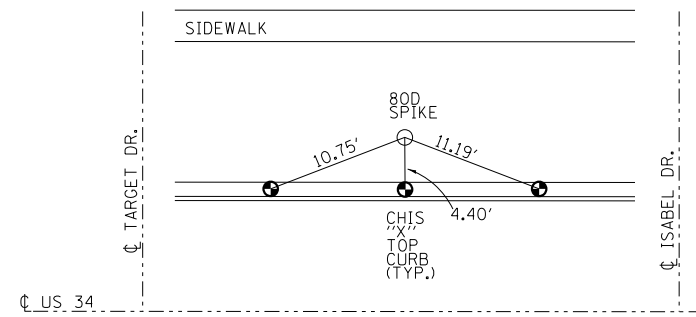
P.O.T. 330+00.00 US 34 = 90+00.00 BEECHER SOUTH
P.O.T. 330+05.99 US 34 = 90+00.00 BEECHER NORTH

| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\GAD\Sheets\EP03507-sht-ATB.dwg | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| TIE POINTS | | | |
|------------|-------|-----------|--------------|
| SCALE: | SHEET | OF SHEETS | STA. TO STA. |

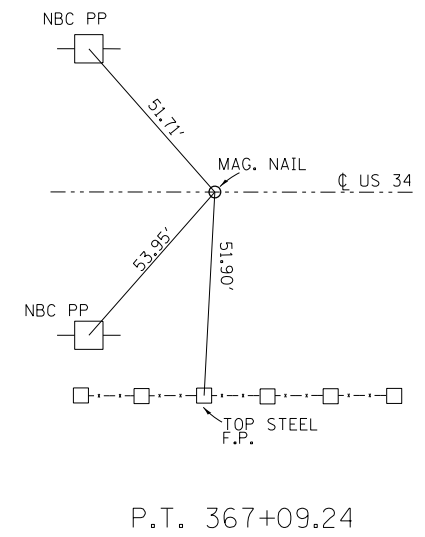
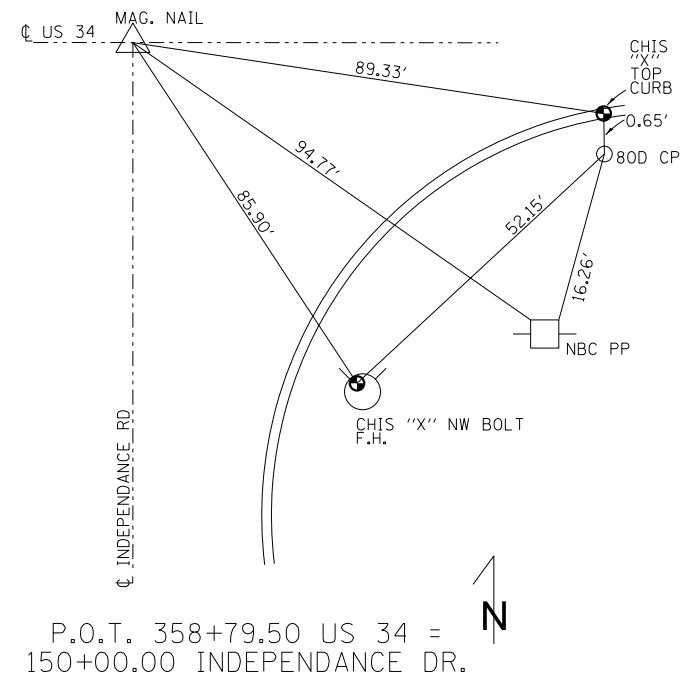
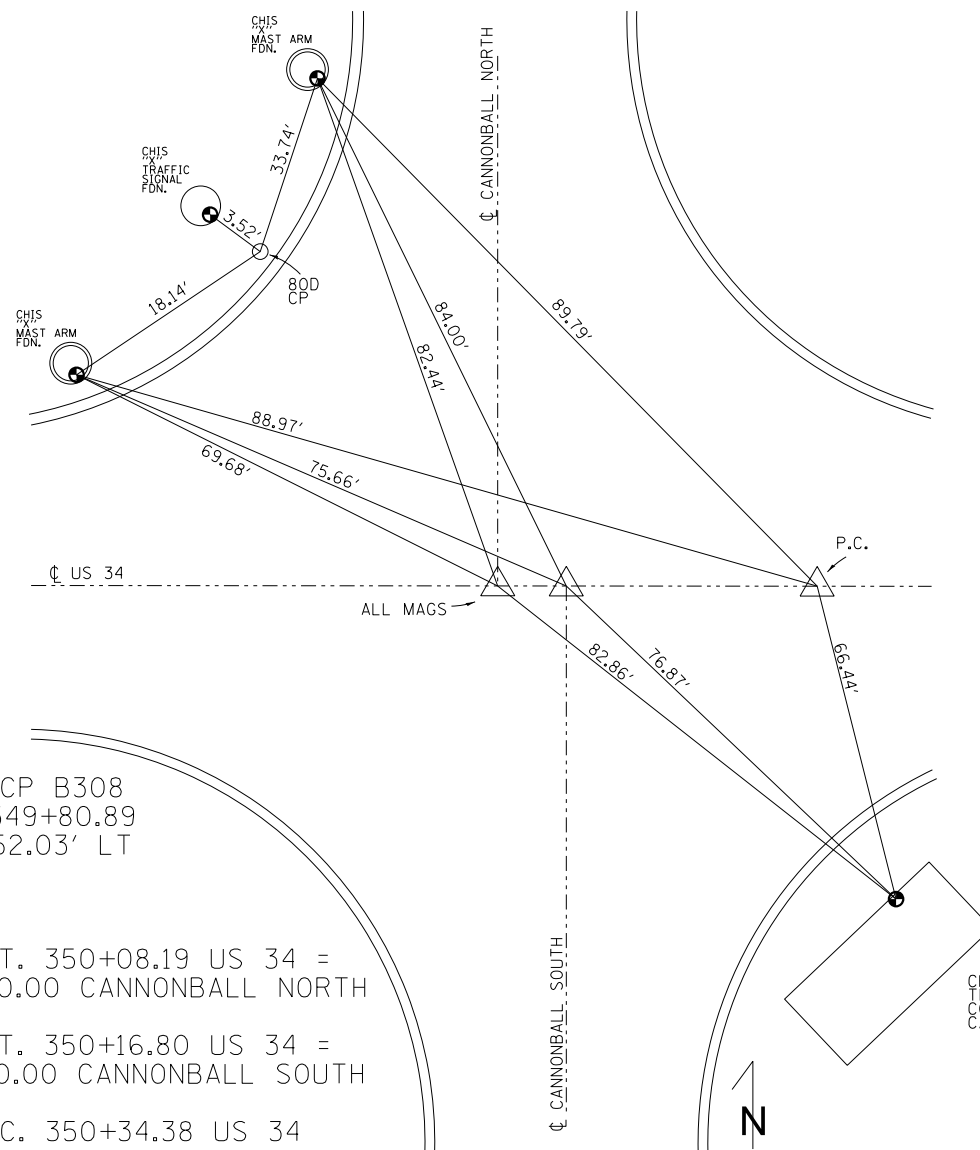
| *(13R-2(13 BRIC, (13 BR-1)BR) | | | | |
|-------------------------------|---------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 84 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



CP 34500
337+05.19
50.43' LT

P.O.T. 334+83.48 US 34 =
100+00.00 TARGET DR.

P.O.T. 339+86.58 US 34 =
110+00.00 ISABEL DR.



CP B308
349+80.89
52.03' LT

P.O.T. 350+08.19 US 34 =
240+00.00 CANNONBALL NORTH

P.O.T. 350+16.80 US 34 =
130+00.00 CANNONBALL SOUTH

P.C. 350+34.38 US 34

P.O.T. 358+79.50 US 34 =
150+00.00 INDEPENDANCE DR.

P.T. 367+09.24

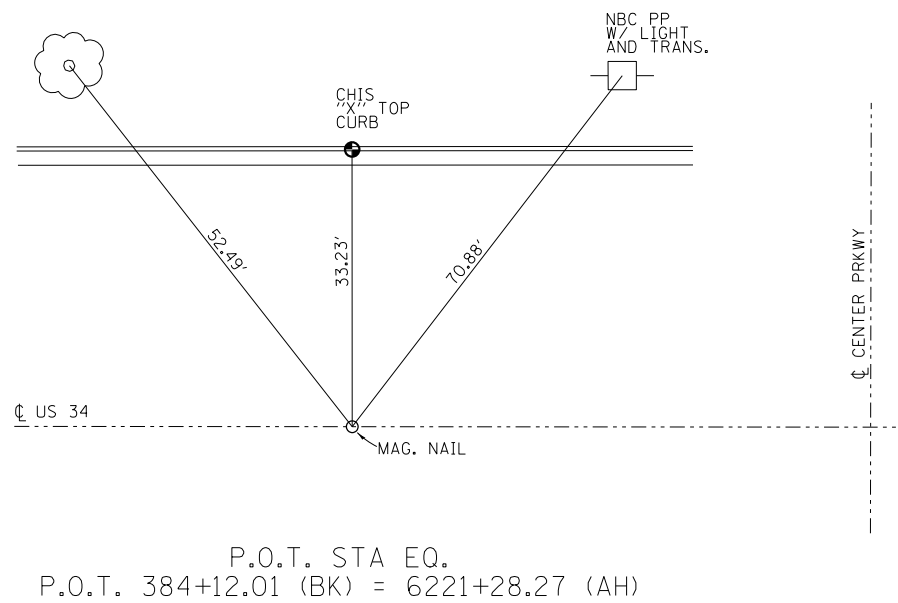
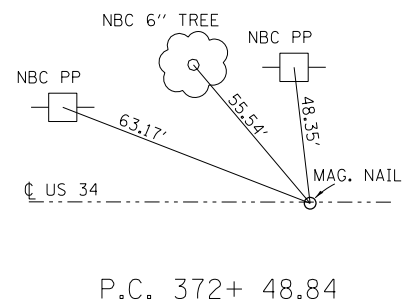
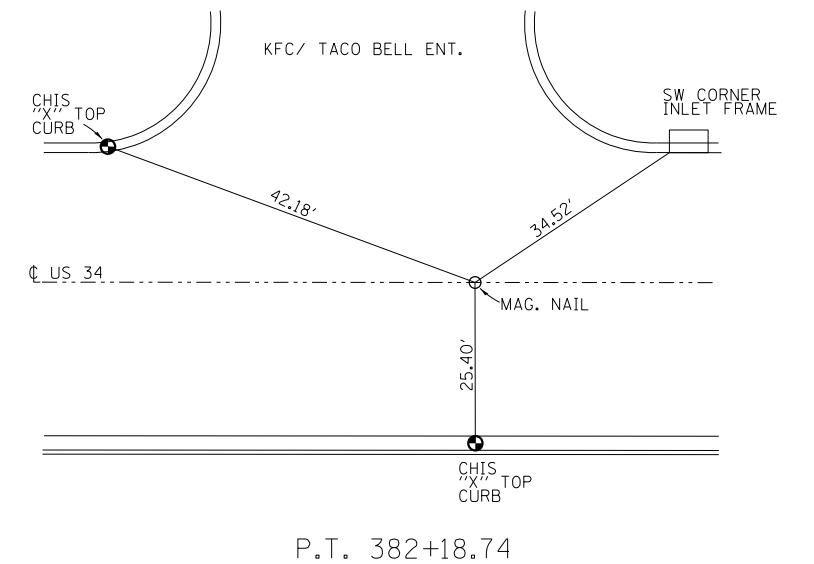
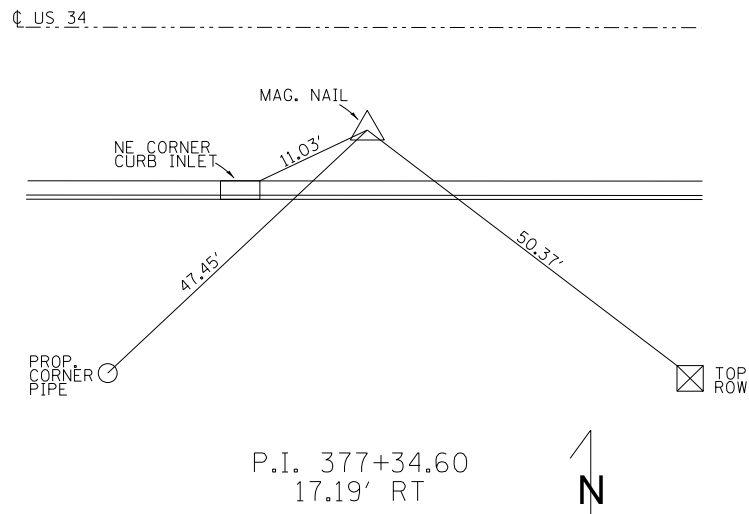
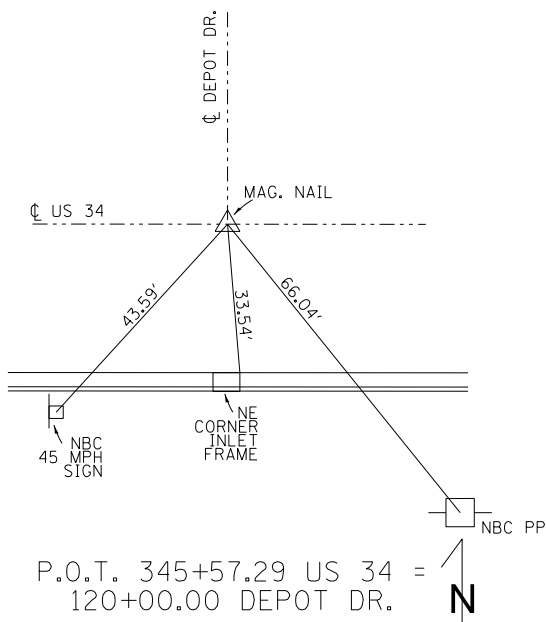
| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG\Illinois.gov\PIDOT\Documents\100T Offices\District 3\Projects\EP03507-ATB\Drawings\084EBIDINTEG\03507-sht-ATB.dgn | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| TIE POINTS | | | |
|------------|-------|-----------|--------------|
| SCALE: | SHEET | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------|---------|--------------------|--------------|
| F.A.P. RTE. 591 | SECTION | COUNTY | TOTAL SHEETS 533 | SHEET NO. 85 |
| | | KENDALL | CONTRACT NO. 66993 | |
| ILLINOIS FED. AID PROJECT | | | | |

*(13R-2)(13 BR), (13 BR-1BR)



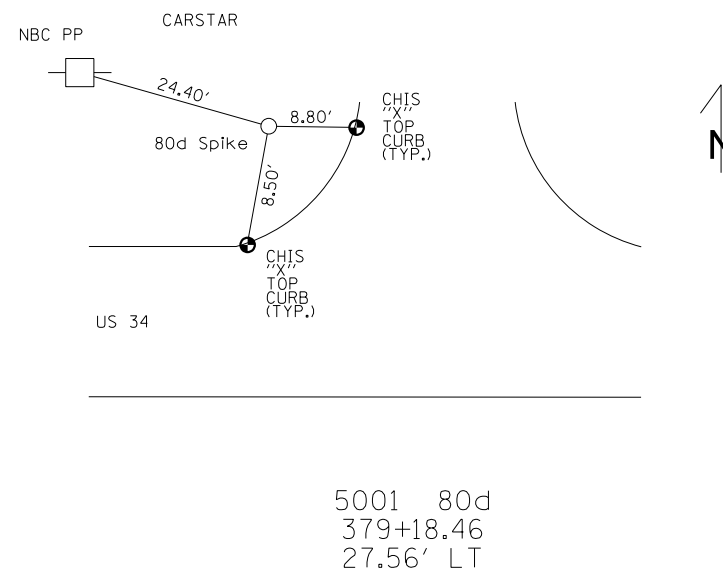
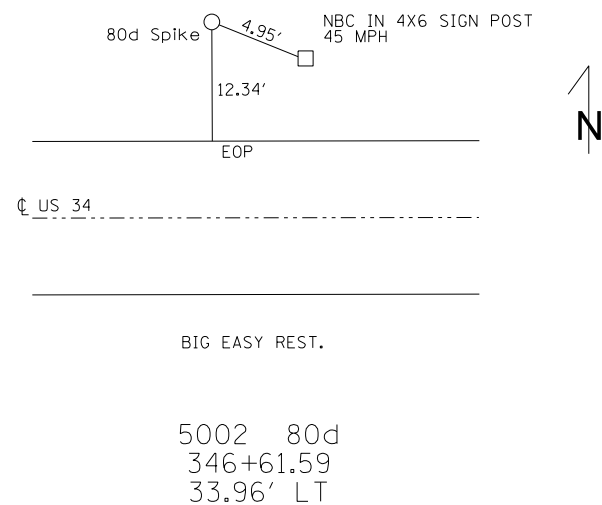
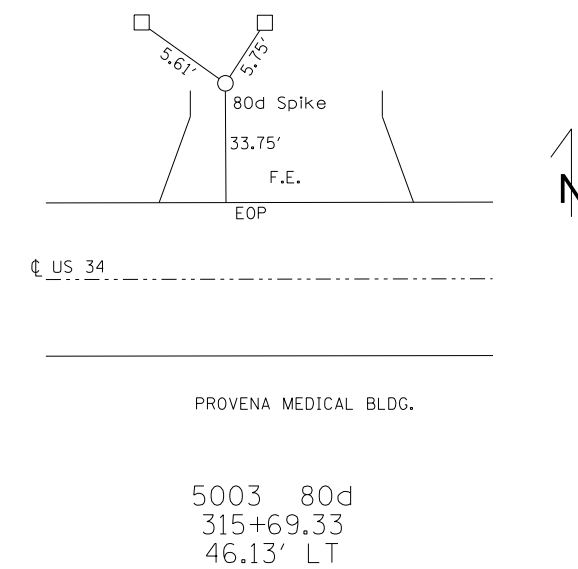
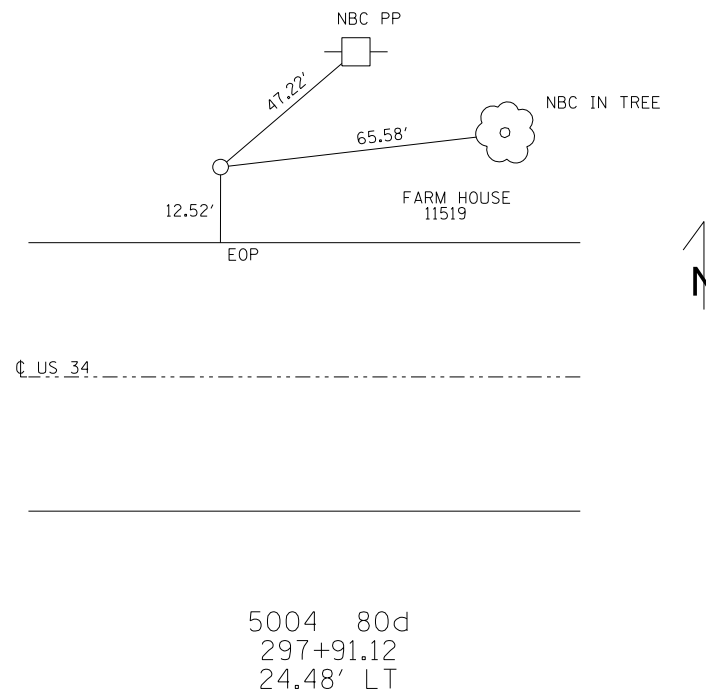
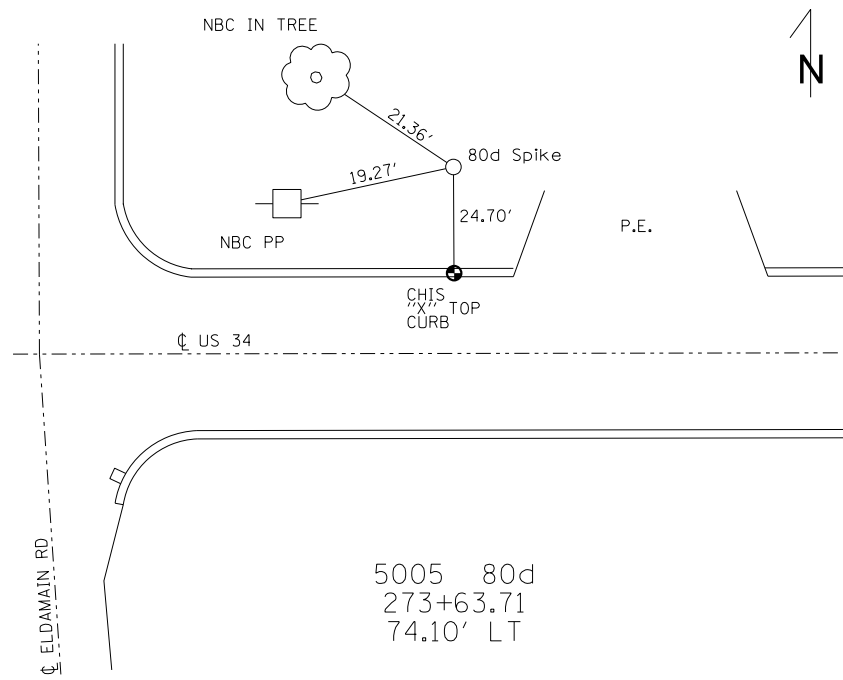
| | | | |
|-------------|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodyer.jp | DESIGNED - | REVISED - |
| Default | | CHECKED - | REVISED - |
| | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| TIE POINTS | | | | |
|------------|-------|----|--------|--------------|
| SCALE: | SHEET | OF | SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|-----------|----------------|------------------|--------------|
| F.A.P. RTE. 591 | SECTION * | COUNTY KENDALL | TOTAL SHEETS 533 | SHEET NO. 86 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

*(13)R-2((13 BRIC, (13 BR-1)BR)

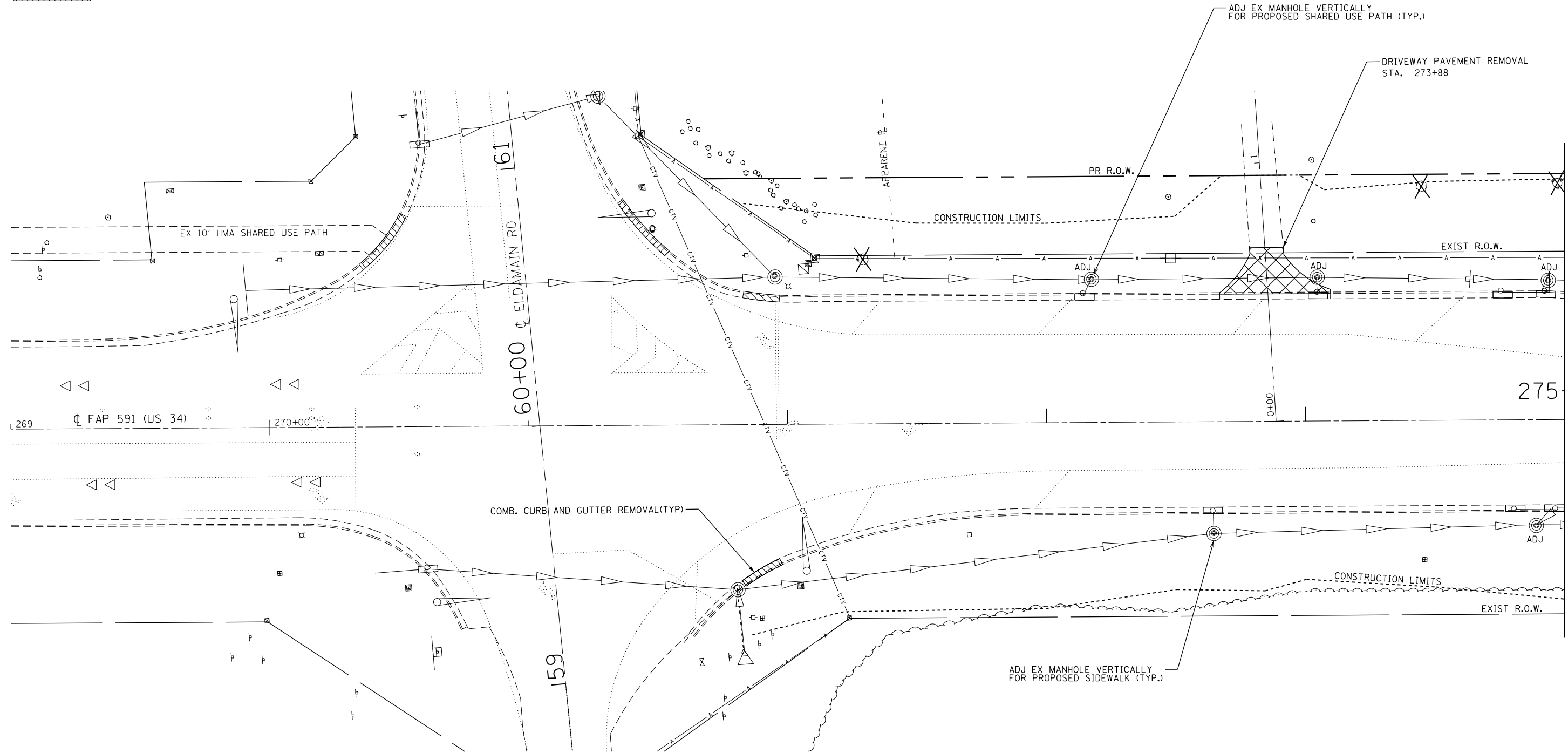
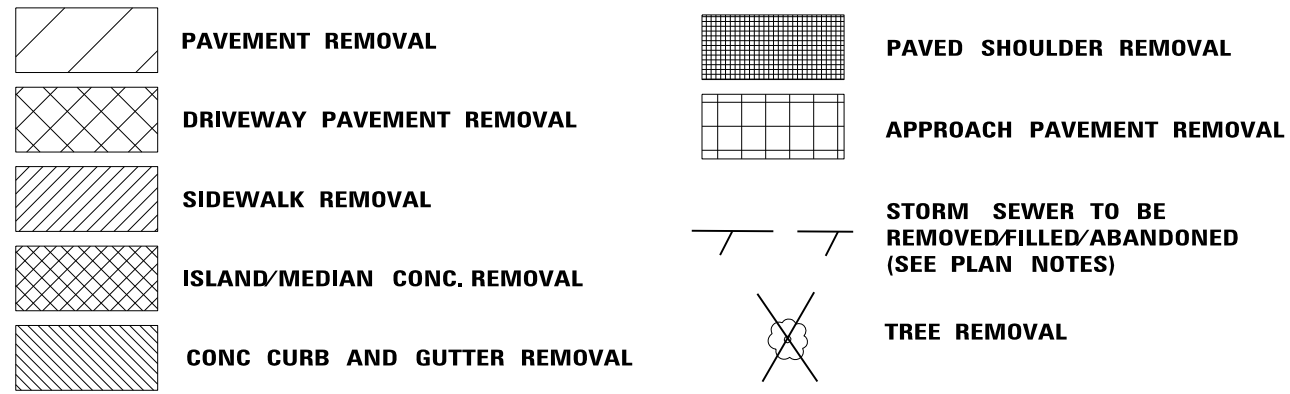


| | | | |
|---|------------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| px:\IL\084EBIDINTEG\Illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-ATB.dwg | | DRAWN | REVISED - |
| Default | PLOT SCALE = 200.2206' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|-------------------|-------|-----------|--------------|
| TIE POINTS | | | |
| SCALE: | SHEET | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------------|---------|---------|--------------|-----------|
| *(13)R-2[(13 BRIC, (13 BR-1)BR] | | | | |
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 87 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



| | | | |
|---|-----------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-remov | | DRAWN - | REVISED - |
| Default | PLOT SCALE = 40.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

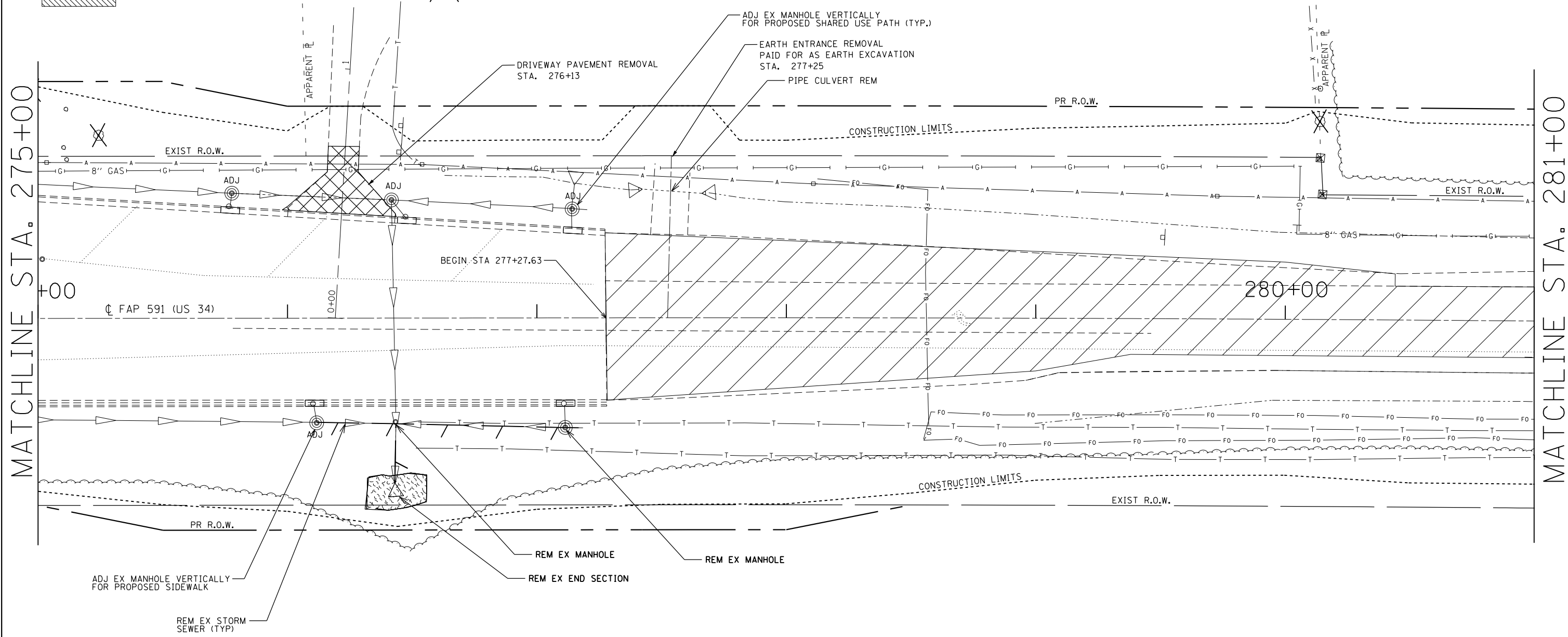
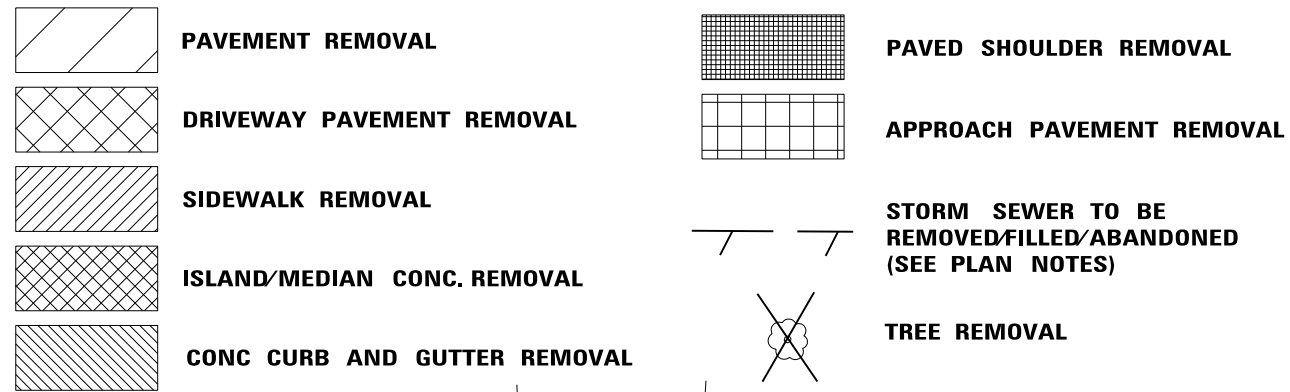
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN SHEETS

SCALE: SHEET OF SHEETS STA. TO STA.

*(13)R-2((13 BR)C, (13 BR-1)BR]

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------|--------------|-----------|
| 591 | . | KENDALL | 533 | 88 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



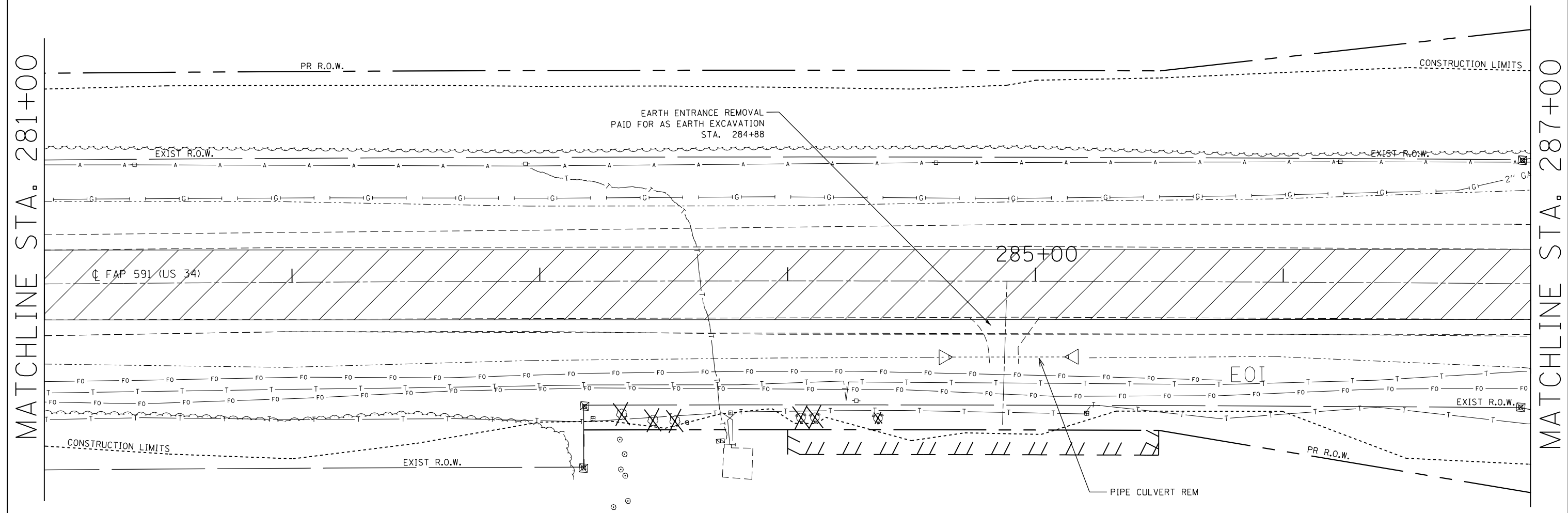
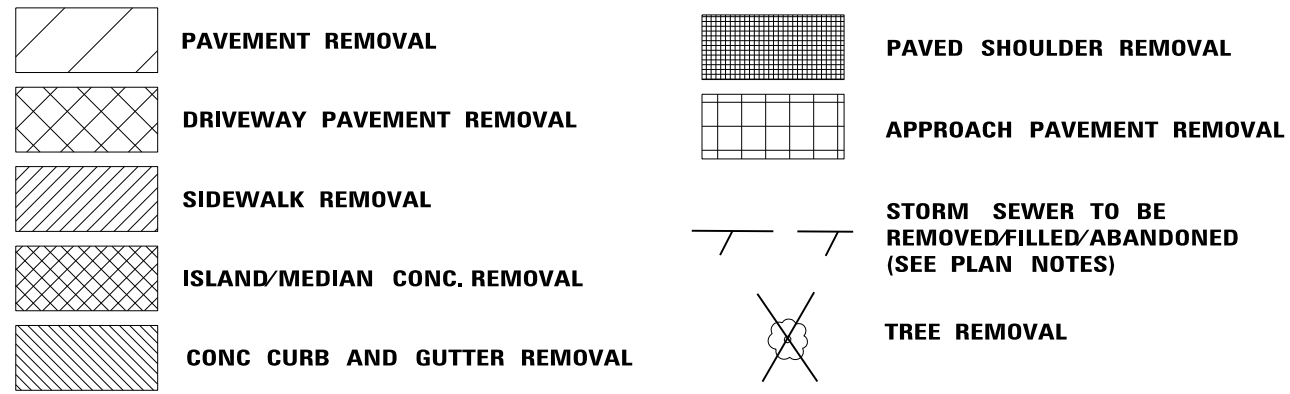
| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-remov | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|----------------------------|-------|-----------|--------------|
| REMOVAL PLAN SHEETS | | | |
| SCALE: | SHEET | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 89 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

*(13)R-2(13 BR)C, (13 BR-1)BRJ








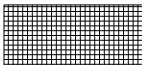
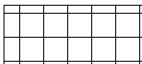
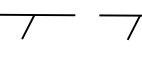

| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-remov | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

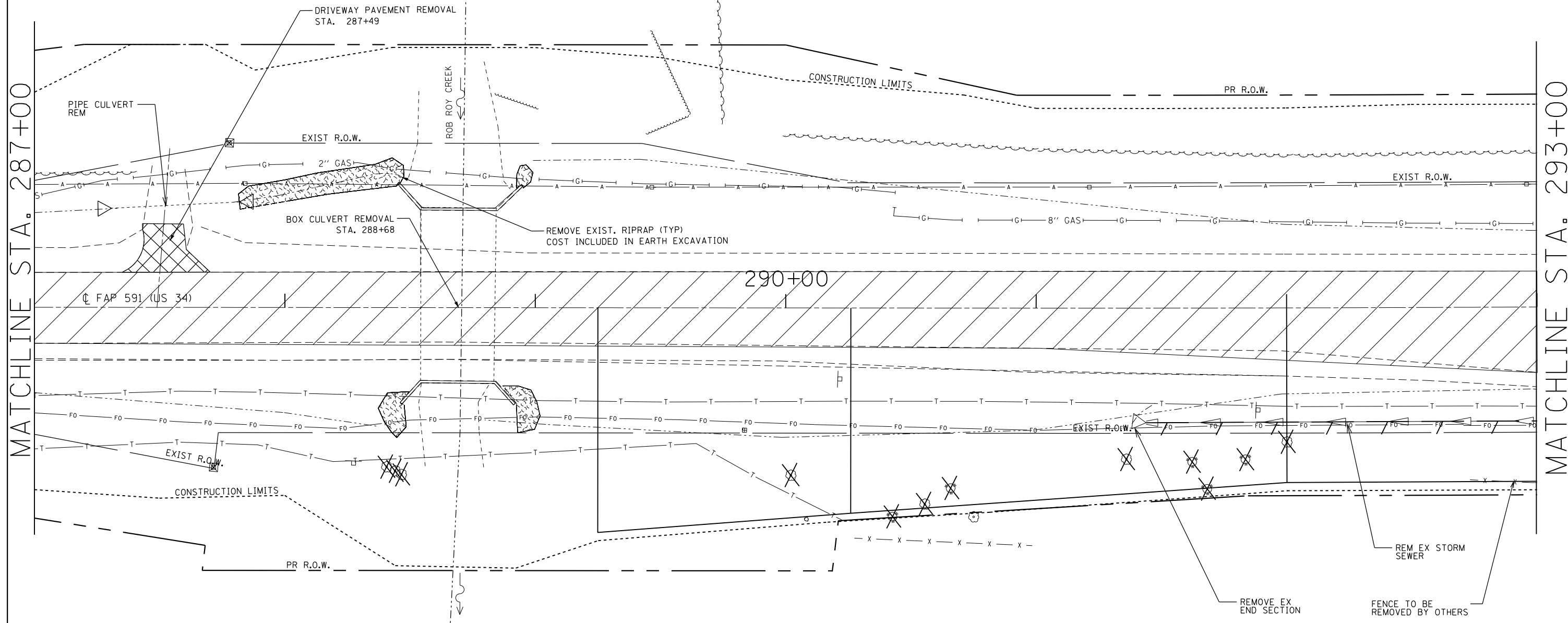
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|----------------------------|-------|-----------|--------------|
| REMOVAL PLAN SHEETS | | | |
| SCALE: | SHEET | OF SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 90 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

*(13)R-2[(13 BR)C, (13 BR-1)BR]

-  **PAVEMENT REMOVAL**
-  **DRIVEWAY PAVEMENT REMOVAL**
-  **SIDEWALK REMOVAL**
-  **ISLAND/MEDIAN CONC. REMOVAL**
-  **CONC CURB AND GUTTER REMOVAL**
-  **PAVED SHOULDER REMOVAL**
-  **APPROACH PAVEMENT REMOVAL**
-  **STORM SEWER TO BE REMOVED/FILLED/ABANDONED (SEE PLAN NOTES)**
-  **TREE REMOVAL**



MATCHLINE STA. 287+00

MATCHLINE STA. 293+00

•(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-remov | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

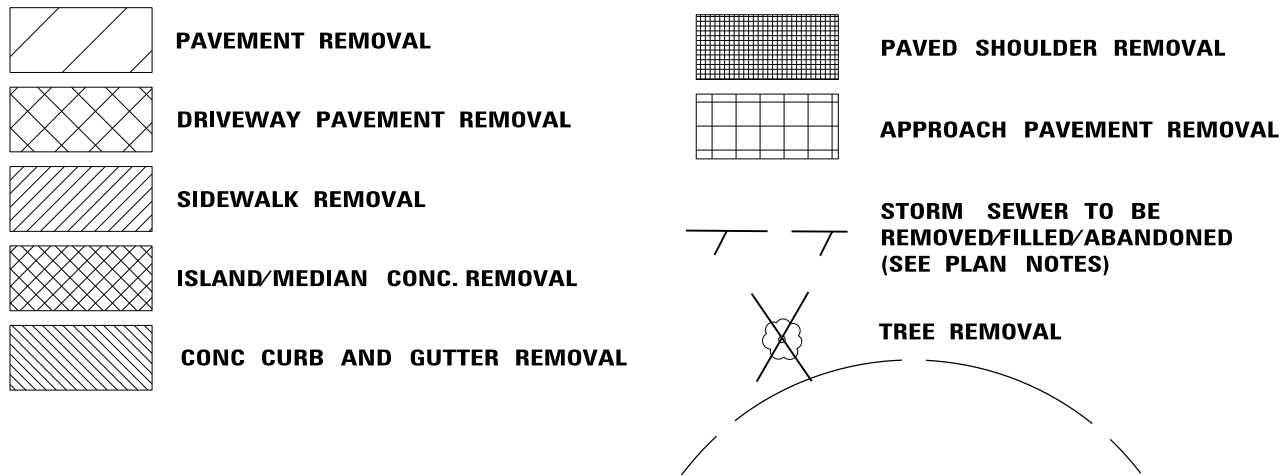
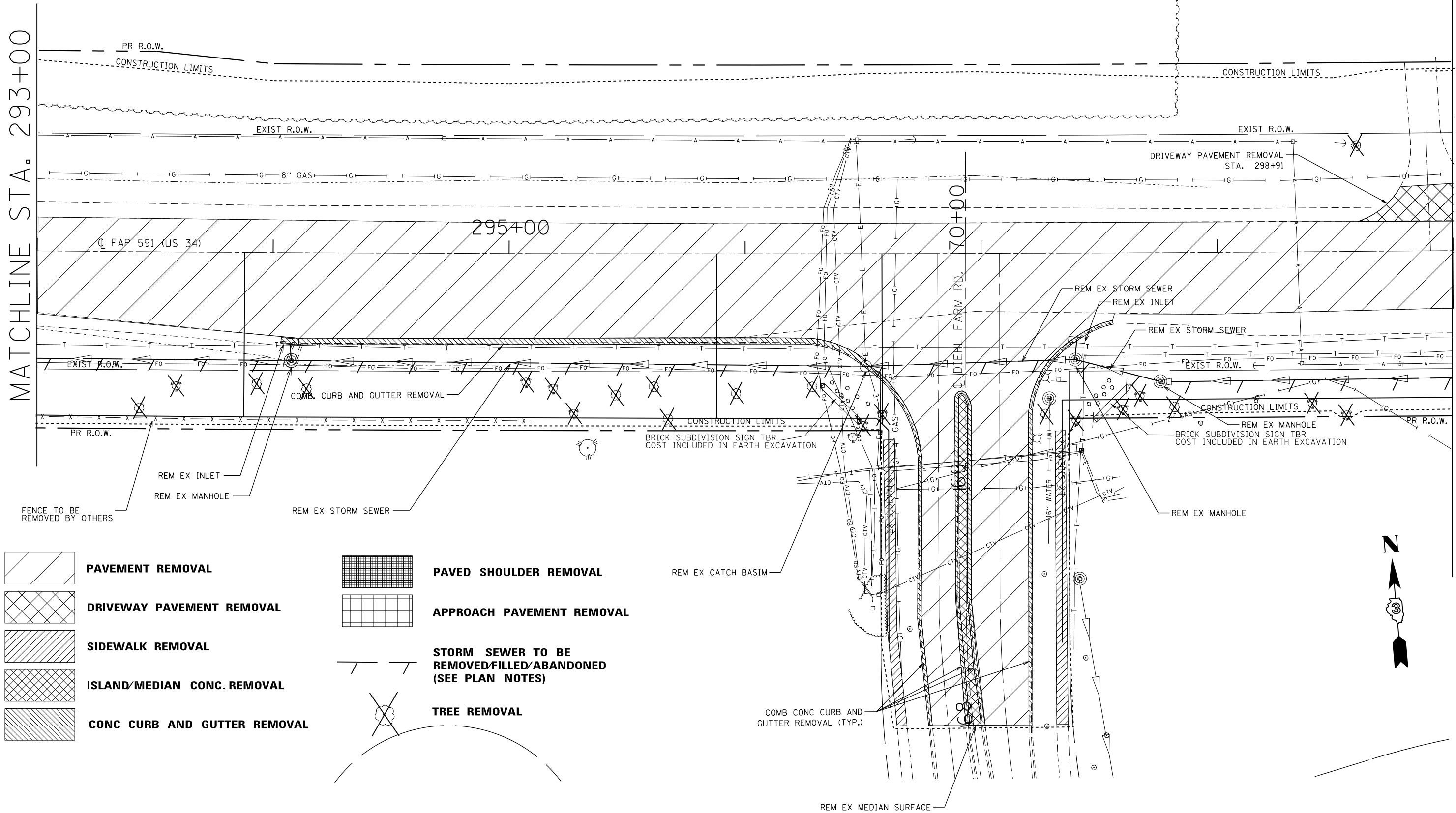
REMOVAL PLAN SHEETS

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------|--------------|-----------|
| 591 | • | KENDALL | 533 | 91 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MATCHLINE STA. 293+00

MATCHLINE STA. 299+00



*(13)R-2[(13 BRIC, (13 BR-1)BR]

| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-sht-removal | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN SHEETS

SCALE: SHEET OF SHEETS STA. TO STA.

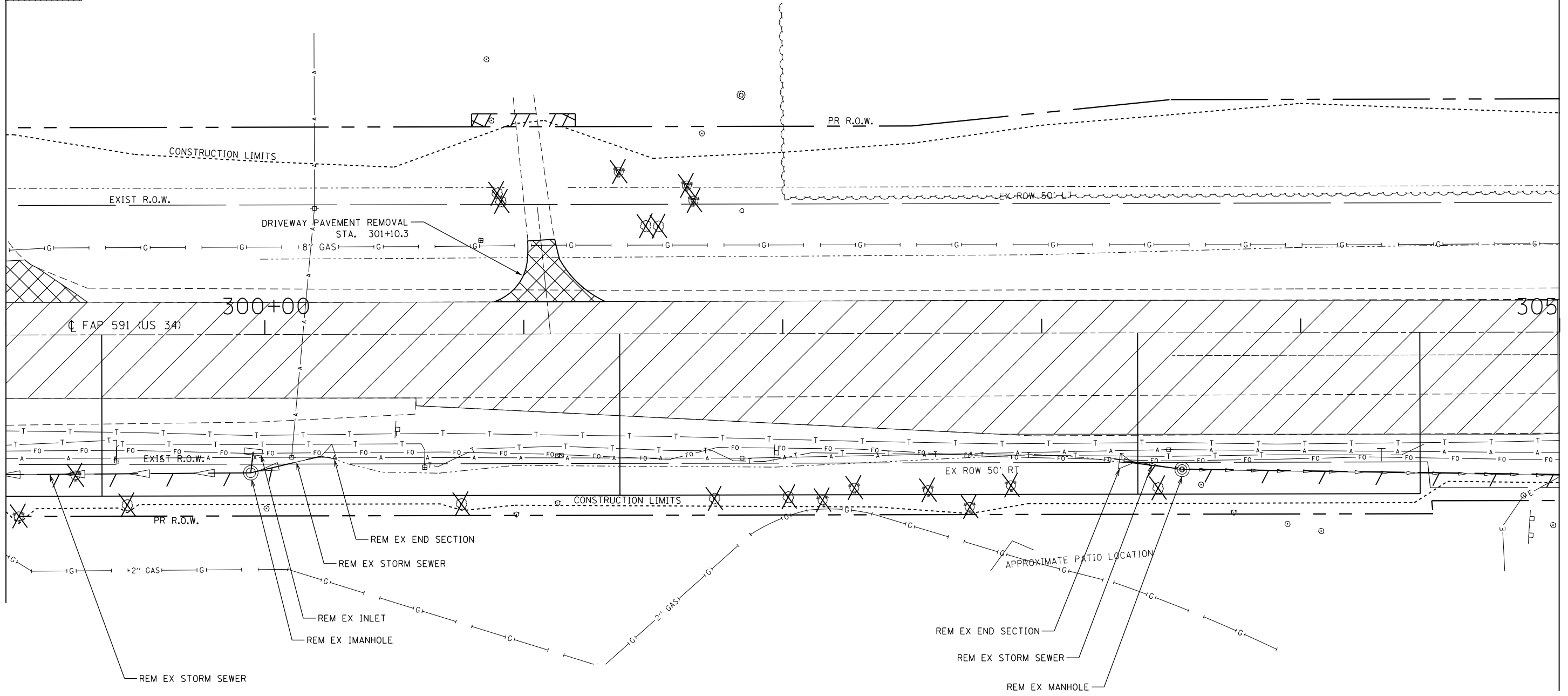
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------|--------------|-----------|
| 591 | . | KENDALL | 533 | 92 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| | | | |
|--|-------------------------------------|--|--|
| | PAVEMENT REMOVAL | | PAVED SHOULDER REMOVAL |
| | DRIVEWAY PAVEMENT REMOVAL | | APPROACH PAVEMENT REMOVAL |
| | SIDEWALK REMOVAL | | STORM SEWER TO BE REMOVED/FILLED/ABANDONED (SEE PLAN NOTES) |
| | ISLAND/MEDIAN CONC. REMOVAL | | TREE REMOVAL |
| | CONC CURB AND GUTTER REMOVAL | | |



MATCHLINE STA. 299+00

MATCHLINE STA. 305+00



*(13)R-2[(13 BR)C, (13 BR-1)BR]

| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBID\INTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-remov | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

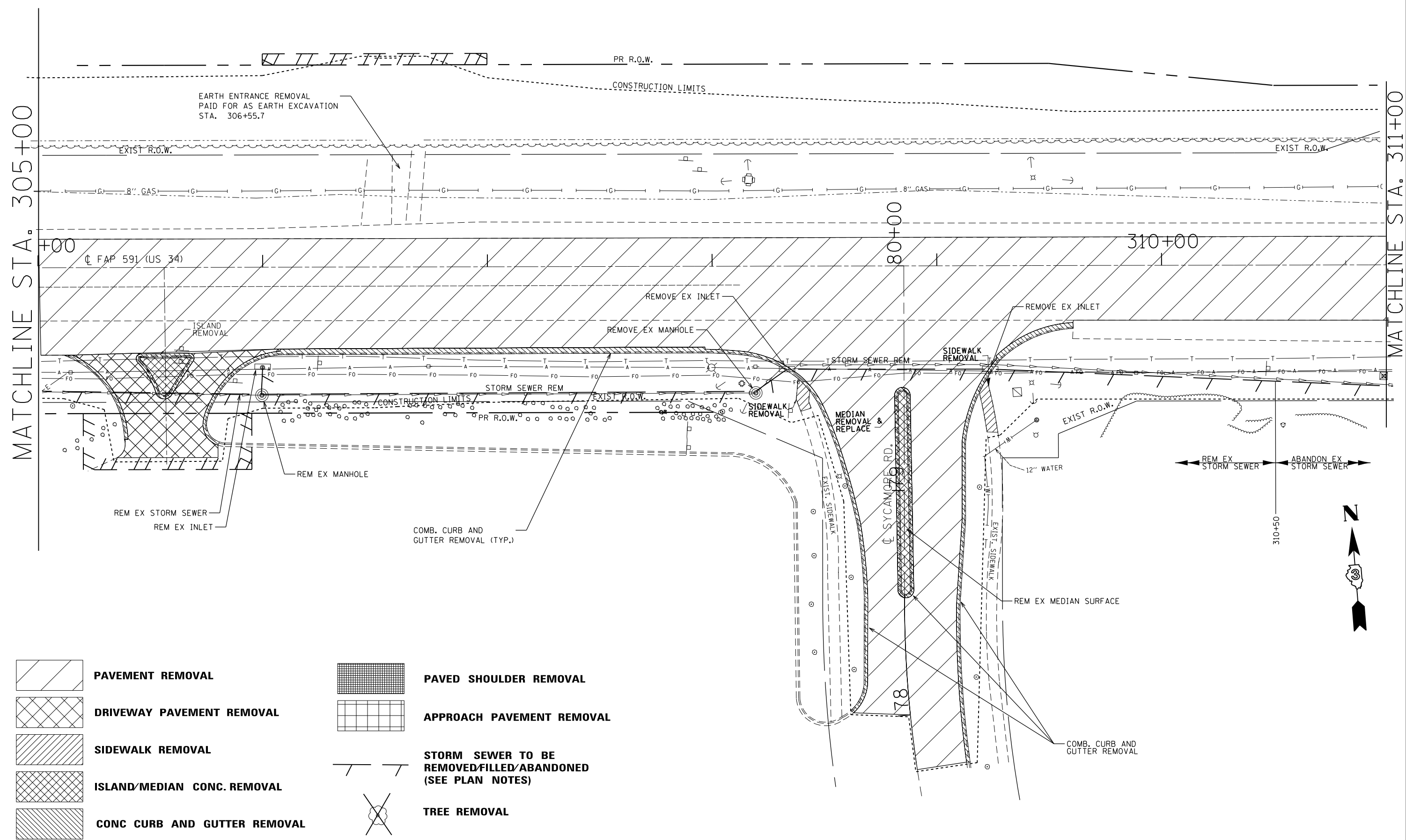
REMOVAL PLAN SHEETS

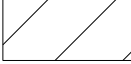




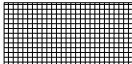
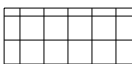


| | | | | | | |
|--------|-------|----|--------|------|----|------|
| SCALE: | SHEET | OF | SHEETS | STA. | TO | STA. |
|--------|-------|----|--------|------|----|------|

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------|--------------|-----------|
| 591 | . | KENDALL | 533 | 93 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MATCHLINE STA. 305+00

MATCHLINE STA. 311+00



-  **PAVEMENT REMOVAL**
-  **DRIVEWAY PAVEMENT REMOVAL**
-  **SIDEWALK REMOVAL**
-  **ISLAND/MEDIAN CONC. REMOVAL**
-  **CONC CURB AND GUTTER REMOVAL**
-  **PAVED SHOULDER REMOVAL**
-  **APPROACH PAVEMENT REMOVAL**
-  **STORM SEWER TO BE REMOVED/FILLED/ABANDONED (SEE PLAN NOTES)**
-  **TREE REMOVAL**

← REM EX STORM SEWER → ABANDON EX STORM SEWER →



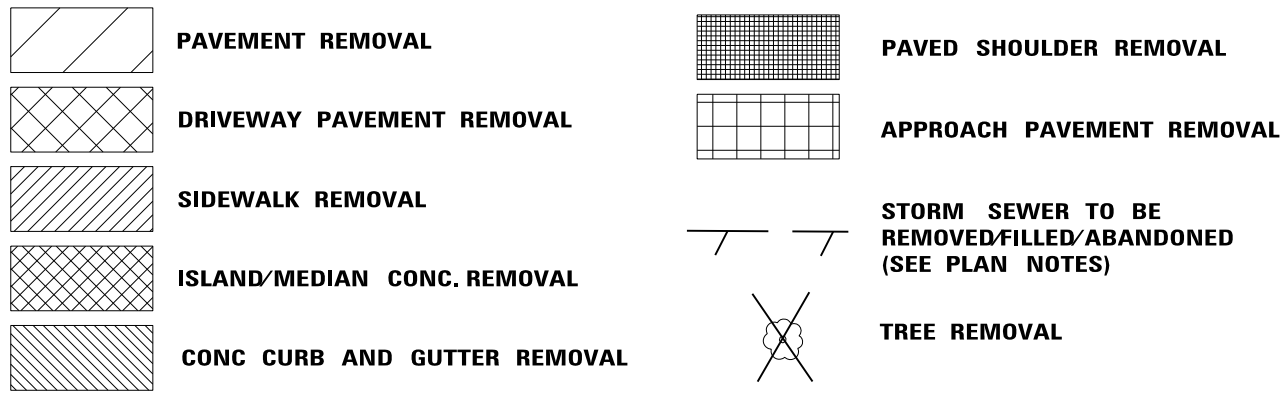
| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-removal\ | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN SHEETS

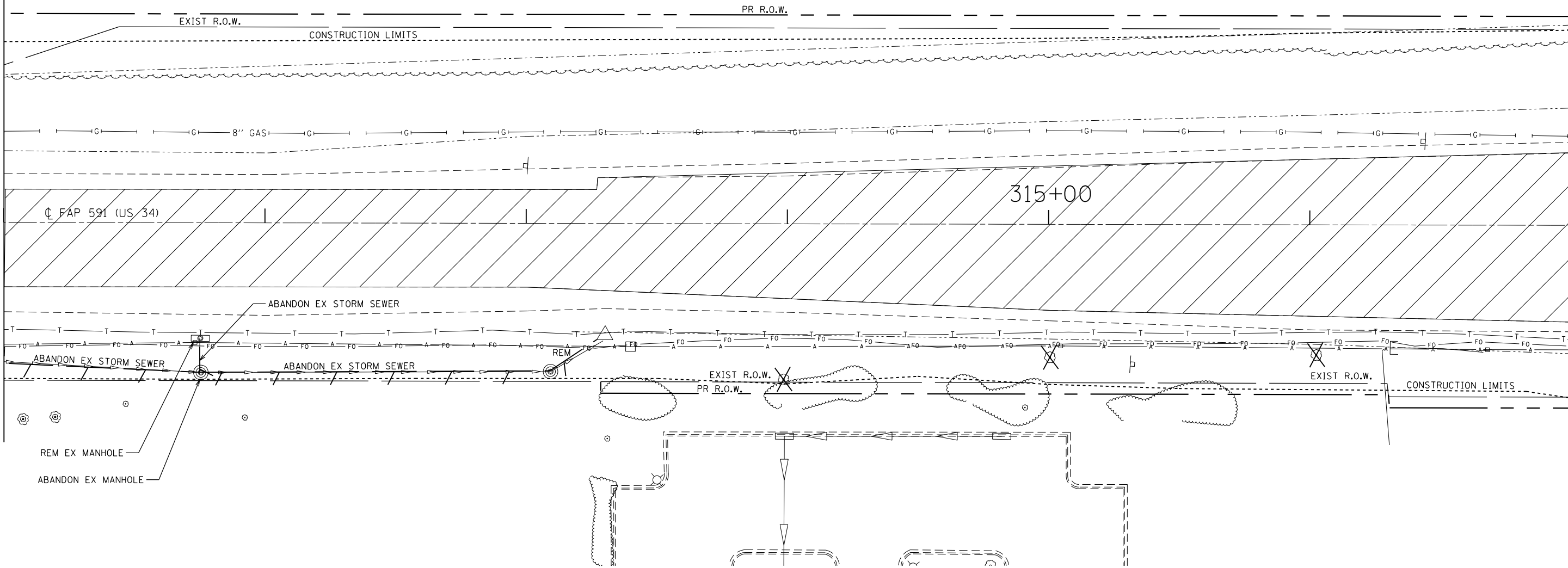
SCALE: SHEET OF SHEETS STA. TO STA.

| *(13)R-2(13 BR)C, (13 BR-1)BRJ | | | | |
|--------------------------------|---------|---------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 94 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



MATCHLINE STA. 311+00

MATCHLINE STA. 317+00



*(13)R-2[(13 BR)C, (13 BR-1)BR]

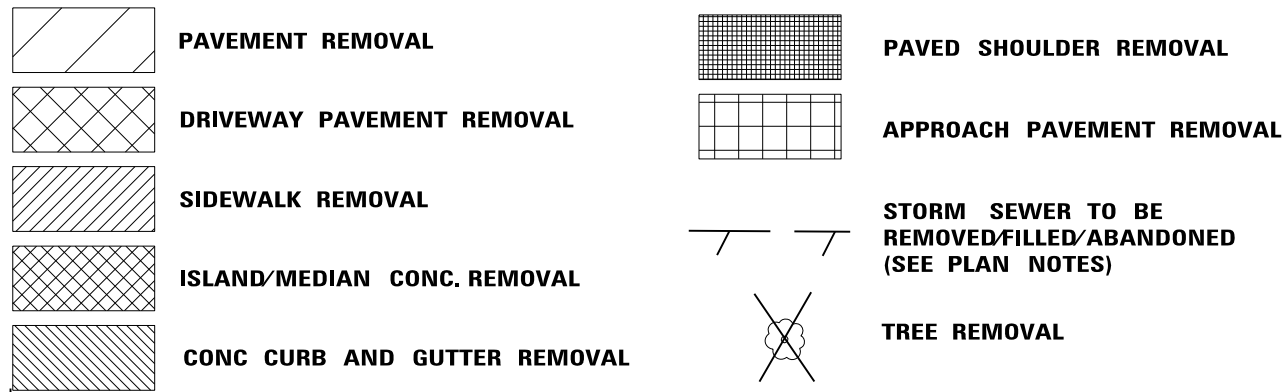
| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| pw:\IL\084EBID\INTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-remov\ | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN SHEETS

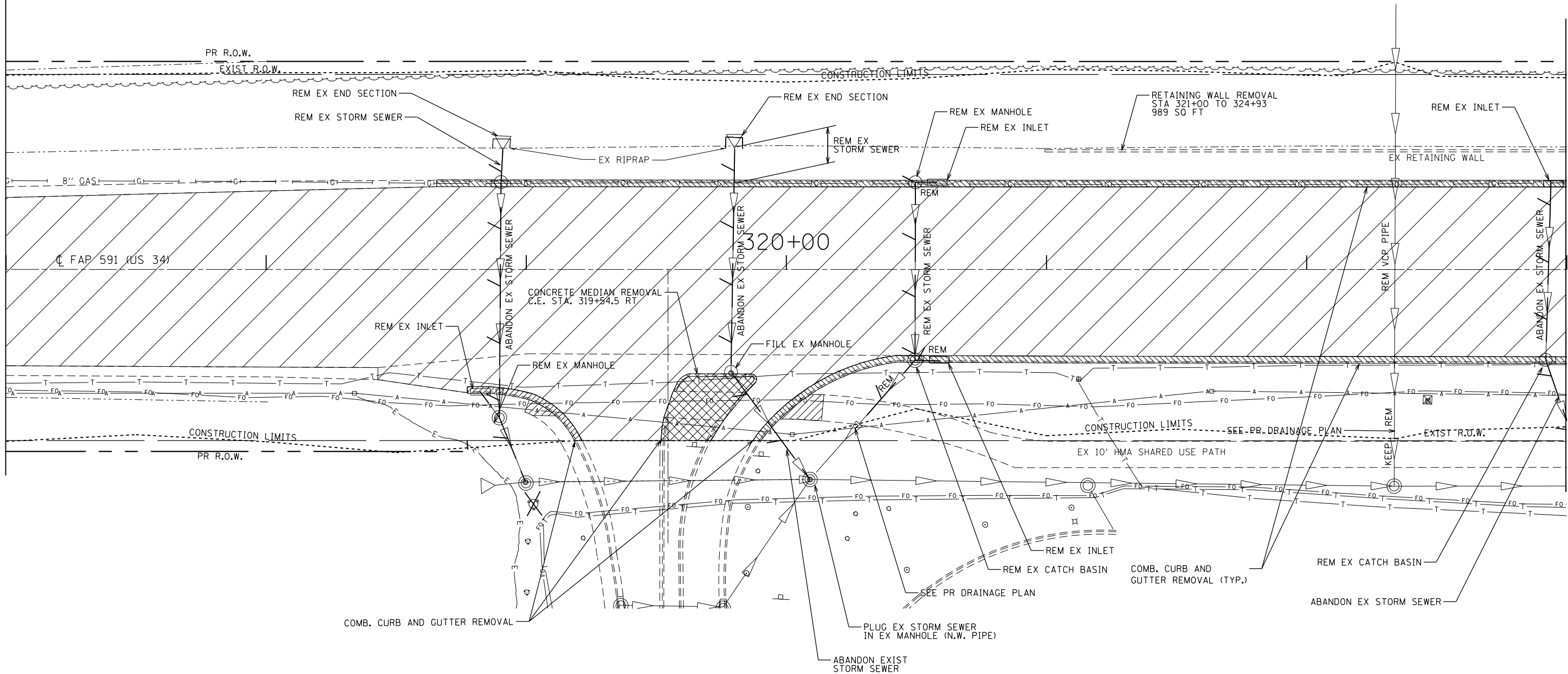
SCALE: SHEET OF SHEETS STA. TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------|--------------|-----------|
| 591 | . | KENDALL | 533 | 95 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



MATCHLINE STA. 317+00

MATCHLINE STA. 323+00



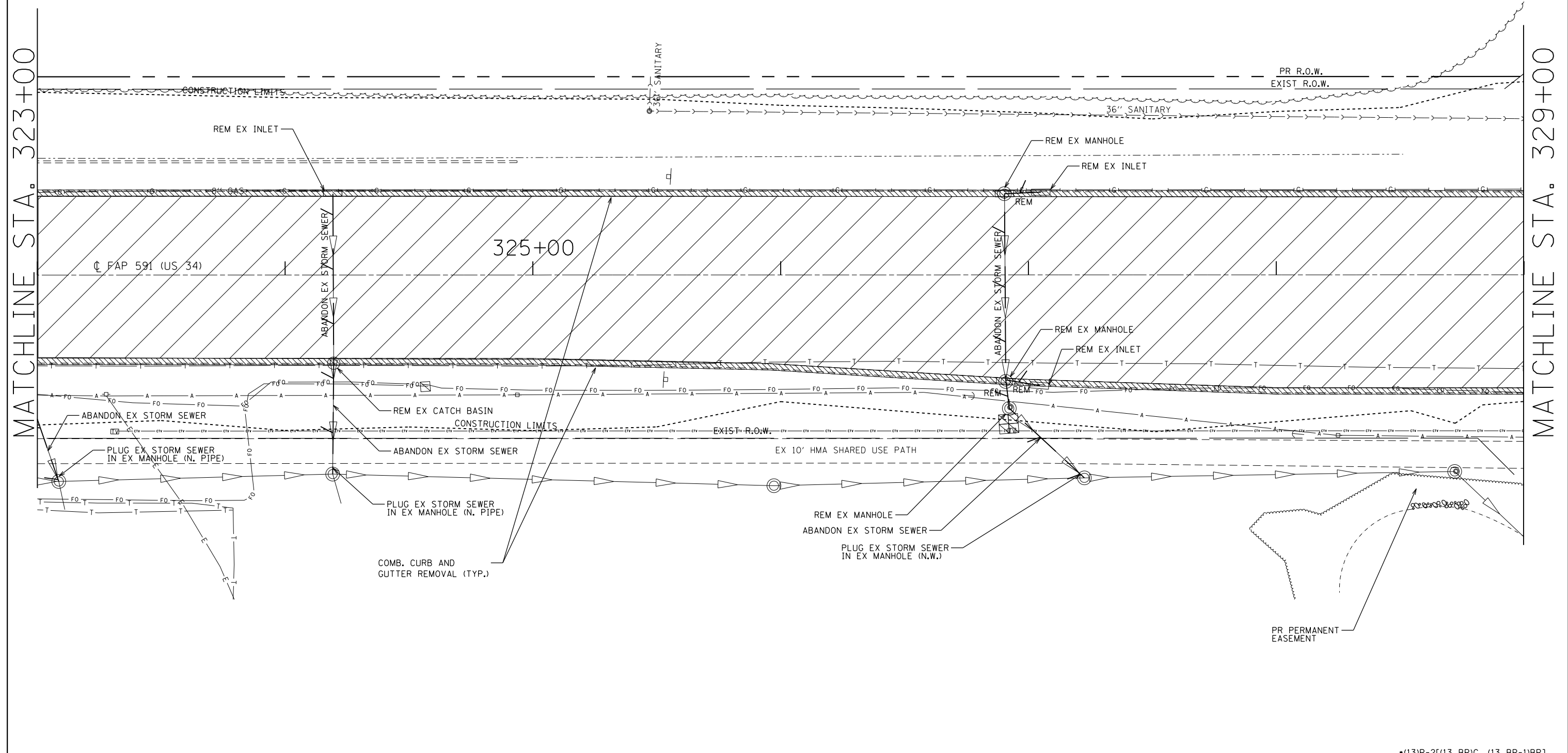
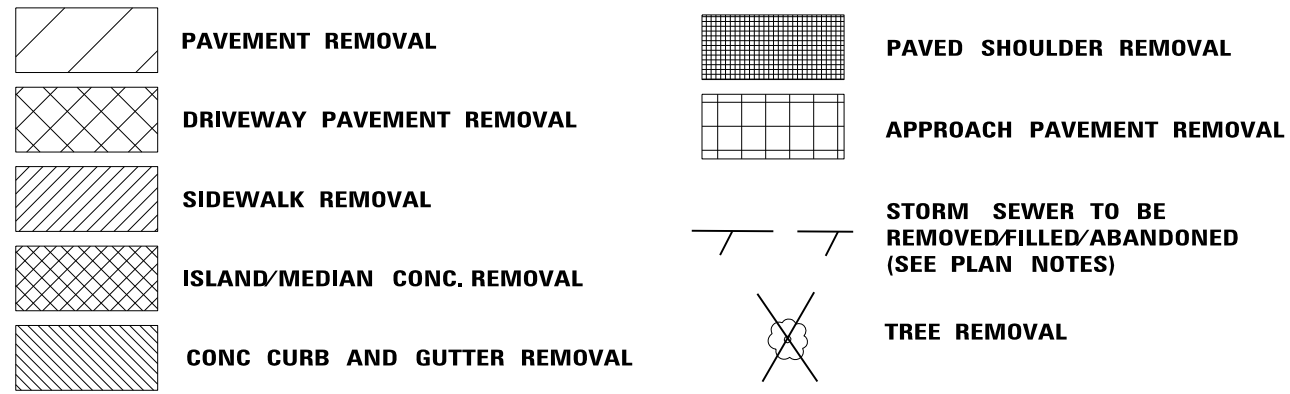
| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBID\INTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\AD\Sheets\EP03507-sht-remov | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN SHEETS

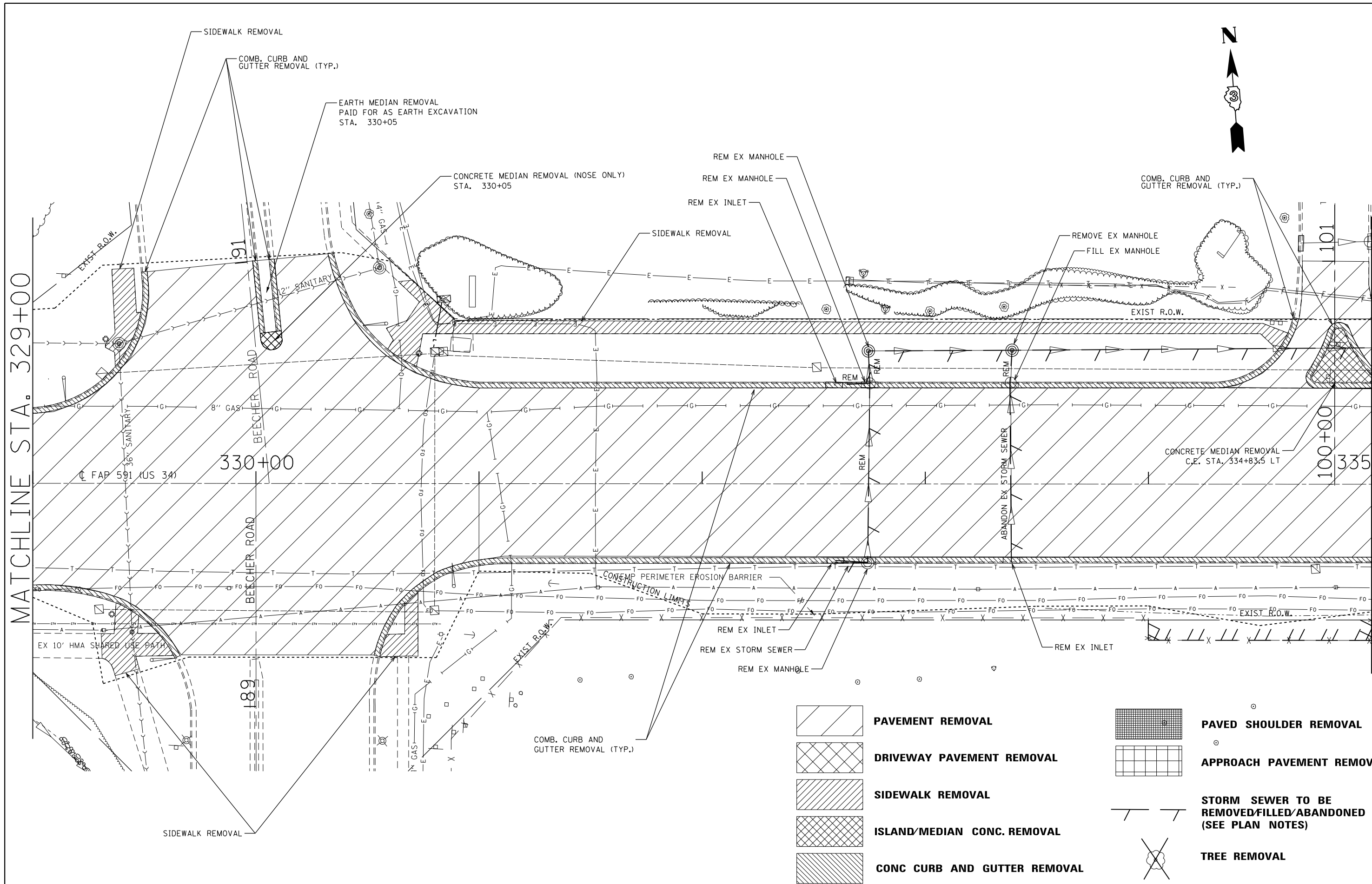
SCALE: SHEET OF SHEETS STA. TO STA.

| *(13)R-2(13 BR)C, (13 BR-1)BRJ | | | | |
|--------------------------------|---------|---------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 96 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



| | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|--|------------------------|--|------------|--|-----------|--|---|--|----------------------------|--|---------------------------|--|--------------|--|--------------------|--|---------|--|--------------|--|-----------|--|
| FILE NAME = | | USER NAME = woodger.jp | | DESIGNED - | | REVISED - | | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | REMOVAL PLAN SHEETS | | | | F.A. RTE. | | SECTION | | COUNTY | | TOTAL SHEETS | | SHEET NO. | |
| Default | | PLOT DATE = 2/1/2017 | | CHECKED - | | REVISED - | | | | | | | | 591 | | . | | KENDALL | | 533 | | 97 | |
| | | | | DATE - | | REVISED - | | | | SCALE: | | SHEET OF SHEETS | | STA. TO STA. | | CONTRACT NO. 66993 | | | | | | | |
| | | | | | | | | | | | | ILLINOIS FED. AID PROJECT | | | | | | | | | | | |

•(13)R-2[(13 BR)C, (13 BR-1)BR]



| | | | |
|--|-------------------------------------|--|--|
| | PAVEMENT REMOVAL | | PAVED SHOULDER REMOVAL |
| | DRIVEWAY PAVEMENT REMOVAL | | APPROACH PAVEMENT REMOVAL |
| | SIDEWALK REMOVAL | | STORM SEWER TO BE REMOVED/FILLED/ABANDONED (SEE PLAN NOTES) |
| | ISLAND/MEDIAN CONC. REMOVAL | | TREE REMOVAL |
| | CONC CURB AND GUTTER REMOVAL | | |

| | | | |
|--|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBID\INTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\EP03507\Drawings\GAD\Sheets\EP03507-sht-removal.dwg | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| REMOVAL PLAN SHEETS | | | | |
|---------------------|-------|----|--------|--------------|
| SCALE: | SHEET | OF | SHEETS | STA. TO STA. |

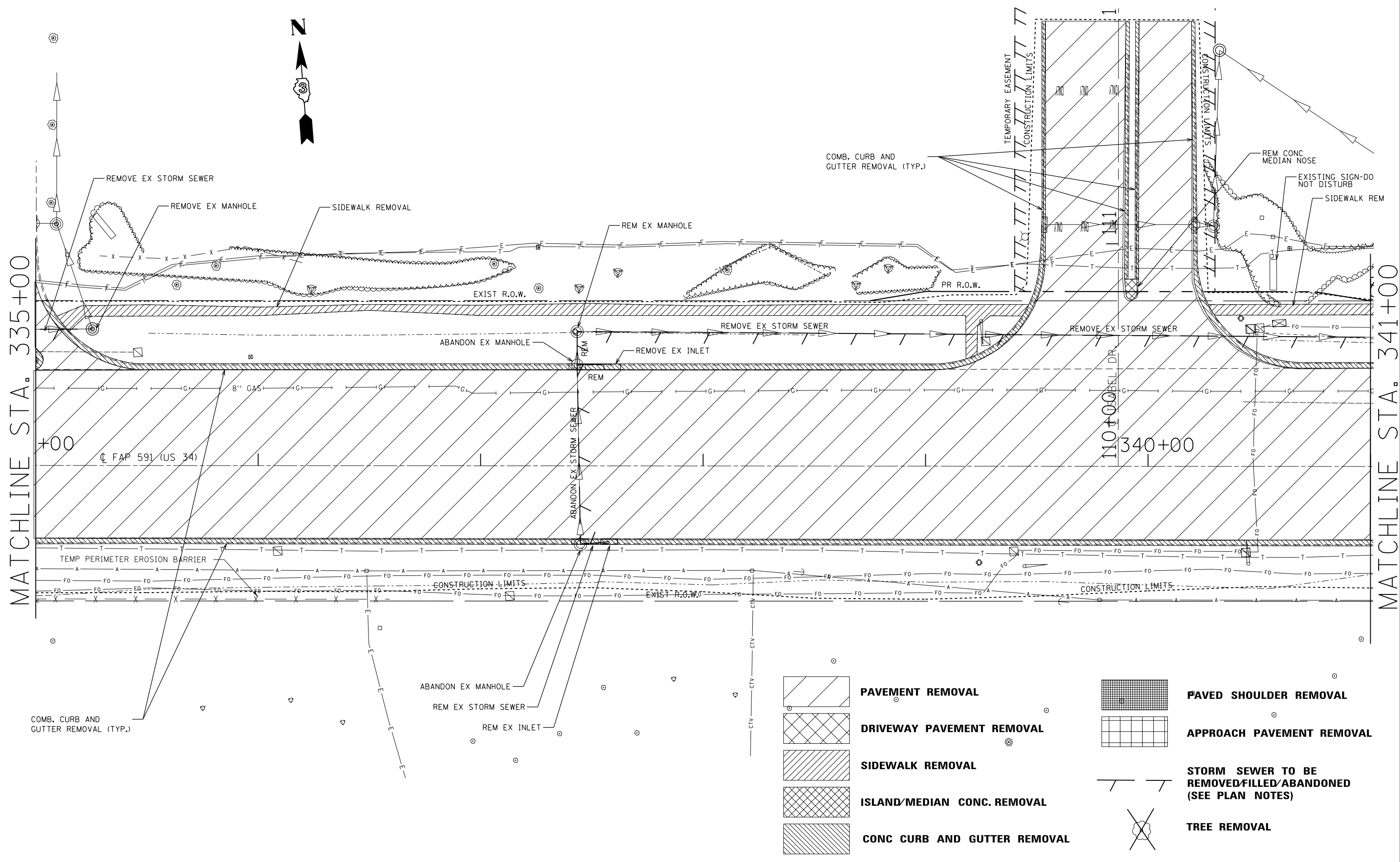
| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 98 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

*(13)R-2((13 BR)C, (13 BR-1)BR]



MATCHLINE STA. 335+00

MATCHLINE STA. 341+00



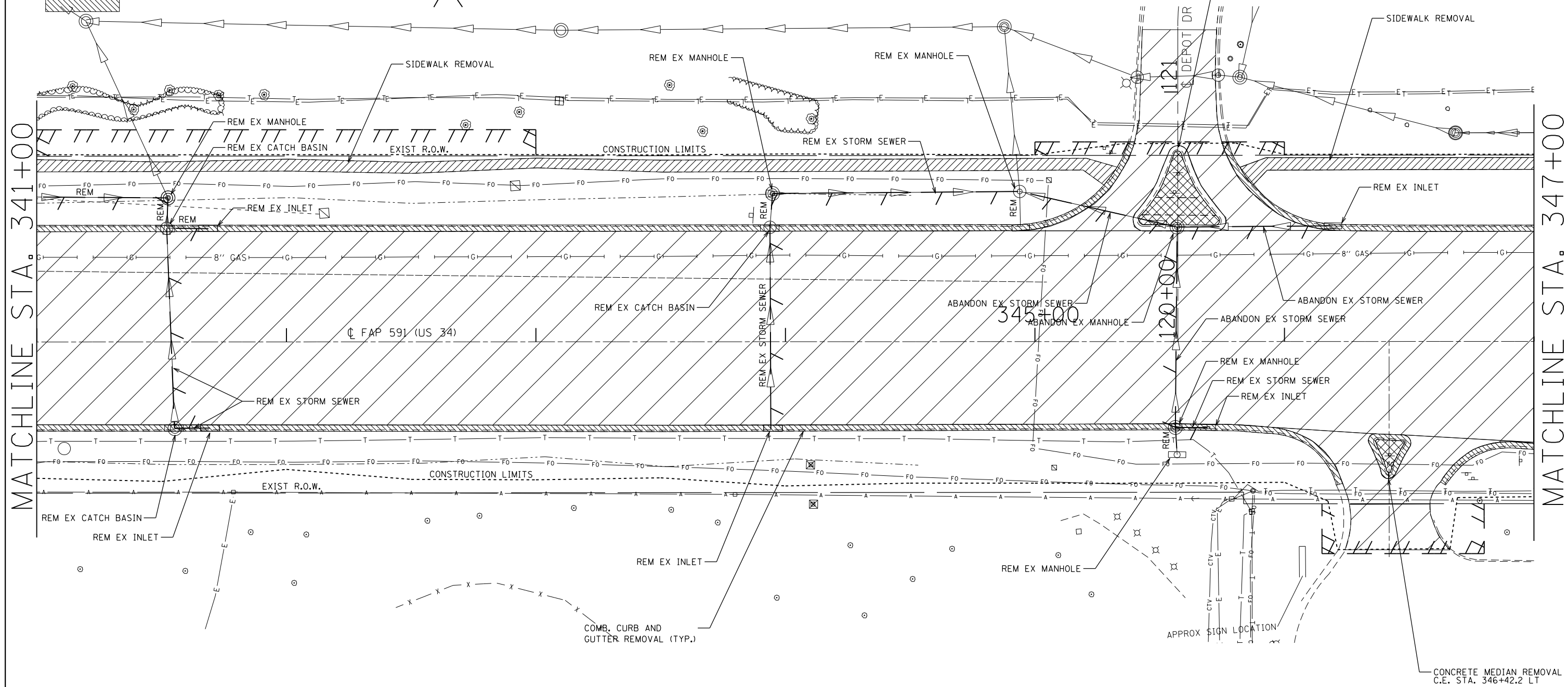
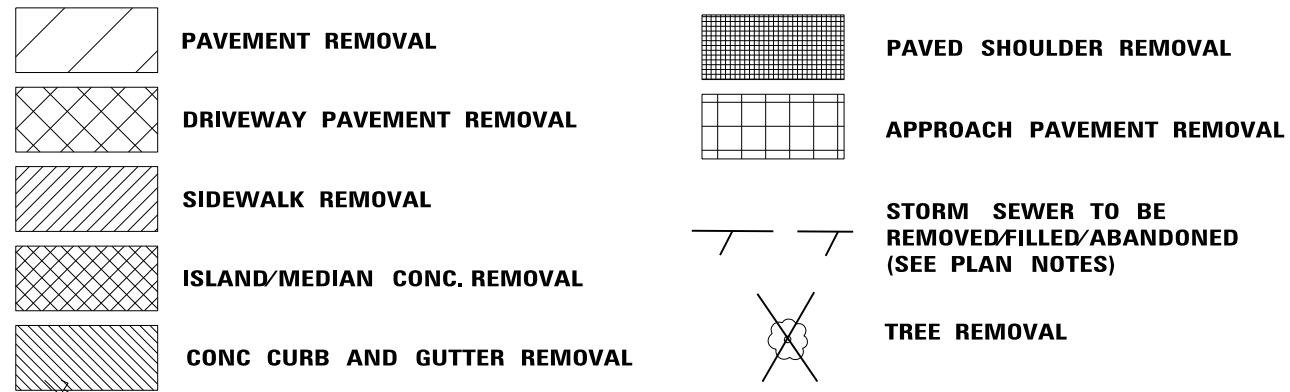
- PAVEMENT REMOVAL**
- DRIVEWAY PAVEMENT REMOVAL**
- SIDEWALK REMOVAL**
- ISLAND/MEDIAN CONC. REMOVAL**
- CONC CURB AND GUTTER REMOVAL**
- PAVED SHOULDER REMOVAL**
- APPROACH PAVEMENT REMOVAL**
- STORM SEWER TO BE REMOVED/FILLED/ABANDONED (SEE PLAN NOTES)**
- TREE REMOVAL**

| | | | |
|--|-----------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger_jp | DESIGNED - | REVISED - |
| pw:\IL\084EBID\INTEG.illinois.gov\PI\DOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-remov | | REVISION | REVISION |
| Default | PLOT SCALE = 40.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| REMOVAL PLAN SHEETS | | | | |
|---------------------|-------|----|--------|--------------|
| SCALE: | SHEET | OF | SHEETS | STA. TO STA. |

| *(13)R-2[(13 BR)C, (13 BR-1)BR] | | | | |
|---------------------------------|---------|---------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 99 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



| | | | |
|---|------------------------|------------|-----------|
| FILE NAME = | USER NAME = woodger.jp | DESIGNED - | REVISED - |
| pw:\IL\084EBID\INTEG\illinois.gov\PI\DOT\Documents\IDOT Offices\District 3\Projects\EP03507\Drawings\EP03507-shr-remov\ | | CHECKED - | REVISED - |
| Default | PLOT DATE = 2/1/2017 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | |
|----------------------------|------------------------------|
| REMOVAL PLAN SHEETS | |
| SCALE: | SHEET OF SHEETS STA. TO STA. |

| | | | | |
|---------------------------|---------|---------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 591 | . | KENDALL | 533 | 100 |
| CONTRACT NO. 66993 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

*(13)R-2[(13 BR)C, (13 BR-1)BR]