03-07-2025 LETTING ITEM 152

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	1
	ILLINOIS	CONTRACT NO. 62W87		

* 761 + 15 = 776 TOTAL SHEET

FOR INDEX OF SHEETS, SEE SHEET NO. 3

THIS PROJECT IS LOCATED IN THE CITIES OF CHICAGO AND CALUMET AND THE VILLAGES OF BURNHAM, RIVERDALE, SOUTH HOLLAND AND DOLTON

TRAFFIC DATA
I–94
ADT(2023) = 166,900
POSTED SPEED LIMIT = 55 MPH
US 6 RAMP TO NB I–94
ADT(2022) = 6,300
POSTED SPEED LIMIT = 35 MPH
154TH STREET
ADT(2022) = 6,550
POSTED SPEED LIMIT = 35 MPH
US 6 (159TH ST)
ADT(2023) = 24,900
POSTED SPEED LIMIT = 35 MPH

FOR SEALS AND SIGNATURES, SEE SHEET NO. 2

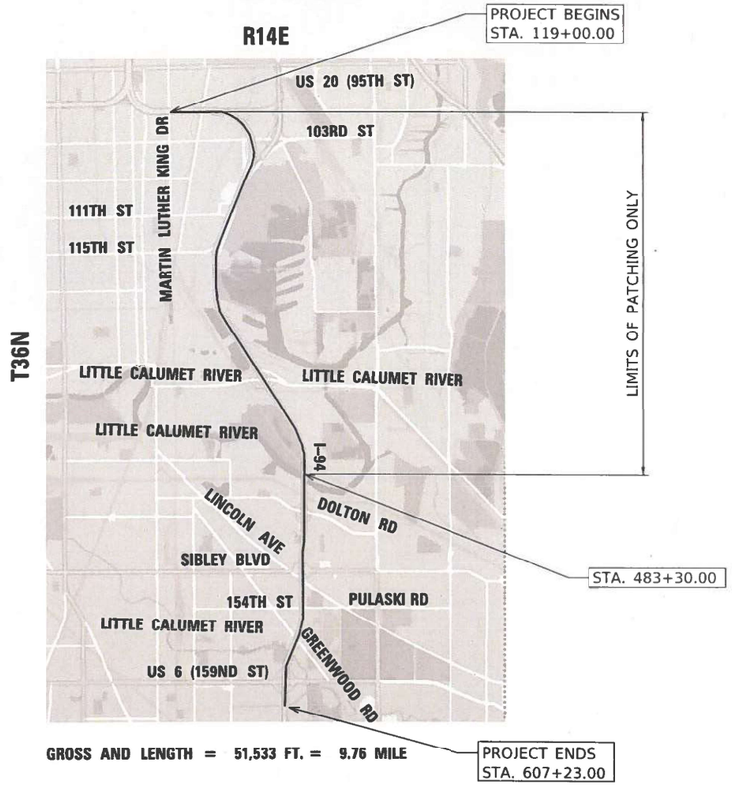
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

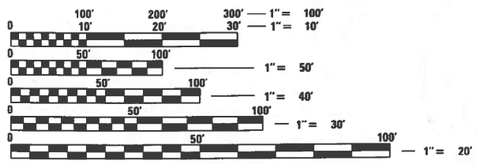
FAI ROUTE 94: I–94 (BISHOP FORD EXPRESSWAY)
WEST OF MLK DRIVE TO US 6 (159TH ST)
SECTION (42–B–11–1) BR, BJR 24
PROJECT NHPP–2B1H(072)
STANDARD OVERLAY, BRIDGE DECK OVERLAY, BRIDGE REPAIR, BRIDGE SUPERSTRUCTURE REPLACEMENT, SIGN STRUCTURES, LIGHTING, PATCHING, AND ITS
COOK COUNTY
C–91–249–24

D-91-201-24

LOCATION OF SECTION INDICATED THUS: –



GROSS AND LENGTH = 51,533 FT. = 9.76 MILE



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 EXCAVATORS
1(800) 892–0123

(312) 744–7000 OR 811 CHICAGO

PROJECT ENGINEER LUKASZ POCIECHA, P.E. (847) 705–4255
PROJECT MANAGER VESELIN VELICHKOV, P.E. (847) 705–4432

CONTRACT NO. 62W87

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Dec 12 20 24
Jose Rios III
REGIONAL ENGINEER

January 31 20 25
ENGINEER OF DESIGN AND ENVIRONMENT

January 31 20 25
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

HBM ENGINEERING GROUP, LLC
ROBERT T. BORO, P.E.
*062-043749

DATE: 12/06/2024

EXPIRATION DATE: 11-30-2025

SIGNATURE AND SEAL
APPLY TO DRAWINGS: 1-66, 68-98, 100-106, 109-164, 168-172, 249-256, 258-313, 429-432 AND 754-761

GRAEF
ERIC J. MESCHEWSKI
*062-065709

DATE: 12/06/2024

EXPIRATION DATE: 11-30-2025

SIGNATURE AND SEAL
APPLY TO DRAWINGS: 173-216 AND 224-248

HBM ENGINEERING GROUP, LLC
MOUSSA A. ISSA, PH.D, P.E., S.E.
*081-005738

DATE: 12/06/2024

EXPIRATION DATE: 11-30-2026

SIGNATURE AND SEAL
APPLY TO DRAWINGS: 433-454 AND 459-584

ACCURATE GROUP, INC.
JUNSHAN LIU, PH.D, P.E., S.E.
*081-008224

DATE: 12/06/2024

EXPIRATION DATE: 11-30-2026

SIGNATURE AND SEAL
APPLY TO DRAWINGS: 585-639

ABNA ENGINEERING INC.
FRANKLIN P. EPPERT, P.E.
*062-024057

DATE: 12/06/2024

EXPIRATION DATE: 11-30-2025

SIGNATURE AND SEAL
APPLY TO DRAWINGS: 398-428

DLZ
DANIEL WIKTORZAK, P.E.
*062-060950

DATE: 12/06/2024

EXPIRATION DATE: 11-30-2025

SIGNATURE AND SEAL
APPLY TO DRAWINGS: 336-397

WSP
WILLIAM P. MALINOWSKI
*081-006059

DATE: 12/06/2024

EXPIRATION DATE: 11-30-2026

SIGNATURE AND SEAL
APPLY TO DRAWINGS: 455-458 AND 665-735

WSP
KENDY ESTIMABLE
*062-071404

DATE: 12/06/2024

EXPIRATION DATE: 11-30-2025

SIGNATURE AND SEAL
APPLY TO DRAWINGS: 67, 99, 107-108, 165-167, 217-223, 257, AND 314

SE3
RYAN R. DOERRER
*081-007941

DATE: 12/06/2024

EXPIRATION DATE: 11-30-2026

SIGNATURE AND SEAL
APPLY TO DRAWINGS: 640-664

MODEL: Default
FILE NAME: \\Pbmepw11ics01\ICS_pdf_work_dir\26641450_1B0162433-sht-Seals.dgn

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - AMI	REVISED -	
	DRAWN - AMI	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 1/25/2025	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEALS AND SIGNATURES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 1 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	2
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			

INDEX OF SHEETS

LIST OF HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-10	PAVEMENT JOINTS
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
442001-04	CLASS A PATCHES
442101-09	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
515001-04	NAME PLATE FOR BRIDGES
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602301-04	INLET - TYPE A
604091-05	FRAME AND GRATE TYPE 24
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-06	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
637006-05	CONCRETE BARRIER DOUBLE FACE, 44 IN. (1120 MM) HEIGHT
642001-03	SHOULDER RUMBLE STRIPS, 16 IN.
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-12	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-13	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS > 45 MPH
701427-05	LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPER., FOR SPEED < 40 MPH
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701451-05	RAMP CLOSURE FREEWAY/EXPRESSWAY
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN LANE CLOSURE, MULTILANE 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER BARRIER WALL REFLECTOR MOUNTING DETAILS

COMMITMENTS

THE RESIDENT ENGINEER WILL CONTACT THE FOREST PRESERVE OF COOK COUNTY (FPCC) PRIOR TO THE START OF CONSTRUCTION TO INFORM THEM OF THE INITIATION OF CONSTRUCTION NEAR THEIR PROPERTIES OF BEAUBIEN WOODS.

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - KJD	REVISED -
	DRAWN - KJD	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS
I-94 (BISHOP FORD EXPY)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	3
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			

REV-SEP

GENERAL NOTES

1. THE CONTRACTOR SHALL CALL "J.U.L.I.E" AT (800) 892-0123 OR 811 CHICAGO AT LEAST 48 HOURS BEFORE BEGINNING CONSTRUCTION.

2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES IN THE CITIES OF CHICAGO AND CALUMET.

3. THE CONTRACTOR SHALL NOT SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

4. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING ANY WORK.

5. THE ENGINEER SHALL CONTACT THE SOUTH COOK TRAFFIC FIELD AREA ENGINEER PATRICE HARRIS, AT PATRICE.HARRIS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PAVEMENT MARKINGS.

6. THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR “GUARDRAIL REMOVAL.”

7. THE CONTRACTOR SHALL VERIFY THE EXISTING TYPE/HEIGHT OF EXISTING GUARDRAIL BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION SHALL MATCH THE HEIGHT OF THE EXISTING GUARDRAIL.

8. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.

9. THE CONTRACTOR SHALL USE CARE NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.

10. THE LOCATION OF THE EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT BE SHOWN IN THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.

12. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY, PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

13. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

14. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

15. ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT 1 PAVEMENT MARKINGS STANDARD DETAILS.

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

17. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULL LOADED TANDEM AXLE TRUCK.

18. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTORS VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

19. 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.

20. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

21. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

22. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

23. WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED THEIR LOCATION.

24. THE RAMP ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WERE DEVELOPED FROM PREVIOUS PLANIMETRICS AND AERIAL PHOTOGRAPHY AND IS NOT THE RESULT OF A GROUND SURVEY. THEREFORE, THE RAMP ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS.

25. AN EXISTING CURB AND GUTTER UNDER THE HMA SURFACE ALONG THE INSIDE SHOULDER MAY BE ENCOUNTERED DURING HMA SURFACEREMOVAL. IF ENCOUNTERED, THE CURB SHALL BE MILLED TO MEET THE SPECIFIED DEPTH OF HMA SURFACE REMOVAL. COSTS SHALL BE INCLUDED IN THE UNIT PRICE FOR HMA SURFACE REMOVAL.

26. CONTACT IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 TO SCHEDULE A FIELD REVIEW TO DETERMINE TREES FOR TREE REMOVAL, STUMP REMOVALS, SELECTIVE CLEARING, AND PRUNING AT LEAST 14 DAYS PRIOR TO COMMENCEMENT OF FORESTRY WORK.

27. DURING CONSTRUCTION OPERATIONS, WHENEVER ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE CLEANED AND FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO THE CONTRACT.

28. THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR’S OWN EXPENSE.

29. USE #8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATIONS, FOR ALL TIE BARS. USE THE “LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)” DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS.

30. THE “ARTERIAL ROAD INFORMATION SIGN (TC-22)” IS APPLICABLE ONLY TO ARTERIAL ROADS AND SHALL NOT BE APPLIED TO EXPRESSWAYS.

31. THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN TREE CARE PAY ITEMS), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE." REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

32. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12” LOWER LIFT SHALL BE CS 1 OR RR 1.

33. THE CONTRACTOR SHALL NOTIFY MOHAMMAD.SAYES@ILLINOIS.GOV AND ALLAN.MA@ILLINOIS.GOV UPON COMPLETION OF SIGN STRUCTURE INSTALLATION.

34. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS AND STANDARD 606001-05. TOP OF PIPE UNDERDRAINS SHALL BE MINIMUM OF 6” BELOW THE AGGREGATE SUBGRADE LAYER. THE COST OF MAKING UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COSTS OF THE PIPE UNDERDRAINS.

35. BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b,c) OF THE SSRBC WILL NOT BE ALLOWED.

36. "WETLANDS EXCLUSION FENCING AND WETLANDS NO INTRUSION" SIGNAGE SHOULD BE PROVIDED AT THE BOUNDARY OF ALL UN-IMPACTED WETLANDS AND/OR WATERS OF THE U.S. (WOUS). THE CONTRACTOR CAN BORROW THE SIGNS FROM IDOT BUREAU OF MAINTENANCE.

				CONSTRUCTION CODE								
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
				ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				0005	0004	0059	0013	0044	0043	0021	0006	0043
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	239.1	236.1	3							
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	178.7	178.7								
20101000	TEMPORARY FENCE	FOOT	1000	1000								
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	27	27								
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	44	44								
20200100	EARTH EXCAVATION	CU YD	3812	840	2935			37				
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	620		620							
20400800	FURNISHED EXCAVATION	CU YD	689		689							
20700220	POROUS GRANULAR EMBANKMENT	CU YD	226			226						
20800150	TRENCH BACKFILL	CU YD	29	17	12							
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	4971		4971							
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	113	113								
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2956		2956							
21400100	GRADING AND SHAPING DITCHES	FOOT	1105		1105							
25000210	SEEDING, CLASS 2A	ACRE	3.25	0.25	1.00			2				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	30	13				17				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	30	13				17				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	30	13				17				

* SPECIALTY ITEM

** 0042

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - AMI	REVISED -
	DRAWN - AMI	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 1/28/2025	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 1 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	5
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
				ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				0005	0004	0059	0013	0044	0043	0021	0006	0043
25003115	INTERSEEDING, CLASS 1B	ACRE	127.88	127.88								
25100630	EROSION CONTROL BLANKET	SQ YD	5471		4629			842				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	14	14								
28000305	TEMPORARY DITCH CHECKS	FOOT	20		20							
28000400	PERIMETER EROSION BARRIER	FOOT	3973	812	2841			320				
28000500	INLET AND PIPE PROTECTION	EACH	14	14								
28000510	INLET FILTERS	EACH	300	300								
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	678	678								
28100105	STONE RIPRAP, CLASS A3	SQ YD	44	44								
28200200	FILTER FABRIC	SQ YD	44	44								
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	4971		4971							
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	7545	2079	5466							
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	2525	570	1955							
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	1942	1942								
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	123496	122378	1118							
40600370	LONGITUDINAL JOINT SEALANT	FOOT	90403	90403								
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	517	517								
40600405	MATERIAL TRANSFER DEVICE	TON	23326	23326								

* SPECIALTY ITEM

** 0042

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
				ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				0005	0004	0059	0013	0044	0043	0021	0006	0043
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	74	74								
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	4117	4117								
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	569	569								
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	5724	5724								
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1517	1517								
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	241	241								
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	3434	3434								
40605015	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT 12.5, N80	TON	11456	11456								
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	4268	4268								
40605036	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80	TON	11870	11870								
40701916	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11 3/4"	SQ YD	2178		2178							
40701976	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14 3/4"	SQ YD	838		838							
42101300	PROTECTIVE COAT	SQ YD	29638	29214				424				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2380	2380								
44000100	PAVEMENT REMOVAL	SQ YD	7279	2310	4969							
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	3693		3693							
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	143161	143161								
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1596	517	1079							

* SPECIALTY ITEM

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HBM ENGINEERING GROUP, LLC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 3 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	7
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

				CONSTRUCTION CODE								
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
				ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				0005	0004	0059	0013	0044	0043	0021	0006	0043
44001980	CONCRETE BARRIER REMOVAL	FOOT	75	75								
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	547	547								
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	88	88								
44002224	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 6"	SQ YD	1363	1363								
44003100	MEDIAN REMOVAL	SQ FT	3567	3567								
44200050	WELDED WIRE REINFORCEMENT	SQ YD	21437								21437	
44200614	CLASS A PATCHES, TYPE IV, 13 INCH	SQ YD	4458								4458	
44200964	CLASS B PATCHES, TYPE IV, 9 INCH	SQ YD	382								382	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	104								104	
44200975	CLASS B PATCHES, TYPE III, 10 1/2 INCH	SQ YD	104								104	
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	16749								16749	
44200977	CLASS B PATCHES, TYPE IV, 10 1/2 INCH	SQ YD	3608								3608	
44200994	CLASS B PATCHES, TYPE II, 12 INCH	SQ YD	11								11	
44201000	CLASS B PATCHES, TYPE IV, 12 INCH	SQ YD	594								594	
44201298	DOWEL BARS 1 1/4"	EACH	62								62	
44201299	DOWEL BARS 1 1/2"	EACH	2312								2312	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	1165								1165	
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	940								940	

* SPECIALTY ITEM

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
				ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				0005	0004	0059	0013	0044	0043	0021	0006	0043
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	4086								4086	
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	2486								2486	
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	2175								2175	
44213000	PATCHING REINFORCEMENT	SQ YD	4458								4458	
44213200	SAW CUTS	FOOT	50782								50782	
44213202	TIE BARS 1"	EACH	15101								15101	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1870	1752	118							
48203045	HOT-MIX ASPHALT SHOULDERS, 12"	SQ YD	1728		1728							
48203056	HOT-MIX ASPHALT SHOULDERS, 14 3/4"	SQ YD	227		227							
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1				1					
50102400	CONCRETE REMOVAL	CU YD	306.1			287.2	18.9					
50104650	SLOPE WALL REMOVAL	SQ YD	193			193						
50157300	PROTECTIVE SHIELD	SQ YD	14867			13579	1288					
50300225	CONCRETE STRUCTURES	CU YD	146.6			19	127.6					
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1234.4			281.8	952.6					
50300260	BRIDGE DECK GROOVING	SQ YD	2368				2368					
50300300	PROTECTIVE COAT	SQ YD	26411			23227	3184					
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	253.8				253.8					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 5 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	9
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

				CONSTRUCTION CODE								
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				0005	0004	0059	0013	0044	0043	0021	0006	0043
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1				1					
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	25250			25250						
50500505	STUD SHEAR CONNECTORS	EACH	9198				9198					
50606701	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 1	L SUM	1			1						
50606702	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 2	L SUM	1			1						
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	440470			49660	390810					
50800515	BAR SPLICERS	EACH	1592			542	1050					
50901730	BRIDGE FENCE RAILING	FOOT	524				524					
51100100	SLOPE WALL 4 INCH	SQ YD	193			193						
51500100	NAME PLATES	EACH	2				2					
52000030	PREFORMED JOINT SEAL 2 1/2"	FOOT	581			581						
52000110	PREFORMED JOINT STRIP SEAL	FOOT	2146			1962	184					
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	112			112						
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	56				56					
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	20			20						
52100520	ANCHOR BOLTS, 1"	EACH	193			81	112					
52100530	ANCHOR BOLTS, 1 1/4"	EACH	28				28					
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	4	4								

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 6 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	10
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
				ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				0005	0004	0059	0013	0044	0043	0021	0006	0043
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	45		45							
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	160	160								
55100500	STORM SEWER REMOVAL 12"	FOOT	130	130								
58700300	CONCRETE SEALER	SQ FT	19374			18314	1060					
59000200	EPOXY CRACK INJECTION	FOOT	787			640	147					
59200101	BRIDGE WASHING NO. 1	EACH	1			1						
59200102	BRIDGE WASHING NO. 2	EACH	1			1						
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	10		10							
60108106	PIPE UNDERDRAINS, TYPE 1, 6"	FOOT	1780		1780							
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	147		147							
60212814	CATCH BASINS, TYPE D, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	4	4								
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	7		7							
60250200	CATCH BASINS TO BE ADJUSTED	EACH	261	261								
60255500	MANHOLES TO BE ADJUSTED	EACH	66	66								
60262700	INLETS TO BE RECONSTRUCTED	EACH	4									4
60500060	REMOVING INLETS	EACH	4	4								
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	709		709							
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	477	477								

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	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
					ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					0005	0004	0059	0013	0044	0043	0021	0006	0043
	60620000	CONCRETE MEDIAN, TYPE SB-6.24	SQ FT	69	69								
	60620800	CONCRETE MEDIAN, TYPE SB-9.12	SQ FT	3426	3426								
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	2987.5	1812.5	1175							
*	63000017	STEEL PLATE BEAM GUARDRAIL, TYPE D, 6 FOOT POSTS	FOOT	225					225				
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	5	5								
*	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1								
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8	8								
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1								
*	63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	4								
	63200310	GUARDRAIL REMOVAL	FOOT	3550	2425	1125							
*	63500105	DELINEATORS	EACH	500	500								
*	63700164	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT	FOOT	75	75								
*	63700280	CONCRETE BARRIER, DOUBLE FACE, 44 INCH HEIGHT	FOOT	35					35				
*	63700900	CONCRETE BARRIER BASE	FOOT	35					35				
	64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	127814	127814								
	66400205	CHAIN LINK FENCE, 5'	FOOT	5			5						
	66400305	CHAIN LINK FENCE, 6'	FOOT	368		368							
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24								

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 8 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	12
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			

				CONSTRUCTION CODE								
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
				ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				0005	0004	0059	0013	0044	0043	0021	0006	0043
67100100	MOBILIZATION	L SUM	1	1								
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	277	277								
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	18850	18850								
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1								
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	5707	5707								
70303120	TEMPORARY PAVEMENT MARKING - LINE 4" - MODIFIED URETHANE	FOOT	256330	256330								
70303125	TEMPORARY PAVEMENT MARKING - LINE 5" - MODIFIED URETHANE	FOOT	62200	62200								
70303140	TEMPORARY PAVEMENT MARKING - LINE 8" - MODIFIED URETHANE	FOOT	260280	260280								
70303160	TEMPORARY PAVEMENT MARKING - LINE 12"- MODIFIED URETHANE	FOOT	53856	53856								
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	415550	415550								
70307125	TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE	FOOT	103100	103100								
70307140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE	FOOT	61960	61960								
70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	11968	11968								
70400100	TEMPORARY CONCRETE BARRIER	FOOT	12525	12525								
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	9448	9448								
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	12325	12325								
70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	500	500								
70500615	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	1	1								

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 9 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	13
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

					CONSTRUCTION CODE								
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
					ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005	0004	0059	0013	0044	0043	0021	0006	0043
	70500625	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1								
	70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1								
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4								
	70600270	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	EACH	7	7								
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4								
	70600330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	7	7								
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2								
*	72000300	SIGN PANEL - TYPE 3	SQ FT	610					610				
*	72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	676					676				
*	73300100	OVERHEAD SIGN STRUCTURE - SPAN, TYPE I-A (4'-0" X 4'-6")	FOOT	100					100				
*	73302110	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE I-C-A (24" X 4'-6")	FOOT	23					23				
*	73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	36					36				
*	73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	36.4					36.4				
*	73500005	REMOVE OVERHEAD SIGN STRUCTURE - SPAN	EACH	1					1				
*	73500010	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	1					1				
*	73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	2					2				
*	73800900	REMOVE OVERHEAD SIGN STRUCTURE WALKWAY	FOOT	72					72				
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	418.75	335	83.75							

* SPECIALTY ITEM

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					CONSTRUCTION CODE								
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					0005	0004	0059	0013	0044	0043	0021	0006	0043
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	171677	171677								
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	45068	45068								
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	8298	8298								
*	78004620	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4"	FOOT	2348	2348								
*	78004625	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 5"	FOOT	41478	41478								
*	78004640	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 8"	FOOT	9184	9184								
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	74770	74770								
*	78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 5"	FOOT	704	704								
*	78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	7634	7634								
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	2468	2468								
*	78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	2348	2348								
*	78011030	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	41478	41478								
*	78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	9184	9184								
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2094	2094								
	78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	6030	6030								
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	12	12								
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	200	200								
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	666896	666896								

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** 0042

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
					ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					0005	0004	0059	0013	0044	0043	0021	0006	0043
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	2016						2016			
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	1257						1257			
*	81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	24							24		
*	81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	1445						1445			
*	81100300	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL	FOOT	2481							2481		
*	81101005	CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL	FOOT	762						762			
*	81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	22							22		
*	81300310	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 8" X 6" X 4"	EACH	11							11		
*	81300420	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 10" X 8" X 6"	EACH	9							9		
*	81300830	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	4							4		
*	81300945	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 8"	EACH	6						6			
*	81400200	HEAVY-DUTY HANDHOLE	EACH	13						13			
*	81603081	UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	310							310		
*	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	7256							7256		
*	81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	3318						3318			
*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	6636						6636			
*	81702450	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	435							435		
*	81800330	AERIAL CABLE, 3-1/C NO. 6 WITH MESSENGER WIRE	FOOT	100							100		
*	82110022	LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION E	EACH	8							8		

* SPECIALTY ITEM ** 0042

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 12 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	16
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

					CONSTRUCTION CODE								
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					0005	0004	0059	0013	0044	0043	0021	0006	0043
*	82110026	LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION D	EACH	16							16		
*	82200606	WATERWAY OBSTRUCTION WARNING LUMINAIRE, LED, 180 DEGREE RED, PARAPET MOUNTED	EACH	6							6		
*	82200609	WATERWAY OBSTRUCTION WARNING LUMINAIRE, LED, 360 DEGREE GREEN	EACH	2							2		
*	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	12							12		
*	83600352	LIGHT POLE FOUNDATION, METAL, 11 1/2" BOLT CIRCLE, 8 5/8" X 6'	EACH	24						24			
*	83800105	BREAKAWAY DEVICE, TRANSFORMER BASE, 11.5 INCH BOLT CIRCLE	EACH	2							2		
*	84200804	REMOVAL OF POLE FOUNDATION	EACH	2							2		
*	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2							2		
*	86300300	CONTROLLER CABINET TYPE III	EACH	7						7			
*	87800200	CONCRETE FOUNDATION, TYPE D	FOOT	2						2			
*	87900205	DRILL EXISTING HEAVY DUTY HANDHOLE	EACH	11						11			
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4255						4255			
*	89502380	REMOVE EXISTING HANDHOLE	EACH	12						12			
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	12						12			
	K0026700	TREE CARE	EACH	16	16								
	K0029614	WEED CONTROL, AQUATIC	GALLON	20	20								
	K0029618	WEED CONTROL, BROADLEAF IN TURF	GALLON	10	10								
	X0322559	BOLT REPLACEMENT	EACH	2			2						
	X0323491	SLOPE WALL CRACK SEALING	FOOT	427			427						

* SPECIALTY ITEM ** 0042

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
					ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					0005	0004	0059	0013	0044	0043	0021	0006	0043
*	X0323917	CABINET, MODEL 334	EACH	2						2			
	X0325222	WEED CONTROL, BASAL TREATMENT	GALLON	50	50								
*	X0325482	REMOVE EXISTING ITS EQUIPMENT	EACH	24						24			
	X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	463	463								
*	X0326812	CAT 5 ETHERNET CABLE	FOOT	491						491			
*	X0327117	ATMS SYSTEM INTEGRATION	L SUM	1						1			
	X0327120	WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT	ACRE	127.88	127.88								
*	X0327566	ROADSIDE DETECTOR	EACH	8						8			
*	X0327616	MAINTAINING ITS DURING CONSTRUCTION	CAL MO	12						12			
*	X1400106	WIRELESS VEHICLE DETECTION SYSTEM	EACH	26						26			
*	X1400178	REPLACE EXISTING CCTV CAMERA LOWERING DEVICE	EACH	2						2			
*	X1400211	LIGHT POLE, SPECIAL, 30'	EACH	24						24			
*	X1400216	LAYER II (DATALINK) SWITCH	EACH	10						10			
*	X1400268	REMOVAL OF LIGHTING LUMINAIRE, SALVAGE	EACH	238							238		
*	X1400337	WIRELESS IN PAVEMENT DETECTOR	EACH	80						80			
*	X1400459	DYNAMIC MESSAGE SIGN REMOVAL - IDOT	EACH	1						1			
	X2010100	TREE LIMB REMOVAL (4 TO 10 INCHES DIAMETER)	EACH	11	11								
	X2010108	TREE REMOVAL (UNDER 6 UNITS DIAMETER SAWED FLUSH)	UNIT	118.2	118.2								
	X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	7.85	7.85								

* SPECIALTY ITEM ** 0042

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 14 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	18
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE								
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
					ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					0005	0004	0059	0013	0044	0043	0021	0006	0043
	X2010516	SELECTIVE CLEARING	UNIT	120.03	120.03								
	X2100002	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	UNIT	49.62	49.62								
	X2503110	MOWING (SPECIAL)	ACRE	20	20								
*	X2600028	DYNAMIC MESSAGE SIGN, WALK-IN ACCESS, FULL MATRIX, COLOR, NTCIP 1203	EACH	1						1			
	X4421003	PARTIAL DEPTH PATCHING (SPECIAL)	EACH	4000								4000	
	X4421763	CLASS D PATCHES, TYPE II, 10 INCH (SPECIAL)	SQ YD	3384								3384	
	X4421767	CLASS D PATCHES, TYPE III, 10 INCH (SPECIAL)	SQ YD	1125								1125	
	X4421768	CLASS D PATCHES, TYPE IV, 10 INCH (SPECIAL)	SQ YD	3890								3890	
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	13750			13750						
	X5060601	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1			1						
	X5060602	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1			1						
	X5060700	CLEANING AND PAINTING BEARINGS	EACH	1			1						
	X5080530	BAR TERMINATORS	EACH	156				156					
	X5230140	BRIDGE DRAINAGE SYSTEM	EACH	1			1						
	X5230162	DECK DRAIN EXTENSIONS	EACH	88			88						
	X6025300	CATCH BASINS TO BE ADJUSTED (SPECIAL)	EACH	4	4								
	X6050184	PLUG EXISTING FLOOR DRAINS	EACH	8			8						
*	X6310214	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)	EACH	2	2								
	X6420100	SHOULDER RUMBLE STRIP REMOVAL	SQ YD	21120	21120								

* SPECIALTY ITEM ** 0042

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 15 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	19
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

					CONSTRUCTION CODE								
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					0005	0004	0059	0013	0044	0043	0021	0006	0043
	X6640304	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	400	400								
	X7010118	TEMPORARY RUMBLE STRIPS (SPECIAL)	EACH	114	114								
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1								
	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1								
	X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	496	496								
	X7040650	REMOVE TEMPORARY CONCRETE BARRIER	FOOT	438	438								
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	5544	5544								
*	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	5544	5544								
*	X8050204	REMOVE ELECTRIC SERVICE	EACH	2						2			
*	X8100863	INTERCEPT EXISTING CONDUIT	EACH	9						9			
*	X8101095	UNDERGROUND CONDUIT, MULTI-DUCT, 4-18MM MICRODUCTS	FOOT	26986						26986			
*	X8130112	JUNCTION BOX TYPE J	EACH	1						1			
*	X8130125	REMOVE EXISTING JUNCTION BOX	EACH	46							46		
*	X8211002	PROTECT AND MAINTAIN EXISTING UNDERPASS LUMINAIRE	L SUM	1							1		
*	X8260105	REMOVAL OF EXISTING NAVIGATION LIGHTING	EACH	8							8		
*	X8260112	MAINTENANCE OF NAVIGATION LIGHTING SYSTEM	CAL MO	12							12		
*	X8420103	REMOVAL OF LUMINAIRE, NO SALVAGE, UNDERPASS	EACH	24							24		
*	X8430100	REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	2385							2385		
*	X8570000	SMART TRAFFIC MONITORING SYSTEM	L SUM	1	1								

* SPECIALTY ITEM ** 0042

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 16 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	20
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

					CONSTRUCTION CODE								
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					0005	0004	0059	0013	0044	0043	0021	0006	0043
*	X8710029	FIBER OPTIC CABLE 24 FIBERS, SINGLE MODE	FOOT	3229						3229			
*	X8710039	FIBER OPTIC CABLE 144 FIBERS, SINGLE MODE	FOOT	42476						42476			
*	X8710054	FIBER OPTIC TERMINATION PANEL, 12 F OR 24F	EACH	10						10			
*	X8710304	FIBER OPTIC CABLE SPLICE - LATERAL	EACH	7						7			
*	X8710306	FIBER OPTIC CABLE SPLICE - MAINLINE	EACH	6						6			
*	X8710318	FIBER OPTIC UTILITY MARKER	EACH	65						65			
*	X8710402	FIBER OPTIC INNERDUCT 1 1/4" DIA.	FOOT	2406						2406			
*	X8780200	CONCRETE FOUNDATION, SURVEILLANCE CABINET MODEL 334	EACH	2						2			
*	X8950060	REMOVE EXISTING CONTROLLER	EACH	1							1		
*	X8950450	REMOVE EXISTING UNDERGROUND CONDUIT	FOOT	24						24			
*	XP000212	CLOSED CIRCUIT TELEVISION DOME CAMERA, HD	EACH	5						5			
	Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	8			8						
	Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	53			53						
	Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	20			20						
	Z0001903	STRUCTURAL STEEL REMOVAL	POUND	5710			5710						
	Z0001905	STRUCTURAL STEEL REPAIR	POUND	13260			13260						
	Z0003600	BEAM STRAIGHTENING	L SUM	1			1						
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	409				409					
	Z0006016	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	3333			3333						

* SPECIALTY ITEM ** 0042

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET 17 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	21
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

				CONSTRUCTION CODE								
				90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
				ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				0005	0004	0059	0013	0044	0043	0021	0006	0043
Z0006018	BRIDGE DECK LATEX CONCRETE OVERLAY, 3 INCHES	SQ YD	14177			14177						
Z0010400	CLEANING BRIDGE SEATS	SQ FT	2912			2912						
Z0010605	CLEANING DRAINAGE SYSTEM	L SUM	1			1						
Z0010615	CLEANING EXISTING INLETS	EACH	44	4		40						
Z0010617	SUPPLEMENTAL SWEEPING	MILE	14	14								
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ YD	7374			7374						
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	14177			14177						
Z0012144	BRIDGE DECK SCARIFICATION 2 1/2"	SQ YD	3333			3333						
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	7374			7374						
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	3410			3203	207					
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	77			77						
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1								
Z0015500	DEBRIS REMOVAL	L SUM	1	1								
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	67.1			67.1						
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	265			265						
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	305			305						
Z0016702	DETOUR SIGNING	L SUM	1	1								
Z0017099	DOWEL BAR ASSEMBLY	EACH	770								770	
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	8				8					

* SPECIALTY ITEM ** 0042

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 18 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	22
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			

					CONSTRUCTION CODE								
					90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	90% FED 10% STATE	100% STATE	100% STATE
					ROADWAY	ROADWAY	BRIDGE	BRIDGE	OHSS	ITS	LIGHTING	PATCHING	DRAINAGE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					0005	0004	0059	0013	0044	0043	0021	0006	0043
	Z0018051	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	60			60						
□	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	200	200								
	Z0021400	EXPANSION JOINT (SPECIAL)	FOOT	584			584						
	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	16850			16850						
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	582	582								
	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12							12		
*	Z0033052	COMMUNICATIONS VAULT	EACH	43						43			
	Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	686		686							
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1								
	Z0062456	TEMPORARY PAVEMENT	SQ YD	2750	2750								
	Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	33			33						
	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	21	21								
Ø	Z0076600	TRAINEES	HOUR	2500	2500								
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	2500	2500								
*	X0325688	TEMPORARY ROADSIDE DETECTOR	EACH	4						4			
*	X0325691	TELEVISE EXISTING CONDUIT	L SUM	1						1			
*	X8260113	NAVIGATION OBSTRUCTION LIGHTING CONTROLLER	EACH	1							1		
*	X8210003	LUMINAIRE, LED, ROADWAY, REPLACEMENT, OUTPUT DESIGNATION G	EACH	238							238		

* SPECIALTY ITEM

** 0042

□ NON-PART 100% STATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 19 OF 19 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	23
		CONTRACT NO. 62W87		
		ILLINOIS FED. AID PROJECT		

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STRUCTURE NUMBER									
				016-0159 (WB)	016-0158 (EB)	016-0160 (WB)	016-0160 (EB)	016-0161 (WB)	016-0161 (EB)	016-0914	016-0162	016-0163	016-0388
20700220	POROUS GRANULAR EMBANKMENT	CU YD	226			1	1	10	1	2	211		
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1										1
50102400	CONCRETE REMOVAL	CU YD	306.1	52	52	33.2	32.6	18.2	18.2	17	32	32	18.9
50104650	SLOPE WALL REMOVAL	SQ YD	193					29	2	3	159		
50157300	PROTECTIVE SHIELD	SQ YD	14867	2859	2594	1921	1921	529	529	758	1114	1354	1288
50300225	CONCRETE STRUCTURES	CU YD	146.6							1	9	9	127.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1234.4	50	58	37.3	36.9	18.2	18.2	17.2	23	23	952.6
50300260	BRIDGE DECK GROOVING	SQ YD	2368										2368
50300300	PROTECTIVE COAT	SQ YD	26411	5532	5532	3099	3120	203	203	1443	10	4085	3184
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	253.8										253.8
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1										1
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	25250	9300	10120					5830			
50500505	STUD SHEAR CONNECTORS	EACH	9198										9198
50606701	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 1	L SUM	1		1								
50606702	CLEANING AND PAINTING STRUCTURAL STEEL, LOCATION 2	L SUM	1	1									
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	440470	9560	9560	5020	5050	3150	3150	2630	5950	5590	390810
50800515	BAR SPLICERS	EACH	1592	114	114	48	48	32	32	26	64	64	1050
50901730	BRIDGE FENCE RAILING	FOOT	524										524
51100100	SLOPE WALL 4 INCH	SQ YD	193					29	2	3	159		
51500100	NAME PLATES	EACH	2										2
52000030	PREFORMED JOINT SEAL 2 1/2"	FOOT	581				414	167					
52000110	PREFORMED JOINT STRIP SEAL	FOOT	2146	330	330	210	210	120	124	124	267	247	184
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	112	56	56								
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	56										56
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	20							20			
52100520	ANCHOR BOLTS, 1"	EACH	193						1	80			112
52100530	ANCHOR BOLTS, 1 1/4"	EACH	28										28
58700300	CONCRETE SEALER	SQ FT	19374	4378	3636	4189	4241	942	928				1060
59000200	EPOXY CRACK INJECTION	FOOT	787			16	36	44	30	259	217	38	147
59200101	BRIDGE WASHING NO. 1	EACH	1		1								
59200102	BRIDGE WASHING NO. 2	EACH	1	1									
66400205	CHAIN LINK FENCE, 5'	FOOT	5			5							
X0322559	BOLT REPLACEMENT	EACH	2				2						
X0323491	SLOPE WALL CRACK SEALING	FOOT	427			84	50	139	154				
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	13750	3172	3172	2217	2217					2972	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE STRUCTURES SCHEDULE OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	24
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STRUCTURE NUMBER									
				016-0159 (WB)	016-0158 (EB)	016-0160 (WB)	016-0160 (EB)	016-0161 (WB)	016-0161 (EB)	016-0914	016-0162	016-0163	016-0388
X5060601	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1		1								
X5060602	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1	1									
X5080530	BAR TERMINATORS	EACH	156										156
X5230140	BRIDGE DRAINAGE SYSTEM	EACH	1									1	
X5230162	DECK DRAIN EXTENSIONS	EACH	88	28	28	16	16						
X6050184	PLUG EXISTING FLOOR DRAINS	EACH	8									8	
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	8								7	1	
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	53									53	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	20							20			
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	5710	280						5430			
Z0001905	STRUCTURAL STEEL REPAIR	POUND	13260	410					190	10650	2010		
Z0003600	BEAM STRAIGHTENING	L SUM	1					0.33	0.33	0.34			
Z0004552	APPROACH SLAB REMOVAL	SQ YD	409										409
Z0006016	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	3333									3333	
Z0006018	BRIDGE DECK LATEX CONCRETE OVERLAY, 3 INCHES	SQ YD	14177	4471	4472	2617	2617						
Z0010400	CLEANING BRIDGE SEATS	SQ FT	2912								1566	1346	
Z0010605	CLEANING DRAINAGE SYSTEM	L SUM	1	0.33	0.33					0.34			
Z0010615	CLEANING EXISTING INLETS	EACH	40									40	
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ YD	7374					1042	1042	1430	3860		
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	14177	4471	4472	2617	2617						
Z0012144	BRIDGE DECK SCARIFICATION 2 1/2"	SQ YD	3333									3333	
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	7374					1042	1042	1430	3860		
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	3410	140	847	160	268	79	93	679	872	65	207
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	77			19	3	9		46			
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	67.1	0.5	0.5		0.1			1	6	59	
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	265	12							158	95	
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	305						46	4	255		
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	8										8
Z0018051	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	60	28	28	2	2						
Z0021400	EXPANSION JOINT (SPECIAL)	FOOT	584								313	271	
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	16850	4262	4263	2511	2511					3303	
Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	33	2	4	2	2			23			

					STRUCTURE NUMBER			CIVIL	
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	OHSS #7 1C016I094R070.7	OHSS #8 1S016I094R071.1	BRIDGE MOUNTED SN 016-0388	OHSS #7 1C016I094R070.7	OHSS #8 1S016I094R071.1
	20200100	EARTH EXCAVATION	CU YD	37				5.5	31.5
	25000210	SEEDING, CLASS 2A	ACRE	2				1	1
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	17				4	13
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	17				4	13
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	17				4	13
	25100630	EROSION CONTROL BLANKET	SQ YD	842				172	670
	28000400	PERIMETER EROSION BARRIER	FOOT	320				109	211
	42101300	PROTECTIVE COAT	SQ YD	424					424
*	63000017	STEEL PLATE BEAM GUARDRAIL, TYPE D, 6 FOOT POSTS	FOOT	225					225
	63700280	CONCRETE BARRIER, DOUBLE FACE, 44 INCH HEIGHT	FOOT	35					35
	63700900	CONCRETE BARRIER BASE	FOOT	35					35
*	72000300	SIGN PANEL - TYPE 3	SQ FT	610				128	482
*	72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	676				162	514
*	73300100	OVERHEAD SIGN STRUCTURE - SPAN, TYPE I-A (4'-0" X 4'-6")	FOOT	100		100			
*	73302110	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE I-C-A (24" X 4'-6")	FOOT	23	23				
*	73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	36			36		
*	73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	36.4	5.2	31.2			
*	73500005	REMOVE OVERHEAD SIGN STRUCTURE - SPAN	EACH	1		1			
*	73500010	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	1	1				
*	73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	2	1	1			
*	73800900	REMOVE OVERHEAD SIGN STRUCTURE WALKWAY	FOOT	72				36	36

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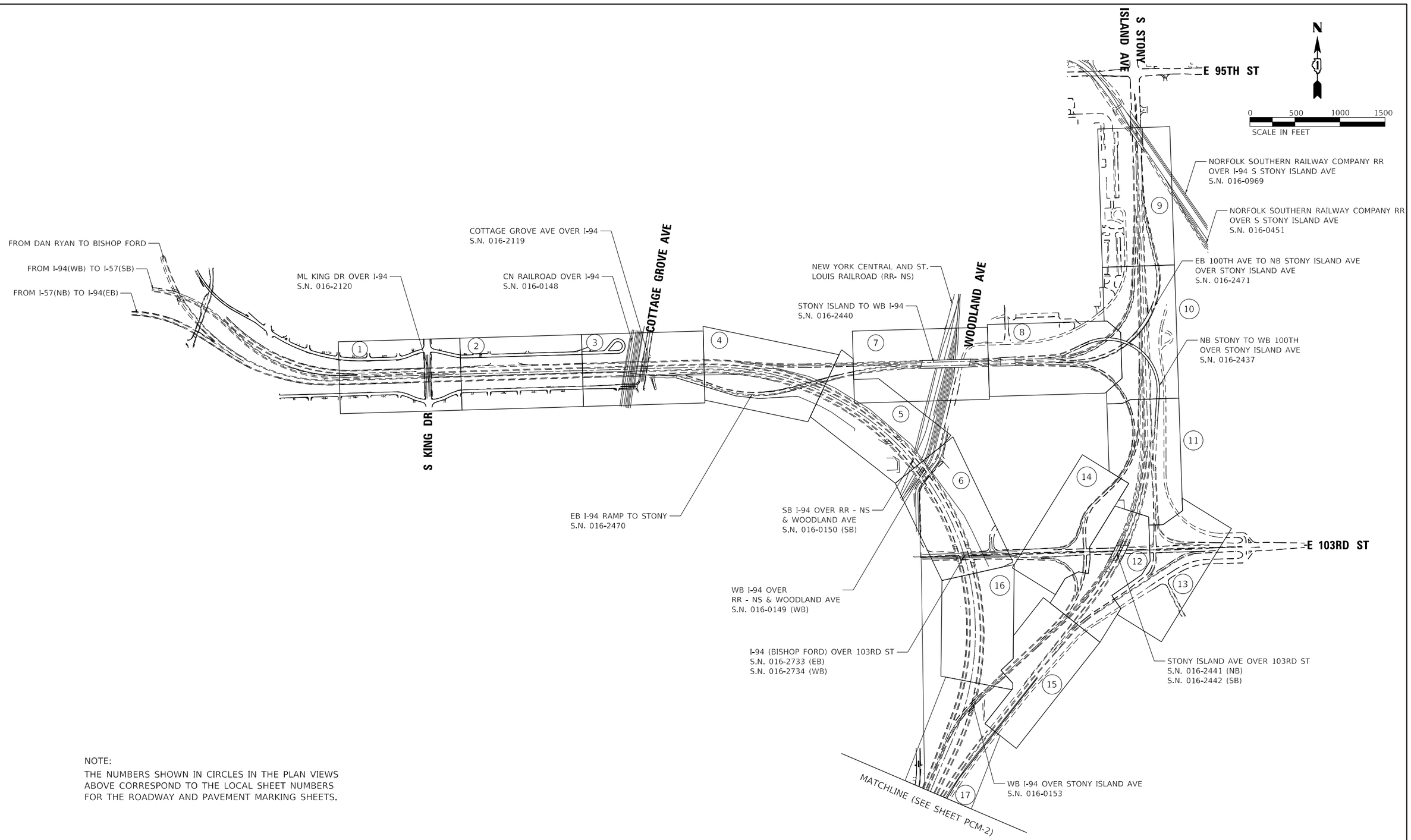
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OHSS SCHEDULE OF QUANTITIES
I-94 (BISHOP FORD EXPY)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	26
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



NOTE:

THE NUMBERS SHOWN IN CIRCLES IN THE PLAN VIEWS ABOVE CORRESPOND TO THE LOCAL SHEET NUMBERS FOR THE ROADWAY AND PAVEMENT MARKING SHEETS.

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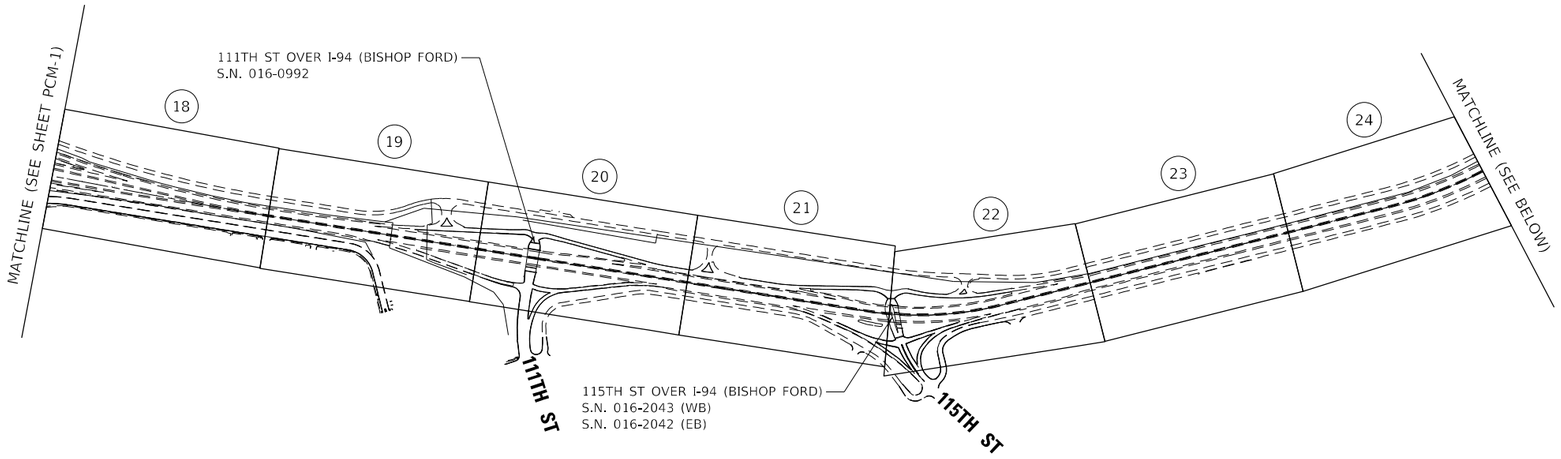
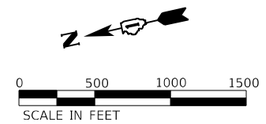
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

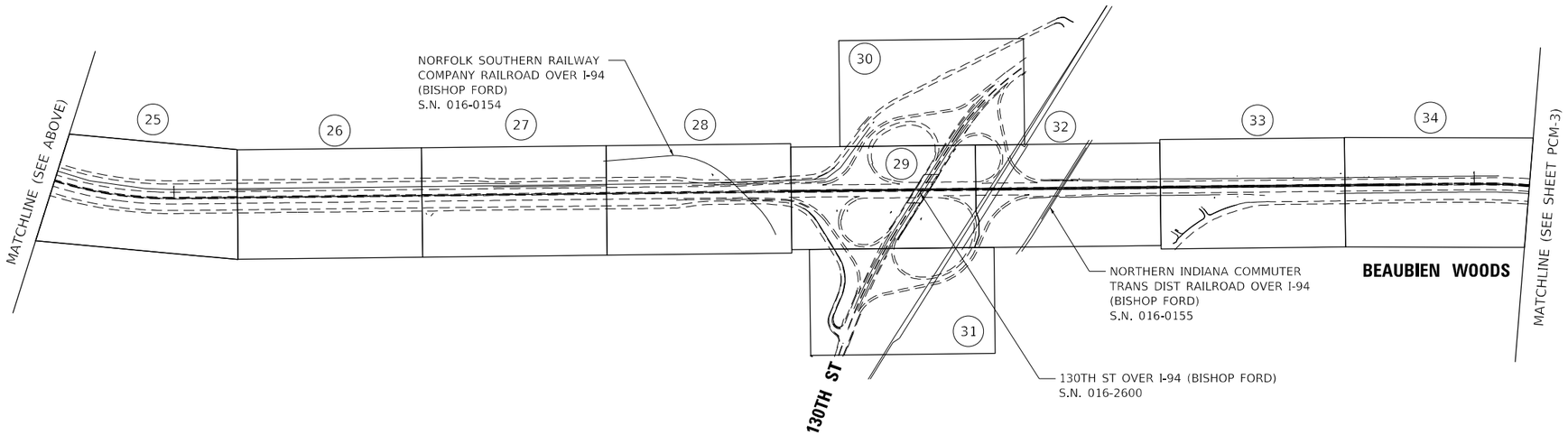
PROJECT CORRIDOR MAP
I-94 (BISHOP FORD EXPY)

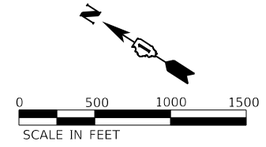
SCALE: | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	27
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		









NOTE:
THE NUMBERS SHOWN IN CIRCLES IN THE PLAN VIEWS ABOVE CORRESPOND TO THE LOCAL SHEET NUMBERS FOR THE ROADWAY AND PAVEMENT MARKING SHEETS.

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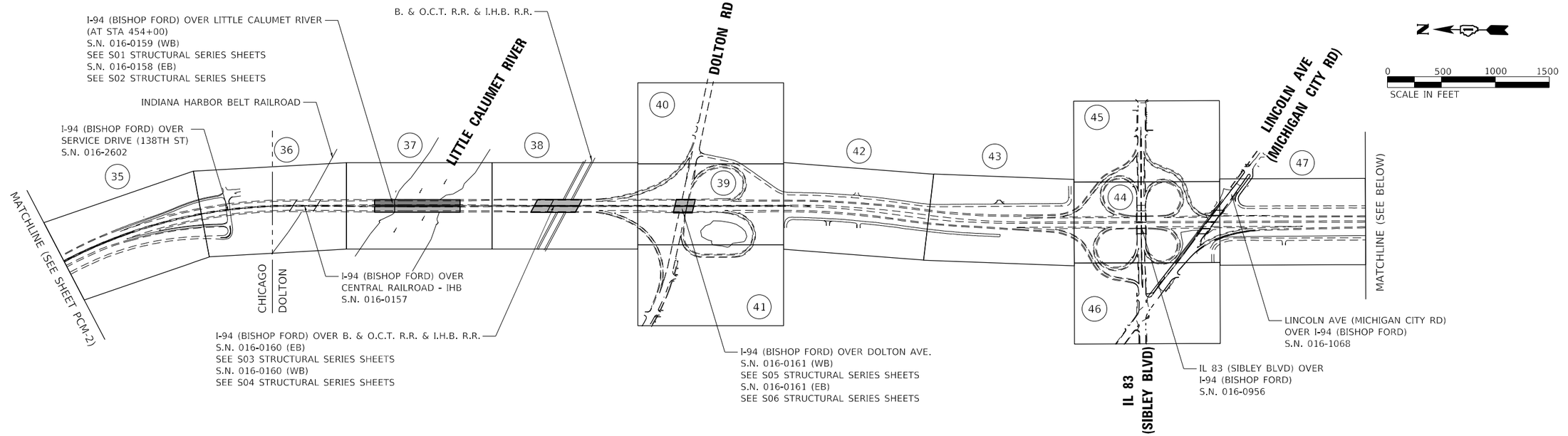
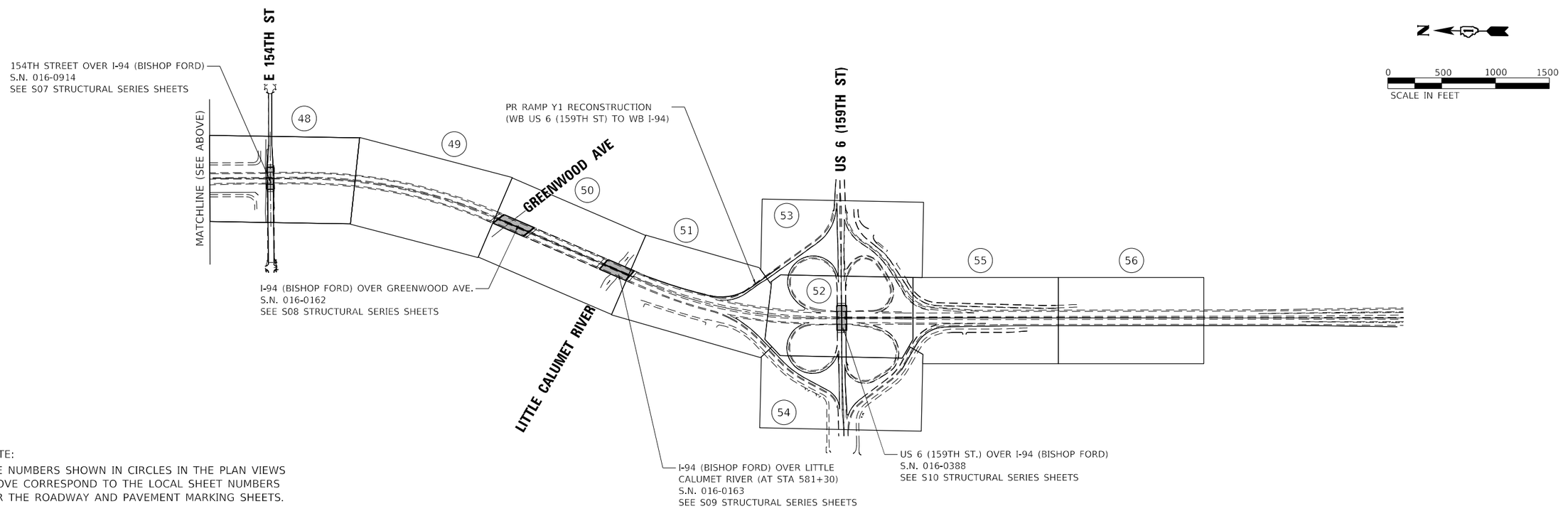
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT CORRIDOR MAP
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	28
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			





NOTE:
THE NUMBERS SHOWN IN CIRCLES IN THE PLAN VIEWS ABOVE CORRESPOND TO THE LOCAL SHEET NUMBERS FOR THE ROADWAY AND PAVEMENT MARKING SHEETS.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT CORRIDOR MAP
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	29
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

CLASS B PATCHING, 10"

INTERCHANGE	RAMP	RAMP DIRECTION	LOCATION	DEPTH (in)	LENGTH (ft)	WIDTH (ft)	AREA (sq. ft.)	PATCH AREA TYPE II (sq. yd)	PATCH AREA TYPE IV (sq. yd)	DOWEL BARS (Each)	SAW CUTS (ft)	TIE BARS (Each)	WELDED WIRE REINF. (sq. yd)	DOWEL BAR ASSEMBLY (Each)
130TH	RAMP U1	WB 130TH TO WB I-94	LANE	10	1140	16	18240	0.0	2026.7	28	3468.0	1140	2026.7	76.0
130TH	RAMP U4	WB I-94 TO EB 130TH	LANE	10	585	16	9360	0.0	1040.0	28	1803.0	585	1040.0	39.0
130TH	RAMP U3	EB 130TH TO WB I-94	LANE	10	510	16	8160	0.0	906.7	28	1578.0	510	906.7	34.0
130TH	RAMP U8	EB 130TH TO EB I-94	LANE	10	1350	16	21600	0.0	2400.0	28	4098.0	1350	2400.0	90.0
130TH	RAMP U5	EB I-94 TO WB 130TH	LANE	10	15	16	240	0.0	26.7	28	93.0	15	26.7	0.0
130TH	RAMP U5	EB I-94 TO WB 130TH	LANE	10	255	16	4080	0.0	453.3	28	813.0	16	453.3	17.0
130TH	RAMP U6	WB 130TH TO EB I-94	LANE	10	450	16	7200	0.0	800.0	28	1398.0	450	800.0	30.0
DOLTON	RAMP W3	EB I-94 TO WB DOLTON	LANE	10	825	17	14025	0.0	1558.3	32	2526.0	825	1558.3	55.0
DOLTON	RAMP W4	EB I-94 TO EB DOLTON	LANE	10	31	17	527	0.0	58.6	32	144.0	31	58.6	2.0
DOLTON	RAMP W4	EB I-94 TO EB DOLTON	LANE	10	15	17	255	0.0	28.3	32	96.0	15	28.3	0.0
DOLTON	RAMP W4	EB I-94 TO EB DOLTON	LANE	10	135	17	2295	0.0	255.0	32	456.0	135	255.0	9.0
DOLTON	RAMP W4	EB I-94 TO EB DOLTON	LANE	10	225	17	3825	0.0	425.0	32	726.0	225	425.0	15.0
DOLTON	RAMP W4	EB I-94 TO EB DOLTON	LANE	10	30	17	510	0.0	56.7	32	141.0	30	56.7	2.0
SIBLEY	RAMP X5	EB I-94 TO WB SIBLEY	LANE	10	750	16	12000	0.0	1333.3	28	2298.0	750	1333.3	50.0
SIBLEY	RAMP X5	EB I-94 TO WB SIBLEY	LANE	10	6	16	96	10.7	0.0	28	66.0	0	0.0	0.0
SIBLEY	RAMP X5	EB I-94 TO WB SIBLEY	LANE	10	6	16	96	10.7	0.0	28	66.0	0	0.0	0.0
SIBLEY	RAMP X5	EB I-94 TO WB SIBLEY	LANE	10	125	20	2500	0.0	277.8	36	435.0	125	277.8	8.0
SIBLEY	RAMP X7	EB I-94 TO EB SIBLEY	LANE	10	133	16	2128	0.0	236.4	28	447.0	133	236.4	8.0
SIBLEY	RAMP X7	EB I-94 TO EB SIBLEY	LANE	10	142	16	2272	0.0	252.4	28	474.0	142	252.4	9.0
SIBLEY	RAMP X7	EB I-94 TO EB SIBLEY	LANE	10	25	16	400	0.0	44.4	28	123.0	25	44.4	1.0
SIBLEY	RAMP X6	WB SIBLEY TO EB I-94	LANE/GORE	10	142	16	2272	0.0	252.4	28	474.0	142	252.4	9.0
SIBLEY	RAMP X6	WB SIBLEY TO EB I-94	LANE	10	125	16	2000	0.0	222.2	28	423.0	125	222.2	8.0
SIBLEY	RAMP X6	WB SIBLEY TO EB I-94	LANE	10	6	16	96	10.7	0.0	28	66.0	0	0.0	0.0
SIBLEY	RAMP X6	WB SIBLEY TO EB I-94	LANE	10	15	16	240	0.0	26.7	28	93.0	15	26.7	0.0
SIBLEY	RAMP X6	WB SIBLEY TO EB I-94	LANE	10	94	16	1504	0.0	167.1	28	330.0	94	167.1	6.0
SIBLEY	RAMP X8	EB LINCOLN TO EB I-94	LANE/GORE	10	220	16	3520	0.0	391.1	28	708.0	220	391.1	14.0
SIBLEY	RAMP X8	EB LINCOLN TO EB I-94	LANE	10	15	16	240	0.0	26.7	28	93.0	15	26.7	0.0
SIBLEY	RAMP X8	EB LINCOLN TO EB I-94	LANE	10	6	16	96	10.7	0.0	28	66.0	0	0.0	0.0
SIBLEY	RAMP X8	EB LINCOLN TO EB I-94	LANE	10	6	16	96	10.7	0.0	28	66.0	0	0.0	0.0
SIBLEY	RAMP X4	WB I-94 TO EB SIBLEY	LANE	10	105	16	1680	0.0	186.7	28	363.0	105	186.7	7.0
SIBLEY	RAMP X4	WB I-94 TO EB SIBLEY	LANE	10	5	16	80	8.9	0.0	28	63.0	0	0.0	0.0
SIBLEY	RAMP X4	WB I-94 TO EB SIBLEY	LANE	10	15	16	240	0.0	26.7	28	93.0	15	26.7	0.0
SIBLEY	RAMP X4	WB I-94 TO EB SIBLEY	LANE	10	120	16	1920	0.0	213.3	28	408.0	120	213.3	8.0
SIBLEY	RAMP X1	WB SIBLEY TO WB I-94	LANE/GORE	10	160	16	2560	0.0	284.4	28	528.0	160	284.4	10.0
SIBLEY	RAMP X1	WB SIBLEY TO WB I-94	LANE	10	15	16	240	0.0	26.7	28	93.0	15	26.7	0.0
SIBLEY	RAMP X1	WB SIBLEY TO WB I-94	LANE	10	6	16	96	10.7	0.0	28	66.0	0	0.0	0.0
SIBLEY	RAMP X1	WB SIBLEY TO WB I-94	LANE	10	75	16	1200	0.0	133.3	28	273.0	75	133.3	5.0
SIBLEY	RAMP X1	WB SIBLEY TO WB I-94	LANE	10	30	16	480	0.0	53.3	28	138.0	30	53.3	2.0
SIBLEY	RAMP X1	WB SIBLEY TO WB I-94	LANE	10	6	16	96	10.7	0.0	28.0	66.0	0.0	0.0	0.0
SIBLEY	RAMP X2	WB I-94 TO WB SIBLEY	LANE	10	15	16	240	0.0	26.7	28.0	93.0	15.0	26.7	0.0
SIBLEY	RAMP X2	WB I-94 TO WB SIBLEY	LANE	10	15	16	240	0.0	26.7	28.0	93.0	15.0	26.7	0.0
SIBLEY	RAMP X2	WB I-94 TO WB SIBLEY	LANE	10	30	16	480	0.0	53.3	28.0	138.0	30.0	53.3	2.0
SIBLEY	RAMP X2	WB I-94 TO WB SIBLEY	LANE	10	60	16	960	0.0	106.7	28.0	228.0	60.0	106.7	4.0
SIBLEY	RAMP X3	EB SIBLEY TO WB I-94	LANE/GORE	10	100	10	1000	0.0	111.1	16.0	330.0	100.0	111.1	6.0
SIBLEY	RAMP X3	EB SIBLEY TO WB I-94	LANE	10	150	16	2400	0.0	266.7	28.0	498.0	150.0	266.7	10.0
SIBLEY	RAMP X3	EB SIBLEY TO WB I-94	LANE	10	45	16	720	0.0	80.0	28.0	183.0	45.0	80.0	3.0
SIBLEY	RAMP X3	EB SIBLEY TO WB I-94	LANE	10	125	16	2000	0.0	222.2	28.0	423.0	125.0	222.2	8.0
159TH	RAMP Y4	WB I-94 TO EB 159TH	LANE	10	30	17	510	0.0	56.7	32.0	141.0	30.0	56.7	2.0
159TH	RAMP Y4	WB I-94 TO EB 159TH	LANE	10	15	17	255	0.0	28.3	32.0	96.0	15.0	28.3	0.0
159TH	RAMP Y4	WB I-94 TO EB 159TH	LANE	10	15	17	255	0.0	28.3	32.0	96.0	15.0	28.3	0.0
159TH	RAMP Y4	WB I-94 TO EB 159TH	SHOULDER	10	15	6	90	10.0	0.0	8.0	63.0	15.0	0.0	0.0
159TH	RAMP Y4	WB I-94 TO EB 159TH	LANE	10	15	17	255	0.0	28.3	32.0	96.0	15.0	28.3	0.0
NOMINAL (10%)								10.0	1523.0	148.0	2814.0	827.0	1523.0	55.0
								104.0 (sq. yd)	16749.0 (sq. yd)	1620.0 (Each)	30951.0 (ft)	9090.0 (Each)	16749.0 (sq. yd)	604.0 (Each)

CLASS B PATCHING, 9"

INTERCHANGE	RAMP	RAMP DIRECTION	LOCATION	DEPTH (in)	LENGTH (ft)	WIDTH (ft)	AREA (sq. ft.)	PATCH AREA TYPE IV (sq. yd)	DOWEL BARS (Each)	SAW CUTS (ft)	TIE BARS (Each)	WELDED WIRE REINF. (sq. yd)	DOWEL BAR ASSEMBLY (Each)
STONY ISLAND	RAMP F	103RD TO STONY ISLAND	LANE 1	9	120	16	1920	213.3	28	408.0	120	213.3	8.0
STONY ISLAND	RAMP F1	103RD TO STONY ISLAND	LANE 2	9	75	16	1200	133.3	28	273.0	75	133.3	5.0
NOMINAL (10%)								35.0	6.0	69.0	20.0	35.0	2.0
								382.0 (sq. yd)	62.0 (Each)	750.0 (ft)	215.0 (Each)	382.0 (sq. yd)	15.0 (Each)

CLASS B PATCHING, 10.5"

INTERCHANGE	RAMP	RAMP DIRECTION	LOCATION	DEPTH (in)	LENGTH (ft)	WIDTH (ft)	AREA (sq. ft.)	PATCH AREA TYPE III (sq. yd)	PATCH AREA TYPE IV (sq. yd)	DOWEL BARS (Each)	SAW CUTS (ft)	TIE BARS (Each)	WELDED WIRE REINF. (sq. yd)	DOWEL BAR ASSEMBLY (Each)
DOLTON	RAMP W1	WB DOLTON TO WB I-94	LANE	10.25	700	16	11200	0.0	1244.4	28	2148.0	700	1244.4	46.0
DOLTON	RAMP W2	EB DOLTON TO WB I-94	LANE	10.25	725	16	11600	0.0	1288.9	28	2223.0	725	1288.9	48.0
STONY ISLAND	RAMP Q	103RD TO ISLAND CONNECTOR	LANE 2	10.5	195	16	3120	0.0	346.7	28	633.0	195	346.7	13.0
STONY ISLAND	RAMP Q	103RD TO ISLAND CONNECTOR	LANE	10.5	90	16	1440	0.0	160.0	28	318.0	90	160.0	6.0
STONY ISLAND	RAMP Q	103RD TO ISLAND CONNECTOR	LANE	10.5	15	16	240	0.0	26.7	28	93.0	15	26.7	0.0
STONY ISLAND	LINE F	ISLAND CONNECTOR	LANE 1	10.5	15	14	210	23.3	0.0	24	87.0	15	23.3	0.0
STONY ISLAND	LINE F	ISLAND CONNECTOR	LANE 2	10.5	15	14	210	23.3	0.0	24	87.0	15	23.3	0.0
STONY ISLAND	LINE F	ISLAND CONNECTOR	LANE 1	10.5	15	14	210	23.3	0.0	24	87.0	15	23.3	0.0
STONY ISLAND	LINE F	ISLAND CONNECTOR	LANE 2	10.5	15	14	210	23.3	0.0	24	87.0	15	23.3	0.0
STONY ISLAND	RAMP R	ISLAND CONNECTOR TO RAMP D	LANE	10.5	75	16	1200	0.0	133.3	28	273.0	75	133.3	5.0
STONY ISLAND	RAMP R	ISLAND CONNECTOR TO RAMP D	LANE	10.5	45	16	720	0.0	80.0	28	183.0	45	80.0	3.0
NOMINAL (10%)								10.0	328.0	30.0	622.0	191.0	338.0	13.0
								104.0 (sq. yd)	3608.0 (sq. yd)	322.0 (Each)	6841.0 (ft)	2096.0 (Each)	3712.0 (sq. yd)	134.0 (Each)

CLASS B PATCHING, 12"

INTERCHANGE	RAMP	RAMP DIRECTION	LOCATION	DEPTH (in)	LENGTH (ft)	WIDTH (ft)	AREA (sq. ft.)	PATCH AREA TYPE II (sq. yd)	PATCH AREA TYPE IV (sq. yd)	DOWEL BARS (Each)	SAW CUTS (ft)	TIE BARS (Each)	WELDED WIRE REINF. (sq. yd)	DOWEL BAR ASSEMBLY (Each)
SERVICE DR.	RAMP V2	EB I-94 TO SERVICE DRIVE	LANE	12	15	15	225	0.0	25.0	28	90.0	15	25.0	0.0
SERVICE DR.	RAMP V2	EB I-94 TO SERVICE DRIVE	LANE	12	15	15	225	0.0	25.0	28	90.0	15	25.0	0.0
SERVICE DR.	RAMP V2	EB I-94 TO SERVICE DRIVE	LANE	12	24	15	360	0.0	40.0	28	117.0	24	40.0	1.0
SERVICE DR.	RAMP V2	EB I-94 TO SERVICE DRIVE	LANE	12	23	15	345	0.0	38.3	28	114.0	23	38.3	1.0
SERVICE DR.	RAMP V2	EB I-94 TO SERVICE DRIVE	LANE	12	21	15	315	0.0	35.0	28	108.0	21	35.0	1.0
SERVICE DR.	RAMP V2	EB I-94 TO SERVICE DRIVE	LANE	12	50	15	750	0.0	83.3	28	195.0	50	83.3	3.0
SERVICE DR.	RAMP V2	EB I-94 TO SERVICE DRIVE	LANE	12	24	15	360	0.0	40.0	28	117.0	24	40.0	1.0
SERVICE DR.	RAMP V2	EB I-94 TO SERVICE DRIVE	LANE	12	6	15	90	10.0	0.0	28	63.0	0	0.0	0.0
SERVICE DR.	RAMP V1	SERVICE DRIVE TO WB I-94	LANE	12	15	15	225	0.0	25.0	28	90.0	15	25.0	0.0
SERVICE DR.	RAMP V1	SERVICE DRIVE TO WB I-94	LANE	12	45	15	675	0.0	75.0	28	180.0	45	75.0	3.0
SERVICE DR.	RAMP V1	SERVICE DRIVE TO WB I-94	LANE	12	32	15	480	0.0	53.3	28	141.0	32	53.3	2.0
SERVICE DR.	RAMP V1	SERVICE DRIVE TO WB I-94	LANE	12	60	15	900	0.0	100.0	28	225.0	60	100.0	4.0
NOMINAL (10%)								1.0	54.0	34.0	153.0	33.0	54.0	2.0
								11.0 (sq. yd)	594.0 (sq. yd)	370.0 (Each)	1683.0 (ft)	357.0 (Each)	594.0 (sq. yd)	18.0 (Each)

TREE REMOVAL (UNDER 6 UNITS DIAMETER SAWED FLUSH)	
STATION	QUANTITY
485+00LT	4.3
485+05LT	2.3
479+80RT	5.6
479+83RT	5.7
492+15RT	3.8
512+15LT	4.7
512+17LT	5.8
502+73RT	5.1
515+14RT	4.9
515+15RT	5.1
521+77RT	3.1
525+10RT	5.8
526+46RT	4
526+51RT	1.8
526+98RT	4
535+21LT	3.5
540+10LT	3
530+90RT	4.4
532+05RT	4.2
548+10LT	5
548+11LT	4.8
601+15LT	5
605+89LT	4.1
605+90LT	5
606+04LT	5
607+90LT	4.7
606+15RT	3.5
TOTAL	118.2

TREE REMOVAL (6 TO 15 UNITS DIAMETER)	
STATION	QUANTITY
485+31LT	7.5
479+82RT	6.3
488+59RT	8.3
488+65RT	6.7
510+37LT	9.3
502+70RT	9.9
520+51LT	13.4
520+52LT	11.3
527+79LT	6.9
520+71RT	9.8
526+45RT	8.2
526+01RT	8.4
526+04RT	6.8
526+99RT	7.8
525+05RT	14.2
535+15LT	7.4
538+61RT	8.5
542+90LT	10.4
543+00LT	10.8
543+10LT	14.8
548+12LT	7.5
600+10LT	7.8
600+11LT	7.1
604+35LT	9
606+18LT	9
596+15RT	9
TOTAL	236.1

TREE PRUNING (LESS THAN 10 INCH DIAMETER)	
STATION	QUANTITY
480+19LT	1
514+86LT	1
519+35LT	1
519+90LT	3
599+70LT	1
600+12LT	2
600+15LT	9
601+10LT	2
599+85RT	1
600+98RT	1
604+15RT	1
606+10RT	1
605+25RT	2
604+10LT	1
TOTAL	27

PRUNING FOR SAFETY & EQUIP. CLEAR	
STATION	QUANITY
471+50LT	0.27
479+80LT	0.41
479+90LT	0.5
475+95RT	1
476+05RT	0.42
478+05RT	1.27
479+82RT	1.2
481+46RT	1.84
486+84RT	0.53
488+17RT	0.1
494+06RT	1.03
497+78RT	1.48
494+15LT	0.39
495+51LT	0.94
497+14LT	2.15
499+62LT	0.46
500+10LT	0.45
500+75LT	0.43
502+51LT	0.38
505+23LT	0.47
506+18LT	0.78
507+51LT	1.48
510+18LT	0.27
512+00LT	0.15
512+81LT	1.13
514+45LT	0.55
502+47RT	1.59
505+62RT	1.35
515+00LT	0.39
525+50LT	0.32
524+01RT	1.2
525+25RT	2.1
527+65RT	0.3
527+81RT	0.25
528+05RT	0.71
5287+50RT	1.57
526+92RT	0.86
527+65RT	0.53
527+73RT	0.54
522+85RT	0.41
523+23RT	0.69
524+81RT	1.79
529+90LT	0.8
531+65LT	0.61
532+80LT	1.72
538+58LT	0.61
531+08RT	5.88
532+43RT	0.69
534+25RT	0.43
536+80RT	0.35
538+15RT	2.18
539+91RT	0.53
616+28RT	1.14
TOTAL	49.62

TREE PRUNING (OVER 10 INCH DIAMETER)	
STATION	QUANTITY
478+70LT	1
480+50LT	1
482+21LT	1
515+15LT	1
515+90LT	1
516+00LT	1
518+19LT	6
520+55LT	1
527+58LT	1
528+09LT	1
515+90RT	1
519+47RT	1
534+40LT	1
534+60LT	1
535+18LT	1
547+05LT	2
583+15LT	1
595+88LT	2
594+60RT	3
595+25RT	1
595+55RT	2
595+90RT	1
597+40LT	1
597+81RT	1
599+93RT	1
600+80RT	1
601+00RT	1
601+05RT	1
601+10RT	1
601+50RT	1
601+71RT	1
601+60RT	1
599+10RT	1
600+15RT	1
TOTAL	44

TREE LIMB REMOVAL (4 - 10 INCHES DIAMETER)	
STATION	QUANTITY
485+49RT	1
499+43RT	1
507+12RT	1
526+80RT	1
527+46RT	1
523+90RT	1
528+80LT	1
529+00LT	1
529+15LT	1
538+85LT	1
539+05LT	1
TOTAL	11

TREE REMOVAL (OVER 15 UNITS DIAMETER)	
STATION	QUANTITY
478+08LT	18.3
507+11LT	15.5
518+24LT	15.1
519+60LT	25.5
527+89RT	15.8
523+05RT	17.5
601+30LT	18.7
617+81RT	24.3
620+00	28
TOTAL	178.7

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - AMI	REVISED -
	DRAWN - AMI	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES – LANDSCAPING
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 3 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	32
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

SELECTIVE CLEARING	
STATION	QUANTITY
4646+57RT	0.43
470+25RT	0.75
472+90LT	0.79
477+05LT	5.86
479+90LT	0.2
480+21LT	0.03
480+90LT	39.5
482+11LT	0.05
476+85RT	0.05
477+14RT	0.2
478+92RT	0.15
479+85LT	1.41
488+05RT	0.65
507+60LT	0.05
508+23LT	0.03
508+73LT	0.35
510+81LT	0.15
513+86LT	0.79
504+81RT	0.27
518+05LT	1.3
518+85LT	0.12
518+77LT	1.9
518+79LT	2.7
519+25LT	2.4
520+34LT	0.76
527+58LT	0.98
516+05RT	3.01
516+25RT	0.03
520+01RT	2.31
527+50RT	0.6
526+94RT	0.36
528+10RT	0.54
519+15RT	2.6
522+18RT	0.31
528+80LT	0.45
529+28LT	0.22
529+80LT	0.8
530+21LT	0.36
531+28LT	0.38
534+51RT	0.29
537+75RT	1.15
539+87RT	1.37
543+12LT	0.68
545+05LT	1.65
547+05LT	0.2
547+06LT	0.15
547+07LT	0.05
549+03LT	1.73
543+90RT	0.77
545+20RT	1.08
546+95RT	0.08
547+90RT	0.97

SELECTIVE CLEARING	
STATION	QUANTITY
547+95RT	0.07
594+21LT	0.06
600+90LT	1.15
603+85LT	2.01
597+20LT	0.03
598+90LT	0.03
600+20LT	1.85
600+73LT	2.11
601+19LT	3.21
596+20RT	0.03
596+41RT	1.05
597+41RT	0.04
600+45RT	0.2
601+38RT	0.1
603+51RT	0.76
604+23RT	0.06
605+20RT	0.49
605+49RT	0.94
605+53RT	0.05
606+51RT	0.05
606+55RT	0.05
606+60RT	3.23
607+15RT	17.5
604+50RT	0.57
604+50LT	0.16
610+20RT	0.05
610+95RT	0.03
612+38RT	0.03
625+83RT	0.08
629+08RT	0.03
TOTAL	120.03

TREE REMOVAL, ACRES (SPECIAL)	
STATION	QUANTITY
475+41LT	0.1
479+55RT	3.15
522+05LT	0.12
521+91LT	1.16
522+85LT	0.03
523+88LT	0.03
517+31RT	0.62
519+05RT	0.27
521+79RT	1.21
532+15LT	0.06
579+18LT	0.02
582+08LT	0.01
604+11LT	1.07
TOTAL	7.85

INTERSEEDING CLASS 1B	
STATION	QUANTITY
475+41LT	0.1
479+55RT	3.15
522+05LT	0.12
521+91LT	1.16
522+85LT	0.03
523+88LT	0.03
517+31RT	0.62
519+05RT	0.27
521+79RT	1.21
532+15LT	0.06
579+18LT	0.02
582+08LT	0.01
604+11LT	1.07
4646+57RT	0.43
470+25RT	0.75
472+90LT	0.79
477+05LT	5.86
479+90LT	0.2
480+21LT	0.03
480+90LT	39.5
482+11LT	0.05
476+85RT	0.05
477+14RT	0.2
478+92RT	0.15
479+85LT	1.41
488+05RT	0.65
507+60LT	0.05
508+23LT	0.03
508+73LT	0.35
510+81LT	0.15
513+86LT	0.79
504+81RT	0.27
518+05LT	1.3
518+85LT	0.12
518+77LT	1.9
518+79LT	2.7
519+25LT	2.4
520+34LT	0.76
527+58LT	0.98
516+05RT	3.01
516+25RT	0.03
520+01RT	2.31
527+50RT	0.6
526+94RT	0.36
528+10RT	0.54
519+15RT	2.6
522+18RT	0.31
528+80LT	0.45
529+28LT	0.22
529+80LT	0.8
530+21LT	0.36
531+28LT	0.38
534+51RT	0.29
537+75RT	1.15
539+87RT	1.37
543+12LT	0.68
545+05LT	1.65
547+05LT	0.2
547+06LT	0.15
547+07LT	0.05
549+03LT	1.73
543+90RT	0.77
545+20RT	1.08
546+95RT	0.08

INTERSEEDING CLASS 1B	
STATION	QUANTITY
547+90RT	0.97
547-95RT	0.07
594+21LT	0.06
600+90LT	1.15
603+85LT	2.01
597+20LT	0.03
598+90LT	0.03
600+20LT	1.85
600+73LT	2.11
601+19LT	3.21
596+20RT	0.03
596+41RT	1.05
597+41RT	0.04
600+45RT	0.2
601+38RT	0.1
603+51RT	0.76
604+23RT	0.06
605+20RT	0.49
605+49RT	0.94
605+53RT	0.05
606+51RT	0.05
606+55RT	0.05
606+60RT	3.23
607+15RT	17.5
604+50RT	0.57
604+50LT	0.16
610+20RT	0.05
610+95RT	0.03
612+38RT	0.03
625+83RT	0.08
629+08RT	0.03
TOTAL	127.88

WEED CONTROL, BROADLEAF IN TURF	
STATION	QUANTITY
TOTAL	10

WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT	
STATION	QUANTITY
TOTAL	127.88

WEED CONTROL, AQUATIC	
LOCATIONS DETERMINED BY ENGINEER	QUANTITY
TOTAL	20

MOWING (SPECIAL)	
LOCATIONS DETERMINED BY ENGINEER	QUANTITY
TOTAL	20

WEED CONTROL, BASAL TREATMENT	
LOCATIONS DETERMINED BY ENGINEER	QUANTITY
TOTAL	50

TREE CARE	
LOCATIONS DETERMINED BY ENGINEER	QUANTITY
TOTAL	16

MODEL: Default
FILE NAME: \\hbmnepw11ics01\ICS_pdf_work_dir\2457\1450_46\D1162K53-sht-Schedule-002B.dgn

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - AMI	REVISED -	
	DRAWN - AMI	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES – LANDSCAPING
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 4 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	33
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

CLASS D PATCHING

STATION	DIRECTION	LANE	LENGTH	WIDTH	DEPTH	PATCH AREA			
						TYPE I	TYPE II	TYPE III	TYPE IV
			(ft)	(ft)	(in)	(sq. yd)	(sq. yd)	(sq. yd)	(sq. yd)
486+57.27	EB	1	146	12	10	0.0	0.0	0.0	194.7
486+57.27	EB	2	146	12	10	0.0	0.0	0.0	194.7
486+57.27	EB	3	146	12	10	0.0	0.0	0.0	194.7
488+04.77	EB	1	20	12	10	0.0	0.0	0.0	26.7
488+04.77	EB	2	20	12	10	0.0	0.0	0.0	26.7
488+04.77	EB	3	20	12	10	0.0	0.0	0.0	26.7
488+67.03	EB	1	6	12	10	0.0	8.0	0.0	0.0
488+67.03	EB	2	6	12	10	0.0	8.0	0.0	0.0
491+65.82	EB	3	17	12	10	0.0	0.0	22.7	0.0
494+31.78	EB	3	8	12	10	0.0	10.7	0.0	0.0
494+68.86	EB	1	6	12	10	0.0	8.0	0.0	0.0
494+68.86	EB	2	6	12	10	0.0	8.0	0.0	0.0
494+68.86	EB	3	6	12	10	0.0	8.0	0.0	0.0
497+29.23	EB	1	15	12	10	0.0	0.0	20.0	0.0
497+29.23	EB	2	15	12	10	0.0	0.0	20.0	0.0
497+29.23	EB	3	15	12	10	0.0	0.0	20.0	0.0
498+07.49	EB	1	6	12	10	0.0	8.0	0.0	0.0
498+07.49	EB	2	6	12	10	0.0	8.0	0.0	0.0
498+48.85	EB	3	6	12	10	0.0	8.0	0.0	0.0
502+62.33	EB	2	36	12	10	0.0	0.0	0.0	48.0
502+62.33	EB	3	6	12	10	0.0	8.0	0.0	0.0
503+33.11	EB	1	9	12	10	0.0	12.0	0.0	0.0
503+33.11	EB	2	9	12	10	0.0	12.0	0.0	0.0
503+33.11	EB	3	9	12	10	0.0	12.0	0.0	0.0
506+83.64	EB	2	12	12	10	0.0	0.0	16.0	0.0
506+83.64	EB	3	12	12	10	0.0	0.0	16.0	0.0
514+90.31	EB	3	11	12	10	0.0	14.7	0.0	0.0
515+35.35	EB	2	7	12	10	0.0	9.3	0.0	0.0
515+80.76	EB	3	6	12	10	0.0	8.0	0.0	0.0
516+00.69	EB	2	6	12	10	0.0	8.0	0.0	0.0
520+40.00	EB	1	30	12	10	0.0	0.0	0.0	40.0
520+40.00	EB	2	30	12	10	0.0	0.0	0.0	40.0
520+40.00	EB	3	30	12	10	0.0	0.0	0.0	40.0
520+40.00	EB	4	30	12	10	0.0	0.0	0.0	40.0
521+75.00	EB	1	30	12	10	0.0	0.0	0.0	40.0
521+75.00	EB	2	30	12	10	0.0	0.0	0.0	40.0
521+75.00	EB	3	30	12	10	0.0	0.0	0.0	40.0
521+75.00	EB	4	30	12	10	0.0	0.0	0.0	40.0
525+33.09	EB	3	7	12	10	0.0	9.3	0.0	0.0
526+46.25	EB	3	7	12	10	0.0	9.3	0.0	0.0
528+16.74	EB	2	60	12	10	0.0	0.0	0.0	80.0
528+16.74	EB	3	60	12	10	0.0	0.0	0.0	80.0
529+13.35	EB	2	6	12	10	0.0	8.0	0.0	0.0
529+13.35	EB	3	6	12	10	0.0	8.0	0.0	0.0
537+84.47	EB	2	6	12	10	0.0	8.0	0.0	0.0
537+84.47	EB	3	6	12	10	0.0	8.0	0.0	0.0
537+84.47	EB	4	6	12	10	0.0	8.0	0.0	0.0
538+26.01	EB	1	6	12	10	0.0	8.0	0.0	0.0
538+26.01	EB	2	6	12	10	0.0	8.0	0.0	0.0
538+26.01	EB	3	6	12	10	0.0	8.0	0.0	0.0
538+26.01	EB	4	6	12	10	0.0	8.0	0.0	0.0
539+02.40	EB	1	20	12	10	0.0	0.0	0.0	26.7
539+02.40	EB	2	20	12	10	0.0	0.0	0.0	26.7
539+02.40	EB	3	20	12	10	0.0	0.0	0.0	26.7
539+02.40	EB	4	20	12	10	0.0	0.0	0.0	26.7
539+54.53	EB	1	8	12	10	0.0	10.7	0.0	0.0
539+54.53	EB	2	8	12	10	0.0	10.7	0.0	0.0
539+54.53	EB	3	8	12	10	0.0	10.7	0.0	0.0
539+54.53	EB	4	8	12	10	0.0	10.7	0.0	0.0
542+08.87	EB	1	6	12	10	0.0	8.0	0.0	0.0
542+08.87	EB	2	6	12	10	0.0	8.0	0.0	0.0
542+08.87	EB	3	6	12	10	0.0	8.0	0.0	0.0
542+92.71	EB	3	8	12	10	0.0	10.7	0.0	0.0
543+23.15	EB	1	6	12	10	0.0	8.0	0.0	0.0
543+23.15	EB	2	6	12	10	0.0	8.0	0.0	0.0
543+82.13	EB	1	20	12	10	0.0	0.0	0.0	26.7
543+82.13	EB	2	20	12	10	0.0	0.0	0.0	26.7
543+82.13	EB	3	20	12	10	0.0	0.0	0.0	26.7
544+50.48	EB	2	8	12	10	0.0	10.7	0.0	0.0
544+50.48	EB	3	8	12	10	0.0	10.7	0.0	0.0
546+56.28	EB	2	15	12	10	0.0	0.0	20.0	0.0

CLASS D PATCHING CONTINUED

STATION	DIRECTION	LANE	LENGTH	WIDTH	DEPTH	PATCH AREA			
						TYPE I	TYPE II	TYPE III	TYPE IV
			(ft)	(ft)	(in)	(sq. yd)	(sq. yd)	(sq. yd)	(sq. yd)
546+56.28	EB	3	30	12	10	0.0	0.0	0.0	40.0
546+96.87	EB	1	25	12	10	0.0	0.0	0.0	33.3
546+96.87	EB	2	25	12	10	0.0	0.0	0.0	33.3
546+96.87	EB	3	25	12	10	0.0	0.0	0.0	33.3
547+29.11	EB	1	20	12	10	0.0	0.0	0.0	26.7
547+29.11	EB	2	20	12	10	0.0	0.0	0.0	26.7
547+29.11	EB	3	20	12	10	0.0	0.0	0.0	26.7
547+63.28	EB	1	30	12	10	0.0	0.0	0.0	40.0
547+63.28	EB	2	30	12	10	0.0	0.0	0.0	40.0
547+63.28	EB	3	30	12	10	0.0	0.0	0.0	40.0
548+41.24	EB	1	100	12	10	0.0	0.0	0.0	133.3
548+41.24	EB	2	100	12	10	0.0	0.0	0.0	133.3
548+41.24	EB	3	100	12	10	0.0	0.0	0.0	133.3
552+90.66	EB	1	7	12	10	0.0	9.3	0.0	0.0
552+90.66	EB	2	7	12	10	0.0	9.3	0.0	0.0
552+90.66	EB	3	7	12	10	0.0	9.3	0.0	0.0
553+81.14	EB	1	6	12	10	0.0	8.0	0.0	0.0
553+81.14	EB	2	6	12	10	0.0	8.0	0.0	0.0
553+81.14	EB	3	6	12	10	0.0	8.0	0.0	0.0
554+30.07	EB	1	6	12	10	0.0	8.0	0.0	0.0
554+30.07	EB	2	6	12	10	0.0	8.0	0.0	0.0
554+30.07	EB	3	6	12	10	0.0	8.0	0.0	0.0
554+63.18	EB	1	15	12	10	0.0	0.0	20.0	0.0
554+63.18	EB	2	15	12	10	0.0	0.0	20.0	0.0
554+63.18	EB	3	15	12	10	0.0	0.0	20.0	0.0
555+58.77	EB	1	15	12	10	0.0	0.0	20.0	0.0
555+58.77	EB	2	15	12	10	0.0	0.0	20.0	0.0
555+58.77	EB	3	15	12	10	0.0	0.0	20.0	0.0
556+06.65	EB	1	15	12	10	0.0	0.0	20.0	0.0
556+06.65	EB	2	15	12	10	0.0	0.0	20.0	0.0
556+06.65	EB	3	15	12	10	0.0	0.0	20.0	0.0
558+79.04	EB	1	30	12	10	0.0	0.0	0.0	40.0
564+00.00	EB	1	10	12	10	0.0	13.3	0.0	0.0
564+00.00	EB	2	10	12	10	0.0	13.3	0.0	0.0
564+00.00	EB	3	10	12	10	0.0	13.3	0.0	0.0
567+33.00	EB	1	10	12	10	0.0	13.3	0.0	0.0
567+33.00	EB	2	10	12	10	0.0	13.3	0.0	0.0
567+33.00	EB	3	10	12	10	0.0	13.3	0.0	0.0
568+63.00	EB	1	26	12	10	0.0	0.0	0.0	34.7
568+63.00	EB	2	26	12	10	0.0	0.0	0.0	34.7
568+63.00	EB	3	25	12	10	0.0	0.0	0.0	33.3
572+54.73	EB	1	23	12	10	0.0	0.0	0.0	30.7
572+54.73	EB	2	30	12	10	0.0	0.0	0.0	40.0
572+54.73	EB	3	37	12	10	0.0	0.0	0.0	49.3
579+02.79	EB	1	30	12	10	0.0	0.0	0.0	40.0
579+02.79	EB	2	30	12	10	0.0	0.0	0.0	40.0
579+02.79	EB	3	30	12	10	0.0	0.0	0.0	40.0
582+81.19	EB	1	30	12	10	0.0	0.0	0.0	40.0
582+81.19	EB	2	30	12	10	0.0	0.0	0.0	40.0
582+81.19	EB	3	30	12	10	0.0	0.0	0.0	40.0
584+16.27	EB	1	10	12	10	0.0	13.3	0.0	0.0
584+16.27	EB	2	10	12	10	0.0	13.3	0.0	0.0
584+16.27	EB	3	10	12	10	0.0	13.3	0.0	0.0
594+57.23	EB	1	6	12	10	0.0	8.0	0.0	0.0
594+57.23	EB	2	6	12	10	0.0	8.0	0.0	0.0
594+57.23	EB	3	6	12	10	0.0	8.0	0.0	0.0
594+96.16	EB	1	15	12	10	0.0	0.0	20.0	0.0
594+96.16	EB	2	15	12	10	0.0	0.0	20.0	0.0
594+96.16	EB	3	15	12	10	0.0	0.0	20.0	0.0
595+54.97	EB	1	15	12	10	0.0	0.0	20.0	0.0
595+54.97	EB	2	15	12	10	0.0	0.0	20.0	0.0
595+54.97	EB	3	15	12	10	0.0	0.0	20.0	0.0
596+04.35	EB	2	15	12	10	0.0	0.0	20.0	0.0
596+04.35	EB	3	15	12	10	0.0	0.0	20.0	0.0
596+51.61	EB	1	6	12	10	0.0	8.0	0.0	0.0
596+51.61	EB	2	40	12	10	0.0	0.0	0.0	53.3
596+51.61	EB	3	6	12	10	0.0	8.0	0.0	0.0
597+43.22	EB	1	40	12	10	0.0	0.0	0.0	53.3
597+43.22	EB	2	40	12	10	0.0	0.0	0.0	53.3
597+43.22	EB	3	40	12	10	0.0	0.0	0.0	53.3
597+99.31	EB	2	25	12	10	0.0	0.0	0.0	33.3

CLASS D PATCHING CONTINUED

STATION	DIRECTION	LANE	LENGTH	WIDTH	DEPTH	PATCH AREA			
						TYPE I	TYPE II	TYPE III	TYPE IV
			(ft)	(ft)	(in)	(sq. yd)	(sq. yd)	(sq. yd)	(sq. yd)
598+55.08	EB	1	12	12	10	0.0	0.0	16.0	0.0
598+55.08	EB	2	12	12	10	0.0	0.0	16.0	0.0
598+55.08	EB	3	12	12	10	0.0	0.0	16.0	0.0
598+88.64	EB	1	10	12	10	0.0	13.3	0.0	0.0
598+88.64	EB	2	10	12	10	0.0	13.3	0.0	0.0
598+88.64	EB	3	10	12	10	0.0	13.3	0.0	0.0
594+19.39	WB	1	10	12	10	0.0	13.3	0.0	0.0
594+19.39	WB	2	10	12	10	0.0	13.3	0.0	0.0
594+19.39	WB	3	10	12	10	0.0	13.3	0.0	0.0
593+20.24	WB	1	6	12	10	0.0	8.0	0.0	0.0
593+20.24	WB	2	6	12	10	0.0	8.0	0.0	0.0
593+20.24	WB	3	6	10	10	0.0	6.7	0.0	0.0
589+96.58	WB	1	6	12	10	0.0	8.0	0.0	0.0
589+96.58	WB	2	6	12	10	0.0	8.0	0.0	0.0
589+96.58	WB	3	6	12	10	0.0	8.0	0.0	0.0
588+33.48	WB	1	6	12	10	0.0	8.0	0.0	0.0
588+33.48	WB	2	6	12	10	0.0	8.0	0.0	0.0
588+33.48	WB	3	6	10	10	0.0	6.7	0.0	0.0
586+96.30	WB	1	6	12	10	0.0	8.0	0.0	0.0
586+96.30	WB	2	6	12	10	0.0	8.0	0.0	0.0
586+29.97	WB	1	15	12	10	0.0	0.0	20.0	0.0
586+29.97	WB	2	15	12	10	0.0	0.0	20.0	0.0
586+29.97	WB	3	15	10	10	0.0	0.0	16.7	0.0
583+19.70	WB	1	20	12	10	0.0	0.0	0.0	26.7
583+19.70	WB	2	20	12	10	0.0	0.0	0.0	26.7
583+19.70	WB	3	20	10	10	0.0	0.0	22.2	0.0
579+52.04	WB	1	20	12	10	0.0	0.0	0.0	26.7
579+52.04	WB	2	20	12	10	0.0	0.0	0.0	26.7
579+52.04	WB	3	20	10	10	0.0	0.0	22.2	0.0
573+04.49	WB	1	20	12	10	0.0	0.0	0.0	26.7
573+04.49	WB	2	20	12	10	0.0	0.0	0.0	26.7
573+04.49	WB	3	20	10	10	0.0	0.0	22.2	0.0
569+12.34	WB	1	27	12	10	0.0	0.0	0.0	36.0
569+12.34	WB	2	33	12	10	0.0	0.0	0.0	44.0
569+12.34	WB	3	39	12	10	0.0	0.0	0.0	52.0
557+58.70	WB	1	6	12	10	0.0	8.0	0.0	0.0
557+58.70	WB	2	6	12	10	0.0	8.0	0.0	0.0
557+58.70	WB	3	6	12	10	0.0	8.0	0.0	0.0
557+24.45	WB	3	6	12	10	0.0	8.0	0.0	0.0
556+60.90	WB	1	6	12	10	0.0	8.0	0.0	0.0
556+60.90	WB	2	6	12	10	0.0	8.0	0.0	0.0
556+60.90	WB	3	6	12	10	0.0	8.0	0.0	0.0
552+68.44	WB	1	20	12	10	0.0	0.0	0.0	26.7
552+68.44	WB	2	10	12	10	0.0	13.3	0.0	0.0
552+68.44	WB	3	10	12	10	0.0	13.3	0.0	0.0
551+96.84	WB	1	15	12	10	0.0	0.0	20.0	0.0
551+96.84	WB	2	15	12	10	0.0	0.0	20.0	0.0
551+96.84	WB	3	15	12	10	0.0	0.0	20.0	0.0
546+99.29	WB	2	6	12	10	0.0	8.0	0.0	0.0
546+99.29	WB	3	100	12	10	0.0	0.0	0.0	133.3
544+31.73	WB	1	6	12	10	0.0	8.0	0.0	0.0
544+31.73	WB	2	6	12	10	0.0	8.0	0.0	0.0
544+31.73	WB	3	6	12	10	0.0	8.0	0.0	0.0
543+62.23	WB	1	6	12	10	0.0	8.0	0.0	0.0
543+62.23	WB	2	6	12	10	0.0	8.0	0.0	0.0
543+62.23	WB	3	6	12	10	0.0	8.0	0.0	0.0
542+42.18	WB	1	7	12	10	0.0	9.3	0.0	0.0
542+42.18	WB	2	7	12	10	0.0	9.3	0.0	0.0
541+45.50	WB	1	10	12	10	0.0	13.3	0.0	0.0
541+45.50	WB	2	10	12	10	0.0	13.3	0.0	0.0
539+84.98	WB	1	25	12	10	0.0	0.0	0.0	33.3
539+84.98	WB	2	6	12	10	0.0	8.0	0.0	0.0
539+84.98	WB	3	6	12	10	0.0	8.0	0.0	0.0
535+56.98	WB	1	12	12	10	0.0	0.0	16.0	0.0
535+56.98	WB	2	12	12	10	0.0	0.0	16.0	0.0
535+56.98	WB	3	20	12	10	0.0	0.0	0.0	26.7
517+73.18	WB	2	15	12	10	0.0	0.0	20.0	0.0
517+73.18	WB	3	15	12	10	0.0	0.0	20.0	0.0
516+75.02	WB	1	15	12	10	0.0	0.0	20.0	0.0
516+75.02	WB	2	15	12	10	0.0	0.0	20.0	0.0
516+75.02	WB	3	15	12	10	0.0	0.0	20.0	0.0

CLASS D PATCHING CONTINUED

STATION	DIRECTION	LANE	LENGTH	WIDTH	DEPTH	PATCH AREA			
						TYPE I	TYPE II	TYPE III	TYPE IV
			(ft)	(ft)	(in)	(sq. yd)	(sq. yd)	(sq. yd)	(sq. yd)
509+63.90	WB	1	30	12	10	0.0	0.0	0.0	40.0
509+63.90	WB	2	30	12	10	0.0	0.0	0.0	40.0
509+63.90	WB	3	30	12	10	0.0	0.0	0.0	40.0
509+63.90	WB	4	30	12	10	0.0	0.0	0.0	40.0
508+53.16	WB	1	10	12	10	0.0	13.3	0.0	0.0
508+53.16	WB	2	10	12	10	0.0	13.3	0.0	0.0
508+53.16	WB	3	10	12	10	0.0	13.3	0.0	0.0
504+82.31	WB	1	6	12	10	0.0	8.0	0.0	0.0
504+82.31	WB	2	6	12	10	0.0	8.0	0.0	0.0
504+55.35	WB	3	8	12	10	0.0	10.7	0.0	0.0
502+44.38	WB	1	35	12	10	0.0	0.0	0.0	46.7
502+44.38	WB	2	35	12	10	0.0	0.0	0.0	46.7
502+44.38	WB	3	35	12	10	0.0	0.0	0.0	46.7
499+03.55	WB	1	7	12	10	0.0	9.3	0.0	0.0
499+03.55	WB	2	7	12	10	0.0	9.3	0.0	0.0
496+79.97	WB	1	6	12	10	0.0	8.0	0.0	0.0
496+79.97	WB	2	12	12	10	0.0	0.0	16.0	0.0
496+79.97	WB	3	25	12	10	0.0	0.0	0.0	33.3
NOMINAL (10%)						0.0	106.0	86.0	372.0
FINAL TOTALS WITH 10% NOMINAL						0.0 (sq. yd)	1165.0 (sq. yd)	940.0 (sq. yd)	4086.0 (sq. yd)

CLASS A PATCHING, 13"

STATION		DIRECTION	LANE	LENGTH	WIDTH	AREA	PATCH AREA	SAW CUTS	TIE BARS 1"	PATCHING REINFORCEMENT
							TYPE IV			
START	END			(FT)	(FT)	SQ YD	SQ YD	FT	EACH	SQ YD
446+80.00	449+08.00	SB	3	228.0	12.0	304.0	304.0	732.0	228.0	304.0
459+05.00	463+30.00	NB	3	428.0	12.0	570.7	570.7	1332.0	428.0	570.7
460+50.00	462+95.00	NB	2	242.0	12.0	322.7	322.7	774.0	242.0	322.7
461+70.00	464+00.00	NB	AUX/RAMP	233.0	12.0	310.7	310.7	747.0	233.0	310.7
470+20.00	474+13.00	NB	2	393.0	12.0	524.0	524.0	1227.0	393.0	524.0
470+90.00	471+40.00	NB	3	50.0	12.0	66.7	66.7	198.0	50.0	66.7
472+00.00	476+25.00	NB	1	425.0	12.0	566.7	566.7	1323.0	425.0	566.7
479+33.00	480+43.00	NB	1	110.0	12.0	146.7	146.7	378.0	110.0	146.7
480+43.00	485+08.00	NB	2	465.0	12.0	620.0	620.0	1443.0	465.0	620.0
480+43.00	485+08.00	NB	3	465.0	12.0	620.0	620.0	1443.0	465.0	620.0
NOMINAL (10%)							406.0	960.0	304.0	406.0
TOTAL							4,458.0	10,557.0	3,343.0	4,458.0

CLASS D PATCHING (SPECIAL)

STATION	DIRECTION	LANE	LENGTH	WIDTH	DEPTH	PATCH AREA			
						TYPE I	TYPE II	TYPE III	TYPE IV
			(ft)	(ft)	(in)	(sq. yd)	(sq. yd)	(sq. yd)	(sq. yd)
120+51.92	EB	2	6	12	10	0.0	8.0	0.0	0.0
120+51.92	EB	3	6	12	10	0.0	8.0	0.0	0.0
121+01.31	EB	1	6	12	10	0.0	8.0	0.0	0.0
121+01.31	EB	2	6	12	10	0.0	8.0	0.0	0.0
121+01.31	EB	3	6	12	10	0.0	8.0	0.0	0.0
121+20.46	EB	2	6	12	10	0.0	8.0	0.0	0.0
121+20.46	EB	3	6	12	10	0.0	8.0	0.0	0.0
121+78.99	EB	1	6	12	10	0.0	8.0	0.0	0.0
121+78.99	EB	2	6	12	10	0.0	8.0	0.0	0.0
121+78.99	EB	3	6	12	10	0.0	8.0	0.0	0.0
125+21.61	EB	2	6	12	10	0.0	8.0	0.0	0.0
125+21.61	EB	3	6	12	10	0.0	8.0	0.0	0.0
126+01.64	EB	1	10	12	10	0.0	13.3	0.0	0.0
126+01.64	EB	2	10	12	10	0.0	13.3	0.0	0.0
126+01.64	EB	3	10	12	10	0.0	13.3	0.0	0.0
135+02.48	EB	1	12	12	10	0.0	0.0	16.0	0.0
135+02.48	EB	2	12	12	10	0.0	0.0	16.0	0.0
135+02.48	EB	3	12	12	10	0.0	0.0	16.0	0.0
141+09.91	EB	1	12	12	10	0.0	0.0	16.0	0.0
141+09.91	EB	2	12	12	10	0.0	0.0	16.0	0.0
141+09.91	EB	3	12	12	10	0.0	0.0	16.0	0.0
157+07.40	EB	1	14	12	10	0.0	0.0	18.7	0.0
157+07.40	EB	2	14	12	10	0.0	0.0	18.7	0.0
160+10.04	EB	1	6	12	10	0.0	8.0	0.0	0.0
160+10.04	EB	2	6	12	10	0.0	8.0	0.0	0.0
164+21.90	EB	1	12	12	10	0.0	0.0	16.0	0.0
164+21.90	EB	2	12	12	10	0.0	0.0	16.0	0.0
166+20.42	EB	1	10	12	10	0.0	13.3	0.0	0.0
166+20.42	EB	2	10	12	10	0.0	13.3	0.0	0.0
167+23.83	EB	1	10	12	10	0.0	13.3	0.0	0.0
167+23.83	EB	2	10	12	10	0.0	13.3	0.0	0.0
181+73.31	EB	1	17	12	10	0.0	0.0	22.7	0.0
181+73.31	EB	2	17	12	10	0.0	0.0	22.7	0.0
186+57.43	EB	1	11	12	10	0.0	14.7	0.0	0.0
186+57.43	EB	2	11	12	10	0.0	14.7	0.0	0.0
187+30.03	EB	1	15	12	10	0.0	0.0	20.0	0.0
187+30.03	EB	2	15	12	10	0.0	0.0	20.0	0.0
190+03.11	EB	1	20	12	10	0.0	0.0	0.0	26.7
190+03.11	EB	2	20	12	10	0.0	0.0	0.0	26.7
201+29.94	EB	1	30	12	10	0.0	0.0	0.0	40.0
201+29.94	EB	2	30	12	10	0.0	0.0	0.0	40.0
207+98.72	EB	1	6	12	10	0.0	8.0	0.0	0.0
207+98.72	EB	2	6	12	10	0.0	8.0	0.0	0.0
214+09.03	EB	1	45	12	10	0.0	0.0	0.0	60.0
214+09.03	EB	2	30	12	10	0.0	0.0	0.0	40.0
214+09.03	EB	3	30	12	10	0.0	0.0	0.0	40.0
219+57.30	EB	1	6	12	10	0.0	8.0	0.0	0.0
219+57.30	EB	2	6	12	10	0.0	8.0	0.0	0.0
219+57.30	EB	3	6	12	10	0.0	8.0	0.0	0.0
220+16.39	EB	1	9	12	10	0.0	12.0	0.0	0.0
220+16.39	EB	2	9	12	10	0.0	12.0	0.0	0.0
220+16.39	EB	3	9	12	10	0.0	12.0	0.0	0.0
226+46.91	EB	2	10	12	10	0.0	13.3	0.0	0.0
226+46.91	EB	3	10	12	10	0.0	13.3	0.0	0.0
247+13.91	EB	1	20	12	10	0.0	0.0	0.0	26.7
247+13.91	EB	2	40	12	10	0.0	0.0	0.0	53.3
247+13.91	EB	3	40	12	10	0.0	0.0	0.0	53.3
279+86.64	EB	4	6	12	10	0.0	8.0	0.0	0.0
323+90.57	EB	1	11	12	10	0.0	14.7	0.0	0.0
323+90.57	EB	2	11	12	10	0.0	14.7	0.0	0.0
323+90.57	EB	3	11	12	10	0.0	14.7	0.0	0.0
328+55.28	EB	1	6	12	10	0.0	8.0	0.0	0.0
328+55.28	EB	2	6	12	10	0.0	8.0	0.0	0.0
345+78.21	EB	1	6	12	10	0.0	8.0	0.0	0.0
345+78.21	EB	2	6	12	10	0.0	8.0	0.0	0.0
345+78.21	EB	3	6	12	10	0.0	8.0	0.0	0.0
361+24.50	EB	1	6	12	10	0.0	8.0	0.0	0.0
361+24.50	EB	2	6	12	10	0.0	8.0	0.0	0.0
361+24.50	EB	3	6	12	10	0.0	8.0	0.0	0.0
362+25.10	EB	1	12	12	10	0.0	0.0	16.0	0.0
362+25.10	EB	2	12	12	10	0.0	0.0	16.0	0.0

CLASS D PATCHING (SPECIAL) CONTINUED

STATION	DIRECTION	LANE	LENGTH	WIDTH	DEPTH	PATCH AREA			
						TYPE I	TYPE II	TYPE III	TYPE IV
			(ft)	(ft)	(in)	(sq. yd)	(sq. yd)	(sq. yd)	(sq. yd)
362+25.10	EB	3	12	12	10	0.0	0.0	16.0	0.0
362+83.58	EB	2	12	12	10	0.0	0.0	16.0	0.0
362+83.58	EB	3	12	12	10	0.0	0.0	16.0	0.0
363+11.34	EB	2	6	12	10	0.0	8.0	0.0	0.0
363+11.34	EB	3	6	12	10	0.0	8.0	0.0	0.0
364+26.01	EB	2	110	12	10	0.0	0.0	0.0	146.7
364+26.01	EB	3	110	12	10	0.0	0.0	0.0	146.7
364+67.89	EB	1	6	12	10	0.0	8.0	0.0	0.0
368+97.25	EB	1	6	12	10	0.0	8.0	0.0	0.0
368+97.25	EB	2	6	12	10	0.0	8.0	0.0	0.0
368+97.25	EB	3	6	12	10	0.0	8.0	0.0	0.0
369+80.51	EB	1	15	12	10	0.0	0.0	20.0	0.0
369+80.51	EB	2	15	12	10	0.0	0.0	20.0	0.0
369+80.51	EB	3	15	12	10	0.0	0.0	20.0	0.0
370+57.50	EB	1	10	12	10	0.0	13.3	0.0	0.0
370+57.50	EB	2	10	12	10	0.0	13.3	0.0	0.0
370+57.50	EB	3	10	12	10	0.0	13.3	0.0	0.0
370+76.62	EB	2	6	12	10	0.0	8.0	0.0	0.0
370+95.41	EB	3	6	12	10	0.0	8.0	0.0	0.0
374+60.81	EB	1	15	12	10	0.0	0.0	20.0	0.0
374+60.81	EB	2	15	12	10	0.0	0.0	20.0	0.0
374+60.81	EB	3	15	12	10	0.0	0.0	20.0	0.0
376+47.59	EB	1	20	12	10	0.0	0.0	0.0	26.7
376+47.59	EB	2	20	12	10	0.0	0.0	0.0	26.7
376+47.59	EB	3	20	12	10	0.0	0.0	0.0	26.7
376+71.13	EB	3	6	12	10	0.0	8.0	0.0	0.0
376+78.65	EB	1	6	12	10	0.0	8.0	0.0	0.0
376+98.64	EB	3	6	12	10	0.0	8.0	0.0	0.0
377+14.71	EB	1	6	12	10	0.0	8.0	0.0	0.0
377+14.71	EB	2	6	12	10	0.0	8.0	0.0	0.0
381+37.22	EB	1	6	12	10	0.0	8.0	0.0	0.0
381+37.22	EB	2	6	12	10	0.0	8.0	0.0	0.0
381+37.22	EB	3	6	12	10	0.0	8.0	0.0	0.0
381+73.91	EB	1	6	12	10	0.0	8.0	0.0	0.0
381+73.91	EB	2	6	12	10	0.0	8.0	0.0	0.0
381+73.91	EB	3	6	12	10	0.0	8.0	0.0	0.0
382+18.37	EB	2	36	12	10	0.0	0.0	0.0	48.0
382+18.37	EB	3	36	12	10	0.0	0.0	0.0	48.0
382+71.82	EB	1	10	12	10	0.0	13.3	0.0	0.0
382+71.82	EB	2	10	12	10	0.0	13.3	0.0	0.0
382+71.82	EB	3	10	12	10	0.0	13.3	0.0	0.0
387+09.80	EB	1	12	12	10	0.0	0.0	16.0	0.0
387+09.80	EB	2	100	12	10	0.0	0.0	0.0	133.3
387+09.80	EB	3	100	12	10	0.0	0.0	0.0	133.3
387+09.80	EB	4	100	12	10	0.0	0.0	0.0	133.3
394+54.24	EB	3	36	12	10	0.0	0.0	0.0	48.0
395+32.06	EB	3	10	12	10	0.0	13.3	0.0	0.0
403+05.11	EB	2	30	12	10	0.0	0.0	0.0	40.0
403+05.11	EB	3	30	12	10	0.0	0.0	0.0	40.0
409+03.70	EB	3	10	12	10	0.0	13.3	0.0	0.0
411+18.54	EB	1	80	12	10	0.0	0.0	0.0	106.7
411+18.54	EB	2	80	12	10	0.0	0.0	0.0	106.7
411+18.54	EB	3	80	12	10	0.0	0.0	0.0	106.7
413+69.72	EB	1	12	12	10	0.0	0.0	16.0	0.0
413+69.72	EB	2	12	12	10	0.0	0.0	16.0	0.0
413+69.72	EB	3	12	12	10	0.0	0.0	16.0	0.0
414+06.11	EB	1	23	12	10	0.0	0.0	0.0	30.7
414+06.11	EB	2	23	12	10	0.0	0.0	0.0	30.7
414+06.11	EB	3	23	12	10	0.0	0.0	0.0	30.7
414+54.00	EB	1	8	12	10	0.0	10.7	0.0	0.0
414+54.00	EB	2	8	12	10	0.0	10.7	0.0	0.0
414+54.00	EB	3	8	12	10	0.0	10.7	0.0	0.0
420+50.16	EB	1	7	12	10	0.0	9.3	0.0	0.0
420+50.16	EB	2	7	12	10	0.0	9.3	0.0	0.0
420+50.16	EB	3	7	12	10	0.0	9.3	0.0	0.0
421+53.08	EB	2	9	12	10	0.0	12.0	0.0	0.0
421+53.08	EB	3	9	12	10	0.0	12.0	0.0	0.0
423+55.31	EB	1	8	12	10	0.0	10.7	0.0	0.0
423+55.31	EB	2	8	12	10	0.0	10.7	0.0	0.0
423+55.31	EB	3	8	12	10	0.0	10.7	0.0	0.0
424+92.27	EB	1	10	12	10	0.0	13.3	0.0	0.0

CLASS D PATCHING (SPECIAL) CONTINUED

STATION	DIRECTION	LANE	LENGTH	WIDTH	DEPTH	PATCH AREA			
						TYPE I	TYPE II	TYPE III	TYPE IV
			(ft)	(ft)	(in)	(sq. yd)	(sq. yd)	(sq. yd)	(sq. yd)
424+92.27	EB	2	10	12	10	0.0	13.3	0.0	0.0
424+92.27	EB	3	10	12	10	0.0	13.3	0.0	0.0
426+05.94	EB	1	8	12	10	0.0	10.7	0.0	0.0
426+05.94	EB	2	8	12	10	0.0	10.7	0.0	0.0
426+05.94	EB	3	8	12	10	0.0	10.7	0.0	0.0
426+05.94	EB	4	8	12	10	0.0	10.7	0.0	0.0
430+31.17	EB	1	6	12	10	0.0	8.0	0.0	0.0
430+53.06	EB	2	11	12	10	0.0	14.7	0.0	0.0
430+53.06	EB	3	11	12	10	0.0	14.7	0.0	0.0
431+05.44	EB	1	50	12	10	0.0	0.0	0.0	66.7
431+05.44	EB	2	50	12	10	0.0	0.0	0.0	66.7
431+05.44	EB	3	50	12	10	0.0	0.0	0.0	66.7
433+49.37	EB	1	10	12	10	0.0	13.3	0.0	0.0
433+49.37	EB	2	10	12	10	0.0	13.3	0.0	0.0
433+49.37	EB	3	10	12	10	0.0	13.3	0.0	0.0
485+84.00	WB	1	20	12	10	0.0	0.0	0.0	26.7
485+84.00	WB	2	20	12	10	0.0	0.0	0.0	26.7
485+84.00	WB	3	20	12	10	0.0	0.0	0.0	26.7
433+54.00	WB	1	20	12	10	0.0	0.0	0.0	26.7
433+54.00	WB	2	20	12	10	0.0	0.0	0.0	26.7
433+54.00	WB	3	20	12	10	0.0	0.0	0.0	26.7
424+10.63	WB	1	25	12	10	0.0	0.0	0.0	33.3
424+10.63	WB	2	25	12	10	0.0	0.0	0.0	33.3
424+10.63	WB	3	25	12	10	0.0	0.0	0.0	33.3
424+10.63	WB	4	25	12	10	0.0	0.0	0.0	33.3
423+15.21	WB	1	25	12	10	0.0	0.0	0.0	33.3
423+15.21	WB	2	25	12	10	0.0	0.0	0.0	33.3
423+15.21	WB	3	25	12	10	0.0	0.0	0.0	33.3
423+15.21	WB	4	25	12	10	0.0	0.0	0.0	33.3
422+09.50	WB	1	10	12	10	0.0	13.3	0.0	0.0
422+09.50	WB	2	10	12	10	0.0	13.3	0.0	0.0
422+09.50	WB	3	10	12	10	0.0	13.3	0.0	0.0
422+09.50	WB	4	20	12	10	0.0	0.0	0.0	26.7
421+17.68	WB	1	10	12	10	0.0	13.3	0.0	0.0
421+17.68	WB	2	10	12	10	0.0	13.3	0.0	0.0
421+17.68	WB	3	10	12	10	0.0	13.3	0.0	0.0
421+17.68	WB	4	10	12	10	0.0	13.3	0.0	0.0
420+51.67	WB	1	70	12	10	0.0	0.0	0.0	93.3
420+51.67	WB	2	70	12	10	0.0	0.0	0.0	93.3
420+51.67	WB	3	70	12	10	0.0	0.0	0.0	93.3
420+51.67	WB	4	70	6	10	0.0	0.0	0.0	46.7
417+95.21	WB	1	7	12	10	0.0	9.3	0.0	0.0
417+95.21	WB	2	7	12	10	0.0	9.3	0.0	0.0
417+95.21	WB	3	7	12	10	0.0	9.3	0.0	0.0
417+58.07	WB	1	8	12	10	0.0	10.7	0.0	0.0
417+58.07	WB	2	8	12	10	0.0	10.7	0.0	0.0
417+58.07	WB	3	8	12	10	0.0	10.7	0.0	0.0
415+12.07	WB	1	15	12	10	0.0	0.0	20.0	0.0
415+12.07	WB	2	40	12	10	0.0	0.0	0.0	53.3
415+12.07	WB	3	15	12	10	0.0	0.0	20.0	0.0
414+31.13	WB	1	6	12	10	0.0	8.0	0.0	0.0
414+31.13	WB	2	6	12	10	0.0	8.0	0.0	0.0
414+31.13	WB	3	6	12	10	0.0	8.0	0.0	0.0
414+00.64	WB	1	6	12	10	0.0	8.0	0.0	0.0
414+00.64	WB	2	6	12	10	0.0	8.0	0.0	0.0
414+00.64	WB	3	6	12	10	0.0	8.0	0.0	0.0
407+28.54	WB	1	6	12	10	0.0	8.0	0.0	0.0
407+28.54	WB	2	6	12	10	0.0	8.0	0.0	0.0
407+28.54	WB	3	6	12	10	0.0	8.0	0.0	0.0
402+04.74	WB	1	6	12	10	0.0	8.0	0.0	0.0
402+04.74	WB	2	6	12	10	0.0	8.0	0.0	0.0
401+72.11	WB	1	15	12	10	0.0	0.0	20.0	0.0
401+72.11	WB	2	25	12	10	0.0	0.0	0.0	33.3
401+72.11	WB	3	15	12	10	0.0	0.0	20.0	0.0
391+69.56	WB	1	6	12	10	0.0	8.0	0.0	0.0
391+69.56	WB	2	6	12	10	0.0	8.0	0.0	0.0
391+69.56	WB	3	6	12	10	0.0	8.0	0.0	0.0
382+70.92	WB	1	6	12	10	0.0	8.0	0.0	0.0
382+70.92	WB	2	6	12	10	0.0	8.0	0.0	0.0
382+70.92	WB	3	6	12	10	0.0	8.0	0.0	0.0
382+17.72	WB	1	6	12	10	0.0	8.0	0.0	0.0

CLASS D PATCHING (SPECIAL) CONTINUED

STATION	DIRECTION	LANE	LENGTH	WIDTH	DEPTH	PATCH AREA			
						TYPE I	TYPE II	TYPE III	TYPE IV
			(ft)	(ft)	(in)	(sq. yd)	(sq. yd)	(sq. yd)	(sq. yd)
382+17.72	WB	2	20	12	10	0.0	0.0	0.0	26.7
382+17.72	WB	3	6	12	10	0.0	8.0	0.0	0.0
372+28.70	WB	1	6	12	10	0.0	8.0	0.0	0.0
372+28.70	WB	2	6	12	10	0.0	8.0	0.0	0.0
372+28.70	WB	3	6	12	10	0.0	8.0	0.0	0.0
371+92.26	WB	1	12	12	10	0.0	0.0	16.0	0.0
371+92.26	WB	2	12	12	10	0.0	0.0	16.0	0.0
371+92.26	WB	3	100	12	10	0.0	0.0	0.0	133.3
344+49.85	WB	1	8	12	10	0.0	10.7	0.0	0.0
344+49.85	WB	2	8	12	10	0.0	10.7	0.0	0.0
344+49.85	WB	3	8	12	10	0.0	10.7	0.0	0.0
324+45.50	WB	1	6	12	10	0.0	8.0	0.0	0.0
324+45.50	WB	2	6	12	10	0.0	8.0	0.0	0.0
324+45.50	WB	3	6	12	10	0.0	8.0	0.0	0.0
314+88.78	WB	1	6	12	10	0.0	8.0	0.0	0.0
314+88.78	WB	2	6	12	10	0.0	8.0	0.0	0.0
314+88.78	WB	3	6	12	10	0.0	8.0	0.0	0.0
314+55.76	WB	1	6	12	10	0.0	8.0	0.0	0.0
314+55.76	WB	2	6	12	10	0.0	8.0	0.0	0.0
314+55.76	WB	3	6	12	10	0.0	8.0	0.0	0.0
313+51.48	WB	1	6	12	10	0.0	8.0	0.0	0.0
313+51.48	WB	2	6	12	10	0.0	8.0	0.0	0.0
313+51.48	WB	3	6	12	10	0.0	8.0	0.0	0.0
304+81.58	WB	1	6	12	10	0.0	8.0	0.0	0.0
304+81.58	WB	2	6	12	10	0.0	8.0	0.0	0.0
304+81.58	WB	3	6	12	10	0.0	8.0	0.0	0.0
304+53.23	WB	1	7	12	10	0.0	9.3	0.0	0.0
304+53.23	WB	2	7	12	10	0.0	9.3	0.0	0.0
304+53.23	WB	3	7	12	10	0.0	9.3	0.0	0.0
300+12.02	WB	1	8	12	10	0.0	10.7	0.0	0.0
300+12.02	WB	2	8	12	10	0.0	10.7	0.0	0.0
300+12.02	WB	3	8	12	10	0.0	10.7	0.0	0.0
290+07.07	WB	1	6	12	10	0.0	8.0	0.0	0.0
290+07.07	WB	2	6	12	10	0.0	8.0	0.0	0.0
290+07.07	WB	3	6	12	10	0.0	8.0	0.0	0.0
289+73.30	WB	1	75	12	10	0.0	0.0	0.0	100.0
289+73.30	WB	2	8	12	10	0.0	10.7	0.0	0.0
289+73.30	WB	3	8	12	10	0.0	10.7	0.0	0.0
248+55.00	WB	1	10	12	10	0.0	13.3	0.0	0.0
248+55.00	WB	2	10	12	10	0.0	13.3	0.0	0.0
248+55.00	WB	3	10	12	10	0.0	13.3	0.0	0.0
248+20.00	WB	1	6	12	10	0.0	8.0	0.0	0.0
248+20.00	WB	2	6	12	10	0.0	8.0	0.0	0.0
248+20.00	WB	3	6	12	10	0.0	8.0	0.0	0.0
247+63.40	WB	3	8	12	10	0.0	10.7	0.0	0.0
247+48.40	WB	1	6	12	10	0.0	8.0	0.0	0.0
247+48.40	WB	2	6	12	10	0.0	8.0	0.0	0.0
247+48.40	WB	3	6	12	10	0.0	8.0	0.0	0.0
235+77.97	WB	1	6	12	10	0.0	8.0	0.0	0.0
235+77.97	WB	2	6	12	10	0.0	8.0	0.0	0.0
235+77.97	WB	3	6	12	10	0.0	8.0	0.0	0.0
235+77.97	WB	4	6	12	10	0.0	8.0	0.0	0.0
235+38.69	WB	1	6	12	10	0.0	8.0	0.0	0.0
235+38.69	WB	2	6	12	10	0.0	8.0	0.0	0.0
235+38.69	WB	3	6	12	10	0.0	8.0	0.0	0.0
235+38.69	WB	4	6	12	10	0.0	8.0	0.0	0.0
201+31.26	WB	1	6	12	10	0.0	8.0	0.0	0.0
201+31.26	WB	2	6	12	10	0.0	8.0	0.0	0.0
200+84.35	WB	1	6	12	10	0.0	8.0	0.0	0.0
200+84.35	WB	2	6	12	10	0.0	8.0	0.0	0.0
200+40.43	WB	1	6	12	10	0.0	8.0	0.0	0.0
200+40.43	WB	2	6	12	10	0.0	8.0	0.0	0.0
199+76.11	WB	1	8	12	10	0.0	10.7	0.0	0.0
199+76.11	WB	2	8	12	10	0.0	10.7	0.0	0.0
198+77.37	WB	1	6	12	10	0.0	8.0	0.0	0.0
198+77.37	WB	2	6	12	10	0.0	8.0	0.0	0.0
197+63.30	WB	1	6	12	10	0.0	8.0	0.0	0.0
197+63.30	WB	2	6	12	10	0.0	8.0	0.0	0.0
195+87.38	WB	1	6	12	10	0.0	8.0	0.0	0.0
195+87.38	WB	2	6	12	10	0.0	8.0	0.0	0.0
195+30.07	WB	2	25	12	10	0.0	0.0	0.0	33.3

CLASS D PATCHING (SPECIAL) CONTINUED

STATION	DIRECTION	LANE	LENGTH	WIDTH	DEPTH	PATCH AREA			
						TYPE I	TYPE II	TYPE III	TYPE IV
			(ft)	(ft)	(in)	(sq. yd)	(sq. yd)	(sq. yd)	(sq. yd)
195+10.93	WB	1	6	12	10	0.0	8.0	0.0	0.0
194+64.81	WB	1	6	12	10	0.0	8.0	0.0	0.0
194+43.56	WB	1	6	12	10	0.0	8.0	0.0	0.0
194+43.56	WB	2	18	12	10	0.0	0.0	24.0	0.0
190+31.20	WB	1	20	12	10	0.0	0.0	0.0	26.7
190+31.20	WB	2	20	12	10	0.0	0.0	0.0	26.7
187+64.00	WB	1	20	12	10	0.0	0.0	0.0	26.7
187+64.00	WB	2	20	12	10	0.0	0.0	0.0	26.7
179+70.00	WB	1	20	12	10	0.0	0.0	0.0	26.7
179+70.00	WB	2	20	12	10	0.0	0.0	0.0	26.7
173+56.00	WB	1	20	12	10	0.0	0.0	0.0	26.7
173+56.00	WB	2	20	12	10	0.0	0.0	0.0	26.7
173+19.48	WB	1	6	12	10	0.0	8.0	0.0	0.0
173+19.48	WB	2	6	12	10	0.0	8.0	0.0	0.0
172+97.15	WB	1	6	12	10	0.0	8.0	0.0	0.0
172+97.15	WB	2	6	12	10	0.0	8.0	0.0	0.0
172+57.54	WB	1	6	12	10	0.0	8.0	0.0	0.0
172+57.54	WB	2	6	12	10	0.0	8.0	0.0	0.0
171+95.92	WB	1	6	12	10	0.0	8.0	0.0	0.0
171+95.92	WB	2	6	12	10	0.0	8.0	0.0	0.0
169+62.19	WB	1	6	12	10	0.0	8.0	0.0	0.0
169+62.19	WB	2	6	12	10	0.0	8.0	0.0	0.0
163+71.89	WB	1	6	12	10	0.0	8.0	0.0	0.0
163+71.89	WB	2	6	12	10	0.0	8.0	0.0	0.0
163+37.60	WB	1	11	12	10	0.0	14.7	0.0	0.0
163+37.60	WB	2	11	12	10	0.0	14.7	0.0	0.0
162+70.00	WB	1	10	12	10	0.0	13.3	0.0	0.0
162+70.00	WB	2	10	12	10	0.0	13.3	0.0	0.0
154+46.47	WB	1	8	12	10	0.0	10.7	0.0	0.0
154+46.47	WB	2	8	12	10	0.0	10.7	0.0	0.0
154+46.47	WB	3	8	12	10	0.0	10.7	0.0	0.0
153+98.82	WB	1	8	12	10	0.0	10.7	0.0	0.0
153+98.82	WB	2	8	12	10	0.0	10.7	0.0	0.0
153+98.82	WB	3	8	12	10	0.0	10.7	0.0	0.0
153+25.26	WB	1	7	12	10	0.0	9.3	0.0	0.0
153+25.26	WB	2	7	12	10	0.0	9.3	0.0	0.0
153+25.26	WB	2	7	12	10	0.0	9.3	0.0	0.0
152+95.33	WB	1	13	12	10	0.0	0.0	17.3	0.0
152+95.33	WB	2	13	12	10	0.0	0.0	17.3	0.0
152+95.33	WB	3	13	12	10	0.0	0.0	17.3	0.0
152+28.27	WB	2	7	12	10	0.0	9.3	0.0	0.0
152+28.27	WB	3	7	12	10	0.0	9.3	0.0	0.0
151+95.76	WB	1	8	12	10	0.0	10.7	0.0	0.0
151+95.76	WB	2	8	12	10	0.0	10.7	0.0	0.0
151+95.76	WB	3	8	12	10	0.0	10.7	0.0	0.0
151+62.36	WB	1	7	12	10	0.0	9.3	0.0	0.0
151+62.36	WB	2	7	12	10	0.0	9.3	0.0	0.0
151+62.36	WB	3	7	12	10	0.0	9.3	0.0	0.0
150+58.31	WB	1	6	12	10	0.0	8.0	0.0	0.0
150+58.31	WB	2	6	12	10	0.0	8.0	0.0	0.0
150+58.31	WB	3	14	12	10	0.0	0.0	18.7	0.0
149+99.54	WB	1	8	12	10	0.0	10.7	0.0	0.0
149+99.54	WB	2	8	12	10	0.0	10.7	0.0	0.0
149+99.54	WB	3	8	12	10	0.0	10.7	0.0	0.0
148+98.45	WB	1	8	12	10	0.0	10.7	0.0	0.0
148+98.45	WB	2	8	12	10	0.0	10.7	0.0	0.0
148+98.45	WB	3	8	12	10	0.0	10.7	0.0	0.0
148+74.42	WB	1	8	12	10	0.0	10.7	0.0	0.0
148+74.42	WB	2	8	12	10	0.0	10.7	0.0	0.0
148+74.42	WB	3	8	12	10	0.0	10.7	0.0	0.0
147+98.53	WB	1	10	12	10	0.0	13.3	0.0	0.0
147+98.53	WB	2	10	12	10	0.0	13.3	0.0	0.0
147+98.53	WB	3	10	12	10	0.0	13.3	0.0	0.0
146+07.92	WB	1	10	12	10	0.0	13.3	0.0	0.0
146+07.92	WB	2	10	12	10	0.0	13.3	0.0	0.0
146+07.92	WB	3	10	12	10	0.0	13.3	0.0	0.0
145+61.92	WB	1	10	12	10	0.0	13.3	0.0	0.0
145+61.92	WB	2	10	12	10	0.0	13.3	0.0	0.0
145+61.92	WB	3	10	12	10	0.0	13.3	0.0	0.0
143+23.10	WB	1	15	12	10	0.0	0.0	20.0	0.0
143+23.10	WB	2	15	12	10	0.0	0.0	20.0	0.0

CLASS D PATCHING (SPECIAL) CONTINUED

STATION	DIRECTION	LANE	LENGTH	WIDTH	DEPTH	PATCH AREA			
						TYPE I	TYPE II	TYPE III	TYPE IV
			(ft)	(ft)	(in)	(sq. yd)	(sq. yd)	(sq. yd)	(sq. yd)
143+05.00	WB	2	8	12	10	0.0	10.7	0.0	0.0
143+05.00	WB	3	8	12	10	0.0	10.7	0.0	0.0
141+73.00	WB	1	8	12	10	0.0	10.7	0.0	0.0
141+73.00	WB	2	8	12	10	0.0	10.7	0.0	0.0
141+73.00	WB	3	8	12	10	0.0	10.7	0.0	0.0
140+97.78	WB	1	10	12	10	0.0	13.3	0.0	0.0
140+97.78	WB	2	10	12	10	0.0	13.3	0.0	0.0
140+97.78	WB	3	10	12	10	0.0	13.3	0.0	0.0
140+75.46	WB	3	6	12	10	0.0	8.0	0.0	0.0
140+57.21	WB	1	7	12	10	0.0	9.3	0.0	0.0
140+57.21	WB	2	7	12	10	0.0	9.3	0.0	0.0
140+57.21	WB	3	7	12	10	0.0	9.3	0.0	0.0
140+31.69	WB	1	8	12	10	0.0	10.7	0.0	0.0
140+31.69	WB	2	8	12	10	0.0	10.7	0.0	0.0
139+70.15	WB	1	20	12	10	0.0	0.0	0.0	26.7
139+70.15	WB	2	20	12	10	0.0	0.0	0.0	26.7
139+70.15	WB	3	20	12	10	0.0	0.0	0.0	26.7
139+24.38	WB	1	6	12	10	0.0	8.0	0.0	0.0
139+24.38	WB	2	6	12	10	0.0	8.0	0.0	0.0
139+24.38	WB	3	6	12	10	0.0	8.0	0.0	0.0
138+77.50	WB	1	7	12	10	0.0	9.3	0.0	0.0
138+77.50	WB	2	7	12	10	0.0	9.3	0.0	0.0
137+63.13	WB	1	7	12	10	0.0	9.3	0.0	0.0
137+63.13	WB	2	7	12	10	0.0	9.3	0.0	0.0
137+63.13	WB	3	7	12	10	0.0	9.3	0.0	0.0
136+98.29	WB	1	6	12	10	0.0	8.0	0.0	0.0
136+98.29	WB	2	6	12	10	0.0	8.0	0.0	0.0
136+98.29	WB	3	6	12	10	0.0	8.0	0.0	0.0
136+02.49	WB	1	9	12	10	0.0	12.0	0.0	0.0
136+02.49	WB	2	9	12	10	0.0	12.0	0.0	0.0
136+02.49	WB	3	9	12	10	0.0	12.0	0.0	0.0
135+65.04	WB	1	9	12	10	0.0	12.0	0.0	0.0
135+65.04	WB	2	9	12	10	0.0	12.0	0.0	0.0
135+65.04	WB	3	6	12	10	0.0	8.0	0.0	0.0
135+03.37	WB	1	18	12	10	0.0	0.0	24.0	0.0
135+03.37	WB	2	18	12	10	0.0	0.0	24.0	0.0
135+03.37	WB	3	18	12	10	0.0	0.0	24.0	0.0
134+03.58	WB	1	8	12	10	0.0	10.7	0.0	0.0
134+03.58	WB	2	8	12	10	0.0	10.7	0.0	0.0
134+03.58	WB	3	8	12	10	0.0	10.7	0.0	0.0
132+99.47	WB	1	6	12	10	0.0	8.0	0.0	0.0
132+99.47	WB	2	6	12	10	0.0	8.0	0.0	0.0
132+99.47	WB	3	6	12	10	0.0	8.0	0.0	0.0
132+02.20	WB	1	6	12	10	0.0	8.0	0.0	0.0
132+02.20	WB	2	6	12	10	0.0	8.0	0.0	0.0
132+02.20	WB	3	6	12	10	0.0	8.0	0.0	0.0
131+75.96	WB	2	6	12	10	0.0	8.0	0.0	0.0
131+75.96	WB	3	6	12	10	0.0	8.0	0.0	0.0
131+38.65	WB	2	6	12	10	0.0	8.0	0.0	0.0
131+38.65	WB	3	6	12	10	0.0	8.0	0.0	0.0
131+04.70	WB	1	15	12	10	0.0	0.0	20.0	0.0
131+04.70	WB	2	15	12	10	0.0	0.0	20.0	0.0
131+04.70	WB	3	15	12	10	0.0	0.0	20.0	0.0
130+58.76	WB	1	6	12	10	0.0	8.0	0.0	0.0
130+58.76	WB	2	6	12	10	0.0	8.0	0.0	0.0
130+58.76	WB	3	6	12	10	0.0	8.0	0.0	0.0
129+99.12	WB	1	6	12	10	0.0	8.0	0.0	0.0
129+99.12	WB	2	6	12	10	0.0	8.0	0.0	0.0
129+99.12	WB	3	6	12	10	0.0	8.0	0.0	0.0
129+01.02	WB	1	6	12	10	0.0	8.0	0.0	0.0
129+01.02	WB	2	6	12	10	0.0	8.0	0.0	0.0
129+01.02	WB	3	6	12	10	0.0	8.0	0.0	0.0
128+44.22	WB	1	8	12	10	0.0	10.7	0.0	0.0
128+44.22	WB	2	8	12	10	0.0	10.7	0.0	0.0
128+44.22	WB	3	8	12	10	0.0	10.7	0.0	0.0
126+98.78	WB	1	7	12	10	0.0	9.3	0.0	0.0
126+98.78	WB	2	25	12	10	0.0	0.0	0.0	33.3
126+98.78	WB	3	25	12	10	0.0	0.0	0.0	33.3
126+05.48	WB	1	6	12	10	0.0	8.0	0.0	0.0
126+05.48	WB	2	6	12	10	0.0	8.0	0.0	0.0
126+05.48	WB	3	6	12	10	0.0	8.0	0.0	0.0

CLASS D PATCHING (SPECIAL) CONTINUED

125+78.44	WB	2	6	12	10	0.0	8.0	0.0	0.0
125+78.44	WB	3	6	12	10	0.0	8.0	0.0	0.0
125+44.90	WB	1	15	12	10	0.0	0.0	20.0	0.0
125+44.90	WB	2	6	12	10	0.0	8.0	0.0	0.0
125+44.90	WB	3	6	12	10	0.0	8.0	0.0	0.0
125+01.76	WB	1	12	12	10	0.0	0.0	16.0	0.0
125+01.76	WB	2	12	12	10	0.0	0.0	16.0	0.0
125+01.76	WB	3	12	12	10	0.0	0.0	16.0	0.0
124+52.08	WB	2	6	12	10	0.0	8.0	0.0	0.0
124+52.08	WB	3	6	12	10	0.0	8.0	0.0	0.0
124+30.72	WB	1	6	12	10	0.0	8.0	0.0	0.0
124+01.11	WB	1	6	12	10	0.0	8.0	0.0	0.0
124+01.11	WB	2	6	12	10	0.0	8.0	0.0	0.0
124+01.11	WB	3	6	12	10	0.0	8.0	0.0	0.0
123+03.11	WB	1	15	12	10	0.0	0.0	20.0	0.0
123+03.11	WB	2	15	12	10	0.0	0.0	20.0	0.0
123+03.11	WB	3	15	12	10	0.0	0.0	20.0	0.0
					NOMINAL (10%)	0.0	308.0	103.0	354.0
					FINAL TOTALS WITH 10% NOMINAL	0.0 (sq. yd)	3384.0 (sq. yd)	1125.0 (sq. yd)	3890.0 (sq. yd)

* THERMOPLASTIC PAVEMENT MARKING - LINE 4"

ALIGNMENT	START STA.	END STA.	START OFF.	END OFF.	COLOR	BOUND	CALC	LENGTH (FT)
EX_CI_I94	485+83.23	506+07.87	42.75' RT	46.91' RT	W	EB	2025	2022
EX_CI_I94	513+31.16	517+88.53	43.00' RT	43.00' RT	W	EB	457	457
X6	450+95.40	451+54.27	15.50' RT	15.81' RT	Y	EB	59	64
X6	450+95.40	451+54.27	0.43' LT	0.19' LT	W	EB	59	59
X7	502+09.76	503+20.70	0.16' LT	0.32' RT	W	EB	111	111
X7	502+09.76	503+20.70	16.15' LT	15.68' LT	Y	EB	111	122
EX_CI_I94	524+00.51	531+02.49	43.00' RT	43.00' RT	W	EB	702	702
EX_CI_I94	544+60.65	568+73.22	44.18' RT	45.17' RT	W	EB	2413	2394
EX_CI_I94	572+44.00	579+49.95	45.79' RT	46.00' RT	W	EB	706	706
EX_CI_I94	582+78.94	590+84.40	46.43' RT	53.5' RT	W	EB	805	814
EX_CI_I94	593+19.76	598+97.64	54.22' RT	48.04' RT	W	EB	578	585
Y7	951+53.80	951+75.69	0.35' LT	0.32' LT	W	EB	22	22
Y7	951+53.80	951+75.69	17.12' LT	17.32' LT	Y	EB	22	22
EX_CI_I94	605+68.01	607+23.00	45.87' RT	46.5' RT	W	EB	155	155
EX_CI_I94	485+83.23	568+92.98	6.75' RT	8.98' RT	Y	EB	8310	8305
EX_CI_I94	572+63.56	579+61.62	9.86' RT	10.04' RT	Y	EB	698	698
EX_CI_I94	582+90.73	607+23.00	10.52' RT	10.49' RT	Y	EB	2432	2438
EX_CI_I94	120+83.90	140+98.56	32.09' RT	32.7' RT	Y	EB	2015	2015
EX_BL_LINE_E	804+10.74	812+22.17	19.37' LT	21.21' LT	Y	EB	811	807
EX_BL_LINE_E	804+10.26	812+22.28	0.13' RT	1.79' RT	W	EB	812	812
EX_CI_I94	144+45.32	160+12.53	32.63' RT	33.75' RT	Y	EB	1567	1556
EX_CI_I94	148+48.70	160+12.51	56.90' RT	57.75' RT	W	EB	1164	1145
EX_CI_I94	162+68.68	173+00.39	34.45' RT	39.10' RT	Y	EB	1032	1019
EX_CI_I94	162+69.83	173+00.35	58.45' RT	63.10' RT	W	EB	1031	1009
EX_CI_I94	180+19.08	187+30.58	44.98' RT	51.50' RT	Y	EB	712	700
EX_CI_I94	180+19.36	187+29.84	68.99' RT	75.50' RT	W	EB	710	693
EX_CI_I94	189+90.08	207+58.53	54.16' RT	74.67' RT	Y	EB	1768	1730
EX_CI_I94	189+89.89	235+91.90	78.16' RT	43.50' RT	W	EB	4602	4546
EX_CI_I94	219+54.61	433+54.37	31.28' RT	6.70' RT	Y	EB	21400	21403
EX_CI_I94	240+41.29	240+59.42	93.65' RT	96.25' RT	W	EB	18	18
EX_CI_I94	240+43.89	240+66.96	75.15' RT	78.39' RT	Y	EB	23	23
EX_CI_I94	240+56.07	254+71.06	43.00' RT	42.75' RT	W	EB	1415	1415
EX_CI_I94	267+67.91	276+59.91	42.44' RT	42.00' RT	W	EB	892	904
EX_CI_I94	284+94.48	363+27.36	42.65' RT	42.72' RT	W	EB	7833	7856
EX_CI_I94	367+47.04	370+64.89	43.35' RT	43.25' RT	W	EB	318	318
EX_CI_I94	367+43.79	368+85.16	79.18' RT	184.56' RT	Y	EB	141	178
EX_CI_I94	367+37.01	368+72.58	94.01' RT	194.93' RT	W	EB	136	170
EX_CI_I94	370+70.66	369+95.81	78.04' RT	208.61' RT	Y	EB	75	155
EX_CI_I94	370+12.19	370+80.47	210.68' RT	91.30' RT	W	EB	68	142
EX_CI_I94	378+87.15	380+00.41	78.81' RT	239.47' RT	Y	EB	113	205
EX_CI_I94	378+94.84	382+72.29	43.50' RT	43.46' RT	W	EB	377	377
EX_CI_I94	378+80.20	379+84.50	93.22' RT	241.17' RT	W	EB	104	189
EX_CI_I94	381+81.86	382+72.60	134.86' RT	77.92' RT	Y	EB	91	107
EX_CI_I94	381+92.11	382+79.24	147.14' RT	92.51' RT	W	EB	87	103
EX_CL_I94	391+27.27	424+34.69	43.21' RT	42.32' RT	W	EB	3307	3300
EX_CL_I94	429+87.58	447+50.00	42.00' RT	42.76' RT	W	EB	1762	1751
EX_CI_I94	607+23.00	582+96.96	9.00 LT	8.02' LT	Y	WB	2426	2420
EX_CI_I94	579+67.95	572+73.92	8.86' LT	8.63' LT	Y	WB	694	694
EX_CI_I94	569+03.02	485+83.23	8.88' LT	6.75' LT	Y	WB	8320	8323
EX_CI_I94	607+23.00	606+62.65	45.00' LT	45.00' LT	W	WB	60	60

* THERMOPLASTIC PAVEMENT MARKING - LINE 4"

ALIGNMENT	START STA.	END STA.	START OFF.	END OFF.	COLOR	BOUND	CALC	LENGTH (FT)
Y3	759+77.71	758+83.78	15.09' LT	15.64' LT	Y	WB	94	101
Y3	759+77.71	758+83.78	1.05' LT	0.65' LT	W	WB	94	94
EX_CI_I94	599+41.90	592+04.56	48.94' LT	53.65' LT	W	WB	737	737
Y1	667+15.25	653+91.55	14.78' LT	16.34' LT	Y	WB	1324	1348
Y1	667+15.25	653+93.41	0.25' RT	0.00 ' RT	W	WB	1322	1321
EX_CI_I94	587+11.74	583+08.76	50.20' LT	44.23' LT	W	WB	403	399
EX_CI_I94	579+79.59	572+93.55	44.81' LT	44.64' LT	W	WB	686	686
EX_CI_I94	569+22.12	534+85.65	44.83' LT	42.70' LT	W	WB	3436	3455
X4	351+34.27	352+49.94	0.46' LT	1.39' RT	W	WB	116	115
X4	351+34.27	352+49.94	14.61' LT	14.61' LT	Y	WB	116	125
EX_CI_I94	526+44.65	524+27.69	42.63' LT	42.61' LT	W	WB	217	217
X3	7+22.89	6+39.55	15.84' LT	16.07' LT	Y	WB	83	92
X3	7+22.89	6+39.55	0.63' LT	0.07' LT	W	WB	83	84
X2	251+68.19	252+67.39	0.44' LT	0.49' LT	W	WB	99	100
X2	251+68.19	252+67.39	17.43' LT	16.49' LT	Y	WB	99	107
EX_CI_I94	518+67.30	514+07.50	42.56' LT	42.52' LT	W	WB	460	460
X1	209+92.23	208+46.65	16.70' LT	15.62' LT	Y	WB	146	153
X1	209+92.23	208+46.65	0.71' LT	0.38 'LT	W	WB	146	145
EX_CI_I94	502+86.05	485+83.23	51.21' LT	41.5' LT	W	WB	1703	1655
EX_CI_I94	123+51.18	120+84.07	69.00' LT	69.00' LT	W	WB	267	267
EX_CI_I94	141+30.45	131+43.14	-69.00' LT	-69.00' LT	W	WB	987	987
EX_CI_I94	141+31.54	131+91.56	-33.00' LT	-33.00' LT	Y	WB	940	941
EX_CI_I94	153+57.34	144+51.16	-69.00' LT	-69.00' LT	W	WB	906	914
EX_CI_I94	161+54.53	144+49.60	-35.10' LT	-33.00' LT	Y	WB	1705	1718
EX_BL_LINE_F	952+80.90	944+39.41	6.22' RT	11.12' RT	W	WB	841	841
EX_BL_LINE_F	952+80.97	944+39.34	10.78' LT	11.88' LT	Y	WB	842	843
EX_CI_I94	173+61.57	163+85.01	65.03' LT	60.03' LT	W	WB	977	997
EX_CI_I94	173+61.30	163+85.46	41.03' LT	36.03' LT	Y	WB	976	989
EX_CI_I94	187+76.81	179+59.26	77.38' LT	69.68' LT	W	WB	818	838
EX_CI_I94	187+76.70	179+68.93	53.38' LT	45.79' LT	Y	WB	808	821
EX_CI_I94	204+04.10	190+24.26	92.83' LT	79.73' LT	W	WB	1380	1420
EX_CI_I94	204+06.91	190+24.39	68.86' LT	55.73' LT	Y	WB	1383	1412
EX_CI_I94	217+96.36	206+63.00	69.16' LT	95.35' LT	W	WB	1133	1143
EX_CI_I94	433+56.37	206+63.55	8.94' LT	71.36' LT	Y	WB	22693	22696
EX_CI_I94	218+01.92	216+42.55	143.54' LT	119.42' LT	W	WB	159	161
EX_CI_I94	217+98.56	216+38.66	95.66' LT	120.11' LT	Y	WB	160	162
EX_CI_I94	233+41.43	226+98.63	43.00' LT	35.95' LT	W	WB	643	641
EX_CI_I94	240+49.85	240+41.90	65.93' LT	65.24' LT	Y	WB	8	8
EX_CI_I94	240+48.45	240+40.51	81.87' LT	81.14' LT	W	WB	8	8
EX_CI_I94	249+45.84	240+44.08	42.99' LT	42.99' LT	W	WB	902	902
EX_CI_I94	266+01.46	256+07.92	42.97' LT	42.98' LT	W	WB	994	994
EX_CI_I94	280+32.21	270+29.22	42.96' LT	42.97' LT	W	WB	1003	986
EX_CI_I94	362+76.96	285+25.10	42.91' LT	42.96' LT	W	WB	7752	7728
EX_CI_I94	370+79.58	369+52.67	189.93' LT	79.99' LT	W	WB	127	170
EX_CI_I94	370+92.90	369+59.13	181.03' LT	65.36' LT	Y	WB	134	179
EX_CI_I94	373+49.32	369+63.55	42.90' LT	42.90' LT	W	WB	386	386
EX_CI_I94	373+57.85	372+42.26	82.51' LT	197.98' LT	W	WB	116	169
EX_CI_I94	373+51.48	372+27.10	65.68' LT	192.88' LT	Y	WB	124	184
EX_CI_I94	381+78.46	381+12.09	180.48' LT	87.68' LT	W	WB	66	117
EX_CI_I94	381+93.91	381+20.98	176.33' LT	74.38' LT	Y	WB	73	128
EX_CI_I94	383+79.37	382+85.35	87.72' LT	173.48' LT	W	WB	94	128
EX_CI_I94	383+71.35	382+71.22	73.29' LT	164.92' LT	Y	WB	100	137
EX_CI_I94	383+59.20	381+30.24	42.89' LT	42.89' LT	W	WB	229	229
EX_CI_I94	417+08.32	390+77.34	42.70' LT	42.89' LT	W	WB	2631	2632
EX_CI_I94	433+55.34	430+65.80	42.86' LT	42.86' LT	W	WB	290	292
						NOMINAL (10%)		15038
							TOTAL:	165423

* PREFORMED PLASTIC PAVEMENT MARKING TYPE D - LINE 8", 3' DASH, 9' SKIP

START STA.	END STA.	START OFFSET	END OFFSET	BOUND	USAGE	FULL LENGTH	LENGTH (FT)
518+48.52	522+60.34	43.00' RT	43.00' RT	EB	0.25	412	103
599+87.90	604+17.92	47.00' RT	45.68' RT	EB	0.25	431	108
119+00.00	143+09.26	56.00' RT	56.69' RT	EB	0.25	2409	603
371+49.08	377+59.33	43.25' LT	43.50' RT	EB	0.25	610	153
605+97.30	600+95.58	45.00' LT	46.10' LT	WB	0.25	502	126
523+35.20	520+12.26	42.60' LT	42.57' LT	WB	0.25	323	81
131+90.56	120+98.28	45.00' LT	44.07' LT	WB	0.25	1092	274
226+98.63	223+95.16	35.95' LT	46.38' LT	WB	0.25	304	76
380+48.37	374+45.44	42.89' LT	42.90' LT	WB	0.25	603	151

* PAVEMENT MARKING SCHEDULES ONLY SHOWING MAINLINE AND RAMP MARKING LOCATIONS

* PREFORMED PLASTIC PAVEMENT MARKING TYPE D - LINE 8" CONTRAST, 10' DASH, 30' SKIP							
START STA.	END STA.	START OFFSET	END OFFSET	BOUND	USAGE	FULL LENGTH	LENGTH (FT)
447+50.00	485+83.51	18.76' RT	18.75' RT	EB	0.25	3834	958
447+50.00	485+83.37	30.95' RT	30.75' RT	EB	0.25	3833	958
568+86.46	572+56.84	20.80' RT	21.54' RT	EB	0.25	370	93
568+79.71	572+50.24	33.26' RT	33.81' RT	EB	0.25	370	93
579+57.75	582+86.81	22.00' RT	22.45' RT	EB	0.25	329	82
579+54.14	582+82.88	34.14' RT	34.41' RT	EB	0.25	329	82
173+00.37	180+19.22	51.10' RT	56.99' RT	EB	0.25	706	176
187+30.21	189+89.98	63.50' RT	66.16' RT	EB	0.25	254	64
443+54.81	447+50.00	30.48' RT	30.76' RT	EB	0.25	1389	347
443+54.59	447+50.00	18.48' RT	18.76' RT	EB	0.25	1392	348
256+53.17	265+40.33	42.71' RT	42.53' RT	EB	0.25	887	222
485+83.92	433+55.68	30.18' LT	30.86' LT	WB	0.25	5234	1309
485+84.06	433+56.03	17.69' LT	18.86' LT	WB	0.25	5232	1308
572+80.74	569+09.37	20.81' LT	20.02' LT	WB	0.25	371	93
572+87.36	569+15.77	33.13' LT	32.81' LT	WB	0.25	371	93
583+00.90	579+71.75	20.11' LT	20.61' LT	WB	0.25	329	82
583+04.92	579+75.72	32.34'LT	31.40' LT	WB	0.25	329	82
179+64.07	173+60.81	53.02' LT	57.74' LT	WB	0.25	615	154
190+24.32	187+76.75	67.73' LT	65.38' LT	WB	0.25	253	63
206+63.27	204+05.50	83.35' LT	80.85' LT	WB	0.25	265	66
					NOMINAL (10%)		835
						TOTAL:	9184

* PREFORMED PLASTIC PAVEMENT MARKING TYPE D - LINE 5", 10' DASH, 30' SKIP							
START STA.	END STA.	START OFF.	END OFF.	BOUND	USAGE	FULL LENGTH	LENGTH (FT)
485+83.51	568+86.46	18.75' RT	20.80' RT	EB	0.25	8295	2074
485+83.37	568+79.71	30.75' RT	33.26' RT	EB	0.25	8283	2071
572+56.84	579+57.67	21.54' RT	22.00' RT	EB	0.25	701	175
572+50.24	579+54.14	33.81' RT	34.14' RT	EB	0.25	704	176
582+86.81	607+23.00	22.45' RT	22.5' RT	EB	0.25	2411	603
582+82.88	607+23.00	34.41' RT	34.50' RT	EB	0.25	2447	612
119+00.00	173+00.04	44.00' RT	51.08' RT	EB	0.25	5364	1341
180+19.22	187+30.21	56.99' RT	63.50' RT	EB	0.25	696	174
189+89.98	433+54.81	65.96' RT	30.46' RT	EB	0.25	24333	6083
219+54.77	433+54.59	44.28' RT	18.48' RT	EB	0.25	21411	5353
569+09.37	485+83.92	21.03' LT	20.99' LT	WB	0.25	8334	2084
569+15.77	485+84.06	33.13' LT	33.20' LT	WB	0.25	8346	2086
579+71.75	572+80.74	20.61' LT	21.04' LT	WB	0.25	691	173
579+75.72	572+87.36	31.40' LT	31.40' LT	WB	0.25	689	172
607+23.00	583+00.90	21.19' LT	20.12' LT	WB	0.25	2411	603
607+23.00	583+04.92	33.19' LT	32.53' LT	WB	0.25	2402	601
154+34.58	119+00.00	57.00' LT	45.00' LT	WB	0.25	3524	881
173+60.81	131+90.55	53.09' LT	45.00' LT	WB	0.25	4208	1052
187+76.75	179+64.07	65.38' LT	57.74' LT	WB	0.25	830	207
204+05.50	190+24.32	80.85' LT	67.73' LT	WB	0.25	1416	354
433+56.03	206+63.27	18.86' LT	83.35' LT	WB	0.25	22690	5672
433+55.68	226+98.62	30.86' LT	35.95' LT	WB	0.25	20638	5160
					NOMINAL (10%)		3771
						TOTAL:	41478

* MODIFIED URETHANE PAVEMENT MARKING - LINE 4"								
Alignment	Start Sta.	End Sta.	Start Offset	End Offset	Color	Bound	Calc	LENGTH (FT)
EX_CL_I94	447+50.00	461+43.52	42.76' RT	44.06' RT	W	EB	1394	1394
W3	102+34.40	110+33.59	0.81' RT	0.39' RT	W	EB	799	799
W3	102+34.40	110+36.31	15.18' LT	15.90' LT	Y	EB	802	824
EX_CL_I94	472+60.21	475+40.06	42.75' RT	42.75' RT	W	EB	280	280
W4	151+86.14	162+46.57	0.60' RT	0.68' RT	W	EB	1060	1057
W4	151+86.14	162+43.57	15.40' LT	15.24 ' LT	Y	EB	1057	1119
EX_CL_I94	483+91.51	485+83.23	42.75' RT	42.75' RT	W	EB	192	192
X5	414+62.99	424+06.31	0.77' RT	0.38' RT	W	EB	943	943
X5	414+62.99	424+03.75	14.21' LT	17.20' LT	Y	EB	941	951
X6	451+54.27	457+89.88	15.81' RT	16.66' RT	Y	EB	636	691
X6	451+54.27	457+77.94	0.19' LT	0.51' RT	W	EB	624	624
X7	503+20.70	507+54.19	0.32' RT	0.60' LT	W	EB	433	433
X7	503+20.70	507+80.19	15.68' LT	16.19' LT	Y	EB	459	508
X8	559+03.48	554+15.18	15.35' LT	18.37' LT	Y	EB	488	497
X8	559+03.48	554+14.04	0.74' RT	0.50' RT	W	EB	489	490
EX_CL_I94	568+73.22	572+44.00	45.17' RT	45.79' RT	W	EB	371	370
EX_CL_I94	579+49.95	582+78.94	46.00' RT	46.43' RT	W	EB	329	329
Y5	852+36.68	865+11.05	0.69' LT	0.61' LT	W	EB	1274	1275
Y5	852+36.68	864+79.60	18.69' LT	14.28' LT	Y	EB	1243	1255
Y6	909+96.77	901+59.55	14.69' LT	19.11' LT	Y	EB	837	898
Y6	909+96.77	901+57.38	0.30' RT	0.16' RT	W	EB	839	839
Y7	951+75.69	961+65.96	0.32' LT	0.57' LT	W	EB	990	990
Y7	951+75.63	961+65.65	17.32' LT	15.82' LT	Y	EB	990	1053
EX_CL_I94	447+50.00	485+83.64	6.76' RT	6.75' RT	Y	EB	3833	3834
EX_CL_I94	568+92.98	572+63.61	8.98' RT	9.86' RT	Y	EB	371	371
EX_CL_I94	579+61.62	582+90.73	10.04' RT	10.52' RT	Y	EB	329	329
EX_CL_I94	119+00.00	120+84.38	32.00' RT	32.09' RT	Y	EB	184	184
EX_CL_I94	140+98.56	144+45.32	32.79' RT	32.63' RT	Y	EB	347	347
EX_CL_I94	160+12.53	162+68.68	33.75' RT	34.45' RT	Y	EB	256	253
EX_CL_I94	160+12.51	162+69.83	57.75' RT	58.75' RT	W	EB	257	252
EX_CL_I94	173+00.39	180+19.08	39.10' RT	44.98' RT	Y	EB	719	708
EX_CL_I94	173+00.35	180+19.36	63.10' RT	68.99' RT	W	EB	719	703
EX_CL_I94	187+30.58	189+90.08	51.50' RT	54.16' RT	Y	EB	260	255
EX_CL_I94	187+29.84	189+89.89	75.50' RT	78.16' RT	W	EB	260	253
EX_CL_I94	368+85.16	371+47.97	184.56' RT	681.44' RT	Y	EB	263	573
EX_CL_I94	368+72.58	371+31.76	194.93' RT	679.89' RT	W	EB	259	560
EX_CL_I94	369+04.19	373+01.49	208.61' RT	370.61' RT	Y	EB	397	439
EX_CL_I94	370+12.19	373+68.26	210.68' RT	290.40' RT	W	EB	356	504
EX_CL_I94	380+02.18	381+81.86	425.00' RT	134.86' RT	Y	EB	180	345
EX_CL_I94	380+19.57	381+92.11	424.99' RT	147.14' RT	W	EB	173	331
EX_CL_I94	433+54.37	447+50.00	6.70' RT	6.76' RT	Y	EB	1396	1395
EX_CL_I94	433+55.03	447+50.00	42.48' RT	42.76' RT	W	EB	1395	1374
EX_CL_I94	582+96.96	579+67.95	8.02' LT	8.86' LT	Y	WB	329	329
EX_CL_I94	572+73.92	569+03.02	8.63' LT	8.88' LT	Y	WB	371	371
EX_CL_I94	485+83.23	433+56.37	6.75' LT	8.94' LT	Y	WB	5227	5229
Y3	758+83.78	751+21.74	15.64' LT	20.37' LT	Y	WB	762	818
Y3	758+83.78	751+09.78	0.65' LT	0.88' RT	W	WB	774	775
Y2	702+41.50	711+22.78	1.28' LT	0.45' RT	W	WB	881	880
Y2	702+41.50	711+71.77	17.28' LT	13.39' LT	Y	WB	930	993
EX_CL_I94	583+08.76	579+79.59	44.23' LT	44.81' LT	W	WB	329	329
EX_CL_I94	572+93.55	569+22.12	44.64' LT	44.83' LT	W	WB	371	371
X4	352+49.94	359+04.62	1.39' RT	0.37' LT	W	WB	655	655
X4	352+49.94	359+03.79	14.61' LT	15.37' LT	Y	WB	654	655
X3	6+39.55	1+30.13	16.07' LT	17.09' LT	Y	WB	509	561
X3	6+39.55	1+45.51	0.07' LT	0.02' RT	W	WB	494	494

* PAVEMENT MARKING SCHEDULES ONLY SHOWING MAINLINE AND RAMP MARKING LOCATIONS

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - ADS	REVISED -
	DRAWN - ADS	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 11 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	40
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

* MODIFIED URETHANE PAVEMENT MARKING - LINE 4"								
Alignment	Start Sta.	End Sta.	Start Offset	End Offset	Color	Bound	Calc	LENGTH (FT)
X2	252+67.39	257+81.22	0.49' LT	0.40' LT	W	WB	514	514
X2	252+67.39	258+00.39	16.49' LT	15.62' LT	Y	WB	533	587
X1	208+46.65	201+17.19	15.62' LT	18.21' LT	Y	WB	729	736
X1	208+46.65	201+16.15	0.38 'LT	0.53' RT	W	WB	731	730
EX_CL_I94	485+83.23	483+84.74	41.5' LT	41.50' LT	W	WB	198	199
W2	58+93.39	52+23.20	16.56' LT	15.23' LT	Y	WB	670	723
W2	58+93.39	52+21.39	0.57' LT	1.10' RT	W	WB	672	671
W1	19+17.52	12+29.07	17.00' LT	16.54' LT	Y	WB	688	701
W1	19+17.52	12+27.34	0.00' RT	0.06' RT	W	WB	690	690
EX_CL_I94	458+53.27	433+55.34	45.86' LT	42.86' LT	W	WB	2498	2506
EX_CL_I94	120+84.07	119+00.00	69.00' LT	69.00' LT	Y	WB	184	184
EX_CL_I94	131+43.14	123+51.18	69.00' LT	69.00' LT	W	WB	792	792
EX_CL_I94	144+51.16	141+30.45	69.00' LT	69.00' LT	W	WB	321	321
EX_CL_I94	144+49.60	141+31.54	33.00' LT	33.00' LT	Y	WB	318	318
EX_CL_I94	163+85.01	162+08.87	60.03' LT	59.32' LT	W	WB	176	180
EX_CL_I94	163+85.46	161+54.53	36.03' LT	35.10' LT	Y	WB	231	234
EX_CL_I94	179+59.26	173+61.57	69.68' LT	65.03' LT	W	WB	598	611
EX_CL_I94	179+68.93	173+61.30	45.79' LT	41.03' LT	Y	WB	608	617
EX_CL_I94	190+24.26	187+76.81	79.73' LT	77.38' LT	W	WB	247	254
EX_CL_I94	190+24.39	187+76.70	55.73' LT	53.38' LT	Y	WB	248	252
EX_CL_I94	206+63.00	204+04.10	95.35' LT	92.83' LT	W	WB	259	267
EX_CL_I94	206+63.55	204+06.91	71.36' LT	68.86' LT	Y	WB	257	263
EX_CL_I94	379+82.87	370+79.58	664.03' LT	189.93' LT	W	WB	903	1084
EX_CL_I94	379+92.47	370+92.90	651.24' LT	181.03' LT	Y	WB	900	1079
EX_CL_I94	382+85.35	382+18.37	173.48' LT	713.40' LT	W	WB	67	561
EX_CL_I94	382+71.22	382+04.74	164.92' LT	722.85' LT	Y	WB	66	580
EX_CL_I94	381+78.46	379+32.26	176.33' LT	180.48' LT	W	WB	246	399
EX_CL_I94	381+93.91	379+25.20	373.67' LT	388.01' LT	Y	WB	269	435
							NOMINAL (10%)	5977
							TOTAL:	65745

* MODIFIED URETHANE PAVEMENT MARKING - LINE 8"								
Alignment	Start Sta.	End Sta.	Start Off.	End Off.	Color	Bound	Calc	LENGTH (FT)
EX_CL_I94	461+43.52	470+03.74	44.06' RT	54.75' RT	W	EB	860	860
W3	100+00.00	102+34.40	0.75' RT	0.81' RT	W	EB	234	234
W3	100+84.68	102+34.40	17.04' LT	15.18' LT	W	EB	150	151
EX_CL_I94	470+90.21	472+60.21	42.75' RT	42.75' RT	W	EB	170	170
EX_CL_I94	475+40.06	482+15.43	42.75' RT	54.75' RT	W	EB	675	675
W4	150+00.00	151+86.14	0.02' RT	0.06' RT	W	EB	186	186
EX_CL_I94	482+56.17	483+91.51	42.75' RT	42.75' RT	W	EB	135	135
X5	413+64.33	414+62.99	1.01' RT	0.76' RT	W	EB	99	99
EX_CL_I94	119+00.00	120+81.35	68.00' RT	68.09' RT	W	EB	181	181
EX_CL_I94	140+98.10	144+46.46	68.79' RT	68.63' RT	W	EB	348	348
EX_CL_I94	483+84.51	483+68.17	41.50' LT	41.50' LT	W	WB	16	17
EX_CL_I94	482+65.30	472+68.00	53.50' LT	43.82' LT	W	WB	997	998
W1	19+17.52	22+91.91	00.00' RT	0.30' LT	W	WB	374	375
EX_CL_I94	469+48.31	458+53.27	53.70' LT	45.86' LT	W	WB	1095	1087
EX_CL_I94	131+90.56	119+00.00	33.00' LT	29.00' LT	Y	WB	1291	1291
							NOMINAL (10%)	681
							TOTAL:	7489

* MODIFIED URETHANE PAVEMENT MARKING - LINE 12"			
			LENGTH (FT)
SB & NB Combined	CHEVRONS	Polyurea Pavement Marking Type I - Line 12", 30' Spacing	355
SB & NB Combined	WHITE	Polyurea Pavement Marking Type I - Line 12", 45 angle, 500' spacing	1057
SB & NB Combined	YELLOW	Polyurea Pavement Marking Type I - Line 12", 45 angle, 500' spacing	724
		NOMINAL (10%)	214
		TOTAL:	2349

* PREFORMED PLASTIC PAVEMENT MARKING - LINE 4", 2' DASH, 6' SKIP							
START STA.	END STA.	START OFF.	END OFF.	BOUND	USAGE	FULL LENGTH	LENGTH (FT)
506+07.87	509+48.83	46.91' RT	43.93' RT	EB	0.25	343.00	86
536+15.58	544+60.65	43.00' RT	44.18' RT	EB	0.25	845.07	212
590+83.69	592+25.51	53.50' RT	53.71' RT	EB	0.25	143.67	36
235+91.90	237+89.61	43.50' RT	43.47' RT	EB	0.25	197.71	50
278+68.42	284+94.48	42.00' RT	42.65' RT	EB	0.25	627.68	157
363+27.36	366+29.39	42.72' RT	43.24' RT	EB	0.25	302.03	76
391+27.27	383+91.49	43.21' RT	43.43' RT	EB	0.25	735.77	184
424+34.69	426+70.67	42.32' RT	42.13' RT	EB	0.25	233.77	59
590+97.25	587+11.74	52.97' LT	50.20' LT	WB	0.25	380.66	96
534+85.65	527+34.36	42.67' LT	42.64' LT	WB	0.25	399.00	100
510+30.03	502+84.04	43.47' LT	51.20' LT	WB	0.25	741.41	186
226+98.63	223+95.16	35.95' LT	46.38' LT	WB	0.25	303.57	76
237+59.63	233+41.43	43.00' LT	43.00' LT	WB	0.25	418.20	105
252+53.74	249+45.84	42.98' LT	42.99' LT	WB	0.25	307.90	77
270+29.22	268+56.36	42.97' LT	42.97' LT	WB	0.25	172.86	44
285+25.10	283+39.86	42.96' LT	42.96' LT	WB	0.25	185.24	47
368+81.48	362+76.95	42.90' LT	42.91' LT	WB	0.25	604.52	152
390+77.34	384+52.25	42.89' LT	42.89' LT	WB	0.25	625.10	157
426+34.82	417+08.33	42.86' LT	42.70' LT	WB	0.25	935.28	234
						NOMINAL (10%)	142
						TOTAL:	2276

* THERMOPLASTIC PAVEMENT MARKING - LINE 12"			
			LENGTH (FT)
SB & NB Combined	WHITE	Thermoplastic Pavement Marking - 12"	1788
SB & NB Combined	YELLOW	Thermoplastic Pavement Marking - 12"	1415
SB & NB Combined	CHEVRONS	Thermoplastic Pavement Marking - 12"	4263
		NOMINAL (10%)	747
		TOTAL:	8214

* PAVEMENT MARKING SCHEDULES ONLY SHOWING MAINLINE AND RAMP MARKING LOCATIONS

* THERMOPLASTIC PAVEMENT MARKING - LINE 8"								
Alignment	Start Sta.	End Sta.	START OFFSET	END OFFSET	Color	Bound	Calc	LENGTH (FT)
X5	407+38.42	413+64.33	0.01' LT	1.01' RT	W	EB	626	626
X5	410+81.12	413+64.33	13.85' LT	13.78' LT	W	EB	283	283
X5	413+64.33	414+62.99	13.78' LT	14.21' LT	W	EB	99	100
EX_CI_I94	509+48.84	513+31.16	43.93' RT	43.00' RT	W	EB	382	383
X6	450+36.49	450+95.40	15.50' RT	15.57' RT	W	EB	59	64
X6	450+00.00	450+95.40	1.10' RT	0.43' RT	W	EB	95	95
EX_CI_I94	517+88.62	518+48.52	43.60' RT	43.00' RT	W	EB	60	60
EX_CI_I94	518+87.60	521+87.42	56.27' RT	54.00' RT	W	EB	300	300
EX_CI_I94	522+60.34	524+00.51	43.00' RT	43.00' RT	W	EB	140	140
X7	500+72.04	502+10.05	13.98' LT	16.15'LT	W	EB	138	146
X7	500+00.00	502+09.76	0.02' RT	0.16' LT	W	EB	210	210
EX_CI_I94	531+02.49	536+15.58	43.00' RT	43.00' RT	W	EB	513	513
X8	559+03.48	564+15.54	15.35' LT	17.26' LT	W	EB	512	514
X8	559+03.48	572+35.35	0.74' RT	0.15' RT	W	EB	1332	1330
EX_CI_I94	592+25.51	593+19.76	53.72' RT	54.22' RT	W	EB	94	96
Y5	851+37.65	852+36.68	16.98' LT	18.68' LT	W	EB	99	101
EX_CI_I94	590+84.40	590+87.46	53.50' RT	53.50' RT	W	EB	3	3
Y5	850+00.00	852+36.68	0.26'RT	0.69' LT	W	EB	237	237
EX_CI_I94	598+97.64	599+87.90	48.04' RT	47.00' RT	W	EB	90	91
Y6	909+96.77	910+89.33	14.69 LT	16.79' LT	W	EB	93	99
Y6	909+96.77	913+37.50	64.62' RT	0.58' RT	W	EB	341	342
EX_CI_I94	602+36.94	604+11.97	58.24' RT	59.37' RT	W	EB	175	175
EX_CI_I94	604+17.92	605+68.01	45.68' RT	45.87' RT	W	EB	150	150
Y6	950+04.07	951+53.80	14.77' LT	17.12' LT	W	EB	150	152
EX_CI_I94	120+81.35	140+98.10	68.09' RT	68.79' RT	W	EB	2017	2017
EX_CI_I94	143+09.26	148+48.70	56.69' RT	56.89' RT	W	EB	539	539
EX_CI_I94	143+09.26	148+48.70	56.69' RT	93.27' RT	W	EB	539	543
EX_BL_LINE_C	800+08.75	804+10.26	0.01' RT	0.13' RT	W	EB	402	401
EX_CI_I94	219+54.77	207+58.53	44.28' RT	74.67' RT	W	EB	1196	1192
EX_CI_I94	219+54.77	207+06.81	44.28' RT	4.95' RT	W	EB	1248	1255
EX_CI_I94	235+91.90	240+41.29	43.50' RT	93.64' RT	W	EB	449	452
EX_CI_I94	237+89.61	240+56.07	43.47' RT	43.00' RT	W	EB	266	266
EX_CI_I94	237+89.61	240+43.89	43.47' RT	75.15' RT	W	EB	254	256
EX_CI_I94	254+71.06	256+53.17	42.75' RT	42.71' RT	W	EB	182	182
EX_CI_I94	254+74.10	256+53.17	63.42' RT	42.71' RT	W	EB	179	180
EX_CI_I94	254+77.55	267+60.38	79.93' RT	95.57' RT	W	EB	1283	1288
EX_CI_I94	265+40.33	267+67.91	42.53' RT	42.44' RT	W	EB	228	228
EX_CI_I94	265+40.33	267+64.32	42.53' RT	78.52' RT	W	EB	224	227
EX_CI_I94	276+59.91	278+68.42	42.00' RT	42.00' RT	W	EB	209	212
EX_CI_I94	276+60.64	278+68.42	65.57' RT	42.00' RT	W	EB	208	214
EX_CI_I94	276+62.89	284+94.48	80.94' RT	42.65' RT	W	EB	832	842
EX_CI_I94	363+27.36	367+37.01	42.72' RT	94.01' RT	W	EB	410	415
EX_CI_I94	366+29.38	367+47.04	43.24' RT	43.35' RT	W	EB	118	118
EX_CI_I94	370+64.89	371+49.08	43.25' RT	43.25' RT	W	EB	84	84
EX_CI_I94	370+70.66	371+49.08	78.04' RT	43.25' RT	W	EB	78	86
EX_CI_I94	370+80.47	378+80.20	91.30' RT	93.22' RT	W	EB	800	812
EX_CI_I94	366+29.38	367+43.79	43.24' RT	79.18' RT	W	EB	114	120
EX_CI_I94	377+59.33	378+94.84	43.50' RT	43.50' RT	W	EB	136	136
EX_CI_I94	377+59.33	378+87.15	43.50' RT	78.81' RT	W	EB	128	132
EX_CI_I94	382+72.29	383+91.49	43.46' RT	43.43' RT	W	EB	119	119
EX_CI_I94	382+72.60	383+91.49	77.92' RT	43.43' RT	W	EB	119	124
EX_CI_I94	382+79.24	391+27.27	92.51' RT	43.21' RT	W	EB	848	853
EX_CI_I94	426+70.67	429+87.58	42.13' RT	42.00' RT	W	EB	317	314
EX_CI_I94	426+70.66	429+85.83	44.13' RT	68.13' RT	W	EB	315	314
EX_CI_I94	424+34.69	429+84.72	42.32' RT	82.09' RT	W	EB	550	554
Y6	950+00.00	951+53.80	0.41' LT	0.35' LT	W	WB	154	154
EX_CI_I94	606+62.65	605+97.30	45.00' LT	45.00' LT	W	WB	65	65
Y3	759+77.71	760+40.31	15.09' LT	16.79' LT	W	WB	63	69
Y3	759+77.71	762+44.24	1.05' LT	1.05' LT	W	WB	267	268
EX_CI_I94	604+35.70	601+84.05	57.00' LT	57.59' LT	W	WB	252	251
EX_CI_I94	600+95.82	599+41.90	46.10' LT	48.94' LT	W	WB	154	152
Y2	700+87.87	702+41.50	16.09' LT	17.28' LT	W	WB	154	161

* THERMOPLASTIC PAVEMENT MARKING - LINE 8"								
Alignment	Start Sta.	End Sta.	START OFFSET	END OFFSET	Color	Bound	Calc	LENGTH (FT)
Y2	700+00.00	702+41.50	0.00' RT	1.28' LT	W	WB	242	243
Y1	592+07.72	590+97.13	75.95' LT	54.29' LT	W	WB	111	111
Y1	592+02.93	587+21.29	90.24' LT	50.46' LT	W	WB	482	477
EX_CI_I94	534+85.65	527+81.05	42.64' LT	54.64' LT	W	WB	705	705
X4	350+00.00	351+34.27	0.43' RT	0.46' LT	W	WB	134	135
X4	350+44.32	351+34.27	15.43' LT	16.71' LT	W	WB	90	97
EX_CI_I94	527+34.36	526+44.65	42.63' LT	42.59' LT	W	WB	90	90
EX_CI_I94	524+27.87	523+35.20	42.61' LT	42.60' LT	W	WB	93	92
EXBLX3	08+12.95	07+22.89	13.53' LT	15.84' LT	W	WB	90	97
EXBLX3	08+34.78	07+22.89	0.56' LT	0.63' LT	W	WB	112	112
EX_CI_I94	523+12.70	520+37.28	54.60' LT	54.58' LT	W	WB	275	275
X2	250+00.00	251+68.19	0.79' RT	17.43' LT	W	WB	168	169
X2	250+23.65	251+68.19	13.33' LT	17.4338' LT	W	WB	145	150
EX_CI_I94	520+12.26	518+67.30	42.57' LT	42.56' LT	W	WB	145	145
EX_CI_I94	514+07.50	510+30.03	42.52' LT	43.47' LT	W	WB	377	377
X1	209+92.28	213+67.10	16.70' LT	16.24' LT	W	WB	375	378
X1	209+92.28	221+05.41	0.71' LT	1.65' LT	W	WB	1113	1116
EX_CI_I94	483+68.17	483+10.48	41.50' LT	41.50' LT	W	WB	58	58
W2	58+93.39	59+70.70	16.57' LT	14.24' LT	W	WB	77	85
W2	58+93.39	59+96.66	0.57' LT	4.22' RT	W	WB	103	103
EX_CI_I94	482+82.45	482+65.30	57.87' LT	56.76' LT	W	WB	17	17
EX_CI_I94	472+68.00	470+64.29	43.82' LT	41.50' LT	W	WB	204	203
W1	19+17.52	21+76.70	17.00' LT	14.80' LT	W	WB	259	262
EX_CI_I94	120+98.28	119+00.00	44.07' LT	45.00' LT	W	WB	198	198
EX_CI_I94	158+00.58	153+57.34	107.62' LT	69.00' LT	W	WB	443	458
EX_BL_LINE_F	956+58.65	952+80.97	11.37' LT	10.78' LT	W	WB	378	378
EX_BL_LINE_F	956+58.65	952+84.88	11.37' LT	43.56' LT	W	WB	374	376
EX_CI_I94	220+94.53	217+98.53	57.82' LT	95.66' LT	W	WB	296	298
EX_CI_I94	220+94.53	217+96.36	57.82' LT	69.16' LT	W	WB	298	298
EX_CI_I94	223+95.16	218+00.23	46.38' LT	107.54' LT	W	WB	595	598
EX_CI_I94	226+98.88	218+01.92	47.95' LT	119.42' LT	W	WB	897	900
EX_CI_I94	240+41.90	237+59.63	65.24' LT	42.99' LT	W	WB	282	283
EX_CI_I94	240+44.08	237+59.63	81.14' LT	42.99' LT	W	WB	284	284
EX_CI_I94	240+40.51	233+41.43	81.14' LT	43.00' LT	W	WB	699	700
EX_CI_I94	256+07.92	252+53.74	42.98' LT	42.99' LT	W	WB	354	354
EX_CI_I94	253+22.16	249+45.84	60.98' LT	42.99' LT	W	WB	376	377
EX_CI_I94	256+07.92	252+53.74	42.98' LT	42.98' LT	W	WB	354	354
EX_CI_I94	268+56.36	266+01.46	42.97' LT	42.97' LT	W	WB	255	255
EX_CI_I94	268+56.36	266+67.16	42.97' LT	53.11' LT	W	WB	189	189
EX_CI_I94	270+29.22	266+64.41	42.97' LT	69.68' LT	W	WB	365	366
EX_CI_I94	285+25.10	280+35.13	42.96' LT	86.23' LT	W	WB	490	492
EX_CI_I94	283+39.86	280+33.57	68.84' LT	42.95' LT	W	WB	306	307
EX_CI_I94	283+39.86	280+32.21	42.96' LT	42.95' LT	W	WB	308	308
EX_CI_I94	369+52.67	362+76.95	79.99' LT	42.91' LT	W	WB	676	679
EX_CI_I94	369+59.13	368+81.48	65.36' LT	42.90' LT	W	WB	78	81
EX_CI_I94	369+63.55	368+81.48	42.90' LT	42.90' LT	W	WB	82	82
EX_CI_I94	374+45.44	373+49.32	42.90' LT	42.90' LT	W	WB	96	96
EX_CI_I94	374+45.44	373+51.48	42.90' LT	65.68' LT	W	WB	94	97
EX_CI_I94	381+12.09	373+57.85	87.68' LT	82.51' LT	W	WB	754	764
EX_CI_I94	390+77.34	383+79.37	42.89' LT	87.72' LT	W	WB	698	704
EX_CI_I94	384+52.25	383+71.35	42.89' LT	73.29' LT	W	WB	81	87
EX_CI_I94	384+52.25	383+59.20	42.89' LT	42.89' LT	W	WB	93	93
EX_CI_I94	430+03.80	417+08.33	76.73' LT	42.70' LT	W	WB	1295	1312
EX_CI_I94	430+04.66	426+34.82	60.76' LT	42.86' LT	W	WB	370	375
EX_CI_I94	430+65.80	426+34.82	42.86' LT	42.86' LT	W	WB	431	435
							NOMINAL (10%)	3988
							TOTAL:	43869

* PAVEMENT MARKING SCHEDULES ONLY SHOWING MAINLINE AND RAMP MARKING LOCATIONS

HBM ENGINEERING GROUP, LLC

USER NAME = hbmnepw11ics01$	DESIGNED - ADS	REVISED -	
	DRAWN - ADS	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 13 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	42
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			

CATCH BASINS TO BE ADJUSTED			
LOCATION	STATION	OFFSET	EACH
I-94 MAINLINE	487+04.33	5.25 RT	2
I-94 MAINLINE	487+05.02	4.75 LT	2
I-94 MAINLINE	493+50.58	8.52 LT	2
I-94 MAINLINE	495+00.92	10.76 RT	2
I-94 MAINLINE	495+01.01	9.78 LT	2
I-94 MAINLINE	496+50.36	12.72 RT	2
I-94 MAINLINE	496+51.14	11.49 LT	2
I-94 MAINLINE	497+99.43	15.44 RT	2
I-94 MAINLINE	498+00.17	13.37 LT	2
I-94 MAINLINE	499+48.21	17.25 RT	2
I-94 MAINLINE	499+48.77	15.51 LT	2
I-94 MAINLINE	500+97.03	16.19 RT	2
I-94 MAINLINE	500+98.75	15.92 LT	2
I-94 MAINLINE	502+40.28	0.48 RT	2
I-94 MAINLINE	502+48.98	13.74 LT	2
I-94 MAINLINE	502+49.74	14.74 RT	2
I-94 MAINLINE	503+98.30	12.65 RT	2
I-94 MAINLINE	503+99.12	11.79 LT	2
I-94 MAINLINE	505+50.19	10.08 RT	2
I-94 MAINLINE	505+50.78	10.03 LT	2
I-94 MAINLINE	507+00.75	8.01 RT	2
I-94 MAINLINE	507+01.48	8.38 LT	2
I-94 MAINLINE	508+51.80	6.89 LT	2
I-94 MAINLINE	508+52.90	6.75 RT	2
I-94 MAINLINE	510+01.92	5.72 RT	2
I-94 MAINLINE	510+02.20	5.63 LT	2
I-94 MAINLINE	511+52.28	5.26 RT	2
I-94 MAINLINE	511+52.61	5.02 LT	2
I-94 MAINLINE	512+85.54	0.28 LT	2
I-94 MAINLINE	513+02.76	5.27 LT	2
I-94 MAINLINE	513+02.86	5.01 RT	2
I-94 MAINLINE	514+50.96	5.17 LT	2
I-94 MAINLINE	514+51.29	5.14 RT	2
I-94 MAINLINE	516+03.16	5.26 LT	2
I-94 MAINLINE	516+03.22	5.57 RT	2
I-94 MAINLINE	517+52.69	5.06 LT	2
I-94 MAINLINE	517+52.87	5.34 RT	2
I-94 MAINLINE	518+97.98	5.46 LT	2
I-94 MAINLINE	518+98.18	5.24 RT	2
I-94 MAINLINE	520+52.25	6.02 LT	2
I-94 MAINLINE	520+52.65	5.13 RT	2
I-94 MAINLINE	522+02.32	5.05 RT	2
I-94 MAINLINE	522+02.70	5.17 LT	2
I-94 MAINLINE	523+53.02	5.18 LT	2
I-94 MAINLINE	525+01.90	5.12 RT	2
I-94 MAINLINE	525+02.28	5.21 LT	2
I-94 MAINLINE	526+50.50	5.00 RT	2
I-94 MAINLINE	526+51.94	5.18 LT	2
I-94 MAINLINE	528+03.55	5.12 LT	2
I-94 MAINLINE	529+51.65	5.03 RT	2
I-94 MAINLINE	529+52.52	5.11 LT	2
I-94 MAINLINE	531+02.28	5.02 RT	2
I-94 MAINLINE	531+02.56	5.20 LT	2
I-94 MAINLINE	532+51.91	5.36 RT	2
I-94 MAINLINE	532+53.21	4.83 LT	2
I-94 MAINLINE	534+01.77	5.01 RT	2
I-94 MAINLINE	534+03.00	5.18 LT	2
I-94 MAINLINE	535+52.60	5.47 RT	2
I-94 MAINLINE	535+52.91	5.12 LT	2
I-94 MAINLINE	537+02.78	5.31 LT	2
I-94 MAINLINE	537+03.40	5.11 RT	2
I-94 MAINLINE	538+53.08	5.53 RT	2
I-94 MAINLINE	539+91.25	5.78 RT	2
I-94 MAINLINE	539+91.67	5.02 LT	2
I-94 MAINLINE	541+42.83	5.46 LT	2
I-94 MAINLINE	541+43.43	5.62 RT	2
I-94 MAINLINE	542+93.77	5.77 LT	2
I-94 MAINLINE	542+93.90	5.78 RT	2
I-94 MAINLINE	547+23.43	6.78 LT	2
I-94 MAINLINE	548+14.50	6.84 LT	2
I-94 MAINLINE	548+14.72	6.54 RT	2
I-94 MAINLINE	549+10.34	6.88 LT	2

CATCH BASINS TO BE ADJUSTED			
I-94 MAINLINE	549+11.75	5.41 RT	2
I-94 MAINLINE	550+60.60	7.18 LT	2
I-94 MAINLINE	552+00.83	7.63 LT	2
I-94 MAINLINE	553+41.24	7.79 LT	2
I-94 MAINLINE	554+80.38	7.96 LT	2
I-94 MAINLINE	556+20.86	7.65 LT	2
I-94 MAINLINE	557+60.55	7.83 LT	2
I-94 MAINLINE	559+10.91	7.97 LT	2
I-94 MAINLINE	560+64.54	7.84 LT	2
I-94 MAINLINE	562+10.44	8.32 LT	2
I-94 MAINLINE	565+09.47	7.84 LT	2
I-94 MAINLINE	566+60.46	7.78 LT	2
I-94 MAINLINE	573+40.62	56.00 LT	2
I-94 MAINLINE	573+41.16	55.98 RT	2
I-94 MAINLINE	573+50.17	2.65 LT	2
I-94 MAINLINE	574+88.40	55.83 LT	2
I-94 MAINLINE	574+90.71	56.20 RT	2
I-94 MAINLINE	577+89.65	56.16 RT	2
I-94 MAINLINE	577+90.53	55.60 LT	2
I-94 MAINLINE	579+40.97	55.65 LT	2
I-94 MAINLINE	579+52.09	2.88 RT	2
I-94 MAINLINE	584+67.62	9.80 RT	2
I-94 MAINLINE	586+14.83	11.36 RT	2
I-94 MAINLINE	587+57.98	13.13 RT	2
I-94 MAINLINE	589+07.76	14.91 RT	2
I-94 MAINLINE	590+58.22	15.92 RT	2
I-94 MAINLINE	592+05.55	15.84 RT	2
I-94 MAINLINE	593+54.69	15.94 RT	2
I-94 MAINLINE	596+73.41	13.86 RT	2
I-94 MAINLINE	597+97.80	12.31 RT	2
I-94 MAINLINE	599+54.97	1.54 LT	2
I-94 MAINLINE	599+68.59	9.36 RT	2
I-94 MAINLINE	601+04.05	2.30 LT	2
I-94 MAINLINE	601+09.91	8.28 RT	2
I-94 MAINLINE	601+24.87	7.77 LT	2
I-94 MAINLINE	602+86.55	57.99 RT	2
I-94 MAINLINE	602+87.97	7.52 LT	2
I-94 MAINLINE	602+88.37	8.36 RT	2
I-94 MAINLINE	605+25.38	3.10 LT	2
I-94 MAINLINE	605+41.77	58.58 LT	2
I-94 MAINLINE	606+77.38	2.81 LT	2
NOMINAL FOR RAMP PATCHING / RESURFACING			35
		TOTAL	261

MANHOLES TO BE ADJUSTED			
LOCATION	STATION	OFFSET	EACH
I-94 MAINLINE	488+93.97	1.57 RT	1
I-94 MAINLINE	490+44.70	1.95 RT	1
I-94 MAINLINE	491+94.94	2.29 RT	1
I-94 MAINLINE	493+39.98	0.11 LT	1
I-94 MAINLINE	503+93.28	0.65 RT	1
I-94 MAINLINE	503+95.61	7.25 RT	1
I-94 MAINLINE	505+41.39	6.01 RT	1
I-94 MAINLINE	506+88.78	0.43 LT	1
I-94 MAINLINE	506+92.53	4.84 RT	1
I-94 MAINLINE	508+42.61	3.57 RT	1
I-94 MAINLINE	509+87.94	0.29 LT	1
I-94 MAINLINE	511+39.76	0.03 LT	1
I-94 MAINLINE	514+23.45	0.04 RT	1
I-94 MAINLINE	515+93.56	0.97 RT	1
I-94 MAINLINE	517+42.81	0.80 RT	1
I-94 MAINLINE	518+94.16	0.39 RT	1
I-94 MAINLINE	520+42.11	0.33 RT	1
I-94 MAINLINE	523+37.06	63.91' LT	1
I-94 MAINLINE	524+93.90	0.17 RT	1
I-94 MAINLINE	526+41.37	0.37 RT	1
I-94 MAINLINE	530+92.15	0.83 RT	1
I-94 MAINLINE	532+38.83	0.24 RT	1
I-94 MAINLINE	532+51.45	72.76' RT	1
I-94 MAINLINE	532+51.45	72.76 RT	1
I-94 MAINLINE	533+87.48	0.48 RT	1
I-94 MAINLINE	535+40.29	0.64 RT	1
I-94 MAINLINE	536+87.39	0.28 RT	1
I-94 MAINLINE	538+37.82	0.75 RT	1
I-94 MAINLINE	539+86.41	0.43 RT	1
I-94 MAINLINE	541+33.06	0.87 RT	1
I-94 MAINLINE	542+84.62	0.01 RT	1
I-94 MAINLINE	544+37.36	0.38 RT	1
I-94 MAINLINE	545+81.74	0.35 RT	1
I-94 MAINLINE	549+06.79	0.21 RT	1
I-94 MAINLINE	550+55.65	0.64 RT	1
I-94 MAINLINE	551+93.17	0.12 RT	1
I-94 MAINLINE	553+34.38	0.81 RT	1
I-94 MAINLINE	557+53.43	0.86 RT	1
I-94 MAINLINE	559+03.14	0.13 RT	1
I-94 MAINLINE	560+54.01	0.24 LT	1
I-94 MAINLINE	562+03.43	0.20 LT	1
I-94 MAINLINE	563+49.91	1.93 LT	1
I-94 MAINLINE	565+00.49	0.35 RT	1
I-94 MAINLINE	566+48.82	0.25 LT	1
I-94 MAINLINE	567+99.41	0.35 RT	1
I-94 MAINLINE	573+50.30	2.53 RT	1
I-94 MAINLINE	579+54.95	53.26 LT	1
I-94 MAINLINE	598+03.58	0.68 RT	1
I-94 MAINLINE	598+17.22	291.74 RT	1
I-94 MAINLINE	599+04.69	456.84 RT	1
I-94 MAINLINE	602+15.57	424.99 LT	1
I-94 MAINLINE	602+16.74	372.94 RT	1
I-94 MAINLINE	602+86.00	36.62 RT	1
I-94 MAINLINE	602+87.37	46.61 LT	1
I-94 MAINLINE	605+39.85	77.16 RT	1
I-94 MAINLINE	606+12.72	71.93 LT	1
NOMINAL FOR RAMP PATCHING AND RESURFACING			10
		TOTAL	66

CATCH BASINS TO BE ADJUSTED (SPECIAL)					RING THICKNESS (INCHES)
LOCATION	STATION	OFFSET	EACH	NOTES	
NORTH APPROACH -	449+27.81	2.91 LT	1		
NORTH APPROACH -	449+92.56	54.97 LT	1		
NORTH APPROACH -	449+97.13	53.29 RT	1		
NORTH APPROACH -	463+02.15	3.47' RT	1		
		TOTAL	4	EACH	

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HBM ENGINEERING GROUP, LLC

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	DRAWN - FA	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES – DS ADJUSTMENTS
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET 14 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	43
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

LOCATION	EARTH EXCAVATION (CUT)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EMBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.
RAMP Y1 RECONSTRUCTION STA. 101+84.00 TO STA. 113+65.40 (STA. 113+65.40 RAMP ALIGN. = STA. 583+77.84 MAINLINE ALIGN.)	2258.0	1919.3	521.0	471.3	1449.0
US 6(159TH) DRAINAGE WORK	840.0	714.0	-	0.0	714.0
I-94 WIDENING / AUX LANE STA. 572+40.00 TO STA. 579+83.00	620.0	527.0	98.8	217.0	310.0
OHSS #7 STA. 481+82.04	6.0	5.1	-	0.0	6.0
OHSS #8 STA. 508+94.88	32.0	27.2	-	0.0	28.0
*LIGHTING AT US-6 RAMP RECONSTRUCTION	6.0	5.1	-	0.0	6.0
**COMMUNICATION VAULT LOCATIONS	51.0	43.4	-	0.0	44.0
TOTAL:	3813.0	3242.0	620.0	689.0	2557.0

15% SHRINKAGE FACTOR ASSUMED
* LIGHTING EXCAVATION IS WITHIN US-6 RAMP RECONSTRUCTION LIMITS
** AT EVERY 2000' ALONG THE CORRIDOR (APPROX. 15 HANDHOLES MAX)

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - ADS	REVISED -
	DRAWN - ADS	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 1/24/2025	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES – EARTHWORK
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 15 OF 15 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	44
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

HMA ASPHALT MIXTURE REQUIREMENTS:

MIXTURE TYPE	AIR VOIDS @ Ndes	QMP	MTD (REQUIRED?)
PAVEMENT RESURFACING (I-94 MAINLINE, MAINLINE INSIDE SHOULDERS AND I-94 RAMPS (SIBLEY BLVD)):			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"	3.5% @ 80 GYR.	PFP	YES
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, 12.5, N80, 2"	3.5% @ 80 GYR.	PFP	YES
PAVEMENT RESURFACING (I-94 OUTSIDE/INSIDE SHOULDERS):			
HOT- MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1½"	4% @ 70 GYR.	QC/QA	NO
HOT- MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2½"	4% @ 70 GYR.	QC/QA	NO
PAVEMENT RESURFACING (I-94 RAMPS (DOLTON AVE) / RAMP SHOULDERS (SIBLEY BLVD & DOLTON AVE))			
HOT- MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1½"	4% @ 70 GYR.	QC/QA	NO
HOT- MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2½"	4% @ 70 GYR.	QC/QA	NO
PAVEMENT RESURFACING (I-94 RAMP (US 6 RAMP)/RAMP SHOULDERS)			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2"	3.5% @ 80 GYR.	QC/QA	NO
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"	3.5% @ 50 GYR.	QC/QA	NO
US 6 PAVEMENT RECONSTRUCTION			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2"	3.5% @ 80 GYR.	QC/QA	NO
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2¼"	4% @ 90 GYR.	QC/QA	NO
HOT -MIX ASPHALT BASE COURSE (HMA BINDER, IL-19), 8"	4% @ 90 GYR.	QC/QA	NO
TEMPORARY PAVEMENT (SEE NOTE 3)			
HOT- MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 2"	4% @ 70 GYR.	QC/QA	NO
HOT- MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8"	4% @ 70 GYR.	QC/QA	NO
US 6 (159TH ST.) WB TO I-94 NB RAMP Y1 RECONSTRUCTION (HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11¾)			
POLYMERIZED HOT- MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2"	3.5% @ 80 GYR.	QC/QA	NO
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N90, 2¼"	4% @ 90 GYR.	QC/QA	NO
HOT -MIX ASPHALT BASE COURSE (HMA BINDER, IL-19) N90, 7½"	4% @ 90 GYR.	QC/QA	NO
US 6 (159TH ST.) WB TO I-94 NB RAMP Y1 SHOULDER RECONSTRUCTION (HOT-MIX ASPHALT SHOULDERS, 12")			
HOT- MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1½"	4% @ 70 GYR.	QC/QA	NO
HOT- MIX ASPHALT BINDER COURSE, IL-19.0, N70, 10½"	4% @ 70 GYR.	QC/QA	NO
PAVEMENT WIDENING (I-94 MAINLINE / AUXILARY LANE) (HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14¾)			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"	3.5% @ 80 GYR.	QC/QA	YES
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, 12.5, N80, 2"	3.5% @ 80 GYR.	QC/QA	YES
HOT- MIX ASPHALT BINDER COURSE, IL-19.0, N90, 10¾"	4% @ 90 GYR.	QC/QA	NO
PAVEMENT WIDENING (I-94 MAINLINE SHOULDER) (HOT-MIX ASPHALT SHOULDERS, 14¾")			
HOT- MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 2"	4% @ 70 GYR.	QC/QA	NO
HOT- MIX ASPHALT BINDER COURSE, IL-19.0, N90, 12¾"	4% @ 90 GYR.	QC/QA	NO
PATCHING (I-94 MAINLINE AND RAMPS)			
CLASS D PATCHES (HMA BINDER IL - 19 mm)	4% @ 90 GYR.	QC/QA	NO
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL - 19 mm)	4% @ 90 GYR.	QC/QA	NO
CLASS D PATCHES (SPECIAL) (I-94 MAINLINE)			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2"	3.5% @ 80 GYR.	QC/QA	NO
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	4% @ 90 GYR.	QC/QA	NO
SHOULDER RUMBLE STRIP REMOVAL			
HOT- MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 2"	4% @ 70 GYR.	QC/QA	NO
HMA OVERLAY ON BRIDGE APPROACH SLAB AND TAPER (I-94 MAINLINE)			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2"	3.5% @ 80 GYR.	QC/QA	NO
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)			

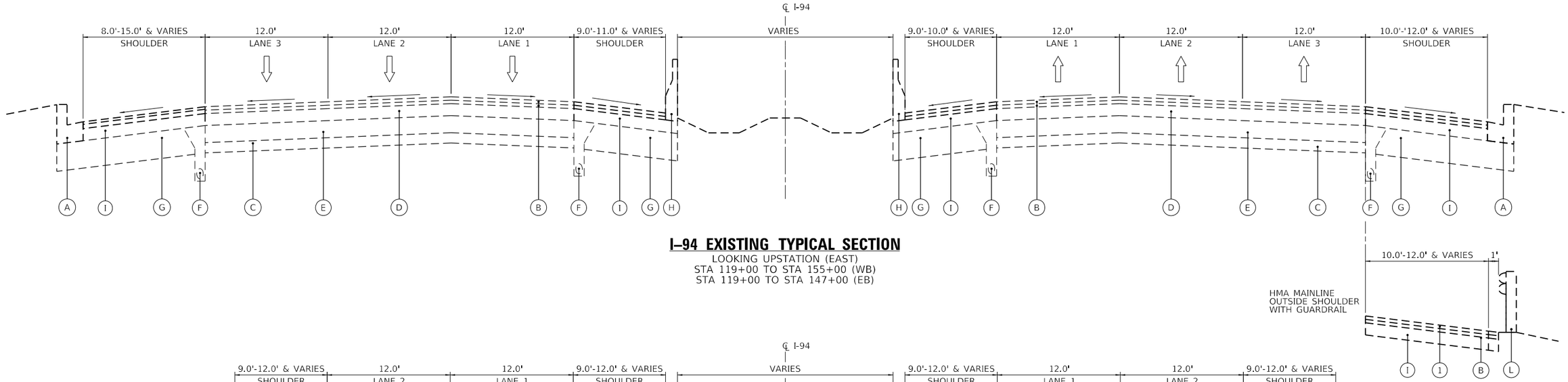
NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIX QUANTITIES IS 112 LBS/SQYD/IN.

2. THE AC TYPE FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIAL SPECIFICATIONS.

3. IF THE CONTRACTOR CHOOSES TO USE PORTLAND CEMENT CONCRETE FOR TEMPORARY PAVEMENT, PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS, PCC PAVEMENT 8" THICK. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS. TEMPORARY PAVEMENT SHALL BE PLACED OVER SUBBASE GRANULAR MATERIAL, TYPE B 4".

4. REFER TO THE ROADWAY PLANS FOR DETAILED INFORMATION REGARDING THE PROPOSED MIXTURES.



I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 119+00 TO STA 155+00 (WB)
STA 119+00 TO STA 147+00 (EB)

I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 155+00 TO STA 226+61.17 (WB)
STA 147+00 TO STA 226+61.17 (EB)

EXISTING LEGEND:

- (A) EXISTING CURB AND GUTTER, TYPE VARIES
- (B) EXISTING HMA OVERLAY, 4"
- (C) EXISTING GRANULAR SUBBASE
- (D) EXISTING HMA OVERLAY, VARIES 5"-17"
- (E) EXISTING PCC BASE, 10"
- (F) EXISTING 6" PIPE UNDERDRAIN
- (G) EXISTING CRUSHED STONE, THICKNESS VARIES
- (H) EXISTING SINGLE FACE CONCRETE BARRIER WALL
- (I) EXISTING PCC SHOULDER, 9"
- (J) EXISTING HMA SHOULDER, 10"-15"
- (K) EXISTING MEDIAN BARRIER WALL, WIDTH VARIES
- (L) EXISTING STEEL PLATE BEAM GUARDRAIL
- (M) EXISTING STABILIZED MEDIAN SURFACE

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HBM ENGINEERING GROUP, LLC

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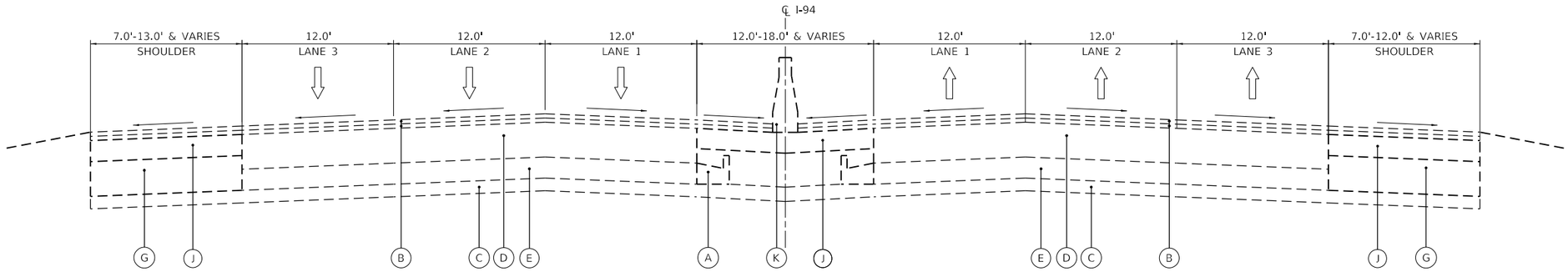
	DRAWN - ADS	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

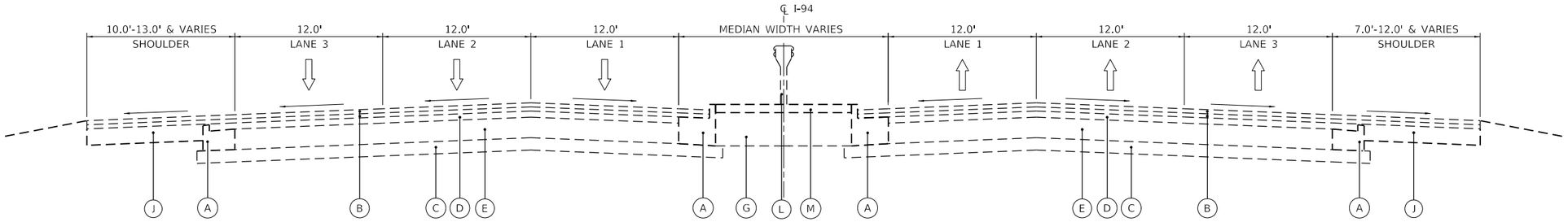
SCALE: | SHEET 2 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	46
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



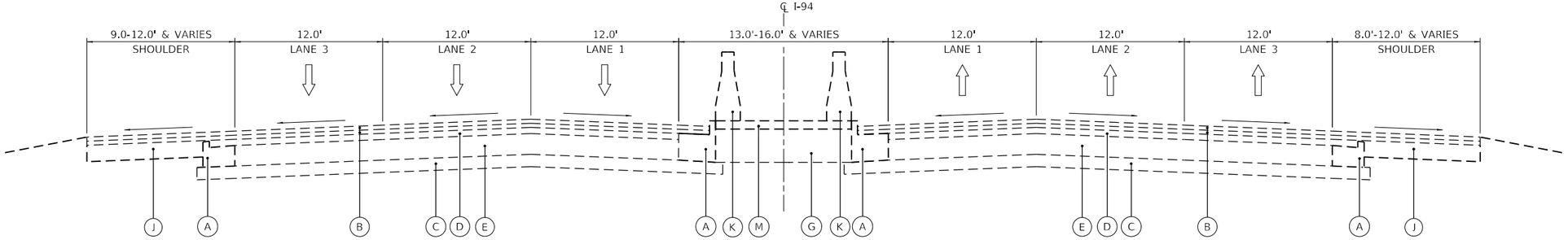
I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 226+61.17 TO STA 365+46
STA 433+54 TO STA 447+50



I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 365+46 TO STA 385+92



I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 385+92 TO STA 433+54

EXISTING LEGEND:

- (A) EXISTING CURB AND GUTTER, TYPE VARIES
- (B) EXISTING HMA OVERLAY, 4"
- (C) EXISTING GRANULAR SUBBASE
- (D) EXISTING HMA OVERLAY, VARIES 5"-17"
- (E) EXISTING PCC BASE, 10"
- (F) EXISTING 6" PIPE UNDERDRAIN
- (G) EXISTING CRUSHED STONE, THICKNESS VARIES
- (H) EXISTING SINGLE FACE CONCRETE BARRIER WALL
- (I) EXISTING PCC SHOULDER, 9"
- (J) EXISTING HMA SHOULDER, 10"-15"
- (K) EXISTING MEDIAN BARRIER WALL, WIDTH VARIES
- (L) EXISTING STEEL PLATE BEAM GUARDRAIL
- (M) EXISTING STABILIZED MEDIAN SURFACE

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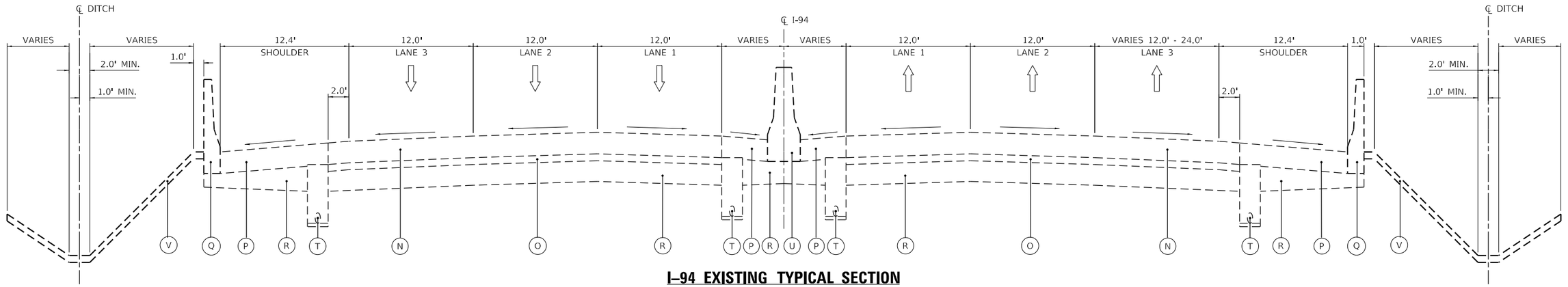
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET 3 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	47
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 447+50 TO STA 485+83

EXISTING LEGEND:

- (A) EXISTING CURB AND GUTTER, TYPE VARIES
- (B) EXISTING HMA OVERLAY, 4"
- (C) EXISTING GRANULAR SUBBASE
- (D) EXISTING HMA OVERLAY, VARIES 5"-17"
- (E) EXISTING PCC BASE, 10"
- (F) EXISTING 6" PIPE UNDERDRAIN
- (G) EXISTING CRUSHED STONE, THICKNESS VARIES
- (H) EXISTING SINGLE FACE CONCRETE BARRIER WALL
- (I) EXISTING PCC SHOULDER, 9"
- (J) EXISTING HMA SHOULDER, 10"-15"
- (K) EXISTING MEDIAN BARRIER WALL, WIDTH VARIES
- (L) EXISTING STEEL PLATE BEAM GUARDRAIL
- (M) EXISTING STABILIZED MEDIAN SURFACE
- (N) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 12 1/2"
- (O) STABILIZED SUB-BASE, 4"
- (P) PORTLAND CEMENT CONCRETE SHOULDERS, 12½"
- (Q) CONCRETE BARRIER, SINGLE FACE
- (R) AGGREGATE SUBGRADE, 12"
- (S) AGGREGATE SUBGRADE, VARIES
- (T) PIPE UNDERDRAINS, FABRIC LINED TRENCH 6"
- (U) CONCRETE BARRIER, DOUBLE FACE (VARIES)
- (V) TOP SOIL PLACEMENT 4"

HBM ENGINEERING GROUP, LLC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET 4 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	48
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

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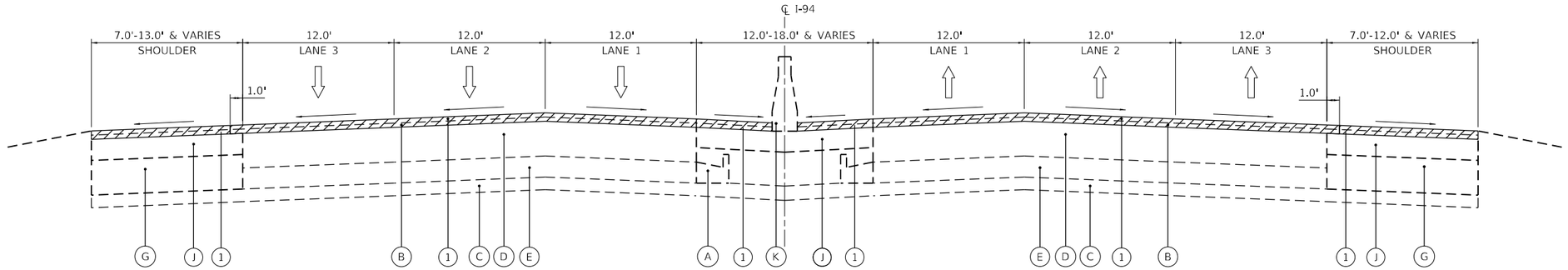
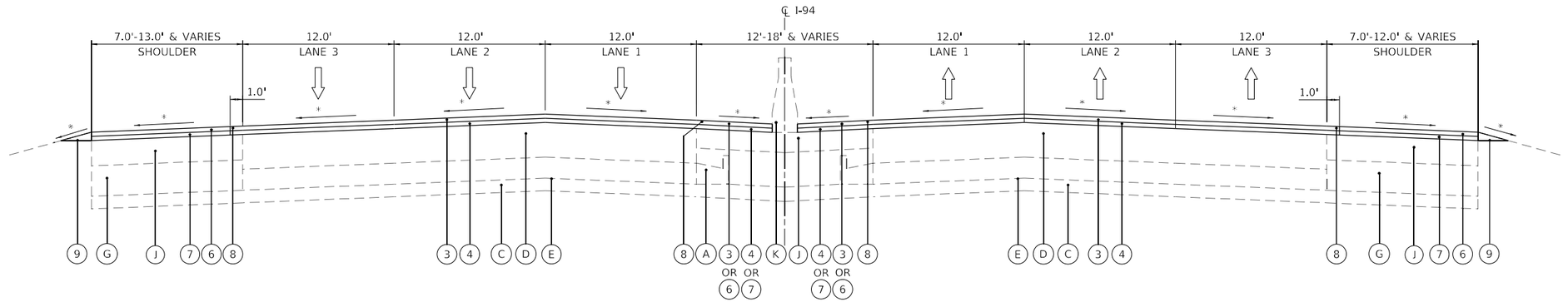


I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 485+83 TO STA 488+75
STA 604+33 TO STA 607+23



I–94 PROPOSED TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 485+83 TO STA 488+75
STA 604+33 TO STA 607+23

NOTE:
FOR INSIDE SHOULDER MIXES REFER TO HMA CHART AND ROADWAY PLANS

EXISTING LEGEND:

- (A) EXISTING CURB AND GUTTER, TYPE VARIES
- (B) EXISTING HMA OVERLAY, 4"
- (C) EXISTING GRANULAR SUBBASE
- (D) EXISTING HMA OVERLAY, VARIES 5"-17"
- (E) EXISTING PCC BASE, 10"
- (F) EXISTING 6" PIPE UNDERDRAIN
- (G) EXISTING CRUSHED STONE, THICKNESS VARIES
- (H) EXISTING SINGLE FACE CONCRETE BARRIER WALL
- (I) EXISTING PCC SHOULDER, 9"
- (J) EXISTING HMA SHOULDER, 10"-15"
- (K) EXISTING MEDIAN BARRIER WALL, WIDTH VARIES
- (L) EXISTING STEEL PLATE BEAM GUARDRAIL
- (M) EXISTING STABILIZED MEDIAN SURFACE

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (2) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"
- (4) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, 12.5, N80, 2"
- (5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (6) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1½"
- (7) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2½"
- (8) SHOULDER RUMBLE STRIP, 16 INCH
- (9) AGGREGATE WEDGE SHOULDER, TYPE B

REMOVAL

*MATCH EXISTING SLOPE

MODEL: Default
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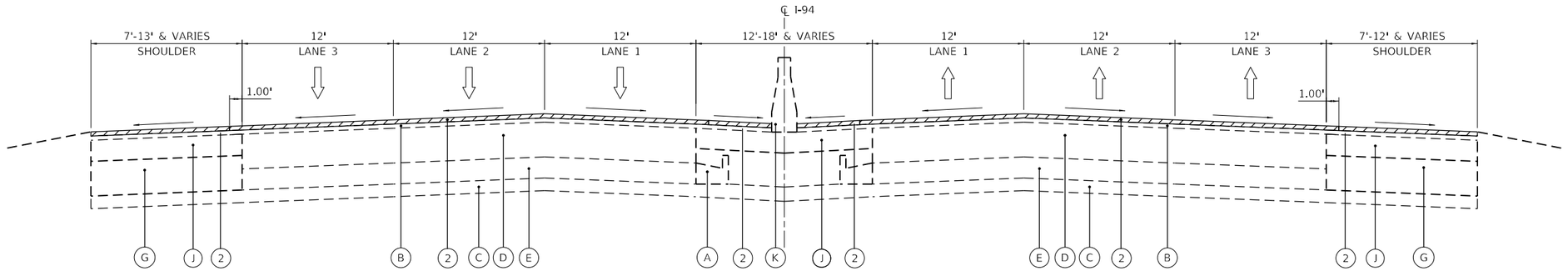
PLOT DATE = 1/24/2025	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

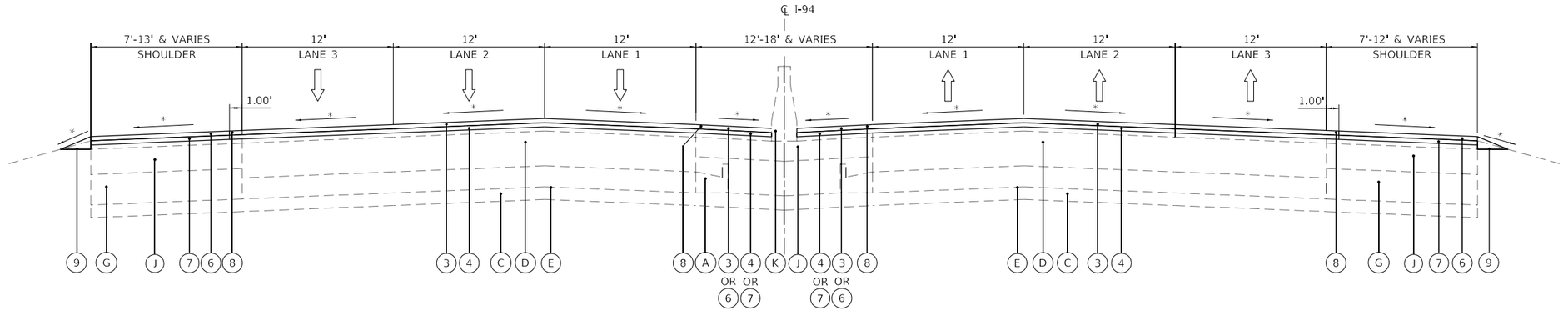
SCALE: | SHEET 5 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	49
		CONTRACT NO. 62W87		
		ILLINOIS	FED. AID PROJECT	



I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 601+42 TO STA 604+33



I–94 PROPOSED TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 601+42 TO STA 604+33

NOTE:
FOR INSIDE SHOULDER MIXES REFER TO HMA CHART AND ROADWAY PLANS

EXISTING LEGEND:

- (A) EXISTING CURB AND GUTTER, TYPE VARIES
- (B) EXISTING HMA OVERLAY, 4"
- (C) EXISTING GRANULAR SUBBASE
- (D) EXISTING HMA OVERLAY, VARIES 5"-17"
- (E) EXISTING PCC BASE, 10"
- (F) EXISTING 6" PIPE UNDERDRAIN
- (G) EXISTING CRUSHED STONE, THICKNESS VARIES
- (H) EXISTING SINGLE FACE CONCRETE BARRIER WALL
- (I) EXISTING PCC SHOULDER, 9"
- (J) EXISTING HMA SHOULDER, 10"-15"
- (K) EXISTING MEDIAN BARRIER WALL, WIDTH VARIES
- (L) EXISTING STEEL PLATE BEAM GUARDRAIL
- (M) EXISTING STABILIZED MEDIAN SURFACE

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (2) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"
- (4) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, 12.5, N80, 2"
- (5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (6) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1½"
- (7) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2½"
- (8) SHOULDER RUMBLE STRIP, 16 INCH
- (9) AGGREGATE WEDGE SHOULDER, TYPE B

REMOVAL

*MATCH EXISTING SLOPE

MODEL: Default
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HBM ENGINEERING GROUP, LLC

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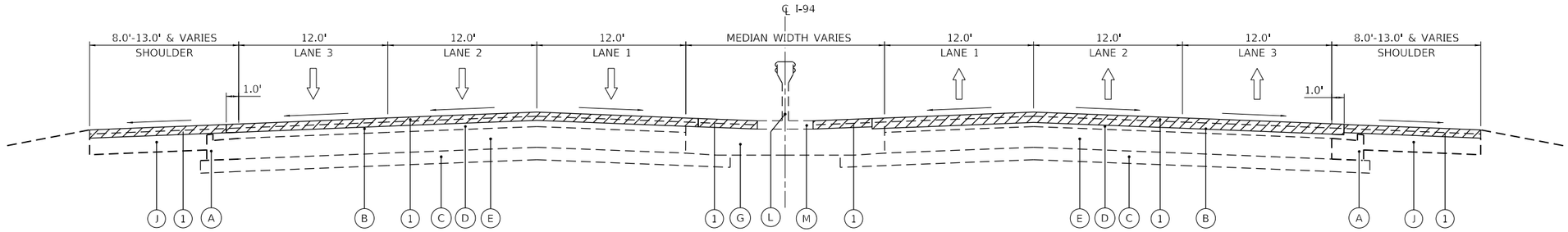
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

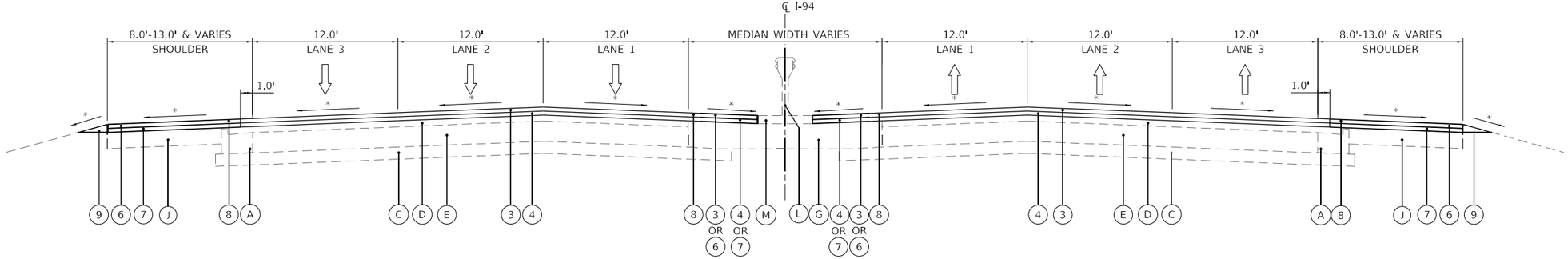
SCALE: | SHEET 6 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	50
		CONTRACT NO. 62W87		
		ILLINOIS	FED. AID PROJECT	



I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 488+75 TO STA 519+75
STA 522+70 TO STA 526+27
STA 529+06 TO STA 546+31
STA 548+95 TO STA 568+98
STA 593+82.82 TO STA 602+41
RESURFACING OMMISIONS
STA 568+98 TO STA 572+92.42
STA 579+78.80 TO STA 583+00



I–94 PROPOSED TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 488+75 TO STA 519+75
STA 522+70 TO STA 526+27
STA 529+06 TO STA 546+31
STA 548+95 TO STA 568+98
STA 593+82.82 TO STA 602+41
RESURFACING OMMISIONS
STA 568+98 TO STA 572+92.42
STA 579+78.80 TO STA 583+00

NOTE:
FOR INSIDE SHOULDER MIXES REFER TO HMA CHART AND ROADWAY PLANS

EXISTING LEGEND:

- (A) EXISTING CURB AND GUTTER, TYPE VARIES
- (B) EXISTING HMA OVERLAY, 4"
- (C) EXISTING GRANULAR SUBBASE
- (D) EXISTING HMA OVERLAY, VARIES 5"-17"
- (E) EXISTING PCC BASE, 10"
- (F) EXISTING 6" PIPE UNDERDRAIN
- (G) EXISTING CRUSHED STONE, THICKNESS VARIES
- (H) EXISTING SINGLE FACE CONCRETE BARRIER WALL
- (I) EXISTING PCC SHOULDER, 9"
- (J) EXISTING HMA SHOULDER, 10"-15"
- (K) EXISTING MEDIAN BARRIER WALL, WIDTH VARIES
- (L) EXISTING STEEL PLATE BEAM GUARDRAIL
- (M) EXISTING STABILIZED MEDIAN SURFACE

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (2) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"
- (4) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, 12.5, N80, 2"
- (5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (6) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1½"
- (7) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2½"
- (8) SHOULDER RUMBLE STRIP, 16 INCH
- (9) AGGREGATE WEDGE SHOULDER, TYPE B

REMOVAL

* MATCH EXISTING SLOPE

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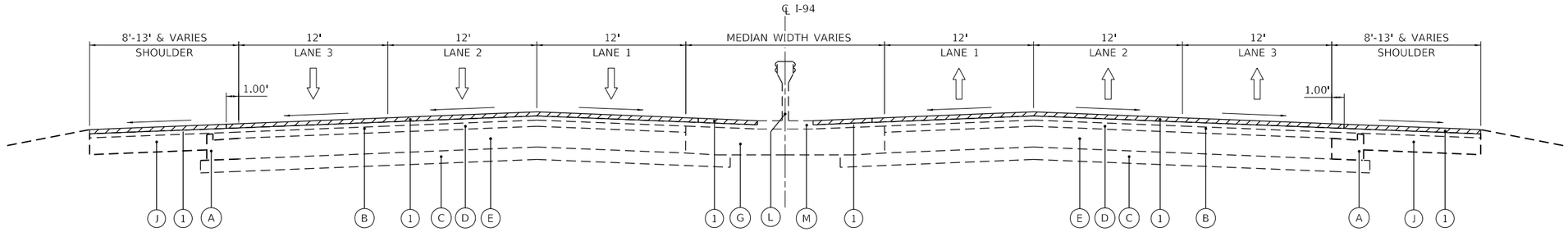
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

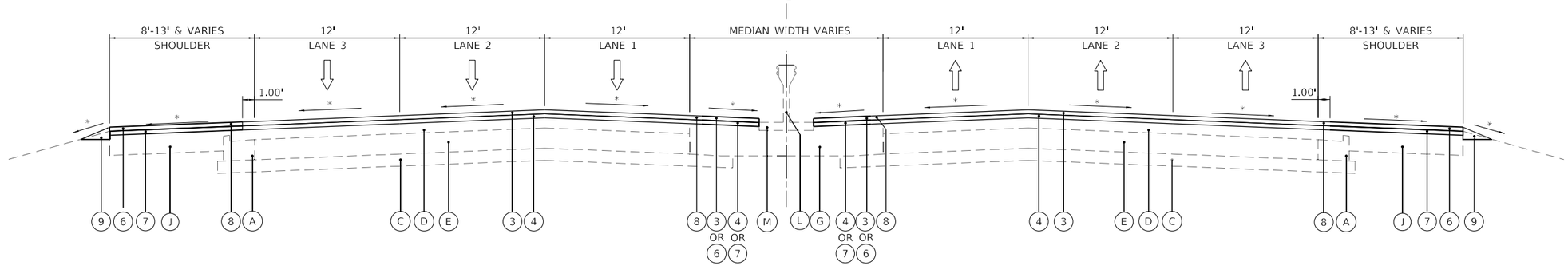
SCALE: | SHEET 7 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	51
		CONTRACT NO. 62W87		
		ILLINOIS	FED. AID PROJECT	



I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 519+75 TO STA 522+70
STA 526+27 TO STA 529+06
STA 546+31 TO STA 548+95



I–94 PROPOSED TYPICAL SECTION

LOOKING UPSTATION (EAST)
** STA 519+75 TO STA 522+70
STA 526+27 TO STA 529+06
STA 546+31 TO STA 548+95

** ONLY 2" WILL BE REMOVED AND 2" OF SMA SURFACE COURSE WILL BE PLACED

NOTE:
FOR INSIDE SHOULDER MIXES REFER TO HMA CHART AND ROADWAY PLANS

EXISTING LEGEND:

- (A) EXISTING CURB AND GUTTER, TYPE VARIES
- (B) EXISTING HMA OVERLAY, 4"
- (C) EXISTING GRANULAR SUBBASE
- (D) EXISTING HMA OVERLAY, VARIES 5"-17"
- (E) EXISTING PCC BASE, 10"
- (F) EXISTING 6" PIPE UNDERDRAIN
- (G) EXISTING CRUSHED STONE, THICKNESS VARIES
- (H) EXISTING SINGLE FACE CONCRETE BARRIER WALL
- (I) EXISTING PCC SHOULDER, 9"
- (J) EXISTING HMA SHOULDER, 10"-15"
- (K) EXISTING MEDIAN BARRIER WALL, WIDTH VARIES
- (L) EXISTING STEEL PLATE BEAM GUARDRAIL
- (M) EXISTING STABILIZED MEDIAN SURFACE

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (2) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"
- (4) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, 12.5, N80, 2"
- (5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (6) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1½"
- (7) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2½"
- (8) SHOULDER RUMBLE STRIP, 16 INCH
- (9) AGGREGATE WEDGE SHOULDER, TYPE B

REMOVAL

* MATCH EXISTING SLOPE

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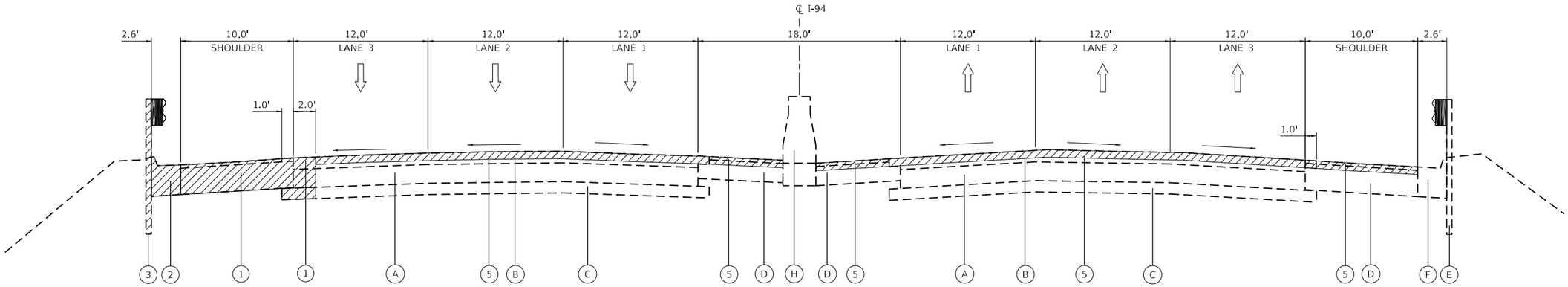
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

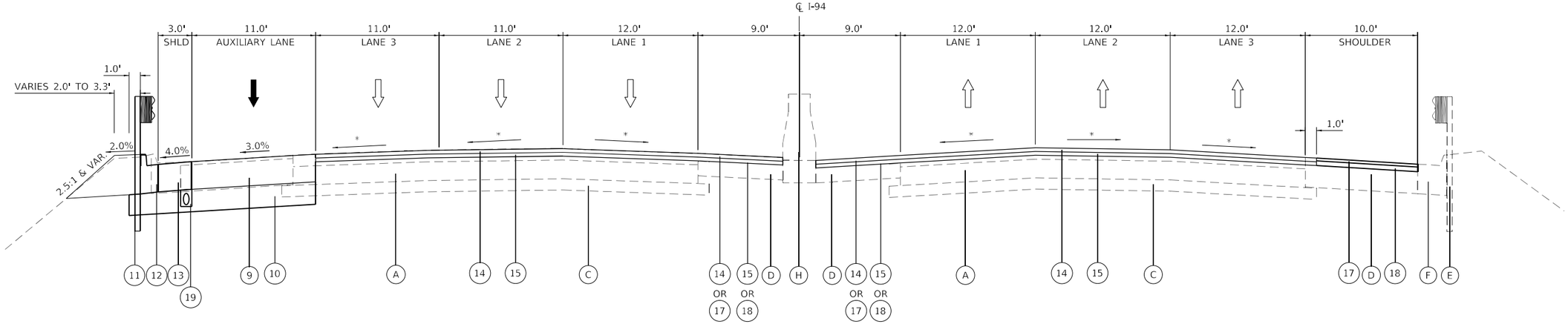
SCALE: | SHEET 8 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	52
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			



I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 572+92.42 TO STA 579+78.80



I–94 PROPOSED TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 572+92.42 TO STA 579+78.80

NOTE:
FOR INSIDE SHOULDER MIXES REFER TO HMA CHART AND ROADWAY PLANS

EXISTING LEGEND:

- (A) EXISTING PCC PAVEMENT, 10"±
- (B) EXISTING BITUMINOUS RESURFACING, 4"±
- (C) EXISTING GRANULAR SUBBASE, 6"±
- (D) EXISTING BITUMINOUS SHOULDER, 12"±
- (E) EXISTING STEEL PLATE BEAM GUARDRAIL
- (F) EXISTING CURB AND GUTTER, TYPE B-6.24
- (G) EXISTING 6" PIPE UNDERDRAIN
- (H) EXISTING CONCRETE BARRIER, DOUBLE FACE
- (I) EXISTING AGGREGATE SHOULDER
- (J) EXISTING GUARDRAIL, DOUBLE FACE

PROPOSED LEGEND

- (1) PAVEMENT REMOVAL
- (2) COMBINATION CURB AND GUTTER REMOVAL
- (3) STEEL PLATE BEAM GUARDRAIL REMOVAL
- (4) BITUMINOUS SURFACE REMOVAL, 4¼"
- (5) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (6) HOT-MIX ASPHALT SURFACE REMOVAL, 5"
- (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 2"
- (8) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.5, N90, 2¼"
- (9) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14¾"
- (10) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (11) STEEL PLATE BEAM GUARDRAIL
- (12) CURB AND GUTTER, TYPE B-6.12
- (13) HOT-MIX ASPHALT SHOULDERS, 14¾"
- (14) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"
- (15) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, 12.5, N80, 2"
- (16) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (17) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1½"
- (18) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2½"
- (19) PIPE UNDERDRAINS, TYPE 1, 6"
- (20) AGGREGATE WEDGE SHOULDER, TYPE B
- (21) HOT-MIX ASPHALT SHOULDERS, 12"
- (22) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11¾"

REMOVAL

*MATCH EXISTING SLOPE

MODEL: Default
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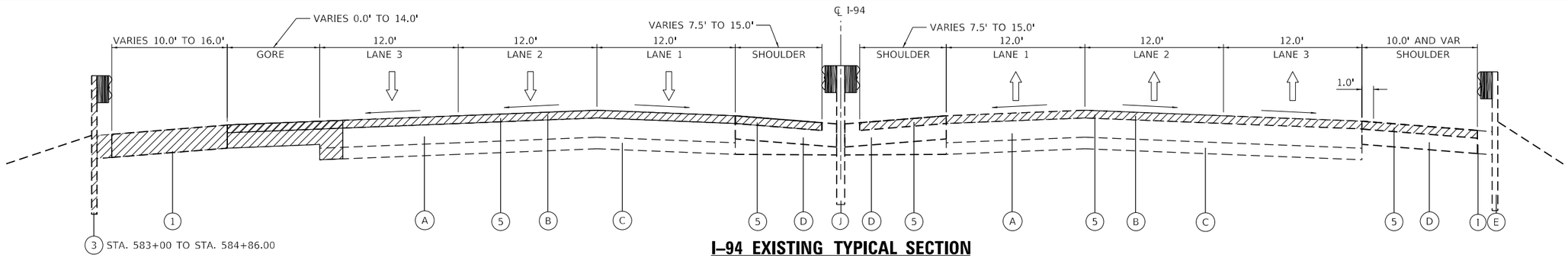
PLOT DATE = 1/24/2025	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

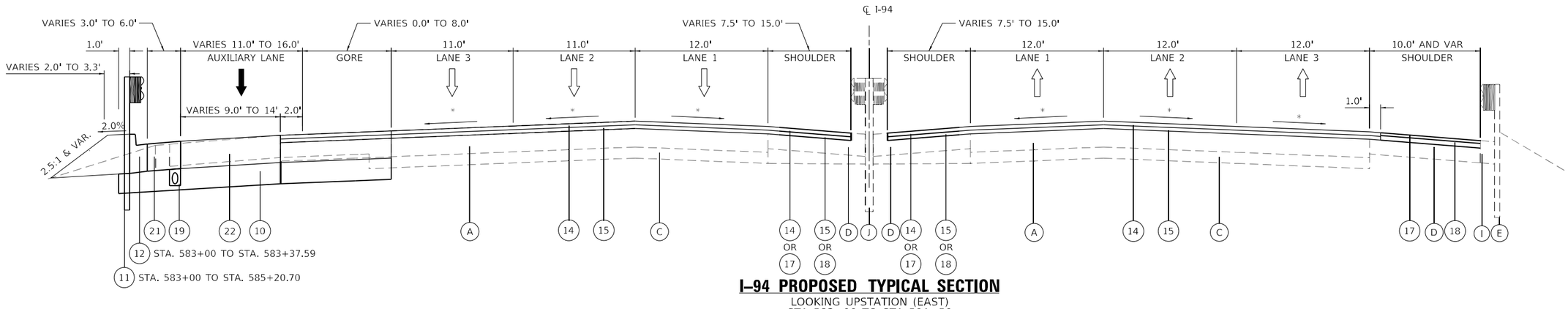
SCALE: | SHEET 9 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	53
		CONTRACT NO. 62W87		
		ILLINOIS	FED. AID PROJECT	



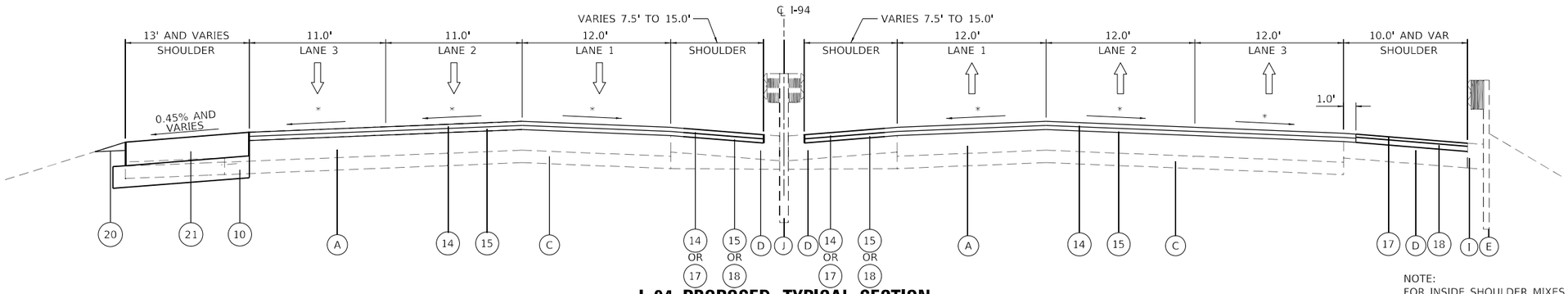
I–94 EXISTING TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 583+00 TO STA 593+82.82



I–94 PROPOSED TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 583+00 TO STA 591+50



I–94 PROPOSED TYPICAL SECTION

LOOKING UPSTATION (EAST)
STA 591+50 TO STA 593+82.82

NOTE:
FOR INSIDE SHOULDER MIXES REFER TO HMA CHART AND ROADWAY PLANS

EXISTING LEGEND:

- (A) EXISTING PCC PAVEMENT, 10"±
- (B) EXISTING BITUMINOUS RESURFACING, 4"±
- (C) EXISTING GRANULAR SUBBASE, 6"±
- (D) EXISTING BITUMINOUS SHOULDER, 12"±
- (E) EXISTING STEEL PLATE BEAM GUARDRAIL
- (F) EXISTING CURB AND GUTTER, TYPE B-6.24
- (G) EXISTING 6" PIPE UNDERDRAIN
- (H) EXISTING CONCRETE BARRIER, DOUBLE FACE
- (I) EXISTING AGGREGATE SHOULDER
- (J) EXISTING GUARDRAIL, DOUBLE FACE

PROPOSED LEGEND

- (1) PAVEMENT REMOVAL
- (2) COMBINATION CURB AND GUTTER REMOVAL
- (3) STEEL PLATE BEAM GUARDRAIL REMOVAL
- (4) BITUMINOUS SURFACE REMOVAL, 4¼"
- (5) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (6) HOT-MIX ASPHALT SURFACE REMOVAL, 5"
- (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 2"
- (8) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.5, N90, 2¼"
- (9) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14¾"
- (10) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (11) STEEL PLATE BEAM GUARDRAIL
- (12) CURB AND GUTTER, TYPE B-6.12
- (13) HOT-MIX ASPHALT SHOULDERS, 14¾"
- (14) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"
- (15) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, 12.5, N80, 2"
- (16) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (17) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1½"
- (18) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2½"
- (19) PIPE UNDERDRAINS, TYPE 1, 6"
- (20) AGGREGATE WEDGE SHOULDER, TYPE B
- (21) HOT-MIX ASPHALT SHOULDERS, 12"
- (22) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11¾"

REMOVAL ▨ *MATCH EXISTING SLOPE

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HBM ENGINEERING GROUP, LLC

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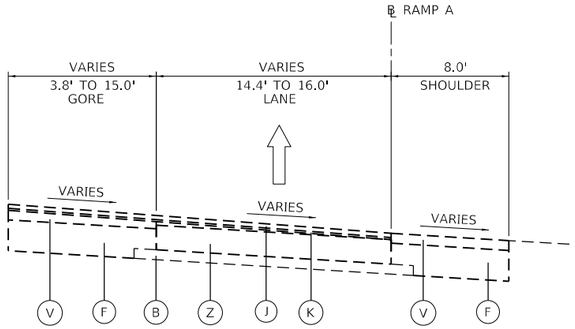
	DRAWN - ADS	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 1/24/2025	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

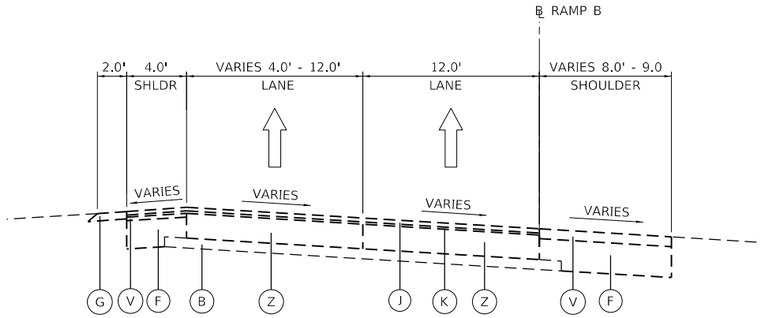
SCALE: | SHEET 10 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	54
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



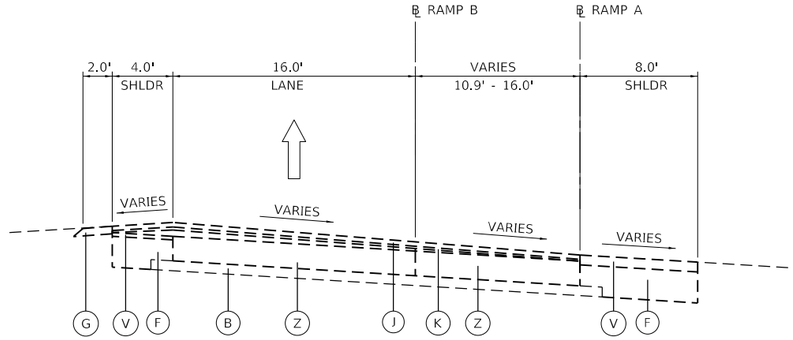
STONY ISLAND EXISTING RAMP A

(LOOKING UPSTATION)
STA 411+86.72 TO STA 412+74.93



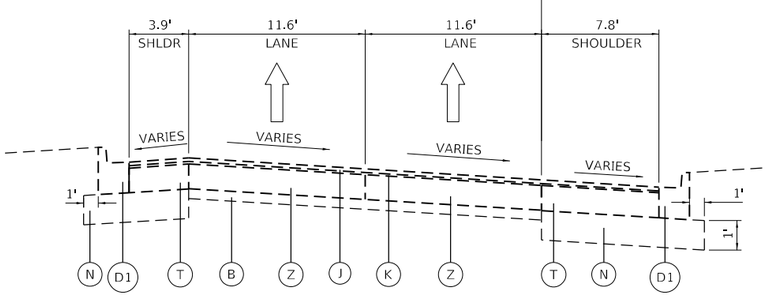
STONY ISLAND EXISTING RAMP B

(LOOKING UPSTATION)
STA 500+79.13 TO STA 501+10.33



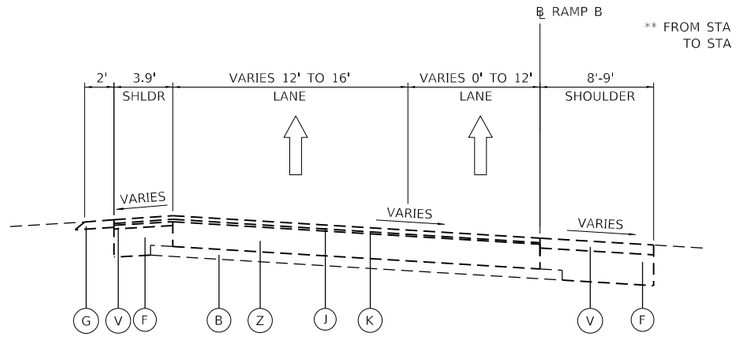
STONY ISLAND EXISTING RAMP A AND RAMP B

(LOOKING UPSTATION)
RAMP B STA 505+33.35 TO 507+26.22



STONY ISLAND EXISTING RAMP B

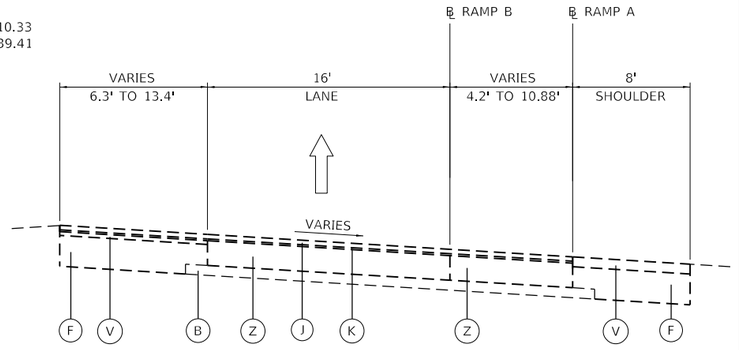
(LOOKING UPSTATION)
STA 500+30.88 TO STA 500+79.13



STONY ISLAND EXISTING RAMP B

(LOOKING UPSTATION)
STA 501+10.33 TO STA 505+33.35
e = |5.0% STA 501+26.70 TO STA 508+35.88

** FROM STA 501+10.33
TO STA 504+39.41



STONY ISLAND EXISITNG RAMP A AND RAMP B

(LOOKING UPSTATION)
RAMP B STA 507+26.22 TO 509+32.20

EXISTING LEGEND:

- (A) EXISTING 9" CONTINUOUSLY REINFORCED PCC PAVEMENT
- (B) EXISTING 4" STABILIZED SUBBASE
- (C) EXISTING TEMPORARY CONCRETE BARRIER WALL
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE
  - (D1) B-6.18
  - (D2) B-6.24
- (E) EXISTING CONCRETE CURB TYPE B
- (F) EXISTING STABILIZED SHOULDERS, VARIES 12"-14"
- (G) EXISTING AGGREGATE SHOULDERS
- (H) EXISTING PCC BASE
  - (H1) 9"
  - (H2) 10"
- (I) EXISTING STEEL GUARDRAIL
- (J) EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
- (K) EXISTING POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾" & VARIES
- (L) EXISTING HOT-MIX ASPHALT SHOULDERS, 10"
  - POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
  - HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 8¼"
- (M) EXISTING AGGREGATE BASE COURSE, TYPE B 6"
- (N) EXISTING AGGREGATE SUBGRADE
  - (N1) 3" CA-6 AGGREGATE CAP IMPROVEMENT
  - (N2) 9" POROUS GRANULAR EMBANKMENT IMPROVEMENT
- (O) EXISTING PCC PAVEMENT (JOINTED)
  - (O1) 9"
  - (O2) 10½"
  - (O3) 10¼"
- (P) EXISTING STABILIZED SUBBASE - HOT-MIX ASPHALT, 4½"
- (Q) EXISTING CONCRETE BARRIER, 42 IN. HEIGHT
  - (Q1) DOUBLE FACE,
  - (Q2) VARIABLE CROSS-SECTION
- (R) EXISTING LEVELING BINDER (MACHINE METHOD), N70
- (S) EXISTING CONCRETE BARRIER BASE
- (T) EXISTING HOT MIX ASPHALT BASE COURSE, 10¼"
- (U) EXISTING PCC SHOULDERS
  - (U1) 9"
  - (U2) 10½"
- (V) EXISTING HMA OVERLAY, VARIES
- (W) EXISTING HMA SURFACE COURSE, 2"
- (X) EXISTING HMA BINDER COURSE, 8"
- (Y) EXISTING PIPE UNDERDRAINS 6"
- (Z) EXISTING 10" PCC PAVEMENT

HBM ENGINEERING GROUP, LLC

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	DRAWN - ADS	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 11 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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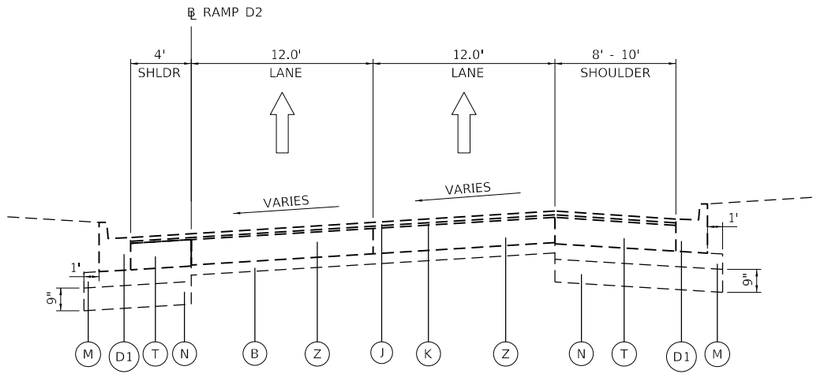
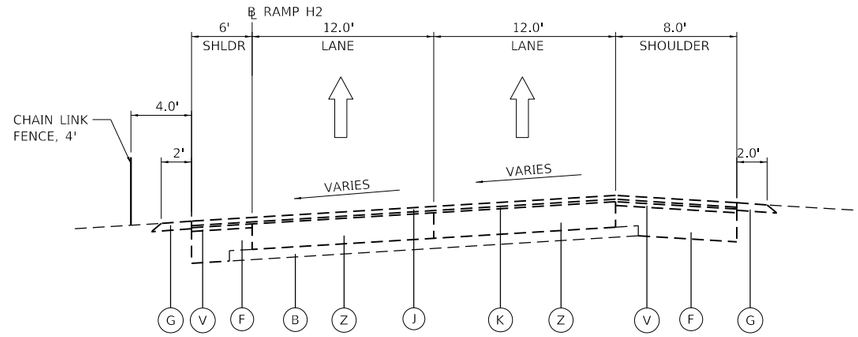
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			



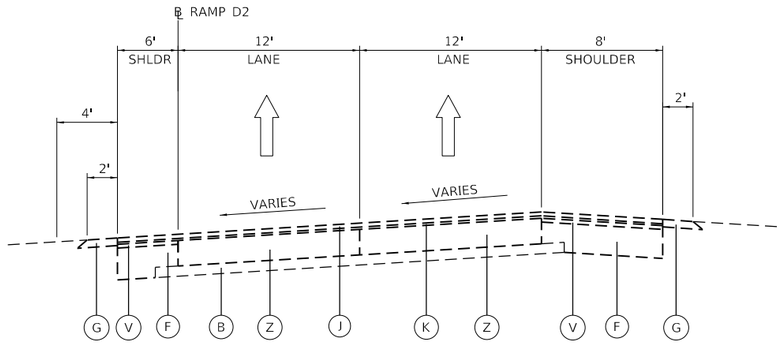
STONY ISLAND EXISTING RAMP D2

(LOOKING UPSTATION)
STA 322+32.48 TO STA 321+54.98



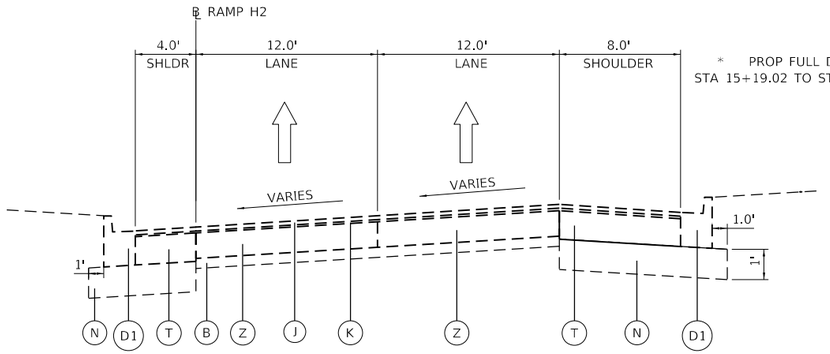
STONY ISLAND EXISTING RAMP H2

(LOOKING UPSTATION)
STA 13+91.68 TO STA 14+99.40



STONY ISLAND EXISTING RAMP D2

(LOOKING UPSTATION)
STA 321+54.98 TO STA 320+45.05



STONY ISLAND EXISTING RAMP H2

(LOOKING UPSTATION)
STA 15+50.22 TO STA 14+99.40

* PROP FULL DEPTH FROM STA 15+19.02 TO STA 15+50.02

EXISTING LEGEND:

- (A) EXISTING 9" CONTINUOUSLY REINFORCED PCC PAVEMENT
- (B) EXISTING 4" STABILIZED SUBBASE
- (C) EXISTING TEMPORARY CONCRETE BARRIER WALL
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE
  - (D1) B-6.18
  - (D2) B-6.24
- (E) EXISTING CONCRETE CURB TYPE B
- (F) EXISTING STABILIZED SHOULDERS, VARIES 12"-14"
- (G) EXISTING AGGREGATE SHOULDERS
- (H) EXISTING PCC BASE
  - (H1) 9"
  - (H2) 10"
- (I) EXISTING STEEL GUARDRAIL
- (J) EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
- (K) EXISTING POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾" & VARIES
- (L) EXISTING HOT-MIX ASPHALT SHOULDERS, 10"
  - POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
  - HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 8¼"
- (M) EXISTING AGGREGATE BASE COURSE, TYPE B 6"
- (N) EXISTING AGGREGATE SUBGRADE
  - (N1) 3" CA-6 AGGREGATE CAP IMPROVEMENT
  - (N2) 9" POROUS GRANULAR EMBANKMENT IMPROVEMENT
- (O) EXISTING PCC PAVEMENT (JOINTED)
  - (O1) 9"
  - (O2) 10½"
  - (O3) 10¼"
- (P) EXISTING STABILIZED SUBBASE - HOT-MIX ASPHALT, 4½"
- (Q) EXISTING CONCRETE BARRIER, 42 IN. HEIGHT
  - (Q1) DOUBLE FACE,
  - (Q2) VARIABLE CROSS-SECTION
- (R) EXISTING LEVELING BINDER (MACHINE METHOD), N70
- (S) EXISTING CONCRETE BARRIER BASE
- (T) EXISTING HOT MIX ASPHALT BASE COURSE, 10¼"
- (U) EXISTING PCC SHOULDERS
  - (U1) 9"
  - (U2) 10½"
- (V) EXISTING HMA OVERLAY, VARIES
- (W) EXISTING HMA SURFACE COURSE, 2"
- (X) EXISTING HMA BINDER COURSE, 8"
- (Y) EXISTING PIPE UNDERDRAINS 6"
- (Z) EXISTING 10" PCC PAVEMENT

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HBM ENGINEERING GROUP, LLC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 12 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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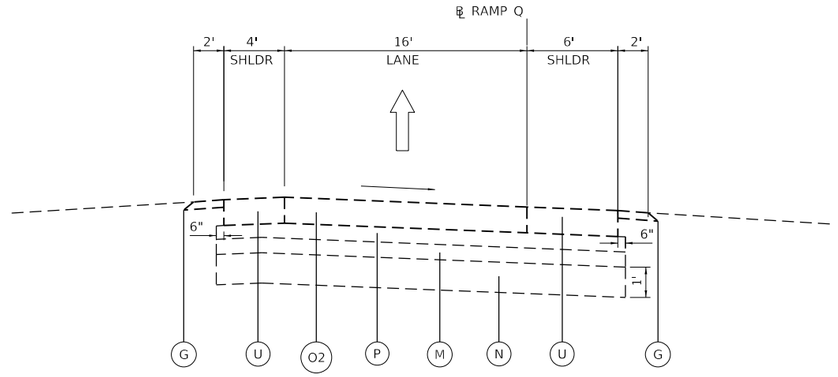
		CONTRACT NO. 62W87		
		ILLINOIS	FED. AID PROJECT	



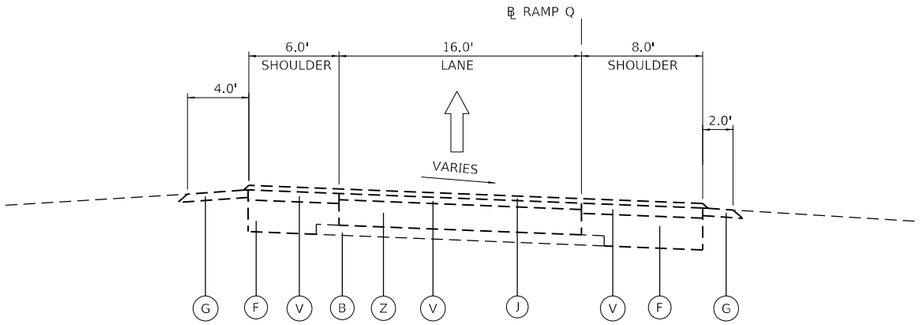
STONY ISLAND EXISTING RAMP Q

(LOOKING UPSTATION)

STA 1702+50.00 TO STA 1705+06.86

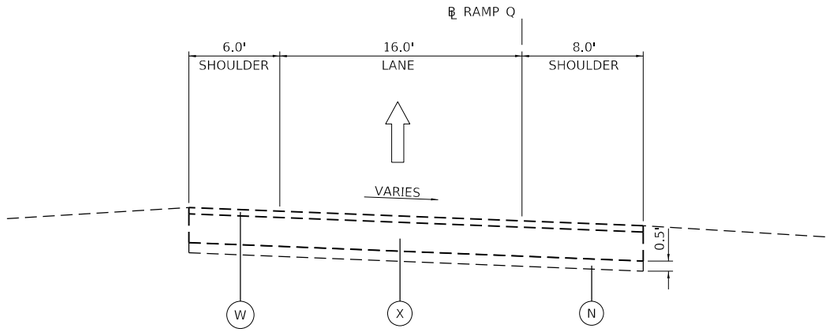
STA 1720+71.42 TO STA 1723+24.98

e = 6.0% STA 1709+09.28 TO STA 1719+88.04



STONY ISLAND EXISTING RAMP Q

(LOOKING UPSTATION)



STONY ISLAND EXISTING RAMP Q

(LOOKING UPSTATION)

EXISTING LEGEND:

- (A) EXISTING 9" CONTINUOUSLY REINFORCED PCC PAVEMENT
- (B) EXISTING 4" STABILIZED SUBBASE
- (C) EXISTING TEMPORARY CONCRETE BARRIER WALL
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE
  - (D1) B-6.18
  - (D2) B-6.24
- (E) EXISTING CONCRETE CURB TYPE B
- (F) EXISTING STABILIZED SHOULDERS, VARIES 12"-14"
- (G) EXISTING AGGREGATE SHOULDERS
- (H) EXISTING PCC BASE
  - (H1) 9"
  - (H2) 10"
- (I) EXISTING STEEL GUARDRAIL
- (J) EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
- (K) EXISTING POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾" & VARIES
- (L) EXISTING HOT-MIX ASPHALT SHOULDERS, 10"
  - POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
  - HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 8¼"
- (M) EXISTING AGGREGATE BASE COURSE, TYPE B 6"
- (N) EXISTING AGGREGATE SUBGRADE
  - (N1) 3" CA-6 AGGREGATE CAP IMPROVEMENT
  - (N2) 9" POROUS GRANULAR EMBANKMENT IMPROVEMENT
- (O) EXISTING PCC PAVEMENT (JOINTED)
  - (O1) 9"
  - (O2) 10½"
  - (O3) 10¼"
- (P) EXISTING STABILIZED SUBBASE - HOT-MIX ASPHALT, 4½"
- (Q) EXISTING CONCRETE BARRIER, 42 IN. HEIGHT
  - (Q1) DOUBLE FACE,
  - (Q2) VARIABLE CROSS-SECTION
- (R) EXISTING LEVELING BINDER (MACHINE METHOD), N70
- (S) EXISTING CONCRETE BARRIER BASE
- (T) EXISTING HOT MIX ASPHALT BASE COURSE, 10¼"
- (U) EXISTING PCC SHOULDERS
  - (U1) 9"
  - (U2) 10½"
- (V) EXISTING HMA OVERLAY, VARIES
- (W) EXISTING HMA SURFACE COURSE, 2"
- (X) EXISTING HMA BINDER COURSE, 8"
- (Y) EXISTING PIPE UNDERDRAINS 6"
- (Z) EXISTING 10" PCC PAVEMENT

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HBM ENGINEERING GROUP, LLC

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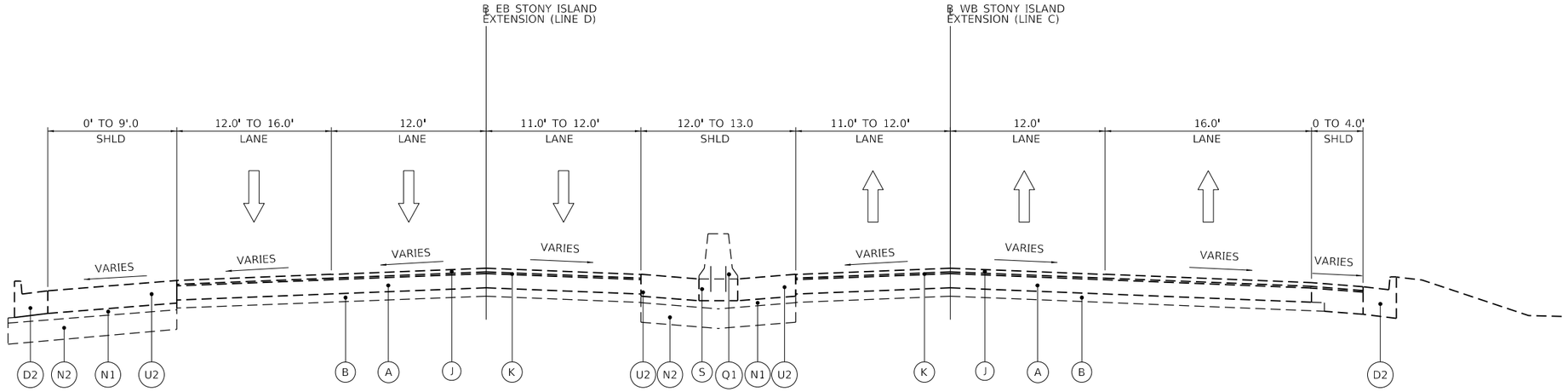
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-94 (BISHOP FORD EXPY)

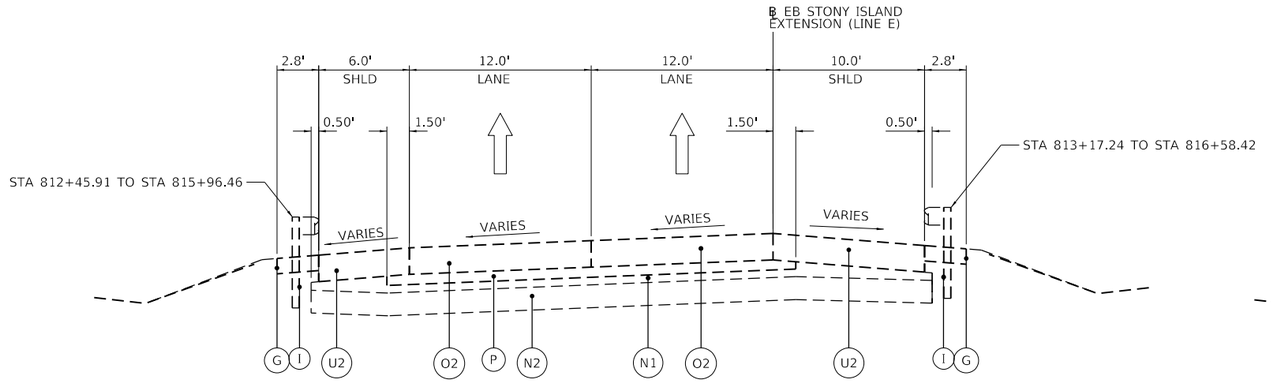
SCALE: | SHEET 13 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	57
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



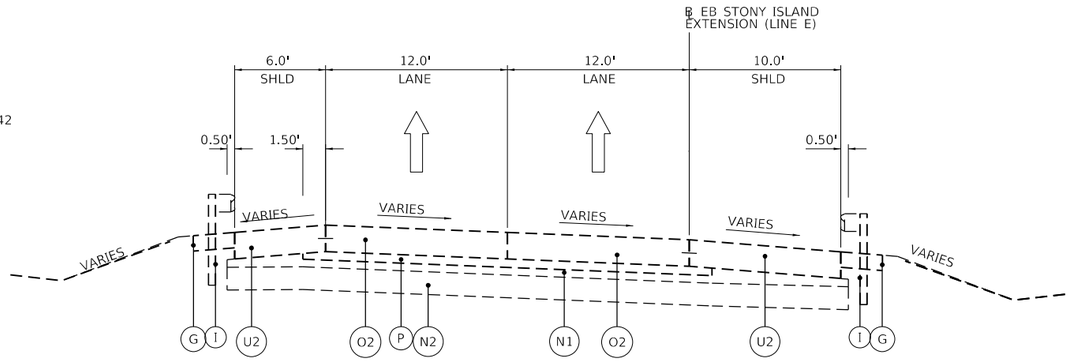
STONY ISLAND EXISTING LINE D & C

(LOOKING UPSTATION)
STA 103+11.08 TO STA 105+20.43



STONY ISLAND EXISTING LINE E

(LOOKING UPSTATION)
STA 812+30.00 TO STA 815+56.75



STONY ISLAND EXISTING LINE E

(LOOKING UPSTATION)
STA 819+79.19 TO STA 824+20.00

EXISTING LEGEND:

- (A) EXISTING 9" CONTINUOUSLY REINFORCED PCC PAVEMENT
- (B) EXISTING 4" STABILIZED SUBBASE
- (C) EXISTING TEMPORARY CONCRETE BARRIER WALL
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE
  - (D1) B-6.18
  - (D2) B-6.24
- (E) EXISTING CONCRETE CURB TYPE B
- (F) EXISTING STABILIZED SHOULDERS, VARIES 12"-14"
- (G) EXISTING AGGREGATE SHOULDERS
- (H) EXISTING PCC BASE
  - (H1) 9"
  - (H2) 10"
- (I) EXISTING STEEL GUARDRAIL
- (J) EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
- (K) EXISTING POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾" & VARIES
- (L) EXISTING HOT-MIX ASPHALT SHOULDERS, 10"
  - POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
  - HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 8¼"
- (M) EXISTING AGGREGATE BASE COURSE, TYPE B 6"
- (N) EXISTING AGGREGATE SUBGRADE
  - (N1) 3" CA-6 AGGREGATE CAP IMPROVEMENT
  - (N2) 9" POROUS GRANULAR EMBANKMENT IMPROVEMENT
- (O) EXISTING PCC PAVEMENT (JOINTED)
  - (O1) 9"
  - (O2) 10½"
  - (O3) 10¼"
- (P) EXISTING STABILIZED SUBBASE - HOT-MIX ASPHALT, 4½"
- (Q) EXISTING CONCRETE BARRIER, 42 IN. HEIGHT
  - (Q1) DOUBLE FACE,
  - (Q2) VARIABLE CROSS-SECTION
- (R) EXISTING LEVELING BINDER (MACHINE METHOD), N70
- (S) EXISTING CONCRETE BARRIER BASE
- (T) EXISTING HOT MIX ASPHALT BASE COURSE, 10¼"
- (U) EXISTING PCC SHOULDERS
  - (U1) 9"
  - (U2) 10½"
- (V) EXISTING HMA OVERLAY, VARIES
- (W) EXISTING HMA SURFACE COURSE, 2"
- (X) EXISTING HMA BINDER COURSE, 8"
- (Y) EXISTING PIPE UNDERDRAINS 6"
- (Z) EXISTING 10" PCC PAVEMENT

HBM ENGINEERING GROUP, LLC

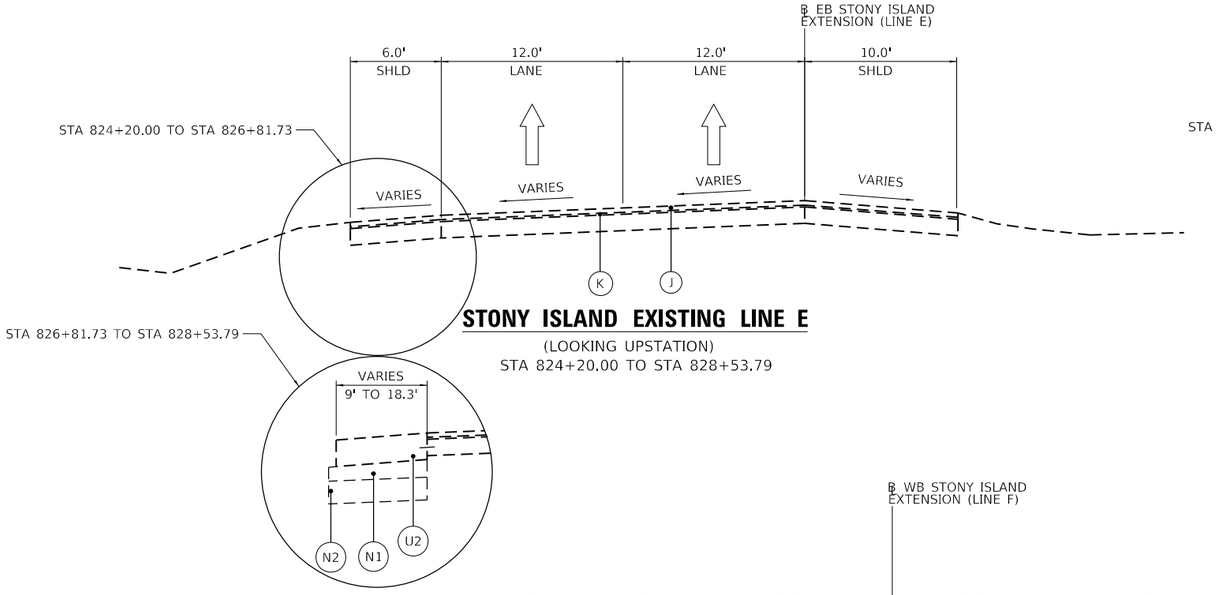
USER NAME = hbmepw11ics01$	DESIGNED - ADS	REVISED -	
	DRAWN - ADS	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-94 (BISHOP FORD EXPY)

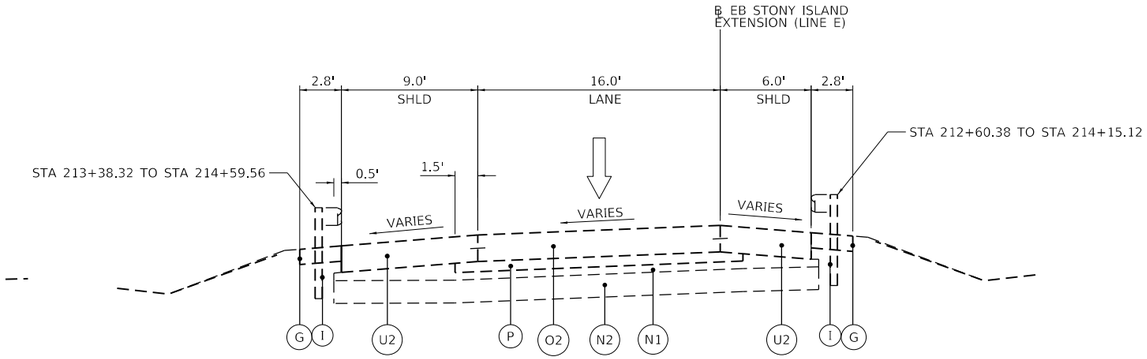
SCALE: | SHEET 14 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	58
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			



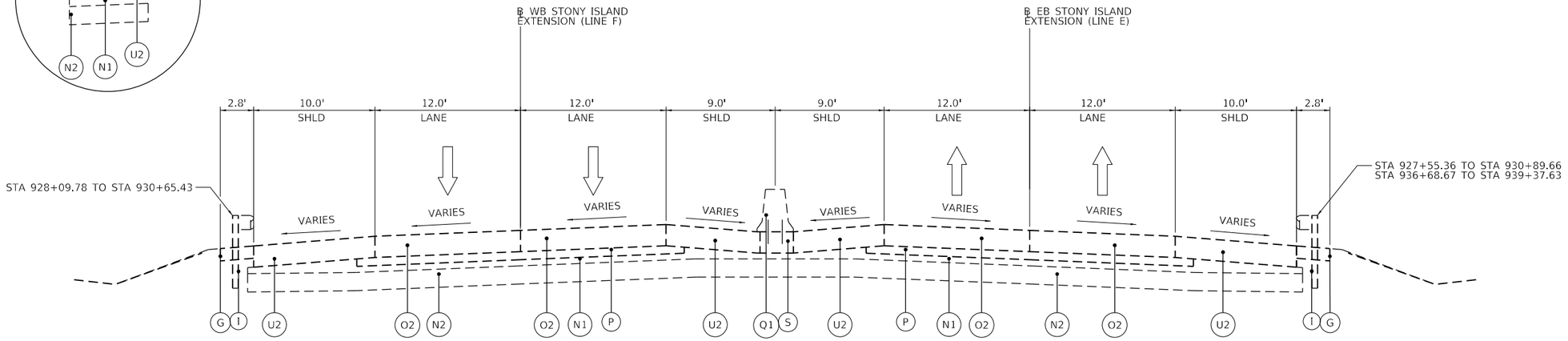
STONY ISLAND EXISTING LINE E

(LOOKING UPSTATION)
STA 824+20.00 TO STA 828+53.79



STONY ISLAND EXISTING LINE E

(LOOKING UPSTATION)
STA 206+99.11 TO STA 214+15.81
STA 216+29.58 TO STA 224+87.94



STONY ISLAND EXISTING LINE E & F

(LOOKING UPSTATION)
STA 927+55.36 TO STA 930+22.04
STA 937+12.07 TO STA 938+70.00

EXISTING LEGEND:

- (A) EXISTING 9" CONTINUOUSLY REINFORCED PCC PAVEMENT
- (B) EXISTING 4" STABILIZED SUBBASE
- (C) EXISTING TEMPORARY CONCRETE BARRIER WALL
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE
  - (D1) B-6.18
  - (D2) B-6.24
- (E) EXISTING CONCRETE CURB TYPE B
- (F) EXISTING STABILIZED SHOULDERS, VARIES 12"-14"
- (G) EXISTING AGGREGATE SHOULDERS
- (H) EXISTING PCC BASE
  - (H1) 9"
  - (H2) 10"
- (I) EXISTING STEEL GUARDRAIL
- (J) EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
- (K) EXISTING POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾" & VARIES
- (L) EXISTING HOT-MIX ASPHALT SHOULDERS, 10"
  - POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
  - HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 8¼"
- (M) EXISTING AGGREGATE BASE COURSE, TYPE B 6"
- (N) EXISTING AGGREGATE SUBGRADE
  - (N1) 3" CA-6 AGGREGATE CAP IMPROVEMENT
  - (N2) 9" POROUS GRANULAR EMBANKMENT IMPROVEMENT
- (O) EXISTING PCC PAVEMENT (JOINTED)
  - (O1) 9"
  - (O2) 10½"
  - (O3) 10¼"
- (P) EXISTING STABILIZED SUBBASE - HOT-MIX ASPHALT, 4½"
- (Q) EXISTING CONCRETE BARRIER, 42 IN. HEIGHT
  - (Q1) DOUBLE FACE,
  - (Q2) VARIABLE CROSS-SECTION
- (R) EXISTING LEVELING BINDER (MACHINE METHOD), N70
- (S) EXISTING CONCRETE BARRIER BASE
- (T) EXISTING HOT MIX ASPHALT BASE COURSE, 10¼"
- (U) EXISTING PCC SHOULDERS
  - (U1) 9"
  - (U2) 10½"
- (V) EXISTING HMA OVERLAY, VARIES
- (W) EXISTING HMA SURFACE COURSE, 2"
- (X) EXISTING HMA BINDER COURSE, 8"
- (Y) EXISTING PIPE UNDERDRAINS 6"
- (Z) EXISTING 10" PCC PAVEMENT

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HBM ENGINEERING GROUP, LLC

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	DRAWN - ADS	REVISED -
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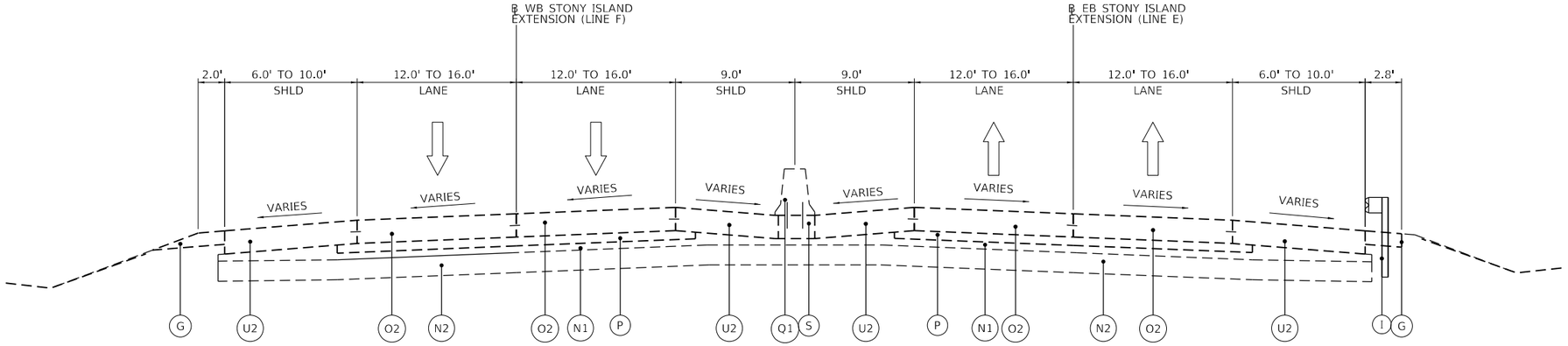
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-94 (BISHOP FORD EXPY)

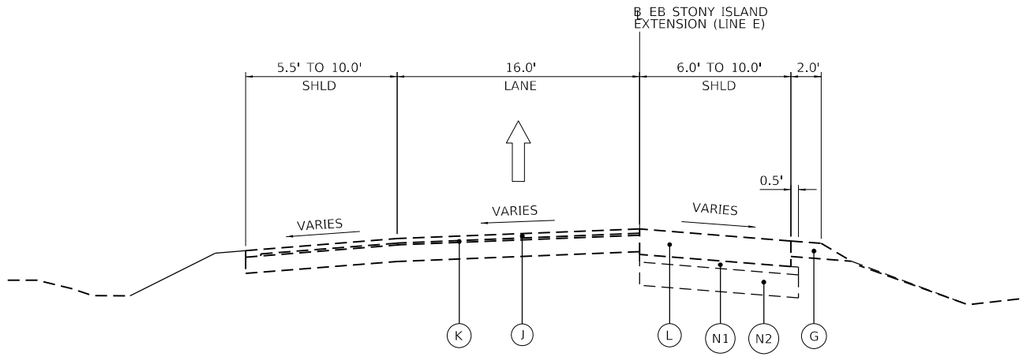
SCALE: | SHEET 15 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	59
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



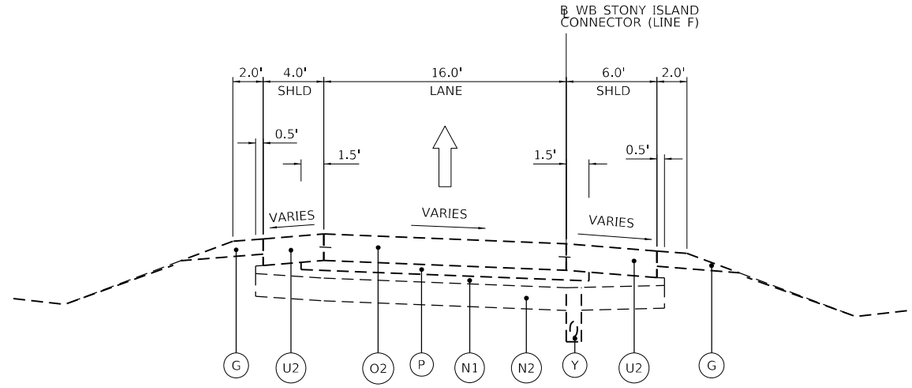
STONY ISLAND EXISTING LINE E & F

(LOOKING UPSTATION)
STA 924+93.21 TO STA 927+55.36



STONY ISLAND EXISTING LINE E

(LOOKING UPSTATION)
STA 224+87.94 TO STA 226+45.60



STONY ISLAND EXISTING LINE F

(LOOKING UPSTATION)
STA 900+00.00 TO STA 909+26.74

EXISTING LEGEND:

- (A) EXISTING 9" CONTINUOUSLY REINFORCED PCC PAVEMENT
- (B) EXISTING 4" STABILIZED SUBBASE
- (C) EXISTING TEMPORARY CONCRETE BARRIER WALL
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE
  - (D1) B-6.18
  - (D2) B-6.24
- (E) EXISTING CONCRETE CURB TYPE B
- (F) EXISTING STABILIZED SHOULDERS, VARIES 12"-14"
- (G) EXISTING AGGREGATE SHOULDERS
- (H) EXISTING PCC BASE
  - (H1) 9"
  - (H2) 10"
- (I) EXISTING STEEL GUARDRAIL
- (J) EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
- (K) EXISTING POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾" & VARIES
- (L) EXISTING HOT-MIX ASPHALT SHOULDERS, 10"
  - POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
  - HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 8¼"
- (M) EXISTING AGGREGATE BASE COURSE, TYPE B 6"
- (N) EXISTING AGGREGATE SUBGRADE
  - (N1) 3" CA-6 AGGREGATE CAP IMPROVEMENT
  - (N2) 9" POROUS GRANULAR EMBANKMENT IMPROVEMENT
- (O) EXISTING PCC PAVEMENT (JOINTED)
  - (O1) 9"
  - (O2) 10½"
  - (O3) 10¼"
- (P) EXISTING STABILIZED SUBBASE - HOT-MIX ASPHALT, 4½"
- (Q) EXISTING CONCRETE BARRIER, 42 IN. HEIGHT
  - (Q1) DOUBLE FACE,
  - (Q2) VARIABLE CROSS-SECTION
- (R) EXISTING LEVELING BINDER (MACHINE METHOD), N70
- (S) EXISTING CONCRETE BARRIER BASE
- (T) EXISTING HOT MIX ASPHALT BASE COURSE, 10¼"
- (U) EXISTING PCC SHOULDERS
  - (U1) 9"
  - (U2) 10½"
- (V) EXISTING HMA OVERLAY, VARIES
- (W) EXISTING HMA SURFACE COURSE, 2"
- (X) EXISTING HMA BINDER COURSE, 8"
- (Y) EXISTING PIPE UNDERDRAINS 6"
- (Z) EXISTING 10" PCC PAVEMENT

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HBM ENGINEERING GROUP, LLC

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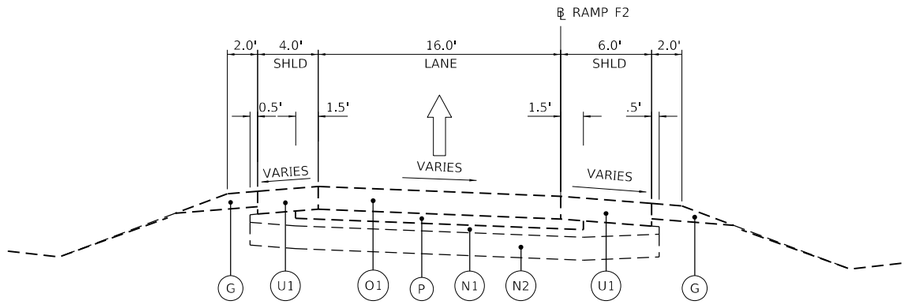
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-94 (BISHOP FORD EXPY)

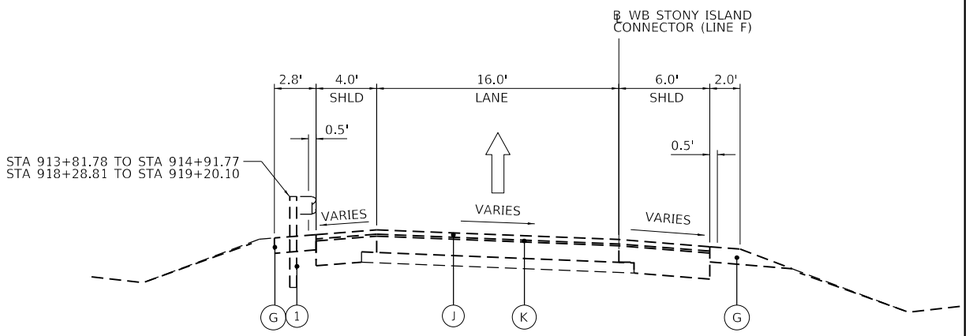
SCALE: | SHEET 16 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	60
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			



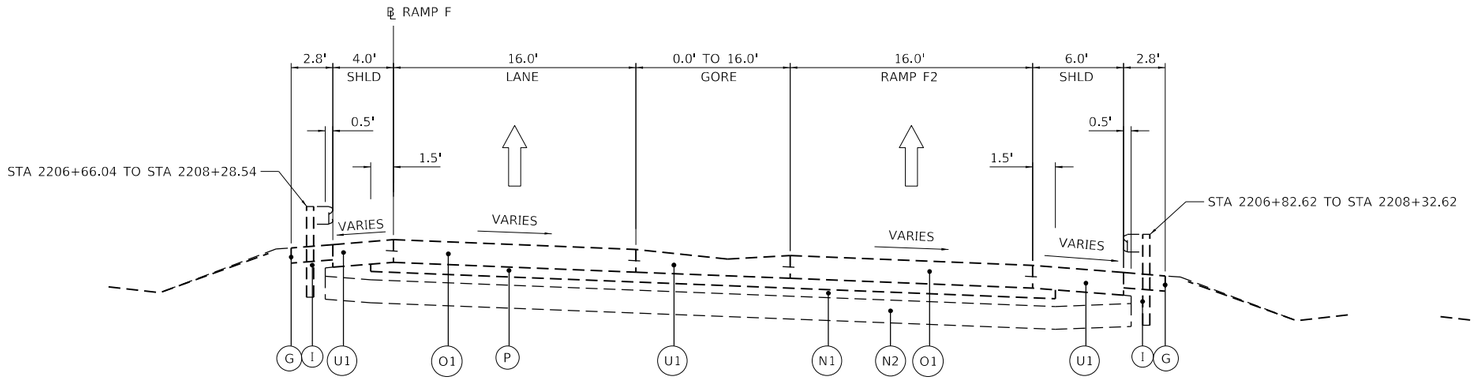
STONY ISLAND EXISTING RAMP F2

(LOOKING UPSTATION)
STA 1206+40.00 TO STA 1209+58.00



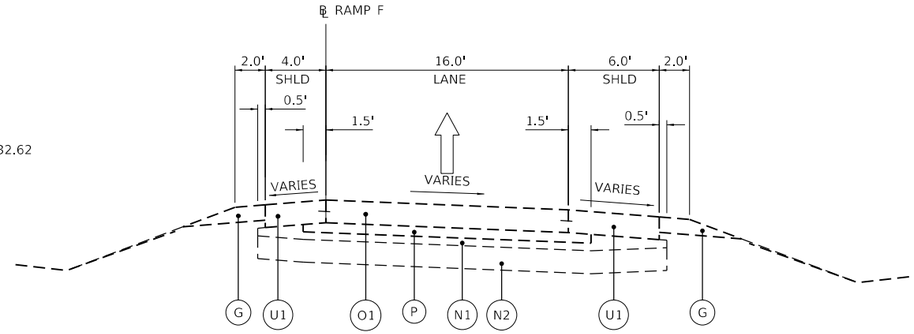
STONY ISLAND EXISTING LINE F

(LOOKING UPSTATION)
STA 909+26.74 TO STA 920+95.00



STONY ISLAND EXISTING RAMP F

(LOOKING UPSTATION)
STA 202+59.18 TO STA 205+76.57
STA 2205+76.57 TO STA 2210+96.82



STONY ISLAND EXISTING RAMP F

(LOOKING UPSTATION)
STA 201+17.23 TO STA 202+59.18

EXISTING LEGEND:

- (A) EXISTING 9" CONTINUOUSLY REINFORCED PCC PAVEMENT
- (B) EXISTING 4" STABILIZED SUBBASE
- (C) EXISTING TEMPORARY CONCRETE BARRIER WALL
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE
  - (D1) B-6.18
  - (D2) B-6.24
- (E) EXISTING CONCRETE CURB TYPE B
- (F) EXISTING STABILIZED SHOULDERS, VARIES 12"-14"
- (G) EXISTING AGGREGATE SHOULDERS
- (H) EXISTING PCC BASE
  - (H1) 9"
  - (H2) 10"
- (I) EXISTING STEEL GUARDRAIL
- (J) EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
- (K) EXISTING POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾" & VARIES
- (L) EXISTING HOT-MIX ASPHALT SHOULDERS, 10"
  - POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
  - HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 8¼"
- (M) EXISTING AGGREGATE BASE COURSE, TYPE B 6"
- (N) EXISTING AGGREGATE SUBGRADE
  - (N1) 3" CA-6 AGGREGATE CAP IMPROVEMENT
  - (N2) 9" POROUS GRANULAR EMBANKMENT IMPROVEMENT
- (O) EXISTING PCC PAVEMENT (JOINTED)
  - (O1) 9"
  - (O2) 10½"
  - (O3) 10¼"
- (P) EXISTING STABILIZED SUBBASE - HOT-MIX ASPHALT, 4½"
- (Q) EXISTING CONCRETE BARRIER, 42 IN. HEIGHT
  - (Q1) DOUBLE FACE,
  - (Q2) VARIABLE CROSS-SECTION
- (R) EXISTING LEVELING BINDER (MACHINE METHOD), N70
- (S) EXISTING CONCRETE BARRIER BASE
- (T) EXISTING HOT MIX ASPHALT BASE COURSE, 10¼"
- (U) EXISTING PCC SHOULDERS
  - (U1) 9"
  - (U2) 10½"
- (V) EXISTING HMA OVERLAY, VARIES
- (W) EXISTING HMA SURFACE COURSE, 2"
- (X) EXISTING HMA BINDER COURSE, 8"
- (Y) EXISTING PIPE UNDERDRAINS 6"
- (Z) EXISTING 10" PCC PAVEMENT

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HBM ENGINEERING GROUP, LLC

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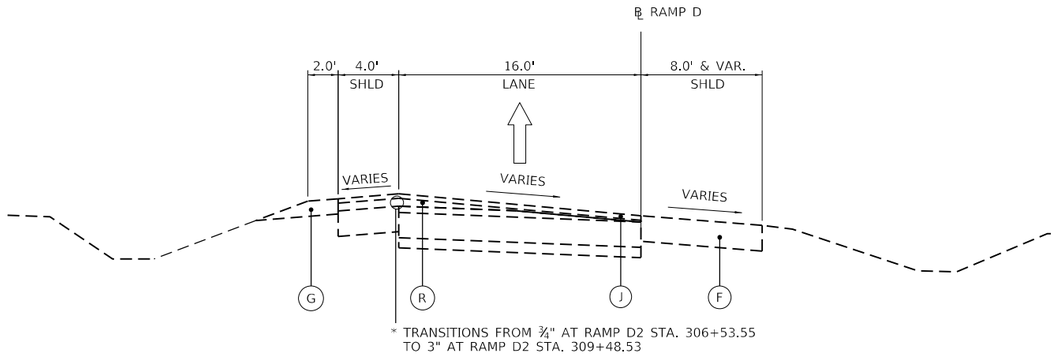
	DRAWN - ADS	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 17 OF 23 SHEETS | STA. | TO STA.

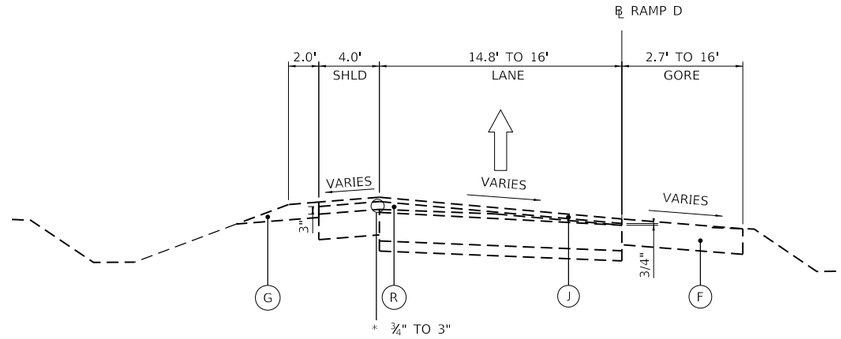
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	61
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



* TRANSITIONS FROM ¾" AT RAMP D2 STA. 306+53.55 TO 3" AT RAMP D2 STA. 309+48.53

STONY ISLAND EXISTING RAMP D

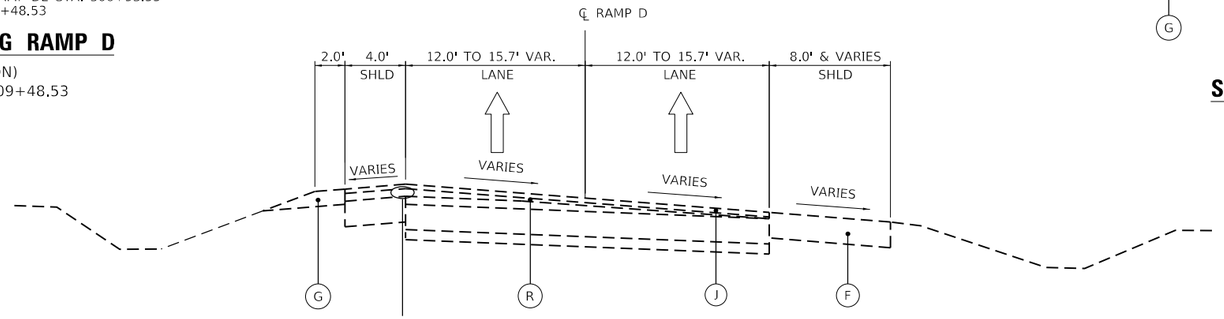
(LOOKING UPSTATION)
STA 306+53.55 TO STA 309+48.53



* ¾" TO 3"

STONY ISLAND EXISTING RAMP D

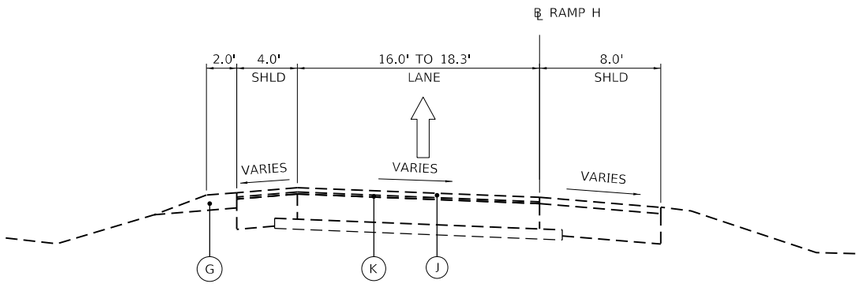
(LOOKING UPSTATION)
STA 309+48.53 TO STA 311+65.33



* TRANSITIONS FROM 3" AT STA. 314+50.00 TO ¾" AT STA. 316+17.73

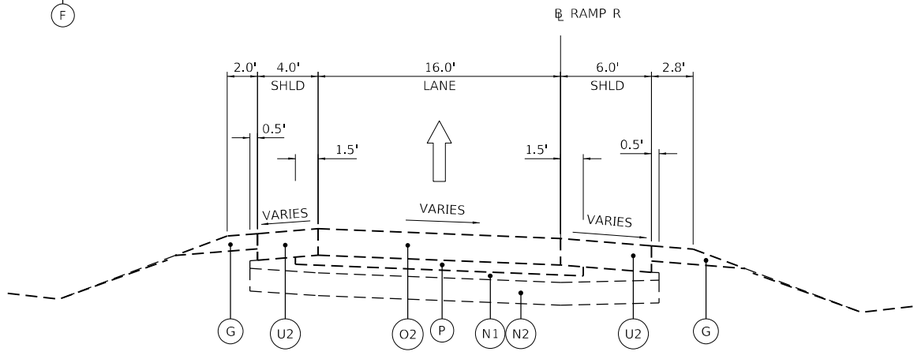
STONY ISLAND EXISTING RAMP D

(LOOKING UPSTATION)
STA 311+65.33 TO STA 316+17.73



STONY ISLAND EXISTING RAMP H

(LOOKING UPSTATION)
STA 104+90.38 TO STA 111+06.71



STONY ISLAND EXISTING RAMP R

(LOOKING UPSTATION)
STA 606+95.00 TO STA 611+47.60

EXISTING LEGEND:

- (A) EXISTING 9" CONTINUOUSLY REINFORCED PCC PAVEMENT
- (B) EXISTING 4" STABILIZED SUBBASE
- (C) EXISTING TEMPORARY CONCRETE BARRIER WALL
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE
  - (D1) B-6.18
  - (D2) B-6.24
- (E) EXISTING CONCRETE CURB TYPE B
- (F) EXISTING STABILIZED SHOULDERS, VARIES 12"-14"
- (G) EXISTING AGGREGATE SHOULDERS
- (H) EXISTING PCC BASE
  - (H1) 9"
  - (H2) 10"
- (I) EXISTING STEEL GUARDRAIL
- (J) EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
- (K) EXISTING POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾" & VARIES
- (L) EXISTING HOT-MIX ASPHALT SHOULDERS, 10"
  - POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1¾"
  - HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 8¼"
- (M) EXISTING AGGREGATE BASE COURSE, TYPE B 6"
- (N) EXISTING AGGREGATE SUBGRADE
  - (N1) 3" CA-6 AGGREGATE CAP IMPROVEMENT
  - (N2) 9" POROUS GRANULAR EMBANKMENT IMPROVEMENT
- (O) EXISTING PCC PAVEMENT (JOINTED)
  - (O1) 9"
  - (O2) 10½"
  - (O3) 10¼"
- (P) EXISTING STABILIZED SUBBASE - HOT-MIX ASPHALT, 4½"
- (Q) EXISTING CONCRETE BARRIER, 42 IN. HEIGHT
  - (Q1) DOUBLE FACE,
  - (Q2) VARIABLE CROSS-SECTION
- (R) EXISTING LEVELING BINDER (MACHINE METHOD), N70
- (S) EXISTING CONCRETE BARRIER BASE
- (T) EXISTING HOT MIX ASPHALT BASE COURSE, 10¼"
- (U) EXISTING PCC SHOULDERS
  - (U1) 9"
  - (U2) 10½"
- (V) EXISTING HMA OVERLAY, VARIES
- (W) EXISTING HMA SURFACE COURSE, 2"
- (X) EXISTING HMA BINDER COURSE, 8"
- (Y) EXISTING PIPE UNDERDRAINS 6"
- (Z) EXISTING 10" PCC PAVEMENT

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HBM ENGINEERING GROUP, LLC

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PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 18 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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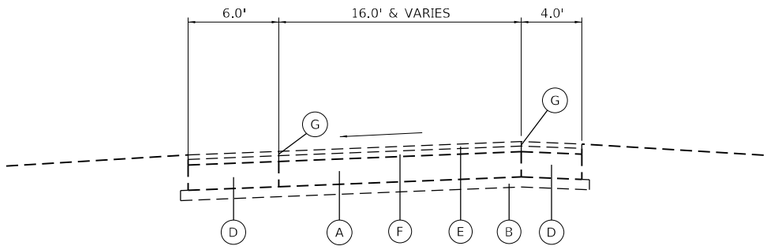
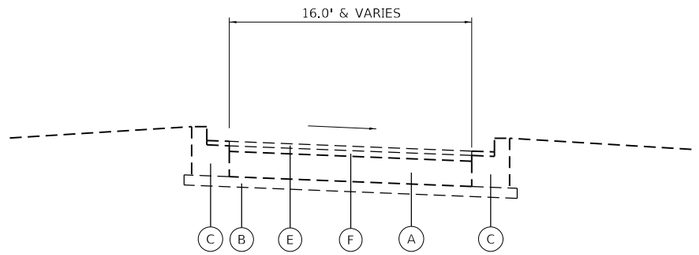
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			



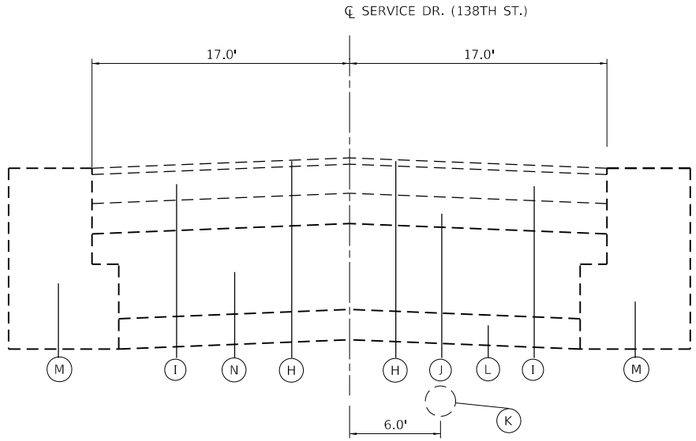
I–94 EXISTING RAMP TYPICAL SECTION

130TH STREET



I–94 EXISTING RAMP TYPICAL SECTION

111TH STREET
115TH STREET



SERVICE DR. (138TH ST) EXISTING TYPICAL SECTION

STA. 20+00 TO STA. 20+60.40

EXISTING LEGEND:

- (A) 10" BASE, PCC
- (B) GRANULAR SUB-BASE
- (C) EXISTING CURB & GUTTER, TYPE VARIES
- (D) HMA SHOULDER, VARIES 10"-15"
- (E) HMA SURFACE COURSE, MIX "D", N70. 1¾"
- (F) HMA BINDER COURSE, IL-19.0, N70, 2¼"
- (G) STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A
- (H) BITUMINUS CONCRETE SURFACE COURSE, MIX D, CLASS I, TYPE 2, 1½"
- (I) BITUMINOUS AGGREGATE MIXTURE, 11½"
- (J) AGGREGATE SUBGRADE, 12"
- (K) STORM SEWER
- (L) CONCRETE STRUT
- (M) CONCRETE ABUTMENT
- (N) AGGREGATE SUBGRADE (AT STRUTS)
- (O) BITUMINOUS CONCRETE BINDER COURSE, MIXTURE B, TYPE 2 1¾"
- (P) CONCRETE BARRIER MEDIAN

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HBM ENGINEERING GROUP, LLC

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	DRAWN - ADS	REVISED -	
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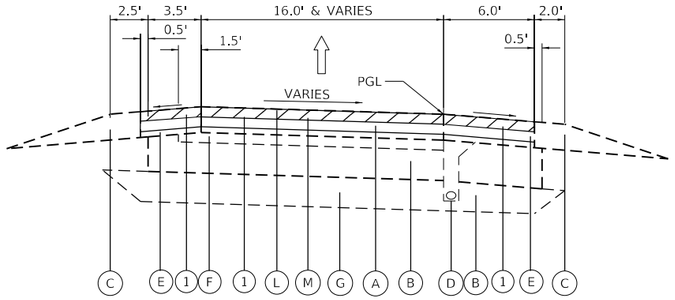
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

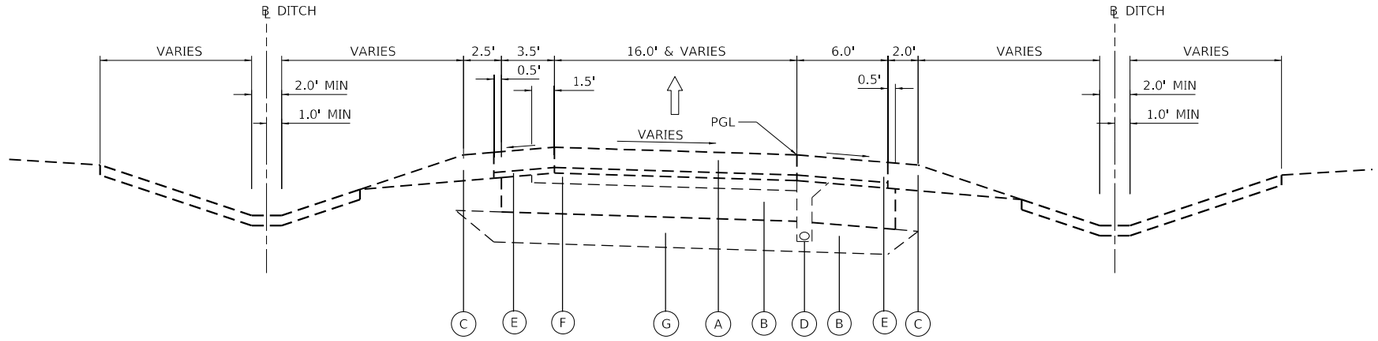
SCALE: | SHEET 19 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	63
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



I–94 EXISTING RAMP TYPICAL SECTION

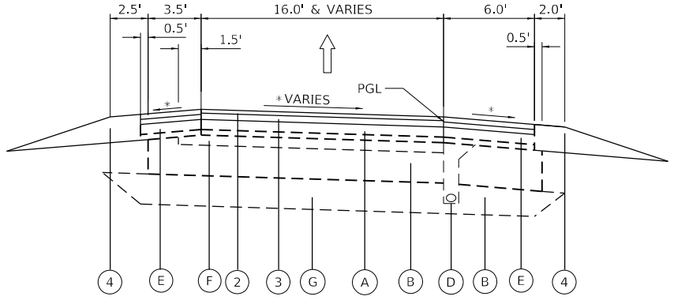
(LOOKING UPSTATION)
** RAMP W1 (WB DOLTON RD TO WB I-94)



I–94 EXISTING RAMP TYPICAL SECTION

(LOOKING UPSTATION)
RAMP W1 (WB DOLTON RD TO WB I-94)
RAMP W2 (EB DOLTON RD TO WB I-94)
RAMP W3 (EB I-94 TO WB DOLTON RD)
RAMP W4 (EB I-94 TO EB DOLTON RD)

** RAMP W1 HMA SECTION



I–94 PROPOSED RAMP TYPICAL SECTION

(LOOKING UPSTATION)
** RAMP W1 (WB DOLTON RD TO WB I-94)

EXISTING LEGEND:

- (A) PCC PAVEMENT, 10¼" (HINGE-JOINTED)
- (B) AGGREGATE SUBGRADE, 12"
- (C) BITUMINOUS SHOULDER 8"
- (D) PIPE UNDERDRAIN, FABRIC LINED TRENCH, 6" (SEE NOTE 2)
- (E) PORTLAND CEMENT CONCRETE SHOULDERS, 10½"
- (F) STABILIZED SUB-BASE, 4" (SEE NOTE 1)
- (G) POROUS GRANULAR EMBANKMENT SUBGRADE STA. 210+00 TO STA. 215+00 RAMP B (NOTE 5)
- (H) EXISTING BITUMINOUS SURFACE, 3½"
- (I) EXISTING PCC BASE, 10"
- (J) EXISTING GRANULAR SUBBASE, 6"
- (K) EXISTING CONCRETE GUTTER
- (L) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1¾"
- (M) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2¼"

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (2) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1½"
- (3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2½"
- (4) AGGREGATE SHOULDER

REMOVAL

* MATCH EXISTING SLOPE

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HBM ENGINEERING GROUP, LLC

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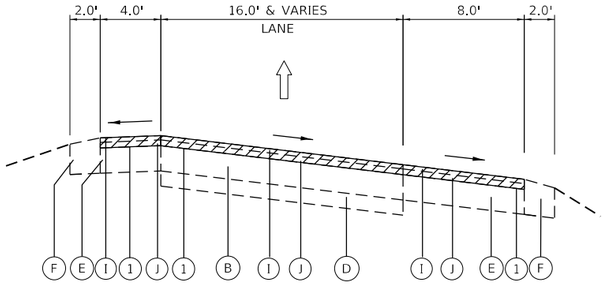
PLOT DATE = 1/24/2025	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET 20 OF 23 SHEETS | STA. | TO STA.

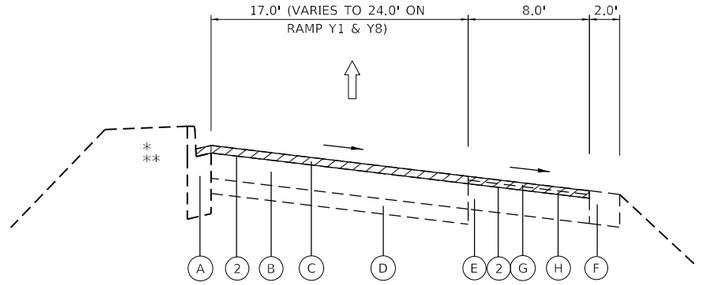
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	64
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



I–94 EXISTING RAMP TYPICAL SECTION

(LOOKING UPSTATION)

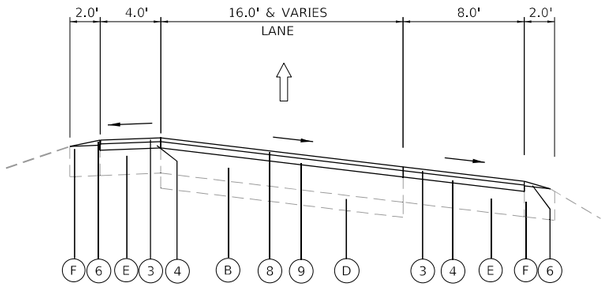
RAMP X1 (WB SIBLEY BLVD TO WB I-94)
RAMP X2 (WB I-94 TO WB SIBLEY BLVD)
RAMP X3 (EB SIBLEY BLVD TO WB I-94)
RAMP X4 (WB I-94 TO EB SIBLEY BLVD)
RAMP X5 (EB I-94 TO WB SIBLEY BLVD)
RAMP X6 (WB SIBLEY BLVD TO EB I-94)
RAMP X7 (EB I-94 TO EB SIBLEY BLVD)
RAMP X8 (EB LINCOLN AVE TO EB I-94)



I–94 EXISTING RAMP TYPICAL SECTION

(LOOKING UPSTATION)

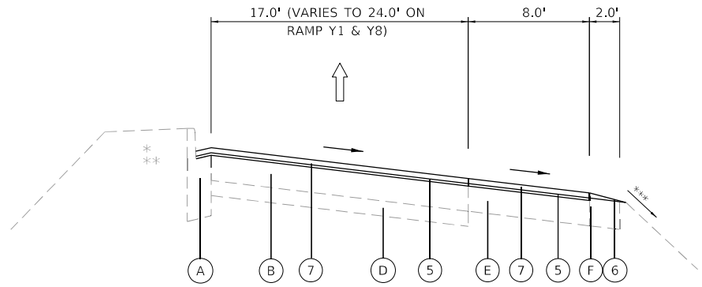
RAMP Y1 (WB US 6(159TH ST) TO WB I-94) ***
RAMP Y2 (WB I-94 TO WB US 6(159TH ST))
RAMP Y3 (EB US 6(159TH ST) TO WB I-94)
RAMP Y4 (WB I-94 TO EB US 6(159TH ST))
RAMP Y5 (EB I-94 TO WB US 6(159TH ST))
RAMP Y6 (WB US 6(159TH ST) TO EB I-94)
RAMP Y7 (EB I-94 TO EB US 6(159TH ST))
RAMP Y8 (EB US 6(159TH ST) TO EB I-94)



I–94 PROPOSED RAMP TYPICAL SECTION

(LOOKING UPSTATION)

RAMP X1 (WB SIBLEY BLVD TO WB I-94)
RAMP X2 (WB I-94 TO WB SIBLEY BLVD)
RAMP X3 (EB SIBLEY BLVD TO WB I-94)
RAMP X4 (WB I-94 TO EB SIBLEY BLVD)
RAMP X5 (EB I-94 TO WB SIBLEY BLVD)
RAMP X6 (WB SIBLEY BLVD TO EB I-94)
RAMP X7 (EB I-94 TO EB SIBLEY BLVD)
RAMP X8 (EB LINCOLN AVE TO EB I-94)



I–94 PROPOSED RAMP TYPICAL SECTION

(LOOKING UPSTATION)

RAMP Y1 (WB US 6(159TH ST) TO WB I-94) ***
RAMP Y2 (WB I-94 TO WB US 6(159TH ST))
RAMP Y3 (EB US 6(159TH ST) TO WB I-94)
RAMP Y4 (WB I-94 TO EB US 6(159TH ST))
RAMP Y5 (EB I-94 TO WB US 6(159TH ST))
RAMP Y6 (WB US 6(159TH ST) TO EB I-94)
RAMP Y7 (EB I-94 TO EB US 6(159TH ST))
RAMP Y8 (EB US 6(159TH ST) TO EB I-94)

* EXIST. 6' WIDE BIT. SHOULDER ON RAMP Y1 & Y8

** 6' WIDE BIT. SHOULDER & 2' AGG. SHLD ON RAMP Y3

*** TYPICAL SECTION SHOWN APPLIES ONLY TO THE PORTION OF THE RAMP BEING RESURFACED. THE REMAINING SECTION OF THE RAMP WILL BE RECONSTRUCTED AS SPECIFIED IN THE PLANS.

EXISTING LEGEND:

- (A) EXISTING CURB AND GUTTER, TYPE VARIES
- (B) EXISTING PCC BASE, 10"
- (C) EXISTING STONE MATRIX ASPHALT SURFACE COURSE, 3"
- (D) EXISTING GRANULAR SUBBASE, 6"
- (E) EXISTING BITUMINOUS SHOULDER, 10"
- (F) EXISTING AGGREGATE SHOULDERS TYPE B
- (G) EXISTING BITUMINOUS CONCRETE SURFACE COURSE MIXTURE "D", CLASS I, TYPE 2, 1½"
- (H) EXISTING BITUMINOUS CONCRETE BINDER COURSE MIXTURE "B", TYPE 2, 1½"
- (I) EXISTING HOT-MIX ASPHALT SURFACE COURSE MIXTURE "D", N70, 1¾"
- (J) EXISTING HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2¼"
- (K) HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1¾
- (L) EXISTING BITUMINOUS SHOULDER, 8¼"

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (2) HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- (3) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1½"
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N70, 2½"
- (5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (6) AGGREGATE WEDGE SHOULDER, TYPE B
- (7) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2"
- (8) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"
- (9) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, 12.5, N80, 2"

REMOVAL

*** MATCH EXISTING SLOPE

HBM ENGINEERING GROUP, LLC

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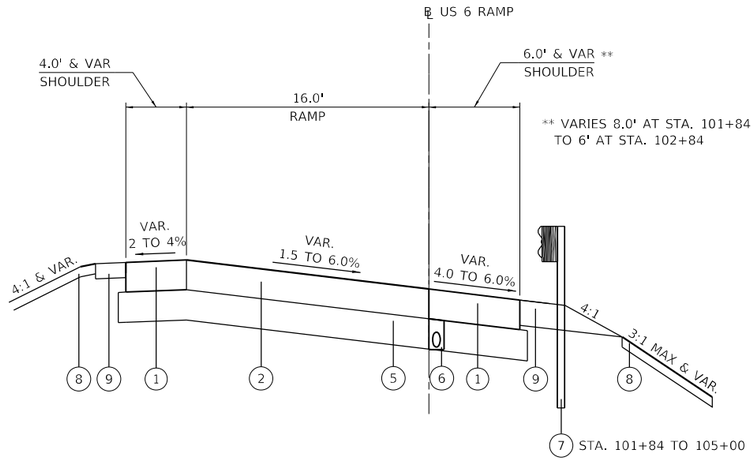
PLOT DATE = 1/24/2025	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

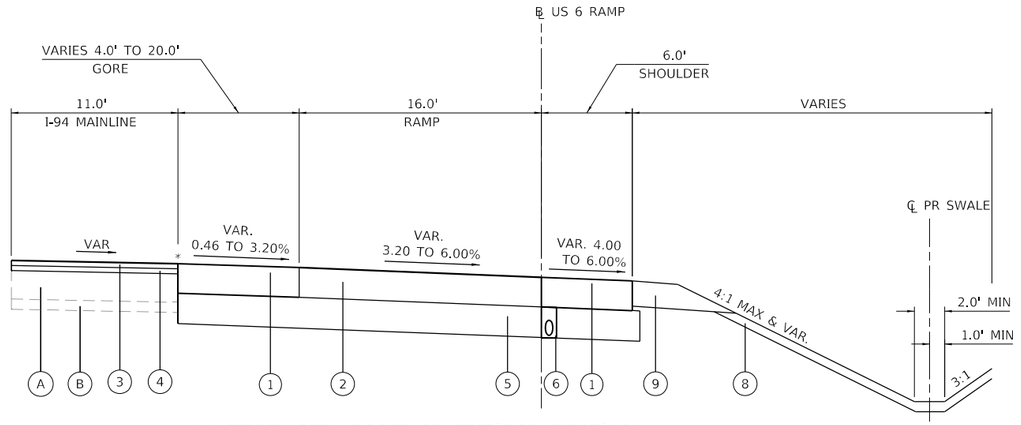
SCALE: | SHEET 21 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	65
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			



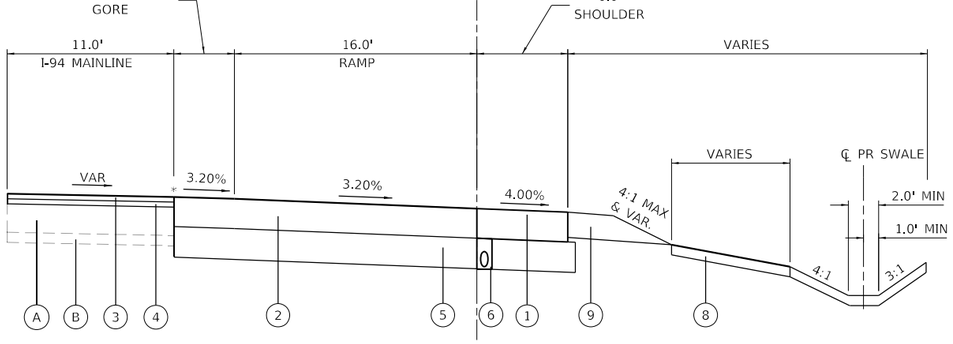
I–94 PROPOSED RAMP Y1 TYPICAL SECTION

LOOKING UPSTATION (NORTH)
STA 101+84.00 TO STA 106+26.45



I–94 PROPOSED RAMP Y1 TYPICAL SECTION

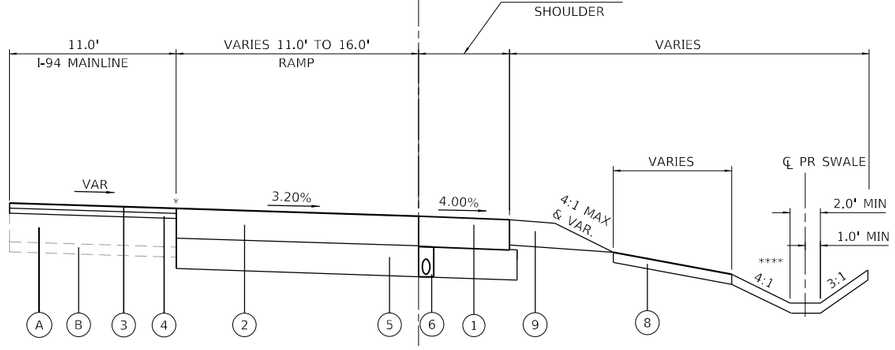
(LOOKING UPSTATION)
STA 106+26.45 TO STA 109+27.69



I–94 PROPOSED RAMP Y1 TYPICAL SECTION

(LOOKING UPSTATION)
STA 109+27.69 TO STA 111+26.69

* MATCH EXISTING ELEVATION



I–94 PROPOSED RAMP Y1 TYPICAL SECTION

(LOOKING UPSTATION)
STA 111+26.69 TO STA 113+65.40
(STA 113+65.40 RAMP ALIGNMENT = STA 583+77.84 MAINLINE ALIGNMENT)

*** VARIES 6.0' AT STA 112+94.00
TO 5.43' AT STA 113+65.40
**** SWALE MEETS EX DITCH AT
STA 111+50.00

EXISTING LEGEND:

- (A) EXISTING HMA SUBBASE
- (B) EXISTING AGGREGATE BASE COURSE

PROPOSED LEGEND:

- (1) HOT-MIX ASPHALT SHOULDERS, 12"
- (2) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11¾"
- (3) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"
- (4) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, 12.5, N80, 2"
- (5) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (6) PIPE UNDERDRAINS, TYPE 1, 6"
- (7) STEEL PLATE BEAM GUARDRAIL
- (8) TOPSOIL / SEEDING
- (9) AGGREGATE WEDGE SHOULDER, TYPE B

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HBM ENGINEERING GROUP, LLC

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PLOT DATE = 1/24/2025	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET 22 OF 23 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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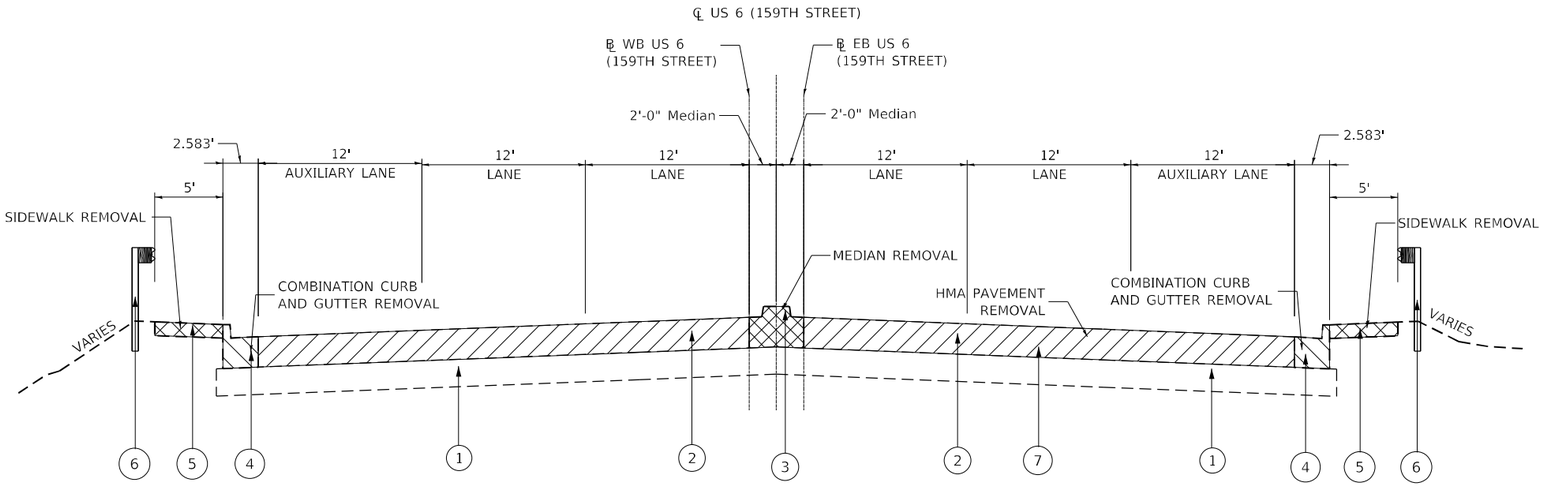
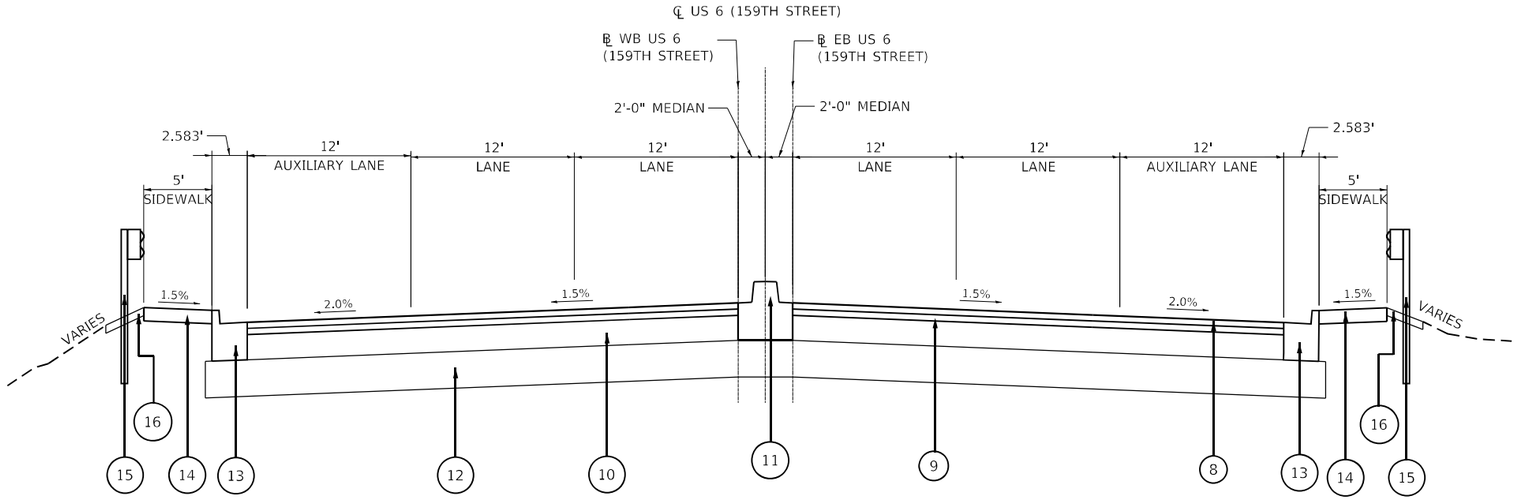
		CONTRACT NO. 62W87		
		ILLINOIS	FED. AID PROJECT	



EXISTING TYPICAL SECTION
LOOKING EAST
STA 341+21.32 TO STA 346+50.00



PROPOSED TYPICAL SECTION
LOOKING EAST
STA 341+21.32 TO STA 346+50.00

LEGEND – EXISTING:

1. EXISTING BASE COURSE
2. EXISTING HMA SURFACE COURSE
3. EXISTING RAISED MEDIAN
4. EXISTING COMBINATION CONCRETE CURB AND GUTTER
5. EXISTING PCC SIDEWALK
6. EXISTING GUARDRAIL TO BE REPLACED

LEGEND – PROPOSED:

7. PROPOSED HMA SURFACE REMOVAL, 3 3/4"
8. PROPOSED POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, 2"
9. PROPOSED POLYMERIZED HMA BINDER COURSE, IL-19.0, N90, 2 ¼"
10. PROPOSED HMA BASE COURSE, 8"
11. PROPOSED CONCRETE MEDIAN, TYPE SB-9.12
12. PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12"
13. PROPOSED B.6-24 CURB AND GUTTER
14. PROPOSED PCC SIDEWALK 5 INCH
15. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
16. PROPOSED TOPSOIL EXCAVATION AND PLACEMENT

USER NAME = USKE715271	DESIGNED - TC	REVISED -	
	DRAWN - TC	REVISED -	
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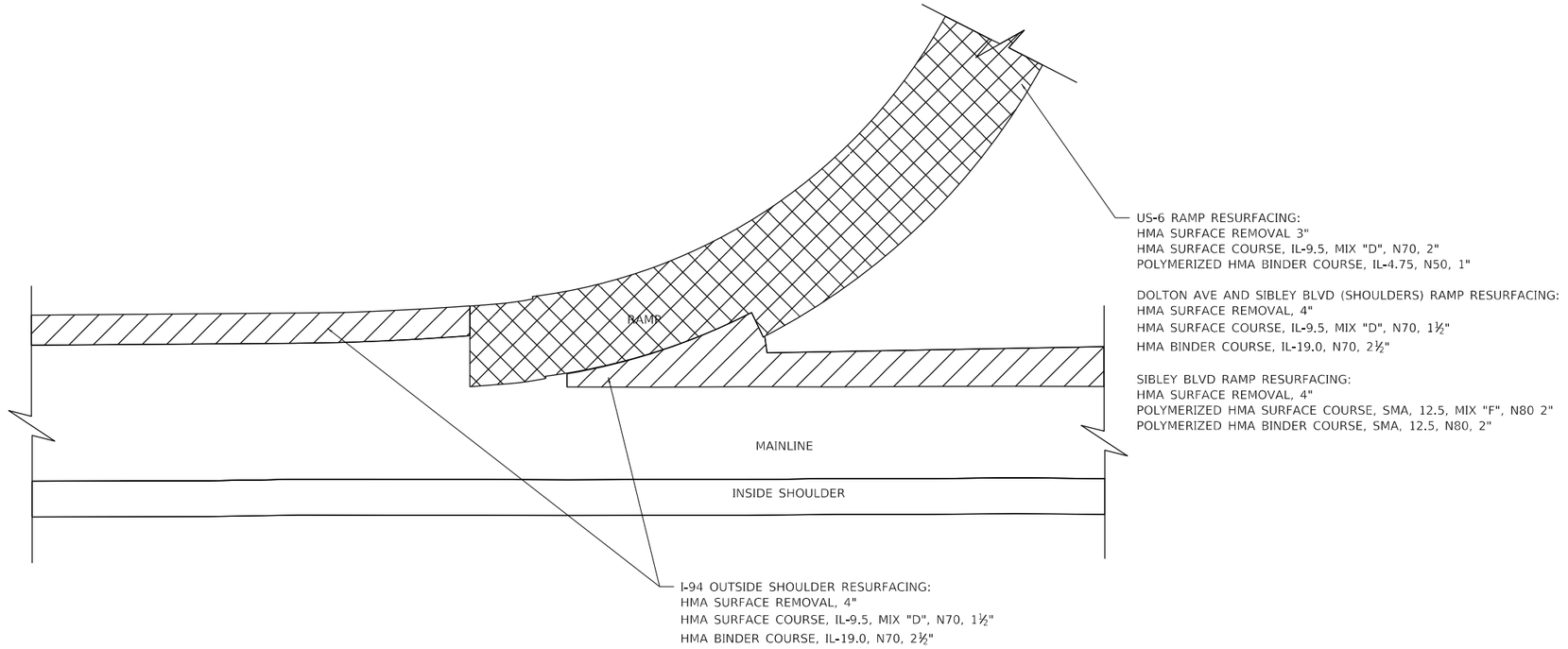
PLOT DATE = 1/21/2025	DATE - 1/24/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

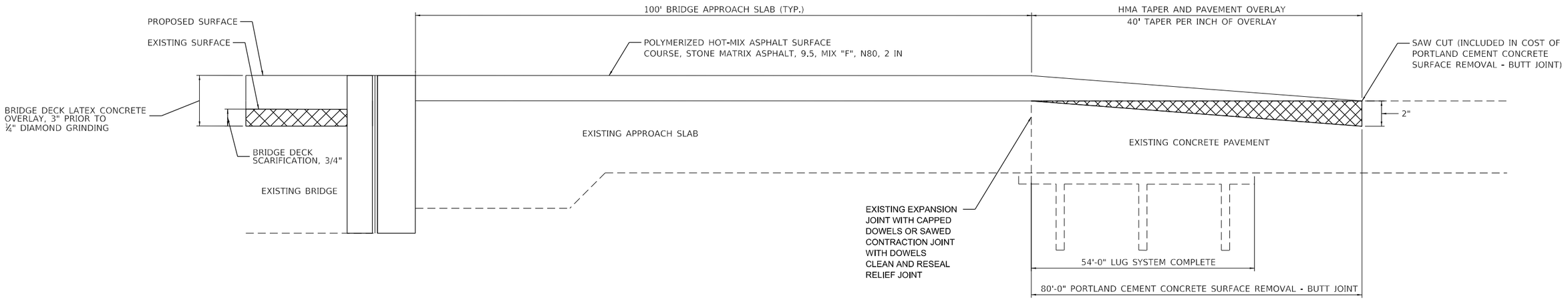
I–94 (BISHOP FORD FREEWAY) AT US 6 (159TH STREET)
EXISTING AND PROPOSED TYPICAL SECTIONS

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	67
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



RAMP – GORE RESURFACING DETAIL



APPROACH PAVEMENT SMA OVERLAY DETAIL

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S.N. 016-0158 (EB)
S.N. 016-0160 (WB/EB)

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HBM ENGINEERING GROUP, LLC

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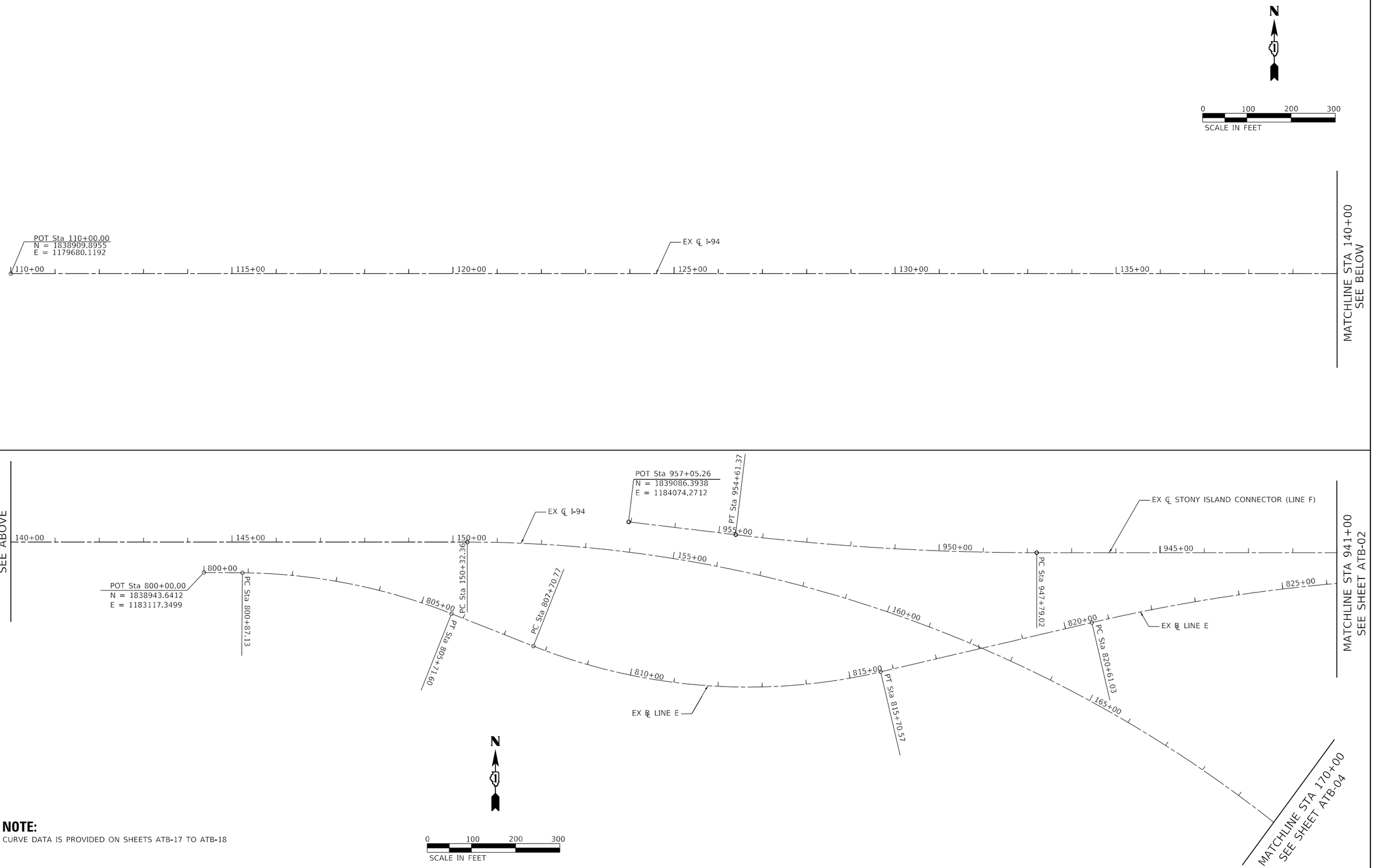
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS
I-94 (BISHOP FORD EXPY)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	68
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-17 TO ATB-18

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HBM ENGINEERING GROUP, LLC

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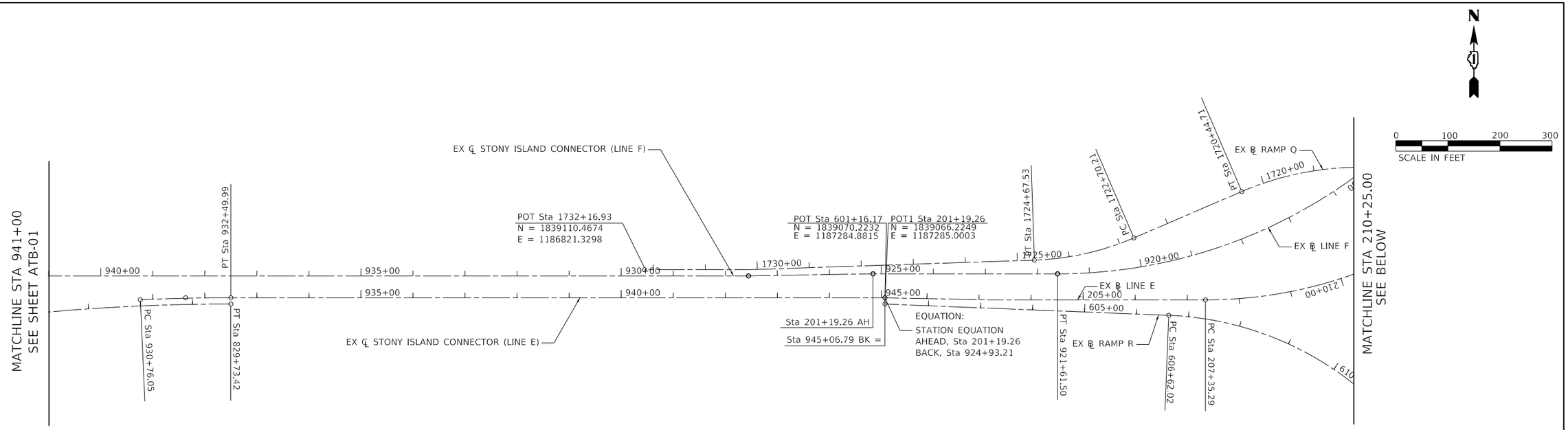
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET 1 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	69
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



NOTE:
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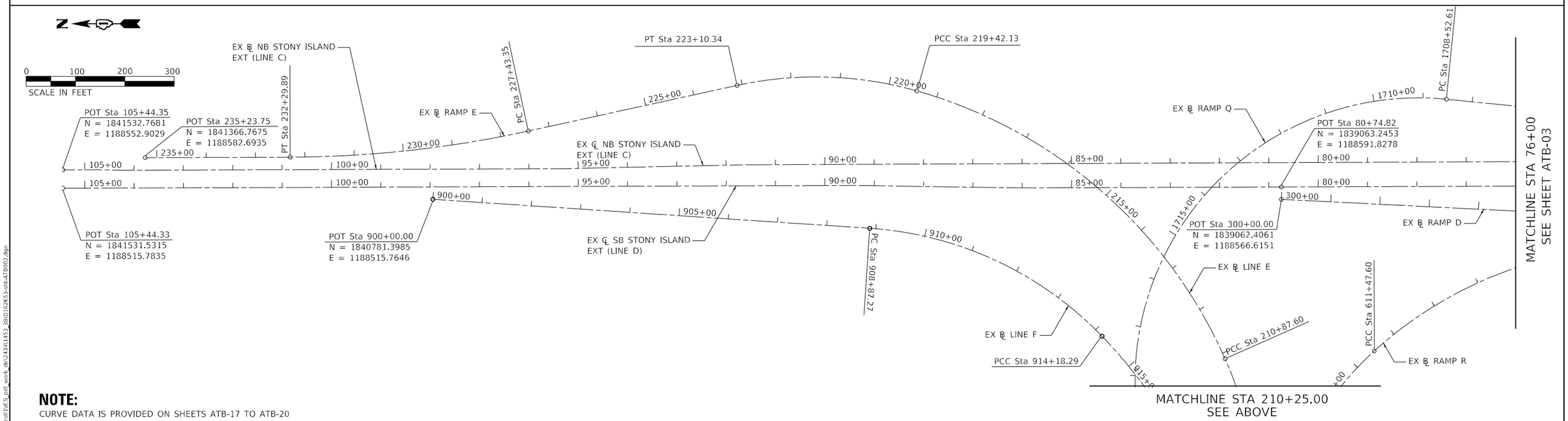

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-17 TO ATB-20

MATCHLINE STA 210+25.00
SEE ABOVE

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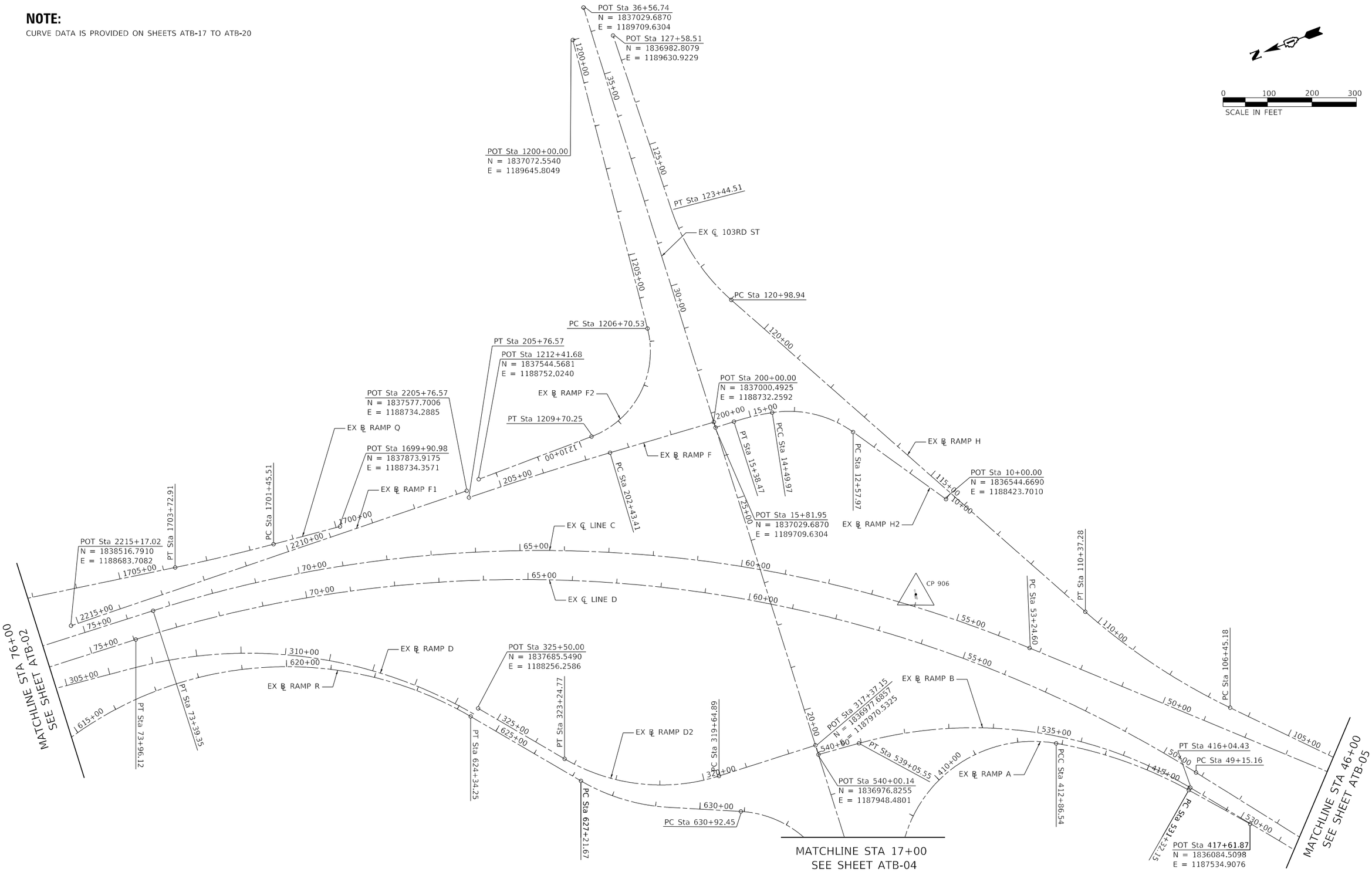
		DRAWN - AMOHI	REVISED -		
	PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -		SCALE: SHEET ATB-2 OF 31 SHEETS STA. TO STA.
	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	70
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-17 TO ATB-20



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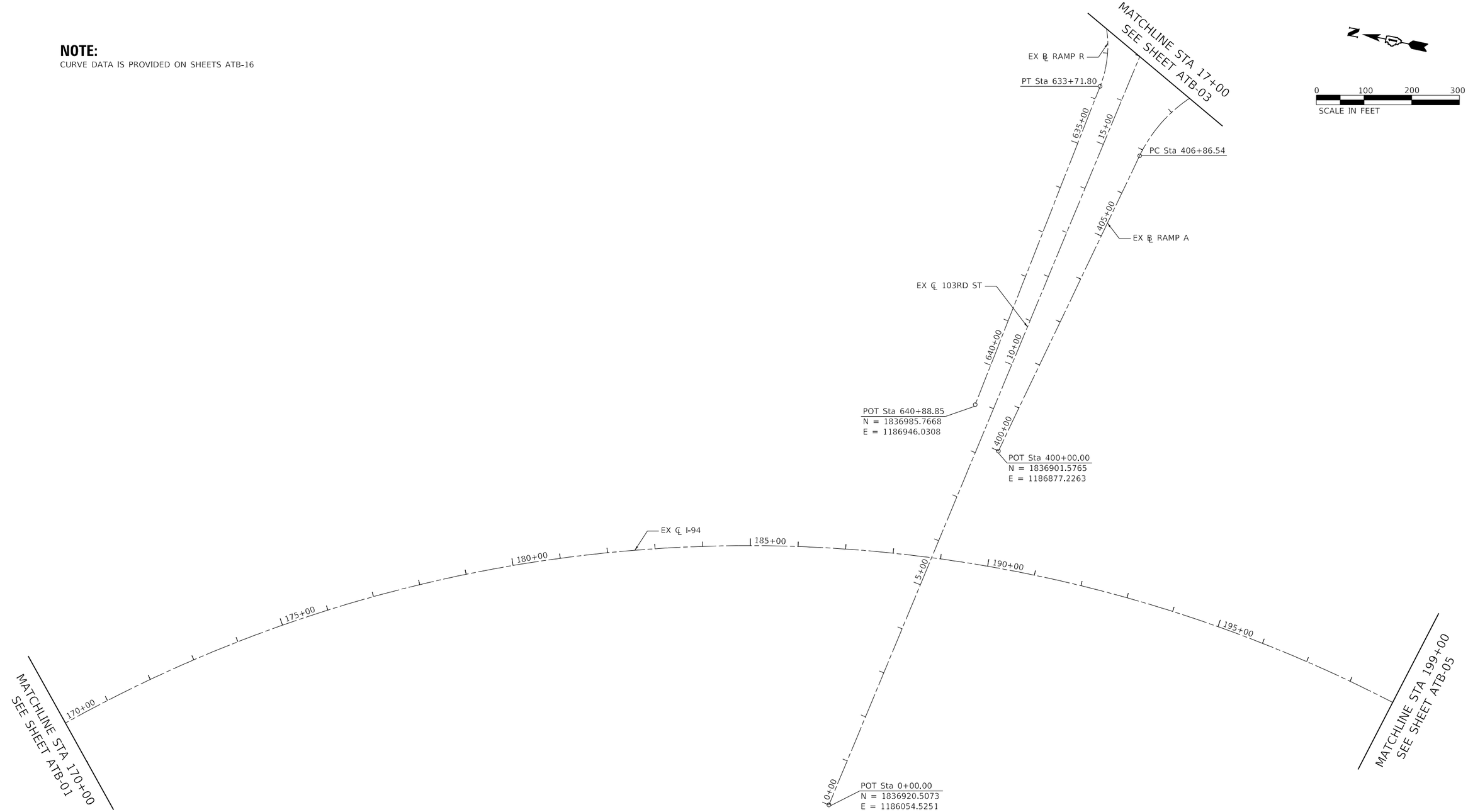
HBM ENGINEERING GROUP, LLC	USER NAME = hbmepw11ics01$	DESIGNED - AMOHI	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARKS I–94 (BISHOP FORD EXPY)
		DRAWN - AMOHI	REVISED -		
	PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -		SCALE: SHEET ATB-3 OF 31 SHEETS STA. TO STA.
	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	71
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-16



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HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - AMOHI	REVISED -
	DRAWN - AMOHI	REVISED -
PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

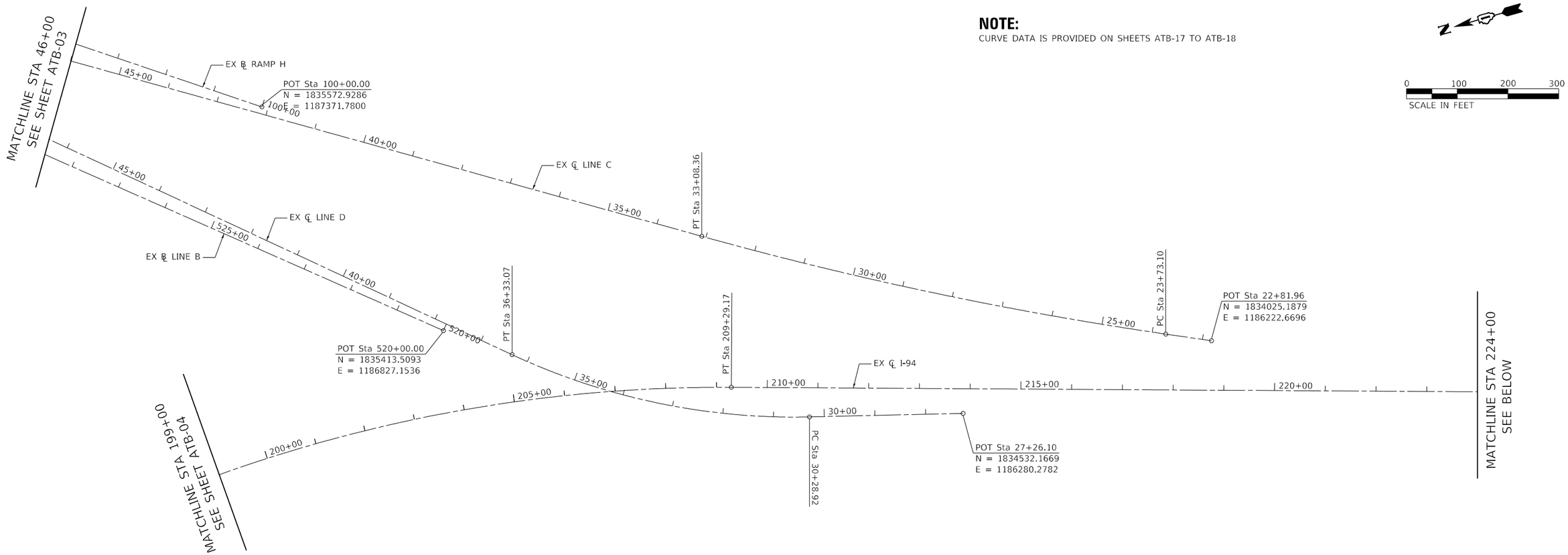
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
I–94 (BISHOP FORD EXPY)

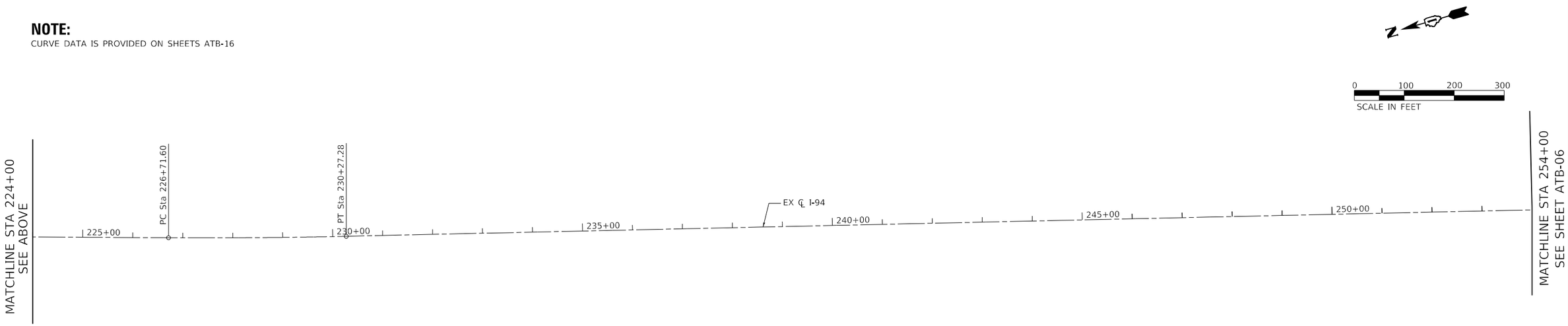
SCALE: | SHEET ATB-4 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	72
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-17 TO ATB-18



NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-16



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HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - AMOHI	REVISED -
	DRAWN - AMOHI	REVISED -
PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

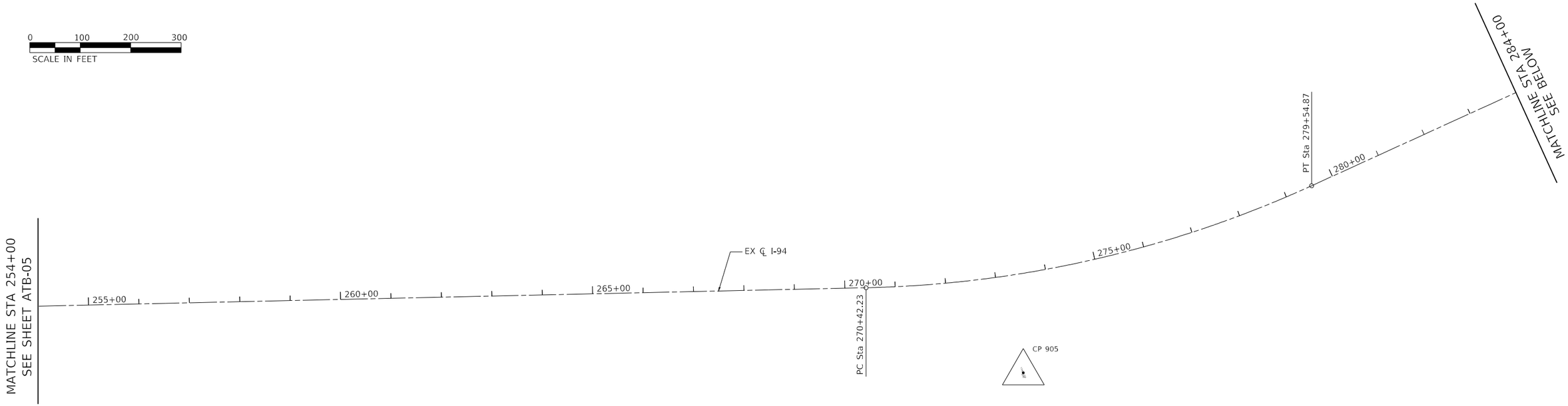
ALIGNMENT, TIES AND BENCHMARKS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-5 OF 31 SHEETS | STA. | TO STA.

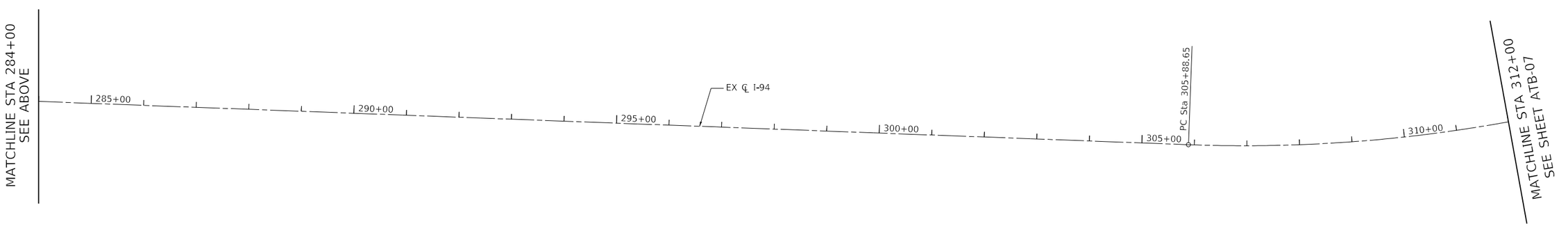
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	73
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-16

0 100 200 300
SCALE IN FEET



0 100 200 300
SCALE IN FEET



NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-16

MODEL: Default
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HBM ENGINEERING GROUP, LLC	USER NAME = hbmepw11ics01$	DESIGNED - AMOHI	REVISED -
		DRAWN - AMOHI	REVISED -
	PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -
	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

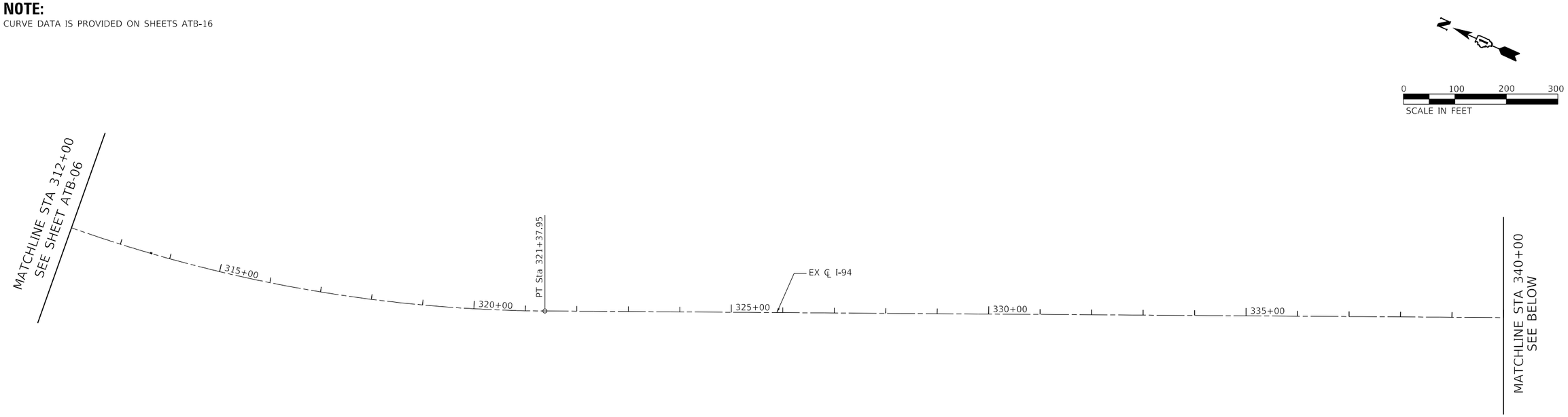
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

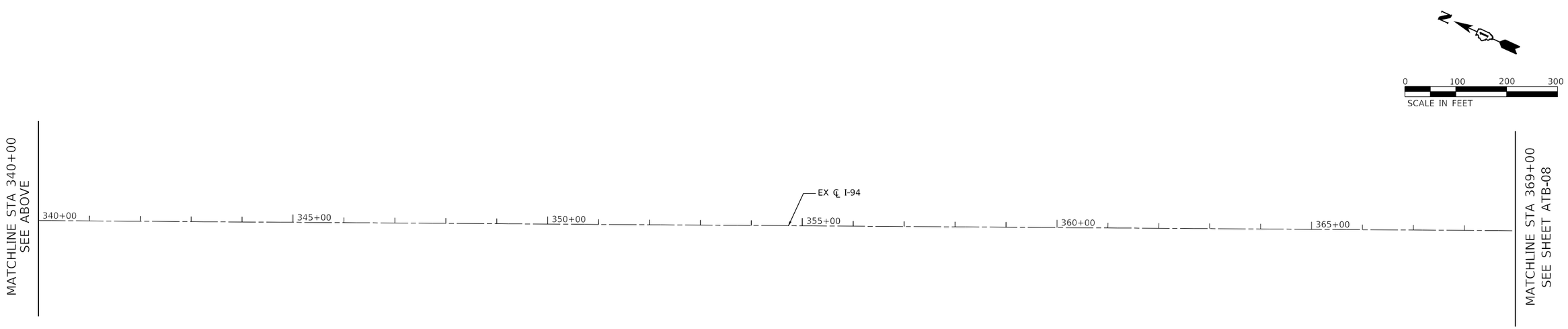
ALIGNMENT, TIES AND BENCHMARKS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-6 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	74
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-16





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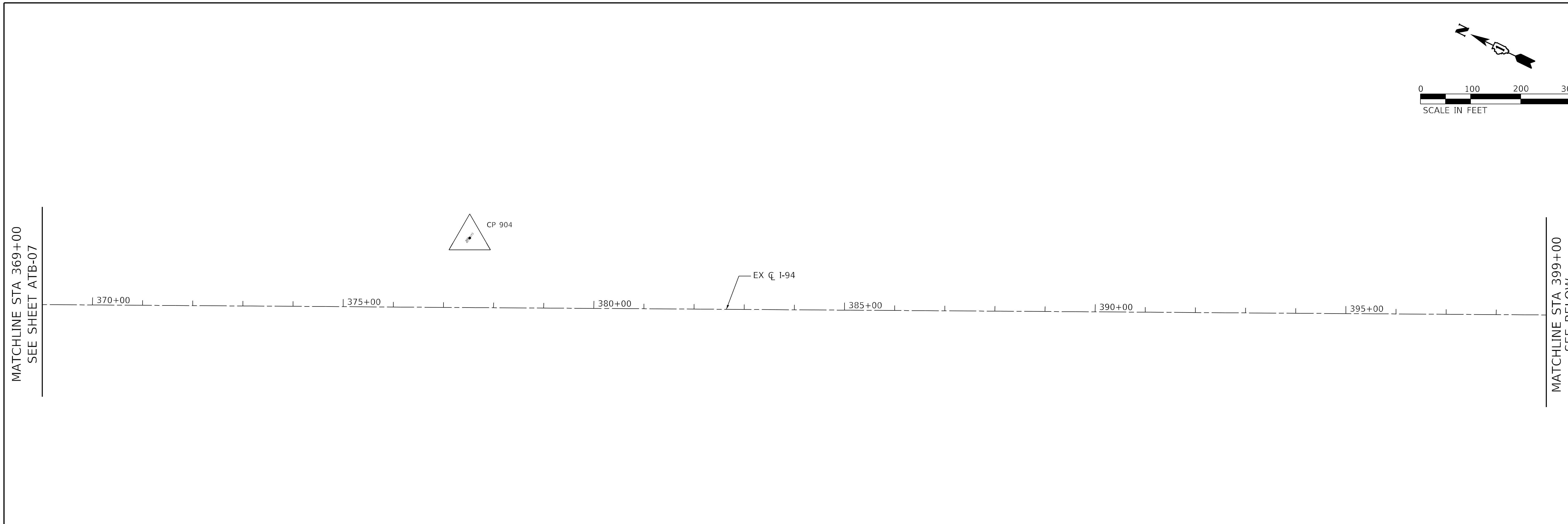
HBM ENGINEERING GROUP, LLC	USER NAME = hbmepw11ics01$	DESIGNED - AMOHI	REVISED -
		DRAWN - AMOHI	REVISED -
	PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -
	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

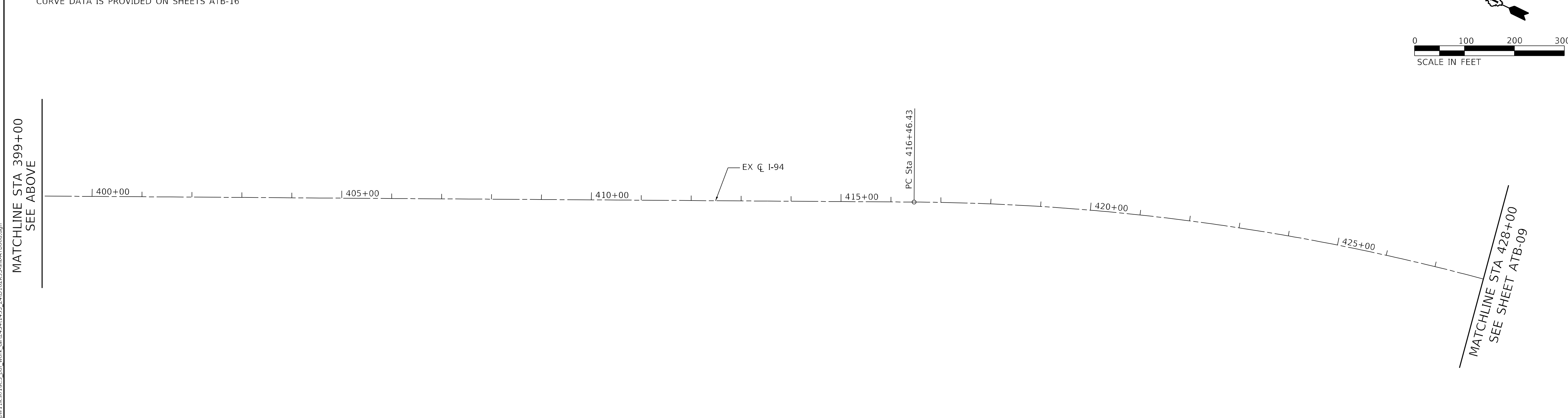
ALIGNMENT, TIES AND BENCHMARKS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-7 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	75
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		



NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-16



HBM
ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - FA	REVISED -	
	DRAWN - FA	REVISED -	
PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

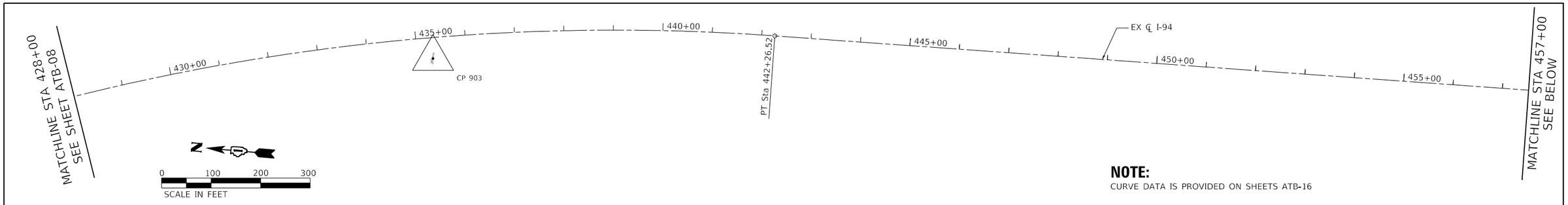
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-8 OF 31 SHEETS | STA. TO STA.

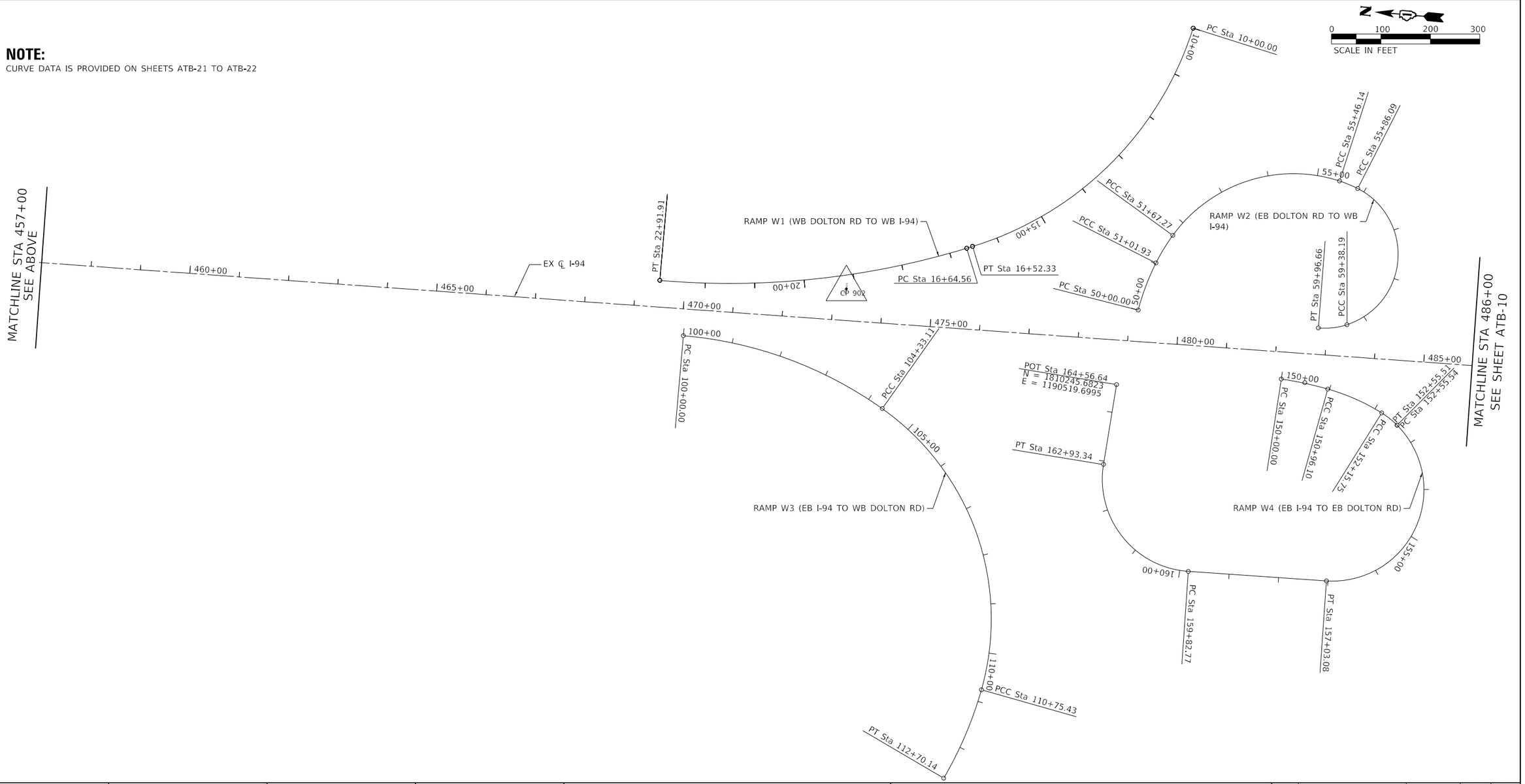
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	76
		CONTRACT NO. 62W87		
		ILLINOIS FED. AID PROJECT		

MODEL: Default



NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-16

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-21 TO ATB-22



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HBM ENGINEERING GROUP, LLC	USER NAME = hbmepw11ics01$	DESIGNED - FA	REVISED -
		DRAWN - FA	REVISED -
	PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -
	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
I-94 (BISHOP FORD EXPY)

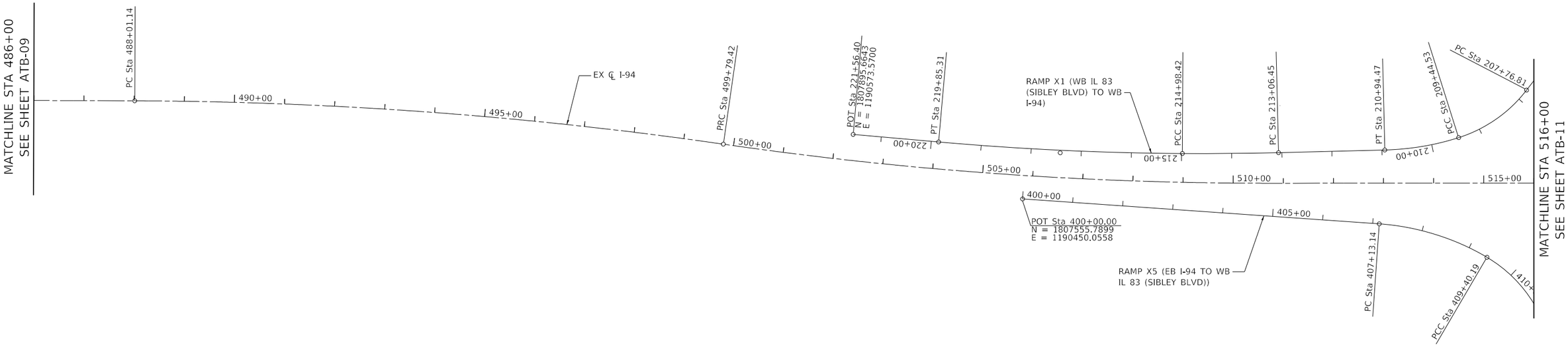
SCALE: | SHEET ATB-9 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	77
		CONTRACT NO. 62W87		
		ILLINOIS	FED. AID PROJECT	

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-16, ATB-22, AND ATB-23

N

0 100 200 300
SCALE IN FEET



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HBM ENGINEERING GROUP, LLC	USER NAME = hbmepw11ics01$	DESIGNED - FA	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - FA	REVISED -	
	PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -	
	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

ALIGNMENT, TIES AND BENCHMARKS
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-10 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	78
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-22 TO ATB-25

N

0 100 200 300
SCALE IN FEET

MATCHLINE STA 516+00
SEE SHEET ATB-10

MATCHLINE STA 546+00
SEE SHEET ATB-12

RAMP X1 (WB IL 83 (SIBLEY BLVD) TO WB I-94)
PC Sta 200+00.00
PCC Sta 201+53.42
PT Sta 202+75.56
PC Sta 204+23.09
PT Sta 205+23.65
205+00
200+00

RAMP X2 (WB I-94 TO NB IL 83 (WB SIBLEY BLVD))
255+00
PCC Sta 257+81.19
PT Sta 258+73.90
PCC Sta 251+52.11
PC Sta 250+00.00
PCC Sta 252+43.94
250+00

RAMP X3 (SB IL 83 (EB SIBLEY BLVD) TO WB I-94)
PCC Sta 301+09.04
305+00
300+00
PC Sta 300+00.00
PT Sta 308+34.78
PCC Sta 307+93.10

PT Sta 359+54.69
PC Sta 357+55.50
PT Sta 356+04.35
355+00

RAMP X4 (EB I-94 TO SB IL 83 (EB SIBLEY BLVD))
PC Sta 354+21.57
PT Sta 352+68.30
PCC Sta 352+22.46
PC Sta 350+63.71
PCC Sta 350+00.00
350+00

405+00
POT Sta 408+00.04
N = 1804904.3866
E = 1191163.9640

EX ℄ LINCOLN AVE

EX ℄ I-94

520+00 525+00 530+00 535+00 540+00 545+00

500+00
PCC Sta 501+82.33
RAMP X7 (EB I-94 TO SB IL 83 (EB SIBLEY BLVD))
PT Sta 508+20.04
PC Sta 500+00.00
PCC Sta 500+99.81
PC Sta 507+53.93
PT Sta 507+53.92
505+00

PC Sta 458+66.46
PT Sta 459+76.29
PC Sta 450+00.00
450+00
RAMP X6 (NB IL 83 (WB SIBLEY BLVD) TO EB I-94)
455+00
PCC Sta 451+48.28
PC Sta 416+42.27
PCC Sta 416+84.70
PT Sta 417+34.17
415+00
RAMP X5 (EB I-94 TO WB IL 83 (SIBLEY BLVD))
PT Sta 414+96.65
PC Sta 412+38.40
PT Sta 410+81.53

395+00
550+00
PC Sta 551+48.18
POT Sta 550+00.00
N = 1803662.1606
E = 1190065.1809

555+00
RAMP X8 (EB LINCOLN AVE TO EB I-94)
PCC Sta 557+12.85
PT Sta 559+04.25
560+00
PC Sta 561+26.01
PT Sta 562+64.31
565+00
570+00
POT Sta 570+87.17
N = 1803700.5270
E = 1190493.5293

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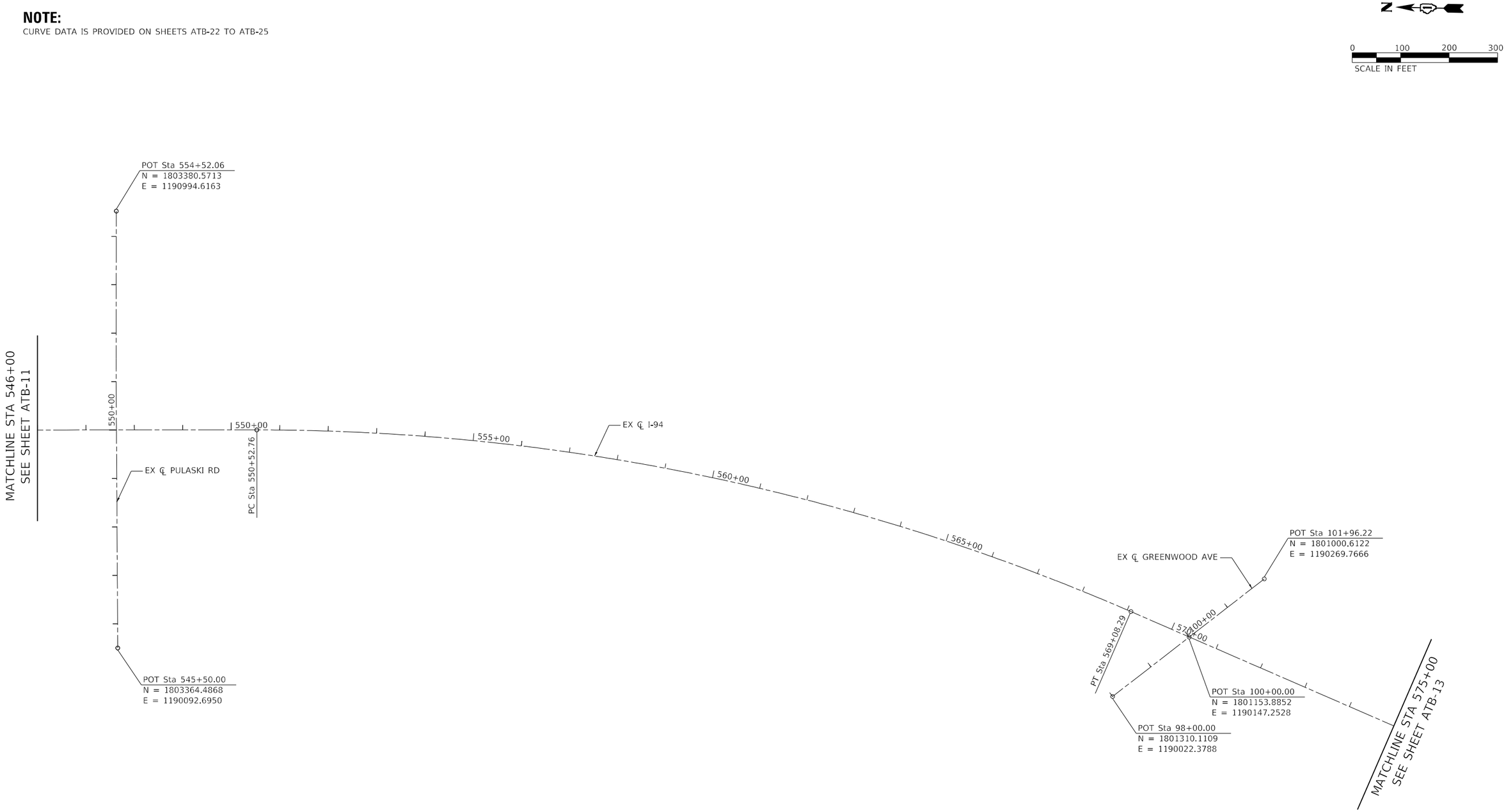
HBM ENGINEERING GROUP, LLC	USER NAME = hbmepw11ics01$	DESIGNED - FA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARKS I–94 (BISHOP FORD EXPY)
		DRAWN - FA	REVISED -		
	PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -		SCALE: SHEET ATB-11 OF 31 SHEETS STA. TO STA.
	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	79
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-22 TO ATB-25



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HBM ENGINEERING GROUP, LLC

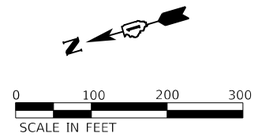
USER NAME = hbmepw11ics01$	DESIGNED - FA	REVISED -
	DRAWN - FA	REVISED -
PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-12 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	80
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			



NOTES:

CURVE DATA IS PROVIDED ON SHEETS ATB-26 TO ATB-30

BM#103 CUT "□" AT SW OF BLUE ST. LT CONT BOX IN CLOVERLEAF INFIELD AT NE QUAD 159TH AND B.F.

PROP. CURVE PRBL-159RMP1_3
PI STA. = 105+34.77
Δ = 48° 57' 46" (RT)
D = 11° 48' 49"
R = 485.00'
T = 220.84'
L = 414.46'
E = 47.91'
e = 6.0%
T.R. = N/A
S.E. RUN = 165'
P.C. STA. = 103+13.93
P.T. STA. = 107+28.40

PROP. CURVE PRBL-159RMP1_4
PI STA. = 110+47.43
Δ = 8° 06' 23" (RT)
D = 1° 16' 21"
R = 4,502.29'
T = 319.03'
L = 637.00'
E = 11.29'
e = 3.2%
T.R. = N/A
S.E. RUN = 109'
P.C. STA. = 107+28.40
P.T. STA. = 113+65.40

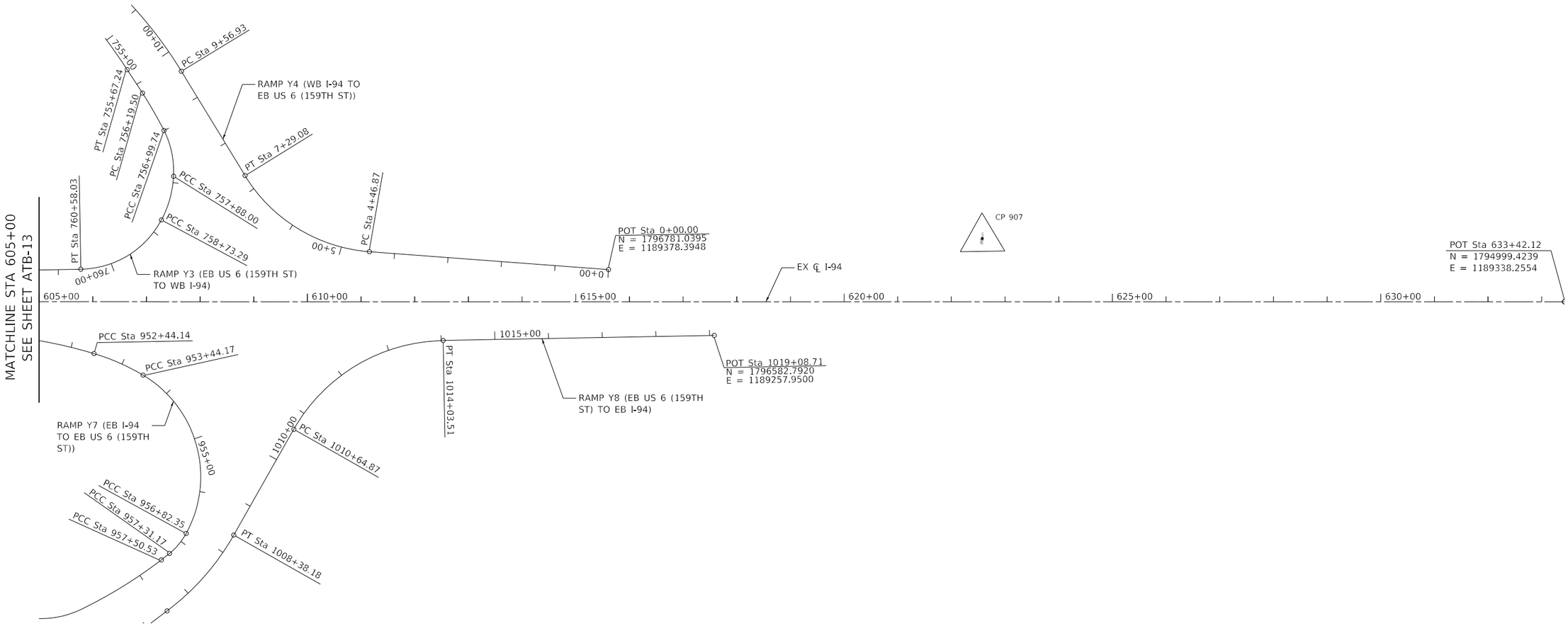
MODEL: Default
FILE NAME: \\hbmepw11ic601\ICS_roll_work_dir\2433a1453_321D162K53-sht-ATB013.dgn

HBM ENGINEERING GROUP, LLC	USER NAME = hbmepw11ics01$	DESIGNED - FA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARKS I–94 (BISHOP FORD EXPY)
		DRAWN - FA	REVISED -		
	PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -		
	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -		SCALE: SHEET OF 31 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	81
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			

NOTE:
CURVE DATA IS PROVIDED ON SHEETS ATB-27 TO ATB-30

0 100 200 300
SCALE IN FEET



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HBM ENGINEERING GROUP, LLC	USER NAME = hbmepw11lcs01$	DESIGNED - FA	REVISED -
		DRAWN - FA	REVISED -
	PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -
	PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

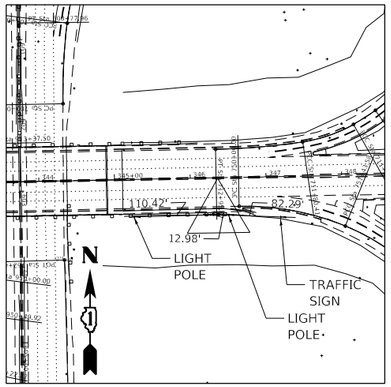
ALIGNMENT, TIES AND BENCHMARKS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-14 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	82
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

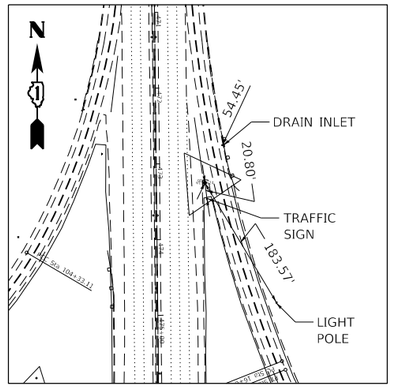
CONTROL POINT #901

STA. 603+33.76, 261.063 LT
N 1798010.413
E 1189566.033
ELEV. 612.007



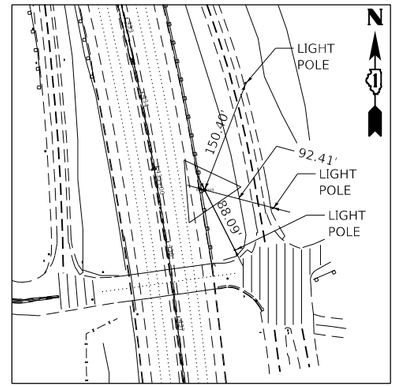
CONTROL POINT #902

STA. 473+25.63, 63.9823 LT
N 1810805.673
E 1190667.399
ELEV. 613.624



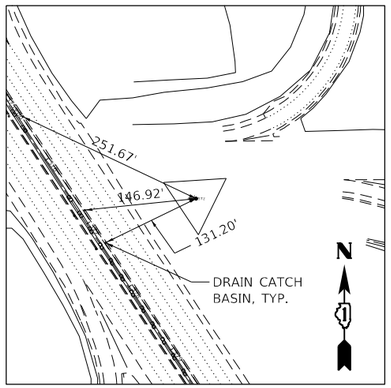
CONTROL POINT #903

STA. 435+40.23, 61.3536 LT
N 1814596.879
E 1190570.276
ELEV. 603.969



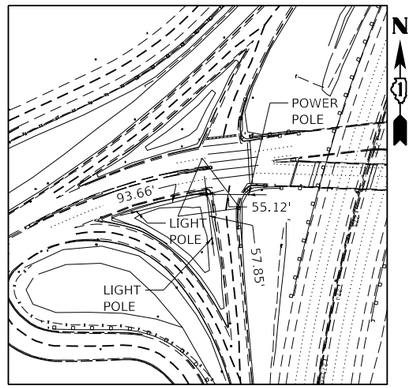
CONTROL POINT #904

STA. 377+51.52, 139.006 LT
N 1819668.496
E 1187801.447
ELEV. 603.572



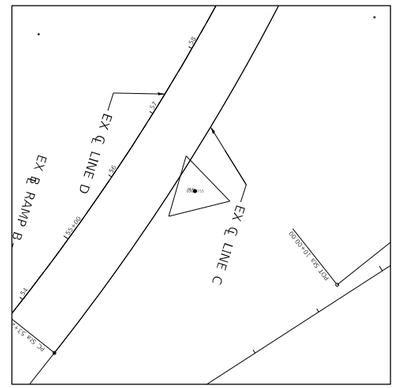
CONTROL POINT #905

STA. 273+26.33, 194.9524 RT
N 1829043.947
E 1183938.301
ELEV. 601.941



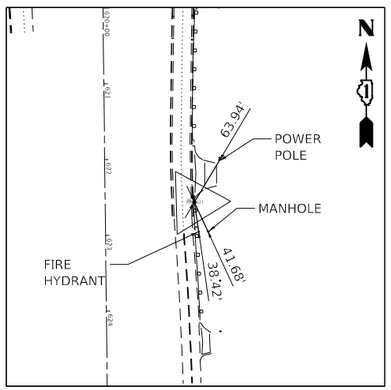
CONTROL POINT #906

STA. 193+59.90, 1532.84 LT
N 1836668.216
E 1188235.921
ELEV. 606.255



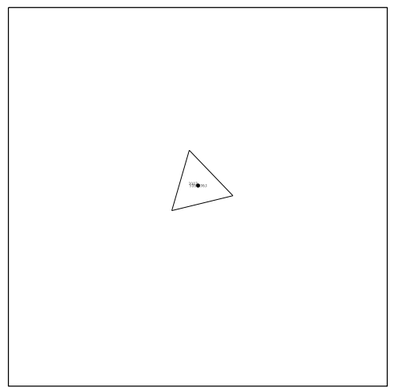
CONTROL POINT #907

STA. 622+57.71, 117.802 LT
N 1796085.076
E 1189443.996
ELEV. 598.621



CONTROL POINT #1003

STA. N/A
N 1840628.884
E 1178103.789
ELEV. 595.363



BENCHMARKS

BM#102 CUT "□" AT END OF J/WALL OF NB B. FORD TO EB 159TH (ACROSS FROM "ILLINOIS VET HOSPITAL")

BM#103 CUT "□" AT SW OF BLUE ST. LT CONT BOX IN CLOVERLEAF INFIELD AT NE QUAD 159TH AND B.F.

BM#104 CUT "□" AT N END OF J/WALL OF BRIDGE OVER LITTLE CALUMET RIVER, NB B. FORD ± ½' AND N OF 159TH

BM#105 CUT "□" ON E CONC END OF "GAS, FOOD, LODGING" EXIT 71 A-B SIGN, NB B.F., ± 500' S OF 154TH STREET

BM#106 CUT "□" ON W CONC END OF "CAWMET CITY/DOLTON EXIT 71 A AND B SIGN, NB B.F. ± 300' N OF 154TH STREET

BM#107 CUT "□" ON CONC END OF N SUPPORT OF O/H SIGN AND NB B.F. AND MICHIGAN CITY RD (SEE QUAD)

BM#108 CUT "□" AT NW OF BLUE TRAF. CONT BOX (C1 28) IN NE INFIELD OF NB B.F. AND 147TH STREET

BM#109 CUT "□" ON W CONC END OF TALL ± 3' ○ POLE (± 20' S OF T "HC8") NB B.F. ± ½ MI N OF 147TH STREET

BM#110 CUT "□" AT S END OF J/WALL OF BRIDGE APPROACHING DOLTON AVE (± 150' S OF CENTERLINE) NB B. FORD

BM#111 CUT "X" ON SW BOLT OF END FOR L.P. XA1, NB B.F. ± 1000' N OF 137TH STREET

BM#112 CUT "▽" ON NW CORNER OF BLUE LT CONTROL BOX X20, NB B.F. AT 134TH STREET (ABOUT RD TO EAST)

BM#113 CUT "△" ON E CNC END OF "ILLINOIS INT PORT EXITS" SIGN, NB B.F. AT ± M.M. G9? (L.P. XG9)

BM#114 CUT "□" AT SW CRONER OF CONC END AT O/H SIGN "X4" (SE QUAD NB B.F. AND SOUTH SHORE R.R.)

BM#115 CUT "□" ON SW CONC END OF HI-MAST L.P. "8 VCD2" IN SE QUAD 130TH AND B. FORD

BM#116 CUT "□" AT S END OF NB B.F. J/WALL BETWEEN 130TH STREET AND R.R. BRIDGE AT C.F.D. STA. (E BOTH)

BM#117 CUT "□" AT N END OF NB B.F. J/WALL ± 300' N OF R.R. BRIDGE AT C.F.D. STA. (E SIDE)

BM#118 SET "X" ON SW BOLT OF W LEG OF SIGN "EXITS 66A-B 115TH/111TH ST 1 MILE" NB B. FORD

BM#119 CUT "□" ON SE SIDE OF SE LEG OF O/H D.M.S. SIGN, NB B.F. AT ± M.M. 67.7A

BM#120 CUT "□" ON E SIDE OF W END FOR SIGN "115TH ST ½ MILE" NB B.F.

BM#121 FIND "□" AT SE CORNER OF SE CONC END FOR O/H SIGN NB B. FORD, ± 500' S OF 115TH STREET

BM#122 CUT "□" AT S END OF J/WALL BETWEEN NB B.F. AND SLIP LANES ± 500' N OF 115TH STREET CENTERLINE

BM#123 CUT "□" AT ± N END OF J/WALL BETWEEN NB B.F. AND SLIP LANES ± 500' S OF 111TH STREET CENTERLINE

BM#124 CUT "X" ON SE BOLT OF LT POLE "KG4" E SIDE OF TOP OF 111TH STREET ON/OFF RAMP

BM#125 FIND "□" AT SE CORNER OF E CONC END OF FIRST O'H SIGN N OF 111TH STREET (NB B.F.)

BM#126 CUT "□" AT SE CORNER OF E CONC END OF 2ND O/H SIGN N OF 111TH STREET (SIGN "L2")

BM#127 CUT "□" AT SW CORNER OF IDOT TR CONT BOX "BFO2A" SE QUAD OF B.F. AND 103RD STREET

BM#128 CUT "□" AT SE CORNER OF ABUT OF NB B.F. BRIDGE OVER WOODLAWN/R.R. YARD

BM#129 CUT "□" AT CORNER OF J/WALL AT ABUT IN THE SW QUAD OF SB B. FORD AND WOODLAWN/R.R. BRIDGE

BM#130 CUT "□" AT W END OF J/WALL ALONG SB B. FORD, ± 200' NW OF 103RD/STONEY FLYOVER RAMP

BM#131 CUT "X" ON NW BOLT OF L.P. TD6 AT 103RD/STONEY FLYOVER RAMP GORE ALONG SB B. FORD

BM#132 CUT "□" SE END OF O/H SIGN OVER SB B. FORD, ± 50' W OF METRA R.R./COTTAGE GROVE BRIDGES

BM#133 CUT "□" ON S END OF H.M.L.T. "KL1" (2ND POLE E OF MICH. AVE BRIDGE) ALONG SB B. FORD

BM#134 CUT "□" AT NW END OF H.M.L.T. "MMN3" (1ST POLE E OF STATE STREET BRIDGE) ALONG SB B. FORD

BM#135 SET 5#8" ○ IR W SIDE OF E FRONTAGE RD OPP. 111TH/115TH STREET 1 MILE SIGN

BM#136 SET 5#8" ∅ IR W SIDE OF E FRONTAGE RD OPP. O/H SIGN AT M.M. 67.7A (D.M.S. SIGN)

BM#137 SET 5#8" ○ IR W SIDE OF E FRONTAGE RD OPP. 115TH STREET 1#2 MILE SIGN

BM#138 CUT "□" ON W BASE OF CONC END OF L.P. "YA7" AT TOP OF 115TH STREET RAMP, E SIDE

MODEL: Default
FILE NAME: \\hbmnepw11ics01\ICS_prof_work_dir\24341453_29\D162K53-tit-ATB015.dgn

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - AMI	REVISED -	
	DRAWN - AMI	REVISED -	
PLOT SCALE = 200.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTROL POINTS AND BENCHMARKS
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-15 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	83
		CONTRACT NO. 62W87		
	ILLINOIS FED. AID PROJECT			

EXISTING IL–94

Curve EX_CL_I94_3
P.I. Station 196+35.32 N 1,839,166.8562 E 1,188,311.6128
Delta = 114° 49' 17.04" (RT)
Degree = 1° 56' 49.85"
Tangent = 4,602.9528
Length = 5,896.8038
Radius = 2,942.5000
External = 2,520.6017
Long Chord = 4,958.4244
Mid. Ord. = 1,357.6300
P.C. Station 150+32.36 N 1,839,029.8747 E 1,183,710.6988
P.T. Station 209+29.17 N 1,834,933.4676 E 1,186,504.5171
C.C. N 1,836,088.6780 E 1,183,798.2660
Back = N 88° 17' 40.76" E
Ahead = S 23° 06' 57.81" W
Chord Bear = S 34° 17' 40.72" E

Course from PT EX_CL_I94_3 to PC EX_CL_I94_6 S 23° 06' 57.81" W Dist 1,742.4326

Curve EX_CL_I94_6
P.I. Station 228+49.45 N 1,833,167.3614 E 1,185,750.6239
Delta = 1° 37' 21.05" (LT)
Degree = 0° 27' 22.24"
Tangent = 177.8501
Length = 355.6765
Radius = 12,560.0000
External = 1.2591
Long Chord = 355.6646
Mid. Ord. = 1.2590
P.C. Station 226+71.60 N 1,833,330.9322 E 1,185,820.4470
P.T. Station 230+27.28 N 1,833,001.8792 E 1,185,685.4603
C.C. N 1,828,399.9405 E 1,197,372.0235
Back = S 23° 06' 57.81" W
Ahead = S 21° 29' 36.76" W
Chord Bear = S 22° 18' 17.28" W

Course from PT EX_CL_I94_6 to PC EX_CL_I94_9 S 21° 29' 36.76" W Dist 4,014.9473

Curve EX_CL_I94_9
P.I. Station 275+04.91 N 1,828,835.6287 E 1,184,044.8728
Delta = 23° 14' 24.96" (LT)
Degree = 2° 32' 47.32"
Tangent = 462.6827
Length = 912.6431
Radius = 2,250.0000
External = 47.0797
Long Chord = 906.3995
Mid. Ord. = 46.1148
P.C. Station 270+42.23 N 1,829,266.1359 E 1,184,214.3981
P.T. Station 279+54.87 N 1,828,373.1611 E 1,184,058.9760
C.C. N 1,828,441.7440 E 1,186,307.9305
Back = S 21° 29' 36.76" W
Ahead = S 1° 44' 48.20" E
Chord Bear = S 9° 52' 24.28" W

Course from PT EX_CL_I94_9 to PC EX_CL_I94_12 S 1° 44' 48.20" E Dist 2,633.7857

Curve EX_CL_I94_12
P.I. Station 313+83.54 N 1,824,946.0822 E 1,184,163.4864
Delta = 31° 35' 24.17" (LT)
Degree = 2° 02' 20.38"
Tangent = 794.8863
Length = 1,549.2945
Radius = 2,810.0000
External = 110.2644
Long Chord = 1,529.7454
Mid. Ord. = 106.1010
P.C. Station 305+88.65 N 1,825,740.5992 E 1,184,139.2572
P.T. Station 321+37.95 N 1,824,281.9906 E 1,184,600.3233
C.C. N 1,825,826.2516 E 1,186,947.9515
Back = S 1° 44' 48.20" E
Ahead = S 33° 20' 12.37" E
Chord Bear = S 17° 32' 30.28" E

Course from PT EX_CL_I94_12 to PC EX_CL_I94_15 S 33° 20' 12.37" E Dist 9,508.4844

EXISTING IL–94

Curve EX_CL_I94_15
P.I. Station 429+72.68 N 1,815,230.0578 E 1,190,554.6509
Delta = 32° 42' 19.18" (RT)
Degree = 1° 16' 03.38"
Tangent = 1,326.2516
Length = 2,580.0867
Radius = 4,520.0000
External = 190.5566
Long Chord = 2,545.2012
Mid. Ord. = 182.8480
P.C. Station 416+46.43 N 1,816,338.0811 E 1,189,825.7973
P.T. Station 442+26.52 N 1,813,903.8868 E 1,190,569.2668
C.C. N 1,813,854.0741 E 1,186,049.5413
Back = S 33° 20' 12.37" E
Ahead = S 0° 37' 53.19" E
Chord Bear = S 16° 59' 02.78" E

Course from PT EX_CL_I94_15 to PC EX_CL_I94_18 S 0° 37' 53.19" E Dist 4,574.6183

Curve EX_CL_I94_18
P.I. Station 493+91.24 N 1,808,739.4791 E 1,190,626.1847
Delta = 8° 00' 42.20" (RT)
Degree = 0° 40' 47.82"
Tangent = 590.1031
Length = 1,178.2826
Radius = 8,426.4790
External = 20.6371
Long Chord = 1,177.3229
Mid. Ord. = 20.5867
P.C. Station 488+01.14 N 1,809,329.5463 E 1,190,619.6815
P.T. Station 499+79.42 N 1,808,154.2647 E 1,190,550.3834
C.C. N 1,809,236.6822 E 1,182,193.7141
Back = S 0° 37' 53.19" E
Ahead = S 7° 22' 49.01" W
Chord Bear = S 3° 22' 27.91" W

Curve EX_CL_I94_19
P.I. Station 505+25.15 N 1,807,613.0606 E 1,190,480.2827
Delta = 8° 13' 32.87" (LT)
Degree = 0° 45' 17.84"
Tangent = 545.7252
Length = 1,089.5750
Radius = 7,589.3010
External = 19.5955
Long Chord = 1,088.6395
Mid. Ord. = 19.5450
P.C. Station 499+79.42 N 1,808,154.2647 E 1,190,550.3834
P.T. Station 510+69.00 N 1,807,067.3948 E 1,190,488.3356
C.C. N 1,807,179.3863 E 1,198,076.8103
Back = S 7° 22' 49.01" W
Ahead = S 0° 50' 43.86" E
Chord Bear = S 3° 16' 02.58" W

Course from PT EX_CL_I94_19 to PC EX_CL_I94_22 S 0° 50' 43.86" E Dist 3,983.7683

Curve EX_CL_I94_22
P.I. Station 559+93.78 N 1,802,143.1462 E 1,190,561.0082
Delta = 23° 31' 14.82" (RT)
Degree = 1° 16' 03.38"
Tangent = 941.0166
Length = 1,855.5283
Radius = 4,520.0000
External = 96.9159
Long Chord = 1,842.5266
Mid. Ord. = 94.8815
P.C. Station 550+52.76 N 1,803,084.0603 E 1,190,547.1221
P.T. Station 569+08.29 N 1,801,274.8658 E 1,190,198.2390
C.C. N 1,803,017.3610 E 1,186,027.6142
Back = S 0° 50' 43.86" E
Ahead = S 22° 40' 30.96" W
Chord Bear = S 10° 54' 53.55" W

Course from PT EX_CL_I94_22 to PC EX_CL_I94_25 S 22° 40' 30.96" W Dist 1,502.8040

EXISTING IL–94

Curve EX_CL_I94_25
P.I. Station 592+56.20 N 1,799,108.4395 E 1,189,293.1018
Delta = 23° 17' 37.46" (LT)
Degree = 1° 23' 50.85"
Tangent = 845.1049
Length = 1,666.8650
Radius = 4,100.0000
External = 86.1919
Long Chord = 1,655.4092
Mid. Ord. = 84.4172
P.C. Station 584+11.10 N 1,799,888.2217 E 1,189,618.8963
P.T. Station 600+77.96 N 1,798,263.3838 E 1,189,302.2240
C.C. N 1,798,307.6398 E 1,193,401.9851
Back = S 22° 40' 30.96" W
Ahead = S 0° 37' 06.50" E
Chord Bear = S 11° 01' 42.23" W

Course from PT EX_CL_I94_25 to 183629 S 0° 37' 06.50" E Dist 782.6480

Point 183629 N 1,797,480.7815 E 1,189,310.6720 Sta 608+60.61

Course from 183629 to 183630 S 0° 38' 12.80" E Dist 2,481.5108

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HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - FA	REVISED -	
	DRAWN - FA	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURVE DATA
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-16 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	84
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

EXISTING LINE C – STONY ISLAND

Point 183468 N 1,834,025.1879 E 1,186,222.6696 Sta 22+81.96

Course from 183468 to PC EX_BL_LINE_C_3 N 31° 02' 34.98" E Dist 91.1408

CURVE EX_BL_LINE_C_3

P.I. Station	28+41.36	N 1,834,504.4674	E 1,186,511.1401
Delta	=	7° 14' 29.19" (RT)	
Degree	=	0° 46' 27.36"	
Tangent	=	468.2554	
Length	=	935.2638	
Radius	=	7,400.0000	
External	=	14.8003	
Long Chord	=	934.6414	
Mid. Ord.	=	14.7707	
P.C. Station	23+73.10	N 1,834,103.2756	E 1,186,269.6693
P.T. Station	33+08.36	N 1,834,872.0217	E 1,186,801.2555
C.C.		N 1,830,287.2290	E 1,192,609.8419
Back	=	N 31° 02' 34.98"E	
Ahead	=	N 38° 17' 04.17" E	
Chord Bear	=	N 34° 39' 49.57" E	

Course from PT EX_BL_LINE_C_3 to PC EX_BL_LINE_C_6 N 38° 17' 04.17" E Dist 2,016.2365

Curve EX_BL_LINE_C_6

P.I. Station	63+75.49	N 1,837,279.5435	E 1,188,701.5437
Delta	=	40° 13' 18.30" (LT)	
Degree	=	1° 59' 46.93"	
Tangent	=	1,050.8886	
Length	=	2,014.7456	
Radius	=	2,870.0000	
External	=	186.3486	
Long Chord	=	1,973.6297	
Mid. Ord.	=	174.9867	
P.C. Station	53+24.60	N 1,836,454.6547	E 1,188,050.4483
P.T. Station	73+39.35	N 1,838,329.8315	E 1,188,666.0183
C.C.		N 1,838,232.8108	E 1,185,797.6587
Back	=	N 38° 17' 04.17" E	
Ahead	=	N 1° 56' 14.13" W	
Chord Bear	=	N 18° 10' 25.02" E	

Course from PT EX_BL_LINE_C_6 to 183469 N 1° 56' 13.91" W Dist 1,826.6162

Point 183469 N 1,840,155.4038 E 1,188,604.2713 Sta 91+65.96

Course from 183469 to 183470 N 2° 57' 07.59" W Dist 363.1697

Point 183470 N 1,840,518.0915 E 1,188,585.5676 Sta 95+29.13

Course from 183470 to 183471 N 1° 54' 26.95" W Dist 887.9346

Point 183471 N 1,841,405.5341 E 1,188,556.0120 Sta 104+17.07

Course from 183471 to 183472 N 0° 42' 39.35" W Dist 55.0138

Point 183472 N 1,841,460.5436 E 1,188,555.3295 Sta 104+72.08

Course from 183472 to 183473 N 1° 55' 27.32" W Dist 72.2652

Point 183473 N 1,841,532.7681 E 1,188,552.9029 Sta 105+44.35

EXISTING LINE D – STONY ISLAND

Point 183576 N 1,834,532.1669 E 1,186,280.2782 Sta 27+26.10

Course from 183576 to PC EX_CL_LINE_D_3 N 21° 28' 04.84" E Dist 302.8210

Curve EX_CL_LINE_D_3

P.I. Station	33+36.38	N 1,835,100.1080	E 1,186,503.6299
Delta	=	26° 13' 24.96" (RT)	
Degree	=	4° 20' 26.12"	
Tangent	=	307.4602	
Length	=	604.1484	
Radius	=	1,320.0000	
External	=	35.3346	
Long Chord	=	598.8890	
Mid. Ord.	=	34.4134	
P.C. Station	30+28.92	N 1,834,813.9787	E 1,186,391.1051
P.T. Station	36+33.07	N 1,835,307.0658	E 1,186,731.0068
C.C.		N 1,834,330.8828	E 1,187,619.5262
Back	=	N 21° 28' 04.84" E	
Ahead	=	N 47° 41' 29.81" E	
Chord Bear	=	N 34° 34' 47.33" E	

Course from PT EX_CL_LINE_D_3 to PC EX_CL_LINE_D_6 N 47° 41' 29.81" E Dist 1,282.0954

Curve EX_CL_LINE_D_6

P.I. Station	62+39.39	N 1,837,061.4317	E 1,188,658.4628
Delta	=	49° 35' 53.27" (LT)	
Degree	=	1° 59' 56.96"	
Tangent	=	1,324.2212	
Length	=	2,480.9549	
Radius	=	2,866.0000	
External	=	291.1376	
Long Chord	=	2,404.2145	
Mid. Ord.	=	264.2901	
P.C. Station	49+15.16	N 1,836,170.0709	E 1,187,679.1581
P.T. Station	73+96.12	N 1,838,384.9198	E 1,188,614.4074
C.C.		N 1,838,289.5712	E 1,185,749.9939
Back	=	N 47° 41' 29.81" E	
Ahead	=	N 1° 54' 23.46" W	
Chord Bear	=	N 22° 53' 33.17" E	

Course from PT EX_CL_LINE_D_6 to 183577 N 1° 54' 23.46" W Dist 678.7012

Point 183577 N 1,839,063.2453 E 1,188,591.8278 Sta 80+74.82

Course from 183577 to 183578 N 1° 54' 23.46" W Dist 530.1672

Point 183578 N 1,839,593.1190 E 1,188,574.1897 Sta 86+04.99

Course from 183578 to 183579 N 0° 51' 57.10" W Dist 338.9671

Point 183579 N 1,839,932.0475 E 1,188,569.0674 Sta 89+43.96

Course from 183579 to 183580 N 1° 54' 28.80" W Dist 1,600.3713

Point 183580 N 1,841,531.5315 E 1,188,515.7835 Sta 105+44.33

EXISTING LINE E – STONY ISLAND

Curve EX_CL_LINE_E_1

P.I. Station	931+63.03	N 1,839,030.2954	E 1,185,941.6921
Delta	=	2° 29' 42.82" (RT)	
Degree	=	1° 26' 04.24"	
Tangent	=	86.9851	
Length	=	173.9426	
Radius	=	3,994.0948	
External	=	0.9471	
Long Chord	=	173.9289	
Mid. Ord.	=	0.9469	
P.C. Station	930+76.05	N 1,839,023.9280	E 1,185,854.9404
P.T. Station	932+49.99	N 1,839,032.8800	E 1,186,028.6388
C.C.		N 1,835,040.5487	E 1,186,147.3151
Back	=	N 85° 48' 07.54" E	
Ahead	=	N 88° 17' 50.36" E	
Chord Bear	=	N 87° 02' 58.95" E	

Course from PT EX_CL_LINE_E_1 to STAEQU1 N 88° 17' 50.36" E Dist 1,256.7976

End Region 1

Equation: Sta 945+06.79 (BK) = Sta 201+19.26 (AH)

Begin Region 2

Point STAEQU1 N 1,839,070.2232 E 1,187,284.8815 Sta 201+19.26

Course from STAEQU1 to 183625 N 89° 26' 14.93" E Dist 201.0234

Point 183625 N 1,839,072.1967 E 1,187,485.8952 Sta 203+20.28

Course from 183625 to PC EX_CL_LINE_E_8 N 88° 17' 50.36" E Dist 415.0096

Curve EX_CL_LINE_E_8

P.I. Station	209+14.04	N 1,839,089.8391	E 1,188,079.3914
Delta	=	23° 52' 31.21" (LT)	
Degree	=	6° 46' 36.51"	
Tangent	=	178.7487	
Length	=	352.3094	
Radius	=	845.4684	
External	=	18.6890	
Long Chord	=	349.7660	
Mid. Ord.	=	18.2848	
P.C. Station	207+35.29	N 1,839,084.5279	E 1,187,900.7216
P.T. Station	210+87.60	N 1,839,167.0120	E 1,188,240.6225
C.C.		N 1,839,929.6230	E 1,187,875.6002
Back	=	N 88° 17' 50.36" E	
Ahead	=	N 64° 25' 19.14" E	
Chord Bear	=	N 76° 21' 34.75" E	

Curve EX_CL_LINE_E_9

P.I. Station	215+44.60	N 1,839,364.3149	E 1,188,652.8312
Delta	=	50° 17' 52.03" (LT)	
Degree	=	5° 53' 09.77"	
Tangent	=	456.9950	
Length	=	854.5255	
Radius	=	973.4167	
External	=	101.9365	
Long Chord	=	827.3497	
Mid. Ord.	=	92.2736	
P.C. Station	210+87.60	N 1,839,167.0120	E 1,188,240.6225
P.T. Station	219+42.13	N 1,839,807.4945	E 1,188,764.3492
C.C.		N 1,840,045.0322	E 1,187,820.3598
Back	=	N 64° 25' 19.14" E	
Ahead	=	N 14° 07' 27.11" E	
Chord Bear	=	N 39° 16' 23.13" E	

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USER NAME = hbmepw11ics01$	DESIGNED - FA	REVISED -	
	DRAWN - FA	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURVE DATA
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-17 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	85
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

EXISTING LINE E – STONY ISLAND CONTINUED

Curve EX_CL_LINE_E_10

P.I. Station	221+30.03	N	1,839,989.7147	E	1,188,810.2016
Delta	= 28° 08' 53.16" (LT)				
Degree	= 7° 38' 40.32"				
Tangent	= 187.9006				
Length	= 368.2121				
Radius	= 749.5000				
External	= 23.1946				
Long Chord	= 364.5204				
Mid. Ord.	= 22.4983				
P.C. Station	219+42.13	N	1,839,807.4945	E	1,188,764.3492
P.T. Station	223+10.34	N	1,840,172.0148	E	1,188,764.6683
C.C.		N	1,839,990.3910	E	1,188,037.5073
Back	= N 14° 07' 27.11" E				
Ahead	= N 14° 01' 26.05" W				
Chord Bear	= N 0° 03' 00.53" E				

Course from PT EX_CL_LINE_E_10 to PC EX_CL_LINE_E_13 N 14° 01' 26.05" W Dist 433.0130

Curve EX_CL_LINE_E_13

P.I. Station	229+87.53	N	1,840,829.0253	E	1,188,600.5660
Delta	= 12° 07' 13.11" (RT)				
Degree	= 2° 29' 28.04"				
Tangent	= 244.1814				
Length	= 486.5404				
Radius	= 2,300.0000				
External	= 12.9255				
Long Chord	= 485.6337				
Mid. Ord.	= 12.8533				
P.C. Station	227+43.35	N	1,840,592.1218	E	1,188,659.7377
P.T. Station	232+29.89	N	1,841,073.0720	E	1,188,592.4548
C.C.		N	1,841,149.4731	E	1,190,891.1855
Back	= N 14° 01' 26.05" W				
Ahead	= N 1° 54' 12.94" W				
Chord Bear	= N 7° 57' 49.49" W				

Course from PT EX_CL_LINE_E_13 to 183626 N 1° 54' 12.94" W Dist 293.8577

Point 183626 N 1,841,366.7675 E 1,188,582.6935 Sta 235+23.75

Point 183364 N 1,838,943.6412 E 1,183,117.3499 Sta 800+00.00

Course from 183364 to PC EX_BL_LINE_E_3 N 88° 51' 24.80" E Dist 87.1285

Curve EX_BL_LINE_E_3

P.I. Station	803+32.12	N	1,838,950.2669	E	1,183,449.4047
Delta	= 21° 01' 44.19" (RT)				
Degree	= 4° 20' 26.12"				
Tangent	= 244.9924				
Length	= 484.4720				
Radius	= 1,320.0000				
External	= 22.5428				
Long Chord	= 481.7574				
Mid. Ord.	= 22.1643				
P.C. Station	800+87.13	N	1,838,945.3793	E	1,183,204.4610
P.T. Station	805+71.60	N	1,838,866.9334	E	1,183,679.7887
C.C.		N	1,837,625.6420	E	1,183,230.7947
Back	= N 88° 51' 24.80" E				
Ahead	= S 70° 06' 51.01" E				
Chord Bear	= S 80° 37' 43.10" E				

Course from PT EX_BL_LINE_E_3 to PC EX_BL_LINE_E_6 S 70° 06' 51.01" E Dist 199.1653

EXISTING LINE E – STONY ISLAND CONTINUED

Curve EX_BL_LINE_E_6

P.I. Station	811+83.37	N	1,838,658.8418	E	1,184,255.0800
Delta	= 34° 42' 58.72" (LT)				
Degree	= 4° 20' 26.12"				
Tangent	= 412.6045				
Length	= 799.8064				
Radius	= 1,320.0000				
External	= 62.9832				
Long Chord	= 787.6277				
Mid. Ord.	= 60.1148				
P.C. Station	807+70.77	N	1,838,799.1880	E	1,183,867.0782
P.T. Station	815+70.57	N	1,838,764.4521	E	1,184,653.9396
C.C.		N	1,840,040.4794	E	1,184,316.0723
Back	= S 70° 06' 51.01" E				
Ahead	= N 75° 10' 10.27" E				
Chord Bear	= S 87° 28' 20.37" E				

Course from PT EX_BL_LINE_E_6 to PC EX_BL_LINE_E_9 N 75° 10' 10.27" E Dist 490.4567

Curve EX_BL_LINE_E_9

P.I. Station	825+19.23	N	1,839,007.2708	E	1,185,570.9958
Delta	= 13° 07' 40.09" (RT)				
Degree	= 1° 26' 19.81"				
Tangent	= 458.2018				
Length	= 912.3911				
Radius	= 3,982.0948				
External	= 26.2749				
Long Chord	= 910.3966				
Mid. Ord.	= 26.1027				
P.C. Station	820+61.03	N	1,838,889.9894	E	1,185,128.0579
P.T. Station	829+73.42	N	1,839,020.8853	E	1,186,028.9953
C.C.		N	1,835,040.5487	E	1,186,147.3151
Back	= N 75° 10' 10.27" E				
Ahead	= N 88° 17' 50.36" E				
Chord Bear	= N 81° 44' 00.31" E				

EXISTING LINE F – STONY ISLAND

Point 183557 N 1,840,781.3985 E 1,188,515.7646 Sta 900+00.00

Course from 183557 to PC EX_BL_LINE_F_3 S 2° 05' 33.05" W Dist 887.2694

Curve EX_BL_LINE_F_3

P.I. Station	911+65.47	N	1,839,616.7069	E	1,188,473.2097
Delta	= 42° 11' 54.34" (RT)				
Degree	= 7° 56' 48.16"				
Tangent	= 278.1994				
Length	= 531.0176				
Radius	= 721.0000				
External	= 51.8104				
Long Chord	= 519.0970				
Mid. Ord.	= 48.3369				
P.C. Station	908+87.27	N	1,839,894.7208	E	1,188,483.3676
P.T. Station	914+18.29	N	1,839,417.5709	E	1,188,278.9425
C.C.		N	1,839,921.0467	E	1,187,762.8484
Back	= S 2° 05' 33.05" W				
Ahead	= S 44° 17' 27.39" W				
Chord Bear	= S 23° 11' 30.22" W				

Curve EX_BL_LINE_F_4

P.I. Station	918+09.31	N	1,839,137.6763	E	1,188,005.8911
Delta	= 44° 00' 22.97" (RT)				
Degree	= 5° 55' 15.89"				
Tangent	= 391.0218				
Length	= 743.2155				
Radius	= 967.6577				
External	= 76.0182				
Long Chord	= 725.0818				
Mid. Ord.	= 70.4813				
P.C. Station	914+18.29	N	1,839,417.5709	E	1,188,278.9425
P.T. Station	921+61.50	N	1,839,126.0579	E	1,187,615.0420
C.C.		N	1,840,093.2883	E	1,187,586.2900
Back	= S 44° 17' 27.39" W				
Ahead	= S 88° 17' 50.36" W				
Chord Bear	= S 66° 17' 38.88" W				

Course from PT EX_BL_LINE_F_4 to 183558 S 88° 17' 50.36" W Dist 354.5073

Point 183558 N 1,839,115.5244 E 1,187,260.6913 Sta 925+16.01

Course from 183558 to 183559 S 87° 20' 23.13" W Dist 239.3511

Point 183559 N 1,839,104.4153 E 1,187,021.5981 Sta 927+55.36

Course from 183559 to PC EX_BL_LINE_F_11 S 88° 17' 50.36" W Dist 2,023.6586

Curve EX_BL_LINE_F_11

P.I. Station	951+20.60	N	1,839,034.1372	E	1,184,657.4071
Delta	= 6° 49' 24.43" (RT)				
Degree	= 1° 00' 00.00"				
Tangent	= 341.5766				
Length	= 682.3456				
Radius	= 5,729.5800				
External	= 10.1727				
Long Chord	= 681.9424				
Mid. Ord.	= 10.1547				
P.C. Station	947+79.02	N	1,839,044.2865	E	1,184,998.8329
P.T. Station	954+61.37	N	1,839,064.6248	E	1,184,317.1938
C.C.		N	1,844,771.3367	E	1,184,828.5902
Back	= S 88° 17' 50.36" W				
Ahead	= N 84° 52' 45.21" W				
Chord Bear	= N 88° 17' 27.42" W				

Course from PT EX_BL_LINE_F_11 to 183560 N 84° 52' 45.20" W Dist 243.8961

Point 183560 N 1,839,086.3938 E 1,184,074.2712 Sta 957+05.26

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	DRAWN - FA	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURVE DATA
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-18 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	86
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

EXISTING RAMP A – STONY ISLAND

Point 183531 N 1,836,901.5765 E 1,186,877.2263 Sta 400+00.00

Course from 183531 to PC EX_BL_RAMP_A_3 S 88° 41' 55.44" E Dist 686.5406

Curve EX_BL_RAMP_A_3

P.I. Station	411+52.65	N	1,836,875.4005	E	1,188,029.5775
Delta	=	114° 21' 46.20" (RT)			
Degree	=	19° 03' 37.70"			
Tangent	=	466.1078			
Length	=	600.0000			
Radius	=	300.6000			
External	=	254.0322			
Long Chord	=	505.2430			
Mid. Ord.	=	137.6806			
P.C. Station	406+86.54	N	1,836,885.9856	E	1,187,563.5899
P.T. Station	412+86.54	N	1,836,455.2749	E	1,187,827.7088
C.C.		N	1,836,585.4631	E	1,187,556.7634
Back	=	S 88° 41' 55.44" E			
Ahead	=	S 25° 39' 50.76" W			
Chord Bear	=	S 31° 31' 02.34" E			

Curve EX_BL_RAMP_A_4

P.I. Station	414+46.95	N	1,836,310.6863	E	1,187,758.2345
Delta	=	18° 58' 21.67" (RT)			
Degree	=	5° 58' 05.92"			
Tangent	=	160.4137			
Length	=	317.8904			
Radius	=	960.0000			
External	=	13.3101			
Long Chord	=	316.4400			
Mid. Ord.	=	13.1281			
P.C. Station	412+86.54	N	1,836,455.2749	E	1,187,827.7088
P.T. Station	416+04.43	N	1,836,196.5399	E	1,187,645.5262
C.C.		N	1,836,871.0455	E	1,186,962.4142
Back	=	S 25° 39' 50.76" W			
Ahead	=	S 44° 38' 12.43" W			
Chord Bear	=	S 35° 09' 01.60" W			

Course from PT EX_BL_RAMP_A_4 to 183532 S 44° 38' 12.43" W Dist 157.4395

Point 183532 N 1,836,084.5098 E 1,187,534.9076 Sta 417+61.87

EXISTING RAMP B – STONY ISLAND

Point 183607 N 1,835,413.5093 E 1,186,827.1536 Sta 520+00.00

Course from 183607 to PC EX_BL_RAMP_B_3 N 46° 35' 08.61" E Dist 1,132.1465

Curve EX_BL_RAMP_B_3

P.I. Station	535+41.47	N	1,836,472.9147	E	1,187,946.8843
Delta	=	46° 24' 15.40" (LT)			
Degree	=	5° 59' 59.99"			
Tangent	=	409.3257			
Length	=	773.4049			
Radius	=	954.9300			
External	=	84.0305			
Long Chord	=	752.4394			
Mid. Ord.	=	77.2341			
P.C. Station	531+32.15	N	1,836,191.5980	E	1,187,649.5487
P.T. Station	539+05.55	N	1,836,882.2383	E	1,187,948.1806
C.C.		N	1,836,885.2624	E	1,186,993.2554
Back	=	N 46° 35' 08.61" E			
Ahead	=	N 0° 10' 53.21" E			
Chord Bear	=	N 23° 23' 00.91" E			

Course from PT EX_BL_RAMP_B_3 to 183608 N 0° 10' 53.21" E Dist 94.5877

Point 183608 N 1,836,976.8255 E 1,187,948.4801 Sta 540+00.14

EXISTING RAMP D2 – STONY ISLAND

Point 183599 N 1,836,977.6857 E 1,187,970.5325 Sta 317+37.15

Course from 183599 to PC EX_BL_RAMP_D2_3 N 1° 55' 07.26" W Dist 227.7380

Curve EX_BL_RAMP_D2_3

P.I. Station	321+56.12	N	1,837,396.4249	E	1,187,956.5048
Delta	=	47° 57' 10.05" (RT)			
Degree	=	13° 19' 28.56"			
Tangent	=	191.2361			
Length	=	359.8817			
Radius	=	430.0000			
External	=	40.6073			
Long Chord	=	349.4698			
Mid. Ord.	=	37.1034			
P.C. Station	319+64.89	N	1,837,205.2960	E	1,187,962.9076
P.T. Station	323+24.77	N	1,837,529.1867	E	1,188,094.1476
C.C.		N	1,837,219.6928	E	1,188,392.6665
Back	=	N 1° 55' 07.26" W			
Ahead	=	N 46° 02' 02.79" E			
Chord Bear	=	N 22° 03' 27.77" E			

Course from PT EX_BL_RAMP_D2_3 to 183600 N 46° 02' 02.79" E Dist 225.2313

Point 183600 N 1,837,685.5490 E 1,188,256.2586 Sta 325+50.00

EXISTING RAMP F – STONY ISLAND

Point 183627 N 1,837,000.4925 E 1,188,732.2592 Sta 200+00.00

Course from 183627 to PC EX_BL_RAMP_F_3 N 0° 41' 48.89" W Dist 243.4073

Curve EX_BL_RAMP_F_3

P.I. Station	204+10.01	N	1,837,410.4754	E	1,188,727.2722
Delta	=	2° 23' 09.99" (LT)			
Degree	=	0° 42' 58.31"			
Tangent	=	166.6059			
Length	=	333.1636			
Radius	=	8,000.0000			
External	=	1.7347			
Long Chord	=	333.1395			
Mid. Ord.	=	1.7343			
P.C. Station	202+43.41	N	1,837,243.8818	E	1,188,729.2986
P.T. Station	205+76.57	N	1,837,576.8401	E	1,188,718.3116
C.C.		N	1,837,146.5767	E	1,180,729.8904
Back	=	N 0° 41' 48.89" W			
Ahead	=	N 3° 04' 58.88" W			
Chord Bear	=	N 1° 53' 23.88" W			

EXISTING RAMP F1 – STONY ISLAND

Point 183500 N 1,837,577.7006 E 1,188,734.2885 Sta 2205+76.57

Course from 183500 to 183501 N 3° 04' 58.88" W Dist 940.4515

Point 183501 N 1,838,516.7910 E 1,188,683.7082 Sta 2215+17.02

EXISTING RAMP F2 – STONY ISLAND

Point 183492 N 1,837,072.5540 E 1,189,645.8049 Sta 1200+00.00

Course from 183492 to PC EX_BL_RAMP_F2_3 N 88° 45' 41.60" W Dist 670.5254

Curve EX_BL_RAMP_F2_3

P.I. Station	1208+54.36	N	1,837,091.0196	E	1,188,791.6419
Delta	=	83° 46' 09.77" (RT)			
Degree	=	27° 56' 56.98"			
Tangent	=	183.8371			
Length	=	299.7206			
Radius	=	205.0000			
External	=	70.3563			
Long Chord	=	273.7298			
Mid. Ord.	=	52.3796			
P.C. Station	1206+70.53	N	1,837,087.0463	E	1,188,975.4361
P.T. Station	1209+70.25	N	1,837,274.1593	E	1,188,775.6445
C.C.		N	1,837,291.9984	E	1,188,979.8668
Back	=	N 88° 45' 41.60" W			
Ahead	=	N 4° 59' 31.83" W			
Chord Bear	=	N 46° 52' 36.71" W			

Course from PT EX_BL_RAMP_F2_3 to 183493 N 4° 59' 31.83" W Dist 271.4384

Point 183493 N 1,837,544.5681 E 1,188,752.0240 Sta 1212+41.68

EXISTING RAMP H – STONY ISLAND

Point 183484 N 1,835,572.9286 E 1,187,371.7800 Sta 100+00.00

Course from 183484 to PC EX_BL_RAMP_H_3 N 41° 25' 30.80" E Dist 645.1791

Curve EX_BL_RAMP_H_3

P.I. Station	108+42.46	N	1,836,204.6248	E	1,187,929.1895
Delta	=	15° 41' 02.96" (RT)			
Degree	=	4° 00' 00.05"			
Tangent	=	197.2848			
Length	=	392.1026			
Radius	=	1,432.3900			
External	=	13.5223			
Long Chord	=	390.8796			
Mid. Ord.	=	13.3958			
P.C. Station	106+45.18	N	1,836,056.6967	E	1,187,798.6576
P.T. Station	110+37.28	N	1,836,311.7577	E	1,188,094.8513
C.C.		N	1,835,108.9673	E	1,188,872.6921
Back	=	N 41° 25' 30.80" E			
Ahead	=	N 57° 06' 33.76" E			
Chord Bear	=	N 49° 16' 02.28" E			

Course from PT EX_BL_RAMP_H_3 to PC EX_BL_RAMP_H_6 N 57° 06' 33.76" E Dist 1,061.6558

Curve EX_BL_RAMP_H_6

P.I. Station	122+24.63	N	1,836,956.5318	E	1,189,091.8780
Delta	=	30° 05' 59.68" (RT)			
Degree	=	12° 15' 24.59"			
Tangent	=	125.6925			
Length	=	245.5766			
Radius	=	467.4600			
External	=	16.6035			
Long Chord	=	242.7624			
Mid. Ord.	=	16.0340			
P.C. Station	120+98.94	N	1,836,888.2761	E	1,188,986.3329
P.T. Station	123+44.51	N	1,836,962.6515	E	1,189,217.4214
C.C.		N	1,836,495.7459	E	1,189,240.1810
Back	=	N 57° 06' 33.76" E			
Ahead	=	N 87° 12' 33.43" E			
Chord Bear	=	N 72° 09' 33.60" E			

Course from PT EX_BL_RAMP_H_6 to 183485 N 87° 12' 33.43" E Dist 413.9925

Point 183485 N 1,836,982.8079 E 1,189,630.9229 Sta 127+58.51

EXISTING RAMP H2 – STONY ISLAND

Point 183508 N 1,836,544.6690 E 1,188,423.7010 Sta 10+00.00

Course from 183508 to PC EX_BL_RAMP_H2_3 N 51° 34' 47.76" E Dist 257.9685

Curve EX_BL_RAMP_H2_3

P.I. Station	13+59.16	N	1,836,767.8578	E	1,188,705.0928	
Delta	=	44° 43' 07.17" (LT)				
Degree	=	23° 17' 27.48"				
Tangent	=	101.1897				
Length	=	192.0000				
Radius	=	246.0000				
External	=	19.9988				
Long Chord	=	187.1637				
Mid. Ord.	=	18.4952				
P.C. Station	12+57.97	N	1,836,704.9763	E	1,188,625.8132	
P.T. Station	14+49.97	N	1,836,868.3228	E	1,188,717.1815	
C.C.		N	1,836,897.7114	E	1,188,472.9433	
Back	= N 51° 34' 47.76" E					
Ahead	= N 6° 51' 40.59" E					
Chord Bear	= N 29° 13' 14.17" E					

Curve EX_BL_RAMP_H2_4

P.I. Station	14+94.31	N	1,836,912.3446	E	1,188,722.4785	
Delta	=	8° 51' 00.68" (LT)				
Degree	=	9° 59' 59.86"				
Tangent	=	44.3393				
Length	=	88.5022				
Radius	=	572.9600				
External	=	1.7131				
Long Chord	=	88.4143				
Mid. Ord.	=	1.7080				
P.C. Station	14+49.97	N	1,836,868.3228	E	1,188,717.1815	
P.T. Station	15+38.47	N	1,836,956.6572	E	1,188,720.9397	
C.C.		N	1,836,936.7720	E	1,188,148.3249	
Back	= N 6° 51' 40.59" E					
Ahead	= N 1° 59' 20.09" W					
Chord Bear	= N 2° 26' 10.25" E					

Course from PT EX_BL_RAMP_H2_4 to 183509 N 1° 59' 20.09" W Dist 43.4783

Point 183509 N 1,837,000.1093 E 1,188,719.4307 Sta 15+81.95

EXISTING RAMP R – STONY ISLAND CONTINUED

Curve EX_BL_RAMP_R_10

P.I. Station	632+51.28	N	1,837,029.3964	E	1,187,820.8279	
Delta	=	68° 06' 29.00" (RT)				
Degree	=	24° 22' 52.26"				
Tangent	=	158.8321				
Length	=	279.3468				
Radius	=	235.0000				
External	=	48.6418				
Long Chord	=	263.1880				
Mid. Ord.	=	40.3002				
P.C. Station	630+92.45	N	1,837,179.5420	E	1,187,872.6348	
P.T. Station	633+71.80	N	1,837,021.4847	E	1,187,662.1929	
C.C.		N	1,837,256.1930	E	1,187,650.4871	
Back	= S 19° 02' 12.26" W					
Ahead	= S 87° 08' 41.26" W					
Chord Bear	= S 53° 05' 26.76" W					

Course from PT EX_BL_RAMP_R_10 to 183632 S 87° 08' 41.26" W Dist 717.0522

Point 183632 N 1,836,985.7668 E 1,186,946.0308 Sta 640+88.85

EXISTING RAMP Q – STONY ISLAND

Point 183522 N 1,837,873.9175 E 1,188,734.3571 Sta 1699+90.98

Course from 183522 to PC EX_BL_RAMP_Q_3 N 0° 51' 43.79" E Dist 154.5310

Curve EX_BL_RAMP_Q_3

P.I. Station	1702+59.24	N	1,838,142.1479	E	1,188,738.3937	
Delta	=	3° 06' 07.96" (RT)				
Degree	=	1° 21' 51.07"				
Tangent	=	113.7297				
Length	=	227.4039				
Radius	=	4,200.0000				
External	=	1.5395				
Long Chord	=	227.3761				
Mid. Ord.	=	1.5390				
P.C. Station	1701+45.51	N	1,838,028.4310	E	1,188,736.6824	
P.T. Station	1703+72.91	N	1,838,255.6055	E	1,188,746.2565	
C.C.		N	1,837,965.2334	E	1,192,936.2069	
Back	= N 0° 51' 43.79" E					
Ahead	= N 3° 57' 51.75" E					
Chord Bear	= N 2° 24' 47.77" E					

Course from PT EX_BL_RAMP_Q_3 to PC EX_BL_RAMP_Q_6 N 3° 57' 51.75" E Dist 479.6920

Curve EX_BL_RAMP_Q_6

P.I. Station	1718+26.06	N	1,839,705.2746	E	1,188,846.7215	
Delta	=	118° 54' 55.47" (LT)				
Degree	=	9° 58' 31.07"				
Tangent	=	973.4542				
Length	=	1,192.0990				
Radius	=	574.3767				
External	=	555.8983				
Long Chord	=	989.3688				
Mid. Ord.	=	282.4932				
P.C. Station	1708+52.61	N	1,838,734.1497	E	1,188,779.4206	
P.T. Station	1720+44.71	N	1,839,294.6292	E	1,187,964.1212	
C.C.		N	1,838,773.8599	E	1,188,206.4183	
Back	= N 3° 57' 51.75" E					
Ahead	= S 65° 02' 56.28" W					
Chord Bear	= N 55° 29' 35.98" W					

Course from PT EX_BL_RAMP_Q_6 to PC EX_BL_RAMP_Q_9 S 65° 02' 56.28" W Dist 225.5054

Curve EX_BL_RAMP_Q_9

P.I. Station	1723+70.03	N	1,839,157.3941	E	1,187,669.1616	
Delta	=	21° 19' 53.83" (RT)				
Degree	=	10° 48' 37.89"				
Tangent	=	99.8170				
Length	=	197.3227				
Radius	=	530.0000				
External	=	9.3176				
Long Chord	=	196.1851				
Mid. Ord.	=	9.1566				
P.C. Station	1722+70.21	N	1,839,199.5013	E	1,187,759.6625	
P.T. Station	1724+67.53	N	1,839,151.0928	E	1,187,569.5436	
C.C.		N	1,839,680.0356	E	1,187,536.0854	
Back	= S 65° 02' 56.28" W					
Ahead	= S 86° 22' 50.12" W					
Chord Bear	= S 75° 42' 53.20" W					

Course from PT EX_BL_RAMP_Q_9 to 183523 S 86° 22' 50.12" W Dist 549.3979

Point 183523 N 1,839,116.4100 E 1,187,021.2415 Sta 1730+16.93

Course from 183523 to 183524 S 88° 17' 50.36" W Dist 200.0000

Point 183524 N 1,839,110.4674 E 1,186,821.3298 Sta 1732+16.93

EXISTING RAMP R – STONY ISLAND

Point 183631 N 1,839,058.2285 E 1,187,285.2380 Sta 601+16.17

Course from 183631 to PC EX_BL_RAMP_R_3 S 89° 25' 10.73" E Dist 545.8433

Curve EX_BL_RAMP_R_3

P.I. Station	609+18.46	N	1,839,050.1022	E	1,188,087.4843	
Delta	=	45° 33' 06.57" (RT)				
Degree	=	9° 22' 51.00"				
Tangent	=	256.4441				
Length	=	485.5840				
Radius	=	610.7750				
External	=	51.6521				
Long Chord	=	472.8962				
Mid. Ord.	=	47.6246				
P.C. Station	606+62.02	N	1,839,052.6997	E	1,187,831.0533	
P.T. Station	611+47.60	N	1,838,865.2213	E	1,188,265.1993	
C.C.		N	1,838,441.9560	E	1,187,824.8669	
Back	= S 89° 25' 10.73" E					
Ahead	= S 43° 52' 04.16" E					
Chord Bear	= S 66° 38' 37.44" E					

Curve EX_BL_RAMP_R_4

P.I. Station	619+66.20	N	1,838,275.0611	E	1,188,832.4850	
Delta	=	89° 54' 06.95" (RT)				
Degree	=	6° 59' 14.24"				
Tangent	=	818.5976				
Length	=	1,286.6494				
Radius	=	820.0000				
External	=	338.6639				
Long Chord	=	1,158.6622				
Mid. Ord.	=	239.6764				
P.C. Station	611+47.60	N	1,838,865.2213	E	1,188,265.1993	
P.T. Station	624+34.25	N	1,837,706.7661	E	1,188,243.2967	
C.C.		N	1,838,296.9637	E	1,187,674.0281	
Back	= S 43° 52' 04.16" E					
Ahead	= S 46° 02' 02.79" W					
Chord Bear	= S 1° 04' 59.32" W					

Course from PT EX_BL_RAMP_R_4 to PC EX_BL_RAMP_R_7 S 46° 02' 02.79" W Dist 287.4224

Curve EX_BL_RAMP_R_7

P.I. Station	628+27.30	N	1,837,433.9015	E	1,187,960.4003	
Delta	=	26° 59' 50.53" (LT)				
Degree	=	13° 01' 18.37"				
Tangent	=	105.6240				
Length	=	207.3249				
Radius	=	440.0000				
External	=	12.5002				
Long Chord	=	205.4123				
Mid. Ord.	=	12.1549				
P.C. Station	627+21.67	N	1,837,507.2288	E	1,188,036.4235	
P.T. Station	629+29.00	N	1,837,334.0541	E	1,187,925.9485	
C.C.		N	1,837,190.5374	E	1,188,341.8847	
Back	= S 46° 02' 02.79" W					
Ahead	= S 19° 02' 12.26" W					
Chord Bear	= S 32° 32' 07.52" W					

Course from PT EX_BL_RAMP_R_7 to PC EX_BL_RAMP_R_10 S 19° 02' 12.26" W Dist 163.4513

EXISTING RAMP W1 – DOLTON RD

Curve W1_1
P.I. Station 13+54.26 N 1,810,229.7302 E 1,190,904.8793
Delta = 55° 27' 13.12" (RT)
Degree = 8° 30' 03.09"
Tangent = 354.2605
Length = 652.3300
Radius = 674.0000
External = 87.4306
Long Chord = 627.1657
Mid. Ord. = 77.3914
P.C. Station 10+00.00 N 1,810,151.0070 E 1,191,250.2822
P.T. Station 16+52.33 N 1,810,558.8692 E 1,190,773.8525
C.C. N 1,810,808.1550 E 1,191,400.0574
Back = N 77° 09' 38.29" W
Ahead = N 21° 42' 25.18" W
Chord Bear = N 49° 26' 01.73" W

Course from PT W1_1 to PC W1_4 N 21° 42' 25.17" W Dist 12.2349

Curve W1_4
P.I. Station 19+82.14 N 1,810,865.2880 E 1,190,651.8703
Delta = 21° 57' 27.18" (RT)
Degree = 3° 30' 00.17"
Tangent = 317.5713
Length = 627.3500
Radius = 1,637.0000
External = 30.5193
Long Chord = 623.5180
Mid. Ord. = 29.9607
P.C. Station 16+64.56 N 1,810,570.2365 E 1,190,769.3273
P.T. Station 22+91.91 N 1,811,182.8562 E 1,190,653.2591
C.C. N 1,811,175.6976 E 1,192,290.2434
Back = N 21° 42' 25.18" W
Ahead = N 0° 15' 02.00" E
Chord Bear = N 10° 43' 41.59" W

EXISTING RAMP W2 – DOLTON RD

Curve W2_1
P.I. Station 50+51.17 N 1,810,205.9730 E 1,190,723.8853
Delta = 12° 31' 19.93" (RT)
Degree = 12° 17' 08.22"
Tangent = 51.1667
Length = 101.9257
Radius = 466.3647
External = 2.7985
Long Chord = 101.7230
Mid. Ord. = 2.7818
P.C. Station 50+00.00 N 1,810,214.5095 E 1,190,673.4357
P.T. Station 51+01.93 N 1,810,186.7012 E 1,190,771.2839
C.C. N 1,809,754.6812 E 1,190,595.6288
Back = S 80° 23' 45.70" E
Ahead = S 67° 52' 25.77" E
Chord Bear = S 74° 08' 05.74" E

Curve W2_2
P.I. Station 51+34.66 N 1,810,174.3702 E 1,190,801.6118
Delta = 9° 02' 55.38" (RT)
Degree = ° 50' 53.88"
Tangent = 32.7389
Length = 65.3417
Radius = 413.7387
External = 1.2933
Long Chord = 65.2738
Mid. Ord. = 1.2893
P.C. Station 51+01.93 N 1,810,186.7012 E 1,190,771.2839
P.T. Station 51+67.27 N 1,810,157.4228 E 1,190,829.6230
C.C. N 1,809,803.4316 E 1,190,615.4502
Back = S 67° 52' 25.77" E
Ahead = S 58° 49' 30.39" E
Chord Bear = S 63° 20' 58.08" E

Curve W2_3
P.I. Station 53+86.36 N 1,810,044.0070 E 1,191,017.0801
Delta=72° 02' 43.57" (RT)
Degree=19° 00' 56.18"
Tangent=219.0966
Length=378.8753
Radius=301.3093
External=71.2368
Long Chord=354.4036
Mid. Ord.=57.6152
P.C. Station 51+67.27 N 1,810,157.4228 E 1,190,829.6230
P.T. Station 55+46.14 N 1,809,830.7170 E 1,190,966.9735
C.C. N 1,809,899.6253 E 1,190,673.6496
Back= S 58° 49' 30.39" E
Ahead= S 13° 13' 13.18" W
Chord Bear= S 22° 48' 08.60" E

P.I. Station 55+66.16 N 1,809,811.2339 E 1,190,962.3965
Delta=9° 03' 09.66" (RT)
Degree=22° 39' 49.51"
Tangent=20.0134
Length=39.9434
Radius=252.8080
External=0.7909
Long Chord=39.9019
Mid. Ord.=0.7885
P.C. Station 55+46.14 N 1,809,830.7169 E 1,190,966.9735
P.T. Station 55+86.09 N 1,809,792.7138 E 1,190,954.8110
C.C. N 1,809,888.5331 E 1,190,720.8654
Back= S 13° 13' 13.11" W
Ahead= S 22° 16' 22.77" W
Chord Bear= S 17° 44' 47.94" W

Curve W2_5
P.I. Station 59+47.35 N 1,809,458.4064 E 1,190,817.8857
Delta = 135° 04' 40.86" (RT)
Degree = 38° 21' 47.03"
Tangent = 361.2617
Length = 352.1043
Radius = 149.3514
External = 241.5653
Long Chord = 276.0432
Mid. Ord. = 92.2911
P.C. Station 55+86.09 N 1,809,792.7138 E 1,190,954.8110
P.T. Station 59+38.19 N 1,809,791.8080 E 1,190,678.7694
C.C. N 1,809,849.3209 E 1,190,816.6030
Back = S 22° 16' 22.77" W
Ahead = N 22° 38' 56.37" W
Chord Bear = S 89° 48' 43.20" W

Curve W2_6
P.I. Station 59+53.19 N 1,809,805.6472 E 1,190,672.9947
Delta = 12° 11' 54.27" (RT)
Degree = 40° 49' 38.67"
Tangent = 14.9957
Length = 29.8780
Radius = 140.3366
External = 0.7989
Long Chord = 29.8216
Mid. Ord. = 0.7944
P.C. Station 59+38.19 N 1,809,791.8080 E 1,190,678.7694
P.T. Station 59+68.07 N 1,809,820.3942 E 1,190,670.2747
C.C. N 1,809,845.8495 E 1,190,808.2833
Back = N 22° 38' 56.37" W
Ahead = N 10° 27' 02.10" W
Chord Bear = N 16° 32' 59.24" W

Curve W2_9
P.I. Station 59+82.40 N 1,809,834.4874 E 1,190,667.6751
Delta = 10° 11' 15.11" (RT)
Degree = 35° 38' 00.23"
Tangent = 14.3327
Length = 28.5898
Radius = 160.7924
External = 0.6375
Long Chord = 28.5522
Mid. Ord. = 0.6350
P.C. Station 59+68.07 N 1,809,820.3925 E 1,190,670.2750
P.T. Station 59+96.66 N 1,809,848.8200 E 1,190,667.6092
C.C. N 1,809,849.5594 E 1,190,828.3999
Back = N 10° 27' 03.66" W
Ahead = N 0° 15' 48.55" W
Chord Bear = N 5° 21' 26.11" W

EXISTING RAMP W3 – DOLTON RD

Curve EXBLRAMPW3_1
P.I. Station 102+21.75 N 1,810,904.4882 E 1,190,544.9069
Delta = 30° 17' 58.57" (RT)
Degree = 6° 59' 44.96"
Tangent = 221.7470
Length = 433.1100
Radius = 819.0000
External = 29.4885
Long Chord = 428.0808
Mid. Ord. = 28.4637
P.C. Station 100+00.00 N 1,811,126.2332 E 1,190,545.8766
P.T. Station 104+33.11 N 1,810,713.5231 E 1,190,432.1945
C.C. N 1,811,129.8147 E 1,189,726.8844
Back = S 0° 15' 02.00" W
Ahead = S 30° 33' 00.57" W
Chord Bear = S 15° 24' 01.29" W

Curve EXBLRAMPW3_2
P.I. Station 108+02.11 N 1,810,395.7456 E 1,190,244.6344
Delta = 70° 32' 49.00" (RT)
Degree = 10° 58' 59.33"
Tangent = 369.0005
Length = 642.3200
Radius = 521.6700
External = 117.3143
Long Chord = 602.5077
Mid. Ord. = 95.7760
P.C. Station 104+33.11 N 1,810,713.5231 E 1,190,432.1945
P.T. Station 110+75.43 N 1,810,466.7680 E 1,189,882.5333
C.C. N 1,810,978.6841 E 1,189,982.9404
Back = S 30° 33' 00.57" W
Ahead = N 78° 54' 10.42" W
Chord Bear = S 65° 49' 25.07" W

Curve Data

Curve EXBLRAMPW3_3
P.I. Station 111+73.31 N 1,810,485.6080 E 1,189,786.4795
Delta = 14° 34' 59.11" (RT)
Degree = 7° 29' 22.72"
Tangent = 97.8840
Length = 194.7100
Radius = 765.0000
External = 6.2368
Long Chord = 194.1849
Mid. Ord. = 6.1864
P.C. Station 110+75.43 N 1,810,466.7680 E 1,189,882.5333
P.T. Station 112+70.14 N 1,810,528.0258 E 1,189,698.2638
C.C. N 1,811,217.4644 E 1,190,029.7747
Back = N 78° 54' 10.42" W
Ahead = N 64° 19' 11.31" W
Chord Bear = N 71° 36' 40.87" W

EXISTING RAMP W4 – DOLTON RD

Curve W4_1

P.I. Station		150+48.11 N	1,809,866.9157 E	1,190,555.1000
Delta	=	6° 49' 55.62" (RT)		
Degree	=	7° 06' 34.55"		
Tangent	=	48.1056		
Length	=	96.0971		
Radius	=	805.8936		
External	=	1.4345		
Long Chord	=	96.0402		
Mid. Ord.	=	1.4319		
P.C. Station		150+00.00 N	1,809,914.9010 E	1,190,558.5000
P.T. Station		150+96.10 N	1,809,819.6757 E	1,190,546.0157
C.C.		N	1,809,971.8607 E	1,189,754.6218
Back	=	S 4° 03' 10.73" W		
Ahead	=	S 10° 53' 06.35" W		
Chord Bear	=	S 7° 28' 08.54" W		

Curve W4_2

P.I. Station		151+56.34 N	1,809,760.5175 E	1,190,534.6396
Delta	=	16° 25' 36.38" (RT)		
Degree	=	13° 43' 41.29"		
Tangent	=	60.2421		
Length	=	119.6577		
Radius	=	417.3602		
External	=	4.3253		
Long Chord	=	119.2483		
Mid. Ord.	=	4.2809		
P.C. Station		150+96.10 N	1,809,819.6757 E	1,190,546.0157
P.T. Station		152+15.75 N	1,809,706.9911 E	1,190,506.9985
C.C.		N	1,809,898.4900 E	1,190,136.1647
Back	=	S 10° 53' 06.35" W		
Ahead	=	S 27° 18' 42.74" W		
Chord Bear	=	S 19° 05' 54.55" W		

Curve W4_3

P.I. Station		152+35.72 N	1,809,689.2546 E	1,190,497.8393
Delta	=	12° 51' 22.68" (RT)		
Degree	=	32° 20' 16.91"		
Tangent	=	19.9618		
Length	=	39.7560		
Radius	=	177.1777		
External	=	1.1210		
Long Chord	=	39.6726		
Mid. Ord.	=	1.1139		
P.C. Station		152+15.75 N	1,809,706.9911 E	1,190,506.9985
P.T. Station		152+55.51 N	1,809,674.0007 E	1,190,484.9633
C.C.		N	1,809,788.2862 E	1,190,349.5722
Back	=	S 27° 18' 42.74" W		
Ahead	=	S 40° 10' 05.42" W		
Chord Bear	=	S 33° 44' 24.08" W		

Course from PT W4_3 to PC W4_6 S 40° 10' 24.74" W Dist 0.0332

Curve W4_6

P.I. Station		157+48.95 N	1,809,296.9922 E	1,190,166.6067
Delta	=	139° 00' 04.67" (RT)		
Degree	=	31° 03' 33.54"		
Tangent	=	493.4101		
Length	=	447.5350		
Radius	=	184.4721		
External	=	342.2949		
Long Chord	=	345.5813		
Mid. Ord.	=	119.8706		
P.C. Station		152+55.54 N	1,809,673.9753 E	1,190,484.9419
P.T. Station		157+03.08 N	1,809,790.3518 E	1,190,159.5453
C.C.		N	1,809,792.9919 E	1,190,343.9985
Back	=	S 40° 10' 43.27" W		
Ahead	=	N 0° 49' 12.06" W		
Chord Bear	=	N 70° 19' 14.39" W		

Course from PT W4_6 to PC W4_9 N 0° 49' 12.06" W Dist 279.6935

Curve W4_9

P.I. Station		161+87.73 N	1,810,274.9494 E	1,190,152.6093
Delta	=	95° 22' 42.26" (RT)		
Degree	=	30° 42' 39.73"		
Tangent	=	204.9537		
Length	=	310.5672		
Radius	=	186.5641		
External	=	90.5860		
Long Chord	=	275.9300		
Mid. Ord.	=	60.9781		
P.C. Station		159+82.77 N	1,810,070.0166 E	1,190,155.5425
P.T. Station		162+93.34 N	1,810,258.6607 E	1,190,356.9147
C.C.		N	1,810,072.6866 E	1,190,342.0875
Back	=	N 0° 49' 12.06" W		
Ahead	=	S 85° 26' 29.79" E		
Chord Bear	=	N 46° 52' 09.07" E		

Course from PT W4_9 to W411 S 85° 26' 29.79" E Dist 163.3014

EXISTING RAMP X1 – SIBLEY BLVD

Curve X1_1

P.I. Station		200+78.64 N	1,806,059.2717 E	1,191,161.9990
Delta	=	31° 01' 51.90" (RT)		
Degree	=	20° 13' 36.30"		
Tangent	=	78.6397		
Length	=	153.4161		
Radius	=	283.2674		
External	=	10.7133		
Long Chord	=	151.5479		
Mid. Ord.	=	10.3228		
P.C. Station		200+00.00 N	1,806,053.1581 E	1,191,240.4008
P.T. Station		201+53.42 N	1,806,104.9267 E	1,191,097.9691
C.C.		N	1,806,335.5682 E	1,191,262.4224
Back	=	N 85° 32' 28.45" W		
Ahead	=	N 54° 30' 36.54" W		
Chord Bear	=	N 70° 01' 32.49" W		

Curve X1_2

P.I. Station		202+15.59 N	1,806,141.0228 E	1,191,047.3452
Delta	=	26° 24' 49.68" (RT)		
Degree	=	21° 37' 33.32"		
Tangent	=	62.1748		
Length	=	122.1395		
Radius	=	264.9403		
External	=	7.1977		
Long Chord	=	121.0608		
Mid. Ord.	=	7.0073		
P.C. Station		201+53.42 N	1,806,104.9267 E	1,191,097.9691
P.T. Station		202+75.56 N	1,806,195.8708 E	1,191,018.0636
C.C.		N	1,806,320.6459 E	1,191,251.7825
Back	=	N 54° 30' 36.54" W		
Ahead	=	N 28° 05' 46.86" W		
Chord Bear	=	N 41° 18' 11.70" W		

Course from PT X1_2 to PC X1_5 N 28° 05' 46.86" W Dist 147.5381

Curve X1_5

P.I. Station		204+74.19 N	1,806,371.0945 E	1,190,924.5172
Delta	=	24° 59' 54.40" (LT)		
Degree	=	24° 51' 33.45"		
Tangent	=	51.0930		
Length	=	100.5598		
Radius	=	230.4803		
External	=	5.5952		
Long Chord	=	99.7640		
Mid. Ord.	=	5.4626		
P.C. Station		204+23.09 N	1,806,326.0225 E	1,190,948.5797
P.T. Station		205+23.65 N	1,806,401.7755 E	1,190,883.6617
C.C.		N	1,806,217.4765 E	1,190,745.2599
Back	=	N 28° 05' 46.86" W		
Ahead	=	N 53° 05' 41.26" W		
Chord Bear	=	N 40° 35' 44.06" W		

Course from PT X1_5 to PC X1_8 N 53° 05' 41.26" W Dist 253.1562

Curve X1_8

P.I. Station		208+63.32 N	1,806,605.7434 E	1,190,612.0533
Delta	=	34° 38' 38.08" (RT)		
Degree	=	20° 39' 21.44"		
Tangent	=	86.5113		
Length	=	167.7187		
Radius	=	277.3814		
External	=	13.1778		
Long Chord	=	165.1755		
Mid. Ord.	=	12.5801		
P.C. Station		207+76.81 N	1,806,553.7940 E	1,190,681.2303
P.T. Station		209+44.53 N	1,806,687.8076 E	1,190,584.6732
C.C.		N	1,806,775.5965 E	1,190,847.7959
Back	=	N 53° 05' 41.26" W		
Ahead	=	N 18° 27' 03.18" W		
Chord Bear	=	N 35° 46' 22.22" W		

Curve X1_9

P.I. Station		210+20.01 N	1,806,759.4048 E	1,190,560.7854
Delta	=	16° 13' 29.83" (RT)		
Degree	=	10° 49' 14.42"		
Tangent	=	75.4771		
Length	=	149.9440		
Radius	=	529.5029		
External	=	5.3523		
Long Chord	=	149.4435		
Mid. Ord.	=	5.2988		
P.C. Station		209+44.53 N	1,806,687.8076 E	1,190,584.6732
P.T. Station		210+94.47 N	1,806,834.8250 E	1,190,557.8538
C.C.		N	1,806,855.3909 E	1,191,086.9572
Back	=	N 18° 27' 03.18" W		
Ahead	=	N 2° 13' 33.35" W		
Chord Bear	=	N 10° 20' 18.26" W		

Course from PT X1_9 to PC X1_12 N 2° 13' 33.35" W Dist 211.9764

Curve X1_12

P.I. Station		214+02.44 N	1,807,142.5637 E	1,190,545.8922
Delta	=	1° 44' 14.99" (RT)		
Degree	=	0° 54' 18.23"		
Tangent	=	95.9948		
Length	=	191.9748		
Radius	=	6,330.5745		
External	=	0.7278		
Long Chord	=	191.9675		
Mid. Ord.	=	0.7277		
P.C. Station		213+06.45 N	1,807,046.6414 E	1,190,549.6207
P.T. Station		214+98.42 N	1,807,238.5550 E	1,190,545.0739
C.C.		N	1,807,292.5211 E	1,196,875.4183
Back	=	N 2° 13' 33.35" W		
Ahead	=	N 0° 29' 18.36" W		
Chord Bear	=	N 1° 21' 25.86" W		

Curve X1_13

P.I. Station		217+42.01 N	1,807,482.1284 E	1,190,542.9975
Delta	=	4° 42' 59.72" (RT)		
Degree	=	0° 58' 07.40"		
Tangent	=	243.5813		
Length	=	486.8875		
Radius	=	5,914.5724		
External	=	5.0136		
Long Chord	=	486.7501		
Mid. Ord.	=	5.0094		
P.C. Station		214+98.42 N	1,807,238.5559 E	1,190,545.0739
P.T. Station		219+85.31 N	1,807,725.0468 E	1,190,560.9563
C.C.		N	1,807,288.9749 E	1,196,459.4313
Back	=	N 0° 29' 18.33" W		
Ahead	=	N 4° 13' 41.38" E		
Chord Bear	=	N 1° 52' 11.52" E		

Course from PT X1_13 to X115 N 4° 13' 41.38" E Dist 171.0832

MODEL: Default
FILE NAME: \\hbmepw11ics01\ICS_pdf_work_dir\24341\453_70D162K53-cnt-ATB022.dgn

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - AMOHI	REVISED -	
	DRAWN - AMOHI	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURVE DATA
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-22 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	90
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

EXISTING LINE X2 – SIBLEY

Curve X2_1
P.I. Station 250+76.67 N 1,806,176.5870 E 1,190,560.0378
Delta = 17° 45' 31.90" (RT)
Degree = 11° 40' 30.99"
Tangent = 76.6681
Length = 152.1066
Radius = 490.7446
External = 5.9527
Long Chord = 151.4984
Mid. Ord. = 5.8814
P.C. Station 250+00.00 N 1,806,100.0050 E 1,190,556.4060
P.T. Station 251+52.11 N 1,806,248.4120 E 1,190,586.8550
C.C. N 1,806,076.7580 E 1,191,046.5997
Back = N 2° 42' 54.60" E Chord Bear = S 40° 19' 23.12" E

Curve X2_4
P.I. Station 258+28.88 N 1,806,057.1684 E 1,190,800.9444
Delta = 33° 06' 32.37" (RT)
Degree = 35° 42' 47.46"
Tangent = 47.6885
Length = 92.7080
Radius = 160.4331
External = 6.9377
Long Chord = 91.4235
Mid. Ord. = 6.6501
P.C. Station 257+81.19 N 1,806,083.8095 E 1,190,840.4974
P.T. Station 258+73.90 N 1,806,056.4582 E 1,190,753.2612
C.C. N 1,806,216.8735 E 1,190,750.8718
Back = S 56° 02' 15.54" W
Ahead = S 89° 08' 47.91" W
Chord Bear = S 72° 35' 31.73" W

Ahead = N 20° 28' 26.50" E
Chord Bear = N 11° 35' 40.55" E

Curve X2_2
P.I. Station 251+98.64 N 1,806,292.0056 E 1,190,603.1314
Delta = 22° 50' 31.71" (RT)
Degree = 24° 52' 27.64"
Tangent = 46.5330
Length = 91.8301
Radius = 230.3409
External = 4.6533
Long Chord = 91.2232
Mid. Ord. = 4.5611
P.C. Station 251+52.11 N 1,806,248.4120 E 1,190,586.8550
P.T. Station 252+43.94 N 1,806,325.8620 E 1,190,635.0542
C.C. N 1,806,167.8427 E 1,190,802.6454
Back = N 20° 28' 26.50" E
Ahead = N 43° 18' 58.21" E
Chord Bear = N 31° 53' 42.35" E

Curve X2_3
P.I. Station 266+76.78 N 1,805,283.3525 E 1,189,652.0874
Delta = 192° 43' 17.34" (RT)
Degree = 35° 52' 17.09"
Tangent = 1,432.8468
Length = 537.2564
Radius = 159.7255
External = 1,601.4474
Long Chord = 317.4844
Mid. Ord. = 177.4211
P.C. Station 252+43.94 N 1,806,325.8620 E 1,190,635.0542
P.T. Station 257+81.19 N 1,806,083.8095 E 1,190,840.4974
C.C. N 1,806,216.2866 E 1,190,751.2671
Back = N 43° 18' 58.21" E
Ahead = S 56° 02' 15.54" W

EXISTING LINE X3 – SIBLEY

Curve EXBLX3_1
P.I. Station 0+54.76 N 1,805,974.9080 E 1,190,717.1795
Delta = 13° 02' 44.43" (RT)
Degree = 11° 57' 51.52"
Tangent = 54.7559
Length = 109.0383
Radius = 478.8891
External = 3.1202
Long Chord = 108.8029
Mid. Ord. = 3.1000
P.C. Station 0+00.00 N 1,805,978.4140 E 1,190,662.5360
P.T. Station 1+09.04 N 1,805,959.1578 E 1,190,769.6213
C.C. N 1,805,500.5076 E 1,190,631.8726
Back = S 86° 19' 43.75" E
Ahead = S 73° 16' 59.32" E
Chord Bear = S 79° 48' 21.53" E

Curve EXBLX3_2
P.I. Station 3+59.26 N 1,806,031.1330 E 1,190,529.9717
Delta = 245° 09' 06.27" (RT)
Degree = 35° 50' 14.76"
Tangent = 250.2247
Length = 684.0661
Radius = 159.8769
External = 456.8163
Long Chord = 269.4499
Mid. Ord. = 245.9572
P.C. Station 1+09.04 N 1,805,959.1578 E 1,190,769.6213
P.T. Station 7+93.10 N 1,805,783.4241 E 1,190,565.3644
C.C. N 1,805,806.0377 E 1,190,723.6340
Back = S 73° 16' 59.32" E
Ahead = N 8° 07' 53.05" W
Chord Bear = S 49° 17' 33.82" W

Curve EXBLX3_3
P.I. Station 8+13.96 N 1,805,804.0741 E 1,190,562.4139
Delta = 6° 33' 07.40" (RT)
Degree = 15° 43' 19.66"
Tangent = 20.8598
Length = 41.6741
Radius = 364.4276
External = 0.5965
Long Chord = 41.6514
Mid. Ord. = 0.5955
P.C. Station 7+93.10 N 1,805,783.4241 E 1,190,565.3644
P.T. Station 8+34.78 N 1,805,824.9260 E 1,190,561.8390
C.C. N 1,805,834.9701 E 1,190,926.1282
Back = N 8° 07' 53.05" W
Ahead = N 1° 34' 45.65" W
Chord Bear = N 4° 51' 19.35" W

EXISTING LINE X4 – SIBLEY

Curve X4_1
P.I. Station 350+32.02 N 1,805,388.3287 E 1,190,567.2167
Delta = 14° 09' 37.84" (RT)
Degree = 22° 13' 35.41"
Tangent = 32.0182
Length = 63.7100
Radius = 257.7813
External = 1.9808
Long Chord = 63.5480
Mid. Ord. = 1.9657
P.C. Station 350+00.00 N 1,805,356.3159 E 1,190,567.7992
P.T. Station 350+63.71 N 1,805,419.5113 E 1,190,574.4835
C.C. N 1,805,361.0058 E 1,190,825.5379
Back = N 1° 02' 32.91" W
Ahead = N 13° 07' 04.93" E
Chord Bear = N 6° 02' 16.01" E

Curve X4_2
P.I. Station 351+47.26 N 1,805,500.8825 E 1,190,593.4461
Delta = 44° 09' 59.65" (RT)
Degree = 27° 49' 20.23"
Tangent = 83.5515
Length = 158.7453
Radiu = 205.9348
External = 16.3038
Long Chord = 154.8440
Mid. Ord. = 15.1077
P.C. Station 350+63.71 N 1,805,419.5113 E 1,190,574.4835
P.T. Station 352+22.46 N 1,805,546.0393 E 1,190,663.7435
C.C. N 1,805,372.7728 E 1,190,775.0443
Back = N 13° 07' 04.93" E
Ahead = N 57° 17' 04.58" E
Chord Bear = N 35° 12' 04.75" E

Curve X4_3
P.I. Station 352+45.51 N 1,805,558.4990 E 1,190,683.1401
Delta = 14° 58' 23.42" (RT)
Degree = 32° 39' 38.42"
Tangent = 23.0537
Length = 45.8447
Radius = 175.4274
External = 1.5083
Long Chord = 45.7143
Mid. Ord. = 1.4955
P.C. Station 352+22.46 N 1,805,546.0393 E 1,190,663.7435
P.T. Station 352+68.30 N 1,805,565.5243 E 1,190,705.0972
C.C. N 1,805,398.4407 E 1,190,758.5561
Back = N 57° 17' 04.58" E
Ahead = N 72° 15' 28.00" E
Chord Bear = N 64° 46' 16.29" E

Course from PT X4_3 to PC X4_6 N 72° 15' 28.00" E Dist 153.2673

Curve X4_6
P.I. Station 355+19.54 N 1,805,642.0853 E 1,190,944.3855
Delta = 51° 05' 23.20" (LT)
Degree = 27° 57' 03.80"
Tangent = 97.9706
Length = 182.7830
Radius = 204.9861
External = 22.2088
Long Chord = 176.7874
Mid. Ord. = 20.0379
P.C. Station 354+21.57 N 1,805,612.2302 E 1,190,851.0747
P.T. Station 356+04.35 N 1,805,733.4453 E 1,190,979.7631
C.C. N 1,805,807.4666 E 1,190,788.6083
Back = N 72° 15' 28.00" E
Ahead = N 21° 10' 04.80" E
Chord Bear = N 46° 42' 46.40" E

Course from PT X4_6 to PC X4_9 N 21° 10' 04.80" E Dist 151.1547

Curve X4_9
P.I. Station 358+67.96 N 1,805,979.2698 E 1,191,074.9542
Delta = 66° 21' 57.24" (RT)
Degree = 33° 19' 06.68"
Tangent = 112.4569
Length = 199.1862
Radius = 171.9637
External = 33.5066
Long Chord = 188.2364
Mid. Ord. = 28.0426
P.C. Station 357+55.50 N 1,805,874.4009 E 1,191,034.3456
P.T. Station 359+54.69 N 1,805,984.1087 E 1,191,187.3069
C.C. N 1,805,812.3042 E 1,191,194.7062
Back = N 21° 10' 04.80" E
Ahead = N 87° 32' 02.04" E
Chord Bear = N 54° 21' 03.42" E

EXISTING LINE X5 – SIBLEY

Curve X6_3
P.I. Station 415+41.86 N 1,806,728.3288 E 1,190,404.3499
Delta = 26° 27' 35.86" (RT)
Degree = 11° 39' 13.90"
Tangent = 115.5861
Length = 227.0489
Radius = 491.6463
External = 13.4044
Long Chord = 225.0366
Mid. Ord. = 13.0486
P.C. Station 414+26.28 N 1,806,843.7389 E 1,190,410.7248
P.T. Station 416+53.33 N 1,806,627.8488 E 1,190,347.2194
C.C. N 1,806,870.8543 E 1,189,919.8267
Back = S 3° 09' 41.74" W
Ahead = S 29° 37' 17.60" W
Chord Bear = S 16° 23' 29.67" W

Curve X5_4
P.I. Station 417+25.69 N 1,806,564.9435 E 1,190,311.4528
Delta = 30° 16' 03.87" (RT)
Degree = 21° 24' 51.60"
Tangent = 72.3624
Length = 141.3434
Radius = 267.5581
External = 9.6127
Long Chord = 139.7056
Mid. Ord. = 9.2793
P.C. Station 416+53.33 N 1,806,627.8488 E 1,190,347.2193
P.T. Station 417+94.67 N 1,806,528.6412 E 1,190,248.8552
C.C. N 1,806,760.0944 E 1,190,114.6287
Back = S 29° 37' 17.60" W
Ahead = S 59° 53' 21.47" W
Chord Bear = S 44° 45' 19.54" W

Course from PT X5_4 to PC X5_7 S 59° 53' 21.47" W Dist 156.8716

Curve X5_7
P.I. Station 420+90.09 N 1,806,380.4356 E 1,189,993.2971
Delta = 51° 25' 18.70" (LT)
Degree = 19° 54' 42.36"
Tangent = 138.5515
Length = 258.2486
Radius = 287.7484
External = 31.6192
Long Chord = 249.6683
Mid. Ord. = 28.4887
P.C. Station 419+51.54 N 1,806,449.9431 E 1,190,113.1522
P.T. Station 422+09.79 N 1,806,243.3943 E 1,189,972.8958
C.C. N 1,806,201.0241 E 1,190,257.5076
Back = S 59° 53' 21.47" W
Ahead = S 8° 28' 02.77" W
Chord Bear = S 34° 10' 42.12" W

Course from PT X5_7 to PC X5_10 S 8° 28' 02.77" W Dist 145.6234

Curve X5_10
P.I. Station 423+77.12 N 1,806,077.8882 E 1,189,948.2569
Delta = 29° 52' 19.08" (RT)
Degree = 70° 24' 37.72"
Tangent = 21.7067
Length = 42.4255
Radius = 81.3739
Externa = 2.8454
Long Chord = 41.9466
Mid. Ord. = 2.7493
P.C. Station 423+55.41 N 1,806,099.3582 E 1,189,951.4531
P.T. Station 423+97.84 N 1,806,060.8626 E 1,189,934.7918
C.C. N 1,806,111.3403 E 1,189,870.9662
Back = S 8° 28' 02.77" W
Ahead = S 38° 20' 21.86" W
Chord Bear = S 23° 24' 12.32" W

Curve X5_11
P.I. Station 424+23.35 N 1,806,040.8534 E 1,189,918.9672
Delta=34° 30' 37.96" (RT)
Degree=69° 45' 42.75"
Tangent= 25.5105
Length=49.4691
Radius=82.1305
External=3.8707
Long Chord=48.7247
Mid. Ord.= 3.6965
P.C. Station 423+97.84 N 1,806,060.8626 E 1,189,934.7918
P.T. Station 424+47.31 N 1,806,033.3310 E 1,189,894.5910
C.C. N 1,806,111.8096 E 1,189,870.3728
Back= S 38° 20' 21.86" W
Ahead= S 72° 50' 59.82" W
Chord Bear=S 55° 35' 40.84" W

EXISTING LINE X6 – SIBLEY

Curve EXBLRAMPX6_1
P.I. Station 450+75.56 N 1,806,050.8194 E 1,190,238.5890
Delta = 27° 10' 37.41" (RT)
Degree = 18° 19' 43.68"
Tangent = 75.5596
Length = 148.2752
Radius = 312.5997
External = 9.0023
Long Chord = 146.8891
Mid. Ord. = 8.7503
P.C. Station 450+00.00 N 1,806,048.9330 E 1,190,314.1250
P.T. Station 451+48.28 N 1,806,086.9981 E 1,190,172.2538
C.C. N 1,806,361.4353 E 1,190,321.9294
Back = N 88° 34' 09.83" W
Ahead = N 61° 23' 32.42" W
Chord Bear = N 74° 58' 51.13" W

Curve EXBLRAMPX6_2
P.I. Station 456+15.48 N 1,805,863.2944 E 1,190,582.4248
Delta = 223° 05' 15.98" (RT)
Degree = 31° 03' 45.88"
Tangent = 467.2083
Length = 718.1844
Radius = 184.4518
External = 686.7525
Long Chord = 343.1307
Mid. Ord. = 252.1850
P.C. Station 451+48.28 N 1,806,086.9981 E 1,190,172.2538
P.T. Station 458+66.46 N 1,806,306.8622 E 1,190,435.6896
C.C. N 1,806,248.9318 E 1,190,260.5710
Back = N 61° 23' 32.42" W
Ahead = S 18° 18' 16.44" E
Chord Bear = N 50° 09' 05.57" E

Curve EXBLRAMPX6_3
P.I. Station 458+96.63 N 1,806,278.2208 E 1,190,445.1643
Delta = 18° 08' 37.54" (RT)
Degree = 30° 19' 30.56"
Tangent = 30.1679
Length = 59.8307
Radius = 188.9381
External = 2.3933
Long Chord = 59.5811
Mid. Ord. = 2.3634
P.C. Station 458+66.46 N 1,806,306.8622 E 1,190,435.6896
P.T. Station 459+26.29 N 1,806,248.0530 E 1,190,445.2490
C.C. N 1,806,247.5227 E 1,190,256.3116
Back = S 18° 18' 16.44" E
Ahead = S 0° 09' 38.89" E
Chord Bear = S 9° 13' 57.67" E

EXISTING LINE X7 – SIBLEY

Curve X7_1
P.I. Station 500+49.93 N 1,805,898.3677 E 1,190,450.8735
Delta = 4° 12' 51.90" (RT)
Degree = 4° 13' 21.15"
Tangent = 49.9263
Length = 99.8076
Radius = 1,356.9026
External = 0.9182
Long Chord = 99.7851
Mid. Ord. = 0.9176
P.C. Station 500+00.00 N 1,805,948.2940 E 1,190,450.8680
P.T. Station 500+99.81 N 1,805,848.5760 E 1,190,447.2100
C.C. N 1,805,948.1438 E 1,189,093.9654
Back = S 0° 00' 22.84" E
Ahead = S 4° 12' 29.06" W
Chord Bear = S 2° 06' 03.11" W

Curve X7_2
P.I. Station 501+41.36 N 1,805,807.1362 E 1,190,444.1610
Delta = 16° 32' 45.35" (RT)
Degree = 20° 02' 58.34"
Tangent = 41.5518
Length = 82.5252
Radius = 285.7711
External = 3.0051
Long Chord = 82.2388
Mid. Ord. = 2.9738
P.C. Station 500+99.81 N 1,805,848.5760 E 1,190,447.2100
P.T. Station 501+82.33 N 1,805,768.2807 E 1,190,429.4368
C.C. N 1,805,869.5455 E 1,190,162.2093
Back = S 4° 12' 29.06" W
Ahead = S 20° 45' 14.41" W
Chord Bear = S 12° 28' 51.74" W

Curve X7_3
P.I. Station 506+11.38 N 1,806,169.4838 E 1,190,581.4711
Delta = 218° 30' 39.90" (RT)
Degree = 38° 13' 44.32"
Tangent = 429.0435
Length = 571.5850
Radius = 149.8753
External = 604.3430
Long Chord = 282.9816
Mid. Ord. = 199.3014
P.C. Station 501+82.33 N 1,805,768.2807 E 1,190,429.4368
P.T. Station 507+53.92 N 1,805,950.2139 E 1,190,212.6907
C.C. N 1,805,821.3900 E 1,190,289.2869
Back = S 20° 45' 14.41" W
Ahead = N 59° 15' 54.32" E
Chord Bear = N 49° 59' 25.64" W

Course from PT X7_3 to PC X7_6 N 59° 16' 05.80" E Dist 0.0156

Curve X7_6
P.I. Station 507+87.59 N 1,805,967.4188 E 1,190,241.6338
Delta = 26° 26' 59.49" (RT)
Degree = 40° 00' 30.95"
Tangent = 33.6550
Length = 66.1104
Radius = 143.2087
External = 3.9014
Long Chord = 65.5250
Mid. Ord. = 3.7980
P.C. Station 507+53.93 N 1,805,950.2219 E 1,190,212.7041
P.T. Station 508+20.04 N 1,805,969.9300 E 1,190,275.1950
C.C. N 1,805,827.1205 E 1,190,285.8804
Back = N 59° 16' 15.85" E
Ahead = N 85° 43' 15.34" E
Chord Bear = N 72° 29' 45.59" E

EXISTING RAMP X8 – SIBLEY BLVD

Curve X8_3

P.I. Station		554+88.98	N	1,805,438.1797	E 1,190,322.0421
Delta	=	30° 34' 40.44" (RT)			
Degree	=	8° 07' 53.09"			
Tangent	=	192.6169			
Length	=	376.0466			
Radius	=	704.6227			
External	=	25.8528			
Long Chord	=	371.5997			
Mid. Ord.	=	24.9378			
P.C. Station		552+96.36	N	1,805,564.7713	E 1,190,176.8669
P.T. Station		556+72.41	N	1,805,255.3402	E 1,190,382.6307
C.C.			N	1,805,033.6978	E 1,189,713.7751
Back	=	S 48° 54' 42.62" E			
Ahead	=	S 18° 20' 02.18" E			
Chord Bear	=	S 33° 37' 22.40" E			

Curve X8_4

P.I. Station		557+66.88	N	1,805,165.6690	E 1,190,412.3455
Delta	=	8° 03' 27.16" (RT)			
Degree	=	4° 16' 18.52"			
Tangent	=	94.4664			
Length	=	188.6213			
Radius	=	1,341.2531			
External	=	3.3226			
Long Chord	=	188.4659			
Mid. Ord.	=	3.3144			
P.C. Station		556+72.41	N	1,805,255.3402	E 1,190,382.6307
P.T. Station		558+61.03	N	1,805,072.7179	E 1,190,429.1980
C.C.			N	1,804,833.4427	E 1,189,109.4605
Back	=	S 18° 20' 02.18" E			
Ahead	=	S 10° 16' 35.01" E			
Chord Bear	=	S 14° 18' 18.59" E			

Curve X8_5

P.I. Station		559+56.88	N	1,804,978.4089	E 1,190,446.2967
Delta	=	7° 46' 10.98" (RT)			
Degree	=	4° 03' 33.95"			
Tangent	=	95.8465			
Length	=	191.3992			
Radius	=	1,411.4241			
External	=	3.2506			
Long Chord	=	191.2526			
Mid. Ord.	=	3.2431			
P.C. Station		558+61.03	N	1,805,072.7179	E 1,190,429.1980
P.T. Station		560+52.43	N	1,804,882.6541	E 1,190,450.4887
C.C.			N	1,804,820.9244	E 1,189,040.4151
Back	=	S 10° 16' 35.01" E			
Ahead	=	S 2° 30' 24.03" E			
Chord Bear	=	S 6° 23' 29.52" E			

Course from PT X8_5 to PC X8_8 S 2° 30' 24.03" E Dist 221.7614

Curve X8_8

P.I. Station		563+43.34	N	1,804,592.0202	E 1,190,463.2119
Delta	=	0° 33' 32.21" (RT)			
Degree	=	0° 24' 14.95"			
Tangent	=	69.1509			
Length	=	138.3007			
Radius	=	14,176.7239			
External	=	0.1687			
Long Chord	=	138.3002			
Mid. Ord.	=	0.1686			
P.C. Station		562+74.19	N	1,804,661.1050	E 1,190,460.1876
P.T. Station		564+12.49	N	1,804,522.9093	E 1,190,465.5622
C.C.			N	1,804,041.0747	E 1,176,297.0289
Back	=	S 2° 30' 24.03" E			
Ahead	=	S 1° 56' 51.82" E			
Chord Bear	=	S 2° 13' 37.93" E			

Course from PT X8_8 to X810 S 1° 56' 51.82" E Dist 822.8577

EXISTING LINCOLN AVE

Point LINC13 N 1,805,839.0916 E 1,189,865.4394 Sta 392+00.00

Course from LINC13 to LINC14 S 54° 06' 01.23" E Dist 1,420.7117

Point LINC14 N 1,805,006.0324 E 1,191,016.2800 Sta 406+20.71

Course from LINC14 to LINC15 S 55° 27' 45.56" E Dist 179.3277

Point LINC15 N 1,804,904.3638 E 1,191,164.0023 Sta 408+00.04

EXISTING 154TH ST

Point 1080 N 1,803,364.4868 E 1,190,092.6950 Sta 545+50.00

Course from 1080 to 1081 N 88° 49' 56.21" E Dist 573.8234

Point 1081 N 1,803,376.1808 E 1,190,666.3993 Sta 551+23.82

Course from 1081 to 1082 N 89° 14' 08.80" E Dist 328.2360

Point 1082 N 1,803,380.5588 E 1,190,994.6061 Sta 554+52.06

EXISTING GREENWOOD AVE

Point 1112 N 1,801,310.1109 E 1,190,022.3788 Sta 98+00.00

Course from 1112 to 1113 S 38° 38' 09.46" E Dist 200.0000

Point 1113 N 1,801,153.8852 E 1,190,147.2528 Sta 100+00.00

Course from 1113 to 1114 S 38° 38' 09.46" E Dist 196.2198

Point 1114 N 1,801,000.6122 E 1,190,269.7666 Sta 101+96.22

EXISTING RAMP Y1 – US 6

Point Y11 N 1,798,113.1756 E 1,190,691.6696 Sta 650+00.00

Course from Y11 to PC Y1_3 N 86° 58' 26.54" W Dist 374.3165

Curve Y1_3

P.I. Station	654+47.07 N	1,798,136.7757 E	1,190,245.2227
Delta	= 21° 09' 44.16" (RT)		
Degree	= 14° 42' 41.04"		
Tangent	= 72.7537		
Length	= 143.8494		
Radius	= 389.4652		
External	= 6.7371		
Long Chord	= 143.0332		
Mid. Ord.	= 6.6225		
P.C. Station	653+74.32 N	1,798,132.9352 E	1,190,317.8750
P.T. Station	655+18.17 N	1,798,166.5855 E	1,190,178.8565
C.C.	N	1,798,521.8573 E	1,190,338.4342
Back	= N 86° 58' 26.54" W		
Ahead	= N 65° 48' 42.38" W		
Chord Bear	= N 76° 23' 34.46" W		

Course from PT Y1_3 to PC Y1_6 S 65° 48' 44.84" E Dist 0.0107

Curve Y1_6

P.I. Station	656+20.71 N	1,798,208.5915 E	1,190,085.3307
Delta	= 29° 29' 59.00" (RT)		
Degree	= 14° 42' 41.04"		
Tangent	= 102.5366		
Length	= 200.5229		
Radius	= 389.4652		
External	= 13.2716		
Long Chord	= 198.3154		
Mid. Ord.	= 12.8342		
P.C. Station	655+18.18 N	1,798,166.5811 E	1,190,178.8662
P.T. Station	657+18.70 N	1,798,291.2142 E	1,190,024.6080
C.C.	N	1,798,521.8573 E	1,190,338.4342
Back	= N 65° 48' 48.03" W		
Ahead	= N 36° 18' 49.04" W		
Chord Bear	= N 51° 03' 48.54" W		

Course from PT Y1_6 to PC Y1_9 N 36° 18' 49.04" W Dist 806.5787

Curve Y1_9

P.I. Station	666+01.24 N	1,799,002.3503 E	1,189,501.9663
Delta	= 20° 42' 18.07" (RT)		
Degree	= 13° 46' 47.09"		
Tangent	= 75.9568		
Length	= 150.2569		
Radius	= 415.7970		
External	= 6.8809		
Long Chord	= 149.4406		
Mid. Ord.	= 6.7689		
P.C. Station	665+25.28 N	1,798,941.1452 E	1,189,546.9483
P.T. Station	666+75.54 N	1,799,075.5060 E	1,189,481.5290
C.C.	N	1,799,187.3822 E	1,189,881.9923
Back	= N 36° 18' 49.04" W		
Ahead	= N 15° 36' 30.97" W		
Chord Bear	= N 25° 57' 40.01" W		

Curve Y1_10

P.I. Station	667+04.97 N	1,799,103.8552 E	1,189,473.6092
Delta	= 13° 50' 33.02" (RT)		
Degree	= 23° 37' 44.19"		
Tangent	= 29.4347		
Length	= 58.5828		
Radius	= 242.4814		
External	= 1.7800		
Long Chord	= 58.4405		
Mid. Ord.	= 1.7670		
P.C. Station	666+75.54 N	1,799,075.5060 E	1,189,481.5290
P.T. Station	667+34.12 N	1,799,133.2760 E	1,189,472.7020
C.C.	N	1,799,140.7491 E	1,189,715.0682
Back	= N 15° 36' 30.97" W		
Ahead	= N 1° 45' 57.95" W		
Chord Bear	= N 8° 41' 14.46" W		

EXISTING RAMP Y1 – US 6 CONTINUED

Curve Y1_11

P.I. Station	667+70.14 N	1,799,169.2810 E	1,189,471.5918
Delta	= 5° 57' 59.08" (RT)		
Degree	= 8° 17' 20.74"		
Tangent	= 36.0221		
Length	= 71.9790		
Radius	= 691.2187		
External	= 0.9380		
Long Chord	= 71.9465		
Mid. Ord.	= 0.9367		
P.C. Station	667+34.12 N	1,799,133.2760 E	1,189,472.7020
P.T. Station	668+06.10 N	1,799,205.2063 E	1,189,474.2302
C.C.	N	1,799,154.5789 E	1,190,163.5924
Back	= N 1° 45' 57.95" W		
Ahead	= N 4° 12' 01.13" E		
Chord Bear	= N 1° 13' 01.59" E		

Curve Y1_12

P.I. Station	668+22.25 N	1,799,221.3193 E	1,189,475.4136
Delta	= 6° 34' 44.97" (RT)		
Degree	= 20° 22' 59.76"		
Tangent	= 16.1564		
Length	= 32.2773		
Radius	= 281.0922		
External	= 0.4639		
Long Chord	= 32.2595		
Mid. Ord.	= 0.4632		
P.C. Station	668+06.10 N	1,799,205.2063 E	1,189,474.2302
P.T. Station	668+38.37 N	1,799,237.1906 E	1,189,478.4353
C.C.	N	1,799,184.6181 E	1,189,754.5675
Back	= N 4° 12' 01.13" E		
Ahead	= N 10° 46' 46.10" E		
Chord Bear	= N 7° 29' 23.62" E		

Curve Y1_13

P.I. Station	670+20.14 N	1,799,415.7479 E	1,189,512.4306
Delta	= 4° 31' 15.74" (RT)		
Degree	= 1° 14' 39.47"		
Tangent	= 181.7647		
Length	= 363.3408		
Radius	= 4,604.6699		
External	= 3.5861		
Long Chord	= 363.2465		
Mid. Ord.	= 3.5833		
P.C. Station	668+38.37 N	1,799,237.1906 E	1,189,478.4353
P.T. Station	672+01.72 N	1,799,591.0700 E	1,189,560.3950
C.C.	N	1,798,375.9820 E	1,194,001.8527
Back	= N 10° 46' 46.10" E		
Ahead	= N 15° 18' 01.84" E		
Chord Bear	= N 13° 02' 23.97" E		

EXISTING RAMP Y2 – US 6

Curve Y2_1

P.I. Station	700+53.32 N	1,798,210.2385 E	1,189,360.0133
Delta	= 8° 05' 38.05" (RT)		
Degree	= 7° 36' 08.79"		
Tangent	= 53.3210		
Length	= 106.4645		
Radius	= 753.6496		
External	= 1.8839		
Long Chord	= 106.3760		
Mid. Ord.	= 1.8792		
P.C. Station	700+00.00 N	1,798,156.9260 E	1,189,360.9655
P.T. Station	701+06.46 N	1,798,263.1539 E	1,189,366.5769
C.C.	N	1,798,170.3837 E	1,190,114.4949
Back	= N 1° 01' 23.38" W		
Ahead	= N 7° 04' 14.67" E		
Chord Bear	= N 3° 01' 25.64" E		

EXISTING RAMP Y2 – US 6 CONTINUED

Curve Y2_2

P.I. Station	701+68.71 N	1,798,324.9224 E	1,189,374.2385
Delta	= 21° 47' 25.73" (RT)		
Degree	= 17° 43' 07.65"		
Tangent	= 62.2418		
Length	= 122.9795		
Radius	= 323.3616		
External	= 5.9358		
Long Chord	= 122.2397		
Mid. Ord.	= 5.8288		
P.C. Station	701+06.46 N	1,798,263.1540 E	1,189,366.5769
P.T. Station	702+29.44 N	1,798,379.4332 E	1,189,404.2820
C.C.	N	1,798,223.3498 E	1,189,687.4793
Back	= N 7° 04' 14.68" E		
Ahead	= N 28° 51' 40.41" E		
Chord Bear	= N 17° 57' 57.54" E		

Course from PT Y2_2 to PC Y2_5 N 28° 51' 40.41" E Dist 22.4720

Curve Y2_5

P.I. Station	702+85.85 N	1,798,428.8313 E	1,189,431.5076
Delta	= 14° 08' 33.62" (RT)		
Degree	= 20° 56' 46.35"		
Tangent	= 33.9320		
Length	= 67.5190		
Radius	= 273.5377		
External	= 2.0966		
Long Chord	= 67.3477		
Mid. Ord.	= 2.0806		
P.C. Station	702+51.92 N	1,798,399.1140 E	1,189,415.1290
P.T. Station	703+19.44 N	1,798,453.6460 E	1,189,454.6508
C.C.	N	1,798,267.0801 E	1,189,654.6910
Back	= N 28° 51' 40.41" E		
Ahead	= N 43° 00' 14.03" E		
Chord Bear	= N 35° 55' 57.22" E		

Curve Y2_6

P.I. Station	703+43.20 N	1,798,471.0239 E	1,189,470.8582
Delta	= 7° 47' 43.20" (RT)		
Degree	= 16° 25' 39.83"		
Tangent	= 23.7628		
Length	= 47.4523		
Radius	= 348.7748		
External	= 0.8086		
Long Chord	= 47.4157		
Mid. Ord.	= 0.8067		
P.C. Station	703+19.44 N	1,798,453.6460 E	1,189,454.6508
P.T. Station	703+66.89 N	1,798,486.0430 E	1,189,489.2729
C.C.	N	1,798,215.7648 E	1,189,709.7124
Back	= N 43° 00' 14.03" E		
Ahead	= N 50° 47' 57.23" E		
Chord Bear	= N 46° 54' 05.63" E		

Curve Y2_7

P.I. Station	703+92.34 N	1,798,502.1287 E	1,189,508.9954
Delta	= 11° 59' 41.12" (RT)		
Degree	= 23° 39' 04.90"		
Tangent	= 25.4505		
Length	= 50.7149		
Radius	= 242.2515		
External	= 1.3332		
Long Chord	= 50.6223		
Mid. Ord.	= 1.3259		
P.C. Station	703+66.89 N	1,798,486.0430 E	1,189,489.2729
P.T. Station	704+17.60 N	1,798,513.7644 E	1,189,531.6302
C.C.	N	1,798,298.3136 E	1,189,642.3855
Back	= N 50° 47' 57.23" E		
Ahead	= N 62° 47' 38.35" E		
Chord Bear	= N 56° 47' 47.79" E		

EXISTING RAMP Y3 – US 6 CONTINUED

Curve Y3_4

P.I. Station	753+38.06	N	1,797,862.7220	E	1,189,867.4457
Delta	= 34° 50' 57.62" (RT)				
Degree	= 48° 49' 22.35"				
Tangent	= 36.8321				
Length	= 71.3791				
Radius	= 117.3544				
External	= 5.6442				
Long Chord	= 70.2839				
Mid. Ord.	= 5.3852				
P.C. Station	753+01.23	N	1,797,895.9085	E	1,189,851.4687
P.T. Station	753+72.61	N	1,797,826.3577	E	1,189,861.5938
C.C.		N	1,797,845.0029	E	1,189,745.7300
Back	= S 25° 42' 26.93" E				
Ahead	= S 9° 08' 30.69" W				
Chord Bear	= S 8° 16' 58.12" E				

Curve Y3_5

P.I. Station	754+34.85	N	1,797,764.9011	E	1,189,851.7040
Delta	= 42° 44' 12.95" (RT)				
Degree	= 36° 00' 49.63"				
Tangent	= 62.2473				
Length	= 118.6683				
Radius	= 159.0940				
External	= 11.7440				
Long Chord	= 115.9364				
Mid. Ord.	= 10.9367				
P.C. Station	753+72.61	N	1,797,826.3577	E	1,189,861.5938
P.T. Station	754+91.28	N	1,797,726.4742	E	1,189,802.7336
C.C.		N	1,797,851.6345	E	1,189,704.5206
Back	= S 9° 08' 30.69" W				
Ahead	= S 51° 52' 43.65" W				
Chord Bear	= S 30° 30' 37.17" W				

Curve Y3_6

P.I. Station	755+29.28	N	1,797,703.0149	E	1,189,772.8377
Delta	= 4° 28' 47.48" (RT)				
Degree	= 5° 53' 50.42"				
Tangent	= 38.0014				
Length	= 75.9640				
Radius	= 971.5532				
External	= 0.7429				
Long Chord	= 75.9447				
Mid. Ord.	= 0.7423				
P.C. Station	754+91.28	N	1,797,726.4742	E	1,189,802.7336
P.T. Station	755+67.24	N	1,797,681.9624	E	1,189,741.2008
C.C.		N	1,798,490.8014	E	1,189,202.9674
Back	= S 51° 52' 43.62" W				
Ahead	= S 56° 21' 31.10" W				
Chord Bear	= S 54° 07' 07.36" W				

Course from PT Y3_6 to PC Y3_9 S 56° 21' 31.10" W Dist 52.2557

Curve Y3_9

P.I. Station	756+59.66	N	1,797,630.7646	E	1,189,664.2624
Delta	= 6° 15' 00.49" (RT)				
Degree	= 7° 47' 21.11"				
Tangent	= 40.1604				
Length	= 80.2411				
Radius	= 735.5801				
External	= 1.0955				
Long Chord	= 80.2013				
Mid. Ord.	= 1.0939				
P.C. Station	756+19.50	N	1,797,653.0132	E	1,189,697.6968
P.T. Station	756+99.74	N	1,797,612.2883	E	1,189,628.6046
C.C.		N	1,798,265.3994	E	1,189,290.1908
Back	= S 56° 21' 31.10" W				
Ahead	= S 62° 36' 31.59" W				
Chord Bear	= S 59° 29' 01.34" W				

EXISTING RAMP Y3 – US 6 CONTINUED

Curve Y3_10

P.I. Station	757+44.89	N	1,797,591.5162	E	1,189,588.5161
Delta	= 29° 46' 16.68" (RT)				
Degree	= 33° 43' 52.65"				
Tangent	= 45.1505				
Length	= 88.2602				
Radius	= 169.8594				
External	= 5.8984				
Long Chord	= 87.2706				
Mid. Ord.	= 5.7004				
P.C. Station	756+99.74	N	1,797,612.2883	E	1,189,628.6046
P.T. Station	757+88.00	N	1,797,593.3912	E	1,189,543.4045
C.C.		N	1,797,763.1041	E	1,189,550.4584
Back	= S 62° 36' 31.59" W				
Ahead	= N 87° 37' 11.73" W				
Chord Bear	= S 77° 29' 39.93" W				

Curve Y3_11

P.I. Station	758+31.34	N	1,797,595.1911	E	1,189,500.1005
Delta	= 25° 02' 46.12" (RT)				
Degree	= 29° 21' 47.09"				
Tangent	= 43.3414				
Length	= 85.2981				
Radius	= 195.1286				
External	= 4.7555				
Long Chord	= 84.6205				
Mid. Ord.	= 4.6423				
P.C. Station	757+88.00	N	1,797,593.3912	E	1,189,543.4045
P.T. Station	758+73.29	N	1,797,615.1544	E	1,189,461.6304
C.C.		N	1,797,788.3515	E	1,189,551.5078
Back	= N 87° 37' 11.73" W				
Ahead	= N 62° 34' 25.61" W				
Chord Bear	= N 75° 05' 48.67" W				

Curve Y3_12

P.I. Station	759+75.49	N	1,797,662.2284	E	1,189,370.9171
Delta	= 60° 58' 53.15" (RT)				
Degree	= 33° 00' 39.67"				
Tangent	= 102.2001				
Length	= 184.7305				
Radius	= 173.5656				
External	= 27.8540				
Long Chord	= 176.1339				
Mid. Ord.	= 24.0021				
P.C. Station	758+73.29	N	1,797,615.1544	E	1,189,461.6304
P.T. Station	760+58.03	N	1,797,764.3890	E	1,189,368.0772
C.C.		N	1,797,769.2121	E	1,189,541.5758
Back	= N 62° 34' 25.61" W				
Ahead	= N 1° 35' 32.46" W				
Chord Bear	= N 32° 04' 59.04" W				

Course from PT Y3_12 to Y314 N 1° 35' 32.46" W Dist 186.2165

Point Y314 N 1,797,950.5336 E 1,189,362.9026 Sta 762+44.24

EXISTING RAMP Y4 – US 6

Point Y41 N 1,796,781.0395 E 1,189,378.3948 Sta 800+00.00

Course from Y41 to PC Y4_3 N 3° 38' 28.01" E Dist 446.8716

Curve Y4_3

P.I. Station	805+99.62	N	1,797,379.4496	E	1,189,416.4746
Delta	= 54° 22' 47.59" (RT)				
Degree	= 19° 16' 08.73"				
Tangent	= 152.7489				
Length	= 282.2130				
Radius	= 297.3455				
External	= 36.9396				
Long Chord	= 271.7392				
Mid. Ord.	= 32.8577				
P.C. Station	804+46.87	N	1,797,227.0091	E	1,189,406.7741
P.T. Station	807+29.08	N	1,797,460.3467	E	1,189,546.0427
C.C.		N	1,797,208.1256	E	1,189,703.5194
Back	= N 3° 38' 28.01" E				
Ahead	= N 58° 01' 15.59" E				
Chord Bear	= N 30° 49' 51.80" E				

Course from PT Y4_3 to PC Y4_6 N 58° 01' 15.59" E Dist 227.8437

Curve Y4_6

P.I. Station	811+24.08	N	1,797,669.5400	E	1,189,881.0952
Delta	= 24° 19' 21.06" (LT)				
Degree	= 7° 23' 12.51"				
Tangent	= 167.1526				
Length	= 329.2696				
Radius	= 775.6500				
External	= 17.8063				
Long Chord	= 326.8028				
Mid. Ord.	= 17.4067				
P.C. Station	809+56.93	N	1,797,581.0146	E	1,189,739.3093
P.T. Station	812+86.20	N	1,797,808.6057	E	1,189,973.8352
C.C.		N	1,798,238.9538	E	1,189,328.5185
Back	= N 58° 01' 15.59" E				
Ahead	= N 33° 41' 54.54" E				
Chord Bear	= N 45° 51' 35.07" E				

Course from PT Y4_6 to PC Y4_9 N 33° 41' 54.54" E Dist 82.5492

Curve Y4_9

P.I. Station	815+41.56	N	1,798,021.0606	E	1,190,115.5168
Delta	= 53° 37' 58.46" (RT)				
Degree	= 16° 45' 34.08"				
Tangent	= 172.8148				
Length	= 320.0156				
Radius	= 341.8711				
External	= 41.1965				
Long Chord	= 308.4593				
Mid. Ord.	= 36.7661				
P.C. Station	813+68.75	N	1,797,877.2841	E	1,190,019.6353
P.T. Station	816+88.76	N	1,798,029.1067	E	1,190,288.1442
C.C.		N	1,797,687.6064	E	1,190,304.0614
Back	= N 33° 41' 54.54" E				
Ahead	= N 87° 19' 53.00" E				
Chord Bear	= N 60° 30' 53.77" E				

Course from PT Y4_9 to Y411 N 87° 19' 53.00" E Dist 455.8257

Point Y411 N 1,798,050.3296 E 1,190,743.4756 Sta 821+44.59

EXISTING RAMP Y5 – US 6

Curve Y5_1

P.I. Station	850+90.81	N	1,799,169.9854	E	1,189,335.2361
Delta	= 11° 23' 59.59" (RT)				
Degree	= 6° 17' 51.99"				
Tangent	= 90.8070				
Length	= 181.0145				
Radius	= 909.7781				
External	= 4.5206				
Long Chord	= 180.7161				
Mid. Ord.	= 4.4982				
P.C. Station	850+00.00	N	1,799,257.6710	E	1,189,358.8400
P.T. Station	851+81.01	N	1,799,088.6951	E	1,189,294.7663
C.C.		N	1,799,494.1539	E	1,188,480.3345
Back	= S 15° 03' 58.28" W				
Ahead	= S 26° 27' 57.87" W				
Chord Bear	= S 20° 45' 58.08" W				

Curve Y5_2

P.I. Station	853+50.63	N	1,798,936.8538	E	1,189,219.1733
Delta	= 19° 10' 00.26" (RT)				
Degree	= 5° 42' 11.79"				
Tangent	= 169.6175				
Length	= 336.0656				
Radius	= 1,004.6121				
External	= 14.2184				
Long Chord	= 334.5008				
Mid. Ord.	= 14.0200				
P.C. Station	851+81.01	N	1,799,088.6951	E	1,189,294.7663
P.T. Station	855+17.08	N	1,798,818.2480	E	1,189,097.9182
C.C.		N	1,799,536.4184	E	1,188,395.4392
Back	= S 26° 27' 57.87" W				
Ahead	= S 45° 37' 58.14" W				
Chord Bear	= S 36° 02' 58.01" W				

Course from PT Y5_2 to PC Y5_5 S 45° 37' 58.14" W Dist 282.2418

Curve Y5_5

P.I. Station	859+52.31	N	1,798,513.9097	E	1,188,786.7819
Delta	= 18° 09' 25.72" (LT)				
Degree	= 5° 59' 03.19"				
Tangent	= 152.9911				
Length	= 303.4171				
Radius	= 957.4480				
External	= 12.1462				
Long Chord	= 302.1491				
Mid. Ord.	= 11.9941				
P.C. Station	857+99.32	N	1,798,620.8893	E	1,188,896.1511
P.T. Station	861+02.74	N	1,798,378.1750	E	1,188,716.1961
C.C.		N	1,797,936.4354	E	1,189,565.6505
Back	= S 45° 37' 58.14" W				
Ahead	= S 27° 28' 32.42" W				
Chord Bear	= S 36° 33' 15.28" W				

Course from PT Y5_5 to PC Y5_8 S 27° 28' 32.42" W Dist 222.5660

Curve Y5_8

P.I. Station	864+38.26	N	1,798,080.4959	E	1,188,561.3948
Delta	= 60° 13' 57.23" (RT)				
Degree	= 29° 25' 20.75"				
Tangent	= 112.9579				
Length	= 204.7165				
Radius	= 194.7350				
External	= 30.3899				
Long Chord	= 195.4192				
Mid. Ord.	= 26.2875				
P.C. Station	863+25.31	N	1,798,180.7129	E	1,188,613.5104
P.T. Station	865+30.02	N	1,798,075.9789	E	1,188,448.5272
C.C.		N	1,798,270.5582	E	1,188,440.7401
Back	= S 27° 28' 32.42" W				
Ahead	= S 87° 42' 29.65" W				
Chord Bear	= S 57° 35' 31.04" W				

Course from PT Y5_8 to Y510 S 87° 42' 29.65" W Dist 168.1100

Point Y510 N 1,798,069.2565 E 1,188,280.5517 Sta 866+98.13

EXISTING RAMP Y6 – US 6

Curve Y6_1

P.I. Station	900+85.32	N	1,798,086.3245	E	1,189,020.4832
Delta	= 22° 31' 08.39" (RT)				
Degree	= 13° 22' 11.60"				
Tangent	= 85.3165				
Length	= 168.4307				
Radius	= 428.5434				
External	= 8.4101				
Long Chord	= 167.3487				
Mid. Ord.	= 8.2482				
P.C. Station	900+00.00	N	1,798,087.9880	E	1,189,105.7835
P.T. Station	901+68.43	N	1,798,117.4569	E	1,188,941.0498
C.C.		N	1,798,516.4500	E	1,189,097.4275
Back	= S 88° 52' 57.86" W				
Ahead	= N 68° 35' 53.75" W				
Chord Bear	= N 79° 51' 27.95" W				

Curve Y6_2

P.I. Station	902+17.52	N	1,798,135.3708	E	1,188,895.3430
Delta	= 27° 02' 11.33" (RT)				
Degree	= 28° 03' 33.05"				
Tangent	= 49.0919				
Length	= 96.3552				
Radius	= 204.1962				
External	= 5.8183				
Long Chord	= 95.4637				
Mid. Ord.	= 5.6571				
P.C. Station	901+68.43	N	1,798,117.4569	E	1,188,941.0498
P.T. Station	902+64.79	N	1,798,172.1033	E	1,188,862.7741
C.C.		N	1,798,307.5727	E	1,189,015.5620
Back	= N 68° 35' 53.75" W				
Ahead	= N 41° 33' 42.42" W				
Chord Bear	= N 55° 04' 48.08" W				

Curve Y6_3

P.I. Station	902+74.79	N	1,798,179.5853	E	1,188,856.1403
Delta	= 2° 18' 02.88" (RT)				
Degree	= 11° 30' 22.69"				
Tangent	= 9.9993				
Length	= 19.9960				
Radius	= 497.9513				
External	= 0.1004				
Long Chord	= 19.9947				
Mid. Ord.	= 0.1004				
P.C. Station	902+64.79	N	1,798,172.1033	E	1,188,862.7741
P.T. Station	902+84.78	N	1,798,187.3275	E	1,188,849.8121
C.C.		N	1,798,502.4578	E	1,189,235.3616
Back	= N 41° 33' 42.42" W				
Ahead	= N 39° 15' 39.54" W				
Chord Bear	= N 40° 24' 40.98" W				

Curve Y6_4

P.I. Station	903+62.12	N	1,798,247.2076	E	1,188,800.8689
Delta	= 41° 10' 38.44" (RT)				
Degree	= 27° 49' 48.67"				
Tangent	= 77.3374				
Length	= 147.9593				
Radius	= 205.8764				
External	= 14.0467				
Long Chord	= 144.7956				
Mid. Ord.	= 13.1495				
P.C. Station	902+84.78	N	1,798,187.3275	E	1,188,849.8121
P.T. Station	904+32.74	N	1,798,324.5017	E	1,188,803.4551
C.C.		N	1,798,317.6171	E	1,189,009.2163
Back	= N 39° 15' 39.54" W				
Ahead	= N 1° 54' 58.90" E				
Chord Bear	= N 18° 40' 20.32" W				

EXISITING RAMP Y6 – US 6 CONTINUED

Curve Y6_5

P.I. Station	904+47.23	N	1,798,338.9832	E	1,188,803.9396
Delta	= 6° 09' 39.61" (RT)				
Degree	= 21° 16' 50.04"				
Tangent	= 14.4896				
Length	= 28.9513				
Radius	= 269.2399				
External	= 0.3896				
Long Chord	= 28.9374				
Mid. Ord.	= 0.3890				
P.C. Station	904+32.74	N	1,798,324.5017	E	1,188,803.4551
P.T. Station	904+61.69	N	1,798,353.3291	E	1,188,805.9756
C.C.		N	1,798,315.4982	E	1,189,072.5444
Back	= N 1° 54' 58.90" E				
Ahead	= N 8° 04' 38.51" E				
Chord Bear	= N 4° 59' 48.70" E				

Curve Y6_6

P.I. Station	905+57.32	N	1,798,448.0055	E	1,188,819.4119
Delta	= 47° 31' 43.67" (RT)				
Degree	= 26° 22' 55.71"				
Tangent	= 95.6250				
Length	= 180.1552				
Radius	= 217.1764				
External	= 20.1203				
Long Chord	= 175.0340				
Mid. Ord.	= 18.4143				
P.C. Station	904+61.69	N	1,798,353.3291	E	1,188,805.9756
P.T. Station	906+41.85	N	1,798,502.0220	E	1,188,898.3192
C.C.		N	1,798,322.8136	E	1,189,020.9974
Back	= N 8° 04' 38.51" E				
Ahead	= N 55° 36' 22.18" E				
Chord Bear	= N 31° 50' 30.34" E				

Curve Y6_7

P.I. Station	906+51.75	N	1,798,507.6161	E	1,188,906.4910
Delta	= 4° 50' 45.06" (RT)				
Degree	= 24° 28' 50.60"				
Tangent	= 9.9032				
Length	= 19.7946				
Radius	= 234.0445				
External	= 0.2094				
Long Chord	= 19.7887				
Mid. Ord.	= 0.2092				
P.C. Station	906+41.85	N	1,798,502.0220	E	1,188,898.3192
P.T. Station	906+61.64	N	1,798,512.4999	E	1,188,915.1062
C.C.		N	1,798,308.8945	E	1,189,030.5258
Back	= N 55° 36' 22.18" E				
Ahead	= N 60° 27' 07.24" E				
Chord Bear	= N 58° 01' 44.71" E				

Curve Y6_8

P.I. Station	907+74.29	N	1,798,568.0545	E	1,189,013.1072
Delta	= 54° 17' 17.74" (RT)				
Degree	= 26° 04' 34.46"				
Tangent	= 112.6521				
Length	= 208.1905				
Radius	= 219.7241				
External	= 27.1953				
Long Chord	= 200.4896				
Mid. Ord.	= 24.2000				
P.C. Station	906+61.64	N	1,798,512.4999	E	1,188,915.1062
P.T. Station	908+69.83	N	1,798,520.9090	E	1,189,115.4194
C.C.		N	1,798,321.3524	E	1,189,023.4637
Back	= N 60° 27' 07.24" E				
Ahead	= S 65° 15' 35.02" E				
Chord Bear	= N 87° 35' 46.11" E				

MODEL: Default
FILE NAME: \\hbmepw11ics01\ICS_pdf_work_dir\24341\1453_74D1602K53-cnt-ATB028.dgn

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - ADS	REVISED -	
	DRAWN - ADS	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURVE DATA
I-94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-28 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	96
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

EXISTING RAMP Y6 – US 6 CONTINUED

Curve Y6_9

P.I. Station	908+90.70	N	1,798,512.1757	E	1,189,134.3719
Delta	= 8° 52' 07.66" (RT)				
Degree	= 21° 17' 32.96"				
Tangent	= 20.8678				
Length	= 41.6522				
Radius	= 269.0892				
External	= 0.8079				
Long Chord	= 41.6107				
Mid. Ord.	= 0.8055				
P.C. Station	908+69.83	N	1,798,520.9090	E	1,189,115.4194
P.T. Station	909+11.49	N	1,798,500.6249	E	1,189,151.7513
C.C.		N	1,798,276.5184	E	1,189,002.8041
Back	= S 65° 15' 35.02" E				
Ahead	= S 56° 23' 27.36" E				
Chord Bear	= S 60° 49' 31.19" E				

Curve Y6_10

P.I. Station	909+34.74	N	1,798,487.7523	E	1,189,171.1194
Delta	= 15° 28' 26.71" (RT)				
Degree	= 33° 28' 23.38"				
Tangent	= 23.2557				
Length	= 46.2283				
Radius	= 171.1693				
External	= 1.5726				
Long Chord	= 46.0880				
Mid. Ord.	= 1.5583				
P.C. Station	909+11.49	N	1,798,500.6249	E	1,189,151.7513
P.T. Station	909+57.71	N	1,798,470.1789	E	1,189,186.3510
C.C.		N	1,798,358.0693	E	1,189,057.0051
Back	= S 56° 23' 27.36" E				
Ahead	= S 40° 55' 00.65" E				
Chord Bear	= S 48° 39' 14.00" E				

Curve Y6_11

P.I. Station	909+90.10	N	1,798,445.7042	E	1,189,207.5642
Delta	= 15° 27' 31.81" (RT)				
Degree	= 24° 00' 38.19"				
Tangent	= 32.3884				
Length	= 64.3834				
Radius	= 238.6269				
External	= 2.1880				
Long Chord	= 64.1883				
Mid. Ord.	= 2.1681				
P.C. Station	909+57.71	N	1,798,470.1789	E	1,189,186.3510
P.T. Station	910+22.10	N	1,798,416.4607	E	1,189,221.4864
C.C.		N	1,798,313.8871	E	1,189,006.0300
Back	= S 40° 55' 00.65" E				
Ahead	= S 25° 27' 28.84" E				
Chord Bear	= S 33° 11' 14.74" E				

Curve Y6_12

P.I. Station	910+42.37	N	1,798,398.1605	E	1,189,230.1987
Delta	= 14° 06' 48.45" (RT)				
Degree	= 34° 59' 37.25"				
Tangent	= 20.2683				
Length	= 40.3314				
Radius	= 163.7318				
External	= 1.2497				
Long Chord	= 40.2296				
Mid. Ord.	= 1.2403				
P.C. Station	910+22.10	N	1,798,416.4607	E	1,189,221.4864
P.T. Station	910+62.43	N	1,798,378.2882	E	1,189,234.1856
C.C.		N	1,798,346.0807	E	1,189,073.6528
Back	= S 25° 27' 28.84" E				
Ahead	= S 11° 20' 40.39" E				
Chord Bear	= S 18° 24' 04.62" E				

EXISTING RAMP Y6 – US 6 CONTINUED

Curve Y6_13

P.I. Station	910+98.55	N	1,798,342.8735	E	1,189,241.2908
Delta	= 10° 08' 54.22" (RT)				
Degree	= 14° 05' 05.51"				
Tangent	= 36.1204				
Length	= 72.0518				
Radius	= 406.7897				
External	= 1.6005				
Long Chord	= 71.9576				
Mid. Ord.	= 1.5942				
P.C. Station	910+62.43	N	1,798,378.2882	E	1,189,234.1856
P.T. Station	911+34.48	N	1,798,306.7610	E	1,189,242.0449
C.C.		N	1,798,298.2691	E	1,188,835.3438
Back	= S 11° 20' 40.39" E				
Ahead	= S 1° 11' 46.17" E				
Chord Bear	= S 6° 16' 13.28" E				

Course from PT Y6_13 to Y615 S 1° 11' 46.17" E Dist 203.0213

Point Y615	N	1,798,103.7840	E	1,189,246.2830	Sta 913+37.50

EXISTING RAMP Y7 – US 6

Point Y71	N	1,797,928.8072	E	1,189,246.0568	Sta 950+00.00

Course from Y71 to PC Y7_3 S 7° 03' 10.37" W Dist 49.9235

Curve Y7_3

P.I. Station	951+22.22	N	1,797,807.5134	E	1,189,231.0502
Delta	= 8° 55' 08.32" (RT)				
Degree	= 6° 10' 51.38"				
Tangent	= 72.2951				
Length	= 144.2981				
Radius	= 926.9755				
External	= 2.8149				
Long Chord	= 144.1525				
Mid. Ord.	= 2.8064				
P.C. Station	950+49.92	N	1,797,879.2615	E	1,189,239.9270
P.T. Station	951+94.22	N	1,797,738.0091	E	1,189,211.1571
C.C.		N	1,797,993.0805	E	1,188,319.9657
Back	= S 7° 03' 10.37" W				
Ahead	= S 15° 58' 18.69" W				
Chord Bear	= S 11° 30' 44.53" W				

Curve Y7_4

P.I. Station	952+44.49	N	1,797,689.6801	E	1,189,197.3247
Delta	= 14° 12' 04.51" (RT)				
Degree	= 14° 11' 52.34"				
Tangent	= 50.2695				
Length	= 100.0238				
Radius	= 403.5519				
External	= 3.1189				
Long Chord	= 99.7680				
Mid. Ord.	= 3.0950				
P.C. Station	951+94.22	N	1,797,738.0091	E	1,189,211.1571
P.T. Station	952+94.25	N	1,797,646.2216	E	1,189,172.0585
C.C.		N	1,797,849.0525	E	1,188,823.1836
Back	= S 15° 58' 18.69" W				
Ahead	= S 30° 10' 23.20" W				
Chord Bear	= S 23° 04' 20.94" W				

EXISTING RAMP Y7 – US 6 CONTINUED

Curve Y7_5

P.I. Station	955+06.78	N	1,797,462.4860	E	1,189,065.2372
Delta	= 87° 55' 21.88" (RT)				
Degree	= 25° 59' 55.17"				
Tangent	= 212.5313				
Length	= 338.1818				
Radius	= 220.3798				
External	= 85.7849				
Long Chord	= 305.9635				
Mid. Ord.	= 61.7487				
P.C. Station	952+94.25	N	1,797,646.2216	E	1,189,172.0585
P.T. Station	956+32.43	N	1,797,562.5772	E	1,188,877.7504
C.C.		N	1,797,756.9876	E	1,188,981.5378
Back	= S 30° 10' 23.20" W				
Ahead	= N 61° 54' 14.92" W				
Chord Bear	= S 74° 08' 04.14" W				

Curve Y7_6

P.I. Station	956+57.14	N	1,797,574.2170	E	1,188,855.9471
Delta	= 22° 02' 14.34" (RT)				
Degree	= 45° 08' 21.67"				
Tangent	= 24.7158				
Length	= 48.8206				
Radius	= 126.9309				
External	= 2.3839				
Long Chord	= 48.5203				
Mid. Ord.	= 2.3400				
P.C. Station	956+32.43	N	1,797,562.5772	E	1,188,877.7504
P.T. Station	956+81.25	N	1,797,593.1873	E	1,188,840.1042
C.C.		N	1,797,674.5507	E	1,188,937.5283
Back	= N 61° 54' 14.92" W				
Ahead	= N 39° 52' 00.59" W				
Chord Bear	= N 50° 53' 07.76" W				

Curve Y7_7

P.I. Station	956+90.93	N	1,797,600.6173	E	1,188,833.8990
Delta	= 1° 46' 25.90" (RT)				
Degree	= 9° 09' 46.54"				
Tangent	= 9.6803				
Length	= 19.3591				
Radius	= 625.2999				
External	= 0.0749				
Long Chord	= 19.3583				
Mid. Ord.	= 0.0749				
P.C. Station	956+81.25	N	1,797,593.1873	E	1,188,840.1042
P.T. Station	957+00.61	N	1,797,608.2358	E	1,188,827.9269
C.C.		N	1,797,994.0079	E	1,189,320.0446
Back	= N 39° 52' 00.59" W				
Ahead	= N 38° 05' 34.69" W				
Chord Bear	= N 38° 58' 47.64" W				

Curve Y7_8

P.I. Station	957+89.83	N	1,797,678.4517	E	1,188,772.8845
Delta	= 11° 48' 29.61" (RT)				
Degree	= 6° 38' 28.02"				
Tangent	= 89.2184				
Length	= 177.8048				
Radius	= 862.7430				
External	= 4.6009				
Long Chord	= 177.4903				
Mid. Ord.	= 4.5765				
P.C. Station	957+00.61	N	1,797,608.2358	E	1,188,827.9269
P.T. Station	958+78.41	N	1,797,758.4453	E	1,188,733.3757
C.C.		N	1,798,140.4959	E	1,189,506.9149
Back	= N 38° 05' 34.69" W				
Ahead	= N 26° 17' 05.08" W				
Chord Bear	= N 32° 11' 19.88" W				

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - ADS	REVISED -	
	DRAWN - ADS	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RTB	REVISED -	
PLOT DATE = 12/10/2024	DATE - 12/9/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURVE DATA
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET ATB-29 OF 31 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	97
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

EXISTING RAMP Y7 – US 6 CONTINUED

Curve Y7_9

P.I. Station	960+36.45 N	1,797,900.1421 E	1,188,663.3917
Delta	= 86° 27' 37.34" (RT)		
Degree	= 34° 04' 52.72"		
Tangent	= 158.0372		
Length	= 253.6885		
Radius	= 168.1149		
External	= 62.6195		
Long Chord	= 230.2943		
Mid. Ord.	= 45.6251		
P.C. Station	958+78.41 N	1,797,758.4453 E	1,188,733.3757
P.T. Station	961+32.10 N	1,797,978.7408 E	1,188,800.4975
C.C.	N	1,797,832.8920 E	1,188,884.1083
Back	= N 26° 17' 05.08" W		
Ahead	= N 60° 10' 32.27" E		
Chord Bear	= N 16° 56' 43.60" E		

Curve Y7_12

P.I. Station	961+60.55 N	1,797,992.8893 E	1,188,825.1785
Delta	= 15° 24' 15.50" (RT)		
Degree	= 27° 14' 25.28"		
Tangent	= 28.4463		
Length	= 56.5496		
Radius	= 210.3342		
External	= 1.9149		
Long Chord	= 56.3794		
Mid. Ord.	= 1.8976		
P.C. Station	961+32.10 N	1,797,978.7420 E	1,188,800.4996
P.T. Station	961+88.65 N	1,797,999.9729 E	1,188,852.7287
C.C.	N	1,797,796.2644 E	1,188,905.1055
Back	= N 60° 10' 34.85" E		
Ahead	= N 75° 34' 50.35" E		
Chord Bear	= N 67° 52' 42.60" E		

Curve Y7_13

P.I. Station	962+09.34 N	1,798,005.1242 E	1,188,872.7636
Delta	= 8° 38' 31.42" (RT)		
Degree	= 20° 55' 40.33"		
Tangent	= 20.6865		
Length	= 41.2945		
Radius	= 273.7774		
External	= 0.7804		
Long Chord	= 41.2554		
Mid. Ord.	= 0.7782		
P.C. Station	961+88.65 N	1,797,999.9729 E	1,188,852.7287
P.T. Station	962+29.95 N	1,798,007.2065 E	1,188,893.3450
C.C.	N	1,797,734.8197 E	1,188,920.9040
Back	= N 75° 34' 50.35" E		
Ahead	= N 84° 13' 21.77" E		
Chord Bear	= N 79° 54' 06.06" E		

EXISTING RAMP Y8 – US 6

Curve Y8_1

P.I. Station	1000+81.41 N	1,797,986.0690 E	1,188,334.0714
Delta	= 23° 50' 16.85" (RT)		
Degree	= 14° 51' 18.00"		
Tangent	= 81.4134		
Length	= 160.4713		
Radius	= 385.7003		
External	= 8.4987		
Long Chord	= 159.3164		
Mid. Ord.	= 8.3155		
P.C. Station	1000+00.00 N	1,797,984.0442 E	1,188,252.6831
P.T. Station	1001+60.47 N	1,797,955.0277 E	1,188,409.3348
C.C.	N	1,797,598.4632 E	1,188,262.2755
Back	= N 88° 34' 29.64" E		
Ahead	= S 67° 35' 13.51" E		
Chord Bear	= S 79° 30' 21.94" E		

Curve Y8_2

P.I. Station	1002+35.35 N	1,797,926.4796 E	1,188,478.5536
Delta	= 29° 57' 28.07" (RT)		
Degree	= 20° 28' 25.82"		
Tangent	= 74.8748		
Length	= 146.3223		
Radius	= 279.8487		
External	= 9.8434		
Long Chord	= 144.6613		
Mid. Ord.	= 9.5090		
P.C. Station	1001+60.47 N	1,797,955.0277 E	1,188,409.3348
P.T. Station	1003+06.79 N	1,797,867.1804 E	1,188,524.2684
C.C.	N	1,797,696.3188 E	1,188,302.6345
Back	= S 67° 35' 13.51" E		
Ahead	= S 37° 37' 45.44" E		
Chord Bear	= S 52° 36' 29.47" E		

Course from PT Y8_2 to PC Y8_5 S 37° 37' 45.44" E Dist 341.7398

Curve Y8_5

P.I. Station	1007+44.70 N	1,797,520.3685 E	1,188,791.6321
Delta	= 23° 25' 23.60" (LT)		
Degree	= 12° 21' 03.53"		
Tangent	= 96.1664		
Length	= 189.6467		
Radius	= 463.8966		
External	= 9.8629		
Long Chord	= 188.3288		
Mid. Ord.	= 9.6575		
P.C. Station	1006+48.53 N	1,797,596.5302 E	1,188,732.9176
P.T. Station	1008+38.18 N	1,797,473.8232 E	1,188,875.7838
C.C.	N	1,797,879.7623 E	1,189,100.3134
Back	= S 37° 37' 45.44" E		
Ahead	= S 61° 03' 09.03" E		
Chord Bear	= S 49° 20' 27.23" E		

Course from PT Y8_5 to PC Y8_8 S 61° 03' 09.03" E Dist 226.6925

Curve Y8_8

P.I. Station	1012+51.14 N	1,797,273.9464 E	1,189,237.1518
Delta	= 59° 19' 43.99" (RT)		
Degree	= 17° 31' 10.89"		
Tangent	= 186.2694		
Length	= 338.6412		
Radius	= 327.0365		
External	= 49.3266		
Long Chord	= 323.7135		
Mid. Ord.	= 42.8618		
P.C. Station	1010+64.87 N	1,797,364.1022 E	1,189,074.1542
P.T. Station	1014+03.51 N	1,797,087.7612 E	1,189,242.7545
C.C.	N	1,797,077.9245 E	1,188,915.8660
Back	= S 61° 03' 09.04" E		
Ahead	= S 1° 43' 25.05" E		
Chord Bear	= S 31° 23' 17.04" E		

Course from PT Y8_8 to Y810 S 1° 43' 25.04" E Dist 505.1979

Point Y810 N 1,796,582.7920 E 1,189,257.9500 Sta 1019+08.71

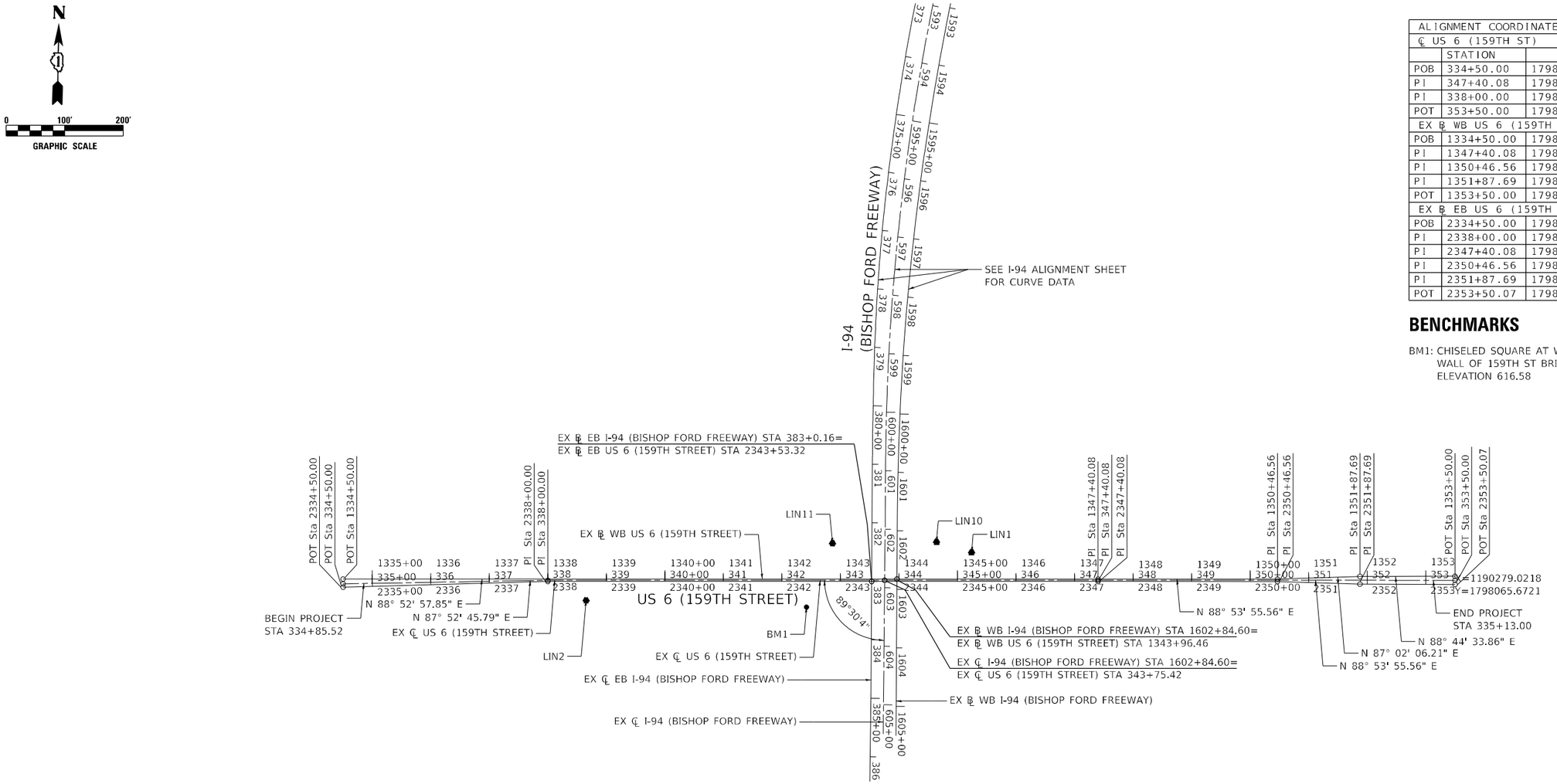
PROPOSED RAMP Y1 – US 6

Curve PR_US6RAMP1

P.I. Station	105+34.77 N	1,799,073.1297 E	1,189,449.9477
Delta	= 48° 57' 45.99" (RT)		
Degree	= 11° 48' 48.83"		
Tangent	= 220.8370		
Length	= 414.4624		
Radius	= 485.0000		
External	= 47.9109		
Long Chord	= 401.9657		
Mid. Ord.	= 43.6035		
P.C. Station	103+13.93 N	1,798,895.1820 E	1,189,580.7284
P.T. Station	107+28.40 N	1,799,288.6068 E	1,189,498.3067
C.C.	N	1,799,182.4013 E	1,189,971.5354
Back	= N 36° 18' 49.04" W		
Ahead	= N 12° 38' 56.95" E		
Chord Bear	= N 11° 49' 56.04" W		

Curve PR_US6RAMP2

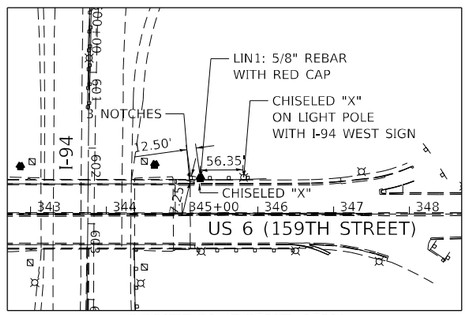
P.I. Station	110+47.43 N	1,799,599.8964 E	1,189,568.1686
Delta	= 8° 06' 23.10" (RT)		
Degree	= 1° 16' 21.33"		
Tangent	= 319.0328		
Length	= 637.0008		
Radius	= 4,502.2918		
External	= 11.2892		
Long Chord	= 636.4696		
Mid. Ord.	= 11.2610		
P.C. Station	107+28.40 N	1,799,288.6068 E	1,189,498.3067
P.T. Station	113+65.40 N	1,799,898.2242 E	1,189,681.2281
C.C.	N	1,798,302.6932 E	1,193,891.3245
Back	= N 12° 38' 56.95" E		
Ahead	= N 20° 45' 20.06" E		
Chord Bear	= N 16° 42' 08.51" E		



ALIGNMENT COORDINATES			
℄ US 6 (159TH ST)			
	STATION	N	E
POB	334+50.00	1798029.8178	1188379.4155
PI	347+40.08	1798042.7690	1188729.1758
PI	338+00.00	1798061.0992	1189669.0729
POT	353+50.00	1798072.8213	1190278.8844
EX ℄ WB US 6 (159TH STREET)			
POB	1334+50.00	1798037.9440	1188379.2033
PI	1347+40.08	1798063.0988	1189669.0345
PI	1350+46.56	1798068.9892	1189975.4654
PI	1351+87.69	1798076.2891	1190116.4073
POT	1353+50.00	1798079.8504	1190278.6735
EX ℄ EB US 6 (159TH STREET)			
POB	2334+50.00	1798024.0898	1188379.6123
PI	2338+00.00	1798040.7693	1188729.2148
PI	2347+40.08	1798059.0995	1189669.1119
PI	2350+46.56	1798064.9899	1189975.5423
PI	2351+87.69	1798063.2017	1190116.6589
POT	2353+50.07	1798065.6721	1190279.0218

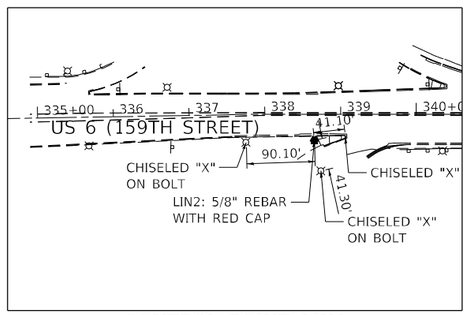
BENCHMARKS

BM1: CHISELED SQUARE AT WEST END OF SOUTHWEST PARAPET WALL OF 159TH ST BRIDGE OVER I-94.
ELEVATION 616.58



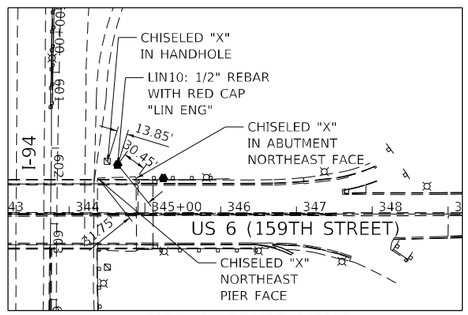
CONTROL POINT LIN1

STA 345+24.04, 47.69' LT
N 1798104.5690
E 1189452.1520
ELEV 613.97



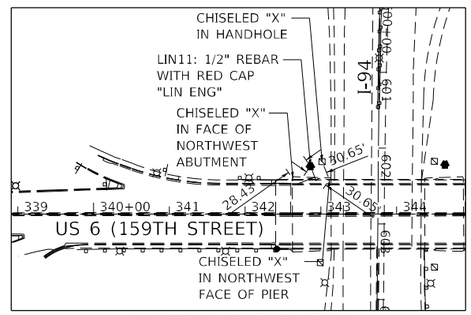
CONTROL POINT LIN2

STA 338+65.37, 34.40' RT
N 1798009.6460
E 1188795.2030
ELEV 607.67



CONTROL POINT LIN10

STA 344+63.93, 65.46' LT
N 1798121.1680
E 1189391.7010
ELEV 602.00



CONTROL POINT LIN11

STA 342+86.31, 63.17' LT
N 1798115.4100
E 1189214.1620
ELEV 602.27

USER NAME = USKE715271	DESIGNED - TC	REVISED -
	DRAWN - TC	REVISED -
PLOT SCALE = 200.0000 ' / in.	CHECKED - KE	REVISED -
PLOT DATE = 12/6/2024	DATE - 12/6/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I–94 (BISHOP FORD FREEWAY) AT US 6 (159TH STREET)
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=100' | SHEET 1 OF 1 SHEETS | STA. 334+50.00 TO STA. 335+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	99
		CONTRACT NO. 62W87		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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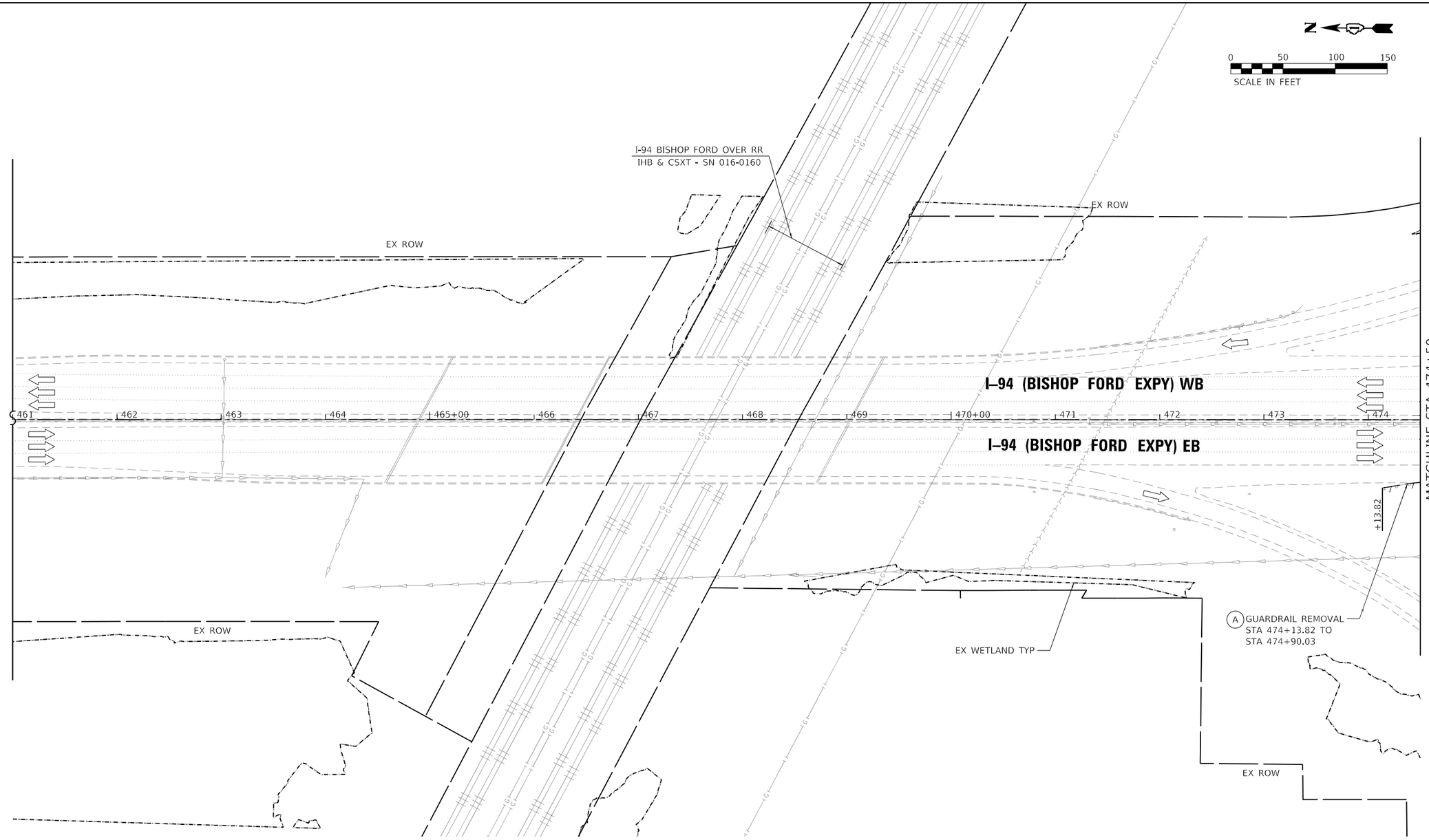
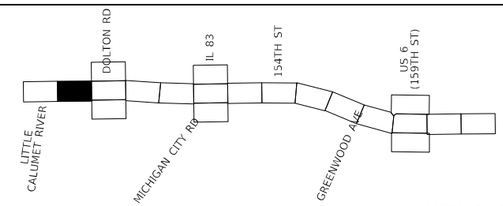


NOTE: PLAN SHEETS WITH NO ROADWAY REMOVAL WORK NOT INCLUDED IN REMOVAL SET

REMOVAL LEGEND

- (A) GUARDRAIL REMOVAL
- (B) PAVEMENT REMOVAL
- (C) COMBINATION CURB AND GUTTER REMOVAL
- (D) TREE REMOVAL*
- (E) SIGN STRUCTURE TO BE REMOVED
- (F) PIPE UNDERDRAIN REMOVAL
- (G) CONCRETE BARRIER REMOVAL
- (H) PERIMETER EROSION BARRIER
- (I) SEEDING, CLASS 2A EROSION CONTROL BLANKET

* TREE REMOVAL SHOWN FOR RAMP Y1 RECONSTRUCTION. REFER TO LANDSCAPING SCHEDULE AND PLANS FOR LANDSCAPING WORK.



KEY MAP

HBM ENGINEERING GROUP, LLC

USER NAME = hbmepw11ics01$	DESIGNED - AMOHI	REVISED -
	DRAWN - AMOHI	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 1/24/2025	DATE - 12/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN AND EROSION CONTROL PLAN
I–94 (BISHOP FORD EXPY)

SCALE: | SHEET REM-1 OF REM-7 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(42-B-11-1) BR, BJR 24	COOK	761	100
		CONTRACT NO. 62W87		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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