

COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24

LOCATION DESCRIPTION	FROM			TO			COMB CC&G TM2.24 (FOOT)	PROTECTIVE COAT (SQ YD)
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET		
SB I-57	SB I-57	102+73.1	41.5 LT	SB I-57	103+23.2	46.5 LT	56.5	16
SB I-57	SB I-57	141+61.8	48.0 LT	SB I-57	142+13.2	52.0 LT	56.5	16
SB I-57	SB I-57	145+93.1	10.0 RT	SB I-57	146+45.0	11.8 RT	53.5	15
SB I-94 (BISHOP FORD)	SB I-94(FORD)	1169+11.6	10.0 LT	SB I-94(FORD)	1169+63.4	11.8 LT	53.0	15
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1221+12.9	72.0 LT	SB I-94(RYAN)	1221+67.9	76.0 LT	61.5	18
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1271+27.4	72.0 LT	SB I-94(RYAN)	1271+77.6	76.0 LT	56.5	16
I000-2A TOTAL								
J000-2A TOTAL							337.5	96
TOTAL							337.5	96

COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48

LOCATION DESCRIPTION	FROM			TO			COMB CC&G TM4.48 (FOOT)	PROTECTIVE COAT (SQ YD)
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET		
SB I-57	SB I-57	143+91.5	62.3 LT	SB I-57	146+20.6	48.0 LT	225.5	118
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1223+71.5	86.3 LT	SB I-94(RYAN)	1226+19.6	72.0 LT	248.5	130
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1241+11.0	72.6 LT	SB I-94(RYAN)	1246+59.2	86.3 LT	548.5	288
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1274+38.2	75.3 LT	SB I-94(RYAN)	1274+75.6	72.0 LT	37.5	20
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1289+96.8	72.0 LT	SB I-94(RYAN)	1295+06.2	86.3 LT	510.0	268
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1306+63.0	86.3 LT	SB I-94(RYAN)	1309+25.4	72.0 LT	263.0	138
I000-2A TOTAL								
J000-2A TOTAL							1833.0	962
TOTAL							1833.0	962

COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24

LOCATION DESCRIPTION	FROM			TO			COMB CC&G TM4.24 (FOOT)	PROTECTIVE COAT (SQ YD)
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET		
SB I-57	SB I-57	89+45.0	36.0 LT	SB I-57	89+78.7	36.5 LT	34.0	10
SB I-57	SB I-57	92+87.5	36.0 LT	SB I-57	102+73.1	41.5 LT	986.0	299
SB I-57	SB I-57	109+15.4	48.0 LT	SB I-57	116+15.3	44.9 LT	700.5	212
SB I-57	SB I-57	119+61.0	48.0 LT	SB I-57	130+07.7	42.0 LT	1025.5	310
SB I-57	SB I-57	131+43.9	11.9 RT	SB I-57	133+04.0	10.0 RT	162.0	49
SB I-57	SB I-57	134+50.0	10.0 RT	SB I-57	145+93.1	10.0 RT	1149.0	348
SB I-57	SB I-57	134+50.0	48.0 LT	SB I-57	141+61.8	48.0 LT	694.0	210
SB I-57	SB I-57	146+20.6	48.0 LT	SB I-57	155+46.0	41.2 LT	911.0	276
WB CONNECTOR	WB CON	340+29.2	12.0 RT	WB CON	340+81.0	13.9 RT	53.0	16
EB CONNECTOR	EB CON	415+06.0	10.0 LT	EB CON	419+85.1	10.0 LT	482.5	146
EB CONNECTOR	EB CON	415+06.0	34.0 RT	EB CON	420+30.5	34.0 RT	512.0	155
EB CON - SB I-94 (FORD)	EB CON	421+95.4	34.2 RT	SB I-94(FORD)	1146+26.7	33.1 LT	749.0	227
EB CONNECTOR	EB CON	422+31.9	8.3 LT	EB CON	424+40.3	11.9 LT	210.0	64
SB I-94 (BISHOP FORD)	SB I-94(FORD)	1130+05.8	22.0 LT	SB I-94(FORD)	1144+06.8	26.7 LT	1409.5	427
SB I-94 (BISHOP FORD)	SB I-94(FORD)	1151+26.4	11.9 LT	SB I-94(FORD)	1153+99.7	9.7 LT	276.0	84
SB I-94 (BISHOP FORD)	SB I-94(FORD)	1168+14.3	10.0 LT	SB I-94(FORD)	1169+11.6	10.0 LT	98.0	30
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1212+30.3	72.0 LT	SB I-94(RYAN)	1216+75.0	72.0 LT	445.0	135
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1218+75.0	72.0 LT	SB I-94(RYAN)	1221+12.9	72.0 LT	238.0	72
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1226+19.6	72.0 LT	SB I-94(RYAN)	1227+53.8	72.0 LT	134.5	41
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1235+41.2	68.0 LT	SB I-94(RYAN)	1235+41.2	76.1 LT	8.5	3
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1248+94.1	76.0 LT	SB I-94(RYAN)	1251+12.6	72.0 LT	224.5	68
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1252+87.6	72.0 LT	SB I-94(RYAN)	1257+59.7	72.0 LT	472.0	143
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1261+63.3	72.0 LT	SB I-94(RYAN)	1271+27.4	72.0 LT	964.5	292
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1274+75.6	72.0 LT	SB I-94(RYAN)	1283+91.3	72.0 LT	916.0	277
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1289+16.6	72.0 LT	SB I-94(RYAN)	1289+96.8	72.0 LT	80.5	24
SB I-94 (DAN RYAN)	SB I-94(RYAN)	1309+25.4	72.0 LT	SB I-94(RYAN)	1312+15.9	64.1 LT	291.0	88
I000-2A TOTAL							3639.0	1102
J000-2A TOTAL							9587.5	2903
TOTAL							13226.5	4005

**TYLIN** INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)

SCHEDULE OF QUANTITIES  
PROPOSED QUANTITIES - SHEET 2

SCALE: NONE DRAWN BY: MPG  
DATE: MARCH 1, 2006 CHECKED BY: RTM

ADDENDUM 1 05/08/06

05/04/2006 09:23:20 PM