


\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multicolumn{3}{|c|}{\multirow[b]{2}{*}{Location}} \& \multirow[b]{2}{*}{EARTH
ExCAVATION} \& \multirow[b]{2}{*}{\[
\begin{aligned}
\& \text { AVERAGE } \\
\& \text { SHRINKAGE } \\
\& \text { FACTOR }
\end{aligned}
\]} \& \multirow[b]{2}{*}{\[
\begin{aligned}
\& \text { EARTH } \\
\& \text { EXCAVATION } \\
\& \text { (ADJUSTED) }
\end{aligned}
\]} \& \multirow[b]{2}{*}{embankment} \& \multicolumn{2}{|l|}{earthwork balance} \& \multirow[b]{2}{*}{furnished excavation} \& \multirow{2}{*}{remarks} \\
\hline \& \& \& \& \& \& \& ExCAVATION REQJIRED то COMFLETE \& \begin{tabular}{l}
EXCESS \\
excavation
\end{tabular} \& \& \\
\hline STA. \& TO \& \({ }^{\text {STA }}\) 57850. \&  \& . \(\frac{.0}{180}\) \& S.LYD. \& ¢LLYロ. \&  \& CLL. CD. \& CCLY Y \& \\
\hline \(578+00\) \& \&  \& - \(\quad 735\) \& 18\% \& \({ }_{703}\) \& \({ }_{1997}\) \& 660
1303 \& \& 780 \& 217 CU YD Of EARTH EXCAVATION SUITABLE FOR REUSE \\
\hline 579+00 \& \& \(579+50\) \& 849 \& 18\% \& 696 \& 1900 \& 1595 \& \& 1593 \& 307 CU YD OF EARTH EXCAVATION SUITABLE FOR REUSE \\
\hline 579+50 \& \& 580+00 \& \({ }^{1033}\) \& 18\% \& 847 \& 1966 \& 1698 \& \& 1605 \& 361 CU YD OF EARTH EXCAVATION SUITABLE FOR REUSE \\
\hline \({ }_{580+00}\) \& \& \({ }^{580+50}\) \& 910 \& 18\% \& 747 \& 1843 \& 1641 \& \& 1581 \& 262 CU YD OF EARTH EXCAVATION SUITABLE FOR REUSE \\
\hline \(580+50\) \& \& \begin{tabular}{|c}
\(581+00\) \\
\(581+50\) \\
\hline
\end{tabular} \&  \& -- \(-\frac{18 \%}{18 \%}\) \& \({ }_{4}^{483}\) \& \(\frac{1538}{1413}\) \& \(\frac{.1517}{1485}\) \& \& -- \(-\frac{1549}{1493}\) \& - \\
\hline \(\stackrel{581+50}{ }\) \& \& \({ }_{582+00}\) \& 508 \& 18\% \& 416 \& 1208 \& 1208 \& \& 1208 \& NO EARTH EXCAVATION SUITABLE FOR REUSE \\
\hline \(582+00\) \& \& \(582+50\) \& 389 \& 18\% \& 319 \& \& \& \& \& No EARTH EXCAVATION SUITABLE FOR ReUSE \\
\hline 582+50 \& \& \(583+00\) \& 303 \& 18\% \& 248 \& 707 \& 707 \& \& 767 \& no Earth excavation suitable for reuse \\
\hline \begin{tabular}{l}
\(583+00\) \\
\hline \(883+50\)
\end{tabular} \& \& \begin{tabular}{|c|}
\(583+50\) \\
\(584+00\)
\end{tabular} \& - 251 \& 18\% \& 206
93 \& \begin{tabular}{l}
539 \\
\hline 26
\end{tabular} \& 539

226 \& \& 539 \& NO EARTH EXCAVATION SUITABLE For ReUse \\
\hline \& \& \& - 7091 \& \& \& \& \& \& - 13477 \& No EARTH EXCAVATION SUITABLE FOR REUSE \\

\hline  \& TOTAL \& \&  \& $$
\hat{1}
$$ \& \& \& \& \&  \& İ \\

\hline
\end{tabular}




1

| STA | то | STA | pavement | MARKING REMOVAL GRINDING | TRAFFIC CONTROL \& PROTECTION, STANDARD 701316 | TEMPORARY BRIDGE traffic Signals | TEMPORARY RUMBLE STRIPS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | SQ FT | EACH | EACH | EACH |
| EB APPROACH |  |  |  |  | 1 | 1 | 3 |
|  |  |  |  |  |  |  | 3 |
| $\begin{array}{\|l\|} \hline 575+13 \\ \hline 575+13 \end{array}$ |  | $576+67$ $585+86$ |  | 103 |  |  |  |
| - $584+19$ |  | $585+86$ |  | $\frac{112}{215}$ |  |  |  |
| TOTAL |  |  |  | 215 | $\stackrel{1}{1}$ | 1 | 6 |


| ARKINO SChedule |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| STA | то | STA | COLOR |  | PAINT PAVEMENT MARKING - LINE |
|  |  |  |  |  | foot |
| $575+13$ | - | $576+67$ | Yellow | DOUBLE CENTERLINE | 308 |
| $584+19$ $578+00$ |  |  | 6 YeLLow | DOUBLE CENTERLINE | 334 600 |
|  |  |  | Total |  | 1242 |


| GUARDRAIL SCHEDULE |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| STA | то | STA | GUARDRAIL REMOVAL | traffic barrier terminal, type 6 | STEEL PLATE BEAM GUARDRAIL, TYPE A. 6 FOOT POSTS | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | TERMINAL MARKER DIRECT APPLIED | GUARDRAIL <br> REFLECTORS, TYPE A |
|  |  |  | Foot | EACH | FOOT | EACH | EACH | EACH |
| ${ }^{577+98} 5$ |  | $583+54$ <br> $578+35$ | 556 | 1 |  |  |  |  |
| $578+35$ |  | $578+60$ |  |  | 25 |  |  | 4 |
|  | TOTAL |  | 556 | 1 | 25 | ${ }_{1}^{1}$ | 1 | 4 |

$\triangle$ REVISED 6-7-2022
$\qquad$
 STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION




LANDSCAPING LEGEND


① REVISED 6-7-2022





