

**SECTION "B" -- IL 4 / IL 29 INTERSECTION IMPROVEMENT ROADWAY SCHEDULE**

DESCRIPTION	STATION TO STATION	LENGTH (FT)	SUB-BASE GRAN MAT'L TYPE A (TON)	SUB-BASE GRAN MAT'L TYPE C (TON)	HOT-MIX ASPHALT BSE CSE, 11" (SQ.YD)	HOT-MIX ASPHALT SHLDRS, 8" (SQ.YD)	CCC&G TYPE B-6.24 (FOOT)	CCC&G TYPE M-6.06 (FOOT)	CCC&G TYPE M-6.24 (FOOT)	CCC&G TYPE M-4.24 (FOOT)	CONC MEDIAN SURF, 4" (SQ.YD)	CONC MEDIAN TY SM-4.24 (SQ.YD)	CLASS SI CONCRETE (OUTLET) (CU YD)	FILTER FABRIC (SQ.YD)	STONE RIPRAP CL#3	
<b>NORTHBOUND LANES -- IL 4/VET PKY</b>																
MAIN LINE	112+50	109+74	276.00	0.0	44.1	23.0	105.9	0.0	0.0	0.0	273.7	64.5	5.4	0.0	0.0	0.0
MAIN LINE	109+74	107+53	221.00	17.5	69.4	40.3	80.5	0.0	0.0	0.0	304.3	101.5	6.2	0.0	0.0	0.0
MAIN LINE	107+53	104+24	329.00	320.8	204.0	596.7	0.0	0.0	0.0	0.0	659.0	298.5	0.0	0.0	0.0	0.0
MAIN LINE	104+24	101+30	294.00	403.4	159.1	837.7	0.0	0.0	0.0	0.0	575.4	232.9	11.0	0.0	0.0	0.0
MAIN LINE	101+30	100+49	81.00	148.2	33.7	117.2	0.0	0.0	0.0	0.0	49.4	0.0	0.0	0.0	0.0	0.0
<b>STATION EQUATION 100+49.35BK = 199+51.54AH</b>																
MAIN LINE	199+51	200+36	85.00	0.0	14.0	132.8	0.0	0.0	0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0
MAIN LINE	200+36	203+81	345.00	0.0	187.9	0.0	291.4	0.0	0.0	0.0	0.0	275.0	0.0	0.0	0.0	0.0
MAIN LINE	203+81	208+00	419.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>NORTHBOUND TOTALS</b>			<b>889.9</b>	<b>712.3</b>	<b>1,747.6</b>	<b>477.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,812.3</b>	<b>1,042.4</b>	<b>22.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>SOUTHBOUND LANES -- IL 4/VET PKY</b>																
MAIN LINE	208+00	207+20	80.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAIN LINE	207+20	203+81	339.00	293.9	0.0	585.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAIN LINE	203+81	200+36	345.00	476.3	0.0	979.3	0.0	0.0	0.0	0.0	659.3	0.0	25.0	0.0	0.0	0.0
MAIN LINE	200+36	199+52	84.00	151.1	32.2	119.4	0.0	0.0	0.0	0.0	0.0	47.1	0.0	0.0	0.0	0.0
<b>STATION EQUATION 100+49.35BK = 199+51.54AH</b>																
MAIN LINE	100+49	101+30	81.00	0.0	14.5	125.4	0.0	0.0	0.0	0.0	0.0	21.2	0.0	0.0	0.0	0.0
MAIN LINE	101+30	104+26	296.00	0.0	0.0	0.0	187.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAIN LINE	104+26	107+70	344.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAIN LINE	107+70	109+74	204.00	0.0	68.0	10.2	116.3	0.0	0.0	0.0	340.0	99.5	5.4	0.0	0.0	0.0
MAIN LINE	109+74	111+87	213.00	0.0	55.4	21.4	83.6	0.0	0.0	0.0	278.5	81.1	18.9	0.0	0.0	0.0
MAIN LINE	111+87	112+50	63.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>SOUTHBOUND TOTALS</b>			<b>921.3</b>	<b>170.2</b>	<b>1,841.2</b>	<b>387.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,277.8</b>	<b>249.0</b>	<b>49.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>J DAVID JONES PKWY</b>																
MAIN LINE	549+00	554+50	550.00	0.0	0.0	20.7	0.0	111.4	72.3	86.9	0.0	0.0	16.9	4.5	11.0	11.0
MAIN LINE	554+50	560+00	550.00	0.0	0.0	26.9	0.0	112.7	72.7	89.1	0.0	0.0	19.1	4.5	50.0	50.0
<b>IL 29 TOTALS</b>			<b>0.0</b>	<b>0.0</b>	<b>47.6</b>	<b>0.0</b>	<b>224.0</b>	<b>145.0</b>	<b>176.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.0</b>	<b>9.0</b>	<b>61.0</b>	<b>61.0</b>	
<b>IL 4 NORTHBOUND TOTALS</b>			<b>889.9</b>	<b>712.3</b>	<b>1,747.6</b>	<b>477.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,812.3</b>	<b>1,042.4</b>	<b>22.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>IL 4 SOUTHBOUND TOTALS</b>			<b>921.3</b>	<b>170.2</b>	<b>1,841.2</b>	<b>387.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,277.8</b>	<b>249.0</b>	<b>49.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>IL 29 TOTALS</b>			<b>0.0</b>	<b>0.0</b>	<b>47.6</b>	<b>0.0</b>	<b>224.0</b>	<b>145.0</b>	<b>176.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.0</b>	<b>9.0</b>	<b>61.0</b>	<b>61.0</b>	
<b>INTERSECTION IMPROVEMENT TOTALS</b>			<b>1,811</b>	<b>882</b>	<b>3,636</b>	<b>866</b>	<b>224</b>	<b>145</b>	<b>176</b>	<b>3,090</b>	<b>1,291</b>	<b>108</b>	<b>9</b>	<b>61</b>	<b>61</b>	

• I-1(RS,TS-1127RS-6)79Z&102RS-4