

| I-55 PARTIAL DEPTH PATCHING | | | | | | | | RC-70 | | |
|-----------------------------|--------------|-------|---------------|--------------|------------------------------------|------------------------------|--|---|--|--|
| LOCATION | | LANE | LENGTH (FOOT) | WIDTH (FOOT) | PARTIAL DEPTH REMOVAL 3" (SQ. YD.) | PARTIAL DEPTH PATCHING (TON) | BITUMINOUS MATERIALS (PRIME COAT) (GALLON) | LEVELING BINDER (HAND METHOD) N90 (TON) | | |
| STATION | MILE MARKER* | | | | | | | | | |
| SOUTHBOUND | | | | | | | | | | |
| 519+00 | 0.00 | SB DL | 30 | 6 | 20.0 | 3.4 | 2.0 | | | |
| 520+06 | 0.02 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 520+58 | 0.03 | SB DL | 16 | 12 | 21.3 | 3.6 | 2.1 | | | |
| 522+17 | 0.06 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 524+28 | 0.10 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 526+92 | 0.15 | SB DL | 12 | 6 | 8.0 | 1.3 | 0.8 | | | |
| 527+98 | 0.17 | SB DL | 40 | 6 | 26.7 | 4.5 | 2.7 | | | |
| 529+03 | 0.19 | SB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 533+26 | 0.27 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 534+84 | 0.30 | SB DL | 280 | 12 | 373.3 | 62.7 | 37.3 | | | |
| 537+48 | 0.35 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 539+06 | 0.38 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 540+12 | 0.40 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 540+65 | 0.41 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 541+18 | 0.42 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 542+76 | 0.45 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 542+76 | 0.45 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 545+93 | 0.51 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 550+15 | 0.59 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 550+68 | 0.60 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 551+74 | 0.62 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 553+85 | 0.66 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 554+38 | 0.67 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 562+82 | 0.83 | SB DL | 250 | 6 | 166.7 | 28.0 | 16.7 | | | |
| 563+88 | 0.85 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 568+63 | 0.94 | SB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 569+69 | 0.96 | SB DL | 25 | 12 | 33.3 | 5.6 | 3.3 | | | |
| 571+27 | 0.99 | SB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 572+33 | 1.01 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 582+36 | 1.20 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 593+45 | 1.41 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 595+56 | 1.45 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 596+62 | 1.47 | SB DL | 25 | 12 | 33.3 | 5.6 | 3.3 | | | |
| 606+12 | 1.65 | SB DL | 25 | 12 | 33.3 | 5.6 | 3.3 | | | |
| 608+76 | 1.70 | SB DL | 25 | 12 | 33.3 | 5.6 | 3.3 | | | |
| 612+98 | 1.78 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 614+04 | 1.80 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 614+57 | 1.81 | SB DL | 30 | 12 | 40.0 | 6.7 | 4.0 | | | |
| 615+10 | 1.82 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 616+68 | 1.85 | SB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 624+07 | 1.99 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 625+13 | 2.01 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 627+24 | 2.05 | SB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 628+82 | 2.08 | SB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 640+44 | 2.30 | SB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 640+97 | 2.31 | SB DL | 30 | 12 | 40.0 | 6.7 | 4.0 | | | |
| 644+66 | 2.38 | SB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 648+36 | 2.45 | SB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 648+89 | 2.46 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 651+00 | 2.50 | SB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 653+64 | 2.55 | SB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 655+22 | 2.58 | SB DL | 30 | 12 | 40.0 | 6.7 | 4.0 | | | |
| 660+50 | 2.68 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 661+03 | 2.69 | SB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| NORTHBOUND | | | | | | | | | | |
| 531+66 | 2.62 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 534+83 | 2.56 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 535+36 | 2.55 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 537+47 | 2.51 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 538+00 | 2.50 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 538+53 | 2.49 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 543+28 | 2.40 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 543+28 | 2.40 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 552+26 | 2.23 | NB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 559+12 | 2.10 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 563+34 | 2.02 | NB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 564+40 | 2.00 | NB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 564+93 | 1.99 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 571+26 | 1.87 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 572+32 | 1.85 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |

CONTINUES

| I-55 PARTIAL DEPTH PATCHING | | | | | | | | RC-70 | | |
|-----------------------------|--------------|-------|---------------|--------------|------------------------------------|------------------------------|--|---|--|--|
| LOCATION | | LANE | LENGTH (FOOT) | WIDTH (FOOT) | PARTIAL DEPTH REMOVAL 3" (SQ. YD.) | PARTIAL DEPTH PATCHING (TON) | BITUMINOUS MATERIALS (PRIME COAT) (GALLON) | LEVELING BINDER (HAND METHOD) N90 (TON) | | |
| STATION | MILE MARKER* | | | | | | | | | |
| 573+90 | 1.82 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 574+43 | 1.81 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 578+66 | 1.73 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 579+18 | 1.72 | NB DL | 6 | 12 | 8.0 | 1.3 | 0.8 | | | |
| 579+71 | 1.71 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 580+24 | 1.70 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 582+35 | 1.66 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 584+46 | 1.62 | NB DL | 8 | 12 | 10.7 | 1.8 | 1.1 | | | |
| 588+16 | 1.55 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 591+33 | 1.49 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 592+91 | 1.46 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 593+44 | 1.45 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 596+08 | 1.40 | NB DL | 30 | 6 | 20.0 | 3.4 | 2.0 | | | |
| 601+36 | 1.30 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 604+00 | 1.25 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 605+58 | 1.22 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 606+64 | 1.20 | NB DL | 15 | 12 | 20.0 | 3.4 | 2.0 | | | |
| 613+50 | 1.07 | NB DL | 15 | 12 | 20.0 | 3.4 | 2.0 | | | |
| 614+03 | 1.06 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 614+56 | 1.05 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 616+67 | 1.01 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 619+84 | 0.95 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 621+42 | 0.92 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 622+48 | 0.90 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 624+59 | 0.86 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 625+12 | 0.85 | NB DL | 8 | 12 | 10.7 | 1.8 | 1.1 | | | |
| 626+70 | 0.82 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 627+23 | 0.81 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 631+98 | 0.72 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 635+15 | 0.66 | NB DL | 30 | 12 | 40.0 | 6.7 | 4.0 | | | |
| 638+32 | 0.60 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 640+96 | 0.55 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 645+71 | 0.46 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 648+35 | 0.41 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 648+88 | 0.40 | NB DL | 20 | 12 | 26.7 | 4.5 | 2.7 | | | |
| 650+99 | 0.36 | NB DL | 30 | 12 | 40.0 | 6.7 | 4.0 | | | |
| 651+52 | 0.35 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| 664+72 | 0.10 | NB DL | 12 | 12 | 16.0 | 2.7 | 1.6 | | | |
| SUBTOTAL = | | | | | 2498.0 | 419.7 | 249.8 | 30.0 | | |
| CONTINGENCY (20%) = | | | | | 499.6 | 83.9 | 50.0 | - | | |
| TOTAL = | | | | | 2997.6 | 503.6 | 299.8 | 30.0 | | |
| USE = | | | | | 2998 | 504 | 300 | 30 | | |

* 0 MILE MARKER LOCATION FOR THE SOUTHBOUND LANES ASSUMES STA. 519+00 GOING SOUTH
 0 MILE MARKER LOCATION FOR THE NORTHBOUND LANES ASSUMES STA. 670+00 GOING NORTH

PATCHING LOCATIONS SHOWN ARE APPROXIMATE. THE ACTUAL LOCATION SHALL BE SPECIFIED BY THE RESIDENT ENGINEER.

AT THE REQUEST OF THE DISTRICT 8 CONSTRUCTION DEPARTMENT, A QUANTITY OF 30 TONS LEVELING BINDER (HAND METHOD) N90 HAS BEEN INCLUDED IN THE PLANS. TO BE UTILIZED (AT THE RE'S OR RT'S DISCRETION) ON THE DRIVING LANES DURING STAGE CONSTRUCTION OF THE PASSING LANES.

| I-55 CLASS B PAVEMENT PATCHING 16 INCH SCHEDULE | | | | | | | | | |
|---|--------------|-------|---------------|-------------------|---------------------------------|---------------------------------|------------------------------|---------------|---------------------------|
| LOCATION | | LANE | LENGTH (FOOT) | LANE WIDTH (FOOT) | CLASS B PATCH TYPE II (SQ. YD.) | CLASS B PATCH TYPE IV (SQ. YD.) | DOWEL BARS 1 1/2 INCH (EACH) | SAWCUT (FOOT) | PAVEMENT FABRIC (SQ. YD.) |
| STATION | MILE MARKER* | | | | | | | | |
| 534+84 | 0.30 | SB DL | 6 | 12 | 8.0 | | 20 | 48 | |
| 534+84 | 0.30 | SB DL | 6 | 12 | 8.0 | | 20 | 48 | |
| 568+63 | 0.94 | SB DL | 20 | 12 | | 26.7 | 20 | 76 | 26.7 |
| SUBTOTAL = | | | | | 16.0 | 26.7 | 60 | 172 | 26.7 |
| CONTINGENCY (20%) = | | | | | 3.2 | 5.3 | 12 | 35 | 5.3 |
| TOTAL = | | | | | 19.2 | 32.0 | 72 | 207 | 32.0 |
| USE = | | | | | 19 | 32 | 72 | 207 | 32 |

* 0 MILE MARKER LOCATION FOR THE SOUTHBOUND LANES ASSUMES STA. 519+00 GOING SOUTH

PATCHING LOCATIONS SHOWN ARE APPROXIMATE. THE ACTUAL LOCATION SHALL BE SPECIFIED BY THE RESIDENT ENGINEER.

| | | | |
|-------------------------------------|---------------------------------|------------|-----------|
| FILE NAME = | USER NAME = \$(USER) | DESIGNED - | REVISED - |
| ... \CADD\0876D99-Sht-Schedules.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / IN. | CHECKED - | REVISED - |
| | PLOT DATE = 02/02/2012 17:27:23 | DATE - | REVISED - |



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

| | | | | |
|---------------------------|--------------|---------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 55 | 60-(1,2)RS-3 | MADISON | 212 | 24 |
| CONTRACT NO. 76D99 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |