08-04-2017 LETTING ITEM 028 REVIEW & INSPECTION

 \bigcirc

INDEX OF SHEETS & LIST
OF STANDARDS, SEE SHEET 3

DESIGN DESIGNATION

I-74: 6,950(37) INTERSTATE 22.35 (JPCCP-20)
19TH ST: 1,190(35) ARTERIAL 2.04 (JPCCP-20)
12TH AVE: 955(35) ARTERIAL 1.55 (JPCCP-20)

0 100' 200' 300' — 1" = 100' 0 10' 20' 30' — 1" = 10' 0 50' 100' — 1" = 50' 0 50' 100' — 1" = 30' 0 50' 100' — 1" = 30' — 1" = 2

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 EXCAVATION
1-800-892-0123

OR 811

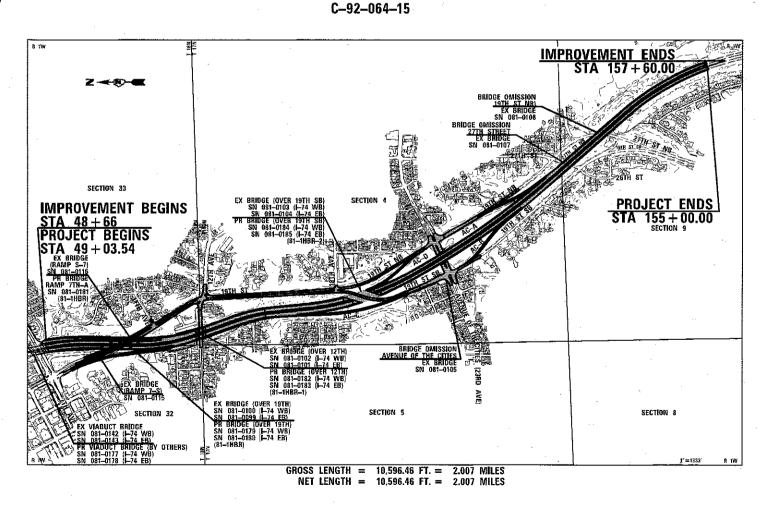
PROJECT MANAGER: REBECCA MARRUFFO (815) 284–5351

CONTRACT NO. 64E26

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAI ROUTE 74 (I-74)
SECTION (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)
PROJECT NHPP-NHS-0074 (326)
RECONSTRUCTION
ROCK ISLAND COUNTY
MOLINE TOWNSHIP



D-92-078-08



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

DUNC 30 20

ENGINEER OF DESIGN AND ENVIRONMENT

DUNC 30 20

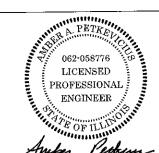
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PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

SECTION (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)

FAI ROUTE 74 (I–74)





Ancher

AMBER A. PETKEVICIUS, P.E.

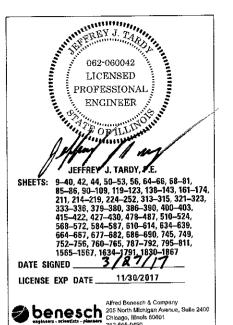
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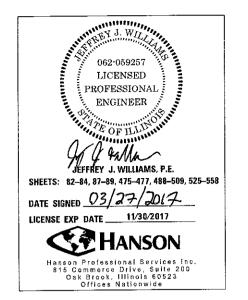
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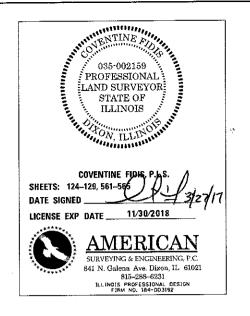
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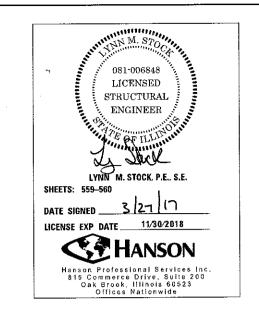
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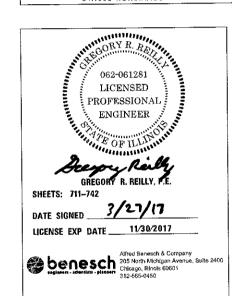
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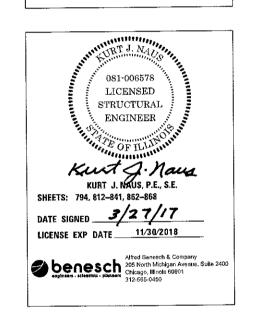


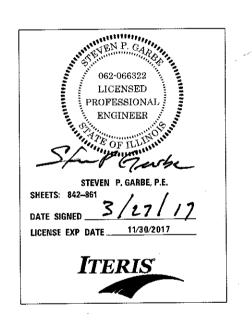


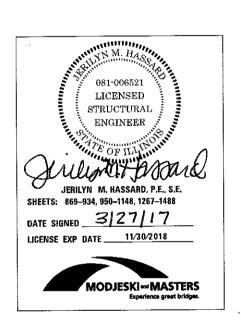


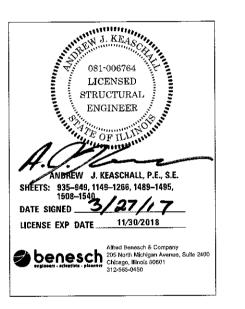


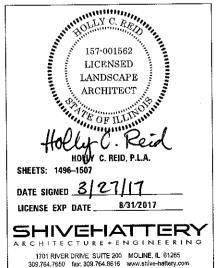




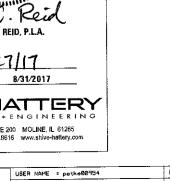








FILE NAME :



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	DRAWN	-	CBP	REVISED -	
PLOT SCALE =	CHECKED	-	AAP	REVISED -	
PLOT DATE = 3/27/2017	DATE	-	3/23/2017	REVISED -	

						CO.	V-02
7	ADDITIONAL SEALS		F.A.I RTE.	SECTION	COUNTY	TOTAL	
		1	74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND	2042	2
					CONTRACT	NO. 6	34E26
1	SCALE: SHEET NO. OF SHEETS STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		
	SCALE: SHEET NO. OF SHEETS STA.	TO STA.	74	·			CONTRACT NO. 6

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                                                                                          3/23/2017
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE:

								IN	D-01
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					[CONTRACT	NO. 6	4E26
SHEET NO.	ÓF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	D PROJECT		

GENERAL NOTES

- 1. THE REMOVAL OF BITUMINOUS SURFACING LESS THAN 6 INCH THICKNESS NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE OR A THICKNESS OF 6 INCHES OR MORE ON A FLEXIBLE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.
- 2. THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 3: ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION, ENTRANCE TO BORROW/WASTE/USE SITE MUST ALSO BE APPROVED BY THE DEPARTMENT.
- 4. THE CONTRACTOR SHALL SEED OR SOD ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS AS SHOWN ON THE PLANS. SEEDING CLASS 4 OR 2A SHALL BE USED. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES. SEE PLANS FOR SODDING LOCATIONS.
- 5. PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A" OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.
- 6. PLACEMENT AND COMPACTION OF THE BACKFILL FOR PROPOSED ACROSS ROAD CULVERTS AND EXISTING ACROSS ROAD CULVERTS THAT ARE REMOVED SHALL CONFORM TO ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE MATERIAL SHALL CONFORM TO ARTICLE 208.02 OF THE STANDARD SPECIFICATIONS, AND SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD LABORATORY DENSITY. ANY MATERIAL CONFORMING TO THE REQUIREMENTS OF ARTICLE 1003,04 OR 1004.05 FOR TRENCH BACKFILL WHICH HAS BEEN EXCAVATED FROM THE TRENCHES SHALL BE USED. FOR BACKFILLING THE TRENCHES. THE ENTIRE EXCAVATION, WITHIN 2 FEET OUTSIDE OF EACH SHOULDER, SHALL BE BACKFILLED WITH TRENCH BACKFILL MATERIAL TO THE BOTTOM OF THE PROPOSED SUBGRADE. IMPERVIOUS MATERIAL SHALL BE USED ON THE OUTER 3 FEET AT EACH END OF THE CULVERT. THIS TRENCH BACKFILL MATERIAL WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE ITEM OF THE WORK FOR WHICH IT IS REQUIRED.
- 7. THE SUBGRADE ON THIS PROJECT, EXCLUSIVE OF ROCK CUT AREAS IS SCHEDULED TO BE IMPROVED TO A 12" DEPTH ACCORDING TO MECHANISTIC PAVEMENT DESIGN. THE AREAS SCHEDULED TO BE IMPROVED TO A DEPTH GREATER THAN 12" ARE ESTIMATED BASED ON THE ORIGINAL GEOTECHNICAL INVESTIGATION. THE SUBGRADE SHALL BE PROCESSED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS BEFORE THE ENGINEER SHALL DETERMINE THE LIMITS AND THE ADDITIONAL THICKNESS OF IMPROVEMENT REQUIRED, IF ANY, ANY ADDITIONAL UNDERGUTTING REQUIRED AFTER THIS EVALUATION SHALL BE PAID FOR AS EARTH EXCAVATION.

- 8. ALL "AGGREGATE SUBGRADE IMPROVEMENT" (SECTION 303), SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLES 311.04, 311.05, 311.05(A), 311.06 AND 311.07. ALL AGGREGATE SUBGRADE THICKNESSES EQUAL TO OR LESS THAN 12 INCHES SHALL BE CONSTRUCTED OF AGGREGATE OF CA02 GRADATION. ALL AGGREGATE SUBGRADE THICKNESSES GREATER THAN 12 INCHES SHALL BE CONSTRUCTED OF CS02.
- 9. ALL EMBANKMENT CONSTRUCTED OF COHESIVE SOIL SHALL BE CONSTRUCTED WITH NOT MORE THAN 110% OF OPTIMUM MOISTURE CONTENT, DETERMINED BY THE STANDARD PROCTOR TEST. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10% PARTICLES BY WEIGHT PASSING THE 75 µM (#200 SIEVE). THE 110% OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE-DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER.
- 10. CLOSED EXPANSION JOINTS ON JOINTED PAVEMENTS SHALL BE RE-ESTABLISHED DURING THE PATCHING OPERATIONS. CLASS B PATCHES - WHEN THE PAVEMENT REQUIRES PATCHING AT THE LOCATION OF THE EXPANSION JOINT, A NEW JOINT SHOULD BE ESTABLISHED USING A DOWELLED EXPANSION PATCH AS SHOWN ON HIGHWAY STANDARD 442101. WHEN THE JOINT IS CLOSED, BUT DOES NOT REQUIRE PATCHING, AN EXPANSION JOINT MAY BE FORMED BY SAWING THE PAVEMENT AND FILLING THE SAW CUT WITH A PREFORMED EXPANSION JOINT BILLER MEETING THE REQUIREMENTS OF SECTION 1051 OF THE STANDARD SPECIFICATIONS AS SHOWN ON STANDARD 420001. IF JOINTS ARE PAVED OVER. THE HMA SHALL BE REMOVED OVER THE JOINT AND REPLACED WITH A FILLER. THIS WORK WILL BE INCLUDED IN THE COST OF THE OVERLAY MATERIAL.
- 11, WHEN LAYING OUT FOR PATCHING. THE MINIMUM DISTANCE BETWEEN NEW PATCHES (SAW CUT TO SAW CUT) SHALL BE 15 FEET. WHEN PATCH SPACING IS LESS THAN 15 FEET, THE PAVEMENT BETWEEN PATCHES SHALL ALSO BE REMOVED AND REPLACED.
- 12. ALL MANDATORY JOINT SEALING FOR CLASS B PATCHES WILL NOT BE MEASURED FOR PAYMENT. OPTIONAL SAWING OF THE JOINT FOR THE SEALANT RESERVOIR WILL NOT BE MEASURED FOR PAYMENT.

THE ENGINEER RESERVES THE RIGHT TO CHECK ALL PATCHES FOR SMOOTHNESS BY THE USE OF A 10' ROLLING STRAIGHT EDGE SET TO A 3/16" TOLERANCE IN THE WHEEL PATHS. ANY PATCH AREAS HIGHER THAN 3/16" MUST BE GROUND SMOOTH WITH AN APPROVED GRINDING DEVICE CONSISTING OF MULTIPLE SAWS. THE USE OF BUSHHAMMER OR OTHER IMPACT DEVICES WILL NOT BE PERMITTED. ANY PATCH WITH DEPRESSIONS GREATER THAN 3/16" SHALL BE REPAIRED IN A MANNER APPROVED BY THE

THE MANDATORY SAW CUTS FOR PAVEMENT PATCHING ARE: CLASS B PATCH: CUT TWO TRANSVERSE SAW CUTS OUTLINING THE PATCH AND ONE TRANSVERSE PRESSURE RELIEF SAW CUT. THE LONGITUDINAL EDGES OF THE PATCH SHALL BE CUT FULL DEPTH. WHEN THE PATCH IS ADJACENT TO A PCC SHOULDER, TWO SAW CUTS ALONG THE SHOULDER WILL BE REQUIRED.

THE MANDATORY SAW CUTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR SAW CUTS.

13. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S)	12TH AVE MILL/RESURFACING					
MIXTURE USE(S):	SURFACE	LEVELING BINDER				
PG	SBS PG 70-22	SBS PG 70-22 (UPPER LIFT PG 64-22 (LOWER LIFT)				
DESIGN AIR VOIDS	4.0 @ N50	4.0 @ N50				
MIXTURE COMPOSITION (MIXTURE GRADATION)	IL 9.5	IL 9.5 OR 9.5FG				
FRICTION AGGREGATE	D	N/A				
MIXTURE WEIGHT	11:	2 LBS/SY/IN				
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA				
SUBLOT SIZE	N/A	N/A				
PAY ITEM	40603535	40600825				

LOCATION(S)	AOTC (23RD AVE) MILL/RESURFACING
MIXTURE USE(S):	SURFACE
PG	SBS PG 70-22
DESIGN AIR VOIDS	4.0 @ N50
MIXTURE COMPOSITION (MIXTURE GRADATION)	I L 9.5
FRICTION AGGREGATE	D .
MIXTURE WEIGHT	112 LBS/SY/IN
QUALITY MANAGEMENT PROGRAM	QC/QA
SUBLOT SIZE	N/A
PAY ITEM	40603535

LOCATION(S)	MOT TEMPORARY PAVEMENT: FULL DEPTH PAVEMENT – HMA OPTION				
MIXTURE USE(S):	SURFACE (2")	BINDER (6 1/4" IN 2 LIFTS)			
PG	SBS PG 70-28	SBS PG 70-28			
DESIGN AIR VOIDS	4.0 @ N90	4.0 @ N90			
MIXTURE COMPOSITION (MIXTURE GRADATION)	IL 9.5	IL 19.0			
FRICTION AGGREGATE	E N/A				
MIXTURE WEIGHT		119 LBS/SY/IN			
QUALITY MANAGEMENTPROGRAM	QC/QA				
SUBLOT SIZE		N/Ä			
PAY ITEM	Z0062456 & X4400110 (Note: choice of material to be used for temporary pavement pay item is left to the Contractor to choose. HMA is one of the options)				

LOCATION(S)	I-74 MOT SHOULDER					
	MILL/RE	SURFACE				
MIXTURE USE(S):	SURFACE	LEVELING BINDER				
PG	SBS PG 70-22	SBS PG 70-22				
DESIGN AIR VOIDS	4.0 @ N90	4.0 @ N90				
MIXTURE COMPOSITION	IL 9.5	IL 9.5 OR 9.5FG				
(MIXTURE GRADATION)	1L 9.5	IL 9.5 OR 9.5FG				
FRICTION AGGREGATE	E	N/A				
MIXTURE WEIGHT	119 L	BS/SY/IN				
QUALITY MANAGEMENT PROGRAM	Q	C/QA				
SUBLOT SIZE	N/A	N/A				
PAY ITEM	40603570	40600845				

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE:

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	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE.
SHEET 1 OF 4	74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND	2042	4
			CONTRACT	NO.	64E26
SHEET NO. OF SHEETS STA. TO STA.		ILLINOIS FED. A	ID PROJECT		

GENERAL NOTES

- 14. THE CONTRACTOR SHALL PLACE TEMPORARY HOT-MIX ASPHALT TAPERS ALONG ALL SIDES OF THE UTILITY STRUCTURES PROTRUDING ABOVE THE MILLED SURFACE. THE TEMPORARY TAPERS SHALL EXTEND 2' OUTSIDE OF THE CASTINGS, EXCEPT FOR THE APPROACH SIDE TO TRAFFIC SHALL HAVE A 4' TAPER LENGTH. HOT-MIX ASPHALT MEETING THE APPROVAL OF THE ENGINEER SHALL BE USED, NO COLD MILLINGS WILL BE ALLOWED. THE COST OF THE MATERIAL, PLACEMENT, MAINTENANCE, REMOVAL AND DISPOSAL OF SAID WORK WILL BE INCLUDED IN THE PAY ITEM FOR HOT-MIX ASPHALT SURFACE REMOVAL.
- 15. THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 ½" HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2-LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.
- 16. THE AREA TO BE TACKED OR PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAY'S PRODUCTION, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER. AN APPLICATION RATE OF 0.05 LB/SQ FT SHALL BE USED FOR TACK COAT.
- 17 INSTALL RUMBLE STRIPS ON MAINLINE SHOULDERS IN ACCORDANCE WITH STATE STANDARD 642001. RUMBLE STRIPS SHALL BE PLACED ON SHOULDERS ON BOTH SIDES OF THE PAVEMENT
- 18. A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.
- 19. THE NEW NUMBER FOR WB I-74 MAINLINE STRUCTURE OVER 19TH ST WILL BE 081-0179. THE NEW NUMBER FOR EB I-74 MAINLINE STRUCTURE OVER 19TH ST WILL BE 081-0180. THE NEW NUMBER FOR RAMP 7TH-A STRUCTURE OVER 19TH ST WILL BE 081-0181. THE NEW NUMBER FOR WB I-74 MAINLINE STRUCTURE OVER 12TH AVE WILL BE 081-0182. THE NEW NUMBER FOR EB I-74 MAINLINE STRUCTURE OVER 12TH AVE WILL BE 081-0183. THE NEW NUMBER FOR WB I-74 MAINLINE STRUCTURE OVER SB 19TH ST WILL BE 081-0184. THE NEW NUMBER FOR EB I-74 MAINLINE STRUCTURE OVER SB 19TH ST WILL BE 081-0185.
- 20. THIS STRUCTURE WILL RETAIN THE SAME NUMBER: AVENUE OF THE CITIES EXISTING BRIDGE STRUCTURE 081-0105.
- 21. THE SOILS REPORT AND PROFILES ARE AVAILABLE AT THE DISTRICT OFFICE FOR CONTRACTOR'S REVIEW.
- 22. THE ADDITIONAL THICKNESS OF PROPOSED PAVEMENT REQUIRED TO MATCH THE BRIDGE APPROACH PAVEMENT, SHOWN IN STANDARD 420401, SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND NOT PAID FOR SEPARATELY.
- 23. BARRIER WALL REFLECTORS, TYPE B SHALL BE INSTALLED ON THE TOP OF BRIDGE PARAPET WALLS. THE MARKERS, THE COLOR, AND THE SPACING SHALL BE ACCORDING TO STANDARD 782006, EXCEPT THE MINIMUM IS 2 PER SIDE.

- 24. THE BORING LOGS INDICATE THAT GROUNDWATER LEVELS MAY ENCROACH ON THE CONSTRUCTION LIMITS OF THIS PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTROL THE GROUND WATER DURING CONSTRUCTION IN ORDER TO KEEP THE CONSTRUCTION AREA FREE OF WATER AND NOT JEOPARDIZE ADJACENT PAVEMENT STRUCTURES. THE NEED FOR AND THE METHOD OF CONTROLLING THE WATER SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER AND THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAY ITEM BEING WORKED ON AT THE LOCATION DEWATERING IS NEEDED.
- 25. PRECAST GRATED INLET SPECIALS MAY BE SUBSTITUTED IN LIEU OF CAST-IN-PLACE UNITS WITH FLOORS UPON RECEIPT OF MANUFACTURER'S SHOP DRAWINGS WHICH HAVE BEEN APPROVED BY THE DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING NECESSARY DIMENSIONS ON THE EXISTING DRAINAGE STRUCTURE REQUIRED FOR THE ATTACHMENT. NO ADDITIONAL COST FOR THIS SUBSTITUTION SHALL BE ALLOWED.
- 26. CONNECTING BANDS FOR CORRUGATED METAL PIPES SHALL BE METAL AND SHALL BE COATED WITH THE SAME MATERIAL AS THE PIPE SECTIONS. THE CONNECTING BANDS SHALL BE A MINIMUM OF 18" WIDE.
- 27. NOSES OF CURBED CORNER ISLANDS NOTED AS 1 & 2 ON HIGHWAY STANDARD 606301 SHALL BE RAMPED UNLESS THE CURB FUNCTION IS FOR THE PROTECTION OF PEDESTRIANS, SIGNALS, LIGHT STANDARDS OR SIGN TRUSS SUPPORTS.
- 28. USE M-6 CURB ON ISLANDS WHEN LOCATED ADJACENT TO A HIGHWAY WITH SPEEDS OF 45 MPH OR LESS.
- 29. ON INTERMEDIATE ISLANDS, THE VARIABLE CURB AND GUTTER FLAG WILL BE INCLUDED IN THE PAY ITEM FOR CONCRETE MEDIAN (SPECIAL).
- 30. THE CONTRACTOR SHALL INSTALL A 18" DIAMETER FORMED OPENING IN THE CONCRETE MEDIAN SURFACE OF THE ISLAND AS DIRECTED BY THE ENGINEER. ALSO, A 4" DIAMETER FORMED OPENING SHALL BE INSTALLED IN EACH CORNER OF THE ISLAND 1' BEHIND THE BACK OF CURB. ALL EXISTING PAVEMENT SURFACES OF OTHER EXISTING OBSTRUCTIONS BENEATH THESE OPENINGS SHALL BE REMOVED BY THE CONTRACTOR. AFTER THE MEDIAN IS IN PLACE THE 18" OPENING SHALL BE CORED DOWN 4' AND FILLED WITH DIRT. ALL COSTS INCURRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR CONCRETE MEDIAN (SPECIAL).
- 31. THE ISLANDS ON THIS PROJECT ARE INTERMEDIATE ISLANDS AS SHOWN ON THE ISLAND DETAIL SHEET IN THE PLANS.
- 32. THE CONTRACTOR SHALL INSTALL 18" DIAMETER FORMED OPENINGS IN THE CONCRETE MEDIAN SURFACE, SPACED AT INTERVALS NO GREATER THAN 250', AND/OR AS DIRECTED BY THE ENGINEER. ALL EXISTING PAVEMENT SURFACES OR OTHER EXISTING OBSTRUCTIONS BENEATH THESE OPENINGS SHALL BE REMOVED BY THE CONTRACTOR. AFTER THE MEDIAN IS IN PLACE, CORE EACH OPENING DOWN 4' AND FILL WITH DIRT. ALL COSTS INCURRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR CONCRETE MEDIAN SURFACE, 4 INCH OR CONCRETE MEDIAN, OF THE TYPE SPECIFIED IN THE PLANS.

- 33. ALL FRAMES AND GRATES OF DRAINAGE STRUCTURES TO BE REMOVED OR FILLED SHALL BE CAREFULLY SALVAGED AND SHALL REMAIN THE PROPERTY OF THE CITY OF MOLINE. CONTRACTOR SHALL DELIVER SALVAGED ITEMS TO THE CITY OF MOLINE AS DIRECTED BY THE ENGINEER. ALL COST FOR THE SALVAGE IS INCLUDED IN THE APPLICABLE REMOVAL PAY ITEMS AND NOT PAID FOR SEPARATELY.
- 34. THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER
- 35. LATERAL DISTANCES FROM THE CENTERLINE ON ALL INLETS AND MANHOLES ARE TO THE FACE OF THE STRUCTURE/EDGE OF PAVEMENT/SHOULDER. LATERAL DISTANCES TO PERMANENT BARRIER ARE TO THE FACE OF BARRIER, UNLESS OTHERWISE NOTED.
- 36. THE NEW MANHOLE LIDS ON THIS PROJECT SHALL HAVE THE WORD "STORM", "SANITARY", OR "WATER" ON THE LID. THE WORD TO BE USED IS NOTED ON THE PLANS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE WORD TO BE USED ON OTHER LIDS NOT NOTED ON THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK
- 37. ALL PROPOSED MANHOLES ON THIS PROJECT SHALL BE CAST-IN-PLACE OR PRECAST. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MANHOLE OF THE TYPE AND SIZE SPECIFIED.
- 38. THE CONTRACTOR SHALL DETERMINE FLOWLINES OF EXISTING SEWER LINES WHICH ARE SHOWN ON THE PLANS AS ESTIMATED OR UNKNOWN. THIS INFORMATION IS NECESSARY BEFORE ORDERING INLETS AND MANHOLES.
- 39. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT.
- 40. ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT.
- 41. DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180° AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.
- 42. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.

P 7/22/2011 P 3/20/2017

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

SHEET NO.

GENERAL NOTES			F.A.I RTE.	SECTION	COUNTY	İ	
SH	EET 2 OF	4			(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND	-
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- 43. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001. EXCEPT AS
 - A. ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
 - B. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
 - THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
 - D. CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.
- 44. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1 MILE OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE, ESTIMATED: 4 EACH.
- 45. PERMANENT SURVEY MARKERS, TYPE II PLACED IN URBAN AREAS SHOULD BE PLACED IN SIDEWALK AREAS. THE MARKER SHALL BE PLACED AS SHOWN ON DISTRICT STANDARD 66.2. THE PERMANENT SURVEY MARKER SHALL BE PLACED FLUSH WITH THE TOP OF THE SURFACE OF THE MATERIAL IN WHICH IT IS PLACED.
- 46. PERMANENT SURVEY MARKERS. TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2 OR ANOTHER OPTION WOULD BE TO INSTALL A VAULTED STYLE MONUMENT AS DESCRIBED BY NGS AS A 3D MONUMENT (TOP SECURITY SLEEVE ROD MONUMENT), WITH INSTALLATION INSTRUCTIONS PROVIDED BY THE DISTRICT CHIEF OF SURVEYS. IF POURED IN PLACE, THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.
- 47. THE PERMANENT SURVEY MARKERS, IF POSSIBLE, SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT.
- 48. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED USING AN ELECTRONIC LEVEL. THE META DATA, SUCH AS THE GEOID USED, (NGS ADJUSTMENT IE: 97 HARN, 03, 07), AND THE BASE POINT(S) NAME OR NUMBER SHALL BE SUBMITTED ALONG WITH A COMPLETE COLLECTION LOG. IF COLLECTED USING RTK METHOD, IT WILL REQUIRE EITHER 3 COLLECTIONS (AVERAGED) FROM 2 DIFFERENT BASES, OR A MINIMUM OF 3 COLLECTIONS (AVERAGED), AT LEAST 2 HOURS APART, FROM THE SAME BASE. IF USING A CORS TYPE NETWORK, THE COLLECTION PROCEDURE SHALL INCLUDE LOCALIZING WITH CHECK SHOTS ON AT LEAST 2 DIFFERENT HARN MONUMENTS BOTH BEFORE AND AFTER COLLECTION. THE LEVEL CIRCUIT SHALL BE RUN FROM FURNISHED MARK TO FURNISHED MARK AND THEN ADJUSTED. THE ERROR OF CLOSURE SHALL BE SUBMITTED WITH THE ELECTRONIC LEVEL NOTES IN A RECOGNIZED FORMAT APPROVED BY THE ENGINEER AND/OR THE CHIEF OF SURVEYS. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE DISTRICT CHIEF OF SURVEYS.
- 49. THE CONTRACTOR SHALL BEGIN FENCE ERECTION AS SOON AS CLEARING OPERATIONS PERMIT. THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR CHAIN LINK FENCE, 4'.

- 50 TREE PLANTING LAYOUT SHALL BE PERFORMED BY THE DISTRICT ROADSIDE MANAGEMENT SPECIALIST. MULCH SHALL BE PLACED 4" THICK AND TO THE DIAMETER AROUND THE TREE AS SHOWN ON DISTRICT STANDARD 92.1. THE MULCH SHALL BE HARDWOOD WOOD CHIPS PLACED ON WEED BARRIER FABRIC. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TREE.
- 51. EXCESS TREES THAT CANNOT BE PLANTED ALONG THE PROJECT LIMITS SHALL BE PLANTED AT ALTERNATIVE LOCATIONS AS DETERMINED BY THE DISTRICT ROADSIDE MANAGEMENT SPECIALIST.
- 52. ALL GUTTER OUTLETS SHALL BE EXTENDED TO DITCH FLOW AS DIRECTED BY THE **ENGINEER**
- 53. RIGHT-OF-WAY MARKERS WILL BE ERECTED PER HIGHWAY STANDARD 666001 WITH THE BACK FACE OF THE MARKER ON THE RIGHT-OF-WAY LINE. UNLESS THE NEW RIGHT-OF-WAY LINE HAS BEEN SURVEYED AND PINNED. IN WHICH INSTANCE THE RIGHT-OF-WAY MARKERS WILL BE ERECTED 12 INCHES INSIDE THE NEW RIGHT-OF-WAY LINE. THE METHOD OF INSTALLATION SHALL BE APPROVED BY THE ENGINEER.
- 54, WORK ON THIS PROJECT WILL BE IN PROGRESS AT THE SAME TIME AS WORK ON THE FOLLOWING CONTRACTS:

Project	Type of Work
64C08	Roadway Reconstruction
IM-NHS-074-1(197)503-82	Bridge – WPG
IM-NHS-074-1(198)503-82	Bridge - WPG
IM-NHS-074-1(199)503-82	Bridge-Unspecified
IM-NHS-074-1(206)503-82	Pavement - Grade & Replace
IM-NHS-074-1(200)503-82	Bridge, New - Steel Girder
ITS-074-1(221)505-82	ITS Deployment and Integration
ITS-074-1(222)505-82	Fiber Optics
IMN-74-1(208)50E-82	Lighting
IMN-74-1(209)50E-82	Lighting
IMN-74-1(235)50E-82	Lighting

WORK ON THESE PROJECTS SHALL BE SCHEDULED TO KEEP INTERFERENCE BETWEEN ALL THE PROJECTS TO A MINIMUM. THE CONTRACTORS SHALL INFORM EACH OTHER OF PROGRESS OF THE PROJECTS AND GIVE FAIR WARNING TO THE OTHER CONTRACTORS WHEN A PROBLEM MIGHT BE ENCOUNTERED.

55. ANY SUBCONTRACTOR CHOSEN TO DO UNDERGROUND STORAGE TANK REMOVAL AND/OR SPECIAL OR HAZARDOUS WASTE MANAGEMENT MUST BE ON THE STATE FIRE MARSHALL'S CURRENTLY APPROVED LIST OF QUALIFIED CONTRACTORS TO DO SUCH WORK. PRIOR TO ANY INVOLVEMENT WITH SPECIAL OR HAZARDOUS WASTE, THE PRIME CONTRACTOR SHALL NOTIFY THE DISTRICT ENVIRONMENT UNIT HAZARDOUS WASTE COORDINATOR WHO THIS DESIGNATED SUB-CONTRACTOR IS AND FURNISH FIVE PROJECTS THIS SUB-CONTRACTOR HAS SUCCESSFULLY CONCLUDED, INCLUDING THE IEPA INCIDENT NUMBER. THE DISTRICT WILL THEN CONFIRM THE SUCCESSFUL CONCLUSION OF THESE PROJECTS BY REVIEWING THE IEPA DATA BASE. ONLY AFTER APPROVAL FROM THE DISTRICT ENVIRONMENT UNIT WILL THE SUB-CONTRACTOR BE AUTHORIZED TO PROCEED WITH ANY INVOLVEMENT WITH SPECIAL/HAZARDOUS WASTE.

- 56. COHESIVE SOIL USED TO BACKFILL UNDERGROUND STORAGE TANKS, OUTSIDE THE LIMITS OF THE ROADWAY, SHALL BE PLACED AT A MOISTURE CONTENT OF NO MORE THAN 110% OF OPTIMUM, AND COMPACTED TO 95% OF THE STANDARD DRY DENSITY.
- 57. BACKFILL PLUGS REQUIRED UNDER ARTICLE 669.09 GROUNDWATER MANAGEMENT SHALL BE CONSTRUCTED OF CONCRETE WHEN WITHIN THE FOLLOWING LIMITS: ALL TRENCHES MADE IN THE SUBGRADE OF THE PROPOSED IMPROVEMENT, AND ALL TRENCHES OUTSIDE OF THE SUBGRADE WHERE THE INNER EDGE OF THE TRENCH IS CLOSER THAN 2 FEET TO THE EDGE OF THE PROPOSED PAVEMENT, STABILIZED SHOULDER, CURB OR SIDEWALK.
- 58. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.39 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE

AT&T	(309) 757-4707
CENTURYLINK	(563) 355-6402
CITY OF MOLINE	(309) 524-2368
MIDAMERICAN ENERGY COMPANY - ELECTRIC	(309) 793-3696
MIDAMERICAN ENERGY HIGH VOLTAGE	(563) 333-8186
MIDAMERICAN ENERGY COMPANY - GAS	(309) 793-3760
KONE INC	(309) 949-1108
MEDIACOM	(309) 743-4750
MCI	(972) 729-6322
WINDSTREAM	(630) 925-4751

IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING. INTERSECTION LIGHTING OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815/284-5469 AT LEAST 48 HOURS PRIOR TO WORK.

59, TIE BARS SHALL BE INSTALLED TO TIE PCC APPURTENANCE TO ADJACENT EXISTING CONCRETE PAVEMENT.

TIE THE FOLLOWING TO THE EXISTING CONCRETE PAVEMENT

LENGTH, SIZE, AND SPACING OF TIE BARS

GUTTER OR CURB & STD. 606001 24" LONG NO. 6 @ 24" CENTERS

GUTTER

PCC BASE COURSE

STD. 353001 24" LONG NO. 6 @ 30" CENTERS

PCC PAVEMENT

STD. 420101 24" LONG NO. 6 @ 30" CENTERS

TIE BARS TO BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 420.05(B) OF THE STANDARD SPECIFICATIONS. SEE HIGHWAY STANDARD 420001 FOR DETAIL ON LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BAR. THE COST OF THE TIE BARS TO BE INCLUDED IN THE COST OF THE PCC APPURTENANCE ADJACENT TO THE EXISTING PAVEMENT.

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PLOT DATE = 5/2/2017	DATE	-	3/23/2017	REVISED	-

SCALE:

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GENERAL NOTES		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SHEET 3 OF 4	74	(81-1)R-1 & 8}-1(HBR, HBR-), HBR-2)	ROCK ISLAND	2042	6
			CONTRACT	NO. 6	54E26
SHEET NO. OF SHEETS STA. TO STA.		ILLINOIS FED. A	ID PROJECT		

GENERAL NOTES

- 60. CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.
- 61. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE MUNICIPALITY TO DETERMINE APPROVED METHODS OF UTILITY STRUCTURE ADJUSTMENT. UTILITY STRUCTURES MAY INCLUDE, BUT ARE NOT LIMITED TO, MANHOLES, WATER VALVES, HANDHOLES, ETC. ALL MATERIALS AND WORK NECESSARY TO COMPLETE ADJUSTMENTS PER MUNICIPALITY REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED ADJUSTMENT PAY ITEM.
- 62. RELOCATE TEMPORARY IMPACT ATTENUATORS SHALL INCLUDE STORAGE AND TRASNPORTATION TO AND FROM STORAGE, WHEN THE DEVICE IS NOT NEEDED FOR A TIME, AS SHOWN ON THE STAGING PLANS. THIS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, RELOCATE OF THE TYPE SPECIFIED.
- 63. WHEN RELOCATE TEMPORARY CONCRETE BARRIER IS SPECIFIED, THE WALL SHALL BE REMOVED, STORAGE AND TRANSPORTATION TO AND FROM STORAGE, WHEN THE WALL IS NOT NEEDED FOR A TIME AS SHOWN ON THE STAGING PLANS, RELOCATED AND REINSTATED AT THE NEW LOCATION. THE INSTALLATION REQUIREMENTS SHALL BE THE SAME AS THOSE FOR A NEW INSTALLATION. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR RELOCATE TEMPORARY CONCRETE BARRIER.
- 64. CONTRACTOR COORDINATION REQUIREMENTS AT SOUTH ABUTMENT OF STRUCTURE 081-0177 AND 081-0178: CONTRACTOR (RESPONSIBLE FOR CONSTRUCTION OF SN 081-6014) SHALL COORDINATE WITH "BRIDGE CONTRACTOR" (RESPONSIBLE FOR CONSTRUCTION OF SN 081-0178). CONSTRUCTION AT THE SOUTH ABUTMENT SHALL FOLLOW THE STEPS OUTLINED BELOW:
 - A CONTRACTOR SHALL CONSTRUCT AGGREGATE COLUMN GROUND IMPROVEMENT BENEATH SOUTH ABUTMENT, AGGREGATE COLUMNS WILL BE LOCATED SUCH THAT THEY DO NOT INTERFERE WITH THE PROPOSED PILE
 - B. "BRIDGE CONTRACTOR" SHALL DRIVE PILES FOR THE SOUTH ABUTMENT OF THE VIADUCT STRUCTURE.
 - C. CONTRACTOR SHALL CONSTRUCT MSE WALL AND PLACE BACKFILL UP TO THE ELEVATION OF THE BOTTOM OF ABUTMENT.
 - D. "BRIDGE CONTRACTOR" SHALL CONSTRUCT THE ABUTMENT, WINGWALLS AND
 - E. CONTRACTOR SHALL THEN COMPLETE CONSTRUCTION OF THE MSE WALLS AND PLACEMENT OF BACKFILL. "BRIDGE CONTRACTOR IS THEN RESPONSIBLE FOR THE SOUTH APPROACH PAVEMENT OF THE VIADUCT.
 - F. THESE STEPS SHALL BE REPEATED FOR CONSTRUCTION OF THE EASTBOUND PORTION OF 1-74.

65. THE PROJECT SOILS REPORT RECOMMENDS THE USE OF SETTLEMENT PLATFORMS TO OBSERVE AND DETERMINE THE MAGNITUDE AND RATE OF EMBANKMENT SETTLEMENT. THE DETERMINATION OF THE TIME AT WHICH THE NECESSARY CONSOLIDATION HAS TAKEN PLACE AND WHEN THE EMBANKMENT MAY BE RELEASED FOR ADDITIONAL LIFTS OF FILL OR THE NEXT STAGES OF CONSTRUCTION WILL BE DETERMINED BY THE ENGINEER ON THE BASIS OF THE DATA OBTAINED FROM THE COMBINED SETTLEMENT MONITORING INSTRUMENTATION. SETTLEMENT PLATFORMS, IN ACCORDANCE WITH ARTICLE 204 OF THE STANDARD SPECIFICATIONS, SHALL BE INSTALLED AT THE FOLLOWING LOCATIONS:

EMBAN	KMENT LO	CATIONS
ALIGNMENT	STATION	OFFSET (FT)
1-74	53+50	55 LT
1-74	50+00	55 RT
1-74	60+00	90 RT
RAMP 7TH-A	627+30	35 LT

AC	GI LOCATIO	ONS
ALIGNMENT	STATION	OFFSET (FT)
I-74	48+90	40 LT
I-74	49+20	50 RT
I-74	61+05	20 RT
I-74	62+15	40 LT
I- 7 4	70+85	10 LT
I-74	71+80	10 LT

SETTLEMENT PLATFORMS INSTALLED WITHIN AGGREGATE COLUMN GROUND IMPROVEMENT (ACGI) TREATMENT AREAS MAY BE USED BY THE ACGI SUBCONTRACTOR TO PARTIALLY SATISFY THE VERIFICATION REQUIREMENTS OF GUIDE BRIDGE SPECIAL PROVISION 71; HOWEVER, ADDITIONAL SETTLEMENT MONITORING POINTS ON THE FACE OF THE MSE RETAINING WALLS WILL BE NEEDED.

SETTLEMENT PLATFORMS WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST BID FOR EARTH EXCAVATION.

EMBANKMENT RESTING PERIODS ARE REQUIRED AT THE FOLLOWING LOCATIONS. CONTRACTOR SHALL SEQUENCE WORK TO ALLOW SETTLEMENT TO OCCUR PRIOR TO PAVING

ALIGNMENT	RESTING PERIOD
1-74	9 MONTHS
RAMP 7TH-B	4 MONTHS

SEE STRUCTURE PLANS FOR ADDITIONAL SETTLEMENT TIME RESTRICTIONS IN AREAS WITH ACGITREATMENT.

66. UTILITY NOTE: THE LOCATIONS OF THE BURIED AND ABOVEGROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATION USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVEGROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES, REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

- 67. THE CONTRACTOR SHALL BE REQUIRED TO COMPLETE CONSTRUCTION ACTIVITIES DURING THE WINTER STAGE AS SHOWN IN THE PLANS IN ORDER TO ACHIEVE THE COMPLETION DATES SPECIFIED. THIS WORK WILL BE INCLUDED IN THE CONTRACT COST FOR THE ASSOCIATED ITEMS. NO ADDITIONAL COMPENSATION WILL BE PROVIDED FOR WORK PERFORMED DURING THE WINTER STAGE
- 68. CONTRACTOR SHALL BE RESPONSIBLE FOR RECONSTRUCTING THE GROUND AREAS WHERE STRUCTURE HAS BEEN REMOVED AND AREAS THAT BECOME DAMAGED DURING THE REMOVAL OPERATION, AT THE DIRECTION OF THE ENGINEER, THE GROUND AREAS SHALL BE REESTABLISHED IN KIND WITH THE AREA IMMEDIATELY ADJACENT TO THE REMOVAL AREA. COST SHALL BE INCLUDED WITH THE "REMOVAL OF EXISTING STRUCTURES" OF THE NUMBER SPECIFIED.
- 69. THE CITY OF MOLINE AND UTILITY COMPANIES WILL BE RELOCATING UTILITIES PRIOR TO THE START OF CONSTRUCTION OF THIS CONTRACT TO AVOID CONFLICTS WITH THE PROPOSED IMPROVEMENTS. THESE RELOCATIONS ARE UNDER A SEPARATE CONTRACT AND WERE NOT AVAILABLE AT THE TIME OF LETTING. THEREFORE, THE UTILITIES SHOWN IN THE PLANS MAY NOT ILLUSTRATE THE MOST CURRENT CONFIGURATIONS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE CITY OF MOLINE, THE UTILITY COMPANIES, AND/OR THE ENGINEER TO DETERMINE THE LOCATION OF THE REVISED UTILITIES.
- 70. ALL CONCRETE FOR THE C.I.P RETAINING WALLS WITH A FORM LINER TEXTURED SURFACE SHALL BE SELF-CONSOLIDATING CONCRETE MEETING THE REQUIREMENTS OF SECTION 1020 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONCRETE USED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

FILE NAME 32CONCD-H2S-sht-gennote158M.dqr

JSER NAME = petkeØØ95 DESIGNED - MTH REVISED DRAWN - CBP REVISED PLOT SCALE = CHECKED - AAP REVISED PLOT DATE = 5/2/2017 - 3/23/2017 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE:

GENERAL NOTES TOTAL SHEE SHEETS NO. SECTION COUNTY SHEET 4 OF 4 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 7 CONTRACT NO. 64E26 SHEET NO. OF SHEETS STA. ILLINOIS FED. AID PROJECT

IOPIC: BALD EAGLES

COMMITMENT: PRIOR TO CONSTRUCTION, THE AREA WILL BE SURVEYED TO ACCURATELY IDENTIFY BALD EAGLE NEST SITES.

ENVIRONMENTAL CONTACT: JILL RUDLOFF, IA DOT

TOPIC: HOME AND BUSINESS ACCESS

COMMITMENT: DURING THE FINAL DESIGN AND CONSTRUCTION OF THE PROPOSED ITEMS ON LOCAL ROADS, MINIMIZING IMPACTS ON EXISTING BUSINESSES THAT UTILIZE LOADING DOCKS, ALLEYS AND DRIVEWAYS SHALL BE EXERCISED.

TOPIC: PRIVATE PROPERTY STRUCTURE

COMMITMENT; THE CONCRETE BLOCK STRUCTURE LOCATED AT 1-74 MAINLINE STATION 69+45, 106'
LT, SHALL NOT BE DISTURBED DURING CONSTRUCTION. ANY DAMAGE TO THIS STRUCTURE OR
ITS CONTENTS RESULTING FROM THE CONTRACTOR'S ACTIVITIES SHALL BE THE SOLE
RESPONSIBILITY OF THE CONTRACTOR AND NO ADDITIONAL PAYMENT WILL BE MADE FOR ANY
NECESSARY REPAIR OR REPLACEMENT.

TOPIC: FENCE REPAIR

COMMITMENT: THE EXISTING FENCE ALONG THE PROPERTY AT 1890 14TH AVENUE LOCATED BETWEEN STATION 79+33.34, 96.5' RT AND 81+10.41, 184.6' RT SHALL ONLY HAVE THE FENCE FABRIC REPLACED. ALL WORK SHALL BE PERFORMED WITHIN THE EXISTING ROW AT THIS LOCATION AND SHALL BE PAID FOR AS CHAIN LINK FABRIC, TYPE 1, 4'-0".

TOPIC: AMERICAN RENTAL ASSOCIATION TEMPORARY ACCESS DRIVEWAY (1900 19TH ST)

COMMITMENT: DURING THE CLOSURE OF 19TH STREET, TEMPORARY ACCESS FOR THIS PROPERTY WILL

BE PROVIDED OFF OF 23RD STREET AS SHOWN IN THE STAGING PLANS, ONCE CONSTRUCTION

1S COMPLETE AND 19TH STREET IS OPENED TO TRAFFIC, THE TEMPORARY ACCESS TO 23RD

STREET WILL BE REMOVED. THIS AREA WILL BE SODDED AND HOT-MIX ASPHALT CURB

(SPECIAL) WILL BE PLACED TO MATCH THE EXISTING PARKING LOT EDGE. TREES WILL NOT

BE REPLACED.

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FILE NAME = 02CONCD-HP9-sht-gennote03M.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

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				ROADWAY	ROADWAY	5N 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 981-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILITIES
			TOTAL QUANTITY	0003	0004	0019	0010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	0004	0004	0043
CODE NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
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20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	1274	1274																	
												 									
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	212	212				<u> </u>													+
20100215	THE REMOVIE (OVER 10 ONLO 25 SHE LETY	0741													-						
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20100500	TREE REMOVAL, ACRES	ACRE	2.75	2.75				ļ													—
20200100	EARTH EXCAVATION	CUYD	180,520	127,000	53,520																
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CUYD	100	100																	
22720000	POPOLIO ODANI A DI ENCANIZITENT	CUYD	440	24	118																-
20700220	POROUS GRANULAR EMBANKMENT	COTE	142		110				<u> </u>												
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20800150	TRENCH BACKFILL	CUYD	17,915	12,684	5161																70
]														
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQYD	115,907	74,827	41,080																
																					
25000210	SEEDING, CLASS 2A	ACRE	21.00	14.75	6.25																
																					-
25000310	SEEDING, CLASS 4	ACRE	6.50	3.90	2.60																
																			.,		
25000400	NTROGEN FERTILIZER NUTRIENT	POUND	2485	1544	941																
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2485	1544	941																
					<u> </u>								1								
25000000	POTASSIUM FERTILIZER NUTRIENT	POUND	2485	1544	941					-											
2000000	PO DAGGION PERTILIZER NOTRIENT	- FOORD	2400	. 1344	341		1			-											+
											-	<u></u>						ļ			
25000750	MOWING	ACRE	21.00	14.75	6.25																ļ

* SPECIALTY ITEM

** NON-PARTICIPATING ITEM

benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
305 No. 10061

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STATE OF ILLINOIS
ARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SHEET NO. 1 OF 32 SHEETS

												CONSTRUC	TION CODE								
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	86.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.6% FEDERAL	88.5% FEDERAL	L							
				11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	100% MOLIN					
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 981-5014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILITIES
CODE			QUANTITY	0003	0004	0010	9010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	0004	90,54	0043
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
		<u> </u>				•															
25100125	MULCH, METHOD 3	ACRE	36.50	21.75	14.75																
25100630	EROSION CONTROL BLANKET	SQ YD	119,254	76,812	42,442																<u> </u>
																					<u> </u>
25100900	TURF REINFORCEMENT MAT	SQYD	13,875	12,754	1121																
25200100	SODDING	SQYD	714		714		-														
25200200	SUPPLEMENTAL WATERING	UNIT	6.4		6.4																1
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	109,500	65,390	44,110																
28000305	TEMPORARY DITCH CHECKS	FOOT	3090	1970	1120							·				•					
	Jan dien Breiter		0000	10.0	7120																
28000400	PERIMETER EROSION BARRIER	FOOT	13,702	10,528	3174				**************************************												
28000500	INLET AND PIPE PROTECTION	EACH	24	11	13											·					
					450																<u> </u>
28000010	INLET FILTERS	EACH	234	128	106				·····						/						-
28100107	STONE RIPRAP, CLASS A4	SQYD	69			,														69	
			·																		
28200200	FILTER FABRIC	SQYD	10,708	10,595	44															69	
							****											<u>.</u>			
28500200	PRECAST BLOCK REVETMENT MAT	SQYD	574	531	43																
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CUYD	16		16																
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benesch 200 Alfred Benesch & Company 205 North Michigan Avenue, Suite 2400 Chago, illinois 60601 312-665-0450 Job No. 10061

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	74		ROCK ISLAND	2042	10	
		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26	
SHEET NO. 2 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT			

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												CONSTRUC	TION CODE								
				88.5% FEDERAL 11.5% STATE		88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE		88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE		88.5% FEDERAL 11.5% STATE	88.5% FEDERAL	88.5% FEDERAL	1	88.5% FEDERAL					
			TOTAL	ROADWAY 0003	ROADWAY 0004	SN 081-0179	SN 081-0180	SN081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	
CODE			QUANTITY	URBAN	URBAN	0010 URBAN	0010 URBAN	0011 URBAN	0010 URBAN	0010 URBAN	0010 URBAN	0010 URBAN	0021 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	00 0 ℃	0043 URBAN
NO.	ITEM	UNIT		· ·											0.125717	2712F11			Vient I	ONDAIR	ONDAR
30300011	AGGREGATE SUBGRADE IMPROVEMENT	TON	2000		2000					,											
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQYD	72,573		72,479						39	55									
31100800	SUBBASE GRANULAR MATERIAL, TYPE A 9°	SQYD	2095	1665	430																
31200100	STABILIZED SUBBASE 4*	SQYD	206,231	136,512	69,631						39	49									
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	13,583	6567	7016																
40600825	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	TON	199		199																
40600845	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90	TON	447	447																	
40603535	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1112		1112																
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	724	724														· · · · · · · · · · · · · · · · · · ·			
12000060	WELDED WIRE REINFORCEMENT	SQYD	220		220																
42506000	THEEDED WATE INCHES	002113	220		2.20						<u> </u>										+
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQYD	4008	3817	191																
42000406	PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)	SQYD	36,000		36,000																
42000511	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)	SQYD	154,317	133,263	21,054																
42001300	PROTECTIVE COAT	SQ YD	394,692	274,161	120,531													<u> </u>			

benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60801
312-565-0450 Job No. 10061

USER NAME = SUSERS	DESIGNED - DTS	REVISED -
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SUMMARY OF QUANTITIES	F.A.I. RTE	SECTION
	74	(81-1)R-1 & 81-10HBR, HBR-1, HBR
SHEET NO. 3 OF 32 SHEETS	 -	JULINOIS FE

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				88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	88.5% PEDERAL	88.5% FEDERAL	£												
		1		11.5% STATE	:		1		11.5% STATE			11.5% STATE	. 190% MOLI								
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 981-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	
CODE			QUANTITY	0003	0004	0010	0010	0011	0010	0010	9810	0010	0021	0004	0004	0004	0004	9904	0004	80 .04	0043
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
2300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQYD	635		635																
2400200 F	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQFT	31,822.0										31,822.0								
2400800 [DETECTABLE WARNINGS	SQFT	351										351								
4000100 F	PAVEMENT REMOVAL	SQYD	108,671	60,943	47,728											<u></u>					
4000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQYD	10,890		10,890																
4000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQYD	7519	7324	196																
4000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3*	SQYD	2387		2387				-,-												
4000200	DRIVEWAY PAVEMENT REMOVAL	SQYD	202		202																
4000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	18,126		17,849						135	142									
1000600 5	SIDEWALK REMOVAL	SQFT	28,480		28,480																
001980	CONCRETE BARRIER REMOVAL	FOOT	914										914								
003100	MEDIAN REMOVAL	SQFT	10,707		10,707																
004000 F	PAVED DITCH REMOVAL	FOOT	3022	2995	27								-								
1004250 F	PAVED SHOULDER REMOVAL	SQYD	40,055	34,518	5537				:										1		1

benesch 200 Alfred Benesch & Company 205 North Midnigan Avenue, Suite 2400 Chicago, Ellinois 60601 312-585-0450 Job No. 10061

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SHEET NO. 4 OF 32 SHEETS

					r		,			·		CONSTRUC	TION CODE								
				88.5% FEDERAL	88.5% FEDERAL	88.5% REDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% PEDERAL	68.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	
			· · · · · · · · · · · · · · · · · · ·	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	100% MOLI					
	<u> </u>		TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILITIES
CODE			TOTAL QUANTITY	0003	9004	0010	0010	0011	0010	0010	0010	0010	0021	0004	0004	0004	9004	9004	0004	0004	0043
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQYD	143		143																
		·····																			
41000074	CLASS D DATONICS TYPE S 46 NO.		420		130											 		·		1	
14200974	CLASS B PATCHES, TYPE 8, 10 INCH	SQYD	130		130															<u> </u>	
																			:		
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQYD	135	-	135														:		
44201294	CLASS B PATCH - EXPANSION JOINT	FOOT	232		232																
								<u> </u>					<u> </u>							-	-
										<u> </u>										ļ	<u> </u>
44201296	DEFORMED BARS - EXPANSION JOINT	EACH	238		238																
44201299	DOWEL BARS 1 1/2"	EACH	500		500																
																-				<u> </u>	
44243200	SAW CUTS	FOOT	1782		1782																
	O.W. 0030	1001			1702																
	and the construction of the field fi									<u> </u>											
44213204	TIE BARS 3/4"	EACH	50		50																
45200300	JOINT OR CRACK FILLING	POUND	10																	10	
				2002	2004							-									
48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQYD	4757	2663	2094					<u> </u>											<u> </u>
48203009	HOT-MIX ASPHALT SHOULDERS, 3"	SQYD	209 5	1665	430				·												
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	3			1	2														
			~~~																<b>.</b>	<u> </u>	<del> </del>
						ļ			······································												-
501 <b>0</b> 0400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1					1													<u> </u>
50100500	REMOVAL OF EXISTING STRUCTURES NO. 3	EACH	2						1	1											
			<del></del>			<del> </del>		<b> </b>		<b> </b>		<del>                                     </del>	1	<del> </del>	ļ		ļ	<u> </u>	<del> </del>	<del> </del>	+

benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 66001
312-656-0450 Job No. 10061

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2. Addices Pare Foregraph		CHECKED - MRC	REVISED -	STATE OF ILLINOIS	SOMMAN OF GOVERNING	74 (81-1)R-1 &	ROCK 1SLAND 2042 13	72
	PLBT SCALE =	DRAWN - DTS	REVISED -	DEPARTMENT OF TRANSPORTATION		81-1(HBR, HBR-1, HBR-2)	CONTRACT NO. 64E26	નાં€
MODEL: \$MODEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -		SHEET NO. 5 OF 32 SHEETS	ILLINOIS FED. A	ID PROJECT	
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						T	<del></del>	r			<del>,</del>	CONSTRUCT	TION CODE					,			
				88.5% FEDERAL 11.5% STATE ROADWAY	88.5% FEDERAL 11.5% STATE ROADWAY	88.5% FEDERAL 11.5% STATE SN 081-0179				88.5% FEDERAL 11.5% STATE SN 081-0183	88.5% FEDERAL 11.5% STATE SN 081-0184	88.5% FEDERAL 11.5% STATE SN 081-0185	88.5% FEDERAL 11.5% STATE SAFETY		88.5% FEDERAL 11.5% STATE SN 081-6014	11.5% STATE	100% MOLI				
			TOTAL	0003	0004	0010	0010	0011	0010	0010	0010	0010	0021	0004	0004	SN 081-6015 0004	SN 081-6016 0004	SN 081-6017 0004	SN 081-6020 0004	STRUCTURE	UTILITIES 9043
CODE			QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	00 <b>04</b> URBAN	URBAN
NO.	ITEM	UNIT					77,34			0,127,110	••••	W.127-UV	37637117		OKDA!	UNDAK	ONDAR	O.C.	ONDAK	ORDAN	SIAB-GI
50100600	REMOVAL OF EXISTING STRUCTURES NO. 4	EACH	1								0.5	0.5									
50102400	CONCRETE REMOVAL	CUYD	606.0														.,	606.0			
50104400	CONCRETE HEADWALL REMOVAL	EACH	15	14	1																
50104650	SLOPE WALL REMOVAL	SQ YD	910																	910	
50105220	PIPE CULVERT REMOVAL	FOOT	179	179																	
50157300	PROTECTIVE SHIELD	SQYD	12,356			2682	5023	1302	458	616	1268	1007									
50200100	STRUCTURE EXCAVATION	CUYD	24,166	31	153	708	1494	1227			1858	1399		497	2941	1936	4766	2882	1870	2351	53
	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CUYD	1070									-				432	638				
50300225	CONCRETE STRUCTURES	CUYD	5222.7			510.7	697.3	669.8	228.4	233.0	896.7	778.9		379.2						792.0	36.7
50300255	CONCRETE SUPERSTRUCTURE	CUYD	7833.5			906.0	961.1	616.9	417.5	415.3	875.5	750.7			469.3	532.8	215.5	156.1	20.4	1496.4	
50300260	BRIDGE DECK GROOVING	SQYD	14,339			2778	2938	1737	1103	1104	<b>2</b> 552	2127									
0300285	FORM LINER TEXTURED SURFACE	SQFT	12,950											4755	2527			1831	2423	1414	
50300300	PROTECTIVE COAT	SQYD	22,584			3222	3374	2093	1225	1224	2965	2526			1060	1205	491	353	45	2801	
SOSONANE	EI IDNIGHING AND EDECTRIC STDI OTI IDAL STELL	L SUM	1			0.24	0.26	0.15	0.05	0.05	0.13	0.12									
COLOGCO	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1			U.24	0.26	0.10	0.05	υ.₩5	U.15	0.12							ļ <u> </u>		<b></b>

benesch 205 korth Michigan Avenue, Suite 2400 Chicago, Illinois 68061 312-685-0450 Job No. 10061

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY	OF QUANTITIES	
SHEET NO.	6 OF 32 SHEETS	

												CONSTRUC	TION CODE								
			<b>.</b>	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	'	88.5% FEDERAL 11.5% STATE	l	88.5% REDERAL	88.5% FEDERAL 11.5% STATE	88.5% REDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE		88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL	l	L 100% MOLINE
			TOTAL	ROADWAY 0003	ROADWAY 0004	SN 081-0179 0010	SN 081-0180 0010	SN 081-0181	SN 081-0182 0010	SN 081-0183	SN 081-0184	SN 081-0185 0010	SAFETY	SN 081-8013	SN 981-6014	SN 081-6015	SN 081-6016	SN 981-6017	SN 081-6020	STRUCTURE	+
CODE			QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	0010 URBAN	URBAN	0021 URBAN	D004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0043 URBAN
NO.	İTEM	UNIT		0/10-21	O NOON	. OALFET	2712714	0.00-4.	GI TOP II	S. CAR	40.550.55	ONDA!	GREAT	SIDAR	CASAA	OKOMIE	ONDAR	ORDAN	ORBAR	ORBAN	ORBAN
50500505	STUD SHEAR CONNECTORS	EACH	67,995			10,848	11,544	5148	4104	4104	13,935	12,438	-	1894						3980	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2,584,330			340,680	410,110	305,860	128,150	127,780	343,320	300,100		37,660	73,680	84,580	33,090	24,440	3010	368,820	3050
50800515	BAR SPLICERS	EACH	1246			128	140	103	176	178	281	240									
50800530	MECHANICAL SPLICERS	EACH	738			240	258	240													
51100100	SLOPE WALL 4 INCH	SQYD	6540			1282	1364	798	140	144	1173	970								669	
51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	10,232								5398	4834									
51201400	FURNISHING STEEL PILES HP10X42	FOOT	587				99	166	158	164											
51201610	FURNISHING STEEL PILES HP12X63	FOOT	3492			1974		1518						-							
51201700	FURNISHING STEEL PILES HP12X74	FOOT	2473				2242														231
51201800	FURNISHING STEEL PILES HP14X73	FOOT	5480						2580	2900											
51202000	FURNISHING STEEL PILES HP14X102	FOOT	6836			2316	2336	2184													
51202305	DRIVING PILES	FOOT	29,100			4290	4677	3868	2738	3064	5398	4834									231
51203200	TEST PILE METAL SHELLS	EACH	4								4										
51203610	TEST PILE STEEL HP12X63	EACH	2			2				And the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s											

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Chicago, Illinois 60601
312-685-0450
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STATE (	OF ILLINOIS
DEPARTMENT OF	<b>TRANSPORTATION</b>

SUMMARY OF QUANTITIES	F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74		ROCK ISLAND	2042	15
		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 7 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

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		1 1	1	88.5% FEDERAL 11.5% STATE ROADWAY	88.5% FEDERAL 11.5% STATE ROADWAY		88.5% FEDERAL 11.5% STATE SN 081-0180		88.5% FEDERAL 11.5% STATE SN 081-0182		88.5% PEDERAL 11.5% STATE SN 081-0184	I	88.5% FEDERAL 11.5% STATE SAFETY	88.5% FEDERAL 11.5% STATE SN 081-6013				88.5% FEDERAL 11.5% STATE SN 981-6017		86.5% FEDERAL 11.5% STATE STRUCTURE	100% MOLII
			TOTAL	0003	0004	0010	0010	0011	0010	0010	9010	0010	0021	0004	0004	0804	0004	0004	0004	80.D4	0043
CODE NO.	ITÉM	UNIT	QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
51203700	TEST PILE STEEL HP12X74	EACH	3				1	_													2
1203800	TEST PILE STEEL HP14X73	EACH	4						2	2											
51 <b>20400</b> 0	TEST PILE STEEL HP14X102	EACH	1			1															
51204650	PILE SHOES	EACH	214								112	94									8
51500100	NAME PLATES	EACH	17			1	1	1	1	1	1	1		1	1	1	1	1	-	4	
7700100	INNET EXILO	Encit	17	-		•	'	'		*				,	,				'	4	
2000110	PREFORMED JOINT STRIP SEAL	FOOT	1136.0			124.0	124.0	88.0	156.0	156.0	265.0	223.0									
2100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	78			8	8	6	9	9	20	18									
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	41			8	8	6			10	9					***************************************				
52100510	ANCHOR BOLTS, 3/4"	EACH	100							.,	52	48					·,				
2100515	ANCHOR BOLTS, 7/8"	EACH	24																		24
2100520	ANCHOR BOLTS, 1"	EACH	264			96	96	72													
					,																
2100530	ANCHOR BOLTS, 1 1/4"	EAC∺	96						36	36	12	12					,				
											055									,	ļ
2200010	TEMPORARY SHEET PILING	SQFT	2450			1746	341				363				·····		,				
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQFT	1980			899	118		963												
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benesch & Company
205 North Michigan Avenue, Suits 2400
Chicago, Illinois 60801
312-565-0450 Job No. 10061

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SHEET NO. 8 OF 32 SHEETS

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		1		88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE			88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE		88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	1
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILITIES
CODE			QUANTITY	0003	0004	0010	0010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	0004	00 04	0043
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
52200100	FURNISHING SOLDIER PILES (HP SECTION)	FOOT	8821											1219						7602	
																			<u> </u>		
52200105	FURNISHING SOLDIER PILES (W SECTION)	FOOT	2617											2185						432	
52200200	DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CUFT	35,961											10,322						25,639	
		<u> </u>																			
522 <b>002</b> 50	UNTREATED TIMBER LAGGING	SQFT	16,958											4563						12,395	
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	3	3																	
					<u> </u>																
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	5	5																	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1	<del> </del>						:										
																				·	
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1																	
54244805	INLET BOX, STANDARD 542501	EACH	1	1																· · · · · · · · · · · · · · · · · · ·	
55 <b>0A03</b> 40	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	4037	2518	1519																
				· · · · · · · · · · · · · · · · · · ·														_			
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	1697	1171	526																-
55040390	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	2853	2638	138																77
300,10000	STOTAL SETTEMS, SERVO A, THE Z TO	1,000	2000	2030	.50																
550A0400	STORM SEWERS, CLASS A, TYPE 2 21"	FOOT	1087	1087																	
																		· · · · · · · · · - <del> ·</del>			
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	1669	939	730																1

benesch 255 Altred Benesch & Company 205 North Michigan Avenue, Suite 2400 Chicago, Illinois 60601 312-565-0450 Job No. 10061

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SUMMARY OF QUANTITIES	F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET
	74		ROCK ISLAND	2042	17
	[	81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 9 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

						***************************************						CONSTRUC	TION CODE								
		· · · · · · · · · · · · · · · · · · ·		11.5% STATE	88.5% FEDERAL 11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	198% MOLINE
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILITIES
CODE			QUANTITY	0003 URBAN	0004 URBAN	0010 URBAN	0010 URBAN	0011 URBAN	0010 URBAN	0010 URBAN	0010 URBAN	0010 URBAN	0021 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	00 <b>04</b> URBAN	0043 URBAN
NO.	ITEM	UNIT		URBAN	UKBAN	URBAN	URBAN	URSAN	URBAN	URBAN	ORBAN	URBAN	URBAN	URBAR	URBAN	UKSAN	URBAN	URBAN	URBAN	URBAN	URBAN
550A0420	STORM SEWERS, CLASS A, TYPE 2 27"	FOOT	529	529																	
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	172	96	76																
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	1264	1264																	
											,										
550A0470	STORM SEWERS, CLASS A, TYPE 2 42"	F001	311	311																	
550A0480	STORM SEWERS, CLASS A, TYPE 2 48"	FOOT	118	118									·								
550A0640	STORM SEWERS, CLASS A, TYPE 3 12"	FOOT	26	26																	
550A0660	STORM SEWERS, CLASS A, TYPE 3 15"	FOOT	52		52																
																			<u> </u>		
550A0680	STORM SEWERS, CLASS A, TYPE 3 18"	FOOT	374	354	20																
550A0710	STORM SEWERS, CLASS A, TYPE 3 24"	FOOT	401	237	164																
550A0730	STORM SEWERS. CLASS A. TYPE 3 30"	FOOT	36	36																	
\\.																					
550A075(	STORM SEWERS, CLASS A, TYPE 3 36"	FOOT	232	232																	
550A0980	STORM SEWERS, CLASS A, TYPE 4 18"	FOOT	130	130											:						
																		~~~			
550A1010	STORM SEWERS, CLASS A. TYPE 4 24"	FOOT	161	161																	
550A1300	STORM SEWERS, CLASS A, TYPE 5 30"	FOOT	209	125	84																

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SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(81-1)R-1 &	ROCK ISLAND	2042	18
		81-1(HBR, HBR-1, HBR-2)	CONTRACT		4E26
SHEET NO. 10 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

												CONSTRUC	TION CODE								
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	_
		1 1		11.5% STATE			11.5% STATE		11.5% STATE		11.5% STATE	<u> </u>		11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	
			TOTAL	ROADWAY 0003	ROADWAY 0004	SN 081-0179 0010	SN 081-9180 0010	SN 081-0181 0011	SN 081-0182 0010	SN 081-0183 0010	SN 081-0184 0010	SN 081-0185	SAFETY 0021	SN 081-6013 0004	SN 081-6014 0004	SN 081-8015 0004	SN 081-6016 0004	SN 081-8017 0004	SN 081-6020 0004	STRUCTURE	UTILITIES 0043
CODE			QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
NO.	ITEM	UNIT																			
550A 1580	STORM SEWERS, CLASS A, TYPE 6 24"	FOOT	47		47																
55100300	STORM SEWER REMOVAL 8"	FOOT	114	59	55																
····																					
55190500	STORM SEWER REMOVAL 12"	FOOT	2567	1849	718																
5100700	STORM SEWER REMOVAL 15"	FOOT	121	121																	
	oroun deficience to	, 667	(2)	12.															<u> </u>		
551 009 00	STORM SEWER REMOVAL 18"	FOOT	896	625	194											· · · · · · · · · · · · · · · · · · ·					77
5101200	STORM SEWER REMOVAL 24"	FCCT	1414	818	596																
55101400	STORM SEWER REMOVAL 30"	FOOT	347	347																	
55101600	STORM SEWER REMOVAL 36"	FOOT	284	284																	
															,						
55101800	STORM SEWER REMOVAL 42"	FOOT	120	120																	
5102300	STORM SEWER REMOVAL 72"	FOOT	276		276									·							-

552 0 0 90 0	STORM SEWERS JACKED IN PLACE, 24"	FOOT	346																		346
5201100	STORM SEWERS JACKED IN PLACE, 30"	FOOT	87	87														, , , , , , , , , , , , , , , , , , ,			
58700300	CONCRETE SEALER	SQFT	40,015			5004	5613	5624	1827	1847	10,188	9004								908	
													:								
9100100	GEOCOMPOSITE WALL DRAIN	SQYD	1960								206	172		354						1228	

benesch & Company
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Chicago, Ellinols 60501
312-585-0450
Job No. 10061

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION COUNTY TOTAL SHEET NO.

(B1-1)R-1 & ROCK ISLAND 2042 19

B1-1/HBR, HBR-1, HBR-2) CONTRACT NO. 64E26

[ILLINOIS] FED. AID PROJECT SUMMARY OF QUANTITIES SHEET NO. 11 OF 32 SHEETS

												CONSTRUCT	TION CODE								
				88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% PEDERAL	_
		,		11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE			11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE					
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-5013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILITIES
CODE			QUANTITY	0003	8094	0010	0010	0011	0010	9010	9010	0010	0021	0004	0004	0004	0004	0004	8004	00.04	0043
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EAC₩	65	61	4							;									
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	1852	1793	59																
													t								
60108206	PIPE UNDERDRAINS. TYPE 2, 6"	FOOT	63,113	43,826	19,058						135	94									
60218400	MANHOLES, TYPE A, 4"-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	35	21	14																
60218600	MANHOLES, TYPE A, 4-DIAMETER, TYPE 4 FRAME AND GRATE	EACH	9	9																	
										·											
60219000	MANHOLES, TYPE A, 4-DIAMETER, TYPE 8 GRATE	EACH	3	3																	
60219510	MANHOLES, TYPE A, 4-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	28	16	12																
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	10	5	5									WARRANGE ALIES							
60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	3	1	2		· · · · · · · · · · · · · · · · · · ·		******												
60222210	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	2	4	1																
0223800	MANHOLES, TYPE A, 6-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	6	1	5																
0224035	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	4	2	2																
80224440	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	2	2																	
50 22 4446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EAC∺	5	3	2												· ·				
		1																	<u> </u>	l	

benesch & Company
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Chicaga, Illinois 60601
angineers - scientists - planners
312-565-0450
Job No. 10081

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MODEL: \$MODEL	PLDT DATE = 5/5/2017	CHECKED - MRC	REVISED -

STATI	E OF	ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74		ROCK ISLAND	2042	20
		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 12 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

												CONSTRUC	TION CODE								
			T	11.5% STATE	11.5% STATE		11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	100% MOLINE
			TOTAL	ROADWAY 0003	ROADWAY 0004	SN 081-0179 0010	SN 081-0180 0010	SN 081-0181 0011	SN 081-0182 0010	SN 081-0183 0010	SN 081-0184 0010	SN 021-0125 0010	SAFETY 0021	SN 081-8013 0004	SN 081-6014 0004	SN 081-6015 0004	SN 981-6016 9004	SN 081-6017 0004	SN 081-6020 0004	STRUCTURE	UTILITIES 0043
CODE NO.	! !TEM	UNIT	QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	00 0 4 URBAN	URBAN
NU.	LIEM	OWE																			
60224448	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 8 GRATE	EACH	1		1																
60224464	MANHOLES, TYPE A, 8-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	1	4																	
60240301	INLETS, TYPE B, TYPE 8 GRATE	EACH	8	2	6																
60240305	INLETS, TYPE B, TYPE 10 FRAME AND GRATE	EACH	2	4	1																
60240324	INLETS, TYPE B, TYPE 20 FRAME AND GRATE	EACH	65	27	38																
60240328	INLETS, TYPE B, TYPE 24 FRAME AND GRATE	EACH	5	5																	
60247160	DRAINAGE STRUCTURES, TYPE 1, WITH TWO TYPE 20 FRAMES AND GRATES	EACH	21	21																	
60247170	DRAINAGE STRUCTURES, TYPE 2, WITH TWO TYPE 22 FRAMES AND GRATES	EACH	5	5																	
60255500	MANHOLES TO BE ADJUSTED	EACH	55		55					war ya da gana a da da a a a a a a a a a a a a a a		***************************************									
60256910	MANHOLES TO BE ADJUSTED WITH NEW TYPE 20 FRAME AND GRATE	EACH	2		2																
60260100	INLETS TO BE ADJUSTED	EACH	42		42																
60270050	DRAINAGE STRUCTURES, TYPE 4 WITH TWO TYPE 20 FRAME AND GRATES	EACH	5	5																	
60500040	REMOVING MANHOLES	EACH	62	43	19																
60500050	REMOVING CATCH BASINS	EACH	9	9																	

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MODEL: \$MODEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -

SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74		ROCK ISLAND	2042	21
		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 13 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

							,				1	CONSTRUC	TION CODE		•						
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	-
			Į.	11.5% STATE	11.5% STATE					11.5% STATE		11.5% STATE	11.5% STATE	11.5% STATE		11.5% STATE	11.5% STATE	T	11.5% STATE	11.5% STATE	-
			TOTAL	ROADWAY 0003	ROADWAY 0004	SN 081-0179 0010	SN 081-0180 0010	SN 081-0181	SN 081-0182 0010	SN 081-0183	SN 081-0184 0010	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILLIE
CODE			QUANTITY	URBAN	URBAN	URBAN	URBAN	0011 URBAN	URBAN	0010 URBAN	URBAN	0010 URBAN	0021 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0004 URBAN	0064 URBAN	0004 URBAN	60 <i>O</i> 4	0043
NO.	ITEM	UNIT		URBAN	UNDAN	GRBAN	OKEMIS	UKBAN	CIREANS	UKBAN	URBAN	UKBAR	CREAN	OKBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
0500060	REMOVING INLETS	EACH	19	11	8																
0600095	CLASS SI CONCRETE (OUTLET)	CUYD	38.5	5.1	33.4																
nennens	CONCRETE CURB, TYPE B	FOOT	135.0	90.0	45.0														-		
				00.0	30.0					-											
0602500	CONCRETE GUTTER, TYPE B	FOOT	1149.0		1149.0																
0603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	250.0		250.0																
0605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	17,759.0	142.0	17,340.0						135.0	142.0				-					
0607400	COMBINATION CONCRETE CURB AND GUTTER, TYPE 8-9.24	FOOT	93.5		93.5		***************************************														
0608250	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06	FOOT	2574.0	2574.0																	
0608582	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24	FOOT	789.0	789.0													-				
0610400	COMBINATION CONCRETE CURB AND GUITER, TYPE M-6.24	FOOT	854.0		854.0																
0618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQFT	12,648		1 2 ,648																
619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	2264		2264																
620000	CONCRETE MEDIAN. TYPE SB-6.24	SQFT	2370		2370																
624600	CORRUGATED MEDIAN	SQFT	7990		7990																
		+									 										+

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205 North Michigan Averue, Sulte 2400
Chicago, Illinois 60601
312-585-0450
Job No. 10061

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MODEL: \$MODEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -

SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74		ROCK ISLAND	2042	22
, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 14 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

					<u>,</u>			,		· · · · · · · · · · · · · · · · · · ·			TION CODE							,	
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	_
			F	11.5% STATE	11.5% STATE	İ	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	100% MC						
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6613	SN 981-6014	SN 081-6015	SN 081-6016	SN 081-8017	SN 081-6020	STRUCTURE	דעוזט
CODE			QUANTITY	0003	0004	0010	9010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	9004	00.04	904
NO.	iTEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBA						
3000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	6362.5										6362.5								
3100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4				- -						4								
3100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	10										10								-
3100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	11								-		11				×14				
3100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	5										5								1
3200310	GUARDRAIL REMOVAL	FOOT	10,577										10,577			·					<u> </u>
							<u></u>			:						· · · · · · · · · · · · · · · · · · ·					-
3500105	DELINEATORS	EACH	117										117								-
3700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	4661										4661				·				
																		<u> </u>			<u> </u>
3700900	CONCRETE BARRIER BASE	FOOT	6160										6160								
4200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	34,185										34,185					<u></u>			
4300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	3										3								
4301090	ATTENUATOR BASE	SQ YD	28										28								
4401100	HIGH TENSION CABLE MEDIAN BARRIER	FOOT	317			<u></u>							317								
																					<u> </u>
4401300	HIGH TENSION CABLE MEDIAN BARRIER TERMINALS	EACH	2										2								
								1											I	1	

benesch 205 North Michigan Avenus. Suite 2400 Chicago, Illinois 60601 312-565-0450 Job No. 10061

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SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74		ROCK ISLAND	2042	23
		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 15 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

												CONSTRUC	11011 0001								
				88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% PEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% PEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	
				11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE		11.5% STATE	11.5% STATE	11.5% STATE						
	···			ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILIT
			TOTAL QUANTITY	0003	0004	0010	0010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	0004	00:04	904
CODE NO.	I ITEM	UNIT	GOAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	urban	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URB/
NO.	(EEW	ONI																			
3400105	CHAIN LINK FENCE, 4°	FOOT	8309	6652	1657						 										
														<u> </u>							
3600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	10	10																	
3700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	4	4																	
3900200	NON-SPECIAL WASTE DISPOSAL	CU YD	31,000	31,000							-										
																					ļ
5900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	**************************************										<u>.</u>					<u> </u>		
900530	SOIL DISPOSAL ANALYSIS	EACH	5	5								,									
2000400	ENGINEER'S FIELD OFFICE, TYPE A	CALMO	45	45															<u> </u>		
	Elonetho i Elb Office, W.E.A	OAE ***********	40	45											····						-
7100100	MOBILIZATION	r sow	1	1											- Jt			***************************************	,		
01 00 410	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416	EACH	1	1							·										
100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	9		9													-			
						,,.															
0100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1																<u></u>	
MADOREO	TRAFFIC CONTROL AND RECOTT CHOIL BYANDAGE 704454	(0) 54			4																
	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1		4																
100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1		1		-,-														
102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1		1																<u> </u>
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benesch & Company
205 North Michigan Avenue, Sulte 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

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SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74		ROCK ISLAND	2042	24
		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 16 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

					,				,		т	TION CODE						 .		
			88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	
			11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	Į.	1	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE			
			ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	
		TOTAL QUANTITY	0003	0004	0010	0010	0011	0016	0010	0010	0010	0021	0004	0004	0004	0004	0004	0004	00 GY	004
ODE I	UNIT	GOAHHI!	URBAN	URSAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URB						
NO. ITEM	UNIT								[-									1
02625 TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1		1												<u></u>				
																				ļ
2630 TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	LSUM	1		. 1																
02634 TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1		1																
2635 TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1		1																-
12640 TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		1																
3815 TRAFFIC CONTROL SURVEILLANCE	CAL DA	366		366											:					
																				\vdash
CHANGEABLE MESSAGE SIGN	CALPA)	1125	243	882																
· ·																		<u></u>		ऻ॒
0100 NIGHTIME WORK ZONE LIGHTING	L SUM	1	1																	-
0100 SHORT TERM PAVEMENT MARKING	FOOT	3663										3563								-
0150 SHORT TERM PAVEMENT MARKING REMOVAL	SQFT	1221										1221								-
0210 TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQFT	344										344								
00220 TEMPORARY PAVEMENT MARKING - LINE 4"	F00T	250,758										250,758				· · · · · · · · · · · · · · · · · · ·				_
0240 TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	29,330										29.330								-
													· · · · · · · · · · · · · · · · · · ·							
00250 TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	8302	:									8302								
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benesch & Company
205 North Michigan Avenue, Sulte 2400
Chicago, Illinois 60001
312-665-0450
Job No. 10061

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SHEET NO. 17 OF 32 SHEETS

												CONSTRUC	TION CODE						,		
		+		88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE		88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE	88.5% FEDERAL 11.5% STATE		i II
	 		TOTAL QUANTITY	ROADWAY 0003	ROADWAY 0004	SN 081-0179 0010	SN 081-0180 0010	SN081-0181	SN 081-0182 0010	SN 081-0183 0010	SN 981-0184 0010	SN 981-9185 0910	SAFETY 0021	SN 081-6013 0004	SN 081-6014 0004	SN 081-8015	SN 081-6016 0004	SN 081-6017 0004	SN 081-6020 0004	STRUCTURE	UTILITIES 0043
NO.	t TEM	UNET		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2608										2608								
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	27										27								
79400100	TEMPORARY CONCRETE BARRIER	FOOT	32,525.0										32,525.0	·							
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	19,362.5							***************************************			19,362.5								
10600241	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	7										7								
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	6										6								
	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1										1	*****							
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2										2								
	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	6										6								
70600270	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	EACH	*										*								
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2										. 2			***************************************					
70600341	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	13	,									13								
70600352	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4								Section of the sectio		4								
72000100	SIGN PANEL - TYPE 1	SQFT	2722										2722								

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SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74		ROCK ISLAND	2042	26
· · · · · · · · · · · · · · · · · · ·		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 18 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

												CORSTRUC	TION CODE								
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	
				11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	100% MO
				ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILITU
			TOTAL	0003	9004	0010	0010	0011	0010	0010	0010	0010	6021	0004	0004	0004	0064	9004	0004	00:04	0043
CODE NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	LIRBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAI
														4114							
7000000	SIGN PANEL - TYPE 2	SQ FT	560									 	560								
?2000201	J SIGN PANEL - 17FE Z	SUFI	360										260			İ					<u> </u>
																Ì				<u>. </u>	
72000300	SIGN PANEL - TYPE 3	SQFT	8833										8833								
70400400	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	23										23								
72400 100	ALMOVE SIGN PANEL ASSEMBLY - 137E A	EAGN	25		**************************************								23								
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	138										138								
					-	, ,															
72400316	REMOVE SIGN PANEL - TYPE 1	SQFT	1185										1185								
72400510	NEWOVE SOME AND E-115 E-1		1,100										1100								
72400320	REMOVE SIGN PANEL - TYPE 2	SQFT	488										488								
70400000	REMOVE SIGN PANEL - TYPE 3	SQFT	7045										7045								
12400330	PENOVE SONTANCE - 1172 3	00333	7045										7645								
72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	5	1									5								
											-										
73600100	D MILE POST MARKER ASSEMBLY	EACH	18										18								+
72000100	MILE FOST MARKEN AGGENOLT	LAGE	10										,0								
											···										
72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	42,274										42,274								1
72900100	D TELESCOPING STEEL SIGN SUPPORT	FOOT	542										542								-
12000100	TELESCOP STO STELLE GIGHT GOTT GIVE	1 301	542										JAZ					i			
73000100	WOOD SIGN SUPPORT	FOOT	3390										3390								
																					1
73100101	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	1										1								
.5100100	DAGE FOR TELEGOODING OFFICE STONE OFFI ON	L. TORT	<u> </u>										,						_	<u> </u>	-
																				ļ	
73300200	OVERHEAD SIGN STRUCTURE - SPAN, TYPE II-A (4'-6" X 5'-3")	FOOT	243																	243	
													1	~		Ì					

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SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
	74		ROCK ISLAND	2042	27
		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 19 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

					Г	T	1	1				CONSTRUCT	TOR CODE					····	r		
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	. 88,5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	4
				11.5% STATE	11.5% STATE	11.5% STATE		11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	<u> </u>	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-8013	SN 981-6914	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	+
CODE			QUANTITY	0003	0084	0010	0010	0011	0016	0010	0010	0010	0021	0004	0004	0004	9004	0004	0004	00 04	0043
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBA
73300300	OVERHEAD SIGN STRUCTURE - SPAN, TYPE III-A (5'-0" X 7'-0")	FOOT	90																	90	
		F00**	44.0				***************************************						410								
/3301600	OVERHEAD SIGN STRUCTURE - BUTTERFLY, TYPE I-B-A	FOOT	14.6										14.6								1
73302210	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE (II-C-A (36" X 7"-0")	FOOT	33																	33	
73400100	CONCRETE FOUNDATIONS	CUYD	160.4										69.0							91.4	-
0400100	0010721010		100.4										44.4								
73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CUYD	165										6				-			159	
3600100	REMOVE OVERHEAD SIGN STRUCTURE - SPAN	EACH	4										2							2	
3600200	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	1										qu.								+
3700100	REMOVE GROUND MOUNTED SIGN SUPPORT	EACH	106										106								
3700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	106										106								-
0.00230				to	***************************************																
73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	17				i						8							9	
78008300	POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS	SQFT	1001										1001								-
78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	24,768	,,									24,768								-
8008320	POLYUREA PAVEMENT MARKING TYPE II - LINE 5"	FOOT	53,404										53.404								
ngonese	DOLVIDEA DAVEMENTANDUNO TVOE 8 1 9 7 7	E007	45.050										15,250								1
6008330	POLYUREA PAVEMENT MARKING TYPE 8 - LINE 6"	FOOT	15,250			<u></u>							19,250								

benesch & Company
205 North Michigan Avenue, Sufte 2400
Chicago, Illinois 60601
engineers - scientists - pianners
312-685-0450
Job No. 10061

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SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(81-1)R-1 &	ROCK ISLAND	2042	28
		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 20 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

												CONSTRUC	TION CODE								
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% PEDERAL	88.5% FEDERAL	88.5% PEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	
				11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE			11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	l
				ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILLTIE
		Į.	TOTAL	0003	0004	0010	0010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	0004	0004	0043
CODE NO.	E	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
		-																			
<u> </u>																				ļ	
7800834	40 POLYUREA PAVEMENT MARKING TYPE II - LINE 8"	FOOT	15,069										15,069								
7800835	50 POLYUREA PAVEMENT MARKING TYPE 8 - LINE 12"	FOOT	4402										4402								<u> </u>
		_	 																		
~~ ~ ~ ~ ~ ~ ~																					
7800837	70 POLYUREA PAVEMENT MARKING TYPE II - LINE 24"	FOOT	548										548							[
																	· · · · · · · · · · · · · · · · · · ·		~~~~		
7810010	00 RAISED REFLECTIVE PAVEMENT MARKER	EACH	1044			· · · · · · · · · · · · · · · · · · ·							1044		-			· · · · · · · · · · · · · · · · · · ·	 		
													10-74				.				ļ
7810020	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	27										27						***************************************	ļ I	
793000	05 GUARDRAIL REFLECTORS, TYPE A	EACH	73															···-			
7020000	OOARDARE ALLECTORS, TEPE A	EAGE	13				,						73								
																	• .				
7820001	10 BARRIER WALL REFLECTORS, TYPE B	EACH	170										170				:				
									·····	-											
7930030	00 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	212										040								
7030020	NAMES ALL ECONE PARENTING WANTER KENDONE	CACR	212										212						**		
8040010	DO ELECTRIC SERVICE INSTALLATION	EACH	2										1								1

9403930	00 UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	200																 		
0102020	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 DIA.	FOOT	33																		33
														ļ				:			
8102832	20 UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	6																		6
0400005	TO AND TO SOUTH AT THE SET OF THE																				
8102835	50 UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	1882										1674								208
8102837	70 UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	1092										716			***************************************					376
							·				- <u> </u>			·							
												***************************************									ļ
8102839	90 UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	241																		241
	1												T	1							

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Alfred Benesch & Company 205 North Michigan Avenue, Suite 2400 Chicago, Illinois 60601

FILE NAME = ...\\$00.00.Plan.Twm.[n.dgn

_	•		
	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -
	PLOT SCALE =	DRAWN - DTS	REVISED -
		CHECKED - MRC	REVISED -
	USER NAME = \$USER\$	DESIGNED - DTS	REVISED -

SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND		29 4E 26
SHEET NO. 21 OF 32 SHEETS		ILLINOIS FED. A		NO. 6	1

					Υ	r	1	1		1		CONSTRUCT					,				
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.6% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	<u>.</u>
		,		11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	100% MO
				ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAPETY	SN 681-5613	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	บทบา
			TOTAL QUANTITY	0003	0004	0010	0010	0011	0010	9010	0010	8010	0021	0004	6004	0004	0004	0004	0004	00 04	904
CODE NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBA
													-								†
	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2°																			<u> </u>	+
81028/50	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2° DIA.	FOOT	13,905										13,90 5								
81100300	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL	FOOT	805										805			., .					
······································	· · · · · · · · · · · · · · · · · · ·					· · · · · · · · · · · · · · · · · · ·							000								+
									•												
81 2 00210	CONDUIT EMBEDDED IN STRUCTURE, 1" DIA., PVC	FOOT	16										16								
																					+
															·				<u> </u>	ļ	-
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	13,523										13,523						<u></u>		
	•																				
81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	11										11								<u> </u>
	6" X 4"												1 5					······································			
81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	6										6					-			
											-										+
	RINCTION BOX STAINLESS STEEL ATTACHED TO STDLICTURE 12" Y																				
81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X6"	EACH	6										6								İ
81300986	JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE. 8" X 24" X 10"	EACH	2								***************************************		2								+
	24" X 10"																-		<u> </u>		+
81400100	HANDHOLE	EACH	30										26								4
																					†
					,																
81400300	DOUBLE HANDHOLE	EACH	1																		1
81603040	UNIT DUCT, 600V. 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	2304										1604					·			70
	URA. PULTE HTLENE													 .					<u> </u>		+
													·								
817 0 2100	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 12	FOOT	12.070				-						12,070								
			,																 		
04700440	ELECTRIC CADLE IN CONTRICT CON	E007	4405																	-	-
01/02110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	4125										4125								
81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1935										1935								
																					-

benesch & Company 205 North Michigan Avenue, Suite 2400 Chicago, Illinois 60801 312-665-0450 Job No. 10061

USER NAME = \$USER\$ DESIGNED - DTS REVISED -CHECKED - MRC
DRAWN - DTS
CHECKED - MRC REVISED -PLOT SCALE = REVISED PLOT DATE = 5/5/2017

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SHEET NO. 22 OF 32 SHEETS

| SECTION | COUNTY | TOTAL | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | S

					,		,		,			CONSTRUC	HON WUE	,	 			<u></u>			
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	L
				11.5% STATE	11,5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	
				ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-8014	SN 081-6015	SN 081-8016	SN 081-6017	SN 081-6020	STRUCTURE	
			TOTAL	0003	0004	0010	0010	0011	0010	0010	0010	0010	0021	0084	6004	0004	9004	0004	0004	80 Ø 4	9043
CODE	E		GOMMIII	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBA
NO.	. ITEM	UNIT																2.2.	· ·	07.03-11	-
247004	AND ELECTRIC DADIES ALCONOMIST CONT. MAD TYPE 149EN ALCONOMIS	FOOT	00.404										00.404								
	130 ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	22,101										22,101								-
817021	140 ELECTRIC CABLE IN CONDUIT, 600V (ALP-TYPE USE) 1/C NO. 4	FOOT	51,032										51,032								
825003	300 LIGHTING CONTROLLER, POLE MOUNTED, 240 VOLT, 30 AMP	EACH	1																		1
825003	170 LIGHTING CONTROLLER, BASE MOUNTED, 240 VOLT, 200 AMP	EACH	1										1								
	·																				1
836003	300 LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	50										50								-
836003	257 LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8" X 8"	EACH	44										44								
838005	505 BREAKAWAY DEVICE, COUPLING WITH ALUMINUM SKIRT	EACH	100										100					:			
342006	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	128									:	128								
642008	804 REMOVAL OF POLE FOUNDATION	EACH	99	· · · · · · · · · · · · · · · · · · ·									99								
845001	110 REMOVAL OF LIGHTING CONTROLLER	EACH	3										3								
845001	120 REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	3										3								
045004	MAINTING ALL OF LICETING CONTROLLED SOLNDATION	FACIL	2										3								
040061	130 REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	3										3		·						
350002	200 MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2																		2
 157002	200 FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1							· · · · · · · · · · · · · · · · · · ·											
JU 1 UUZ	DUST OF THE OWNER OF THE PROPERTY OF THE PROPE																				

benesch & Company 206 North Michigan Avenue, Suite 2400 Chicago, Illinois 60601 312-565-0450 Job No. 10061

File NAME =S00.CD.Plan_Tern_In.dqn	USER NAME : SUSERS	DESIGNED - DTS	REV1SED -
		CHECKED - MRC	REVISED -
	PLOT SCALE =	DRAWN - DTS	REVISED -
MODEL: \$MODEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -

STATE OF ILLINOIS								
DEPARTMENT	OF	TRANSPORTATION						

SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION .	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND	2042 NO. 6	31 4E26
SHEET NO. 23 OF 32 SHEETS		ILLINOIS FED. A	D PROJECT		

										,	· · · · · · · · · · · · · · · · · · ·	CONSTRUC	TION CODE								
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	
				11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE		11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	Ì	
				ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6614	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	
			TOTAL	0003	0004	0010	0010	0011	0010	0010	8010	0010	0021	0004	6004	0004	0004	0004	0004	9009	004
CODE NO.	ITEM	UNIT	QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBA
NO.	11234	ONI																, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			1
																					
86200200	UNINTERRUPTABLE POWER SUPPLY, STANDARD	EACH	1																		1
87301216	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	942																		94
										l	l										+
												-									
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	962																		96
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2879																		287
																					+
																					-
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	299																		29
87301405	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 16 1 PAIR	FOOT	1104															-			11
											_										+
		-	ļ																		
87301815	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	47																		47
]														
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	554		· · · · · · · · · · · · · · · · · ·																55
	CONDUCTOR, NO. 6 IC									<u> </u>											+
		<u> </u>	ļ				-														—
87502510	TRAFFIC SIGNAL POST, GALVANIZED STEEL 17 FT.	EACH	2																		2
											į							nd-underhaldet			
87602000	PEDESTRIAN PUSH-BUTTON POST	EACH	1											···-			· · · · · · · · · · · · · · · · · · ·				1
																					+
		_					<u> </u>				ļ	-		<u> </u>				1			
87700160	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	1																		1
87700170	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1														· · · · · · · · · · · · · · · · · · ·	-			1
																					+
			_				-										***************************************				+
87700200	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	1																		1
							1														
87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1															-			1
	<u> </u>	-	 				<u> </u>	 					 								+

benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 69601
312-665-0450
Job No. 10061

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FILE NAME :	USER NAME = \$USER\$	DESIGNED - DTS	REVISED -
www.con-ran-rometh.ogn		CHECKED - MRC	REVISED -
	PLOT SCALE =	DRAWN - DTS	REVISED -
MODEL: \$MOOEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -

SUMMARY OF QUANTITIES	F.A.I. RTÉ.	SECTION .	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(81-1)R-1 &	ROCK ISLAND	2042	32
		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E26
SHEET NO. 24 OF 32 SHEETS		ILLINOIS FED. A	ID PROJECT		

												CONSTRUC	HON CODE				*** ***** **** **** ****		·		
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	68.5% FEDERAL	_
				11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	100% MC
				ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	+
			TOTAL	0003	8004	0010	0010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	0004	0004	004
CODE			QUANTITY	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBA
NO.	ITEM	UNIT		31104.1				0.0501	U.W.F.IX	- DASAN	United States	V. Carpi	Graze, F	CREAT	ORDAN	ONDER	ONSAN	ONDAN	UNDAR	ORBAN	
											ļ <u>.</u>		ļ								
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	6																		6
																					
	ļ												ļ								<u> </u>
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	3								}										3
07000404	A CONCRETE CONTRACTON TYPE E CONTOUR DIAMETER	5007	200															<u> </u>			
8/800400	CONCRETE FOUNDATION, TYPE E 304NCH DIAMETER	FOOT	20										<u> </u>		****						20
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	22																		2
											-						<u> </u>				
87900200	DRILL EXISTING HANDHOLE	EACH	5																		5
	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOLINITED									<u> </u>	<u> </u>		<u> </u>								1
88040079	BRACKET MOUNTED	EACH	7								<u> </u>										7
																			<u> </u>		
88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST	EACH	7					·····						· ·							7
	ARM MOUNTED												1								<u>'</u>
88040150	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION. BRACKET MOUNTED	EACH	1																		1
	El a local / No oral E	_																			1
	CIONAL ISTAD POLYCAPROMATE (ED 1 FACE E PECTON MACE												ļ						ļ		
88040160	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1																		1
2040000	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE,	EACH	4				, <u>,</u>											 			4
8010202	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EAGA																<u> </u>			- 4
68200110	TRAFFIC SIGNAL BACKPLATE, LOUVERED	EACH	16																		1
			<u> </u>																		
		<u> </u>																			
88800100	PEDESTRIAN PUSH-BUTTON	EACH	4																		4
		[***************************************					I											
0070	SOLATO A FAMOURA TO STORE STOR	F. 6									<u> </u>										1 .
8950237	FREMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1																		11
	The state of the s																				
Z0007124	4 STEEL RAILING (SPECIAL)	FOOT	1268	-,			381	313	78		256	240									
i		L				 			-	 	ļ		ļ	<u> </u>						ļ	1

Affred Benesch & Compeny 205 North Michigan Avenue. Suite 2400 Chicago, Illinois 60001 312-565-0450 Job No. 10061

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REVISED

USER NAME : \$USER\$ DESIGNED - DTS CHECKED - MRC PLOT SCALE = DRAWN - DTS CHECKED - MRC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SHEET NO. 25 OF 32 SHEETS

					ρ			· ·· · · · · · · · · · · · · · · · · ·				CONSTRUC	TION CODE								
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	
	F			11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE		1
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 981-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILITIES
CODE			QUANTITY	0003	0004	0010	0010	0011	0010	0010	0010	0010	0021	0004	0004	0804	0004	9004	0004	00 04	0043
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
Z0 0099 00	CHAIN LINK FABRIC, TYPE 1, 4'-0"	FOOT	198	198																	
20012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQFT	115																	115	
	OTDIAD ION DEDAID OF CONCRETE (DEDT) CREATER THAN S																				
20012755	INCHES)	SQFT	12																	12	
ZD013300	CONCRETE REMOVAL (SPECIAL)	SQ YD	48																	48	
70013798	CONSTRUCTION LAYOUT	L SUM	1	1																	
20018000	DRAINAGE SCUPPERS (SPECIAL)	EACH	16			4	6	2			2	2									
Z 0018800	DRAINAGE SYSTEM	L SUM	1			0,20	0.30	0.50			· · · · · · · · · · · · · · · · · · ·					——————————————————————————————————————					
003447 7	TUBULAR MARKER MAINTENANCE	EACH	21						·				21				:				
20025505	PROPERTY MARKERS	EACH	2 5	25																	
Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	213,028	140,456	72,572																
 Z0039850	TEMPORARY INFORMATION SIGNING	SQFT	436										436								
3300 GO	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQFT	72.233												25,138	22,489	12,021	7841	4744		
20046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	4525								356	314		854						3001	
ZD049300	REFERENCING LAND SECTION MARKERS	EACH	1	1												· · · · · · · · · · · · · · · · · · ·					
			·····									l	1								

benesch & Company 205 North Michigan Auvenue. Suite 2400 Chicago, Illinois 60801 312-665-0450 Job No. 10061

FILE NAME =VSQQ_CO_Plan_Turn_In.don	USER NAME : \$USER\$	DESIGNED - DTS	REVISED -
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	PLOT SCALE :	DRAWN - DTS	REVISED -
MODEL: &MODEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SHEET NO. 26 OF 32 SHEETS

							1		ı	Г		CONSTRUC			ľ.				T	,	
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	
			,	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	100% MC
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	5N 081-8015	SN 981-6916	SN 081-6017	SN 081-6020	STRUCTURE	UTILIT
~~D=			QUANTITY	0003	0004	0010	0010	0011	0010	9010	0010	0010	0021	0094	0004	0004	0004	0004	0004	00 04	004
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URB
0049790	RELOCATING NAME PLATES	EACH	1																	1	
											. 										
205 4400	ROCK FILL	CUYD	3347		<u> </u>										70r	1040	200	<u> </u>			
JUD94UU	ROCK PILL	6515	3341												765	1919	663		<u> </u>		
																···					
0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	33																		3
0062456	TEMPORARY PAVEMENT	SQ YD	20,851	12,229	8622											t		-			
										<u> </u>											\vdash
																			<u> </u>		
	TEMPORARY SHORING AND CRIBBING	EACH	6	_												~				6	ļ
007660 0	TRASNEES	HOUR	5000	5000																	
0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3		<u> </u>														***************************************		
7076C04	TRAINEES - TRAINING PROGRAM GRAPUATE	HOUR	5000	≲00 0																	
	NOISE ABATEMENT WALL, GROUND MOUNTED	SQFT	24,127																	24,127	
			<u> </u>																		
	CONSTRUCTION AND CIT (ODE CIAL)	1012																			+
3320000	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	1	1															<u> </u>		
3322281	WIDE AREA VIDEO DETECTION SYSTEM COMPLETE	EAC∺	1										1								
												:									
3322352	SEEDING MOBILIZATION	EACH	3 .	3																	
) Dansar	TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL	SQFT	7224												5542	258	282	479	663		-
	TEMPORARY WEST STABLELED DANTI ALL ATOMAS WHEL	30,1	1224												3042	238	202	4/3	863		
324013	NOISE ABATEMENT WALL, STRUCTURE MOUNTED	SQFT	1478																	1478	
			1					}													
0325482	REMOVE EXISTING ITS EQUIPMENT	EACH	19										19								
																					1-
3200000	EOLEGMENT OARINGT	EACT																	-		-
<i>232</i> 0263	EQUIPMENT CABINET	EACH	3			/							3					1			

\$ 0042

benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60801
312-565-0450 Job No. 10061

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	PLOT SCALE 4	DRAWN - DTS	REVISED -
MODEL: \$MODEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -

STATE OF ILLINOIS								
DEPARTMENT	OF	TRANSPORTATION						

SUMMARY OF QUANTITIES	F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74		ROCK ISLAND	2042	35
		81-1(HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E.26
SHEET NO. 27 OF 32 SHEETS		ILLINOTS FED. AT	D PROJECT		

					,		r		,			CONSTRUC	HON CODE								
				88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% PEDERAL	88.5% FEDERAL	88.5% PEDERAL	88.5% FEDERAL					
				11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11,5% STATE	11.5% STATE	11.5% STATE	100% MC
			****	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6613	SN 081-6614	SN 081-6015	SN 981-6016	SN 981-6017	SN 081-6020	STRUCTURE	UTILIT
8500			TOTAL QUANTITY	0003	0004	0010	0010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	9004	0004	Đ043
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAI										
		-										:			:						
X0326382	CONCRETE BARRIER BASE (SPECIAL)	FOOT	1567		1567																
VD20CC4C	LINEAR DELINEATOR PANELS, 6 INCH	EACH	180										180					•			
AU320048	LINEAR DELINEATOR PANELS, & SNOT	EAGIS	160	ļ									180						ļ		-
		ļ																			
X0326677	REMOVE HIGH TENSION CABLE MEDIAN BARRIER	FOOT	6781				<u> </u>						6781								
XD326687	REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL	EACH	9										9								1
																		<u> </u>			ļ
											·			· · · · · · · · · · · · · · · · · · ·							
X0327006	ROADWAY LIGHT POLE, INSTALL ONLY	EACH	81										81								ļ
XD327139	AGGREGATE COLUMN GROUND IMPROVEMENT	L SUM	1												0.25	0.25		0.25	0.25		
X0327748	REMOVE AND REPLACE ITS EQUIPMENT	EACH	1										1								1
		 																			
N0067000	DAVENES VELA DIGINO DE NOVA MATERIO DI A DIZNO	SQFT	64.550									<u> </u>								<u> </u>	-
AU32798U	PAVEMENT MARKING REMOVAL - WATER BLASTING	2011-1	94,552										94,552								ļ
									,												
X2 503110	MOWING (SPECIAL)	ACRE	2.00	2.00															# # #		
				ĺ																	
X2810106	STONE RIPRAP, CLASS A3 (SPECIAL)	SQYD	8792	8792																	
.		 									- 										
X4400140	TEMPORARY PAVEMENT REMOVAL	SQYD	24,142	12,229	11,913									·						i	
	ILIN GOAR PAVENCAL INCOME	100,15	24,142	12,223	11,013												•				-
																				!	-
X4402805	ISLAND REMOVAL	SQFT	1097		1097																
X5210140	HIGH LOAD MULT-ROTATIONAL BEARINGS, GUIDED EXPANSION, 350K	EACH	6					6													
																	-				1
X5210160	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION,	EACH	16			8	8														
10 100	450K					ļ															ļ

* SPECIALTY ITEM * NON - PARTICIPATING

benesch Alfred Benesch & Company 205 North Michigan Avenue, Suite 2400 Chicago, Hilhois 60601

engineers - scientists - plann	ers 312-565-0450 Job No. 10061						
FILE NAME =	USER NAME = \$USER\$	DESIGNED - DIS	REVISED -		SUMMARY OF QUANTITIES	F.A.I. SECTION	COUNTY TOTAL SHEET
		CHECKED - MRC	REVISED -	STATE OF ILLINOIS	SOMMENT OF GOVERNIED	74 (81-1)R-1 &	ROCK ISLAND 2042 36
MODE	PLOT SCALE =	DRAWN - DTS	REVISED -	DEPARTMENT OF TRANSPORTATION		81-1(HBR, HBR-1.	HBR-2) CONTRACT NO. 64F26
#MGDEL	PLDT DATE = 5/5/2017	CHECKED - MRC	REVISED -		SHEET NO. 28 OF 32 SHEETS	ILLINO	IS FED. AID PROJECT

												CONSTRUC	TION CODE								
				88.5% REDERAL	88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	
		1	1	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE		11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE		11.5% STATE	11.5% STATE	
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0188	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-8014	SN 081-8015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILITIES
CODE		ŀ	QUANTITY	0003	0004	9019	0010	0611	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	0004	0004	0043
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
(21032)	HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 350K	EACH	14				8	6													
X5210335	HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 450K	EACH	8			8															
×5509900	ABANDON AND FILL EXISTING STORM SEWER	FOOT	211	211																	
x5860110	GRANULAR BACKFILL FOR STRUCTURES	CUYD	1593			209	214	127	141	142	415	345					-				
X6020090	MANHOLES, WITH RESTRICTOR PLATE	EACH	5		1														-	4	
X6029001	JUNCTION BOX, NUMBER 1	L SUM	1		1																
X6029002	JUNCTION BOX, NUMBER 2	L SUM	1		3											:					
X6029D03	JUNCTION BOX, NUMBER 3	L SUM	1		**																
XE060500	CORRUGATED MEDIAN REMOVAL	SQFT	9068		9068																
X6060714	CONCRETE MEDIAN (SPECIAL)	SQFT	1262		1262											:					
X6061100	CONCRETE MEDIAN, TYPE SB (SPECIAL)	SQFI	1332		1332																
×6062700	CONCRETE GUTTER, TYPE A (SPECIAL)	FOOT	535.0	535.0																	
X6370250	CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT	FOOT	1469	***************************************									1469								

X6370279	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)	F∞T	1567										1567								
				1				1													

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205 North Michigan Auerue, Suite 2400
Chicago, Illinois 80801
312-865-0450
Job No. 10061

FILE NAME =\S00.CD.Ptan.fandgn	USER NAME = #USER#	DESIGNED - DTS	REVISED -		SUMMARY OF QUANTITIES	F.A.I. SECTION	COUNTY TOTAL SHEET SHEETS NO.
		CHECKED - MRC	REVISED -	STATE OF ILLINOIS		74 (81-1)R-1 &	ROCK ISLAND 2042 37
	PLOT SCALE =	DRAWN - DTS	REVISED -	DEPARTMENT OF TRANSPORTATION		81-1(HBR, HBR-1, HBR-	2) CONTRACT NO. 64E26
*MODEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -		SHEET NO. 29 OF 32 SHEETS	ILLINOIS FEE	D. AID PROJECT

						r						CONSTRUC	TION CODE	· · · · · · · · · · · · · · · · · · ·							·
				88.5% FEDERAL	88,5% FEDERAL	88.5% REDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% PEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL								
		7		11.5% STATE		11.5% STATE	11.5% STATE	1	11.5% STATE	11.5% STATE		11.5% STATE		11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	100% MOLINE
			TOTAL	ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILITIES
CODE			QUANTITY	0003	0004	0010	0010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	9004	80-04	6043
NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN										
X6370700	0 CONCRETE BARRIER TRANSITION (SPECIAL)	FOOT	322										322								
X6430120	10 REMOVE IMPACT ATTENUATORS, NO SALVAGE	EACH	1										1								
X7010216	6 TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1		4																
X7010410	0 SPEED DISPLAY TRAILER	CAL MO	36	36																	
X7040125	5 PINNING TEMPORARY CONCRETE BARRIER	EACH	1686	104	1582																
x7260100	0 MILE POST MARKER ASSEMBLY (SPECIAL)	EACH	4										4						-	,	
X7830070	0 GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	23,671										23,671								
X7830072	2 GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	50,974										50,974								ļ
X7830074	4 GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	14,701										14,701								
													44.700								
X/8300/6	6 GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	14,793										14,793								
X7830078	8 GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	863										863								
×7830090	10 GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	548										548								
x8100863	INTERCEPT EXISTING CONDUIT	EACH	1											· · · · · · · · · · · · · · · · · · ·							1
X8110454	4 CONDUIT ATTACHED TO STRUCTURE, 1" DIA., STAINLESS STEEL	FOOT	10										10	~~							
						1	Ì	I		1		l	1				l				I

benesch & Company
205 North Michigan Avenue. Suite 2400
Chicago, Bilnois 60601
312-665-0450 Job No. 10061

FILE NAME =\\$00.00_Plan_Turn_Index	USER NAME : #USER#	DESIGNED - DTS	REVISED -		SUMMARY OF QUANTITIES	F.A.I. SECTIO	N COUNTY TOTAL SHEETS NO.
_		CHECKED - MRC	REVISED -	STATE OF ILLINOIS		74 (81-1)R-1	8 ROCK ISLAND 2042 38
HOSE	PLOT SCALE =	DRAWN - DTS	REVISED -	DEPARTMENT OF TRANSPORTATION		81-10BR, HBR-	1. HBR-2) CONTRACT NO. 64E26
*MODEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -		SHEET NO. 30 OF 32 SHEETS) JLL	INDIS FED. AID PROJECT

						,	,			, -			T	TION CODE	·							
					88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	. 88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% FEDERAL	88,5% FEDERAL	88.5% FEDERAL	
L					11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	1	11.5% STATE		11.5% STATE	11.5% STATE		11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	1
					ROADWAY	ROADWAY	SN 081-0179	SN 081-0180	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-8015	SN 081-6016	SN 081-8017	SN 081-6020	STRUCTURE	UTILITIE
				QUANTITY	0003	0004	0010	8010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	9004	0004	0043
1	CODE NO.	ITEM	UNIT	40.00	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBA
r	310.	1 1 2001	J. Olect																			
×	×8110458	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	80										80								
 x	×8140105	HANDHOLE (SPECIAL)	EACH	3						-				3								
r			<u> </u>							***												
×	8 140115	HANDHOLE TO BE ADJUSTED	EACH	1	1																	1
		NO TROUT FOR MONTON, OPERAL															_					<u> </u>
Ľ	~E36U12U	LIGHT POLE FOUNDATION, SPECIAL	EACH	12										12							· · · · · · · · · · · · · · · · · · ·	
×	6 360310	LIGHT POLE FOUNDATION, 30" DIAMETER, SPECIAL	FOOT	18										18						-		
L				_																		
	8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1										1								-
×	© 860400	DETECTOR LOOP, SPECIAL	FOOT	1474															·			147
																					•	
X	OS 66 161	HOT-MIX ASPHALT CURB (SPECIAL)	FOOT	33.0	33.0							-										
X	03 00004	AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"	SQ YD	140,456	140,456																	
_										· · · · · · · · · · · · · · · · · · ·												
X	(19022.7	ROADWAY LUMINAIRE, SPECIAL (INSTALL ONLY)	EACH	131										131			2					
×	ાય જ અજ	UNDERPASS LUMINAIRE, (INSTALL ONLY)	EACH	18										18								
ζ!	140022)	MVDS COMM CABLE, INSTALL ONLY	FOOT	3030										3030						-		
ú	1400230	MVDS POWER CABLE, INSTALL ONLY	FOOT	1515										1515								
·	כיוו אשנו)	CATCH DACK TYPE D (CDECIAL) TYPE T COATT	5100																			
^	کرا) ۱۵۸۰	CATCH BASIN, TYPE B (SPECIAL), TYPE 7 GRATE	EACH	2]								2	

benesch & Company 205 North Michigan Avenue, Suite 2400 Chicago, Illinois 60601 Job No. 10061

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FILE NAME =	USER NAME = \$USER\$	DESIGNED - DTS	REVISED -
		CHECKED - MRC	REVISED -
MODE:	PLOT SCALE =	DRAWN - DTS	REVISED -
MODEL: \$MODEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SHEET NO. 31 OF 32 SHEETS

SECTION COUNTY TOTAL SHEET NO. SHEETS NO. SH

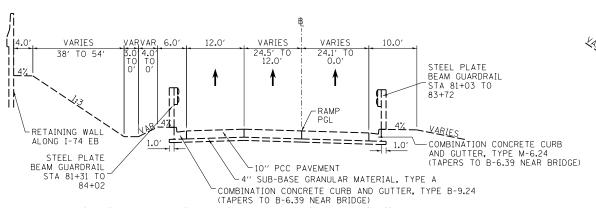
					,			,	,			CONSTRUCT			,						· · · · · · · · · · · · · · · · · · ·
				88.5% FEDERAL	88.5% PEDERAL	88.5% FEDERAL	88.5% FEDERAL	88.5% PEDERAL	88.5% FEDERAL	4											
				11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	11.5% STATE	160% MC
				ROADWAY	ROADWAY	SN 081-0179	SN 081-0160	SN 081-0181	SN 081-0182	SN 081-0183	SN 081-0184	SN 081-0185	SAFETY	SN 081-6013	SN 081-6014	SN 081-6015	SN 081-6016	SN 081-6017	SN 081-6020	STRUCTURE	UTILIT
			TOTAL QUANTITY	0003	9004	0010	0010	0011	0010	0010	0010	0010	0021	0004	0004	0004	0004	0004	0004	0004	904
CODE NO.	ITEM	UNIT		URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URB									
		J												<u> </u>							<u> </u>
	HART DICT SOON A 40 NO S 4/C NO S COOKIND (M.D.TYDE HISE) 4																				<u> </u>
900252	UNIT DUCT, 600V, 4-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	13,044										13,044							<u>.</u>	
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ulna s ca	POWER CONNECTION TO EXISTING METER	EACH	2										2								
IOOSIU																					+
1400231	45 FT STEEL ITS POLE, BLACK PAINTED	EACH	1										1								
			:																		
	STEEL LUMINAIRE MAST ARM ASSEMBLY 15 FT.	EACH	2										2								+
406251	STEEL EUROPAINE WINST ARM ASSEMBLE 13 FT.	EAGS																			<u> </u>
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benesch 4. Aifred Benesch & Company 205 North Michigan Averue. Suite 2400 Chicago, filinois 60601 312-565-0450 Job No. 10061

FILE NAME =	USER NAME = #USER\$	DESIGNED - DTS	REVISED -
in cood-coor ranc constitueer		CHECKED - MRC	REVISED -
	PLOT SCALE =	DRAWN - DIS	REVISED -
MODEL: \$MODEL	PLOT DATE = 5/5/2017	CHECKED - MRC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74		ROCK ISLAND	2042	40
		81-10HBR, HBR-1, HBR-2)	CONTRACT	NO. 6	4E.26
SHEET NO. 32 OF 32 SHEETS		ILLINOIS FED. A	ID PROJECT		



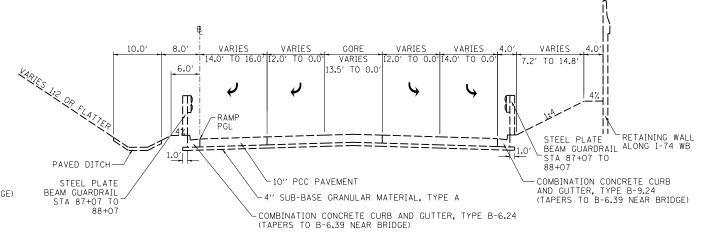
EXISTING 7TH AVE TO 1-74 SB/EB ENTRANCE RAMP (7-S)

(NORTH OF 19TH STREET BRIDGES, LOOKING SOUTH)

EX RAMP 7-S STA 78+77 TO STA 84+21

EXISTING BRIDGE LIMITS (NOT REPRESENTED BY TYPICAL SECTION):

STA 84+21 TO STA 90+84



EXISTING I-74 NB/WB TO 7TH AVE EXIT RAMP (S-7)

(NORTH OF 19TH STREET BRIDGES, LOOKING SOUTH)

EX RAMP S-7 STA 77+86 TO STA 88+22

EXISTING BRIDGE LIMITS (NOT REPRESENTED BY TYPICAL SECTION):

STA 88+22 TO STA 92+75

|--|

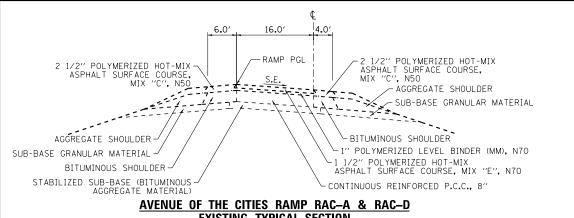
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D2CONCD-HPS-sht-typical05M.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

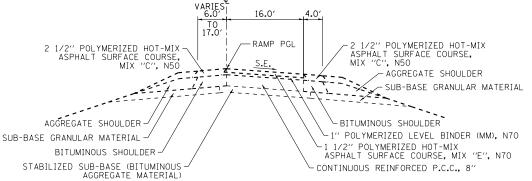
SCALE:





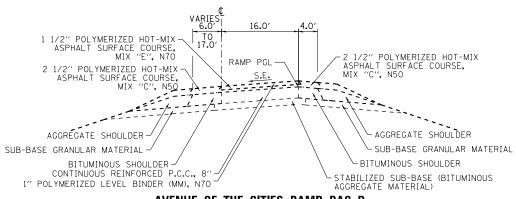
EXISTING TYPICAL SECTION

EX RAMP RAC-A STA 43+40.00 TO STA 47+73.38 EX RAMP RAC-D STA 14+00.00 TO STA 19+26.47



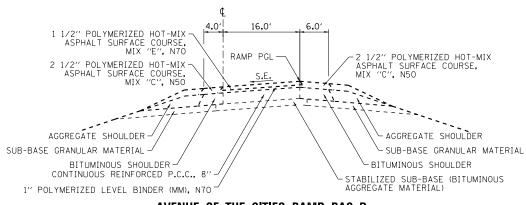
AVENUE OF THE CITIES RAMP RAC-A **EXISTING TYPICAL SECTION**

EX RAMP RAC-A STA 47+73.38 TO STA 53+20.35

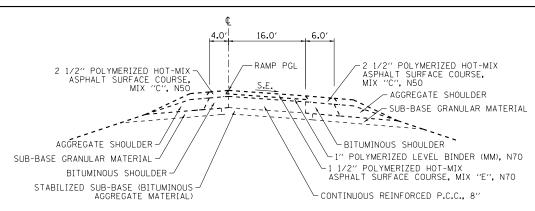


AVENUE OF THE CITIES RAMP RAC-D **EXISTING TYPICAL SECTION**

EX RAMP RAC-D STA 9+41.31 TO STA 14+00.02

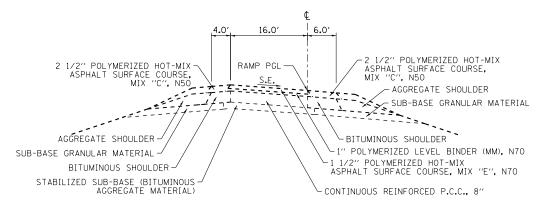


AVENUE OF THE CITIES RAMP RAC-B **EXISTING TYPICAL SECTION**



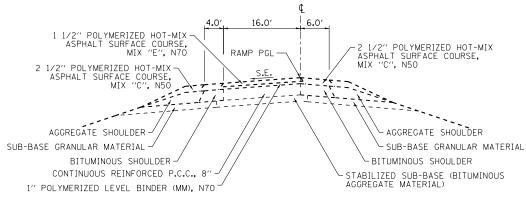
AVENUE OF THE CITIES RAMP RAC-B **EXISTING TYPICAL SECTION**

EX RAMP RAC-B STA 73+75.00 TO STA 74+83.74



AVENUE OF THE CITIES RAMP RAC-B & RAC-C **EXISTING TYPICAL SECTION**

EX RAMP RAC-B STA 74+83.74 TO STA 77+21.15 EX RAMP RAC-C STA 13+00.00 TO STA 18+55.21

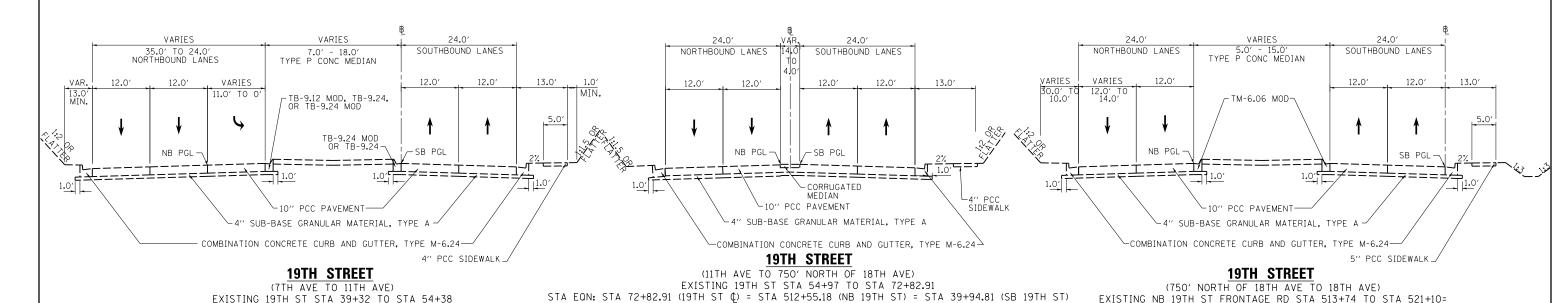


AVENUE OF THE CITIES RAMP RAC-C **EXISTING TYPICAL SECTION**

EX RAMP RAC-C STA 18+55.21 TO STA 29+17.93

E	X RAMP RAC-B STA 67+16.35	TO STA 7	73+75.00										TYP-04
FILE NAME =	USER NAME = jtardy	DESIGNED -	JRM	REVISED -			TYP	ICAL SECT	TONS		F.A.I RTF	SECTION	COUNTY TOTAL SHEET
\D2CONCD-ABC-sht-typical06.dgn		DRAWN -	JRM	REVISED -	STATE OF ILLINOIS	EXISTING RAMPS						1 & 81-1(HRR, HRR-1, HRR-2)	ROCK ISLAND 2042 44
	PLOT SCALE =	CHECKED -	JJT	REVISED -	DEPARTMENT OF TRANSPORTATION						102 111		CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/4/2017	DATE -	3/23/2017	REVISED -		SCALE:	SHEET NO. OF	SHEETS	STA.	TO STA.			ID PROJECT





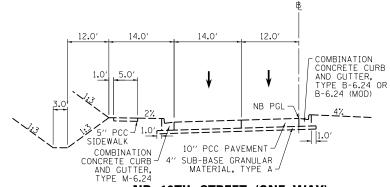
INTERSECTION LIMITS (NOT REPRESENTED BY TYPICAL SECTION): EXISTING 19TH ST STA 54+38 TO STA 54+97

STA EQN: STA 72+82.91 (19TH ST ¢) = STA 512+55.18 (NB 19TH ST) = STA 39+94.81 (SB 19TH ST) EXISTING NB 19TH ST FRONTAGE RD STA 512+55.18 TO STA 513+74 EXISTING SB 19TH ST FRONTAGE RD STA 39+94.81 TO STA 41+13

> INTERSECTION LIMITS (NOT REPRESENTED BY TYPICAL SECTION): EXISTING 19TH ST STA 60+83 TO STA 64+10

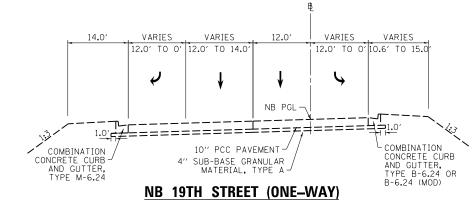
EXISTING SB 19TH ST FRONTAGE RD STA 41+13 TO STA 48+50

INTERSECTION LIMITS (NOT REPRESENTED BY TYPICAL SECTION): EXISTING NB 19TH ST FRONTAGE RD STA 521+10 TO STA 522+11= EXISTING SB 19TH ST FRONTAGE RD STA 48+50 TO STA 49+50

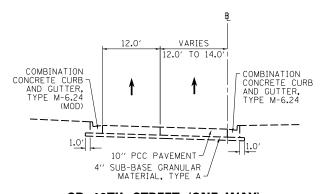


NB 19TH STREET (ONE-WAY)

(LOOKING SOUTH) EXISTING NB 19TH ST STA 522+11 TO STA 535+77 INTERSECTION LIMITS (NOT REPRESENTED BY TYPICAL SECTION): EXISTING NB 19TH ST STA 535+77 TO STA 538+97

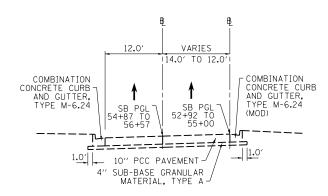


(LOOKING SOUTH) EXISTING NB 19TH ST STA 538+97 TO STA 551+59



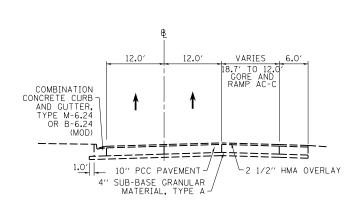
SB 19TH STREET (ONE-WAY)

(LOOKING SOUTH) EXISTING SB 19TH ST STA 49+50 TO STA 52+92



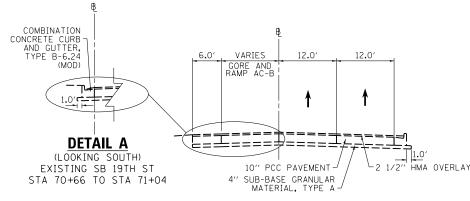
SB 19TH STREET (ONE-WAY)

(LOOKING SOUTH)
EXISTING SB 19TH ST STA 52+92 TO STA 56+57 STA EQN: STA 55+00.00 (SB 19TH ST B AT RT EOP) = STA 54+87.07 (SB 19TH ST & BETWEEN LANES)



SB 19TH STREET (ONE-WAY)

(LOOKING SOUTH) EXISTING SB 19TH ST STA 56+57 TO STA 61+94 INTERSECTION LIMITS (NOT REPRESENTED BY TYPICAL SECTION): EXISTING SB 19TH ST STA 61+94 TO STA 67+53



SB 19TH STREET (ONE-WAY)

(LOOKING SOUTH) EXISTING SB 19TH ST STA 67+53 TO STA 71+04

ILE NAME =	USER NAME = hehnØ1663	DESIGNED	-	CBP	REVISED -
2CONCD-HPS-sht-typical02L.dgn		DRAWN	-	MTH	REVISED -
	PLOT SCALE =	CHECKED	-	AAP	REVISED -
	PLOT DATE = 3/22/2017	DATE	-	3/23/2017	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

									ΙY	P-05
	CAL SECT			F.A RT		SECTION		COUNTY	TOTAL SHEETS	
KISTIN	IG LOCAL	ROADS		7	74 ((81-1)R-1 & 81-1(HBR, HBR-1	, HBR-2)	ROCK ISLAND	2042	45
								CONTRACT	NO. 6	64E2
OF	SHEETS	STA.	TO STA.			ILL INOIS	FFD. A	ID PROJECT		

EXI SCALE: SHEET NO.

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USER NAME = hehn@1663 DESIGNED - CBP REVISED DRAWN мтн REVISED CHECKED AAP REVISED PLOT DATE = 3/22/2017 DATE 3/23/2017 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE:

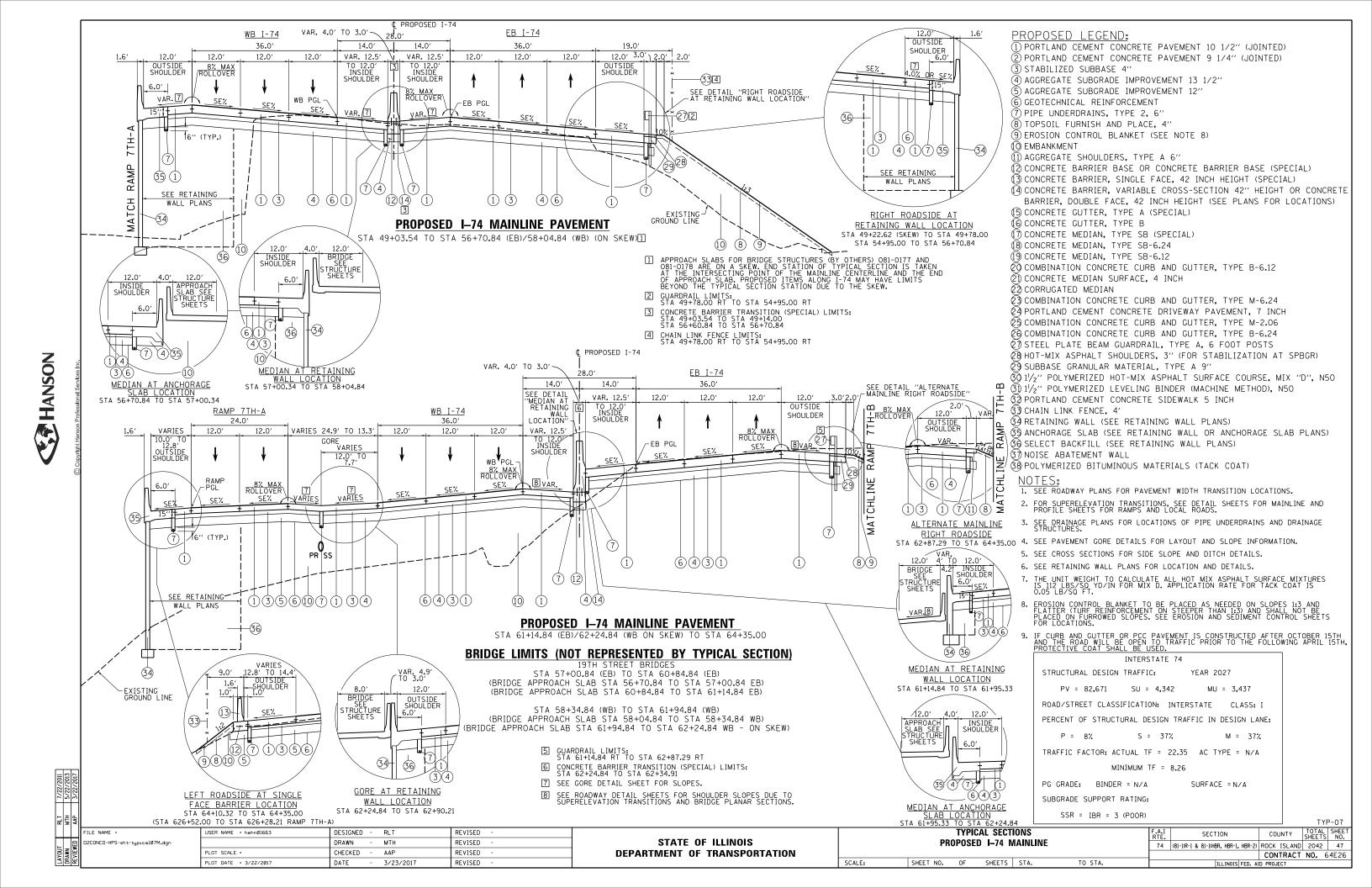
EXISTING WB 23RD AVE STA 119+00 TO STA 126+75 EXISTING EB 23RD AVE STA 219+00 TO STA 226+75 BRIDGE OMISSION LIMITS: EXISTING WB 23RD AVE STA 122+23 TO STA 123+83 EXISTING EB 23RD AVE STA 222+38 TO STA 223+98

> TYPICAL SECTIONS **EXISTING LOCAL ROADS** SHEET NO. OF SHEETS STA. TO STA.

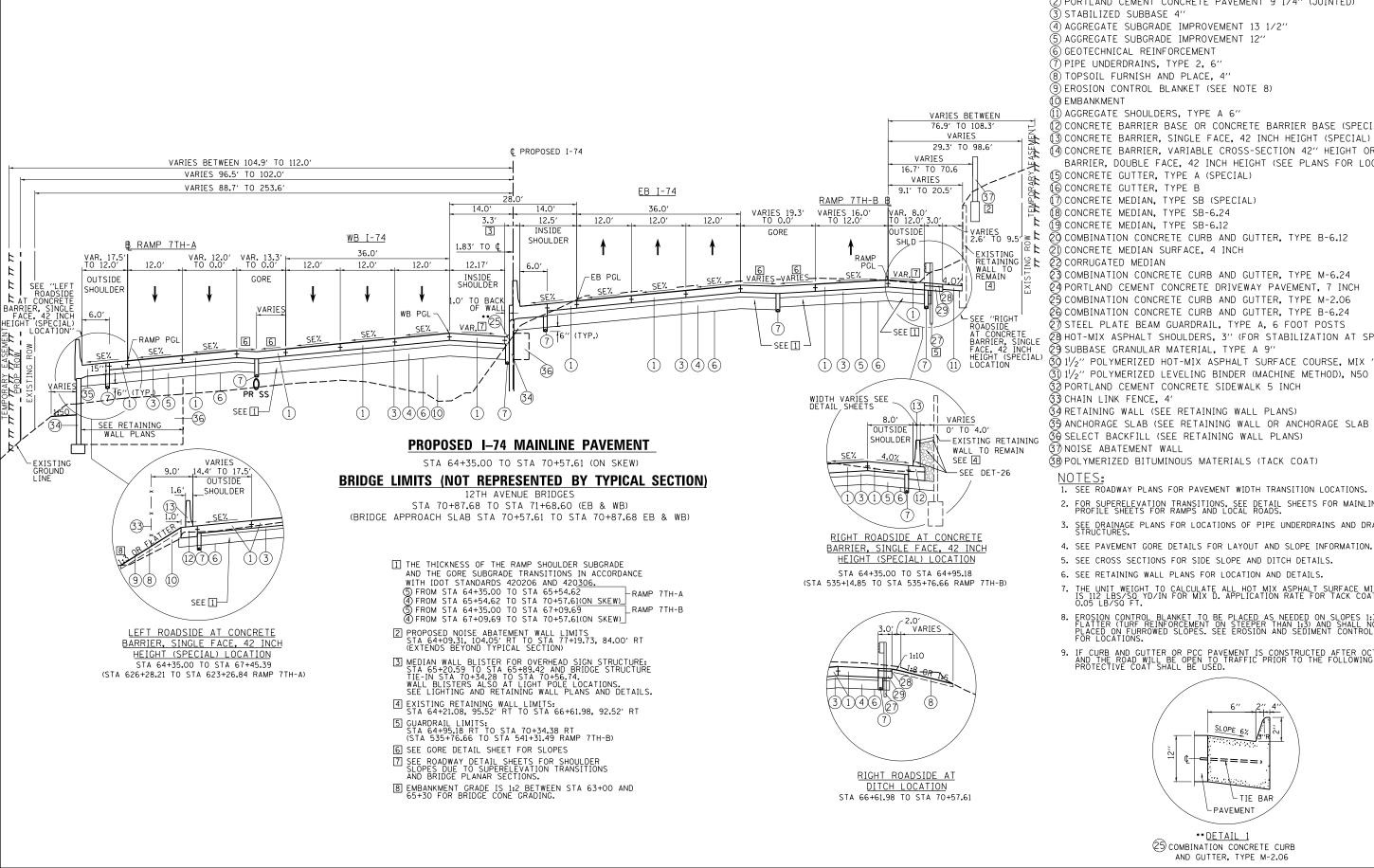
CONTRACT NO. 64E26

SECTION COUNTY 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 46

FILE NAME = D2CONCD-HPS-sht-typ:cal03L.dgn







PROPOSED LEGEND:

(1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)

(2) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)

(4) AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"

(2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL)

(4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS)

20 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

23 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH

(6) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

(2) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

(8) HOT-MIX ASPHALT SHOULDERS, 3" (FOR STABILIZATION AT SPBGR)

29 SUBBASE GRANULAR MATERIAL, TYPE A 9"

30 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

3) 1/2" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50

(5) ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS)

(38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

1. SEE ROADWAY PLANS FOR PAVEMENT WIDTH TRANSITION LOCATIONS.

2. FOR SUPERELEVATION TRANSITIONS, SEE DETAIL SHEETS FOR MAINLINE AND PROFILE SHEETS FOR RAMPS AND LOCAL ROADS.

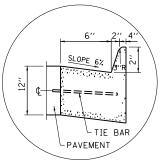
3. SEE DRAINAGE PLANS FOR LOCATIONS OF PIPE UNDERDRAINS AND DRAINAGE STRUCTURES.

4. SEE PAVEMENT GORE DETAILS FOR LAYOUT AND SLOPE INFORMATION.

7. THE UNIT WEIGHT TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SO YD/IN FOR MIX D. APPLICATION RATE FOR TACK COAT IS 0.05 LB/SO FT.

EROSION CONTROL BLANKET TO BE PLACED AS NEEDED ON SLOPES 1:3 AND LATTER (TURF REINFORCEMENT ON STEEPER THAN 1:3) AND SHALL NOT BE PLACED ON FURROWED SLOPES. SEE EROSION AND SEDIMENT CONTROL SHEETS FOR LOCATIONS.

9. IF CURB AND GUTTER OR PCC PAVEMENT IS CONSTRUCTED AFTER OCTOBER 15TH AND THE ROAD WILL BE OPEN TO TRAFFIC PRIOR TO THE FOLLOWING APRIL 15TH, PROTECTIVE COAT SHALL BE USED.



25 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06

TO STA.

TYP-08

DESIGNED -RLT FILE NAME = USER NAME = hehn@1663 REVISED D2CONCD-HPS-sht-typ:cal08M.dgr DRAWN мтн REVISED CHECKED REVISED PLOT DATE = 3/22/2017 3/23/2017 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

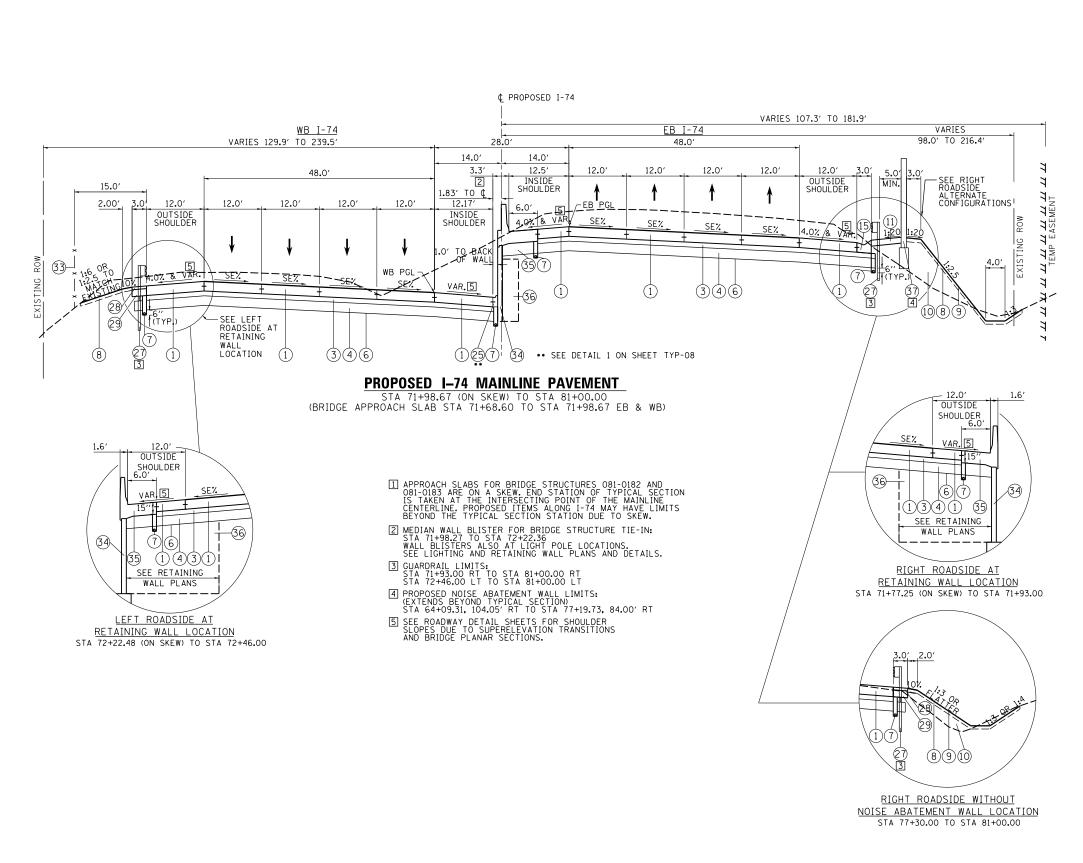
TYPICAL SECTIONS PROPOSED I-74 MAINLINE

SHEET NO. OF SHEETS STA.

SECTION COUNTY 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 48 CONTRACT NO. 64E26



2013



PROPOSED LEGEND:

1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)

(2) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)

3 STABILIZED SUBBASE 4"

(4) AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"

(5) AGGREGATE SUBGRADE IMPROVEMENT 12"

(6) GEOTECHNICAL REINFORCEMENT

(7) PIPE UNDERDRAINS, TYPE 2, 6"

(8) TOPSOIL FURNISH AND PLACE, 4"

9 EROSION CONTROL BLANKET (SEE NOTE 8)

(10) EMBANKMENT

(11) AGGREGATE SHOULDERS, TYPE A 6"

(2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL)

(3) CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL) (4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS)

(15) CONCRETE GUTTER, TYPE A (SPECIAL)

(6) CONCRETE GUTTER, TYPE B

(7) CONCRETE MEDIAN, TYPE SB (SPECIAL)

(18) CONCRETE MEDIAN, TYPE SB-6.24

(19) CONCRETE MEDIAN, TYPE SB-6.12

20 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

(21) CONCRETE MEDIAN SURFACE, 4 INCH

2 CORRUGATED MEDIAN

(3) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH

25 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06

6 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

(2) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

28 HOT-MIX ASPHALT SHOULDERS, 3" (FOR STABILIZATION AT SPBGR)

29 SUBBASE GRANULAR MATERIAL, TYPE A 9"

(3) 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

3) 1/2" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50

(3) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

(3) CHAIN LINK FENCE, 4'

34 RETAINING WALL (SEE RETAINING WALL PLANS)

(35) ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS)

(\$\overline{3}\overline{6}\ove

(37) NOISE ABATEMENT WALL

(38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

1. SEE ROADWAY PLANS FOR PAVEMENT WIDTH TRANSITION LOCATIONS.

2. FOR SUPERELEVATION TRANSITIONS, SEE DETAIL SHEETS FOR MAINLINE AND PROFILE SHEETS FOR RAMPS AND LOCAL ROADS.

3. SEE DRAINAGE PLANS FOR LOCATIONS OF PIPE UNDERDRAINS AND DRAINAGE STRUCTURES.

4. SEE PAVEMENT GORE DETAILS FOR LAYOUT AND SLOPE INFORMATION.

5. SEE CROSS SECTIONS FOR SIDE SLOPE AND DITCH DETAILS.

6. SEE RETAINING WALL PLANS FOR LOCATION AND DETAILS.

7. THE UNIT WEIGHT TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SO YD/IN FOR MIX D. APPLICATION RATE FOR TACK COAT IS 0.05 LB/SO FT.

8. EROSION CONTROL BLANKET TO BE PLACED AS NEEDED ON SLOPES 1:3 AND FLATTER (TURF REINFORCEMENT ON STEEPER THAN 1:3) AND SHALL NOT BE PLACED ON FURROWED SLOPES. SEE EROSION AND SEDIMENT CONTROL SHEETS FOR LOCATIONS.

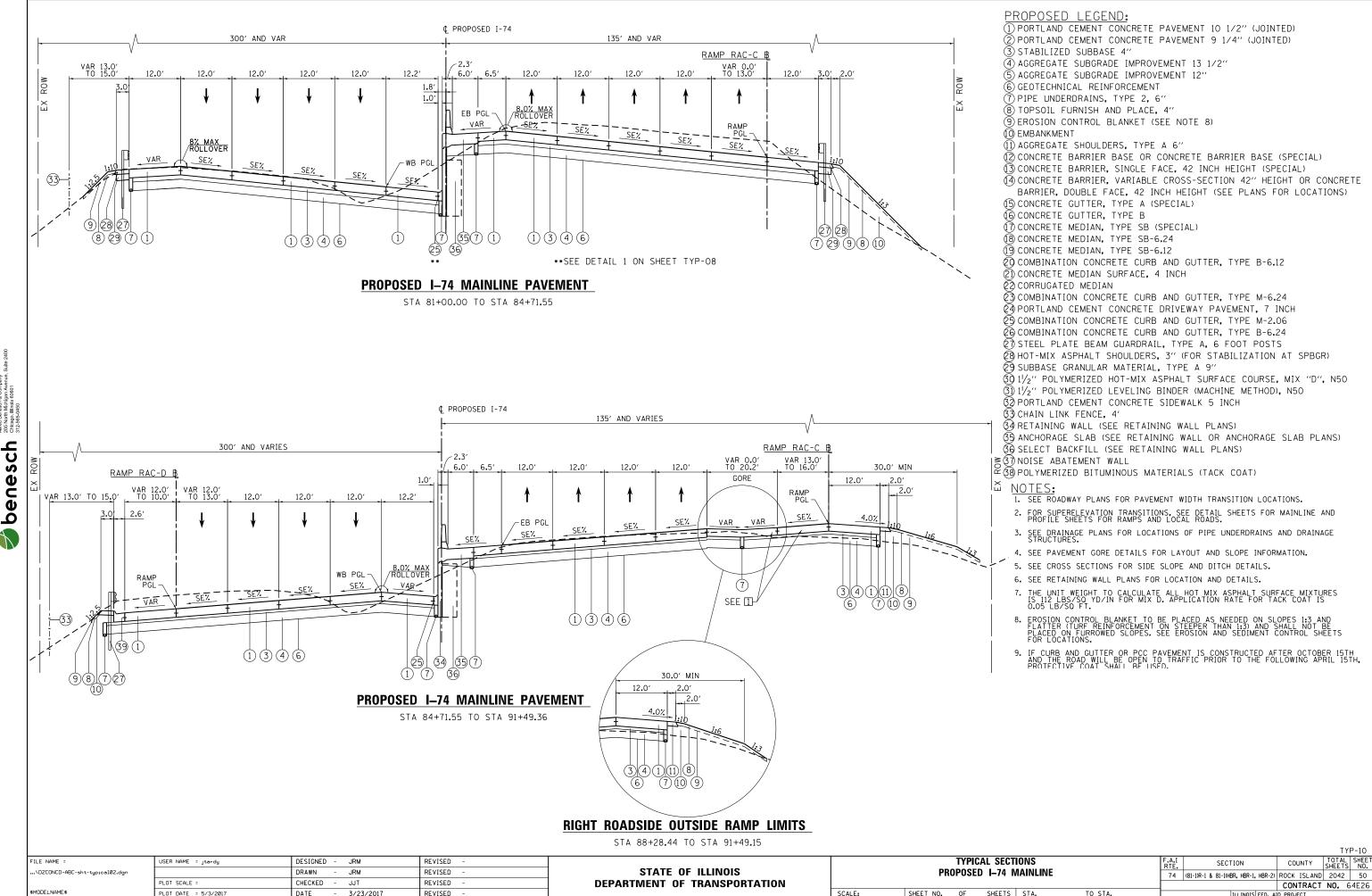
9. IF CURB AND GUTTER OR PCC PAVEMENT IS CONSTRUCTED AFTER OCTOBER 15TH AND THE ROAD WILL BE OPEN TO TRAFFIC PRIOR TO THE FOLLOWING APRIL 15TH, PROTECTIVE COAT SHALL BE USED.

DESIGNED -RLT FILE NAME = USER NAME = hehn@1663 REVISED D2CONCD-HPS-sht-typ:cal09M.dgn DRAWN мтн REVISED CHECKED REVISED PLOT DATE = 3/22/2017 3/23/2017 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS SECTION PROPOSED I-74 MAINLINE SHEET NO. OF SHEETS STA. TO STA.

COUNTY 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 49 CONTRACT NO. 64E26

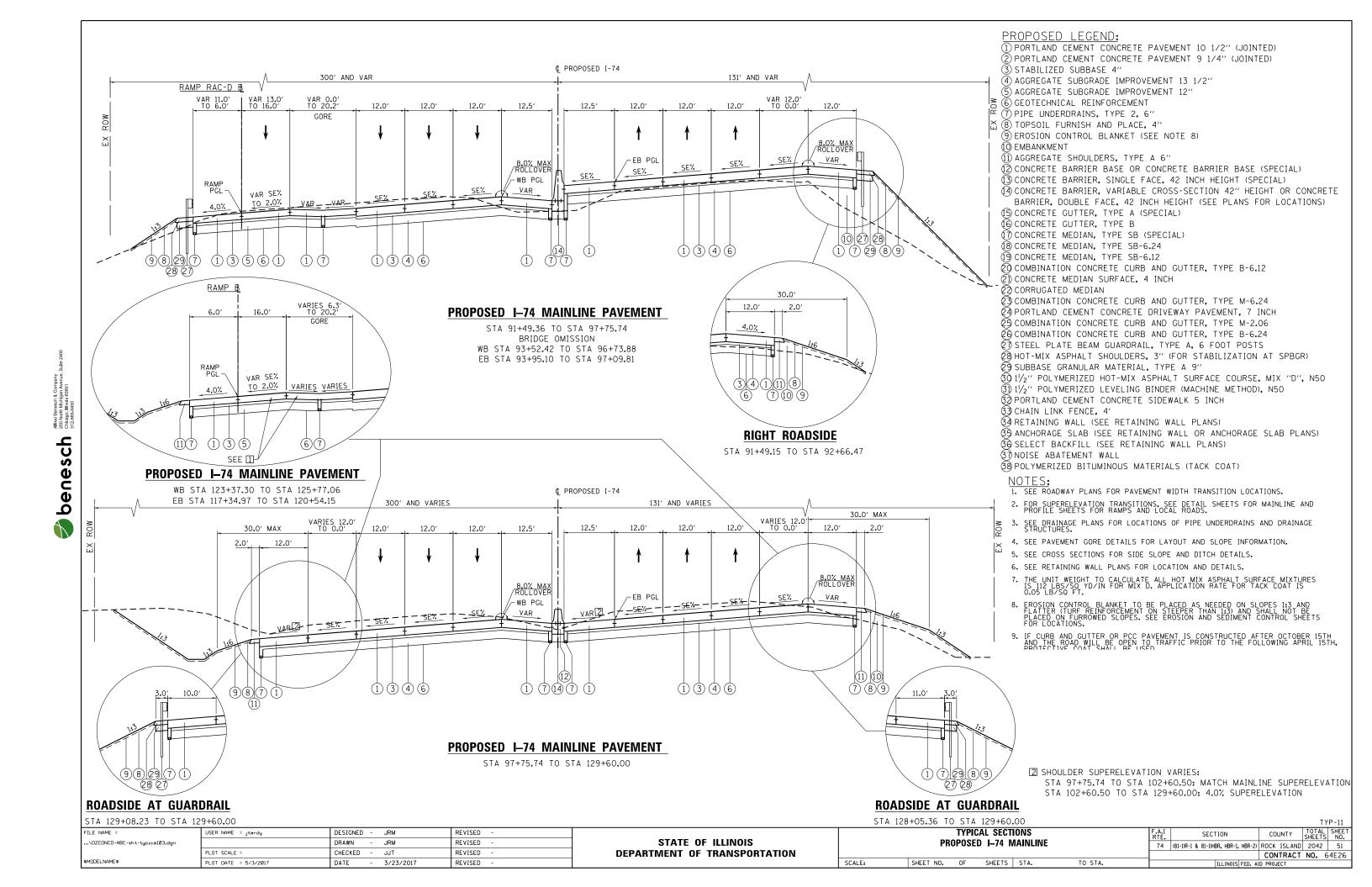


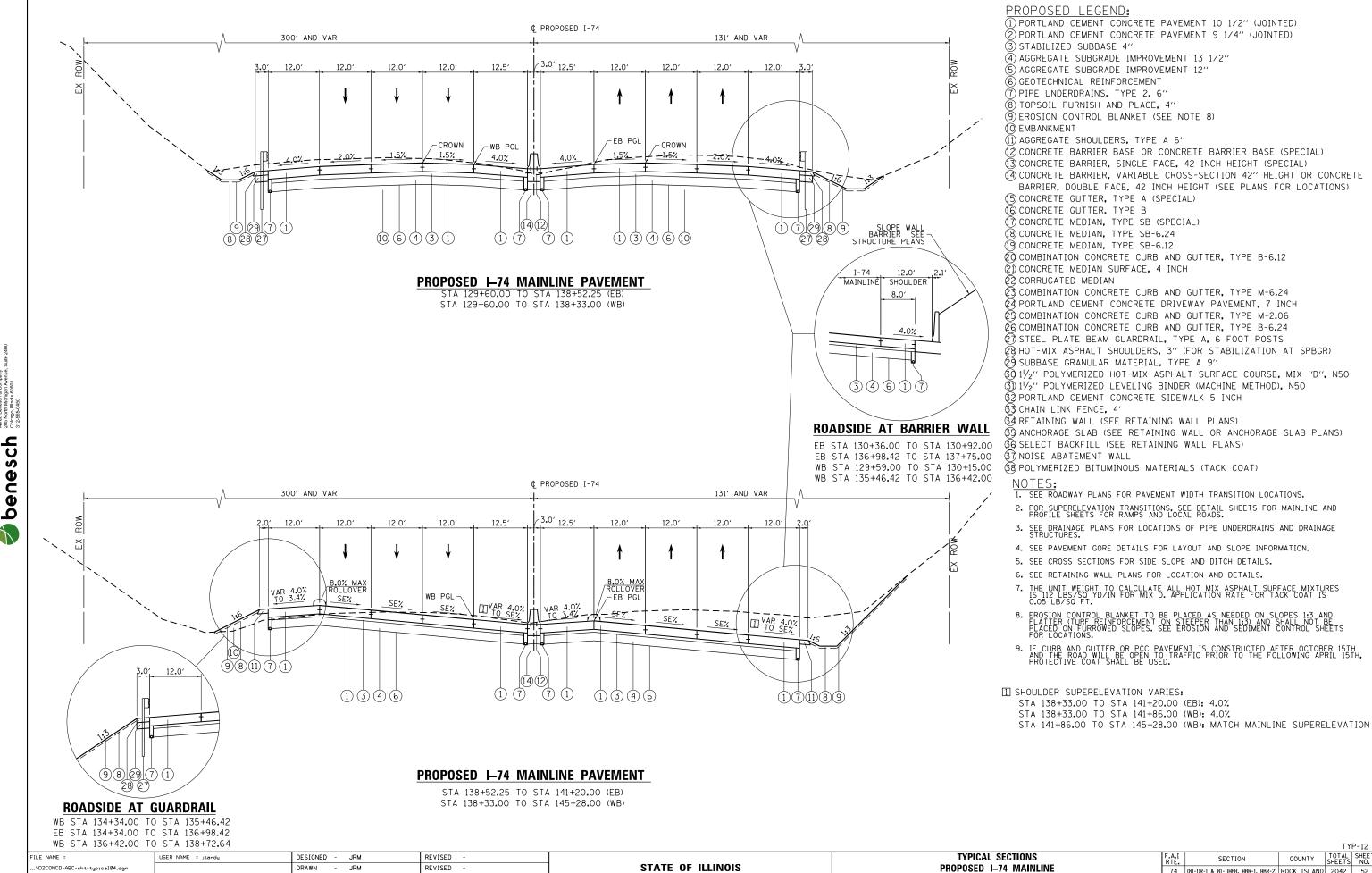
PLOT DATE = 5/3/2017

3/23/2017

REVISED

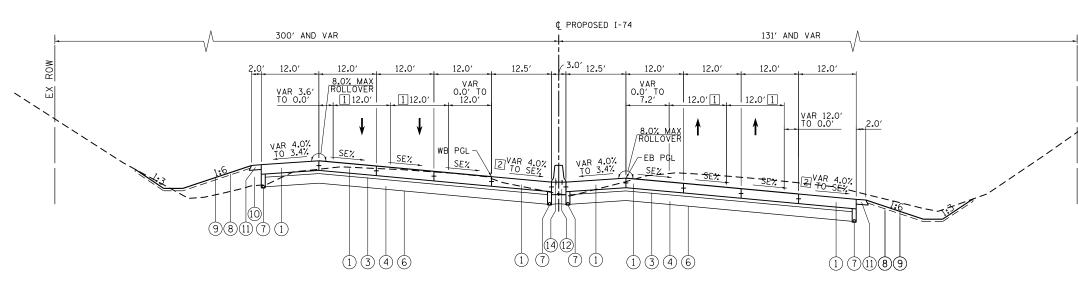
SHEET NO. OF SHEETS STA.





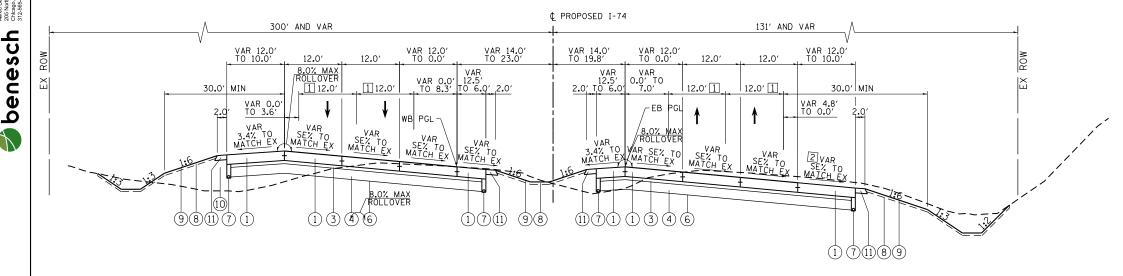
DRAWN JRM REVISED STATE OF ILLINOIS PROPOSED I-74 MAINLINE 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 52 CHECKED JJT REVISED DEPARTMENT OF TRANSPORTATION PLOT SCALE = CONTRACT NO. 64E26 SCALE: SHEET NO. OF SHEETS STA. TO STA. PLOT DATE = 5/3/2017 DATE 3/23/201 REVISED

\$MODELNAME\$



PROPOSED I-74 MAINLINE PAVEMENT

STA 141+20.00 (EB) TO STA 153+90.00 STA 145+28.00 (WB) TO STA 153+90.00



PROPOSED I-74 MAINLINE PAVEMENT

STA 153+90.00 TO STA 155+00.00

- 1 SEE PAVEMENT MARKING PLANS FOR LANE TRANSITION LIMITS
- 2 SHOULDER SUPERELEVATION VARIES:
 - STA 141+20.00 TO STA 141+50.00 (EB): 4.0%
 - STA 141+50.00 TO STA 153+90.00 (EB): MATCH MAINLINE SUPERELEVATION
 - STA 145+28.00 TO STA 153+90.00 (WB): MATCH MAINLINE SUPERELEVATION

PROPOSED LEGEND:

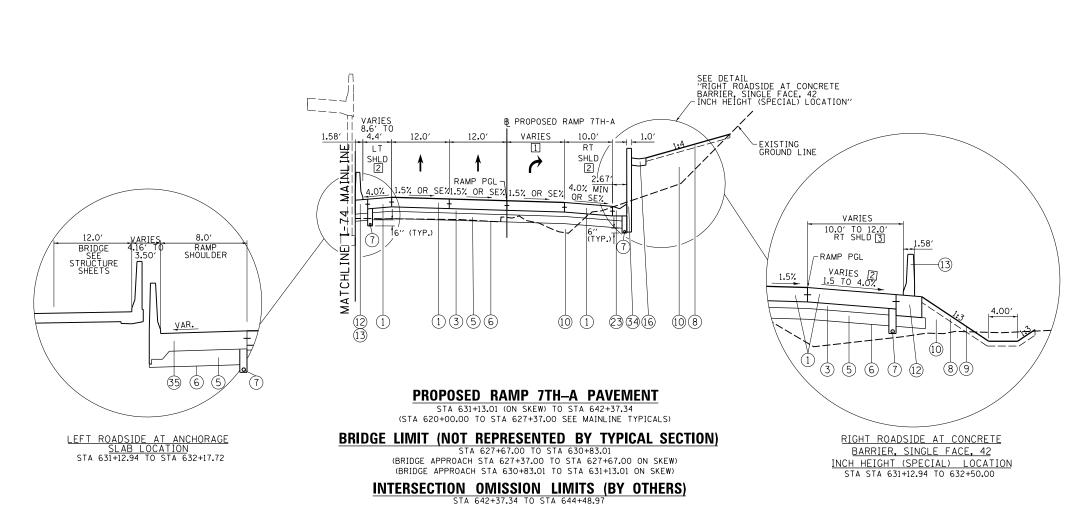
- (1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)
- (2) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)
- 3 STABILIZED SUBBASE 4"
- ≥(4) AGGREGATE SUBGRADE IMPROVEMENT 13 1/2′′
- ©(5) AGGREGATE SUBGRADE IMPROVEMENT 12"
- SEOTECHNICAL REINFORCEMENT
- 7) PIPE UNDERDRAINS, TYPE 2, 6"
- (8) TOPSOIL FURNISH AND PLACE, 4"
- (9) EROSION CONTROL BLANKET (SEE NOTE 8)
- (10) EMBANKMENT
- (11) AGGREGATE SHOULDERS, TYPE A 6"
- (2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL)
- (3) CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS)
- (15) CONCRETE GUTTER, TYPE A (SPECIAL)
- (6) CONCRETE GUTTER, TYPE B
- (17) CONCRETE MEDIAN, TYPE SB (SPECIAL)
- (8) CONCRETE MEDIAN, TYPE SB-6.24
- (19) CONCRETE MEDIAN, TYPE SB-6.12
- ② COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (21) CONCRETE MEDIAN SURFACE, 4 INCH
- 2 CORRUGATED MEDIAN
- 23 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- 2) PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT. 7 INCH
- 25 COMBINATION CONCRETE CURB AND GUTTER. TYPE M-2.06
- @ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (T) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- 28 HOT-MIX ASPHALT SHOULDERS, 3" (FOR STABILIZATION AT SPBGR)
- 29 SUBBASE GRANULAR MATERIAL, TYPE A 9"
- (3) 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
- 3 1 $\frac{1}{2}$ " POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50
- 32 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- 3 CHAIN LINK FENCE, 4
- 3 RETAINING WALL (SEE RETAINING WALL PLANS)
- (3) ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS)
- 30 SELECT BACKFILL (SEE RETAINING WALL PLANS)
- (37) NOISE ABATEMENT WALL
- (38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

- 1. SEE ROADWAY PLANS FOR PAVEMENT WIDTH TRANSITION LOCATIONS.
- 2. FOR SUPERELEVATION TRANSITIONS, SEE DETAIL SHEETS FOR MAINLINE AND PROFILE SHEETS FOR RAMPS AND LOCAL ROADS.
- SEE DRAINAGE PLANS FOR LOCATIONS OF PIPE UNDERDRAINS AND DRAINAGE STRUCTURES.
- 4. SEE PAVEMENT GORE DETAILS FOR LAYOUT AND SLOPE INFORMATION.
- 5. SEE CROSS SECTIONS FOR SIDE SLOPE AND DITCH DETAILS.
- 6. SEE RETAINING WALL PLANS FOR LOCATION AND DETAILS.
- T WEIGHT TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES BS.SQ YD/IN FOR MIX D. APPLICATION RATE FOR TACK COAT IS
- EROSION CONTROL BLANKET TO BE PLACED AS NEEDED ON SLOPES 1:3 AND FLATTER (TURF REINFORCEMENT ON STEEPER THAN 1:3) AND SHALL NOT BE PLACED ON FURROWED SLOPES. SEE EROSION AND SEDIMENT CONTROL SHEETS FOR LOCATIONS.
- IF CURB AND GUTTER OR PCC PAVEMENT IS CONSTRUCTED AFTER OCTOBER 15TH AND THE ROAD WILL BE OPEN TO TRAFFIC PRIOR TO THE FOLLOWING APRIL 15TH

STA 153+90.00 TO STA 155+00.00: TRANSITION TO MATCH EX SUPERELEVATION

								TYP-13
FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -			TYPICAL SECTIONS	F.A.I SECTION	COUNTY TOTAL SHEET SHEET NO.
\D2CONCD-ABC-sht-typical05.dgn		DRAWN - JRM	REVISED -	STATE OF ILLINOIS		PROPOSED I-74 MAINLINE	74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND 2042 53
	PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION			1	CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/3/2017	DATE - 3/23/2017	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AI	ID PROJECT





STA 631+13.01 TO STA 636+46.88 = 0.00' STA 636+46.88 TO STA 636+98.42 = 0.00' TO 1.00' STUB STA 636+98.42 TO STA 638+86.88 = 1.00' STUB TO 12.00 STA 638+86.88 TO STA 642+14.18 = 12.00'

[2] SHOULDER CROSS SLOPE TRANSITIONS TO ACCOMMODATE BRIDGE PLANAR SECTION:
RT SHOULDER: STA 631+56 -1.5%
STA 632+19 -4.0%
LT SHOULDER: STA 631+56 1.5%
STA 632+66 -4.0%

3 SHOULDER WIDTH: STA 631+12.94 TO 632+20.00 = 10.0' STA 632+20.00 TO 632+50.00 = TRANSITIONS 10.0' TO 12.0'

PROPOSED LEGEND:

- 1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)
- ② PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)
- (3) STABILIZED SUBBASE 4"
- ④ AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"
- (5) AGGREGATE SUBGRADE IMPROVEMENT 12"
- 6 GEOTECHNICAL REINFORCEMENT
- $(\overline{7})$ PIPE UNDERDRAINS, TYPE 2, 6 $^{\prime\prime}$
- (8) TOPSOIL FURNISH AND PLACE, 4"
- (9) EROSION CONTROL BLANKET (SEE NOTE 8)
- (Î) EMBANKMENT
- 🕦 AGGREGATE SHOULDERS, TYPE A 6"
- (2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL)
- (3) CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS)
- (5) CONCRETE GUTTER, TYPE A (SPECIAL)
- (6) CONCRETE GUTTER, TYPE B
- (17) CONCRETE MEDIAN, TYPE SB (SPECIAL)
- (18) CONCRETE MEDIAN, TYPE SB-6.24
- (19) CONCRETE MEDIAN, TYPE SB-6.12
- © COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (21) CONCRETE MEDIAN SURFACE, 4 INCH
- (2) CORRUGATED MEDIAN
- 23 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH
- 25 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06
- 26 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ② STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- 8 HOT-MIX ASPHALT SHOULDERS, 3" (FOR STABILIZATION AT SPBGR)
- 29 SUBBASE GRANULAR MATERIAL, TYPE A 9"
- (1) 1/2" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50
- 3 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- (3) CHAIN LINK FENCE, 4'
- (3) RETAINING WALL (SEE RETAINING WALL PLANS)
- (5) ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS)
- (36) SELECT BACKFILL (SEE RETAINING WALL PLANS)
- (37) NOISE ABATEMENT WALL
- (38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

- 1. SEE ROADWAY PLANS FOR PAVEMENT WIDTH TRANSITION LOCATIONS.
- 2. FOR SUPERELEVATION TRANSITIONS, SEE DETAIL SHEETS FOR MAINLINE AND PROFILE SHEETS FOR RAMPS AND LOCAL ROADS.
- 3. SEE DRAINAGE PLANS FOR LOCATIONS OF PIPE UNDERDRAINS AND DRAINAGE STRUCTURES.
- 4. SEE PAVEMENT GORE DETAILS FOR LAYOUT AND SLOPE INFORMATION.
- 5. SEE CROSS SECTIONS FOR SIDE SLOPE AND DITCH DETAILS.
- 6. SEE RETAINING WALL PLANS FOR LOCATION AND DETAILS.
- 8. EROSION CONTROL BLANKET TO BE PLACED AS NEEDED ON SLOPES 1:3 AND FLATTER (TURF REINFORCEMENT ON STEEPER THAN 1:3) AND SHALL NOT BE PLACED ON FURROWED SLOPES. SEE EROSION AND SEDIMENT CONTROL SHEETS FOR LOCATIONS.
- IF CURB AND GUTTER OR PCC PAVEMENT IS CONSTRUCTED AFTER OCTOBER 15TH AND THE ROAD WILL BE OPEN TO TRAFFIC PRIOR TO THE FOLLOWING APRIL 15TH, PROTECTIVE COAT SHALL BE USED.

YEAR 2025

RAMP 7TH-A

STRUCTURAL DESIGN TRAFFIC:

PV = 8,600 SU = 226MU = 226

ROAD/STREET CLASSIFICATION: RAMP CLASS: I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

S = 100%

M = 100%

TRAFFIC FACTOR: ACTUAL TF = 3.82 AC TYPE = N/A

MINIMUM TF = 10.05

PG GRADE: BINDER = N/A SURFACE = N/A

SUBGRADE SUPPORT RATING:

SSR = IBR = 3 (POOR)

TOTAL SHEE NO. COUNTY CONTRACT NO. 64E26

FILE NAME = D2CONCD-HPS-sht-typ:call3M.dgn

RLT DESIGNED -REVISED USER NAME = hehn@1663 DRAWN мтн REVISED CHECKED AAP REVISED PLOT DATE = 3/22/2017 DATE 3/23/2017 REVISED

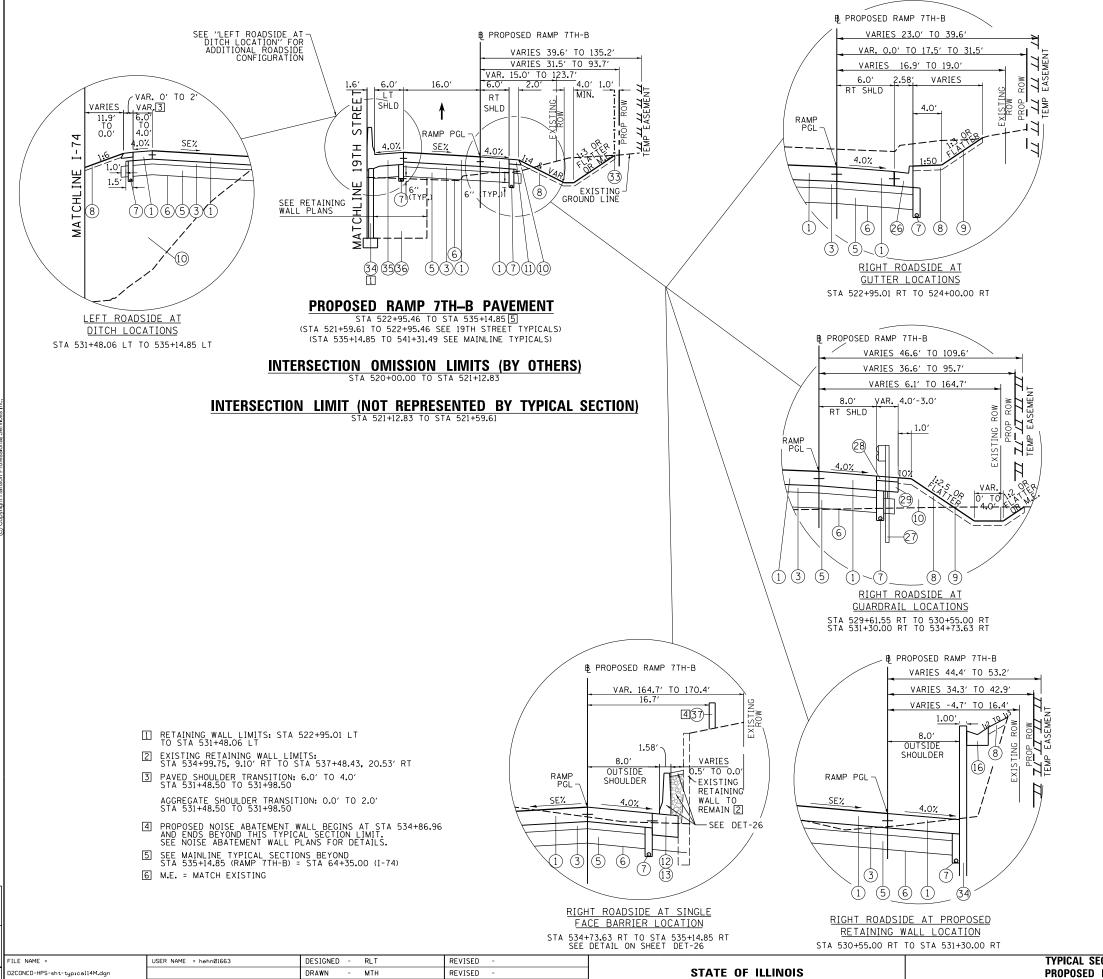
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS PROPOSED RAMPS 7TH-A SCALE: SHEET NO.

TO STA. SHEETS STA.

SECTION 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 54





PROPOSED LEGEND: 1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED) ② PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED) 3 STABILIZED SUBBASE 4" ④ AGGREGATE SUBGRADE IMPROVEMENT 13 1/2" (5) AGGREGATE SUBGRADE IMPROVEMENT 12'' 6 GEOTECHNICAL REINFORCEMENT 7 PIPE UNDERDRAINS, TYPE 2, 6" (8) TOPSOIL FURNISH AND PLACE, 4" (9) EROSION CONTROL BLANKET (SEE NOTE 8) (O) EMBANKMENT (1) AGGREGATE SHOULDERS, TYPE A 6" (2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL) (3) CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL) (4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS) (5) CONCRETE GUTTER, TYPE A (SPECIAL) (6) CONCRETE GUTTER, TYPE B (7) CONCRETE MEDIAN, TYPE SB (SPECIAL) (18) CONCRETE MEDIAN, TYPE SB-6.24 (19) CONCRETE MEDIAN, TYPE SB-6.12 © COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (21) CONCRETE MEDIAN SURFACE, 4 INCH (2) CORRUGATED MEDIAN 23 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH 25 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06 26 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 ② STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS ⊗ HOT-MIX ASPHALT SHOULDERS, 3" (FOR STABILIZATION AT SPBGR) 29 SUBBASE GRANULAR MATERIAL, TYPE A 9" ₱ 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

■ 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

■ 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

■ 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

■ 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

■ 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

■ 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

■ 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

■ 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

■ 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

■ 1 1/2" POLYMERIZED HOT-MIX POLYMER POLYMER

■ 1 1/2" POLYMER POLYMER POLYMER

■ 1 1/2" POLYMER POLYMER POLYMER POLYMER

■ 1 1/2" POLYMER POLYMER POLYMER

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■ 1 1/2" POLYMER POLYMER POLYMER POLYMER

■ 1 1/2" POLYMER POLYMER POLYMER POLYMER POLYMER POLYMER POLYMER

■ 1 1/2" POLYMER POLYME (1) 1/2" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50 3 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (3) CHAIN LINK FENCE, 4' (3) RETAINING WALL (SEE RETAINING WALL PLANS) 3 ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS) (6) SELECT BACKFILL (SEE RETAINING WALL PLANS) (37) NOISE ABATEMENT WALL (38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

1. SEE ROADWAY PLANS FOR PAVEMENT WIDTH TRANSITION LOCATIONS.

2. FOR SUPERELEVATION TRANSITIONS, SEE DETAIL SHEETS FOR MAINLINE AND PROFILE SHEETS FOR RAMPS AND LOCAL ROADS.

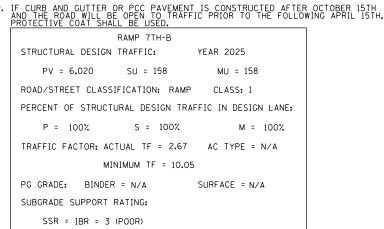
3. SEE DRAINAGE PLANS FOR LOCATIONS OF PIPE UNDERDRAINS AND DRAINAGE STRUCTURES.

4. SEE PAVEMENT GORE DETAILS FOR LAYOUT AND SLOPE INFORMATION.

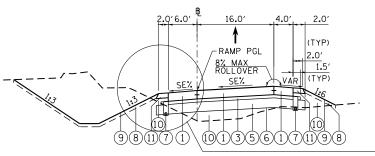
5. SEE CROSS SECTIONS FOR SIDE SLOPE AND DITCH DETAILS.

6. SEE RETAINING WALL PLANS FOR LOCATION AND DETAILS.

8. EROSION CONTROL BLANKET TO BE PLACED AS NEEDED ON SLOPES 1:3 AND FLATTER (TURF REINFORCEMENT ON STEEPER THAN 1:3) AND SHALL NOT BE PLACED ON FURROWED SLOPES. SEE EROSION AND SEDIMENT CONTROL SHEETS FOR LOCATIONS.



TYPICAL SECTIONS COUNTY SECTION STATE OF ILLINOIS PROPOSED RAMPS 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 55 CHECKED AAP REVISED **DEPARTMENT OF TRANSPORTATION** 7TH-B CONTRACT NO. 64E26 SHEET NO. TO STA. PLOT DATE = 3/22/2017 3/23/2017 REVISED SHEETS STA.

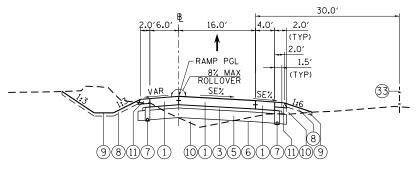


AVENUE OF THE CITIES RAMP RAC-A AND RAC-D PROPOSED TYPICAL SECTION

LEFT ROADSIDE AT **GUARDRAIL LOCATIONS**

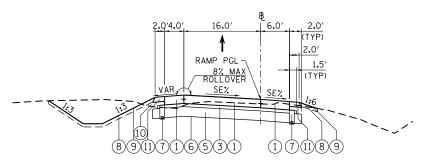
PR RAMP RAC-A STA 1019+93.50 TO STA 1023+39.84 PR RAMP RAC-D STA 826+62.40 TO STA 829+74.10

STA 826+62.40 TO STA 826+87.34



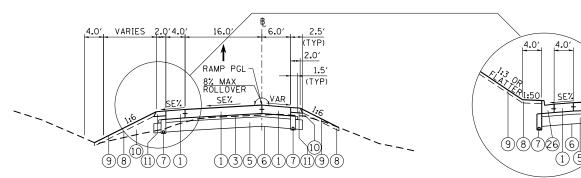
AVENUE OF THE CITIES RAMP RAC-A AND RAC-D PROPOSED TYPICAL SECTION

PR RAMP RAC-A STA 1017+17.50 TO STA 1019+93.50 PR RAMP RAC-D STA 829+74.10 TO STA 833+63.68



AVENUE OF THE CITIES RAMP RAC-C AND RAC-B PROPOSED TYPICAL SECTION

PR RAMP RAC-C STA 726+00.00 TO STA 726+24.00 PR RAMP RAC-B STA 924+83.48 TO STA 928+51.77



AVENUE OF THE CITIES RAMP RAC-C AND RAC-B PROPOSED TYPICAL SECTION

PR RAMP RAC-C STA 726+24.00 TO STA 739+88.50 PR RAMP RAC-B STA 921+95.44 TO STA 924+83.48

RIGHT ROADSIDE AT **CUT LOCATION** STA 735+30.00 TO STA 736+71.72

PROPOSED LEGEND:

- (1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)
- (2) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)
- (3) STABILIZED SUBBASE 4"
- 4 AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"
- (5) AGGREGATE SUBGRADE IMPROVEMENT 12"
- ⑥ GEOTECHNICAL REINFORCEMENT
- (7) PIPE UNDERDRAINS, TYPE 2, 6"
- (8) TOPSOIL FURNISH AND PLACE, 4"
- (9) EROSION CONTROL BLANKET (SEE NOTE 8)
- (O) EMBANKMENT
- (11) AGGREGATE SHOULDERS, TYPE A 6"
- (2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL)
- (3) CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS)
- (15) CONCRETE GUTTER, TYPE A (SPECIAL)
- (6) CONCRETE GUTTER, TYPE B
- (7) CONCRETE MEDIAN, TYPE SB (SPECIAL)
- (18) CONCRETE MEDIAN, TYPE SB-6.24
- (19) CONCRETE MEDIAN, TYPE SB-6.12
- ② COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (21) CONCRETE MEDIAN SURFACE, 4 INCH
- 2 CORRUGATED MEDIAN
- ② COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- (4) PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH
- 25 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06
- @ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ② STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (8) HOT-MIX ASPHALT SHOULDERS, 3" (FOR STABILIZATION AT SPBGR)
- 29 SUBBASE GRANULAR MATERIAL, TYPE A 9"
- (3) 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
- $\stackrel{\frown}{3}$) 1 $\frac{1}{2}$ " POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50
- (3) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- 3 CHAIN LINK FENCE, 4
- (3) RETAINING WALL (SEE RETAINING WALL PLANS)
- (\$\overline{3}\) ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS)
- (SEE RETAINING WALL PLANS)
- (37) NOISE ABATEMENT WALL
- (38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

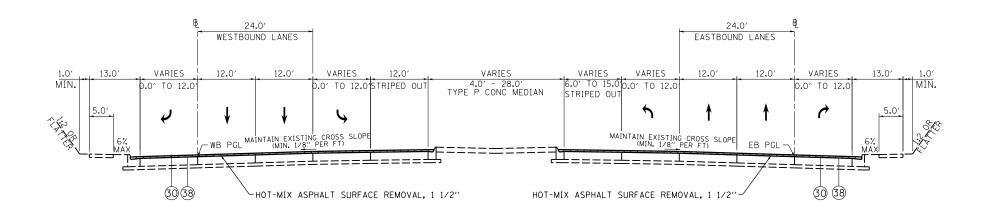
- 1. SEE ROADWAY PLANS FOR PAVEMENT WIDTH TRANSITION LOCATIONS.
- 2. FOR SUPERELEVATION TRANSITIONS, SEE DETAIL SHEETS FOR MAINLINE AND PROFILE SHEETS FOR RAMPS AND LOCAL ROADS.
- 3. SEE DRAINAGE PLANS FOR LOCATIONS OF PIPE UNDERDRAINS AND DRAINAGE STRUCTURES.
- 4. SEE PAVEMENT GORE DETAILS FOR LAYOUT AND SLOPE INFORMATION.
- 5. SEE CROSS SECTIONS FOR SIDE SLOPE AND DITCH DETAILS.
- 6. SEE RETAINING WALL PLANS FOR LOCATION AND DETAILS.
- NIT WEIGHT TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES LBS/SO YD/IN FOR MIX D. APPLICATION RATE FOR TACK COAT IS B/SO FT.
- 9. IF CURB AND GUTTER OR PCC PAVEMENT IS CONSTRUCTED AFTER OCTOBER 15TH AND THE ROAD WILL BE OPEN TO TRAFFIC PRIOR TO THE FOLLOWING APRIL 15TH

FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -
\D2CONCD-ABC-sht-typical07.dgn		DRAWN - JRM	REVISED -
	PLOT SCALE =	CHECKED - JJT	REVISED -
\$MODELNAME\$	PLOT DATE = 5/3/2017	DATE - 3/23/2017	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS SECTION COUNTY PROPOSED RAMPS 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 56 AVENUE OF THE CITIES CONTRACT NO. 64E26 SHEET NO. OF SHEETS STA. TO STA.





AVENUE OF THE CITIES (23RD AVENUE)

EXISTING WB 23RD AVE STA 119+00 TO STA 126+75 EXISTING EB 23RD AVE STA 219+00 TO STA 226+75

BRIDGE OMISSION LIMITS: EXISTING WB 23RD AVE STA 122+23 TO STA 123+83 EXISTING EB 23RD AVE STA 222+38 TO STA 223+98

REVISED

REVISED

REVISED

REVISED

PROPOSED LEGEND:

- 1 PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)
- 2 PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)
- (3) STABILIZED SUBBASE 4"
- (4) AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"
- (5) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (6) GEOTECHNICAL REINFORCEMENT
- $(\bar{7})$ PIPE UNDERDRAINS, TYPE 2, 6"
- (8) TOPSOIL FURNISH AND PLACE, 4"
- (9) EROSION CONTROL BLANKET (SEE NOTE 8)
- (O) EMBANKMENT
- (1) AGGREGATE SHOULDERS, TYPE A 6"
- (2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL)
- (3) CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS)
- (5) CONCRETE GUTTER, TYPE A (SPECIAL)
- (6) CONCRETE GUTTER, TYPE B
- (7) CONCRETE MEDIAN, TYPE SB (SPECIAL)
- (18) CONCRETE MEDIAN, TYPE SB-6.24
- (19) CONCRETE MEDIAN, TYPE SB-6.12
- 20 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ② CONCRETE MEDIAN SURFACE, 4 INCH
- 22 CORRUGATED MEDIAN
- 23 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH
- 25 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06
- © COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ② STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (8) HOT-MIX ASPHALT SHOULDERS, 3" (FOR STABILIZATION AT SPBGR)
- 29 SUBBASE GRANULAR MATERIAL, TYPE A 9"
- (3) 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
- (31) $1\frac{1}{2}$ " POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50
- 3 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- (3) CHAIN LINK FENCE, 4'
- 34 RETAINING WALL (SEE RETAINING WALL PLANS)
- (35) ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS)
- 36 SELECT BACKFILL (SEE RETAINING WALL PLANS)
- (3) NOISE ABATEMENT WALL
- (38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

- $\frac{\text{NOTES:}}{\text{I. SEE ROADWAY PLANS FOR PAVEMENT WIDTH TRANSITION LOCATIONS.}}$
- 2. FOR SUPERELEVATION TRANSITIONS, SEE DETAIL SHEETS FOR MAINLINE AND PROFILE SHEETS FOR RAMPS AND LOCAL ROADS.
- 3. SEE DRAINAGE PLANS FOR LOCATIONS OF PIPE UNDERDRAINS AND DRAINAGE STRUCTURES.
- 4. SEE PAVEMENT GORE DETAILS FOR LAYOUT AND SLOPE INFORMATION.
- 5. SEE CROSS SECTIONS FOR SIDE SLOPE AND DITCH DETAILS.
- 6. SEE RETAINING WALL PLANS FOR LOCATION AND DETAILS.
- 7. THE UNIT WEIGHT TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SO YD/IN FOR MIX D. APPLICATION RATE FOR TACK COAT IS 0.05 LB/SO FT.
- 8. EROSION CONTROL BLANKET TO BE PLACED AS NEEDED ON SLOPES 1:3 AND FLATTER (TURF REINFORCEMENT ON STEEPER THAN 1:3) AND SHALL NOT BE PLACED ON FURROWED SLOPES. SEE EROSION AND SEDIMENT CONTROL SHEETS FOR LOCATIONS.
- 9. IF CURB AND GUTTER OR PCC PAVEMENT IS CONSTRUCTED AFTER OCTOBER 15TH AND THE ROAD WILL BE OPEN TO TRAFFIC PRIOR TO THE FOLLOWING APRIL 15TH, PROTECTIVE COAT SHALL BE USED.

FILE NAME = D2CONCD-HPS-sht-typ:call4L.dgn

RLT DESIGNED -USER NAME = hehn@1663 DRAWN мтн CHECKED PLOT DATE = 3/22/2017 DATE 3/23/2017

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS PROPOSED LOCAL ROADS AVENUE OF THE CITIES (23RD AVENUE) RESURFACING SHEETS STA.

SECTION COUNTY 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 57 CONTRACT NO. 64E26 0.0' TO 2.0' 5.0' 7.58'

NORTHBOUND

THRL

PGL FOR 19TH ST

2.0%

PROPOSED 19TH STREET STA 1917+43.85 TO STA 1919+22.55(NB)/1920+29.63(SB)

¢ PROPOSED 19TH STREET

VAR.

6.0

11.0

TO

31756

PROPOSED 19TH STREET

STA 1915+96.34 TO STA 1917+43.85

VAR.

LT TURN

SOUTHBOUND 12.0′

PGL FOR 19TH ST

4.0′ MIN VAR.

ᇹ

MAINLINE OF

- LEFT TURN LANE WIDTH
 STA 1915+96.34 TO STA 1916+71.35 = 12.00' STA 1916+71.35 TO STA 1918+46.35 = 12.00' TO 0.00'
- [2] MEDIAN WIDTH

 STA 1915+96.34 TO STA 1916+71.35 = 6.00'

 STA 1916+71.35 TO STA 1918+46.35 = 6.00' TO 18.00'

 STA 1918+46.35 TO STA 1919+22.55(NB)/1920+29.63(SB) = 18.00'
- MEDIAN SHALL BE PAID FOR ACCORDING TO THE FOLLOWING:

 •STA 1915+96.36 TO STA 1916+71.35 = ① WHICH SHALL INCLUDE THE CONSTRUCTION OF B-6.12 C&G FOR NB AND B-6.24 C&G •STA 1916+71.35 TO STA 1917+58.84 = (8)
 •STA 1917+58.84 TO STA 1925+56.76 = (2) AND (26)
- 4 SIDEWALK RECONSTRUCTION LIMITS FOR TYPICAL SECTION: STA 1917+00.00 TO STA 1917+43.85

- PROPOSED LEGEND:
- (1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)
- (2) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)
- (3) STABILIZED SUBBASE 4"
- (4) AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"
- (5) AGGREGATE SUBGRADE IMPROVEMENT 12"
- 6 GEOTECHNICAL REINFORCEMENT
- (7) PIPE UNDERDRAINS, TYPE 2, 6"
- (8) TOPSOIL FURNISH AND PLACE, 4" 9 EROSION CONTROL BLANKET (SEE NOTE 8)
- (O) EMBANKMENT
- (11) AGGREGATE SHOULDERS, TYPE A 6"
- (2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL)
- (3) CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS)
- (5) CONCRETE GUTTER, TYPE A (SPECIAL)
- (6) CONCRETE GUTTER, TYPE B
- (7) CONCRETE MEDIAN, TYPE SB (SPECIAL)
- (8) CONCRETE MEDIAN, TYPE SB-6.24
- (19) CONCRETE MEDIAN, TYPE SB-6.12
- 20 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (21) CONCRETE MEDIAN SURFACE, 4 INCH
- (2) CORRUGATED MEDIAN
- ② COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24
- 24) PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH
- 25 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06
- 26 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (FOR STABILIZATION AT SPBGR)
- 29 SUBBASE GRANULAR MATERIAL, TYPE A 9"
- (30) 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
- (3) 1/2" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50
- (3) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- (3) CHAIN LINK FENCE, 4'
- 34 RETAINING WALL (SEE RETAINING WALL PLANS)
- (3) ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS)
- (SEE RETAINING WALL PLANS)
- (37) NOISE ABATEMENT WALL
- (38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

- 1. SEE ROADWAY PLANS FOR PAVEMENT WIDTH TRANSITION LOCATIONS.
- 2. FOR SUPERELEVATION TRANSITIONS, SEE DETAIL SHEETS FOR MAINLINE AND PROFILE SHEETS FOR RAMPS AND LOCAL ROADS.
- 3. SEE DRAINAGE PLANS FOR LOCATIONS OF PIPE UNDERDRAINS AND DRAINAGE STRUCTURES.
- 4. SEE PAVEMENT GORE DETAILS FOR LAYOUT AND SLOPE INFORMATION.
- 5. SEE CROSS SECTIONS FOR SIDE SLOPE AND DITCH DETAILS.
- 6. SEE RETAINING WALL PLANS FOR LOCATION AND DETAILS.
- UNIT WEIGHT TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES 112 LBS/SQ YD/IN FOR MIX D. APPLICATION RATE FOR TACK COAT IS

YEAR 2025 STRUCTURAL DESIGN TRAFFIC:

PV = 10,234SU = 269 MU = 269

ROAD/STREET CLASSIFICATION: ARTERIAL CLASS: I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

S = 45%

AC TYPE = N/A

M = 45%

TRAFFIC FACTOR: ACTUAL TF = 2.04

MINIMUM TF = N/A

PG GRADE: BINDER = N/A SURFACE =N/A

SUBGRADE SUPPORT RATING:

SSR = IBR = 3 (POOR)

TYPICAL SECTIONS SECTION COUNTY PROPOSED LOCAL ROADS 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 58 CONTRACT NO. 64E26

FILE NAME = USER NAME = hehn@1663 D2CONCD-HPS-sht-typ:call5L.dgr

DESIGNED -RLT REVISED DRAWN мтн REVISED CHECKED AAP REVISED PLOT DATE = 3/22/2017 DATE 3/23/2017 REVISED

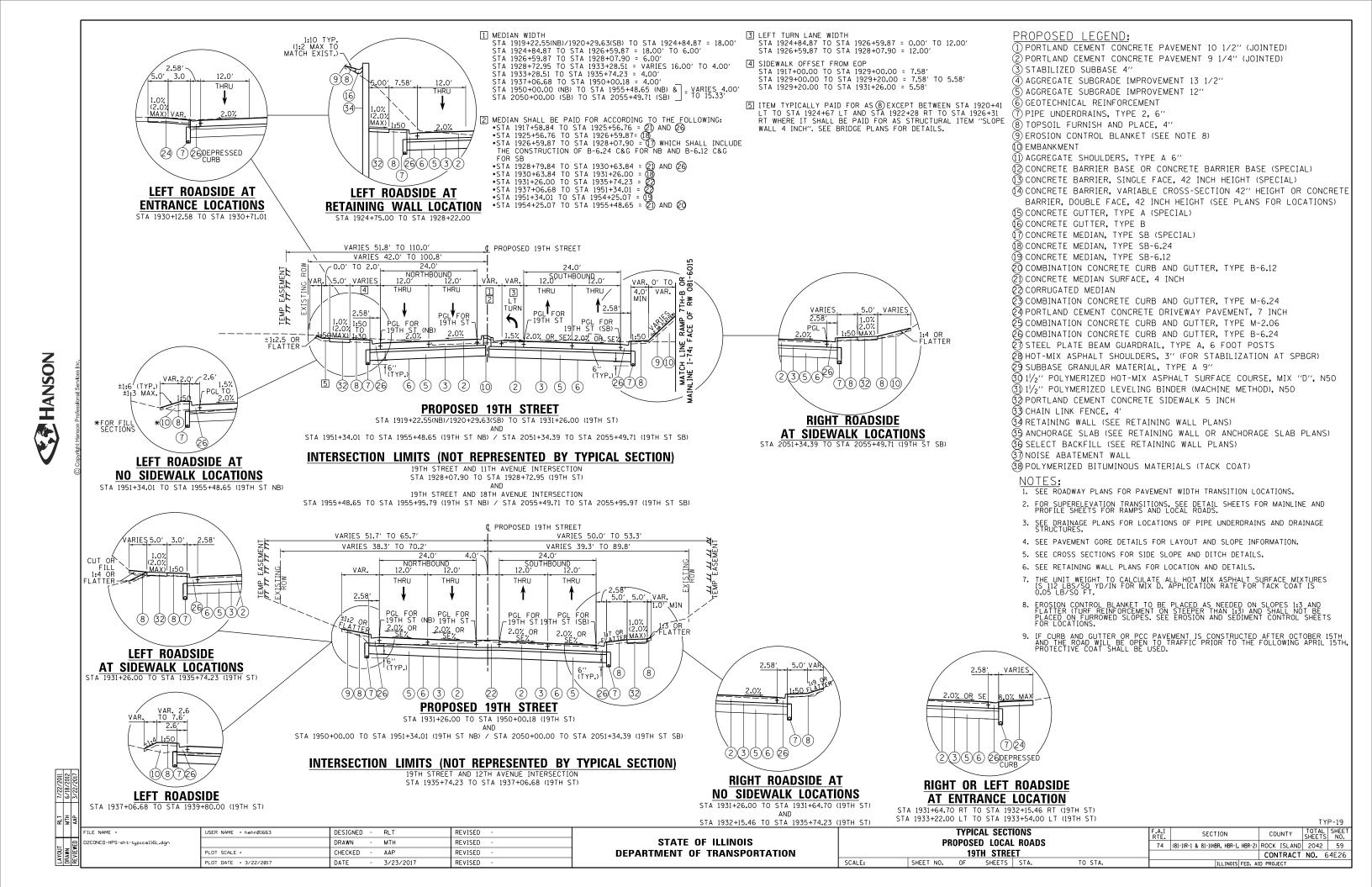
STATE OF ILLINOIS

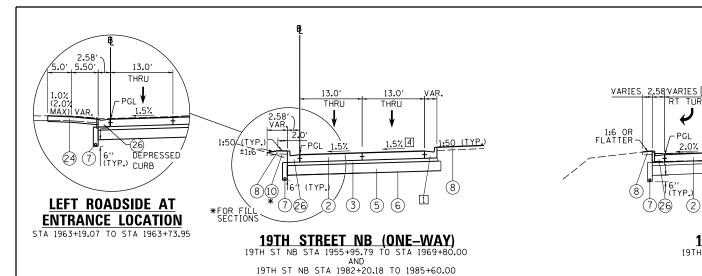
DEPARTMENT OF TRANSPORTATION

19TH STREET

SHEETS STA

TO STA.





1 RIGHT ROADSIDE ELEMENTS ACCORDING TO THE FOLLOWING:

19TH STREET NB (ONE-WAY) 19TH ST NB STA 1973+00.00 TO STA 1982+20.18

(3)

(5) (6)

- VAR

VARIES

8

12.0' & VAR

(2)

TURN GORE[]

INTERSECTION LIMITS (NOT REPRESENTED BY TYPICAL SECTION)

NB AND AVENUE OF THE CITIES (23RD AVE) INTERSECTION STA 1969+80.00 TO STA 1973+00.00 INTERSECTION TO BE MILLED AND RESURFACED = 30

19TH NB: STA 1955+95.79 TO 1966+87.63 = ②6
STA 1966+87.63 TO 1968+09.25 = GORE AREA SEE SHEET RDWY-15 FOR DETAILS
STA 1968+09.25 TO 1969+80.00 = SEE RAMP TYP. AND SHEET RDWY-15 FOR DETAILS
STA 1973+00.00 TO 1974+32.00 = ②6 STA 1973+00.00 TO 1974+32.00 = (9)

STA 1974+32.00 TO 1978+51.13 = 4' WIDE SHOULDER (2) AT 4.0%, 2' WIDE (6) AT 6.0%

AND 1:4 TO MATCHLINE 1-74 CROSS SECTIONS

STA 1978+51.13 TO 1980+83.74 = SEE RAMP TYP. AND SHEET RDWY-17 FOR DETAILS

STA 1980+83.74 TO 1982+20.18 = GORE AREA SEE SHEET RDWY-17 FOR DETAILS

STA 1982+20.18 TO 1985+60.00 = (6) 19TH SB: STA 2055+95.97 TO 2063+43.26 = 29 STA 2063+43.26 TO 2063+89.49 = GORE AREA SEE SHEET RDWY-15 FOR DETAILS STA 2063+89.49 TO 2066+53.41 = SEE RAMP TYP. AND SHEET RDWY-15 FOR DETAILS STA 2066+53.41 TO 2068+78.00 = 26 STA 2074+30.00 TO 2078+00.00 = 26

2 LEFT ROADSIDE ELEMENTS ACCORDING TO THE FOLLOWING: 19TH SB: STA 2074+54.08 TO 2074+54.08 = 26 STA 2074+54.08 TO 2076+53.21 = SEE RAMP TYP. AND SHEET RDWY-15 FOR DETAILS STA 2076+53.21 TO 2077+32.71 = GORE AREA SEE SHEET RDWY-17 FOR DETAILS STA 2077+32.71 TO 2078+00.00 = 26 3 DIMENSION TO BASELINE AND ROADWAY JOINT STA 1973+00.00 TO STA 1974+75.00 = 10' STA 1974+75.00 TO STA 1976+32.50 = TAPERS 10' TO 1' STUB

4 CROSS SLOPE STA 1955+95.79 TO STA 1969+80.00 = 1.5% STA 1973+00.00 TO STA 1979+33.63 = 1.5% STA 1979+33.63 TO STA 1980+14.63 = 1.5% TO -1.5% STA 1980+14.63 TO STA 1982+25.00 = -1.5% STA 1982+25.00 TO STA 1982+85.00 = TRANSITION -1.5% TO 1.5% STA 1982+85.00 TO STA 1985+60.00 = 1.5%

- ITEM TO BE PAID FOR AS EITHER (8) OR (32). SEE ROADWAY PLANS FOR LOCATIONS AND LIMITS. AREAS UNDER THE 19TH ST SB BRIDGES TO BE PAID FOR AS (32), SHALL NOT BE INSTALLED UNTIL AFTER THE ADJACENT PROPOSED PIER IS IN PLACE IN EITHER STAGE 2 OR 3. SEE SN 081-0184 AND SN 081-0185.

UNDERDRAINS FOR THIS TYPICAL SECTION DO NOT SPAN THE ENTIRE STATION RANGE OF THE TYPICAL SECTION. SEE THE DRAINAGE AND UTILITY SHEETS FOR SPECIFIC LIMITS OF UNDERDRAINS.

VARIES VARIES VAR. 2.00' MIN. THRU MIN. THRU THRL THRU MIN. 9.6' TO 11.5 MIN. 16.0' TO 14.5' VAR. VAR. VAR. THRU THRU VAR. VAR. PGL PGL 2.0% (TYP.) 6 6" (TYP.) 16"\(TYP.) TI64 (TYP.) 6 (10) (8) (8)(10) (TYP.) (8) 1 5 72 7 26 23 5 6 26) 23 (5) 6 26 (5)

19TH STREET SB (ONE-WAY) 19TH ST SB STA 2055+95.97 TO STA 2059+09.00

19TH STREET SB (ONE-WAY) 19TH ST SB STA 2059+09.00 TO STA 2066+53.41

19TH STREET SB (ONE-WAY) 19TH ST SB STA 2066+53.41 TO STA 2068+20.00

19TH STREET SB (ONE-WAY) 19TH ST SB STA 2074+30.00 TO STA 2078+00.00

INTERSECTION LIMITS (NOT REPRESENTED BY TYPICAL SECTION)

19TH STREET SB AND AVENUE OF THE CITIES (23RD AVE) INTERSECTION STA 2068+20.00 TO STA 2074+30.00 INTERSECTION TO BE MILLED AND RESURFACED = 30

DESIGNED MGJ FILE NAME = REVISED USER NAME = petke00954 D2CONCD-HPS-sht-typicall8L.dgr RAWN мтн REVISED CHECKED AAP REVISED PLOT DATE = 4/20/2017 DATE 3/23/2017 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS PROPOSED LOCAL ROADS 19TH STREET SHEETS STA

SECTION COUNTY 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 60

CONTRACT NO. 64E26

RIGHT ROADSIDE AT **ENTRANCE LOCATION** STA 2077+38.91 TO STA 2077+87.70

TYP-20 TOTAL SHEE NO.

1. SEE ROADWAY PLANS FOR PAVEMENT WIDTH TRANSITION LOCATIONS.

PROPOSED LEGEND:

(3) STABILIZED SUBBASE 4"

(O) EMBANKMENT

(6) GEOTECHNICAL REINFORCEMENT

(7) PIPE UNDERDRAINS, TYPE 2, 6"

(8) TOPSOIL FURNISH AND PLACE, 4"

(11) AGGREGATE SHOULDERS, TYPE A 6"

(5) CONCRETE GUTTER, TYPE A (SPECIAL)

(7) CONCRETE MEDIAN, TYPE SB (SPECIAL) (8) CONCRETE MEDIAN, TYPE SB-6.24

(19) CONCRETE MEDIAN, TYPE SB-6.12

(21) CONCRETE MEDIAN SURFACE, 4 INCH

29 SUBBASE GRANULAR MATERIAL, TYPE A 9"

③ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

(34) RETAINING WALL (SEE RETAINING WALL PLANS)

39 SELECT BACKFILL (SEE RETAINING WALL PLANS)

(38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

(6) CONCRETE GUTTER, TYPE B

(2) CORRUGATED MEDIAN

3 CHAIN LINK FENCE, 4'

(37) NOISE ABATEMENT WALL

1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED) 2 PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)

(2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL)

(4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE

BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS)

(3) CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)

O COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

23 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 24) PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH ② COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06

© COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

(7) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

(28) HOT-MIX ASPHALT SHOULDERS, 3" (FOR STABILIZATION AT SPBGR)

(3) 1/2" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50

(0) 11/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

(3) ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS)

(4) AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"

(5) AGGREGATE SUBGRADE IMPROVEMENT 12"

2. FOR SUPERELEVATION TRANSITIONS, SEE DETAIL SHEETS FOR MAINLINE AND PROFILE SHEETS FOR RAMPS AND LOCAL ROADS.

3. SEE DRAINAGE PLANS FOR LOCATIONS OF PIPE UNDERDRAINS AND DRAINAGE STRUCTURES.

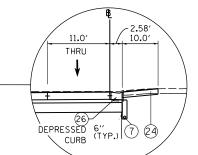
4. SEE PAVEMENT GORE DETAILS FOR LAYOUT AND SLOPE INFORMATION.

5. SEE CROSS SECTIONS FOR SIDE SLOPE AND DITCH DETAILS.

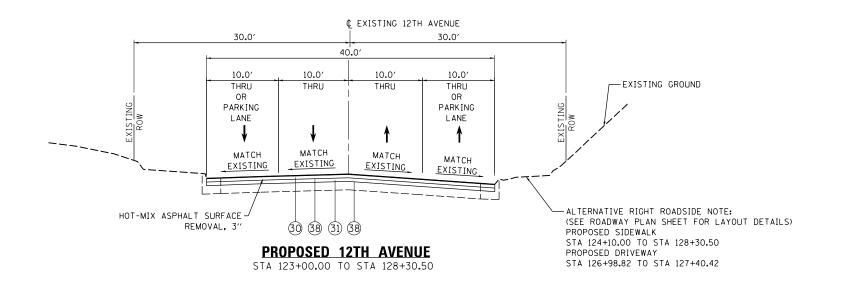
6. SEE RETAINING WALL PLANS FOR LOCATION AND DETAILS.

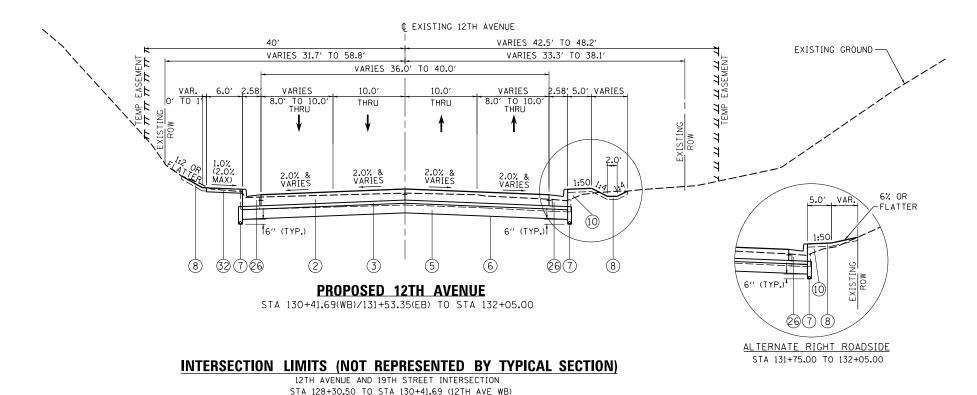
7. THE UNIT WEIGHT TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN FOR MIX D. APPLICATION RATE FOR TACK COAT IS 0.05 LB/SQ FT.

IF CURB AND GUTTER OR PCC PAVEMENT IS CONSTRUCTED AFTER OCTOBER 15TH AND THE ROAD WILL BE OPEN TO TRAFFIC PRIOR TO THE FOLLOWING APRIL 15TH PROTECTIVE COAT SHALL BE USED.



TO STA.





STA 128+30.50 TO STA 131+53.35 (12TH AVE EB)

PROPOSED LEGEND:

(1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)

(2) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)

3 STABILIZED SUBBASE 4"

(4) AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"

(5) AGGREGATE SUBGRADE IMPROVEMENT 12"

(6) GEOTECHNICAL REINFORCEMENT

🏹 PIPE UNDERDRAINS, TYPE 2, 6"

(8) TOPSOIL FURNISH AND PLACE, 4"

(9) EROSION CONTROL BLANKET (SEE NOTE 8)

(10) EMBANKMENT

(11) AGGREGATE SHOULDERS, TYPE A 6"

(2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL)

(3) CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)

(4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS)

(15) CONCRETE GUTTER, TYPE A (SPECIAL)

(6) CONCRETE GUTTER, TYPE B

(7) CONCRETE MEDIAN, TYPE SB (SPECIAL)

(18) CONCRETE MEDIAN, TYPE SB-6.24

(19) CONCRETE MEDIAN, TYPE SB-6.12

② COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

(21) CONCRETE MEDIAN SURFACE, 4 INCH

2 CORRUGATED MEDIAN

② COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24

(4) PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH

29 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06

② COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

② STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS 28 HOT-MIX ASPHALT SHOULDERS, 3" (FOR STABILIZATION AT SPBGR)

29 SUBBASE GRANULAR MATERIAL, TYPE A 9"

(3) 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

(MACHINE METHOD), N50

3 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

3 CHAIN LINK FENCE, 4

3 RETAINING WALL (SEE RETAINING WALL PLANS)

(\$\overline{3}\) ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS)

30 SELECT BACKFILL (SEE RETAINING WALL PLANS)

(37) NOISE ABATEMENT WALL

(38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

1. SEE ROADWAY PLANS FOR PAVEMENT WIDTH TRANSITION LOCATIONS.

2. FOR SUPERELEVATION TRANSITIONS, SEE DETAIL SHEETS FOR MAINLINE AND PROFILE SHEETS FOR RAMPS AND LOCAL ROADS.

3. SEE DRAINAGE PLANS FOR LOCATIONS OF PIPE UNDERDRAINS AND DRAINAGE STRUCTURES.

4. SEE PAVEMENT GORE DETAILS FOR LAYOUT AND SLOPE INFORMATION.

5. SEE CROSS SECTIONS FOR SIDE SLOPE AND DITCH DETAILS.

6. SEE RETAINING WALL PLANS FOR LOCATION AND DETAILS.

12TH AVENUE

STRUCTURAL DESIGN TRAFFIC: YEAR 2025

MU = 204

ROAD/STREET CLASSIFICATION: ARTERIAL CLASS: I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = 32%

S = 45%

M = 45%

SURFACE = N/A

TRAFFIC FACTOR: ACTUAL TF = 1.55 AC TYPE = N/A

MINIMUM TF = N/A

PG GRADE: BINDER = N/A

SUBGRADE SUPPORT RATING:

SSR = IBR = 3 (POOR)

TYPICAL SECTIONS SECTION COUNTY PROPOSED LOCAL ROADS 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 61 12TH AVENUE

OF SHEETS STA. CONTRACT NO. 64E26 TO STA.

FILE NAME = D2CONCD-HPS-sht-typ:call7L.dgr

DRAWN мтн REVISED CHECKED AAP REVISED PLOT DATE = 3/22/2017 DATE 3/23/2017 REVISED

SHEET NO.

DESIGNED -RLT REVISED USER NAME = hehn@1663 STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**



FILE NAME =

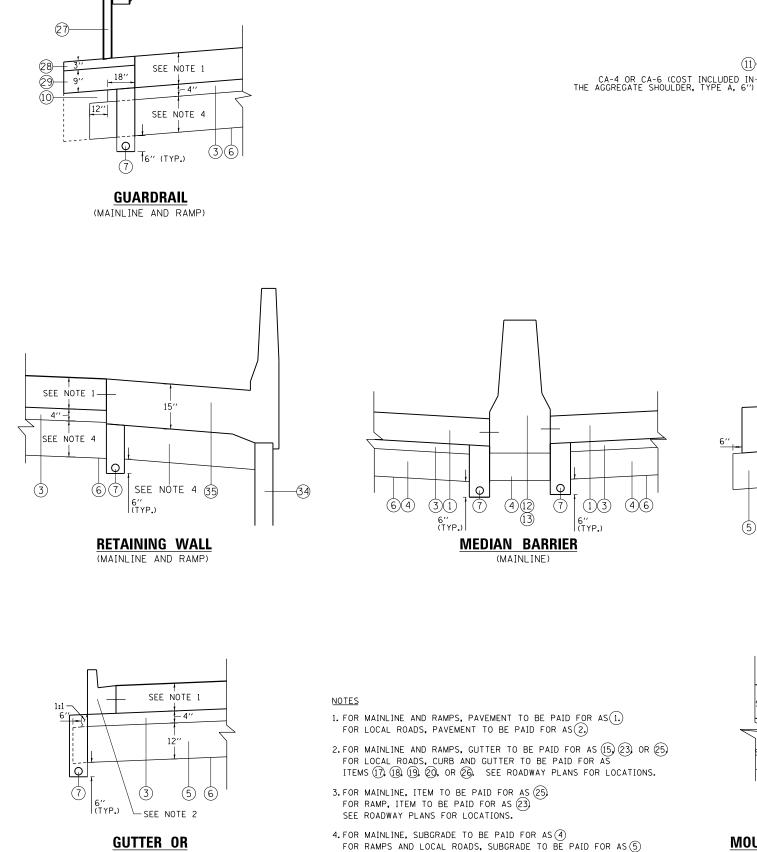
D2CONCD-HPS-sht-typicall9M.dgn

CURB AND GUTTER

(RAMP AND LOCAL ROAD)

USER NAME = petke00954

PLOT DATE = 3/28/2017



DESIGNED -

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CHECKED

CBP

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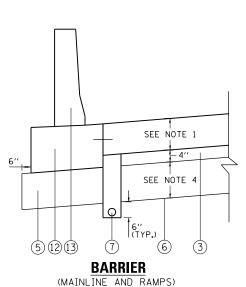
3/23/2017

REVISED

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REVISED



SEE NOTE 1

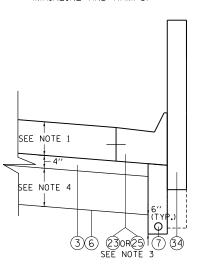
SEE NOTE 4

16" (TYP.)

AGGREGATE SHOULDER

(MAINLINE AND RAMPS)

Q



MOUNTABLE CURB AND GUTTER WITH RETAINING WALL

SCALE:

PROPOSED LEGEND: 1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED) 2) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)

(4) AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"

(2) CONCRETE BARRIER BASE OR CONCRETE BARRIER BASE (SPECIAL) (3) CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)

20 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

23) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.06 26 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (2) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

28 HOT-MIX ASPHALT SHOULDERS, 3" (FOR STABILIZATION AT SPBGR)

(3) $1\frac{1}{2}$ " POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50

30 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

(3) ANCHORAGE SLAB (SEE RETAINING WALL OR ANCHORAGE SLAB PLANS)

(4) CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT OR CONCRETE

BARRIER, DOUBLE FACE, 42 INCH HEIGHT (SEE PLANS FOR LOCATIONS)

5 AGGREGATE SUBGRADE IMPROVEMENT 12"

3 STABILIZED SUBBASE 4"

(6) GEOTECHNICAL REINFORCEMENT $(\bar{7})$ PIPE UNDERDRAINS, TYPE 2, 6"

(9) EROSION CONTROL BLANKET

(6) CONCRETE GUTTER, TYPE B

② CORRUGATED MEDIAN

(3) CHAIN LINK FENCE, 4'

(3) NOISE ABATEMENT WALL

6 5

32

(O) EMBANKMENT

8 TOPSOIL FURNISH AND PLACE, 4"

(1) AGGREGATE SHOULDERS, TYPE A 6"

(5) CONCRETE GUTTER, TYPE A (SPECIAL)

(7) CONCRETE MEDIAN, TYPE SB (SPECIAL)

(8) CONCRETE MEDIAN, TYPE SB-6.24 (19) CONCRETE MEDIAN, TYPE SB-6.12

(21) CONCRETE MEDIAN SURFACE, 4 INCH

② SUBBASE GRANULAR MATERIAL, TYPE A 9"

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

(3) RETAINING WALL (SEE RETAINING WALL PLANS)

(3) SELECT BACKFILL (SEE RETAINING WALL PLANS)

(38) POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)

TYPICAL SECTIONS SECTION COUNTY TYPICAL SUBBASE EXTENSIONS 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 62 CONTRACT NO. 64E26 SHEET NO. OF SHEETS STA.

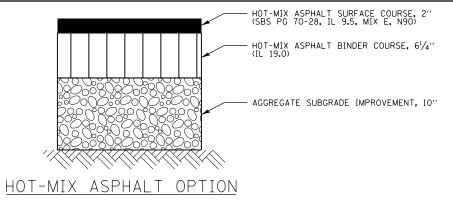
12' 32 SÉE NOTE SÉE 23 5 6 (5) **MEDIANS** (LOCAL ROAD) 9 1/4" 9 1/4" 4"

(17)-(18)-(19)-(22)

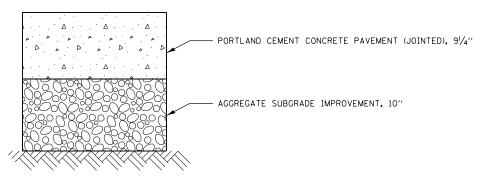
(5)

(2)(3)

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

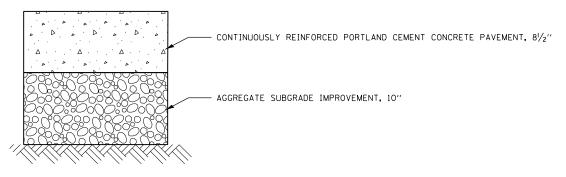


- 1. THE $6\frac{1}{4}$ " BINDER THICKNESS SHOULD BE PLACED IN 2 LIFTS.
- THIS WORK SHALL CONSIST OF DESIGNING, PRODUCING AND CONSTRUCTING A HMA SURFACE COURSE ON A PREPARED BASE, ACCORDING TO SECTIONS 311, 406, 1030 AND 1102 OF THE CURRENT STANDARD SPECIFICATIONS.



PORTLAND CEMENT CONCRETE PAVEMENT (JOINTED) OPTION

- 1. THE CONTRACTOR SHALL SAW TRANSVERSE JOINTS IN THE PAVEMENT ACCORDING TO THE DETAIL FOR JOINTED PCC PAVEMENT IN STANDARD 420101, EXCEPT THAT DOWEL BARES ARE NOT REQUIRED. THESE JOINTS SHALL NOT BE SEALED.
- TIE BARS, SAWED JOINTS AND ALL OTHER REQUIRED MATERIALS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TEMPORARY PAVEMENT.



SCALE:

CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT OPTION

- 1. THE CONTRACTOR SHALL SAW TRANSVERSE JOINTS IN THE PAVEMENT. EXCEPT THAT DOWEL BARS ARE NOT REQUIRED. THESE JOINTS SHALL NOT BE SEALED.
- TIE BARS, SAWED JOINTS AND ALL OTHER REQUIRED MATERIALS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TEMPORARY PAVEMENT.

FILE NAME = D2CONCD-HPS-sht-typ:cal20M.dgn

USER NAME = petke00954	DESIGNED	-	CDM	REVISED -
	DRAWN	-	CDM	REVISED -
PLOT SCALE =	CHECKED	-	AAP	REVISED -
PLOT DATE = 3/28/2017	DATE	-	3/23/2017	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS SECTION **TEMPORARY PAVEMENT OPTIONS** 74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 63 FOR MAINTENANCE OF TRAFFIC TO STA. SHEET NO. OF SHEETS STA.

ADDITIONAL NOTES

- ALL WORK AND MATERIALS REQUIRED TO INSTALL TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT COST PER SQUARE YARD FOR TEMPORARY PAVEMENT.
- THE TEMPORARY PAVEMENT STRUCTURE SHALL BE REMOVED AFTER THE STAGE(S) IT IS NEEDED IS COMPLETED, REMOVAL SHALL BE PAID FOR SEPARATELY AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TEMPORARY PAVEMENT REMOVAL.

COUNTY

CONTRACT NO. 64E26

	LOCAT	TON		EARTH EXCAVATION (2020100)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL FURNISH AND PLACE, 4" (21101615)
MAINLINE I-74 A	I-74 AND RAMPS			CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	SQUARE YARD
MAINLINE I-74 S	STAGE 1-0							
STATION	114+00.00	TO	120+00.00	216.9	162.6	485.0	-322.4	1,428.3
	120+00.00	TO	125+00.00	158.3	118.8	141.6	-22.8	166.7
STATION	125+00.00	TO	130+00.00	283.4	212.6	372.5	-159.9	738.3
	130+00.00	TO	135+00.00	692.8	519.6	500.0	19.6	1,120.0
STATION	135+00.00	TO	140+00.00	834.4	625.8	455.5	170.4	1,043.3
	140+00.00	TO	145+00.00	242.8	182.1	595.5	-413.4	1,515.0
	145+00.00	TO	150+00.00	228.5	171.4	508.2	-336.9	1,723.3
	150+00.00	TO	157+92.72	317.7	238.2	729.2	-491.0	2,491.1
SUB TOTAL				2,974.8	2,231.1	3,787.5	-1,556.4	10,226.1
MAINLINE I-74 S	STAGE 1-1							
STATION	122+00.00	TO	125+00.00	875.3	656.5	118.7	537.8	968.3
	125+00.00	TO	130+00.00	1,453.4	1090.1	120.4	969.7	1,048.3
STATION	130+00.00	ТО	135+00.00	2,071.7	1553.8	37.4	1516.3	396.7
	135+00.00	TO	140+00.00	2,332.8	1749.6	26.1	1723.5	605.0
STATION	140+00.00	TO	145+00.00	2,593.1	1944.9	3.2	1941.6	765.0
	145+00.00	TO	150+00.00	1,888.8	1416.6	16.6	1400.0	468.3
STATION	150+00.00	TO	155+00.00	1,632.2	1224.2	38.8	1185.4	506.7
SUB TOTAL				12,847.3	9,635.5	361.2	9,274.3	4,758.3
MAINLINE I-74	STAGE 1-2			,	,		,	·
STATION	122+00.00	TO	125+00.00	661.3	496.0	124.8	371.2	1,076.7
	125+00.00	TO	130+00.00	3,189.4	2392.1	138.7	2253.4	1,768.3
STATION	130+00.00	TO	135+00.00	4,292.5	3219.4	66.5	3152.9	901.7
	135+00.00	TO	140+00.00	3,101.8	2326.3	11.4	2314.9	1,410.0
STATION	140+00.00	TO	145+00.00	3,933.0	2949.7	237.7	2712.0	1,576.7
	145+00.00	TO	150+00.00	3,160.0	2370.0	379.6	1990.4	1,236.7
STATION	150+00.00	TO	155+00.00	2,294.8	1721.1	463.8	1257.3	1,281.7
	155+00.00	TO	157+50.00	4,626.9	3470.2	16.9	3453.3	3,066.7
SUB TOTAL				25,259.7	18,944.8	1,439.4	17,505.3	12,318.3
AVENUE OF THE	E CITIES RAMP RAC-A	STAGE 1-2						
STATION	1019+42.65	TO	1025+77.79	1,709.1	1281.8	284.0	997.9	2,799.9
SUB TOTAL				1,709.1	1,281.8	284.0	997.9	2,799.9
MAINLINE I-74	STAGE 1-3							
STATION	1023+50.00	ТО	1024+00.00	154.4	115.8	0.0	115.8	0.0
SUB TOTAL				154.4	115.8	0.0	115.8	0.0
	E CITIES RAMP RAC-A	STACE 1.2		134.4	113.0	0.0	113.0	0.0
STATION	1017+67.00	TO	1019+42.65	971.4	728.6	11.5	717.1	1,010.8
	1011701.00	10	1019742.03		-			
SUB TOTAL				971.4	728.6	11.5	717.1	1,010.8
STAGE 1 TOTAL				43,916.8	32,937.6	5,883.6	27,054.0	31,113.5

NOTE: MAINLINE/RAMP CROSS SECTIONS ARE SHEETED AT 50' INTERVALS. EARTHWORK END AREA QUANTITIES BASED ON 10' INTERVAL CROSS SECTIONS TO PROVIDE A MORE ACCURATE ESTIMATE.

• CONTRACTOR MAY BORROW EXCAVATION FOR STAGE 1-0 SHORTAGE AS NEEDED FROM DETENTION POND EXCAVATION THAT IS TO COMPLETED IN STAGE 1-2 OR OTHER LOCATIONS WITHIN THE PROJECT LIMITS WITH EXCESS. PAYMENT WILL NOT BE MADE FOR FURNISHED EXCAVATION

	EARTHWORK SUMMARY		
PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
20200100	EARTH EXCAVATION	CU YD	180,520
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	100
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	115,907

WITHIN THE P EXCAVATION	ROJECT LIMITS WITH EXCESS. PAY	YMENI WILL	NOT BE MADE FOR	FURNISHED										
													SCHQ-01	
FILE NAME =	USER NAME = jtardy	DESIGNED -	ВМН	REVISED -		SCHEDULE OF QUANTITIES				F.A.I	SECTION	COUNTY TOTAL SHEE	.T	
\D2CONCD-ABC-sht-schedule@lM.dgn		DRAWN -	ВМН	REVISED -	STATE OF ILLINOIS	EARTHWORK			74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND 2042 64	\neg		
	PLOT SCALE =	CHECKED -	JJT	REVISED -	DEPARTMENT OF TRANSPORTATION							107 100 1 0 01 1000 1000 17 1000 1	CONTRACT NO. 64E2	<u>.</u>
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE -	3/23/2017	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA. ILLINOIS FI				ILLINOIS FED. A				

Affect Benesch & Company
Affect Benesch & Company
Colory Michigan Avenue, Suite 2400
Colory Michigan Avenue, Suite 2400
312-365-40165

NOTE: MAINLINE/RAMP CROSS SECTIONS ARE SHEETED AT 50' INTERVALS. EARTHWORK END AREA QUANTITIES BASED ON 10' INTERVAL CROSS SECTIONS TO PROVIDE A MORE ACCURATE ESTIMATE.

MAINLINE I-74 AN	D RAMPS			CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	SQUARE YARI
MAINLINE I-74 STA	AGE 2							
STATION	48+18.21	TO	53+00.00	474.5	355.9	5116.9	-4761.0	0.0
	53+00.00	TO	58+42.09	960.1	720.1	2022.9	-1302.7	0.0
STATION	61+87.58	TO	67+00.00	2428.2	1821.1	2316.5	-495.4	419.8
	67+00.00	TO	71+20.08	3132.4	2349.3	18.0	2331.4	80.6
STATION	71+32.41	TO	76+00.00	4348.4	3261.3	0.8	3260.5	568.4
	76+00.00	TO	81+00.00	4933.1	3699.8	0.4	3699.4	644.5
STATION	81+00.00	TO	85+00.00	2,637.1	1977.8	150.3	1827.6	396.7
	85+00.00	TO	90+00.00	3,261.9	2446.5	275.6	2170.9	886.7
STATION	90+00.00	TO	95+00.00	985.6	739.2	777.1	-38.0	1,523.3
	95+00.00	TO	100+00.00	1,629.4	1222.1	49.8	1172.3	211.7
STATION	100+00.00	TO	105+00.00	6,110.4	4582.8	31.9	4550.9	1,493.3
	105+00.00	TO	110+00.00	6,461.7	4846.3	4.5	4841.8	1,446.7
STATION	110+00.00	TO	115+00.00	4,027.1	3020.4	66.8	2953.6	4,273.7
	115+00.00	TO	120+00.00	2,603.9	1952.9	219.2	1733.7	4,352.3
STATION	120+00.00	TO	123+00.00	1,461.0	1095.8	19.9	1075.9	211.7
SUB TOTAL				45,455.0	34,091.2	11,070.4	23,020.8	16,509.2
RAMP 7TH A STAC	Œ 2							
STATION	631+75.66	TO	635+00.00	921.5	691.1	796.4	-105.3	822.6
	635+00.00	TO	640+00.00	852.6	639.5	453.0	186.5	434.4
	640+00.00	TO	642+37.34	830.6	622.9	143.9	479.0	551.0
SUB TOTAL				2,604.6	1,953.5	1,393.3	560.2	1,808.1
AVENUE OF THE (CITIES RAMP RAC-D	STAGE 2			·			
STATION	825+07.00	TO	830+00.00	1,341.8	1006.3	50.6	955.7	1,405.0
STATION	830+00.00	TO	833+57.00	1,674.4	1255.8	369.5	886.3	3,090.1
SUB TOTAL				3,016.2	2,262.1	420.2	1,842.0	4,495.1
STAGE 2 TOTAL				51,075.8	38.306.9	12.883.8	25.423.0	22,812.4

EARTH

LOCATION

EXCAVATION (2020100)

EARTH

EXCAVATION ADJUSTED FOR SHRINKAGE (25%)

TOPSOIL FURNISH AND PLACE, 4" (21101615)

EARTHWORK

BALANCE WASTE

(+) OR SHORTAGE (-)

EMBANKMENT

							SCHO-02				
FILE NAME =	USER NAME = jtardy	DESIGNED - BMH	REVISED -			SCHEDULE OF QUANTITIES	F.A.I SECTION COUNTY TOTAL SHEET				
\D2CONCD-ABC-sht-schedule02M.dgn		DRAWN - BMH	REVISED -	STATE OF ILLINOIS		EARTHWORK	74 (81-1)R-1 & 81-1(HBR. HBR-1, HBR-2) ROCK ISLAND 2042 65				
	PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION			CONTRACT NO. 64E26				
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				
	•	•	•		•	•					

	LOCAT	TON		EARTH EXCAVATION (2020100)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL FURNISH AND PLACE, 4" (21101615)
MAINLINE I-74 AN	ID RAMPS			CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	SQUARE YARE
				1	1		1	
MAINLINE I-74 ST		T0	50.00.00	1 110 5	4000.0	01.000.0	00004.0	4.704.0
STATION	48+86.26	TO	53+00.00	1,416.5	1062.3 3947.0	21,893.9	-20831.6 1728.6	4,731.6
OTATION	53+00.00	TO	57+08.09	5,262.6	3947.0 1499.0	2,218.4	-2966.3	3,448.3
STATION	60+77.59	TO TO	66+00.00	1,998.7	2338.0	4,465.3 4.0	2334.0	440.5 588.1
STATION	66+00.00	TO	70+90.46	3,117.4 3,714.2	2785.6	2.038.1	747.5	
STATION	71+35.59 76+00.00	TO	76+00.00 81+00.00	4,120.3	3090.3	321.7	2768.5	2,532.7 1,278.7
STATION	81+00.00	TO	81+00.00 85+00.00	2,219.7	1664.8	5.8	1659.0	225.0
STATION	85+00.00	TO	90+00.00	1,504.9	1128.7	71.9	1056.8	156.7
STATION	90+00.00	TO	95+00.00	1,370.7	1028.1	1.237.8	-209.7	1,555,0
SIATION	95+00.00	TO	100+00.00	1,370.7	972.9	310.5	662.4	2,537.7
STATION	100+00.00	TO	105+00.00	4.013.3	3010.0	172.8	2837.2	6.640.0
OTATION	105+00.00	TO	110+00.00	3,672.3	2754.2	14.3	2740.0	816.7
STATION	110+00.00	TO	115+00.00	4.577.3	3432.9	322.2	3110.7	5.874.7
017111011	115+00.00	TO	122+00.00	1,288.1	966.0	235.1	730.9	191.7
SUB TOTAL	110 00.00	10	122 00.00	39.573.1	29.679.9	33.311.9	-3.632.0	31.017.1
RAMP 7TH B STA	GE 3			30,575.1	25,015.5	55,511.5	-5,052.0	31,017.1
STATION	522+95.01	TO	525+00.00	53.5	40.1	472.8	-432.6	179.0
017111011	525+00.00	TO	530+00.00	21.9	16.4	9,321.0	-9304.5	1.942.3
	530+00.00	TO	535+34.85	755.9	566.9	5.860.8	-5293.9	1,614.4
SUB TOTAL				831.3	623.4	15.654.6	-15,031.1	3,735.7
	CITIES RAMP RAC-E	3 STAGE 3-1		001.0	020.1	10,001.0	10,001.1	0,700.7
STATION	922+06.00	TO	925+00.00	288.2	216.2	194.7	21.4	483.3
STATION	925+00.00	TO	931+72.00	73.4	55.0	660.8	-605.8	555.0
SUB TOTAL				361.6	271.2	855.6	-584.4	1,038.3
AVENUE OF THE	CITIES RAMP RAC-C	C STAGE 3-1						,
STATION	724+10.00	TO	730+00.00	956.5	717.4	325.4	392.0	3,059.8
STATION	730+00.00	TO	737+18.22	2,597.0	1947.7	178.5	1769.2	5,077.4
SUB TOTAL				3,553.5	2,665.1	503.9	2,161.3	8,137.2
STAGE 3-1 SUB T	OTAL			44,319.5	33,239.6	50,325.8	-17,086.2	43,928.4
AVENUE OF THE	CITIES RAMP RAC-E	3 STAGE 3-2						
STATION	922+07.00	TO	925+00.00	367.3	275.5	59.4	216.1	885.0
STATION	925+00.00	TO	931+71.93	380.3	285.3	715.4	-430.1	3,656.3
SUB TOTAL				747.6	560.7	774.7	-214.0	4,541.3
STAGE 3-2 SUB T	OTAL			747.6	560.7	774.7	-214.0	4,541.3
STAGE 3 TOTAL				45,067.2	33,800.4	51,100.6	-17,300.2	48,469.7
MAINLINE AND R	AMPS TOTAL			140.060	105.045	69.870	35.180	102.396

									SCHQ-03
FILE NAME =	USER NAME = jtardy	DESIGNED -	ВМН	REVISED -			SCHEDULE OF QUANTITIES	F.A.I SECTION	COUNTY SHEET
\D2CONCD-ABC-sht-EWSched-Mainline.dgn		DRAWN -	ВМН	REVISED -	STATE OF ILLINOIS		EARTHWORK	74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND 2042 66
	PLOT SCALE =	CHECKED -	JJT	REVISED -	DEPARTMENT OF TRANSPORTATION				CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE -	3/23/2017	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. A	AID PROJECT

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STATION

SUB TOTAL

TOTAL (19TH STREET)

1928+75.90

TO

USER NAME = hehn@1663 DESIGNED - RLT REVISED FILE NAME = D2CONCD-HPS-sht-EWSched-LocalRoadsØ1. DRAWN RI T REVISED CHECKED мтн REVISED PLOT DATE = 3/22/2017 DATE 3/23/2017 REVISED

1935+74.23

STATE OF	ILLINOIS
DEPARTMENT OF T	TRANSPORTATION

			SCH		E OF QUA		3	F.A.I RTE.	SECTION	С
				E	ARTHWOR	K		74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROC
ᆫ										CC
!	SCALE:	SHEET	NO.	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PRO

CROSS SECTIONS ARE SHEETED AT 25' INTERVALS. EARTHWORK END AREA QUANTITIES BASED ON 10' INTERVAL CROSS SECTIONS TO PROVIDE A MORE ACCURATE ESTIMATE.

EARTHWORK

BALANCEWASTE(+

CUBIC YARD

0.0

0.0

971.7

904.1

692.3

457.6

443.2

3,468.8

542.4

335.4

877.8

360.7

687.2

896.9

1,944.9

6,291.5

138.4

40.6

179.0

190.9

669.2

984.2

395.9

405.7

2,454.9

194 6

184.9

379.5

3,204.3

16,760

TOPSOIL FURNISH

AND PLACE, 4"

SQUAREYARD

0.0

0.0

603.8

507.8

373.9

192.8

179.9

1,858.1

187.0

108.2

295.2

509.9

633.3

852.8

1,996.0

4,149.3

0.0

0.0

0.0

126.0

267.9

560.7

126.9

396.3

1,351.8

4814

155.7

637.1

2,114.9

13,511

FARTH

EXCAVATION

42.2

42.2

1,432.4

1,232.6

923.0

610.2

590.9

4,789.1

723.2

447.2

1,170.4

483.4

916.3

1,195.9

2,595.6

8,597.4

185.6

54.1

239.7

260.1

892.8

1,343.2

527.8

540.9

3,304.8

408 1

251.4

659.5

4,464.1

39,725

LOCATION

TO

TO

TO

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TO

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TO

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TO

TO

TO

TO

TO

TO

TO

TO

1955+00.00

1960+00.00

1965+00.00

1969+80.00

1985+60.00

1980+00.00

1985+60.00

1970+27.40

1977+00.00

1980+81.87

1968+78.00

2078+25.00

2078+00.00

2060+00.00

6065+00.00

2068+20.00

2076+10.00

2068+78.00

2078+00.00

LOCAL ROADS

STATION

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STATION

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SUB TOTAL

SUB TOTAL

19TH STREET NB STAGE 1-0

19TH STREET NB STAGE 1-1

19TH STREET NB STAGE 1-2

19TH STREET NB STAGE 1-3

19TH STREET SB STAGE 1-0

19TH STREET SB STAGE 1-1A

19TH STREET SB STAGE 1-1

19TH STREET SB STAGE 1-2

TOTAL (19TH STREET SB)

LOCAL ROADS TOTAL

TOTAL (19TH STREET NB)

1950+00.00

1955+00.00

1960+00.00

1965+00.00

1978+51.13

1973+00.00

1980+00.00

1968+06.12

1973+00.00

1977+00.00

1964+40.00

2077+62.00

2076+10.00

2056+12.50

2060+00.00

2065+00.00

2074+30.00

2064+40.00

2074+30.00

EXCAVATION

ADJUSTED FOR

CUBIC YARD

31.7

31.7

1,074.3

924.5

692.3

457.6

443.2

3,591.8

542.4

335.4

877.8

362.6

687.2

896.9

1,946.7

6,448.0

139.2

40.6

179.8

195.1

669.6

1,007.4

395.9

405.7

2,478.6

306 1

188.6

494.6

3,348.1

29,805

HRINKAGE (25%

EM BANKM ENT

CUBIC YARD

2.9

2.9

102.6

20.4

0.0

0.0

0.0

123.0

0.0

0.0

0.0

1.9

0.0

0.0

1.9

127.8

0.7

0.0

0.7

4.2

0.4

23.2

0.0

0.0

23.7

1115

3.7

115.1

143.7

13,035

COUNTY	TOTAL SHEETS	SHEET NO.
ROCK ISLAND	2042	67
CONTRACT	NO. 6	4E26

SCHQ-04

TITHAVENUE	A STAGE 3-3							
STATION	1100+50.00	то	1101+13.13	69.4	52.0	1.2	50.8	78.0
TOTAL (11TH A	VENUE)			69.4	52.0	1.2	50.8	78.0
12TH AVENUE	CTACE 4.2							
		TO.	120,20.50	26.9	20.1	2.4	17.7	15.0
STATION	126+60.00 128+30.50	TO	128+30.50	373.3	280.0	2.4 0.6	279.4	15.9 16.4
STATION STATION		TO	129+67.80	327.3	245.5	74.5	171.0	136.9
	130+24.57	ТО	132+10.77	1	1			
SUB TOTAL 12TH AVENUE	STACE 21			727.5	545.6	77.5	468.1	169.1
		TO	120,00,00	33.6	37.3	37.3	11.0	11.0
STATION	124+10.00	TO	126+60.00					
TOTAL (12TH A	VENUE)			761.1	582.9	114.7	479.1	180.1
23RD STREET	TEMPORARY EN	TRANCE						
STAGE 1-0				90.8	68.1	9.1	59.0	0.0
STAGE 1-4				9.1	6.8	90.8	-84.0	187.4
TOTAL (TEMPO	RARY ENTRANCE)			99.9	74.9	99.9	-25.0	187.4
19TH STREET	STAGE 1-1							
STATION	1938+21.30	ТО	1940+50.00	615.6	461.7	2.1	459.6	204.1
STATION	1940+50.00	TO	1945+00.00	1,377.6	1,033.2	7.7	1,025.5	498.8
STATION	1945+00.00	TO	1950+00.00	1,529.3	1,147.0	9.5	1,137.5	494.1
SUB TOTAL		1		3,522.5	2,641.9	19.3	2.622.6	1,196.9
19TH STREET	STAGE 1-3			5,522.5	2,041.0	10.0	2,022.0	1,100.9
STATION	192+885.23	то	1935+00.00	1,473.1	1,104.9	29.7	1,075.2	283.4
STATION	1935+00.00	то	1938+21.30	575.3	431.5	111.1	320.3	461.4
SUB TOTAL	1555+00.00	10	1938+21.50	2,048.4	1,536.3	140.8	1,395.5	744.8
19TH STREET	STACE 2.0			2,046.4	1,536.3	140.6	1,393.5	744.0
		TO	1010+41-02	1.8	1.3	0.0	1.3	0.0
STATION	1918+02.18	TO TO	1918+41.92	3,240.8	2,430.6	5.1	2,425.5	0.0
STATION	1918+65.00 1925+00.00	TO	1925+00.00 1928+80.29	5,722.8	4,292.1	3.3	4,288.8	0.0
STATION SUB TOTAL	1925+00.00	10	1920+00.29	1	<u> </u>	1		
19TH STREET	STACE 2.1			8,965.4	6,724.0	8.5	6,715.6	0.0
		TO	1035+00-00	3,965.4	2,974.0	381.8	2,592.3	283.7
STATION	1920+59.53 1925+00.00	TO TO	1925+00.00	257.5	193.1	38.9	154.3	110.3
STATION	1925+00.00	10	1928+39.43	 	1	1		
SUB TOTAL 19TH STREET	STACE 2.2			4,222.9	3,167.2	420.6	2,746.6	393.9
		TO	1027,00.00	0.0	0.0	4,824.8	-4,824.8	0.0
STATION 19TH STREET	1923+90.00	10	1927+80.00	0.0	0.0	4,024.0	-4,024.0	0.0
		TO	1021, 50.00	3,021.8	2,266.3	9.2	2,257.1	0.0
STATION STATION	1917+00.00 1926+84.81	TO TO	1921+50.66 1928+37.65	34.0	25.5	0.2	25.3	2.8
SUB TOTAL	1320+64.81	10	1920+37.03	3,055.8	2,291.9	9.4	2,282.5	
19TH STREET	STAGE 3.2			3,055.8	2,291.9	9.4	2,282.5	2.8
		TO	1012+62-97	10.1	7.6	1.8	5.8	55.9
STATION	1913+20.00	TO TO	1913+62.87	41.9	31.4	259.8	-228.4	480.1
STATION STATION	1915+11.98 1920+00.00	10	1920+00.00 1925+00.00	781.6	586.2	5,324.5	-4,738.4	1,640.8
STATION	1920+00.00		1925+00.00	754.9	566.2	122.7	443.5	1,180.3
SUB TOTAL	1323+00.00		1525754.57	1,588.5	1,191.4	5,708.8	-4,517.4	3,357.2
19TH STREET	STAGE 3-3			1,000.0	1,191.4	5,700.0	-4,517.4	3,337.2
STATION	1913+20.00	ТО	1920+00.00	98.4	73.8	1.4	72.4	198.0
	1913+20.00	TO	1925+00.00	1,263.9	947.9	743.5	204.5	56.7
STATION STATION	1925+00.00	TO	1929+34.57	592.9	444.7	130.6	314.1	234.9
	1323700.00	10	1323+34.37	 	1			
SUB TOTAL 19TH STREET	STAGE 3.4			1,955.2	1,466.4	875.4	591.0	489.6
		TO	1020,00.00	67.7	50.8	109.6	-58.9	0.0
STATION	1913+20.00	TO	1920+00.00	78.8	59.1	328.0	-58.9 -268.9	0.0
STATION	1920+00.00	TO	1925+00.00	78.8 94.1		0.0		0.0
STATION	1925+00.00	TO	1928+07.90	94.1	70.5	0.0	70.5	0.0

130.9

371.5

25,730.2

98.2

278.6

19,297.7

97.9

535.6

12,543.2

0.2

-257.0

6,754.5

615.3

615.3

6,800.6

FARTH.

EXCAVATION

CUBIC YARD

LOCATION

LOCAL ROADS

11TH AVENUE A STAGE 3-3

EXCAVATION

ADJUSTED FOR

CUBIC YARD

RINKAGE (25%)

EM BANKM ENT

CUBIC YARD

EARTHWORK

BALANCEWASTE(+)

CUBIC YARD

TOPSOIL FURNISH

AND PLACE, 4"

SQUAREYARD

Affred Bene 205 North I Chlcago, III 312-565-04
sch
nes
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		0100110		
	REMOVAL (6			
LIGNMENT	STA	OFFSET	LT/RT	UNITS
1-74	50+89	125'	LT	7
I-74	51+57 51+50	128'	LT	10
1-74	51+59 58+01	125'	LT	9
1-74	58+91	132'	LT	12
1-74	58+94	145'	LT	7
1-74	62+22	126'	RT	10
I-74	62+53	138'	RT	12
I-74	63+91	165'	LT	6
I-74	63+92	165'	LT	6
I-74	63+96	154'	LT	6
I-74	64+34	155'	LT	6
I-74	64+39	156'	LT	8
I-74	66+14	113'	RT	12
I-74	66+26	117'	RT	8
I-74	66+29	114'	RT	6
I-74	66+44	97'	RT	8
I-74	66+51	123'	RT	6
I-74	66+60	122'	RT	9
I-74	66+70	123'	RT	8
I-74	66+71	122'	RT	8
I-74	66+78	131'	RT	12
I-74	66+88	109'	RT	10
I-74	66+94	130'	RT	9
1-74	66+98	133'	RT	10
I-74	67+06	126'	RT	7
I-74	67+14	129'	RT	6
1-74	67+23	125'	RT	8
1-74	67+30	134'	RT	8
1-74	67+31	124'	RT	10
1-74	67+34	135'	RT	8
1-74	67+44	135'	RT	6
1-74	67+50	132'	RT	12
1-74	67+50	132'	RT	8
1-74	67+52	132'	RT	14
1-74	67+88	132'	RT	10
1-74	67+89	130'	RT	9
I-74 I-74	67+89	130'	RT	12
I-74 I-74	68+01	131'	RT	7
1-74	68+12	134'	RT	10
1-74	68+17	132'	RT	8
1-74	68+18	130'	RT	10
1-74	68+19	133'	RT	6
1-74	68+28	131'	RT	10
1-74	68+33	135'	RT	6
1-74	68+37	132'	RT	10
1-74	68+39	132'	RT	6
1-74	68+46	136'	RT	8
I-74	68+52	128'	RT	8
I-74	68+55	131'	RT	8
I-74	68+66	125'	RT	8
I-74	68+91	124'	RT	10
I-74	68+94	129'	RT	12
I-74	68+96	109'	RT	6
I-74	68+99	123'	RT	8
I-74	69+00	129'	RT	6
I-74	69+01	129'	RT	9
I-74	69+05	110'	RT	12
I-74	69+06	123'	RT	12
I-74	69+07	137'	RT	12
I-74	69+15	130'	RT	10
I-74	69+27	132'	RT	12
I-74	69+39	135'	RT	6
I-74	69+40	130'	RT	6
1-74	69+47	134'	RT	12
1-74	69+54	121'	RT	12
1-74	69+54	126'	RT	8
1-74	69+55	126'	RT	6
1-74	69+61	135'	RT	10
1-74	69+63	132'	RT	6
1-74	69+66	128'	RT	10
1-74	69+77	129'	RT	8
1-74	69+86	135'	RT	6
1-74	69+89	136'	RT	6
1-74	69+92	135'	RT	6
1-74	70+01	131'	RT	10
I-74	70+13	128'	RT	12
I-74	70+17	117'	RT	8
I-74	70+20	108'	RT	8
I-74	70+20	111'	RT	8
I-74	70+23	97'	RT	6
I-74	70+29	102'	RT	8
I-74	70+34	98'	RT	8
I-74	71+95	108'	LT	9
I-74	71+98	115'	LT	14

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TDEE			TO DIAME	TED)
ALIGNMENT	REMOVAL (6 STA	OFFSET	LT/RT	UNITS
1-74	71+98	115'	LT	14
1-74	72+00	85'	LT	6
I-74	72+06	100'	LT	6
I-74	72+06	141'	LT	12
I-74	72+17	100'	LT	6
I-74	72+28	80'	LT	6
I-74	72+28	105'	LT	12
I-74	72+28	107'	LT	10
I-74	72+36	139'	LT	6
I-74	72+37	123'	LT	6
I-74	72+40	167'	LT	8
I-74	72+41	95'	LT	6
I-74	72+41	166'	LT	14
I-74	72+41	169'	LT	8
1-74	72+45	136'	LT	12
1-74	72+49	124'	LT	6
1-74	81+00	113	RT	6.0
I-74 I-74	81+01 81+08	126 120	RT RT	8.0 14.0
1-74	91+04	101	LT	10.0
1-74	91+36	128	LT	10.0
1-74	92+33	116	LT	10.0
1-74	92+76	91	LT	10.0
1-74	91+91	92	RT	12.0
1-74	92+76	101	RT	14.0
1-74	92+90	87	RT	12.0
1-74	92+86	102	RT	14.0
I-74	103+45	119	LT	12.0
I-74	127+81	111	LT	10.0
I-74	148+69	98	LT	15.0
I-74	149+15	85	LT	12.0
I-74	156+23	233	LT	6.0
I-74	156+23	233	LT	6.0
I-74	156+23	233	LT	6.0
I-74	156+23	233	LT	12.0
1-74	156+23	233	LT	9.0
1-74	156+41	201	LT	7.0
I-74 I-74	156+69	204	LT	6.0
1-74	156+81 156+81	206 206	LT LT	9.0
1-74	156+86	200	LT	6.0
1-74	156+96	207	LT	8.0
1-74	156+95	237	LT	6.0
1-74	157+13	208	LT	14.0
1-74	157+87	237	LT	8.0
I-74	157+93	184	LT	6.0
I-74	158+01	170	LT	6.0
1-74	158+01	176	LT	8.0
I-74	158+00	184	LT	8.0
I-74	157+99	210	LT	12.0
I-74	155+44	93	LT	10.0
I-74	155+86	136	LT	12.0
I-74	155+98	159	LT	10.0
I-74	156+16	198	LT	6.0
I-74	156+39	171	LT	6.0
I-74	157+09	135	LT	9.0
NB 19TH ST	1964+37	222'	LT	12
NB 19TH ST	1964+45	213'	LT	12
NB 19TH ST	1964+58	211'	LT	10
NB 19TH ST	1964+65	201'	LT	12
			TOTAL	1274.00

20100210										
TREE REMOVAL (OVER 15 UNITS DIAMETER)										
ALIGNMENT	STA	OFFSET	LT/RT	UNITS						
I-74	69+29	127	RT	18						
I-74	72+36	244	LT	16						
I-74	142+84.00	106	LT	18.0						
I-74	144+34.00	107	LT	16.0						
I-74	144+83.00	100	RT	24.0						
I-74	145+58.00	108	20	20.0						
I-74	149+04.00	88	LT	18.0						
I-74	149+29.00	86	LT	16.0						
I-74	156+56.00	200	LT	16.0						
I-74	156+78.00	228	LT	16.0						
I-74	157+40.00	142	LT	16.0						
SB 19TH ST	2068+53	30'	RT	18						
'	TOTAL			212.0						

20100500									
TREE REMOVAL, ACRES									
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	ACRE		
I-74	50+50	85'	RT	55+15	95'	RT	0.3122		
I-74	71+40	115'	RT	81+00	129'	RT	0.8167		
I-74	98+28	155	LT	101+77	201	LT	0.2235		
I-74	108+74	81	LT	110+31	95	LT	0.0696		
I-74	110+59	160	LT	110+77	138	LT	0.0400		
I-74	108+99	170	RT	109+21	186	RT	0.0056		
I-74	109+36	181	RT	110+30	183	RT	0.0390		
I-74	140+89	90	RT	141+80	107	RT	0.0266		
I-74	143+45	119	LT	143+60	108	LT	0.0065		
I-74	146+58	91	LT	146+93	98	LT	0.0046		
I-74	147+58	100	LT	148+42	84	LT	0.0302		
I-74	151+72	86	LT	153+56	88	LT	0.0459		
I-74	153+72	87	LT	154+48	83	LT	0.0287		
I-74	154+69	86	LT	155+04	93	LT	0.0069		
I-74	156+68	174	LT	157+13	182	LT	0.0059		
I-74	157+13	219	LT	157+91	171	LT	0.1078		
I-74	157+35	111	LT	157+82	91	LT	0.0155		
I-74	158+02	100	LT	158+30	98	LT	0.0081		
7TH-A	629+63	25'	RT	631+31	95'	RT	0.0831		
7TH-A	632+42	28'	RT	632+54	29'	RT	0.0007		
7TH-A	633+15	19'	RT	633+35	20'	RT	0.0021		
7TH-A	633+75	21'	RT	633+94	22'	RT	0.0014		
7TH-A	640+61	33'	RT	641+82	56'	RT	0.0490		
7TH-B	523+85	19'	RT	527+53	61'	RT	0.1639		
7TH-B	527+82	60'	RT	528+45	54'	RT	0.0139		
7TH-B	528+87	48'	RT	533+05	67'	RT	0.3764		
7TH-B	534+28	30'	RT	534+48	18'	RT	0.0033		
7TH-B	534+70	28'	RT	535+68	18'	RT	0.0157		
19TH ST	1925+06	50'	LT	1928+30	52'	LT	0.0346		
19TH ST	1929+11	44'	LT	1929+46	47'	LT	0.0027		
19TH ST	1935+03	37'	LT	1936+01	53'	LT	0.0079		
19TH ST	1943+72	36'	LT	1944+16	34'	LT	0.0040		
19TH ST SB	2066+29	30'	RT	2067+36	33'	RT	0.0228		
						TOTAL	2.75		

MENT REMOVAL 1 STA TO 58+04 56+58 67+00 67+00 70+64 70+95 76+00 81+00 81+00 93+69 94+88 111+00 111+00 125+00 140+00.00 155+00.00	\$Q YD 1,961 1,627 3,144 1,560 1,953 1,105 1,907 1,087 2,018 1,380 3,784 6,180 4,393 3,741 4,722 4,564 4,145 3,989 3,989
58+04 56+58 67+00 67+00 70+64 70+95 76+00 81+00 81+00 93+69 94+88 111+00 115+00 125+00 140+00.00 140+00.00 155+00.00	1,961 1,627 3,144 1,560 1,953 1,105 1,907 1,087 2,018 1,380 3,784 6,180 3,748 3,741 4,722 4,564 4,145 3,989
56+58 67+00 67+00 70+64 70+95 76+00 81+00 81+00 93+69 94+88 111+00 111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	1,627 3,144 1,560 1,953 1,105 1,907 1,087 1,087 1,380 3,784 6,180 4,393 3,748 3,741 4,722 4,564 4,145 3,989
67+00 67+00 70+64 70+95 76+00 76+00 81+00 81+00 93+69 94+88 111+00 111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	3,144 1,560 1,953 1,105 1,907 1,087 2,018 1,380 3,784 4,393 3,748 3,741 4,722 4,564 4,145 3,989
70+64 70+95 76+00 76+00 81+00 81+00 93+69 94+88 111+00 111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	1,560 1,953 1,105 1,907 1,087 2,018 1,380 3,784 6,180 4,393 3,748 3,741 4,722 4,564 4,145 3,989
70+95 76+00 76+00 81+00 81+00 93+69 94+88 111+00 111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	1,953 1,105 1,907 2,018 1,380 3,784 6,180 3,748 3,741 4,722 4,564 4,145 3,989
76+00 76+00 81+00 81+00 93+69 94+88 111+00 111+00 125+00 140+00.00 140+00.00 155+00.00	1,105 1,907 1,087 1,087 1,380 3,784 6,180 4,393 3,748 3,741 4,722 4,564 4,145 3,989
76+00 81+00 81+00 93+69 94+88 111+00 111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	1,087 2,018 1,380 3,784 6,180 4,393 3,748 4,742 4,564 4,145 3,989
81+00 81+00 93+69 94+88 111+00 111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	2,018 1,380 3,784 6,180 4,393 3,748 3,741 4,722 4,564 4,145 3,989
81+00 93+69 94+88 111+00 111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	1,380 3,784 6,180 4,393 3,748 3,741 4,722 4,564 4,145 3,989
93+69 94+88 111+00 111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	3,784 6,180 4,393 3,748 3,741 4,722 4,564 4,145 3,989
94+88 111+00 111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	6,180 4,393 3,748 3,741 4,722 4,564 4,145 3,989
111+00 111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	4,393 3,748 3,741 4,722 4,564 4,145 3,989
111+00 125+00 125+00 140+00.00 140+00.00 155+00.00	3,748 3,741 4,722 4,564 4,145 3,989
125+00 125+00 140+00.00 140+00.00 155+00.00	3,741 4,722 4,564 4,145 3,989
125+00 140+00.00 140+00.00 155+00.00	4,722 4,564 4,145 3,989
140+00.00 140+00.00 155+00.00	4,564 4,145 3,989
140+00.00 155+00.00	4,145 3,989
155+00.00	3,989
155+00.00	3 935
	0,000
84+21	2,111
87+02	3,111
88+22	254
00.22	201
1025+00	1,790
734+00.00	1,855
739+72.71	950
18+73.38	1,371
929+58	1,531
1921+22	127
1921+22	81
1930+77	5,504
1939+80	6,734
	2.265
	2,265
	4,954
. , , , , , ,	3,709
1.500.00	4,623
1985+60	3,406
1985+60 2068+20	1,087
1985+60 2068+20 2078+00	
	1948+30 1948+30 1957+00 (NB) / 2057+00 (SB) 1969+80 1985+60 2068+20

			440001	55		
	но	T-MIX ASP	HALT SURF	ACE REMOVAL, 1	1/2"	
ALIGNMENT	STA FROM		STA TO			SQ YD
AOTC WB (EB)	119+00	(219+00)	122+23	(222+38)		6,586
		BRIDGE	OMISSION			
AOTC WB (EB)	123+83	(223+98)	126+75	(226+75)		4,304
					TOTAL	10,890

		4400	0158								
HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"											
ALIGNMENT	STA FROM	STA TO				SQ YD					
I-74 (EB)	114+00.00	117+33.05	EAS	TBOUND		394					
I-74 (WB)	115+00.00	123+01.38	WES	TBOUND		950					
I-74 (EB)	123+34.36	159+00.00	EAS'	TBOUND		4,140					
I-74 (WB)	127+00.94	142+95.89	WES	TBOUND		1,840					
RAC-A	1018+90.91	1023+05.19	RAM	P RAC-A		195					
					TOTAL	7,519					

	44000161									
HOT-MIX ASPHALT SURFACE REMOVAL, 3"										
ALIGNMENT	STA FROM	STA TO				SQ YD				
12TH AVE	123+00.00	128+30.50				2,387				
					TOTAL	2,387				

	44000200										
DRIVEWAY PAVEMENT REMOVAL											
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	SQ YD				
19TH ST	1930+23	45'	LT	1930+62	44'	LT	53				
19TH ST	1931+76	40'	RT	1932+03	40'	RT	31				
12TH AVE	127+13	28'	RT	127+31	28'	RT	21				
19TH ST NB	1963+20	3'	LT	1963+73	3'	LT	49				
19TH ST SB	2077+48	24'	RT	2077+88	24'	RT	48				
						TOTAL	202				

FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -
\D2CONCD-ABC-sht-schedule03M.dgn		DRAWN - JRM	REVISED -
	PLOT SCALE =	CHECKED - JJT	REVISED -
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -

STATI	E OF	ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

SCALE:

SHEET NO.

								SCH	0-05
SC		LE OF QUA			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		REMOVALS	S		74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND	2042	68
							CONTRACT	NO. 6	4E26
NO.	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	STA FROM 48+86 64+70 72+03 71+24 77+56 81+00 81+00 88+28 97+49 97+76 98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40 130+08	OFFSET 67' 117' 142' 105' 77' 128' 91' 76' 73' 64' 123' 114' 120' 95' 89' 68' 78'	EDING, CL LTIRT RT LT LT RT RT RT RT LT RT LT RT LT RT LT RT RT LT RT RT RT RT RT RT RT RT RT RT RT LT RT RT RT LT RT RT RT LT RT RT LT RT RT LT RT RT RT LT RT RT RT RT RT RT RT RT RT RT RT RT RT	\$TA TO 56+00 67+80 81+00 77+64 81+00 87+28 93+60 98+32 102+20 107+51	96' 91' 91' 84' 128' 98' 78' 172' 72'	LT/RT RT LT LT RT RT RT RT LT LT RT RT RT RT RT LT LT RT	1.35 0.07 0.41 0.56 0.13 0.390
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	64+70 72+03 71+24 77+56 81+00 81+00 88+28 97+49 97+76 98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	117' 142' 105' 77' 128' 91' 76' 73' 64' 123' 114' 120' 95' 89' 68'	LT LT RT RT RT LT RT RT RT RT RT RT RT RT LT RT LT RT LT RT RT LT RT	67+80 81+00 77+64 81+00 87+28 93+60 98+32 102+20 107+51	91' 91' 84' 128' 98' 78' 172'	LT LT RT RT RT LT	0.07 0.41 0.56 0.13
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	72+03 71+24 77+56 81+00 88+28 97+49 97+76 98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	142' 105' 77' 128' 91' 76' 73' 64' 123' 114' 120' 95' 89'	LT RT RT RT LT RT RT RT RT RT RT RT LT RT LT RT LT RT RT RT LT RT	81+00 77+64 81+00 87+28 93+60 98+32 102+20 107+51	91' 84' 128' 98' 78' 172'	LT RT RT RT LT	0.41 0.56 0.13
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	71+24 77+56 81+00 81+00 88+28 97+49 97+76 98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	105' 77' 128' 91' 76' 73' 64' 123' 114' 120' 95' 89' 68'	RT RT RT LT RT RT LT RT RT	77+64 81+00 87+28 93+60 98+32 102+20 107+51	84' 128' 98' 78' 172'	RT RT RT LT	0.56 0.13
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	77+56 81+00 81+00 88+28 97+49 97+76 98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	77' 128' 91' 76' 73' 64' 123' 114' 120' 95' 89' 68'	RT RT LT RT RT LT RT RT RT	81+00 87+28 93+60 98+32 102+20 107+51	128' 98' 78' 172'	RT RT LT	0.13
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	81+00 81+00 88+28 97+49 97+76 98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	128' 91' 76' 73' 64' 123' 114' 120' 95' 89' 68'	RT LT RT RT LT RT RT	87+28 93+60 98+32 102+20 107+51	98' 78' 172'	RT LT	
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	81+00 88+28 97+49 97+76 98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	91' 76' 73' 64' 123' 114' 120' 95' 89' 68'	LT RT RT LT RT RT LT	93+60 98+32 102+20 107+51	78' 172'	LT	() 300
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	88+28 97+49 97+76 98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	76' 73' 64' 123' 114' 120' 95' 89' 68'	RT RT LT RT RT LT	98+32 102+20 107+51	172'		
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	97+49 97+76 98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	73' 64' 123' 114' 120' 95' 89' 68'	RT LT RT RT LT	102+20 107+51			0.670
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	97+76 98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	64' 123' 114' 120' 95' 89' 68'	LT RT RT LT	107+51		RT	0.810
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	98+71 100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	123' 114' 120' 95' 89' 68'	RT RT LT		72'	RT	0.740 1.380
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	100+99 105+23 108+83 110+60 108+30 108+64 120+55 123+40	114' 120' 95' 89' 68'	RT LT		114'	LT RT	
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	105+23 108+83 110+60 108+30 108+64 120+55 123+40	120' 95' 89' 68'	LT	100+80	174'		0.128
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	108+83 110+60 108+30 108+64 120+55 123+40	95' 89' 68'		103+33	174	RT	
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	110+60 108+30 108+64 120+55 123+40	89' 68'	RT	107+10 113+76	117'	LT RT	0.332
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	108+30 108+64 120+55 123+40	68'			99'		1.027
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	108+64 120+55 123+40		LT RT	116+90		LT RT	1.108
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	120+55 123+40		LT	117+35 123+37	64' 64'	LT	0.830
I-74 I-74 I-74 I-74 I-74 I-74 I-74 I-74	123+40	100'	RT	130+36	68'		0.460
I-74 I-74 I-74 I-74 I-74 I-74 I-74 RAMP 7TH-B RAMP 7TH-B RAMP 7TH-B RAMP 7TH-A RAMP 7TH-A RAMP AC-C RAMP AC-D RAMP AC-D RAMP AC-B		99'	LT	129+65	64'	RT LT	0.460
I-74 I-74 I-74 I-74 RAMP 7TH-B RAMP 7TH-B RAMP 7TH-B RAMP 7TH-A RAMP 7TH-A RAMP AC-C RAMP AC-D RAMP AC-D RAMP AC-B	130+08						
I-74 I-74 I-74 RAMP 7TH-B RAMP 7TH-B RAMP 7TH-B RAMP 7TH-A RAMP 7TH-A RAMP 7TH-A RAMP AC-D RAMP AC-D RAMP AC-B	400.00	66'	LT	135+20	77'	LT	0.117
I-74 I-74 RAMP 7TH-B RAMP 7TH-B RAMP 7TH-B RAMP 7TH-A RAMP 7TH-A RAMP 7TH-A RAMP AC-C RAMP AC-D RAMP AC-D RAMP AC-B	130+89	70'	RT	137+09	67'	RT	0.130
I-74 RAMP 7TH-B RAMP 7TH-B RAMP 7TH-B RAMP 7TH-A RAMP 7TH-A RAMP 7TH-A RAMP AC-C RAMP AC-C RAMP AC-D RAMP AC-B	136+44	70'	LT	155+00	73'	LT	0.764
RAMP 7TH-B RAMP 7TH-B RAMP 7TH-B RAMP 7TH-B RAMP 7TH-A RAMP 7TH-A RAMP AC-C RAMP AC-D RAMP-AC-D RAMP AC-B	137+75	69'	RT	155+00	69'	RT	0.630
RAMP 7TH-B RAMP 7TH-B RAMP 7TH-B RAMP 7TH-A RAMP 7TH-A RAMP AC-C RAMP AC-D RAMP-AC-D RAMP AC-B	155+00	73'	LT	158+40	121'	LT	0.700
RAMP 7TH-B RAMP 7TH-B RAMP 7TH-A RAMP 7TH-A RAMP AC-C RAMP AC-D RAMP-AC-D RAMP AC-B	521+00	30'	RT	526+52	8'	RT	0.15
RAMP 7TH-B RAMP 7TH-A RAMP 7TH-A RAMP AC-C RAMP AC-D RAMP-AC-D RAMP AC-B	526+62	23'	LT	535+07	22'	LT	0.52
RAMP 7TH-A RAMP 7TH-A RAMP AC-C RAMP AC-D RAMP-AC-D RAMP AC-B	526+46	26'	RT	530+55	11'	RT	0.30
RAMP 7TH-A RAMP AC-C RAMP AC-D RAMP-AC-D RAMP AC-B	531+30	11'	RT	541+46	25'	RT	0.42
RAMP AC-C RAMP AC-D RAMP-AC-D RAMP AC-B	632+50	16'	RT	629+73	19'	RT	0.13
RAMP AC-D RAMP-AC-D RAMP AC-B	642+57	25'	RT	641+00	24'	RT	0.06
RAMP-AC-D RAMP AC-B	725+00	32'	RT	737+66	28'	RT	0.760
RAMP AC-B	823+59	42'	LT	832+37	13'	LT	0.360
	826+90	36'	LT	831+91	21'	LT	0.393
	922+82	21'	RT	931+75	29'	RT	0.490
RAMP AC-A	1019+05	8'	LT	1023+40	35'	LT	0.261
19TH ST	1913+20	56'	LT	1919+23	46'	LT	0.16
19TH ST	1913+13	42'	LT	1920+61	41'	LT	0.09
19TH ST	1915+12	42'	RT	1918+93	36'	RT	0.07
19TH ST	1919+23	46'	LT	1920+49	46'	LT	0.06
19TH ST	1924+70	41'	LT	1928+33	40'	LT	0.04
11TH AVE	1100+46	33	LT	1101+13	13	LT	0.01
19TH ST	1926+00	36'	RT	1931+75	42'	RT	0.33
19TH ST	1928+77	40	LT	1930+15	35	LT	0.01
19TH ST	1930+69	34'	LT	1933+25	32'	LT	0.02
19TH ST	1932+00	41'	RT	1934+23	39'	RT	0.05
19TH ST	1933+51	32'	LT	1936+01	29'	LT	0.02
19TH ST-12TH	1934+23	39'	RT	128+15	28'	LT	0.05
19TH ST	1936+08	29'	LT	1936+58	72'	LT	0.01
12TH-19TH ST	132+05	34'	RT	1938+59	33'	LT	0.09
19TH ST	1936+58	34'	RT	1945+16	34'	RT	0.10
12TH AVE	124+10	23'	RT	124+26	23'	RT	
12TH AVE	125+86	23'	RT	127+02	22'	RT	0.01
19TH ST-19SB	1945+16	34'	RT	2056+10	7'	RT	0.13
19TH NB	1955+98	30'	RT	1959+75	38'	RT	0.14
19TH NB	1956+17	8'	LT	1959+76	8'	LT	0.05
19TH NB	1959+75	38'	RT	1966+88	33'	RT	0.10
19TH NB	1959+76	8'	LT	1963+26	8'	LT	0.05
19TH NB	1963+66	8'	LT	1969+80	8'	LT	0.08
19TH NB	1968+10	71'	RT	1970+27	54'	RT	0.11
	19TH NB/AVE						- 0.11
	19TH NB/AVE						
	19TH NB/AVE						0.01
	19TH NB/AVE						
19TH NB	1973+00	18'	LT	1985+60	5'	LT	0.09
19TH NB	1973+00	43'	RT	1980+82	72'	RT	0.09
19TH NB	1973+00	33'	RT	1985+60	34'	RT	0.33
				2057+96			
19TH SB	2056+17	16'	RT		10'	RT	0.03
19TH SB	2060+50	10'	RT	2063+44	6'	RT	0.05
19TH SB	2061+29	36'	LT	2068+20	33'	LT	0.20
	19TH SB/AVE						
	19TH SB/AVE						0.01
		OF THE CI	TIES SOUT	HEAST OUA	DRANT ADA	CEEDING	
	19TH SB/AVE						
19TH SB	19TH SB/AVE	OF THE CI	TIES SOUT	HWEST QU	ADRANT AD	A SEEDING	
19TH SB							0.10

			5000310 NG. CLAS	SS 4			
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	ACRE
1-74	49+80	179'	RT	54+67	145'	RT	0.25
I-74	72+03	135'	RT	77+03	95'	RT	0.05
I-74	77+30	96'	RT	81+00	128'	RT	0.10
I-74	82+90	124'	RT	87+27	129'	RT	0.11
I-74	98+00	116'	RT	101+50	113'	RT	0.06
I-74	98+58	122'	LT	102+88	221'	LT	0.04
I-74	101+50	105'	RT	103+21	109'	RT	0.24
I-74	105+23	120'	LT	107+50	99'	LT	0.18
I-74	106+50	78'	RT	107+20	82'	RT	0.02
I-74	108+30	83'	RT	109+00	91'	RT	0.03
I-74	108+64	113'	LT	113+50	112'	LT	0.13
1-74	111+00	104'	RT	113+00	114'	RT	0.06
I-74	123+53	121'	LT	128+89	134'	LT	0.33
I-74	124+00	100'	RT	130+36	74'	RT	0.21
I-74	130+17	86'	LT	135+20	77'	LT	0.23
I-74	130+95	81'	RT	136+81	85'	RT	0.21
I-74	136+44	126'	LT	137+50	74'	LT	0.08
1-74	137+80	96'	RT	154+71	87'	RT	0.56
1-74	139+95	83'	LT	154+00	89'	LT	0.66
I-74	156+05	130'	LT	157+46	135'	LT	0.31
RAMP 7TH-A	634+52	24'	RT	630+70	67'	RT	0.15
RAMP 7TH-A	642+28	35'	RT	634+52	24'	RT	0.25
RAMP 7TH-B	523+72	17'	RT	526+40	44'	RT	0.10
RAMP 7TH-B	526+40	44'	RT	532+86	85'	RT	0.25
RAMP 7TH-B	536+90	24'	RT	541+44	24'	RT	0.25
RAMP AC-C	725+00	39'	RT	137+67	38'	RT	0.30
RAMP AC-B	923+50	25'	RT	931+72	48'	RT	0.40
19TH ST	1923+96	141'	LT	1928+28	52'	LT	0.15
19TH ST	1931+91	43'	LT	1934+38	39'	LT	0.02
19TH ST-12TH	1934+38	39'	LT	132+16	29'	LT	0.10
19TH ST	1936+65	40'	RT	1941+00	39'	RT	0.01
19TH ST/19TH NB	1938+59	33'	LT	1955+60	36'	LT	0.25
19TH ST	1941+10	39'	RT	1945+17	39'	RT	0.01
19TH ST/19TH SB	1945+17	39'	RT	2056+17	16'	RT	0.10
19TH NB	1955+98	34'	LT	1956+22	13'	LT	0.01
19TH SB	2065+14	49'	RT	2070+94	74'	RT	0.20
						TOTAL	6.50

25000400									
NITROGEN FERTILIZER NUTRIENT									
SEEDING	ACRE	LBS/ACRE		POUND					
SODDING	0.15	60		9					
SEEDING, CLASS 2A	21.00	90		1,891					
SEEDING, CLASS 4	6.50	90		585					
			TOTAL	2,485					

25000500										
PHOSPHORUS FERTILIZER NUTRIENT										
SEEDING		ACRE	LBS/ACRE			POUND				
SODDING		0.15	60			9				
SEEDING, CL	ASS 2A	21.00	90			1,891				
SEEDING, CL	ASS 4	6.50	90			585				
					TOTAL	2,485				

25000600									
POTASSIUM FERTILIZER NUTRIENT									
SEEDING		ACRE	LBS/ACRE		POUND				
SODDING		0.15	60		9				
SEEDING, CL	ASS 2A	21.00	90	1	1,891				
SEEDING, CL	ASS 4	6.50	90		585				
				TOTAL	2,485				

			2520010	0						
	SODDING									
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	SQ YD			
11TH AVE	1100+46	23'	RT	1101+13	23'	RT	77			
19TH ST	1928+84	56'	LT	1930+23	45'	LT	88			
19TH ST	1930+62	44'	LT	1931+91	43'	LT	79			
19TH ST	1936+46	56'	RT	1936+65	40'	RT	5			
12TH AVE	126+83	36'	RT	127+13	29'	RT	13			
12TH AVE	127+33	32'	RT	127+75	28'	RT	27			
12TH AVE	127+38	23'	RT	127+70	23'	RT	6			
19TH ST NB	1963+16	14'	LT	1963+32	18'	LT	3			
19TH ST NB	1963+61	18'	LT	1963+75	14'	LT	4			
19TH ST NB	1964+09	260'	LT	1964+87	220'	LT	236			
19TH ST NB	1970+61	37'	LT	1970+71	48'	LT	3			
19TH ST SB	2071+86	53'	RT	2071+98	70'	RT	8			
19TH ST SB	2073+64	60'	RT	2073+77	46'	RT	4			
19TH ST SB	2074+30	17'	RT	2077+48	24'	RT	155			
19TH ST SB	2077+78	24'	RT	2078+00	17'	RT	6			
						TOTAL	714			

	25200200										
SUPPLEMENTAL WATERING											
ITEM	SQ YD	GAL/SQ YD	APPLICATIONS	GALLONS		UNIT					
SODDING AREA	714	3	3	6,426		6.4					
					TOTAL	6.4					

SCHEDULE OF QUANTITIES SEEDING, FERTILIZER AND MULCH USER NAME = jtardy FILE NAME = DESIGNED - JRM REVISED -STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION ...\D2CONCD-ABC-sht-schedule04M.dgn DRAWN - JRM REVISED PLOT SCALE = CHECKED - JJT REVISED \$MODELNAME\$ PLOT DATE = 5/6/2017 DATE - 3/23/2017 SCALE: SHEET NO. OF SHEETS STA. TO STA. REVISED

	25000750 MOWING												
ALIGNMENT	STA FROM	OFFSET	MOWIN LT/RT	G STA TO	OFFSET	LT/RT	ACRE						
I-74	48+86	67'	RT RT	56+00	96'	RT RT	1.3500						
1-74	64+70	117'	LT	67+80	91'	LT	0.0700						
1-74	72+03	142'	LT	81+00	91'	LT	0.4100						
1-74	71+24	105'	RT	77+64	84'	RT	0.5600						
I-74	77+56	77'	RT	81+00	128'	RT	0.1300						
1-74	81+00	128'	RT	87+28	98'	RT	0.390						
I-74	81+00	91'	LT	93+60	78'	LT	0.670						
I-74	88+28	76'	RT	98+32	172'	RT	0.810						
I-74	97+49	73'	RT	102+20	72'	RT	0.740						
I-74	97+76	64'	LT	107+51	78'	LT	1.380						
I-74	98+71	123'	RT	100+80	114'	RT	0.128						
1-74	100+99	114'	RT	103+33	174'	RT	0.297						
1-74	105+23	120'	LT	107+10	122'	LT	0.332						
I-74 I-74	108+83	95' 89'	RT LT	113+76 116+90	117' 99'	RT LT	1.027						
1-74	110+60 108+30	68'	RT	117+35	64'	RT	0.830						
1-74	108+64	78'	LT	123+37	64'	LT	1.400						
1-74	120+55	100'	RT	130+36	68'	RT	0.460						
1-74	123+40	99'	LT	129+65	64'	LT	0.120						
1-74	130+08	66'	LT	135+20	77'	LT	0.117						
I-74	130+89	70'	RT	137+09	67'	RT	0.130						
1-74	136+44	70'	LT	155+00	73'	LT	0.764						
I-74	137+75	69'	RT	155+00	69'	RT	0.630						
I-74	155+00	73'	LT	158+40	121'	LT	0.700						
RAMP 7TH-B	521+00	30'	RT	526+52	8'	RT	0.1500						
RAMP 7TH-B	526+62	23'	LT	535+07	22'	LT	0.5200						
RAMP 7TH-B	526+46	26'	RT	530+55	11'	RT	0.3000						
RAMP 7TH-B	531+30	11'	RT	541+46	25'	RT	0.4200						
RAMP 7TH-A	632+50	16'	RT	629+73	19'	RT	0.1300						
RAMP 7TH-A	642+57	25'	RT	641+00	24'	RT	0.0600						
RAMP AC-C	725+00	32'	RT	737+66	28'	RT	0.760						
RAMP AC-D	823+59 826+90	42' 36'	LT LT	832+37 831+91	13' 21'	LT LT	0.360						
RAMP AC-B	922+82	21'	RT	931+75	29'	RT	0.390						
RAMP AC-A	1019+05	8'	LT	1023+40	35'	LT	0.490						
19TH ST	1913+20	56'	LT	1919+23	46'	LT	0.1600						
19TH ST	1913+13	42'	LT	1920+61	41'	LT	0.0900						
19TH ST	1915+12	42'	RT	1918+93	36'	RT	0.0700						
19TH ST	1919+23	46'	LT	1920+49	46'	LT	0.0600						
19TH ST	1924+70	41'	LT	1928+33	40'	LT	0.0400						
11TH AVE	1100+46	33	LT	1101+13	13	LT	0.0100						
19TH ST	1926+00	36'	RT	1931+75	42'	RT	0.3300						
19TH ST	1928+77	40	LT	1930+15	35	LT	0.0100						
19TH ST	1930+69	34'	LT	1933+25	32'	LT	0.0200						
19TH ST	1932+00	41'	RT	1934+23	39'	RT	0.0500						
19TH ST	1933+51	32'	LT	1936+01	29'	LT	0.0200						
19TH ST-12TH	1934+23	39'	RT	128+15	28'	LT	0.0500						
19TH ST	1936+08 132+05	29' 34'	LT RT	1936+58	72' 33'	LT	0.0100						
12TH-19TH ST 19TH ST	1936+58	34'	RT	1938+59 1945+16	33'	LT RT	0.0900						
12TH AVE	124+10	23'	RT	124+26	23'	RT							
12TH AVE	125+86	23'	RT	127+02	22'	RT	0.0100						
19TH ST-19SB	1945+16	34'	RT	2056+10	7'	RT	0.1300						
19TH NB	1955+98	30'	RT	1959+75	38'	RT	0.1400						
19TH NB	1956+17	8'	LT	1959+76	8'	LT	0.0500						
19TH NB	1959+75	38'	RT	1966+88	33'	RT	0.1000						
19TH NB	1959+76	8'	LT	1963+26	8'	LT	0.0500						
19TH NB	1963+66	8'	LT	1969+80	8'	LT	0.0800						
19TH NB	1968+10	71'	RT	1970+27	54'	RT	0.1100						
19TH NB	19TH NB/AVE												
19TH NB	19TH NB/AVE						0.0100						
19TH NB	19TH NB/AVE												
19TH NB	19TH NB/AVE						0.0000						
19TH NB 19TH NB	1973+00	18'	LT	1985+60	5'	LT	0.0900						
19TH NB	1973+00 1982+20	43' 33'	RT RT	1980+82 1985+60	72' 34'	RT RT	0.3300						
19TH NB 19TH SB	1982+20 2056+17	16'	RT	2057+96	10'	RT	0.0400						
19TH SB	2060+50	10'	RT	2063+44	6'	RT	0.0500						
19TH SB	2061+29	36'	LT	2068+20	33'	LT	0.2000						
19TH SB	19TH SB/AVE						0.2000						
19TH SB	19TH SB/AVE						0.015-						
19TH SB	19TH SB/AVE						0.0100						
19TH SB	19TH SB/AVE												
19TH SB	2074+30	24'	LT	2076+50	62'	LT	0.1000						
19TH SB	2077+33	20'	LT	2078+00	19'	LT	0.0100						
						TOTAL	21.00						

25100125 MULCH, METHOD 3	
,	ACRE
AFTER STAGE 1	9.65
AFTER STAGE 2/3	26.85
TOTAL	36.5

			TOTAL	04.00											
			TOTAL	21.00											
														SC	CHQ-07
FILE NAME =	USER NAME = jtardy	DESIGNED -	JRM	REVISED -			SC	HEDULE	OF QU	JANTITIES		F.A.I	SECTION	COUNTY TOTA	AL SHEET
\D2CONCD-ABC-sht-schedule05M.dgn		DRAWN -	JRM	REVISED -	STATE OF ILLINOIS SEEDING, FERTILIZER AND MULCH			1	74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2	ROCK ISLAND 204	42 70			
	PLOT SCALE =	CHECKED -	JJT	REVISED -	DEPARTMENT OF TRANSPORTATION							CONTRACT NO. 6			64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE -	3/23/2017	REVISED -		SCALE:	SHEET NO.	ET NO. OF SHEETS STA. TO STA.			ILLINOIS FED.	AID PROJECT			

Alfred Benesch & Company
Zon North Michigan Avenue, Suite 2400
Chaego, Illinois 61891
312-865-4019

		EROS		00630 TROL BLA	NKET		
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	SQ YD
1-74	48+86	67'	RT	56+00	96'	RT	6,515
1-74	49+80	179'	RT	54+60	147'	RT	1,109
I-74	64+70	117'	LT	67+80	91'	LT	318
I-74	71+24	105'	RT	77+64	84'	RT	1,026
1-74	72+03	142'	LT	81+00	79'	LT	1,914
1-74	77+30	96'	RT	81+00	129'	RT	1,036
1-74	81+00	145'	RT	88+04	136'	RT	2,789
I-74	88+00	76'	RT	98+32	172'	RT	297
I-74	97+49	73'	RT	107+26	81'	RT	3,444
I-74	108+37	85'	RT	117+35	64'	RT	3,285
I-74	97+76	64'	LT	107+43	102'	LT	7,082
I-74	98+71	123'	RT	100+80	114'	RT	710
I-74	100+99	114'	RT	103+33	174'	RT	1,441
I-74	105+23	120'	LT	107+10	122'	LT	1,659
1-74	108+83	95'	RT	113+76	117'	RT	5,159
1-74	110+60	89'	LT	116+90	99'	LT	5,366
1-74	108+66	112'	LT	123+37	64'	LT	7,201
1-74	118+85	126'	RT	130+11	86'	RT	3,129
1-74	124+01	117'	LT	129+06	75'	LT	1,603
I-74	131+89	69'	LT	134+40	65'	LT	92
I-74	131+51	133'	RT	132+00	88'	RT	129
I-74	131+44	70'	RT	136+61	75'	RT	558
I-74	138+27	68'	RT	155+00	69'	RT	2,112
I-74	139+00	63'	LT	155+00	67'	LT	1,848
I-74	153+92	101'	LT	155+00	122'	LT	365
RAMP 7TH-A	642+57	25'	RT	634+52	24'	RT	1,360
RAMP 7TH-A	634+52	24'	RT	630+70	67'	RT	1,129
RAMP 7TH-B	521+00	30'	RT	526+40	44'	RT	1,051
RAMP 7TH-B	522+95	23'	LT	526+65	33'	LT	317
RAMP 7TH-B	526+40	44'	RT	530+60	36'	RT	1,908
RAMP 7TH-B	526+65	33'	LT	535+07	22'	LT	2,516
RAMP 7TH-B	531+10	26'	RT	531+30	28'	RT	28
RAMP 7TH-B	531+30	11'	RT	541+46	25'	RT	2,143
RAMP 7TH-B	536+90	24'	RT	541+44	24'	RT	1,214
RAMP AC-C	725+80	40'	RT	739+73	21'	RT	5,552
RAMP AC-D	823+58	42'	LT	832+37	13'	LT	1,774
RAMP-AC-D	826+90	36'	LT	831+91	21'	LT	1,902
RAMP AC-B	922+83	15'	RT	930+00	51'	RT	3,534
		62'			35'		,
RAMP AC-A	1019+05		LT	1024+00		LT	1,311
19TH ST	1913+13	42'	LT	1920+61	41'	LT	419
19TH ST	1913+20	56'	LT	1920+49	46'	LT	1,074
19TH ST	1924+70	41'	LT	1928+33	40'	LT	198
19TH ST	1923+65	94'	LT	1928+42	113'	LT	882
19TH ST	1926+00	36'	RT	1931+75	42'	RT	672
19TH ST	1928+77	40	LT	1930+15	35	LT	49
19TH ST	1930+69	34'	LT	1933+25	32'	LT	85
19TH ST	1931+91	43'	LT	1934+38	39'	LT	165
19TH ST	1932+00	41'	RT	1934+23	39'	RT	242
19TH ST	1933+51	32'	LT	1936+01	30'	LT	85
19TH ST-12TH	1934+23	39'	RT	128+15	28'	LT	218
19TH ST-12TH	1934+38	39'	LT	132+16	29'	LT	414
19TH ST	1936+08	29'	LT	1936+58	72'	LT	44
19TH ST	1936+58	34'	RT	1945+16	34'	RT	468
19TH ST	1936+65	40'	RT	1941+00	39'	RT	43
9TH ST/19TH NB	1945+10	35'	LT	1955+60	36'	LT	765
19TH ST	1941+10	39'	RT	1945+17	39'	RT	39
19TH ST-19SB	1945+16	34'	RT	2056+10	7'	RT	607
	1945+16	39'			16'		381
9TH ST/19TH SB			RT	2056+17		RT	
12TH AVE	124+10	23'	RT	124+26	23'	RT	5
12TH AVE	125+86	23'	RT	127+02	22'	RT	37
12TH-19TH ST	132+05	34'	RT	1945+10	35'	LT	822
19TH NB	1955+98	30'	RT	1959+75	38'	RT	664
19TH NB	1955+98	34'	LT	1956+22	13'	LT	33
19TH NB	1956+17	8'	LT	1959+76	8'	LT	212
19TH NB	1959+75	38'	RT	1966+88	33'	RT	480
19TH NB	1959+76	8'	LT	1963+26	8'	LT	227
19TH NB	1963+66	8'	LT	1969+80	8'	LT	363
19TH NB	1968+10	71'	RT	1970+27	54'	RT	530
19TH NB					ADRANT ADA SE		4
19TH NB					ADRANT ADA SEE		6
19TH NB	19TH NB/AVE	OF THE CIT	ries sou	THEAST QU	ADRANT ADA SEE	DING	8
19TH NB	19TH NB/AVE	OF THE CIT	TIES SOU	THWEST QU	JADRANT ADA SE	EDING	9
19TH NB	1973+00	18'	LT	1985+60	5'	LT	440
19TH NB	1973+00	43'	RT	1980+14	70'	RT	1,427
19TH NB	1982+20	33'	RT	1985+60	34'	RT	1,427
19TH SB	2056+17	16'	RT	2057+97	10'	RT	150
	2060+50	10'	RT	2063+44	6'	RT	242
19TH SB 19TH SB	2061+30	36'	LT	2068+20	33'	LT	967

		FROC		00630	NUZET					
ALIGNMENT	STA FROM			TROL BLA	OFFSET	LT/RT	SQ YD			
19TH SB					ADRANT ADA SEE		8			
19TH SB	19TH SB/AVE	OF THE CIT	IES NOR	TWEST QUA	DRANT ADA SEED	ING	5			
19TH SB	19TH SB/AVE	9TH SB/AVE OF THE CITIES SOUTHEAST QUADRANT ADA SEEDING 5								
19TH SB	B 19TH SB/AVE OF THE CITIES SOUTHWEST QUADRANT ADA SEEDING 5									
19TH SB	2074+30	24'	LT	2076+50	62'	LT	484			
19TH SB	2077+33	20'	LT	2078+00	19'	LT	15			
STAGE 1-0										
RAMP AC-C	734+18.32	37'	RT	739+73	21'	RT	1,662			
I-74	114+00	167'	RT	116+99	66'	RT	1,609			
I-74	115+01	93'	LT	121+08	67'	LT	1,562			
I-74	124+34	72'	RT	130+14	90'	RT	1,718			
I-74	127+01	79'	LT	129+08	76'	LT	169			
I-74	130+36	74'	LT	134+37	69'	LT	449			
I-74	131+51	76'	RT	136+63	81'	RT	904			
I-74	136+80	70'	LT	157+82	95'	LT	6,699			
I-74	138+29	75'	RT	159+00	59'	RT	3,517			
	•					TOTAL	119,254			

			28000305	i		
		TEMPOR	ARY DITC	H CHECKS		
ALIGNMENT	STR FR	STR TO	LT/RT	EACH	FEET/EACH	FOOT
I-74	49+80	51+80	RT	4	10	40
I-74	51+80	53+80	RT	7	10	70
I-74	53+80	54+50	RT	3	10	30
I-74	61+10	63+00	RT	11	10	110
I-74	67+10	70+00	RT	14	10	140
I-74	72+00	73+00	RT	5	10	50
I-74	73+00	76+75	RT	19	10	190
I-74	79+40	80+00	RT	4	10	40
I-74	80+00	81+00	RT	5	10	50
I-74	81+00	95+00	RT	49	10	490
I-74	95+00	114+00	RT	39	10	390
1-74	114+00	124+00	RT	12	10	120
I-74	95+00	114+00	LT	29	10	290
1-74	114+00	124+00	LT	7	10	70
1-74	114+00	124+00	RT	9	10	90
I-74	114+00	124+00	LT	4	10	40
I-74	124+00	155+00	RT	27	10	270
1-74	124+00	155+00	LT	23	10	230
RAMP 7TH-A	630+90	632+10	RT	7	10	70
RAMP 7TH-A	641+60	642+00	RT	3	10	30
RAMP 7TH-B	524+00	526+75	RT	13	10	130
RAMP 7TH-B	526+75	527+75	RT	3	10	30
RAMP 7TH-B	527+75	530+00	RT	12	10	120
		TO	TAL			3090

X2810106												
STONE RIPRAP, CLASS A3 (SPECIAL)												
ALIGNMENT	FROM STA	LT/RT	TO STA	LT/RT	SQ YD							
I-74	102+50	LT	105+00	LT	386							
I-74	111+00	RT	116+00	RT	833							
I-74	127+48	LT	129+00	LT	218							
I-74	127+52	RT	130+06	RT	408							
I-74	130+35	LT	134+28	LT	839							
I-74	131+46	RT	136+64	RT	762							
I-74	136+71	LT	155+00	LT	2790							
I-74	138+31	RT	155+00	RT	2556							
		TOTAL			8,792							

28000250												
TEMPORARY EROSION CONTROL SEEDING												
		ACRE		LBS/ACREPLICATIONS								
AFTER STAGE	1	9.65		100	30		28,950					
AFTER STAGE	2/3	26.85		100	30		80,550					
						TOTAL	109,500					

			28000				
			TER ERO	SION BARRIE	R		
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT
I-74	64+33	190'	LT	67+79	101'	LT	379
I-74	71+27	108'	RT	81+00	131'	RT	974
I-74	72+56	190'	LT	81+00	93'	LT	958
I-74	81+00	93'	LT	92+64	134'	LT	1151
I-74	81+00	145'	RT	84+50	107'	RT	374
I-74	94+62	111'	LT	100+50	163'	LT	474
RAMP 7TH-A	642+52	43'	RT	630+70	68'	RT	1287
RAMP 7TH-B	521+00	30'	RT	534+90	18'	RT	1416
19TH ST	1923+96	141'	LT	1928+34	67'	LT	471
STAGE 1-0							
I-74	115+01	93'	LT	119+75	90'	LT	558
I-74	114+00	66'	RT	114+00	167'	RT	101
I-74	124+34	72'	RT	130+14	90'	RT	586
I-74	127+02	77'	LT	129+06	74'	LT	204
I-74	130+37	72'	LT	134+33	73'	LT	398
I-74	131+52	107'	RT	136+32	79'	RT	518
I-74	136+82	71'	LT	105+71	106'	LT	1923
I-74	138+29	73'	RT	157+92	63'	RT	1931
						TOTAL	13702

	INLET AND	28000500	TECTION	
STR	STA	O/S	RT/LT	EACH
B34	49+44.39	179.9	RT	LAGII
E19	66+89.06	103.06	RT	
E19a	69+02.29	136.79	RT	
EXINLET	73+04.68	142.83	RT	
J10	97+84.18	112.93	RT	
L5	128+50.00	79.00	LT	
L7	129+50.00	75.00	RT	
L9	130+07.99	80.50	RT	
L17	136+00.00	75.00	RT	
L18	136+46.00	76.00	RT	
M10	153+82.15	84.64	LT	
B25	642+24.13	31.76	RT	
N38b	630+70.00	43.94	RT	
E04	532+26.49	20.67	RT	
E05	531+61.80	33.17	LT	
E09	527+83.11	53.2	RT	
E13b	524+00.00	14.15	RT	
N33c	1921+10.00	55.53	RT	
N38	1924+86.73	53.00	LT	
N40c	1925+80.00	49.64	RT	
N45	1928+30.00	50.00	LT	
EX INLET	1928+89.42	61.19	RT	
EX INLET	1937+62.89	58.53	LT	
N49a	2063+10.00	43.00	LT	
	TOT	AL		2

			EMENT MAT		
ALIGNMENT	STA FROM	LT/RT	STA TO	LT/RT	SQ YI
I-74	71+90	RT	77+00	RT	1985
I-74	80+50	LT	81+00	LT	67
I-74	81+00	LT	93+60	LT	3368
I-74	125+20	RT	128+18	RT	452
I-74	129+07	LT	129+67	LT	228
I-74	129+93	LT	132+75	LT	358
I-74	129+99	RT	130+69	RT	183
I-74	130+86	RT	131+51	RT	290
I-74	133+75	LT	135+59	LT	413
I-74	136+23	LT	136+97	LT	150
I-74	136+57	RT	137+36	RT	209
I-74	137+69	RT	138+31	RT	116
1-74	139+70	RT	148+50	RT	782
I-74	140+00	LT	153+92	LT	2265
I-74	151+00	RT	154+26	RT	237
RAMP 7TH-B	524+25	RT	524+50	RT	39
RAMP 7TH-B	527+10	RT	527+30	RT	21
RAMP 7TH-B	529+51	RT	529+60	RT	12
RAMP 7TH-B	529+80	RT	530+00	RT	16
RAMP 7TH-B	530+60	RT	531+10	RT	106
RAMP 7TH-B	531+30	RT	531+60	RT	39
19TH ST	1926+60	RT	1927+80	RT	888
STAGE 1-0					
I-74	129+07	LT	129+43	LT	228
I-74	129+93	LT	130+32	LT	89
I-74	130+18	RT	130+68	RT	183
I-74	131+14	RT	131+51	RT	384
I-74	134+08	LT	135+39	LT	291
I-74	136+23	LT	136+43	LT	150
I-74	136+67	RT	137+36	RT	209
I-74	137+89	RT	138+31	RT	116
				TOTAL	13.87

									SCHQ-08
FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -			SCHEDULE OF QUANTITIES		F.A.I SECTION	COUNTY TOTAL SHEET
\D2CONCD-ABC-sht-schedule06M.dgn		DRAWN - JRM	REVISED -	STATE OF ILLINOIS	EROSION CONTROL			74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) R(OCK ISLAND 2042 71
	PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION					CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO	STA.	ILLINOIS FED. AID	

205 North Michigan Avenue, Suite 2400 Chicago, Illinos 60601 312-565-0450	
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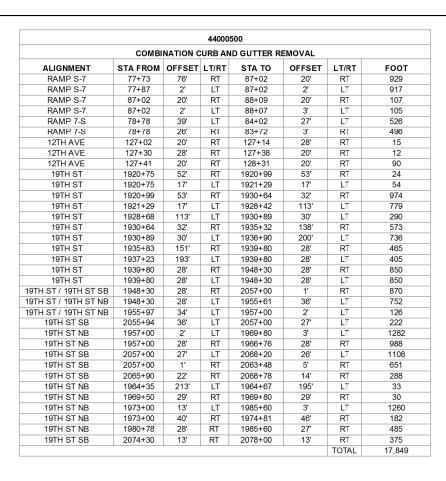
	28	000510				280	000510		28000510					28500200					
	INLET	FILTERS					FILTERS					FILTERS			l				
STRUCTURE		OFFSET	LT/RT	EACH	STRUCTURE		OFFSET		EACH	STRUCTURE		OFFSET		EACH			CK REVETM		00.1/5
B04a	56+00.00	60.05	LT	1	I2D I3E	87+75.00 90+25.00	74 3.83	LT RT	1	N30 N31	1917+51.03 1919+52.46	45.18 52.13	RT RT	1	PR I-74	58+52	OFFSET 120'	LT/RT LT	SQ YE
B05 B06a	56+00.00 54+00.00	0.00 60.05	- LT	2	I3W	90+25.00	3.83	LT	1	N33	1919+92.77	33.00	RT	1	PR I-74	61+15	75'	RT	4
B07	54+00.00	0.00	-	2	I3D	90+25.00	74	LT	1	N34	1919+92.77	33.00	LT	1	PR I-74	62+50	68'	RT	4
B08a	51+50.00	60.00	LT	1	I6A	92+50.00	74	LT	1	N34a	1920+40.00	33.00	LT	1	PR I-74	63+90	108'	RT	36
B09	51+50.00	0.00	-	2	I5E	92+80.00	3.83	RT	1	N33c	1921+10.00	55.53	RT	1	PR I-74	67+00	98'	RT	4
B10a	49+08.31	60.12	LT	1	I5W	92+80.00	3.83	LT	1	N33d	1921+60.00	45.54	LT	1	PR I-74	68+57	90'	RT	4
B11	49+25.00	0.00	-	2	I4E	93+50.00	3.83	RT	1	N36a	1922+84.95	33.00	RT	1	PR I-74	69+01	109'	RT	4
B11a	49+35.29	0.00	-	2	I4W I10	93+50.00	3.83 80.4	LT LT	1	N37	1922+84.95 1922+00.00	33.00 33.00	LT	1	PR I-74 PR I-74	72+10 77+77	125' 85'	RT RT	4
B16a	636+31.81	10.00	RT	1	J1E	96+00.00 97+00.00	3.83	RT	1	N37a N38c	1922+00.00	48.41	LT LT	1	PR I-74	81+00	115'	RT	4
B17 B18a	636+32.13 638+81.14	30.00 21.56	LT RT	1	J1W	97+00.00	3.83	LT	1	N39a	1925+40.00	45.58	LT	1	PR I-74	82+85	104'	RT	36
B18c	637+69.28	13.93	RT	1	J9	99+05.00	3.83	RT	1	N40	1925+40.00	3.43	RT	1	PR I-74	85+46	100'	RT	4
B18d	638+63.32	30.10	RT	1	J2	99+05.00	3.83	LT	1	N40b	1925+40.00	33.00	RT	1	PR I-74	88+03	124'	RT	4
B18f	637+48.73	20.82	RT	1	J8E	101+55.00	3.83	RT	1	N40c	1925+80.00	49.64	RT	1	PR I-74	90+52	160'	RT	4
B19	638+81.64	30.00	LT	1	J8W	101+55.00	3.83	LT	1	N42	1928+90.76	32.61	LT	1	PR I-74	91+84	102'	RT	4
B20d	641+00.00	22.00	RT	1	J7E	101+80.00	3.83	RT	1	N43	1100+57.63	10.50	RT	1	PR I-74	93+02	185'	RT	4
B20	641+34.71	23.50	RT	1	J7W	101+80.00	3.83	LT	1	N44	1100+58.23	10.50	LT	1	PR I-74	94+67 96+00	120' 118'	RT LT	36
B20a	641+44.67	23.26	RT	1	J6E J6W	102+25.00 102+25.00	3.83 3.83	RT LT	1	EXINLET	1928+89.32 1931+77.76	32.22 29.92	RT RT	1	PR I-74 PR I-74	96+20	207'	RT	4
B20b B26	641+65.00	30.00 28.10	LT	1	J4E	102+25.00	3.83	RT	1	EXINLET	1931+77.76	29.92	LT	1	PR I-74	98+34	115'	RT	4
B20 B29	642+28.63 54+84.97	60.50	LT RT	1	J4W	104+50.00	3.83	LT	1	EXINLET	1935+28.07	36.90	RT	1	PR I-74	99+83	222'	RT	4
B30	53+50.00	65.00	RT	1	J3E	107+00.00	3.83	RT	1	EXINLET	1935+41.18	56.73	RT	1	PR I-74	99+12	128'	LT	4
B31	51+50.00	65.00	RT	1	J3W	107+00.00	3.83	LT	1	EXINLET	1936+21.55	80.48	RT	1	PR I-74	100+99	104'	RT	4
B32	49+45.00	60.13	RT	1	K1E	109+50.00	3.83	RT	1	EXINLET	1936+34.93	59.97	RT	1	PR I-74	100+99	82'	LT	4
B32a	50+02.04	60.00	RT	1	K1W	109+50.00	3.83	LT	1	EXINLET	1936+35.66	36.66	LT	1	PR I-74	102+25	85'	LT	36
B62	50+64.14	65.03	RT	1	K2E	111+50.00	3.83	RT	1	EXINLET	1936+50.81	56.93	LT	1	PR I-74 PR I-74	102+31 103+63	86' 81'	LT RT	4
B02a	57+94.84	60.00	LT	1	K2W	111+50.00 113+38.00	3.83	LT	1	Z5a EXINLET	1936+64.33 1937+26.48	28.50	RT	1	PR I-74	103+63	84'	LT	4
B03	57+94.84	2.00	LT	1	K6E K6W	113+38.00	3.83 3.83	RT LT	1	W20a	1937+26.46	52.46 25.94	LT RT	1	PR I-74	104+32	87'	RT	4
B13a B14a	631+23.00 633+81.82	9.17 10.00	RT RT	1	K3E	115+50.00	3.83	RT	1	W20c	1937+38.17	26.00	RT	1	PR I-74	107+54	66'	LT	4
B14a	632+67.29	17.51	RT	1	K3W	115+50.00	3.83	LT	1	EXINLET	1937+75.26	30.85	LT	1	PR I-74	108+80	71'	RT	4
B15	633+81.88	30.90	LT	1	L1E	119+75.00	3.83	RT	1	W20e	1939+35.00	26.00	LT	1	PR I-74	110+15	69'	LT	4
B28	56+60.84	60.69	RT	1	L1W	119+75.00	3.83	LT	1	EXINLET	1939+75.87	28.72	RT	1	PR I-74	112+63	96'	RT	4
E02	62+05.32	2.07	RT	1	L2E	122+00.00	3.83	RT	1	EXINLET	1939+76.39	27.95	LT	1	PR I-74	112+76	93'	LT	4
E02a	61+24.84	2.00	RT	1	L2W	122+00.00	3.83	LT	1	H9a	1939+85.93	26.00	RT	1	PR I-74	113+67	222'	RT	4
E11	64+16.15	88.77	RT	1	L3E L3W	124+25.00	3.83	RT	1	EXINLET	1942+16.39	28.07 28.16	LT	1	PR I-74 PR I-74	118+56 119+41	100' 79'	RT LT	4
F01	70+35.00	1.62	LT	1	L3VV L4E	124+25.00 126+50.00	3.83 3.83	LT RT	1	EXINLET	1942+25.21 1944+75.00	27.96	RT LT	1	PR I-74	121+09	96'	RT	4
F01a	70+35.00	1.50	RT	1	L4W	126+50.00	3.83	LT	1	EXINLET	1944+73.00	27.90	RT	1	PR I-74	121+14	68'	LT	4
F02 F02a	68+50.00 68+50.00	1.42 1.50	LT RT	1	L6E	128+50.00	3.83	RT	1	EXINLET	1944+91.27	28.06	LT	1	PR I-74	123+66	86'	RT	4
F02a	66+50.00	3.50	LT	1	L6W	128+50.00	3.83	LT	1	EXINLET	1948+74.88	28.22	RT	1	PR I-74	123+79	94'	LT	4
F03a	66+50.00	1.50	RT	1	L10 E	130+00.00	3.83	RT	1	EXINLET	1948+75.35	27.79	LT	1	PR I-74	125+78	87'	LT	4
F04	64+50.00	1.50	LT	1	L10W	130+00.00	3.83	LT	1	H21a	1948+84.88	26.00	RT	1	PR I-74	126+23	80'	RT	4
F04a	64+50.00	1.50	RT	1	L11E	131+50.00	3.83	RT	1	EXINLET	1952+45.84	57.37	RT	1	PR I-74	127+37	82'	LT	4
F05a	620+44.40	15.02	RT	1	L11W	131+50.00	3.83	LT	1	EXINLET	1952+46.25	2.48	LT	1	PR I-74	128+32	75'	LT	4
F06a	622+24.72	17.50	RT	1	L13E	133+25.00	3.83	RT	1	EX MH	1952+46.48	27.66	RT	1	PR I-74	129+54	77'	RT	4
F07a	624+19.46	16.50	RT	1	L13W	133+25.00	3.83	LT	1	H23a H24a	1954+00.00 1954+00.00	0.00 60.98	RT RT	1	PR I-74 PR I-74	131+27 131+81	68' 69'	LT RT	4
F09a	626+12.85	14.27	RT	1	L15E L15W	135+00.00 135+00.00	3.83 3.83	RT LT	1	EXINLET	1954+00.00	27.79	LT	1	PR I-74	133+17	69'	LT	4
F22 F23	62+36.92 62+34.90	62.00 1.50	LT LT	1	L19E	136+42.00	3.83	RT	1	EXINLET	1955+96.83	26.77	LT	1	PR I-74	133+26	70'	LT	36
F24	63+00.00	1.50	LT	1	L19W	136+42.00	3.83	LT	1	EXINLET	1956+24.39	2.40	LT	1	PR I-74	134+00	73'	RT	4
F24a	63+00.00	1.50	RT	1	L20E	137+50.00	3.83	RT	1	EXINLET	1960+05.53	1.81	LT	1	PR I-74	135+35	74'	LT	4
F25	63+00.00	55.35	LT	1	L20W	137+50.00	3.83	LT	1	EXINLET	1962+51.18	2.13	LT	1	PR I-74	137+99	68'	LT	4
F26	627+26.94	10.00	RT	1	M1E	140+00.00	3.83	RT	1	EXINLET	1956+00.30	1.86	LT	1	PR I-74	138+97	72'	RT	4
F27	627+16.94	10.00	RT	1	M1W	140+00.00	3.83	LT	1	EXINLET	1967+51.01	2.04	LT	1	PR I-74	140+58	76'	LT	4
F28	63+39.21	56.62	LT	1	M2E	142+00.00	3.83	RT	1	EXINLET	1973+19.15	11.93	LT	1	PR I-74 PR I-74	141+58 143+15	77' 78'	RT LT	4
F29	64+00.00	60.00	LT	1	M2W M3E	142+00.00 144+00.00	3.83 3.83	LT RT	1	EXINLET	1977+94.03 1980+65.68	1.95 1.85	LT LT	1	PR I-74	144+22	77'	RT	4
F30	64+50.00	58.09	LT	1	M3W	144+00.00	3.83	LT	1	N52	1982+40.00	26.00	RT	1	PR I-74	145+71	72'	LT	4
F31 F12	65+06.96 72+57.61	54.29 1.50	LT LT	1	M4E	146+00.00	3.83	RT	1	EXINLET	1983+10.94	1.92	LT	1	PR I-74	146+86	79'	RT	4
F12	72+57.61	1.50	RT	1	M4W	146+00.00	3.83	LT	1	N53	1983+50.00	26.00	RT	1	PR I-74	148+27	75'	LT	4
F13	72+57.61	74.05	LT	1	M5E	148+00.00	3.83	RT	1	K18	1983+63.00	26.00	RT	1	PR I-74	149+51	78'	RT	4
F15	72+09.26	74.03	RT	1	M5W	148+00.00	3.83	LT	1	EXINLET	1983+62.88	2.06	LT	1	PR I-74	150+83	81'	LT	4
G01	78+50.00	1.50	RT	1	M6E	150+00.00	3.83	RT	1	EXINLET	1984+14.32	2.30	LT	1	PR I-74	152+14	80'	RT	4
G01a	78+50.00	1.50	LT	1	M6W	150+00.00	3.83	LT	1	EXINLET	2056+22.44	2.97	RT	1	PR I-74	152+58	80'	LT	4
G02	80+50.00	1.50	RT	1	M7E	152+00.00	3.83	RT	1	EXINLET	2057+87.89	2.30	RT	1	PR I-74	153+98	79'	RT	4
G02a	80+50.00	1.50	LT	1	M7W M9E	152+00.00 154+05.00	3.83	LT	1	N47b N47	2058+69.89 2059+50.00	26.14 26.00	LT	1	RAMP 7TH-A	632+42 641+15	18' 33'	RT RT	4
G3	82+85.00	3.83	RT	1	M9E M9W	154+05.00	3.83 3.83	RT LT	1	EXINLET	2059+50.00	26.00	LT LT	1	RAMP 7TH-B	526+00	12'	RT	4
G3A	82+85.00	3.83	LT	1	E13a	524+00.00	6.00	RT	1	N48	2061+15.70	26.00	LT	1	RAMP 7TH-B	528+00	40'	RT	4
I1E I1W	85+25.00 85+25.00	3.83	RT LT	1	E13b	524+00.00	14.15	RT	1	EXINLET	2065+91.61	21.98	RT	1	RAMP 7TH-B	529+52	19'	RT	4
I1D	85+25.00	74	LT	1	N26	1915+41.61		RT	1	EXINLET	2067+17.18	14.35	RT	1	RAMP 7TH-B	530+57	14'	RT	4
I2E	87+75.00	3.83	RT	1	N27	1917+00.00	33.00	RT	1	EXINLET	2074+58.25	11.95	RT	1	RAMP 7TH-B	531+31	14'	RT	4
I2W	87+75.00	3.83	LT	1	N29	1915+41.61	46.48	RT	1	EXINLET	2076+93.65	12.74	RT	1	PR 19th ST	1969+82	38'	RT	4
	•	•		,						EXINLET	128+32.68	21.19	RT	1	PR 19th ST	1974+54	50'	RT	4
										EXINLET	131+11.14	30.05	RT	1	PR 19th ST	2066+32	24'	RT	4
										Z3	131+75.00	20.00	LT	1	PR 19th ST STAGE 1-0	2074+76	28'	LT	4
										Z4a	131+75.70	20.00	RT	1	PR I-74	156+20	134'	LT	36
											TOTAL			234	PR I-74	157+40	143'	LT	36
											TOTAL				PR I-74	158+04	87'	LT	36

			2820020								2820020				
			TER FA							FII	LTER FA	BRIC			
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	SQ YD	ALIGNMENT			LT/RT	STA TO	OFFSET	LT/RT	SQ YE
PR I-74	58+52	120'	LT				4	PR I-74	127+37	82'	LT				4
PR I-74	61+15	75'	RT				4	PR I-74	127+48	89'	LT	129+00	71'	LT	255
PR I-74	62+50	68'	RT				4	PR I-74	127+52	84'	RT	130+06	76'	RT	467
PR I-74	63+90	108'	RT				36	PR I-74	128+32	75'	LT				4
PR I-74	67+00	98'	RT				4	PR I-74	129+54	77'	RT				4
PR I-74	68+57	90'	RT				4	PR I-74	130+35	78'	LT	134+28	80'	LT	936
PR I-74	69+01	109'	RT				4	PR I-74	131+27	68'	LT				4
PR I-74	72+10	125'	RT				4	PR I-74	131+46	90'	RT	136+64	86'	RT	881
PR I-74	77+77	85'	RT				4	PR I-74	131+81	69'	RT				4
PR I-74	81+00	115'	RT				4	PR I-74	133+17	69'	LT				4
PR I-74	82+85	104'	RT				36	PR I-74	133+26	70'	LT				36
PR I-74	85+46	100'	RT				4	PR I-74	134+00	73'	RT				4
PR I-74	88+03	124'	RT				4	PR I-74	135+35	74'	LT				4
PR I-74	90+52	160'	RT				4	PR I-74	136+71	79'	LT	155+00	76'	LT	3,207
PR I-74	91+84	102'	RT				4	PR I-74	137+99	68'	LT				4
PR I-74	93+02	185'	RT				4	PR I-74	138+31	80'	RT	155+00	83'	RT	2,924
PR I-74	94+67	120'	RT				4	PR I-74	138+97	72'	RT				4
PR I-74	96+00	118'	LT				36	PR I-74	140+58	76'	LT				4
PR I-74	96+20	207'	RT				4	PR I-74	141+58	77'	RT				4
PR I-74	98+34	115'	RT				4	PR I-74	143+15	78'	LT				4
PR I-74	99+83	222'	RT				4	PR I-74	144+22	77'	RT				4
PR I-74	99+12	128'	LT				4	PR I-74	145+71	72'	LT				4
PR I-74	100+99	104'	RT				4	PR I-74	146+86	79'	RT				4
PR I-74	100+99	82'	LT				4	PR I-74	148+27	75'	LT				4
PR I-74	102+25	85'	LT				36	PR I-74	149+51	78'	RT				4
PR I-74	102+31	86'	LT				4	PR I-74	150+83	81'	LT				4
PR I-74	102+50	96'	LT	105+00	96'	LT	444	PR I-74	152+14	80'	RT				4
PR I-74	103+63	81'	RT				4	PR I-74	152+58	80'	LT				4
PR I-74	104+92	84'	LT				4	PR I-74	153+98	79'	RT				4
PR I-74	106+22	87'	RT				4	RAMP 7TH-A	632+42	18'	RT				4
PR I-74	107+54	66'	LT				4	RAMP 7TH-A	641+15	33'	RT				4
PR I-74	108+80	71'	RT				4	RAMP 7TH-B	526+00	12'	RT				4
PR I-74	110+15	69'	LT				4	RAMP 7TH-B	528+00	40'	RT				4
PR I-74	111+00	97'	RT	116+00	80'	RT	949	RAMP 7TH-B	529+52	19'	RT				4
PR I-74	112+63	96'	RT				4	RAMP 7TH-B	530+57	14'	RT				4
PR I-74	112+76	93'	LT				4	RAMP 7TH-B	531+31	14'	RT				4
PR I-74	113+67	222'	RT				4	PR 19th ST	1969+82	38'	RT				4
PR I-74	118+56	100'	RT				4	PR 19th ST	1974+54	50'	RT				4
PR I-74	119+41	79'	LT				4	PR 19th ST	2066+32	24'	RT				4
PR I-74	121+09	96'	RT				4	PR 19th ST	2074+76	28'	LT				4
PR I-74	121+14	68'	LT				4	STAGE 1-0							
PR I-74	123+66	86'	RT				4	PR I-74	156+20	134'	LT				36
PR I-74	123+79	94'	LT				4	PR I-74	157+40	143'	LT				36
PR I-74	125+78	87'	LT				4	PR I-74	158+04	87'	LT				36
PR I-74	126+23	80'	RT				4								
										TO	OTAL				10.63

FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -
\D2CONCD-ABC-sht-schedule07M.dgn		DRAWN - JRM	REVISED -
	PLOT SCALE =	CHECKED - JJT	REVISED -
MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -

STATI	E OF	ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

4]									SCH	0-09
		SCI		E OF QUA	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
EROSION CONTROL								(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND	2042	72
							CONTRACT	NO. 6	4E26		
	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		



				44000600			
			SIDEW	ALK REMOVA	AL.		
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	SQ FT
12TH AVE	124+10	28'	RT	127+13	28'	RT	1,436
12TH AVE	127+31	28'	RT	129+73	40'	RT	1,443
12TH AVE	129+85	81'	LT	132+14	27'	LT	1,036
19TH ST	1915+31	74'	RT	1920+94	64'	RT	2,678
19TH ST	1920+94	64'	RT	1930+59	43'	RT	8,852
19TH ST	1928+79	38'	LT	1928+84	56'	LT	94
19TH ST	1930+59	43'	RT	1931+76	40'	RT	550
19TH ST	1932+03	40'	RT	1935+48	54'	RT	1,660
19TH ST	1936+70	39'	RT	1939+80	39'	RT	1,455
19TH ST	1939+80	39'	RT	1948+30	39'	RT	4,080
19TH ST / SB	1948+30	39'	RT	2055+97	14'	RT	3,705
19TH ST NB	1956+00	13'	LT	1956+22	13'	LT	78
19TH ST NB	1963+16	13'	LT	1963+31	13'	LT	71
19TH ST NB	1963+63	13'	LT	1963+75	13'	LT	50
19TH ST NB	1970+62	36'	LT	1970+77	37'	LT	103
19TH ST NB	1970+86	8'	LT	1970+95	1'	LT	56
19TH ST NB	1970+86	42'	RT	1970+94	31'	RT	69
19TH ST NB	1972+06	59'	RT	1972+31	45'	RT	160
19TH ST NB	1972+16	0'	LT	1972+27	14'	LT	105
19TH ST NB	1972+36	61'	LT	1972+48	48'	LT	98
19TH ST SB	2071+86	51'	RT	2072+04	67'	RT	146
19TH ST SB	2072+09	32'	RT	2072+16	11'	RT	128
19TH ST SB	2072+17	42'	LT	2072+23	60'	LT	90
19TH ST SB	2073+35	11'	RT	2073+50	27'	RT	128
19TH ST SB	2073+39	44'	LT	2073+43	31'	LT	53
19TH ST SB	2073+58	56'	RT	2073+75	44'	RT	156
						TOTAL	28,480

			4	4001980								
CONCRETE BARRIER REMOVAL												
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT					
PR I-74	50+61	7'	RT	57+46	7'	LT	685					
PR I-74	53+80	9'	RT	56+09	14'	RT	229					
						TOTAL	914					

	44003100											
MEDIAN REMOVAL												
ALIGNMENT	STA	OFFSET	LT/RT/C	STA	OFFSET	LT/RT/C	SQ FT					
19TH ST	1920+98	14	RT	1921+15	15	RT	195					
19TH ST	1921+15	15	RT	1926+00	1	RT	4,728					
19TH ST	1947+90	0	С	1948+30	0	С	176					
19TH ST/19NB	1948+30	0	С	1955+58	13	LT	5,608					
NOTE: MEDIAN REMOVAL INCLUDES THE REMOVAL OF ADJACENT COMB CURB GUTTER REM												
						TOTAL	10,707					

				44004000	,		
ALIGNMENT	STA FROM	OFFSET		STA TO	OFFSET	LT/RT	FOOT
PR I-74	48+19	129'	LT	58+00	99'	LT	1.007
PR I-74	51+98	104'	LT	51+99	121'	LT	17
PR I-74	59+26	197'	LT	60+05	134'	LT	108
PR I-74	62+63	19'	LT	67+00	19'	LT	435
PR I-74	63+89	106'	RT	63+95	93'	RT	15
PR I-74	67+00	19'	LT	68+17	19'	LT	116
PR I-74	72+99	143'	RT	76+00	103'	RT	305
PR I-74	76+00	103'	RT	76+76	81'	RT	79
PR I-74	79+19	80'	RT	81+00	123'	RT	181
PR I-74	97+80	106	RT	101+59	102	RT	392
PR I-74	110+60	85	RT	114+00	106	RT	340
19TH ST	1927+68	54'	RT	1927+95	52'	RT	27
						TOTAL	3,022

44004250 PAVED SHOULDER REMOVAL												
	074					. = m=	20.1/2					
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	SQ YD					
I-74 I-74	50+61.00 50+61.00		LT	58+04.00 58+04.00		LT	841 465					
1-74			LT RT			RT	326					
	50+61.00			56+58.22								
1-74	50+61.00		RT	56+58.16		RT	735					
1-74	61+95.00		RT	67+00.00		RT	339					
1-74	61+95.00		RT	67+00.00		RT	400					
1-74	63+80.00		LT	67+00.00		LT	250					
I-74	63+80.00		LT	67+00.00		LT	157					
I-74	67+00.00		LT	70+95.00		LT	428					
I-74	67+00.00		LT	70+95.00		LT	453					
I-74	67+00.00		RT	70+64.00		RT	289					
I-74	67+00.00		RT	70+64.00		RT	273					
I-74	71+64.00		RT	76+00.00		RT	417					
I-74	71+64.00		RT	76+00.00		RT	328					
I-74	71+95.00		LT	76+00.00		LT	300					
I-74	71+95.00		LT	76+00.00		LT	497					
I-74	76+00.00		LT	81+00.00		LT	673					
I-74	76+00.00		LT	81+00.00		LT	505					
I-74	76+00.00		RT	81+00.00		RT	321					
1-74	76+00.00		RT	81+00.00		RT	642					
I-74	81+00.00	22.92'	RT	94+52.93	25.54'	RT	757'					
1-74	81+00.00	32.88'	LT	93+77.44	25.27'	LT	895'					
1-74	81+00.00	63.53'	RT	86+17.58	89.71'	RT	460'					
1-74	86+24.01	64.12'	RT	94+87.45	49.86'	RT	1010'					
1-74	81+00.00	63.46'	LT	93+09.05	69.03'	LT	1356'					
1-74	96+99.94	50.06'	RT	111+00.00	56.53'	RT	1677'					
			RT	111+00.00	16.68'	RT	958'					
I-74 I-74	96+61.78	20.00'				1.11						
	96+00.00	22.60'	LT	111+00.00	17.53	LT	1081'					
1-74	97+37.29	53.35'	LT	111+00.00	47.15'	LT	1593'					
1-74	118+43.03	77.00'	RT	125+00.00	64.15'	RT	746'					
I-74	111+00.00	46.53'	RT	118+39.75	46.97'	RT	847'					
I-74	111+00.00	16.68'	RT	125+00.00	17.06'	RT	970'					
I-74	111+00.00	17.53'	LT	125+00.00	17.40'	LT	975'					
I-74	111+00.00	47.15'	LT	124+86.50	49.12'	LT	1632'					
I-74	125+00.00	17.40'	LT	140+00.00	16.82'	LT	1067'					
I-74	125+00.00	71.30'	LT	140+00.00	47.32'	LT	1676'					
I-74	125+00.00	17.06'	RT	140+00.00	17.75'	RT	1033'					
I-74	125+00.00	54.39'	RT	140+00.00	47.78'	RT	1678'					
I-74	129+79	60'	RT	129+94	58.00'	rt	67'					
I-74	140+00.00	17.05'	LT	155+00.00	13.53'	LT	1062'					
I-74	140+00.00	47.32'	LT	155+00.00	43.41'	LT	1695'					
I-74	140+00.00	18.11'	RT	155+00.00	17.21'	RT	1022'					
I-74	140+00.00	47.78'	RT	155+00.00	47.08'	RT	1622'					
RAC-A	44+48.12			1022+88	30.28'	RT	357'					
RAC-A	1017+00.00	3.79'	RT	1025+00.00	4.83'	LT	638'					
RAC-B	920+07.47	16.07'	LT	928+52.12	27.25'	LT	438'					
RAC-B	922+06.40	0.14'	LT	929+59	0.16'	LT	563'					
RAC-C	723+86.86	6.66'	RT	734+00.00	1.71'	LT	695'					
RAC-C	723+91.92	9.21'	LT	734+00.00	22.05'	LT	474'					
RAC-C	734+00.00	17.73'	LT	736+23.34	23.32'	LT	94'					
RAC-C	734+00.00	1.70'	LT	739+72.71	0.14'	LT	387'					
			RT				1291'					
RAC-D	824+91.48	2.02'		833+23.62	2.25'	LT	390'					
RAC-D	827+04	19.85'	RT	833+63.68	21.74'	RT	390					
40711 07 12	4074.04.00		DT	1070 - 51 60		+ DT	040					
19TH ST NB	1974+24.00		RT	1978+51.00		RT	210					
						TOTIL	40.055					
						TOTAL	40,055					

						SCHU-10
FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -		SCHEDULE OF QUANTITIES	F.A.I SECTION COUNTY TOTAL SHEET
\D2CONCD-ABC-sht-schedule31M.dgn		DRAWN - JRM	REVISED -	STATE OF ILLINOIS	REMOVALS	74 (81-1)R-1 & 81-1(HRR. HRR-1, HRR-2) ROCK ISLAND 2042 73
	PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION		CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -		SCALE: SHEET NO DE SHEETS STA TO STA	THE TWO IS SEEN AND PROJECT

				63200310			
			GUAR	DRAIL REMOV	'AL		
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	FOOT
I-74	62+20	90'	RT	67+00	85'	RT	496
I-74	62+61	19'	RT	67+00	16'	RT	442
I-74	63+92	30'	LT	67+00	28'	LT	305
I-74	64+26	95'	LT	67+00	81'	LT	266
I-74	67+00	81'	LT	67+57	77'	LT	55
I-74	67+00	28'	LT	70+17	32'	LT	313
I-74	67+00	16'	RT	70+62	16'	RT	365
I-74	67+00	85'	RT	70+41	72'	RT	353
I-74	71+88	70'	RT	76+00	69'	RT	412
I-74	71+99	36'	LT	75+20	33'	LT	322
I-74	72+42	76'	LT	76+00	80'	LT	358
I-74	76+00	80'	LT	81+00	77'	LT	515
I-74	76+00	69'	RT	81+00	73'	RT	487
I-74	77+67	35'	LT	80+48	33'	LT	285
I-74	81+00	74'	LT	92+79	74'	LT	1172
I-74	82+79	29'	LT	85+43	29'	LT	265
I-74	81+00	74'	RT	83+30	84'	RT	227
I-74	91+29	15'	RT	94+24	20'	RT	297
I-74	91+85	69'	RT	94+87	61'	RT	308
I-74	95+32	77'	LT	98+70	104'	LT	333
I-74	96+15	22'	LT	97+64	8'	RT	153
I-74	105+18	13'	RT	108+58	13'	RT	341
I-74	108+51	14'	LT	110+61	14'	LT	211
I-74	127+23	61'	RT	129+60	58'	RT	238
I-74	127+68	14'	RT	130+12	13'	RT	246
I-74	129+75	13'	LT	132+54	13'	LT	279
I-74	134+36	14'	RT	137+28	14'	RT	295
I-74	136+28	13'	LT	139+12	12'	LT	285
RAMP 7-S	81+03	14'	RT	83+72	5'	RT	270
RAMP 7-S	81+31	30'	LT	84+02	28'	LT	271
RAMP S-7	87+07	21'	RT	88+09	20'	RT	102
RAMP S-7	87+07	4'	LT	88+07	4'	LT	102
19TH ST SB	2068+78	35'	RT	2070+81	50'	RT	208
						TOTAL	10.577

X0326677											
REMOVE HIGH TENSION CABLE MEDIAN BARRIER											
ALIGNMENT	STA FROM	STA TO	LT/RT			FOOT					
I-74	71+87	76+00	RT			385					
I-74	76+00	81+00	RT			498					
I-74	81+00	90+90	RT			992					
I-74	97+01	104+84	RT			771					
I-74	108+85	127+34	RT			1837					
I-74	130+82	134+01	RT			305					
I-74	137+50	157+60	RT			1993					
					TOTAL	0.704					
					TOTAL	6.78					

		X0326687		
REMOVE HIG	H TENSION	CABLE MEDI	AN BARRIER	TERMINAL
ALIGNMENT	STA	LT/RT		EACH
I-74	71+87	RT		1
I-74	90+90	RT		1
I-74	97+01	RT		1
I-74	104+84	RT		1
I-74	108+85	RT		1
I-74	127+34	RT		1
I-74	130+82	RT		1
I-74	134+01	RT		1
I-74	137+50	RT		1
		TOTAL		9

				X4402805								
ISLAND REMOVAL												
ALIGNMENT	STA	STA	OFFSET	LT/RT	LOCATION		SQ FT					
19TH ST	1935+67	1936+04	26'	RT	12TH AVE WES	T LEG	561					
19TH ST	1936+81	1937+11	26'	LT	12TH AVE EAST LEG		536					
						TOTAL	1,097					

	X6060500										
CORRUGATED MEDIAN REMOVAL											
ALIGNMENT	STA	STA		SQ FT							
19TH ST	1928+85	1930+77		2,343							
19TH ST	1930+77	1935+74		2,273							
19TH ST	1937+07	1939+80		1,034							
19TH ST	1939+80	1947+90		3,418							
			TOTAL	9,068							

X6430120										
REMOVE IMPACT ATTENUATORS, NO SALVAGE										
LIGNMENT	STA						EACH			
I-74	62+90						1			
		TOTAL	1							

								SCHQ-11
FILE NAME =	USER NAME = jtardy	DESIGNED -	JRM	REVISED -			SCHEDULE OF QUANTITIES	F.A.I SECTION COUNTY TOTAL SHEET
\D2CONCD-ABC-sht-schedule32M.dgn		DRAWN -	JRM	REVISED -	STATE OF ILLINOIS		REMOVALS	74 (81-1)R-1 & 81-1(HBR. HBR-1, HBR-2) ROCK ISLAND 2042 74
'	PLOT SCALE =	CHECKED -	JJT	REVISED -	DEPARTMENT OF TRANSPORTATION			CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE -	3/23/2017	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	

			3	0300001			
		AGGR	EGATE SUE	BGRADE IM	IPROVEMENT	•	
ALIGNMENT	STA FROM		STA TO		SQ YD	DEPTH (IN)	CU YD
EX 12TH AVE	123+00.00		128+30.50		95	12	32
AOTC WB (EB)	119+00	(219+00)	122+23	(222+38)	263	12	88
AOTC WB (EB)	123+83	(223+98)	126+75	(226+75)	171	12	57
NOTE: EXACT	LOCATIONS	S TO BE DE	TERMINED	DURING R	ESURFACING	AND APPR	OVED BY THE
ENGINEER							
						TOTAL	176

				30300011			
		AGGRE	GATE S	UBGRADE IMP	ROVEMENT		
							TON
AS DIRECTED	BY ENGINE	ER					2,000
						TOTAL	2,000

			30300112						
AGGREGATE SUBGRADE IMPROVEMENT 12"									
ALIGNMENT	STA FROM	STA TO	LOCATION	SQ YD					
RAMP 7TH-A	625+10.00	627+34.00	PAVEMENT, SHOULDER & GORE	1,176					
RAMP 7TH-A	631+16.01	642+37.34	PAVEMENT & SHOULDER	6,160					
RAMP 7TH-B	522+94.93	537+99.01	PAVEMENT, SHOULDER & GORE	5,340					
19TH ST	1917+43.85	1969+80.00	(19TH NB) / 2068+20 (19TH SB) PAVEMENT	38,012					
19TH ST NB	1973+00.00	1985+60.00	PAVEMENT	5,645					
19TH ST SB	2074+30.00	2078+00.00	PAVEMENT	1,276					
19TH ST SB	1967+70.26	1970+03.40	RAMP RAC-D	419					
RAC-A	1015+36.50	1025+77.79	RAMP RAC-A	3,146					
RAC-B	920+07.48	931+71.93	RAMP RAC-B	3,372					
RAC-C	724+09.79	739+72.71	RAMP RAC-C	5,053					
RAC-D	824+87.85	833+18.36	RAMP RAC-D	2,880					
			TOTAL	72,479					

	31100800											
SUBBASE GRANULAR MATERIAL, TYPE A 9"												
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	SQ YD					
I-74	49+78.00	62.00'	RT	54+95.00	62.00'	RT	178					
I-74	61+14.84	62.00'	RT	62+87.29	62.00'	RT	62					
I-74	72+46.00	74.00'	LT	81+00.00	74.00'	LT	306					
I-74	77+54.77	74.00'	RT	81+00.00	74.00'	RT	117					
I-74	81+00.00	77.00'	RT	85+49.06	77.00'	RT	147					
I-74	81+00.00	77.00'	LT	84+95.43	79.00'	LT	143					
I-74	92+32.71	72.13'	RT	94+93.06	71.42'	RT	89					
I-74	97+56.88	67.64'	RT	98+86.44	62.77'	RT	40					
I-74	127+71.36	62.00'	RT	130+36.00	65.00'	RT	91					
I-74	128+90.23	62.00'	LT	129+59.00	65.00'	LT	20					
I-74	130+92.00	65.00'	RT	136+98.42	65.00'	RT	203					
I-74	130+15.00	65.00'	LT	135+46.42	65.00'	RT	178					
I-74	136+42.00	65.00'	LT	139+06.64	62.00'	LT	91					
RAMP 7TH-B	529+43.49	6.00'	RT	530+55.00	8.00'	RT	45					
RAMP 7TH-B	531+30.00	8.00'	RT	534+73.63	8.00'	RT	121					
RAMP 7TH-B	535+76.66	8.00'	RT	541+07.63	11.60'	RT	187					
RAC-D	824+99.00	9.00'	LT	827+21.53	6.00'	LT	77					
						TOTAL	2,095					

	#2000321											
AGGREGATE SUBGRADE IMPROVEMENT 13 1/2"												
ALIGNMENT	STA FROM	STA TO	LOCATION	SQ YD								
I-74	49+03.54	56+67.84	EB ML PAVEMENT & SHOULDER	5,296								
I-74	49+03.54	58+01.84	WB ML PAVEMENT & SHOULDER	6,343								
I-74	61+17.84	70+54.61	EB ML PAVT & SHLDR/RAMP 7TH-B MERGE	6,929								
I-74	62+27.84	70+54.61	WB ML PAVT & SHLDR/RAMP 7TH-A DIVERGE	6,971								
I-74	72+01.67	81+00.00	EB ML PAVEMENT & SHOULDER	7,736								
I-74	72+01.67	81+00.00	WB ML PAVEMENT & SHOULDER	7,505								
I-74	81+00.00	93+76.97	EB ML PAVEMENT & SHOULDER	11,099								
I-74	96+94.50	155+00.00	EB ML PAVEMENT & SHOULDER	39,476								
I-74	81+00.00	93+70.91	WB ML PAVEMENT & SHOULDER	10,009								
I-74	96+89.39	155+00.00	WB ML PAVEMENT & SHOULDER	39,092								
			TOTAL	140,456								

		STAB	ILIZED SUBBASE 4"	
ALIGNMENT	STA FROM	STA TO	LOCATION	SQ YD
I-74	49+03.54	56+67.84	EB ML PAVEMENT & SHOULDER	4,943
I-74	49+03.54	58+01.84	WB ML PAVEMENT & SHOULDER	5,414
I-74	61+17.84	70+54.61	EB ML PAVT & SHLDR/RAMP 7TH-B MERGE	6,068
I-74	62+27.84	70+54.61	WB ML PAVT & SHLDR/RAMP 7TH-A DIVERGE	6,301
I-74	72+01.67	81+00.00	EB ML PAVEMENT & SHOULDER	6,924
I-74	72+01.67	81+00.00	WB ML PAVEMENT & SHOULDER	7,392
I-74	81+00.00	93+76.97	EB ML PAVEMENT & SHOULDER	11,163
I-74	96+94.50	155+00.00	EB ML PAVEMENT & SHOULDER	40,299
I-74	81+00.00	93+70.91	WB ML PAVEMENT & SHOULDER	10,352
I-74	96+89.39	155+00.00	WB ML PAVEMENT & SHOULDER	39,980
RAMP 7TH-A	625+10.00	627+34.00	PAVEMENT, SHOULDER & GORE	1,239
RAMP 7TH-A	631+16.01	642+37.34	PAVEMENT & SHOULDER	5,805
RAMP 7TH-B	521+59.61	537+99.01	PAVEMENT, SHOULDER & GORE	5,030
RAC-A	1017+00.00	1026+77.39	RAMP RAC-A	3,065
RAC-B	920+07.48	932+52.96	RAMP RAC-B	3,325
RAC-C	723+11.82	739+72.71	RAMP RAC-C	4,915
RAC-D	824+80.32	833+63.68	RAMP RAC-D	2,801
19TH ST	1913+20.25	1969+80.00	(19TH NB) / 2068+20 (19TH SB)	41,176
19TH ST NB	1973+00.00	1985+60.00	PAVEMENT	5,471
19TH ST SB	2074+30.00	2078+00.00	PAVEMENT	1,237
19TH ST NB	1967+68.83	1970+01.97	RAMP RAC-D	407
			TOTAL	213,307

			40600295			
	POLYMI	ERIZED BITU	IMINOUS MATERIAL	S (TACK COAT)	
ALIGNMENT	STA FROM	STA TO	SQ FT	APPLICATION:	RATE	POUND
I-74	114+00.00	117+33.05	3,497	1	0.050	175
1-74	116+00.00	159+00.00	45,150	1	0.050	2,258
1-74	115+00.00	123+01.38	8,414	1	0.050	421
1-74	127+01.05	156+05.44	30,496	1	0.050	1,525
I-74	114+00.00	117+33.05	3,497	1	0.025	87
I-74	116+00.00	159+00.00	45,150	1	0.025	1,129
I-74	115+00.00	123+01.38	8,414	1	0.025	210
I-74	127+01.05	156+05.44	30,496	1	0.025	762
EX 12TH AVE	123+00	128+30.50	21,268	2	0.05	2,127
AOTC EB & WB	119+00	122+23	59,232	1	0.05	2,962
AOTC EB & WB	123+83	126+75	38,532	1	0.05	1,927
					TOTAL	13,583

				40600825			
	POL	YMERIZED L	EVELING	BINDER (MA	ACHINE METHOD),	N50	
ALIGNMENT	STA FROM	A FROM STA TO	SQ YD	UNIT WT (LB/SY-IN)	THICKNESS (IN)		TON
12TH AVE	123+00.00	128+30.50	2,363	112	1 1/2		199
			l			TOTAL	199

			40600845	j		
P	OLYMERIZE	D LEVELING	BINDER	(MACHINE N	IETHOD), N90	
				UNIT WT		
ALIGNMENT	STA FROM	STA TO	SQ YD	(LB/SY-IN)	THICKNESS (IN)	TON
I-74 (EB)	114+00.00	117+33.05	394	119	1	23
I-74 (WB)	115+00.00	123+01.38	950	119	1	57
I-74 (EB)	123+34.36	159+00.00	4,140	119	1	246
I-74 (WB)	127+00.94	142+95.89	1,840	119	1	109
RAC-A	1018+90.91	1023+05.19	195	119	1	12
					TOTAL	447

			406	603535			
	POLYMERIZE	ED HOT-MIX	ASPHAL	T SURFACE C	OURSE, MIX "D",	N50	
				UNIT WT			
ALIGNMENT	STA FROM	STA TO	SQ YD	(LB/SY-IN)	THICKNESS (IN)		TON
12TH AVE	123+00.00	128+30.50	2,363	112	1 1/2		199
AOTC EB & WB	119+00	122+23	6,582	112	1 1/2		553
AOTC EB & WB	123+83	126+75	4,282	112	1 1/2		360
						TOTAL	1,112

40603570												
PLOYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90												
ALIGNMENT	GNMENT STA FROM STA TO SQ YD (LB/SY-IN) THICKNESS (IN)											
				,	, ,							
I-74	114+00.00	117+33.05	389	119	1.25		29					
I-74	116+00.00	159+00.00	5,017	119	1.25		373					
I-74	115+00.00	123+01.38	935	119	1.25		70					
I-74	127+01.05	156+05.44	3,388	119	1.25		252					
						TOTAL	724					

42000060											
WELDED WIRE REINFORCEMENT											
ALIGNMENT	STA FROM			STA TO			SQ YD				
EX 12TH AVE	123+00.00			128+30.50			70				
AOTC WB (EB)	119+00	(219+00)		122+23	(222+38)		180				
AOTC WB (EB)	123+83	(223+98)		126+75	(226+75)		120				
NOTE: EXACT	LOCATIONS	S TO BE DE	TERMIN	ED DURING R	ESURFACING	AND APPRO	VED BY THE				
ENGINEER											
						TOTAL	370				

		42000080		
PAVEMENT CO	ONNECTOR	(PCC) FOR E	RIDGE APP	ROACH SLAB
ALIGNMENT		STA	STA	SQ YD
I-74	WB	48+94	49+29	210
I-74	EB	49+13	49+36	142
I-74	EB	56+56	56+71	92
I-74	WB	57+90	58+05	81
I-74	EB	61+15	61+30	91
I-74	WB	62+26	62+47	129
I-74	EB	70+11	70+45	219
I-74	WB	70+20	70+69	372
I-74	EB	71+87	72+17	223
I-74	WB	72+10	72+46	265
I-74	WB	92+46	93+52	541
I-74	EB	93+62	94+58	491
I-74	EB	97+10	97+88	382
I-74	WB	96+26	97+04	579
RAMP 7TH-A		627+03	627+37	137
RAMP 7TH-A		631+13	631+28	54
			TOTAL	4,008

	42000406										
PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)											
ALIGNMENT	STA FROM	STA TO					SQ YD				
19TH ST	1913+20.25	1969+80.00	(19TH NE	3) / 2068+20 (19TH SB)			34,042				
19TH NB	1973+00.00	1985+60.00					4,856				
19TH SB	2074+30.00	2078+00.00					1,069				
						TOTAL	39,967				

			42000511				
	PORT	LAND CEMEN	NT CONCRETE PAVEMENT 10 1/2" (JOINTED)				
ALIGNMENT	STA FROM	STA TO	LOCATION	SQ YD			
I-74	49+29	57+90	WB ML PAVEMENT & SHOULDER	5,157			
I-74	49+36	56+56	EB ML PAVEMENT & SHOULDER	4,662			
I-74	61+30	70+11	EB ML PAVEMENT & SHOULDER/RAMP 7TH-B MERGE	5,653			
I-74	62+47	70+20	WB ML PAVEMENT & SHOULDER/RAMP 7TH-A DIVERGE	5,774			
I-74	72+17	81+00	EB ML PAVEMENT & SHOULDER	6,465			
I-74	72+46	81+00	WB ML PAVEMENT & SHOULDER	6,906			
I-74	81+00	92+46	WB ML PAVEMENT & SHOULDER	9,151			
I-74	81+00	93+62	EB ML PAVEMENT & SHOULDER				
I-74	97+04	155+00	WB ML PAVEMENT & SHOULDER	39,871			
I-74	97+88	155+00	EB ML PAVEMENT & SHOULDER	39,423			
RAMP 7TH-A	625+10	627+03	PAVEMENT, SHOULDER & GORE	1,114			
RAMP 7TH-A	631+28	642+37	PAVEMENT & SHOULDER	5,203			
RAMP 7TH-B	522+95	537+99	PAVEMENT, SHOULDER & GORES	4,322			
RAC-A	1015+36	1023+40	RAMP RAC-A	2,157			
RAC-B	920+07	928+52	RAMP RAC-B	2,111			
RAC-C	726+00	739+73	RAMP RAC-C	3,828			
RAC-D	824+88	833+66	RAMP RAC-D	2,085			
19THN	1968+17	1970+03	RAMP RAC-D	234			
			TOTAL	154,317			

FILE NAME = USER NAME = jtardy DESIGNED - JRM REVISED -...\D2CONCD-ABC-sht-schedule33M.dgn DRAWN - JRM REVISED PLOT SCALE = CHECKED - JJT REVISED \$MODELNAME\$ PLOT DATE = 5/5/2017 DATE - 3/23/2017 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

SCHEDULE OF QUANTITIES PAVEMENT SHEET NO. OF SHEETS STA. TO STA.

			42001300		
AL ICHMENT	CTA EDOM	CTA TO	PROTECTIVE COAT	60 VD	
ALIGNMENT PAVEMENTS	SIA FRUM	STA TO	DESCRIPTION	SQ YD	
I-74	49+29	57+90	EB ML PAVEMENT & SHOULDER	10.314	
1-74	49+36	56+56	WB ML PAVEMENT & SHOULDER	9.324	
1-74	61+30	70+11	EB ML PAVT & SHOULDER/RAMP 7TH-B MERGE	11,306	
1-74	62+47	70+11	WB ML PAVT & SHLDR/RAMP 7TH-A DIVERGE	11,548	
1-74	72+17	81+00	EB ML PAVEMENT & SHOULDER	12,930	
1-74	72+17	81+00	WB ML PAVEMENT & SHOULDER	13,812	
1-74	81+00	92+46	EB ML PAVEMENT & SHOULDER	18,302	
1-74	81+00				
1-74	97+04	93+62	WB ML PAVEMENT & SHOULDER	20,402 79,742	
1-74	97+04	155+00 155+00	EB ML PAVEMENT & SHOULDER		
1-74	97+88	155+00	WB ML PAVEMENT & SHOULDER	78,846	
RAMP 7TH-A	625+10	627+03	PAVEMENT, SHOULDER & GORE	2.228	
RAMP 7TH-A	631+28	642+37	PAVEMENT, SHOULDER & GORE PAVEMENT & SHOULDER	10,406	
RAMP 7TH-B	522+95	537+99		8,644	
LAVINIA LIH-R	322+93	557+99	PAVEMENT, SHOULDER & GORE	0,044	
RAC-A	1015+36	1023+40	RAMP RAC-A	4,314	
RAC-A RAC-B	920+07	928+52	RAMP RAC-A RAMP RAC-B	4,314	
RAC-B	726+00	739+73	RAMP RAC-B	7.656	
RAC-C RAC-D	824+88	739+73 833+66	RAMP RAC-C RAMP RAC-D	.,	
RAC-D	0∠4+88	033+00	KAMP RAC-D	4,170	
19TH NB	1968+17	1970+03	RAMP RAC-D	468	
19TH ST	1917+44	1969+80	(19TH NB) / 2068+20 (19TH SB)	60,150	
19TH NB	1973+00	1985+60		9,712	
19TH SB	2074+30	2078+00		2,138	
DAVENIENE O	ONNE OTOD	DOO) FOR BR	DOE ADDDOAGU OLAD		
			DGE APPROACH SLAB	400	
1-74	48+94	49+29	WB	420	
I-74	49+13	49+36	EB	284	
I-74	56+56	56+71	EB	184	
I-74	57+90	58+05	WB	162	
I-74	61+15	61+30	EB	183	
I-74	62+26	62+47	WB	258	
I-74	70+11	70+45	EB	437	
I-74	70+20	70+69	WB	744	
I-74	71+87	72+17	EB	445	
I-74	72+10	72+46	WB	531	
I-74	92+46	93+52	WB	1,082	
I-74	93+62	94+58	EB	982	
I-74	97+10	97+88	EB	764	
I-74	96+26	97+04	WB	1,158	
RAMP 7TH-A	627+03	627+37		274	
RAMP 7TH-A	631+13	631+28		109	
			UTTER, TYPE B-6.12	44	
			UTTER, TYPE B-6.24	4,977	
			UTTER, TYPE B-9.24	27	
			UTTER, TYPE M-2.06	169	
COMBINATION	CONCRETE	CURB AND G	UTTER, TYPE M-6.24	253	
CONCRETE GUTTER, TYPE A (SPECIAL)					
CONCRETE CL				5	
CONCRETE CL				3	
			UTTER, TYPE B-6.24	41	
			UTTER, TYPE M-2.06	117	
			UTTER, TYPE M-4.24	226	

	42300300											
	PORTLAN	D CEM	ENT CON	CRETE DRIVE	WAY PAVEMENT	, 7 INCH						
ALIGNMENT	STA						SQ YD					
19TH ST	1930+42.31						72					
19TH ST	1931+87.75						42					
19TH ST	1933+38.00						25					
12TH AVE	127+21.67						25					
19TH NB	1963+46.51						67					
19TH SB	2077+63.27						44					
PARKING LOT	PARKING LOT ALONG RETAINING WALL RW-11						360					
						TOTAL	635					

			4	2400200			
	POI	RTLAND CE	EMENT C	ONCRETE SIL	DEWALK 5 INC	СН	
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	SQ FT
19TH ST	1913+42	45.58'	LT	1928+38	46.07'	LT	9,510.0
19TH ST	1928+72	45.89'	LT	1930+19	40.15'	LT	784.0
19TH ST	1930+65	38.70'	LT	1933+25	36.58'	LT	1,297.5
19TH ST	1933+51	36.58'	LT	1935+92	36.58'	LT	1,242.5
12TH AVE	124+10	28.00'	RT	127+14	27.93'	RT	1,882.5
12TH AVE	127+31	27.53'	RT	129+78	48.97'	RT	1,508.0
12TH AVE	129+96	65.59'	LT	132+16	28.58'	LT	1,315.5
19TH ST	1936+81	38.36'	RT	1950+00	38.58'	RT	6,581.0
19TH ST SB	2050+00	12.58'	RT	2056+16	11.74'	RT	3,114.5
19TH ST SB	2056+08	39.04'	LT	2056+15	29.27'	LT	65.0
19TH ST SB	2057+96	7.52'	RT	2060+50	10.05'	RT	1,407.0
19TH ST SB	2058+76	44.74'	LT	2061+29	32.77'	LT	3,483.0
19TH ST NB	1956+10	13.74'	LT	1956+22	13.41'	LT	93.5
19TH ST NB	1963+16	13.12'	LT	1963+30	13.43'	LT	66.0
19TH ST NB	1963+63	12.94'	LT	1963+75	13.35'	LT	48.0
AOTC WB	119+85	23.43'	LT	120+09	27.85'	LT	143.5
AOTC WB	120+19	12.31'	LT	120+44	9.13'	LT	145.0
AOTC WB	120+97	13.40'	LT	121+15	6.88'	LT	96.0
AOTC WB	125+25	12.40'	LT	125+38	7.80'	LT	76.0
AOTC WB	125+69	15.99'	LT	125+78	14.65'	LT	51.5
AOTC WB	125+96	42.88'	LT	126+11	38.07'	LT	114.5
AOTC EB	220+07	42.15'	RT	220+26	48.47'	RT	145.5
AOTC EB	220+34	20.76'	RT	220+52	14.16'	RT	120.0
AOTC EB	220+96	13.30'	RT	221+07	8.65'	RT	57.0
AOTC EB	225+25	8.53'	RT	225+44	13.15'	RT	110.0
AOTC EB	225+86	11.45'	RT	226+04	14.52'	RT	102.0
AOTC EB	226+31	29.86'	RT	226+50	26.33'	RT	98.5
						TOTAL	33.657.5

	44201296											
DEFORMED BARS - EXPANSION JOINT												
ALIGNMENT	STA FROM		STA TO			EACH						
EX 12TH AVE	123+00.00		128+30.50			30						
AOTC WB (EB)	119+00	(219+00)	122+23	(222+38)		40						
AOTC WB (EB)	123+83	(223+98)	126+75	(226+75)		40						
NOTE: EXACT	LOCATIONS T	O BE DETERM	MINED DURING RES	URFACING AND A	PPROVE	D BY THE						
ENGINEER												

44201299											
			DOWE	L BARS 1 1/2							
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	EACH				
DOWEL BARS	FOR PATO	CH LOCATIO	NS:								
	ASSUME 2	25 12' X 10' T	TYPE II P	ATCHES			500				
	ASSUME 2	21 12' X 12' T	TYPE III F	ATCHES			420				
	ASSUME 1	12 12' X 20' T	TYPE IV F	PATCHES			240				
						TOTAL	1,160				

			424	00800			
		DE	TECTABL	E WARNINGS	 		
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	SQ FT
11TH AVE	1100+41	23.53	LT	1100+46	23.49	LT	10.0
11TH AVE	1100+40	23.24	RT	1100+45	23.28	RT	10.0
19TH ST	1935+78	31.93'	RT	1935+86	29.30'	RT	13.5
19TH ST	1936+02	28.58'	LT	1936+08	30.58'	LT	13.0
12TH AVE	126+99	23.00'	RT	127+13	27.96'	RT	21.5
12TH AVE	127+31	27.53'	RT	127+41	22.58'	RT	16.5
12TH AVE	129+31	24.34'	LT	129+39	22.32'	LT	14.5
12TH AVE	129+62	26.40'	RT	129+73	31.17'	RT	22.0
NB 19TH ST	1956+10	6.58'	LT	1956+16	6.34'	LT	12.0
NB 19TH ST	1956+09	30.58'	RT	1956+15	30.82'	RT	12.0
NB 19TH ST	1963+24	13.28'	LT	1963+26	13.32'	LT	11.0
NB 19TH ST	1963+67	13.02'	LT	1963+69	13.06'	LT	9.5
SB 19TH ST	2056+08	32.96'	LT	2056+14	33.23'	LT	12.0
SB 19TH ST	2056+10	4.86'	RT	2056+16	4.58'	RT	12.0
AOTC WB	120+04	25.59'	LT	120+09	27.81'	LT	10.0
AOTC WB	120+19	12.31'	LT	120+24	14.56'	LT	11.0
AOTC WB	120+41	9.17'	LT	120+43	14.14'	LT	10.0
AOTC WB	120+98	8.39'	LT	121+00	13.37'	LT	10.0
AOTC WB	125+36	7.61'	LT	125+37	13.01'	LT	10.5
AOTC WB	125+69	15.99'	LT	125+73	12.33'	LT	10.0
AOTC WB	125+73	17.70'	LT	125+77	14.04'	LT	10.0
AOTC WB	125+97	36.12'	LT	126+03	34.86'	LT	10.0
AOTC EB	220+21	38.53'	RT	220+26	40.19'	RT	10.0
AOTC EB	220+34	20.76'	RT	220+39	22.62'	RT	10.0
AOTC EB	220+50	14.31'	RT	220+52	14.16'	RT	10.0
AOTC EB	220+97	13.33'	RT	220+99	13.37'	RT	9.5
AOTC EB	225+42	13.21'	RT	225+44	13.17'	RT	10.0
AOTC EB	225+87	16.66'	RT	225+89	16.99'	RT	10.0
AOTC EB	225+97	18.43'	RT	225+99	18.75'	RT	10.0
AOTC EB	226+32	29.86'	RT	226+37	28.24'	RT	10.5
						TOTAL	351.0

	44200970										
CLASS B PATCHES, TYPE II, 10 INCH											
ALIGNMENT	STA			STA			SQ YD				
X 12TH AVE	123+00.00			128+30.50			60				
AOTC WB (EB)	119+00	(219+00)		122+23	(222+38)		160				
AOTC WB (EB)	123+83	(223+98)		126+75	(226+75)		110				
OTE: EXACT LO NGINEER	CATIONS T	O BE DETE	RMINED	DURING RES	URFACING A	AND APPROV	'ED BY THE				
	TOTAL										

44200974											
CLASS B PATCHES, TYPE III, 10 INCH											
ALIGNMENT	STA		LT/RT	STA		LT/RT	SQ YD				
EX 12TH AVE	123+00.00			128+30.50			60				
AOTC WB (EB	119+00	(219+00)		122+23	(222+38)		160				
AOTC WB (EB	123+83	(223+98)		126+75	(226+75)		110				
NOTE: EXACT LOCATIONS TO BE DETERMINED DURING RESURFACING AND APPROVED BY THE ENGINEER											
						TOTAL	330				

44200976									
CLASS B PATCHES, TYPE IV, 10 INCH									
ALIGNMENT	STA		LT/RT	STA		LT/RT	SQ YD		
EX 12TH AVE	123+00.00			128+30.50			20		
AOTC WB (EB	119+00	(219+00)		122+23	(222+38)		70		
AOTC WB (EB	123+83	(223+98)		126+75	(226+75)		40		
NOTE: EXACT	LOCATION	S TO BE DE	TERMIN	ED DURING R	ESURFACING	AND APPRO	VED BY THE		
ENGINEER									
						TOTAL	130		

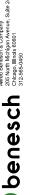
	44201294									
CLASS B PATCH - EXPANSION JOINT										
ALIGNMENT	STA FROM			STA TO			FOOT			
EX 12TH AVE	123+00.00			128+30.50			132			
AOTC WB (EB)	119+00	(219+00)		122+23	(222+38)					
AOTC WB (EB)	123+83	(223+98)		126+75	(226+75)					
NOTE: EXACT	LOCATIONS 1	O BE DETE	ERMINED	DURING RESU	RFACING AND AF	PROVE	D BY THE			
ENGINEER										

USER NAME = jtardy FILE NAME = DESIGNED - JRM REVISED -...\D2CONCD-ABC-sht-schedule34M.dgn DRAWN - JRM REVISED PLOT SCALE = CHECKED - JJT REVISED \$MODELNAME\$ PLOT DATE = 5/6/2017 DATE - 3/23/2017 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

SCHEDULE OF QUANTITIES PAVEMENT SHEET NO. OF SHEETS STA. TO STA.





	STE	EI DI ATE	REAM GI	63000001	PE A, 6 FOOT P	OSTS	
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	LF
I-74	49+91.55	62.00'	RT	54+57.33	62.00'	RT	456.2'
I-74	61+28.11	62.00'	RT	62+75.09	62.00'	RT	150.0'
I-74	72+05.93	77.00'	RT	81+00.00	74.00'	RT	880.0'
I-74	72+82.90	74.00'	LT	81+00.00	74.00'	LT	831.1'
I-74	81+00.00	74.00'	RT	82+25.77	74.00'	RT	121.7'
I-74	81+00.00	74.00'	LT	92+63.96	73.24'	LT	1,156.5'
I-74	93+21.68	70.95'	RT	94+56.76	69.03'	RT	137.5'
I-74	97+69.90	64.97'	RT	98+55.97	63.21'	RT	87.5'
I-74	128+61.60	62.00'	RT	129+99.10	62.00'	RT	137.5'
I-74	129+20.73	62.00'	LT	129+45.73	62.00'	LT	25.0'
I-74	130+51.90	62.00'	LT	135+33.15	62.00'	LT	482.0'
I-74	131+05.27	62.00'	RT	136+61.52	62.00'	RT	557.0'
I-74	136+78.90	62.00'	LT	138+16.40	62.00'	LT	137.5'
7TH-B	531+43.27	8.00'	RT	534+36.82	8.00'	RT	293.8'
7TH-B	535+89.90	8.00'	RT	540+70.92	11.00'	RT	482.3
RAC-C	720+00.00	12.00'	RT	722+85.38	6.00'	RT	290.8'
RAC-D	824.92.71	6.00'	LT	826+30.83	6.00'	LT	137.5'
							6,362.5

TRAFFIC BARRIER TERMINAL, TYPE 2										
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	EACH			
I-74	62+75.09	62.00'	RT	62+87.29	62.00'	RT	1			
I-74	85+16.29	83.53'	RT	85+28.79	84.21'	RT	1			
I-74	98+55.97	63.21'	RT	98+68.47	63.03'	RT	1			
I-74	129+22.73	62.00'	LT	129+10.23	62.00'	LT	1			
						·	-			
						TOTAL	4			

63100070										
TRAFFIC BARRIER TERMINAL, TYPE 5										
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	EACH			
I-74	49+78.00	62.00'	RT	49+91.55	62.00'	RT	1			
I-74	61+14.84	62.00'	RT	61+28.11	62.00'	RT	1			
I-74	71+93.00	74.00'	RT	72+05.93	77.00'	RT	1			
I-74	92+63.96	73.24'	LT	92+77.44	73.52'	LT	1			
I-74	97+56.85	65.00'	RT	97+69.90	65.00'	RT	1			
I-74	129+45.73	62.00'	LT	129+59.00	62.00'	LT	1			
I-74	130+92.00	62.00'	RT	131+05.27	62.00'	RT	1			
I-74	135+33.15	62.00'	LT	135+46.42	62.00'	LT	1			
7TH-B	531+30.00	8.00'	RT	531+43.27	8.00'	RT	1			
7TH-B	535+76.66	8.00'	RT	535+89.90	8.00'	RT	1			
						_				
						TOTAL	10			

				63100085						
TRAFFIC BARRIER TERMINAL, TYPE 6										
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	EACH			
I-74	54+57.33	62.00'	RT	54+95.00	62.00'	RT	1			
I-74	72+46.00	74.00'	LT	72+82.90	74.00'	LT	1			
I-74	94+56.76	69.03'	RT	94+93.02	68.86'	RT	1			
I-74	129+99.10	62.00'	RT	130+36.00	62.00'	RT	1			
I-74	130+15.00	62.00'	LT	130+51.90	62.00'	LT	1			
I-74	136+42.00	62.00'	LT	136+78.90	62.00'	LT	1			
I-74	136+61.52	62.00'	RT	136+98.42	62.00'	RT	1			
7TH-B	530+17.98	8.00'	RT	530+55.00	8.00'	RT	1			
7TH-B	534+36.82	8.00'	RT	534+73.63	8.00'	RT	1			
7TH-B	540+70.92	11.00'	RT	541+07.63	11.60'	RT	1			
RAC-D	824+55.59	8.50'	LT	824.92.71	8.00'	RT	1			
						TOTAL	11			

		00260							
IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 ALIGNMENT STA EACH									
I-74 WB	62+90		1						
I-74	153+90.00		1						
		·	-						
RAMP 7TH-B	522+95		1						
			-						
		TOTAL	3						

				63100167							
TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT											
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	EACH				
I-74	92+72.61	72.65'	RT	93+21.68	70.95'	RT	1				
I-74	128+11.61	63.00'	RT	128+61.60	62.00'	RT	1				
I-74	138+16.40	62.00'	LT	138+66.39	63.00'	LT	1				
RAC-D	826+30.83	6.00'	LT	826+79.59	7.00'	LT	1				
7TH-B	529+67.82	9.00'	RT	530+17.98	8.00'	RT	1				
						TOTAL	5				

			63	700275					
CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT									
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT		
I-74	102+75.00	0.00'	С	103+70.25	0.00'	С	96.00'		
I-74	103+75.75	0.00'	С	106+90.25	0.00'	С	315.00		
I-74	106+95.75	0.00'	С	107+04.76	0.00'	С	10.00'		
I-74	108+71.03	0.00'	С	108+76.00	0.00'	С	5.00'		
I-74	108+86.00	0.00'	С	112+22.25	0.00'	С	337.00		
I-74	112+27.75	0.00'	С	119+20.00	0.00'	С	693.00		
I-74	119+30.00	0.00'	С	122+72.25	0.00'	С	343.00		
1-74	122+77.75	0.00'	С	126+22.25	0.00'	С	345.00		
1-74	126+27.75	0.00'	С	129+42.25	0.00'	С	315.00		
1-74	129+47.75	0.00'	С	129+54.22	0.00'	С	7.00'		
I-74	130+15.15	0.00'	С	130+32.93	0.00'	С	18.00'		
I-74	130+78.79	0.00'	С	132+62.25	0.00'	С	184.00		
I-74	132+67.75	0.00'	С	135+82.25	0.00'	С	315.00		
I-74	135+87.75	0.00'	С	136+22.62	0.00'	С	35.00'		
I-74	137+27.85	0.00'	С	142+62.25	0.00'	С	535.00		
I-74	142+67.75	0.00'	С	146+22.25	0.00'	С	355.00		
I-74	146+27.75	0.00'	С	149+82.25	0.00'	С	355.00		
1-74	149+87.75	0.00'	С	153+42.25	0.00'	С	355.00		
1-74	153+47.75	0.00'	С	153+90.00	0.00'	С	43.00'		
						TOTAL	4.661		

				63700900			
			CONC	RETE BARRI	ER BASE		
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT
I-74	49+14.00	0.00'	С	56+60.84	0.00'	С	727
I-74	62+34.91	0.00'	С	64+25.00	0.00'	С	190
I-74	49+03.54	0.00'	С	49+14.00	0.00'	С	10
I-74	56+60.84	0.00'	С	56+70.84	0.00'	С	10
I-74	62+24.84	0.00'	С	62+34.91	0.00'	С	10
I-74	93+60.00	0.00'	С	93+60.90	0.00'	С	1.00'
I-74	97+04.50	0.00'	С	97+05.00	0.00'	С	1.00'
I-74	97+15.00	0.00'	С	100+34.00	0.00'	С	319.00'
I-74	100+44.00	0.00'	С	102+75.00	0.00'	С	231.00'
I-74	102+75.00	0.00'	С	103+70.25	0.00'	С	96.00'
I-74	103+75.75	0.00'	С	106+90.25	0.00'	С	315.00'
I-74	106+95.75	0.00'	С	107+04.76	0.00'	С	10.00'
I-74	108+71.03	0.00'	С	108+76.00	0.00'	С	5.00'
I-74	108+86.00	0.00'	С	112+22.25	0.00'	С	337.00'
I-74	112+27.75	0.00'	С	119+20.00	0.00'	С	693.00'
I-74	119+30.00	0.00'	С	122+72.25	0.00'	С	343.00'
I-74	122+77.75	0.00'	С	126+22.25	0.00'	С	345.00'
I-74	126+27.75	0.00'	С	129+42.25	0.00'	С	315.00'
I-74	129+47.75	0.00'	С	129+54.22	0.00'	С	7.00'
I-74	130+15.15	0.00'	С	130+32.93	0.00'	С	18.00'
I-74	130+78.79	0.00'	С	132+62.25	0.00'	С	184.00'
I-74	132+67.75	0.00'	С	135+82.25	0.00'	С	315.00'
I-74	135+87.75	0.00'	С	136+22.62	0.00'	С	35.00'
I-74	137+27.85	0.00'	С	142+62.25	0.00'	С	535.00'
I-74	142+67.75	0.00'	С	146+22.25	0.00'	С	355.00'
I-74	146+27.75	0.00'	С	149+82.25	0.00'	С	355.00'
I-74	149+87.75	0.00'	С	153+42.25	0.00'	С	355.00'
I-74	153+47.75	0.00'	С	153+90.00	0.00'	С	43.00'
						TOTAL	6,160

X0326382										
CONCRETE BARRIER BASE (SPECIAL)										
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	FOOT			
7TH-A	623+26.84	17.50'	RT	626+52.00	12.82'	RT	323			
7TH-A	631+12.94	10.00'	RT	632+50.00	12.00'	RT	138			
7TH-A	632+17.72	32.00'	LT	642+25.05	29.01'	LT	1,002			
7TH-B	534+73.63	8.00'	RT	535+76.66	8.00'	RT	104			

USER NAME = jtardy	DESIGNED - JRM	REVISED -
	DRAWN - JRM	REVISED -
PLOT SCALE =	CHECKED - JJT	REVISED -
PLOT DATE = 5/6/2017	DATE - 3/23/2017	REVISED -
	PLOT SCALE =	DRAWN - JRM PLOT SCALE = CHECKED - JJT

STATI	E OI	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

					RAMP / TH-B 5	22+95	14			
									SCH	Q-14
	SCHEDULE OF QUANTITIES					F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			BARRIER			74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2	ROCK ISLAND	2042	77
								CONTRACT	NO. 6	54E26
	SHEET NO.	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	AID PROJECT		
_					·		-			

			6440	1100					
HIGH TENSION CABLE MEDIAN BARRIER									
ALIGNMENT	STA FROM	LT/RT	OFFSET	STA TO	LT/RT	OFFSET	FOOT		
I-74	154+42.47	RT	6.86'	157+60.00	RT	15.00'	317.00'		
						TOTAL	317		

				64401300							
HIGH TENSION CABLE MEDIAN BARRIER TERMINALS											
ALIGNMENT	STA FROM	STA TO	LT/RT	OFFSET			EACH				
I-74	154+42.06	154+69.56	RT	15.00'			1.00				
I-74	157+50.11	157+77.61	RT	15.00'	(STAGE	1-1)	1.00				
						TOTAL	2				

X6370250											
CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT											
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT				
I-74	49+14.00	0'	С	56+60.84	0'	С	747				
I-74	62+34.91	0'	С	64+35.00	0'	С	200				
I-74	91+49.15	000+00.00	С	93+60.90	000+00.00	С	212				
I-74	97+04.50	000+00.00	С	102+70.00	000+00.00	С	566				
						TOTAL	1,725				

	X6370279											
CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)												
IGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT					
7TH-A	623+26.84	17.50'	RT	626+52.00	12.82'	RT	323					
7TH-A	631+12.94	10.00'	RT	632+50.00	12.00'	RT	138					
7TH-A	632+17.72	32.00'	LT	642+25.05	29.01'	LT	1,002					
7TH-B	534+73.63	8.00'	RT	535+76.66	8.00'	RT	104					
						TOTAL	1,567					

	X6	370700		
CONCR	TE BARRIER	RTRANSITIO	N (SPE	CIAL)
ALIGNMENT	STA FROM	STA TO		FOOT
I-74	49+03.54	49+14.00		10
I-74	56+60.84	56+70.84		10
I-74	62+24.84	62+34.91		10
I-74	93+60.90	94+05.55		45
I-74	96+58.03	97+04.50		47
I-74	107+04.76	107+34.25		30
I-74	108+44.62	108+71.03		27
I-74	129+54.22	129+69.30		16
I-74	129+80.71	130+15.15		35
I-74	130+32.93	130+52.30		20
I-74	130+63.71	130+78.79		16
I-74	136+22.62	136+50.03		28
I-74	137+00.44	137+27.85		28
				-
			TOTAL	322

		72	501000							
	TERMIN	IAL MARKI	ER - DIRE	CT APPLIED						
ALIGNMENT	LIGNMENT STA OFFSET LT/RT									
I-74	92+65.55	72.65'	RT		1					
I-74	128+04.35	63.00'	RT		1					
I-74	138+24.65	62.00'	LT		1					
7TH-B	529+67.82	9.00'	RT		1					
RAC-D	826+37.11	6.00'	LT		1					
				TOTAL	5					
				TOTAL	5					

	6430109	0	
A.	TTENUATOR	R BASE	
ALIGNMENT	STA		SQ YD
I-74 WB	62+90		14
I-74	153+90.00		14
			-
RAMP 7TH-B	522+95		14

\$MODELNAME\$

	44213200									
SAW CUTS										
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	FOOT			
SAW CUTS FOR PATCH LOCATIONS:										
	ASSUME 2	25 12' X 10' T	YPE II P	ATCHES			1,100			
	ASSUME 2	21 12' X 12' T	YPE III P	PATCHES			1,008			
	ASSUME 5	12' X 20' T	PE IV P	ATCHES			320			
						TOTAL	2,428			

	44213204											
	TIE BARS 3/4"											
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	EACH					
TIE BARS FOR	R PATCH LO	CATIONS:										
	ASSUME 5	12' X 20' T	PE IV P	ATCHES			50					
						TOTAL	50					

		400	DEC ATE	48100500	TVDE A C"		
ALIGNMENT	STA	OFFSET	LT/RT	SHOULDERS, STA	OFFSET	LT/RT	SQ YD
1-74	62+87.00	62.00'	RT	64+52.95	62.00'	RT	36
1-74	71+72.00	75.58'	RT	77+19.95	77.00'	RT	419
1-74	84+95.43	76.58'	LT	92+56.24	74.02'	LT	249
I-74	88+28.44	74.00'	RT	92+44.83	71.96'	RT	93
1-74	97+75.73	62.00'	LT	123+37.30	62.00'	LT	561
1-74	98+74.36	62.95'	RT	117+34.98	62.00'	RT	417
I-74	122+49.84	65.28'	LT	127+83.36	62.00'	RT	118
1-74	126+77.13	67.02'	LT	129+02.23	62.00'	LT	30
I-74	137+75.00	62.00'	RT	155+00.00	57.00'	RT	379
1-74	138+94.64	62.00'	LT	155+00.00	53.80'	LT	361
RAMP 7TH-B	524+00.00	6.00'	RT	529+43.49	6.00'	RT	120
RAMP 7TH-B	531+48.00	23.58'	LT	535+34.85	20.00'	LT	79
RAMP 7TH-B	535+76.66	11.00'	RT	537+48.43	11.00'	RT	123
RAMP 7TH-A	641+00.00	22.00'	RT	641+68.34	22.00'	RT	15
RAC-A	1016+79.36	20.00'	RT	1023+40.19	20.00'	RT	148
RAC-A	1019+05.41	6.00'	LT	1026+76.53	6.00'	LT	171
RAC-B	920+07.48	20.00'	LT	928+52.29	20.00'	LT	187
RAC-B	922+86.22	6.00'	RT	933+68.43	6.00'	RT	241
RAC-C	723+11.32	6.00'	RT	739+72.71	6.00'	RT	369
RAC-C	725+99.82	20.00'	LT	735+30.00	20.00'	LT	206
RAC-D	827+09.81	6.00'	LT	832+36.07	6.00'	LT	116
RAC-D	826+61.72	20.00'	RT	833+65.79	20.00'	RT	156
NB 19TH ST	1974+35.00	42.00'	RT	1978+51.00	42.00'	RT	92
19TH ST	1968+19.70	45.85'	RT	1969+95.44	31.48'	RT	39
19TH ST	1978+51.13	42.00'	RT	1979+94.46	45.42'	RT	32
						TOTAL	4,757

	48203009											
HOT-MIX ASPHALT SHOULDERS, 3"												
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	SQ YD					
I-74	49+78.00	62.00'	RT	54+95.00	62.00'	RT	178					
I-74	61+14.84	62.00'	RT	62+87.29	62.00'	RT	62					
I-74	72+46.00	74.00'	LT	81+00.00	74.00'	LT	306					
I-74	77+54.77	74.00'	RT	81+00.00	74.00'	RT	117					
I-74	81+00.00	77.00'	RT	85+49.06	77.00'	RT	147					
I-74	81+00.00	77.00'	LT	84+95.43	79.00'	LT	143					
I-74	92+32.71	72.13'	RT	94+93.06	71.42'	RT	89					
I-74	97+56.88	67.64'	RT	98+86.44	62.77'	RT	40					
I-74	127+71.36	62.00'	RT	130+36.00	65.00'	RT	91					
I-74	128+90.23	62.00'	LT	129+59.00	65.00'	LT	20					
1-74	130+92.00	65.00'	RT	136+98.42	65.00'	RT	203					
I-74	130+15.00	65.00'	LT	135+46.42	65.00'	RT	178					
I-74	136+42.00	65.00'	LT	139+06.64	62.00'	LT	91					
RAMP 7TH-B	529+43.49	6.00'	RT	530+55.00	8.00'	RT	45					
RAMP 7TH-B	531+30.00	8.00'	RT	534+73.63	8.00'	RT	121					
RAMP 7TH-B	535+76.66	8.00'	RT	541+07.63	11.60'	RT	187					
RAC-D	824+99.00	9.00'	LT	827+21.53	6.00'	LT	77					
						TOTAL	2,095					

X6062700										
CONCRETE GUTTER, TYPE A (SPECIAL)										
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT			
I-74 ML EB	71+93.00	75.50'	RT	77+30.00	75.50'	RT	535.0			
TOTAL 535.0										

	60602800											
	CONCRETE GUTTER, TYPE B											
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT					
7TH-B	530+79.11	10.50'	RT	531+05.89	10.50'	RT	27.0					
7TH-A	632+74.00	14.67'	RT	640+75.29	26.67'	RT	805.5					
9TH STREET	1924+75.00	47.66'	LT	1927+94.38	47.66	LT	316.5					
						TOTAL	1,149.0					

				60603800			
	СОМЕ	SINATION C	ONCRE	TE CURB AND	GUTTER, TYPE	E B-6.12	
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT
19TH ST NB	1954+25.07	25.00'	RT	1955+47.65	28.78'	RT	124.0
19TH ST SB	2054+26.24	25.00'	LT	2055+48.70	35.90'	LT	126.0
						TOTAL	250.0

				60605000			
	СОМЕ	SINATION CO	ONCRE	TE CURB AND	SUTTER, TYPE	B-6.24	
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT
19TH ST	1915+11.98	35.00'	RT	1935+52.33	76.63'	RT	2,064.
19TH ST	1917+43.85	35.00'	LT	1928+42.20	113.14'	LT	1,159.
19TH ST	1917+58.84	0.99'	LT	1925+56.76	7.00'	LT	797.0
19TH ST	1917+58.84	7.00'	RT	1925+56.76	1.00'	RT	799.5
19TH ST	1928+67.79	113.22'	LT	1936+48.43	51.17'	LT	868.5
19TH ST	1928+74.96	5.77'	LT	1930+63.84	2.14'	LT	189.5
19TH ST	1928+74.96	5.77'	LT	1930+63.84	5.85'	RT	192.0
19TH ST	1936+43.39	46.42'	RT	1950+00.18	28.00'	RT	1,358.
19TH ST	1937+43.36	39.18'	LT	1950+00.18	28.00'	LT	1,258.
19TH ST NB	1950+00.00	2.00'	LT	1955+60.98	35.88'	LT	584.5
19TH ST NB	1955+96.92	33.79'	LT	1969+80.00	2.00'	LT	1,404.
19TH ST NB	1955+98.59	31.60'	RT	1966+87.63	28.00'	RT	1,105.
19TH ST NB	1973+00.00	40.00'	RT	1974+08.00	40.00'	RT	108.0
19TH ST NB	1973+00.00	12.00'	LT	1985+60.00	2.00'	LT	1,260.
19TH ST NB	1982+20.18	28.00'	RT	1985+60.00	28.00'	RT	341.5
19TH ST SB	2050+00.00	2.00'	RT	2063+43.26	2.00'	RT	1,344.
19TH ST SB	2055+98.72	35.31'	LT	2068+20.00	26.00'	LT	1,212.
19TH ST SB	2066+25.00	14.47'	RT	2068+78.00	13.72'	RT	253.0
19TH ST SB	2074+30.00	12.58'	RT	2078+00.00	13.44'	RT	371.0
19TH ST SB	2077+32.71	17.18'	LT	2078+00.00	16.56'	LT	67.0
12TH AVE	127+40.60	20.00'	RT	128+55.00	21.02'	RT	113.0
12TH AVE	128+34.04	20.00'	LT	128+88.34	31.60'	LT	60.0
12TH AVE	130+69.49	76.33'	RT	132+05.00	22.00'	RT	166.5
12TH AVE	130+41.69	22.00'	LT	132+05.00	22.00'	LT	157.5
7TH-B	522+94.93	8.00'	RT	524+00.00	8.00'	RT	105.0
RAC-C	735+30.00	20.00'	LT	736+71.72	20.00'	LT	142.0
						TOTAL	17,482

RT	FOOT 93.5
RT	93.5
TAI	02.5
TAI	02 E
	93.5
r/RT	FOOT
LT	623.0
LT	901.0
LT	1050.0
1	T/RT LT LT

60607400

FOOT
766.0
23.0
789.0
-

	60610400											
	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24											
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	FOOT					
7TH-A	632+50.00	12.00'	RT	641+00.00	24.00'	RT	854.0					
						TOTAL	854.0					

X6060714			
RETE MEDIAN	CON		
	STA TO	STA FROM	ALIGNMENT
	129+52.00	129+16.52	12TH AVE
	130+72.74	130+35.50	12TH AVE

60600605									
CONCRETE CURB, TYPE B									
ALIGNMENT STA FROM STA TO FOO									
I-74 (EB)	54+79.68	54+95.00	15.0						
I-74 (WB)	72+46.00	72+61.00	15.0						
I-74 (EB)	130+20.98	130+36.00	15.0						
I-74 (WB)	130+15.00	130+30.02	15.0						
I-74 (WB)	136+42.00	136+57.00	15.0						
I-74 (EB)	136+83.40	136+98.42	15.0						
7TH-B	530+39.95	530+55.00	15.0						
7TH-B	534+58.67	534+73.63	15.0						
7TH-B	540+92.70	541+07.63	15.0						
		TOTAL	135.0						

60618300											
	CONCRETE MEDIAN SURFACE, 4 INCH										
ALIGNMENT	STA FROM	STA TO						SQ FT			
19TH ST	1917+58.84	1925+56.76						9,757			
19TH ST	1928+79.84	1930+63.84						1,633			
19TH ST NB	1954+25.07	1955+48.65						1,258			
							TOTAL	12,648			

	60619600									
	CONCRETE MEDIAN, TYPE SB-6.12									
ALIGNMENT	STA FROM	STA TO					SQ FT			
19TH NB	1951+34.01	1954+25.07					2,264			
						TOTAL	2,264			
				60620000)					

	60620000													
	CONCRETE MEDIAN, TYPE SB-6.24													
ALIGNMENT	STA FROM	STA TO					SQ FT							
19TH ST	1916+71.35	1917+58.84					788							
19TH ST	1925+56.76	1926+59.87					901							
19TH ST	1930+63.84	1931+26.00					681							

				606246	00							
CORRUGATED MEDIAN												
ALIGNMENT	STA FROM	STA TO						SQ FT				
19TH ST	1931+26.00	1935+74.23						2,220				
19TH ST	1937+06.68	1950+00.18						5,173				
19TH ST NB	1950+00.00	1951+34.01						597				
							TOTAL	7,990				
							TOTAL	7,990				

				X6061100)							
CONCRETE MEDIAN, TYPE SB (SPECIAL)												
ALIGNMENT	STA FROM	STA TO						SQ FT				
19TH ST	1913+20.25	1916+71.35						2,098				
19TH ST	1926+59.87	1928+07.90						884				
							TOTAL	2,982				

				Z0028415		
		GEO	TECHNI	CAL REINFORCEMENT		
ALIGNMENT	STA FROM	STA TO		LOCATION		SQ YD
I-74	49+03.54	56+67.84		EB ML PAVEMENT & S	SHOULDER	5,296
I-74	49+03.54	58+01.84		WB ML PAVEMENT &	SHOULDER	6,343
I-74	61+17.84	70+54.61	EB M	L PAVT & SHLDR/RAM	P 7TH-B MERGE	6,929
I-74	62+27.84	70+54.61	WB M	L PAVT & SHLDR/RAMI	P 7TH-A DIVERGE	6,971
I-74	72+01.67	81+00.00		EB ML PAVEMENT & S	SHOULDER	7,736
I-74	72+01.67	81+00.00		WB ML PAVEMENT &	SHOULDER	7,505
I-74	81+00.00	93+76.97		EB ML PAVEMENT & S	SHOULDER	11,099
I-74	96+94.50	155+00.00		WB ML PAVEMENT &	SHOULDER	39,476
I-74	81+00.00	93+70.91		EB ML PAVEMENT & S	SHOULDER	10,009
I-74	96+89.39	155+00.00		WB ML PAVEMENT &	SHOULDER	39,092
RAMP 7TH-A	625+10.00	627+37.00		PAVEMENT, SHOULDE	ER & GORE	1,176
RAMP 7TH-A	631+13.01	642+37.34		PAVEMENT & SHO	ULDER	6,160
RAMP 7TH-B	522+94.93	537+99.01		PAVEMENT, SHOULDE	ER & GORE	5,340
RAC-A	1015+36.50	1025+77.79		RAMP RAC-	A	3,146
RAC-B	920+07.48	931+71.93		RAMP RAC-	В	3,372
RAC-C	724+09.79	739+72.71		RAMP RAC-	C	5,053
RAC-D	824+87.85	833+18.36		RAMP RAC-	D	2,880
19TH ST	1917+43.85	1969+80.00	(19TH N	B) / 2068+20 (19TH SB)	PAVEMENT	38,012
19TH ST NB	1973+00.00	1985+60.00		PAVEMENT	-	5,645
19TH ST SB	1967+70.26	1970+03.40		RAMP RAC-	D	419
19TH ST SB	2074+30.00	2078+00.00		PAVEMENT	-	1,276
AOTC WB (EB	119+00	(219+00)		(222+38)	PATCHES	40
AOTC WB (EB	123+83	(223+98)	126+75	(226+75)	PATCHES	26
EX 12TH AVE	123+00.00	128+30.50		PATCHES		27
					TOTAL	213,028

	#2000318													
	HOT-MIX ASPHALT CURB (SPECIAL)													
ALIGNMENT	STA FROM	STA TO					FOOT							
NB 19TH ST	1964+34.00	1964+67.00		(TEMPORAL	RY DRIVEWAY)		33.0							
						TOTAL	33.0							

SCHO-15
COUNTY TOTAL SHEET NO.
K ISLAND 2042 78
ONTRACT NO. 64E26

		<u> </u>							
FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -			SCHEDULE OF QUANTITIES	F	SECTION	COUNT
\D2CONCD-ABC-sht-schedule35M.dgn		DRAWN - JRM	REVISED -	STATE OF ILLINOIS		MISCELLANEOUS PAVEMENT	[74 (81-1)R-1 & 81-1(HBR, HBR-1	i. HBR-2) ROCK ISL
	PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION					CONTRA
\$MODELNAME\$	PLOT DATE = 5/6/2017	DATE - 3/23/2017	REVISED -		SCALE: SHEET NO.). OF SHEETS STA. TO	STA.	TI I INOTS	S FED. AID PROJECT

TOTAL 2,574.0





		6420	0116		
	SHOULE	DER RUMBL	E STRII	PS, 16 INCH	l
ALIGNMENT	STA FROM	STA TO	LT/RT	OFFSET	FOOT
I-74 ML (WB)	48+88.35	58+04.84	LT	51.67	927
I-74 ML (WB)	48+99.87	58+04.84	LT	12.33	908
I-74 ML (EB)	49+07.25	56+70.84	RT	12.33	761
I-74 ML (EB)	49+19.28	56+70.84	RT	51.67	741
I-74 ML (EB)	61+14.84	70+53.69	RT	12.33	943
I-74 ML (EB)	61+14.84	64+52.95	RT	51.67	344
I-74 ML (WB)	62+25.20	70+61.54	LT	12.33	832
I-74 ML (WB)	62+26.35	62+90.30	LT	51.67	63
I-74 ML (EB)	71+78.39	81+00.00	RT	63.67	910
I-74 ML (EB)	71+94.74	81+00.00	RT	12.33	903
I-74 ML (WB)	72+02.60	81+00.00	LT	12.33	900
I-74 ML (WB)	72+18.95	81+00.00	LT	63.67	893
I-74 ML (EB)	81+00.00	82+49.40	RT	63.00'	150
I-74 ML (EB)	81+00.00	93+90.97	RT	13.00'	1,291
I-74 ML (WB)	81+00.00	93+53.42	LT	13.00'	1,254
I-74 ML (WB)	81+00.00	90+99.53	LT	63.00'	1,000
I-74 ML (EB)	88+28.44	94+57.98	RT	63.00'	630
I-74 ML (EB)	97+60.88	117+34.97	RT	51.00'	1,975
I-74 ML (EB)	97+09.38	153+90.00	RT	13.00'	5,681
I-74 ML (WB)	96+77.85	153+90.00	LT	13.00'	5,713
I-74 ML (WB)	97+75.83	123+37.30	LT	51.00'	2,562
I-74 ML (EB)	129+98.00	153+90.00	RT	51.00'	2,392
I-74 ML (WB)	129+78.00	153+90.00	LT	51.00'	2,412
					-
				TOTAL	34,185

			6640	0105									
	CHAIN LINK FENCE 4'												
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	FOOT						
I-74	49+78.00	69.0'	RT	54+95.00	69.0'	RT	518						
I-74	71+93.00	84.0'	RT	79+33.34	96.5'	RT	791						
I-74	72+46.00	89.0'	LT	81+00.00	89.0'	LT	884						
I-74	81+00.00	89.00'	LT	92+56.26	74.00'	LT	1,152						
I-74	82+63.45	158.65'	RT	85+19.82	130.69'	RT	260						
I-74	97+74.54	79.35'	RT	99+48.61	141.71'	RT	210						
I-74	100+70.92	144.03'	RT	101+09.41	146.61'	RT	40						
I-74	101+03.22	103.59'	LT	107+12.70	223.16'	LT	610						
I-74	108+94.60	229.85'	RT	114+12.68	124.03'	RT	540						
I-74	109+73.69	213.38'	LT	119+15.26	119.52'	LT	930						
I-74	129+41.36	145.81'	RT	130+68.86	106.87'	RT	170						
I-74	131+07.92	105.48'	RT	133+36.07	157.04'	RT	240						
I-74	120+43.96	163.02'	LT	122+56.57	151.73'	LT	210						
I-74	154+63.21	113.25'	LT	155+54.67	131.57'	LT	97						
RAMP 7TH-A	623+26.84	26.5'	RT	626+52.05	21.8'	RT	336						
RAMP 7TH-A	639+27.10	42.4'	RT	639+28.56	25.7'	RT	17						
RAMP 7TH-A	641+00.00	25.7'	RT	642+75.93	53.5'	RT	200						
RAMP 7TH-B	523+72.88	18.2'	RT	532+54.76	86.5'	RT	969						
19TH ST	1923+66.22	97.2'	LT	1924+75.00	46.7'	LT	118						
19TH ST	1924+10.91	74.5'	LT	1924+19.16	89.7'	LT	17						
						TOTAL	8,309						

	66600105											
FURNISHING AND ERECTING RIGHT OF WAY MARKERS												
ALIGNMENT	STA	OFFSET	LT/RT				EACH					
I-74	67+41	102'	LT				1					
I-74	69+20	96'	LT				1					
RAMP 7TH-B	523+47	17'	RT				1					
RAMP 7TH-B	524+24	37'	RT				1					
RAMP 7TH-B	525+76	37'	RT				1					
RAMP 7TH-B	527+45	94'	RT				1					
RAMP 7TH-B	530+91	34'	RT				1					
RAMP 7TH-B	531+57	38'	RT				1					
RAMP 7TH-B	532+53	96'	RT				1					
RAMP 7TH-B	532+59	88'	RT				1					
						TOTAL	10					

66700305											
PERMANEN	SURVEY MARKERS, TYPE II										
LOCATION			EACH								
I-74 ML STA. 50+00, 66' RT			1								
I-74 ML STA. 81+00, 78' RT			1								
19TH STREET NB STA. 1970+25, 35' RT			1								
I-74 ML STA. 154+00, 70' RT			1								
		TOTAL	4								

				67000400			
		ENG	INEER'S	FIELD OFFIC	E, TYPE A		
							CAL MO
10/1/2017	TO	11/30/2020					39
POST STAGE	3 PUNCHLI	ST					6
						TOTAL	45

				78200005				
				REFLECTORS,				
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	EACH	COLOR
I-74	49+78.00	62.00'	RT	54+95.00	62.00'	RT	4	CRYSTA
I-74	61+14.84	62.00'	RT	62+87.29	62.00'	RT	4	CRYSTA
I-74	71+93.00	74.00'	RT	81+00.00	74.00'	RT	6	CRYSTA
I-74	72+46.00	74.00'	LT	81+00.00	74.00'	LT	6	CRYSTA
I-74	81+00.00	74.00'	RT	82+25.77	74.00'	RT	1	CRYSTA
I-74	81+00.00	74.00'	LT	82+25.77	74.00'	LT	1	CRYSTA
I-74	82+25.77	74.00'	RT	85+28.77	84.21'	RT	2	CRYSTA
I-74	82+25.77	74.00'	LT	86+63.98	74.00'	LT	1	CRYSTA
I-74	86+63.98	74.00'	LT	92+77.48	73.52'	LT	4	CRYSTA
I-74	92+66.47	72.65'	RT	94+93.02	68.86'	RT	4	CRYSTA
I-74	97+56.85	65.08'	RT	98+68.27	63.03'	RT	4	CRYSTA
I-74	129+10.23	62.00'	LT	129+61.00	62.00'	LT	4	CRYSTA
I-74	128+04.36	63.00'	RT	130+35.00	62.00'	RT	4	CRYSTA
I-74	130+17.00	62.00'	LT	135+48.42	62.00'	LT	4	CRYSTA
I-74	130+91.00	62.00'	RT	136+97.42	62.00'	RT	4	CRYSTA
I-74	136+44.00	62.00'	LT	138+74.64	62.00'	LT	4	CRYSTA
7TH-B	529+67.82	9.00'	RT	530+55.00	8.00'	RT	4	CRYSTA
7TH-B	531+30.00	8.00'	RT	534+73.63	8.00'	RT	4	CRYSTA
7TH-B	535+76.66	8.00'	RT	541+31.49	12.00'	RT	4	CRYSTA
RAC-D	824+55.59	8.50'	LT	826+87.34	7.00'	LT	4	CRYSTA
						TOTAL	73	

				78200010				
			BARRIER W	ALL REFLECT	ORS, TYPE B			
ALIGNMENT	STA	OFFSET	LT/RT	STA	OFFSET	LT/RT	EACH	COLOR
I-74	49+03.54	1.5'	RT	55+23.55	1.5'	RT	5	AMBER
I-74	49+03.54	1.5'	LT	55+23.55	1.5'	LT	5	BI-DIRECTIONAL
I-74	55+23.55	1.5'	RT	61+53.55	1.5'	RT	2	AMBER
I-74	55+23.55	1.5'	LT	61+53.55	1.5'	LT	2	BI-DIRECTIONAL
I-74	61+53.55	1.5'	RT	70+48.03	1.5'	RT	6	AMBER
I-74	61+53.55	1.5'	LT	70+48.03	1.5'	LT	6	BI-DIRECTIONAL
I-74	70+48.03	1.5'	RT	76+63.77	1.5'	RT	2	AMBER
I-74	70+48.03	1.5'	LT	76+63.77	1.5'	LT	2	BI-DIRECTIONAL
I-74	76+63.77	1.5'	RT	81+00.00	1.5'	RT	3	AMBER
I-74	76+63.77	1.5'	LT	81+00.00	1.5'	LT	3	BI-DIRECTIONAL
I-74	49+22.62	62.0'	RT	49+78.00	62.0'	RT	1	CRYSTAL
I-74	54+95.00	62.0'	RT	61+14.84	62.0'	RT	2	CRYSTAL
I-74	70+34.38	74.3'	RT	71+93.00	74.0'	RT	1	CRYSTAL
I-74	48+85.50	62.0'	LT	62+90.30	61.7'	LT	10	CRYSTAL
I-74	70+79.33	74.1'	LT	72+46.00	74.0'	LT	1	CRYSTAL
I-74	81+00.00	1.5'	LT/RT	82+25.77	1.5'	LT/RT	2	AMBER
I-74	82+25.77	1.5'	LT/RT	86+63.98	1.5'	LT/RT	2	AMBER
I-74	86+63.98	1.5'	LT/RT	91+00.00	1.5'	LT/RT	6	AMBER
I-74	91+00.00	1.5'	LT/RT/TOP	102+54.51	1.5'	LT/RT/TOP	21	AMBER
I-74	102+54.51	1.5'	LT/RT/TOP	153+90.00	1.5'	LT/RT/TOP	39	AMBER
RAMP 7TH-A	620+00.00	12.1'	RT	641+00.00	24.7'	RT	29	AMBER
RAMP 7TH-A	627+65.28	32.0'	LT	633+25.55	32.0'	LT	7	AMBER
RAMP 7TH-B	522+95.00	22.0'	LT	531+48.06	22.0'	LT	10	AMBER
RAMP 7TH-B	530+55.00	8.0'	RT	531+30.00	8.0'	RT	1	CRYSTAL
RAMP 7TH-B	534+73.63	8.0'	RT	535+76.66	8.0'	RT	2	CRYSTAL
						TOTAL:	170	

				Z0009900								
CHAIN LINK FABRIC, TYPE 1, 4'-0"												
LIGNMENT STA FROM OFFSET LT/RT STA TO OFFSET LT/RT FOOT												
I-74	79+33.34	96.5'	RT	81+10.41	184.6'	RT	198					
						TOTAL	198					

FILE NAME =	USER NAME = jtardy	DESIGNED -	JRM	REVISED -
\D2CONCD-ABC-sht-schedule37M.dgn		DRAWN -	JRM	REVISED -
	PLOT SCALE =	CHECKED -	JJT	REVISED -
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE -	3/23/2017	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

													50	1102 1
	SCHEDULE OF QUANTITIES					F.A.I RTE.		SECT	ION		СО	UNTY	TOTAL SHEET	
	MISCELLANEOUS						(81-1)R-1	& 81-1(HB	R, HBR-1,	, HBR-2)	ROCK	ISLAND	2042	7
											CON	TRACT	NO.	64E
	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID			ID PROJ	ECT				





	50105220											
PIPE CULVERT REMOVAL												
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	LENGTH					
PR I-74	109+56.18	5.7	RT	109+56.18	71.56	RT	54					
PR I-74	121+05.85	78.69	RT	121+06.13	12.18	RT	67					
PR I-74	146+04.91	8.99	RT	146+05.37	66.95	RT	58					
						TOTAL	179					

	55100300										
STORM SEWER REMOVAL 8"											
ALIGNMENT	LT/RT	LENGTH									
PR 19TH ST	1921+59.65	26.04	LT	1921+69.26	24.49	LT	10				
PR 19TH ST	1919+74.91	25.98	LT	1919+95.24	26.92	LT	20				
PR I-74	58+90.81	24.17	LT	58+90.63	35.89	LT	12				
PR I-74	59+77.37	83.69	LT	59+78.13	69.85	LT	14				
PR I-74	59+87.75	40.98	LT	59+74.70	49.14	LT	15				
PR I-74	59+28.53	87.45	RT	59+20.63	91.40	RT	9				
PR 7TH-B	530+98.00	34.00	LT	531+06.23	33.26	RT	8				
PR 7TH-B	532+04.74	78.61	LT	531+96.14	80.78	LT	9				
PR 7TH-B	532+00.37	36.06	LT	531+93.13	37.90	LT	8				
PR I-74	62+41.59	56.78	LT	62+50.87	57.30	LT	9				
						TOTAL	114				

PR 1-74					55100500			
PR I.74								
PR I-74 53+07.83 95.94 LT 53+07.50 85.24 LT 32.2 PR I-74 53+01.88 54.57 LT 53+07.50 93.2 SO LT 53+07.50 94 LT 21 PR I-74 53+01.88 54.57 LT 53+07.50 95.24 LT 39.2 PR I-74 50+07.39 32.50 LT 50+07.50 85.24 LT 39.2 PR I-74 50+07.39 32.50 LT 50+07.50 85.24 LT 39.2 PR I-74 50+07.89 4.47 RT 37 80+07.89 4.47 RT 37 80+07.89 4.47 RT 37 80+07.89 4.47 RT 37 80+07.89 80+07.	ALIGNMENT							LENGTH
PR 1-74								
PRI-174 53+01.68 54.57 LT 52-78.50 85.24 LT 39. PRI-174 50+77.39 32.50 LT 50+78.59 4.47 RT 37 PRI-174 50+78.59 4.47 RT 50+78.59 4.47 RT 37 PRI-174 50+78.42 8.68 RT 50+79.58 4.44 RT 36 PRI-174 53+95.90 11.91 RT 53+95.90 11.91 RT 37 PRI-174 53+95.90 11.91 RT 53+20.86 6.00 RT 26 PRI-174 53+95.90 11.91 RT 53+20.86 6.00 RT 26 PRI-174 53+95.90 11.91 RT 53+20.86 6.00 RT 39 PRI-174 53+95.90 11.91 RT 53+20.86 6.00 RT 39 PRI-174 53+95.90 8.60 RT 53+45.01 8.89 RT 25 PRI-174 53+20.86 6.00 RT 53+45.01 8.89 RT 25 PRI-174 53+20.80 6.00 RT 53+45.01 8.89 RT 25 PRI-174 53+20.80 6.00 RT 53+45.01 8.89 RT 25 PRI-174 53+45.01 8.99 RT 56+78.50 0.85 RT 233 PRI-174 56+78.50 0.85 RT 56+97.80 25,79 RT 31 PRI-174 56+80.00 25,79 RT 57+15.07 62.63 RT 59 PRI-174 55+50.00 39.22 LT 58+90.81 24.17 LT 7 PRI-174 58+50.00 39.22 LT 58+90.81 24.17 LT 43 PRI-174 50+58-90.81 24.17 LT 59+44.26 7.90 LT 56 PRI-174 59+44.26 7.90 LT 59+78.13 69.85 LT 76 PRI-174 59+44.26 7.90 LT 59+78.13 69.85 LT 76 PRI-174 59+44.26 7.90 LT 59+78.13 69.85 LT 76 PRI-174 59+44.26 7.90 LT 59+78.19 69.85 LT 76 PRI-174 59+44.26 7.90 LT 59+64.70 49.14 LT 21 PRI-174 59+64.77 28.49 RT 59+67.89 49.36 RT 21 PRI-174 59+28.53 87.45 RT 59+67.70 49.14 LT 21 PRI-174 59+64.70 89.85 LT 59+78.19 RT 39 PRI-174 59+28.53 87.45 RT 59+67.70 49.14 LT 21 PRI-174 59+28.53 87.45 RT 59+67.70 49.14 LT 21 PRI-174 59+28.53 87.45 RT 59+67.70 49.14 LT 21 PRI-174 59+28.53 87.45 RT 59+67.70 49.14 LT 21 PRI-174 59+28.53 87.45 RT 59+67.70 49.14 LT 21 PRI-174 59+28.53 87.45 RT 59+67.70 49.14 LT 21 PRI-174 59+28.53 87.45 RT 59+67.70 49.14 LT 21 PRI-174 59+28.53 87.45 RT 59+67.70 49.14 LT 21 PRI-174 59+28.60 RT 59.30 LT 59+68.77 BT 31.9 LT 59 PRI-174 69+28.60 RT 57.30 LT 62+75.19 73.19 LT 59 PRI-174 69+28.60 RT 57.30 LT 62+75.19 73.19 LT 59 PRI-174 69+28.60 RT 57.30 LT 62+75.19 73.19 LT 40 PRI-174 69+28.60 RT 57.30 LT 62+75.19 73.19 LT 40 PRI-174 69+28.60 RT 57.30 LT 62+75.19 73.19 LT 46 PRI-174 174-95.20 RT 194-95.40 RT 194-95.20 RT 174-10 LT 83 PRI-174 174-95.20 RT 194-95.40 RT 194-95.20 RT 174-10 LT 83 PRI-174								
PRI-174 50+77-39 32-50 LT 50+78-59 4.47 RT 37. PRI-174 50+78-59 4.47 RT 50+78-69 4.47 RT 30+78-174 50+78-59 4.47 RT 50+78-69 4.47 RT 30+78-174 50+78-59 4.47 RT 50+78-62 8.68 RT 4 50+78-58 44.40 RT 36-78-174 50+78-42 8.68 RT 50+78-58 44.40 RT 36-78-174 50+78-45 8.68 RT 50+78-58 44.40 RT 36-78-174 50+78-45 8.68 RT 50+78-58 44.40 RT 36-78-174 50+78-45 8.69 RT 50+78-58 44.40 RT 36-78-174 50+78-45 8.69 RT 50+78-58 6.00 RT 36-78-174 50+194-77 32-55 LT 50+20-86 6.00 RT 36-78-174 50+20-86 6.00 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.65 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 8.60 RT 36-78-50 RT 36								
PR I-74								
PR 1-74								
PR 1-74 53+94.58 49.33 RT 53+95.90 11.91 RT 28 PR 1-74 53+95.90 11.91 RT 54+20.86 6.00 RT 28 PR 1-74 54+19.47 32.55 LT 54+20.86 6.00 RT 39 PR 1-74 54+20.86 6.00 RT 39 PR 1-74 54+20.86 6.00 RT 39 PR 1-74 54+20.86 6.00 RT 39 PR 1-74 54+45.61 8.89 RT 25 PR 1-74 56+78.50 0.85 RT 56+97.60 25.79 RT 31 PR 1-74 56+78.50 0.85 RT 56+97.60 25.79 RT 31 PR 1-74 56+78.50 0.85 RT 56+97.60 25.79 RT 31 PR 1-74 58+90.08 39.22 LT 58+90.81 24.17 LT 43 PR 1-74 58+50.08 39.22 LT 58+90.81 24.17 LT 43 PR 1-74 58+50.08 39.22 LT 59+78.13 69.95 LT 76 PR 1-74 59+78.13 69.95 LT 59+78.13 69.95 LT 76 PR 1-74 59+78.13 69.95 LT 59+78.13 69.95 LT 76 PR 1-74 59+78.13 69.95 LT 59+78.10 69.95 LT 76 PR 1-74 59+44.26 7.90 LT 59+64.77 0.49.14 LT 21 PR 1-74 59+64.77 228.49 RT 59+67.89 49.96 RT 21 PR 1-74 59+64.77 228.49 RT 59+67.89 49.96 RT 21 PR 1-74 59+28.53 87.45 RT 59+77.06 63.48 RT 54 PR 1-74 62+50.87 57.30 LT 62+75.19 73.19 LT 59 PR 1-74 63+22.14 65.78 LT 62+75.19 73.19 LT 59 PR 1-74 63+22.14 65.78 LT 62+75.19 73.19 LT 59 PR 1-74 63+22.14 65.78 LT 62+75.19 73.19 LT 59 PR 1-74 67+90.18 T5.35 RT 62+26.02 93.44 RT 70 PR 1-74 67+90.18 T5.35 RT 62+26.02 93.44 RT 70 PR 1-74 67+90.18 T5.35 RT 62+26.02 93.44 RT 70 PR 1-74 67+90.18 T5.35 LT 62+75.19 73.19 LT 59 PR 1-74 67+90.18 T5.35 LT 62+75.19 73.19 LT 59 PR 1-74 67+90.18 T5.35 LT 62+75.19 73.19 LT 59 PR 1-74 67+90.18 T5.35 LT 62+75.19 73.19 LT 59 PR 1-74 67+90.18 T5.35 LT 62+25.19 73.19 LT 62 PR 1-74 67+90.18 T5.35 LT 62+25.19 73.19 LT 62 PR 1-74 67+90.18 T5.35 LT 62+25.19 73.19 LT 62 PR 1-74 67+90.18 T5.35 LT 62+25.19 73.19 LT 62 PR 1-74 67+90.18 T5.35 LT 62+25.19 73.19 LT 62 PR 1-74 67+90.18 T5.35 LT 62+25.19 73.19 LT 62 PR 1-74 67+90.18 T5.35 RT 62+26.02 93.44 RT 70 PR 1-74 67+90.18 S5.95 ST 75.95 LT 62+75.19 73.19 LT 62 PR 1-74 67+90.18 S5.95 ST 75.95 LT 62+75.19 73.19 LT 62 PR 1-74 67+90.18 S5.95 ST 75.95 LT 62+75.19 73.19 LT 62 PR 1-74 67+90.18 S5.95 ST 75.95 LT 62+75.19 73.19 LT 62 PR 1-74 67+90.18 S5.95 ST 75.95 LT 62+75.19 S5.95 ST 75.95 S								
PR I-74 53+95,90 11.91 RT 54+20.86 6.00 RT 39 PR I-74 54+19.47 32.55 LT 54+20.86 6.00 RT 39 PR I-74 54+20.86 6.00 RT 54+45.61 8.89 RT 25 PR I-74 54+45.61 8.89 RT 25 PR I-74 54+45.61 8.89 RT 25 PR I-74 56+76.50 0.85 RT 56+76.50 0.85 RT 233 PR I-74 56+76.50 0.85 RT 56+76.90 0.25.79 RT 31 PR I-74 56+76.60 25.79 RT 57+15.07 82.63 RT 59 PR I-74 57+84.45 114.70 LT 57+85.53 107.37 LT 7 PR I-74 58+90.81 24.17 LT 59+44.26 7.90 LT 56 PR I-74 58+90.81 24.17 LT 59+44.26 7.90 LT 56 PR I-74 58+90.81 24.17 LT 59+44.26 7.90 LT 56 PR I-74 59+74.70 49.14 LT 59+44.26 7.90 LT 56 PR I-74 59+74.70 49.14 LT 59+44.26 7.90 LT 51 PR I-74 59+64.26 7.90 LT 59+64.77 28.49 RT 42 PR I-74 59+64.77 28.49 RT 59+67.90 49.36 RT 21 PR I-74 69+27.70 49.14 LT 59+64.77 28.49 RT 42 PR I-74 69+27.70 49.14 LT 59+67.70 6.63.48 RT 59 PR I-74 69+28.53 87.45 RT 59+67.99 49.96 RT 21 PR I-74 69+28.53 87.45 RT 59+67.99 49.96 RT 21 PR I-74 69+28.53 LT 62+75.19 73.19 LT 53 PR I-74 62+51.17 20.53 LT 62+75.19 73.19 LT 29 PR I-74 63+22.14 65.78 LT 62+75.19 73.19 LT 29 PR I-74 67+91.81 77.53 LT 62+75.19 73.19 LT 39 PR I-74 67+92.81 87.75 30 LT 62+75.19 73.19 LT 39 PR I-74 67+94.18 77.53 LT 62+75.19 73.19 LT 39 PR I-74 67+94.18 77.53 LT 62+75.19 73.19 LT 39 PR I-74 67+94.18 77.53 LT 62+75.19 73.19 LT 39 PR I-74 67+94.80 89.84 LT 64+26.92 174.10 LT 83 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 38 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 38 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 38 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 38 PR I-74 179-5.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 179-5.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 199-5.44 80.07 RT 1195+59.00 42.32 RT 44 PR I-74 1195+51.50 59.51 RT 1919+92.99 48.82 RT 44 PR I-74 1195+71.52 59.51 RT 1919+92.99 48.82 RT 44 PR I-74 1100+35.33 35.49 RT 1925+59.00 42.32 RT 44 PR I-74 1197-15.20 52.71 RT 1100+35.33 35.49 RT 120 PR I-74 1100-74.61 12.97 RT 1100+35.33 35.49 RT 120 PR I-74 1100-77.61 12.97 RT 1100+35.33 35.49 RT 120 PR I-74 1100-77.61 12.97 RT 1100+35.								
PR 1-74 54+19.47 32.55 LT 54+20.86 6.00 RT 39 PR 1-74 54+20.86 6.00 RT 54+20.86 8.89 RT 233 PR 1-74 54+45.61 8.89 RT 56+76.50 0.85 RT 233 PR 1-74 56+76.50 0.85 RT 56+97.60 25.79 RT 31 PR 1-74 56+76.50 0.85 RT 56+97.60 25.79 RT 31 PR 1-74 57+84.45 114.70 LT 57+85.53 107.37 LT 7 PR 1-74 58+50.08 39.22 LT 58+90.81 24.17 LT 43 PR 1-74 58+50.08 39.22 LT 58+90.81 24.17 LT 43 PR 1-74 58+50.08 39.22 LT 58+90.81 24.17 LT 43 PR 1-74 59+50.08 39.22 LT 58+90.81 24.17 LT 43 PR 1-74 59+50.08 39.22 LT 58+90.81 24.17 LT 43 PR 1-74 59+50.08 39.22 LT 58+90.81 24.17 LT 56 PR 1-74 69+52.59 82.91 LT 59+78.13 69.95 LT 76 PR 1-74 59+78.13 69.95 LT 76 PR 1-74 59+78.17 49.14 LT 59+44.26 7.90 LT 51 PR 1-74 59+74.70 49.14 LT 59+44.26 7.90 LT 51 PR 1-74 59+64.77 29.4 91 RT 59+67.99 49.36 RT 21 PR 1-74 59+64.77 29.4 91 RT 59+67.99 49.36 RT 21 PR 1-74 59+64.77 20.53 LT 62+75.19 73.19 LT 59 PR 1-74 62+50.87 57.30 LT 62+75.19 73.19 LT 53 PR 1-74 63+22.14 65.78 LT 62+75.19 73.19 LT 53 PR 1-74 62+50.87 57.30 LT 62+75.19 73.19 LT 53 PR 1-74 62+50.87 57.30 LT 62+75.19 73.19 LT 59 PR 1-74 62+50.87 57.30 LT 62+75.19 73.19 LT 59 PR 1-74 62+66.2 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 62+26.62 93.44 RT 70 PR 1-74 62+26.62 93.44 RT 71 PR 1-74 62+26.62 93.44 RT 71 PR 1-74 62+26.62 93.44 RT 71 PR 1-74 62+26.62 93.44 RT 71 PR 1-74 62+26.62 93.44 RT 71 PR 1-74 62+26.62 93.44 RT 71 PR 1-74 62+26.62 93.44 RT 71 PR 1-74 62+26.62 93.44 RT 71 PR								
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PR 1-74								
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PR 1-74	PR I-74	58+90.81	24.17	LT	59+44.26	7.90	LT	
PR I-74	PR I-74	60+52.59	82.91	LT	59+78.13	69.85	LT	76
PR I-74	PR I-74	59+78.13	69.85	LT	59+74.70	49.14	LT	21
PR I-74	PR I-74	59+74.70	49.14	LT	59+44.26	7.90	LT	51
PR I 74 59+28.53 87.45 RT 59+77.06 63.48 RT 54 PR I 74 62+71.17 20.53 LT 62+75.19 73.19 LT 53 PR I 74 62+50.87 57.30 LT 62+75.19 73.19 LT 29 PR I 74 63+92.14 65.78 LT 62+75.19 73.19 LT 46 PR I 74 63+92.14 65.78 LT 62+75.19 73.19 LT 48 PR I 74 63+90.78 151.35 RT 62+26.62 93.44 RT 70 PR I 74 64+90.78 151.35 RT 62+26.62 93.44 RT 70 PR I 74 64+90.8 93.48 LT 64+26.92 174.10 LT 83 PR I 74 67+94.18 77.53 LT 67+21.54 98.27 LT 34 PR I 74 67+94.18 77.53 LT 67+21.54 98.27 LT 34 PR I 74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I 74 72+40.27 30.34 LT 72+43.69 98.32 LT 68 PR I 74 72+45.80 80.89 LT 71+88.27 139.99 LT 82 PR I 74 72+45.80 80.89 LT 71+88.27 139.99 LT 82 PR I 74 82+84.0 20.44 LT 83+00.49 72.32 LT 54 PR I 74 117+57.20 52.71 RT 117+65.26 107.63 RT 56 PR I 74 123+52.56 99.20 LT 123+53.83 57.65 LT 42 PR 77H-B 532+90.37 36.06 LT 530+83.67 27.11 LT 68 PR 77H-B 532+00.37 36.06 LT 530+83.67 27.11 LT 68 PR 77H-B 532+04.74 78.61 LT 530+83.67 27.11 LT 68 PR 77H-B 532+04.74 78.61 LT 530+83.67 27.11 LT 68 PR 77H-B 532+04.74 78.61 LT 530+83.67 27.11 LT 68 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 41 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 23 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 24 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 24 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 24 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 24 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 24 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 24 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 42.32 RT 24 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 42.32 RT 24 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 42.32 RT 24 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 42.32 RT 24 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 42.32 RT 24 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 24 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 24 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 24 PR 19TH ST 1925+60	PR I-74	59+44.26	7.90	LT	59+64.77	28.49	RT	42
PR I-74 62+71.17 20.53 LT 62+75.19 73.19 LT 53 PR I-74 62+50.87 57.30 LT 62+75.19 73.19 LT 29 PR I-74 63+22.14 65.78 LT 62+75.19 73.19 LT 29 PR I-74 63+22.14 65.78 LT 62+75.19 73.19 LT 46 PR I-74 61+90.78 151.35 RT 62+26.62 93.44 RT 70 PR I-74 62+26.62 93.44 RT 62+26.04 88.60 RT 5 PR I-74 62+26.62 93.44 RT 62+26.04 88.60 RT 5 PR I-74 62+49.08 93.48 LT 62+26.04 88.60 RT 5 PR I-74 67+49.18 77.53 LT 67+21.54 98.27 LT 34 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 71+93.60 66.17 RT 71+96.89 121.60 RT 53 PR I-74 72+40.27 30.34 LT 72+43.69 98.32 LT 68 PR I-74 72+45.80 80.89 LT 72+44.65 185.30 LT 104 PR I-74 82+84.30 20.44 LT 83+00.49 72.32 LT 54 PR I-74 117+57.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 123+52.56 99.20 LT 123+53.83 57.65 LT 42 PR 7TH-B 530+98.00 34.00 LT 530+93.67 27.11 LT 16 PR 7TH-B 532+04.74 78.61 LT 532+03.37 4.92 RT 78.71 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1920+41.00 28.38 LT 1920+41.00 28.38 LT 18.9 RT 191H ST 1925+59.08 42.32 RT 43 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 43 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1920+70.00 33.00 LT 100+78.71 1100+78.71 1100+78.71 1100+78.71 1100+78.71 1100+78.71 1100+78.71 1100+79.71 1100 PR 19TH ST 1925+50.08 42.32 RT 1925+59.08 42.32 RT 43 PR 19TH ST 1925+50.00 45.58 LT 1920+70.00 43.85 RT 22 PR 19TH ST 1925+50.00 45.59 LT 1920+70.00 43.85 RT 22 PR 19TH ST 1925+50.00 45.59 LT 1920+70.00 43.85 RT 22 PR 19TH ST 1925+50.00 45.59 LT 1920+70.00 43.85 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1920+70.00 43.85 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1920+70.00 43.85 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1920+50.00 33.00 LT 13 PR 19TH ST 1925+60.00 45.59 LT 1920+50.00 33.00 LT 13 PR 19TH ST 1925+60.00 45.59 LT 1920+50.00 33.00 LT 13 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1925+59.00 42.32 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1925+59.00 42.32 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1925+59.00 42.32	PR I-74	59+64.77	28.49	RT	59+67.89	49.36	RT	21
PR I-74 62+50.87 57.30 LT 62+75.19 73.19 LT 29 PR I-74 63+22.14 65.78 LT 62+75.19 73.19 LT 46 PR I-74 63+90.78 151.35 RT 62+26.62 93.44 RT 70 PR I-74 62+26.62 93.44 RT 62+26.04 88.60 RT 5 PR I-74 62+26.62 93.44 RT 62+26.04 88.60 RT 5 PR I-74 64+49.08 93.48 LT 64+26.92 174.10 LT 83 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 71+95.71 8.64 RT 71+96.89 121.60 RT 53 PR I-74 72+40.27 30.34 LT 72+43.69 98.32 LT 68 PR I-74 72+40.27 30.34 LT 72+43.69 98.32 LT 68 PR I-74 72+45.80 80.89 LT 72+44.65 185.30 LT 104 PR I-74 82+94.30 20.44 LT 83+00.49 72.32 LT 54 PR I-74 117+57.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 123+52.56 99.20 LT 123+53.83 57.65 LT 42 PR 7TH-B 530+98.00 34.00 LT 530+83.67 27.11 LT 16 PR 7TH-B 532+04.74 78.61 LT 532+00.37 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1919+95.24 26.92 LT 1920+41.00 28.38 LT 18 PR 19TH ST 1925+15.08 82.90 LT 1920+41.00 28.38 LT 18 PR 19TH ST 1925+15.08 59.51 RT 1920+41.00 28.38 LT 18 PR 19TH ST 1925+15.08 59.51 RT 1920+41.00 28.38 LT 18 PR 19TH ST 1925+15.01 A6.33 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+15.01 A6.33 RT 1925+59.08 42.32 RT 32 PR 19TH ST 1925+17.51 46.33 RT 1925+59.08 42.32 RT 32 PR 19TH ST 1925+17.51 46.33 RT 1925+59.08 42.32 RT 32 PR 19TH ST 1925+17.51 46.33 RT 1925+59.08 42.32 RT 32 PR 19TH ST 1925+17.51 46.33 RT 1925+59.08 42.32 RT 32 PR 19TH ST 1925+17.51 46.33 RT 1925+59.08 42.32 RT 32 PR 19TH ST 1925+17.51 46.33 RT 1925+59.08 42.32 RT 32 PR 19TH ST 1925+17.51 59.51 RT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+17.51 86.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+17.51 86.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+17.51 86.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+17.51 86.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+17.51 86.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+17.51 86.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+17.51 86.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+17.51 86.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+10.00 45.55 RT 1920+10.	PR I-74	59+28.53	87.45	RT	59+77.06	63.48	RT	54
PR I-74 63+22.14 65.78 LT 62+75.19 73.19 LT 46 PR I-74 61+90.78 151.35 RT 62+26.62 93.44 RT 70 PR I-74 62+26.62 93.44 RT 62+26.04 88.60 RT 5 PR I-74 64+49.08 93.48 LT 64+26.92 174.10 LT 83 PR I-74 67+49.18 77.53 LT 67+21.54 98.27 LT 34 PR I-74 67+49.18 77.53 LT 67+21.54 98.27 LT 34 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 72+40.27 30.34 LT 72+43.69 98.32 LT 68 PR I-74 72+45.80 80.89 LT 72+43.69 98.32 LT 68 PR I-74 72+45.80 80.89 LT 72+44.65 185.30 LT 104 PR I-74 82+84.30 20.44 LT 83+00.49 72.32 LT 54 PR I-74 117+57.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 123+52.56 99.20 LT 123+53.83 57.65 LT 42 PR 7TH-B 532+04.74 78.61 LT 530+83.67 27.11 LT 16 PR 7TH-B 532+04.74 78.61 LT 532+00.37 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 41 PR 19TH ST 1919+95.25 26.04 LT 1920+41.00 28.38 LT 18 PR 19TH ST 1920+41.00 28.38 LT 1820+42.09 23.49 RT 52 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 42 PR 19TH ST 1925+59.05 59.75 RT 1925+59.08 42.32 RT 43 PR 19TH ST 1925+50.00 45.59 LT 1920+70.00 43.85 RT 23 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 24 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 24 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 24 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 24 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 24 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 24 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 24 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 24 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 22 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 22 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 22 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 22 PR 19TH ST 1925+40.00 45.59 LT 1920+50.00 33.00 LT 13 PR 19TH ST 1925+40.00 45.59 LT 1920+50.00 33.00 LT 13 PR 19TH ST 1925+40.00 45.59 LT 1920+50.00 33.00 LT 13 PR 19TH ST 1925+40.00 45.59 LT 1920+50.00 33.00 LT 13	PR I-74	62+71.17	20.53	LT	62+75.19	73.19	LT	53
PR I-74 61+90.78 151.35 RT 62+26.62 93.44 RT 70 PR I-74 62+26.62 93.44 RT 62+26.04 88.60 RT 5 PR I-74 62+26.62 93.44 RT 62+26.04 88.60 RT 5 PR I-74 62+49.08 93.48 LT 62+26.09 174.10 LT 83 PR I-74 67+49.18 77.53 LT 67+21.54 98.27 LT 34 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 71+93.60 66.17 RT 71+98.89 121.60 RT 53 PR I-74 72+40.27 30.34 LT 72+43.69 98.32 LT 68 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 82 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 82 PR I-74 72+45.80 80.89 LT 72+44.65 185.30 LT 104 PR I-74 82+84.30 20.44 LT 83+00.49 72.32 LT 54 PR I-74 117+57.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 123+52.56 99.20 LT 123+53.83 57.65 LT 42 PR 7TH-B 530+98.00 34.00 LT 530+38.67 27.11 LT 16 PR 7TH-B 532+00.37 36.06 LT 531+95.37 4.92 RT 41 PR 7TH-B 532+04.74 78.61 LT 532+00.37 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 44 PR 19TH ST 1919+95.24 26.92 LT 1920+41.00 28.38 LT 45 PR 19TH ST 1920+41.00 28.38 LT 1920+41.00 28.38 LT 18 PR 19TH ST 1925+59.65 26.04 LT 1920+41.00 28.38 LT 18 PR 19TH ST 1925+59.65 26.04 LT 1920+41.00 28.38 LT 1820+100 28.38 LT 18 PR 19TH ST 1925+59.65 26.04 LT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+59.65 26.04 LT 1925+59.08 42.32 RT 21 PR 19TH ST 1925+59.65 26.04 LT 1925+59.08 42.32 RT 21 PR 19TH ST 1925+60.00 45.59 LT 1925+59.00 43.85 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.58 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.58 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.58 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.58 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.58 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.58 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.58 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.58 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.59 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.59 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.58 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00 45.58 LT 1925+59.00 42.32 RT 24 PR 19TH ST 1925+40.00	PR I-74	62+50.87	57.30	LT	62+75.19	73.19	LT	29
PR I-74 62+26.62 93.44 RT 62+26.04 88.60 RT 5 PR I-74 64+49.08 93.48 LT 64+26.92 174.10 LT 83 PR I-74 67+49.18 77.53 LT 67+21.54 98.27 LT 34 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 71+93.60 66.17 RT 71+93.60 66.17 RT 58 PR I-74 72+40.27 30.34 LT 72+43.69 98.32 LT 68 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 82 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 62 PR I-74 17+57.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 117+57.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 123+52.56 99.20 LT 123+53.83 57.65 LT 42 PR 7TH-B 530+98.00 34.00 LT 530+83.67 27.11 LT 68 PR 7TH-B 532+04.74 78.61 LT 532+00.37 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 23 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 23 PR 19TH ST 1925+60.00 45.58 LT 1100+71.61 12.97 RT 12.97 PR 19TH ST 1925+60.00 45.58 LT 1100+71.61 12.97 RT 125 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1922+60.00 45.58 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1922+60.00 45.58 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1922+60.00 45.58 LT 1925+59.08 A2.32 RT 21 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1922+60.00 45.58 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1922+60.00 45.58 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1922+60.00 45.58 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1922+60.00 45.58 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1922+60.00 45.58 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 42 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 22	PR I-74	63+22.14	65.78	LT	62+75.19	73.19	LT	46
PR I-74 64+49.08 93.48 LT 64+26.92 174.10 LT 83 PR I-74 67+49.18 77.53 LT 67+21.54 98.27 LT 34 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 77+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 77+95.00 66.17 RT 71+96.89 121.60 RT 53 PR I-74 72+40.27 30.34 LT 72+43.69 98.32 LT 68 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 82 PR I-74 72+45.80 80.89 LT 72+44.65 185.30 LT 104 PR I-74 82+84.30 20.44 LT 83+00.49 72.32 LT 54 PR I-74 117+57.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 123+52.56 99.20 LT 123+53.83 57.65 LT 42 PR 7TH-B 530+98.00 34.00 LT 530+83.67 27.11 LT 16 PR 7TH-B 532+04.74 78.61 LT 532+00.37 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 32 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 21 PR 19TH ST 1925+60.00 45.58 LT 1100+71.61 12.97 RT 122 PR 19TH ST 1925+60.00 45.58 LT 1100+71.61 12.97 RT 22 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1925+59.08 RT 42.32 RT 43 EMPORARY PIPES PR 19TH ST 1921+10.00 45.58 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1925+40.00 45.58 LT 1925+59.08 RT 42.32 RT 43 PR 19TH ST 1925+40.00 45.58 LT 1925+59.09 42.32 RT 43 EMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1925+59.09 42.32 RT 43 EMPORARY PIPES PR 19TH ST 1925+40.00 45.58 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1925+40.00 45.58 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 42.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 42.32 RT 43	PR I-74	61+90.78	151.35	RT	62+26.62	93.44	RT	70
PR I-74 64+49.08 93.48 LT 64+26.92 174.10 LT 83 PR I-74 67+49.18 77.53 LT 67+21.54 98.27 LT 34 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 77+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 77+95.00 66.17 RT 71+96.89 121.60 RT 53 PR I-74 72+40.27 30.34 LT 72+43.69 98.32 LT 68 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 82 PR I-74 72+45.80 80.89 LT 72+44.65 185.30 LT 104 PR I-74 82+84.30 20.44 LT 83+00.49 72.32 LT 54 PR I-74 117+57.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 123+52.56 99.20 LT 123+53.83 57.65 LT 42 PR 7TH-B 530+98.00 34.00 LT 530+83.67 27.11 LT 16 PR 7TH-B 532+04.74 78.61 LT 532+00.37 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 32 PR 19TH ST 1925+59.08 42.32 RT 1925+59.08 42.32 RT 21 PR 19TH ST 1925+60.00 45.58 LT 1100+71.61 12.97 RT 122 PR 19TH ST 1925+60.00 45.58 LT 1100+71.61 12.97 RT 22 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1925+59.08 RT 42.32 RT 43 EMPORARY PIPES PR 19TH ST 1921+10.00 45.58 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1925+40.00 45.58 LT 1925+59.08 RT 42.32 RT 43 PR 19TH ST 1925+40.00 45.58 LT 1925+59.09 42.32 RT 43 EMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1925+59.09 42.32 RT 43 EMPORARY PIPES PR 19TH ST 1925+40.00 45.58 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 42.32 RT 43 PR 19TH ST 1925+40.00 45.58 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.59 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 42.32 RT 43 PR 19TH ST 1925+60.00 45.58 LT 1925+59.09 A2.32 RT 42.32 RT 43	PR I-74	62+26.62	93.44	RT	62+26.04	88.60	RT	5
PR I-74 67+49.18 77.53 LT 67+21.54 98.27 LT 34 PR I-74 71+95.71 8.64 RT 71+93.60 66.17 RT 58 PR I-74 71+93.60 66.17 RT 71+93.60 RT 53 PR I-74 72+40.27 30.34 LT 72+43.69 98.32 LT 68 PR I-74 72+45.80 80.89 LT 71+88.27 139.99 LT 82 PR I-74 72+45.80 80.89 LT 72+44.65 185.30 LT 104 PR I-74 72+45.80 20.44 LT 83+00.49 72.32 LT 54 PR I-74 17+57.20 52.71 RT 117+65.26 107.63 RT 56 PR I-74 123+52.56 99.20 LT 123+53.83 57.65 LT 42 PR 7TH-B 530+98.00 34.00 LT 530+83.67 27.11 LT 16 PR 7TH-B 532+90.37 36.06 LT 531+95.37 4.92 RT 41 PR 7TH-B 532+04.74 78.61 LT 532+00.37 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1921+59.65 26.04 LT 1920+41.00 28.38 LT 18 PR 19TH ST 1922+59.08 42.32 RT 48 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 23 PR 19TH ST 1936+34.50 59.75 RT 1100+24.28 34.47 RT 11 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.28 34.47 RT 12 PR 19TH ST 1925+40.00 45.59 LT 1100+35.33 35.00 LT 13 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1925+59.09 42.32 RT 43 PR 19TH ST 1921+10.00 55.53 RT 1925+59.09 42.32 RT 42 PR 19TH ST 1921+10.00 45.59 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+50.00 45.59 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1925+80.00 45.59 LT 1920+70.00 33.00 LT 33 PR 19TH ST 1925+80.00 45.59 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1925+80.00 45.59 LT 1920+70.00 33.00 LT 33 PR 19TH ST 1925+80.00 45.59 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1925+40.00 45.59 LT 1920+70.00 43.85 RT 42 PR 19TH ST 1925+80.00 45.59 LT 1920+70.00 33.00 LT 33 PR 19TH ST 1925+80.00 45.59 LT 1920+70.00 33.00 LT 33 PR 19TH ST 1925+80.00 45.59 LT 1920+70.00 33.00 LT 33 PR 19TH ST 1925+80.00 45.59 LT 1920+70.00 33.00 LT 33 PR 19TH ST 1925+80.00 45.59 LT 1925+59.09 42.32 RT 22								
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PR 7TH-B 526+66.50 120.99 LT 526+42.51 58.01 LT 68 PR 7TH-B 530+98.00 34.00 LT 530+83.67 27.11 LT 16 PR 7TH-B 532+03.77 36.06 LT 531+95.37 4.92 RT 41 PR 7TH-B 532+04.74 78.61 LT 532+00.37 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1919+95.24 26.92 LT 1920+41.00 28.38 LT 45 PR 19TH ST 1920+41.00 28.38 LT 1920+42.09 23.49 RT 52 PR 19TH ST 1925+12.31 46.33 RT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+59.08 42.32 RT 48 PR 19TH ST 1925+59.08 42.32 RT 48 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 23 PR 19TH ST 1936+34.50 59.75 RT 1936+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 11 PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1922+80.00 45.58 LT 1925+59.09 42.32 RT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+40.00 45.58 LT 1925+59.09 42.32 RT 22								
PR 7TH-B 530+98.00 34.00 LT 530+83.67 27.11 LT 16 PR 7TH-B 532+00.37 36.06 LT 531+95.37 4.92 RT 41 PR 7TH-B 532+04.74 78.61 LT 532+03.77 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1919+95.24 26.92 LT 1920+41.00 28.38 LT 45 PR 19TH ST 1920+41.00 28.38 LT 1920+42.09 23.49 RT 52 PR 19TH ST 1921+59.65 26.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 23 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 21 PR 19TH ST 1936+34.50 59.75 RT 1936+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 11 PR 11TH AVE 1100+71.61 12.97 RT 1100+71.61 12.97 RT 26 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1922+80.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1922+80.00 45.58 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22	PR 1-74	123+32.30	99.20	LI	123+33.03	57.05	LI	42
PR 7TH-B 530+98.00 34.00 LT 530+83.67 27.11 LT 16 PR 7TH-B 532+00.37 36.06 LT 531+95.37 4.92 RT 41 PR 7TH-B 532+04.74 78.61 LT 532+03.77 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1919+95.24 26.92 LT 1920+41.00 28.38 LT 45 PR 19TH ST 1920+41.00 28.38 LT 1920+42.09 23.49 RT 52 PR 19TH ST 1921+59.65 26.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 23 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 21 PR 19TH ST 1936+34.50 59.75 RT 1936+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 11 PR 11TH AVE 1100+71.61 12.97 RT 1100+71.61 12.97 RT 26 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1922+80.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1922+80.00 45.58 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22	DD 7TU D	EGG LGG EG	120.00	LT	E26+42-51	E9 01	1.7	60
PR 7TH-B 532+00.37 36.06 LT 531+95.37 4.92 RT 41 PR 7TH-B 532+04.74 78.61 LT 532+00.37 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1919+95.24 26.92 LT 1920+41.00 28.38 LT 45 PR 19TH ST 1920+41.00 28.38 LT 1920+42.09 23.49 RT 52 PR 19TH ST 1921+59.65 26.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+59.08 42.32 RT 1925+39.30 24.70 RT 23 PR 19TH ST 1925+59.08 59.75 RT 1936+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 11 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 EMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1922+80.00 45.58 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1922+60.00 45.58 LT 1925+59.09 42.32 RT 22 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22								
PR 7TH-B 532+04.74 78.61 LT 532+00.37 36.06 LT 43 PR 19TH ST 1919+94.44 80.77 RT 1919+92.99 46.82 RT 34 PR 19TH ST 1919+95.24 26.92 LT 1920+41.00 28.38 LT 45 PR 19TH ST 1920+41.00 28.38 LT 1920+42.09 23.49 RT 52 PR 19TH ST 1921+59.65 26.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+59.08 42.32 RT 1925+39.30 24.70 RT 23 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 21 PR 19TH ST 1926+71.52 59.51 RT 1926+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 32 PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 TEMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22								
PR 19TH ST								
PR 19TH ST	PR / IH-B	532+04.74	/8.61	LI	532+00.37	36.06	LI	43
PR 19TH ST								
PR 19TH ST 1920+41.00 28.38 LT 1920+42.09 23.49 RT 52 PR 19TH ST 1921+59.65 26.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+59.08 42.32 RT 1925+39.08 42.32 RT 23 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 21 PR 19TH ST 1936+34.50 59.75 RT 1936+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.28 34.47 RT 11 PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 **EMPORARY PIPES** PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22								
PR 19TH ST 1921+59.65 26.04 LT 1920+41.00 28.38 LT 118 PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+59.08 42.32 RT 1925+39.30 24.70 RT 23 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 21 PR 19TH ST 1936+34.50 59.75 RT 1936+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 11 PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 TEMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22								
PR 19TH ST 1925+12.31 46.33 RT 1925+59.08 42.32 RT 48 PR 19TH ST 1925+59.08 42.32 RT 1925+39.30 24.70 RT 23 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 21 PR 19TH ST 1936+34.50 59.75 RT 1936+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 11 PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 PR 11TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+10.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22								
PR 19TH ST 1925+59.08 42.32 RT 1925+39.30 24.70 RT 23 PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 21 PR 19TH ST 1936+34.50 59.75 RT 1936+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 11 PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 TEMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22					1920+41.00			
PR 19TH ST 1925+71.52 59.51 RT 1925+59.08 42.32 RT 21 PR 19TH ST 1936+34.50 59.75 RT 1936+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 11 PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22								
PR 19TH ST 1936+34.50 59.75 RT 1936+57.50 33.92 RT 32 PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 11 PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 PEMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22	PR 19TH ST	1925+59.08	42.32	RT	1925+39.30	24.70	RT	23
PR 11TH AVE 1100+35.33 35.49 RT 1100+24.26 34.47 RT 11 PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 TEMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22	PR 19TH ST	1925+71.52	59.51	RT	1925+59.08	42.32	RT	21
PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 TEMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22	PR 19TH ST	1936+34.50	59.75	RT	1936+57.50	33.92	RT	32
PR 11TH AVE 1100+69.77 12.94 LT 1100+71.61 12.97 RT 26 PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 TEMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22								
PR 11TH AVE 1100+71.61 12.97 RT 1100+35.33 35.49 RT 43 TEMPORARY PIPES PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22	PR 11TH AVE	1100+35.33	35.49	RT	1100+24.26	34.47	RT	11
TEMPORARY PIPES PR 19TH ST	PR 11TH AVE	1100+69.77	12.94	LT	1100+71.61	12.97	RT	26
PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22	PR 11TH AVE	1100+71.61	12.97	RT	1100+35.33	35.49	RT	43
PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22								
PR 19TH ST 1921+10.00 55.53 RT 1920+70.00 43.85 RT 42 PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22	TEMPORARY	PIPES						
PR 19TH ST 1921+60.00 45.59 LT 1921+59.65 26.04 LT 20 PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22	PR 19TH ST		55.53	RT	1920+70.00	43.85	RT	42
PR 19TH ST 1925+40.00 45.58 LT 1925+40.00 33.00 LT 13 PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22								
PR 19TH ST 1925+80.00 49.64 RT 1925+59.09 42.32 RT 22								
TOTAL 2567	. 13 10 111 01	.020.00.00	70.04	131	.020.00	72.02	131	
		1					TOTAL	2567

	55100700											
STORM SEWER REMOVAL 15"												
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	LENGTH					
PR I-74	50+79.58	44.40	RT	50+98.25	93.66	RT	53					
PR I-74	50+97.74	103.30	RT	50+94.88	144.93	RT	42					
PR I-74	50+98.25	93.66	RT	50+97.74	103.30	RT	10					
PR I-74	136+06.48	0.12	RT	136+06.26	16.05	RT	16					
						TOTAL	121					

				55100900						
STORM SEWER REMOVAL 18"										
ALIGNMENT	ALIGNMENT STAFROM OFFSET LT/RT STATO OFFSET LT/R									
PR I-74	49+11.19	28.44	LT	48+86.77	18.09	LT	27			
PR I-74	50+94.88	144.93	RT	49+37.87	161.17	RT	150			
PR I-74	52+78.50	85.24	LT	52+46.29	62.38	LT	40			
PR I-74	52+46.29	62.38	LT	49+11.20	28.44	LT	343			
PR I-74	62+75.19	73.19	LT	62+78.29	137.81	LT	65			
19TH ST	1923+93.91	105.95	LT	1925+36.70	32.30	LT	158			
19TH ST	1925+36.70	32.30	LT	1925+39.56	3.16	RT	36			
19TH ST	2065+86.78	1.87	RT	2065+86.58	74.75	LT	77			
						TOTAL	896			

	X5509900											
ABANDON AND FILL EXISTING STORM SEWER												
ALIGNMENT	LENGTH											
PR I-74	67+21.54	98.27	LT	65+37.22	220.71	LT	211					
						TOTAL	211					

FILE NAME =\D2CONCD-ABC-sht-drain16M.dgn	USER NAME = jtardy	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILI
	PLOT SCALE =	CHECKED -	REVISED -	DEPARTMENT OF TRA
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -	

										SCH	Q-17
			HEDUL		ANTITIES		F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE
ILLINOIS		STO	RM S	SEWER R	EMOVALS		74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND	2042	80
TRANSPORTATION		1							CONTRACT	NO. 6	54E2
	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		TILL TNOTS FED. AT	ID PROJECT		

				55101200			
		s	TORM SI	EWER REMOVA	AL 24"		
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	LENGTH
PR I-74	59+77.06	63.48	RT	59+67.89	49.36	RT	17
PR I-74	60+13.60	105.35	RT	59+77.06	63.48	RT	56
PR I-74	92+44.19	72.59	LT	92+13.80	141.59	LT	75
PR I-74	92+74.46	10.57	LT	92+44.19	72.59	LT	66
PR I-74	94+71.57	181.00	RT	95+03.89	108.20	RT	80
PR I-74	101+55.00	0.24	RT	101+55.22	89.22	RT	89
PR I-74	101+55.39	66.04	LT	101+55.00	0.24	RT	65
PR I-74	128+80.35	79.28	LT	129+58.22	1.32	RT	112
PR I-74	129+58.22	1.32	RT	130+07.52	15.73	RT	49
PR I-74	130+08.02	80.54	RT	130+07.52	15.73	RT	65
PR I-74	133+53.74	69.95	LT	133+55.24	13.82	RT	84
PR I-74	136+40.52	78.10	RT	136+40.46	16.20	RT	60
PR 7TH-B	532+14.28	10.33	RT	530+83.66	27.11	LT	136
PR 7TH-B	532+26.49	20.67	RT	532+14.28	10.33	RT	16
PR 7TH-B	534+72.68	5.68	RT	537+78.27	32.40	RT	290
PR 19TH ST	1922+66.64	44.07	RT	1922+84.81	44.65	RT	18
PR 19TH ST	2062+57.07	33.35	LT	2061+15.66	24.55	LT	136
						TOTAL	1,414

				55101400			
		s	TORM S	EWER REMOV	AL 30"		
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	LENGTH
PR I-74	130+07.52	15.73	RT	133+55.24	13.82	RT	347
						TOTAL	347

				55101600			
		s	TORM S	EWER REMOV	AL 36"		
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	LENGTH
PR I-74	133+54.78	13.82	RT	136+06.26	16.05	RT	251
PR I-74	136+06.26	16.05	RT	136+40.46	10.00	RT	33
						TOTAL	284

				55101800			
		s	TORM S	EWER REMOV	'AL 42"		
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	LENGTH
PR I-74	136+40.46	16.20	RT	137+60.20	15.16	RT	120
						TOTAL	120

				55102300			
		s	TORM S	EWER REMOV	'AL 72"		
ALIGNMENT	STA FROM	OFFSET	LT/RT	STA TO	OFFSET	LT/RT	LENGTH
PR 19TH ST	1922+66.64	44.07	RT	1922+84.81	44.65	RT	18
PR 19TH ST	1922+84.81	44.65	RT	1925+39.38	24.70	RT	258
			TOTAL				276

SCHEDULE OF QUANTITIES STORM SEWER REMOVALS USER NAME = jtardy FILE NAME = DESIGNED -REVISED -STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION ...\D2CONCD-ABC-sht-drain16AM.dgn DRAWN REVISED PLOT SCALE = CHECKED -REVISED \$MODELNAME\$ PLOT DATE = 5/5/2017 DATE - 3/23/2017 SCALE: SHEET NO. OF SHEETS STA. TO STA. REVISED -

7/22/2011	8/20/2015	1,00,10,0
CBP	CBP	W. I
OUT	WN	ורשרה

SHEET 1 SUBTOTAL

HANSON

			7 (07 (0017	
	PLOT SCALE =	CHECKED -	JJW	REVISED -
CONCD-HPS-sht-drain10M.dgn		DRAWN -	MGJ	REVISED -
LE NAME =	USER NAME = hehnØ1663	DESIGNED -	MGJ	REVISED -

STATI	E 01	F ILLINOIS	
DEPARTMENT	OF	TRANSPORTATION	

										SC	Н
				LE OF QUA		S	F.A.I RTE.	SECTION	COUNTY	TOTAI SHEET	S
		ı	DRAIN	AGE SCHE	DULES		74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND	2042	
									CONTRACT	NO.	6
SCALE:	SHEET	NO.	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

				1771	I LIVI # ->	PRC FLAR			PRC FLAR		MAN TA 4	MANTA 4		MAN TA4	MAN TA 5	MAN TA 5	MAN TA 5		MAN TA 6		MAN TA 7	MAN TA 7	MAN TA8		INLETS TB	INLETS TB		DR STR T1		DR STR T4	MANOLE	CR TR (SP)
		LOCATION							END SEC 36			DIA T4F&G	DIA T8G		DIA T1F CL		DIA T20F&G						DIA T20F&G		T10F&G	T20F&G	T24F&G			W/2 T20F&G	W/RESTRICT PLT	T7G
SHEET ROADW	AY ST	R STA	<u> </u>	FSET	RIM ELEV	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
DRUM-01 PR I-7 DRUM-01 PR I-7					629.38 628.95						1															1						
DRUM-01 PR I-7	4 B	54+00.0	0 51.0	00	626.15						1																					
DRUM-01 PR I-7 DRUM-01 PR I-7					625.81 621.96		+				1															1						\vdash
DRUM-01 PR I-7 DRUM-01 PR I-7	4 B8	a 51+50.0	60.0	00	621.63 618.20						1															1						
DRUM-01 PR I-7	4 B1	a 49+08.3	60.1	2	617.67						1															1						
DRUM-01 RAMP 71 DRUM-01 RAMP 71					0 610.64 0 610.27						1															1						
DRUM-01 RAMP 7	H-A B1	7 636+32.1	3 30.0	00	610.15																4					1						
DRUM-01 RAMP 71 DRUM-01 RAMP 71	H-A B1	a 638+81.1			7 598.75 6 598.43																1					1						
	H-A B1				604.05 3 603.70						1															1						
DRUM-01 RAMP 7	H-A B1	id 638+63.3	2	30.1	0 604.58																					1						
DRUM-01 RAMP 71 DRUM-01 RAMP 71	H-A B1				2 612.33 598.02									1												1						
DRUM-01 RAMP 71 DRUM-01 RAMP 71					0 586.14 6 585.72														1													
DRUM-01 RAMP 7	H-A B2	b 641+65.0	0 30.0	00	584.93														·							1						
DRUM-01 RAMP 71 DRUM-01 RAMP 71					0 588.23 0 587.87													1								1						
DRUM-01 RAMP 7					6 580.99 584.03																	1				1						
DRUM-01 RAMP 7	H-A B2	ia 642+37.5	33.2	27	584.71													1								'						
DRUM-01 RAMP 71	H-A B6	640+00.0	101	13.0	593.06													1														
DRUM-02 PR I-7	4 B	56+00.0	0.0	00	629.30 W 628.01 E																									1		
DRUM-02 PR I-7	4 B	54+00.0	0.0	00	624.22 El	В																								1		
DRUM-02 PR I-7	4 B	51+50.0	0.0	00	620.02 EI	В																								1		
DRUM-02 PR I-7	4 B1	1 49+25.0	0.0	00	616.45 EI	В																								1		
DRUM-02 PR I-7	4 B1	a 49+35.2	9 0.0	00	616.54 El	В																								1		
DRUM-02 PR I-7 DRUM-02 PR I-7					0 624.49 0 621.65									1																		
DRUM-02 PR I-7	4 B3	1 51+50.0	10	65.0	0 618.28									1																		
DRUM-02 PR I-7 DRUM-02 PR I-7					3 615.06 0 616.01									1												1						
DRUM-02 PR I-7 DRUM-02 PR I-7					8 588.64 0 585.76										1									1								
DRUM-02 PR I-7	4 B6	1 50+05.9	16	95.6	7 606.11						1													'								
DRUM-02 PR I-7	4 B6	2 50+64.1	4	65.0	3 616.85									1																		
DRUM-05 PR I-7 DRUM-05 PR I-7					634.12 634.15						1															1						
DRUM-05 RAMP 7	H-A B1	631+23.0	10	1.0	0 635.21						1																					
DRUM-05 RAMP 71 DRUM-05 RAMP 71					7 635.08 0 622.69						1															1						\vdash
	H-A B1				0 622.34 0 628.22						1															1						
DRUM-05 RAMP 7	H-A B1	c 632+67.2	19	17.5	631.19						1			1																		
DRUM-05 RAMP 71 DRUM-05 PR I-7	4 F	70+35.0			622.87 676.88		+	-				1		-												1						\vdash
DRUM-05 PR I-7 DRUM-05 PR I-7		68+50.0	0 1.4	12	670.87 663.85							1																				
DRUM-05 PR I-7	4 F	64+50.0	0 1.5	50	656.96							1																				
DRUM-05 RAMP 71	H-A F5	a 620+44.4	10	15.0	674.17 673.93		\pm				1															1						
DRUM-05 RAMP 7	H-A F				60 668.02 60 667.66						1															1						
DRUM-05 RAMP 7	H-A F	624+19.4	6	9.5	0 660.55						1																					
	H-A F7				660.07 653.25		+				-			-				1								1						\vdash
DRUM-05 RAMP 7	H-A F9	a 626+12.8	5	14.2	7 653.02 9 652.91																					1						
DRUM-05 RAMP 7	H-A F1	1 626+41.1	9	85.9	7 619.26						1																				1	
	H-A F1				8 629.17 8 639.86						1																					-
	H-A F1	c 626+25.4	1	20.5	647.28						1															4						
DRUM-05 PR I-7	4 F2	62+34.9	0 1.5	50	651.81							1														1						
DRUM-05 PR I-7 DRUM-05 PR I-7					652.22 649.84		+ =					1					1															\vdash
DRUM-05 RAMP 71	H-A F2	627+26.9	4	10.0	0 649.71 0 650.02									4												1						
DRUM-05 PR I-7	4 F2	3 63+39.2	1 56.6	32	651.20									1					1													
DRUM-05 PR I-7 DRUM-05 PR I-7					653.25 655.11														1	1												
DRUM-05 PR I-7	4 F3	1 65+06.9	6 54.2	29	657.24															·						1						
DRUM-05 RAMP 7	H-A N3	630+70.0	v	43.9	4 619.60																			1								

PAY ITEM #--> 54213657 54213669 54213675 54213681 54244805 60218400 60218400 6021800 6021900 6021900 6021900 6021900 6021900 60212100 6022210 6022210 6022380 6022440 6022444 6022444 6022444 6022444 6024448 602448 60248 60248 60248 60248 60248 602

7/22/2011	8/20/2015	
CBP 77.	CBP 87.	
AYOUT	RAWN	

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l	FILE NAME =
2	D2CONCD-HPS-sht-drain1lM.dgn

PLOT DATE = 3/22/2017

		5		AGE SCHE		
:	SHEET	NO.	OF	SHEETS	STA.	TO

ILLINOIS FED. AID PROJECT

3-20 SHEET NO. 83 4E26

88	CBP				
		FILE NAME =	USER NAME = hehnØ1663	DESIGNED - MGJ	REVISED -
	9	D2CONCD-HPS-sht-drainllM.dgn		DRAWN - MGJ	REVISED -
[5	18 2	D2CONCD-HPS-sht-drain11M.dgn	PLOT SCALE =	CHECKED - JJW	REVISED -

=	CHECKED -	JJW	REVISED -	DEPARTMENT OF TRANSPORT
	DRAWN -	MGJ	REVISED -	STATE OF ILLINOIS
= hehnØ1663	DESIGNED -	MGJ	REVISED -	

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					E OF QU			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE
_	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE SCHEDULES						74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)			83
-	DEPARTIMENT OF TRANSPORTATION									CONTRACT	NO. 6	4E2
		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

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	DRAINAGE STRUCTURE SCHEDULE																															
				PAYIT	TEM #>	54213657	54213669	54213675	54213681	54244805	60218400	60218600	60219000	60219510	60221100	60221700	60222210	60223800	60224035	60224440	60224446	60224448	60224464	60240301	60240305	60240324	60240328	60247160	60247170	60270050	X6020090	#2000331
									+	+																				\vdash	MANIOLE	
		LOCAT	TION			PRC FLAR	PRC FLAR	PRC FLAR	PRC FLAR	INLET BOX	MAN TA 4	MAN TA 4	MAN TA 4	MAN TA4	MAN TA 5	MAN TA 5	MAN TA 5	MAN TA 6	MAN TA 6	MAN TA 7	MAN TA 7	MAN TA 7	MANTA 8	INLETS TB	INLETS TB	INLETS TB	INLETS TB	DR STR T1	DR STR T2	DR STR T4	MANOLE W/RESTRICT	CB TB (SP)
		LOCA	IION			END SEC 12	END SEC 24	END SEC 30	END SEC 36	542501	DIAT1FCL	DIA T4F&G	DIA T8G	DIA T20F&G	DIAT1F CL	DIA T8G	DIA T20F&G	DIAT1FCL	DIA T20F&G	DIA T20F&G	DIAT1FCL	DIA T8G	DIAT20F&G	T8G	T10F&G	T20F&G	T24F&G	W/2 T20F&G	W/2 T22F&G	W/2 T20F&G	PLT	T7G
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SHEET ROAD	WAY ST	₹	STA	OFFSET	RIM	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
				LT RT	ELEV																											
DRUM-06 PR			57+94.84	2.00	634.24																					1						
	I-74 B28		56+60.84		630.05																					1				<u> </u>		
DRUM-06 PR			62+05.32		7 650.71									1																		
DRUM-06 PR			61+24.84		647.74																					1						
DRUM-06 RAMP			530+40.24	55.37	619.00										1																	
DRUM-06 RAMP			527+83.11		606.00																			1								
DRUM-06 RAMP) !	527+69.30	4.07	619.87						1																					1
DRUM-06 PR			64+16.15		7 661.48									1																<u> </u>		
DRUM-06 PR			63+89.90	107.59				1																								1
DRUM-06 PR			66+62.51		670.91						1																					
DRUM-06 PR			66+89.06		669.63								1																	·		1
DRUM-06 PR	I-74 E19	a	69+02.29	136.79	688.50																			1								1
DRUM-06 PR			69+00.72		3	1																										
	I-74 F18		70+35.00		681.83																					1				[ı	1
DRUM-06 PR		a	68+50.00		675.40																					1						(
DRUM-06 PR	I-74 F3a	3	66+50.00	1.50	667.79																					1					i	(
DRUM-06 PR	I-74 F48	3	64+50.00	1.50	660.12																					1					i	
DRUM-06 PR	I-74 F24	а	63+00.00	1.50	654.28																					1					ı	(
DRUM-09 PR	I-74 F12	2	72+57.61	1.50	680.61							1																			i	
DRUM-09 PR	I-74 F13	3	72+57.61	74.05	679.82									1																	i	
DRUM-09 PR	I-74 F14	1	72+50.00	97.03	673.69						1																				i	
DRUM-09 PR	I-74 F18	3	72+33.55	108.40	667.45						1																				i	
DRUM-09 PR	I-74 F19		72+17.10	119.78	656.89						1																					
DRUM-09 PR	I-74 F20		72+00.66	131.16	647.96						1																					
DRUM-09 PR	I-74 F2	1	71+88.27	139.99	646.75						1																					
DRUM-09 PR	I-74 G1:	a	78+50.00	1.50	680.80			i			i e	1															i e				. 1	
DRUM-09 PR	I-74 G1)	78+50.00	72.00	683.60			i			1																l				ı 1	
DRUM-09 PR	I-74 G2:	a	80+50.00	1.50	680.10							1																		1		
DRUM-09 PR	I-74 G2	,	80+50.00	72.00	682.90						1																					
DRUM-10 PR	I-74 F12	а	72+57.61	1.50	686.17																					1						
DRUM-10 PR	I-74 F15	5	72+09.26	74.03	686.68																				1							
DRUM-10 PR			72+09.40		684.50						1																			()		
DRUM-10 PR			72+09.46		678.59						1							1													, 1	
DRUM-10 PR	I-74 F17	7	72+09.52	124.53	3	1																										
DRUM-10 PR	I-74 G1		78+50.00	1.50	688.05																					1				()		
DRUM-10 PR	I-74 G2		80+50.00	1.50	687.07																					1				()		
DRUL-03 RAMP	7TH-B E13	b :	524+00.00	14.15	5 596.50																			1								
DRUL-03 19TH			915+41.61		593.62									1			1														,	
DRUL-03 19TH			917+51.03		605.77									1																$\overline{}$,	
DRUL-03 19TH			919+52.46		617.77																					1				$\overline{}$,	
DRUL-03 19TH			919+92.77	33.00	601.62					1				1																$\overline{}$, — — —	
																			_													
SHEET 2 SUBTOTAL						2	0	1	0	0	11	3	1	6	1	0	0	0	0	0	0	0	0	3	1	12	0	0	0	0	0	0
I COLINE													•		<u> </u>																	

DRAINAGE STRUCTURE SCHEDULE

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	1/22/2011	8/20/2015	8/21/2015
	CBP	J80	MCC
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	USER NAME = hehnØ1663	DESIGNED -	-	MGJ	REVISED	-
-draın12M.dgn		DRAWN -	-	MGJ	REVISED	-
	PLOT SCALE =	CHECKED -	-	JJW	REVISED	-
	PLOT DATE = 3/22/2017	DATE -	-	3/23/2017	REVISED	-

STATE	OF ILLINOIS
DEPARTMENT (OF TRANSPORTATION

	SCHEDULE OF QUANTITIES DRAINAGE SCHEDULES											
	74	(81-1)R-1 & 81										
							ĺ					
SCALE:												

F.A.I RTE.		SECT	ION			со	UNTY	TOTAL SHEETS	SHEE
74	(81-1)R-1 &	81-1(HB	R, HBF	?-1,	HBR-2)	ROCK	ISLAND	2042	84
						CON	TRACT	NO. 6	64E2
		1	LLING	IS	FED. A	ID PROJ	ECT		

													D	RAINAG	STRUC	TURE S	CHEDUL	.E														
				PAY	/ ITEM #>	5421365	7 54213669	54213675	54213681	54244805	60218400	60218600	60219000	60219510	60221100	60221700	60222210	60223800	60224035	60224440	60224446	60224448	60224464	60240301	60240305	60240324	60240328	60247160	60247170	60270050	X6020090	#2000331
		LO	САПО			PRC FLAR END SEC 1		PRC FLAR END SEC 30	PRC FLAR END SEC 36	INLET BOX 542501	MAN TA 4 DIA T1F CL	MAN TA 4 DIA T4F&G	MAN TA 4 DIA T8G		MAN TA 5 DIA T1F CL	MAN TA 5 DIA T8G	MAN TA 5 DIA T20F&G	MAN TA 6 DIA T1F CL	MAN TA 6 DIA T20F&G	MAN TA 7 DIA T20F&G	MAN TA 7 DIA T1F CL	MAN TA 7 DIA T8G	MAN TA 8 DIA T20F&G		INLETS TB T10F&G	INLETS TB T20F&G	INLETS TB T24F&G		DR STR T2 W/2 T22F&G		MANOLE W/RESTRICT PLT	CB TB (SP) T7G
SHEET	ROADWAY	STR	STA	OFFSET	RIM ELEV	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
DRUL-05	19TH ST.	N34a	1920+40.00	33.00	602.50																					1						
DRUL-05	19TH ST.	N36a	1922+84.95	3:	3.00 607.08																					1						
DRUL-05	19TH ST.	N37	1922+84.95	33.00	607.08									1																		
DRUL-05	19TH ST.	N37a	1922+00.00	33.00	605.49																					1						
DRUL-05	19TH ST.	N38	1924+86.73	53.00	616.00										4	1														$\overline{}$		
DRUL-05 DRUL-05	19TH ST. 19TH ST.	N38a N38c	1924+86.73 1924+77.62	33.00 48.41	610.67 613.89									-	1										1							
DRUL-05	19TH ST.	N39	1924+77.02	33.00	611.85	_	+							+	1										'					\vdash		
DRUL-05	19TH ST.	N40b	1925+40.00		3.00 611.85										'											1				$\overline{}$		
B1102 00	1011101:	11100	1020 10.00		5.00																											
DRUL-07	19TH ST.	F11d	1927+79.97	3	1.05 615.77																1											
DRUL-07	19TH ST.	N42	1928+90.76	32.61	617.20												1															
DRUL-07	11TH AVE.	N43	1100+57.63		0.50 616.31									1																		
DRUL-07	11TH AVE.	N44	1100+58.23	10.50	616.14									1																\Box		
DRUL-07	19TH ST.	N45	1928+30.00	50.00	616.63																			1								
DRUL-09	19TH ST.	W20a	1937+27.78	2:	5.94 628.09																					1				$\overline{}$	$\overline{}$	
DRUL-09	19TH ST.	W20c	1937+38.17		6.00 628.30																					1					$\overline{}$	
DRUL-09	19TH ST.	Z5a	1936+64.33	28	3.50 627.35																					1						
DRUL-11	19TH ST.	Н9а	1939+85.93	21	6.00 629.74																					1				-	-	
DRUL-11	19TH ST.	W20e	1938+35.00	26.00	629.02		-							+												1						
BIXOL III	1011101:	11200	1000 00.00	20.00	020.02																											
DRUL-13	19TH ST.	H21a	1948+84.88	20	639.53																					1						
DRUL-15	19TH ST.	H23a	1954+50.00		0.00 648.61																					1						
DRUL-15	19TH ST.	H24a	1954+50.00		0.98 648.44									1																		
DRUL-15	19TH ST.	H24b	1954+49.71	7:	5.98 648.55	_												1														
DRUL-21	19TH ST.	K18	1983+63.03	21	6.00 684.82									1																		
DRUL-21	19TH ST.	N52	1982+40.00		6.00 685.04		-							 '												1				$\overline{}$		
DRUL-21	19TH ST.	N53	1983+50.00		5.00 684.81	1								1																$\overline{}$	-	
2222			1111 11100																													
DRUL-22	19TH ST.	N46	2059+50.00	4.50	654.17										1																	
DRUL-22	19TH ST.	N47	2059+50.00	26.00	653.87																					1						
DRUL-22	19TH ST.	N47a	2058+11.90	25.86	653.50										1																	
DRUL-22	19TH ST.	N47b	2058+69.89	26.14	653.30																					1						
DRUL-23	19TH ST.	N48	2063+10.00	26.00	664.49																					1						
DRUL-23	19TH ST.	N49a	2063+10.00	43.00	662.40											1																
DRUL-27	12TH AVE.	Z3	131+75.00	20.00	629.44																					1						
DRUL-27	12TH AVE.	Z4	131+75.70		2.52 629.59						1																			\Box		
DRUL-27	12TH AVE.	Z4a	131+75.70	21	0.00 629.44																					1						
																														لب		
SHEET 3 SUBT	TAL					0	0	0	0	0	1	0	0	6	4	2	1	1	0	0	1	0	0	1	1	17	0	0	0	0	. 0	0

TEMPORARY DRAINAGE STRUCTURE SCHEDULE													
			PAYITE	EM #>	60240301	60240324							
	LC	САПОМ			INLETS TB T8G	INLETS TB T20F&G							
ROADWAY	STR	STA	OFF	SET RT	EA	EA							
19TH ST.	N23	1913+48.85	20.29			1							
19TH ST.	N33c	1921+10.00		55.53	1								
19TH ST.	N33d	1921+60.00	45.54			1							
19TH ST.	N39a	1925+40.00	45.58			1							
19TH ST.	N40c	1925+80.00		49.64	1								
		TOTAL			2	3							

SCHQ-21

FILE NAME = D2CONCD-HPS-sht-o

Afred Benesch & Company	205 North Michigan Avenue, Sur	Chicago, Illinois 60601	312-565-0450	
	400004			

FILE NAME =

\$MODELNAME\$

...\D2C0NCD-ABC-sht-drain10M.dgn

														DRAINA	GE STRUC	TURE SCHE	DULE															
				P	AYITEM #>	54213657	54213669	54213675	5 54213681	54244805	60218400	60218600	60219000	60219510	60221100	60221700	60222210	60223800	60224035	60224440	60224446	60224448	60224464	60240301	60240305	60240324	60240328	60247160			X6020090	#2000331
	L	осаттом							PRC FLAR 0 END SEC 36		1	MAN TA 4 DIA T4F&G							MAN TA 6 DIA T20F&G				MAN TA 8 DIA T20F&G	INLETS TB T8G	INLETS TB T10F&G	INLETS TB T20F&G	INLETS TB T24F&G	DR STR T1 W/2	DR STR T2 W/2		MANOLE W/RESTRICT	CB TB SPL T7G
SHEET ROADWAY	STR	STA	1	SET	RIM ELEV	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	T20F&G EA	T22F&G EA	F&G EA	PLT EA	EA
DRUM-13 PR I-74	G3	82+85.00		RT 3.83	685.81																										1	
DRUM-13 PR I-74 DRUM-13 PR I-74	G3A G3B	82+85.00 82+85.00			679.51 680.81									1	1																	
DRUM-13 PR I-74 DRUM-13 PR I-74	G4 G5	82+85.00 82+85.00		74.00 118.00			1				1																					
DRUM-13 PR I-74 DRUM-13 PR I-74	I1C I1D	85+25.00 85+25.00			678.44 678.21						1																1			-		
DRUM-13 PR I-74 DRUM-13 PR I-74	I1EB I1WB	85+25.00 85+25.00	3.83	3.83	684.63 678.67									1												1						
DRUM-13 PR I-74 DRUM-13 PR I-74	I2C I2D	87+75.00 87+75.00			676.02 675.77										1												1					
DRUM-13 PR I-74 DRUM-13 PR I-74	I2EB I2WB	87+75.00 87+75.00	3.83	3.83	683.20 677.81									1												1						
DRUM-13 PR I-74 DRUM-13 PR I-74	I3C I3D	90+25.00 90+25.00	68.00		675.12 674.88										1												1					
DRUM-13 PR I-74 DRUM-13 PR I-74	I3EB I3WB	90+25.00		3.83	680.87 676.93									1												1						
DRUM-13 PR I-74 DRUM-13 PR I-74	19 18	92+13.80 92+30.00	141.59		652.00 663.30						1			'																		
DRUM-13 PR I-74 DRUM-13 PR I-74	17 16	92+41.00 92+45.00	80.56 69.00		672.50 674.29						1																				1	
DRUM-13 PR I-74	I6A	92+50.00		2.02	674.10																					1	1				<u>'</u>	
DRUM-13 PR I-74 DRUM-13 PR I-74 DRUM-13 PR I-74	I5EB I5WB	92+80.00 92+80.00	3.83	3.83	678.16 676.78									1												1						
DRUM-13 PR I-74 DRUM-13 PR I-74	I4EB I4WB	93+50.00 93+50.00		3.83	677.42 676.43									1												1						
DRUM-13 PR I-74 DRUM-13 PR I-74	I10 I11	96+00.00 96+00.00			671.89	1																					1					
	J1EB	97+00.00		3.83	673.24																					1						
DRUM-14 PR I-74 DRUM-14 PR I-74	J1WB J2	99+05.00			673.79 671.27									1						1												
DRUM-14 PR I-74 DRUM-14 PR I-74	J9 I8	99+05.00 101+55.00		3.83 0.00	671.51 WB 669.91				+ ===																			1			1	
	J8	101+55.00		0.00	EB 669.93 WB 669.90																							1				
DRUM-14 PR I-74 DRUM-14 PR I-74	J7 J5	101+80.00	90.25	0.00	EB 669.92		1																					1				
DRUM-14 PR I-74	J6	102+25.00		0.00	WB 669.95 EB 669.95																								1			
DRUM-14 PR I-74	J4	104+50.00		0.00	WB 670.69 EB 670.69																							1				
DRUM-14 PR I-74	J3	107+00.00		0.00	WB 671.79 EB 671.79																							1				
DRUM-14 PR I-74	K1	109+50.00		0.00	WB 674.39 EB 674.39																							1				
DRUM-15 PR I-74	K2	111+50.00		0.00	WB 677.03 EB 677.03																							1		ļ		
DRUM-15 PR I-74 DRUM-15 PR I-74	K6EB K6WB	113+38.00 113+38.00		3.83	679.51 679.51									1												1						
DRUM-15 PR I-74 DRUM-15 PR I-74		113+45.20 114+98.71	6.30	173.33	679.70 677.37													1			1											
DRUM-15 PR I-74	K3	115+50.00		0.00	WB 681.97 EB 681.97																							1				
DRUM-15 PR I-74 DRUM-15 PR I-74	K9 L1	117+20.11 119+75.00		1.98 0.00	WB 681.32										1													1				
DRUM-15 PR I-74	L2	122+00.00		0.00	EB 681.32 WB 679.34																							1				
DRUM-15 PR I-74	L3	124+25.00		0.00	EB 679.34 WB 677.36																							1		-		
DIXOW-13 PK 1-74	Lo	124720.00		0.00	EB 677.36																							'				
DRUM-16 PR I-74	L4	126+50.00		0.00	WB 675.38 EB 675.38																							1				
DRUM-16 PR I-74	L5	128+50.00	79.00		671.20 WB 673.62																								4			1
DRUM-16 PR I-74 DRUM-16 PR I-74	L6 L7	128+50.00 129+50.00		0.00 75.00	EB 673.62 671.10				-																				1	 		1
DRUM-16 PR I-74	L8EB	129+50.00		3.83																	1											-
DRUM-16 PR I-74 DRUM-16 PR I-74	L10 L9	130+00.00 130+08.00		0.00 80.50	EB 672.30 670.45								1																1			
DRUM-16 PR I-74	L11	131+50.00		0.00	WB 670.98 EB 670.98								•															1				
DRUM-16 PR I-74	L12	133+25.00			WB 669.44		1																									
DRUM-16 PR I-74	L13	133+25.00	0.00		EB 669.44				1																				1	<u> </u>		
DRUM-16 PR I-74	L15	135+00.00		0.00	WB 668.00 EB 668.00								4															1		<u> </u>		
DRUM-16 PR I-74 DRUM-16 PR I-74	L17 L19	136+00.00 136+42.00		78.00 0.00	664.15 WB 667.00				+				11																1			
DRUM-16 PR I-74	L18	136+46.00		76.00												1																
DRUM-16 PR I-74		137+50.00 137+50.00	3.83	3.83	666.30 666.30																		1			1						
SHEET SUBTOTAL						1	3	0	0	0	5	0	2	8	4	1	0	1	0	1	2	0	1	0	0	8	5	13	5	0	3	2
NAME -	uess	NAME -			DECTORE			1 5-	WISED			1							- 1				UEDIUF (UE ULIAN	TITIEC			le «	Δ Ι Ι			
NAME = CONCD-ABC-sht-drain10M.dgn	USER	NAME = jtardı				D - AAF - AAF			.VISED -			1		ST	ATE OF	ILLING	OIS							OF QUAN SCHEDU				F./ RT		SECTION & 81-1(HBR, HBF		COUNTY CK ISLAND
ELNAME\$		SCALE = DATE = 5/5/2	017			- JJT - 3/23	1/2017		VISED -			-	DEP	ARTMEI	NT OF	TRANS	PORTAT	ION	50	ALE:	C1			SHEETS S		ΤΛ.	STA.		, ioi ini i		(ONTRACT
	I FLUI	DAIL - 5/5/2	O17		DATE	3/23	,, 2011	I KE	. *13EU -			1							50,	nuLi	51	ILLI NU.	ur :	MEE 13 5	· M.	10	J 1 M.			ILLIN	OIS FED. AID F	RUJECI

205 North Michigan Avenue, Suite Chlcago, Illinols 60601 312-565-0450	
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Afred Benesch 205 North Mich Chlcago, Illinols 312-565-0450
benesch

FILE NAME =

\$MODELNAME\$

...\D2CONCD-ABC-sht-drainl1M.dgn

															DRAIN	AGE STRUC	TURE SCHE	DULE															
					PA	Y ITEM #>	54213657	54213669	54213675	54213681	54244805	60218400	60218600	60219000	60219510	60221100	60221700	60222210	60223800	60224035	60224440	60224446	60224448	60224464	60240301	60240305	60240324	60240328	60247160	60247170	60270050	X6020090	#2000331
		L	осаттои.				PRC FLAR END SEC 12			PRC FLAR END SEC 36			MAN TA 4 DIA T4F&G			MAN TA 5 DIA T1F CL		MAN TA 5 DIA T20F&G				MAN TA 7 DIA T1F CL			INLETS TB T8G	INLETS TB T10F&G	INLETS TB T20F&G	INLETS TB T24F&G	DR STR T1 W/2 T20F&G	DR STR T2 W/2 T22F&G		MANOLE W/RESTRICT PLT	CB TB SPL T7G
SHEET	ROADWAY	STR	STA	OFF:		RIM ELEV	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
DRUM-17	PR I-74	M1	140+00.00		0.00	WB 664.70 EB 664.70																							1				
DRUM-17	PR I-74	M2	142+00.00		0.00	WB 663.27 EB 663.48																							1				
DRUM-17	PR I-74	М3	144+00.00		0.00	WB 662.01 EB 662.13																							1				
DRUM-17	PR I-74	M4	146+00.00		0.00	WB 660.32 EB 660.44																							1				
DRUM-17	PR I-74	M5	148+00.00		0.00	WB 658.39 EB 658.52																							1				
DRUM-17	PR I-74	M6	150+00.00		0.00	WB 656.48 EB 656.60																							1				
DRUM-17	PR I-74	M7	152+00.00		0.00	WB 654.56 EB 654.68																							1				
DRUM-17	PR I-74	M10	153+82.15	84.64		651.15					1																						
DRUM-17	PR I-74	M11	154+05.00	93.86		653.35																1									<u> </u>		
DRUM-17	PR I-74	М9	154+05.00		0.00	WB 652.59 EB 652.71																							1				
DDI 114 40	DD 1.74	1110	450.47.00	100.00		Г				4																							
DRUM-18 DRUM-18	PR I-74 PR I-74	M12 M13	156+17.00 157+40.85	136.03				1	-	1		-			-		1				-										+		+
DRUM-18	PR I-74	M14	157+71.66			652.00		<u> </u>														1									+	1	+
DRUM-18	PR I-74	M15	158+04.08			332.00		1																							\vdash		
SHEET SUBTO			01.00	22.01		1	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	1 1	0	0	0	0	0	0	8	0		1	1 0
TEMPORARY S							<u> </u>	 	<u> </u>	<u> </u>	· ·	<u> </u>	<u> </u>			-		<u> </u>	-	<u> </u>			-		2		3				-		
TOTAL							3	5	1	1	1	35	9	3	28	10	3	2	6	4	2	5	1	1	8	2	65	5	21	5	5	5	2

USER NAME - Jeardy	DESIGNED	-	AAF	KE A 12ED	=
	DRAWN	-	AAF	REVISED	-
PLOT SCALE =	CHECKED	-	JJT	REVISED	-
PLOT DATE = 5/5/2017	DATE	-	3/23/2017	REVISED	=

SCHEDULE OF QUANTITIES DRAINAGE SCHEDULES

TO STA.

SHEET NO. OF SHEETS STA.

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B B FILE NAME =

SCHEDULE OF QUANTITIES DRAINAGE SCHEDULES USER NAME = hehn@1663 DESIGNED - MGJ REVISED DRAWN REVIEWED AND STATE OF THE STATE OF ILLINOIS DRAWN MGJ REVISED CHECKED - JJW REVISED **DEPARTMENT OF TRANSPORTATION** PLOT DATE = 3/22/2017 DATE - 3/23/2017 REVISED SCALE: SHEET NO. OF SHEETS STA. TO STA.

BACKFILL STORM SEWER, CLASS A TIPE STORM SEWER, CLASS A TIPE STORM SEWER, JRD STORM SEWER,				TRENCH								DR	AINAGE I	PIPE SCH	EDULE								1	1 1	I		
No. No.				TRENCH BACKFILL				STO	ORM SEWER,	CLASS A TYP	PE 2					STO	RM SEWER,	CLASS A TY	PE 3		SS CI	L A T4	SS CL A T5	SS CL A T6	STORM SE	WER, JKD	SS WM REQ
No. No.	SHEET	STRU	ICTURE		550A0340	550A0360	550A0380	550A0400	550A0410	550A0420	550A0430	550A0450	550A0470	550A0480	550A0640	550A0660	550A0680	550A0710	550A0730	550A0750	550A0980	550A1010	550A1300	550A1580	55200900	55201100	Z0056608
No. No.		FROM	то	CU YD	12"	15"	18"	21"	24"	27"	30"	36"	42"	48"	12"	15"	18"	24"	30"	36"	18"	24"	30"	24"	24"	30"	12"
No. No.																											
No. No.																											
March Marc																											
Section Sect																											
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Company Comp																											
Company Comp		B11		19	51																						
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Column Fig.																											
Control Cont																											
Charles Char																											
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Transfer Transfer				2	10																						
Section Property						250																					
The column The																											
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March Marc																											
Transfer 198							130		119														 				
Table Tabl									1									113									
Process Proc			B20a									10						1									
DAMAS DAMA		B20c	B20																								
DAMAY PAGE																											
Company Comp																											
Company Comp												100				26											
Decompton Deco														 								 	 				
Column C																				167							
Table Tabl	DRUM-01	B63	B63a	239																		58					
Table Tabl																											
Paul Paul																											
Description Color																											
Declaration Declaration					36	122																					
Debug 231 De 22 22 May M																											
Description Description																											
DRAMES BS ST 0	DRUM-02	B32a	B62	42		61																					
DRIALOZ BEST 881 0							54																				
DRIALES DE DE DE DE DE DE DE DE DE DE DE DE DE																				65							
DRAMACO DRAM																											
DRIANG 8130 813 6 8	DRUM-02	B02	B61	U																	04						
DRIANG 8130 813 6 8	DRUM-05	B2a	B2	3	9																						
DRIANGO B146 B15 B16 2 9 9																											
ORIANGS P1 P5 P7 P7 P7 P7 P8 P8 P7 P7 P8 P8 P7 P8 P8 P7 P8 P8 P8 P8 P8 P8 P8 P8 P8 P8 P8 P8 P8			B14	2																							
CRILLAGO F2 F6 57 75																											
DRIAMOS F3 F7 27 83																											
DRIAMGS F4																											
DRIANGS F6a F6 8 8 8 8 8 8 8 8 8														-								-	-				
DRIAMOS F6a F6 8 8 8																											
DRAMAS F98 F9 1 4 Image: Control of the control	DRUM-05			8	8																						
DRUMOS F22 F28 20 62				2	7																						
DRIMOS F23 F24 75 65																											
DRIMOS F28 F27 2 10						-																-	-				
PRIMASS F27 F28 15 47														-								-	 				
F30 F30																							 				
DRIAM-06 B2 B4 69 196																											
DRUM-05 B13 B140 B14 46 B14 46 B14 46 B14 46 B14 46 B14 46 B14 46 B14 46 B14 46 B14 B14 B14 B14 B14 B14 B14 B15 B14 B15 B14 B15 B1	DRUM-05	B2	B4	69		195																					
DRUM-05 B140 B14 46 B14b B14 46 B14b B14 B14b B14 B14b																											
DRUM-05																											
DRUM-05 F5 F6 F6 F7 154 194																							-				
DRUM-05 F6 F7 154 194 194 194 194 195 195 195 195 195 195 195 195 195 195														-								-	 				
DRUM-05 F24 F25 65 65 65 65 65 65 65						104	194							 								 	 				
DRUM-05																							t				
DRUM-05 F28 F29 106	DRUM-05	F11	F11d	28																							
DRUM-05 F29 F30 113 113 49 113 113 113 113 113 113 113 113 113 114 115<									38																		
DRUM-05 F30 F9 88						1																					
DRUM-05 F10 F11c 0						-																	-				
DRUM-05 F11c F11b 0 22 1 1 1 22 1 1 2 1 1 1 2 2 1 1 1 1 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 2 1 1 2												30		-			11					-	-				
DRUM-05 F11b F11a 0 25 1 25 DRUM-05 F11a F11 0 24 1<														 								 	 				
DRUM-05 F11a F11 0																							t				
DRUM-05 F9 F10 19	DRUM-05	F11a	F11	·																							
DRUM-05 N38b N38 0 120																											
							465											10									
HEET 1 SUBTOTAL 4,030 1,417 1,439 1,103 0 185 0 0 439 0 0 0 52 82 315 0 232 130 58 0 0 0 0 0	DRUM-05	N38b	N38	0			120																				
	SHEET 1 SURTO	TAI		4.030	1 /17	1 //30	1 103	n	195	n	n	430	n	n	n	52	82	315	n	222	130	50	n	n	0	n	0
				4,030	1,417	1,433	1,103	ı u	100	ı v		400	1 0			5 2	02	313	ı	232	130	1 30	<u>. </u>	. ,	J J	J	J

DRAINAGE PIPE SCHEDULE

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											DR	AINAGE F	PIPE SCH	EDULE												
			TRENCH BACKFILL				STO	ORM SEWER,	CLASS A TY	PE 2	210				STO	ORM SEWER,	CLASS A TY	PE 3		ss c	L A T4	SS CL A T5	SS CL A T6	STORM SE	WER, JKD	SS WM REQ
SHEET	STRUC	CTURE	20800150	550A0340	550A0360	550A0380	550A0400	550A0410	550A0420	550A0430	550A0450	550A0470	550A0480	550A0640	550A0660	550A0680	550A0710	550A0730	550A0750	550A0980	550A1010	550A1300	550A1580	55200900	55201100	Z0056608
	FROM	то	CU YD	12"	15"	18"	21"	24"	27"	30"	36"	42"	48"	12"	15"	18"	24"	30"	36"	18"	24"	30"	24"	24"	30"	12"
DRUM-06	E2	F23	31	30																1						
DRUM-06	E2a	E2	51	80																						
DRUM-06	E19a	E19b	0	28																						
DRUM-06	F1a	F1	4	3																						
DRUM-06	F2a	F2	3	3																						
DRUM-06 DRUM-06	F3a	F3	3	3																						
DRUM-06 DRUM-06	F4a F24a	F4 F24	3 4	3																						
DRUM-06	E18	E11	278					255													+					
DRUM-06	E19	E18	51					40																		
DRUM-06	E11	E12	22					10		33																
DRUM-06	E9	E10	0	1						T							51									
DRUM-06	E4	E5	476																			84				
DRUM-06	E7	E8	63															36								
DRUM-06	E5	E7	0																			125				
DRUM-06	E10	N33	109																				47			
DRUM-09	01-	0.415	00	74																						
DRUM-09 DRUM-09	G1a G2a	G1b G2b	26 27	71 74																						
DRUM-09	F12	F13	23	14		73															+					
DRUM-09	F20	F21	2			14															+					
DRUM-09	G1b	G2b	186			206																				
DRUM-09	F13	F14	0													24										
DRUM-09	F14	F18	0													20										
DRUM-09	F18	F19	0													20										
DRUM-09	F19	F20	0													20										
DRUM-10	F15	F16	0	20																	-					
DRUM-10 DRUM-10	F16a F12a	F17 F12	3	15										3							-					
DRUM-10	F12a	F16a	0											15												
DRUM-10	G1	G1a	3											3							+					
DRUM-10	G2	G2a	3											3												
DRUL-03	E13b	E13a	3	8																						
DRUL-03	N29	N26	3	13																						
DRUL-03	N30	N29	168	203																						
DRUL-03	N31	N30	167	202	1												-				1					
DRUL-03	N34	N33	20	66																						
DRUL-05	N34a	N34	12	47																						
DRUL-05	N36a	N36	4	15			1			 										1	1					
DRUL-05	N37	N36	41	51																	1					
DRUL-05	N37a	N37	27	84																	1					
DRUL-05	N38c	N38	0	10										1												
DRUL-05	N40b	N40a	2	8																						
DRUL-05	N38a	N39	39					53				·								·						
DRUL-05	N39	N40	37	ļ				36																		
DRUL-05	N40	N40a	23					21													1					
DRUL-05	N38	N38a	28													20										
SHEET 2 SUBTOT	ΔΙ		1,945	1,040	0	293	0	405	0	33	0	0	0	24	0	104	51	36	0	0	0	209	47	0	0	0
5.1LL1 2 30B101	A-		1,840	1,040		293		400	U		U		U	<u> </u>	U	104	1 91	30	1 0	. ,	1 0	209	4/	U	U	1 0

FILE NAME = SCHEDULE OF QUANTITIES DRAINAGE SCHEDULES USER NAME = hehn@1663 DESIGNED - KMS REVISED D2CONCD-HPS-sht-drain14M.dgn STATE OF ILLINOIS REVISED DRAWN - KMS CHECKED - JJW REVISED DEPARTMENT OF TRANSPORTATION PLOT DATE = 3/22/2017 DATE - 3/23/2017 REVISED SCALE: SHEET NO. OF SHEETS STA. TO STA.

₩	12	15
102/22/1	102/02/8	102/12/8
CBP	CBP	MCC

USER NAME = hehnØ1663	DESIGNED	-	KMS	REVISED -	
	DRAWN	-	KMS	REVISED -	STATE OF ILLINOIS
PLOT SCALE =	CHECKED	-	JJW	REVISED -	DEPARTMENT OF TRANSPORTATION
PLOT DATE = 3/22/2017	DATE	-	3/23/2017	REVISED -	
			•		·

STORM SEWER, CLASS A TYPE 2

									SCH	0-26
	;		DULE OF QU		S	F.A.I RTE.	SECTION	COUNTY	TOTAL	SHE
		DRA	NNAGE SCH	DULES		74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND	2042	89
				1				CONTRACT	NO. (64E2
SCALE:	SHEET NO.	0	F SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

SS CL A T5 SS CL A T6 STORM SEWER, JKD SS WM REQ

SS CL A T4

DRUL-07	N45	N44	0	17																						1
DRUL-07	N42	N41	10							8															J	1
DRUL-07	N43	N42	36							35																
DRUL-07	N44	N43	17					21																		
DRUL-09	W20a	W20b	2	7																						$\overline{}$
DRUL-09	W20c	W20a	2	10																					,	
DRUL-09	Z5a	<i>Z</i> 5b	6	42																					, ,	
DRUL-11	Н9а	Ex	2	10																						
DRUL-11	W20e	W20d	10	60																					,	
DRUL-13	H21a	Ex	3	10																						
DRUL-15	H23a	H24a	12	61																						
DRUL-15	H24a	H24b	0	15																						
DRUL-21	K18	K17	4	28																						
DRUL-21	N52	N53	15	110																					,	
DRUL-21	N53	K18	2	10																					,	
DRUL-22	N47	N46	5	22																						
DRUL-22	N47b	N47a	11	59																					,	
DRUL-23	N48	N49a	0	20																						$\overline{}$
DRUL-23	N49a	21531	0					185																	,	
DRUL-23	Z2	Z1	70			77																			,	
DRUL-27	Z3	Z4	8																							33
DRUL-27	Z4a	Z4	2	8																					†	
SHEET 3 SUBTO	TAL		217	489	0	77	0	206	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
PIPE REMOVAL 8		OTAL	5,112	97					_	-	_															
			-,		1	1	1	1	1		1	-	-		T		1					•		•		

DRAINAGE PIPE SCHEDULE

STRUCTURE 20800150 550A0340 550A0360 550A0380 550A0380 550A0400 550A0410 550A0420 550A0430 550A0430 550A0450 55

STORM SEWER, CLASS A TYPE 3

TEN	IPORARY	DRAINAG	E PIPE SO	CHEDULE
			TRENCH	STORM SEWER, CLASS
			BACKFILL	A TYPE 2
SHEET	STRU	CTURE	20800150	550A0340
	FROM	то	CU YD	12"
DRUL-05	N33c	N33b	11	42
DRUL-05	N33d	Ex. 9499	3	20
DRUL-05	N39a	N39	3	13
DRUL-05	N40c	Ex 9214	3	22
	TO	TAL	20	97

TRENCH

BACKFILL

FILE NAME = D2CONCD-HPS-sht-drain15M.dgn

_	205 North Michigan Avenue, Suite 2400
_	Chicago, Illinois 60601 312-565-0450

												DRAINAGE F	PIPE SCHEDU	JLE												
			TRENCH BACKFILL				sто	RM SEWER,	CLASS A TYP	E 2					STO	ORM SEWER,	CLASS A TYP	PE 3		ss c	L A T4	SS CL A T5	SS CL A T6	STORM SE	WER, JKD	SS WM REG
SHEET		CTURE	20800150	550A0340			550A0400			550A0430	550A0450		550A0480	550A0640	550A0660			550A0730			550A1010	550A1300	550A1580	55200900	55201100	
DRUM-13	FROM COLLAR	G3B	108	12"	15"	18"	21" 184	24"	27"	30"	36"	42"	48"	12"	15"	18"	24"	30"	36"	18"	24"	30"	24"	24"	30"	12"
DRUM-13	G3A	G3	3				3																			
DRUM-13	G3B	G3A	33	22			65																			
DRUM-13 DRUM-13	I10 I1C	111 12C	10 228	22		244																				
DRUM-13	I1D	I1C	1	2																						
DRUM-13 DRUM-13	I1EB I1WB	I1WB I1C	41	62										2												-
DRUM-13	I2C	I3C	210	02			242																			<u> </u>
DRUM-13	I2D	I2C	1	2																						
DRUM-13 DRUM-13	I2EB I2WB	I2WB I2C	22	3	62																					<u> </u>
DRUM-13	I3C	16	247					212																		
DRUM-13	I3D	I3C	1	2																						<u> </u>
DRUM-13 DRUM-13	I3EB I3WB	I3WB I3C	23	3		62																				
DRUM-13	I4EB	I4WB	1	3																						
DRUM-13 DRUM-13	I4WB I5EB	I5WB I5WB	75 1	66 3																						<u> </u>
DRUM-13	I5WB	16	98					71																		1
DRUM-13	16	17	8					8																		
DRUM-13 DRUM-13	16A 17	16 18	8	3																	23					
DRUM-13	18	19	0														35									
DRUM-13	EX2	EX3	236					80													80					
DRUM-14	J1EB	J1WB	1	3																						
DRUM-14	J1WB	J2	305					201																		
DRUM-14 DRUM-14	J2 J3	J9 J4	2 220						246		3															-
DRUM-14	J4	J6	171						221																	<u> </u>
DRUM-14 DRUM-14	J5	J6	37 30					78	44																	
DRUM-14 DRUM-14	J6 J7	J7 J8	16						41 21																	1
DRUM-14	J8	J2	326								246															
DRUM-14 DRUM-14	J9 K1	N49a K2	70 135	196				135																		
Britain 11	1.1			100																						
DRUM-15 DRUM-15	K2 K3	K6WB K6	265 77	201												184										<u> </u>
DRUM-15	K6EB	K6WB	1	3																						
DRUM-15	K6WB	K6	5													4										
DRUM-15 DRUM-15	L1 L2	L2 L3	86 99	221		222																				-
DRUM-15	L3	L4	99			222																				
DRUM-16	L4	L6	107			196																				
DRUM-16	L5	L6	0			190																		73		
DRUM-16	L6	L8EB	97							96														07		
DRUM-16 DRUM-16	L7 L8EB	L8EB L10	0 55								46													67		
DRUM-16	L9	L10	0																					73		
DRUM-16 DRUM-16	L10 L11	L11 L13	194 226								146 172															<u> </u>
DRUM-16	L12	L13	0								172													67		
DRUM-16 DRUM-16	L13	L15	221 143									172 139														
DRUM-16	L15 L17	L19 L18	0			42						139														<u> </u>
DRUM-16	L18	L19	0																					66		
DRUM-16 DRUM-16	L19 L20EB	L20EB EX	90 11										105 13													
DRUM-16	L20WB	L20EB	1	3									10													†
DDI IM 47	N/4	NAO	70	100																						
DRUM-17 DRUM-17	M1 M2	M2 M3	78 85	196	196																					
DRUM-17	M3	M4	93			196																				
DRUM-17 DRUM-17	M4 M5	M5 M6	95 99			196	196																			
DRUM-17	M6	M7	99				196																			
DRUM-17	M7	M9	105				201								_										07	
DRUM-17 DRUM-17	M9 M10	M11 M11	34 0					21																	87	
DRUM-17	M11	M12	0								212															
DRUM-18	M13	M14	0					34																		
DRUM-18	M13	M15	0					33																		†
																		_		-		-	-			
SHEET SUBTOTA			5,136 1,423	994	258	1,380	1,087	873 	529 	96 	825	311	118	2	0	188	35	0		0	103	0	0	346 	87 	
TOTAL	_		17,915	4,037	1,697	2,853	1,087	1,669	529	172	1,264	311	118	26	52	374	401	36	232	130	161	209	47	346	87	33

													SCHQ	J-27
FILE NAME =	USER NAME = jtardy	DESIGNED - AAF	REVISED -			S	CHEDUL	E OF QU	JANTITIES		F.A.	SECTION	COUNTY TOTAL SHEETS	
\D2CONCD-ABC-sht-drain13M.dgn		DRAWN - AAF	REVISED -	STATE OF ILLINOIS			DRAINA	AGE SCH	IEDULES		74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2		
	PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION								101 101 101 101 101 101 101 101 101 101	CONTRACT NO. 64	
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		ILLINOIS FED.		

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Affred Benesch & Company 205 North Michigan Avenue Chicago, Illinois 60601 312-565-0450
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			60108	3206							60108	206			
		PIPE UN	DERDRA	INS, TYPE 2, 6	,,							NS, TYPE 2, 6	,,		
SHEET#				STA TO	OFFSET	LT/RT	FOOT	SHEET #	STA FROM	OFFSET		STA TO	OFFSET	LT/RT	
DRUM-01/02	48+87.22	56.00	LT	49+08.31	56.00	LT	21	DRUM-09/10	80+50.00	1.50	RT	81+00.00	1.50	RT	50
DRUM-01/02	49+08.31	56.00	LT	51+50.00	56.00	LT	242	DRUM-09/10	71+93.00	77.00	RT	72+09.26	77.00	RT	16
RUM-01/02	51+50.00	56.00	LT	54+00.00	56.00	LT	250	DRUM-09/10	72+09.26	77.00	RT	75+50.00	77.00	RT	341
RUM-01/02	54+00.00	56.00	LT	56+00.00	56.00	LT	200	DRUM-09/10	75+50.00	77.00	RT	81+00.00	77.00	RT	550
RUM-01/02	49+02.94	1.50	LT	49+25.00	1.50	LT	22	DRUM-13	81+00	73	RT	720+54	12.8	RT	184
RUM-01/02	49+25.00	1.50	LT	49+35.29	1.50	LT	10	DRUM-13	81+00	8	RT	82+85	2.5	RT	186
RUM-01/02	49+35.29	1.50	LT	51+50.00	1.50	LT	215	DRUM-13	81+00	2.5	LT	82+85	2.5	LT	185
RUM-01/02	51+50.00	1.50	LT	54+00.00	1.50	LT	250	DRUM-13	81+00	2.5	LT	82+85	71	LT	190
RUM-01/02	54+00.00	1.50	LT	56+00.00	1.50	LT	200	DRUM-13	82+95	8	RT	82+25	2.5	RT	233
RUM-01/02	49+04.14	1.50	RT	49+25.00	1.50	RT	21	DRUM-13	82+95	2.5	LT	85+25	2.5	LT	231
RUM-01/02	49+25.00	1.50	RT	49+35.29	1.50	RT	10	DRUM-13	82+95	73	LT	85+25	73	LT	229
RUM-01/02	49+35.29	1.50	RT	51+50.00	1.50	RT	215	DRUM-13	85+35	8	RT	87+75	2.5	RT	243
RUM-01/02	51+50.00	1.50	RT	54+00.00	1.50	RT	250	DRUM-13	85+35	2.5	LT	87+75	2.5	LT	240
RUM-01/02	54+00.00	1.50	RT	56+00.00	1.50	RT	200	DRUM-13	85+35	73	LT	87+75	73	LT	239
RUM-01/02	49+20.75	56.00	RT	50+02.04	56.00	RT	81	DRUM-13	85+60	63	RT	88+10	72	RT	252
RUM-01/02	50+02.04	62.00	RT	50+64.14	62.00	RT	62	DRUM-13	87+85	8	RT	90+25	2.5	RT	243
RUM-01/02	50+64.14	62.00	RT	51+50.00	62.00	RT	86	DRUM-13	87+85	2.5	LT	90+25	2.5	LT	240
RUM-01/02	51+50.00	62.00	RT	53+00.00	62.00	RT	150	DRUM-13	87+85	73	LT	90+25	73	LT	233
RUM-01/02	53+00.00	62.00	RT	54+84.97	62.00	RT	185	DRUM-13	88+19	72	RT	91+85	72	RT	373
RUM-01/02	54+84.97	56.00	RT	56+00.00	56.00	RT	115	DRUM-13	90+35	8	RT	92+80	2.5	RT	247
RUM-01/02	522+95.46	16.00	LT	523+23.30	16.00	LT	28	DRUM-13	90+35	2.5	LT	92+80	2.5	LT	247
RUM-01/02	523+23.30	16.00		525+25.00		LT	202								
RUM-01/02 RUM-01/02	523+23.30	16.00	LT		16.00 16.00	LT		DRUM-13	90+35	73	LT	92+45	69	LT	207
				526+59.47			134	DRUM-13	91+95	72	RT	94+70	68	RT	280
RUM-01/02	522+94.93	6.00	RT	526+00.00	6.00	RT	305	DRUM-13	92+90	2.5	RT	93+50	2.5	RT	61
RUM-01/02	526+00.00	6.00	RT	526+52.29	6.00	RT	52	DRUM-13	92+90	2.5	LT	93+50	2.5	LT	60
RUM-01/02	642+25.15	28.02	LT	641+65.00	30.21	LT	60	DRUM-13	720+64	7.5	RT	723+14	5	RT	250
RUM-01/02	641+65.00	30.00	LT	638+81.64	30.00	LT	283	DRUM-13	723+25	5	RT	725+78	5	RT	254
RUM-01/02	638+81.64	30.00	LT	636+32.13	30.00	LT	250	DRUM-13	723+48	5	RT	730+98	5	RT	250
RUM-01/02	636+32.13	30.00	LT	634+52.04	30.21	LT	180	DRUM-13	725+88	5	RT	728+38	5	RT	250
RUM-01/02	641+62.19	24.00	RT	641+00.00	12.67	RT	62	DRUM-13	731+08	5	RT	734+29	5	RT	322
RUM-01/02	641+00.00	23.26	RT	638+81.14	21.56	RT	219	DRUM-13	88+23	79	RT	90+90	112	RT	270
RUM-01/02	638+81.14	21.56	RT	637+69.28	13.93	RT	112	DRUM-13	91+06	114	RT	93+65	143	RT	269
RUM-01/02	637+69.28	13.93	RT	636+31.81	12.67	RT	137	DRUM-13	93+75	144	RT	96+15	164	RT	251
RUM-01/02	636+31.81	12.67	RT	634+51.77	12.67	RT	180	DRUM-14	97+04	2.5	LT	99+00	2.5	LT	195
RUM-05/06	56+00.00	56.00	LT	58+04.61	56.00	LT	205	DRUM-14	97+12	2.5	RT	99+00	2.5	RT	188
RUM-05/06	56+00.00	1.50	LT	56+70.61	1.50	LT	71	DRUM-14	97+13	59	LT	100+99	61	LT	380
RUM-05/06	62+24.91	56.00	LT	63+39.21	53.00	LT	114	DRUM-14	97+71	63	RT	97+84	113	RT	129
RUM-05/06	63+39.21	56.00	LT	65+54.62	53.00	LT	215	DRUM-14	98+50	63	RT	100+99	61	RT	253
RUM-05/06	62+24.91	1.50	LT	63+00.00	1.50	LT	75	DRUM-14	98+55	176	RT	96+16	164	RT	248
RUM-05/06	63+00.00	1.50	LT	64+50.00	1.50	LT	150	DRUM-14	99+03	86	LT	100+98	130	LT	194
															_
RUM-05/06	64+50.00	1.50	LT	66+50.00	1.50	LT	200	DRUM-14	99+10	2.5	RT	101+55	2.5	RT	245
RUM-05/06	66+50.00	1.50	LT	68+50.00	1.50	LT	200	DRUM-14	99+10	2.5	LT	101+55	2.5	LT	245
RUM-05/06	68+50.00	1.50	LT	71+00.00	1.50	LT	250	DRUM-14	101+03	132	LT	103+57	192	LT	254
RUM-05/06	56+00.00	56.00	RT	56+70.61	56.00	RT	71	DRUM-14	101+70	2.5	RT	101+55	2.5	RT	15
RUM-05/06	56+00.00	1.50	RT	56+70.61	1.50	RT	71	DRUM-14	101+70	2.5	LT	101+55	2.5	LT	15
RUM-05/06	61+14.84	62.00	RT	62+50.00	52.00	RT	135	DRUM-14	102+15	2.5	RT	101+80	2.5	RT	35
RUM-05/06	62+50.00	52.00	RT	67+09.69	52.00	RT	460	DRUM-14	102+15	2.5	LT	101+80	2.5	LT	35
RUM-05/06	62+24.91	1.50	RT	63+00.00	1.50	RT	75	DRUM-14	102+20	61	LT	101+00	61	LT	118
RUM-05/06	63+00.00	1.50	RT	64+50.00	1.50	RT	150	DRUM-14	103+52	61	RT	101+00	61	RT	255
RUM-05/06	64+50.00	1.50	RT	66+50.00	1.50	RT	200	DRUM-14	104+40	2.5	RT	102+25	2.5	RT	215
RUM-05/06	66+50.00	1.50	RT	68+50.00	1.50	RT	200	DRUM-14	104+40	2.5	LT	102+25	2.5	LT	215
RUM-05/06	68+50.00	1.50	RT	71+00.00	1.50	RT	250	DRUM-14	104+83	61	LT	102+30	61	LT	251
RUM-05/06	526+59.47	16.00	LT	527+25.00	20.00	LT	66	DRUM-14	106+11	61	RT	103+61	61	RT	250
RUM-05/06	527+25.00	16.00	LT	531+61.80	20.00	LT	437	DRUM-14	106+90	2.5	RT	104+50	2.5	RT	240
RUM-05/06		20.00	LT	532+50.00	20.00	LT	88	DRUM-14	106+90	2.5	LT	104+50	2.5	LT	240
RUM-05/06	532+50.00	20.00	LT	535+34.85	20.00	LT	285	DRUM-14	100190	61	LT	104+93	61	LT	250
RUM-05/06	526+52.29	6.00	RT	528+00.00	8.00	RT	148	DRUM-14	107+43	61	RT	104+93	61	RT	250
RUM-05/06	528+00.00	6.00	RT	529+50.00	8.00	RT	150	DRUM-14	100+70	2.5	RT	100+21	2.5	RT	241
RUM-05/06	529+50.00	6.00	RT	532+26.49	8.00	RT	276	DRUM-14	109+40	2.5	LT	107+00	2.5	LT	241
RUM-05/06		8.00	RT	532+26.49	8.00	RT	269	DRUM-14	109+40	243	RT	112+45	2.5	RT	290
															_
RUM-05/06	534+95.15	7.00	RT	537+87.35	12.00	RT	292	DRUM-14	110+06	61	LT	107+55	61	LT	250
RUM-05/06	537+87.35	12.00	RT	539+49.45	12.00	RT	162	DRUM-14	738+00	5	RT	734+30	5	RT	371
RUM-05/06	539+49.45	12.00	RT	541+31.49	12.00	RT	182	DRUM-14	739+73	5	RT	738+10	5	RT	163
RUM-05/06	634+52.04	30.21	LT	633+81.88	32.00	LT	70	DRUM-14	824+98	5	LT	828+05	5	LT	306
RUM-05/06	633+81.88	30.90	LT	631+13.21	32.00	LT	269	DRUM-14	832+36	5	LT	828+06	5	LT	430
RUM-05/06	634+51.77	12.67	RT	633+81.82	9.00	RT	70	DRUM-14	1967+05	62.3	RT	1969+96	30.5	RT	292
RUM-05/06	633+81.82	12.17	RT	631+12.95	9.00	RT	269	DRUM-14	1973+00	39	RT	1975+71	41	RT	271
RUM-05/06	626+51.96	11.82	RT	624+19.46	12.50	RT	233	DRUM-15	1975+82	41	RT	1978+43	41	RT	261
RUM-05/06	624+19.46	12.50	RT	623+26.84	16.50	RT	93	DRUM-15	111+40	2.5	RT	109+50	2.5	RT	190
RUM-05/06	623+26.84	11.50	RT	622+24.72	9.50	RT	102	DRUM-15	111+40	2.5	LT	109+50	2.5	LT	190
RUM-05/06	622+24.72	9.50	RT	620+44.40	9.50	RT	180	DRUM-15	112+53	61	RT	108+80	61	RT	375
RUM-05/06	620+44.40	9.50	RT	620+00.00	6.13	RT	44	DRUM-15	112+55	198	RT	114+88	123	RT	248
RUM-09/10	72+45.93	74.00	LT	72+57.61	74.00	LT	12	DRUM-15	112+67	61	LT	110+16	61	LT	250
RUM-09/10	72+57.61	74.00	LT	75+50.00	74.00	LT	292	DRUM-15	113+23	2.5	RT	111+50	2.5	RT	178
RUM-09/10	75+50.00	74.00	LT	78+50.00	74.00	LT	300	DRUM-15	113+28	2.5	LT	111+50	2.5	LT	178
RUM-09/10	78+50.00	74.00	LT	80+50.00	74.00	LT	200	DRUM-15	114+97	121	RT	117+35	67	RT	247
RUM-09/10	80+50.00	74.00	LT	81+00.00	74.00	LT	50	DRUM-15	115+01	61	RT	112+63	61	RT	239
							50			197	LT	112+63	168	LT	265
RUM-09/10	71+99.30	1.50	LT	72+57.61	1.50	LT		DRUM-15	115+35						
RUM-09/10	72+57.61	1.50	LT	75+50.00	1.50	LT	292	DRUM-15	115+40	2.5	RT	113+38	2.5	RT	203
RUM-09/10	75+50.00	1.50	LT	78+50.00	1.50	LT	300	DRUM-15	115+40	2.5	LT	113+38	2.5	LT	202
RUM-09/10	78+50.00	1.50	LT	80+50.00	1.50	LT	200	DRUM-15	116+70	2.5	RT	115+50	2.5	RT	121
RUM-09/10	80+50.00	1.50	LT	81+00.00	1.50	LT	50	DRUM-15	116+70	61	RT	115+11	61	RT	160
RUM-09/10	71+98.03	1.50	RT	72+57.61	1.50	RT	60	DRUM-15	116+70	2.5	LT	115+50	2.5	LT	121
RUM-09/10	72+57.61	1.50	RT	75+50.00	1.50	RT	292	DRUM-15	116+70	61	LT	112+77	61	LT	390
	75+50.00	1.50	RT	78+50.00	1.50	RT	300	DRUM-15	116+80	2.5	RT	117+20	2.5	RT	41
RUM-09/10															

		DIDE::::	6010				
SHEET#	STA FROM	OFFSET	DERDRA LT/RT	INS, TYPE 2, 6'	OFFSET	LT/RT	FOOT
DRUM-15	116+80	2.5	LT	117+20	2.5	LI/KI	42
DRUM-15	116+80	61	LT	119+42	61	LT	260
DRUM-15	117+30	2.5	RT	119+75	2.5	RT	245
DRUM-15	117+30	2.5	LT	119+75	2.5	LT	245
DRUM-15	118+09	167	LT	120+71	111	LT	265
DRUM-15	118+64	57	RT	121+08	51	RT	245
DRUM-15	119+52	61	LT	121+15	61	LT	163
DRUM-15	119+85	2.5	RT	122+00	2.5	RT	216
DRUM-15	119+85	2.5	LT	122+00	2.5	LT	215
DRUM-15	120+83	109	LT	122+51	77	LT	170
DRUM-15	121+25	61	LT	123+78	61	LT	252
DRUM-15	122+10	2.5	RT	124+25	2.5	RT	216
DRUM-15	122+10	2.5	LT	124+25	2.5	LT	215
DRUM-15	123+88	61	LT	125+77	53	LT	189
DRUM-15	124+35	2.5	RT	126+50	2.5	RT	216
DRUM-15	124+35	2.5	LT	126+50	2.5	LT	215
DRUM-15	922+86	5	RT	924+53	5	RT	167
DRUM-15	927+10	5	RT	924+54	5	RT	256
DRUM-15	927+20	5	RT	929+70	5	RT	249
DRUM-15	929+80	5	RT	932+25	5	RT	245
DRUM-15	932+35	5	RT	934+85	5	RT	250
DRUM-15	934+95	5	RT	937+43	5	RT	249
DRUM-15	1019+05	5	LT	1023+79	5	LT	473
DRUM-15	1023+90	5	LT	1025+77	5	LT	186
DRUM-16	126+60	2.5	RT	128+50	2.5	RT	190
DRUM-16	126+60	2.5	LT	128+50	2.5	LT	190
DRUM-16	128+60	2.5	RT	129+55	2.5	RT	71
DRUM-16	128+60	2.5	LT	130+00	2.5	LT	140
DRUM-16	129+65	2.5	RT	130+00	2.5	RT	87
DRUM-16	130+10	2.5	RT	131+50	2.5	RT	141
DRUM-16	130+10	2.5	LT	131+50	2.5	LT	138
DRUM-16	131+38	61	LT	133+17	61	LT	180
DRUM-16	131+50	61	RT	134+00	61	RT	250
DRUM-16	131+60	2.5	RT	133+25	2.5	RT	167
DRUM-16	131+60	2.5	LT	133+25	2.5	LT	166
DRUM-16	133+32	61	LT	135+35	61	LT	202
DRUM-16	133+35	2.5	RT	135+00	2.5	RT	166
DRUM-16	133+35	2.5	LT	135+00	2.5	LT	165
DRUM-16	134+10	61	RT	136+46	76	RT	244
DRUM-16	135+10	2.5	RT	136+42	2.5	RT	133
DRUM-16	135+10	2.5	LT	136+42	2.5	LT	132
DRUM-16	135+48	57	LT	138+00	61	LT	252
DRUM-16	136+50	61	RT	138+97	61	RT	249
DRUM-16	136+52	2.5	RT	137+50	2.5	RT	99
							98
DRUM-16	136+52	2.5	LT	137+50	2.5	LT	
DRUM-16	137+60	2.5	RT	140+00	2.5	RT	241
DRUM-16	137+60	2.5	LT	140+00	2.5	LT	240
DRUM-16	138+10	61	LT	140+59	61	LT	250
DRUM-16	139+07	61	RT	141+58	61	RT	250
DRUM-16	937+53	5	RT	940+71	9	RT	318
DRUM-16	940+81	9	RT	941+21	35	RT	60
DRUM-16	941+27	10	RT	131+40	61	RT	136
				1027+37			
DRUM-16	1025+87	5	LT		5	LT	150
DRUM-16	1027+46	5	LT	1028+30	5	LT	84
DRUM-16	1028+65	5	LT	131+27	61	LT	262
DRUM-17	140+10	2.5	RT	142+00	2.5	RT	191
DRUM-17	140+10	2.5	LT	142+00	2.5	LT	191
DRUM-17	140+69	61	LT	143+15	61	LT	250
DRUM-17	141+68	61	RT	144+22	61	RT	250
DRUM-17	142+10	2.5	RT	144+00	2.5	RT	190
	142+10						
DRUM-17		2.5	LT	144+00	2.5	LT	190
DRUM-17	143+25	61	LT	145+71	61	LT	250
DRUM-17	144+10	2.5	RT	146+00	2.5	RT	191
DRUM-17	144+10	2.5	LT	146+00	2.5	LT	191
DRUM-17	144+32	61	RT	146+86	61	RT	250
DRUM-17	145+81	61	LT	148+27	61	LT	250
DRUM-17	146+10	2.5	RT	148+00	2.5	RT	191
DRUM-17	146+10	2.5	LT	148+00	2.5	LT	191
DRUM-17	146+96	61	RT	149+49	61	RT	249
DRUM-17	148+10	2.5	RT	150+00	2.5	RT	191
DRUM-17	148+10	2.5	LT	150+00	2.5	LT	191
DRUM-17	148+37	61	LT	150+83	61	LT	250
DRUM-17	149+60	61	RT	152+14	61	RT	250
DRUM-17	150+10	2.5	RT	152+00	2.5	RT	191
DRUM-17	150+10	2.5	LT	152+00	2.5	LT	191
DRUM-17	150+93	61	LT	152+57	61	LT	167
DRUM-17	152+10	2.5	RT	154+05	2.5	RT	196
DRUM-17	152+10	2.5	LT	154+05	2.5	LT	196
DRUM-17	152+24	61	RT	153+99	61	RT	172
DRUM-17	152+67	61	LT	154+03	79	LT	148
DRUL-03	1917+43.85	35.58	LT	1919+92.77	35.58	LT	249
DRUL-03	1919+92.77	35.58	LT	1920+00.00	35.58	LT	7
DILL 03	1915+11.98	35.58	RT	1917+00.00	35.58	RT	188
DRUL-03			D.T.	4000 . 00 00	25.50	- DT	000
DRUL-03	1917+00.00	35.58	RT	1920+00.00	35.58	RT	300

SHEET #	STA FROM	OFFSET	DERDRA LT/RT	INS, TYPE 2, 6	" OFFSET	LT/RT	FOO
DRUL-05	1922+84.95	35.58	LT/KT	STA TO 1925+40.00	35.58	LI/KI LT	255
DRUL-05	1925+40.00	35.58	LT	1925+40.00	35.58	LT	60
DRUL-05	1920+00.00	35.58	RT	1920+00.00	35.58	RT	285
DRUL-05	1920+84.95	35.58	RT	1925+40.00	35.58	RT	255
DRUL-05	1925+40.00	35.58	RT	1926+00.00	35.58	RT	60
DRUL-03	1925+40.00	35.58	LT	1928+19.35		LT	219
DRUL-07	1928+90.76			1932+00.00	35.58 28.58		309
DRUL-07	1928+90.76	35.19 29.07	LT LT			LT LT	22
				1932+00.00	28.58		_
DRUL-07	1926+00.00	35.58	RT	1928+89.66	32.70	RT	290
DRUL-07	1928+89.66	32.70	RT	1931+77.77	29.92	RT	288
DRUL-07	1928+89.66	32.70	RT	1932+00.00	31.27	RT	310
DRUL-09	1932+00.00	28.58	LT	1936+11.44	28.58	LT	411
DRUL-09	1937+28.15	50.86	LT	1938+00.00	28.59	LT	72
DRUL-09	1932+00.00	31.27	RT	1935+13.18	32.22	RT	313
DRUL-09	1936+57.30	34.35	RT	1938+00.00	28.59	RT	143
DRUL-11	1938+00.00	28.59	LT	1939+76.39	27.95	LT	176
DRUL-11	1939+76.39	27.95	LT	1942+16.32	28.02	LT	240
DRUL-11	1942+16.32	28.02	LT	1944+00.00	28.58	LT	184
DRUL-11	1938+00.00	28.59	RT	1939+75.93	28.65	RT	176
DRUL-11	1939+75.93	28.65	RT	1942+25.49	28.30	RT	250
DRUL-11	1942+25.49	28.30	RT	1944+00.00	28.58	RT	175
DRUL-13	1944+00.00	28.58	LT	1944+75.00	27.96	LT	75
DRUL-13	1944+75.00	27.96	LT	1948+75.35	27.79	LT	400
DRUL-13	1948+75.35	27.79	LT	1950+00.00	28.58	LT	125
DRUL-13	1944+00.00	28.58	RT	1944+87.49	28.13	RT	87
DRUL-13	1944+87.49	28.13	RT	1948+74.88	28.22	RT	387
DRUL-13	1944+67.49	28.22	RT	1950+00.00	28.58	RT	125
							_
DRUL-15	1950+00.00	2.58	LT	1952+46.25	2.48	LT	246
DRUL-15	1952+46.25	2.48	LT	1955+37.31	2.58	LT	291
DRUL-15	2050+00.00	2.58	RT	2052+47.47	2.72	RT	247
DRUL-15	2052+47.47	2.72	RT	2056+00.00	2.58	RT	353
DRUL-17	1956+24.32	2.58	LT	1960+05.80	1.39	LT	381
DRUL-17	1960+05.80	1.39	LT	1962+00.00	2.58	LT	194
DRUL-18	1962+00.00	2.58	LT	1962+51.61	2.58	LT	52
DRUL-18	1962+51.61	2.58	LT	1965+01.42	2.18	LT	250
DRUL-18	1965+01.42	2.18	LT	1967+51.01	1.82	LT	250
DRUL-18	1967+51.01	1.82	LT	1968+00.00	2.58	LT	49
DRUL-19	1968+00.00	2.58	LT	1969+80.00	2.58	LT	180
DRUL-19	1973+00.00	12.58	LT	1974+00.00	12.58	LT	100
DRUL-20	1974+00.00	12.58	LT	1977+94.03	2.09	LT	394
DRUL-20	1977+94.03	2.09	LT	1980+00.00	2.58	LT	206
DRUL-21	1982+20.18	26.00	RT	1983+50.00	26.00	RT	130
DRUL-21	1983+50.00	26.00	RT	1983+63.03	26.00	RT	13
DRUL-21	1983+63.03	26.00	RT	1985+50.00	26.00	RT	187
DRUL-21	1980+00.00	2.58	LT	1980+65.67	1.75	LT	66
DRUL-21	1980+65.67	1.75	LT	1983+62.99	2.62	LT	297
DRUL-21	1983+62.99	2.62	LT	1984+14.32	2.30	LT	51
DRUL-21	1984+14.32	2.30	LT	1985+50.00	2.58	LT	136
DRUL-22	2056+00.00	2.58	RT	2056+22.44	2.97	RT	22
DRUL-22	2056+22.44	2.97	RT	2057+87.89	2.30	RT	165
DRUL-22	2057+87.89	2.30	RT	2060+00.00	2.58	RT	212
DRUL-22	2059+00.00	28.58	LT	2061+15.66	24.55	LT	216
DRUL-22	2061+15.66	24.55	LT	2062+00.00	28.58	LT	84
DRUL-23	2066+43.76	14.58	RT	2067+17.18	14.58	RT	73
DRUL-23	2067+17.18	14.58	RT	2068+00.00	14.58	RT	83
DRUL-23	2062+00.00	28.58	LT	2063+50.00	28.58	LT	150
DRUL-23	2063+50.00	28.58	LT	2068+00.00	28.58	LT	450
DRUL-24	2068+00.00	14.58	RT	2068+20.00	14.58	RT	20
DRUL-24	2068+00.00	28.58	LT	2068+20.00	28.58	LT	20
DRUL-25	2074+30.00	12.58	RT	2075+93.80	12.58	RT	164
DRUL-25	2075+93.80	12.58	RT	2078+00.00	12.58	RT	206
DRUL-25	2077+32.69	17.14	LT	2078+00.00	17.14	LT	67
DRUL-27	128+34.04	20.59	LT	129+06.88	71.50	LT	73
DRUL-27	128+30.50	20.79	RT	129+13.14	22.75	RT	83
DRUL-27	130+48.39	22.58	LT	132+05.00	22.67	LT	157
DRUL-27	130+76.58	55.10	RT	132+05.00	22.67	RT	128
						TOTAL	62,88

FILE NAME =
\D2CONCD-ABC-sht-drain17M.dgr
¢MODEL NAME¢

USER NAME = jtardy	DESIGNED	-		REVISED	-
	DRAWN	-		REVISED	-
PLOT SCALE =	CHECKED	-		REVISED	-
PLOT DATE = 5/5/2017	DATE	-	3/23/2017	REVISED	-

STATI	E OF	ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

									SCHO	Q-28
SCHEDULE OF QUANTITIES					F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAINA	GE SCHE	DULES		74	(81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND	2042	91
								CONTRACT	NO. 6	4E26
	SHEET NO.	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		TS NO.

		60100060				
CONCRETE HEADWALLS FOR PIPE DRAINS						
ALIGNMEN		OFFSET	LT/RT	EACH		
PR I-74	58+51.71	119.62	LT	1		
PR I-74	61+14.84	74.68	RT	1		
PR I-74	62+50.00	67.98	RT	<u>:</u>		
PR I-74	67+00.00	97.64	RT	<u>·</u> 1		
PR I-74	68+57.14	89.97	RT	<u>·</u> 1		
PR I-74	81+00.00	114.51	RT	<u>:</u> 1		
PR I-74	101+00.23	102.55	RT	1		
PR I-74	101+00.51	82.43	LT	1		
PR I-74	102+30.30	86.04	LT	1		
PR I-74	103+63.21	81.59	RT	1		
PR I-74	104+92.15	84.04	LT	1		
PR I-74	106+22.32	87.20	RT	1		
PR I-74	107+54.43	66.32	LT	1		
PR I-74	108+79.83	70.88	RT	1		
PR I-74	110+15.79	68.72	LT	1		
PR I-74	112+62.34	96.22	RT	1		
PR I-74	112+75.95	93.15	LT	1		
PR I-74	115+10.49	88.86	RT	1		
PR I-74	118+54.88	100.25	RT	1		
PR I-74	121+08.88	95.61	RT	1		
PR I-74	119+41.34	79.61	LT	1		
PR I-74	121+14.50	67.68	LT	1		
PR I-74	123+65.76	85.62	RT	1		
PR I-74	123+79.58	94.28	LT	1		
PR I-74	125+78.17	87.04	LT	1		
PR I-74	126+23.18	80.32	RT	1		
PR I-74	127+37.33	81.67	LT	1		
PR I-74	128+32.13	73.87	LT	1		
PR I-74	129+35.12	73.33	RT	1		
PR I-74	131+27.37	67.60	LT	1		
PR I-74	131+80.35	69.42	RT	1		
PR I-74	133+17.07	69.32	LT	1		
PR I-74	134+00.73	72.73	RT	1		
PR I-74	135+34.76	74.16	LT	1		
PR I-74	137+99.57	67.57	LT	1		
PR I-74	138+96.87	71.42	RT	1		
PR I-74	140+58.07	76.21	LT	1		
PR I-74	141+58.10	76.59	RT	1		
PR I-74	143+15.41	77.90	LT	1		
PR I-74	144+22.37	76.67	RT	1		
PR I-74	145+71.38	72.25	LT	1		
PR I-74	146+86.39	79.15	RT	1		
PR I-74	148+26.93	75.16	LT	1		
PR I-74	149+51.09	77.60	RT	1		
PR I-74	150+82.73	80.89	LT	1		
PR I-74	152+14.41	80.15	RT	1		
PR I-74	152+58.22	80.05	LT	1		
PR I-74	153+98.33	79.55	RT	1		
RAMP 7TH		12.00	RT	1		
RAMP 7TH		39.97	RT	1		
RAMP 7TH		19.20	RT	1		
RAC-B	924+54.00	38.44	RT	1		
RAC-C	723+14.97	21.25	RT	1		
RAC-C	725+78.84	28.39	RT	1		
RAC-C	728+37.79	33.67	RT	1		
RAC-C	729+66.43	40.92	LT	1		
RAC-C	730+98.10	28.88	RT	1		
RAC-C	732+63.02	51.38	LT	1		
RAC-C	734+30.04	23.55	RT	1		
RAC-C	738+09.92	23.97	RT	1		
RAC-D	828+03.79	19.75	LT	1		
19TH ST	2078+00.00	29.53	LT	1		
19TH ST	1967+27.00	163.50	RT	1		
19TH ST	1975+71	149.00	RT	1		
19TH ST	1978+45	173.00	RT	1		

PIPE UNDERDRAINS 6" (SPECIAL)					
ALIGNMENT	STA	LT/RT	FOOT		
PR I-74	58+51.71	LT	14		
PR I-74	61+14.84	RT	13		
PR I-74	62+50.00	RT	7		
PR I-74	67+00.00	RT	14		
PR I-74	68+57.14	RT	14		
PR I-74	81+00.00	RT RT	37		
PR I-74	88+10 91+85	RT	51 30		
PR I-74	91+65	RT	52		
PR I-74	100+99	RT	43		
PR I-74	101+00	RT	43		
PR I-74	103+61	RT	19		
PR I-74	106+21	RT	26		
PR I-74	108+80	RT	9		
PR I-74	112+63	RT	34		
PR I-74	115+11	RT	26		
PR I-74	118+54	RT	43		
PR I-74	131+40	RT	41		
PR I-74	134+00	RT	12		
PR I-74	138+97	RT	11		
PR I-74	141+58	RT	16		
PR I-74	144+22	RT	16		
PR I-74	146+86	RT	19		
PR I-74	149+49	RT	18		
PR I-74	152+14	RT	20		
PR I-74	153+99	RT	21		
PR I-74	100+99	LT	23		
PR I-74	101+00	LT	23		
PR I-74	102+30	LT	26		
PR I-74	104+93	LT	24		
PR I-74	107+55	LT	20		
PR I-74	110+16	LT	9		
PR I-74	112+77	LT	34		
PR I-74	119+42	LT	20		
PR I-74	121+15	LT	7		
PR I-74	123+78	LT	40		
PR I-74	125+77	LT	35		
PR I-74	131+27	LT	9		
PR I-74	133+17	LT	9		
PR I-74	135+35	LT	15		
PR I-74	138+00	LT	9		
PR I-74	140+59	LT	18		
PR I-74	143+15	LT	19		
PR I-74	145+71	LT	16		
PR I-74	148+27	LT	17		
PR I-74	150+83 152+57	LT LT	22		
AMP 7TH-B	526+00.00	RT	20 5		
AMP 7TH-B	528+00.00	RT	33		
AMP 7TH-B	529+51.69	RT	9		
AMP AC-A	1023+79	LT	6		
AMP AC-A	1025+79	LT	11		
AMP AC-A	1023+77	LT	14		
AMP AC-A	1027+67	LT	10		
AMP AC-B	924+53	RT	33		
AMP AC-B	924+54	RT	33		
AMP AC-B	929+70	RT	19		
AMP AC-B	932+25	RT	22		
AMP AC-B	932+26	RT	44		
AMP AC-B	934+85	RT	26		
AMP AC-B	937+43	RT	14		
AMP AC-B	940+71	RT	17		
AMP AC-C	723+14	RT	16		
AMP AC-C	725+78	RT	21		
AMP AC-C	728+38	RT	29		
AMP AC-C	730+98	RT	25		
AMP AC-C	734+29	RT	19		
RAMP AC-C	734+29	RT	19		
RAMP AC-C	734+30	RT	15		
RAMP AC-D	828+05	LT	16		
RAMP AC-D	828+06	LT	16		
19TH ST	2078+00	LT	12		
19TH ST	1967+05	RT	104		
19TH ST	1967+05	RT	104		
			92		
19TH ST	1978+43	RT			

								SCH0-29
FILE NAME =	USER NAME = jtardy	DESIGNED -	REVISED -			SCHEDULE OF QUANTITIES		F.A.I SECTION COUNTY TOTAL SHEET NO.
\D2CONCD-ABC-sht-drain17AM.dgn		DRAWN -	REVISED -	STATE OF ILLINOIS		DRAINAGE SCHEDULES		74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 92
	PLOT SCALE =	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION				CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -		SCALE:	SHEET NO. OF SHEETS STA.	TO STA.	ILLINOIS FED. AID PROJECT

	5010	04400		
со	NCRETE HEAI	OWALL REM	IOVAL	
ALIGNMENT	STA	OFFSET	LT/RT	EACH
PR I-74	66+88.94	103.12	RT	1
PR I-74	71+95.71	8.64	RT	1
PR I-74	72+40.27	30.34	LT	1
PR I-74	72+43.69	98.32	LT	1
PR I-74	101+55.17	95.93	RT	1
PR I-74	101+55.48	70.96	LT	1
PR I-74	109+56.04	71.45	RT	1
PR I-74	109+56.18	5.70	RT	1
PR I-74	117+65.87	109.94	RT	1
PR I-74	121+05.52	83.59	RT	1
PR I-74	121+06.11	6.25	RT	1
PR I-74	123+52.26	101.57	LT	1
PR I-74	146+05.22	5.67	RT	1
PR I-74	146+05.43	72.57	RT	1
19TH ST	1927+78.46	59.38	RT	1
			TOTAL	15

REMOVING MANHOLES							
ALIGNMENT	STA	OFFSET	LT/RT	EACH			
PR I-74	49+11.19	28.44	LT	1			
PR I-74	49+12.32	6.68	LT	1			
PR I-74	49+63.80	38.59	LT	1			
				-			
PR I-74	50+78.42	8.68	RT	1			
PR I-74	50+78.59	4.47	RT	1			
PR I-74	50+79.58	44.40	RT	1			
PR I-74	50+94.82	144.92	RT	1			
PR I-74	50+97.74	103.30	RT	1			
PR I-74	50+98.25	93.77	RT	1			
PR I-74	52+78.50	85.24	LT	1			
PR I-74	53+07.63	95.94	LT	1			
PR I-74	53+95.96	11.91	RT	1			
PR I-74	54+20.81	6.00	RT	1			
PR I-74	54+45.61	8.89	RT	1			
PR I-74	55+74.54	111.28	RT	1			
PR I-74	56+78.50	0.85	RT	1			
PR I-74	56+97.60	25.79	RT	1			
PR I-74	58+50.07	39.22	LT	1			
PR I-74	58+90.81	24.17	LT	1			
PR I-74	60+13.60	105.35	RT	1			
				-			
PR I-74	60+23.66	72.53	RT	1			
PR I-74	60+26.99	96.48	RT	1			
PR I-74	61+26.63	37.62	RT	1			
PR I-74	61+28.33	80.55	RT	1			
PR I-74	61+48.30	124.41	RT	1			
PR I-74	62+26.62	93.44	RT	1			
PR I-74	62+50.87	57.30	LT	1			
PR I-74	62+75.19	73.19	LT	1			
	63+22.14		LT	1			
PR I-74		65.78		-			
PR I-74	63+94.78	94.12	RT	1			
PR I-74	66+74.68	89.55	RT	1			
PR I-74	71+93.54	66.17	RT	1			
PR I-74	72+45.80	80.89	LT	1			
PR I-74	82+84.29	20.30	LT	1			
PR I-74	92+13.80	141.59	LT	1			
PR I-74	114+98.70	173.32	RT	1			
				-			
PR I-74	117+20.14	1.95	RT	1			
PR I-74	117+57.20	52.71	RT	1			
PR I-74	123+53.83	57.65	LT	1			
PR I-74	130+07.52	15.73	RT	1			
PR I-74	133+55.24	13.82	RT	1			
PR I-74	136+06.26	16.05	RT	1			
PR I-74	136+40.46	16.20	RT	1			
1 1 1 1 - 1 - 1	1001 40.40	10.20	131	+ '			
10TU CT	1010±02.00	46 85	рт	1			
19TH ST	1919+92.99	46.82	RT . T	1			
19TH ST	1919+95.24	26.92	LT	1			
19TH ST	1920+40.99	28.39	LT	1			
19TH ST	1920+42.09	23.49	RT	1			
19TH ST	1921+59.65	26.04	LT	1			
19TH ST	1922+33.61	61.90	RT	1			
19TH ST	1922+84.81	44.65	RT	1			
19TH ST	1922+86.80	61.36	RT	1			
19TH ST		17.16	LT	1			
	1922+88.83						
19TH ST	1922+91.16	24.54	RT	1			
19TH ST	1923+34.88	40.44	LT	1			
19TH ST	1923+47.53	57.33	LT	1			
19TH ST	1924+20.46	34.21	LT	1			
19TH ST	1925+12.31	46.33	RT	1			
19TH ST	1925+36.61	32.75	LT	1			
19TH ST	1925+59.09	42.32	RT	1			
19TH ST	1928+68.28	71.64	LT	1			
19TH ST	1928+91.04	35.33	LT	1			
19TH ST	2062+57.07	33.35	LT	1			

60500050								
REMOVING CATCH BASINS								
ALIGNMENT	STA	OFFSET	LT/RT	EACH				
PR I-74	83+00.50	71.55	LT	1				
PR I-74	92+74.97	10.85	LT	1				
PR I-74	101+55.35	0.24	RT	1				
PR I-74	128+80.35	79.28	LT	1				
PR I-74	129+58.22	1.32	RT	1				
PR I-74	130+08.02	80.54	RT	1				
PR I-74	133+53.74	69.95	LT	1				
PR I-74	136+06.48	0.12	RT	1				
PR I-74	136+40.52	78.10	RT	1				
			TOTAL	9				

	60500	060			
	REMOVING	INLETS			
ALIGNMENT	STA	OFFSET	LT/RT	EACH	
PR I-74	50+77.37	32.50	LT	1	
PR I-74	53+01.66	54.57	LT	1	
PR I-74	53+94.53	49.33	RT	1	
PR I-74	54+19.17	32.55	LT	1	
PR I-74	59+96.39	134.95	LT	1	
PR I-74	62+26.04	88.60	RT	1	
PR I-74	62+70.82	18.31	LT	1	
PR I-74	64+49.18	93.48	LT	1	
PR I-74	67+49.28	77.53	LT	1	
PR I-74	72+46.66	73.73	LT	1	
PR I-74	92+44.22	72.65	LT	1	
19TH ST	1919+93.93	79.99	RT	1	
19TH ST	1928+42.01	69.72	LT	1	
19TH ST	1936+57.50	33.92	RT	1	
emporary Inlets					
19TH ST	1913+48.85	20.29	LT	1	
19TH ST	1921+10.00	55.53	RT	1	
19TH ST	1921+60.00	45.54	LT	1	
19TH ST	1925+40.00	45.58	LT	1	
19TH ST	1925+80.00	49.64	RT	1	
	TOTAL			19	

						SCHQ-30
FILE NAME =	USER NAME = jtardy	DESIGNED -	REVISED -		SCHEDULE OF QUANTITIES	F.A.I SECTION COUNTY TOTAL SHEET SHEETS NO.
\D2CONCD-ABC-sht-drain18M.dgn		DRAWN -	REVISED -	STATE OF ILLINOIS	DRAINAGE STRUCTURE REMOVALS	74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 93
	PLOT SCALE =	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -	1	SCALE: SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT

60255500 MANHOLES TO BE ADJUSTED												
19TH ST.	1913+27.34	56.00	RT	DRUL-01	STM	E14	1					
19TH ST.	1917+00.00	5.02	RT	DRUL-03	STM	N28	1					
19TH ST.	1917+71.41	7.00	LT	DRUL-03	SAN		1					
19TH ST.	1918+72.42	20.46	LT	DRUL-03	SAN		1					
19TH ST.	1919+07.19	9.94	RT	DRUL-03	SAN		1					
19TH ST.	1919+40.00	30.47	RT	DRUL-03	STM	N33a	1					
19TH ST.	1919+92.77	33.00	RT	DRUL-03	STM	N33	1					
19TH ST.	1920+70.00	43.85	RT	DRUL-05	STM	N33b	1					
19TH ST.	1922+93.76	7.35	LT	DRUL-05	SAN		1					
19TH ST.	1924+96.10	21.01	LT	DRUL-05	SAN		1					
19TH ST.	1925+39.38	24.70	RT	DRUL-05	STM	N40a	1					
19TH ST.	1926+39.01	25.63	RT	DRUL-07	STM		1					
19TH ST.	1926+54.96	14.82	RT	DRUL-07	STM		1					
19TH ST.	1926+86.61	28.30	LT	DRUL-07	STM		1					
19TH ST.	1928+55.44	19.58	LT	DRUL-07	SAN		1					
19TH ST.	1928+89.03	36.05	RT	DRUL-07	STM		1					
19TH ST.	1928+89.91	24.24	LT	DRUL-07	STM	N41	1					
19TH ST.	1930+22.57	11.39	RT	DRUL-07	TEL		1					
19TH ST.	1930+22.37	22.15	RT	DRUL-07	STM		1					
19TH ST.	1930+90.46	12.47	LT	DRUL-07	STM		1					
19TH ST.	1931+31.32	22.00	RT	DRUL-07	STM		1					
			RT									
19TH ST.	1935+68.08	34.07		DRUL-09	STM		1					
19TH ST.	1935+90.46	34.84	LT	DRUL-09	STM		1					
19TH ST.	1936+01.42	20.43	RT	DRUL-09	SAN		1					
19TH ST.	1936+04.55	21.73	LT	DRUL-09	STM		1					
19TH ST.	1936+16.60	41.77	RT	DRUL-09	STM		1					
19TH ST.	1936+28.31	1.81	LT	DRUL-09	STM		1					
19TH ST.	1936+44.78	20.17	RT	DRUL-09	STM		1					
19TH ST.	1936+98.68	59.06	LT	DRUL-09	STM		1					
19TH ST.	1937+27.78	32.42	RT	DRUL-09	STM	W20b	1					
19TH ST.	1937+29.29	4.72	LT	DRUL-09	SAN		1					
19TH ST.	1939+77.11	5.47	RT	DRUL-11	STM		1					
19TH ST.	1940+33.74	23.83	RT	DRUL-11	SAN		1					
19TH ST.	1942+15.60	9.68	LT	DRUL-11	STM		1					
19TH ST.	1942+78.65	17.28	RT	DRUL-11	SAN		1					
19TH ST.	1944+92.04	35.41	RT	DRUL-13	STM		1					
19TH ST.	1945+47.00	6.24	RT	DRUL-13	SAN		1					
19TH ST.	1945+83.38	31.05	LT	DRUL-13	STM		1					
19TH ST.	1948+67.34	28.22	RT	DRUL-13	STM		1					
19TH ST.	1949+27.55	9.94	LT	DRUL-13	SAN		1					
19TH ST.	1952+46.48	27.66	RT	DRUL-15	STM		1					
19TH ST.	1955+68.35	56.43	RT	DRUL-15	SAN		1					
19TH ST.	1955+71.11	34.88	RT	DRUL-15	STM		1					
19TH ST.	1975+17.16	0.87	RT	DRUL-20	STM		1					
19TH ST.	2057+76.59	12.57	LT	DRUL-22	SAN		1					
19TH ST.	2058+04.87	2.86	LT	DRUL-22	STM		1					
19TH ST.	2059+10.74	13.39	LT	DRUL-22	SAN		1					
19TH ST.	2060+64.13	2.70	LT	DRUL-22	STM		1					
19TH ST.	2061+21.72	18.40	LT	DRUL-22	SAN		1					
19TH ST.	2062+59.42	24.39	LT	DRUL-23	SAN		1					
19TH ST.	2064+03.69	27.64	LT	DRUL-23	SAN		1					
19TH ST.	2064+03.09	31.75	LT	DRUL-23	FO		1					
19TH ST.	2065+92.16	1.87	RT	DRUL-23	STM	Z2	1					
			RT		STM		1					
19TH ST.	2067+16.47	3.65		DRUL-23								
12TH AVE.	131+11.28	1.55	RT	DRUL-27	SAN	TOTAL	1 55					
						TOTAL	55					

				60256910			
	MANHOLES	S TO BE AD	JUSTED	WITH NEW TY	PE 20 FRAME A	ND GRA	TE
ALIGNMENT	STA	OFFSET	LT/RT	SHEET	TYPE	STR	EACH
19TH ST.	1924+90.11	33.00	LT	DRUL-05	STM	N38a	1
19TH ST.	1925+40.00	33.00	LT	DRUL-05	STM	N39	1
						TOTAL	2

INLETS TO BE ADJUSTED											
ALIGNMENT	STA	OFFSET	LT/RT	SHEET			EACH				
19TH AVE.	1928+89.63	32.75	RT	DRUL-07			1				
19TH AVE.	1931+77.77	29.92	RT	DRUL-07			1				
19TH AVE.	1931+78.02	29.07	LT	DRUL-07			1				
19TH AVE.	1935+28.07	36.90	RT	DRUL-09			1				
19TH AVE.	1935+48.18	56.73	RT	DRUL-09			1				
19TH AVE.	1936+21.56	80.48	RT	DRUL-09			1				
19TH AVE.	1936+34.93	59.97	RT	DRUL-09			1				
19TH AVE.	1936+35.66	36.66	LT	DRUL-09			1				
19TH AVE.	1936+50.81	56.93	LT	DRUL-09			1				
19TH AVE.	1937+26.48	52.46	LT	DRUL-09			1				
19TH AVE.	1937+75.30	30.84	LT	DRUL-09			1				
19TH AVE.	1939+76.39	27.95	LT	DRUL-11			1				
19TH AVE.	1939+75.93	28.65	RT	DRUL-11			1				
19TH AVE.	1942+16.32	28.02	LT	DRUL-11			1				
19TH AVE.	1942+25.49	28.30	RT	DRUL-11			1				
19TH AVE.	1944+75.24	27.96	LT	DRUL-13			1				
19TH AVE.	1944+91.28	28.06	LT	DRUL-13			1				
19TH AVE.	1944+87.49	28.13	RT	DRUL-13			1				
19TH AVE.	1948+75.35	27.79	LT	DRUL-13			1				
19TH AVE.	1948+74.88	28.22	RT	DRUL-13			1				
19TH AVE	1952+46.25	2.48	LT	DRUL-15			1				
19TH AVE.	1952+45.84	57.37	RT	DRUL-15			1				
19TH AVE.	1955+60.09	27.79	LT	DRUL-15			1				
19TH AVE	1955+96 83	26.77	LT	DRUL-15			1				
19TH AVE.	1956+24.32	2.34	LT LT	DRUL-17			1				
19TH AVE.	1960+05.80	1.39	LT	DRUL-17			1				
19TH AVE.	1962+51.61	2.13	LT	DRUL-18			1				
19TH AVE.	1965+01.42	2.18	LT	DRUL-18			1				
19TH AVE.	1967+51.01	1.82	LT	DRUL-18			1				
19TH AVE.	1973+19.03	11.99	LT	DRUL-19			1				
19TH AVE.	1977+94.03	2.09	LT	DRUL-20			1				
19TH AVE.	1980+65.67	1.76	LT	DRUL-21			1				
19TH AVE.	1983+10.94	1.70	LT	DRUL-21			1				
19TH AVE.	1983+62.90	2.23	LT	DRUL-21			1				
19TH AVE.	1984+14.32	2.30	LT	DRUL-21			1				
19TH AVE.	2056+22.44	2.97	RT	DRUL-22			1				
19TH AVE.	2050+22.44	2.30	RT	DRUL-22			1				
19TH AVE.	2061+15.66	24.55	IT	DRUL-22			1				
19TH AVE.	2065+91.66	21.98	RT	DRUL-23			1				
19TH AVE.	2067+16.95	14.36	RT	DRUL-23			1				
19TH AVE.	2007+16.95	11.95	RT	DRUL-25			1				
			RT				1				
19TH AVE.	2076+93.65	12.74	KI	DRUL-25			- 1				
						1 1					

	60600095 CLASS SI CONCRETE (OUTLET)												
ALIGNMENT	STA FROM	STA TO	LT/RT	STANDARD		CU YD							
I-74	77+30	77+78	RT	606101		5.1							
RAMP 7TH-A	632+42	632+74	RT	606201		2.2							
RAMP 7TH-A	640+75	641+25	RT	606201		3.5							
RAMP 7TH-A	641+68	642+14	RT	606006		3.8							
RAMP 7TH-A	642+25	642+37	LT	D2 21.2		1.3							
RAMP 7TH-B	530+47	530+79	RT	606201		2.2							
RAMP 7TH-B	531+06	531+40	RT	606201		2.5							
19TH STREET	1927+94	1928+28	LT	606201		2.5							
NB 19TH ST	1969+81	1970+27	RT	606006		3.8							
NB 19TH ST	1974+08	1974+54	RT	606006		3.8							
SB 19TH ST	2065+80	2066+25	RT	606006		3.8							
SB 19TH ST	2074+30	2074+76	LT	606006		3.8							
					TOTAL	38.5							

FILE NAME =	
\D2CONCD-ABC-sht-drain18AM.dgn	
#MODEL NAME#	

USER NAME = jtardy	DESIGNED -		REVISED	-
	DRAWN -		REVISED	-
PLOT SCALE =	CHECKED -		REVISED	-
PLOT DATE = 5/5/2017	DATE -	3/23/2017	REVISED	-

													SC	HQ-3
		E OF QUA				F.A.I RTE.		SECT	ION		со	UNTY	TOTAL SHEET:	
DRAINA	AGE S	TRUCTURI	REMOV	ALS		74	(81-1)R-1	& 81-1(HB	R, HBR-1	, HBR-2)	ROCK	ISLAND	2042	3
											CON	TRACT	NO.	64E
SHEET NO.	OF	SHEETS	STA.		TO STA.				ILLINOIS	FED. A	ID PROJ	ECT		

Z0025505												
			PROI	PERTY MARKERS	3							
							EACH					
Assumed ba	sed on conflict	sbetween	old prop	perty corners and	new ROW/ease	ments	25					
						TOTAL	25					

Z0049300											
REFERENCING LAND SECTION MARKERS											
ALIGNMENT	STATION	OFFSET	LT/RT			EACH					
12TH AVE	123+32.77	1'	RT			1					
					TOTAL	1					

1								SCHQ-32
FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -			SCHEDULE OF QUANTITIES	F.A.I SECTION	COUNTY TOTAL SHEET
\D2CONCD-ABC-sht-schedule09M.dgn		DRAWN - JRM	REVISED -	STATE OF ILLINOIS		MARKERS	74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2)	ROCK ISLAND 2042 95
1	PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION				CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AI	
\$MODELNAME\$				DEPARTMENT OF TRANSPORTATION	SCALE:	SHEET NO. OF SHEETS STA. TO STA.	ILLINOI	

70300220 TEMPORARY PAVEMENT MARKING - LINE 4"											
ALIGNMENT	STA FR	LT/RT	STA TO	LT/RT	- DESCRIPTION	FOOT	NOTES:				
RAC-A	1017+07	RT	1026+70	RT	WHITE		STAGE 1-0				
RAC-A	1016+82	RT	1026+48	RT	YELLOW	969	STAGE 1-0				
EX RAMP AC-C	23+20	RT	29+18	RT	WHITE	696	STAGE 1-0				
RAC-B	925+16	RT	930+09	LT	WHITE	//03	STAGE 1-0A				
RAC-B	925+16	LT	930+08	LT	YELLOW		STAGE 1-0A				
19TH ST NB	1964+40	RT	1980+21	RT	WHITE		STAGE 1-0				
19TH ST NB	1964+66	RT	1992+10	RT	YELLOW		STAGE 1-0				
19TH ST NB 19TH ST NB	1967+93 1974+53	RT RT	1975+45 1977+21	RT RT	DOT-DASH WHITE SKIP-DASH WHITE		STAGE 1-0 STAGE 1-0				
19TH ST SB	2056+32	LT	2078+27	LT	YELLOW		STAGE 1-0				
19TH ST SB	2059+49	RT	2078+25	LT	WHITE		STAGE 1-0				
19TH ST SB	2064+53	LT	2069+09	LT	SKIP-DASH WHITE		STAGE 1-0				
19TH ST SB	2069+09	LT	2075+35	LT	DOT-DASH WHITE	60	STAGE 1-0				
PR I-74	116+62	RT	160+56	RT	YELLOW		STAGE 1-1				
PR I-74	122+81	RT	160+56	RT	WHITE		STAGE 1-1				
PR I-74 PR I-74	113+10 113+49	LT LT	159+00 121+08	LT LT	YELLOW	,	STAGE 1-1 STAGE 1-1				
PR I-74	125+12	LT	159+00	LT	WHITE		STAGE 1-1				
113.274	120112		100100		V V I II I L	3,443	SI/IOL I-I				
RAC-A	1013+86	RT	1020+48	RT	YELLOW	662	STAGE 1-1				
RAC-A	1013+86	RT	1025+12	RT	WHITE	1,129	STAGE 1-1				
RAC-B	925+39	LT	927+79	LT	YELLOW		STAGE 1-1				
RAC-B	925+40	LT	933+99	LT	WHITE	884	STAGE 1-1				
EV DAMD AC C	22 + 90	1.7	20 1 00	DT	VELLOW	620	STACE 1.1				
EX RAMP AC-C EX RAMP AC-C	22+80 22+80	LT	28+80 29+18	RT RT	YELLOW WHITE		STAGE 1-1				
RAC-C	731+51	RT	741+54	RT	WHITE		STAGE 1-1				
RAC-C	731+51	LT	741+54	LT	YELLOW		STAGE 1-1				
						.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
19TH ST	1932+81	RT	1935+95	RT	WHITE		STAGE 1-1				
19TH ST	1932+81	RT	1935+95	RT	YELLOW	375	STAGE 1-1				
19TH ST NB	1964+40	RT	1978+42	RT	WHITE		STAGE 1-1				
19TH ST NB	1964+66	RT	1992+10	RT	YELLOW		STAGE 1-1				
19TH ST NB	1973+30	RT	1975+97	RT	DOT-DASH WHITE		STAGE 1-1				
19TH ST NB 19TH ST SB	1974+29 2059+04	RT RT	1975+97 2079+58	RT LT	SKIP-DASH WHITE YELLOW		STAGE 1-1 STAGE 1-1				
19TH ST SB	2059+04	RT	2079+36	LT	WHITE	-	STAGE 1-1				
19TH ST SB	2068+25	RT	2070+03	RT	DOT-DASH WHITE		STAGE 1-1				
.5 51 65	2000.20	131	20,0.00	131	2012/01/4/11/2	,,,					
19TH ST SB	2068+25	RT	2079+25	LT	YELLOW	1,209	STAGE 1-1A				
19TH ST SB	2075+11	LT	2078+40	LT	WHITE	341	STAGE 1-1A				
PR I-74	114+00	RT	117+04	RT	WHITE		STAGE 1-2				
PR I-74	114+00	RT	154+99	RT	YELLOW	-	STAGE 1-2				
PR I-74 PR I-74	121+50 157+57	RT	154+99 160+56	RT RT	WHITE		STAGE 1-2				
PR I-74 PR I-74	157+57	RT	160+56	RT	WHITE YELLOW		STAGE 1-2 STAGE 1-2				
PR I-74	114+00	LT	116+50	LT	YELLOW		STAGE 1-2				
PR I-74	114+00	LT	116+50	LT	WHITE		STAGE 1-2				
PR I-74	121+39	LT	136+23	LT	YELLOW		STAGE 1-2				
PR I-74	124+04	LT	136+23	LT	WHITE	,	STAGE 1-2				
PR I-74	140+14	LT	155+00	LT	YELLOW	1,494	STAGE 1-2				
PR I-74	140+14	LT	155+00	LT	WHITE		STAGE 1-2				
PR I-74	159+74	LT	161+29	LT	YELLOW		STAGE 1-2				
PR I-74	159+94	LT	161+30	LT	WHITE	138	STAGE 1-2				
DACD	022 - 02	17	020 - 22	1.7	VELLOW	600	STACE 4.2				
RAC-B	922+93 923+18	LT	929+23 932+68	LT	YELLOW		STAGE 1-2 STAGE 1-2				
RAC-B	92JT 10	RT	902700	LT	WHITE	903	SIAGE 1-2				

		T					
ALIGNMENT	STA FR	LT/RT	STA TO	LT/RT	- DESCRIPTION	FOOT	NOTES:
RAC-A	1015+98	RT	1024+07	RT	WHITE		STAGE 1-2
RAC-A	1016+71	RT	1022+51	RT	YELLOW	583	STAGE 1-2
PR RAMP AC-C	732+71	LT	737+86	LT	WHITE		STAGE 1-2
PR RAMP AC-C	734+71	LT	737+84	LT	YELLOW	311	STAGE 1-2
AOTU OT NO	1000 : 00	DT	1001:01	1.7	NACI UTE	0.744	07405.4.0
19TH ST NB	1966+89	RT	1991+91	LT	WHITE	,	STAGE 1-2
19TH ST NB	1973+60	RT	1974+50	RT	DOT-DASH WHITE		STAGE 1-2
19TH ST NB	1974+50	RT	1979+13	RT	SKIP-DASH WHITE		STAGE 1-2
19TH ST SB	2060+12	RT	2078+25	LT	WHITE		STAGE 1-2
19TH ST SB	2061+61	RT	2065+83	LT	YELLOW	459	STAGE 1-2
19TH ST SB	2068+20	LT	2070+74	LT	DOT-DASH WHITE	112	STAGE 1-2
55.174	100 10		101.01		NAME OF THE PARTY	101	07105.10
PR I-74	122+40	LT	124+04	LT	WHITE		STAGE 1-3
PR I-74	130+36	LT	131+40	LT	WHITE	104	STAGE 1-3
	1017:7:		1000.05	- DT	VELL 014		0710510
RAC-A	1017+71	LT	1026+09	RT	YELLOW		STAGE 1-3
RAC-A	1018+54	LT	1030+36	LT	WHITE	1,186	STAGE 1-3
D100	700 01	F	700 71	D-	NA/I UTE		07105 10
RAC-C	733+61	RT	736+71	RT	WHITE		STAGE 1-3
RAC-C	733+61	LT	736+71	LT	YELLOW	310	STAGE 1-3
10711	1015		1005		VELLOUS:		07105:-
19TH ST	1913+20	RT	1928+22	RT	YELLOW		STAGE 1-3
19TH ST	1913+22	RT	1914+83	RT	SKIP-DASH WHITE	40	STAGE 1-3
19TH ST NB	1965+19	RT	1982+20	RT	WHITE		STAGE 1-3
19TH ST NB	1965+04	RT	1992+10	RT	YELLOW		STAGE 1-3
19TH ST NB	1972+28	RT	1972+75	RT	DOT-DASH WHITE		STAGE 1-3
19TH ST SB	2062+00	LT	2072+03	LT	SKIP-DASH WHITE	400	STAGE 1-3
PR I-74	110+13	RT	117+48	RT	WHITE		STAGE 1-4
PR I-74	110+13	RT	157+57	RT	YELLOW		STAGE 1-4
PR I-74	125+18	RT	157+57	RT	WHITE	3,219	STAGE 1-4
PR I-74	114+00	LT	125+26	LT	WHITE	,	STAGE 1-4
PR I-74	114+00	LT	159+94	LT	YELLOW		STAGE 1-4
PR I-74	129+78	LT	159+94	LT	WHITE	3,040	STAGE 1-4
RAC-A	1015+37	RT	1025+27	RT	YELLOW		STAGE 1-4
RAC-A	1017+67	LT	1029+77	LT	WHITE	1,210	STAGE 1-4
RAC-B	925+40	RT	936+39	LT	WHITE		STAGE 1-4
RAC-B	925+40	LT	928+66	LT	YELLOW	329	STAGE 1-4
10711	1015		1005		VELL 804:		07105 : :
19TH ST	1913+20	RT	1935+73	RT	YELLOW		STAGE 1-4
19TH ST	1913+26	RT	1950+00	RT	SKIP-DASH WHITE		STAGE 1-4
19TH ST NB	1972+28	RT	1992+10	RT	SKIP-DASH WHITE	492	STAGE 1-4
19TH ST SB	2050+00	LT	2072+03	LT	SKIP-DASH WHITE	283	STAGE 1-4
1.74	24:05	DT	70 - 05	- DT	NA/I HTT	10:0	071050
I-74	64+05	RT	73+85	RT	WHITE		STAGE 2
PR I-74	129+92	LT	136+36	LT	YELLOW	645	STAGE 2
DAMD 7.0	00 : 05	1.7	02 + 00	1.7	NA/L HTT	4.450	CTACE 2
RAMP 7-S	82+25	LT	93+00	LT	WHITE	1,152	STAGE 2
DACA	1017:00	1.7	4000+00	1.7	NA/LUTE	4.004	CTACE 2
RAC-A	1017+30	LT	1029+92	LT	WHITE		STAGE 2
RAC-A	1017+30	RT	1029+92	RT	WHITE	,	STAGE 2
RAC-A	1017+30	RT	1029+92	RT	YELLOW	1,265	STAGE 2
4071107	1010.00	DT	1000 : 10	DT	NA/LUTE	4 705	0710500
19TH ST	1913+20	RT	1930+49	RT	WHITE		STAGE 2-0
19TH ST	1913+23	RT	1926+06	LT	YELLOW		STAGE 2-0
19TH ST	1913+23	RT	1914+83	RT	SKIP-DASH WHITE 220 SUB-TOTAL (SHEET 1)	110,688	STAGE 2-0

														SCI	CHQ-33
USER NAME = jtardy	DESIGNED - JRM	REVISED -			SC	CHEDUL	E OF Q	UANTITIES		F.A.I	SE	CTION	COI	JNTY TOTAL	AL SHEET
	DRAWN - JRM	REVISED -	STATE OF ILLINOIS		TEMPORARY PAVEMENT MARKING		VG	74	(81-1)R-1 & 81-	1(HRR. HRR-1. I	HBR-2) ROCK	ISLAND 2042	2 96		
PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION						101 1111 1 0 01						
PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -		SCALE:	SCALE: SHEET NO. OF SHEETS STA. TO STA. ILLINOIS FEE										
ŀ	PLOT SCALE =	DRAWN - JRM PLOT SCALE = CHECKED - JJT	DRAWN - JRM REVISED - PLOT SCALE = CHECKED - JJT REVISED -	DRAWN - JRM REVISED - STATE OF ILLINOIS PLOT SCALE : CHECKED - JJT REVISED - DEPARTMENT OF TRANSPORTATION	DRAWN - JRM REVISED - STATE OF ILLINOIS PLOT SCALE : CHECKED - JJT REVISED - DEPARTMENT OF TRANSPORTATION	DRAWN - JRM REVISED - STATE OF ILLINOIS TEMPO PLOT SCALE = CHECKED - JJT REVISED - DEPARTMENT OF TRANSPORTATION	DRAWN - JRM REVISED - STATE OF ILLINOIS TEMPORARY PLOT SCALE = CHECKED - JJT REVISED - DEPARTMENT OF TRANSPORTATION	DRAWN - JRM REVISED - STATE OF ILLINOIS TEMPORARY PAVEM PLOT SCALE = CHECKED - JJT REVISED - DEPARTMENT OF TRANSPORTATION	DRAWN - JRM REVISED - STATE OF ILLINOIS TEMPORARY PAVEMENT MARKII PLOT SCALE : CHECKED - JJT REVISED - DEPARTMENT OF TRANSPORTATION	DRAWN - JRM REVISED - STATE OF ILLINOIS TEMPORARY PAVEMENT MARKING PLOT SCALE = CHECKED - JJT REVISED - DEPARTMENT OF TRANSPORTATION	DRAWN - JRM REVISED - STATE OF ILLINOIS TEMPORARY PAVEMENT MARKING PLOT SCALE = CHECKED - JJT REVISED - DEPARTMENT OF TRANSPORTATION	DRAWN - JRM REVISED - STATE OF ILLINOIS TEMPORARY PAVEMENT MARKING PLOT SCALE = CHECKED - JJT REVISED - DEPARTMENT OF TRANSPORTATION TEMPORARY PAVEMENT MARKING 74 (8)-1)R-1 & 81-	DRAWN - JRM REVISED - STATE OF ILLINOIS TEMPORARY PAVEMENT MARKING 74 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 95 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIII) TEMPORARY PAVEMENT MARKING 97 (81-1)R-1 & 81-1(HBR, HBR-1, IIIIII & 81-1(HBR, HBR-1, IIIII & 81-1(HBR, HBR-1, IIIII & 81-1(HBR, HBR-1, IIIII & 81-1(HBR, HBR-1, IIIIIII & 81-1(HBR, HBR-1, IIIIII & 81-1(HBR, HBR-1, IIIIII & 81-1(HBR, HBR-1, IIIIIIII & 81-1(HBR, HBR-1, IIIIIIIIII & 81-1(HBR, HBR-1, IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	DRAWN - JRM REVISED - STATE OF ILLINOIS PLOT SCALE = CHECKED - JJT REVISED - DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY PAVEMENT MARKING A (8)-JR-1 & 81-104BR, HBR-1, HBR-2) ROCK TEMPORARY PAVEMENT MARKING CON	USER NAME : jtordy DESIGNED - JRM REVISED - DRAWN - JRM REVISED - STATE OF ILLINOIS PLOT SCALE : DEPARTMENT OF TRANSPORTATION SCHEDULE OF QUANTITIES TEMPORARY PAVEMENT MARKING F.A. I SECTION COUNTY SOFT REV. SEC

				7030022	0		
			TEMPORARY	PAVEMENT	MARKING - LINE 4"		
ALIGNMENT	STA FR	LT/RT	STA TO	LT/RT	- DESCRIPTION	FOOT	NOTES:
19TH ST	1913+20	RT	1935+75	RT	WHITE	5,913	STAGE 2-1
19TH ST	1913+20	RT	1950+00	RT	YELLOW	5,515	STAGE 2-1
19TH ST NB	1978+01	RT	1981+17	RT	WHITE	316	STAGE 2-1
19TH ST NB	1981+17	RT	1986+95	RT	YELLOW	860	STAGE 2-1
19TH ST SB	2050+00	LT	2061+30	LT	YELLOW	966	STAGE 2-1
19TH ST SB	2054+23	LT	2055+23	LT	WHITE	100	STAGE 2-1
12TH AVE	122+46	RT	127+10	LT	WHITE	470	STAGE 2-1
12TH AVE	123+00	LT	126+16	LT	DOUBLE YELLOW	632	STAGE 2-1
12TH AVE	126+16	LT	128+33	LT	YELLOW	436	STAGE 2-1
12TH AVE	127+10	RT	128+31	RT	SKIP-DASH WHITE		STAGE 2-1
			.20 0.			-	
19TH ST	1914+56	LT	1950+00	LT	WHITE	2.930	STAGE 2-2
19TH ST	1916+27	LT	1950+00	RT	YELLOW	,	STAGE 2-2
19TH ST NB	1978+36	RT	1992+10	RT	YELLOW	1,360	STAGE 2-2
19TH ST SB	2050+00	LT	2052+86	LT	YELLOW	286	STAGE 2-2
19TH ST SB	2050+00	LT	2061+31	LT	WHITE	1.133	STAGE 2-2
12TH AVE	123+00	RT	128+33	RT	DOUBLE YELLOW	1,133	STAGE 2-2
12TH AVE	123+23	LT	127+50	LT	WHITE	427	STAGE 2-2
IZITAVE	123+23	LI	121+30	LI	VVIIIE	421	STAGE 2-2
19TH ST	1919+14	RT	1928+15	RT	WHITE	1 017	STAGE 2-3
		RT				1,017	STAGE 2-3
19TH ST	1919+25		1934+59	RT	YELLOW	,	
19TH ST	1929+03	RT	1950+00	RT	SKIP-DASH WHITE	491	STAGE 2-3
19TH ST SB	2050+00	LT	2061+31	LT	SKIP-DASH WHITE	266	
12TH AVE	123+23	LT	125+73	LT	WHITE	250	STAGE 2-3
12TH AVE	123+00	RT	128+33	RT	DOUBLE YELLOW	1,057	STAGE 2-3
12TH AVE	125+73	LT	128+31	LT	SKIP-DASH WHITE	129	STAGE 2-3
PR I-74	48+99	LT	81+00	LT	WHITE	,	WINTER STAGE
PR I-74	48+99	LT	81+00	LT	YELLOW	3,201	WINTER STAGE
PR I-74	81+00	LT	91+00	LT	WHITE	997	WINTER 2019-2020
PR I-74	81+00	LT	140+94	LT	YELLOW	5,987	WINTER 2019-2020
PR I-74	97+76	LT	123+37	LT	WHITE	2,561	WINTER 2019-2020
RAMP 7TH-A	620+00	LT	627+03	LT	WHITE		WINTER STAGE
RAMP 7TH-A	627+83	LT	638+87	LT	SKIP-DASH WHITE	269	WINTER STAGE
						-	
RAC-D	820+00		832+37		WHITE	1,237	WINTER 2019-2020
RAC-D	826+64	RT	833+71	RT	YELLOW	711	WINTER 2019-2020
RAC-A	1015+37	LT	1024+02	LT	YELLOW	867	WINTER 2019-2020
RAC-A	1019+07		1029+78		WHITE	1,071	WINTER 2019-2020
						-	
19TH ST	1915+07	LT	1928+44	LT	WHITE	1,290	STAGE 3-0
19TH ST	1915+07	LT	1916+42	LT	DOT-DASH WHITE	34	STAGE 3-0
19TH ST	1916+42	LT	1921+27	RT	YELLOW	487	STAGE 3-0
PR I-74	48+86	LT	81+00	LT	WHITE	5 709	STAGE 3
PR I-74	48+92	LT	81+00	LT	YELLOW	,	STAGE 3
	.5 - 02		200			5,114	
PR I-74	81+00	LT	91+48	LT	WHITE	1 043	STAGE 3-1
PR I-74	81+00	LT	134+09	LT	YELLOW		STAGE 3-1
PR I-74	81+00	LT	120+13	LT	WHITE	3,200	STAGE 3-1
PR I-74	81+00	LT	120+13	LT	YELLOW	,	STAGE 3-1
PR I-74	97+76	LT	120+13	LT	WHITE		
PR I-74	127+59	LT	134+09	LT	WHITE	650	STAGE 3-1
PR I-74	131+02	RT	134+09	RT	YELLOW	1.039	STAGE 3-1
						.,	
PR I-74	137+50	RT	141+41	RT	WHITE	391	STAGE 3-1

			TEMPORARY	PAVEMENT	MAR	KING - LINE 4"		
ALIGNMENT	STA FR	LT/RT	STA TO	LT/RT	-	DESCRIPTION	FOOT	NOTES:
RAMP 7TH-A	620+84	LT	627+03	LT		WHITE	620	STAGE 3
RAMP 7TH-A	625+10	LT	627+83	LT		SKIP-DASH WHITE	69	STAGE 3
							-	
RAC-A	1020+87	RT	1023+40	RT		YELLOW		STAGE 3-1
RAC-A	1024+02	-	1027+59	-		WHITE	357	STAGE 3-1
RAC-B	921+84	LT	933+18	LT		YELLOW	1 13/	STAGE 3-1
RAC-B	922+42	RT	933+18	RT		WHITE		STAGE 3-1
TVAC-B	922142	IXI	933110	IXI		VVIIIL	1,070	STAGE 3-1
RAC-D	820+47	RT	826+62	RT		WHITE	615	STAGE 3-1
RAC-D	825+83	RT	826+62	RT		WHITE	80	STAGE 3-1
19TH ST	1913+24	LT	1935+75	RT		WHITE	2,664	STAGE 3-1
19TH ST	1914+56	RT	1950+00	RT		YELLOW	5,896	STAGE 3-1
19TH ST	1914+83	RT	1920+01	LT		SKIP-DASH WHITE	172	STAGE 3-1
19TH ST SB	2050+00	LT	2077+95	LT		YELLOW	2,642	STAGE 3-1
19TH ST SB	2054+23	LT	2078+00	LT		WHITE	782	STAGE 3-1
19TH ST SB	2068+48	RT	2070+03	RT		DOT-DASH WHITE		STAGE 3-1
12TH AVE	121+60	RT	127+09	RT		WHITE		STAGE 3-1
12TH AVE	122+18	LT	126+16	LT		DOUBLE YELLOW		STAGE 3-1
12TH AVE	126+16	LT	128+33	LT		YELLOW		STAGE 3-1
RAC-B	921+04	LT	942+24	LT		YELLOW	2,120	STAGE 3-2
RAC-B	921+41	LT	942+24	LT		WHITE	2,083	STAGE 3-2
19TH ST	1913+20	RT	1950+00	RT		WHITE	,	STAGE 3-2
19TH ST	1913+20	RT	1913+30	RT		SKIP-DASH WHITE		STAGE 3-2
19TH ST	1913+23	RT	1950+00	RT		YELLOW	4,729	STAGE 3-2
19TH ST	1916+71	LT	1917+38	LT		DOT-DASH WHITE	25	STAGE 3-2
19TH ST	1919+93	LT	1929+61	LT		DOUBLE YELLOW	1,925	STAGE 3-2
19TH ST SB	2050+00	LT	2075+36	LT		YELLOW	1,034	STAGE 3-2
19TH ST SB	2050+00	LT	2077+92	LT		WHITE	1,992	STAGE 3-2
12TH AVE	123+00	RT	128+33	RT		DOUBLE YELLOW	1,066	STAGE 3-2
12TH AVE	123+23	LT	126+80	LT		WHITE	427	STAGE 3-2
12TH AVE	125+73	RT	128+31	LT		SKIP-DASH WHITE	20	STAGE 3-2
40711.07	1010.00	DT	1000.00	1.7		NAME INTE	0.707	07405.00
19TH ST	1913+20	RT	1933+98	LT		WHITE		STAGE 3-3
19TH ST	1913+30	RT	1935+75	RT		SKIP-DASH WHITE		STAGE 3-3
19TH ST	1914+15	RT	1933+99	RT	-	YELLOW	,	STAGE 3-3
19TH ST	1915+55	LT	1917+35	LT		DOT-DASH WHITE		STAGE 3-3
19TH ST	1919+04	RT	1929+69	RT		DOUBLE YELLOW	2,141	STAGE 3-3
PR I-74	49+11	RT	81+00	RT	EB	YELLOW	3.188	STAGE 3-4
PR I-74	81+00	RT	137+51	RT		YELLOW	-,	STAGE 3-4
PR I-74	133+78	RT	137+51	RT		WHITE		STAGE 3-4
PR I-74	133+78	RT	137+51	RT		WHITE		STAGE 3-4
PR I-74	121+00	LT	133+78	LT		YELLOW		STAGE 3-4
							.,	
19TH ST	1914+71	LT	1915+72	LT		DOT-DASH WHITE	25	STAGE 3-4
19TH ST	1914+71	RT	1935+68	RT		YELLOW	3,962	STAGE 3-4
19TH ST	1926+63	RT	1928+76	RT		WHITE	194	STAGE 3-4
				7030	0220	SUB-TOTAL (SHEET 2)	140,070	
						TOTAL	250,758	
						COLOR SUBTOTALS		
						YELLOW:	138,179	
						WHITE:	112,579	

						SCHQ-34
FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -		SCHEDULE OF QUANTITIES	F.A.I SECTION COUNTY TOTAL SHEET SHEETS NO.
\D2CONCD-ABC-sht-schedule12M.dgn		DRAWN - JRM	REVISED -	STATE OF ILLINOIS	TEMPORARY PAVEMENT MARKING	74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 97
	PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION		CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT

				70300210			
				IT MARKING LETTER	S AND SYMB		
ALIGNMENT	STA	OFFSET	LT/RT	DESCRIPTION	- -	SQ FT	NOTES:
19TH ST	1933+15	9	RT	TURN ARROW		15.6	STAGE 1-1 TO 1-
19TH ST	1933+15	19	RT	TURN ARROW		15.6	STAGE 1-1 TO 1-
19TH ST	1934+58	10	RT	TURN ARROW		15.6	STAGE 1-1 TO 1-
19TH ST	1934+58	20	RT	TURN ARROW		15.6	STAGE 1-1 TO 1-
NB 19TH ST	1972+41	17	RT	TURN ARROW		15.6	STAGE 1-3
19TH ST	1927+48	29	RT	TURN ARROW		15.6	STAGE 2-1 TO 2-
19TH ST	1928+23	18	RT	TURN ARROW		15.6	STAGE 2-1 TO 2-
19TH ST	1935+54	10	RT	TURN ARROW		15.6	STAGE 2-1 TO 2-
SB 19TH ST	2054+47	18	LT	TURN ARROW		15.6	STAGE 2-1
SB 19TH ST	2055+07	18	LT	TURN ARROW		15.6	STAGE 2-1
19TH ST	1915+51	6	LT	TURN ARROW		15.6	STAGE 2-2 TO W
19TH ST	1927+09	8	RT	TURN ARROW		15.6	STAGE 2-3 TO 3
19TH ST	1927+93	8	RT	TURN ARROW		15.6	STAGE 2-3 TO 3
19TH ST	1915+51	6	LT	TURN ARROW		15.6	STAGE 3-1 TO 3
19TH ST	1916+61	6	LT	TURN ARROW		15.6	STAGE 3-1 TO 3
19TH ST	1935+54	10	RT	TURN ARROW		15.6	STAGE 3-1 TO 3
SB 19TH ST	2054+45	16	LT	TURN ARROW		15.6	STAGE 3-1
SB 19TH ST	2055+04	16	LT	TURN ARROW		15.6	STAGE 3-1
19TH ST	1937+20	9	LT	TURN ARROW		15.6	STAGE 3-2 TO 3
19TH ST	1937+93	10	LT	TURN ARROW		15.6	STAGE 3-2 TO 3
19TH ST	1926+76	17	RT	TURN ARROW		15.6	STAGE 3-4
19TH ST	1928+00	16	RT	TURN ARROW		15.6	STAGE 3-4
.5	7020 00				TOTAL	344	5.,,52.04

YELLOW:

WHITE: 344

	TEMPORA	ARY PAV	70300280 'EMENT MARKING -	LINE 2	4"
ALIGNMENT	STA FR	LT/RT	DESCRIPTION	FOOT	NOTES
NB 19TH ST	1973+30	LT	WHITE STOP BAR	16	STAGE 1-2
11TH AVE	1100+57	RT	WHITE STOP BAR	11	STAGE 3-4
			TOTAL	27	

COLOR SUBTOTALS

YELLOW: 0 WHITE: 27

			TEMPO	RARY F	νου ΔVFME	NT MARKING - LINE 6"		
ALIGNMENT	STA FR	LT/RT	STA TO	LT/RT	-	DESCRIPTION	FOOT	NOTES:
PR I-74	111+22	RT	116+62	RT		YELLOW	540	STAGE 1-1
PR I-74	111+22	RT	116+61	RT		WHITE	539	STAGE 1-1
PR I-74	111+22	RT	116+61	RT		WHITE	539	STAGE 1-1
PR I-74	117+61	RT	160+56	RT		SKIP DASH LANE LINE	1074	STAGE 1-1
PR I-74	113+29	LT	159+00	LT		SKIP DASH LANE LINE	1143	STAGE 1-1
PK 1-74	113729	LI	159+00	LI		SKIP DASH DANE LINE	1143	STAGE I-I
PR I-74	109+45	RT	114+00	RT		YELLOW	455	STAGE 1-2
PR I-74	109+45	RT	114+00	RT		WHITE	455	STAGE 1-2
PR I-74	109+45	RT	114+00	RT		WHITE	455	STAGE 1-2
PR I-74	114+00	RT	155+00	RT		SKIP DASH LANE LINE	1025	STAGE 1-2
PR I-74	155+00	RT	157+57	RT		YELLOW	257	STAGE 1-2
PR I-74	155+00	RT	157+57	RT		WHITE	257	STAGE 1-2
PR I-74	155+00	RT	157+57	RT		WHITE	257	STAGE 1-2
PR I-74	157+57	RT	160+56	RT		SKIP DASH LANE LINE	75	STAGE 1-2
PR I-74	114+00	LT	116+50	LT		SKIP DASH LANE LINE	63	STAGE 1-2
PR I-74	116+50	LT	121+39	LT		YELLOW	489	STAGE 1-2
PR I-74	116+50	LT	121+39	LT		WHITE	489	STAGE 1-2
PR I-74	116+50	LT	121+39	LT		WHITE	489	STAGE 1-2
PR I-74	121+39	LT	136+23	LT		SKIP DASH LANE LINE	371	STAGE 1-2
PR I-74	136+23	LT	140+13	LT		YELLOW	130	STAGE 1-2
PR I-74	136+23	LT	140+13	LT		WHITE	130	STAGE 1-2
PR I-74	136+23	LT	140+13	LT		WHITE	130	STAGE 1-2
PR I-74	140+13	LT	155+00	LT		SKIP DASH LANE LINE	372	STAGE 1-2
PR I-74	155+00	LT	159+84	LT		YELLOW	484	STAGE 1-2
PR I-74	155+00	LT	159+84	LT		WHITE	484	STAGE 1-2
PR I-74	155+00	LT	159+84	LT		WHITE	484	STAGE 1-2
PR I-74	159+84	LT	161+30	LT		SKIP DASH LANE LINE	36	STAGE 1-2
11(1-74	133.04	LI	101130	LI		ON BASITEANE LINE	30	STAGE 1-2
PR I-74	110+13	RT	157+57	RT		SKIP DASH LANE LINE	1186	STAGE 1-4
PR I-74	114+00	LT	159+94	LT		SKIP DASH LANE LINE	1149	STAGE 1-4
11(174	114.00		100.04			OTTI BYTOTI BYTE EINE	1140	OI/(OL 14
PR I-74	129+92	LT	136+36	LT		SKIP DASH LANE LINE	161	STAGE 2
11(1-7-4	120.02		100.00			OTTI BYTOTI BYTYL LINE	101	OTAGE 2
PR I-74	48+92	LT	81+00	LT	WB	SKIP DASH LANE LINE	802	WINTER STAGE
PR I-74	48+96	LT	81+00	LT	WB	SKIP DASH LANE LINE	801	WINTER STAGE
PR I-74	81+00	LT	124+00	LT		SKIP DASH LANE LINE	1075	WINTER STAGE
PR I-74	81+00	LT	140+94	LT		SKIP DASH LANE LINE	1499	WINTER STAGE
RAC-A	1015+37		1017+67			SKIP DASH LANE LINE	58	WINTER STAGE
PR I-74	48+98	LT	81+00	LT	EB	SKIP DASH LANE LINE	801	STAGE 3
PR I-74	48+89	LT	81+00	LT	WB	SKIP DASH LANE LINE	803	STAGE 3
PR I-74	81+00	LT	134+09	LT		SKIP DASH LANE LINE	1327	STAGE 3-1
PR I-74	81+00	LT	120+13	LT		SKIP DASH LANE LINE	978	STAGE 3-1
PR I-74	120+13	LT	131+02	RT		YELLOW	1089	STAGE 3-1
PR I-74	120+13	LT	131+02	RT		WHITE	1089	STAGE 3-1
PR I-74	120+13	LT	133+18	RT		WHITE	1305	STAGE 3-1
PR I-74	131+02	RT	141+41	RT		SKIP DASH LANE LINE	260	STAGE 3-1
PR I-74	134+09	LT	137+59	LT		YELLOW	350	STAGE 3-1
PR I-74	134+09	LT	137+59	LT		WHITE	350	STAGE 3-1
PR I-74	134+09	LT	137+59	LT		WHITE	350	STAGE 3-1
RAC-B	933+18	LT	944+40	LT		YELLOW	1122	STAGE 3-1
RAC-B	933+18	RT	948+72	RT		WHITE	1554	STAGE 3-1
						TOTAL	29,330	
						TOTAL	20,000	
						COLOR SUBTOTALS		
						YELLOW:	4,916	
						WHITE:	24,414	

70300240

					70300			
AL IONIMENIT	074.50	LTOT				IT MARKING - LINE 8"	FOOT	NOTEO
PR I-74	STA FR 116+61	RT RT	STA TO 117+61	RT	-	DESCRIPTION WHITE GORE	FOOT	NOTES: STAGE 1-1
			122+81	RT			100 104	
PR I-74	117+61	RT				WHITE SKIP DASH		STAGE 1-1
PR I-74	121+08	LT	122+61	LT		WHITE OKID DAGU	153	STAGE 1-1
PR I-74	122+61	LT	125+12	LT		WHITE SKIP DASH	50	STAGE 1-1
	1000: 10		1000 : 01			14# HTE 0.005		071.05.4.4
RAC-A	1020+48	LT	1022+64	LT		WHITE GORE	216	STAGE 1-1
RAC-B	927+79	LT	928+78	LT		WHITE GORE	100	STAGE 1-1
						140 0000		
PR I-74	117+04	RT	118+04	RT		WHITE GORE	100	STAGE 1-2
PR I-74	118+04	RT	121+50	RT		WHITE SKIP DASH	69	STAGE 1-2
PR I-74	121+40	RT	122+40	RT		WHITE GORE	100	STAGE 1-2
PR I-74	122+40	LT	124+04	LT		WHITE SKIP DASH	33	STAGE 1-2
RAC-A	1021+55	LT	1022+50	LT		WHITE GORE	100	STAGE 1-2
PR I-74	125+81	LT	128+48	LT		WHITE GORE	267	STAGE 1-3
RAC-A	1026+09	LT	1028+48	LT		WHITE GORE	239	STAGE 1-3
PR I-74	117+48	RT	118+97	RT		WHITE GORE	149	STAGE 1-4
RAC-B	928+66	LT	930+14	LT		WHITE GORE	148	STAGE 1-4
PR I-74	118+97	RT	125+18	RT		WHITE SKIP DASH	124	STAGE 1-4
PR I-74	125+26	LT	126+77	LT		WHITE GORE	151	STAGE 1-4
RAC-A	1025+27	LT	1026+77	LT		WHITE GORE	150	STAGE 1-4
PR I-74	62+93	LT	66+85	LT	EB	WHITE GORE	384	WINTER STAGE
PR I-74	62+73	LT	66+85	LT	EB	WHITE GORE	403	WINTER STAGE
PR I-74	62+73	LT	73+79	LT		WHITE SOLID	1,087	WINTER STAGE
PR I-74	73+79	LT	81+00	LT	EB	WHITE DOT DASH	180	WINTER STAGE
PR I-74	81+00	LT	93+04	LT		WHITE SKIP DASH	241	WINTER STAGE
PR I-74	93+04	LT	97+76	LT		WHITE GORE	472	WINTER STAGE
PR I-74	123+37	LT	126+77	LT		WHITE GORE	340	WINTER STAGE
RAC-D	822+00	RT	826+64	RT		WHITE GORE	464	WINTER STAGE
RAC-D	832+37	LT	833+66	LT		WHITE GORE	129	WINTER STAGE
RAC-A	1024+02	RT	1026+77	RT		WHITE GORE	275	WINTER STAGE
RAC-A	1017+67	LT	1019+05	LT		WHITE GORE	138	WINTER STAGE
RAC-A	1017+67	LT	1019+07	LT		WHITE GORE	140	WINTER STAGE
10.0-7	1017107	LI	1013107	L1		WHITE GOILE	140	WINTER STAGE
PR I-74	62+90	LT	65+46	LT	WB	WHITE GORE	512	STAGE 3
PR I-74	91+48	LT	96+95	LT	VVD	WHITE SKIP DASH	109	STAGE 3-1
PR I-74	96+95	LT	97+76	LT		WHITE GORE	81	STAGE 3-1
RAC-D	825+83	LT	826+62	LT		WHITE GORE	79	STAGE 3-1
	125+10	RT	127+59	RT			50	
PR I-74				LT		WHITE SKIP DASH		STAGE 3-1
PR I-74	123+37	LT	125+10			WHITE GORE	173	STAGE 3-1
RAC-A	1023+40	LT	1025+11	LT		WHITE GORE	171	STAGE 3-1
PR I-74	131+02	RT	133+18	RT		WHITE GORE	216	STAGE 3-1
PR I-74	131+02	RT	133+18	RT		WHITE GORE	216	STAGE 3-1
PR I-74	133+18	RT	137+50	RT		WHITE SKIP DASH	86	STAGE 3-1
						TOTAL	8,302	
						COLOR SUBTOTALS		
						YELLOW:		
						WHITE:	8,302	

					7030	0260		
			TEMPO	RARY PA	VEMEN	NT MARKING - LINE 12"		
ALIGNMENT	STA FR	LT/RT	STA TO	LT/RT	-	DESCRIPTION	FOOT	NOTES:
PR I-74	125+81	LT	128+48	LT		WHITE GORE	100	STAGE 1-3
PR I-74	112+00	RT	136+00	RT		MEDIAN YELLOW	483	STAGE 1-4
PR I-74	116+50	LT	136+00	LT		MEDIAN YELLOW	407	STAGE 1-4
PR I-74	117+48	RT	118+97	RT		WHITE GORE	65	STAGE 1-4
PR I-74	125+26	LT	126+77	LT		WHITE GORE	53	STAGE 1-4
PR I-74	137+50	RT	154+00	RT		MEDIAN YELLOW	407	WINTER STAGE 201
PR I-74	137+50	LT	154+00	LT		MEDIAN YELLOW	417	WINTER STAGE 20
PR I-74	93+04	LT	97+76	LT		WHITE GORE	147	WINTER STAGE
PR I-74	123+37	LT	126+77	LT		WHITE GORE	168	WINTER STAGE
RAC-D	832+37	RT	833+66	RT		WHITE GORE	63	WINTER STAGE
RAC-A	1017+67	RT	1019+07	RT		WHITE GORE	50	WINTER STAGE
RAMP 7TH-A	623+84	LT	627+62	LT	-	WHITE GORE	152	WINTER STAGE
RAMP 7TH-A	625+51	LT	627+30	LT	-	WHITE GORE	95	STAGE 3
						TOTAL	2,608	
						COLOR SUBTOTALS		
						YELLOW:	1,714	
						WHITE:	894	

SCHEDULE OF QUANTITIES
TEMPORARY PAVEMENT MARKING FILE NAME = USER NAME = jtardy DESIGNED - JRM REVISED -STATE OF ILLINOIS ...\D2CONCD-ABC-sht-schedule13M.dgn DRAWN - JRM REVISED DEPARTMENT OF TRANSPORTATION PLOT SCALE = CHECKED - JJT REVISED \$MODELNAME\$ PLOT DATE = 5/5/2017 DATE - 3/23/2017 SCALE: SHEET NO. OF SHEETS STA. TO STA. REVISED

Afred Benesc 205 North Mic Chlcago, Illino 312-565-0450
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	NOTES:							
LIGNMENT	STA FR	OFFSET LT/RT	STA TO	OFFSET LT/RT	LINE WIDTH (IN)	DESCRIPTION	SQ FT	
IB 19TH ST	1967+39	RT	1970+91	RT	4	4" PAVEMENT MARKING	29	REMOVE STAGE 1-0
IB 19TH ST	1972+29	RT	1992+10	RT	4	4" PAVEMENT MARKING	320	REMOVE STAGE 1-0
NB 19TH ST	1974+34	RT	1974+43	LT		TURN ARROW	16	REMOVE STAGE 1-0
SB 19TH ST	2056+32	LT	2078+27	LT	4	4" PAVEMENT MARKING	312	REMOVE STAGE 1-0
1-74	109+45	RT	117+32	RT	4	WHITE	263	STAGE 1-1
I-74	109+45	RT	120+00	RT	4	YELLOW	352	STAGE 1-1
1-74	109+45	RT	120+00	RT	6	SKIP DASH LANE LINE	132	STAGE 1-1
I-74	113+10	LT	122+98	LT	4	WHITE	329	STAGE 1-1
I-74	113+10	LT	122+00	LT	4	YELLOW	297	STAGE 1-1
I-74	113+10	LT	122+00	LT	6	SKIP DASH LANE LINE	111	STAGE 1-1
I-74	117+32	RT	118+93	RT	8	WHITE	107	STAGE 1-1
I-74	118+93	RT	160+55	RT	4	WHITE	1387	STAGE 1-1
I-74	122+98	LT	126+47	LT	8	WHITE	232	STAGE 1-1
I-74	126+47	LT	159+00	LT	4	WHITE	1084	STAGE 1-1
I-74	140+13	LT	159+00	LT	6	SKIP DASH LANE LINE	236	STAGE 1-1
I-74	155+00	LT	159+00	LT	4	YELLOW	133	STAGE 1-1
I-74	155+00	RT	160+55	RT	4	YELLOW	185	STAGE 1-1
I-74	155+00	RT	160+55	RT	6	SKIP DASH LANE LINE	69	STAGE 1-1
RAC-A	1016+82	RT	1026+48	RT	4	YELLOW	322	STAGE 1-1
RAC-A	1017+07	RT	1026+70	RT	4	WHITE	321	STAGE 1-1
RAC-A	1017+07	LT	1023+05	LT	4	YELLOW	199	STAGE 1-1
RAC-A	1017+07	RT	1026+48	RT	4	WHITE	314	STAGE 1-1
RAC-A	1023+05	LT	1026+48	LT	8	WHITE	228	STAGE 1-1
19TH ST	1932+81	RT	1935+72	RT	4	4" PAVEMENT MARKING	48	REMOVE STAGE 1-1
19TH ST	1935+17	RT	1935+70	RT		THROUGH RIGHT ARROW	52	REMOVE STAGE 1-1
NB 19TH ST	1964+40	RT	1970+89	RT	4	4" PAVEMENT MARKING	202	REMOVE STAGE 1-1
NB 19TH ST	1972+30	RT	1992+10	LT	4	4" PAVEMENT MARKING	822	REMOVE STAGE 1-1
NB 19TH ST	1972+78	RT	1973+93	LT	4	4" PAVEMENT MARKING	38	REMOVE STAGE 1-1
NB 19TH ST	1974+34	RT	1974+45	RT		THROUGH ARROW	23	REMOVE STAGE 1-1
SB 19TH ST	2059+49	RT	2078+27	LT	4	4" PAVEMENT MARKING	615	REMOVE STAGE 1-1
SB 19TH ST	2063+48	LT	2063+84	LT	4	4" PAVEMENT MARKING	12	REMOVE STAGE 1-1
SB 19TH ST	2070+03	RT	2078+40	LT	4	4" PAVEMENT MARKING	220	REMOVE STAGE 1-1A
SB 19TH ST	2078+21	LT	2078+85	LT	4	4" PAVEMENT MARKING	7	REMOVE STAGE 1-1A
PR I-74	111+22	RT	116+62	RT	6	YELLOW	270	STAGE 1-2
PR I-74	111+22	RT	116+62	RT	6	WHITE	270	STAGE 1-2
PR I-74	111+22	RT	117+62	RT	6	WHITE	320	STAGE 1-2
PR I-74	113+29	LT	159+00	LT	6	SKIP DASH LANE LINE	571	STAGE 1-2
PR I-74	116+62	RT	160+56	RT	6	SKIP DASH LANE LINE	549	STAGE 1-2
PR I-74	117+61	RT	122+81	RT	8	WHITE SKIP DASH	87	STAGE 1-2
PR I-74	122+61	LT	125+12	LT	8	WHITE SKIP DASH	42	STAGE 1-2 STAGE 1-2
r 1\ 1-14	122701	LI	125712		0	WHILL ONE DAGE	42	GIAGE 1-2
RAC-A	1013+86	RT	1022+66	RT	4	YELLOW	293	STAGE 1-2
RAC-A	1013+86	RT	1025+12	RT	4	WHITE	375	STAGE 1-2
RAC-B	925+39	LT	928+78	LT	4	YELLOW	113	STAGE 1-2
RAC-B	925+40	LT	933+99	LT	4	WHITE	286	STAGE 1-2

		PAVEMENT M	ARKING REM	IOVAL - WATER E	BLASTING			NOTES:
ALIGNMENT	STA FR	OFFSET LT/RT	STA TO	OFFSET LT/RT	LINE	DESCRIPTION	SQ FT	
NB 19TH ST	1964+40	RT	1992+10	RT	4	4" PAVEMENT MARKING	875	REMOVE STAGE 1-2
NB 19TH ST	1972+14	LT	1972+67	RT	4	4" PAVEMENT MARKING	35	REMOVE STAGE 1-2
NB 19TH ST	1972+14	LT	1972+67	RT	12	12" PAVEMENT MARKING	76	REMOVE STAGE 1-2
SB 19TH ST	2059+04	RT	2079+62	RT	4	4" PAVEMENT MARKING	1183	REMOVE STAGE 1-2
SB 19TH ST	2078+00	LT	2079+25	LT	4	4" PAVEMENT MARKING	9	REMOVE STAGE 1-2
PR I-74	122+40	LT	124+04	LT	4	WHITE	55	STAGE 1-3
PR I-74	130+36	LT	131+40	LT	4	WHITE	35	STAGE 1-3
19TH ST	1920+75	RT	1929+35	LT	4	4" PAVEMENT MARKING	74	REMOVE STAGE 1-3
19TH ST	1913+23	RT	1920+75	LT	4	4" PAVEMENT MARKING	120	REMOVE STAGE 1-3
NB 19TH ST	1966+89	RT	1986+99	LT	4	4" PAVEMENT MARKING	658	REMOVE STAGE 1-3
NB 19TH ST	1973+30	LT	1900+99	LI	24	WHITE STOP BAR	32	REMOVE STAGE 1-3
SB 19TH ST	2060+12	RT	2078+25	LT	4	4" PAVEMENT MARKING	1015	REMOVE STAGE 1-3
05 1011101	2000112	IXI	2010.20	Li	7	T T TV EINE I I I I I I I I I I I I I I I I I	1010	TEMOVE OT/TGE 1-0
PR I-74	109+45	RT	114+00	RT	6	YELLOW	228	STAGE 1-4
PR I-74	109+45	RT	114+00	RT	6	WHITE	228	STAGE 1-4
PR I-74	109+45	RT	114+00	RT	6	WHITE	228	STAGE 1-4
PR I-74	114+00	LT	116+50	LT	4	YELLOW	83	STAGE 1-4
PR I-74	114+00	LT	116+50	LT	4	WHITE	83	STAGE 1-4
PR I-74	114+00	LT	116+50	LT	6	SKIP DASH LANE LINE	31	STAGE 1-4
PR I-74	114+00	RT	155+00	RT	6	SKIP DASH LANE LINE	513	STAGE 1-4
PR I-74	114+00	RT	118+04	RT	4	WHITE	135	STAGE 1-4
PR I-74	114+00	RT	154+99	RT	4	YELLOW	1366	STAGE 1-4
PR I-74	116+50	LT	121+39	LT	6	YELLOW	245	STAGE 1-4
PR I-74	116+50	LT	121+39	LT	6	WHITE	245	STAGE 1-4
PR I-74	116+50	LT	121+39	LT	6	WHITE	245	STAGE 1-4
PR I-74	118+04	RT	121+50	RT	8	WHITE SKIP DASH	58	STAGE 1-4
PR I-74	121+39	LT	136+23	LT	4	YELLOW	495	STAGE 1-4
PR I-74	121+39	LT	122+40	LT	4	WHITE	34	STAGE 1-4
PR I-74	121+39	LT	136+23	LT	6	SKIP DASH LANE LINE	185	STAGE 1-4
PR I-74	121+50	RT	154+99	RT	4	WHITE	1116	STAGE 1-4
PR I-74	122+40	LT	124+04	LT	8	WHITE SKIP DASH	27	STAGE 1-4
PR I-74	124+04	LT	136+23	LT	4	WHITE	406	STAGE 1-4
PR I-74	125+81	LT	128+48	LT	8	WHITE GORE	178	STAGE 1-4
PR I-74	136+23	LT	140+13	LT	6	YELLOW	195	STAGE 1-4
PR I-74	136+23	LT	140+13	LT	6	WHITE	195	STAGE 1-4
PR I-74	136+23	LT	140+13	LT	6	WHITE	195	STAGE 1-4
PR I-74	140+13	LT	155+00	LT	6	SKIP DASH LANE LINE	186	STAGE 1-4
PR I-74	140+14	LT	155+00	LT	4	YELLOW	495	STAGE 1-4
PR I-74	140+14	LT	155+00	LT	4	WHITE	495	STAGE 1-4
PR I-74	155+00	RT	157+57	RT	6	WHITE	129	STAGE 1-4
PR I-74	155+00	RT	157+57	RT	6	WHITE	129	STAGE 1-4
PR I-74	155+00	LT	159+84	LT	6	WHITE	242	STAGE 1-4
PR I-74	155+00	LT	159+84	LT	6	WHITE	242	STAGE 1-4
PR I-74	157+57	RT	160+56	RT	4	WHITE	100	STAGE 1-4
PR I-74	157+57	RT	160+56	RT	4	YELLOW	100	STAGE 1-4
PR I-74	157+57	RT	160+56	RT	6	SKIP DASH LANE LINE	37	STAGE 1-4
PR I-74	159+74	LT	161+29	LT	4	YELLOW	52	STAGE 1-4
PR I-74	159+84	LT	161+30	LT	6	SKIP DASH LANE LINE	18	STAGE 1-4
PR I-74	159+94	LT	161+30	LT	4	WHITE	45	STAGE 1-4
RAC-A	1017+71	LT	1026+09	RT	4	YELLOW	279	STAGE 1-4
RAC-A	1017+71	LT	1030+36	LT	4	WHITE	394	STAGE 1-4
RAC-A	1016+54	LT	1028+48	LT	8	WHITE GORE	159	STAGE 1-4
RAU-A	1020+09	LI	1020+40	LI		80 SUB-TOTAL (SHEET 1)	26,177	STAGE 1-4

						SCHQ-36
FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -		SCHEDULE OF QUANTITIES	F.A.I SECTION COUNTY TOTAL SHEET SHEETS NO.
\D2CONCD-ABC-sht-schedule14M.dgn		DRAWN - JRM	REVISED -	STATE OF ILLINOIS	TEMPORARY PAVEMENT MARKING	74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 99
	PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION		CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT

				X03279	980			
	NOTES:							
ALIGNMENT	STA FR	OFFSET LT/RT	STA TO	OFFSET LT/RT	LINE WIDTH (IN)	DESCRIPTION	SQ FT	
RAC-B	922+93	LT	929+23	LT	4	YELLOW	210	STAGE 1-4
RAC-B	923+18	RT	932+68	LT	4	WHITE	317	STAGE 1-4
19TH ST	1913+23	RT	1928+34	RT	4	4" PAVEMENT MARKING	526	REMOVE STAGE 1-4
NB 19TH ST NB 19TH ST	1965+04 1972+41	RT RT	1992+10	LT	4	4" PAVEMENT MARKING TURN ARROW	937 16	REMOVE STAGE 1-4 REMOVE STAGE 1-4
NR 191H 21	1972+41	KI				TURN ARROW	10	REMOVE STAGE 1-4
19TH ST	1913+20	RT	1929+35	RT	4	4" PAVEMENT MARKING	1856	REMOVE STAGE 2-0
PR I-74	114+00	LT	125+26	LT	4	WHITE	375	STAGE 2
PR I-74	114+00	LT	159+94	LT	4	YELLOW	1531	STAGE 2
PR I-74	117+48	RT	118+97	RT	8	WHITE GORE	100	STAGE 2
PR I-74	118+97	RT	125+18	RT	8	WHITE SKIP DASH	104	STAGE 2
PR I-74	125+26	LT	126+77	LT	8	WHITE GORE	100	STAGE 2
PR I-74	129+78	LT	159+94	LT	4	WHITE	1005	STAGE 2
RAC-A	1015+37	RT	1025+27	RT	4	YELLOW	330	STAGE 2
RAC-A	1017+67	LT	1029+77	LT	4	WHITE	403	STAGE 2
RAC-A	1025+27	LT	1026+77	LT	8	WHITE GORE	100	STAGE 2
RAC-B	928+66	LT	930+14	LT	8	WHITE GORE	99	STAGE 2
19TH ST	1911+55	RT	1950+00	RT	4	4" PAVEMENT MARKING	1795	REMOVE STAGE 2-1
19TH ST	1915+50	LT	1927+91	RT		TURN ARROW	47	REMOVE STAGE 2-1
NB 19TH ST	1978+01	RT	1992+10	LT	4	4" PAVEMENT MARKING	75	REMOVE STAGE 2-1
SB 19TH ST	2050+00	LT	2061+30	LT	4	4" PAVEMENT MARKING	89	REMOVE STAGE 2-1
12TH AVE	123+00	LT	128+30	LT	4	4" PAVEMENT MARKING	559	REMOVE STAGE 2-1
19TH ST	1914+56	LT	1950+00	RT	4	4" PAVEMENT MARKING	2129	REMOVE STAGE 2-2
19TH ST	1920+75	RT	1927+82	LT	4	4" PAVEMENT MARKING	24	REMOVE STAGE 2-2
NB 19TH ST	1978+01	RT	1992+10	LT	4	4" PAVEMENT MARKING	193	REMOVE STAGE 2-2
SB 19TH ST	2050+00	LT	2061+30	LT	4	4" PAVEMENT MARKING	322	REMOVE STAGE 2-2
SB 19TH ST	2054+45	LT	2055+04	LT	4	4" PAVEMENT MARKING	31	REMOVE STAGE 2-2
12TH AVE	122+46	RT	128+33	LT	4	4" PAVEMENT MARKING	462	REMOVE STAGE 2-2
19TH ST	1918+89	RT	1950+00	RT	4	4" PAVEMENT MARKING	1179	REMOVE STAGE 2-3
19TH ST	1927+48	RT	1935+54	RT		TURN ARROW	47	REMOVE STAGE 2-3
SB 19TH ST	2050+00	LT	2061+31	LT	4	4" PAVEMENT MARKING	473	REMOVE STAGE 2-3
12TH AVE	123+23	LT	127+50	LT	4	4" PAVEMENT MARKING	142	REMOVE STAGE 2-3
NB 19TH ST	1978+01	RT	1986+95	RT	4	4" PAVEMENT MARKING	392	REMOVE WINTER STA
RAC-A	1017+30	LT	1029+92	LT	4	WHITE	421	WINTER 2019-2020
RAC-A	1017+30	RT	1029+92	RT	4	WHITE	421	WINTER 2019-2020
RAC-A	1017+30	RT	1029+92	RT	4	YELLOW	421	WINTER 2019-2020
PR I-74	129+92	LT	136+36	LT	6	SKIP DASH LANE LINE	81	WINTER 2019-2020
FIX 1-14	128782	LI	130730	LI	0	ONE DAOI LANE LINE	υı	VVIIVILIX 2019-2020
19TH ST	1915+07	LT	1928+44	LT	4	4" PAVEMENT MARKING	509	REMOVE STAGE 3-0
19TH ST	1915+51	LT				TURN ARROW	16	REMOVE STAGE 3-0

		PAVEMENT M	ARKING REM	IOVAL - WATER E	BLASTING			NOTES:
ALIGNMENT	STA FR	OFFSET LT/RT	STA TO	OFFSET LT/RT	LINE WIDTH (IN)	DESCRIPTION	SQ FT	
RAMP 7-S	82+25	LT	93+00	LT	4	4" PAVEMENT MARKING	384	REMOVE STAGE 3
PR I-74	48+99	LT	81+00	LT	4	4" PAVEMENT MARKING	2222	REMOVE STAGE 3
PR I-74	48+92	LT	81+00	LT	6	6" PAVEMENT MARKING	800	REMOVE STAGE 3
PR I-74	62+73	LT	81+00	LT	8	8" PAVEMENT MARKING	1370	REMOVE STAGE 3
RAMP 7TH-A	620+00	LT	627+03	LT	4	4" PAVEMENT MARKING	324	REMOVE STAGE 3
RAMP 7TH-A	623+84	LT	627+62	LT	12	12" PAVEMENT MARKING	152	REMOVE STAGE 3
PR I-74	81+00	LT	93+04	LT	8	WHITE SKIP DASH	201	STAGE 3-1
PR I-74	93+04	LT	97+76	LT	8	WHITE GORE	315	STAGE 3-1
PR I-74	123+37	LT	126+77	LT	8	WHITE GORE	227	STAGE 3-1
PR I-74	81+00	LT	91+00	LT	4	WHITE	333	STAGE 3-1
PR I-74	81+00	LT	140+94	LT	4	YELLOW	1998	STAGE 3-1
PR I-74	81+00	LT	124+00	LT	6	SKIP DASH LANE LINE	538	STAGE 3-1
PR I-74	81+00	LT	140+94	LT	6	SKIP DASH LANE LINE	749	STAGE 3-1
PR I-74	97+76	LT	123+37	LT	4	WHITE	854	STAGE 3-1
PR I-74	129+92	LT	136+36	LT	4	YELLOW	215	STAGE 3-1
RAC-A	1015+37		1017+67		6	SKIP DASH LANE LINE	29	STAGE 3-1
RAC-A	1017+67	LT	1019+05	LT	8	WHITE GORE	92	STAGE 3-1
RAC-A	1017+67	LT	1019+07	LT	8	WHITE GORE	93	STAGE 3-1
RAC-A	1024+02	RT	1026+77	RT	8	WHITE GORE	184	STAGE 3-1
RAC-B	925+16	LT	928+48	LT	4	YELLOW	111	STAGE 3-1
RAC-B	925+16	RT	930+09	RT	4	WHITE	164	STAGE 3-1
RAC-B	925+40	RT	936+39	LT	4	WHITE	366	STAGE 3-1
RAC-B	928+48	LT	930+09	LT	8	WHITE	108	STAGE 3-1
RAC-D	832+37	LT	833+66	LT	8	WHITE GORE	86	STAGE 3-1
19TH ST	1914+56	RT	1950+00	RT	4	4" PAVEMENT MARKING	1776	REMOVE STAGE 3-1
SB 19TH ST	2050+00	LT	2072+03	LT	4	4" PAVEMENT MARKING	263	REMOVE STAGE 3-1
12TH AVE	123+23	LT	128+31	LT	4	4" PAVEMENT MARKING	482	REMOVE STAGE 3-1
IZIHAVE	123+23	LI	120+31	LI	4	4 PAVEMENT MARKING	402	REMOVE STAGE 3-1
RAC-A	1020+87	RT	1025+10	RT	4	YELLOW	141	STAGE 3-2
RAC-A	1024+02	-	1027+59	-	4	WHITE	119	STAGE 3-2
19TH ST	1913+20	RT	1950+00	RT	4	4" PAVEMENT MARKING	2440	REMOVE STAGE 3-2
SB 19TH ST	2050+00	LT	2077+95	LT	4	4" PAVEMENT MARKING	648	REMOVE STAGE 3-2
SB 19TH ST	2054+45	LT	2055+04	LT	† *	TURN ARROW	31	REMOVE STAGE 3-2
12TH AVE	121+60	RT	128+33	LT	4	4" PAVEMENT MARKING	647	REMOVE STAGE 3-2
19TH ST	1913+20	RT	1950+00	RT	4	4" PAVEMENT MARKING	1867	REMOVE STAGE 3-3
19TH ST	1916+61	LT		131	-	TURN ARROW	16	REMOVE STAGE 3-3
SB 19TH ST	2050+00	LT	2078+00	LT	4	4" PAVEMENT MARKING	1450	REMOVE STAGE 3-3
PR I-74	48+95	LT	81+00	LT	4	4" PAVEMENT MARKING	2137	REMOVE STAGE 3-4
PR I-74	48+98	LT	81+00	LT	6	6" PAVEMENT MARKING	401	REMOVE STAGE 3-4
PR I-74	131+02	RT	141+41	RT	4	YELLOW	346	STAGE 3-4
PR I-74	137+50	RT	141+41	RT	4	WHITE	130	STAGE 3-4
RAC-B	921+04	LT	942+24	LT	4	YELLOW	707	STAGE 3-4
RAC-B	921+41	LT	942+24	LT	4	WHITE	694	STAGE 3-4
						0 SUB-TOTAL (SHEET 2)	44,045	

						SCHQ-37
FILE NAME =	USER NAME = jtardy	DESIGNED - JRM	REVISED -		SCHEDULE OF QUANTITIES	F.A.I SECTION COUNTY SHEET NO
\D2CONCD-ABC-sht-schedule15M.dgn		DRAWN - JRM	REVISED -	STATE OF ILLINOIS	TEMPORARY PAVEMENT MARKING	74 (81-1)R-1 & 81-1(HBR, HBR-1, HBR-2) ROCK ISLAND 2042 100
	PLOT SCALE =	CHECKED - JJT	REVISED -	DEPARTMENT OF TRANSPORTATION		CONTRACT NO. 64E26
\$MODELNAME\$	PLOT DATE = 5/5/2017	DATE - 3/23/2017	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT