F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	907	36
STA. 1200+00.00		TO STA. 1365+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717 & 1818) R-9

62695

COMBINATION CONCRETE CURB AND GUTTER REMOVAL

RAMP/WALL	ALIGNMENT	FROM		TO		COMB CURB GUTTER REM (FOOT)
		STATION	OFFSET	STATION	OFFSET	
HALSTED EXIT	SB I-57	95+37.3	108.8 LT	97+61.2	94.9 LT	225
HALSTED EXIT	SB I-57	97+61.2	94.9 LT	102+47.2	36.2 LT	493
HALSTED EXIT	SB I-57	97+63.8	117.1 LT	98+32.5	120.2 LT	70
HALSTED EXIT	SB I-57	97+63.8	117.1 LT	106+54.2	34.0 LT	896
WALL 67	SB I-57	107+16.2	101.2 LT	115+70.7	114.1 LT	867
WENTWORTH EXIT	SB I-57	133+41.7	195.9 LT	135+52.7	148.5 LT	198
WENTWORTH EXIT	SB I-57	135+52.7	148.5 LT	140+85.6	35.6 LT	525
WENTWORTH EXIT	SB I-57	135+61.2	169.2 LT	136+20.9	164.3 LT	57
WENTWORTH EXIT	SB I-57	135+61.2	169.2 LT	147+84.1	33.2 LT	1196
WENTWORTH EXIT	SB I-57	140+16.3	34.5 LT	140+85.6	35.6 LT	70
WALL 33	SB I-94	1203+27.3	138.5 LT	1205+34.2	128.2 LT	202
95TH ST CTA	SB I-94	1206+51.8	130.3 LT	1206+57.8	130.4 LT	6
95TH EXIT	SB I-94	1210+22.4	118.1 LT	1214+90.2	114.2 LT	471
95TH EXIT	SB I-94	1214+90.2	114.2 LT	1221+20.0	65.7 LT	639
95TH EXIT	SB I-94	1214+91.7	137.7 LT	1215+91.6	139.1 LT	101
95TH EXIT	SB I-94	1214+91.7	137.7 LT	1226+12.2	62.9 LT	1125
WALL 36	SB I-94	1220+22.8	169.5 LT	1220+27.1	169.4 LT	5
WALL 36	SB I-94	1220+22.6	138.5 LT	1231+63.5	133.2 LT	1141
WALL 37	SB I-94	1233+65.5	132.8 LT	1235+15.5	132.9 LT	150
87TH ENTRANCE	SB I-94	1243+63.7	52.5 LT	1249+18.9	55.0 LT	557
87TH ENTRANCE	SB I-94	1243+63.9	52.8 LT	1249+83.6	107.7 LT	627
87TH ENTRANCE	SB I-94	1243+76.8	72.6 LT	1249+80.7	131.9 LT	609
87TH ENTRANCE	SB I-94	1248+02.5	134.0 LT	1249+80.7	131.9 LT	180
87TH ENTRANCE	SB I-94	1249+83.9	107.7 LT	1258+52.1	112.8 LT	870
87TH EXIT	SB I-94	1265+01.2	68.0 LT	1265+94.5	68.0 LT	97
87TH EXIT	SB I-94	1265+24.9	127.4 LT	1266+79.2	120.8 LT	155
87TH EXIT	SB I-94	1266+79.2	120.8 LT	1272+90.6	73.6 LT	615
87TH EXIT	SB I-94	1266+82.8	143.3 LT	1267+27.7	145.6 LT	46
87TH EXIT	SB I-94	1266+82.8	143.3 LT	1276+28.2	68.4 LT	953
87TH EXIT	SB I-94	1270+14.6	136.5 LT	1273+74.3	131.5 LT	360
76TH-79TH C-D	SB I-94	1328+77.4	143.83LT	1330+63.0	162.6LT	190
76TH-79TH C-D	SB I-94	1325+86.0	61.17LT	1328+77.4	143.83LT	307
76TH-79TH C-D	SB I-94	1317+92.0	125.77LT	1328+70.3	164.43LT	1098
76TH-79TH C-D	SB I-94	1317+92.0	125.77	1328+70.3	164.43LT	1091
76TH-79TH C-D	SB I-94	1317+84.3	105.25LT	1320+61.6	67.46LT	279
76TH-79TH C-D	SB I-94	1334+16.5	60.11LT	1336+72.9	60.58LT	256
76TH-79TH C-D	SB I-94	1325+86.0	61.17LT	1331+92.8	61.90LT	612
76TH-79TH C-D	SB I-94	1317+33.0	73.77LT	1320+62.0	67.27LT	336
76TH-79TH C-D	SB I-94	1313+23.9	120.37LT	1317+84.0	105.29LT	456
71ST-75TH C-D	SB I-94	1343+41.8	72.4 LT	1351+08.7	63.9 LT	778
71ST-75TH C-D	SB I-94	1344+14.9	159.3 LT	1346+47.5	154.7 LT	233
71ST-75TH C-D	SB I-94	1346+47.5	154.7 LT	1351+08.7	63.9 LT	472
71ST-75TH C-D	SB I-94	1346+51.8	177.8 LT	1347+03.8	179.3 LT	53
71ST-75TH C-D	SB I-94	1346+51.8	177.8 LT	1354+15.6	61.3 LT	776
71ST-75TH C-D	SB I-94	1354+15.6	61.3 LT	1361+24.0	169.7 LT	722
71ST-75TH C-D	SB I-94	1356+97.3	61.5 LT	1364+03.8	60.2 LT	708
71ST-75TH C-D	SB I-94	1356+97.3	61.5 LT	1361+29.4	146.5 LT	442
71ST-75TH C-D	SB I-94	1361+00.9	173.1 LT	1361+24.0	169.7 LT	25
71ST-75TH C-D	SB I-94	1361+29.4	146.5 LT	1364+69.4	172.7 LT	343
				I000-2A TOTAL		7495
				J000-2A TOTAL		15188
				TOTAL		22683

BITUMINOUS SURFACE REMOVAL 1½"

RAMP/WALL	FROM		TO		PROPOSED * BC SC SUPER "D" N70 (SQ YD)	PROPOSED * PCC BSE CSE 9 (SQ YD)	PROPOSED * PCC BSE CSE 10 1/2 (SQ YD)	BIT SURF REM 1 1/2 (SQ YD)
	ALIGNMENT	STATION	ALIGNMENT	STATION				
HALSTED EXIT	HAL EXIT	7448+21.7	HAL EXIT	7448+72.9	63		23	40
HALSTED EXIT	HAL EXIT	7448+72.9	HAL EXIT	7451+16.3	540	354		186
WALL 67	SB I-57	107+16.2	SB I-57	115+69.3	1057		946	111
WENTWORTH EXIT	WENT EXIT	7429+76.1	WENT EXIT	7430+17.1	49		18	31
WENTWORTH EXIT	WENT EXIT	7430+17.1	WENT EXIT	7432+30.0	426	248		178
WALL 33	SB I-94	1203+27.2	SB I-94	1205+34.2	245		223	22
95TH EXIT	95TH EXIT	7411+69.4	95TH EXIT	7412+40.2	98		32	66
95TH EXIT	95TH EXIT	7412+40.2	95TH EXIT	7417+38.2	1649	855		794
WALL 36	SB I-94	1220+22.6	SB I-94	1231+63.5	1395		1268	127
WALL 37	SB I-94	1233+65.5	SB I-94	1235+15.5	183		167	17
87TH ENTRANCE	87TH ENT	7196+68.6	87TH ENT	7201+48.2	1163	1110		53
87TH ENTRANCE	87TH ENT	7201+48.2	87TH ENT	7207+17.2	696		633	63
87th EXIT	87TH EXIT	7188+43.4	87TH EXIT	7188+95.5	58		26	32
87th EXIT	87TH EXIT	7188+95.5	87TH EXIT	7190+45.8	506	406		100
87th EXIT	87TH EXIT	7181+98.0	87th EXIT	7185+57.3	642		602	40
76TH-79TH C-D	76-79 C-D	7503+39.6	76-79 C-D	7504+42.0	386	331		55
76TH-79TH C-D	76-79 C-D	7504+40.4	76-79 C-D	7517+83.8	3772		1814	1958
76TH-79TH C-D	76-79 C-D	7517+83.7	76-79 C-D	7520+81.4	1688	611		1077
71ST-75TH C-D	71-75 C-D	7118+17.1	71-75 C-D	7120+62.6	688	358		330
71ST-75TH C-D	71-75 C-D	7120+62.6	71-75 C-D	7121+84.0	216		57	159
71ST-75TH C-D	71-75 C-D	7132+05.6	71-75 C-D	7132+91.7	171		19	152
71ST-75TH C-D	71-75 C-D	7135+91.8	71-75 C-D	7136+32.6	43			43
71ST-75TH C-D	71-75 C-D	7136+32.6	71-75 C-D	7138+79.7	818	408		410
			I000-2A TOTAL		16551	4273	5827	6451
			J000-2A TOTAL					
			TOTAL		16551	4273	5827	6451

* – VALUES FROM PROPOSED PAVEMENT QUANTITIES

THE QUANTITY OF BITMINOUS SURFACE REMOVAL IS EQUAL TO THE DIFFERENCE BETWEEN THE AREA COVERED BY BITUMINOUS SURFACE COURSE AND THE AREA OF PCC BASE COURSE.

GUARDRAIL REMOVAL

RAMP/WALL	ALIGNMENT	FROM		TO		GUARDRAIL REMOV (FOOT)
		STATION	OFFSET	STATION	OFFSET	
WALL 67	SB I-57	109+93.2	98.7 LT	110+45.5	98.8 LT	53
WALL 67	SB I-57	115+22.0	101.1 LT	115+69.8	101.2 LT	48
WALL 67	SB I-57	115+71.3	103.2 LT	115+71.5	143.4 LT	41
WALL 68	SB I-57	142+29.7	102.1 LT	142+84.0	101.0 LT	52
95TH EXIT	SB I-94	1212+39.7	115.8 LT	1212+93.8	116.1 LT	55
WALL 36	SB I-94	1219+18.4	136.7 LT	1219+57.7	136.2 LT	40
WALL 36	SB I-94	1225+67.6	130.8 LT	1226+20.8	130.6 LT	54
87TH EXIT	SB I-94	1272+31.4	124.5 LT	1272+81.9	124.3 LT	51
76TH-79TH C-D	SB I-94	1315+56.0	115.06LT	1316+08.5	11387LT	52
76TH-79TH C-D	SB I-94	1325+54.5	147.97LT	1326+06.3	151.98LT	53
76TH-79TH C-D	SB I-94	1322+24.4	129.30LT	1322+75.1	131.45LT	51
76TH-79TH C-D	SB I-94	1323+13.8	69.51LT	1324+67.8	73.97LT	154
76TH-79TH C-D	SB I-94	1318+90.9	123.44LT	1319+41.7	122.39LT	51
71ST-75TH C-D	SB I-94	1345+41.5	152.1 LT	1345+91.8	151.7 LT	51
				I000-2A TOTAL		652
				J000-2A TOTAL		154
				TOTAL		806

CHAIN LINK FENCE REMOVAL (CTA)

RAMP/WALL	ALIGNMENT	FROM		TO		CH LK FENCE REMOV-CTA (FOOT)
		STATION	OFFSET	STATION	OFFSET	
OVERHEAD SIGN	SB I-94	1223+60.0	8.2 RT	1224+30.0	8.6 RT	70
OVERHEAD SIGN	SB I-94	1251+03.0	8.3 RT	1251+73.1	8.4 RT	70
OVERHEAD SIGN	SB I-94	1276+32.0	7.9 RT	1276+92.0	7.9 RT	60
OVERHEAD SIGN	SB I-94	1355+51.0	10.0 RT	1356+21.1	10.0 RT	70
				I000-2A TOTAL		
				J000-2A TOTAL		270
				TOTAL		270

TREE REMOVAL (OVER 15 UNITS)

LOCATION				TREE REMOV OVER 15 (UNIT)
RAMP/WALL	ALIGNMENT	STATION	OFFSET	
WALL 67	SB I-57	110+80.91	93.5LT	16
WALL 67	SB I-57	111+14.36	81.3LT	20
WALL 67	SB I-57	111+46.53	95.3LT	32
WALL 67	SB I-57	111+67.22	95.0LT	24
WALL 67	SB I-57	112+15.86	92.9LT	20
WALL 67	SB I-57	112+22.36	92.9LT	20
WALL 67	SB I-57	113+04.59	96.9LT	24
WALL 67	SB I-57	114+39.91	97.6LT	20
WALL 67	SB I-57	114+81.38	96.8LT	18
WALL 67	SB I-57	115+43.12	73.3LT	17
WALL 33	SB I-94	1205+07.69	102.1LT	18
WALL 33	SB I-94	1205+19.55	84.3LT	18
WALL 36	SB I-94	1222+40.35	131.3LT	36
WALL 36	SB I-94	1224+14.04	129.3LT	22
WALL 36	SB I-94	1225+40.83	128.1LT	16
WALL 36	SB I-94	1226+64.20	101.4LT	18
WALL 36	SB I-94	1226+82.06	97.3LT	20
WALL 36	SB I-94	1227+06.02	128.4LT	16
WALL 36	SB I-94	1227+62.44	128.3LT	18
WALL 36	SB I-94	1227+66.48	128.3LT	18
WALL 36	SB I-94	1228+80.63	127.3LT	16
WALL 36	SB I-94	1229+33.34	127.9LT	17
WALL 36	SB I-94	1231+62.11	127.1LT	30
WALL 37	SB I-94	1233+71.91	108.5LT	16
WALL 37	SB I-94	1234+72.93	127.1LT	16
87TH EXIT	SB I-94	1274+60.95	114.3LT	20
87TH EXIT	SB I-94	1274+77.38	116.2LT	18
87TH EXIT	SB I-94	1275+03.37	103.1LT	20
87TH EXIT	SB I-94	1275+64.97	108.6LT	17
87TH EXIT	SB I-94	1275+72.78	111.4LT	17
76-79 C-D	SB I-94	1315+33.27	106.2LT	16
76-79 C-D	SB I-94	1315+72.09	111.2LT	16
76-79 C-D	SB I-94	1316+37.69	110.3LT	26
76-79 C-D	SB I-94	1319+54.22	120.0LT	16
76-79 C-D	SB I-94	1320+10.44	120.2LT	16
76-79 C-D	SB I-94	1322+53.03	128.6LT	24
76-79 C-D	SB I-94	1324+43.72	130.6LT	18
76-79 C-D	SB I-94	1325+70.90	129.0LT	17
76-79 C-D	SB I-94	1331+75.93	115.7LT	16
76-79 C-D	SB I-94	1334+17.27	133.3LT	18
76-79 C-D	SB I-94	1333+70.33	127.9LT	16
71-75 C-D	SB I-94	1351+43.53	148.5LT	16
71-75 C-D	SB I-94	1353+29.87	145.8LT	16
71-75 C-D	SB I-94	1354+44.06	144.9LT	18
71-75 C-D	SB I-94	1364+30.89	144.1LT	16
71-75 C-D	SB I-94	1364+35.46	125.8LT	18
			TOTAL (>15 UNITS)	881

NOTE:

"ALIGNMENT" REFERS TO PROPOSED ALIGNMENTS

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE
REVISED	05/06/05
REVISED	04/15/05

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

SCHEDULE OF QUANTITIES
REMOVAL QUANTITIES - SHEET 2

SCALE: NONE DRAWN BY: JPA

DATE: MARCH 25, 2005 CHECKED BY: MPG

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