

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	1

1-18-13 LETTING ITEM 065 STATE OF ILLINOIS

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
SUBSURFACE UTILITY ENGINEERING UTILIZED ON THIS PROJECT

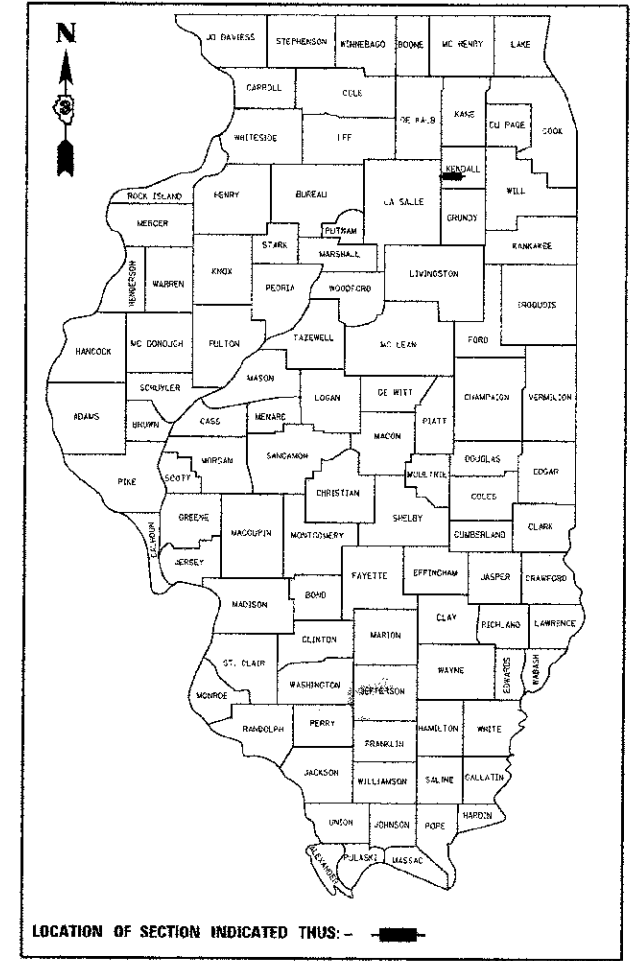
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

# PROPOSED HIGHWAY PLANS

FAP ROUTE 311 (IL 71)  
SECTION (1-1)R  
PROJECT: ACF-0311(046)  
KENDALL COUNTY

C - 93 - 022 - 04  
RECONSTRUCTION OF IL 71 FROM MINKLER/  
ORCHARD ROAD TO U.S. 34 IN OSWEGO

P-93-048-01  
D-93-021-04



FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL

2011 ADT = 16300  
MU = 6.0%  
SU = 6.0%

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

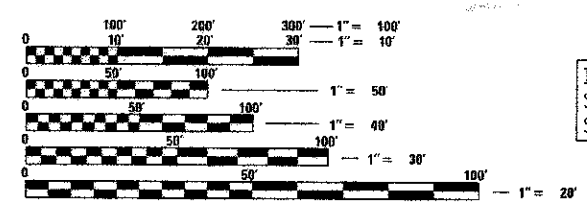
SUBMITTED October 11 20 12

Eric S. Threlkeld  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 7 20 12  
John D. Baranowski, PE, Jr.  
acting ENGINEER OF DESIGN AND ENVIRONMENT

December 7 20 12  
William R. Frey, Jr.  
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS



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.

MICROFILMED \_\_\_\_\_  
REEL NUMBER \_\_\_\_\_  
AWARDED \_\_\_\_\_  
RESIDENT ENGINEER \_\_\_\_\_  
AS BUILT CHANGES WERE MADE  
ON THE FOLLOWING SHEETS \_\_\_\_\_

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123

DISTRICT 3 NO. (815) 434-6131  
PROJECT ENGINEER: CRAIG REED, P.E.  
UNIT CHIEF: BRAD DUNCAN, P.E.  
TOWNSHIP: OSWEGO

CONTRACT NO: 66420

INTERSECTION IMPROVEMENTS  
STA 880+24.08 (IL 71) =  
STA 200+00.00 (WASHINGTON/PLAINFIELD RD.)

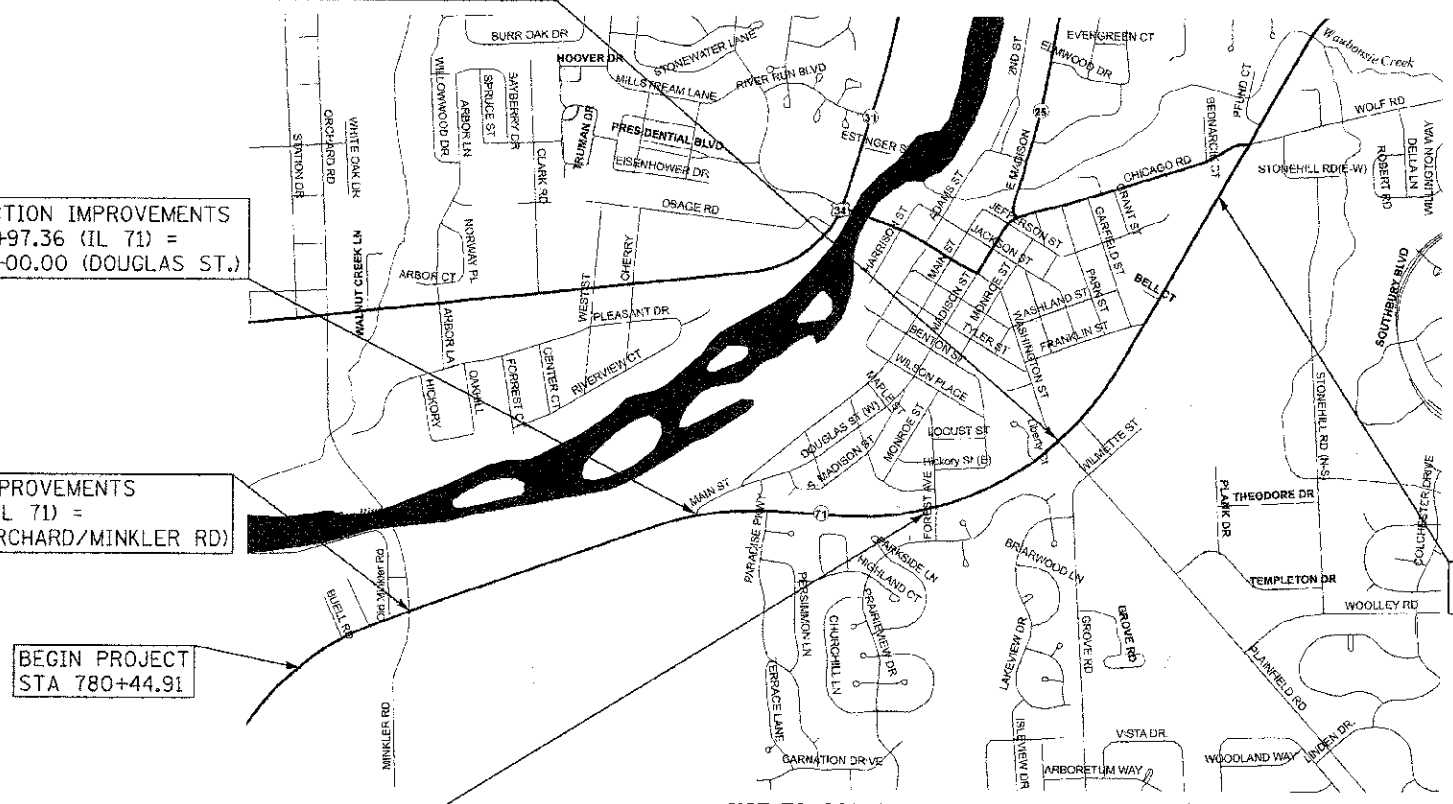
INTERSECTION IMPROVEMENTS  
STA 837+97.36 (IL 71) =  
STA 100+00.00 (DOUGLAS ST.)

INTERSECTION IMPROVEMENTS  
STA 798+20.85 (IL 71) =  
STA 62+59.67 (ORCHARD/MINKLER RD)

BEGIN PROJECT  
STA 780+44.91

INTERSECTION IMPROVEMENTS  
STA 863+44.48 (IL 71) =  
STA 50+00.00 (FOREST AVE.)

END PROJECT  
STA 918+85.88



NOT TO SCALE

GROSS LENGTH = 13841 FT. = 2.62 MI.  
NET LENGTH = 13841 FT. = 2.62 MI.

July 18 20 12  
Mark E. Swiggins  
THE UPCHURCH GROUP, INC.

TUG PROJ. # 3105014  
PLOT DATE 7/18/2012  
FILE NAME PACIV11A.IDOT\_DIST3\Oswego\Phase 1\cvsrshr.dgn

ILLINOIS DOT HIGHWAY STANDARDS (IN PROPOSAL BOOKLET)

ILLINOIS DOT HIGHWAY STANDARDS (IN PROPOSAL BOOKLET)

INDEX OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1R)	KENDALL	514	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS  
 001001-02 AREAS OF REINFORCEMENT REBARS  
 001006 DECIMAL OF AN INCH AND OF A FOOT  
 280001-07 TEMPORARY EROSION CONTROL SYSTEMS  
 406201-01 MAILBOX TURNOUT  
 420001-07 PAVEMENT JOINTS  
 420101-04 24' JOINTED PCC PAVEMENT  
 420111-03 PCC PAVEMENT ROUNDOUTS  
 420701-02 PAVEMENT FABRIC  
 424001-07 PERPENDICULAR CURB RAMPS FOR SIDEWALKS  
 424006-01 DIAGONAL CURB RAMPS FOR SIDEWALKS  
 424011-01 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS  
 424016-01 MID-BLOCK CURB RAMPS FOR SIDEWALKS  
 424021-01 DEPRESSED CORNER FOR SIDEWALKS  
 424026-01 ENTRANCE / ALLEY PEDESTRIAN CROSSINGS  
 424031-01 MEDIAN PEDESTRIAN CROSSINGS  
 442201-03 CLASS C AND D PATCHES  
 482006-03 HMA SHOULDER ADJACENT TO RIGID PAVEMENT  
 542001-03 CONCRETE END SECTIONS PIPE CULVERTS 15" THRU 84" DIA.

814006-02 DOUBLE HANDHOLES  
 857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES  
 862001-01 UNINTERRUPTABLE POWER SUPPLY (UPS)  
 873001-02 TRAFFIC SIGNAL GROUNDING & BONDING  
 877011-05 STEEL COMBINATION MAST ARM ASSEMBLY AND POLE  
 878001-09 CONCRETE FOUNDATION DETAILS  
 880001-01 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION  
 880006-01 TRAFFIC SIGNAL MOUNTING DETAILS  
 886001-01 DETECTOR LOOP INSTALLATIONS  
 886006-01 TYPICAL LAYOUTS FOR DETECTION LOOPS  
 BLR 21-9 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

COVER SHEET 1  
 INDEX OF SHEETS 2  
 HIGHWAY STANDARDS 2  
 INDEX OF SCHEDULES 2  
 GENERAL NOTES 3  
 SUMMARY OF QUANTITIES 4 - 14  
 TYPICAL CROSS SECTIONS 15 - 30  
 SCHEDULE OF QUANTITIES 31 - 75  
 ALIGNMENT, TIES AND BENCHMARKS 76 - 84  
 REMOVAL PLAN SHEETS 85 - 93  
 PLAN AND PROFILE SHEETS 94 - 111  
 MAINTENANCE OF TRAFFIC / STAGING SHEETS 112 - 233  
 EROSION CONTROL SCHEDULES 234 - 235  
 EROSION CONTROL AND LANDSCAPING PLANS 236 - 243  
 DRAINAGE PLAN AND PROFILE SHEETS 244 - 272  
 S.U.E. TEST HOLE DATA SHEETS 273 - 298  
 RIGHT OF WAY PLANS 289 - 301  
 JOINTING PLAN SHEETS 302 - 321  
 INTERSECTION LAYOUT AND ELEVATION PLANS 322 - 345  
 SIGNING AND STRIPING PLAN SHEETS 346 - 362  
 TRAFFIC SIGNAL SHEETS 363 - 399  
 NOISE WALL DETAILS 400 - 405  
 SOIL BORE LOG NOISE WALLS 406 - 413  
 BORING LOGS 414 - 417  
 RETAINING WALL DETAILS 418 - 419  
 DRAINAGE DETAILS 420 - 430  
 CONFLICT MANHOLE DETAIL 431  
 MEDIAN TRANSITION DETAIL 432  
 COMBINATION CONCRETE CURB AND GUTTER (INLET) DETAIL 432  
 EROSION CONTROL BLANKET DETAIL 432  
 DEPRESSED GUTTER DETAIL 432  
 DETENTION POND DETAIL 433  
 SEWER AND WATER MAIN CROSSING 434  
 ENTRANCE DETAILS 435 - 436  
 PCC SIDEWALK 6" SPECIAL DETAIL 436  
 MAILBOX TURNOUT DETAILS 437  
 CONCRETE MEDIAN, TYPE M-2.12 CORRUGATED (SPECIAL) 438  
 CROSS SECTIONS - IL RTE 71 439 - 486  
 CROSS SECTIONS - MINKLER / ORCHARD ROAD 487 - 496  
 CROSS SECTIONS - DOUGLAS STREET 497 - 500  
 CROSS SECTIONS - FOREST AVENUE 501 - 504  
 CROSS SECTIONS - PLAINFIELD ROAD / WASHINGTON STREET 505 - 513  
 CROSS SECTIONS - FRANKLIN STREET 514

INDEX OF SCHEDULES

TREE REMOVAL SCHEDULE 31  
 EARTHWORK SCHEDULE 32  
 ROCK EXCAVATION SCHEDULE 32  
 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SCHEDULE 32  
 PIPE UNDERDRAINS 4" SCHEDULE 32  
 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL 32  
 ROCK FILL SCHEDULE 32  
 TEMPORARY FENCE SCHEDULE 33  
 TREE TRUNK PROTECTION SCHEDULE 33  
 JOINT USE PATH SCHEDULE 33  
 DETECTABLE WARNING SCHEDULE 33  
 PAVING SCHEDULE 34  
 ENTRANCE SCHEDULE 35  
 SIDEWALK SCHEDULE 36  
 PCC SIDEWALK 6" SPECIAL SCHEDULE 36  
 PEDESTRIAN RAIL SPECIAL SCHEDULE 36  
 PRECAST CONCRETE PARKING BLOCK SCHEDULE 36  
 ROADWAY REMOVAL SCHEDULE 37 - 38  
 CULVERT SCHEDULE 38  
 TEMPORARY DRAINAGE SCHEDULE 38  
 GUARDRAIL SCHEDULE 40  
 CLASS D PATCHES, 10" SCHEDULE 40  
 CONTROLLED LOW STRENGTH MATERIAL SCHEDULE 40  
 HMA SURFACE REMOVAL, 1 1/2" SCHEDULE 40  
 REINFORCED CONCRETE END SECTION SCHEDULE 41  
 STORM SEWER SCHEDULE 42 - 50  
 ROCK EXCAVATION FOR STRUCTURES SCHEDULE 42  
 DRAINAGE REMOVAL SCHEDULE 51 - 53  
 MANHOLES TO BE ADJUSTED SCHEDULE 53  
 MANHOLES TO BE RECONSTRUCTED SCHEDULE 53  
 MANHOLES TO BE ADJUSTED WITH NEW TYPE 24 F&G SCHEDULE 53  
 VALVE VAULTS TO BE REMOVED SCHEDULE 53  
 VALVE VAULTS TO BE ADJUSTED SCHEDULE 53  
 DRAINAGE STRUCTURE SCHEDULE 54 - 62  
 CURB AND GUTTER SCHEDULE 63 - 64  
 MOUNTABLE CURB AND GUTTER SCHEDULE 64  
 PC CONCRETE MEDIAN SCHEDULE 66  
 TEMPORARY PAVEMENT SCHEDULE 66  
 AGGREGATE FOR TEMPORARY ACCESS SCHEDULE 67  
 TEMPORARY STRIPING SCHEDULE 68 - 72  
 TEMPORARY SIDEWALK SCHEDULE 72  
 BIKE PATH STRIPING SCHEDULE 72  
 TEMPORARY CONCRETE BARRIER SCHEDULE 73  
 FINAL STRIPING SCHEDULE 73  
 SIGNING SCHEDULE 74 - 75  
 EROSION CONTROL SCHEDULE 234 - 235

542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION  
 542306-02 PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION  
 602301-03 INLET - TYPE A  
 602306-03 INLET - TYPE B  
 602401-03 MANHOLE TYPE A  
 602406-05 MANHOLE TYPE A 6' DIAMETER  
 602411-03 MANHOLE TYPE A 7' DIAMETER  
 602416-03 MANHOLE TYPE A 8' DIAMETER  
 602421-03 MANHOLE TYPE A 9' DIAMETER  
 602501-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP  
 602701-02 MANHOLE STEPS  
 604001-03 FRAME AND LIDS TYPE 1  
 604031-02 GRATE TYPE 7  
 604036-02 GRATE TYPE 8  
 604091-02 FRAME AND GRATE TYPE 24  
 606001-05 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER  
 606006-02 OUTLETS FOR CONCRETE CURB AND GUTTER TYPE B-6.24  
 606301-04 PC CONCRETE ISLANDS AND MEDIANS  
 606306-03 CORRUGATED PC CONCRETE MEDIANS  
 630001-10 STEEL PLATE BEAM GUARDRAIL  
 630301-06 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS  
 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT  
 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS  
 701011-03 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY  
 701206-03 LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS ≥ 45 MPH  
 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS  
 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH  
 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED  
 701502-05 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE  
 701601-05 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN  
 701602-06 URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE  
 701701-08 URBAN LANE CLOSURE, MULTILANE INTERSECTION  
 701801-05 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE  
 701901-03 TRAFFIC CONTROL DEVICES  
 704001-07 TEMPORARY CONCRETE BARRIER  
 720001-01 SIGN PANEL MOUNTING DETAILS  
 720006-03 SIGN PANEL ERECTION DETAILS  
 720016-03 MAST ARM MOUNTED STREET NAME SIGNS  
 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS  
 805001-01 ELECTRICAL SERVICE INSTALLATION DETAILS  
 814001-02 HANDHOLES

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DISTRICT THREE

REVIEWED BY: Don Beaman  
 DISTRICT STUDIES & PLANS ENGINEER

DATE: 10-11-12

EXAMINED BY: Herbert L. Jones  
 DISTRICT CONSTRUCTION ENGINEER

Wayne J. Phillips  
 DISTRICT MATERIALS ENGINEER

Bruce A. Wacker  
 DISTRICT OPERATIONS ENGINEER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS  
 LIST OF STANDARDS

SCALE: VERT.      DRAWN BY RLH  
 HORIZ.            CHECKED BY MEO  
 DATE 7/18/2012

TUG PROJ. #318814  
 PLOT DATE = 7/18/2012  
 FILE NAME = P:\C\11\DOT\_DIST3\George\Phase II\INDEX.dgn

F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

### GENERAL NOTES

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS EARTHWORK ITEMS.

FOR NEW CONSTRUCTION, PLACE CURB RAMPS FOR SIDEWALKS (STANDARD 424001) AT ALL LOCATIONS WHERE PROPOSED SIDEWALK ABUTS CURB AT STREET ENTRANCES.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08	GAL / SQ YD OR
	0.375	GAL / SQ YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN OTTAWA (815-434-8417) TO LOCATE THE UNDERGROUND FACILITIES, PROVIDING A MINIMUM OF 72 HOURS NOTICE. THE DEPARTMENT IS NOT A MEMBER OF THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE) SYSTEM.

ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPlicing OF ELECTRIC CABLE SHALL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

- FOX METRO RECLAMATION DISTRICT
- COMCAST CABLE
- COM ED
- NICOR GAS
- AT&T

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

ILLINOIS DEPARTMENT OF TRANSPORTATION

PORTIONS OF THE VILLAGE'S WATER MAIN WILL BE ABANDONED AND REPLACED PRIOR TO CONSTRUCTION OF THIS PROJECT. ABANDONED FIRE HYDRANTS ARE TO BE REMOVED BY OTHERS. VALVE BOXES AT OLD FIRE HYDRANT LOCATIONS SHALL BE REMOVED AND THE COST INCLUDED IN EARTH EXCAVATION.

### COMMITMENTS

- DESIGN A 5' WIDE PORTLAND CEMENT CONCRETE SIDEWALK ALONG THE NORTH SIDE OF IL 71 FROM DOUGLAS STREET TO THE EAST PROJECT LIMITS.
- DESIGN A 10' WIDE PAVED BICYCLE PATH ALONG THE SOUTH SIDE OF IL 71 FROM DOUGLAS STREET TO THE EAST PROJECT LIMITS.
- DESIGN A 24' WIDE TRAVERSABLE MEDIAN CROSSING AT 804+00.
- PARCEL 3SD0001 - 11 BUELL ROAD - STA. 788±80 LT TO STA. 789±33 LT THE RESIDENT ENGINEER SHALL CONTACT THE PROPERTY OWNER, SAM MYFTARI, TO DISCUSS TREE REMOVAL ALONG HIS PROPERTY. SOME TREES ALONG EXISTING ROW NOT SCHEDULED FOR REMOVAL MAY BE REMOVED DUE TO BEING DEAD. CELL PHONE NO. 630-327-2195.
- PARCEL 3SD0012 - STA. 823±91 LT TO STA. 825±34 LT A COMMITMENT WAS MADE WITH THE PROPERTY OWNER, JEFF HOCH, REGARDING 12 WHITE PINE TREES LOCATED AT OR NEAR PROPOSED PROPERTY LINE. THE PINE TREES ARE NOT TO BE REMOVED.
- PARCEL 3SD0006 - SLAMANS - STA. 797±00 LT TO STA. 797±31 LT ROW REVISION WAS MADE IN THIS AREA TO AVOID AN EXISTING WELL. CARE SHOULD BE TAKEN WHEN WORKING/EXCAVATING IN THIS AREA.
- PARCEL 3SD0055 - 507 FOREST AVENUE A COMMITMENT WAS MADE WITH THE PROPERTY OWNER, MIKE PROSEK, TO CONTACT HIM DURING CONSTRUCTION TO COORDINATE THE REMOVAL AND RECONNECTION OF HIS SUMP PUMP DRAIN LINE TO THE CITY STORM SEWER. 630-892-5289
- VILLAGE OF OSWEGO THE VILLAGE AGREED TO NIGHT TIME WORK WITH THE FOLLOWING STIPULATIONS:
  - DURING NIGHT TIME WORK AN IDOT REPRESENTATIVE SHALL BE ONSITE TO MONITOR NOISE LEVELS.
  - THE CONTRACTOR OR IDOT SHALL NOTIFY THE RESIDENTS IN THE AREA 48 HOURS PRIOR TO NIGHT WORK TAKING PLACE.
  - THAT THE OSWEGO POLICE DEPARTMENT & THE DIRECTOR OF PUBLIC WORKS ARE KEPT UP TO DATE ON WHEN THE NIGHT TIME WORK IS HAPPENING.
  - THE VILLAGE SHALL BE SUPPLIED WITH A 24 HOUR ON CALL LIST WITH CONTACTS IN CASE PROBLEMS ARISE.
- PARCEL 3SD0014 - STA. 827+41.38 LT TO STA. 828+91.91 LT A COMMITMENT WAS MADE WITH THE PROPERTY OWNER, EUNICE THANEOHNN, TO RECONSTRUCT HER AND HER NEIGHBOR'S DRIVEWAY (STA. 827+20 LT TO STA. 827+41.38 LT) AT DIFFERENT TIMES TO ALLOW HER TO USE ONE OR THE OTHER AS AN EXIT.

	HMA PATCHES & TEMPORARY PAVEMENT	HMA SURFACE INCIDENTAL	HMA SHOULDERS
PG GRADE	PG64-22	PG58-22	PG58-22
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N30	2.0% @ N30
MIXTURE COMPOSITION	IL 19.0	IL 9.5L	IL 19.0L
FRICTION AGGREGATE		MIXTURE C	
DENSITY TEST METHOD	CORES / CORRELATION	CORES / CORRELATION	CORES / CORRELATION

NOTE:  
BITUMINOUS MATERIALS (PRIME COAT) TO BE USED ON JOINT USE PATH AND ALL EXPOSED AGGREGATE SUB-BASE SHALL BE "PENETRATING EMULSIFIED PRIME" (PEP).

REVISIONS	
NAME	DATE
EDD	8-7-12
EDD	10-9-12

ILLINOIS DEPARTMENT OF TRANSPORTATION

### GENERAL NOTES AND COMMITMENTS

SCALE: VERT. HORIZ. DATE 7/5/2012 DRAWN BY RLH CHECKED BY WED

T:\S\PROJ\41818\41818.dwg  
 PLOT DATE = 10/19/2012  
 FILE NAME = c:\work\41818\41818.dwg\GENERAL NOTES.rvt.dwg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	G-1DR	KENDALL	514	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

### SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY	URBAN												
				ROADWAY	ORCHARD / MINKLER TRAFFIC SIGNALS	DOUGLAS STREET TRAFFIC SIGNALS	FOREST AVENUE TRAFFIC SIGNALS	WASHINGTON / PLAINFIELD TRAFFIC SIGNALS	GROVE / PLAINFIELD TRAFFIC SIGNALS	SCHOOL ENTRANCE TRAFFIC SIGNALS	HIGHWAY LIGHTING	HIGHWAY LIGHTING GROVE ROAD	EMERGENCY VEHICLE PREEMPTION	SIDEWALK & BIKE PATH	QUARRY ENTRANCE	UTILITIES
				FEDERAL = 80% STATE = 20%	FEDERAL = 80% STATE = 10% COUNTY = 5% VILLAGE = 5%	FEDERAL = 80% STATE = 13.4% COUNTY = 0% VILLAGE = 6.6%	FEDERAL = 80% STATE = 10% COUNTY = 0% VILLAGE = 10%	FEDERAL = 80% STATE = 0% COUNTY = 10% VILLAGE = 10%	VILLAGE = 100%	VILLAGE = 100%	COUNTY = 50% VILLAGE = 50%	VILLAGE - 100%	FEDERAL = 80% VILLAGE = 20%	VILLAGE = 100%	VILLAGE = 100%	
				0003	01	02	0021	03	04	07/26/12	0021	0021	0028	0003	0043	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	676	676												
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	1516	1516												
20101000	TEMPORARY FENCE	FOOT	1312	1312												
20101100	TREE TRUNK PROTECTION	EACH	8	8												
20200100	EARTH EXCAVATION	CU YD	79520	79520												
* 20200200	ROCK EXCAVATION	CU YD	362	362												
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	5614	5614												
20400800	FURNISHED EXCAVATION	CU YD	6510	6510												
20800150	TRENCH BACKFILL	CU YD	9395	9395												
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	16470	16470												
25000200	SEEDING, CLASS 2	ACRE	6	6												
25000300	SEEDING, CLASS 3	ACRE	2	2												
25000350	SEEDING, CLASS 7	ACRE	11	11												
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1082	1082												
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1082	1082												
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1082	1082												
25100105	MULCH, METHOD 1	ACRE	11	11												
25100115	MULCH, METHOD 2	ACRE	18	18												
25100630	EROSION CONTROL BLANKET	SQ YD	4860	4860												
25100900	TURF REINFORCEMENT MAT	SQ YD	775	775												
25200110	SODDING, SALT TOLERANT	SQ YD	49885	49885												
25200200	SUPPLEMENTAL WATERING	UNIT	2200	2200												
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	270	270												
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	14900	14900												
28000305	TEMPORARY DITCH CHECKS	FOOT	785	785												
28000400	PERIMETER EROSION BARRIER	FOOT	20100	20100												
28000500	INLET AND PIPE PROTECTION	EACH	430	430												
28001000	AGGREGATE (EROSION CONTROL)	TON	330	330												
28100103	STONE RIPRAP, CLASS A2	SQ YD	70	70												
28100105	STONE RIPRAP, CLASS A3	SQ YD	210	210												

\* DENOTES SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SUMMARY OF QUANTITIES

SCALE: VERT. HORIZ. DATE: 7/18/2012 DRAWN BY: SJF CHECKED BY: MED

TUB PROJ: 6306013  
 PLOT DATE: 7/18/2012  
 FILE NAME: P:\CIVIL\DOT\DOT3\0606013\Phase II\SUMMARY\_OF\_QUANTITIES.dgn



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(I-1/R	KENDALL	514	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**SUMMARY OF QUANTITIES**

ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY	URBAN												
				FEDERAL = 80% STATE = 20%	FEDERAL = 80% STATE = 10% COUNTY = 5% VILLAGE = 5%	FEDERAL = 80% STATE = 13.4% COUNTY = 0% VILLAGE = 6.6%	FEDERAL = 80% STATE = 10% COUNTY = 0% VILLAGE = 10%	FEDERAL = 80% STATE = 0% COUNTY = 10% VILLAGE = 10%	VILLAGE = 100%	VILLAGE = 100%	COUNTY = 50% VILLAGE = 50%	VILLAGE - 100%	FEDERAL = 80% VILLAGE = 20%	VILLAGE = 100%	VILLAGE = 100%	
				ROADWAY	ORCHARD / MINKLER TRAFFIC SIGNALS	DOUGLAS STREET TRAFFIC SIGNALS	FOREST AVENUE TRAFFIC SIGNALS	WASHINGTON / PLAINFIELD TRAFFIC SIGNALS	GROVE / PLAINFIELD TRAFFIC SIGNALS	SCHOOL ENTRANCE TRAFFIC SIGNALS	HIGHWAY LIGHTING	HIGHWAY LIGHTING GROVE ROAD	EMERGENCY VEHICLE PREEMPTION	SIDEWALK & BIKE PATH	QUARRY ENTRANCE	UTILITIES
				0003	0021					0021		0021	0028	0003	0043	
28100107	STONE RIPRAP, CLASS A4	SQ YD	350	350												
28200200	FILTER FABRIC	SQ YD	1440	1440												
30300124	AGGREGATE SUBGRADE IMPROVEMENT 24"	SO YD	16100	16100												
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	126603	125604										799		
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	3402	3402												
35100500	AGGREGATE BASE COURSE, TYPE A 6"	SQ YD	7877										7877			
35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	414	414												
35101400	AGGREGATE BASE COURSE, TYPE B	TON	544	544												
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	1981	1981												
40600990	TEMPORARY RAMP	SQ YD	5304	5304												
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	4635	1681										2954		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	1271	389										882		
42000216	PORTLAND CEMENT CONCRETE PAVEMENT 7 3/4" (JOINTED)	SQ YD	2154	2154												
42000301	PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)	SQ YD	7989	7989												
42000306	PORTLAND CEMENT CONCRETE PAVEMENT 8 1/4" (JOINTED)	SQ YD	5122	5122												
42000406	PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)	SQ YD	8533	8533												
42000416	PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)	SQ YD	96150	95351											799	
42001300	PROTECTIVE COAT	SQ YD	146228	145429											799	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	1307	1307												
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	3333	3333												
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	53452	20563										32889		
44000100	PAVEMENT REMOVAL	SQ YD	72078	72078												
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	706	706												
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	9164	9164												
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	7780	7780												
44000600	SIDEWALK REMOVAL	SQ FT	36944	36944												
44004250	PAVED SHOULDER REMOVAL	SQ YD	1919	1919												
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	18	18												
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	193	193												
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	90	90												

• DENOTES SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SUMMARY OF QUANTITIES**

SCALE: VERT. DATE 7/18/2012

DRAWN BY SJF CHECKED BY MED

TUG PROJ #069814  
 PLOT DATE = 7/18/2012  
 FILE NAME = F:\ACAD\DOT\DOT\0813\0813\0813\Phas II\SUMMARY OF QUANTITY.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	1-1R	KENDALL	514	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

### SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY	FEDERAL = 80%	FEDERAL = 80%	FEDERAL = 80%	FEDERAL = 80%	FEDERAL = 80%					FEDERAL = 80%			
				STATE = 20%	STATE = 10%	STATE = 13.4%	STATE = 10%	STATE = 0%								
				ROADWAY	ORCHARD / MINKLER TRAFFIC SIGNALS	DOUGLAS STREET TRAFFIC SIGNALS	FOREST AVENUE TRAFFIC SIGNALS	WASHINGTON / PLAINFIELD TRAFFIC SIGNALS	GROVE / PLAINFIELD TRAFFIC SIGNALS	SCHOOL ENTRANCE TRAFFIC SIGNALS	HIGHWAY LIGHTING	HIGHWAY LIGHTING GROVE ROAD	EMERGENCY VEHICLE PREEMPTION	SIDEWALK & BIKE PATH	QUARRY ENTRANCE	UTILITIES
				0003	0021						0021		0021	0028	0003	0043
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	323	323												
48100100	AGGREGATE SHOULDERS, TYPE A	TON	1688	1688												
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	583	583												
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	166	166												
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1021	1021												
50104400	CONCRETE HEADWALL REMOVAL	EACH	13	13												
50105220	PIPE CULVERT REMOVAL	FOOT	2248	2248												
* 50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	2896	2896												
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	98	98												
542A1060	PIPE CULVERTS, CLASS A, TYPE 2 15"	FOOT	68	68												
542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	76	76												
542A1093	PIPE CULVERTS, CLASS A, TYPE 2 48"	FOOT	101	101												
5421A012	PIPE CULVERTS, CLASS A, TYPE 1 12" (TEMPORARY)	FOOT	28	28												
5421A024	PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY)	FOOT	20	20												
5421D015	PIPE CULVERTS, CLASS D, TYPE 1 15" (TEMPORARY)	FOOT	140	140												
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	4	4												
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	9	9												
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	4	4												
54213659	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	4	4												
54213672	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 27"	EACH	2	2												
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2	2												
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1												
54213687	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	EACH	1	1												
54213693	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48"	EACH	2	2												
54214515	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 30"	EACH	2	2												
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	6155	6155												
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	1159	1159												
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	956	956												
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	475	475												
550A0130	STORM SEWERS, CLASS A, TYPE 1 27"	FOOT	13	13												

I:\PROJECTS\66420\66420\DESIGN\SUMMARY OF QUANTITIES.dgn  
 FILE NAME = P:\PROJECTS\66420\66420\DESIGN\SUMMARY OF QUANTITIES.dgn

\* DENOTES SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

## SUMMARY OF QUANTITIES

SCALE: VERT.      DRAWN BY SJF  
 HORIZ.              CHECKED BY MED  
 DATE 7/18/2012



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(I-DR)	KENDALL	514	8
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

**SUMMARY OF QUANTITIES**

ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY	URBAN													
				FEDERAL = 80% STATE = 20%	FEDERAL = 80% STATE = 10% COUNTY = 5% VILLAGE = 5%	FEDERAL = 80% STATE = 13.4% COUNTY = 0% VILLAGE = 6.6%	FEDERAL = 80% STATE = 10% COUNTY = 0% VILLAGE = 10%	FEDERAL = 80% STATE = 0% COUNTY = 10% VILLAGE = 10%	VILLAGE = 100%	VILLAGE = 100%	COUNTY = 50% VILLAGE = 50%	VILLAGE - 100%	FEDERAL = 80% VILLAGE = 20%	VILLAGE = 100%	VILLAGE = 100%		
				ROADWAY	ORCHARD / MINKLER TRAFFIC SIGNALS	DOUGLAS STREET TRAFFIC SIGNALS	FOREST AVENUE TRAFFIC SIGNALS	WASHINGTON / PLAINFIELD TRAFFIC SIGNALS	GROVE / PLAINFIELD TRAFFIC SIGNALS	SCHOOL ENTRANCE TRAFFIC SIGNALS	HIGHWAY LIGHTING	HIGHWAY LIGHTING GROVE ROAD	EMERGENCY VEHICLE PREEMPTION	SIDEWALK & BIKE PATH	QUARRY ENTRANCE	UTILITIES	
				0003	0021				0021			0021	0028	0003	0043		
55101200	STORM SEWER REMOVAL 24"	FOOT	453	453													
55101800	STORM SEWER REMOVAL 42"	FOOT	200	200													
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	246	246													
60107600	PIPE UNDERDRAINS 4"	FOOT	386	386													
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	39	39													
60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	5	5													
60219540	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	9	9													
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	54	54													
60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	7	7													
60222240	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	25	25													
60223200	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	18	18													
60224039	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	3	3													
60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5	5													
60224449	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1													
60224459	MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	7	7													
60224476	MANHOLES, TYPE A, 9'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1													
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	23	23													
60236700	INLETS, TYPE A, TYPE 10 FRAME AND GRATE	EACH	2	2													
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	1	1													
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	110	110													
60240328	INLETS, TYPE B, TYPE 24 FRAME AND GRATE	EACH	67	67													
60255500	MANHOLES TO BE ADJUSTED	EACH	18	3													15
60256940	MANHOLES TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	1	1													
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1														1
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1													
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1														1
60500040	REMOVING MANHOLES	EACH	27	27													
60500050	REMOVING CATCH BASINS	EACH	17	17													
60500080	REMOVING INLETS	EACH	11	11													
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	2	2													

TUG PROJ: 408584  
 PLOT DATE: 7/18/2012  
 FILE NAME: PAC:\1\DOT\_DIST3\08584\Phase II\SUMMARY\_OF\_QUANTITY.dgn

\* DENOTES SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SUMMARY OF QUANTITIES**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE: 7/18/2012

DRAWN BY: SJF  
 CHECKED BY: MED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(I-1)R	KENDALL	514	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

### SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY	URBAN		FEDERAL = 80% STATE = 20%	FEDERAL = 80% STATE = 10% COUNTY = 5% VILLAGE = 5%	FEDERAL = 80% STATE = 13.4% COUNTY = 0% VILLAGE = 6.6%	FEDERAL = 80% STATE = 10% COUNTY = 0% VILLAGE = 10%	FEDERAL = 80% STATE = 0% COUNTY = 10% VILLAGE = 10%	VILLAGE = 100%	VILLAGE = 100%	VILLAGE = 50%	VILLAGE - 100%	FEDERAL = 80% VILLAGE = 20%	VILLAGE = 100%	VILLAGE = 100%
				ROADWAY	ORCHARD / MINKLER TRAFFIC SIGNALS	DOUGLAS STREET TRAFFIC SIGNALS	FOREST AVENUE TRAFFIC SIGNALS	WASHINGTON / PLAINFIELD TRAFFIC SIGNALS	GROVE / PLAINFIELD TRAFFIC SIGNALS	SCHOOL ENTRANCE TRAFFIC SIGNALS	HIGHWAY LIGHTING	HIGHWAY LIGHTING GROVE ROAD	EMERGENCY VEHICLE PREEMPTION	SIDEWALK & BIKE PATH	QUARRY ENTRANCE	UTILITIES	
				0003	0021							0021	0021	0028	0003	0043	
60600605	CONCRETE CURB, TYPE B	FOOT	142	142													
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	2221	2221													
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	80	80													
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	37038	37038													
60608600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06	FOOT	30	30													
60609100	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06 (VARIABLE WIDTH GUTTER FLAG)	FOOT	49	49													
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	29111	29111													
60618740	CONCRETE MEDIAN, TYPE M-2.12	SQ FT	75364	75364													
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2													
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	2	2													
* 63200310	GUARDRAIL REMOVAL	FOOT	130	130													
* 63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	1178	1178													
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1600	1600													
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1													
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	6	6													
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24													
67100100	MOBILIZATION	L SUM	1	1													
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DAY	314	314													
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	52	50			2										
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1													
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	3464	3464													
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	370141	370141													
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	2724	2724													
70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	1200	1200													
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	150000	150000													
70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	1000	1000													
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	122121	122121													
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1188	1188													
* 72000100	SIGN PANEL - TYPE 1	SQ FT	1832	1301		38	14	38	38	23				180			
* 72000200	SIGN PANEL - TYPE 2	SQ FT	651	438		50	25	23	60	55							

I:\PROJECTS\66420\66420\_SUMMARY\_OF\_QUANTITIES.dgn  
 FILE NAME = PAC\LOCAL\DDT\DIST\CONTRACT\Phase II\SUMMARY OF QUANTITIES.dgn

\* DENOTES SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SUMMARY OF QUANTITIES

SCALE: VERT.      DRAWN BY    SJF  
 HORIZ.              CHECKED BY    MED  
 DATE 7/18/2012

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**SUMMARY OF QUANTITIES**

ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY	URBAN																							
				FEDERAL = 80% STATE = 20%		FEDERAL = 80% STATE = 10% COUNTY = 5% VILLAGE = 5%		FEDERAL = 80% STATE = 13.4% COUNTY = 0% VILLAGE = 6.6%		FEDERAL = 80% STATE = 10% COUNTY = 0% VILLAGE = 10%		FEDERAL = 80% STATE = 0% COUNTY = 10% VILLAGE = 10%		VILLAGE = 100%		VILLAGE = 100%		COUNTY = 50%		VILLAGE = 100%		FEDERAL = 80% VILLAGE = 20%		VILLAGE = 100%		VILLAGE = 100%	
				ROADWAY	ORCHARD / MINKLER TRAFFIC SIGNALS	DOUGLAS STREET TRAFFIC SIGNALS	FOREST AVENUE TRAFFIC SIGNALS	WASHINGTON / PLAINFIELD TRAFFIC SIGNALS	GROVE / PLAINFIELD TRAFFIC SIGNALS	SCHOOL ENTRANCE TRAFFIC SIGNALS	HIGHWAY LIGHTING	HIGHWAY LIGHTING GROVE ROAD	EMERGENCY VEHICLE PREEMPTION	SIDEWALK & BIKE PATH	QUARRY ENTRANCE	UTILITIES											
				0003	0021						0021		0021	0028	0003	0043											
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	356	356																							
* 72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	13	13																							
* 72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	66	66																							
* 73000100	WOOD SIGN SUPPORT	FOOT	2121	1756																	365						
* 78001130	PAINT PAVEMENT MARKING - LINE 24"	FOOT	176																		176						
* 78004200	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS AND SYMBOLS	SQ FT	1894	1894																							
* 78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	7738	7738																							
* 78004260	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24"	FOOT	1189	1189																							
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	53988	53988																							
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	3668	3668																							
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	10443	10443																							
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	5679	5679																							
* 76100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1167	1167																							
* 78200300	PRISMATIC CURB REFLECTOR	EACH	732	732																							
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3																							
78300100	PAVEMENT MARKING REMOVAL	SQ FT	14219	14219																							
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	602	602																							
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	5									4		1													
* 80500010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	5			1	1	1	1	1																	
* 81028320	UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	4001			1257	289	688	1318	391		58															
* 81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	14928	8739		2108	936	951	1036	691		393		74													
* 81028360	UNDERGROUND CONDUIT, PVC, 2 1/2" DIA.	FOOT	251			55	20	60	100	16																	
* 81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	410			94	44	113	71	88																	
* 81028390	UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	3864			1002	591	694	987	548		27		15													
* 81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	52	19		7	6	5	10	5																	
* 81400720	DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	7			3	1	1	1	1																	
* 81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	12624									10562		2262													
* 82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	9									6		3													
* 82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	8									8															
* 82500330	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 50AMP	EACH	5									4		1													

\* DENOTES SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SUMMARY OF QUANTITIES**

SCALE: VERT.      DRAWN BY    SJF  
 HORIZ.              CHECKED BY    MED  
 DATE 7/18/2012

THE PROJ. NUMBER, PLOT DATE = 7/18/2012, FILE NAME = P:\AD\1\DOT\_DIST\Omega\Phase II\SUMMARY\_OF\_QUANTITY.dwg



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-D/R	KENDALL	514	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**SUMMARY OF QUANTITIES**

ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY	URBAN												
				FEDERAL = 80% STATE = 20%	FEDERAL = 80% STATE = 10% COUNTY = 5% VILLAGE = 5%	FEDERAL = 80% STATE = 13.4% COUNTY = 0% VILLAGE = 6.6%	FEDERAL = 80% STATE = 10% COUNTY = 0% VILLAGE = 10%	FEDERAL = 80% STATE = 0% COUNTY = 10% VILLAGE = 10%	VILLAGE = 100%	VILLAGE = 100%	COUNTY = 50% VILLAGE = 50%	VILLAGE - 100%	FEDERAL = 80% VILLAGE = 20%	VILLAGE = 100%	VILLAGE = 100%	
				ROADWAY	ORCHARD / MINKLER TRAFFIC SIGNALS	DOUGLAS STREET TRAFFIC SIGNALS	FOREST AVENUE TRAFFIC SIGNALS	WASHINGTON / PLAINFIELD TRAFFIC SIGNALS	GROVE / PLAINFIELD TRAFFIC SIGNALS	SCHOOL ENTRANCE TRAFFIC SIGNALS	HIGHWAY LIGHTING	HIGHWAY LIGHTING GROVE ROAD	EMERGENCY VEHICLE PREEMPTION	SIDEWALK & BIKE PATH	QUARRY ENTRANCE	UTILITIES
				0003	0021					0021	0021	0028	0003	0043		
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	5	1	1		1	1	1							
* 86000300	MASTER CONTROLLER IN TYPE V CABINET	EACH	1	1												
* 86200300	UNINTERRUPTIBLE POWER SUPPLY, EXTENDED	EACH	6	1	1	1	1	1	1							
* 88400100	TRANSCEIVER - FIBER OPTIC	EACH	6	1	1	1	1	1	1							
* 87100020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, 12F	FOOT	14739	14739												
* 87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	14379	14379												
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	4051			205	885	2757	204							
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	9012			222	943	2881	222			4744				
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	13698			3211	2290	1733	4430	2034						
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	6831			3261	274	1671	1151	474						
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	25199			8094	2664	3486	6420	2193	2342					
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	420			80	80	80	80		80	20				
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	3918			973	625	774	987	559						
* 87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1						1							
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	17			4	1	4	6	2						
* 87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1				1									
* 87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1							1						
* 87702890	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1							1						
* 87702900	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.	EACH	1							1						
* 87702970	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48 FT.	EACH	1				1									
* 87702980	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 50 FT.	EACH	3				1	2								
* 87702985	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 52 FT.	EACH	1						1							
* 87702990	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 54 FT.	EACH	1					1								
* 87703000	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 55 FT.	EACH	1					1								
* 87703020	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 58 FT.	EACH	1							1						
* 87703050	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 64 FT.	EACH	1						1							
* 87703070	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 66 FT.	EACH	1						1							
* 87703090	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 70 FT.	EACH	4			4										
* 87703120	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 75 FT.	EACH	1						1							
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	72			16	4	16	28	8						

\* DENOTES SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SUMMARY OF QUANTITIES**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE 7/18/2012

DRAWN BY S.JF  
 CHECKED BY MED

TWP PROJ: 43085814  
 PLOT DATE: 7/18/2012  
 FILE NAME: F:\AC\1\1007\_DIST\1007\_DISTS\085814\001\_SUMMARY\_OF\_QUANTITIES.dgn



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	G-1/R	KENDALL	514	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

### SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	UNIT	TOTAL QUANTITY	URBAN																	
				FEDERAL = 80% STATE = 20%		FEDERAL = 80% STATE = 10% COUNTY = 5% VILLAGE = 5%		FEDERAL = 80% STATE = 13.4% COUNTY = 0% VILLAGE = 6.6%		FEDERAL = 80% STATE = 10% COUNTY = 0% VILLAGE = 10%		FEDERAL = 80% STATE = 0% COUNTY = 10% VILLAGE = 10%		VILLAGE = 100% VILLAGE = 100%		COUNTY = 50% VILLAGE = 50%		FEDERAL = 80% VILLAGE = 20%		VILLAGE = 100% VILLAGE = 100%	
				ROADWAY	ORCHARD / MINKLER TRAFFIC SIGNALS	DOUGLAS STREET TRAFFIC SIGNALS	FOREST AVENUE TRAFFIC SIGNALS	WASHINGTON / PLAINFIELD TRAFFIC SIGNALS	GROVE / PLAINFIELD TRAFFIC SIGNALS	SCHOOL ENTRANCE TRAFFIC SIGNALS	HIGHWAY LIGHTING	HIGHWAY LIGHTING GROVE ROAD	EMERGENCY VEHICLE PREEMPTION	SIDEWALK & BIKE PATH	QUARRY ENTRANCE	UTILITIES					
				0003	0021					0021		0021	0028	0003	0043						
* X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	10443	10443																	
* X8410105	TEMPORARY LIGHTING SYSTEM	EACH	4		1		1		1		1										
* X8570226	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	5		1	1	1		1		1										
Z0907430	TEMPORARY SIDEWALK	SQ FT	30000	30000																	
Z0013302	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	758	758																	
Z0013796	CONSTRUCTION LAYOUT	L SUM	1	1																	
<del>70600260</del>	<del>IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW, TEST LEVEL 3)</del>	<del>EACH</del>	<del>2</del>	<del>2</del>																	
* Z0033056	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1	1																	
* Z0054400	ROCK FILL	CU YD	247	247																	
Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	241	241																	
Z0056610	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	FOOT	245	245																	
Z0056616	STORM SEWER (WATER MAIN REQUIREMENTS) 24 INCH	FOOT	144	144																	
Z0056620	STORM SEWER (WATER MAIN REQUIREMENTS) 30 INCH	FOOT	61	61																	
Z0056622	STORM SEWER (WATER MAIN REQUIREMENTS) 36 INCH	FOOT	108	108																	
Z0056624	STORM SEWER (WATER MAIN REQUIREMENTS) 42 INCH	FOOT	685	685																	
Z0062456	TEMPORARY PAVEMENT	SQ YD	36890	36890																	
X4240000	DETECTABLE WARNING (SPECIAL)	SQ FT	786	497												289					
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1																	
X6061745	CONCRETE MEDIAN, TYPE M-2.12, CORRUGATED (SPECIAL)	SQ FT	4488	4488																	
X6020115	CONTROL STRUCTURES, 5' DIAMETER (SPECIAL)	EACH	1	1																	
X6020116	CONTROL STRUCTURES, 6' DIAMETER (SPECIAL)	EACH	13	13																	
X6020117	CONTROL STRUCTURES, 7' DIAMETER (SPECIAL)	EACH	2	2																	
X6020447	CATCH BASIN, TYPE B, 7' DIAMETER (SPECIAL), TYPE 7 GRATE	EACH	1	1																	
Z00622305	CONCRETE MEDIAN, TYPE SM-4.12	SQ FT	2833	2833																	
* X8750250	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C TWISTED SHIELD	FOOT	4744		1223	761	963	978	819												
* X8900015	TEMPORARY TRAFFIC SIGNAL INTERCONNECT SYSTEM	L SUM	1	1																	
X5630210	SANITARY SEWER CONFLICT PIPE IN MANHOLE	L SUM	1														1				
X7010218	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	EACH	1	1																	
	TRAFFIC CONTROL AND PROTECTION (SPECIAL), LOCATION 2	EACH	1	1																	
	TRAFFIC CONTROL AND PROTECTION (SPECIAL), LOCATION 3	EACH	1	1																	

\* DENOTES SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SUMMARY OF QUANTITIES

SCALE: VERT. HORIZ. DATE 7/18/2012

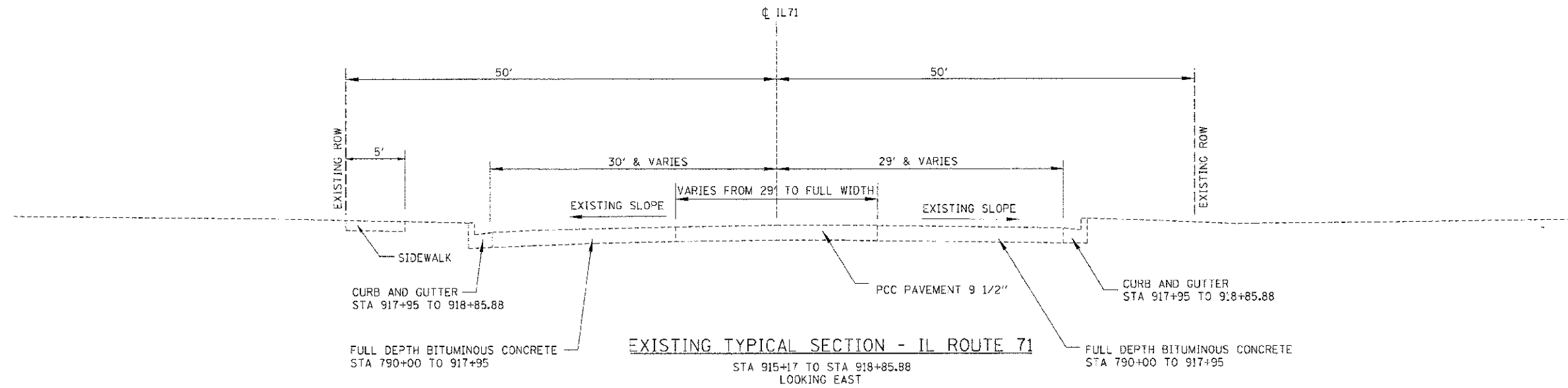
DRAWN BY SJF CHECKED BY MED

TUE PROJ. #349584  
 PLOT DATE = 7/18/2012  
 FILE NAME = P:\AC\11001\_DIST\3\Omega\Phase II\SUMMARY OF QUANTITIES.dgn





F.A.P. FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL  
CROSS SECTIONS**

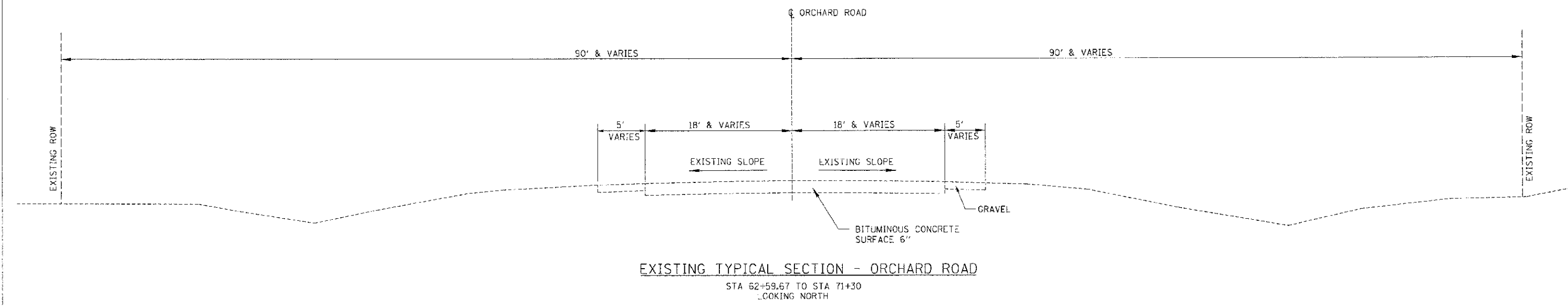
SCALE: VERT.  
HORIZ.  
DATE 7/5/2012

DRAWN BY SAE  
CHECKED BY MED

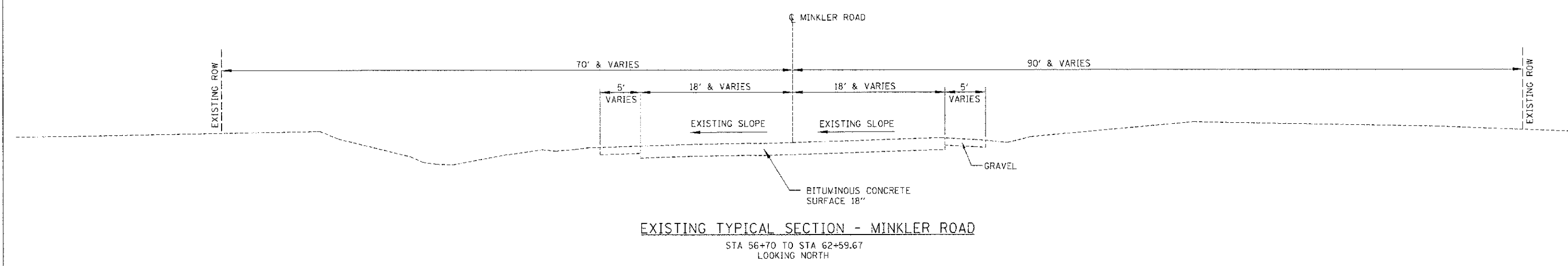
TIG PROJ: 610981A  
 PLOT DATE: 7/25/2012  
 FILE NAME: prAcvt1\...info...dwt3\oswegp\phase 1\A11\pr-Sec-01.dwg



F.A.P. RATE:	SECTION	COUNTY	TOTAL SHEETS:	SHEET NO.
311	(1-1R)	KENDALL	514	17
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**EXISTING TYPICAL SECTION - ORCHARD ROAD**  
 STA 62+59.67 TO STA 71+30  
 LOOKING NORTH



**EXISTING TYPICAL SECTION - MINKLER ROAD**  
 STA 56+70 TO STA 62+59.67  
 LOOKING NORTH

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

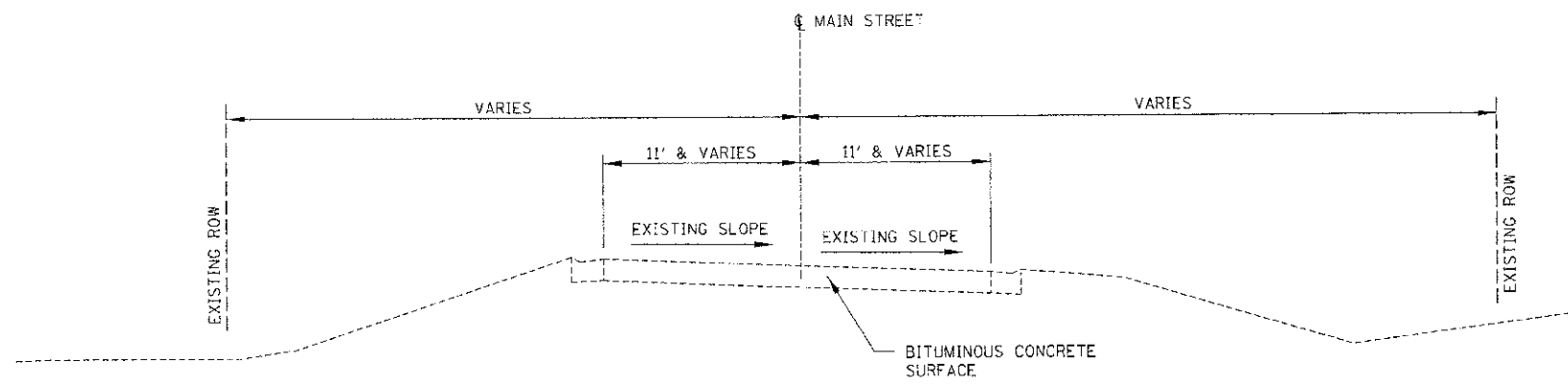
**TYPICAL CROSS SECTIONS**

SCALE: VERT. HORIZ.  
 DATE: 7/5/2012

DRAWN BY: SAE  
 CHECKED BY: MED

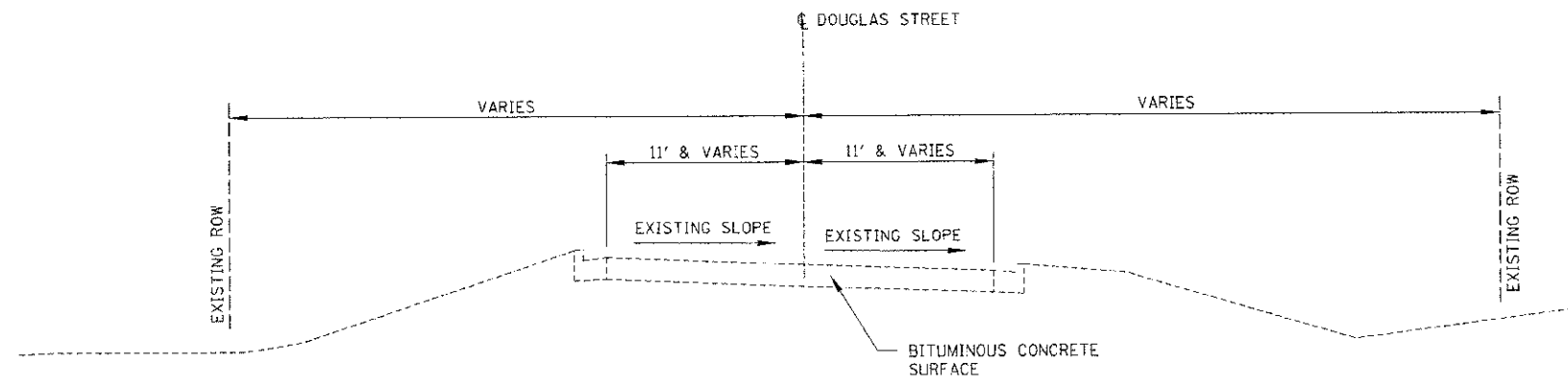
TUG PROJ: 0106014  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\civil\1\road\dist\3\oswego\0\kha0 11\X'1\p-sec-02.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-11R)	KENDALL	514	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



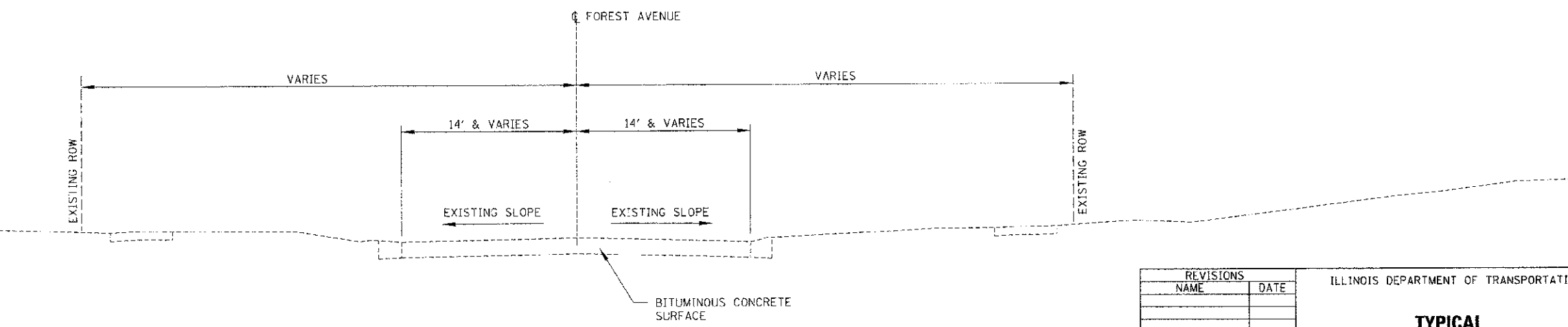
**EXISTING TYPICAL SECTION - MAIN STREET**

STA 51+31.08 TO STA 54+18.60  
LOOKING NORTH



**EXISTING TYPICAL SECTION - DOUGLAS STREET**

STA 103+00 TO STA 104+54.15  
LOOKING NORTH  
NOTE: STA 100+00 TO STA 103+00 HAS NO EXISTING PAVEMENT



**EXISTING TYPICAL SECTION - FOREST AVENUE**

STA 56+70 TO STA 62+59.67  
LOOKING NORTH

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

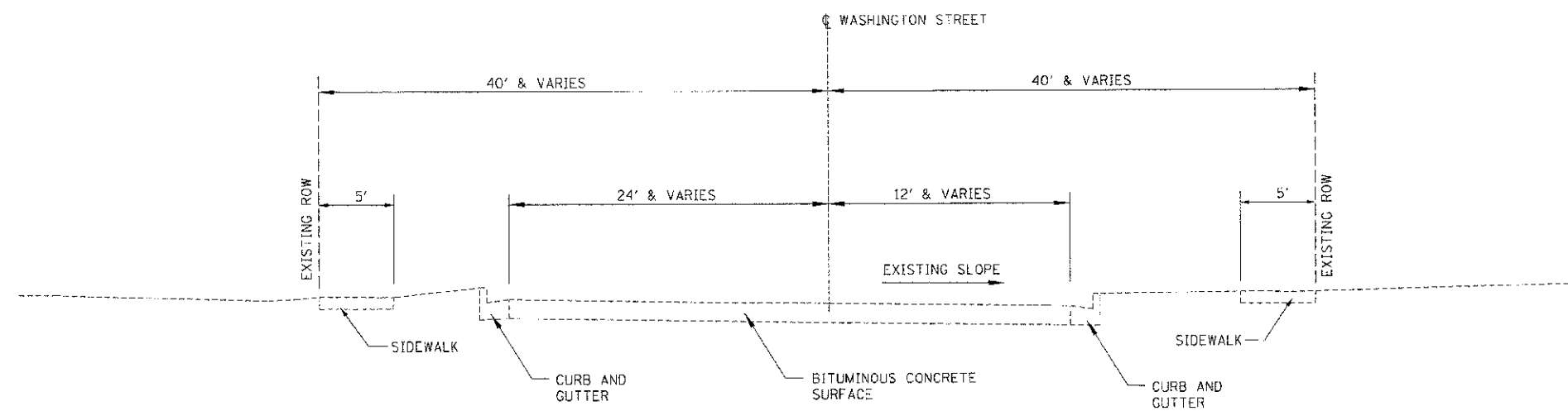
**TYPICAL CROSS SECTIONS**

SCALE: VERT.  
HORIZ.  
DATE 7/5/2012

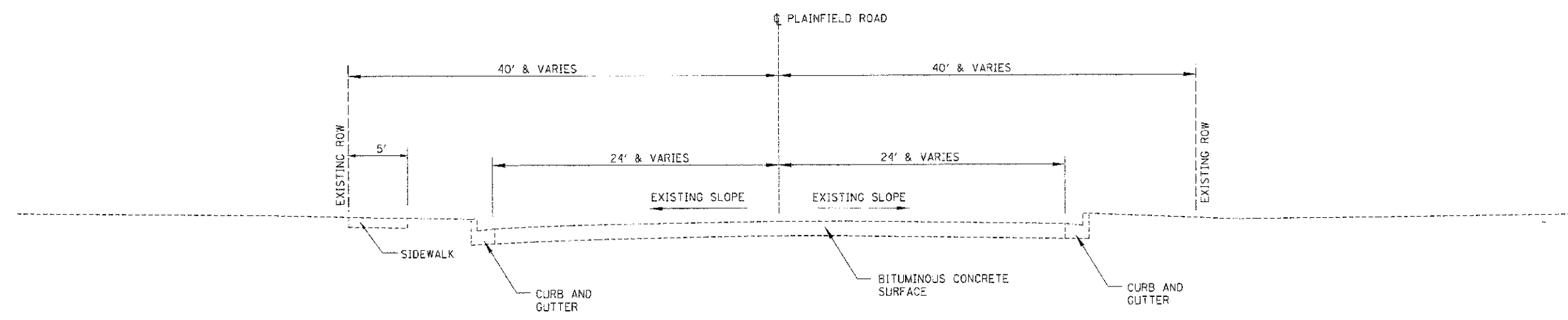
DRAWN BY SAE  
CHECKED BY MED

TUG PROJ: 010504  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\work\11\dcs\dist\3\sewage\plan\11XTip-Sur-03.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS, FED. AID PROJECT		



**EXISTING TYPICAL SECTION - WASHINGTON STREET**  
 STA 200+00 TO STA 207+00  
 LOOKING NORTH



**EXISTING TYPICAL SECTION - PLAINFIELD ROAD**  
 STA 189+00 TO STA 200+00  
 LOOKING NORTH

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

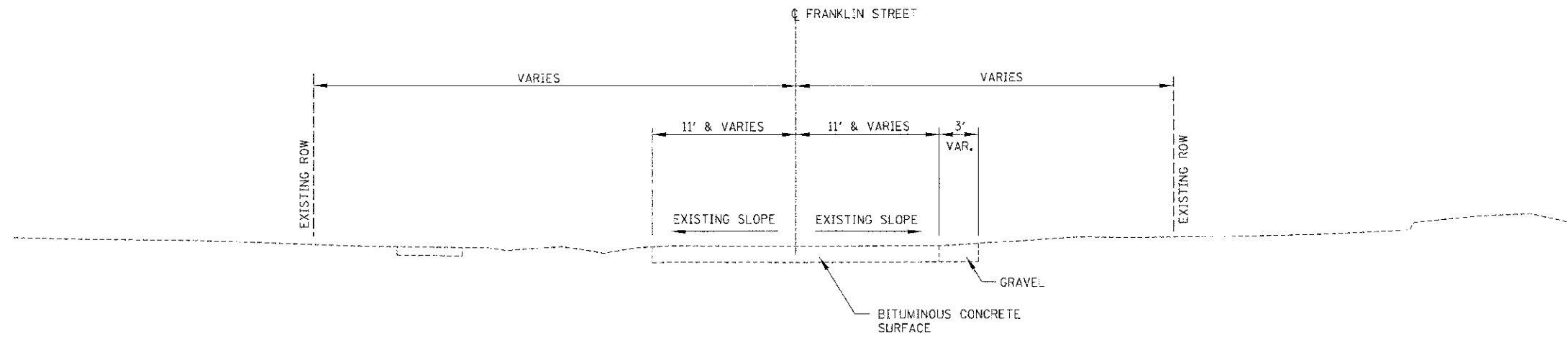
**TYPICAL  
 CROSS SECTIONS**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE 7/5/2012

DRAWN BY SAE  
 CHECKED BY MED

PLS. PROJ. #018914  
 PLOT DATE = 7/5/2012  
 FILE NAME = p:\civ\1\ddot{ot}.dist\3\oswego\plhsp il\XT\up-sec-9a.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-1HR	KENDALL	514	20
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION - FRANKLIN STREET  
 STA 8+08.20 TO STA 10+00.00  
 LOOKING EAST

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL  
CROSS SECTIONS**

SCALE: VERT.  
 HORZ.  
 DATE 7/5/2012

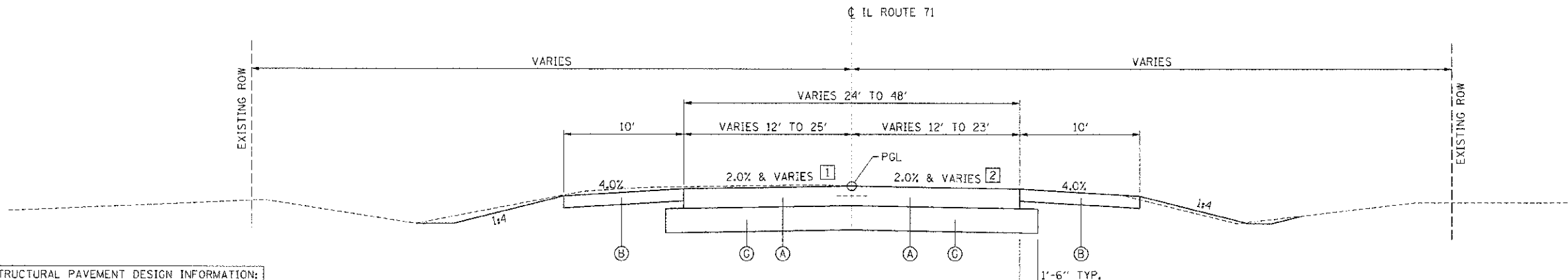
DRAWN BY SAE  
 CHECKED BY MED

TUG PROJ: 13080014  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\arr\13080014\13080014\13080014.dwg

F.A.P. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	6-11R	KENDALL	514	21
STA. TO STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

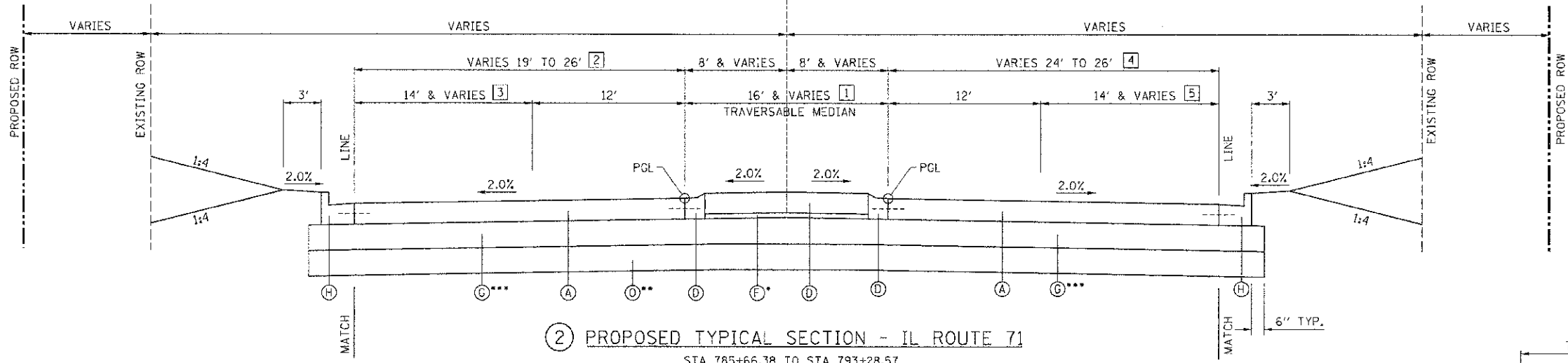
STRUCTURAL PAVEMENT DESIGN INFORMATION:  
 STRUCTURAL DESIGN TRAFFIC: YEAR: 2018  
 PV = 16,942 SU = 1,183 MU = 1,376  
 ROAD/STREET CLASSIFICATION: CLASS 1  
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:  
 P = 32% S = 45% M = 45%  
 TRAFFIC FACTOR:  
 RIGID TF: 10.17 MINIMUM TF: 6.03  
 SUBGRADE SUPPORT RATING: POOR

- LEGEND**
- (A) PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
  - (B) HOT-MIX ASPHALT SHOULDER, 8"
  - (C) CONCRETE MEDIAN SURFACE, 4" (RAISED MEDIAN)
  - (D) CONCRETE MEDIAN, TYPE M-2.12 (TRAVERSABLE MEDIAN), 9 3/4"
  - (E) CONCRETE MEDIAN, TYPE M-2.12 CORRUGATED (SPECIAL) (CORRUGATED MEDIAN)
  - (F) SUB-BASE GRANULAR MATERIAL, TYPE C
  - (G) SUB-BASE GRANULAR MATERIAL, TYPE A (CRUSHED), 12"
  - (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - (K) PORTLAND CEMENT CONCRETE SIDEWALK, 4"
  - (L) AGGREGATE SHOULDERS TYPE B, 6"
  - (M) INCIDENTAL HOT-MIX ASPHALT SURFACING, (224 LBS / SY), 2"
  - (N) AGGREGATE BASE COURSE, TYPE A, 6"
  - (O) AGGREGATE SUBGRADE IMPROVEMENT 24"
- GRANULAR MATERIAL TO BE USED WHERE NEEDED AS FILL UNDER THE MEDIAN SURFACE OF THE VARIOUS MEDIAN TYPES.
- LIMITS: 824+00.00 TO 830+50.00  
867+04.57 TO 873+00.00
- OMIT FROM: 824+00.00 TO 830+50.00  
867+04.57 TO 873+00.00



① PROPOSED TYPICAL SECTION - IL ROUTE 71

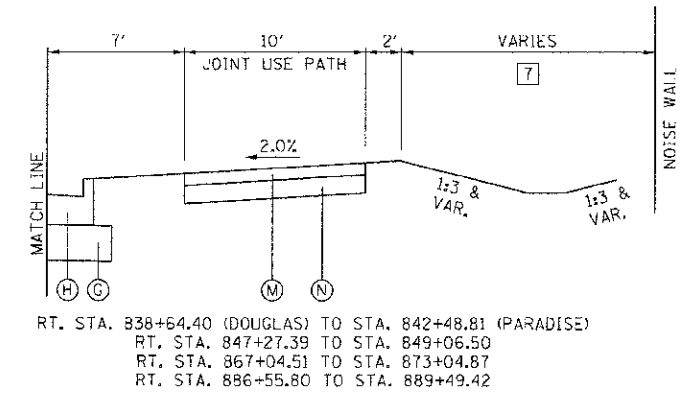
STA 780+44.91 TO STA 785+66.38  
 LOOKING EAST  
 ① STA. 780+44.91 TO STA. 782+89.75 = 2.80%  
 STA. 782+89.75 TO STA. 785+50.00 = TRANSITION FROM 2.80% TO -2.00%  
 ② STA. 780+44.91 TO STA. 782+89.75 = -2.80%  
 STA. 782+89.75 TO STA. 785+50.00 = TRANSITION FROM -2.80% TO -2.00%



② PROPOSED TYPICAL SECTION - IL ROUTE 71

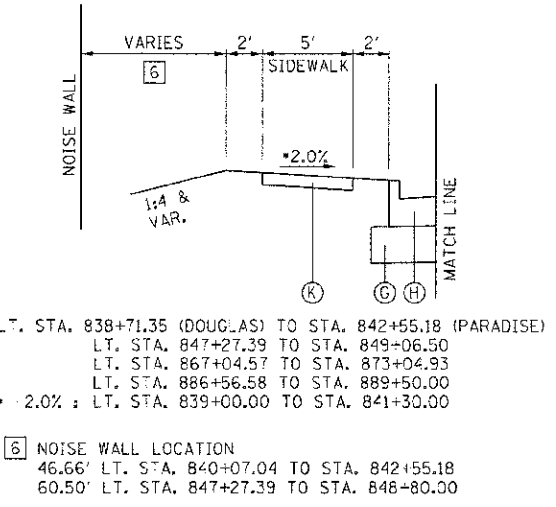
STA 785+66.38 TO STA 793+28.57  
 STA. 822+37.00 TO STA. 833+36.00  
 STA. 837+97.36 (DOUGLAS) TO STA. 842+95.63 (PARADISE)  
 STA. 847+27.39 TO STA. 849+06.50  
 STA. 867+04.57 TO STA. 873+04.93  
 STA. 886+56.58 TO STA. 889+50.00  
 LOOKING EAST

- ① STA. 785+66.38 TO STA. 788+50.09 = TRANSITION FROM 4.00' TO 16.00'  
 STA. 788+50.09 TO STA. 793+28.57 = 16.00'  
 STA. 822+37.00 TO STA. 833+36.00 = 16.00'  
 STA. 837+97.36 TO STA. 838+71.35 = 16.00' (SIDEROAD OPENING)  
 STA. 838+71.35 TO STA. 842+55.18 = 16.00'  
 STA. 842+55.18 TO STA. 842+95.63 = 16.00' (SIDEROAD OPENING)  
 STA. 847+27.39 TO STA. 847+94.89 = TRANSITION FROM 16.00' TO 13.00'  
 STA. 847+94.89 TO STA. 849+06.50 = 13.00'  
 STA. 867+04.57 TO STA. 873+04.93 = 16.00'  
 STA. 886+56.58 TO STA. 887+56.58 = TRANSITION FROM 18.00' TO 13.00'  
 STA. 887+56.58 TO STA. 889+50.00 = 13.00'
- ② STA. 785+66.38 TO STA. 788+50.00 = TRANSITION FROM 19.00' TO 26.00'  
 STA. 788+50.00 TO STA. 793+28.57 = 26.00'  
 STA. 822+37.00 TO STA. 833+36.00 = 26.00'  
 STA. 838+71.35 TO STA. 842+55.18 = 24.00'  
 STA. 847+27.39 TO STA. 849+06.50 = 24.00'  
 STA. 867+04.57 TO STA. 873+04.93 = 24.00'  
 STA. 886+56.58 TO STA. 889+50.00 = 24.00'
- ③ STA. 785+66.38 TO STA. 788+50.00 = TRANSITION FROM 7.00' TO 14.00'  
 STA. 788+50.00 TO STA. 793+28.57 = 14.00'  
 STA. 822+37.00 TO STA. 833+36.00 = 14.00'  
 STA. 838+71.35 TO STA. 842+55.18 = 12.00'  
 STA. 847+27.39 TO STA. 849+06.50 = 12.00'  
 STA. 867+04.57 TO STA. 873+04.93 = 12.00'  
 STA. 886+56.58 TO STA. 889+50.00 = 12.00'
- ④ STA. 785+66.38 TO STA. 788+50.00 = TRANSITION FROM 25.39' TO 26.00'  
 STA. 788+50.00 TO STA. 793+28.57 = 26.00'  
 STA. 822+37.00 TO STA. 833+36.00 = 26.00'  
 STA. 838+71.35 TO STA. 842+55.18 = 24.00'  
 STA. 847+27.39 TO STA. 849+06.50 = 24.00'  
 STA. 867+04.57 TO STA. 873+04.93 = 24.00'  
 STA. 886+56.58 TO STA. 889+50.00 = 24.00'
- ⑤ STA. 785+66.38 TO STA. 788+50.00 = TRANSITION FROM 13.39' TO 14.00'  
 STA. 788+50.00 TO STA. 793+28.57 = 14.00'  
 STA. 822+37.00 TO STA. 833+36.00 = 14.00'  
 STA. 838+71.35 TO STA. 842+55.18 = 12.00'  
 STA. 847+27.39 TO STA. 849+06.50 = 12.00'  
 STA. 867+04.57 TO STA. 873+04.93 = 12.00'  
 STA. 886+56.58 TO STA. 889+50.00 = 12.00'



RT. STA. 838+64.40 (DOUGLAS) TO STA. 842+48.81 (PARADISE)  
 RT. STA. 847+27.39 TO STA. 849+06.50  
 RT. STA. 867+04.51 TO STA. 873+04.87  
 RT. STA. 886+55.80 TO STA. 889+49.42

⑦ NOISE WALL LOCATION  
 65.00' RT. STA. 847+27.39 TO STA. 849+06.50  
 65.00' RT. STA. 867+04.57 TO STA. 873+04.93



LT. STA. 838+71.35 (DOUGLAS) TO STA. 842+55.18 (PARADISE)  
 LT. STA. 847+27.39 TO STA. 849+06.50  
 LT. STA. 867+04.57 TO STA. 873+04.93  
 LT. STA. 886+56.58 TO STA. 889+50.00  
 • 2.0% : LT. STA. 839+00.00 TO STA. 841+30.00

⑥ NOISE WALL LOCATION  
 46.66' LT. STA. 840+07.04 TO STA. 842+55.18  
 60.50' LT. STA. 847+27.39 TO STA. 848+80.00

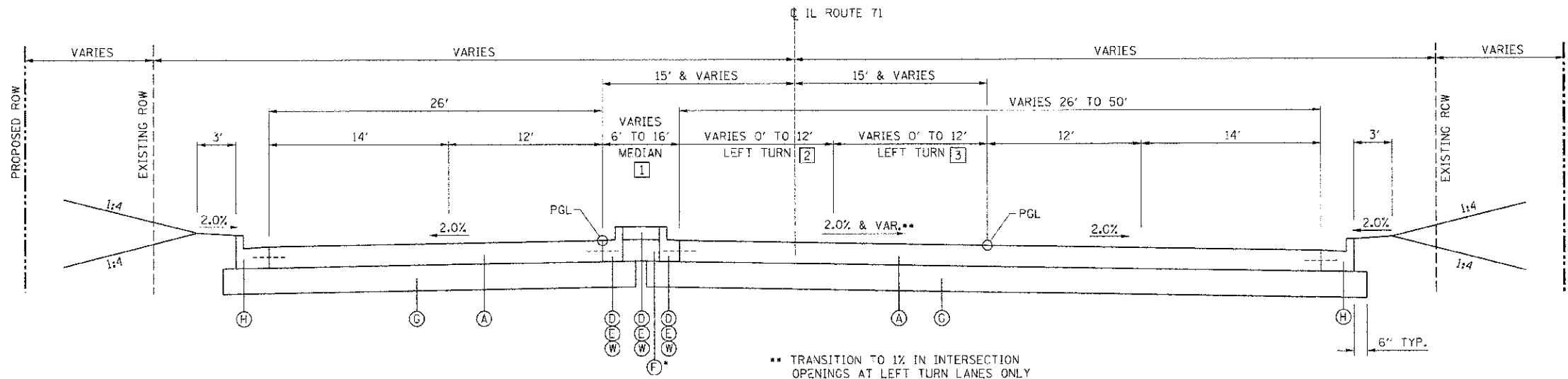
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL CROSS SECTIONS**

SCALE: VERT. DATE 7/5/2012  
 HORIZ. DATE 7/5/2012  
 DRAWN BY SAE  
 CHECKED BY MED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(I-17R)	KENDALL	514	22
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



3 PROPOSED TYPICAL SECTION - IL ROUTE 71

STA 793+28.57 TO STA 798+20.85 (ORCHARD) LOOKING EAST

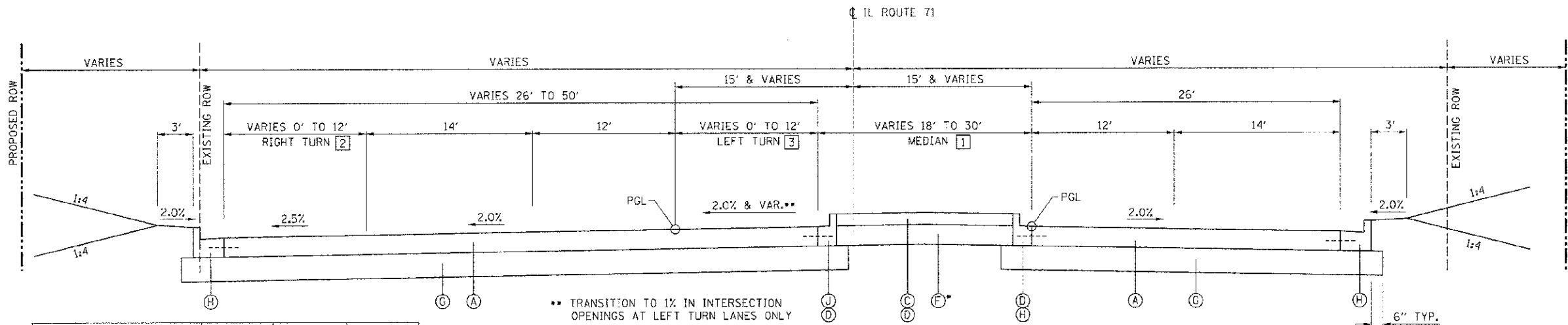
- 1 STA. 793+28.57 TO STA. 793+96.53 = TRANSITION FROM 16.00' TO 14.25' (TRAVERSABLE MEDIAN)  
 STA. 793+96.53 TO STA. 795+18.53 = TRANSITION FROM 14.25' TO 6.00' (CORRUGATED MEDIAN)  
 STA. 795+18.53 TO STA. 795+28.53 = 6.00' (TRANSITION FROM CORRUGATED MEDIAN TO RAISED MEDIAN)  
 STA. 795-28.53 TO STA. 797+16.55 = 6.00' (RAISED MEDIAN)  
 STA. 797-16.55 TO STA. 798+20.85 = 6.00' (SIDEROAD OPENING)
- 2 STA. 793-28.57 TO STA. 794+33.47 = 0.00'  
 STA. 794-33.47 TO STA. 795+28.53 = TRANSITION FROM 0.00' TO 12.00'  
 STA. 795-28.53 TO STA. 797+16.55 = 12.00'
- 3 STA. 793-28.57 TO STA. 794+33.47 = TRANSITION FROM 0.00' TO 12.00'  
 STA. 794+33.47 TO STA. 797+16.55 = 12.00'

\*\* TRANSITION TO 1% IN INTERSECTION OPENINGS AT LEFT TURN LANES ONLY

STRUCTURAL PAVEMENT DESIGN INFORMATION:  
 STRUCTURAL DESIGN TRAFFIC: YEAR: 2018  
 PV = 18,942 SU = 1,183 MU = 1,376  
 ROAD/STREET CLASSIFICATION: CLASS 1  
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:  
 P = 32% S = 45% M = 45%  
 TRAFFIC FACTOR:  
 RIGID TF: 10.17 MINIMUM TF: 6.03  
 SUBGRADE SUPPORT RATING: POOR

LEGEND

- (A) PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
- (B) HOT-MIX ASPHALT SHOULDER, 8"
- (C) CONCRETE MEDIAN SURFACE, 4" (RAISED MEDIAN)
- (D) CONCRETE MEDIAN, TYPE M-2.12 (TRAVERSABLE MEDIAN), 9 3/4"
- (E) CONCRETE MEDIAN, TYPE M-2.12 CORRUGATED (SPECIAL) (CORRUGATED MEDIAN)
- (F) SUB-BASE GRANULAR MATERIAL, TYPE C
- (G) SUB-BASE GRANULAR MATERIAL, TYPE A (CRUSHED), 12"
- (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (K) PORTLAND CEMENT CONCRETE SIDEWALK, 4"
- (L) AGGREGATE SHOULDERS TYPE B, 6"
- (M) INCIDENTAL HOT-MIX ASPHALT SURFACING (224 LBS / SY), 2"
- (N) AGGREGATE BASE COURSE, TYPE A, 6"
- (W) CONCRETE MEDIAN, TYPE SB (SPECIAL)



4 PROPOSED TYPICAL SECTION - IL ROUTE 71

STA 798+20.85 (ORCHARD) TO STA 805+25.34 LOOKING EAST

- 1 STA. 798+20.85 TO STA. 799+11.34 = 18.00' (SIDEROAD OPENING)  
 STA. 799+11.34 TO STA. 802+20.34 = 18.00'  
 STA. 802+20.34 TO STA. 804+20.34 = TRANSITION FROM 18.00' TO 30.00'  
 STA. 804+20.34 TO STA. 805+25.34 = TRANSITION FROM 30.00' TO 25.33'  
 STA. 803+82.05 TO STA. 803+92.05 = TRANSITION FROM RAISED MEDIAN TO TRAVERSABLE MEDIAN  
 STA. 804+16.05 TO STA. 804+26.05 = TRANSITION FROM TRAVERSABLE MEDIAN TO RAISED MEDIAN
- 2 STA. 799+11.34 TO STA. 803+25.34 = 12.00'  
 STA. 803+25.34 TO STA. 805+25.34 = TRANSITION FROM 12.00' TO 0.00'
- 3 STA. 799+11.34 TO STA. 802+20.34 = 12.00'  
 STA. 802+20.34 TO STA. 804+20.34 = TRANSITION FROM 12.00' TO 0.00'  
 STA. 804+20.34 TO STA. 805+25.34 = 0.00'

\*\* TRANSITION TO 1% IN INTERSECTION OPENINGS AT LEFT TURN LANES ONLY

	TEMPORARY PAVEMENT	HMA INCIDENTAL	HMA SHOULDERS
PG GRADE	PG64-22	PG58-22	PG58-22
MAX % RAP ALLOWABLE****	15%	30%	-
DESIGN AIR VOIDS	4% @ N70	3% @ N30	2% @ N30
MIXTURE COMPOSITION	IL 19.0	IL 9.5L	IL 19.0
FRICTION AGGREGATE	-	MIXTURE C	-
DENSITY TEST METHOD	***	NUCLEAR / CORES	***

\*\*\* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.  
 \*\*\*\* IF THE RAP PERCENTAGE IS DIFFERENT THAN LISTED ABOVE, THE PG GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

GRANULAR MATERIAL TO BE USED WHERE NEEDED AS FILL UNDER THE MEDIAN SURFACE OF THE VARIOUS MEDIAN TYPES.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

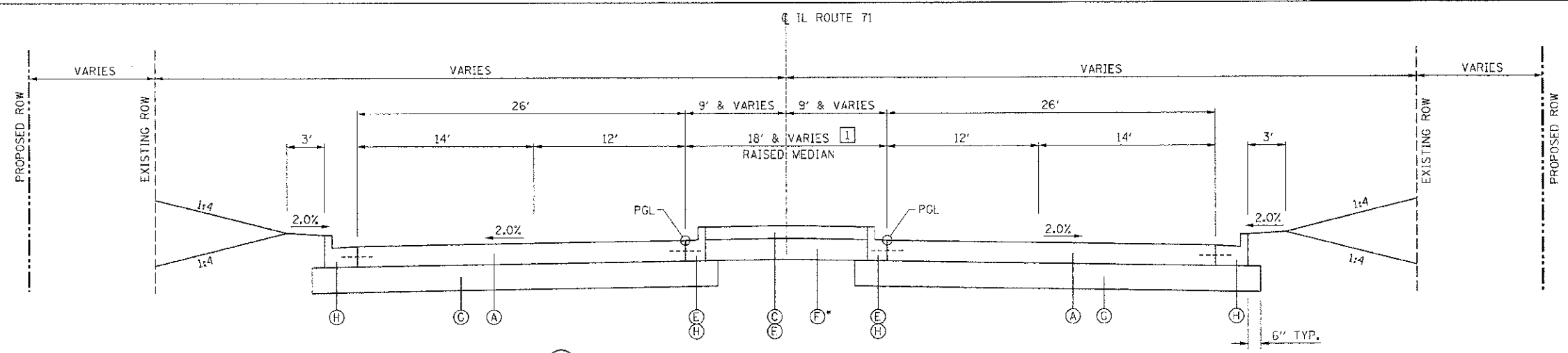
TYPICAL CROSS SECTIONS

SCALE: VERT. HORIZ. DATE 7/5/2012 DRAWN BY SAE CHECKED BY MED

I:\Projects\66420\Drawings\66420-22.dwg  
 PLOT DATE: 7/5/2012  
 FILE NAME: 66420-22.dwg



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(I-17R)	KENDALL	514	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



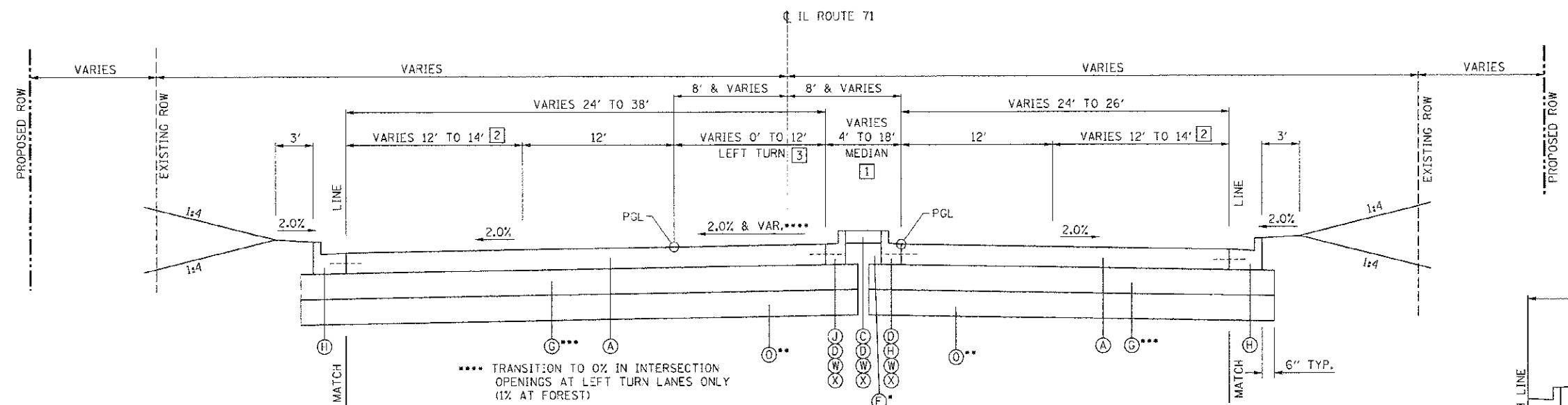
5 PROPOSED TYPICAL SECTION - IL ROUTE 71

STA 805+25.34 TO STA 813+00.00  
 STA. 818+63.33 TO STA. 822+37.00  
 LOOKING EAST

- 1 STA. 805+25.34 TO STA. 806+90.34 = TRANSITION FROM 25.33' TO 18.00' (RAISED MEDIAN)
- STA. 806+90.34 TO STA. 812+50.06 = 18.00' (RAISED MEDIAN)
- STA. 812+50.06 TO STA. 813+00.00 = 18.00' (SIDEROAD OPENING)
- STA. 818+63.33 TO STA. 821+05.00 = 18.00' (RAISED MEDIAN)
- STA. 821+05.00 TO STA. 821+15.00 = TRANSITION FROM RAISED MEDIAN TO CORRUGATED MEDIAN (18.00' TO 17.56')
- STA. 821+15.00 TO STA. 821+50.00 = 17.56' TO 16.00' (CORRUGATED MEDIAN)
- STA. 821+50.00 TO STA. 822+37.00 = 16.00' (CORRUGATED MEDIAN)

STRUCTURAL PAVEMENT DESIGN INFORMATION:  
 STRUCTURAL DESIGN TRAFFIC: YEAR: 2018  
 PV = 18,942 SU = 1,183 MU = 1,376  
 ROAD/STREET CLASSIFICATION: CLASS 1  
 PERCENT OF STRUCTURAL DESIGN TRAFFIC  
 IN DESIGN LANE:  
 P = 32% S = 45% M = 45%  
 TRAFFIC FACTOR:  
 RIGID TF: 10.17 MINIMUM TF: 6.03  
 SUBGRADE SUPPORT RATING: POOR

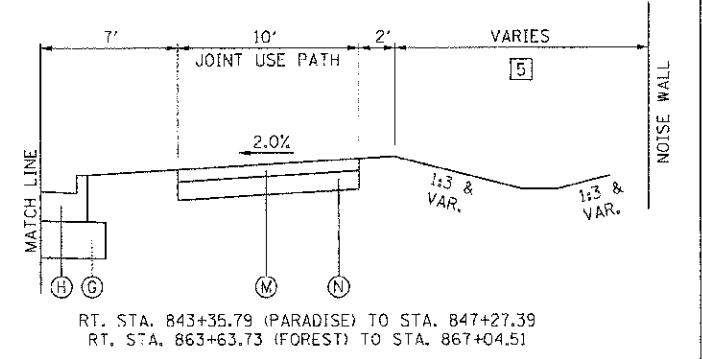
- LEGEND
- (A) PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
  - (B) HOT-MIX ASPHALT SHOULDER, 8"
  - (C) CONCRETE MEDIAN SURFACE, 4" (RAISED MEDIAN)
  - (D) CONCRETE MEDIAN, TYPE M-2.12 (TRAVERSABLE MEDIAN), 9 3/4"
  - (E) CONCRETE MEDIAN, TYPE M-2.12 CORRUGATED (SPECIAL) (CORRUGATED MEDIAN)
  - (F) SUB-BASE GRANULAR MATERIAL, TYPE C
  - (G) SUB-BASE GRANULAR MATERIAL, TYPE A (CRUSHED), 12"
  - (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - (K) PORTLAND CEMENT CONCRETE SIDEWALK, 4"
  - (L) AGGREGATE SHOULDERS TYPE B, 6"
  - (M) INCIDENTAL HOT-MIX ASPHALT SURFACING (224 LBS / SY), 2"
  - (N) AGGREGATE BASE COURSE, TYPE A, 6"
  - (O) AGGREGATE SUBGRADE IMPROVEMENT 24"
  - (W) CONCRETE MEDIAN, TYPE SB (SPECIAL)
  - (X) CONCRETE MEDIAN, TYPE SM-4.12
- GRANULAR MATERIAL TO BE USED WHERE NEEDED AS FILL UNDER THE MEDIAN SURFACE OF THE VARIOUS MEDIAN TYPES.  
 \*\* LIMITS: 863+44.48 TO 867+04.57  
 \*\*\* OMIT FROM: 863+44.48 TO 867+04.57



6 PROPOSED TYPICAL SECTION - IL ROUTE 71

STA 813+00.00 (P.E.) TO STA 818+63.33  
 STA. 842+95.63 (PARADISE) TO STA. 847+27.39  
 STA. 863+44.48 (FOREST) TO STA. 867+04.57  
 LOOKING EAST

- 1 STA. 813+00.00 TO STA. 813+60.15 = 6.00' (SIDEROAD OPENING)
- STA. 813+60.15 TO STA. 816+63.65 = 6.00' (RAISED MEDIAN)
- STA. 816+63.65 TO STA. 818+63.33 = TRANSITION FROM 6.00' TO 18.00' (RAISED MEDIAN)
- STA. 842+95.63 TO STA. 843+40.39 = 4.00' (SIDEROAD OPENING)
- STA. 843+40.39 TO STA. 845+27.39 = 4.00' (RAISED MEDIAN)
- STA. 845+27.39 TO STA. 845+37.39 = TRANSITION FROM RAISED MEDIAN TO TRAVERSABLE MEDIAN
- STA. 845+37.39 TO STA. 847+27.39 = TRANSITION FROM 4.00' TO 16.00' (TRAVERSABLE MEDIAN)
- STA. 863+44.48 TO STA. 864+18.01 = 4.00' (SIDEROAD OPENING)
- STA. 864+18.01 TO STA. 865+49.57 = 4.00' (RAISED MEDIAN)
- STA. 865+49.57 TO STA. 865+59.57 = TRANSITION FROM RAISED MEDIAN TO TRAVERSABLE MEDIAN
- STA. 865+59.57 TO STA. 867+04.57 = TRANSITION FROM 4.00' TO 16.00' (TRAVERSABLE MEDIAN)



RT. STA. 843+35.79 (PARADISE) TO STA. 847+27.39  
 RT. STA. 863+63.73 (FOREST) TO STA. 867+04.57

5 NOISE WALL LOCATION  
 65.00' RT. STA. 843+74.00 TO STA. 847+27.39  
 65.00' RT. STA. 864+45.00 TO STA. 867+04.57

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL CROSS SECTIONS**

SCALE: VERT. HORIZ. DATE: 7/5/2012

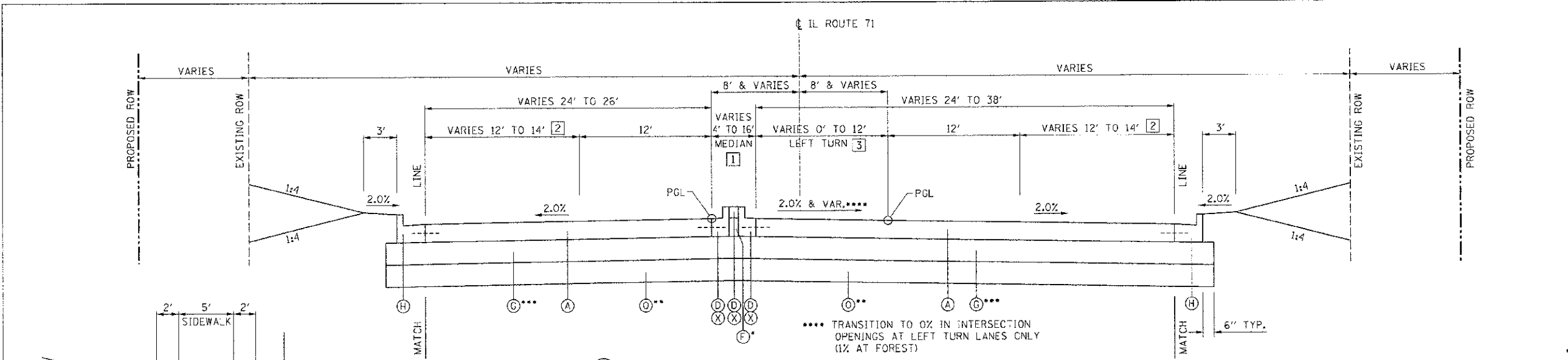
DRAWN BY: SAE  
 CHECKED BY: MED

- 4 NOISE WALL LOCATION  
 46.66' LT. STA. 843+40.39 TO STA. 845+11.72  
 46.66' LT. STA. 845+11.72 TO 60.50' LT. STA. 845+18.92  
 60.50' LT. STA. 845+18.92 TO STA. 847+27.39

- 2 STA. 813+60.15 TO STA. 818+63.33 = 14.00'
- STA. 843+40.39 TO STA. 847+27.39 = 12.00'
- STA. 864+18.01 TO STA. 867+04.57 = 12.00'

I:\proj\3109914\1\typ\sec-66.dgn  
 FILE NAME: p:\proj\3109914\1\typ\sec-66.dgn  
 PLOT DATE: 7/5/2012  
 PLOT TIME: 11:11:11 AM  
 PLOT BY: SAE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1R)	KENDALL	514	24
STA. TO STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



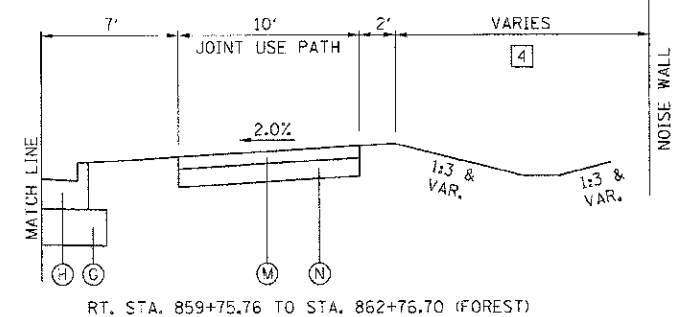
7 PROPOSED TYPICAL SECTION - IL ROUTE 71

STA 833+36.00 TO STA 837+97.36 (DOUGLAS)  
 STA. 859+76.58 TO STA. 863+44.48 (FOREST)  
 LOOKING EAST

- 1 STA. 833+36.00 TO STA. 835+36.00 = TRANSITION FROM 16.00' TO 4.00' (TRAVERSABLE MEDIAN)  
 STA. 835+26.00 TO STA. 835+36.00 = TRANSITION FROM TRAVERSABLE MEDIAN TO RAISED MEDIAN  
 STA. 835+36.00 TO STA. 837+53.00 = 4.00' (RAISED MEDIAN)  
 STA. 837+53.00 TO STA. 837+97.36 = 4.00' (SIDEROAD OPENING)  
 STA. 859+76.58 TO STA. 861+39.55 = TRANSITION FROM 16.00' TO 4.00' (TRAVERSABLE MEDIAN)  
 STA. 861+29.55 TO STA. 861+39.55 = TRANSITION FROM TRAVERSABLE MEDIAN TO RAISED MEDIAN  
 STA. 861+39.55 TO STA. 862+71.18 = 4.00' (RAISED MEDIAN)  
 STA. 862+71.18 TO STA. 863+44.48 = 4.00' (SIDEROAD OPENING)
- 2 STA. 833+36.00 TO STA. 837+53.00 = 14.00'  
 STA. 859+76.58 TO STA. 862+71.18 = 12.00'
- 3 STA. 833+36.00 TO STA. 835+36.00 = TRANSITION FROM 0.00' TO 12.00'  
 STA. 835+36.00 TO STA. 837+53.00 = 12.00'  
 STA. 859+76.58 TO STA. 861+39.55 = TRANSITION FROM 0.00' TO 12.00'  
 STA. 861+39.55 TO STA. 862+71.18 = 12.00'

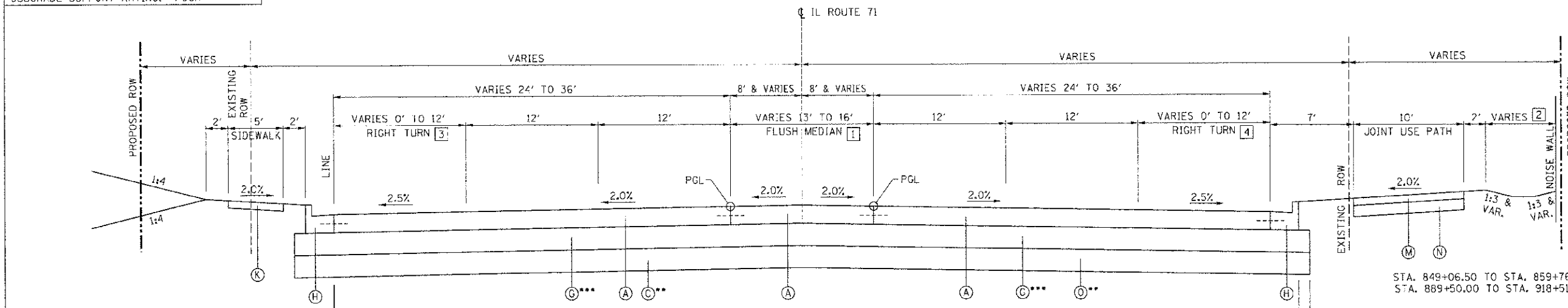
STRUCTURAL PAVEMENT DESIGN INFORMATION:  
 STRUCTURAL DESIGN TRAFFIC: YEAR: 2018  
 PV = 18,942 SU = 1,183 MJ = 1,376  
 ROAD/STREET CLASSIFICATION: CLASS 1  
 PERCENT OF STRUCTURAL DESIGN TRAFFIC  
 IN DESIGN LANE:  
 P = 32% S = 45% M = 45%  
 TRAFFIC FACTOR:  
 RIGID TF: 10.17 MINIMUM TF: 6.03  
 SUBGRADE SUPPORT RATING: POOR

LT. STA. 859+76.58 TO STA. 862+71.18 (FOREST)



4 NOISE WALL LOCATION  
 65.00' RT. STA. 859+76.58 TO STA. 862+33.00

- LEGEND
- A PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
  - B HOT-MIX ASPHALT SHOULDER, 8"
  - C CONCRETE MEDIAN SURFACE, 4" (RAISED MEDIAN)
  - D CONCRETE MEDIAN, TYPE M-2.12 (TRAVERSABLE MEDIAN), 9 3/4"
  - E CONCRETE MEDIAN, TYPE M-2.12 CORRUGATED (SPECIAL) (CORRUATED MEDIAN)
  - F SUB-BASE GRANULAR MATERIAL, TYPE C
  - G SUB-BASE GRANULAR MATERIAL, TYPE A (CRUSHED), 12"
  - H COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - J COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - K PORTLAND CEMENT CONCRETE SIDEWALK, 4"
  - L AGGREGATE SHOULDERS TYPE B, 6"
  - M INCIDENTAL HOT-MIX ASPHALT SURFACING (224 LBS / SY), 2"
  - N AGGREGATE BASE COURSE, TYPE A, 6"
  - O AGGREGATE SUBGRADE IMPROVEMENT 24"
  - X CONCRETE MEDIAN, TYPE SM-4.12
- GRANULAR MATERIAL TO BE USED WHERE NEEDED AS FILL UNDER THE MEDIAN SURFACE OF THE VARIOUS MEDIAN TYPES.
  - LIMITS: 863+00.00 TO 863+44.48  
 899+00.00 TO 903+00.00
  - OMIT FROM: 863+00.00 TO 863+44.48  
 899+00.00 TO 903+00.00



8 PROPOSED TYPICAL SECTION - IL ROUTE 71

STA. 849+06.50 TO STA. 859+76.58  
 STA. 889+50.00 TO STA. 918+85.88  
 LOOKING EAST

- 1 STA. 849+06.50 TO STA. 859+15.30 = 13.00'  
 STA. 859+15.30 TO STA. 859+76.58 = TRANSITION FROM 13.00' TO 16.00'  
 STA. 889+50.00 TO STA. 918+85.88 = 13.00'
- 2 NOISE WALL  
 65.00' RT. STA. 849+06.50 TO STA. 851+77.37  
 65.00' RT. STA. 851+77.37 TO 60.00' RT. STA. 851+87.92  
 60.00' RT. STA. 851+87.92 TO STA. 859+21.07  
 60.00' RT. STA. 859+21.07 TO 65.00' RT. STA. 859+31.31  
 65.00' RT. STA. 859+31.31 TO STA. 859+76.58
- 3 STA. 849+06.50 TO STA. 859+76.58 = 0.00'  
 STA. 889+50.00 TO STA. 909+98.18 = 0.00'  
 STA. 909+98.18 TO STA. 910+97.00 = 12.00' (SIDEROAD OPENING)  
 STA. 910+97.00 TO STA. 912+51.63 = 12.00'  
 STA. 912+51.63 TO STA. 914+26.63 = TRANSITION FROM 12.00' TO 0.00'  
 STA. 914+26.63 TO STA. 918+85.88 = 0.00'
- 4 STA. 849+06.50 TO STA. 859+76.58 = 0.00'  
 STA. 889+50.00 TO STA. 893+40.70 = 0.00'  
 STA. 893+40.70 TO STA. 895+15.70 = TRANSITION FROM 0.00' TO 12.00'  
 STA. 895+15.70 TO STA. 896+58.70 = 12.00'  
 STA. 896+58.70 TO STA. 897+80.70 = 12.00' (SIDEROAD OPENING)

- 4 CONTINUED  
 STA. 897+80.70 TO STA. 905+34.47 = 0.00'  
 STA. 905+34.47 TO STA. 907+09.47 = TRANSITION FROM 0.00' TO 12.00'  
 STA. 907+09.47 TO STA. 909+60.13 = 12.00'  
 STA. 909+60.13 TO STA. 911+18.82 = 12.00' (SIDEROAD OPENING)  
 STA. 911+18.82 TO STA. 918+85.88 = 0.00'

REVISIONS	
NAME	DATE

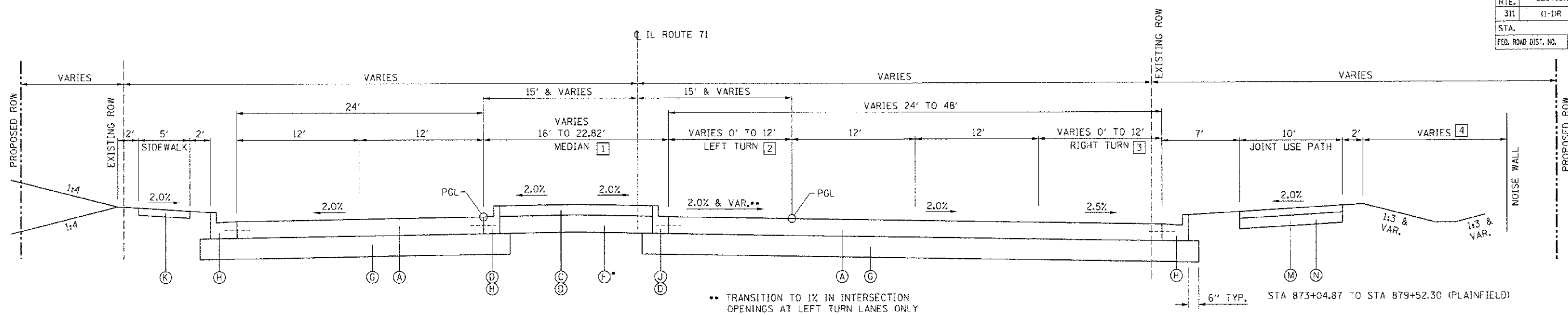
ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL CROSS SECTIONS**

SCALE: VERT. 1" = 4'  
 HORIZ. 1" = 40'  
 DATE 7/5/2012

DRAWN BY SAE  
 CHECKED BY MED

FILE NAME: s:\116624  
 PLOT DATE: 7/5/2012  
 FILE NAME: s:\external\rdm.d\116624\116624.dwg



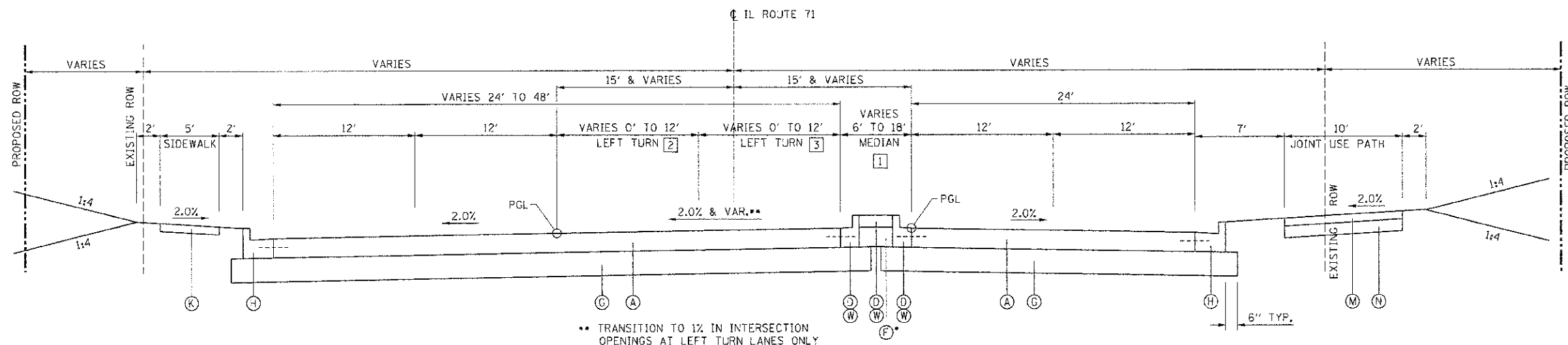
**9** PROPOSED TYPICAL SECTION - IL ROUTE 71  
 STA 873+04.93 TO STA 880+24.08 (PLAINFIELD)  
 LOOKING EAST

STRUCTURAL PAVEMENT DESIGN INFORMATION:  
 STRUCTURAL DESIGN TRAFFIC: YEAR: 2018  
 PV = 18,942 SU = 1,183 MU = 1,376  
 ROAD/STREET CLASSIFICATION: CLASS 1  
 PERCENT OF STRUCTURAL DESIGN TRAFFIC  
 IN DESIGN LANE:  
 P = 32% S = 45% M = 45%  
 TRAFFIC FACTOR:  
 RICID TF: 10.17 MINIMUM TF: 6.03  
 SUBGRADE SUPPORT RATING: POOR

- 1 STA. 873+04.93 TO STA. 874+50.00 = 16.00' (TRAVERSABLE MEDIAN)  
 STA. 874+50.00 TO STA. 875+82.85 = TRANSITION FROM 16.00' TO 22.82' (TRAVERSABLE MEDIAN)  
 STA. 875+82.85 TO STA. 877+22.85 = TRANSITION FROM 22.82' TO 18.00' (TRAVERSABLE MEDIAN)  
 STA. 877+22.85 TO STA. 877+28.85 = TRANSITION FROM TRAVERSABLE MEDIAN TO RAISED MEDIAN  
 STA. 877+22.85 TO STA. 879+52.29 = 18.00' (RAISED MEDIAN)  
 STA. 879+52.29 TO STA. 880+24.08 = 18.00' (SIDEROAD OPENING)
- 2 STA. 875+82.85 TO STA. 877+22.85 = TRANSITION FROM 0.00' TO 12.00'  
 STA. 877+22.85 TO STA. 879+52.29 = 12.00'
- 3 STA. 873+04.93 TO STA. 874+59.90 = TRANSITION FROM 0.00' TO 12.00'  
 STA. 874+59.90 TO STA. 879+52.29 = 12.00'
- 4 NOISE WALL  
 65.00' RT. STA. 873+04.93 TO STA. 874+60.00

LEGEND

- (A) PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
- (B) HOT-MIX ASPHALT SHOULDER, 8"
- (C) CONCRETE MEDIAN SURFACE, 4" (RAISED MEDIAN)
- (D) CONCRETE MEDIAN, TYPE M-2.12 (TRAVERSABLE MEDIAN), 9 3/4"
- (E) CONCRETE MEDIAN, TYPE M-2.12 CORRUGATED (SPECIAL) (CORRUGATED MEDIAN)
- (F) SUB-BASE GRANULAR MATERIAL, TYPE C
- (G) SUB-BASE GRANULAR MATERIAL, TYPE A (CRUSHED), 12"
- (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (K) PORTLAND CEMENT CONCRETE SIDEWALK, 4"
- (L) AGGREGATE SHOULDERS TYPE B, 6"
- (M) INCIDENTAL HOT-MIX ASPHALT SURFACING (224 LBS / 5Y), 2"
- (N) AGGREGATE BASE COURSE, TYPE A, 6"
- (O) AGGREGATE SUBGRADE IMPROVEMENT 24"
- (W) CONCRETE MEDIAN, TYPE SB (SPECIAL)



**10** PROPOSED TYPICAL SECTION - IL ROUTE 71  
 STA 880+24.08 (PLAINFIELD) TO STA 886+56.58  
 LOOKING EAST

- 1 STA. 880+24.08 TO STA. 880+95.32 = 6.00' (SIDEROAD OPENING)  
 STA. 880+95.32 TO STA. 884+16.47 = 6.00' (RAISED MEDIAN)  
 STA. 884+16.47 TO STA. 884+26.47 = TRANSITION FROM RAISED MEDIAN TO TRAVERSABLE MEDIAN  
 STA. 884+16.47 TO STA. 886+56.58 = TRANSITION FROM 6.00' TO 18.00' (TRAVERSABLE MEDIAN)
- 2 STA. 880+95.32 TO STA. 885+36.61 = 12.00'  
 STA. 885+36.61 TO STA. 886+56.58 = TRANSITION FROM 12.00' TO 0.00'
- 3 STA. 880+95.32 TO STA. 884+16.47 = 12.00'  
 STA. 884+16.47 TO STA. 885+36.61 = TRANSITION FROM 12.00' TO 0.00'

GRANULAR MATERIAL TO BE USED WHERE NEEDED AS FILL UNDER THE MEDIAN SURFACE OF THE VARIOUS MEDIAN TYPES.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL CROSS SECTIONS**

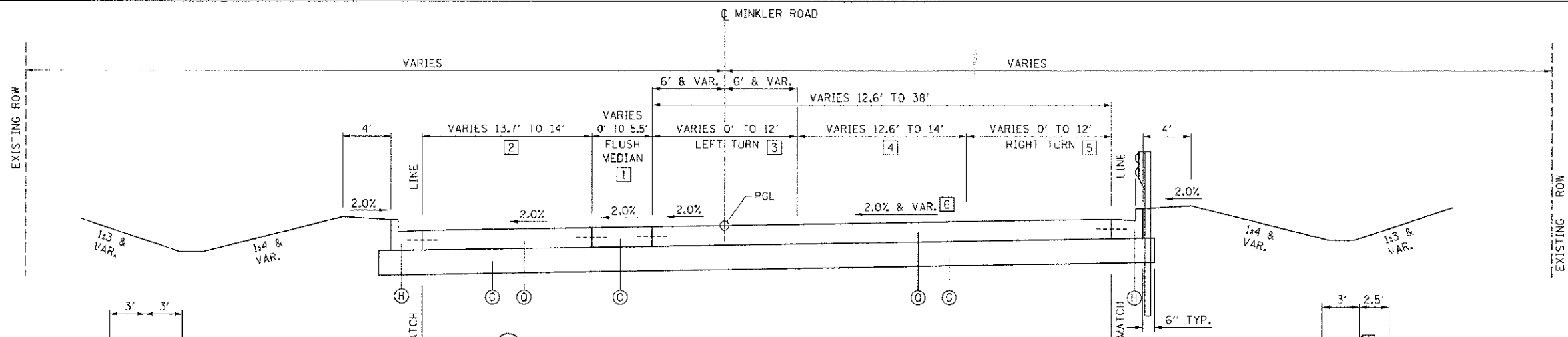
SCALE: VERT. HORIZ. DATE 7/5/2012

DRAWN BY SAE CHECKED BY MED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	C-DR	KENDALL	514	26
STA. TO STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**LEGEND**

- (A) PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
  - (B) HOT-MIX ASPHALT SHOULDER, 8"
  - (C) CONCRETE MEDIAN SURFACE, 4" (RAISED MEDIAN)
  - (D) CONCRETE MEDIAN, TYPE M-2.12 (TRAVERSABLE MEDIAN), 9 3/4"
  - (E) CONCRETE MEDIAN, TYPE M-2.12 CORRUGATED (SPECIAL) (CORRUGATED MEDIAN)
  - (F) SUB-BASE GRANULAR MATERIAL, TYPE C
  - (G) SUB-BASE GRANULAR MATERIAL, TYPE A (CRUSHED), 12"
  - (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - (I) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - (K) PORTLAND CEMENT CONCRETE SIDEWALK, 4"
  - (L) AGGREGATE SHOULDERS TYPE B, 6"
  - (M) INCIDENTAL HOT-MIX ASPHALT SURFACING (224 LBS / SY), 2"
  - (N) AGGREGATE BASE COURSE, TYPE A, 6"
  - (O) AGGREGATE SUBGRADE IMPROVEMENT 24"
  - (P) PORTLAND CEMENT CONCRETE PAVEMENT 7 3/4" (JOINTED)
  - (Q) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
  - (R) PORTLAND CEMENT CONCRETE PAVEMENT 8 1/4" (JOINTED)
  - (S) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)
  - (W) CONCRETE MEDIAN, TYPE SB (SPECIAL)
- \* GRANULAR MATERIAL TO BE USED WHERE NEEDED AS FILL UNDER THE MEDIAN SURFACE OF THE VARIOUS MEDIAN TYPES.



**(11) PROPOSED TYPICAL SECTION - MINKLER ROAD**

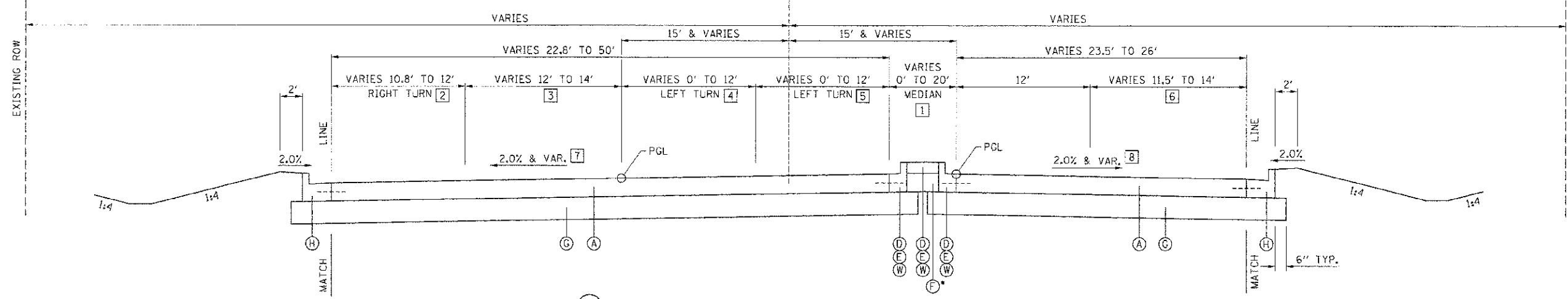
STA. 56+70.00 TO STA. 62+14.11 (IL ROUTE 71)  
LOOKING NORTH

- 1 STA. 56+70.00 TO STA. 58+12.00 = TRANSITION FROM 0.00' TO 5.50'  
STA. 58+12.00 TO STA. 60+12.00 = TRANSITION FROM 5.50' TO 0.00'
- 2 STA. 56+70.00 TO STA. 58+12.00 = TRANSITION FROM 13.7' TO 14.00'  
STA. 58+12.00 TO STA. 61+94.45 = 14.00'
- 3 STA. 58+12.00 TO STA. 60+12.00 = TRANSITION FROM 0.00' TO 12.00'  
STA. 60+12.00 TO STA. 61+94.45 = 12.00'
- 4 STA. 56+70.00 TO STA. 58+12.00 = TRANSITION FROM 12.6' TO 14.00'  
STA. 58+12.00 TO STA. 61+94.45 = 14.00'
- 5 STA. 58+28.77 TO STA. 60+28.77 = TRANSITION FROM 0.00' TO 12.00'  
STA. 60+28.77 TO 62+14.11 = 12.00'
- 6 STA. 56+70.00 TO 57+10.22 = TRANSITION FROM -2.00% TO 0.00%  
STA. 57+10.22 TO 57+60.22 = TRANSITION FROM 0.00% TO 2.00%  
STA. 57+60.22 TO 60+78.77 = 2.00%  
STA. 60+78.77 TO 61+28.77 = TRANSITION FROM 2.00% TO 0.00%  
STA. 61+28.77 TO 61+58.77 = TRANSITION FROM 0.00% TO -2.00%

STRUCTURAL PAVEMENT DESIGN INFORMATION:  
STRUCTURAL DESIGN TRAFFIC: YEAR: 2018  
PV = 18,942 SU = 1,183 MU = 1,376  
ROAD/STREET CLASSIFICATION: CLASS 1  
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:  
P = 32% S = 45% M = 45%  
TRAFFIC FACTOR:  
RIGID TF: 10.17 MINIMUM TF: 6.03  
SUBGRADE SUPPORT RATING: POOR

LT. STA. 56+70.00 TO STA. 58+12.00

RT. STA. 56+70.00 TO STA. 58+12.00



**(12) PROPOSED TYPICAL SECTION - ORCHARD ROAD**

STA 63+69.74 (IL ROUTE 71) TO STA 71+30.00  
LOOKING NORTH

- 1 STA. 63+69.74 TO STA. 65+30.32 = 6.00' (RAISED MEDIAN)  
STA. 65+30.32 TO STA. 66+50.32 = TRANSITION FROM 6.00' TO 15.33' (CORRUGATED MEDIAN)  
STA. 66+50.32 TO STA. 67+30.76 = TRANSITION FROM 15.33' TO 20.00' (TRAVERSABLE MEDIAN)  
STA. 67+30.76 TO STA. 70+32.62 = TRANSITION FROM 20.00' TO 0.00' (TRAVERSABLE MEDIAN)
- 2 STA. 63+69.74 TO STA. 68+10.28 = 12.00'  
STA. 68+10.28 TO STA. 71+30.00 = TRANSITION FROM 12.00' TO 10.8' (PAVEMENT)  
STA. 68+10.28 TO STA. 71+30.00 = TRANSITION FROM 12.00' TO 0.00' (STRIPING)
- 3 STA. 63+69.74 TO STA. 68+10.28 = 14.00'  
STA. 68+10.28 TO STA. 71+30.00 = TRANSITION FROM 14.00' TO 12.00'
- 4 STA. 63+69.74 TO STA. 66+24.27 = 12.00'  
STA. 66+24.27 TO STA. 67+30.76 = TRANSITION FROM 12.00' TO 0.00'
- 5 STA. 63+69.74 TO STA. 65+30.32 = 12.00'  
STA. 65+30.32 TO STA. 66+24.27 = TRANSITION FROM 12.00' TO 0.00'
- 6 STA. 63+69.74 TO STA. 68+10.28 = 14.00'  
STA. 68+10.28 TO STA. 71+30.00 = TRANSITION FROM 14.00' TO 11.5' (PAVEMENT)  
STA. 68+10.28 TO STA. 71+30.00 = TRANSITION FROM 14.00' TO 0.00' (STRIPING)
- 7 STA. 64+23.15 TO STA. 67+37.15 = TRANSITION FROM -2.00% TO -6.70%  
STA. 67+37.15 TO STA. 71+30.00 = -6.70%
- 8 STA. 64+23.15 TO STA. 64+95.10 = TRANSITION FROM -2.00% TO 0.00%  
STA. 64+95.10 TO STA. 67+37.15 = TRANSITION FROM 0.00% TO 6.70%  
STA. 67+37.15 TO STA. 71+30.00 = 6.70%

LT. STA. 68+68.00 TO STA. 71+30.00

RT. STA. 67+80.00 TO STA. 71+30.00

REVISIONS	
NAME	DATE

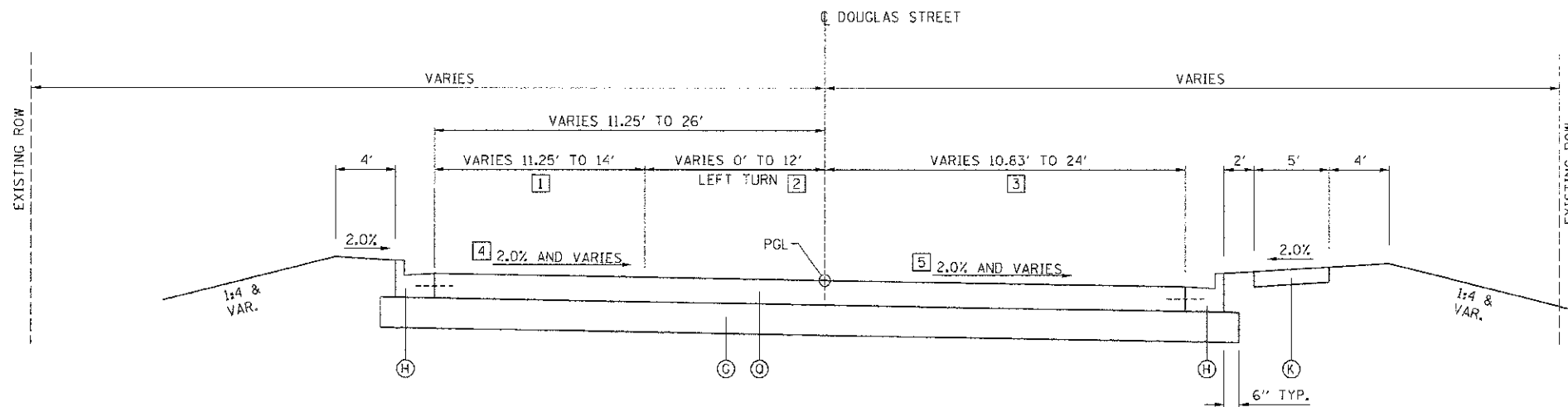
ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL CROSS SECTIONS**

SCALE: VERT. HORIZ. DATE: 7/5/2012 DRAWN BY: SAE CHECKED BY: MED

TUG PROJ: 4308014 PLOT DATE: 7/5/2012 FILE NAME: p:\asv11\...det\_dsa3\oswego\phase 1\Tjg\_Sep\_08.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	G-1R	KENDALL	514	27
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**13 PROPOSED TYPICAL SECTION - DOUGLAS STREET**

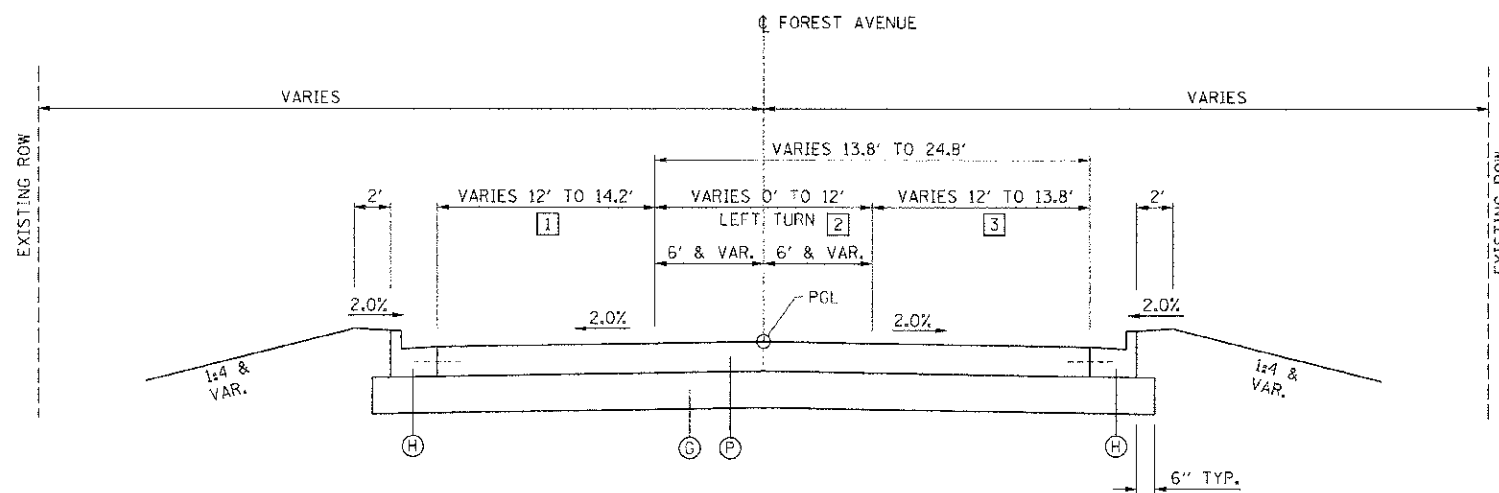
STA. 100+55.00 (IL ROUTE 71) TO STA. 104+54.15  
LOOKING NORTH

- 1 STA. 100+55.00 TO STA. 103+63.97 = 14.00'  
STA. 103+63.97 TO STA. 104+54.15 = TRANSITION FROM 14.00' TO 11.25'
- 2 STA. 100+55.00 TO STA. 101+55.00 = 12.00'  
STA. 101+55.00 TO STA. 103+63.97 = TRANSITION FROM 12.00' TO 0.00'
- 3 STA. 100+55.00 TO STA. 104+54.15 = TRANSITION FROM 24.00' TO 10.83'
- 4 STA. 100+86.04 TO STA. 101+26.04 = TRANSITION FROM 0.00% TO 2.00%
- 5 STA. 100+86.04 TO STA. 101+26.04 = TRANSITION FROM 0.00% TO -2.00%

STRUCTURAL PAVEMENT DESIGN INFORMATION:  
STRUCTURAL DESIGN TRAFFIC: YEAR: 2018  
PV = 18,942 SU = 1,183 MU = 1,376  
ROAD/STREET CLASSIFICATION: CLASS 1  
PERCENT OF STRUCTURAL DESIGN TRAFFIC  
IN DESIGN LANE:  
P = 32% S = 45% M = 45%  
TRAFFIC FACTOR:  
RIGID TF: 10.17 MINIMUM TF: 6.03  
SUBGRADE SUPPORT RATING: POOR

**LEGEND**

- (A) PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
- (B) HOT-MIX ASPHALT SHOULDER, 8"
- (C) CONCRETE MEDIAN SURFACE, 4" (RAISED MEDIAN)
- (D) CONCRETE MEDIAN, TYPE M-2.12 (TRAVERSABLE MEDIAN), 9 3/4"
- (E) CONCRETE MEDIAN, TYPE M-2.12 CORRUGATED (SPECIAL) (CORRUGATED MEDIAN)
- (F) SUB-BASE GRANULAR MATERIAL, TYPE C
- (G) SUB-BASE GRANULAR MATERIAL, TYPE A (CRUSHED), 12"
- (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (K) PORTLAND CEMENT CONCRETE SIDEWALK, 4"
- (L) AGGREGATE SHOULDERS TYPE B, 6"
- (M) INCIDENTAL HOT-MIX ASPHALT SURFACING (224 LBS / SY), 2"
- (N) AGGREGATE BASE COURSE, TYPE A, 6"
- (O) AGGREGATE SUBGRADE IMPROVEMENT 24"
- (P) PORTLAND CEMENT CONCRETE PAVEMENT 7 3/4" (JOINTED)
- (Q) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
- (R) PORTLAND CEMENT CONCRETE PAVEMENT 8 1/4" (JOINTED)
- (S) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)



**14 PROPOSED TYPICAL SECTION - FOREST AVENUE**

STA. 46+86.01 TO STA. 49+30.13 (IL ROUTE 71)  
LOOKING NORTH  
STA. 50+65.84 (IL ROUTE 71) TO STA. 51+59.17  
LOOKING SOUTH

- 1 STA. 46+86.01 TO STA. 48+26.11 = TRANSITION FROM 14.2' TO 12.00'  
STA. 48+26.11 TO STA. 49+30.13 = 12.00'  
STA. 50+65.84 TO STA. 51+59.17 = 12.8'
- 2 STA. 46+86.01 TO STA. 48+26.11 = TRANSITION FROM 0.00' TO 12.00'  
STA. 48+26.11 TO STA. 49+30.13 = 12.00'  
STA. 50+65.84 TO STA. 51+59.17 = 12.00'
- 3 STA. 46+86.01 TO STA. 48+26.11 = TRANSITION FROM 13.8' TO 12.00'  
STA. 48+26.11 TO STA. 49+30.13 = 12.00'  
STA. 50+65.84 TO STA. 51+59.17 = 12.8'

REVISIONS	
NAME	DATE

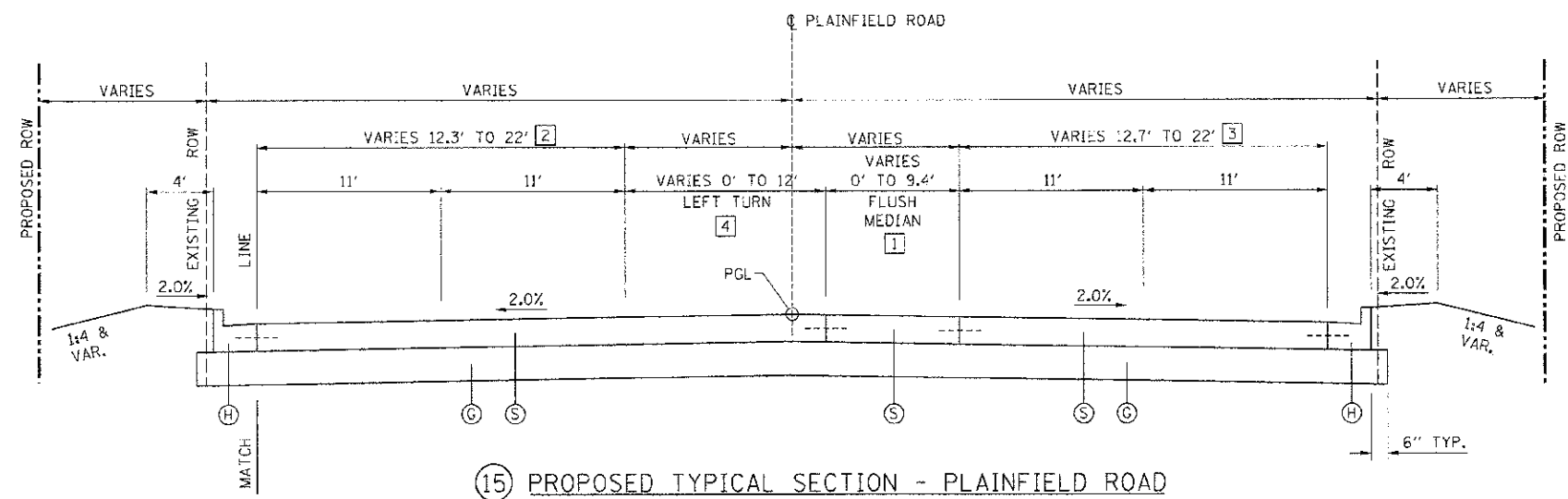
ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL CROSS SECTIONS**

SCALE: VERT.  
HORIZ.  
DATE 7/5/2012

DRAWN BY SAE  
CHECKED BY MED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1) DR	KENDALL	514	28
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



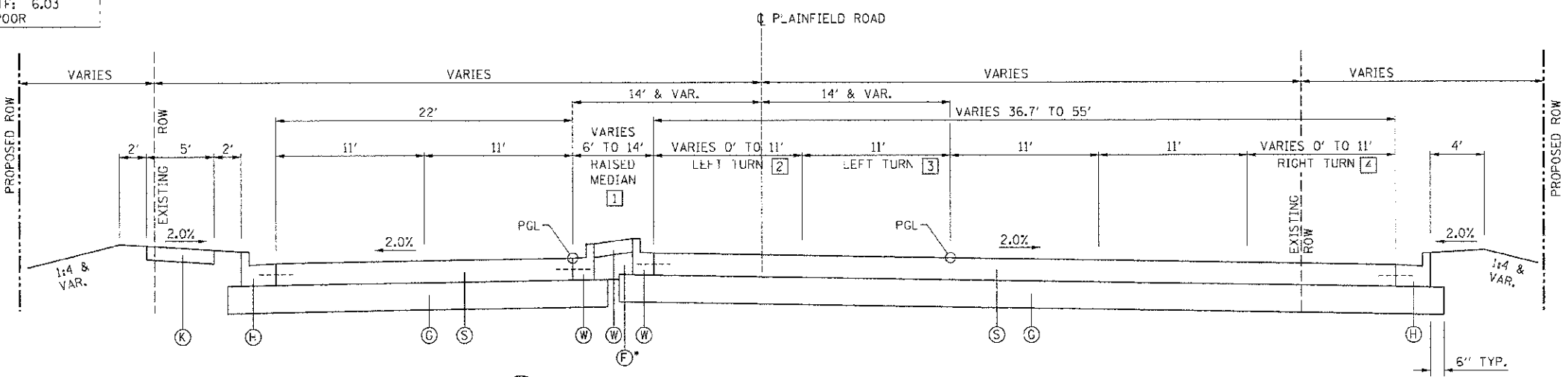
(15) PROPOSED TYPICAL SECTION - PLAINFIELD ROAD

STA. 189+00.00 TO STA. 194+34.00 (GROVE)  
LOOKING NORTH

- [1] STA. 189+00.00 TO STA. 189+66.00 = 0.00'  
STA. 189+66.00 TO STA. 191+54.00 = TRANSITION FROM 0.00' TO 9.4'  
STA. 191+54.00 TO STA. 193+09.00 = TRANSITION FROM 9.4' TO 0.00'  
STA. 193+09.00 TO STA. 193+71.13 = TRANSITION FROM 5.15' TO 8.25'  
STA. 193+71.13 TO STA. 194+34.00 = TRANSITION FROM 8.25' TO 5.7'
- [2] STA. 189+00.00 TO STA. 191+25.00 = TRANSITION FROM 12.3' TO 22.00'
- [3] STA. 189+00.00 TO STA. 191+25.00 = TRANSITION FROM 12.7' TO 22.00'
- [4] STA. 191+54.00 TO STA. 193+09.00 = TRANSITION FROM 0.00' TO 12.00'  
STA. 193+09.00 TO STA. 194+34.00 = 12.00'

- LEGEND
- (A) PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
  - (B) HOT-MIX ASPHALT SHOULDER, 8"
  - (C) CONCRETE MEDIAN SURFACE, 4" (RAISED MEDIAN)
  - (D) CONCRETE MEDIAN, TYPE M-2.12 (TRAVERSABLE MEDIAN), 9 3/4"
  - (E) CONCRETE MEDIAN, TYPE V-2.12 CORRUGATED (SPECIAL) (CORRUGATED MEDIAN)
  - (F) SUB-BASE GRANULAR MATERIAL, TYPE C
  - (G) SUB-BASE GRANULAR MATERIAL, TYPE A (CRUSHED), 12"
  - (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - (K) PORTLAND CEMENT CONCRETE SIDEWALK, 4"
  - (L) AGGREGATE SHOULDERS TYPE B, 6"
  - (M) INCIDENTAL HOT-MIX ASPHALT SURFACING (224 LBS / SY), 2"
  - (N) AGGREGATE BASE COURSE, TYPE A, 6"
  - (O) AGGREGATE SUBGRADE IMPROVEMENT 24"
  - (P) PORTLAND CEMENT CONCRETE PAVEMENT 7 3/4" (JOINTED)
  - (Q) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
  - (R) PORTLAND CEMENT CONCRETE PAVEMENT 8 1/4" (JOINTED)
  - (S) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)
  - (W) CONCRETE MEDIAN, TYPE SB (SPECIAL)

STRUCTURAL PAVEMENT DESIGN INFORMATION:  
STRUCTURAL DESIGN TRAFFIC: YEAR: 2018  
PV = 18,942 SU = 1,183 MU = 1,376  
ROAD/STREET CLASSIFICATION: CLASS 1  
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:  
P = 32% S = 45% M = 45%  
TRAFFIC FACTOR:  
RIGID TF: 10.17 MINIMUM TF: 6.03  
SUBGRADE SUPPORT RATING: POOR



(16) PROPOSED TYPICAL SECTION - PLAINFIELD ROAD

STA. 195+13.88 (GROVE) TO STA. 199+38.38 (IL ROUTE 71)  
LOOKING NORTH

- [1] STA. 195+13.88 TO STA. 196+46.80 = TRANSITION FROM 14.00' TO 6.00'  
STA. 196+46.80 TO STA. 199+04.56 = 6.00'
- [2] STA. 195+13.88 TO STA. 196+46.80 = TRANSITION FROM 2.3' TO 11.00'  
STA. 196+46.80 TO STA. 199+04.56 = 11.00'
- [3] STA. 195+13.88 TO STA. 199+04.56 = 11.00'
- [4] STA. 195+09.19 TO STA. 196+63.20 = TRANSITION FROM 0.00' TO 11.00'  
STA. 196+63.20 TO STA. 199+38.38 = 11.00'

GRANULAR MATERIAL TO BE USED WHERE NEEDED AS FILL UNDER THE MEDIAN SURFACE OF THE VARIOUS MEDIAN TYPES.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

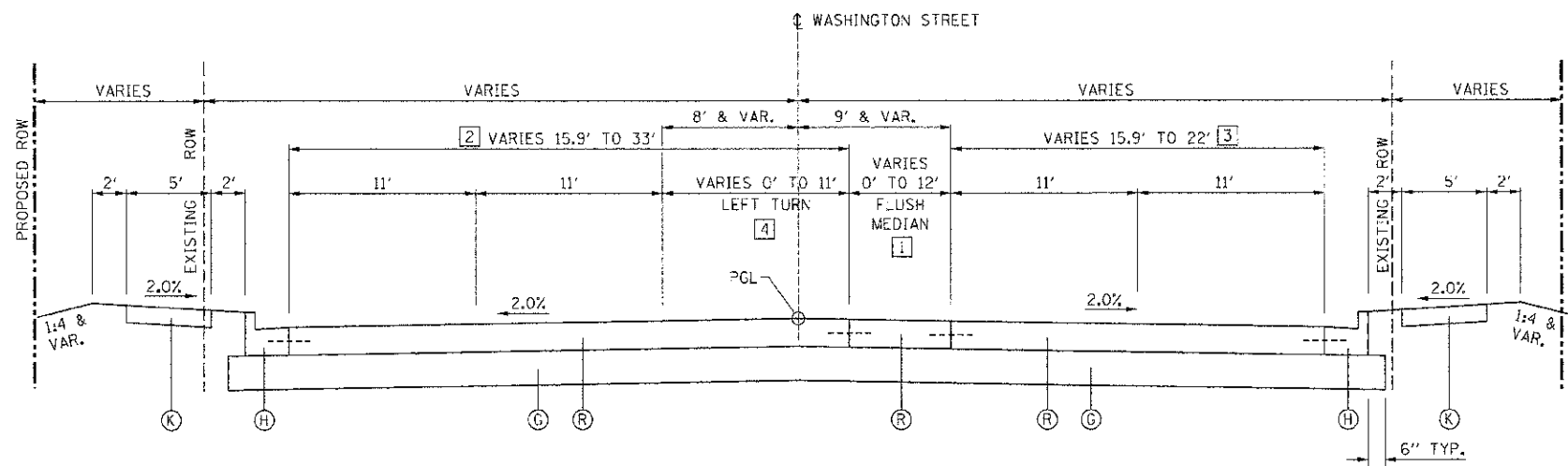
**TYPICAL CROSS SECTIONS**

SCALE: VERT. HORIZ. DATE: 7/5/2012 DRAWN BY: SAE CHECKED BY: MED

T:\PROJECTS\11095914\11095914.dwg  
 PLOT DATE: 7/5/2012  
 FILE NAME: 11095914.dwg



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	1-10R	KENDALL	514	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**17** PROPOSED TYPICAL SECTION - WASHINGTON STREET

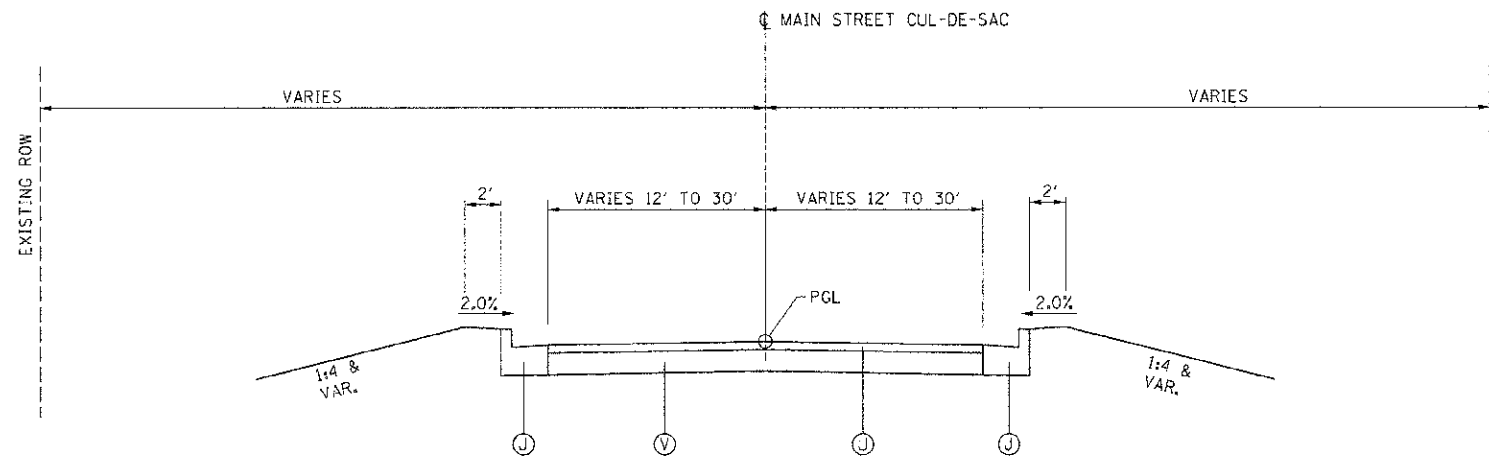
STA. 200+97.00 (IL ROUTE 71) TO STA. 207+00.00  
LOOKING NORTH

- 1 STA. 200+97.00 TO STA. 204+20.00 = 6.00'  
STA. 204+20.00 TO STA. 204+98.00 = TRANSITION FROM 6.00' TO 12.00'  
STA. 204+98.00 TO STA. 207+00.00 = TRANSITION FROM 12.00' TO 0.00'
- 2 STA. 205+10.00 TO STA. 207+00.00 = TRANSITION FROM 24.6' TO 15.9'
- 3 STA. 203+00.00 TO STA. 207+00.00 = TRANSITION FROM 22.00' TO 15.9'
- 4 STA. 200+97.00 TO STA. 204+20.00 = 11.00'  
STA. 204+20.00 TO STA. 204+98.00 = TRANSITION FROM 11.00' TO 0.00'

STRUCTURAL PAVEMENT DESIGN INFORMATION:  
STRUCTURAL DESIGN TRAFFIC: YEAR: 2018  
PV = 18,942 SU = 1,183 MU = 1,376  
ROAD/STREET CLASSIFICATION: CLASS 1  
PERCENT OF STRUCTURAL DESIGN TRAFFIC  
IN DESIGN LANE:  
P = 32% S = 45% M = 45%  
TRAFFIC FACTOR:  
RIGID TF: 10.17 MINIMUM TF: 6.03  
SUBGRADE SUPPORT RATING: POOR

LEGEND

- (A) PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
- (B) HOT-MIX ASPHALT SHOULDER, 8"
- (C) CONCRETE MEDIAN SURFACE, 4" (RAISED MEDIAN)
- (D) CONCRETE MEDIAN, TYPE M-2.12 (TRAVERSABLE MEDIAN), 9 3/4"
- (E) CONCRETE MEDIAN, TYPE M-2.12 CORRUGATED (SPECIAL) (CORRUGATED MEDIAN)
- (F) SUB-BASE GRANULAR MATERIAL, TYPE C
- (G) SUB-BASE GRANULAR MATERIAL, TYPE A (CRUSHED), 12"
- (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (K) PORTLAND CEMENT CONCRETE SIDEWALK, 4"
- (L) AGGREGATE SHOULDERS TYPE B, 6"
- (M) INCIDENTAL HOT-MIX ASPHALT SURFACING (224 LBS / SY), 2"
- (N) AGGREGATE BASE COURSE, TYPE A, 6"
- (O) AGGREGATE SUBGRADE IMPROVEMENT 24"
- (P) PORTLAND CEMENT CONCRETE PAVEMENT 7 3/4" (JOINTED)
- (Q) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
- (R) PORTLAND CEMENT CONCRETE PAVEMENT 8 1/4" (JOINTED)
- (S) PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)
- (U) INCIDENTAL HOT-MIX ASPHALT SURFACING (336 LBS / SY), 3"
- (V) AGGREGATE BASE COURSE, TYPE A, 8"



**18** PROPOSED TYPICAL SECTION - MAIN STREET CUL-DE-SAC

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL CROSS SECTIONS**

SCALE: VERT. HORIZ. DATE 7/5/2012

DRAWN BY SAE CHECKED BY MED



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	G-1/R	KENDALL	514	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**TREE REMOVAL**

STATION	OFFSET	6 TO 15 UNITS OVER 15 UNITS	
		DIAMETER (IN)	DIAMETER (IN)
IL 71			
784+39	37' LT		
784+58	40' LT		
784+77	44' LT		
784+96	36' LT		
789+08	58' LT		
789+15	58' LT		
789+24	58' LT		
789+28	65' LT		
789+29	72' LT		
791+39	51' LT		
792+84	60' LT		
797+58	55' LT		42
800+67	54' LT		40
801+28	59' LT		24
802+18	53' LT		
802+38	53' LT		24
802+59	54' LT		17
802+89	53' LT		20
803+06	54' LT		20
803+65	52' LT		24
803+82	54' LT	15	
804+22	53' LT	12	
804+49	53' LT		36
807+76	49' LT		30
807+90	49' LT		18
819+82	52' LT	6	
830+95	48' RT	15	
831+05	49' RT	15	
832+93	45' RT	10	
834+07	88' LT	10	
834+14	49' RT	12	
834+65	47' RT		48
835+27	59' LT		
835+29	51' LT		
836+03	49' RT		40
836+48	48' RT		16
836+63	180' LT	10	
836+80	53' RT	8	
836+83	53' RT	8	
836+85	53' RT	8	
837+11	52' RT		36
837+66	47' RT		48
838+70	48' RT		36
838+93	53' RT		36
839+29	50' RT		24
839+46	48' RT		24
839+69	49' RT		18
839+83	50' LT		
841+78	55' RT	8	
842+18	58' RT	8	
842+52	72' RT	6	
842+92	83' RT		
843+04	48' LT	15	
844+65	49' LT		
844+90	51' RT	8	
846+00	52' RT	6	
846+13	50' RT	6	
846+25	52' RT	6	
860+89	56' RT	6	
861+00	57' RT	6	

**TREE REMOVAL**

STATION	OFFSET	6 TO 15 UNITS OVER 15 UNITS	
		DIAMETER (IN)	DIAMETER (IN)
861+13	58' RT	6	
861+35	59' RT		
861+38	47' LT		
861+48	58' RT		
861+56	62' RT		
861+70	66' RT	6	
861+84	60' RT	10	
861+91	65' RT	10	
862+01	58' RT	10	
862+23	47' LT		
863+09	69' LT		32
864+08	50' LT		
865+09	48' LT		
869+36	58' LT	8	
869+64	47' RT		40
871+43	50' RT	12	
871+52	51' RT	12	
871+58	50' RT		20
871+72	48' RT		20
871+81	48' RT	15	
871+81	51' RT	15	
872+74	54' LT		
873+74	55' LT		
873+88	53' LT		
874+25	50' LT		
874+96	63' RT		
875+23	64' RT		
876+75	73' RT	10	
877+64	69' RT		
877+85	69' RT		
878+07	71' RT		
878+38	67' RT		
879+62	83' RT		
879+63	89' RT		
879+69	90' RT		
879+81	79' LT		20
880+81	63' RT		
881+25	67' RT		
881+62	53' RT		
881+73	64' RT		
882+07	62' RT		
883+32	50' RT	10	
883+44	46' RT	10	
884+26	49' RT		
884+37	49' RT	10	
884+47	48' RT		
884+55	49' RT	6	
888+33	55' RT		
893+98	58' RT	8	
894+22	58' RT	8	
894+83	63' RT	8	
895+59	48' RT		
896+59	51' LT	15	
902+97	50' LT		
905+42	50' LT		30
909+43	47' LT		20
909+43	48' LT	15	
910+44	70' LT		18
917+41	50' LT		27
917+70	49' LT		20

**TREE REMOVAL**

STATION	OFFSET	6 TO 15 UNITS OVER 15 UNITS	
		DIAMETER (IN)	DIAMETER (IN)
<b>FOREST AVENUE</b>			
46+72	24' RT	6	
46+74	24' LT	6	
46+97	24' RT	6	
47+09	23' LT	6	
47+22	24' RT	6	
47+28	24' LT	6	
47+47	24' RT	6	
47+65	22' LT		
47+72	25' RT	6	
47+82	22' LT		
48+00	23' LT		
48+22	26' RT	6	
48+26	24' LT	6	
48+47	24' RT	6	
48+67	23' LT	6	
48+72	24' RT	6	
48+89	39' LT	6	
48+91	39' LT	6	
49+23	36' RT	8	
50+94	28' LT	14	
51+36	27' LT	12	
<b>PLAINFIELD ROAD/WASHINGTON STREET</b>			
190+80	39' LT	14	
191+62	36' RT		84
192+39	39' RT	12	
193+72	37' RT		90
194+20	40' RT		60
194+29	47' LT	12	
194+36	37' RT		60
195+00	40' RT		24
195+08	40' RT		24
195+32	43' RT	12	
195+68	43' RT	10	
196+18	46' RT		18
196+59	50' LT	12	
196+61	51' RT		24
196+84	43' LT	12	
197+75	46' RT		30
198+14	45' RT		30
198+54	46' RT		42
198+65	41' LT		18
203+04	31' RT	8	
203+14	33' LT		20
204+26	36' LT	8	
204+33	36' RT	14	
204+46	37' RT	9	
204+49	22' LT	8	
204+59	36' RT		18
204+80	33' RT		50
205+26	22' LT	7	
205+49	37' RT		24
207+08	22' LT	6	
207+11	32' RT		32
<b>PROJECT TOTAL</b>		<b>676</b>	<b>1,516</b>

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

SCALE: VERT. HORIZ. DATE 7/5/2012

DRAWN BY SJF CHECKED BY MED

C:\PROJECTS\11161616.dwg  
 PLOT DATE: 7/5/2012  
 FILE NAME: 11161616.dwg  
 PLOTTER: HP DesignJet 5000PS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	01-11R	KENDALL	514	32
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**EARTHWORK SCHEDULE**

STA. TO STA.	PRE-STAGE 1 / PRE-STAGE 4				STAGE 1 / STAGE 4				STAGE 2 / STAGE 5				STAGE 3 / STAGE 6			
	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED SHINKAGE 25%	EMBANKMENT	FURNISHED EXCAVATION OR WASTE (-)	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED SHINKAGE 25%	EMBANKMENT	FURNISHED EXCAVATION OR WASTE (-)	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED SHINKAGE 25%	EMBANKMENT	FURNISHED EXCAVATION OR WASTE (-)	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED SHINKAGE 25%	EMBANKMENT	FURNISHED EXCAVATION OR WASTE (-)
	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.
<b>IL ROUTE 71</b>																
774+45 TO 787+00	674.5	505.9	178.3	-327.6	819.6	614.7	973.8	359.1	498.6	374.0	212.0	-162.0	907.5	1134.4	105.0	-1029.4
787+00 TO 801+00	756.1	567.1	1163.1	596.0	2804.7	2103.5	1101.7	-1001.8	2435.8	1826.9	482.3	-1344.6	2.7	3.4	25.5	22.1
801+00 TO 816+00	1019.3	764.5	738.9	-25.6	1740.0	1305.0	987.5	-317.5	1596.2	1197.2	837.2	-360.0	0.0	0.0	0.0	0.0
816+00 TO 831+00	1069.1	801.8	2613.2	1811.4	1822.2	1366.7	2665.1	1298.5	1760.9	1320.7	1243.3	-77.4	0.0	0.0	0.0	0.0
831+00 TO 846+00	816.2	612.2	2464.8	1852.7	3413.3	2560.0	2446.6	-113.4	3464.8	2598.6	390.2	-2208.4	0.0	0.0	0.0	0.0
846+00 TO 858+00	808.2	606.2	647.7	41.6	2197.3	1648.0	1743.3	95.3	2834.9	2126.2	2153.9	27.7	0.0	0.0	0.0	0.0
858+00 TO 873+00	931.0	698.3	2000.6	1302.4	1876.8	1407.6	3567.4	2159.8	3049.7	2287.3	1348.9	-938.4	0.0	0.0	0.0	0.0
873+00 TO 888+00	1553.8	1165.4	1052.8	-112.6	1063.3	797.5	1633.2	835.7	2923.2	2192.4	1364.6	-827.8	0.0	0.0	0.0	0.0
888+00 TO 903+00	195.1	146.3	333.6	187.3	3281.9	2461.4	567.0	-1894.4	4542.2	3406.7	0.0	-3406.7	0.0	0.0	0.0	0.0
903+00 TO 918+00	76.0	57.0	43.4	-13.6	2126.8	1595.1	264.9	-1330.2	2616.1	1962.1	650.2	-1311.9	0.0	0.0	0.0	0.0
918+00 TO 918+85.88	0.0	0.0	0.0	0.0	67.4	50.6	0.0	-50.6	92.5	69.4	11.9	-57.5	0.0	0.0	0.0	0.0
<b>ORCHARD / MINKLER ROAD</b>																
56+70 TO 65+00	1364.8	1023.6	2507.3	1483.7	4514.4	3385.8	710.2	-2675.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
65+00 TO 71+30	135.1	101.3	350.9	249.6	2662.7	1997.0	566.5	-1430.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>DOUGLAS STREET (MAIN STREET)</b>																
100+00 TO 106+99.89	0.0	0.0	0.0	0.0	2177.2	1632.9	836.7	-794.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>FOREST AVENUE</b>																
46+86.01 TO 51+59.17	364.7	273.5	0.4	-273.1	2084.0	1563.0	362.7	-1200.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>PLAINFIELD/WASHINGTON</b>																
189+00 TO 198+00	248.8	186.6	344.8	158.2	4464.2	3348.2	128.7	-3219.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
198+00 TO 207+00	768.0	576.0	155.3	-420.7	4710.0	3532.5	159.2	-3373.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>FRANKLIN</b>																
8+08.20 TO 10+00	0.0	0.0	0.0		187.9	140.9	0.7		0.0	0.0	0.0		0.0	0.0	0.0	
<b>PROJECT TOTAL</b>	<b>10780.7</b>	<b>8085.5</b>	<b>14595.1</b>	<b>6509.6</b>	<b>42013.7</b>	<b>31510.3</b>	<b>18717.2</b>	<b>-12652.9</b>	<b>25814.9</b>	<b>19361.2</b>	<b>8694.5</b>	<b>-10666.7</b>	<b>910.2</b>	<b>1137.8</b>	<b>130.5</b>	<b>-1007.3</b>

**EARTHWORK SUMMARY**

EARTH EXCAVATION ADJUSTED				
EARTH EXCAVATION	SHINKAGE 25%	EMBANKMENT	FURNISHED EXCAVATION	WASTE
CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.
79520	60095	42137	6610	24327

\*NOTE: UNSUITABLE EARTH EXCAVATION IS TO BE WASTED UNLESS INCORPORATED INTO THE CORE OF THE EMBANKMENT OR OTHERWISE DEEMED SUITABLE PER THE ENGINEER.

**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**

STATION	TO	STATION	VOLUME (CU YD)
824+00		830+50	1781.5
863+00		873+00	2592.8
899+00		903+00	992.6
<b>ORCHARD/MINKLER</b>			
55+50 RT		60+00 RT	247.20
<b>TOTAL</b>			<b>5613.9</b>

**ROCK FILL**

STATION	TO	STATION	VOLUME (CU YD)
<b>ORCHARD/MINKLER</b>			
55+50 RT		60+00 RT	247.20
<b>TOTAL</b>			<b>247.2</b>

**GEOTECHNICAL FABRIC FOR GROUND STABILIZATION**

STATION	TO	STATION	AREA (SQ YD)
824+00		830+50	5344.4
863+00		873+00	7777.8
899+00		903+00	2977.8
<b>ORCHARD/MINKLER</b>			
55+50 RT		60+00 RT	370.40
<b>TOTAL</b>			<b>16470.4</b>

**PIPE UNDERDRAINS 4"**

STATION	LENGTH	
824+13	68	
829+76	68	
864+90	64	
872+01	64	
899+00	61	
902+00	61	
<b>TOTAL</b>		<b>386</b>

**ROCK EXCAVATION**

STA. TO STA.	CU YD	
900+00 TO 901+00	22.8	
901+00 TO 902+00	178.3	
902+00 TO 903+00	160.9	
<b>TOTAL</b>		<b>362</b>

**NOTE: SEEDING SCHEDULES ARE FOUND ON THE INDIVIDUAL EROSION CONTROL PLAN LANDSCAPING SHEETS**

**NOTE: EROSION CONTROL SCHEDULES ARE FOUND ON THE INDIVIDUAL EROSION CONTROL PLAN LANDSCAPING SHEETS**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

SCALE: VERT. HORIZ. DATE 7/5/2012

DRAWN BY SJF CHECKED BY MED

TOD PROJ. #3105914  
 PLOT DATE 7/5/2012  
 FILE NAME p:\n\11\...dwt\3\omago\phase 11\Schedule2.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	33
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**JOINT USE PATH SCHEDULE**

STATION	TO STATION	OFFSET	AGGREGATE BASE COURSE, TYPE A 6" (SQ YD)	BIT. MATERIALS (PRIME COAT) (GAL)	INCIDENTAL HOT MIX ASPHALT (TON)
838+79.55	842+30.02	RT.	384.9	144.3	43.1
843+58.11	846+00.00	RT.	268.1	100.5	30.0
846+00.00	858+00.00	RT.	1,341.4	503.0	150.2
858+00.00	862+61.02	RT.	522.4	195.9	58.5
863+74.29	873+00.00	RT.	1,043.7	391.4	116.9
873+00.00	876+15.05	RT.	355.8	133.4	39.9
876+94.76	879+30.29	RT.	273.9	102.7	30.7
881+24.11	882+22.12	RT.	114.3	42.9	12.8
882+43.84	883+53.39	RT.	123.5	46.3	13.8
884+11.08	885+57.07	RT.	165.0	61.9	18.5
885+68.87	887+58.29	RT.	214.4	80.4	24.0
887+68.15	888+00.00	RT.	36.1	13.5	4.0
888+00.00	889+75.64	RT.	197.7	74.2	22.1
890+28.53	891+69.56	RT.	158.5	59.5	17.8
892+22.08	896+70.51	RT.	498.7	187.0	55.9
897+57.23	903+00.00	RT.	603.4	226.3	67.6
903+00.00	909+77.81	RT.	753.6	282.6	84.4
911+07.19	918+00.00	RT.	770.8	289.1	86.3
918+00.00	918+45.39	RT.	50.4	18.9	5.8
<b>TOTALS</b>			7,876.7	2,953.8	882.2

**DETECTABLE WARNINGS (SPECIAL)**

STATION	LT/RT	LENGTH	WIDTH	0003(80/20)		0028(50/50)		ROUTE	COMMENTS
				SQ FT	SQ FT	SQ FT	SQ FT		
838+67	LT	8.8	2.0			17.6		IL ROUTE 71	
838+67	RT	6.0	2.0			12.0		IL ROUTE 71	
842+39	RT	16.5	2.0			33.0		IL ROUTE 71	
843+44	RT	17.4	2.0			34.8		IL ROUTE 71	
862+74	LT	6.1	2.0			12.2		IL ROUTE 71	
862+75	RT	6.9	2.0			13.8		IL ROUTE 71	
876+08	LT	10.0	2.0	20.0				IL ROUTE 71	
876+89	LT	9.9	2.0			19.8		IL ROUTE 71	
879+49	RT	10.0	2.0	20.0				IL ROUTE 71	
879+61	RT	6.0	2.0	12.0				IL ROUTE 71	ON ISLAND
879+61	LT	5.7	2.0			11.4		IL ROUTE 71	
879+66	RT	10.0	2.0	20.0				IL ROUTE 71	ON ISLAND
879+77	RT	10.0	2.0	20.0				IL ROUTE 71	ON ISLAND
880+62	RT	10.0	2.0	20.0				IL ROUTE 71	ON ISLAND
880+83	RT	10.3	2.0	20.6				IL ROUTE 71	ON ISLAND
880+85	RT	6.0	2.0	12.0				IL ROUTE 71	ON ISLAND
880+87	LT	5.2	2.0			10.4		IL ROUTE 71	
881+11	RT	22.1	2.0	44.2				IL ROUTE 71	
883+64	RT	13.3	2.0	26.6				IL ROUTE 71	
884+01	RT	13.2	2.0	26.4				IL ROUTE 71	
896+82	RT	15.5	2.0	31.0				IL ROUTE 71	
896+86	LT	5.8	2.0			11.6		IL ROUTE 71	
897+41	LT	7.2	2.0			14.4		IL ROUTE 71	
897+47	RT	11.9	2.0	23.8				IL ROUTE 71	
900+97	LT	6.5	2.0	13.0				IL ROUTE 71	
901+48	LT	6.5	2.0	13.0				IL ROUTE 71	
909+88	LT	5.0	2.0	10.0				IL ROUTE 71	
909+90	RT	19.0	2.0	38.0				IL ROUTE 71	
910+76	RT	15.1	2.0			30.2		IL ROUTE 71	
910+84	LT	10.2	2.0	20.4				IL ROUTE 71	
910+98	LT	5.0	2.0	10.0				IL ROUTE 71	
910+98	RT	5.3	2.0			10.6		IL ROUTE 71	
49+28	LT	11.3	2.0	22.6				FOREST	
49+50	RT	17.0	2.0			34.0		FOREST	
50+51	LT	7.2	2.0	14.4				FOREST	
50+72	RT	5.9	2.0			11.8		FOREST	
194+16	LT	12.2	2.0	24.4				WASHINGTON/PLAINFIELD	
195+22	LT	12.2	2.0	24.4				WASHINGTON/PLAINFIELD	
200+88	LT	5.6	2.0			11.2		WASHINGTON/PLAINFIELD	
200+88	RT	5.1	2.0	10.2				WASHINGTON/PLAINFIELD	
<b>TOTAL</b>				497.0		288.8			

**TEMPORARY FENCE**

ROUTE	STATION	TO	STATION	LENGTH (FEET)
IL 71	788+40 LT		788+55 LT	15.0
IL 71	804+90 LT		805+70 LT	80.0
IL 71	806+35 LT		807+10 LT	75.0
IL 71	810+40 LT		810+60 LT	20.0
IL 71	810+90 LT		811+20 LT	30.0
IL 71	831+40 LT		831+60 LT	20.0
IL 71	832+30 LT		833+95 LT	165.0
IL 71	835+90 LT		836+35 LT	45.0
IL 71	841+90 LT		842+65 LT	75.0
IL 71	847+45 LT		849+35 LT	190.0
IL 71	887+79 RT		889+75 RT	196.0
IL 71	890+35 RT		891+71 RT	136.0
DOUGLAS	101+65 LT		101+80 LT	15.0
DOUGLAS	103+85 RT		105+95 RT	210.0
FOREST	48+75 LT		49+15 LT	40.0
<b>TOTAL</b>				1312.0

**TREE TRUNK PROTECTION**

STATION	OFFSET	SIZE (IN)	EACH	ROUTE
841+12	52' LT	6	1	IL 71
842+53	88' RT	8	1	IL 71
844+58	51' LT		1	IL 71
877+97	73' RT		1	IL 71
912+40	61' LT		1	IL 71
67+90	112' LT	31	1	ORCHARD
68+55	108' LT	25	1	ORCHARD
197+13	65' LT	12	1	WASHINGTON/PLAINFIELD
<b>TOTAL</b>				8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

SCALE: VERT. HORIZ. DATE 7/5/2012

DRAWN BY: SJF CHECKED BY: MED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	Q-1R	KENDALL	514	34
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PAVING SCHEDULE

STA. TO STA.	PCC PAVEMENT 9 3/4" (JOINTED) (SQ. YD.)	PCC PAVEMENT 9 1/4" (JOINTED) (SQ. YD.)	PCC PAVEMENT 8 1/4" (JOINTED) (SQ. YD.)	PCC PAVEMENT 8" (JOINTED) (SQ. YD.)	PCC PAVEMENT 7 3/4" (JOINTED) (SQ. YD.)	PROTECTIVE COAT (SQ. YD.)	SUBBASE GRANULAR MATERIAL, TYPE A 12" (SQ. YD.)	AGGREGATE SUBGRADE IMPROVEMENT 24" (SQ. YD.)	AGGREGATE BASE COURSE, TYPE A, 8" (SQ. YD.)	BITUMINOUS MATERIALS (PRIME COAT) (GAL)	INCIDENTAL HOT MIX ASPHALT SURFACING (TON)	HOT-MIX ASPHALT SHOULDERS, 8" (SQ. YD.)	AGGREGATE SHOULDERS TYPE B, 6" (SQ. YD.)
IL ROUTE 71													
774+00 TO 780+45													568.1
780+45 TO 787+00	2,596.1					2,596.1	2,985.0			376.4		1,003.6	
787+00 TO 801+00	10,352.5					10,352.5	12,819.4						
801+00 TO 816+00	10,063.5					10,063.5	11,706.2						
816+00 TO 831+00	8,884.8					8,884.8	6,538.8	5,344.4					
831+00 TO 846+00 (INCLUDES PARADISE)	10,109.1					10,109.1	12,595.4						
846+00 TO 858+00	7,757.5					7,757.5	8,987.0						
858+00 TO 873+00	9,103.4					9,103.4	3,837.7	7,777.8					
873+00 TO 888+00 (INCLUDES CULUMET S	11,137.8					11,137.8	13,662.3						
888+00 TO 903+00	10,460.4					10,460.4	8,989.5	2,977.8					
903+00 TO 918+00	10,940.4					10,940.4	12,576.5						
918+00 TO 918+59.01	575.8					575.8	663.1						
ORCHARD / MINKLER ROAD													
56+70 TO 65+00				5,307.5		5,307.5	5,730.3						
65+00 TO 71+30	4,168.5					4,168.5	5,330.6						
MAIN STREET CUL-DE-SAC													
									414.2	402.9	121.2		
DOUGLAS STREET (MAIN STREET)													
			2,681.6			2,681.6	2,668.7						
FOREST AVENUE													
46+86.01 TO 49+67					1,339.7	1,339.7	1,490.4						
50+33.01 TO 51+59.85					814.4	814.4	860.9						
PLAINFIELD ROAD/WASHINGTON STREET													
189+00 TO 199+61		8,533.3				8,533.3	9,593.8						
200+39 TO 207+00			4,456.1			4,456.1	4,848.5						
FRANKLIN STREET													
			666.2			666.2	718.3			6.6		17.7	14.7
PROJECT TOTAL	96149.8	8533.3	5122.3	7989.1	2154.1	119948.6	126602.4	16100.0	414.2	785.9	121.2	1021.3	582.8

NOTE: SEE ENTRANCE SCHEDULE AND JOINT USE PATH SCHEDULE FOR ADDITIONAL PAVING QUANTITIES.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: VERT.      DRAWN BY: SJF  
 HORIZ.              CHECKED BY: MED  
 DATE: 7/5/2012

TUC PROJ: 13069014  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\civil\13069014\13069014.dgn

P.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-11R)	KENDALL	514	35
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ENTRANCE SCHEDULE

ENTRANCE SCHEDULE

STATION	WIDTH (FOOT)	DESCRIPTION	LENGTH (FROM EDGE OF PVT TO LIMITS) (FOOT)	PCC DRIVEWAY PAVEMENT 6" (SQ YD)	PCC DRIVEWAY PAVEMENT 8" (SQ YD)	INCIDENTAL HOT MIX ASPHALT SURFACING (SQ YD)	AGG. BASE COURSE TYPE B (TON)	INCIDENTAL HOT MIX ASPHALT SURFACING (TON)	BITUMINOUS PRIME COAT (GALLON)
775+68.4 LT	21	P.E.	15.0	551.1		61.2	13.9	6.9	23.0
783+62.3 RT	24	F.E.	34.5	1050.2		116.7	26.6	13.1	43.8
784+07.2 LT	18	P.E.	35.5	866.3		96.1	21.9	10.8	36.1
785+31.3 LT	17	P.E.	27.0	886.4		76.3	17.4	8.5	28.6
789+57.1 LT	24	BUELL ROAD	79.7	1002.5		111.4	25.4	12.5	41.8
793+05.4 LT	24.5	HERRENS LANE	67.1	743.0		82.6	18.8	9.2	31.0
802+22.9 RT	24	F.E.	34.0	588.0	216.0	65.3	14.9	7.3	24.5
802+26.0 LT	12	P.E.	32.2	271.8	257.6	30.2	6.9	3.4	11.3
804+01.6 RT	24	F.E.	34.0	588.0	216.0	65.3	14.9	7.3	24.5
804+04.1 LT	26	P.E.	29.2	556.4	229.7	61.8	14.1	6.9	23.2
813+00.7 RT	35	C.E.	60.0		2928.2				
817+00 LT	24	F.E.	45.9			97.2	22.1	10.9	36.5
819+00.7 RT	24	F.E.	34.6	601.4	216.0	66.8	15.2	7.5	25.1
819+66.0 LT	24	F.E.	30.0	492.9	24.0	54.8	12.5	6.1	20.5
823+51.5 LT	16	P.E.	26.0	264.0	267.9	29.3	6.7	3.3	11.0
825+26.5 LT	11	P.E.	26.0	181.5	251.5	20.2	4.6	2.3	7.6
827+31.1 LT	13	P.E.	34.0	318.5	208.5	35.4	8.1	4.0	13.3
827+74.5 LT	10	P.E.	44.2	346.5	217.5	38.5	8.8	4.3	14.4
829+52.3 LT	9	P.E.	31.0	193.5	245.5	21.5	4.9	2.4	8.1
830+07.2 RT	24	F.E.	36.0	636.0	216.1	70.7	16.1	7.9	26.5
831+29.6 LT	11	P.E.	32.8	255.9	205.0	26.4	6.5	3.2	10.7
831+75.0 LT	12	P.E.	36.2	320.4	229.0	35.6	8.1	4.0	13.4
832+43.0 RT	12	P.E.	31.1	259.3	171.8	28.8	6.6	3.2	10.8
832+68.4 RT	12	P.E.	34.4	298.2	150.6	33.1	7.5	3.7	12.4
835+11.0 RT	24	F.E.	41.0	756.0	216.1	84.0	19.1	5.4	31.5
851+23.5 LT	24	C.E.	33.8	388.9	609.7	43.3	9.9	4.9	16.2
854+64.5 LT	24	C.E./F.E.	29.5	287.5	807.9	67.5	31.9	7.3	12.0
857+82.4 LT	25	C.E.	29.5	298.5	622.9	69.2	33.2	7.6	12.4
876+48.0 RT	42.4	C.E.	35.3		1627.6		180.8		
882+40.0 LT	24	C.E.	40.1	541.0	580.0	67.5	68.4	15.6	25.7
882+33.0 RT	18	P.E.	31.0	243.0	354.2	27.0	6.2	3.0	10.1
883+60.6 LT	24	C.E.	21.0	83.0	607.9	67.5	9.2	2.1	3.5
885+12.4 LT	28	C.E.	23.5	164.7	658.6	74.3	18.3	4.2	6.9
885+63.0 RT	12	P.E.	34.6	136.5	420.4	46.7	15.2	3.5	5.7
886+36.6 LT	24	C.E.	23.0	132.0	608.3	67.6	14.7	3.3	5.5
887+63.2 RT	10	P.E.	34.5	115.2	384.1	42.7	12.8	2.9	4.8
890+02.1 RT	28	C.E.	34.4		991.8		110.2		
891+95.8 RT	24	C.E.	34.5		886.9		96.3		
897+19.7 RT	44.6	OSWEGO HS	25.3		2720.9		302.3		
897+84.3 LT	15.4	P.E.	47.2	463.4	262.7	32.5	51.5	11.7	5.8
910+38.4 LT	45	ELEM SCHOOL	17.5		1969.4		219.6		
910+58.4 RT	45.5	OSWEGO HS	32.5		3876.0		477.9		
918+64.7 RT	20	C.E.	30.6		573.8		63.8		

STATION	WIDTH (FOOT)	DESCRIPTION	LENGTH (FROM EDGE OF PVT TO LIMITS) (FOOT)	PCC DRIVEWAY PAVEMENT 6" (SQ YD)	PCC DRIVEWAY PAVEMENT 8" (SQ YD)	INCIDENTAL HOT MIX ASPHALT SURFACING (SQ YD)	AGG. BASE COURSE TYPE B (TON)	INCIDENTAL HOT MIX ASPHALT SURFACING (TON)	BITUMINOUS PRIME COAT (GALLON)	
MAIN / DOUGLAS										
50+94.4 LT	20	P.E.	48.6	806.5	190.6	20.1	89.6	20.4	33.6	
51+17.1 RT	16	F.R.	24.5		14.3	28.4	6.5	3.2	10.7	
53+50.1 LT	13	P.E.	22.5	168.4	305.1	33.9	7.7	4.3	7.3	
54+32.5 LT	16	P.E.	26.2	258.5	336.2	37.4	28.7	6.5	10.8	
103+30.5 LT	17	P.E.	26.9	293.9	247.7	27.5	32.7	7.4	12.2	
FOREST										
46+91.8 LT	17.3	P.E.	25.6	48.6	489.8	52.2	5.4	1.2	0.6	
47+45.6 LT	17	P.E.	24.0	46.4	460.4	51.2	5.2	1.2	1.3	
47+90.6 RT	17	P.E.	25.7	69.2	373.7	41.5	7.7	1.8	2.9	
48+50.5 LT	17	P.E.	51.6	628.6	438.0	48.7	69.8	15.9	7.8	
49+57.7 RT	19	P.E.	52.0	740.5	494.7	55.0	82.3	18.7	30.9	
51+13.2 LT	21	P.E.	28.9	189.0	515.6	57.3	21.0	4.8	7.9	
PLAINFIELD / WASHINGTON										
190+00.0 RT	165	C.E.	18.2		2226.6		247.4			
191+65.4 LT	24.2	C.E.	23.0		697.1		81.2			
192+21.5 RT	20	C.E.	14.2		588.7		65.4			
193+08.8 LT	24	C.E.	19.3		390.8		59.0			
195+92.3 RT	18	P.E.	21.3	211.2	242.9	27.0	23.5	5.3	2.6	
196+41.6 RT	9	P.E.	17.6	72.7	214.5	23.8	6.1	1.8	0.9	
197+38.4 LT	34	C.E.	41.0		1429.1		158.8			
198+83.8 RT	24	P.E.	16.9	159.7	322.9	35.9	17.7	4.0	2.0	
201+68.8 RT	24	C.E.	12.0		329.2		36.6			
202+06.4 LT	20	C.E.	10.4		402.5		44.7			
202+41.9 LT	19	C.E.	14.1		543.9		60.4			
202+56.3 RT	24	C.E.	21.9	101.3	601.3		66.6	11.3	2.6	
203+48.2 LT	9.5	P.E.	13.0	33.3	145.0	16.1	3.7	0.8	0.4	
203+63.0 RT	24	C.E.	23.8	151.4	810.0		67.8	16.8	3.8	
203+71.0 LT	10	P.E.	10.5	10.0	298.0	33.1	1.1	0.3	0.1	
204+06.3 RT	11.4	P.E.	19.2	71.9	181.3	20.1	8.0	1.8	0.9	
204+78.9 LT	9	P.E.	18.5	81.3	388.9	50.0				
205+02.6 RT	21	P.E.	34.4	484.2	377.0	41.9	53.8	12.3	6.0	
205+80.7 LT	22	C.E.	30.6	266.9	582.5		64.7	31.9	7.3	
206+09.1 RT	23.6	C.E.	40.8		1101.6		122.4			
CALUMET										
9+21.6 RT	18.5	P.E.	23.7	262.7	177.6	19.7	29.2	6.6	3.3	
HERRENS LANE										
90.4' LT OF IL 71	21.7	P.E.	16.7				55.5	12.3	6.2	
PROJECT TOTAL			19857.7	40693.3	1306.7	3333.0	2380.6	543.7	267.3	685.0

T:\01 PROJ - 1308914  
 PLOT DATE = 7/5/2012  
 FILE NAME = p:\civ\1308914\dist\oswego\phase 1\Schedule.dwg

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

SCALE: VERT. HORIZ. DATE 7/5/2012

DRAWN BY S.JF  
CHECKED BY MED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-11R	KENDALL	514	36
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**SIDEWALK SCHEDULE**

STATION	TO	STATION	OFFSET	0003(80/20) AREA (SQ. FT.)	0028(80/20) AREA (SQ. FT.)	COMMENTS
<b>IL RTE 71</b>						
838+64.69		846+00.00	LT.		3738.8	RAMP AT DOUGLAS
838+64.40		838+79.55	RT.		173.2	ADA RAMP
842+30.02		842+49.27	RT.		178.6	ADA RAMP
843+37.52		843+58.11	RT.		187.8	ADA RAMP
846+00.00		850+97.74	LT.		2488.7	OMISSION THRU ENTRANCE
851+47.80		854+20.02	LT.		1348.9	OMISSION THRU ENTRANCE
854+70.38		857+56.75	LT.		1416.8	OMISSION THRU ENTRANCE
858+08.09		863+30.57	LT.		2631.6	OMISSION THRU FOREST AVE.
864+06.56		873+00.00	LT.		4435.5	
862+61.02		862+89.06	RT.		345.3	ADA RAMP
863+54.17		863+74.29	RT.		160.5	ADA RAMP
873+00.00		876+16.66	LT.		1626.6	OMISSION THRU ENTRANCE
876+84.45		879+85.19	LT.		1563.8	OMISSION THRU WASHINGTON ST
879+85.19		881+27.44	LT.		418.2	OMISSION THRU ENTRANCE
881+77.88		883+35.32	LT.		777.1	OMISSION THRU ENTRANCE
883+85.80		884+85.31	LT.		491.5	OMISSION THRU ENTRANCE
885+39.83		886+71.77	LT.		652.1	OMISSION THRU ENTRANCE
887+22.17		888+00.00	LT.		384.7	
876+15.05		876+26.76	RT.		111.3	ADA RAMP
876+76.96		876+94.76	RT.		130.2	ADA RAMP
879+30.29		879+52.38	RT.		274.7	ADA RAMP
881+01.64		881+24.11	RT.		194.8	ADA RAMP
883+53.39		883+67.81	RT.		110.4	ADA RAMP
883+96.75		884+11.08	RT.		109.8	ADA RAMP
888+00.00		896+87.66	LT.		4425.5	OMISSION THRU FRANKLIN ST.
897+38.65		897+76.48	LT.	212.7		OMISSION THRU ENTRANCE
897+91.92		900+98.97	LT.	1549.5		OMISSION THRU BELL CT.
901+45.67		903+00.00	LT.	810.4		
889+75.64		889+86.57	RT.	91.9		ADA RAMP
890+17.61		890+28.53	RT.	91.9		ADA RAMP
891+69.56		891+81.04	RT.	94.9		ADA RAMP
892+10.56		892+22.08	RT.	95.0		ADA RAMP
896+70.51		896+88.31	RT.	127.4		ADA RAMP
897+44.85		897+57.23	RT.	95.7		ADA RAMP
903+00.00		910+17.16	LT.	3652.8		OMISSION THRU ENTRANCE
910+78.46		918+00.00	LT.	3607.5		
903+73.22		903+78.37	RT.	63.9		
909+71.81		910+02.88	RT.	365.6		ADA RAMP
910+85.41		911+07.19	RT.		211.6	ADA RAMP
918+00.00		918+86.32	LT.	431.6		
918+45.39		918+54.74	RT.		93.1	ADA RAMP

**PRECAST CONCRETE PARKING BLOCK**

STATION	TO	STATION	OFFSET	0003(80/20) EACH
PLAINFIELD		206+80	LT.	10.0

**SIDEWALK SCHEDULE**

STATION	TO	STATION	OFFSET	0003(80/20) AREA (SQ. FT.)	0028(80/20) AREA (SQ. FT.)	COMMENTS
<b>DOUGLAS ST</b>						
100+72.92		106+09.08	RT.		2567.4	
<b>AT PARADISE PKWY</b>						
842+50.90		842+59.87	RT.	264.0		IL RTE 71 STATIONING
843+32.22		843+35.79	RT.	248.9		IL RTE 71 STATIONING
<b>FOREST AVE</b>						
46+73.04		46+83.14	LT.	49.4		OMISSION THRU ENTRANCE
47+00.44		47+38.96	LT.	178.3		OMISSION THRU ENTRANCE
47+54.12		48+41.98	LT.	436.3		OMISSION THRU ENTRANCE
48+58.98		49+18.04	LT.	295.3		OMISSION THRU IL RTE 71
50+59.22		51+02.71	LT.	217.6		OMISSION THRU ENTRANCE
51+23.71		51+27.71	LT.	15.8		
47+86.14		47+90.14	RT.	19.7		OMISSION THRU ENTRANCE
48+07.14		48+48.19	RT.	202.5		OMISSION THRU ENTRANCE
48+67.19		49+37.06	RT.	338.6		
<b>PLAINFIELD</b>						
190+00.00		191+44.10	LT.		705.9	OMISSION THRU ENTRANCE
191+84.95		192+92.32	LT.		512.3	OMISSION THRU ENTRANCE
193+25.82		194+21.70	LT.	607.4		OMISSION THRU GROVE RD
195+15.81		197+16.06	LT.	964.8		OMISSION THRU ENTRANCE
197+60.82		198+00.00	LT.	164.2		
198+00.13		199+35.44	LT.	190.0		SEE RETAINING WALL PLAN
198+00.00		199+11.23	LT.	583.5		OMISSION THRU IL RTE 71
200+96.79		201+73.41	LT.		402.6	OMISSION THRU ENTRANCE
202+82.40		203+38.46	LT.	328.7		OMISSION THRU ENTRANCE
204+01.69		204+48.67	LT.	234.9		OMISSION THRU ENTRANCE
205+00.16		205+57.49	LT.	288.2		OMISSION THRU ENTRANCE
206+80.00		207+00.00	LT.	96.6		
200+96.63		201+49.18	RT.	248.5		OMISSION THRU ENTRANCE
201+90.19		202+32.96	RT.	196.9		OMISSION THRU ENTRANCE
202+85.73		203+39.44	RT.	254.2		OMISSION THRU ENTRANCE
203+85.59		203+99.04	RT.	67.2		OMISSION THRU ENTRANCE
204+13.85		204+88.97	RT.	376.3		OMISSION THRU ENTRANCE
205+29.71		205+93.19	RT.	308.2		OMISSION THRU ENTRANCE
205+35.70		205+61.69	LT.	194.9		NEW ACCESSIBLE WALK
206+22.95		209+00.00	RT.	1381.5		
<b>FRANKLIN ST</b>						
8+62.18		9+62.81	LT.	493.7		
<b>PROJECT TOTAL</b>				20,563	32,889	

**PCC SIDEWALK 6" SPECIAL**

STATION	TO	STATION	OFFSET	0003(80/20) AREA (SQ. FT.)
PLAINFIELD		206+80	LT.	440.0

**PEDAstriAN RAIL (SPECIAL)**

STATION	TO	STATION	OFFSET	0003(80/20) FEET
PLAINFIELD		206+60	LT.	58.0

FOR ADDITIONAL RAIL QUANTITIES SEE SHEET 418

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

SCALE: VERT.  
HORIZ.  
DATE 7/5/2012

DRAWN BY SJF  
CHECKED BY MED

THIS PROJECT: 01020814  
PLOT DATE: 7/5/2012  
FILE NAME: p:\project\01020814\dwg\01020814.dwg





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-11R	KENDALL	514	38
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

ROADWAY REMOVAL

STATION TO STATION	PAVEMENT REMOVAL AREA (SQ YD)	DRIVEWAY PAVEMENT REMOVAL AREA (SQ YD)	SIDEWALK REMOVAL AREA (SQ FT)	COMBINATION CURB AND GUTTER REMOVAL LENGTH (FEET)	PAVED SHOULDER REMOVAL AREA (SQ YD)	COMMENT
<b>MAIN / DOUGLAS</b>						
50+60.0 LT		180.8				
50+60.3 RT			63.3			
50+60.9 LT			77.4			
53+33.2 LT		39.8				
53+33.2 LT			310.5			
54+11.8 LT		69.4				
54+18.5 RT			459.5			
54+18.6	1079.3					
103+08.7 LT		80.5				
104+54.2 LT			152.6			
<b>FOREST</b>						
46+20.2 LT			379.2			
46+20.2 RT			396.6			
46+81.7 LT		31.8				
46+86.0	1272.6					
47+35.3 LT		31.7				
47+86.1 RT			615.3			
47+89.1 RT		43.9				
46+73.0 LT			1348.5			
48+41.1 LT		101.3				
48+49.2 RT		118.7				
50+10.9 LT			197.8			
50+14.3	924.6					
50+18.2 LT			433.2			
50+38.7 RT			307.0			
51+03.2 LT		53.4				
52+60.9 LT			50.0			
<b>PLAINFIELD / WASHINGTON</b>						
189+00.0	3441.4					
188+55.4 RT		453.9				
191+02.8 LT			62.0			
191+40.1 LT			50.4			
191+40.2 LT		302.8				
191+79.1 LT			158.3			
192+04.5 RT		126.0				
192+04.8 LT			36.2			
192+94.6 LT		181.3				
193+22.6 LT			218.6			
193+23.1 LT			871.0			
194+04.2 RT			88.5			
194+16.1 LT	487.8					GROVE RD
194+21.5 LT			127.2			GROVE RD
194+80.4 RT			356.0			
194+92.8 LT			372.1			
194+97.8 LT			1087.0			
195+78.7 RT		82.8				
196+33.5 RT		41.4				
196+97.8 LT		235.8				
197+61.6 LT			82.3			
197+63.7 LT			164.3			
198+00.0 LT			1167.7			
198+00.0 RT			294.4			
198+00.0 LT			265.3			
198+00.0	1395.7					
198+40.5 LT		222.7				PARKING LOT
198+73.0 RT		206.9				
200+30.7	2793.8					
200+33.0 RT			690.0			

ROADWAY REMOVAL

STATION TO STATION	PAVEMENT REMOVAL AREA (SQ YD)	DRIVEWAY PAVEMENT REMOVAL AREA (SQ YD)	SIDEWALK REMOVAL AREA (SQ FT)	COMBINATION CURB AND GUTTER REMOVAL LENGTH (FEET)	PAVED SHOULDER REMOVAL AREA (SQ YD)	COMMENT
200+34.4 LT			200.3			
200+37.8 LT				828.9		
200+41.9 RT			525.9			
201+39.7 RT		136.3				
201+81.0 RT			275.5			
201+97.2 LT		35.0				
202+18.6 LT			68.1			
202+32.3 LT		41.1				
202+34.7 RT		110.2				
202+50.4 LT			484.0			
202+73.4 RT			384.2			
203+25.4 LT			71.3			
203+43.6 LT		26.1				
203+49.5 RT		150.7				
203+55.9 LT			49.7			
203+65.9 LT		28.0				
203+80.0 LT			437.3			
203+81.6 RT			83.8			
203+94.0 RT		42.1				
204+11.8 RT			381.6			
204+69.5 LT		37.0				
204+84.7 LT			557.2			
204+86.3 RT		94.0				
205+12.6 RT			351.5			
205+66.9 LT		102.4				
205+80.1 RT		129.3				
205+92.9 LT			523.7			
206+22.0 RT			1367.7			
206+23.8 RT				317.5		
208+05.9 LT				94.9		
REMOVAL FROM PRE-STAGE 1					137.0	SEE TEMPORARY PAVEMENT SCHEDULE
REMOVAL FROM STAGE 1					29.0	
TOTAL THIS SHEET	11,395	3,537	11,449	6,437	166	
TOTAL ALL SHEETS	72,078	9,388	36,944	7,780	1,919	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: VERT. HORIZ. DATE 7/5/2012

DRAWN BY SJF CHECKED BY WED

T:\0 PROJ. \3106914 PLOT DATE = 7/5/2012 FILE NAME = p:\activity\... \osd.ctb\3106914.dwg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	39
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**CULVERT SCHEDULE**

ROUTE	UPSTREAM STATION	UPSTREAM OFFSET	DOWNSTREAM STATION	DOWNSTREAM OFFSET	LENGTH (FEET)	PIPE CULVERTS, CLASS A, TYPE 2				TRENCH BACKFILL CU YD
						PIPE CULVERTS, CLASS A, TYPE 1 15"	15"	24"	48"	
IL 171	783+47.3	37.4' RT	783+77.3	38.2' RT	30	30				0
IL 171	802+40.9	59.5' RT	802+04.9	59.8' RT	36	36				0
IL 171	804+17.6	57.7' RT	803+85.6	58.1' RT	32	32				0
IL 171	837+00.0	50.5' RT	837+00.0	50.9' LT	101				101	33.7
MINKLER	59+61.2	31.0' LT	59+61.2	39.6' RT	70			70		9.9
ORCHARD	66+45.4	68.3' LT	67+15.7	72.8' LT	68		68			15.2
						98	68	70	101	58.8

**TEMPORARY DRAINAGE SCHEDULE**

PIPE CULVERTS, CLASS A, TYPE 1 12" (TEMPORARY)    PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY)    PIPE CULVERTS, CLASS D, TYPE 1 15" (TEMPORARY)

STATION	OFFSET	FEET	FEET	FEET	STAGE
792+40	RT		20		PRE-STAGE 1
828+42	RT	28			PRE-STAGE 1
830+07	48' RT			20	PRE-STAGE 1
835+11	53' RT			20	PRE-STAGE 1
FOREST					
46+92	33' LT			20	STAGE 1
47+46	33.5' LT			20	PRE-STAGE 1
48+00	31' RT			20	PRE-STAGE 1
48+51	37.4' LT			20	STAGE 1
48+59	32.3' RT			20	PRE-STAGE 1
TOTALS		28	20	140	

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
SCALE:	VERT. DATE	DRAWN BY SJF CHECKED BY MED
HORIZ. DATE	7/5/2012	

**SCHEDULES**

THIS PROJECT NUMBER IS 13105914  
 PLOT DATE IS 7/5/2012  
 FILE NAME IS p:\civil\11461.dwg

F.A.P. RTE. 311	SECTION 11-11R	COUNTY KENDALL	TOTAL SHEETS 514	SHEET NO. 40
STA. 10 STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**GUARDRAIL SCHEDULE**

STATION	TO STATION	OFFSET	REMOVE AND REERECT	REMOVE & REERECT	TRAFFIC BARRIER	TRAFFIC BARRIER	TRAFFIC BARRIER	TRAFFIC BARRIER	TRAFFIC BARRIER	COMMENTS
			STEEL PLATE BEAM	TRAFFIC BARRIER	TRAFFIC BARRIER		TRAFFIC BARRIER	TRAFFIC BARRIER	TRAFFIC BARRIER	
			GUARDRAIL	TERMINAL TYPE 1 SPECIAL	SPECIAL (FLARED)	TERMINAL TYPE 6	DIRECT APPLIED	REMOVAL	LENGTH (FEET)	
			LENGTH (FEET)	EACH	EACH	EACH	EACH	LENGTH (FEET)		
MINKLER RD./ORCHARD RD.										
55+00.0	61+33	RT	633.0							
61+33.0	61+58	RT		1				1		
67+80.9	68+30.9	RT			1			1	50	
68+30.9	71+46.3	RT	315.4							
71+46.3	71+61.0	RT					1		14.7	
68+67.2	69+17.2	LT			1			1	50	
69+17.2	71+46.3	LT	229.1							
71+46.3	71+61.0	LT					1		14.7	
<b>TOTAL</b>			1178	1	2	2	3		129.4	

**CLASS D PATCHES, 10"**

STATION	TYPE 1	TYPE II	TYPE III	TYPE IV	COMMENTS
786+41			15.0		
798+85				69.3	
822+03	RT	6.1			
825+63	RT	6.3			
828+76	RT	7.6			
837+27			17.4		
839+17	RT	8.0			
843+76	RT	9.3			
847+85				28.5	
852+50	RT	5.8			
854+01	RT	6.3			
862+37			22.1		
864+09				35.2	
866+90	RT		20.0		
868+59	RT	5.0			
870+30	RT	4.9			
872+00	RT	5.0			
873+70	RT	4.7			
875+41	RT	4.2			
877+11	RT	6.6			
878+53	RT	4.3			
882+11	RT	6.8			
883+33	RT	6.1			
884+83	RT	6.3			
886+33	RT	6.5			
887+83	RT	6.9			
889+33	RT	6.7			
890+83	RT	7.1			
892+32	RT	7.9			
893+49	RT	8.9			
894+98	RT	13.8			
896+50	RT	14.7			
897+70	RT		15.4		
898+97	RT	8.9			
900+47	RT	8.9			
901+97	RT	8.9			
903+48	RT	8.9			
59+61				27.3	MINKLER
50+46				86.5	FOREST
159+00				40.8	PLAINFIELD
19+63				55.1	H.S. ENTRANCE
<b>TOTALS</b>		18.1	193.3	89.9	322.7

**CONTROLLED LOW STRENGTH MATERIAL**

STATION	OFFSET	VOLUME (CU.YD.)
818+07	AR.	53.3
837+00	AR.	29.08
856+17	AR.	163.63
<b>TOTAL</b>		246.0

**HMA SURFACE REMOVAL, 1 1/2"**

STATION	TO STATION	AREA (SQ.YD.)
MAIN ST		
51+31.08	54+18.60	706.0
<b>TOTAL</b>		706.0

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

SCALE: VERT.  
HORIZ.  
DATE 7/5/2012

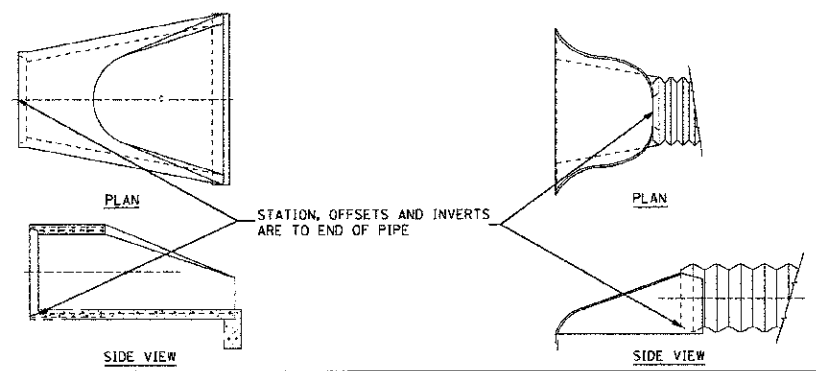
DRAWN BY RLH  
CHECKED BY WED

T:\S PROJ\130528\A  
 PLOT DATE = 7/5/2012  
 FILE NAME = p:\civil\1\dot\_data\3\anango\phase\_11\Schedule.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-);R	KENDALL	514	41
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

### REINFORCED CONCRETE END SECTION SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	NORTH INVERT	SOUTH INVERT	EAST INVERT	WEST INVERT	PRC FLARED END SECTION												
							12"	15"	18"	24"	27"	30"	30" EQRS	36"	42"	48"			
FOR STORM SEWERS																			
1B-01-FES	783+51.78	38.93' LT.			640.89														
1B-06-FES	786+39.36	37.27' RT	639.95																
1B-07-FES	786+42.34	44.40' LT	639.95																
3-10A-FES	792+29.44	59.59' RT.	640.90																
3-23-FES	68+97.87	84.71' LT.		631.85															
3-26-FES	70+19.19	43.79' LT.			643.20		1												
4-01A-FES	799+86.05	55.97' RT		644.11															
4-03B-FES	799+84.77	70.91' LT	643.88																
4-02A-FES	799+43.84	98.76' LT.		643.90			1												
4-05A-FES	800+00.75	76.70' LT.			643.90														
4-26-FES	64+95.37	60.92' RT.				642.77	1												
5-03-FES	60+04.01	38.78' LT.	643.14				1												
7-22B-FES	818+07.71	92.82' LT.		630.84															
8-11B-FES	836+87.03	54.73' LT.		653.67															
8-12A-FES	837+11.15	58.12' LT.		653.67															
15-09-FES	187+76.00	29.42' LT.	652.36																
16-04-FES	102+06.36	59.36' RT.				652.21		1											
16-08-FES	102+64.84	75.83' RT.	651.69																
	818+07.00	72.84' RT			645.11														
FOR CULVERTS																			
	783+47.3	37.4' RT																	
	783+77.3	38.2' RT																	
	802+40.9	58.5' RT																	
	802+04.9	59.8' RT																	
	804+17.6	57.7' RT																	
	803+85.6	58.1' RT																	
	837+00.0	50.5' RT																	1
	837+00.0	50.9' LT																	1
	59+61.2	31.0' LT																	
	59+61.2	45.0' RT																	
	66+45.4	68.3' LT																	
	67+15.7	72.8' LT																	
TOTALS							4	9	4	4	2	2	2	1	1	2			



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

VERT. SCALE: 1"=10'

HORIZ. SCALE: 1"=40'

DATE: 7/5/2012

DRAWN BY: SJF

CHECKED BY: MED

THIS PROJECT: 21065914  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\ncv\11\dot.dwg\3\overgo\phase 1\Schdule.dwg









F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
31	(1-1)R	KENDALL	514	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**STORM SEWER SCHEDULE**

PIPE RUN	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	LENGTH	SLOPE	STORM SEWERS, CLASS A, TYPE 1															STORM SEWERS, CLASS A, TYPE 2															S.S. CLASS A, TYPE 3	STORM SEWER (WATER MAIN REQUIREMENTS)						TRENCH BACKFILL
					12"	12" R.G.	15"	15" R.G.	18"	24"	24" R.G.	27"	30"	30"EQRS	36"	42"	42" R.G.	54"	12"	12" R.G.	15"	15" R.G.	18"	18" R.G.	24"	24" R.G.	27"	30"	30" R.G.	36"	36" R.G.	42"	42" R.G.	54"		48"	12"	15"	24"	30"	36"	
240	7-61-INA	7-59-INB	18.3	0.55	18.3																																				0.3	
241	7-65-INB	7-59-INB	109.2	0.44																																					20.5	
242	7-64-INA	7-63-MHA5	5.5	1.82																																				0.6		
243	7-63-MHA5	7-58A-MHA5	105	0.55																																				21.4		
244	7-68-MHA4	7-65-INB	102.2	0.44																																				19.1		
245	7-67A-MHA5	7-63-MHA5	101	0.56																																				0		
246	7-68A-INA	7-68-MHA4	13.2	0.53	13.2																																			0		
247	7-71-INA	7-68-MHA4	90.4	0.79	90.4																																			15.4		
248	7-67-INA	7-67A-MHA5	5.5	1.82	5.5																																			0.2		
249	7-70A-MHA5	7-67A-MHA5	85.8	0.56																																				31		
250	7-70-INA	7-70A-MHA5	5.5	1.82	5.5																																			0.3		
251	8-01-INA	8-02-INB	14.7	0.54	14.7																																			0.2		
252	8-02-INB	8-05-INB	102.3	0.46																																				21.7		
253	8-04-MHA5	8-07-MHA5	101.4	0.66																																				20.3		
254	8-07-MHA5	8-10-MHA5	79.8	0.35																																				22.1		
255	8-05-INB	8-08-INB	80.6	0.32																																				24.1		
256	8-08-INB	8-10-MHA5	68	0.31																																				24.9		
257	8-10-MHA5	8-11-MHA5	54.6	0.20																																				35.3		
258	8-11-MHA5	8-11A-CS6	7.9	0.25																																			0			
259	8-11A-CS6	8-11B-FES	2.7	0.37																																			0			
260	8-12-CS6	8-12A-FES	9.1	0.22																																			0			
261	8-14-MHA5	8-12-CS6	81	0.25																																				27.4		
262	8-14A-MHA5	8-14-MHA5	2.5	0.40																																			0			
263	8-15A-MHA5	8-14A-MHA5	179.1	0.25																																				39.3		
264	8-15-INB	8-15A-MHA5	2.7	0.37																																			0.2			
265	8-16-INB	8-15-INB	65	0.32																																			9.1			
266	8-19-INB	8-16-INB	98.3	0.50	98.3																																		12.8			
267	8-18A-MHA8	8-15A-MHA5	90.7	0.25																																			82.5			
268	8-18-INA	8-18A-MHA8	2.5	4.00																																			1.9			
269	EXISTING MH	8-18A-MHA8	70	0.47	70																																		3.4			
270	8-21A-CS6	8-18A-MHA8	76.4	0.26																																			72.4			
271	8-21B-MHA5	8-21A-CS6	9.5	0.32																																			5.4			
272	8-21-INA	8-21B-MHA5	3	3.33	3																																		0.3			
273	8-22-INB	8-19-INB	97.2	0.49	97.2																																		10.5			
274	8-25-INA	8-22-INB	98.5	0.50	98.5																																		10.7			
275	8-24A-MHA7	8-21B-MHA5	112.3	0.26																																			77.9			
276	8-24-INA	8-24A-MHA7	22.5	0.58	22.5																																		2.3			
277	8-27-MHA5	8-24A-MHA7	30.5	0.26																																			18.8			
278	8-28-MHA5	8-27-MHA5	57	0.23																																			34			
279	8-30-MHA5	8-28-MHA5	61	0.31																																			39.1			
280	8-29-INA	8-30-MHA5	18.5	0.54																																			2.6			
281	8-31-INB	8-30-MHA5	64	0.47	64																																		9.5			
282	8-32-INA	8-30-MHA5	81.5	0.81	81.5																																		13.8			
283	8-33-INA	8-31-INB	83	0.49	83																																		9			
284	10-03A-INA	10-03-MHA4	42.9	0.47	42.9																																		0			
285	10-01-INA	10-07-INB	122.2	0.75	122.2																																		20.9			
TOTAL THIS SHEET					930.7	18.5	279.1	0	0	101.4	0	0	9.1	0	90.4	0	0	0	110.3	0	148.6	0	0	0	291.8	0	0	582	57	54.6	0	0	0	0	0	0	0	61	0	0	761.2	

TUG PROJ: 1306914  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\proj\1306914\1001.dwg

LEGEND  
 R.G. = RUBBER GASKETED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
  
**SCHEDULES**  
  
 SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE: 7/5/2012  
  
 DRAWN BY: SJF  
 CHECKED BY: MED













F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(I-1)R	KENDALL	514	52
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DRAINAGE REMOVAL

STATION	OFFSET	TO STATION	OFFSET	REMOVE EXISTING CULVERT	CONCRETE HEADWALL REMOVAL	BOX CULVERT REMOVAL	REMOVE MANHOLE	REMOVE INLET	REMOVE CATCH BASIN	STORM SEWER REMOVAL 8"	STORM SEWER REMOVAL 12"	STORM SEWER REMOVAL 15"	STORM SEWER REMOVAL 16"	STORM SEWER REMOVAL 18"	STORM SEWER REMOVAL 24"	STORM SEWER REMOVAL 42"	TRENCH BACKFILL
				FEET	EACH	FEET	EACH	EACH	EACH	EACH	EACH	LIN FT	LIN FT	LIN FT	LIN FT	LIN FT	LIN FT
864+87	43' RT	865+13	37' LT											199			81
864+87	43' RT	866+85	39' RT												22		
864+87	43' RT	865+08	50' RT														
865+13	37' LT							1									
866+85	39' RT							1									
873+19	43' LT	874+20	38' LT	100													
873+19	43' LT					1											
874+35	38' LT	874+55	38' LT	19													
876+04	30' RT	876+93	30' RT	89													
876+11	43' LT	876+92	42' LT	79													
879+27	39' LT	881+23	41' LT	194													
879+37	34' RT	881+11	31' RT	174													
881+33	42' LT	881+86	43' LT	52													
882+08	32' RT	882+46	34' RT	38													
882+84	41' LT	884+17	40' LT	132													
883+67	40' RT	883+88	50' RT	10													
883+69	32' RT	884+03	33' RT	34													
884+01	50' RT	884+03	40' RT	10													
884+95	35' LT	885+43	33' LT	47													
885+46	39' RT	885+62	39' RT	16													
886+83	33' LT	887+14	33' LT	30													
887+54	36' RT	887+74	36' RT	20													
889+67	34' RT	890+35	34' RT	68													
891+69	33' RT	892+19	33' RT	49													
893+24	33' LT	893+24	32' RT	32													
894+50	38' RT	898+00	30' RT											348			
896+50	36' LT	898+11	30' LT											159			
898+00	30' RT							1									
898+11	30' LT	900+52	36' LT					1				243					
898+11	30' LT							1									
900+52	36' LT	903+00	36' LT									248					
900+52	36' LT							1									
906+22	35' RT							1									
906+22	35' RT	907+71	35' RT										145				
907+71	35' RT							1									
907+71	35' RT	909+48	35' RT											171			
909+47	30' LT	910+24	36' LT											75			
909+48	35' RT							1									
909+48	35' RT	911+23	32' RT											169			
909+49	41' RT							1									
909+49	41' RT	909+48	35' RT									4					
910+24	36' LT							1									
910+24	36' LT	912+71	39' LT											243			
911+23	32' RT							1									
911+23	32' RT	912+75	33' RT											146			
912+71	39' LT							1									
912+71	39' LT	913+83	39' LT											107			
912+75	33' RT							1									
912+75	33' RT	913+71	32' RT											94			
913+83	39' LT							1									
913+83	39' LT	914+49	37' LT											61			
914+49	37' LT							1									
914+49	37' LT	915+80	34' LT											129			
917+35	38' LT								1								
917+35	38' LT	918+79	38' LT												143		
918+05	40' RT								1								
918+05	40' RT	919+53	37' RT													146	
919+54	37' RT							1									
920+90	37' RT							1									
919+54	37' RT	920+90	37' RT													132	
TOTAL THIS SHEET				1193	1	0	14	3	2	0	694	1340	507	165	278	81	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES

VERT. SCALE: HORIZ. DATE: 7/5/2012

DRAWN BY: SJF CHECKED BY: MCD

TUG PROJ: 03090814  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\work\1\...du\1.dwg



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	53
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**DRAINAGE REMOVAL**

STATION	OFFSET	TO STATION	OFFSET	REMOVE EXISTING CULVERT FEET	CONCRETE HEADWALL REMOVAL EACH	BOX CULVERT REMOVAL FEET	REMOVE MANHOLE EACH	REMOVE INLET EACH	REMOVE CATCH BASIN EACH	STORM SEWER REMOVAL 8" LIN FT	STORM SEWER REMOVAL 12" LIN FT	STORM SEWER REMOVAL 15" LIN FT	STORM SEWER REMOVAL 18" LIN FT	STORM SEWER REMOVAL 18" LIN FT	STORM SEWER REMOVAL 24" LIN FT	STORM SEWER REMOVAL 42" LIN FT	TRENCH BACKFILL CU YD	
<b>MINKLER/ORCHARD</b>																		
59+61	29' LT	59+62	45' RT	75														0.0
66+51	63' LT	67+22	71' LT	68														0.0
<b>DOUGLAS</b>																		
102+58	35' LT							1										
102+58	35' LT	102+65	46' LT								12							0.0
<b>FOREST</b>																		
50+64	67' RT						1											
50+64	67' RT	52+88	22' RT								207							0.0
<b>PLAINFIELD/WASHINGTON</b>																		
188+34	23' LT	191+24	23' LT								286							56.2
191+24	23' LT								1									
191+24	23' LT	191+24	52' LT															0.0
191+24	23' LT	192+43	23' LT								115			16				42.7
192+43	23' LT																	
192+43	23' LT	192+43	52' LT							23								0.0
192+43	23' LT	193+65	22' LT															0.0
193+65	22' LT																	
193+65	22' LT	193+78	16' LT															0.0
193+78	16' LT							1										
194+47	30' RT	194+99	30' RT	52														0.0
195+76	33' RT	196+08	33' RT	32														0.0
196+30	33' RT	196+52	34' RT	22														0.0
196+72	35' RT	196+76	27' RT										8					1.4
196+76	27' RT							1										
196+76	27' RT	196+76	23' LT										47					9.7
196+76	23' LT																	
196+76	23' LT	196+77	40' LT															3.0
196+77	40' LT								1									
196+77	40' LT	197+70	37' LT											90				4.0
197+70	37' LT																	
197+70	37' LT	198+87	30' LT											113				3.3
198+87	30' LT																	
198+87	30' LT	199+14	43' LT											26				0.0
199+14	43' LT																	0.0
199+14	43' LT	199+67	42' LT											50				
199+67	42' LT																	
199+67	42' LT	199+66	16' LT												25			0.0
199+70	61' LT	199+67	42' LT												18			0.0
199+73	35' RT	199+75	58' RT										23					0.0
199+75	58' RT																	
199+75	58' RT	199+55	74' RT										25					0.0
200+98	28' RT						1											
200+98	28' RT	202+10	23' RT								105							38.9
202+09	14' RT	202+10	23' RT								4							1.5
202+09	14' RT							1										
202+10	23' RT								1									
202+10	23' RT	202+94	22' RT											76				23.9
202+94	22' RT																	
202+94	22' RT	203+80	21' RT				1							81				19.1
203+80	21' RT																	
203+80	21' RT	204+84	18' RT											100				27.8
204+84	18' RT						1											
204+84	18' RT	205+94	19' RT											106				22.8
205+92	16' LT							1										
205+92	16' LT	205+94	19' RT											33				7.4
205+94	19' RT																	
205+94	19' RT	207+04	17' RT											105				0.0
207+04	17' RT							1										
207+04	24' RT																	
TOTAL THIS SHEET				249	0	0	5	8	11	23	1323	432	16	0	43	0	262	
TOTAL ALL SHEETS				2248	13	70	27	11	17	23	2486	1870	523	165	453	200	1212	

**MANHOLES TO BE ADJUSTED**

STATION	OFFSET	EACH
IL 71		
842+21	46' RT	1
842+70	86' RT	1
862+96	63' RT	1
863+60	57' LT	1
870+44	54' LT	1
872+28	55' LT	1
882+11	29' RT	1
885+91	29' RT	1
886+67	26' RT	1
890+26	43' RT	1
905+72	42' RT	1
FOREST AVE.		
52+20	1' RT	1
PLAINFIELD RD/ WASHINGTON RD		
194+57	36' LT	1
197+78	20' LT	1
WASHINGTON AVE.		
202+10	7' LT	1
203+87	0' RT	1
204+80	1' LT	1
206+88	2' LT	1
TOTAL		18

**VALVE VAULTS TO BE REMOVED**

STATION	OFFSET	EACH
IL 71		
843+32	108' RT	1
843+33	91' RT	1
863+60	66' RT	1
863+64	53' RT	1
863+88	77' RT	1
876+22	56' RT	1
880+41	55' RT	1
880+46	82' RT	1
881+28	36' RT	1
883+97	58' RT	1
888+67	34' RT	1
889+39	33' RT	1
897+95	37' RT	1
903+98	36' RT	1
904+63	35' RT	1
909+26	37' RT	1
918+12	52' RT	1
FOREST AVE.		
50+61	24' RT	1
50+96	22' RT	1
PLAINFIELD ROAD		
191+66	20' RT	1
194+84	37' RT	1
197+95	21' RT	1
WASHINGTON AVE		
201+19	21' RT	1
201+78	19' RT	1
201+94	16' RT	1
TOTAL		25

**MANHOLES TO BE RECONSTRUCTED**

STATION	OFFSET	EACH
IL 71		
883+68	31' RT	1
TOTAL		1

**MANHOLES TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE**

STATION	OFFSET	EACH
843+22.39	85.11' RT	1
TOTAL		1

**VALVE VAULTS TO BE ADJUSTED**

STATION	OFFSET	EACH
PLAINFIELD RD		
197+14	19' RT	1
TOTAL		1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

SCALE: VERT. HORIZ. DATE: 7/5/2012 DRAWN BY: SJF CHECKED BY: MED

TUC PROJ: 0106014  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\u0011\dot\dta3\mvsge\phase 1\3shedule1B.dwg















F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(I)-1R	KENDALL	514	60
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

### DRAINAGE STRUCTURE SCHEDULE

- 1. STATION, OFFSET, AND RIM ELEVATION FOR STRUCTURES WITH TYPE 24, TYPE 10, AND TYPE 11V FRAME AND GRATE ARE AT EDGE OF PAVEMENT.
- 2. STATION, OFFSET, AND RIM ELEVATION FOR OTHER STRUCTURES ARE AT CENTER OF STRUCTURE.

MANHOLE, TYPE A, 4 DIAMETER, TYPE 1  
 MANHOLE, TYPE A, 4 DIAMETER, TYPE 8  
 MANHOLE, TYPE A, 4 DIAMETER, TYPE 24  
 MANHOLE, TYPE A, 4 DIAMETER, TYPE 1  
 MANHOLE, TYPE A, 5 DIAMETER, TYPE 24  
 MANHOLE, TYPE A, 5 DIAMETER, TYPE 8  
 MANHOLE, TYPE A, 5 DIAMETER, TYPE 1  
 MANHOLE, TYPE A, 6 DIAMETER, TYPE 24  
 MANHOLE, TYPE A, 6 DIAMETER, TYPE 8  
 MANHOLE, TYPE A, 6 DIAMETER, TYPE 1  
 MANHOLE, TYPE A, 7 DIAMETER, TYPE 24  
 MANHOLE, TYPE A, 7 DIAMETER, TYPE 8  
 MANHOLE, TYPE A, 7 DIAMETER, TYPE 1  
 MANHOLE, TYPE A, 8 DIAMETER, TYPE 24  
 MANHOLE, TYPE A, 8 DIAMETER, TYPE 8  
 MANHOLE, TYPE A, 8 DIAMETER, TYPE 1  
 INLET, TYPE A, TYPE 8 GRATE  
 INLET, TYPE A, TYPE 10 FRAME AND GRATE  
 INLET, TYPE A, TYPE 11V FRAME AND GRATE  
 INLET, TYPE B, TYPE 24 FRAME AND GRATE  
 INLET, TYPE B, TYPE 24 FRAME AND GRATE  
 INLET, TYPE B, TYPE 24 FRAME AND GRATE  
 CONTROL STRUCTURE TO BE RECONSTRUCTED WITH (SPECIAL)  
 CONTROL STRUCTURE TO BE RECONSTRUCTED WITH (SPECIAL)  
 CONTROL STRUCTURE TO BE RECONSTRUCTED WITH (SPECIAL)  
 CONTROL STRUCTURE TO BE RECONSTRUCTED WITH (SPECIAL)  
 CONTROL STRUCTURE TO BE RECONSTRUCTED WITH (SPECIAL)  
 CATCH BASIN, TYPE B, 7 DIAMETER  
 (SPECIAL) TYPE 7 FRAME AND GRATE  
 (SPECIAL) TYPE 7 FRAME AND GRATE  
 (SPECIAL) TYPE 8 DIAMETER

STRUCTURE NUMBER	STATION	OFFSET	RIM ELEVATION	NORTH INVERT	SOUTH INVERT	EAST INVERT	WEST INVERT																												COMMENTS	
11-53A-MH A	879+23.00	67.88' RT	655.06		642.87		642.87																													
11-54-MH A	880+76.10	100.40' RT	655.52		650.93	643.52	643.52																													
11-55-MH A	881+29.73	68.80' RT	657.00			643.75	643.75					1																							SEE TEMPORARY DRAINAGE SPECIAL PROVISION	
11-56-IN B	882+00.00	39.86' RT	657.56	651.66	651.56																															
11-57-MH A	882+00.00	39.00' LT	657.58	652.14	652.04																															
11-57A-MH A	882+03.15	59.71' LT	655.60		652.24		652.34			1																										
11-57B-IN A	881+19.71	65.31' LT	655.35			652.64									1																					
11-58-MH A	882+00.00	63.24' RT	657.00	651.46		644.05										1																				
11-59-MH A	883+32.78	62.50' RT	658.19	654.16		644.53											1																			
11-60-IN A	883+32.79	39.00' LT	658.24		654.74																															
11-61-IN B	882+32.79	39.00' RT	658.24	654.36	654.26																															
11-62-MH A	884+82.71	60.75' RT	658.99	653.52		646.45		645.13																												SEE TEMPORARY DRAINAGE SPECIAL PROVISION
11-63-IN A	884+82.71	37.35' LT	658.99		655.00																															
11-64-IN B	884+82.76	37.35' RT	658.99	654.71	653.61																															
11-65-MH A	886+34.39	56.74' RT	651.18	654.34		647.07																														SEE TEMPORARY DRAINAGE SPECIAL PROVISION
11-66-IN A	886+31.83	33.62' LT	658.73		655.77																															
11-67-IN B	886+33.75	33.67' RT	658.74	655.53	654.43																															
11-68-IN A	887+64.00	50.88' LT	658.90		658.60																															
11-69-MH A	887+82.70	53.50' RT	660.43	656.99		647.65		647.65																												
11-70-IN B	887+82.70	30.50' LT	660.50	656.50	656.40																															
11-71-IN B	887+82.70	30.50' RT	660.49	656.18	656.08																															
11-72-MH A	889+32.71	53.44' RT	661.40	656.82		648.25		648.25																												
11-73-IN A	889+32.79	30.50' LT	661.24		657.24																															
11-74-IN B	889+32.79	30.50' RT	661.24	657.01	656.91																															
11-76-IN A	890+82.58	30.50' LT	661.99		658.00																															
11-77-IN B	890+82.58	30.50' RT	661.99	657.77	657.67																															
11-78-MH A	891+00.06	57.16' RT	660.80	657.55		648.92		648.92																												
11-79-IN B	892+31.79	30.50' RT	662.74	658.52	658.42																															
11-80-IN A	892+31.79	30.50' LT	662.74		658.74																															
11-81-CS6	892+31.83	53.47' RT	662.43	658.34		653.52		649.45																												
11-82-MH A	893+48.91	53.50' RT	663.30	658.91		653.89		653.89																												
11-83-IN B	893+48.91	31.06' RT	663.31	659.10	659.00																															
11-84-IN A	893+48.91	30.50' LT	663.32		659.33																															
11-85-MH A	894+98.44	64.37' RT	663.30	659.49		654.58		654.58																												
11-86-IN B	894+98.44	41.32' RT	663.80	659.66	659.56																															
11-87-IN B	894+98.44	30.50' LT	664.07	660.00	659.98																															
11-88-IN A	894+98.55	47.45' LT	662.80		660.08																															
11-89-IN B	896+49.52	42.50' RT	664.53	660.51	660.41																															
11-90-IN A	896+49.52	30.50' LT	664.83		660.83																															
11-91-MH A	896+49.52	65.50' RT	664.47	660.33		655.18		655.18																												
11-91A-MH A	896+94.04	63.78' RT	664.09		655.36			655.36																												
11-91B-MH A	897+41.62	61.94' RT	664.16		655.56			655.56																												
11-92-MH A	897+69.78	60.85' RT	665.40	659.93		655.67		655.67																												
11-93-IN A	897+69.78	30.60' LT	665.43		661.35																															
11-94-IN B	897+69.78	32.02' RT	665.40	661.07	660.97																															
11-95-MH A	898+97.05	53.50' RT	666.70	660.64		656.17		656.17																												
								TOTAL THIS SHEET	1	0	1	6	1	2	7	1	0	0	0	0	0	0	0	0	3	0	0	9	14	0	0	1	0	0		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

SCALE: VERT. DATE 06/30/08

DRAWN BY SJF

CHECKED BY MED

I:\PROJECTS\13189B14\13189B14.dwg  
 PLOT DATE 7/5/2002  
 FILE NAME I:\PROJECTS\13189B14\13189B14.dwg





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	01-11R	KENDALL	514	62
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**DRAINAGE STRUCTURE SCHEDULE**

1. STATION, OFFSET, AND RIM ELEVATION FOR STRUCTURES WITH TYPE 24, TYPE 10, AND TYPE 11V FRAME AND GRATE ARE AT EDGE OF PAVEMENT.
2. STATION, OFFSET, AND RIM ELEVATION FOR OTHER STRUCTURES ARE AT CENTER OF STRUCTURE.

MANHOLE, TYPE A, 4" DIAMETER, TYPE 1 FRAME, CLOSED LID  
 MANHOLE, TYPE A, 4" DIAMETER, TYPE 8 FRAME AND GRATE  
 MANHOLE, TYPE A, 4" DIAMETER, TYPE 1 FRAME AND GRATE  
 MANHOLE, TYPE A, 5" DIAMETER, TYPE 8 FRAME AND GRATE  
 MANHOLE, TYPE A, 5" DIAMETER, TYPE 24 FRAME AND GRATE  
 MANHOLE, TYPE A, 5" DIAMETER, TYPE 1 FRAME AND GRATE  
 MANHOLE, TYPE A, 5" DIAMETER, TYPE 8 FRAME AND GRATE  
 MANHOLE, TYPE A, 6" DIAMETER, TYPE 24 FRAME AND GRATE  
 MANHOLE, TYPE A, 6" DIAMETER, TYPE 1 FRAME AND GRATE  
 MANHOLE, TYPE A, 7" DIAMETER, TYPE 1 FRAME AND GRATE  
 MANHOLE, TYPE A, 7" DIAMETER, TYPE 24 FRAME AND GRATE  
 MANHOLE, TYPE A, 8" DIAMETER, TYPE 1 FRAME AND GRATE  
 MANHOLE, TYPE A, 8" DIAMETER, TYPE 24 FRAME AND GRATE  
 INLET, TYPE A, TYPE 8 GRATE  
 INLET, TYPE A, TYPE 10 FRAME AND GRATE  
 INLET, TYPE A, TYPE 10 FRAME AND GRATE  
 INLET, TYPE A, TYPE 11V FRAME AND GRATE  
 INLET, TYPE A, TYPE 24 FRAME AND GRATE  
 INLET, TYPE B, TYPE 24 FRAME AND GRATE  
 MANHOLE TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID  
 CONTROL STRUCTURE WITH (SPECIAL)  
 CONTROL STRUCTURE WITH (SPECIAL)  
 CONTROL STRUCTURE WITH (SPECIAL)  
 CONTROL STRUCTURE WITH (SPECIAL)  
 CONTROL STRUCTURE WITH (SPECIAL)  
 CONTROL STRUCTURE WITH (SPECIAL)  
 CATCH BASIN, TYPE B, 7' DIAMETER (SPECIAL)  
 CATCH BASIN, TYPE B, 7' DIAMETER (SPECIAL)  
 CATCH BASIN, TYPE B, 7' DIAMETER (SPECIAL)

STRUCTURE NUMBER	STATION	OFFSET	RIM ELEVATION	NORTH INVERT	SOUTH INVERT	EAST INVERT	WEST INVERT																															COMMENTS			
13-10-IN A	915+57.82	30.50' RT.	663.30		658.96																																				
13-11-MH A	915+57.96	53.61' RT.	663.59	658.69		656.59	656.69		1																																
13-12-IN A	917+47.80	30.50' RT.	661.71		656.11																																				
13-13-MH A	917+47.76	55.72' RT.	660.99	656.99		652.50	654.46																																		
13-14-MH A	918+81.88	36.69' RT.	660.50			652.01	652.11							1																											
13-15-MH A	919+53.50	36.85' RT.	660.40	655.86		651.71	651.81																																		
13-16-MH A	920+90.15	36.74' RT.	658.31	651.16		651.16	651.30																																		
14-01-IN A	201+18.62	30.00' LT.	655.31			652.39																																			
14-02-MH A	201+18.54	38.77' RT.	655.53	652.00			652.10																																		
14-03-MH A	202+10.90	31.46' RT.	654.60	651.31	651.41																																				
14-04-IN A	203+00.09	30.00' LT.	654.00			651.06																																			
14-05-MH A	203+00.10	31.00' RT.	653.98	650.71	650.81		650.96																																		
14-06-IN A	205+50.53	27.06' LT.	652.27			649.38																																			
14-07-MH A	205+50.70	21.56' RT.	652.38	648.60	648.90		649.28																																		
14-08-MH A	205+94.07	19.83' RT.	652.10	648.31	648.41		648.41																																		
14-09-MH A	207+03.96	15.79' RT.	651.37	647.36	647.40		647.81																																		
14-10-IN A	207+04.00	24.30' RT.	651.40				647.85																																		
15-01-IN A	194+21.75	33.40' RT.	657.51				654.56																																		
15-02-IN B	193+91.24	32.64' LT.	657.68			654.45	654.40																																		
15-03-MH A	193+91.20	43.65' LT.	658.18			654.30																																			
15-04-MH A	192+43.54	43.31' LT.	658.09	653.81	653.76																																				
15-05-MH A	191+23.79	39.11' LT.	658.00	653.48	653.38																																				
15-06-IN A	190+38.24	20.84' RT.	657.49				654.40																																		
15-07-IN B	190+38.11	20.71' LT.	657.49			654.25	654.15																																		
15-08-MH A	190+38.25	30.12' LT.	657.75	653.14	653.04		654.05																																		
16-01-IN A	101+18.94	27.47' RT.	658.96			656.11																																			
16-02-MH A	101+20.04	38.64' RT.	659.00	655.91			656.01																																		
16-03-MH A	101+95.42	29.93' RT.	657.60	652.39	652.39		652.29																																		
16-05-IN A	102+61.12	17.17' RT.	656.58			653.87																																			
16-06-MH A	102+61.34	25.48' RT.	656.80	652.62	652.52		653.77																																		
16-07-IN A	103+50.70	14.20' RT.	655.89				652.91																																		
16-09-MH A	103+71.55	24.64' RT.	656.25		651.55	651.45																																			
16-10-IN A	104+50.28	11.03' RT.	655.53		652.58																																				
16-11-MH A	104+51.26	25.82' RT.	655.40	652.48		651.26	651.31																																		
16-12-CS6	104+63.35	25.74' RT.	655.30			651.18	651.23																																		
TOTAL THIS SHEET								6	1	3	6	1	3	0	0	0	0	0	0	0	0	0	0	12	2	0	0	1	0	0											
TOTAL ALL SHEETS								39	5	11	54	7	25	18	3	5	1	7	1	23	2	1	108	67	1	1	13	2	1												

T:\PROJECTS\210925\4  
 PLOT DATE: 7/25/2012  
 FILE NAME: p:\projects\1\udot1.dwg\13\casarigo\phase 11\Schedule.dwg

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SCHEDULES

SCALE: VERT.  
 HORIZ.  
 DATE 06/30/08

DRAWN BY SJF  
 CHECKED BY MED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1R)	KENDALL	514	63
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**CURB AND GUTTER SCHEDULE**

STATION	TO	STATION	CONCRETE CURB, TYPE B LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.12 LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.18 LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.24 LIN. FT.	CLASS SI CONCRETE (OUTLET) CU. YD.	PROTECTIVE COAT SQ YD	COMMENTS
IL 71									
785+63.26	RT.	785+66.28					0.42	2.2	
785+54.16	LT.	787+00.00				149.2		49.7	
785+68.29	RT.	787+00.00				130.8		43.6	
787+00.00	LT.	789+49.65				269.6		89.9	
789+73.11	LT.	792+91.42				352.3		117.4	
793+15.39	LT.	798+09.77				539.4		179.8	
799+10.22	LT.	801+00.00				247.5		82.5	
787+00.00	RT.	797+50.64				1070.5		356.8	
798+14.22	RT.	801+00.00				309.8		103.3	
799+20.18	LT.	801+00.00		180.1				40.0	MEDIAN
799+20.18	RT.	801+00.00				180.1		60.0	MEDIAN
801+00.00	LT.	816+00.00				1500.8		500.3	
801+00.00	RT.	816+00.00				1500.1		500.0	
801+00.00	LT.	803+82.05		282.3				62.7	MEDIAN
804+26.05	LT.	812+41.97				816.8		272.3	MEDIAN
801+00.00	RT.	803+82.05		282				62.7	MEDIAN
804+26.05	RT.	812+40.88				815.1		271.7	MEDIAN
812+52.97	RT.	812+72.37		28.7				6.4	ENTRANCE
813+23.13	RT.	813+49.78		33.9				7.5	ENTRANCE
816+00.00	LT.	831+00.00				1502.2		500.7	
816+00.00	RT.	831+00.00				1497.9		499.3	
816+63.70	LT.	818+46.69		183.3				40.7	MEDIAN
816+63.70	RT.	821+05.00				441.3		147.1	MEDIAN
818+46.69	LT.	821+05.00				258.3		86.1	
831+00.00	LT.	838+00.84				741.7		247.2	
838+52.02	LT.	846+00.00				793.4		264.5	
831+00.00	RT.	842+70.65				1212		404.0	
843+21.11	RT.	846+00.00				335.3		111.8	

**CURB AND GUTTER SCHEDULE**

STATION	TO	STATION	CONCRETE CURB, TYPE B LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.12 LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.18 LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.24 LIN. FT.	CLASS SI CONCRETE (OUTLET) CU. YD.	PROTECTIVE COAT SQ YD	COMMENTS
846+00.00	LT.	858+00.00				1194.5		398.2	
849+00.00	RT.	858+00.00				1205.6		401.9	
858+00.00	LT.	863+45.75				558.2		186.1	
863+98.39	LT.	873+00.00				913.7		304.6	
858+00.00	RT.	862+94.29				518.2		172.7	
863+42.12	RT.	873+00.00				985.3		328.4	
873+00.00	LT.	875+89.25				285.5		95.5	
875+89.25	LT.	876+29.05		61.9				13.8	LIBERTY CT
876+67.76	LT.	877+08.20		59.5				13.2	LIBERTY CT
877+08.20	LT.	879+92.75				313.9		104.6	
880+69.59	LT.	888+00.00				742.2		247.4	
873+00.00	RT.	879+76.72				717.2		239.1	
880+69.77	RT.	883+71.69				384		128.0	
883+88.41	RT.	888+00.00				455.6		151.9	
877+28.85	LT.	879+45.28		216.6				48.1	MEDIAN
877+28.85	RT.	879+45.28				216.6		72.2	MEDIAN
876+20.72	RT.	876+20.73		29.1				6.5	ENTRANCE
876+66.83	RT.	876+69.09		42.6				9.5	ENTRANCE
888+00.00	LT.	898+61.26				967.3		322.4	
897+02.47	LT.	901+08.19				462.5		154.2	
901+36.46	LT.	903+00.00				180.9		60.3	
888+00.00	RT.	896+96.32				908.4		302.8	
897+40.88	RT.	903+00.00				575.1		191.7	
889+80.54	RT.	889+89.27		32				7.1	ENTRANCE
890+16.74	RT.	890+23.64		32				7.1	ENTRANCE
891+75.92	RT.	891+83.80		32				7.1	ENTRANCE
892+07.80	RT.	892+15.68		32				7.1	ENTRANCE
903+00.00	LT.	910+18.12				737		245.7	
910+63.14	LT.	916+00.00				739.7		246.6	
903+00.00	RT.	910+14.28				723.6		241.2	
910+59.82	RT.	916+00.00				757.3		252.4	
918+00.00	LT.	918+85.88				86.2		28.7	
918+00.00	RT.	918+85.88				85.8		28.6	
TOTAL THIS SHEET			0.0	1528	0	29379.4	0.42	10134.9	

TUG PROJ: 1105814  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\nvt\...cct.dwg\...phase\_1\ASchedule1a2.dwg

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>SCHEDULES</b>

SCALE: VERT.    DRAWN BY: S/JF  
 HORIZ.        CHECKED BY: MED  
 DATE: 7/5/2012

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	64
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**CURB AND GUTTER SCHEDULE**

STATION	TO	STATION	CONCRETE CURB, AND GUTTER, TYPE B LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.12 LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.18 LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.24 LIN. FT.	CLASS S1 CONCRETE (OUTLET) CU. YD.	PROTECTIVE COAT SQ YD	COMMENTS
<b>MINKLER/ORCHARD</b>									
58+06.97	LT.	58+12.06	LT.				0.42	2.2	
58+12.06	LT.	61+47.61	LT.			329.6		109.9	
58+11.57	RT.	61+51.74	RT.			349.6		116.5	
63+70.74	LT.	65+00.00	LT.			129.3		43.1	
64+32.06	RT.	65+00.00	RT.			67.9		22.6	
63+22.38	RT.	63+30.25	RT.			25		8.3	ISLAND
63+31.32	RT.	63+51.38	RT.			20		6.7	ISLAND
65+00.00	LT.	66+67.64	LT.			191.7		63.9	
68+94.94	LT.	71+30.00	LT.			452.5		150.8	
65+00.00	RT.	71+30.00	RT.			639.1		213.0	
<b>MAIN/DOUGLAS</b>									
50+59.66		51+31.08		205.2				45.6	CUL-DE-SAC
101+09.72	LT.	101+64.84	LT.			111.8		37.3	
101+31.61	LT.	103+54.25	LT.			317.1		105.7	
104+54.15	LT.	106+05.95	LT.			152.6		50.9	
101+11.75	RT.	105+93.00	RT.			459		153.0	
<b>FOREST</b>									
46+20.20	LT.	46+73.44	LT.	53.3				11.8	
46+73.44	LT.	49+15.27	LT.			242.9		81.0	
46+20.20	RT.	46+86.01	RT.	65.9				14.6	
46+86.01	RT.	49+18.73	RT.			232.8		77.6	
50+79.75	LT.	51+88.92	LT.			109.6		36.5	
52+60.90	LT.	53+10.00	LT.	50.1				11.1	
50+88.05	RT.	51+59.17	RT.			72.7		24.2	
51+59.17	RT.	53+10.00	RT.	151.9				33.8	

**CURB AND GUTTER SCHEDULE**

STATION	TO	STATION	CONCRETE CURB, AND GUTTER, TYPE B LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.12 LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.18 LIN. FT.	CONCRETE CURB AND GUTTER, TYPE B-6.24 LIN. FT.	CLASS S1 CONCRETE (OUTLET) CU. YD.	PROTECTIVE COAT SQ YD	COMMENTS
<b>PLAINFIELD/WASHINGTON</b>									
189+00	LT.	189+05	LT.				0.42	2.2	
189+05.00	LT.	194+46.00	LT.			596.3		198.8	
194+19.91	LT.	194+80.30	LT.			127.3		42.4	
194+91.17	LT.	198+00.00	LT.			385.8		128.6	
189+00	RT.	189+05	RT.				0.42	2.2	
189+05.00	RT.	194+58.77	RT.			569.5		189.8	
194+78.77	RT.	198+00.00	RT.			335.2		111.7	
191+37.35	LT.	191+53.20	LT.			26		5.8	ENTRANCE
191+77.39	LT.	191+91.12	LT.			23.7		5.3	ENTRANCE
192+87.56	LT.	192+96.83	LT.			19.3		4.3	ENTRANCE
193+20.83	LT.	193+30.92	LT.			18.7		4.2	ENTRANCE
197+12.75	LT.	197+14.94	LT.			40.9		11.4	ENTRANCE
197+61.45	LT.	197+64.14	LT.			39.1		10.9	ENTRANCE
198+00.00	LT.	198+77.87	LT.			78.5		26.2	
198+00.00	RT.	198+67.99	RT.			68		22.7	
199+35.61	LT.	199+48.95	LT.			13.3		4.4	ISLAND
199+61.62	LT.	199+61.88	LT.			12.7		4.2	ISLAND
198+40.46	LT.	198+41.68	LT.	21.0					PARKING LOT
198+41.68	LT.	198+97.62	LT.	56.0					PARKING LOT
198+97.62	LT.	198+99.86	LT.	38.4					PARKING LOT
198+99.86	LT.	199+11.48	LT.	17.3					PARKING LOT
199+11.48	LT.	199+20.76	LT.	9.3					PARKING LOT
199+40.90	RT.	199+48.62	RT.			7.7		2.6	ISLAND
199+61.19	RT.	199+61.33	RT.			11.7		3.9	ISLAND
201+14.37	LT.	207+54.44	LT.			653.8		217.9	
208+04.85	LT.	209+00.08	LT.			94.9		31.6	
200+86.21	RT.	209+00.08	RT.			800.4		266.8	
205+86.08	RT.	205+98.09	RT.			38.9		8.6	ENTRANCE
206+23.02	RT.	206+25.25	RT.			39.5		8.6	ENTRANCE
<b>TOTAL THIS SHEET</b>			142.0	692.5	80	7668.3	1.26	2735.5	
<b>TOTAL ALL SHEETS</b>			142.0	2220.5	80	37037.7	2	12870.4	

**MOUNTABLE CURB AND GUTTER SCHEDULE**

STATION	TO	STATION	CONCRETE CURB AND GUTTER, TYPE M-6.06 LIN. FT.	CONCRETE CURB AND GUTTER, TYPE M-6.06 VARIABLE WIDTH LIN. FT.	PROTECTIVE COAT SQ YD	COMMENTS
<b>MINKLER/ORCHARD</b>						
63+39.75	RT.	63+54.67	RT.	29.9	3.9	ISLAND
<b>PLAINFIELD/WASHINGTON</b>						
199+33.28	LT.	199+52.60	LT.	27.1	3.5	ISLAND
199+37.69	RT.	199+52.46	RT.	22.2	2.886	ISLAND
<b>TOTAL</b>			29.9	49.3	10.3	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE 7/5/2012

DRAWN BY SJF  
 CHECKED BY MED

TUG PROJ: 1305814  
 PLOT DATE: 7/5/2012  
 FILE NAME: I:\PROJECTS\1305814\1305814.dwg  
 PLOTTER: HP DesignJet 5000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(I-17R)	KENDALL	514	65
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

PC CONCRETE MEDIAN SCHEDULE

STATION	TO	STATION	CONCRETE MEDIAN, TYPE M-2.12					SUBBASE GRANULAR MATERIAL, TYPE C (TON)	COMMENTS	
			CONCRETE MEDIAN, TYPE M-2.12 AREA (SQ. FT)	CONCRETE MEDIAN, TYPE SM-4.12 AREA (SQ. FT)	CONCRETE MEDIAN, TYPE SB (SPECIAL) AREA (SQ. FT)	CORRUGATED (SPECIAL) AREA (SQ. FT)	CONCRETE MEDIAN SURFACE, 4" AREA (SQ. FT)			PROTECTIVE COAT AREA (SQ. YD.)
785+66.38		787+00.00	1096.8				121.9	13.9		
787+00.00		793+96.53	11002.8				1222.5	139.2		
793+96.53		795+18.53				1114.9	123.9	14.1		
795+18.53		795+28.53			59.4		6.6	0.8	TRANSITION	
795+28.53		797+16.55			1124.3		124.9	14.2		
799+11.34		801+00.00					2462.2	275.8	184.5	
801+00.00		803+82.05					4732.9	525.9	351.9	
803+82.05		803+92.05	280.0				31.1	20.8	TRANSITION	
803+92.05		804+16.05	696.5				77.4	51.8		
804+16.05		804+26.05	298.7				33.2	22.2	TRANSITION	
804+26.05		812+50.06					11895.0	1321.7	864.3	
813+60.15		816+00.00			1435.3		159.5	18.2		
816+00.00		816+63.70			381.9		42.4	4.8		
816+63.70		821+05.00					4730.4	525.6	351.7	
821+05.00		821+15.00				177.8	19.8	2.2	TRANSITION	
821+15.00		822+37.00				1979.3	219.9	25.0		
822+37.00		831+00.00	13808.0				1534.2	174.7		
831+00.00		835+26.00	5734.6				637.2	72.6		
835+26.00		835+36.00		43.1			4.8	0.5	TRANSITION	
835+36.00		837+53.00		867.4			96.4	11.0		
838+71.35		842+55.18	5800.4				644.5	73.4		
843+40.39		845+27.39		745.8			82.9	9.4		
845+27.39		845+37.39		42			0.0	0.5	TRANSITION	
845+37.39		846+00.00	365.1				40.6	4.8		
846+00.00		849+06.50	3865.9				429.5	48.9		
859+76.58		861+29.55	1605.6				178.4	20.3		
861+29.55		861+39.55		43.9			0.0	0.8	TRANSITION	
861+39.55		862+71.18		523.7			58.2	6.6		
864+18.00		865+49.57		525.1			58.3	6.6		
865+49.57		865+59.57		41.9			0.0	0.5	TRANSITION	
865+59.57		873+00.00	10868.5				1207.6	137.5		
873+00.00		877+22.85	7768.6				863.2	98.3		
877+22.85		877+28.85	107.9				12.0	1.4	TRANSITION	
877+28.85		879+52.29					3077.2	341.9	228.8	
880+95.32		884+16.47			1929.5		214.4	24.4		
884+16.47		884+26.47			62.5		6.9	0.8	TRANSITION	
884+26.47		888+00.00	4936.6				548.5	62.5		
888+00.00		889+50.00	1931.9				214.7	24.4		
MINKLER/ORCHARD										
63+19.42		63+61.51					877.2	97.5	65.2	ISLAND
63+69.74		65+00.00			777.7		86.4	9.8		
65+00.00		65+30.32			181.9		20.2	2.3		
65+30.32		65+40.32			63.9		7.1	0.8	TRANSITION	
65+40.32		66+50.32				1216	135.1	15.4		
66+50.32		70+32.62	5196.4				577.4	65.8		
PLAINFIELD ROAD										
195+13.86		198+00.00			2270		252.2	28.7		
198+00.00		199+04.57			623.5		69.3	7.9		
199+26.26		199+61.41					712.4	79.2	53.0	LEFT ISLAND
199+26.44		199+61.08					603.5	67.1	44.9	RIGHT ISLAND
			75364.3	2832.9	8909.9	4488.0	29110.8	13397.6	3402.0	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: VERT. HORIZ. DATE 7/5/2012

DRAWN BY SJF CHECKED BY MED

TUG PROJ: 1105914  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\civil\1105914\det.dwg\phase 11\Schedule13.dwg

F.A.P. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1) R	KENDALL	54	66
STA.	TO STA.			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

### SCHEDULE OF QUANTITIES

TEMPORARY PAVEMENT SCHEDULE						
STA. TO STA.	LT / RT	TEMPORARY RAMP	TEMPORARY PAVEMENT REMOVAL	TEMPORARY PAVEMENT	HOT-MIX ASPHALT SHOULDERS, 6"	AGGREGATE SHOULDERS, TYPE A
		(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(TON)
<b>PRE-STAGE 1</b>						
<b>IL RTE 71</b>						
805+00	818+00	RT		3,017	3,017	88
818+00	831+00	RT		2,504	2,504	129
831+00	842+48	RT		1,632	1,632	99
<b>AD. SE PKWY ENT</b>						
843+43	845+00	RT		62	62	
846+00	858+00	RT		194	194	22
858+00	863+15	RT		1,655	1,655	103
863+50	873+00	RT		1,542	1,542	44
<b>SIDE OF FOREST</b>						
873+00	879+84	RT		2,465	2,465	75
880+55	889+00	RT		434	434	35
888+00	894+05	RT		2,070	2,070	60
897+79	901+95	RT		1,811	1,811	64
904+66	907+17	RT		710	710	52
911+20	915+09	RT		252	252	36
<b>FOREST AVE</b>						
50+35	51+98	RT		146	146	22
<b>PLAINFIELD RD</b>						
187+00	194+55	RT		322	322	34
194+84	195+85	RT				
<b>GROVE RD</b>						
10+40	13+00	RT				
<b>WASHINGTON ST</b>						
200+41	203+00	RT				
203+00	209+00	RT				
<b>STAGE 1</b>						
<b>IL RTE 71</b>						
805+00	812+50	T & MEDIAN		1,002	1,002	26
850+77	862+71	MEDIAN		242	242	
864+18	870+00	MEDIAN		512	512	
874+02	879+52	MEDIAN		842	842	
903+70	913+21	LT		568	568	56
912+52	917+05	LT		236	236	39
<b>MAIN ST</b>						
52+00	108+06	LT				
<b>FOREST AVE</b>						
46+32	49+26	LT				
50+17	51+89	LT				
52+60	53+10	LT				
<b>PLAINFIELD RD</b>						
188+00	191+25	LT				
195+25	198+00	MEDIAN				
198+00	199+05	MEDIAN				
<b>WASHINGTON ST</b>						
205+10	209+00	LT				

TEMPORARY PAVEMENT SCHEDULE						
STA. TO STA.	LT / RT	TEMPORARY RAMP	TEMPORARY PAVEMENT REMOVAL	TEMPORARY PAVEMENT	HOT-MIX ASPHALT SHOULDERS, 6"	AGGREGATE SHOULDERS, TYPE A
		(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(TON)
<b>STAGE 1A</b>						
<b>MAIN ST</b>						
101+54	105+93	RT		373	373	38
837+70	838+86	LT	98			
<b>FOREST AVE</b>						
880+50		RT	112			
<b>STAGE 1B</b>						
<b>IL RTE 71</b>						
877+50		RT	37			
<b>FOREST AVE</b>						
863+44.48		LT	138			
863+44.48		RT	119			
<b>PLAINFIELD RD</b>						
195+14	195+25	MEDIAN		15	15	
880+24		LT	107			
<b>STAGE 1D</b>						
<b>PLAINFIELD RD</b>						
880+24.08		LT	168			
880+24.08		RT	212			
<b>FOREST AVE</b>						
886+50		RT	39			
<b>STAGE 1E</b>						
<b>IL RTE 71</b>						
883+50		LT	28			
<b>STAGE 2</b>						
<b>IL RTE 71</b>						
807+40	812+48	MEDIAN		545	545	
<b>PLAINFIELD RD</b>						
880+24.08		LT	78			
<b>PRE-STAGE 4</b>						
<b>IL RTE 71</b>						
774+45	787+00	RT		1,549	1,549	106
787+00	797+39	RT		1,438	1,438	89
798+50	801+00	RT		270	270	15
<b>SIDE OF MINI</b>						
801+00	805+00	RT		1,122	1,122	
801+00	805+00	RT		518	518	28
<b>ORCHARD RD</b>						
83+82	85+00	RT				
85+00	71+30	RT		139	139	12
				555	555	54
<b>STAGE 4</b>						
<b>IL RTE 71</b>						
774+05	787+00	LT		1,588	1,588	111
787+00	788+50	LT		42	42	13
792+00	797+17	MEDIAN		453	453	
805+90	806+40	MEDIAN		74	74	

TEMPORARY PAVEMENT SCHEDULE						
STA. TO STA.	LT / RT	TEMPORARY RAMP	TEMPORARY PAVEMENT REMOVAL	TEMPORARY PAVEMENT	HOT-MIX ASPHALT SHOULDERS, 6"	AGGREGATE SHOULDERS, TYPE A
		(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(TON)
<b>STAGE 4</b>						
<b>MINKLER RD</b>						
54+37	61+93	LT		782	782	85
<b>STAGE 4A</b>						
<b>ORCHARD RD</b>						
798+20.85		LT	474			
798+20.85		RT	527			
63+70	65+00	MEDIAN		87	87	
65+00	70+33	MEDIAN		740	740	
<b>STAGE 4B</b>						
801+50		LT	59			
<b>STAGE 4C</b>						
<b>ORCHARD RD</b>						
798+20.85		RT	996			
795+00		RT	44			
<b>STAGE 5</b>						
<b>ORCHARD RD</b>						
798+20.85		RT	496			
<b>NOT STAGED</b>						
<b>BUELL RD</b>						
788+57.11			98			
<b>DOUGLAS ST</b>						
837+87.36			104			
<b>PARADISE PKW</b>						
842+85.83			274			
<b>HERRENS LN</b>						
793+05.40			94			
<b>CALUMET ST</b>						
883+89.28			37			
<b>MUNICIPAL RD</b>						
895+84.12			158			
<b>FRANKLIN ST</b>						
897+30.00			69			
<b>BELL CT</b>						
901+20.00			216			
<b>BUDLONG RD</b>						
88+75.84			40			
<b>CONTINGENCY</b>						
	10%		482			
<b>TOTALS</b>			5,304	37,060	37,060	166
						1,688

COST FOR REMOVING QUANTITY OF TEMPORARY RAMP WILL BE INCIDENTAL TO TEMPORARY PAVEMENT REMOVAL OR PAVEMENT REMOVAL. NO ADDITIONAL PAYMENT WILL BE ALLOWED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SCHEDULES

SCALE: NONE  
DATE 7/3/2012

DRAWN BY  
CHECKED BY RG

F.A.P. RTF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1) R	KENDALL	514	67
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

## SCHEDULE OF QUANTITIES

AGGREGATE FOR TEMPORARY ACCESS SCHEDULE							
LOCATION	LT / RT	SR / CE / PE / FE	WIDTH	LENGTH	DEPTH	AREA	AGGREGATE FOR TEMPORARY ACCESS (TON)
			(FOOT)	(FOOT)	(IN)	(CU YD)	
<b>IL. RTE 71</b>							
STA. 775+71.00	LT	PE	10	5	8	1.2	3
STA. 783+70.00	RT	FE	16	32	8	12.6	25
STA. 784+00.00	LT	PE	10	38	8	9.4	20
STA. 795+31.00	LT	PE	10	39	8	9.6	20
STA. 802+22.93	RT	FE	16	51	8	20.1	42
STA. 802+25.27	LT	PE	10	57	8	14.1	29
STA. 804+00.00	LT	PE	10	42	8	10.4	22
STA. 804+00.00	RT	FE	16	62	8	24.5	51
STA. 813+00.00	RT	PE	10	52	8	12.8	27
STA. 819+00.00	RT	FE	16	52	8	20.5	43
STA. 819+85.98	LT	FE	16	34	8	13.4	28
STA. 823+50.00	LT	PE	10	33	8	8.1	17
STA. 825+23.49	LT	PE	10	33	8	8.1	17
STA. 827+30.00	LT	PE	10	33	8	8.1	17
STA. 827+72.85	LT	PE	10	33	8	8.1	17
STA. 829+52.25	LT	PE	10	34	8	8.4	18
STA. 830+07.28	RT	FE	16	50	8	19.8	41
STA. 831+29.55	LT	PE	10	34	8	8.4	18
STA. 831+75.06	LT	PE	10	34	8	8.4	18
STA. 832+40.00	RT	PE	10	50	8	12.3	26
STA. 832+66.74	RT	PE	10	50	8	12.3	26
STA. 835+11.27	RT	FE	16	50	8	19.8	41
STA. 851+25.00	LT	CE	20	32	8	15.8	33
STA. 854+45.00	LT	FE	16	32	8	12.6	26
STA. 857+82.13	LT	CE	20	32	8	15.8	33
STA. 878+50.00	LT	CE	20	76	8	37.5	77
STA. 878+50.00	RT	CE	20	83	8	41	85
STA. 881+52.67	LF	CF	20	5	8	2.5	6
STA. 882+31.88	RT	PE	10	50	8	12.3	26
STA. 883+80.00	LE	CF	20	5	8	2.5	6
STA. 885+12.00	LE	CE	20	5	8	2.5	6
STA. 885+63.04	RT	PE	10	45	8	11.1	23
STA. 887+00.00	LE	CE	20	5	8	2.5	6
STA. 887+64.00	RT	PE	16	45	8	17.8	37
STA. 890+00.00	RT	CE	20	5	8	2.5	6
STA. 892+00.00	RT	CE	20	5	8	2.5	6
STA. 904+30.00	RT	CE	20	5	8	2.5	6
STA. 910+38.41	LT	CE	20	5	8	2.5	6
STA. 910+38.41	RT	CE	20	5	8	2.5	6
STA. 913+10.00	LT	CE	20	5	8	2.5	6
STA. 913+10.00	RT	CE	20	5	8	2.5	6
STA. 918+64.75	RT	CE	20	41	8	20.2	42
<b>BUELL ROAD</b>							
STA. 789+57.11	LT	SR	16	100	8	39.5	81

AGGREGATE FOR TEMPORARY ACCESS SCHEDULE							
LOCATION	LT / RT	SR / CE / PE / FE	WIDTH	LENGTH	DEPTH	AREA	AGGREGATE FOR TEMPORARY ACCESS (TON)
			(FOOT)	(FOOT)	(IN)	(CU YD)	
<b>HERRENS LANE</b>							
STA. 793+05.40	LT	SR	16	100	8	39.5	81
<b>ORCHARD ROAD / MINKLER ROAD</b>							
STA. 56+53	LT	FE	16	15	8	5.9	13
<b>DOUGLAS STREET / MAIN STREET</b>							
STA. 50+80.00	LT	PE	10	10	8	2.5	6
STA. 53+50.00	LT	PE	10	15	8	3.7	8
STA. 54+34.00	LT	PE	10	19	8	4.7	10
STA. 56+18.00	LT	PE	10	17	8	4.2	9
STA. 57+00.00	LT	PE	10	18	8	4.4	10
<b>FOREST AVENUE</b>							
STA. 46+91.79	LT	PE	10	29	8	7.2	15
STA. 47+45.58	LT	PE	10	32	8	7.9	17
STA. 48+00.00	RT	PE	10	29	8	7.2	15
STA. 48+51.21	LT	PE	10	30	8	7.4	16
STA. 48+58.83	RT	PE	10	35	8	8.6	18
STA. 51+13.21	LT	PE	10	34	8	8.4	18
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>							
STA. 190+00.00	RT	CE	20	32	8	15.8	33
STA. 191+65.22	LT	CE	20	34	8	16.8	35
STA. 192+18.66	RT	CE	18	32	8	14.2	30
STA. 193+12.79	LT	CE	20	38	8	18.8	39
STA. 195+92.28	RT	PE	10	53	8	13.1	27
STA. 196+41.59	RT	PE	10	61	8	15.1	31
STA. 197+38.50	LT	CE	20	36	8	17.8	37
STA. 198+91.42	RT	PE	10	65	8	16	33
STA. 201+68.81	RT	CE	20	32	8	15.8	33
STA. 202+06.45	LT	CE	20	47	8	23.2	48
STA. 202+41.88	LT	CE	19	47	8	22	46
STA. 202+59.33	RT	CE	20	30	8	14.8	31
STA. 203+48.21	LT	PE	10	46	8	11.4	24
STA. 203+63.00	RT	PE	10	29	8	7.2	15
STA. 203+70.96	LT	PE	10	46	8	11.4	24
STA. 204+06.31	RT	PE	10	29	8	7.2	15
STA. 204+78.90	LT	PE	10	38	8	9.4	20
STA. 205+02.54	RT	PE	10	35	8	8.6	18
STA. 205+80.67	LT	PE	10	33	8	8.1	17
STA. 206+09.10	RT	PE	10	32	8	7.9	17
STA. 207+76.79	LT	CE	20	10	8	4.9	11
<b>GROVE ROAD</b>							
STA. 11+53.00	RT	CE	20	13	8	6.4	14
<b>BELL COURT</b>							
STA. 901+20.00	LT	SR	16	62	8	24.5	51
<b>TOTAL</b>							<b>1,981</b>

(AGGREGATE FOR TEMPORARY ACCESS IS ESTIMATED)

IE PROJ: 0395025  
 PLOT DATE: 7/3/2012  
 FILE NAME: G:\S\0395025\CAD\UL71\SCHED.02.SHT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SCHEDULES

SCALE: NONE  
DATE: 7/3/2012

DRAWN BY:  
CHECKED BY: RG

F.A.P. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
321	(1-D) R	KENDALE	514	58
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

## SCHEDULE OF QUANTITIES

TEMPORARY STRIPING SCHEDULE													
LOCATION	TEMPORARY PAVEMENT MARKING, LINE 4"					TEMPORARY PAVEMENT MARKING, LINE 24"	TEMPORARY PAVEMENT MARKING, LETTERS AND SYMBOLS			WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
	SOLID WHITE	SKIP-DASH WHITE	DOTTED WHITE	SOLID YELLOW	DOUBLE YELLOW		SOLID WHITE	LEFT ARROW	RIGHT ARROW				RIGHT AND THROUGH ARROW
	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)		(FOOT)	(SQ FT)	(SQ FT)				(SQ FT)
	TEMP.	EXIST.											
<b>STAGE 1</b>													
<b>IL RTE 71</b>													
STA. 803+82 TO STA. 816+00	2200	0	0	0	2400	0	0	0	0	1534	938	30	
STA. 816+00 TO STA. 831+00	3000	0	0	0	3000	0	0	0	0	2000	750	38	
STA. 831+00 TO STA. 846+00	3000	0	0	0	3000	0	0	0	0	2000	750	50	
STA. 846+00 TO STA. 858+00	2400	0	0	0	2400	0	0	0	0	1600	600	40	
STA. 858+00 TO STA. 873+00	3485	0	152	0	2540	44	62.4	0	104	2318	775	38	
STA. 873+00 TO STA. 888+00	3631	0	152	0	2522	44	62.4	0	104	2360	775	60	
STA. 888+00 TO STA. 903+00	3000	0	0	0	3000	0	0	0	0	2000	750	30	
STA. 903+00 TO STA. 918+00	3177	0	150	0	2758	46	62.4	0	0	2183	875	45	
STA. 918+00 TO STA. 936+20	3744	0	98	0	318	0	0	0	0	368	467	18	
<b>FOREST AVENUE</b>													
STA. 46+20 TO STA. 50+00	502	0	0	0	502	11	0	0	0	357	329	12	
STA. 50+00 TO STA. 53+58	307	0	0	0	520	11	0	0	0	302	411	10	
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>													
STA. 182+75 TO STA. 200+00	3141	0	0	0	5492	33	0	0	0	1526	1579	16	
STA. 200+00 TO STA. 209+00	1586	0	0	0	1586	11	0	0	0	1089	662	25	
<b>GROVE ROAD</b>													
STA. 10+00 TO STA. 13+00	508	0	0	0	508	11	0	0	0	356	280	0	
<b>WILMETTE STREET</b>													
STA. 10+00 TO STA. 10+30	0	0	0	0	0	0	0	0	0	0	32	0	
<b>STAGE 1 SUBTOTALS</b>													
	<b>33,681</b>	<b>0</b>	<b>552</b>	<b>0</b>	<b>31,046</b>	<b>211</b>	<b>187.2</b>	<b>0.0</b>	<b>208.0</b>	<b>20,023</b>	<b>9,973</b>	<b>421</b>	
<b>STAGE 1A</b>													
<b>IL RTE 71</b>													
STA. 658+00 TO STA. 873+00	1030	0	0	0	0	0	0	0	0	344	0	0	
<b>DOUGLAS STREET / MAIN STREET</b>													
STA. 100+00 TO STA. 104+54.15	1400	0	0	0	1400	0	0	0	0	934	0	0	
<b>FOREST AVENUE</b>													
STA. 50+00 TO STA. 53+58	210	0	38	0	0	0	0	0	0	83	0	0	
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>													
STA. 187+00 TO STA. 200+00	406	0	0	0	0	0	0	0	0	136	0	0	
<b>GROVE ROAD</b>													
STA. 10+00 TO STA. 13+00	255	0	14	0	0	0	0	0	0	90	0	0	
<b>STAGE 1A SUBTOTALS</b>													
	<b>3,301</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>1,400</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,587</b>	<b>0</b>	<b>0</b>	
<b>STAGE 1B</b>													
<b>IL RTE 71</b>													
STA. 831+00 TO STA. 846+00	313	0	0	0	0	0	0	0	0	105	0	0	
STA. 858+00 TO STA. 873+00	846	0	0	0	0	0	0	0	0	284	0	0	
STA. 873+00 TO STA. 888+00	896	0	0	0	0	0	0	0	0	299	0	0	
<b>DOUGLAS STREET / MAIN STREET</b>													
STA. 100+00 TO STA. 104+54.15	1273	0	0	0	956	11	0	0	0	669	0	0	
<b>FOREST AVENUE</b>													
STA. 46+20 TO STA. 50+00	500	0	0	0	500	11	0	0	0	358	0	0	
STA. 50+00 TO STA. 53+58	420	0	0	0	420	11	0	0	0	302	0	0	
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>													
STA. 182+75 TO STA. 200+00	280	0	0	0	0	0	0	0	0	87	0	0	
STA. 200+00 TO STA. 209+00	1400	0	26	0	0	0	0	0	0	476	0	0	
<b>GROVE ROAD</b>													
STA. 10+00 TO STA. 13+00	296	0	0	0	296	11	0	0	0	220	0	0	
<b>STAGE 1B SUBTOTALS</b>													
	<b>6,204</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>2,172</b>	<b>44</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,798</b>	<b>0</b>	<b>0</b>	

SUBSTITUTE TAPE FOR PAINT ON NEW CONCRETE SURFACES AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE SUMMARY OF QUANTITIES FOR TYPE III TAPE.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<h3 style="margin: 0;">SCHEDULES</h3> <p style="font-size: small; margin: 5px 0;">SCALE: NONE</p> <p style="font-size: x-small; margin: 0;">DATE: 1/3/2012</p> <p style="font-size: x-small; margin: 0;">DRAWN BY: _____</p> <p style="font-size: x-small; margin: 0;">CHECKED BY: RG</p>

IE PROJ: 606205  
 PLOT DATE: 1/3/2012  
 FILE NAME: G:\606205\40\1\7\1\SCHEM.DWG



F.A.P. RTE. 31	SECTION 0-11 R	COUNTY KENDALL	TOTAL SHEETS 514	SHEET NO. 59
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

## SCHEDULE OF QUANTITIES

TEMPORARY STRIPING SCHEDULE (CONTINUED)												
LOCATION	TEMPORARY PAVEMENT MARKING, LINE 4"					TEMPORARY PAVEMENT MARKING, LINE 24"	TEMPORARY PAVEMENT MARKING, LETTERS AND SYMBOLS			WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	SOLID WHITE (FOOT)	SKIP-DASH WHITE (FOOT)	DOTTED WHITE (FOOT)	SOLID YELLOW (FOOT)	DOUBLE YELLOW (FOOT)	SOLID WHITE (FOOT)	LEFT ARROW (SQ FT)	RIGHT ARROW (SQ FT)	RIGHT AND THROUGH ARROW (SQ FT)	TEMP. (SQ FT)	EXIST. (SQ FT)	(EACH)
	<b>STAGE 1C</b>											
<b>IL RTE 71</b>												
STA. 858+00 TO STA. 873+00	985	0	0	0	0	0	0	15.6	0	345	0	0
<b>DOUGLAS STREET / MAIN STREET</b>												
STA. 100+00 TO STA. 104+54.15	461	0	54	0	900	50	0	0	0	565	0	0
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>												
STA. 182+75 TO STA. 200+00	723	0	0	0	0	0	0	0	0	241	0	0
<b>STAGE 1C SUBTOTALS</b>	<b>2,169</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>900</b>	<b>50</b>	<b>0.0</b>	<b>15.6</b>	<b>0.0</b>	<b>1,151</b>	<b>0</b>	<b>0</b>
<b>STAGE 1D</b>												
<b>IL RTE 71</b>												
STA. 873+00 TO STA. 888+00	887	0	0	0	0	0	0	0	0	297	0	0
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>												
STA. 182+75 TO STA. 200+00	2613	0	0	0	3895	33	0	0	0	1402	0	0
STA. 200+00 TO STA. 206+82.44	1618	0	0	0	1618	11	0	0	0	1089	0	0
<b>GROVE ROAD</b>												
STA. 10+00 TO STA. 13+00	64	0	0	0	128	46	15.6	0	26	182	0	0
<b>STAGE 1D SUBTOTALS</b>	<b>5,183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,552</b>	<b>90</b>	<b>15.6</b>	<b>0.0</b>	<b>26.0</b>	<b>2,970</b>	<b>0</b>	<b>0</b>
<b>STAGE 1E</b>												
<b>IL RTE 71</b>												
STA. 873+00 TO STA. 888+00	925	0	0	0	0	0	0	0	0	309	0	0
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>												
STA. 200+00 TO STA. 206+82.44	526	0	0	0	0	0	0	0	0	176	0	0
<b>STAGE 1E SUBTOTALS</b>	<b>1,451</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>485</b>	<b>0</b>	<b>0</b>
<b>STAGE 2</b>												
<b>IL RTE 71</b>												
STA. 803+82 TO STA. 818+00	2300	0	0	0	2300	0	0	0	0	1534	0	0
STA. 816+00 TO STA. 831+00	3000	0	0	0	3000	0	0	0	0	2000	0	0
STA. 831+00 TO STA. 846+00	3000	0	0	0	3000	0	0	0	0	2000	0	0
STA. 846+00 TO STA. 858+00	2400	0	0	0	2400	0	0	0	0	1600	0	0
STA. 858+00 TO STA. 873+00	3336	0	126	0	2500	44	82.4	0	104	2246	0	0
STA. 873+00 TO STA. 888+00	3662	0	152	0	2814	44	82.4	0	104	2405	0	0
STA. 888+00 TO STA. 903+00	3000	0	0	0	3000	0	0	0	0	2000	0	0
STA. 903+00 TO STA. 918+00	3184	0	223	0	2764	70	82.4	0	0	2260	0	0
STA. 918+00 TO STA. 936+20	2349	0	481	0	780	0	0	0	0	508	0	0
<b>FOREST AVENUE</b>												
STA. 46+86 TO STA. 50+00	516	0	0	0	516	11	0	0	0	366	0	0
STA. 50+00 TO STA. 53+58	480	0	0	0	480	11	0	0	0	342	0	0
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>												
STA. 182+75 TO STA. 200+00	2600	0	0	0	2340	21	0	0	0	1890	0	0
STA. 200+00 TO STA. 209+00	1600	0	0	0	1600	11	0	0	0	1089	0	0
<b>STAGE 2 SUBTOTALS</b>	<b>31,427</b>	<b>0</b>	<b>982</b>	<b>0</b>	<b>27,294</b>	<b>212</b>	<b>187.2</b>	<b>0.0</b>	<b>208.0</b>	<b>20,036</b>	<b>0</b>	<b>0</b>
<b>STAGE 2A</b>												
<b>IL RTE 71</b>												
STA. 858+00 TO STA. 873+00	899	0	0	0	0	0	0	0	0	300	0	0
STA. 873+00 TO STA. 888+00	825	0	0	0	0	0	0	0	0	275	0	0
<b>FOREST AVENUE</b>												
STA. 46+86 TO STA. 53+58	490	0	36	0	0	0	0	0	0	133	0	0
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>												
STA. 188+09.25 TO STA. 200+00	440	0	0	0	0	0	0	0	0	148	0	0
<b>STAGE 2A SUBTOTALS</b>	<b>2,654</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>856</b>	<b>0</b>	<b>0</b>

SUBSTITUTE TAPE FOR PAINT ON NEW CONCRETE SURFACES AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE SUMMARY OF QUANTITIES FOR TYPE III TAPE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SCHEDULES

SCALE: NONE  
DATE: 7/3/2012  
DRAWN BY: \_\_\_\_\_  
CHECKED BY: RG

IE PROJ. #586795  
 LOP DATE = 7/3/2012  
 FILE NAME = G:\303625\LAB\1171150-ED-84-SHT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1) R	KENDALL	514	70
STA.	TO STA.			
ILL. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

## SCHEDULE OF QUANTITIES

TEMPORARY STRIPING SCHEDULE (CONTINUED)												
LOCATION	TEMPORARY PAVEMENT MARKING, LINE 4"					TEMPORARY PAVEMENT MARKING, LINE 24"	TEMPORARY PAVEMENT MARKING, LETTERS AND SYMBOLS			WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	SOLID WHITE (FOOT)	SKIP-DASH WHITE (FOOT)	DOTTED WHITE (FOOT)	SOLID YELLOW (FOOT)	DOUBLE YELLOW (FOOT)	SOLID WHITE (FOOT)	LEFT ARROW (SQ FT)	RIGHT ARROW (SQ FT)	RIGHT AND THROUGH ARROW (SQ FT)	TEMP. (SQ FT)	EXIST. (SQ FT)	(EACH)
<b>STAGE 2B</b>												
<b>IL RTE 71</b>												
STA. 858+00 TO STA. 873+00	605	0	0	0	0	0	0	0	0	203	0	0
STA. 873+00 TO STA. 888+00	1237	0	0	0	0	22	15.6	0	26	500	0	0
<b>FOREST AVENUE</b>												
STA. 46+86 TO STA. 50+00	458	0	0	0	458	11	0	0	0	328	0	0
STA. 50+00 TO STA. 51+59.84	400	0	0	0	400	11	0	0	0	289	0	0
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>												
STA. 182+75 TO STA. 200+00	3274	0	39	0	4103	33	0	31.2	0	1352	0	0
STA. 200+00 TO STA. 207+00	595	0	0	0	1180	11	0	0	0	623	0	0
<b>STAGE 2B SUBTOTALS</b>												
	<b>6,569</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>6,141</b>	<b>88</b>	<b>15.6</b>	<b>31.2</b>	<b>26.0</b>	<b>3,495</b>	<b>0</b>	<b>0</b>
<b>STAGE 2C</b>												
<b>IL RTE 71</b>												
STA. 858+00 TO STA. 873+00	655	0	0	0	0	0	0	0	0	219	0	0
<b>FOREST AVENUE</b>												
STA. 46+86 TO STA. 50+00	240	0	0	0	0	0	0	0	0	80	0	0
<b>STAGE 2C SUBTOTALS</b>												
	<b>895</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>299</b>	<b>0</b>	<b>0</b>
<b>STAGE 3</b>												
<b>IL RTE 71</b>												
STA. 801+00 TO STA. 816+00	2200	0	0	2200	0	0	0	0	0	1467	0	0
STA. 816+00 TO STA. 831+00	63	0	50	3000	0	0	0	0	0	1038	0	0
STA. 831+00 TO STA. 846+00	491	0	70	2312	0	0	15.6	0	0	975	0	0
STA. 846+00 TO STA. 858+00	0	0	32	2400	0	0	0	0	0	811	0	0
STA. 858+00 TO STA. 873+00	257	0	80	2696	0	58	31.2	0	0	1161	0	0
STA. 873+00 TO STA. 888+00	1198	0	180	2804	0	92	62.4	31.2	52	1727	0	0
STA. 888+00 TO STA. 903+00	145	0	44	3060	0	0	0	31.2	0	1095	0	0
STA. 903+00 TO STA. 918+00	2262	79	175	2743	54	97	0	62.4	0	1984	0	0
STA. 918+00 TO STA. 936+20	380	927	77	600	4810	89	78	46.8	0	2513	0	0
<b>DOUGLAS STREET / MAIN STREET</b>												
STA. 100+00 TO STA. 104+54.15	101	0	52	0	902	63	31.2	31.2	0	544	0	0
<b>PARADISE PARKWAY</b>												
STA. 842+95.63, RT.	60	0	0	0	120	34	0	0	0	128	0	0
<b>FOREST AVENUE</b>												
STA. 46+86 TO STA. 50+00	104	0	36	0	488	26	15.6	0	0	278	0	0
STA. 50+00 TO STA. 51+59.84	94	0	0	0	186	29	15.6	0	26	194	0	0
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>												
STA. 182+75 TO STA. 200+00	1213	176	74	1761	1463	89	31.2	31.2	0	1184	0	0
STA. 200+00 TO STA. 209+00	651	60	20	1455	0	35	31.2	31.2	0	775	0	0
<b>GROVE ROAD</b>												
STA. 10+00 TO STA. 13+00	63	0	0	0	126	38	15.6	0	26	181	0	0
<b>STAGE 3 SUBTOTALS</b>												
	<b>9,292</b>	<b>1,242</b>	<b>890</b>	<b>24,971</b>	<b>8,151</b>	<b>650</b>	<b>327.6</b>	<b>255.2</b>	<b>104.0</b>	<b>16,055</b>	<b>0</b>	<b>0</b>
<b>PRE-STAGE 4</b>												
<b>IL RTE 71</b>												
STA. STA. 805+00 TO STA. 816+00	1630	0	0	1050	0	0	0	0	0	894	0	0
<b>FROM "FINAL STRIPING SCHEDULE"</b>												
<b>IL RTE 71</b>												
STA. 816+00 TO STA. 921+87	8168	5100	1180	14888	6540	673	639.6	187.2		14132		
<b>DOUGLAS STREET / MAIN STREET</b>												
	553		52		1218	64	31.2	31.2		799		
<b>PARADISE PARKWAY</b>												
	586				190	34	15.6	15.6		358		
<b>FOREST AVENUE</b>												
	853		60		1104	55	46.8			830		
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>												
	3390	480	193	1679	7023	145	156	46.8		4715		
<b>GROVE ROAD</b>												
	453				502	38	15.6		26	436		
<b>WILMETTE STREET</b>												
				15		16				37		
<b>PRE-STAGE 4 SUBTOTALS</b>												
	<b>15,633</b>	<b>5,580</b>	<b>1,485</b>	<b>17,532</b>	<b>16,577</b>	<b>1,025</b>	<b>904.8</b>	<b>280.8</b>	<b>26.0</b>	<b>22,201</b>	<b>0</b>	<b>0</b>

SUBSTITUTE TAPE FOR PAINT ON NEW CONCRETE SURFACES AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE SUMMARY OF QUANTITIES FOR TYPE III TAPE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SCHEDULES

SCALE: NONE  
DATE: 7/3/2012

DRAWN BY  
CHECKED BY: RG

IE PROJ: 6580295  
 PLO: DATE: 7/3/2012  
 FILE NAME: G:\6580295\10-IL-71-SCHED.DWG

F.A.P. STATE	SECTION	COUNTY	TOTAL SHEETS
311	0-1 R	KENDALL	514
STA.	TO STA.		71
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	

## SCHEDULE OF QUANTITIES

LOCATION	TEMPORARY PAVEMENT MARKING, LINE 4"					TEMPORARY PAVEMENT MARKING, LINE 24"	TEMPORARY PAVEMENT MARKING, LETTERS AND SYMBOLS			WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	SOLID WHITE (FOOT)	SKIP-DASH WHITE (FOOT)	DOTTED WHITE (FOOT)	SOLID YELLOW (FOOT)	DOUBLE YELLOW (FOOT)	SOLID WHITE (FOOT)	LEFT ARROW (SQ FT)	RIGHT ARROW (SQ FT)	RIGHT AND THROUGH ARROW (SQ FT)	TEMP. (SQ FT)	EXIST. (SQ FT)	(EACH)
	<b>STAGE 4</b>											
<b>IL RTE 71</b>												
STA. 774+45 TO STA. 787+00	2500	0	0	0	2500	0	0	0	0	1667	1075	33
STA. 787+00 TO STA. 801+00	3257	0	76	0	2212	44	46.8	0	76	2058	881	71
STA. 801+00 TO STA. 816+00	3100	0	76	0	3000	0	15.6	0	26	2102	667	10
<b>STAGE 4 SUBTOTALS</b>	<b>12,659</b>	<b>0</b>	<b>152</b>	<b>0</b>	<b>11,530</b>	<b>66</b>	<b>62.4</b>	<b>0.0</b>	<b>104.0</b>	<b>8,028</b>	<b>4,246</b>	<b>181</b>
<b>STAGE 4A</b>												
<b>IL RTE 71</b>												
STA. 787+00 TO STA. 801+00	717	0	0	0	0	0	0	0	0	240	0	0
<b>ORCHARD ROAD / MINKLER ROAD</b>												
STA. 53+70 TO STA. 62+59.67	1554	0	0	0	1551	11	0	0	0	890	0	0
STA. 62+59.67 TO STA. 74+78	1784	0	0	0	2223	11	0	0	0	1315	0	0
<b>STAGE 4A SUBTOTALS</b>	<b>4,055</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,774</b>	<b>22</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,445</b>	<b>0</b>	<b>0</b>
<b>STAGE 4B</b>												
<b>IL RTE 71</b>												
STA. 787+00 TO STA. 801+00	973	0	0	0	0	0	0	0	0	325	0	0
STA. 801+00 TO STA. 816+00	104	0	26	0	0	0	0	0	0	44	0	0
<b>ORCHARD ROAD / MINKLER ROAD</b>												
STA. 62+59.67 TO STA. 74+78	200	0	0	0	0	0	0	0	0	67	0	0
<b>STAGE 4B SUBTOTALS</b>	<b>1,277</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>436</b>	<b>0</b>	<b>0</b>
<b>STAGE 4C</b>												
<b>IL RTE 71</b>												
STA. 787+00 TO STA. 801+00	1747	0	0	0	0	0	0	0	0	584	0	0
<b>ORCHARD ROAD / MINKLER ROAD</b>												
STA. 53+70 TO STA. 62+59.67	1678	0	0	0	1572	11	0	0	0	664	0	0
STA. 62+59.67 TO STA. 74+78	2245	0	0	0	2245	11	0	0	0	1312	0	0
<b>STAGE 4C SUBTOTALS</b>	<b>5,670</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,817</b>	<b>22</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,560</b>	<b>0</b>	<b>0</b>
<b>STAGE 5</b>												
<b>IL RTE 71</b>												
STA. 774+00 TO STA. 787+00	2813	0	0	0	2613	0	0	0	0	1734	0	0
STA. 787+00 TO STA. 801+00	3351	0	76	0	2180	44	46.8	15.6	52	2075	0	0
STA. 801+00 TO STA. 816+00	3724	0	125	0	3000	0	46.8	15.6	0	2348	0	0
<b>ORCHARD ROAD / MINKLER ROAD</b>												
STA. 53+70 TO STA. 62+59.67	964	0	0	0	964	11	0	0	0	665	0	0
STA. 62+59.67 TO STA. 74+78	1940	0	0	0	1940	11	0	0	0	1316	0	0
<b>STAGE 5 SUBTOTALS</b>	<b>12,592</b>	<b>0</b>	<b>201</b>	<b>0</b>	<b>10,697</b>	<b>66</b>	<b>93.6</b>	<b>31.2</b>	<b>52.0</b>	<b>8,138</b>	<b>0</b>	<b>0</b>
<b>STAGE 5A</b>												
<b>IL RTE 71</b>												
STA. 787+00 TO STA. 801+00	861	0	0	0	0	0	0	0	0	287	0	0
<b>ORCHARD ROAD / MINKLER ROAD</b>												
STA. 53+70 TO STA. 74+78	3426	0	0	0	898	22	0	0	0	121	0	0
<b>STAGE 5A SUBTOTALS</b>	<b>4,287</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>698</b>	<b>22</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>408</b>	<b>0</b>	<b>0</b>

SUBSTITUTE TAPE FOR PAINT ON NEW CONCRETE SURFACES AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE SUMMARY OF QUANTITIES FOR TYPE III TAPE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SCHEDULES

SCALE: NONE  
DATE: 7/3/2012  
DRAWN BY: \_\_\_\_\_  
CHECKED BY: RG

IE PROJ: 080926  
PLOT DATE: 7/3/2012  
FILE NAME: G:\080926\010\11\SCHED\_06.SHT

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-D) R	KENDALL	514	72
STA.	TO STA.			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

## SCHEDULE OF QUANTITIES

TEMPORARY SIDEWALK SCHEDULE			
LOCATION	STAGE	DESCRIPTION OF WORK	APPROX QTY (SQ FT)
<b>IL 71</b>			
RIGHT OF IL 71 FROM STA. 887+00 TO STA. 910+00	PRE 1	INSTALL TEMPORARY SIDEWALK AT PROPOSED R-O-W PRIOR TO REMOVING ANY EXISTING SIDEWALK. THIS WILL ALSO ALLOW CONSTRUCTION OF PROPOSED SIDEWALK IN STAGE 2 WITHOUT SIDEWALK CLOSURE.	14,500
LEFT SIDE OF IL 71 FROM STA. 897+00 TO STA. 904+00	1	CONSTRUCT ALL PROPOSED SIDEWALK PRIOR TO REMOVAL OF EXISTING SIDEWALK.	
LEFT SIDE OF IL 71 FROM STA. 904+00 TO STA. 917+00	1	INSTALL ALL AS TEMPORARY SIDEWALK PRIOR TO REMOVAL OF EXISTING SIDEWALK.	6,500
LEFT SIDE OF IL 71 FROM STA. 917+00 TO STA. 918+86	1	CONSTRUCT ALL PROPOSED SIDEWALK PRIOR TO REMOVAL OF EXISTING SIDEWALK.	
<b>FOREST AVENUE</b>			
EAST SIDE OF FOREST AVE FROM STA. 49+10 TO STA. 49+34	PRE 1	INSTALL TEMPORARY SIDEWALK	120
EAST SIDE OF FOREST AVE FROM STA. 50+70 TO STA. 52+92	PRE 1	INSTALL TEMPORARY SIDEWALK, MAKE TEMPORARY CROSSING AT IL 71 AND DETOUR PEDESTRIAN TRAFFIC TO EAST SIDE OF ROAD AT PRAIRIEVIEW DR	1,110
<b>PLAINFIELD / WASHINGTON</b>			
NORTH SIDEWALK, EAST SIDE OF WASHINGTON STA. 200+40 TO STA. 209+00	PRE 1	INSTALL TEMPORARY SIDEWALK OUTSIDE TEMPORARY PAVEMENT PRIOR TO REMOVAL OF EXISTING SIDEWALK.	4,300
NORTH - SOUTH SIDEWALKS, WEST SIDE OF PLAINFIELD / WASHINGTON	1	CONSTRUCT ALL PROPOSED SIDEWALK PRIOR TO REMOVAL OF EXISTING SIDEWALK.	
<b>TOTAL</b>			<b>26,530</b>
<b>USE</b>			<b>30,000</b>

**NOTE:**

THE TEMPORARY SIDEWALK SCHEDULE ABOVE OUTLINES ONE REASONABLE APPROACH TO MAINTAINING PEDESTRIAN TRAFFIC DURING CONSTRUCTION. A NOMINAL QUANTITY OF TEMPORARY SIDEWALK IS INCLUDED IN THE CONTRACT QUANTITIES TO BE USED TO MAINTAIN PEDESTRIAN TRAFFIC ROUTES. SEE THE "MAINTENANCE OF TRAFFIC CONSTRUCTION DETAILS" SHEET FOR ADDITIONAL TEMPORARY SIDEWALK DETAILS.

TEMPORARY STRIPING SCHEDULE (CONTINUED)												
LOCATION	TEMPORARY PAVEMENT MARKING, LINE 4"					TEMPORARY PAVEMENT MARKING, LINE 24"	TEMPORARY PAVEMENT MARKING, LETTERS AND SYMBOLS			WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT)	PAVEMENT MARKING REMOVAL (SQ FT)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (EACH)
	SOLID WHITE (FOOT)	SKIP-DASH WHITE (FOOT)	DOTTED WHITE (FOOT)	SOLID YELLOW (FOOT)	DOUBLE YELLOW (FOOT)		SOLID WHITE (FOOT)	LEFT ARROW (SQ FT)	RIGHT ARROW (SQ FT)			
<b>STAGE 5B</b>												
<b>IL RTE 71</b>												
STA. 787+00 TO STA. 801+00	881	0	0	0	0	0	0	0	0	295	0	0
<b>ORCHARD ROAD / MINKLER ROAD</b>												
STA. 53+70 TO STA. 62+59.67	960	0	0	0	960	11	0	0	0	662	0	0
STA. 62+59.67 TO STA. 74+78	1749	0	0	0	1538	11	0	0	0	1118	0	0
<b>STAGE 5B SUBTOTALS</b>	<b>3,590</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,498</b>	<b>22</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,075</b>	<b>0</b>	<b>0</b>
<b>STAGE 5C</b>												
<b>IL RTE 71</b>												
STA. 787+00 TO STA. 801+00	860	0	0	0	0	0	0	0	0	287	0	0
STA. 801+00 TO STA. 816+00	105	0	0	0	0	0	0	0	0	35	0	0
<b>ORCHARD ROAD / MINKLER ROAD</b>												
STA. 56+70 TO STA. 62+59.67	210	0	0	0	0	0	0	0	0	70	0	0
<b>STAGE 5C SUBTOTALS</b>	<b>1,175</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>392</b>	<b>0</b>	<b>0</b>
<b>STAGE 6</b>												
<b>IL RTE 71</b>												
STA. 780+45 TO STA. 787+00	1810	0	0	1310	0	0	0	0	0	774	0	0
STA. 787+00 TO STA. 801+00	791	0	76	3238	0	67	46.8	15.6	52	1620	0	0
STA. 801+00 TO STA. 816+00	824	0	100	3000	0	0	46.8	15.6	0	1373	0	0
<b>ORCHARD ROAD / MINKLER ROAD</b>												
STA. 56+70 TO STA. 62+59.67	280	0	52	0	1895	34	31.2	0	52	997	0	0
STA. 62+59.67 TO STA. 74+78	1414	0	100	2122	4128	33	15.6	15.6	0	919	0	0
<b>STAGE 6 SUBTOTALS</b>	<b>4,299</b>	<b>0</b>	<b>328</b>	<b>9,670</b>	<b>6,023</b>	<b>134</b>	<b>140.4</b>	<b>46.8</b>	<b>104.0</b>	<b>5,683</b>	<b>0</b>	<b>0</b>
<b>TOTALS (ALL STAGES)</b>	<b>168,053</b>	<b>6,622</b>	<b>4,823</b>	<b>52,173</b>	<b>138,270</b>	<b>2,724</b>	<b>1,934.4</b>	<b>679.8</b>	<b>858.0</b>	<b>122,121</b>	<b>14,219</b>	<b>602</b>
<b>USE</b>			<b>370,141</b>			<b>2,724</b>		<b>3,464</b>		<b>122,121</b>	<b>14,219</b>	<b>602</b>

BIKE PATH STRIPING SCHEDULE	
LOCATION	PAINT PAVEMENT MARKING - LINE 24" (FOOT)
<b>BIKE PATH</b>	
STA. 838+68, RT	6
STA. 842+28, RT	10
STA. 843+60, RT	10
STA. 882+62, RT	10
STA. 883+75, RT	10
STA. 876+97, RT	10
STA. 879+33, RT	10
STA. 881+23, RT	10
STA. 883+52, RT	10
STA. 884+13, RT	10
STA. 889+74, RT	10
STA. 890+30, RT	10
STA. 891+68, RT	10
STA. 892+24, RT	10
STA. 896+69, RT	10
STA. 897+59, RT	10
STA. 909+70, RT	10
STA. 911+09, RT	10
<b>TOTAL</b>	<b>176</b>

SUBSTITUTE TAPE FOR PAINT ON NEW CONCRETE SURFACES AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE SUMMARY OF QUANTITIES FOR TYPE III TAPE.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
SCALE: NONE		DRAWN BY: _____
DATE: 7/3/2012		

### SCHEDULES

ILL PROJ. #S06020  
 PLOT DATE = 7/3/2012  
 FILE NAME = C:\S06020\CONV\171\SCHED\_07.SHT

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS
31	(I)-D P	KENDALL	514 73
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

## SCHEDULE OF QUANTITIES

### FINAL STRIPING SCHEDULE

STA. TO STA.	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"			MODIFIED URETHANE PAVEMENT MARKING - LINE 6"		GROOVING FOR RECESSED PAVEMENT MARKING 7"	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"		GROOVING FOR RECESSED PAVEMENT MARKING 9"	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"		PREFORMED PLASTIC PAVEMENT MARKING, TYPE B-INLAID-LINE 24"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B-INLAID-LETTERS AND SYMBOLS				PREFORMED PLASTIC PAVEMENT MARKING, TYPE B-INLAID-LINE 6"	PRISMATIC CURB REFLECTORS (EACH)	RAISED REFLECTIVE PAVEMENT MARKER (EACH)		
	SOLID WHITE	SOLID YELLOW	DOUBLE YELLOW	SOLID WHITE	SKIP-DASH YELLOW		SOLID WHITE	DOTTED WHITE		SOLID WHITE	SOLID YELLOW		SOLID WHITE	LEFT ARROW	RIGHT ARROW	RIGHT AND THROUGH ARROW				LANE DROP ARROW	SKIP DASH WHITE
	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)		(FOOT)	(FOOT)		(FOOT)	(FOOT)		(FOOT)	(SQ FT)	(SQ FT)	(SQ FT)				(SQ FT)	(FOOT)
<b>IL RTE 71</b>																					
STA. 774+00 TO STA. 787+00	2,322	400	2,200														11	30			
STA. 787+00 TO STA. 801+00		2,410					973	184	1,157	170		112	124.8	15.6		84.0	536	95			
STA. 801+00 TO STA. 816+00		2,790					582	75	657				46.8	31.2			760	97			
STA. 816+00 TO STA. 831+00		3,000					84	50	114				15.6				760	83			
STA. 831+00 TO STA. 846+00		2,598		170		170	400	114	514	180		72	93.6				680	106			
STA. 846+00 TO STA. 858+00		2,400			460			32	32				62.4				600	31			
STA. 858+00 TO STA. 873+00		2,696		154	100	154	250	198	448	162		83	62.4				680	83			
STA. 873+00 TO STA. 888+00		2,704		699		699	1,641	394	2,035	926		167	140.4	46.8			700	115			
STA. 888+00 TO STA. 903+00		796	1,984	302	200	302	435	136	571	381	128	68	124.8	31.2			760	12			
STA. 903+00 TO STA. 918+00			3,754	608		608	895	176	1,071	724	476	170	109.2	109.2			720	96			
STA. 918+00 TO STA. 921+67			4,805				537	78	615		200	51	78.0	46.8			930	25			
<b>ORCHARD ROAD / MINKLER ROAD</b>																					
STA. 53+70 TO STA. 62+59.67	879		2,071				393	100	493		30	64	46.8	46.8				44			
STA. 62+59.67 TO STA. 74+90	1,358	1,523	700				579	52	631	148		50	93.6	46.8			132	54			
<b>DOUGLAS STREET / MAIN STREET</b>																					
STA. 100+00 TO STA. 106+13.71	453		1,218				100	52	152			64	31.2	31.2				17			
<b>PARADISE PARKWAY</b>			190	182		182	94		94	310		34	15.6	15.6				3			
<b>FOREST AVENUE</b>																					
STA. 46+20 TO STA. 50+00			618	135		135	103	36	139	225		26	31.2		26.0			13			
STA. 50+00 TO STA. 52+51			582	149		146	94	24	118	150		29	15.6		26.0			11			
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>																					
STA. 182+75 TO STA. 200+00	1,250	782	4,293	162		162	1,021	173	1,194	310	607	111	109.2	46.8			339	44			
STA. 200+00 TO STA. 208+82			2,730	161		161	324	20	344	162	190	34	46.8				141	62			
<b>GROVE ROAD</b>			502	189		189	64		64	200		38	15.6		26.0			16			
<b>WILMETTE STREET</b>												16									
<b>SUBTOTALS</b>	6,242	22,099	25,647	2,908	760	2,908	8,549	1,894	10,443	4,048	1,631	1,189	1,263.6	468.0	78.0	84.0	7,738	732			
<b>TOTALS</b>		53,988		3,668		2,908	10,443		10,443	5,679		1,189			1,893.6		7,738	732			

### TEMPORARY CONCRETE BARRIER SCHEDULE

STA.	OFFSET	TO	STA.	OFFSET	LOCATION	TEMPORARY CONCRETE BARRIER (FOOT)	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 (EACH)
<b>MINKLER ROAD</b>							
55+87	-7		57+50	7	STAGE 4	184	
57+50	7		60+64	7	STAGE 4	314	
60+64	7		61+00	2	STAGE 4	37	
55+87					STAGE 4		1
61+00					STAGE 4		1
54+65					STAGE 4		1
54+65	16		55+00	16	STAGE 4	35	
55+00	16		56+40	25	STAGE 4	141	
56+40	25		57+50	32	STAGE 4	111	
57+50	32		61+00	32	STAGE 4	350	
61+00	32		61+34	33	STAGE 4	35	
61+34					STAGE 4		1
<b>TOTALS</b>						1,187	4
<b>USE</b>						1,187.5	4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SCHEDULES

SCALE: NONE  
DATE: 7/3/2012  
DRAWN BY:  
CHECKED BY: RC

IE\_P001\_#580025  
 PLOT DATE: 7/3/2012  
 FILE NAME: G:\580025\CAD\71\_SCHQO\_06.SHT

SECTION	COUNTY	TOTAL SHEETS
(1-1) R	KENDALL	74
STA.	TO STA.	

### SCHEDULE OF QUANTITIES

LOCATION	MUTCD CODE NUMBER	DESCRIPTION	SHAPE	DIMENSIONS		SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	REMOVE SIGN PANEL - TYPE 1	REMOVE SIGN PANEL - TYPE 2	RELOCATE SIGN PANEL - TYPE 1	WOOD SIGN SUPPORT
				WIDTH	HEIGHT						
				(INCHES)	(INCHES)						
IL RTE 71											
STA. 774+00, RT.	W3-5	SPEED ZONE AHEAD 45	DIAMOND	36	36	9		5			14
	R2-1(01)	45 M.P.H.		18	18			3			
STA. 778+00, LT.	R2-1(55)	SPEED LIMIT 55	RECTANGLE	30	36	8					14
STA. 778+00, RT.	R2-1(45)	SPEED LIMIT 45	RECTANGLE	30	36	8					14
STA. 781+00, RT.	W6-1	DIVIDED HIGHWAY	DIAMOND	36	36	9					14
STA. 783+00, LT.	W6-3	TWO-WAY TRAFFIC	DIAMOND	36	36	9					14
STA. 785+00, RT.	W3-3	ADVANCED TRAFFIC SIGNAL	DIAMOND	36	36	9					32
	D3-2	ORCHARD RD MINKLER RD	RECTANGLE	70	28		14				
STA. 788+50, LT.	W11-7	EQUESTRIAN	DIAMOND	18	18	3		3			14
STA. 789+35, LT.	R1-1	STOP	OCTAGON	30	30	7		7			14
STA. 790+00, RT.	D3-2	OSWEGO 13400	RECTANGLE	56	32		13		13		28
STA. 790+00, LT.	D1-1	BUELL RD	RECTANGLE	48	12	4		4			26
STA. 790+50, LT.	W4-2L	LANE DROP	DIAMOND	36	36	9					14
STA. 792+50, LT.	R2-1(45)	SPEED LIMIT 45	RECTANGLE	30	36	8					14
STA. 792+79, LT.	R1-1	STOP	OCTAGON	30	30	7					14
STA. 793+43, LT.	D1-1	HERRENS LN	RECTANGLE	60	12	5		5			28
STA. 794+50, LT.	W9-1	RIGHT LANE ENDS	DIAMOND	36	36	9					14
STA. 796+50, LT.	M3-4	WEST	RECTANGLE	24	12	2		2			15
	M1-5	ILLINOIS 71	RECTANGLE	24	24	4		4			
STA. 799+00, RT.	M3-2	EAST	RECTANGLE	24	12	2		2			15
	M1-5	ILLINOIS 71	RECTANGLE	24	24	4		4			
STA. 799+30, RT.	R4-7	KEEP RIGHT	RECTANGLE	24	30	5					14
STA. 800+00, RT.	R2-1(45)	SPEED LIMIT 45	RECTANGLE	30	36	8					14
STA. 802+22, RT.	R6-2(R)	ONE WAY	RECTANGLE	24	30	5					14
	R6-2(R)	ONE WAY	RECTANGLE	24	30	5					
STA. 803+10	R3-1100(L)	LEFT TURN LANE	SQUARE	24	24	4					13
STA. 804+34, RT.		SPEED ZONE AHEAD	RECTANGLE	30	36			3			
		45 MPH		18	18						
STA. 805+00, LT.	R3-1100(R)	RIGHT TURN LANE	SQUARE	24	24	4					13
STA. 807+00, LT.	D3-2	ORCHARD MINKLER NEXT SIGNAL	RECTANGLE	76	40		22				30
STA. 810+00, RT.	R2-1(45)	SPEED LIMIT 45	RECTANGLE	30	36	8		8			14
STA. 810+00, LT.	W3-3	ADVANCED TRAFFIC SIGNAL	DIAMOND	36	36			9			
	D3-2	ORCHARD RD MINKLER RD	RECTANGLE	50	24			9			
STA. 810+40, RT.		ADOPT A HIGHWAY OSWEGO LIONS CLUB NEXT 2 MILES	RECTANGLE	30	36					8	32
		KEEP ILLINOIS CLEAN	TRIANGLE	30	20					5	
STA. 812+00	R4-7(R)	KEEP RIGHT	RECTANGLE	24	30	5					14
STA. 813+05, LT.	R6-2(L)	ONE WAY	RECTANGLE	24	30	5					14
STA. 816+00	R3-1100(L)	LEFT TURN LANE	SQUARE	24	24	4					13
STA. 818+50, RT.	R2-1(45)	SPEED LIMIT 45	RECTANGLE	30	36	8		8			14
STA. 819+00	R6-2(R)	ONE WAY	RECTANGLE	24	30	5					14
STA. 819+65	R6-2(R)	ONE WAY	RECTANGLE	24	30	5					14
STA. 828+00, LT.	R2-1(45)	SPEED LIMIT 45	RECTANGLE	30	36	8					14
STA. 831+00, RT.	D3-2	DOUGLAS STREET NEXT SIGNAL	RECTANGLE	82	26		15				28
STA. 835+00, LT.	R1-1	STOP	OCTAGON	30	30			7			
STA. 833+75	R3-1100(L)	LEFT TURN LANE	SQUARE	24	24	4					13
STA. 835+10	R6-2(R)	ONE WAY	RECTANGLE	24	30	5					14
STA. 835+25, LT.	R2-1(45)	SPEED LIMIT 45	RECTANGLE	30	36	8					14
STA. 842+00, LT.	R2-1(45)	SPEED LIMIT 45	RECTANGLE	30	36			8			
STA. 842+23, RT.	D3-1	PARADISE PKWY	RECTANGLE	78	12	7		7			28
STA. 843+33, RT.	R1-1	STOP	OCTAGON	30	30	7					14
STA. 844+50, LT.	D3-2	DOUGLAS STREET NEXT SIGNAL	RECTANGLE	82	26		15				28
STA. 845+00, RT.	R2-1(45)	SPEED LIMIT 45	RECTANGLE	30	36	8		6			14
STA. 846+85	R3-1100(L)	LEFT TURN LANE	SQUARE	24	24	4					13
STA. 849+00, RT.	R3-9b	CENTER LANE ONLY	RECTANGLE	24	36	8					14
STA. 852+00, RT.			RECTANGLE	24	36					6	14
STA. 858+00, RT.	D3-2	FOREST AVENUE NEXT SIGNAL	RECTANGLE	80	26		15				28
STA. 859+50, LT.	R3-9b	CENTER LANE ONLY	RECTANGLE	24	36	6					14

LOCATION	MUTCD CODE NUMBER	DESCRIPTION	SHAPE	DIMENSIONS		SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	REMOVE SIGN PANEL - TYPE 1	REMOVE SIGN PANEL - TYPE 2	RELOCATE SIGN PANEL - TYPE 1	WOOD SIGN SUPPORT
				WIDTH	HEIGHT						
				(INCHES)	(INCHES)						
IL RTE 71											
STA. 868+00, LT.	D3-2	FOREST AVENUE NEXT SIGNAL	RECTANGLE	80	26		15				28
STA. 890+00	R3-1100(L)	LEFT TURN LANE	SQUARE	24	24	4					13
STA. 892+00, LT.	R2-1(45)	SPEED LIMIT 45	RECTANGLE	30	36	8					14
STA. 894+50, RT.	R2-1(40)	SPEED LIMIT 40	RECTANGLE	30	36	8					14
STA. 897+00, RT.	R2-1(40)	SPEED LIMIT 40	RECTANGLE	30	36			8			
STA. 897+20	R3-1100(L)	LEFT TURN LANE	SQUARE	24	24	4					13
STA. 872+00, RT.	D3-2	WASHINGTON STREET NEXT SIGNAL	RECTANGLE	100	26		19				28
STA. 873+30, RT.	R3-1100(R)	RIGHT TURN LANE	SQUARE	24	24	4					13
STA. 874+00, LT.	R2-1(40)	SPEED LIMIT 40	RECTANGLE	30	36	8					14
STA. 874+00, RT.	R2-1(35)	SPEED LIMIT 35	RECTANGLE	30	36			8			
STA. 874+50, RT.	D3-2	PLAINFIELD RD & ARROW	RECTANGLE	86	14	9					28
STA. 876+15, LT.	R1-1	STOP	OCTAGON	30	30	7					14
STA. 877+00, RT.		PLAINFIELD RD	RECTANGLE	54	12			5			
STA. 879+00, RT.		BUSINESS DISTRICT	RECTANGLE	24	30					5	15
		LEFT ARROW	RECTANGLE	24	12					2	
STA. 881+00, LT.		BUSINESS DISTRICT	RECTANGLE	24	30					5	15
		RIGHT ARROW	RECTANGLE	24	12					2	
STA. 881+00, RT.	R2-1(35)	SPEED LIMIT 35	RECTANGLE	30	36			8			
STA. 881+50	R6-2(R)	ONE WAY	RECTANGLE	24	30	5					14
STA. 882+30	R6-2(R)	ONE WAY	RECTANGLE	24	30	5					14
STA. 883+51, RT.		RT 71	RECTANGLE	24	24			4			
	D3-1	CALUMET ST	RECTANGLE	92	12	6		6			26
STA. 883+68, RT.		SPORT FIELD ENTRANCE	RECTANGLE	30	24					5	14
STA. 883+70	R6-2(R)	ONE WAY	RECTANGLE	24	30	5					14
STA. 883+85	R6-2(R)	ONE WAY	RECTANGLE	24	30	5					14
STA. 884+00, RT.	R1-1	STOP	OCTAGON	30	30	7					14
STA. 886+00, LT.	D3-2	ARROW & PLAINFIELD RD	RECTANGLE	86	14	9					28
STA. 886+00, RT.	R2-1(35)	SPEED LIMIT 35	RECTANGLE	30	36	8		6			14
STA. 886+50, LT.		PLAINFIELD RD	RECTANGLE	54	12			5			
STA. 889+50, LT.	R2-1(35)	SPEED LIMIT 35	RECTANGLE	30	36	8		8			14
STA. 891+00, RT.	R2-1(35)	SPEED LIMIT 35	RECTANGLE	30	36			8			
STA. 892+50, RT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36	9					15
STA. 893+40, LT.	R3-9b	CENTER LANE ONLY	RECTANGLE	24	36	6					14
STA. 895+00, RT.		SPORTS FIELD	RECTANGLE	24	30					5	14
STA. 895+36, RT.		MUNICIPAL RD	RECTANGLE	50	12			5			
STA. 896+65, RT.	D3-1	FRANKLIN ST	RECTANGLE	78	12	7					26
STA. 896+90, LT.	R1-1	STOP	OCTAGON	30	30	7		7			14
STA. 897+00, RT.		SPORTS FIELD	RECTANGLE	24	30					5	14
STA. 897+40, LT.		FRANKLIN ST	RECTANGLE	78	12			7			
STA. 897+47, RT.	R1-1	STOP	OCTAGON	30	30	7					14
STA. 897+55, LT.	D3-1	FRANKLIN ST	RECTANGLE	78	12	7					26
STA. 898+00, RT.	S4-5	SCHOOL SPEED AHEAD	DIAMOND	36	36	9					14
STA. 900+50, RT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36			9			
	W16-9p	AHEAD	RECTANGLE	24	12			2			
STA. 901+00, LT.	R1-1	STOP	OCTAGON	30	30	7		7			14
STA. 901+45, LT.	D3-1	BELL COURT	RECTANGLE	40	12	4		4			26
STA. 902+00, RT.	S4-1110	SCHOOL SPEED LIMIT	RECTANGLE	24	48	8					17
	R2-6p	FINES HIGHER	RECTANGLE	24	18	3					
STA. 902+50, LT.	R2-1	SPEED LIMIT 35	RECTANGLE	30	36	8					16
	S5-2	END SCHOOL ZONE	RECTANGLE	24	30	5					
STA. 903+50, LT.	R2-1(35)	SPEED LIMIT 35	RECTANGLE	30	36	8					14
STA. 904+71, LT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36			9			
	W16-7P	LEFT ARROW	RECTANGLE	24	12			2			
STA. 904+81, RT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36			9			
	W16-7p	LEFT ARROW	RECTANGLE	24	12			2			
STA. 905+50, RT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36			9			
	W16-9p	AHEAD	RECTANGLE	24	12			2			
STA. 906+00, RT.	R3-1100(R)	RIGHT TURN LANE	SQUARE	24	24	4					

## SCHEDULE OF QUANTITIES

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-2) R	514	75
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

BIKE PATH SIGNING SCHEDULE							
LOCATION	MUTCD CODE NUMBER	DESCRIPTION	SHAPE	DIMENSIONS		SIGN PANEL - TYPE 1	WOOD SIGN SUPPORT
				WIDTH	HEIGHT		
				(INCHES)	(INCHES)	(SQ FT)	(FOOT)
<b>BIKE PATH</b>							
STA. 838+79, RT.	R1-1	STOP	OCTAGON	18	18	3	10
STA. 838+90, RT.	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 839+90, RT.	M4-12	END	RECTANGLE	12	4	1	10
	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	-
STA. 842+31, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 843+81, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 862+59, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 863+88, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 876+15, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 876+95, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 879+28, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 881+20, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 883+53, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 884+00, RT.	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	13
	M7-5	DOUBLE ARROW	RECTANGLE	12	9	1	-
STA. 884+12, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 889+76, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 890+26, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 891+68, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 892+24, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 896+71, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 897+47, RT.	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	13
	M7-5	DOUBLE ARROW	RECTANGLE	12	9	1	-
STA. 897+60, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 909+72, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
STA. 911+22, RT.	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	13
	M7-5	DOUBLE ARROW	RECTANGLE	12	9	1	-
STA. 910+75, RT.	R10-11b	NO TURN ON RED	RECTANGLE	24	24	4	-
STA. 911+14, RT.	R1-1	STOP	OCTAGON	18	18	3	12
	R5-3	NO MOTOR VEHICLES	RECTANGLE	24	24	4	-
<b>PARADISE PARKWAY</b>							
STA. 842+62, RT.	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	13
	M7-5	DOUBLE ARROW	RECTANGLE	12	9	1	-
STA. 843+39, RT.	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	13
	M7-5	DOUBLE ARROW	RECTANGLE	12	9	1	-
<b>FOREST AVENUE</b>							
STA. 48+29, LT.	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	13
	M7-5	DOUBLE ARROW	RECTANGLE	12	9	1	-
STA. 48+29, RT.	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	13
	M7-5	DOUBLE ARROW	RECTANGLE	12	9	1	-
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>							
STA. 198+37, RT.	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	13
	M7-5	DOUBLE ARROW	RECTANGLE	12	9	1	-
STA. 198+37, LT.	D11-1	BIKE ROUTE	RECTANGLE	24	18	3	13
	M7-5	DOUBLE ARROW	RECTANGLE	12	9	1	-
<b>TOTAL</b>						<b>180</b>	<b>365</b>

SIGNING SCHEDULE (CONTINUED)													
LOCATION	MUTCD CODE NUMBER	DESCRIPTION	SHAPE	DIMENSIONS		SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	REMOVE SIGN PANEL - TYPE 1	REMOVE SIGN PANEL - TYPE 2	RELOCATE SIGN PANEL - TYPE 1	WOOD SIGN SUPPORT		
				WIDTH	HEIGHT								
				(INCHES)	(INCHES)	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(FOOT)		
<b>IL RTE 71</b>													
STA. 909+46, RT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36			9					
	W16-7p	LEFT ARROW	RECTANGLE	24	12			2					
STA. 909+50, LT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36			9					
	W14-7p	LEFT ARROW	RECTANGLE	24	12			2					
STA. 909+71, RT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36	9							
	W16-7P	LEFT ARROW	RECTANGLE	24	12	2							
STA. 909+76, RT.	R10-11b	NO TURN ON RED	RECTANGLE	24	24	4					14		
	S4-2	WHEN CHILDREN ARE PRESENT	RECTANGLE	24	10	2							
STA. 910+00, LT.	R1-1	STOP	OCTAGON	30	30			7					
STA. 910+94, LT.	R10-11b	NO TURN ON RED	RECTANGLE	24	24	4					14		
	S4-2	WHEN CHILDREN ARE PRESENT	RECTANGLE	24	10	2							
STA. 911+00, RT.	R2-1(35)	SPEED LIMIT 35	RECTANGLE	30	36			8					
STA. 911+15, LT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36	9					15		
	W16-7P	LEFT ARROW	RECTANGLE	21	15	3							
STA. 912+00, LT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36			9					
	W16-7p	AHEAD	RECTANGLE	24	12			2					
STA. 912+50, RT.	M2-1	JCT	RECTANGLE	21	15	3		3			15		
	M1-4	ROUTE 34	RECTANGLE	24	24	4		4					
STA. 913+85, LT.	R3-1100(RT)	RIGHT TURN LANE	SQUARE	24	24	4					13		
STA. 914+50, LT.		ADOPT A HIGHWAY OSWEGO LIONS CLUB NEXT 2 MILES	RECTANGLE	30	36					8	32		
		KEEP ILLINOIS CLEAN	TRIANGLE	30	20					5			
STA. 915+00, RT.		WAUBONSIE CREEK WATERSHED PLEASE HELP PROTECT IT	RECTANGLE	30	24					5	13		
STA. 915+50, LT.	S4-11'0	SCHOOL SPEED LIMIT	RECTANGLE	24	48	8					17		
	R2 6p	FINES HIGHER	RECTANGLE	24	18	3							
STA. 916+00, RT.	R2-1	SPEED LIMIT 35	RECTANGLE	30	36	8					16		
	S5-2	END SCHOOL ZONE	RECTANGLE	24	30	5							
STA. 918+00, LT.	M3-4	WEST	RECTANGLE	24	12	2		2			14		
	M1-5	ILLINOIS 71	RECTANGLE	24	24	4		4					
STA. 918+00, RT.	M4-6	END	RECTANGLE	24	12	2		2			20		
	M1-5	ILLINOIS 71	RECTANGLE	24	24	4		4					
	M1-4	34	RECTANGLE	24	24	4		4					
	M6-6L	ARROWS	RECTANGLE	21	15	3		3					
STA. 918+00, LT.	S4-5	SCHOOL SPEED AHEAD	DIAMOND	36	36	9					14		
STA. 919+50, LT.	S1-1	SCHOOL CROSSING	PENTAGON	36	36	9					14		
<b>ORCHARD ROAD / MINKLER ROAD</b>													
STA. 66+00, RT.	W4-2L	LANE DROP	DIAMOND	36	36	9					14		
STA. 66+50, LT.	R1-1	STOP	OCTAGON	30	30	7		7			14		
STA. 67+18, LT.	D1-1	BUDLONG RD	RECTANGLE	48	12	4		4			13		
STA. 68+00, RT.	W6-3	TWO-WAY TRAFFIC	DIAMOND	36	36	9					14		
<b>DOUGLAS STREET / MAIN STREET</b>													
STA. 101+70, LT.	R1-1	STOP	OCTAGON	30	30	7					14		
STA. 102+22	D3-1	MAIN ST	RECTANGLE	36	12	3					14		
	D3-1	DOUGLAS ST	RECTANGLE	48	12	4							
	D3-1	MAIN ST	RECTANGLE	36	12	3							
	D3-1	DOUGLAS ST	RECTANGLE	48	12	4							
<b>PLAINFIELD ROAD / WASHINGTON STREET</b>													
STA. 184+00, RT.	W3-3	ADVANCED TRAFFIC SIGNAL	DIAMOND	36	36	9					15		
	D3-1	GROVE RD	RECTANGLE	38	12	4							
STA. 191+00	W6-3	TWO-WAY TRAFFIC	DIAMOND	36	36	9					14		
STA. 193+50	W4-2L	LANE DROP	DIAMOND	36	36	9					14		
STA. 195+95	R8-2(R)	ONE WAY	RECTANGLE	24	30	5					14		
STA. 196+47	R8-2(R)	ONE WAY	RECTANGLE	24	30	5					14		
STA. 197+40	R8-2(R)	ONE WAY	RECTANGLE	24	30	5					14		
<b>SIGNING QUANTITIES INCLUDED FROM TRAFFIC SIGNAL PLANS</b>								639	325				
<b>TOTAL</b>								<b>1,301</b>	<b>438</b>	<b>356</b>	<b>13</b>	<b>66</b>	<b>1,756</b>

**NOTE:**

SEE "TRAFFIC SIGNAL PLANS" FOR ADDITIONAL SIGNING.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SCHEDULES**

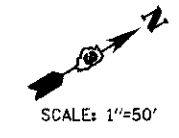
SCALE: NONE  
DATE: 7/3/2012

DRAWN BY:  
CHECKED BY: RE



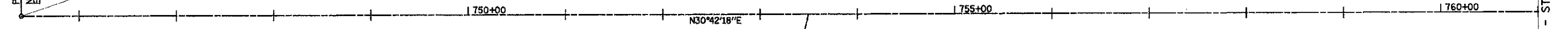
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	01-10R	KENDALL	514	76
STA. 780+44.91 TO STA. 918+85.88				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

BENCHMARK	DESCRIPTION	ELEVATION	STATION	OFFSET
BM65	CHIS (X) TOP N. EDGE LIGHT POLE FOUNDATION SE QUAD. OF IL. 71 & ORCHARD RD.	649.093	798+71	40' RT
BM75	CHIS (X) TOP NE. BOLT OF F.H. SE QUAD. OF IL. 71 & PARADISE PKWY	664.823	843+26	65' RT
BM92	CHIS (X) ON CAP BOLT F.H. SE QUAD. OF IL. 71 & MUNICIPAL RD.	666.010	896+27	39' RT
BM93	CHIS (X) TOP BOLT F.H. SW QUAD. OF IL. 71 & BELL CT.	670.202	900+06	41' RT



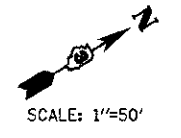
NO TIE INFORMATION AVAILABLE

POT STA. 745+40.47  
N=1819347.9880  
E=568961.7430

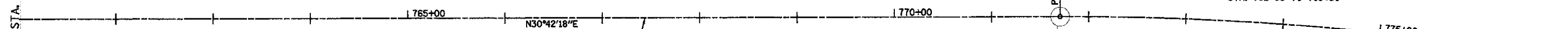


MATCH LINE - STA. 761 + 00

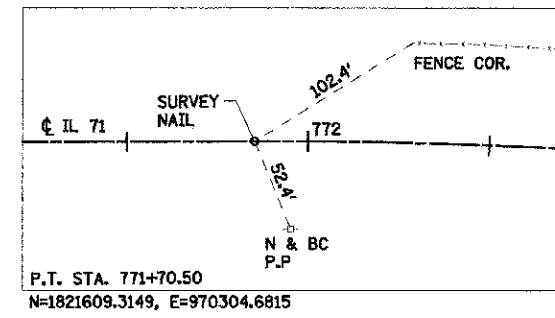
PROP. CURVE NO. 1  
PI STA. 783+62.63 (TANGENT)  
N=1822633.9710, E=970913.1960  
Δ = 41° 05' 09" (RT)  
D = 1° 48' 06"  
T = 1,191.73'  
R = 3,180.16'  
L = 2,280.43'  
E = 215.96'  
e = 2.8%  
PC STA. 771+70.50  
N=1821609.3149, E=970304.6815  
PT STA. 794+50.94  
N=1823006.3744, E=972045.2409  
TRANSITION 2.8% TO 2%  
STA. 782+90 TO 785+50



MATCH LINE - STA. 761 + 00



MATCH LINE - STA. 777 + 00



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ALIGNMENT AND TIES**

SCALE: VERT. 1"=50'  
HORIZ. 1"=50'

DATE 07/06/2012

DRAWN BY WS/KD  
CHECKED BY JAP/DJB

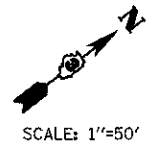
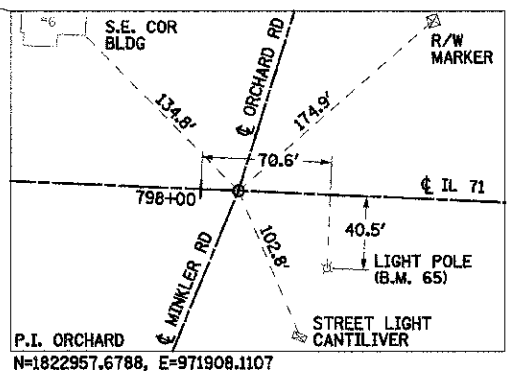
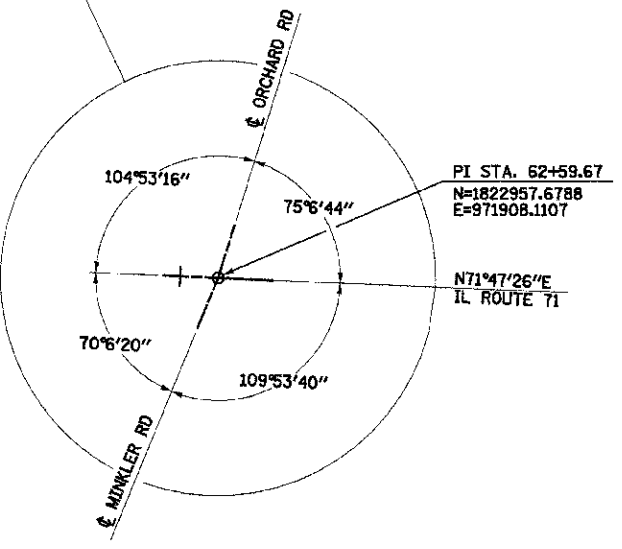
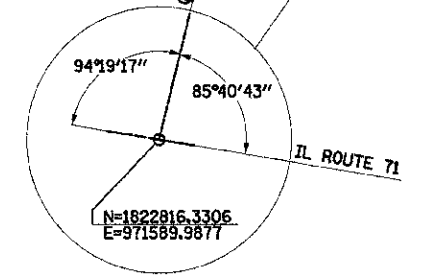
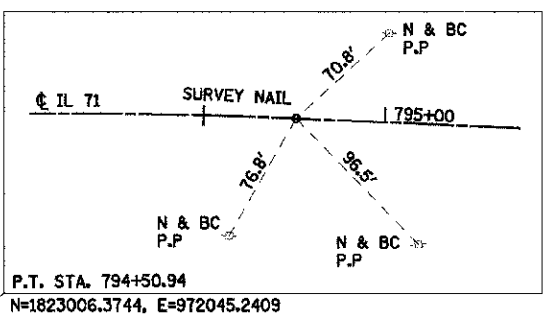
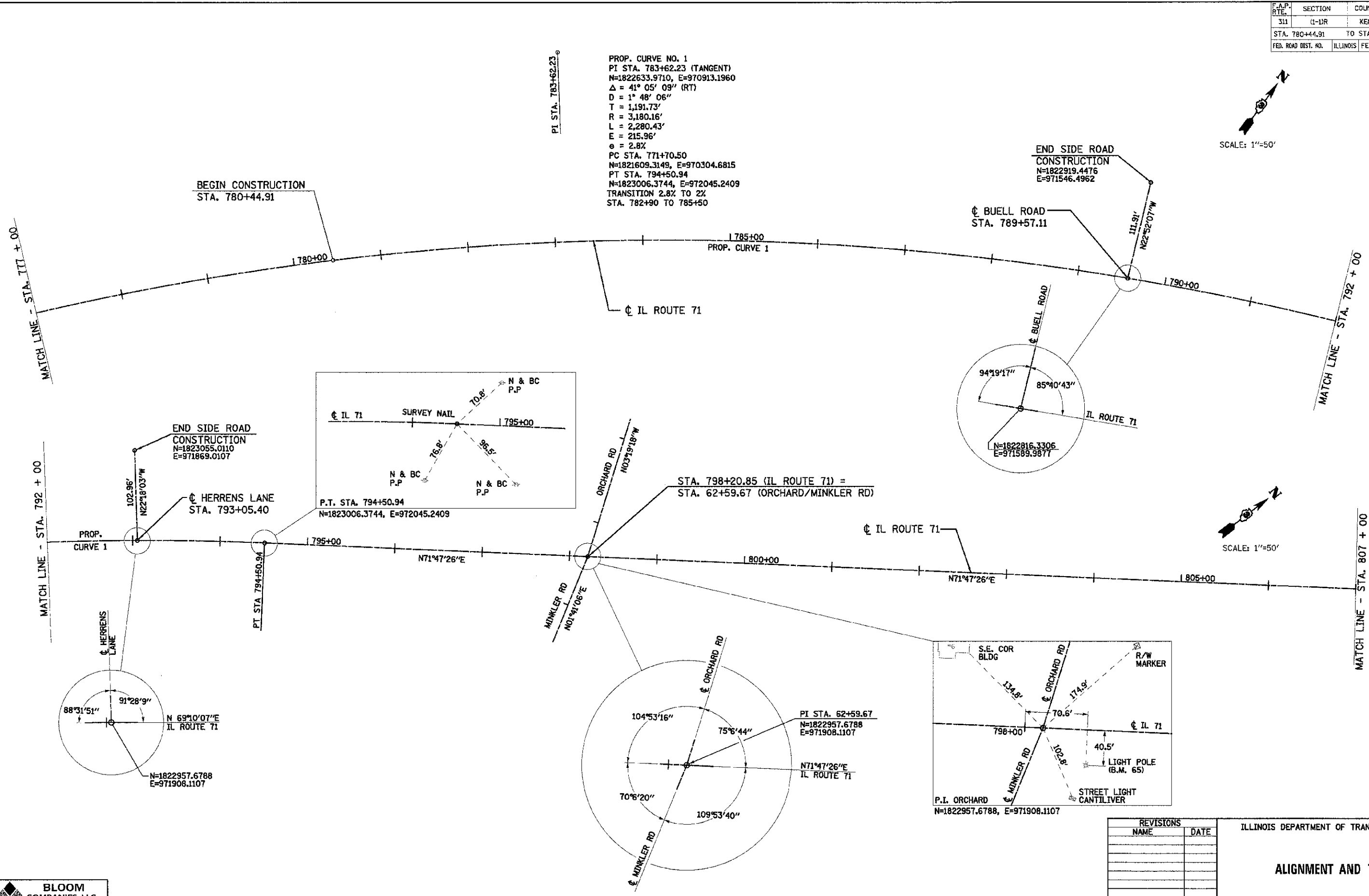
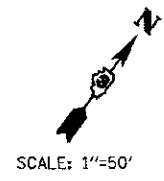
TUG PROJ: 63065814  
PLOT DATE: 7/9/2012  
FILE NAME: FAB93-1198 11 71 Omega\1\CADD\DWG\1198-01 T.dgn

**BLOOM COMPANIES, LLC**  
 Differentiate Innovation and Integrity  
 600 W. Fulton Street Suite 701 • Chicago, IL 60601  
 Phone: (312) 876-5550 Fax: (312) 876-8852



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1R)	KENDALL	514	77
STA. 780+44.91 TO STA. 918+85.88				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

PROP. CURVE NO. 1  
 PI STA. 783+62.23 (TANGENT)  
 N=1822633.9710, E=970913.1960  
 $\Delta = 41^\circ 05' 09''$  (RT)  
 $D = 1^\circ 48' 06''$   
 $T = 1,191.73'$   
 $R = 3,180.16'$   
 $L = 2,280.43'$   
 $E = 215.96'$   
 $e = 2.8\%$   
 PC STA. 771+70.50  
 N=1821609.3149, E=970304.6815  
 PT STA. 794+50.94  
 N=1823006.3744, E=972045.2409  
 TRANSITION 2.8% TO 2%  
 STA. 782+90 TO 785+50



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ALIGNMENT AND TIES**

SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'

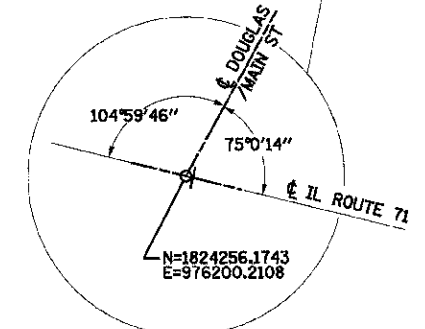
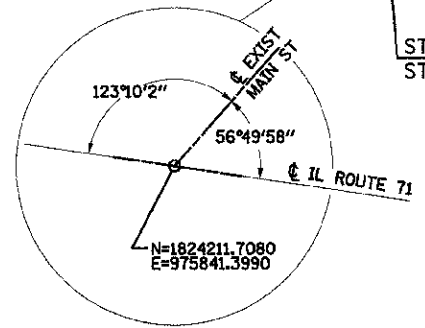
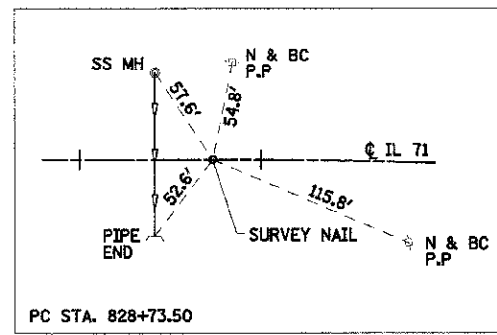
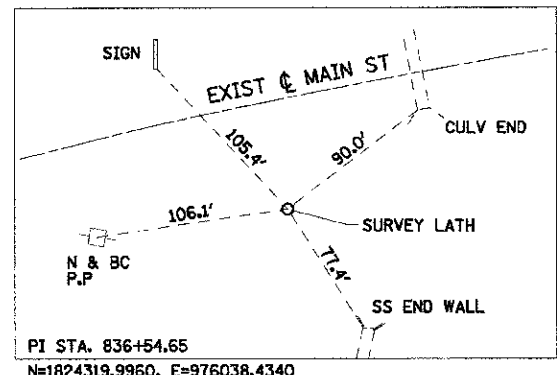
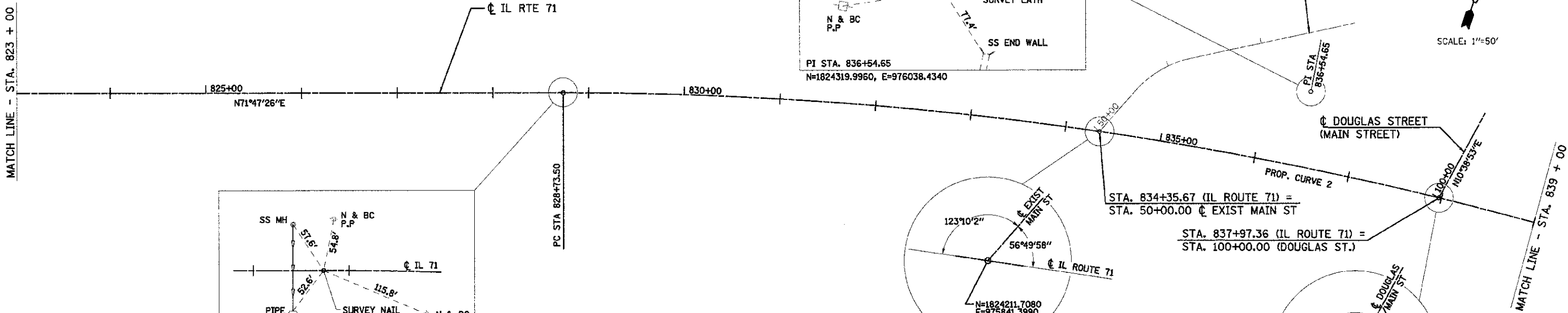
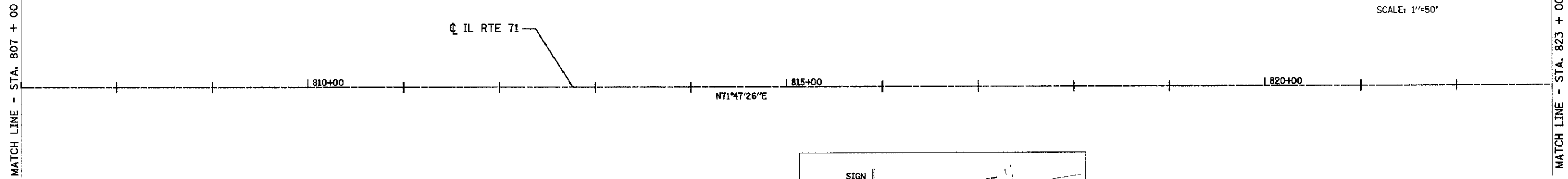
DATE 07/06/2012

DRAWN BY WS/KD  
 CHECKED BY JAP/DJB

TUG PROJ. \*310584  
 PLOT DATE = 7/9/2012  
 FILE NAME = F:\BMS-1108 11 71 Drawings\LCAD\DCS\Name\B1108\_11 T 2.dgn

**BLOOM COMPANIES, LLC**  
 Infrastructure Division and Engineering  
 800 W. Alton Street, Suite 701 • Chicago, IL 60661  
 Phone: (312) 678-9609 Fax: (312) 678-9600

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	78
STA. 780+44.91		TO STA. 918+85.88		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PROP. CURVE NO. 2  
 PI STA. 836+54.65  
 N=1824319.9960, E=976038.4340  
 $\Delta = 23^\circ 06' 55''$  (RT)  
 $D = 1^\circ 30' 00''$   
 $T = 781.15'$   
 $R = 3,819.83'$   
 $L = 1,541.06'$   
 $E = 79.05'$   
 PC STA. 828+73.50  
 N=1824075.8932, E=975296.4016  
 PT STA. 844+14.55  
 N=1824253.1942, E=976816.7243

REVISIONS	
NAME	DATE

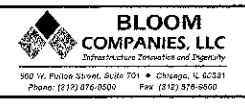
ILLINOIS DEPARTMENT OF TRANSPORTATION

**ALIGNMENT AND TIES**

SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE 07/06/2012

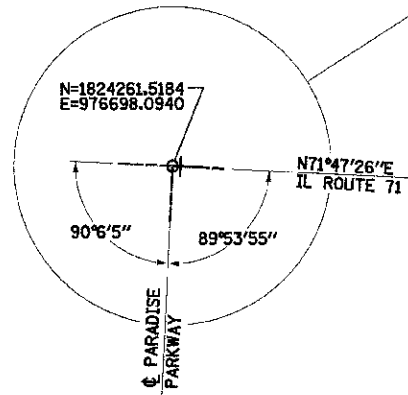
DRAWN BY WS/KD  
 CHECKED BY JAP/DJB

TUG PROJ. #310591K  
 FILE NAME = F:\R43-1188 II 71 Drawings\LD\800\DWG\N=31188-A1 T 3.dgn



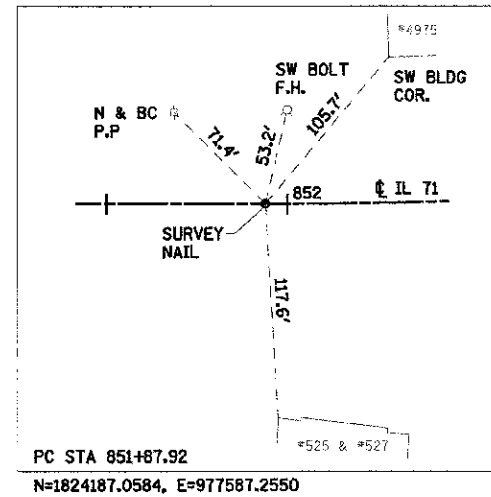
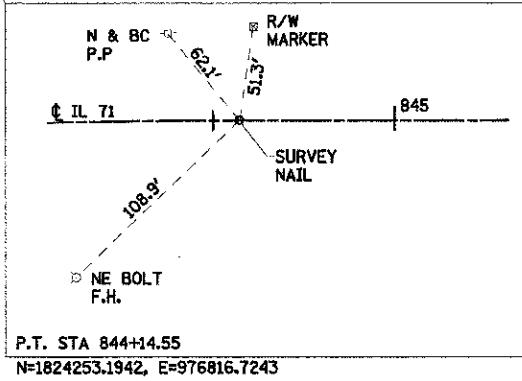
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	79
STA. 780+44.91		TO STA. 918+85.88		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

PROP. CURVE 2  
 PI STA. 836+54.65 (TANGENT)  
 N=1824319.9960, E=976038.4341  
 $\Delta = 23^\circ 06' 55''$  (RT)  
 D =  $1^\circ 30' 00''$   
 T = 781.15'  
 R = 3,819.83'  
 L = 1,541.06'  
 E = 79.05'  
 PC STA. 828+73.50  
 N=1824075.8932, E=975296.4016  
 PT STA. 844+14.55  
 N=1824253.1942, E=976816.7243

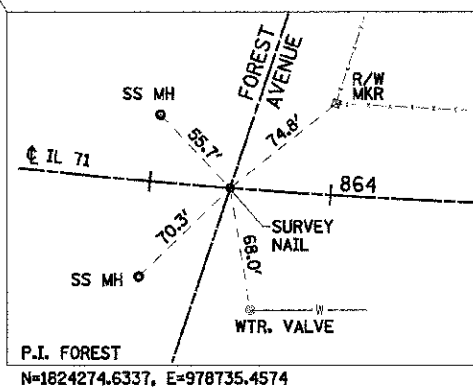
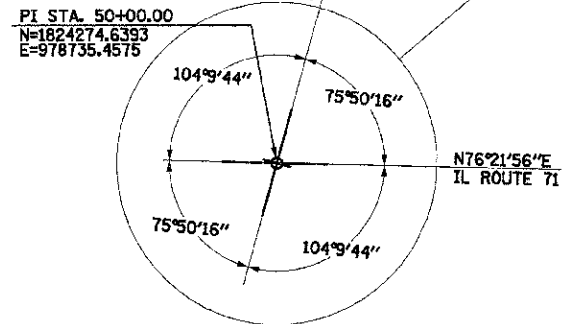


PARADISE PARKWAY  
 STA. 842+95.63

END SIDE ROAD  
 CONSTRUCTION  
 N=1824147.6167  
 E=976692.0834



PROP. CURVE NO. 3  
 PI STA. 874+15.30 (TANGENT)  
 N=1823996.5790, E=979806.4800  
 $\Delta = 63^\circ 50' 44''$  (LT)  
 D =  $1^\circ 36' 09''$   
 T = 2,227.39'  
 R = 3,575.28'  
 L = 3,983.98'  
 E = 637.07'  
 e = N/C  
 T.R. = N/A  
 S.E. = N/A  
 PC STA. 851+87.92  
 N=1824187.0584, E=977587.2550  
 PT STA. 891+71.90  
 N=1825904.6124, E=980955.6757



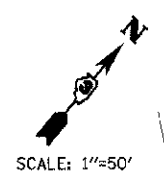
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ALIGNMENT AND TIES**  
 SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE 07/06/2012  
 DRAWN BY WS/KD  
 CHECKED BY JAP/DJB

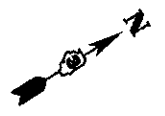
TUG PROJ: 03090814  
 PLOT DATE: 7/5/2012  
 FILE NAME: F:\980-108 11 71 Drawings\11\_0801\03090814.dwg



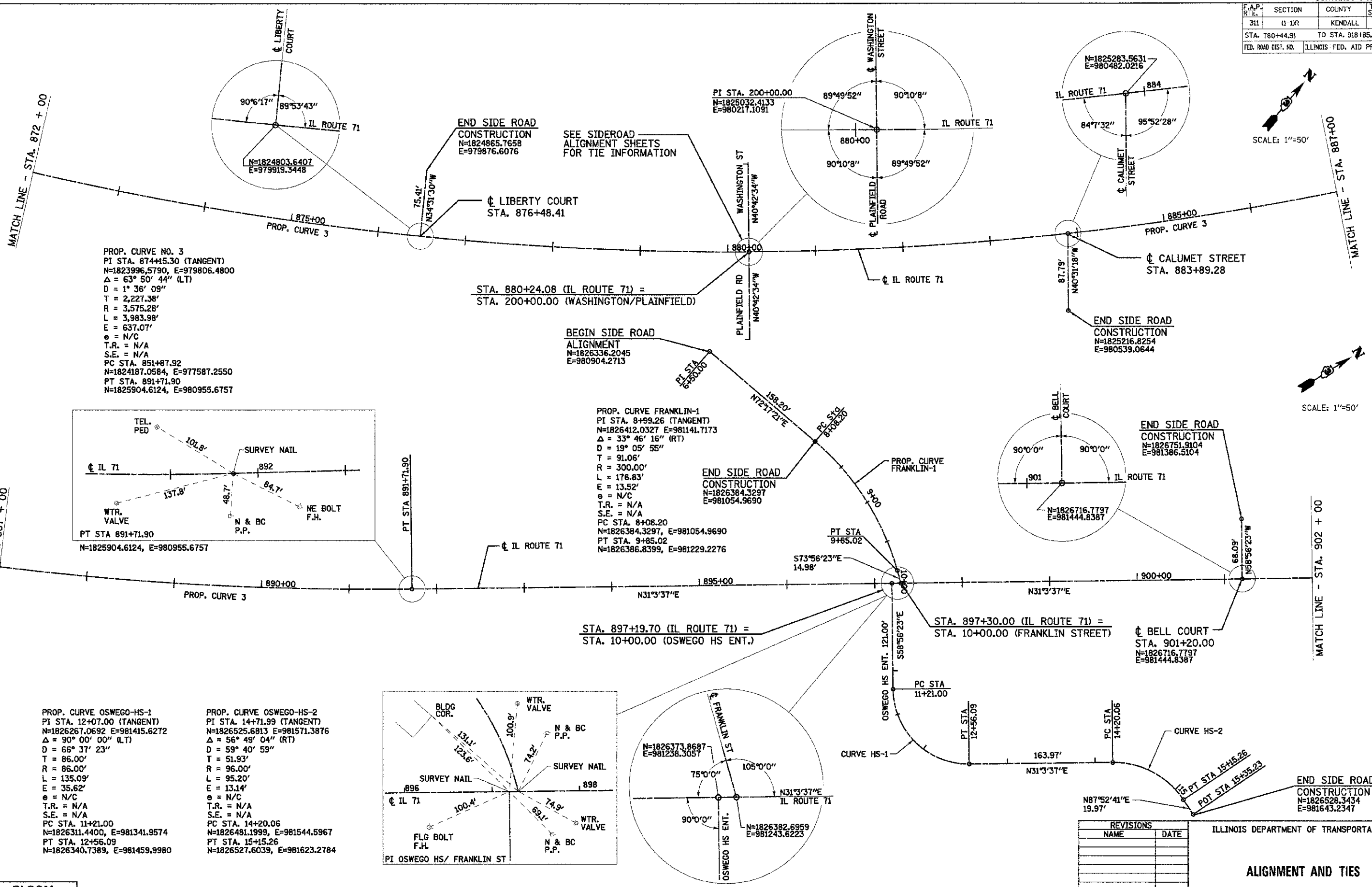
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	80
STA. 780+44.91 TO STA. 918+85.88				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



SCALE: 1"=50'



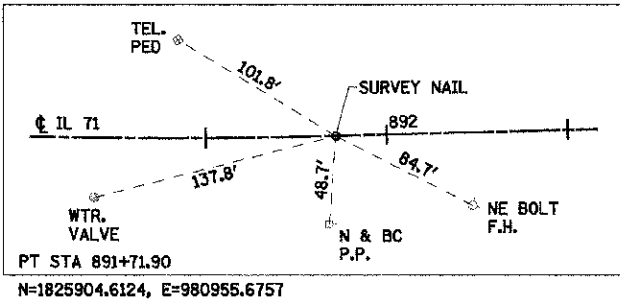
SCALE: 1"=50'



PROP. CURVE NO. 3  
 PI STA. 874+15.30 (TANGENT)  
 N=1823996.5790, E=979806.4800  
 $\Delta = 63^\circ 50' 44''$  (LT)  
 D = 1' 36' 09"  
 T = 2,227.38'  
 R = 3,575.28'  
 L = 3,983.98'  
 E = 637.07'  
 e = N/C  
 T.R. = N/A  
 S.E. = N/A  
 PC STA. 851+87.92  
 N=1824187.0584, E=977587.2550  
 PT STA. 891+71.90  
 N=1825904.6124, E=980955.6757

BEGIN SIDE ROAD ALIGNMENT  
 N=1826336.2045  
 E=980904.2713

PROP. CURVE FRANKLIN-1  
 PI STA. 8+99.26 (TANGENT)  
 N=1826412.0327, E=981141.7173  
 $\Delta = 33^\circ 46' 16''$  (RT)  
 D = 19' 05' 55"  
 T = 91.06'  
 R = 300.00'  
 L = 176.83'  
 E = 13.52'  
 e = N/C  
 T.R. = N/A  
 S.E. = N/A  
 PC STA. 8+08.20  
 N=1826384.3297, E=981054.9690  
 PT STA. 9+85.02  
 N=1826386.8399, E=981229.2276



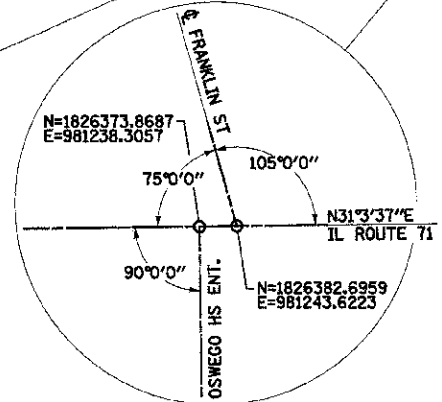
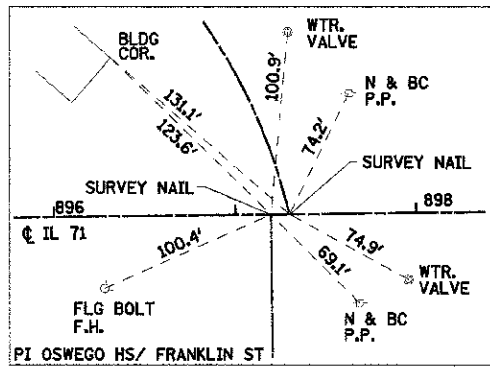
PT STA 891+71.90  
 N=1825904.6124, E=980955.6757

STA. 897+19.70 (IL ROUTE 71) =  
 STA. 10+00.00 (OSWEGO HS ENT.)

STA. 897+30.00 (IL ROUTE 71) =  
 STA. 10+00.00 (FRANKLIN STREET)

PROP. CURVE OSWEGO-HS-1  
 PI STA. 12+07.00 (TANGENT)  
 N=1826267.0692, E=981415.6272  
 $\Delta = 90^\circ 00' 00''$  (LT)  
 D = 66' 37' 23"  
 T = 86.00'  
 R = 86.00'  
 L = 135.09'  
 E = 35.62'  
 e = N/C  
 T.R. = N/A  
 S.E. = N/A  
 PC STA. 11+21.00  
 N=1826311.4400, E=981341.9574  
 PT STA. 12+56.09  
 N=1826340.7389, E=981459.9980

PROP. CURVE OSWEGO-HS-2  
 PI STA. 14+71.99 (TANGENT)  
 N=1826525.6813, E=981571.3876  
 $\Delta = 56^\circ 49' 04''$  (RT)  
 D = 59' 40' 59"  
 T = 51.93'  
 R = 96.00'  
 L = 95.20'  
 E = 13.14'  
 e = N/C  
 T.R. = N/A  
 S.E. = N/A  
 PC STA. 14+20.06  
 N=1826481.1999, E=981544.5967  
 PT STA. 15+15.26  
 N=1826527.6039, E=981623.2784



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES

SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE: 07/06/2012

DRAWN BY: WS/KD  
 CHECKED BY: JAP/DJB

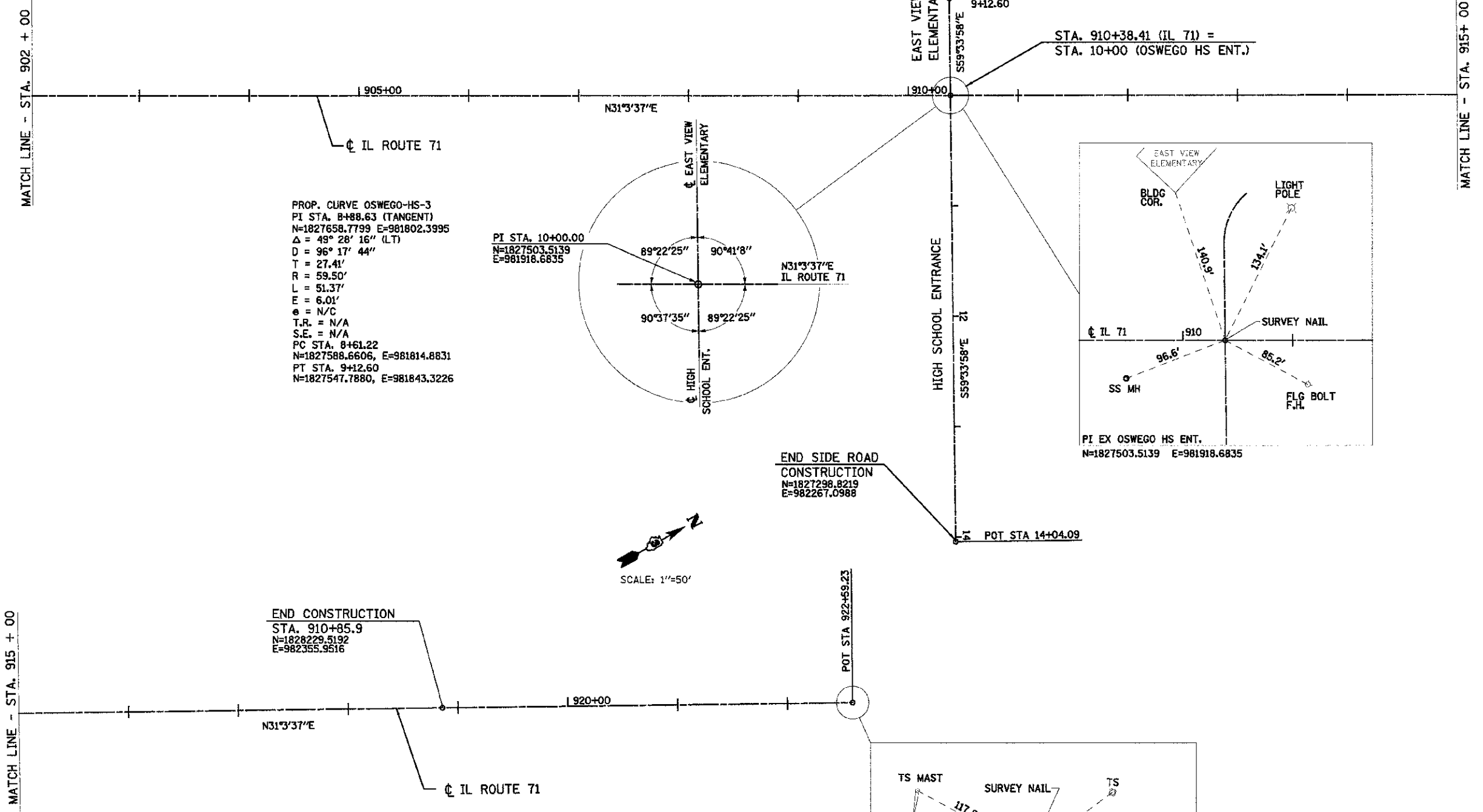
TUD PROJ. #1502914  
 PLOT DATE = 7/9/2012  
 FILE NAME = F:\BNS-1189\_11\_71\Drawings\1-CADD\CD\Numball1189\_11\_T\_Bldg.dwg

**BLOOM COMPANIES, LLC**  
 Infrastructure Innovation and Integrity  
 900 W. Fullerton Street, Suite 701 • Chicago, IL 60611  
 Phone: (312) 976-8800 Fax: (312) 976-8800

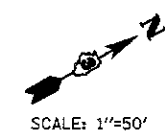
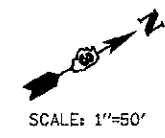
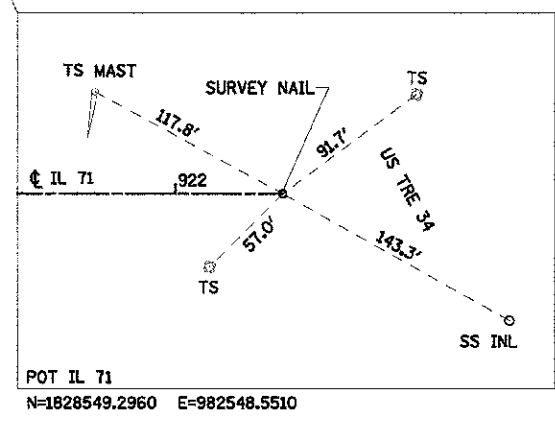
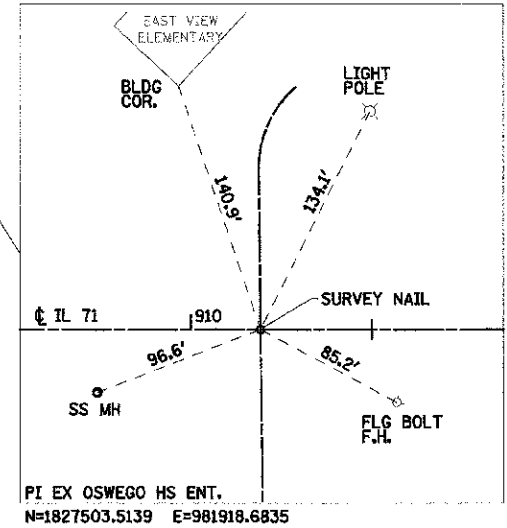
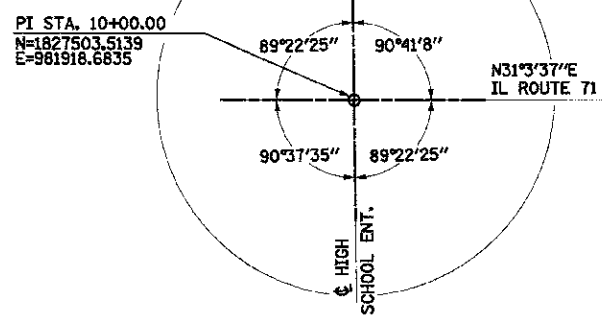
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	81
STA. 780+44.91		TO STA. 918+85.88		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

MATCH LINE - STA. 902 + 00

MATCH LINE - STA. 915 + 00



PROP. CURVE OSWEGO-HS-3  
 PI STA. 8+88.63 (TANGENT)  
 N=1827658.7799 E=981802.3995  
 $\Delta = 49^\circ 28' 16''$  (LT)  
 D = 96' 17' 44"  
 T = 27.41'  
 R = 59.50'  
 L = 51.37'  
 E = 6.01'  
 e = N/C  
 T.R. = N/A  
 S.E. = N/A  
 PC STA. 8+61.22  
 N=1827588.6606, E=981814.8831  
 PT STA. 9+12.60  
 N=1827547.7880, E=981843.3226



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ALIGNMENT AND TIES**

SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'

DATE 07/06/2012

DRAWN BY WS/KD  
 CHECKED BY JAP/DJB

TUG PROJ. #318944  
 PLOT DATE = 7/9/2012  
 FILE NAME = F:\118-1158 11 71 Oswego\118-1158-01\118-01\_T 6.dgn

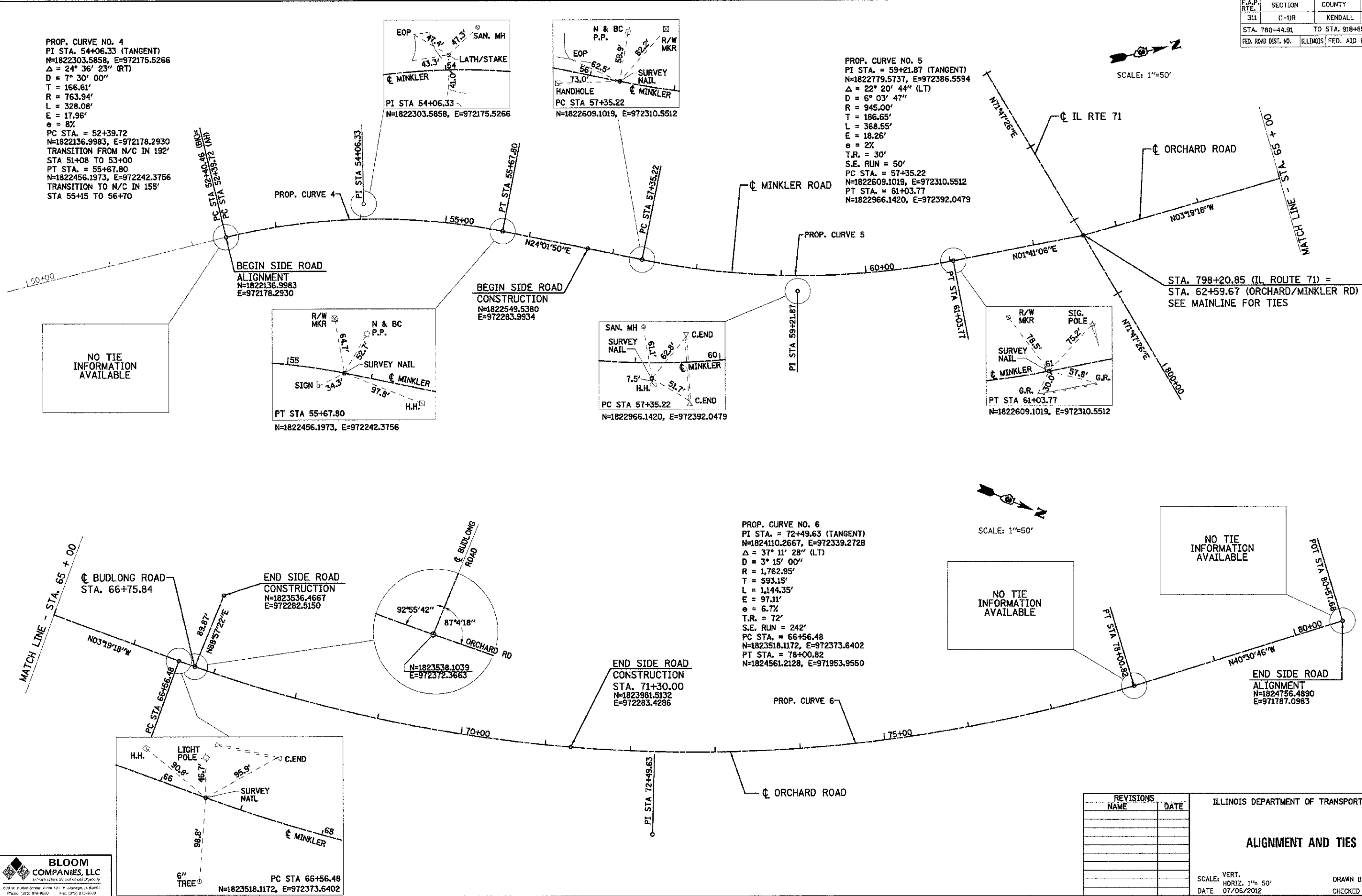
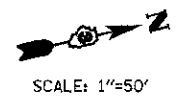
**BLOOM COMPANIES, LLC**  
 Infrastructure. Innovations. Integrity.  
 935 W. Fulton Street, Suite 701 • Chicago, IL 60607  
 Phone: (312) 876-8930 Fax: (312) 278-0030

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1R)	KENDALL	514	82
STA. 780+44.91		TO STA. 918+85.88		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PROP. CURVE NO. 4  
 PI STA. 54+06.33 (TANGENT)  
 N=1822303.5858, E=972175.5266  
 $\Delta = 24^\circ 36' 23''$  (RT)  
 D =  $7^\circ 30' 00''$   
 T = 166.61'  
 R = 763.94'  
 L = 328.08'  
 E = 17.96'  
 $e = 8\%$   
 PC STA. = 52+39.72  
 N=1822136.9983, E=972178.2930  
 TRANSITION FROM N/C IN 192'  
 STA 51+08 TO 53+00  
 PT STA. = 55+67.80  
 N=1822456.1973, E=972242.3756  
 TRANSITION TO N/C IN 155'  
 STA 55+15 TO 56+70

PROP. CURVE NO. 5  
 PI STA. = 59+21.87 (TANGENT)  
 N=1822779.5737, E=972386.5594  
 $\Delta = 22^\circ 20' 44''$  (LT)  
 D =  $6^\circ 03' 47''$   
 R = 945.00'  
 T = 186.65'  
 L = 368.55'  
 E = 18.26'  
 $e = 2\%$   
 T.R. = 30'  
 S.E. RUN = 50'  
 PC STA. = 57+35.22  
 N=1822609.1019, E=972310.5512  
 PT STA. = 61+03.77  
 N=1822966.1420, E=972392.0479

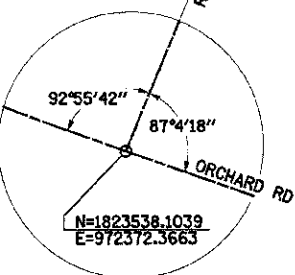
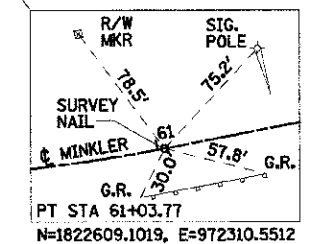
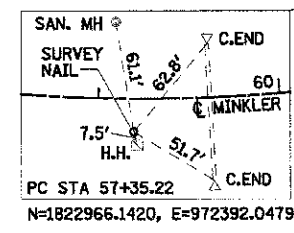
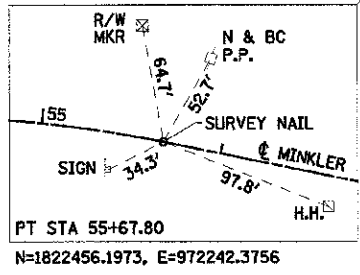
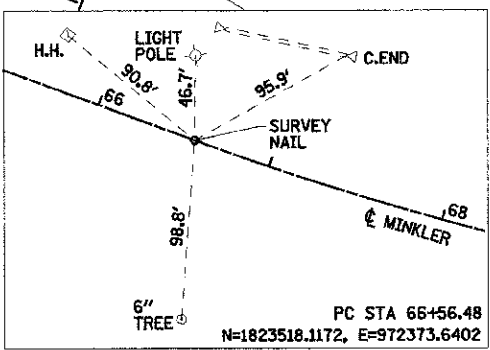
PROP. CURVE NO. 6  
 PI STA. = 72+49.63 (TANGENT)  
 N=1824110.2667, E=972339.2728  
 $\Delta = 37^\circ 11' 28''$  (LT)  
 D =  $3^\circ 15' 00''$   
 R = 1,762.95'  
 T = 593.15'  
 L = 1,144.35'  
 E = 97.11'  
 $e = 6.7\%$   
 T.R. = 72'  
 S.E. RUN = 242'  
 PC STA. = 66+56.48  
 N=1823518.1172, E=972373.6402  
 PT STA. = 78+00.82  
 N=1824561.2128, E=971953.9550



NO TIE INFORMATION AVAILABLE

NO TIE INFORMATION AVAILABLE

NO TIE INFORMATION AVAILABLE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ALIGNMENT AND TIES**

SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE 07/06/2012

DRAWN BY WS/KD  
 CHECKED BY JAP/DJB

TUG PROJ. #1010004  
 PLOT DATE = 7/9/2012  
 FILE NAME = F:\3100\10100 11 71\Drawings\LD\RD\CD\66420\10100\_11\_71.dwg

**BLOOM COMPANIES, LLC**  
 Infrastructure Development and Design  
 600 W. Fulton Street, Suite 721 • Chicago, IL 60661  
 Phone: (312) 878-8500 Fax: (312) 878-8600

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	83
STA. 780+44.91		TO STA. 918+85.88		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

EXIST Curve No. 1  
 PI STA. 50+91.66 (TANGENT)  
 N=1824295.8610, E=975877.7290  
 Δ = 36° 32' 01" (RT)  
 D = 52° 05' 13"  
 T = 36.31'  
 R = 110.00'  
 L = 70.14'  
 E = 5.84'  
 PC STA. 50+55.35  
 N=1824262.5264, E=975863.3380  
 PT STA. 51+25.49  
 N=1824314.0787, E=975909.1362

EXIST Curve No. 2  
 PI STA. 55+26.16 (TANGENT)  
 N=1824505.2801, E=976261.0880  
 Δ = 06° 29' 02" (RT)  
 D = 02° 33' 33"  
 T = 126.82'  
 R = 2238.82'  
 L = 253.36'  
 E = 3.59'  
 PC STA. 53+99.34  
 N=1824448.2550, E=976147.8160  
 PT STA. 56+52.70  
 N=1824549.1490, E=976380.0750

PC STA 103+63.97  
 N=1824548.7595, E=976379.0185  
 C. END SURVEY SIGN NAIL  
 16.6'  
 104'  
 50.5'  
 54.3'  
 34.5'  
 R/W MKR  
 PC STA 103+74.84  
 N=1824552.5863, E=976389.1919

WEST END COURT  
 STA. 106+36.11  
 N=1824629.5600  
 E=976638.7407

END SIDE ROAD  
 ALIGNMENT  
 N=1824645.5660  
 E=976700.4730

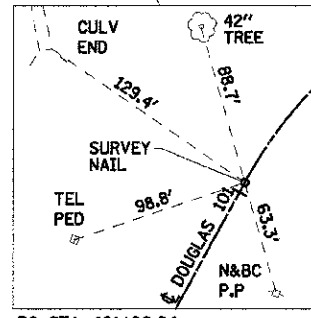
POT STA. 106+99.89  
 N=1824645.5660, E=976700.4730  
 PIPE END 10" TREE 10" TREE  
 33.5' 42.7' 83.5' 43.5'  
 106' SS MH LIGHT POLE  
 31.9' 54.9' 41.2'  
 PT STA. 106+13.71  
 N=1824623.9370, E=976617.0540

Prop. Curve No. 7  
 PI STA. 102+47.81 (TANGENT)  
 N=1824499.7175, E=976246.0006  
 Δ = 59° 06' 49" (RT)  
 D = 22° 55' 06"  
 T = 141.77'  
 R = 250.00'  
 L = 257.93'  
 E = 37.40'  
 PC STA. 101+06.04  
 N=1824360.3882, E=976219.8046  
 PT STA. 103+63.97  
 N=1824548.7595, E=976379.0185

Prop. Curve No. 8  
 PI STA. 104+94.37 (TANGENT)  
 N=1824593.9361, E=976501.3461  
 Δ = 05° 42' 09" (RT)  
 D = 02° 23' 14"  
 T = 119.53'  
 R = 2400.00'  
 L = 238.87'  
 E = 2.98'  
 PC STA. 103+74.84  
 N=1824552.5863, E=976389.1919  
 PT STA. 106+13.71  
 N=1824623.9370, E=976617.0540

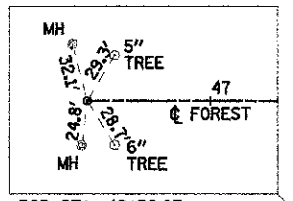
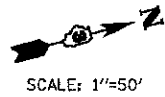
STA. 834+35.67 (IL ROUTE 71) =  
 STA. 50+00.00 EXIST MAIN ST

STA. 837+97.36 (IL ROUTE 71) =  
 STA. 100+00.00 (DOUGLAS ST.)  
 SEE MAINLINE FOR TIES



PC STA. 101+06.04  
 N=1824360.3882, E=976219.8046

END SIDE ROAD  
 CONSTRUCTION  
 N=1824493.1550  
 E=978665.8230



POB STA. 46+32.07  
 N=1823906.7190, E=978732.8490

PRAIRIEVIEW

BEGIN SIDE ROAD  
 ALIGNMENT  
 N=1823906.7190  
 E=978732.8490

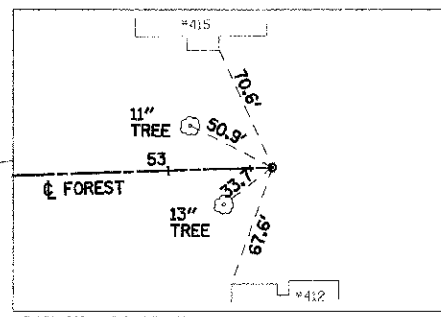
STA. 863+44.48 (IL ROUTE 71) =  
 STA. 50+00.00 (FOREST AVE)  
 SEE MAINLINE FOR TIES

FOREST AVE

PI STA 51+56.92

JUDSON STREET  
 STA. 52+19.25  
 N=1824493.8587  
 E=978735.2395

END SIDE ROAD  
 ALIGNMENT  
 N=1824632.0110  
 E=978731.5510



POT STA. 53+57.45  
 N=182462.0110, E=978731.5510

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES

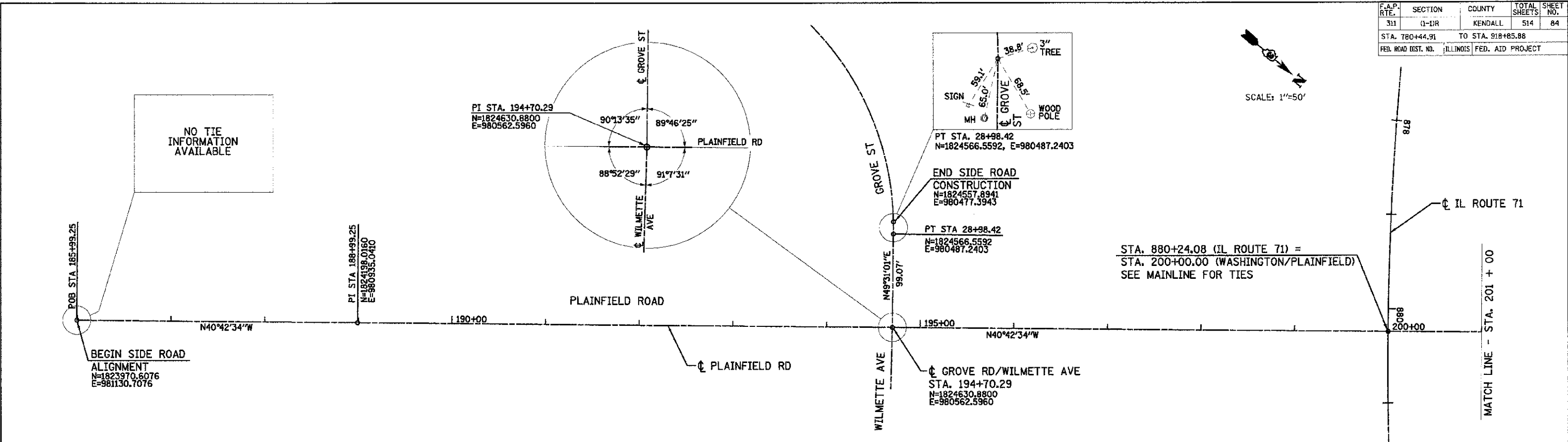
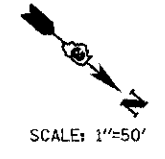
SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE 07/06/2012

DRAWN BY WS/KD  
 CHECKED BY JAP/DJB

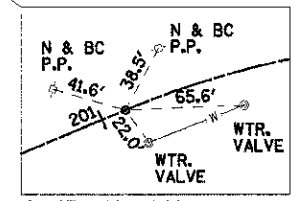
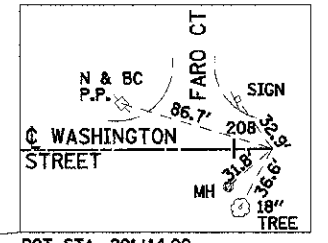
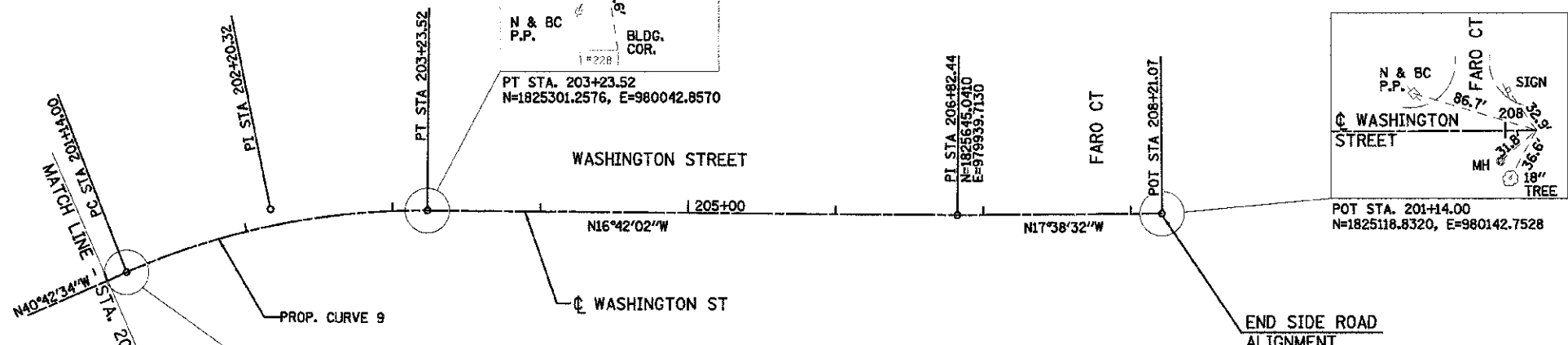
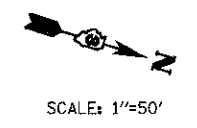
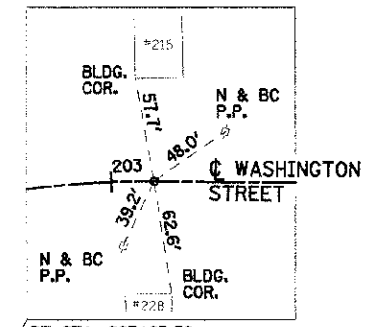
TUB PROJ. 03/08/14  
 PLOT DATE = 7/9/2012  
 FILE NAME = F:\1108-1109 11 71 Oswego\1108\1109\1108\_1109\_11\_71.dgn

**BLOOM**  
 COMPANIES, LLC  
 Infrastructure Development and Integrity  
 600 W. Fulton Street, Suite 211 • Chicago, IL 60661  
 Phone: (312) 875-8000 Fax: (312) 370-5802

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	1-1R	KENDALL	514	84
STA. 780+44.91		TO STA. 918+85.88		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



Prop. Curve No. 9  
 PI STA. 202+20.32 (TANGENT)  
 N=1825199.4241, E=980073.4098  
 $\Delta = 24^\circ 00' 31''$  (RT)  
 D =  $11^\circ 27' 33''$   
 T = 106.32'  
 R = 500.00'  
 L = 209.52'  
 E = 11.18'  
 e = N/C  
 T.R. = N/A  
 S.E. = N/A  
 PC STA. 201+14.00  
 N=1825118.8320, E=980142.7528  
 PT STA. 203+23.52  
 N=1825301.2576, E=980042.8570



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ALIGNMENT AND TIES**

SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'

DATE: 07/06/2012

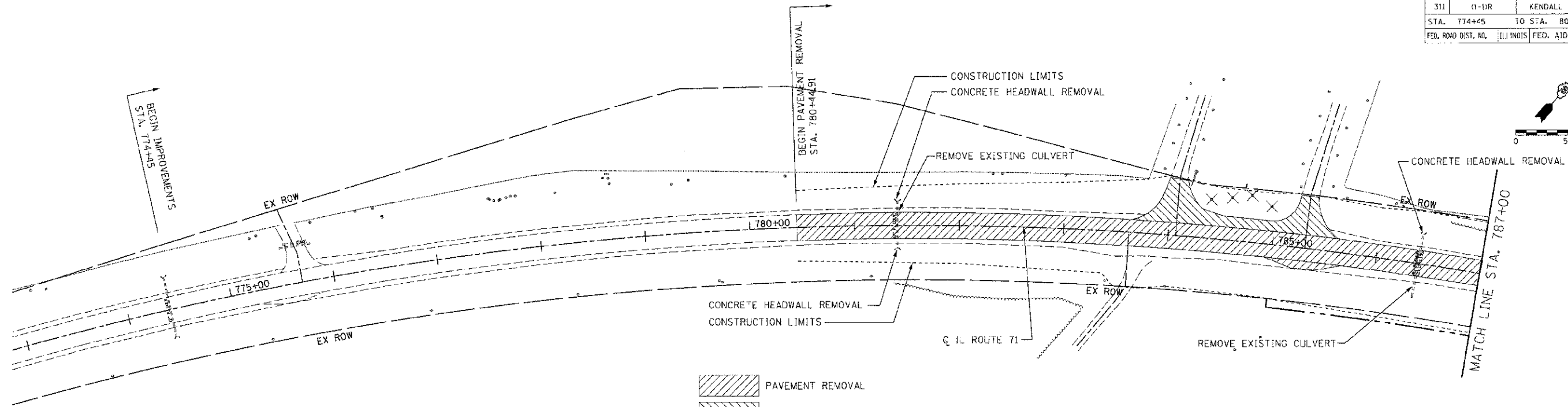
DRAWN BY: WS/KD  
 CHECKED BY: JAP/DJB

TUC PROJ. #060584  
 PLOT DATE = 7/5/2012  
 FILE NAME = F:\BNS-115W II 71 Design\AL\_CADD\CDA\Nun\31159.AL.T 8.dgn

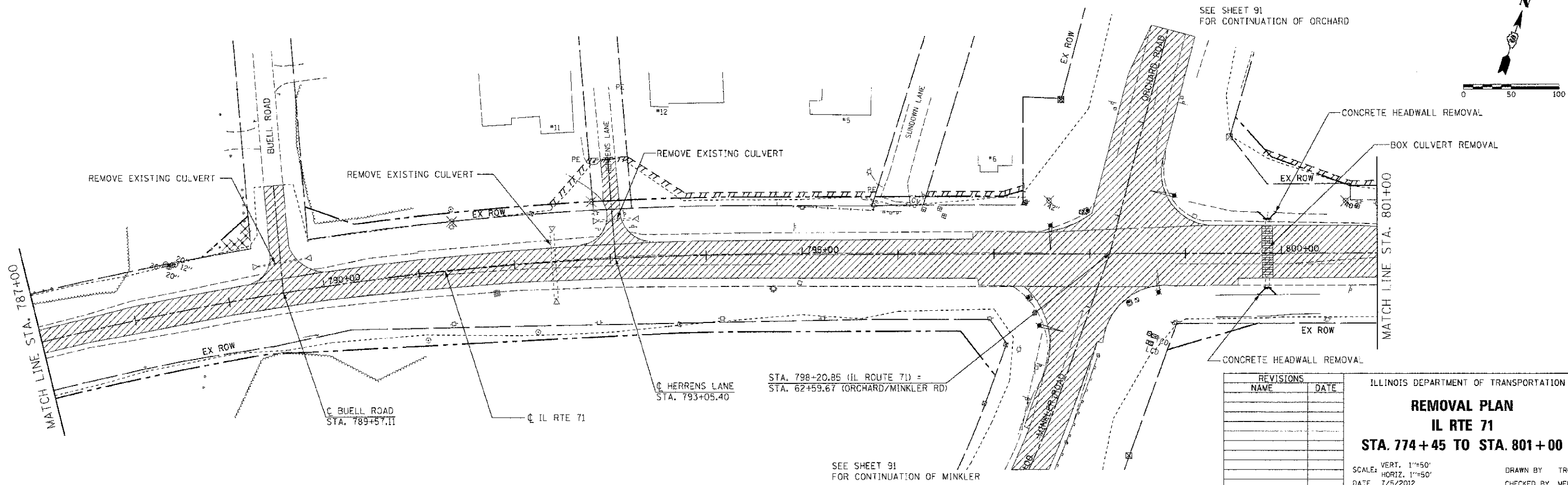
**BLOOM COMPANIES, LLC**  
 Infrastructure Innovation and Expertise  
 600 W. Fullerton Street, Suite 707 • Chicago, IL 60611  
 Phone: (312) 676-9000 Fax: (312) 676-8807



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	0-11R	KENDALL	514	85
STA. 774+45		TO STA. 801+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- CLASS D PATCHES
- 42" TREE REMOVAL/DIAMETER



SEE SHEET 91 FOR CONTINUATION OF ORCHARD

SEE SHEET 91 FOR CONTINUATION OF MINKLER

STA. 798+20.85 (IL ROUTE 71) =  
STA. 62+59.67 (ORCHARD/MINKLER RD)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**REMOVAL PLAN**  
**IL RTE 71**  
**STA. 774+45 TO STA. 801+00**

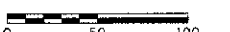
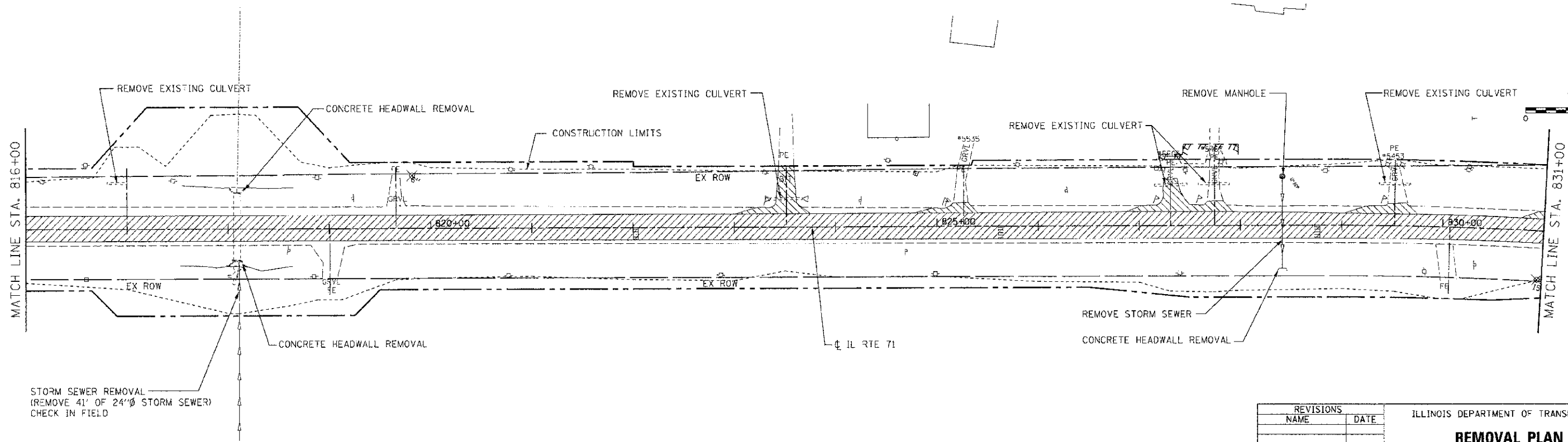
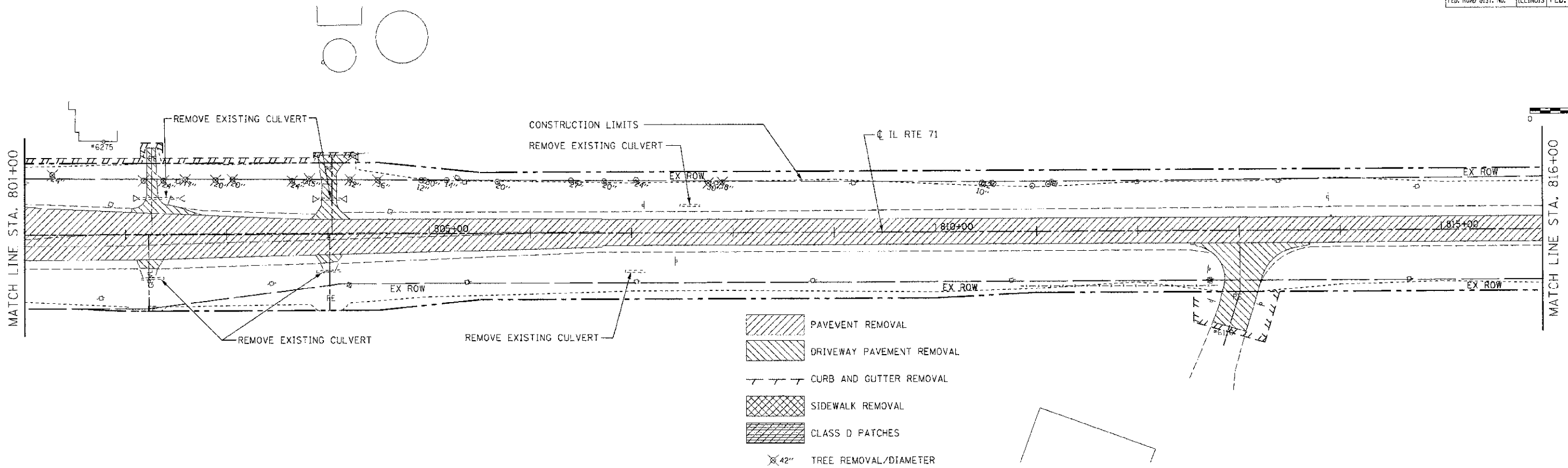
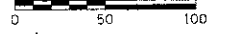
SCALE: VERT. 1"=50'  
HORIZ. 1"=50'

DATE 7/5/2012

DRAWN BY TRC  
CHECKED BY MED

THE PROJ: 210624  
 PLOT DATE: 7/5/2012  
 FILE NAME: P:\GIS\11\_DOT\_01813\Design\Phase 1\REM-88-81.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	41-1R	KENDALL	514	86
STA. 801+00	TO STA. 831+00			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**REMOVAL PLAN**  
**IL RTE 71**  
**STA. 801+00 TO STA. 831+00**

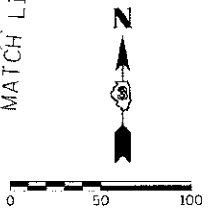
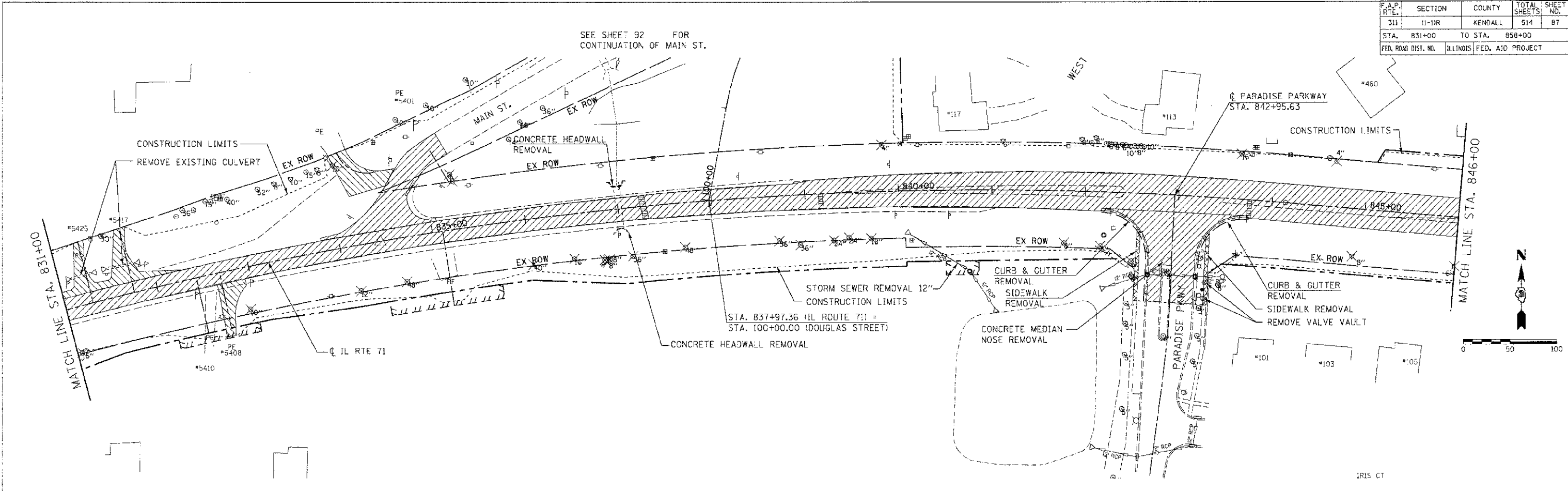
SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE 7/5/2012

DRAWN BY TRG  
 CHECKED BY M&D

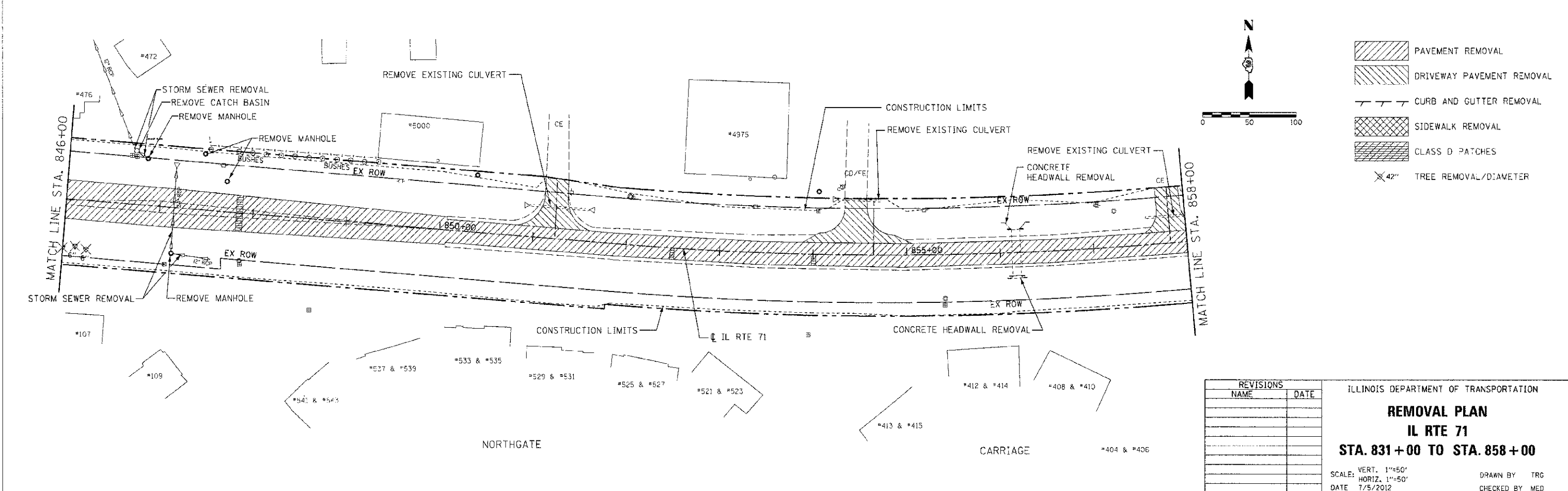
PLS PROJ. #1098614  
 PLOT DATE = 7/5/2012  
 FILE NAME = j:\acct\1\...dca\dca\13\unm\p\kase\11\NEN 02 83.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	87
STA. 831+00 TO STA. 858+00		ILLINOIS FED. AID PROJECT		

SEE SHEET 92 FOR CONTINUATION OF MAIN ST.



IRIS CT

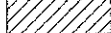

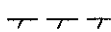

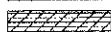



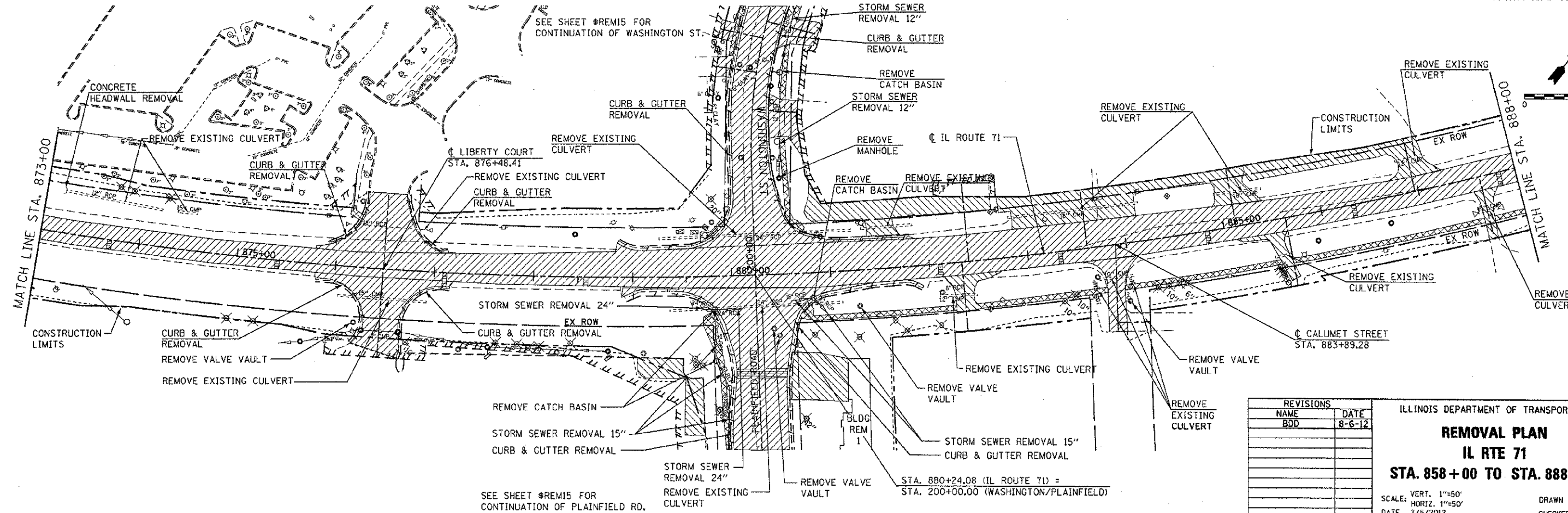
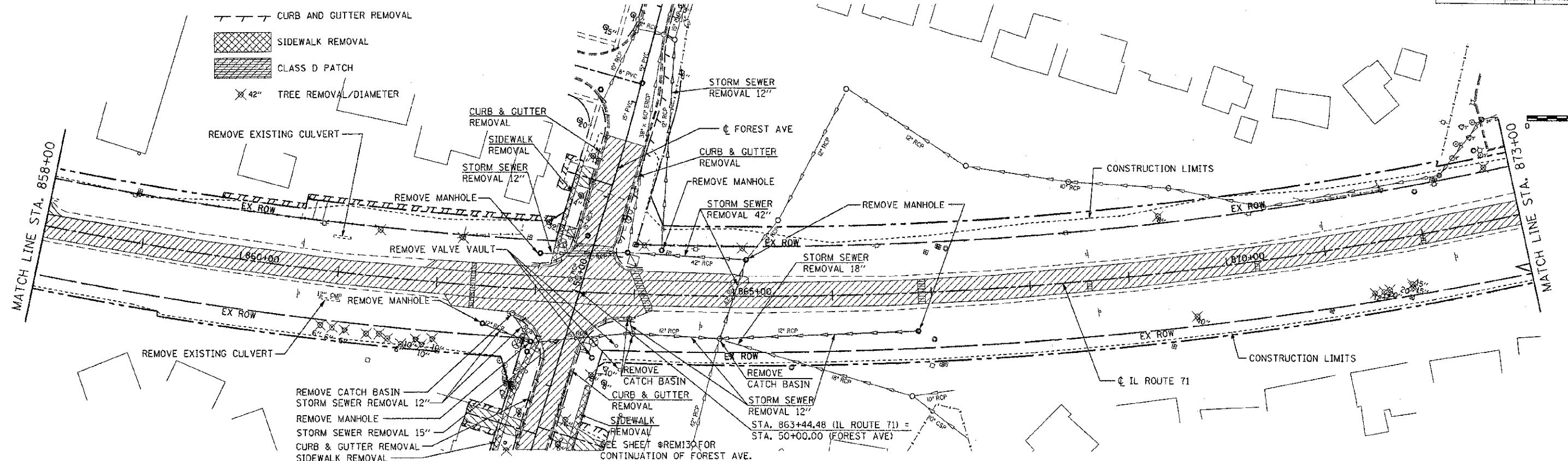
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**REMOVAL PLAN**  
**IL RTE 71**  
**STA. 831+00 TO STA. 858+00**  
 SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE 7/5/2012  
 DRAWN BY TRC  
 CHECKED BY MED

TUG PROJ: 13085914  
 PLOT DATE: 7/5/2012  
 FILE NAME: J:\PROJECTS\13085914\13085914.dwg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1R)	KENDALL	514	88
STA. 858+00		TO STA. 888+00		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

-  PAVEMENT REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  CURB AND GUTTER REMOVAL
-  SIDEWALK REMOVAL
-  CLASS D PATCH
-  42" TREE REMOVAL/DIAMETER



REVISIONS	
NAME	DATE
BDD	8-6-12

ILLINOIS DEPARTMENT OF TRANSPORTATION

**REMOVAL PLAN**

**IL RTE 71**

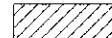
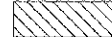
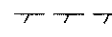


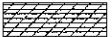

**STA. 858+00 TO STA. 888+00**

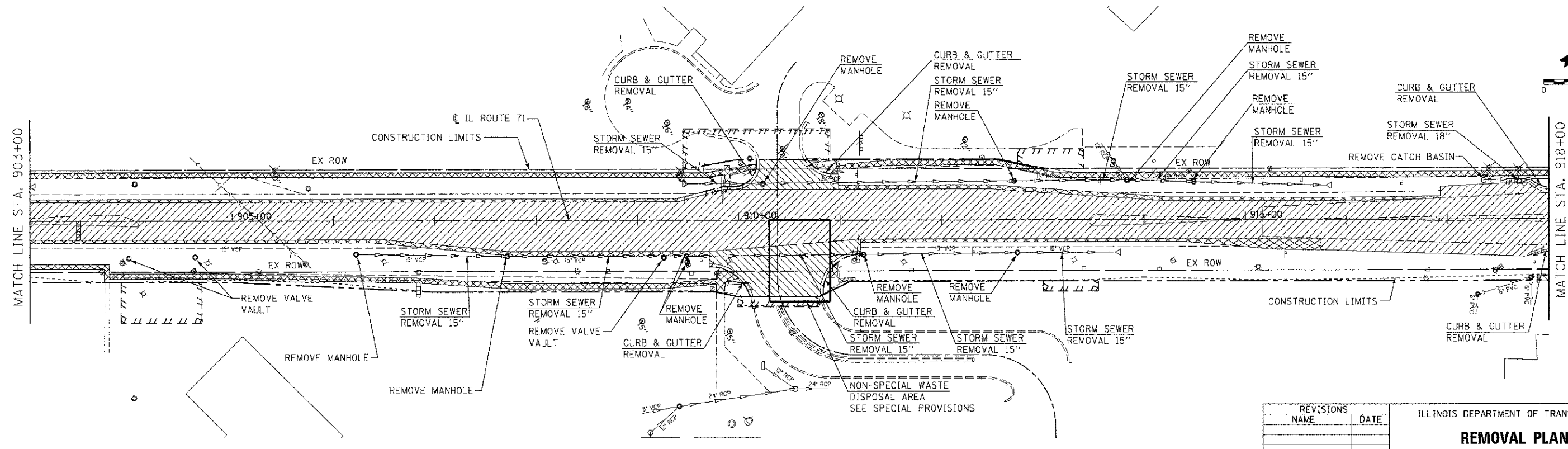
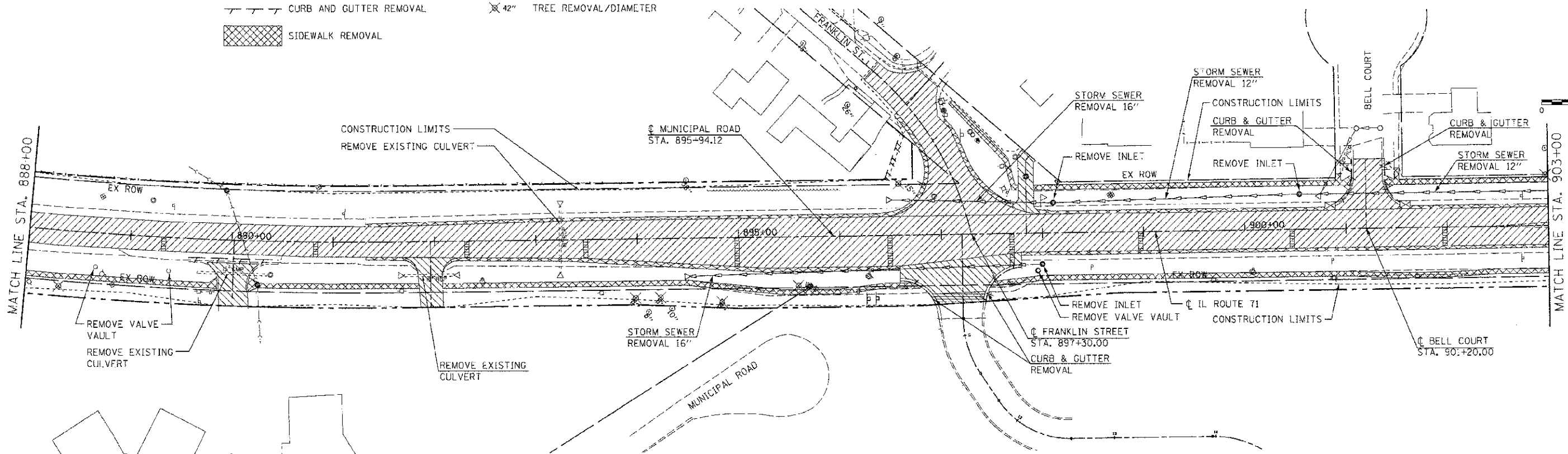
SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE 1/5/2012

DRAWN BY TRG  
 CHECKED BY MED

TLS PROJ: 310504  
 PLOT DATE: 8/1/2012  
 FILE NAME: c:\p\...d\...removal.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-11R	KENDALL	514	89
STA. 888+00		TO STA. 918+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

-  PAVEMENT REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  CURB AND GUTTER REMOVAL
-  SIDEWALK REMOVAL
-  PAVED SHOULDER REMOVAL
-  CLASS D PATCH
-  42" TREE REMOVAL/DIAMETER



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**REMOVAL PLAN**

**IL RTE 71**

**STA. 888 + 00 TO STA. 918 + 00**

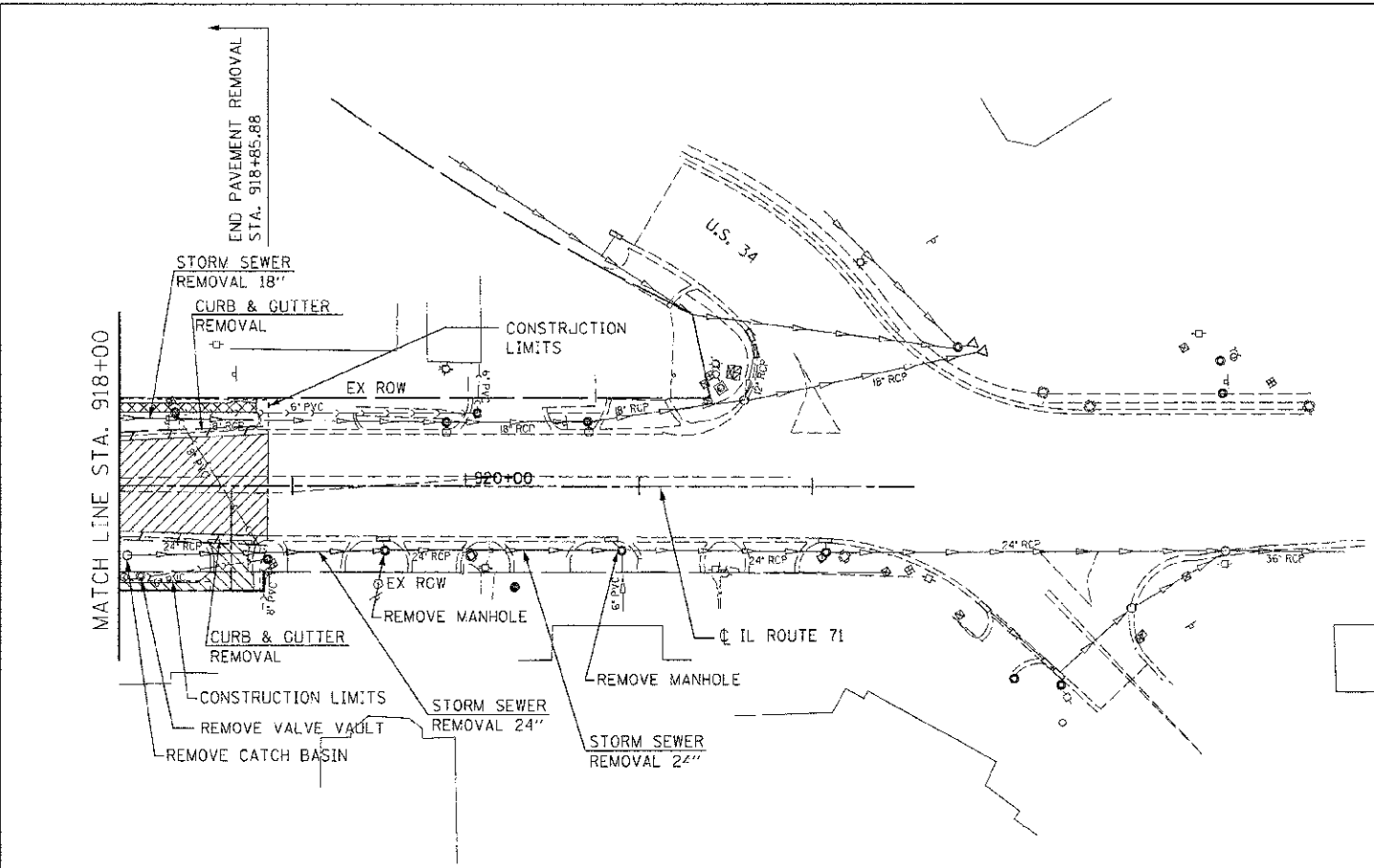
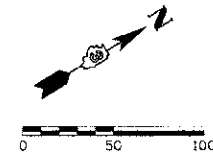
SCALE: VERT. 1"=50'  
 HORZ. 1"=50'

DATE: 7/5/2012

DRAWN BY: TRG  
 CHECKED BY: MED

TUG PROJ: 3105814  
 PLOT DATE: 7/5/2012  
 FILE NAME: p:\activ1\ldot\_0513\oswego\phase 11\SEM-88-89.dwg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	90
STA. 918+00 TO STA. 918+85.88				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- 42" TREE REMOVAL/DIAMETER

TUG PROJ. #2105814  
 PLOT DATE = 7/5/2012  
 FILE NAME = p:\civil\1\...\_det.dwg\3\onmngn\ghw... 1\REF-12.dgn

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**REMOVAL PLAN**

**IL RTE 71**

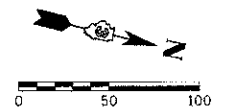
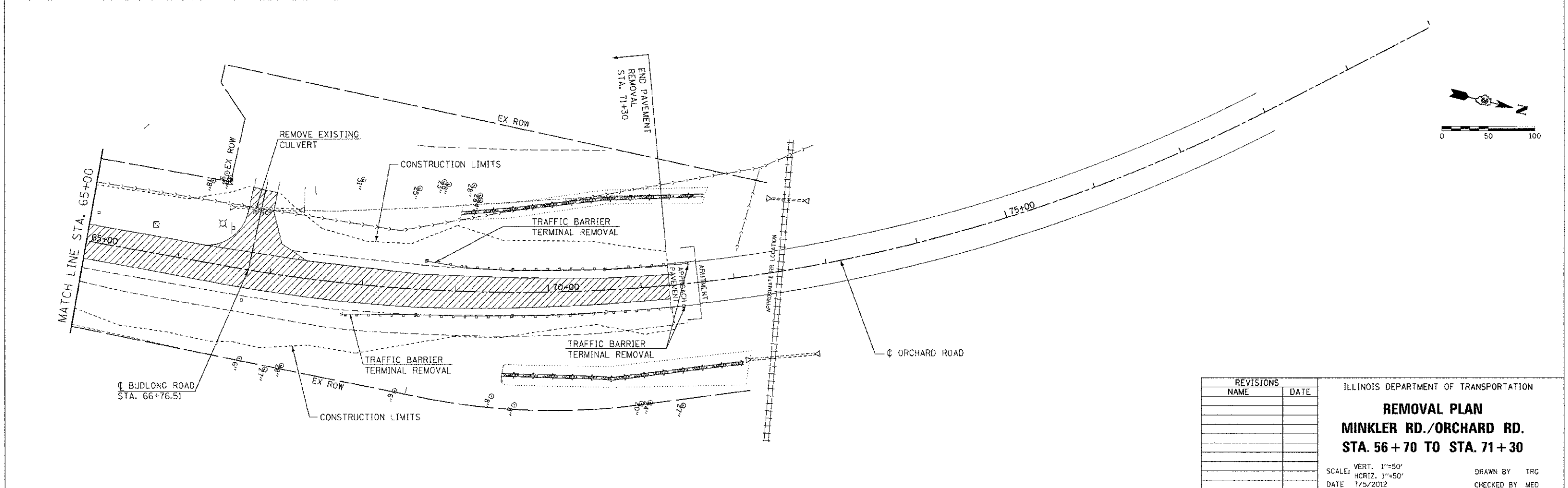
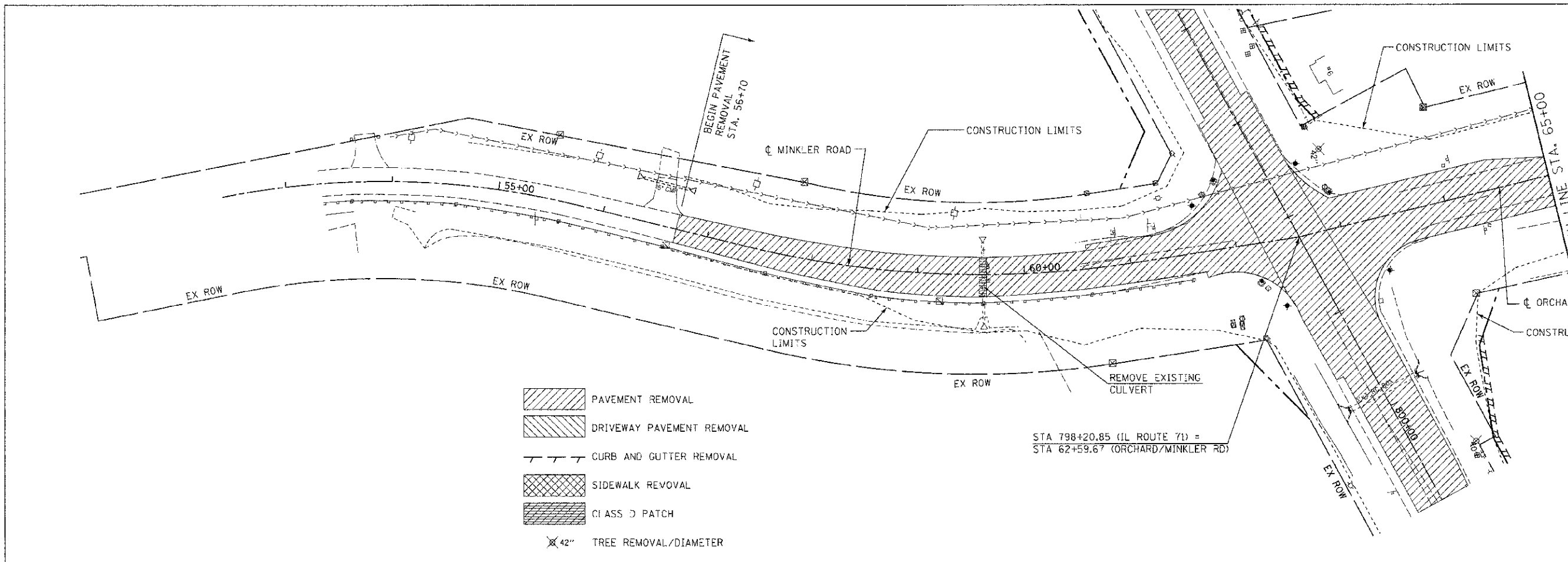
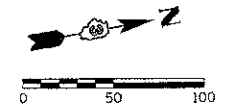
**STA. 918 + 00 TO STA. 918 + 85.88**

SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'

DATE: 7/5/2012

DRAWN BY TRG  
 CHECKED BY MED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	01-LR	KENDALL	514	91
STA. 56+70		TO STA. 71+30		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**REMOVAL PLAN**  
**MINKLER RD./ORCHARD RD.**  
**STA. 56+70 TO STA. 71+30**

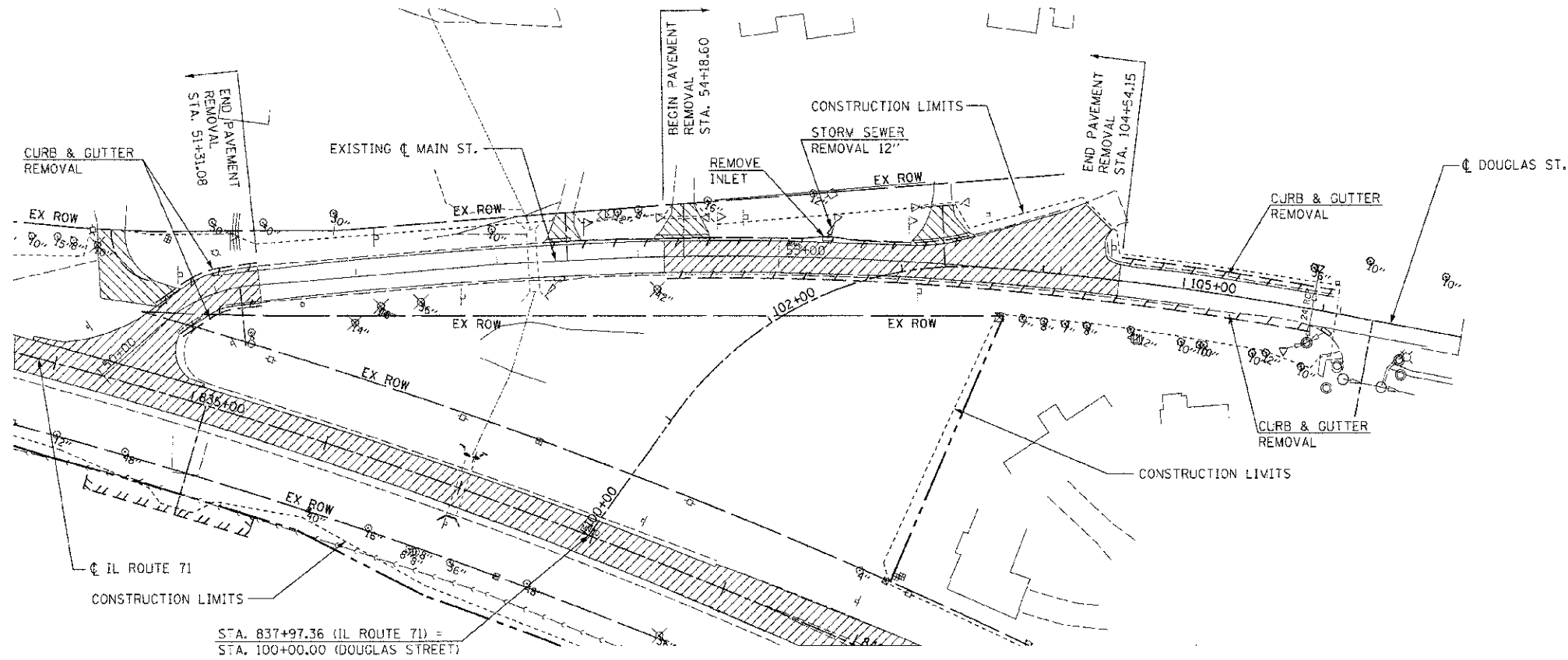
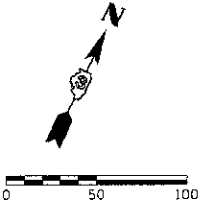
SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE 7/5/2012

DRAWN BY TRC  
 CHECKED BY MED

THE UPCHURCH GROUP, INC., 123 NORTH 15TH STREET, MATTOON, ILLINOIS 61938, (217) 235-3177  
 PROFESSIONAL DESIGN FIRM CORPORATION LICENSE NO. 094-003401

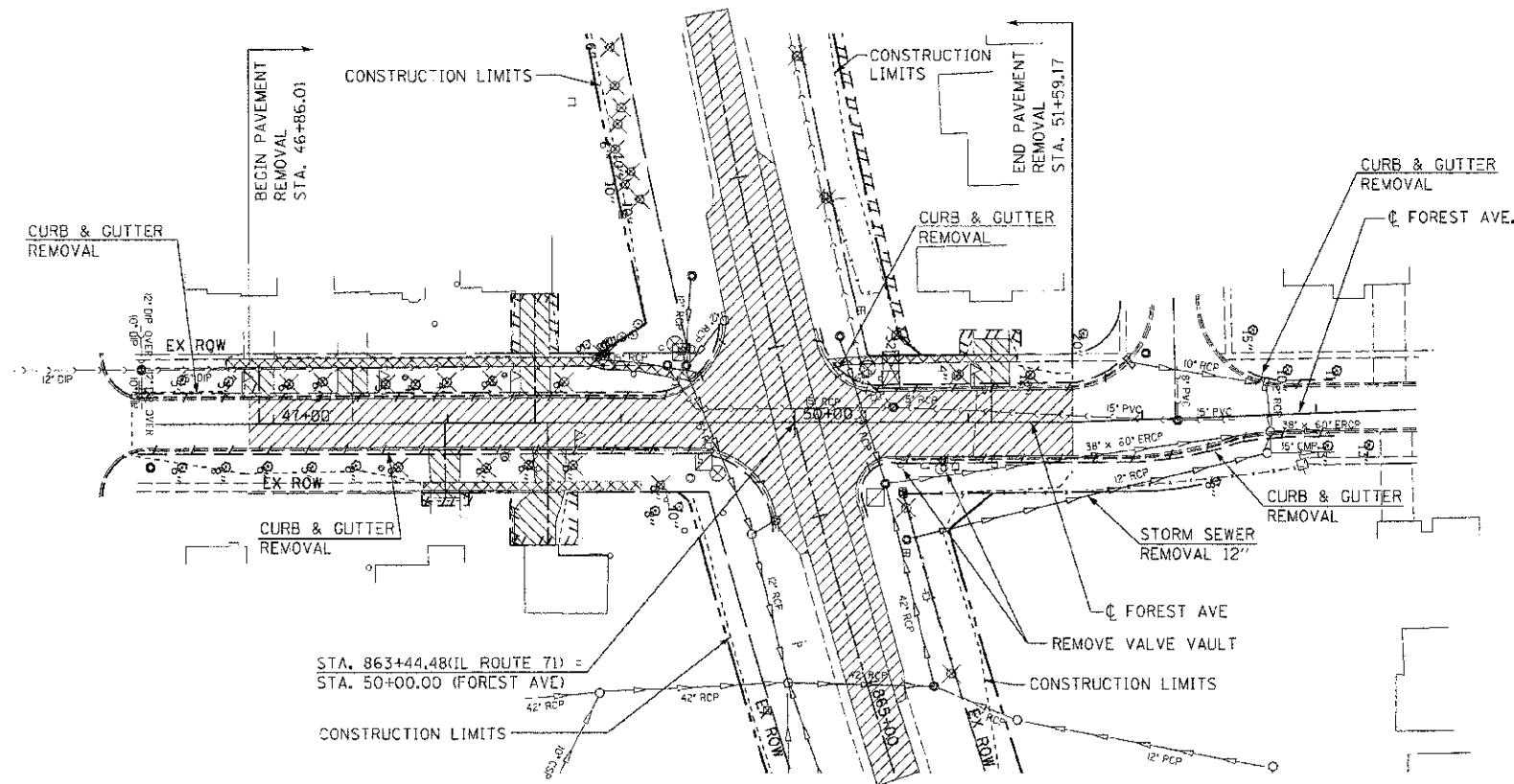
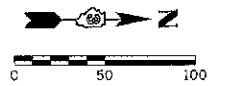


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	01-11R	KENDALL	514	92
STA.		TO STA.		
FFD. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



STA. 837+97.36 (IL ROUTE 71) =  
STA. 100+00.00 (DOUGLAS STREET)

- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- TREE REMOVAL/DIAMETER



STA. 863+44.48 (IL ROUTE 71) =  
STA. 50+00.00 (FOREST AVE)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**REMOVAL PLAN  
DOUGLAS ST./FOREST AVE.**

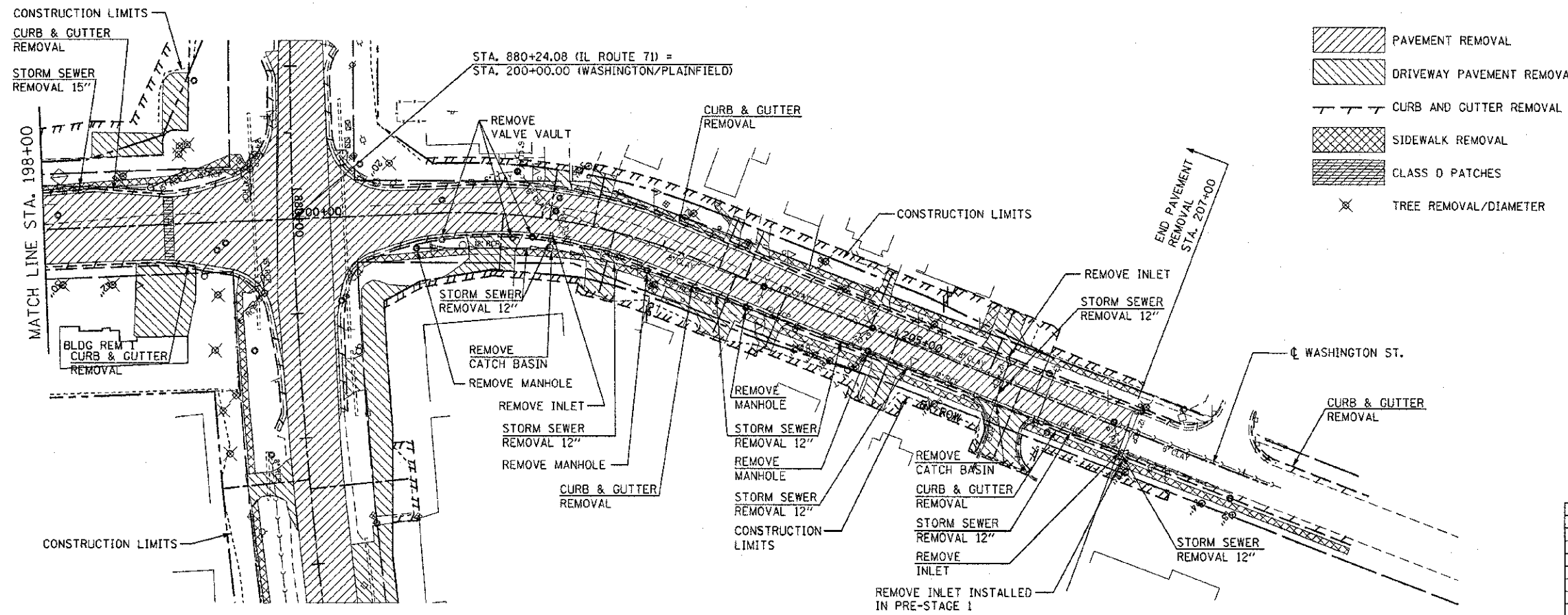
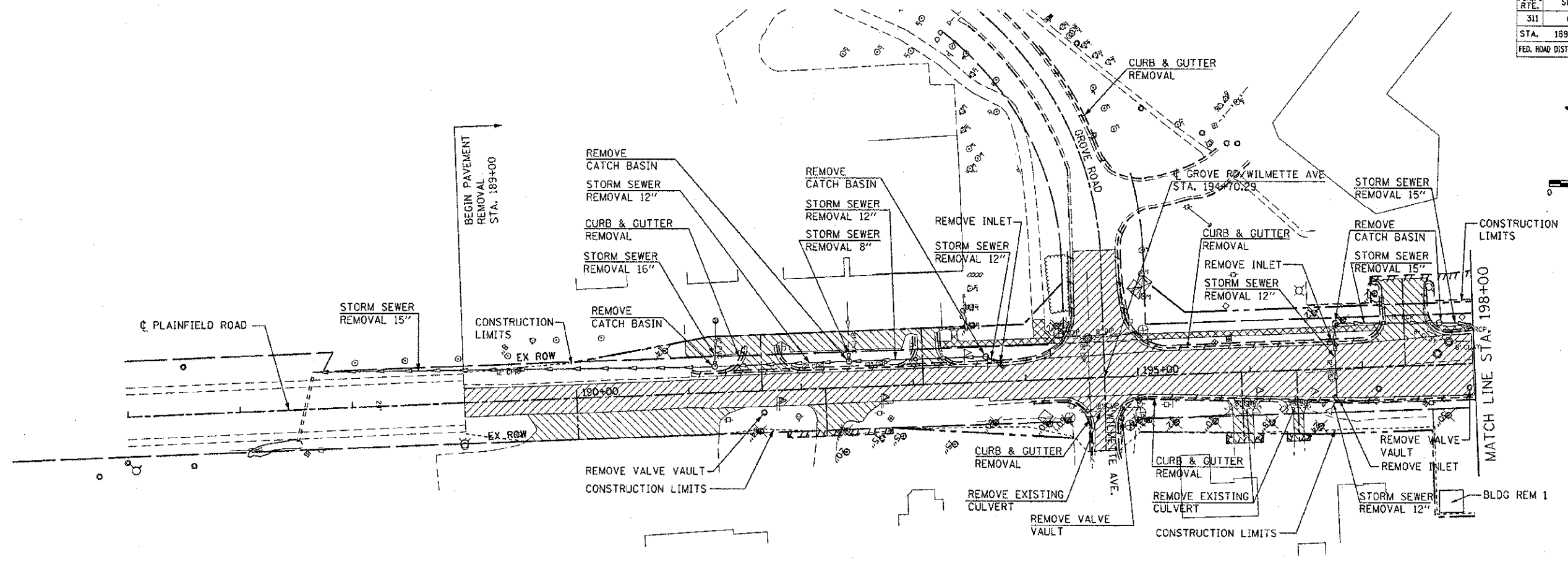
SCALE: VERT. 1"=50'  
HORIZ. 1"=50'  
DATE 7/5/2012

DRAWN BY TRC  
CHECKED BY MED

TUC PROJ. # 13185914  
PLOT DATE = 7/5/2012  
FILE NAME = p:\new\1\...db\...plan 11\REN-13-14.dgn



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	93
STA. 189+00		TO STA. 207+00		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT



- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- CLASS D PATCHES
- TREE REMOVAL/DIAMETER

REVISIONS	
NAME	DATE
BDD	8-6-12

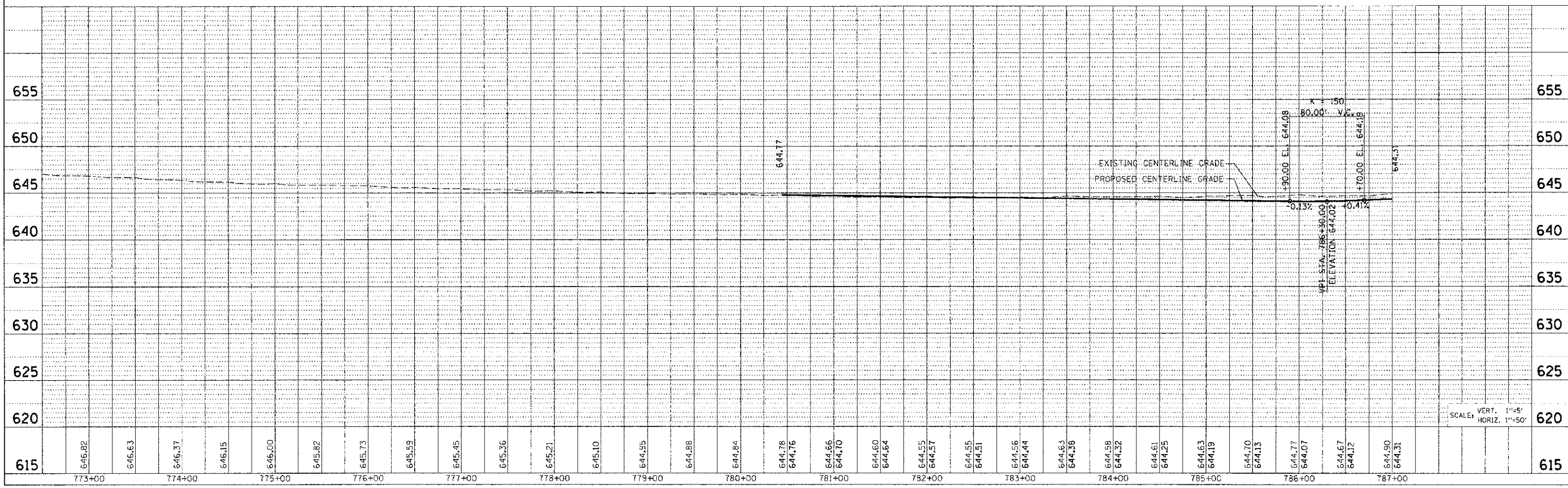
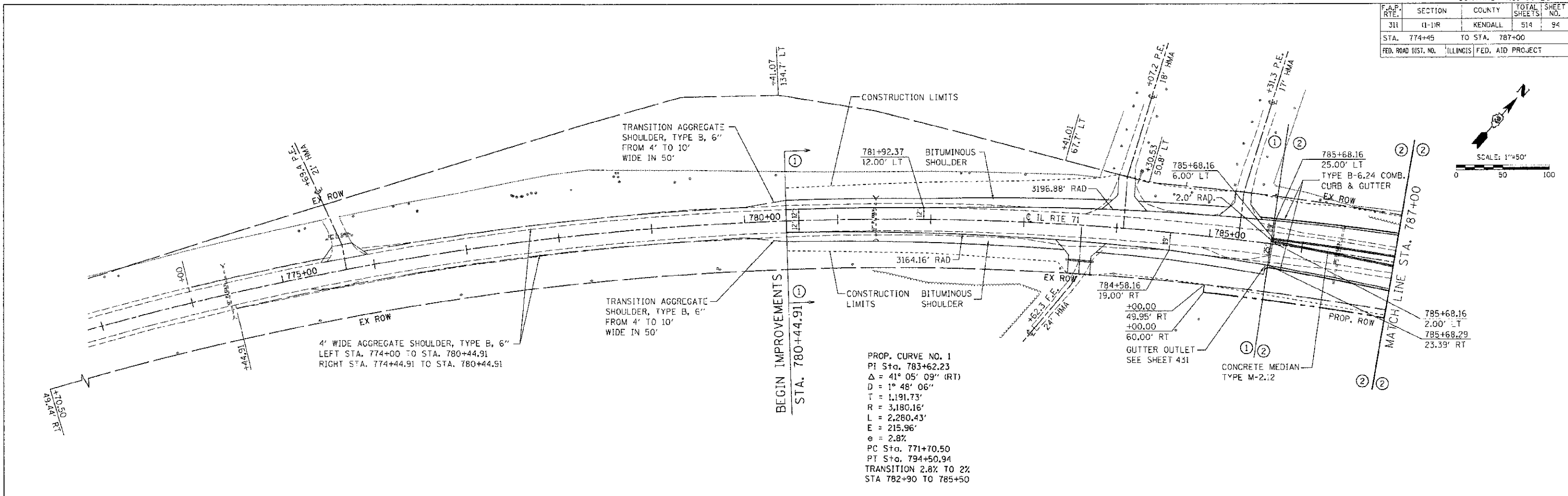
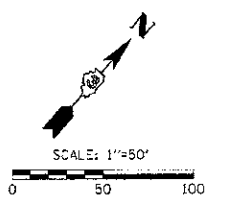
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**REMOVAL PLAN**  
**PLAINFIELD RD./WASHINGTON ST.**  
**STA. 189+00 TO STA. 207+00**

SCALE: VERT. 1"=50'  
 HORIZ. 1"=50'  
 DATE 7/5/2012

DRAWN BY TRG  
 CHECKED BY MED

TUC PROJ. # 1000004  
 DATE 07/27/2012  
 FILE NAME C:\pwork\project\west\wash\rem\15-16\rem\plan.dwg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	94
STA. 774+45		TO STA. 787+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLOT DATE: 7/5/2012  
 FILE NAME: p:\asv\11\_rdb\dist\3\oswego\phase 11\PL171-08.dgn

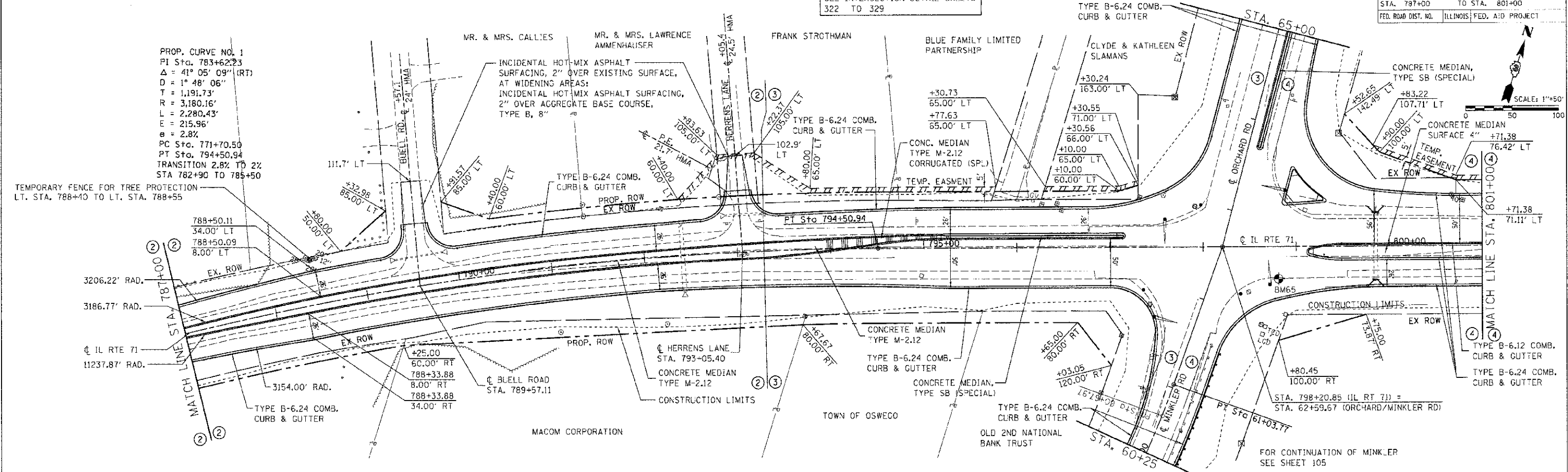
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1)R	KENDALL	514	95
STA. 797+00		TO STA. 801+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FOR STATION & OFFSET CALLOUTS AT NEW ROAD TAPERS AND RADII SEE INTERSECTION DETAIL SHEETS 322 TO 329

FOR CONTINUATION OF ORCHARD SEE SHEET 106

PROP. CURVE NO. 1  
 PI Sta. 783+62.23  
 $\Delta = 41^\circ 05' 09''$  (RT)  
 $D = 1^\circ 48' 06''$   
 $T = 1,191.73'$   
 $R = 3,180.16'$   
 $L = 2,280.43'$   
 $E = 215.96'$   
 $e = 2.8\%$   
 PC Sta. 771+70.50  
 PT Sta. 794+50.94  
 TRANSITION 2.8% TO 2%  
 STA 782+90 TO 785+50

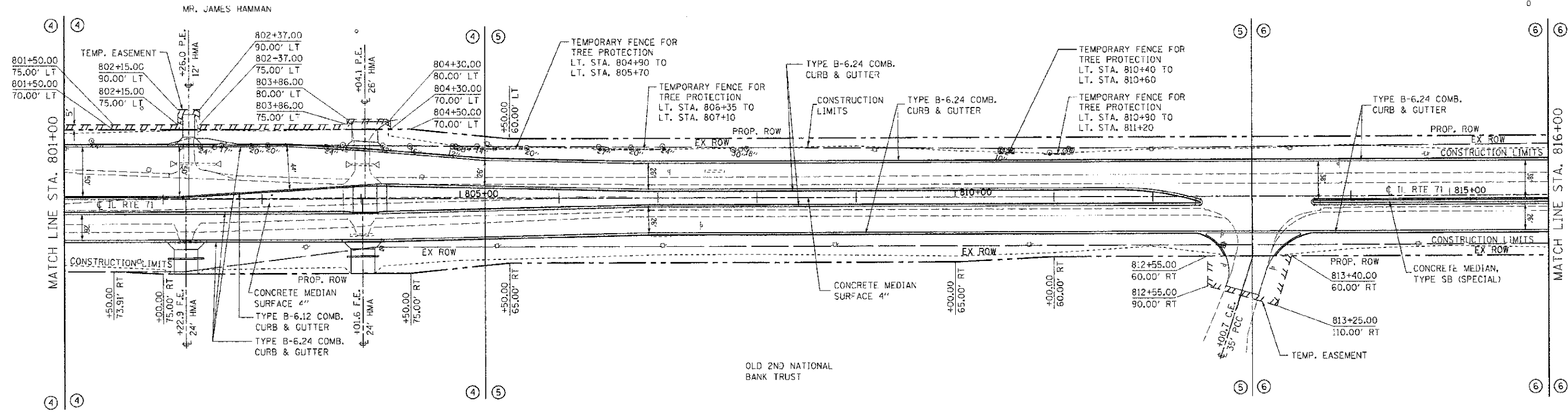
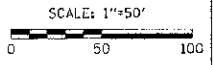
TEMPORARY FENCE FOR TREE PROTECTION  
 LT. STA. 788+40 TO LT. STA. 788+55



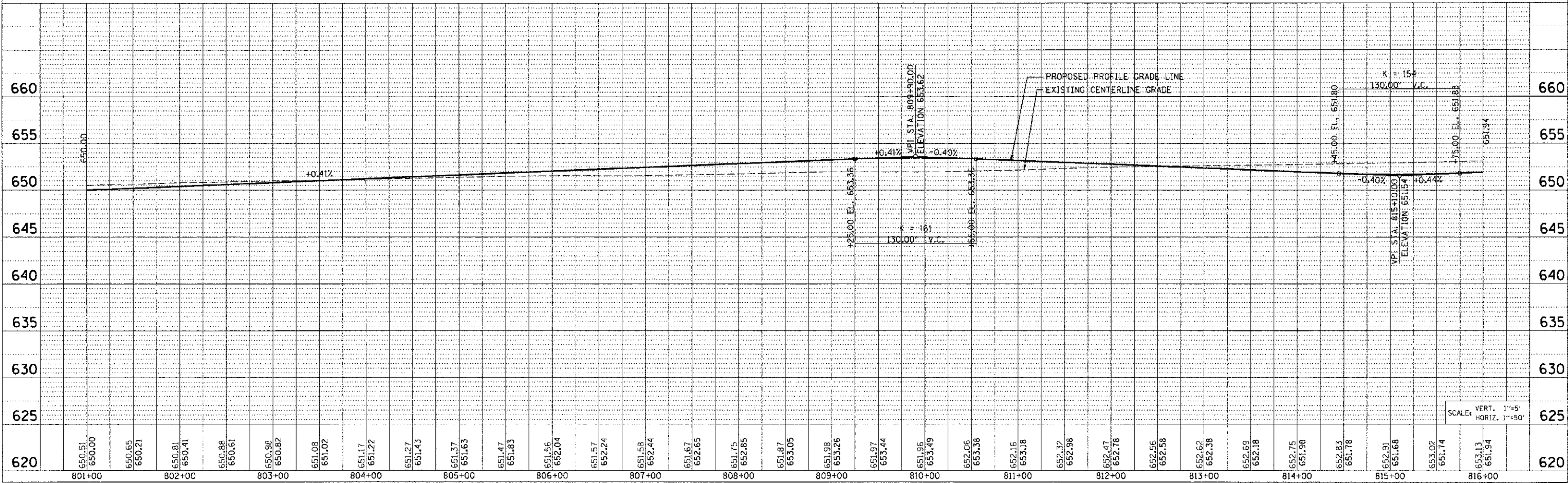
STATION	BENCHMARK	DESCRIPTION	ELEVATION	STATION	OFFSET
786+00	BM65	CHIS (X) TOP N. EDGE LIGHT POLE FOUNDATION SE QUAD. OF IL. 71 & ORCHARD RD.	649.093	798-71	40' RT
787+00					
788+00					
789+00					
790+00					
791+00					
792+00					
793+00					
794+00					
795+00					
796+00					
797+00					
798+00					
799+00					
800+00					
801+00					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-11R	KENDALL	514	96
STA. 801+00		TO STA. 816+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NOTE:  
DO NOT DISTURB EXISTING TREES.  
LEFT STA. 805+00 TO STA. 810+20

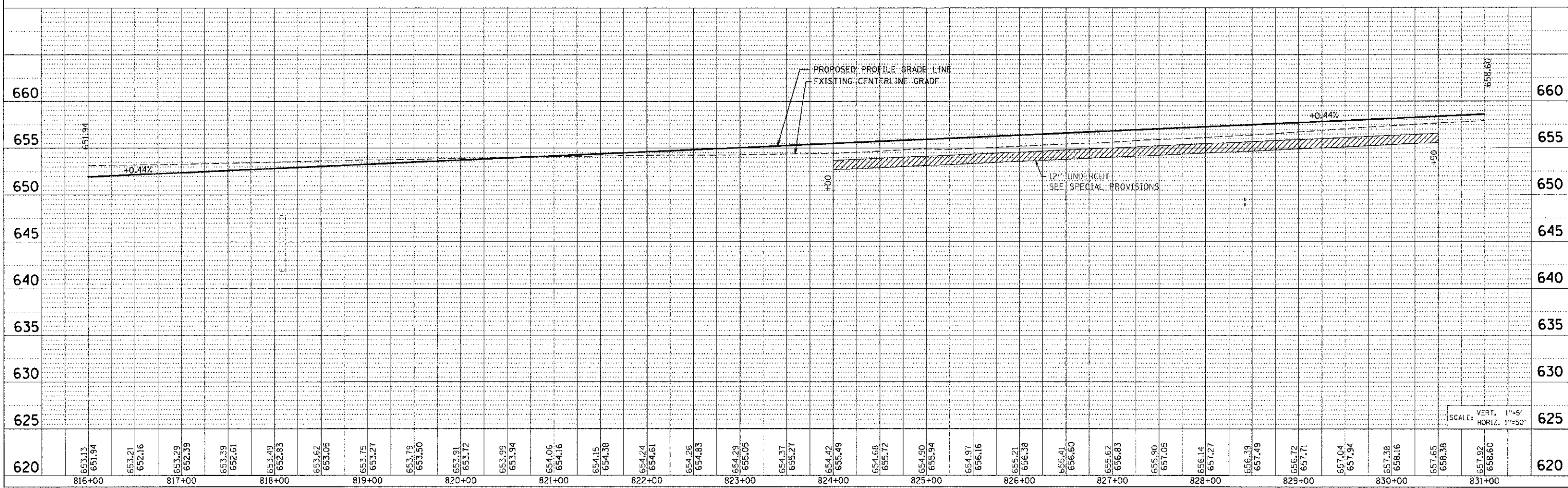
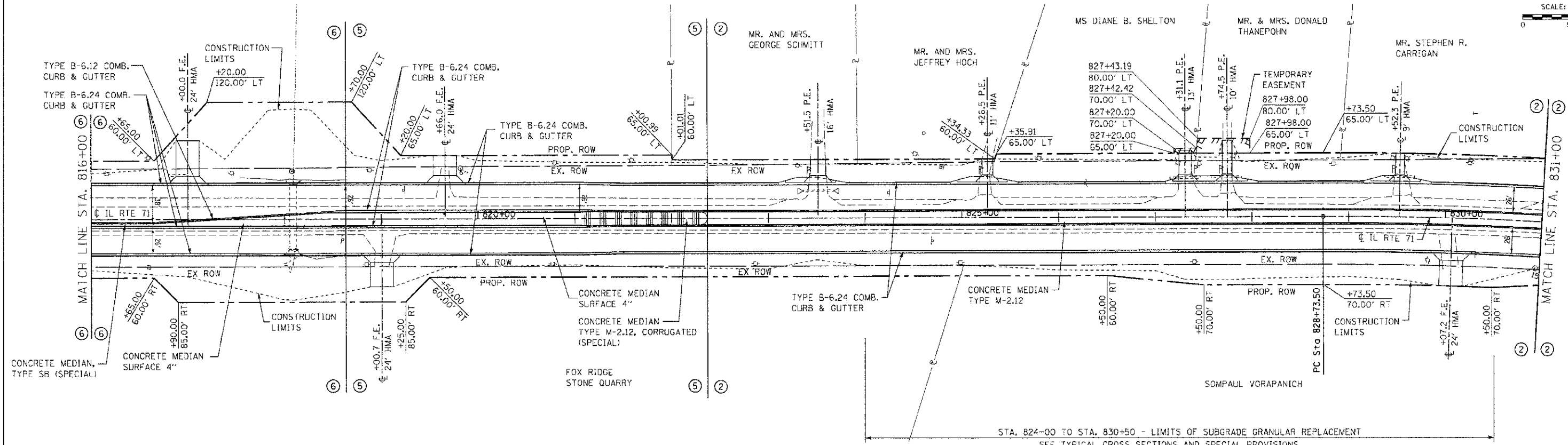
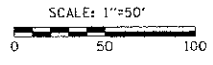


OLD 2ND NATIONAL BANK TRUST



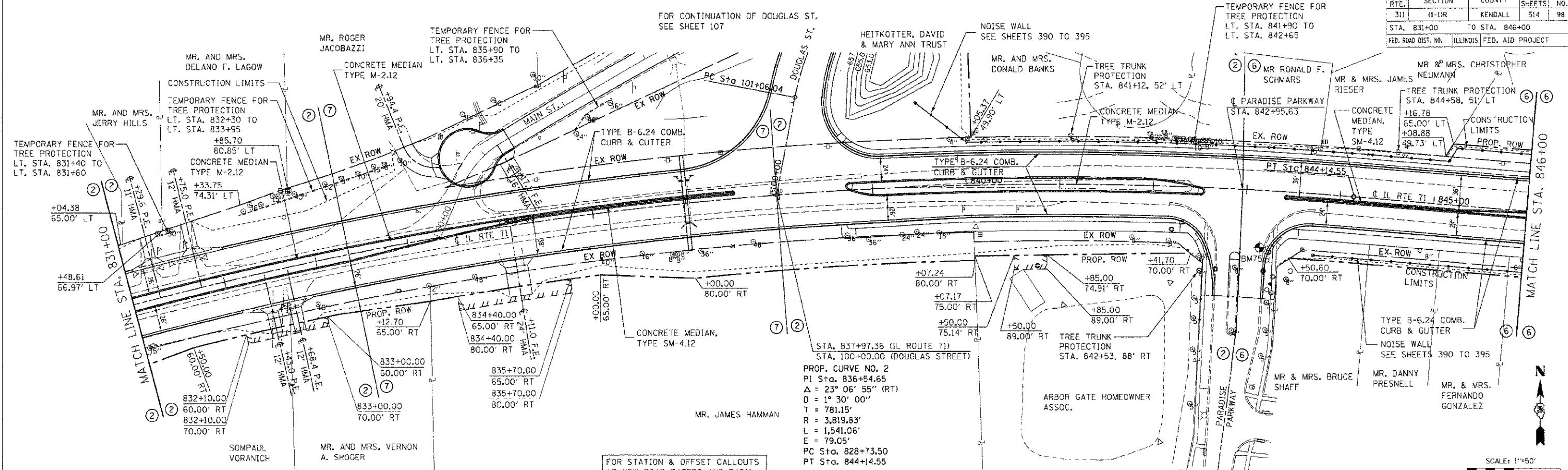
TUG PROJ #106284  
 PLOT DATE = 7/9/2012  
 FILE NAME = p:\civil\1105\1105.dwg\phase 11\PL 71 82.dgn





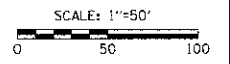
TUG PROJ: 1106994  
 PLOT DATE: 7/5/2012  
 FILE NAME: P:\civil\1106994\1106994.dwg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(1-1R)	KENDALL	514	98
STA. 831+00		TO STA. 846+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PROP. CURVE NO. 2  
 PI Sta. 836+54.65  
 Δ = 23° 06' 55" (RT)  
 D = 1° 30' 00"  
 T = 781.15'  
 R = 3,819.83'  
 L = 1,541.06'  
 E = 79.05'  
 PC Sta. 828+73.50  
 PT Sta. 844+14.55

FOR STATION & OFFSET CALLOUTS  
 AT NEW ROAD TAPERS AND RADII  
 SEE INTERSECTION DETAIL SHEETS  
 330 TO 333



ELEVATION	STATION	OFFSET	BENCHMARK		DESCRIPTION		ELEVATION	STATION	OFFSET
			BM75	CHIS (X) TOP NE. BOLT OF F.H. SE QUAD. OF IL. 71 & PARADISE PKWY	664.823	843+26			
670									
665									
660									
655									
650									
645									
640									
	831+00								
	832+00								
	833+00								
	834+00								
	835+00								
	836+00								
	837+00								
	838+00								
	839+00								
	840+00								
	841+00								
	842+00								
	843+00								
	844+00								
	845+00								
	846+00								

SCALE: VERT. 1"=5'  
 HORZ. 1"=50'

TUC PROJ: 3102014  
 PLOT: 011 4/15/2012  
 FILE NAME: p:\proj\11\dsc-df\3\newmap\p1011-01.dgn



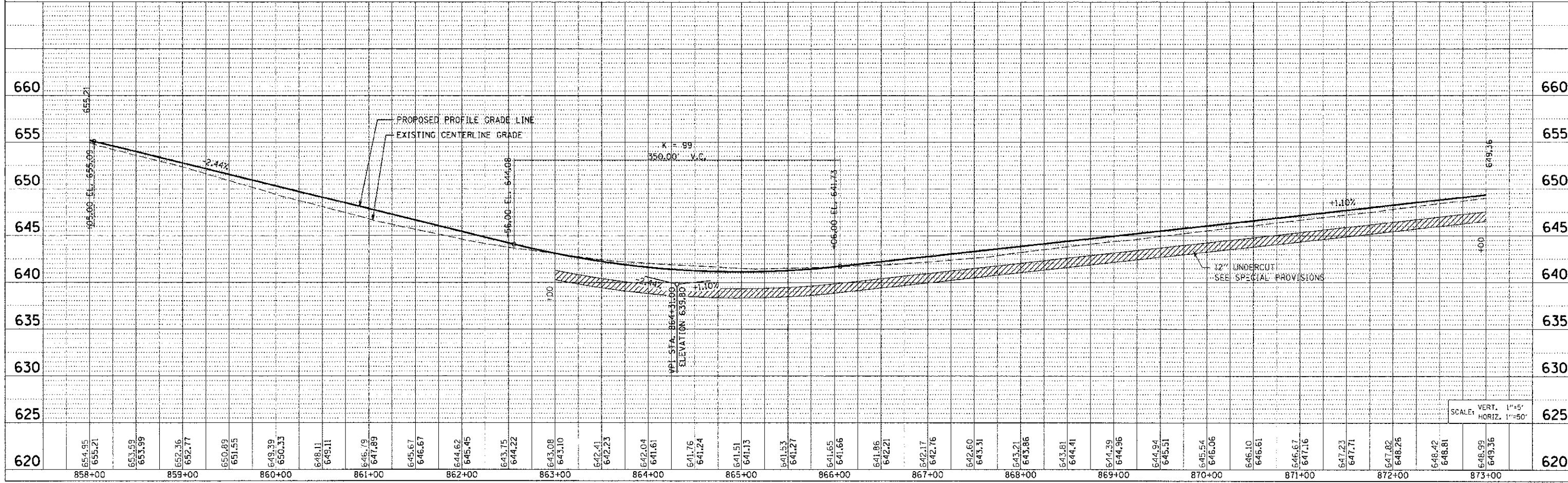
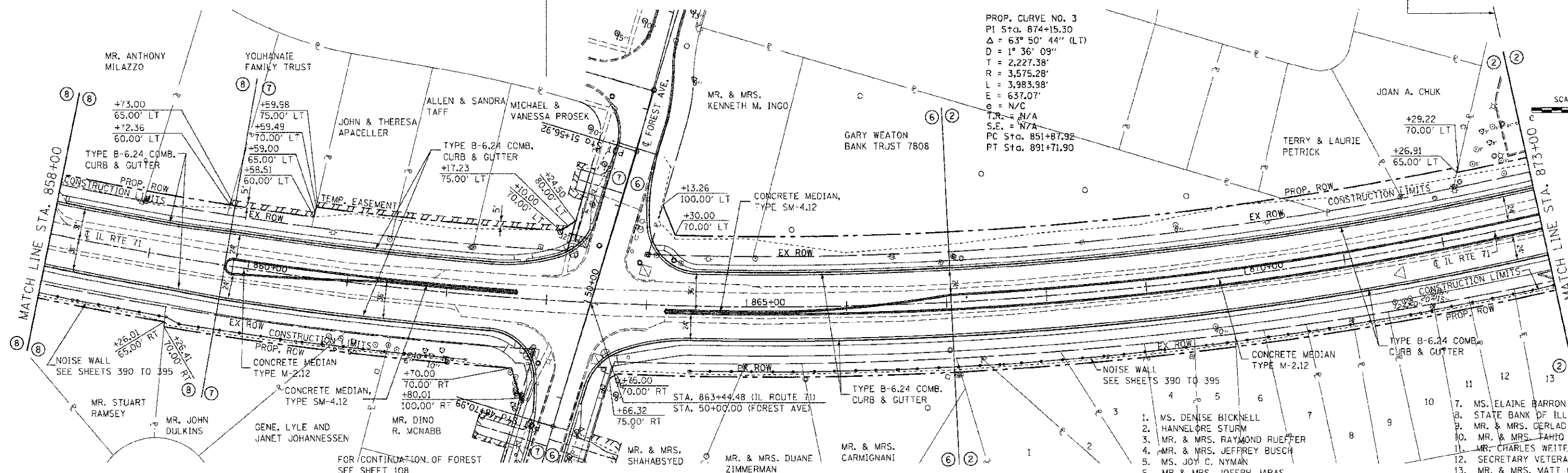
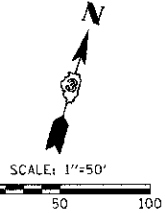
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-11R	KENDALL	514	100

STA. 858+00 TO STA. 873+00  
ILLINOIS FED. AID PROJECT

FOR STATION & OFFSET CALLOUTS AT NEW ROAD TAPERS AND RADII SEE INTERSECTION DETAIL SHEETS 334 TO 336

STA. 863+00 TO STA. 873+00 - LIMITS OF SUBGRADE GRANULAR REPLACEMENT  
SEE TYPICAL CROSS SECTIONS AND SPECIAL PROVISIONS

PROP. CURVE NO. 3  
PI Sta. 874+15.30  
 $\Delta = 63^\circ 50' 44''$  (LT)  
 $D = 1^\circ 36' 09''$   
 $T = 2,227.38'$   
 $R = 3,575.28'$   
 $L = 3,983.98'$   
 $E = 637.07'$   
 $O = N/C$   
T.R. = N/A  
S.E. = N/A  
PC Sta. 851+87.92  
PT Sta. 891+71.90



U:\P\1111\1111.dwg  
 PLOT DATE: 7/26/2012  
 FILE NAME: p:\atv\1111.dwg