

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	1

\*(102)RS-4 & (TX-1,17)RS-2  
D-93-032-06

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**  
ROUTE F.A.P. 698 (U.S. 6/IL 89)

SECTION (102)RS-4 & (TX-1,17)RS-2  
PROJECT F-0698(025)

BUREAU COUNTY  
C-93-042-06



LOCATION OF SECTION INDICATED THUS: - [shaded box] -

2006 ADT:  
WEST OF STRONG STREET  
7600VPD 3.3% MU 4.3% SU 92.4%PV  
EAST OF STRONG STREET  
12000VPD 1.5%MU 5.4% SU 93.1%PV

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED Dec 19 20 06  
Dean O'Keefe  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

February 2, 20 07  
Eric E. Haralick  
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

February 2, 20 07  
Milton R. Scott, P.E.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

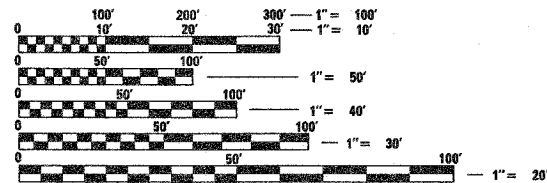
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OF THE STATE OF ILLINOIS**

STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
406201	MAILBOX TURNOUT
702001-06	TRAFFIC CONTROL DEVICES
701001-01	OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 4.5 m (15') AWAY
701006-02	OFF-ROAD OPERATIONS 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM
701011-01	OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY FOR SPEEDS > 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-02	LANE CLOSURE, 2-L, 2-W, MOVING DAY ONLY OPERATIONS
701501-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-01	URBAN LANE CLOSURE 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS, RAISED REFLECTIVE PAVEMENT MARKERS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

INDEX OF SHEETS

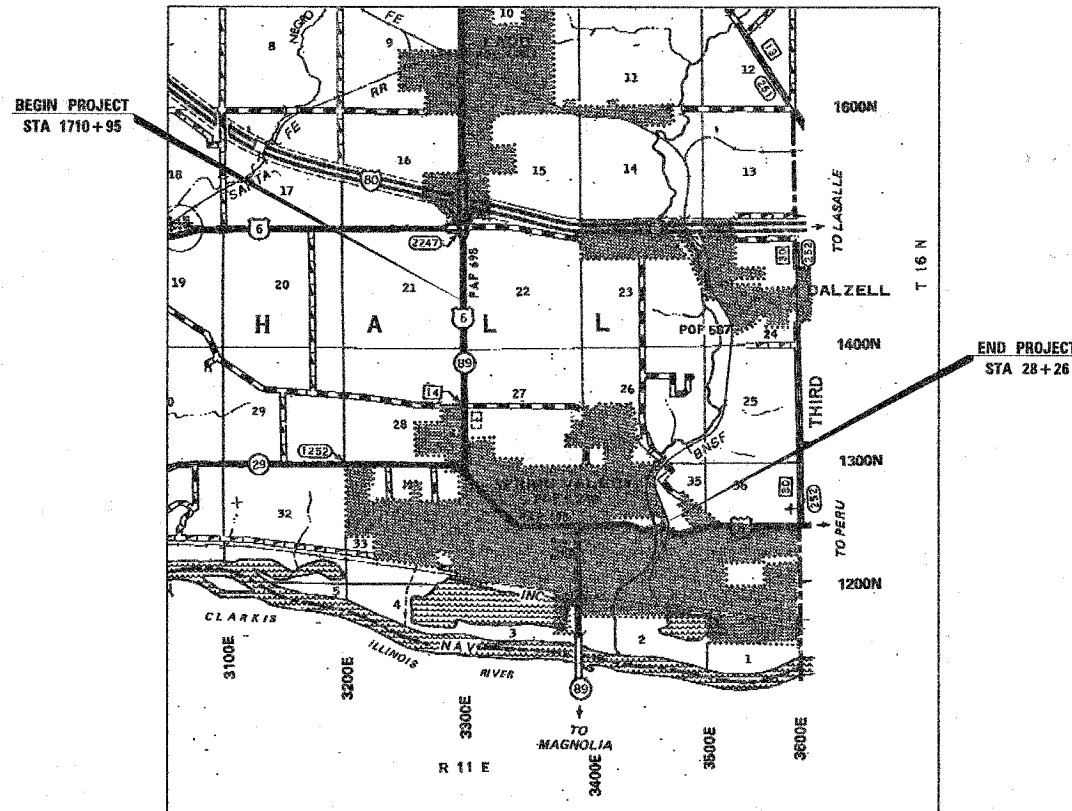
- 1 - COVER SHEET
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- 22 - DETECTOR LOOP DETAILS



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-392-0123

PROJECT ENGINEER: JOE KANNEL  
UNIT CHIEF: PAT BRABOY  
TOWNSHIP: HALL  
CONTRACT NO. 66634



GROSS LENGTH OF PROJECT = NET LENGTH = 14,795.90 FEET = 2.80 MILES

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (102)RS-4 & (TX-1,17)RS-2				

GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURES 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 BITUMINOUS MIXTURE IS PLACED.

THE BITUMINOUS 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 BITUMINOUS SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE BITUMINOUS SURFACE

AGGREGATE (PRIME COAT): FA 20 MAY BE USED IN ADDITION TO THE GRADATIONS LISTED IN THE 3RD PARAGRAPH OF ARTICLE 1003.03(c) OF THE STANDARD SPECIFICATIONS.

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

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

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.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW BITUMINOUS PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

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 LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD 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
BITUMINOUS RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD

	HMA SURFACE	HMA LEVELING BINDER
PG GRADE	PG 64-22	PG 64-22
MAX % RAP ALLOWABLE**	10%***	15%***
DESIGN AIR VOIDS	4% @ N70	4% @ N70
MIXTURE COMPOSITION	IL 12.5 OR IL 9.5	IL 9.5
FRICTION AGGREGATE	MIXTURE D	
DENSITY CONTROL LIMITS	CORRELATION	SATISFACTION OF ENGINEER

\*\* IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

\*\*\*IF 3/8" RAP IS UTILIZED, MAXIMUM PERCENT MAY BE INCREASED TO 25% FOR BINDER AND 15% FOR SURFACE. SEE RAP SPECIAL PROVISIONS

THE CONTRACTOR SHOULD NOTE THAT THE EXISTING BITUMINOUS SURFACE IS A SLAG MIX.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE

REVIEWED BY: Rick Powell  
DISTRICT STUDIES & PLANS ENGINEER

DATE: 12-18-06

EXAMINED BY: Hubert D. J.  
DISTRICT CONSTRUCTION ENGINEER

Matt Joubert  
DISTRICT MATERIALS ENGINEER

James A. ...  
DISTRICT OPERATIONS ENGINEER

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<p><b>GENERAL NOTES</b></p> <p>SCALE: VERT.      DRAWN BY           HORIZ.      CHECKED BY DATE</p>

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (102)RS-4 & (TX-1,17)RS-2				

SUMMARY OF QUANTITIES				80% FED./20% ST.
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				ROADWAY I000
20400800	FURNISHED EXCAVATION	CU YD	6	6
25000200	SEEDING, CLASS 2	ACRE	0.1	0.1
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6	6
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	6	6
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6	6
25100630	EROSION CONTROL BLANKET	SQ YD	320	320
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	6181.2	6181.2
40600300	AGGREGATE (PRIME COAT)	TON	154	154
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	22	22
40600895	CONSTRUCTING TEST STRIP	EACH	1	1
40600535	LEVELING BINDER (HAND METHOD), N70	TON	36	36
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	2993	2993
40600990	TEMPORARY RAMP	SQ YD	160	160
40603340	HOT-MIX ASPHALT, SURFACE COURSE, MIX "D", N70	TON	6020	6020
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	698	698
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	71253	71253
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	6021	6021
48101200	AGGREGATE SHOULDERS, TYPE B	TON	578	578
* 56109210	WATER VALVES TO BE ADJUSTED	EACH	4	4
60255500	MANHOLES TO BE ADJUSTED	EACH	12	12
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3
67100100	MOBILIZATION	L SUM	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	9060	9060
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1237	1237
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	50195	50195
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	4026	4026
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	4467	4467
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1777	1777
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	279	279
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3187	3187

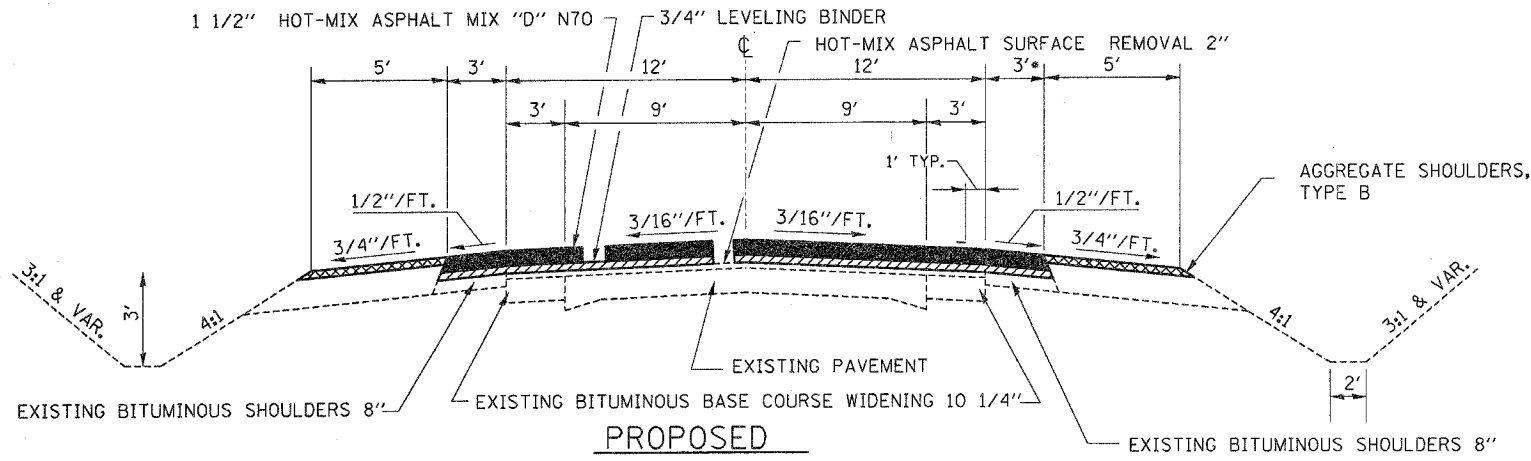
SUMMARY OF QUANTITIES				80% FED./20% ST.
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				ROADWAY I000
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1112	1112
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	48872	48872
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3886	3886
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	4467	4467
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1777	1777
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	279	279
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	976	976
78200300	PRISMATIC CURB REFLECTOR	EACH	64	64
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	454	454
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	225	225
* 88600100	DETECTOR LOOP, TYPE I	FOOT	917	917
* 87900200	DRILL EXISTING HANDHOLE	EACH	2	2
* 89502210	MODIFY EXISTING CONTROLLER CABINET	EACH	1	1
* X8860100	LOOP DETECTOR TESTING	EACH	2	2

\* SPECIALTY ITEMS

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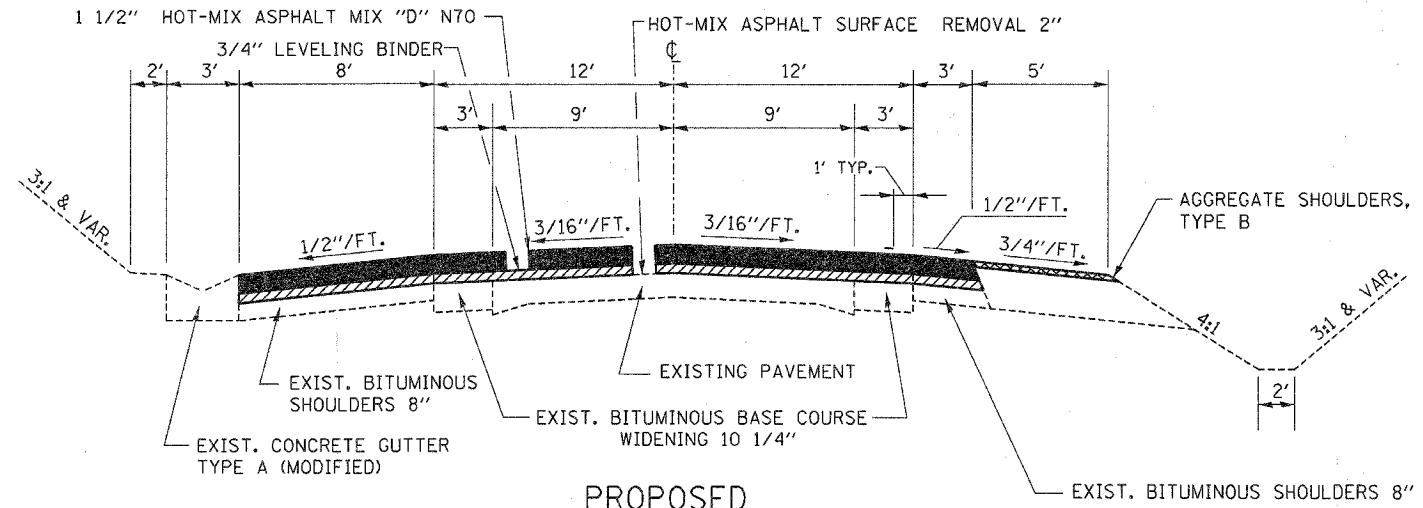
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	4
STA. TO STA.		ILLINOIS FED. AID PROJECT		

\*(102)RS-4 & (TX-1,17)RS-2

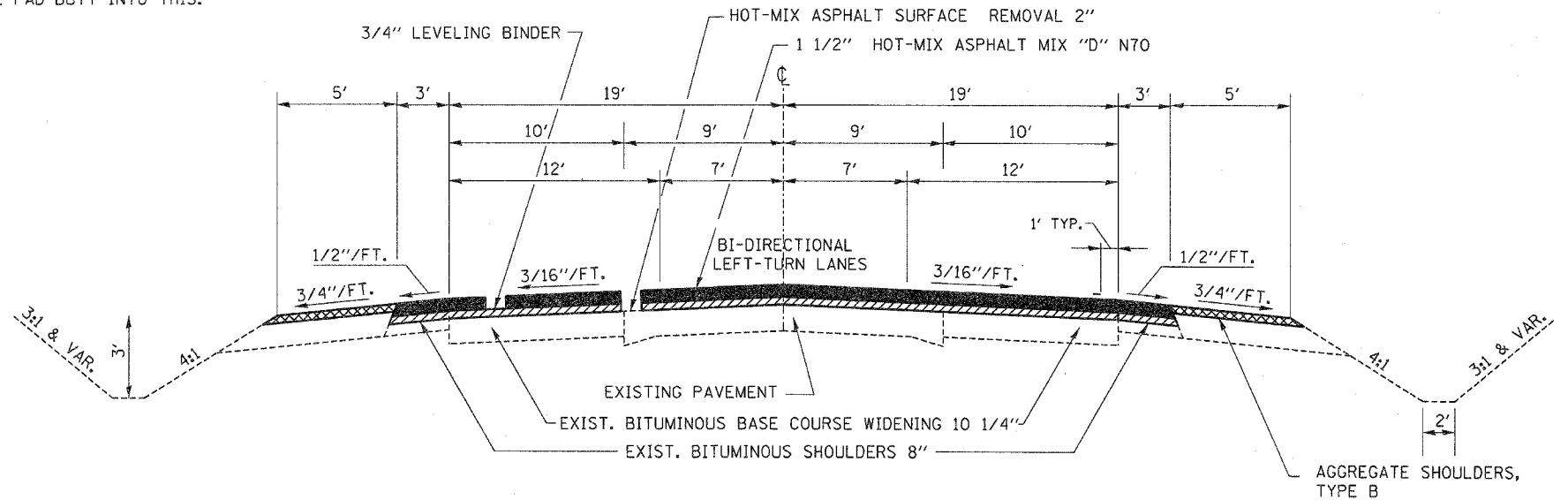


**PROPOSED**  
STA. 1710+96 TO STA. 1736+65

\*THIS AREA VARIES FROM 3' TO 19' FROM STA 1710+95 TO STA 1725+10 FOR WEIGH STATION TURNOUT-MILL AND OVLAY ALL OF WEIGH SCALE EXCEPT FOR 50' OF THE CONCRETE PAD-BUTT INTO THIS.



**PROPOSED**  
STA. 1736+65 TO STA. 1748+03



**PROPOSED**  
STA. 1748+03 TO STA. 1760+00  
STA. 1771+00 TO STA. 1793+38.97

1793+38.97 BK. =  
863+81.98 AH.

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

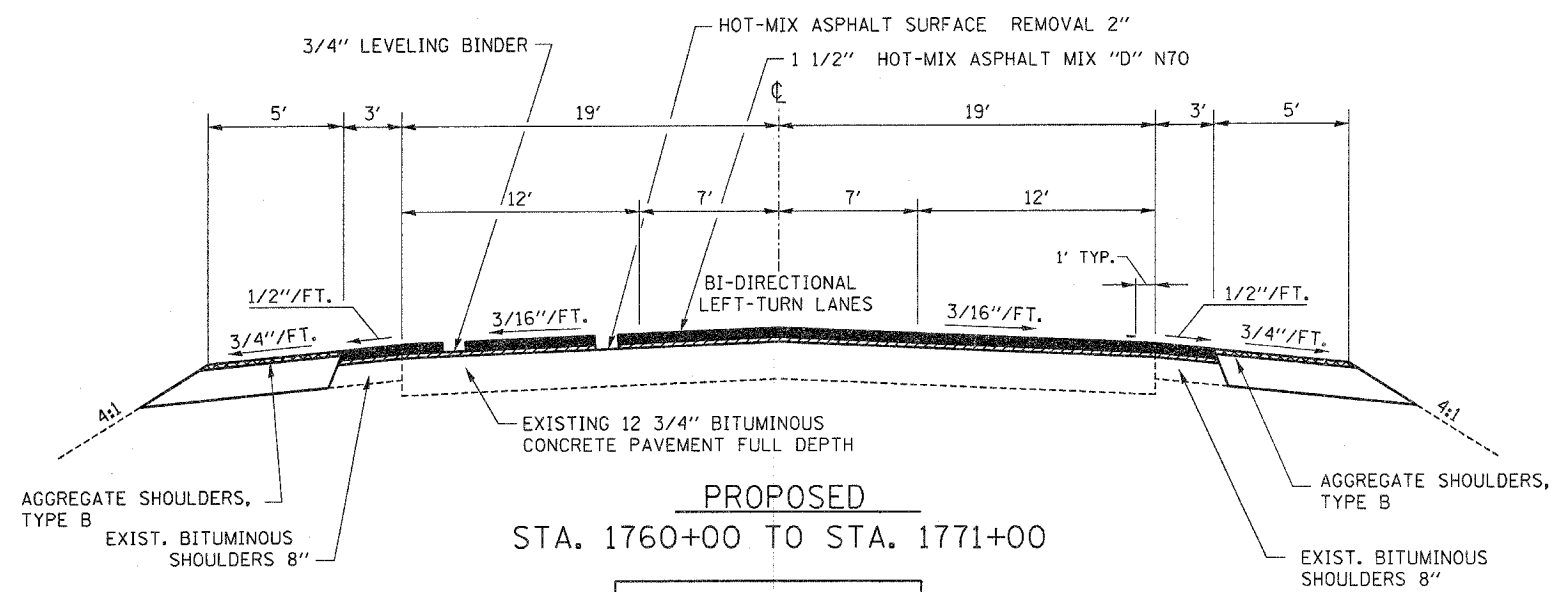
**TYPICAL SECTIONS**

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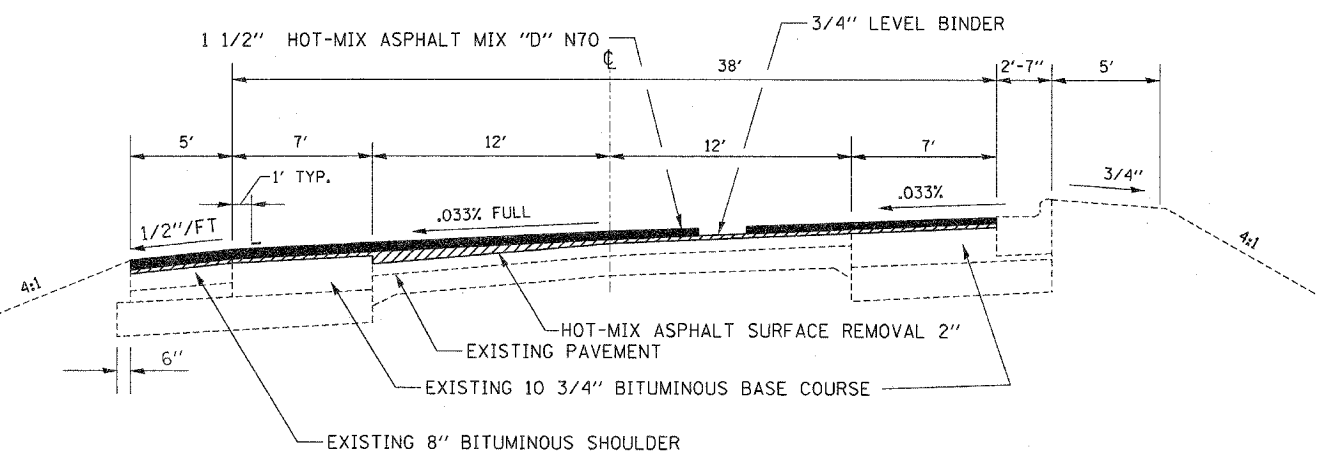
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698	*	BUREAU	22	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\*(102)RS-4 & (TX-1,17)RS-2



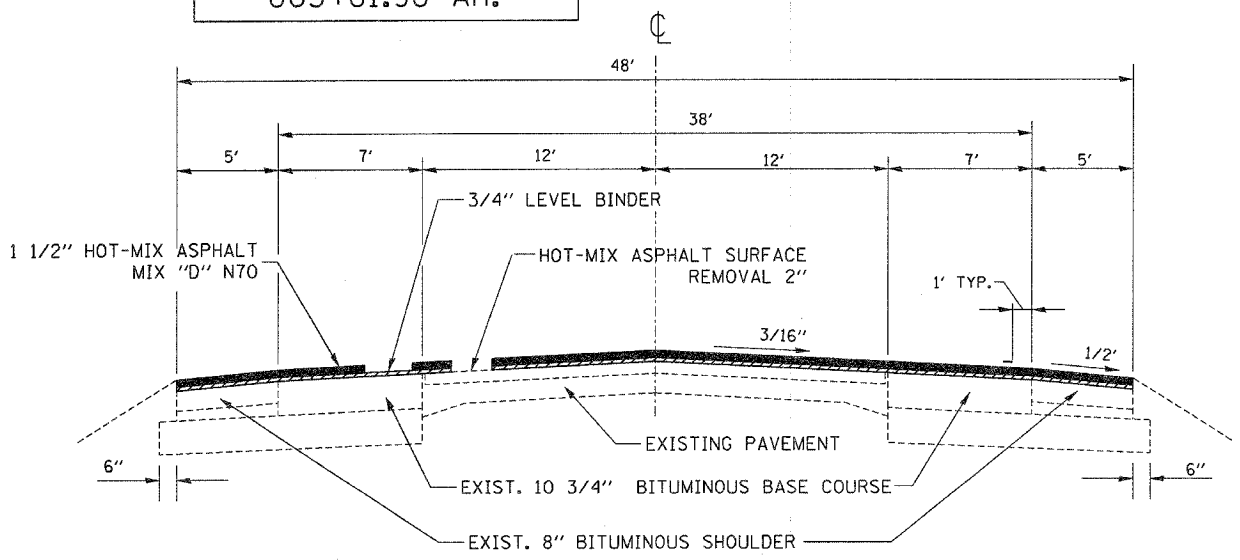
PROPOSED  
STA. 1760+00 TO STA. 1771+00

1761+67.31 BK.=  
1761+66.52 AH.

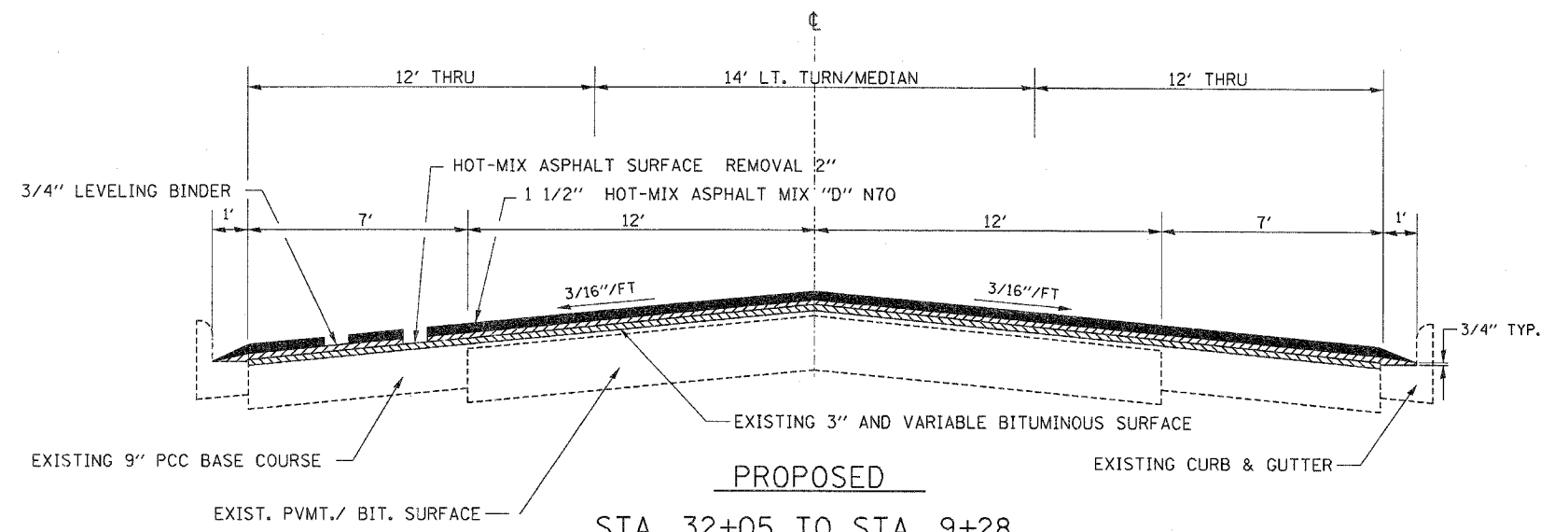


PROPOSED  
STA. 864+00 TO STA. 872+60

STA. 1793+38.97 BK.=  
863+81.98 AH.



PROPOSED  
STA. 863+81.98 TO STA. 864+00



PROPOSED  
STA. 32+05 TO STA. 9+28  
STA. 0+00 TO STA. 18+13  
STA. 872+60 TO STA. 873+07.20

873+07.20 BK=  
0+00 AH  
37+00 BK.=  
8+99.50 AH.

REVISIONS	
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS**

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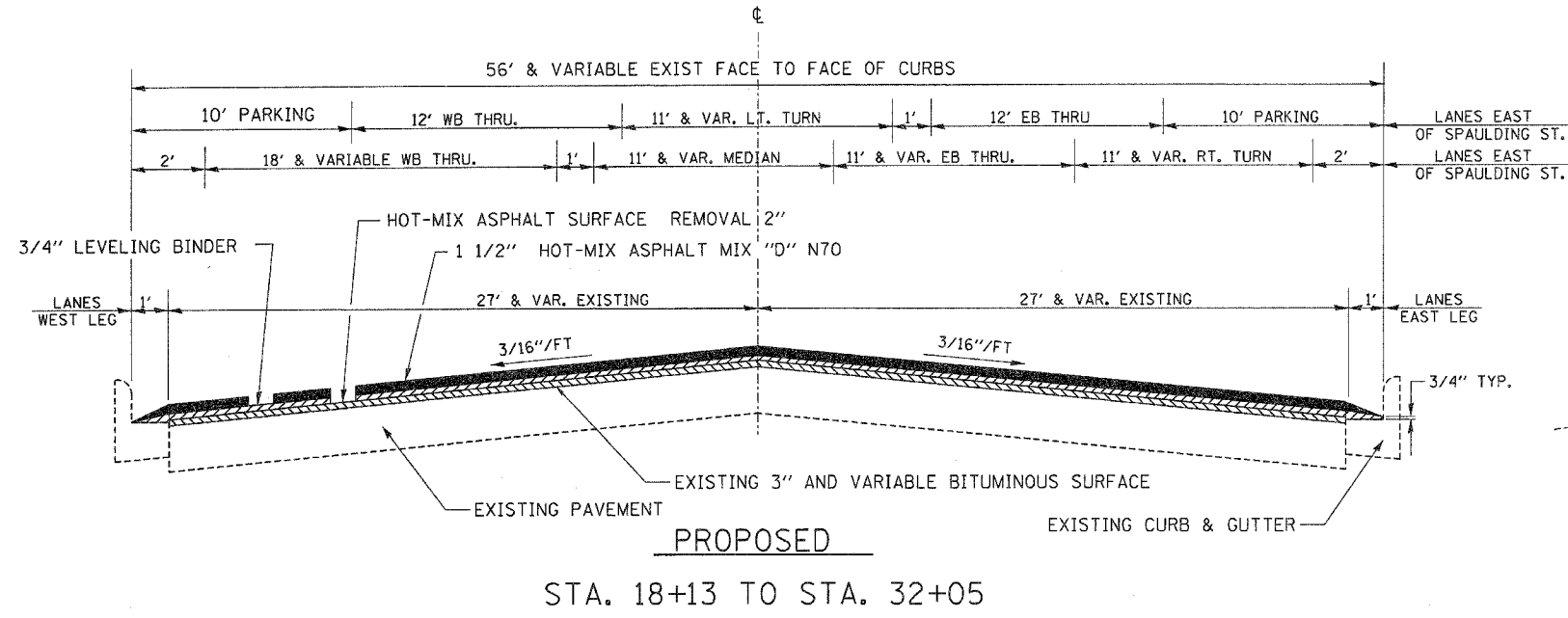
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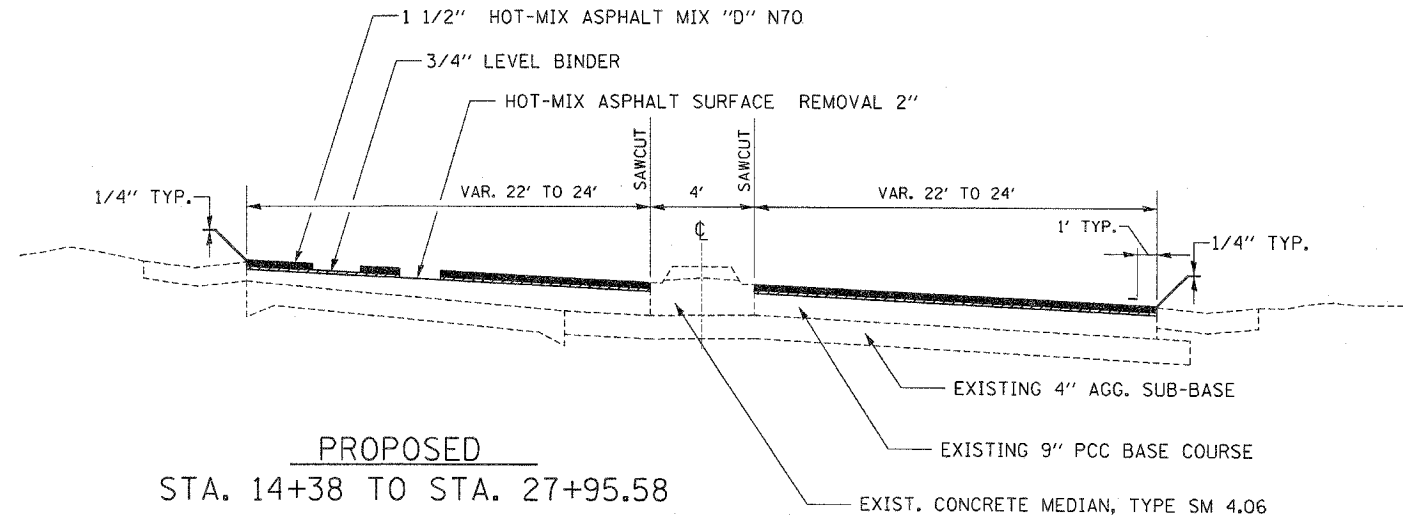
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698		BUREAU	22	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

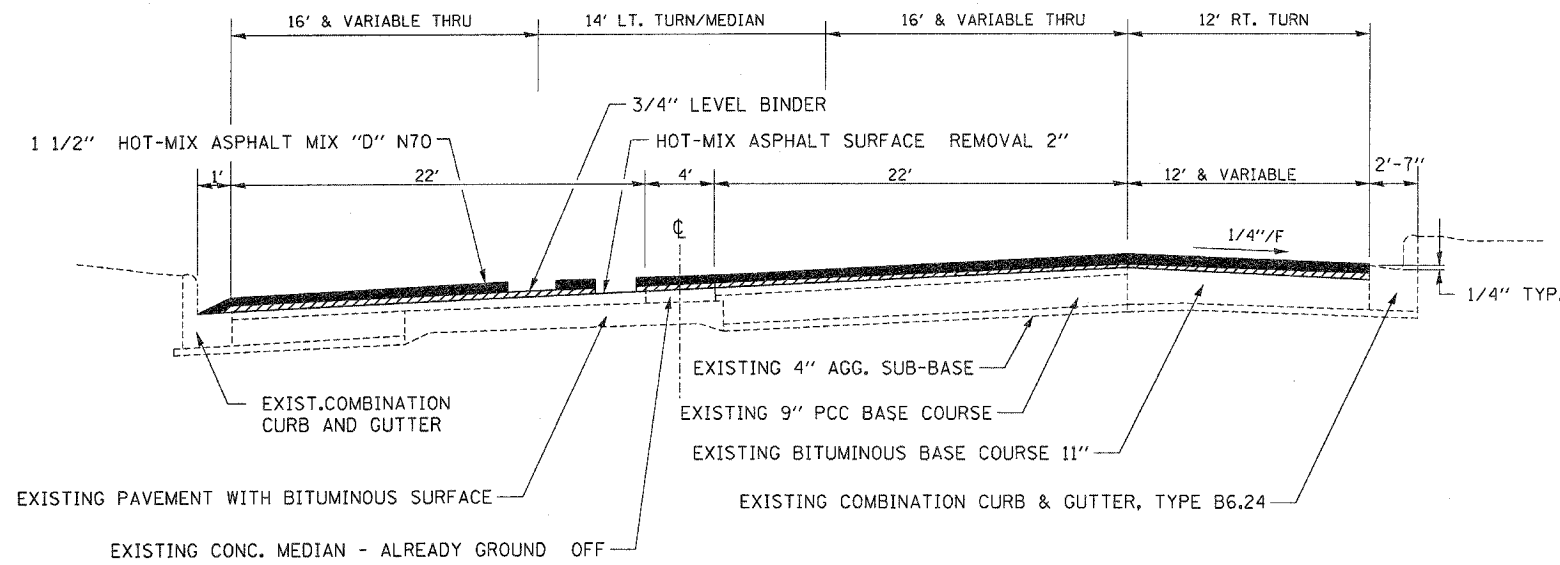
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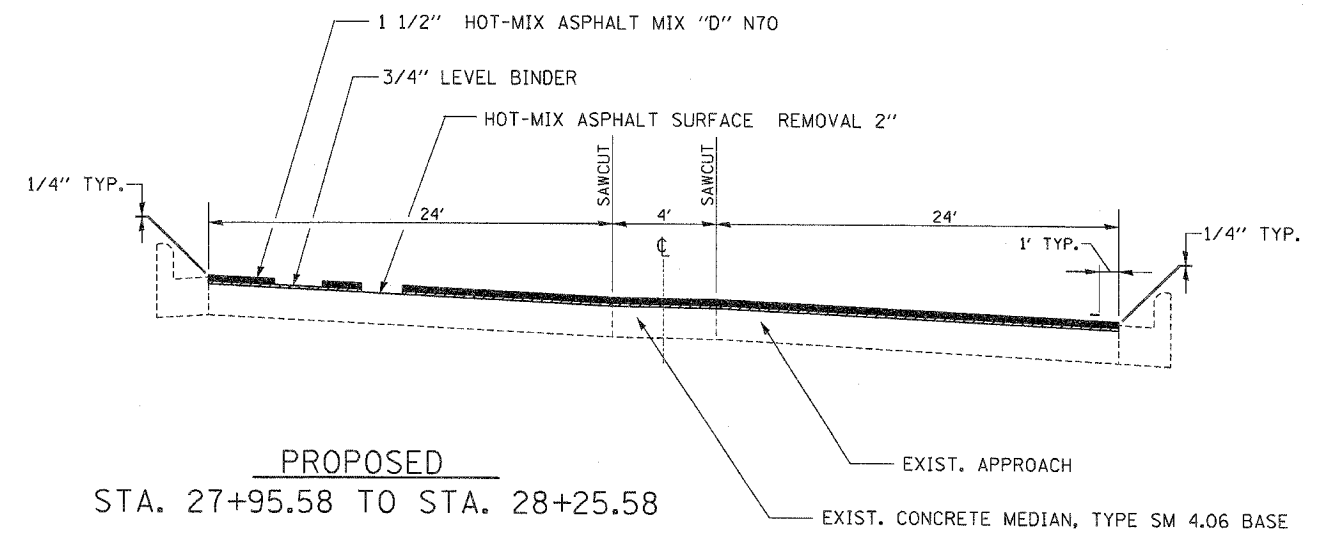
PROPOSED  
STA. 18+13 TO STA. 32+05



PROPOSED  
STA. 14+38 TO STA. 27+95.58



PROPOSED  
STA. 9+28.00 TO STA. 14+38



PROPOSED  
STA. 27+95.58 TO STA. 28+25.58

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS**

SCALE: VERT.  
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DATE

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (102)RS-4 & (TX-1,17)RS-2				

MAINLINE												
LOCATION	LENGTH	AREA	HOT-MIX ASPH. SURF. REM. 2"	LEVEL BIND (HM) N70	MIX CRACKS, JOINTS & FLANGWYS	AGG. (PR. CT.)	BIT MATLS. (PR. CT.)	LEVEL BIND (MM) 3/4"	HOT-MIX ASPHALT SURF. CSE. MIX "D"	AGG. SHLD. TY. B		
STATION	FT	SQ. YD.	SQ. YD.	TON	TON	TON	GAL	TON	TON	TON		
1710+96 TO 1712+50	154	659	659.46	0.3	0.2	1.3	52.8	27.7	55.4	9.7		
1712+50 TO 1717+25	475	2269	2269.44	1.1	0.7	4.5	181.6	95.3	190.6	30.1		
1717+25 TO 1717+75	50	150	150.00	0.1	0.0	0.3	12.0	6.3	12.6	3.2		
1717+75 TO 1722+50	475	2269	2269.44	1.1	0.7	4.5	181.6	95.3	190.6	30.1		
1722+50 TO 1725+10	260	1054	1054.44	0.5	0.3	2.1	84.4	44.3	88.6	16.5		
1725+10 TO 1736+65	1155	3850	3850.00	1.9	1.2	7.7	308.0	161.7	323.4	73.1		
1736+65 TO 1747+85	1120	4356	4355.56	2.2	1.3	8.7	348.4	182.9	365.9	70.9		
1747+85 TO 1752+13	428	2064	2064.09	1.0	0.6	4.1	165.1	86.7	173.4	27.1		
1752+13 TO 1753+42	129	718	717.83	0.4	0.2	1.4	57.4	30.1	60.3	8.2		
1753+42 TO 1756+85	343	1677	1676.89	0.8	0.5	3.4	134.2	70.4	140.9	21.7		
1756+85 TO 1759+56	271	1503	1502.78	0.8	0.5	3.0	120.2	63.1	126.2	17.1		
1759+56 TO 1761+67.31 BK	212	1318	1317.93	0.7	0.4	2.6	105.4	55.4	110.7	13.4		
1761+66.52 AH TO 1762+67	100	625	625.21	0.3	0.2	1.3	50.0	26.3	52.5	6.4		
1762+67 TO 1764+87	220	1221	1220.72	0.6	0.4	2.4	97.7	51.3	102.5	13.9		
1763+50 (SHLD) TO 1764+86.73 (SHLD)	137	76	75.96	0.0	0.0	0.2	6.1	3.2	6.4			
IL 29 (- ISLAND)												
340+16 TO 340+48	32	444	444.00	0.2	0.1	0.9	35.5	18.6	37.3			
1764+87 TO 1771+83	696	3791	3790.80	1.9	1.1	7.6	303.3	159.2	318.4	44.1		
1771+83 TO 1793+38.97 BK	2156	10540	10540.30	5.3	3.2	21.1	843.2	442.7	885.4	136.4		
863+81.98 AH TO 864+00	18	96	96.11	0.0	0.0	0.2	7.7	4.0	8.1	1.1		
864+00 TO 872+60	860	4109	4108.89	2.1	1.2	8.2	328.7	172.6	345.1	54.4		
872+60 TO 873+07.20 BK	47	199	199.29	0.1	0.1	0.4	15.9	8.4	16.7			
0+00 AH TO 20+64	2064	9173	9173.33	4.6	2.8	18.3	733.9	385.3	770.6			
20+64 TO 27+96	732	4555	4554.67	2.3	1.4	9.1	364.4	191.3	382.6			
27+96 TO 37+00 BK	904	4018	4017.78	2.0	1.2	8.0	321.4	168.7	337.5			
8+99.50 AH TO 11+00	201	1114	1113.89	0.6	0.3	2.2	89.1	46.8	93.6			
11+00 TO 14+38	338	2178	2178.22	1.1	0.7	4.4	174.3	91.5	183.0			
14+38 TO 27+26	1288	6581	6580.56	3.3	2.0	13.2	526.4	276.4	552.8			
27+26 TO 27+96	70	405	404.91	0.2	0.1	0.8	32.4	17.0	34.0			
27+96 TO 28+26	30	240	240.00	0.1	0.1	0.5	19.2	10.1	20.2			
<b>TOTALS</b>			<b>71252.50</b>	<b>35.63</b>	<b>21.38</b>	<b>142.50</b>	<b>5700.20</b>	<b>2992.60</b>	<b>5985.21</b>	<b>577.15</b>		

Station Eqns.  
 1761+67.31(BK) = 1761+66.52 (AH)  
 1793+38.97(BK) = 863+81.98 (AH)  
 873+07.20(BK) = 0+00.00 (AH)  
 37+00.00(BK) = 8+99.50 (AH)

STA 1710+96 TO 1725+10 INCLUDES BITUMINOUS AND MILLING QUANTITIES FOR TRUCK WIECH SCALE. DO NOT OVERLAY EXISTING CONCRETE PAD FROM STATION 1717+25 TO 1717+75-BUTT ASPHALT INTO IT.

PAVEMENT MARKING SCHEDULE																										
LOCATION		LENG	THR 4" WH	THR 4" YEL	THR 6" WH	THR 6" YEL	THR 8" WH	THR 12" WH	THR 12" YEL	THR 24" WH	THR LTR & SYM	TEMP MK 4"	TEMP MK 6"	TEMP MK 8"	TEMP MK 12"	TEMP MK 24"	TEMP LTR & SYM	SHT-TERM MK APP	WK PAVT MK REM	RSD REF MK REM	TWO-WAY AMB MK	ONE-WAY AMB MK	ONE-WAY CRYL MK	MONO-PRISM CURB REF	BI-PRISM CURB REF	
STATIONS	LANE	FT	FT	FT	FT	FT	FT	FT	FT	FT	SQ FT	FT	FT	FT	FT	SQ FT	FT	SQ FT	SQ FT	EACH	EACH	EACH	EACH	EACH	EACH	
1710+96 TO 1748+03	NB & SB	3707				930						0	930	0	0	0	0	372	124							
1710+96 TO 1735+62	NB & SB	2466	4932									4932	0	0	0	0	0	0	0			47				
1736+17.59 C.H. 14			334							20		334	0	0	0	20	0	120	40							
1736+88 TO 1748+03	NB & SB	1115	2230									2230	0	0	0	0	0	0	0							
1748+03 TO 1752+45	NB & SB	442	884	1768					125			2652	0	0	125	0	0	177	59	24	6	23				
1749+33 TO 1750+98	SB	165					42					0	0	42	0	0	0	0	0							
1750+98 TO 1751+98	SB	100					100					0	0	100	0	0	0	10	3	3			4			
1751+22, 1751+74	SB									31		0	0	0	0	0	31	96	32							
1752+45 TO 1753+23	NB	78	78									78	0	0	0	0	0	0	0							
1752+73 SIDE ROAD			74																							
1753+23 TO 1755+83	NB & SB	260	520	520								1040	0	0	0	0	0	52	17	16	16					
1753+23 TO 1755+83	NB	260					260					0	0	260	0	0	0	26	9	7			8			
1753+47, 1754+53, 1755+59	NB									47		0	0	0	0	0	47	144	48							
1755+83 TO 1758+53	NB	270					68					0	0	68	0	0	0	0	0							
1755+83 TO 1761+67.31(BK)	NB & SB	584	1168	2336					237			3504	0	0	237	0	0	234	78	28		30				
1757+18 TO 1759+55	SB	237					60					0	0	60	0	0	0	0	0							
1759+55 TO 1761+67.31(BK)	SB	212					212					0	0	212	0	0	0	21	7	5			6			
0 1759+79, 1761+20	SB											0	0	0	0	0	31	96	32							
1761+66.52(AH) TO 1762+93	NB & SB	126	252	504					64		31	756	0	0	64	0	0	50	17	6		11	4			
1761+66.52(AH) TO 1763+09	SB	142					142					0	0	142	0	0	0	14	5	3						
1762+58	SB										16	0	0	0	0	0	16	48	16							
1762+93 TO 1763+83	NB	90	90									90	0	0	0	0	0	0	0							
1763+35.03 IL 29																										
338+24 TO 340+45	EB & WB	221	442	442								884	0	0	0	0	0	44	15	6	14					
338+24 TO 340+61	EB	237					237					0	0	237	0	0	0	24	8				7			
338+48, 339+34, 340+21	RT & LT										94	0	0	0	0	0	94	288	96							
340+45	EB										12	0	0	0	0	12	0	72	24							
340+50	EB										20	0	0	0	0	20	0	120	40							
1762+67 TO 1763+12 (ISLAND)			73				78	52				73	0	78	52	0	0	8	3							
1763+47 TO 1763+92 (ISLAND)			138				11	83				138	0	11	83	0	0	1	0					8		
1763+83 TO 1765+47	NB & SB	164	328	328								656	0	0	0	0	0	33	11	10	10					
1763+83 TO 1765+47	NB	164					164					0	0	164	0	0	0	16	5	5			5			
1764+06, 1764+67, 1765+32	NB											0	0	0	0	0	47	144	48							
1765+47 TO 1766+97	NB	150					38					0	0	38	0	0	0	0	0							
1765+47 TO 1767+37	NB & SB	190	380	760					71			1140	0	0	71	0	0	76	25	10		17				
<b>PAGE TOTALS 1 OF 3</b>			<b>11923</b>	<b>6658</b>	<b>0</b>	<b>930</b>	<b>1412</b>	<b>135</b>	<b>497</b>	<b>52</b>	<b>265</b>	<b>18507</b>	<b>930</b>	<b>1412</b>	<b>632</b>	<b>52</b>	<b>265</b>	<b>2286</b>	<b>762</b>	<b>123</b>	<b>93</b>	<b>81</b>	<b>34</b>	<b>8</b>	<b>0</b>	

Station Eqns.  
 1761+67.31(BK) = 1761+66.52 (AH)  
 1793+38.97(BK) = 863+81.98 (AH)  
 873+07.20(BK) = 0+00.00 (AH)  
 37+00.00(BK) = 8+99.50 (AH)

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

\* (102)RS-4 & (TX-1,17)RS-2

PAVEMENT MARKING SCHEDULE 3 OF 3

LOCATION		LENG	THR 4" WH	THR 4" YEL	THR 6" WH	THR 6" YEL	THR 8" WH	THR 12" WH	THR 12" YEL	THR 24" WH	THR LTR & SYM	TEMP MK 4"	TEMP MK 6"	TEMP MK 8"	TEMP MK 12"	TEMP MK 24"	TEMP LTR & SYM	SHT-TERM MK X 4 APP	WK ZN PAVT MK REM X 4 APP	RSD REF PAVT MK REM	TWO-WAY AMB MK	ONE-WAY AMB MK	ONE-WAY CRYL MK	MONO-PRISM CRYL CURB REF	BI-PRISM AMB CURB REF	
STATIONS	LANE	FT	FT	FT	FT	FT	FT	FT	FT	FT	SO FT	FT	FT	FT	FT	SO FT	FT	FT	SO FT	EACH	EACH	EACH	EACH	EACH	EACH	
13+98	TERRY STREET											0	0	0	0	0	0	0	0							
18+64	HENNESSEY ST											0	0	0	0	0	0	0	0							
19+15	TO 21+75	EB & WB	260		1040				63			1040	0	0	63	0	0	104	35				16			
20+75	TO 21+75	EB	100				26					0	0	26	0	0	0	0	0							
20+75	TO 21+75	EB	100				26					0	0	26	0	0	0	0	0							
21+75	TO 22+75	EB & WB	100		200							200	0	0	0	0	0	20	7			8				
21+75	TO 22+87	EB	112				112					0	0	112	0	0	0	11	4					4		
21+75	TO 22+87	EB	112				112					0	0	112	0	0	0	11	4					4		
21+99, 22+51	(RT)	EB								31		0	0	0	0	0	31	96	32							
21+99, 22+51	(LT)	EB								31		0	0	0	0	0	31	96	32							
22+75		EB							11			0	0	0	0	11	0	66	22							
22+87		EB							22			0	0	0	0	22	0	132	44							
23+30	IL 89 SPAULDING ST								20			0	0	0	0	20	0	120	40							
7+35	TO 9+00	NB	165	105	330	176		271	96	47		435	176	271	96	47	125	818	273		10			5		
CROSS WALKS						334						0	334	0	0	0	0	0	0							
23+69		WB								24		0	0	0	0	24	0	144	48							
23+69	TO 25+46	WB	177					177				0	0	177	0	0	0	18	6					5		
24+05, 24+64, 25+22	(LT)	WB								47		0	0	0	0	0	47	144	48							
24+05, 24+64, 25+22	(COMBO)	WB								78		0	0	0	0	0	78	261	87							
25+46	TO 26+56	WB	110					28				0	0	28	0	0	0	0	0							
23+81	TO 27+57	EB & WB	376		752					11		0	0	0	0	11	0	66	22							
24+17	TO 24+84	EB (NO PARKING)						79	35			0	0	79	35	0	0	8	3							
24+50	TO 27+02	WB (PARKING)		40								40	0	0	0	0	0	0	0							
25+22	TO 26+18	EB (PARKING)		18								18	0	0	0	0	0	0	0							
25+46	TO 26+56	EB	110					28				0	0	28	0	0	0	0	0							
26+56	TO 27+57	EB	101					101				0	0	101	0	0	0	10	3					4		
26+80, 27+33	(LT)	EB								31		0	0	0	0	0	31	96	32							
26+80, 27+33	(COMBO)	EB								52		0	0	0	0	0	52	174	58							
27+96	GREENWOOD ST					440						0	0	0	0	0	0	0	0							
CROSS WALKS												0	440	0	0	0	0	0	0							
28+50	TO 32+23	EB & WB	373		746							746	0	0	0	0	0	75	25		20					
28+50	TO 29+50	WB	100					100				0	0	100	0	0	0	10	3							
28+74, 29+26		WB								31		0	0	0	0	0	31	96	32							
29+50	TO 31+23	WB	173				44					0	0	44	0	0	0	0	0							
29+50	TO 31+23	EB	173				44					0	0	44	0	0	0	0	0							
31+23	TO 32+23	EB	100				100					0	0	100	0	0	0	10	3							
31+47, 31+99		EB								31		0	0	0	0	0	31	96	32							
32+62	POWER STREET											0	0	0	0	0	0	0	0							
33+02	TO 36+88	EB & WB	386		772							772	0	0	0	0	0	77	26		22					
33+02	TO 34+02	WB	100					100				0	0	100	0	0	0	10	3							
33+26, 33+78		WB								31		0	0	0	0	0	31	96	32							
34+02	TO 35+88	WB	186				46					0	0	46	0	0	0	0	0							
34+02	TO 35+88	EB	186				46					0	0	46	0	0	0	0	0							
35+88	TO 36+88	EB	100				100					0	0	100	0	0	0	10	3							
36+12, 36+64		EB								31		0	0	0	0	0	31	96	32							
9+27.50	CORNELLA STREET											0	0	0	0	0	0	0	0							
9+68	TO 12+03	EB & WB	235		470							470	0	0	0	0	0	47	16		14					
9+68	TO 10+28	WB	60				60					0	0	60	0	0	0	6	2							
9+98		WB								16		0	0	0	0	0	16	48	16							
10+28	TO 11+03	WB	75				18					0	0	18	0	0	0	0	0							
10+28	TO 11+03	EB	75				18					0	0	18	0	0	0	0	0							
11+03	TO 12+03	EB	100				100					0	0	100	0	0	0	10	3							
11+27, 11+79		EB								31		0	0	0	0	0	31	96	32							
12+34	NORTH MARY STREET											0	0	0	0	0	0	0	0							
11+03	TO 12+23	EB	120				30					0	0	30	0	0	0	0	0							
12+23	TO 13+23	EB	100				100					0	0	100	0	0	0	10	3							
12+47, 12+99		EB								31		0	0	0	0	0	31	96	32							
12+66	TO 13+69	EB & WB	103		412				70			412	0	0	70	0	0	41	14							
12+66	TO 28+26	CL WB	1560			390						0	390	0	0	0	0	156	52	35			18		40	
14+00	SOUTH MARY STREET											0	0	0	0	0	0	0	0							
14+32	TO 15+32	WB	100				100					0	0	100	0	0	0	10	3							
14+56, 15+08		WB								31		0	0	0	0	0	31	96	32							
15+32	TO 16+82	WB	150				38					0	0	38	0	0	0	0	0							
14+32	TO 15+32	EB & WB	100	200	200							400	0	0	0	0	0	20	7	8	8					
15+32	TO 18+40	EB & WB	308	616	1232				6																	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\* (102)RS-4 & (TX-1,17)RS-2

SIDEROADS & ENTRANCES

LOCATION	DESCRIPTION	AREA	HOT-MIX ASPHALT SURFACE REMOVAL VARIOUS DEPTH	BITUMINOUS MATERIALS PRIME COAT	AGGREGATE PRIME COAT	HOT MIX ASPHALT S.C. MIX "D" N70	INCIDENTAL HOT-MIX ASPHALT SURFACING
STATION		SQ YD	SQ YD	GALLON	TON	TON	TON
1723+00	LT						
1736+17.59	RT	CH 14	255.0	255.0	20.4	0.5	31.1
1736+17.59	LT	SR	170.8	170.8	13.7	0.3	20.8
1741+11	LT	CE		NO WORK			
1746+82	LT	CE		NO WORK			
1749+59	LT	FE					
1752+73	RT	SR	298.3	298.3	23.9	0.6	36.3
1756+38	RT	FE					
1756+60	LT	FE					
1761+67.31 BK = 1761+66.52 AH							
1763+35.03	RT	IL 29	287.0	287.0	23.0	0.6	35.0
1763+35.03	LT	PE	41.0	41.0	3.3	0.1	5.0
1767+59.42	RT	LADD RD		0.0	0.0	0.0	0.0
1770+97	LT	PE	123.0	123.0	9.8	0.2	15.0
1771+83	RT	PE	164.0	164.0	13.1	0.3	20.0
1772+16	LT	PONSETTI DR	82.0	82.0	6.6	0.2	10.0
1773+75	RT	PE	82.0	82.0	6.6	0.2	10.0
1774+37	RT	PE	82.0	82.0	6.6	0.2	10.0
1780+60	LT	CE / CHURCH	82.0	82.0	6.6	0.2	10.0
1780+89.33	RT	3RD ST.	82.0	82.0	6.6	0.2	10.0
1781+80	LT	CE	82.0	82.0	6.6	0.2	10.0
1785+25	RT	2ND ST.	82.0	82.0	6.6	0.2	10.0
1788+86	LT	CE	82.0	82.0	6.6	0.2	10.0
1791+61	RT	CE	82.0	82.0	6.6	0.2	10.0
1792+28	RT	CE	82.0	82.0	6.6	0.2	10.0
1793+32	LT	CE	82.0	82.0	6.6	0.2	10.0
1793+38.97 BK = 863+81.98 AH							
864+93.87	RT	DAKOTA ST	247.0	247.0	19.8	0.5	30.1
871+50	RT	CE	82.0	82.0	6.6	0.2	10.0
872+44	RT	CE	82.0	82.0	6.6	0.2	10.0
873+07.20 BK = 0+00 AH							
0+00	RT	STRONG ST	185.8	185.8	14.9	0.4	22.6
0+00	LT	STRONG ST	228.3	228.3	18.3	0.5	27.8
4+66	RT	RICHARD ST	166.7	166.7	13.3	0.3	20.3
4+66	LT	RICHARD ST	146.7	146.7	11.7	0.3	17.9
9+32	RT	TAYLOR ST	166.7	166.7	13.3	0.3	20.3
9+32	LT	TAYLOR ST	146.7	146.7	11.7	0.3	17.9
13+98	RT	TERRY ST	146.7	146.7	11.7	0.3	17.9
13+98	LT	TERRY ST	166.7	166.7	13.3	0.3	20.3
18+64	RT	HENNESSEY ST	160.8	160.8	12.9	0.3	19.6
18+64	LT	HENNESSEY ST	160.8	160.8	12.9	0.3	19.6
23+30	RT	IL 89		NO WORK			
23+30	LT	SPAULDING ST	199.2	199.2	15.9	0.4	24.3
27+96	RT	GREENWOOD ST	207.5	207.5	16.6	0.4	25.3
27+96	LT	GREENWOOD ST	187.5	187.5	15.0	0.4	22.8
32+62	RT	POWER ST	197.5	197.5	15.8	0.4	24.1
32+62	LT	POWER ST	146.7	146.7	11.7	0.3	17.9
37+00 BK = 8+99.50 AH							
9+27.50	RT	CORNELLA ST	166.7	166.7	13.3	0.3	20.3
9+27.50	LT	CORNELLA ST	167.7	167.7	13.4	0.3	20.4
12+34	LT	NORTH MARY ST	168.7	168.7	13.5	0.3	20.5
14+00	RT	SOUTH MARY ST	169.7	169.7	13.6	0.3	20.7
23+50	RT	PE	82.0	82.0	6.6	0.2	10.0
<b>TOTAL</b>				<b>6021.2</b>	<b>481.7</b>	<b>12.0</b>	<b>698.4</b>

MANHOLE AND WATER VALVE ADJUSTMENTS	
MANHOLE ADJUSTMENTS	WATER VALVE ADJUSTMENTS
12	4

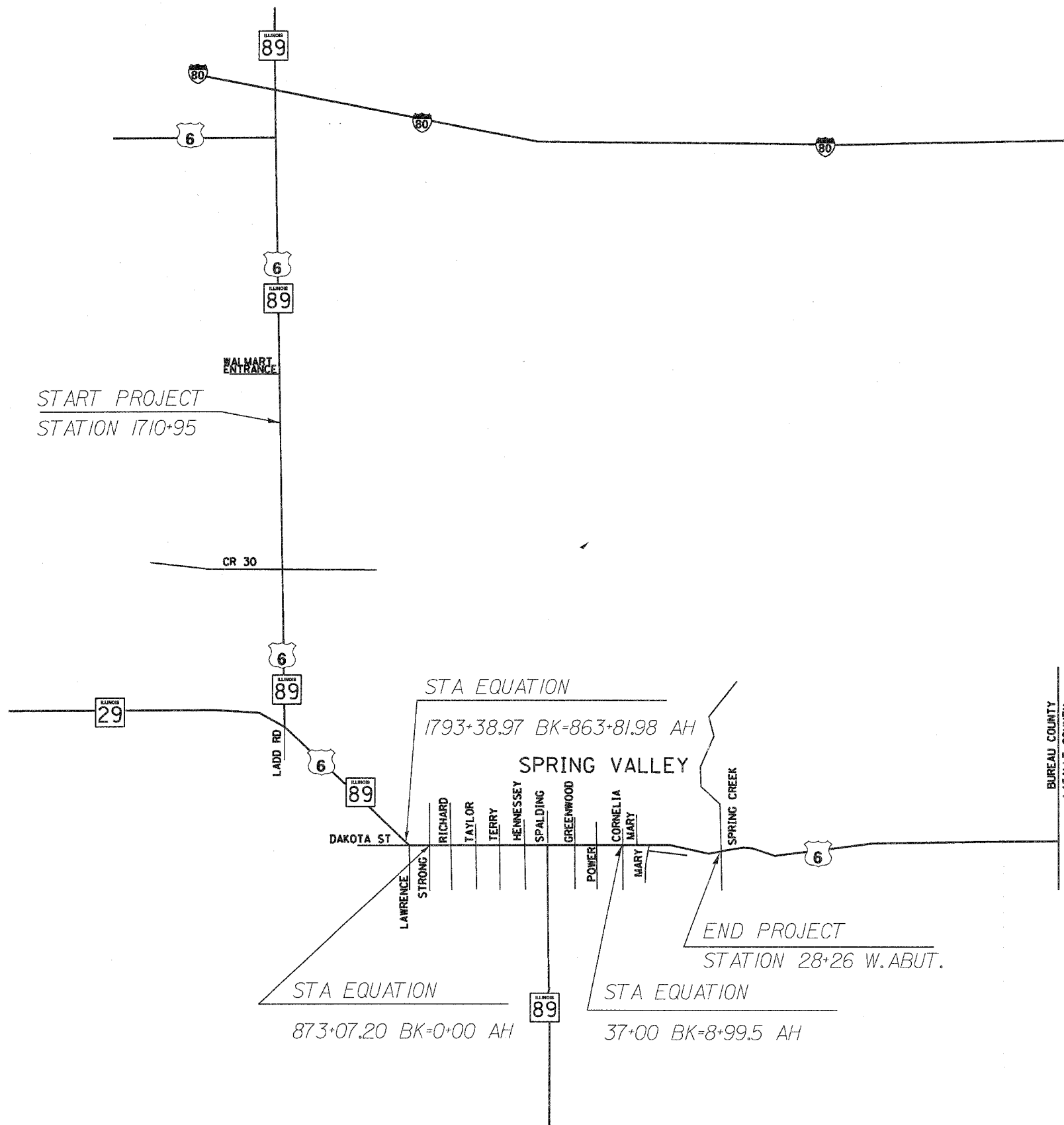
LOCATED THROUGHOUT CURB AND GUTTER SECTION IN SPRING VALLEY

Station Eans. 1761+67.31(BK) = 1761+66.52 (AH)  
 1793+38.97(BK) = 863+81.98 (AH)  
 873+07.20(BK) = 0+00.00 (AH)  
 37+00.00(BK) = 8+99.50 (AH)

SEEDING								
LOCATION	DESCRIPTION	AREA	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	SEEDING CLASS 2	EROSION CONTROL BLANKET	FURNISHED EXCAVATION
STATION		SQ YD	POUNDS	POUNDS	POUNDS	ACRES	SQ YD	CU YD
1736+17.59	RT	C.H. 14	60.0	1.1	1.1	0.012	60.0	1.0
1736+17.59	LT	SR	40.0	0.7	0.7	0.008	40.0	0.8
1752+73	RT	SR	40.0	0.7	0.7	0.008	40.0	0.8
1763+35.03	RT	IL 29	60.0	1.1	1.1	0.012	60.0	1.0
1767+59.42	RT	LADD RD.	40.0	0.7	0.7	0.008	40.0	0.8
1780+89.33	RT	3RD ST.	40.0	0.7	0.7	0.008	40.0	0.8
1785+25	RT	2ND ST.	40.0	0.7	0.7	0.008	40.0	0.8
<b>TOTALS</b>			<b>5.7</b>	<b>5.7</b>	<b>5.7</b>	<b>0.066</b>	<b>320.0</b>	<b>6.0</b>

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	11
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (102)RS-4 & (TX-1,17)RS-2				



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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

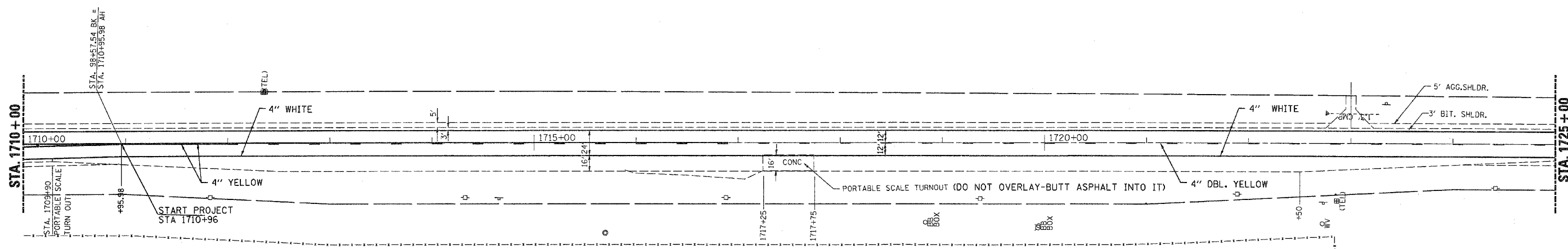
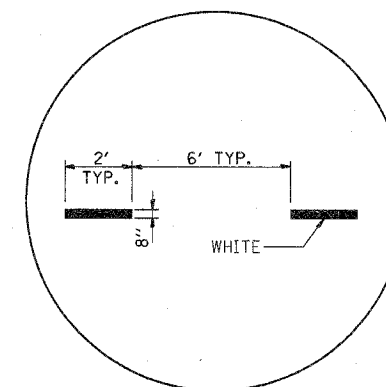
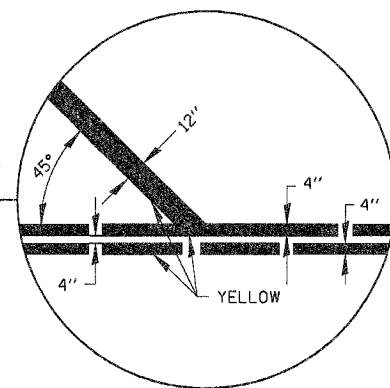
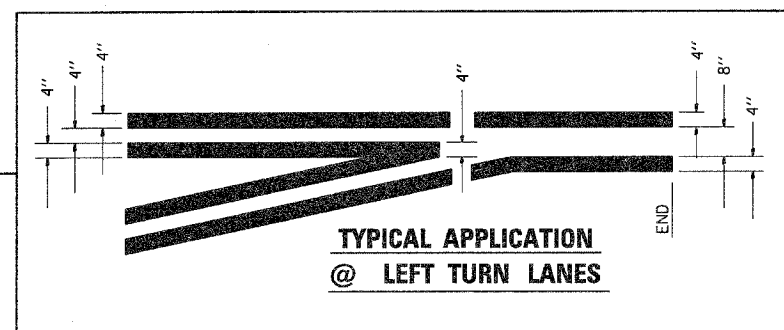
**LOCATION MAP**

SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

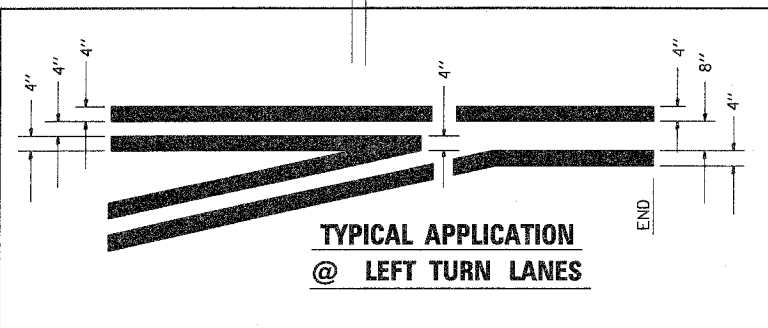
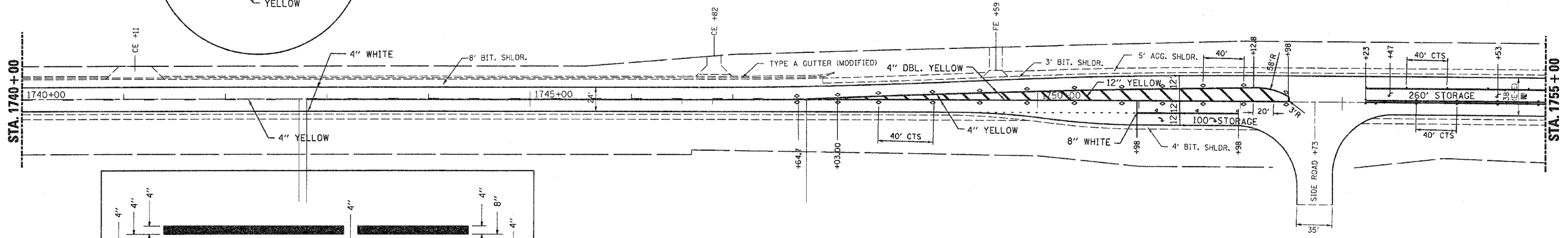
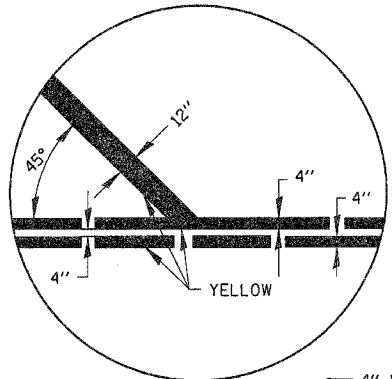
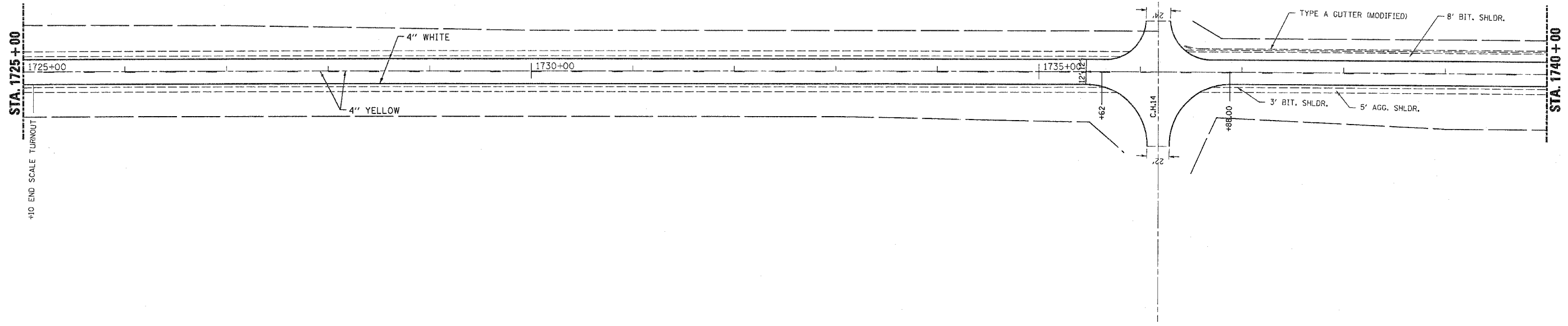
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	12
STA. 1695+00		TO STA. 1725+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\* (102)RS-4 & (TX-1,17)RS-2



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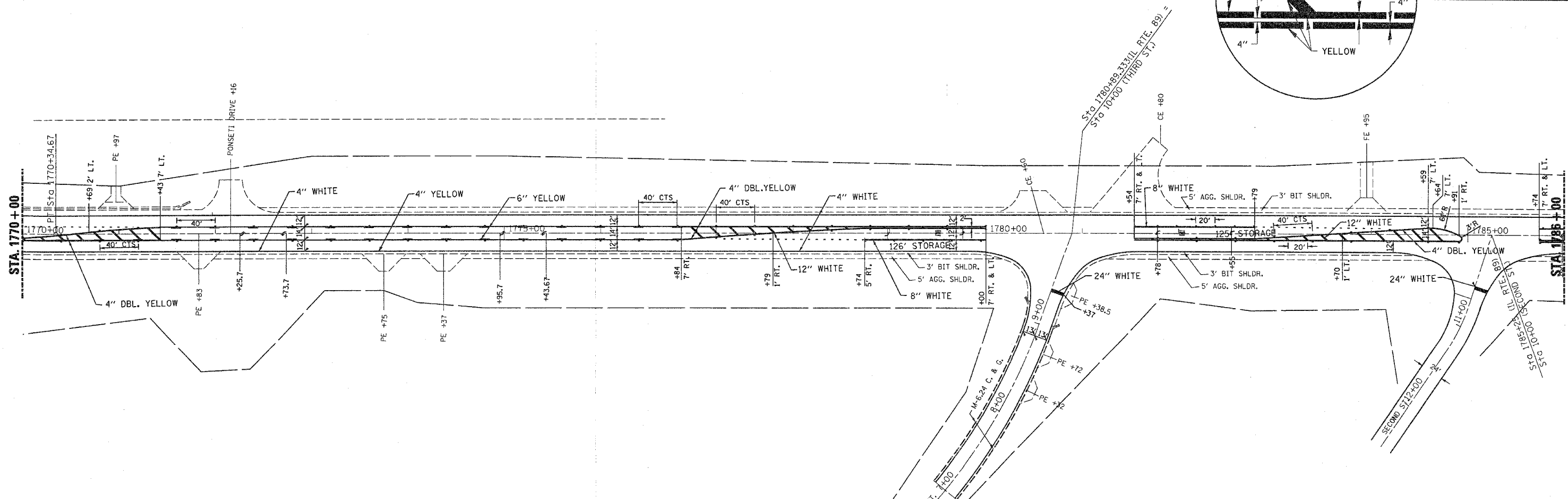
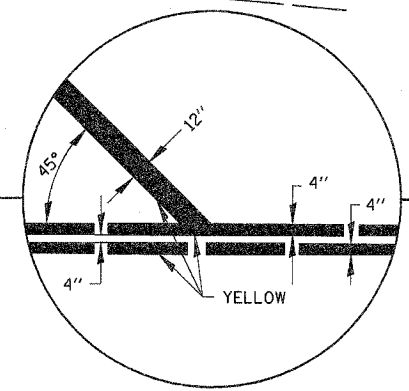
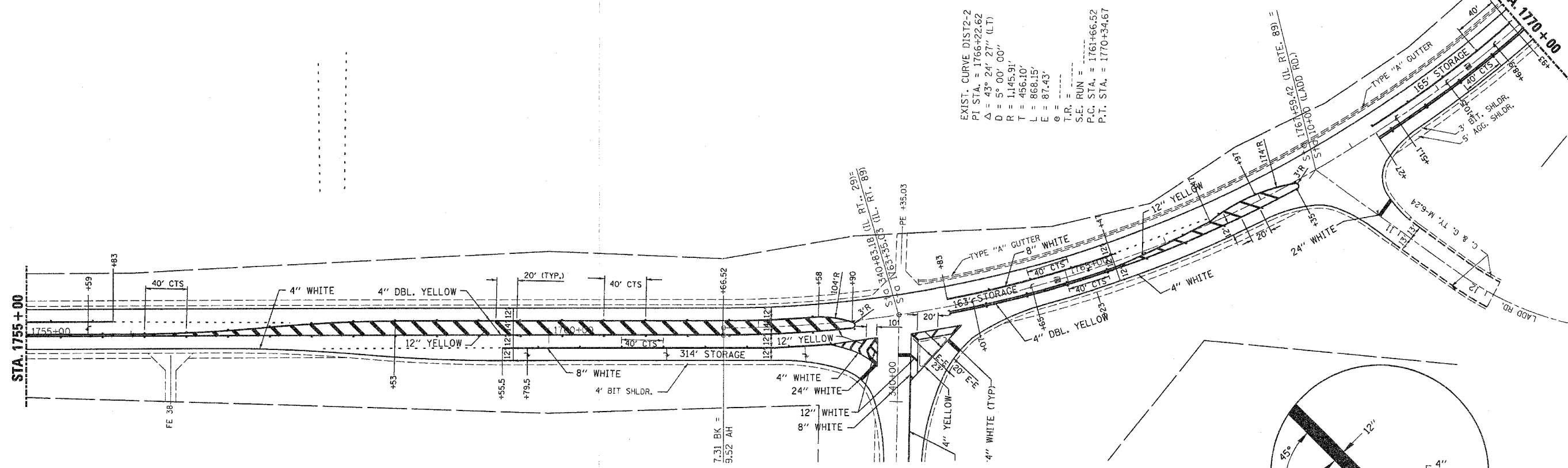
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	13
STA. 1725+00		TO STA. 1755+00		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
* (102)RS-4 & (TX-1,17)RS-2				



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	14
STA. 1775+00		TO STA. 1786+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

EXIST. CURVE DIST 2-2  
 PI STA. = 1766+22.62  
 $\Delta = 43^\circ 24' 27''$  (LT)  
 $D = 5^\circ 00' 00''$   
 $R = 11,455.91'$   
 $T = 456.10'$   
 $L = 868.15'$   
 $E = 87.43'$   
 $\theta = \dots$   
 T.R. = \dots  
 S.E. RUN = 1761+66.52  
 P.C. STA. = 1770+34.67  
 P.T. STA. = 1770+34.67



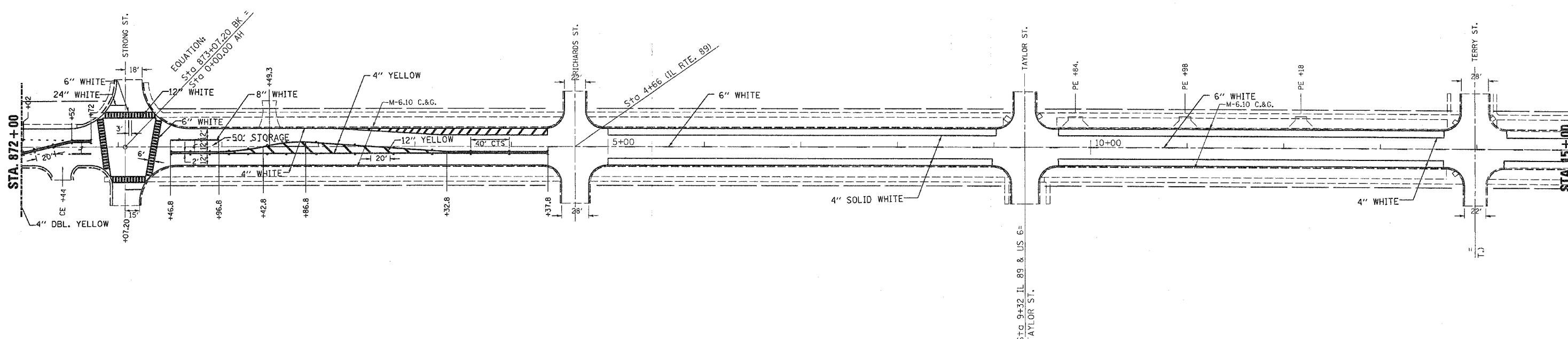
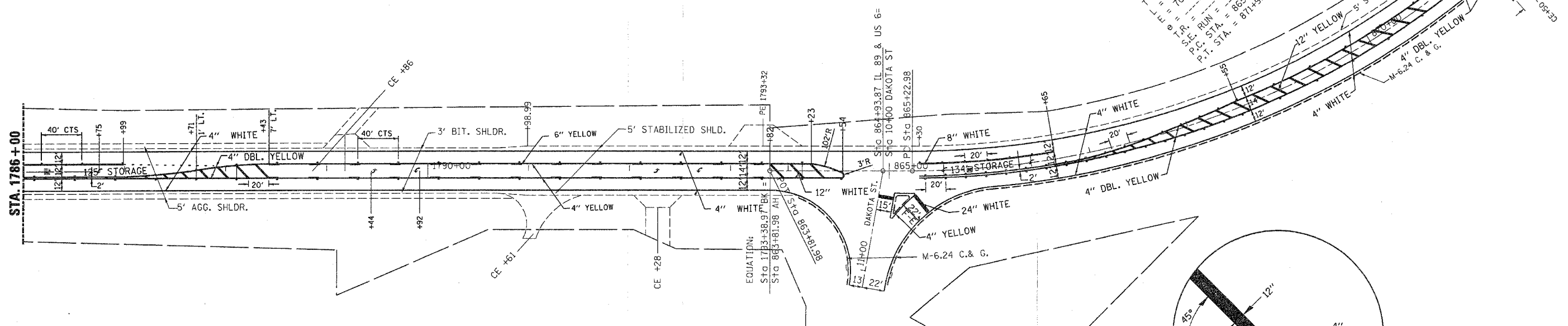
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	15
STA. 1786+00		TO STA. 15+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

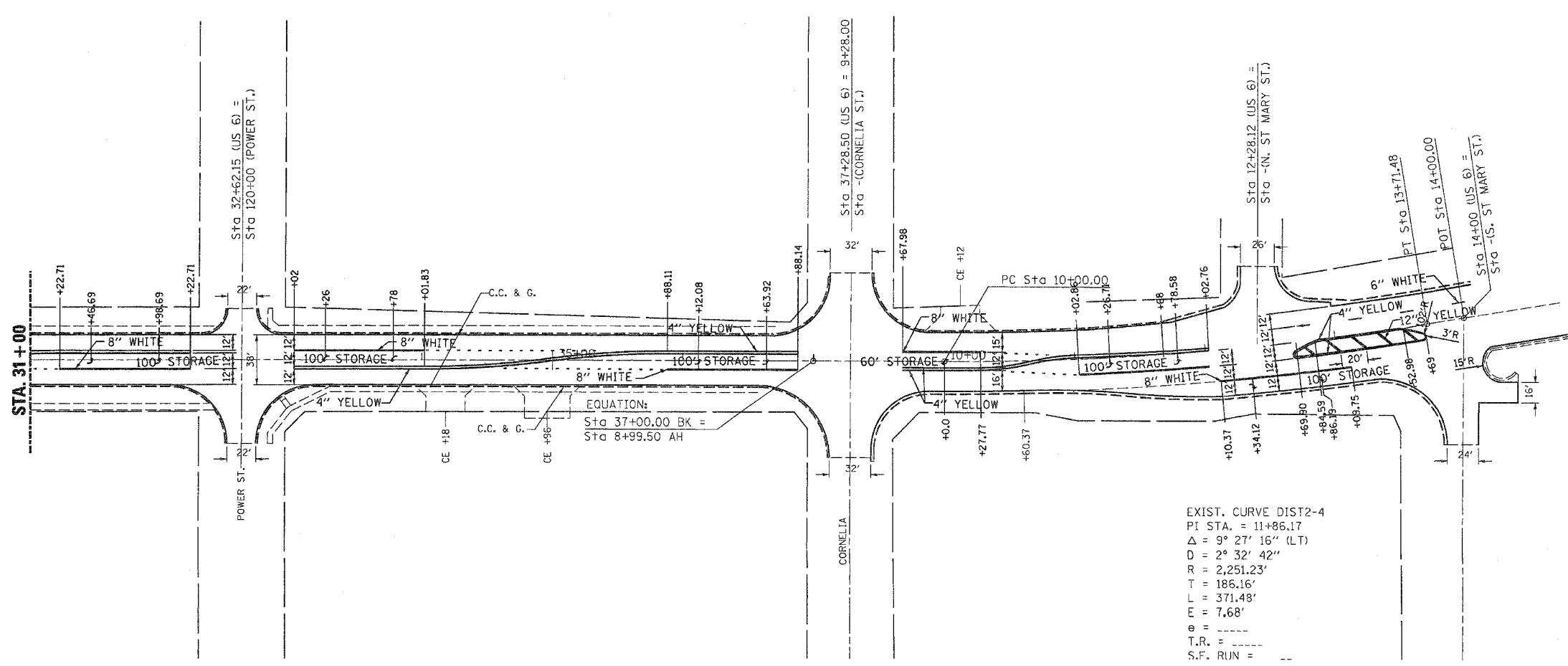
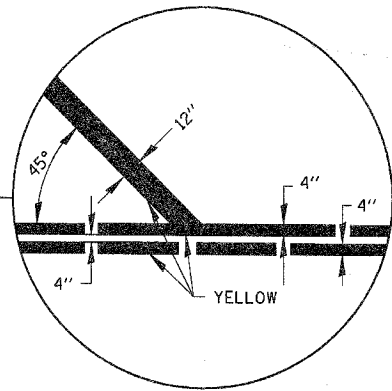
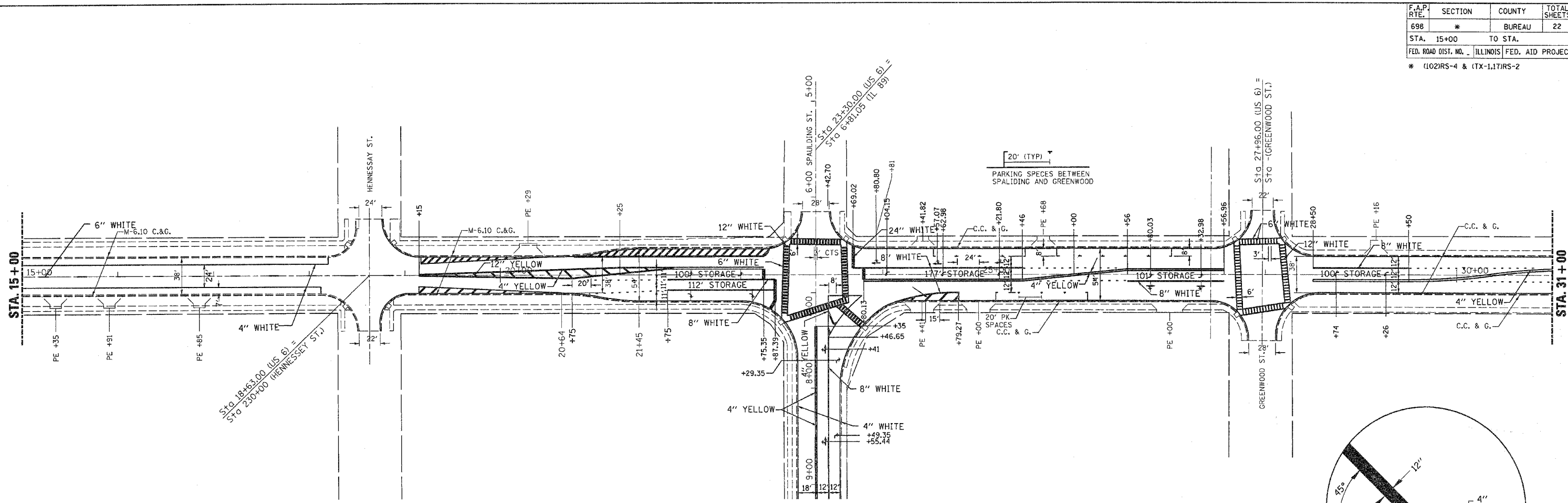
\* (102)RS-4 & (TX-1)7RS-2

EXIST. CURVE DIST 2-3  
 P.I. STA. = 868+19.24  
 $\Delta = 45^\circ 02' 33"$  (LT)  
 $\Delta = 859.44'$   
 $\Delta = 556.37'$   
 $\Delta = 675.64'$   
 $\Delta = 70.85'$   
 S.T.R. =  
 S.E. RUN = 865+22.98  
 P.T. STA. = 871+98.62



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	16
STA. 15+00		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (102)RS-4 & (TX-117)RS-2				



EXIST. CURVE DIST 2-4  
 PI STA. = 11+86.17  
 $\Delta = 9^\circ 27' 16''$  (LT)  
 $D = 2^\circ 32' 42''$   
 $R = 2,251.23'$   
 $T = 186.16'$   
 $L = 371.48'$   
 $E = 7.68'$   
 $\theta =$   
 $T.R. =$   
 $S.F. RUN =$

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\* (102)RS-4 & (TX-1,17)RS-2

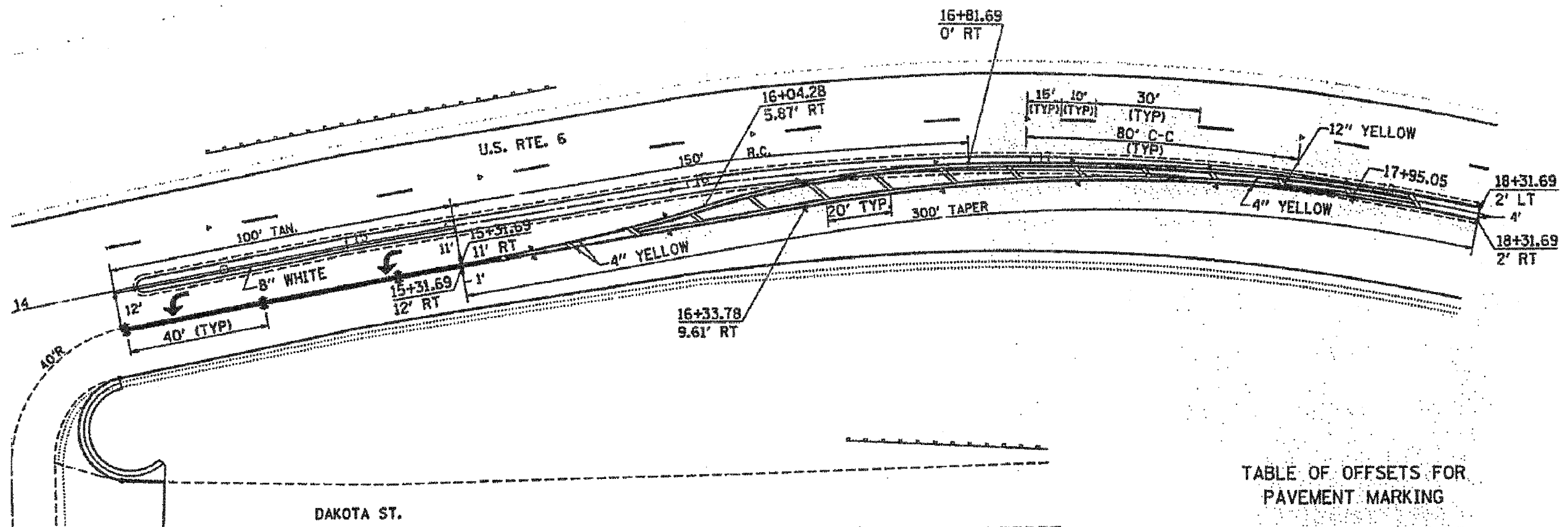


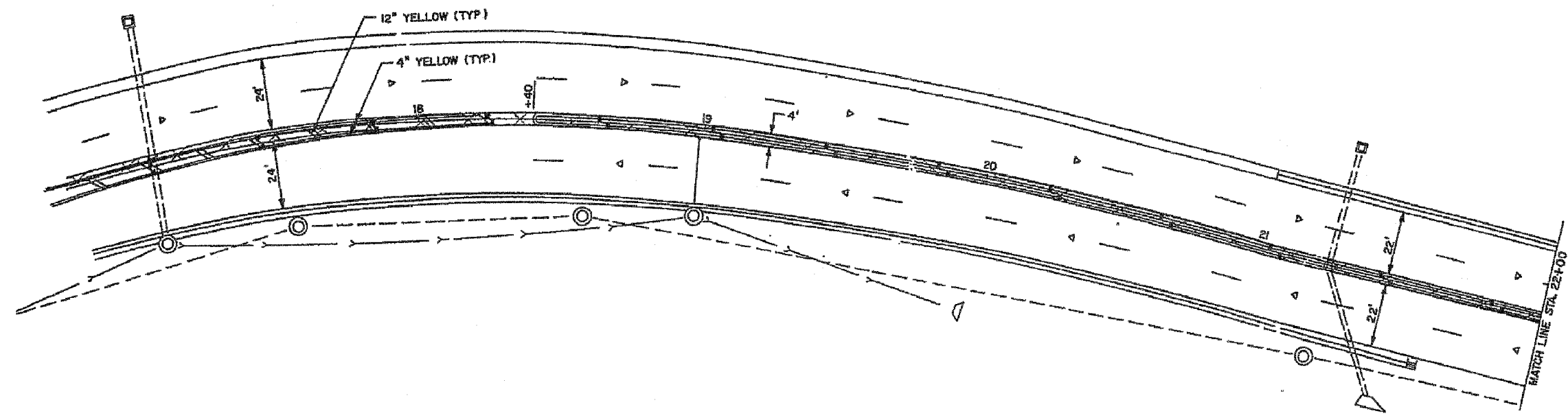
TABLE OF OFFSETS FOR PAVEMENT MARKING

STA.	OFFSET	OFFSET
15+40	10.94' RT	11.99' RT
+60	10.24' RT	11.89' RT
+80	8.77' RT	11.67' RT
16+00	6.50' RT	11.33' RT
+20	3.73' RT	10.52' RT
+40	1.70' RT	9.15' RT
+60	0.46' RT	7.75' RT
+80	0.00'	6.50' RT
17+00	0.24' LT	5.40' RT
+20	0.51' LT	4.45' RT
+40	0.78' LT	3.65' RT
+60	1.05' LT	3.01' RT
+80	1.31' LT	2.53' RT
18+00	1.58' LT	2.20' RT
+20	1.84' LT	2.03' RT
+31.69	2.00' LT	2.00' RT

LEGEND	
▷	ONE-WAY CRYSTAL RAISED REFLECTIVE PAVEMENT MARKER
▶	ONE-WAY AMBER RAISED REFLECTIVE PAVEMENT MARKER
◆	TWO-WAY AMBER RAISED REFLECTIVE PAVEMENT MARKER

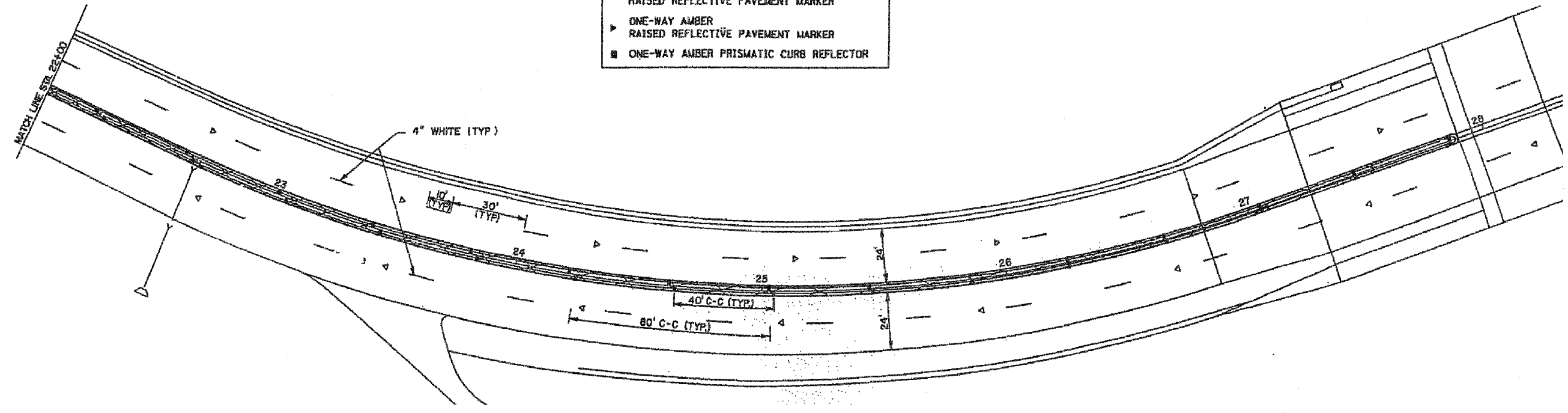
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (102)RS-4 & (TX-1,17)RS-2				



**LEGEND**

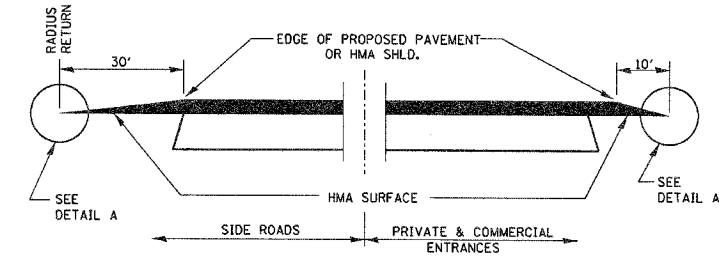
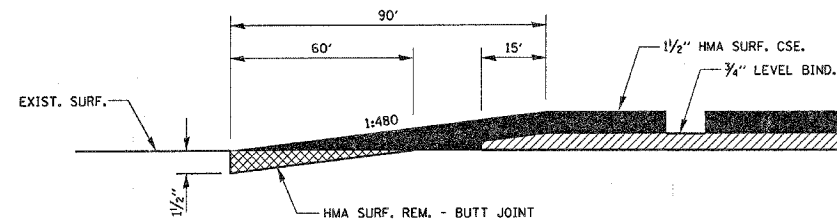
▷	ONE-WAY CRYSTAL RAISED REFLECTIVE PAVEMENT MARKER
▷	ONE-WAY AMBER RAISED REFLECTIVE PAVEMENT MARKER
■	ONE-WAY AMBER PRISMATIC CURB REFLECTOR



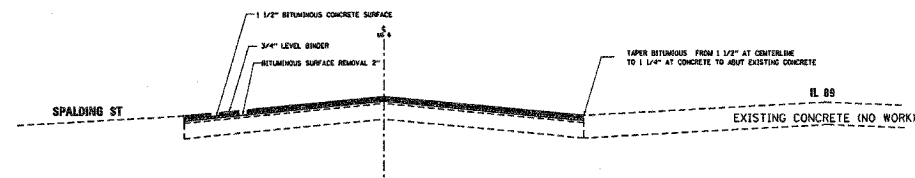
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

\* (102)RS-4 & (TX-1,17)RS-2

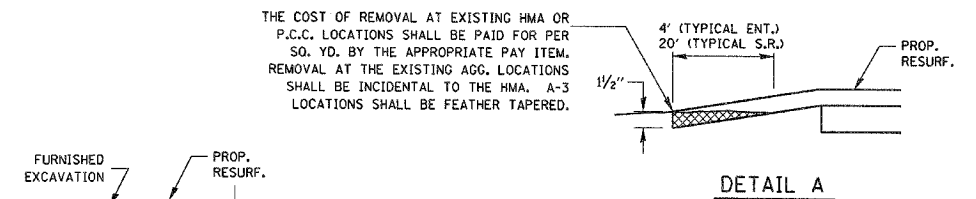


SECTION A-A  
DETAILS AT ENTRANCES & SIDE ROADS

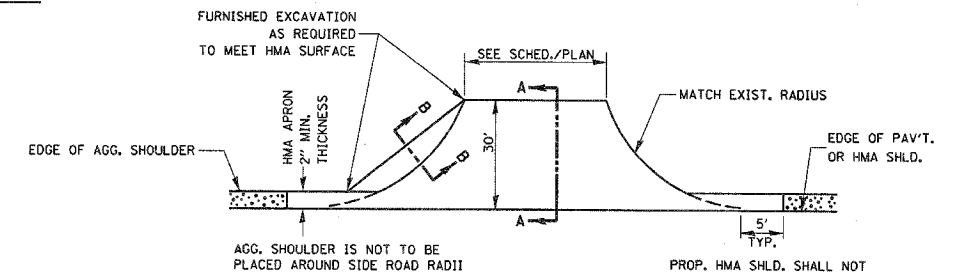


IL 89 /US 6 INTERSECTION DETAIL

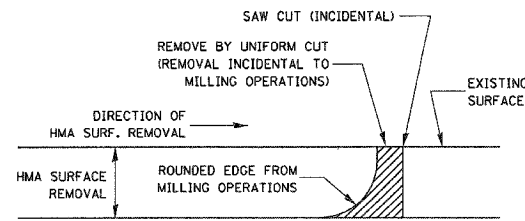
STA 23+30.00 (US 6) = STA 6+81.05 (IL 89)



SECTION B-B

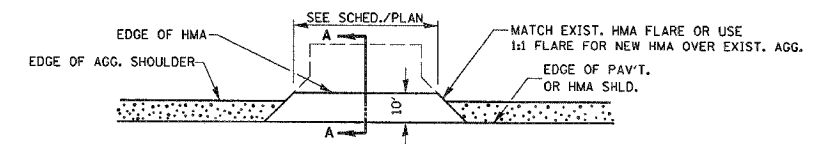


PLAN AT SIDE ROADS



NOTE:  
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE,  
THEN A SAW CUT SHALL BE USED TO MANUFACTURE  
A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL.  
THE ENGINEER SHALL BE THE SOLE JUDGE  
CONCERNING THE USE OF THIS DETAIL.

HMA DETAIL AT BUTT JOINTS

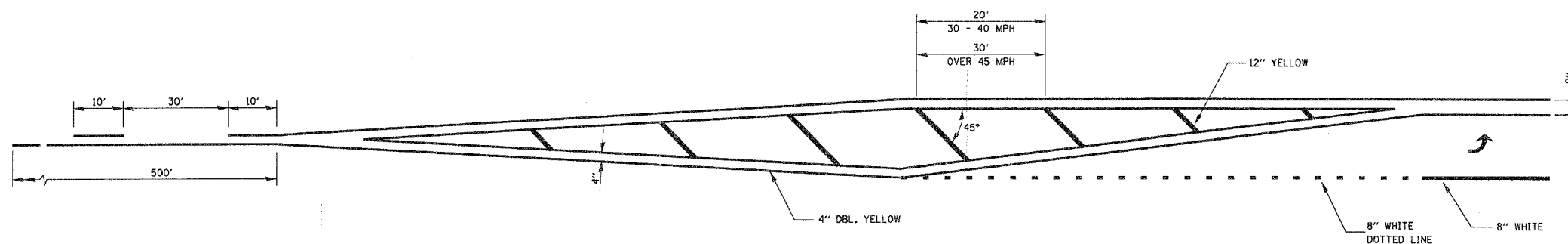


PLAN AT PRIVATE & COMMERCIAL ENTRANCES

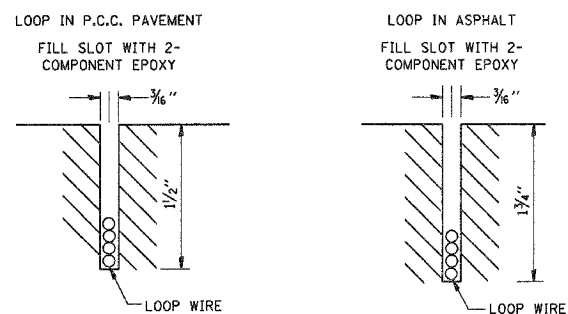
(DO NOT RESURFACE FIELD ENTRANCES)

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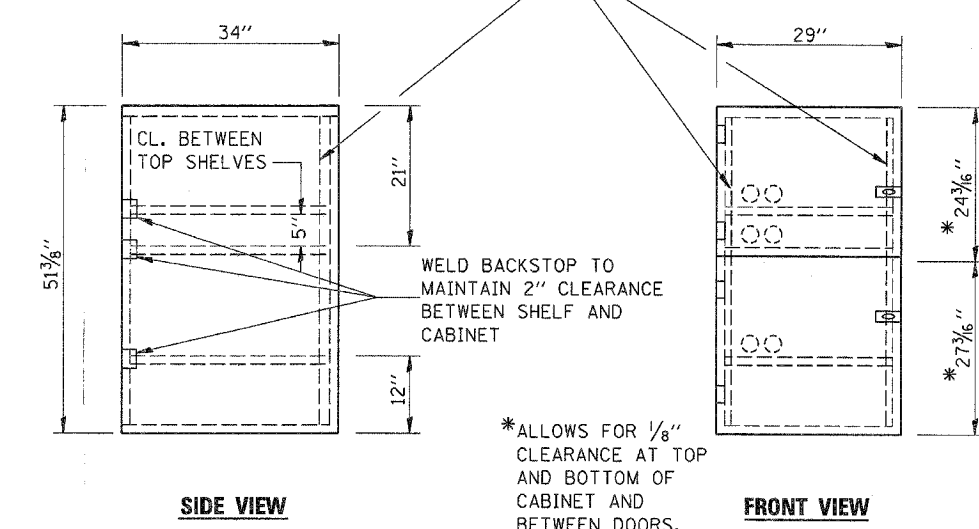
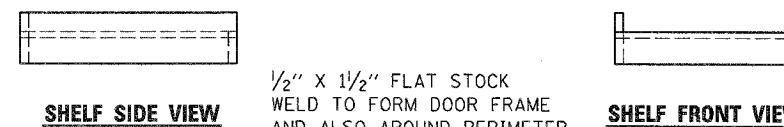
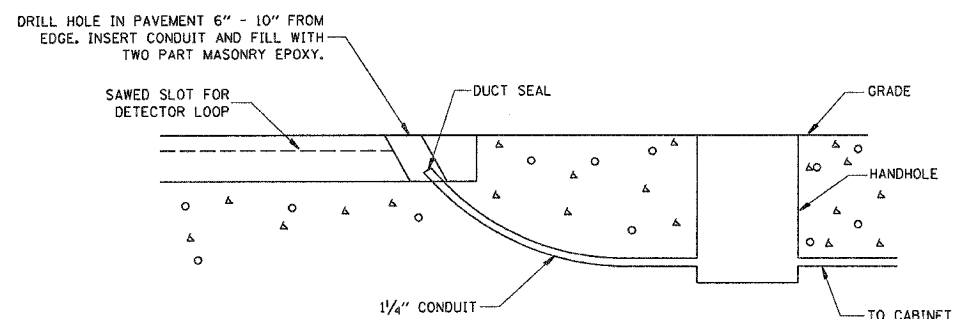
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* (102)RS-4 & (TX-1,17)RS-2				



**DETECTOR LOOP INSTALLATION**

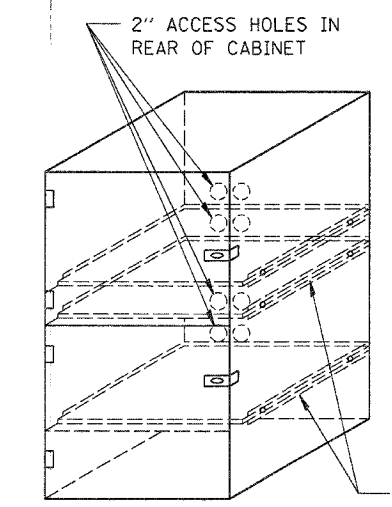


**DETECTOR LOOP LEAD-IN DETAIL**



\*ALLOWS FOR 1/8" CLEARANCE AT TOP AND BOTTOM OF CABINET AND BETWEEN DOORS.

- NOTES:
1. USE 16 GAUGE STEEL FOR CABINET.
  2. THE TOP SHELF SHALL SLIDE IN OR OUT WITH THE TOP DOOR OPEN.
  3. ALL HINGES AND HASPS WILL BE WELDED TO THE CABINET.
  4. ALL EDGES SHALL BE GROUND SMOOTH.
  5. TWO (2" DIA.) ACCESS HOLES WILL BE REQUIRED FOR EACH SHELF.
  6. CABINET SHALL BE PAINTED WITH TWO COATS OF FLAT PAINT.
  7. 2 EACH MATCHING KEY PADLOCKS, WITH 3 KEYS PROVIDED, MASTER MODEL 3 T OR EQUIVALENT.
  8. 4 EACH PLAIN STEEL, NON-REMOVABLE PIN, NO HOLE 4"X4" SQUARE CORNER HINGES TO BE WELDED ON.
  9. 2 EACH EXTRA HEAVY, PLAIN STEEL, FIXED STAPLE, NO HOLE, 7 1/4 " HASPS TO BE WELDED ON.

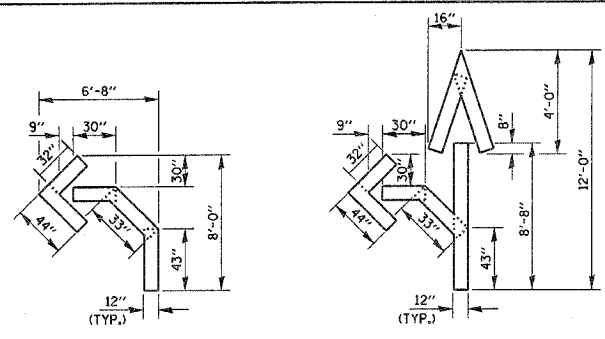


**LOCKABLE COMPUTER CABINET**

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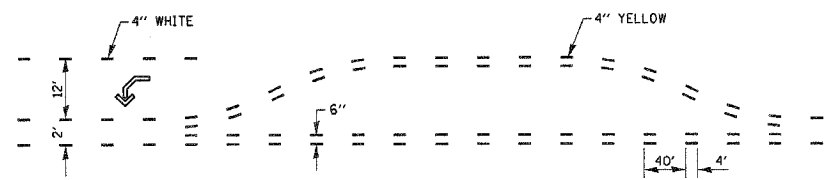


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	21
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
* (102)RS-4 & (TX-1,17)RS-2				

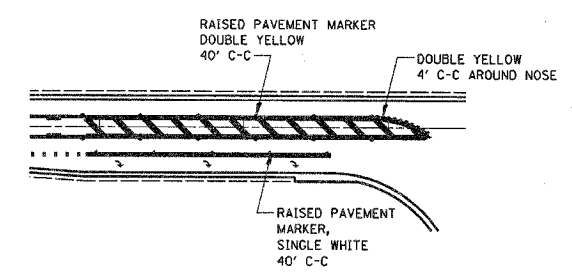
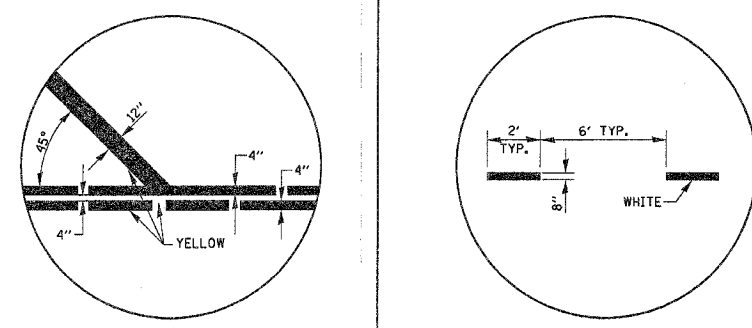


QUANTITY  
12" LINE = 16 LIN. FT.  
OR 4" LINE = 48 LIN. FT.

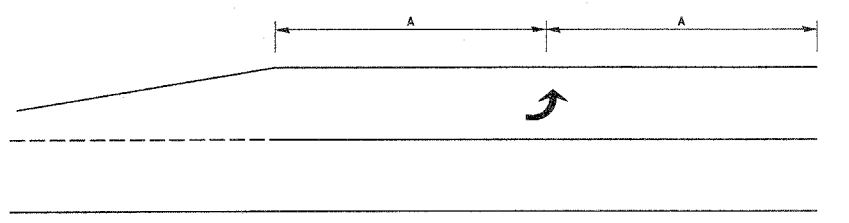
QUANTITY  
12" LINE = 29 LIN. FT.  
OR 4" LINE = 87 LIN. FT.



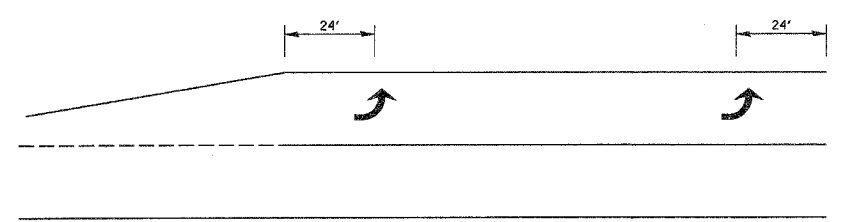
**SHORT-TERM PAVEMENT MARKING  
FOR MEDIANS AND ARROWS**



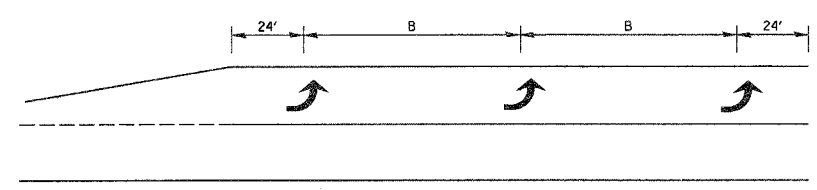
**RAISED REFLECTIVE PAVEMENT MARKERS  
@ RIGHT TURN LANE**



**99' AND UNDER**

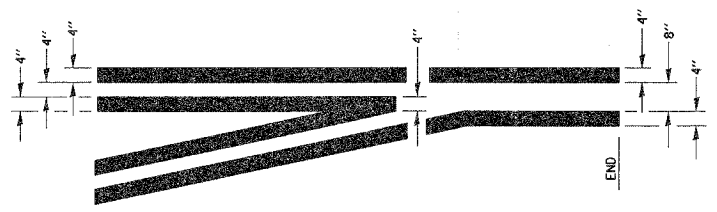


**100' TO 149'**

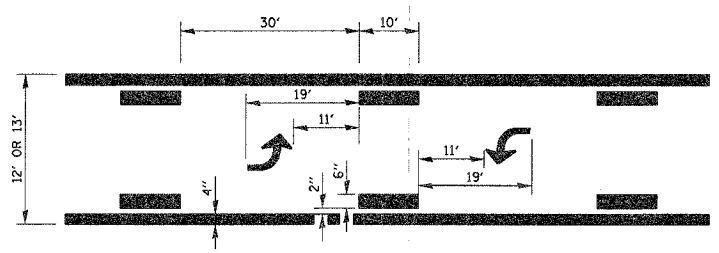


**150' AND LONGER**

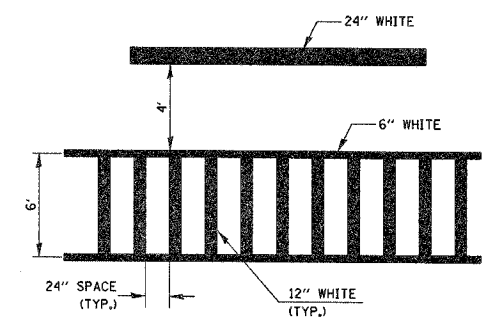
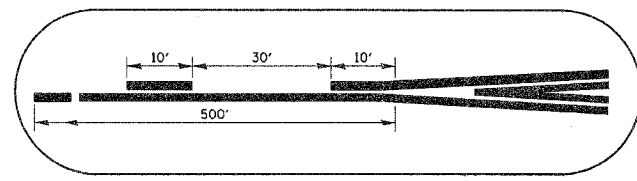
**TYPICAL PLACEMENT OF ARROWS  
IN TURN LANES**



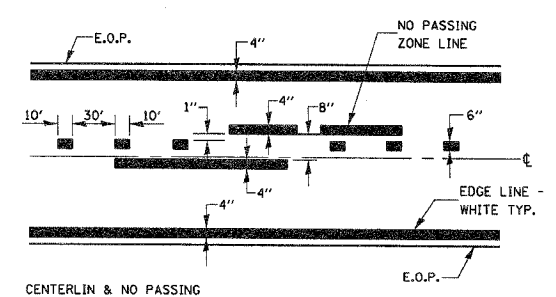
**TYPICAL APPLICATION  
@ LEFT TURN LANES**



**TYPICAL APPLICATION @  
BI-DIRECTIONAL TURN LANE**



**TYPICAL SPACING DETAIL FOR  
CROSSWALKS AND STOP BARS**

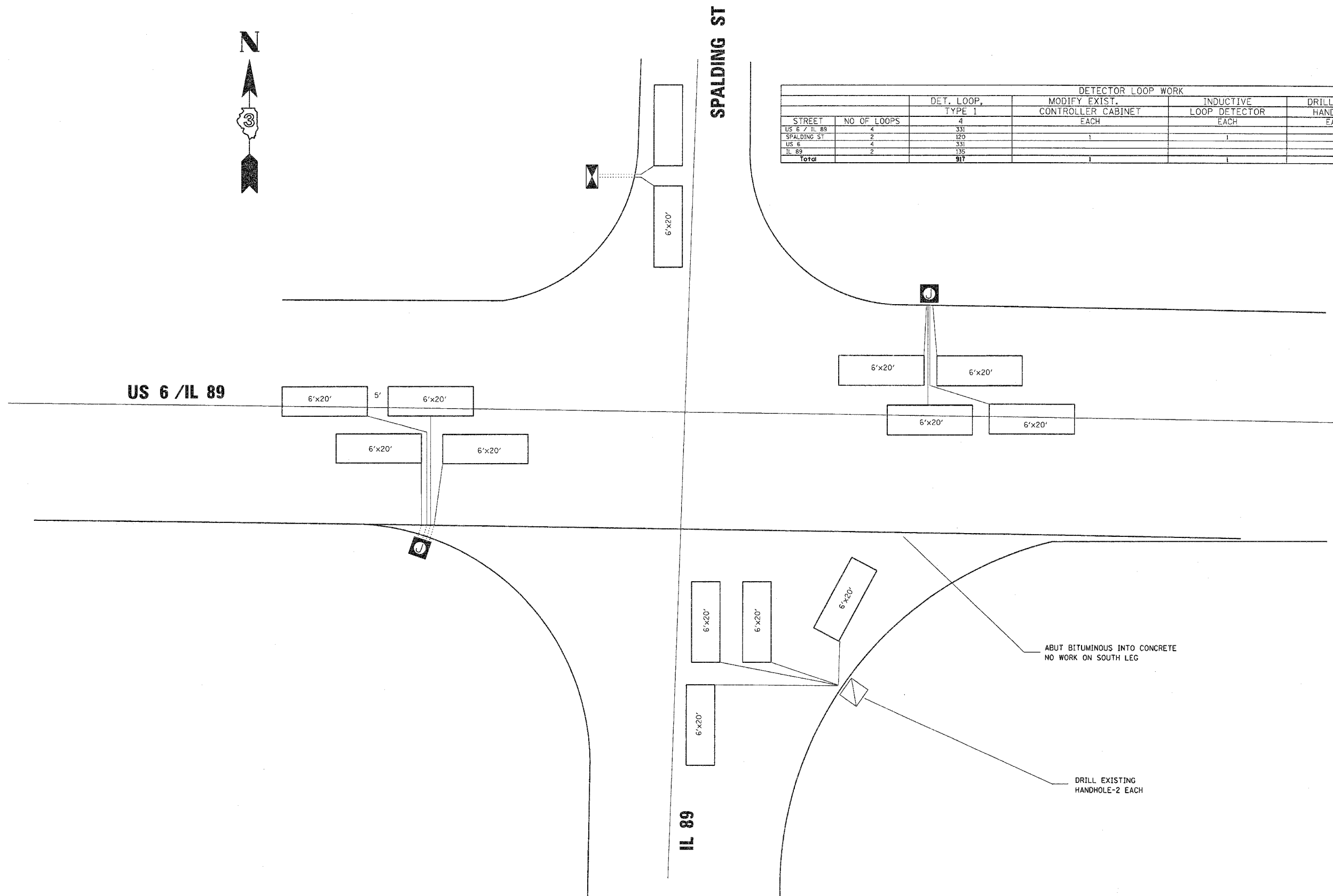


**PAVEMENT MARKING**

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	*	BUREAU	22	22
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (102)RS-4 & (TX-1,17)RS-2				

DETECTOR LOOP WORK						
STREET	NO OF LOOPS	DET. LOOP, TYPE 1	MODIFY EXIST. CONTROLLER CABINET EACH	INDUCTIVE LOOP DETECTOR EACH	DRILL EXIT. HANDHOLE EACH	ELEC. CABLE IN CONDUIT FT
US 6 / IL 89	4	4				
SPALDING ST	2	120	1	1		225
US 6	4	331				
IL 89	2	135			2	
<b>Total</b>		<b>917</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>225</b>



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