4-24-09 Letting, Item 222

68353

PROJECT ENGINEER: MAUREEN ADDIS (309) 671-3454

DESIGNER: ELIAS ELDERZI (309) 671-3459

INDEX OF SHEETS

LIST OF STANDARDS

280001-04 701006-03
442201-03 701011-02
515001-03 701201-03
630001-08 701301-03
630101-08 701306-02
630301-05 701311-03
635001-01 701321-10
635006-03 701336-05
666001-01 701901-01
667101-01 780001-02
701001-02 781001-03

DESIGN DESIGNATION

ADT = 1,670
MU = 4.2%
SU = 3.3%

Bituminous QC/QA

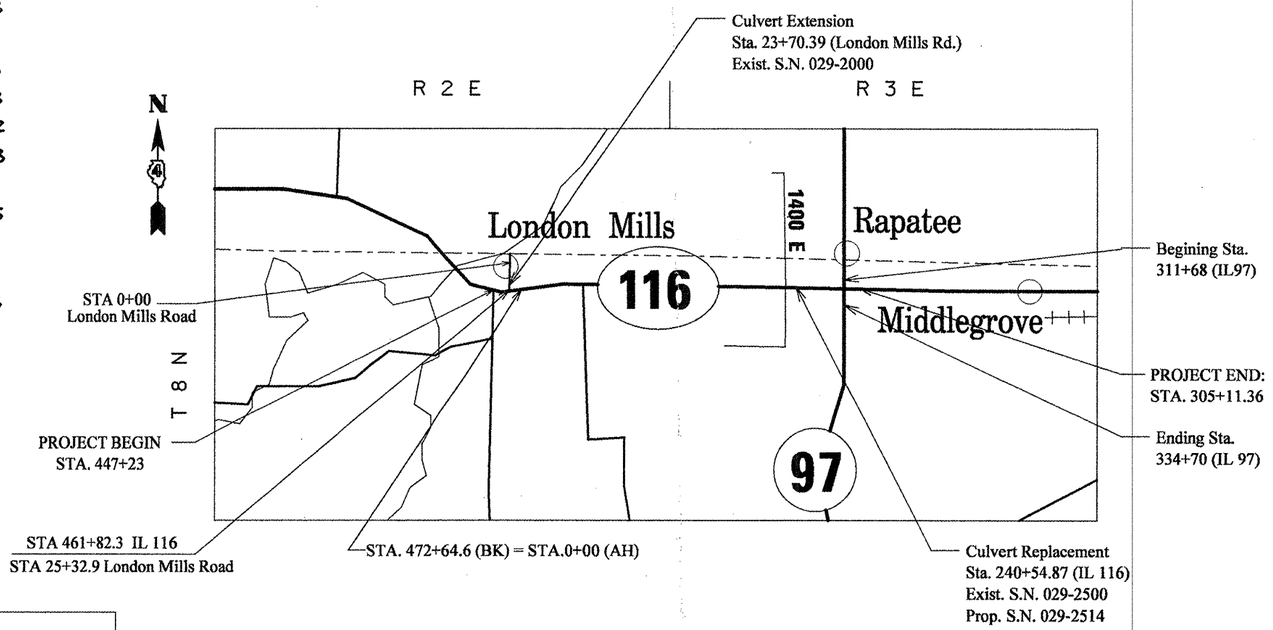
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

CONTRACT NO. 68353
CATALOG NO. 032751-00D

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

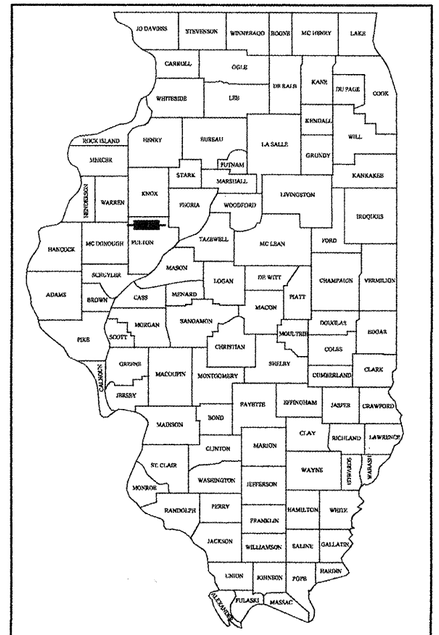
PLANS FOR PROPOSED HIGHWAY IMPROVEMENT

F.A.P. 665 (IL ROUTE 116)
SECTION 142 RS-6; 143[RS-4, (C-8)BR];142X
PROJECT F-0665(011)
FULTON COUNTY
C-94-056-03



ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	1

D-94-048-03



LOCATION OF SECTION INDICATED THUS: -

DESCRIPTION OF THE PROJECT:

This project consist of 7.18 miles of cold milling and HMA resurfacing, class D patching, a culvert replacement, and a culvert extension.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Jan 29 20 09

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 26, 20 09

Charles J. Ongerser

ENGINEER OF DESIGN AND ENVIRONMENT

March 27, 20 09

Christine M. Reed

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

GROSS LENGTH OF IMPROVEMENT = 37,902.86FT (7.18 MILES)
NET LENGTH OF IMPROVEMENT = 37,902.86 FT (7.18 MILES)

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	2

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

COMMITMENTS

Commitments are not to be altered without the written approval of all parties to which the commitment was made.

The following commitments have been made regarding Parcel No. 405Z001:

* The right-of-way and temporary construction easement areas will be staked before construction begins.

* Any field tile disturbed during construction will be replaced or repaired.

* The temporary construction easement will be returned to the owner in as good or better condition.

DESIGN CRITERIA

This project was designed in accordance with S.M.A.R.T. policies procedures, and guidelines.

GENERAL NOTES

Aggregate Shoulders, Type B

Aggregate Shoulders, Type B shall be required for all granular construction of side roads, entrances, and mailbox turnouts, whether or not portions of the surfaces thus constructed are to be covered with a bituminous surface, except where noted differently on the plans.

Paving Surface Course

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the bituminous surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

Butt Joint Cutting Restrictions

Butt Joints shall not be milled more than three (3) days prior to placement of the HMA surface course.

Environmental Reviews

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc.) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications.These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

Prior to any waste materials being removed from the construction site the required environmental resource surveys will need to be obtained and filed by the Contactor. Excess waste products removed from the constuction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the diposal of broken concrete at approved disposal sites.

The required environmental resource documentation shall include the following:

* BDE Form 2289 (Environmental Survey Request)
* A location map showing the size limits and location of the use area
* Signed property owner agreement form - D4 PI0100
* Color photographs depicting the use area
* Borrow Area Entry Agreement form - D4 PI0101

Please note that a minimum of two weeks shall be allowed for the District to obtain the required environmental clearances.

Pavement Station Numbers & Placement

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 inches wide, 5 inches high, and 5/8 inches deep. The pavement station numbers shall be installed as specified herein:

Interval - 200 feet

Bottom of Numbers - 6 inches from the inside edge of the pavement marking

Location:

- 2, 3, & 5 Lane Pavements - right edge of pavement in direction of increasing stations
- Multi-lane Divided Roadways - outside edge of pavement in both directions
- Ramps - along baseline edge of pavement

Position - stations shall be placed so they can be read from the adjacent shoulder

Format - pavement stations shall use this format XXX + XX, where X represents the pavement station

This work will not be paid separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

COMMITMENTS AND GENERAL NOTES

SCALE: NOT TO SCALE — DRAWN BY: L.CRESPO

DATE: SEPT. 19, 2003 — CHECKED BY: E. ELDERZI

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	3

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

Bituminous Mixture Requirements

The following mixture requirements are applicable to this project:

Mixture Use(s):	HMA Surface Course	HMA Base Course at culvert and Cl D Patches	Polymerized Leveling Binder (MM) N50	HMA Shoulder (Bottom Lifts)	HMA Shoulder (Surface Lift)	Incidental HMA Surfacing
AC/PG:	PG 64-22	PG 64-22	SBS or SBR 70-22	PG 64-22	PG 64-22	PG 64-22
RAP % (Max): **	15%	25%	0%	25%	15%	15%
Design Air Voids:	4.0% @ N=50	4.0% @ N=50	3.0% @ N=50	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50
Mixture Composition: (Gradation Mixture)	IL 9.5 or IL 12.5	IL 19.0	IL 4.75	IL 19.0	IL 9.5 or IL 12.5	IL 9.5 or IL 12.5
Friction Aggregate:	Mixture D (Dolomite only)	N.A.	N.A.	N.A.	Mixture D (Dolomite only)	Mixture D (Dolomite only)

** If the RAP option is selected, the asphalt cement grade may need to be adjusted, the adjustment to be determined by the Materials Engineer.

Seeding - Sideslope Ripping

All slopes steeper than 3 to 1 and over 15 ft in height shall be ripped. This shall consist of ripping between 18 inches to 24 inches deep normal to the slope. The interval of ripping along the slope shall be 12 ft. This work shall be done after the seed bed has been prepared but before any fertilizer or seed has been applied. The fertilizer and seed shall be applied within a 24-hour period after the ripping has been done. This work will not be paid for separately but will be inlcuded in the cost of the various items of seeding involved.

Reflective Crack Control Placement

Reflective crack control treatment shall be placed on the cold milled surface.

Engineer's Field Office

Add the following sentence to the end of paragraph 670.02 (i) and 670.04 (e):

All of the telephone lines provided shall have unpublished numbers.

JOB SPECIFIC NOTES

Sideroads

Milling and Resurfacing limits need to be verified by the Resident Engineer prior to each operation.

Hot-Mix Asphalt Shoulders, 8"

Top Lift of New Shoulders shall be paved monolithically with the mainline surface.

Permanent Survey Markers

Contractor shall notify the Resident Engineer two weeks prior to any bituminous surface removal to allow sufficent time to locate existing survey markers.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND JOB SPECIFIC NOTES

SCALE: NOT TO SCALE — DRAWN BY: L.CRESPO

DATE: SEPT. 19, 2003 — CHECKED BY: E. ELDERZI

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	4

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

SUMMARY OF QUANTITIES

	SUMMARY OF QUANTITIES		CONSTRUCTION TYPE CODE	
CODE NO.	ITEM	UNITS	TOTAL QUANTITY	80% FED. 20% STATE I000
20200100	EARTH EXCAVATION	CU YD	1,285	1,285
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	46	46
20700220	POROUS GRANULAR EMBANKMENT	CU YD	64	64
20800150	TRENCH BACKFILL	CU YD	445	445
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	334	334
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2,804	2,804
* 25000300	SEEDING, CLASS 3	ACRE	0.58	0.58
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	52	52
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	52	52
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	52	52
* 25100115	MULCH, METHOD 2	ACRE	0.4	0.4
* 25100630	EROSION CONTROL BLANKET	SQ YD	913	913
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	58	58
28000300	TEMPORARY DITCH CHECKS	EACH	14	14
28000310	AGGREGATE DITCH CHECKS	EACH	1	1
28000400	PERIMETER EROSION BARRIER	FOOT	510	510
28000500	INLET AND PIPE PROTECTION	EACH	2	2
28100107	STONE RIPRAP, CLASS A4	SQ YD	356	356
28200200	FILTER FABRIC	SQ YD	356	356
31100500	SUB-BASE GRANULAR MATERIAL, TYPE A 6"	SQ YD	823	823
35501323	HOT-MIX ASPHALT BASE COURSE, 9 3/4"	SQ YD	365	365
35800100	PREPARATION OF BASE	SQ YD	71	71
35800200	AGGREGATE BASE REPAIR	TON	32	32
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	66	66
40600895	CONSTRUCTING TEST STRIP	EACH	1	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1349	1349
40600990	TEMPORARY RAMP	SQ YD	245	245
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	10,445	10,445
40800030	AGGREGATE (PRIME COAT)	TON	382	382
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	476	476
44000100	PAVEMENT REMOVAL	SQ YD	361	361
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	123,683	123,683
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2,089	2,089
44004250	PAVED SHOULDER REMOVAL	SQ YD	167	167
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	285	285
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	264	264
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	149	149
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	66,106	66,106

	SUMMARY OF QUANTITIES		CONSTRUCTION TYPE CODE	
CODE NO.	ITEM	UNITS	TOTAL QUANTITY	80% FED. 20% STATE I000
48101200	AGGREGATE SHOULDERS, TYPE B	TON	1,784	1,784
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	402	402
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50102400	CONCRETE REMOVAL	CU YD	31	31
50800105	REINFORCEMENT BARS	POUND	25,333	25,333
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	12,391	12,391
50800515	BAR SPLICERS	EACH	51	51
51500100	NAME PLATES	EACH	2	2
54002020	EXPANSION BOLTS 3/4 INCH	EACH	98	98
54003000	CONCRETE BOX CULVERTS	CU YD	241	241
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	325	325
* 63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	50	50
66700605	PERMANENT SURVEY TIES	EACH	16	16
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3
63200310	GUARDRAIL REMOVAL	FOOT	250	250
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	3	3
66700205	PERMANENT SURVEY MARKERS, TYPE 1	EACH	4	4
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4
67100100	MOBILIZATION	L SUM	1	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	40	40
70300100	SHORT - TERM PAVEMENT MARKING	FOOT	11,989	11,989
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	94	94
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	109,970	109,970
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1,056	1,056
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1,549	1,549
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	64	64
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3,168	3,168
70400100	TEMPORARY CONCRETE BARRIER	FOOT	340	340
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	200	200
* 78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	94	94
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	109,970	109,970
* 78001140	PAINT PAVEMENT MARKING - LINE 8"	FOOT	1,056	1,056
* 78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	1,549	1,549
* 78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	64	64

* SPECIALTY ITEM

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	5

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

SUMMARY OF QUANTITIES

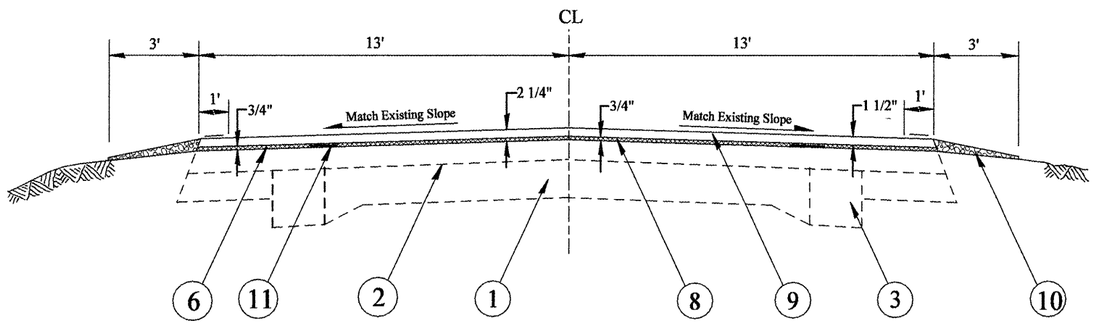
	SUMMARY OF QUANTITIES		CONSTRUCTION TYPE CODE	
CODE NO.	ITEM	UNITS	TOTAL QUANTITY	80% FED. 20% STATE I000
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	647	647
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	613	613
X0301512	GUARDRAIL AGGREGATE EROSION CONTROL	TON	44	44
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	571	571
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	5,096	5,096
X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1	1
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2
Z0054500	ROCK FILL	TON	36	36
Z0055600	RUMBLE STRIP	SQ YD	278	278

* SPECIALTY ITEM

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	6

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

MAIN LINE IL 116
Not to Scale



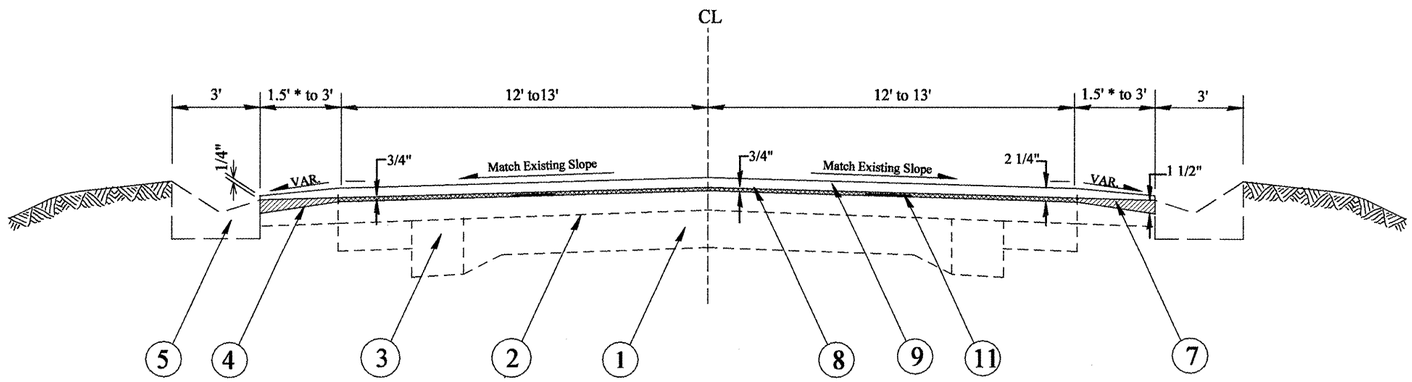
Sta. 447+23 to 472+64.6
Sta. Eq. 472+64.6 (BK) = 0+00 (AH)
Sta. 0+00 to 11+82
Sta. 39+00 to 120+33.73
Sta. 126+46.23 to 133+99.96
Sta. 141+71.07 to 217+50

Sta. 226+30 to 238+93
Sta. 245+30 to 278+00
Sta. 302+18.38 to 305+11.36

LEGEND

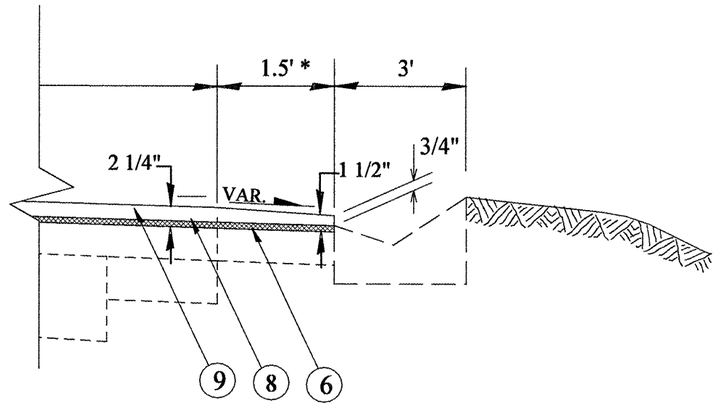
1. EXISTING PAVEMENT
2. EXISTING BITUMINOUS OVERLAY
3. EXISTING P.C.C. BASE COURSE WIDENING 9"
4. EXISTING HOT-MIX ASPHALT SHOULDER
5. EXISTING CONCRETE GUTTER, TYPE A MODIFIED
6. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
7. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) N50, 3/4"
9. PROPOSED HOT-MIX ASPHALT SURFACES CSE, MIX D, N50, 1 1/2"
10. PROPOSED AGGREGATE SHOULDER TYPE B, WEDGE
11. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT

MAIN LINE IL 116
Not to Scale



Sta. 11+82 to 21+50 (13 ft lane width & 3 ft Bit. Shoulder)
Sta. 217+50 to 226+30 (12 ft lane width, 1.5 ft Bit. Shoulder)

*Note:
Bituminous Surface Removal 3/4" at 1.5 ft Bituminous Shoulder



Sta. 217+50 to 226+30 (Shoulder Detail)
Typical Both Sides

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

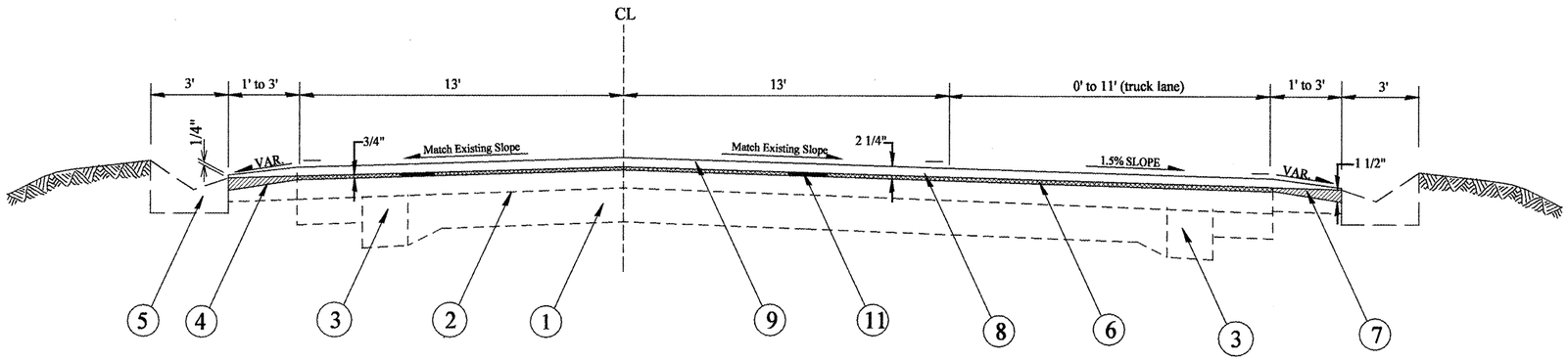
TYPICAL SECTIONS

SCALE: VERT. NONE HORIZ.
DATE 9/19/2003
DRAWN BY LCE
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	7

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

MAIN LINE IL 116
Not to Scale



Sta. 21+50 to 23+00 (Taper Area)

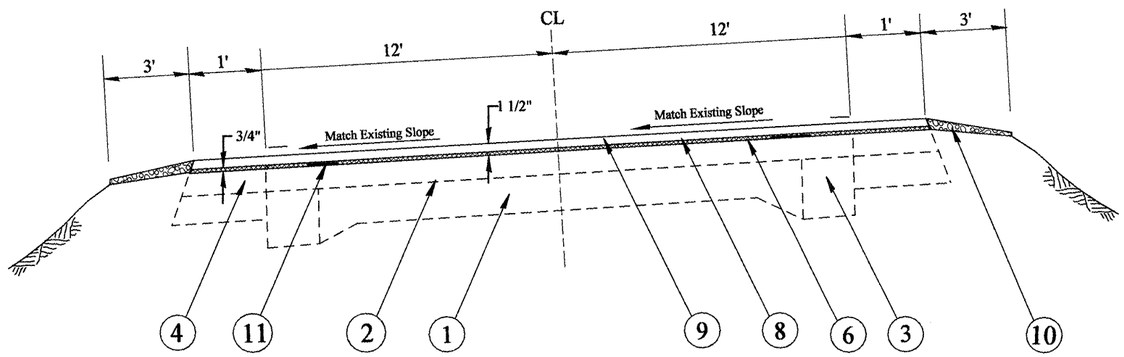
Sta. 23+00 to 30+18

Sta. 30+18 to 31+50 (No Gutters, 3 ft Bituminous Shoulder)

Sta. 31+50 to 37+00 (No Gutters, 3 ft Aggregate Shoulder

Sta. 37+00 to 39+00 (Taper Area, No Gutters, 3 ft Aggregate Shoulder)

MAIN LINE IL 116
Not to Scale



Sta. 120+33.73 to 126+46.23

Sta. 133+99.96 to 141+71.07

LEGEND

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9. PROPOSED HOT-MIX ASPHALT SURFACES CSE, MIX D, N50, 1 1/2"
10. PROPOSED AGGREGATE SHOULDER TYPE B, WEDGE
11. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: VERT. NONE HORIZ.
DATE 9/19/2003
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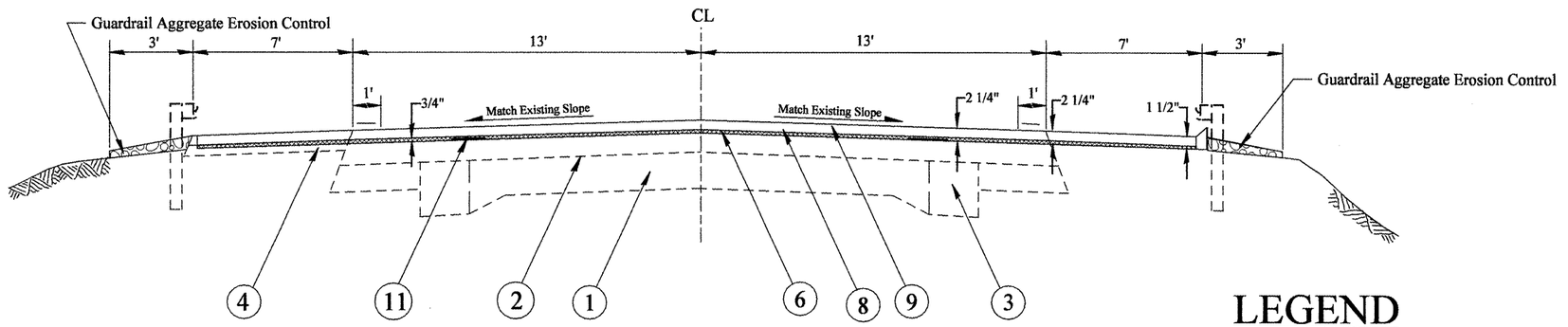
CHECKED BY

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	8

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

MAIN LINE IL 116
Not to Scale



Sta. 238+93 to 239+92

Sta. 239+92 to 241+17 (10' X 10' Box Culvert Replacement)

Sta. 241+17 to 242+17

LEGEND

1. EXISTING PAVEMENT
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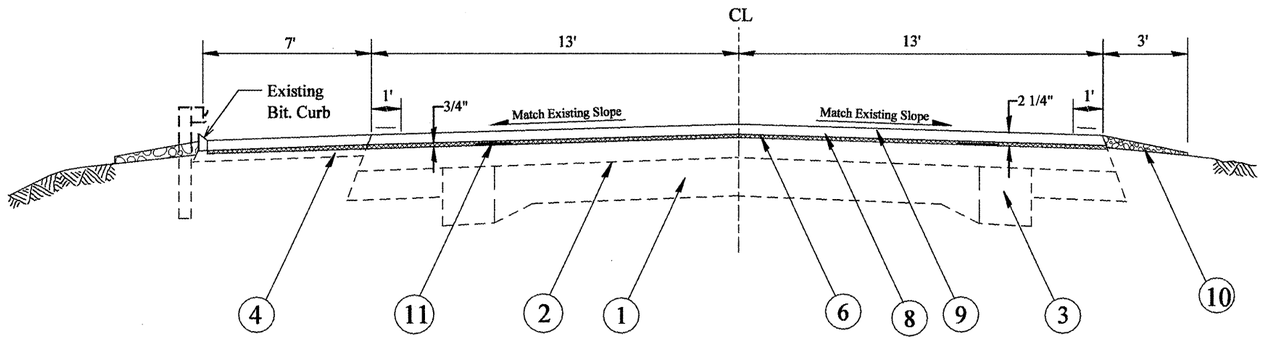
MAIN LINE IL 116
Not to Scale



Sta. 242+17 to 245+30

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

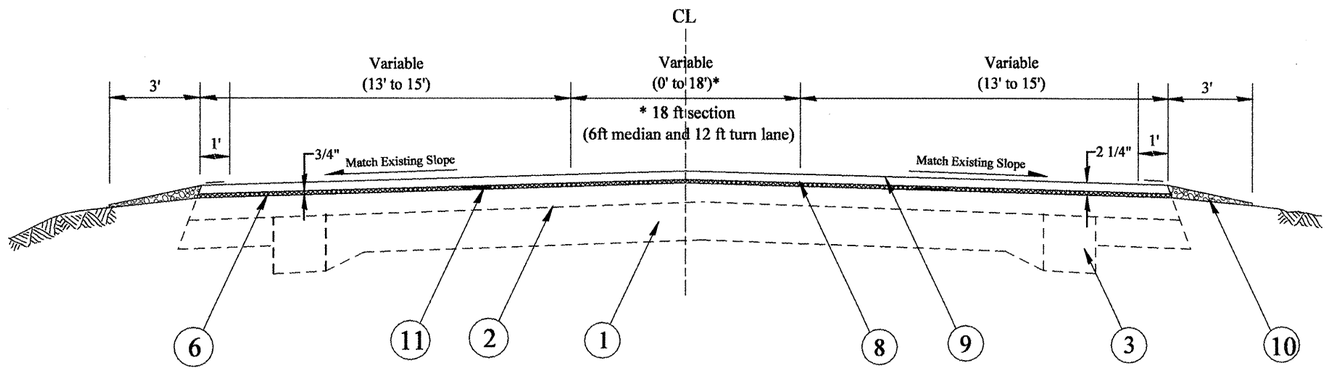
TYPICAL SECTIONS

SCALE: VERT. NONE HORIZ.
DATE 9/19/2003
DRAWN BY LCE
CHECKED BY

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	9

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

MAIN LINE IL 116
Not to Scale



Sta. 278+00 to 284+29.54 (Taper)

Sta. 284+29.54 to 285+46.12

Sta. 285+46.12 to 287+44.52 (Taper)

Sta. 287+44.52 to 293+79.27*

Sta. 293+79.27 to 295+61.10 (Taper)

Sta. 295+61.10 to 297+10.95

Sta. 293+79.27 to 295+61.10 (Taper)

Sta. 295+61.10 to 297+10.95

Sta. 297+10.95 to 302+18.38 (Taper)

LEGEND

1. EXISTING PAVEMENT
2. EXISTING BITUMINOUS OVERLAY
3. EXISTING P.C.C. BASE COURSE WIDENING 9"
4. EXISTING HOT-MIX ASPHALT SHOULDER
5. EXISTING CONCRETE GUTTER, TYPE A MODIFIED
6. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
7. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) N50, 3/4"
9. PROPOSED HOT-MIX ASPHALT SURFACES CSE, MIX D, N50, 1 1/2"
10. PROPOSED AGGREGATE SHOULDER TYPE B, WEDGE
11. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: VERT. NONE HORIZ.

DATE 9/19/2003

DRAWN BY LCE

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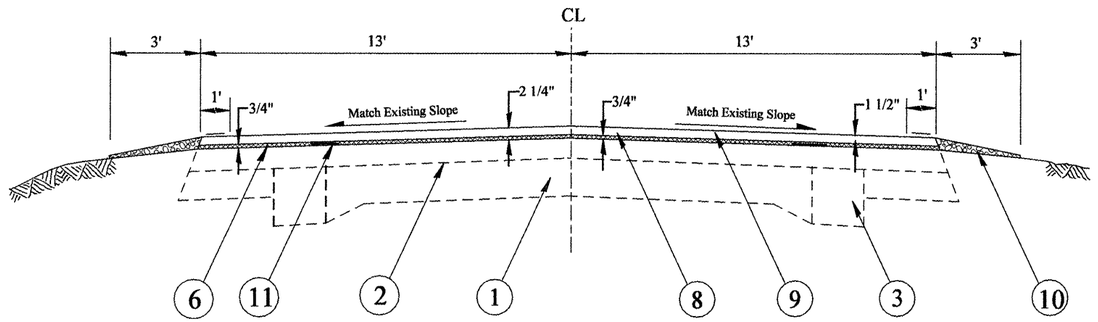
ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	10

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

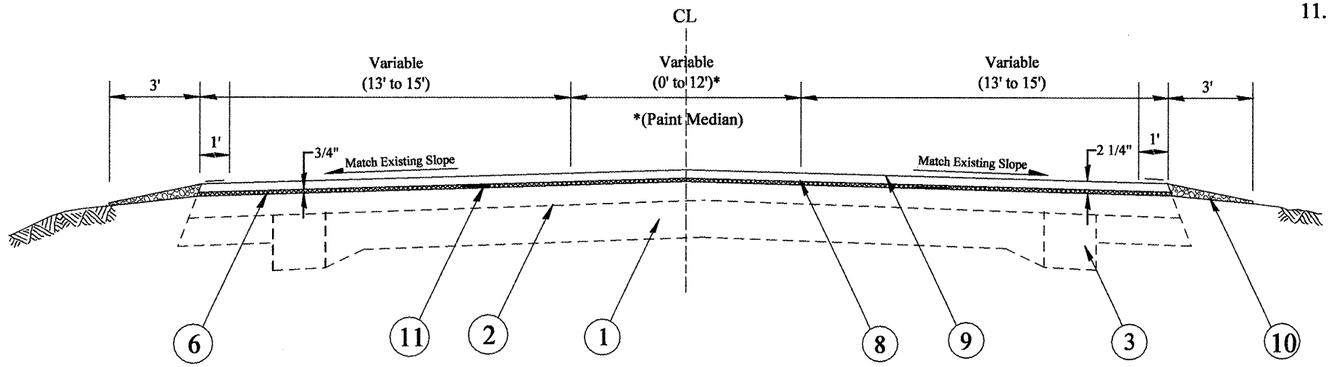
IL 97
Not to Scale



Sta. 311+68 to 313+00 (IL 97 North)

Sta. 333+33.20 to 334+70 (IL 97 South)

IL 97
Not to Scale



Sta. 313+00 to 317+51.78 (Taper)

Sta. 317+51.78 to 319+92

Sta. 319+92 to 328+00

Sta. 328+00 to 333+33.20 (Taper)

LEGEND

1. EXISTING PAVEMENT
2. EXISTING BITUMINOUS OVERLAY
3. EXISTING P.C.C. BASE COURSE WIDENING 9"
4. EXISTING HOT-MIX ASPHALT SHOULDER
5. EXISTING CONCRETE GUTTER, TYPE A MODIFIED
6. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
7. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) N50, 3/4"
9. PROPOSED HOT-MIX ASPHALT SURFACES CSE, MIX D, N50, 1 1/2"
10. PROPOSED AGGREGATE SHOULDER TYPE B, WEDGE
11. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: VERT. NONE HORIZ.
DATE 9/19/2003
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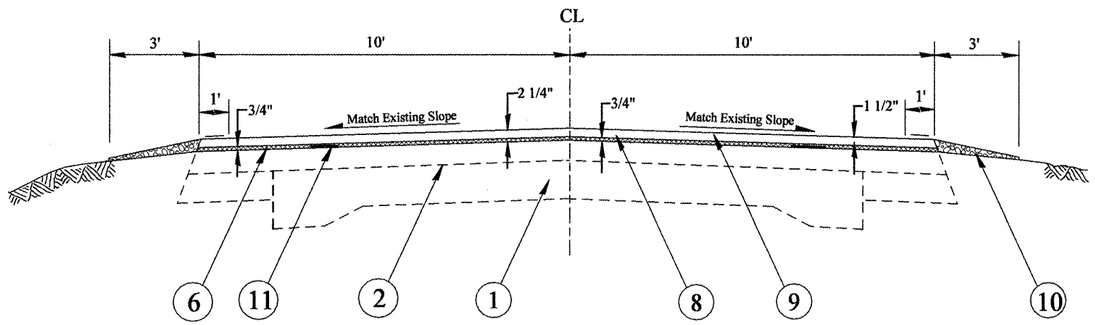
ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	11

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

LONDON MILLS ROAD
Not to Scale



Sta. 0+00 to 0+41.30

Sta. 4+15.84 to 6+36.39 (3 ft Bituminous Shoulder on Left side only)

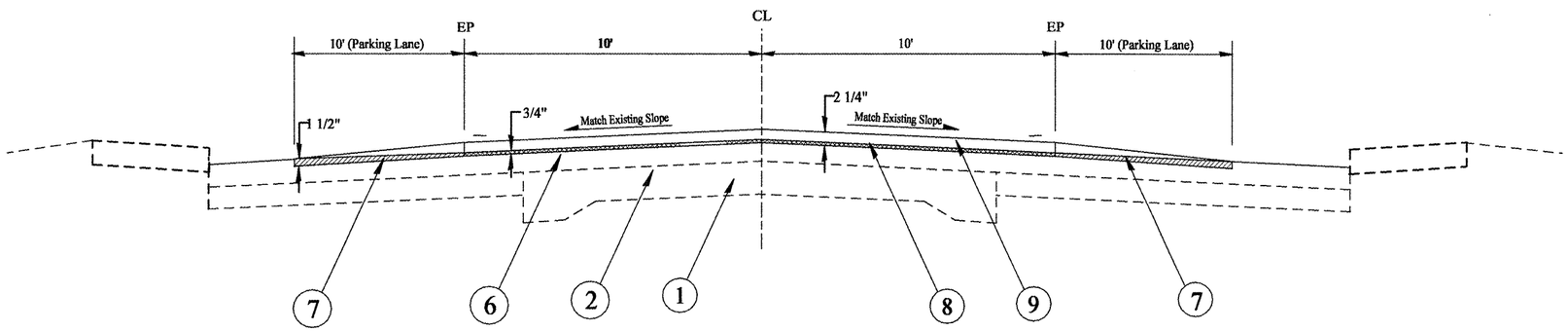
Sta. 6+36.39 to 22+00

Sta. 22+00 to 23+20.90 (Taper Area)

LEGEND

1. EXISTING PAVEMENT
2. EXISTING BITUMINOUS OVERLAY
3. EXISTING P.C.C. BASE COURSE WIDENING 9"
4. EXISTING HOT-MIX ASPHALT SHOULDER
5. EXISTING CONCRETE GUTTER, TYPE A MODIFIED
6. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
7. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) N50, 3/4"
9. PROPOSED HOT-MIX ASPHALT SURFACES CSE, MIX D, N50, 1 1/2"
10. PROPOSED AGGREGATE SHOULDER TYPE B, WEDGE
11. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT

LONDON MILLS ROAD
Not to Scale



Sta. 0+41.30 to 2+71.42

Sta. 2+96.42 to 4+15.84

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: VERT. NONE HORIZ.
DATE 9/19/2003
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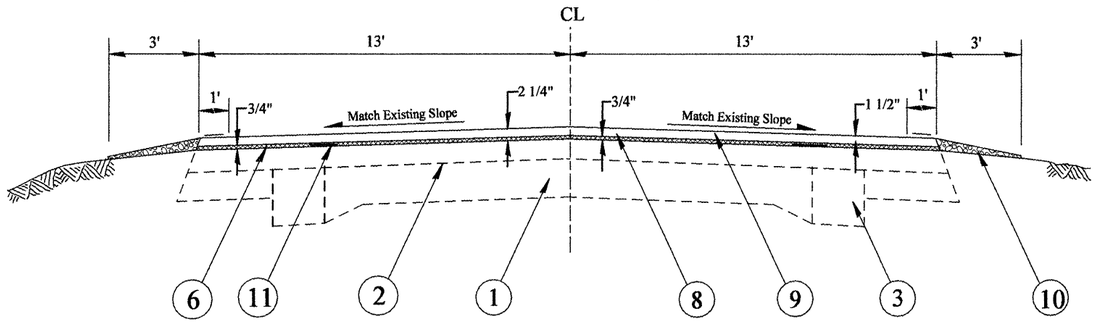
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	12

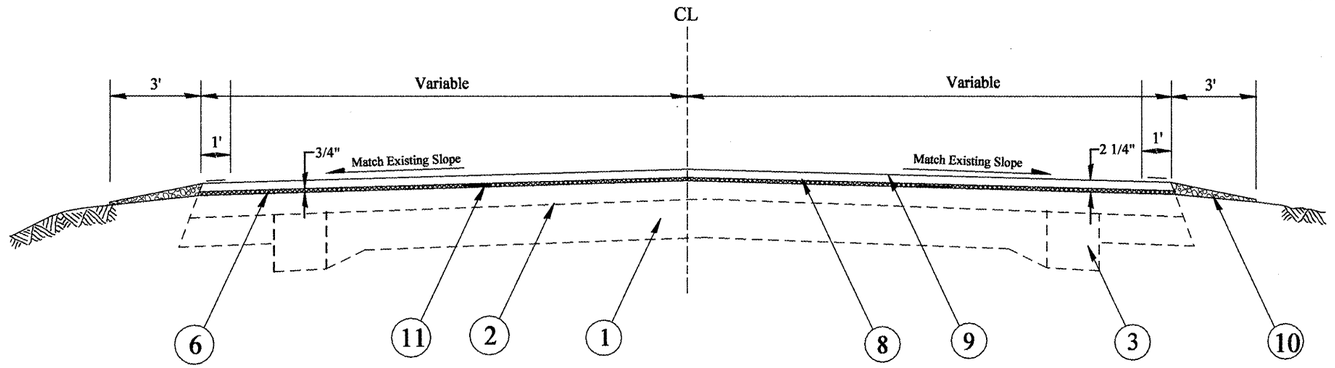
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

LONDON MILLS ROAD
Not to Scale



Sta. 23+00 to 24.25

LONDON MILLS ROAD
Not to Scale



Sta. 24+25 to 25+19.90

LEGEND

1. EXISTING PAVEMENT
2. EXISTING BITUMINOUS OVERLAY
3. EXISTING P.C.C. BASE COURSE WIDENING 9"
4. EXISTING HOT-MIX ASPHALT SHOULDER
5. EXISTING CONCRETE GUTTER, TYPE A MODIFIED
6. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
7. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) N50, 3/4"
9. PROPOSED HOT-MIX ASPHALT SURFACES CSE, MIX D, N50, 1 1/2"
10. PROPOSED AGGREGATE SHOULDER TYPE B, WEDGE
11. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: VERT. NONE HORIZ.
DATE 1/9/09
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SCHEDULE OF QUANTITIES

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	13

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

TOPSOIL FURNISH AND PLACE, 4"	
IL 116: LT Sta. 238+75 to 242+25	1,045 SQ YD
IL 116: LT Sta. 238+00 to 241+75	1,377 SQ YD
London Mills: LT Sta. 23+00 to 24+25	163 SQ YD
London Mills: RT Sta. 23+25 to 24+58	219 SQ YD
TOTAL =	2,804 SQ YD

TEMPORARY DITCH CHECKS	
IL 116: LT Sta. 239+80 to 240+50	4 EACH
IL 116: LT Sta. 241+21 to 242+00	3 EACH
IL 116: RT Sta. 240+31 to 241+50	5 EACH
London Mills: LT Sta. 23+36	1 EACH
London Mills: LT Sta. 23+90	1 EACH
TOTAL =	14 EACH

AGGREGATE DITCH CHECKS	
IL 116: RT Sta. 239+60	1 EACH
TOTAL =	1 EACH

PERIMETER EROSION BARRIER	
IL 116: RT Sta. 238+00 TO 239+25	132 FT
IL 116: RT Sta. 239+75 to 241+00	125 FT
London Mills: LT 23+00 to 23+28	36 FT
London Mills: LT Sta. 23+42 to 24+28	91 FT
London Mills: RT Sta. 23+25 to 23+83	63 FT
London Mills: RT Sta. 24+00 to 24+58	63 FT
TOTAL =	510 FT

INLET AND PIPE PROTECTION	
London Mills: LT 37' Sta. 24+58	1 EACH
London Mills: RT 37' Sta. 24+58	1 EACH
TOTAL =	2 EACH

STONE RIPRAP, CLASS A4	
IL 116: LT Sta. 240+25 to 241+16	163 SQ YD
IL 116: LT Sta. 239+94 to 241+00	143 SQ YD
London Mills: LT Sta. 23+35 to 24+75	25 SQ YD
London Mills: RT Sta. 23+65 to 24+06	25 SQ YD
TOTAL =	356 SQ YD

FILTER FABRIC	
IL 116: LT Sta. 240+25 to 241+16	163 SQ YD
IL 116: LT Sta. 239+94 to 241+00	143 SQ YD
London Mills: LT Sta. 23+35 to 24+75	25 SQ YD
London Mills: RT Sta. 23+65 to 24+06	25 SQ YD
TOTAL =	356 SQ YD

SUB-BASE GRANULAR MATERIAL, TYPE A 6"	
IL 116: Sta. 239+92 to 241+17	389 SQ YD
IL 116: LT Sta. 239+20 to 241+35	173 SQ YD
IL 116: RT Sta. 238+93 to 242+17	261 SQ YD
TOTAL =	823 SQ YD

GUARDRAIL REMOVAL	
IL 116: LT Sta. 240+22.5 to 241+60	137.5 FT
IL 116: RT Sta. 239+72.5 to 240+85	112.5 FT
TOTAL =	250 FT

HOT-MIX ASPHALT BASE COURSE, 9 3/4"	
IL 116: RT Sta. 239+92 to 241+17	365 SQ YD
TOTAL =	365 SQ YD

PAVEMENT REMOVAL	
IL 116: RT Sta. 239+92 to 241+17	361 SQ YD
TOTAL =	361 SQ YD

PAVED SHOULDER REMOVAL	
IL 116: LT Sta. 240+24 to 241+35	79 SQ YD
IL 116: RT Sta. 239+71 to 240+89	88 SQ YD
TOTAL =	167 SQ YD

CONCRETE REMOVAL	
London Mills: LT-RT Sta. 23+70.39	31 CU YD
TOTAL =	31 CU YD

REMOVAL OF EXISTING STRUCTURES	
IL 116: LT-RT Sta. 240+54.87	1 EACH
TOTAL =	1 EACH

CONCRETE BOX CULVERTS	
London Mills: LT-RT Sta. 23+70.39	98 CU YD
IL 116: LT-RT Sta. 240+54.87	143 CU YD
TOTAL =	241 CU YD

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE HORIZ.

DATE 9/19/2003

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SCHEDULE OF QUANTITIES

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	14

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

EXPANSION BOLTS 3/4 INCH	
London Mills: LT-RT Sta. 23+70.39	98 EACH
TOTAL =	98 EACH

STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	
IL 116: LT Sta. 240+10.39 to 240+60.39	50 FT
IL 116: LT Sta. 240+85.39 to 241+60.39	75 FT
IL 116: RT Sta. 238+77 to 240+27	150 FT
IL 116: RT Sta. 240+52 to 241+02	50 FT
TOTAL =	325 FT

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	
IL 116: LT Sta. 239+60.39 to 240+10.39	1 EACH
IL 116: RT Sta. 238+27 to 238+77	1 EACH
IL 116: RT Sta. 241+02 to 241+52	1 EACH
TOTAL =	3 EACH

SPB GUARD RAIL, ATTACHED TO STRUCTURES	
IL 116: LT Sta. 240+60.39 to 240+85.39	25 FT
IL 116: RT Sta. 240+27 to 240+52	25 FT
TOTAL =	50 FT

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	
London Milsl: RT 33' Sta. 23+50	1 EACH
London Milsl: RT 45' Sta. 23+75	1 EACH
London Milsl: RT 45' Sta. 24+25	1 EACH
TOTAL =	3 EACH

TEMPORARY CONCRETE BARRIER	
IL 116: Sta. 238+84 to 242+24	340 FT
TOTAL =	340 FT

RELOCATE TEMPORARY CONCRETE BARRIER	
IL 116: Sta. 239+55 to 241+55	200 FT
TOTAL =	200 FT

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	
IL 116: RT Sta. 239+55	1 EACH
IL 116: RT Sta. 241+55	1 EACH
TOTAL =	2 EACH

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	
IL 116: RT Sta. 238+84	1 EACH
IL 116: RT Sta. 242+24	1 EACH
TOTAL =	2 EACH

MULCH, METHOD 2	
IL 116: LT Sta. 238+75 to 242+25	013 ACRE
IL 116: RT Sta. 238+00 to 241+75	0.22 ACRE
London Milsl: RT Sta. 23+25 to 24+58	0.05 ACRE
TOTAL =	0.4 ACRE

BAR SPLICERS	
IL 116: Sta. 240+54.87	51 EACH
TOTAL =	51 EACH

TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	
IL 116: Sta. 240+54.87	1 EACH
TOTAL =	1 EACH

SEEDING, CLASS 3	
IL 116: LT Sta. 238+75 to 242+25	0.22 ACRE
IL 116: RT Sta. 238+00 to 241+75	0.28 ACRE
London Mills: LT Sta. 23+00 to 24+25	0.03 ACRE
London Mills: RT Sta. 23+25 to 24+58	0.05 ACRE
TOTAL =	0.58 ACRE

NITROGEN FERTILIZER NUTRIENT	
IL 116: Sta. 238+00 to 242+25	45 POUND
London Mills: Sta. 23+00 to 24+58	7 POUND
TOTAL =	52 POUND

PHOSPHORUS FERTILIZER NUTRIENT	
IL 116: Sta. 238+00 to 242+25	45 POUND
London Mills: Sta. 23+00 to 24+58	7 POUND
TOTAL =	52 POUND

POTASSIUM FERTILIZER NUTRIENT	
IL 116: Sta. 238+00 to 242+25	45 POUND
London Mills: Sta. 23+00 to 24+58	7 POUND
TOTAL =	52 POUND

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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DATE 9/19/2003

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SCHEDULE OF QUANTITIES

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	15

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

CONSTRUCTION TEST STRIP	
JOBSITE	1 EACH

STRIP REFLECTIVE CRACK CONTROL TREATMENT	
STA. 447+23 TO STA. 472+64.6*	5,083 FT
STA. 0+00* TO STA. 305+11.36	61,023 FT
TOTAL =	66,106 FOOT

* STA. EQ. 472+64.6 = 0+00

HOT-MIX ASPHALT SHOULDERS, 8"	
IL 116: LT Sta. 141+71 to 143+00	43 SQ YD
IL 116: LT-RT Sta. 240+54.87	359 SQ YD
TOTAL =	402 SQ YD

PERMANET SURVEY MARKERS TYPE I	
STA. 0+01.4, RT 3.13 FT	1 EACH
STA. 237+76.96, LT 8.70 FT	1 EACH
STA. 290+57.5	1 EACH
STA. 461+92.05	1 EACH
TOTAL =	4 EACH

MOBILIZATION	
JOBSITE	1.0 L SUM

TRAFFIC CONTROL & PROTECTION, STANDARD 701201	
JOBSITE	1.0 L SUM

TRAFFIC CONTROL & PROTECTION, STANDARD 701306	
JOBSITE	1.0 L SUM

TRAFFIC CONTROL & PROTECTION, STANDARD 701321	
JOBSITE	1.0 EACH

TRAFFIC CONTROL & PROTECTION, STANDARD 701336	
JOBSITE	1.0 L SUM

TRAFFIC CONTROL SURVEILLANCE	
JOBSITE	40 CAL DA

TEMPORARY EROSION CONTROL SEEDING	
IL 116 Culvert Replacement	50 POUND
London Mills Culvert Extension	8 POUND
TOTAL =	58 POUND

GUARDRAIL MARKERS, TYPE A	
IL 116: LT Sta. 240+10.39 to 241+60.39	4 EACH
IL 116: RT Sta. 238+77 to 241+02	4 EACH
TOTAL =	8 EACH

TERMINAL MARKERS - DIRECT APPLIED	
IL 116: LT Sta. 239+60.39	1 EACH
IL 116: RT Sta. 238+27	1 EACH
IL 116: RT Sta. 241+52	1 EACH
TOTAL =	3 EACH

NAME PLATES	
IL 116 Culvert Replacement	1 EACH
London Mills Culvert Extension	1 EACH
TOTAL =	2 EACH

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
Sta. 447+23 to Sta.472+64.6 Sta. Equation 472+64.6 (BK) = 0+00 (AH) Sta. 0+00 to 305+11.36 Sta. 311+68 to 334+70 (IL 97)	613 EACH

RAISED REFLECTIVE PAVEMENT MARKER			
STATION TO STATION	ONE WAY CRYSTAL	ONE WAY AMBER	TWO WAY AMBER
STA. 447+23 TO STA. 472+64.6*			32
STA. 0+00* TO STA. 120+33.73			150
STA. 120+33.73 TO STA. 126+46.23			15 **
STA. 126+46.23 TO STA. 133+99.96			9
STA. 133+99.96 TO STA. 141+71.07			19 **
STA. 141+71.07 TO STA. 278+00			170
STA. 278+00 TO STA. 290+19.39		56**	8 **
STA. 290+84.64 TO STA. 302+26.76		52 **	6 **
STA.302+26.76 TO STA. 304+81.26			7 **
STA. 287+49.39 TO STA. 290+19.39 (Turn Lane)	7 **		
STA. 290+90.29 TO STA. 293+79.27 (Turn Lane)	8 **		
STA.311+98 TO STA. 313+00 (IL 97)			4 **
STA.313+00 TO STA. 319+83.36 (IL 97)		28 **	6 **
STA.320+21.45 TO STA. 333+33.20 (IL 97)		60 **	6 **
STA.333+33.20 TO STA. 334+40 (IL 97)			4 **
SUB-TOTAL	15	196	436
TOTAL =			647 EACH

* STA. EQ. 472+64.6 = 0+00
** Spacing = 40 ft

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE HORIZ.
DATE 9/19/2003
DRAWN BY LCE
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SCHEDULE OF QUANTITIES

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	16

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

EARTHWORK				
	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE*	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
LOCATION	CU YD	CU YD	CU YD	CU YD
IL 116 Sta. 238+00 to 242+00	1,217.54	913.16	305.05	+608.11
London Mills Sta. 23+00 to 24+75	67.49	50.62	25.33	+25.29
TOTAL	1,285.03	963.77	330.38	+633.39

* 25% shrinkage factor applied to earth excavation quantity to determine earthwork balance

TEMPORARY PAVEMENT MARKING - LINE 4"									
WHITE - LINE 4"		NO PASSING ZONE - YELLOW LINE 4"				SKIP DASH - YELLOW LINE 4"			
STATION	FEET	Begin Station	End Station	Side	FEET	Begin Station	End Station	Side	FEET
447+23 to 472+64.6	5,083	28+00	31+50	RT	440	447+23	472+64.6	-----	640
		31+50	33+25	LT & RT	350	0+00	28+00	-----	700
472+64.6 = 0+00		33+25	43+70	LT	1,305	43+70	204+75	-----	4,030
		204+75	214+70	RT	1,245	226+70	236+50	-----	250
London Mills Rd	5,147	214+70	217+35	LT & RT	530	246+25	248+70	-----	60
		217+35	226+70	LT	1,165	256+00	274+00	-----	450
0+00 to 305+11.36	61,022	236+50	246+25	RT	1,215	302+18.38	305+11.36	-----	70
		248+70	256+00	LT	910	0+00	24+50	-----	610
IL 97 NORTH	1,770	274+00	278+00	RT	500				
		278+00	290+19.39	LT & RT*	4,897				
IL 97 SOUTH	3,099	290+84.64	302+18.38	LT & RT*	4,554				
		313+00 (IL 97)	319+83.36	LT & RT*	2,776				
IL 116 TRUCK LANE	1,400	320+41.25 (IL 97)	333+33.20	LT & RT*	5,281				
		311+68 (IL 97)	313+00	LT	162				
		333+33.20	334+70	RT	167				
		24+50**	25+20.90	LT & RT	142				
SUB-TOTAL	77,521	SUB-TOTAL			25,639	SUB-TOTAL			6,810
						TOTAL 4"			109,970

* Painted median at IL116 & IL 97 intersection, see intersection detail on pages 22 TO 26.

** For details of pavement marking along London Mills Rd., see pages 18 TO 21.

TEMPORARY PAVEMENT MARKING LETTERS & SYMBOLS	
-Turn lane East Bound (IL 116) 3 arrows - Turn lane West Bound (IL 116) 3 arrows	94 SQ FT

TEMPORARY PAVEMENT MARKING - LINE 8"	
STA. 287+44.52 TO STA. 290+14.52	270 FT
STA. 290+90.29 TO STA. 293+79.27	289 FT
IL 116 & IL 97 North Bound Island Marking	176 FT
IL 116 & IL 97 South Bound Island Marking	176 FT
London Mills Island Marking	145 FT
TOTAL =	1,056 FOOT

TEMPORARY PAVEMENT MARKING - LINE 12"	
STA. 278+00 TO STA. 290+19.39 (Diagonals)	388 FT
STA. 290+84.64 TO STA. 302+18.38 (Diagonals)	375 FT
STA. 313+00 TO STA. 319+83.36 (Diagonals IL 97)	175 FT
STA. 320+21.45 TO STA. 333+33.20 (Diagonals IL 97)	405 FT
IL 116 & IL 97 Island Marking	147 FT
London Mills Island Marking	59 FT
TOTAL =	1,549 FOOT

TEMPORARY PAVEMENT MARKING - LINE 24"	
IL 97 North Bound Right Turn Lane	18 FT
IL 97 North Bound	15.5 FT
IL 97 South Bound Right Turn Lane	18 FT
IL 97 South Bound	12.5 FT
TOTAL =	64 FOOT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE HORIZ.

DRAWN BY LCE

DATE 9/19/2003

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SCHEDULE OF QUANTITIES

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	17

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

PAINT PAVEMENT MARKING - LINE 4"

WHITE - LINE 4"		NO PASSING ZONE - YELLOW LINE 4"				SKIP DASH - YELLOW LINE 4"			
STATION	FEET	Begin Station	End Station	Side	FEET	Begin Station	End Station	Side	FEET
447+23 to 472+64.6	5,083	28+00	31+50	RT	440	447+23	472+64.6	-----	640
		31+50	33+25	LT & RT	350	0+00	28+00	-----	700
472+64.6 = 0+00		33+25	43+70	LT	1,305	43+70	204+75	-----	4,030
		204+75	214+70	RT	1,245	226+70	236+50	-----	250
London Mills Rd	5,147	214+70	217+35	LT & RT	530	246+25	248+70	-----	60
		217+35	226+70	LT	1,165	256+00	274+00	-----	450
0+00 to 305+11.36	61,022	236+50	246+25	RT	1,215	302+18.38	305+11.36	-----	70
		248+70	256+00	LT	910	0+00	24+50	-----	610
IL 97 NORTH	1,770	274+00	278+00	RT	500				
		278+00	290+19.39	LT & RT*	4,897				
IL 97 SOUTH	3,099	290+84.64	302+18.38	LT & RT*	4,554				
		313+00 (IL 97)	319+83.36	LT & RT*	2,776				
IL 116 TRUCK LANE	1,400	320+41.25 (IL 97)	333+33.20	LT & RT*	5,281				
		311+68 (IL 97)	313+00	LT	162				
		333+33.20	334+70	RT	167				
		24+50**	25+20.90	LT & RT	142				
SUB-TOTAL	77,521	SUB-TOTAL			25,639	SUB-TOTAL			6,810
					TOTAL 4"				109,970

* PAINT MEDIAN ON IL116 & IL 97 INTERSECTION, SEE INTERSECTION DETAIL ON PAGES 22 TO 26.

** PAVEMENT MARKING ALONG LONDON MILLS RD, SEE PAGES 18 TO 21.

PAINT PAVEMENT MARKING LETTERS & SYMBOLS

-Turn lane East Bound (IL 116) 3 arrows - Turn lane West Bound (IL 116) 3 arrows	94 SQ FT

PAINT PAVEMENT MARKING - LINE 8"

STA. 287+44.52 TO STA. 290+14.52	270 FT
STA. 290+90.29 TO STA. 293+79.27	289 FT
IL 116 & IL 97 North Bound Island Marking	176 FT
IL 116 & IL 97 South Bound Island Marking	176 FT
London Mills Island Marking	145 FT
TOTAL =	1,056 FOOT

PAINT PAVEMENT MARKING - LINE 12"

STA. 278+00 TO STA. 290+19.39 (Diagonals)	388 FT
STA. 290+84.64 TO STA. 302+18.38 (Diagonals)	375 FT
STA. 313+00 TO STA. 319+83.36 (Diagonals IL 97)	175 FT
STA. 320+21.45 TO STA. 333+33.20 (Diagonals IL 97)	405 FT
IL 116 & IL 97 Island Marking	147 FT
London Mills Island Marking	59 FT
TOTAL =	1,549 FT

PAINT PAVEMENT MARKING - LINE 24"

IL 97 North Bound Right Turn Lane	18 FT
IL 97 North Bound	15.5 FT
IL 97 South Bound Right Turn Lane	18 FT
IL 97 South Bound	12.5 FT
TOTAL =	64 FT

SHORT-TERM PAVEMENT MARKING

3 Applications at the following locations: *IL 116: Sta. 447+23 to 305+11.36 London Mills: Sta. 0+00 to 25+20.9 IL 97: Sta. 311+68 to 319+83.36 IL 97: Sta. 320+21.45 to 334+70	9,200 FT
IL 116 Culvert Replacement (Sta. 240+54.87)	1,599 FT
London Mills Culvert Extenstion (Sta. 23+70.39)	1,190 FT
TOTAL =	11,989 FT

*STA. EQ. 472+64.6 = 0+00

WORK ZONE PAVEMENT MARKING REMOVAL

1 Application at the following locations: *IL 116: Sta. 447+23 to 305+11.36 London Mills: Sta. 0+00 to 25+20.9 IL 97: Sta. 311+68 to 319+83.36 IL 97: Sta. 320+21.45 to 334+70	1,533 SQ FT
IL 116 Culvert Replacement (Sta. 240+54.87)	1,090 SQ FT
London Mills Culvert Extenstion (Sta. 23+70.39)	545 SQ FT
TOTAL =	3,168 SQ FT

*STA. EQ. 472+64.6 = 0+00

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE HORIZ. DRAWN BY LCE

DATE 9/19/2003 CHECKED BY

SCHEDULE OF QUANTITIES

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	18

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

RUMBLE STRIP	
RT STA. 312+50 TO 312+75	41.7 SQ YD
RT STA. 314+50 TO 314+75	39.0 SQ YD
RT STA. 316+50 TO 316+75	36.1 SQ YD
LT STA. 323+04 TO 323+29	41.7 SQ YD
LT STA. 325+04 TO 325+29	41.7 SQ YD
LT STA. 328+50 TO 328+75	41.7 SQ YD
LT STA. 333+54 TO 333+79	36.1 SQ YD
TOTAL =	278 SQ YD

PREPARATION OF BASE	
LOCATION: JOBSITE FOR SPECIFIC LOCATION AND QUANTITIES PER LOCATION SEE SHEETS 32 TO 38	71 SQ YD

AGGREGATE BASE REPAIR	
LOCATION: JOBSITE FOR SPECIFIC LOCATION AND QUANTITIES PER LOCATION SEE SHEETS 32 TO 38	32 TON

ENGINEER'S FIELD OFFICE, TYPE A	
JOBSITE	4.0 CAL MO

CLASS D PATCHES, TYPE II, 12 INCH	
IL 116: Sta. 461+82 to 21+50	23 SQ YD
IL 116: Sta. 21+50 to 39+00	25 SQ YD
IL 116: Sta. 39+00 to 104+00	23 SQ YD
IL 116: Sta. 104+00 to 171+00	16 SQ YD
IL 116: Sta. 171+00 to 240+55	6 SQ YD
IL 116: Sta. 240+55 to 290+58	94 SQ YD
IL 116: Sta. 290+58 to 305+11	65 SQ YD
IL 97: Sta. 320+00 to 333+30	33 SQ YD
TOTAL =	285 SQ YD

CLASS D PATCHES, TYPE III, 12 INCH	
IL 116: Sta. 461+82 to 21+50	87 SQ YD
IL 116: Sta. 21+50 to 39+00	72 SQ YD
IL 116: Sta. 39+00 to 104+00	40 SQ YD
IL 116: Sta. 171+00 to 240+55	23 SQ YD
IL 116: Sta. 240+55 to 290+58	17 SQ YD
IL 116: Sta. 290+58 to 305+11	25 SQ YD
TOTAL =	264 SQ YD

CLASS D PATCHES, TYPE IV, 12 INCH	
IL 116: Sta. 21+50 to 39+00	41 SQ YD
IL 116: Sta. 240+55 to 290+58	27 SQ YD
IL 116: Sta. 290+58 to 305+11	31 SQ YD
IL 97: Sta. 320+00 to 333+30	50 SQ YD
TOTAL =	149 SQ YD

EROSION CONTROL BLANKET	
IL 116: LT Sta. 240+25 to 241+75	432 SQ YD
IL 116: RT Sta. 239+75 to 241+00	318 SQ YD
London Mills: LT Sta. 23+00 to 24+25	163 SQ YD
TOTAL =	913 SQ YD

TEMPORARY SOIL RETENTION SYSTEM	
IL 116: Sta. 240+28 TO 240+82	571 SQ FT

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	
IL 116: LT-RT Sta. 240+54.87	22 CU YD
London Mills: LT-RT Sta. 23+70.39	24 CU YD
TOTAL =	46 CU YD

POROUS GRANULAR EMBANKMENT	
IL 116: LT-RT Sta. 240+54.87	54 CU YD
London Mills: LT-RT Sta. 23+70.39	10 CU YD
TOTAL =	64 CU YD

TRENCH BACKFILL	
IL 116: LT-RT Sta. 240+54.87	432 CU YD
London Mills: LT-RT Sta. 23+70.39	13 CU YD
TOTAL =	445 CU YD

ROCK FILL	
London Mills: LT-RT Sta. 23+70.39	36 TON
TOTAL =	36 TON

GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	
IL 116: LT-RT Sta. 238+27 to 245+30	298 SQ YD
London Mills: LT-RT Sta. 23+70.39	36 SQ YD
TOTAL =	334 SQ YD

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT. NONE HORIZ.

DRAWN BY LCE

DATE 9/19/2003

CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	19

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL ROADWAY WIDTH	LENGTH	AREA	HMA SURFACE REMOVAL BUTT JOINT	TEMPORARY RAMP	HMA SURFACE REMOVAL 3/4 IN	HMA SURFACE REMOVAL VAR. DEPTH	POLY BIT MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLY LEV BINDER (MM) N 50 0.75 IN	HMA SURFACE COURSE MIX D, N 50	INCIDENTAL HMA SURFACING 2IN	AGGREGATE SHOULDERS TYPE B				GUARDRAIL AGGREGATE EROSION CONTROL			
													LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE	LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON	SQ YD	TON	SQ YD	TON	SQ YD	TON	SQ YD	TON
ILL 116 (MAIN LINE)																				
STA. 447 + 23 TO 447 + 53	26.00	30.00	86.67	86.67	14.44			0.05	0.26	3.65	7.32		10.00	0.79	10.00	0.79				
STA. 447 + 53 TO 472 + 64.60	26.00	2511.60	7255.73			7255.73		3.77	21.77	305.47	612.41		837.20	65.79	837.20	65.79				
STA. 0 + 00 TO 11 + 82	26.00	1182.00	3414.67			3414.67		1.78	10.24	143.76	288.21		394.00	30.96	394.00	30.96				
STA. 11 + 82 TO 21 + 50	32.00	968.00	3441.78			2796.44	645.33	1.79	10.33	117.45	307.18									
STA. 21 + 50 TO 23 + 00	37.50	150.00	625.00			525.00	100.00	0.33	1.88	22.05	55.30									
STA. 23 + 00 TO 30 + 18	43.00	718.00	3430.44			2951.78	478.67	1.78	10.29	123.97	301.56									
STA. 30 + 18 TO 31 + 50	43.00	132.00	630.67			542.67	88.00	0.33	1.89	22.79	55.44									
STA. 31 + 50 TO 37 + 00	37.00	550.00	2261.11			2261.11		1.18	6.78	95.13	190.58		183.33	14.41	183.33	14.41				
STA. 37 + 00 TO 39 + 00	31.50	200.00	700.00			700.00		0.36	2.10	29.46	59.03		66.67	5.24	66.67	5.24				
STA. 39 + 00 TO 120 + 33.73	26.00	8133.73	23497.44			23497.44		12.22	70.49	989.26	1983.27		2711.24	213.06	2711.24	213.06				
STA. 120 + 33.73 TO 126 + 46.23	26.00	612.50	1769.44			1769.44		0.92	5.31	74.50	149.35		204.17	16.04	204.17	16.04				
STA. 126 + 46.23 TO 133 + 99.96	26.00	753.73	2177.44			2177.44		1.13	6.53	91.67	183.78		251.24	19.74	251.24	19.74				
STA. 133 + 99.96 TO 141 + 71.07	26.00	771.11	2227.65			2227.65		1.16	6.68	93.79	188.02		257.04	20.20	257.04	20.20				
STA. 141 + 71.07 TO 143 + 00	26.00	128.93	372.46			372.46		0.19	1.12	15.68	31.44		42.98	3.38	42.98	3.38				
STA. 143 + 00 TO 217 + 50	26.00	7450.00	21522.22			21522.22		11.19	64.57	906.11	1816.56		2483.33	195.15	2483.33	195.15				
STA. 217 + 50 TO 226 + 30	27.00	880.00	2640.00			2640.00		1.37	7.92	98.56	229.97									
STA. 226 + 30 TO 239 + 70	26.00	1340.00	3871.11			3871.11		2.01	11.61	162.98	326.74		446.67	35.10	446.67	35.10				
STA. 239 + 70 TO 240 + 20	33.00	50.00	183.33			183.33		0.10	0.55	6.07	16.49						44.33	6.63		
STA. 240 + 20 TO 240 + 85	40.00	65.00	288.89			288.89		0.15	0.87	7.89	27.09						64.00	9.57	64.00	9.57
STA. 240 + 85 TO 245 + 30	33.00	445.00	1631.67			1631.67		0.85	4.90	53.99	146.75								126.00	18.83
STA. 245 + 30 TO 278 + 00	26.00	3270.00	9446.67			9446.67		4.91	28.34	397.71	797.34		1090.00	85.66	1090.00	85.66				
STA. 278 + 00 TO 284 + 29.54	37.00	629.54	2588.11			2588.11		1.35	7.76	108.88	218.14		209.85	16.49	209.85	16.49				
STA. 284 + 29.54 TO 297 + 10.95	48.00	1281.41	6834.19			6834.19		3.55	20.50	287.41	575.57		427.14	33.57	427.14	33.57				
STA. 297 + 10.95 TO 302 + 18.38	38.00	507.43	2142.48			2142.48		1.11	6.43	90.13	180.56		169.14	13.29	169.14	13.29				
STA. 302 + 18.38 TO 304 + 81.38	26.00	263.00	759.78			759.78		0.40	2.28	31.99	64.13		87.67	6.89	87.67	6.89				
STA. 304 + 81.38 TO 305 + 11.36	26.00	29.98	86.61	86.61	14.44			0.05	0.26	3.65	7.31		9.99	0.79	9.99	0.79				
ILL 97 NORTH																				
STA. 311 + 68 TO 311 + 98	26.00	30.00	86.67	86.67	14.44			0.05	0.26	3.65	7.32		10.00	0.79	10.00	0.79				
STA. 311 + 98 TO 313 + 00	26.00	102.00	294.67			294.67		0.15	0.88	12.41	24.87		34.00	2.67	34.00	2.67				
STA. 313 + 00 TO 317 + 51.78	34.00	451.78	1706.72			1706.72		0.89	5.12	71.81	143.89		150.59	11.83	150.59	11.83				
STA. 317 + 51.78 TO 318 + 64.37	42.00	112.59	525.42			525.42		0.27	1.58	22.10	44.27		37.53	2.95	37.53	2.95				
STA. 318 + 64.37 TO 319 + 68	158.00	103.63	1819.28			1819.28		0.95	5.46	76.44	152.94		62.42	4.90	62.42	4.90				
ILL 97 SOUTH																				
STA. 320 + 16 TO 321 + 69.75	155.00	153.75	2647.92			2647.92		1.38	7.94	111.26	222.60		79.32	6.23	79.32	6.23				
STA. 321 + 69.75 TO 328 + 00	42.00	630.25	2941.17			2941.17		1.53	8.82	123.71	247.79		210.08	16.51	210.08	16.51				
STA. 328 + 00 TO 333 + 33.20	34.00	533.20	2014.31			2014.31		1.05	6.04	84.76	169.82		177.73	13.97	177.73	13.97				
STA. 333 + 33.20 TO 334 + 40	26.00	106.80	308.53			308.53		0.16	0.93	12.99	26.04		35.60	2.80	35.60	2.80				
STA. 334 + 40 TO 334 + 70	26.00	30.00	86.67	86.67	14.44			0.05	0.26	3.65	7.32		10.00	0.79	10.00	0.79				
SIDEROADS ALONG IL 116																				
COUNTY RD 16			136.04	56.96	13.89	60.94		0.07	0.41			15.24								
WALKER RD			91.74	40.57	8.00	42.83		0.05	0.28			10.25								
KNOX RD			81.99	45.60	11.11	29.87						9.18								
COUNTY RD 1200			95.80					0.05	0.29			10.73								
N. COAL CREEK RD			212.26	47.57	10.56	158.18		0.11	0.64			23.77								
N. SHORTNESS RD			102.36	47.34	10.00	43.92		0.05	0.31			11.46								
COUNTY ROAD 1300			96.59	46.96	10.00	45.86		0.05	0.29			10.81								
N. HERSHEY RD			108.88					0.06	0.33			12.19								
S. HERSHEY RD			92.49	39.77	8.33	38.25		0.05	0.28			10.36								
N. SNEGLE RD.			64.67			64.67		0.03	0.19			7.24								
ENTRANCES + MAILBOX TURN OUT			1581.22			1581.22		0.82	4.74			177.10								
SUB-TOTAL				671	130	116,724	1,312	61.8	356.7	4,807	9,866	300	10,689	840	10,689	840	108	16	190	28

PRIME COAT CONVERSION FACTORS		
SURFACE TYPE	PRIME COAT (GAL / SQYD)	AGG. PRIME COAT (LB / SQ YD)
COLD MILLED SURFACES	0.1	4
EXISTING PAVEMENT	0.05	4
NEW HMA MATERIAL	0.03	2

HMA & AGGREGATE CONVERSION FACTORS	
SURFACE TYPE	
HMA SURF. COURSE	112 LB/SQ YD /IN
ALL OTHER HMA	112 LB/SQ YD /IN
AGGREAGATE SHOULDERS	2.05 TONS / CU YD

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TABULATION OF RESURFACING

SCALE: VERT. NONE HORIZ.
DATE 9/19/2003
DRAWN BY LCE
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	142 RS-6; 143RS-4	FULTON	76	20

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL ROADWAY WIDTH	LENGTH	AREA	HMA SURFACE REMOVAL BUTT JOINT	TEMPORARY RAMP	HMA SURFACE REMOVAL 3/4 IN	HMA SURFACE REMOVAL VARIABLE IN	POLY BIT MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLY LEV BINDER (MM) N 50 0.75 IN	HMA SURFACE COURSE MIX D, N50	INCIDENTAL HMA SURFACING 2IN	AGGREGATE SHOULDERS TYPE B				GUARDRAIL AGGREGATE EROSION CONTROL			
													LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE	LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON	SQ YD	TON	SQ YD	TON	SQ YD	TON	SQ YD	TON
LONDON MILLS ROAD																				
NORTH OF COUNTY LINE			33.33	33.33	11.11			0.02	0.10	1.41	2.82		6.67	0.52	6.67	0.52				
COUNTY LINE STA 0+00																				
STA. 0 + 00 TO 0 + 41.30	20.00	41.30	91.78			91.78		0.05	0.28	3.87	7.76									
STA. 0 + 41.30 TO 2 + 71.42	20.00	230.12	511.38			511.38		0.27	1.53	21.54	43.22									
STA. 2 + 71.42 TO 2 + 96.42	20.00	25.00	55.56			55.56		0.03	0.17	2.34	4.70									
STA. 2 + 96.42 TO 4 + 15.84	20.00	119.42	265.38			265.38		0.14	0.80	11.18	22.43									
STA. 4 + 15.84 TO 6 + 36.96	23.00	221.12	565.08			565.08		0.29	1.70	23.80	47.73				73.71	5.79				
STA. 6 + 36.96 TO 7 + 05.26	23.00	68.30	174.54			174.54		0.09	0.52	7.35	14.74				22.77	1.79				
STA. 7 + 05.26 TO 22 + 00.00	20.00	1494.74	3321.64			3321.64		1.73	9.96	139.95	280.76		498.25	39.15	498.25	39.15				
STA. 22 + 00.00 TO 23 + 20.90	23.00	120.90	308.97			308.97		0.16	0.93	13.01	26.09		40.30	3.17	40.30	3.17				
STA. 23 + 20.90 TO 23 + 50.90	26.00	30.00	86.67			86.67		0.05	0.26	3.65	7.32		10.00	0.79	10.00	0.79				
STA. 23 + 50.90 TO 24 + 25	26.00	74.10	214.07			214.07		0.11	0.64	9.01	18.07		24.70	1.94	24.70	1.94				
STA. 24 + 25 TO 25 + 19.90	116.50	94.90	1228.43			1228.43		0.64	3.69	51.62	103.30		31.63	2.49	31.63	2.49				
SIDEROADS																				
LT. HARRISON			40.71	40.71	8.89			0.02	0.12			4.56								
RT. HARRISON			40.60	40.60	11.11			0.02	0.12			4.55								
LT. ESSEX			89.47	89.47	13.89			0.05	0.27			10.05								
RT. ESSEX			28.50	28.50	6.67			0.01	0.09			3.19								
RT. HIGH			100.05	100.05	13.89			0.05	0.30			11.21								
LT. HIGH																				
LT. MAIN			71.15	71.15	13.89			0.04	0.21			7.97								
RT. MAIN			59.95	59.95	13.89			0.03	0.18			6.71								
LT. WATER			101.10	101.10	11.11			0.05	0.30			11.32								
RT. WATER			113.00	113.00	11.11			0.06	0.34			12.66								
PARKING LANES																				
LT. STA 0 + 41.30 TO 2 + 71.42	10.00	230.12	255.69				255.69	0.13	0.77			29.11								
RT STA. 0 + 41.30 TO 2 + 71.42	10.00	230.12	255.69				255.69	0.13	0.77			29.11								
LT STA. 2 + 96.42 TO 4 + 15.84	10.00	119.42	132.69				132.69	0.07	0.40			15.11								
RT STA. 2 + 96.42 TO 4 + 15.84	10.00	119.42	132.69				132.69	0.07	0.40			15.11								
ENTRANCES			135.22			135.22		0.07	0.41			15.14								
SUB-TOTAL				677.86	115.56	6,958.71	776.76	4.37	25.24	288.73	578.94	175.81	611.55	48.06	708.02	55.64				
SUB-TOTAL (FROM SHEET 19)				671	130	116,724	1,312	62	357	4,807	9,866	300	10,689	840	10,689	840	108	16	190	28
GRAND-TOTAL				1,349	245	123,683	2,089	66	382	5,096	10,445	476	11,300	888	11,397	896		16		28

PRIME COAT CONVERSION FACTORS		
SURFACE TYPE	PRIME COAT (GAL / SQYD)	AGG. PRIME COAT (LB / SQ YD)
COLD MILLED SURFACES	0.1	4
EXISTING PAVEMENT	0.05	4
NEW HMA MATERIAL	0.03	2

HMA & AGGREGATE CONVERSION FACTORS	
SURFACE TYPE	
HMA SURF. COURSE	112 LB/SQ YD /IN
ALL OTHER HMA	112 LB/SQ YD /IN
AGGREAGATE SHOULDERS	2.05 TONS / CU YD

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

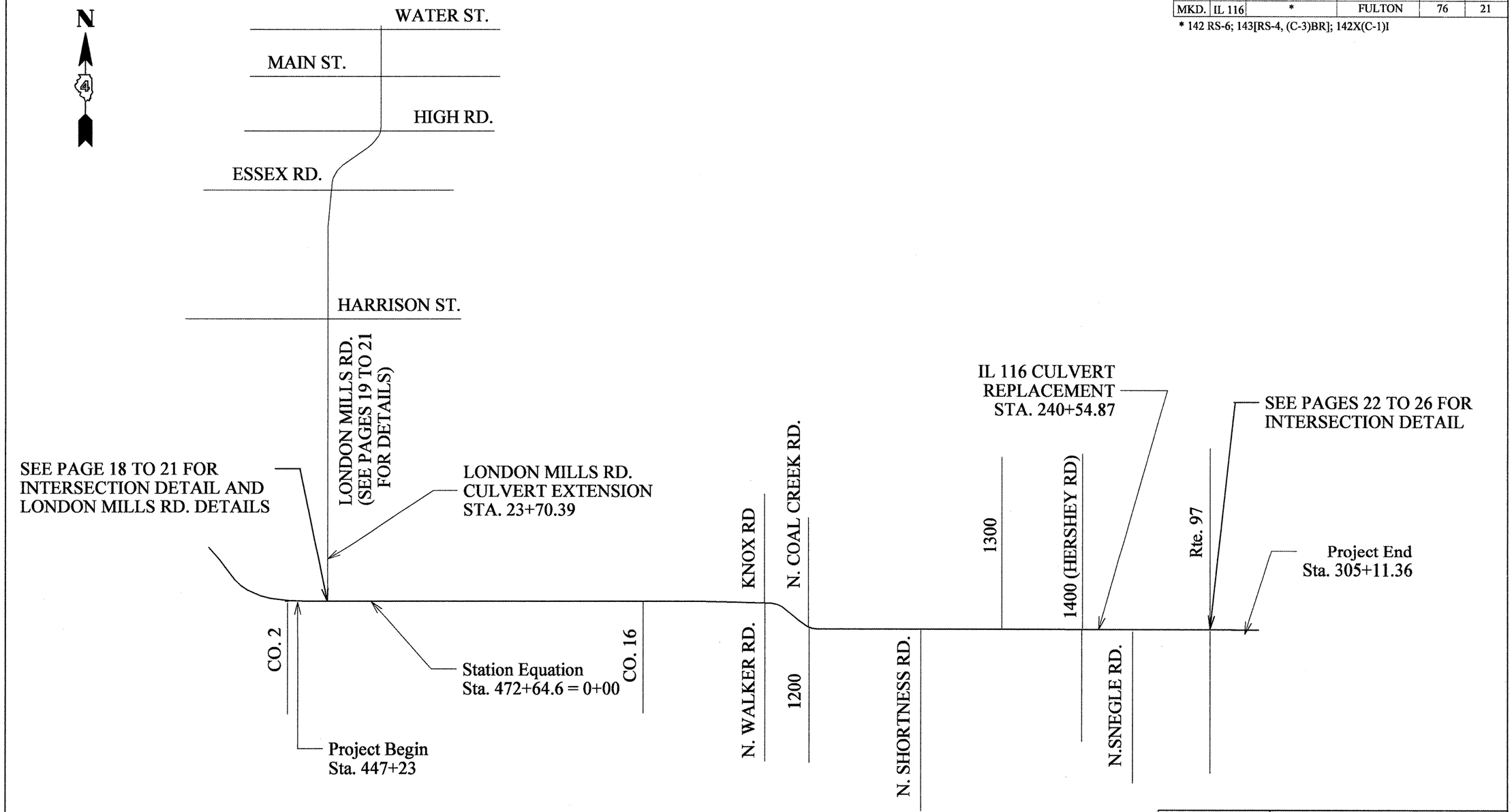
TABULATION OF RESURFACING

SCALE: VERT. NONE HORIZ. DRAWN BY LCE

DATE 9/19/2003 CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	21

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

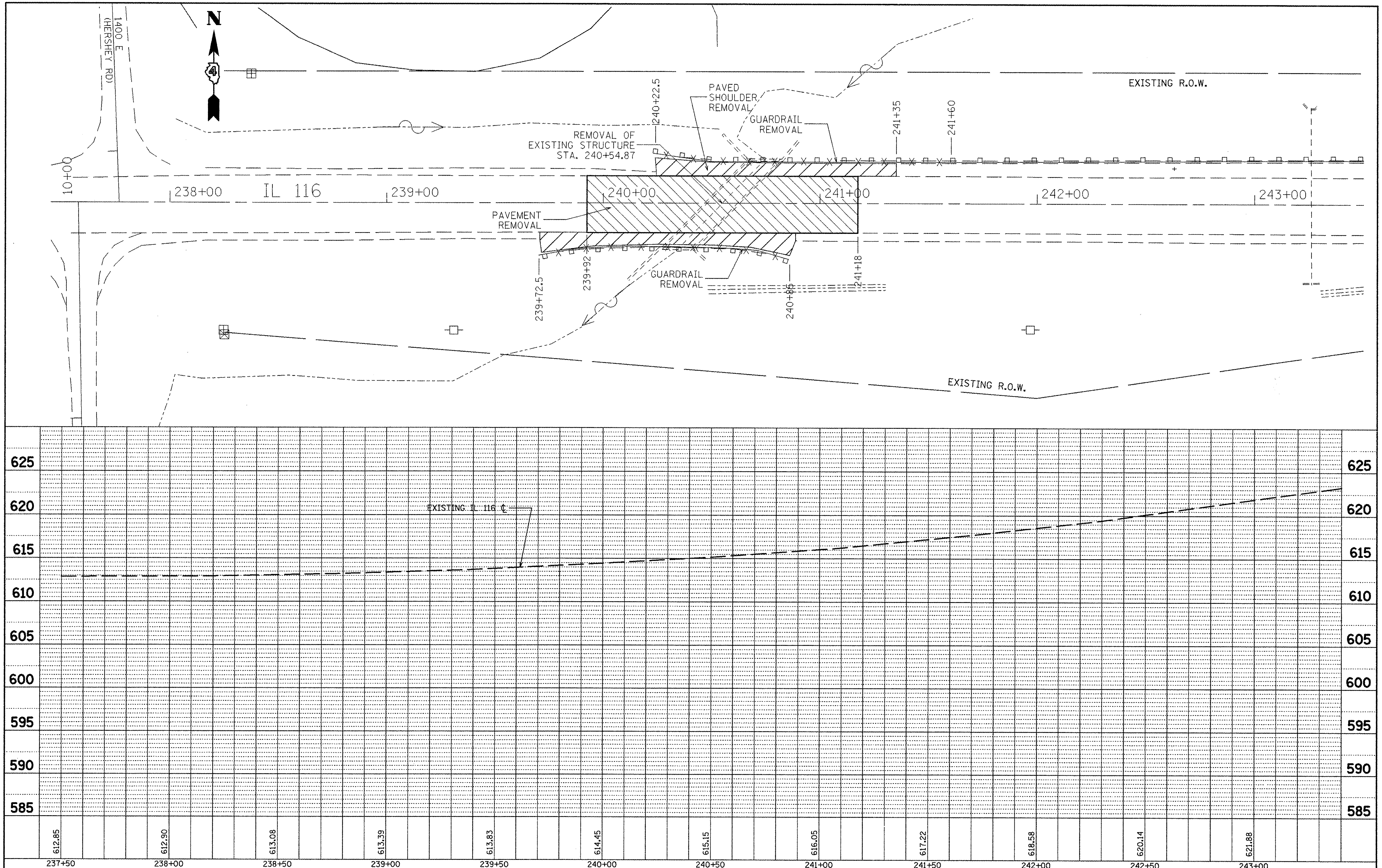
LINE DIAGRAM

SCALE: VERT. HORIZ. NONE

DATE 9/19/2003

DRAWN BY LCE

CHECKED BY



PLAN — NOTE BOOK NO. — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK NO. — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHKD — BY — DATE

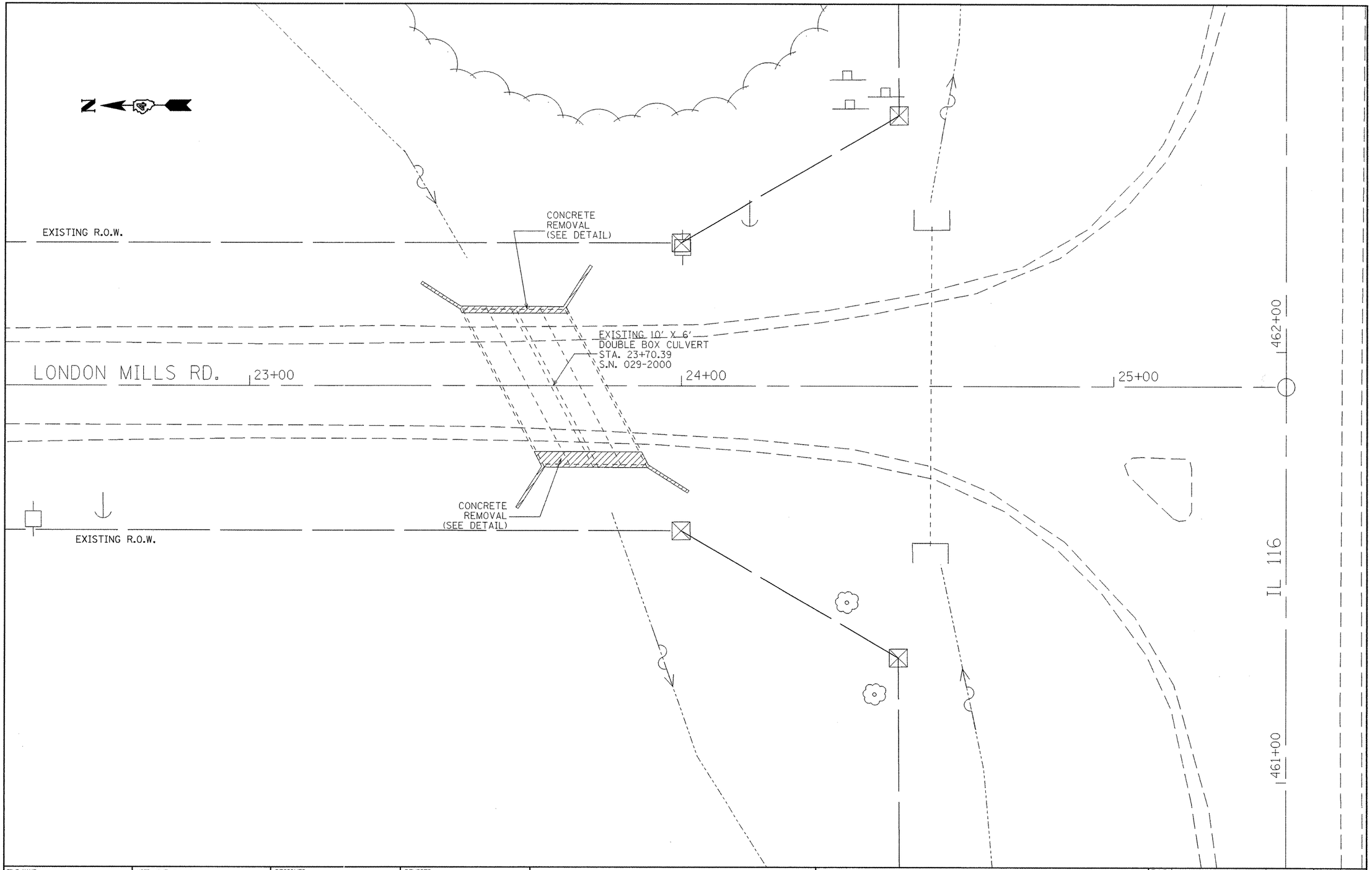
FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/28/2009	DATE - 3/27/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 116 - EXISTING CULVERT AND REMOVAL PLAN

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. 237+50 TO STA. 243+40

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143[RS-4, (C-8)BR]; 142X(C-1)I	FULTON	76	22
		CONTRACT NO. 68353		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



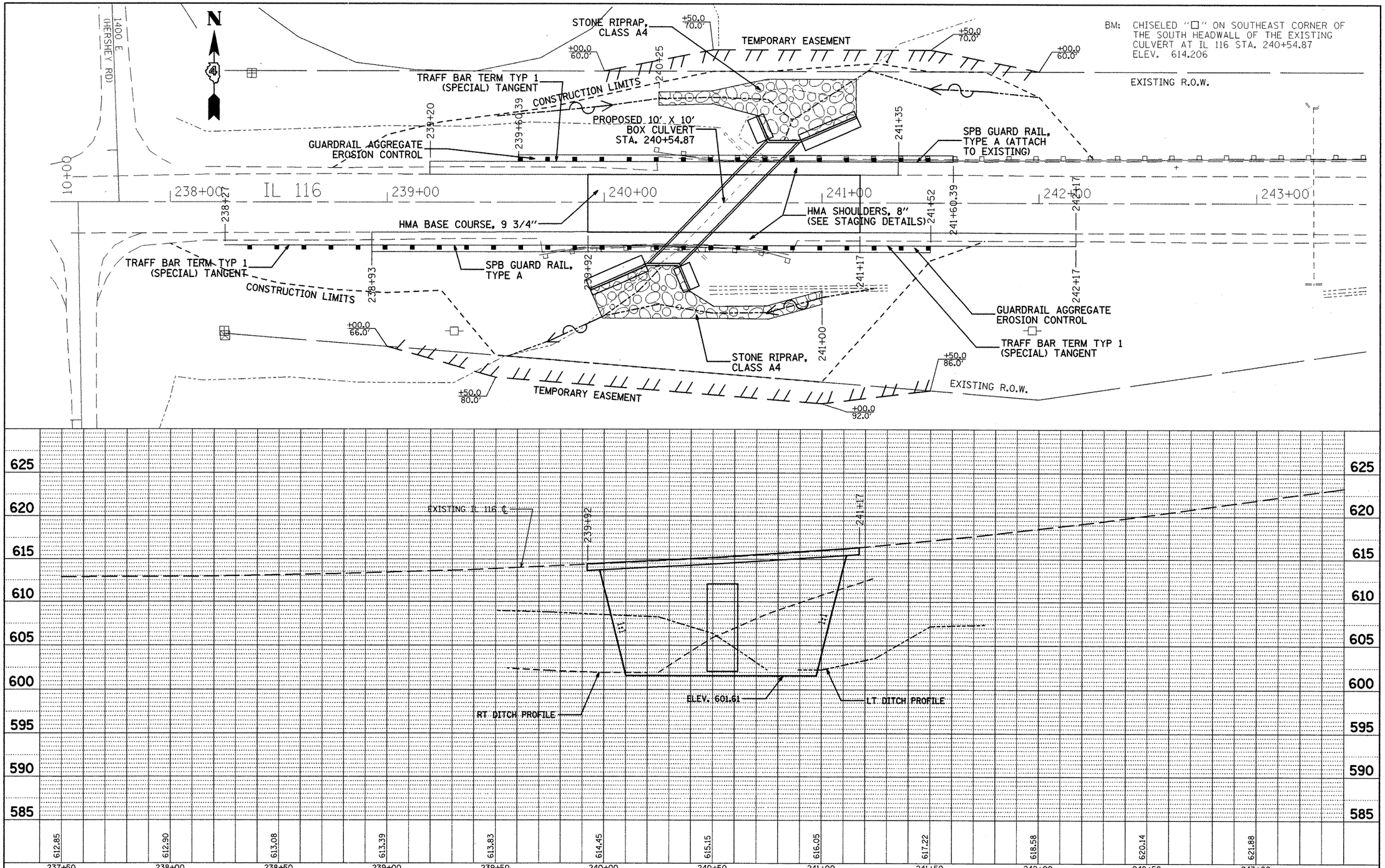
FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/29/2009	DATE - 3/6/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COUNTY HIGHWAY 2 (LONDON MILLS ROAD) – EXISTING CULVERT AND REMOVAL PLAN

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. 22+50 TO STA. 25+39.9

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143(RS-4, (C-8)BR); 142X(C-1)I	FULTON	76	23
		CONTRACT NO. 68353		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



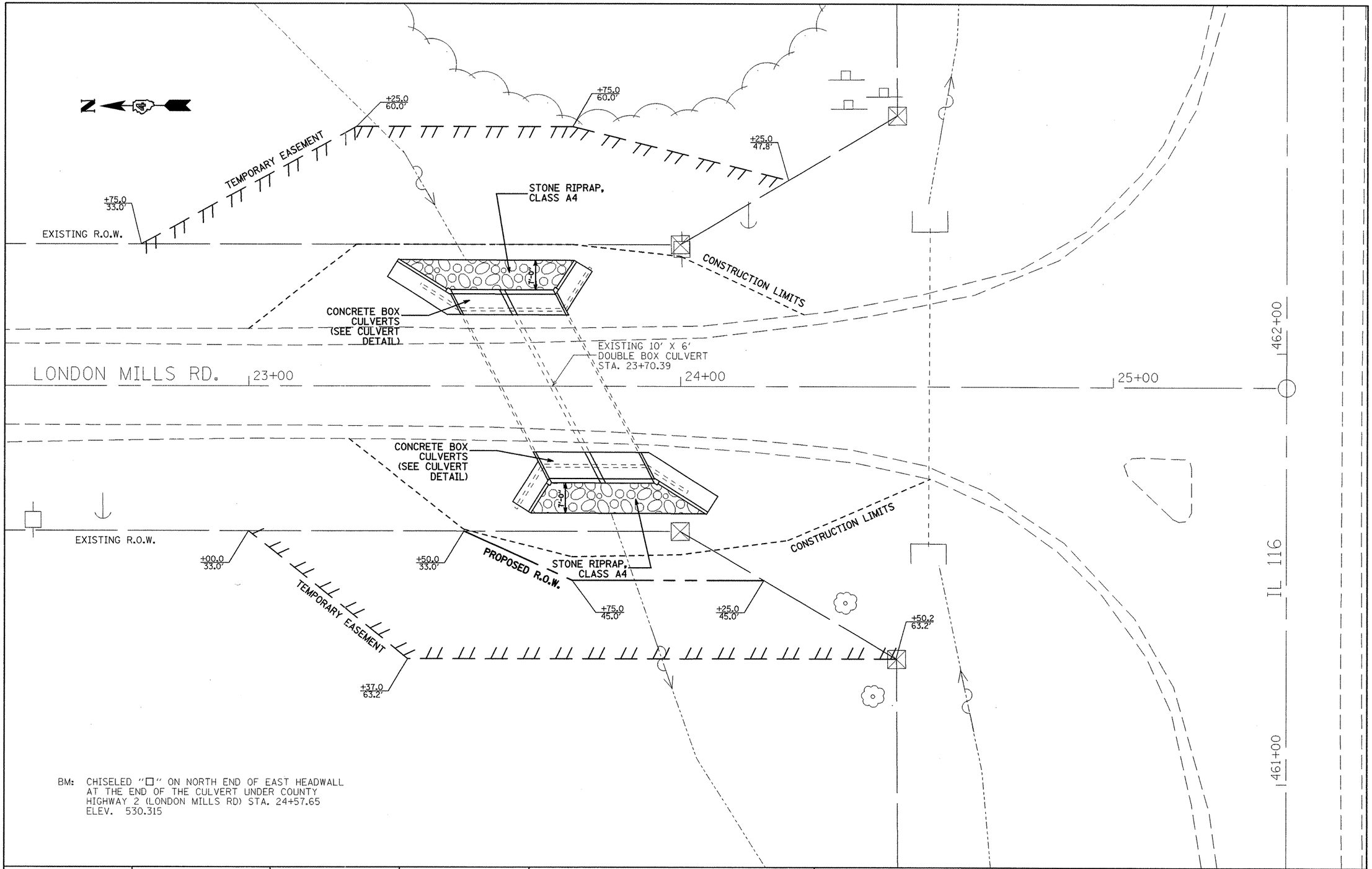
FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/29/2009	DATE - 3/27/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 116 – CULVERT PLAN AND PROFILE

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. 237+50 TO STA. 243+40

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143CRS-4, (C-8)BR); 142X(C-1)I	FULTON	76	24
		CONTRACT NO. 68353		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



BM: CHISELED "□" ON NORTH END OF EAST HEADWALL
AT THE END OF THE CULVERT UNDER COUNTY
HIGHWAY 2 (LONDON MILLS RD) STA. 24+57.65
ELEV. 530.315

FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/28/2009	DATE - 3/3/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COUNTY HIGHWAY 2 (LONDON MILLS ROAD) – CULVERT PLAN

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. 22+50 TO STA. 25+39.9

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143(RS-4, (C-8)BR); 142X(C-1)I	FULTON	76	25
		CONTRACT NO. 68353		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	26

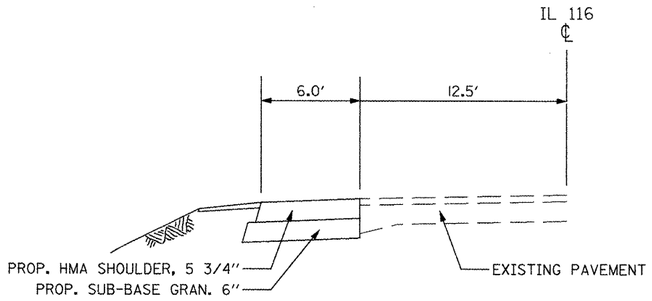
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

NOTES

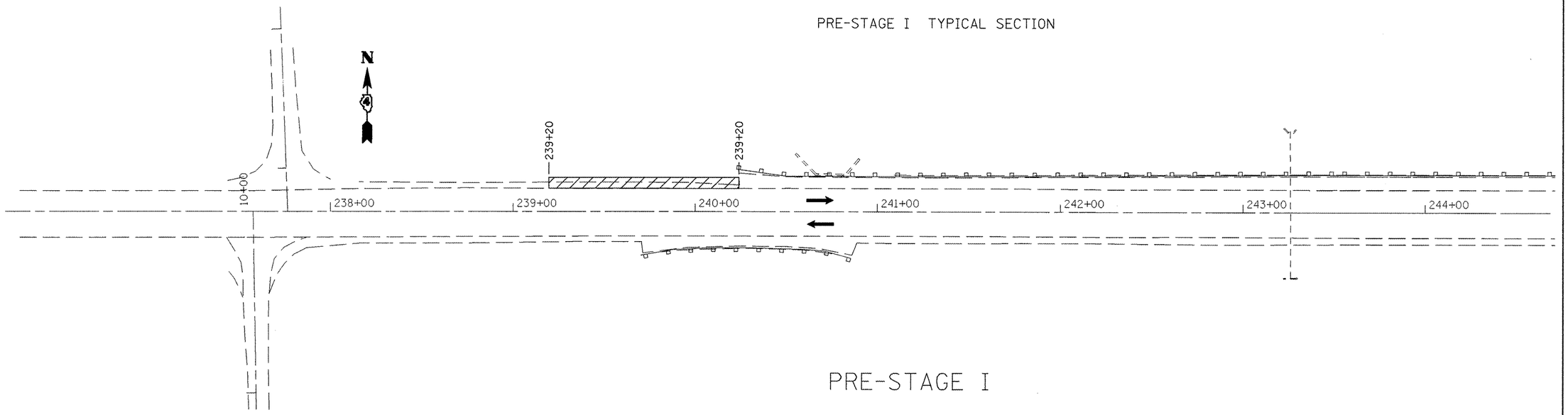
PRE-STAGE I

SHOULDER ALONG WB IL 116 SHALL BE CONSTRUCTED TO ACCOMODATE STAGE 1 TRAFFIC SHIFT

SHOULDER PLACED SHALL BE 5 3/4" OF THE FINAL DEPTH OF HMA SHOULDERS, 8", THE REMAINING 2 1/4" TO BE PLACED IN STAGE III.



PRE-STAGE I TYPICAL SECTION



PRE-STAGE I

LEGEND

WORK AREA

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGING PLAN
IL Route 116
Culvert Replacement

SCALE: VERT. HORIZ. NONE
DATE 1/13/09
DRAWN BY DHS
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	27

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

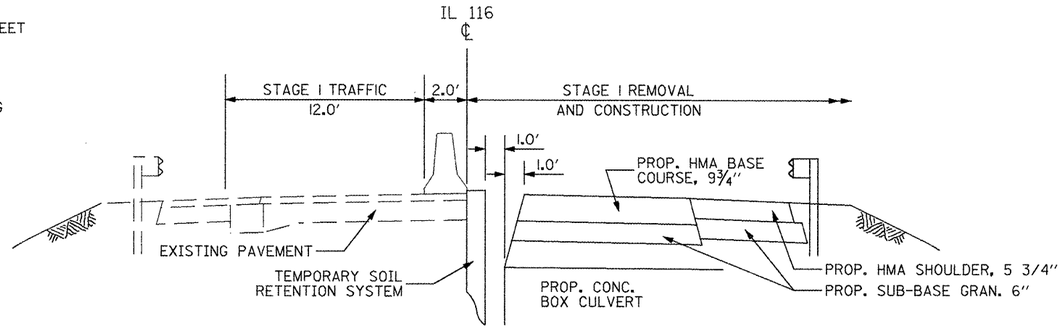
NOTES

STAGE I

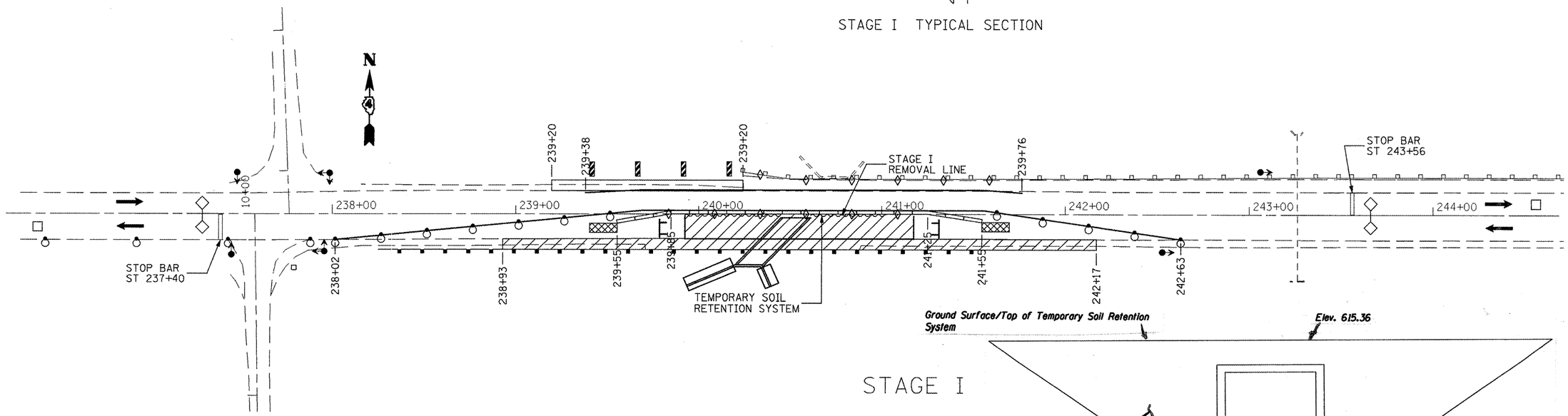
SETUP TRAFFIC CONTROL IN ACCORDANCE WITH STANDARD 701321 EXCEPT AS MODIFIED ON THIS SHEET

INSTALL AGGREGATE DITCH CHECK DOWNSTREAM OF CULVERT BEFORE ANY EXCAVATION

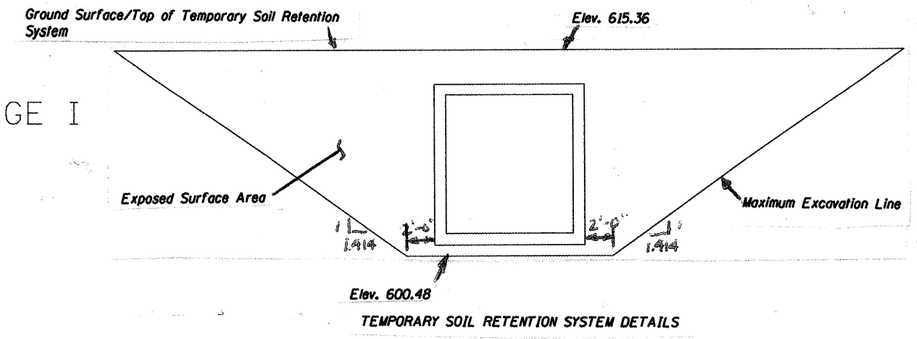
REPLACE CULVERT TO STAGE CONSTRUCTION LINE AND CONSTRUCT SHOULDER AND GUARDRAIL ALONG EB IL 116 AS SHOWN ON THE PLANS TO ACCOMODATE TRAFFIC DURING STAGE II



STAGE I TYPICAL SECTION



STAGE I



TEMPORARY SOIL RETENTION SYSTEM DETAILS

LEGEND

	WORK AREA		TYPE III BARRICADE
	TEMPORARY CONCRETE BARRIER		TEMPORARY PAVEMENT MARKING - LINE 4"
	IMPACT ATTENUATOR		DETECTOR LOOPS
	DRUM WITH STEADY BURNING LIGHT		CRYSTAL, BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
	DOUBLE VERTICAL PANEL		

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGING PLAN
IL Route 116
Culvert Replacement

SCALE: VERT. HORIZ. NONE
DATE 1/13/09
DRAWN BY DHS
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	28

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

NOTES

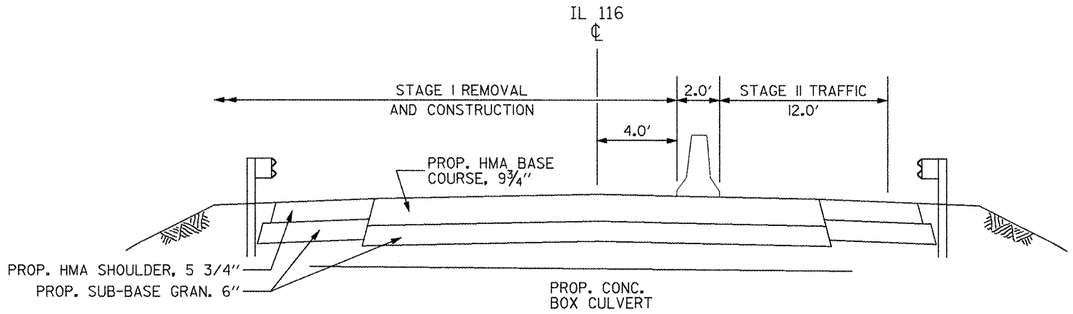
STAGE II

SETUP TRAFFIC CONTROL IN ACCORDANCE WITH STANDARD 701321 EXCEPT AS MODIFIED ON THIS SHEET

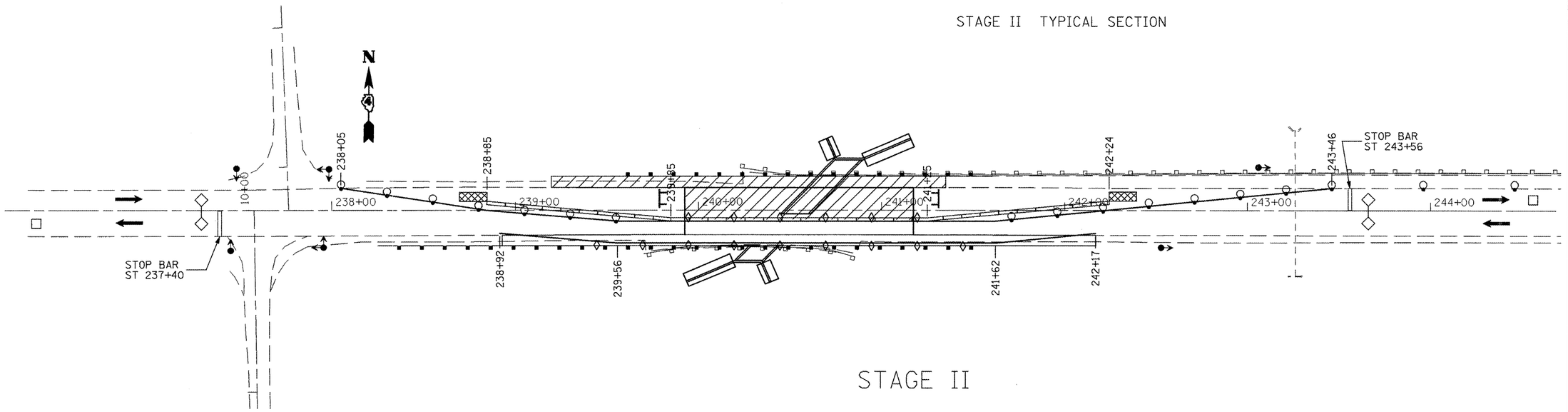
CONSTRUCT REMAINING PORTION OF CULVERT, PAVEMENT, SHOULDERS, AND GUARDRAIL

STAGE III

OVERLAY HMA BASE COURSE ON MAINLINE AND HMA SHOULDERS WITH 3/4" LEVELING BINDER AND 1 1/2" SURFACE TO MATCH ADJACENT PAVEMENT



STAGE II TYPICAL SECTION



STAGE II

LEGEND

	WORK AREA		TYPE III BARRICADE
	TEMPORARY CONCRETE BARRIER		TEMPORARY PAVEMENT MARKING - LINE 4"
	IMPACT ATTENUATOR	□ ◇	DETECTOR LOOPS
	DRUM WITH STEADY BURNING LIGHT	◊	CRYSTAL, BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
	DOUBLE VERTICAL PANEL		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGING PLAN
IL Route 116
Culvert Replacement

SCALE: NOT TO SCALE DRAWN BY DHS
DATE 12/16/08 CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	29

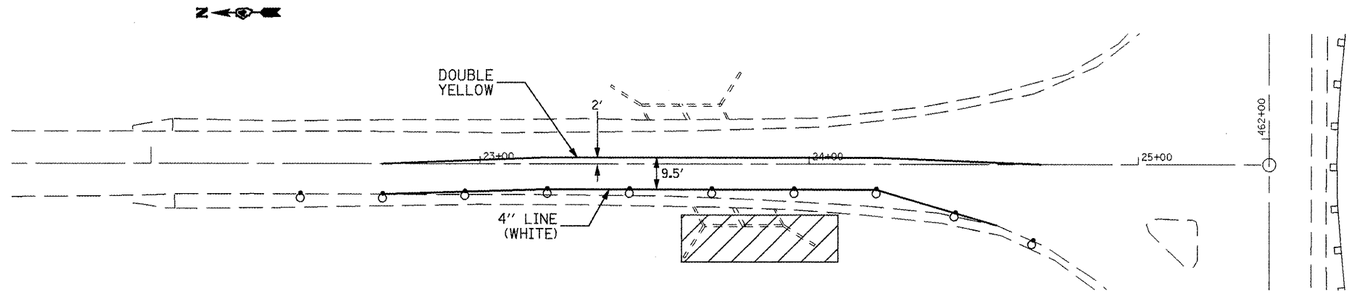
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

NOTES

STAGE 1

SETUP TRAFFIC CONTROL IN ACCORDANCE WITH STANDARD 701006 EXCEPT AS MODIFIED ON THIS SHEET

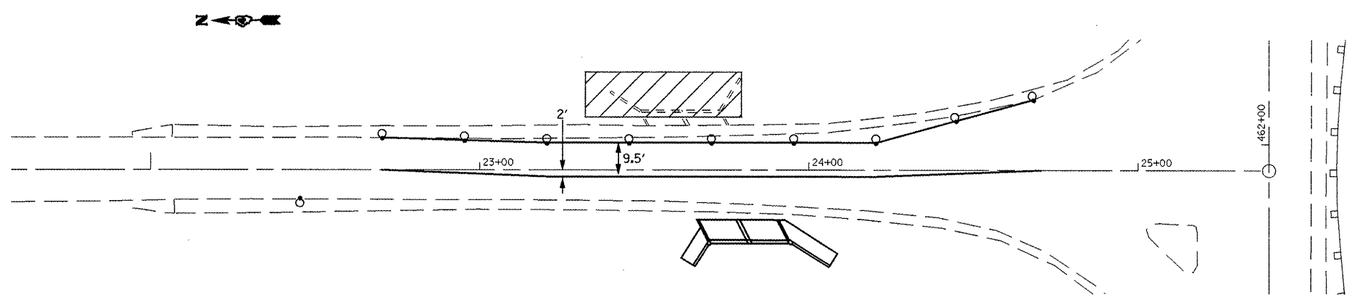
REMOVE AND REPLACE DOWNSTREAM END OF CULVERT BEFORE MOVING TRAFFIC FOR STAGE II



STAGE I

STAGE 2

SETUP TRAFFIC CONTROL IN ACCORDANCE WITH STANDARD 701006 EXCEPT AS MODIFIED ON THIS SHEET



STAGE II

LEGEND

WORK AREA

DRUM WITH STEADY BURNING LIGHT

TEMPORARY PAVEMENT MARKING - LINE 4"

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGING PLAN

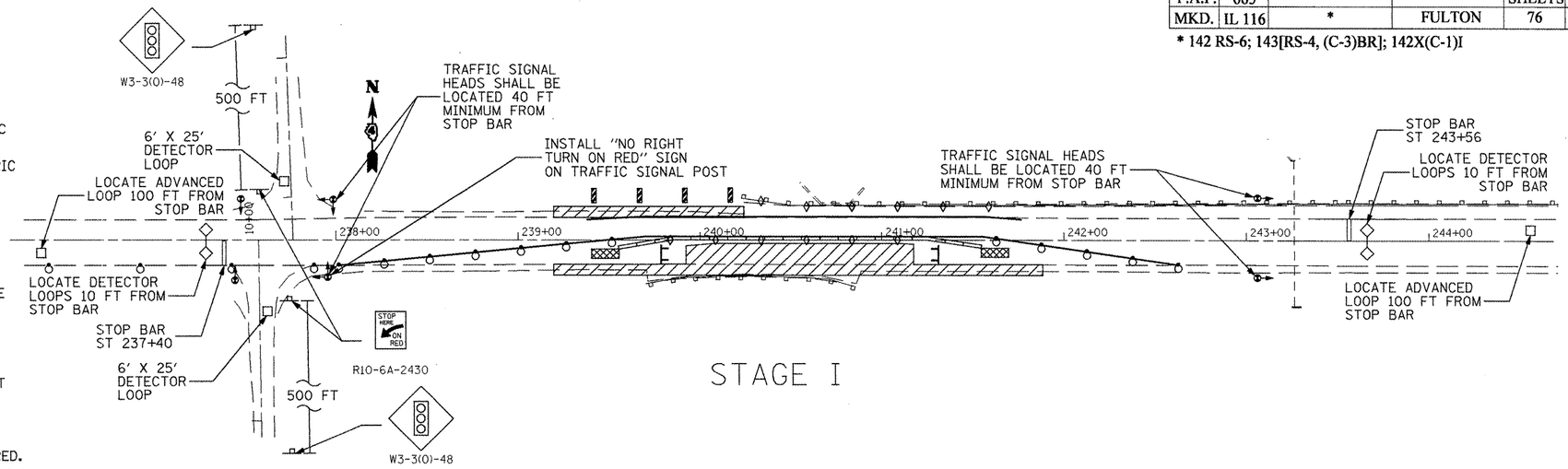
SCALE: NOT TO SCALE
DATE 12/18/08
DRAWN BY DHS
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	30

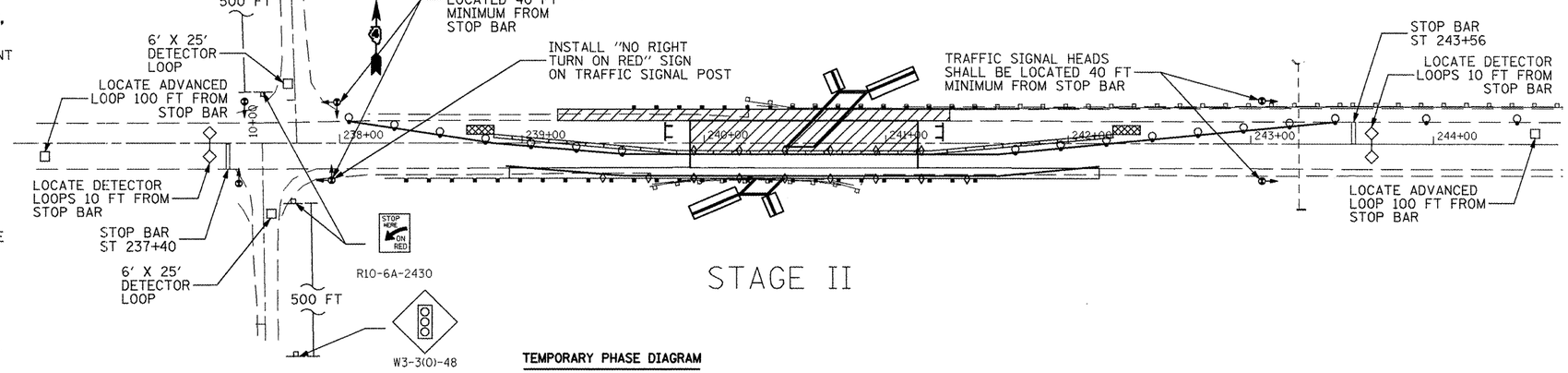
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

NOTES

1. ALL ITEMS REQUIRED TO SIGNALIZE THE SIDEROADS SHALL BE INCLUDED IN THE PAY ITEM FOR "TEMPORARY BRIDGE TRAFFIC SIGNAL (SPECIAL)" INCLUDING, BUT NOT LIMITED TO, SIGNAL HEADS, POSTS, ELECTRIC CABLE, CABLE SUPPORTS, INTERCONNECT CABLE, CONTROLLER AND CABINET MODIFICATIONS, SIGNING, AND ALL OTHER ITEMS REQUIRED FOR THE INSTALLATION
2. AT THE CONTRACTOR'S OPTION, TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS MAY BE USED IN PLACE OF TEMPORARY BRIDGE TRAFFIC SIGNALS.
3. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH STANDARD 701321 EXCEPT WHERE MODIFIED ON THIS PLAN SHEET AND STAGING PLAN SHEETS.
4. THREE PHASE SIGNAL OPERATION IS REQUIRED. THE ENGINEER OF TRAFFIC SHALL APPROVE ALL TIMING PARAMETERS.
5. ALL TRAFFIC SIGNAL SECTIONS SHALL HAVE 12" DIAMETER LENSES.
6. THE LOCATIONS OF TRAFFIC SIGNAL POSTS, STOP BARS, AND DETECTOR LOOPS SHALL BE SUBJECT TO APPROVAL BY THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
7. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD REQUIREMENTS.
8. THE CONTRACTOR, AT HIS OPTION, MAY ELECT TO UTILIZE MICROWAVE DETECTORS IN PLACE OF DETECTOR LOOPS FOR BOTH APPROACHES ON IL 116, AS WELL AS THOSE ON HERSHEY RD.
9. ALL LABOR AND MATERIALS REQUIRED TO COMPLY WITH THESE REQUIREMENTS AND PLAN SHEET DETAILS SHALL BE INCLUDED IN THE PRICE FOR THE TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION



STAGE I

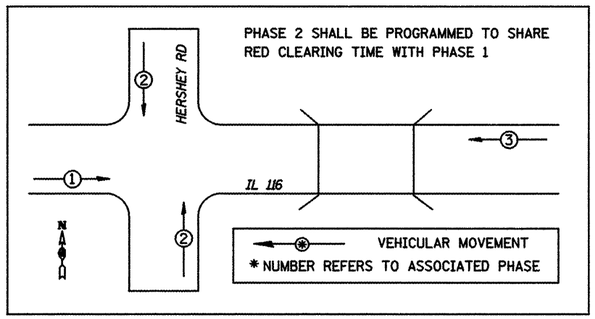


STAGE II

LEGEND

- TEMPORARY WOOD POLE OR POST
- 3 SECTION SIGNAL HEAD W/ BACKPLATE
- DETECTOR LOOP - 6' X 6' UNLESS OTHERWISE NOTED
- WORK AREA

TEMPORARY PHASE DIAGRAM



PLAN SHEET SCHEDULE OF QUANTITIES		
ITEM DESCRIPTION	UNIT	QUANTITY
TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1.0

REVISIONS	
NAME	DATE

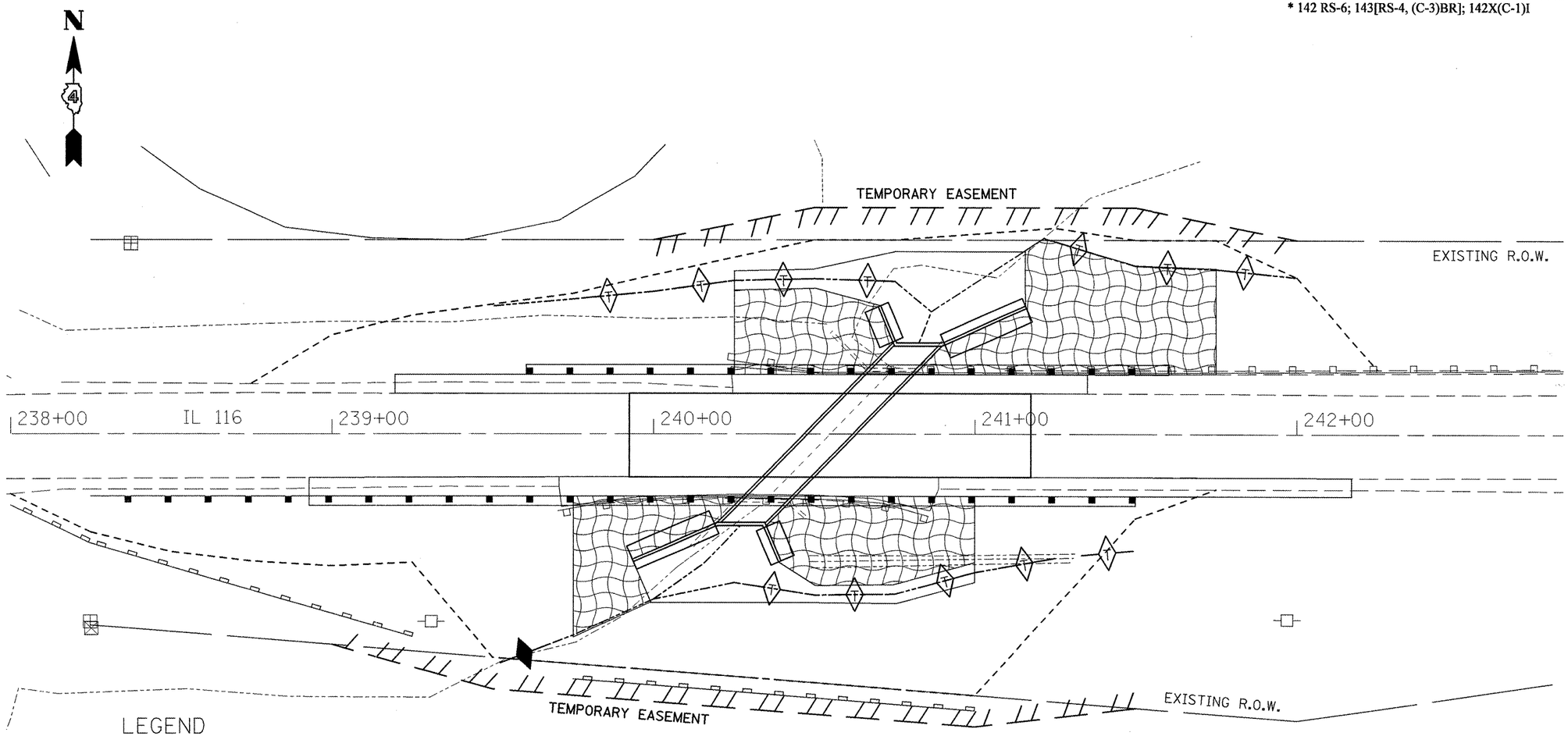
ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL DETAIL

SCALE: NOT TO SCALE
DRAWN BY DHS
DATE 12/30/08
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	31

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



LEGEND

- TEMPORARY DITCH CHECK
- AGGREGATE DITCH CHECK
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- INLET AND PIPE PROTECTION

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

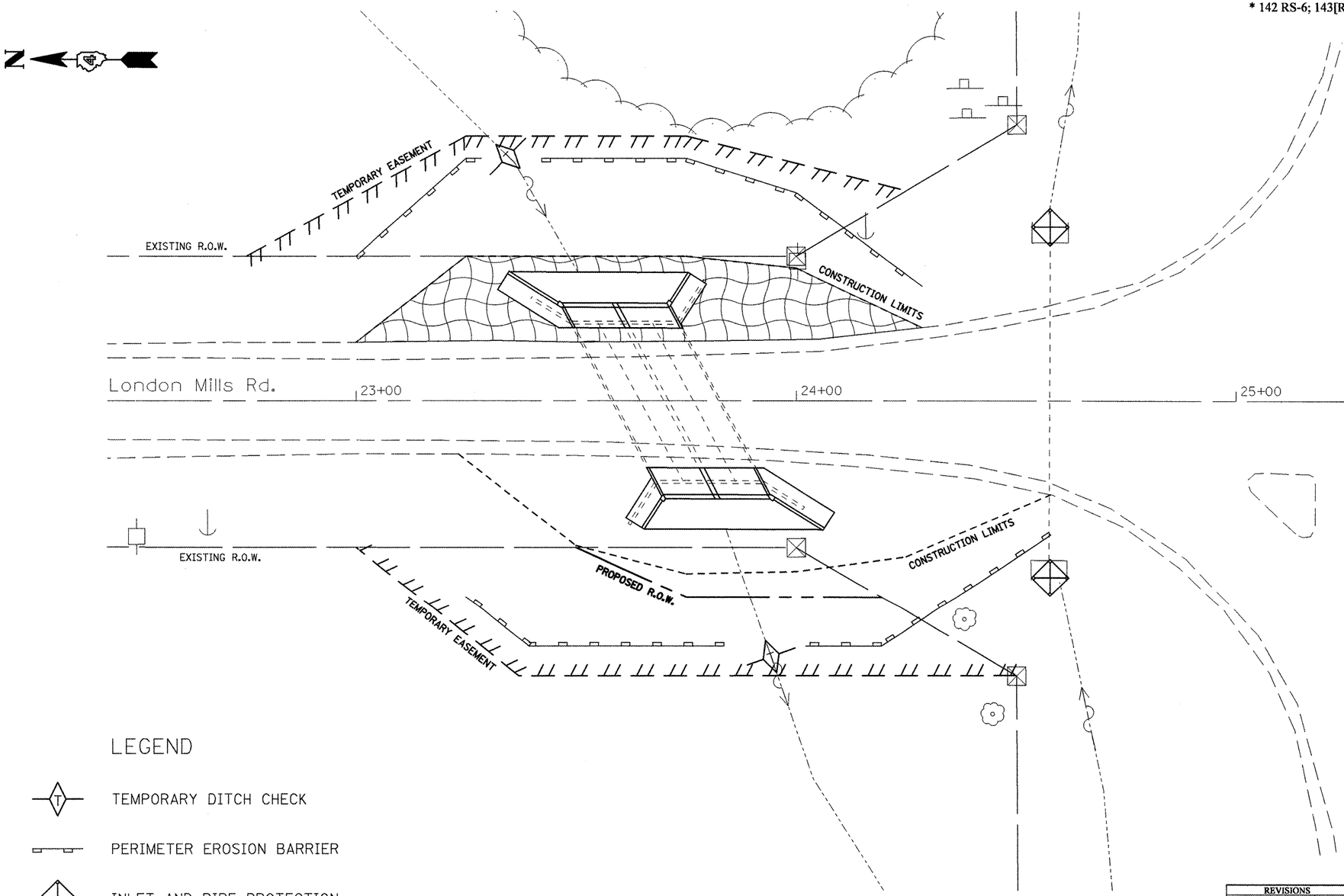
EROSION CONTROL PLAN
IL Route 116
Culvert Replacement

SCALE: NOT TO SCALE DRAWN BY DHS

DATE 4/27/08 CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	32

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



LEGEND

- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION
- INLET AND PIPE PROTECTION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

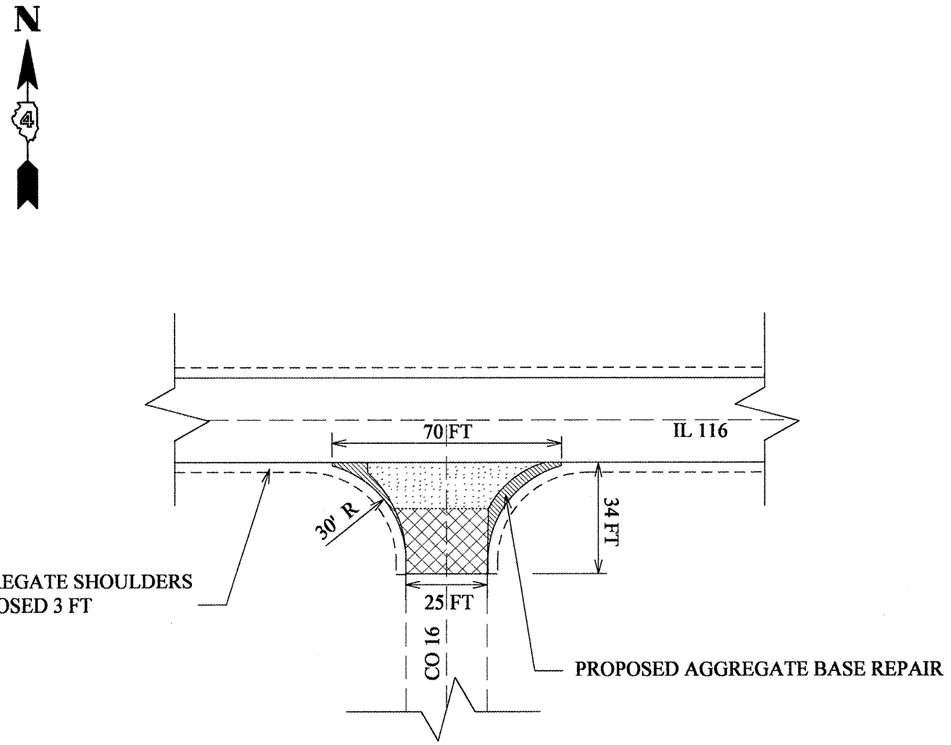
EROSION CONTROL PLAN
London Mills Rd.
Culvert Extension

SCALE: NOT TO SCALE DRAWN BY DHS

DATE 4/25/08 CHECKED BY

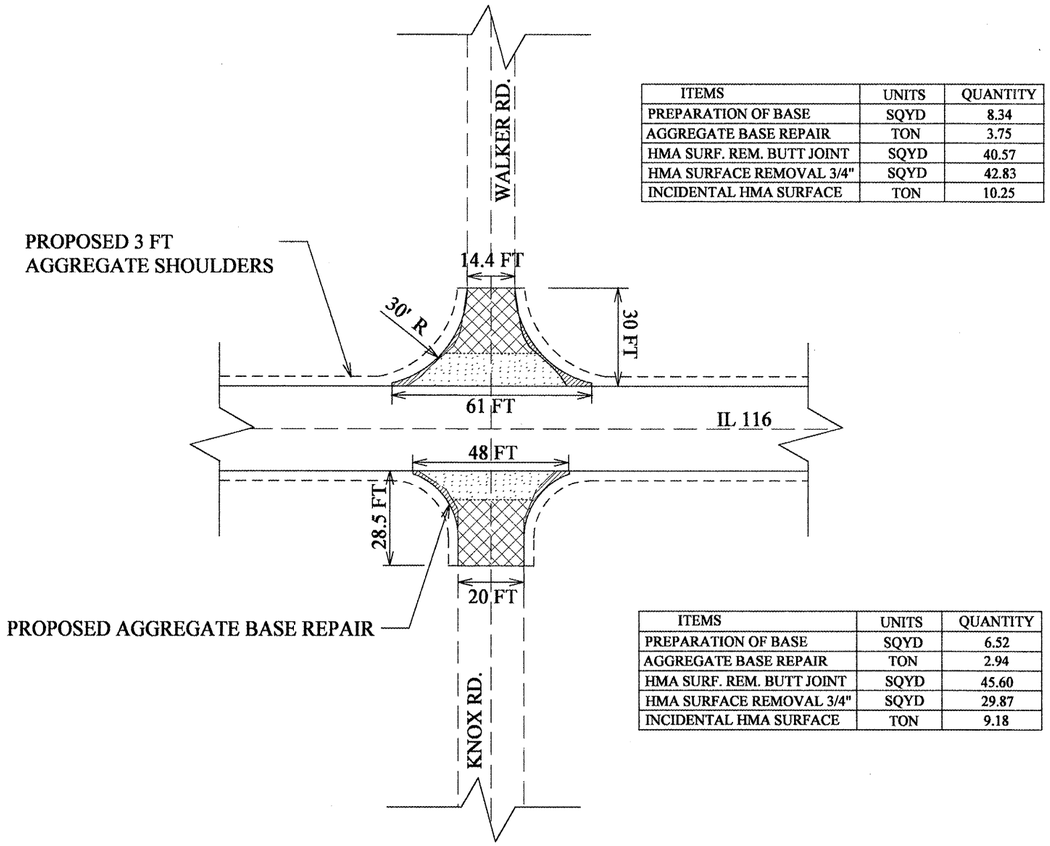
ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	33

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



ITEMS	UNITS	QUANTITY
PREPARATION OF BASE	SQYD	18.14
AGGREGATE BASE REPAIR	TON	8.18
HMA SURF. REM. BUTT JOINT	SQYD	56.96
HMA SURFACE REMOVAL 3/4"	SQYD	60.94
INCIDENTAL HMA SURFACE	TON	15.24

COUNTY ROAD 16 AND IL 116
Not to Scale



ITEMS	UNITS	QUANTITY
PREPARATION OF BASE	SQYD	8.34
AGGREGATE BASE REPAIR	TON	3.75
HMA SURF. REM. BUTT JOINT	SQYD	40.57
HMA SURFACE REMOVAL 3/4"	SQYD	42.83
INCIDENTAL HMA SURFACE	TON	10.25

ITEMS	UNITS	QUANTITY
PREPARATION OF BASE	SQYD	6.52
AGGREGATE BASE REPAIR	TON	2.94
HMA SURF. REM. BUTT JOINT	SQYD	45.60
HMA SURFACE REMOVAL 3/4"	SQYD	29.87
INCIDENTAL HMA SURFACE	TON	9.18

KNOX RD. AND IL 116, WALKER RD AND IL 116
Not to Scale

LEGEND:

PREPARATION OF BASE

HMA SURFACE REMOVAL (BUTT JOINT)

HMA SURFACE REMOVAL 3/4"

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

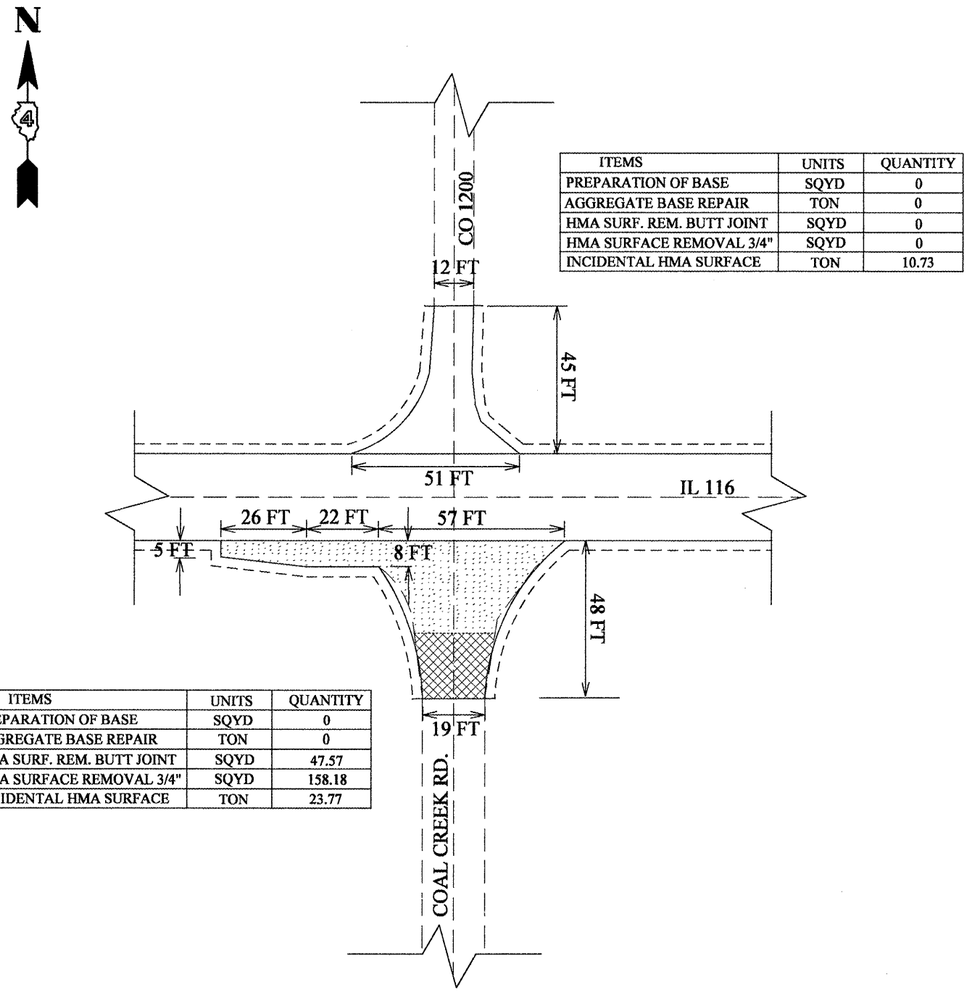
SIDEROADS DETAILS

SCALE: NOT TO SCALE DRAWN BY LCE

DATE 9/24/2003 CHECKED BY

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	*	FULTON	76	34

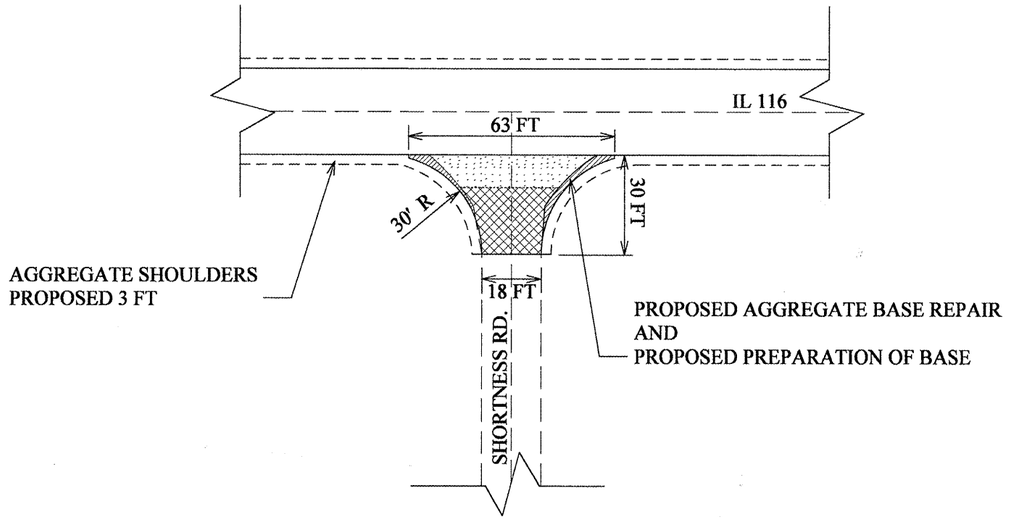
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



ITEMS	UNITS	QUANTITY
PREPARATION OF BASE	SQYD	0
AGGREGATE BASE REPAIR	TON	0
HMA SURF. REM. BUTT JOINT	SQYD	0
HMA SURFACE REMOVAL 3/4"	SQYD	0
INCIDENTAL HMA SURFACE	TON	10.73

ITEMS	UNITS	QUANTITY
PREPARATION OF BASE	SQYD	0
AGGREGATE BASE REPAIR	TON	0
HMA SURF. REM. BUTT JOINT	SQYD	47.57
HMA SURFACE REMOVAL 3/4"	SQYD	158.18
INCIDENTAL HMA SURFACE	TON	23.77

COAL CREEK RD. AND IL 116, CO 1200 RD AND IL 116
Not to Scale



ITEMS	UNITS	QUANTITY
PREPARATION OF BASE	SQYD	11.10
AGGREGATE BASE REPAIR	TON	5.00
HMA SURF. REM. BUTT JOINT	SQYD	47.34
HMA SURFACE REMOVAL 3/4"	SQYD	43.92
INCIDENTAL HMA SURFACE	TON	11.46

SHORTNESS ROAD AND IL 116
Not to Scale

LEGEND:

PREPARATION OF BASE

HMA SURFACE REMOVAL (BUTT JOINT)

HMA SURFACE REMOVAL 3/4"

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

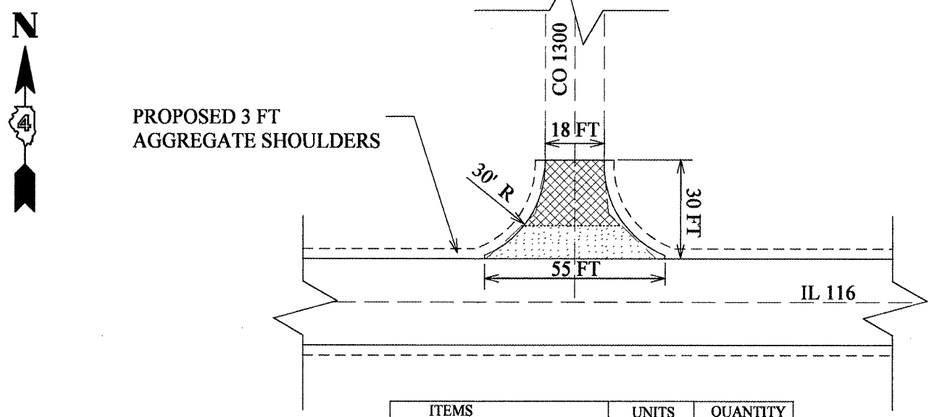
SIDEROADS DETAILS

SCALE: NOT TO SCALE DRAWN BY LCE

DATE 9/24/2003 CHECKED BY

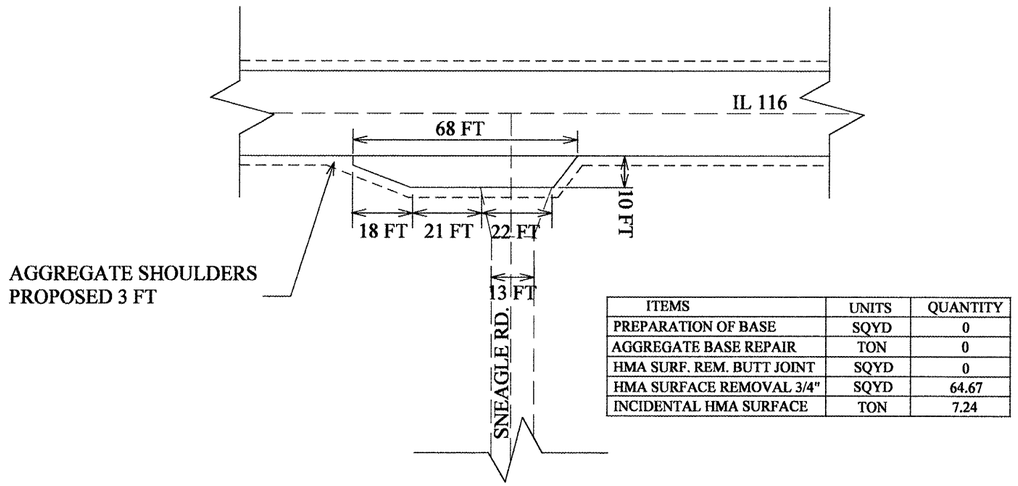
ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	35

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



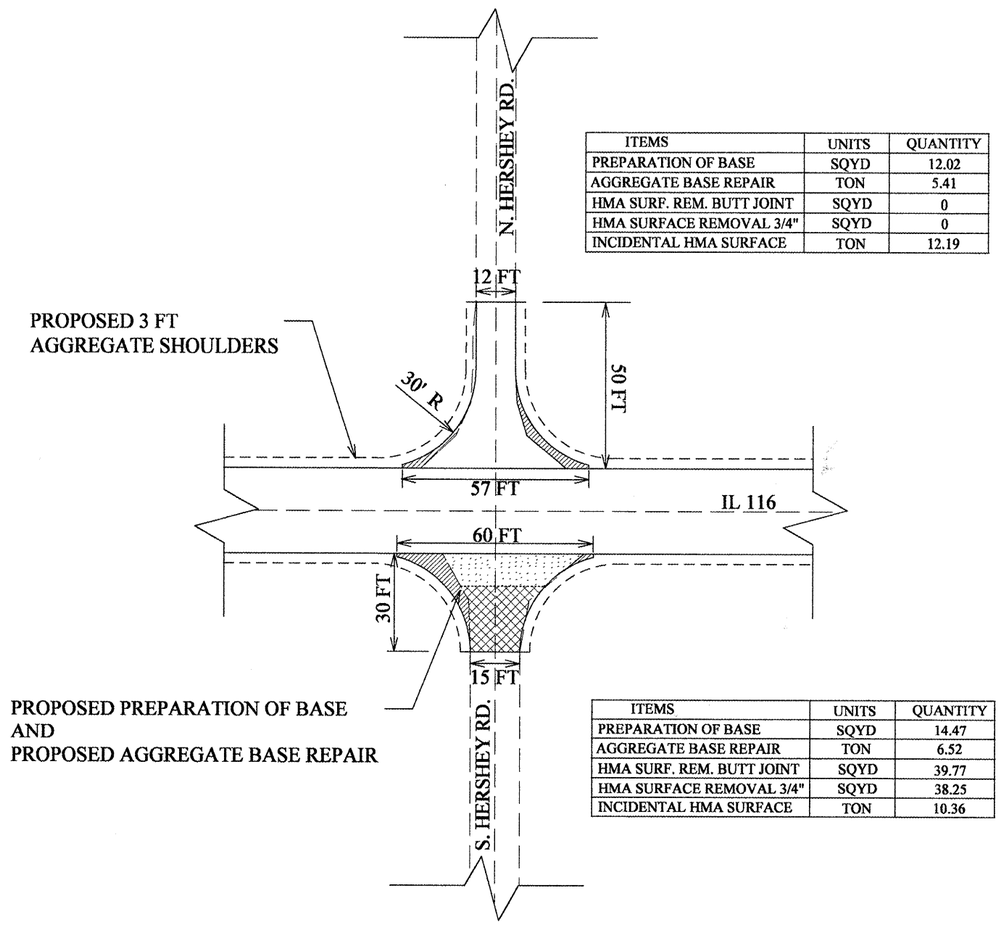
ITEMS	UNITS	QUANTITY
PREPARATION OF BASE	SQYD	0
AGGREGATE BASE REPAIR	TON	0
HMA SURF. REM. BUTT JOINT	SQYD	46.96
HMA SURFACE REMOVAL 3/4"	SQYD	45.86
INCIDENTAL HMA SURFACE	TON	10.81

COUNTY ROAD 1300 AND IL 116
Not to Scale



ITEMS	UNITS	QUANTITY
PREPARATION OF BASE	SQYD	0
AGGREGATE BASE REPAIR	TON	0
HMA SURF. REM. BUTT JOINT	SQYD	0
HMA SURFACE REMOVAL 3/4"	SQYD	64.67
INCIDENTAL HMA SURFACE	TON	7.24

SNEAGLE ROAD AND IL 116
Not to Scale



ITEMS	UNITS	QUANTITY
PREPARATION OF BASE	SQYD	12.02
AGGREGATE BASE REPAIR	TON	5.41
HMA SURF. REM. BUTT JOINT	SQYD	0
HMA SURFACE REMOVAL 3/4"	SQYD	0
INCIDENTAL HMA SURFACE	TON	12.19

ITEMS	UNITS	QUANTITY
PREPARATION OF BASE	SQYD	14.47
AGGREGATE BASE REPAIR	TON	6.52
HMA SURF. REM. BUTT JOINT	SQYD	39.77
HMA SURFACE REMOVAL 3/4"	SQYD	38.25
INCIDENTAL HMA SURFACE	TON	10.36

N. & S. HERSHEY RD. AND IL 116
Not to Scale

LEGEND:

- PREPARATION OF BASE
- HMA SURFACE REMOVAL (BUTT JOINT)
- HMA SURFACE REMOVAL 3/4"

REVISIONS NAME	DATE

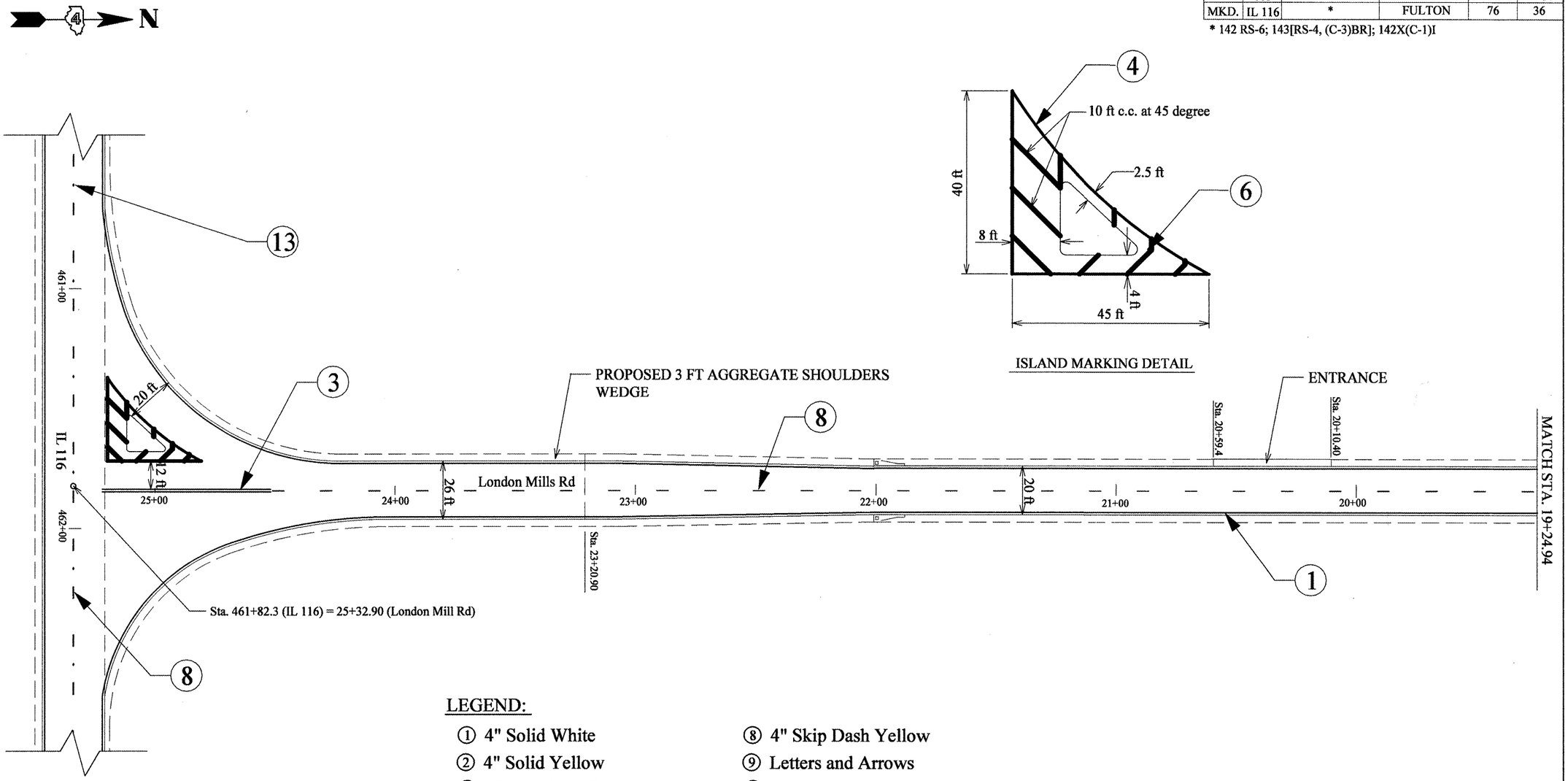
ILLINOIS DEPARTMENT OF TRANSPORTATION

SIDEROADS DETAILS

SCALE: NOT TO SCALE
DATE 9/24/2003
DRAWN BY LCE
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	36

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



LEGEND:

① 4" Solid White
② 4" Solid Yellow
③ 4" Double Yellow
④ 8" Solid White
⑤ 12" Diagonal Yellow at 30' C.C.
⑥ 12" Diagonal White at 10' C.C.
⑦ 24" Stop Bar White
⑧ 4" Skip Dash Yellow
⑨ Letters and Arrows
⑩ One - Way Crystal Marker at 40' C.C.
⑪ One - Way Amber Marker at 40' C.C.
⑫ Two - Way Amber Marker at 40' C.C.
⑬ Two - Way Amber Marker at 80' C.C.

REVISIONS NAME	DATE

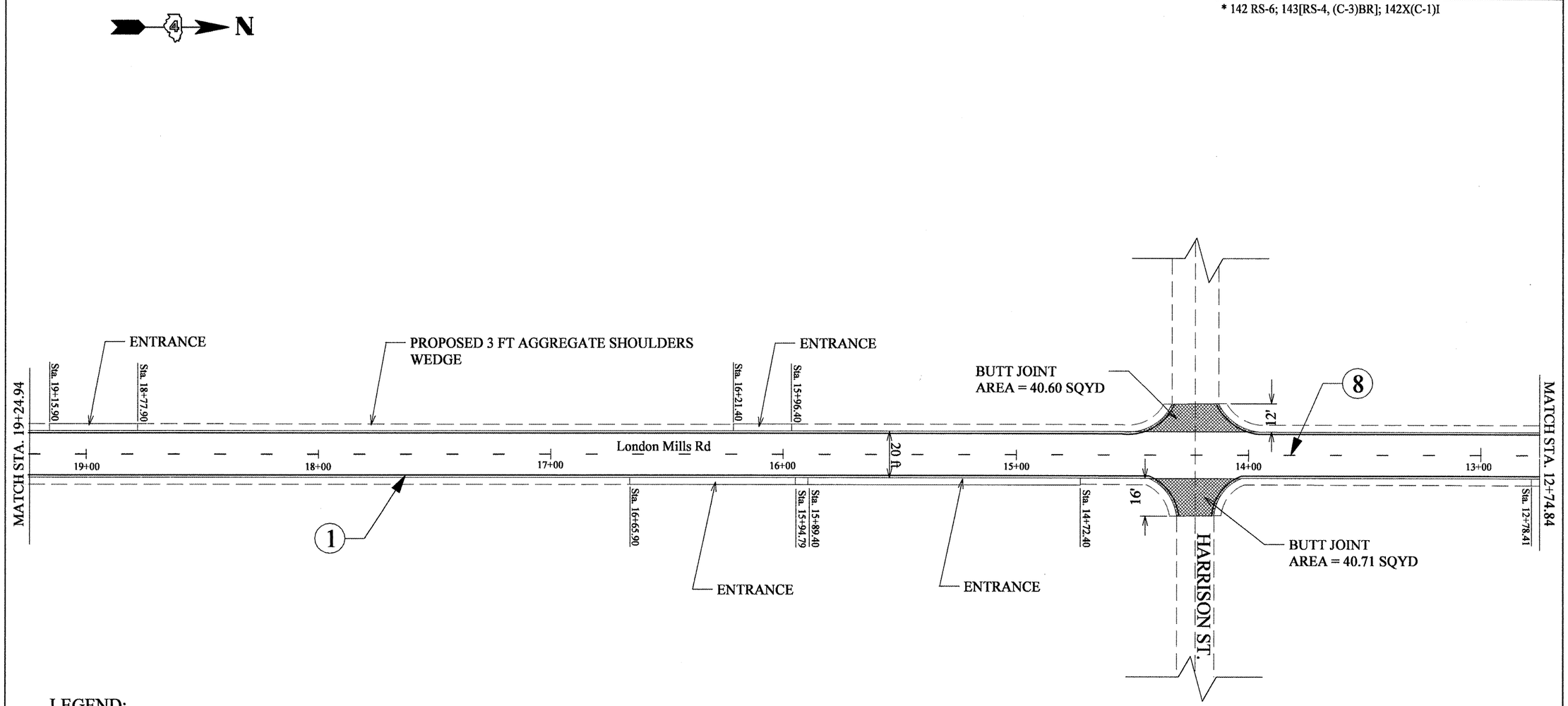
ILLINOIS DEPARTMENT OF TRANSPORTATION

LONDON MILLS ROAD DIAGRAM

SCALE: NOT TO SCALE
DATE 9/19/2003
DRAWN BY LCE
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	37

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



LEGEND:

① 4" Solid White
② 4" Solid Yellow
③ 4" Double Yellow
④ 8" Solid White
⑤ 12" Diagonal Yellow at 30' C.C.
⑥ 12" Diagonal White at 10' C.C.
⑦ 24" Stop Bar White
⑧ 4" Skip Dash Yellow
⑨ Letters and Arrows
⑩ One - Way Crystal Marker at 40' C.C.
⑪ One - Way Amber Marker at 40' C.C.
⑫ Two - Way Amber Marker at 40' C.C.
⑬ Two - Way Amber Marker at 80' C.C.

REVISIONS NAME	DATE

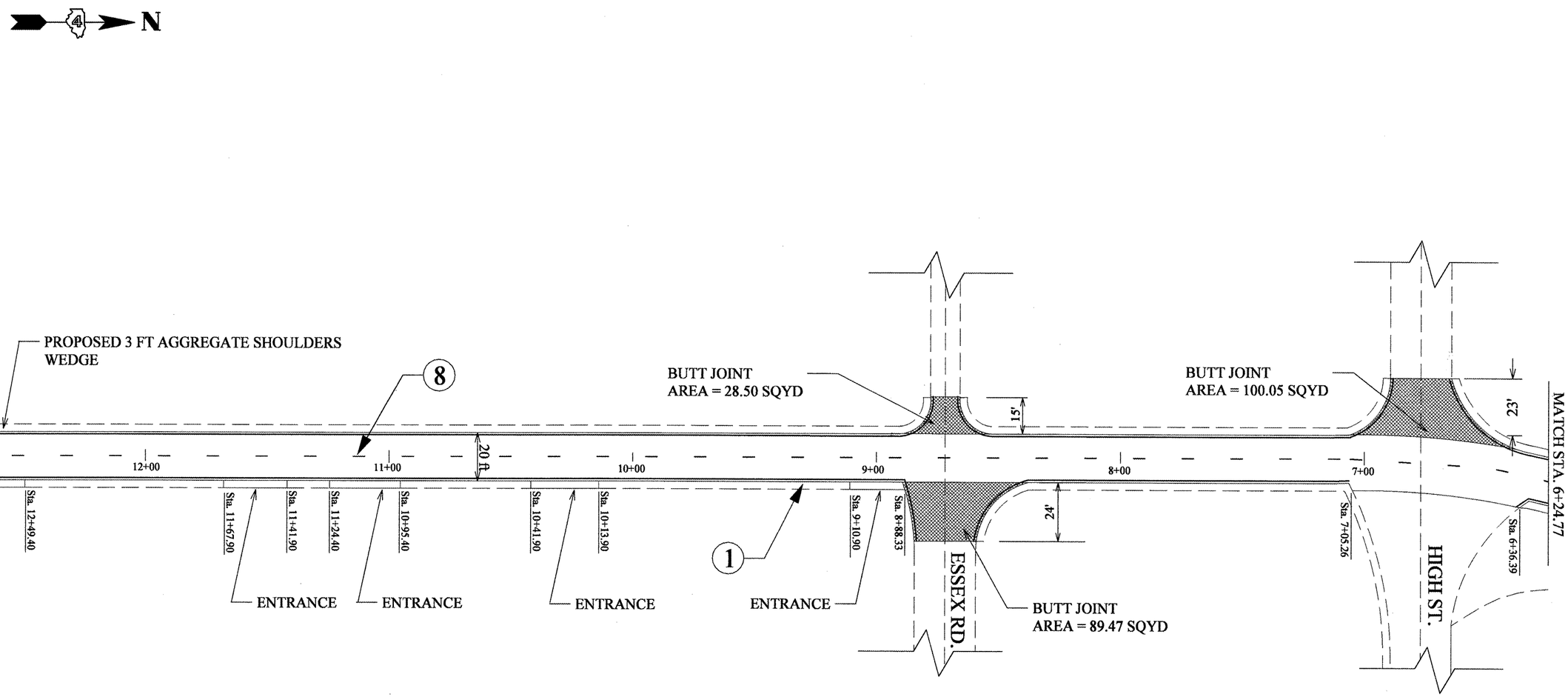
ILLINOIS DEPARTMENT OF TRANSPORTATION

LONDON MILLS ROAD DIAGRAM

SCALE: NOT TO SCALE
DATE 9/19/2003
DRAWN BY LCE
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	38

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



LEGEND:

① 4" Solid White
② 4" Solid Yellow
③ 4" Double Yellow
④ 8" Solid White
⑤ 12" Diagonal Yellow at 30' C.C.
⑥ 12" Diagonal White at 10' C.C.
⑦ 24" Stop Bar White
⑧ 4" Skip Dash Yellow
⑨ Letters and Arrows
⑩ One - Way Crystal Marker at 40' C.C.
⑪ One - Way Amber Marker at 40' C.C.
⑫ Two - Way Amber Marker at 40' C.C.
⑬ Two - Way Amber Marker at 80' C.C.

REVISIONS	
NAME	DATE

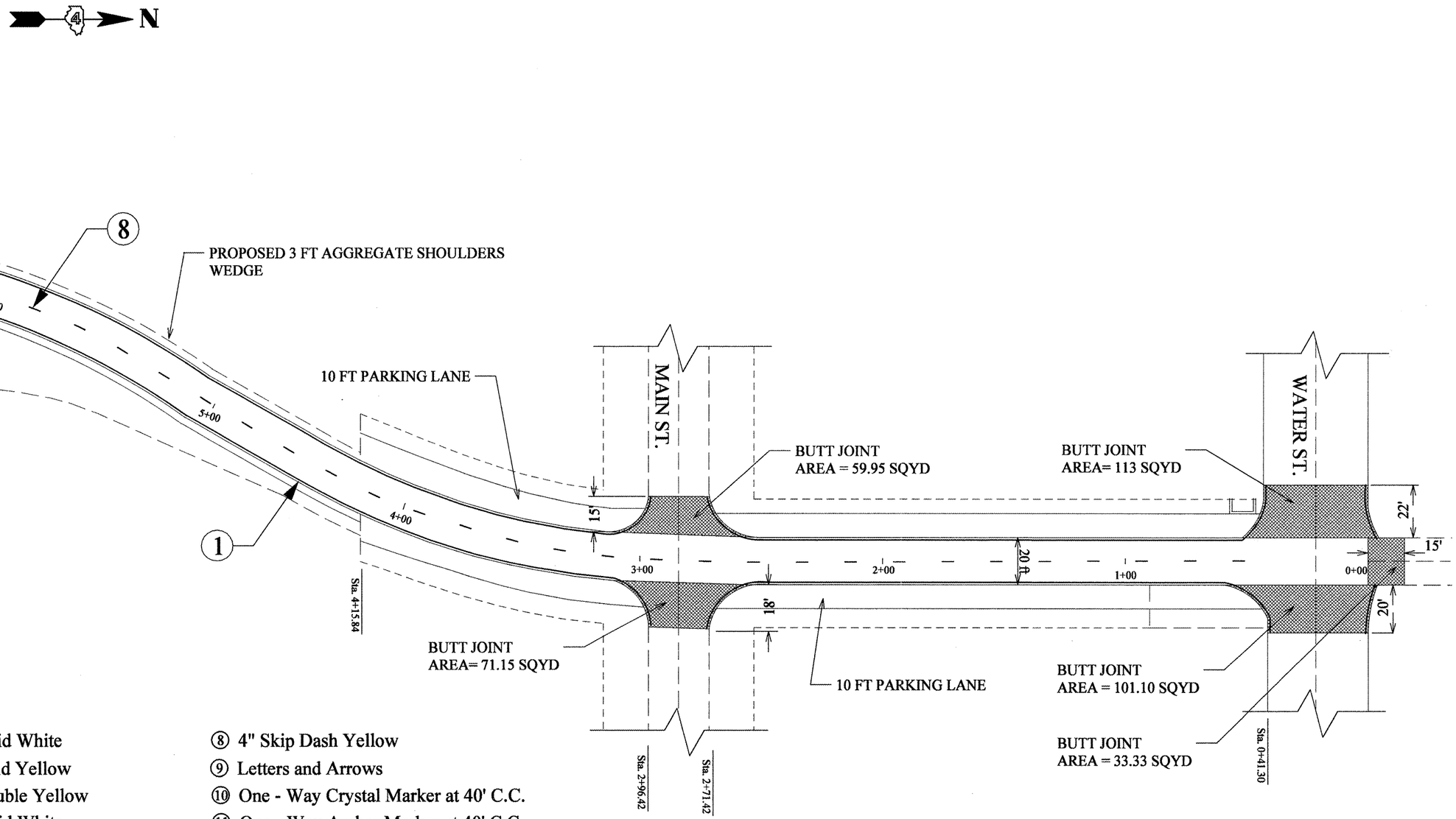
ILLINOIS DEPARTMENT OF TRANSPORTATION

LONDON MILLS ROAD DIAGRAM

SCALE: NOT TO SCALE
DRAWN BY LCE
DATE 9/19/2003
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	39

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



LEGEND:

① 4" Solid White
② 4" Solid Yellow
③ 4" Double Yellow
④ 8" Solid White
⑤ 12" Diagonal Yellow at 30' C.C.
⑥ 12" Diagonal White at 10' C.C.
⑦ 24" Stop Bar White
⑧ 4" Skip Dash Yellow
⑨ Letters and Arrows
⑩ One - Way Crystal Marker at 40' C.C.
⑪ One - Way Amber Marker at 40' C.C.
⑫ Two - Way Amber Marker at 40' C.C.
⑬ Two - Way Amber Marker at 80' C.C.

REVISIONS NAME	DATE

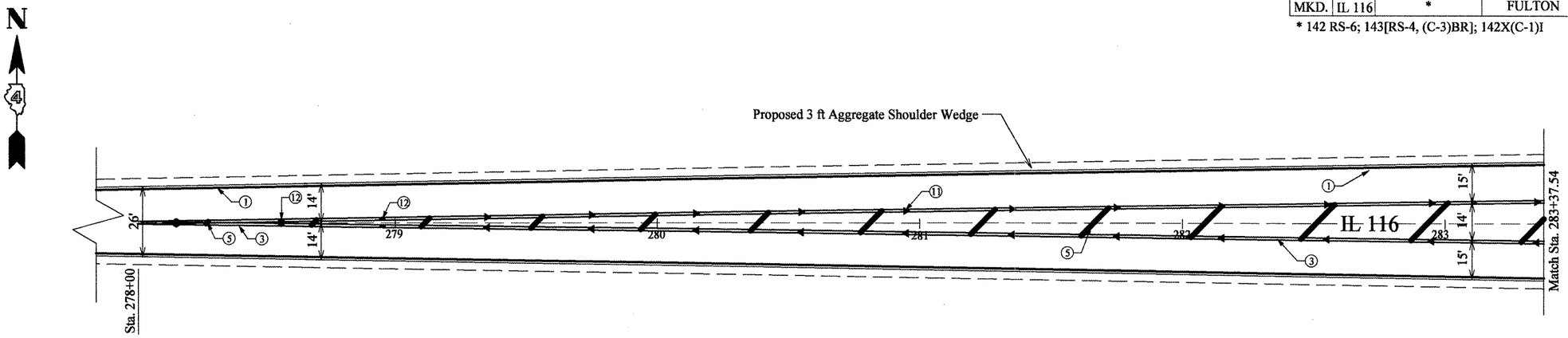
ILLINOIS DEPARTMENT OF TRANSPORTATION

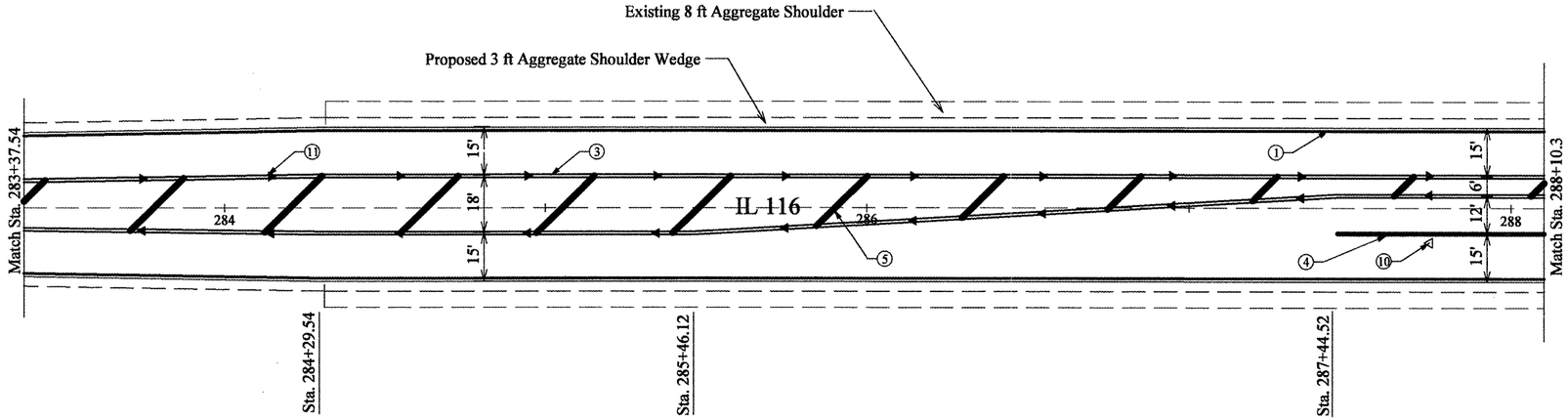
LONDON MILLS ROAD DIAGRAM

SCALE: NOT TO SCALE
DATE 9/19/2003
DRAWN BY LCE
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	40

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I





LEGEND:

① 4" Solid White
② 4" Solid Yellow
③ 4" Double Yellow
④ 8" Solid White
⑤ 12" Diagonal Yellow at 30' C.C.
⑥ 12" Diagonal White at 10' C.C.
⑦ 24" Stop Bar White
⑧ 4" Skip Dash Yellow
⑨ Letters and Arrows
⑩ One - Way Crystal Marker at 40' C.C.
⑪ One - Way Amber Marker at 40' C.C.
⑫ Two - Way Amber Marker at 40' C.C.
⑬ Two - Way Amber Marker at 80' C.C.

NOTE:
Lanes dimensions are from edge to edge

REVISIONS NAME	DATE

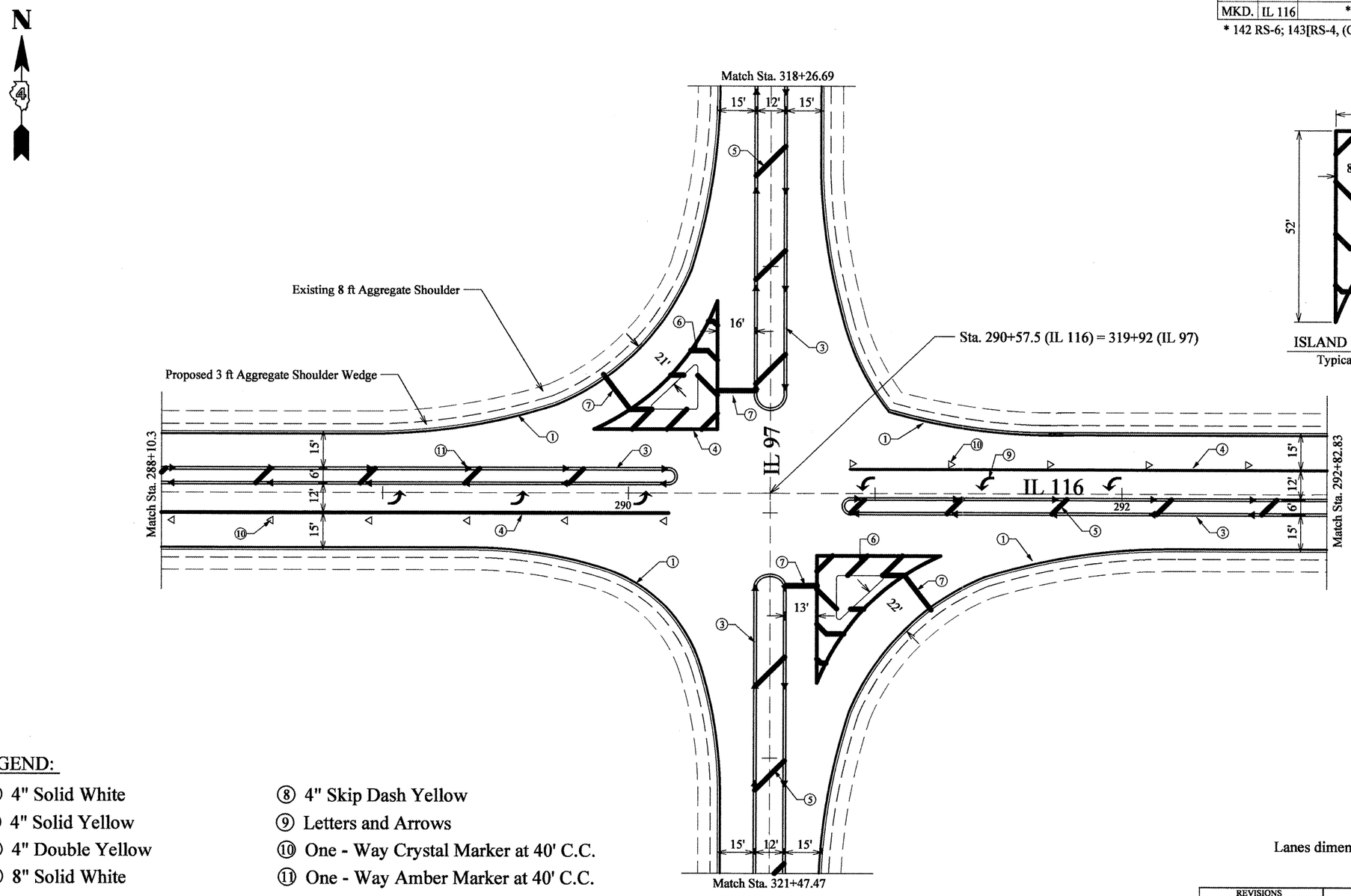
ILLINOIS DEPARTMENT OF TRANSPORTATION

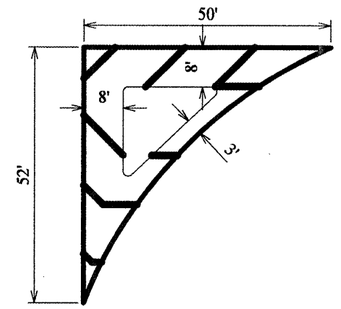
IL 116 AND IL 97 INTERSECTION DETAIL

SCALE: NOT TO SCALE
DATE 9/23/2003
DRAWN BY LCE
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	41

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I





ISLAND MARKING DETAIL
Typical at Both Location

LEGEND:

① 4" Solid White
② 4" Solid Yellow
③ 4" Double Yellow
④ 8" Solid White
⑤ 12" Diagonal Yellow at 30' C.C.
⑥ 12" Diagonal White at 10' C.C.
⑦ 24" Stop Bar White
⑧ 4" Skip Dash Yellow
⑨ Letters and Arrows
⑩ One - Way Crystal Marker at 40' C.C.
⑪ One - Way Amber Marker at 40' C.C.
⑫ Two - Way Amber Marker at 40' C.C.
⑬ Two - Way Amber Marker at 80' C.C.

NOTE:
Lanes dimensions are from edge to edge

REVISIONS	
NAME	DATE

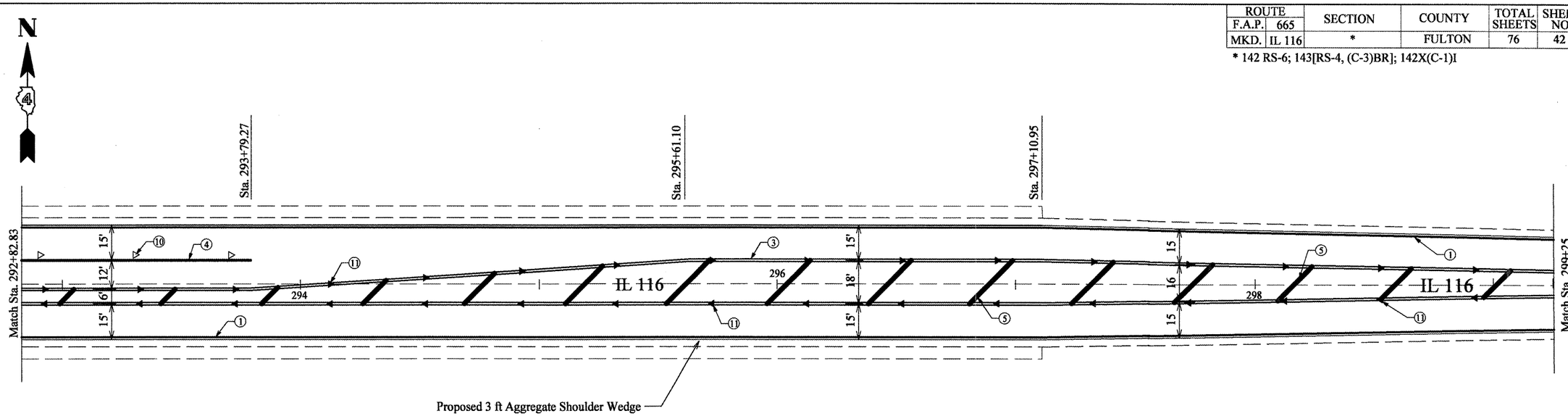
ILLINOIS DEPARTMENT OF TRANSPORTATION

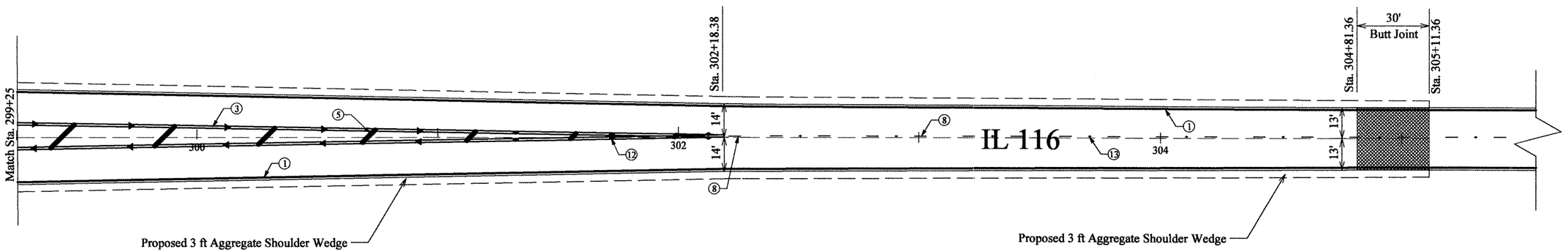
IL 116 AND IL 97 INTERSECTION DETAIL

SCALE: NOT TO SCALE
DRAWN BY LCE
DATE 9/23/2003
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	42

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I





LEGEND:

① 4" Solid White
② 4" Solid Yellow
③ 4" Double Yellow
④ 8" Solid White
⑤ 12" Diagonal Yellow at 30' C.C.
⑥ 12" Diagonal White at 10' C.C.
⑦ 24" Stop Bar White
⑧ 4" Skip Dash Yellow
⑨ Letters and Arrows
⑩ One - Way Crystal Marker at 40' C.C.
⑪ One - Way Amber Marker at 40' C.C.
⑫ Two - Way Amber Marker at 40' C.C.
⑬ Two - Way Amber Marker at 80' C.C.

NOTE:
Lanes dimensions are from edge to edge

REVISIONS NAME	DATE

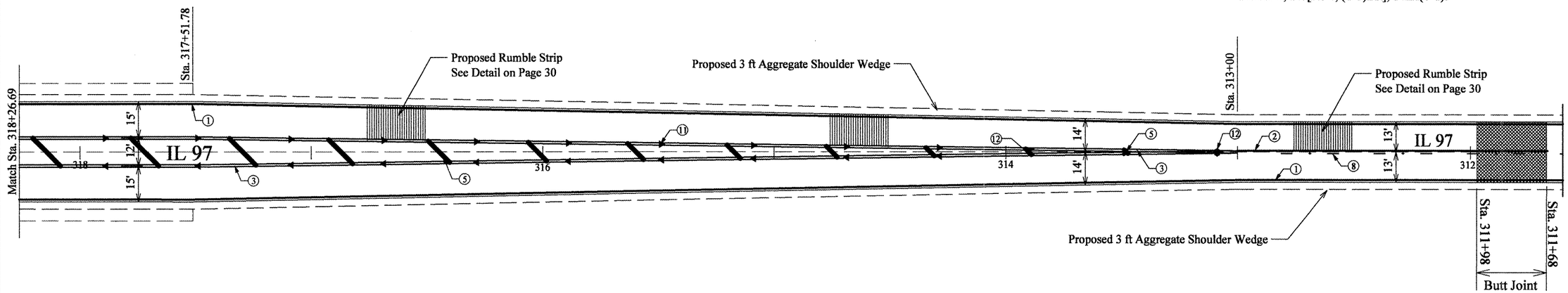
ILLINOIS DEPARTMENT OF TRANSPORTATION

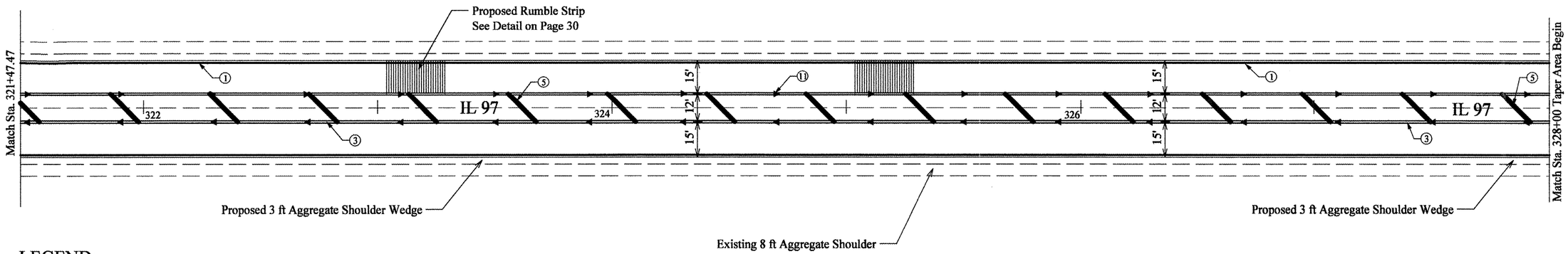
IL 116 AND IL 97 INTERSECTION DETAIL

SCALE: NOT TO SCALE
DRAWN BY LCE
DATE 9/23/2003
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	43

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I





LEGEND:

① 4" Solid White
② 4" Solid Yellow
③ 4" Double Yellow
④ 8" Solid White
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⑨ Letters and Arrows
⑩ One - Way Crystal Marker at 40' C.C.
⑪ One - Way Amber Marker at 40' C.C.
⑫ Two - Way Amber Marker at 40' C.C.
⑬ Two - Way Amber Marker at 80' C.C.

NOTE:
Lanes dimensions are from edge to edge

REVISIONS	
NAME	DATE

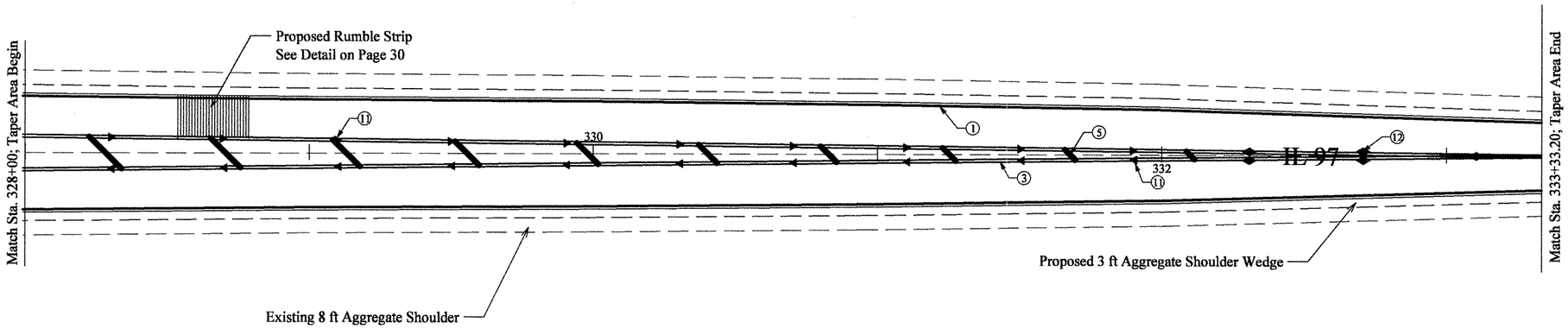
ILLINOIS DEPARTMENT OF TRANSPORTATION

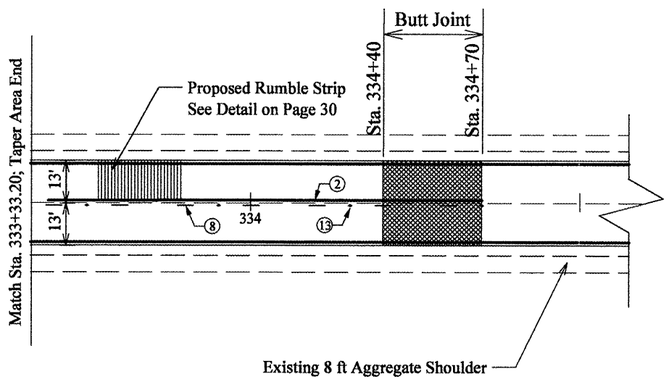
IL 116 AND IL 97 INTERSECTION DETAIL

SCALE: NOT TO SCALE DRAWN BY LCE
DATE 9/23/2003 CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	44

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I





LEGEND:

① 4" Solid White
② 4" Solid Yellow
③ 4" Double Yellow
④ 8" Solid White
⑤ 12" Diagonal Yellow at 30' C.C.
⑥ 12" Diagonal White at 10' C.C.
⑦ 24" Stop Bar White
⑧ 4" Skip Dash Yellow
⑨ Letters and Arrows
⑩ One - Way Crystal Marker at 40' C.C.
⑪ One - Way Amber Marker at 40' C.C.
⑫ Two - Way Amber Marker at 40' C.C.
⑬ Two - Way Amber Marker at 80' C.C.

NOTE:
Lanes dimensions are from edge to edge

REVISIONS	
NAME	DATE

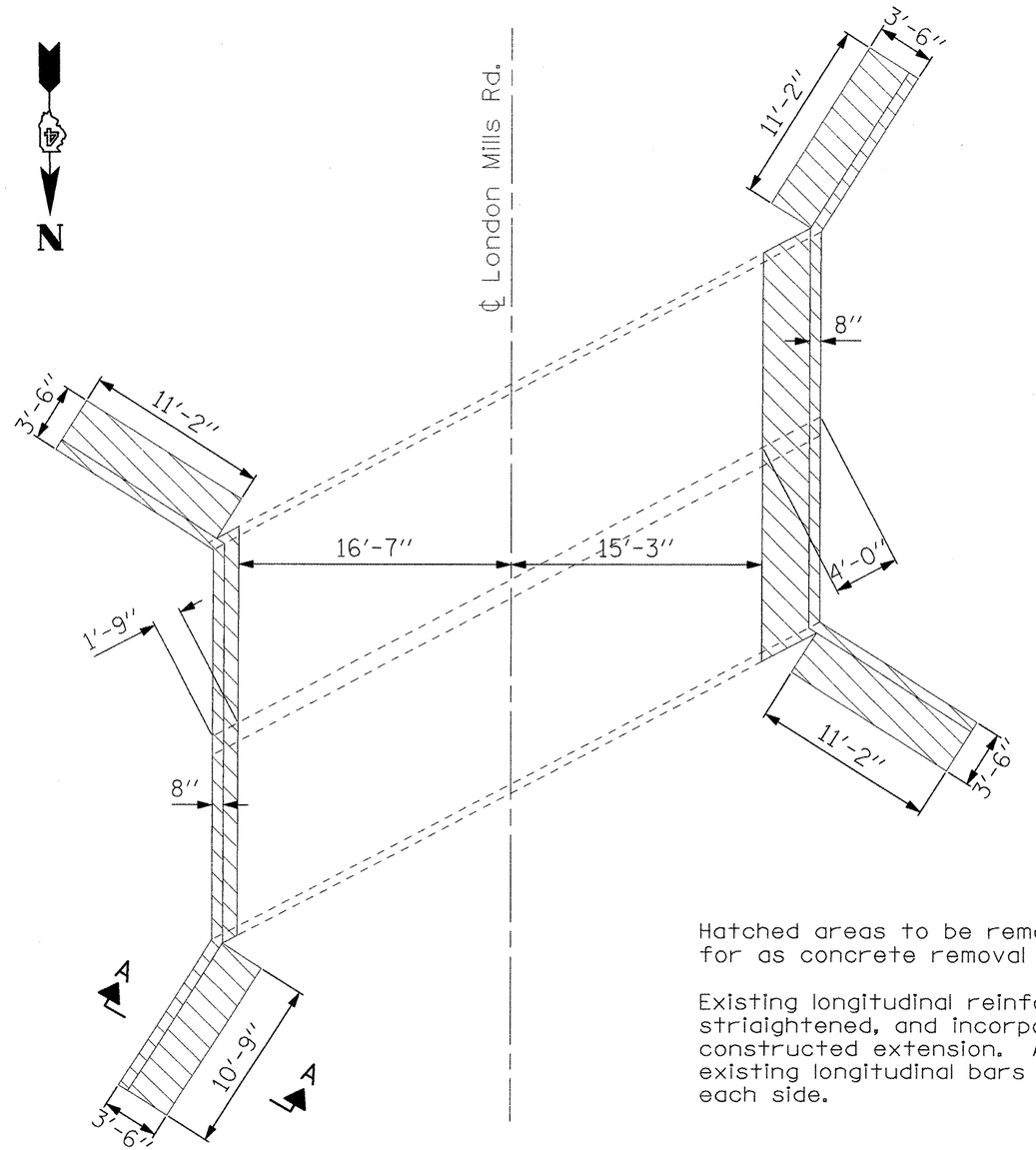
ILLINOIS DEPARTMENT OF TRANSPORTATION

IL 116 AND IL 97 INTERSECTION DETAIL

SCALE: NOT TO SCALE
DRAWN BY LCE
DATE 9/23/2003
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	45

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

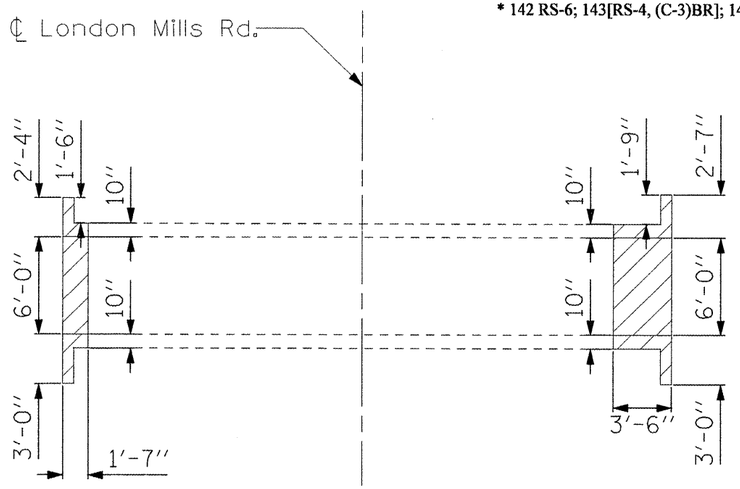


PLAN VIEW

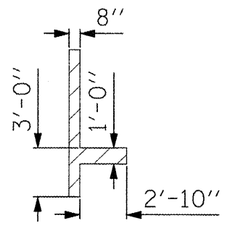
CH 2 (LONDON MILLS RD)
STA. 23+70.39

Hatched areas to be removed, which shall be paid for as concrete removal

Existing longitudinal reinforcement to be cleaned, striaightened, and incorporated into the newly constructed extension. A length of 1'-4" of the existing longitudinal bars should be maintained on each side.



ELEVATION



SECTION A-A

REVISIONS NAME	DATE

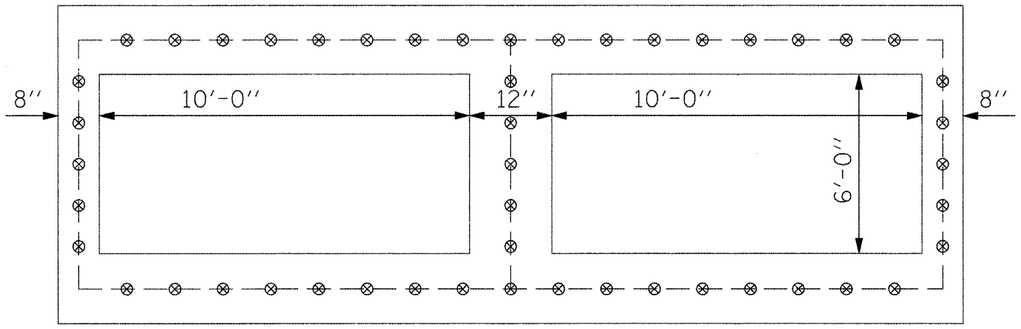
ILLINOIS DEPARTMENT OF TRANSPORTATION

CULVERT REMOVAL DETAIL

SCALE: NOT TO SCALE
DATE 4/17/08
DRAWN BY DHS
CHECKED BY

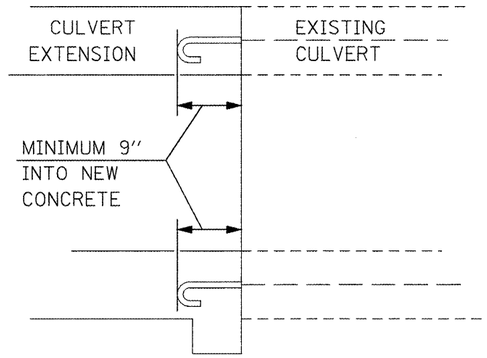
ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	46

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



END VIEW

CH 2 (LONDON MILLS RD)
STA. 23+70.39



SIDE VIEW

CH 2 (LONDON MILLS RD)
STA. 23+70.39

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

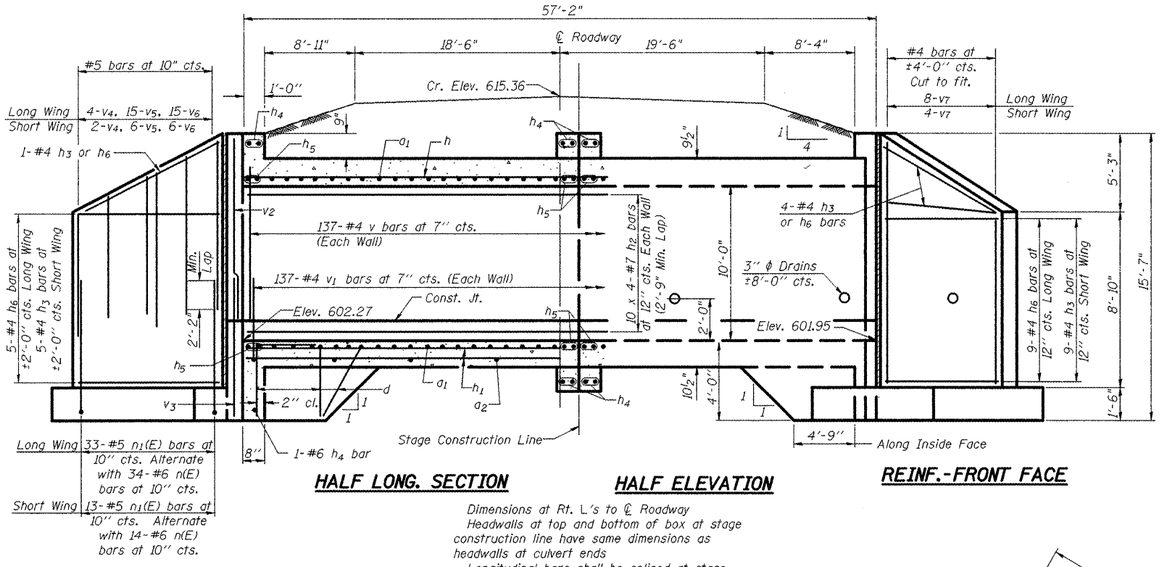
EXPANSION BOLT DETAIL

SCALE: NOT TO SCALE
DATE 4/18/08

DRAWN BY DHS
CHECKED BY

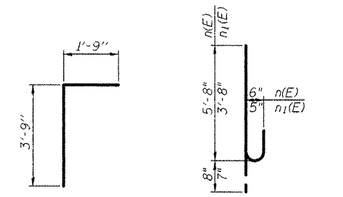
ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	47

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

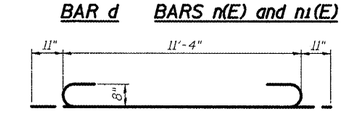


REINF.-BACK FACE **HALF LONG. SECTION** **HALF ELEVATION** **REINF.-FRONT FACE**

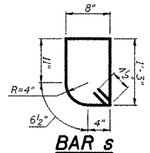
Dimensions at Rt. ℄'s to ℄ Roadway
Headwalls at top and bottom of box at stage construction line have same dimensions as headwalls at culvert ends
Longitudinal bars shall be spliced at stage construction line with Bar Splicer Assemblies



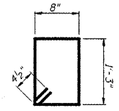
BAR d **BARS n(E) and n1(E)**



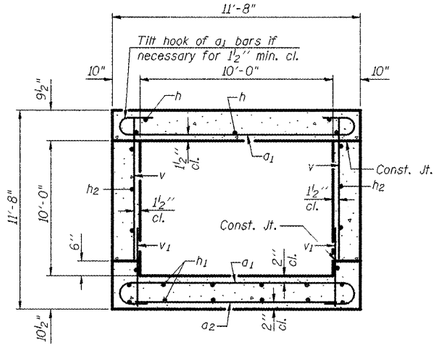
BAR a1



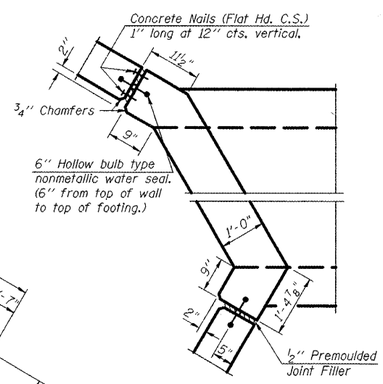
BAR s



BAR s1



SECTION THRU BARREL



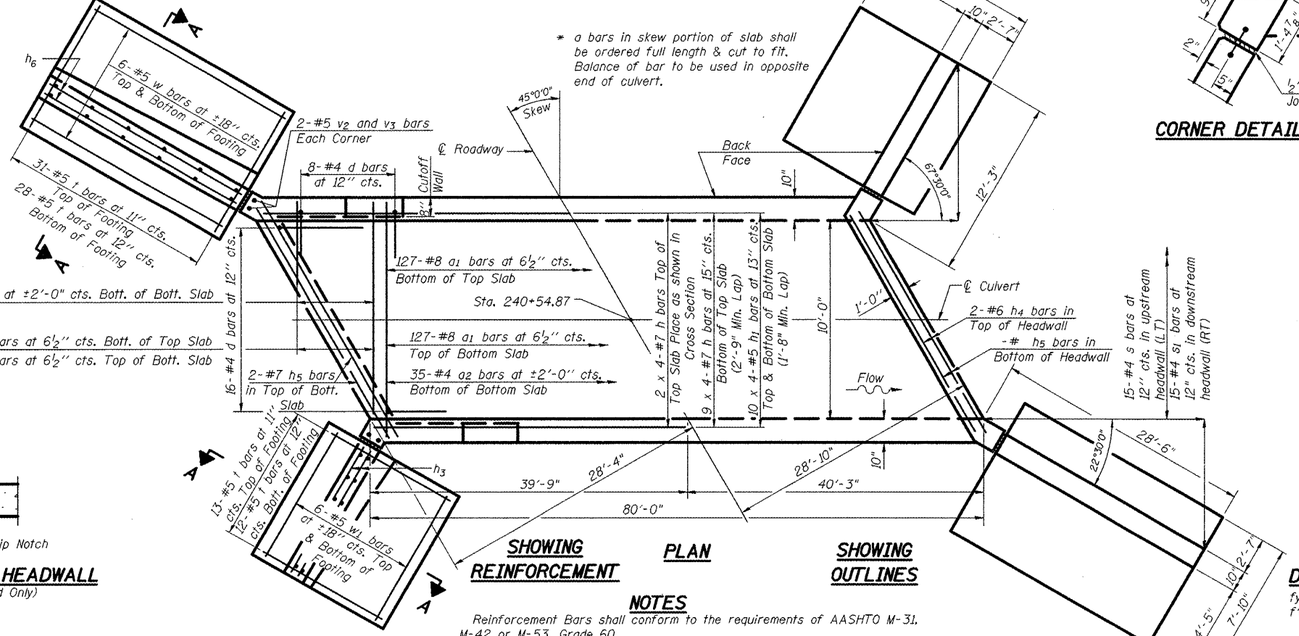
CORNER DETAIL

STATION 240+54.87
BUILT 2009 BY
STATE OF ILLINOIS
F.A.P. 665 SEC. 143(C-8)BR
LOADING HS20-44
STRUCTURE NO. 029-2514

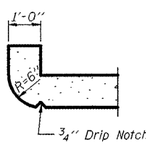
NAME PLATE
See Std. 515001

BILL OF MATERIAL

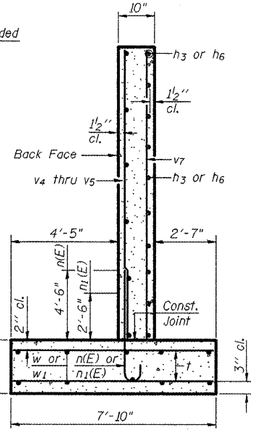
Bar	No.	Size	Length	Shape
a_1	290	#8	13'-2"	
a_2	39	#4	10'-3"	
d	64	#4	5'-6"	
h	33	#7	23'-6"	
h_1	60	#5	22'-6"	
h_2	60	#7	23'-6"	
h_3	19	#4	11'-1"	
h_4	14	#6	14'-0"	
h_5	16	#7	14'-0"	
h_6	19	#4	27'-4"	
n(E)	96	#6	6'-4"	
n_1(E)	92	#5	4'-3"	
s	15	#4	4'-6"	
s_1	15	#4	4'-7"	
t	168	#5	7'-6"	
v	274	#4	10'-2"	
v_1	274	#4	2'-5"	
v_2	8	#5	10'-9"	
v_3	8	#5	6'-2"	
v_4	12	#5	6'-10"	
v_5	42	#5	9'-2"	
v_6	42	#5	11'-6"	
v_7	24	#4	15'-0"	
w	12	#5	27'-4"	
w_1	12	#5	11'-1"	
Concrete Box Culverts			Cu. Yd.	143
Bar Splicers			Each	51
Reinfocement Bars, Epoxy Coated			Pound	1,321
Reinforcement Bars			Pound	25,333



SHOWING REINFORCEMENT **PLAN** **SHOWING OUTLINES**



SECTION THRU HEADWALL
(Up Stream End Only)



SECTION A-A

* a bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end of culvert.

NOTES

Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
Reinforcement bars designated (E) shall be epoxy coated.
All construction joints shall be bonded.

DESIGN STRESSES
fy = 60,000 psi
f'c = 3,500 psi

Max. Soil Pressure under footing = 3000 psf

LOADING HS 20-44 & ALT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

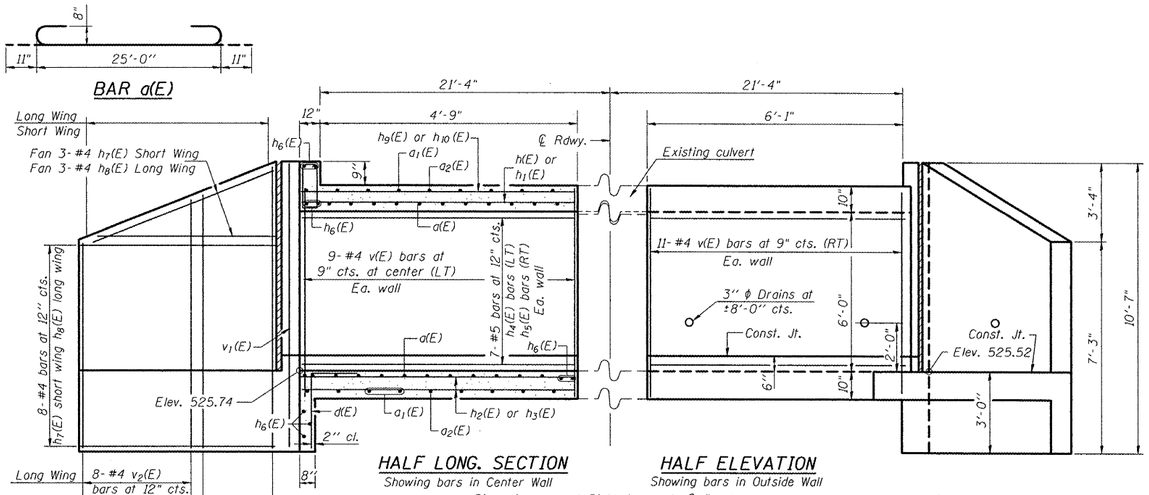
CULVERT DETAIL
IL Route 116
Sta. 240+54.87
S.N. 029-2514

SCALE: NOT TO SCALE DRAWN BY DHS
DATE 2/28/2008 CHECKED BY

SSB-T2-L 10-22-04

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	48

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I Contract No. 68353



STATION 23+70.39
RE-BUILT 2009 BY
STATE OF ILLINOIS
F.A.P. 665 SEC. 143(C-8)BR
LOADING HS20-44
STRUCTURE NO. 029-2000

NAME PLATE
See Std. 515001

STATE OF ILLINOIS
RALPH E. ANDERSON
081-004625
SPRINGFIELD
LICENSED STRUCTURAL ENGINEER

EXPIRES 11-30-2010

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	62	#8	26'-10"	
a1(E)	46	#7	17'-4"	
a2(E)	28	#5	14'-6"	
d(E)	50	#4	4'-6"	
h(E)	22	#6	6'-4"	
h1(E)	22	#6	7'-8"	
h2(E)	44	#5	6'-4"	
h3(E)	44	#5	7'-8"	
h4(E)	21	#5	6'-4"	
h5(E)	21	#5	7'-8"	
h6(E)	14	#6	24'-6"	
h7(E)	24	#4	7'-5"	
h8(E)	24	#4	12'-11"	
h9(E)	22	#4	6'-4"	
h10(E)	22	#4	7'-8"	
s(E)	25	#4	4'-6"	
s1(E)	25	#4	4'-7"	
v(E)	60	#4	7'-4"	
v1(E)	8	#4	10'-0"	
v2(E)	26	#4	8'-6"	
v3(E)	18	#4	10'-0"	
w(E)	14	#5	22'-6"	
w1(E)	14	#5	11'-6"	
z(E)	64	#6	7'-4"	
Expansion Bolts 3/4"		Each	98	
Concrete Box Culverts		Cu. Yd.	46	
Reinforcement Bars, Epoxy Coated		Pound	11070	

Reinforcement bars designated (E) shall be epoxy coated.

Notes: Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

ILLINOIS DEPARTMENT OF TRANSPORTATION

CULVERT DETAIL
CH 2 (London Mills Rd.)
Sta. 23+70.39
S.N. 029-2000

SCALE: NOT TO SCALE DRAWN BY DHS
DATE 1/25/2008 CHECKED BY

0292000.dgn 03/19/2009 2:00:11 PM

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	*	FULTON	76	49

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

Illinois Department of Transportation
Division of Highways
SCI Engineering, Inc.

SOIL BORING LOG

Page 1 of 1

Date 1/19/09

ROUTE FAP 665 (IL 116) DESCRIPTION Boring for Culvert Replacement (SN 029-2514) on IL Route 116 over Swegle Creek LOGGED BY SCI

SECTION 142RS-6; 143[RS-4,(C-8)BR]; 142X(C-1) LOCATION Approx. 250 ft east of Hershey Road; SW 1/4, SEC. 4, TWP. 8N, RNG. 3E.

COUNTY Fulton DRILLING METHOD CME45 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 029-2500 (existing)
Station 240+54.87

BORING NO. B-1
Station 239+93
Offset 13 ft Rt
Ground Surface Elev. 614.2 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter 604.7 ft ▼
Upon Completion 602.2 ft ▽
After - Hrs. Backfilled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
0			
ASPHALT - 6 inches 613.70			
CRUSHED ROCK - 9 inches 612.95	7		
FILL: Dark brown clay, trace fine gravel (A-7) 612.45	5	4.7	27
	5	B	
FILL: Dark brown silty clay loam (A-6)			
Becomes dark brown and brown	1		
	3	3.0	20
-5	6	B	
	2		
	3	1.2	27
	3	B	
606.20			
FILL: Dark brown and gray clay (A-7)	1		
1.65B: 24 percent moisture	2	0.2	36
604.70 ▼	3	B	
-10 CLAY LOAM: Dark brown and brown, trace to some fine gravel (A-7)	1		
602.70			
SANDY CLAY LOAM: Dark gray and brown, trace to some fine gravel (A-4) ▽	2	<0.25	27
	2	P	
	3		
600.20			
CLAYEY SHALE: Gray and brown	8	-	19
-15	7		
	5		
Becomes brown and gray	8	3.6	15
	12	S	
	4		
-20	8	3.7	16
	18	S	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY SHALE: Gray and brown (continued)			
	4		
	5	2.8	16
	9	S	
Becomes gray and appears to be more difficult to auger	13		
	17	3.5	13
-25	13	S	
	10		
	16	3.1	12
	17	S	
	7		
	16	3.0	13
-30	18	S	
Very hard to auger.	30		
	100	4.4	13
-35		S	
	100		
577.60		5.2	11
End of Boring Auger refusal at 37 feet.		S	
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
SCI Engineering, Inc.

SOIL BORING LOG

Page 1 of 1

Date 1/20/09

ROUTE FAP 665 (IL 116) DESCRIPTION Boring for Culvert Replacement (SN 029-2514) on IL Route 116 over Swegle Creek LOGGED BY SCI

SECTION 142RS-6; 143[RS-4,(C-8)BR]; 142X(C-1) LOCATION Approx. 250 ft east of Hershey Road; SW 1/4, SEC. 4, TWP. 8N, RNG. 3E.

COUNTY Fulton DRILLING METHOD CME45 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 029-2500 (existing)
Station 240+54.87

BORING NO. B-2
Station 240+88
Offset 14 ft Lt
Ground Surface Elev. 615.6 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter 604.6 ft ▼
Upon Completion 598.6 ft ▽
After - Hrs. Backfilled ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
0			
ASPHALT - 3 inches ~~615.30~~			
CRUSHED ROCK & SOIL MIXTURE 614.35	13		
FILL: Brown clay loam, trace fine gravel	9	6.1	18
Sample appears frozen - Rimac test performed	6	S	
	2		
	2	1.3	21
-5	3	P	
	1		
	2	1.0	21
	3	P	
607.60			
CLAY LOAM: Dark brown, trace fine gravel (A-7)	WH		
	2	0.6	29
-10	1	B	
▼	2		
603.85			
SANDY CLAY LOAM: Dark grayish brown and brown, trace fine gravel (A-6)	1	<0.25	28
	1	P	
	4		
601.60			
CLAYEY SHALE: Gray and brown	7	4.8	14
-15	11	S	
	5		
Becomes brown and gray ▽	20	4.5	11
	26	P	
Hard to auger.	16		
	100	4.5	9
-20		P	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY SHALE: Gray and brown (continued)			
Becomes gray	21		
	29	2.8	13
	75	S	
	21		
	100	2.4	10
590.60 -25		S	
End of Boring at 25 ft.			
-30			
-35			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING LOGS
IL Route 116
Sta. 240+54.87
S.N. 029-2514

SCALE: NOT TO SCALE DRAWN BY DHS
DATE 1/23/2009 CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	50

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

Illinois Department of Transportation
Division of Highways
SCI Engineering, Inc.

SOIL BORING LOG

Page 1 of 1

Date 1/13/09

ROUTE FAP 665 (IL 116) DESCRIPTION Boring for Culvert Extension on London Mills Road LOGGED BY SCI

SECTION 142RS-6; 143[RS-4,(C-8)BR]; 142X(C-1) LOCATION Approx. 170 ft north of IL Route 116; NW 1/4, SEC. 3, TWP. 8N, RNG. 2E,

COUNTY Fulton DRILLING METHOD CME45 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 029-2000 (existing)
Station 23+70.39

BORING NO. B-3
Station 23+37
Offset 12 ft Lt
Ground Surface Elev. 535.0 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 516.5 ft ▼
Upon Completion 528.0 ft ▽
After - Hrs. Backfilled ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CRUSHED ROCK - 3 inches	534.75			
FILL: Dark brown sandy clay loam (A-4)	533.50	4		
FILL: Brown sand, fine to medium, trace fine gravel (A-2)	532.75	3 4	-	8
FILL: Brown sandy clay (A-6)		1		
No recovery - auger cuttings obtained	-5	2 2	-	15
CLAY: Dark gray (A-7)	529.50	1		
	▽	2 2	1.3 P	32
		1		
		1 2	<0.25 P	34
Becomes gray and brown	-10	1		
		1 2	0.4 B	27
SILTY CLAY LOAM: Gray, with deposits of fine sand	522.00	1		
	-15	1 2	0.4 B	25
		1		
		1 2	0.6 B	30
SAND: Gray, fine to medium, trace fine gravel, trace to some clay (A-2)	517.00 ▼	WH		
	-20	WH WH	-	20

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND: Gray, fine to medium, trace fine gravel, trace to some clay (A-2) (continued)				
Approximately 3 feet of sand blow in after SPT sample at 18.5 to 20 feet obtained. Air temperature about 1 degree Fahrenheit and water in tank on service truck was frozen around valve. Sample was not obtained from 21 to 22.5 feet.	512.50			
CLAYEY SHALE: Gray with deposits of SILTSTONE		20		
Driller observed drilling was hard at 22.5 feet.	-25	100 38	4.5 P	7
		100	4.5 P	5
		30		
		100	4.5 P	10
End of Boring at 29.8 ft.	505.00 -30			
	-35			
	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
SCI Engineering, Inc.

SOIL BORING LOG

Page 1 of 1

Date 1/12/09

ROUTE FAP 665 (IL 116) DESCRIPTION Boring for Culvert Extension on London Mills Road LOGGED BY SCI

SECTION 142RS-6; 143[RS-4,(C-8)BR]; 142X(C-1) LOCATION Approx. 170 ft north of IL Route 116; NW 1/4, SEC. 3, TWP. 8N, RNG. 2E,

COUNTY Fulton DRILLING METHOD CME45 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 029-2000 (existing)
Station 23+70.39

BORING NO. B-4
Station 24+00
Offset 31 ft Rt
Ground Surface Elev. 528.7 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 514.7 ft ▼
Upon Completion 524.7 ft ▽
After - Hrs. Backfilled ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY LOAM: Dark brown (A-6)		2		
Sample recovered was frozen, no recovery of unfrozen materials.	526.70	2 3	-	26
CLAY: Dark brown (A-7)		1		
	▽	1 3	0.3 P	35
	-5			
SAND: Grayish brown, fine, trace to some silt, clay, trace wood (A-2)	523.20	1		
		1 2	0.3 P	25
SANDY LOAM: Grayish brown and brown, trace to some organics (A-2)	519.95	1		
	-10	1 3	-	26
		1		
		1 2	<0.25 P	19
	▼	WH		
	-15	1 1	<0.25 P	37
SAND: Gray, fine to medium, trace fine gravel (A-3)	513.20	3		
		3 3	-	19
Approximately 3 feet of sand blow in after SPT test performed. Tremie pipe used to flush augers.	509.95	4		
CLAYEY SHALE: Gray		8	3.7	19
COAL	509.20 -20	27	S	

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
COAL (continued)	508.20			
CLAYEY SHALE: Gray		36		
		100	1.6 S	9
SILTSTONE: Gray, with deposits of SANDY SHALE	505.70	100	4.5 P	14
	-25			
	502.40	100	4.5 P	16
End of Boring at 26.3 ft.				
	-30			
	-35			
	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

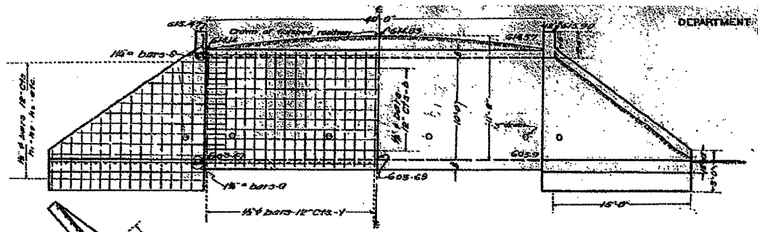
BORING LOGS
CH 2 (London Mills Rd.)
Sta. 23+70.39
S.N. 029-2000

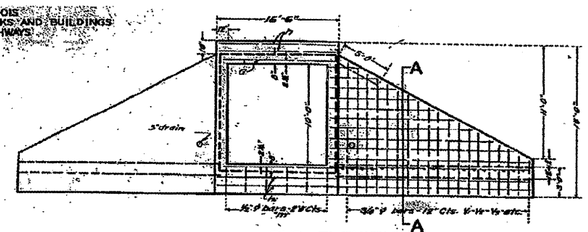
SCALE: NOT TO SCALE DRAWN BY DHS
DATE 1/23/2009 CHECKED BY

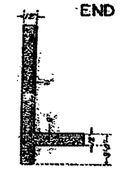
ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	51

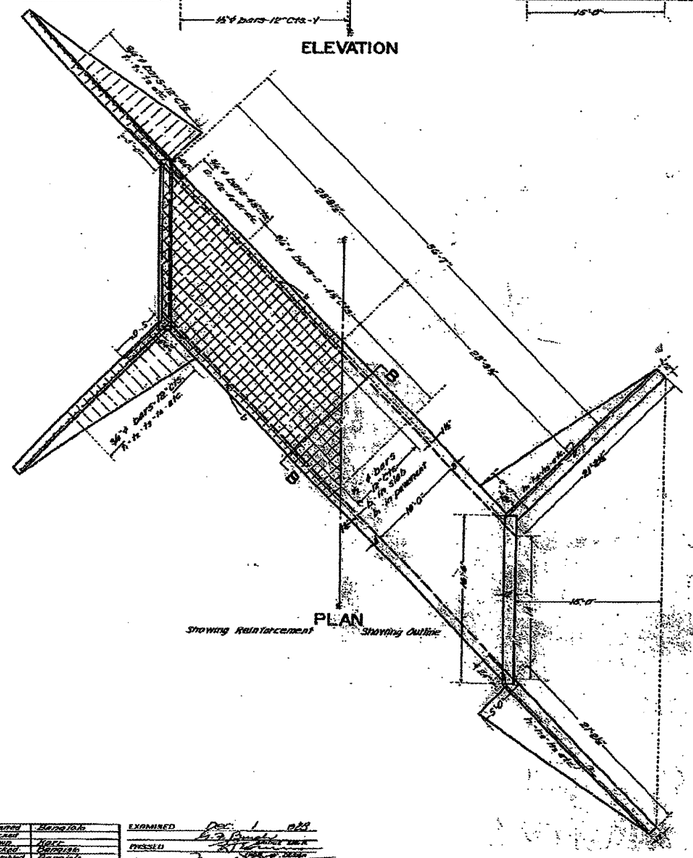
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

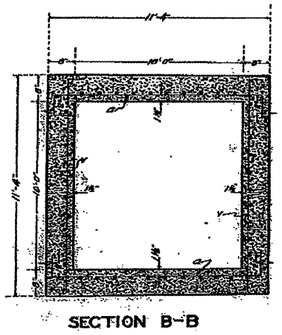
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS











Note:
Use "m" bars in downstream headwall only.
Class "X" concrete to be used throughout.

BILL OF MATERIAL

Class	No	Size	Length
a	220	#4	11'-6"
Ca	8	#4	11'-6"
Cb	8	#4	11'-6"
Cc	8	#4	11'-6"
Cd	8	#4	11'-6"
Ce	8	#4	11'-6"
Cf	8	#4	11'-6"
Cg	8	#4	11'-6"
Ch	8	#4	11'-6"
Ci	8	#4	11'-6"
Cj	8	#4	11'-6"
Ck	8	#4	11'-6"
Cl	8	#4	11'-6"
Cm	8	#4	11'-6"
Cn	8	#4	11'-6"
Co	8	#4	11'-6"
Cp	8	#4	11'-6"
Cq	8	#4	11'-6"
Cr	8	#4	11'-6"
Cs	8	#4	11'-6"
Ct	8	#4	11'-6"
Cu	8	#4	11'-6"
Cv	8	#4	11'-6"
Cw	8	#4	11'-6"
Cx	8	#4	11'-6"
Cy	8	#4	11'-6"
Cz	8	#4	11'-6"
Caa	8	#4	11'-6"
Cbb	8	#4	11'-6"
Cc	8	#4	11'-6"
Y	116	#6	11'-8"
b	10	#4	10'-6"
bb	16	#4	10'-6"
m	4	#6	11'-6"
mm	4	#6	11'-6"
n	4	#6	11'-6"
nn	4	#6	11'-6"
p	4	#6	11'-6"
pp	4	#6	11'-6"
q	4	#6	11'-6"
qq	4	#6	11'-6"
r	4	#6	11'-6"
rr	4	#6	11'-6"
s	4	#6	11'-6"
ss	4	#6	11'-6"
x	92	#4	21'-5"
xx	92	#4	21'-5"
III	9	#6	32'-0"
o	3	#6	32'-0"
Steel Lbs.			11,880
Concrete Cu.Yds.			182.5

Designed	Bengston	EXAMINED	Dec. 1 1925
Checked			
Drawn	Nelson	PASSED	[illegible]
Traced	Bengston		
Compared	Daniels	APPROVED	[illegible]
Checked	Daniels		

STA. 240+45
STATE BOND ISSUE
RTE. 97 SEC. 143
FULTON COUNTY

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

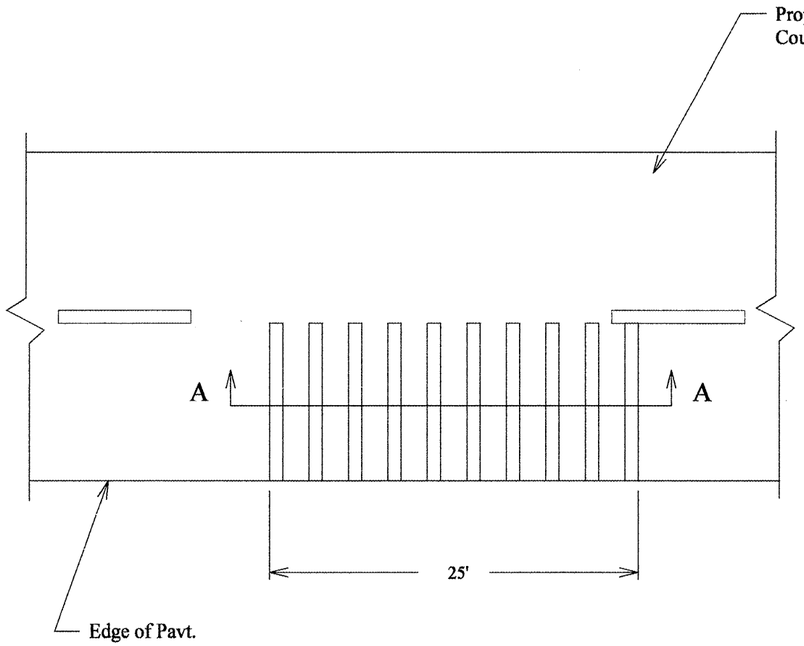
ILLINOIS DEPARTMENT OF TRANSPORTATION

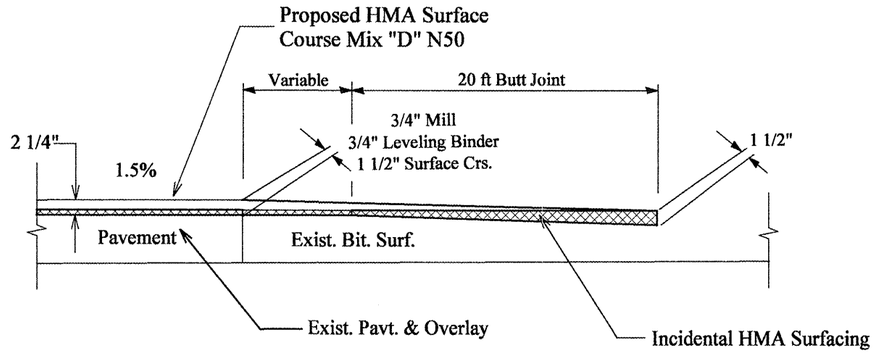
EXISTING CULVERT DETAIL
IL 116 Sta. 240+54.87

SCALE: NOT TO SCALE
DRAWN BY DHS
DATE 1/25/2008
CHECKED BY

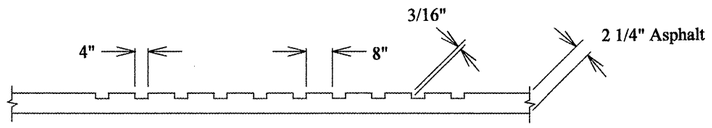
ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	52

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I





SIDEROAD DETAILS
Not to Scale



SECTION A-A

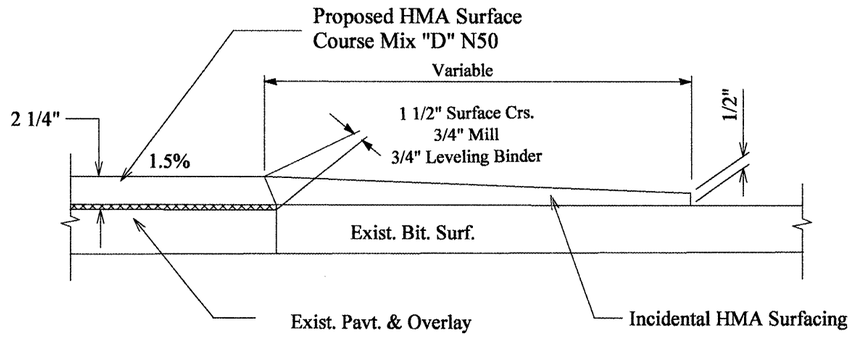
LOCATIONS:

RT STA. 312+50 TO 312+75 LT STA. 325+04 TO 325+29
RT STA. 314+50 TO 314+75 LT STA. 328+50 TO 328+75
RT STA. 316+50 TO 316+75 LT STA. 333+54 TO 333+79
LT STA. 323+04 TO 323+29

NOTES:

1. Rumble strip will be paid for per square yard of grooved area which includes all labor and equipment necessary to do the work.
2. Rumble strips are to be grooved into the pavement after placement of the HMA Surf. Cse.

RUMBLE STRIP DETAILS
Not to Scale



ENTRANCES AND MAILBOX TURN OUT DETAILS
Not to Scale

REVISIONS NAME	DATE

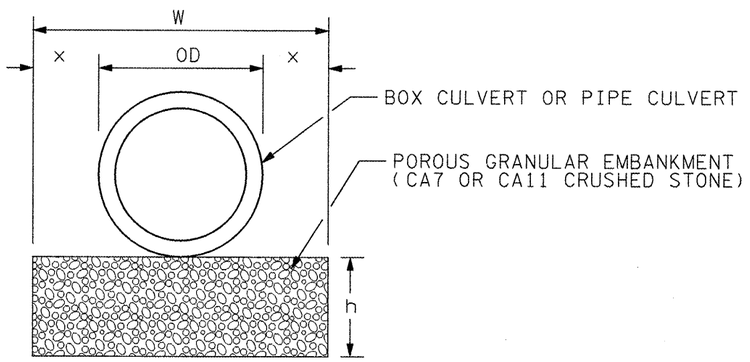
ILLINOIS DEPARTMENT OF TRANSPORTATION

RUMBLE STRIP, SIDEROAD AND MAILBOX TURN OUT DETAILS

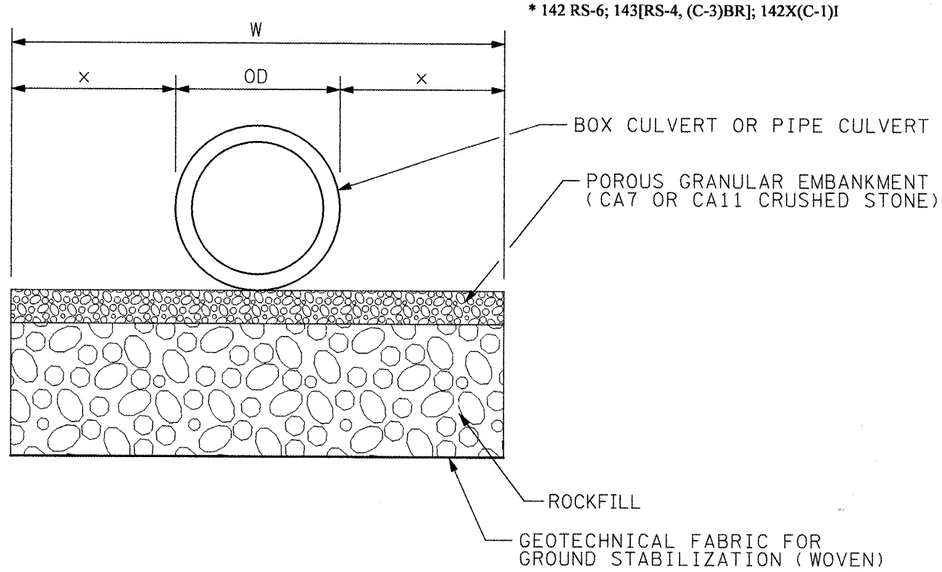
SCALE: NOT TO SCALE DRAWN BY LCE
DATE 9/29/2003 CHECKED BY

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	*	FULTON	76	53

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



ALTERNATE I: FOR 12" TO 18" UNDERCUT



ALTERNATE II: FOR 18" TO 36" UNDERCUT

CULVERT LOCATION	UNDERCUT			
	DEPTH	WIDTH		
	h	x	OD	W
IL 116: Sta. 240+54.87	24	24	11ft	15ft
London Mills: Sta. 23+70.39	24	24	22ft	26ft

GENERAL NOTES:

1. Undercut if the Dynamic Cone Penetrometer tests indicate soil strength is less than 1 ton/sq ft.

2. DEFINITIONS:
   OD = Outside Diameter or outside width of box culvert
   h = Depth of undercut (for precast box culverts, the upper 6" is included in the cost of culvert).
   x = h or min. width specified in Sec. 542.04, which ever is greater for pipe culverts.
   x = h or minimum 2 feet, which ever is greater for box culverts.
   W = Width of undercut = 2x + OD

3. For undercuts greater than 36", use Alternate II with undercut treatments as directed by the District Geotechnical Engineer.

DESIGNER NOTES:

2. ASSURE TREATMENT AREAS ARE SHOWN IN PLANS AND ON CROSS SECTIONS.
3. INCLUDE SOIL BORINGS FOR TREATED AREAS.

All dimensions are in inches (millimeters) unless otherwise noted.

DATE	REVISIONS	BY

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

UNSUITABLE EXCAVATION TREATMENT FOR CULVERTS

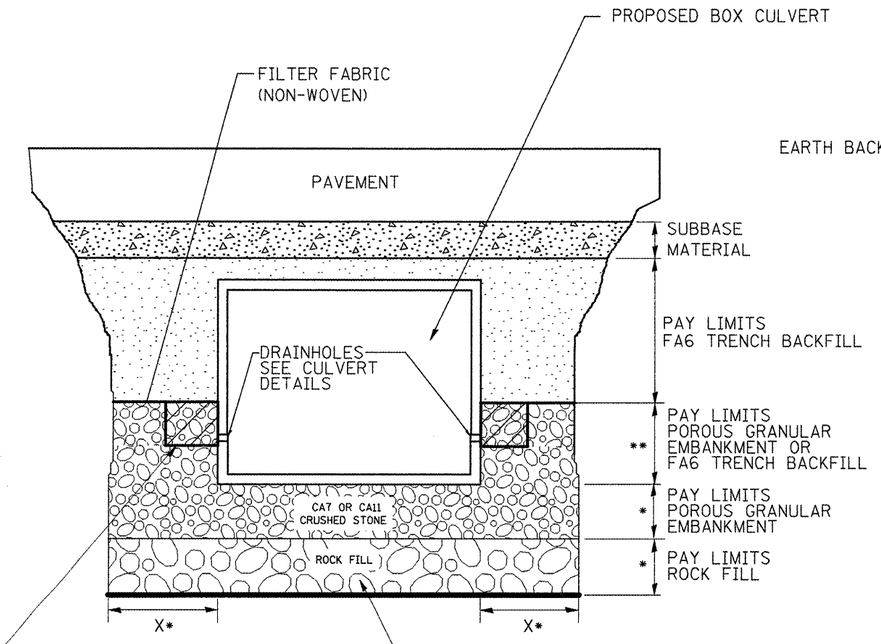
SCALE: NOT DRAWN TO SCALE DRAWN BY HZS

DATE 9-7-2007 CHECKED BY

ROUTE F.A.P.	665	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MKD.	IL 116	*	FULTON	76	54

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

ROADWAY PROFILE VIEW



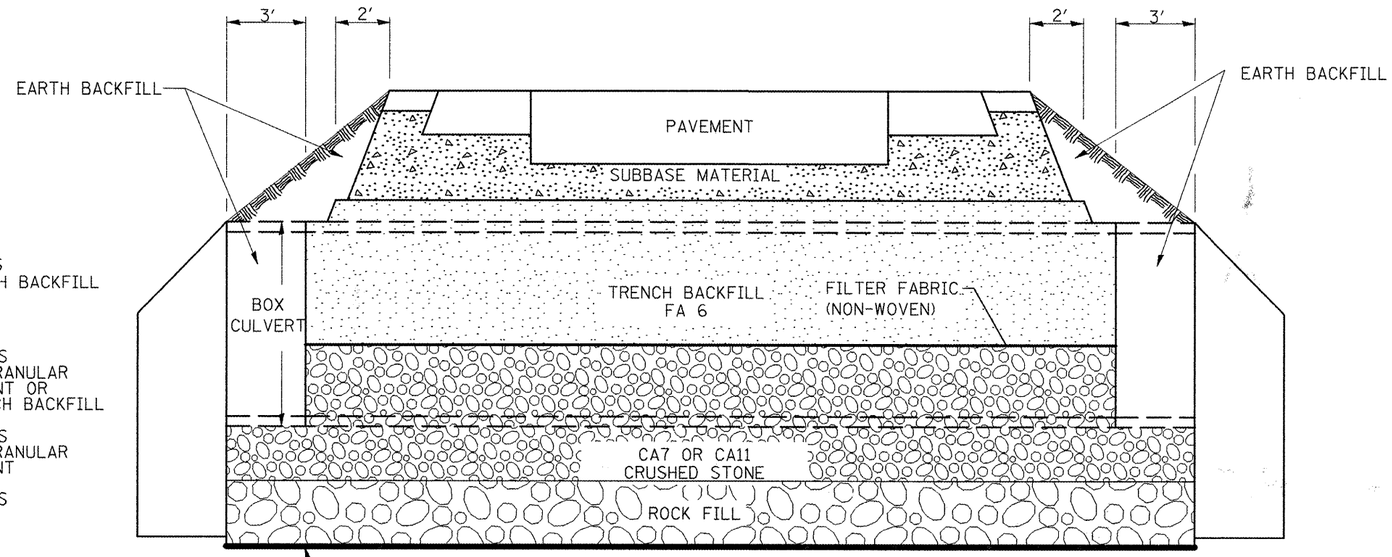
2′ x 2′ x 2′ DEPOSIT OF CA 5, 7, OR 11 IN FABRIC ENVELOPE IN ACCORDANCE WITH ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS (TYPICAL)

PROPOSED REMOVAL & DISPOSAL OF UNSUITABLE, AND REPLACE WITH ROCKFILL WITH GEOTECHNICIAL FABRIC FOR GROUND STABILIZATION. PAID FOR BY RESPECTIVE PAY ITEMS

* SEE UNDERCUT DETAIL FOR DEPTHS AND WIDTHS. IF THERE IS NO UNERCUT, X = 2 FEET AND SEE NOTE 3 THIS SHEET.

** EXTEND THE POROUS GRANULAR EMBANKMENT TO THE TOP OF THE DRAINHOLE FILTER FABRIC ENVELOPES. IF THE BOX CULVERT DOES NOT HAVE DRAINHOLES, THEN BEGIN PLACING TRENCH BACKFILL AT THE BOTTOM OF THE CULVERT.

ROADWAY CROSS SECTION VIEW



GEOTECHNICIAL FABRIC FOR GROUND STABILIZATION

NOTES:

1. EXCEPT AS SPECIFIED IN THIS DETAIL, THE PLACEMENT AND COMPACTION OF BACKFILL SHALL BE IN ACCORDANCE WITH ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS.
2. TRENCH BACKFILL SHALL BE COMPACTED BY EITHER METHOD 2 OR METHOD 3 SPECIFIED IN ARTICLE 550.07, OR IN ACCORDANCE WITH METHOD 1 SPECIFIED IN ARTICLE 550.07, EXCEPT THAT THE COMPACTED LIFTS SHALL NOT EXCEED 8″ IN THICKNESS. TRENCH BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD LAB DENSITY.
3. IF NO UNDERCUT IS REQUIRED, A 6″ MINIMUM LAYER OF POROUS GRANULAR EMBANKMENT SHALL BE PLACED BELOW THE ELEVATION OF THE BOTTOM OF PRECAST BOX CULVERTS AS SPECIFIED IN ARTICLE 540.06 OF THE STANDARD SPECIFICATIONS.

DESIGNER NOTES:
2. THIS DETAIL IS MENT FOR CONSTRUCTING BOX CULVERTS THROUGH EXISTING EMBANKMENTS.
3. USE THE DISTRICT SPECIAL DETAIL FOR UNSUITABLE EXCAVATION TREATMENT FOR CULVERTS TO SHOW THE UNDERCUT DIMENSIONS.

All dimensions are in inches (millimeters) unless otherwise noted.

DATE	REVISIONS	BY

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

DETAIL OF EXCAVATION AND BACKFILL FOR BOX CULVERTS

SCALE: NOT DRAWN TO SCALE DRAWN BY HZS

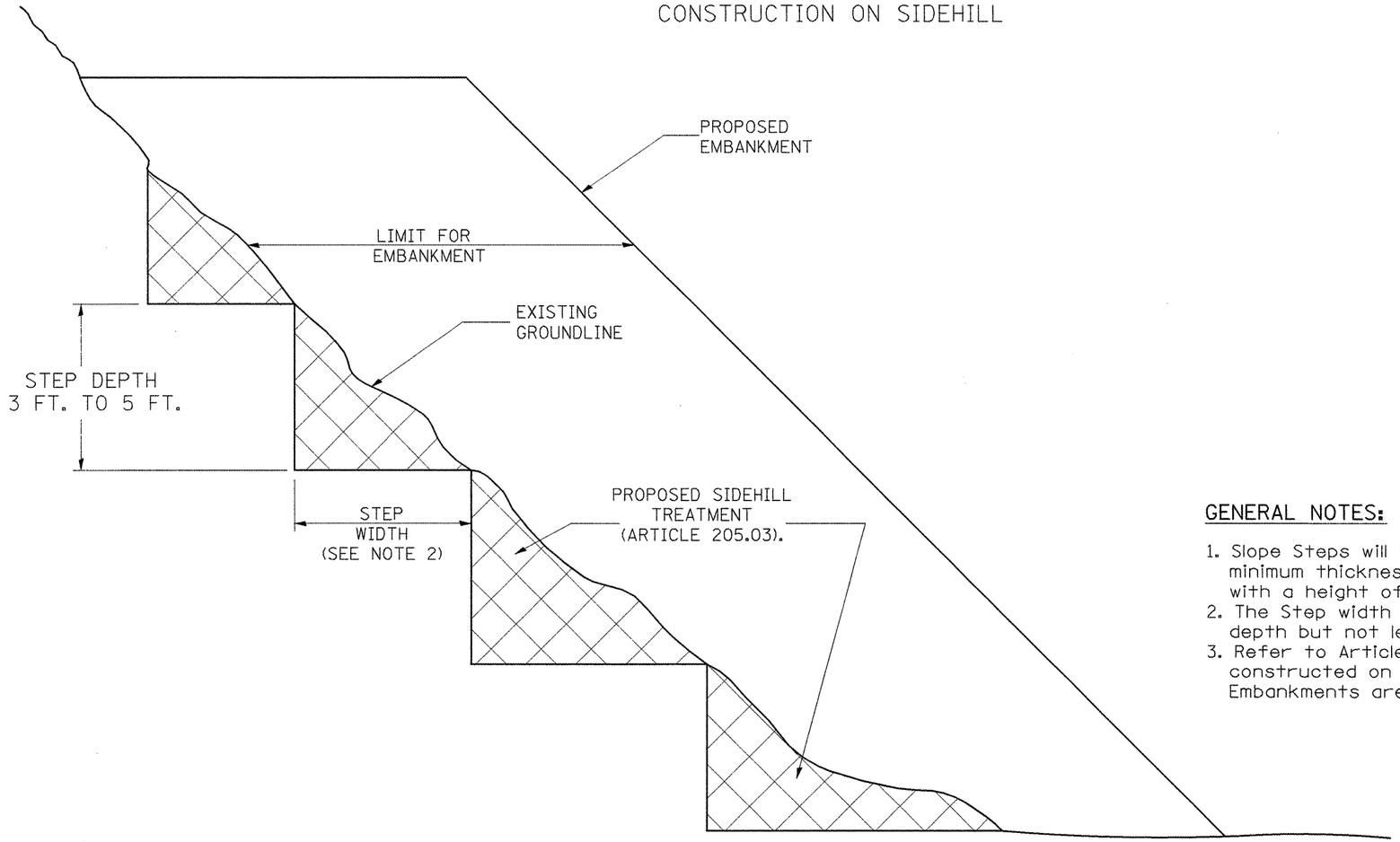
DATE 9-11-2007 CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	55

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "silver fills" and on fills with a height of 10'(3.0m).
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

REPLACEMENT MATERIAL:

STANDARD EMBANKMENT (IN ACCORDANCE WITH 205 OF THE STANDARD SPECIFACATION).

All dimensions are in inches (millimeters) unless otherwise noted.

DATE	REVISIONS	BY
1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

SLOPE STEPS DETAIL

CADD STD. NO. 205001-D4

SCALE: NOT DRAWN TO SCALE

DRAWN BY CADD

CHECKED BY

205001-D4

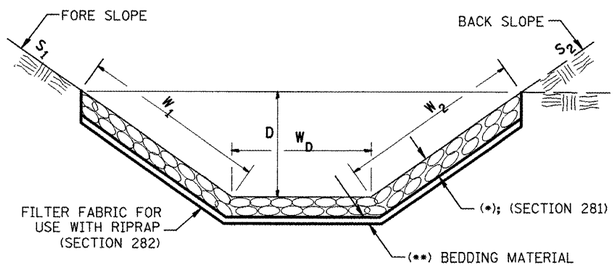
$$DATE$$

-DGN-ONLY-

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	56

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

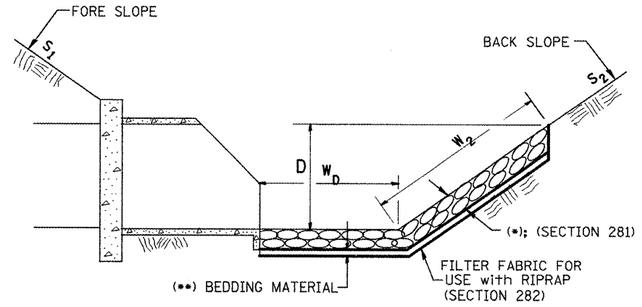
CASE 1
(DITCH)



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	sq yds (m tons)	sq yds (m^2)
IL 116				
LT 240+25 to 240+70	VARIES	45	46	46
LT 240+39 to 241+00	VARIES	61	45	45
TOTAL			91	91

(1) WIDTH = $W_1 + W_2 + W_D$

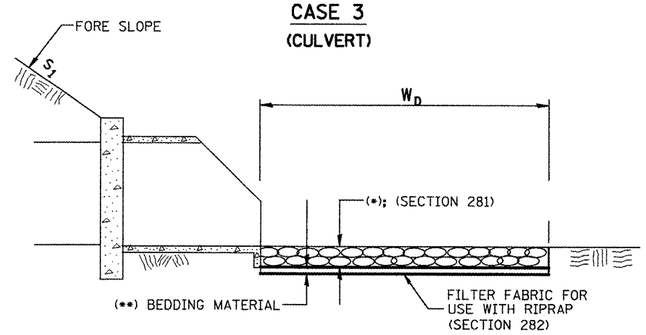
CASE 2
(CULVERT & SLOPE)



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	sq yds (m tons)	sq yds (m^2)
IL 116				
LT 240+70 to 241+16	VARIES	46	117	117
TOTAL			117	117

(1) WIDTH = $W_2 + W_D$

CASE 3
(CULVERT)



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	sq yds (m tons)	sq yds (m^2)
IL 116				
RT 239+94 to 240+39	VARIES	45	98	98
London Mills				
LT 239+94 to 240+39	7	32	25	25
RT 239+94 to 240+39	7	32	25	25
TOTAL			148	148

(1) WIDTH = W_D

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches (millimeters) unless otherwise noted.

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.02, NEW REVISION BOX	T.P.
12-1-97	CORRECT FILTER FABRIC LEADER ARROW	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

RIPRAP DITCH FOR EROSION PROTECTION

CADD DETAIL 281001-D4

SCALE: NOT DRAWN TO SCALE

DRAWN BY CADD

CHECKED BY

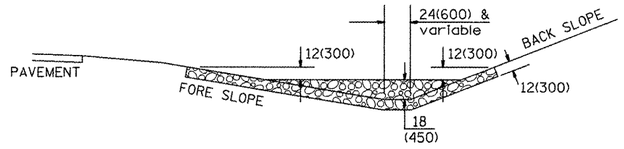
281001-D4

$$DATE$$

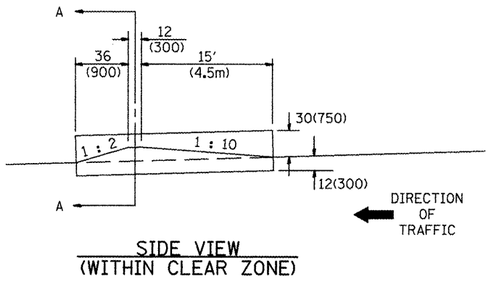
DGN-ONLY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	57

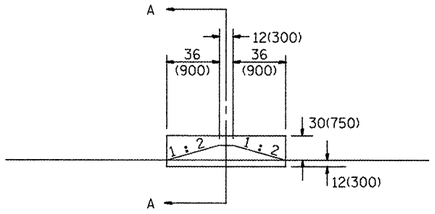
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



SECTION A - A

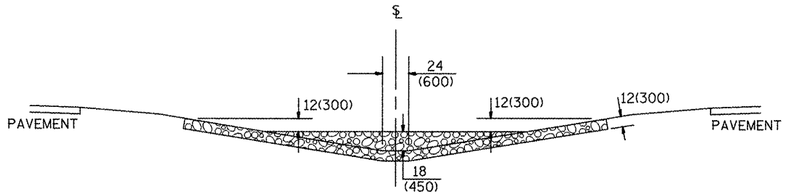


SIDE VIEW
(WITHIN CLEAR ZONE)

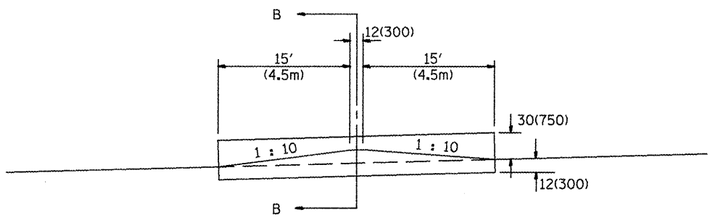


SIDE VIEW
(OUTSIDE OF CLEAR ZONE)

SIDE DITCH AGGREGATE DITCH CHECK



SECTION B - B



SIDE VIEW

MEDIAN AGGREGATE DITCH CHECK

NOTES:

1. FOR DITCH BOTTOM PROTECTED BY EXCELSIOR BLANKET, USE 400'(120m) SPACING. FOR SEEDED DITCH BOTTOM, USE 200'(60m) SPACING.
2. THIS WORK CONSISTS OF THE COMPLETE INSTALLTION OF EROSION CONTROL DITCH CHECK AT LOCATIONS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. THE AGGREGATE GRADATION SHALL BE RR3 WITH A MINIMUM QUALITY OF CLASS B.

LOCATION				NUMBER OF DITCH CHECKS	FORE SLOPE	DITCH BOTTOM WIDTH	BACK SLOPE	BERM SLOPE
STATION	MEDIAN	SIDE DITCH LEFT	SIDE DITCH RIGHT					
IL 116 STA. 239+60 RT			RT	1	1x2.5	24	1x2.5	1x2

ESTIMATE QUANTITIES

	FORE SLOPE	DITCH BOTTOM	BACK SLOPE	BERM SLOPE	AGGREGATE DITCH CHECK EROSION CONTROL METRIC TON(TON)
MEDIAN DITCH	1 : 6	24(600)	——	1 : 10	95(86)
SIDE DITCH	1 : 6	24(600)	1 : 4	1 : 10 & 1 : 2	50(45)
SIDE DITCH	1 : 6	24(600)	1 : 4	1 : 2 & 1 : 2	19(17)
SIDE DITCH	1 : 4	24(600)	1 : 3	1 : 10 & 1 : 2	18(16)
SIDE DITCH	1 : 4	24(600)	1 : 3	1 : 2 & 1 : 2	14(13)

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches (millimeters) unless otherwise noted.

QUANTITIES
CALC. BY: _____ DATE:
CHECKED BY: _____ DATE:
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.04, NEW REVISION BOX, REVISED TITLE BOX, ADDED QUANTITY CALCULATION BOX	T.P.
9-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED RR3 QUALITY & TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

EROSION CONTROL AGGREGATE DITCH CHECK

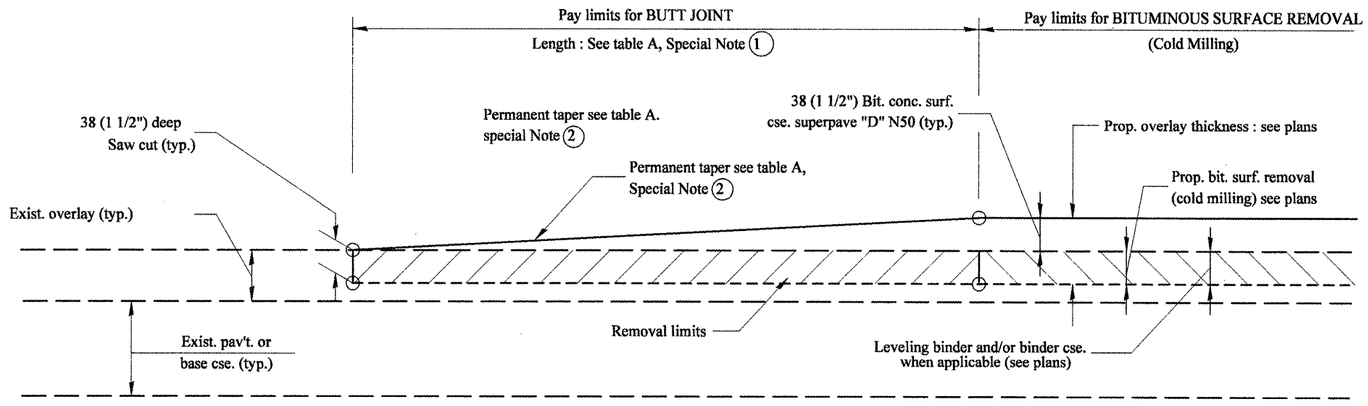
CADD DETAIL 280101-D4 DRAWN BY CADD

SCALE: NOT DRAWN TO SCALE CHECKED BY

280101-D4

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	58

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



CASE 1 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)

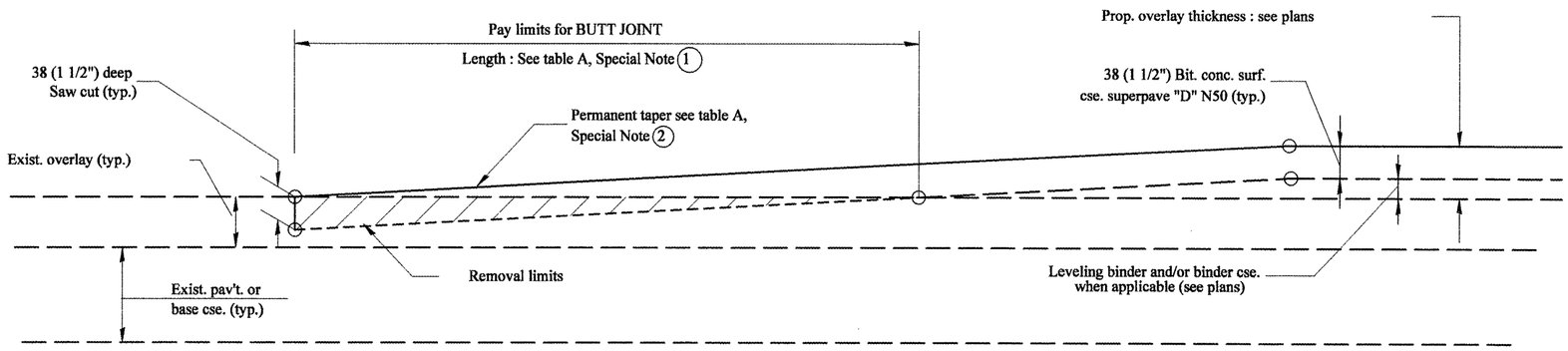
TABLE A

(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
(1)	LENGTH OF BUTT JOINT	18.0 m(60')	9.0 m(30')
(2)	PERMANENT TAPER RATE	1:480	1:240
(3)	TEMPORARY RAMP TAPER RATE	1:80	1:40
(4)	TEMPORARY RAMP LENGTH	3.0 m(10')	1.5 m(5')

GENERAL NOTES

1. The work shall be done in accordance with Article 406.18 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.03 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.06.



CASE 2 : NO BITUMINOUS SURFACE REMOVAL (COLD MILLING)

All dimensions are in millimeters (inches) unless otherwise noted.

DATE	REVISIONS	BY
1-1-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
4-1-97	CORRECTION TO DEPTH	J.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 1 OF 2

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

DATE $$DATE$$ CHECKED BY

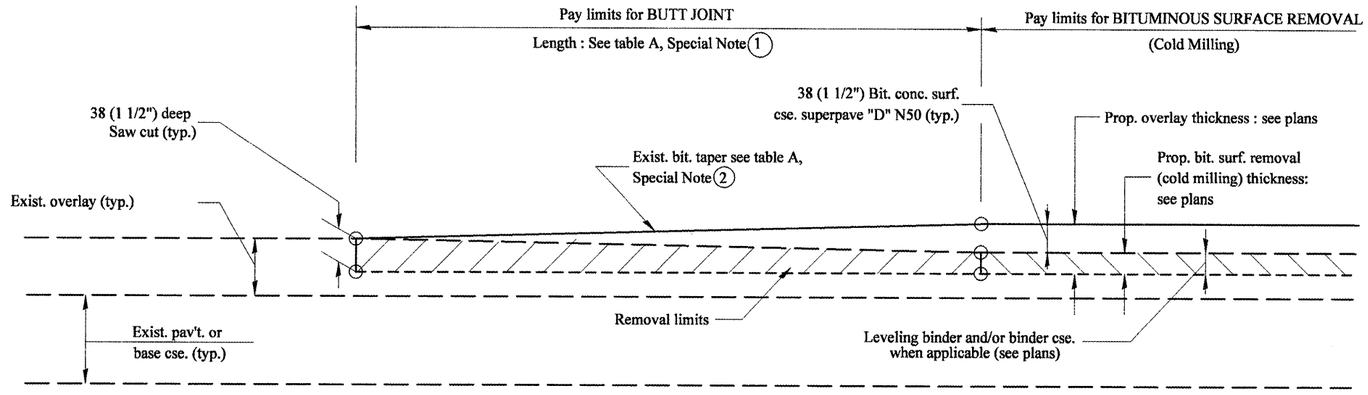
$$DATE$$

DGN-ONLY

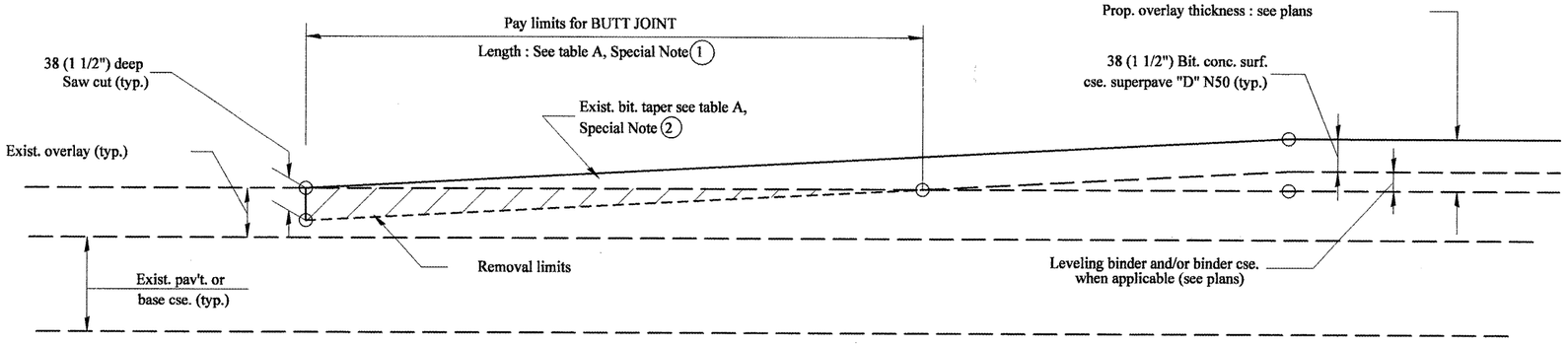
406101-D4 (1)

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	59

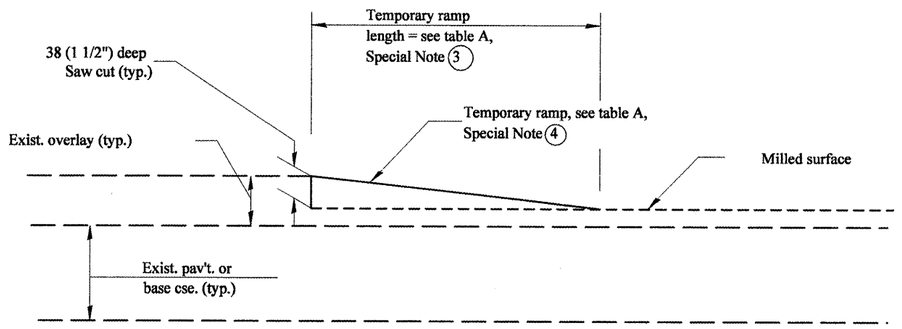
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



CASE 3 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER



CASE 4 : NO BITUMINOUS SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER



DETAIL TEMPORARY RAMP

All dimensions are in millimeters
(inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 2 OF 2

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

DATE $$DATE$$ CHECKED BY

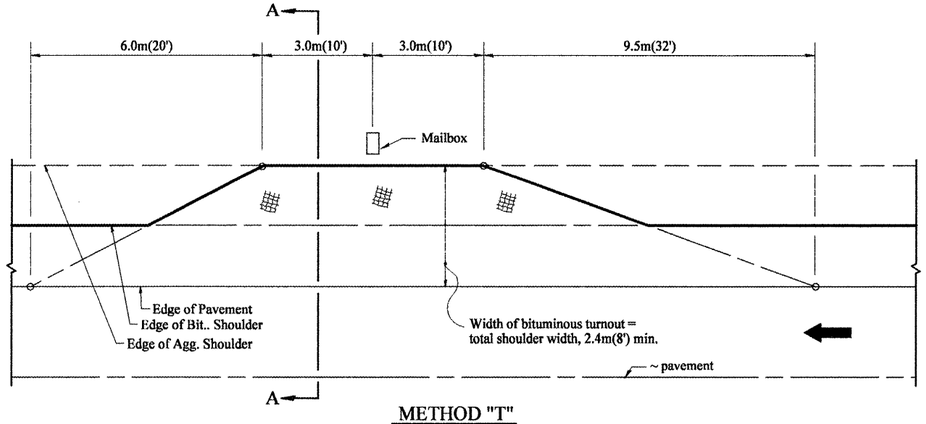
406101-D4 (2)

$$DATE$$

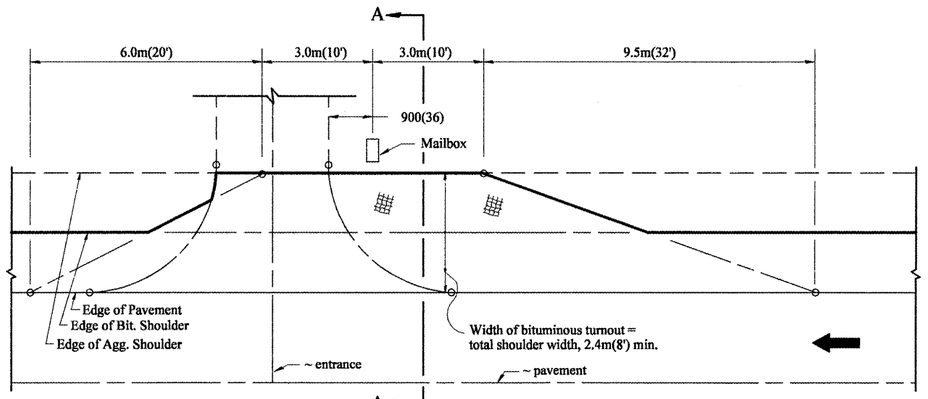
DGN-ONLY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	60

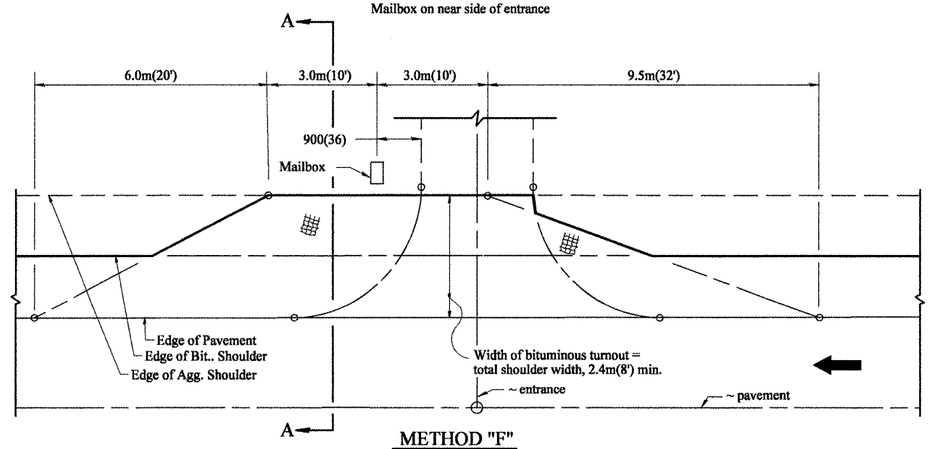
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



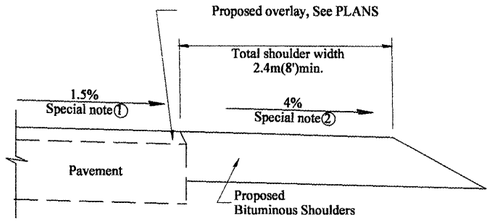
METHOD "T"
Typical Application



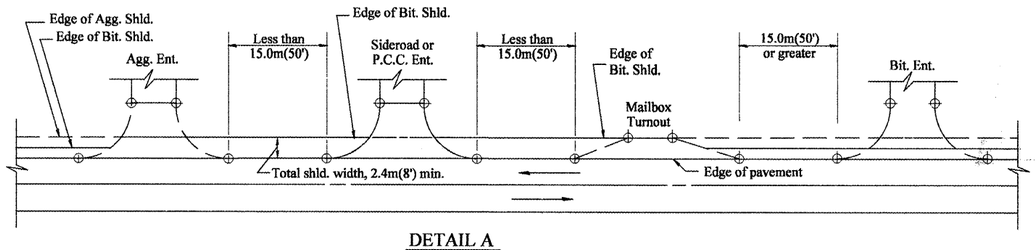
METHOD "N"
Mailbox on near side of entrance



METHOD "F"
Mailbox on far side of entrance



SECTION A-A



DETAIL A

SHOULDER TREATMENT FOR CLOSELY SPACED SIDEROADS,
ENTRANCES, AND/OR MAILBOX TURNOUTS

GENERAL NOTES

1. Mailbox turnouts shall slope away from the pavement edge at a rate equal to the shoulder slope. See SECTION A-A.
2. The total shoulder width, 2.4m(8') minimum, shall be paved between sideroads entrances and/or mailbox turnouts at locations where the distance between radius or taper control points is less than 15.0m(50'). See DETAIL A.
3. Mailboxes shall be mounted such that the face of the mailbox is 150(6) to 300(12) and the post a minimum of 600(24) from the edge of the turnout surfacing.

SPECIAL NOTES

① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.

② The shoulder slope shall control the turnout slope. The standard cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 1.8m(6') and wider and 12% for shoulders 1.2m(4') and less. Where 300(12) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All dimensions are in millimeters
(inches) unless otherwise noted.

DATE	REVISIONS	BY
1-1-97	RENUM. C-90.01, NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

MAILBOX TURNOUTS FOR "3R" PROJECTS

CADD STD NO. 406201-D4
SCALE: NOT DRAWN TO SCALE
DATE: $$DATE$$

DRAWN BY: CADD
CHECKED BY: T. PICKERING

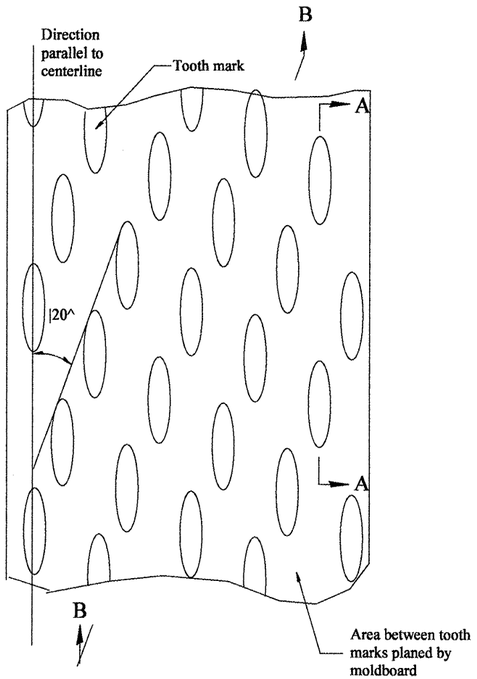
406201-D4

$$DATE$$

DGN-ONLY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	61

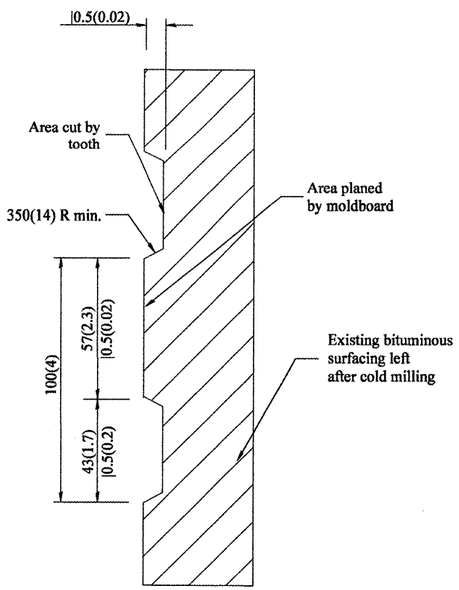
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



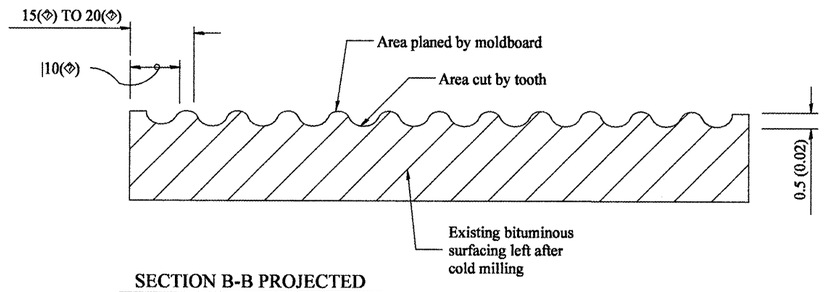
PLAN

General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

All dimensions are in millimeters (inches) unless otherwise noted.

DATE	REVISIONS	BY
1- 1-97	RENUM. C-104.01, NEW REVISION BOX T. P.	
4-20-98	REMOVED MILLING DETAIL FROM STD. J. A.	
9-08-98	CORRECT NOTE LEADER PLACEMENT R. W.	

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BITUMINOUS SURFACE REMOVAL (COLD MILLING)

CADD STD NO. 440001-D4

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

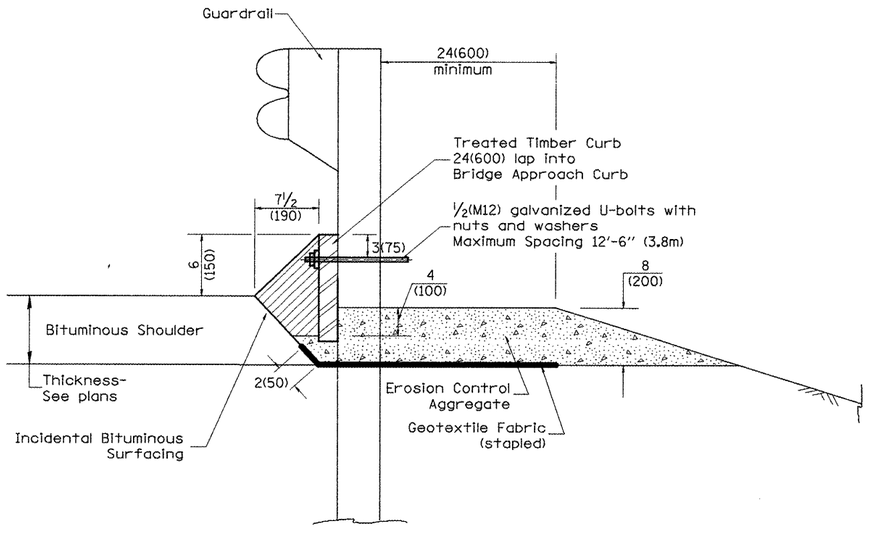
DATE $$DATE$$ CHECKED BY

440001-D4

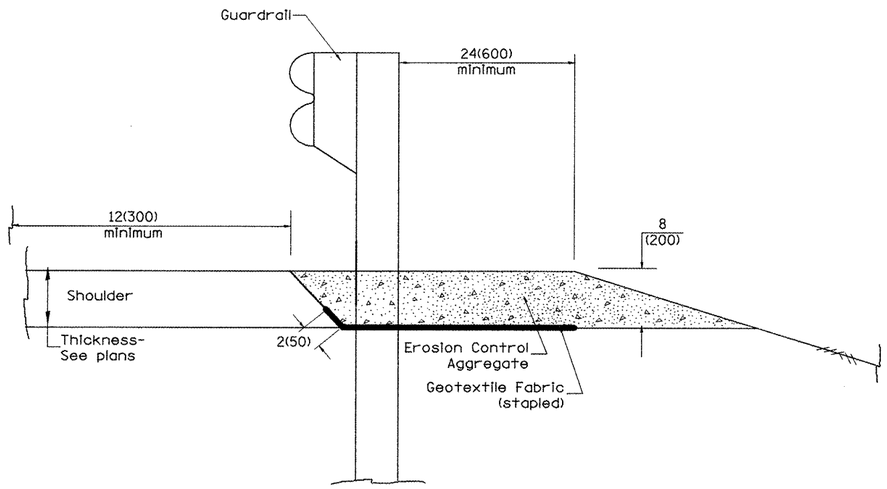
$$DATE$$

DGN-ONLY

DESIGNER NOTE:
1. Use EROSION CONTROL CURB at guardrail installations where grades are equal to or greater than 1% and at inlets. (Include District Special Provision)
2. Use GUARDRAIL AGGREGATE EROSION CONTROL at guardrail installations where grades are less than 1% (Include District Special Provision)
3. Include State Standards 609001, 609006 or 610001 if applicable.
4. Include the following District Cadd Standards as needed: Slope Drains for Exposed Pipes; Slope Drains for Buried Pipes; Seepage Collars for Buried Pipes; Seepage Collars for Exposed Pipes; Concrete Thrust Blocks and Pipe Elbow.
5. Include District Special Provision -"Aggregate Quality" for projects located in the Western Area of the District - approx. dividing line is IL 97.



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	62

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

GENERAL NOTES: EROSION CONTROL CURB

1. This work shall consist of grading as needed, installing hardware and treated timber boards, furnishing and placing mastic material and incidental bituminous surfacing in front of Steel Plate Beam Guardrail in accordance with Plan Details.

2. Timber shall be treated in accordance with Article 1007.12. All preservatives specified in the article will be allowed. Waterborne preservatives "asa" and "cca" shall have a minimum retention of 0.40 lbs./cu. ft. (6.4 kg/m³)

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.

2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.

3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.

4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.

5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.

6. Materials shall meet the following requirements:

A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.

B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.

All dimensions are in inches (millimeters) unless otherwise noted.

DATE	REVISIONS	BY
1-1-97	RENUM. C-22.01, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.
11-3-00	CORRECTION TO NOTES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

GUARDRAIL EROSION CONTROL TREATMENTS

CADD STD NO. 630101-D4(1)

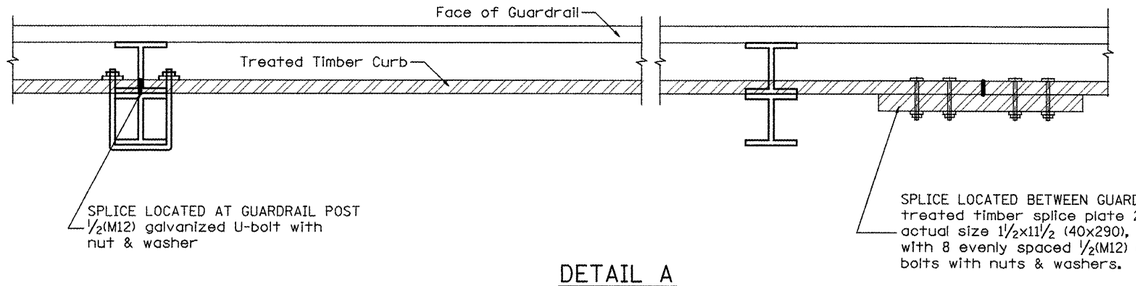
SCALE: NOT DRAWN TO SCALE

SHEET 1 OF 2
DRAWN BY CADD
CHECKED BY

630101-D4(1)

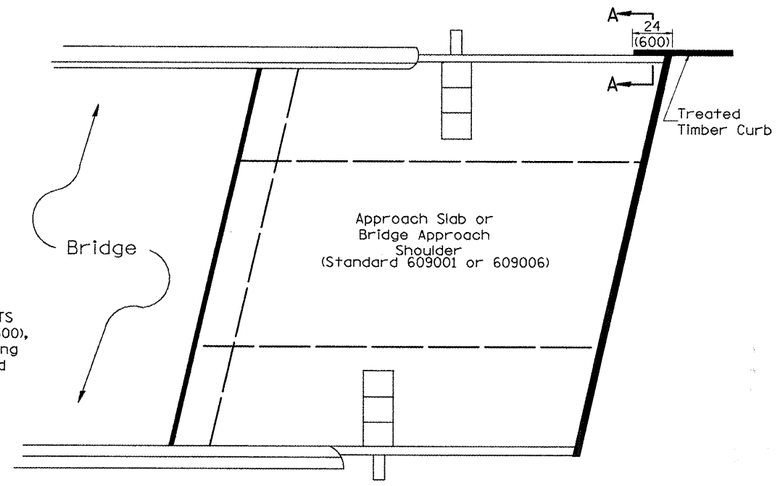
ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	63

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



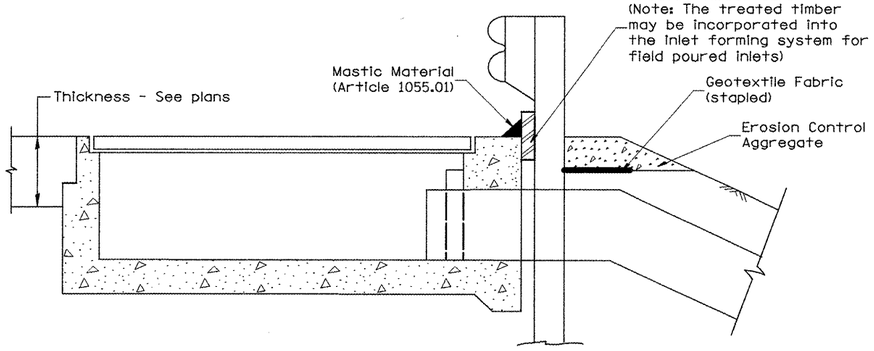
DETAIL A

(Typical Treated Timber Splices)

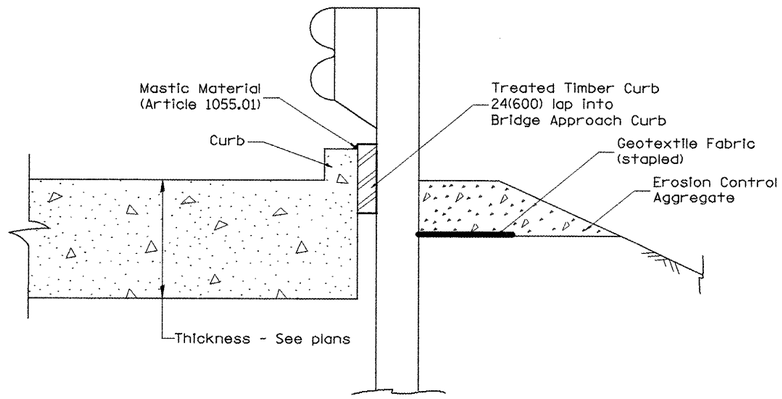


PLAN VIEW

APPROACH SLAB OR BRIDGE APPROACH SHOULDER
(STANDARD 609001 or 609006)



TYPICAL SECTION WITH EROSION CONTROL CURB
AT INLETS TYPE E & F (STANDARD 610001)



SECTION A-A

TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

GUARDRAIL EROSION
CONTROL TREATMENTS

CADD STD NO. 630101-D4(2)

SCALE: NOT DRAWN TO SCALE

SHEET 2 OF 2

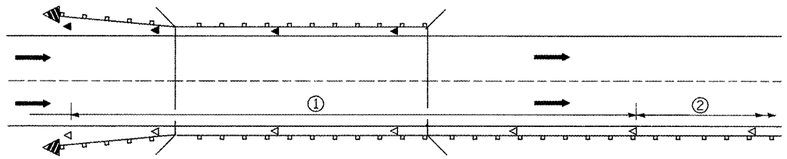
DRAWN BY CADD

CHECKED BY

630101-D4(2)

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	64

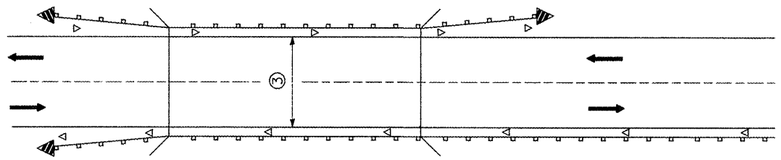
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



① Spacing 80 ft. (24 m) max. for first 400 ft. (122 m) or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length).

② After 400 ft. (122 m), transition to normal delineator spacing shown in Standard 635001, and continue as required.

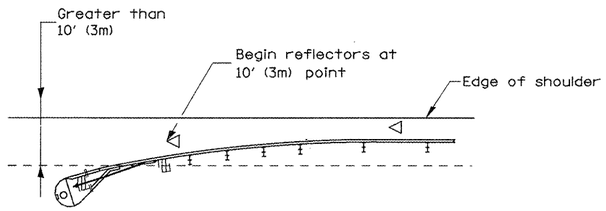
ONE-WAY TRAFFIC



③ Bidirectional sliver/sliver should be used in lieu of monodirectional sliver on both sides of two-lane bridges where the bridge pavement is less than 24 (610) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

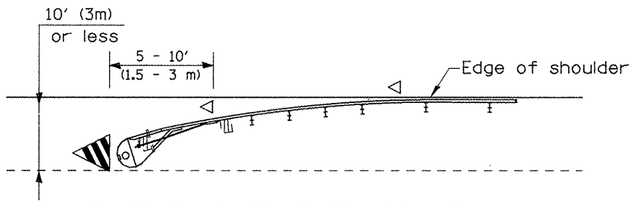
GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS



NOTE: Omit terminal marker when terminal over 10' (3m) from edge of paved shoulder or break point of unpaved shoulder, or when terminal buried in backslope.

Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) from edge of shoulder]
*See Plans for Type

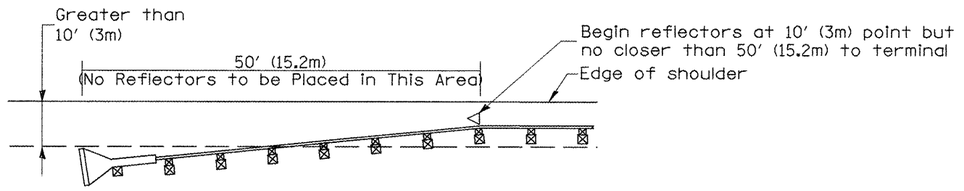


Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) or less from edge of shoulder]
*See Plans for Type

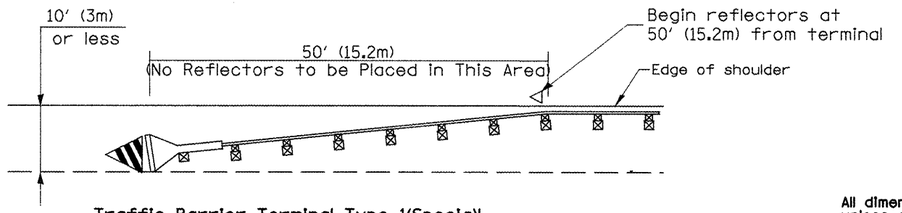
LEGEND

- Monodirectional sliver
- Monodirectional amber
- Terminal Marker - Black/Yellow Left or Right as appropriate



NOTE: Omit terminal marker when terminal over (10') from edge of paved shoulder or break point of unpaved shoulder.

Traffic Barrier Terminal Type 1 (Special)
[Terminal over 10' (3m) from edge of shoulder]



Traffic Barrier Terminal Type 1(Special)
[Terminal 10' (3m) or less from edge of shoulder]

TERMINAL MARKER PLACEMENT

All dimensions are in inches (millimeters) unless otherwise noted.

DATE	REVISIONS	BY
1-1-97	RENUM. E-10.02, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. SPEC. *	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

GUARDRAIL AND BARRIER WALL DELINEATION

CADD STD. NO. 635101-D4

SHEET 1 OF 3

SCALE: NOT DRAWN TO SCALE

DRAWN BY CADD

CHECKED BY

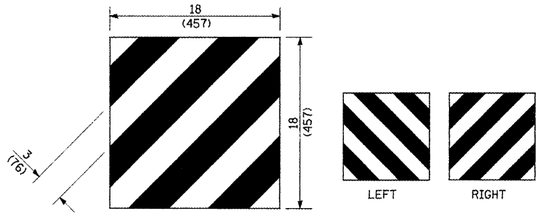
$$DATE$$

DGN-ONLY

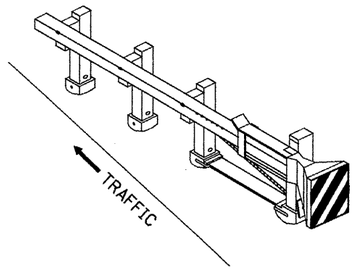
635101-D4 (1)

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	65

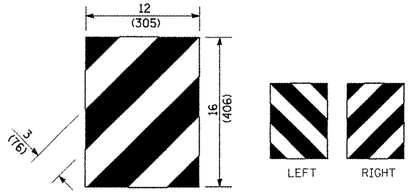
* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I



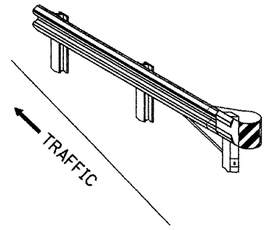
For Traffic Barrier Terminal Type 1 (Special)



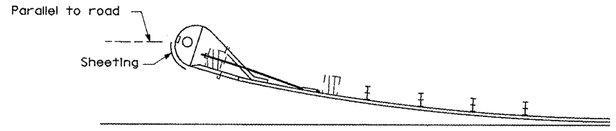
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



For Traffic Barrier Terminal Type (*)
and Post Mount
* See Plans for Type



Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type (*)
* See Plans for Type



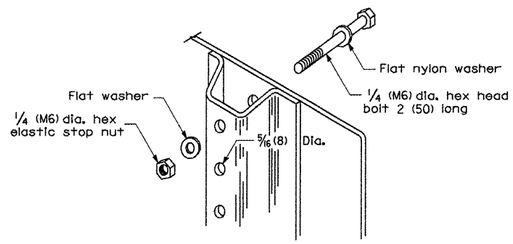
Sheeting Position for
Traffic Barrier Terminal Type (*)
* See Plans for Type

TERMINAL MARKER DETAILS

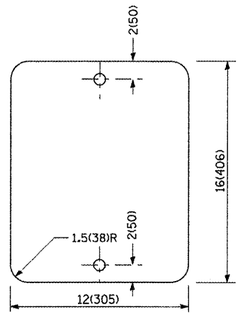
Color: Black / Yellow reflectorized

OM - I100 (L or R) Direct applied reflective sheeting

OM - I200 (L or R) Post mounted

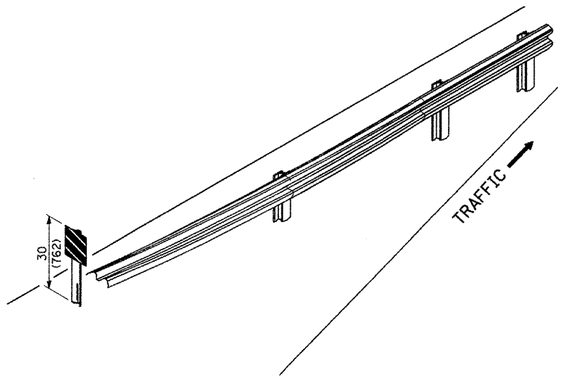


DETAIL OF MOUNTING TERMINAL MARKER TO POST



STANDARD TERMINAL MARKER

POST MOUNTED TERMINAL MARKER ASSEMBLY



ALTERNATE TREATMENT - POST MOUNTED
(For turned-down terminal where sheeting cannot be direct applied)

TERMINAL MARKER TREATMENTS

GENERAL NOTES

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

GUARDRAIL AND
BARRIER WALL DELINEATION

CADD STD. NO. 635101-D4 SHEET 2 OF 3

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

CHECKED BY

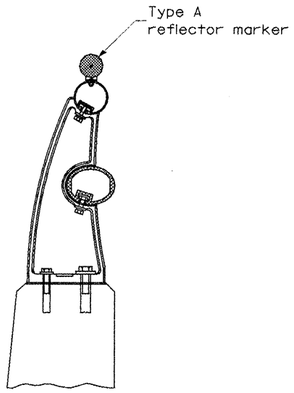
$$DATE$$

DGN-ONLY

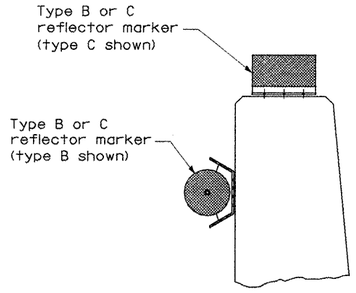
635101-D4 (2)

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	66

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

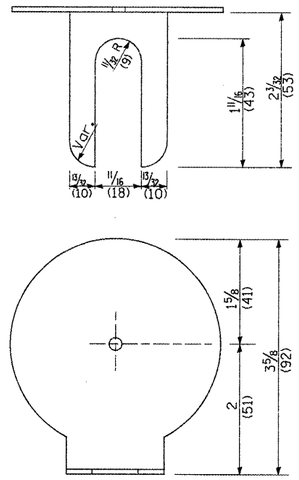


TYPICAL MOUNTING DETAIL
FOR BRIDGE RAIL REFLECTOR

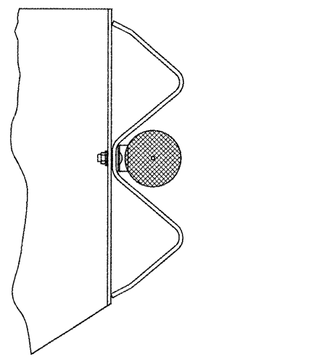


TYPICAL MOUNTING DETAIL
FOR BARRIER WALL REFLECTOR

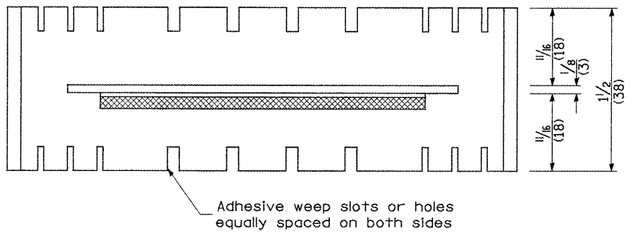
REFLECTOR MOUNTING

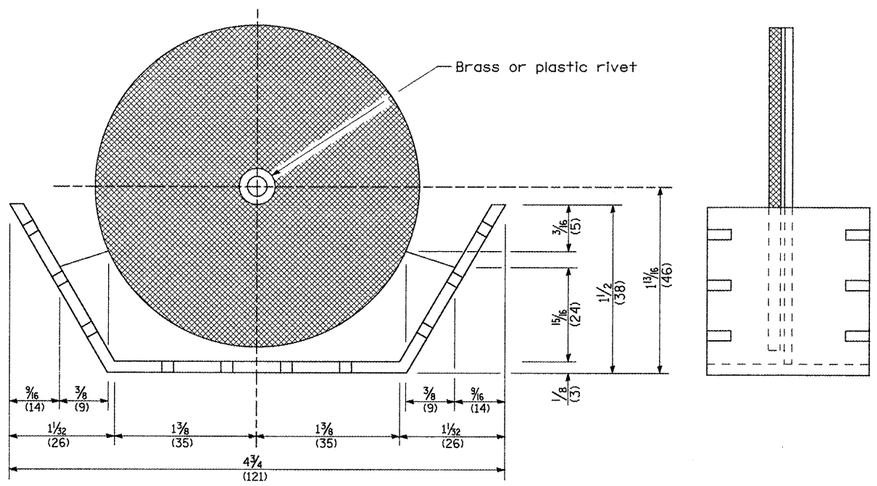


REFLECTOR MARKER TYPE A

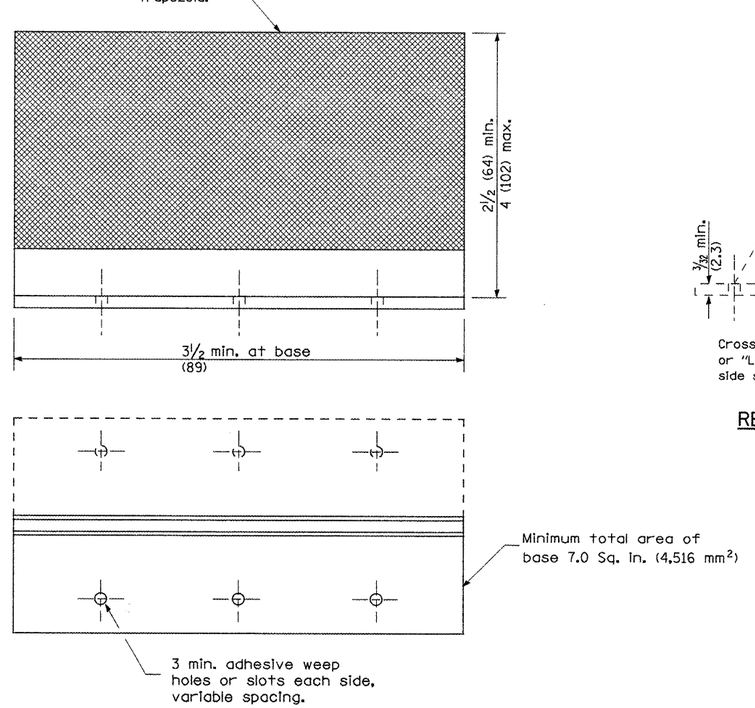


TYPICAL GUARDRAIL MOUNTING WITH
REFLECTOR MARKER TYPE A

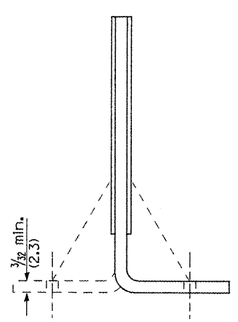




REFLECTOR MARKER TYPE B



REFLECTOR MARKER TYPE C



REFLECTORS

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

GUARDRAIL AND
BARRIER WALL DELINEATION

CADD STD. NO. 635101-D4

SHEET 3 OF 3

SCALE: NOT DRAWN TO SCALE

DRAWN BY CADD

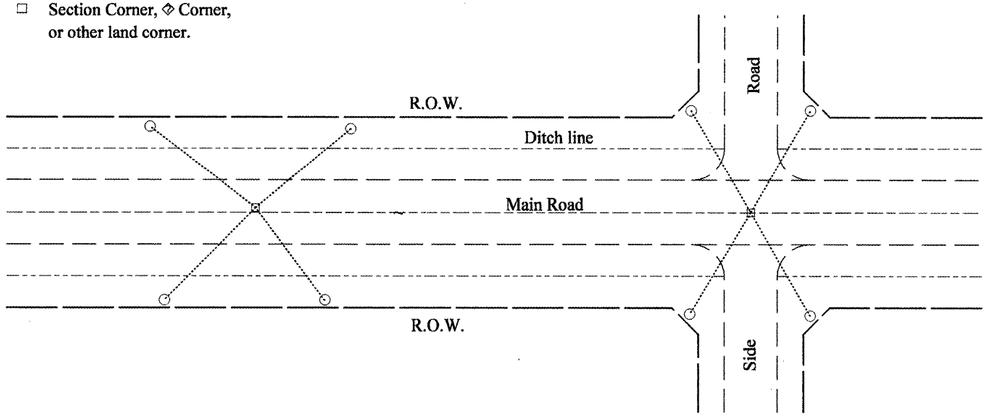
CHECKED BY

ROUTE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.	665				
MKD.	IL 116	*	FULTON	76	67

* 142 RS-6; 143[RS-4, (C-3)BR]; 142X(C-1)I

PERMANENT SURVEY TIES

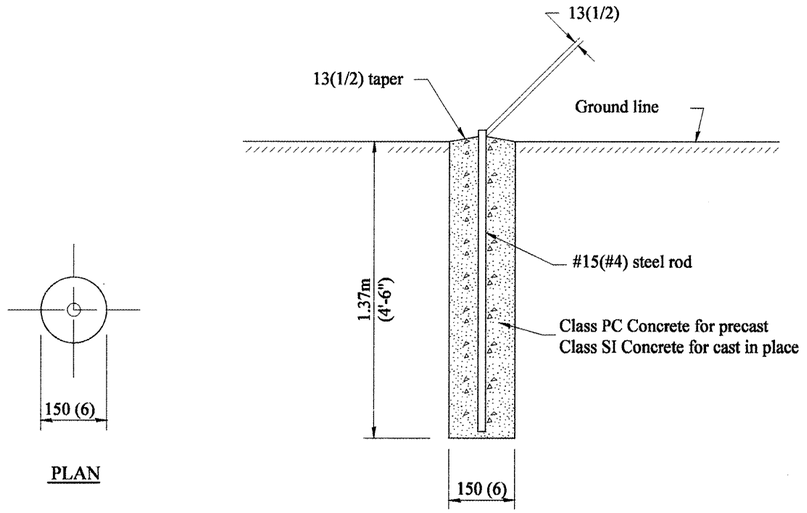
○ Permanent Survey Tie
□ Section Corner, ◈ Corner, or other land corner.



TYPICAL APPLICATION

GENERAL NOTES

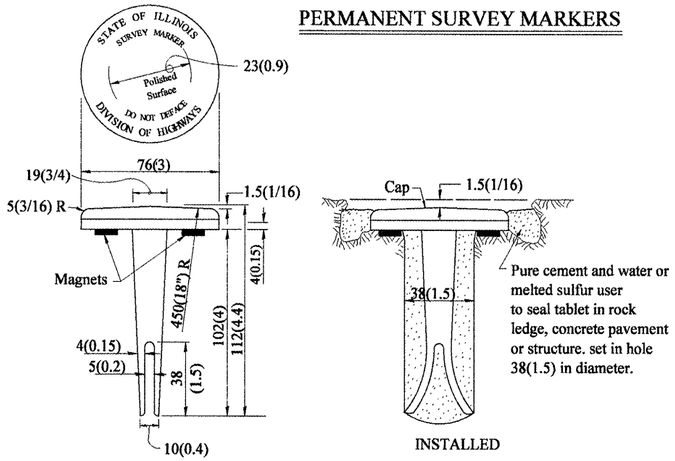
1. The marker may be either precast of Class PC Concrete, or cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the IDOT Chief of Surveys.



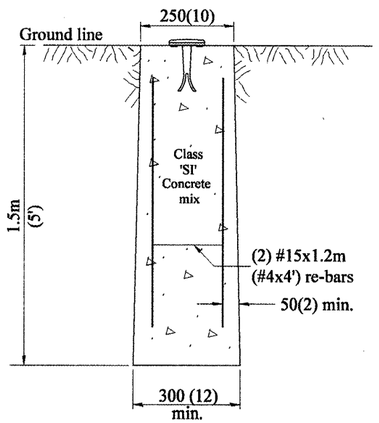
PLAN

SECTION

PERMANENT SURVEY MARKERS



BRONZE TABLET - No Scale
TYPE I



MARKER CAST IN PLACE
TYPE II

GENERAL NOTES

1. All type II markers shall be cast in place, and precast markers will not be allowed.
2. Two permanent magnets, each having a diameter of 19 (3/4) and a thickness of 6 (1/4), or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
3. The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s and P.C.'s of horizontal curves and spaces along the tangents in a way that a minimum of two markers are alway inter-visible, and not to exceed 300m(1000').
4. The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
5. The project designation, the centerline station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.

All dimensions are in millimeters (inches) unless otherwise noted.

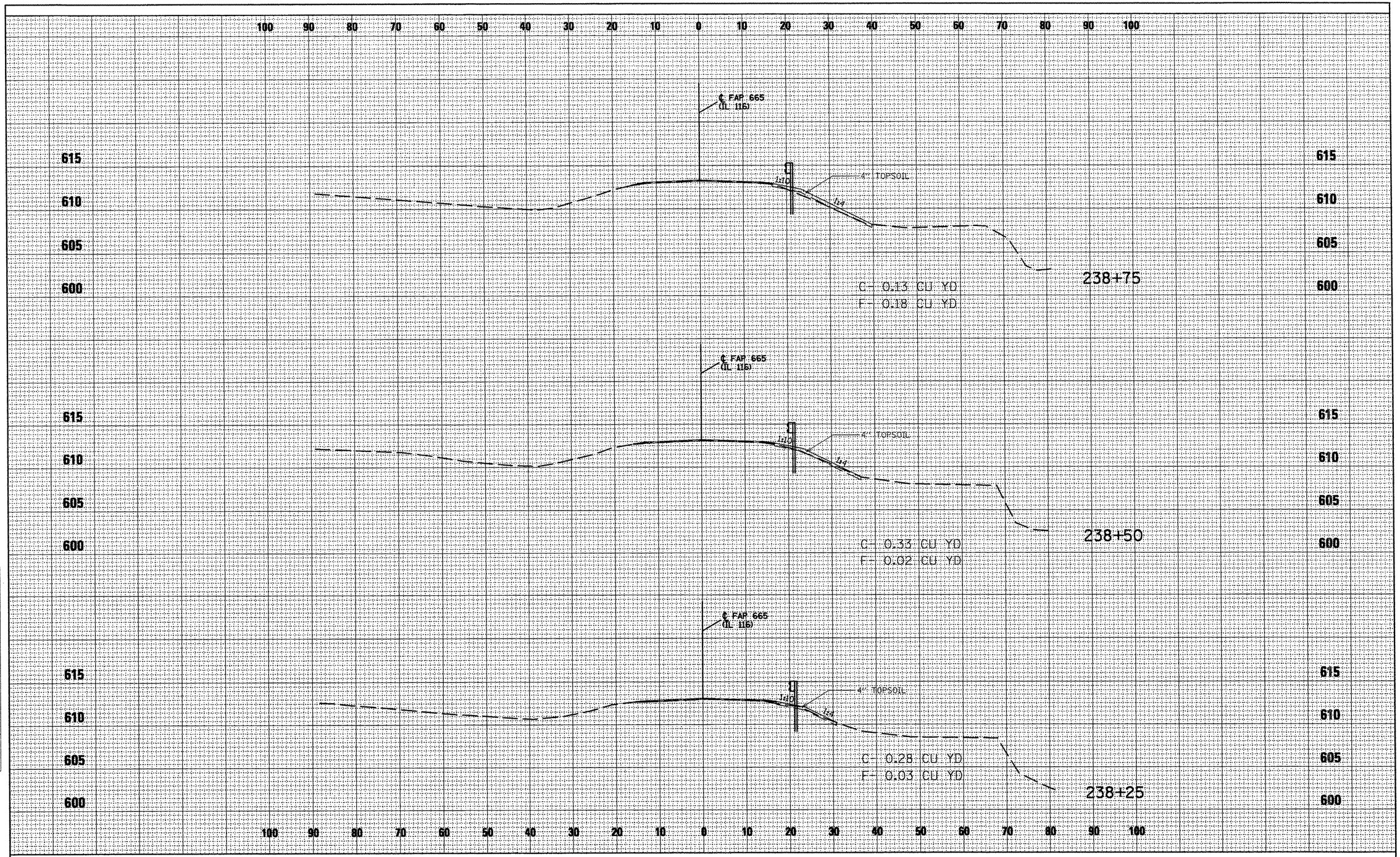
DATE	REVISIONS	BY
1-1-97	RENUM. D-3.01, NEW REVISION BOX	T.P.
	ADD DESIGNER NOTE, REVISED TITLE BOX	
7-7-98	ADD DESIGNER NOTE J.A.	

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
PERMANENT SURVEY TIE
&
PERMANENT SURVEY MARKERS TY.I - TY.II
CADD STD. NO. 667101-D4
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
DATE $$DATE$$ CHECKED BY

$$DATE$$

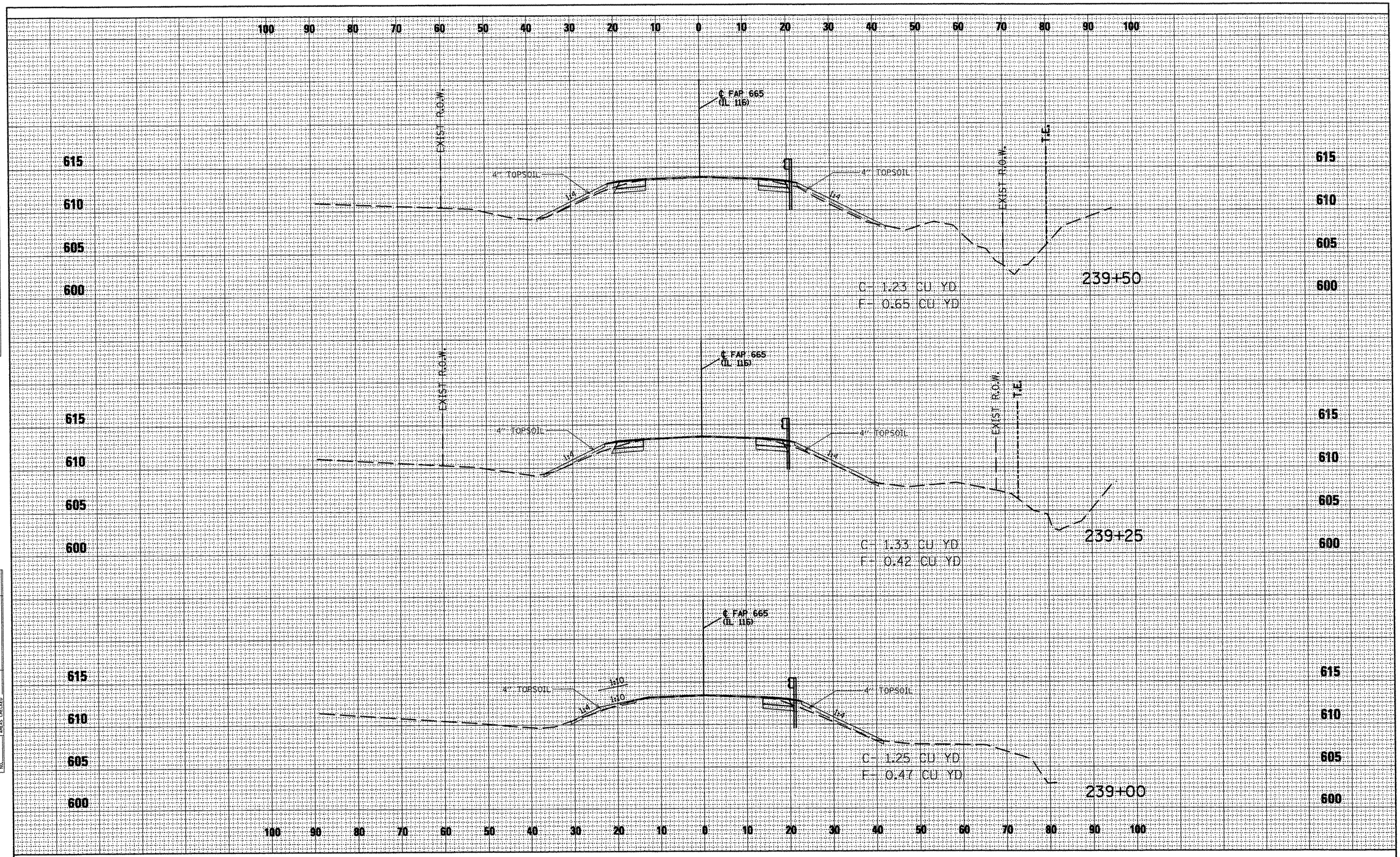
DGN-ONLY

667101-D4



ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 116		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DHS	REVISED -				665	142RS-6; 143RS-4, (C-8)BR); 142X(C-1)I	FULTON	76	68
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -						CONTRACT NO. 68353		
	PLOT DATE = 1/23/2009	DATE - 2/22/08	REVISED -		SCALE:	SHEET NO. 1 OF 6 SHEETS	STA. 238+25 TO STA. 238+75	FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT	



FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/23/2009	DATE - 2/22/08	REVISED -

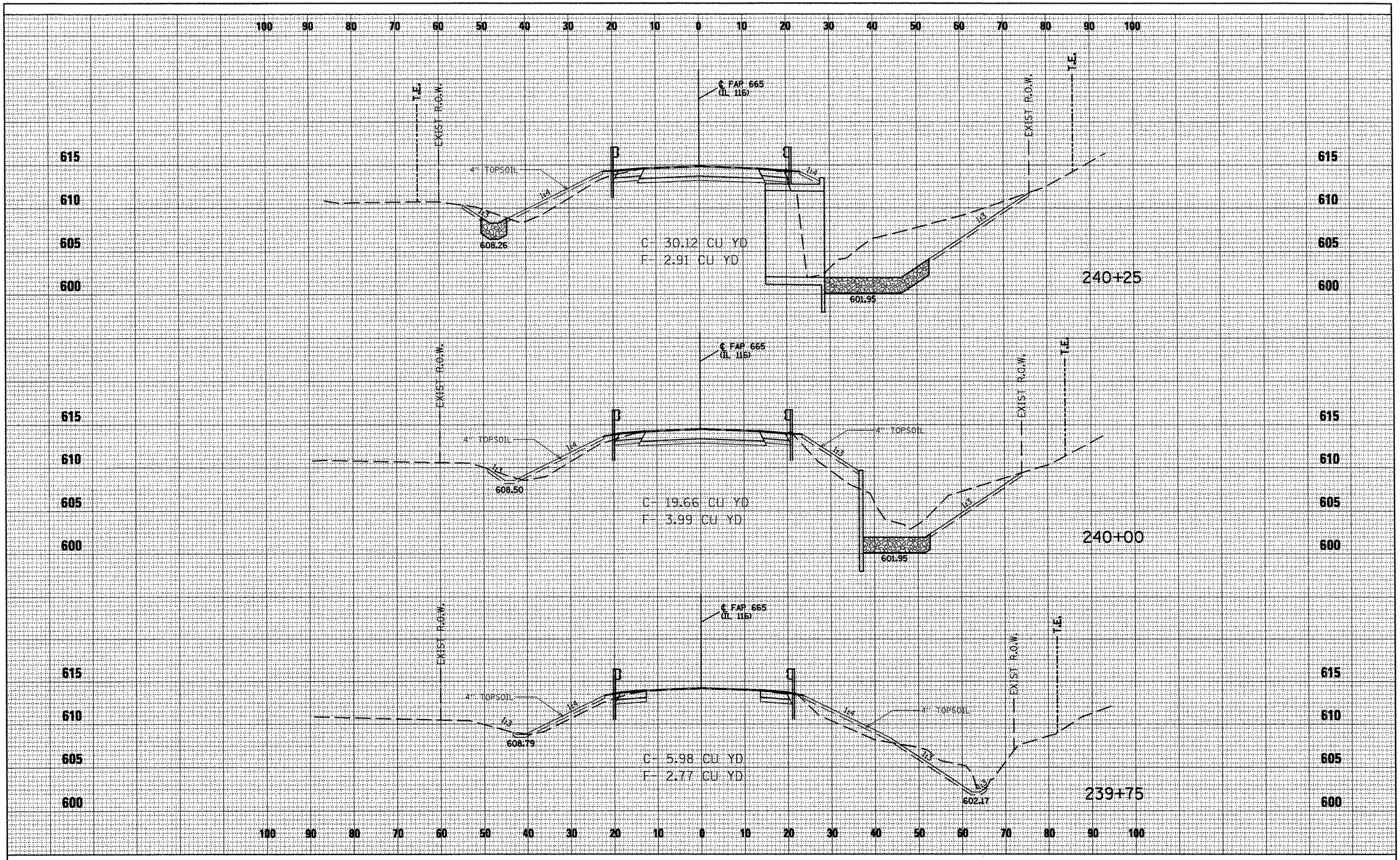
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 116

SCALE: | SHEET NO. 2 OF 6 SHEETS | STA. 239+00 TO STA. 239+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143(RS-4, (C-8)BR); 142X(C-1)I	FULTON	76	69
		CONTRACT NO. 68353		

FED. ROAD DIST. NO. 4 | ILLINOIS | FED. AID PROJECT



FINAL SURVEY — NOTE BOOK — NO.

SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO.

SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/23/2009	DATE - 2/22/08	REVISED -

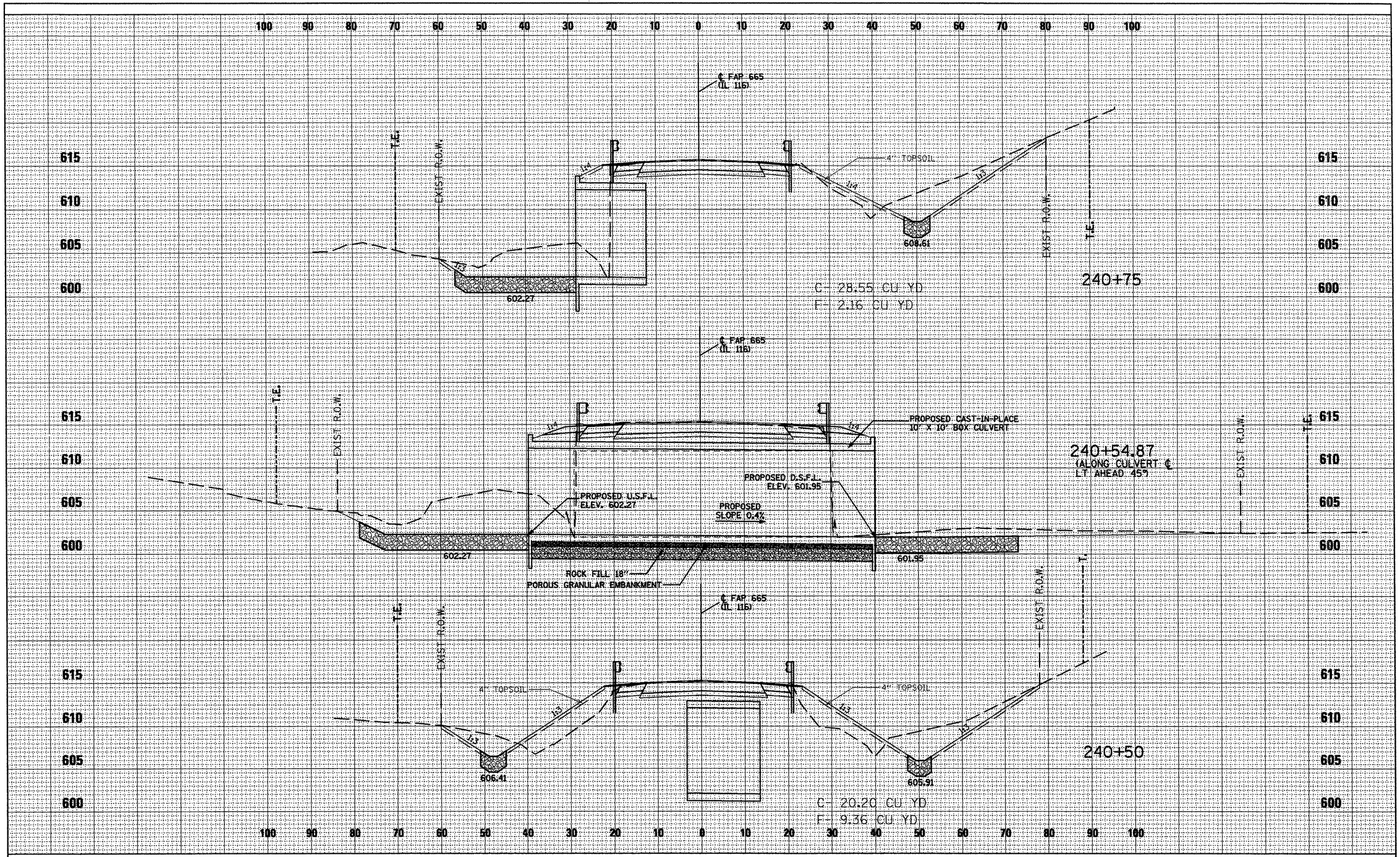
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 116

SCALE: | SHEET NO. 3 OF 6 SHEETS | STA. 239+75 TO STA. 240+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143(RS-4, (C-8)BR); 142X(C-1)I	FULTON	76	70
		CONTRACT NO. 68353		

FED. ROAD DIST. NO. 4 | ILLINOIS | FED. AID PROJECT

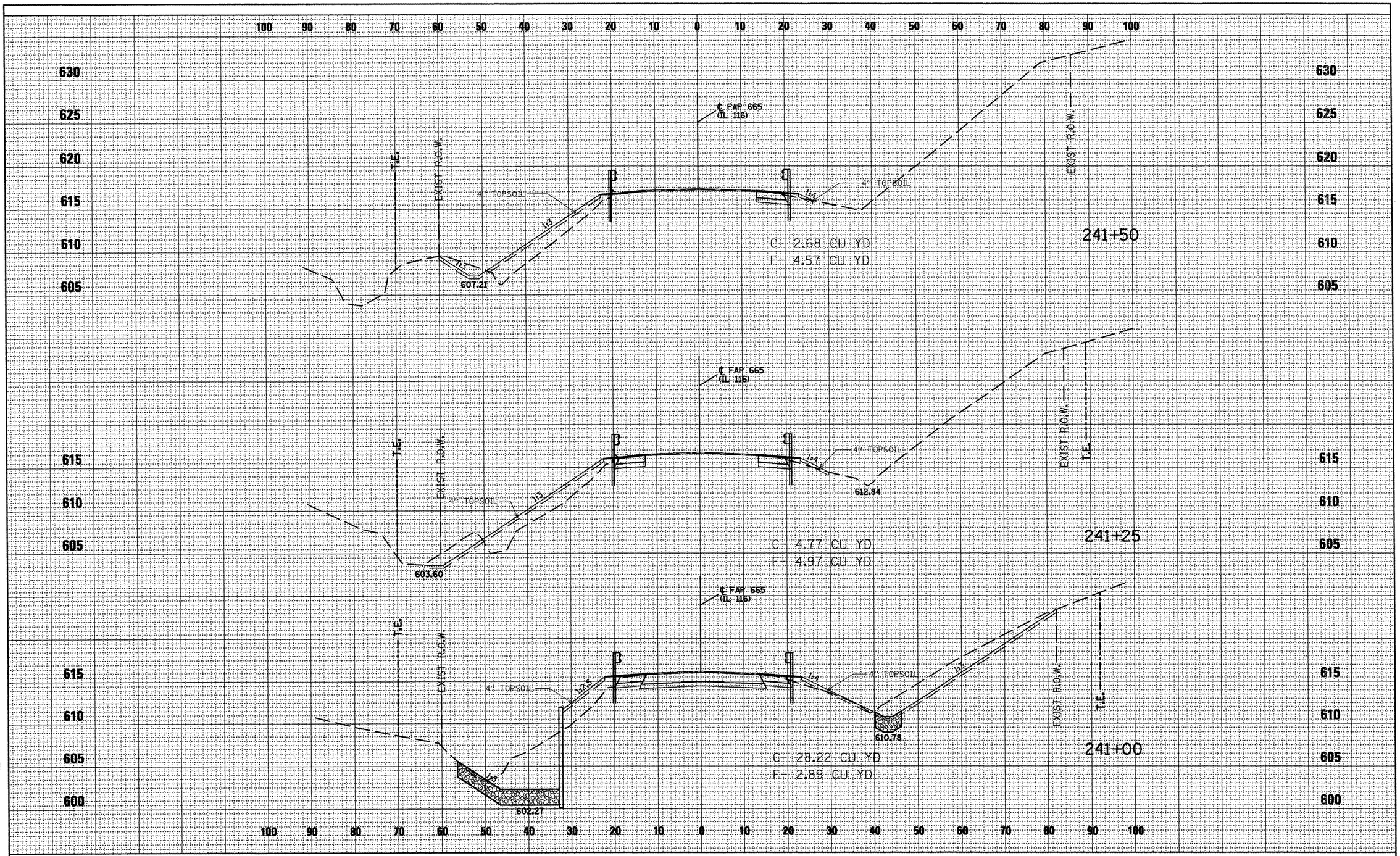


FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 116			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DHS	REVISED -					665	142RS-6; 143(RS-4, (C-8)BR); 142X(C-1)I	FULTON	76	71
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -							CONTRACT NO. 68353		
	PLOT DATE = 1/23/2009	DATE - 2/21/08	REVISED -		SCALE:	SHEET NO. 4 OF 6 SHEETS	STA. 240+50 TO STA. 240+75	FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY: SURVEYED, PLOTTED, NOTE BOOK, NO., TEMPLATE, AREAS, AREAS CHECKED

ORIGINAL SURVEY: SURVEYED, PLOTTED, NOTE BOOK, NO., TEMPLATE, AREAS, AREAS CHECKED

UNIT: 5'



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

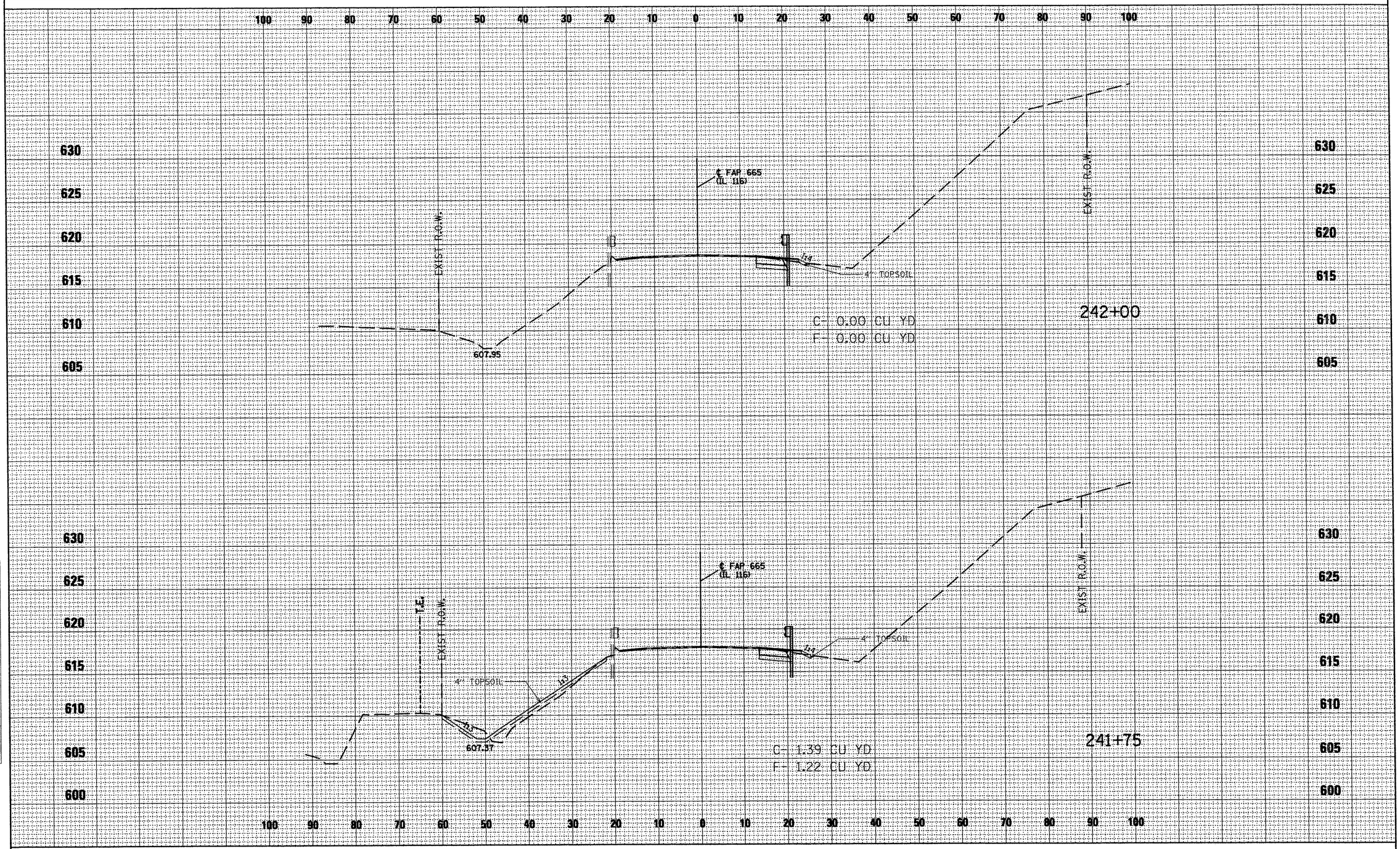
FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/23/2009	DATE - 2/22/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 116

SCALE: | SHEET NO. 5 OF 6 SHEETS | STA. 241+00 TO STA. 241+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143(RS-4, (C-8)BR); 142X(C-1)I	FULTON	76	72
		CONTRACT NO. 68353		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



ORIGINAL SURVEY: SURVEYED / PLOTTED / TEMPLATE / AREAS CHECKED
NOTE BOOK
NO.

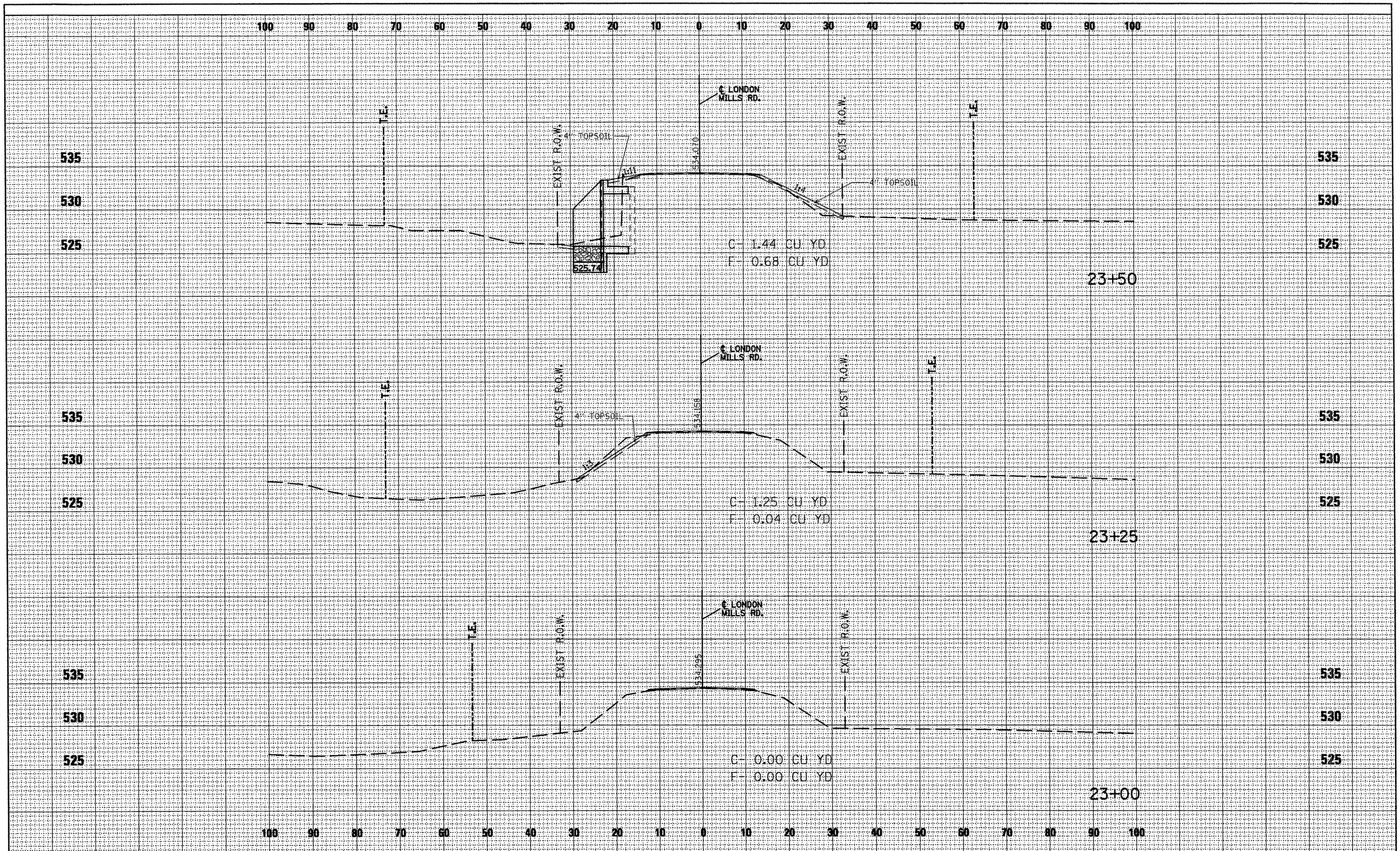
FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/23/2009	DATE - 2/22/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 116

SCALE: | SHEET NO. 6 OF 6 SHEETS | STA. 241+75 TO STA. 242+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143(RS-4, (C-8)BR); 142X(C-1)I	FULTON	76	73
		CONTRACT NO. 68353		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



ORIGINAL SURVEY	SURVEYED
	PLOTTED
NOTE BOOK	TEMPLATE
	AREAS
NO.	AREAS CHECKED

ORIGINAL SURVEY	SURVEYED
	PLOTTED
NOTE BOOK	TEMPLATE
	AREAS
NO.	AREAS CHECKED

FILE NAME = masterplans (final).dgn	USER NAME = swisher-dh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/23/2009	DATE - 1/30/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COUNTY HIGHWAY 2 (LONDON MILLS ROAD)

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. 23+00 TO STA. 23+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143(RS-4, (C-8)BR); 142X(C-1)I	FULTON	76	74
		CONTRACT NO. 68353		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100

535
530
525

T.E.
EXIST R.O.W.
℄ LONDON MILLS RD.
4" TOPSOIL
1:4
534.72
1:4
4" TOPSOIL
EXIST R.O.W.
PROP R.O.W.
T.E.

C- 1.16 CU YD
F- 0.64 CU YD

24+00

T.E.
EXIST R.O.W.
℄ LONDON MILLS RD.
4" TOPSOIL
1:3
534.03
1:6
4" TOPSOIL
EXIST R.O.W.
PROP R.O.W.
T.E.
1:4
525.52

C- 4.22 CU YD
F- 1.10 CU YD

23+75

T.E.
EXIST R.O.W.
℄ LONDON MILLS RD.
6'-6" PROPOSED CULVERT
8'-0" PROPOSED CULVERT
EXISTING HEADWALL AND WINGWALLS TO BE REMOVED
1'-9" REMOVAL
534.057
4'-0" REMOVAL
EXISTING HEADWALL AND WINGWALLS TO BE REMOVED
EXIST R.O.W.
T.E.
1:10
1:7
PROPOSED CAST-IN-PLACE 10' X 6' DOUBLE BOX CULVERT
CULVERT REMOVAL
CULVERT REMOVAL
PROPOSED CAST-IN-PLACE 10' X 6' DOUBLE BOX CULVERT
MATCH EXISTING SLOPE
EXISTING 10' X 6' DOUBLE BOX CULVERT SLOPE 0.44%
MATCH EXISTING SLOPE
525.74
525.52
EXISTING U.S.F.L. ELEV. 525.72
EXISTING D.S.F.L. ELEV. 525.54
POROUS GRANULAR EMBANKMENT
ROCK FILL 18"
POROUS GRANULAR EMBANKMENT
ROCK FILL 18"
EXISTING CUTOFF WALL TO BE REMOVED
EXISTING CUTOFF WALL TO BE REMOVED

23+70.39
(ALONG CULVERT ℄
RT AHEAD 30°

100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

FILE NAME = masterplans (finall.dgn	USER NAME = swisherdh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/23/2009	DATE - 1/30/08	REVISED -

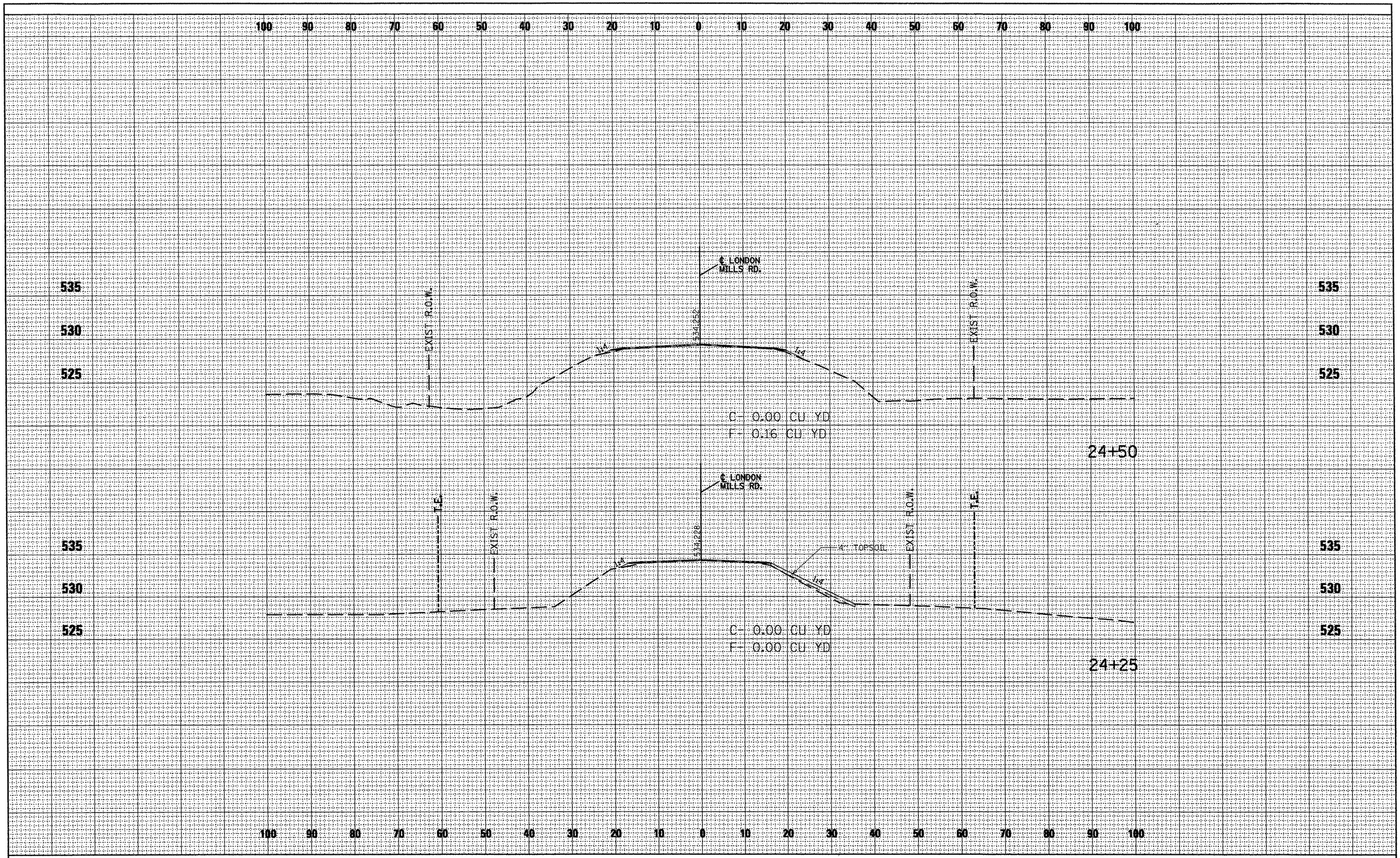
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COUNTY HIGHWAY 2 (LONDON MILLS ROAD)

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. 23+70.39 TO STA. 24+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143CRS-4, (C-8)BR; 142X(C-1)I	FULTON	76	75
		CONTRACT NO. 68353		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	SURVEYED	BY
	PLOTTED	
NOTE BOOK	TEMPLATE	
	AREAS	
NO.	AREAS CHECKED	



ORIGINAL SURVEY	SURVEYED	BY
	PLOTTED	
NOTE BOOK	TEMPLATE	
	AREAS	
NO.	AREAS CHECKED	

FILE NAME = masterplans (final).dgn	USER NAME = swisherdh	DESIGNED -	REVISED -
		DRAWN - DHS	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/23/2009	DATE - 1/31/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COUNTY HIGHWAY 2 (LONDON MILLS ROAD)

SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. 24+25 TO STA. 24+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
665	142RS-6; 143(RS-4, (C-8)BR); 142X(C-1)I	FULTON	76	76
		CONTRACT NO. 68353		

FED. ROAD DIST. NO. 4 | ILLINOIS | FED. AID PROJECT