FORMS FOR COMBINATION CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY. EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB AND MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS FOR ARTICLE 420.18.

ADDITIONAL WIDTH OF GUTTER FLAG, AT LOCATIONS INDICATED ON THE PLANS, SHALL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED OR PAID FOR SEPARATELY.

AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT-MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS, THE ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

ALL NONESSENTIAL ELECTRIC CABLE SHALL BE REMOVED FROM EXISTING CONDUIT THAT IS TO BE USED FOR INSTALLATION OF PROPOSED ELECTRIC CABLE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE PROPOSED ELECTRIC CABLE PAY 17EM.

CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.

TRENCH BACKFILL REQUIRED FOR STORM SEWER, SANITARY SEWER OR WATER MAINS SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.

STONE RIPRAP USED IN DITCHES SHOULD BE PLACED IMMEDIATELY UPON COMPLETION OF EARTHWORK AND GRADING IN ORDER TO PREVENT EROSION.

CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE. STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

TREES SHALL BE PRESERVED THROUGHOUT THIS CONTRACT AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

EXISTING DRIVEWAYS WILL BE SAWCUT TO OBTAIN A NEAT EDGE FOR REMOVAL AND REPLACEMENT. THE COST OF THE SAWCUT IS INCLUDED IN THE COST OF DRIVEWAY PAVEMENT REMOVAL.

GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE OTHER ITEMS OF CONSTRUCTION IF ONLY THE ENDS OF THE CULVERT (2 FT. OR LESS) ARE ENCASED. IF MORE THAN (2 FT.) AT THE ENDS OF THE CULVERT ARE ENCASED IN CONCRETE, THE REMOVAL WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

THE QUANTITY FOR BITUMINOUS MATERIALS PRIME COAT INCLUDED IN THE PLANS IS BASED ON 1 APPLICATION ON AGGREGATE SUBGRADE AND 1 APPLICATION FOR WINTER SHUTDOWN, THE ACTUAL QUANTITY MAY VARY DEPENDENT ON THE CONTRACTOR'S SEQUENCE OF OPERATIONS.

GENERAL NOTES

ON IL 13 ADD LANES AND OTHER LOCATIONS AS DETERMINED BY ENGINEER: THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5½IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

FOR USE ON TWO-LANE PAVEMENTS)
THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON ALTERNATING SIDES OF THE PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR. AT DIVISION STREET NORTH AND SOUTH THE STAMP SHALL BE PLACED ON BOTH OUTSIDE LANES.

WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED. THE ENCINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE DEPARTMENT, AN AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

IN AREAS WHERE MULTIPLE RUNS OF PARALLEL CONDUIT ARE IN THE SAME LOCATION, TRENCH AND BACKFILL WILL ONLY BE PAID FOR ONCE.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE-USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT
ALL AGGREGATE

2.016 TONS / CU YD
2.05 TONS / CU YD

RIPRAP

1.50 TONS / CU YD

WEIGHT OF EARTH
LIME

110 LBS / CU FT
5% WEIGHT OF EARTH

ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION, AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4 IN, OR MORE ABOVE THE GROUND LINE; AND TREES WHICH WILL MATURE TO A DIAMETER OF 4 IN, OR GREATER.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

ON ALL SUPERELEVATED CURVES, THE PROPOSED BASE COURSE WIDENING SHALL BE CONSTRUCTED WITH A SLOPE CONFORMING TO THE RATE OF SUPERELEVATION OF THE PROPOSED PAVEMENT.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE HMA SURFACE REMOVAL, SURFACE COURSE, AND BINDER COURSE: AT ADD LANE LOCATIONS. THE SURFACE COURSE ONLY.

WHEN WIDENING FLEXIBLE BASE PAVEMENT, THE CONTRACTOR SHALL TRIM ALL SURFACE AND BASE TO A FIRM, NEAR VERTICAL PLANE BEFORE CONSTRUCTING THE WIDENING, THE COST OF THIS REQUIREMENT IS INCLUDED IN THE UNIT PRICE BID FOR THE BASE COURSE WIDENING.

BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY, PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

EXISTING SURFACE DISTURBED DURING EXCAVATION FOR FOUNDATIONS AND PUSH PITS SHALL BE RESTORED TO THE LIMITS AND CONDITION SPECIFIED BY THE ENGINEER OR AS SHOWN ON THE PLANS, UNLESS NOTED OTHERWISE ON THE PLANS THE REMOVAL AND RESTORATION SHALL BE INCLUDED IN THE CONTRACT AT NO ADDITIONAL COST.

THE LIGHT POLES SHALL BE SIGNED WITH THE POLE NUMBER AS SHOWN ON THE WIRING DIAGRAM.

PROPOSED LIGHT POLE FOUNDATION SHALL BE FLUSH WITH EXISTING SURFACE.

CONDUIT PUSHED UNDER A DRIVEWAY MAY BE TRENCHED IF APPROVED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY SURFACE TREATMENT REPLACEMENT TO THE LIMITS DIRECTED BY THE ENGINEER.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

PROJECT SIGNING PLAN ROADWAY NAMES DETAIL DIFFERENT STREET NAMES THAN THE REMAINDER OF THE PLAN SET, AS DIRECTED BY THE DISTRICT. SIGNING PLAN NAMES ARE TO BE USED FOR SIGNS AND PLAN ROADWAY NAME LABELS DO NOT AFFECT THIS NAMING CONVENTION.

ALL EXISTING PAYEMENT MARKINGS ARE TO BE REMOVED WITHIN THE PROJECT AND IMPROVEMENT LIMITS AS SHOWN ON THE PLANS. SEE REMOVAL SCHEDULE FOR DETAILS AND TOTAL QUANTITIES OF PAYEMENT MARKING REMOVAL (SQ FT).

INVERT ELEVATIONS FOR EXISTING PIPES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. THE CONTRACTOR SHALL VERIFY THE INVERT ELEVATIONS FOR EXISTING PIPES IN THE FIELD AT THE TIME OF CONSTRUCTION AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

TOP OF GRATE ELEVATIONS FOR FIELD INLET STRUCTURES SHOWN ON THE PLANS WERE DETERMINED BY COMPUTER TERRAIN MODELING. THE RESIDENT ENGINEER MAY REVISE THE TOP OF GRATE ELEVATIONS AT THE TIME OF CONSTRUCTION BASED ON FIELD CONDITIONS.

DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN ALL SURFACE DRAINAGE WITHIN THE PROJECT LIMITS. ALL STORM SEWER AND DITCH FLOWS MUST BE MAINTAINED AT ALL TIMES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER, SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THE PLAN QUANTITY FOR DETECTOR LOOPS ARE APPROXIMATE. TO BE USED AT THE IL 13 RESURFACING THROUGH DIVISION STREET. THE ACTUAL QUANTITY SHALL BE DETERMINED BY THE ENGINEER AFTER THE HOT-MIX ASPHALT SURFACE REMOVAL 2" HAS BEEN COMPLETED AT THE INTERSECTION.

THE PLAN QUANTITY FOR CLASS A PATCHES, TYPE II, 14 INCH, PATCHING REINFORCEMENT, CLASS B PATCHES, TYPE I & II, 14 INCH, DOWEL BARS $11/2^{\prime\prime}$ AND SAW CUTS FOR PATCHING ARE APPROXIMATE. TO BE USED AT THE IL 13 RESURFACING. THE ACTUAL QUANTITY SHALL BE DETERMINED BY THE ENGINEER.

THE EXACT LOCATION OF THE BOLLARDS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

FRE NAVE *	USER NAME * colema	DESIGNED - KN	REVISEO -			EAP.	SECTION	COUNTY TOTAL SHEET
et\pr.work\prides\cotonn\d8363618\09782	d-sht-geomate-83.dgn	GRAWN - AS	REVISED -	STATE OF ILLINOIS	GENERAL NOTES	331	-31R-2, N-4, TS-4, HBK-1	WILLIAMSON 733 5
	PLOT SCALE + 2,000E 1/ IA.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		DRAWI	IC NO. GE-05	CONTRACT NO. 78221
	PLOT DATE : 4/4/2014	DATE ~	REVISED -		SCALE: SHEET NO. 5 OF 6 SHEETS STA.	TO STA.	ILLINOIS FED. AL	O PROJECT

			COUNTY: LOCATION: ROUTE:		WILLIAMSON F.A.P. 331 (IL	13)
		CONSTRUCTION	FUNDING:	ROADWAY	FEDERAL 10% BRIDGE	STATE SAFETY
	ITC. OCCODIDATON	CONSTRUCTION	TYPE CODE	0001	0008	0021
CODE NO	ITEM DESCRIPTION	זואט	TOTAL			
2800030	TEMPORARY DITCH CHECKS	FOOT	11335	11335		
					*Windows	
2800040	PERIMETER EROSION BARRIER	FOOT	12763	12763		
2800050	INLET AND PIPE PROTECTION	EACH	191	191		
2010000	STONE DUMPED RIPRAP, CLASS A4	TON	3711	2716		
2810080	STORE DUMPED RIPHAP, CLASS A4	108	3711	3711		
2820020	FILTER FABRIC	SO YO	10	10		
2830040	AGGREGATE DITCH	TON	7	7	<u> </u>	
				······································		
3020065	PROCESSING MODIFIED SOIL 12"	SO YD	110662	110662		
3020150	LIME	TON	2814	2814		
31100300	SUBBASE CRANULAR MATERIAL, TYPE A 4"	SO YO	10121	10121		
31100700	SUBBASE GRANULAR MATERIAL. TYPE A 8"	SO YD	83045	83045		
31100010	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SO YO	7962	7962		
31100311	SOUTH STATE OF THE		1302	1,302		_
31102000	SUBBASE GRANULAR MATERIAL. TYPE C	CU YD	895	895		
3510070	AGGREGATE BASE COURSE. TYPE A 8"	S0 Y0	54897	54897 ·		
4020050	AGGREGATE SURFACE COURSE. TYPE A 6"	SQ YD	2063	2063		
1000						
4020080	AGGREGATE SURFACE COURSE, TYPE 8	TON	200	200		
4020100	AGGREGATE FOR TEMPORARY ACCESS	TON	5000	5000		
				<u> </u>		
4060010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	45594	45594	<u> </u>	
}	POLYMERIZED RETURNING ANYERING ARRESTS				}	
100000	POLYMERIZED-BITUMINOUS-MATERIALS-(PRIME-COAT)	CALLON	7000	7000	{	
USER NAME	TIP DESIGNEO - KN REVISEO -	<u></u>			IF.A.P.1	
:18\0\7822)-+h4-\$00-22	ORAWN - AS REVISED - STATE OF ILLINOIS	SUMMA	RY OF QUANTITI	ES	F,A.P. RYE. 331	\$ECTION (1-3)8-2, N-4, TS-
PLOT SCALE . 2		SCALE: SHEET NO. 2 OF		TO STA.		ING NO. SE

					COUNTY:	-	WILLIAMSON	
					ROUTE		F.A.P. 331 (IL.)	3)
				<u> </u>	FUNDING: WORK TYPE:	ROADWAY	FEDERAL 10% BRIDGE	SAFETY
	CODE NO.	ITEM DESCRIPTION		CONSTRUCTION		0001	8000	0021
				דואט	TOTAL			-
*	83062735	LIGHT POLE, WEATHERING STEEL. 45 FT. M.H. TENON MOUNT-TWIN		EACH	2			2
*	83600355	LICHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8" X 6"		EACH	16		***************************************	16
ጥ	03000333	Conviction, activity, to occur attracts of X o						"
*	83600357	LIGHT POLE FOUNDATION, METAL. 15" BOLT CIRCLE, 8" X 8"		EACH	2			2
*	83800650	BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN	·	EACH	56			56
-			· '					
*	88600100	DETECTOR LOOP, TYPE 1		FOOT	2152	2152		
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION		EACH	1	1		
	X4200400	PORTLAND CEMENT CONCRETE PAVEMENT 8" (SPECIAL) WITH INTEGRAL CURB		SQ YD	9050	9050	**************************************	
*	A2C025G3	TREE, CERCIS CANADENSIS (REDBUD), CONTAINER GROWN, 3-GALLON		EACH	32	32		
ar.	00000035	CURING ARRANGE STREET, OATS SW. PROGETTE COCHEARN 24 CONTAINED		5400		n.	72	
	<u></u>	SHRUB, CORNUS SERICEA BAILEYI (BAILEY REDOSIER DOGWOOD), 3' CONTAINER EVERGREEN, PINUS NIGRA (AUSTRIAN PINE), 3' HEIGHT, BALLED AND BURLAPPED		EACH EACH	21	21		
<u>ጥ</u> ለ		FOLD DOWN BOLLARDS		EACH	13	13		
		DECORATIVE STEEL RAILING		FOOT	211	13 /	211	<u> </u>
		BRACED EXCAVATION		CU YD	188		188	
	X2503100	MOWENG		UNIT	433	433		
→ }		BITUMINOUS MATERIALS (PRIME COAT)		POUND	27583	27583		The state of the s
4		POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	<u> </u>	PouND	35819	35819		
		SUBBASE GRANULAR MATERIAL (SPECIAL)		CU YD	250	250		
	X4402805	ISLAND REMOVAL		SO FT	259	259		***************************************
	X5860110	GRANULAR BACKFILL FOR STRUCTURES	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	CU YD	335		335	
	X6024240	INLETS. SPECIAL		EACH	71,	71		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	····	L SUM				
		TRAFFIC CONTROL AND PROTECTION, ISPECIALY	EACH	14	14	**************************************	***	
de la company de					-			
Le de Company de la company de		TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	EACH	1	1	· · · · · · · · · · · · · · · · · · ·		
Λ) I	L	GROGVING FOR RECESSED PAVEMENT MARKING 5"		FOOT	5883	5883		
616\0\ 7 6	user name : fuse 0321-341-500-15.09 Plot Scale + 2.08 Plot Sate + 1/31	ORAWN - AS REVISED - STATE OF ILLINOIS 10 1/ 10 CHECKED - REVISEO - DEPARTMENT OF TRANSPORTAT	TION		ARY OF QUANTI	TO STA.	F.A.P. 331 (t ORAWIN	SECTION -3)R-2, N-4, TS-4, G NO. SDQ-1
	~ JAIL + 1/31	Non- Participating (100% State)	SCAL		REV. 4	·····		(ICC1HOIS)

	CATIC		MODIFIED SOIL 12"	LINE	GRANULAR MATERIAL, TYPE A 8"	GRANULAR MATERIAL, TYPE A 12"	SUBBASE GRANULAR MATERIAL, TYPE C	BASE COURSE, TYPE A 8"	BITUMENOUS MATERIALS OPEIMP-COAT)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	PAVEMENT (FULL-DEPTH 10 3/4"
STATION	TO	STATION	SQ YD	TON	SQ YD	SQ YD	CU YD	SQ YD	(POUND)	TON	TON	TON	SQ YD
13 WESTBOUND													
480+37.10		492+29.77		 	5,586				4			<u> </u>	
492+29.77		561+17.50		 	22,948	77-7-7-7-1		***************************************					
561+17.50	•	592+90.74			12,054	-							
441+90		464+97											
468+62	-	592+91											
587+23		592+33											
3 EASTBOUND												<u> </u>	
479+50.00	-	492+30.25			4,553								
492+30,25		561+17.50		·	26,350								
561+17.50		587+77.88		·	8,892							l	
443+91	~	464+00			 							<u> </u>	
467+57 580+00		587+78			ļ								
) A		585+73									L		
10+00.00		24+38,21	5550	137.4	 	ļ	100	··-				<u> </u>	<u> </u>
B	l	£7730361	J350	P*1CT	 	<u> </u>	155					_	3,118
16+60.09	- 1	29+21.90	5,660	140.1			140						3,437
• C													
10+00.00		21+48_77	5,290	130.9			126						3,293
P D 16+60.11		20121 40	Fan	47. ^	 		1,5						
10400*11		29+21.40	5,291	131.0			112						3,491
F CREEK ROAD											<u> </u>		
83+02.00		85+15.46	1,431	35.4	 								
85+15,46		87+50.00	1,356	33.6	<u> </u>					·		<u> </u>	1,244
87+50,00		90+97.27	2,146	53.1			16						1,063
90+97.27		98+31.08	6,144	152.1	 	·	37	<u> </u>		<u> </u>		<u> </u>	1,710
98+31,08		100+04.91	Ville	136.1	 	ļ	89				ļ		3,899
101+04.91		100+29.15			<u> </u>	<u> </u>	<u> </u>	ļ			<u> </u>	<u> </u>	
100+75.92		103+25,70	1,802	44.6			28				 	-	<u> </u>
103+25.70		109+67.28	5,235	129.6	 		79		 		 		1,321
109+67.28		113+50.00	2,901	71.8			61						3,184
113+50.00		116+70.88	1,092	27.0			17			 	 	<u> </u>	1,988 746
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KEYE COURT		and the same of th			T						 	<u> </u>	
10+00,00	-	11+35.00				376	<u> </u>	322	72	44	26	· · · · · · · · · · · · · · · · · · ·	+
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TH FRONTAGE RO									7		1		
		27+68.28	1,910	47.3				1,559	351	218	131		T
27+68.28		28+01.14	116	2,9				100	23	13	8		
	-	52+25.85	1,088	26.9			<u></u>	1,032	232	142	85		
52+25,85	-	53+83.13	1,029	25.5	 			1,013	228	139	83		
53+83.13		69+59.77	6,004	148.6	 	<u> </u>	ļ	5,415	1,218	742	444		
69+59.77 74+40.74		74+40,74 96+66,30	359	8,9	 	<u> </u>	<u> </u>	332	75	41	24	152	
96+66.30	-	97+02.92	7,689 99	190.3	 		<u></u>	7,451	1,676	998	595		
97+02.92	<u></u> -	104+70.50	2,694	2.5 66.7	 		ļ	99	22	14	8	1	
104+70.50		111+62.48	2,885	71.4				2,606	586	348	207	<u> </u>	
111+62.48		116.89.20	2,065	51.1	 			2,470	556	346	207	· [
116+89,20	_	122+11.66	E9V44	3141	 		 	1,735	390	242	145	·	
122+11.66	-	124+66.73	826	20.4	<u> </u>			802	248 180	81	48	154	-
124+66.73	-	128+21.17	1,556	38.5			 	1,038	234	123	73	<u> </u>	
128+21.17	-	138+21.17			***************************************	**************************************		1,000	544	123	13	338	+
NTRY AIRE DRIVE	Ē	***************************************							1		 	330	1
8+78.46		11+80.00				861		818	184	109	65		
KING ROAD	l							·			 	<u> </u>	
30+00.00		33+50.00				1,004		936	0	125	74		1
	2	HEET TOTALS	72,218	1,787	80,383	2,241	860	27,728	(6,820)	3,724	2,224	645	28,494

FILE NAME = DESIGNEO - KN USER MAME = polemen REVISED -Pi-sht-SCH-8),dgn DRAWN - AS REVISEO -FLOT SCALE - 2.0000 1/ 17. CHECKED ~ REVISED -PLOT DATE = 4/16/2014 DATE REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE

PAVEMENT AND SHOULDER SCHEDULE SHEET NO. 1 OF 56 SHEETS STA.

	L	OCATIO	1	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH) 15 1/4"	AGGREGATE SHOULDERS, TYPE A 8"	AGGREGATE SHOULDERS, TYPE B	ASPHALT SHOULDERS,	HOT-MEX ASPHALT SHOULDERS, 8"	HOT-MIX ASPHALT SHOULDERS, 15 1/4"	POLYMERIZED BITUMINOUS MATERIALS, IPRIME GOATI	HOT-MIX ASPHALT	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	TEMPORARY PAVEMENT	REMARKS
	STATION	TO	STATION	SQ YD	SQ YD	TON	SQ YD	SQ YD	SQ YD	(POUND)	TON	SQ YD	SQ YD	REMARKS
	MESTBOUND	,								しい。世				
	480+37.10	-	492+29.77	3,160					2,373					INCLUDES INSIDE SHOULDER PAVEMEN
-+	492+29.77	-	561+17.50	11,916				 	10,941		-i		·	INCLUDES INSIDE SHOULDER PAVEMEN
	561+17.50	-	592+90,74	6,383					5,314					INCLUDES INSIDE SHOULDER PAVEMENT RAISED MEDIAN CROSSOVER
	441+90	-	464+97					***		2,768	688	6,146		
	468+62	-	592+91							14,915	3,710	33,141		
	587+23		592+33	······································	**************************************			 		612	59	524	·	LEFT TURN LANE
	EASTBOUND							 		1 1				LEGIT CONTROLL
	479+50,00	-	492+30.25	2,490					2,102			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		INCLUDES INSIDE SHOULDER PAVEME
	492+30.25	-	561+17.50	13,689	·				12,424					INCLUDES INSIDE SHOULDER PAVEME
	561+17.50		587+77.88	4,403		<u></u>		_	4,500	\				INCLUDES INSIDE SHOULDER PAVEME
	443+91 467+57		464+00 587+78				ļ	 		2,411	598	5,342		
	580+00	_	585+73		 -		 	 	ļ	14,425	3,589	32,055		
ANP /		ئـــــا	3033.13					***************************************	 	688	63	565		
Ť	10+00.00	-	24+38.21	······································	699	 		2.030	 		<u> </u>			
AMP E						 	<u> </u>	29434	 					
	16+60.09		29+21.90		659		1	1.831	 					<u> </u>
AMP (1	1					
	10+00.00	-	21+48.77		582			1,652						
AMP E	*************************************	,												
	16+60,11		29+21.40	· · · · · · · · · · · · · · · · · · ·	576	ļ		1,466						
NE.	REEK ROAD	لــــا	L			ļ	ļ	ļ	ļ					
	83+02.00		85+15.46			 		1	 					
	85+15.46		87+50.00		·	_	 	206	 				 	
	87+50.00	-	90+97.27			<u> </u>		490	 	 			<u> </u>	
	90+97,27	-	98+31.08	**************************************		<u> </u>	 	1,175						
	98+31.08	-	100+04.91	· · · · · · · · · · · · · · · · · · ·		 		1,113	 					STRUCTURE 100-0099
	101+04.91	-	100+29.15			<u> </u>		 	 				5	BACKFILL FOR ISLAND REMOVAL
	100+75.92	-	103+25.70					364	T				<u> </u>	27707 222 - 017 POECT, (V) 1201CO 171E
	103+25.70	-	109+67.28					1,035			·			
	109+67.28		113+50.00	·····	<u> </u>			802						
	113+50,00		116+70.88			<u> </u>	<u> </u>	220	ļ					
AWE	E COURT		L			<u> </u>	 	ļ	 				<u></u>	1
PHOE	10+00.00	-	11+35.00		······································		 	 	ļ			ļ	<u> </u>	
	10.00.00		11,33100	······································		 		<u> </u>	!					
ORTH	FRONTAGE R	OAD	'			 	<u> </u>		<u> </u>				 	····
	22+55.43	-	27+68,28			1	1	1	1	1	<u> </u>	 	360	TEMP PAVEMENT IN STAGE 1 CONSTRU
	27+68.28	-	28+01.14		24			1				<u> </u>		THE PERSON I STAND I STAND I WITCH
	50+75.00	-	52+25.85		49							1	1	· · · · · · · · · · · · · · · · · · ·
	52+25,85	-	53+83,13			1							-	
	53+83,13	-	69159.77	·····	1,170	<u> </u>	<u> </u>	1						
	69+59.77 74+40.74	<u> </u>	74+40.74 96+66.30		374	2	ļ		<u> </u>		<u> </u>		_	
	96+66.30		97+02.92		3,294			 	<u> </u>		<u> </u>	 	<u> </u>	
	97+02.92		104+70.50		1,177	 	1	· 	 		ļ		 	
-	104+70.50	-	111+62.48		454 1		 	 	 		.	<u> </u>		
	111+62,48	-	116,89,20	*************************************					1	~ 	†	<u> </u>	 	
	116+89.20	-	122+11.66			5		<u> </u>	1	* · · · · · · · · · · · · · · · · · · ·	 	 	 	<u> </u>
	122+11.66	-	124+66.73		174		171				l	1		
	124+66.73		128+21.17		145		145						1	
	128+21.17		138+21,17			10								
UUNIE	RY AIRE DRIV	E	41.00.00	·····		ļ	<u> </u>							
	8+78,46	-	11+80.00		108		1	 	1			<u> </u>		
CLIN	G ROAD	L	L			 		4				<u> </u>		
<u> </u>	30+00.00		33+50.00		261		1	 	 	<u> </u>	<u> </u>	 	*	
1	30.00100						<u> </u>				<u> </u>	<u> </u>	1	
		9	SHEET TOTALS	42,041	9,292	17	316	11,271	37,654	35,819	8,707	77,773	365	

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DRAWN - AS CHECKED -

DATE -

REVISED -

REVISED -

REVISED -

221-sht-SCH-02.dgn

PLOT SCALE = 2.0888 '/ +n.
PLOT DATE = 4/10/2014

SHEET NO. 2 OF 56 SHEETS STA.

PAVEMENT AND SHOULDER SCHEDULE

SCALE

	Ų	OCATI	ON	PROCESSING MODIFIED SOIL 12"	LIME	8"	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SUBBASE GRANULAR MATERIAL, TYPE C	AGGREGATE BASE COURSE, TYPE A 8"	BITUMINOUS MATERIALS (PRIME-COAT)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	HOT-MEX ASPHALT SURFACE COURSE, MEX "C", N90	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	HOT-MIX ASPHAL PAVEMENT GFULL-DEPTHO 10 3/4"
	STATION	TO	STATION	SQ YD	TON	SQ YD	SQ YD	CU YD	SQ YD	(POUND	TON	TON	TON	SQ YD
TANK I	DRIVE	1					<u> </u>	<u> </u>			Ţ			<u> </u>
DOMEN	85+21.41	T	100+00.00	6566	162.5			 	6,446	3,992	871	520		
	100+00.00	 	132+78.62	12866	318.4		 		12,368	7,377	1,666	994		
	132+78.62	 -	144+16.11	12.000	33047		 		42,000	2,218	1	301	357	
ARA	LANE									\				
	B+20.00	<u> -</u>	10+00.00				508		487	243	64	38	<u> </u>	
470	CTOST COUR	41	1							ļ	<u> </u>		<u> </u>	ļ.,
AIR	STREET SOUT	<u> </u>	3+55.00	798	19.8		 	15	<u> </u>	306	 			584
	3+55.00	╂┋	5+85.00	497	15.0	· · · · · · · · · · · · · · · · · · ·		20		300	 			314
	0.00.00	1	1 3 7 3 3 3 3	121			 	 		1				
IAIN	STREET NORT	`H												
	0+00.00	I -	15+07.50	5,439	134.6					3,618				4,423
	0+65,22	<u> </u>	0+75.76							1	1			
	DAME FACT	<u></u>	J				<u> </u>	ļ		-	<u> </u>			
	126+47.01	T -	126+72.01	_	·		79	<u> </u>	77	41	9	5		
	126+72.01	+=	127+83.42	 	ļ		381		322	184	42	25	·	
		1					 		1		<u> </u>			
AMALE	L ROAD	·•												
	6+00.00	_	10+90.00				1933		1,874		188	112		
	15+42.43	<u> </u>	17+24.52				966		946	328	105	62	<u> </u>	
	17+88.53	<u> </u>	19+70.77				1029	<u> </u>	993	328	113	67		
DICO	S ROAD	1	1							_	1			
LT CA	6+26,09	Т-	9+36.00	1,681	41.6			<u> </u>	1,633	558	187	112		
	10+00.00	 -	11+48.74	723	17.9	 	 	1	714	268	79	47		
	11448.74	-		530	13.1				515	313	69	44		
										11 (I,			4
RICG	S ROAD SPUR		1 466	 	<u> </u>			 		 \ 	105	1 62	 	
	100+00.00	╀╾	102+70,00	 	 		825	 	794	486	105	63	 	
		1	<u> </u>	1 00.00	<u> </u>		1		1			<u> </u>		I was
Clarr	T TOTAL C PT		SHEET TOTAL VMT SCH 01-0		723 1,767	0 80,383	5,721 2,241	35 860	27,169 27,728	(20,260) 6,820	3,497 3,724	2,089 2,224	357 645	5,321 28,494
			MI DWY SCH-2		4101	2,005	4,471		21,125	486	3,167	444.7		******
			M DWY SCH-2			658	· · · · · · · · · · · · · · · · · · ·	·	<u> </u>	16		-	<u> </u>	
			ROJECT TOTAL		2,510	83,045	7,962	895	54,897	27,583	7,222	4,313	1,002	33,815

FILE NAME =	USER NAME = column	DESIGNED - KN	REVISED -				FAP. SECTION COUNTY TOTAL SHEET NO.
cs/ps_vork/ps/del/aclean/df/363618/09782	H-ehe-SCH-03.dgn	DRAWN - AS	REVISEO -	STATE OF ILLINOIS		PAVEMENT AND SHOULDER SCHEDULE	331 (1-3R-2, N-4, TS-4, HBK-1 WILLIAMSON 733 45
ł l	PLOT SCALE = 2,60888 */ in.	CHECKED ~	REVISED -	DEPARTMENT OF TRANSPORTATION			DRAWING NO. SCH-03 CONTRACT NO. 78221
	PLOT DATE = 4/18/2014	DATE -	REVISED -		SCALE	SHEET NO. 3 OF 56 SHEETS STA. TO STA.	BLINOIS FED. AID PROJECT
The state of the s	1		This first of the same of the same and the same and the same of th		,		1±3VR±2.N=4.TS=4.HRK=1

······································		DCATIO		HOT-MEX ASPHALT PAYEMENT (FULL-DEPTH) 15 1/4"	AGGREGATE SHOULDERS, TYPE A 8"	AGGREGATE SHOULDERS, TYPE B	HOT-MIX ASPHALT SHOULDERS, 4"	HOT-MIX ASPHALT SHOULDERS, 8"	HOT-MIX ASPHALT SHOULDERS, 15 1/4"	COATI	HOT-MEX ASPHALT E SURFACE COURSE, MEX "E", N90	REMOVAL, 2"	TEMPORARY PAVEMENT	REMARKS
$-\bot$	STATION	TO	STATION	SQ YD	SQ YD	TON	SQ YD	SQ YD	SQ YD	(POUND)	TON	SQ YD	SQ YD	
ALKEO	DRIVE		·				<u> </u>		<u> </u>		<u> </u>			
	85+21.41	- 1	100+00.00		1,965	<u> </u>	 		 					
	100+00.00	-	132+78.62		4,507	·	 	 						
	132+78.62	-	144+16.11		-1,001	117								11
WRA L	AVE													
WA L	8+20.00	- 1	10+00.00			<u> </u>		ļ	 	_				
	0.2000		10.00100											
	TREET SOUT	H												
	1+00.00		3+55,00					201						
	3+55.00	-	5+85.00		***************************************		_	154	<u> </u>					
IN S	TREET HORT)! H					 		ļ					
	0+00.00	<u> </u>	15+07.50		***************************************		<u> </u>	<u> </u>		1				
	0+65.22	-	0+75.76										25	BACKFILL FOR ISLAND REMOVAL
174	DRIVE EAST	L	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				<u> </u>		<u> </u>					
	126+47.01	T 1	126+72.01		······································	 	12	 		- 				
	126+72.01	-	127+83-42	-	, , , , , , , , , , , , , , , , , , , ,		18	<u> </u>		···				
ME	ROAD					<u></u>			 					
	6+00.00	-	10+90.00	· · · · · · · · · · · · · · · · · · ·	213	<u> </u>	431		<u> </u>			<u> </u>		
	15+42.43 17+88.53	-	17+24.52 19+70.77		83 77	 	167 164						·····	
\neg	1110000		25110717		<u> </u>		20-7	 	1					
UCGS	ROAD													
$\perp \perp$	6+26.09	-	9+36.00		239		236							
	10+00.00	-	11+48.74	<u> </u>		<u> </u>	126						·····	
	11+48,74	-	13+22,78				 		<u> </u>				350	TEMP PAVEMENT IN STAGE 1 CONSTRUCTION
IIGGS	ROAD SPUR	<u>. </u>		<u> </u>		 	1	1	+					
	100+00.00] = :	102+70.00										270	TEMP PAVEMENT IN STAGE 1 CONSTRUCTION
	······	1			<u> </u>	<u> </u>	<u></u>	<u> </u>	<u> </u>			L		
-	TATAL C PR		HEET TOTAL		7,084	117	1,154	355	0	0 75 800	0	0	645	
			NT SCH 01-02 I DWY SCH-22		9,292	17	316	11,271	37,654	35,819	8,707	71,713	365	
			DWY SCH-2			1	1		 	+{	1			
			JECT TOTAL		16,376	135	1,470	11,626	37,654	35,819	8,707	77,773	1,010	

FILE NAME =	USER NAME = oclose	DESIGNED - KN	REVISEO -			F.A.P. SECTION COUNTY TOTAL SHEETS NO.
at/ps_work/psedat/coleam/d9363619/09762	21-shl-SCH-B4.dgn	DRAWN ~ AS	REVISED -	STATE OF ILLINOIS	PAVEMENT AND SHOULDER SCHEDULE	331 G-3/R-2, N-4, TS-4, HBK-1 WILLIAMSON 733 46
1	PLOT SCALE * 2.8889 */ sn.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		DRAWING NO. SCH-04 CONTRACT NO. 78221
	PLOT DATE = 4/18/2014	DATE -	REVISED -		SCALE: SHEET NO. 4 OF 56 SHEETS STA. TO STA.	LLDHOIS FED. AED PROJECT

DRIVEWAY SCHEDULE

	LO	CATION	ENTRANCE		PROPOSED APRON SURFACE	PROPOSED SURFACE	GRAN Materia	BASE NULAR L TYPE A,	AGGREGATE SURFACE COURSE, TYPE A	BITUMINOUS MATERIALS	INCIDENTAL HOT-MIX ASPHALT	CONCRETE DRIVEWAY PAVEMENT,	PAVEMENT,	& GUTTER,	
			TYPE	TYPE	TYPE	TYPE	4"	8"	6"	ORDER COAT)		6 INCH	7 INCH	TYPE B-6.12	REMARKS
- -	STATION	LT/RT	<u> </u>				SQ YD	SQ YD	SQ YD	POUNDS	TON	SQ YD	SQ YD	FOOT	
F	REEK ROAD		 			 		1	<u> </u>		\				
-	84+42.69	RT	PE	AGGREGATE	CONCRETE	AGGREGATE		24	59			24	 		
+	84+87.46	RT	FE	AGGREGATE	CONCRETE			25	23			1 2	23		
- -	112+12.26	-	PE	BITUMINOUS	CONGRETE	BITUMINOUS	/ / 	56		25	6	<u> </u>	23		
	114+33.96	RT	PE	BITUMINOUS		BITUMINOUS		31	 	14	\ <u>3</u>	 		 	
╌	115+14,44	RT	PE	BITUMINOUS	 	BITUMINOUS		37		17	4	·	 	<u> </u>	
-	116+40.56	RT	PE	AGGREGATE	 	AGGREGATE		 	49	} 		 	 		······································
_	116+50.69	LT	PE	AGGREGATE		AGGREGATE		21	26		i				· · · · · · · · · · · · · · · · · · ·
+	1		1							- <i>1</i>					······································
IKE	E COURT									1					
$oxed{\mathbb{I}}$	10+74.84	RT	PE	AGGREGATE		CONCRETE		41				41			
	11+10.16	LT	PE	CONCRETE		CONCRETE		39		S		39			
\perp															
TH	FRONTAGE RO							-			/			<u> </u>	·
	58+96.17	RT	FE	NONE		AGGREGATE	106	8	99	!	<u> </u>			33.0	
	58+96,17	LŢ	FE	NONE	CONCRETE		138	42	97	 	\		97	<u> </u>	
_	79+00.00	RT	CE	BITUMINOUS	ļ	BITUMINOUS		264		1	29		<u> </u>	ļ	
	84+33.49	RT	CE	NONE	 _	BITUMINOUS		167		75	19	<u> </u>	<u> </u>		
+	93+96.17	RT	FE	NONE		AGGREGATE	116		116	 -		<u> </u>		Ļ	
-	102+46.17	RT	FE	NONE	<u> </u>	AGGREGATE	115	 	115			<u> </u>	<u> </u>		
_ _	112+03,57	RT	CE	OIL/CHIP		BITUMINOUS		155	<u> </u>	60	15			97.5	
	112-149.21	RT	CE	CONCRETE	ļ	CONCRETE		167	· •		4	ļ	348	98.1	
	113+03,61	RT	CE	CONCRETE	 	CONCRETE		70		1	\	 	60	44.0	
-	113+98.87 114+09.54	RT	CE FE	BITUMINOUS AGGREGATE	ļ	BITUMINOUS		60	<u> </u>	21	5		<u> </u>	59.0	
+	114+75.63	LT RT	CE	BITUMINOUS	 	AGGREGATE BITUMINOUS		33	41	11	3	1	 	33.5	
+	115+01.40	LT	PE	CONCRETE	 	CONCRETE		77		1 11	/	77	 	33,3	· · · · · · · · · · · · · · · · · · ·
+	122+78.63	- <u>-</u> -	PE		BITUMINOUS		~~	26	23	10	3	 	 	1	
+	124+23.34	LT	PE		BITUMINOUS			21	23	10	3		 	 	
	TO 11 CO 10 1	1 5	 	AGGILLONIL	DI CUMILITORIA	- AGGREGATE		 	<u> </u>	100			 	 	
UNTI	RY AIRE DRIVE	• • • • • • • • • • • • • • • • • • •	1	 				 		}	\		 		
T	10+86.82	LT	PE	CONCRETE	 	CONCRETE		41	<u> </u>	1		41			
+					1	1		1			1				
NA.	DRIVE								<u> </u>		/				
\perp	85+59.07	RT	CE	AGGREGATE		AGGREGATE			144			1			
I	90+00.00	RT	FE	NONE		AGGREGATE	98		98		1				
	90+00.00	LT	CE	BITUMINOUS		BITUMINOUS		398		179	44				····
	92+00.00	LT	CE	NONE		BITUMINOUS		141		63	16				
	105+00.00	RT	FE	NONE		AGGREGATE	71	-	71						
	105+00.00	LT	FE	NONE		AGGREGATE	132		132		1			<u> </u>	· · · · · · · · · · · · · · · · · · ·
	118+70.96	RT	CE	AGGREGATE		AGGREGATE			222	V	1	4			
	120+97,76	ŘŤ	CE	AGGREGATE		AGGREGATE			219	>	1				
	122+83.61	RT	PE	CONCRETE	1	CONCRETE		60_		1		60	1	1	
	· · · · · · · · · · · · · · · · · · ·		······································			SHEET TOTALS	777	2,003	1.556	486	151	282	528	365.1	

	FILE NAME =	~~~~ ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	DESIGNED - KN	REVISED -			DRIVEWAY SCI	trou: r	F.A.P RTE.	SECT	TON MOT	COUNTY	SHEETS	NO.
I	ar\pu_wark\pusdot\colemn\d8363618\D9782		DRAWN - AS	REVISED -	STATE OF ILLINOIS		DRIVERVAY SCI	HEDULE	331	(1-3)R-2, N-4,	TS-4, HBK-1 W	VILLIAMSON	733	63
I		PLOT SCALE = 2.8860 1/ 101.	CHECKED -	REVISEO	DEPARTMENT OF TRANSPORTATION				DRA	WING NO.	SCH-21	CONTRACT	T NO. 7F	J221
- [PLOT DATE * 4/18/2014	DATE -	REVISEO -		SCALE	SHEET NO. 21 OF 56 SHEETS	STA. TO STA.			DLDANIS FED. AID	PROJECT		

DRIVEWAY SCHEDULE

	L	DCATION	ENTRANCE TYPE	EXISTING SURFACE TYPE	PROPOSED APRON SURFACE TYPE	PROPOSED SURFACE TYPE	GRAN	BASE BULAR L TYPE A, 8"	AGGREGATE SURFACE COURSE, TYPE A 6"	BITUMINOUS MATERIALS (PRIME COAT)	INCIDENTAL HOT-MIX ASPHALT SURFACING	CONCRETE DRIVEWAY	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH		REMARKS
	STATION	LT/R	r				SQ YD	SQ YD	SQ YD	POLNOS	TON	SQ YD	SQ YD	FOOT	
04 1	LANE	<u> </u>		 		<u> </u>									
- L	9+13.08	RT	PE	CONCRETE	<u> </u>	CONCRETE		37	 			37			
十	0720100	 '''		- CONTONE LE		DOMONE/E		31			 	<u> </u>	 		······································
N S	STREET NORTH	 		 	<u> </u>		~·····································				 		 		·····
T	3+80.00	RT	CE	AGGREGATE	CONCRETE	 		97	1				87	45.0	
1	7+15.26	RT	PE	AGGREGATE	CONCRETE	AGGREGATE		25	9	 	 	25		7=17	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
T	7+53,26	LT	PE	AGGREGATE		AGGREGATE		21	9		l	21			·
I	7+54.45	RT	PE	CONCRETE	CONCRETE			21	1			21	1		
\perp	8+70.67	LT	PE	AGGREGATE				23				23			
I	8+83.22	RT	PE	AGGREGATE		AGGREGATE		21	1			21			
I	9+24.46	RT	PE	CONCRETE	CONCRETE	CONCRETE		32				32			
I	9+93.03	LT		AGGREGATE	CONCRETE	AGGREGATE		21	2			21			
L	10+28.00	RT		AGGREGATE	CONCRETE	AGGREGATE		21	8			21			······································
	11+21.23	RT		AGGREGATE	CONCRETE	AGGREGATE		28	2			28			**************************************
	11+58.11	LT		AGGREGATE		AGGREGATE		21	34			21			
	11+91.19	RT	PE	BITUMINOUS				36				24			The second second
	12+26.69	LT		AGGREGATE		AGGREGATE		21	14			21			
	12+58.51	RT		AGGREGATE	CONCRETE			41				41			······································
	12+69,25	LT		AGGREGATE	CONCRETE	AGGREGATE		29	16			29			
┸	14+08.40	RT	PE	AGGREGATE	CONCRETE	AGGREGATE		37	16			37			
Ţ.		<u> </u>						<u> </u>							
65	ROAD	·		 		1			<u> </u>			<u> </u>		<u> </u>	
1	7+62.64	<u>LT</u>			BITUMINOUS			. 27	37	16	4	<u> </u>			
╀	11+99.24	RT	FE	DIRT	ļ	AGGREGATE			63	1	 	<u> </u>		 	
	L ROAD	J		 	 	<u> </u>		 		\	1	 			
4	9+54.91	RT	PE	AGGREGATE	 	AGGREGATE		 	56	 	J	 		ļ	·
1	3734,31	i NI	— 	AUGREGATE	-	AUUNEUAIE		 	30	+{	(
NIA.	DRIVE/CLAR	STREET		+	 	1		 	+	 	\	 	+	 	
NW1	124+00	LT	PE	DIRT	 	AGGREGATE		100	100	}	#			 	
	4L-1.VV	<u> </u>	1 1 1-4	1 24111						+ + +	<u></u>	<u> </u>		<u> </u>	
		·	··· ······ ···· ···· · · ··· · · · · ·			SHEET TOTALS		658	368	16	4	422	87	45.0	
						M DWY SCH-21		2,003	1,556	486	151	282	528	365.1	
			······································	· 		OJECT TOTALS	777	2,662	1,924	503	155	705	615	411.0	

NOTES:

- FOR ADDITIONAL QUANTITY FOR SUBBASE GRANULAR MATERIAL, TYPE A 8" SEE DRAWING NO. SCH-03.
- 2. FOR ADDITIONAL QUANTITY FOR BITUMINOUS MATERIALS (PRIME COAT) SEE DRAWING NO. SCH-03.
- 3. FOR ADDITIONAL QUANTITY FOR AGGREGATE (PRIME COAT) SEE DRAWING NO. SCH-O3.

FI	E MAYE s	USER NAME * poleme	DESIGNED	- KH	REVISED -					FAL	7.	SECTION	COUNTY	TOTAL SI	HEET
77	pu_vork\pvidat\calemm\d9363618\09782	1-eht-SCK-22dge	DRAWN	~ AS	REVISED -	STATE OF ILLINOIS	DRIVEWAY SCHEDULE		33	0-38-2	N-4, TS-4, HBK-1	WILLIAMSON	N 733	64	
1		PLOY SCALE * 2.8288 '/ 10.	CHECKED	•	REVISED ~	DEPARTMENT OF TRANSPORTATION					WING NO.	SCH-22		CT NO. 78	
	PLOT DATE = 4/10/2014	DATE	4	REVISED -		SCALE	SHEET NO. 22 OF 56 SHEETS	STA. TO STA.	-	*************	DILINGIS FED. A		** **** **		
				7, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	The state of the s					(1-3)R-2	N-4.TS-4,HB	K-1			

