

INDEX OF SHEETS

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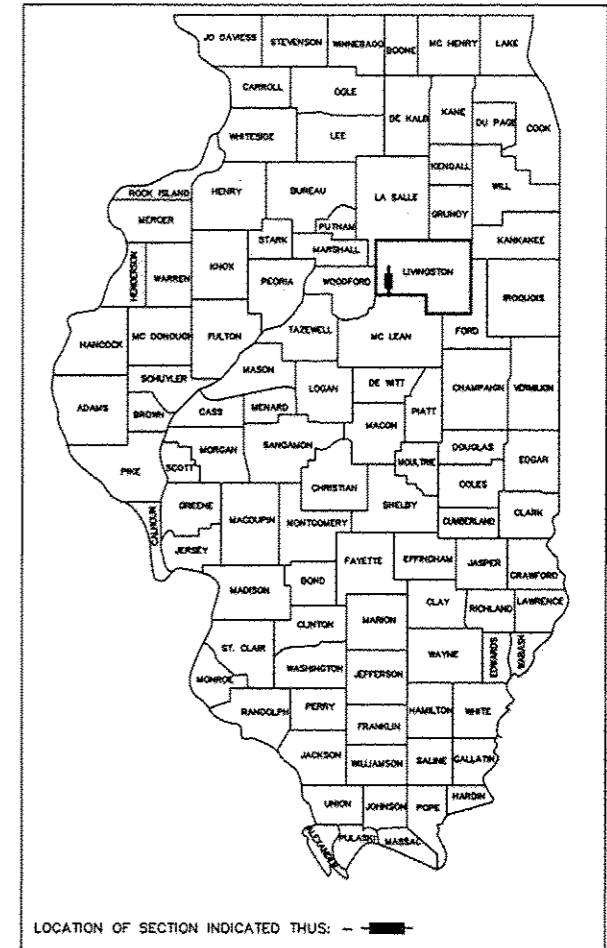
HIGHWAY STANDARDS

- 701301-04 LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS
- 701306-03 LANE CLOSURE 2L, 2W SLOW MOVING OPERATIONS DAY ONLY ≥45MPH
- 701311-03 LANE CLOSURE 2L, 2W MOVING OPERATIONS DAY ONLY
- 701901-03 TRAFFIC CONTROL DEVICES
- 780001-04 TYPICAL PAVEMENT MARKINGS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
SURFACE TRANSPORTATION PROGRAM**
F.A.S. ROUTE 355, CH 16, (FLANAGAN-GRIDLEY RD)
SECTION 10-00149-02-RS
PROJECT RS-0355(122)
LIVINGSTON COUNTY
C-93-070-13

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
355	10-00149-02-RS	LIVINGSTON	5	1

PROJECT NO. RS-0355(122)



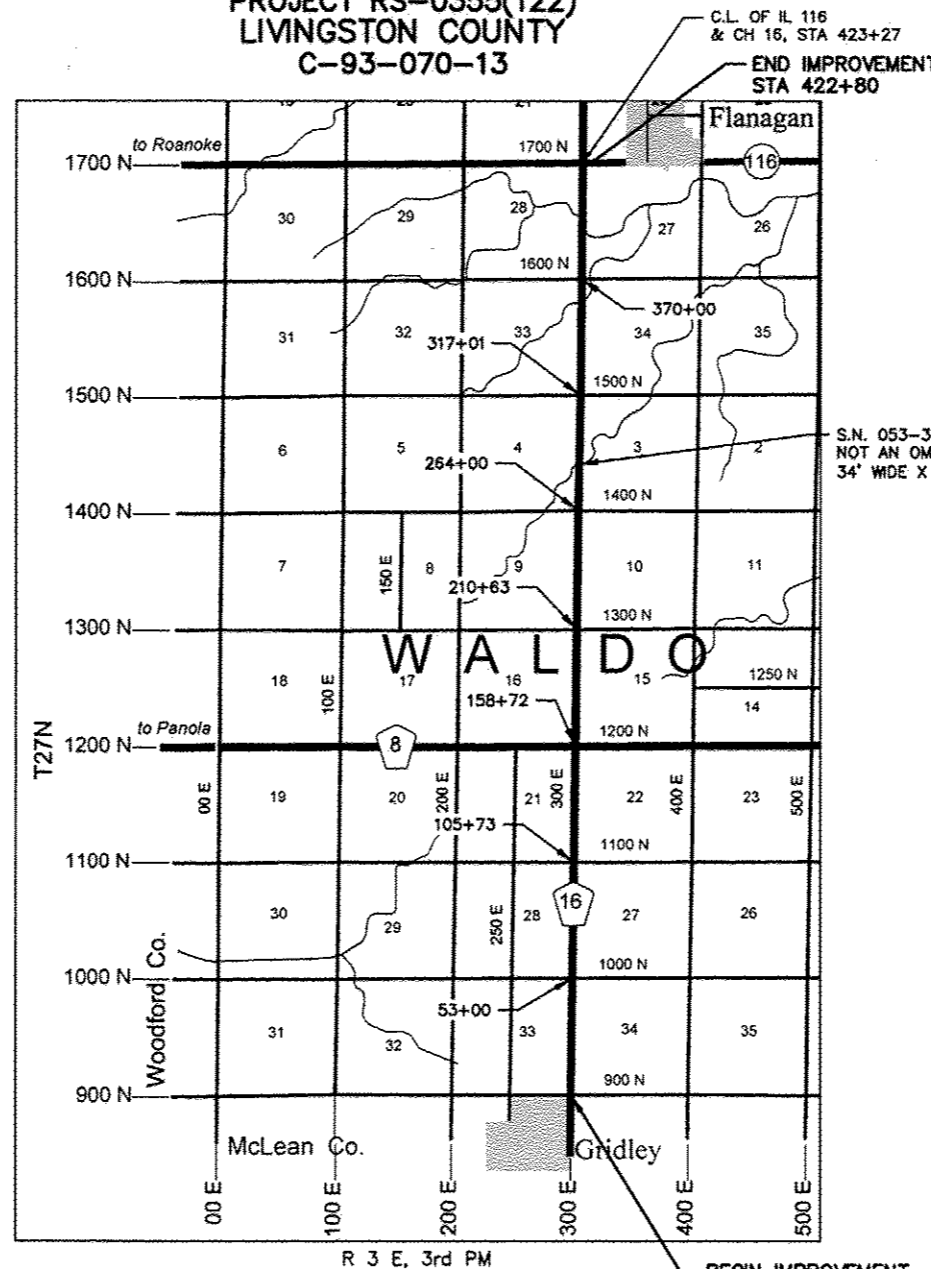
LOCATION OF SECTION INDICATED THUS: —

SUMMARY OF QUANTITIES CONST. CODE 0005			
ITEM NO.	ITEM	UNIT	QUANTITIES
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	5,840.0
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	8,845.0
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	246.0
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	499.0
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	102,324.0
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	6,383.0
67100100	MOBILIZATION	L SUM	1.0
70300100	SHORT TERM PAVEMENT MARKING	FOOT	8,464.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,411.0
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	12,275.0
* X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	23,415.0
* X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1,197.0
* X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1.0
* Z0055300	RUMBLE STRIP	EACH	4.0

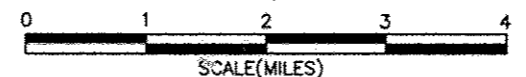
* SEE SPECIAL PROVISIONS

△ SPECIALTY ITEMS

THIS PROJECT CONSISTS OF HMA LEVELING BINDER, HMA SURFACE COURSE, MIX "C", N50, AND AGGREGATE SHOULDERS BEGINNING AT A POINT NEAR THE INTERSECTION OF CH 16 AND LIVINGSTON / MCLEAN COUNTY LINE (900N) AND EXTENDING IN A NORTHERLY DIRECTION TO THE INTERSECTION OF IL RT 116 (1700N), WEST OF FLANAGAN, ILLINOIS.

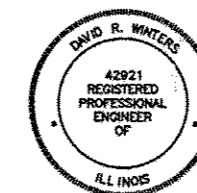


GROSS LENGTH = 42,310' = 8.014 MILES
NET LENGTH = 42,310' = 8.014 MILES



UTILITIES

CONTACT J.U.L.I.E. 811 or
800-892-0123 BEFORE DIGGING



THESE PLANS WERE MADE BY ME OR BY A MEMBER OF MY STAFF WORKING UNDER MY PERSONAL SUPERVISION.

DATE: 02/05/14
COUNTY ENGINEER, P.E. NO. 42921
EXPIRATION DATE 11/30/2015

"THE ACCEPTANCE OF THIS PROJECT IS BASED ON THE MINIMUM DESIGN CRITERIA UNDER LAFO GUIDELINES."

APPROVED: 02/05/2014
LIVINGSTON COUNTY OFFICIAL

PASSED: 2/11/2014
DISTRICT THREE LOCAL ROADS & STREETS ENGINEER

RELEASING FOR BID BASED ON LIMITED REVIEW: 2/11/2014
DEPUTY DIRECTOR OF HIGHWAYS, REGION TWO ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC DATA

C.H. 16 - COLLECTOR
POSTED SPEED = 55 MPH-RURAL
DESIGN SPEED = 50 MPH-RURAL
DESIGN ADT= 1125/ YR 2029, 15 YEAR D.P.
CLASS III ROADS, 80,000# DESIGN

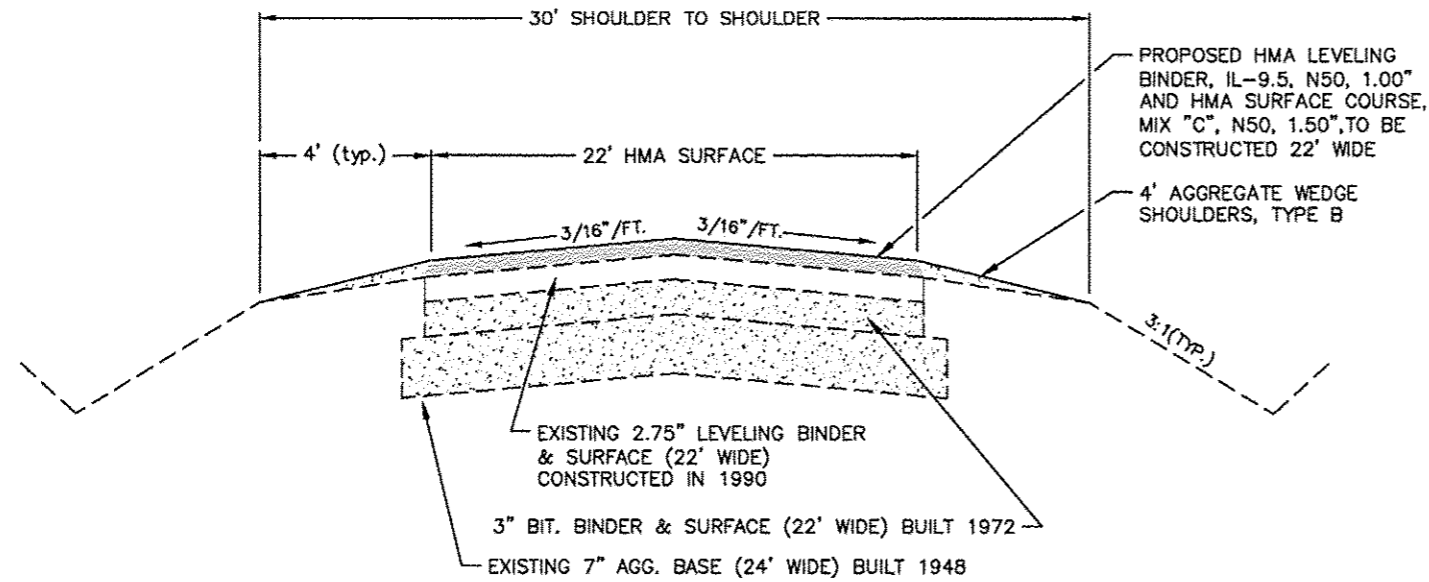
CONTRACT NO. 87567

Z:\COW\ROAD Projects\00149R\S2-Flanagan-Gridley\Planning\Plans-Grid Rd.dwg, 1/31/2014 10:44:31 AM

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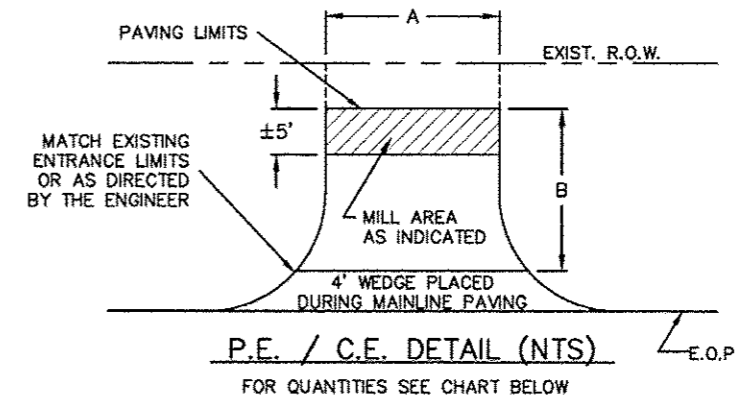
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
355	10-00149-02-RS	LIVINGSTON	5	2

PROJECT NO. RS-0355(122)



TYPICAL CROSS SECTION (NTS)

Sta. -0+30 to 422+80



P.E. / C.E. DETAIL (NTS)

FOR QUANTITIES SEE CHART BELOW

	HMA Level Binder	HMA Surface	HMA Incidental
PG Grade	PG64-22		
Design Air Voids	4.0% @ N50	4.0% @ N50	4.0% @ N50
Mixture Composition	IL 9.5	IL 9.5	IL 9.5
Friction Aggregate	N/A	Mixture C	Mixture C
Density Test Method	Satisfaction of Engineer	Correlation	Satisfaction of Engineer

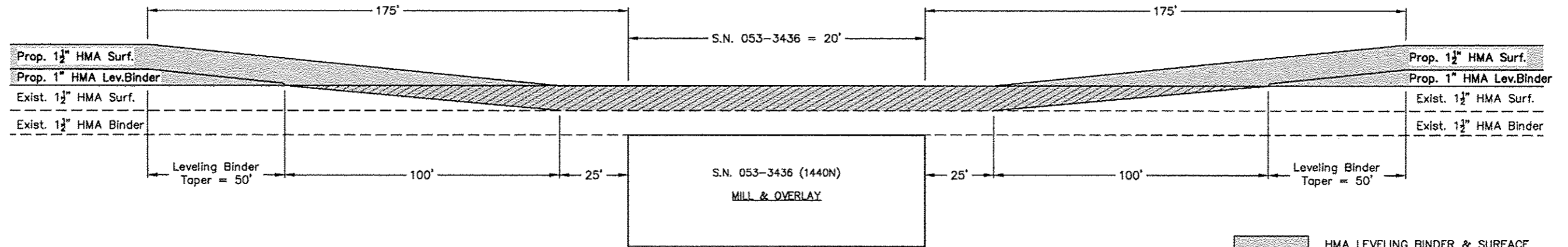
Material shall be compacted to 93.0-97.4 percent of the maximum theoretical density, except that when placed as first lift on an unimproved subgrade the minimum percent compaction shall be 92.0 percent. The maximum theoretical density shall be determined from the moving average as specified in the QC/QA Specification.

TYPE	STATION	A(Ft.)	B(Ft.)	AREA (S.Y.)	MILLING (S.Y.)	BIT. MAT. PRIME(MC-30)	LEVEL BINDER	SURFACE COURSE	INCID. BIT.
* PE	13+75(L)	26	15	43	14		1	2	8
* PE	26+58(R)	22	15	37	12		1	2	7
* PE	34+35(L)	28	15	47		12	1	2	8
* PE	42+76(R)	22	15	37		9	1	2	7
PE	51+16(R)	16	15	27		7	1	1	5
* PE	51+96(R)	16	15	27		7	1	1	5
* PE	65+98(R)	32	15	53		13	2	2	9
* PE	73+62(R)	26	15	43		11	1	2	8
* PE	100+54(R)	28	15	47		12	1	2	8
* PE	127+86(R)	20	15	33	11		1	2	6
PE	128+53(R)	19	15	32	11		1	2	6
CE	160+13(L)	25	15	42		11	1	2	8
CE	160+71(L)	25	15	42		11	1	2	8
CE	176+05(R)	18	15	30		8	1	2	6
* PE	185+34(L)	25	15	42		11	1	2	8
* PE	197+95(L)	32	15	53		13	2	2	9
CE	200+42(L)	32	15	53		13	2	2	9
* PE	214+65(R)	24	15	40		10	1	2	7
PE	224+74(L)	21	15	35		9	1	2	6
PE	240+00(R)	28	15	47		12	1	2	8
* PE	270+41(R)	35	15	58		15	2	2	10
* PE	292+93(L)	32	15	53		13	2	2	9
* PE	326+35(R)	26	15	43		11	1	2	8
CE	327+93(R)	28	15	47		12	1	2	8
CE	329+46(R)	30	15	50		13	1	2	9
* PE	379+43(L)	30	15	50		13	1	2	9
* MBTO	16 Total			302			17	43	
TOTALS					48	246	48	93	199

NOT PLOTTED TO SCALE

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
355	10-00149-02-RS	LIVINGSTON	5	3

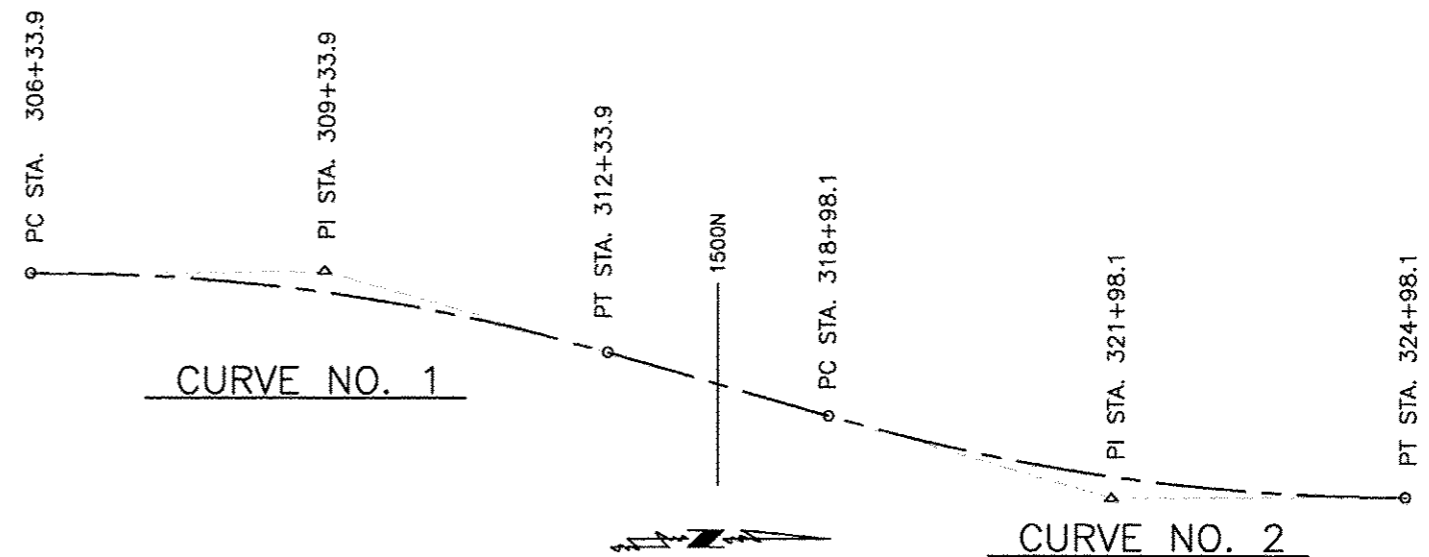
PROJECT NO. RS-0355(122)



TRANSITION WITH MILL & OVERLAY AT BRIDGES (NTS)

- HMA LEVELING BINDER & SURFACE
TOTAL DEPTH = 2 1/2"
- HMA SURFACE REMOVAL, VARIABLE DEPTH
- HMA SURFACE REMOVAL, DECK

SCHEDULE OF PAINT PAVEMENT MARK 4"				
LOCATION		NO PASSING ZONE		SKIP DASH
STATION TO	STATION	NBL	SBL	¢
-0+30	to 5+56		586	147
5+56	to 43+12			939
43+12	to 52+49	937		234
52+49	to 53+32	83	83	*
53+32	to 60+61		729	182
60+61	to 190+14			3,238
190+14	to 195+93	579		145
195+93	to 201+84			148
201+84	to 207+60		576	144
207+60	to 263+43			1,396
263+43	to 269+21	578		145
269+21	to 274+96			144
274+96	to 280+72		576	144
280+72	to 422+80			3,552
* Double NPZ, No Skip Dash				
TOTALS		1,157	1,881	9,237
TOTAL PAY QUANTITY 12,275 FOOT				

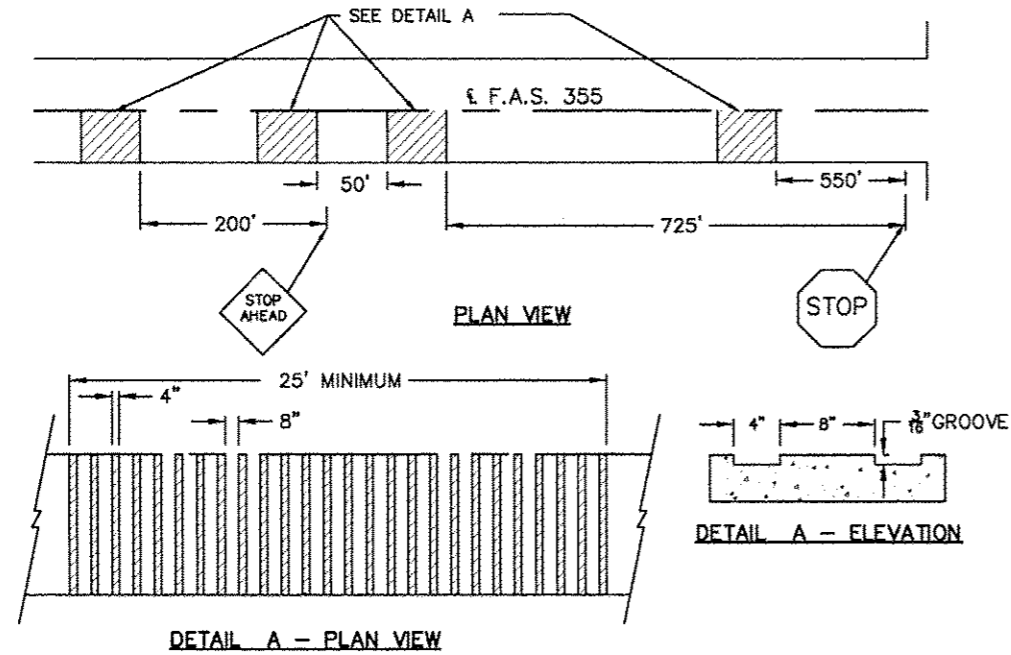


CURVE DATA								
CURVE NO.	DELTA ANGLE	TANGENT LENGTH	RADIUS	Dc	SE TRANS L	L	E	SE RATE
1	01° 05' 00"	300.01'	31733.06'	00° 10' 50"	N/A	600.00'	1.42'	N/A
2	01° 05' 00"	300.01'	31733.06'	00° 10' 50"	N/A	600.00'	1.42'	N/A

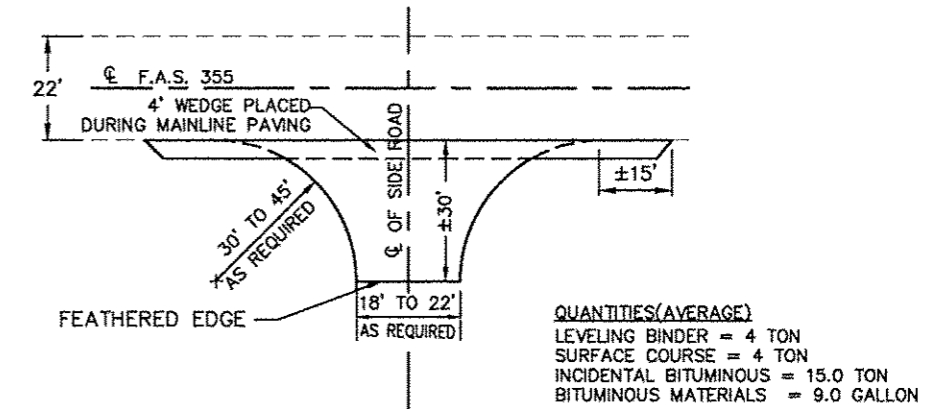
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
355	10-00149-02-RS	LIVINGSTON	5	4

PROJECT NO. RS-0355(122)

NOT PLOTTED TO SCALE



GROOVED RUMBLE STRIP APPLICATION (NTS)
IN ADVANCE OF IL 116 (1700N) INTERSECTION

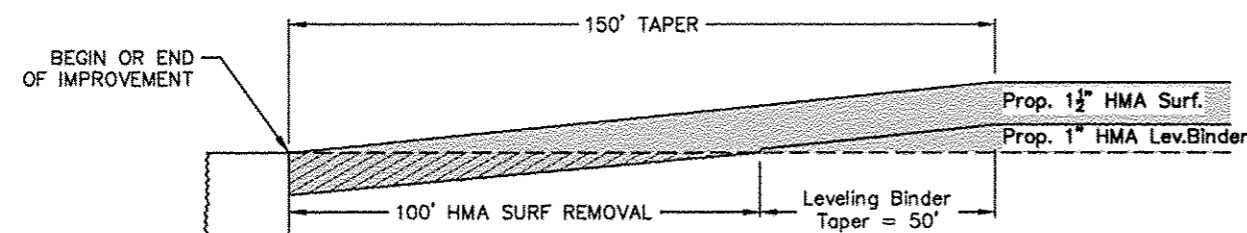


TYPICAL SIDE ROAD INTERSECTION (NTS)

STA. 0+00 LT. & RT. (900N)	STA. 210+63 LT. & RT. (1300N)
STA. 53+00 LT. & RT. (1000N)	STA. 264+00 LT. & RT. (1400N)
STA. 105+73 LT. & RT. (1100N)	STA. 317+01 LT. & RT. (1500N)**
STA. 158+72 LT. & RT. (1200N)*	STA. 370+00 LT. & RT. (1600N)

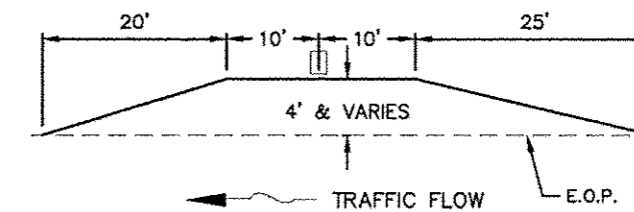
* EXTRA 15 TON PER SIDE

** EXTRA 30 TON EAST SIDE



BEGINNING & ENDING TAPER (NTS)

Sta. -0+30 TO 1+20 (FAS RTE. 355)
Sta. 421+30 TO 422+80 (FAS RTE. 355)



MAILBOX TURNOUT DETAIL (NTS)
PLACED DURING MAINLINE PAVING

