

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 67 (IL 125)
SECTION (3)RS-4,(4)RS-2,(5)RS-4
PROJECT F-0067(083)
RESURFACING (3P)
CASS COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67		CASS	47	1
		ILLINOIS	CONTRACT NO. 72F69	

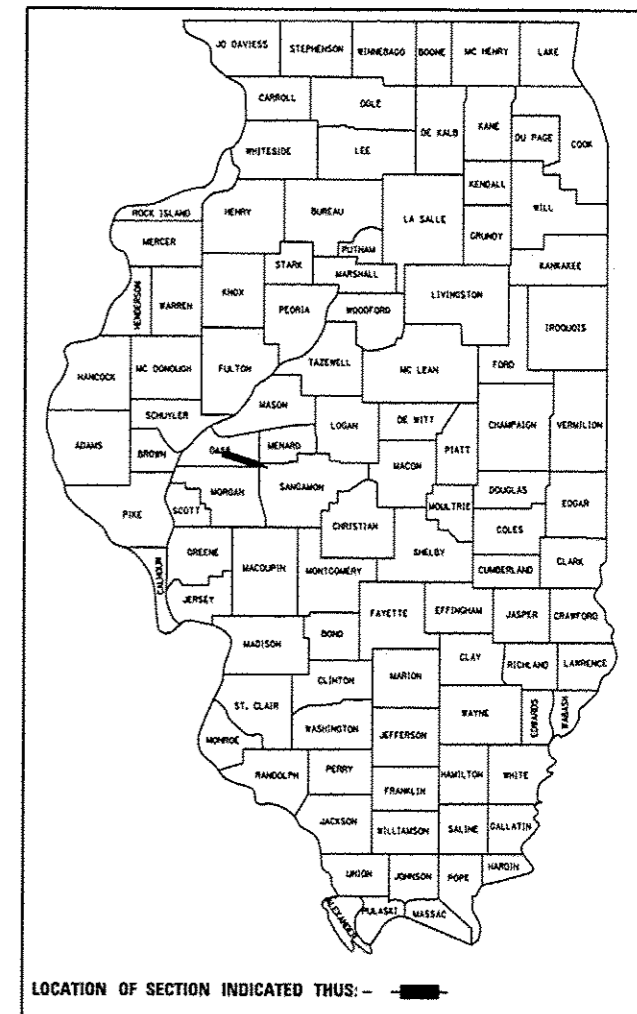
(3)RS-4,(4)RS-2,(5)RS-4

FOR INDEX OF SHEETS, SEE SHEET NO. 2

HIGHWAY STANDARDS

00001-06	701326-04
406201-01	701901-02
442201-03	720001-01
701001-02	720006-03
701006-04	728001-01
701201-04	729001-01
701301-04	731001-01
701306-03	780001-03
701311-03	781001-03

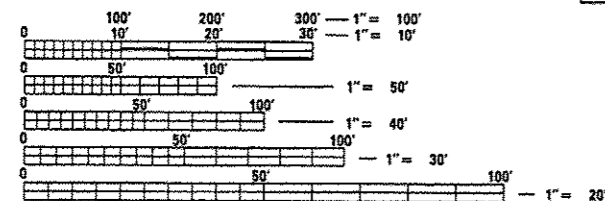
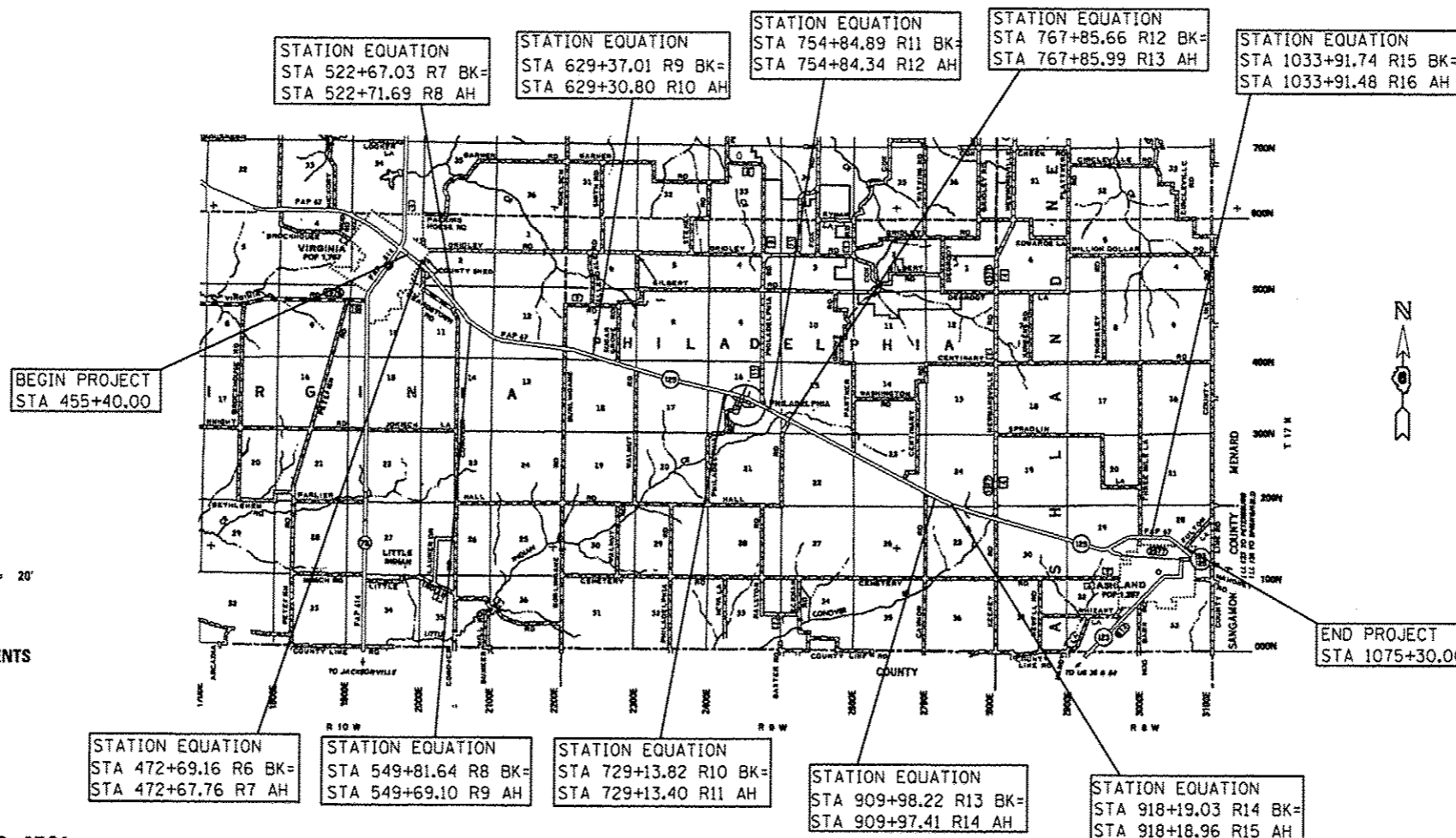
D-96-002-13



LOCATION OF SECTION INDICATED THUS: -

IL 125
ADT = 3,750
SU = 10.67%
MU = 11.03%

C-96-002-13



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: JEFF MYERS 217-782-4761
PROJECT MANAGER: ED KERN 217-524-7547

GROSS LENGTH = 62,007.27 FT. = 11.74 MILE
NET LENGTH = 62,007.27 FT. = 11.74 MILE

CONTRACT NO. 72F69

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 16 20 12
Ray Zamboni
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 22 20 13
John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

March 22 20 13
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

GENERAL NOTES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED. ANY DAMAGE TO THE UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE, INCLUDING TEMPORARY REPAIRS WHICH MAY BE REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPECIAL ATTENTION SHOULD BE GIVEN TO THE AREA ADJACENT TO THE APPROACH PAVEMENT WHERE FRENCH DRAINS ARE TO BE CONSTRUCTED.
- THE LOCATIONS OF THOSE BURIED AND ABOVEGROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTIONS PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVEGROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

AGGREGATE MATERIALS	1.89	TONS/CU YD
BITUMINOUS MATERIAL (PRIME COAT)	0.00038	TON/SQ YD
AGGREGATE (PRIME COAT)	0.002	TON/SQ YD
HOT-MIX ASPHALT SURFACE COURSE	112	LBS/SQ YD/IN
HOT-MIX ASPHALT BINDER COURSE	112	LBS/SQ YD/IN
- ALL ELEVATIONS REFER TO U. S. G. S. MEAN SEA LEVEL DATUM.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- UNLESS NOTED OTHERWISE, STATIONS AND OFFSETS REFER TO CENTERLINE OF PROJECT.
- IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- NO PASSING ZONES SHALL BE FIELD VERIFIED BY OPERATIONS 14 DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS.

COMMITMENTS:

THE FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS COVERING ANY MAJOR PLAN CHANGES TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND TO ALLOW IMPROVED DESIGN FOR THE FUTURE.

INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES, INDEX OF SHEETS
- 3-5 SUMMARY OF QUANTITIES
- 6-11 SCHEDULE OF QUANTITIES
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- 25-35 PLAN SHEETS
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- 37-38 SUPER ELEVATION DETAIL SHEETS
- 39 BUTT JOINT DETAIL
- 40-41 ENTRANCE DETAIL
- 42-44 ENTRANCE SCHEDULE
- 45-47 SIGN SCHEDULE

The following mixture requirements are applicable for this project:

Mixture Number	1	2	3	4	4
Mixture Use(s)	HMA SURFACE & HMA SHOULDERS	LEVELING BINDER	INCIDENTAL SURFACING	PAVEMENT PATCHING	6.5" HMA SHOULDERS
AC/PG:	PG 64-22	PG64-22	PG64-22	PG64-22	PG64-22
Design Air Voids:	4.0% @ N70	4.0% @ N70	4.0% @ N50	4.0% @ N70	4.0% @ N50
Mixture Composition: (Gradation Mixture)	IL 9.5 OR 12.5	IL 9.5	IL 9.5 OR 12.5	IL 19.0	IL 19.0
Friction Aggregate:	MIX "C"	N/A	MIX "C"	N/A	N/A

DISTRICT SIX	
EXAMINED <u>10/15</u> 20 <u>12</u>	
<i>Bill Boyer</i>	
OPERATIONS ENGINEER	
EXAMINED <u>OCT 20</u> 20 <u>12</u>	
<i>Jim [Signature]</i>	
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED <u>Oct. 15</u> 20 <u>12</u>	
<i>2RMLJ</i>	
PROGRAM DEVELOPMENT ENGINEER	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FEDERAL 20% STATE IL 125 ROADWAY 0005
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	1,082	1,082
35800100	PREPARATION OF BASE	SO YD	126	126
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	68	68
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	87	87
40600300	AGGREGATE (PRIME COAT)	TON	913	913
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	6,945	6,945
40600895	CONSTRUCTING TEST STRIP	EACH	1	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	3,960	3,960
40600990	TEMPORARY RAMP	SO YD	673	673
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	13,890	13,890
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	330	330
44200180	PAVEMENT PATCHING, TYPE II, 15 INCH	SO YD	400	400
44200184	PAVEMENT PATCHING, TYPE III, 15 INCH	SO YD	50	50
48101200	AGGREGATE SHOULDERS, TYPE B	TON	20,014	20,014

FILE NAME: c:\pwwork\pwwork\sporksg\d031388\067	USER NAME: sporksg	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE. 67	SECTION -	COUNTY CASS	TOTAL SHEETS 47	SHEET NO. 3
	F69-sh1-500.dgn	DRAWN - EK	REVISED -		SCALE: N/A	SHEET 1	OF 3 SHEETS	STA.	TO STA.	CONTRACT NO. 72F69			
Default	PLOT SCALE: 100.0000 1/1 in.	CHECKED - JM	REVISED -		ILLINOIS FED. AID PROJECT								
	PLOT DATE: Oct-18-2012 11:00:00AM	DATE -	REVISED -		(3)RS-4,(4)RS-2,(5)RS-4								

CONSTR. CODE
80% FEDERAL
20% STATE
IL 125
ROADWAY
0005

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SO YD	48,095	48,095
48203100	HOT-MIX ASPHALT SHOULDERS	TON	5,655	5,655
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6
67100100	MOBILIZATION	L SUM	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	19,982	19,982
* 70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	47	47
* 70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	143,003	143,003
* 70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	327	327
* 70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	87	87
* 70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	35	35
* 70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	28	28

* SPECIALTY ITEM

FILE NAME :	USER NAME : sparksg	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\sparksg\d0313000\067	F69-shs-500.dgn	DRAWN - EK	REVISED -		SCALE: N/A	SHEET 2	OF 3	SHEETS	STA.	TO STA.	CASS	47	4
Default	PLOT SCALE = 100,0000 ' / in.	CHECKED - JM	REVISED -		CONTRACT NO. 72F69								
	PLOT DATE = Oct-18-2012 11:00:32AM	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

CONSTR. CODE
80% FEDERAL
20% STATE
IL 125
ROADWAY
0005

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	2,220	2,220
* 78004200	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS AND SYMBOLS	SO FT	47	47
* 78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	327	327
* 78004280	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24"	FOOT	28	28
* 78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 5"	FOOT	143,004	143,004
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	87	87
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	35	35
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	779	779
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	776	776
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	203,629	203,629
* X7200105	SIGN PANEL - TYPE 1 (SPECIAL)	SO FT	452	452
* X7200205	SIGN PANEL - TYPE 2 (SPECIAL)	SO FT	170	170
X7240110	REMOVE SIGN PANEL ASSEMBLY - TYPE A (SPECIAL)	EACH	20	20
X7240200	REMOVE SIGN PANEL ASSEMBLY - TYPE B (SPECIAL)	EACH	30	30
X70051398	REMOVE EXISTING SIGN POST	EACH	68	68

*SPECIALTY ITEM

FILE NAME : c:\pwwork\pwwork\sparkge\d03\3088\067	USER NAME : sparkge F69-ght-300.dgn	DESIGNED - EK DRAWN - EK	REVISIONS REVISIONS REVISIONS REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE. 67	SECTION *	COUNTY CASS	TOTAL SHEETS 47	SHEET NO. 5
Default	PLOT SCALE : 100.0000 / in. PLOT DATE : Oct-18-2012 02:57:28PM	CHECKED - JM DATE -	SCALE: N/A		SHEET 3 OF 3 SHEETS	STA.	TO STA.	CONTRACT NO. 72F69		ILLINOIS FED. AID PROJECT			

HOT-MIX ASPHALT SURFACE REMOVAL

LOCATION	EXISTING LEFT SHOULDER WIDTH (FOOT)	EXISTING RIGHT SHOULDER WIDTH (FOOT)	PAVEMENT WIDTH (FOOT)	HMA SURF REM VAR DEPTH (SO YD)
IL 125				
STA 455+40.00 TO STA 472+69.16	2	2	24	5,379.61
STA 472+69.16 BK = STA 472+67.76 AH				
STA 472+67.76 TO STA 522+67.03	2	2	24	15,553.28
STA 522+67.03 BK = STA 522+71.69 AH				
STA 522+71.69 TO STA 549+81.64	2	2	24	8,430.96
STA 549+81.64 BK = STA 549+69.10 AH				
STA 549+69.10 TO STA 629+37.01	2	2	24	24,789.05
STA 629+37.01 BK = STA 629+30.80 AH				
STA 629+30.80 TO STA 729+13.82	2	2	24	31,058.28
STA 729+13.82 BK = STA 729+13.40 AH				
STA 729+13.40 TO STA 754+84.89	2	2	24	8,000.19
STA 754+84.89 BK = STA 754+84.34 AH				
STA 754+84.34 TO STA 767+85.66	2	2	24	4,048.55
STA 767+85.66 BK = STA 767+85.99 AH				
STA 767+85.99 TO STA 909+98.22	2	2	24	44,215.83
STA 909+98.22 BK = STA 909+97.41 AH				
STA 909+98.22 TO STA 918+19.03	2	2	24	2,553.63
STA 918+19.03 BK = STA 918+18.96 AH				
STA 918+18.96 TO STA 1015+00.00	2	2	24	30,118.79
STA 1015+00.00 TO STA 1033+91.74	10	10	24	9,248.51
STA 1033+91.74 BK = STA 1033+91.48 AH				
STA 1033+91.48 TO STA 1075+30.00	10	10	24	20,232.76

TOTAL 203,629.4

SHOULDER ITEMS

LOCATION	LEFT SHOULDER WIDTH (FOOT)	RIGHT SHOULDER WIDTH (FOOT)	SHOULDER AREA (SO YD)	HMA SHOULDERS 6 1/2" (SO YD)	EXCAV & GR EX SHLDS (UNIT)	HMA SHOULDERS (1 1/2" & 2 1/4") (TON)
IL 125						
STA 455+40.00 TO STA 472+69.16	4	4	1,221.92	1,221.92	27.50	102.64
STA 472+69.16 BK = STA 472+67.76 AH						
STA 472+67.76 TO STA 522+67.03	4	4	4,314.91	4,314.91	97.10	362.45
STA 522+67.03 BK = STA 522+71.69 AH						
STA 522+71.69 TO STA 549+81.64	4	4	2,408.84	2,408.84	54.20	202.34
STA 549+81.64 BK = STA 549+69.10 AH						
STA 549+69.10 TO STA 629+37.01	4	4	6,955.12	6,955.12	156.50	584.23
STA 629+37.01 BK = STA 629+30.80 AH						
STA 629+30.80 TO STA 729+13.82	4	4	8,620.20	8,620.20	194.00	724.10
STA 729+13.82 BK = STA 729+13.40 AH						
STA 729+13.40 TO STA 754+84.89	4	4	1,848.88	1,848.88	41.60	155.31
STA 754+84.89 BK = STA 754+84.34 AH						
STA 754+84.34 TO STA 767+85.66	4	4	1,156.73	1,156.73	26.00	97.17
STA 767+85.66 BK = STA 767+85.99 AH						
STA 767+85.99 TO STA 909+98.22	4	4	12,377.98	12,377.98	278.50	1,039.75
STA 909+98.22 BK = STA 909+97.41 AH						
STA 909+98.22 TO STA 918+19.03	4	4	729.61	729.61	16.40	61.29
STA 918+19.03 BK = STA 918+18.96 AH						
STA 918+18.96 TO STA 1015+00.00	4	4	8,460.48	8,460.48	190.40	710.68
STA 1015+00.00 TO STA 1033+91.74	10	10	3,919.42			493.85
STA 1033+91.74 BK = STA 1033+91.48 AH						
STA 1033+91.48 TO STA 1075+30.00	10	10	8,897.82			1,121.13

TOTAL 48,094.7 1,082.2 5,654.9

FILE NAME =	USER NAME = kenne	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
oi\pw\work\pedit\kenne\08313088\0672	91-ah-schedule.dgn	DRAWN -	REVISED -					67	*	CASS	47	6
Default	PLOT SCALE = 100.0000 / 1in.	CHECKED -	REVISED -		SCALE: NTS SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		CONTRACT NO. 72F69		
	PLOT DATE = Mar-09-2013 09:17:59AM	DATE -	REVISED -									

PAVING

LOCATION	PAVEMENT WIDTH (FOOT)	LEFT SHOULDER WIDTH (FOOT)	RIGHT SHOULDER WIDTH (FOOT)	PAVEMENT AREA (SQYD)	SHOULDER AREA (SQYD)	BIT MATL PR CT (TON)	AGG PR CT (TON)	HMA LEVELING BINDER (TON)	HMA SURF COURSE, MIX "C" (TON)
IL 125									
STA 455+40.00 TO STA 472+69.16	24	4	4	4,611.09	1,221.92	2.22	23.33	193.67	387.33
STA 472+69.16 BK = STA 472+67.76 AH									
STA 472+67.76 TO STA 522+67.03	24	4	4	13,331.39	4,314.91	6.71	70.59	559.92	1,119.84
STA 522+67.03 BK = STA 522+71.69 AH									
STA 522+71.69 TO STA 549+81.64	24	4	4	7,226.53	2,408.84	3.66	38.54	303.51	607.03
STA 549+81.64 BK = STA 549+69.10 AH									
STA 549+69.10 TO STA 629+37.01	24	4	4	21,247.76	6,955.12	10.72	112.81	892.41	1,784.81
STA 629+37.01 BK = STA 629+30.80 AH									
STA 629+30.80 TO STA 729+13.82	24	4	4	26,621.39	8,620.20	13.39	140.97	1,118.10	2,236.20
STA 729+13.82 BK = STA 729+13.40 AH									
STA 729+13.40 TO STA 754+84.89	24	4	4	6,857.31	1,848.88	3.31	34.82	288.01	576.01
STA 754+84.89 BK = STA 754+84.34 AH									
STA 754+84.34 TO STA 767+85.66	24	4	4	3,470.19	1,156.73	1.76	18.51	145.75	291.50
STA 767+85.66 BK = STA 767+85.99 AH									
STA 767+85.99 TO STA 909+98.22	24	4	4	37,899.28	12,377.98	19.11	201.11	1,591.77	3,183.54
STA 909+98.22 BK = STA 909+97.41 AH									
STA 909+97.41 TO STA 918+19.03	24	4	4	2,188.83	729.61	1.11	11.67	91.93	183.86
STA 918+19.03 BK = STA 918+18.96 AH									
STA 918+18.96 TO STA 1015+00.00	24	4	4	25,816.11	8,460.48	13.03	137.11	1,084.28	2,168.55
STA 1015+00.00 TO STA 1033+91.74	24	10	10	5,044.64	3,919.42	3.41	35.86	211.87	423.75
STA 1033+91.74 BK = STA 1033+91.48 AH									
STA 1033+91.48 TO STA 1075+30.00	24	10	10	11,036.05	8,897.82	7.57	79.74	463.51	927.03
TOTAL						86.0	905.1	6,944.7	13,889.5

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\dot\sparksgw\10313888\0672F69-sht-schedule.dgn		DRAWN -	REVISED -						67	.	CASS	47	7
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: NTS				SHEET OF SHEETS STA. TO STA.				
	PLOT DATE = Oct-17-2012 12:27:26PM	DATE -	REVISED -		ILLINOIS FED. AID PROJECT CONTRACT NO. 72F69								

HMA SURFACE REMOVAL - BUTT JOINT

LOCATION	LENGTH (FOOT)	AREA (SQ YD)
IL 125		
STA 445+40.00	30	80.0
STA 1075+30.00	30	80.0
TOTAL		160.0

NOTE:
SEE ENTRANCE SCHEDULE FOR ADDITIONAL
HMA SURFACE REMOVAL - BT. JT. QUANTITY

AGGREGATE SHOULDERS, TYPE B

LOCATION	LT / MED SHOULDER WIDTH (FT)	RT/ OS SHOULDER WIDTH (FT)	AVERAGE THICKNESS (IN)	AREA (SQ YD)	WEIGHT (TONS)
IL 125					
STA 455+40.00 TO STA 472+69.16	5	5	6	1,921.29	605.21
STA 472+69.16 BK = STA 472+67.76 AH					
STA 472+67.76 TO STA 522+67.03	5	5	6	5,554.74	1,749.74
STA 522+67.03 BK = STA 522+71.69 AH					
STA 522+71.69 TO STA 549+81.64	5	5	6	3,011.06	948.48
STA 549+81.64 BK = STA 549+69.10 AH					
STA 549+69.10 TO STA 629+37.01	5	5	6	8,853.23	2,788.77
STA 629+37.01 BK = STA 629+30.80 AH					
STA 629+30.80 TO STA 729+13.82	5	5	6	11,092.24	3,494.06
STA 729+13.82 BK = STA 729+13.40 AH					
STA 729+13.40 TO STA 754+84.89	5	5	6	2,857.21	900.02
STA 754+84.89 BK = STA 754+84.34 AH					
STA 754+84.34 TO STA 767+85.66	5	5	6	1,445.91	455.46
STA 767+85.66 BK = STA 767+85.99 AH					
STA 767+85.99 TO STA 909+98.22	5	5	6	15,791.37	4,974.28
STA 909+98.22 BK = STA 909+97.41 AH					
STA 909+98.22 TO STA 918+19.03	5	5	6	912.01	287.28
STA 918+19.03 BK = STA 918+18.96 AH					
STA 918+18.96 TO STA 1015+00.00	5	5	6	10,756.71	3,388.36
STA 1015+00.00 TO STA 1033+91.74	3	3	2	1,261.16	132.42
STA 1033+91.74 BK = STA 1033+91.48 AH					
STA 1033+91.48 TO STA 1075+30.00	3	3	2	2,759.01	289.70
TOTAL					20,013.8

TEMPORARY RAMP

LOCATION	LENGTH (FOOT)	AREA (SQ YD)
IL 125		
STA 445+40.00	5	13.33
STA 1075+00.00	5	13.33
SIDE ROADS		
DUNCAN AVE.	5	27.50
COUNTY SHED RD.	5	42.22
BEARDSTOWN RD.	5	54.44
BURLINGAME RD.	5	25.83
SUGAR GROVE RD.	5	23.33
WALNUT RD.	5	25.56
CAREY LN.	5	29.44
ELEVATOR RD.	5	21.11
PHILADELPHIA RD.	5	20.56
WATKINS RD.	5	15.56
DEVLIN LN.	5	17.78
KERSHAW LN.	5	18.33
LOCUST LN.	5	15.56
FRANKLIN LN.	5	52.22
PHILADELPHIA RD.	5	37.22
HALL RD.	5	23.89
PANTHER GROVE RD.	5	28.89
CENTINARY RD.	5	19.44
CANNON RD.	5	26.11
KEENEY RD.	5	18.33
NEWMANSVILLE RD.	5	40.00
FREMONT ST.	5	50.00
THREE MILE RD.	5	13.33
TOTAL		673.3

URETHANE PAVEMENT MARKINGS

LOCATION	LINE 5" WHITE EDGELINE (FOOT)	LINE 5' ' YELLOW SKIP DASH (FOOT)	LINE 5' ' YELLOW NO PASSING ZONE (EBL) (FOOT)	LINE 5' ' YELLOW NO PASSING ZONE (WBL) (FOOT)	LINE 8" WHITE ISLAND (FOOT)	LINE 12" WHITE CHEVRONS (FOOT)
IL 125						
STA 455+00.00 TO STA 472+69.16	3,538	442				
STA 472+69.16 BK = STA 472+67.76 AH						
STA 472+67.76 TO STA 522+67.03	9,999	1,250				
STA 522+67.03 BK = STA 522+71.69 AH						
STA 522+71.69 TO STA 542+34.00	3,925	491				
STA 542+34.00 TO STA 548+32.00	1,196	150	598			
STA 548+32.00 TO STA 549+24.00	184		92	92		
STA 549+24.00 TO STA 549+81.64	115	14		58		
STA 549+81.64 BK = STA 549+69.10 AH						
STA 549+69.10 TO STA 557+67.00	1,596	199		785		
STA 557+67.00 TO STA 629+37.01	14,340	1,793				
STA 629+37.01 BK = STA 629+30.80 AH						
STA 629+30.80 TO STA 729+13.82	19,966	2,496				
STA 729+13.82 BK = STA 729+13.40 AH						
STA 729+13.40 TO STA 754+84.89	5,143	643				
STA 754+84.89 BK = STA 754+84.34 AH						
STA 754+84.34 TO STA 763+10.00	1,651	206				
STA 763+10.00 TO STA 767+85.66	951	119	476			
STA 767+85.66 BK = STA 767+85.99						
STA 767+85.99 TO STA 767+90.00	8	1	4			
STA 767+90.00 TO STA 769+60.00	340		170	170		
STA 769+60.00 TO STA 779+80.00	2,040	255		1,020		
STA 779+80.00 TO STA 909+98.22	26,036	3,255				
STA 909+98.22 BK = STA 909+97.41 AH						
STA 909+98.22 TO STA 918+19.03	1,642	205				
STA 918+19.03 BK = STA 918+18.96 AH						
STA 918+18.96 TO STA 1021+79.83	20,862	2,608				
STA 1021+79.83 TO STA 1023+03.24	1,060	133				
STA 1023+03.24 TO STA 1033+91.74	1,223	153				
STA 1033+91.74 BK = STA 1033+91.48 AH						
STA 1033+91.48 TO STA 1075+30.00	8,277	1,035				
FREMONT ST.					87	35
TOTAL	124,093	15,446	1,340	2,125	87	35

GRAND TOTAL - 5" LINE 143,004

NOTE:
NPZ STATIONS SHOULD BE RECORDED BY
THE R. E. PRIOR TO MILLING OPERATIONS

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = Oct-18-2012 02:58:21PM	DATE -	REVISED -		ILLINOIS FED. AID PROJECT (3)RS-4,(4)RS-2,(5)RS-4							

REFLECTIVE MARKINGS

LOCATION	RAISED REFL. PAVT. MARKER (AMBER) (EACH)	RAISED REFL. PAVT. MARKER (WHITE) (EACH)	RAISED REFL. PAVT. MARKER REMOVAL (EACH)
IL 125			
STA 455+00.00 TO STA 472+69.16	22		22
STA 472+69.16 BK = STA 472+67.76 AH			
STA 472+67.76 TO STA 522+67.03	62		62
STA 522+67.03 BK = STA 522+71.69 AH			
STA 522+71.69 TO STA 542+34.00	25		25
STA 542+34.00 TO STA 548+32.00	7		7
STA 548+32.00 TO STA 549+24.00	1		1
STA 549+24.00 TO STA 549+81.64	1		1
STA 549+81.64 BK = STA 549+69.10 AH			
STA 549+69.10 TO STA 557+67.00	10		10
STA 557+67.00 TO STA 629+37.01	90		90
STA 629+37.01 BK = STA 629+30.80 AH			
STA 629+30.80 TO STA 729+13.82	125		125
STA 729+13.82 BK = STA 729+13.40 AH			
STA 729+13.40 TO STA 754+84.89	32		32
STA 754+84.89 BK = STA 754+84.34 AH			
STA 754+84.34 TO STA 763+10.00	10		10
STA 763+10.00 TO STA 767+85.66	6		6
STA 767+85.66 BK = STA 767+85.99			
STA 767+85.99 TO STA 767+90.00	0		0
STA 767+90.00 TO STA 769+60.00	2		2
STA 769+60.00 TO STA 779+80.00	13		13
STA 779+80.00 TO STA 909+98.22	163		163
STA 909+98.22 BK = STA 909+97.41 AH			
STA 909+98.22 TO STA 918+19.03	10		10
STA 918+19.03 BK = STA 918+18.96 AH			
STA 918+18.96 TO STA 1021+79.83	130		130
STA 1021+79.83 TO STA 1023+03.24	2	3	2
STA 1023+03.24 TO STA 1033+91.74	14		14
STA 1033+91.74 BK = STA 1033+91.48 AH			
STA 1033+91.48 TO STA 1075+30.00	52		52
TOTAL	776	3	776

PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE B - INLAID

LOCATION	LINE 6" WHITE DOTTED LINE (FOOT)	LINE 6" WHITE LANE LINE (FOOT)	LINE 24" WHITE STOP BAR (FOOT)	LETTERS & SYMBOLS RIGHT ARROW (FOOT)
IL 125				
STA 1021+79.83 TO STA 1024+18.33	60			
STA 1024+18.33 TO STA 1026+85.12		267		
STA 1024+43.09				15.6
STA 1025+51.71				15.6
STA 1026+60.35				15.6
FREMONT ST.			28	
TOTAL	60	267	28	47

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = Oct-17-2012 12:27:27PM	DATE -	REVISED -					CONTRACT NO. 72F69			ILLINOIS FED. AID PROJECT		

SHORT-TERM PAVEMENT MARKINGS

LOCATION	LINE 4'' YELLOW SKIP DASH (FOOT)	LINE 4'' WHITE EDGE LINE (FOOT)
IL 125		
STA 455+00.00 TO STA 472+69.16	531	
STA 472+69.16 BK = STA 472+67.76 AH		
STA 472+67.76 TO STA 522+67.03	1,500	
STA 522+67.03 BK = STA 522+71.69 AH		
STA 522+71.69 TO STA 542+34.00	589	
STA 542+34.00 TO STA 548+32.00	179	
STA 548+32.00 TO STA 549+24.00	28	
STA 549+24.00 TO STA 549+81.64	17	
STA 549+81.64 BK = STA 549+69.10 AH		
STA 549+69.10 TO STA 557+67.00	239	
STA 557+67.00 TO STA 629+37.01	2,151	
STA 629+37.01 BK = STA 629+30.80 AH		
STA 629+30.80 TO STA 729+13.82	2,995	
STA 729+13.82 BK = STA 729+13.40 AH		
STA 729+13.40 TO STA 754+84.89	771	
STA 754+84.89 BK = STA 754+84.34 AH		
STA 754+84.34 TO STA 763+10.00	248	
STA 763+10.00 TO STA 767+85.66	143	
STA 767+85.66 BK = STA 767+85.99		
STA 767+85.99 TO STA 767+90.00	1	
STA 767+90.00 TO STA 769+60.00	51	
STA 769+60.00 TO STA 779+80.00	306	
STA 779+80.00 TO STA 909+98.22	3,905	
STA 909+98.22 BK = STA 909+97.41 AH		
STA 909+98.22 TO STA 918+19.03	246	
STA 918+19.03 BK = STA 918+18.96 AH		
STA 918+18.96 TO STA 1015+00.00	2,904	
STA 1015+00.00 TO STA 1026+84.03	355	284
STA 1026+84.03 TO STA 1033+91.74	168	135
STA 1033+91.74 BK = STA 1033+91.48 AH		
STA 1033+91.48 TO STA 1075+30.00	1,242	993
TOTAL	18,570	1,412

GRAND TOTAL - SHORT TERM 19,982

WORK ZONE PAVEMENT MARKING REMOVAL

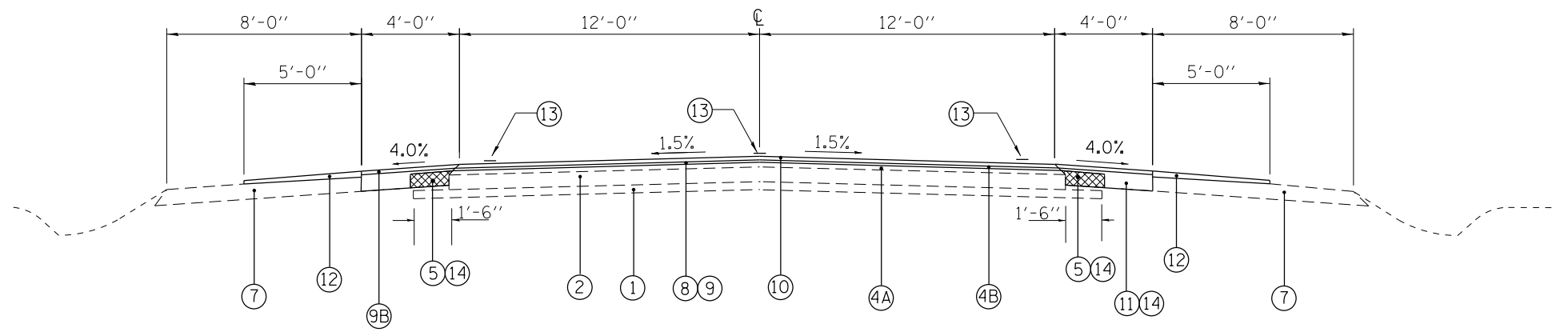
LOCATION	LINE 4'' YELLOW SKIP DASH (SQ FT)	LINE 4'' WHITE EDGE LINE (SQ FT)
IL 125		
STA 455+00.00 TO STA 472+69.16	59	
STA 472+69.16 BK = STA 472+67.76 AH		
STA 472+67.76 TO STA 522+67.03	167	
STA 522+67.03 BK = STA 522+71.69 AH		
STA 522+71.69 TO STA 542+34.00	65	
STA 542+34.00 TO STA 548+32.00	20	
STA 548+32.00 TO STA 549+24.00	3	
STA 549+24.00 TO STA 549+81.64	2	
STA 549+81.64 BK = STA 549+69.10 AH		
STA 549+69.10 TO STA 557+67.00	27	
STA 557+67.00 TO STA 629+37.01	239	
STA 629+37.01 BK = STA 629+30.80 AH		
STA 629+30.80 TO STA 729+13.82	333	
STA 729+13.82 BK = STA 729+13.40 AH		
STA 729+13.40 TO STA 754+84.89	86	
STA 754+84.89 BK = STA 754+84.34 AH		
STA 754+84.34 TO STA 763+10.00	28	
STA 763+10.00 TO STA 767+85.66	16	
STA 767+85.66 BK = STA 767+85.99		
STA 767+85.99 TO STA 767+90.00		
STA 767+90.00 TO STA 769+60.00	6	
STA 769+60.00 TO STA 779+80.00	34	
STA 779+80.00 TO STA 909+98.22	434	
STA 909+98.22 BK = STA 909+97.41 AH		
STA 909+98.22 TO STA 918+19.03	27	
STA 918+19.03 BK = STA 918+18.96 AH		
STA 918+18.96 TO STA 1015+00.00	323	
STA 1015+00.00 TO STA 1026+84.03	39	32
STA 1026+84.03 TO STA 1033+91.74	19	15
STA 1033+91.74 BK = STA 1033+91.48 AH		
STA 1033+91.48 TO STA 1075+30.00	138	110
TOTAL	2,063	157

GRAND TOTAL - WZ PM REM 2,220

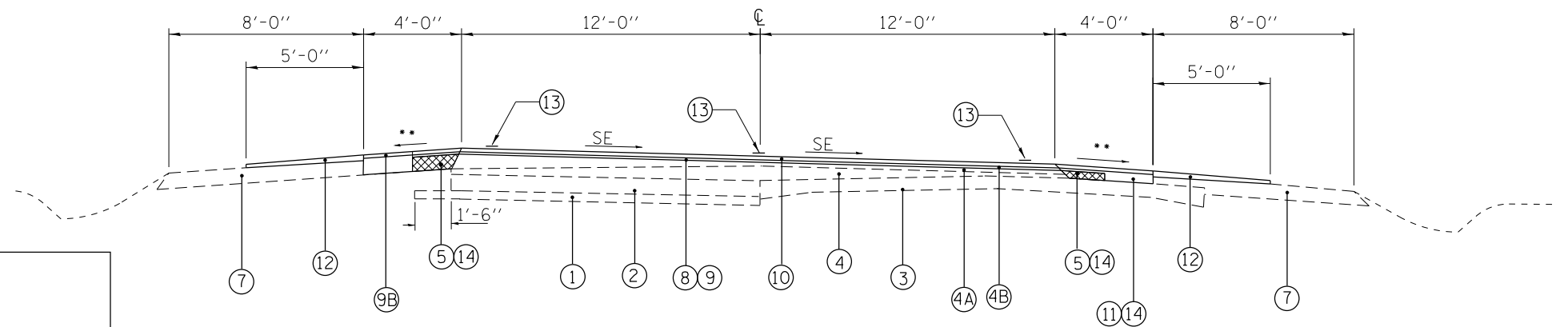
FILE NAME =	USER NAME = harnes	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER

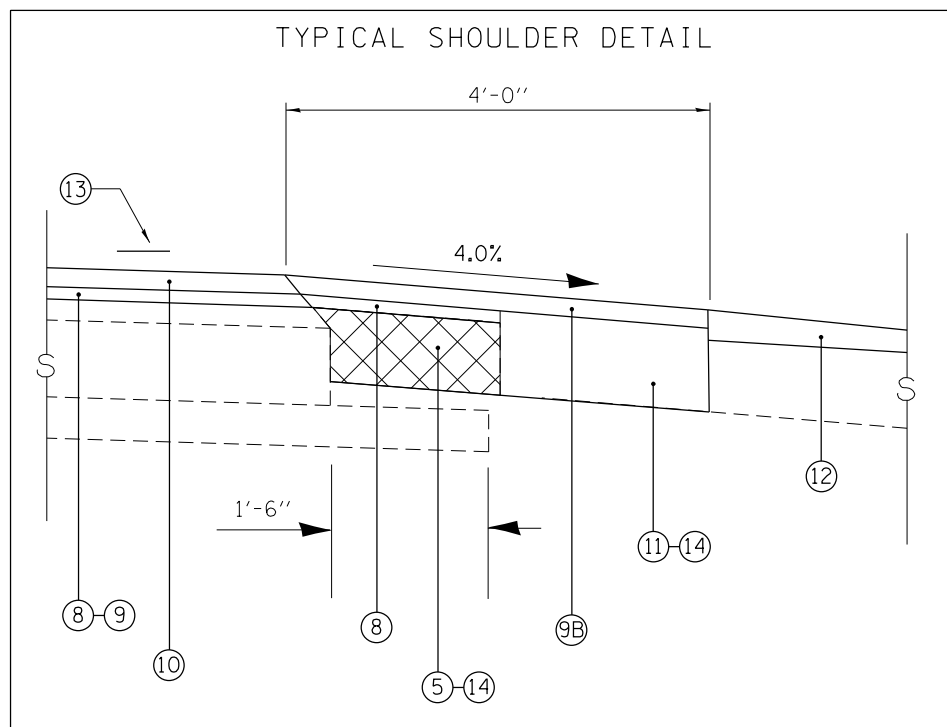


TYPICAL SECTION # 1 (FAP 67 - IL 125)
R6 STA 455+40.00 TO STA 470+99.13



TYPICAL SECTION # 2 (FAP 67 - IL 125)
R6 STA 470+99.13 TO STA 472+69.16 (BK)
R7 STA 472+67.76 (AH) TO STA 480+22.70

STATION EQUATION
STA 472+69.16 R6 BK =
STA 472+67.76 R7 AH

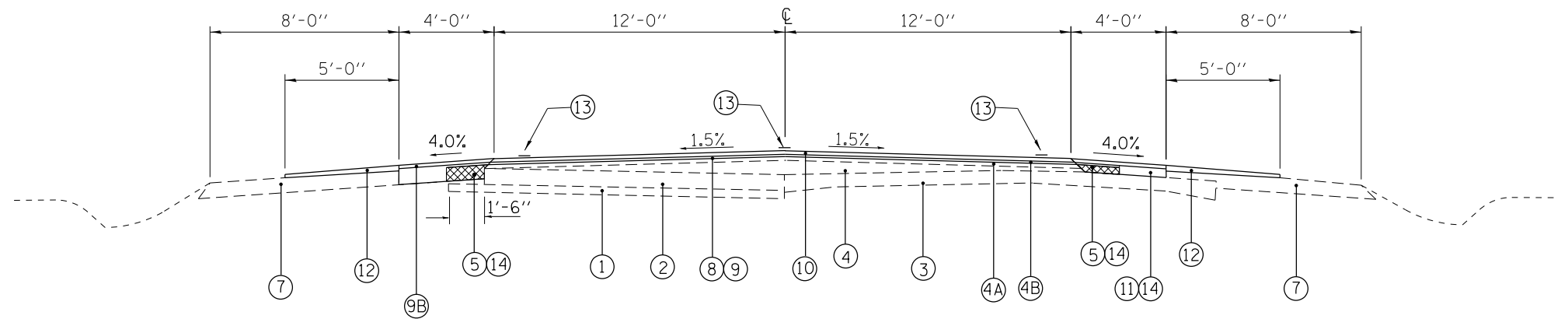


** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

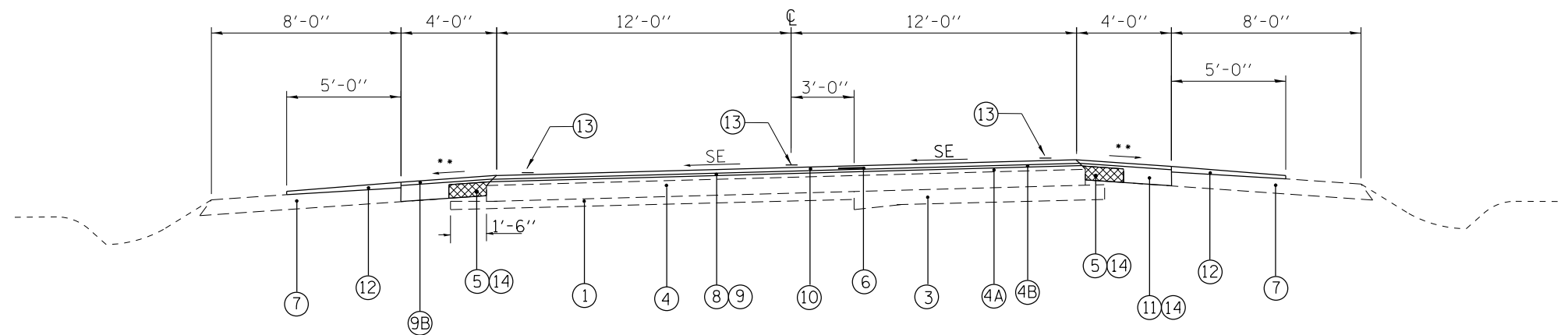
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	PLOT SCALE = 100.0000' / in.	CHECKED - JM	REVISED -			ILLINOIS FED. AID PROJECT						
	PLOT DATE = Oct-17-2012 12:27:29PM	DATE -	REVISED -			(3)RS-4,(4)RS-2,(5)RS-4						

LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



TYPICAL SECTION # 3 (FAP 67 - IL 125)
R7 STA 480+22.70 TO STA 512+10.90



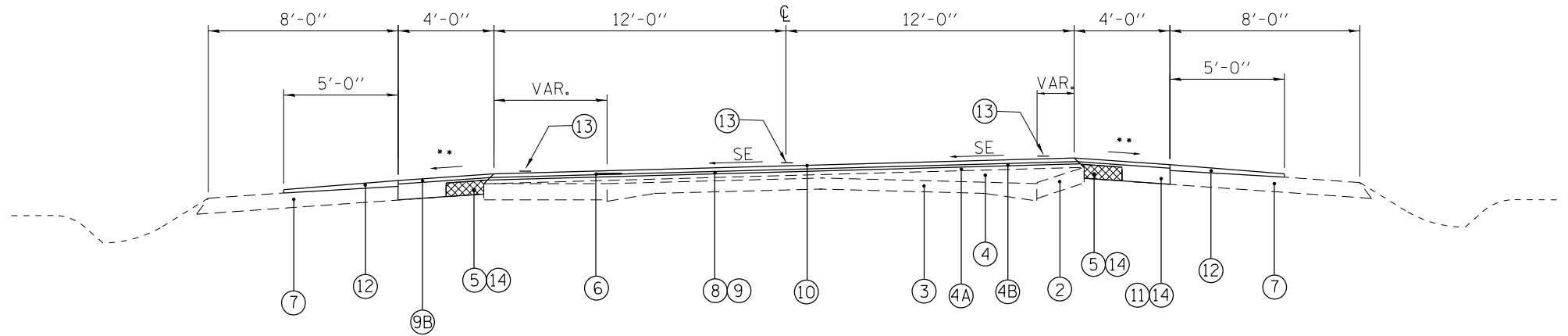
TYPICAL SECTION # 4 (FAP 67 - IL 125)
R7 STA 512+10.90 TO STA 521+47.00
R8 STA 546+69.70 TO STA 548+63.10
R10 STA 713+10.30 TO STA 717+03.80

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 125 TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot Scale = 100.0000' / in.	CHECKED - JM	REVISED -					67	.	CASS	47	13
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					ILLINOIS FED. AID PROJECT (3)RS-4,(4)RS-2,(5)RS-4							

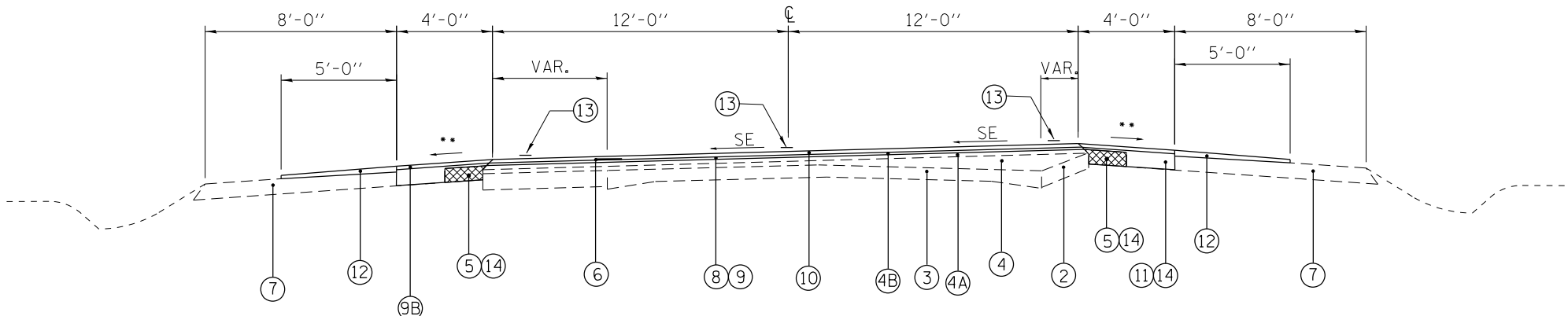
LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



STATION EQUATION
 STA 522+67.03 R7 BK=
 STA 522+71.69 R8 AH

TYPICAL SECTION # 5 (FAP 67 - IL 125)
 R7 STA 521+47.00 TO STA 522+67.03 (BK)
 R8 STA 522+71.69 (AH) TO STA 524+35.67
 R13 STA 895+54.83 TO STA 899+01.50



STATION EQUATION
 STA 549+81.64 R8 BK=
 STA 549+69.10 R9 AH

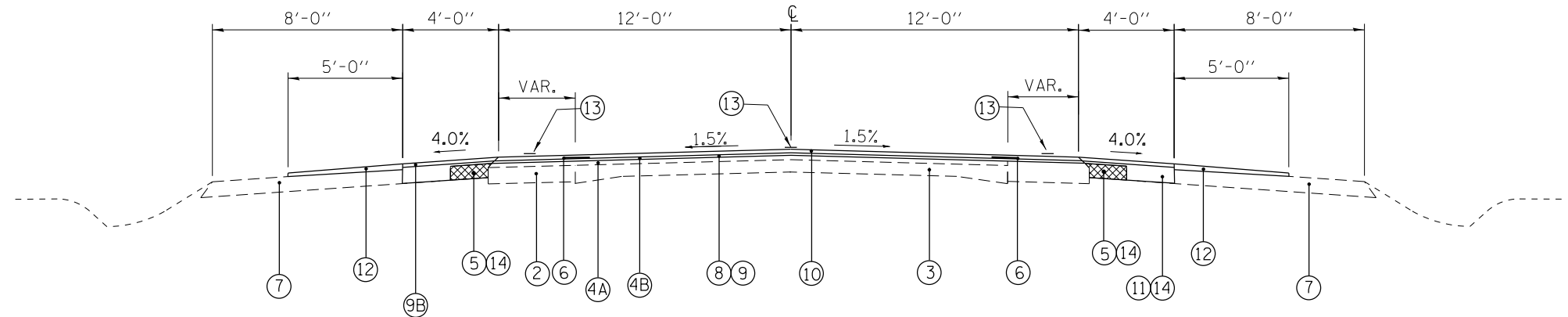
TYPICAL SECTION # 6 (FAP 67 - IL 125)
 R8 STA 548+63.10 TO STA 549+81+64 (BK)
 R9 STA 564+64.18 TO STA 566+10.40
 R10 STA 707+91.30 TO STA 711+30.97
 R10 STA 711+30.97 TO STA 713+10.30

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE: NTS	SHEET 3 OF 13 SHEETS	STA. TO STA.	F.A.P. RTE. 67	SECTION *	COUNTY CASS	TOTAL SHEETS 47	SHEET NO. 14	
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	PLOT DATE = Oct-17-2012 12:27:30PM	DATE -	REVISED -										

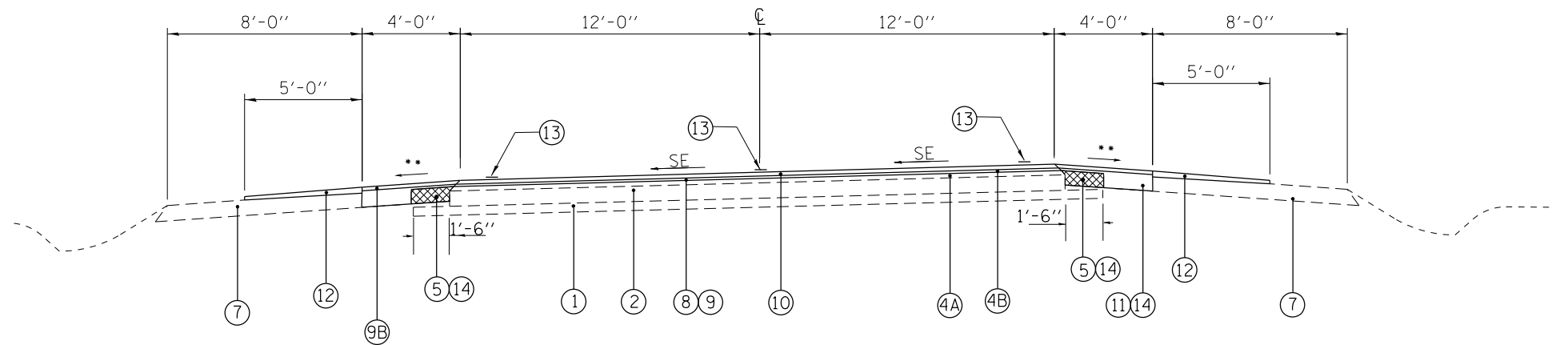
LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



TYPICAL SECTION # 7 (FAP 67 - IL 125)
 R8 STA 524+35.67 TO STA 537+67.96
 R9 STA 551+41.17 TO STA 564+64.18
 R9 STA 615+25.02 TO STA 629+37.01 (BK)
 R10 STA 629+30.80 (AH) TO STA 707+91.30
 R13 STA 770+77.27 TO STA 849+83.00
 R13 STA 858+15.90 TO STA 889+00.00

STATION EQUATION
 STA 629+37.01 R9 BK=
 STA 629+30.80 R10 AH



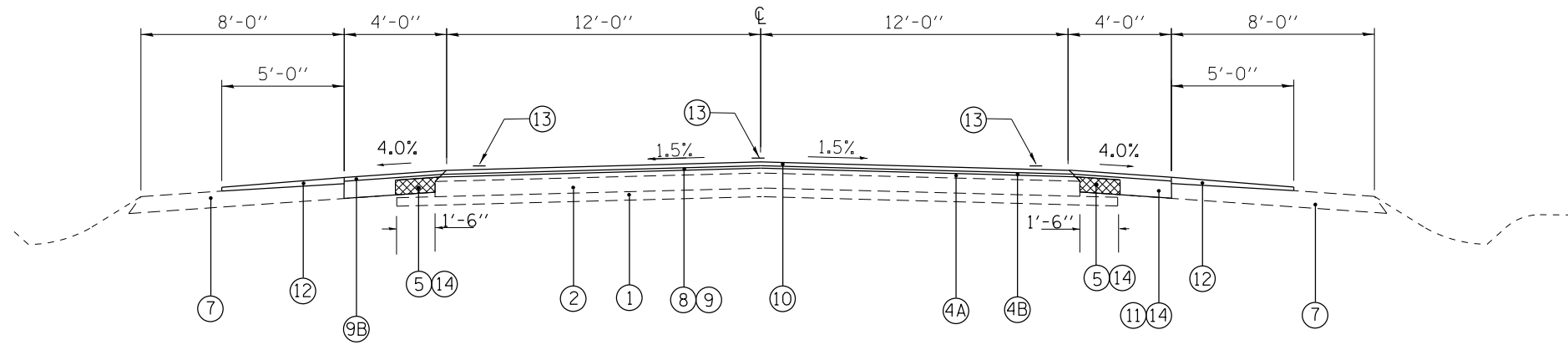
TYPICAL SECTION # 8 (FAP 67 - IL 125)
 R8 STA 537+67.96 TO STA 546+69.70
 R9 STA 549+69.10 (AH) TO STA 551+41.17
 R9 STA 566+10.40 TO STA 576+55.00
 R10 STA 717+03.80 TO STA 720+94.90

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

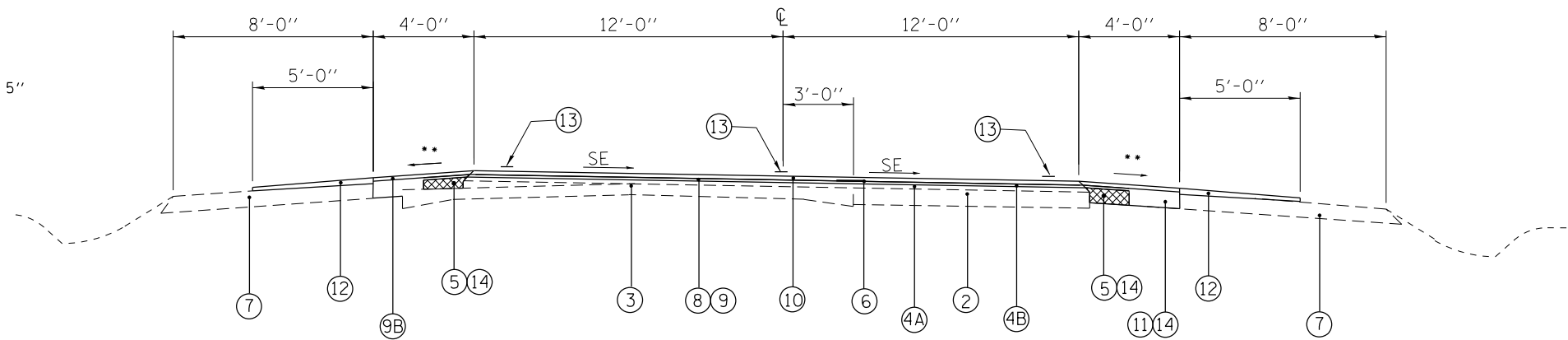
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ILLINOIS FED. AID PROJECT (3)RS-4,(4)RS-2,(5)RS-4												

LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



TYPICAL SECTION # 9 (FAP 67 - IL 125)
R9 STA 576+55.00 TO STA 601+38.02



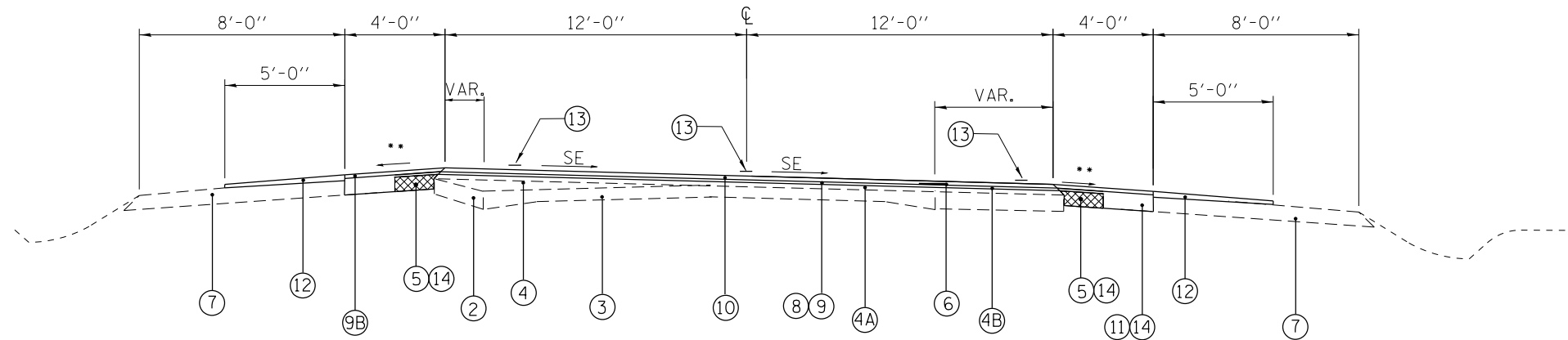
TYPICAL SECTION # 10 (FAP 67 - IL 125)
R9 STA 606+54.50 TO STA 607+84.60

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

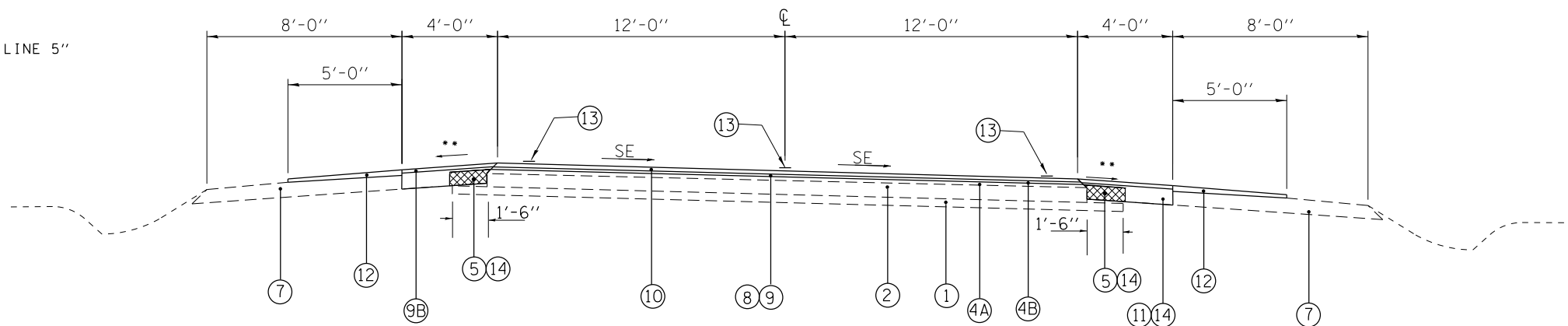
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					CONTRACT NO. 72F69							

LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



TYPICAL SECTION # 11 (FAP 67 - IL 125)
R9 STA 607+84.60 TO STA 615+25.20



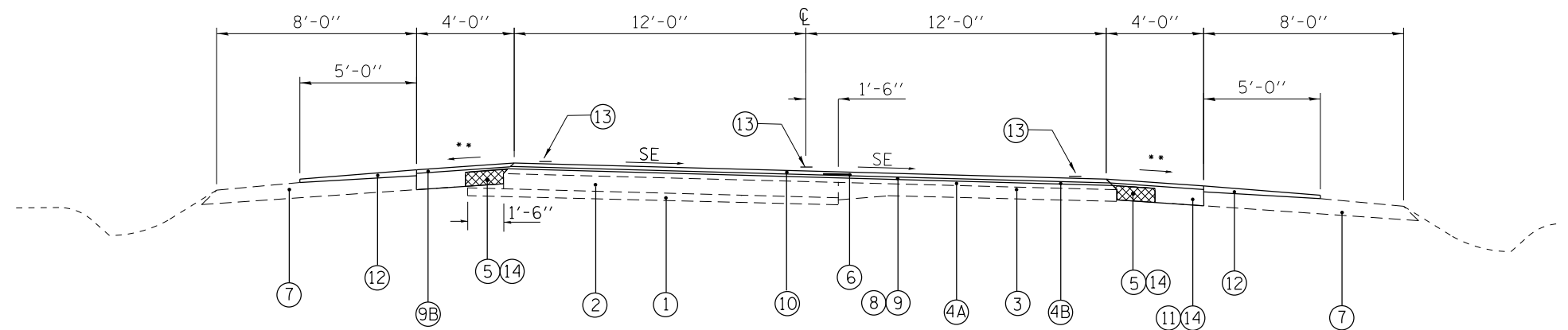
TYPICAL SECTION # 12 (FAP 67 - IL 125)
R9 STA 601+38.02 TO STA 606+54.50
R10 STA 724+94.90 TO STA 724+52.70

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

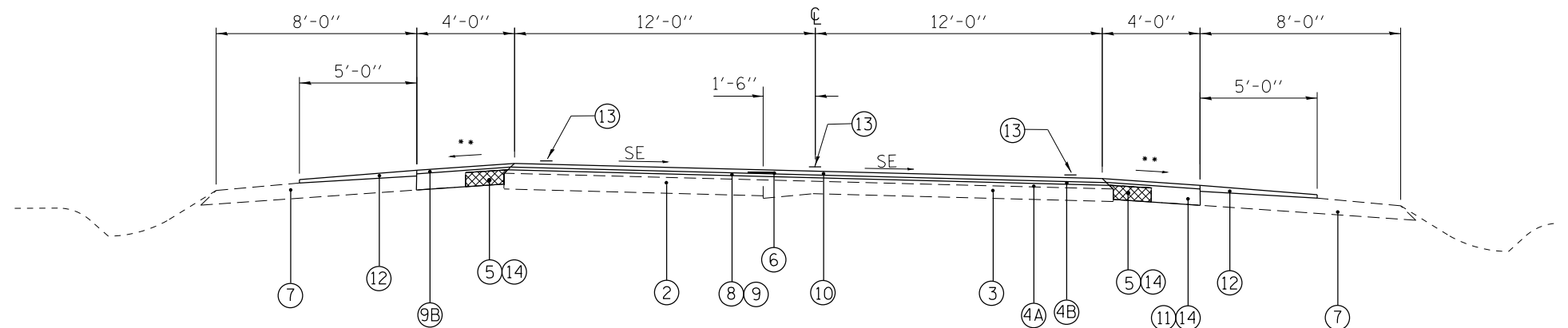
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	PLOT DATE = Oct-17-2012 12:27:31PM	DATE -	REVISED -		SCALE: NTS SHEET 6 OF 13 SHEETS STA. TO STA.			CONTRACT NO. 72F69				
ILLINOIS FED. AID PROJECT (3)RS-4,(4)RS-2,(5)RS-4												

LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



TYPICAL SECTION # 13 (FAP 67 - IL 125)
R10 STA 724+52.70 TO STA 726+14.00



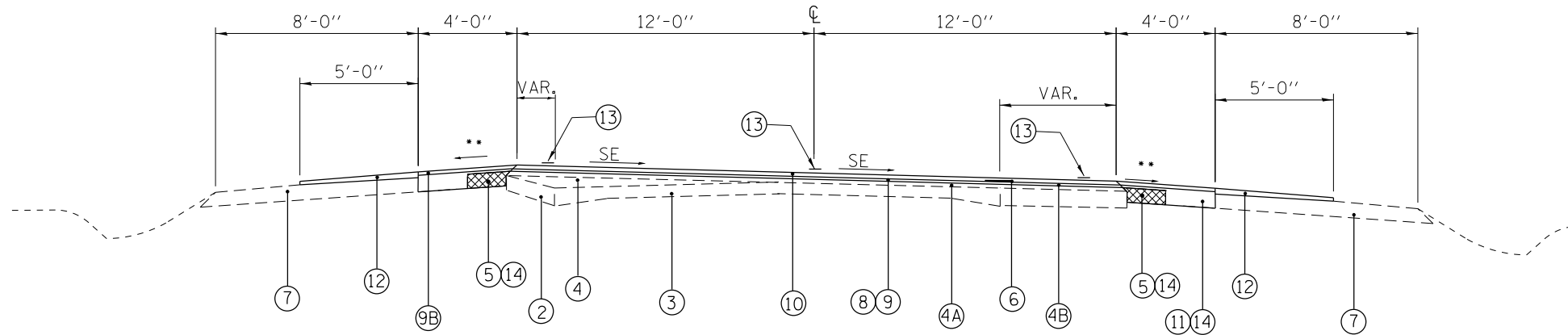
TYPICAL SECTION # 14 (FAP 67 - IL 125)
R10 STA 726+14.00 TO STA 727+83.70

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 125 TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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					ILLINOIS FED. AID PROJECT (3)RS-4,(4)RS-2,(5)RS-4							

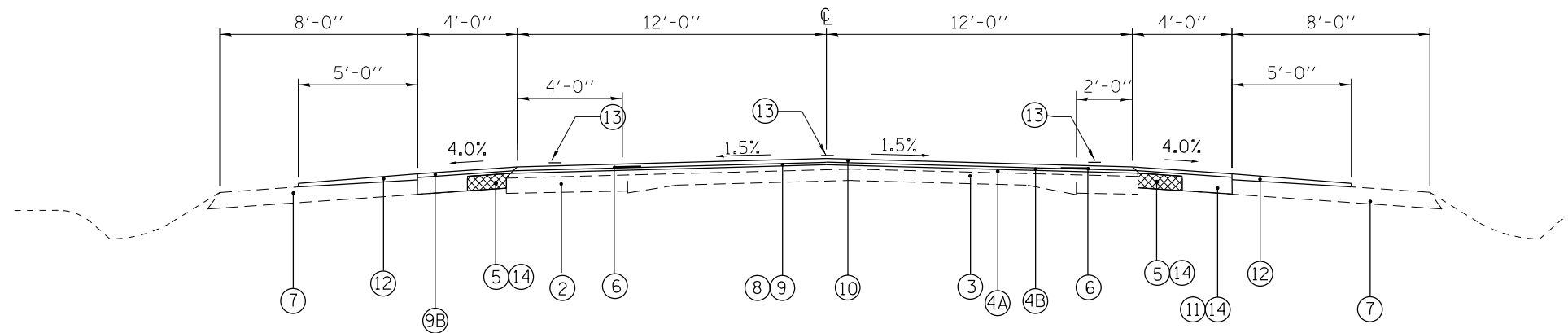
LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



STATION EQUATION
 STA 729+13.82 R10 BK=
 STA 729+13.40 R11 AH

TYPICAL SECTION # 15 (FAP 67 - IL 125)
 R10 STA 727+83.70 TO STA 729+13.82 (BK)
 R11 STA 729+13.40 (AH) TO STA 730+93.22



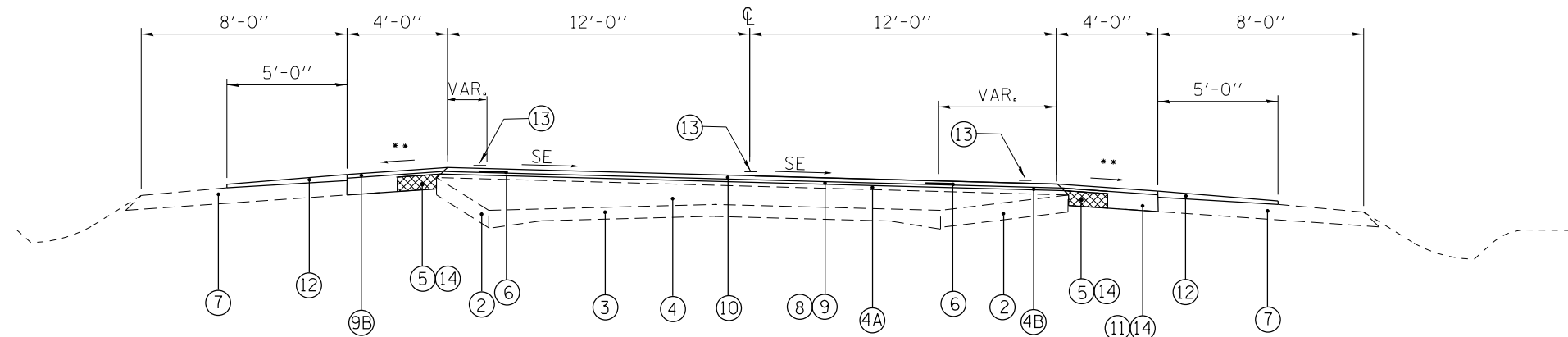
TYPICAL SECTION # 16 (FAP 67 - IL 125)
 R11 STA 730+93.22 TO STA 739+81.82

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 125 TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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					ILLINOIS FED. AID PROJECT (3)RS-4,(4)RS-2,(5)RS-4							

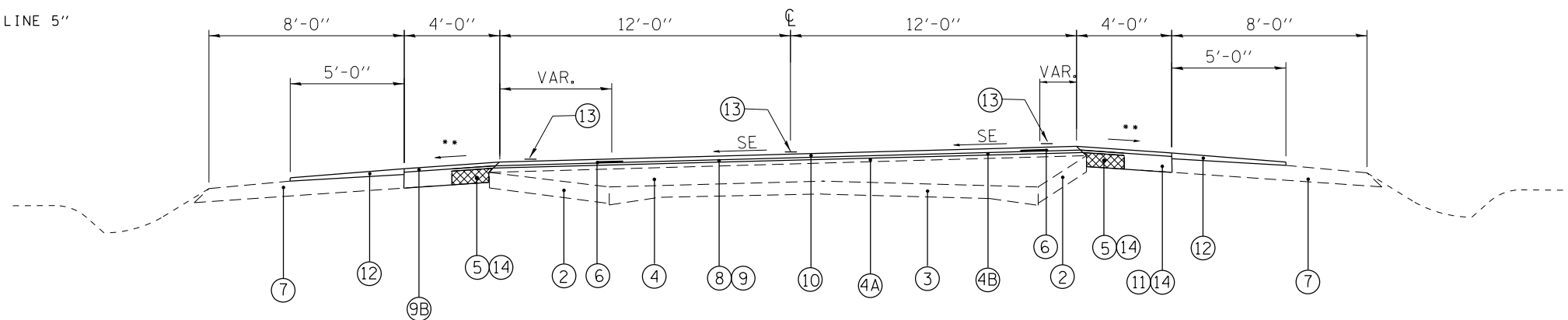
LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



TYPICAL SECTION # 17 (FAP 67 - IL 125)
 R11 STA 739+81.82 TO STA 754+84.89 (BK)
 R12 STA 754+84.34 (AH) TO STA 756+50.00

STATION EQUATION
 STA 754+84.89 R11 BK=
 STA 754+84.34 R12 AH



TYPICAL SECTION # 18 (FAP 67 - IL 125)
 R12 STA 756+50.00 TO STA 767+85.66 (BK)
 R13 STA 767+85.99 (AH) TO STA 770+77.27

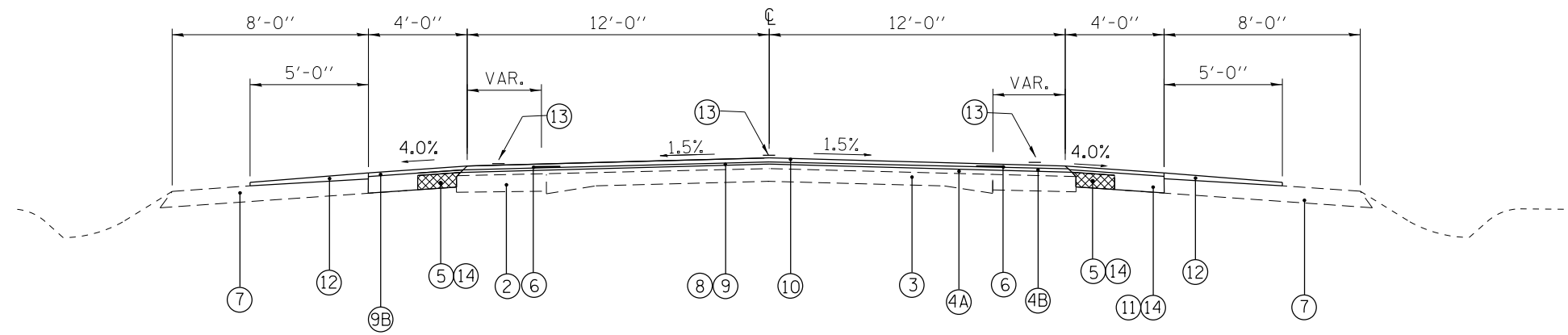
STATION EQUATION
 STA 767+85.66 R12 BK=
 STA 767+85.99 R13 AH

*** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

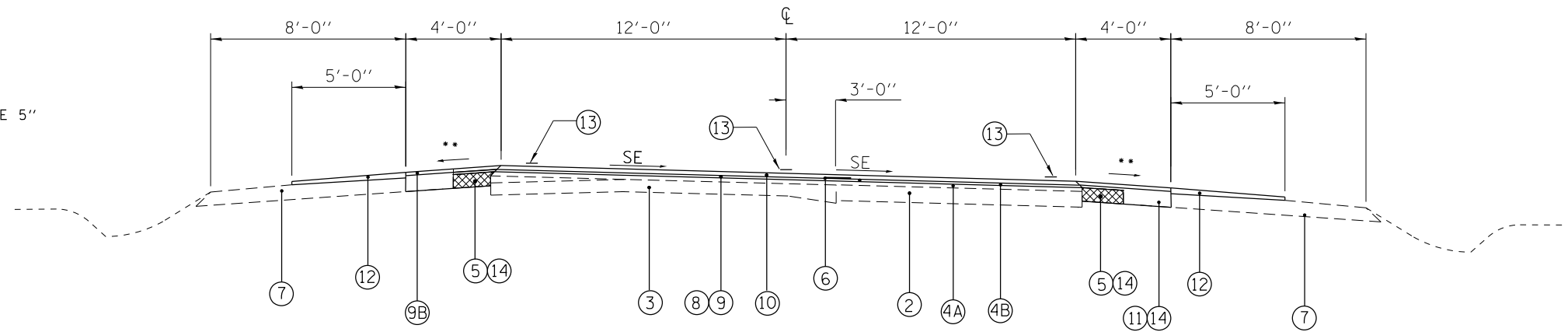
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ILLINOIS FED. AID PROJECT (3)RS-4,(4)RS-2,(5)RS-4												

LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



TYPICAL SECTION # 19 (FAP 67 - IL 125)
 R13 STA 849+83.00 TO STA 858+15.90
 R13 STA 889+00.00 TO STA 895+54.83



TYPICAL SECTION # 20 (FAP 67 - IL 125)
 R13 STA 899+01.50 TO STA 900+90.00
 R13 STA 907+21.00 TO STA 909+98.22 (BK)
 R14 STA 909+97.41 (AH) TO STA 912+31.30

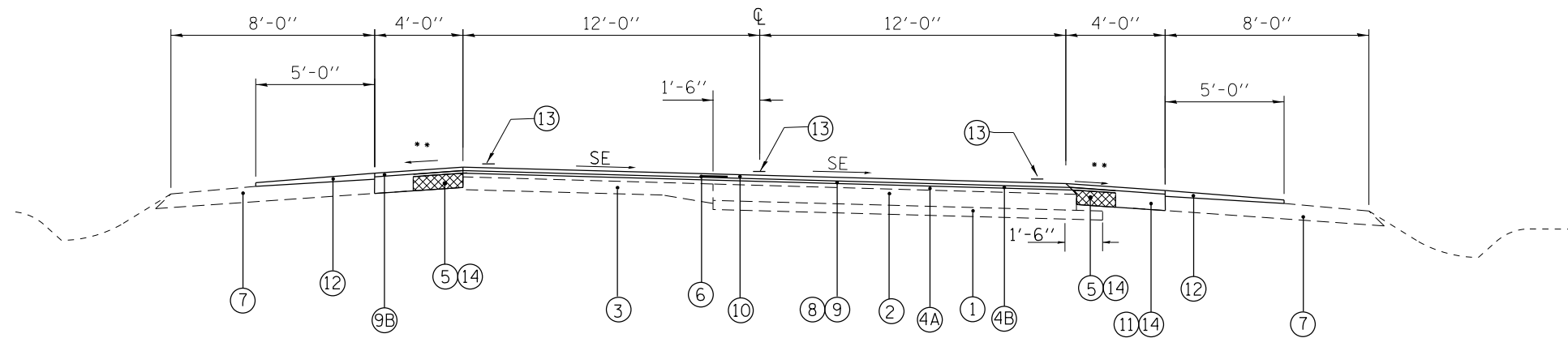
STATION EQUATION
 STA 909+98.22 R13 BK=
 STA 909+97.41 R14 AH

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

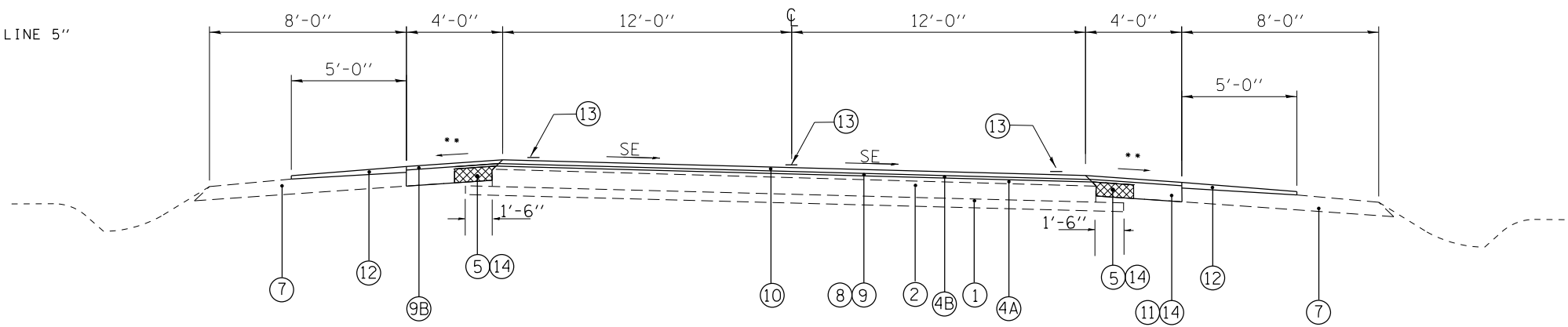
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ILLINOIS FED. AID PROJECT (3)RS-4,(4)RS-2,(5)RS-4												

LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
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- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



TYPICAL SECTION # 21 (FAP 67 - IL 125)
 R13 STA 900+90.00 TO STA 902+84.46
 R13 STA 905+09.81 TO STA 907+21.00



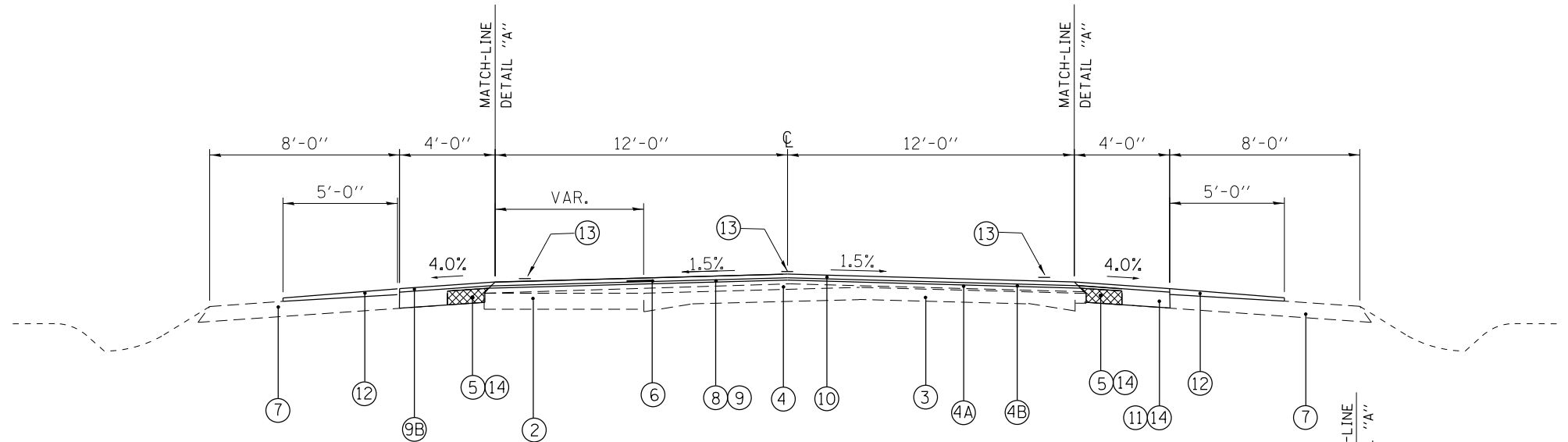
TYPICAL SECTION # 22 (FAP 67 - IL 125)
 R13 STA 902+84.46 TO STA 905+09.81

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 125 TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 100.0000' / 1in.	CHECKED - JM	REVISED -		CONTRACT NO. 72F69							
	PLOT DATE = Oct-17-2012 12:27:33PM	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

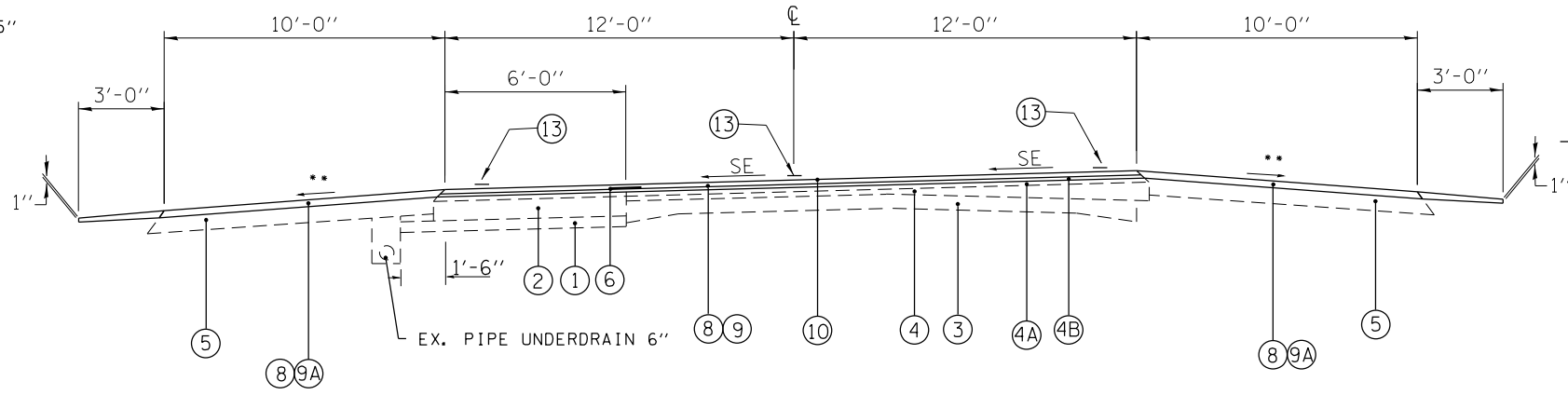
LEGEND

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER

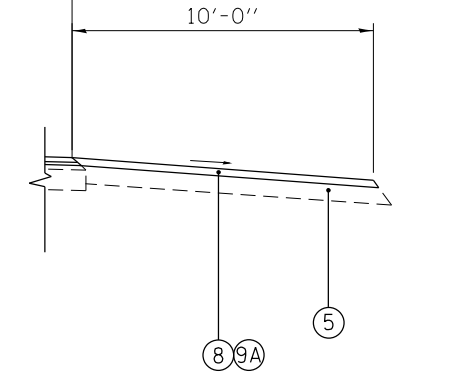


TYPICAL SECTION # 23 (FAP 67 - IL 125)
 R14 STA 912+31.30 TO STA 918+19.03 (BK)
 R15 STA 918+18.96 (AH) TO STA 1015+00.00

STATION EQUATION
 STA 918+19.03 R14 BK =
 STA 918+18.96 R15 AH



TYPICAL SECTION # 24 (FAP 67 - IL 125)
 R15 STA 1016+50.88 TO STA 1021+07.00



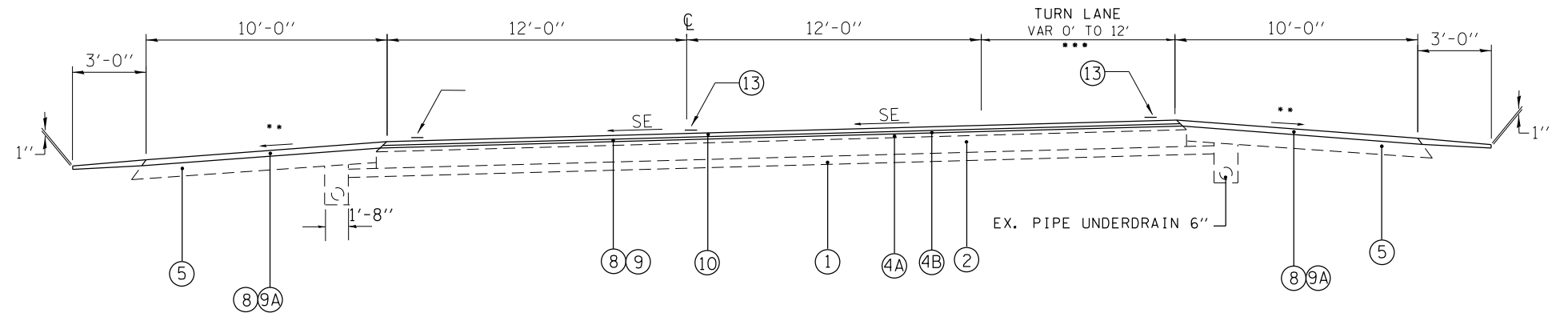
DETAIL "A" FOR TYPICAL SECTION # 23
 R15 STA 1015+00.00 TO STA 1016+50.88

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 125 TYPICAL SECTIONS			F.A.P. RTE. 67	SECTION *	COUNTY CASS	TOTAL SHEETS 47	SHEET NO. 23
Default	ct:\pw\work\p\dot\sparksgw\10313888\0672\F69-sht-typical.dgn	DRAWN - EK	REVISED -		SCALE: NTS SHEET 12 OF 13 SHEETS STA. TO STA.			CONTRACT NO. 72F69				
	PLOT SCALE = 100.0000' / in.	CHECKED - JM	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = Oct-17-2012 12:27:33PM	DATE -	REVISED -		(3)RS-4,(4)RS-2,(5)RS-4							

LEGEND

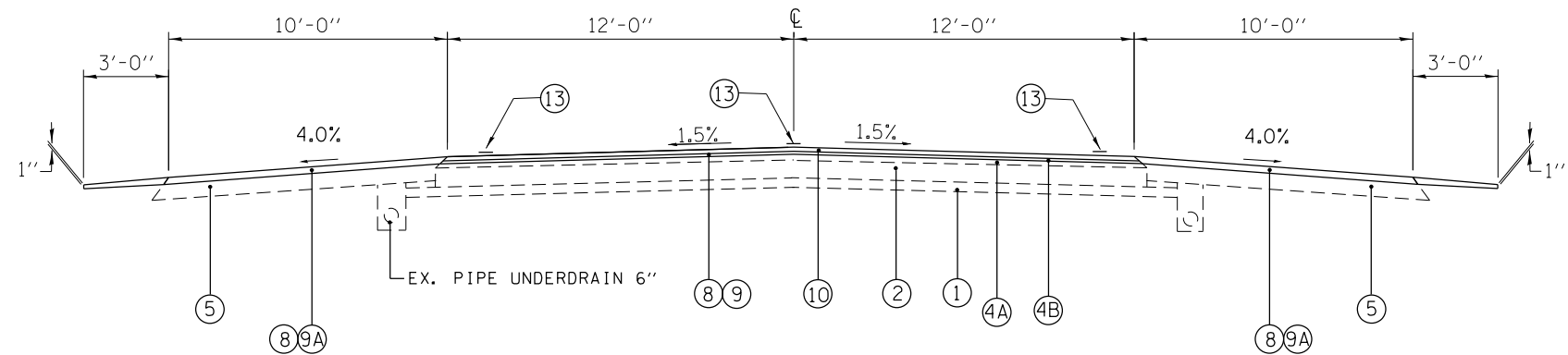
- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



TYPICAL SECTION # 25 (FAP 67 - IL 125)
 R15 STA 1021+07.00 TO STA 1033+91.74 (BK)
 R16 STA 1033+91.48 (AH) TO STA 1035+59.53
 R16 STA 1035+64.20 TO STA 1048+91.78
 R16 STA 1059+85.94 TO STA 1075+30.00

STATION EQUATION
 STA 1033+91.74 R15 BK=
 STA 1033+91.48 R16 AH

*** STA 1021+07 TO 1023+77 WIDTH IS 0' - 0" TO 12' - 0"
 STA 1023+77 TO 1026+52 WIDTH IS 12' - 0"

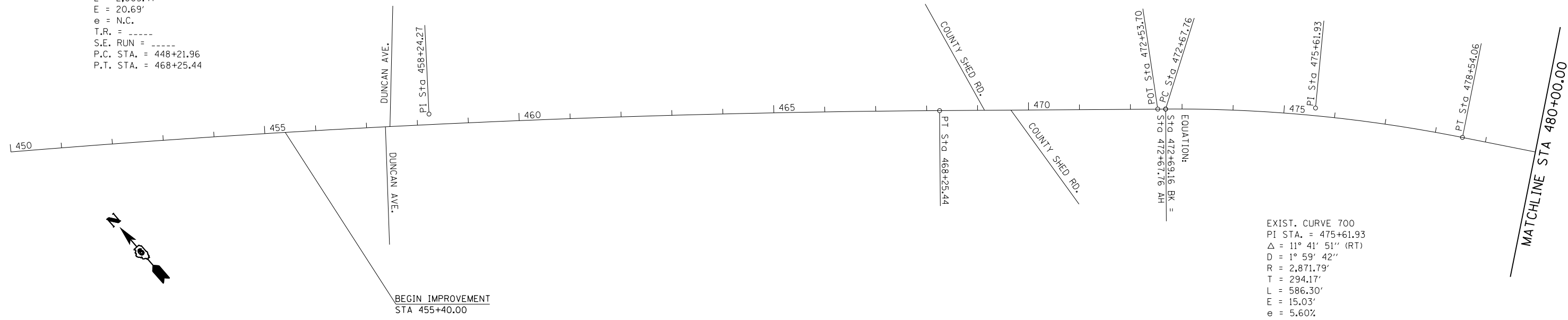


TYPICAL SECTION # 26 (FAP 67 - IL 125)
 R16 STA 1035+59.53 TO STA 1035+64.20
 R16 STA 1048+91.78 TO STA 1059+85.94

*** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

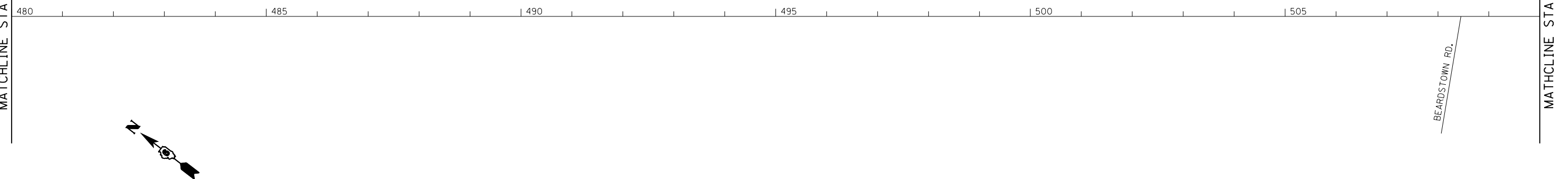
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Default	Plot Scale = 100.0000' / in.	CHECKED - JM	REVISED -					67	*	CASS	47	24
	PLOT DATE = Oct-17-2012 12:27:33PM	DATE -	REVISED -		SCALE: NTS SHEET 13 OF 13 SHEETS STA. TO STA.			CONTRACT NO. 72F69				
ILLINOIS FED. AID PROJECT (3)RS-4,(4)RS-2,(5)RS-4												

EXIST. CURVE 578
 PI STA. = 458+24.27
 $\Delta = 4^\circ 43' 48''$ (RT)
 $D = 0^\circ 14' 10''$
 $R = 24,269.19'$
 $T = 1,002.30'$
 $L = 2,003.47'$
 $E = 20.69'$
 $e = N.C.$
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 448+21.96
 P.T. STA. = 468+25.44



EXIST. CURVE 700
 PI STA. = 475+61.93
 $\Delta = 11^\circ 41' 51''$ (RT)
 $D = 1^\circ 59' 42''$
 $R = 2,871.79'$
 $T = 294.17'$
 $L = 586.30'$
 $E = 15.03'$
 $e = 5.60\%$
 T.R. = 39.96
 S.E. RUN = 149.18
 P.C. STA. = 472+67.76
 P.T. STA. = 478+54.06

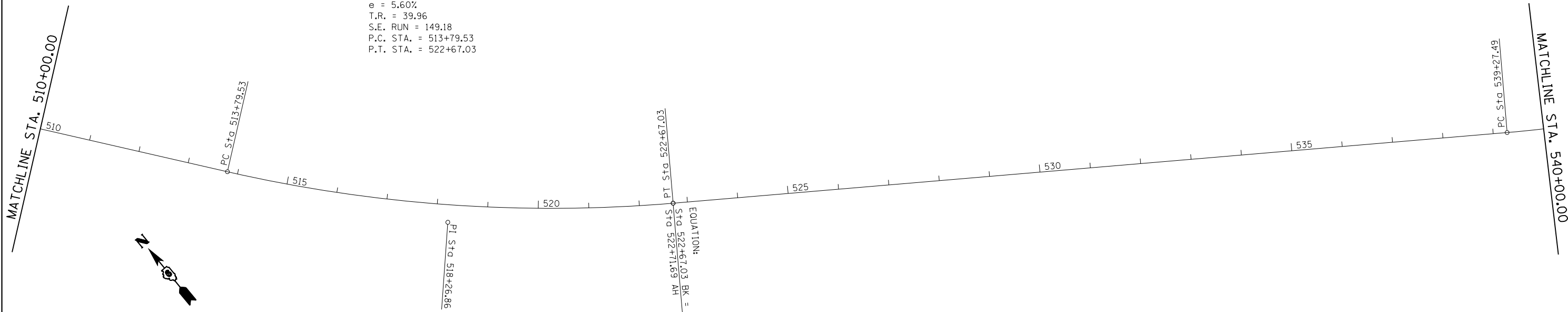
MATCHLINE STA 480+00.00



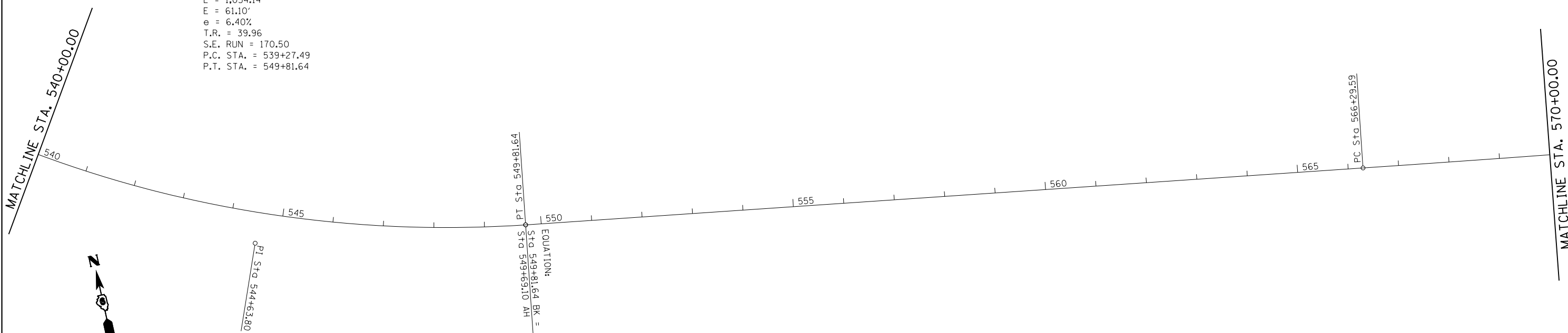
MATHCLINE STA 510+00.00

FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT DIAGRAM PLAN SHEETS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLLOT DATE = Oct-17-2012 12:27:35PM	CHECKED - JM	REVISED -		SCALE: 100 SHEET 1 OF SHEETS STA. 455+40.00 TO STA. 510+00.00			CONTRACT NO. 72F69				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

EXIST. CURVE 701
 PI STA. = 518+26.86
 $\Delta = 17^\circ 45' 00''$ (LT)
 D = $2^\circ 00' 00''$
 R = 2,864.79'
 T = 447.33'
 L = 887.50'
 E = 34.71'
 e = 5.60%
 T.R. = 39.96
 S.E. RUN = 149.18
 P.C. STA. = 513+79.53
 P.T. STA. = 522+67.03



EXIST. CURVE 702
 PI STA. = 544+63.80
 $\Delta = 26^\circ 00' 00''$ (LT)
 D = $2^\circ 27' 59''$
 R = 2,323.00'
 T = 536.31'
 L = 1,054.14'
 E = 61.10'
 e = 6.40%
 T.R. = 39.96
 S.E. RUN = 170.50
 P.C. STA. = 539+27.49
 P.T. STA. = 549+81.64



FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -
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Default	PLOT SCALE = 200.0000' / in.	CHECKED - JM	REVISED -
	PLOT DATE = Oct-17-2012 12:27:36PM	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT DIAGRAM PLAN SHEETS

SCALE: 100 SHEET 2 OF 11 SHEETS STA. 510+00.00 TO STA. 570+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	.	CASS	47	26
CONTRACT NO. 72F69			ILLINOIS FED. AID PROJECT	

EXIST. CURVE 703
 PI STA. = 570+59.60
 $\Delta = 0^\circ 43' 00''$ (LT)
 D = $0^\circ 05' 00''$
 R = 68,755.00'
 T = 430.01'
 L = 860.00'
 E = 1.34'
 e = N.C.
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 566+29.59
 P.T. STA. = 574+89.59

MATCHLINE STA. 570+00.00

MATCHLINE STA 600+00.00

570 575 580 585 590 595



BURLINGAME RD.
 BURLINGAME RD.

EXIST. CURVE 705
 PI STA. = 625+27.02
 $\Delta = 2^\circ 03' 00''$ (LT)
 D = $0^\circ 15' 00''$
 R = 22,920.00'
 T = 410.07'
 L = 820.06'
 E = 3.67'
 e = N.C.
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 621+16.95
 P.T. STA. = 629+37.01

MATCHLINE STA 600+00.00

MATHCLINE STA 630+00.00

600 605 610 615 620 625



EXIST. CURVE 704
 PI STA. = 608+32.69
 $\Delta = 9^\circ 27' 00''$ (RT)
 D = $1^\circ 00' 00''$
 R = 5,729.58'
 T = 473.57'
 L = 945.00'
 E = 19.54'
 e = 2.80%
 T.R. = 39.96
 S.E. RUN = 74.59
 P.C. STA. = 603+59.12
 P.T. STA. = 613+04.12

EQUATION:
 STA 629+37.01 BK =
 STA 629+30.80 AH

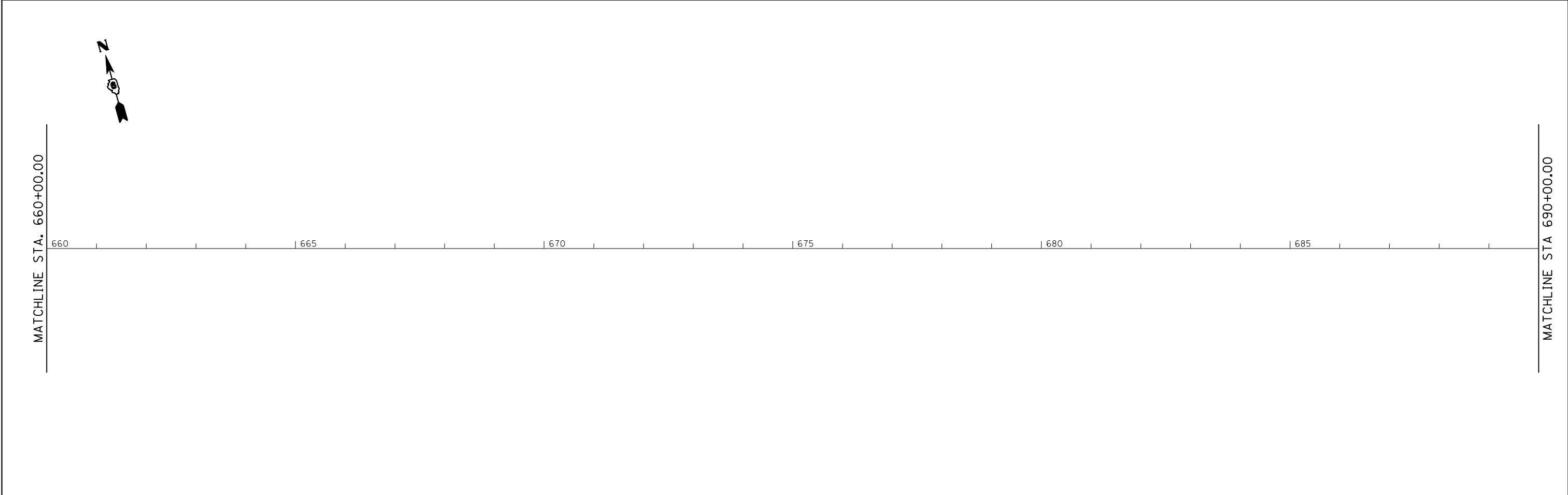
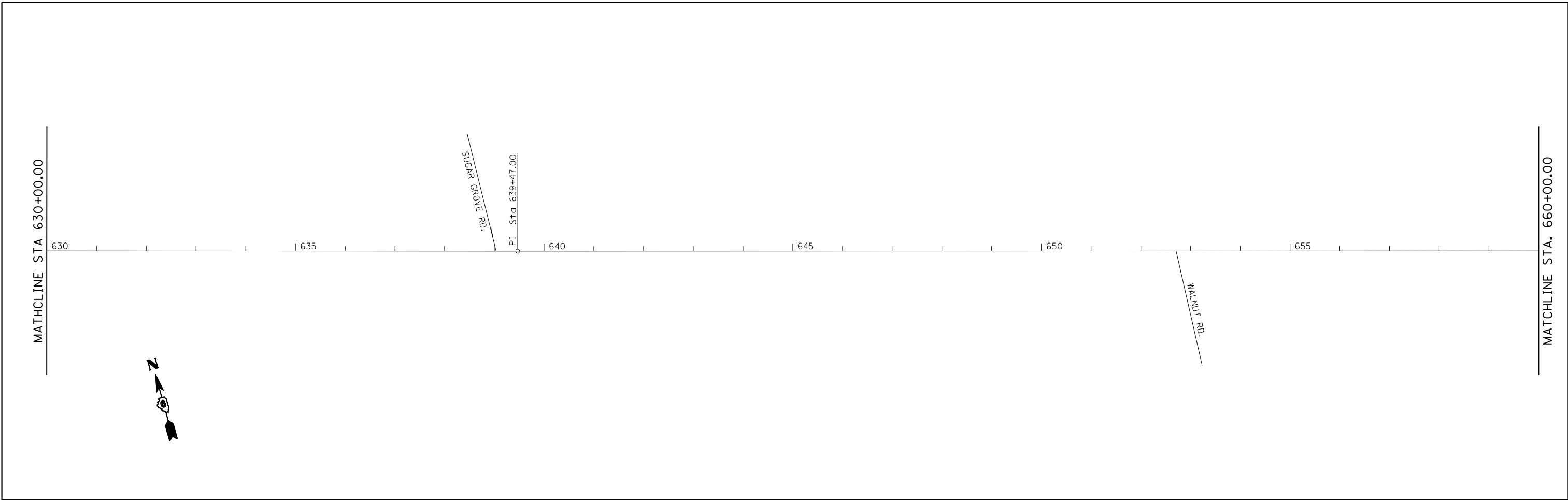
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT DIAGRAM PLAN SHEETS

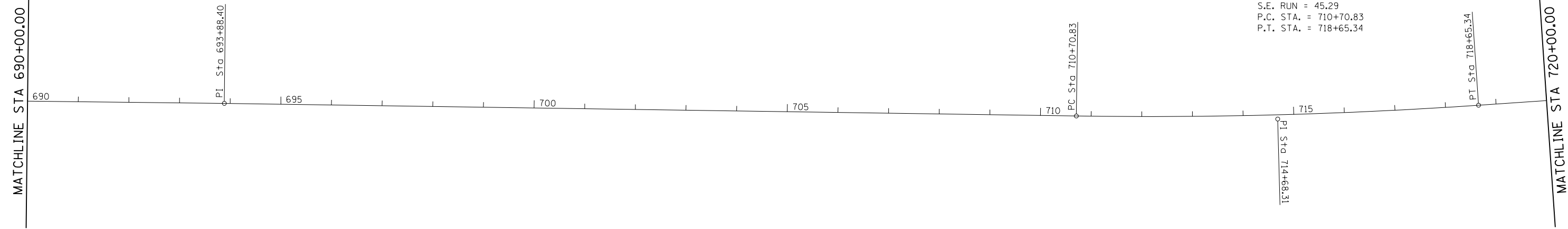
SCALE: 100 SHEET 3 OF 11 SHEETS STA. 570+00.00 TO STA. 630+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	.	CASS	47	27
CONTRACT NO. 72F69			ILLINOIS FED. AID PROJECT	



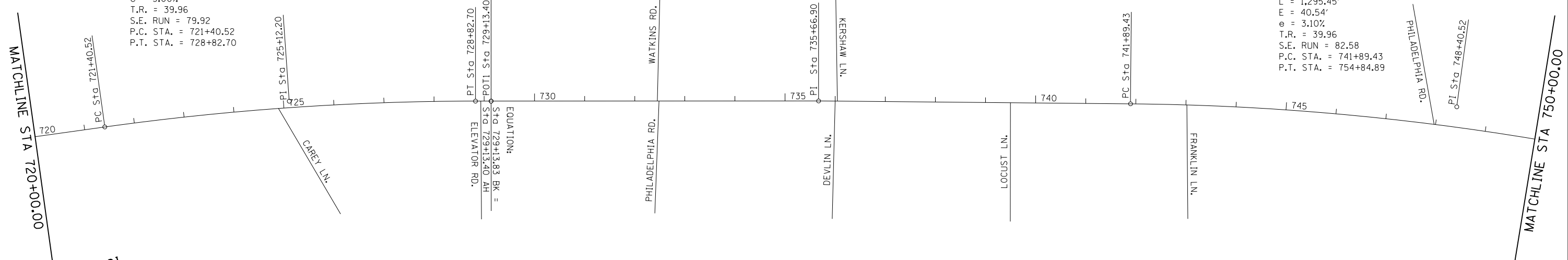
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	PLOT SCALE = 200.0000' / in.	CHECKED - JM	REVISED -					67	.	CASS	47	28
Default	PLOT DATE = Oct-17-2012 12:27:36PM	DATE -	REVISED -		SCALE: 100	SHEET 4	OF 11	SHEETS	STA. 630+00.00	TO STA. 690+00.00	CONTRACT NO. 72F69	
ILLINOIS FED. AID PROJECT												

EXIST. CURVE 706
 PI STA. = 714+68.31
 Δ = 4° 46' 00" (LT)
 D = 0° 36' 00"
 R = 9,550.10'
 T = 397.48'
 L = 794.51'
 E = 8.27'
 e = 1.70%
 T.R. = 39.96
 S.E. RUN = 45.29
 P.C. STA. = 710+70.83
 P.T. STA. = 718+65.34



EXIST. CURVE 707
 PI STA. = 725+12.20
 Δ = 7° 55' 00" (RT)
 D = 1° 04' 00"
 R = 5,371.46'
 T = 371.68'
 L = 742.18'
 E = 12.84'
 e = 3.00%
 T.R. = 39.96
 S.E. RUN = 79.92
 P.C. STA. = 721+40.52
 P.T. STA. = 728+82.70

EXIST. CURVE 708
 PI STA. = 748+40.52
 Δ = 14° 15' 00" (RT)
 D = 1° 06' 00"
 R = 5,208.71'
 T = 651.09'
 L = 1,295.45'
 E = 40.54'
 e = 3.10%
 T.R. = 39.96
 S.E. RUN = 82.58
 P.C. STA. = 741+89.43
 P.T. STA. = 754+84.89



FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -
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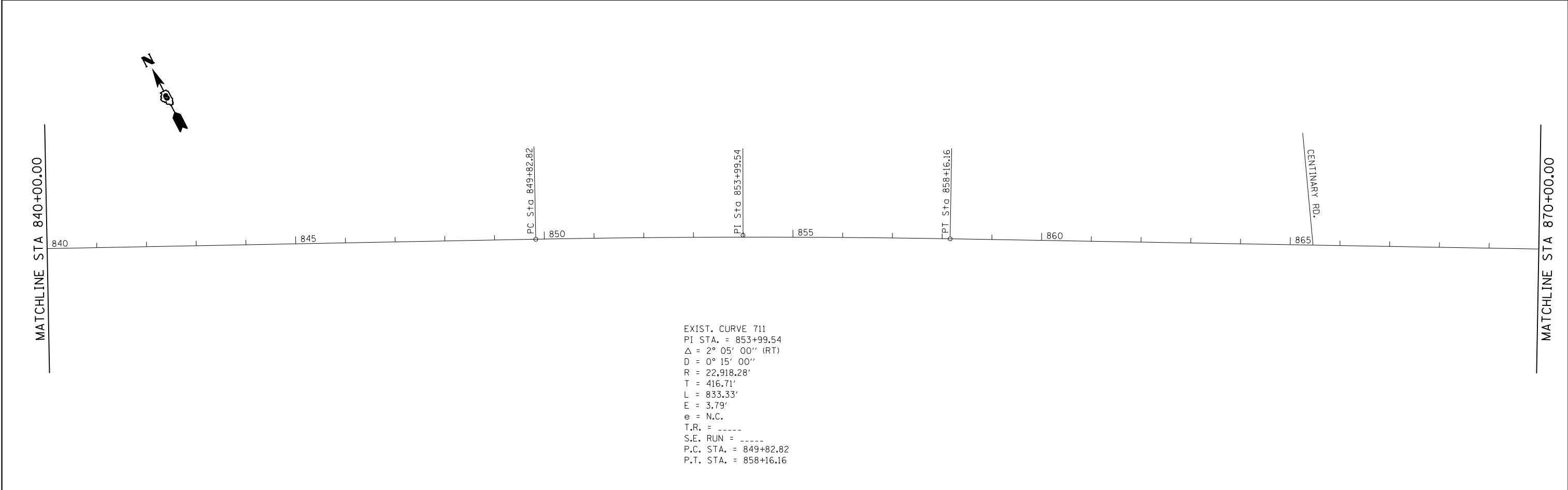
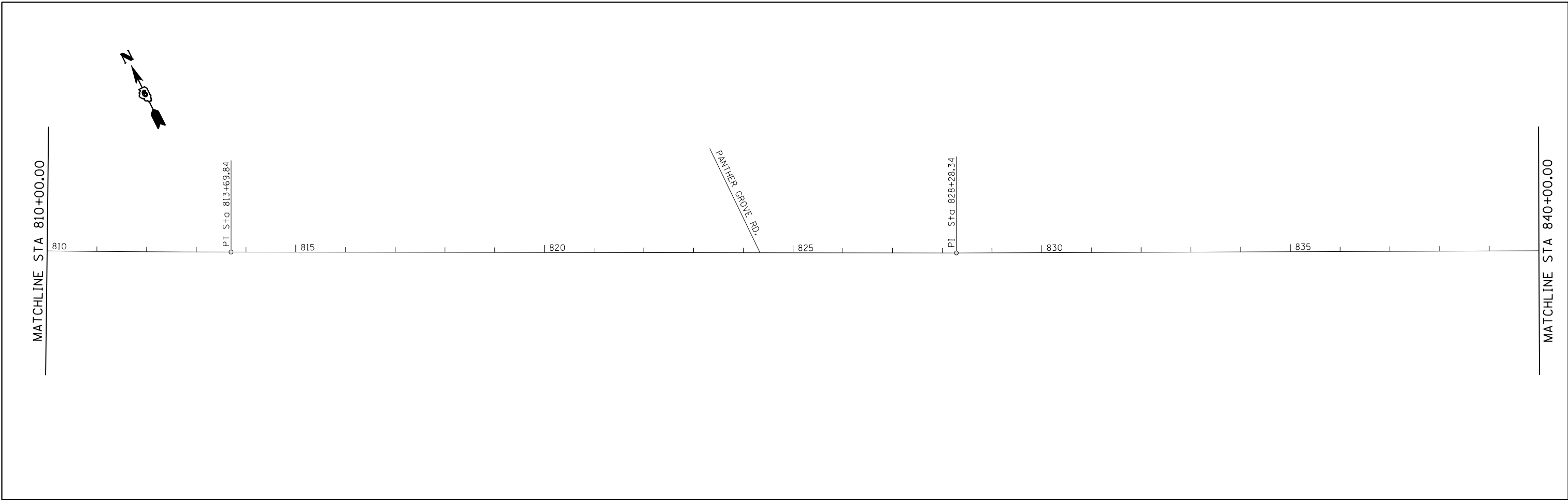
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENT DIAGRAM PLAN SHEETS

SCALE: 100 SHEET 5 OF 11 SHEETS STA. 690+00.00 TO STA. 750+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	.	CASS	47	29
CONTRACT NO. 72F69			ILLINOIS FED. AID PROJECT	

(3)RS-4,(4)RS-2,(5)RS-4



EXIST. CURVE 711
 PI STA. = 853+99.54
 Δ = 2° 05' 00" (RT)
 D = 0° 15' 00"
 R = 22,918.28'
 T = 416.71'
 L = 833.33'
 E = 3.79'
 e = N.C.
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 849+82.82
 P.T. STA. = 858+16.16

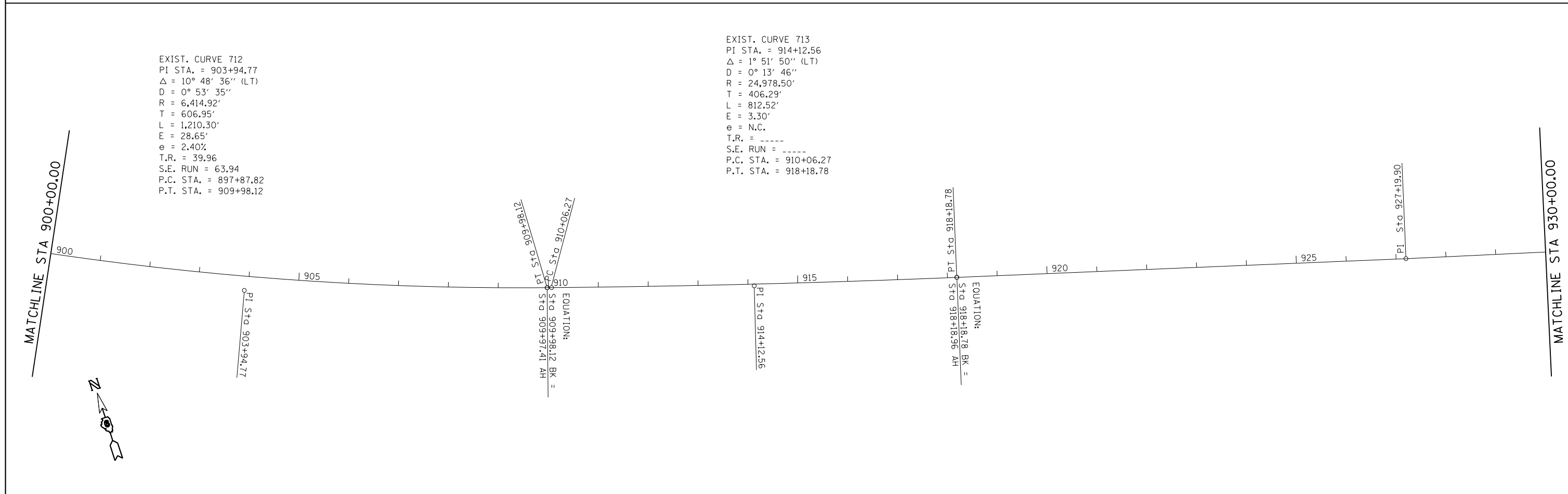
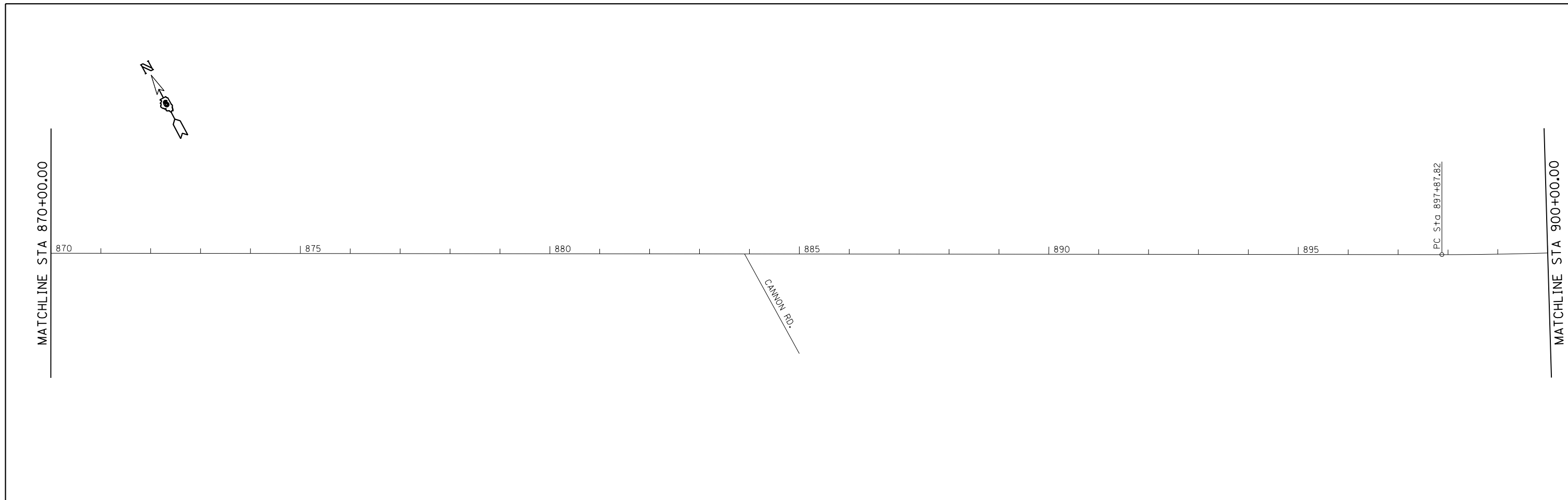
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ALIGNMENT DIAGRAM PLAN SHEETS

SCALE: 100 SHEET 7 OF 11 SHEETS STA. 810+00.00 TO STA. 870+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	•	CASS	47	31
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72F69	



EXIST. CURVE 712
 PI STA. = 903+94.77
 $\Delta = 10^\circ 48' 36''$ (LT)
 $D = 0^\circ 53' 35''$
 $R = 6,414.92'$
 $T = 606.95'$
 $L = 1,210.30'$
 $E = 28.65'$
 $e = 2.40\%$
 $T.R. = 39.96$
 $S.E. RUN = 63.94$
 $P.C. STA. = 897+87.82$
 $P.T. STA. = 909+98.12$

EXIST. CURVE 713
 PI STA. = 914+12.56
 $\Delta = 1^\circ 51' 50''$ (LT)
 $D = 0^\circ 13' 46''$
 $R = 24,978.50'$
 $T = 406.29'$
 $L = 812.52'$
 $E = 3.30'$
 $e = N.C.$
 $T.R. = -----$
 $S.E. RUN = -----$
 $P.C. STA. = 910+06.27$
 $P.T. STA. = 918+18.78$

EQUATION:
 $Y = 0.00000000X + 909.9812$
 STA 909+98.12 BK =
 STA 909+97.41 AH

EQUATION:
 $Y = 0.00000000X + 918.1878$
 STA 918+18.78 BK =
 STA 918+18.36 AH

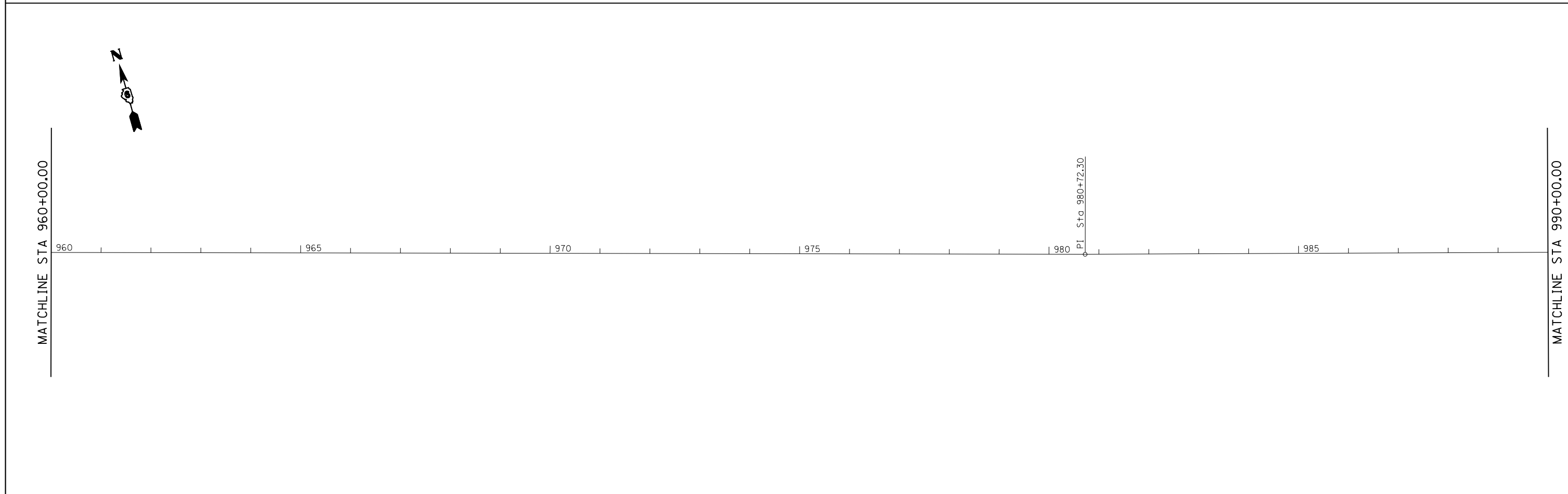
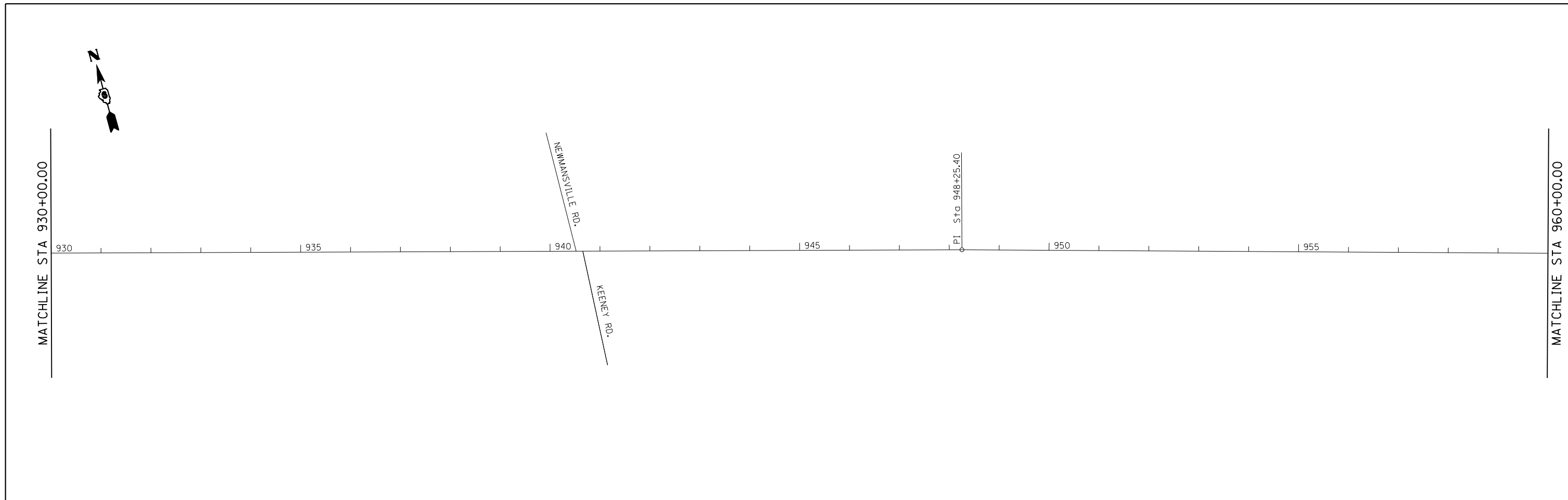
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**STATE OF ILLINOIS
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ALIGNMENT DIAGRAM PLAN SHEETS

SCALE: 100 SHEET 8 OF 11 SHEETS STA. 870+00.00 TO STA. 930+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	•	CASS	47	32
CONTRACT NO. 72F69			ILLINOIS FED. AID PROJECT	



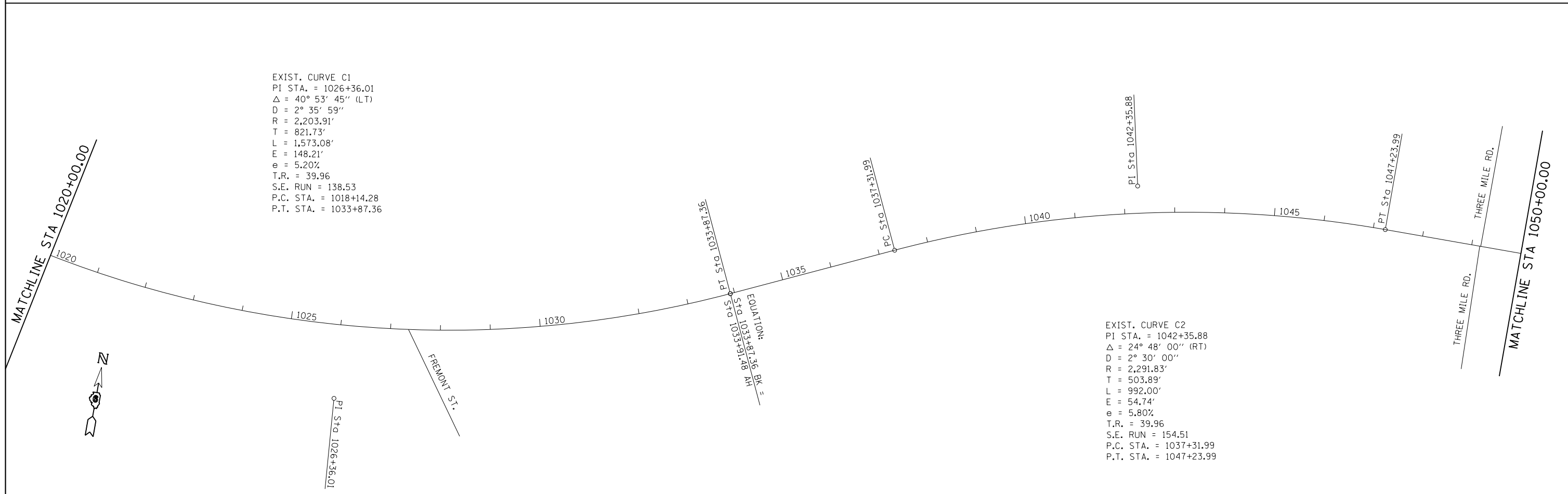
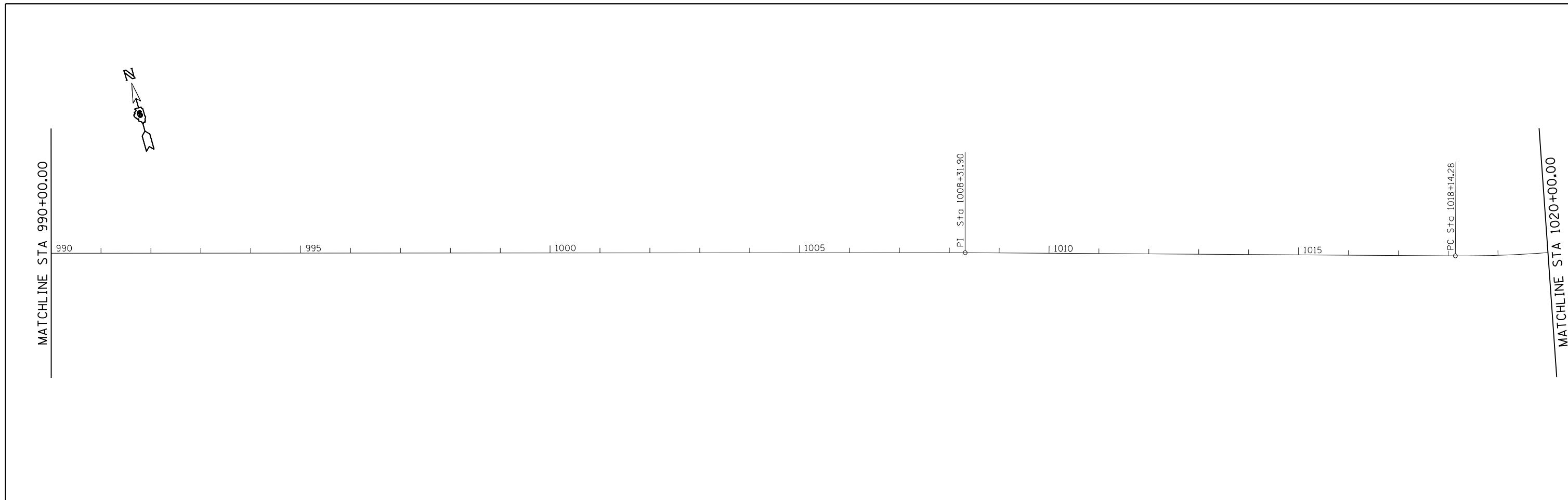
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**STATE OF ILLINOIS
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ALIGNMENT DIAGRAM PLAN SHEETS

SCALE: 100 SHEET 9 OF 11 SHEETS STA. 930+00.00 TO STA. 990+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	•	CASS	47	33
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72F69	



EXIST. CURVE C1
 PI STA. = 1026+36.01
 Δ = 40° 53' 45" (LT)
 D = 2° 35' 59"
 R = 2,203.91'
 T = 821.73'
 L = 1,573.08'
 E = 148.21'
 e = 5.20%
 T.R. = 39.96
 S.E. RUN = 138.53
 P.C. STA. = 1018+14.28
 P.T. STA. = 1033+87.36

EXIST. CURVE C2
 PI STA. = 1042+35.88
 Δ = 24° 48' 00" (RT)
 D = 2° 30' 00"
 R = 2,291.83'
 T = 503.89'
 L = 992.00'
 E = 54.74'
 e = 5.80%
 T.R. = 39.96
 S.E. RUN = 154.51
 P.C. STA. = 1037+31.99
 P.T. STA. = 1047+23.99

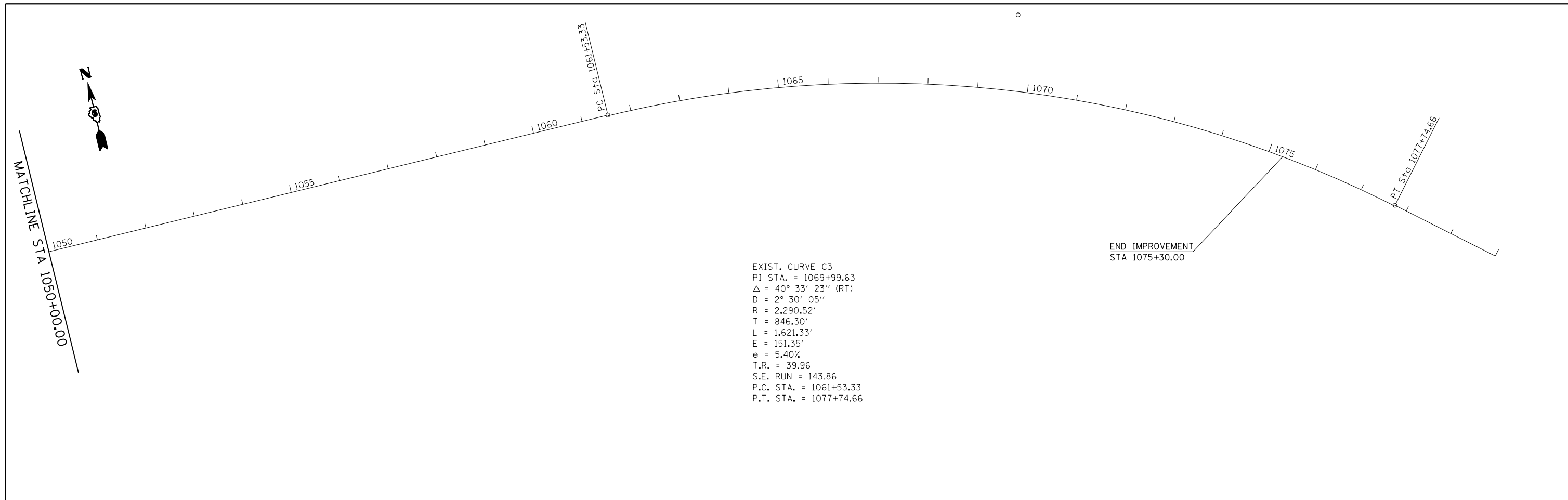
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENT DIAGRAM PLAN SHEETS

SCALE: 100 SHEET 10 OF 11 SHEETS STA. 990+00.00 TO STA. 1050+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	*	CASS	47	34
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72F69	



EXIST. CURVE C3
 PI STA. = 1069+99.63
 Δ = 40° 33' 23" (RT)
 D = 2° 30' 05"
 R = 2,290.52'
 T = 846.30'
 L = 1,621.33'
 E = 151.35'
 e = 5.40%
 T.R. = 39.96
 S.E. RUN = 143.86
 P.C. STA. = 1061+53.33
 P.T. STA. = 1077+74.66

END IMPROVEMENT
 STA 1075+30.00

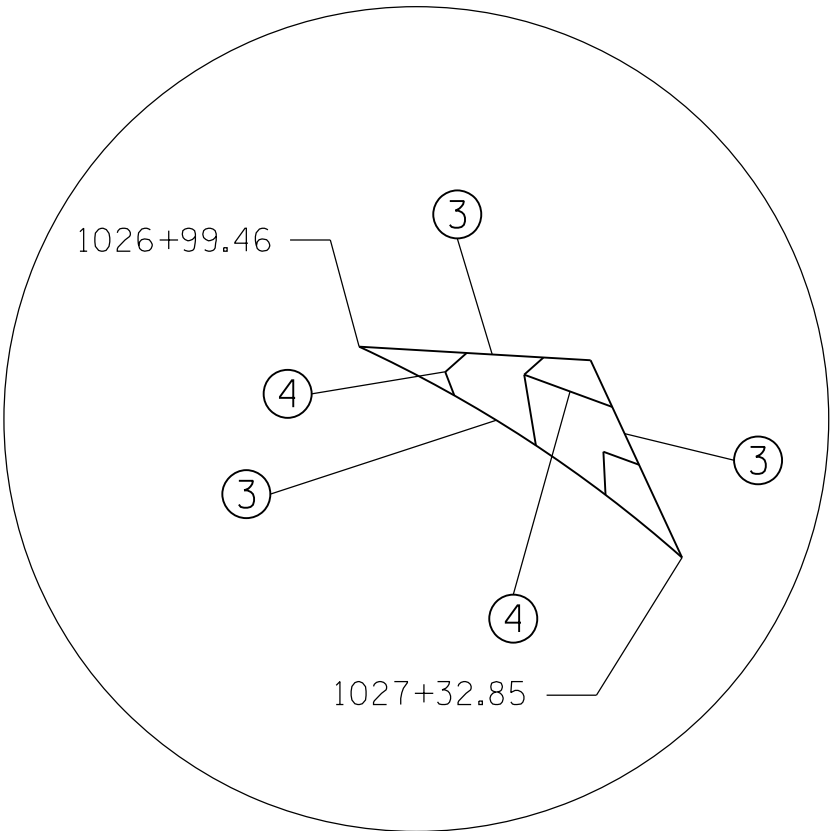
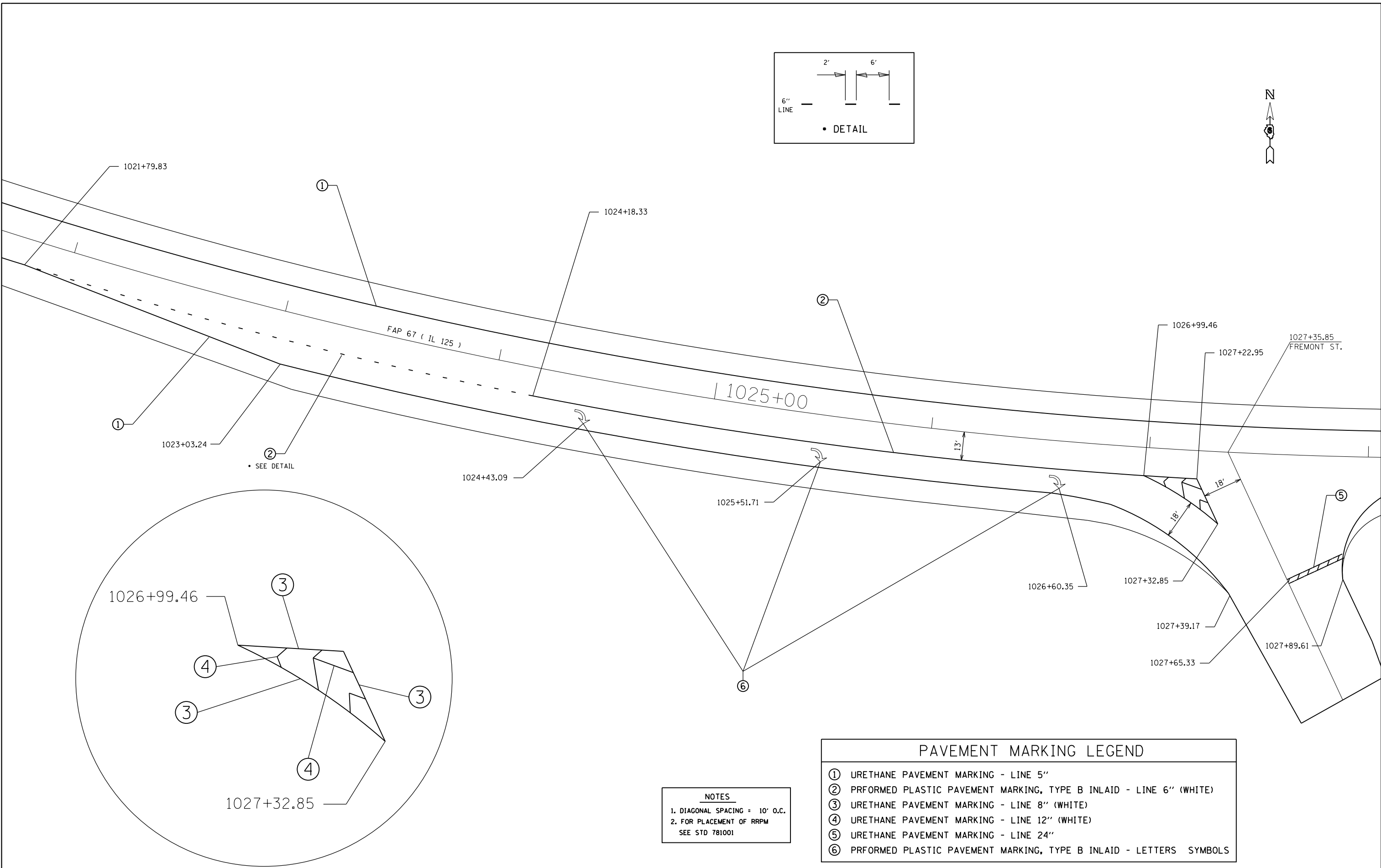
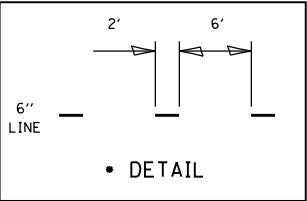
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ALIGNMENT DIAGRAM PLAN SHEETS

SCALE: 100 SHEET 11 OF 11 SHEETS STA. 1050+00.00 TO STA. 1075+30.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	•	CASS	47	35
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72F69	



NOTES

1. DIAGONAL SPACING = 10' O.C.

2. FOR PLACEMENT OF RRPM
SEE STD 781001

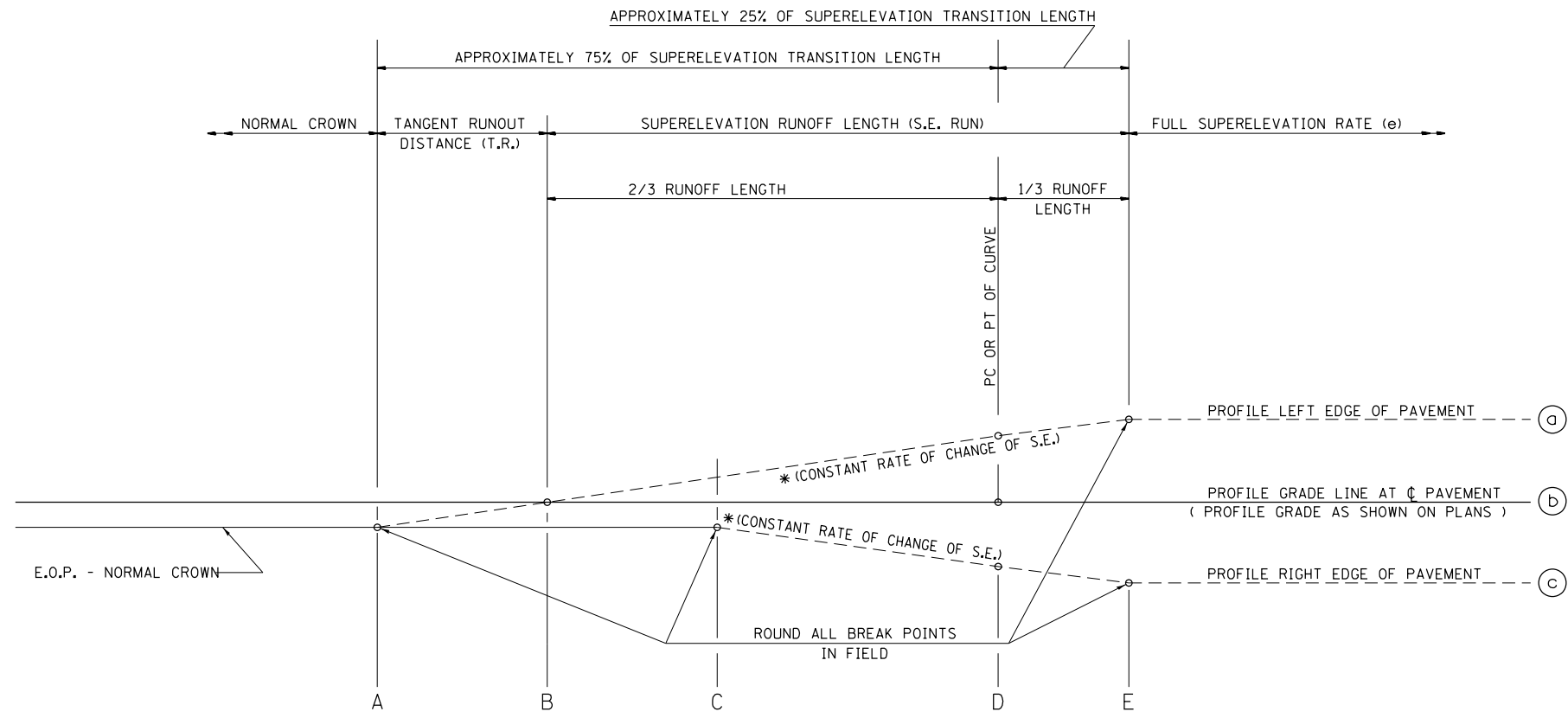
PAVEMENT MARKING LEGEND	
①	URETHANE PAVEMENT MARKING - LINE 5"
②	PRFORMED PLASTIC PAVEMENT MARKING, TYPE B INLAID - LINE 6" (WHITE)
③	URETHANE PAVEMENT MARKING - LINE 8" (WHITE)
④	URETHANE PAVEMENT MARKING - LINE 12" (WHITE)
⑤	URETHANE PAVEMENT MARKING - LINE 24"
⑥	PRFORMED PLASTIC PAVEMENT MARKING, TYPE B INLAID - LETTERS SYMBOLS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

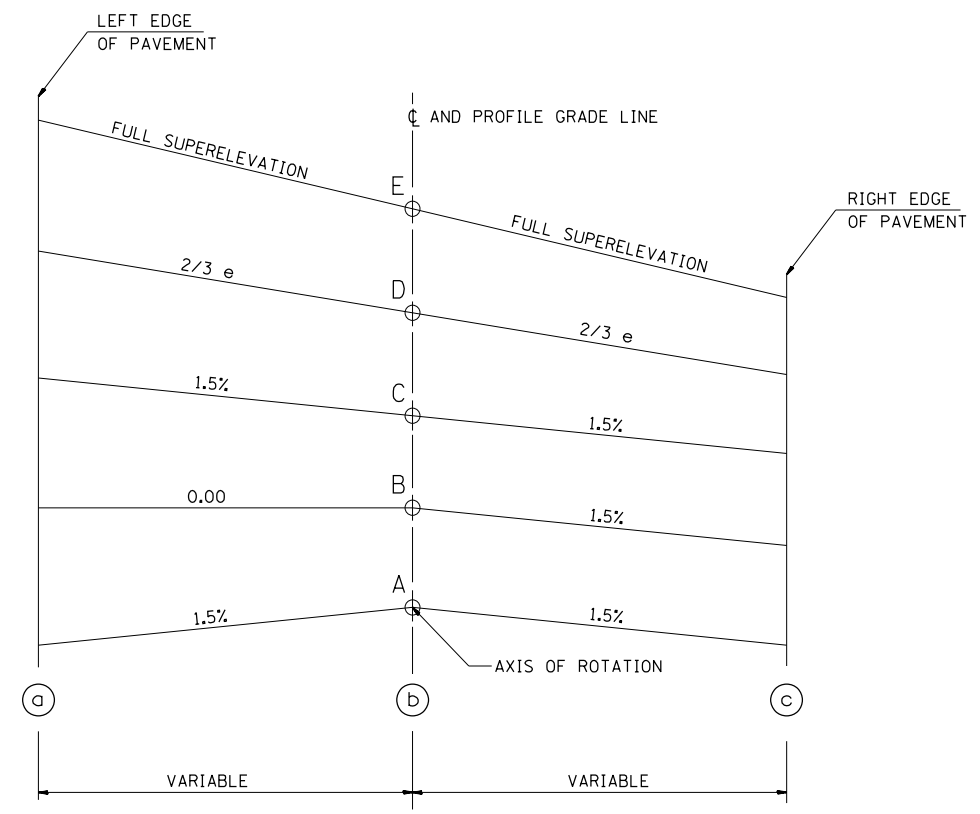
PAVEMENT MARKING DETAIL SHEET			
SCALE: 20	SHEET 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
67	•	CASS	47	36
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72F69	



TYPICAL PROFILE - S.E. TRANSITION

SEE PLANS FOR CURVE DATA INFORMATION
 CURVE DATA
 P.I. STA=
 Δ =
 R=
 T=
 L=
 E=
 e = SUPERELEVATION RATE IN PERCENT
 T.R.= TANGENT RUNOUT DISTANCE
 S.E. RUN= SUPERELEVATION RUNOFF LENGTH
 P.C. STA=
 P.T. STA=



TYPICAL CROSS SECTION - S.E. TRANSITION

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	Default	PLOT SCALE = 40.0000' / in.	CHECKED - JM		REVISED -	SCALE: N/A	SHEET 1 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 72F69 ILLINOIS FED. AID PROJECT		
	PLOT DATE = Oct-17-2012 12:27:41PM	DATE -	REVISED -		(3)RS-4,(4)RS-2,(5)RS-4						

EXIST. CURVE 700
 PI STA. = 475+61.93
 $\Delta = 11^\circ 41' 51''$ (RT)
 $D = 1^\circ 59' 42''$
 $R = 2,871.79'$
 $T = 294.17'$
 $L = 586.30'$
 $E = 15.03'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 472+67.76
 P.T. STA. = 478+54.06

EXIST. CURVE 701
 PI STA. = 518+26.86
 $\Delta = 17^\circ 45' 00''$ (LT)
 $D = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 447.33'$
 $L = 887.50'$
 $E = 34.71'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 513+79.53
 P.T. STA. = 522+67.03

EXIST. CURVE 702
 PI STA. = 544+63.80
 $\Delta = 26^\circ 00' 00''$ (LT)
 $D = 2^\circ 27' 59''$
 $R = 2,323.00'$
 $T = 536.31'$
 $L = 1,054.14'$
 $E = 61.10'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 539+27.49
 P.T. STA. = 549+81.64

EXIST. CURVE 704
 PI STA. = 608+32.69
 $\Delta = 9^\circ 27' 00''$ (RT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 473.57'$
 $L = 945.00'$
 $E = 19.54'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 603+59.12
 P.T. STA. = 613+04.12

EXIST. CURVE 706
 PI STA. = 714+68.31
 $\Delta = 4^\circ 46' 00''$ (LT)
 $D = 0^\circ 36' 00''$
 $R = 9,550.10'$
 $T = 397.48'$
 $L = 794.51'$
 $E = 8.27'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 710+70.83
 P.T. STA. = 718+65.34

EXIST. CURVE 707
 PI STA. = 725+12.20
 $\Delta = 7^\circ 55' 00''$ (RT)
 $D = 1^\circ 04' 00''$
 $R = 5,371.46'$
 $T = 371.68'$
 $L = 742.18'$
 $E = 12.84'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 721+40.52
 P.T. STA. = 728+82.70

EXIST. CURVE 708
 PI STA. = 748+40.52
 $\Delta = 14^\circ 15' 00''$ (RT)
 $D = 1^\circ 06' 00''$
 $R = 5,208.71'$
 $T = 651.09'$
 $L = 1,295.45'$
 $E = 40.54'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 741+89.43
 P.T. STA. = 754+84.89

EXIST. CURVE 709
 PI STA. = 762+73.55
 $\Delta = 5^\circ 28' 00''$ (LT)
 $D = 0^\circ 32' 00''$
 $R = 10,743.04'$
 $T = 512.89'$
 $L = 1,025.01'$
 $E = 12.24'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 757+60.66
 P.T. STA. = 767+85.66

EXIST. CURVE 712
 PI STA. = 903+94.77
 $\Delta = 10^\circ 48' 36''$ (LT)
 $D = 0^\circ 53' 35''$
 $R = 6,414.92'$
 $T = 606.95'$
 $L = 1,210.30'$
 $E = 28.65'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 897+87.82
 P.T. STA. = 909+98.12

EXIST. CURVE C1
 PI STA. = 1026+36.01
 $\Delta = 40^\circ 53' 45''$ (LT)
 $D = 2^\circ 35' 59''$
 $R = 2,203.91'$
 $T = 821.73'$
 $L = 1,573.08'$
 $E = 148.21'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 1018+14.28
 P.T. STA. = 1033+87.36

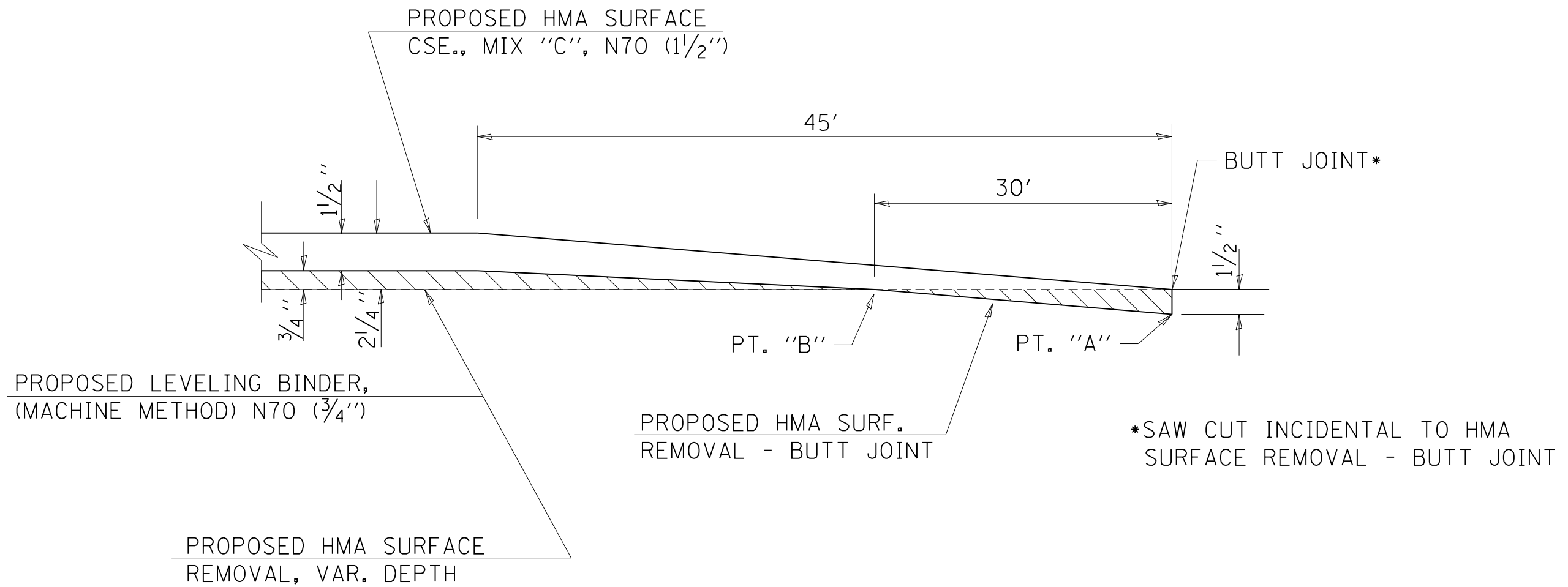
EXIST. CURVE C2
 PI STA. = 1042+35.88
 $\Delta = 24^\circ 48' 00''$ (RT)
 $D = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 503.89'$
 $L = 992.00'$
 $E = 54.74'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 1037+31.99
 P.T. STA. = 1047+23.99

EXIST. CURVE C3
 PI STA. = 1069+99.63
 $\Delta = 40^\circ 33' 23''$ (RT)
 $D = 2^\circ 30' 05''$
 $R = 2,290.52'$
 $T = 846.30'$
 $L = 1,621.33'$
 $E = 151.35'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 P.C. STA. = 1061+53.33
 P.T. STA. = 1077+74.66

TABLE OF SUPERELEVATION BREAK POINT LOCATIONS

CURVE NO.	e	A	B	C	D	E	TRANSITION
700	5.6 %	471+27.85	471+67.81	472+07.77	472+67.76	473+16.99	Trans. In
		479+93.97	479+54.01	479+14.05	478+54.06	478+04.83	Trans. Out
701	5.6 %	512+39.62	512+79.58	513+19.54	513+79.53	514+28.76	Trans. In
		524+06.94	523+66.98	523+27.02	522+67.03	522+17.80	Trans. Out
702	6.4 %	537+73.30	538+13.26	538+53.22	539+27.49	539+83.75	Trans. In
		551+35.83	550+95.87	550+55.91	549+81.64	549+25.38	Trans. Out
704	2.8 %	602+69.18	603+09.14	603+49.10	603+59.12	603+83.74	Trans. In
		613+94.06	613+54.10	613+14.14	613+04.12	612+79.50	Trans. Out
706	1.7 %	710+00.53	710+40.49	710+80.45	710+70.83	710+85+78	Trans. In
		719+35.64	718+95.68	718+55.72	718+65.34	718+50.39	Trans. Out
707	3.0 %	720+47.01	720+86.97	721+26.93	721+40.52	721+66.89	Trans. In
		729+76.21	729+36.25	728+96.29	728+82.70	728+56.33	Trans. Out
708	3.1 %	740+94.14	741+34.10	741+74.06	741+89.43	742+16.68	Trans. In
		755+80.18	755+40.22	755+00.26	754+84.89	754+57.64	Trans. Out
709	1.58%	756+92.50	757+32.46	757+72.42	757+60.66	757+74.55	Trans. In
		768+53.82	768+13.86	767+73.90	767+85.66	767+71.77	Trans. Out
712	2.4 %	897+05.02	897+44.98	897+84.94	897+87.82	898+08.92	Trans. In
		910+80.92	910+40.96	910+01.00	909+98.12	909+77.02	Trans. Out
C1	5.2 %	1016+81.51	1017+21.47	1017+61.43	1018+14.28	1018+59.99	Trans. In
		1035+20.13	1034+80.17	1034+40.21	1033+87.36	1033+41.65	Trans. Out
C2	5.8 %	1035+88.51	1036+28.47	1036+68.43	1037+31.99	1037+82.98	Trans. In
		1048+67.47	1048+27.51	1047+87.55	1047+23.99	1046+73.00	Trans. Out
C3	5.4 %	1060+16.99	1060+56.95	1060+96.91	1061+53.33	1062+00.80	Trans. In
		1079+11.00	1078+71.04	1078+31.08	1077+74.66	1077+27.19	Trans. Out

NOTE:
 CURVES 703, 705, 710,
 711 AND 713 HAVE NO S.E.
 i.e. NORMAL CROWN



BUTT JOINT DETAIL

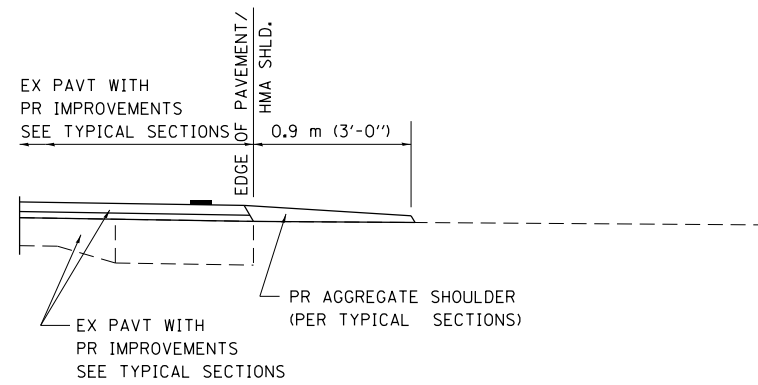
PT. "A"

PT. "B"

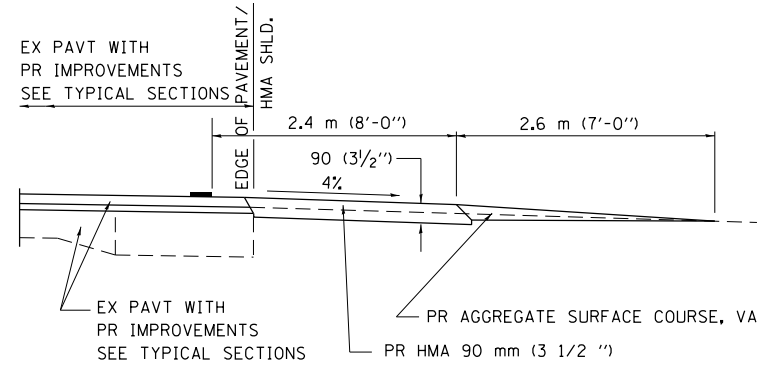
STA. 455+40
STA. 1075+30

TO STA. 455+70
TO STA. 1075+00

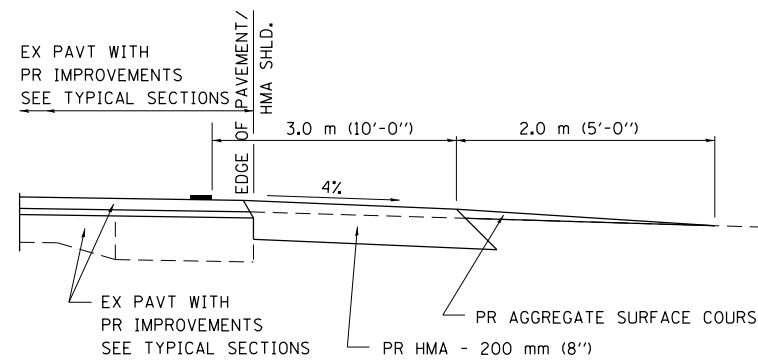
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		PLOT DATE = Oct-18-2012 03:01:41PM	DATE -		REVISED -								



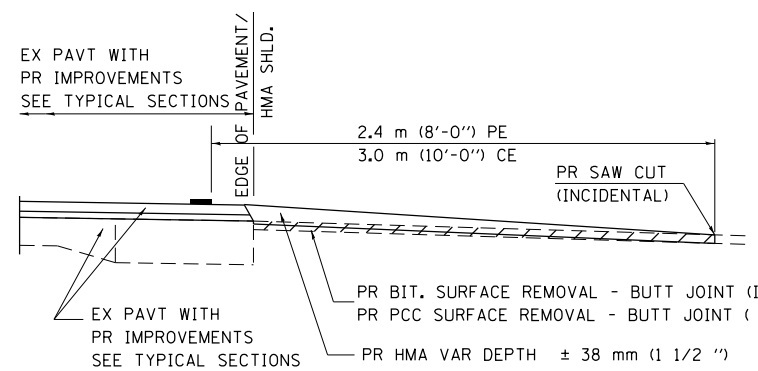
SECTION A-A FOR EX EARTH/ AGGREGATE FE



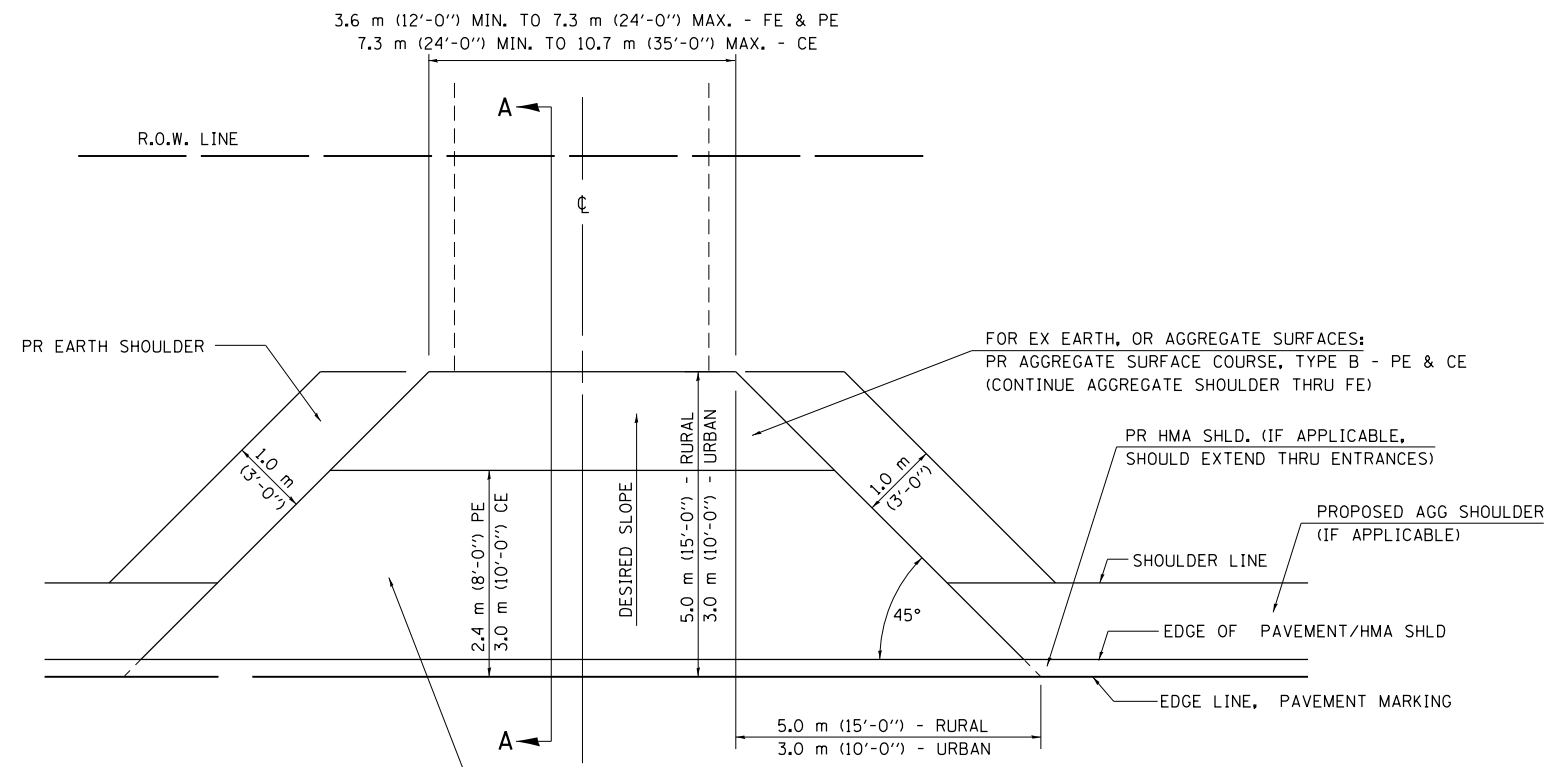
SECTION A-A FOR EX EARTH/AGGREGATE PE



SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD



SECTION A-A FOR EX BITUMINOUS/ PC CONCRETE PE, CE & SIDE ROAD



FOR EX EARTH OR AGGREGATE SURFACES:
 PR BIT SURFACE REMOVAL (IF APPLICABLE)
 PR AGGREGATE SHOULDER THRU - FE
 PR BITUMINOUS CONCRETE 90 mm (3/2") - PE
 PR BITUMINOUS CONCRETE 200mm (8") - CE

FOR EX BITUMINOUS CONCRETE SURFACES:
 PR BITUMINOUS SURFACE REMOVAL-BUTT JOINT

FOR EX PCC SURFACES:
 PR PCC SURFACE REMOVAL-BUTT JOINT

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

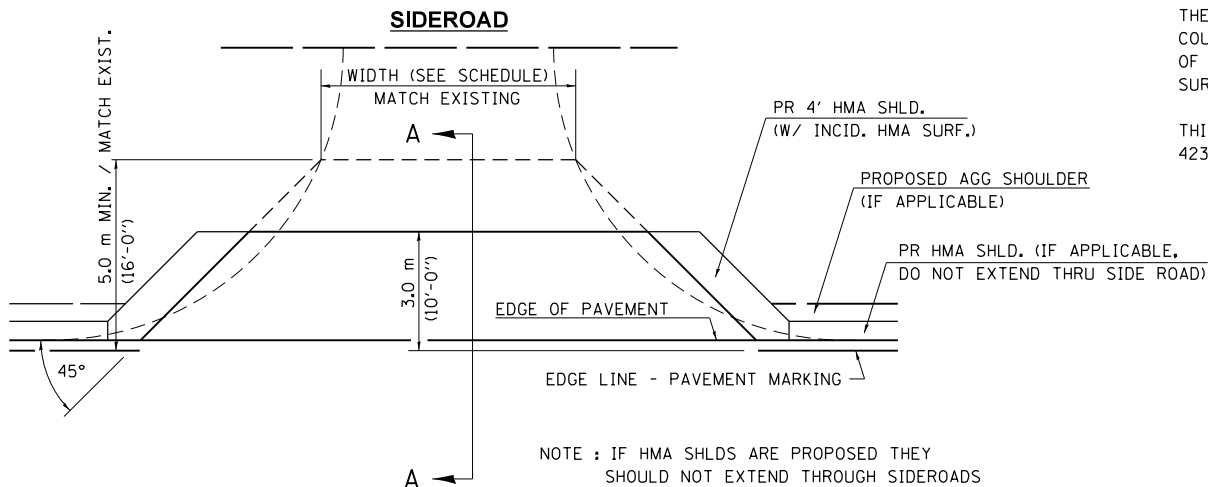
ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

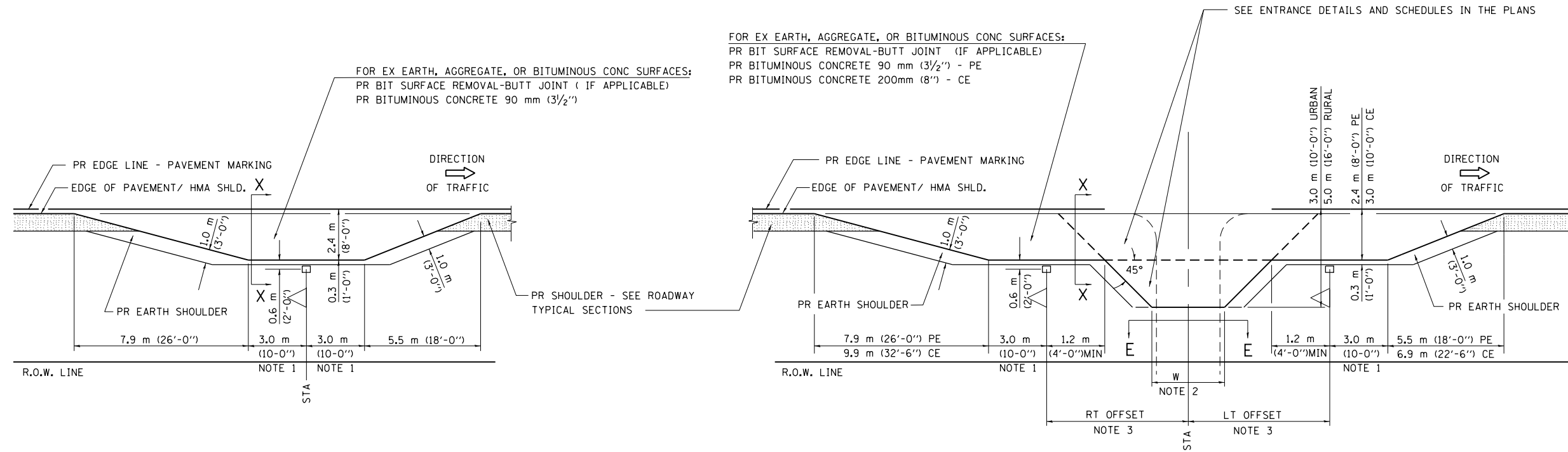
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.



NOTE : IF HMA SHLDS ARE PROPOSED THEY SHOULD NOT EXTEND THROUGH SIDEROADS

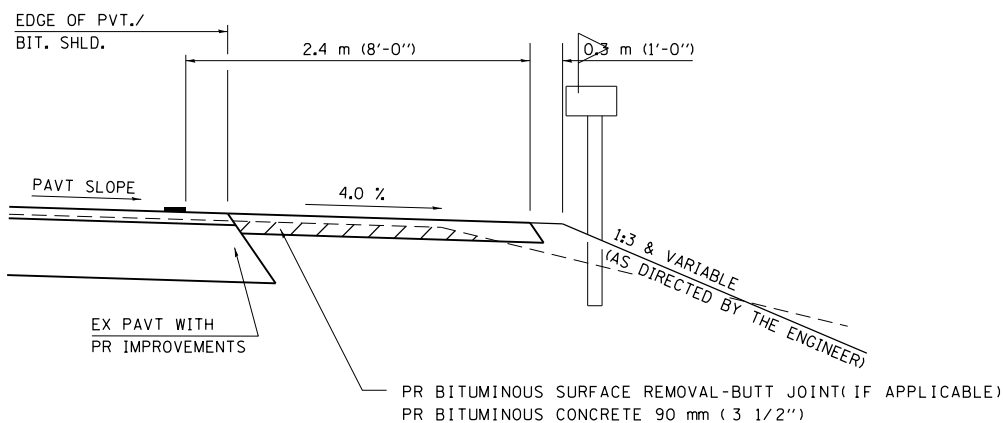
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PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	SCALE: NTS			SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 72F69				
PLOT DATE = Oct-17-2012 12:27:43PM	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									
(3)RS-4,(4)RS-2,(5)RS-4												

DETAILS OF MAILBOX TURNOUTS



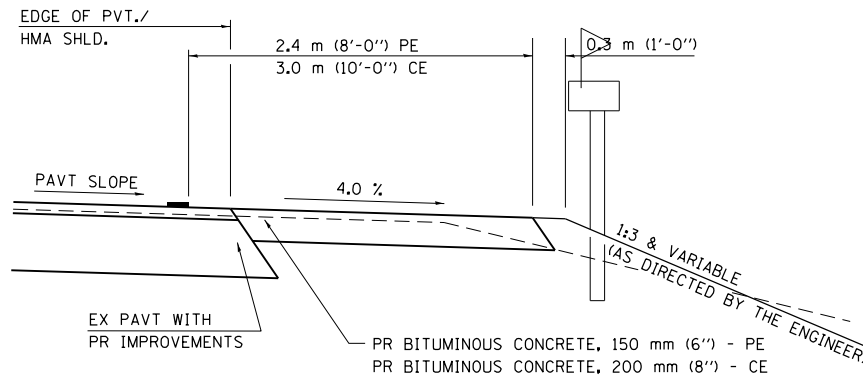
PLAN - MAILBOX TURNOUTS

PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



**SECTION X-X THRU MAILBOX TURNOUT
ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH
EX EARTH, AGGREGATE, OR BITUMINOUS PE & FE**

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE.)



**SECTION X-X THRU MAILBOX TURNOUT
COMBINED WITH EX BITUMINOUS CONC & PC CONC PE & CE**

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE.)

- NOTE 1 IF MORE THAN ONE MAILBOX IS PRESENT, DIMENSION FROM CENTER OF END MAILBOX.
- NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.
- NOTE 3 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
UNLESS OTHERWISE SHOWN.

FILE NAME = ENT PPP.DGN	USER NAME = sparksgw c:\pwork\pwork\sparksgw\0313888\0672\F69-sht-details.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIST. 6 DETAILS FOR RURAL/URBAN ENT., MAILBOX TURNOUT & SIDEROADS W/O CONC. GUTTER (3P-PROJ.)	F.A.P. RTE. 67	SECTION •	COUNTY CASS	TOTAL SHEETS 47	SHEET NO. 41
	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -		SCALE: NTS	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 72F69	
	PLOT DATE = Oct-17-2012 12:27:43PM	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT (3)RS-4,(4)RS-2,(5)RS-4					

ENTRANCE IMPROVEMENT SCHEDULE

LOCATION		TYPE OF ENTRANCE	EX MATERIAL TYPE	WIDTH (TOP)	WIDTH (BOTTOM)	F. E. WIDTH	ENTRANCE AREA	M. B. T. O. AREA	PR HMA THICKNESS	HMA SURFACE REMOVAL BUTT JOINT	PREP OF BASE	AGG. SURFACE COURSE TYPE B	BIT MATL PR CT	AGG PR CT	INCIDENTAL HMA SURFACE
				FOOT	FOOT	FOOT	SQ YD	SQ YD	INCH	SQ YD	SQ YD	TON	TON	TON	TON
STA 457+37	RT	S. R.	HMA	57	87.7		80.39		1.5	80.39			0.03	0.16	6.75
STA 457+46	LT	S. R.	HMA	42.2	63.2		58.56		1.5	58.56			0.02	0.12	4.92
STA 457+66	LT	C. E.	HMA	40	52		51.11		1.5	51.11		2.33	0.02	0.10	4.29
STA 459+03	LT	C. E.	HMA	43.4	70.5		63.28		1.5	63.28			0.02	0.13	5.32
STA 464+87	LT	F. E.	AGG	19.8	37.3		9.52								
STA 467+75	LT	C. E.	HMA	38.5	56.6		52.83		1.5	52.83			0.02	0.11	4.44
STA 469+65	RT	S. R.	HMA	68.7	95.1		91.00		1.5	91			0.03	0.18	7.64
STA 469+13	LT	S. R.	HMA	83.4	108.5		106.61		1.5	106.61			0.04	0.21	8.96
STA 472+69.16 BK = STA 472+67.76 AH															
STA 474+72	RT	P. E.	AGG	28.3	40		30.36		3.5		37.94	1.65			2.55
STA 474+25	RT	M. B. T. O.	HMA	20	54			32.89	3.5	32.89			0.01	0.07	2.76
STA 474+39	LT	C. E.	HMA	54	79.3		74.06		1.5	74.06			0.03	0.15	6.22
STA 508+45	RT	S. R.	HMA	97.6	145		134.78		1.5	134.78			0.05	0.27	11.32
STA 510+34	LT	C. E.	HMA	23.7	34.5		32.33		1.5	32.33		1.38	0.01	0.06	2.72
STA 511+94	RT	F. E.	AGG			45	14.00								
STA 516+55	LT	P. E.	HMA	47	75		54.22		1.5	54.22		2.74	0.02	0.11	4.55
STA 517+18	LT	M. B. T. O.	HMA	20	54			32.89	3.5	32.89			0.01	0.07	2.76
STA 522+67.03 BK = STA 522+71.69 AH															
STA 549+81.64 BK = STA 549+69.10 AH															
STA 557+67	LT	F. E.	AGG			37	11.33								
STA 559+95	LT	F. E.	AGG			30.6	9.20								
STA 567+33	RT	C. E.	AGG			38.4	31.56		8		31.56	2.24			2.65
STA 562+73	RT	F. E.	AGG			27.5	8.17								
STA 570+85	LT	F. E.	AGG			18	5.00								
STA 577+71	RT	F. E.	AGG			38	11.67								
STA 577+55	LT	C. E.	AGG			31.2	23.56		8		23.56	1.82			1.98
STA 581+68	LT	F. E.	AGG			27	8.00								
STA 584+43	RT	F. E.	AGG			35	10.67								
STA 597+92	RT	S. R.	HMA	42	66.7		60.39		1.5	60.39			0.02	0.12	5.07
STA 597+96	LT	S. R.	HMA	50.5	76.7		70.67		1.5	70.67			0.03	0.14	5.94
STA 601+28	LT	F. E.	AGG			31	9.33								
STA 611+63	RT	F. E.	AGG			25	7.33								
STA 611+45	LT	F. E.	AGG			38	11.67		8						
STA 625+41	RT	F. E.	AGG			30	9.00								
STA 625+94	LT	F. E.	AGG			31.5	9.50								
STA 629+37.01 BK = STA 629+30.80 AH															
STA 639+03	LT	S. R.	HMA	41.5	75		64.72		1.5	64.72			0.02	0.13	5.44
STA 639+31	RT	F. E.	AGG			45	14.00								
STA 652+71	RT	S. R.	HMA	45.5	66		61.94		1.5	61.94		2.65	0.02	0.12	5.20

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FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE SCHEDULE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\p\idot\sparksgw\10313888\0672\F69-sht-details.dgn	DRAWN - EK	REVISED -	67			.	CASS	47	42		
Default	PLOT SCALE = 100.0000' / in.	CHECKED - JM	REVISED -			CONTRACT NO. 72F69					
	PLOT DATE = Oct-17-2012 12:27:43PM	DATE -	REVISED -			SCALE: NTS	SHEET 1 OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

ENTRANCE IMPROVEMENT SCHEDULE (CONTINUED)

LOCATION		TYPE OF ENTRANCE	EX MATERIAL TYPE	WIDTH (TOP)	WIDTH (BOTTOM)	F. E. WIDTH	ENTRANCE AREA	M. B. T. O. AREA	PR HMA THICKNESS	HMA SURFACE REMOVAL BUTT JOINT	PREP OF BASE	AGG. SURFACE COURSE TYPE B	BIT MATL PR CT	AGG PR CT	INCIDENTAL HMA SURFACE
				FOOT	FOOT	FOOT	SO YD	SO YD	INCH	SO YD	SO YD	TON	TON	TON	TON
STA 652+87	LT	F. E.	AGG			30	9.00								
STA 677+41	RT	F. E.	AGG			30	9.00								
STA 679+86	LT	F. E.	AGG			25	7.33								
STA 680+34	RT	F. E.	AGG			25	7.33								
STA 693+64	LT	F. E.	AGG			32	9.67								
STA 702+40	LT	F. E.	AGG			30	9.00								
STA 707+00	RT	F. E.	AGG			30	9.00								
STA 713+39	LT	C. E.	HMA	86	111		109.44		1.5	109.44		5.02	0.04	0.22	9.19
STA 724+22	LT	F. E.	AGG			29	8.67								
STA 724+89	RT	S. R.	HMA	52.5	82		74.72		1.5	74.72			0.03	0.15	6.28
STA 726+59	LT	C. E.	HMA	38	53		50.56		1.5	50.56		2.22	0.02	0.10	4.25
STA 727+22	RT	M. B. T. O.	HMA	18	61			43.89	1.5	43.89			0.02	0.09	3.69
STA 728+93	RT	S. R.	HMA	38	62.3		55.72		1.5	55.72			0.02	0.11	4.68
STA 729+13.82 BK = STA 729+13.40 AH															
STA 730+24	LT	C. E.	HMA	110	127		131.67		1.5	131.67			0.05	0.26	11.06
STA 730+87	RT	P. E.	AGG	26	33.2		26.31		3.5		32.89				2.21
STA 731+28	LT	M. B. T. O.	HMA	18	58			33.78	1.5				0.01	0.07	2.84
STA 732+48	RT	S. R.	HMA	37	61		54.44		1.5	54.44			0.02	0.11	4.57
STA 732+45	LT	S. R.	HMA	27.5	46		40.83		1.5	40.83			0.02	0.08	3.43
STA 732+63	LT	M. B. T. O.	HMA	42	17			22.94	1.5	22.94			0.01	0.05	1.93
STA 733+05	RT	M. B. T. O.	HMA	17	39			31.11	1.5	31.11			0.01	0.06	2.61
STA 736+00	RT	S. R.	HMA	32	50		45.56		1.5	45.56			0.02	0.09	3.83
STA 736+04	LT	S. R.	HMA	33	54		48.33		1.5	48.33			0.02	0.10	4.06
STA 736+44	LT	M. B. T. O.	HMA	19	27			25.56	1.5	25.56			0.01	0.05	2.15
STA 737+30	RT	M. B. T. O.	HMA	20	54			32.89	3.5	32.89			0.01	0.07	2.76
STA 737+65	RT	P. E.	HMA	20	42.5		27.78		1.5	27.78		1.17	0.01	0.06	2.33
STA 738+06 TO STA 739+69	LT	4 - P. E. & 2 - M. B. T. O.	HMA	200	232		192.00		1.5	192		11.67	0.07	0.38	16.13
STA 739+50	RT	S. R.	HMA	28	58.5		48.06		1.5	48.06		1.63	0.02	0.10	4.04
STA 742+34	RT	P. E.	EARTH/AGG	10	17		12.00		1.5	12		0.58			1.01
STA 743+02	RT	S. R.	HMA	18	37.5		30.83		1.5	30.83		1.05	0.01	0.06	2.59
STA 743+03	LT	C. E.	HMA	45	71		64.44		1.5	64.44			0.02	0.13	5.41
STA 747+97	LT	S. R.	HMA	67	98		91.67		1.5	91.67			0.03	0.18	7.70
STA 754+84.89 BK = STA 754+84.34 AH															
STA 767+85.66 BK = STA 767+85.99 AH															
STA 769+40	RT	S. R.	HMA	43	65.5		60.28		1.5	60.28			0.02	0.12	5.06
STA 770+42	RT	P. E.	HMA	25	40.5		29.11		1.5	29.11		1.46	0.01	0.06	2.45
STA 78+50	RT	F. E.	AGG			35	10.67								
STA 790+38	LT	C. E.	HMA	28.5	48.4		42.72		1.5	42.72			0.02	0.09	3.59
STA 803+06	LT	P. E.	HMA	58	80		61.33		1.5	61.33		3.38	0.02	0.12	5.15

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FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE SCHEDULE			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\dot\sparksgw\10313888\0672\F69-sht-detail.dgn	DRAWN - EK	REVISED -	67					.	CASS	47	43	
Default	PLOT SCALE = 100.0000' / in.	CHECKED - JM	REVISED -					CONTRACT NO. 72F69			ILLINOIS FED. AID PROJECT	
	PLOT DATE = Oct-17-2012 12:27:44PM	DATE -	REVISED -					SCALE: NTS	SHEET 2 OF 3 SHEETS	STA. TO STA.		

ENTRANCE IMPROVEMENT SCHEDULE (CONTINUED)

LOCATION		TYPE OF ENTRANCE	EX MATERIAL TYPE	WIDTH (TOP)	WIDTH (BOTTOM)	F. E. WIDTH	ENTRANCE AREA	M. B. T. O. AREA	PR HMA THICKNESS	HMA SURFACE REMOVAL BUTT JOINT	PREP OF BASE	AGG. SURFACE COURSE TYPE B	BIT MATL PR CT	AGG PR CT	INCIDENTAL HMA SURFACE
				FOOT	FOOT	FOOT	SQ YD	SQ YD	INCH	SQ YD	SQ YD	TON	TON	TON	TON
STA 803+18	RT	F. E.	AGG			37	11.33								
STA 816+29	RT	C. E.	HMA	55	78		73.89		1.5	73.89		3.21	0.03	0.15	6.21
STA 816+53	RT	M. B. T. O.	HMA	20	54			32.89	3.5	32.89			0.01	0.07	2.76
STA 824+21	LT	S. R.	HMA	52	73.5		69.72		1.5	69.72			0.03	0.14	5.86
STA 829+86	RT	M. B. T. O.	HMA	31.5	61			51.39	1.5	51.39			0.02	0.10	4.32
STA 830+17	RT	F. E.	AGG			33	10.00								
STA 830+17	LT	C. E.	HMA	32	66		54.44		1.5	54.44		1.87	0.02	0.11	4.57
STA 840+35	RT	F. E.	AGG			32	9.67								
STA 846+33	LT	F. E.	AGG			33	10.00								
STA 849+36	RT	P. E.	HMA	60	75		60.00		1.5	60		3.50	0.02	0.12	5.04
STA 853+21	LT	F. E.	AGG			38	11.67								
STA 865+46	LT	S. R.	HMA	35	65		55.56		1.5	55.56			0.02	0.11	4.67
STA 883+90	RT	S. R.	HMA	47.5	83		72.50		1.5	72.5			0.03	0.15	6.09
STA 889+16	RT	C. E.	HMA	45	79		68.89		1.5	68.89		2.63	0.03	0.14	5.79
STA 895+91	RT	P. E.	HMA	73	96		75.11		1.5	75.11		4.26	0.03	0.15	6.31
STA 918+19.03 BK = STA 918+18.96 AH															
STA 918+72	LT	P. E.	HMA	27	45.5		32.22		1.5	32.22		1.58	0.01	0.06	2.71
STA 919+85	LT	P. E.	HMA	55	77		58.67		1.5	58.67		3.21	0.02	0.12	4.93
STA 927+03	RT	P. E.	HMA			28	8.33		1.5	8.33			0.00	0.02	0.70
STA 936+68	LT	F. E.	AGG	66	90		26.00								
STA 940+65	RT	P. E.	HMA	33	67		44.44		1.5	44.44			0.02	0.09	3.73
STA 940+52	LT	S. R.	HMA	72	96		93.33		1.5	93.33			0.04	0.19	7.84
STA 948+31	LT	S. R.	HMA			37	30.00		1.5	30		2.16	0.01	0.06	2.52
STA 967+05	RT	F. E.	AGG			28	8.33								
STA 966+57	LT	F. E.	AGG			32	9.67								
STA 977+83	RT	F. E.	AGG			37	11.33								
STA 990+74	RT	F. E.	AGG			25	7.33								
STA 994+12	LT	F. E.	AGG			39	12.00								
STA 1007+95	LT	F. E.	AGG			34	10.33								
STA 1011+83	RT	F. E.	AGG			40	12.33								
STA 1020+38	LT	C. E.	HMA			50	44.44		3.5	44.44		2.92	0.02	0.09	3.73
STA 1027+36	RT	S. R.	HMA	63	128		106.11		1.5	106.11			0.04	0.21	8.91
STA 1027+52	LT	F. E.	AGG			34	10.33			10.33					
STA 1033+91.74 BK = STA 1033+91.48 AH															
STA 1035+20	RT	C. E.	HMA			77	74.44		1.5	74.44			0.03	0.15	6.25
STA 1049+16	RT	S. R.	HMA	42	61		57.22		1.5	57.22			0.02	0.11	4.81
STA 1049+18	LT	S. R.	HMA	40	73.5		63.06		1.5	63.06			0.02	0.13	5.30
STA 1073+25	RT	F. E.	AGG			40	12.33			12.33					
TOTAL										3,799.9	126.0	68.3	1.4	7.6	329.5

STATION	FACING	OFFSET FROM EOP	SIGN	SIGN DESIGNATION	SIGN SIZE (In.)	Sign Panel Ty 1 Spl (Sq. Ft.)	Sign Panel Ty 2 Spl (Sq. Ft.)	Rem Sign Panel Assembly Ty A Spl (Each)	Rem Sign Panel Assembly Ty B Spl (Each)	No. of New Posts	Telescoping Stl Sign Support (Foot)	
.01 MI E of IL 78 in Virginia												
	EAST	10RT	Stop Ahead	W3-1a	30x30	6.25		1		1	14	
	WEST	10RT	(front) <-- Cass County Highway Dep	STATE	48x18	6						
	WEST	10RT	(Front) Animal Control Facility <----	STATE	12x12	1			1	2	28	
	EAST	10RT	(Back) Cass County Highway Dep --->	STATE	48x18	6						
	EAST	10RT	(Back) Animal Control Facility --->	STATE	12x12	1						
	WEST	10RT	Speed Limit 55	10141- 55	30x36	7.5		1		1	14	
	WEST	10RT	Unlawful to Pass Stopped School Bus From Either Direction	S4-1105	30x30	6.25						
	WEST	10RT	CRM III 125 Cass 14.00	XM-1	18x18	2.3			1	1	14	
	EAST	10RT	CRM III 125 Cass 14.00	XM-1	18x18	2.3						
	WEST	10RT	Intersection Warning	W2-2(R)	30x30	6.25						
	WEST	10RT	Beardstown RD (Bow Tie)		36x15	3.75			1	1	14	
BEARDSTOWN RD.												
	WEST	10RT	Speed Limit 55	10141 - 55	30x36	7.5		1		1	14	
	WEST	10RT	Curve Left (Symbol)	W1-2(Left)	30x30	6.25		1		1	14	
	EAST	10RT	No Pass Zone (Rural)	W14-3	64x48		21.3		1	2	28	
BURLINGAME RD.												
	WEST	10RT	<-- Historic Site Allendale Home	STATE	60x18	7.5		1		2	28	
SUGAR GROVE RD.												
WALNUT RD.												
	WEST	10RT	CRM III 125 Cass 17.00	XM-1	18x18	2.3		1		1	14	
	WEST	10RT	Speed Limit 45 Ahead (Symbol)	W3-5	36x36	9			1	1	14	
	WEST	10RT	CRM III 125 Cass 18.00	XM-1	18x18	2.3						
	WEST	10RT	Philadelphia	STATE	60x18	7.5			1	2	28	
	WEST	10RT	Speed Limit 45	10141 - 45	30x36	7.5						
	WEST	10RT	Speed Limit 45	10141 - 45	30x36	7.5						
	WEST	10RT	East	M3-2	24x12	2			1	1	14	
	WEST	10RT	Illinois Route Marker (Ill. 125)	M1-1100	24x24	4						
	WEST	10RT	Red Diamond	EOR	18x18	2.3						
	WEST	10RT	School Crossing (Symbol) (FYG)	S1-1(FYG)	30x30	6.25			1	1	14	
	WEST	10RT	Bus Stop (Bow Tie) (FYG)		24x8	1.33						
	WEST	10RT	Speed Limit 45	10141 - 45	30x36	7.5		1		1	14	
	WEST	10RT	(Front) <-- Wilm Edger Panther Creek State Fish & Wildlife Area	STATE	72x30		15					
	EAST	10RT	(Back) Wilm Edger Panther Creek State Fish & Wildlife Area --->	STATE	72x30		15			1	2	28
PHILADELPHIA RD.												
	WEST	10RT	Speed Limit 55	10141 - 55	30x36	7.5						
	WEST	10RT	Water On Pavement		36x36	9			1	1	14	
	EAST	10RT	No Pass Zone (Rural)	W14-3	64x48		21.33		1	2	28	
	WEST	10RT	CRM III 125 Cass 20.00	XM-1	18x18	2.3		1		1	14	

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FILE NAME =	USER NAME = kenne	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN SCHEDULE			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\kenne\0312898\0672259-ahd-details.dgn		DRAWN - EK	REVISED -		67	*	CASS	47	45			
Default		CHECKED - JM	REVISED -		SCALE: NTS			SHEET 1 OF 3 SHEETS STA. TO STA.				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

(3)RS-4,(4)RS-2,(5)RS-4

STATION	FACING	OFFSET FROM EOP	SIGN	SIGN DESIGNATION	SIGN SIZE (In.)	Sign Panel Ty 1 Spl (Sq. Ft.)	Sign Panel Ty 2 Spl (Sq. Ft.)	Rem Sign Panel Assembly Ty A Spl (Each)	Rem Sign Panel Assembly Ty B Spl (Each)	No. of New Posts	Telescoping Stl Sign Support (Foot)
	WEST	10RT	CRM III 125 Cass 21.00	XM-1	18x18	2.3		1		1	14
	WEST	10RT	Unlawful to Pass Stopped School Bus From Either Direction	S4-I105	30x30	6.25		1		1	14
	WEST	10RT	CRM III 125 Cass 22.00	XM-1	18x18	2.3					
	WEST	10RT	<-- Newmansville	STATE	72x18	9					
	WEST	10RT	<-- Jim Edgar Panther Creek State Fish & Wildlife Site Office	STATE	72x30		15		1	2	14
	WEST	10RT	Love The Land Of Lincoln	I-I107A	30x36	7.5					
	WEST	10RT	Keep Illinois Clean						1	1	14
NEWMANSVILLE RD / COUNTY RD 4											
	WEST	10RT	Water On Pavement		36x36	9		1		1	14
	WEST	10RT	Single Arrow (Symbol)	W1-6	48x24	8					
	WEST	10RT	Yellow Diamond	TYPE 1	18x18	2.3			1	2	28
	WEST	10RT	Yellow Diamond	TYPE 1	18x18	2.3					
	WEST	10RT	Right Turn Lane	R3-I100(Right)	24x24	4		1		1	14
	WEST	10RT	Slant Arrow Right at 45 (Symbol)	M6-2(Right)	21x15	2.2					
	WEST	10RT	Business District	D4-I101	30x18	3.75					
	WEST	10RT	Library (Symbol)	I-8	24x24	4			1	1	14
	WEST	10RT	Horizontal Arrow (Symbol) (Green)	M6-1(R)(GR)	21x15	2.2					
	WEST	10RT	Ashland ---->	STATE	60x18	7.5					
	WEST	10RT	(Front) CRM III 125 Cass 24.00	XM-1	18x18	2.3			1	2	28
	EAST	10RT	(Back) CRM III 125 Cass 24.00	XM-1	18x18	2.3					
	WEST	10RT	Crossroad (symbol)	W2-1	36x36	9			1	1	14
	WEST	10RT	3 Mile Ln. (Bow Tie)		36x15	3.75					
BUCHANAN ST/ FULTON LN.											
BUCHANAN ST/ FULTON LN.											
	EAST	10RT	Virginia 11 Beardstown	2 STATE	72x30		15				
	EAST	10RT	West	M3-4	24x12	2					
	EAST	10RT	Speed Limit 55	10141 - 55	30x36	7.5			1	2	28
	EAST	10RT	Illinois Route Marker (Ill. 125)	M1-I100	24x24	4					
	EAST	10RT	(Front) CRM III 125 Cass 25.00	XM-1	18x18	2.3					
	EAST	10RT	(Back) CRM III 125 Cass 25.00	XM-1	18x18	2.3					
	EAST	10RT	Crossroad (symbol)	W2-1	36x36	9			1	1	14
	EAST	10RT	3 Mile Ln. (Bow Tie)		36x15	3.75					
	EAST	10RT	Unlawful to Pass Stopped School Bus From Either Direction	S4-I105	30x30	6.25			1	1	14
	EAST	10RT	(Front) CRM III 125 Cass 23.00	XM-1	18x18	2.3					
	WEST	10RT	(Back) CRM III 125 Cass 23.00	XM-1	18x18	2.3					
	EAST	10RT	Water On Pavement		36x36	9		1		1	14
	EAST	10RT	Newmansville ---->	STATE	72x18	9					
	EAST	10RT	Jim Edgar Panther Creek State Fish & Wildlife Office	STATE	72x30		15		1	2	28

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FILE NAME =	USER NAME = kenne	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN SCHEDULE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\kenne\031389\106725	03-shs-details.dgn	DRAWN - EK	REVISED -			67	.	CASS	47	46
Default	PLOT SCALE = 1/8" = 1' / in.	CHECKED - JM	REVISED -			CONTRACT NO. 72F69				
	PLOT DATE = Mar-05-2013 09:15:28AM	DATE -	REVISED -			SCALE: NTS	SHEET 2 OF 3 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	

(3)RS-4,(4)RS-2,(5)RS-4

(CONTINUED)

STATION	FACING	OFFSET FROM EOP	SIGN	SIGN DESIGNATION	SIGN SIZE (In.)	Sign Panel Ty 1 Spl (Sq. Ft.)	Sign Panel Ty 2 Spl (Sq. Ft.)	Rem Sign Panel Assembly Ty A Spl (Each)	Rem Sign Panel Assembly Ty B Spl (Each)	No. of New Posts	Telescoping Stl Sign Support (Foot)
NEWMANSVILLE RD / COUNTY RD 4											
	WEST	10RT	Water On Pavement		36x36	9		1		1	14
	WEST	10RT	(Back) No Pass Zone (Rural)	W14-3	64x48		21.33				
	WEST	10RT	(Back) CRM III 125 Cass 19.00	XM-1	18x18	2.3			1	2	28
	EAST	10RT	Speed Limit 45 Ahead (Symbol)	W3-5	36x36	9					
	EAST	10RT	(Front) CRM III 125 Cass 19.00	XM-1	18x18	2.3					
	EAST	10RT	Philadelphia	STATE	60x18	7.5			1	2	28
	EAST	10RT	Speed Limit 45	10141 - 45	30x36	7.5					
	EAST	10RT	Side road (Symbol)	W2-2(R)	36x36	9		1		1	14
	EAST	10RT	Garner Chapel Cemetery ---->	STATE	48x24	8			1	2	28
	WEST	10RT	<----- Garner Chapel Cemetery	STATE	48x24	8					
PHILADELPHIA RD.											
	EAST	10RT	Speed Limit 45	10141 - 45	30x36	7.5					
	EAST	10RT	West	M3-4	24x12	2			1	1	14
	EAST	10RT	Illinois Route Marker (III. 125)	M1-I100	24x24	4					
	EAST	10RT	Red Diamond		18x18	2.3					
	EAST	10RT	School Crossing (Symbol) (FYG)	S1-1(FYG)	30x30	6.25			1	1	14
	EAST	10RT	Bus Stop (Bow Tie) (FYG)		24x8	1.33					
	EAST	10RT	Speed Limit 55	10141 - 55	30x36	7.5		1		1	14
WALNUT RD.											
	EAST	10 RT	Historic Site Allendale Home ---->	STATE	60x18	7.5		1		2	28
SUGAR GROVE RD.											
BURLINGAME RD.											
	WEST	10 RT	No Pass Zone (Rural)	W14-3	64x48		21.33			2	28
	EAST	10 RT	Intersection Warning	W2-2(R)	30x30	6.25			1	1	14
	EAST	10 RT	Beardstown RD (Bow Tie)		36x15	3.75					
	EAST	10 RT	<--- Virginia	STATE	48x18	6					
	EAST	10 RT	Business District	D4-I101	30x18	3.75			1	2	28
	EAST	10 RT	Horizontal Arrow (symbol) (Green)	M6-I(L)(GR)	21x15	2.2					
BEARDSTOWN RD.											
	EAST	10 RT	Speed Zone Ahead	W3-5	36x36	9		1		1	14
	EAST	10RT	Virginia 1800	STATE	48x30		10		1	2	28
	EAST	10RT	Speed Limit 40	10141 - 40	30x36	7.5					
	EAST	10RT	JCT	M2-1	21x15	2.2		1		1	14
	EAST	10RT	Illinois Route Marker (III. 78)	M1-I100	24x24	4					
	EAST	10RT	Stop Ahead (Symbol)	W3-1a	36x36	9		1		1	14
.01 MI E of IL 78 In Virginia			TOTAL			452.4	170.3	20	30	68	938

FILE NAME =	USER NAME = karnae	DESIGNED - EK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN SCHEDULE			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\karnae\06313688\067259-shr\detailed.dgn	DRAWN - EK	REVISED -	67					*	CASS	47	47	
Default	CHECKED - JM	REVISED -	CONTRACT NO. 72F69					ILLINOIS FED. AID PROJECT				
PLOT SCALE = 1/8"=1'-0"	DATE -	REVISED -	SCALE: NTS					SHEET 3 OF 3 SHEETS	STA.	TO STA.		

(3)RS-4,(4)RS-2,(5)RS-4