

INDEX OF SHEETS

04-26-2024 LETTING ITEM 168

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- BLR 21-9 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL HIGHWAYS
- BLR 22-7 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL HIGHWAYS (TWO-LANE TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)

THIS PROJECT CONSISTS OF HMA SURFACE REMOVAL, COLD IN-PLACE RECYCLING, HMA BINDER COURSE, IL-9.5, HMA BINDER COURSE, IL-19.0, HMA SURFACE COURSE, IL-9.5, MIX "C", N50 AND AGGREGATE SHOULDERS FROM THE INTERSECTION OF 1200N (CH 8) AND 2150E (CH 6) AND EXTENDS NORTHERLY TO 2000N.

TRAFFIC DATA

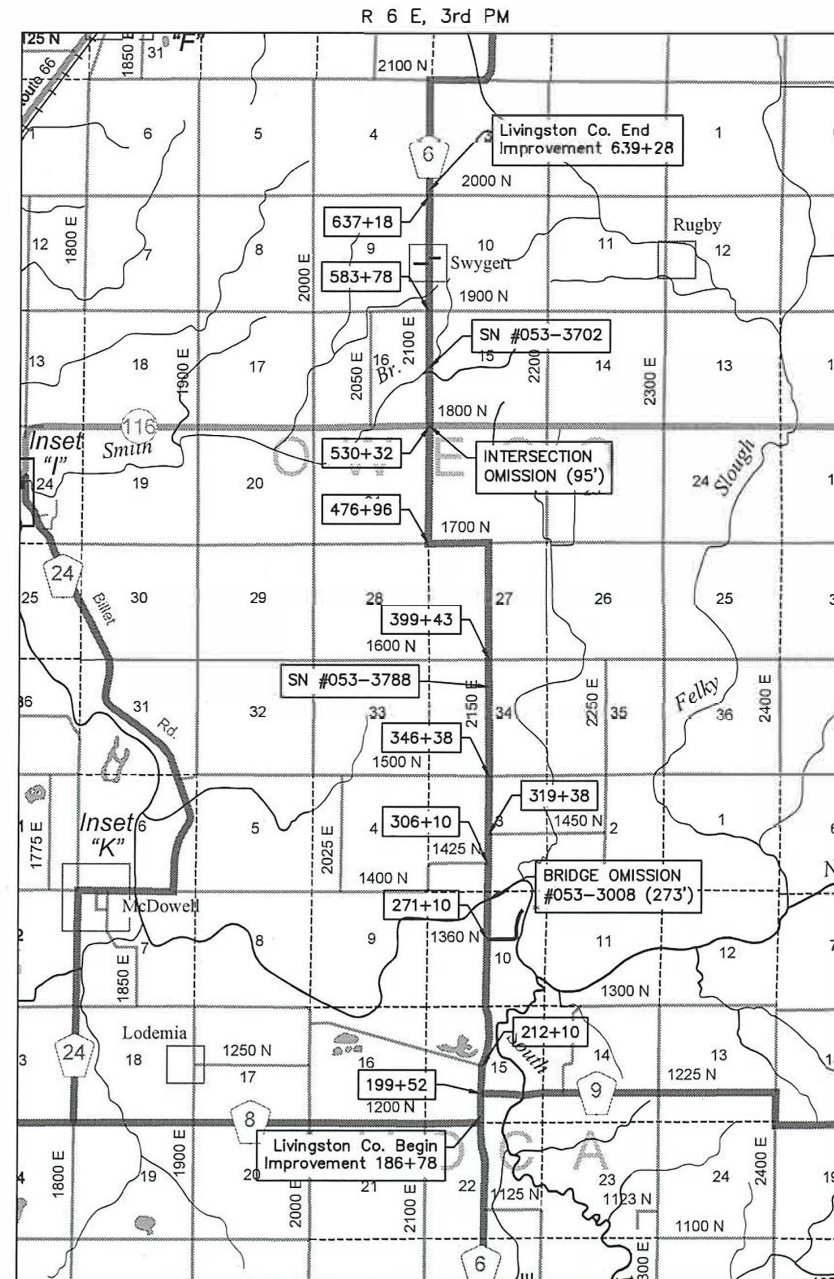
C.H. 6 - COLLECTOR
 POSTED SPEED = 55 MPH-RURAL
 DESIGN SPEED = 50 MPH-RURAL
 DESIGN ADT= SEE SHEETS 2 & 3
 CLASS III ROADS, 80,000#

UTILITIES

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

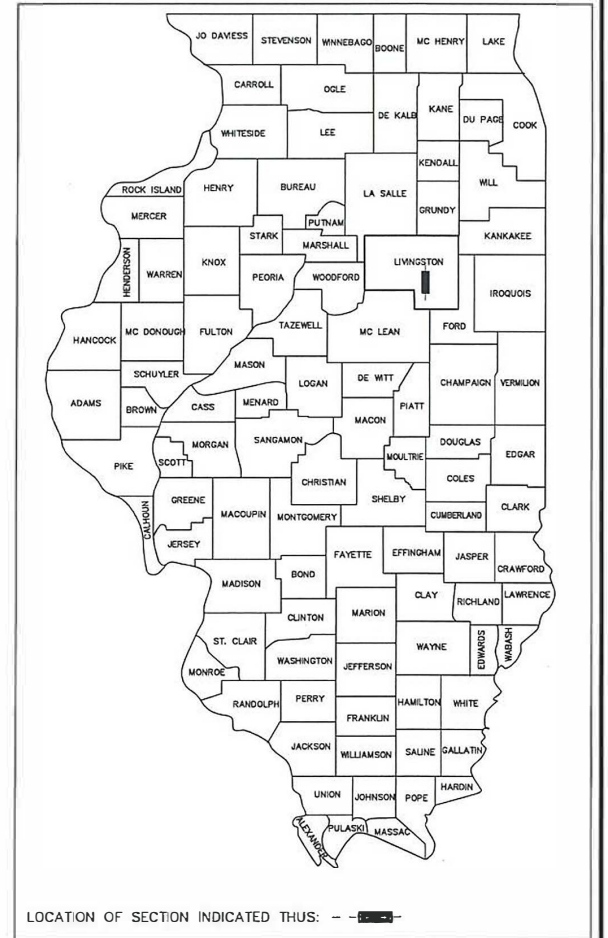
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY
 SURFACE TRANSPORTATION PROGRAM**

F.A.S. ROUTE 346
 CH 6, 2100E/2150E RD
 SECTION 20-00146-04-RS
 PROJECT 9P1Q(781)
 LIVINGSTON COUNTY
 C-93-018-24



LIVINGSTON COUNTY GROSS LENGTH = 45,250' = 8.57 MILES
 LIVINGSTON COUNTY NET LENGTH = 44,882' = 8.50 MILES

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|--------------------|--------------|-----------|
| 346 | 20-00146-04-RS | LIVINGSTON | 8 | 1 |
| PROJECT NO. 9P1Q(781) | | CONTRACT NO. 87831 | | |



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

02/15/2024 DATE
 TRENT RUESTMAN, P.E.
 NO. 062.068070
 EXPIRATION DATE 11/30/25

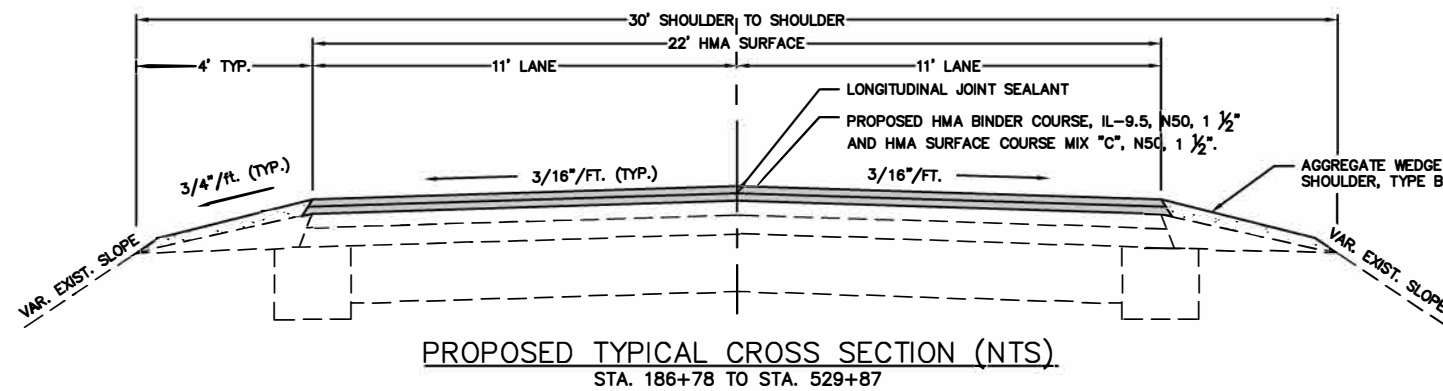
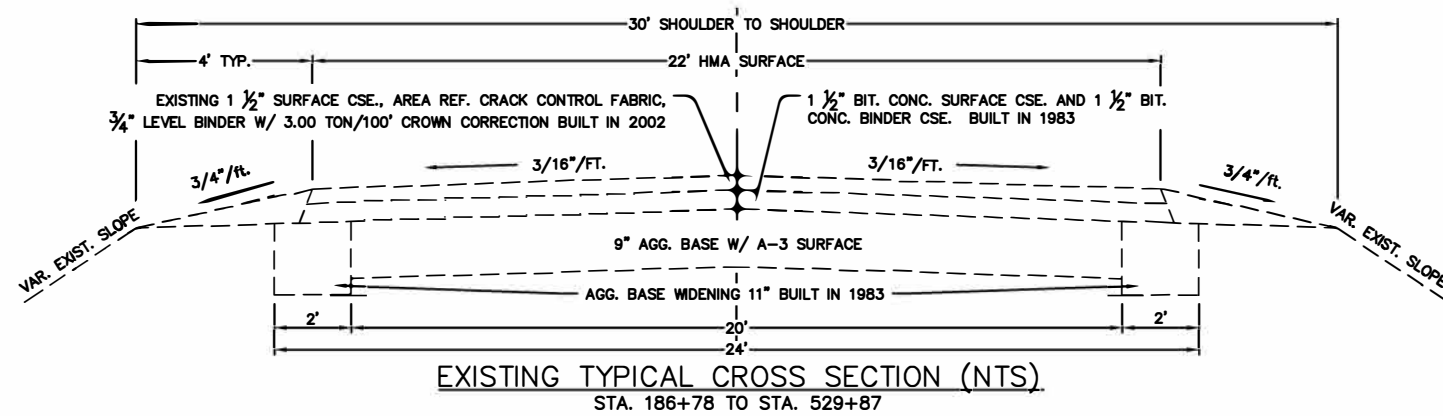
"THE ACCEPTANCE OF THIS PROJECT IS BASED ON THE MINIMUM DESIGN CRITERIA UNDER 3R GUIDELINES."

APPROVED 02/15/2024 20 24
 Clay Metcalf
 LIVINGSTON COUNTY OFFICIAL

PASSED FEBRUARY 21, 20 24
 District Three Local Roads & Streets Engineer

RELEASING FOR BID BASED ON LIMITED REVIEW
 FEBRUARY 21, 20 24
 Stephen Kravitz
 REGION TWO ENGINEER
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

NOT PLOTTED TO SCALE



Sec. 20-00146-04-RS: Fairbury Road North (CH 6)
LIVINGSTON COUNTY STA. 186+78 TO STA. 529+87

| | | | |
|---|--------------------------------------|----------|------|
| STRUCTURAL DESIGN DATA 80,000 LBS | | | |
| CLASS III ROAD DESIGN PERIOD 20 YEARS | | | |
| CURRENT A.D.T. | 1150 | YEAR: | 2044 |
| STRUCTURAL DESIGN TRAFFIC: 1400 | | | |
| PERCENT OF DESIGN TRAFFIC IN DESIGN LANE: | | | |
| P.C. 88% | S.U. 7% | M.U. 5% | |
| P.C. 1232 | S.U. 98 | M.U. 70 | |
| MINIMUM SOIL SUPPORT: IBR= 3.5 | | | |
| TRAFFIC FACTOR (T.F.) | 0.378 | | |
| STRUCTURAL NUMBER (D _s) | 3.44 | | |
| PAVEMENT STRUCTURE MATERIALS: | | | |
| SURFACE: PROPOSED HMA PAVEMENT | 3.00 @ 0.40 | a1= 1.20 | |
| BASE: EXISTING HMA SURFACE 2002 | 2.25 @ 0.30 | a2= 0.68 | |
| BASE: EXISTING HMA SURFACE 1983 | 3 @ 0.23 | a3= 0.69 | |
| BASE: EXISTING A-3 SURFACE | 1 @ 0.15 | a4= 0.15 | |
| SUBBASE: EXISTING AGGREGATE BASE COURSE | 9 @ 0.08 | a5= 0.72 | |
| | PROPOSED D _s TOTAL = 3.44 | | |

NOTE: EXISTING HMA PAVEMENT THICKNESS & AGG. BASE THICKNESS BASED ON EXISTING PLANS

| | | | | |
|----------------------|----------------------|----------------------|----------------------|----------------------|
| Curve #1 Data | Curve #2 Data | Curve #3 Data | Curve #4 Data | Curve #5 Data |
| P.I. Sta. 211+89.89 | P.I. Sta. 221+71.14 | P.I. Sta. 232+69.07 | P.I. Sta. 240+13.57 | P.I. Sta. 452+33.00 |
| Δ 20°44'00" | Δ 21°57'40" | Δ 15°38'00" | Δ 16°15'00" | Δ 90°55'33" |
| R(existing) 1530.64' | R(existing) 1932.79' | R(existing) 1930.36' | R(existing) 1400.95' | R(existing) 536.66' |
| T 280.00' | T 375' | T 265' | T 200.00' | T 545.41' |
| L 553.88' | L 740.83' | L 526.70' | L 397.33' | L 851.66' |
| E 25.40' | E 36.04' | E 18.10' | E 14.20' | E 228.50' |
| e 6.00% | e 5.00% | e 5.00% | e 5.00% | e 8.00% |
| D 3°44'36" | D 2°57'52" | D 2°58'05" | D 4°05'23" | D 10°40'35" |
| S.E. TRANS 150' | S.E. TRANS 150' | S.E. TRANS 150' | S.E. TRANS 150' | S.E. TRANS 192' |
| P.C. Sta. 209+09.86 | P.C. Sta. 217+96.14 | P.C. Sta. 230+04.07 | P.C. Sta. 238+13.57 | P.C. Sta. 446+87.59 |
| P.T. Sta. 214+63.14 | P.T. Sta. 225+36.97 | P.T. Sta. 235+30.77 | P.T. Sta. 242+10.90 | P.T. Sta. 455+39.25 |

| SUMMARY OF QUANTITIES | | CONST. CODE 0005 | |
|-----------------------|---|------------------|----------------|
| CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
| 20200500 | EARTH EXCAVATION (WIDENING) | CU YD | 354 |
| 35100100 | AGGREGATE BASE COURSE, TYPE A | TON | 726 |
| 40600275 | BITUMINOUS MATERIALS (PRIME COAT) | POUND | 22,852 |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 66,744 |
| 40600370 | LONGITUDINAL JOINT SEALANT | FOOT | 33,723 |
| 40602978 | HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50 | TON | 7,191 |
| 40603080 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | TON | 3,361 |
| 40604050 | HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 | TON | 9,480 |
| 40800050 | INCIDENTAL HOT-MIX ASPHALT SURFACING | TON | 547 |
| 44000155 | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" | SQ YD | 876 |
| 44201723 | CLASS D PATCHES, TYPE IV, 6 INCH | SQ YD | 87 |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B | TON | 8,346 |
| 67100100 | MOBILIZATION | L SUM | 1 |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 16,886 |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 1,500 |
| 78001110 | PAINT PAVEMENT MARKING - LINE 4" | FOOT | 121,467 |
| X4400100 | PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH) | SQ YD | 19 |
| X4401198 | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | SQ YD | 2,776 |
| X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM | 1 |
| Z0055300 | RUMBLE STRIP | EACH | 8 |
| LR400015 | ADD ROCK | SQ YD | 6,050 |
| LR400055 | CIR-FDR EMULSIFIED ASPHALT | TON | 147 |
| LR400730 | COLD IN-PLACE RECYCLING, 3.0" | SQ YD | 26,593 |

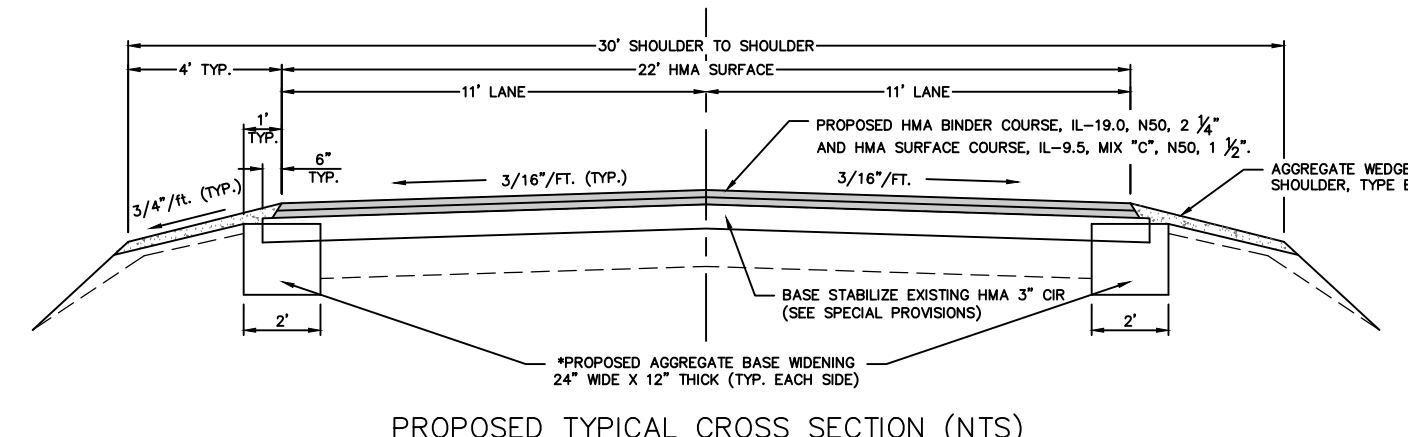
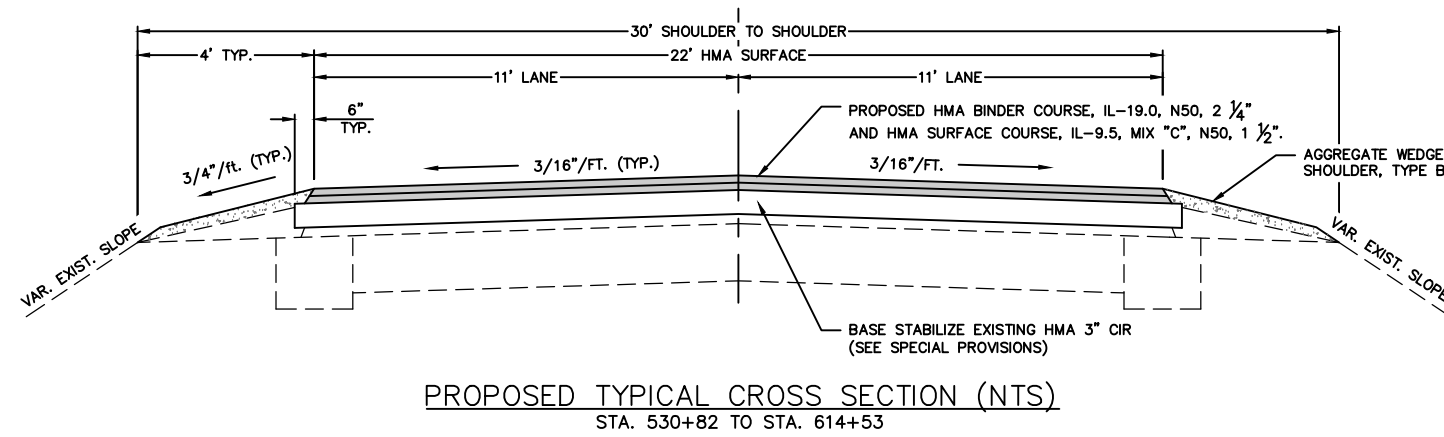
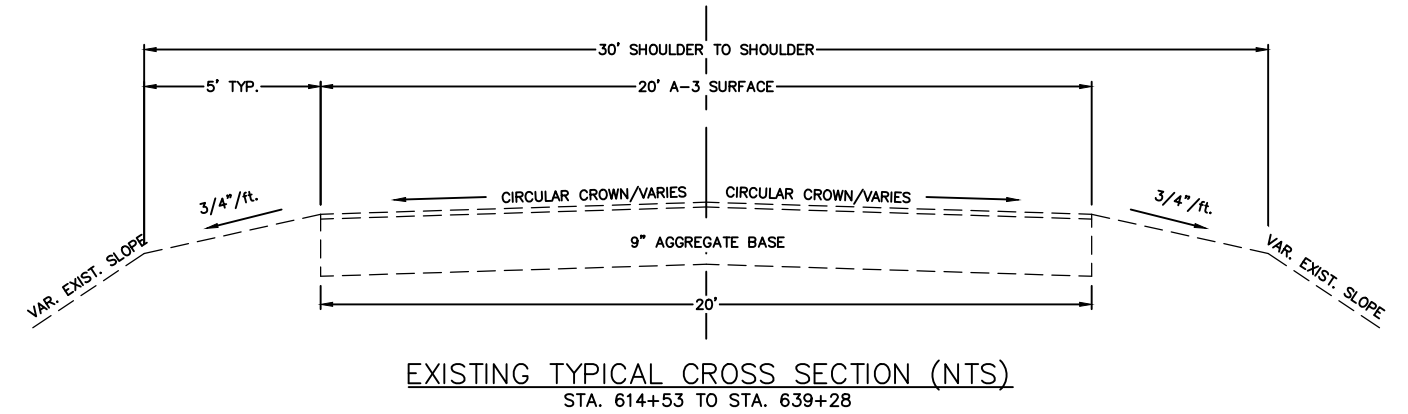
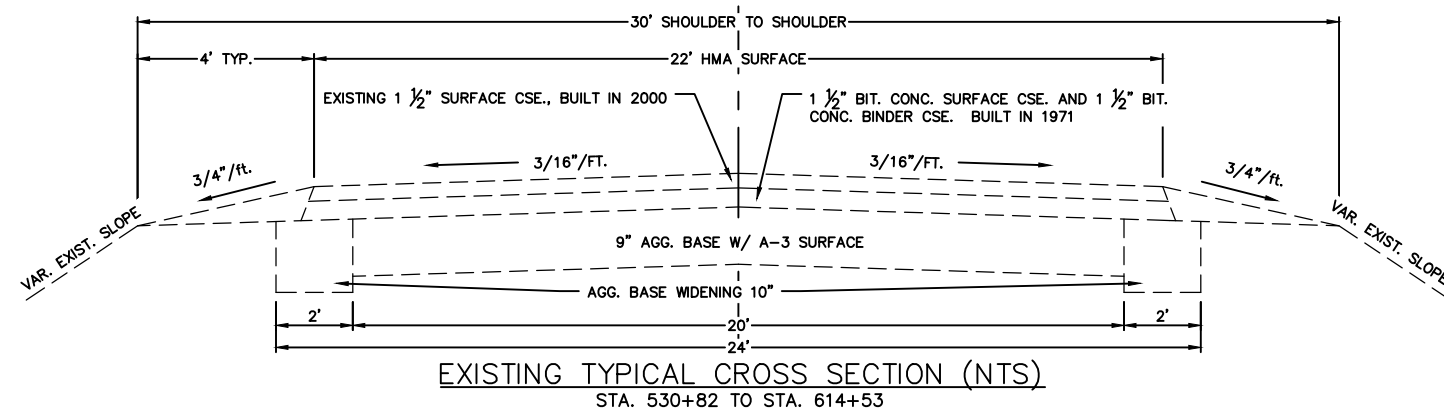
Δ SPECIALTY ITEMS

BITUMINOUS MIX TABLE

| Mixture Use(s) | HMA Binder | HMA Binder | HMA Surface | HMA Incidental |
|----------------------------|----------------------------|----------------------------|---------------------|--------------------------|
| Location(s) | Sta. 186+78 to Sta. 529+87 | Sta. 530+82 to Sta. 639+28 | ENTIRE PROJECT | ENTIRE PROJECT |
| PG Grade | PG64-22 | PG64-22 | PG64-22 | PG64-22 |
| Design Air Voids | 4.0% @ N50 | 4.0% @ N50 | 4.0% @ N50 | 4.0% @ N50 |
| Mixture Composition | IL 9.5 | IL 19.0 | IL 9.5 | IL 9.5 |
| Friction Aggregate | N/A | N/A | Mixture C | Mixture C |
| Density Test Method | Cores | Cores | Cores | Satisfaction of Engineer |
| Mixture Weight | 112 # / s.y. / inch | 112 # / s.y. / inch | 112 # / s.y. / inch | 112 # / s.y. / inch |
| Quality Management Program | QC/QA | QC/QA | QC/QA | QC/QA |
| Sublot Size | N/A | N/A | N/A | N/A |
| Material Transfer Device | NO | NO | NO | NO |

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|--------------------|--------------|-----------|
| 346 | 20-00146-04-RS | LIVINGSTON | 8 | 2 |
| PROJECT NO. 9P1Q(781) | | CONTRACT NO. 87831 | | |

NOT PLOTTED TO SCALE



Sec. 20-00146-04-RS: Fairbury Road North (CH 6)
LIVINGSTON COUNTY STA. 530+82 TO STA. 614+53

| | | | |
|---|-------------|----------|------|
| STRUCTURAL DESIGN DATA 80,000 LBS | | | |
| CLASS III ROAD DESIGN PERIOD 20 YEARS | | | |
| CURRENT A.D.T. | 400 | YEAR: | 2044 |
| STRUCTURAL DESIGN TRAFFIC: | | | |
| PERCENT OF DESIGN TRAFFIC IN DESIGN LANE: | | | |
| P.C. 88% | S.U. 7% | M.U. 5% | |
| P.C. 440 | S.U. 35 | M.U. 25 | |
| MINIMUM SOIL SUPPORT: IBR= 3.5 | | | |
| TRAFFIC FACTOR (T.R.)= | 0.135 | | |
| STRUCTURAL NUMBER (D _t)= | 2.95 | | |
| PAVEMENT STRUCTURE MATERIALS: | | | |
| SURFACE: PROPOSED HMA IL-9.5 | 1.50 @ 0.40 | a1= 0.60 | |
| BINDER: PROPOSED HMA IL-19.0 | 2.25 @ 0.36 | a2= 0.81 | |
| BASE: PROPOSED CIR | 3 @ 0.28 | a3= 0.84 | |
| BASE: EXISTING HMA SURFACE 1971 | 1.5 @ 0.23 | a4= 0.35 | |
| BASE: EXISTING A-3 SURFACE | 1 @ 0.15 | a5= 0.15 | |
| SUBBASE: EXISTING AGGREGATE BASE COURSE | 9 @ 0.08 | a6= 0.72 | |
| PROPOSED D _t TOTAL = 3.47 | | | |

NOTE: EXISTING HMA PAVEMENT THICKNESS & AGG. BASE THICKNESS BASED ON EXISTING PLANS

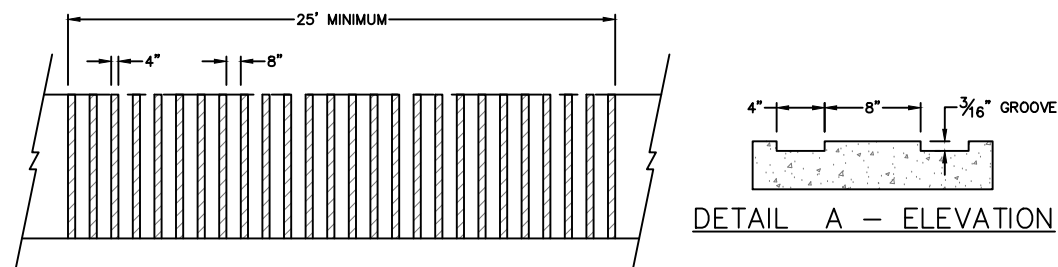
Sec. 20-00146-04-RS: Fairbury Road North (CH 6)
LIVINGSTON COUNTY STA. 614+53 TO STA. 639+28

| | | | |
|---|-------------|----------|------|
| STRUCTURAL DESIGN DATA 80,000 LBS | | | |
| CLASS III ROAD DESIGN PERIOD 20 YEARS | | | |
| CURRENT A.D.T. | 400 | YEAR: | 2044 |
| STRUCTURAL DESIGN TRAFFIC: | | | |
| PERCENT OF DESIGN TRAFFIC IN DESIGN LANE: | | | |
| P.C. 88% | S.U. 7% | M.U. 5% | |
| P.C. 440 | S.U. 35 | M.U. 25 | |
| MINIMUM SOIL SUPPORT: IBR= 3.5 | | | |
| TRAFFIC FACTOR (T.R.)= | 0.135 | | |
| STRUCTURAL NUMBER (D _t)= | 2.95 | | |
| PAVEMENT STRUCTURE MATERIALS: | | | |
| SURFACE: PROPOSED HMA L-9.5 | 1.50 @ 0.40 | a1= 0.60 | |
| BINDER: PROPOSED HMA L-19.0 | 2.25 @ 0.36 | a2= 0.81 | |
| BASE: PROPOSED CIR | 3 @ 0.28 | a3= 0.84 | |
| SUBBASE: EXISTING AGGREGATE BASE COURSE | 9 @ 0.08 | a4= 0.72 | |
| PROPOSED D _t TOTAL = 2.97 | | | |

NOTE: EXISTING HMA PAVEMENT THICKNESS & AGG. BASE THICKNESS BASED ON EXISTING PLANS

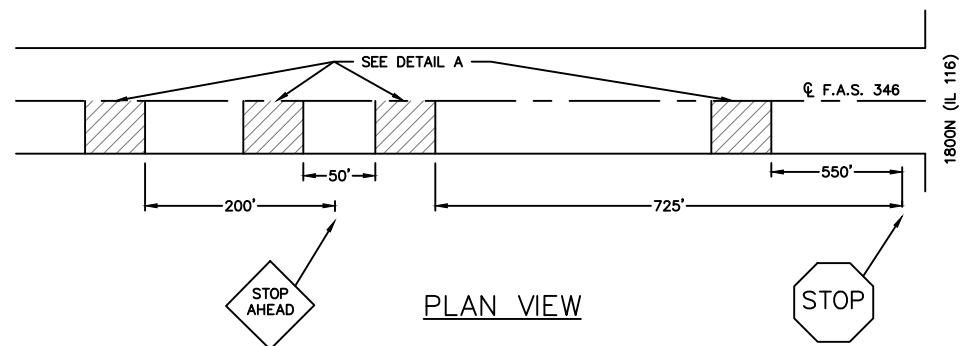
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|--------------------|--------------|-----------|
| 346 | 20-00146-04-RS | LIVINGSTON | 8 | 3 |
| PROJECT NO. 9P1Q(781) | | CONTRACT NO. 87831 | | |

NOT PLOTTED TO SCALE

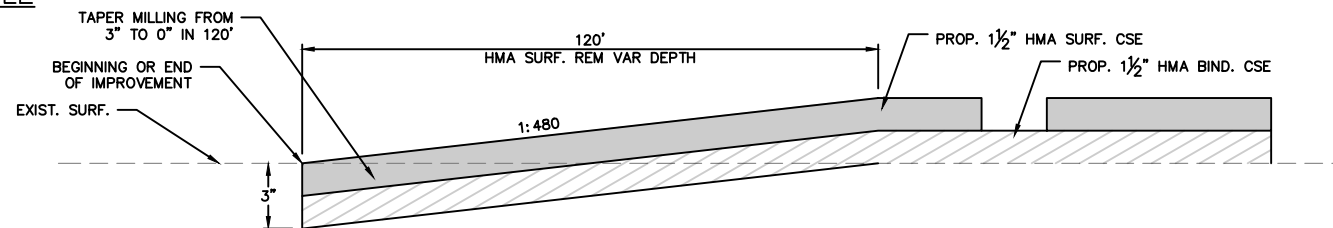


DETAIL A - PLAN VIEW

GROOVED RUMBLE STRIP APPLICATION (NTS)
IN ADVANCE OF 1800N (IL 116) INTERSECTION

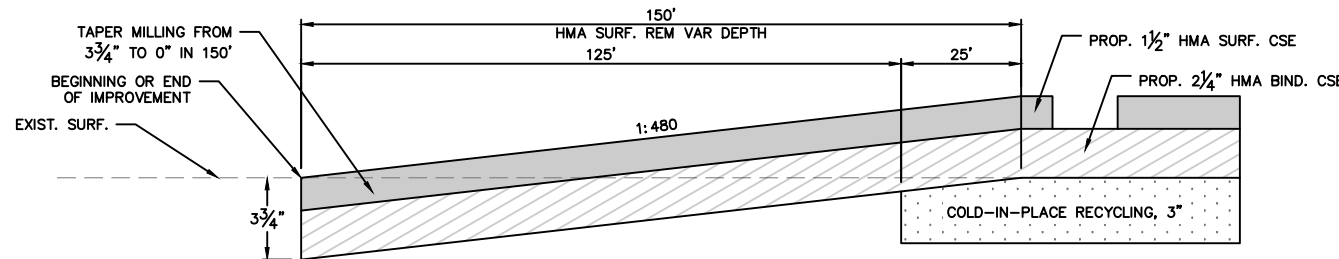


PLAN VIEW



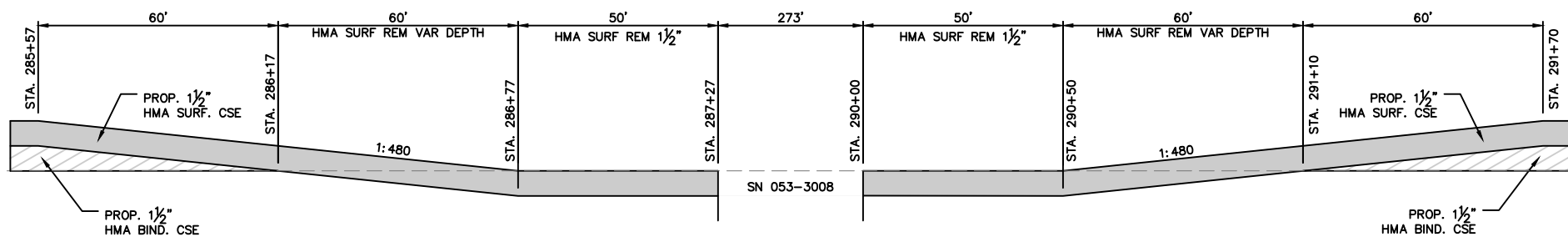
BEGINNING & END OF IMPROVEMENTS (NTS)

STA. 186+78 TO STA. 187+98
1700N AND 2100E INTERSECTION
STA. 528+67 TO STA. 529+87

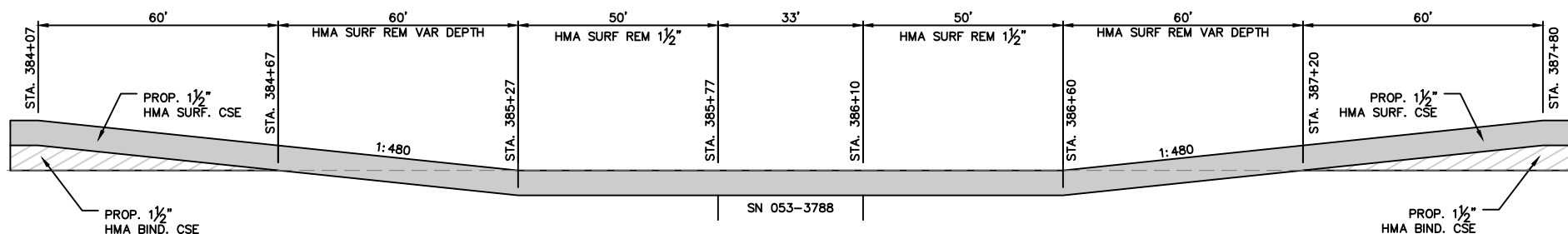


BEGINNING & END OF IMPROVEMENTS (NTS)

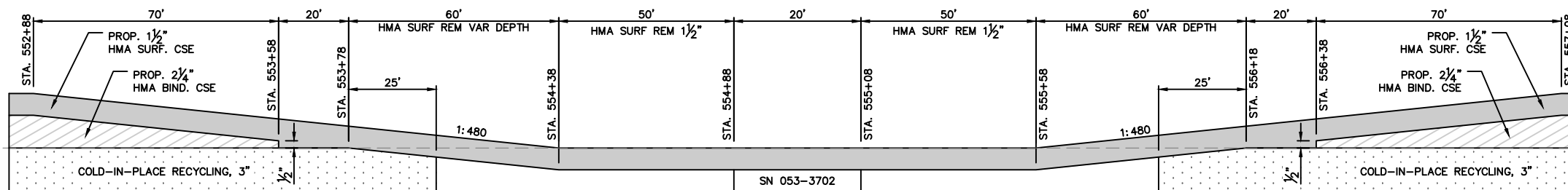
STA. 530+82 TO STA. 532+32
STA. 637+78 TO STA. 639+28



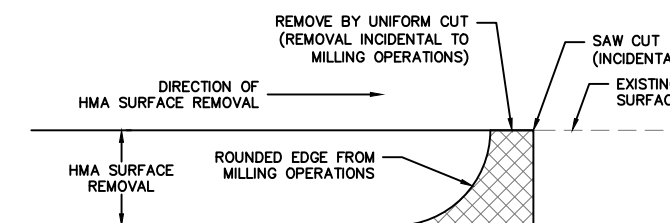
TRANSITION AT STRUCTURE 053-3008 (NTS)



TRANSITION AT STRUCTURE 053-3788 (NTS)



TRANSITION AT STRUCTURE 053-3702 (NTS)



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

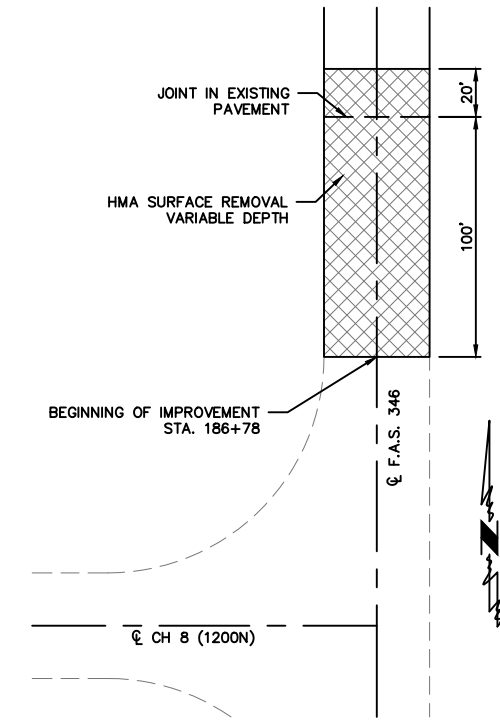
HMA DETAIL AT BUTT JOINTS

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|--------------------|--------------|-----------|
| 346 | 20-00146-04-RS | LIVINGSTON | 8 | 4 |
| PROJECT NO. 9P1Q(781) | | CONTRACT NO. 87831 | | |

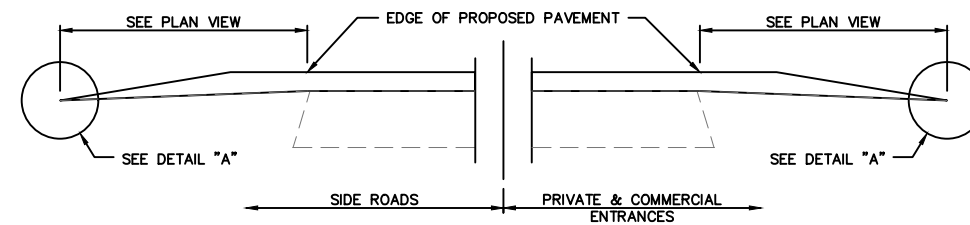
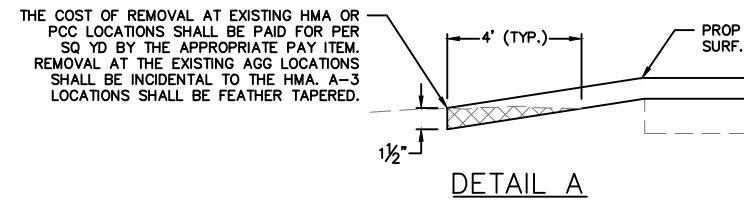
NOT PLOTTED TO SCALE

GENERAL NOTES:

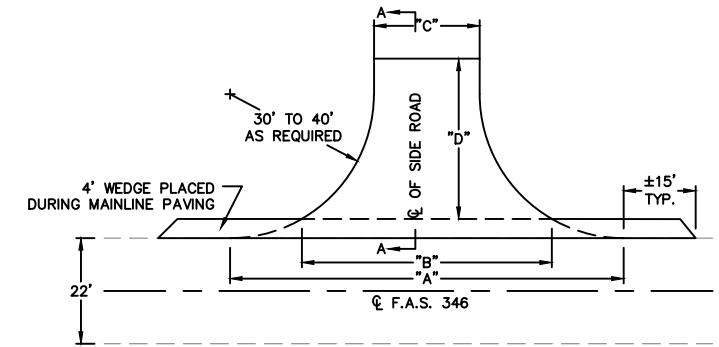
1. ALL AREAS WHERE A 4' WING OUT AT PRIVATE ENTRANCES AND SIDE ROADS SHALL BE CONSTRUCTED WITH THE EXTENDABLE SCREED WIDENER AND PAID FROM HOT-MIX ASPHALT BINDER AND HOT-MIX ASPHALT SURFACE COURSE PAY ITEMS.
2. ALL PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, SIDE ROADS, AND SOME RURAL MAILBOX TURNOUTS ARE TO BE CONSTRUCTED AND PAID FROM INCIDENTAL HOT-MIX ASPHALT SURFACING AND SHALL BE LAID OUT BY THE ENGINEER.
3. AGGREGATE SHOULDERS SHALL BE PLACED ALONG ALL SIDEROAD RETURN RADII AND SHALL BE PLACED ALONG AND BEHIND ALL FIELD ENTRANCES, MAILBOX TURNOUTS, AND ALL PRIVATE AND COMMERCIAL ENTRANCES UNLESS SPECIFIED BY THE ENGINEER.



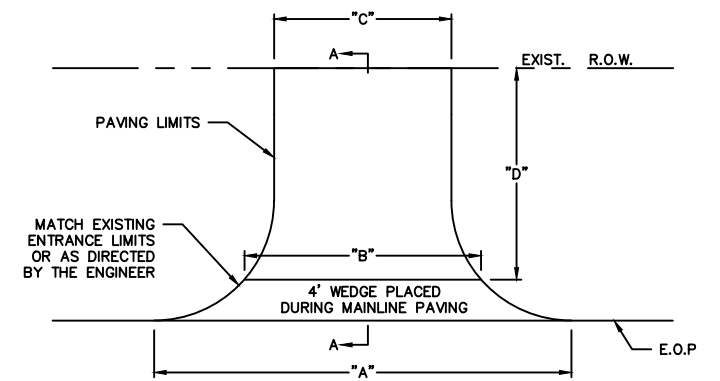
1200N & 2150E INTERSECTION (NTS)



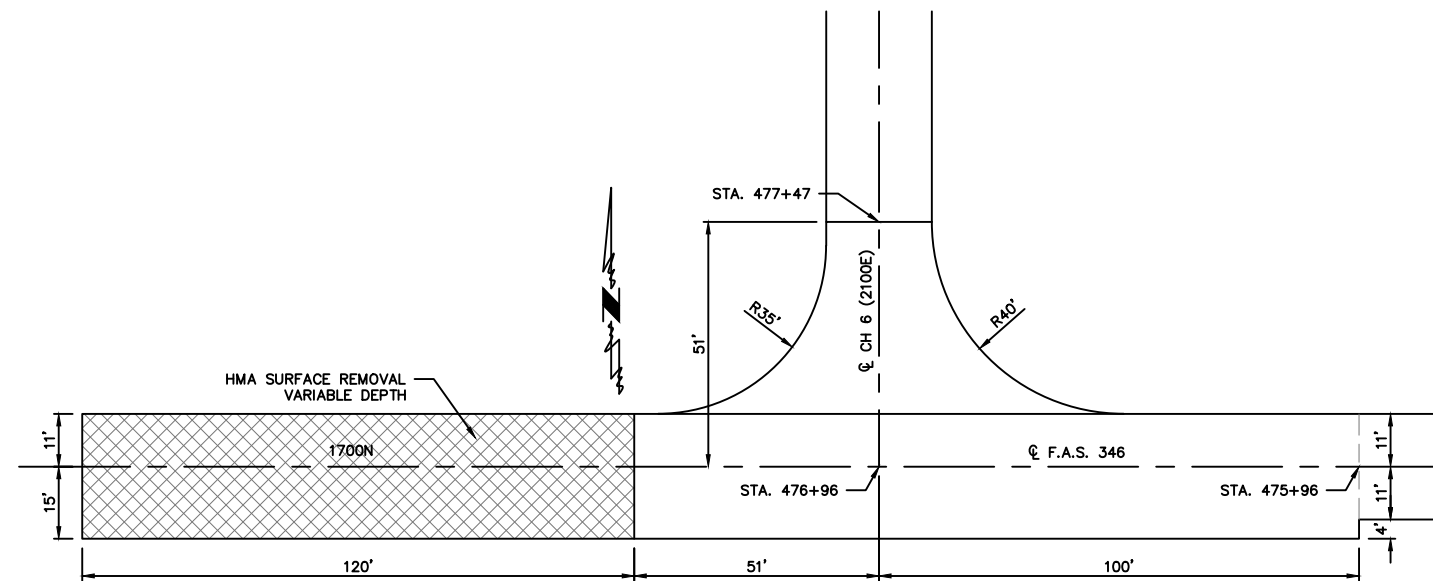
SECTION A-A
DETAILS AT ENTRANCES & SIDE ROADS



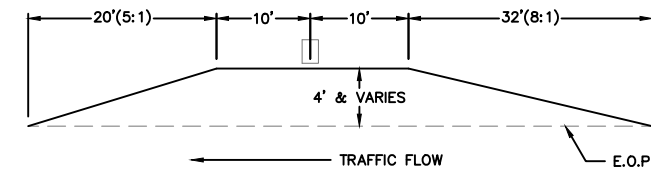
TYPICAL SIDE ROAD INTERSECTION (NTS)
SEE TABLE FOR LOCATION AND QUANTITIES



P.E. / C.E. DETAILS (NTS)
SEE TABLE FOR LOCATION AND QUANTITIES



1700N & 2100E INTERSECTION (NTS)



MAILBOX TURNOUT DETAIL (NTS)
PLACED DURING MAINLINE PAVING

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|--------------------|--------------|-----------|
| 346 | 20-00146-04-RS | LIVINGSTON | 8 | 5 |
| PROJECT NO. 9P1Q(781) | | CONTRACT NO. 87831 | | |

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED
IN CALCULATING PLAN QUANTITIES:
HOT-MIX ASPHALT 112 LB/SQ YD/INCH
AGGREGATE BASE COURSE, TYPE A 2.05 TONS/CU YD
AGGREGATE WEDGE SHOULDER, TYPE B 2.05 TONS/CU YD

| BITUMINOUS MATERIALS APPLICATION RATES | |
|--|----------------|
| SURFACE TYPE | RESIDUAL RATE |
| AGGREGATE BASE (PRIME COAT) | 0.250 LB/SQ FT |
| MILLED HMA OR PCC (TACK COAT) | 0.050 LB/SQ FT |
| EXISTING PAVEMENT (TACK COAT) | 0.050 LB/SQ FT |
| TACK COAT (BETWEEN LIFTS) | 0.025 LB/SQ FT |

| FAIRBURY NORTH (CH 6) - ENTRANCE QUANTITIES | | | | | | | | | | |
|---|---------|---------|---------|---------|--------------------------------|--------------------------------|-------------------------------|---------------------|----------------------|-------------------|
| HOUSE # / STATION | A (Ft.) | B (Ft.) | C (Ft.) | D (Ft.) | HMA SURF REM VAR DEPTH (SQ YD) | PCC SURF REM VAR DEPTH (SQ YD) | BIT. MAT. (TACK COAT) (POUND) | BINDER COURSE (TON) | SURFACE COURSE (TON) | INCID. BIT. (TON) |
| STATION 186+78 TO STATION 529+87 | | | | | | | | | | |
| 12467N LT | 38 | 30 | 12 | 18 | 5 | - | 26 | - | - | 10 |
| 13048N RT | 45 | 37 | 12 | 18 | - | - | 30 | - | - | 12 |
| 13513N LT | 33 | 25 | 12 | 18 | - | - | 25 | 1 | 1 | 7 |
| 13991N LT | 33 | 25 | 12 | 18 | - | - | 25 | 1 | 1 | 7 |
| 14137N LT | 44 | 36 | 12 | 18 | - | - | 34 | 1 | 1 | 9 |
| 14451N LT | 35 | 27 | 12 | 18 | - | - | 27 | 1 | 1 | 7 |
| 14487N LT | 24 | 16 | 12 | 18 | - | - | 19 | 1 | 1 | 5 |
| 15616N RT | 27 | 19 | 12 | 18 | - | - | 19 | - | - | 7 |
| 15616N RT** | 34 | 26 | 12 | 18 | - | - | 39 | - | - | 15 |
| 16672N RT | 45 | 37 | 12 | 18 | - | - | 34 | 2 | 2 | 9 |
| 21125E RT | 40 | 32 | 12 | 18 | - | - | 31 | 1 | 1 | 8 |
| 17744N RT | 65 | 57 | 33 | 18 | - | - | 59 | 2 | 2 | 16 |
| 17744N RT | 45 | 37 | 36 | 18 | - | - | 45 | 2 | 2 | 13 |
| 17800N RT* | 32 | 24 | 12 | 18 | - | - | 31 | 2 | 2 | 7 |
| 17945N LT | 35 | 27 | 12 | 18 | - | - | 27 | 1 | 1 | 7 |
| 17971N LT | 30 | 22 | 12 | 18 | - | - | 23 | 1 | 1 | 6 |
| 17980N RT | 64 | 56 | - | - | 27 | - | 18 | 2 | 2 | - |
| MBTO (5 Total) | 72 | 20 | - | - | 20 | - | 69 | 13 | 9 | - |
| STATION 530+82 TO STATION 639+28 | | | | | | | | | | |
| 18034N RT | 38 | 30 | 12 | 18 | - | - | 29 | 2 | 1 | 9 |
| 18034N RT** | 37 | 29 | 12 | 18 | - | - | 35 | - | - | 17 |
| 18311N LT | 40 | 32 | 12 | 18 | - | - | 31 | 2 | 1 | 10 |
| 18311N RT MBTO | | 85 | 20 | 5 | - | - | 13 | - | - | 7 |
| 18667N LT | 43 | 35 | 12 | 18 | - | - | 33 | 2 | 1 | 10 |
| 18724N RT** | 30 | 22 | 22 | 19 | - | 10 | 34 | - | - | 16 |
| 19327N LT** | 38 | 30 | 12 | 18 | - | - | 35 | - | - | 17 |
| 19396N RT** | 27 | 19 | 12 | 18 | - | - | 26 | - | - | 13 |
| 19448N RT** | 33 | 25 | 11 | 18 | - | - | 33 | - | - | 16 |
| 19487N LT** | 28 | 20 | 20 | 20 | - | 9 | 36 | - | - | 17 |
| 19496N RT | 234 | 226 | - | - | - | - | 69 | 13 | 9 | - |
| 19691N LT | 42 | 34 | 12 | 18 | - | - | 32 | 2 | 1 | 10 |
| MBTO (2 Total) | 72 | 20 | - | - | 20 | - | 28 | 5 | 3 | - |
| | | | | | 72 | 19 | 1,015 | 57 | 43 | 287 |

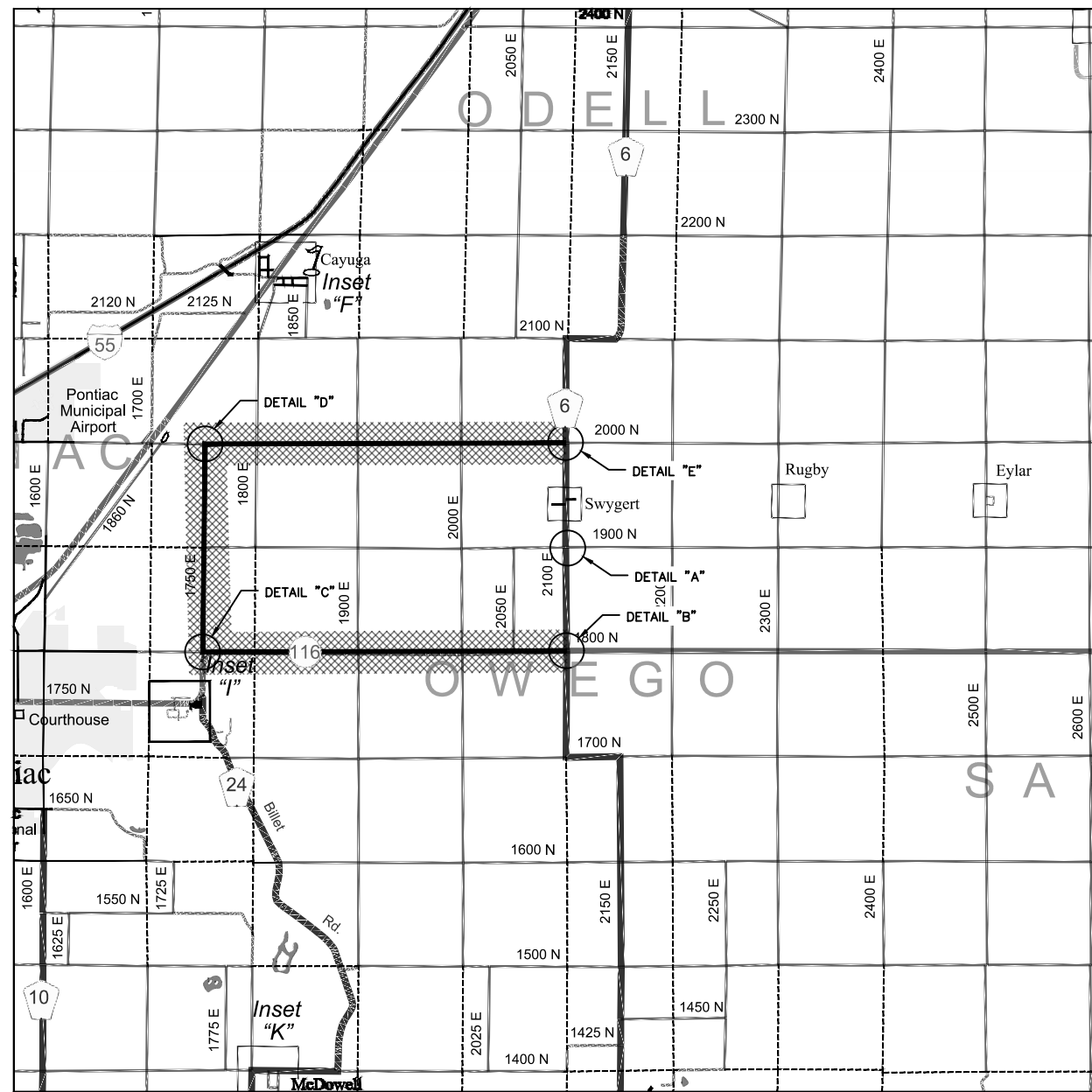
* DIMENSIONS ARE TO THE CL OF MAILBOX. QUANTITIES INCLUDE THE MBTO.
** MBTO GREATER THAN 4' FROM EOP. APPROACH LENGTH IS 8:1 AND DEPARTURE LENGTH IS 5:1

| FAIRBURY NORTH (CH 6) CLASS D PATCHES 6" | | | | |
|---|-------|-------------|-------|------------------------------|
| LOCATION | | SIZE (FOOT) | | 44201723 TY IV (SQ YD) |
| STA | SIDE | LENGTH | WIDTH | |
| 453+56. | LT/RT | 30 | x 26 | 87.0 |
| TOTALS | | | | 87 |

| FAIRBURY NORTH (CH 6) - INTERSECTION QUANTITIES | | | | | | | | | | |
|---|---------|---------|---------|---------|--------------------------------|---------------------------|---------------------------|---------------------|----------------------|-------------------|
| LOCATION | A (Ft.) | B (Ft.) | C (Ft.) | D (Ft.) | HMA SURF REM VAR DEPTH (SQ YD) | BIT. MAT. TACK CT (POUND) | BIT. MAT. PR COAT (POUND) | BINDER COURSE (TON) | SURFACE COURSE (TON) | INCID. BIT. (TON) |
| STATION 186+78 TO STATION 529+87 | | | | | | | | | | |
| 1225N RT | 88 | 80 | 20 | 18 | - | 79 | - | 4 | 4 | 17 |
| 1250N LT | 88 | 80 | 20 | 18 | - | 68 | - | - | - | 26 |
| 1360N RT | 51 | 43 | 16 | 18 | - | 50 | - | 3 | 3 | 10 |
| 1425N LT | 64 | 56 | 20 | 18 | - | 61 | - | 3 | 3 | 13 |
| 1450N RT | 66 | 58 | 18 | 18 | - | 62 | - | 3 | 3 | 13 |
| 1500N LT | 54 | 46 | 18 | 18 | - | 53 | - | 3 | 3 | 11 |
| 1500N RT | 70 | 62 | 18 | 18 | - | 65 | - | 4 | 4 | 14 |
| 1600N LT | 66 | 58 | 16 | 18 | - | 61 | - | 3 | 3 | 13 |
| 1600N RT | 66 | 58 | 20 | 18 | - | 63 | - | 3 | 3 | 14 |
| 2150E N-S TAN | - | - | 18 | 50 | 8 | 45 | - | - | - | 17 |
| 1700N E-W TAN | - | - | 18 | 50 | 8 | 45 | - | - | - | 17 |
| STATION 530+82 TO STATION 639+28 | | | | | | | | | | |
| 1900N LT | 62 | 54 | 18 | 18 | - | 9 | 250 | 5 | 3 | 16 |
| 1900N RT | 75 | 67 | 18 | 18 | - | 69 | - | 6 | 4 | 18 |
| 1945N LT | - | 50 | 18 | 18 | - | 31 | - | - | - | 15 |
| 1950N RT | 34 | 26 | 18 | 18 | - | 38 | - | 3 | 2 | 10 |
| 2000N LT | 88 | 80 | 20 | 18 | - | 79 | - | 6 | 4 | 21 |
| 2000N RT | 57 | 49 | 18 | 18 | - | 55 | - | 5 | 3 | 15 |
| | | | | | 16 | 933 | 250 | 51 | 42 | 260 |

| SCHEDULE OF PAINT PAVEMENT MARK 4" | | | | | | |
|------------------------------------|--------|--------|-----------|---------|---------|--|
| LOCATION | YELLOW | | | WHITE | | |
| | NPZ | SKIP | EDGE LINE | NBL/WBL | SBL/EBL | |
| STATION TO STATION | NBL | SBL | CL | NBL/WBL | SBL/EBL | |
| 186+78. TO 188+83. | | 205 | 50 | 205 | 205 | |
| 188+83. TO 200+48. | | | 290 | 1,165 | 1,165 | |
| 200+48. TO 211+32. | 1,084 | | 270 | 1,084 | 1,084 | |
| 211+32. TO 240+85. | 2,953 | 2,953 | * | 2,953 | 2,953 | |
| 240+85. TO 251+78. | | 1,093 | 270 | 1,093 | 1,093 | |
| 251+78. TO 325+70. | | | 1,850 | 7,392 | 7,392 | |
| 325+70. TO 337+74. | 1,204 | | 300 | 1,204 | 1,204 | |
| 337+74. TO 355+40. | 1,766 | 1,766 | * | 1,766 | 1,766 | |
| 355+40. TO 362+12. | 672 | | 170 | 672 | 672 | |
| 362+12. TO 362+17. | | | 0 | 5 | 5 | |
| 362+17. TO 366+78. | | 461 | 120 | 461 | 461 | |
| 366+78. TO 370+92. | 414 | 414 | * | 414 | 414 | |
| 370+92. TO 374+79. | 387 | | 100 | 387 | 387 | |
| 374+79. TO 376+95. | | | 50 | 216 | 216 | |
| 376+95. TO 386+46. | | 951 | 240 | 951 | 951 | |
| 386+46. TO 386+69. | | | 10 | 23 | 23 | |
| 386+69. TO 392+57. | 588 | | 150 | 588 | 588 | |
| 392+57. TO 398+18. | | | 140 | 561 | 561 | |
| 398+18. TO 405+26. | | 708 | 180 | 708 | 708 | |
| 405+26. TO 436+32. | | | 780 | 3,106 | 3,106 | |
| 436+32. TO 447+38. | 1,106 | | 280 | 1,106 | 1,106 | |
| 447+38. TO 455+04. | 766 | 766 | * | 766 | 766 | |
| 455+04. TO 461+92. | | 688 | 170 | 688 | 688 | |
| 461+92. TO 478+67. | | | 420 | 1,675 | 1,675 | |
| 476+96. TO 529+87. | | | 1,320 | 5,291 | 5,291 | |
| 530+82. TO 639+28. | | | 2,710 | 10,846 | 10,846 | |
| TOTALS | 10,940 | 10,005 | 9,870 | 45,326 | 45,326 | |
| TOTAL PAY QUANTITY 121,467 FOOT | | | | | | |

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|--------------------|--------------|-----------|
| 346 | 20-00146-04-RS | LIVINGSTON | 8 | 6 |
| PROJECT NO. 9P1Q(781) | | CONTRACT NO. 87831 | | |



DETOUR MAP

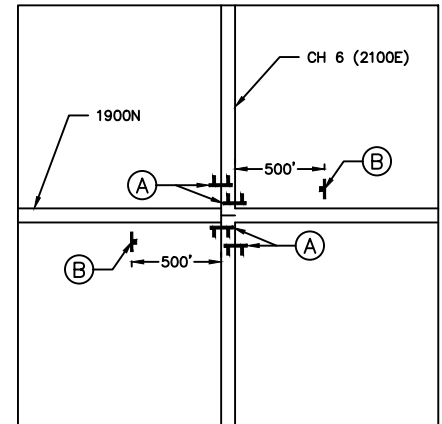
NOTES

- 1.) ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
- 2.) ALL SIGNS NOT ATTACHED TO BARRICADES SHALL BE POST MOUNTED, UNLESS OTHERWISE NOTED.
- 3.) A POST MOUNTED "ROAD CLOSED 6.5 MILES AHEAD" SIGN SHALL BE PLACED AT THE INTERSECTION OF PRAIRIE STREET AND WABASH STREET IN ODELL.
- 4.) LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
- 5.) TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE MANUAL FOR TRAFFIC CONTROL DEVICES, THE HIGHWAY STANDARDS AND SPECIAL PROVISIONS.

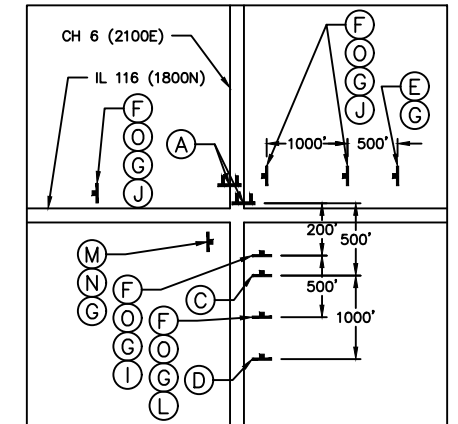
LEGEND

- DETOUR ROUTE
- TYPE III BARRICADES CONFORMING TO STD. 701901 WITH 2 FLASHING LIGHTS PER BARRICADE
- SIGNS ON PERMANENT SUPPORTS
- FLASHING LIGHT ABOVE SIGN
- 18"x18" ORANGE FLAG
- FLORESCENT ORANGE

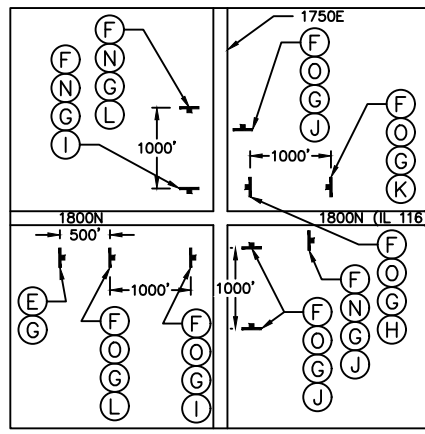
| | | | | | | | |
|-----------------------|--------------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------|----------------------|
| R11-4-6030 (A) | W20-1103-4848 (B) | W20-3-4848 (C) | W20-3-4848 (D) | W20-2-4848 (E) | M4-8-2412 (F) | M1-5-1818 (G) | |
| M6-1-2115 (H) | M6-1-2115 (I) | M6-3-2115 (J) | M5-1-2115 (K) | M5-1-2115 (L) | M4-8A-2418 (M) | M3-1-2412 (N) | M3-1-2412 (O) |



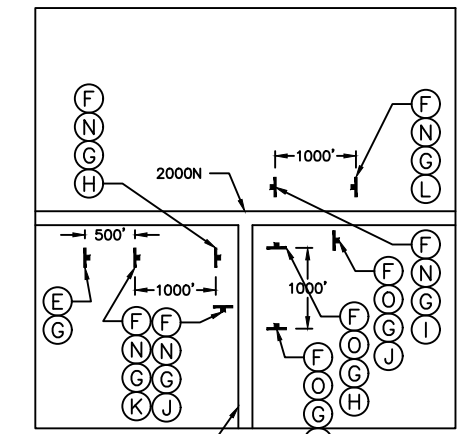
TYPICAL PROJECT INTERSECTION IL 116 (1800N)/CH 6 (2100E) INT. (DETAIL "A")



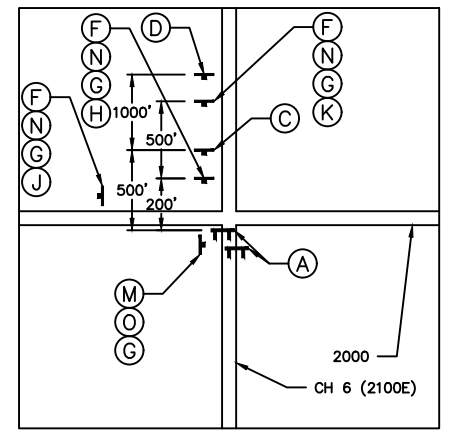
TYPICAL PROJECT INTERSECTION IL 116 (1800N)/CH 6 (2100E) INT. (DETAIL "B")
W20-1103-4848 AND APPLICABLE M5-1-2115 SIGNS SHALL BE PLACED ON IL 116 PER STANDARD 701306-04



1800N/1750E INT. (DETAIL "C")



1750E/2000N INT. (DETAIL "D")



2000N/CH 6 (2100E) INT. (DETAIL "E")

| | | | | |
|-----------------------|----------------|--------------------|--------------|-----------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 346 | 20-00146-04-RS | LIVINGSTON | 8 | 8 |
| PROJECT NO. 9P1Q(781) | | CONTRACT NO. 87831 | | |