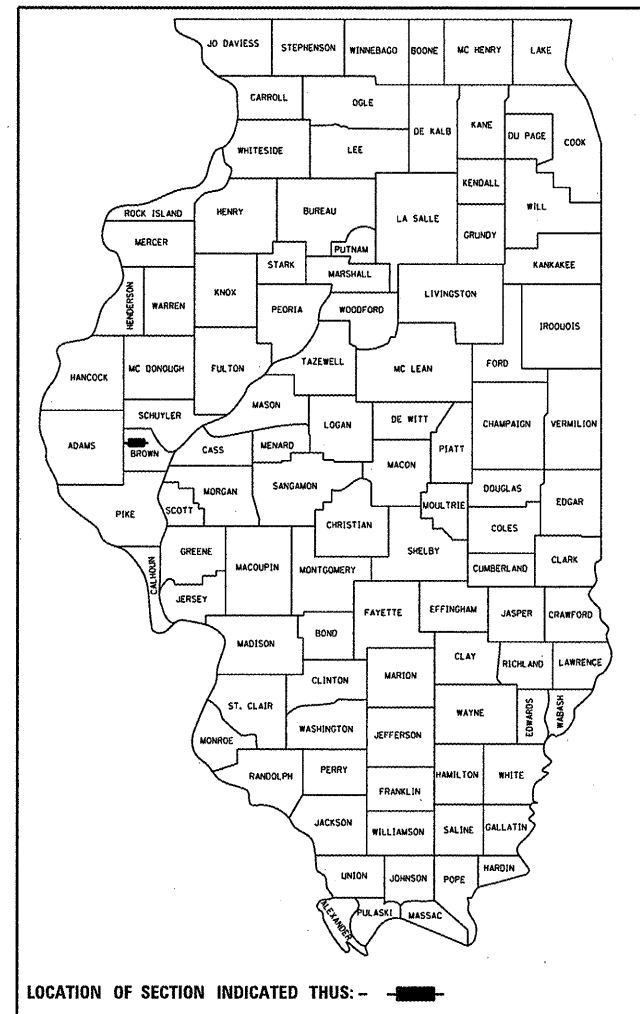


**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**PROPOSED**  
**HIGHWAY PLANS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	6RS-4	BROWN	23	1
		ILLINOIS	CONTRACT NO. 72884	

D-96-519-04



**INDEX OF SHEETS**

- 1 COVER SHEET
- 2 GENERAL NOTES
- 3-4 SUMMARY OF QUANTITIES
- 5-8 TYPICAL SECTIONS
- 9-11 SCHEDULES OF QUANTITIES
- 12-18 PLAN SHEETS
- 19 BUTT-JOINT DETAILS
- 20-21 ENTRANCE AND SIDEROAD DETAILS
- 22 ENTRANCE SCHEDULE
- 23 SUPERELEVATION TRANSITION DETAIL FOR TWO LANE HIGHWAY

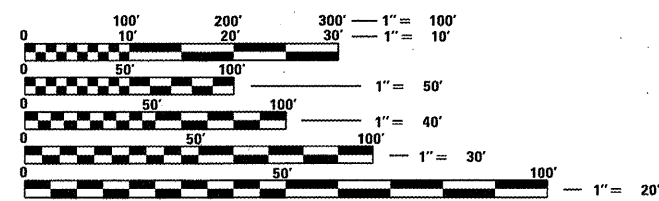
**LIST OF STANDARDS**

- 000001-06 701201-04
- 280001-06 701301-04
- 442201-03 701306-03
- 630001-10 701311-03
- 630301-05 701326-04
- 635006-03 701901-02
- 635011-02 728001-01
- 701001-02 780001-03
- 701006-03 781001-03

**HIGHWAY CLASSIFICATION = OTHER PRINCIPAL ARTERIAL**

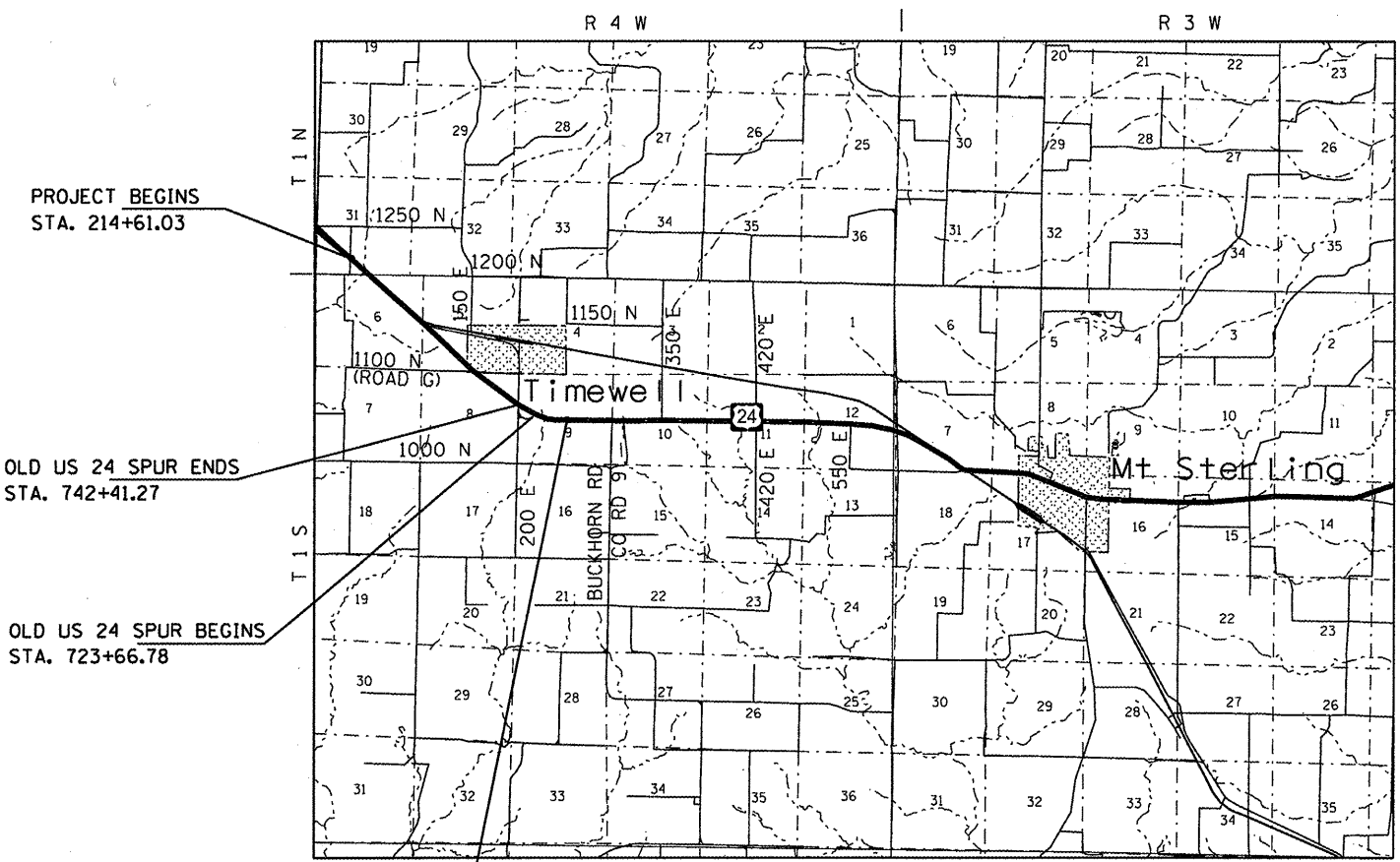
- ADT = 3125 (2011)
- MU = 5.9%
- SU = 13.2%

**FAP ROUTE 317 (US 24)**  
**SECTION 6RS-4**  
**PROJECT F-NHF-0317(091)**  
**RESURFACING & SHOULDER RECONSTRUCTION,**  
**BROWN COUNTY**  
**C-96-048-08**



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



**LOCATION MAP**

GROSS LENGTH = 15,897.07 FT. = 3.01 MILE  
 NET LENGTH = 15,897.07 FT. = 3.01 MILE

PROJECT ENGINEER: JEFF MYERS PH. 782-4761  
 TEAM MANAGER: TOM COX PH. 524-7940

CONTRACT NO. 72884

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED *February 3, 2012*  
*Rogers D. Drushell*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

*March 23, 2012*  
*John D. Baranzelli, P.E.*  
 ENGINEER OF DESIGN AND ENVIRONMENT

*March 23, 2012*  
*William R. Flexler*  
 acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY**  
**OF THE STATE OF ILLINOIS**

**GENERAL NOTES**

1. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
2. IN ADDITION TO FIELD 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 WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
3. ACCESS TO ALL ENTRANCES AND SIDE ROADS SHALL BE MAINTAINED AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS, AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
5. THE THICKNESS OF BITUMINOUS 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 BITUMINOUS MIXTURE IS PLACED.
6. ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1 1/2 " UNLESS OTHERWISE SPECIFIED IN A DETAIL SHOWN IN THE PLANS.
7. UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
8. NO PASSING ZONES TO BE FIELD VERIFIED BY THE BUREAU OF OPERATIONS. THE RESIDENT ENGINEER SHALL NOTIFY THE BUREAU OF OPERATIONS AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PERMANENT PAVEMENT MARKING. (PH: 217-785-5312)
9. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED TO CALCULATE THE PLAN QUANTITIES:
 

BITUMINOUS MATERIALS (PRIME COAT)	0.00038 TON/SQ. YD. (ON PAVEMENT)
BITUMINOUS MATERIALS (PRIME COAT)	0.001425 TON/SQ. YD. (ON AGG.)
AGGREGATE PRIME COAT	0.002 TON/SQ. YD.
BITUMINOUS CONCRETE SURFACE / BINDER	0.056 TON/SQ. YD. PER 1"
AGGREGATE MATERIAL	2.05 TON/CU. YD.
10. THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT, AND NO COMPENSATION WILL BE ALLOWED.
11. NOTE THAT AGGREGATE SHOULDER AROUND MAILBOX TURNOUTS HAVE BEEN ADDED TO THE DISTRICT ENTRANCE DETAIL. NOTE THAT THE ADDITIONAL AGGREGATE WORK ON THE DETAIL ONLY PERTAINS TO THE MAILBOX TURNOUTS AND NOT THE SIDE ROADS.
12. AGGREGATE SHOULDER MATERIAL SHALL BE USED TO BUILD UP THE WIDENING FOR THE TRAFFIC BARRIER TERMINAL, (TYPE D) SPECIAL TANGENT AS PER HIGHWAY STANDARD 630301. THIS ITEM WILL BE PAID AS AGGREGATE SHOULDERS, TYPE B BY THE TON.
13. MILLING FOR THE TWO CONCRETE ENTRANCES WILL BE PAID AS HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT.
14. IF AFTER THE PAVED SHOULDER IS REMOVED THE SUBGRADE IS TOO LOW FOR THE PROPOSED HMA SHOULDER, THE MATERIAL AND LABOR FOR BRINGING UP THE SUBGRADE TO THE PROPER ELEVATION SHALL BE PAID AS STANDARD SPECIFICATION ARTICLE 109.04.
15. NO COMMITMENTS MADE.

**DISTRICT SIX**

EXAMINED 2/2 20 12  
*William W. Bauer*  
 OPERATIONS ENGINEER

EXAMINED 2-2 20 12  
*Jerry J. [Signature]*  
 PROJECT IMPLEMENTATION ENGINEER

EXAMINED 2/3 20 12  
*Laura R. Mlacnik*  
 PROGRAM DEVELOPMENT ENGINEER

**THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:**

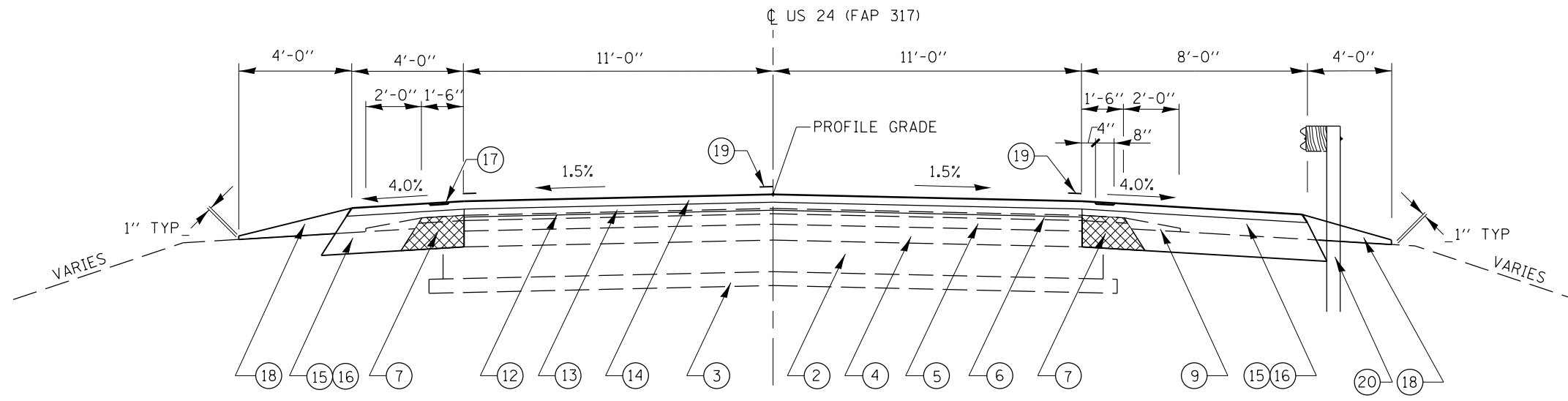
MIXTURE USE(S):	LEVEL BINDER (MACH METHOD)	HMA SURFACE COURSE	HMA SHOULDERS	PATCHING	INCIDENTAL HMA SURFACE
PG:	PG 64-22	PG 64-22	PG 58-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N 70	4.0% @ N 70	2.0% @ N 30	4.0% @ N 70	4.0% @ N 50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5	IL 9.5 OR IL 12.5	BAM	IL 19.0	IL 9.5 OR IL 12.5
FRICITION AGGREGATE:	N/A	MIX "C"	N/A	N/A	MIX "C"
20 YEAR ESAL	N/A	N/A	N/A	N/A	N/A

CODE NO	SUMMARY OF QUANTITIES  ITEM	UNIT	TOTAL QUANTITY	NHF (L25E)		F (L25E)	
				FAP 317 (US 24)		FAS 587 (US 24 SPUR)	
				80% FEDERAL 20% STATE		80% FEDERAL 20% STATE	
				CONSTRUCTION TYPE CODE			
				0005		0005	
20200600	EXCAVATING AND GRADING EXISTING SHOULDERS	UNIT	319	319		0	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	39	39		0	
35800100	PREPARATION OF BASE	SQ YD	225	136		89	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	21	12		9	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	22.8	21.6		1.2	
40600300	AGGREGATE (PRIME COAT)	TON	118	113		5	
40600635	LEVELING BINDER (MACHINE METHOD) N70	TON	1,829	1,670		159	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1		0	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2,449	2,173		276	
40600990	TEMPORARY RAMP	SQ YD	570	547		23	
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	4,837	4,597		240	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	364	295		69	
44004250	PAVED SHOULDER REMOVAL	SQ YD	5,162	5,162		0	
44200108	PAVEMENT PATCHING, TYPE II, 9 INCH	SQ YD	50	0		50	
44200202	PAVEMENT PATCHING, TYPE II, 17 INCH	SQ YD	150	150		0	
44200204	PAVEMENT PATCHING, TYPE III, 17 INCH	SQ YD	80	80		0	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	2,556	2,414		142	
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	14,575	14,401		174	
* 63000001	STEEL PLATE BEAM GUARDRAIL, (TYPE A), 6 FOOT POSTS	FOOT	400	400		0	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		0	
63200310	GUARDRAIL REMOVAL	FOOT	600	600		0	
64200108	SHOULDER RUMBLE STRIP, 8 INCH	FOOT	30,533	30,533		0	

\*SPECIALTY  
ITEM

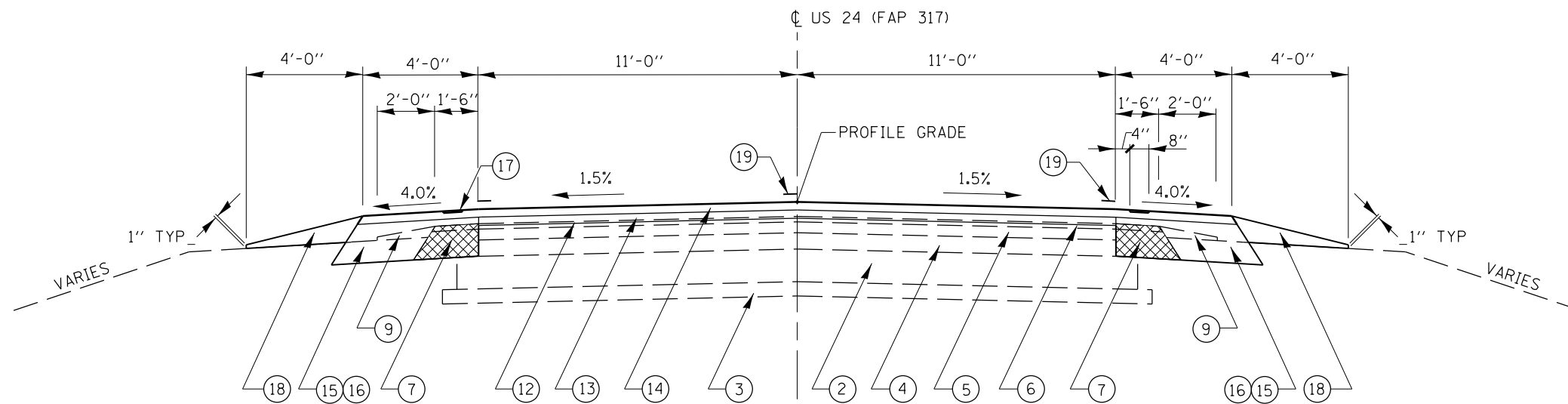
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PLOT SCALE = 100.0000 ' / in.		CHECKED -	REVISED -									CONTRACT NO. 72884				
PLOT DATE = Feb-06-2012 02:58:15PM		DATE -	REVISED -									ILLINOIS FED. AID PROJECT				





**TYPICAL SECTION # 1**

STA 232+48.00 TO STA 235+48.00  
 STA 244+66.00 TO STA 247+66.00



**TYPICAL SECTION # 2**

STA 214+61.03 TO STA 232+48.00  
 STA 235+48.00 TO STA 244+66.00  
 STA 247+66.00 TO STA 347+03.00

**LEGEND**

- ① EX PCC BASE COURSE (VARIABLE DEPTH)
- ② EX WATERBOUND MACADAM BASE COURSE (9")
- ③ EX SUBBASE GRANULAR MATERIAL TYPE A (MODIFIED)
- ④ EX HOT-MIX ASPHALT OVERLAY (4 1/2")
- ⑤ EX HOT-MIX ASPHALT OVERLAY (3")
- ⑥ EX HOT-MIX ASPHALT SURFACE COURSE (1 1/2")
- ⑦ EX HOT-MIX ASPHALT SHOULDERS TO BE REMOVED
- ⑧ EX LEVELING BINDER (VARIABLE THICKNESS)
- ⑨ EX AGGREGATE SHOULDERS, TYPE B
- ⑩ EX 9-6-9 CONCRETE PAVEMENT
- ⑪ EX OIL & CHIP SURFACE
- ⑫ PR HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑬ PR LEVELING BINDER (MACHINE METHOD), N70 (3/4")
- ⑭ PR HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N70 (1 1/2")
- ⑮ PR HOT-MIX ASPHALT SHOULDERS, 6 1/2"
- ⑯ PR EXCAVATING AND GRADING EXISTING SHOULDER
- ⑰ PR SHOULDER RUMBLE STRIPS, 8 INCH
- ⑱ PR AGGREGATE SHOULDERS, TYPE B (WEDGE)
- ⑲ PR PAVEMENT MARKING
- ⑳ PR STEEL PLATE BEAM GUARDRAIL, (TYPE A) 6 FOOT POST

**CONSTRUCTION SEQUENCE FOR HMA SHOULDERS 6 1/2"**

1. MILL EXISTING PAVEMENT 25'.
2. PLACE LEVELING BINDER ON MILLED PAVEMENT TO REDUCE MILLED SURFACE EXPOSURE 22'.
3. REMOVE EXISTING PAVED SHOULDER 1.5'
3. CONSTRUCT 6 1/2" HMA SHOULDERS.
4. FINISH WITH HMA SURFACE COURSE 1 1/2". PAVE HMA SHOULDERS MONOLITHICALLY WITH THE HMA SURFACE COURSE OF PAVEMENT.
5. THE TOTAL SHOULDER THICKNESS AFTER RESURFACING WILL BE 8".

**\*NOTE:**

SEE SUPERELEVATION TRANSITION DETAIL FOR TWO LANE HIGHWAY SHEET FOR SUPERELEVATION DATA.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Feb-06-2012 02:59:51PM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
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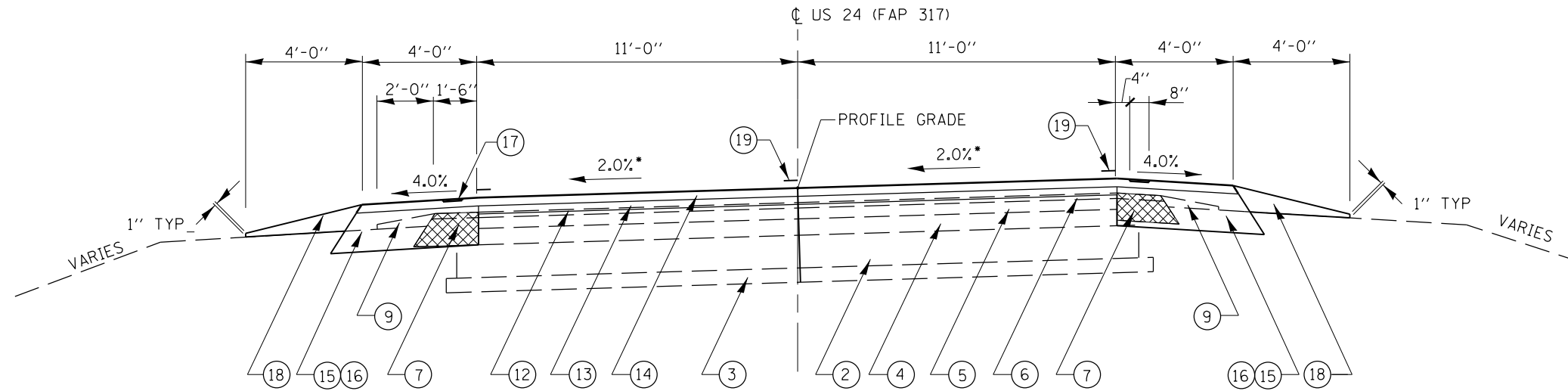
- ① EX PCC BASE COURSE (VARIABLE DEPTH)
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- ⑤ EX HOT-MIX ASPHALT OVERLAY (3")
- ⑥ EX HOT-MIX ASPHALT SURFACE COURSE (1 1/2")
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- ⑧ EX LEVELING BINDER (VARIABLE THICKNESS)
- ⑨ EX AGGREGATE SHOULDERS, TYPE B
- ⑩ EX 9-6-9 CONCRETE PAVEMENT
- ⑪ EX OIL & CHIP SURFACE
- ⑫ PR HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑬ PR LEVELING BINDER (MACHINE METHOD), N70 (3/4")
- ⑭ PR HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N70 (1 1/2")
- ⑮ PR HOT-MIX ASPHALT SHOULDERS, 6 1/2"
- ⑯ PR EXCAVATING AND GRADING EXISTING SHOULDER
- ⑰ PR SHOULDER RUMBLE STRIPS, 8 INCH
- ⑱ PR AGGREGATE SHOULDERS, TYPE B (WEDGE)
- ⑲ PR PAVEMENT MARKING
- ⑳ PR STEEL PLATE BEAM GUARDRAIL, (TYPE A) 6 FOOT POST

### CONSTRUCTION SEQUENCE FOR HMA SHOULDERS 6 1/2"

1. MILL EXISTING PAVEMENT 25'.
2. PLACE LEVELING BINDER ON MILLED PAVEMENT TO REDUCE MILLED SURFACE EXPOSURE 22'.
3. REMOVE EXISTING PAVED SHOULDER 1.5'
3. CONSTRUCT 6 1/2" HMA SHOULDERS.
4. FINISH WITH HMA SURFACE COURSE 1 1/2". PAVE HMA SHOULDERS MONOLITHICALLY WITH THE HMA SURFACE COURSE OF PAVEMENT.
5. THE TOTAL SHOULDER THICKNESS AFTER RESURFACING WILL BE 8".

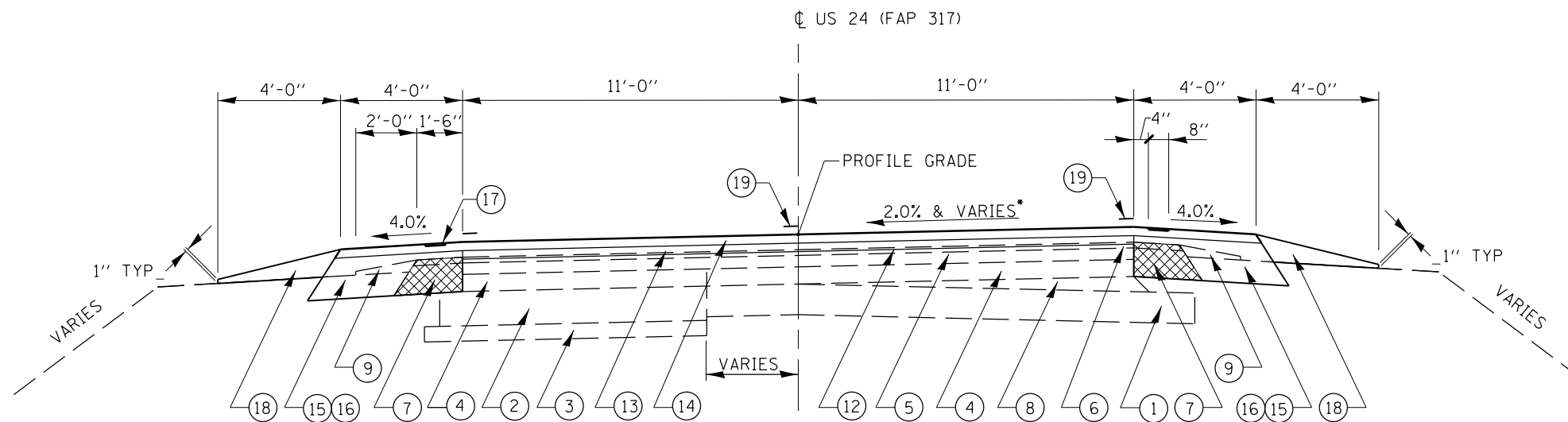
#### \*NOTE:

SEE SUPERELEVATION TRANSITION DETAIL  
FOR TWO LANE HIGHWAY SHEET FOR  
SUPERELEVATION DATA.



### TYPICAL SECTION # 3

STA 347+03.00 TO STA 370+86.00

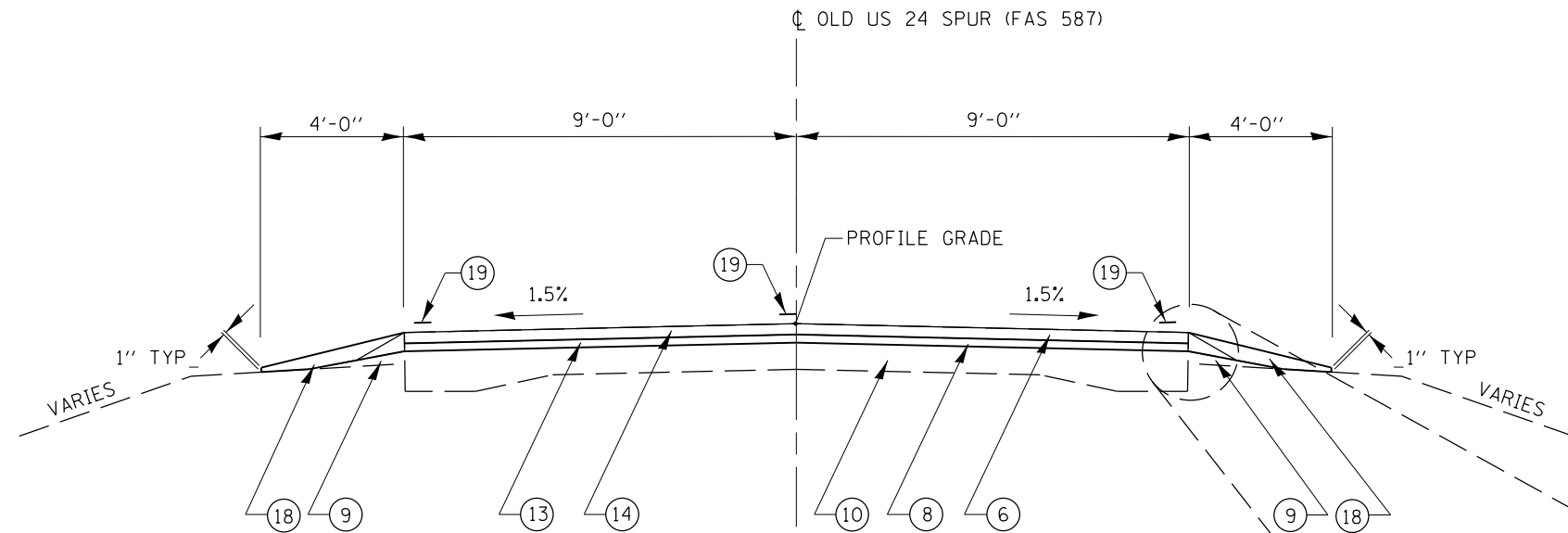


### TYPICAL SECTION # 4

STA 370+86.00 TO STA 373+58.10

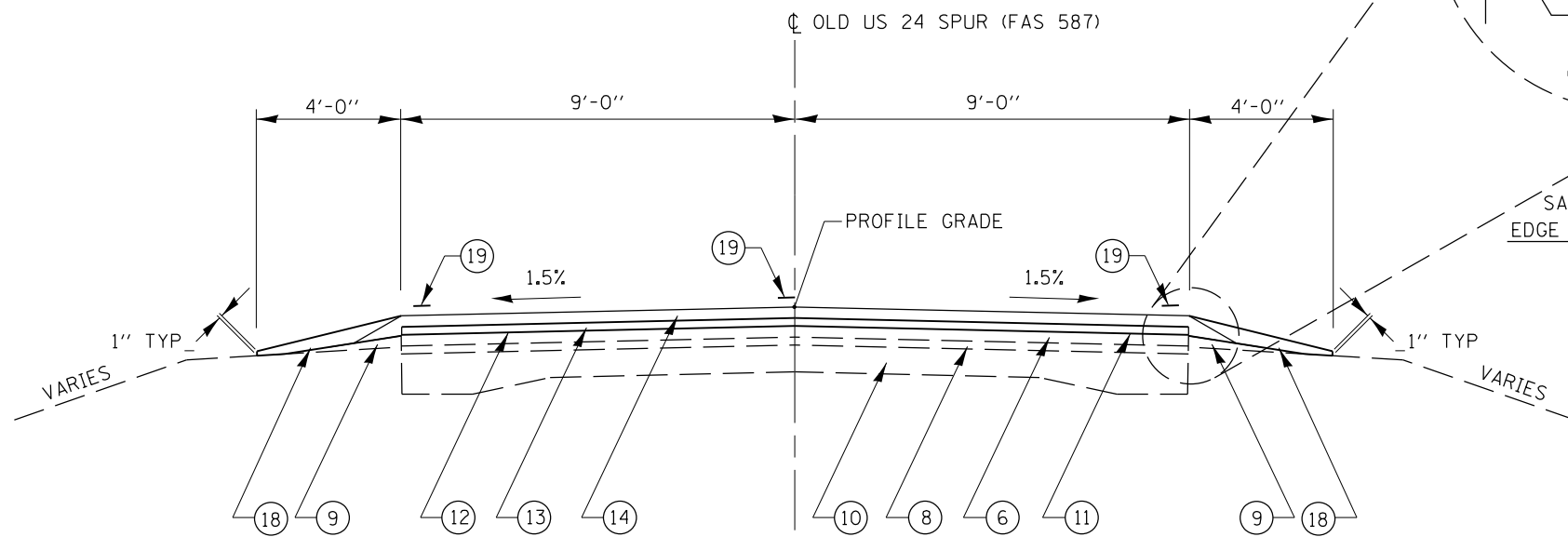
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		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	317	6RS-4	BROWN	23	6
		CHECKED -	REVISED -												
		DATE -	REVISED -												

ILLINOIS FED. AID PROJECT



**TYPICAL SECTION # 5**

STA 726+00.00 TO 733+78.80



**TYPICAL SECTION # 6**

STA 723+66.78 TO STA 726+00.00  
STA 738+71.92 TO STA 742+41.27

**LEGEND**

- ① EX PCC BASE COURSE (VARIABLE DEPTH)
- ② EX WATERBOUND MACADAM BASE COURSE (9")
- ③ EX SUBBASE GRANULAR MATERIAL TYPE A (MODIFIED)
- ④ EX HOT-MIX ASPHALT OVERLAY (4 1/2")
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- ⑩ EX 9-6-9 CONCRETE PAVEMENT
- ⑪ EX OIL & CHIP SURFACE
- ⑫ PR HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑬ PR LEVELING BINDER (MACHINE METHOD), N70 (3/4")
- ⑭ PR HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N70 (1 1/2")
- ⑮ PR HOT-MIX ASPHALT SHOULDERS, 6 1/2"
- ⑯ PR EXCAVATING AND GRADING EXISTING SHOULDER
- ⑰ PR SHOULDER RUMBLE STRIPS, 8 INCH
- ⑱ PR AGGREGATE SHOULDERS, TYPE B (WEDGE)
- ⑲ PR PAVEMENT MARKING
- ⑳ PR STEEL PLATE BEAM GUARDRAIL, (TYPE A) 6 FOOT POST

**CONSTRUCTION SEQUENCE FOR HMA SHOULDERS 6 1/2"**

1. MILL EXISTING PAVEMENT 25'.
2. PLACE LEVELING BINDER ON MILLED PAVEMENT TO REDUCE MILLED SURFACE EXPOSURE 22'.
3. REMOVE EXISTING PAVED SHOULDER 1.5'
3. CONSTRUCT 6 1/2" HMA SHOULDERS.
4. FINISH WITH HMA SURFACE COURSE 1 1/2". PAVE HMA SHOULDERS MONOLITHICALLY WITH THE HMA SURFACE COURSE OF PAVEMENT.
5. THE TOTAL SHOULDER THICKNESS AFTER RESURFACING WILL BE 8".

**\*NOTE:**

SEE SUPERELEVATION TRANSITION DETAIL FOR TWO LANE HIGHWAY SHEET FOR SUPERELEVATION DATA.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 72884									
PLOT DATE = Feb-06-2012 02:59:52PM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
				SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				

## LEGEND

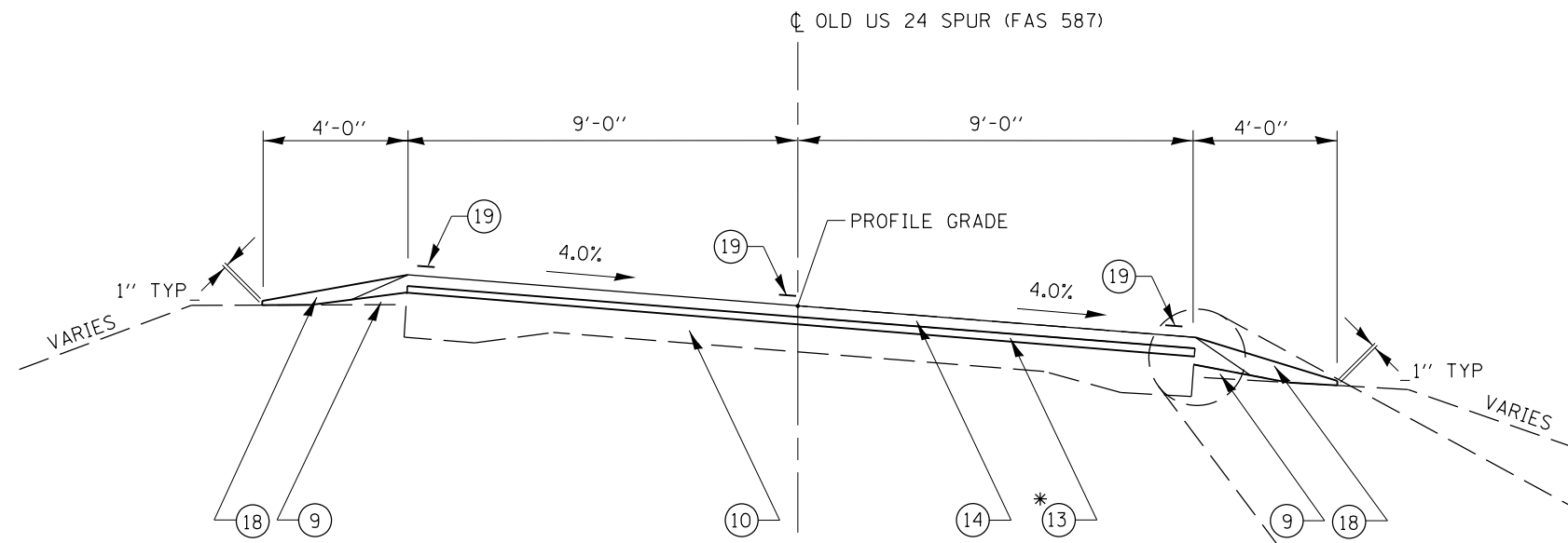
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- ⑨ EX AGGREGATE SHOULDERS, TYPE B
- ⑩ EX 9-6-9 CONCRETE PAVEMENT
- ⑪ EX OIL & CHIP SURFACE
- ⑫ PR HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑬ PR LEVELING BINDER (MACHINE METHOD), N70 (3/4")
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- ⑮ PR HOT-MIX ASPHALT SHOULDERS, 6 1/2"
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- ⑱ PR AGGREGATE SHOULDERS, TYPE B (WEDGE)
- ⑲ PR PAVEMENT MARKING
- ⑳ PR STEEL PLATE BEAM GUARDRAIL, (TYPE A) 6 FOOT POST

## CONSTRUCTION SEQUENCE FOR HMA SHOULDERS 6 1/2"

1. MILL EXISTING PAVEMENT 25'.
  2. PLACE LEVELING BINDER ON MILLED PAVEMENT TO REDUCE MILLED SURFACE EXPOSURE 22'.
  3. REMOVE EXISTING PAVED SHOULDER 1.5'
  3. CONSTRUCT 6 1/2" HMA SHOULDERS.
  4. FINISH WITH HMA SURFACE COURSE 1 1/2". PAVE HMA SHOULDERS MONOLITHICALLY WITH THE HMA SURFACE COURSE OF PAVEMENT.
5. THE TOTAL SHOULDER THICKNESS AFTER RESURFACING WILL BE 8".

### \*NOTE:

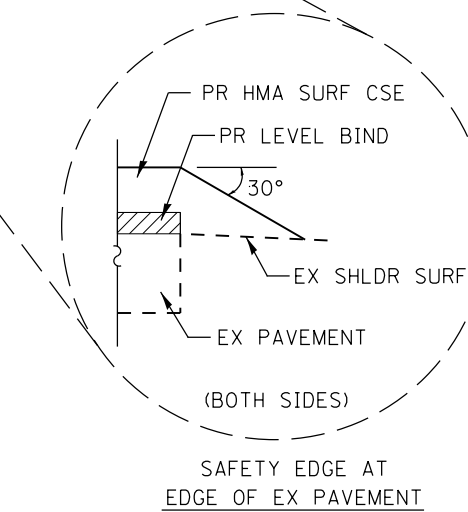
SEE SUPERELEVATION TRANSITION DETAIL FOR TWO LANE HIGHWAY SHEET FOR SUPERELEVATION DATA.



## TYPICAL SECTION # 7

STA 733+78.80 TO 738+71.92

\*PAVE AS DIRECTED BY ENGINEER. ADDITIONAL QUANTITY FIGURED IN SCHEDULE OF QUANTITIES.



FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\dot\sparksgw\0215228\0672884-sht-typical.dgn		DRAWN -	REVISED -		317	6RS-4	BROWN	23	8			
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72884			ILLINOIS FED. AID PROJECT				
PLOT DATE = Feb-06-2012 02:59:52PM		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.			



AGGREGATE SHOULDERS TYPE B				
LOCATION STATION TO STATION	DEPTH (FT)	LENGTH (FT)	WIDTH (FT)	(TONS)
FAP 317 (US 24)				
LEFT				
STA. 214+61.03 TO STA. 373+58.10	0.25	15,897.1	4	1207.0
RIGHT				
STA. 214+61.03 TO STA. 232+48.00	0.25	1,787.0	4	135.7
STA. 232+48.00 TO STA. 235+48.00	0.25	300.0	4	22.8
STA. 235+48.00 TO STA. 244+66.00	0.25	918.0	4	69.7
STA. 244+66.00 TO STA. 247+66.00	0.25	300.0	4	22.8
STA. 247+66.00 TO STA. 373+58.10	0.25	12,592.1	4	956.1
SUB TOTAL				2414
FAS 587 (US 24 SPUR)				
STA. 723+66.78 TO STA. 742+41.27	0.166	1874.49	4	142.3
SUB TOTAL				142
GRAND TOTAL				2556

HMA SURFACE REMOVAL, VARIABLE DEPTH			
LOCATION STATION TO STATION	LENGTH (FT)	WIDTH (FT)	QUANTITY (SQ YD)
FAP 317 (US 24)			
STA. 214+61.03 TO STA. 373+58.10	15,897.07	25	44,158.5
SUB TOTAL			44,158.5
FAS 587 (US 24 SPUR)			
STA. 723+66.78 TO STA. 726+24.52	257.74	VARIES	1104.6
STA. 736+90.76 TO STA. 742+41.27	550.51	VARIES	744.8
SUB TOTAL			1849.4
GRAND TOTAL			46,008

SHORT-TERM PAVEMENT MARKING					
LOCATION STATION TO STATION	LENGTH (FT)	SPACING	NUMBER OF APPLICATIONS	SHORT-TERM PAVE MARK (FT)	WORK ZONE PAVE MARK REM (SQ FT)
FAP 317 (US 24)					
STA. 214+61.03 TO STA. 373+58.10	15,897.1	4' / 40'	3	4781.1	529
TOTAL:				4781.1	529

PAVEMENT MARKING				
LOCATION STATION TO STATION	LENGTH (FT)	PAINT PAVEMENT MARKING - LINE 5" (FT)	PAINT PAVEMENT MARKING - LINE 5" (FT)	TEMPORARY PAVEMENT MARKING LINE - 5"
FAP 317 (US 24)				
CL				
STA. 214+61.03 TO STA. 373+58.10	15897.1	EDGE LINE	SKIP-DASH	SKIP-DASH
		WHITE	YELLOW	YELLOW
			3984	3984
RIGHT				
STA. 214+61.03 TO STA. 223+00.00	839.0	839.0		839.0
STA. 223+59.00 TO STA. 317+59.00	9400.0	9400.0		9400.0
STA. 318+66.00 TO STA. 350+09.00	3143.0	3143.0		3143.0
STA. 351+34.00 TO STA. 363+71.00	1237.0	1237.0		1237.0
STA. 364+98.00 TO STA. 373+58.10	860.1	860.1		860.1
LEFT				
STA. 214+61.03 TO STA. 222+26.00	765.0	765.0		765.0
STA. 222+94.00 TO STA. 279+20.00	5626.0	5626.0		5626.0
STA. 280+48.00 TO STA. 313+90.00	3342.0	3342.0		3342.0
STA. 315+11.00 TO STA. 317+82.00	271.0	271.0		271.0
STA. 318+93.00 TO STA. 349+26.00	3033.0	3033.0		3033.0
STA. 350+49.00 TO STA. 373+58.10	2309.1	2309.1		2309.1
SUB TOTAL		30,825.1	3,984.3	34,809.4
FAP 587 (US 24 SPUR)				
CL				
STA. 723+66.78 TO STA. 742+41.27	1874.5		470	0
RIGHT				
STA. 723+66.78 TO STA. 728+54.95	488.2	488.2		0
STA. 728+83.05 TO STA. 742+41.27	1358.2	1358.2		0
LEFT				
STA. 723+66.78 TO STA. 731+49.75	783.0	783.0		0
STA. 731+76.25 TO STA. 734+42.10	265.9	265.9		0
STA. 734+79.90 TO STA. 738+30.55	350.7	350.7		0
STA. 738+59.20 TO STA. 739+30.80	71.6	71.6		0
STA. 739+30.80 TO STA. 742+41.27	310.5	310.5		0
SUB TOTAL		3627.9	470	0
TOTAL		34,453.1	4,454.3	34,809.4

RAISED REFLECTIVE PAVEMENT MARKERS SCHEDULE			
LOCATION STATION TO STATION	LENGTH (FT)	TWO-WAY AMBER (EACH)	REMOVAL (EACH)
FAP 317 (US 24)			
STA. 214+61.03 TO STA. 373+58.10	15897.1	199	199
TOTAL		199	199

CONSTRUCTING TEST STRIP	
LOCATION	QUANTITY (L SUM)
JOBSITE	1

FIELD OFFICE	
LOCATION	QUANTITY (CAL MO)
JOBSITE	6

MOBILIZATION	
LOCATION	QUANTITY (L SUM)
JOBSITE	1

SHOULDERS							
LOCATION STATION TO STATION	LENGTH (FT)	PROPOSED SHOULDER WIDTH (FT)	HMA SHLDR 6 1/2" (SQ YD)	EXCAVATING & GRADING EX SHLDR (UNIT)	PAVED SHLDR REM WIDTH (FT)	PAVED SHOULDER REMOVAL (SQ YD)	
FAP 317 (US 24)							
LEFT							
STA. 214+26.03 TO STA. 214+88.03	62.00	VARIABLES	18.3	0.6	1.5	10.3	
STA. 214+88.03 TO STA. 222+26.65	738.62	4	328.3	7.4	1.5	123.1	
STA. 222+26.65 TO STA. 222+94.10	LT 23, RT 53	4	33.8	0.8	0.0	0.0	
STA. 222+94.10 TO STA. 279+19.88	5625.78	4	2500.3	56.3	1.5	937.6	
STA. 279+19.88 TO STA. 280+47.48	LT 104, RT 6	4	76.0	1.7	0.0	0.0	
STA. 280+47.48 TO STA. 313+90.13	3342.65	4	1485.6	33.4	1.5	557.1	
STA. 313+90.13 TO STA. 315+11.04	LT 38, RT 66	4	46.2	1.0	0.0	0.0	
STA. 315+11.04 TO STA. 317+82.75	271.71	4	120.8	2.7	1.5	45.3	
STA. 317+82.75 TO STA. 318+92.77	LT 90, RT 53	4	63.6	1.4	0.0	0.0	
STA. 318+92.77 TO STA. 349+26.21	3033.44	4	1348.2	30.3	1.5	505.6	
STA. 349+26.21 TO STA. 350+48.93	LT 78, RT 11	4	85.8	1.9	0.0	0.0	
STA. 350+48.93 TO STA. 373+31.10	2282.17	4	1014.3	22.8	1.5	380.4	
STA. 373+31.10 TO STA. 373+93.10	62.00	VARIABLES	18.3	0.6	1.5	10.3	
RIGHT							
STA. 214+26.03 TO STA. 214+88.03	62.00	VARIABLES	18.3	0.6	1.5	10.3	
STA. 214+88.03 TO STA. 223+00.12	812.09	4	360.9	8.1	1.5	135.3	
STA. 223+00.12 TO STA. 223+58.35	LT 54, RT 33	4	38.7	0.9	0.0	0.0	
STA. 223+58.35 TO STA. 232+48.00	889.65	4	395.4	8.9	1.5	148.3	
STA. 232+48.00 TO STA. 235+48.00	300.00	8	266.7	3.0	1.5	50.0	
STA. 235+48.00 TO STA. 244+66.00	918.00	4	408.0	9.2	1.5	153.0	
STA. 244+66.00 TO STA. 247+66.00	300.00	8	266.7	3.0	1.5	50.0	
STA. 247+66.00 TO STA. 317+59.34	6993.34	4	3108.2	69.9	1.5	1165.6	
STA. 317+59.34 TO STA. 318+65.96	LT 51, RT 92	4	63.6	1.4	0.0	0.0	
STA. 318+65.96 TO STA. 350+09.06	3143.10	4	1396.9	31.4	1.5	523.9	
STA. 351+33.32 TO STA. 363+71.04	1237.72	4	550.1	12.4	1.5	206.3	
STA. 364+98.09 TO STA. 373+31.10	833.01	4	370.2	8.3	1.5	138.8	
STA. 373+31.10 TO STA. 373+93.10	62.00	VARIABLES	18.3	0.6	1.5	10.3	
		<b>SUB TOTAL</b>	<b>14,401.3</b>	<b>318.9</b>	<b>28.5</b>	<b>5,161.5</b>	
FAS 587 (US 24 SPUR)							
LEFT & RIGHT							
STA. 723+66.78 TO STA. 724+53.89	87.11	4 / 4	101.3	0.0	0.0	0.0	
STA. 741+50.00 TO STA. 742+41.27	91.27	4 / 4	72.5	0.0	0.0	0.0	
		<b>SUB TOTAL</b>	<b>173.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
		<b>GRAND TOTAL</b>	<b>14,575.1</b>	<b>318.9</b>	<b>28.5</b>	<b>5,161.5</b>	

TEMPORARY RAMPS			
LOCATION STATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
FAP 317 (US 24)			
LEFT			
STA. 214+61.00	5.0	22.0	12.2
STA. 373+58.10	5.0	22.0	12.2
TRO35 E LT STA. 222+74.03	5.0	65.0	36.2
TRO35 E RT STA. 223+20.21	5.0	55.0	30.6
OLD US24 LT STA 279+69.33	5.0	125.0	69.5
CR 2(150E) LT STA 314+54.29	5.0	120.0	66.7
CR1100N RT STA 318+25.71	5.0	100.0	55.6
CR1100N LT STA 318+25.71	5.0	110.0	61.1
CR 200E MAIN ST LT STA 350+08	5.0	120.0	66.7
CE 200E MAIN ST RT STA 350+53	5.0	120.0	66.7
OLD US24 RT STA 364+50	5.0	125.0	69.5
		<b>SUB TOTAL</b>	<b>546.9</b>
FAS 587 (US 24 SPUR)			
CR 200E	5.0	23.0	12.8
9' LT STA. 734+40.00	5.0	18.0	10.0
		<b>SUB TOTAL</b>	<b>22.8</b>
		<b>TOTAL</b>	<b>569.7</b>

TRAFFIC CONTROL SURVEILLANCE		
LOCATION		QUANTITY (CAL DA)
JOBSITE		14

SHOULDER RUMBLE STRIP		
LOCATION STATION TO STATION		LENGTH (FT)
FAP 317 (US 24)		
LEFT		
STA. 214+61.03 TO STA. 222+26.65		765.62
STA. 223+58.35 TO STA. 231+92.78		834.43
STA. 232+66.19 TO STA. 238+85.50		619.31
STA. 239+54.55 TO STA. 279+19.88		3965.33
STA. 280+47.48 TO STA. 313+90.13		3342.65
STA. 315+11.04 TO STA. 317+82.26		271.22
STA. 318+92.77 TO STA. 349+26.21		3033.44
STA. 350+48.93 TO STA. 373+58.10		2309.17
RIGHT		
STA. 214+61.03 TO STA. 223+00.12		839.09
STA. 223+57.19 TO STA. 251+80.94		2823.75
STA. 252+25.91 TO STA. 317+59.34		6533.43
STA. 318+61.63 TO STA. 347+68.41		2906.78
STA. 348+31.63 TO STA. 350+13.39		181.76
STA. 351+29.72 TO STA. 363+76.96		1247.24
STA. 364+97.95 TO STA. 373+58.10		860.15
		<b>TOTAL</b>
		<b>30,533.4</b>

TRAFFIC CONTROL AND PROTECTION		
STANDARD NUMBER	FAP 317 (US 24) (L SUM)	FAS 587 (US 24 SPUR) (L SUM)
701201	0.8	0.2
701306	0.8	0.2
701326	0.8	0.2

PAVEMENT PATCHING			
LOCATION	US 24 SPUR	US 24	US 24
	TYPE II 9 INCH (SQ YD)	TYPE II 17 INCH (SQ YD)	TYPE III 17 INCH (SQ YD)
FAP 317 (US 24)	0	150	80
FAS 587 (US 24 SPUR)	50	0	0

PAVEMENT SCHEDULE								
LOCATION			HMA SURFACE	LEVELING	HMA SURFACE	BITUMINOUS	AGGREGATE	
STATION TO STATION	LENGTH (FT)	WIDTH (FT)	REMOVAL - BUTT JOINT (SQ YD)	BINDER (MM) (TON)	CSE MIX "C", N70 (1 1/2") (TON)	MATERIAL PRIME COAT (TON)	PRIME COAT (TON)	
<b>FAP 317 (US 24)</b>								
STA. 214+26.03 TO STA. 214+88.03	62.00	VARIES	97.2	6.4	15.9	0.07	0.38	
STA. 214+88.03 TO STA. 232+48.00	1,759.97	22 L.B./30 SURF	0	180.7	492.8	2.23	11.73	
STA. 232+48.00 TO STA. 235+48.00	300.00	22 L.B./30 SURF	0	30.8	106.4	0.48	2.53	
STA. 235+48.00 TO STA. 244+66.00	918.00	22 L.B./30 SURF	0	94.2	257.0	1.16	6.12	
STA. 244+66.00 TO STA. 247+66.00	300.00	22 L.B./30 SURF	0	30.8	106.4	0.48	2.5	
STA. 244+66.00 TO STA. 373+31.10	12,865.10	22 L.B./30 SURF	0	1,320.8	3602.2	16.30	85.77	
STA. 373+31.10 TO STA. 373+93.10	62.00	VARIES	97.2	6.4	15.9	0.07	0.38	
		<b>SUB TOTAL</b>	<b>194</b>	<b>1670</b>	<b>4597</b>	<b>20.8</b>	<b>109</b>	
<b>FAS 587 (US 24 SPUR)</b>								
STA. 723+66.78 TO STA. 731+80.66	813.88	VARIES	0	18.1	36.2	0.16	0.2	
STA. 731+80.66 TO STA. 733+78.80	198.14	18	0	16.6	34.1	0.2	0.8	
STA. 733+78.80 TO STA. 738+71.92	493.12	18	0	41.4	85.0	0.4	2.0	
STA. 738+71.92 TO STA. 741+50.39	278.47	18	0	23.4	48.0	0.2	1.1	
STA. 741+50.39 TO STA. 742+41.27	90.88	VARIES	0	18.1	36.2	0.16	0.2	
		<b>SUB TOTAL</b>	<b>0</b>	<b>159</b>	<b>240</b>	<b>1.1</b>	<b>4</b>	
		<b>GRAND TOTAL</b>	<b>*194</b>	<b>1,829</b>	<b>4,836</b>	<b>*22</b>	<b>*114</b>	

\*ADDITIONAL QUANTITIES OF THESE PAY ITEMS ARE INCLUDED IN THE ENTRANCE SCHEDULE.

TREE REMOVAL		
LOCATION		QUANTITY (UNIT)
<b>FAP 317 (US 24)</b>		
STA. 374+83	- 30' LT	39
	<b>TOTAL</b>	<b>39</b>

TELESCOPING STEEL SIGN SUPPORT	
LOCATION STATION	QUANTITY (FOOT)
<b>FAS 587 (US 24 SPUR)</b>	
<b>RIGHT</b>	
STA. 729+34.00	8
STA. 729+54.00	8
<b>LEFT</b>	
STA. 729+50.00	8
STA. 729+70.00	8
	<b>TOTAL</b>
	<b>32</b>

TERMINAL MARKERS, DIRECT APPLIED	
LOCATION STATION	QUANTITY (EACH)
<b>FAP 317 (US 24)</b>	
<b>RIGHT</b>	
STA. 232+48.00	1
STA. 235+48.00	1
STA. 244+66.00	1
STA. 247+66.00	1
	<b>TOTAL</b>
	<b>4</b>

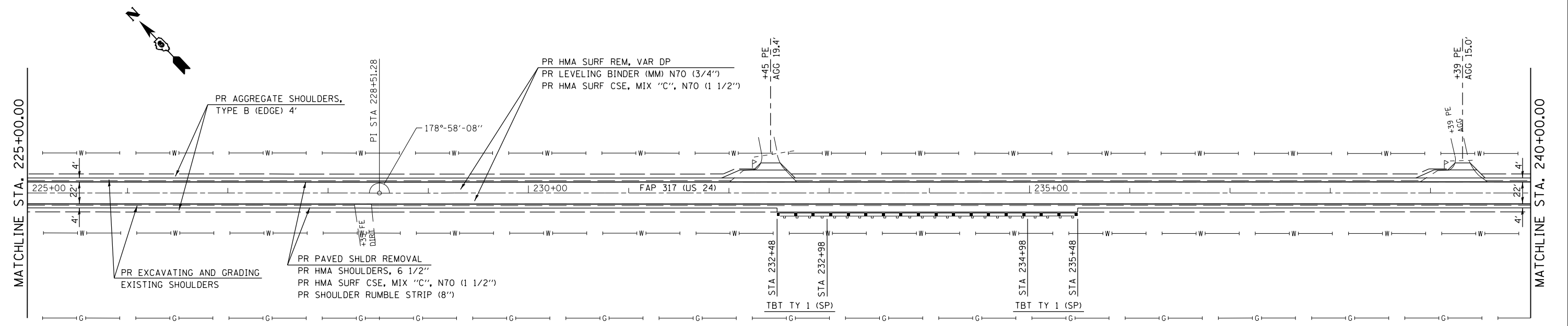
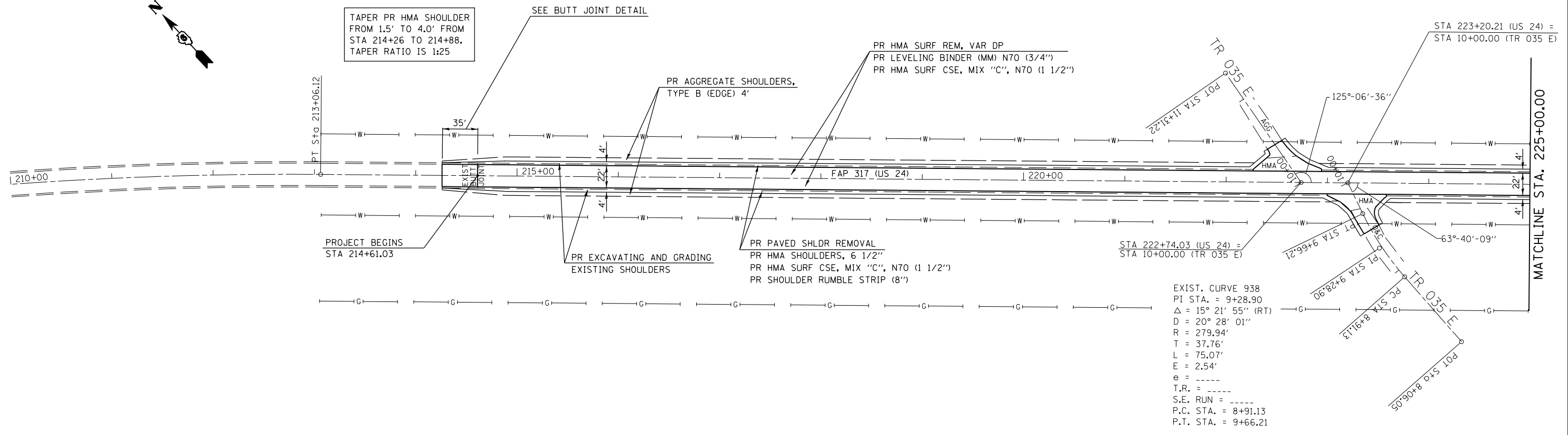
OBJECT MARKER - TYPE 3	
LOCATION STATION	QUANTITY (EACH)
<b>FAS 587 (US 24 SPUR)</b>	
<b>RIGHT</b>	
STA. 729+34.00	1
STA. 729+54.00	1
<b>LEFT</b>	
STA. 729+50.00	1
STA. 729+70.00	1
	<b>TOTAL</b>
	<b>4</b>

STEEL PLATE BEAM GUARDRAIL, (TYPE A), 6 FOOT POSTS			
LOCATION			LENGTH (FT)
<b>STATION TO STATION</b>			
<b>FAP 317 (US 24)</b>			
<b>RIGHT</b>			
STA. 232+98.00	TO	STA. 234+98.00	200.00
STA. 245+16.00	TO	STA. 247+16.00	200.00
		<b>TOTAL</b>	<b>400.00</b>

GUARDRAIL REMOVAL	
LOCATION	LENGTH (FT)
<b>STATION TO STATION</b>	
<b>FAP 317 (US 24)</b>	
<b>RIGHT</b>	
STA. 232+48.00 TO STA. 235+48.00	300.0
STA. 244+66.00 TO STA. 247+66.00	300.0
	<b>TOTAL</b>
	<b>600.0</b>

TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT			
LOCATION			QUANTITY (EACH)
<b>STATION TO STATION</b>			
<b>FAP 317 (US 24)</b>			
<b>RIGHT</b>			
STA. 232+48.00	TO	STA. 232+98.00	1.00
STA. 234+98.00	TO	STA. 235+48.00	1.00
STA. 244+66.00	TO	STA. 245+16.00	1.00
STA. 247+16.00	TO	STA. 247+66.00	1.00
		<b>TOTAL</b>	<b>4.00</b>

GUARDRAIL MARKERS, TYPE A	
LOCATION	QUANTITY (EACH)
<b>STATION TO STATION</b>	
<b>FAP 317 (US 24)</b>	
<b>RIGHT</b>	
STA. 232+48.00 TO STA. 235+48.00	4
STA. 244+66.00 TO STA. 247+66.00	4
	<b>TOTAL</b>
	<b>8</b>

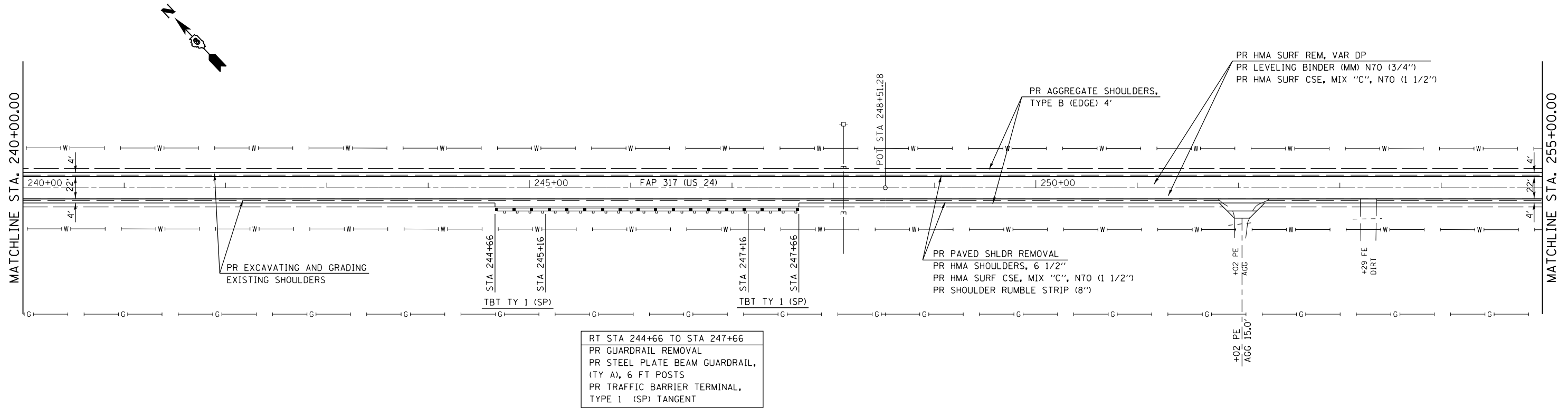


RT STA 232+98 TO STA 235+48  
 PR GUARDRAIL REMOVAL  
 PR STEEL PLATE BEAM GUARDRAIL, (TY A), 6 FT POSTS  
 PR TRAFFIC BARRIER TERMINAL, TYPE 1 (SP) TANGENT

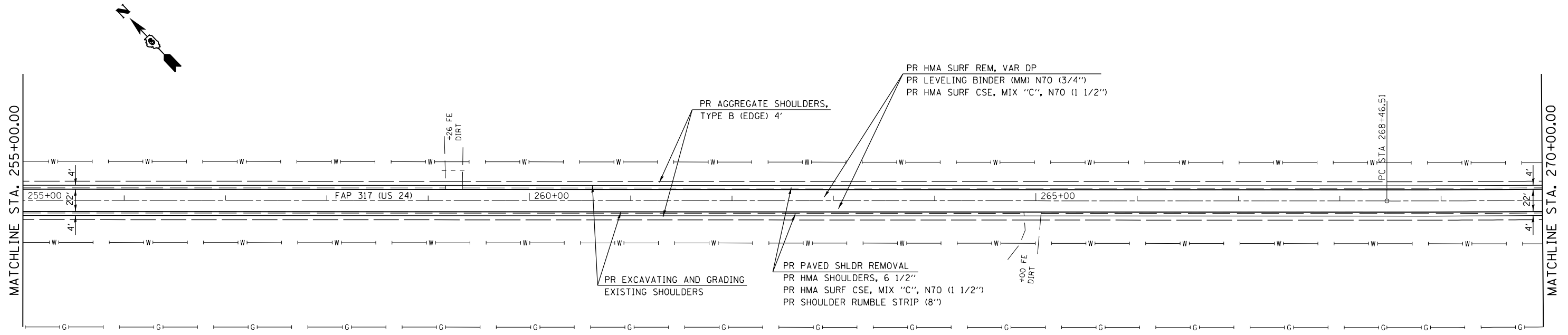
SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

THE TOP 1 1/2" OF HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE HMA SURFACE COURSE OF PAVEMENT.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 317 (US 24) PLAN SHEET 50 SCALE</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\sparksgw\10215228\0672884-sht-plan.dgn		DRAWN -	REVISED -		317	6RS-4	BROWN	23	12			
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72884							
PLOT DATE = Feb-06-2012 03:00:03PM		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



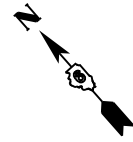
RT STA 244+66 TO STA 247+66  
 PR GUARDRAIL REMOVAL  
 PR STEEL PLATE BEAM GUARDRAIL,  
 (TY A), 6 FT POSTS  
 PR TRAFFIC BARRIER TERMINAL,  
 TYPE 1 (SP) TANGENT



SEE ENTRANCE DETAIL AND  
 SCHEDULES FOR ADDITIONAL  
 INFORMATION

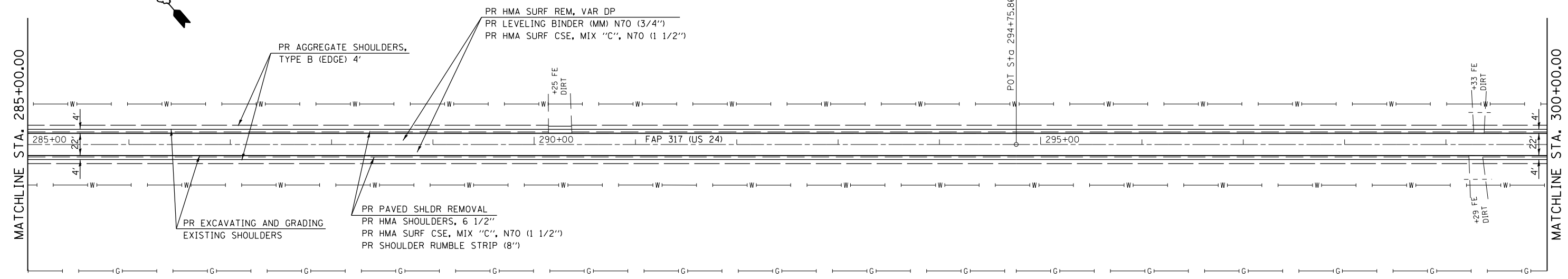
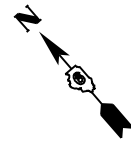
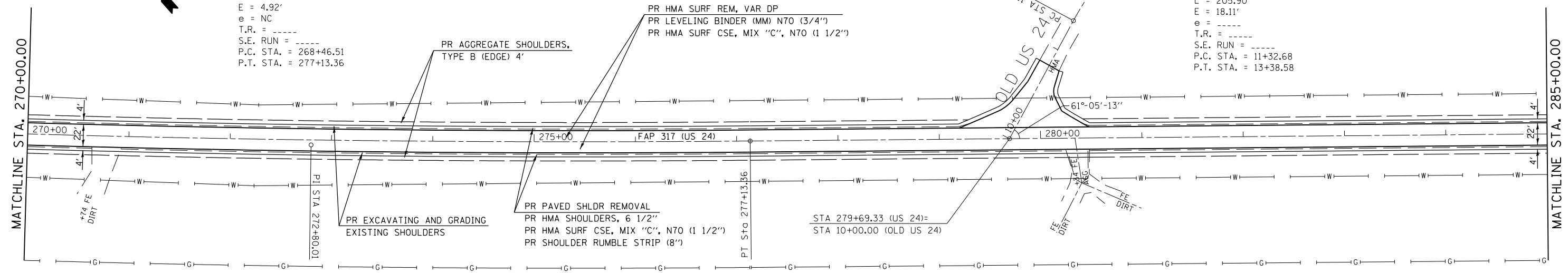
THE TOP 1 1/2" OF HMA SHOULDERS  
 SHALL BE PAVED MONOLITHICALLY WITH  
 THE HMA SURFACE COURSE OF PAVEMENT.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 317 (US 24) PLAN SHEET 50 SCALE</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ei:\pw\work\p\idot\sparksgw\10215228\0672884-sht-plan.dgn		DRAWN -	REVISED -		317	6RS-4	BROWN	23	13	CONTRACT NO. 72884			
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: 1"=50'			SHEET NO.	OF	SHEETS	STA.	TO	STA.
	PLOT DATE = Feb-06-2012 03:00:03PM	DATE -	REVISED -					ILLINOIS FED. AID PROJECT					



EXIST. CURVE 904  
 PI STA. = 272+80.01  
 $\Delta = 2^\circ 36' 01''$  (LT)  
 $R = 0^\circ 18' 00''$   
 $R = 19,100.32'$   
 $T = 433.50'$   
 $L = 866.85'$   
 $E = 4.92'$   
 $e = NC$   
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 268+46.51  
 P.T. STA. = 277+13.36

EXIST. CURVE 940  
 PI STA. = 12+39.67  
 $\Delta = 38^\circ 25' 56''$  (RT)  
 $D = 18^\circ 39' 56''$   
 $R = 306.96'$   
 $T = 106.99'$   
 $L = 205.90'$   
 $E = 18.11'$   
 $e = -----$   
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 11+32.68  
 P.T. STA. = 13+38.58



SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

THE TOP 1 1/2" OF HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE HMA SURFACE COURSE OF PAVEMENT.

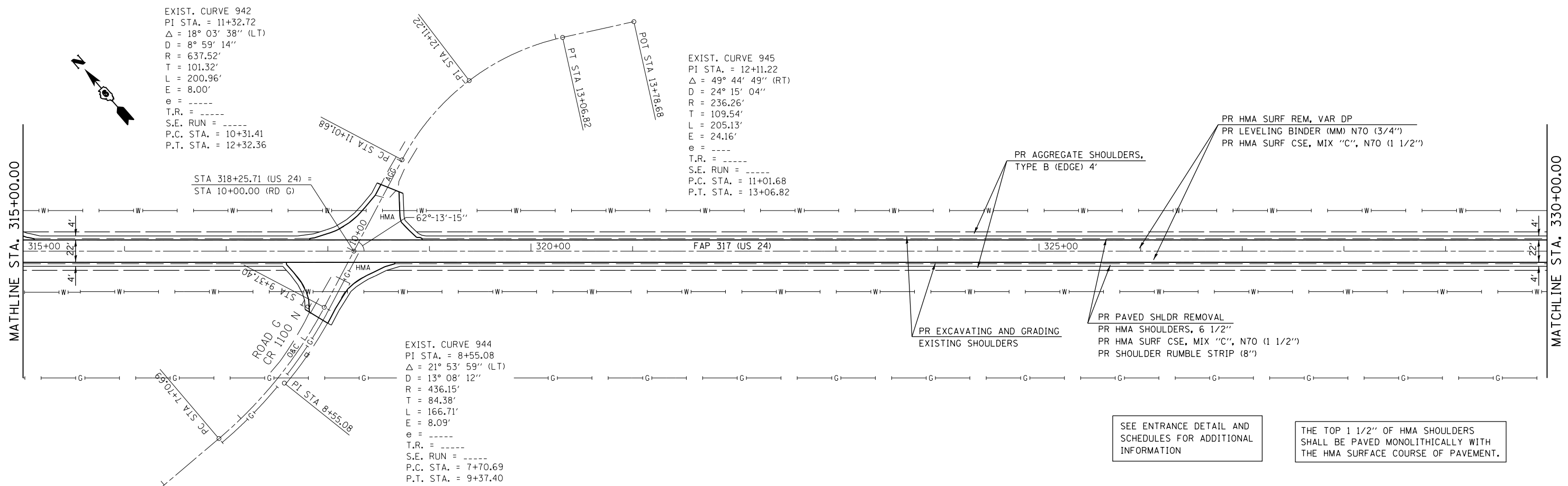
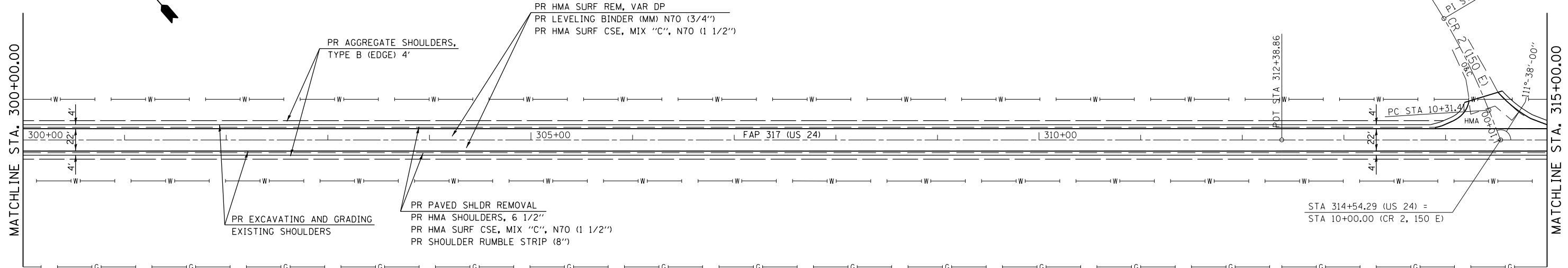
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
ci:\pwwork\pwwork\sparksgw\0215228\0672884-sht-plan.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -
	PLOT DATE = Feb-06-2012 03:00:04PM	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FAP 317 (US 24) PLAN SHEET  
 50 SCALE**

SCALE: 1"=50'      SHEET NO.    OF    SHEETS    STA.            TO STA.

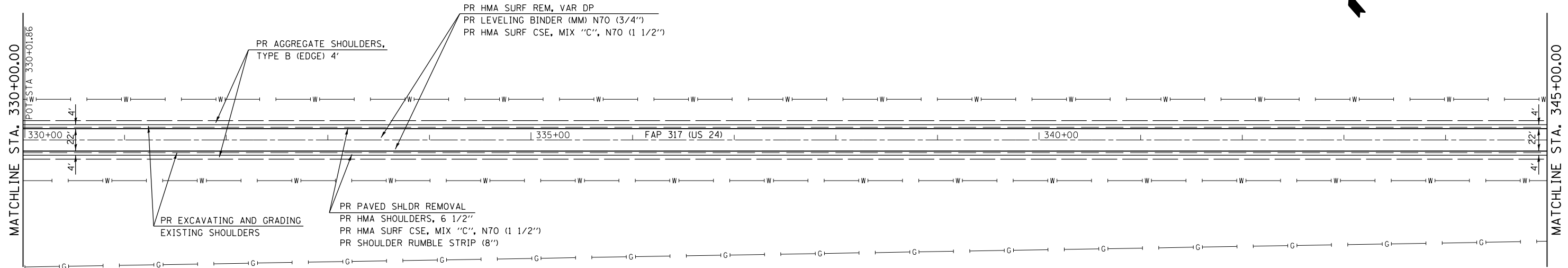
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	6RS-4	BROWN	23	14
CONTRACT NO. 72884			ILLINOIS FED. AID PROJECT	



SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

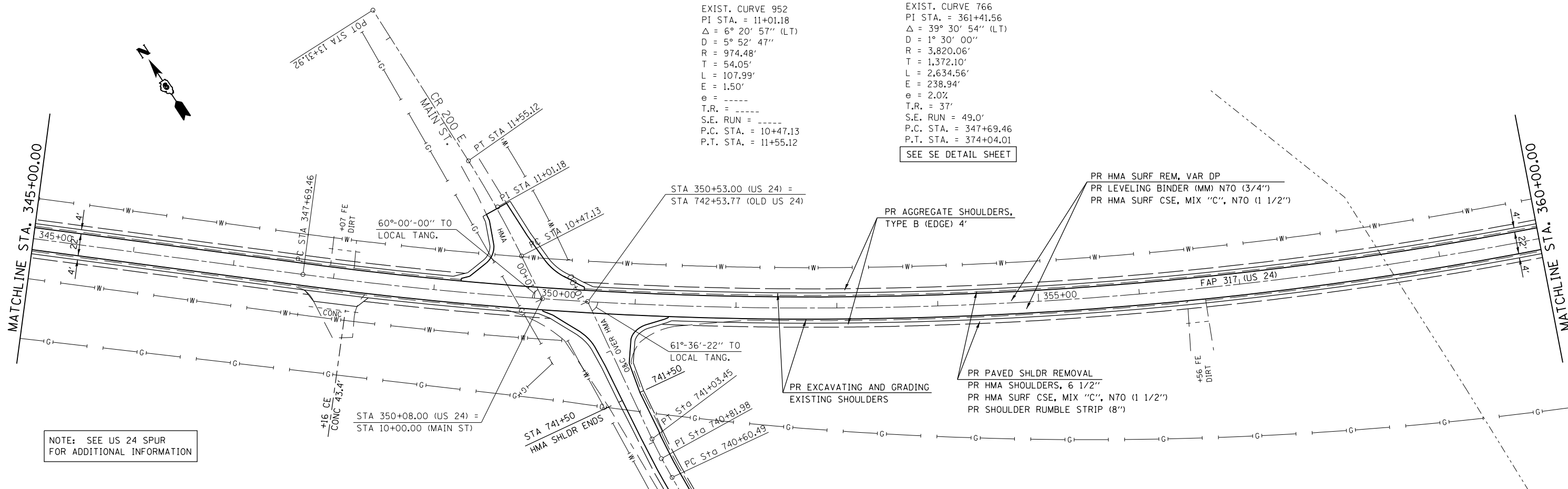
THE TOP 1 1/2" OF HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE HMA SURFACE COURSE OF PAVEMENT.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 317 (US 24) PLAN SHEET 50 SCALE</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw_work\pwidot\sparksgw\0215228\0672884-sht-plan.dgn		DRAWN -	REVISED -		317	6RS-4	BROWN	23	15			
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72884							
PLOT DATE = Feb-06-2012 03:00:04PM		DATE	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA.	TO	STA.		



SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

THE TOP 1 1/2" OF HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE HMA SURFACE COURSE OF PAVEMENT.



EXIST. CURVE 952  
 PI STA. = 11+01.18  
 $\Delta = 6^\circ 20' 57''$  (LT)  
 $D = 5^\circ 52' 47''$   
 $R = 974.48'$   
 $T = 54.05'$   
 $L = 107.99'$   
 $E = 1.50'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. \text{ RUN} = \text{-----}$   
 $P.C. \text{ STA.} = 10+47.13$   
 $P.T. \text{ STA.} = 11+55.12$

EXIST. CURVE 766  
 PI STA. = 361+41.56  
 $\Delta = 39^\circ 30' 54''$  (LT)  
 $D = 1^\circ 30' 00''$   
 $R = 3,820.06'$   
 $T = 1,372.10'$   
 $L = 2,634.56'$   
 $E = 238.94'$   
 $e = 2.0\%$   
 $T.R. = 37'$   
 $S.E. \text{ RUN} = 49.0'$   
 $P.C. \text{ STA.} = 347+69.46$   
 $P.T. \text{ STA.} = 374+04.01$

SEE SE DETAIL SHEET

NOTE: SEE US 24 SPUR FOR ADDITIONAL INFORMATION

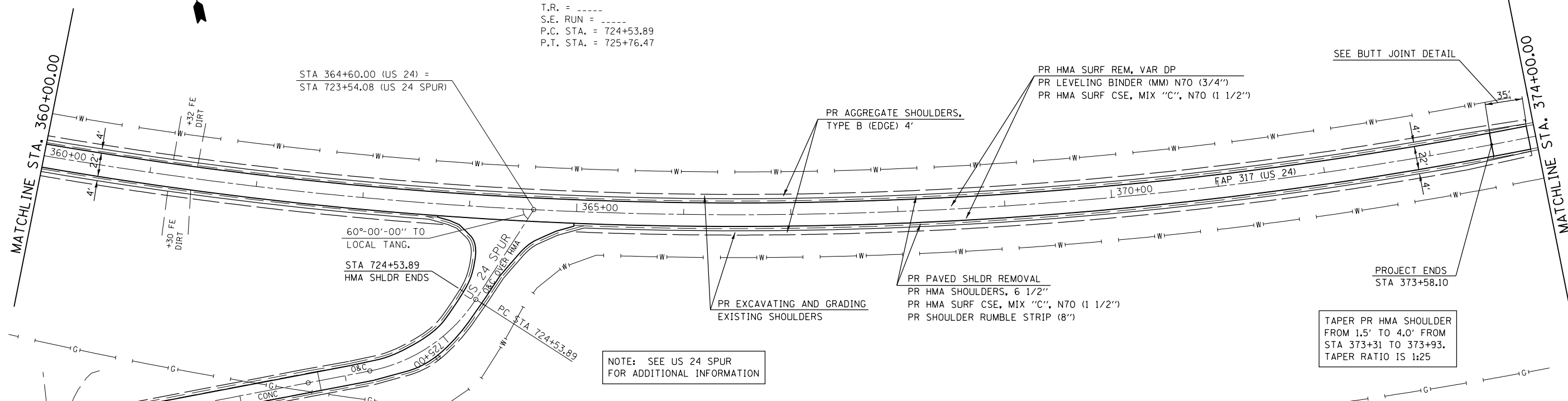
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 317 (US 24) PLAN SHEET 50 SCALE</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pwwork\pwwork\sparksgw\10215228\0672884-sht-plan.dgn		DRAWN -	REVISED -		317	6RS-4	BROWN	23	16			
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72884							
PLOT DATE = Feb-06-2012 03:00:05PM		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE: 1"=50'	SHEET NO.	OF SHEETS	STA.	TO STA.				



EXIST. CURVE 8953  
 PI STA. = 725+18.73  
 $\Delta = 46^\circ 12' 32''$  (RT)  
 $D = 37^\circ 41' 41''$   
 $R = 152.00'$   
 $T = 64.85'$   
 $L = 122.59'$   
 $E = 13.25'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. RUN = \text{-----}$   
 P.C. STA. = 724+53.89  
 P.T. STA. = 725+76.47

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

THE TOP 1 1/2" OF HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE HMA SURFACE COURSE OF PAVEMENT.



LT STA 374+83  
 TREE REMOVAL (OVER 15 UNITS DIAMETER)



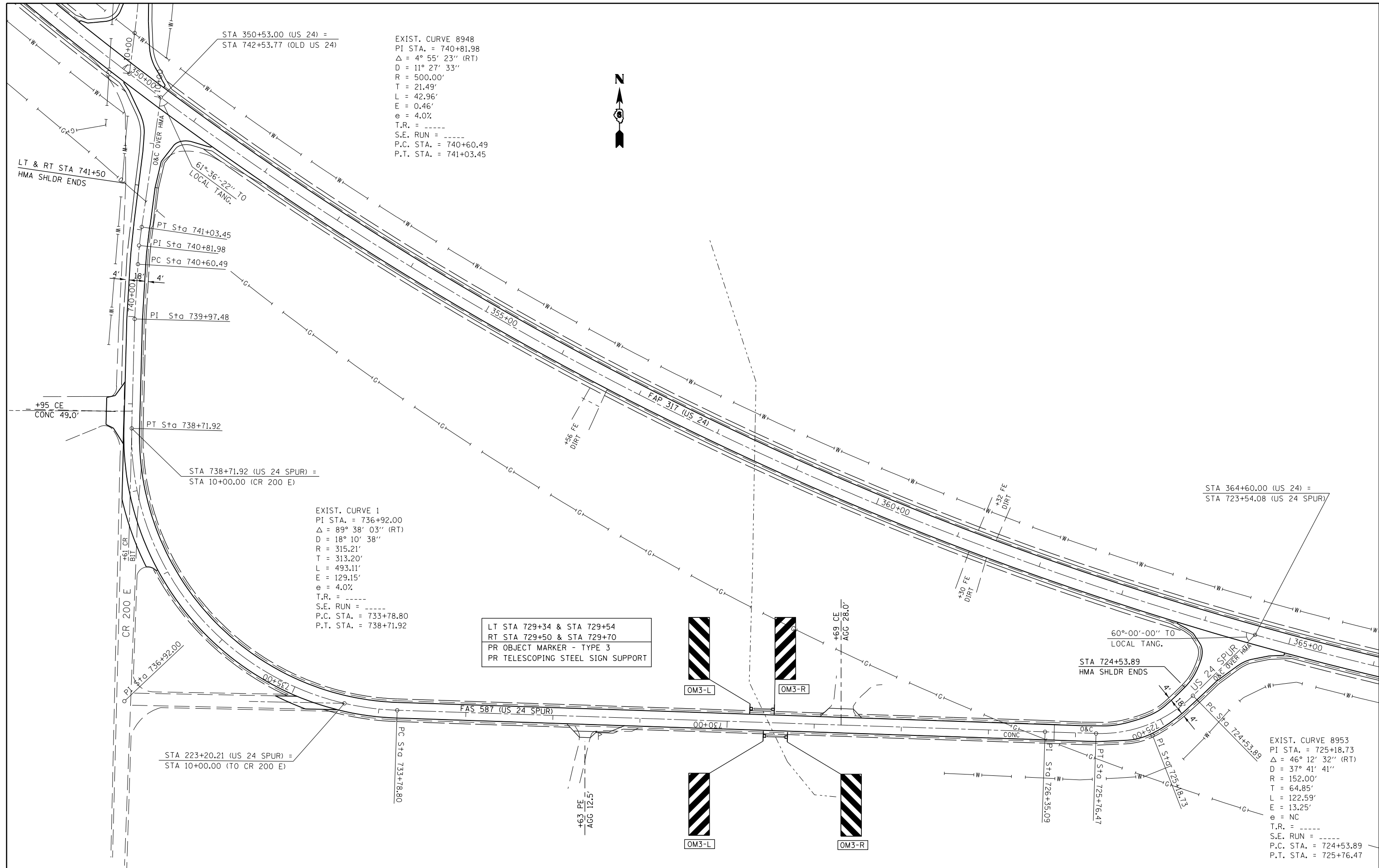
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c:\pwwork\p1dot\sparksgw\10215228\0672884-sht-plan.dgn		DRAWN -	REVISED -
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	PLOT DATE = Feb-06-2012 03:00:05PM	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FAP 317 (US 24) PLAN SHEET  
 50 SCALE**

SCALE: 1"=50'    SHEET NO.    OF    SHEETS    STA.    TO    STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	6RS-4	BROWN	23	17
CONTRACT NO. 72884				
ILLINOIS FED. AID PROJECT				



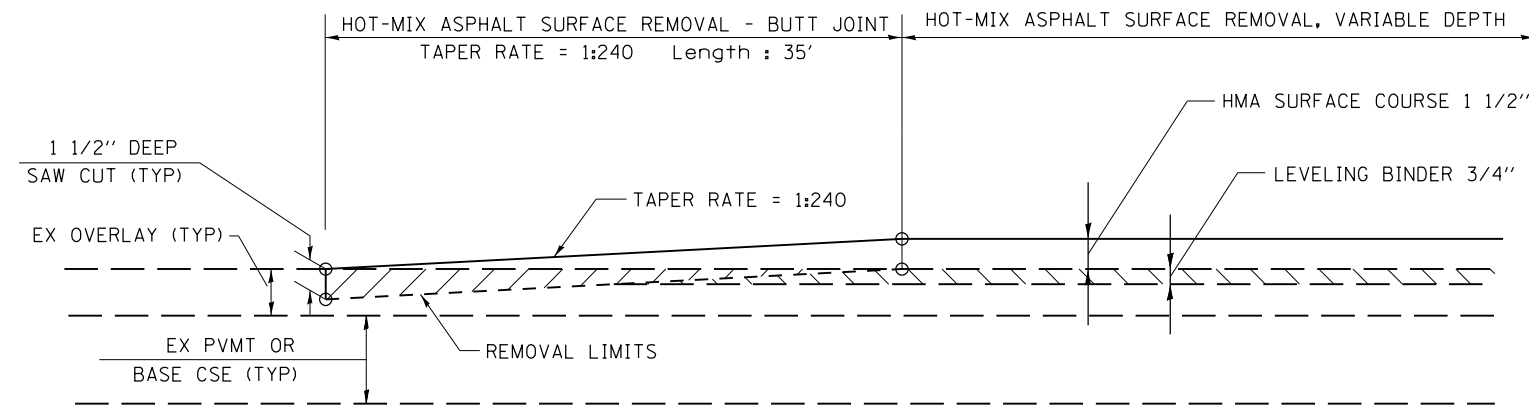
EXIST. CURVE 8948  
 PI STA. = 740+81.98  
 $\Delta = 4^\circ 55' 23''$  (RT)  
 D = 11° 27' 33"  
 R = 500.00'  
 T = 21.49'  
 L = 42.96'  
 E = 0.46'  
 e = 4.0%  
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 740+60.49  
 P.T. STA. = 741+03.45

EXIST. CURVE 1  
 PI STA. = 736+92.00  
 $\Delta = 89^\circ 38' 03''$  (RT)  
 D = 18° 10' 38"  
 R = 315.21'  
 T = 313.20'  
 L = 493.11'  
 E = 129.15'  
 e = 4.0%  
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 733+78.80  
 P.T. STA. = 738+71.92

LT STA 729+34 & STA 729+54  
 RT STA 729+50 & STA 729+70  
 PR OBJECT MARKER - TYPE 3  
 PR TELESCOPING STEEL SIGN SUPPORT

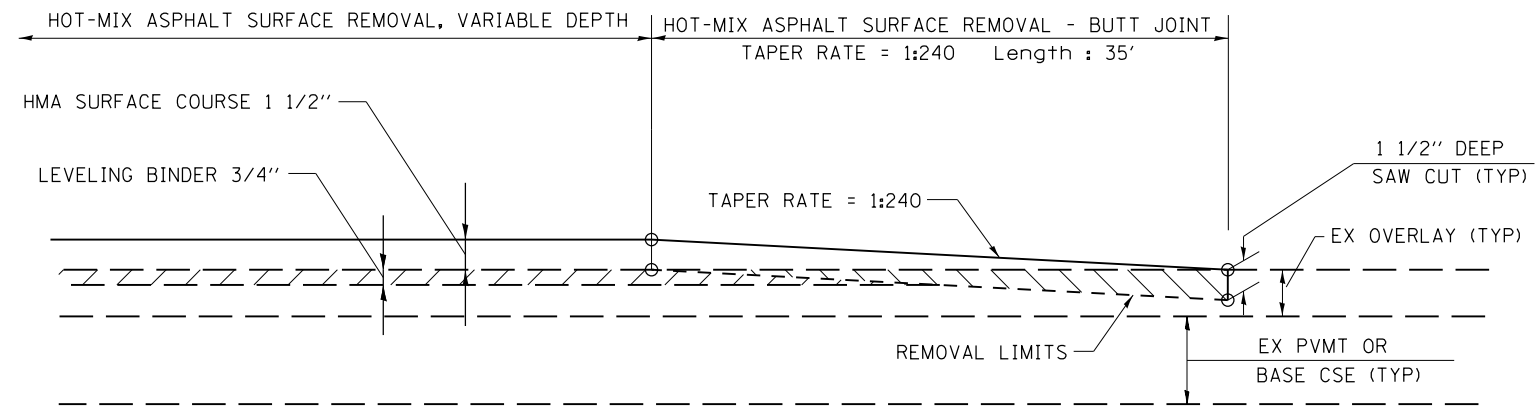
EXIST. CURVE 8953  
 PI STA. = 725+18.73  
 $\Delta = 46^\circ 12' 32''$  (RT)  
 D = 37° 41' 41"  
 R = 152.00'  
 T = 64.85'  
 L = 122.59'  
 E = 13.25'  
 e = NC  
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 724+53.89  
 P.T. STA. = 725+76.47

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAS 587 (US 24 SPUR) PLAN SHEET</b>			F.A.P. R.T.E. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\sparksgw\0215228\0672884-sht-plan.dgn		DRAWN -	REVISED -		<b>50 SCALE</b>			317	6RS-4	BROWN	23	18
		CHECKED -	REVISED -		SCALE:	SHEET	OF SHEETS	STA.	TO STA.	<b>CONTRACT NO.</b>		
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



**BUTT JOINT DETAIL #1**

STA 214+61.00 TO STA 214+96.00

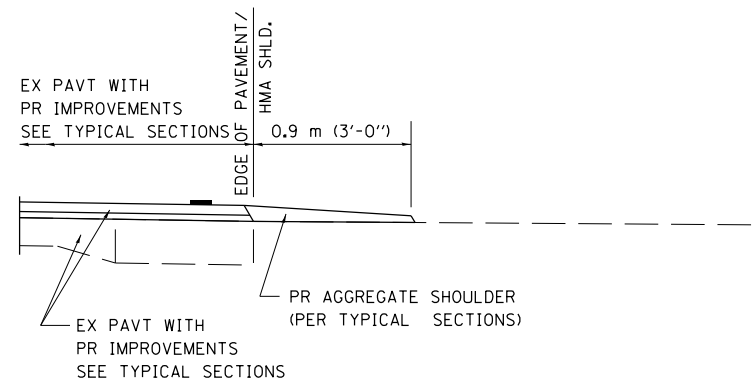


**BUTT JOINT DETAIL #2**

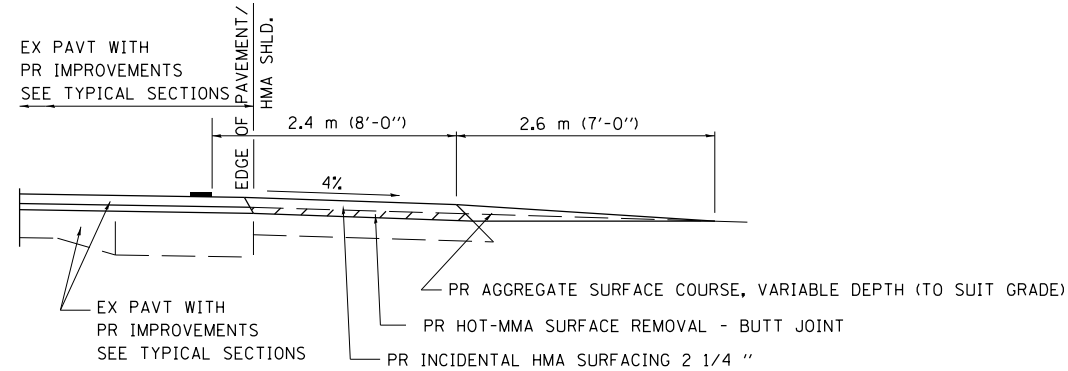
STA 373+58.10 TO STA 373+93.10

\* SAW CUT IS INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT, AND IS NOT TO BE PAID SEPARATELY.

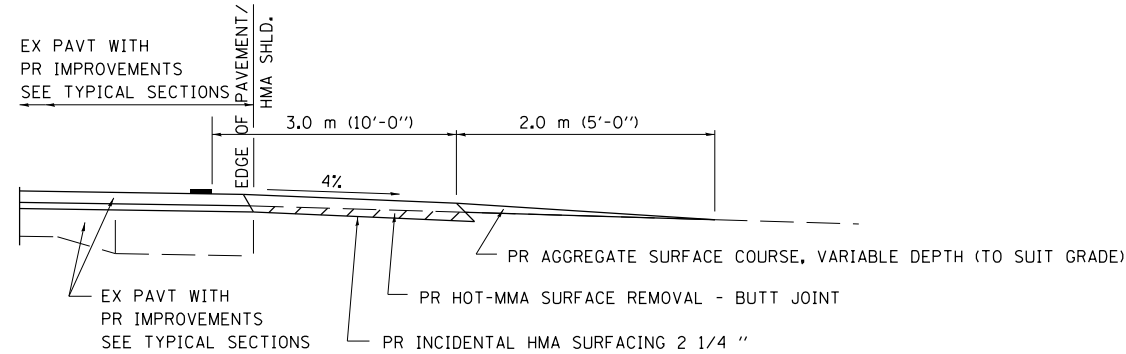
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT AND RAMP DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\sparksgw\0215228\0672884-sht-details.dgn		DRAWN -	REVISED -					317	6RS-4	BROWN	23	19
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72D78							
PLOT DATE = Feb-06-2012 03:00:08PM		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



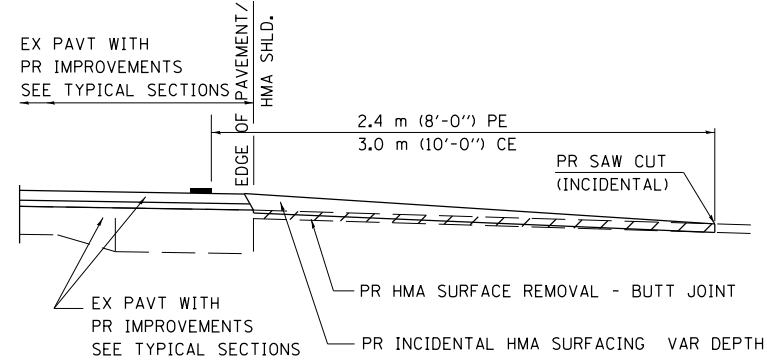
**SECTION A-A FOR EX EARTH/ AGGREGATE FE**



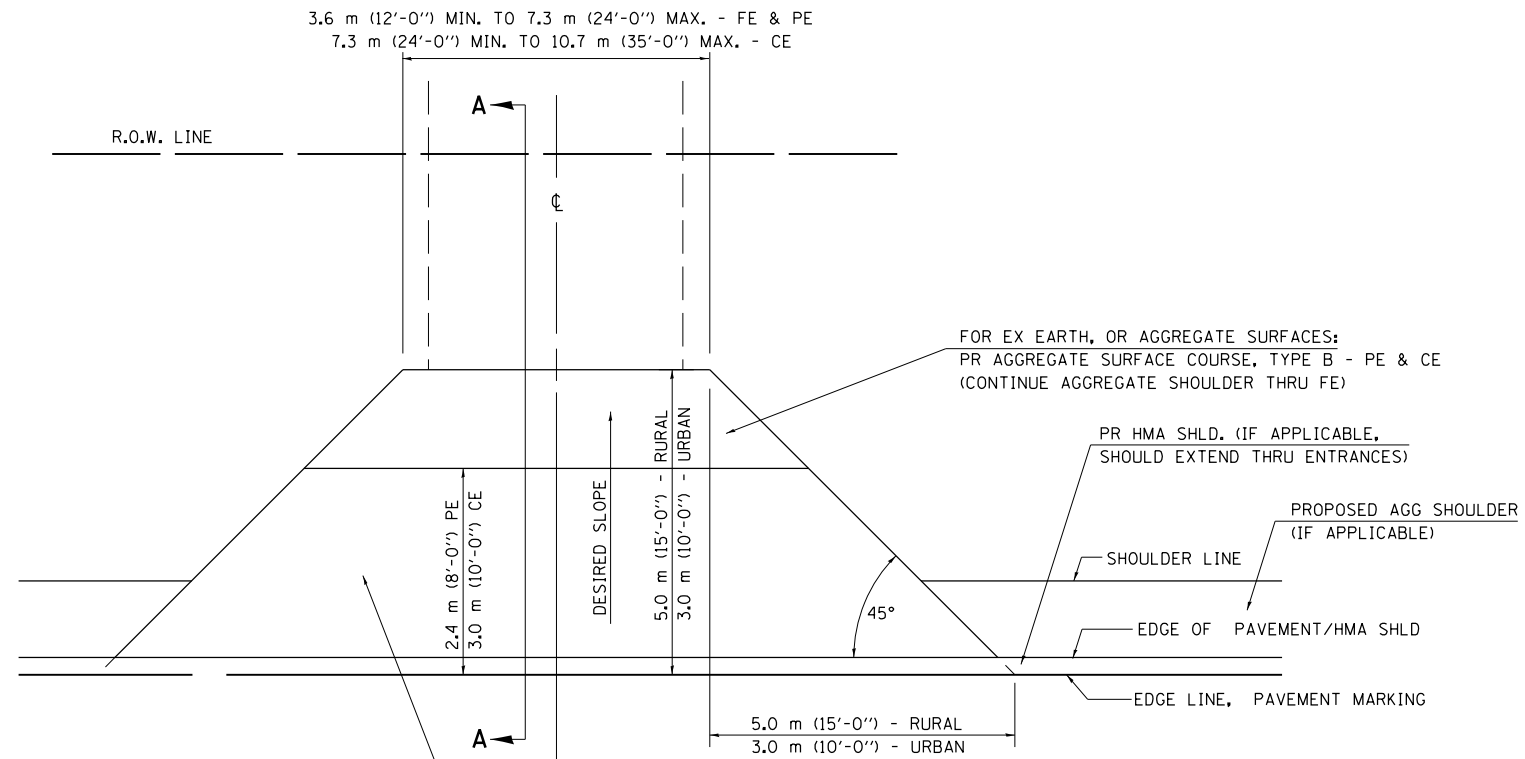
**SECTION A-A FOR EX EARTH/AGGREGATE PE WITH EXISTING HMA APRON**



**SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD WITH EXISTING HMA APRON**



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



FOR EX EARTH OR AGGREGATE SURFACES WITH HMA APRONS:  
 PR HMA SURFACE REMOVAL VD (IF APPLICABLE)  
 PR AGGREGATE SHOULDER THRU - FE  
 PR INCIDENTAL HMA SURF 90 mm (2 1/4 ") - PE  
 PR INCIDENTAL HMA SURF 90 mm (2 1/4 ") - CE

FOR EX HOT-MIX ASPHALT SURFACES:  
 PR HMA SURFACE REMOVAL - BUTT JOINT

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

FOR EX EARTH, OR AGGREGATE SURFACES:  
 PR AGGREGATE SURFACE COURSE, TYPE B - PE & CE  
 (CONTINUE AGGREGATE SHOULDER THRU FE)

**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.

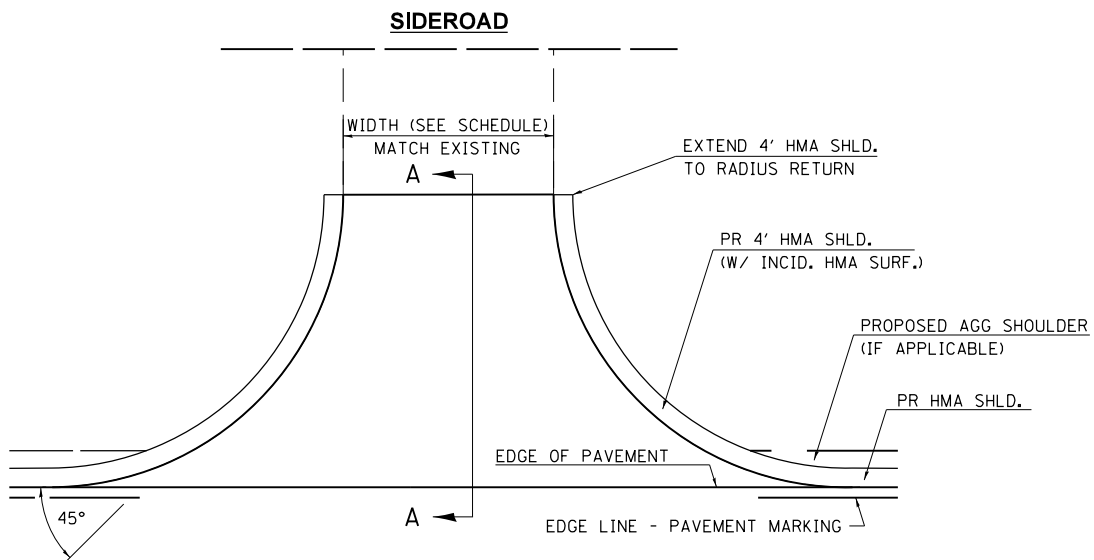
ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HOT-MIX ASPHALT 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 HOT-MIX ASPHALT 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 HOT-MIX ASPHALT SURFACE COURSE.

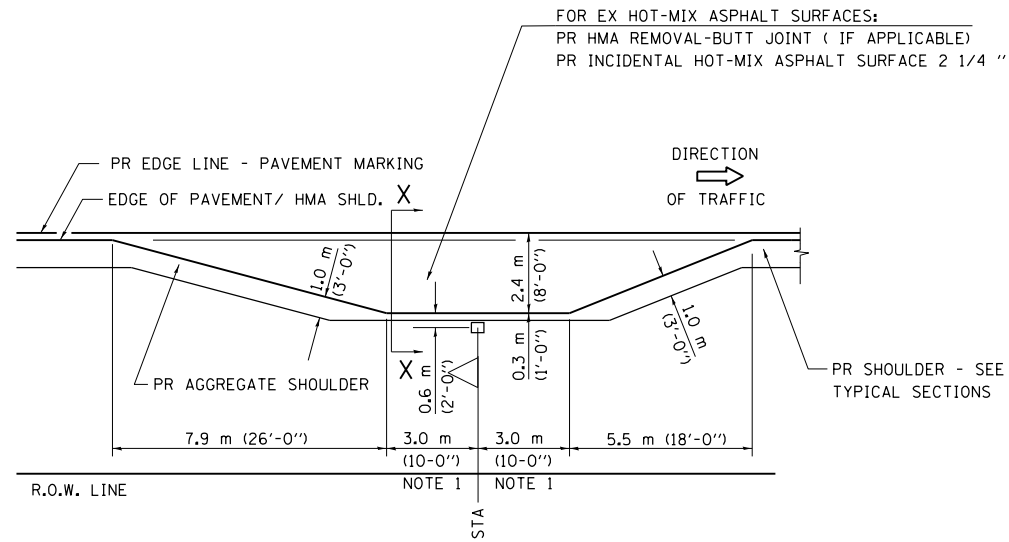
THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

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

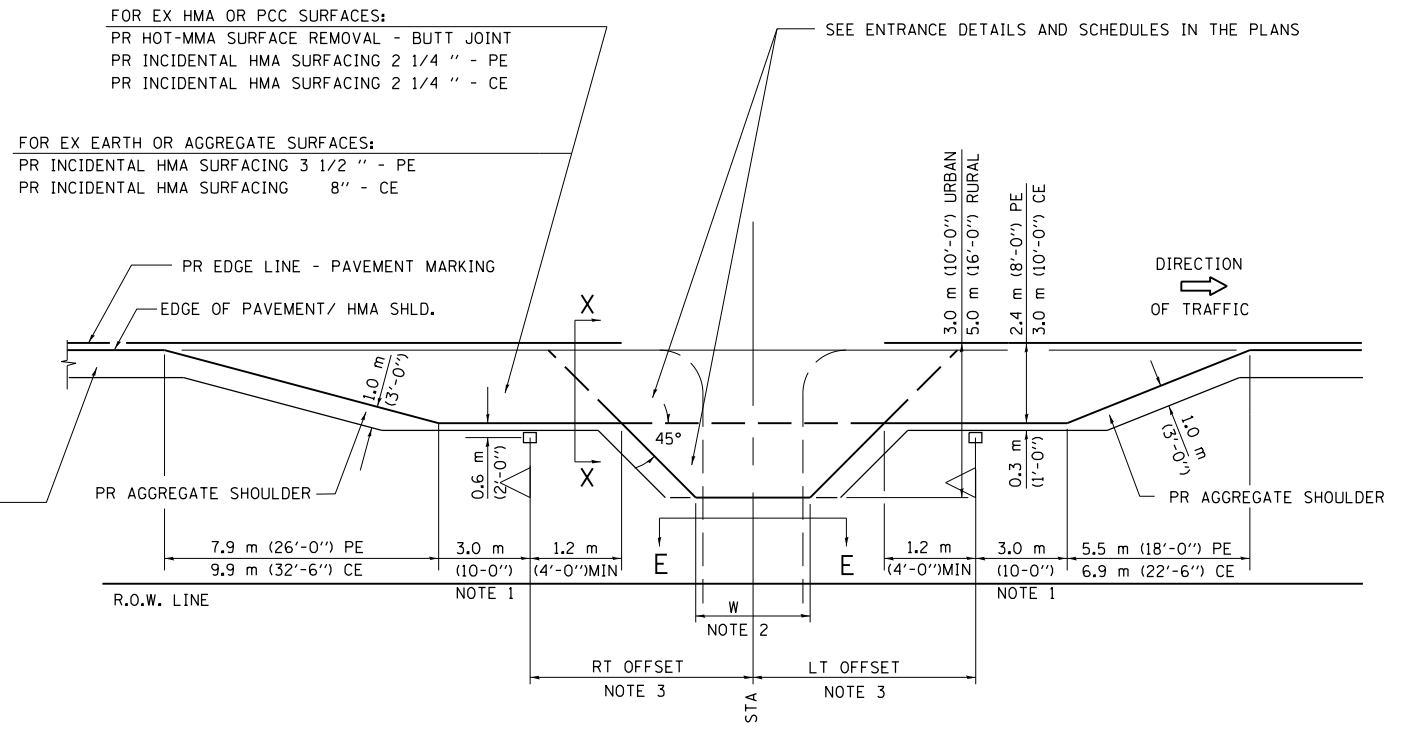


FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DIST. 6 DETAILS FOR RURAL/URBAN ENT., MAILBOX TURNOUT &amp; SIDEROADS W/O CONC. GUTTER (3P-PROJ.)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pwork\pwork\sparksgw\0215228\0672884-sht-details.dgn	DRAWN -	REVISED -	317			6RS-4	BROWN	23	20	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	CONTRACT NO. 72884							
PLOT DATE = Feb-06-2012 03:00:09PM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	

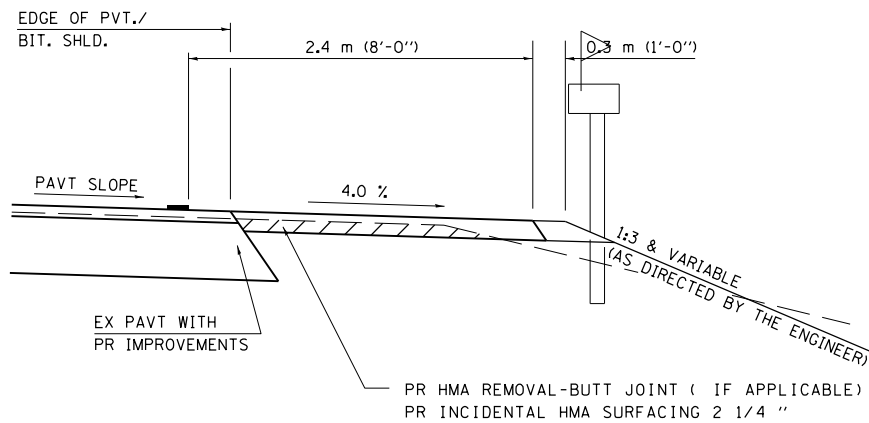
# DETAILS OF MAILBOX TURNOUTS



PLAN - MAILBOX TURNOUTS

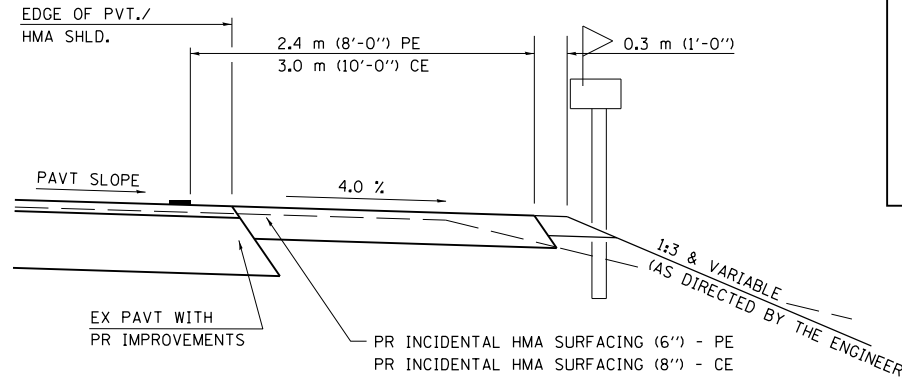


PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



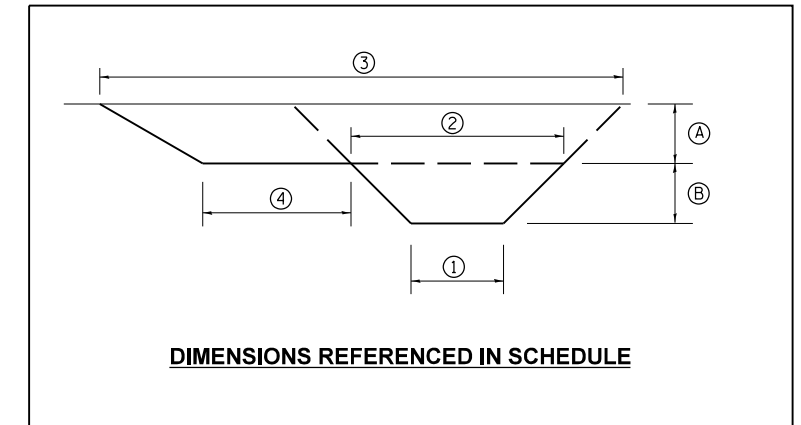
SECTION X-X THRU MAILBOX TURNOUT  
 ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH  
 EX EARTH, AGGREGATE, OR BITUMINOUS PE & FE

(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.)

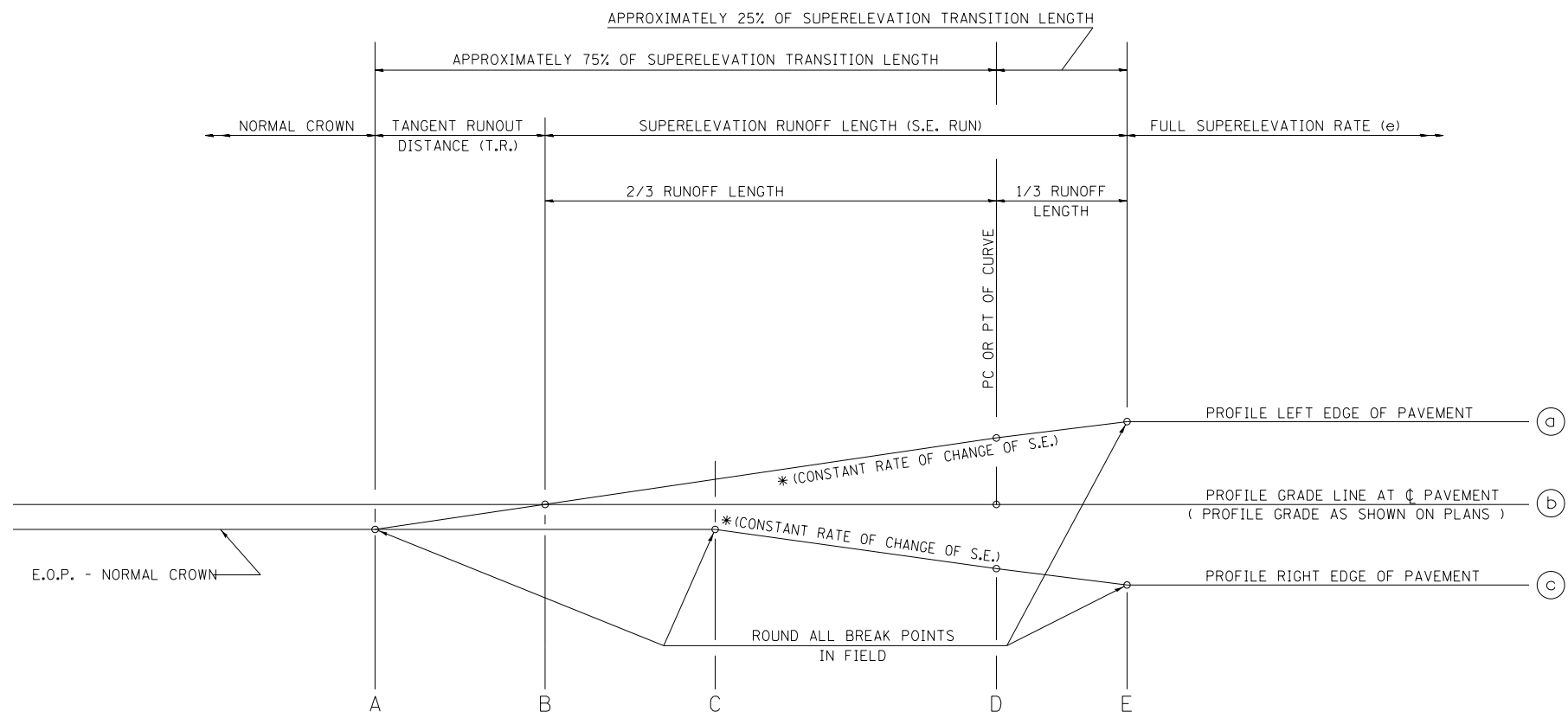


- NOTE 1 IF MORE THAN ONE MAILBOX IS PRESENT, DIMENSION FROM CENTER OF END MAILBOX.
- NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.
- NOTE 3 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

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

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DIST. 6 DETAILS FOR RURAL/URBAN ENT., MAILBOX TURNOUT &amp; SIDEROADS W/O CONC. GUTTER (3P-PROJ.)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\id\sparksgw\10215228\0672884-sht-details.dgn		DRAWN -	REVISED -			317	6RS-4	BROWN	23	21
PLOT SCALE = 40.0000 ' / in.		CHECKED -	REVISED -			CONTRACT NO. 72884				
PLOT DATE = Feb-06-2012 03:00:09PM		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE:						SHEET NO.	OF SHEETS	STA.	TO STA.	

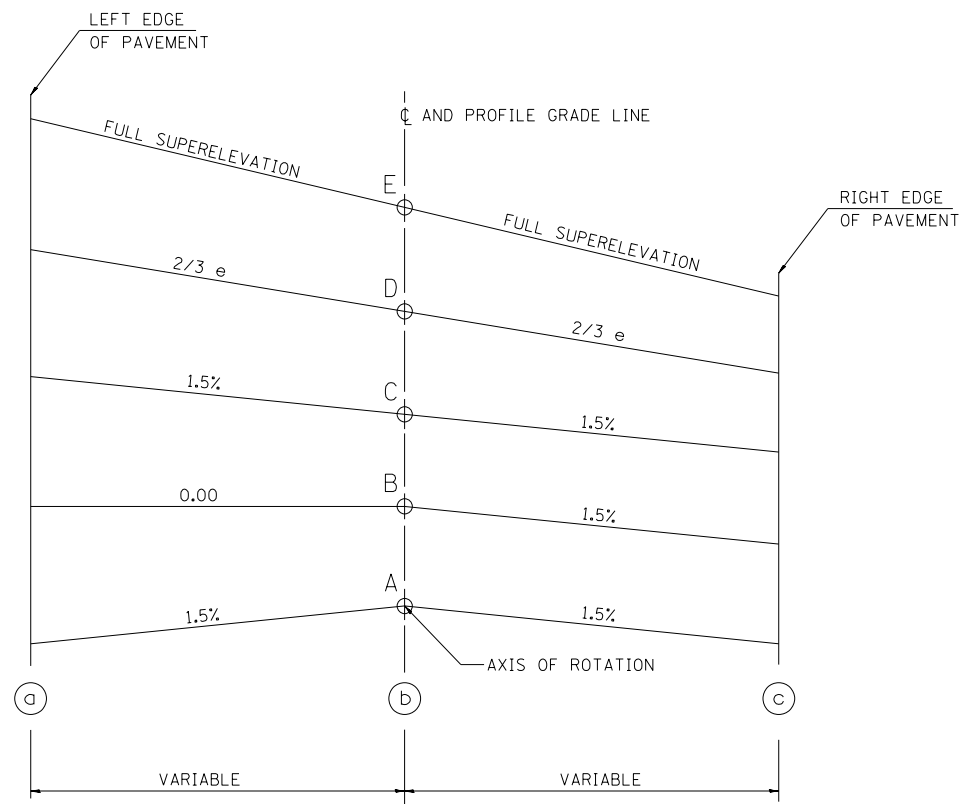
ENTRANCE IMPROVEMENT SCHEDULE FOR RURAL / URBAN "PPP" PROJECTS			SEE ENTRANCE DETAIL												
LOCATION	TYPE OF ENTRANCE	EX MATERIAL TYPE	WIDTH 1	WIDTH 2	WIDTH 3	WIDTH 4	LENGTH (FROM EDGE OF PVT/HMA SHLD TO LIMITS OF HMA APRON)	LENGTH (FROM EDGE OF PVT/HMA SHLD TO LIMITS OF IMPROVEMENT)	HMA SURF. REMOVAL - BUTT JOINT	PREP OF BASE	AGGREGATE SURFACE COURSE TY - B	BIT (P. C.)	AGG (P. C.)	INCIDENTAL HMA SURF.	
(LT / RT) (STA) ( + )	(FE / PE / CE / MB) - (RURAL / URBAN)	(EARTH / AGG. / HMA / P. C. C.)	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ. YD.	SQ. YD.	TON	TON	TON	TON	
US 24 MAINLINE															
LT STA 222+74	SIDE ROAD	AGG	MATCH EXISTING APRON				-	-	113.0				0.04	0.23	14.2
RT STA 223+20	SIDE ROAD	OIL & CHIP	MATCH EXISTING APRON				-	-	129.4				0.05	0.26	16.3
LT STA 232+45	PE	AGG	19.4	33.4	73.4	14.0	8.0	7.0		53.7	4.7			18.0	
LT STA 239+39	PE	AGG	15.0	29.1	69.0	14.0	8.0	7.0		49.8	3.9			16.7	
RT STA 252+02	PE	AGG	15.0	29.0	45.0	-	8.0	7.0		32.9	3.9			11.0	
LT STA 279+69	SIDE ROAD	HMA	-	87.4	127.6	-	69.9	-	371.9			0.14	0.74	46.9	
LT STA 314+54	SIDE ROAD	OIL & CHIP	-	29.2	120.9	-	33.4	-	221.6			0.08	0.44	27.9	
LT STA 318+26	SIDE ROAD	AGG	-	19.2	111.2	-	59.4	-	288.2			0.11	0.58	36.3	
RT STA 318+26	SIDE ROAD	OIL & CHIP	-	21.2	106.6	-	61.7	-	319.9			0.12	0.64	40.3	
RT STA 348+16	CE	CONC	-	43.4	63.4	-	10.0	-	59.3			0.02	0.12	7.5	
LT STA 350+08	SIDE ROAD	HMA	-	94.1	122.4	-	87.3	-	475.6			0.18	0.95	59.9	
<b>SUBTOTAL</b>									<b>1979</b>	<b>136</b>	<b>12</b>	<b>0.8</b>	<b>4</b>	<b>295</b>	
US 24 SPUR															
RT STA 728+69	CE	AGG	-	28.1	48.1	-	10.0	41.4		41.4	4.6			18.5	
LT STA 731+63	PE	AGG	12.5	26.5	66.5	14.0	8.0	7.0		47.6	3.5			16.0	
LT STA 734+61	SIDE ROAD	OIL & CHIP	-	37.8	48.6	-	10.0	-	47.2			0.02	0.09	6.0	
LT STA 738+72	SIDE ROAD	OIL & CHIP	-	82.9	152.6	-	20.6	-	124.9			0.05	0.25	15.7	
LT STA 738+95	CE	CONC	MATCH EXISTING APRON				-	-	104.3			0.04	0.21	13.1	
<b>SUBTOTAL</b>									<b>276</b>	<b>89</b>	<b>8</b>	<b>0.1</b>	<b>1</b>	<b>69</b>	
<b>GRAND TOTAL</b>									<b>2255</b>	<b>225</b>	<b>21</b>	<b>0.9</b>	<b>5</b>	<b>365</b>	



EXISTING CURVE 766

P.I. STA = 361+41.56  
 $\Delta = 39^\circ 30' 54''$  (LT.)  
 $R = 3,820.06'$   
 $T = 1,372.10'$   
 $L = 238.94'$   
 $E = 2.54'$   
 $e = 2.0\%$   
 $T.R. = 37.00'$   
 $S.E. RUN = 49.00'$   
 $P.C. STA = 347+69.46$   
 $P.T. STA = 374+04.01$

TYPICAL PROFILE - S.E. TRANSITION



TYPICAL CROSS SECTION - S.E. TRANSITION

CURVE NO.	e	A	B	C	D	E	TRANSITION
766	2%	347+00.00	347+37.00	347+74.00	347+69.46	347+86.00	Trans. In
		374+73.00	374+37.00	374+00.00	374+04.01	373+88.00	Trans. Out

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
ci:\pwork\pwork\sparksgw\0215228\0672884-sht-details.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Feb-06-2012 03:00:10PM	DATE - 12/08/97	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUPERELEVATION TRANSITION  
DETAIL FOR TWO LANE HIGHWAY**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	6RS-4	BROWN	23	23
CONTRACT NO. 72884				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SUPER.DGN