

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558		PIKE	77	1
		ILLINOIS	CONTRACT NO. 72814	

• 118RS-2, 119RS-2, 123RS-3

D-96-537-03

FOR INDEX OF SHEETS, SEE SHEET NO. 2

HIGHWAY CLASSIFICATION

RESURFACING FR. DETROIT TO MILTON & PEARL TO CALHOUN COUNTY LINE

DETROIT TO MILTON A.D.T. - 1,169 (2008),
DETROIT TO MILTON A.D.T. - 1,514 (2034)
PEARL TO COUNTY LINE A.D.T. - 618 (2008),
PEARL TO COUNTY LINE A.D.T. - 800 (2034)
DESIGN SPEED - 55 mph
POSTED SPEED - 55 mph

CLASSIFICATION: MINOR ARTERIAL

DETROIT TO MILTON

PV = 86.0%
SU = 8.0%
MU = 6.0%

PEARL TO COUNTY LINE

PV = 88.0%
SU = 6.0%
MU = 6.0%

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 558 (IL 100)
SECTION 118RS-2, 119RS-2, 123RS-3

3P-RESURFACING
PIKE COUNTY C-96-139-10

(AREA A BEGINS)

SECTION 118RS-2, 119RS-2, 123RS-3
BEGINS AT STA. 0+12.14

BRIDGE #1:
S.N. 075-0014
CL STA. 55+75.00

BRIDGE #2:
S.N. 075-0055
CL STA. 88+44.00

STATION EQUATION #1
STA. 169+42.43 (BK)
STA. 171+72.56 (AH)

STATION EQUATION #2
STA. 243+70.65 (BK)
STA. 245+88.11 (AH)

(AREA A ENDS)

SECTION 118RS-2, 119RS-2, 123RS-3
ENDS AT STA. 324+75.20

LIMITS OF IMPROVEMENT
ENDS AT STA. 325+10.20

BRIDGE #3:
S.N. 075-2014
CL STA. 434+72.00

STATION EQUATION #6
STA. 410+77.63 (AH)
STA. 410+61.80 (BK)

BRIDGE OMISSION #2:
S.N. 075-0135
STA. 388+31.56 TO
STA. 386+11.90

STATION EQUATION #3
STA. 259+39.45 (BK)
STA. 255+19.60 (AH)

STATION EQUATION #4
STA. 303+67.18 (BK)
STA. 303+74.67 (AH)

LIMITS OF IMPROVEMENT
BEGINS AT STA. 639+76.40

(AREA B BEGINS)

SECTION 118RS-2, 119RS-2, 123RS-3
BEGINS AT STA. 640+11.40

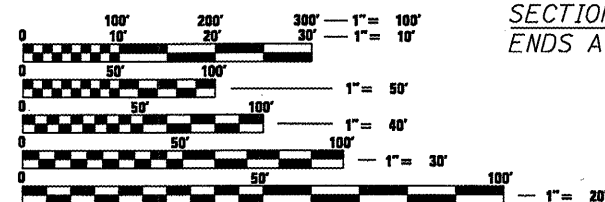
BRIDGE OMISSION #1:
S.N. 075-0140
STA. 704+70.82 TO
STA. 707+00.59

STATION EQUATION #5
(AREA B ENDS)
STA. 754+40.09 (BK)
STA. 558+85.13 (BK)
(AREA C BEGINS)

(AREA C ENDS)

SECTION 118RS-2, 119RS-2, 123RS-3
ENDS AT STA. 365+64.00

LIMITS OF IMPROVEMENT
ENDS AT STA. 365+29.00

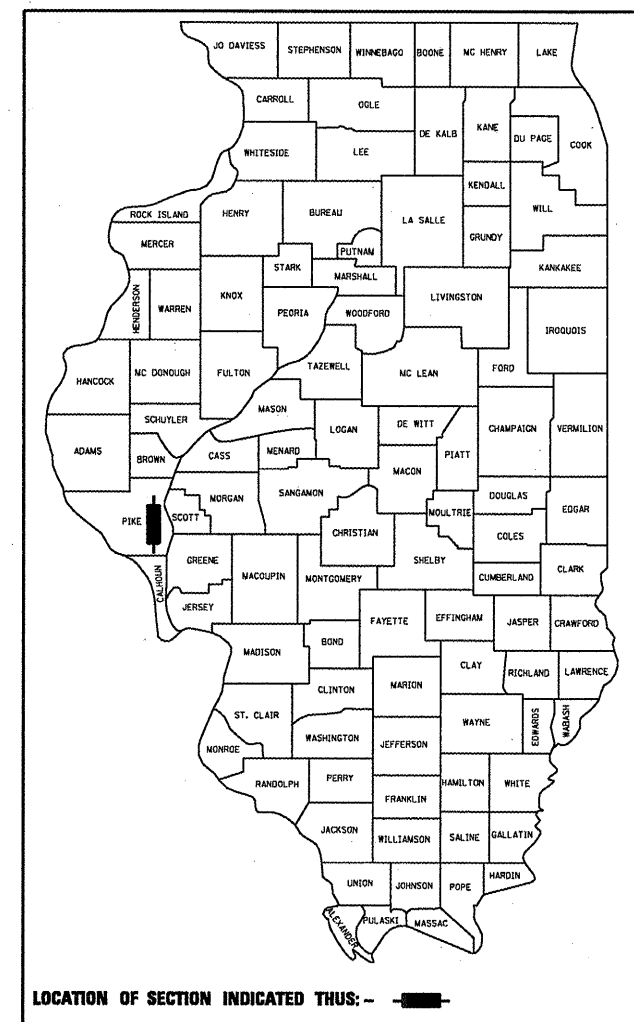
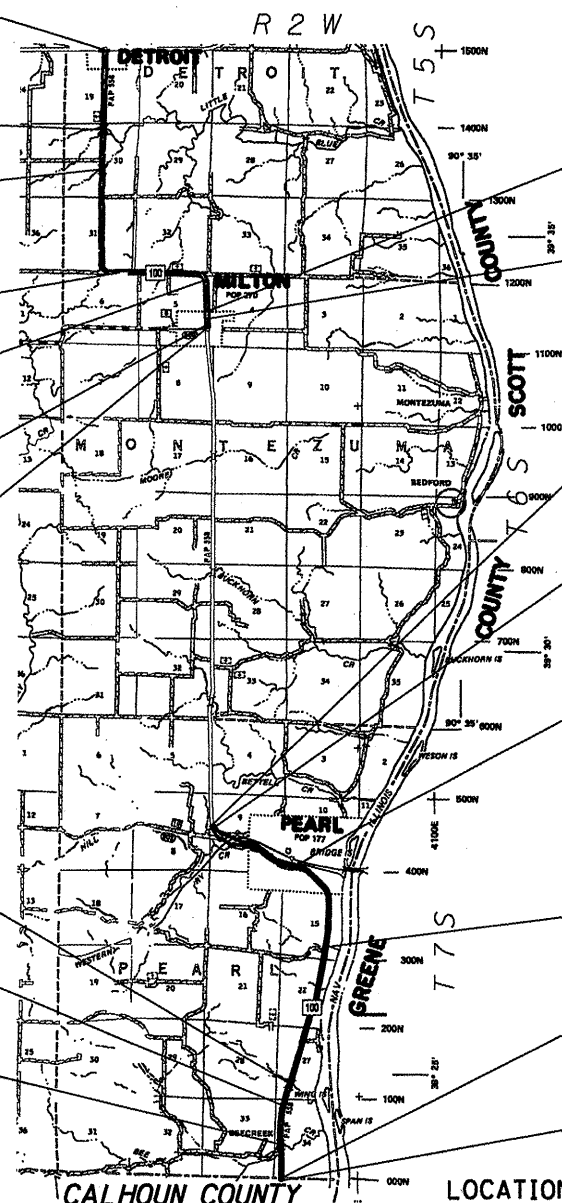


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: SAL MADONIA (217) 782-4716
PROJECT MANAGER: RENE CABRERA (217) 557-9062
CONTRACT NO. 72814

GROSS LENGTH = 62,992.09 FT. = 11.93 MILE
NET LENGTH = 62,717.09 FT. = 11.88 MILE



LOCATION OF SECTION INDICATED THUS: - - -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED MARCH 18 2010
Rene Cabrera
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

April 9, 2010
Scott E. Stitt, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

April 9, 2010
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

INDEX OF SHEETS

GENERAL NOTES

- ① WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSES OR OTHERWISE REFERENCED THEIR LOCATION.
- ② THE NOMINAL THICKNESS FOR BASE AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, STANDARDS, SCHEDULES, OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESS OF THE ABOVE ITEM SHALL NOT BE LESS THAN 90 PERCENT OF THE NOMINAL THICKNESS AT ANY LOCATION.
- ③ THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATION OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- ④ ANY REFERENCE TO A STANDARD IN THE 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 THE PLANS.
- ⑤ THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE:

LOCATION(S):	IL 100	IL 100	IL 100
MIXTURE USE(S):	HMA CONC SURF CSE	LEV BIND MM N50	PATCHING
AC/PG:	• PG 64-22	• PG 64-22	• PG 64-22
DESIGN AIR VOIDS	4.0 @ N design = 50	4.0 @ N design = 50	4.0 @ N design = 50
MIXTURE COMPOSITION (Gradation Mixture)	IL 9.5 OR 12.5	IL 9.5	IL 19.0
FRICITION AGGREGATE	MIX "C"	N/A	N/A

LOCATION(S):	IL 100	Side Rds. & Entr.
MIXTURE USE(S):	HMA SHOULDERS	INCIDENTAL HMA SURF
AC/PG:	• PG 64-22	• PG 64-22
DESIGN AIR VOIDS	4.0 @ N design = 50	4.0 @ N design = 50
MIXTURE COMPOSITION (Gradation Mixture)	IL 9.5 OR 12.5	IL 9.5 OR 12.5
FRICITION AGGREGATE	MIX "C"	MIX "C"

- ⑥ THE APPROXIMATE AVERAGE THICKNESS OF 2" IS USED FOR CALCULATING QUANTITIES FOR AGGREGATE SHOULDERS, TYPE B.
- ⑦ ANY EXISTING BITUMINOUS SHOULDER REMOVAL, EARTH OR FURNISHED EXCAVATION, AND SEEDING, INVOLVED IN THE SHOULDER WIDENING AND INSTALLATION OF TYPE 1 (SPECIAL) GUARDRAIL TERMINALS SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER AND BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR TRAFFIC BARRIER TERMINAL TERMINAL TYPE 1, SPECIAL (TANGENT).
- ⑧ EXISTING CENTERLINE PROFILE SETTLEMENT HAS OCCURRED APPROXIMATELY 150 FT BEFORE (STA 389+80 TO 388+30) AND AFTER (386+12 TO 384+62) THE BRIDGE APPROACH PAVEMENT OF SN: 075-0135 (SEE SHEET 56). THE CORRECTION OF THE PROFILE SHALL BE MADE DURING THE MILLING OF THE MAINLINE ROADWAY TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST FOR HMA SURFACE REMOVAL, (VARIABLE DEPTH).

RATES OF APPLICATION TABLES

THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES.

BITUMINOUS MATERIALS (PRIME COAT): 0.00038 TON / SO YD (ON PAVEMENT)
 0.001425 TON / SO YD (ON AGGREGATE)
 AGGREGATE MATERIALS (PRIME COAT): 0.002 TON / SO YD
 HMA SURFACE MIX C / BINDER (112 LBS): 0.056 TON / SO YD • In
 AGGREGATE MATERIALS: 2.05 TON / CU YD

COMMITMENTS

(NONE)

INDEX OF SHEETS

- | | |
|---------|-----------------------------------|
| 1 | COVER SHEET |
| 2 | INDEX OF SHEETS |
| 3 | SUMMARY OF QUANTITIES |
| 4 - 11 | TYPICAL SECTIONS (8) |
| 12 - 22 | SCHEDULE OF QUANTITIES (11) |
| 23 - 58 | PLAN VIEW (36) |
| 59 - 70 | SUPERELEVATION DETAILS (12) |
| 71 - 77 | ENTRANCE AND SIDEROAD DETAILS (7) |

STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-03	CLASS C & D PATCHES
630001-08	STEEL PLATE BEAM GUARDRAIL
630101-08	GUARDRAIL MOUNTED ON EXISTING CULVERTS
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-06	TRAFFIC BARRIER TERMINAL, TYPE 2
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAIL
701006-03	OFF ROAD OPERATIONS 2L, 2W 15' TO 24' FROM PAVEMENT EDGE (GUARDRAIL INSTALLATION)
701011-02	OFF ROAD MOVING OPERATIONS 2L, 2W DAY ONLY (SHOULDER WORK)
701201-03	LANE CLOSURE 2L, 2W DAY ONLY, FOR SPEEDS ≥ 45MPH (PATCHING)
701301-03	LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS (MARKING PATCHES & CLEAN-UP)
701306-02	LANE CLOSURE 2L, 2W SLOW MOVING OPERATIONS - DAY ONLY FOR SPEEDS ≥ 45MPH (BIT SURF, SHDR OPS. & MILLING)
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY (PAVEMENT MARKING & CLEANUP)
701501-05	URBAN LANE CLOSURE 2L, 2W UNDIVIDED
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKING
781000-03	TYPICAL APPLICATIONS OF RAISED REFLECTIVE PAVEMENT MARKINGS

THE ITALICIZED TEXT DESCRIBING STANDARDS ARE GENERAL USES FOR THE APPLICATION SPECIFIED AND NOT LIMITED TO THEM.

DISTRICT SIX

EXAMINED March 16 20 10

Chris Welch

OPERATIONS ENGINEER

EXAMINED MARCH 16 20 10

Jimmy F...

PROGRAM IMPLEMENTATION ENGINEER

EXAMINED March 16 20 10

ARML

PROGRAM DEVELOPMENT ENGINEER

FILE NAME =	USER NAME = coxjw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS	F.A.P. RTE. 558	SECTION •	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 2
cd:\px_work\PWIDOT\COXJW\dms25409\06728	4-shr-gennote.dgn	DRAWN - JWC	REVISED -		SCALE:					
	PLOT SCALE = 48.0000 / IN.	CHECKED - RSC	REVISED -		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			CONTRACT NO. 72814
	PLOT DATE = Mar-18-2010 09:57:51AM	DATE -	REVISED -							ILLINOIS FED. AID PROJECT

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES				100% STATE IL 100	SUMMARY OF QUANTITIES				100% STATE IL 100
SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE I000-2A	SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE I000-2A
CODE NO.	ITEM	UNIT	TOT. QUAN.		CODE NO.	ITEM	UNIT	TOT. QUAN.	
X0321203	TERMINAL MARKER POSTS	EACH	1	1	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,909	1,909
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	*78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	171,466	171,466
20400800	FURNISHED EXCAVATION	CU YD	22	22	*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	799	799
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	70	70	*78200410	GUARDRAIL MARKERS, TYPE A	EACH	121	121
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	73	73	*78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	54	54
40600300	AGGREGATE (PRIME COAT)	TON	366	366	*78202000	TERMINAL MARKER - POST MOUNTED	EACH	1	1
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	7,432	7,432	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	813	813
40600895	CONSTRUCTING TEST STRIP	EACH	1	1					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	3,986	3,986					
40600990	TEMPORARY RAMP	SO YD	138	138					
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	14,748	14,748					
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	471	471					
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	1,390	1,390					
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)	SO YD	175,848	175,848					
44200168	PAVEMENT PATCHING, TYPE II, 14 INCH	SO YD	280	280					
44200172	PAVEMENT PATCHING, TYPE III, 14 INCH	SO YD	160	160					
44200174	PAVEMENT PATCHING, TYPE IV, 14 INCH	SO YD	25	25					
48101200	AGGREGATE SHOULDERS, TYPE B	TON	4,404	4,404					
48203100	HOT-MIX ASPHALT SHOULDERS	TON	216	216					
*63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	287.50	287.50		*Specialty Items			
*63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	225	225					
*63000025	STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES	FOOT	12.5	12.5					
*63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1					
*63100167	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT)	EACH	54	54					
63200310	GUARDRAIL REMOVAL	FOOT	2,687.5	2,687.5					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12					
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					
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1					
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	17,180	17,180					
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	171,466	171,466					

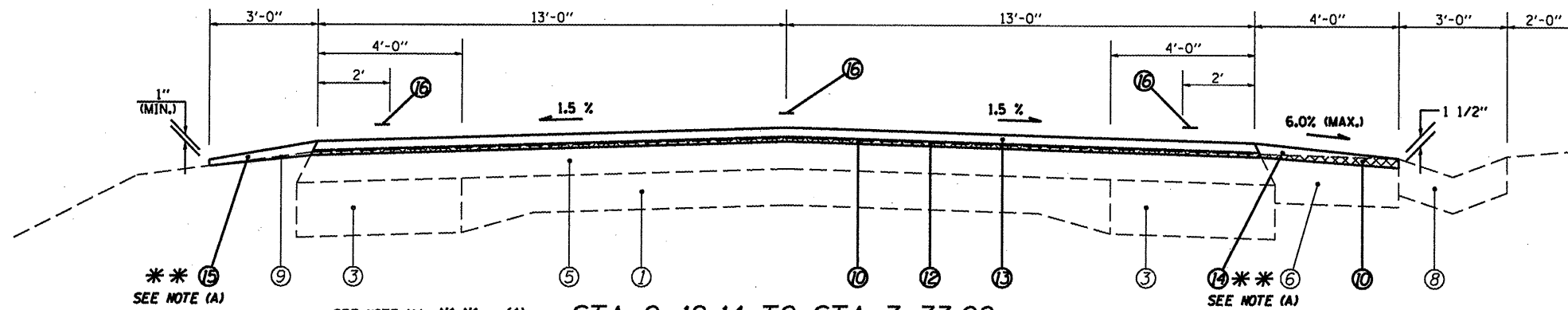
FILE NAME =	USER NAME = coxjw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE. 558	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PILOT SCALE = 100.0000 ' / IN.	CHECKED - RSC	DRAWN - JWC	REVISED -			PIKE	77	3		
PILOT DATE = Mar-18-2018 01:47:29PM	DATE -	REVISOR -	REVISED -			CONTRACT NO. 72814				
						SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	

LEGEND

- ① EXIST. P.C.C. PAVEMENT 9"-6"-9"
- ② EXIST. BITUMINOUS BASE COURSE 13 1/4"
- ③ EXIST. BITUMINOUS BASE COURSE WIDENING 9"
- ④ EXIST. BITUMINOUS CONCRETE LEVELING BINDER, VARIABLE DEPTH
- ⑤ EXIST. BITUMINOUS OVERLAY 5"
- ⑥ EXIST. BITUMINOUS SHOULDERS 8"
- ⑦ EXIST. CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑧ EXIST. CONCRETE GUTTER, TYPE A (MODIFIED)
- ⑨ EXIST. AGGREGATE SHOULDER
- ⑩ PROP. HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) *
- ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"
- ⑫ PROP. LEVELING BINDER (MACHINE METHOD), N50 3/4"
- ⑬ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2"
- ⑭ PROP. HOT-MIX ASPHALT SHOULDERS
- ⑮ PROP. AGGREGATE SHOULDERS, TYPE B
- ⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"

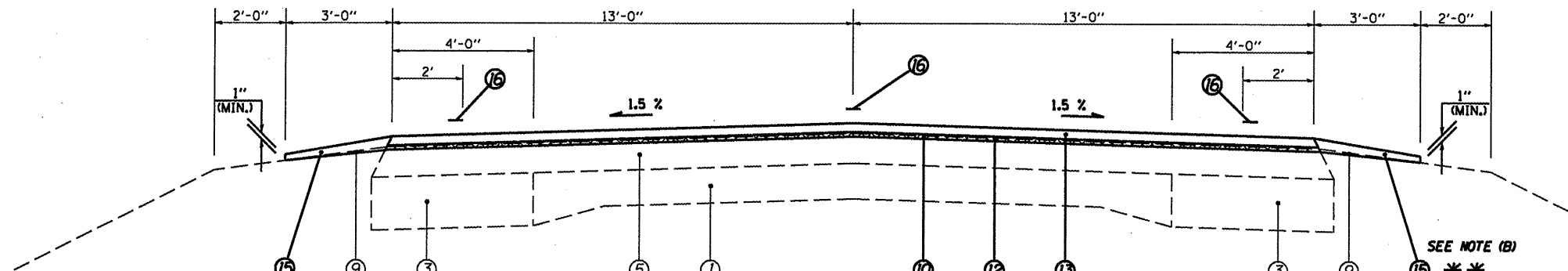
* NOMINAL MILLING DEPTH 1/2" @ C

☉ F.A.P. 558 (IL 100)



- SEE NOTE (A) ** (1) STA 0+12.14 TO STA 7+73.00 [760.86']
 (11) STA 99+70.00 TO STA 101+20.00 [150.0']
 (35) STA 277+87.00 TO STA 279+22.00 [135.0']

☉ F.A.P. 558 (IL 100)



- (2) STA 7+73.00 TO STA 44+80.00 [3,707.0']
 (4) STA 47+22.00 TO STA 56+64.00 [942']
 (6) STA 62+58.00 TO STA 63+73.00 [115.0']
 (9) STA 75+51.00 TO STA 89+00.00 [1,349.0']
 (S.E. #1) (12) STA 101+20.00 TO STA 151+09.89 [4,989.89']
 (17) STA 173+61.88 TO STA 184+00.00 [1,038.12']
 (19) STA 188+89.00 TO STA 189+50.00 [61.0']
 (21) STA 191+36.00 TO STA 198+20.00 [684.0']
 (24) STA 207+05.00 TO STA 215+96.00 [891.0']
 (S.E. #2) (26) STA 217+96.00 TO STA 225+59.91 [763.91']
 (31) STA 247+77.44 TO STA 259+39.45 [1,162.01']
 (32) STA 255+19.60 TO STA 263+64.00 [844.40']
 (36) STA 279+22.00 TO STA 303+67.18 [2,445.18']
 (37) STA 303+74.67 TO STA 324+75.20 [2,100.53']

(STA. EQN. #2):
 STA. 243+70.56 (BK) =
 STA. 245+88.11 (AH)

(STA. EQN. #3):
 STA. 259+39.45 (BK) =
 STA. 255+19.60 (AH)

(STA. EQN. #4):
 STA. 303+67.18 (BK) =
 STA. 303+74.67 (AH)

(PROP.)
 FULL S.E.: (S.E.#1 = 8.0%)
 STA. 153+73.09 TO 168+68.56
 S.E. TRANSITION:
 STA. 151+09.89 TO 153+73.09
 STA. 168+68.56 TO 173+61.89

(EXIST.)
 FULL S.E.: (S.E.#1 = 8.0%)
 STA. 153+67.22 TO 168+75.71
 S.E. TRANSITION:
 STA. 151+64.72 TO 153+67.22
 STA. 168+75.71 TO 173+08.20

(PROP.)
 FULL S.E.: (S.E.#2 = 8.0%)
 STA. 228+23.11 TO 242+96.78
 S.E. TRANSITION:
 STA. 225+59.91 TO 228+23.11
 STA. 242+96.78 TO 247+77.44

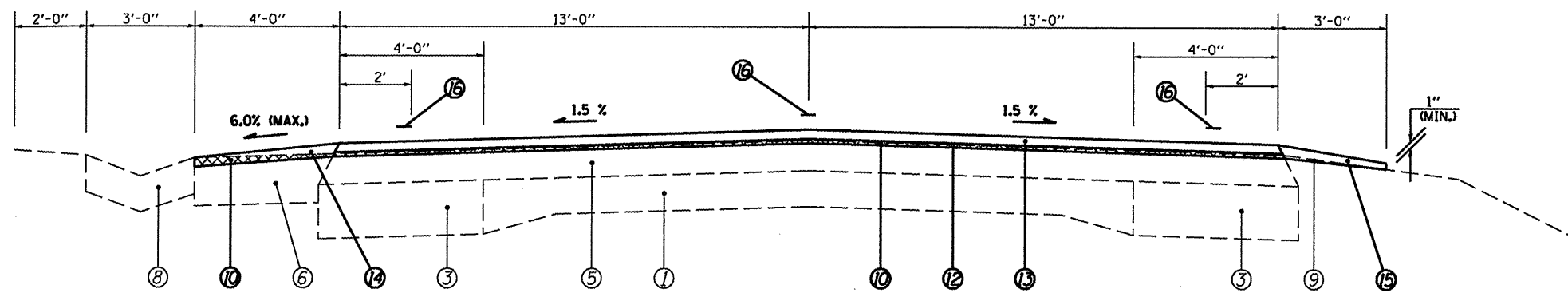
(EXIST.)
 FULL S.E.: (S.E.#2 = 8.0%)
 STA. 228+15.87 TO 243+02.38
 S.E. TRANSITION:
 STA. 226+13.37 TO 228+15.87
 STA. 243+02.38 TO 247+22.31

** NOTES:
 (A) 4' HMA SHLD RT & 3' AGG SHLD LT BEGIN @ STA. 1+07.00
 (B) 3' AGG SHLD RT BEGINS @ STA. 8+01.00 RT.

(NOT TO SCALE)

FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 4
ci:\pvt\work\pwt\dot\coxjm\dms25409\shstyp\pco1s.dgn		DRAWN - RSC	REVISED -		SCALE: NTS	SHEET NO. 1 OF 8 SHEETS	STA.	TO STA.	CONTRACT NO. 72814			
PLOT SCALE = 1/8" = 100'-0" / IN.		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
PLOT DATE = Mar-18-2010 01:14:54PM		DATE -	REVISED -		* 118RS-2, 119RS-2, 123RS-3							

€ F.A.P. 558 (IL 100)



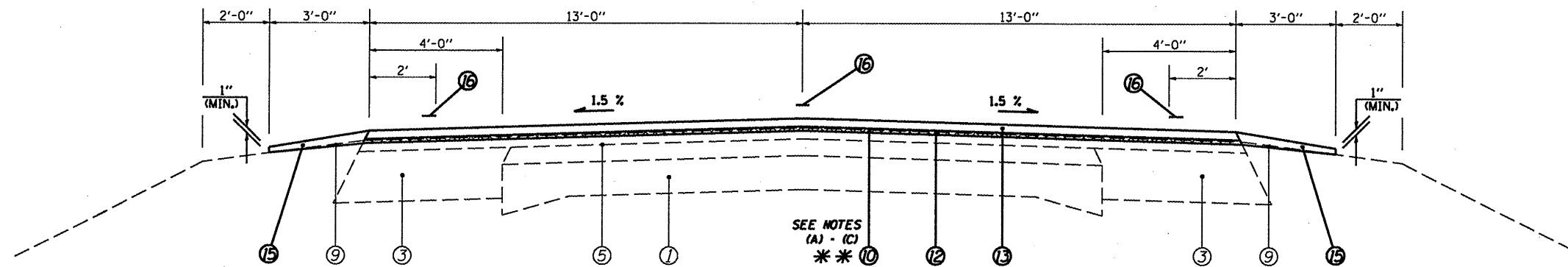
- (3) STA 44+80.00 TO STA 47+22.00 [242.0']
- (20) STA 189+50.00 TO STA 191+36.00 [186.0']
- (22) STA 198+20.00 TO STA 200+65.00 [245.0']
- (25) STA 215+96.00 TO STA 217+96.00 [200.0']
- (33) STA 263+64.00 TO STA 264+72.00 [108.0']

LEGEND

- ① EXIST. P.C.C. PAVEMENT 9"-6"-9"
- ② EXIST. BITUMINOUS BASE COURSE 13 1/4"
- ③ EXIST. BITUMINOUS BASE COURSE WIDENING 9"
- ④ EXIST. BITUMINOUS CONCRETE LEVELING BINDER, VARIABLE DEPTH
- ⑤ EXIST. BITUMINOUS OVERLAY 5"
- ⑥ EXIST. BITUMINOUS SHOULDERS 8"
- ⑦ EXIST. CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑧ EXIST. CONCRETE GUTTER, TYPE A (MODIFIED)
- ⑨ EXIST. AGGREGATE SHOULDER
- ⑩ PROP. HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) *
- ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"
- ⑫ PROP. LEVELING BINDER (MACHINE METHOD), N50 3/4"
- ⑬ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2"
- ⑭ PROP. HOT-MIX ASPHALT SHOULDERS
- ⑮ PROP. AGGREGATE SHOULDERS, TYPE B
- ⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"

* NOMINAL MILLING DEPTH 1/2" @ €

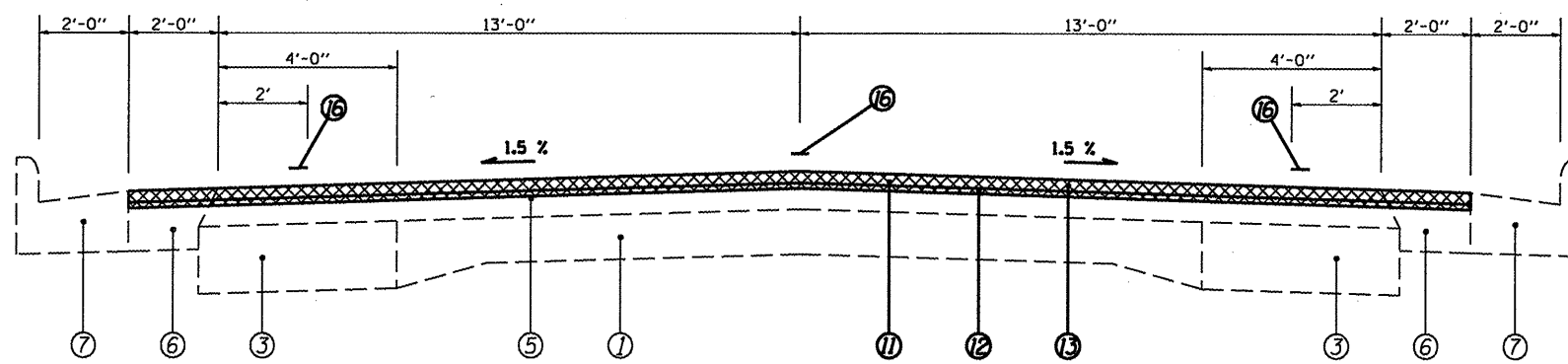
€ F.A.P. 558 (IL 100)



- (5) STA 56+64.00 TO STA 62+58.00 [594.0']
- SEE NOTE (A) ** (8) STA 65+73.00 TO STA 75+51.00 [978.0']
- SEE NOTE (B) ** (10) STA 89+00.00 TO STA 99+70.00 [1,070.0']
- (18) STA 184+00.00 TO STA 188+89.00 [489.0']
- SEE NOTE (C) ** (23) STA 200+65.00 TO STA 207+05.00 [640.0']

- ** NOTES:**
- (A) MILLING DEPTH VAR. FR. 2 1/4" TO 1/2" FR. STA. 65+73.00 TO 66+08.00.
 - (B) MILLING DEPTH VAR. FR. 1/2" TO 2 1/4" FR. STA. 99+35.00 TO 99+70.00.
 - (C) MILLING DEPTH VAR. FR. 2 1/4" TO 1/2" FR. STA. 200+65.00 TO 201+00.00.

€ F.A.P. 558 (IL 100)



- (7) STA 63+73.00 TO STA 65+73.00 [200']

(NOT TO SCALE)

FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE. 558	SECTION	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 5
ct:\pw\work\pwsdot\coxjw\dms25409\http\pals\dgn		DRAWN - RSC	REVISED -		SCALE: NTS	SHEET NO. 2 OF 8 SHEETS	STA.	TO STA.	CONTRACT NO. 72814			
PLOT SCALE = 1/86.0000" / IN.		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
PLOT DATE = Mar-18-2010 01:48:47PM		DATE -	REVISED -		118RS-2, 119RS-2, 123RS-3							

LEGEND

- ① EXIST. P.C.C. PAVEMENT 9"-6"-9"
- ② EXIST. BITUMINOUS BASE COURSE 13 1/4"
- ③ EXIST. BITUMINOUS BASE COURSE WIDENING 9"
- ④ EXIST. BITUMINOUS CONCRETE LEVELING BINDER, VARIABLE DEPTH
- ⑤ EXIST. BITUMINOUS OVERLAY 5"
- ⑥ EXIST. BITUMINOUS SHOULDERS 8"
- ⑦ EXIST. CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑧ EXIST. CONCRETE GUTTER, TYPE A (MODIFIED)
- ⑨ EXIST. AGGREGATE SHOULDER
- ⑩ PROP. HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) *
- ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"
- ⑫ PROP. LEVELING BINDER (MACHINE METHOD), N50 3/4"
- ⑬ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2"
- ⑭ PROP. HOT-MIX ASPHALT SHOULDERS
- ⑮ PROP. AGGREGATE SHOULDERS, TYPE B
- ⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"

* NOMINAL MILLING DEPTH 1/2" @ 1"

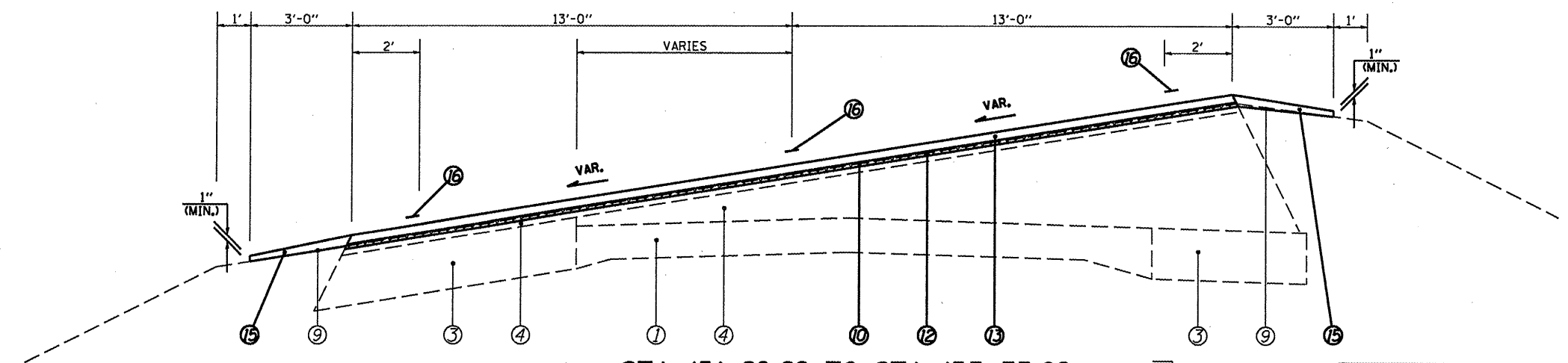
(PROP.)
FULL S.E.: (S.E.#1 = 8.0%)
 STA. 153+73.09 TO 168+68.56
S.E. TRANSITION:
 STA. 151+09.89 TO 153+73.09
 STA. 168+68.56 TO 173+61.89

(EXIST.)
FULL S.E.: (S.E.#1 = 8.0%)
 STA. 153+67.22 TO 168+75.71
S.E. TRANSITION:
 STA. 151+64.72 TO 153+67.22
 STA. 168+75.71 TO 173+08.20

(PROP.)
FULL S.E.: (S.E.#2 = 8.0%)
 STA. 228+23.11 TO 242+96.78
S.E. TRANSITION:
 STA. 225+59.91 TO 228+23.11
 STA. 242+96.78 TO 247+77.44

(EXIST.)
FULL S.E.: (S.E.#2 = 8.0%)
 STA. 228+15.87 TO 243+02.38
S.E. TRANSITION:
 STA. 226+13.37 TO 228+15.87
 STA. 243+02.38 TO 247+22.31

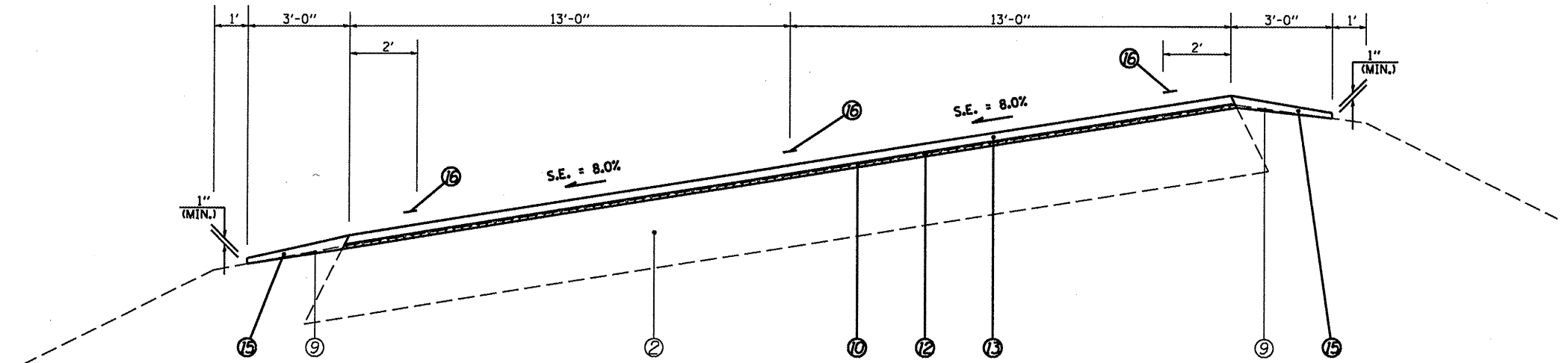
☒ F.A.P. 558 (IL 100)



(13) STA 151+89.89 TO STA 153+73.09 [183.20']
 (15) STA 168+68.56 TO STA 169+42.43 [73.87']
 (16) STA 171+72.56 TO STA 173+61.89 [189.33']

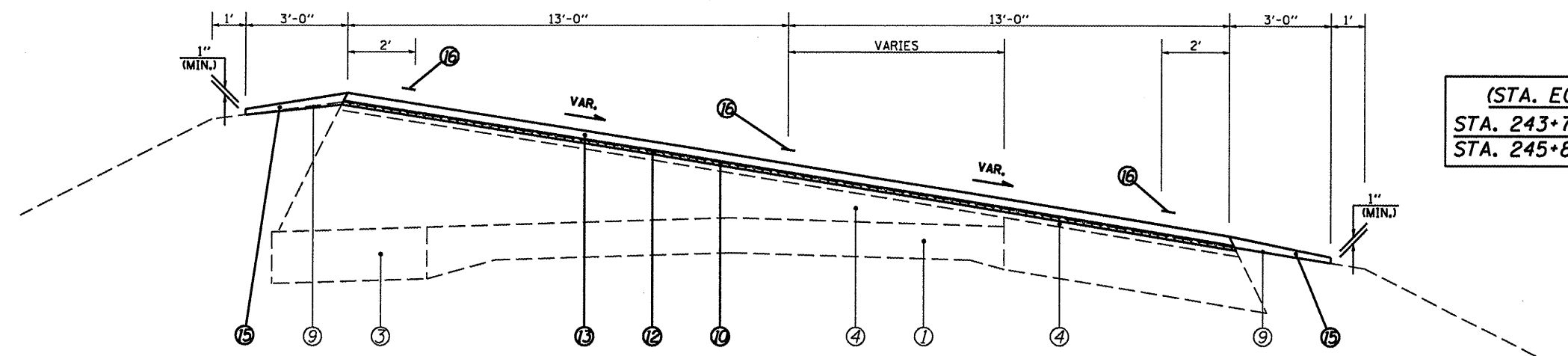
(STA. EQN. #1):
 STA. 169+42.43 (BK) =
 STA. 171+72.56 (AH)

☒ F.A.P. 558 (IL 100)



(14) STA 153+73.09 TO STA 168+68.56 [1,495.47'] (S.E.#1)

☒ F.A.P. 558 (IL 100)



(27) STA 225+59.91 TO STA 228+23.11 [263.20']
 (29) STA 242+96.78 TO STA 243+70.65 [73.87']
 (30) STA 245+88.11 TO STA 247+77.44 [189.33']

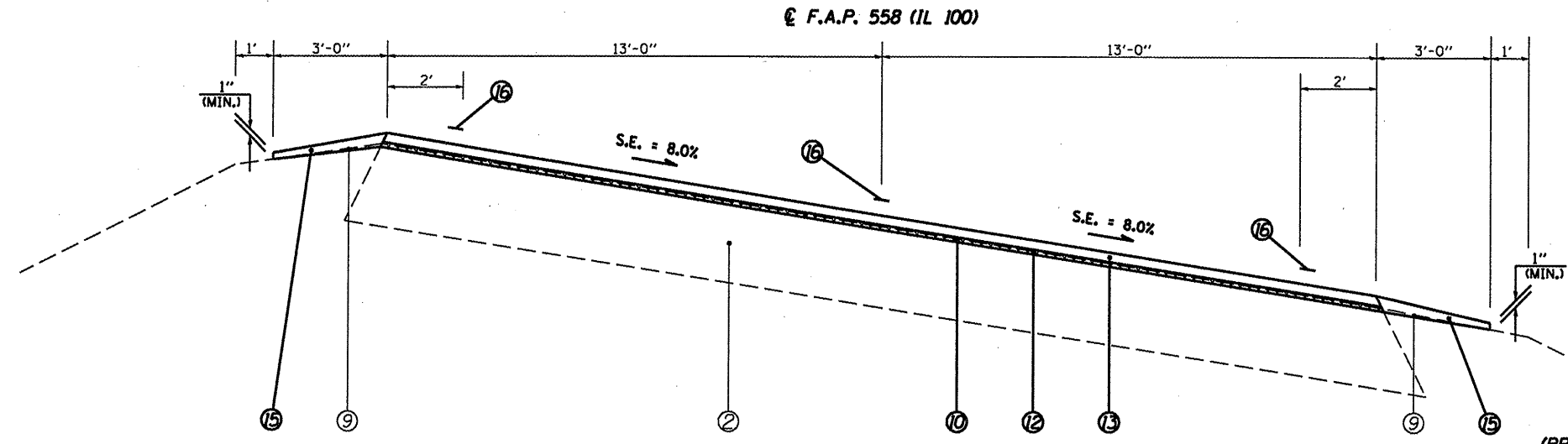
(STA. EQN. #2):
 STA. 243+70.65 (BK) =
 STA. 245+88.11 (AH)

(NOT TO SCALE)

LEGEND

- ① EXIST. P.C.C. PAVEMENT 9"-6"-9"
- ② EXIST. BITUMINOUS BASE COURSE 13 1/4"
- ③ EXIST. BITUMINOUS BASE COURSE WIDENING 9"
- ④ EXIST. BITUMINOUS CONCRETE LEVELING BINDER, VARIABLE DEPTH
- ⑤ EXIST. BITUMINOUS OVERLAY 5"
- ⑥ EXIST. BITUMINOUS SHOULDERS 8"
- ⑦ EXIST. CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑧ EXIST. CONCRETE GUTTER, TYPE A (MODIFIED)
- ⑨ EXIST. AGGREGATE SHOULDER
- ⑩ PROP. HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) *
- ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"
- ⑫ PROP. LEVELING BINDER (MACHINE METHOD), N50 3/4"
- ⑬ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2"
- ⑭ PROP. HOT-MIX ASPHALT SHOULDERS
- ⑮ PROP. AGGREGATE SHOULDERS, TYPE B
- ⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"

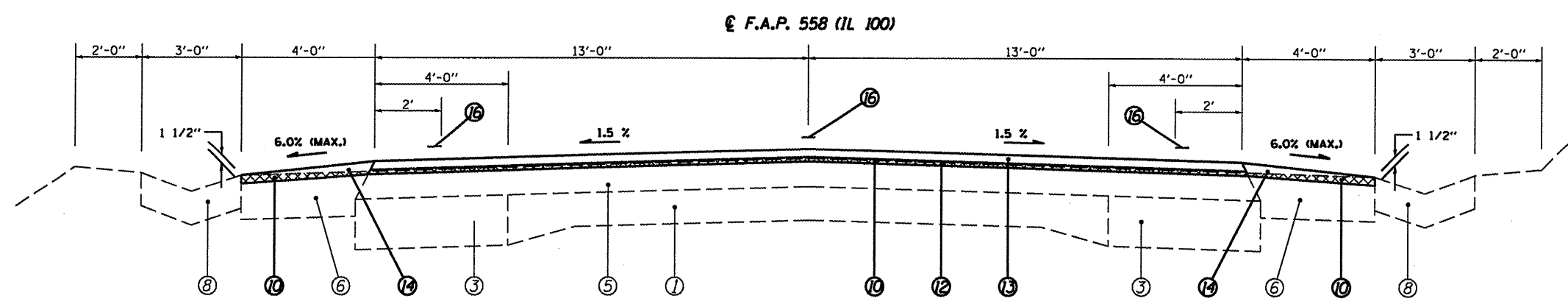
* NOMINAL MILLING DEPTH 1/2" @ 1'



(28) STA 228+23.11 TO STA 243+15.25 [1,4792.14'] (S.E.#2)

(PROP.)
FULL S.E.: (S.E.#2 = 8.0%)
 STA. 228+23.11 TO 242+96.78
S.E. TRANSITION:
 STA. 225+59.91 TO 228+23.11
 STA. 242+96.78 TO 247+77.44

(EXIST.)
FULL S.E.: (S.E.#2 = 8.0%)
 STA. 228+15.87 TO 243+02.38
S.E. TRANSITION:
 STA. 226+13.37 TO 228+15.87
 STA. 243+02.38 TO 247+22.31



(34) STA 264+72.00 TO STA 277+87.00 [1,315.0']

(NOT TO SCALE)

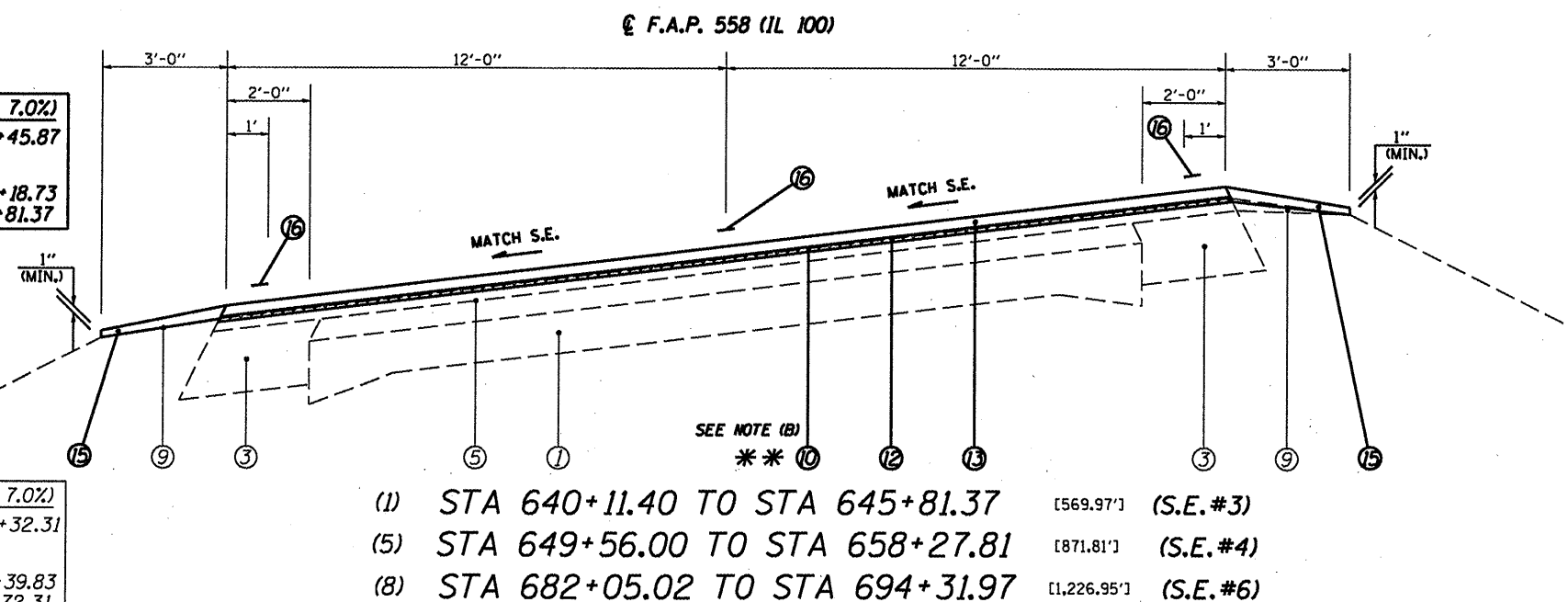
FILE NAME =	USER NAME = ooxjm	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os:\pwwork\pwwork\dot\ooxjm\dms25409\shh\tp\pals.dgn	DRAWN - RSC	REVISED -	REVISED -		558			PIKE	77	7	
PLOT SCALE = 1/8" = 1' IN.	CHECKED -	REVISED -	REVISED -		SCALE: NTS SHEET NO. 4 OF 8 SHEETS STA. TO STA.		CONTRACT NO. 72814				
PLOT DATE = Mar-18-2010 01:14:57PM	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT						

LEGEND

- ① EXIST. P.C.C. PAVEMENT 9'-6"-9"
- ② EXIST. BITUMINOUS BASE COURSE 13 1/4"
- ③ EXIST. BITUMINOUS BASE COURSE WIDENING 9"
- ④ EXIST. BITUMINOUS CONCRETE LEVELING BINDER, VARIABLE DEPTH
- ⑤ EXIST. BITUMINOUS OVERLAY 5"
- ⑥ EXIST. BITUMINOUS SHOULDERS 8"
- ⑦ EXIST. CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑧ EXIST. CONCRETE GUTTER, TYPE A (MODIFIED)
- ⑨ EXIST. AGGREGATE SHOULDER
- ⑩ PROP. HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) *
- ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"
- ⑫ PROP. LEVELING BINDER (MACHINE METHOD), N50 3/4"
- ⑬ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2"
- ⑭ PROP. HOT-MIX ASPHALT SHOULDERS
- ⑮ PROP. AGGREGATE SHOULDERS, TYPE B
- ⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"

(PROP.)
FULL S.E.: (S.E.#3 = 7.0%)
 STA. 633+18.73 TO 643+45.87
S.E. TRANSITION:
 STA. 630+83.23 TO 633+18.73
 STA. 643+45.87 TO 645+81.37

(EXIST.)
FULL S.E.: (S.E.#3 = 7.0%)
 STA. 633+39.83 TO 643+32.31
S.E. TRANSITION:
 STA. 630+98.83 TO 633+39.83
 STA. 643+32.31 TO 645+72.31



- (1) STA 640+11.40 TO STA 645+81.37 [569.97'] (S.E.#3)
- (5) STA 649+56.00 TO STA 658+27.81 [871.81'] (S.E.#4)
- (8) STA 682+05.02 TO STA 694+31.97 [1,226.95'] (S.E.#6)

SEE NOTE (B)
 ** ⑩

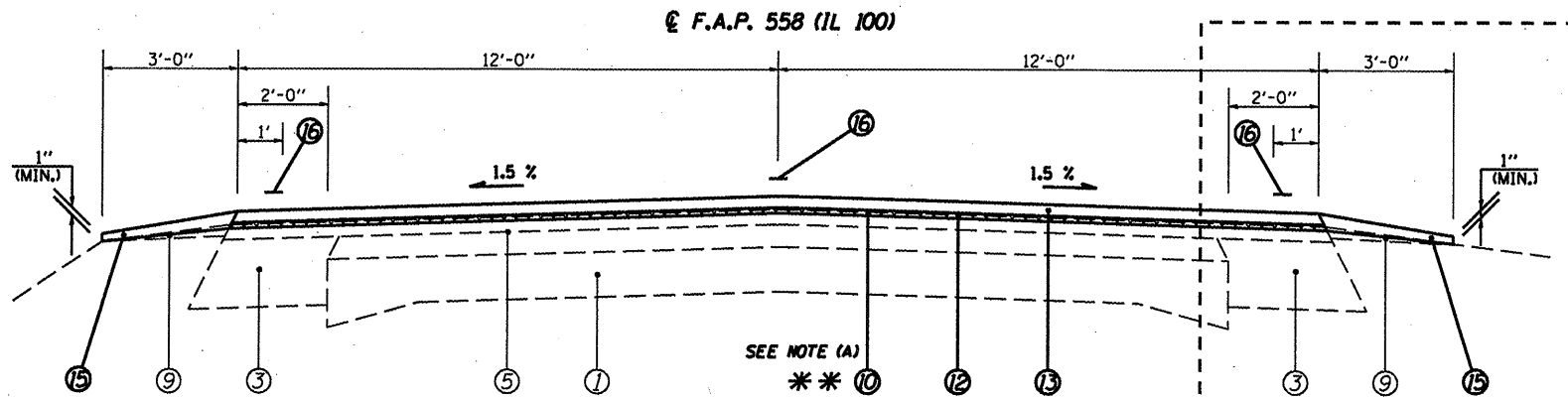
* NOMINAL MILLING DEPTH 1/2" @ CL

(PROP.)
FULL S.E.: (S.E.#4 = 7.0%)
 STA. 650+28.93 TO 655+92.31
S.E. TRANSITION:
 STA. 647+93.43 TO 650+28.93
 STA. 655+92.31 TO 658+27.81

(EXIST.)
FULL S.E.: (S.E.#4 = 7.0%)
 STA. 650+50.14 TO 655+78.22
S.E. TRANSITION:
 STA. 648+10.14 TO 650+50.14
 STA. 655+78.22 TO 658+18.28

(PROP.)
FULL S.E.: (S.E.#6 = 6.0%)
 STA. 683+88.82 TO 692+24.17
S.E. TRANSITION:
 STA. 681+81.02 TO 683+88.82
 STA. 692+24.17 TO 694+31.97

(EXIST.)
FULL S.E.: (S.E.#6 = 6.0%)
 STA. 684+15.80 TO 692+04.06
S.E. TRANSITION:
 STA. 681+80.95 TO 684+15.80
 STA. 692+04.06 TO 694+44.06

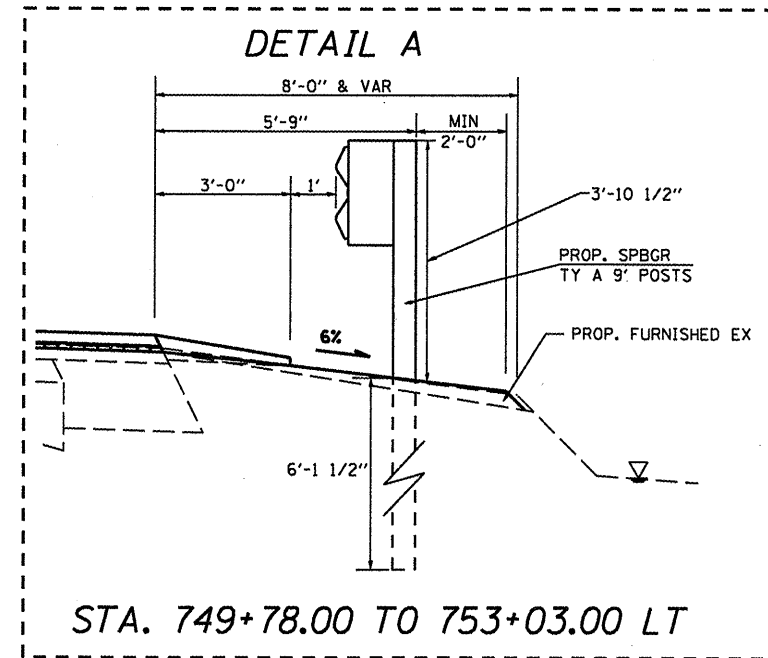


- (2) STA 645+81.37 TO STA 646+85.00 [103.63'] SEE DETAIL A
- (6) STA 658+27.81 TO STA 668+87.37 [1,059.56']
- (9) STA 694+31.97 TO STA 704+35.82 [1,003.85']
- (10) STA 707+35.59 TO STA 708+19.87 [84.28']
- (12) STA 721+53.84 TO STA 731+27.38 [973.54'] (S.E.#7)
- (14) STA 744+98.38 TO STA 754+40.09 [941.71'] (S.E.#8)

SEE NOTE (A)
 ** ⑩

BRIDGE OMISSION #1
 S.N.: 075-0140
 STA. 704+70.82 TO
 STA. 707+00.59

(STA. EQN. #5):
 STA. 754+40.09 (BK) =
 STA. 558+85.13 (AH)



STA. 749+78.00 TO 753+03.00 LT

(NOT TO SCALE)

- ** NOTES:
 (A) MILLING DEPTH VAR. FR. 1/2" TO 2 1/4" FR. STA. 646+50.00 TO 646+85.00.
 (B) MILLING DEPTH VAR. FR. 2 1/4" TO 1/2" FR. STA. 649+56.00 TO 649+91.00.

EXIST. CONC. BARRIER
 STA 648+30.00 TO 648+50.00

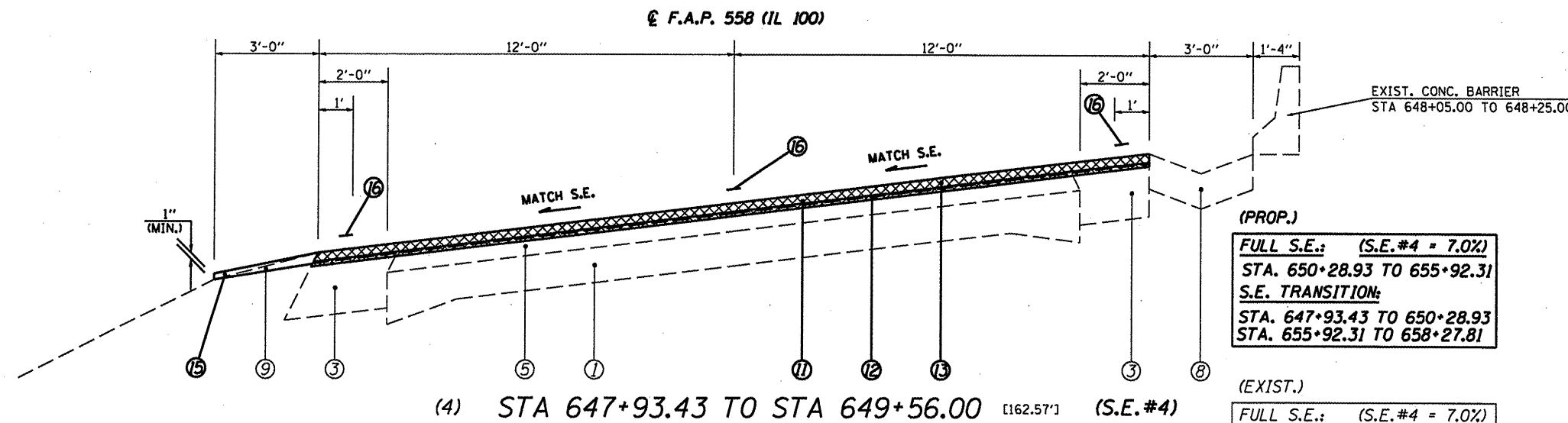
EXIST. CONC. BARRIER
 STA 648+05.00 TO 648+25.00

- (3) STA 646+85.00 TO STA 647+93.43 [108.43']

LEGEND

- ① EXIST. P.C.C. PAVEMENT 9"-6"-9"
- ② EXIST. BITUMINOUS BASE COURSE 13 1/4"
- ③ EXIST. BITUMINOUS BASE COURSE WIDENING 9"
- ④ EXIST. BITUMINOUS CONCRETE LEVELING BINDER, VARIABLE DEPTH
- ⑤ EXIST. BITUMINOUS OVERLAY 5"
- ⑥ EXIST. BITUMINOUS SHOULDERS 8"
- ⑦ EXIST. CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑧ EXIST. CONCRETE GUTTER, TYPE A (MODIFIED)
- ⑨ EXIST. AGGREGATE SHOULDER
- ⑩ PROP. HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) *
- ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"
- ⑫ PROP. LEVELING BINDER (MACHINE METHOD), N50 3/4"
- ⑬ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2"
- ⑭ PROP. HOT-MIX ASPHALT SHOULDERS
- ⑮ PROP. AGGREGATE SHOULDERS, TYPE B
- ⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"

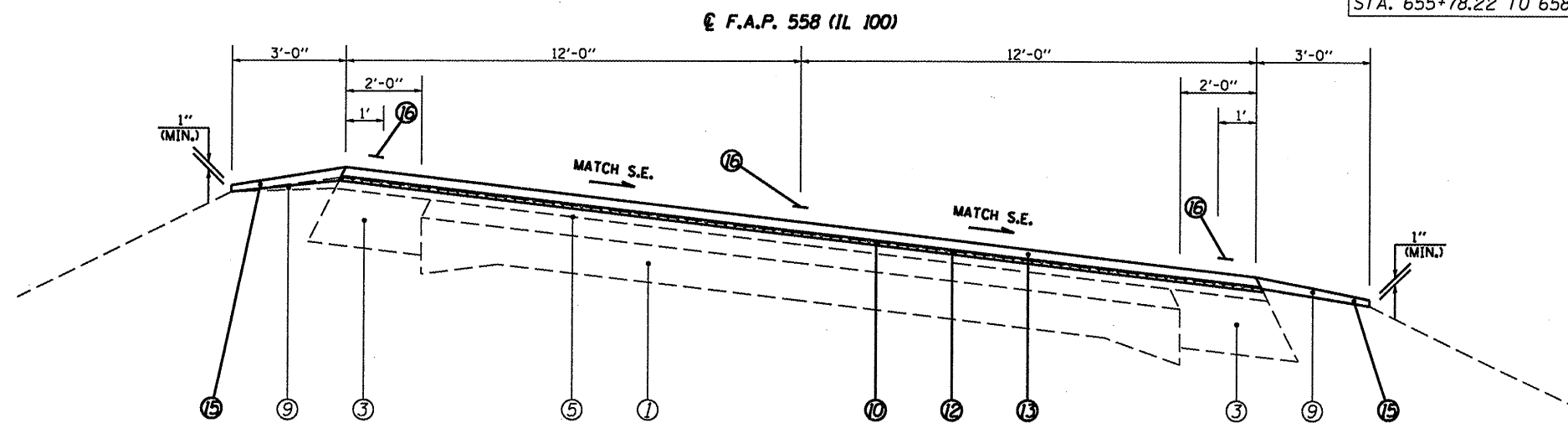
* NOMINAL MILLING DEPTH 1/2" @ C



(4) STA 647+93.43 TO STA 649+56.00 [162.57'] (S.E.#4)

(PROP.)
FULL S.E.: (S.E.#4 = 7.0%)
 STA. 650+28.93 TO 655+92.31
S.E. TRANSITION:
 STA. 647+93.43 TO 650+28.93
 STA. 655+92.31 TO 658+27.81

(EXIST.)
FULL S.E.: (S.E.#4 = 7.0%)
 STA. 650+50.14 TO 655+78.22
S.E. TRANSITION:
 STA. 648+10.14 TO 650+50.14
 STA. 655+78.22 TO 658+18.28



(7) STA 668+87.37 TO STA 682+05.02 [1,317.65'] (S.E.#5)
 (11) STA 708+19.87 TO STA 721+53.84 [1,333.97'] (S.E.#7)
 (13) STA 731+27.38 TO STA 744+98.38 [1,371'] (S.E.#8)

(PROP.)
FULL S.E.: (S.E.#5 = 7.7%)
 STA. 671+42.27 TO 679+50.12
S.E. TRANSITION:
 STA. 668+87.37 TO 671+42.27
 STA. 679+50.12 TO 682+05.02

(PROP.)
FULL S.E.: (S.E.#7 = 6.0%)
 STA. 710+27.67 TO 719+46.04
S.E. TRANSITION:
 STA. 708+19.87 TO 710+27.67
 STA. 719+46.04 TO 721+53.84

(PROP.)
FULL S.E.: (S.E.#8 = 6.3%)
 STA. 733+43.48 TO 742+82.28
S.E. TRANSITION:
 STA. 731+27.38 TO 733+43.48
 STA. 742+82.28 TO 744+98.38

(EXIST.)
FULL S.E.: (S.E.#5 = 7.7%)
 STA. 671+54.89 TO 679+46.10
S.E. TRANSITION:
 STA. 669+14.89 TO 671+54.89
 STA. 679+46.10 TO 681+80.95

(EXIST.)
FULL S.E.: (S.E.#7 = 6.0%)
 STA. 710+54.28 TO 719+26.30
S.E. TRANSITION:
 STA. 708+14.28 TO 710+54.28
 STA. 719+26.30 TO 721+66.30

(EXIST.)
FULL S.E.: (S.E.#8 = 6.3%)
 STA. 733+71.94 TO 742+61.55
S.E. TRANSITION:
 STA. 731+31.94 TO 733+71.94
 STA. 742+61.55 TO 745+01.55

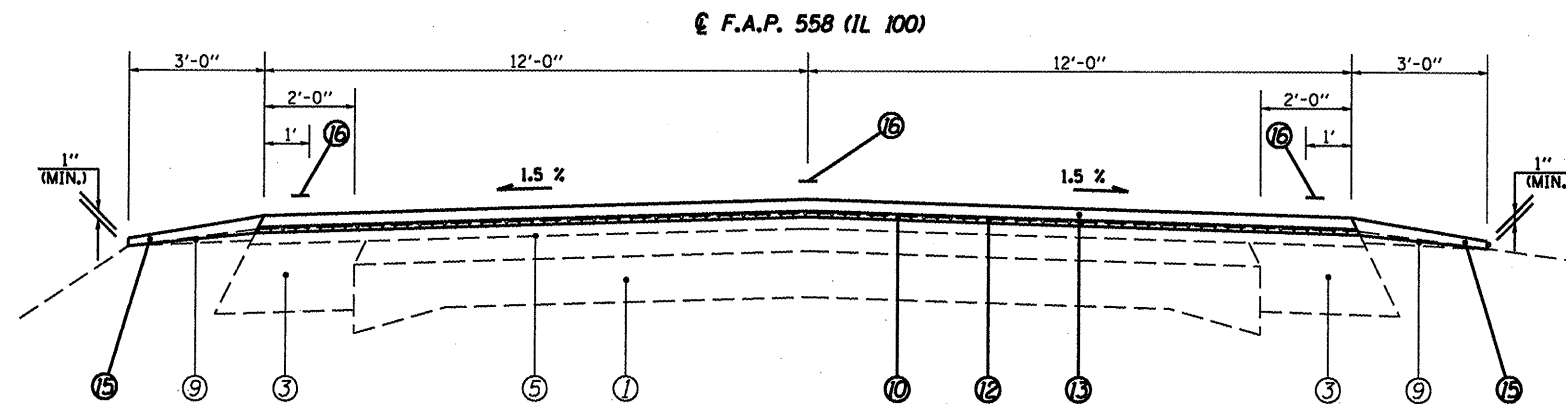
(NOT TO SCALE)

FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS		F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 9	
al:\pw\work\pwsdot\coxjw\dms25489\shstyp\pals.dgn	DRAWN - RSC	CHECKED -	REVISED -		SCALE: NTS	SHEET NO. 6 OF 8 SHEETS	STA. TO STA.	CONTRACT NO. 72814				
PLOT SCALE = 1/8" = 1' / IN.	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							
PLOT DATE = Mar-18-2010 01:44:59PM	DATE -	REVISED -	REVISED -		* 118RS-2, 119RS-2, 123RS-3							

LEGEND

- ① EXIST. P.C.C. PAVEMENT 9"-6"-9"
- ② EXIST. BITUMINOUS BASE COURSE 13 1/4"
- ③ EXIST. BITUMINOUS BASE COURSE WIDENING 9"
- ④ EXIST. BITUMINOUS CONCRETE LEVELING BINDER, VARIABLE DEPTH
- ⑤ EXIST. BITUMINOUS OVERLAY 5"
- ⑥ EXIST. BITUMINOUS SHOULDERS 8"
- ⑦ EXIST. CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑧ EXIST. CONCRETE GUTTER, TYPE A (MODIFIED)
- ⑨ EXIST. AGGREGATE SHOULDER
- ⑩ PROP. HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) *
- ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"
- ⑫ PROP. LEVELING BINDER (MACHINE METHOD), N50 3/4"
- ⑬ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2"
- ⑭ PROP. HOT-MIX ASPHALT SHOULDERS
- ⑮ PROP. AGGREGATE SHOULDERS, TYPE B
- ⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"

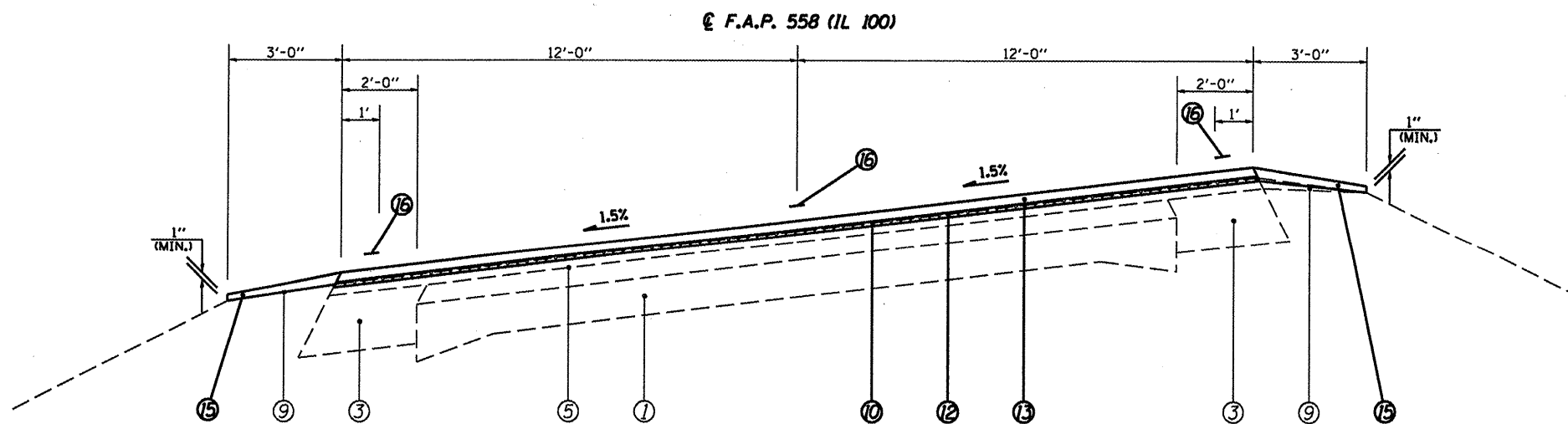
* NOMINAL MILLING DEPTH 1/2" @ 2'



- (1) STA 555+65.44 TO STA 558+85.13 [319.69']
- (3) STA 519+44.11 TO STA 544+32.59 [2,488.48']
- (5) STA 458+68.96 TO STA 508+55.47 [4,986.51']
- (7) STA 412+85.43 TO STA 447+41.52 [3,456.09']
- (10) STA 388+66.56 TO STA 399+19.36 [1,052.80']
- (11) STA 365+64.00 TO STA 385+76.90 [2,012.90']

BRIDGE OMISSION #2
 S.N.: 075-0135
 STA. 388+31.56 TO
 STA. 386+11.90

(STA. EQN. #5):
 STA. 754+40.09 (BK) =
 STA. 558+85.13 (AH)



- (2) STA 544+32.59 TO STA 555+65.44 [1,132.85'] (S.E. #9)
- (4) STA 508+55.47 TO STA 519+44.11 [1,088.64'] (S.E. #10)
- (6) STA 447+41.52 TO STA 458+68.96 [1,127.44'] (S.E. #11)

(PROP.)
FULL S.E.: (S.E. #9 = 1.5%)
 STA. 545+15.79 TO 554+82.24
S.E. TRANSITION:
 STA. 544+32.59 TO 545+15.79
 STA. 554+82.24 TO 555+65.44

(EXIST.)
FULL S.E.: (S.E. #9 = 1.25%)
 STA. 545+75.42 TO 554+31.29
S.E. TRANSITION:
 STA. 543+35.42 TO 545+75.42
 STA. 554+31.29 TO 556+76.69

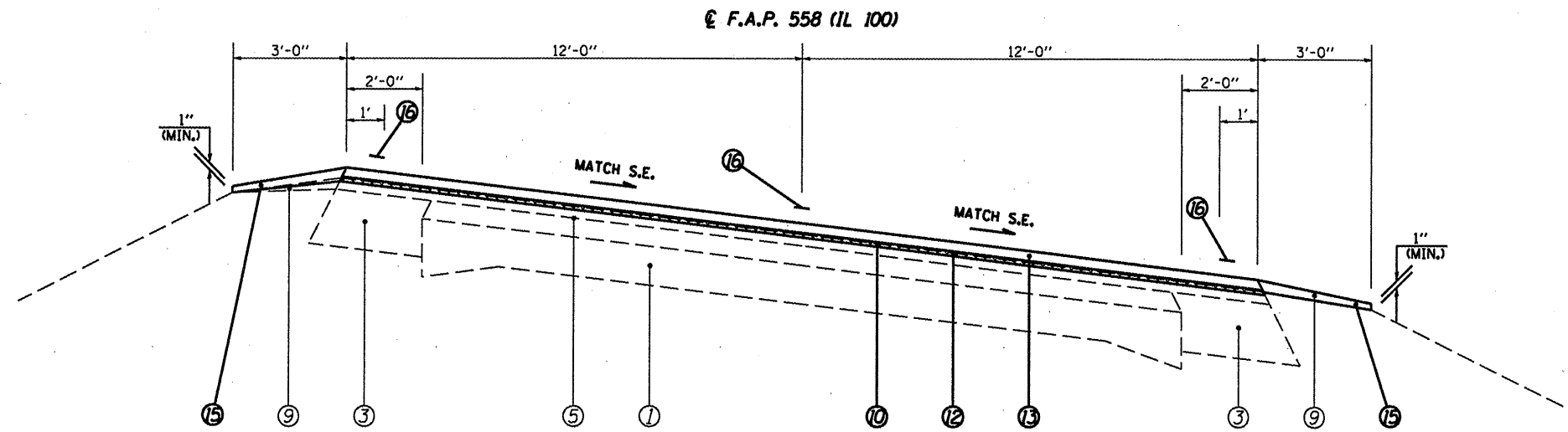
(PROP.)
FULL S.E.: (S.E. #10 = 1.5%)
 STA. 509+38.67 TO 518+60.91
S.E. TRANSITION:
 STA. 508+55.47 TO 509+38.67
 STA. 518+60.91 TO 519+44.11

(EXIST.)
FULL S.E.: (S.E. #10 = 1.25%)
 STA. 509+67.52 TO 517+95.32
S.E. TRANSITION:
 STA. 507+27.52 TO 509+67.52
 STA. 517+95.32 TO 520+49.93

(PROP.)
FULL S.E.: (S.E. #11 = 1.5%)
 STA. 448+24.72 TO 457+85.76
S.E. TRANSITION:
 STA. 447+41.52 TO 448+24.72
 STA. 457+85.76 TO 458+68.96

(EXIST.)
FULL S.E.: (S.E. #11 = 1.25%)
 STA. 448+44.29 TO 457+06.72
S.E. TRANSITION:
 STA. 446+04.29 TO 448+44.29
 STA. 457+06.72 TO 459+46.72

(NOT TO SCALE)



(8) STA 410+77.63 TO STA 412+85.43 [207.80']
 (9) STA 399+19.36 TO STA 410+61.80 [1,142.44']

(S.E. #12)

(STA. EQN. #6):
 STA. 410+61.80 (BK)
 STA. 410+77.63 (AH) =

(PROP.)

FULL S.E.: (S.E.#12 = 3.8%)
 STA. 401+06.86 TO 410+26.70
 S.E. TRANSITION:
 STA. 399+59.96 TO 401+06.86
 STA. 410+26.70 TO 411+89.43

(EXIST.)

FULL S.E.: (S.E.#12 = 3.8%)
 STA. 401+50.90 TO 409+81.37
 S.E. TRANSITION:
 STA. 399+10.90 TO 401+50.90
 STA. 409+81.37 TO 412+27.28

LEGEND

- ① EXIST. P.C.C. PAVEMENT 9'-6"-9"
- ② EXIST. BITUMINOUS BASE COURSE 13 1/4"
- ③ EXIST. BITUMINOUS BASE COURSE WIDENING 9"
- ④ EXIST. BITUMINOUS CONCRETE LEVELING BINDER, VARIABLE DEPTH
- ⑤ EXIST. BITUMINOUS OVERLAY 5"
- ⑥ EXIST. BITUMINOUS SHOULDERS 8"
- ⑦ EXIST. CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑧ EXIST. CONCRETE GUTTER, TYPE A (MODIFIED)
- ⑨ EXIST. AGGREGATE SHOULDER
- ⑩ PROP. HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) *
- ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"
- ⑫ PROP. LEVELING BINDER (MACHINE METHOD), N50 3/4"
- ⑬ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2"
- ⑭ PROP. HOT-MIX ASPHALT SHOULDERS
- ⑮ PROP. AGGREGATE SHOULDERS, TYPE B
- ⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"

* NOMINAL MILLING DEPTH 1/2" @ 6'

FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 11
o:\p\work\p\dot\coxjm\dms25489\sh\tp\ce1s.dgn		DRAWN - RSC	REVISED -		SCALE: NTS	SHEET NO. 8 OF 8 SHEETS	STA.	TO STA.	CONTRACT NO. 72814			
PLOT SCALE = 1/8" = 1' / IN.		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
PLOT DATE = Mar-18-2010 01:15:00PM		DATE -	REVISED -		118RS-2, 119RS-2, 123RS-3							

HOT-MIX ASPHALT SURFACE REMOVAL,

TYP. SEC. *	LOCATION	BUTT JOINT	VAR. DEPTH	2.25"
		QUANTITY (SQ YD)	QUANTITY (SQ YD)	QUANTITY (SQ YD)
DETROIT TO MILTON (AREA A)				
F. A. P. 757 (IL 106)				
	STA. 370+70.20 TO STA. 370+90.20	63.89		
	STA. 370+90.20 TO STA. 372+24.90		389.13	
	STA. 372+24.90 TO STA. 372+44.90	60.56		
TR 14 (AREA A)				
	STA. 10+12.25 TO STA. 10+32.89		59.63	
	STA. 10+32.89 TO STA. 10+52.89	57.78		
INTERSECTION 100/106 (AREA A) (MEASURED USING CADD)				
	NW QUADRANT		9.95	
	NE QUADRANT		16.44	
	SW QUADRANT		130.34	
	SE QUADRANT		123.29	
F. A. P. 558 (IL 100) (AREA A)				
(1)	STA. 0+12.14 TO STA. 7+73.00		2,536.20	
(2)	STA. 7+73.00 TO STA. 44+80.00		10,709.11	
(3)	STA. 44+80.00 TO STA. 47+22.00		806.67	
(4)	STA. 47+22.00 TO STA. 47+57.00		101.11	
(4-6)	STA. 47+57.00 TO STA. 63+38.00		4,567.33	
(6)	STA. 63+38.00 TO STA. 63+73.00		101.11	666.67
(7)	STA. 63+73.00 TO STA. 65+73.00			
(8)	STA. 65+73.00 TO STA. 66+08.00		101.11	
(8-10)	STA. 66+08.00 TO STA. 99+70.00		9,712.44	
(11)	STA. 99+70.00 TO STA. 101+20.00		500.00	
(12-15)	STA. 101+20.00 TO STA. 169+42.43		19,709.24	
(STA. EQN *1)				
	STA. 169+42.43 (BK) = STA. 171+72.56 (AH)			
(16-19)	STA. 171+72.56 TO STA. 189+50.00		5,134.83	
(20)	STA. 189+50.00 TO STA. 191+36.00		620.00	
(21)	STA. 191+36.00 TO STA. 198+20.00		1,976.00	
(22)	STA. 198+20.00 TO STA. 200+65.00		816.67	
(23-24)	STA. 200+65.00 TO STA. 215+96.00		4,422.89	
(25)	STA. 215+96.00 TO STA. 217+96.00		666.67	
(26-29)	STA. 217+96.00 TO STA. 243+70.65		7,437.88	
(STA. EQN *2)				
	STA. 243+70.65 (BK) = STA. 245+88.11 (AH)			
(30-31)	STA. 245+88.11 TO STA. 259+39.45		3,903.87	
(STA. EQN *3)				
	STA. 259+39.45 (BK) = STA. 255+19.60 (AH)			
(32)	STA. 255+19.60 TO STA. 263+64.00		2,439.38	
(33)	STA. 263+64.00 TO STA. 264+72.00		360.00	
(34)	STA. 264+72.00 TO STA. 277+87.00		4,967.78	
(35)	STA. 277+87.00 TO STA. 279+22.00		450.00	
(36)	STA. 279+22.00 TO STA. 303+67.18		7,063.85	
(STA. EQN *4)				
	STA. 303+67.18 (BK) = STA. 303+74.67 (AH)			
(37)	STA. 303+74.67 TO STA. 324+90.20		6,111.53	
(37)	STA. 324+90.20 TO STA. 325+10.20	57.78		
PROJECT SUB TOTAL (A)		240.00	95,944.45	666.67

HOT-MIX ASPHALT SURFACE REMOVAL,

TYP. SEC. *	LOCATION	BUTT JOINT	VAR. DEPTH	2.25"
		QUANTITY (SQ YD)	QUANTITY (SQ YD)	QUANTITY (SQ YD)
PEARL TO CALHOUN CNTY LINE. (AREA B)				
F. A. P. 558 (IL 100)				
(1)	STA. 639+76.40 TO STA. 639+96.40	53.33		
(1-2)	STA. 639+96.40 TO STA. 646+50.00		1,742.93	
(2)	STA. 646+50.00 TO STA. 646+85.00		93.33	
(3-4)	STA. 646+85.00 TO STA. 649+56.00			722.67
(5)	STA. 649+56.00 TO STA. 649+91.00		93.33	
(5-9)	STA. 649+91.00 TO STA. 704+50.82		14,559.52	
(9)	STA. 704+50.82 TO STA. 704+70.82	53.33		
(BRIDGE OMISSION *1)				
	STA. 704+70.82 = STA. 707+00.59			
(10)	STA. 707+00.59 TO STA. 707+20.59	53.33		
(10-14)	STA. 707+20.59 TO STA. 754+40.09		12,585.33	
(STA. EQN *5)				
	STA. 754+40.09 (BK) = STA. 558+85.13 (BK)			
(AREA C)				
F. A. P. 558 (IL 100)				
(1-8)	STA. 410+77.63 TO STA. 558+85.13		39,486.67	
(STA. EQN *6)				
	STA. 410+77.63 (BK) = STA. 410+61.80 (AH)			
(9-10)	STA. 388+51.56 TO STA. 410+61.80		5,893.97	
(10)	STA. 388+51.56 TO STA. 388+31.56	53.33		
(BRIDGE OMISSION *2)				
	STA. 388+31.56 = STA. 386+11.90			
(11)	STA. 386+11.90 TO STA. 385+91.90	53.33		
(11)	STA. 385+91.90 TO STA. 365+49.00		5,447.73	
(11)	STA. 365+49.00 TO STA. 365+29.00	53.33		
INCIDENTAL HMA SURFACING				
	ENTRANCES	2,575.58		
	SIDE ROADS	850.00		
PROJECT SUB TOTAL B & C		3,745.58	79,902.83	722.67
PROJECT TOTAL		3,986	175,848	1,390

FILE NAME =	USER NAME = leughl1nrl	DESIGNED - JWC	REVISED -
cc:\pwwork\pwwid07\LAUGHLINRL\dms25409\	tsch.dgn	DRAWN - BSH	REVISED -
PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISIONS -	REVISIONS -
PLOT DATE = May-07-2010 10:27:17AM	DATE -	REVISIONS -	REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 12
SCALE:		SHEET NO. 1 OF 11 SHEETS		STA. TO STA.
ILLINOIS FED. AID PROJECT CONTRACT NO. 72814				

TEMPORARY RAMP

LOCATION	QUANTITY (SQ YD)
DETROIT TO MILTON (AREA A)	
F. A. P. 757 (IL 106)	
STA. 370+70.20 TO STA. 370+75.20	14.44
STA. 372+39.90 TO STA. 372+44.90	14.44
TR 14 (AREA A)	
STA. 10+47.89 TO STA. 10+52.89	14.44
F. A. P. 558 (IL 100) (AREA A)	
(STA. EQN #1)	
STA. 169+42.43 (BK) = STA. 171+72.56 (AH)	
(STA. EQN #2)	
STA. 243+70.65 (BK) = STA. 245+88.11 (AH)	
(STA. EQN #3)	
STA. 259+39.45 (BK) = STA. 255+19.60 (AH)	
(STA. EQN #4)	
STA. 303+67.18 (BK) = STA. 303+74.67 (AH)	
STA. 325+05.20 TO STA. 325+10.20	14.44
PEARL TO CALHOUN CO LINE (AREA B)	
F. A. P. 558 (IL 100)	
STA. 639+76.40 TO STA. 639+81.40	13.33
STA. 704+65.82 TO STA. 704+70.82	13.33
(BRIDGE OMISSION #1)	
STA. 704+70.82 = STA. 707+00.59	
STA. 707+00.59 TO STA. 707+05.59	13.33
(STA. EQN #5)	
STA. 754+40.09 (BK) = STA. 558+85.13 (BK)	
(AREA C)	
F. A. P. 558 (IL 100)	
(STA. EQN #6)	
STA. 410+77.63 (BK) = STA. 410+61.80 (AH)	
STA. 388+31.56 TO STA. 388+36.56	13.33
(BRIDGE OMISSION #2)	
STA. 388+31.56 = STA. 386+11.90	
STA. 386+06.90 TO STA. 386+11.90	13.33
STA. 365+24.00 TO STA. 365+29.00	13.33
PROJECT TOTAL	138

AGGREGATE SHOULDERS, TYPE B

TYP. SEC. *	LOCATION	QUANTITY (TON)
DETROIT TO MILTON (AREA A)		
F. A. P. 558 (IL 100)		
(1)	STA. 1+07.00 TO STA. 7+73.00 LT	25.28
(2)	STA. 7+73.00 TO STA. 44+80.00	281.46
(3)	STA. 44+80.00 TO STA. 47+22.00 RT	9.19
(4-6)	STA. 47+22.00 TO STA. 63+73.00	125.35
(8-10)	STA. 65+73.00 TO STA. 99+70.00	257.92
(11)	STA. 99+70.00 TO STA. 101+20.00 LT	5.69
(12-15)	STA. 101+20.00 TO STA. 169+42.43	518.00
(STA. EQN #1)		
STA. 169+42.43 (BK) = STA. 171+72.56 (AH)		
(16-19)	STA. 171+72.56 TO STA. 189+50.00	134.95
(20)	STA. 189+50.00 TO STA. 191+36.00 RT	7.06
(21)	STA. 191+36.00 TO STA. 198+20.00	51.93
(22)	STA. 198+20.00 TO STA. 200+65.00 RT	9.30
(23-24)	STA. 200+65.00 TO STA. 215+96.00	116.24
(25)	STA. 215+96.00 TO STA. 217+96.00 RT	7.59
(26-29)	STA. 217+96.00 TO STA. 243+70.56	195.48
(STA. EQN #2)		
STA. 243+70.65 (BK) = STA. 245+88.11 (AH)		
(30-31)	STA. 245+88.11 TO STA. 259+39.45	102.60
(STA. EQN #3)		
STA. 259+39.45 (BK) = STA. 255+19.60 (AH)		
(32)	STA. 255+19.60 TO STA. 263+64.00	64.11
(33)	STA. 263+64.00 TO STA. 264+72.00 RT	4.10
(35)	STA. 277+87.00 TO STA. 279+22.00 LT	5.13
(36)	STA. 279+22.00 TO STA. 303+74.67	186.22
(STA. EQN #4)		
STA. 303+67.18 (BK) = STA. 303+74.67 (AH)		
(37)	STA. 303+74.67 TO STA. 325+10.20	162.14
PEARL TO CALHOUN CO. LINE (AREA B)		
F. A. P. 558 (IL 100)		
(1-2)	STA. 639+76.40 TO STA. 646+85.00	53.80
(4)	STA. 648+11.90 TO STA. 649+56.00 LT	5.47
(5-9)	STA. 649+56.00 TO STA. 704+70.82	418.72
(BRIDGE OMISSION #1)		
STA. 704+70.82 = STA. 707+00.59		
(10-14)	STA. 707+00.59 TO STA. 754+40.09	359.85
(STA. EQN #5)		
STA. 754+40.09 (BK) = STA. 558+85.13 (BK)		
(AREA C)		
F. A. P. 558 (IL 100)		
(1-8)	STA. 410+77.63 TO STA. 558+85.13	1,124.27
(STA. EQN #6)		
STA. 410+77.63 (BK) = STA. 410+61.80 (AH)		
(9-10)	STA. 388+31.56 TO STA. 410+61.80	169.33

AGGREGATE SHOULDERS, TYPE B

TYP. SEC. *	LOCATION	QUANTITY (TON)
PEARL TO CALHOUN CO. LINE (cont.)		
F. A. P. 558 (IL 100) (AREA C) (cont.)		
(BRIDGE OMISSION #2)		
STA. 388+31.56 = STA. 386+11.90		
(11)	STA. 365+29.00 TO STA. 386+11.90	158.15
PROJECT SUB TOTAL		4,559.35
[SUBTRACT]		
SIDE ROADS & ENTRANCES		-155.86
PROJECT TOTAL		4,404

HOT-MIX ASPHALT SHOULDERS

TYP. SEC. *	LOCATION	QUANTITY (TON)
DETROIT TO MILTON (AREA A)		
F. A. P. 558 (IL 100)		
(1)	STA. 0+39.00 TO STA. 1+07.00 RT	2.38
(1)	STA. 1+07.00 TO STA. 7+73.00 RT	31.08
(3)	STA. 44+80.00 TO STA. 47+22.00 LT	11.29
(11)	STA. 99+70.00 TO STA. 101+20.00 RT	7.00
(20)	STA. 189+50.00 TO STA. 191+36.00 LT	8.68
(22)	STA. 198+20.00 TO STA. 200+65.00 LT	11.43
(25)	STA. 215+96.00 TO STA. 217+96.00 LT	9.33
(33)	STA. 263+64.00 TO STA. 264+72.00 LT	5.04
(34)	STA. 264+72.00 TO STA. 277+87.00	122.73
(35)	STA. 277+87.00 TO STA. 279+22.00 RT	6.30
PROJECT TOTAL		216

INCIDENTAL HOT-MIX ASPHALT SURFACING

LOCATION	QUANTITY (TON)
F. A. P. 558 (IL 100)	
EXIST HMA ENTR	206.57
EXIST AGGR ENTR	175.17
SIDE ROADS	89.25
PROJECT TOTAL	471

FILE NAME = c:\pwork\PWIDOT\LAUGHLIN\rdms25499\tech.dgn	USER NAME = leughlirr1	DESIGNED - JWC	REVISED -
PLOT SCALE = 1/8" = 1' IN.	PLOT DATE = May-07-2010 10:27:20AM	DRAWN - BSH	REVISED -
		CHECKED - RSC	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE:	SHEET NO. 2 OF 11 SHEETS	STA. TO STA.	F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 13	CONTRACT NO. 72814
--------	--------------------------	--------------	-----------------	-----------	-------------	-----------------	--------------	--------------------

SHORT-TERM PAVEMENT MARKING

TYP. SEC. *	LOCATION	QUANTITY (FOOT)
	DETROIT TO MILTON (AREA A)	
	F. A. P. 757 (IL 106)	
	STA. 370+70.20 TO STA. 372+44.90	15.88
	F. A. P. 558 (IL 100) (AREA A)	
(1-15)	STA. 0+12.14 TO STA. 169+42.43 (STA. EQN #1)	1,539.12
	STA. 169+42.43 (BK) = STA. 171+72.56 (AH)	
(16-29)	STA. 171+73.20 TO STA. 243+70.65 (STA. EQN #2)	654.31
	STA. 243+70.65 (BK) = STA. 245+88.11 (AH)	
(30-31)	STA. 245+88.11 TO STA. 259+39.45 (STA. EQN #3)	122.85
	STA. 259+39.45 (BK) = STA. 255+19.60 (AH)	
(32-36)	STA. 255+19.60 TO STA. 303+67.18 (STA. EQN #4)	440.69
	STA. 303+67.18 (BK) = STA. 303+74.67 (AH)	
(37)	STA. 303+74.67 TO STA. 325+10.20	194.14
	PEARL TO CALHOUN CO. LINE	
	F. A. P. 558 (IL 100) (AREA B)	
(1-9)	STA. 639+76.40 TO STA. 704+70.82 (BRIDGE OMISSION #1)	590.40
	STA. 704+70.82 = STA. 707+00.59	
(10-14)	STA. 707+00.59 TO STA. 754+40.09 (STA. EQN #5)	430.86
	STA. 754+40.09 (BK) = STA. 558+85.13 (BK)	
	F. A. P. 558 (IL 100) (AREA C)	
(1-8)	STA. 410+77.63 TO STA. 558+85.13 (STA. EQN #6)	1,346.14
	STA. 410+77.63 (BK) = STA. 410+61.80 (AH)	
(9-10)	STA. 388+31.56 TO STA. 410+61.80 (BRIDGE OMISSION #2)	202.75
	STA. 388+31.56 = STA. 386+11.90	
(11)	STA. 365+29.00 TO STA. 386+11.90	189.35
	SUBTOTAL (After Milling)	5,726.50
	SUBTOTAL (After Binder)	5,726.50
	SUBTOTAL (After Surface)	5,726.50
	PROJECT TOTAL	17,179

WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	QUANTITY (SQ FT)
(Removal of Short-Term Pavement Marking) (After Surface Course)	
(5,726.56)(4/12)	1,908.86
PROJECT TOTAL	1,909

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

LOCATION	QUANTITY (FOOT)
(AREA B)	
F. A. P. 558 (IL 100)	
STA. 647+62.50 TO STA. 648+00.00 LT	37.50
(AREA C)	
STA. 434+43.50 TO STA. 432+31.00 RT	212.50
STA. 434+88.50 TO STA. 435+13.50 LT	25
STA. 435+13.50 TO STA. 435+24.50 LT	12.50
PROJECT TOTAL	287.50

STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS

LOCATION	QUANTITY (FOOT)
(AREA B)	
F. A. P. 558 (IL 100)	
STA. 750+28.00 TO STA. 752+53.00 LT	225
PROJECT TOTAL	225

FURNISHED EXCAVATION

LOCATION	QUANTITY (CU YD)
(AREA B)	
F. A. P. 558 (IL 100)	
STA. 749+78.00 TO STA. 753+03.00 LT	22
PROJECT TOTAL	22

GUARDRAIL REMOVAL

LOCATION	QUANTITY (FOOT)
DETROIT TO MILTON (AREA A)	
F. A. P. 558 (IL 100)	
STA. 54+42.00 TO STA. 54+92.00 RT	50
STA. 54+80.00 TO STA. 55+30.00 LT	50
BRIDGE # 1 S. N. 075-0014	
STA. 56+82.50 TO STA. 57+32.50 RT	50
STA. 57+32.25 TO STA. 57+82.25 LT	50
STA. 62+48.00 TO STA. 62+98.00 LT	50
STA. 62+48.00 TO STA. 62+98.00 RT	50
STA. 65+48.00 TO STA. 65+98.00 RT	50
STA. 66+48.00 TO STA. 66+98.00 LT	50
STA. 86+89.00 TO STA. 87+39.00 RT	50
STA. 87+43.75 TO STA. 87+93.75 LT	50
BRIDGE # 2 S. N. 075-0055	
STA. 88+92.00 TO STA. 89+42.00 RT	50
STA. 89+46.75 TO STA. 89+96.75 LT	50
STA. 122+50.00 TO STA. 123+00.00 LT	50
STA. 125+50.00 TO STA. 126+00.00 LT	50
STA. 128+30.00 TO STA. 128+80.00 LT	50
STA. 128+60.00 TO STA. 129+10.00 RT	50
STA. 133+92.50 TO STA. 134+42.50 LT	50
STA. 134+72.50 TO STA. 135+22.50 RT	50
(STA. EQN #1)	
STA. 169+42.43 (BK) = STA. 171+72.56 (AH)	
STA. 205+08.00 TO STA. 205+58.00 RT	50
STA. 206+08.00 TO STA. 206+58.00 LT	50
STA. 208+08.00 TO STA. 208+58.00 RT	50
STA. 209+45.50 TO STA. 209+95.50 LT	50
STA. 210+33.00 TO STA. 210+83.00 LT	50
STA. 212+53.00 TO STA. 213+03.00 RT	50
STA. 215+45.50 TO STA. 215+95.50 LT	50
STA. 215+53.00 TO STA. 216+03.00 RT	50
STA. 224+97.00 TO STA. 225+47.00 LT	50
STA. 227+97.00 TO STA. 228+47.00 LT	50
(STA. EQN #2)	
STA. 243+70.65 (BK) = STA. 245+88.11 (AH)	
(STA. EQN #3)	
STA. 259+39.45 (BK) = STA. 255+19.60 (AH)	
STA. 256+58.00 TO STA. 257+08.00 RT	50
STA. 257+22.00 TO STA. 257+72.00 LT	50
STA. 259+08.00 TO STA. 259+58.00 RT	50
STA. 260+22.00 TO STA. 260+72.00 LT	50

FILE NAME =	USER NAME = coxjw	DESIGNED - JWC	REVISED -
ot:\pwork\pwork\coxjw\dms25409\shatch.dgn		DRAWN - BSH	REVISED -
PLOT SCALE = 100.0000 "/ IN.		CHECKED - RSC	REVISED -
PLOT DATE = Mar-18-2010 01:44:22PM		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES	
SCALE:	SHEET NO. 3 OF 11 SHEETS STA. TO STA.

F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 14
CONTRACT NO. 72814			ILLINOIS FED. AID PROJECT	

GUARDRAIL REMOVAL

LOCATION	QUANTITY (FOOT)
DETROIT TO MILTON (cont.)	
(AREA A) (cont.)	
STA. 299+97.00 TO STA. 300+47.00 LT	50
STA. 300+38.00 TO STA. 300+88.00 RT	50
STA. 302+13.00 TO STA. 302+63.00 RT	50
STA. 303+22.00 TO STA. 303+72.00 LT	50
(STA. EQN *4)	
STA. 303+67.18 (BK) = STA. 303+74.67 (AH)	
PROJECT SUB TOTAL (A)	1,800
PEARL TO CALHOUN CNTY LINE.	
(AREA B)	
F. A. P. 558 (IL 100)	
STA. 646+82.69 TO STA. 647+32.69 LT	50
STA. 646+82.69 TO STA. 647+32.69 RT	50
STA. 647+62.50 TO STA. 648+00.00 LT	37.5
STA. 648+96.81 TO STA. 649+46.81 RT	50
STA. 650+58.31 TO STA. 650+98.31 LT	50
STA. 702+63.07 TO STA. 703+13.07 RT	50
STA. 702+69.05 TO STA. 703+19.05 LT	50
(BRIDGE OMISSION *1)	
STA. 704+70.82 = STA. 707+00.59	
STA. 707+60.95 TO STA. 708+10.95 RT	50
STA. 708+94.43 TO STA. 709+44.43 LT	50
STA. 740+23.00 TO STA. 740+73.00 LT	50
STA. 748+98.00 TO STA. 749+48.00 LT	50
(STA. EQN *5)	
STA. 754+40.09 (BK) = STA. 558+85.13 (BK)	
(AREA C)	
F. A. P. 558 (IL 100)	
(STA. EQN *6)	
STA. 410+77.63 (BK) = STA. 410+61.80 (AH)	
STA. 435+26.50 TO STA. 434+76.50 LT	50
STA. 434+43.50 TO STA. 433+93.50 RT	50
STA. 433+76.25 TO STA. 433+26.25 LT	50
STA. 389+81.50 TO STA. 389+31.50 RT	50
STA. 389+12.40 TO STA. 388+62.40 LT	50
(BRIDGE OMISSION *2)	
STA. 388+31.56 = STA. 386+11.90	
STA. 385+79.60 TO STA. 385+29.60 RT	50
STA. 385+73.00 TO STA. 385+23.00 LT	50
PROJECT SUB TOTAL (B & C)	887.5
PROJECT TOTAL	2,687.5

TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)

LOCATION	QUANTITY (EACH)
DETROIT TO MILTON	
(AREA A)	
F. A. P. 558 (IL 100)	
STA. 54+42.00 TO STA. 54+92.00 RT	1
STA. 54+80.00 TO STA. 55+30.00 LT	1
BRIDGE * 1 S. N. 075-0014	
STA. 56+82.50 TO STA. 57+32.50 RT	1
STA. 57+32.25 TO STA. 57+82.25 LT	1
STA. 62+48.00 TO STA. 62+98.00 LT	1
STA. 62+48.00 TO STA. 62+98.00 RT	1
STA. 65+48.00 TO STA. 65+98.00	1
STA. 66+48.00 TO STA. 66+98.00 LT	1
STA. 86+89.00 TO STA. 87+39.00 RT	1
STA. 87+43.75 TO STA. 87+93.75 LT	1
BRIDGE * 2 S. N. 075-0055	
STA. 88+92.00 TO STA. 89+42.00 RT	1
STA. 89+46.75 TO STA. 89+96.75 LT	1
STA. 122+50.00 TO STA. 123+00.00 LT	1
STA. 125+50.00 TO STA. 126+00.00 LT	1
STA. 128+30.00 TO STA. 128+80.00 LT	1
STA. 128+60.00 TO STA. 129+10.00 RT	1
STA. 133+92.50 TO STA. 134+42.50 LT	1
STA. 134+72.50 TO STA. 135+22.50 RT	1
(STA. EQN *1)	
STA. 169+42.43 (BK) = STA. 171+72.56 (AH)	
STA. 205+08.00 TO STA. 205+58.00 RT	1
STA. 206+08.00 TO STA. 206+58.00 LT	1
STA. 208+08.00 TO STA. 208+58.00 RT	1
STA. 209+45.50 TO STA. 209+95.50 LT	1
STA. 210+33.00 TO STA. 210+83.00 LT	1
STA. 212+53.00 TO STA. 213+03.00 RT	1
STA. 215+45.50 TO STA. 215+95.50 LT	1
STA. 215+53.00 TO STA. 216+03.00 RT	1
STA. 224+97.00 TO STA. 225+47.00 LT	1
STA. 227+97.00 TO STA. 228+47.00 LT	1
(STA. EQN *2)	
STA. 243+70.65 (BK) = STA. 245+88.11 (AH)	
(STA. EQN *3)	
STA. 259+39.45 (BK) = STA. 255+19.60 (AH)	
STA. 256+58.00 TO STA. 257+08.00 RT	1
STA. 257+22.00 TO STA. 257+72.00 LT	1
STA. 259+08.00 TO STA. 259+58.00 RT	1
STA. 260+22.00 TO STA. 260+72.00 LT	1

TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)

LOCATION	QUANTITY (EACH)
DETROIT TO MILTON (cont.)	
(AREA A) (cont.)	
STA. 299+97.00 TO STA. 300+47.00 LT	1
STA. 300+38.00 TO STA. 300+88.00 RT	1
STA. 302+13.00 TO STA. 302+63.00 RT	1
STA. 303+22.00 TO STA. 303+72.00 LT	1
(STA. EQN *4)	
STA. 303+67.18 (BK) = STA. 303+74.67 (AH)	
PROJECT SUB TOTAL (A)	36
PEARL TO CALHOUN CNTY LINE.	
(AREA B)	
F. A. P. 558 (IL 100)	
STA. 646+82.69 TO STA. 647+32.69 LT	1
STA. 646+82.69 TO STA. 647+32.69 RT	1
STA. 648+96.81 TO STA. 649+46.81 LT	1
STA. 650+58.31 TO STA. 650+98.31 RT	1
STA. 702+63.07 TO STA. 703+13.07 RT	1
STA. 702+69.05 TO STA. 703+19.05 LT	1
(BRIDGE OMISSION *1)	
STA. 704+70.82 = STA. 707+00.59	
STA. 707+60.95 TO STA. 708+10.95 RT	1
STA. 708+94.43 TO STA. 709+44.43 LT	1
STA. 740+23.00 TO STA. 740+73.00 LT	1
STA. 748+98.00 TO STA. 749+48.00 LT	1
STA. 749+78.00 TO STA. 750+28.00 LT	1
STA. 752+53.00 TO STA. 753+03.00 LT	1
(STA. EQN *5)	
STA. 754+40.09 (BK) = STA. 558+85.13 (BK)	
(AREA C)	
F. A. P. 558 (IL 100)	
(STA. EQN *6)	
STA. 410+77.63 (BK) = STA. 410+61.80 (AH)	
STA. 432+31.00 TO STA. 431+81.00 RT	1
STA. 433+76.25 TO STA. 433+26.25 LT	1
STA. 389+81.50 TO STA. 389+31.50 RT	1
STA. 389+12.40 TO STA. 388+62.40 LT	1
(BRIDGE OMISSION *2)	
STA. 388+31.56 = STA. 386+11.90	
STA. 385+79.60 TO STA. 385+29.60 RT	1
STA. 385+73.00 TO STA. 385+23.00 LT	1
PROJECT SUB TOTAL (B & C)	18
PROJECT TOTAL	54

GUARDRAIL MARKERS, TYPE A

LOCATION	QUANTITY (EACH)
DETROIT TO MILTON (AREA A)	
F. A. P. 558 (IL 100)	
STA. 54+42.00 TO STA. 54+92.00 RT	2
STA. 54+80.00 TO STA. 55+30.00 LT	2
BRIDGE # 1 S.N. 075-0014	
STA. 56+82.50 TO STA. 57+32.50 RT	2
STA. 57+32.25 TO STA. 57+82.25 LT	2
STA. 62+48.00 TO STA. 62+98.00 LT	2
STA. 62+48.00 TO STA. 62+98.00 RT	2
STA. 65+48.00 TO STA. 65+98.00 RT	2
STA. 66+48.00 TO STA. 66+98.00 LT	2
STA. 86+89.00 TO STA. 87+39.00 RT	2
STA. 87+43.75 TO STA. 87+93.75 LT	2
BRIDGE # 2 S.N. 075-0055	
STA. 88+92.00 TO STA. 89+42.00 RT	2
STA. 89+46.75 TO STA. 89+96.75 LT	2
STA. 122+50.00 TO STA. 123+00.00 LT	2
STA. 125+50.00 TO STA. 126+00.00 LT	2
STA. 128+30.00 TO STA. 128+80.00 LT	2
STA. 128+60.00 TO STA. 129+10.00 RT	2
STA. 133+92.50 TO STA. 134+42.50 LT	2
STA. 134+72.50 TO STA. 135+22.50 RT	2
(STA. EQN #1)	
STA. 169+42.43 (BK) = STA. 171+72.56 (AH)	
STA. 205+08.00 TO STA. 205+58.00 RT	2
STA. 206+08.00 TO STA. 206+58.00 LT	2
STA. 208+08.00 TO STA. 208+58.00 RT	2
STA. 209+45.50 TO STA. 209+95.50 LT	2
STA. 210+33.00 TO STA. 210+83.00 LT	2
STA. 212+53.00 TO STA. 213+03.00 RT	2
STA. 215+45.50 TO STA. 215+95.50 LT	2
STA. 215+53.00 TO STA. 216+03.00 RT	2
STA. 224+97.00 TO STA. 225+47.00 LT	2
STA. 227+97.00 TO STA. 228+47.00 LT	2
(STA. EQN #2)	
STA. 243+70.65 (BK) = STA. 245+88.11 (AH)	
(STA. EQN #3)	
STA. 259+39.45 (BK) = STA. 255+19.60 (AH)	
STA. 256+58.00 TO STA. 257+08.00 RT	2
STA. 257+22.00 TO STA. 257+72.00 LT	2
STA. 259+08.00 TO STA. 259+58.00 RT	2
STA. 260+22.00 TO STA. 260+72.00 LT	2

GUARDRAIL MARKERS, TYPE A

LOCATION	QUANTITY (EACH)
DETROIT TO MILTON (cont.) (AREA A) (cont.)	
STA. 299+97.00 TO STA. 300+47.00 LT	2
STA. 300+38.00 TO STA. 300+88.00 RT	2
STA. 302+13.00 TO STA. 302+63.00 RT	2
STA. 303+22.00 TO STA. 303+72.00 LT	2
(STA. EQN #4)	
STA. 303+67.18 (BK) = STA. 303+74.67 (AH)	
PROJECT SUB TOTAL (A)	72
PEARL TO CALHOUN CNTY LINE. (AREA B)	
F. A. P. 558 (IL 100)	
STA. 646+82.69 TO STA. 647+32.69 LT	2
STA. 646+82.69 TO STA. 647+32.69 RT	2
STA. 647+62.50 TO STA. 648+00.00 LT	1
STA. 648+96.81 TO STA. 649+46.81 RT	2
STA. 650+58.31 TO STA. 650+98.31 LT	2
STA. 702+63.07 TO STA. 703+13.07 RT	2
STA. 702+69.05 TO STA. 703+19.05 LT	2
(BRIDGE OMISSION #1)	
STA. 704+70.82 = STA. 707+00.59	
STA. 707+60.95 TO STA. 708+10.95 RT	2
STA. 708+94.43 TO STA. 709+44.43 LT	2
STA. 740+23.00 TO STA. 740+73.00 LT	2
STA. 748+98.00 TO STA. 749+48.00 LT	2
STA. 749+78.00 TO STA. 750+28.00 LT	2
STA. 750+28.00 TO STA. 752+53.00 LT	4
STA. 752+53.00 TO STA. 753+03.00 LT	2
(STA. EQN #5)	
STA. 754+40.09 (BK) = STA. 558+85.13 (BK)	
PROJECT SUB TOTAL B	29

TRAFFIC BARRIER TERMINAL, TYPE 2

LOCATION	QUANTITY (EACH)
(AREA C)	
F. A. P. 558 (IL 100)	
STA. 435+24.50 TO STA. 435+30.00 LT	1
PROJECT TOTAL	1

GUARDRAIL MARKERS, TYPE A

LOCATION	QUANTITY (EACH)
PEARL TO CALHOUN CNTY LINE. (AREA C)	
F. A. P. 558 (IL 100) (STA. EQN #6)	
STA. 410+77.63 (BK) = STA. 410+61.80 (AH)	
STA. 434+18.00 TO STA. 432+30.50 RT	4
STA. 434+76.50 TO STA. 434+88.50 LT	1
STA. 434+88.50 TO STA. 435+13.50 LT	1
STA. 435+13.50 TO STA. 435+24.50 LT	1
STA. 435+24.50 TO STA. 435+50.00 LT	1
STA. 432+30.50 TO STA. 431+50.50 RT	2
STA. 433+76.25 TO STA. 433+26.25 LT	2
STA. 389+81.50 TO STA. 389+31.50 RT	2
STA. 389+12.40 TO STA. 388+62.40 LT	2
(BRIDGE OMISSION #2)	
STA. 388+31.56 = STA. 386+11.90	
STA. 385+79.60 TO STA. 385+29.60 RT	2
STA. 385+73.00 TO STA. 385+23.00 LT	2
PROJECT SUB TOTAL (B & C)	20
PROJECT TOTAL	121

STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES

LOCATION	QUANTITY (FOOT)
F. A. P. 558 (IL 100) (AREA C)	
STA. 434+88.50 TO STA. 434+76.00 LT	12.50
PROJECT TOTAL	12.50

TERMINAL MARKER - POST MOUNTED

LOCATION	QUANTITY (EACH)
(AREA C)	
F. A. P. 558 (IL 100) STA. 435+28.53 LT	1
PROJECT TOTAL	1

TERMINAL MARKER-DIRECT APPLIED

LOCATION	QUANTITY (EACH)
DETROIT TO MILTON (AREA A)	
F. A. P. 558 (IL 100)	
STA. 54+42.00 RT	1
STA. 54+80.00 LT	1
BRIDGE * 1 S. N. 075-0014	
STA. 57+32.50 RT	1
STA. 57+32.25 LT	1
STA. 62+48.00 LT	1
STA. 62+48.00 RT	1
STA. 65+98.00 RT	1
STA. 66+98.00 LT	1
STA. 86+89.00 RT	1
STA. 87+43.75 LT	1
BRIDGE * 2 S. N. 075-0055	
STA. 89+42.00 RT	1
STA. 89+96.75 LT	1
STA. 122+50.00 LT	1
STA. 126+00.00 LT	1
STA. 128+30.00 LT	1
STA. 128+60.00 RT	1
STA. 134+42.50 LT	1
STA. 135+22.50 RT	1
(STA. EQN *1)	
STA. 169+42.43 (BK) = STA. 171+72.56 (AH)	
STA. 205+08.00 RT	1
STA. 206+08.00 LT	1
STA. 208+58.00 RT	1
STA. 209+95.50 LT	1
STA. 210+33.00 LT	1
STA. 212+53.00 RT	1
STA. 215+95.50 LT	1
STA. 216+03.00 RT	1
STA. 224+97.00 LT	1
STA. 228+47.00 RT	1
(STA. EQN *2)	
STA. 243+70.65 (BK) = STA. 245+88.11 (AH)	
(STA. EQN *3)	
STA. 259+39.45 (BK) = STA. 255+19.60 (AH)	
STA. 256+58.00 RT	1
STA. 257+22.00 LT	1
STA. 259+58.00 RT	1
STA. 260+72.00 LT	1

TERMINAL MARKER-DIRECT APPLIED

LOCATION	QUANTITY (EACH)
DETROIT TO MILTON (cont.) (AREA A) (cont.)	
STA. 299+97.00 LT	1
STA. 300+38.00 RT	1
STA. 302+63.00 RT	1
STA. 303+72.00 LT	1
(STA. EQN *4)	
STA. 303+67.18 (BK) = STA. 303+74.67 (AH)	
PROJECT SUB TOTAL (A)	36
PEARL TO CALHOUN CNTY LINE. (AREA B)	
F. A. P. 558 (IL 100)	
STA. 646+82.69 LT	1
STA. 646+82.69 RT	1
STA. 649+46.81 LT	1
STA. 650+98.31 RT	1
STA. 702+63.07 RT	1
STA. 702+69.05 LT	1
(BRIDGE OMISSION *1)	
STA. 704+70.82 = STA. 707+00.59	
STA. 708+10.95 RT	1
STA. 709+44.43 LT	1
STA. 740+23.00 LT	1
STA. 749+48.00 LT	1
STA. 749+78.00 LT	1
STA. 753+03.00 LT	1
(STA. EQN *5)	
STA. 754+40.09 (BK) = STA. 558+85.13 (BK)	
(AREA C)	
F. A. P. 558 (IL 100)	
(STA. EQN *6)	
STA. 410+77.63 (BK) = STA. 410+61.80 (AH)	
STA. 431+81.00 RT	1
STA. 433+26.25 LT	1
STA. 389+81.50 RT	1
STA. 389+12.40 LT	1
(BRIDGE OMISSION *2)	
STA. 388+31.56 = STA. 386+11.90	
STA. 385+29.60 RT	1
STA. 385+23.00 LT	1
PROJECT SUB TOTAL (B & C)	18
PROJECT TOTAL	54

RAISED REFLECTIVE PAVEMENT

LOCATION	QUANTITY (EACH)
DETROIT TO MILTON (AREA A)	
F. A. P. 757 (IL 106)	
Limits of Improv. to IL 106/IL 100 Inter.	4
106/IL 100 Inter. to Limits of Improv.	3
F. A. P. 558 (IL 100) (AREA A)	
Limits of Improv. to 235th St.	103
235th St. to 230th Ave	34
230th Ave to 220th Ave	71
220th Ave to 460th St	30
460th St to 465th Ave	26
465th ave to 220th Ave	31
220th Ave to Blue Grass St	44
Blue Grass St to Tucker St	6
Tucker St to Pilot Bluff	3
Pilot Bluff to Claus St	3
Claus st to Limits of Improvement	66
PEARL TO CALHOUN CO LINE (AREA B)	
F. A. P. 558 (IL 100)	
Limits of Improv. to S. Hill St	63
S. Hill St to Hazel St	9
Hazel St to Old Pearl Rd	7
Old Pearl Rd to S. N. 075-0140	3
S. N. 075-0140 to Pilot Bluff	5
Pilot Bluff to Sta Eq #5 (End of Area B)	30
(AREA C)	
F. A. P. 558 (IL 100)	
Sta Eq # 5 to 130th Ave (Begin Area C)	58
130th Ave to 118th Ave	84
118th Ave to Bee Creek Bridge	103
Bee Creek Bridge to 103rd Ave	3
103rd Ave to Limits of Improvement	24
PROJECT TOTAL	813

FILE NAME =	USER NAME = coxjm	DESIGNED - JWC	REVISED -
ca:\pwork\pwork\coxjm\dms25409\shscoch.dgn		DRAWN - BSH	REVISED -
PLOT SCALE = 1/8" = 100.0000' / IN.		CHECKED - RSC	REVISED -
PLOT DATE = Mar-18-2010 01:14:44PM		DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE:	SHEET NO. 6 OF 11 SHEETS	STA.	TO STA.	F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 17	CONTRACT NO. 72814
ILLINOIS FED. AID PROJECT									

RAISED REFLECTIVE
PAVEMENT MARKER

LOCATION	QUANTITY (EACH)
DETROIT TO MILTON (AREA A) F. A. P. 757 (IL 106) STA. 370+70.20 TO STA. 372+44.90	3.18
F. A. P. 558 (IL 100) (AREA A) STA. 0+12.14 TO STA. 169+42.43 (STA. EQN #1) STA. 169+42.43 (BK) = STA. 171+72.56 (AH) STA. 171+72.56 TO STA. 243+70.65 (STA. EQN #2) STA. 243+70.65 (BK) = STA. 245+88.11 (AH) STA. 245+88.11 TO STA. 259+39.45 (STA. EQN #3) STA. 259+39.45 (BK) = STA. 255+19.60 (AH) STA. 255+19.60 TO STA. 303+67.18 (STA. EQN #4) STA. 303+67.18 (BK) = STA. 303+74.67 (AH) STA. 303+74.67 TO STA. 325+10.20	212.63
PEARL TO CALHOUN CO. LINE (AREA B) F. A. P. 558 (IL 100) STA. 639+76.40 TO STA. 704+70.80 (BRIDGE OMISSION #1) STA. 704+70.82 = STA. 707+00.59 STA. 707+00.59 TO STA. 754+40.09 (STA. EQN #5) STA. 754+40.09 (BK) = STA. 558+85.13 (BK)	82.18
(AREA C) F. A. P. 558 (IL 100) STA. 410+77.63 TO STA. 558+85.13 (STA. EQN #6) STA. 410+77.63 (BK) = STA. 410+61.80 (AH) STA. 388+31.56 TO STA. 410+61.80 (BRIDGE OMISSION #2) STA. 388+31.56 = STA. 386+11.90 STA. 365+29.00 TO STA. 386+11.90	186.09
PROJECT TOTAL	799

PAINT PAVEMENT MARKING - LINE

TYP. SEC. #	LOCATION	5"																																					
		YELLOW			WHITE																																		
		DBL-SOLID (FOOT)	SOLID (FOOT)	SKIP-DASH (FOOT)	SOLID (FOOT)																																		
	DETROIT TO MILTON (AREA A) F. A. P. 757 (IL 106) STA. 370+70.20 TO STA. 372+44.90			43.68	349.40																																		
	F. A. P. 558 (IL 100) (AREA A) (1-15) STA. 0+12.14 TO STA. 169+42.43 (1-5) STA. 0+12.14 TO STA. 59+75.00 (4-5) STA. 51+50.00 TO STA. 59+75.00 (5-9) STA. 59+75.00 TO STA. 78+50.00 (9) STA. 78+50.00 TO STA. 86+20.00 (9-12) STA. 78+50.00 TO STA. 102+75.00 (10-12) STA. 92+25.00 TO STA. 102+75.00 (12) STA. 102+75.00 TO STA. 108+50.00 (12) STA. 108+50.00 TO STA. 110+95.00 (12) STA. 108+50.00 TO STA. 145+50.00 (12) STA. 133+30.00 TO STA. 145+50.00 (12) STA. 145+50.00 TO STA. 149+50.00 (12-13) STA. 149+50.00 TO STA. 153+80.00 (14) STA. 153+80.00 TO STA. 167+00.00 (14-15) STA. 167+00.00 TO STA. 169+42.43 (STA. EQN #1) STA. 169+42.43 (BK) = STA. 171+72.56 (AH) (16-29) STA. 171+72.56 TO STA. 243+70.65 (16-17) STA. 171+72.56 TO STA. 174+50.00 (17) STA. 174+50.00 TO STA. 177+00.00 (17-19) STA. 177+00.00 TO STA. 189+50.00 (18-19) STA. 185+15.00 TO STA. 189+50.00 (20-21) STA. 189+50.00 TO STA. 191+00.00 (20-28) STA. 191+00.00 TO STA. 197+50.00 (19-27) STA. 191+00.00 TO STA. 230+30.00 (22-28) STA. 199+80.00 TO STA. 230+30.00 (28) STA. 230+30.00 TO STA. 240+75.00 (28-29) STA. 240+75.00 TO STA. 243+70.65 (STA. EQN #2) STA. 243+70.65 (BK) = STA. 245+88.11 (AH) (30-31) STA. 245+88.11 TO STA. 259+39.45 (30-31) STA. 245+88.11 TO STA. 252+60.00 (30-31) STA. 245+88.11 TO STA. 259+39.45 (STA. EQN #3) STA. 259+39.45 (BK) = STA. 255+19.60 (AH) (32-36) STA. 255+19.60 TO STA. 303+67.18 (32-36) STA. 260+50.00 TO STA. 282+75.00 (STA. EQN #4) STA. 303+67.18 (BK) = STA. 303+74.67 (AH) (37) STA. 303+74.67 TO STA. 325+10.20 (37) STA. 313+00.00 TO STA. 325+10.20			33,860.58	1,490.72	825.00	3,750.00	770.00	606.25	1,050.00	245.00	925.00	1,220.00	800.00	430.00	107.50	242.43	60.61	14,396.18	277.44	69.36	500.00	312.50	435.00	650.00	982.50	3,050.00	2,090.00	295.65	73.91	2,702.68	671.89	337.84	1,211.90	9,695.16	2,225.00	533.88	4,271.06	1,210.20
	SUBTOTAL (A)	11,230.00	13,597.61	6,755.63	65,275.06																																		

FILE NAME =	USER NAME = coxjw	DESIGNED - JWC	REVISED -
ca:\p\work\p\dot\coxjw\dms25409\shsch	gn	DRAWN - BSH	REVISED -
PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISED -	REVISED -
PLOT DATE = Mar-18-2010 01:41:59PM	DATE -	REVISED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 7 OF 11 SHEETS STA. TO STA.

F.A.P. RTE. 558	SECTION •	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 18
CONTRACT NO. 72814				ILLINOIS FED. AID PROJECT

PAINT PAVEMENT MARKING - LINE

TYP. SEC. #	LOCATION	5"			
		YELLOW			WHITE
		DBL-SOLID (FOOT)	SOLID (FOOT)	SKIP-DASH (FOOT)	SOLID (FOOT)
	PEARL TO CALHOUN CNTY LINE. (AREA B) F. A. P. 558 (IL 100)				
(1-14)	STA. 639+76.40 TO STA. 754+40.09				22,927.38
(1-5)	STA. 639+76.40 TO STA. 653+90.00	2,827.20			
(5-6)	STA. 653+90.00 TO STA. 659+70.00		580.00		
(5-14)	STA. 653+90.00 TO STA. 754+40.09			2,512.52	
	(STA. EQN #5) STA. 754+40.09 (BK) = STA. 558+85.13 (BK)				
	(AREA C) F. A. P. 558 (IL 100)				
(1-8)	STA. 558+85.13 TO STA. 410+77.63			3,701.88	29,615.00
(7-8)	STA. 417+70.00 TO STA. 410+77.63		692.37		
	(STA. EQN #6) STA. 410+77.63 (BK) = STA. 410+61.80 (AH)				
(9-11)	STA. 410+61.80 TO STA. 365+29.00				9,065.60
(9)	STA. 410+77.63 TO STA. 407+90.00			71.91	
(9)	STA. 410+61.80 TO STA. 407+90.00		271.80		
(9)	STA. 407+90.00 TO STA. 405+30.00	520.00			
(9-10)	STA. 405+30.00 TO STA. 395+50.00		980.00		
(9-11)	STA. 405+30.00 TO STA. 365+29.00			1,000.25	
(11)	STA. 374+20.00 TO STA. 365+29.00		891.00		
	SUBTRACT (21 SIDE ROADS) (APPROX. 32' EA)				-1,050.00
	SUBTOTAL (B & C)	3,347.20	3,415.17	7,286.56	60,557.98
	SUBTOTAL (A-C)	14,577.20	17,012.78	14,042.19	125,833.04
	PROJECT TOTAL				171,466

TERMINAL MARKER POSTS

LOCATION	QUANTITY (EACH)
(AREA C) F. A. P. 558 (IL 100) Sta. 435+28.53 LT	1
PROJECT TOTAL	1

AGGREGATE SURFACE COURSE, TYPE B

LOCATION	QUANTITY (TON)
F. A. P. 558 (IL 100) Quantity for HMA PE's and CE's	70
PROJECT TOTAL	70

PAVEMENT SCHEDULE

TYP SEC #	LOCATION		LENGTH FOOT	PAVEMENT WIDTH FOOT	LEVELING BINDER THICKNESS INCH	HMA SURF THICKNESS INCH	HMA SURF REM. BUTT JOINT SQ YD	HMA SURF REMOVAL VAR DPTH SQ YD	HMA SURF REMOVAL 2 1/4" SQ YD	HMA SURF CSE, "C" N50 TON	LEV BINDER (MM), N50 TON	BIT MAT PRIME COAT TON	AGG PRIME COAT TON
	STATION TO STATION												
	DETROIT TO MILTON		-	-	-	-	-	-	-	-	-	-	-
	(AREA A)		-	-	-	-	-	-	-	-	-	-	-
	F. A. P. 757 (IL 106)		-	-	-	-	-	-	-	-	-	-	-
	STA. 370+70.20	TO STA. 370+90.20	20.00	26' to 31.50'	-	1.5	63.89	-	-	-	-	0.02	0.13
	STA. 370+90.20	TO STA. 371+05.20	15.00	26	0 to 0.75	-	-	-	-	0.91	-	-	-
	STA. 370+70.20	TO STA. 372+44.90	174.70	26	0.75	1.5	-	-	42.39	-	-	-	-
	STA. 370+90.20	TO STA. 372+24.90	134.70	26	0.75	-	389.13	-	-	-	0.15	0.78	-
	STA. 371+05.20	TO STA. 372+09.90	104.70	26	0.75	-	-	-	-	12.70	-	-	-
	STA. 372+09.90	TO STA. 372+24.90	15.00	26	0.75 to 0	-	-	-	-	0.91	-	-	-
	STA. 372+24.90	TO STA. 372+44.90	20.00	26' to 28.50'	-	-	60.56	-	-	-	0.02	0.12	-
	TR 14 (AREA A)		-	-	-	-	-	-	-	-	-	-	-
	STA. 10+12.25	TO STA. 10+37.89	25.64	26	0.75	1.5	-	-	6.22	-	-	-	-
	STA. 10+12.25	TO STA. 10+32.89	20.64	26	0.75	-	-	59.63	-	-	0.02	0.12	-
	STA. 10+12.25	TO STA. 10+17.89	5.64	26	0.75	+	-	-	-	0.68	-	-	-
	STA. 10+17.89	TO STA. 10+32.89	15.00	26	0.75 to 0	+	-	-	-	0.91	-	-	-
	STA. 10+32.89	TO STA. 10+52.89	20.00	26	-	-	57.78	-	-	-	0.02	0.12	-
	Intersection of IL 106/IL 100 (AREA A)		(Measured Using CADD)		-	-	-	-	-	-	-	-	-
	NW Quadrant		-	-	0.75	1.5	-	9.95	-	0.84	0.42	0.004	0.02
	NE Quadrant		-	-	0.75	1.5	-	16.44	-	1.38	0.69	0.01	0.03
	SW Quadrant		-	-	0.75	1.5	-	130.34	-	10.95	5.47	0.05	0.26
	SE Quadrant		-	-	0.75	1.5	-	123.29	-	10.36	5.18	0.05	0.25
	F. A. P. 558 (IL 100) (AREA A)		-	-	-	-	-	-	-	-	-	-	-
(1-6)	STA. 0+12.14	TO STA. 63+73.00	6,360.86	26	0.75	1.5	-	-	1,543.57	-	-	-	-
(1)	STA. 0+12.14	TO STA. 7+73.00	760.86	30	0.75	-	-	2,536.20	-	106.52	0.96	5.07	-
(2)	STA. 7+73.00	TO STA. 44+80.00	3,707.00	26	0.75	-	-	10,709.11	-	449.78	4.07	21.42	-
(3)	STA. 44+80.00	TO STA. 47+22.00	242.00	30	0.75	-	-	806.67	-	33.88	0.31	1.61	-
(4)	STA. 47+22.00	TO STA. 47+57.00	35.00	26	0.75	-	-	101.11	-	-	0.04	0.20	-
(4-10)	STA. 47+22.00	TO STA. 99+70.00	5,248.00	26	0.75	-	-	-	-	636.76	-	-	-
(4-6)	STA. 47+57.00	TO STA. 63+38.00	1,581.00	26	0.75	-	-	4,567.33	-	-	1.74	9.13	-
(6)	STA. 63+38.00	TO STA. 63+73.00	35.00	26	0.75	-	-	101.11	-	-	0.04	0.20	-
(7)	STA. 63+73.00	TO STA. 65+73.00	200.00	30	0.75	1.5	-	-	666.67	56.00	0.25	1.33	-
(8-15)	STA. 65+73.00	TO STA. 169+42.43	10,369.43	26	0.75	1.5	-	-	-	2,516.32	-	-	-
(8)	STA. 65+73.00	TO STA. 66+08.00	35.00	26	0.75	-	-	101.11	-	-	0.04	0.20	-
(8-10)	STA. 66+08.00	TO STA. 99+70.00	3,362.00	26	0.75	-	-	9,712.44	-	-	3.69	19.42	-
(11)	STA. 99+70.00	TO STA. 101+20.00	150.00	30	0.75	-	-	500.00	-	21.00	0.19	1.00	-
(12-15)	STA. 101+20.00	TO STA. 169+42.43	6,822.43	26	0.75	-	-	19,709.24	-	827.79	7.49	39.42	-
	(STA. EQN. #1) 169+42.43 (BK) = 171+72.56 (AH)												
(16-29)	STA. 171+72.56	TO STA. 243+70.65	7,198.09	26	0.75	1.5	-	-	-	1,746.74	-	-	-
(16-19)	STA. 171+72.56	TO STA. 189+50.00	1,777.44	26	0.75	-	-	5,134.83	-	215.66	1.95	10.27	-
(20)	STA. 189+50.00	TO STA. 191+36.00	186.00	30	0.75	-	-	620.00	-	26.04	0.24	1.24	-
(21)	STA. 191+36.00	TO STA. 198+20.00	684.00	26	0.75	-	-	1,976.00	-	82.99	0.75	3.95	-
(22)	STA. 198+20.00	TO STA. 200+65.00	245.00	30	0.75	-	-	816.67	-	34.30	0.31	1.63	-
(23-24)	STA. 200+65.00	TO STA. 215+96.00	1,531.00	26	0.75	-	-	4,422.89	-	185.76	1.68	8.85	-
(25)	STA. 215+96.00	TO STA. 217+96.00	200.00	30	0.75	-	-	666.67	-	28.00	0.25	1.33	-
(26-29)	STA. 217+96.00	TO STA. 243+70.65	2,574.65	26	0.75	-	-	7,437.88	-	312.39	2.83	14.88	-
	(STA. EQN. #2) 243+70.65 (BK) = 245+88.11 (AH)												
(30-31)	STA. 245+88.11	TO STA. 259+39.45	1,351.34	26	0.75	1.5	-	3,903.87	-	327.93	1.48	7.81	-
	(STA. EQN. #3) 259+39.45 (BK) = 255+19.60 (AH)												

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

FILE NAME =	USER NAME = cox.jw	DESIGNED - JWC	REVISED -	SCALE: SHEET NO. 9 OF 11 SHEETS STA. TO STA.	F.A.P. RTE. 558	SECTION	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 20	CONTRACT NO. 72814	ILLINOIS FED. AID PROJECT
or \pwwork\pwwdot\cox.jw\dms25489\shstsch.dgn	DRAWN - BSH	REVISED -									
PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISED -									
PLOT DATE = Mar-18-2010 01:44:46PM	DATE -	REVISED -									

PAVEMENT SCHEDULE

TYP SEC #	LOCATION		LENGTH FOOT	PAVEMENT WIDTH FOOT	LEVELING BINDER THICKNESS INCH	HMA SURF THICKNESS INCH	HMA SURF REM. BUTT JOINT SQ YD	HMA SURF REMOVAL VAR DPTH SQ YD	HMA SURF REMOVAL 2 1/4" SQ YD	HMA SURF CSE, "C" N50 TON	LEV BINDER (MM), N50 TON	BIT MAT PRIME COAT TON	AGG PRIME COAT TON	
	STATION TO STATION													
	DETROIT TO MILTON (cont.)		-	-	-	-	-	-	-	-	-	-	-	
	(AREA A) (cont.)		-	-	-	-	-	-	-	-	-	-	-	
(32-36)	STA. 255+19.60	TO STA. 303+67.18	4,847.58	26	0.75	1.5	-	-	-	1,176.35	-	-	-	
(32)	STA. 255+19.60	TO STA. 263+64.00	844.40	26	0.75	-	-	2,439.38	-	-	102.45	0.93	4.88	
(33)	STA. 263+64.00	TO STA. 264+72.00	108.00	30	0.75	-	-	360.00	-	-	15.12	0.14	0.72	
(34)	STA. 264+72.00	TO STA. 277+87.00	1,315.00	34	0.75	-	-	4,967.78	-	-	208.65	1.89	9.94	
(35)	STA. 277+87.00	TO STA. 279+22.00	135.00	30	0.75	-	-	450.00	-	-	18.90	0.17	0.90	
(36)	STA. 279+22.00	TO STA. 303+67.18	2,445.18	26	0.75	-	-	7,063.85	-	-	296.68	2.68	14.13	
	(STA. EON. #4) 303+67.18 (BK) = 303+74.67 (AH)													
(37)	STA. 303+74.67	TO STA. 325+10.20	2,135.53	26	0.75	1.5	-	-	-	518.22	-	-	-	
(37)	STA. 303+74.67	TO STA. 324+75.20	2,100.53	26	0.75	1.5	-	-	-	254.86	-	-	-	
(37)	STA. 303+74.67	TO STA. 324+90.20	2,115.53	26	0.75	-	-	6,111.53	-	-	-	2.32	12.22	
(37)	STA. 324+75.20	TO STA. 324+90.20	15.00	26	0.75 to 0	-	-	-	-	0.91	-	-	-	
(37)	STA. 324+90.20	TO STA. 325+10.20	20.00	26	-	1.5	57.78	-	-	-	-	0.02	0.12	
	SUB TOTAL A							240.00	95,944.45	666.67	7,957.25	4,050.29	36.80	193.70
	PEARL TO CALHOUN CO LINE		-	-	-	-	-	-	-	-	-	-	-	
	F. A. P. 558 (IL 100) (AREA B)		-	-	-	-	-	-	-	-	-	-	-	
(1-9)	STA. 639+76.40	TO STA. 704+70.82	6,494.42	24	0.75	1.5	-	-	-	1,454.75	-	-	-	
(1)	STA. 639+76.40	TO STA. 639+96.40	20.00	24	-	-	53.33	-	-	-	-	0.02	0.11	
-1	STA. 639+96.40	TO STA. 640+11.40	15.00	24	0 to 0.75	-	-	-	-	-	0.84	-	-	
(1-2)	STA. 639+96.40	TO STA. 646+50.00	653.60	24	0.75	-	-	1,742.93	-	-	-	0.66	3.49	
(1-9)	STA. 640+11.40	TO STA. 704+35.82	6,424.42	24	0.75	-	-	-	-	-	719.54	-	-	
(2)	STA. 646+50.00	TO STA. 646+85.00	35.00	24	0.75	-	-	93.33	-	-	-	0.04	0.19	
(3-4)	STA. 646+85.00	TO STA. 649+56.00	271.00	24	0.75	-	-	-	722.67	-	-	0.27	1.45	
(5)	STA. 649+56.00	TO STA. 649+91.00	35.00	24	0.75	-	-	93.33	-	-	-	0.04	0.19	
(5-9)	STA. 649+91.00	TO STA. 704+50.82	5,459.82	24	0.75	-	-	14,559.52	-	-	-	5.53	29.12	
(9)	STA. 704+35.82	TO STA. 704+50.82	15.00	24	0.75 to 0	-	-	-	-	-	0.84	-	-	
(9)	STA. 704+50.82	TO STA. 704+70.82	20.00	24	-	-	53.33	-	-	-	-	0.02	0.11	
	BRIDGE OMISSION #1 STA. 704+70.82 TO STA. 707+00.59													
(10-14)	STA. 707+00.59	TO STA. 754+40.09	4,739.50	24	0.75	1.5	-	-	-	1,061.65	-	-	-	
(10)	STA. 707+00.59	TO STA. 707+20.59	20.00	24	-	-	53.33	-	-	-	-	0.02	0.11	
(10)	STA. 707+20.59	TO STA. 707+35.59	15.00	24	0 to 0.75	-	-	-	-	0.84	-	-	-	
(10-14)	STA. 707+20.59	TO STA. 754+40.09	4,719.50	24	0.75	-	-	12,585.33	-	-	-	4.78	25.17	
(10-14)	STA. 707+35.59	TO STA. 754+40.09	4,704.50	24	0.75	-	-	-	-	-	526.90	-	-	
	(STA. EON. #5) 754+40.09 (BK) = 558+85.13 (BK)													
	SUB TOTAL B							160.00	29,074.45	722.67	2,516.40	1,248.96	11.38	59.91

PAVEMENT SCHEDULE

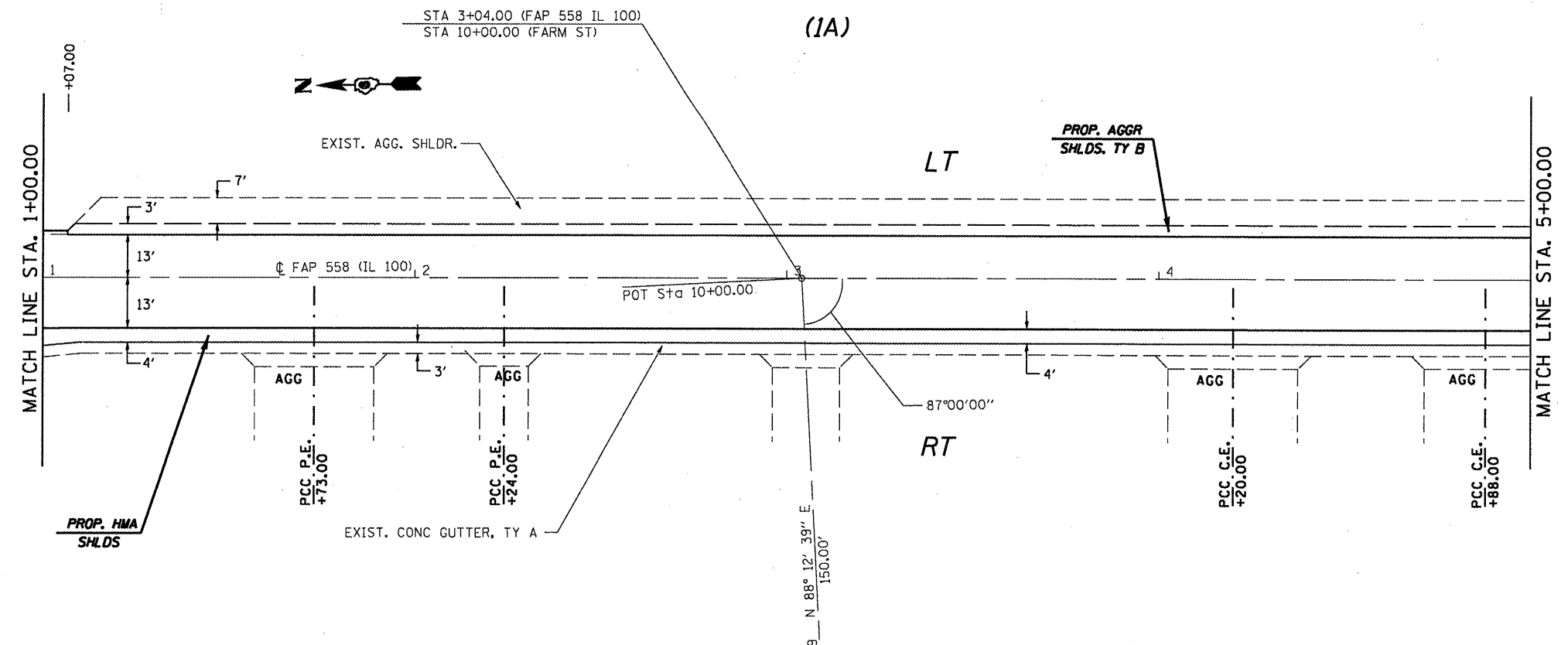
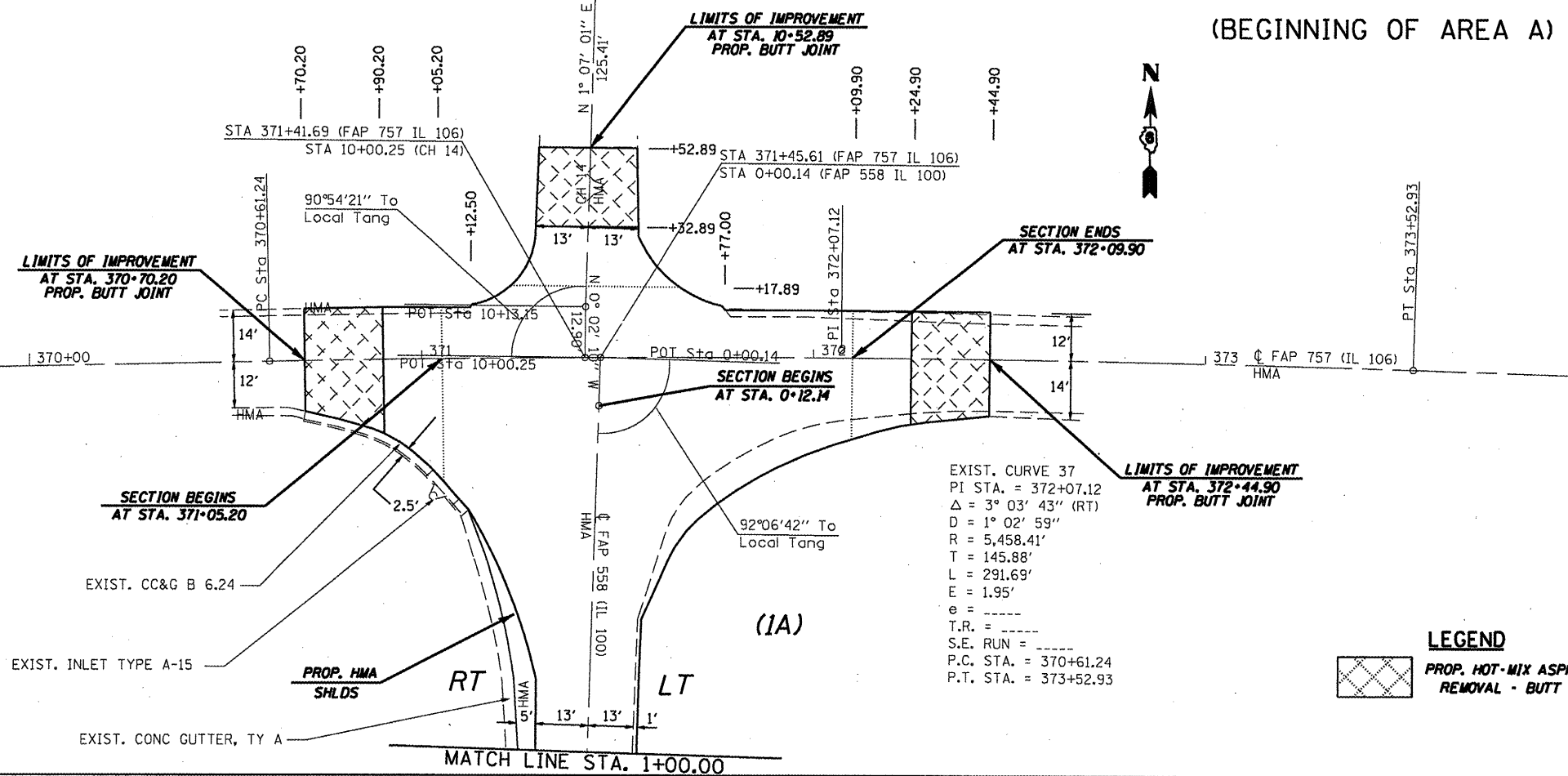
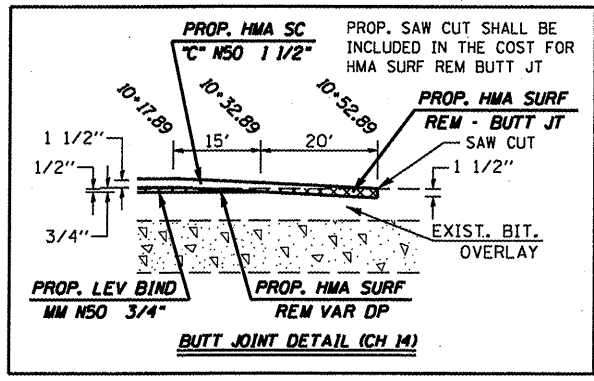
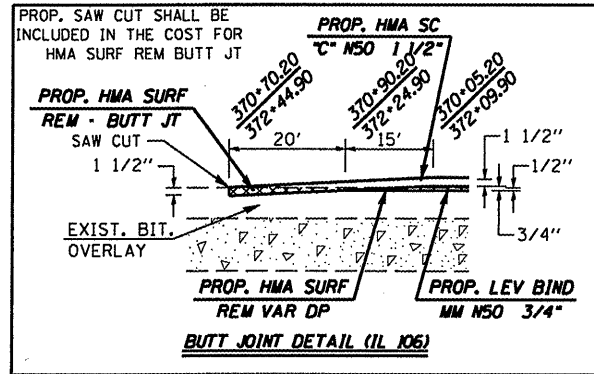
TYP SEC *	LOCATION		LENGTH FOOT	PAVEMENT WIDTH FOOT	LEVELING BINDER THICKNESS INCH	HMA SURF THICKNESS INCH	HMA SURF REM. BUTT JOINT SQ YD	HMA SURF REMOVAL VAR DPTH SQ YD	HMA SURF REMOVAL 2 1/4" SQ YD	HMA SURF CSE, "C" N50 TON	LEV BINDER (MM), N50 TON	BIT MAT PRIME COAT TON	AGG PRIME COAT TON	
	STATION TO STATION													
	F. A. P. 558 (IL 100) (AREA C)		-	-	-	-	-	-	-	-	-	-	-	
(1-8)	STA. 410+77.63	TO STA. 558+85.13	14,807.50	24	0.75	1.5	-	39,486.67	-	3,316.88	1,658.44	15.00	78.97	
	(STA. EQN. #6) 410+77.63 (AH) = 410+61.80 (BK)													
(9-10)	STA. 388+31.56	TO STA. 410+61.80	2,230.24	24	-	1.5	-	-	-	499.57	-	-	-	
(8-10)	STA. 388+51.56	TO STA. 410+61.80	2,210.24	24	0.75	-	-	5,893.97	-	-	-	2.24	11.79	
(8-10)	STA. 388+66.56	TO STA. 410+61.80	2,195.24	24	0.75	-	-	-	-	-	245.87	-	-	
(10)	STA. 388+51.56	TO STA. 388+66.56	15.00	24	0.75 to 0	-	-	-	-	-	0.84	-	-	
(10)	STA. 388+31.56	TO STA. 388+51.56	20.00	24	-	-	53.33	-	-	-	-	0.02	0.11	
	BRIDGE OMISSION #2 STA. 388+31.56 TO STA. 386+11.90													
(11)	STA. 385+91.90	TO STA. 386+11.90	20.00	24	-	-	53.33	-	-	-	-	0.02	0.11	
(11)	STA. 385+76.90	TO STA. 385+91.90	15.00	24	0 to 0.75	-	-	-	-	-	0.84	-	-	
(11)	STA. 365+49.00	TO STA. 385+91.90	2,042.90	24	0.75	1.5	-	5,447.73	-	457.61	-	2.07	10.90	
(11)	STA. 365+64.00	TO STA. 385+76.90	2,012.90	24	0.75	-	-	-	-	-	225.44	-	-	
(11)	STA. 365+49.00	TO STA. 365+64.00	15.00	24	0.75 to 0	-	-	-	-	-	0.84	-	-	
(11)	STA. 365+29.00	TO STA. 365+49.00	20.00	24	-	-	53.33	-	-	-	-	0.02	0.11	
	INCIDENTAL HMA SURF. HMA ENT & SIDE ROADS		-	-	-	-	-	3,425.59	-	-	-	4.88	6.85	
	HMA SHOULDERS (SQ YD)		-	-	1,474	-	-	-	-	-	-	0.56	2.95	
	SUB TOTAL C							3,585.59	50,828.37	0.00	4,274.06	2,132.27	24.82	111.78
	PROJECT TOTAL							3,986	175,848	1,390	14,748	7,432	73	366

FILE NAME =	USER NAME = leughlinr1	DESIGNED - JWC	REVISED -
ca:\pwwork\PM1007\LAUGHLINRL\dms28409\	leughlinr1	DRAWN - BSH	REVISED -
	tech.dgn	CHECKED - RSC	REVISED -
	PLOT SCALE = 100.0000' / IN.	DATE -	REVISED -
	PLOT DATE = May-07-2010 10:27:22AM		

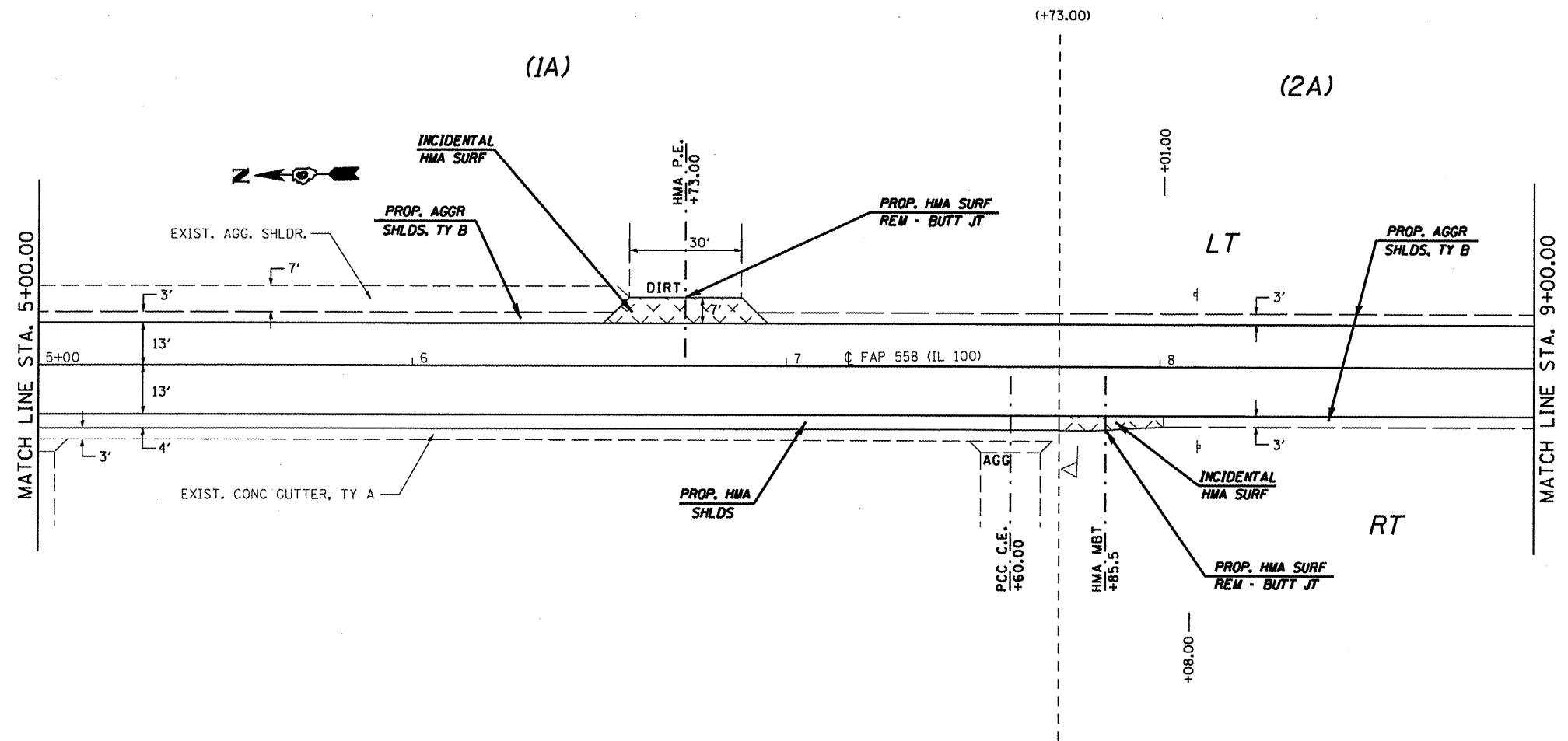
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE:	SHEET NO. 11 OF 11 SHEETS	STA.	TO STA.	F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 22
CONTRACT NO. 72814								
ILLINOIS FED. AID PROJECT								



FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA A			F.A.P. RTE. 558	SECTION	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 23
ct\pwwork\PWIDOT\COXJW\dms25489\06728	4-ahs-dblpln28-1.dgn	DRAWN - JWC	REVISED -		SCALE: 20	SHEET NO. 1 OF 36 SHEETS	STA. 0+12.14 TO STA. 5+00.00	CONTRACT NO. 72814				
		CHECKED - RSC	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - Mar-18-2010 01:28:16PM	REVISED -		118RS-2, 119RS-2, 123RS-3							



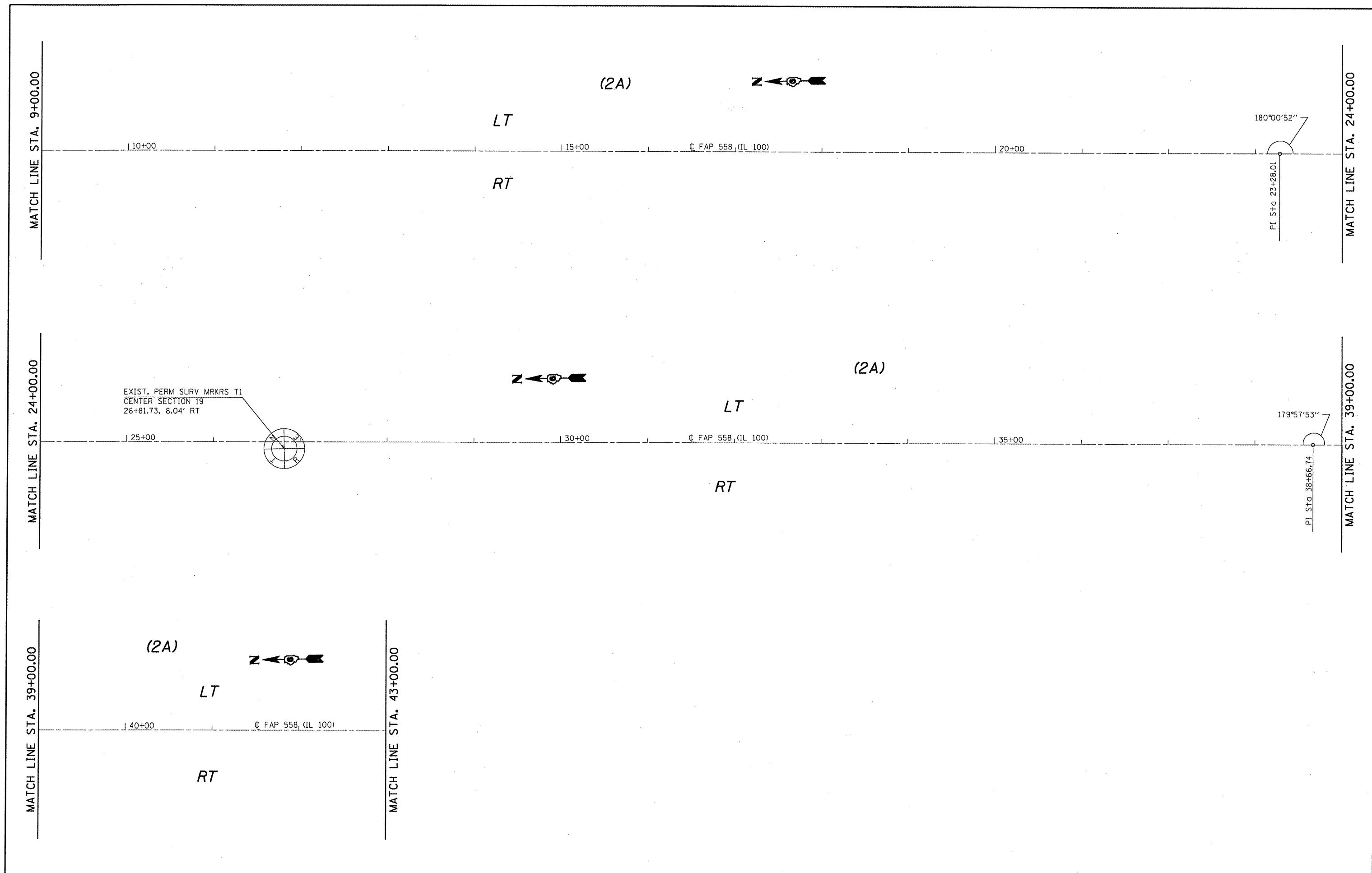
FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -
ct:\pw\work\PIWIDOT\COXJW\dms25409\06728	4-shr-dblpln20-1.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:28:24PM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA A

SCALE: 20 SHEET NO. 2 OF 36 SHEETS STA. 5+00.00 TO STA. 9+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558	*	PIKE	77	24
CONTRACT NO. 72814			ILLINOIS FED. AID PROJECT	



EXIST. PERM SURV MRKRS T1
 CENTER SECTION 19
 26+81.73, 8.04' RT

FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -
ct:\pwwork\pwwid01\COXJW\dms25409\vd6528	4-sht-plan58-1.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:19:27PM	DATE -	REVISED -

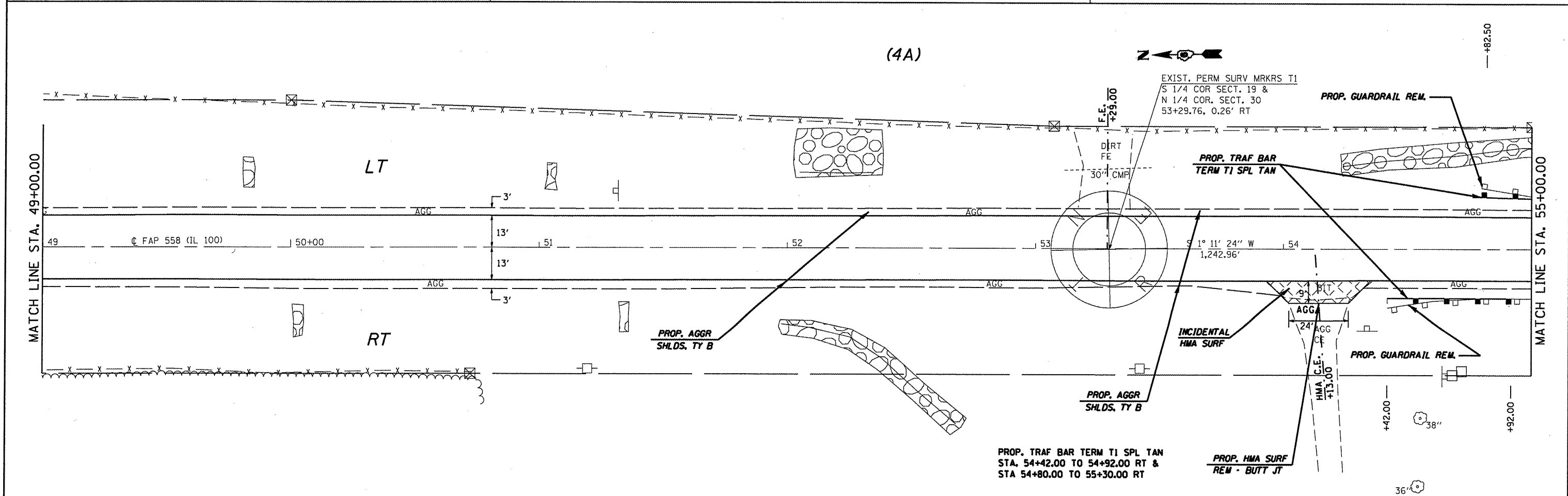
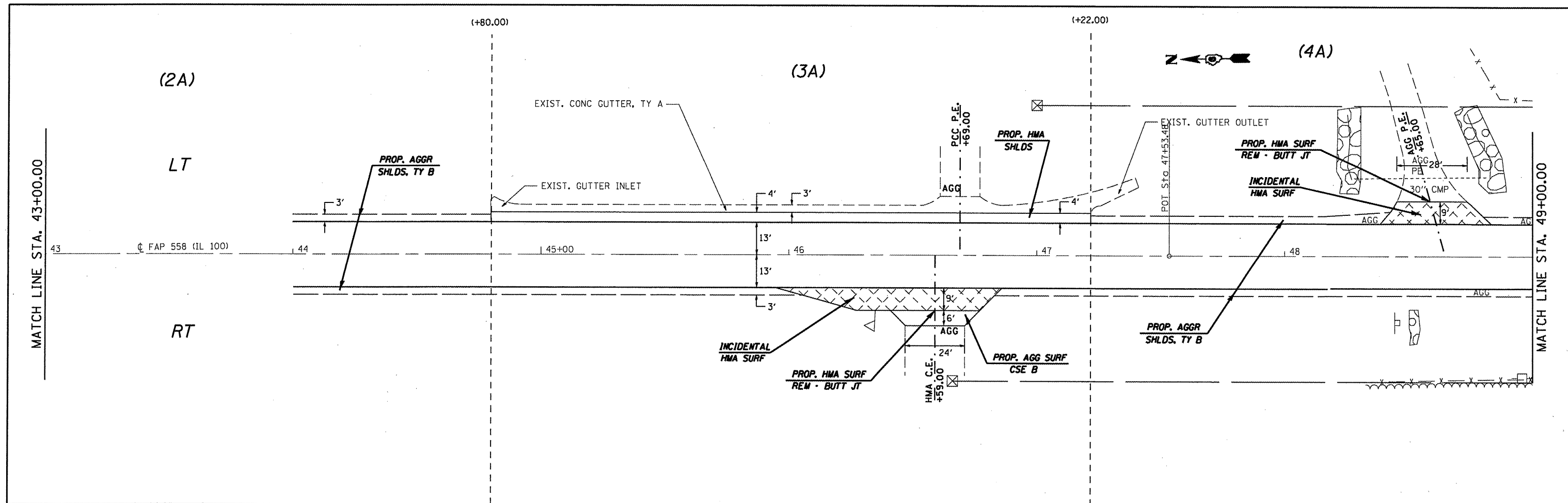
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA A

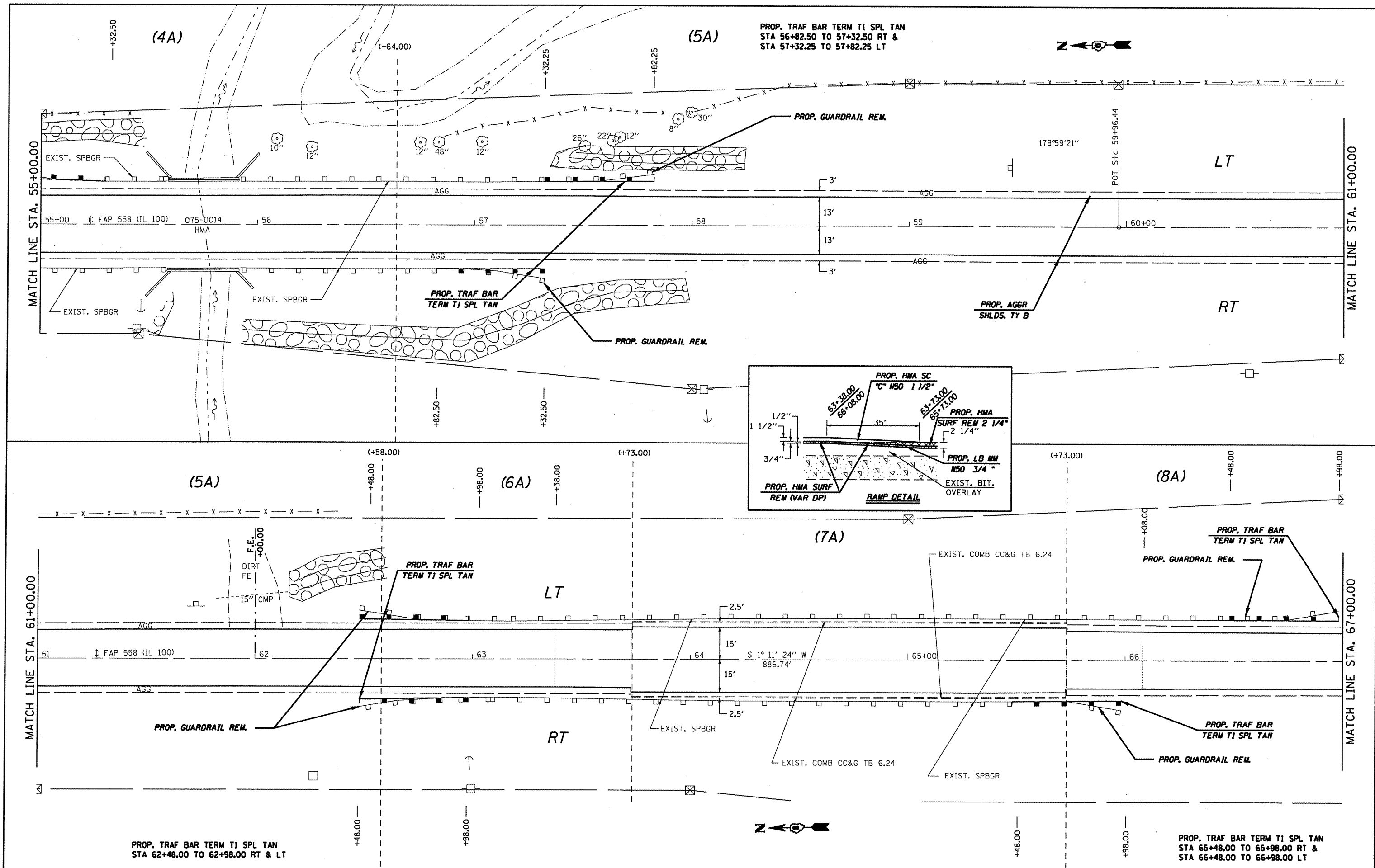
SCALE: 50 SHEET NO. 3 OF 36 SHEETS STA. 9+00.00 TO STA. 43+00.00

F.A.P. RTE. 558	SECTION •	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 25
CONTRACT NO. 72814				
ILLINOIS FED. AID PROJECT				

• 118RS-2, 119RS-2, 123RS-3



FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA A			F.A.P. RTE. 558	SECTION	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 26
ct:\pwwork\pwi001\COXJW\dms25489\06728	4-shs-dblp\ln28-1.dgn	DRAWN - JWC	REVISED -		SCALE: 20	SHEET NO. 4 OF 36 SHEETS	STA. 43+00.00 TO STA. 55+00.00	CONTRACT NO. 72814				
PLOT SCALE = 40.0000' / IN.	CHECKED - RSC	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							
PLOT DATE = Mar-18-2010 01:20:17PM	DATE -	REVISED -	REVISED -		118RS-2, 119RS-2, 123RS-3							



FILE NAME =
 c:\pwworking\pwwid\COXJW\dms25499\067284-sht-dbl\p1n20-1.dgn

USER NAME = coxjw
 4-sht-dbl\p1n20-1.dgn
 PLOT SCALE = 40.0000' / IN.
 PLOT DATE = Mar-18-2010 01:28:18PM

DESIGNED - RSC	REVISED -
DRAWN - JWC	REVISED -
CHECKED - RSC	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

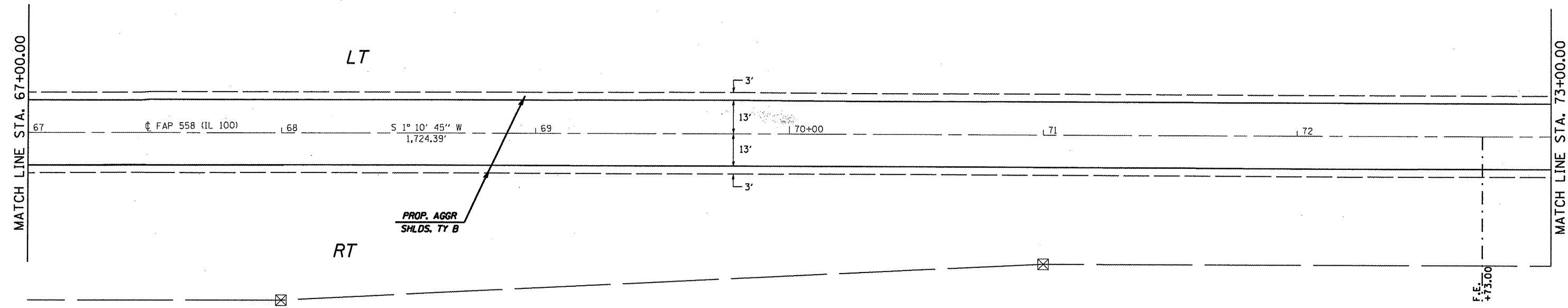
PLAN VIEW - AREA A

SCALE: 20 SHEET NO. 5 OF 36 SHEETS STA. 55+00.00 TO STA. 67+00.00

F.A.P. RTE. 558	SECTION	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 27
CONTRACT NO. 72814			ILLINOIS FED. AID PROJECT	

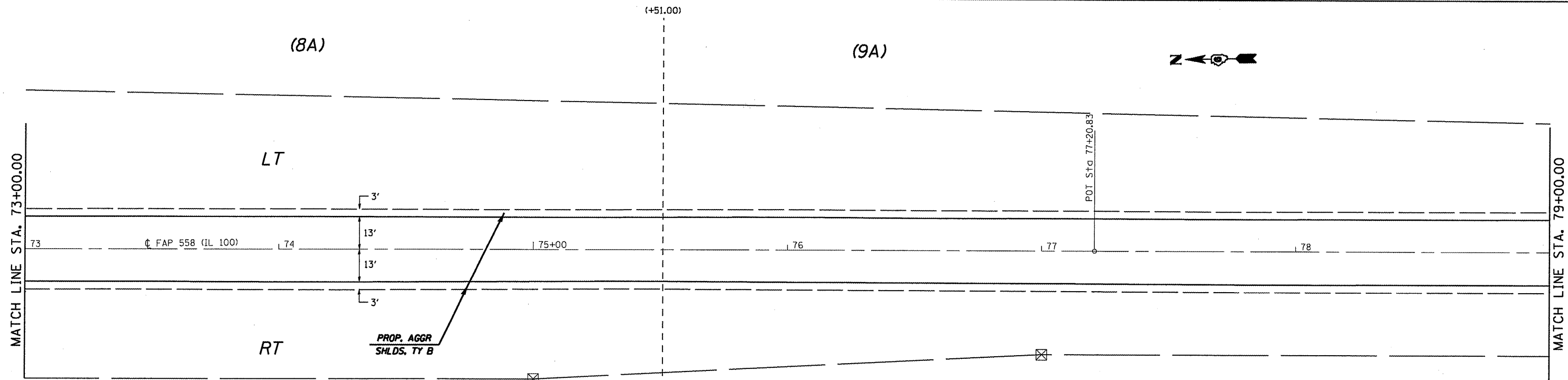
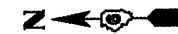
118RS-2, 119RS-2, 123RS-3

(8A)



(8A)

(9A)



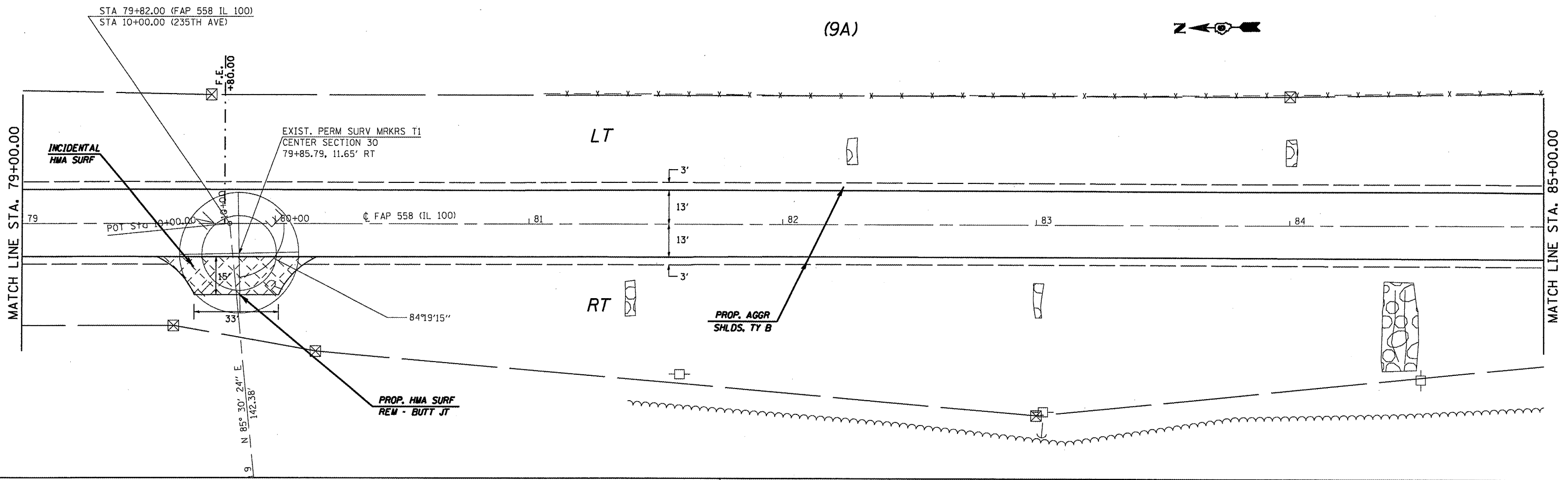
FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -
c:\pwwork\FW100T\COXJW\dms25489\106728	4-shr-dblp1n20-1.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:28:19PM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA A

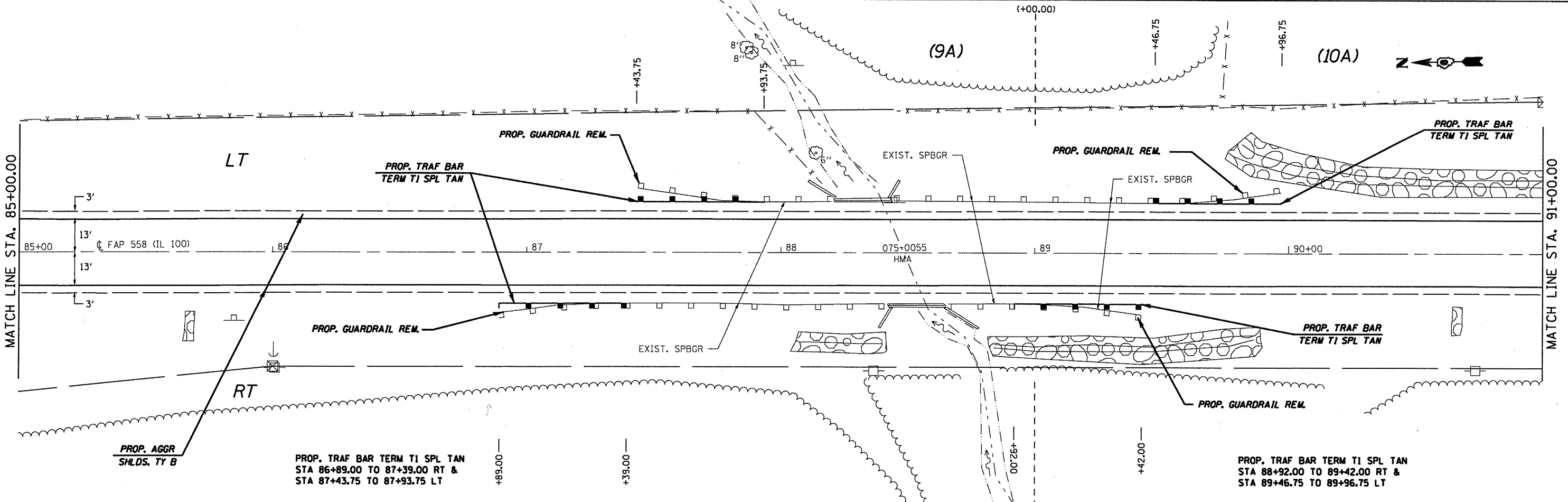
F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 28
SCALE: 20				CONTRACT NO. 72814
SHEET NO. 6 OF 36 SHEETS		STA. 67+00.00 TO STA. 79+00.00		
ILLINOIS FED. AID PROJECT				

(9A)



(9A)

(10A)



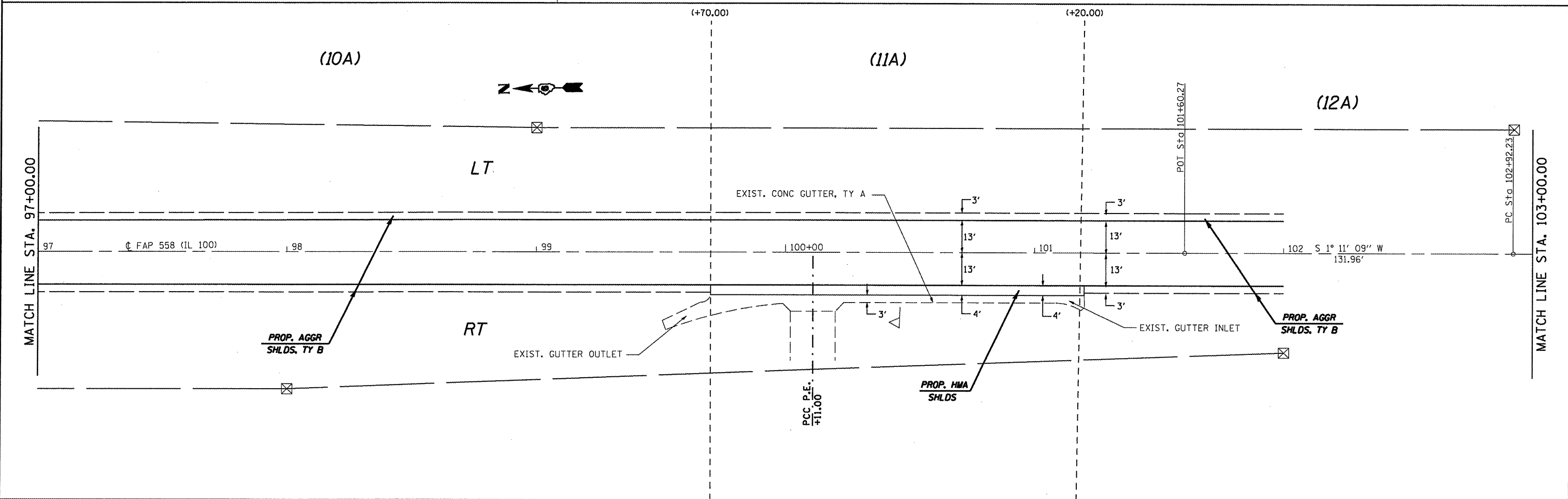
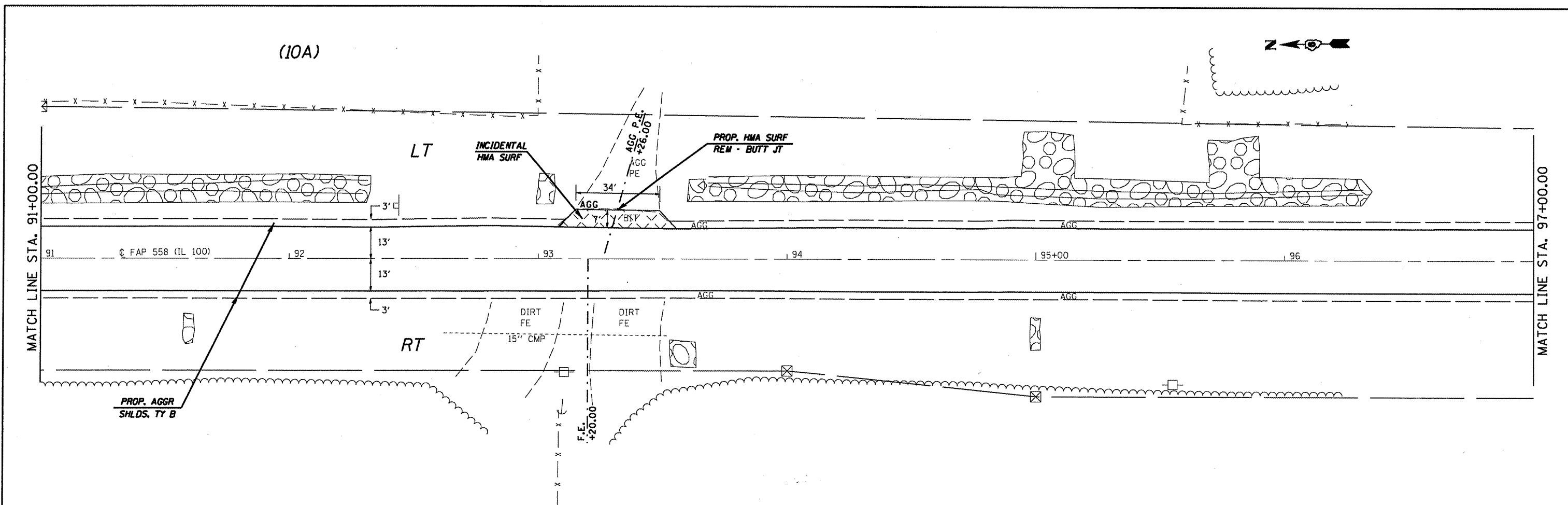
FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -
ct:\pw\work\FW1007\COXJW\dms25409\106728	4-sht-dblp1n28-1.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 48.0000" / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:20:19PM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

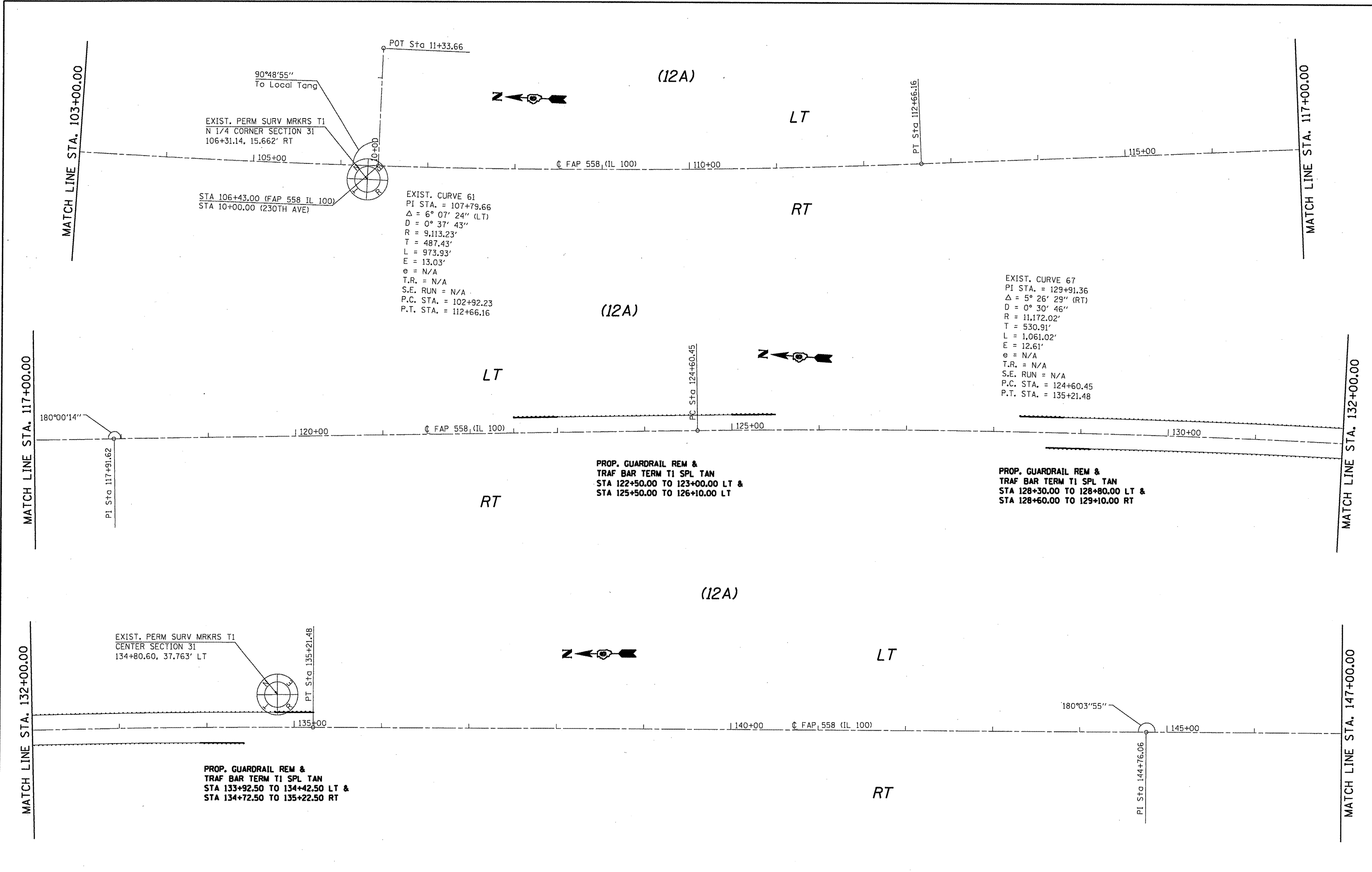
PLAN VIEW - AREA A

SCALE: 20 SHEET NO. 7 OF 36 SHEETS STA. 79+00.00 TO STA. 91+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558		PIKE	77	29
CONTRACT NO. 72814				



FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA A	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cd:\pvt\work\FWIDOT\COXJW\dms25409\06728	4-shr-dblpln20-1.dgn	DRAWN - JWC	REVISED -			558		PIKE	77	30	
PLOT SCALE = 40.0000 "/td> <td>CHECKED - RSC</td> <td>REVISED -</td> <td colspan="7" style="text-align: center;">CONTRACT NO. 72814</td>	CHECKED - RSC	REVISED -	CONTRACT NO. 72814								
PLOT DATE = Mar-18-2010 01:29:20PM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								



FILE NAME =
 c:\pwwork\FW1007\COXJW\dms25409\vd6528

USER NAME = coxjw
 4-shr-plot-58-1.dgn
 PLOT SCALE = 100.0000' / IN.
 PLOT DATE = Mar-18-2010 01:19:28PM

DESIGNED - RSC	REVISED -
DRAWN - JWC	REVISED -
CHECKED - RSC	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA A

SCALE: 50 SHEET NO. 9 OF 36 SHEETS STA. 103+00.00 TO STA. 147+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558	.	PIKE	77	31
CONTRACT NO. 72814			ILLINOIS FED. AID PROJECT	

(PROP.)
 FULL S.E.: (S.E.#) = 8.0%
 STA. 153+73.09 to 168+68.56
 S.E. TRANSITION:
 STA. 151+09.89 TO 153+73.09
 STA. 168+68.56 TO 173+61.89

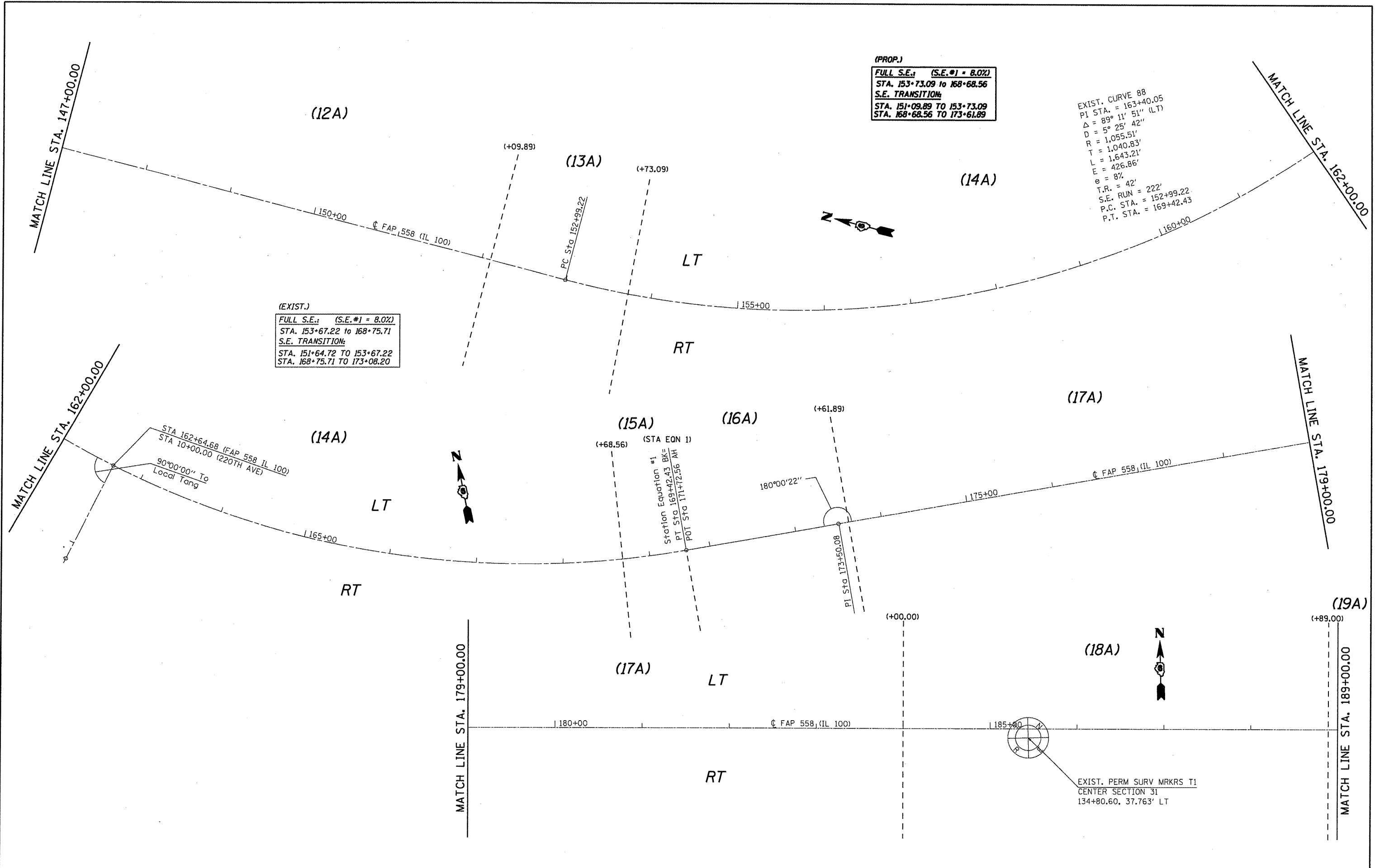
EXIST. CURVE 88
 PI STA. = 163+40.05
 $\Delta = 89^{\circ} 11' 51''$ (LT)
 $D = 5^{\circ} 25' 42''$
 $R = 1,055.51'$
 $T = 1,040.83'$
 $L = 1,643.21'$
 $E = 426.86'$
 $e = 8\%$
 $T.R. = 42'$
 $S.E. RUN = 222'$
 $P.C. STA. = 152+99.22$
 $P.T. STA. = 169+42.43$

(EXIST.)
 FULL S.E.: (S.E.#) = 8.0%
 STA. 153+67.22 to 168+75.71
 S.E. TRANSITION:
 STA. 151+64.72 TO 153+67.22
 STA. 168+75.71 TO 173+08.20

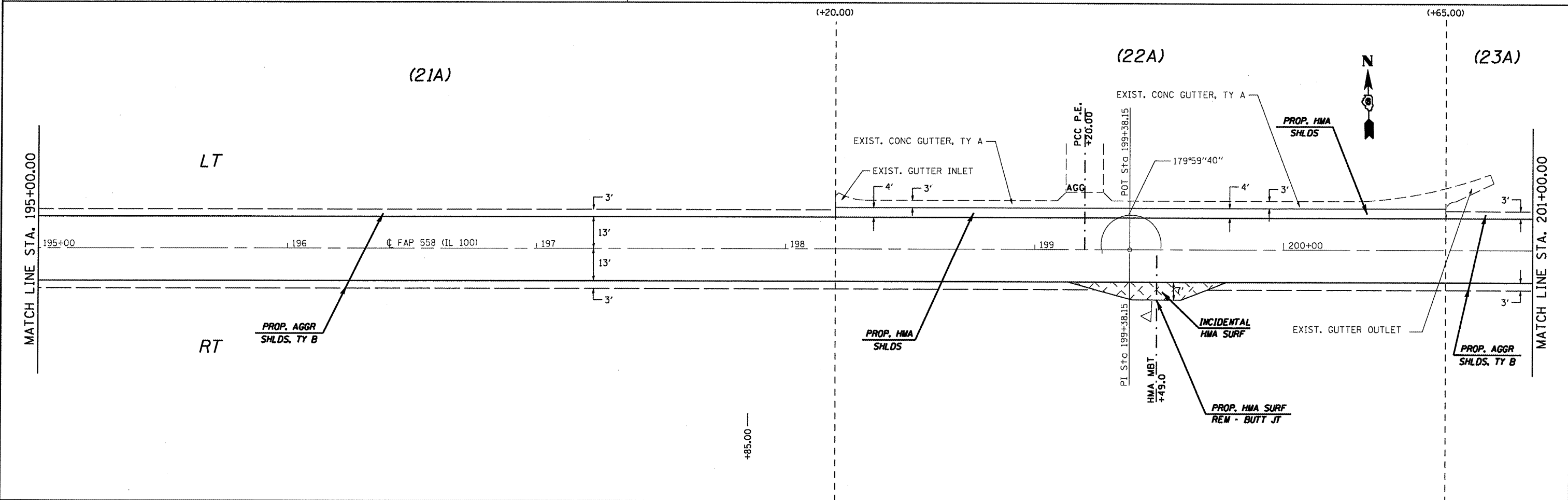
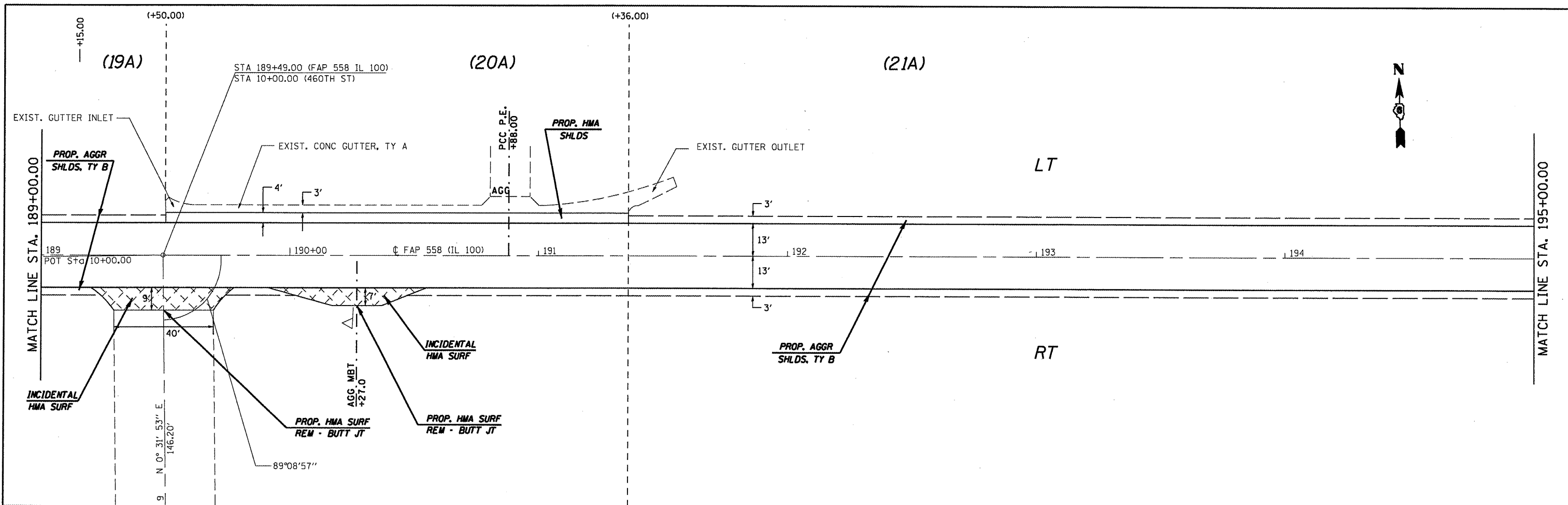
STA 162+64.68 (FAP 558 IL 100)
 STA 10+00.00 (220TH AVE)
 90°00'00" To
 Local Tang

Station Equation #1
 PT STA 169+42.43 BK=1
 POT STA 171+72.56 AH

EXIST. PERM SURV MRKRS T1
 CENTER SECTION 31
 134+80.60, 37.763' LT



FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA A	F.A.P. RTE. = 558	SECTION =	COUNTY =	TOTAL SHEETS = 77	SHEET NO. = 32	
c:\pw_work\pwwid\COXJW\dms2540\1d6528	4-sht-plan58-Ldgn	DRAWN - JWC	REVISED -			SCALE: 50	SHEET NO. 10 OF 36 SHEETS	CONTRACT NO. 72814	ILLINOIS FED. AID PROJECT		
	PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISED -			STA. 147+00.00 TO STA. 189+00.00					
	PLOT DATE = Mar-18-2010 01:19:29PM	DATE -	REVISED -								



FILE NAME =	USER NAME = ockjm	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA A			F.A.P. RTE. 558	SECTION	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 33
c:\pvt\work\PIW1007\COXJW\dms25409\06728	4-shs-dblpLn28-1.dgn	DRAWN - JWC	REVISED -		SCALE: 20	SHEET NO. 11 OF 36 SHEETS	STA. 189+00.00 TO STA. 201+00.00	CONTRACT NO. 72814				
	PLOT SCALE = 40.0000 "/ IN.	CHECKED - RSC	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = Mar-18-2010 01:28:21PM	DATE -	REVISED -		118RS-2, 119RS-2, 123RS-3							

MATCH LINE STA. 201+00.00

(22A)

LT

RT

205+00

(+05.00)

PROP. GUARDRAIL REM &
TRAF BAR TERM TI SPL TAN
STA 208+08.00 TO 208+58.00 RT &
STA 209+45.50 TO 209+95.50 LT

PROP. GUARDRAIL REM &
TRAF BAR TERM TI SPL TAN
STA 205+08.00 TO 205+58.00 RT &
STA 206+08.00 TO 206+58.00 LT

STA 210+00.00 (FAP 558 IL 100)
STA 10+00.00 (465TH LN)

CL FAP 558, (IL 100)

210+00

89°09'38"

POT Sta 9+01.71

(23A)

PROP. GUARDRAIL REM &
TRAF BAR TERM TI SPL TAN
STA 210+33.00 TO 210+83.00 LT &
STA 212+53.00 TO 213+03.00 RT

EXIST. PERM SURV MRKRS TI
N 1/4 CORNER SECTION 5
216+78.46, 7.64' LT

MATCH LINE STA. 214+00.00



FILE NAME =
c:\pw\work\PWIDOT\COXJW\dms25409\d6528

USER NAME = coxjw
4-sht-plan50-1.dgn
PLOT SCALE = 100.0000' / IN.
PLOT DATE = Mar-18-2010 01:19:30PM

DESIGNED - RSC
DRAWN - JWC
CHECKED - RSC
DATE -

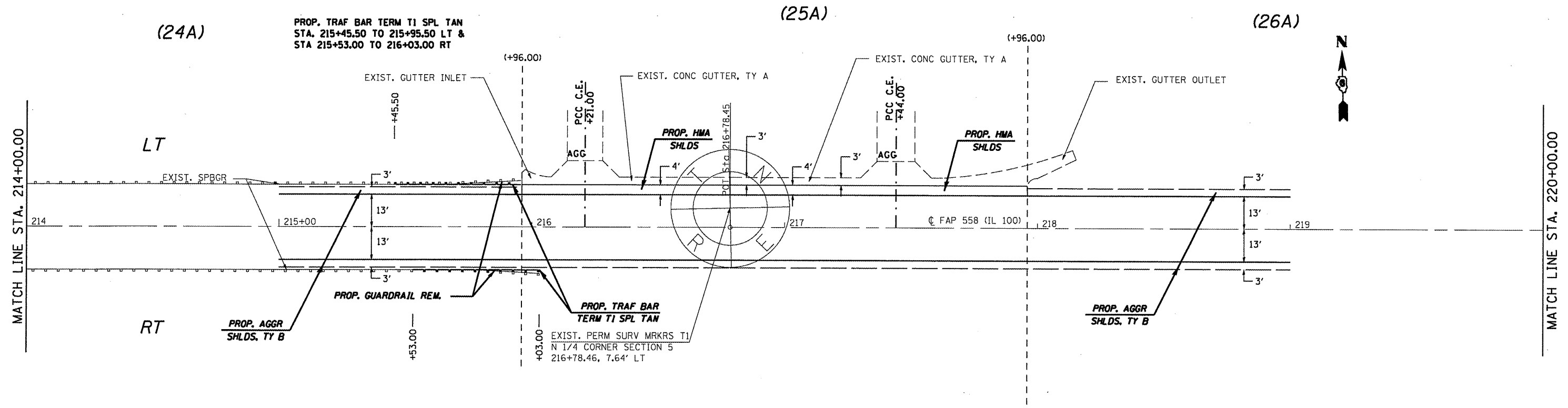
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN VIEW - AREA A

SCALE: 50 SHEET NO. 12 OF 36 SHEETS STA. 201+00.00 TO STA. 214+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558	*	PIKE	77	34
				CONTRACT NO. 72814
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -
ct:\pwwork\PIWIDDT\COXJW\dms25409\06728	4-shr-dblp1n20-1.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:28:22PM	DATE -	REVISED -

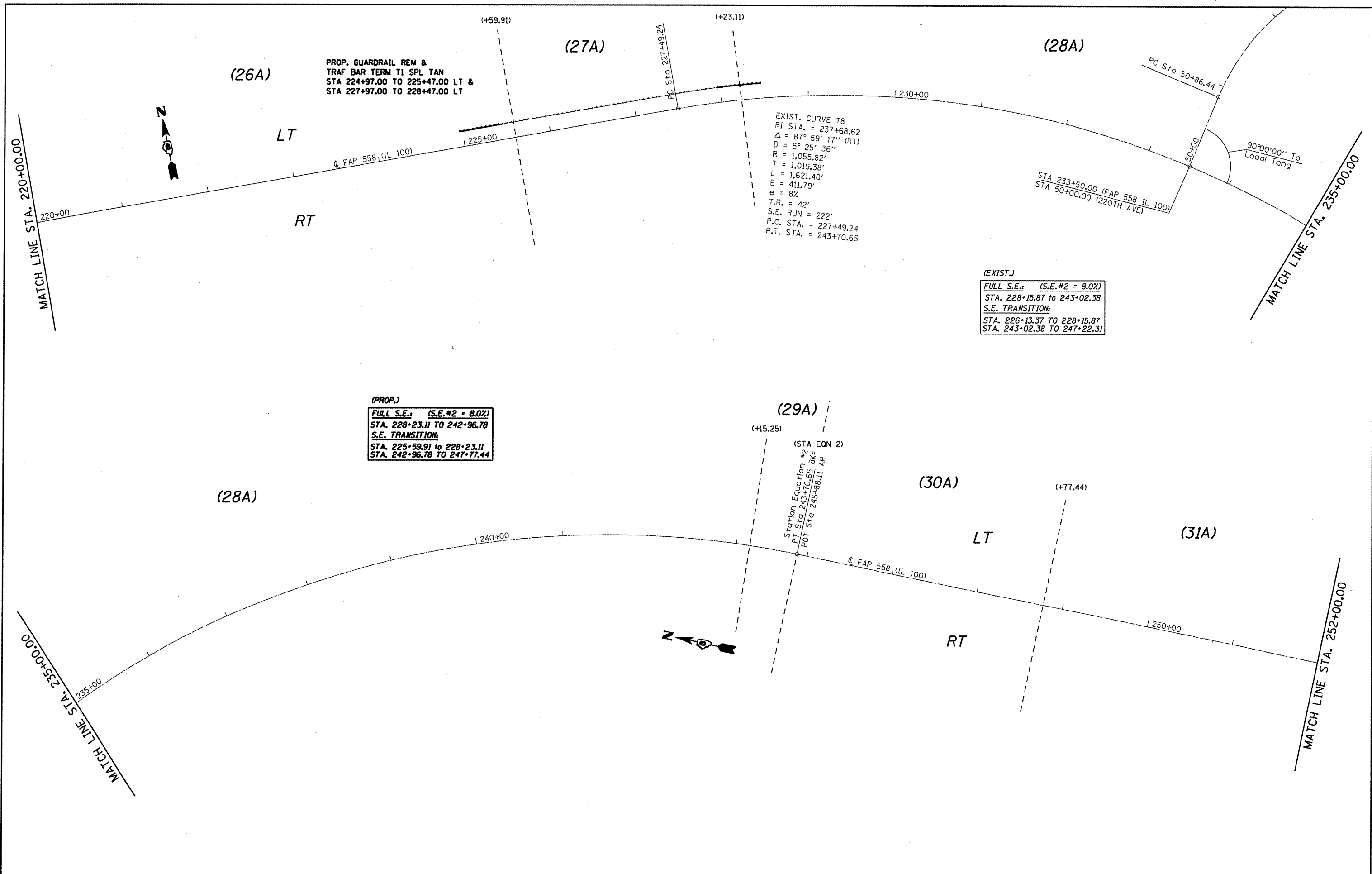
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA A

SCALE: 20 SHEET NO. 13 OF 36 SHEETS STA. 214+00.00 TO STA. 220+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558	*	PIKE	77	35
CONTRACT NO. 72814			ILLINOIS FED. AID PROJECT	

* I18RS-2, I19RS-2, I23RS-3



FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA A			F.A.P. RTE. 558	SECTION	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 36
ct:\pwwork\pwwid01\COXJW\dms25489\d6528	4-shr-plan50-1.dgn	DRAWN - JWC	REVISED -		SCALE: 50	SHEET NO. 14 OF 36 SHEETS	STA. 220+00.00 TO STA. 252+00.00	CONTRACT NO. 72814				
	PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = Mar-18-2010 01:19:30PM	DATE -	REVISED -		118RS-2, 119RS-2, 123RS-3							

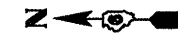
MATCH LINE STA. 252+00.00

(31A)

LT

(STA EQN 3)

Station Equation #3
POT STA 259+39.45 BK=
POT STA 255+19.60 AH



(32A)

MATCH LINE STA. 262+50.00

255+00

FAP 558 (IL 100)

260+00

RT

PROP. GUARDRAIL REM &
TRAF BAR TERM TI SPL TAN
STA 256+58.00 TO 257+08.00 RT &
STA 257+22.00 TO 257+72.00 LT
STA 259+08.00 TO 259+58.00 RT &
STA 260+22.00 TO 260+72.00 LT

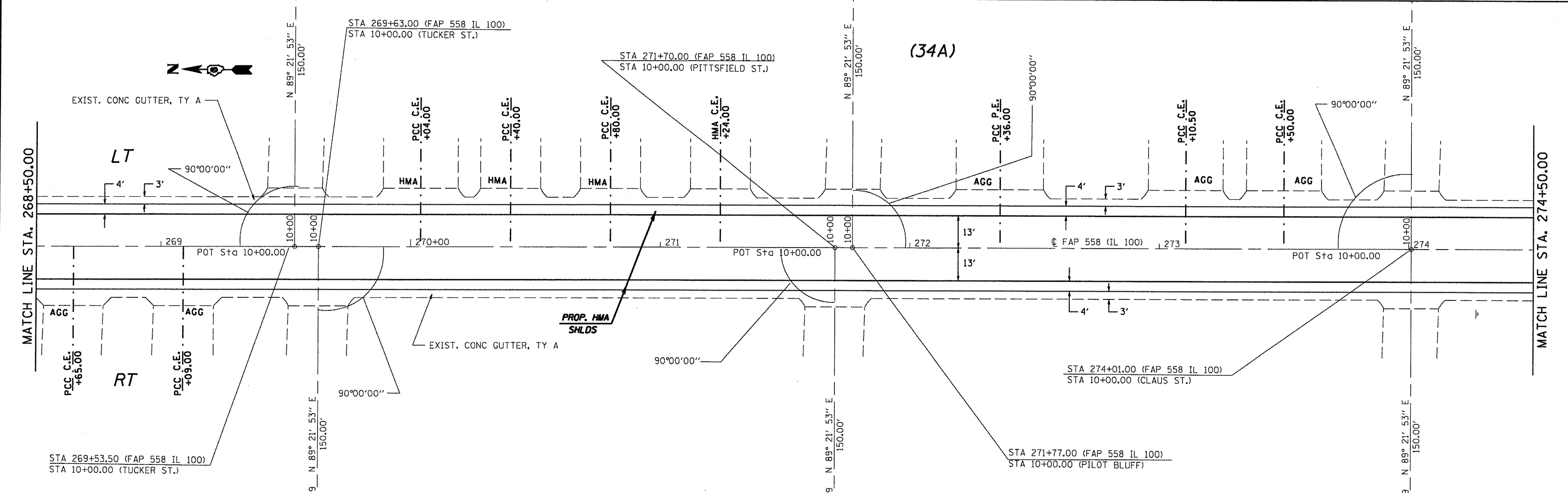
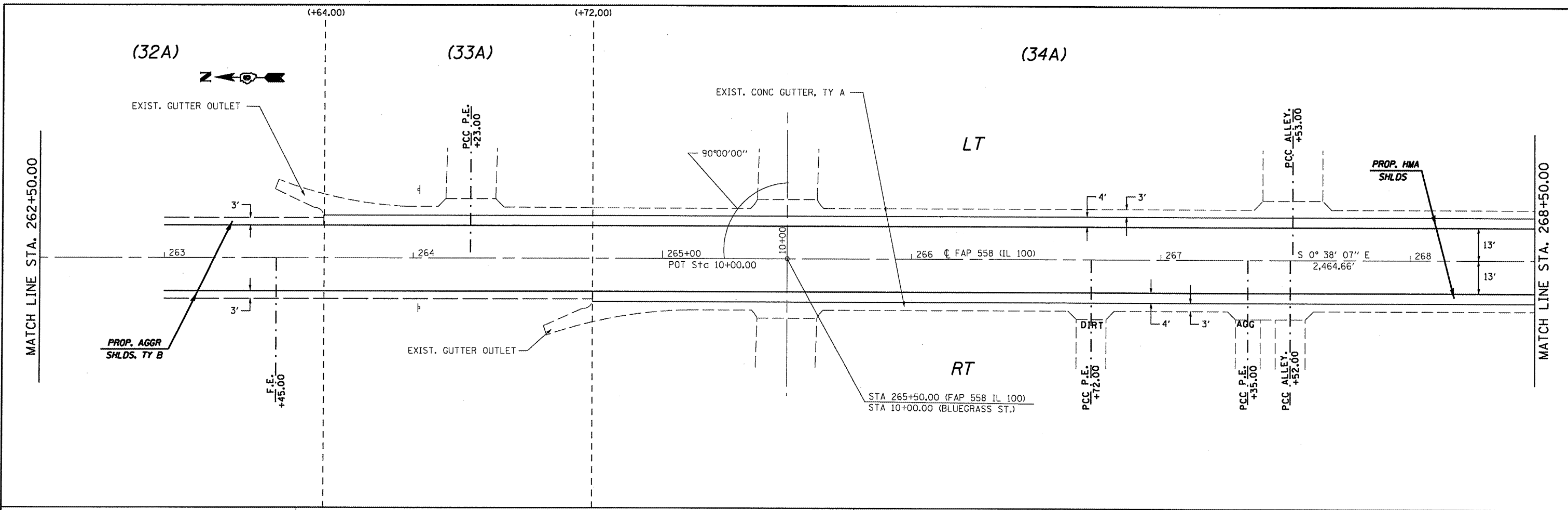
FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -
ca\pwork\PIWIDOT\COXJM\dms25409\d6528	4-shr-plen50-1.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:19:31PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

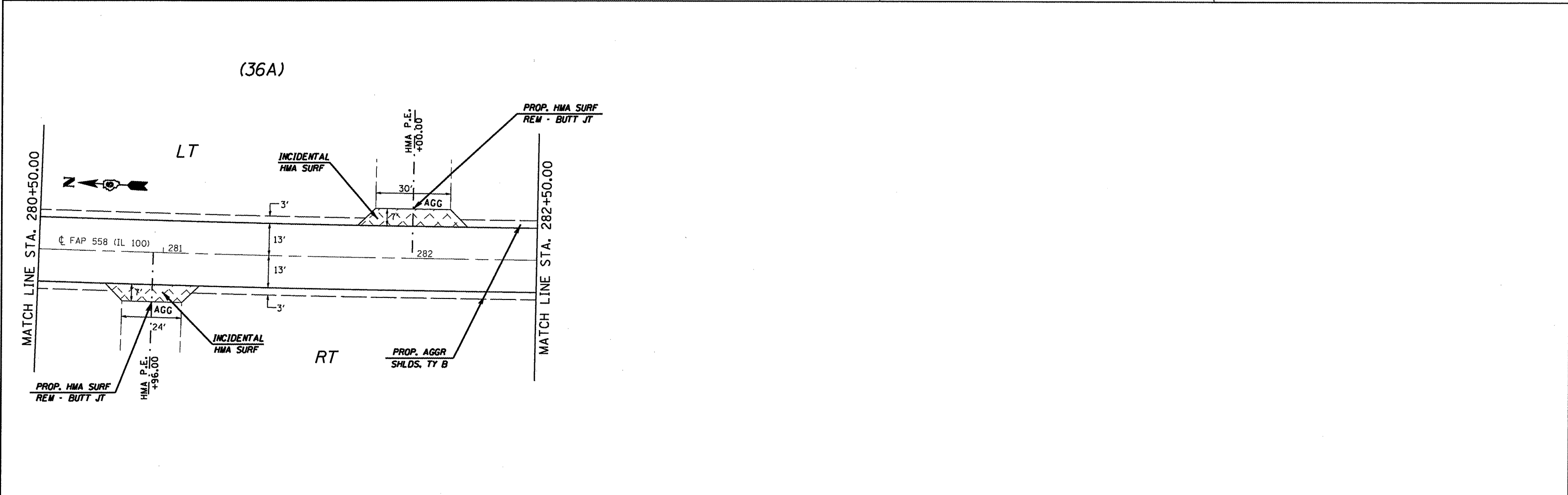
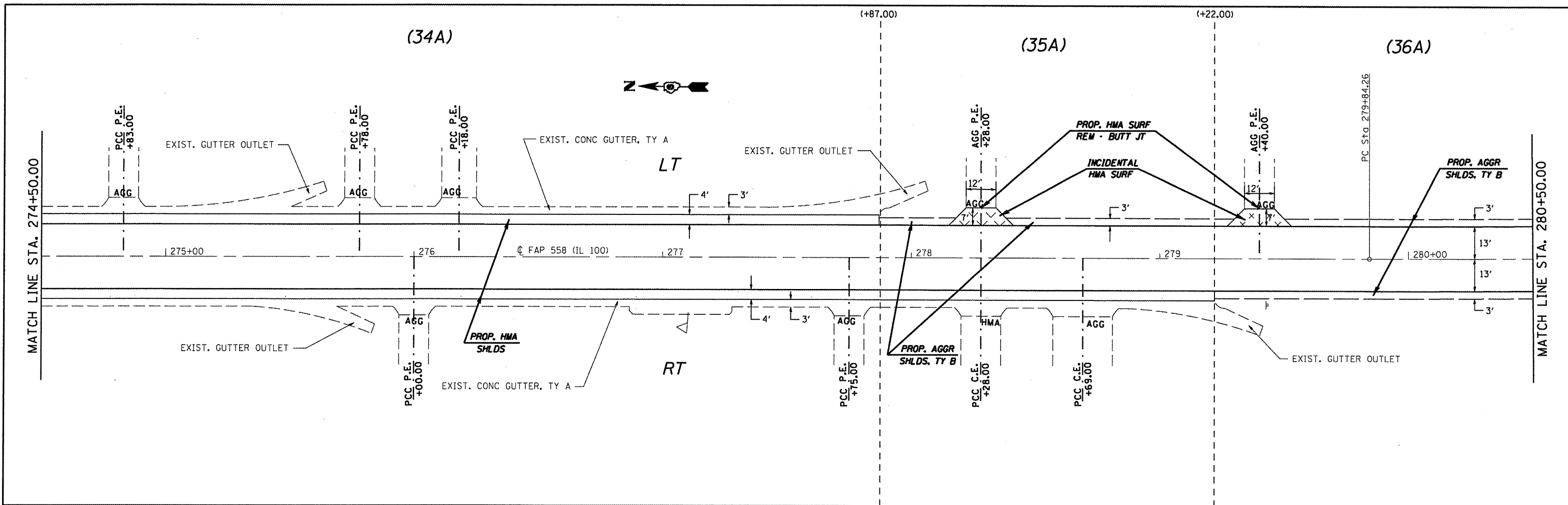
PLAN VIEW - AREA A

SCALE: 50 SHEET NO. 15 OF 36 SHEETS STA. 252+00.00 TO STA. 262+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558	*	PIKE	77	37
				CONTRACT NO. 72814



FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA A			F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 38
ct:\pwwork\pwwork\COXJW\dms25489\06728	4-shr-dblp1n20-1.dgn	DRAWN - JWC	REVISED -		SCALE: 20	SHEET NO. 16 OF 36 SHEETS	STA. 262+50.00 TO STA. 274+50.00	CONTRACT NO. 72814				
	PLDT SCALE = 48,0000' / IN.	CHECKED - RSC	REVISED -		ILLINOIS FED. AID PROJECT							
	PLDT DATE = Mar-18-2010 01:28:22PM	DATE -	REVISED -		* 118RS-2, 119RS-2, 123RS-3							



FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA A			F.A.P. RTE. 558	SECTION •	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 39
ct:\pwork\PW100T\COXJW\dms25489\06728	4-shs-dblp1n28-1.dgn	DRAWN - JWC	REVISED -		SCALE: 20	SHEET NO. 17 OF 36 SHEETS	STA. 274+50.00 TO STA. 282+50.00	CONTRACT NO. 72814				
	PLOT SCALE = 40,0000 "/ IN.	CHECKED - RSC	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = Mar-18-2010 01:28:21PM	DATE -	REVISED -		• 118RS-2, 119RS-2, 123RS-3							

MATCH LINE STA. 282+50.00

MATCH LINE STA. 297+50.00

MATCH LINE STA. 312+50.00

MATCH LINE STA. 297+50.00

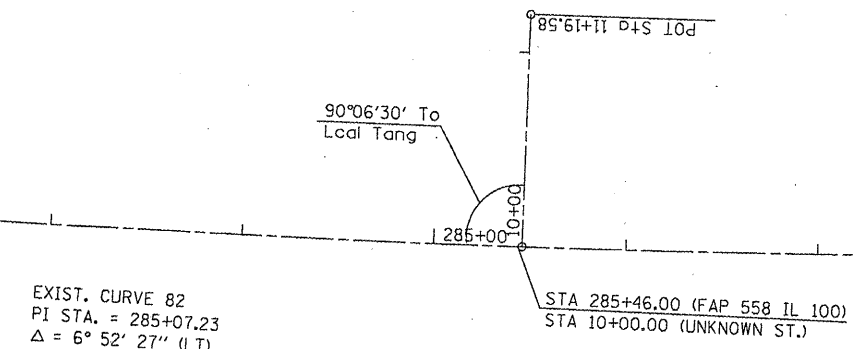
MATCH LINE STA. 312+50.00

MATCH LINE STA. 322+50.00

EXIST. CURVE 82
 PI STA. = 285+07.23
 $\Delta = 6^\circ 52' 27''$ (LT)
 $D = 0^\circ 39' 29''$
 $R = 8,707.42'$
 $T = 522.97'$
 $L = 1,044.69'$
 $E = 15.69'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 279+84.26$
 $P.T. STA. = 290+28.95$

EXIST. CURVE 300
 PI STA. = 316+84.72
 $\Delta = 8^\circ 16' 26''$ (RT)
 $D = 0^\circ 50' 09''$
 $R = 6,855.70'$
 $T = 495.86'$
 $L = 990.00'$
 $E = 17.91'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 311+88.86$
 $P.T. STA. = 321+78.86$

PROP. GUARDRAIL REM &
 TRAF BAR TERM TI SPL TAN
 STA 299+97.00 TO 300+47.00 LT &
 STA 300+38.00 TO 300+88.00 RT
 STA 302+13.00 TO 302+63.00 RT &
 STA 303+22.00 TO 303+79.49 LT



(36A)

(37A)

(37A)

(36A)

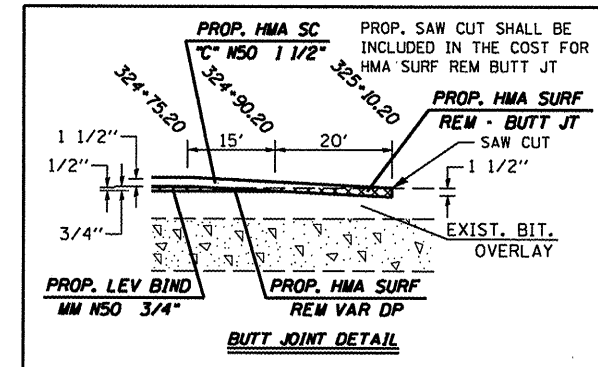
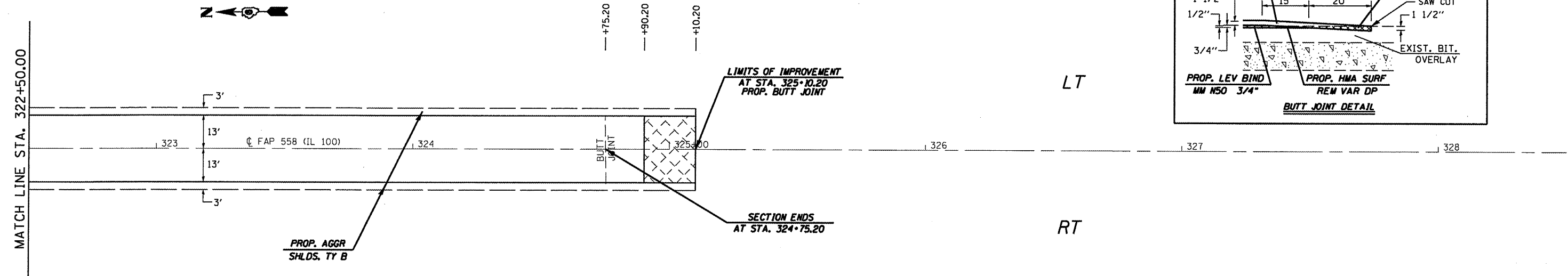


(STA EON 4)
 Station Equation #4
 $POT STA 303+67.18 BK. =$
 $POT STA 303+74.67 AH$

FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA A			F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 40
CONTRACT NO. 72814	DRAWN - JWC	CHECKED - RSC	REVISED -		SCALE: 50	SHEET NO. 18 OF 36 SHEETS	STA. 282+50.00 TO STA. 322+50.00	ILLINOIS FED. AID PROJECT				
	PLOT SCALE = 1/8" = 100'	DATE -	REVISED -									
	PLOT DATE = Mar-18-2010 01:19:32PM	DATE -	REVISED -									

(37A)

(ENDING OF AREA A)



FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -
ca:\pw\work\PIWIDOT\COXJM\dms25409\06728	4-shr-dblpln20-L.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 40,0000 / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:28:23PM	DATE -	REVISED -

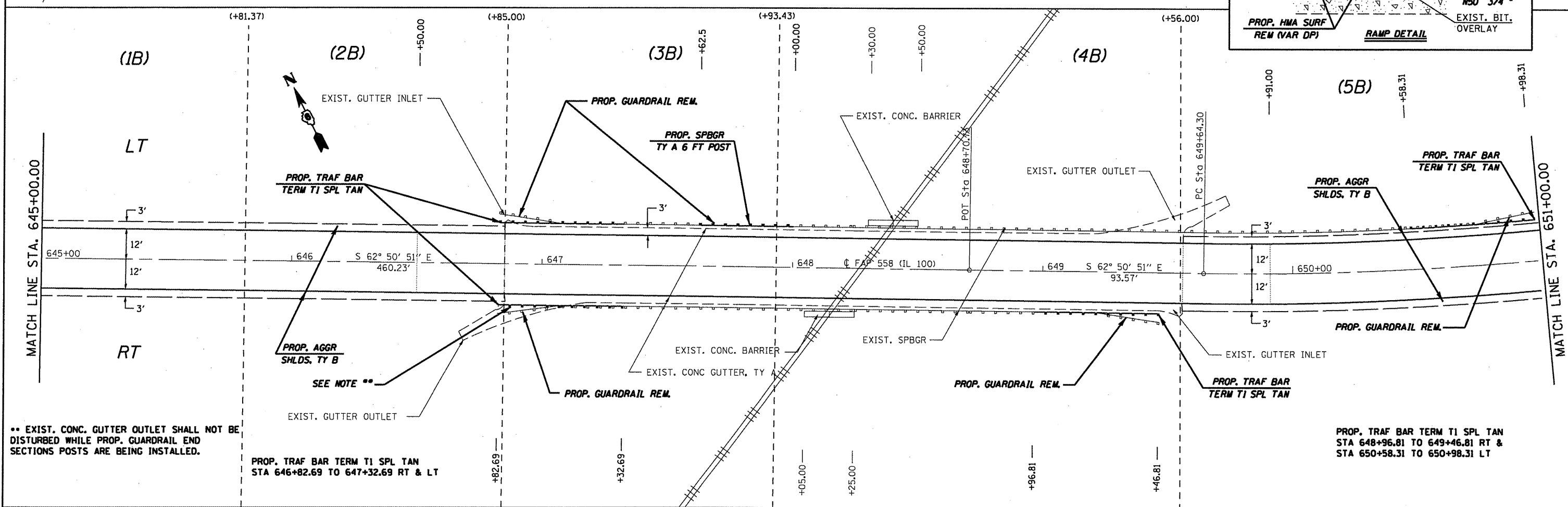
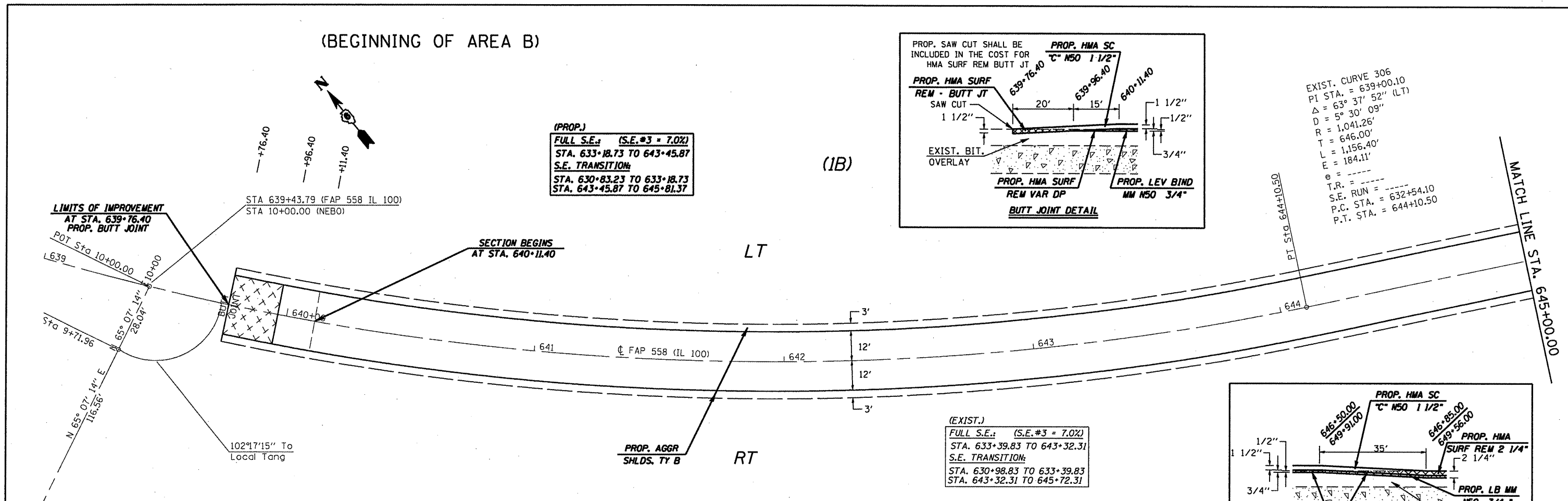
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA A

SCALE: 20 SHEET NO. 19 OF 36 SHEETS STA. 322+50.00 TO STA. 325+10.20

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558	*	PIKE	77	41
CONTRACT NO. 72814				
ILLINOIS FED. AID PROJECT				

(BEGINNING OF AREA B)



** EXIST. CONC. GUTTER OUTLET SHALL NOT BE DISTURBED WHILE PROP. GUARDRAIL END SECTIONS POSTS ARE BEING INSTALLED.

PROP. TRAF BAR TERM T1 SPL TAN STA 646+82.69 TO 647+32.69 RT & LT

PROP. TRAF BAR TERM T1 SPL TAN STA 648+96.81 TO 649+46.81 RT & STA 650+58.31 TO 650+98.31 LT

FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA B				F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 42
CONTRACT NO. 72814	4-shr-dblp1n20-2.dgn	DRAWN - JWC	REVISED -		SCALE: 20	SHEET NO. 20 OF 36 SHEETS	STA. 639+76.40 TO STA. 651+00.00	ILLINOIS FED. AID PROJECT					
	PLOT SCALE = 40.0000" / IN.	CHECKED - RSC	REVISED -										
	PLOT DATE = Mar-18-2010 01:40:59PM	DATE -	REVISED -										

EXIST. CURVE 8
 PI STA. = 653+19.40
 $\Delta = 31^\circ 08' 02''$ (LT)
 $D = 4^\circ 29' 42''$
 $R = 1,274.67'$
 $T = 355.10'$
 $L = 692.64'$
 $E = 48.54'$
 $e = 7\%$
 $T.R. = 42'$
 $S.E. RUN = 194'$
 $P.C. STA. = 649+64.30$
 $P.T. STA. = 656+56.94$

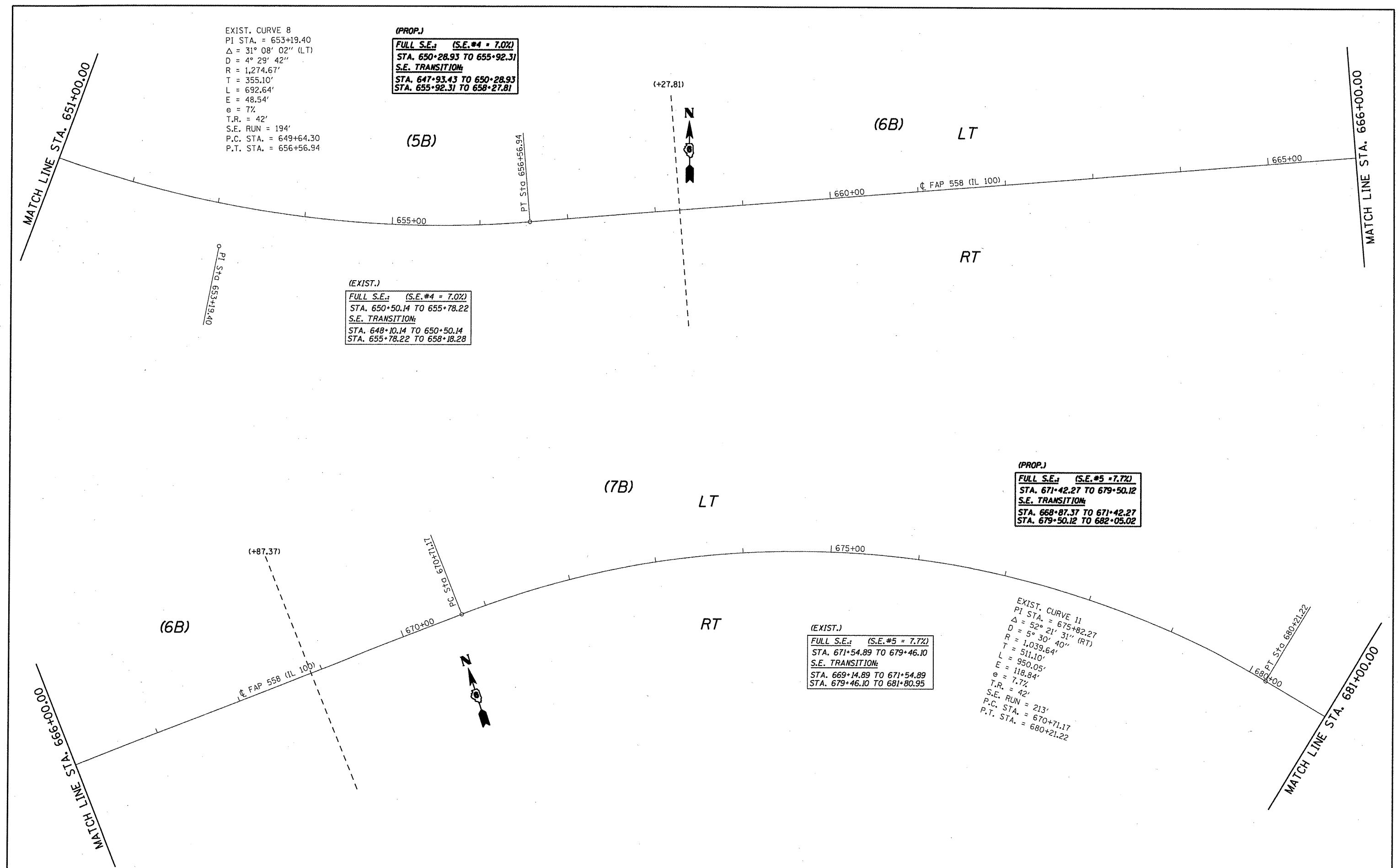
(PROP.)
FULL S.E.: (S.E.#4 = 7.0%)
STA. 650+28.93 TO 655+92.31
S.E. TRANSITION:
STA. 647+93.43 TO 650+28.93
STA. 655+92.31 TO 658+27.81

(EXIST.)
FULL S.E.: (S.E.#4 = 7.0%)
STA. 650+50.14 TO 655+78.22
S.E. TRANSITION:
STA. 648+10.14 TO 650+50.14
STA. 655+78.22 TO 658+18.28

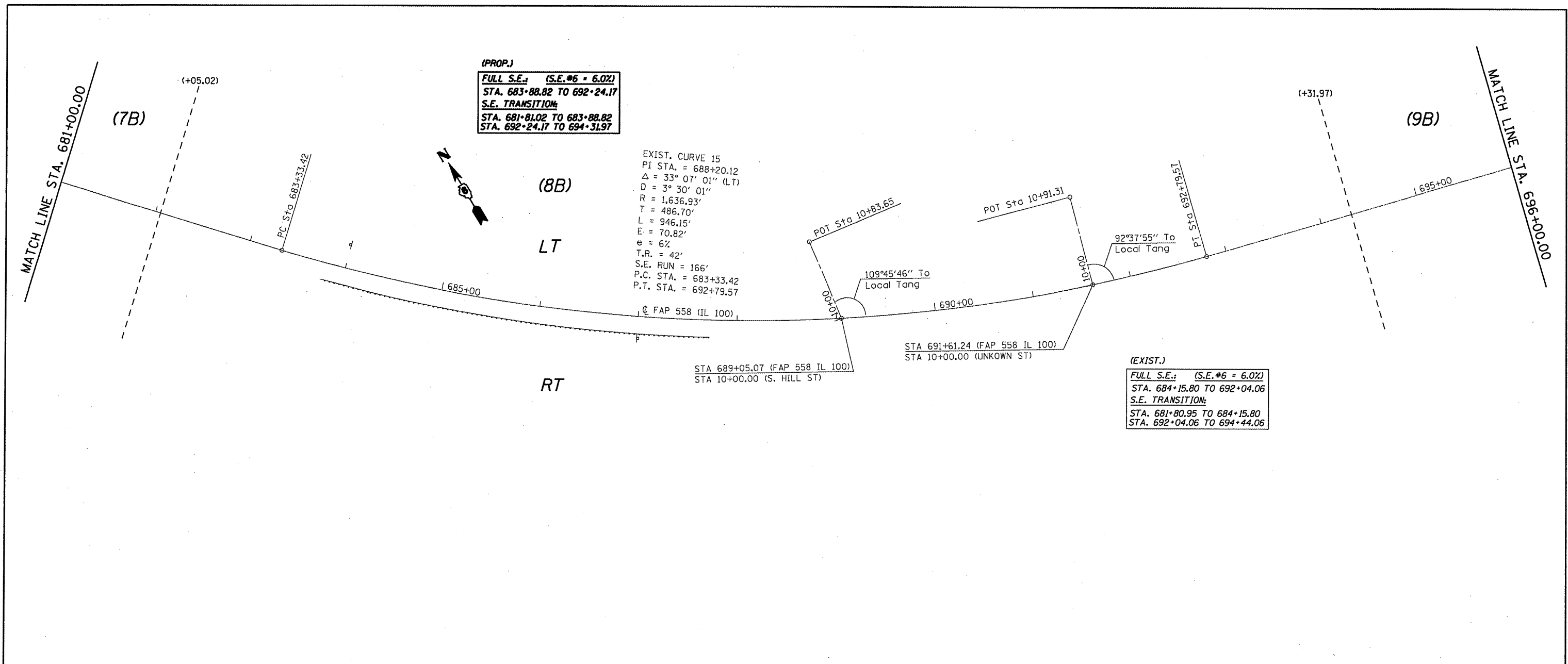
(PROP.)
FULL S.E.: (S.E.#5 = 7.7%)
STA. 671+42.27 TO 679+50.12
S.E. TRANSITION:
STA. 668+87.37 TO 671+42.27
STA. 679+50.12 TO 682+05.02

(EXIST.)
FULL S.E.: (S.E.#5 = 7.7%)
STA. 671+54.89 TO 679+46.10
S.E. TRANSITION:
STA. 669+14.89 TO 671+54.89
STA. 679+46.10 TO 681+80.95

EXIST. CURVE 11
 PI STA. = 675+82.27
 $\Delta = 52^\circ 21' 31''$ (RT)
 $D = 5^\circ 30' 40''$
 $R = 1,039.64'$
 $T = 511.10'$
 $L = 950.05'$
 $E = 118.84'$
 $e = 7.7\%$
 $T.R. = 42'$
 $S.E. RUN = 213'$
 $P.C. STA. = 670+71.17$
 $P.T. STA. = 680+21.22$



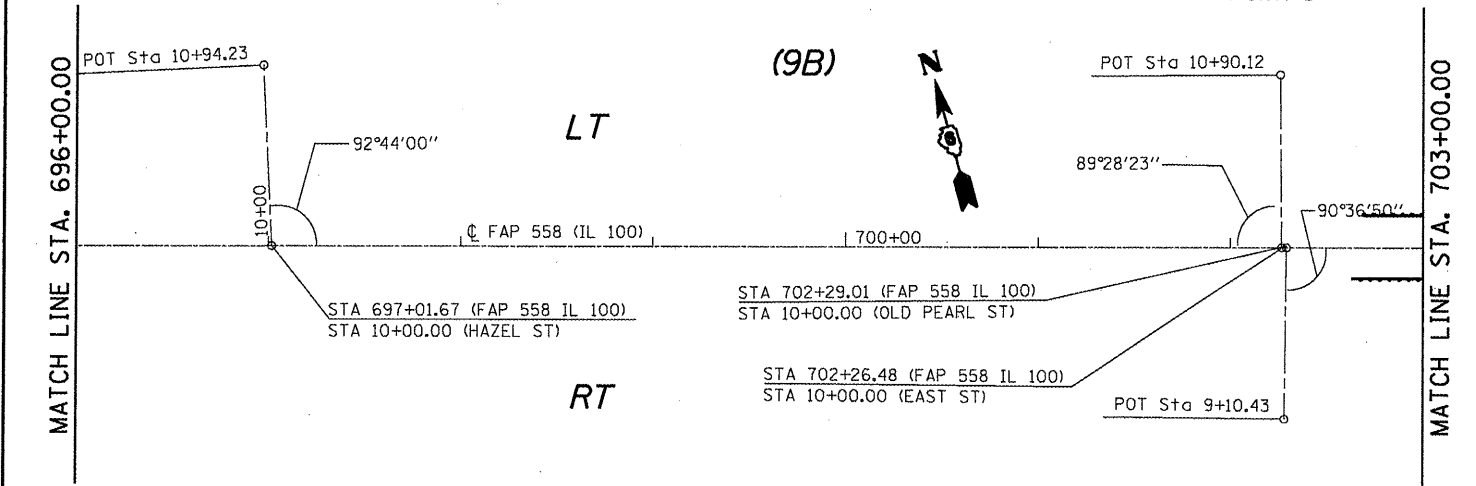
FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA B			F.A.P. RTE. 558	SECTION	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 43
at\pw_work\FW100T\COXJW\dms25489\vd6528	4-shr-plot-50-2.dgn	DRAWN - JWC	REVISED -		SCALE: 50	SHEET NO. 21 OF 36 SHEETS	STA. 651+00.00 TO STA. 681+00.00	CONTRACT NO. 72814				
	PLOT SCALE = 100.0000 / IN.	CHECKED - RSC	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = Mar-18-2010 01:20:21PM	DATE -	REVISED -		118RS-2, 119RS-2, 123RS-3							



(PROP.)
FULL S.E.: (S.E.#6 = 6.0%)
STA. 683+88.82 TO 692+24.17
S.E. TRANSITION:
STA. 681+81.02 TO 683+88.82
STA. 692+24.17 TO 694+31.97

(EXIST.)
FULL S.E.: (S.E.#6 = 6.0%)
STA. 684+15.80 TO 692+04.06
S.E. TRANSITION:
STA. 681+80.95 TO 684+15.80
STA. 692+04.06 TO 694+44.06

PROP. TRAF BAR TERM T1 SPL TAN
STA 702+63.07 TO 703+13.07 RT &
STA 702+69.05 TO 703+19.05 LT



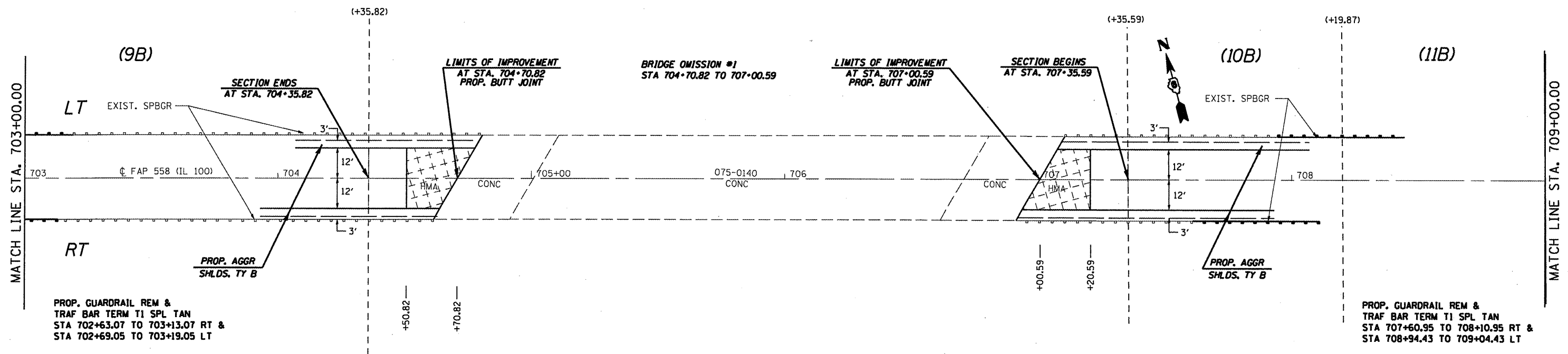
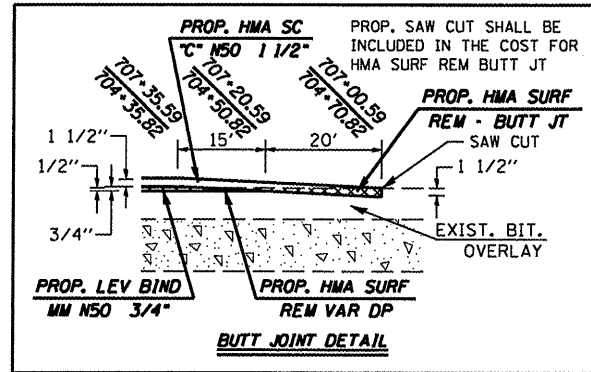
FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -
ca:\pw_work\PIWIDOT\COXJM\dms25489\d6528	4-sh-t-plen50-2.dgn	DRAWN - JWC	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED - RSC	REVISED -
PLOT DATE = Mar-18-2010 01:20:22PM		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA B

SCALE: 50 SHEET NO. 22 OF 36 SHEETS STA. 681+00.00 TO STA. 703+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558		PIKE	77	44
CONTRACT NO. 72814				
ILLINOIS FED. AID PROJECT				



PROP. GUARDRAIL REM &
TRAF BAR TERM T1 SPL TAN
STA 702+63.07 TO 703+13.07 RT &
STA 702+69.05 TO 703+19.05 LT

PROP. GUARDRAIL REM &
TRAF BAR TERM T1 SPL TAN
STA 707+60.95 TO 708+10.95 RT &
STA 708+94.43 TO 709+04.43 LT

FILE NAME =	USER NAME = coxjm
c:\pwork\pwidot\coxjm\dms25489\06728	4-shit-dblp1n29-2.dgn
PLOT SCALE = 40.0000' / IN.	PLOT DATE = Mar-18-2010 01:41:00PM

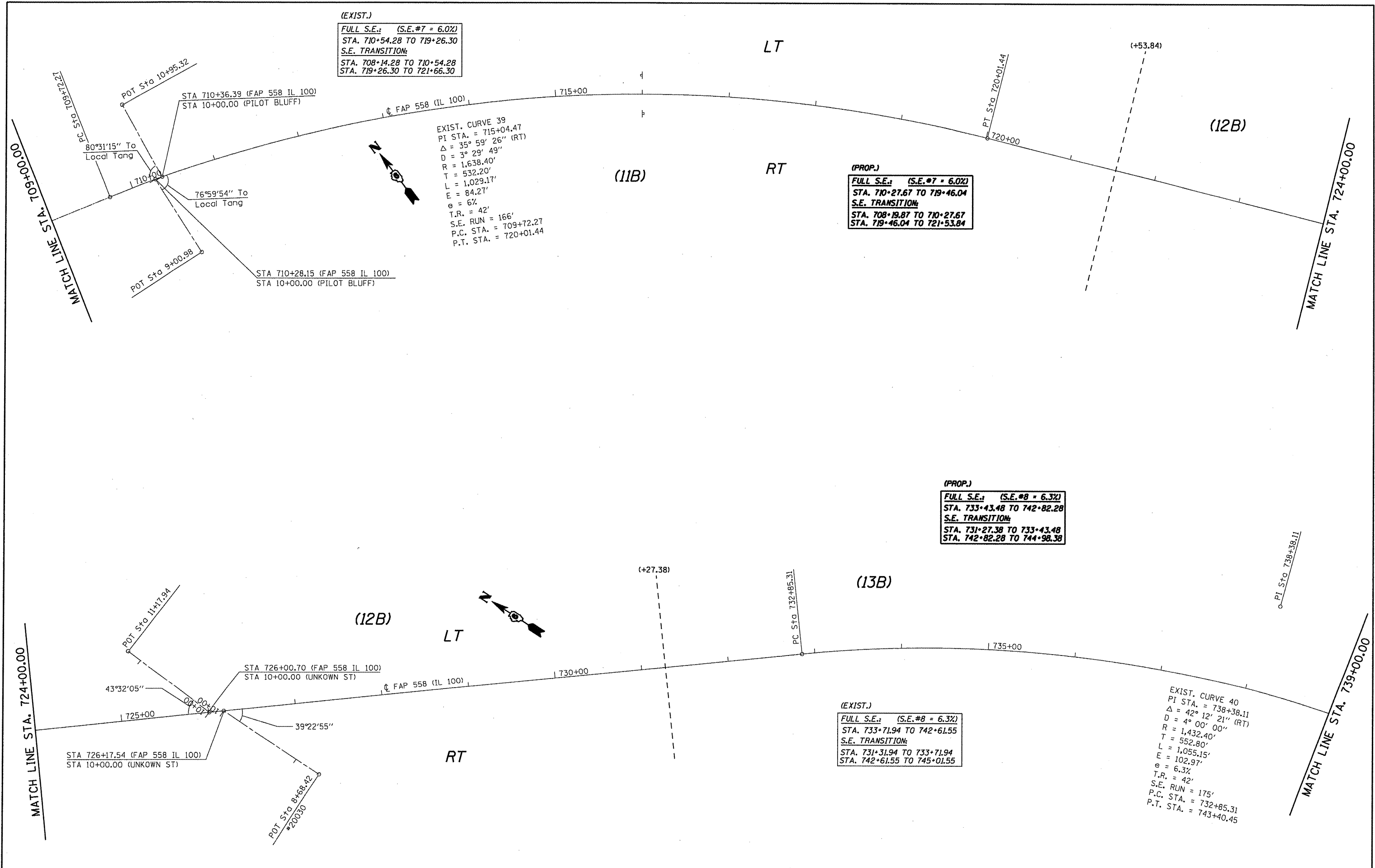
DESIGNED - RSC	REVISED -
DRAWN - JWC	REVISED -
CHECKED - RSC	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN VIEW - AREA B

SCALE: 20 SHEET NO. 23 OF 36 SHEETS STA. 703+00.00 TO STA. 709+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558		PIKE	77	45
CONTRACT NO. 72814			ILLINOIS FED. AID PROJECT	



(EXIST.)
 FULL S.E.: (S.E.#7 = 6.0%)
 STA. 710+54.28 TO 719+26.30
 S.E. TRANSITION:
 STA. 708+14.28 TO 710+54.28
 STA. 719+26.30 TO 721+66.30

(PROP.)
 FULL S.E.: (S.E.#7 = 6.0%)
 STA. 710+27.67 TO 719+46.04
 S.E. TRANSITION:
 STA. 708+19.87 TO 710+27.67
 STA. 719+46.04 TO 721+53.84

(PROP.)
 FULL S.E.: (S.E.#8 = 6.3%)
 STA. 733+43.48 TO 742+82.28
 S.E. TRANSITION:
 STA. 731+27.38 TO 733+43.48
 STA. 742+82.28 TO 744+98.38

(EXIST.)
 FULL S.E.: (S.E.#8 = 6.3%)
 STA. 733+71.94 TO 742+61.55
 S.E. TRANSITION:
 STA. 731+31.94 TO 733+71.94
 STA. 742+61.55 TO 745+01.55

EXIST. CURVE 40
 PI STA. = 738+38.11
 Δ = 42° 12' 21'' (RT)
 D = 4° 00' 00''
 R = 1,432.40'
 T = 552.80'
 L = 1,055.15'
 E = 102.97'
 e = 6.3%
 T.R. = 42'
 S.E. RUN = 175'
 P.C. STA. = 732+85.31
 P.T. STA. = 743+40.45

FILE NAME = c:\pwwork\VPWIDOT\COXJW\dms25489\d6528	USER NAME = coxjw 4-shr-plan58-2.dgn	DESIGNED - RSC	REVISED -
PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	DRAWN - JWC	REVISED -
PLOT DATE = Mar-18-2018 01:20:23PM	DATE		REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA B

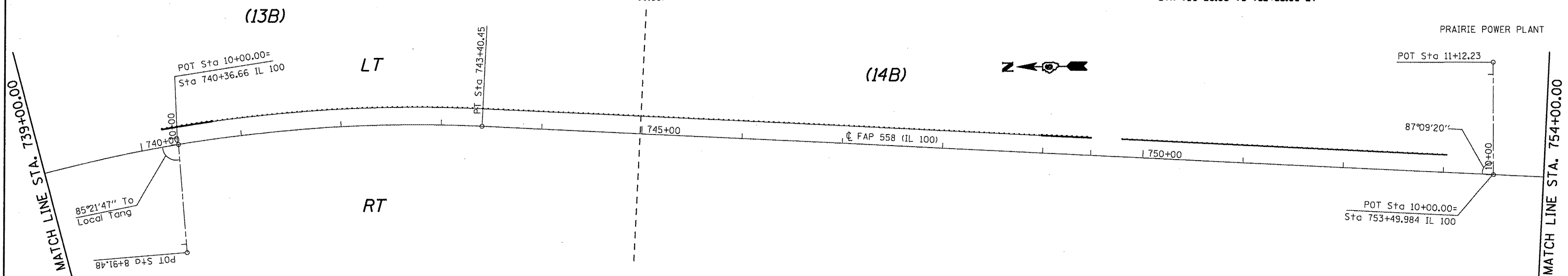
SCALE: 50 SHEET NO. 24 OF 36 SHEETS STA. 709+00.00 TO STA. 739+00.00

F.A.P. RTE. 558	SECTION .	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 46
CONTRACT NO. 72814				
ILLINOIS FED. AID PROJECT				

FULL S.E.: (S.E.#8 = 6.3%)
 STA. 733+43.48 TO 742+82.28
S.E. TRANSITION:
 STA. 731+27.38 TO 733+43.48
 STA. 742+82.28 TO 744+98.38

PROP. TRAF BAR TERM TI SPL TAN
 STA 749+78.00 TO 750+28.00 LT &
 STA 752+53.00 TO 753+03.00 LT

PROP. SPBGR 9' POSTS
 STA 750+28.00 TO 752+53.00 LT



PROP. GUARDRAIL REM &
 TRAF BAR TERM TI SPL TAN
 STA 740+23.00 TO 740+73.00 LT &
 STA 748+98.00 TO 749+48.00 LT

(EXIST.)
FULL S.E.: (S.E.#8 = 6.3%)
 STA. 733+71.94 TO 742+61.55
S.E. TRANSITION:
 STA. 731+31.94 TO 733+71.94
 STA. 742+61.55 TO 745+01.55

FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -
d:\pwork\PIWIDOT\COXJM\dms25489\d6528	4-shr-plan58-2.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:20:24PM	DATE -	REVISED -

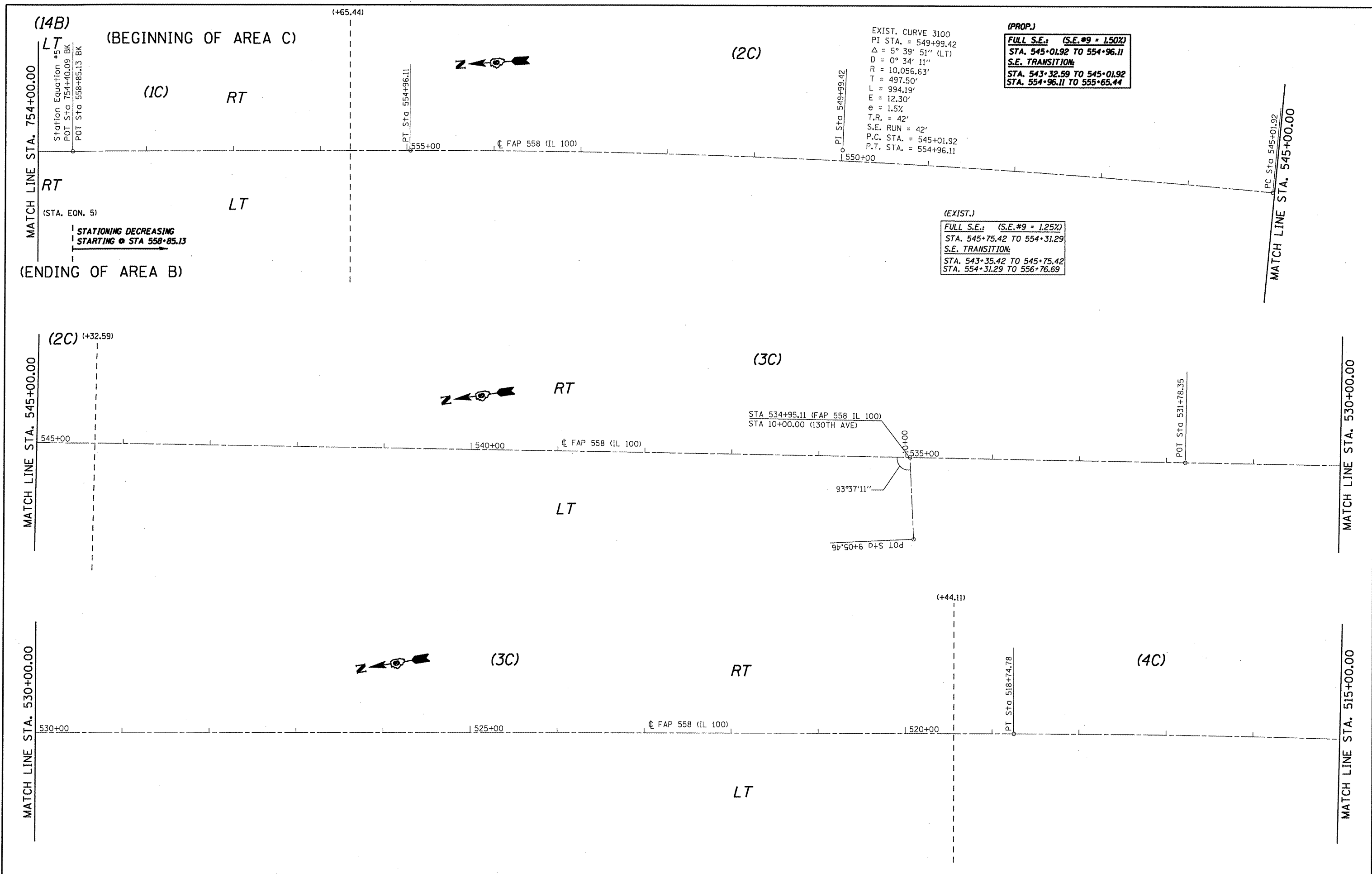
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA B

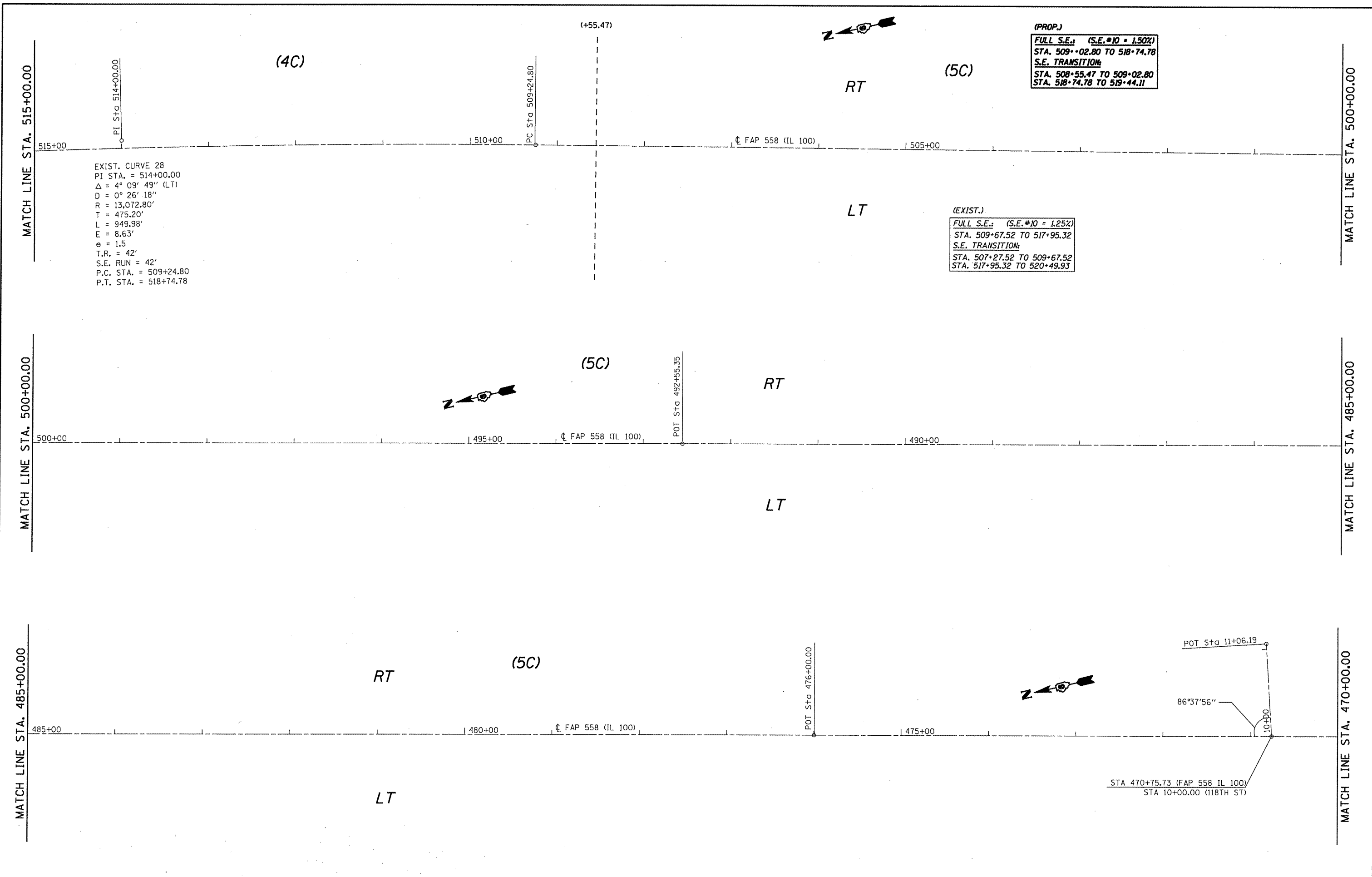
SCALE: 50 SHEET NO. 25 OF 36 SHEETS STA. 739+00.00 TO STA. 754+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558		PIKE	77	47
CONTRACT NO. 72814			ILLINOIS FED. AID PROJECT	

* 118RS-2, 119RS-2, 123RS-3



FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA B & C		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\DOT\COXJ\dm25409\d6528	4-shr-plan50-2.dgn	DRAWN - JWC	REVISED -		558		PIKE	77	48		
	PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISED -		CONTRACT NO. 72814			ILLINOIS FED. AID PROJECT			
	PLOT DATE = Mar-18-2010 01:20:24PM	DATE -	REVISED -		SCALE: 50	SHEET NO. 26 OF 36 SHEETS	STA. 754+00.00 TO STA. 515+00.00				

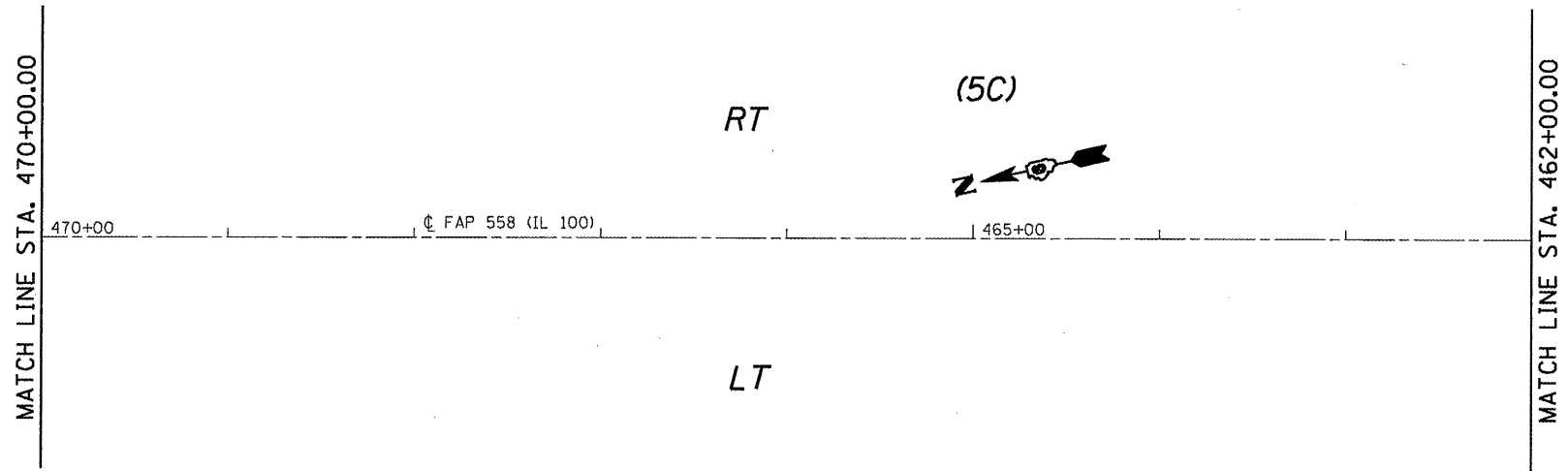


(PROP.)
 FULL S.E.: (S.E.#10 = 1.50%)
 STA. 509+02.80 TO 518+74.78
 S.E. TRANSITION:
 STA. 508+55.47 TO 509+02.80
 STA. 518+74.78 TO 519+44.11

EXIST. CURVE 28
 PI STA. = 514+00.00
 $\Delta = 4^\circ 09' 49''$ (LT)
 $D = 0^\circ 26' 18''$
 $R = 13,072.80'$
 $T = 475.20'$
 $L = 949.98'$
 $E = 8.63'$
 $e = 1.5$
 $T.R. = 42'$
 $S.E. RUN = 42'$
 $P.C. STA. = 509+24.80$
 $P.T. STA. = 518+74.78$

(EXIST.)
 FULL S.E.: (S.E.#10 = 1.25%)
 STA. 509+67.52 TO 517+95.32
 S.E. TRANSITION:
 STA. 507+27.52 TO 509+67.52
 STA. 517+95.32 TO 520+49.93

FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA C			F.A.P. RTE. 558	SECTION •	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 49
ct:\p\work\VPWIDOT\COXJW\dms25489\d6528	4-shr-plan-58-2.dgn	DRAWN - JWC	REVISED -		SCALE: 50	SHEET NO. 27 OF 36 SHEETS	STA. 515+00.00 TO STA. 470+00.00	CONTRACT NO. 72814				
	PLOT SCALE = 100.0000 / IN.	CHECKED - RSC	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = Mar-18-2010 01:20:25PM	DATE -	REVISED -		• 118RS-2, 119RS-2, 123RS-3							

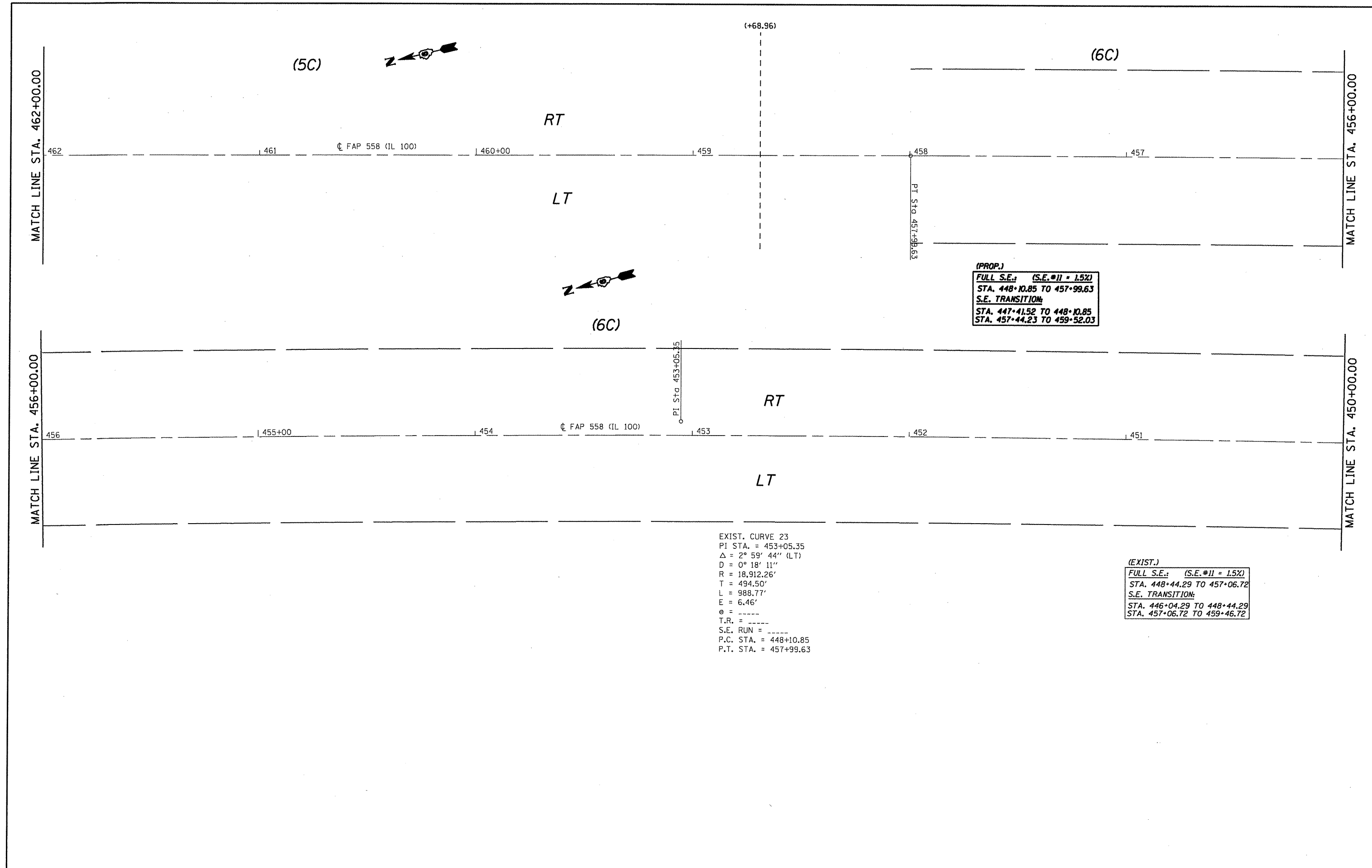


FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -
c:\pw_work\PW\DOT\COXJW\dms25409\46528	4-sht-plan50-2.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:20:26PM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA C

F.A.P. RTE. 558	SECTION •	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 50
SCALE: 50			SHEET NO. 28 OF 36 SHEETS	
STA. 470+00.00			TO STA. 462+00.00	
ILLINOIS FED. AID PROJECT				
CONTRACT NO. 72814				



(PROP.)
 FULL S.E.: (S.E.#1) = 1.5%
 STA. 448+10.85 TO 457+99.63
 S.E. TRANSITION:
 STA. 447+41.52 TO 448+10.85
 STA. 457+44.23 TO 459+52.03

EXIST. CURVE 23
 PI STA. = 453+05.35
 $\Delta = 2^\circ 59' 44''$ (LT)
 D = $0^\circ 18' 11''$
 R = 18,912.26'
 T = 494.50'
 L = 988.77'
 E = 6.46'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 448+10.85
 P.T. STA. = 457+99.63

(EXIST.)
 FULL S.E.: (S.E.#1) = 1.5%
 STA. 448+44.29 TO 457+06.72
 S.E. TRANSITION:
 STA. 446+04.29 TO 448+44.29
 STA. 457+06.72 TO 459+46.72

FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA C			F.A.P. RTE. 558	SECTION •	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 51
c:\p\work\PM1001\COXJW\dms25489\06728	4-shr-dblpin20-2.dgn	DRAWN - JWC	REVISED -		SCALE: 20	SHEET NO. 29 OF 36 SHEETS	STA. 462+00.00 TO STA. 450+00.00	CONTRACT NO. 72814				
	PLOT SCALE = 40,0000' / IN.	CHECKED - RSC	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = Mar-18-2010 01:41:01PM	DATE -	REVISED -		• 118RS-2, 119RS-2, 123RS-3							

(EXIST.)
 FULL S.E.: (S.E.#11 = 1.25%)
 STA. 448+44.29 TO 457+06.72
 S.E. TRANSITION:
 STA. 446+04.29 TO 448+44.29
 STA. 457+06.72 TO 459+46.72

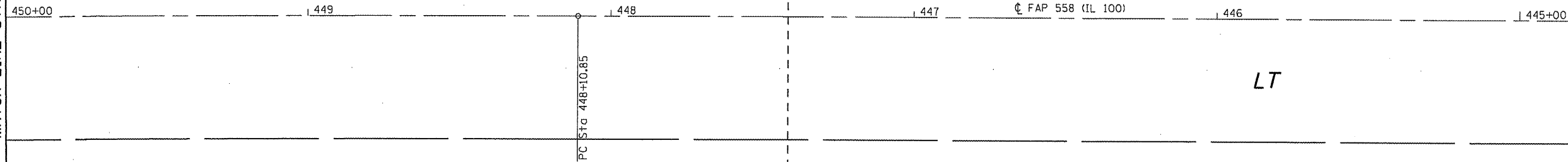


(6C)

(7C)

MATCH LINE STA. 450+00.00

MATCH LINE STA. 444+00.00



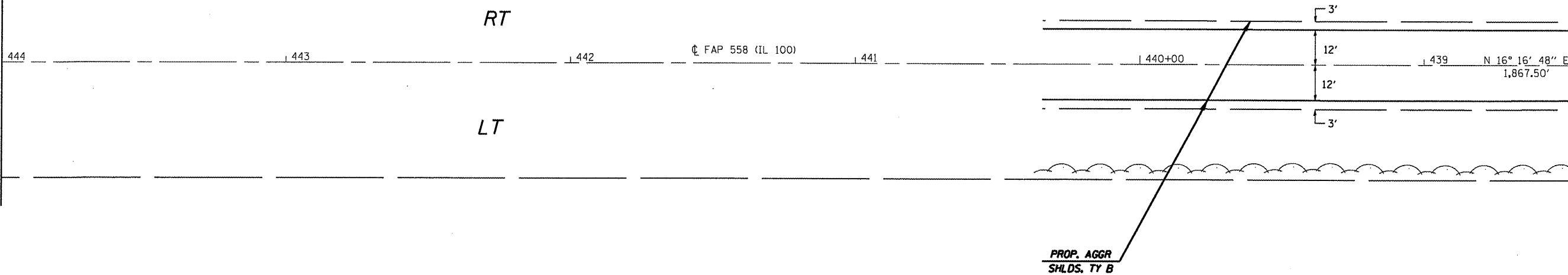
(PROP.)
 FULL S.E.: (S.E.#11 = 1.52%)
 STA. 448+10.85 TO 457+99.63
 S.E. TRANSITION:
 STA. 447+41.52 TO 448+10.85
 STA. 457+44.23 TO 459+52.03



(7C)

MATCH LINE STA. 444+00.00

MATCH LINE STA. 438+00.00



PROP. AGGR
 SHLDS, TY B

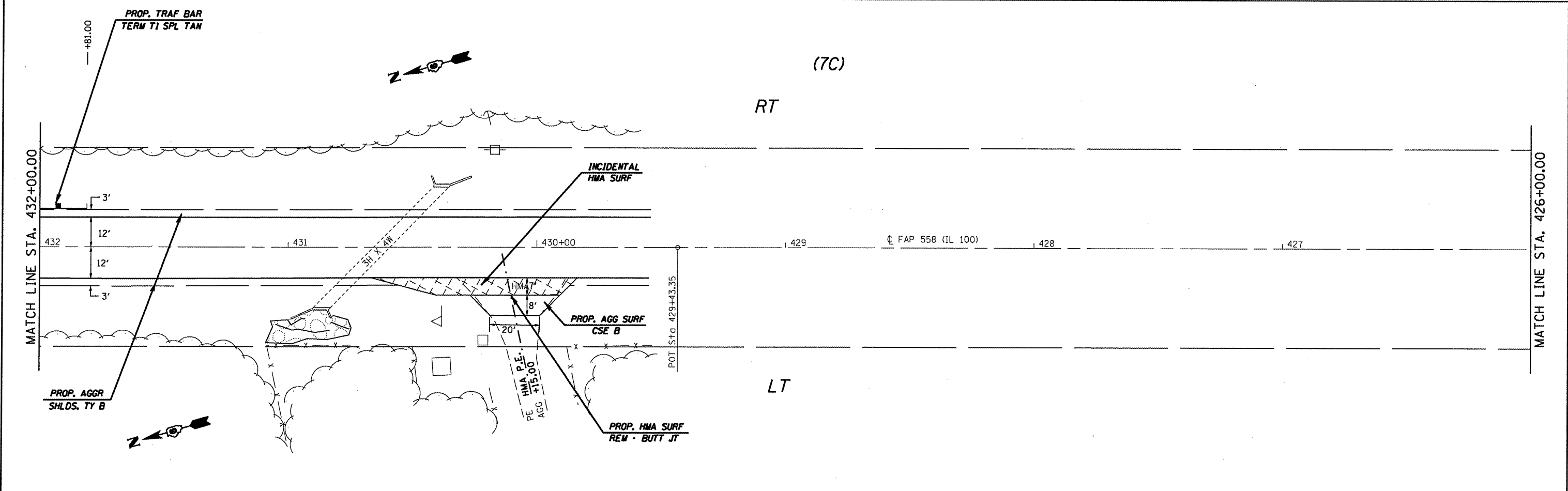
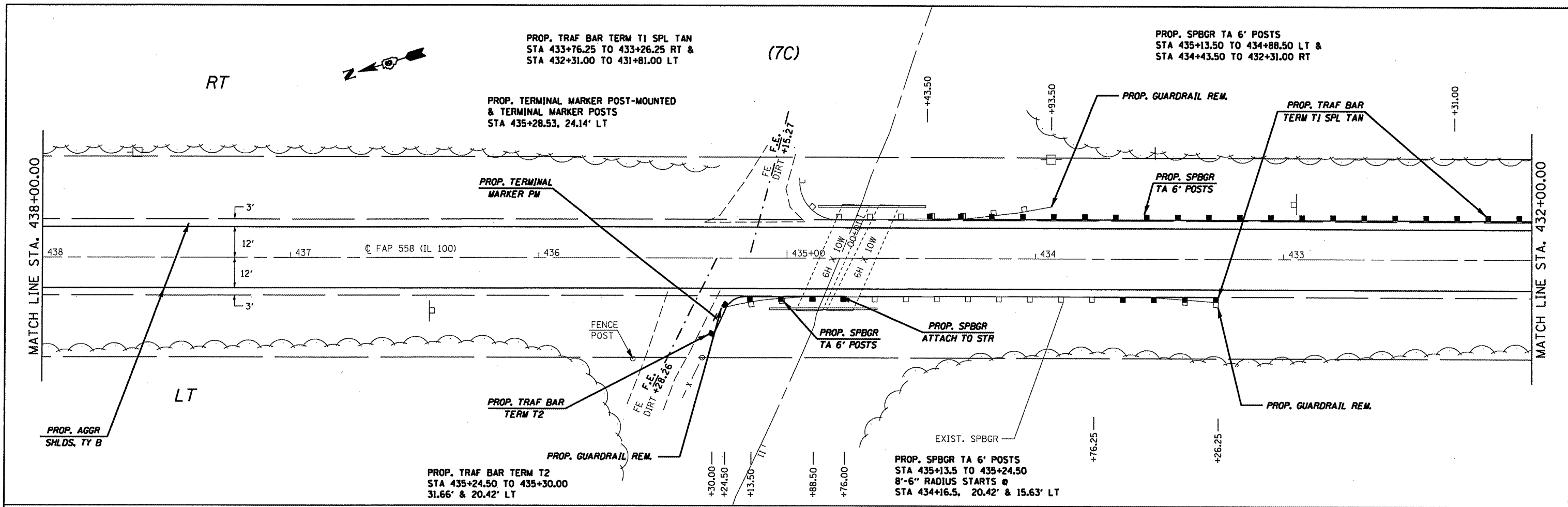
FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -
ca\pml_work\PWIDOT\COXJW\dms25409\06728	4-shr-dblpln20-2.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 40.0000 "/ IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:41:03PM	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

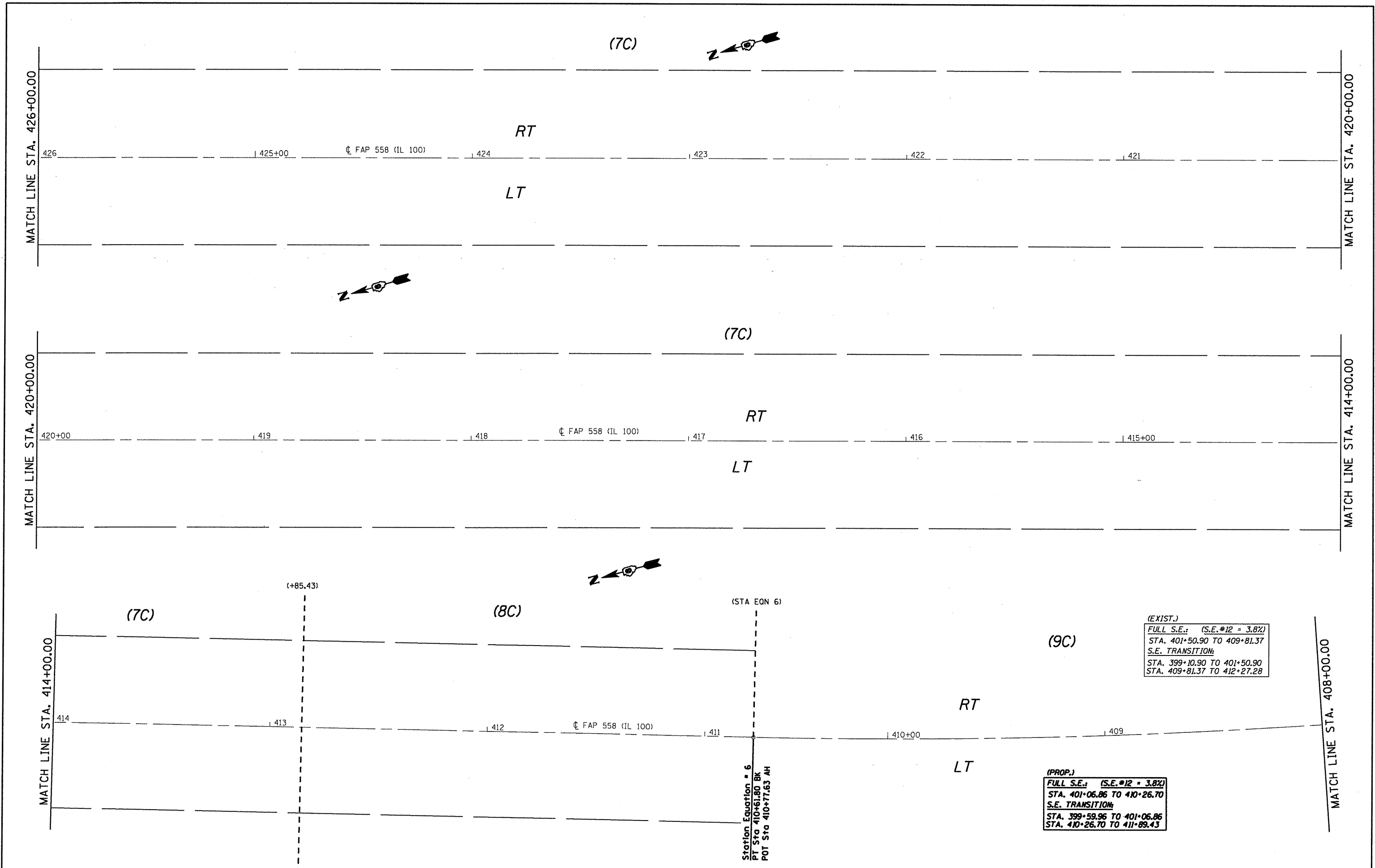
PLAN VIEW - AREA C

SCALE: 20 SHEET NO. 30 OF 36 SHEETS STA. 450+00.00 TO STA. 438+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558		PIKE	77	52
CONTRACT NO. 72814			ILLINOIS FED. AID PROJECT	



FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN VIEW - AREA C			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PW1001\COXJ\dm525409\06728	4-shr-dblp1n20-2.dgn	DRAWN - JWC	REVISED -		SCALE: 20	SHEET NO. 31 OF 36 SHEETS	STA. 438+00.00 TO STA. 426+00.00	558		PIKE	77	53
	PLOT SCALE = 40.0000' / IN.	CHECKED - RSC	REVISED -		CONTRACT NO. 72814							
	PLOT DATE = Mar-18-2010 01:41:03PM	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



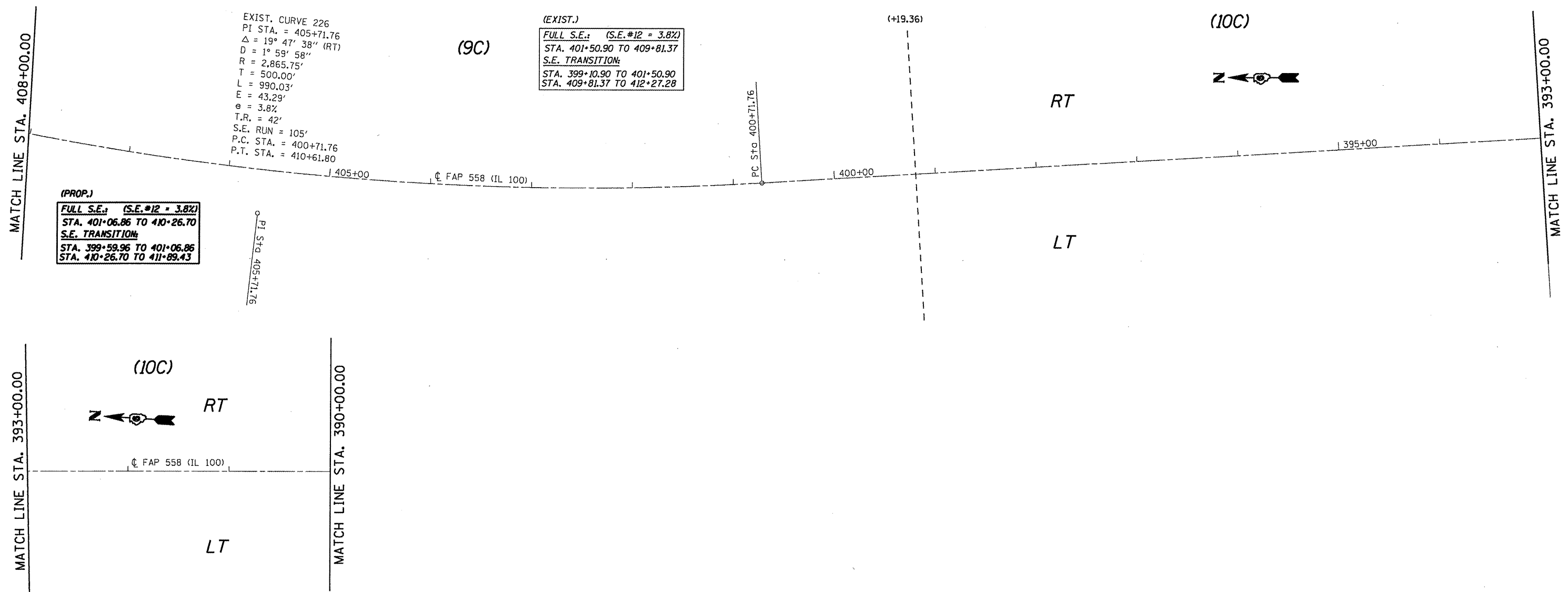
FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -
ca:\pwork\VPWIDOT\COXJW\dms25489\06728	4-shr-dblp1n28-2.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:41:04PM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA C

SCALE: 20 SHEET NO. 32 OF 36 SHEETS STA. 426+00.00 TO STA. 408+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558	.	PIKE	77	54
CONTRACT NO. 72814				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE 226
 PI STA. = 405+71.76
 $\Delta = 19^\circ 47' 38''$ (RT)
 $D = 1^\circ 59' 58''$
 $R = 2,865.75'$
 $T = 500.00'$
 $L = 990.03'$
 $E = 43.29'$
 $e = 3.8\%$
 $T.R. = 42'$
 $S.E. RUN = 105'$
 $P.C. STA. = 400+71.76$
 $P.T. STA. = 410+61.80$

(EXIST.)
FULL S.E.: (S.E.#12 = 3.8%)
 STA. 401+50.90 TO 409+81.37
S.E. TRANSITION:
 STA. 399+10.90 TO 401+50.90
 STA. 409+81.37 TO 412+27.28

(PROP.)
FULL S.E.: (S.E.#12 = 3.8%)
 STA. 401+06.86 TO 410+26.70
S.E. TRANSITION:
 STA. 399+59.96 TO 401+06.86
 STA. 410+26.70 TO 411+89.43

PI STA. 405+71.76

PC STA. 400+71.76

(+19.36)

MATCH LINE STA. 408+00.00

MATCH LINE STA. 393+00.00

MATCH LINE STA. 390+00.00

MATCH LINE STA. 393+00.00

FILE NAME =	USER NAME = coxjm	DESIGNED - RSC	REVISED -
c:\pwwork\p\1001\CDXJW\dms2540\9\16528	4-shr-plan50-2.dgn	DRAWN - JWC	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED - RSC	REVISED -
	PLOT DATE = Mar-18-2010 01:20:26PM	DATE -	REVISED -

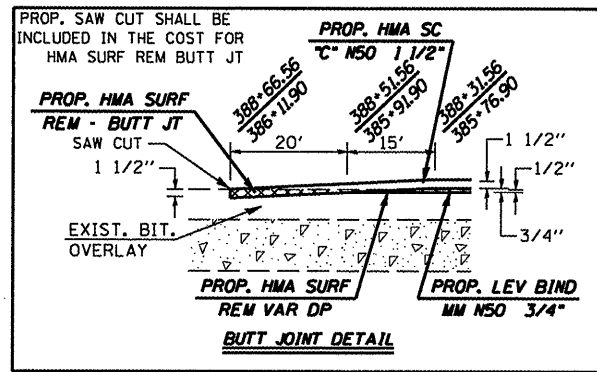
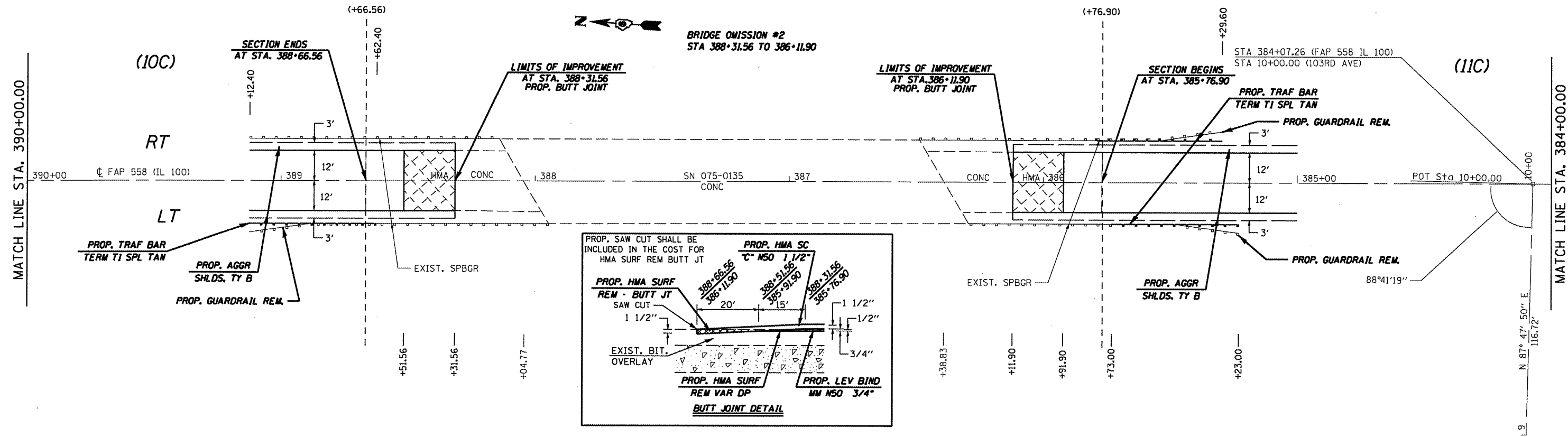
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA C

SCALE: 50 SHEET NO. 33 OF 36 SHEETS STA. 408+00.00 TO STA. 390+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558	*	PIKE	77	55
CONTRACT NO. 72814				

* 118RS-2, 119RS-2, 123RS-3



FILE NAME =
c:\pwork\pwork\DOT\COXJW\dms25409\06728

USER NAME = coxjw
4-sht-dblpln20-2.dgn
PLOT SCALE = 40,0000' / IN.
PLOT DATE = Mar-18-2010 01:41:02PM

DESIGNED - RSC
DRAWN - JWC
CHECKED - RSC
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA C

SCALE: 20 SHEET NO. 34 OF 36 SHEETS STA. 390+00.00 TO STA. 384+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558		PIKE	77	56
CONTRACT NO. 72814			ILLINOIS FED. AID PROJECT	

MATCH LINE STA. 384+00.00

POT Sta. 380+35.88

380+00

Q FAP 558 (IL 100)

375+00

370+00



RT

(11C)

LT

MATCH LINE STA. 371+00.00

FILE NAME = c:\pwwork\pwwid01\COXJW\dms25489\d6526	USER NAME = coxjw 4-sht-plan58-2.dgn	DESIGNED - RSC	REVISED -
	PLOT SCALE = 100.0000' / IN.	DRAWN - JWC	REVISED -
	PLOT DATE = Mar-18-2010 01:20:27PM	CHECKED - RSC	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW - AREA C

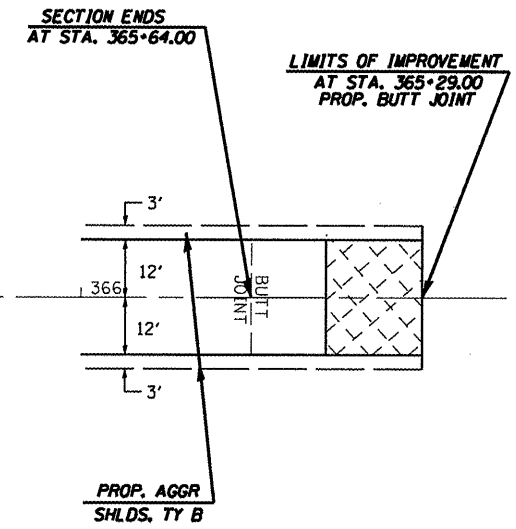
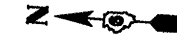
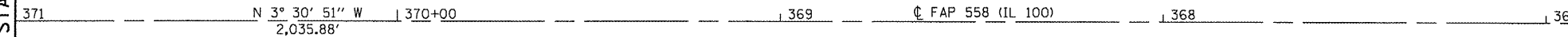
SCALE: 50 SHEET NO. 35 OF 36 SHEETS STA. 384+00.00 TO STA. 371+00.00

F.A.P. RTE. 558	SECTION •	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 57
CONTRACT NO. 72814				ILLINOIS FED. AID PROJECT

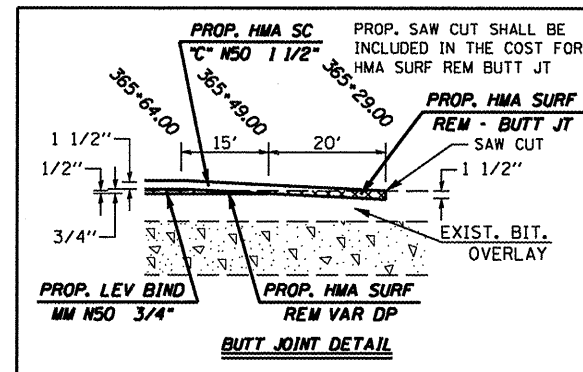
(11C)

(ENDING OF AREA C)

MATCH LINE STA. 371+00.00



+64.00 —
 +49.00 —
 +29.00 —

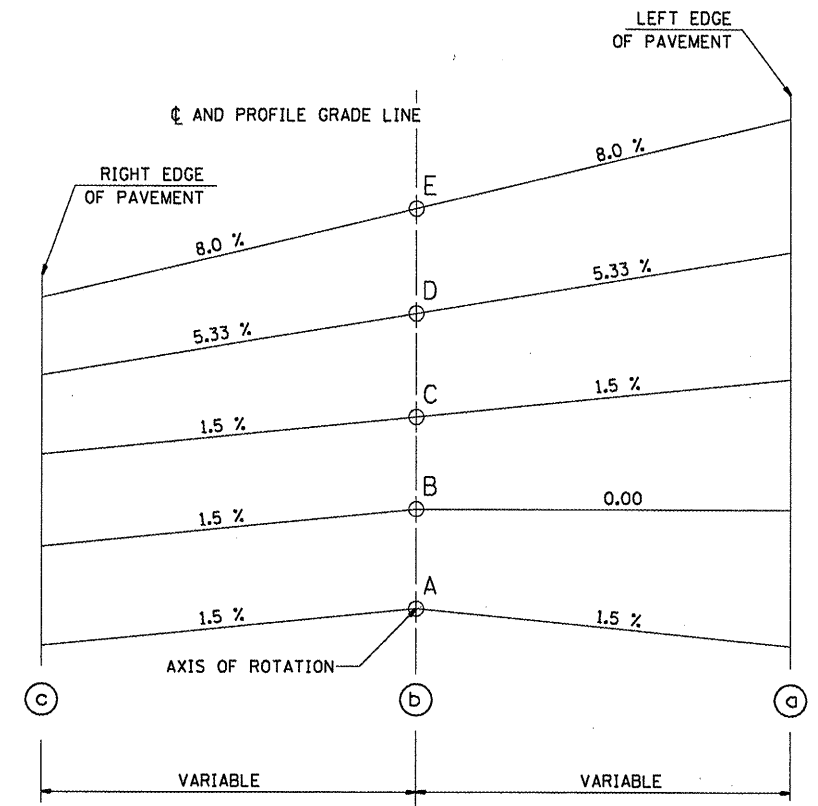
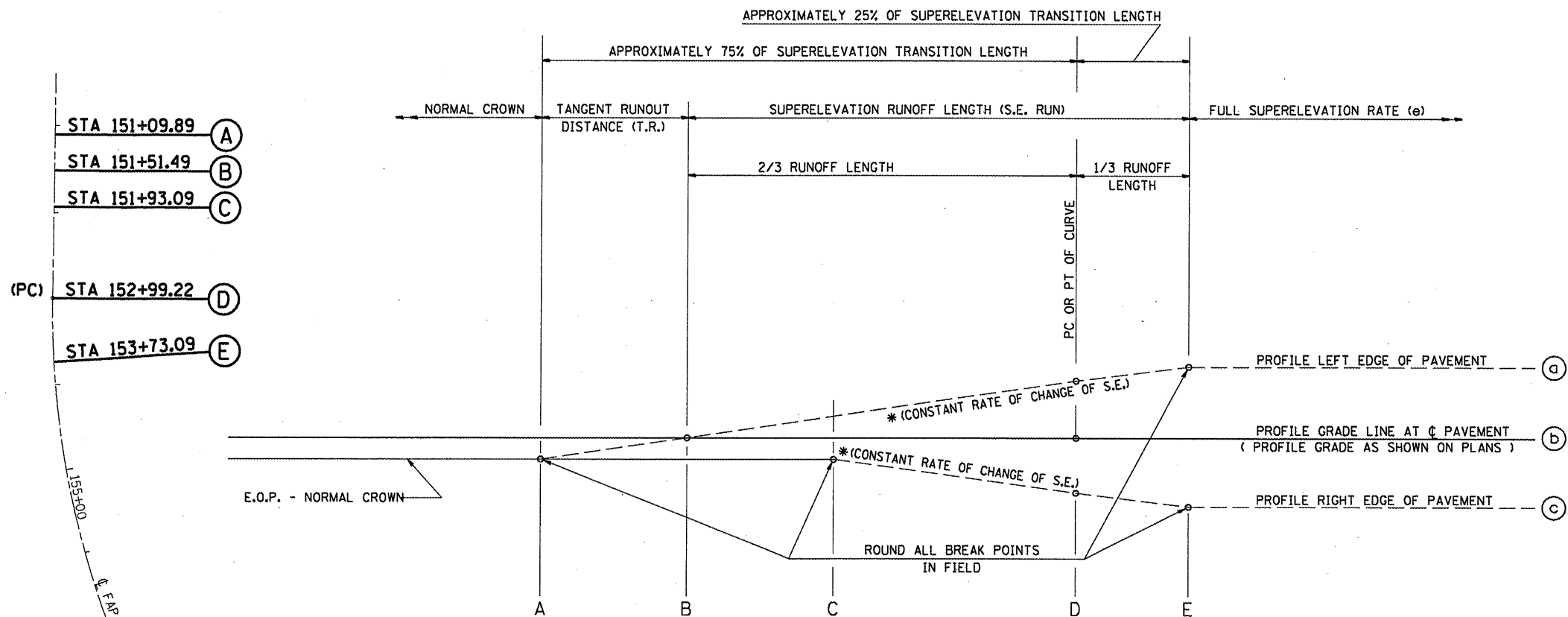


FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -
ct:\pwwork\NPWIDOT\COXJW\dms25409\06728	4-shit-dblpin20-2.dgn	DRAWN - JWC	REVISED -
PLOT SCALE = 48,0000 ' / IN.	CHECKED - RSC	REVISIONS -	REVISED -
PLOT DATE = Mar-18-2010 01:41:08PM	DATE -	REVISIONS -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN VIEW - AREA C

SCALE: 20	SHEET NO. 36 OF 36 SHEETS	STA. 371+00.00 TO STA. 365+29.00	F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 58
			CONTRACT NO. 72814				
			ILLINOIS FED. AID PROJECT				



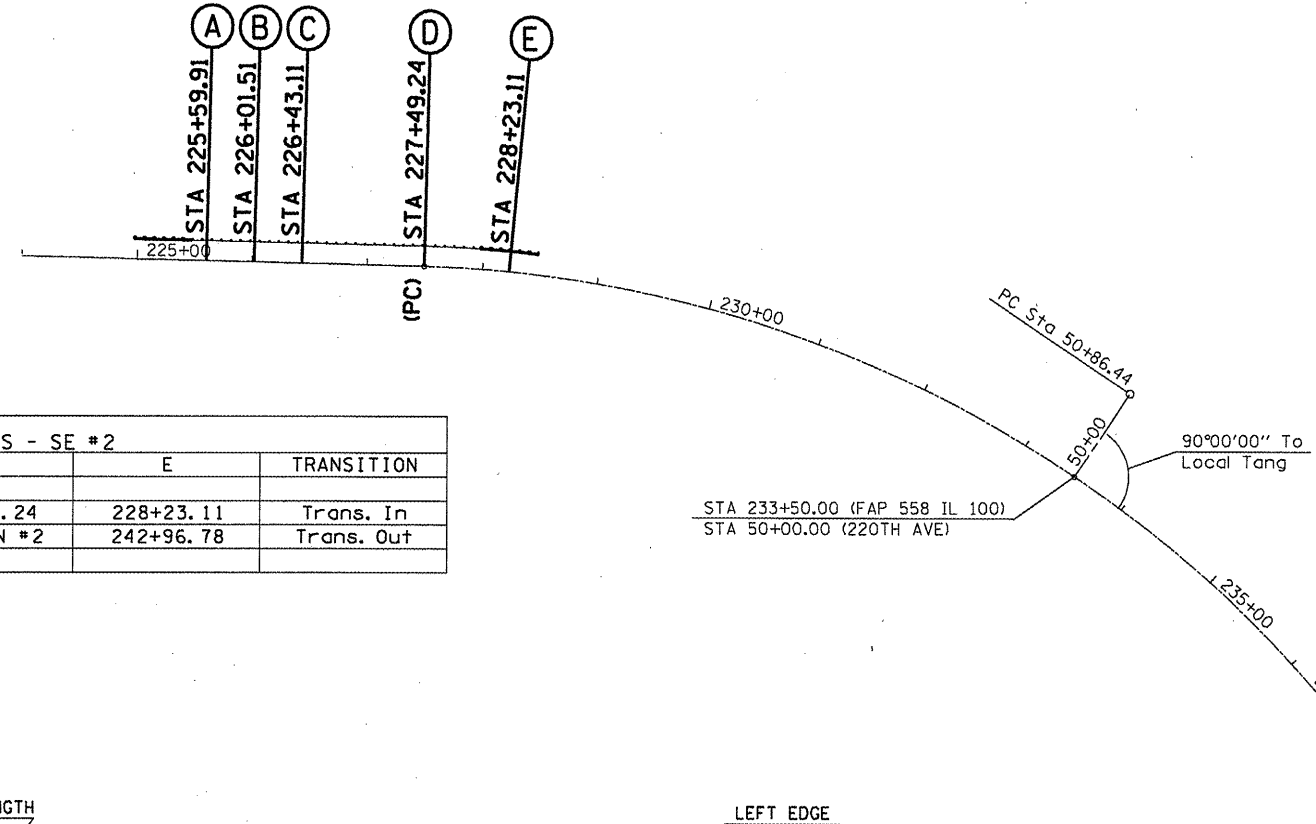
EXIST. CURVE 88
 PI STA. = 163+40.05
 $\Delta = 89^\circ 11' 51''$ (LT)
 $D = 5^\circ 25' 42''$
 $R = 1,055.51'$
 $T = 1,040.83'$
 $L = 1,643.21'$
 $E = 426.86'$
 $e = 8\%$
 $T.R. = 42'$
 $S.E. RUN = 222'$
 P.C. STA. = 152+99.22
 P.T. STA. = 169+42.43

TYPICAL PROFILE - S.E. TRANSITION

CURVE NO.	e	A	B	C	D	E	TRANSITION
88	8.00%	151+09.89	151+51.49	151+93.09	152+99.22	153+73.09	Trans. In
88	8.00%	173+61.89	173+20.29	172+78.69	STA EON #1	168+68.56	Trans. Out

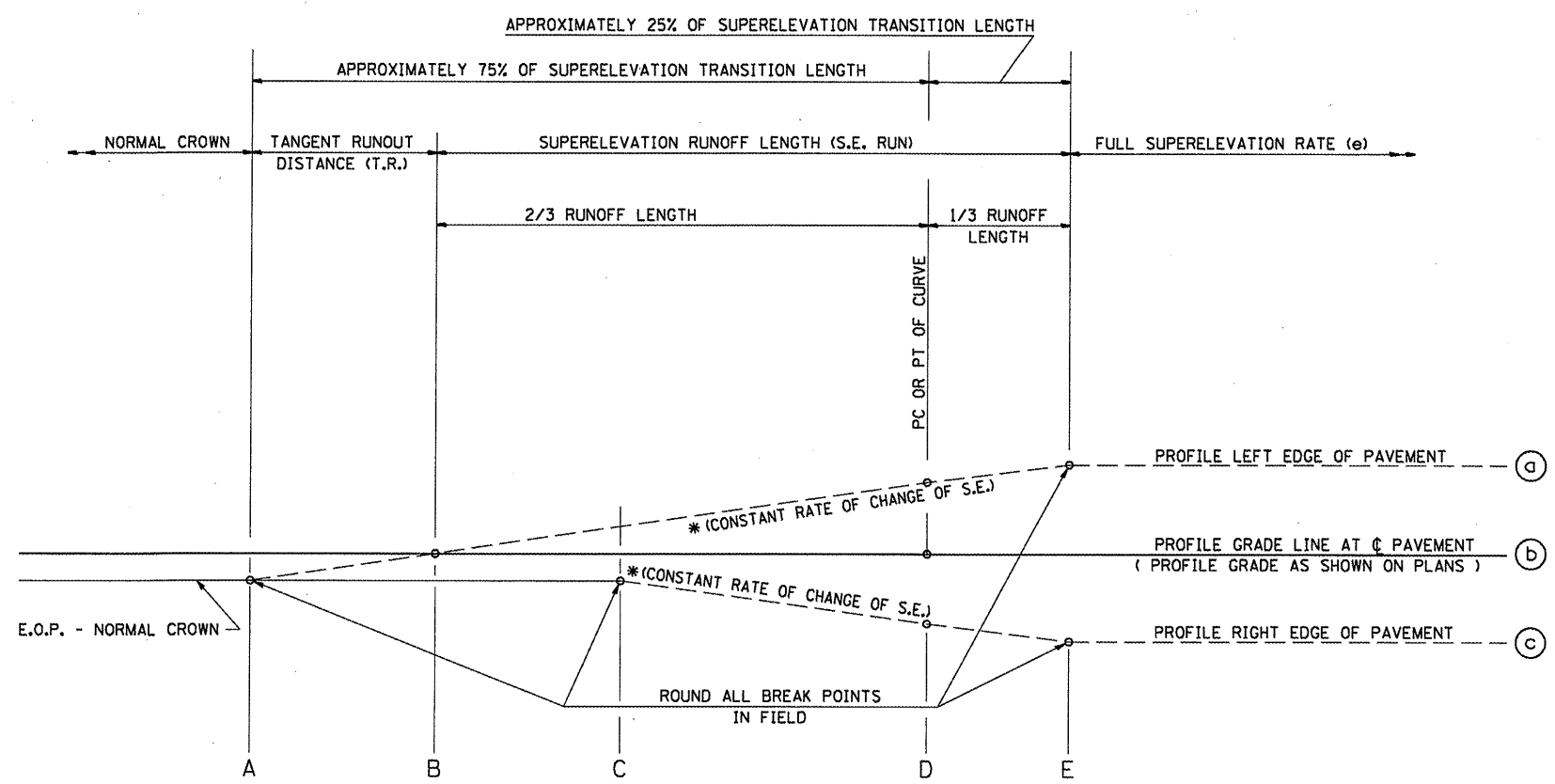
(EXISTING)
 FULL S.E.: (S.E.#1 = 8.0%)
 STA. 153+67.22 TO 168+75.71
 S.E. TRANSITION:
 STA. 151+64.72 TO 153+67.22
 STA. 168+75.71 TO 173+08.20

(EXISTING)
 FULL S.E.: (S.E.#2 = 8.0%)
 STA. 228+15.87 TO 243+02.38
 S.E. TRANSITION:
 STA. 226+13.37 TO 228+15.87
 STA. 243+02.38 TO 247+22.31

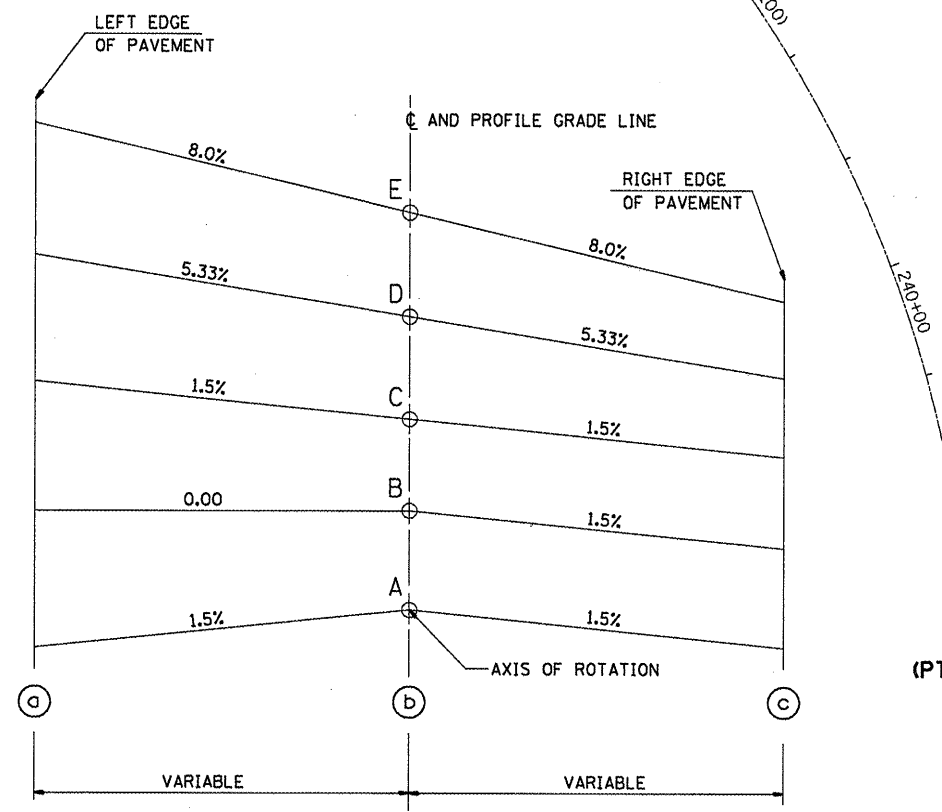


EXIST. CURVE 78
 PI STA. = 237+68.62
 $\Delta = 87^\circ 59' 17''$ (RT)
 $D = 5^\circ 25' 36''$
 $R = 1,055.82'$
 $T = 1,019.38'$
 $L = 1,621.40'$
 $E = 411.79'$
 $e = 8\%$
 $T.R. = 42'$
 S.E. RUN = 222'
 P.C. STA. = 227+49.24
 P.T. STA. = 243+70.65

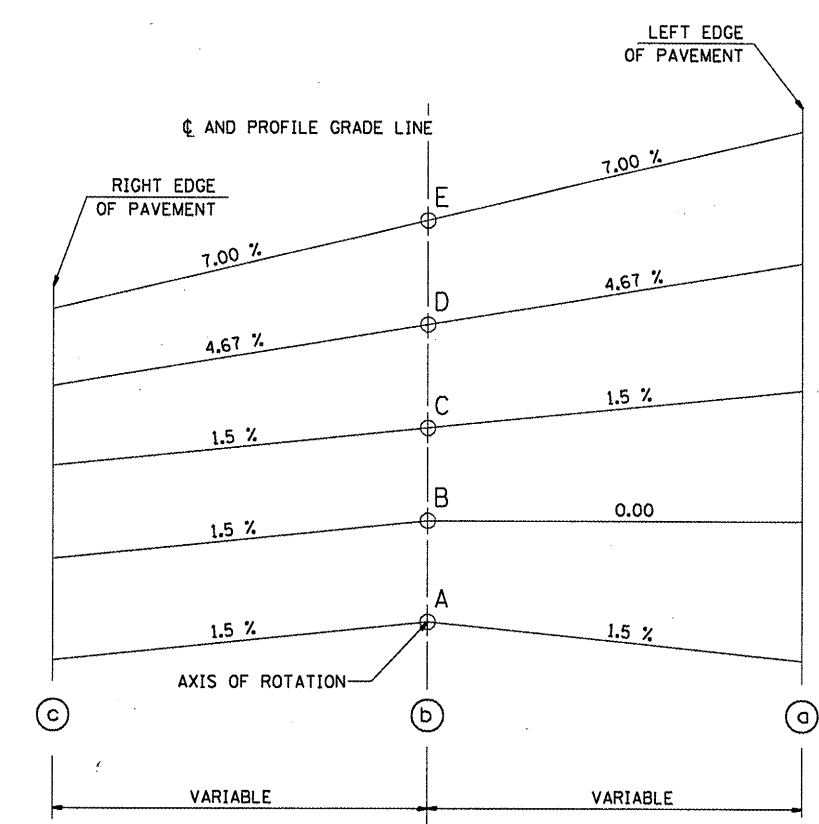
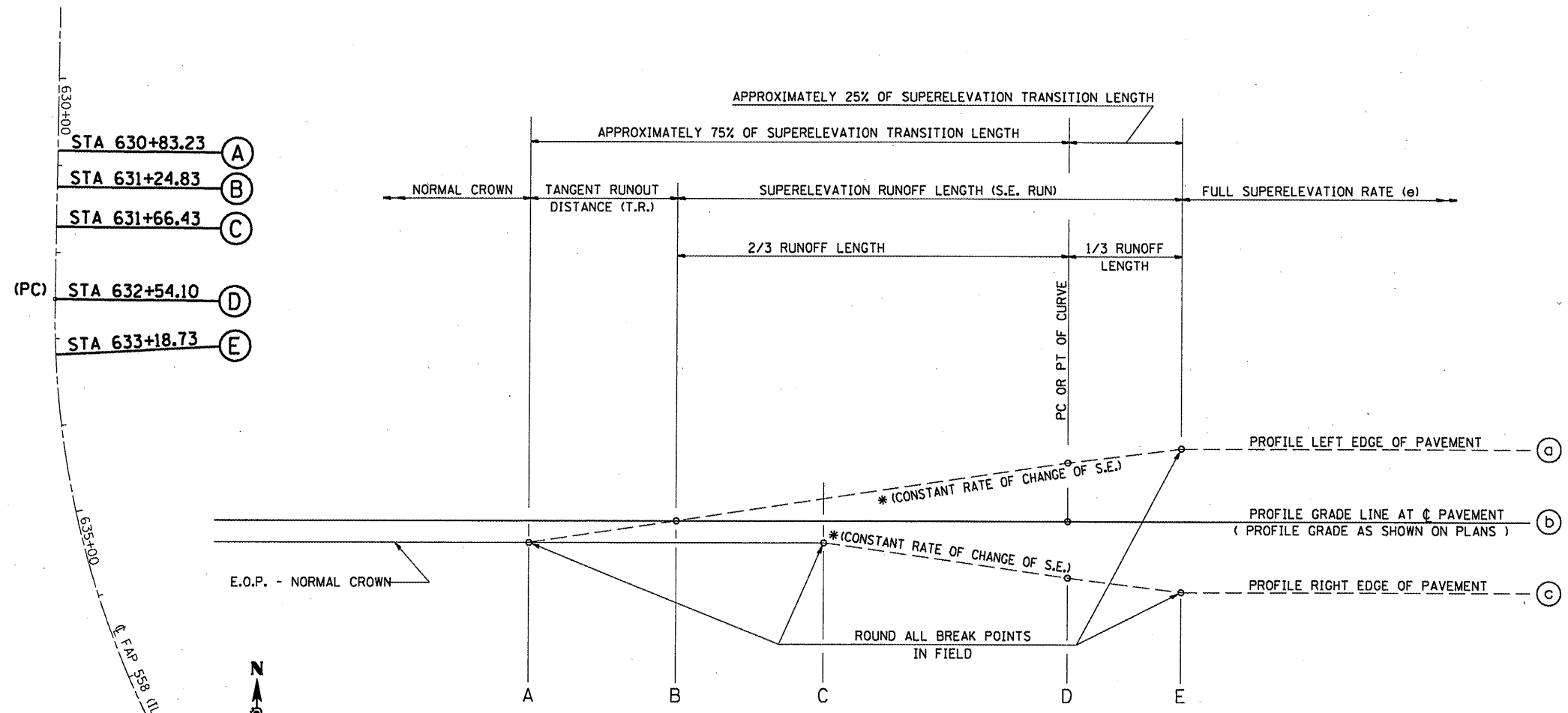
TABLE OF SUPERELEVATION BREAK POINT LOCATIONS - SE #2							
CURVE NO.	e	A	B	C	D	E	TRANSITION
78	8.00%	225+59.91	226+01.51	226+43.11	227+49.24	228+23.11	Trans. In
78	8.00%	247+77.44	247+35.84	246+94.24	STA EON #2	242+96.78	Trans. Out



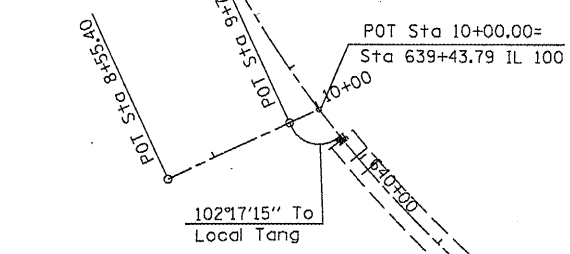
TYPICAL PROFILE - S.E. TRANSITION



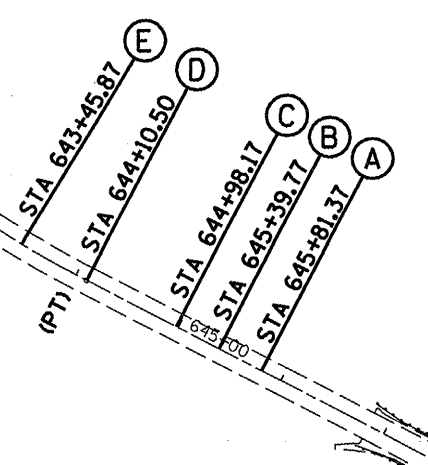
STA 242+96.78 (E)
 (STA EON #2)
 STA 243+70.65 (BK) (D)
 STA 245+88.11 (AH)
 STA 246+94.24 (C)
 STA 247+35.84 (B)
 STA 247+77.44 (A)



TYPICAL PROFILE - S.E. TRANSITION



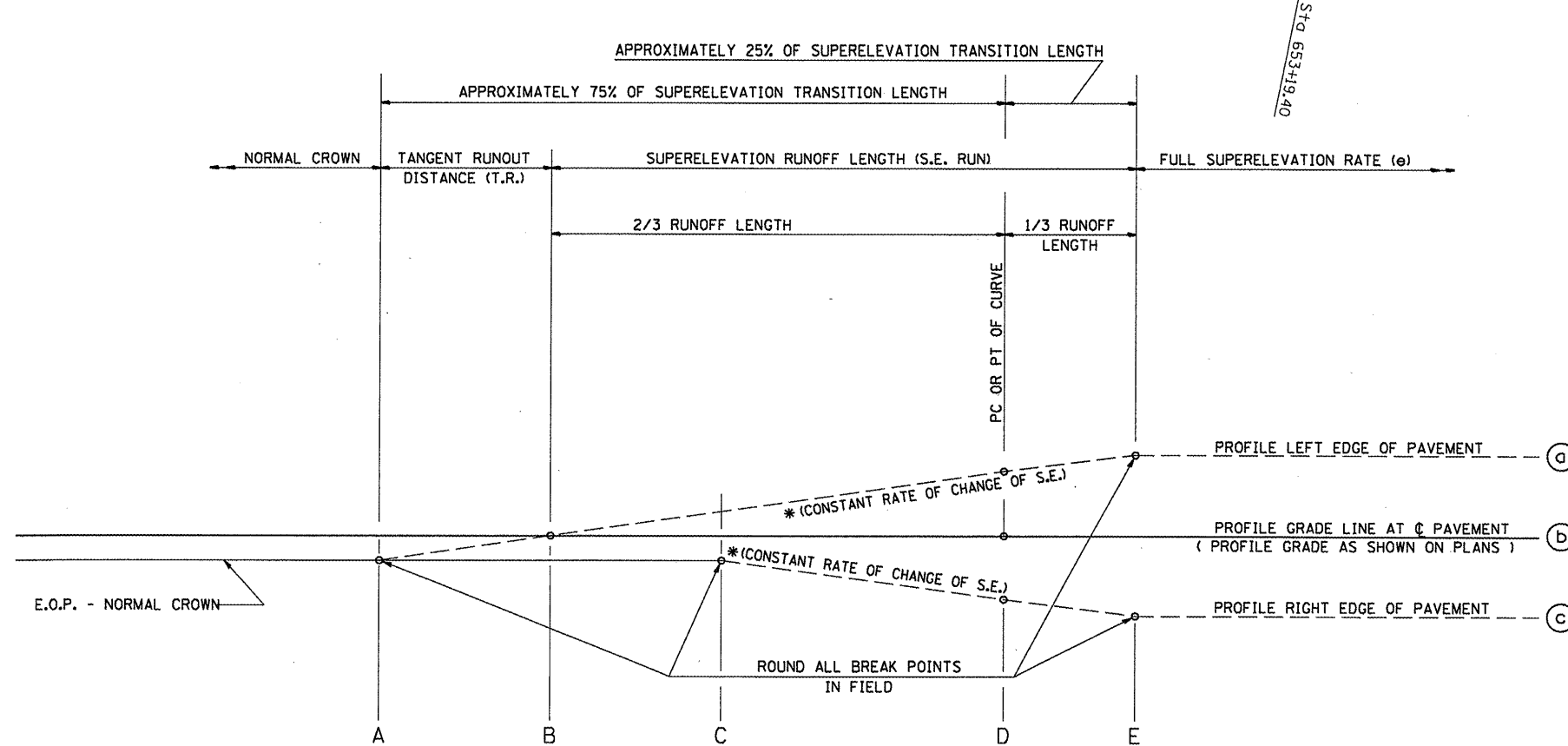
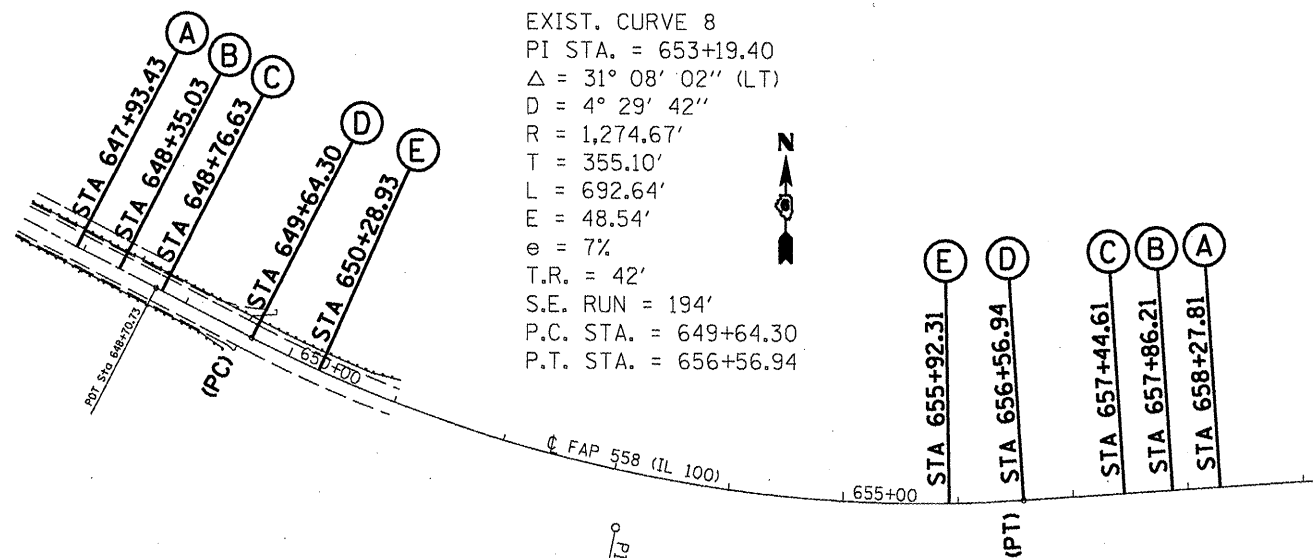
EXIST. CURVE 306
 PI STA. = 639+00.10
 $\Delta = 63^\circ 37' 52''$ (LT)
 $D = 5^\circ 30' 09''$
 $R = 1,041.26'$
 $T = 646.00'$
 $L = 1,156.40'$
 $E = 184.11'$
 $e = 7\%$
 $T.R. = 42'$
 $S.E. RUN = 194'$
 P.C. STA. = 632+54.10
 P.T. STA. = 644+10.50



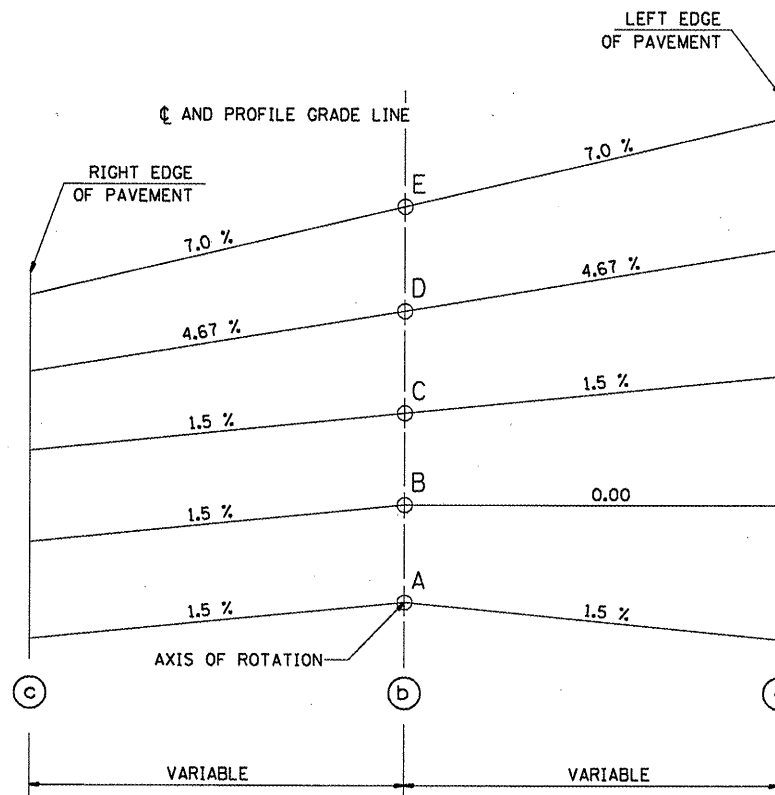
CURVE NO.	e	A	B	C	D	E	TRANSITION
306	7.00%	630+83.23	631+24.83	631+66.43	632+54.10	633+18.73	Trans. In
306	7.00%	645+81.37	645+39.77	644+98.17	644+10.50	643+45.87	Trans. Out

(EXISTING)
 FULL S.E.: (S.E.#3 = 7.0%)
 STA. 633+39.83 TO 643+32.31
 S.E. TRANSITION:
 STA. 630+98.83 TO 633+39.83
 STA. 643+32.31 TO 645+72.31

(EXISTING)
 FULL S.E.: (S.E.#4 = 7.0%)
 STA. 650+50.14 TO 655+78.22
 S.E. TRANSITION:
 STA. 648+10.14 TO 650+50.14
 STA. 655+78.22 TO 658+18.28



TYPICAL PROFILE - S.E. TRANSITION



CURVE NO.	e	A	B	C	D	E	TRANSITION
8	7.00%	647+93.43	648+35.03	648+76.63	649+64.30	650+28.93	Trans. In
8	7.00%	658+27.81	657+86.21	657+44.61	656+56.94	655+92.31	Trans. Out

(EXISTING)
 FULL S.E.: (S.E.#5 = 7.7%)
 STA. 671+54.89 TO 679+46.10
 S.E. TRANSITION:
 STA. 669+14.89 TO 671+54.89
 STA. 679+46.10 TO 681+80.95

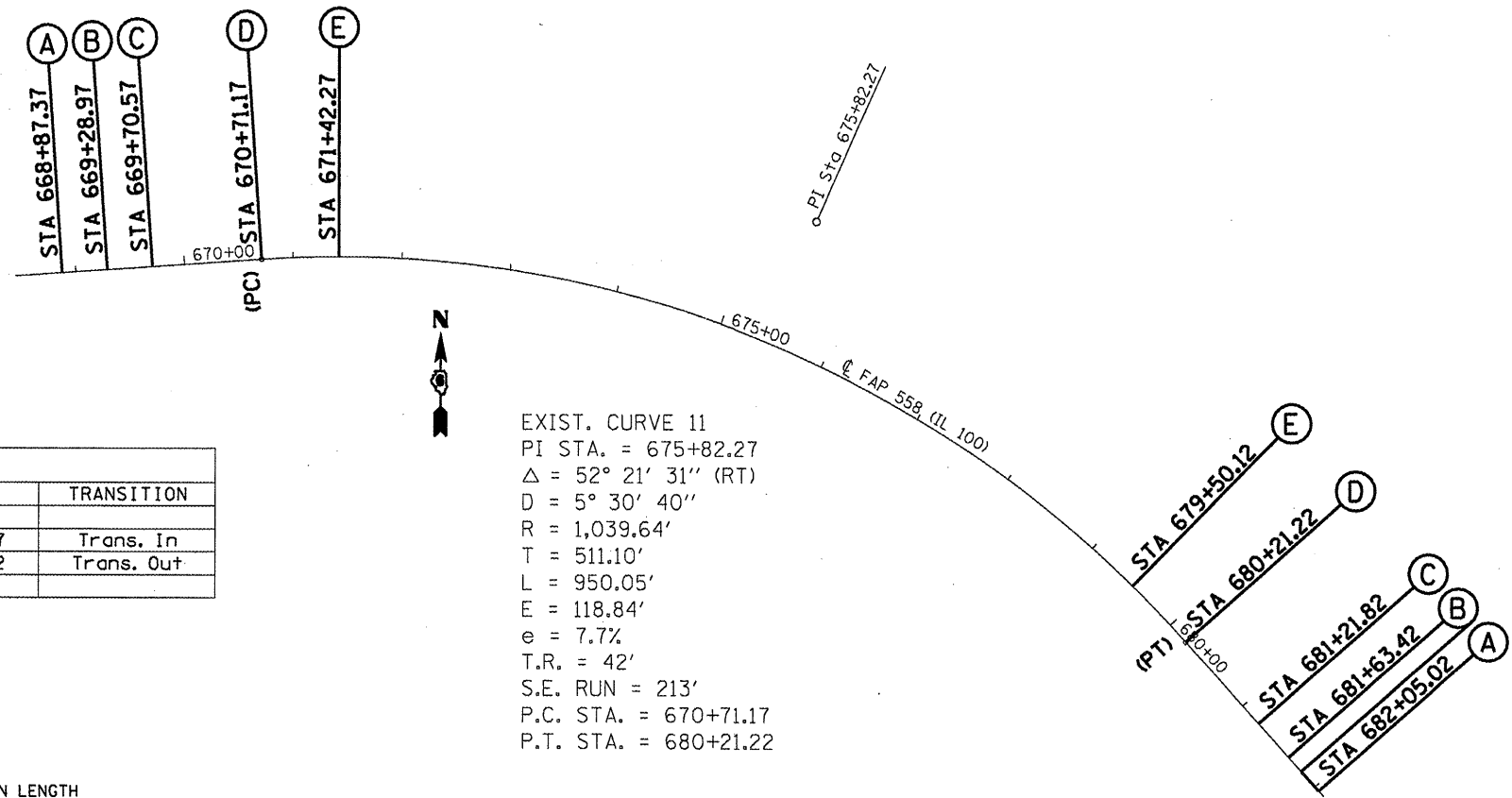
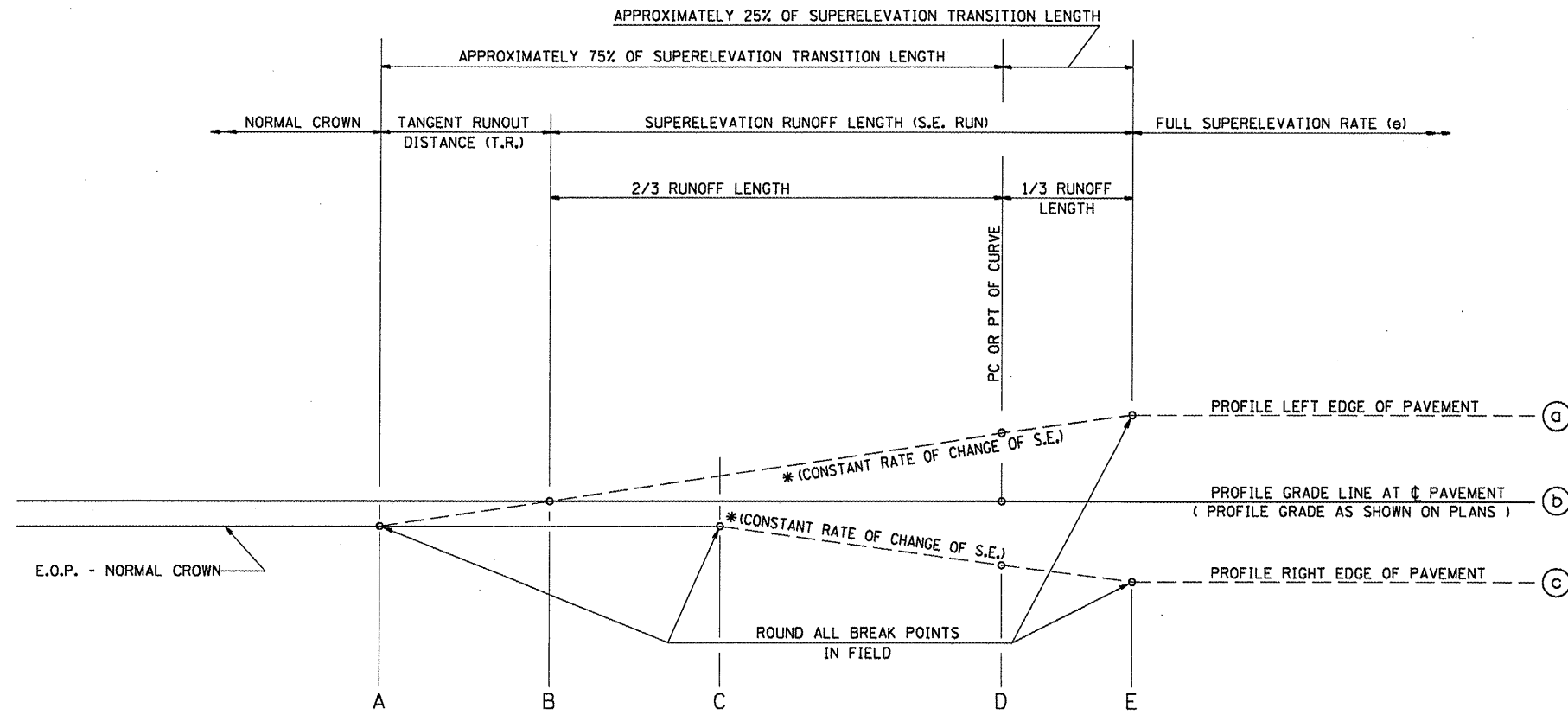
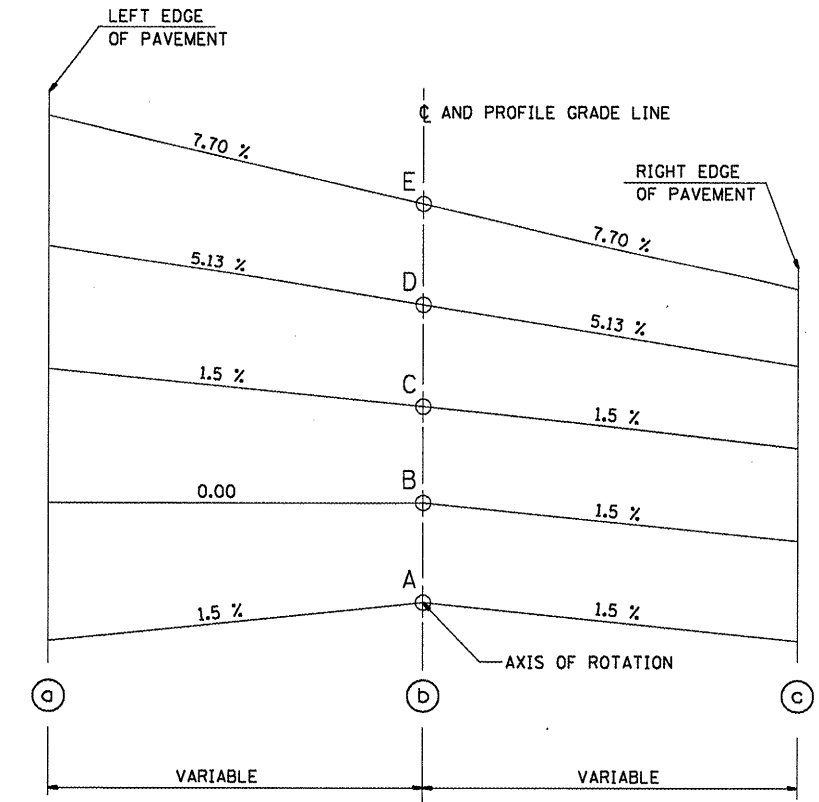
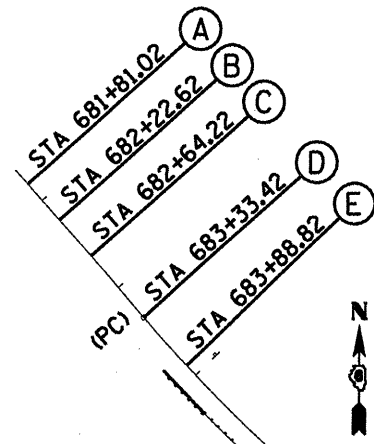


TABLE OF SUPERELEVATION BREAK POINT LOCATIONS - SE #5							
CURVE NO.	e	A	B	C	D	E	TRANSITION
11	7.70%	668+87.37	669+28.97	669+70.57	670+71.17	671+42.27	Trans. In
11	7.70%	682+05.02	681+63.42	681+21.82	680+21.22	679+50.12	Trans. Out



TYPICAL PROFILE - S.E. TRANSITION

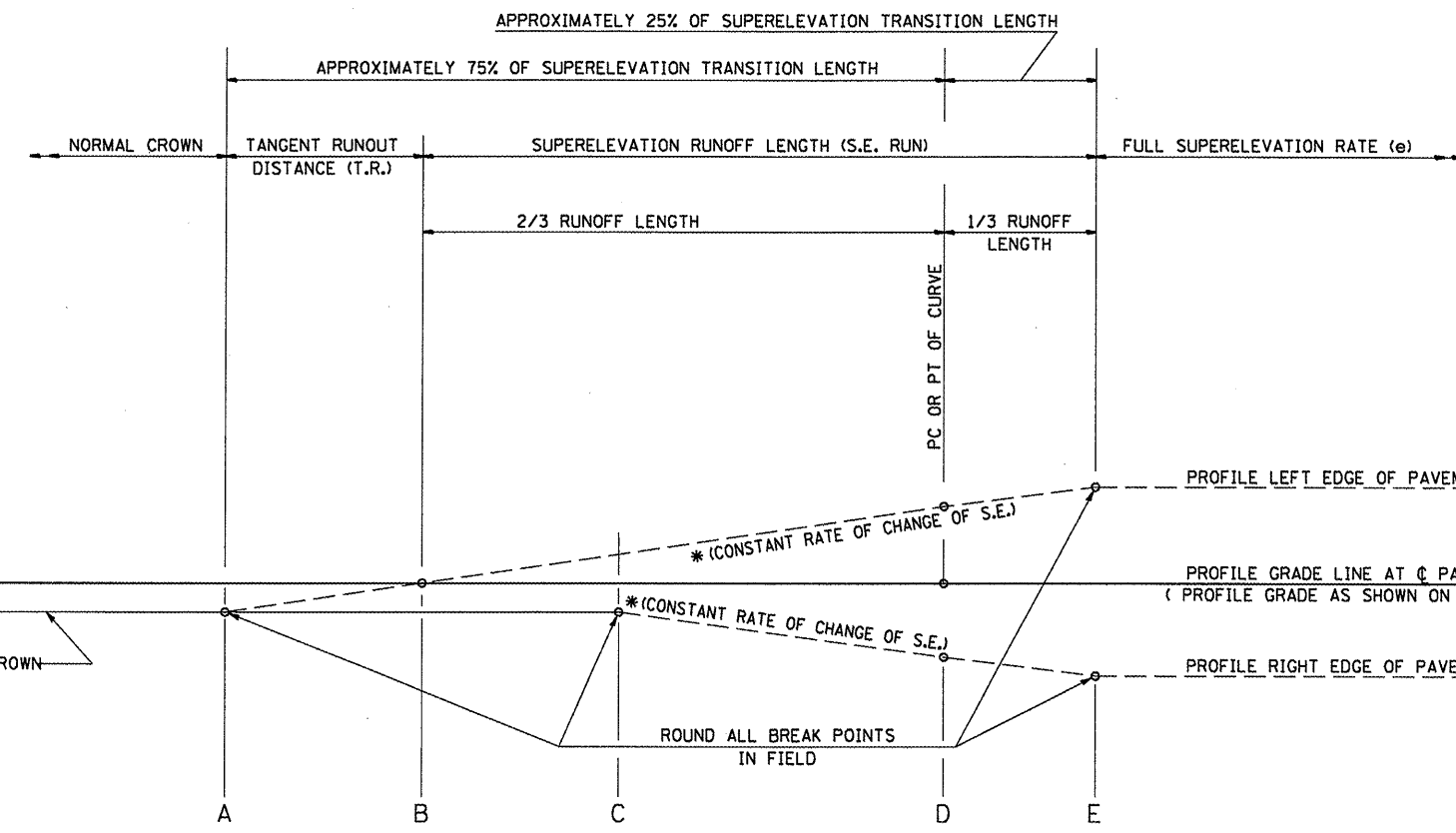
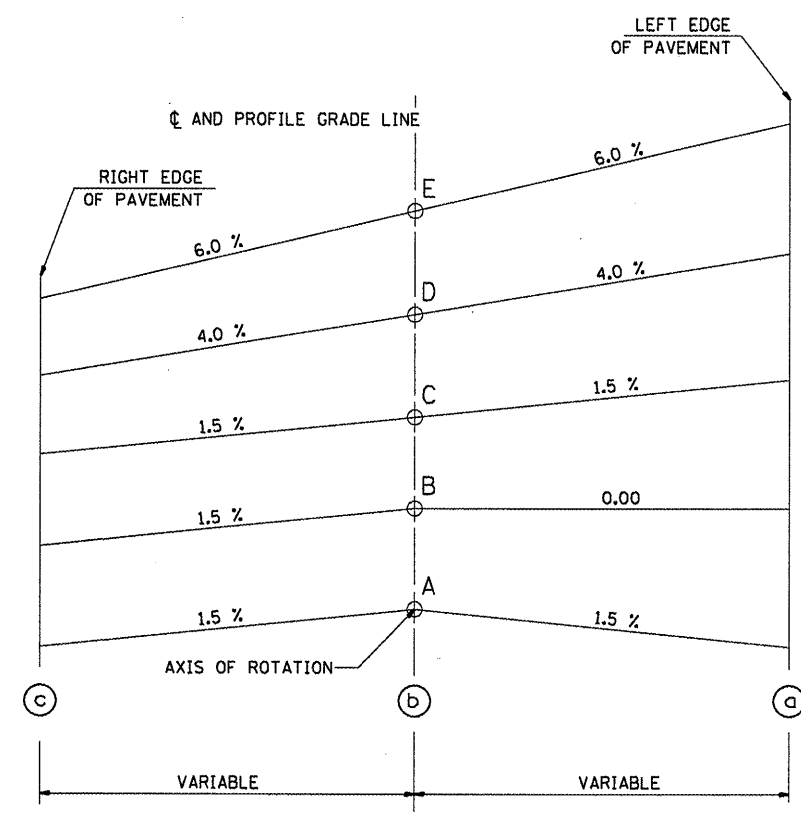
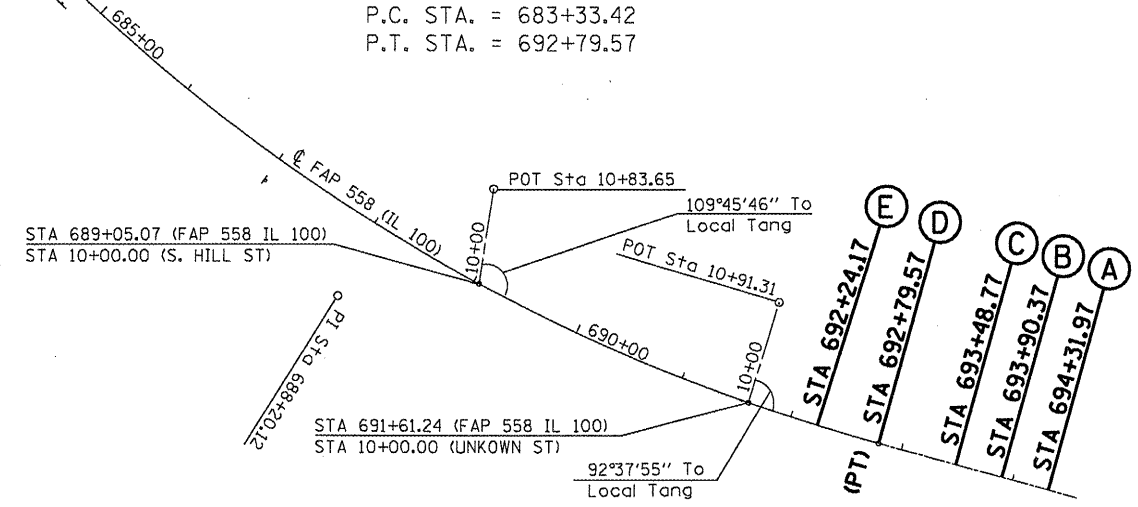




EXIST. CURVE 15
 PI STA. = 688+20.12
 $\Delta = 33^\circ 07' 01''$ (LT)
 $D = 3^\circ 30' 01''$
 $R = 1,636.93'$
 $T = 486.70'$
 $L = 946.15'$
 $E = 70.82'$
 $e = 6\%$
 $T.R. = 42'$
 $S.E. RUN = 166'$
 $P.C. STA. = 683+33.42$
 $P.T. STA. = 692+79.57$

TABLE OF SUPERELEVATION BREAK POINT LOCATIONS - SE #6							
CURVE NO.	e	A	B	C	D	E	TRANSITION
15	6.00%	681+81.02	682+22.62	682+64.22	683+33.42	683+88.82	Trans. In
15	6.00%	694+31.97	693+90.37	693+48.77	692+79.57	692+24.17	Trans. Out

(EXISTING)
FULL S.E.: (S.E.#6 = 6.0%)
 STA. 684+15.80 TO 692+04.06
S.E. TRANSITION:
 STA. 681+80.95 TO 684+15.80
 STA. 692+04.06 TO 694+44.06



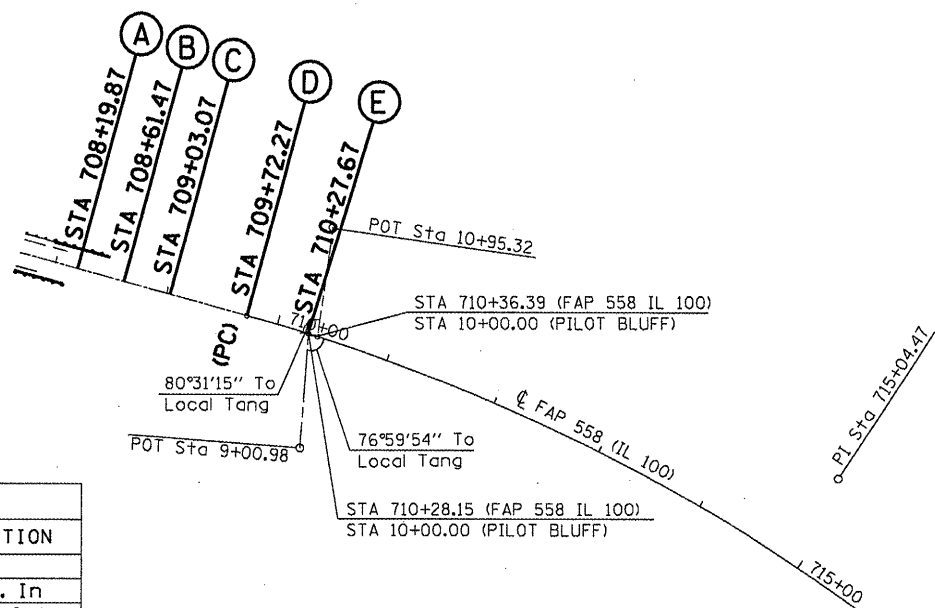
TYPICAL PROFILE - S.E. TRANSITION

FILE NAME =	USER NAME = coxjw	DESIGNED - RSC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERELEVATION DETAILS			F.A.P. RTE. 558	SECTION *	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 64
cd:\proj_work\pwsdot\coxjw\dms25409\067281	superelevation\sheet.dgn	DRAWN - RSC	REVISED -		SCALE:	SHEET NO. 6 OF 12 SHEETS	STA. 681+50.00 TO STA. 694+50.00	CONTRACT NO. 72814				
	PLOT SCALE = 100.0000' / IN.	CHECKED - BSH	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = Mar-18-2010 01:15:14PM	DATE -	REVISED -		118RS-2, 119RS-2, 123RS-3							

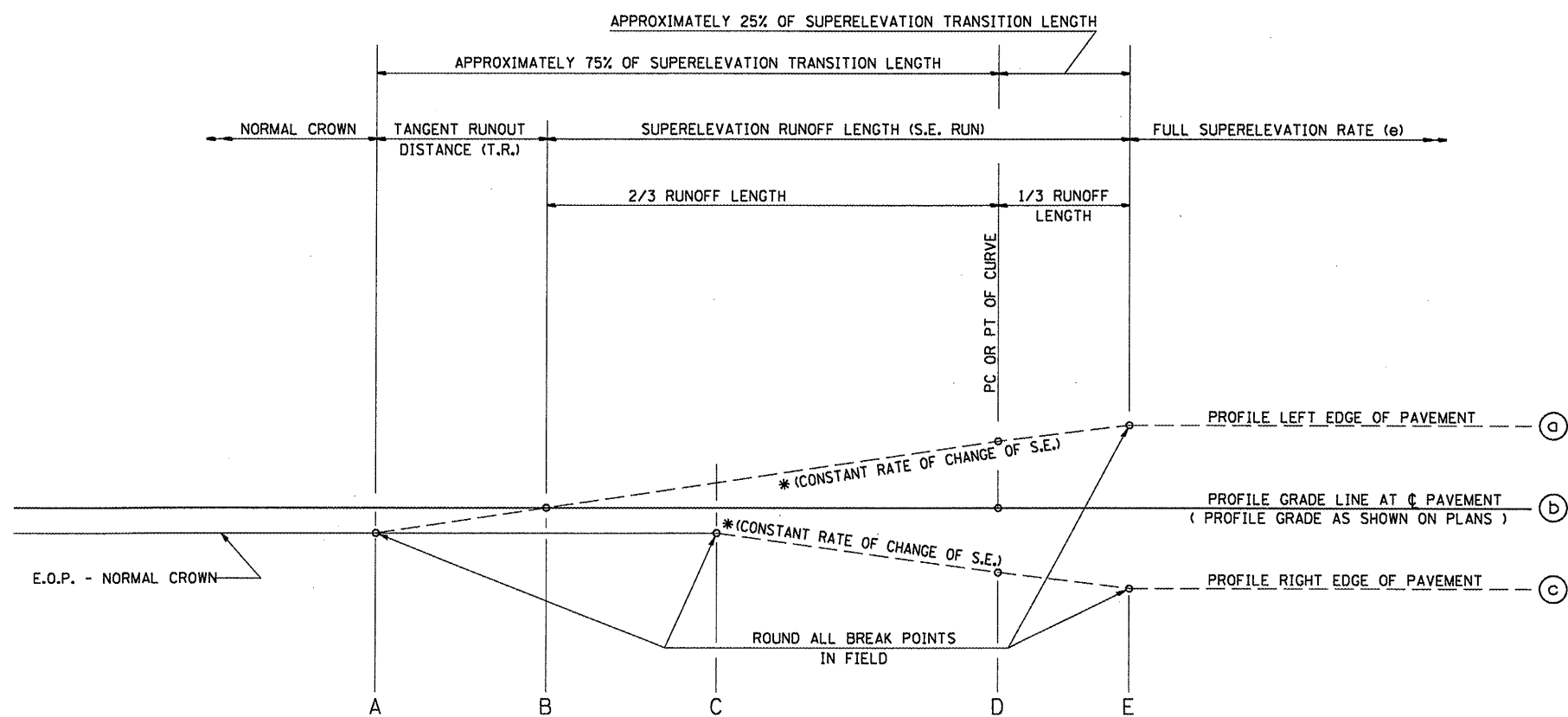
(EXISTING)

FULL S.E.: (S.E.#7 = 6.0%)
 STA. 710+54.28 TO 719+26.30
 S.E. TRANSITION:
 STA. 708+14.28 TO 710+54.28
 STA. 719+26.30 TO 721+66.30

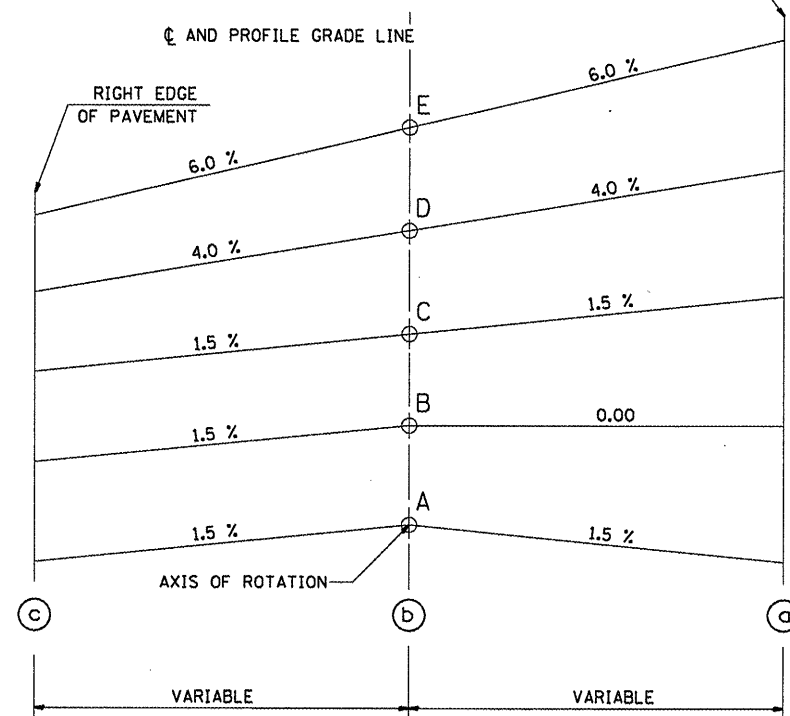
TABLE OF SUPERELEVATION BREAK POINT LOCATIONS - SE #7							
CURVE NO.	e	A	B	C	D	E	TRANSITION
39	6.00%	708+19.87	708+61.47	709+03.07	709+72.27	710+27.67	Trans. In
39	6.00%	721+53.84	721+12.24	720+70.64	720+01.44	719+46.04	Trans. Out



EXIST. CURVE 39
 PI STA. = 715+04.47
 $\Delta = 35^\circ 59' 26''$ (RT)
 $D = 3^\circ 29' 49''$
 $R = 1,638.40'$
 $T = 532.20'$
 $L = 1,029.17'$
 $E = 84.27'$
 $e = 6\%$
 $T.R. = 42'$
 $S.E. RUN = 166'$
 $P.C. STA. = 709+72.27$
 $P.T. STA. = 720+01.44$



TYPICAL PROFILE - S.E. TRANSITION



FILE NAME =
 c:\pw\work\pwsdot\coxj\dms25409\067281

USER NAME = coxjw
 superlevation sheets.dgn
 PLOT SCALE = 100.0000' / IN.
 PLOT DATE = Mar-18-2010 01:15:14PM

DESIGNED - RSC
 DRAWN - RSC
 CHECKED - BSH
 DATE -
 REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERELEVATION DETAILS

SCALE: SHEET NO. 7 OF 12 SHEETS STA. 708+00.00 TO STA. 722+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
558		PIKE	77	65
CONTRACT NO. 72814				

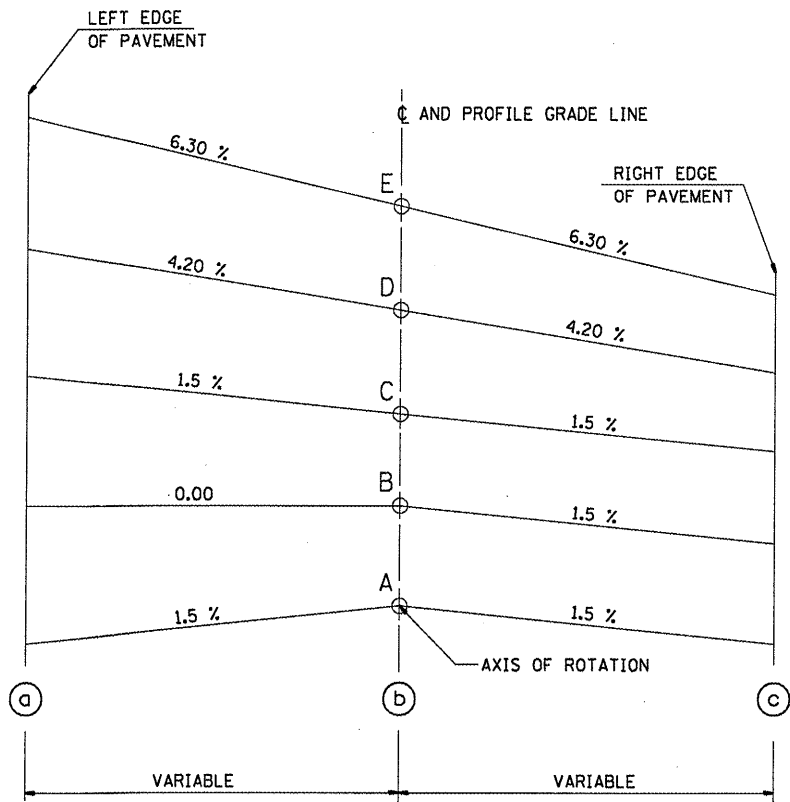
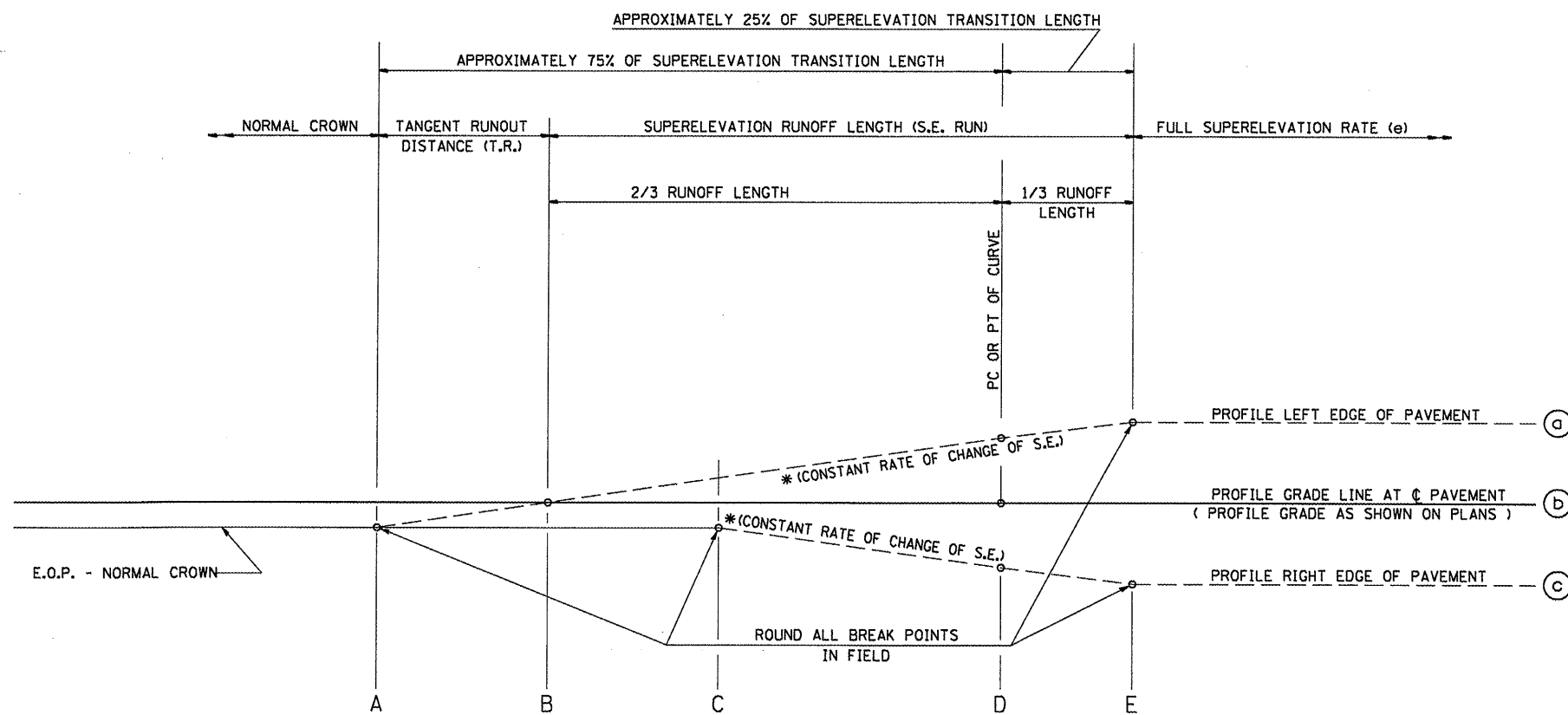


TABLE OF SUPERELEVATION BREAK POINT LOCATIONS - SE #8							
CURVE NO.	e	A	B	C	D	E	TRANSITION
40	6.30%	731+27.38	731+68.98	732+10.58	732+85.31	733+43.48	Trans. In
40	6.30%	744+98.38	744+56.78	744+15.18	743+40.45	742+82.28	Trans. Out

EXIST. CURVE 40
 PI STA. = 738+38.11
 $\Delta = 42^\circ 12' 21''$ (RT)
 $D = 4^\circ 00' 00''$
 $R = 1,432.40'$
 $T = 552.80'$
 $L = 1,055.15'$
 $E = 102.97'$
 $e = 6.3\%$
 $T.R. = 42'$
 $S.E. RUN = 175'$
 $P.C. STA. = 732+85.31$
 $P.T. STA. = 743+40.45$



(EXISTING)
 FULL S.E.: (S.E.#8 = 6.3%)
 STA. 733+31.94 TO 742+61.55
 S.E. TRANSITION:
 STA. 731+31.94 TO 733+71.94
 STA. 742+61.55 TO 745+01.55

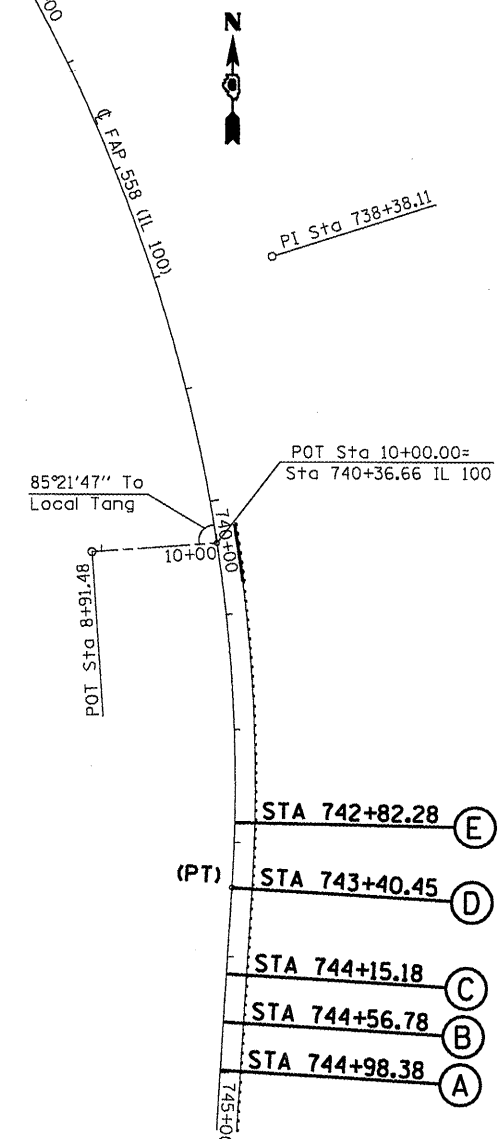
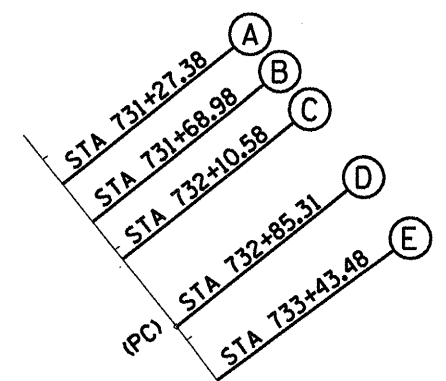
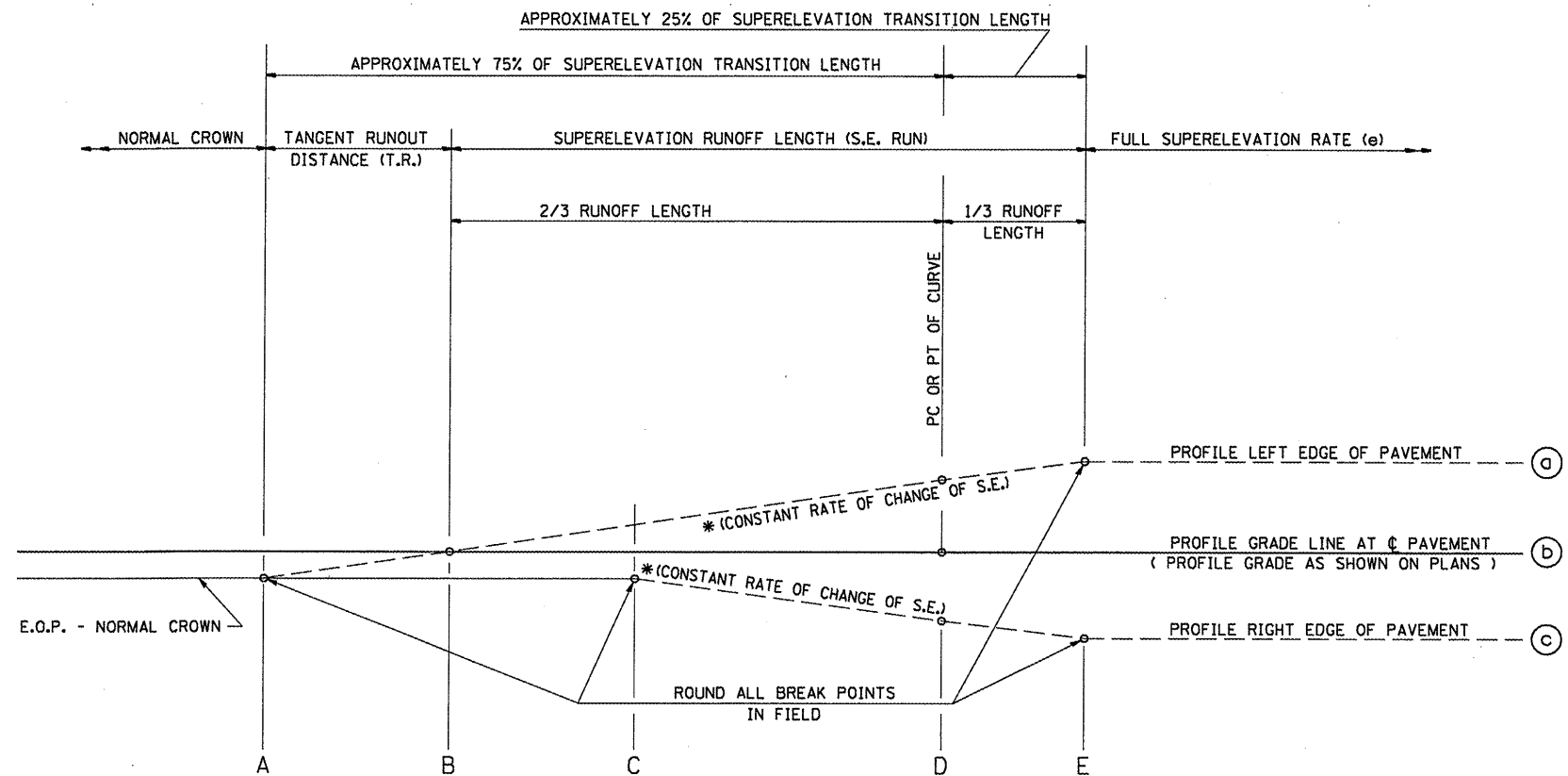
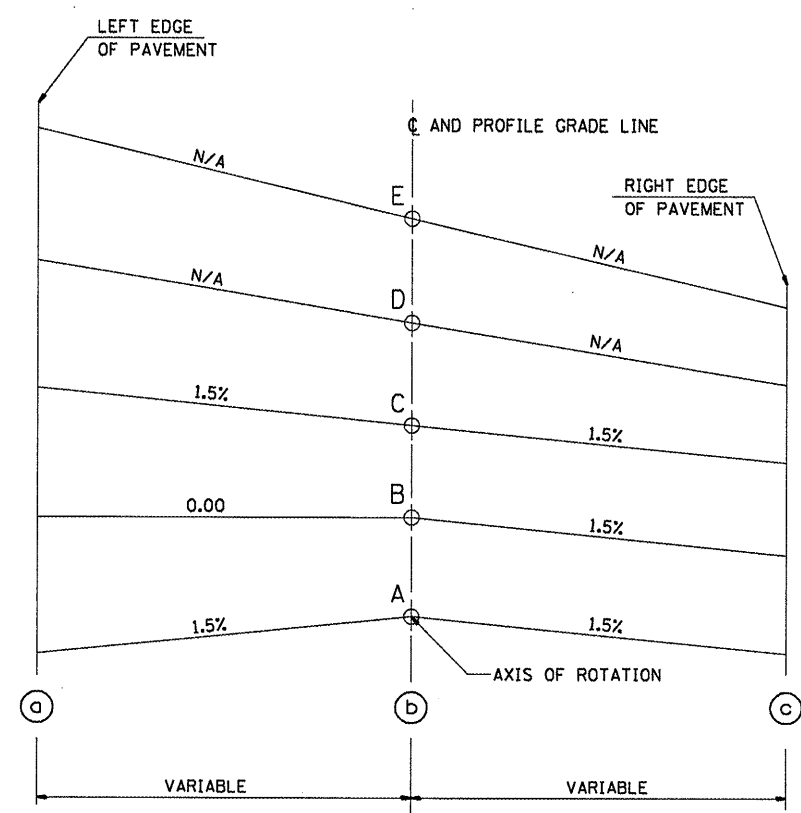


TABLE OF SUPERELEVATION BREAK POINT LOCATIONS - SE #9							
CURVE NO.	e	A	B	C	D	E	TRANSITION
3100	1.50%	544+32.59	544+74.19	545+15.79	545+01.92	N/A	Trans. In
3100	1.50%	555+65.44	555+23.84	554+82.24	554+96.11	N/A	Trans. Out



TYPICAL PROFILE - S.E. TRANSITION

(EXISTING)
 FULL S.E.: (S.E.#9 = 1.25%)
 STA. 545+75.42 TO 554+31.29
 S.E. TRANSITION:
 STA. 543+35.42 TO 545+75.42
 STA. 554+31.29 TO 556+76.69



EXIST. CURVE 3100
 PI STA. = 549+99.42
 $\Delta = 5^\circ 39' 51''$ (LT)
 $D = 0^\circ 34' 11''$
 $R = 10,056.63'$
 $T = 497.50'$
 $L = 994.19'$
 $E = 12.30'$
 $e = 1.50\%$
 $T.R. = 42'$
 $S.E. RUN = 42'$
 P.C. STA. = 545+01.92
 P.T. STA. = 554+96.11

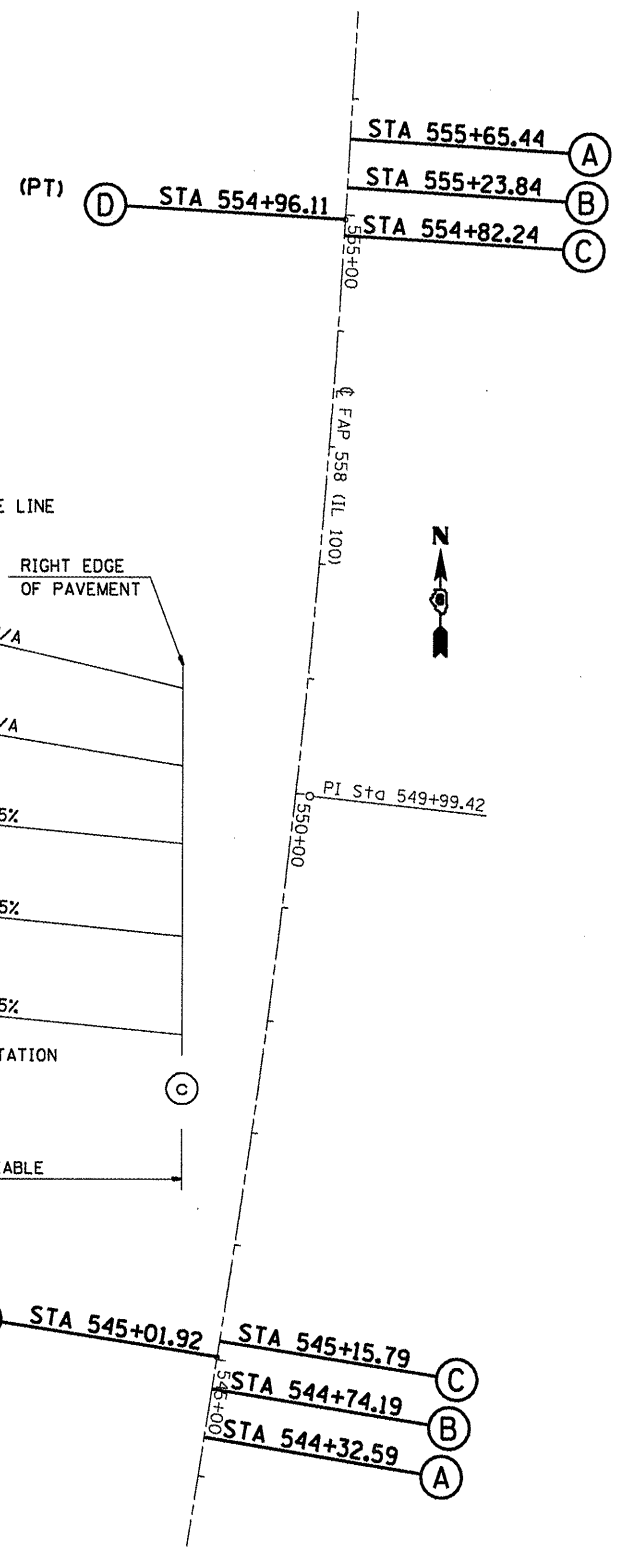
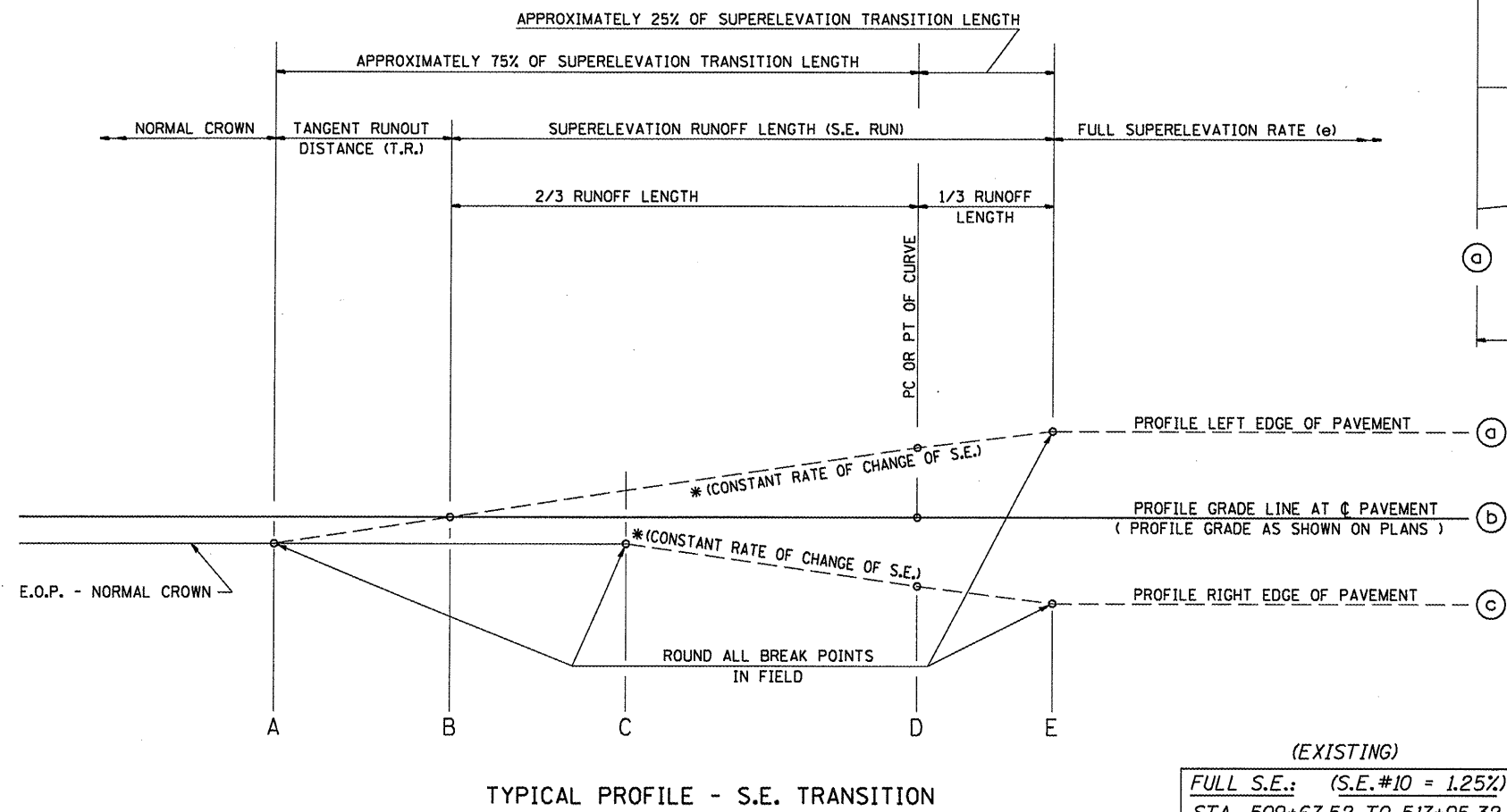
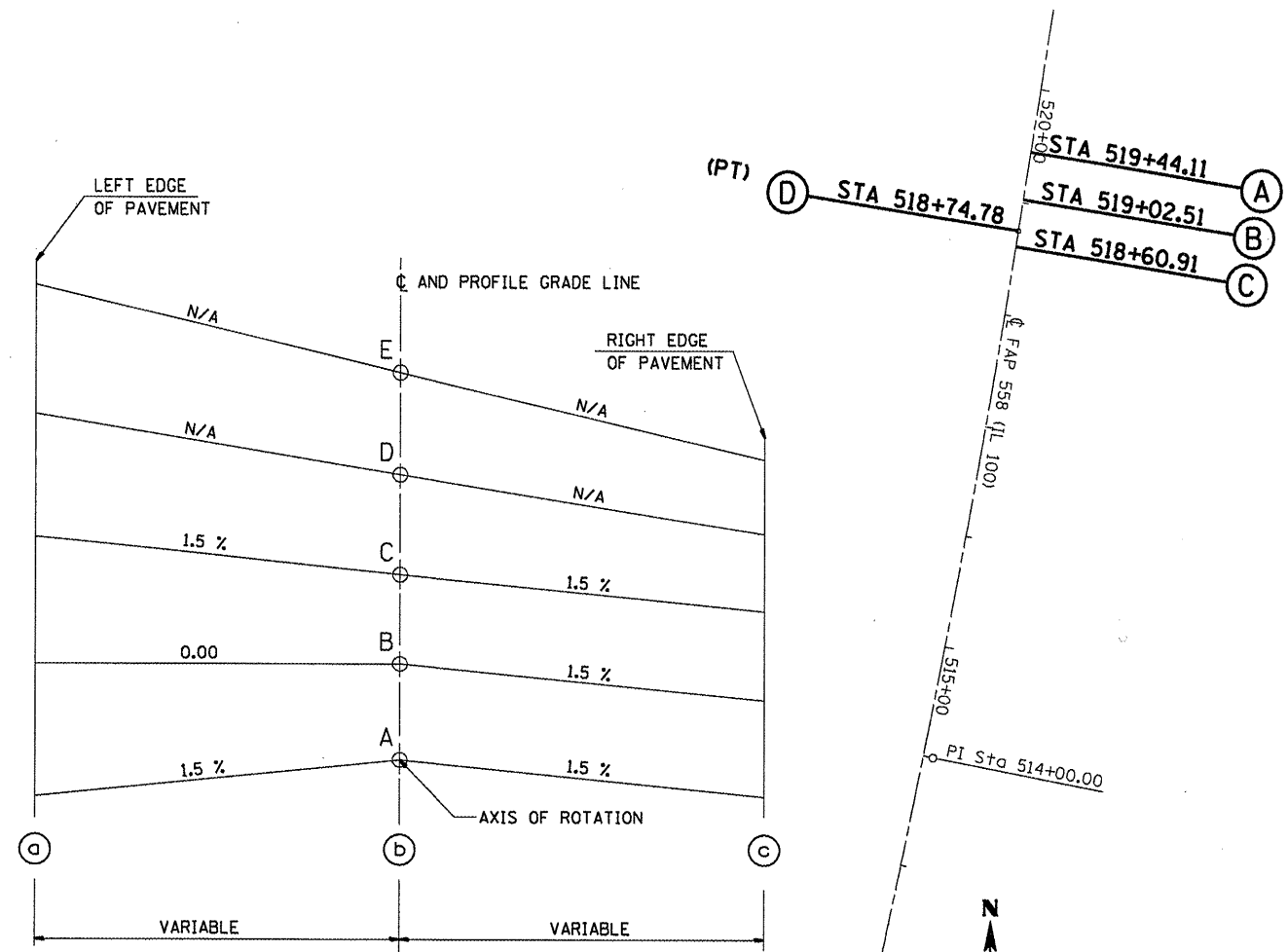


TABLE OF SUPERELEVATION BREAK POINT LOCATIONS - SE #10							
CURVE NO.	e	A	B	C	D	E	TRANSITION
28	1.50%	508+55.47	508+97.07	509+38.67	509+24.80	N/A	Trans. In
28	1.50%	519+44.11	519+02.51	518+60.91	518+74.78	N/A	Trans. Out



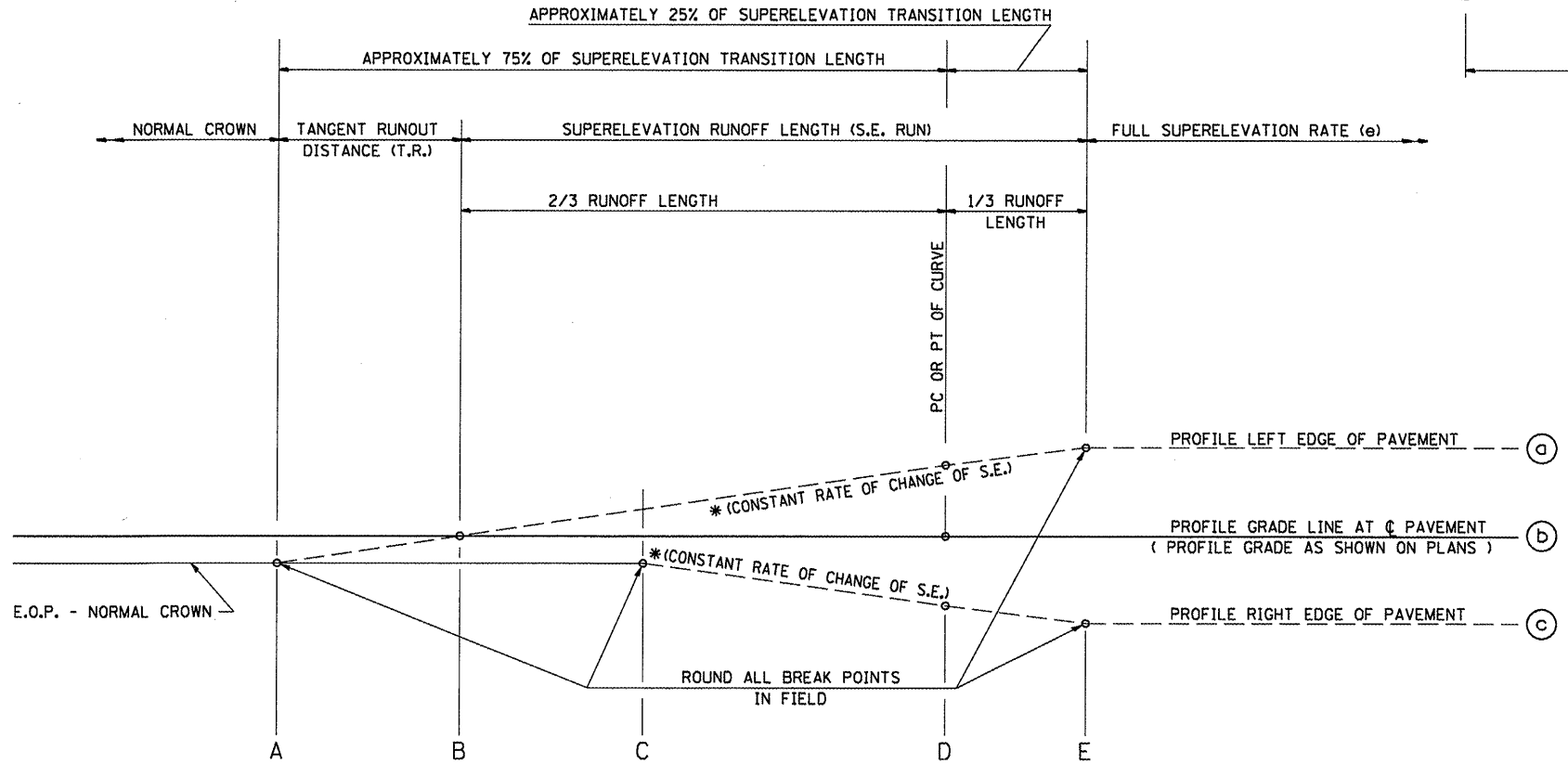
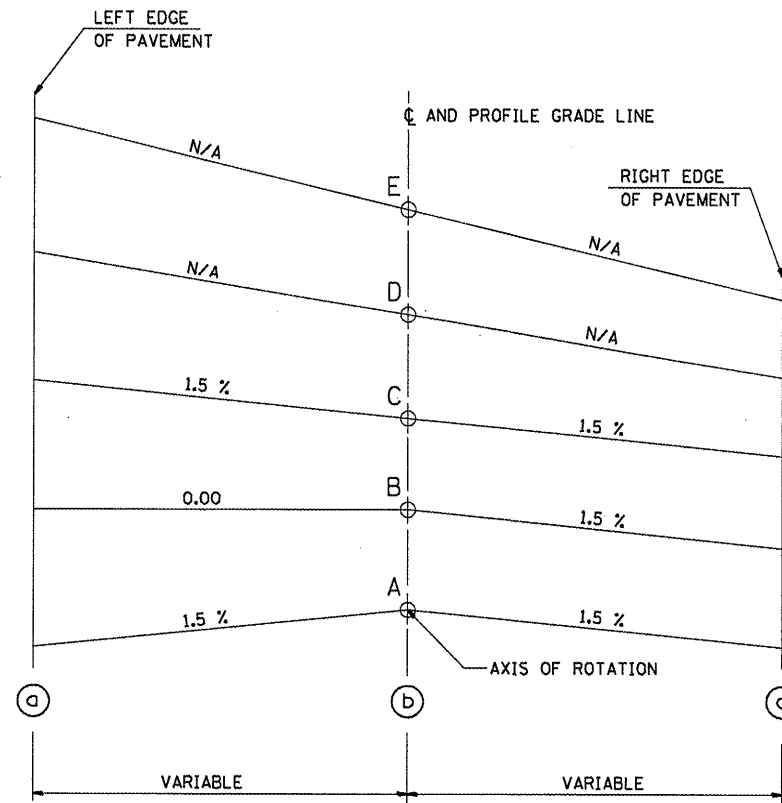
TYPICAL PROFILE - S.E. TRANSITION

(EXISTING)
 FULL S.E.: (S.E.#10 = 1.25%)
 STA. 509+67.52 TO 517+95.32
 S.E. TRANSITION:
 STA. 507+27.52 TO 509+67.52
 STA. 517+95.32 TO 520+49.93



EXIST. CURVE 28
 PI STA. = 514+00.00
 $\Delta = 4^\circ 09' 49''$ (LT)
 $D = 0^\circ 26' 18''$
 $R = 13,072.80'$
 $T = 475.20'$
 $L = 949.98'$
 $E = 8.63'$
 $e = 1.50\%$
 $T.R. = 42'$
 $S.E. RUN = 42'$
 $P.C. STA. = 509+24.80$
 $P.T. STA. = 518+74.78$

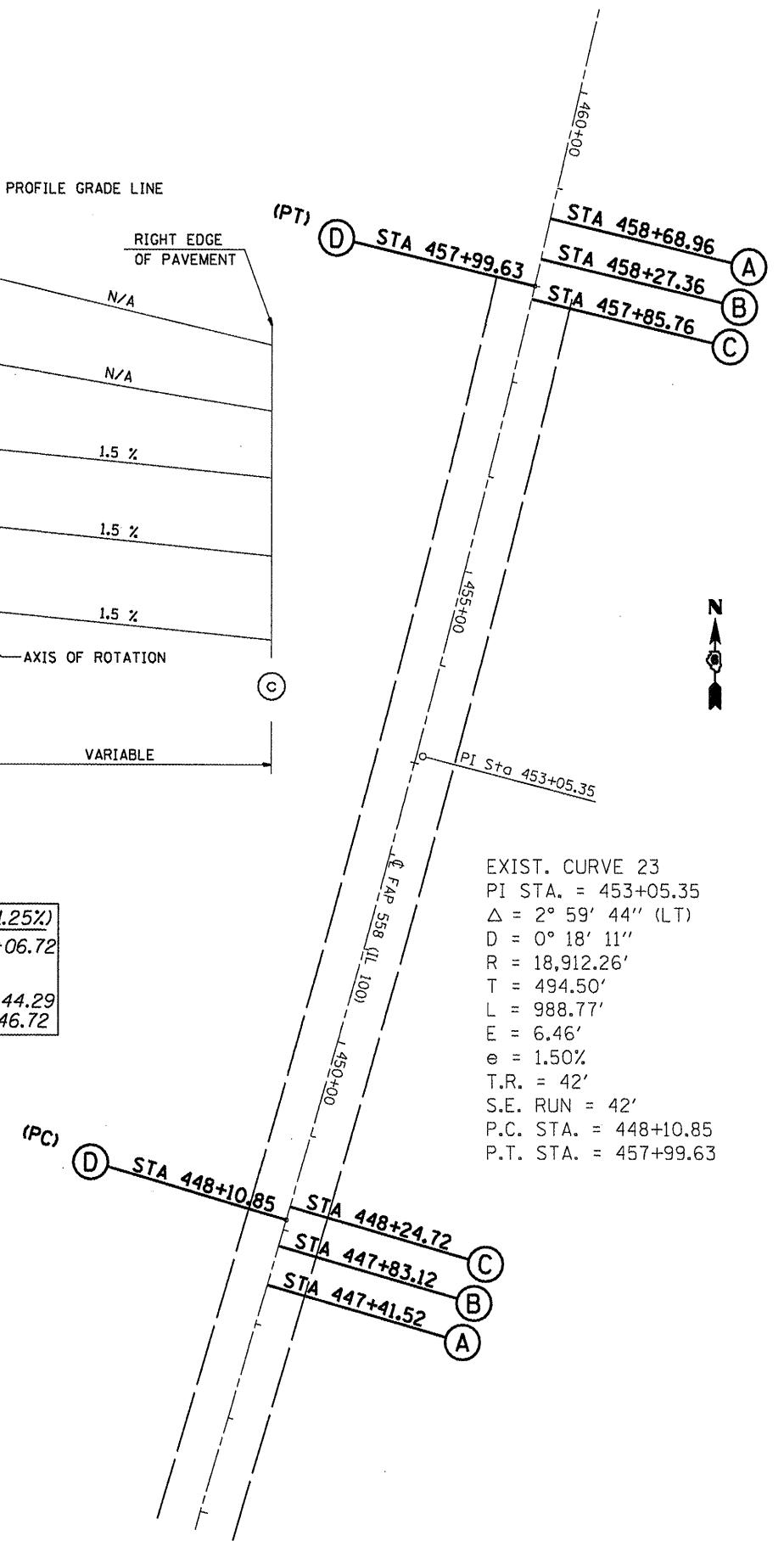
TABLE OF SUPERELEVATION BREAK POINT LOCATIONS - SE #11							
CURVE NO.	e	A	B	C	D	E	TRANSITION
23	1.50%	447+41.52	447+83.12	448+24.72	448+10.85	N/A	Trans. In
23	1.50%	458+68.96	458+27.36	457+85.76	457+99.63	N/A	Trans. Out



TYPICAL PROFILE - S.E. TRANSITION

(EXISTING)
 FULL S.E.: (S.E.#11 = 1.25%)
 STA. 448+44.29 TO 457+06.72
 S.E. TRANSITION:
 STA. 446+04.29 TO 448+44.29
 STA. 457+06.72 TO 459+46.72

EXIST. CURVE 23
 PI STA. = 453+05.35
 $\Delta = 2^\circ 59' 44''$ (LT)
 $D = 0^\circ 18' 11''$
 $R = 18,912.26'$
 $T = 494.50'$
 $L = 988.77'$
 $E = 6.46'$
 $e = 1.50\%$
 $T.R. = 42'$
 $S.E. RUN = 42'$
 $P.C. STA. = 448+10.85$
 $P.T. STA. = 457+99.63$



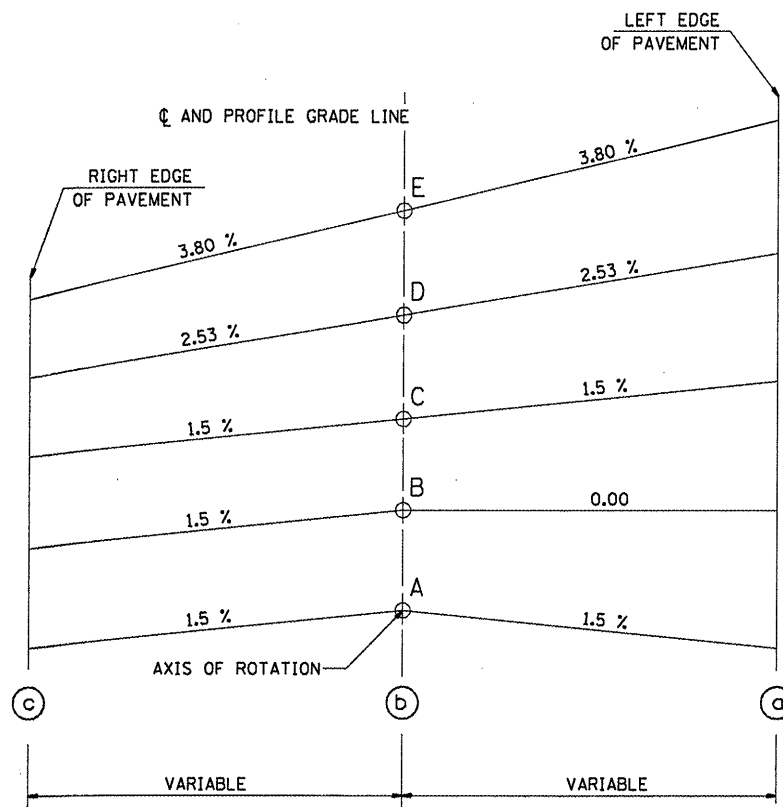
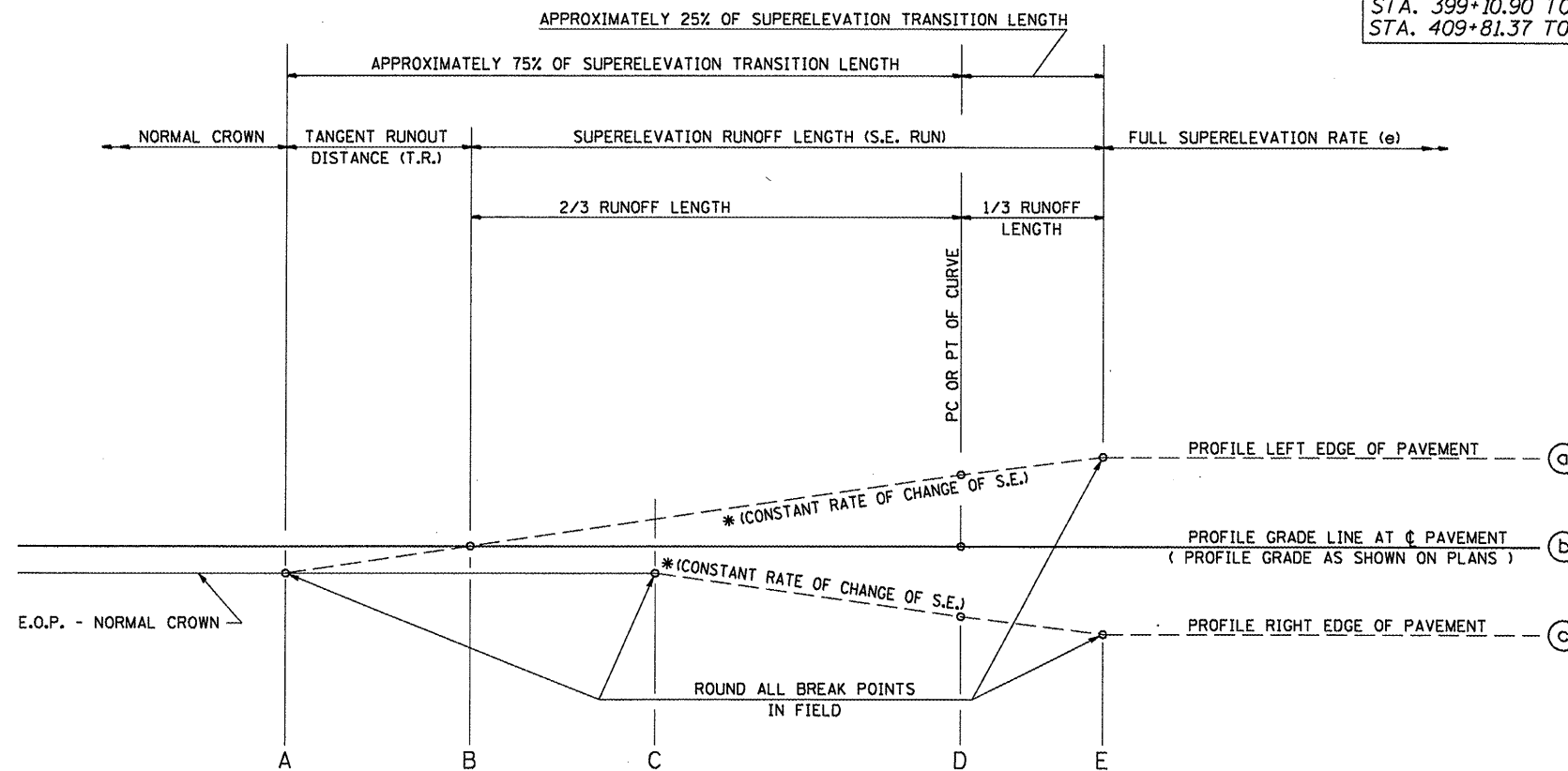
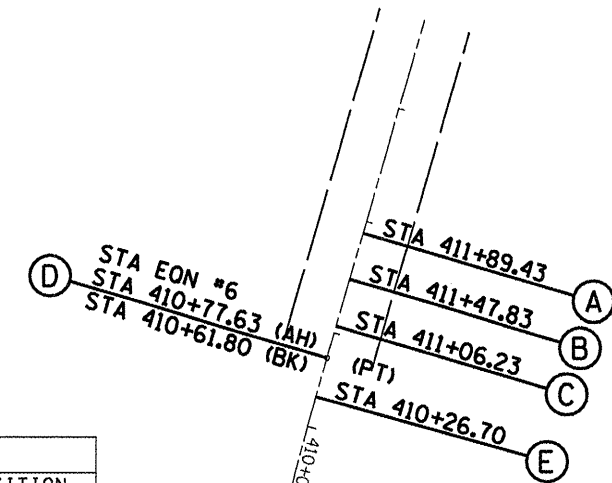


TABLE OF SUPERELEVATION BREAK POINT LOCATIONS - SE #12							
CURVE NO.	e	A	B	C	D	E	TRANSITION
23	3.80%	399+59.96	400+01.56	400+43.16	400+71.76	401+06.86	Trans. In
23	3.80%	411+89.43	411+47.83	411+06.23	STA EON #6	410+26.70	Trans. Out

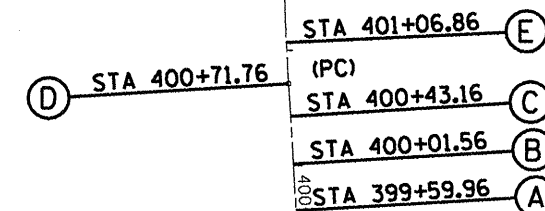
(EXISTING)
 FULL S.E.: (S.E.#12 = 3.8%)
 STA. 401+50.90 TO 409+81.37
 S.E. TRANSITION:
 STA. 399+10.90 TO 401+50.90
 STA. 409+81.37 TO 412+27.28

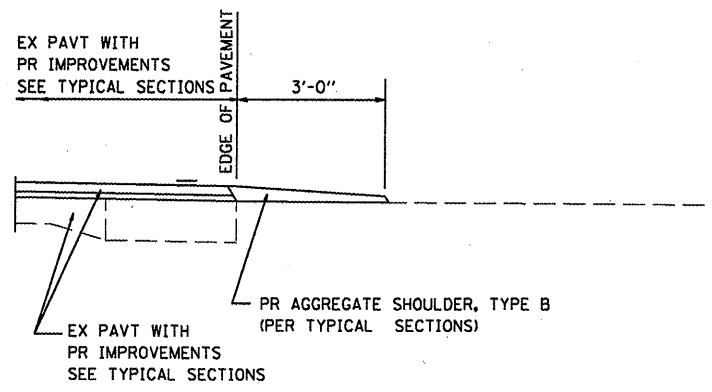


TYPICAL PROFILE - S.E. TRANSITION

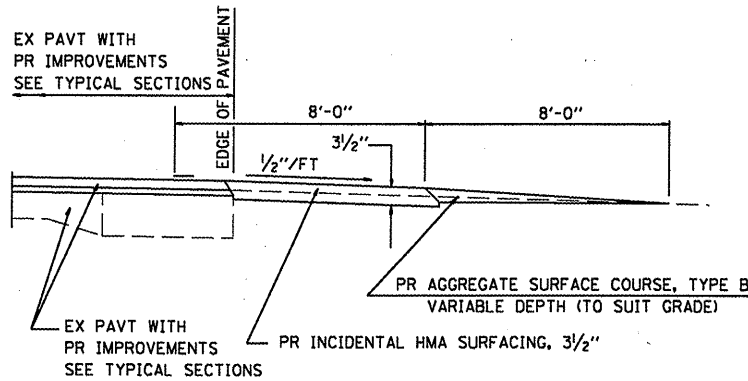


EXIST. CURVE 226
 PI STA. = 405+71.76
 $\Delta = 19^\circ 47' 38''$ (RT)
 $D = 1^\circ 59' 58''$
 $R = 2,865.75'$
 $T = 500.00'$
 $L = 990.03'$
 $E = 43.29'$
 $e = 3.80\%$
 $T.R. = 42'$
 $S.E. RUN = 105'$
 $P.C. STA. = 400+71.76$
 $P.T. STA. = 410+61.80$

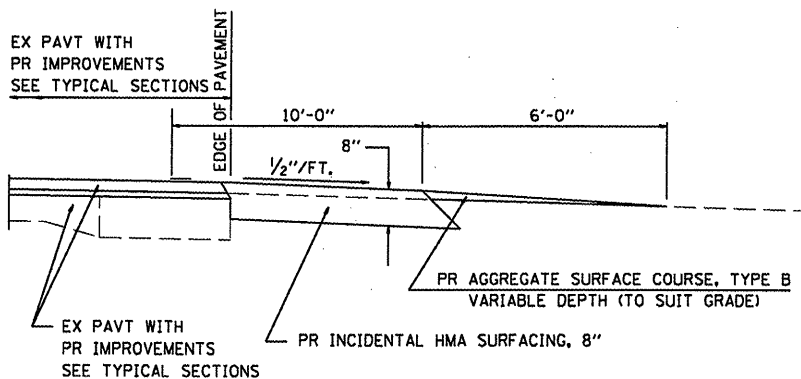




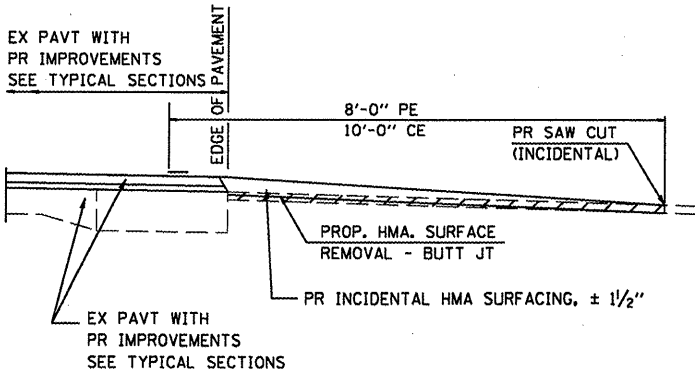
SECTION A-A FOR EX EARTH/ AGGREGATE FE



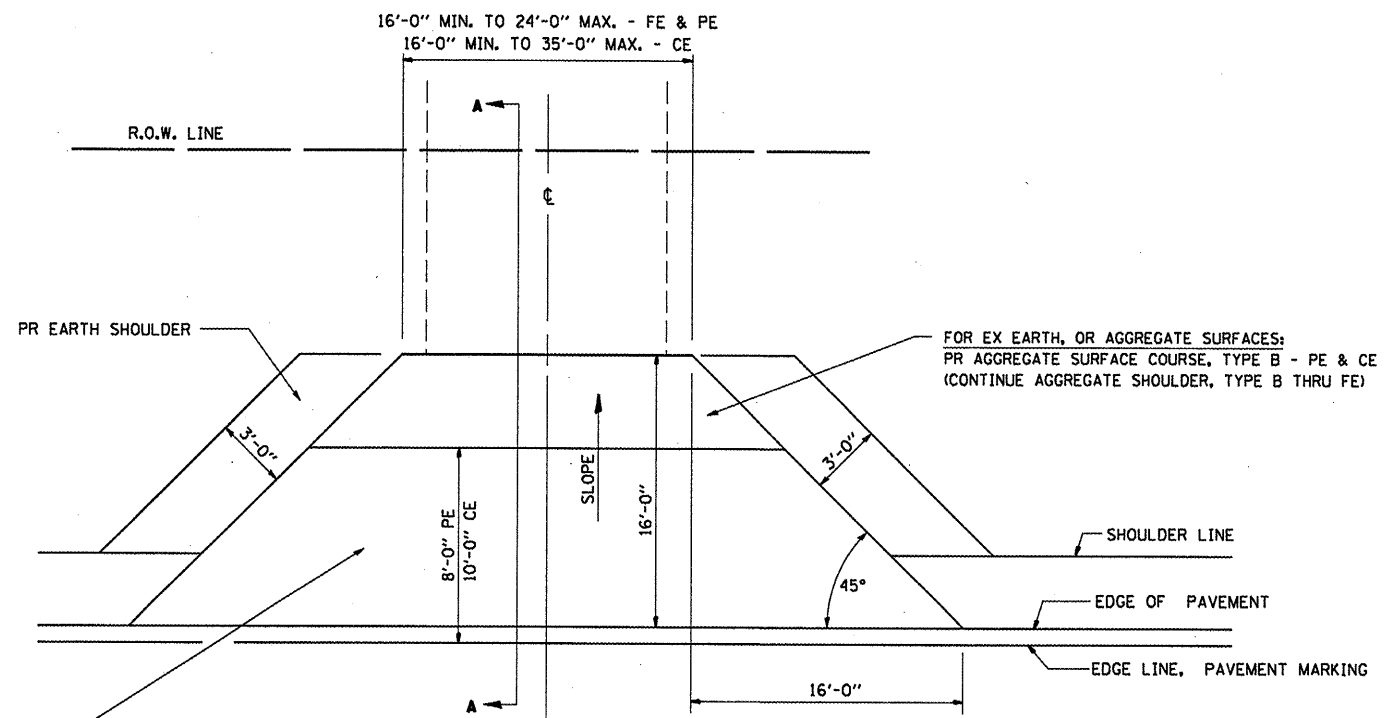
SECTION A-A FOR EX EARTH/AGGREGATE PE



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 HMA SURFACE REMOVAL BUTT JT (IF APPLICABLE)
 PR AGGREGATE SHOULDER, TYPE B THRU - FE
 PR INCIDENTAL HMA SURFACING, 3/2" - PE
 PR INCIDENTAL HMA SURFACING, 8" - CE
 FOR HOT-MIX ASPHALT OR P.C. CONCRETE SURFACES:
 PR HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JT

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.

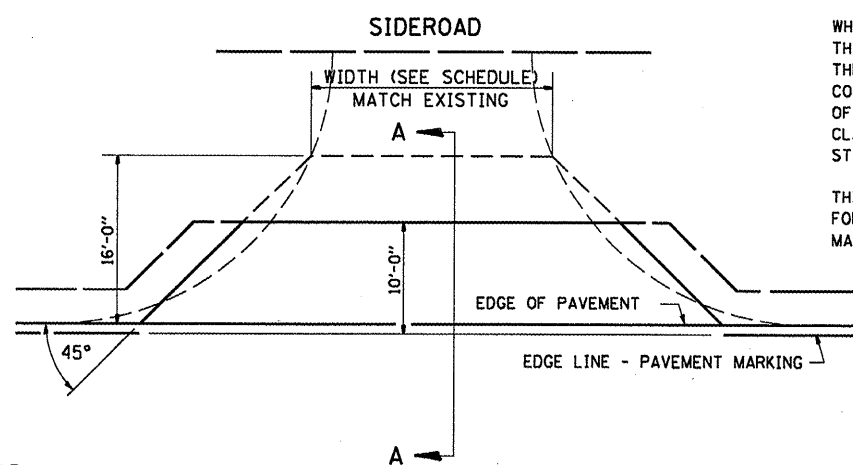
ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HOT-MIX ASPHALT 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 HOT-MIX ASPHALT PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, CLASS I, TYPE 2 OF SECTION 406 OF THE STANDARD SPECIFICATIONS.

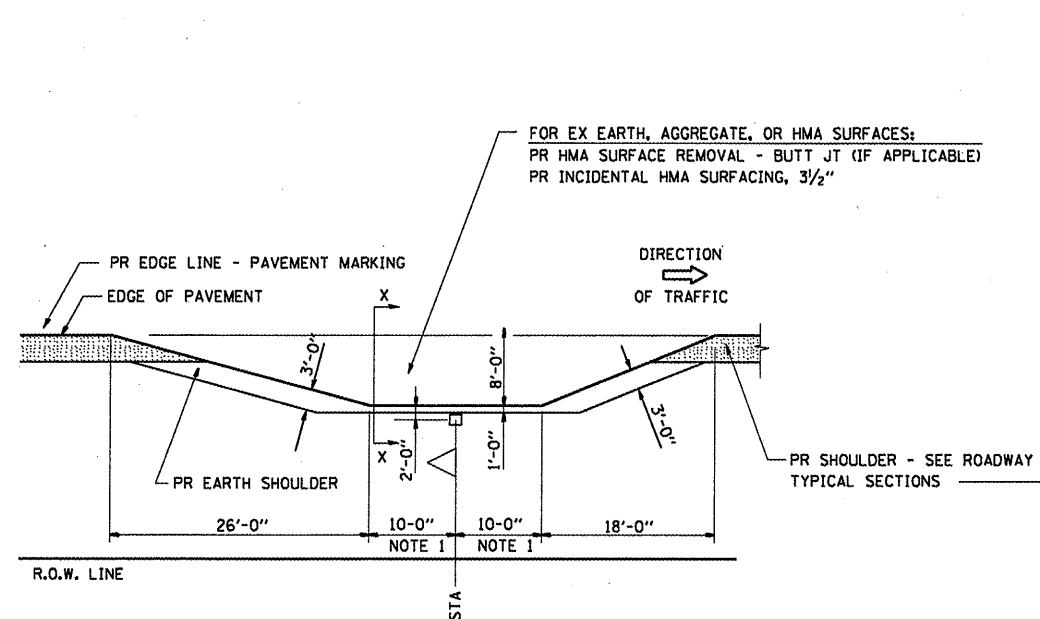
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "INCIDENTAL HOT-MIX ASPHALT SURFACING" WHICH SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INVOLVED.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

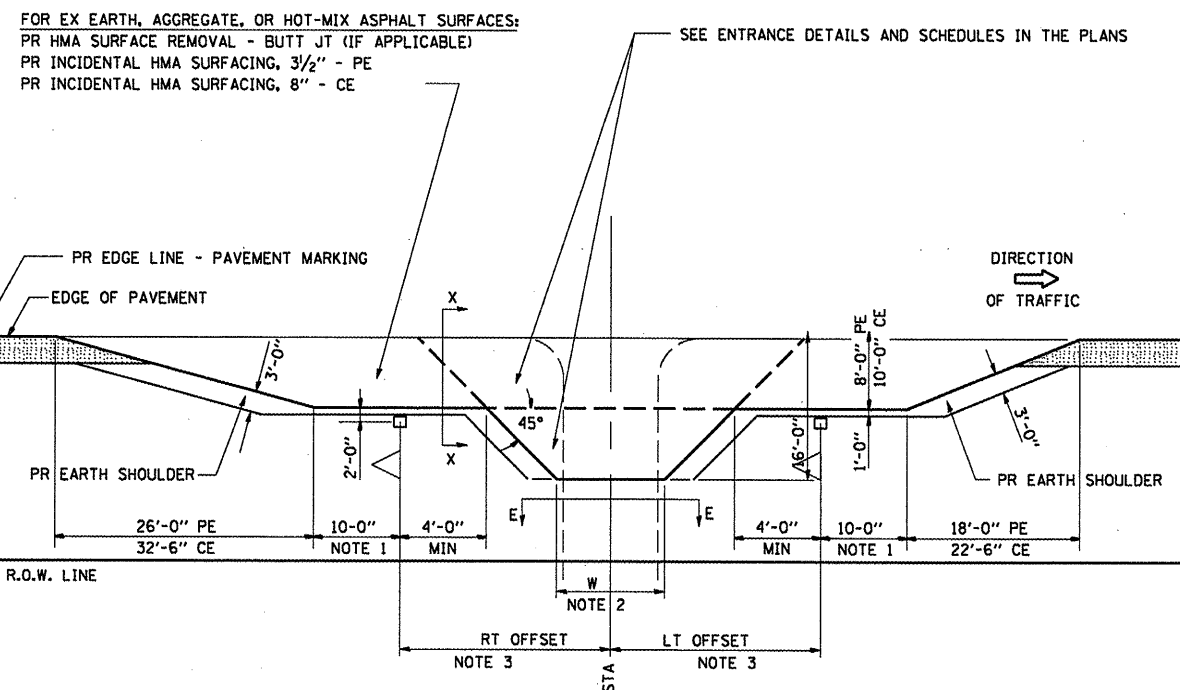


FILE NAME =	USER NAME = oaxjw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR RURAL ENTRANCE, MAILBOX TURNOUT & SIDE ROAD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at\pw_work\pwsdot\oaxjw\dms25409\shdtet11.s.dgn		DRAWN - JWC	REVISED -		SCALE:	SHEET NO. 1 OF 7 SHEETS	STA.	TO STA.	558	PIKE	77	71
		CHECKED - RSC	REVISED -		CONTRACT NO. 72814							
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

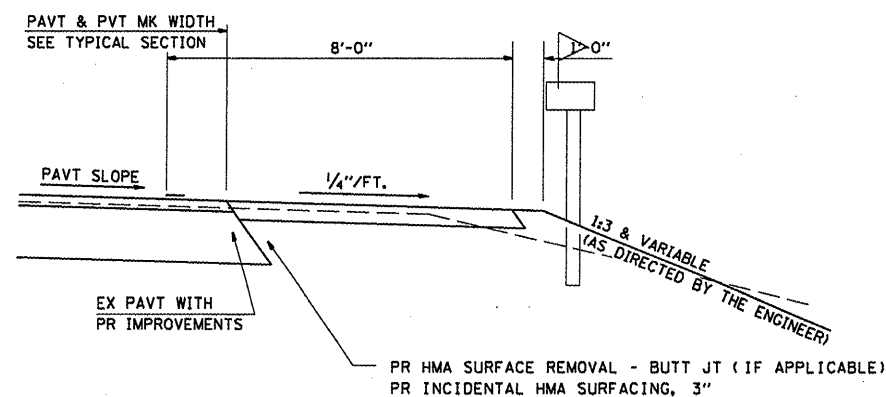
DETAILS OF MAILBOX TURNOUTS



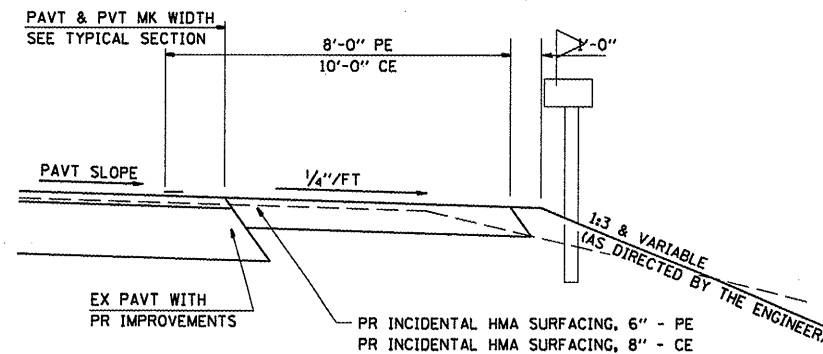
PLAN - MAILBOX TURNOUTS



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 HOT-MIX ASPHALT PE & FE



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

- 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 INCHES
UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = coxjw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR RURAL ENTRANCE, MAILBOX TURNOUT & SIDE ROAD	F.A.P. RTE. 558	SECTION •	COUNTY PIKE	TOTAL SHEETS 77	SHEET NO. 72
al\pw\work\pwidat\coxjw\dms25409\shdtet	11a.dgn	DRAWN - JWC	REVISED -	SCALE:	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	CONTRACT NO. 72814		
PLOT SCALE = 106.88888 / IN.		CHECKED - RSC	REVISED -	(ILLINOIS) FED. AID PROJECT						
PLOT DATE = Mar-18-2010 01:14:24PM		DATE -	REVISED -	• 118RS-2, 119RS-2, 123RS-3						

DESCRIPTION	STATION	FROM E. O. P. (FOOT)	WIDTH (FOOT)	THICKNESS (INCH)	AGGR. ENTR.		HMA. ENTR.		SIDE RD.		TOTAL (TON)	Aggr. Shldr AREA (SQ FT)
					AREA (SQ FT)	TOTAL (TON)	AREA (SQ FT)	TOTAL (TON)	AREA (SQ FT)	TOTAL (TON)		
					DETROIT TO MILTON							
[F. A. P. 558 (IL 100)]	(AREA A)											
LIMITS OF IMPROVEMENT												
SECTION BEGINS	0+12.14											
PCC (AGG) PE (RT)	1+73.00 RT											(NO WORK)
PCC (AGG) PE (RT)	2+24.00 RT											(NO WORK)
(Farm St.) RT	3+04.00 RT											(NO WORK)
PCC (AGG) CE (RT)	4+20.00 RT											(NO WORK)
PCC (AGG) CE (RT)	4+88.00 RT											(NO WORK)
HMA (DIRT) PE (LT)	6+73.00 LT	7	30	1.875			259.00	3.02			3.02	123.00
PCC (AGG) PE (RT)	7+60.00 RT											(NO WORK)
1/2 HMA MBT (RT)	7+85.50 RT	4	10	1.875			147.00	1.72			1.72	87.00
HMA (AGG) CE (w / MBT) (RT)	46+59.00 RT	9	24	1.875			636.75	7.43			7.43	253.75
PCC (AGG) PE (LT)	46+69.00 LT											(NO WORK)
AGG PE (LT)	48+65.00 LT	9	33	8	378.00	18.82					18.82	144.00
HMA (AGG) CE (RT)	54+13.00 RT	9	27	1.875			324.00	3.78			3.78	126.00
BRIDGE #1:	C. L. OF BRIDGE											
S. N. 075-0014	55+75.00											
TR-293 (235th Ave.) RT	79+82.00 RT	15	33	1.875					720.00	8.40	8.40	180.00
BRIDGE #2:	C. L. OF BRIDGE											
S. N. 075-0055	88+44.00											
AGG PE (LT)	93+26.00 LT	7	32	3.5	273.00	5.95					5.95	129.00
PCC PE (RT)	100+11.00 RT											(NO WORK)
TR-295 (230th Ave) LT	106+43.00 LT	9	43	1.875					468.00	5.46	5.46	174.00
AGG PE (LT)	134+67.00 LT	7	43	3.5	350.00	7.62					7.62	162.00
HMA (AGG) CE (RT)	141+37.00 RT	9	36	1.875			405.00	4.73			4.73	153.00
TR-321 (220th Ave.) RT	162+64.68 RT	9	42	1.875					459.00	5.36	5.36	171.00
Sta Equation #1	169+42.43 (BK)											
	171+72.56 (AH)											
TR-450 (460th St.) RT	189+49.00 RT	9	40	1.875					441.00	5.15	5.15	165.00
AGG MBT (no entr) (RT)	190+27.00 RT	7	20	3.5	294.00	6.40					6.40	163.71
PCC (AGG) PE (LT)	190+88.00 LT											(NO WORK)
PCC (AGG) PE (LT)	199+20.00 LT											(NO WORK)
HMA MBT (no entr) (RT)	199+49.00 RT	7	20	1.875			294.00	3.43			3.43	163.71
TR-468 (465th Ln.) RT	210+00.00 RT	9	22	1.875					279.00	3.26	3.26	111.00
Subtotal (pg 1) =					1,295.00	38.79	2,065.75	24.10	2,367.00	27.62	90.50	2,306.17

FILE NAME =
 USER NAME = laughlunr1
 DESIGNED -
 DRAWN - JWC
 CHECKED - RSC
 DATE -
 PLOT SCALE = 106.0000 "/ IN.
 PLOT DATE = May-07-2010 10:27:25AM

REVISOR -
 REVISIONS -
 REVISIONS -
 REVISIONS -
 REVISIONS -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DETAILS FOR RURAL ENTRANCE,
 MAILBOX TURNOUT & SIDE ROAD
 SCALE: SHEET NO. 3 OF 7 SHEETS STA. TO STA.

F.A.P. RTE. 558
 SECTION
 COUNTY PIKE
 TOTAL SHEETS 77
 SHEET NO. 73
 CONTRACT NO. 72814
 ILLINOIS FED. AID PROJECT

DESCRIPTION	STATION	FROM E. O. P. (FOOT)	WIDTH (FOOT)	THICKNESS (INCH)	AGGR. ENTR.		HMA ENTR.		SIDE RD.		TOTAL (TON)	Aggr. Shldr AREA (SQ FT)		
					AREA (SQ FT)	TOTAL (TON)	AREA (SQ FT)	TOTAL (TON)	AREA (SQ FT)	TOTAL (TON)				
					DETROIT TO MILTON									
[F. A. P. 558 (IL 100)]	(AREA A)													
PCC (AGG) CE (LT) Smith Cemetery	216+21.00 LT											(NO WORK)		
PCC (AGG) CE (LT) Smith Cemetery	217+44.00 LT											(NO WORK)		
TR-313 (220th Ave) LT	233+50.00 LT	9	43	1.875					468.00	5.46	5.46	174.00		
Sta Equation #2	243+70.65 (BK)													
	245+88.11 (AH)													
AGG CE (RT)	255+25.00 RT	9	21	8	270.00	13.44					13.44	108.00		
HMA (AGG) CE (LT)	256+08.00 LT	9	38	1.875			423.00	4.94			4.94	159.00		
HMA (AGG) CE (LT)	258+67.00 LT	9	45	1.875			486.00	5.67			5.67	180.00		
HMA (AGG) CE (RT)	258+68.00 RT	9	45	1.875			486.00	5.67			5.67	180.00		
Sta Equation #3	259+39.45 (BK)													
	255+19.60 (AH)													
PCC PE (LT)	264+23.00 LT											(NO WORK)		
NORTH ST(Blue grass St.) LT	265+50.00 LT											(NO WORK)		
NORTH ST(Blue grass St.) RT	265+50.00 RT											(NO WORK)		
PCC (DIRT) PE (RT)	266+72.00 RT											(NO WORK)		
PCC (AGG) PE (RT)	267+35.00 RT											(NO WORK)		
(Alley) RT	267+52.00 RT											(NO WORK)		
(Alley) LT	267+53.00 LT											(NO WORK)		
PCC (AGG) CE (RT)	268+65.00 RT											(NO WORK)		
PCC (AGG) CE (RT)	269+09.00 RT											(NO WORK)		
(Tucker St.) LT	269+53.50 LT											(NO WORK)		
(Tucker St.) RT	269+63.00 RT											(NO WORK)		
PCC (HMA) CE (LT)	270+04.00 LT											(NO WORK)		
PCC (HMA) CE (LT)	270+40.00 LT											(NO WORK)		
PCC (HMA) CE (LT)	270+80.00 LT											(NO WORK)		
HMA CE (LT)	271+24.00 LT											(NO WORK)		
FAS 600 (Pittsfield St.) RT	271+70.00 RT											(NO WORK)		
(Pilot Bluff) LT	271+77.00 LT											(NO WORK)		
PCC (AGG) PE (LT)	272+36.00 LT											(NO WORK)		
PCC (AGG) CE (LT)	273+10.50 LT											(NO WORK)		
PCC (AGG) CE (LT)	273+50.00 LT											(NO WORK)		
Claus St. (Mill St.) LT	274+01.00 LT											(NO WORK)		
Claus St. (Mill St.) RT	274+01.00 RT											(NO WORK)		
PCC (AGG) PE (LT)	274+83.00 LT											(NO WORK)		
PCC (AGG) PE (LT)	275+78.00 LT											(NO WORK)		
PCC (AGG) PE (RT)	276+00.00 RT											(NO WORK)		
Subtotal (pg 2) =							270.00	13.44	1,395.00	16.28	468.00	5.46	35.18	801.00

DESCRIPTION	STATION	FROM E. O. P. (FOOT)	WIDTH (FOOT)	THICKNESS (INCH)	AGGR. ENTR.		HMA. ENTR.		SIDE RD.		TOTAL (TON)	Aggr. Shldr AREA (SQ FT)	
					AREA	TOTAL	AREA	TOTAL	AREA	TOTAL			
					(SQ FT)	(TON)	(SQ FT)	(TON)	(SQ FT)	(TON)			
[F. A. P. 558 (IL 100)]	(AREA A)												
DETROIT TO MILTON													
PCC (AGG) PE (LT)	276+18.00 LT												(NO WORK)
PCC (AGG) PE (RT)	277+75.00 RT												(NO WORK)
AGG PE (LT)	278+28.00 LT	7	12	3.5	133.00	2.90					2.90	69.00	
PCC (HMA) CE (RT) (Park Entrance)	278+28.00 RT												(NO WORK)
PCC (AGG) CE (RT)	278+69.00 RT												(NO WORK)
AGG PE (LT)	279+40.00 LT	7	24	3.5	217.00	4.73					4.73	105.00	
HMA (AGG) PE (RT)	280+96.00 RT	7	31	1.875			266.00	3.10			3.10	126.00	
HMA (AGG) PE (LT)	282+00.00 LT	7	30	1.875			259.00	3.02			3.02	123.00	
AGG CE (RT)	283+16.00 RT	9	27	8	324.00	16.13					16.13	126.00	
AGG CE (RT)	285+32.00 RT	9	24	8	297.00	14.78					14.78	117.00	
(Unknown St.?) LT	285+46.00 LT	9	16	1.875					225.00	2.63	2.63	93.00	
HMA (AGG) CE (LT)	286+94.00 LT	9	48	1.875			513.00	5.99			5.99	189.00	
HMA (AGG) CE (LT)	289+54.00 LT	9	52	1.875			549.00	6.41			6.41	201.00	
HMA (AGG) CE (LT)	291+43.00 LT	9	36	1.875			405.00	4.73			4.73	153.00	
HMA (AGG) CE (LT)	292+68.00 LT	9	41	1.875			450.00	5.25			5.25	168.00	
HMA (AGG) CE (LT)	297+00.00 LT	9	30	1.875			351.00	4.10			4.10	135.00	
HMA (AGG) CE (LT)	298+68.00 LT	9	38	1.875			423.00	4.94			4.94	159.00	
AGG CE (RT) Two Rivers FS	298+83.00 RT	9	39	8	432.00	21.50					21.50	162.00	
AGG CE (RT) Two Rivers FS	300+13.00 RT	9	24	8	297.00	14.78					14.78	117.00	
Sta Equation #4	303+67.18 (BK) 303+74.67 (AH)												
PCC (HMA) PE (LT)	317+74.00 LT												(NO WORK)
HMA MBT (no entr) (RT)	317+91.00 RT	7	20	1.875			294.00	3.43			3.43	163.71	
SECTION ENDS	324+75.20												
LIMITS OF IMPROVEMENT	325+10.20												
[F. A. P. 558 (IL 100)]	(AREA B)												
PEARL TO CALHOUN CO. LINE													
LIMITS OF IMPROVEMENT	639+76.40												
SECTION BEGINS	640+11.40												
HMA (AGG) CE (LT)	665+61.00 LT	9	158	1.875			1,503.00	17.54			17.54	519.00	
HMA (AGG) PE (LT)	677+21.00 LT	7	32	1.875			273.00	3.19			3.19	129.00	
HMA (AGG) PE (RT)	681+51.00 RT												(NO WORK)
(S. Hill St.) LT	689+05.07 LT	9	24	1.875					297.00	3.47	3.47	117.00	
(Unknown St.?) LT	691+61.24 LT	9	12	1.875					189.00	2.21	2.21	81.00	
HMA (AGG) PE (LT)	694+33.00 LT	7	31	1.875			266.00	3.10			3.10	126.00	
Subtotal (pg 3) =					1,700.00	74.82	5,552.00	64.77	711.00	8.30	147.89	3,178.71	

DESCRIPTION	STATION	FROM E. O. P. (FOOT)	WIDTH (FOOT)	THICKNESS (INCH)	AGGR. ENTR.		HMA ENTR.		SIDE RD.		TOTAL (TON)	Aggr. Shldr AREA (SQ FT)	
					AREA	TOTAL	AREA	TOTAL	AREA	TOTAL			
					(SQ FT)	(TON)	(SQ FT)	(TON)	(SQ FT)	(TON)			
PEARL TO CALHOUN CO. LINE													
(Hazel St.) LT	697+01.67 LT	9	40	1.875					441.00	5.15	5.15	165.00	
HMA CE (LT)	697+68.00 LT	9	36	1.875			405.00	4.73			4.73	153.00	
HMA CE (LT)	699+47.00 LT	9	50	1.875			531.00	6.20			6.20	195.00	
HMA CE (LT)	700+84.00 LT				VACANT (NO WORK)								
(East St.) LT	702+26.48 LT	9	33	1.875					378.00	4.41	4.41	144.00	
(Old Pearl Rd.) RT	702+29.01 RT	9	31	1.875					360.00	4.20	4.20	138.00	
BRIDGE OMISSION #1:	704+70.82												
S.N. 075-0140	707+00.59												
HMA (AGG) PE (w / MBT) (RT)	709+10.00 RT	7	12	1.875			409.50	4.78			4.78	203.79	
HMA (AGG) CE (LT)	709+45.00 LT	9	35	1.875			396.00	4.62			4.62	150.00	
(Pilot Bluff) RT	710+28.15 RT	9	22	1.875					279.00	3.26	3.26	111.00	
(Pilot Bluff) LT	710+36.39 LT	9	39	1.875					432.00	5.04	5.04	162.00	
HMA (AGG) PE (LT)	711+25.00 LT	7	30	1.875			259.00	3.02			3.02	123.00	
HMA (AGG) PE (RT)	715+69.00 RT	7	35	1.875			294.00	3.43			3.43	138.00	
(Unknown St.) LT	726+00.70 LT	9	44	1.875					477.00	5.57	5.57	177.00	
(Unknown St.) RT	726+17.54 RT	9	57	1.875					594.00	6.93	6.93	216.00	
HMA (AGG) PE (w / MBT) (RT)	739+43.00 RT	7	20	1.875			465.50	5.43			5.43	227.79	
HMA MBT (no entr) (LT)	739+50.00 LT	7	20	1.875			294.00	3.43			3.43	163.71	
AGG PE (RT)	740+36.00 RT	7	36	3.5	1,548.00	33.71					33.71	141.00	
HMA CE (LT) Power Plant Ent.	753+54.00 LT	9	70	1.875			711.00	8.30			8.30	255.00	
STA. EQUATION #5 (Sta. Increasing North)	754+40.09 (BK) 558+85.13 (BK)												
	(AREA C)												
HMA (AGG) PE (LT)	550+00.00 LT	7	50	1.875			399.00	4.66			4.66	183.00	
HMA (AGG) PE (LT)	548+88.00 LT	7	38	1.875			315.00	3.68			3.68	147.00	
HMA (AGG) PE (RT)	543+86.00 RT	7	34	1.875			287.00	3.35			3.35	135.00	
HMA (AGG) PE (LT)	543+16.00 LT	7	37	1.875			308.00	3.59			3.59	144.00	
HMA (AGG) PE (RT)	536+08.00 RT	7	24	1.875			217.00	2.53			2.53	105.00	
(130th Ave.) LT	534+95.11 LT	9	37	1.875					414.00	4.83	4.83	156.00	
HMA (AGG) PE (RT)	533+52.00 RT				VACANT (NO WORK)								
HMA (AGG) PE (w / MBT) (LT)	508+66.00 LT	7	12	1.875			409.50	4.78			4.78	203.79	
AGG PE (LT)	508+08.00 LT				VACANT (NO WORK)								
HMA (AGG) PE (w / MBT) (LT)	497+78.00 LT	7	17	1.875			444.50	5.19			5.19	218.79	
HMA (AGG) PE (RT)	472+78.00 RT	7	33	1.875			280.00	3.27			3.27	132.00	
(118th Ave.) RT	470+75.73 RT	9	25	1.875					306.00	3.57	3.57	120.00	
HMA MBT (no entr) (LT)	470+65.00 LT	7	20	1.875			294.00	3.43			3.43	163.71	
Subtotal (pg 4) =					1,548.00	33.71	6,719.00	78.39	3,681.00	42.95	155.05	4,571.58	

FILE NAME =	USER NAME = leughlrvr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR RURAL ENTRANCE, MAILBOX TURNOUT & SIDE ROAD			F.A.P. RTE. 558	SECTION •	COUNTY	TOTAL SHEETS 77	SHEET NO. 76
at:\pwwork\pwwid\LAUGHLIN\LDMS254891\pwwdetails.dgn		DRAWN - JWC	REVISED -		SCALE:	SHEET NO. 6 OF 7 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 72814		
PLOT SCALE = 106.0000' / IN.		CHECKED - RSC	REVISED -									
PLOT DATE = May-07-2010 10:27:32AM		DATE -	REVISED -									

DESCRIPTION	STATION	FROM E. O. P. (FOOT)	WIDTH (FOOT)	THICKNESS (INCH)	AGGR. ENTR.		HMA. ENTR.		SIDE RD.		TOTAL (TON)	Aggr. Shldr AREA (SQ FT)		
					AREA	TOTAL	AREA	TOTAL	AREA	TOTAL				
					(SQ FT)	(TON)	(SQ FT)	(TON)	(SQ FT)	(TON)				
[F. A. P. 558 (IL 100)]	(AREA C)													
PEARL TO CALHOUN CO. LINE														
HMA (AGG) PE (LT)	469+33.00 LT	7	29	1.875			252.00	2.94			2.94	120.00		
HMA (AGG) PE (LT)	468+93.00 LT	7	29	1.875			252.00	2.94			2.94	120.00		
HMA (AGG) PE (w / MBT) (LT)	450+09.00 LT	7	24	1.875			493.50	5.76			5.76	239.79		
HMA (AGG) PE (w / MBT) (LT)	429+95.00 LT	7	19	1.875			458.50	5.35			5.35	224.79		
STA. EQUATION *6	410+77.63 (AH)													
	410+61.80 (BK)													
HMA (AGG) PE (LT)	409+44.00 LT	7	25	1.875			224.00	2.61			2.61	108.00		
AGG PE (LT)	406+78.00 LT	7	18	3.5	175.00	3.81					3.81	87.00		
AGG PE (w / MBT) (LT)	399+96.00 LT	7	23	3.5	486.50	10.59					10.59	236.79		
HMA MBT (no entr) (RT)	399+50.00 RT	7	20	1.875			294.00	3.43			3.43	163.71		
BRIDGE OMISSION *2:	388+31.56													
S. N. 075-0135	386+11.90													
AGG PE (RT)	385+00.00 RT													
AGG MBT (no entr) (LT)	385+00.00 LT	*												
(103rd Ave.) LT	384+07.26 RT	9	38	1.875					423.00	4.94	4.94	159.00		
SECTION ENDS	365+64.00													
LIMITS OF IMPROVEMENT	365+29.00													
Subtotal (pg 5) =							661.50	14.41	1,974.00	23.03	423.00	4.94	42.37	1,459.08
Project Total =							5,474.50	175.17	17,705.75	206.57	7,650.00	89.25	470.98	12,316.54

BUTT JT.

ENTR. =	23,180.25	Sq Ft =	2,575.58	Sq Yds	Total =	30,830	Sq Ft	470.98	Tons
SIDE RDS. =	7,650.00	Sq Ft =	850.00						
			3,425.58	Sq Yds		3,425.58	Sq Yds		

TOTAL = 471 TONS