

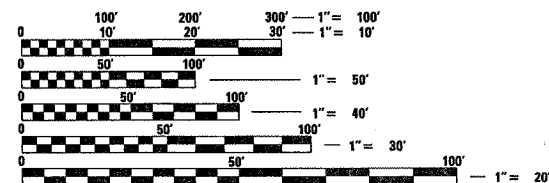
**INDEX OF SHEETS**

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- 9-12 DETAILS

**HIGHWAY STANDARDS**

SEE SHEET 2

MICROFILMED \_\_\_\_\_  
 REEL NUMBER \_\_\_\_\_  
 AWARDED \_\_\_\_\_  
 RESIDENT ENGINEER \_\_\_\_\_  
 AS BUILT CHANGES WERE MADE  
 ON THE FOLLOWING SHEETS \_\_\_\_\_



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: JOE KANNEL**  
**UNIT CHIEF: PAT BRABOY**  
 DISTRICT 3 NO. (815) 434-6131  
**CONTRACT NO. 66762**

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

**F.A.P. ROUTE 698 (IL 89)**  
**SECTION (102,103)RS-4**  
**PROJECT F-0698(028)**  
**BUREAU COUNTY**

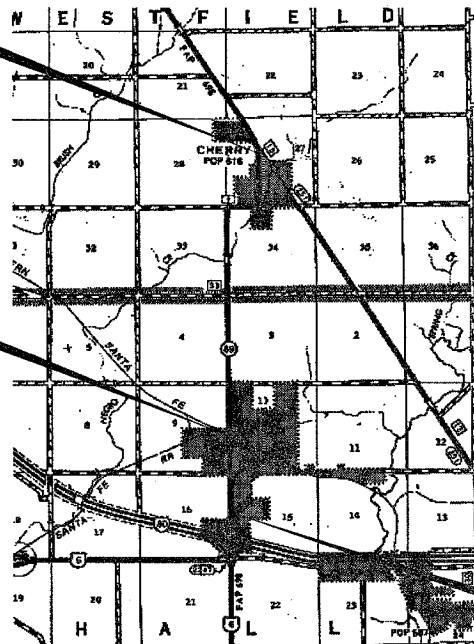
C - 93 - 055 - 08

**PROJECT DESCRIPTION**

**3P RESURFACING ON IL. 89 FROM NORTH OF I-80  
 TO PARK AVE. IN CHERRY**

**BEGIN PROJECT**  
**STA. 404 + 77**

**RAILROAD**  
**OMISSION**



**END PROJECT**  
**STA. 621 + 03**

GROSS LENGTH = 21,626 FT. = 4.10 MI.  
 NET LENGTH = 21,626 FT. = 4.10 MI.

|                     |               |                    |              |           |
|---------------------|---------------|--------------------|--------------|-----------|
| F.A.P. RTE.         | SECTION       | COUNTY             | TOTAL SHEETS | SHEET NO. |
| 698                 | (102,103)RS-4 | BUREAU             | 12           | 1         |
| FED. ROAD DIST. NO. | ILLINOIS      | CONTRACT NO. 66762 |              |           |

D-93-031-08



**FUNCTION CLASSIFICATION**  
**RURAL MINOR ARTERIAL**  
 2008 ADT = 1750  
 P.V. = 89.7%    S.U. = 4.6%    M.U. = 5.7%

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED \_\_\_\_\_ 20\_\_\_\_

*George F. Rogan*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

*May 9, 2008*  
*Eric E. Harman*  
 INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

*May 9, 2008*  
*Christine M. Reed*  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

PLOT DATE = Mar 17, 2008 - 07:58:49 AM  
 FILE NAME = c:\p\projects\ed03108\cover.sht.dgn  
 PLOT SCALE = 50.00000 / IN.  
 USER NAME = br-aboypc

**STANDARDS**

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-01 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 406201-01 MAILBOX TURNOUT
- 442201-03 CLASS C AND D PATCHES
- 630301-04 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 667101 PERMANENT SURVEY MARKERS
- 701001-01 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 4.5 m (15') AWAY
- 701006-02 OFF-ROAD OPERATIONS 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
- 701011-01 OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
- 701101-01 OFF-ROAD OPERATIONS MULTILANE, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
- 701106-01 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15') AWAY
- 701201-02 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701301-02 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-01 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701311-02 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701901 TRAFFIC CONTROL DEVICES

**GENERAL NOTES**

(Revised October 5, 2006)

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDDED WILL BE DETERMINED BY THE ENGINEER.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

|                              |        |                            |
|------------------------------|--------|----------------------------|
| GRANULAR MATERIALS           | 2.05   | TONS / CU YD               |
| BITUMINOUS MAT PRIME COAT    | 0.08   | GAL / SQ YD OR             |
|                              | 0.375  | GAL / SQ YD                |
| AGGREGATE PRIME COAT         | 0.002  | TONS / SQ YD               |
| HMA RESURFACING              | 112    | LBS / SQ YD / IN           |
| SHORT TERM PAVEMENT MARKING  | 10     | FT / 100 FT OF APPLICATION |
| MIX FOR CRACKS, JTS & FLGWYS | 0.0003 | TONS / SQ YD               |
| LEVEL BINDER (HAND METHOD)   | 0.0005 | TONS / SQ YD               |
| SUPPLEMENTAL WATERING        | 3      | GAL / SQ YD / APPLICATION  |
| CALCIUM CHLORIDE             | 2      | LB / SQ YD / APPLICATION   |
| TEMPORARY DITCH CHECKS       | 5      | TONS AGGREGATE             |

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE

PREPARED BY: Paul Powell  
DISTRICT STUDIES & PLANS ENGINEER

DATE: 3-17-08

EXAMINED BY: [Signature]  
DISTRICT CONSTRUCTION ENGINEER

[Signature]  
DISTRICT MATERIALS ENGINEER

[Signature]  
DISTRICT OPERATIONS ENGINEER

|                                    |  |            |           |   |                      |  |               |        |              |           |  |
|------------------------------------|--|------------|-----------|---|----------------------|--|---------------|--------|--------------|-----------|--|
| FILE NAME =                        | USER NAME = bmboggo                    | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>GENERAL NOTES</b> | F.A.P. RTE.  | SECTION       | COUNTY | TOTAL SHEETS | SHEET NO. |  |
| est/proj/cto/led/3100/cover/shldgn |  | DRAWN -    | REVISED - |   |                      | 698  | (102,103)RS-4 | BUREAU | 12           | 2         |  |
|                                    | PLOT SCALE = 50.0000' / IN.            | CHECKED -  | REVISED - |   |                      | SCALE: SHEET NO. OF SHEETS STA. TO STA.                          |               |        |              |           |  |
|                                    | PLOT DATE = Mar 17, 2008 - 07:59:02 AM | DATE -     | REVISED - |   |                      | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 66762 |               |        |              |           |  |

| SUMMARY OF QUANTITIES |  |        |                | 80% FED           | 20% STATE |
|-----------------------|--|--------|----------------|-------------------|-----------|
| CODE NO.              | ITEM   | UNIT   | TOTAL QUANTITY | CONSTRUCTION CODE |           |
|                       |  |        |                | ROADWAY           |           |
|                       |  |        |                | 1000              |           |
| 20400800              | FURNISHED EXCAVATION                                 | CU YD  | 20             |                   | 20        |
| 40600100              | BITUMINOUS MATERIALS (PRIME COAT)                    | GALLON | 9484           |                   | 9484      |
| 40600300              | AGGREGATE (PRIME COAT)                               | TON    | 132            |                   | 132       |
| 40600400              | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS           | TON    | 19             |                   | 19        |
| 40600525              | LEVELING BINDER (HAND METHOD), N50                   | TON    | 31.2           |                   | 31.2      |
| 40600625              | LEVELING BINDER (MACHINE METHOD), N50                | TON    | 2624           |                   | 2624      |
| 40600895              | CONSTRUCTING TEST STRIP                              | EACH   | 1              |                   | 1         |
| 40600990              | TEMPORARY RAMP                                       | SQ YD  | 450            |                   | 450       |
| 40603315              | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70         | TON    | 6583           |                   | 6583      |
| 40800050              | INCIDENTAL HOT-MIX ASPHALT SURFACING                 | TON    | 510            |                   | 510       |
| 44000152              | HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"                | SQ YD  | 15893          |                   | 15893     |
| 44000155              | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"              | SQ YD  | 61638          |                   | 61638     |
| 44000158              | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"              | SQ YD  | 838            |                   | 838       |
| 44000198              | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH      | SQ YD  | 4044           |                   | 4044      |
| 44200998              | CLASS B PATCHES, TYPE III, 12 INCH                   | SQ YD  | 35             |                   | 35        |
| 44213100              | PAVEMENT FABRIC                                      | SQ YD  | 35             |                   | 35        |
| 44213200              | SAW CUTS   | FOOT   | 114            |                   | 114       |
| 48101200              | AGGREGATE SHOULDERS, TYPE B                          | TON    | 960            |                   | 960       |
| 56109210              | WATER VALVES TO BE ADJUSTED                          | EACH   | 2              |                   | 2         |
| 60255500              | MANHOLES TO BE ADJUSTED                              | EACH   | 29             |                   | 29        |
| * 63100167            | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT   | EACH   | 4              |                   | 4         |
| 63200310              | GUARDRAIL REMOVAL                                    | FOOT   | 176            |                   | 176       |
| 66700095              | PERMANENT SURVEY MARKERS                             | EACH   | 2              |                   | 2         |
| 67000400              | ENGINEER'S FIELD OFFICE, TYPE A                      | CAL MO | 3              |                   | 3         |
| 67100100              | MOBILIZATION   | 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   | 5424           |                   | 5424      |
| 70300210              | TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS     | SQ FT  | 122.4          |                   | 122.4     |
| 70300220              | TEMPORARY PAVEMENT MARKING - LINE 4"                 | FOOT   | 47573          |                   | 47573     |
| 70300240              | TEMPORARY PAVEMENT MARKING - LINE 6"                 | FOOT   | 4338           |                   | 4336      |
| 70300645              | TEMPORARY PAINT PAVEMENT MARKING LINE 12"            | FOOT   | 246            |                   | 246       |
| 70300280              | TEMPORARY PAVEMENT MARKING - LINE 24"                | FOOT   | 78             |                   | 78        |
| 70301000              | WORK ZONE PAVEMENT MARKING REMOVAL                   | SQ FT  | 602            |                   | 602       |
| * 78000100            | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT  | 122.4          |                   | 122.4     |
| * 78000200            | THERMOPLASTIC PAVEMENT MARKING - LINE 4"             | FOOT   | 47573          |                   | 47573     |
| * 78000400            | THERMOPLASTIC PAVEMENT MARKING - LINE 6"             | FOOT   | 4336           |                   | 4336      |
| * 78000600            | THERMOPLASTIC PAVEMENT MARKING - LINE 12"            | FOOT   | 246            |                   | 246       |
| * 78000650            | THERMOPLASTIC PAVEMENT MARKING - LINE 24"            | FOOT   | 78             |                   | 78        |
| * 78100100            | RAISED REFLECTIVE PAVEMENT MARKER                    | EACH   | 270            |                   | 270       |
| * 78201000            | TERMINAL MARKER - DIRECT APPLIED                     | EACH   | 4              |                   | 4         |
| Z0017100              | DOWEL BARS   | EACH   | 40             |                   | 40        |
| Z0048665              | RAILROAD PROTECTIVE LIABILITY INSURANCE              | L SUM  | 1              |                   | 1         |

\* SPECIALTY ITEM



| CLASS B PATCHING 12" |      |        |          |          |                 |            |
|----------------------|------|--------|----------|----------|-----------------|------------|
| STA                  | SIDE | LENGTH | TYPE III | SAW CUTS | PAVEMENT FABRIC | DOWEL BARS |
|                      |      | FT     | SQ YD    | FT       | SQ YD           | EACH       |
| 406+95               | NB   | 12     | 17.3     | 63       | 17.3            | 20         |
| 406+95               | SB   | 12     | 17.3     | 51       | 17.3            | 20         |
| TOTAL                |      | 24     | 34.6     | 114      | 34.6            | 40         |

| MANHOLE AND WATER VALVE ADJUSTMENTS |                     |                         |
|-------------------------------------|---------------------|-------------------------|
| LOCATION                            | MANHOLE ADJUSTMENTS | WATER VALVE ADJUSTMENTS |
|                                     | EA                  | EA                      |
| CHERRY                              | 19                  | 1                       |
| LADD                                | 10                  | 1                       |
| TOTAL                               | 29                  | 2                       |

| SIDE ROADS AND ENTRANCED SCHEDULE |        |       |           |           |            |            |         |       |
|-----------------------------------|--------|-------|-----------|-----------|------------|------------|---------|-------|
| LOCATION                          | STA.   | RT/LT | ENT. TYPE | HMA SURF. | INCIDENTAL | BIT. MAT'L | AGG.    | TEMP  |
|                                   |        |       |           | REM.      | HMA SURF.  | (PR CT)    | (PR CT) | RAMPS |
|                                   |        |       |           | SQ YD     | TONS       | GAL        | TONS    | SC YD |
| PARK AVE.                         | 404+60 | RT    | SR        | 43.9      | 5.5        | 3.5        | 0.1     | 13.8  |
| PARK AVE.                         | 404+60 | LT    | SR        | 37.8      | 4.8        | 3.0        | 0.1     | 12.4  |
| CAMPBELL AVE.                     | 408+82 | RT    | SR        | 87.3      | 11.0       | 7.0        | 0.2     | 11.6  |
| CAMPBELL AVE.                     | 408+82 | LT    | SR        | 85.7      | 10.8       | 6.9        | 0.2     | 11.6  |
| CHERRY AVE.                       | 412+41 | RT    | SR        | 80.8      | 10.2       | 6.5        | 0.2     | 11.6  |
| CHERRY AVE.                       | 412+41 | LT    | SR        | 84.7      | 10.7       | 6.8        | 0.2     | 11.6  |
| MAPLE AVE.                        | 416+02 | RT    | SR        | 76.2      | 9.6        | 6.1        | 0.2     | 11.6  |
| MAPLE AVE.                        | 416+05 | LT    | SR        | 80.8      | 10.2       | 6.5        | 0.2     | 11.6  |
| LINCOLN AVE.                      | 419+67 | RT    | SR        | 46.7      | 5.9        | 3.7        | 0.1     | 11.1  |
| LINCOLN AVE.                      | 419+67 | LT    | SR        | 34.7      | 4.4        | 2.8        | 0.1     | 11.1  |
| LARSON AVE.                       | 423+23 | RT    | SR        | 79.5      | 10.0       | 6.4        | 0.2     | 10.7  |
| LARSON AVE.                       | 423+23 | LT    | SR        | 85.7      | 10.8       | 6.9        | 0.2     | 12.0  |
|                                   | 424+49 | RT    | PE        | 21.1      | 2.7        | 1.7        | 0.0     |       |
|                                   | 424+71 | LT    | PE        | 21.7      | 2.7        | 1.7        | 0.0     |       |
| MAIN ST.                          | 425+79 | LT    | SR        | 85        | 10.7       | 6.8        | 0.2     | 11.1  |
| SOUTH AVE.                        | 428+60 | LT    | SR        | 91.7      | 11.6       | 7.3        | 0.2     | 11.1  |
| FIRST ST.                         | 430+10 | RT    | SR        | 100.6     | 12.7       | 8.0        | 0.2     |       |
|                                   | 430+12 | LT    | CE        | 74.4      | 9.4        | 6.0        | 0.1     |       |
|                                   | 432+77 | RT    | PE        | 26.1      | 3.3        | 2.1        | 0.1     |       |
|                                   | 434+57 | RT    | PE        | 34.8      | 4.4        | 2.8        | 0.1     |       |
|                                   | 438+40 | RT    | CE        | 22.2      | 2.8        | 1.8        | 0.0     |       |
|                                   | 439+80 | LT    | PE        | 76.1      | 9.6        | 6.1        | 0.2     |       |
|                                   | 440+91 | RT    | CE        | 53.3      | 6.7        | 4.3        | 0.1     |       |
| 1900 N                            | 442+45 | RT    | SR        | 158.3     | 19.9       | 12.7       | 0.3     | 14.2  |
| 3300 E                            | 445+30 | RT    | SR        | 91.75     | 11.6       | 7.3        | 0.2     | 12.0  |
|                                   | 469+94 | RT    | PE        | 17.7      | 2.2        | 1.4        | 0.0     |       |
|                                   | 470+55 | RT    | PE        | 48        | 6.0        | 3.8        | 0.1     |       |
| C.H. 33                           | 497+07 | RT    | SR        | NO WORK   |            |            |         |       |
| C.H. 33                           | 497+07 | LT    | SR        | NO WORK   |            |            |         |       |
|                                   | 504+44 | RT    | PE        | 25.6      | 3.2        | 2.0        | 0.1     |       |
|                                   | 504+57 | LT    | MBT       | 52.1      | 6.6        | 4.2        | 0.1     |       |
|                                   | 519+24 | LT    | PE        | 65        | 8.2        | 5.2        | 0.1     |       |
| 1700 N                            | 549+67 | RT    | SR        | 94.4      | 11.9       | 7.6        | 0.2     | 8.9   |
| 1700 N                            | 549+67 | LT    | SR        | 102.8     | 13.0       | 8.2        | 0.2     | 8.9   |
|                                   | 551+36 | RT    | PE        | 48.4      | 6.1        | 3.9        | 0.1     |       |
|                                   | 561+64 | LT    | PE        | 43.9      | 5.5        | 3.5        | 0.1     |       |
|                                   | 563+67 | LT    | CE        | 36.7      | 4.6        | 2.9        | 0.1     |       |
|                                   | 563+74 | LT    | PE        | 30        | 3.8        | 2.4        | 0.1     |       |
|                                   | 566+21 | LT    | CE        | 37.2      | 4.7        | 3.0        | 0.1     |       |
|                                   | 566+35 | RT    | PE        | 30        | 3.8        | 2.4        | 0.1     |       |
|                                   | 568+67 | LT    | PE        | 37.2      | 4.7        | 3.0        | 0.1     |       |
|                                   | 572+95 | LT    | CE        | 47.8      | 6.0        | 3.8        | 0.1     |       |
|                                   | 575+73 | LT    | CE        | 129       | 16.3       | 10.3       | 0.3     |       |
|                                   | 577+70 | LT    | CE        | 35        | 4.4        | 2.8        | 0.1     |       |
|                                   | 579+29 | LT    | PE        | 63.3      | 8.0        | 5.1        | 0.1     |       |
|                                   | 580+20 | LT    | PE        | 35        | 4.4        | 2.8        | 0.1     |       |
|                                   | 579+12 | RT    | CE        | 277.8     | 35.0       | 22.2       | 0.6     |       |
| WALNUT ST                         | 582+40 | RT    | SR        | 57.3      | 7.2        | 4.6        | 0.1     | 15.6  |
| CHESTNUT ST                       | 585+99 | RT    | SR        | 67.7      | 8.5        | 5.4        | 0.1     | 15.6  |
| CHESTNUT ST                       | 585+99 | LT    | SR        | 77.3      | 9.7        | 6.2        | 0.2     | 15.1  |
| CEDAR ST                          | 589+67 | RT    | SR        | 57.3      | 7.2        | 4.6        | 0.1     | 14.7  |
| CEDAR ST                          | 589+67 | LT    | SR        | 63        | 7.9        | 5.0        | 0.1     | 14.7  |
| ELM ST                            | 593+18 | RT    | SR        | 70        | 8.8        | 5.6        | 0.1     | 16.0  |
| ELM ST                            | 593+18 | LT    | SR        | 56.7      | 7.1        | 4.5        | 0.1     | 15.6  |
| PINE ST                           | 596+80 | RT    | SR        | 60.7      | 7.6        | 4.9        | 0.1     | 16.0  |
| PINE ST                           | 596+80 | LT    | SR        | 67.9      | 8.6        | 5.4        | 0.1     | 16.0  |
| LOCUST ST                         | 600+42 | RT    | SR        | 63.8      | 8.0        | 5.1        | 0.1     | 14.2  |
| LOCUST ST                         | 600+42 | LT    | SR        | 50.7      | 6.4        | 4.1        | 0.1     | 11.6  |
| CLEVELAND ST                      | 602+88 | RT    | SR        | 114.7     | 14.5       | 9.2        | 0.2     | 13.3  |
| CLEVELAND ST                      | 602+88 | LT    | SR        | 39.6      | 5.0        | 3.2        | 0.1     | 11.3  |
|                                   | 604+92 | LT    | PE        | 32.8      | 4.1        | 2.6        | 0.1     |       |
|                                   | 605+10 | LT    | PE        | 22.2      | 2.8        | 1.8        | 0.0     |       |
|                                   | 606+88 | LT    | CE        | 27.2      | 3.4        | 2.2        | 0.1     |       |
|                                   | 607+82 | LT    | CE        | 41.1      | 5.2        | 3.3        | 0.1     |       |
|                                   | 608+38 | LT    | CE        | 67.8      | 8.5        | 5.4        | 0.1     |       |
|                                   | 608+70 | LT    | CE        | 67.8      | 8.5        | 5.4        | 0.1     |       |
| TOTALS                            |        |       |           | 4043.35   | 509.5      | 4552.8     | 8.1     | 402.6 |

| PAVEMENT MARKING SCHEDULE |                                |              |             |             |            |           |              |                          |                              |                            |              |             |             |            |           |                           |            |
|---------------------------|--------------------------------|--------------|-------------|-------------|------------|-----------|--------------|--------------------------|------------------------------|----------------------------|--------------|-------------|-------------|------------|-----------|---------------------------|------------|
| STA. TO STA.              | THERMOPLASTIC PAVEMENT MARKING |              |             |             |            |           |              | SHORT TERM<br>PAV'T MARK | WORK ZONE PAV'T<br>MARK REM. | TEMPORARY PAVEMENT MARKING |              |             |             |            |           | RAISED REFL<br>PAV'T MARK |            |
|                           | 4" WHT                         | 4" YELL      | 6" WHT      | 6" YELL     | 12" WHT    | 24"WHT    | LTRS & SYM   |                          |                              | 4" WHT                     | 4" YELL      | 6" WHT      | 6" YELL     | 12" WHT    | 24"WHT    |                           | LTRS & SYM |
|                           | FT                             | FT           | FT          | FT          | FT         | FT        | SQ FT        |                          |                              | FT                         | FT           | FT          | FT          | FT         | FT        |                           | SQ FT      |
| 404+77 TO 405+07          | 60                             |              |             |             |            |           |              | 12                       | 1                            | 60                         |              |             |             |            |           |                           |            |
| 405+07 TO 419+72          | 1200                           |              | 138         | 370         | 138        |           |              | 432                      | 48                           | 1200                       |              | 138         | 370         | 138        |           |                           | 19         |
| 419+72 TO 423+53          | 300                            | 381          |             | 100         |            |           |              | 108                      | 12                           | 300                        | 381          |             | 100         |            |           |                           | 5          |
| 423+53 TO 424+80          | 254                            | 127          |             | 30          |            |           |              | 36                       | 4                            | 254                        | 127          |             | 30          |            |           |                           | 2          |
| 424+80 TO 454+80          | 6000                           | 6000         |             |             |            |           |              | 216                      | 24                           | 6000                       | 6000         |             |             |            |           |                           | 37         |
| 454+80 TO 463+36          | 1712                           | 856          |             | 210         |            |           |              | 60                       | 7                            | 1712                       | 856          |             | 210         |            |           |                           | 11         |
| 463+36 TO 537+07          | 14742                          |              |             | 1840        |            |           |              | 2208                     | 245                          | 14742                      |              |             | 1840        |            |           |                           | 92         |
| 537+07 TO 545+46          | 1678                           | 839          |             | 210         |            |           |              | 252                      | 28                           | 1678                       | 839          |             | 210         |            |           |                           | 10         |
| 545+46 TO 550+10          | 928                            | 928          |             |             |            |           |              | 132                      | 15                           | 928                        | 928          |             |             |            |           |                           | 6          |
| 550+10 TO 555+46          | 1072                           | 536          |             | 130         |            |           |              | 12                       | 1                            | 1072                       | 536          |             | 130         |            |           |                           | 7          |
| 555+46 TO 576+95          | 4298                           |              |             | 540         |            |           |              | 636                      | 71                           | 4298                       |              |             | 540         |            |           |                           | 27         |
| 576+95 TO 580+32          | 674                            | 337          |             | 90          |            | 39        | 61.2         | 96                       | 11                           | 674                        | 337          |             | 90          |            | 39        | 61.2                      | 4          |
| 580+32 TO 580+50          | 36                             | 36           |             |             |            |           |              | 12                       | 1                            | 36                         | 36           |             |             |            |           |                           |            |
| 580+50 TO 580+70          | 20                             | 20           |             | 10          |            |           |              | 12                       | 1                            | 20                         | 20           |             | 10          |            |           |                           |            |
| 580+70 TO 585+53          |                                | 483          |             | 120         |            | 39        | 61.2         | 144                      | 16                           |                            | 483          | 108         | 120         | 108        | 39        | 61.2                      | 6          |
| 585+53 TO 603+25          |                                |              | 108         | 440         | 108        |           |              | 528                      | 59                           |                            |              |             | 440         |            |           |                           | 22         |
| 603+25 TO 621+03          | 3556                           |              |             |             |            |           |              | 528                      | 59                           | 3556                       |              |             |             |            |           |                           | 22         |
| PARKING STALLS<br>IN LADD | 500                            |              |             |             |            |           |              |                          |                              |                            |              |             |             |            |           |                           |            |
| <b>SUBTOTALS</b>          | <b>37030</b>                   | <b>10543</b> | <b>246</b>  | <b>4090</b> | <b>246</b> | <b>78</b> | <b>122.4</b> | <b>5424</b>              | <b>602</b>                   | <b>36530</b>               | <b>10543</b> | <b>246</b>  | <b>4090</b> | <b>246</b> | <b>78</b> | <b>122.4</b>              | <b>270</b> |
| <b>TOTALS</b>             | <b>47573</b>                   |              | <b>4336</b> |             | <b>246</b> | <b>78</b> | <b>122.4</b> | <b>5424</b>              | <b>602</b>                   | <b>47073</b>               |              | <b>4336</b> |             | <b>246</b> | <b>78</b> | <b>122.4</b>              | <b>270</b> |

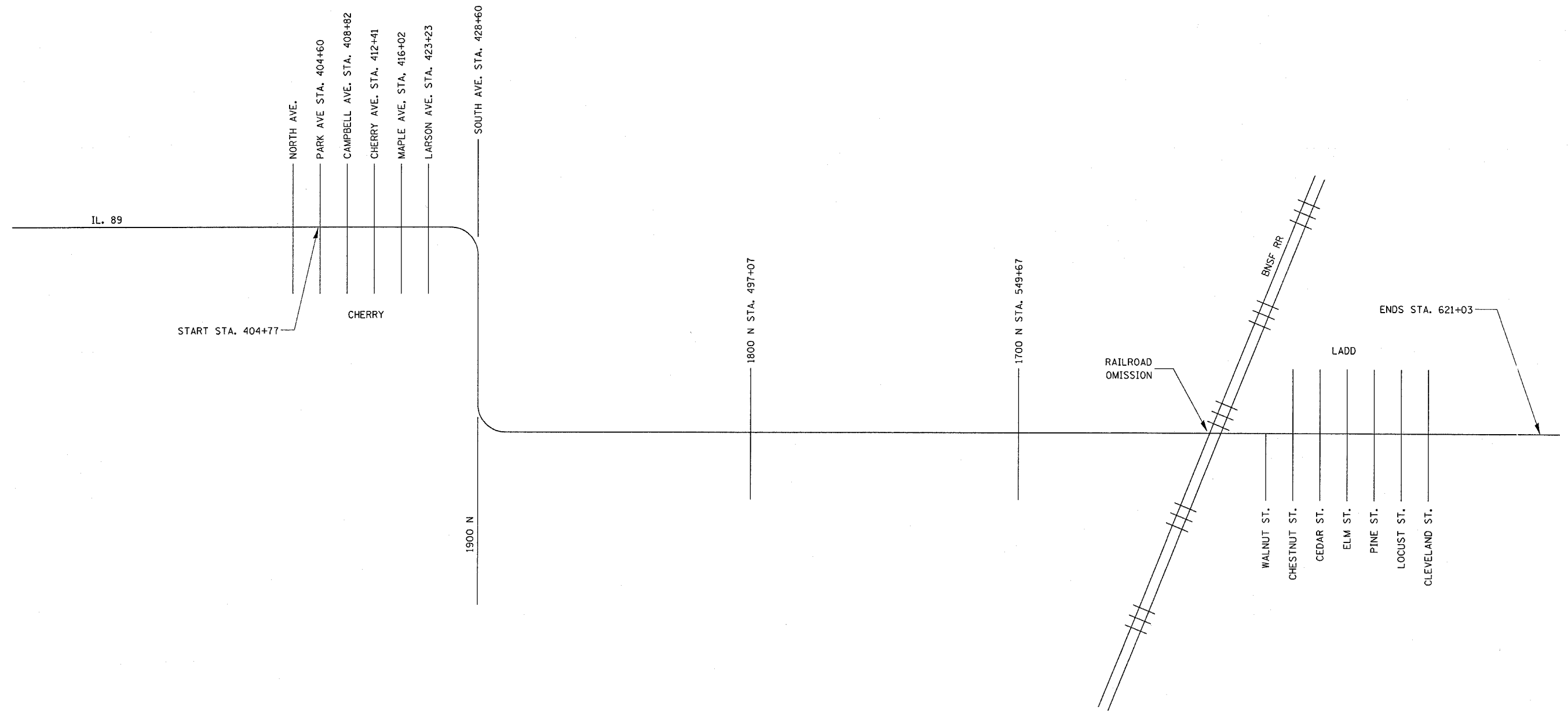
NOTE: PARKING STALLS IN LADD SHALL BE REPLACED IN EXISTING LOCATIONS

NOTE: THE FOLLOWING NO PASSING ZONES SHOULD BE FIELD VERIFIED BY THE ENGINEER PRIOR TO RESURFACING

NB : STA. 424+80 TO 463+36      SB : STA. 419+72 TO 454+80  
 NB : STA. 545+46 TO 555+46      SB : STA. 537+07 TO 550+10  
 NB : STA. 580+32 TO 585+55      SB : STA. 576+94 TO 580+50

| MAINLINE SCHEDULE |        |                                 |                         |                         |                                |                                 |                              |                                       |                           |                 |              |                       |
|-------------------|--------|---------------------------------|-------------------------|-------------------------|--------------------------------|---------------------------------|------------------------------|---------------------------------------|---------------------------|-----------------|--------------|-----------------------|
| STA. TO STA.      |        | HMA<br>SURF.<br>MIX "C"<br>N 70 | LEVEL<br>BINDER<br>(MM) | LEVEL<br>BINDER<br>(HM) | HMA<br>SURF.<br>REM.<br>2 1/4" | HMA<br>SURF.<br>REM.<br>1 1/2 " | HMA<br>SURF.<br>REM.<br>3/4" | MIX FOR<br>JTS,<br>CRACKS &<br>FLGWYS | BIT.<br>MAT'LS<br>(PR CT) | AGG.<br>(PR CT) | TEMP<br>RAMP | AGG.<br>SHLDR<br>TY B |
|                   |        | TONS                            | TONS                    | TONS                    | SQ YD                          | SQ YD                           | SQ YD                        | TONS                                  | GAL                       | TONS            | SQ YD        | TONS                  |
| 404+77            | 405+07 | 7.4                             | 3.7                     | 0.0                     |                                | 88                              |                              | 0.0                                   | 7.0                       | 0.2             | 11.6         | 2                     |
| 405+07            | 423+50 | 1186.8                          | 223.6                   | 2.7                     |                                | 5324                            | 8805                         | 1.6                                   | 425.9                     | 10.6            | 23.2         |                       |
| 423+50            | 580+47 | 3738.8                          | 1869.4                  | 22.3                    | 838.0                          | 44509                           |                              | 13.4                                  | 3560.7                    | 89.0            |              | 860                   |
| 580+47            | 603+25 | 1148.2                          | 276.4                   | 3.3                     |                                | 6581                            | 7088                         | 2.0                                   | 526.5                     | 13.2            |              |                       |
| 603+25            | 621+03 | 431.4                           | 215.7                   | 2.6                     |                                | 5136                            |                              | 1.5                                   | 410.9                     | 10.3            | 11.6         | 98                    |
| <b>TOTALS</b>     |        | <b>6513</b>                     | <b>2589</b>             | <b>30.8</b>             | <b>838.0</b>                   | <b>61638</b>                    | <b>15893</b>                 | <b>18.5</b>                           | <b>4931.0</b>             | <b>123.3</b>    | <b>46.4</b>  | <b>960</b>            |

| GUARDRAIL    |                           |                      |                         |                         |
|--------------|---------------------------|----------------------|-------------------------|-------------------------|
| LOCATION     | TBT TY 1 SPL<br>(TANGENT) | GUARDRAIL<br>REMOVAL | TERMINAL<br>MARKER - DA | FURNISHED<br>EXCAVATION |
|              | EA                        | FOOT                 | EA                      | CU YD                   |
| SB           | 1                         | 44                   | 1                       | 5                       |
| NB           | 1                         | 44                   | 1                       | 5                       |
| SB           | 1                         | 44                   | 1                       | 5                       |
| NB           | 1                         | 44                   | 1                       | 5                       |
| <b>TOTAL</b> | <b>4</b>                  | <b>176</b>           | <b>4</b>                | <b>20</b>               |



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DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

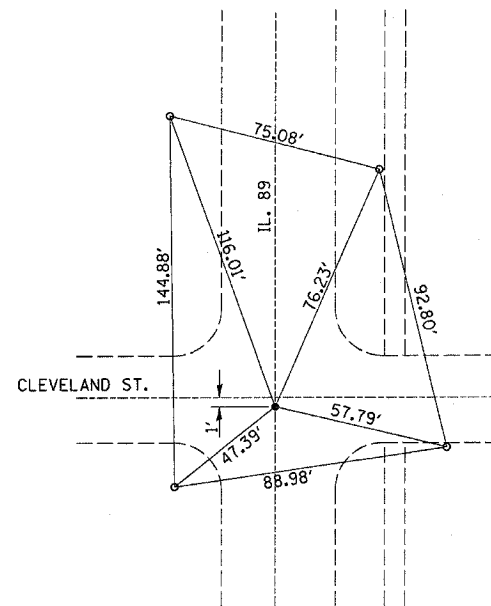
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

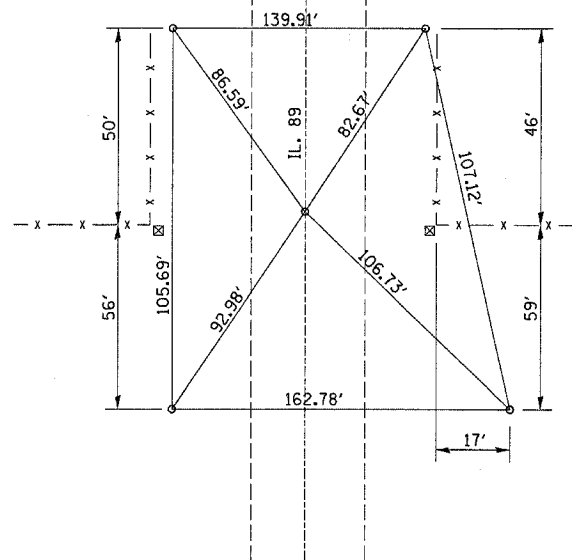
**SCHEMATIC**

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

| F.A.P. RTE.  | SECTION       | COUNTY | TOTAL SHEETS | SHEET NO. |
|--|---------------|--------|--------------|-----------|
| 698  | (102,103)RS-4 | BUREAU | 12           | 7         |
| CONTRACT NO. 66762                                 |               |        |              |           |
| FED. ROAD DIST. NO.      ILLINOIS FED. AID PROJECT |               |        |              |           |



NORTHWEST CORNER  
 SEC 15 T16N R11E, FOURTH PM BUREAU CO.  
 ALL REFERENCE POINTS  
 ARE IRON BARS WITH CAPS



WEST QUARTER CORNER  
 SEC 15 T16N R11E FOURTH PM BUREAU CO.  
 SET P.K. NAIL .6' W OF C

FILE NAME =  
 c:\projects\ed03108\details.dgn

USER NAME = braboypc  
 PLOT SCALE = 50.0000' / IN.  
 PLOT DATE = Mar 15, 2008 - 02:34:25 PM

|            |           |
|------------|-----------|
| DESIGNED - | REVISED - |
| DRAWN -    | REVISED - |
| CHECKED -  | REVISED - |
| DATE -     | REVISED - |

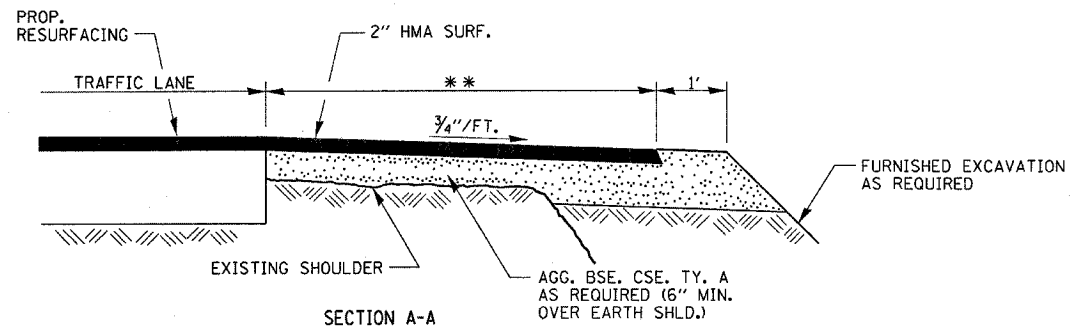
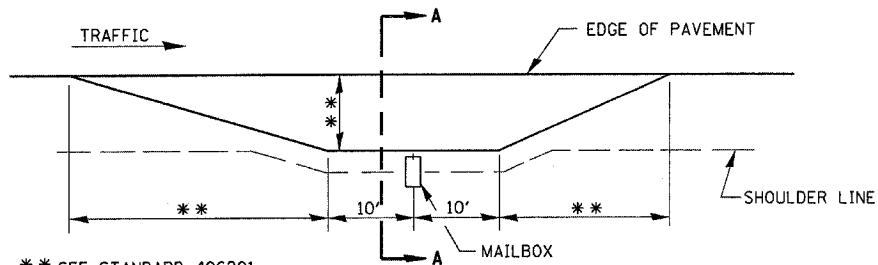
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TIE POINTS**

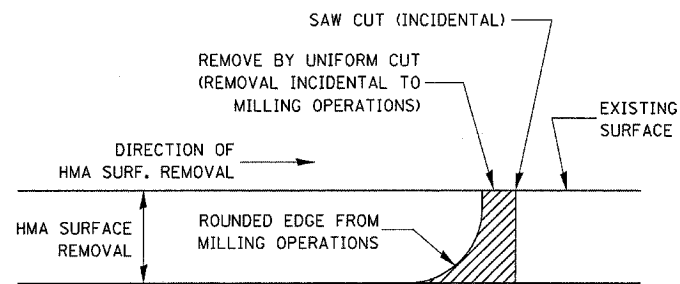
SCALE: SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE.                                   | SECTION       | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------------|--------|--------------|-----------|
| 698   | (102,103)RS-4 | BUREAU | 12           | 8         |
| CONTRACT NO. 66762                            |               |        |              |           |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |               |        |              |           |



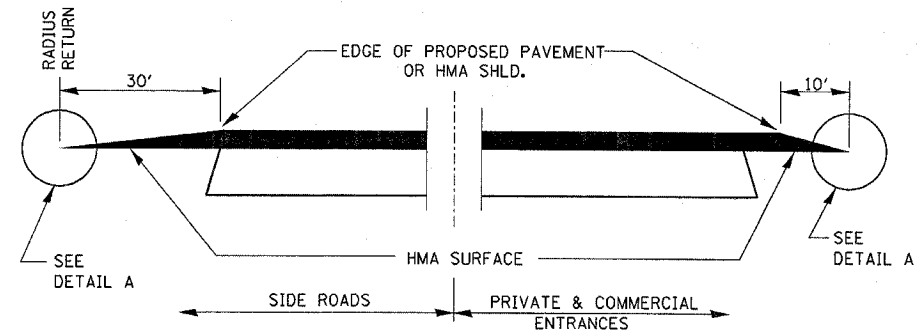


SECTION A-A  
RURAL MAILBOX TURNOUT DETAILS

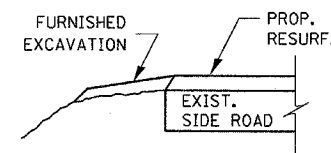


NOTE:  
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

**HMA DETAIL AT BUTT JOINTS**

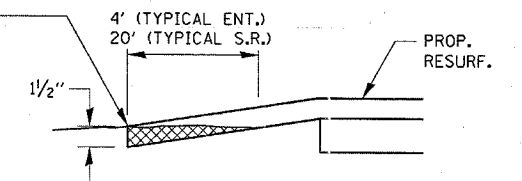


SECTION A-A  
DETAILS AT ENTRANCES & SIDE ROADS

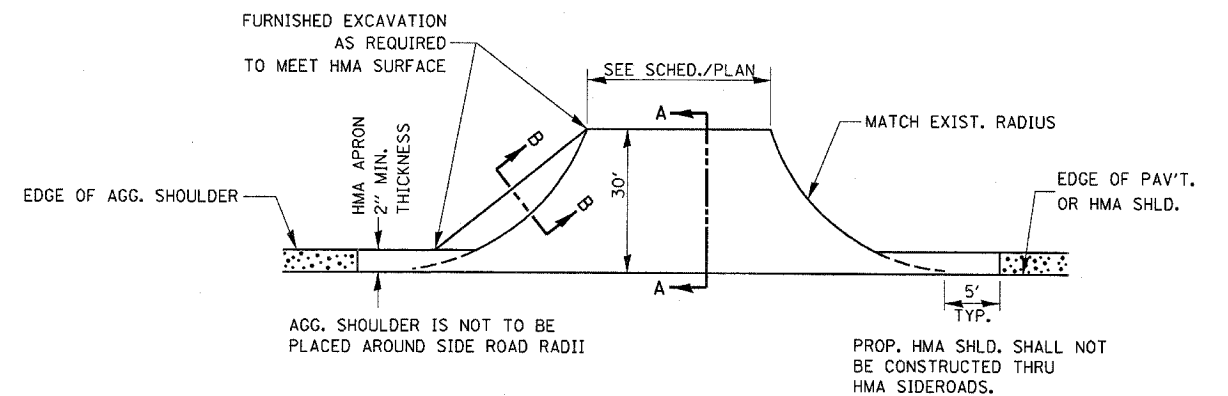


SECTION B-B

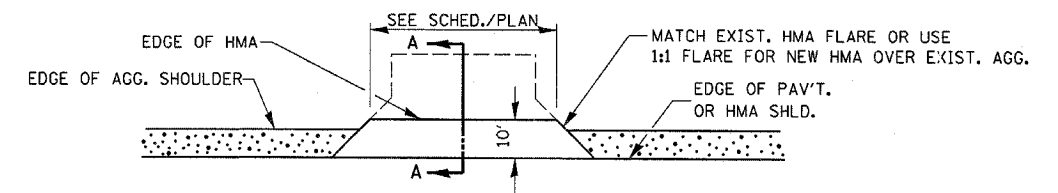
THE COST OF REMOVAL AT EXISTING HMA OR P.C.C. LOCATIONS SHALL BE PAID FOR PER SQ. YD. BY THE APPROPRIATE PAY ITEM. REMOVAL AT THE EXISTING AGG. LOCATIONS SHALL BE INCIDENTAL TO THE HMA. A-3 LOCATIONS SHALL BE FEATHER TAPERED.



DETAIL A



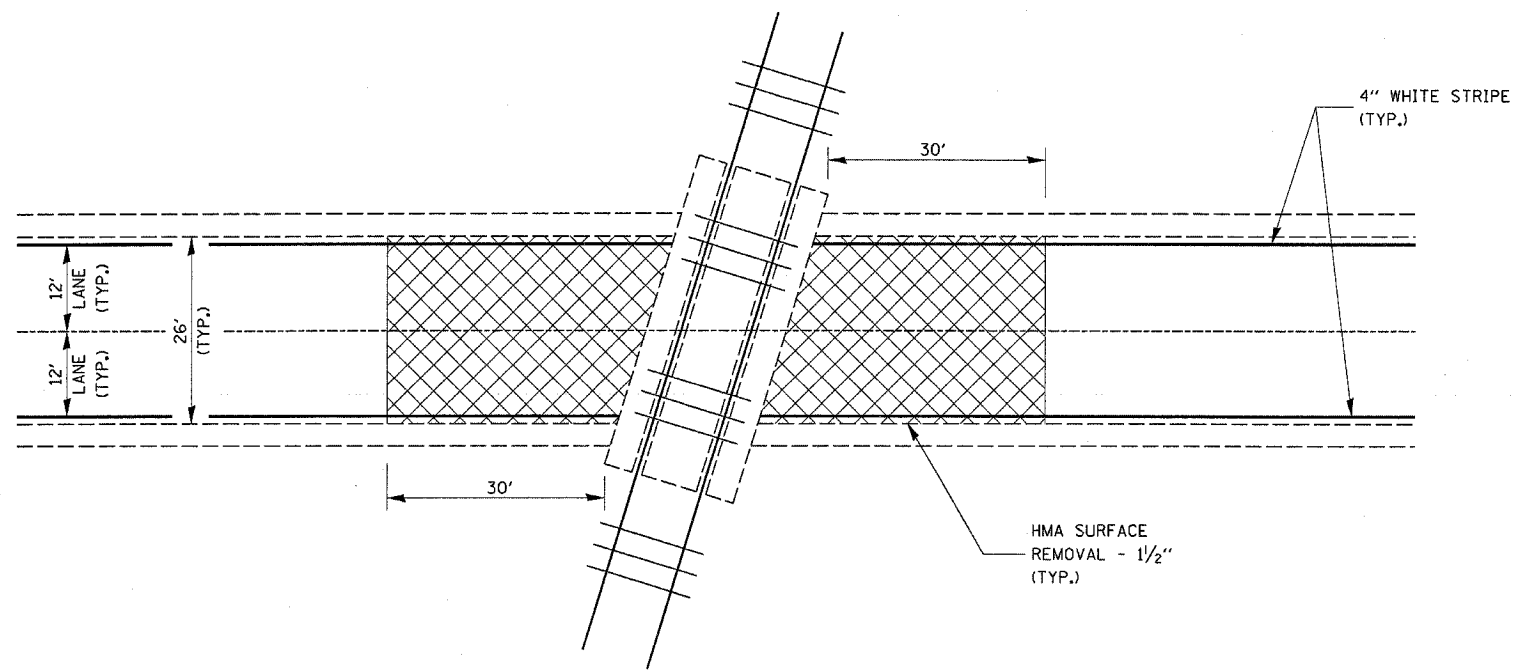
PLAN AT SIDE ROADS



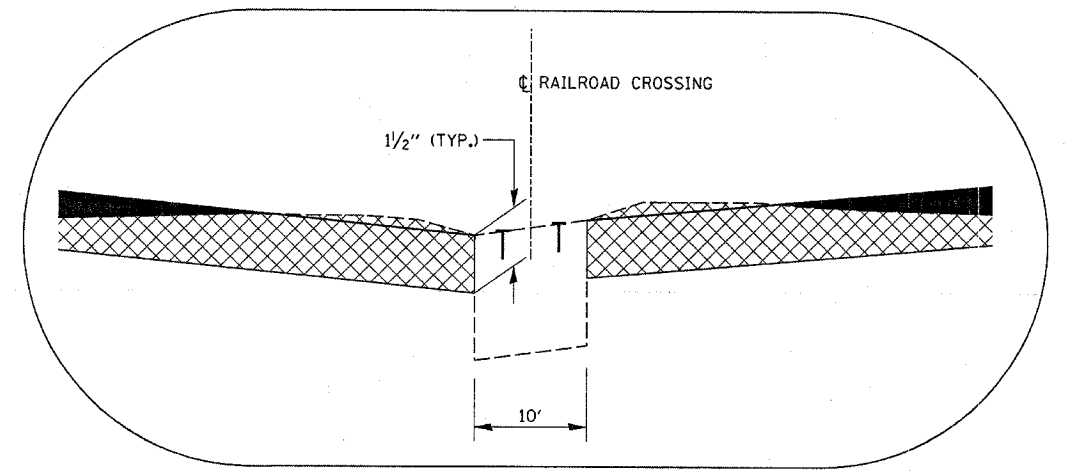
PLAN AT PRIVATE & COMMERCIAL ENTRANCES

(DO NOT RESURFACE FIELD ENTRANCES)

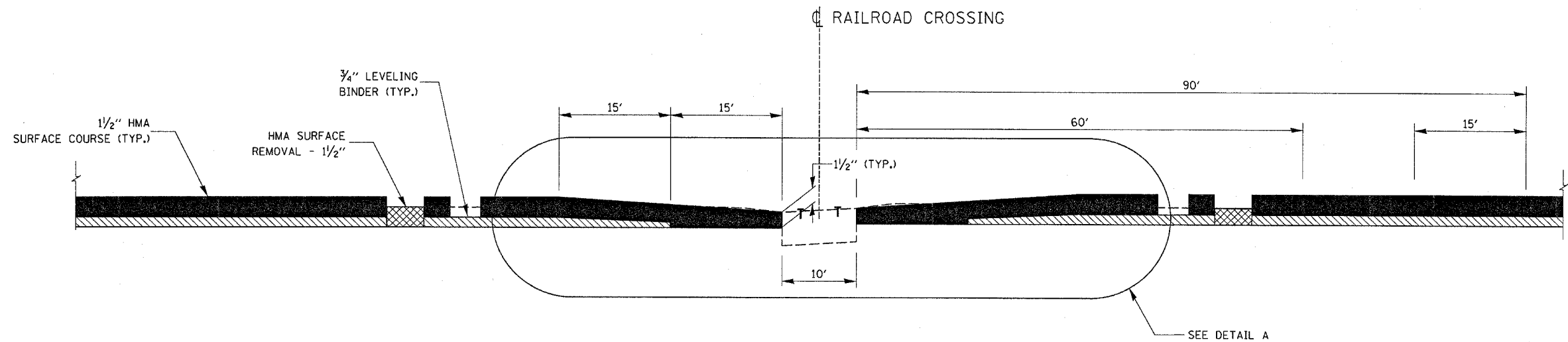
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|  | PLOT SCALE = 50.0000' / IN.            | DRAWN -    | REVISED - |   | SCALE:         | SHEET NO. | OF SHEETS | STA. | TO STA.            | CONTRACT NO. 66762       |                  |                    |                |
|  | PLOT DATE = Mar 15, 2008 - 02:34:36 PM | CHECKED -  | REVISED - |   |                |           |           |      |                    |                          |                  |                    |                |
|  |  | DATE -     | REVISED - |   |                |           |           |      |                    |                          |                  |                    |                |



**PLAN AT RAILROAD CROSSING**

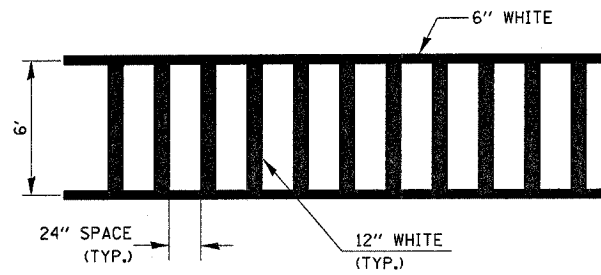


**DETAIL A**

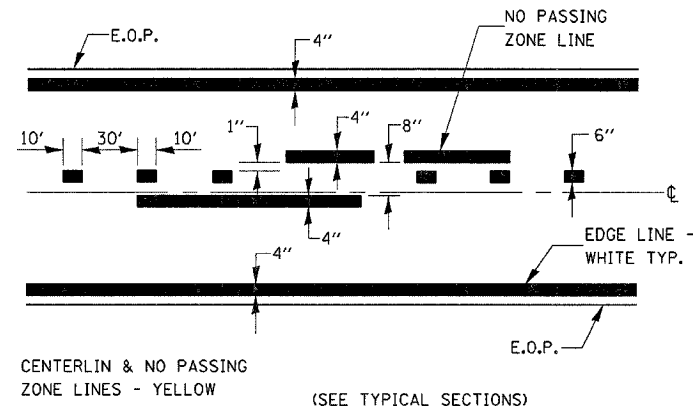


**BUTT JOINT AT RAILROAD CROSSING**

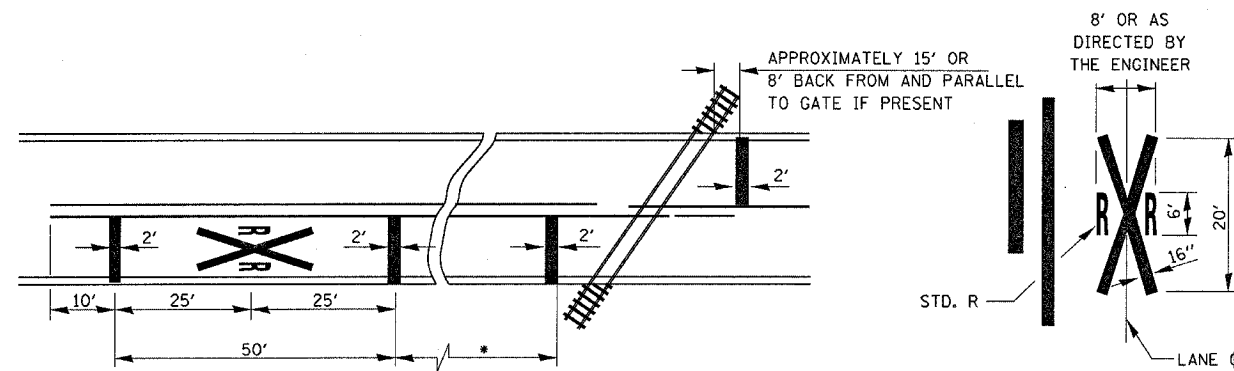
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|  | PLOT SCALE = 50,0000' / IN.            | DRAWN -    | REVISED - |   | SCALE:         | SHEET NO. | OF | SHEETS | STA.               | TO STA.                  | CONTRACT NO. 66762                            |                       |                    |
|  | PLOT DATE = Mar 15, 2008 - 02:34:47 PM | CHECKED -  | REVISED - |   |                |           |    |        |                    |                          | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |                       |                    |
|  |  | DATE -     | REVISED - |   |                |           |    |        |                    |                          |   |                       |                    |



**TYPICAL SPACING DETAIL FOR  
CROSSWALKS**



**PAVEMENT MARKING**

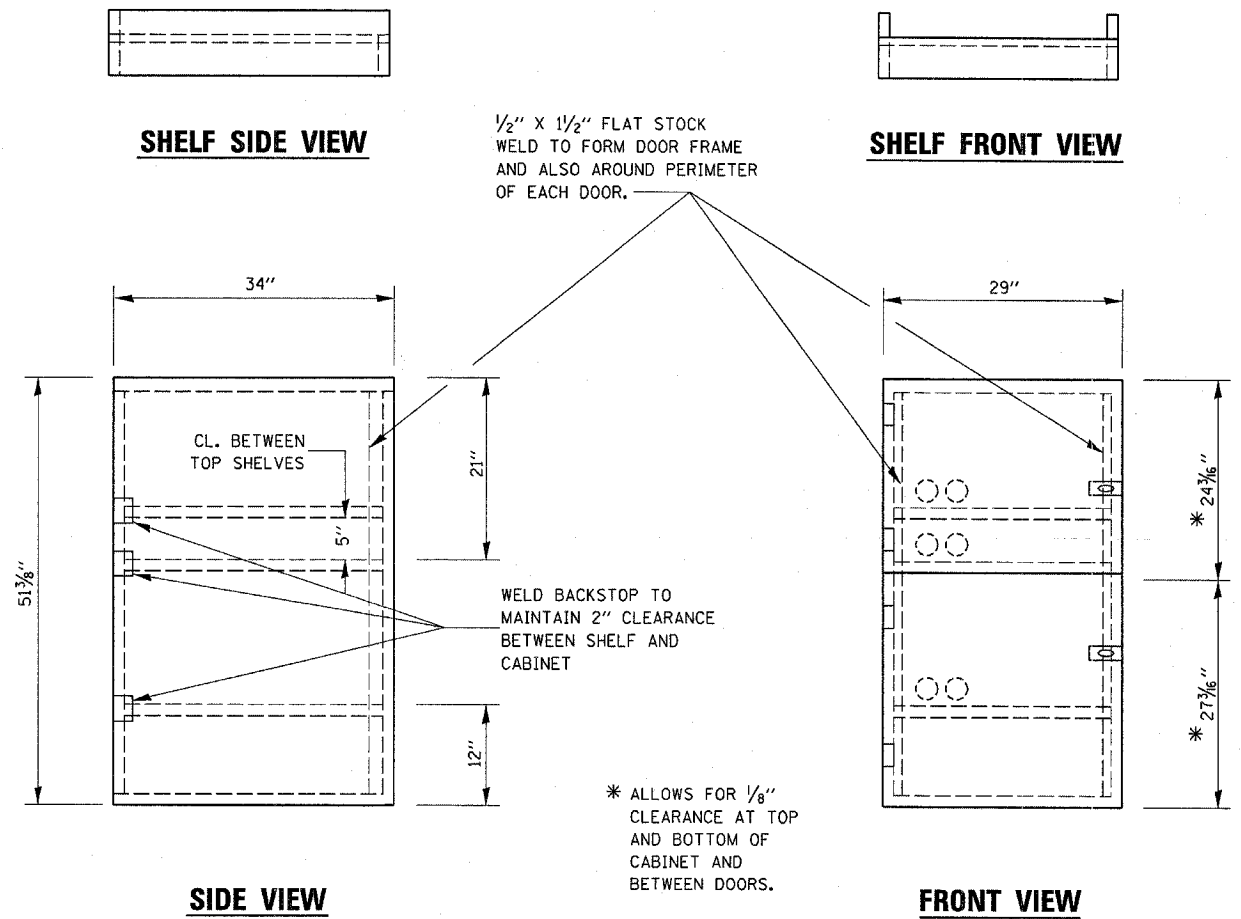


**PAVEMENT MARKINGS AT  
RAILROAD-HIGHWAY GRADE CROSSING**

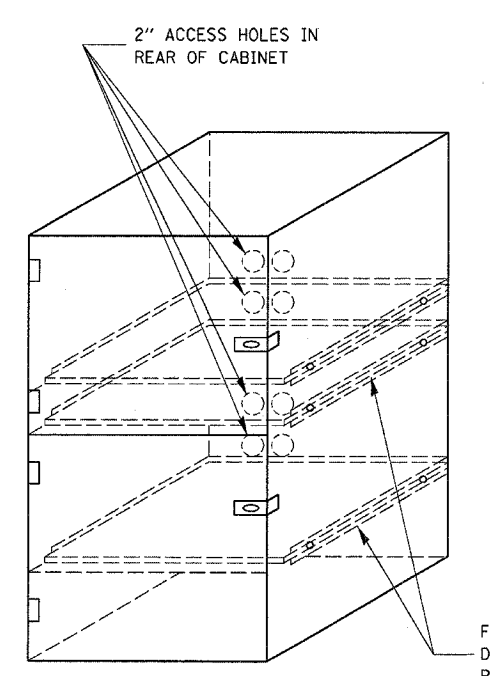
\* MINIMUM DISTANCE  
400' FOR 55 MPH  
250' FOR 45 MPH  
100' FOR 35 MPH OR LESS

NOTES:  
THE TRANSVERSE SPREAD OF THE "X"  
MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES  
SHALL EXTEND ACROSS ALL APPROACH  
LANES AND SEPARATE RXR SYMBOLS SHALL  
BE PLACED ADJACENT TO EACH OTHER  
IN EACH LANE.



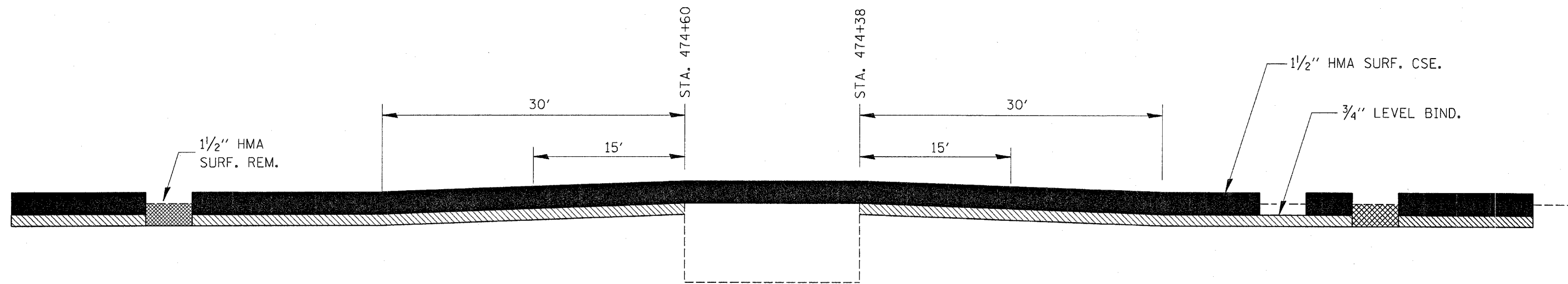
\* ALLOWS FOR 1/8" CLEARANCE AT TOP AND BOTTOM OF CABINET AND BETWEEN DOORS.



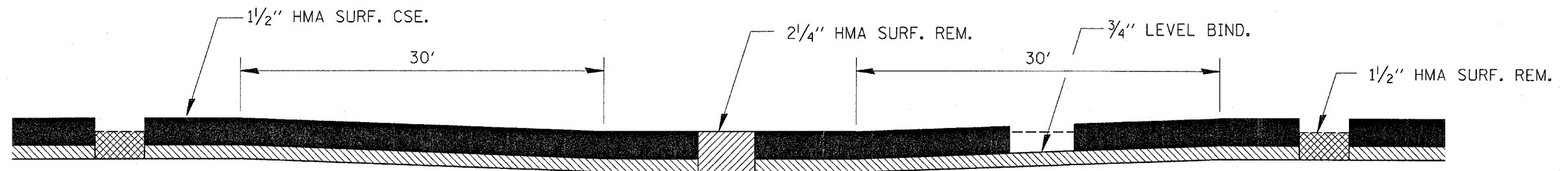
- NOTES:
1. USE 16 GAUGE STEEL FOR CABINET.
  2. THE TOP SHELF SHALL SLIDE IN OR OUT WITH THE TOP DOOR OPEN.
  3. ALL HINGES AND HASPS WILL BE WELDED TO THE CABINET.
  4. ALL EDGES SHALL BE GROUND SMOOTH.
  5. TWO (2" DIA.) ACCESS HOLES WILL BE REQUIRED FOR EACH SHELF.
  6. CABINET SHALL BE PAINTED WITH TWO COATS OF FLAT PAINT.
  7. 2 EACH MATCHING KEY PADLOCKS, WITH 3 KEYS PROVIDED, MASTER MODEL 3 T OR EQUIVALENT.
  8. 4 EACH PLAIN STEEL, NON-REMOVABLE PIN, NO HOLE 4" x 4" SQUARE CORNER HINGES TO BE WELDED ON.
  9. 2 EACH EXTRA HEAVY, PLAIN STEEL, FIXED STAPLE, NO HOLE, 7/4" HASPS TO BE WELDED ON.

**LOCKABLE COMPUTER CABINET**

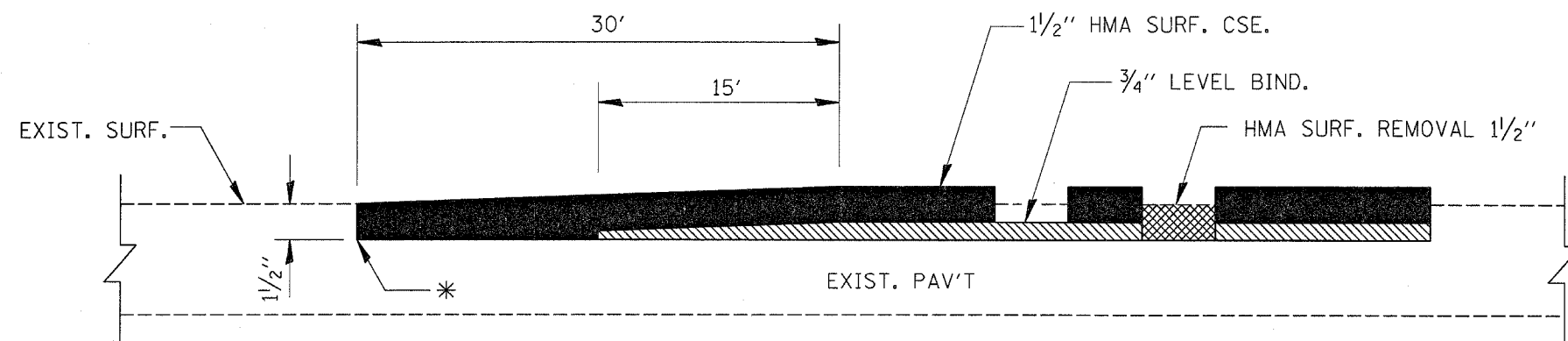
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|   | PLDT SCALE = 50,0000' / IN.            | CHECKED -  | REVISED - |   | SCALE:              | SHEET NO. | OF                        | SHEETS | STA.               | TO                       | STA.             | CONTRACT NO. 66762 |                 |
|   | PLOT DATE = Mar 15, 2008 - 02:35:00 PM | DATE -     | REVISED - |   | FED. ROAD DIST. NO. |           | ILLINOIS FED. AID PROJECT |        |                    |                          |                  |                    |                 |



**HMA SURFACE COURSE AT STRUCTURES**



**DETAIL OF 2 1/4" MILLING THROUGH CH 33 INTERSECTION**



**HMA SURFACE REMOVAL 1 1/2" AT TERMINI**

\* STA. 404+77  
STA. 621+03

|  |                      |            |           |   |                    |               |           |      |             |                     |                           |              |           |
|--|----------------------|------------|-----------|---|--------------------|---------------|-----------|------|-------------|---------------------|---------------------------|--------------|-----------|
| FILE NAME =                            | USER NAME = brcbcygo | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>DETAILS</b>     |               |           |      | F.A.P. RTE. | SECTION             | COUNTY                    | TOTAL SHEETS | SHEET NO. |
| ct:\projects\ed03100\details.dgn       |                      | DRAWN -    | REVISED - |   | 698                | (102,103)RS-4 | BUREAU    | 12   | 12          |                     |                           |              |           |
| PLOT SCALE = 50,0000' / IN.            |                      | CHECKED -  | REVISED - |   | CONTRACT NO. 66762 |               |           |      |             |                     |                           |              |           |
| PLOT DATE = Mar 15, 2008 - 02:35:12 PM |                      | DATE -     | REVISED - |   | SCALE:             | SHEET NO.     | OF SHEETS | STA. | TO STA.     | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |              |           |