

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 406201-01 MAILBOX TURNOUT
- 420701-02 PAVEMENT FABRIC
- 424001-07 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424016-01 MID-BLOCK CURB RAMPS FOR SIDEWALKS
- 442101-07 CLASS B PATCHES
- 442201-03 CLASS C AND D PATCHES
- 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542401-01 METAL END SECTION FOR PIPE CULVERTS
- 635001-01 DELINEATORS
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 667101-02 PERMANENT SURVEY MARKERS
- 701001-02 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' (4.5 m) AWAY
- 701006-05 OFF-ROAD OPERATIONS 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-03 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS \geq 45 MPH
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS \geq 45 MPH
- 701336-06 LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS \geq 45 MPH
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701901-03 TRAFFIC CONTROL DEVICES
- 720011-01 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

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.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

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 SEEDED WILL BE DETERMINED BY THE ENGINEER.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDED 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 EARTH 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 |
|------------------------------|--------|----------------------------|
| 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 |

INSTALL DELINEATORS ONLY ALONG CURVES AS SHOWN IN THE PLANS USING HIGHWAY STANDARD 635001.

LISTED MONUMENT LOCATIONS HAVE BEEN RECORDED BY GPS. PRE-CONSTRUCTION TIES BY THE RESIDENT NOT REQUIRED. IF ANY UNLISTED MONUMENT IS FOUND, IT MUST BE TIED BY THE RESIDENT AND BROUGHT TO THE ATTENTION OF THE PLATS AND PLANS MANAGER. AFTER RESURFACING, THE RESIDENT SHALL CONTACT THE PLATS AND PLANS MANAGER TO ESTABLISH LOCATIONS FOR PERMANENT SURVEY MARKER CORINGS.

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

COMMITMENT:
ALL SOILS DISTURBED BY ANY CONSTRUCTION OPERATION SHALL BE LEFT ON, AND INCORPORATED WITHIN, THE PROJECT LIMITS AND EXISTING RIGHT OF WAY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: *Don Bann*
DISTRICT STUDIES & PLANS ENGINEER

DATE: 3-20-14

EXAMINED BY: *Herbert*
DISTRICT CONSTRUCTION ENGINEER

Mr. J. Phillips
DISTRICT MATERIALS ENGINEER

Bruce A. Wheeler
DISTRICT OPERATIONS ENGINEER

| | | | |
|--|-----------------------|------------|-----------|
| FILE NAME = | USER NAME = duncanbid | DESIGNED - | REVISED - |
| c:\pwwork\pwwidat\duncanbid\dms64470\0385842-sht-cover.dgn | | DRAWN - | REVISED - |
| | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |
| | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------|--------|--------------------|-----------|
| 553 | 125 RS-4 | DEKALB | 26 | 2 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 66842 | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE | |
|----------|---|-------|----------------|---|-------|
| | | | | 80% FEDERAL 20% STATE ROADWAY 0005 | RURAL |
| 20200100 | EARTH EXCAVATION | CU YD | 1 | | 1 |
| 20200600 | EXCAVATING AND GRADING EXISTING SHOULDER | UNIT | 23 | | 23 |
| 20400800 | FURNISHED EXCAVATION | CU YD | 29 | | 29 |
| 25000200 | SEEDING, CLASS 2 | ACRE | 0.23 | | 0.23 |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 21 | | 21 |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 21 | | 21 |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 21 | | 21 |
| 25100115 | MULCH, METHOD 2 | ACRE | 0.16 | | 0.16 |
| 25100630 | EROSION CONTROL BLANKET | 50 YD | 283 | | 283 |
| 40200800 | AGGREGATE SURFACE COURSE, TYPE B | TON | 64 | | 64 |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS | TON | 21 | | 21 |
| 40600525 | LEVELING BINDER (HAND METHOD), N50 | TON | 35 | | 35 |
| 40600627 | LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N50 | TON | 2971 | | 2971 |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 2 | | 2 |

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△ SPECIALTY ITEMS

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|--|----------------------|------------|--|---|------------------------------|-------------------------|--|----------------|--------------|--------|-----------------|--------------|
| FILE NAME * | USER NAME : dunoanbd | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pridat\dunoanbd\dms64470\036842-ahc-502.dgn | DRAWN - | REVISED - | 553 | | | | | 125 RS-4 | DEKALB | 26 | 3 | |
| PLOT SCALE * 100.0000 ' / in | CHECKED - | REVISED - | SCALE: | | | SHEET NO. 1 OF 4 SHEETS | | | STA. TO STA. | | | |
| PLOT DATE * 3/20/2014 | DATE - | REVISED - | ILLINOIS FED. AID PROJECT CONTRACT NO. 66842 | | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE |
|----------|---|-------|----------------|-------------------------------------|
| | | | | 80% FEDERAL 20% STATE ROADWAY |
| | | | | 0005 RURAL |
| 40600985 | PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT | SQ YD | 38 | 38 |
| 40600990 | TEMPORARY RAMP | SQ YD | 416 | 416 |
| 40603310 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 | TON | 5940 | 5940 |
| 40800050 | INCIDENTAL HOT-MIX ASPHALT SURFACING | TON | 427 | 427 |
| 42400100 | PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH | SQ FT | 200 | 200 |
| 42400800 | DETECTABLE WARNINGS | SQ FT | 32 | 32 |
| 44000158 | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" | SQ YD | 73300 | 73300 |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 200 | 200 |
| 44200934 | CLASS B PATCHES, TYPE II, 8 INCH | SQ YD | 304 | 304 |
| 44201299 | DOWEL BARS 1 1/2" | EACH | 760 | 760 |
| 44201815 | CLASS D PATCHES, TYPE II, 14 INCH | SQ YD | 905 | 905 |
| 44213200 | SAW CUTS | FOOT | 1824 | 1824 |
| 44300200 | STRIP REFLECTIVE CRACK CONTROL TREATMENT | FOOT | 24482 | 24482 |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B | TON | 1436 | 1436 |

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|---------------------------------------|-------------------------------|------------|-----------|---|---|----------|--------|----|--------------------|---------|--------|-----------------|--------------|
| FILE NAME * | USER NAME * duncenbd | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\p\work\p\dot\duncenbd\dms84470\034 | 0842-ah-500.dgn | DRAWN - | REVISED - | | 553 | 125 RS-4 | DEKALB | 26 | 4 | | | | |
| | PLOT SCALE * 100.0000 ' / in. | CHECKED - | REVISED - | | SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA. | | | | CONTRACT NO. 66842 | | | | |
| | PLOT DATE * 3/20/2014 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE |
|----------|---|--------|----------------|--|
| | | | | 80% FEDERAL 20% STATE ROADWAY 0005 RURAL |
| 48203029 | HOT-MIX ASPHALT SHOULDERS, 8" | 50 YD | 509 | 509 |
| 54200220 | PIPE CULVERTS, CLASS D, TYPE 1 15" | FOOT | 6 | 6 |
| 54213450 | END SECTIONS 15" | EACH | 2 | 2 |
| 60100925 | PIPE DRAINS 8" | FOOT | 5 | 5 |
| 63500105 | DELINEATORS | EACH | 132 | 132 |
| 66700205 | PERMANENT SURVEY MARKERS, TYPE 1 | EACH | 2 | 2 |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 5 | 5 |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 |
| 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1 | 1 |
| 70100500 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 | 1 |
| 70100600 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701336 | L SUM | 1 | 1 |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 1 |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 5 | 5 |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 10512 | 10512 |

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|--|----------------------|------------|-----------|---|---|----------|--------|----|--------------------|---------|--------|-----------------|--------------|
| FILE NAME : | USER NAME : duncanbd | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\p\work\p\idoc\duncanbd\dms64470\0366042\shl-500.dgn | | DRAWN - | REVISED - | | 593 | 125 RS-4 | DEKALB | 26 | 5 | | | | |
| PLOT SCALE * 100.0000 ' / in. | | CHECKED - | REVISED - | | SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA. | | | | CONTRACT NO. 66842 | | | | |
| PLOT DATE * 3/20/2014 | | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

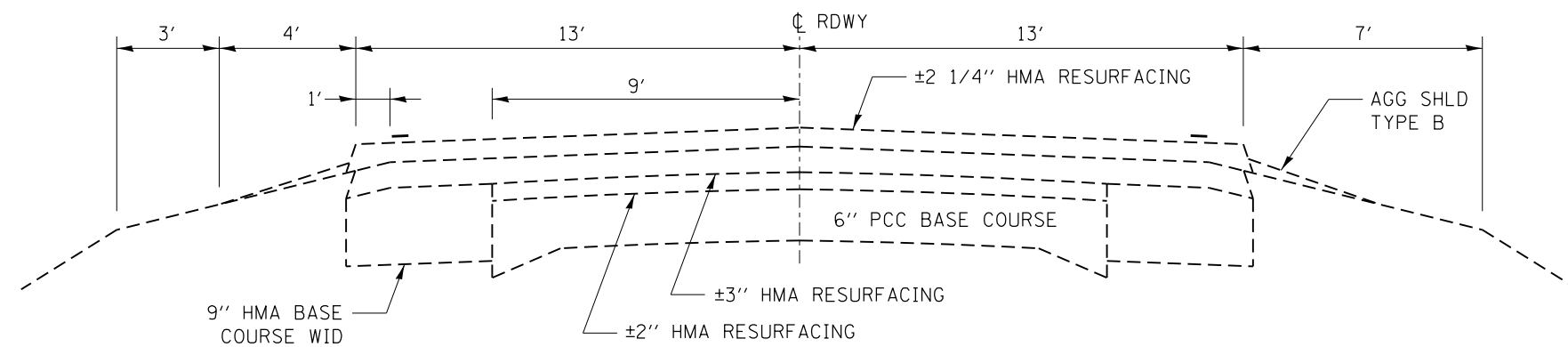
805 10 WAM

CONSTR. CODE
80% FEDERAL
20% STATE
ROADWAY
0005
RURAL

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | |
|------------|---|-------|----------------|--------|
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 165764 | 165764 |
| 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 8180 | 8180 |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SO FT | 876 | 876 |
| △ 78001110 | PAINT PAVEMENT MARKING - LINE 4" | FOOT | 165764 | 165764 |
| △ 78001130 | PAINT PAVEMENT MARKING - LINE 6" | FOOT | 8180 | 8180 |
| △ 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 329 | 329 |
| 78200410 | GUARDRAIL MARKERS, TYPE A | EACH | 132 | 132 |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 329 | 329 |
| X4060110 | BITUMINOUS MATERIALS (PRIME COAT) | POUND | 51293 | 51293 |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SO FT | 42 | 42 |
| Z0034105 | MATERIAL TRANSFER DEVICE | TON | 8911 | 8911 |

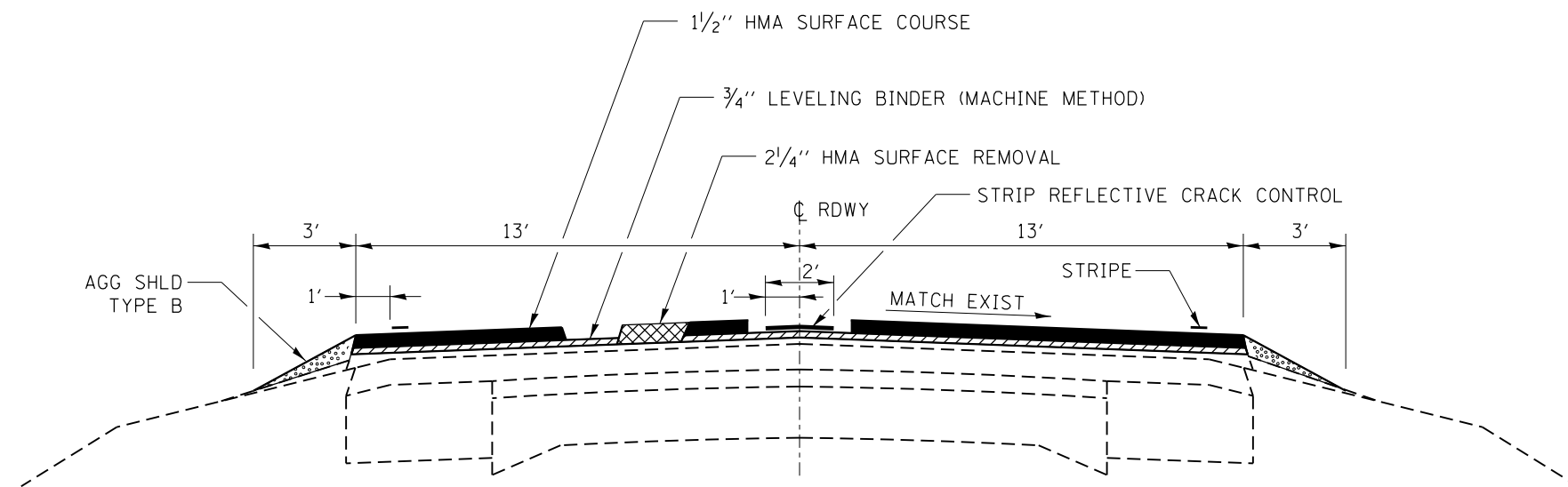
△ SPECIALTY ITEMS

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|--|-------------------------|-----------------------|------------------------|---|------------------------------|-------------------------|------|-----------------------|--|------------------|-----------------------|-------------------|
| FILE NAME : e:\p\work\p1dot\dunearbd\dm3470\0366842-shr-500.dgn | USER NAME : dunearbd | DESIGNED - DRAWN - | REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | F.A.P. RTE. 553 | SECTION 125 RS-4 | COUNTY DEKALB | TOTAL SHEETS 26 | SHEET NO. 6 |
| PLOT SCALE : 100.0000' / 1" | CHECKED - | REVISED - | REVISED - | | SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT CONTRACT NO. 66842 | | | |
| PLOT DATE : 3/20/2014 | DATE - | REVISED - | REVISED - | | | | | | | | | |



EXISTING TYPICAL SECTION

STA 4+43 TO STA 84+28.8
 STA EQU 84+28.8 BK = STA 200+14.98 AHD
 STA 200+14.98 TO STA 296+30
 STA 310+00 TO STA 383+08



PROPOSED TYPICAL SECTION

STA 4+43 TO STA 84+28.8
 STA EQU 84+28.8 BK = STA 200+14.98 AHD
 STA 200+14.98 TO STA 296+30
 STA 310+00 TO STA 383+08

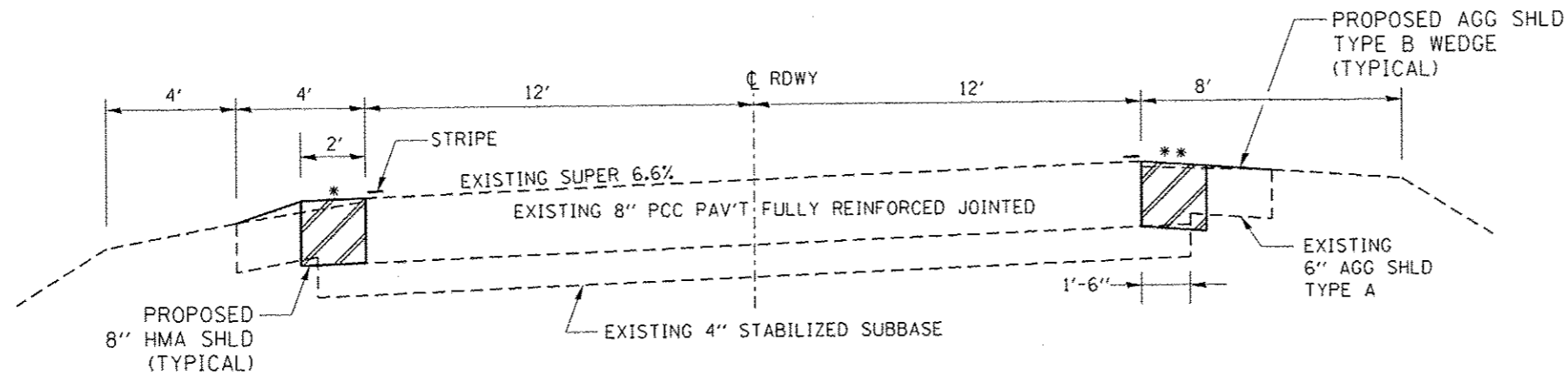
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|--|------------------------------|------------|-----------|
| FILE NAME = | USER NAME = duncanbd | DESIGNED - | REVISED - |
| et:\pwork\pwork\dot\duncanbd\dms64470\0366842-sh-typical.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 3/20/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 553 | 125 RS-4 | DEKALB | 26 | 7 |
| CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



EXISTING & PROPOSED TYPICAL SECTION

* SLOPE SHALL BE THE SAME AS THE SUPERELEVATION RATE BUT NOT LESS THAN 4%.

STA 296+30 TO 302+17
STA 304+43 TO 310+00

** WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4%, THE SHOULDER SHALL BE SLOPED AT 4%.

WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER WILL NOT BE GREATER THAN 8%.

| MIXTURES TABLE | | | | |
|---------------------|-------------|----------------------|---------------------|--------------|
| | HMA SURFACE | HMA BINDER (PATCHES) | HMA LEVELING BINDER | HMA SHOULDER |
| PG GRADE | PG 64-22 | PG 64-22 | PG 64-22 | PG 64-22 |
| DESIGN AIR VOIDS | 4.0% @ N50 | 4.0% @ N50 | 4.0% @ N50 | 4.0% @ N50 |
| MIXTURE COMPOSITION | IL 9.5 | IL 19.0FG | IL 9.5FG | IL 19.0FG |
| FRICTION AGGREGATE | MIXTURE C | | | |
| DENSITY TEST METHOD | OCP CORES | CORES• | OCP CORES | CORES• |

* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE OC/OA SPECIFICATION.

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|---------------------------|----------------------|------------|-----------|---|-------------------------|---------------------|--------------|---------------------------|--------------------|---------|--------|--------------|-----------|
| FILE NAME : | USER NAME : duncenbd | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 2842-shl-typical.dgn | | DRAWN - | REVISED - | | 553 | 125 RS-4 | DEKALB | 26 | 8 | | | | |
| PLOT SCALE : 1/8" = 1'-0" | | CHECKED - | REVISED - | | | | | | CONTRACT NO. 66842 | | | | |
| PLOT DATE : 4/28/2014 | | DATE - | REVISED - | | SCALE: | SHEET NO. OF SHEETS | STA. TO STA. | ILLINOIS FED. AID PROJECT | | | | | |

| MAINLINE SCHEDULE | | | | | | | | | | | | | | |
|-------------------|----|----------|--|-----------------|-------------|---------------------|-------------|----------------------------|------------------|------------------|-----------------|---------------|-----------------|--------------|
| LOCATION | | | LENGTH | AGG WDG SHLD | HMA SHLD | EXCAV & GR EXIST | BIT MATL | MIX CR, JTS, & FLGWY | LEV BIND (HM) | LEV BIND (MM) | HMA SURF CSE | STRIP REFL | HMA SURF REM | TEMP RAMP |
| STA | TO | STA | FOOT | TON | SQ YD | UNIT | POUND | TON | TON | TON | TON | FOOT | SQ YD | SQ YD |
| 4+43 | TO | 74+82 | 7039 | 401 | | | 13726 | 6.1 | 10.2 | 854 | 1708 | 7039 | 20335 | 43 |
| 74+82 | TO | 76+07 | BRIDGE OMISSION SN 019-0037 | | | | | | | | | | | |
| 76+07 | TO | 84+28.8 | 822 | 47 | | | 1603 | 0.7 | 1.2 | 100 | 199 | 822 | 2374 | 22 |
| STATION EQUATION | | | STATION 84+28.8 BACK = STATION 200+14.98 AHEAD | | | | | | | | | | | |
| 200+14.98 | TO | 258+67 | 5852 | 333 | | | 11411 | 5.1 | 8.5 | 710 | 1420 | 5852 | 16906 | 22 |
| 258+67 | TO | 260+90 | BRIDGE OMISSION SN 019-0047 | | | | | | | | | | | |
| 260+90 | TO | 277+80 | 1690 | 96 | | | 3296 | 1.5 | 2.4 | 205 | 410 | 1690 | 4882 | 22 |
| 277+80 | TO | 296+30 | 1850 | 105 | | | 3608 | 1.6 | 2.7 | 224 | 449 | 1850 | 5344 | 22 |
| 296+30 | TO | 302+17 | 587 | 22 | 261 | 12 | | | | | | | | |
| 302+17 | TO | 304+43 | BRIDGE OMISSION SN 019-0030 | | | | | | | | | | | |
| 304+43 | TO | 310+00 | 557 | 21 | 248 | 11 | | | | | | | | |
| 310+00 | TO | 355+88 | 4588 | 261 | | | 8947 | 4.0 | 6.6 | 557 | 1113 | 4588 | 13254 | 43 |
| 355+88 | TO | 356+71 | BRIDGE OMISSION SN 019-0038 | | | | | | | | | | | |
| 356+71 | TO | 367+63.6 | 1093 | 62 | | | 2131 | 0.9 | 1.6 | 133 | 265 | 1093 | 3156 | 22 |
| STATION EQUATION | | | STATION 367+63.60 BACK = STATION 367+59.80 AHEAD | | | | | | | | | | | |
| 367+59.8 | TO | 383+08 | 1548 | 88 | | | 3019 | 1.3 | 2.2 | 188 | 376 | 1548 | 4473 | 22 |
| TOTALS | | | | 1436 | 509 | 23 | 47741 | 21.2 | 35.4 | 2971 | 5940 | 24482 | 70724 | 218 |

| PAVEMENT MARKINGS | | | | | | | | | | | | | | |
|--------------------------------|--|--------|-----------|--------------------------------------|--------|-----------|--|--|---|--|--------------|-----|-----|--|
| LOCATION STATION TO STATION | PAINT PAVEMENT MARKING (TWO APPLICATIONS) | | | TEMPORARY PAVEMENT MARKINGS PAINT | | | SHORT TERM PAVEMENT MARKING FOOT | WORK ZONE PAVEMENT MARKING REMOVAL SQ FT | RAISED REFL PAVT MARKERS 2-WAY AMBER EACH | RAISED REFL PAVT MARKER REMOVAL EACH | COMMENTS | | | |
| | LINE - 4" | | LINE - 6" | LINE - 4" | | LINE - 6" | | | | | | | | |
| | WHITE | YELLOW | YELLOW | WHITE | YELLOW | YELLOW | | | | | | | | |
| | FOOT | FOOT | FOOT | FOOT | FOOT | FOOT | | | | | | | | |
| 4+43 TO 6+54 | 844 | 844 | | 844 | 844 | | 84 | 7 | 3 | 3 | DOUBLE SOLID | | | |
| 6+54 TO 13+14 | 2640 | 1320 | 340 | 2640 | 1320 | 340 | 264 | 22 | 8 | 8 | NO PASS RT | | | |
| 13+14 TO 26+10 | 5184 | 5184 | | 5184 | 5184 | | 518 | 43 | 16 | 16 | DOUBLE SOLID | | | |
| 26+10 TO 31+00 | 1960 | 980 | 240 | 1960 | 980 | 240 | 196 | 16 | 6 | 6 | NO PASS LT | | | |
| 31+00 TO 48+50 | 7000 | | 880 | 7000 | | 880 | 700 | 58 | 22 | 22 | SKIP DASH | | | |
| 48+50 TO 56+35 | 3140 | 1570 | 400 | 3140 | 1570 | 400 | 314 | 26 | 10 | 10 | NO PASS RT | | | |
| 56+35 TO 58+64 | 916 | | 120 | 916 | | 120 | 92 | 8 | 3 | 3 | SKIP DASH | | | |
| 58+64 TO 66+20 | 3024 | 1512 | 380 | 3024 | 1512 | 380 | 302 | 25 | 9 | 9 | NO PASS LT | | | |
| 66+20 TO 76+40 | 4080 | | 520 | 4080 | | 520 | 408 | 34 | 13 | 13 | SKIP DASH | | | |
| 76+40 TO 82+20 | 2320 | 1160 | 300 | 2320 | 1160 | 300 | 232 | 19 | 7 | 7 | NO PASS RT | | | |
| 82+20 TO 84+29 | 836 | | 100 | 836 | | 100 | 84 | 7 | 3 | 3 | SKIP DASH | | | |
| STATION EQUATION | | | | | | | | | | | | | | |
| 200+15 TO 201+81 | 664 | | 80 | 664 | | 80 | 66 | 6 | 2 | 2 | SKIP DASH | | | |
| 201+81 TO 207+30 | 2196 | 1098 | 280 | 2196 | 1098 | 280 | 220 | 18 | 7 | 7 | NO PASS LT | | | |
| 207+30 TO 208+30 | 400 | | 60 | 400 | | 60 | 40 | 3 | 1 | 1 | SKIP DASH | | | |
| 208+30 TO 218+68 | 4152 | 2076 | 520 | 4152 | 2076 | 520 | 415 | 35 | 13 | 13 | NO PASS RT | | | |
| 218+68 TO 221+79 | 1244 | 1244 | | 1244 | 1244 | | 124 | 10 | 4 | 4 | DOUBLE SOLID | | | |
| 221+79 TO 227+60 | 2324 | 1162 | 300 | 2324 | 1162 | 300 | 232 | 19 | 7 | 7 | NO PASS LT | | | |
| 227+60 TO 229+93 | 932 | | 120 | 932 | | 120 | 93 | 8 | 3 | 3 | SKIP DASH | | | |
| 229+93 TO 237+70 | 3108 | 1554 | 380 | 3108 | 1554 | 380 | 311 | 26 | 10 | 10 | NO PASS RT | | | |
| 237+70 TO 262+50 | 9920 | 9920 | | 9920 | 9920 | | 992 | 83 | 31 | 31 | DOUBLE SOLID | | | |
| 262+50 TO 269+56 | 2824 | 1412 | 360 | 2824 | 1412 | 360 | 282 | 24 | 9 | 9 | NO PASS LT | | | |
| 269+56 TO 283+18 | 5448 | | 680 | 5448 | | 680 | 545 | 45 | 17 | 17 | SKIP DASH | | | |
| 283+18 TO 293+22 | 4016 | 2008 | 500 | 4016 | 2008 | 500 | 402 | 34 | 13 | 13 | NO PASS RT | | | |
| 293+22 TO 310+00 | 6712 | 6712 | | 6712 | 6712 | | 671 | 56 | 21 | 21 | DOUBLE SOLID | | | |
| 310+00 TO 320+50 | 4200 | 2100 | 520 | 4200 | 2100 | 520 | 420 | 35 | 13 | 13 | NO PASS LT | | | |
| 320+50 TO 323+00 | 1000 | | 120 | 1000 | | 120 | 100 | 8 | 3 | 3 | SKIP DASH | | | |
| 323+00 TO 328+70 | 2280 | 1140 | 280 | 2280 | 1140 | 280 | 228 | 19 | 7 | 7 | NO PASS RT | | | |
| 328+70 TO 367+64 | 15576 | 15576 | | 15576 | 15576 | | 1558 | 130 | 49 | 49 | DOUBLE SOLID | | | |
| STATION EQUATION | | | | | | | | | | | | | | |
| 367+60 TO 369+00 | 560 | 560 | | 560 | 560 | | 56 | 5 | 2 | 2 | DOUBLE SOLID | | | |
| 369+00 TO 376+50 | 3000 | 1500 | 380 | 3000 | 1500 | 380 | 300 | 25 | 9 | 9 | NO PASS LT | | | |
| 376+50 TO 383+08 | 2632 | | 320 | 2632 | | 320 | 263 | 22 | 8 | 8 | SKIP DASH | | | |
| SUB-TOTALS | | | | 105132 | 60632 | 8180 | 105132 | 60632 | 8180 | 10512 | 876 | 329 | 329 | |
| TOTALS | | | | 165764 | 8180 | | 165764 | 8180 | 10512 | 876 | 329 | 329 | | |

SIDEROAD AND ENTRANCE SCHEDULE

| STATION | SIDE | TYPE | MATERIAL | WIDTH | LENGTH | AREA | INCID | BIT | TEMP | AGG | FURN | SEED | NIT | PHOS | POT | EROS | PCC | HMA | | | |
|------------------|------|--------------|----------|-----------------------------|--------|---------|--------------|-----------------|------|-------------------|------|---------|-------------|-------------|-------------|-----------------|------------------------|-----------------------|--|--|--|
| | | | | FOOT | FOOT | SQ FT | HMA SURF TON | MATL (PR CT) LB | | SURF CSE TY B TON | | CL 2 AC | FERT NUT LB | FERT NUT LB | FERT NUT LB | CONT BLKT SQ YD | SURF REM BUTT JT SQ YD | SURF REM 2 1/4" SQ YD | | | |
| 7+00 | LT | FE | AGG | 14 | | | | | | 4 | | | | | | | | | | | |
| 13+85 | RT | CE | CONC | 24 | 10 | 340 | 5 | 26 | | | | | | | | | 38 | | | | |
| 14+40 | LT | PE | HMA/AGG | 18 | 10 | 280 | 4 | 46 | | | | | | | | | | 18 | | | |
| 15+15 | RT | WEST ST | HMA | 24 | 30 | 1650 | 23 | 124 | 20 | | 3 | 0.01 | 0.9 | 0.9 | 0.9 | 30 | | 183 | | | |
| 15+40 | LT | MB | AGG | 20 | 8 | 368 | 5 | 92 | | | | | | | | | | | | | |
| 16+30 | LT | FE | DIRT | 14 | | | | | | 4 | | | | | | | | | | | |
| 16+40 | RT | PE | HMA/DIRT | 14 | 10 | 240 | 3 | 39 | | | | | | | | | | 16 | | | |
| 17+35 | LT | PE | HMA/AGG | 12 | 10 | 220 | 3 | 36 | | | | | | | | | | 15 | | | |
| 17+65 | RT | PE | HMA | 14 | 10 | 240 | 3 | 18 | | | | | | | | | | 27 | | | |
| 18+05 | LT | MB | AGG | 20 | 8 | 368 | 5 | 92 | | | | | | | | | | | | | |
| 18+45 | RT | MAIN ST | HMA | 24 | 30 | 1650 | 23 | 124 | 20 | | 3 | 0.01 | 0.9 | 0.9 | 0.9 | 30 | | 183 | | | |
| 18+90 | LT | PE | HMA/AGG | 18 | 10 | 280 | 4 | 46 | | | | | | | | | | 18 | | | |
| 19+60 | LT | PE | HMA/AGG | 18 | 10 | 280 | 4 | 46 | | | | | | | | | | 18 | | | |
| 19+90 | RT | PE | HMA/AGG | 18 | 10 | 280 | 4 | 46 | | | | | | | | | | 18 | | | |
| 20+40 | RT | PE | HMA | 18 | 10 | 280 | 4 | 21 | | | | | | | | | | 31 | | | |
| 21+30 | LT | PE | HMA/AGG | 18 | 10 | 280 | 4 | 46 | | | | | | | | | | 18 | | | |
| 21+80 | RT | WHITE ST | HMA | 24 | 30 | 1650 | 23 | 124 | 20 | | 3 | 0.01 | 0.9 | 0.9 | 0.9 | 30 | | 183 | | | |
| 22+60 | LT | PE | HMA | 18 | 10 | 280 | 4 | 21 | | | | | | | | | | 31 | | | |
| 22+60 | RT | MB | AGG | 20 | 8 | 368 | 5 | 92 | | | | | | | | | | | | | |
| 24+80 | RT | CE | HMA/AGG | 137 | 10 | 1470 | 21 | 239 | | | | | | | | | | 84 | | | |
| 25+80 | LT | PE | HMA | 14 | 10 | 240 | 3 | 18 | | | | | | | | | | 27 | | | |
| 25+80 | RT | MB | HMA | 20 | 8 | 368 | 5 | 28 | | | | | | | | | | 41 | | | |
| 34+35 | RT | PE&MB | HMA/AGG | 18 | 10 | 308 | 4 | 50 | | | | | | | | | | 18 | | | |
| 38+90 | LT | FE | AGG | 20 | | | | | | 4 | | | | | | | | | | | |
| 42+25 | LT | FE | AGG | 24 | | | | | | 4 | | | | | | | | | | | |
| 45+40 | LT | PE | AGG | 18 | 10 | 280 | 4 | 70 | | | | | | | | | | | | | |
| 45+40 | RT | MB | HMA | 20 | 8 | 368 | 5 | 28 | | | | | | | | | | 41 | | | |
| 58+30 | LT | FE | AGG | 12 | | | | | | 4 | | | | | | | | | | | |
| 58+75 | RT | PE&MB | AGG | 18 | 10 | 308 | 4 | 77 | | | | | | | | | | | | | |
| 72+00 | RT | FE | AGG | 12 | | | | | | 4 | | | | | | | | | | | |
| 72+80 | RT | MB | HMA | 20 | 8 | 368 | 5 | 28 | | | | | | | | | | 41 | | | |
| 73+27 | LT | PE | HMA/AGG | 18 | 10 | 280 | 4 | 46 | | | | | | | | | | 18 | | | |
| 78+84 | RT | PE | HMA/AGG | 18 | 10 | 280 | 4 | 46 | | | | | | | | | | 18 | | | |
| 79+85 | LT | FE | AGG | 12 | | | | | | 4 | | | | | | | | | | | |
| STATION EQUATION | | | | 84+28.8 BK = 200+14.98 AHD | | | | | | | | | | | | | | | | | |
| 200+20 | RT | PE&MB | HMA/AGG | 18 | 10 | 308 | 4 | 50 | | | | | | | | | | 18 | | | |
| 202+10 | RT | FE | AGG | 24 | | | | | | 4 | | | | | | | | | | | |
| 219+65 | RT | PE&MB | HMA/AGG | 18 | 10 | 308 | 4 | 50 | | | | | | | | | | 18 | | | |
| 221+35 | LT | IRENE RD | HMA | 24 | 30 | 1650 | 23 | 124 | 20 | | 3 | 0.01 | 0.9 | 0.9 | 0.9 | 30 | | 183 | | | |
| 221+35 | RT | IRENE RD | HMA | 24 | 30 | 1650 | 23 | 124 | 20 | | 3 | 0.01 | 0.9 | 0.9 | 0.9 | 30 | | 183 | | | |
| 230+80 | RT | FE | AGG | 24 | | | | | | 4 | | | | | | | | | | | |
| 237+90 | LT | FE | AGG | 12 | | | | | | 4 | | | | | | | | | | | |
| 238+80 | RT | FE | AGG | 12 | | | | | | 4 | | | | | | | | | | | |
| 295+82 | LT | FE | AGG | 24 | | | | | | 4 | | | | | | | | | | | |
| 300+97 | RT | QUARRY RD | HMA | 24 | | NO WORK | | | | | | | | | | | | | | | |
| 311+50 | LT | MB | AGG | 20 | 8 | 368 | 5 | 92 | | | | | | | | | | | | | |
| 311+50 | RT | PE | HMA/AGG | 18 | 10 | 280 | 4 | 46 | | | | | | | | | | 18 | | | |
| 313+40 | LT | PE&MB | HMA | 18 | 10 | 308 | 4 | 23 | | | | | | | | | | 34 | | | |
| 317+75 | RT | ROAD | HMA/AGG | 24 | 30 | 1650 | 23 | 268 | 20 | | 3 | 0.01 | 0.9 | 0.9 | 0.9 | 30 | | 22 | | | |
| 317+85 | LT | MB | HMA | 20 | 8 | 368 | 5 | 28 | | | | | | | | | | 41 | | | |
| 323+50 | LT | HICKORY LANE | HMA | 35 | 30 | 1980 | 28 | 149 | 29 | | 3 | 0.01 | 0.9 | 0.9 | 0.9 | 30 | | 220 | | | |
| 329+20 | LT | CE | HMA | 35 | 10 | 450 | 6 | 34 | | | | | | | | | | 50 | | | |
| 331+45 | LT | CE | HMA | 35 | 10 | 450 | 6 | 34 | | | | | | | | | | 50 | | | |
| 332+75 | LT | CE | HMA | 30 | 10 | 400 | 6 | 30 | | | | | | | | | | 44 | | | |
| 339+70 | LT | PE&MB | HMA/BIT | 18 | 10 | 308 | 4 | 23 | | | | | | | | | | 34 | | | |
| 341+70 | LT | PE&MB | AGG | 18 | 10 | 308 | 4 | 77 | | | | | | | | | | | | | |
| 341+80 | RT | FE | AGG | 12 | | | | | | 4 | | | | | | | | | | | |
| 343+80 | LT | CE&MB | HMA/AGG | 30 | 10 | 428 | 6 | 70 | | | | | | | | | | 25 | | | |
| 344+40 | RT | PE | HMA/AGG | 18 | 10 | 280 | 4 | 46 | | | | | | | | | | 18 | | | |
| 345+55 | LT | PE&MB | AGG | 18 | 10 | 308 | 4 | 77 | | | | | | | | | | | | | |
| 347+65 | LT | PE | HMA/AGG | 18 | 10 | 280 | 4 | 46 | | | | | | | | | | 18 | | | |
| 353+25 | RT | FE | AGG | 12 | | | | | | 4 | | | | | | | | | | | |
| 354+25 | LT | FE | AGG | 12 | | | | | | 4 | | | | | | | | | | | |
| 359+75 | RT | CE | HMA | 35 | 10 | 450 | 6 | 34 | | | | | | | | | | 50 | | | |
| STATION EQUATION | | | | 367+63.60 BK = 367+59.8 AHD | | | | | | | | | | | | | | | | | |
| 368+30 | LT | CE | HMA | 35 | 10 | 450 | 6 | 34 | | | | | | | | | | 50 | | | |
| 368+30 | RT | MALTA RD | HMA | 35 | 30 | 1980 | 28 | 149 | 29 | | 3 | | | | | 30 | | 220 | | | |
| 373+30 | LT | CE | HMA | 35 | 10 | 450 | 6 | 34 | | | | | | | | | | 50 | | | |
| 376+70 | LT | BRENNAN DR | HMA | 24 | 30 | 1650 | 23 | 124 | 20 | | 3 | | | | | 30 | | 183 | | | |
| 376+70 | RT | FE | AGG/DIRT | 12 | | | | | | 4 | | | | | | | | | | | |
| 381+50 | RT | CE | AGG | 35 | 10 | 450 | 6 | 113 | | | | | | | | | | | | | |
| TOTALS | | | | | | | 427 | 3548 | 198 | 64 | 27 | 0.07 | 6.3 | 6.3 | 6.3 | 270 | 38 | 2576 | | | |

| PATCHING SCHEDULE | | | | | | |
|--------------------|---------------|----------------|-------------------------|---------------------|-------------------------------------|------------------------|
| LOCATION | WIDTH FOOT | LENGTH FOOT | CLASS D | CLASS B | | |
| | | | 14" TYPE II SQ YD | SAW CUTS FOOT | DOWEL BARS 1 1/2" DIA EACH | 8" TYPE II SQ YD |
| EACH CLASS D PATCH | 13 | 6 | 8.7 | | | |
| EACH CLASS B PATCH | 12 | 6 | | 48 | 20 | 8.0 |
| 4+43 TO 296+30 | 58 PATCHES | | 504.6 | | | |
| 296+30 TO 302+17 | 28 PATCHES | | | 1344 | 560 | 224 |
| 304+43 TO 310+00 | 10 PATCHES | | | 480 | 200 | 80 |
| 310+00 TO 383+08 | 46 PATCHES | | 400.2 | | | |
| TOTALS | | | 905 | 1824 | 760 | 304 |

| SIDEWALK RAMP SCHEDULE | | | | | | | | | | | |
|------------------------|--------------|-------------|----------------------|-----------|-------------------|----------------|----------------------|-------------------------|---------------------|----------------------|--------------------|
| LOCATION | EARTH EXC | FURN EXC | EROS CONT BLKT | SW REM | PCC SDWK 4" | DETECT WARN | INCID HMA SURF | BIT MATLS (PR CT) | PIPE DRAIN 8" | P CULV CL D, TY 1 | END SECT 15" |
| | CU YD | CU YD | SQ YD | SQ FT | SQ FT | SQ FT | TON | GAL | FOOT | FOOT | EACH |
| MAIN ST INTERSECTION | | | | | | | | | | | |
| STA 18+70 LT | 0.3 | | | 40 | 40 | 8 | 0.7 | 1.2 | | | |
| STA 18+70 RT | 0.2 | | | 40 | 40 | 8 | 0.4 | 0.6 | | | |
| WHITE ST INTERSECTION | | | | | | | | | | | |
| STA 22+15 LT | 0.3 | 1 | 4 | 40 | 40 | 8 | 0.7 | 1.2 | 5 | | |
| STA 22+15 RT | 0.3 | 1 | 9 | 80 | 80 | 8 | 0.7 | 1.2 | | 6 | 2 |
| TOTALS | 1 | 2 | 13 | 200 | 200 | 32 | 3 | 4 | 5 | 6 | 2 |

| LOCATION APPROX STATION | DESCRIPTION | EXISTING MONUMENT TYPE | PROPOSED MONUMENT TYPE | MONUMENT RECORD TO BE RECORDED | RESPONSIBILITY |
|-------------------------|--|------------------------|------------------------|--------------------------------|----------------|
| 0±00 | EAST QUARTER CORNER SEC 24-42 2E (OGLE CO) | PK NAIL | SEE NOTE A | SEE NOTE A | 1 |
| 0±00 | WEST QUARTER CORNER SECTION 19 T42N R3E | MAG NAIL | SEE NOTE A | SEE NOTE A | 1 |
| 52±20 | WEST QUARTER CORNER SECTION 20 T42N R3E | PK NAIL | TYPE 1 | YES | 1 |
| 221±35 | EAST QUARTER CORNER SECTION 20 T42N R3E | MAG NAIL | TYPE 1 | YES | 1 |
| 357±35 | WEST QUARTER CORNER SECTION 26 T42N R3E | SEE NOTE B | SEE NOTE B | YES | 2 |

NOTES:

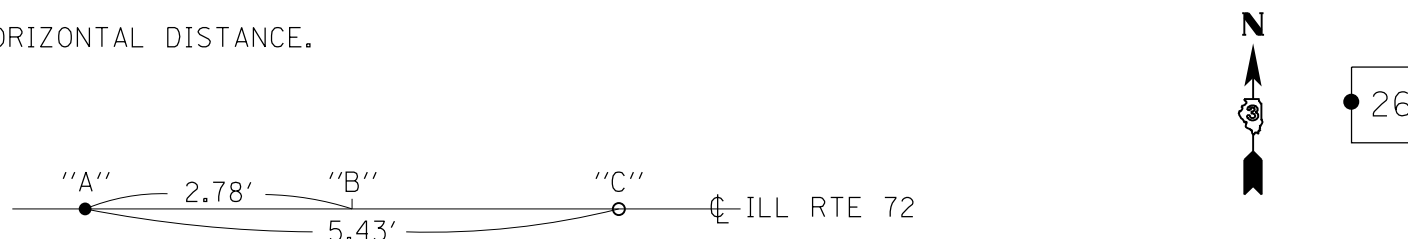
- A. NOT CURRENTLY IN PROJECT LIMITS. CHANGE IN LIMITS DURING CONSTRUCTION MAY REQUIRE PSM, TY 1
- B. THERE ARE THREE LOCATIONS FOR THIS CORNER. SET A PK NAIL AT EACH LOCATION PER TIE DRAWING
- C. SEE GENERAL NOTES FOR MORE INFORMATION

RESPONSIBILITY CODES

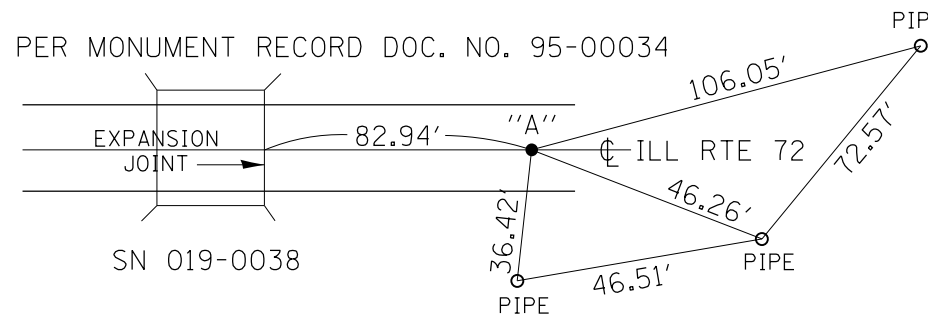
- 1) RESIDENT TO RE-ESTABLISH MONUMENT (PAY ITEM REQUIRED, PERMANENT SURVEY MARKER, TYPE 1)
- 2) PLATS AND PLANS TO RE-ESTABLISH MONUMENT

NOTES:

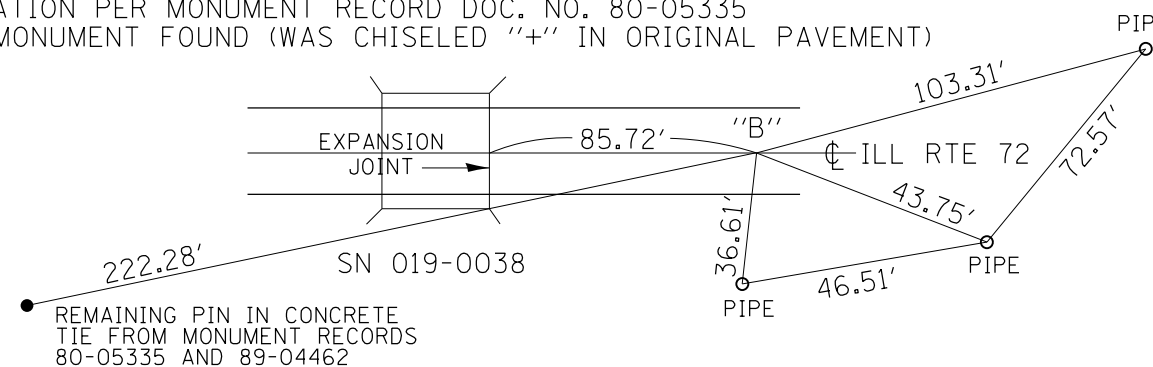
- 1. DUE TO RESURFACING, THIS MONUMENT RECORD HAS BEEN FILED TO PERPETUATE THE LOCATION OF MONUMENTS WHICH HAVE BEEN SET IN THE ROAD SURFACE. IDOT DOES NOT DETERMINE WHICH MONUMENT IS THE CORRECT CORNER.
- 2. THE NOTE PERTAINING TO REFERENCE POINTS ON MONUMENT RECORD DOC. NO. 95-00034 IS INCORRECT. THE REFERENCE POINTS ARE PIPES, NOT REBARS SET IN CONCRETE.
- 3. ALL TIES ARE HORIZONTAL DISTANCE.



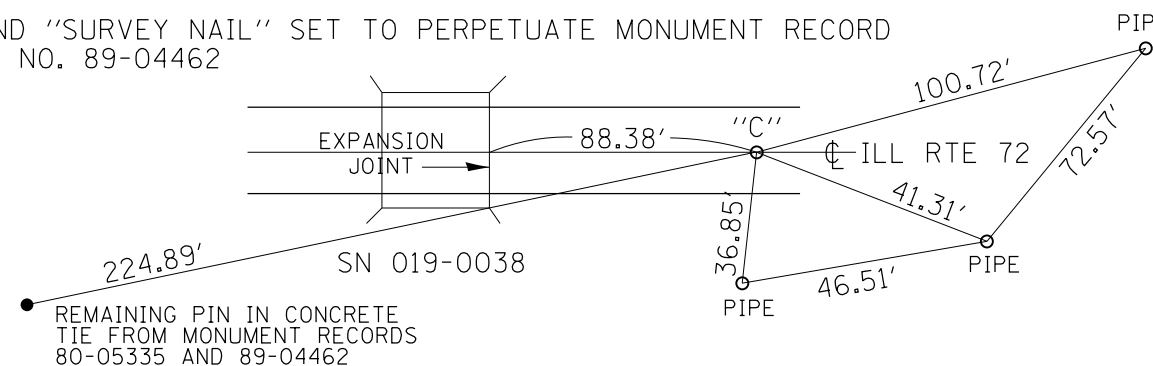
FOUND 5/8" REBAR PER MONUMENT RECORD DOC. NO. 95-00034



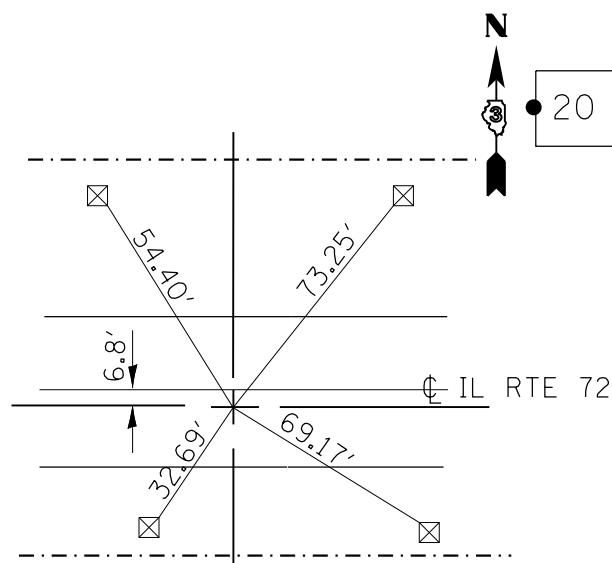
LOCATION PER MONUMENT RECORD DOC. NO. 80-05335
NO MONUMENT FOUND (WAS CHISELED "+" IN ORIGINAL PAVEMENT)



FOUND "SURVEY NAIL" SET TO PERPETUATE MONUMENT RECORD
DOC. NO. 89-04462



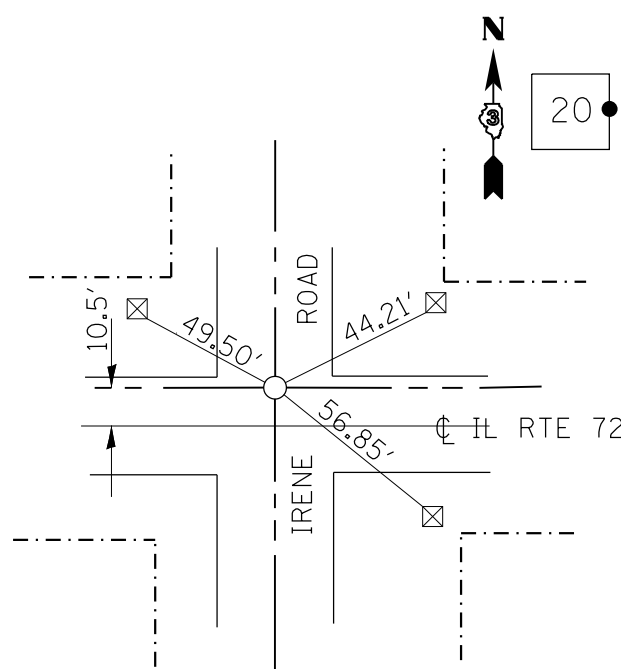
ALL REFERENCE POINTS ARE 54", #4 REBARS
SET IN 6" DIA X 54" CONCRETE MONUMENTS



CHISELED "+" IN ORIGINAL PAVEMENT

**W 1/4 COR SEC 20
T42N-R3E**

APPROXIMATE LOCATION
STATION 52±20



SET NAIL & CAP

**E 1/4 COR SEC 20
T42N-R3E**

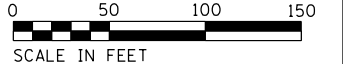
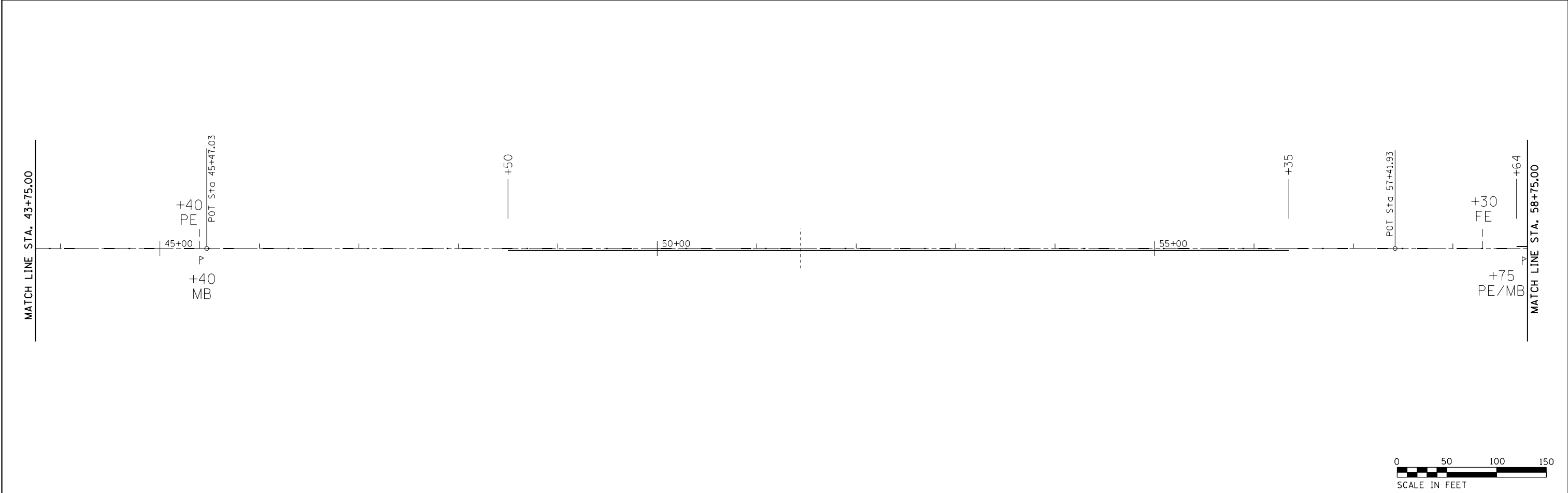
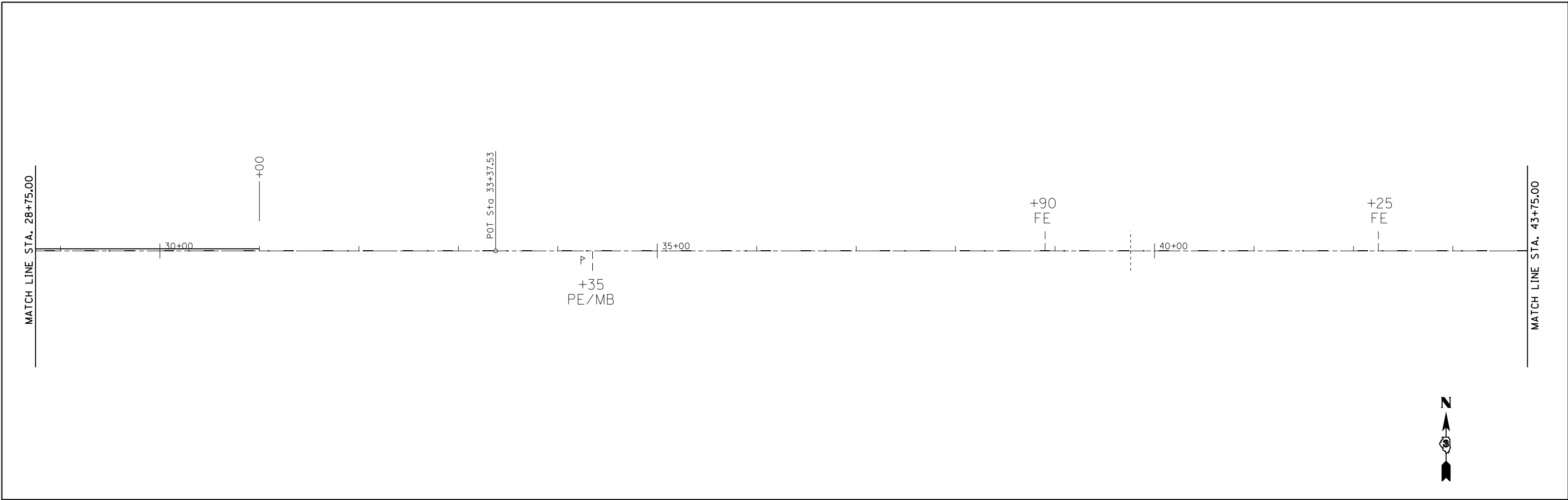
APPROXIMATE LOCATION
STATION 221±35

**W 1/4 COR SEC 26
T42N-R3E**
APPROXIMATE LOCATION STATION 357±35

| | | | |
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| | | CHECKED - | REVISED - |
| | | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| SECTION TIES | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------|-----------|---------|--------------------|----------|--------|--------------|-----------|
| SCALE: | SHEET NO. | OF SHEETS | STA. | 553 | 125 RS-4 | DEKALB | 26 | 12 |
| | | | TO STA. | CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | | | | | |



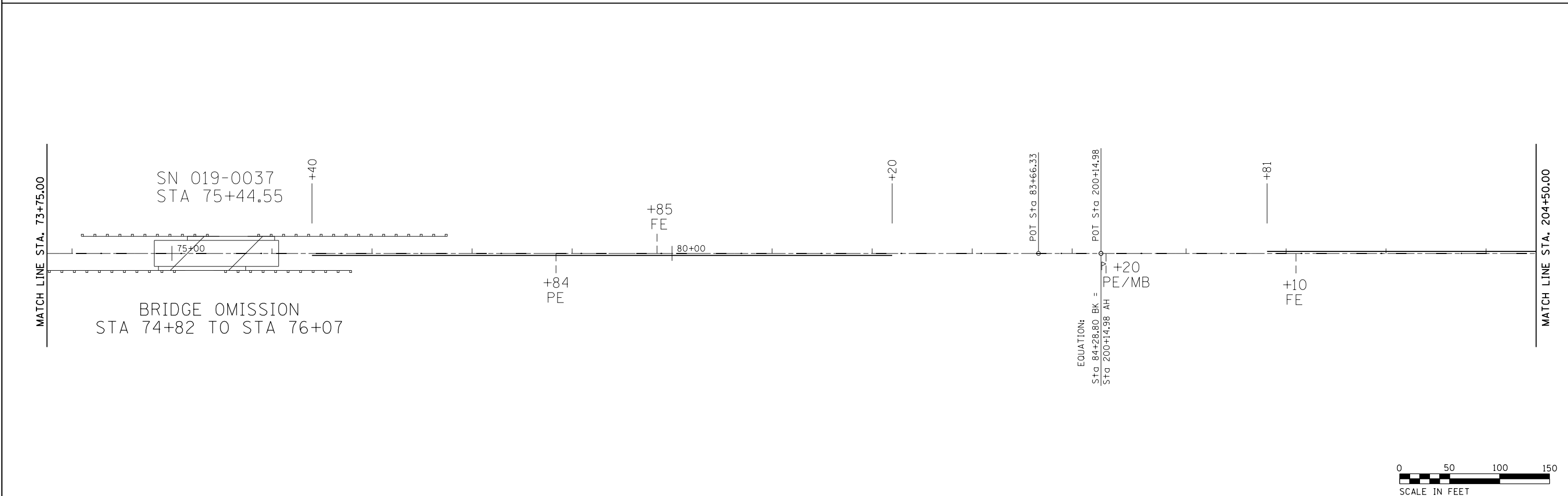
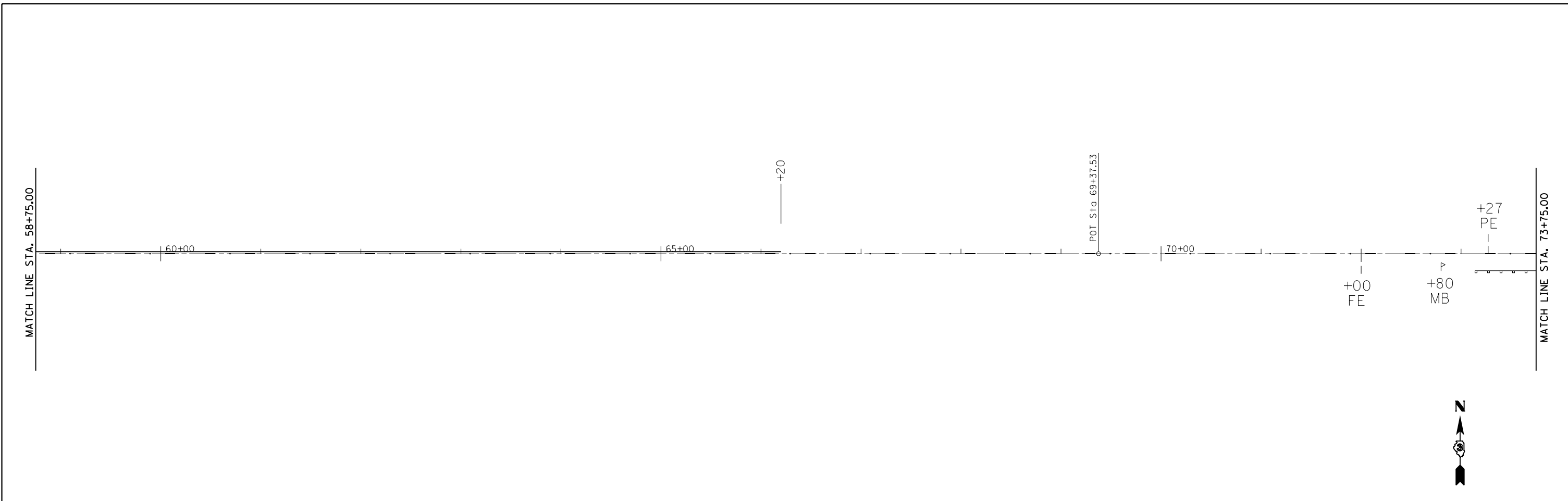
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| PLOT SCALE = 100.0000' / in. | | CHECKED - | REVISED - |
| PLOT DATE = 3/20/2014 | | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

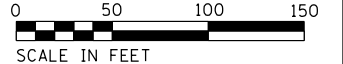
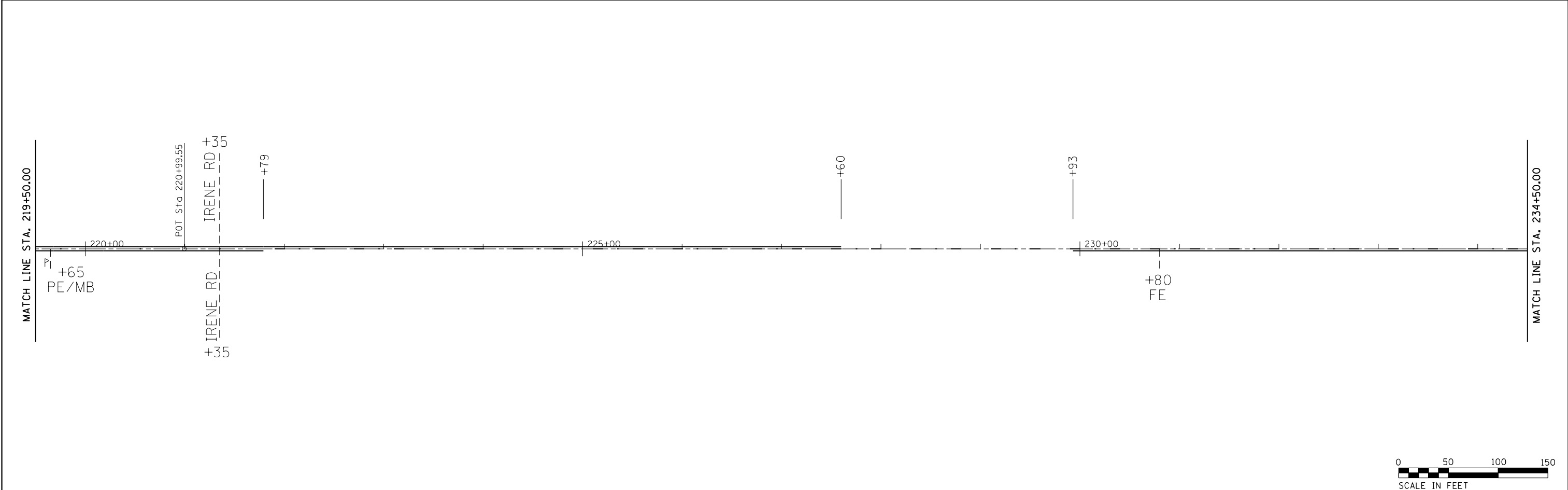
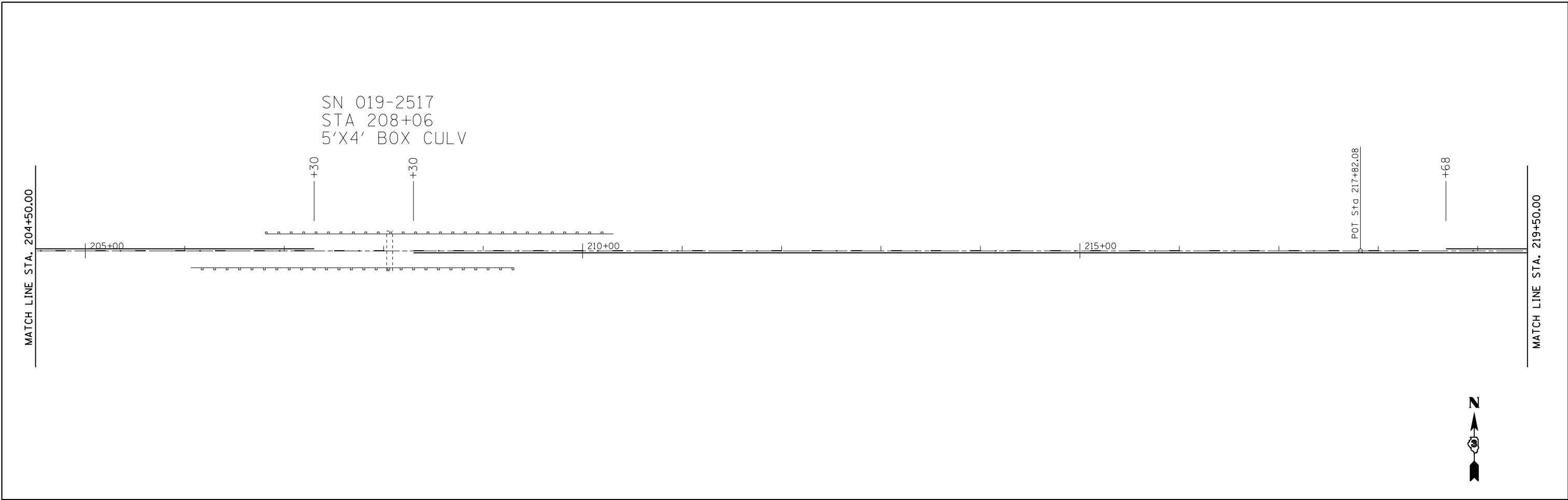
PLAN VIEW

SCALE: 1"=50' SHEET NO. 2 OF 9 SHEETS STA. 28+75.00 TO STA. 58+75.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 553 | 125 RS-4 | DEKALB | 26 | 14 |
| CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



| | | | | | | | | | | | | |
|---|------------------------------|------------|-----------|---|---------------------------|-------------------------|---------------------------------|-------------|----------|--------|--------------|-----------|
| FILE NAME = | USER NAME = duncanbd | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN VIEW | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | CONTRACT NO. 66842 | | | | | | | |
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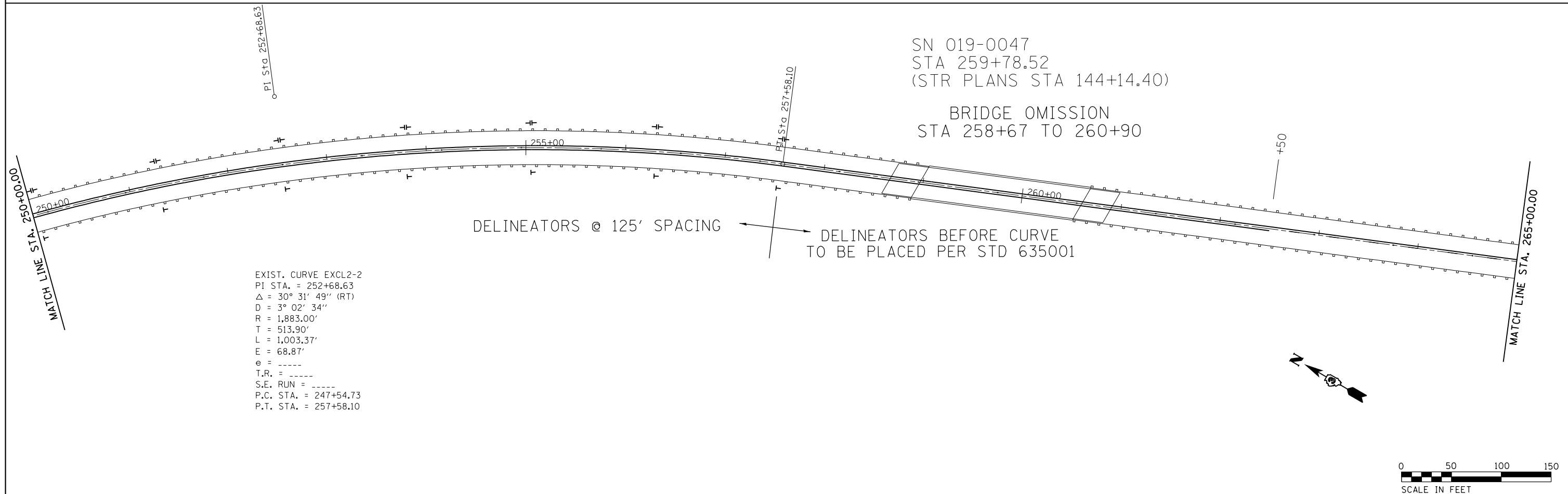
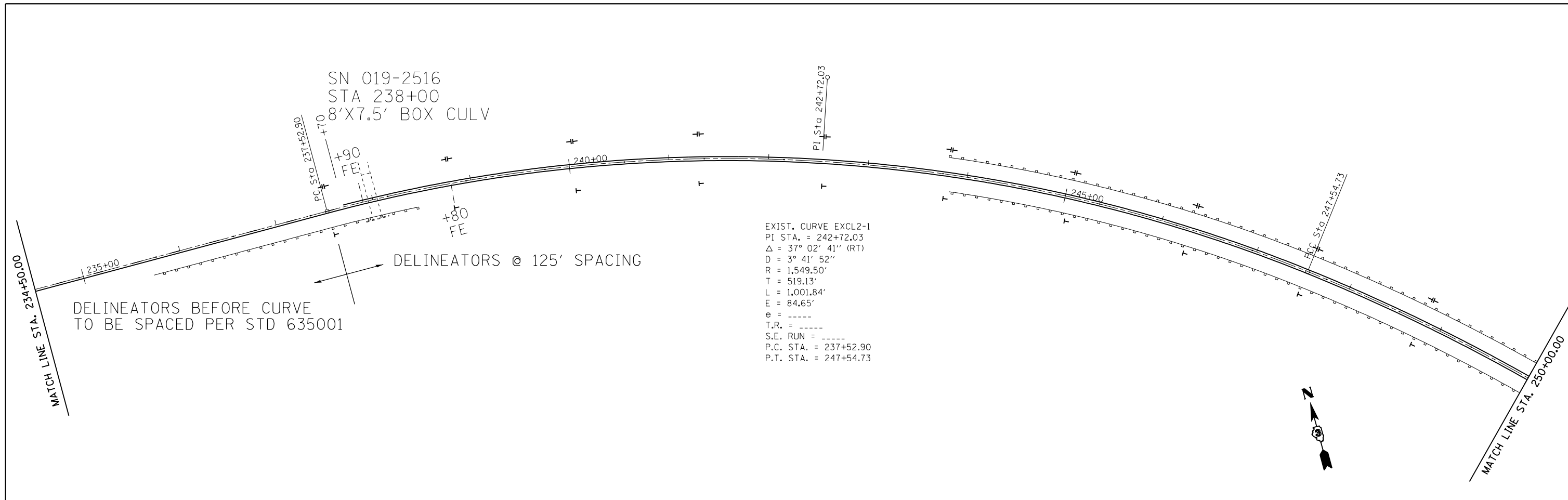
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

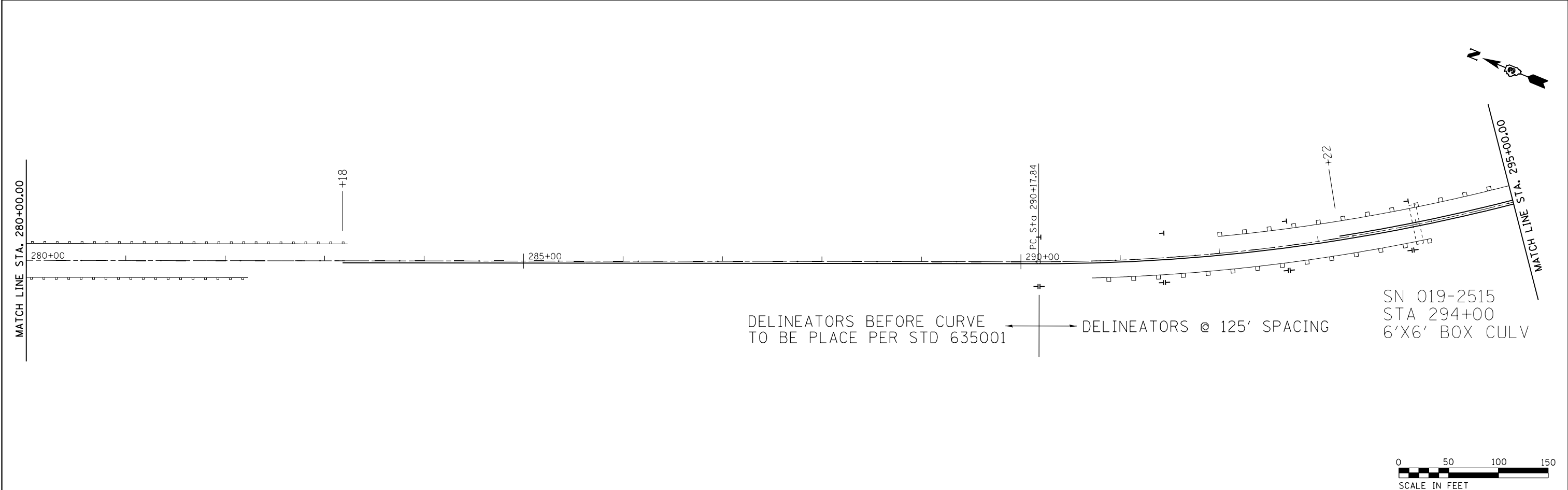
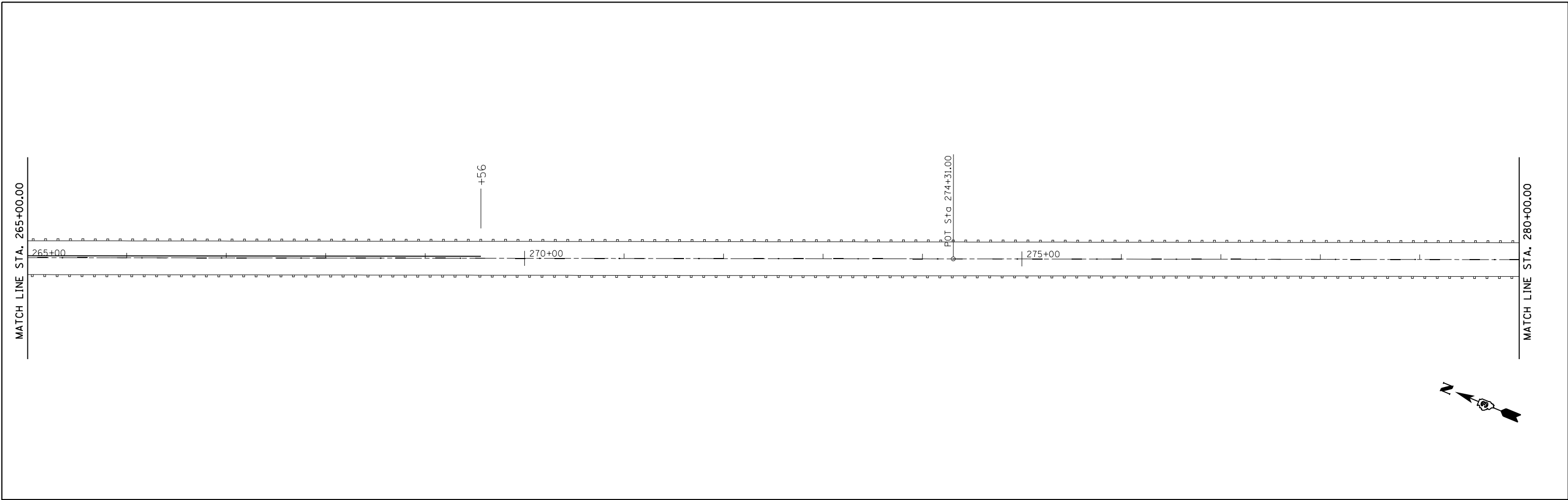
PLAN VIEW

SCALE: 1"=50' SHEET NO. 4 OF 9 SHEETS STA. 204+50.00 TO STA. 234+50.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 553 | 125 RS-4 | DEKALB | 26 | 16 |
| CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



| | | | | | | | | | | |
|--|----------------------|------------|-----------|---|------------------|---------------------------|----------|----------------------------------|--------------|-----------|
| FILE NAME = | USER NAME = duncanbd | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN VIEW | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwwork\pwwork\duncanbd\dms64470\d36842-sheets.dgn | | DRAWN - | REVISED - | | | 553 | 125 RS-4 | DEKALB | 26 | 17 |
| PLOT SCALE = 100.0000' / in. | | CHECKED - | REVISED - | | | CONTRACT NO. 66842 | | | | |
| PLOT DATE = 3/20/2014 | | DATE - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |
| | | | | | SCALE: 1"=50' | SHEET NO. 5 OF 9 SHEETS | | STA. 234+50.00 TO STA. 265+00.00 | | |



| | | | |
|---|------------------------------|------------|-----------|
| FILE NAME = | USER NAME = duncanbd | DESIGNED - | REVISED - |
| ei:\pwork\pwork\dot\duncanbd\dms64470\d36842-sheets.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 3/20/2014 | DATE - | REVISED - |

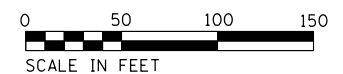
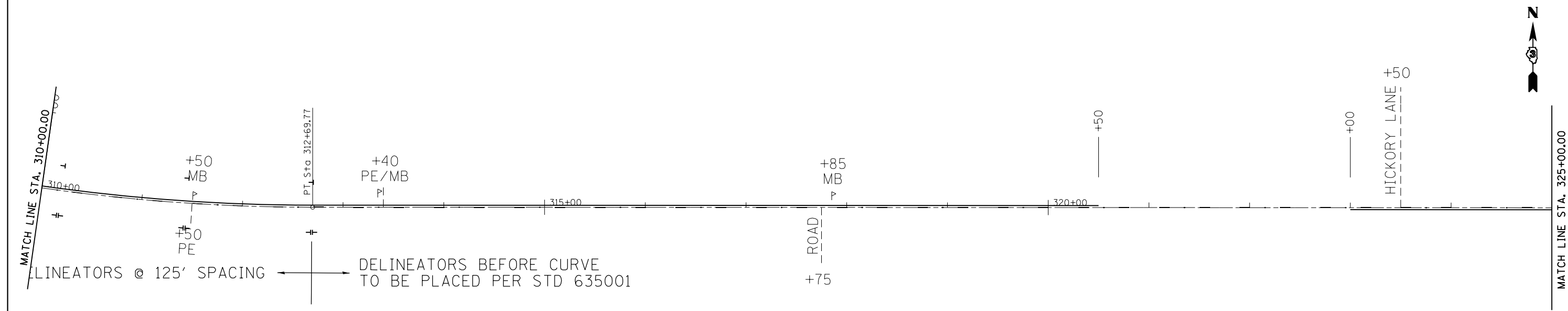
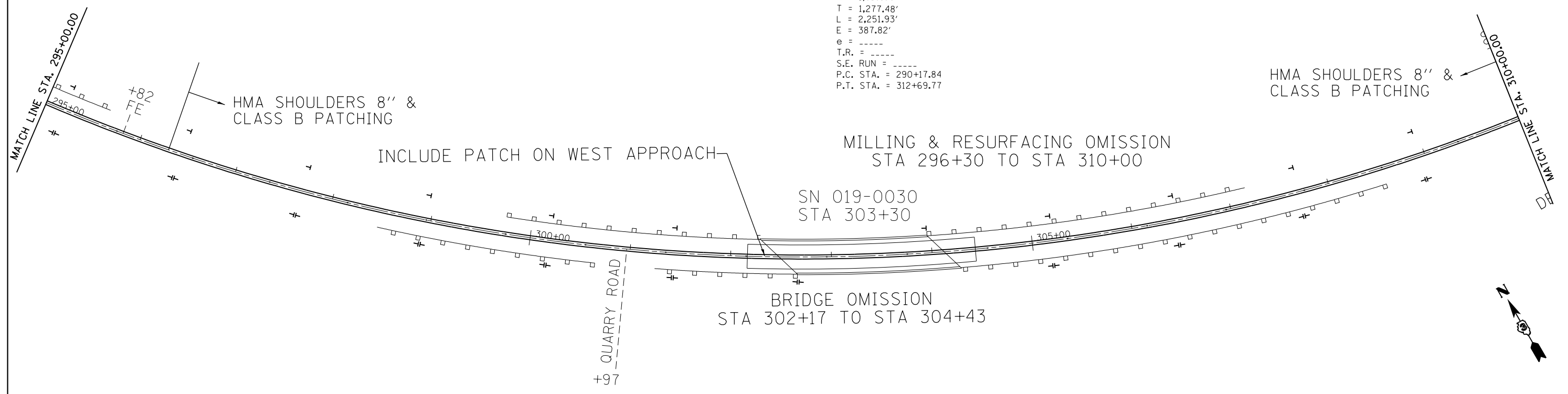
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW

SCALE: 1"=50' SHEET NO. 6 OF 9 SHEETS STA. 265+00.00 TO STA. 295+00.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 553 | 125 RS-4 | DEKALB | 26 | 18 |
| CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

EXIST. CURVE EXCL2-3
 PI STA. = 302+95.32
 $\Delta = 67^{\circ} 33' 00''$ (LT)
 $D = 2^{\circ} 59' 59''$
 $R = 1,910.08'$
 $T = 1,277.48'$
 $L = 2,251.93'$
 $E = 387.82'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 290+17.84$
 $P.T. \text{ STA.} = 312+69.77$



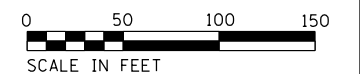
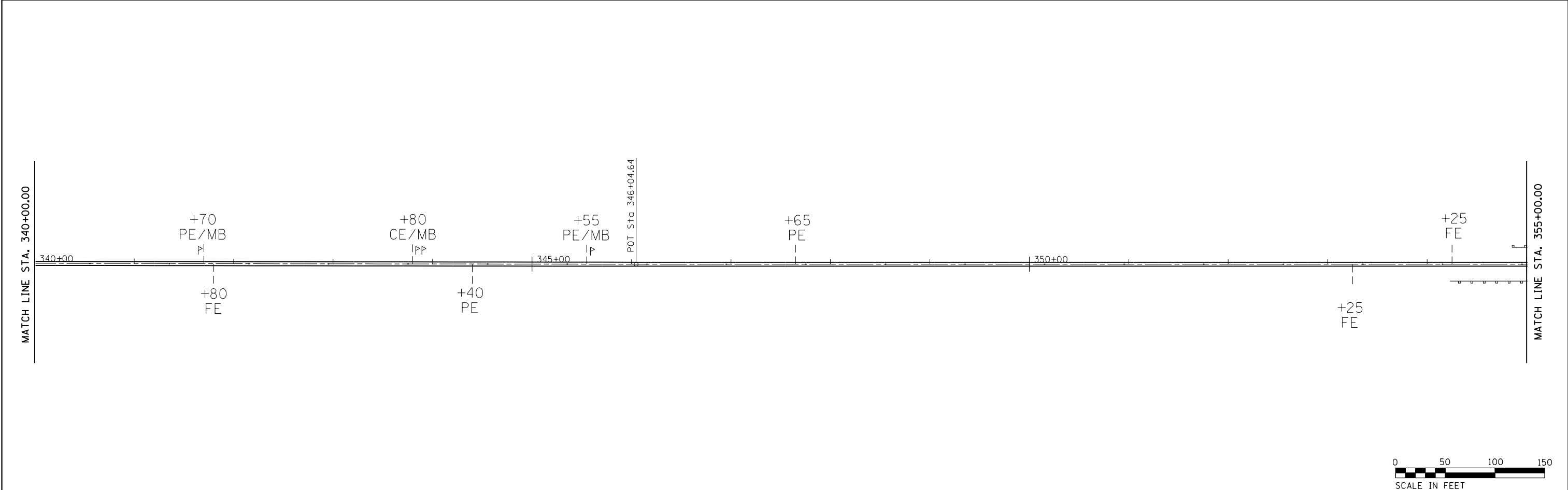
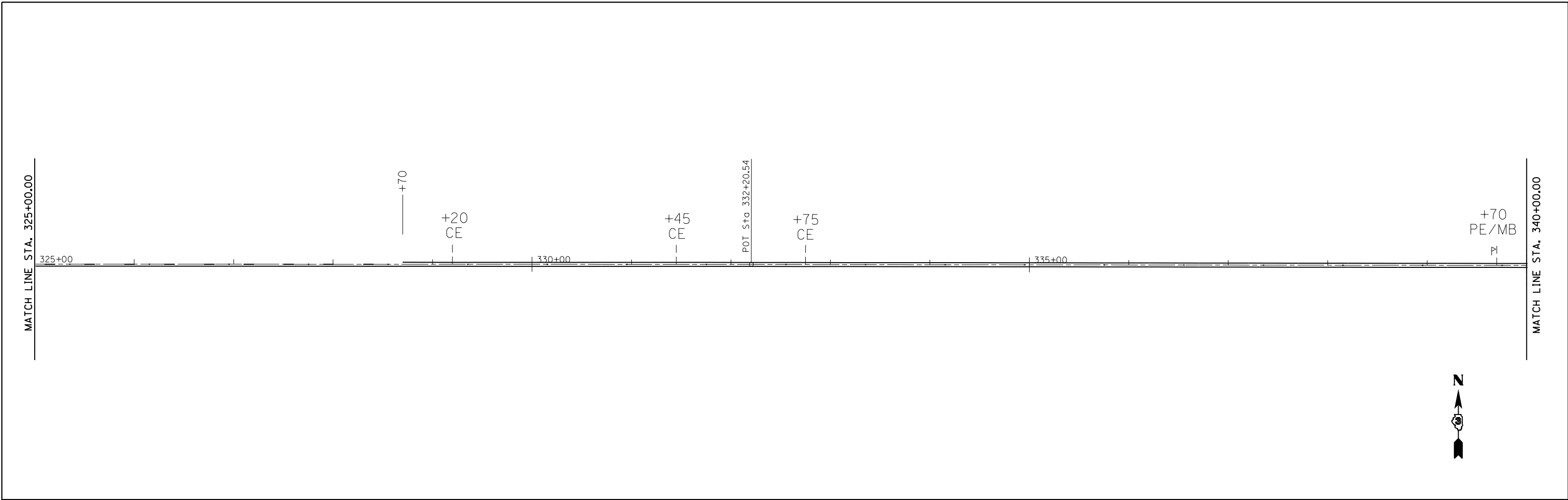
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|---|------------------------------|------------|-----------|
| FILE NAME = | USER NAME = duncanbd | DESIGNED - | REVISED - |
| ci:\pwork\pwork\dot\duncanbd\dms64470\d36842-sheets.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 3/20/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

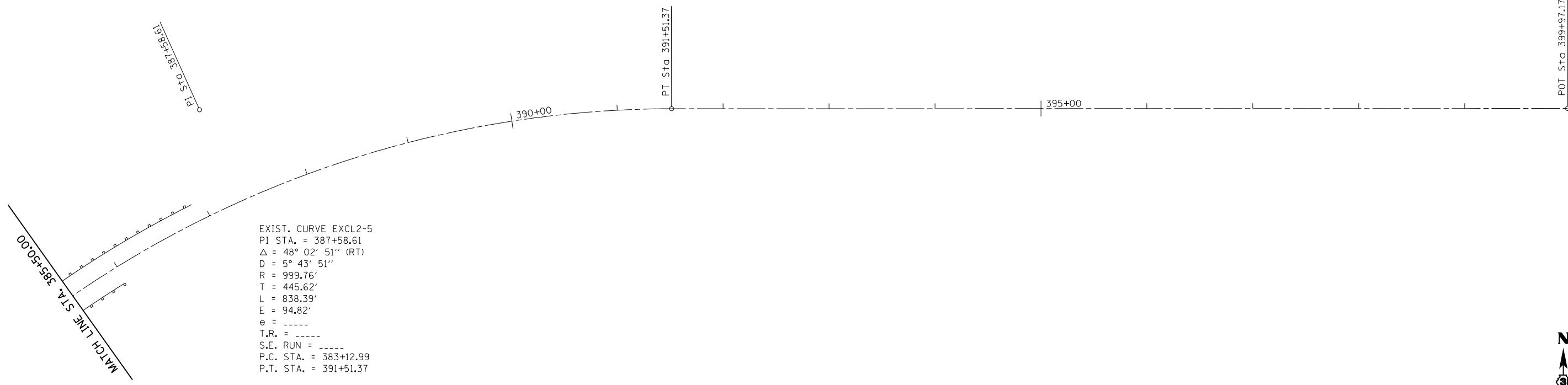
PLAN VIEW

SCALE: 1"=50' SHEET NO. 7 OF 9 SHEETS STA. 295+00.00 TO STA. 325+00.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 553 | 125 RS-4 | DEKALB | 26 | 19 |
| CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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|---|------------------------------|------------|-----------|---|--|----------|--------|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = c:\pwork\pwork\dot\duncanbd\dms64470\d36842-sheets.dgn | USER NAME = duncanbd | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN VIEW | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | 553 | 125 RS-4 | DEKALB | 26 | 20 | | | |
| PLOT DATE = 3/20/2014 | DATE - | REVISED - | REVISED - | | SCALE: 1"=50' SHEET NO. 8 OF 9 SHEETS STA. 325+00.00 TO STA. 355+00.00 | | | CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | | | | | | | | | |



EXIST. CURVE EXCL2-5
 PI STA. = 387+58.61
 Δ = 48° 02' 51'' (RT)
 D = 5° 43' 51''
 R = 999.76'
 T = 445.62'
 L = 838.39'
 E = 94.82'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 383+12.99
 P.T. STA. = 391+51.37

MATCH LINE STA. 385+50.00

PI Sta. 387+58.61

PT Sta. 391+51.37

395+00

POT Sta. 399+97.17



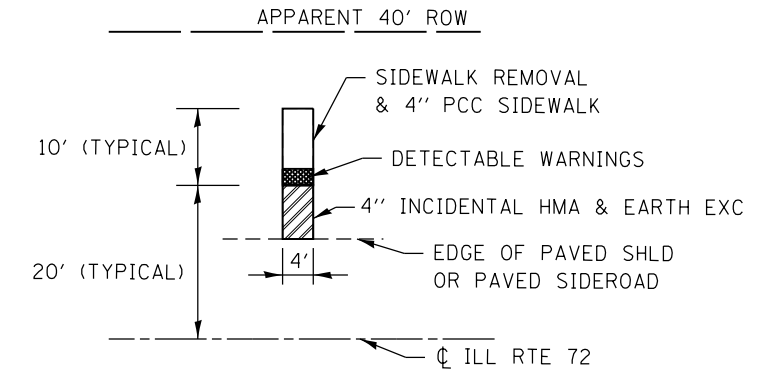
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| FILE NAME = | USER NAME = duncanbd | DESIGNED - | REVISED - |
| ct:\pw\work\p\dot\duncanbd\dms64470\d36842-sheets.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 3/20/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN VIEW

SCALE: 1"=50' SHEET NO. OF SHEETS STA. 385+50.00 TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 553 | 125 RS-4 | DEKALB | 26 | 22 |
| CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



DETAIL FOR CONSTRUCTION OF SIDEWALK RAMPS

SEE STANDARDS 424001 AND 424016 FOR ADDITIONAL INFORMATION



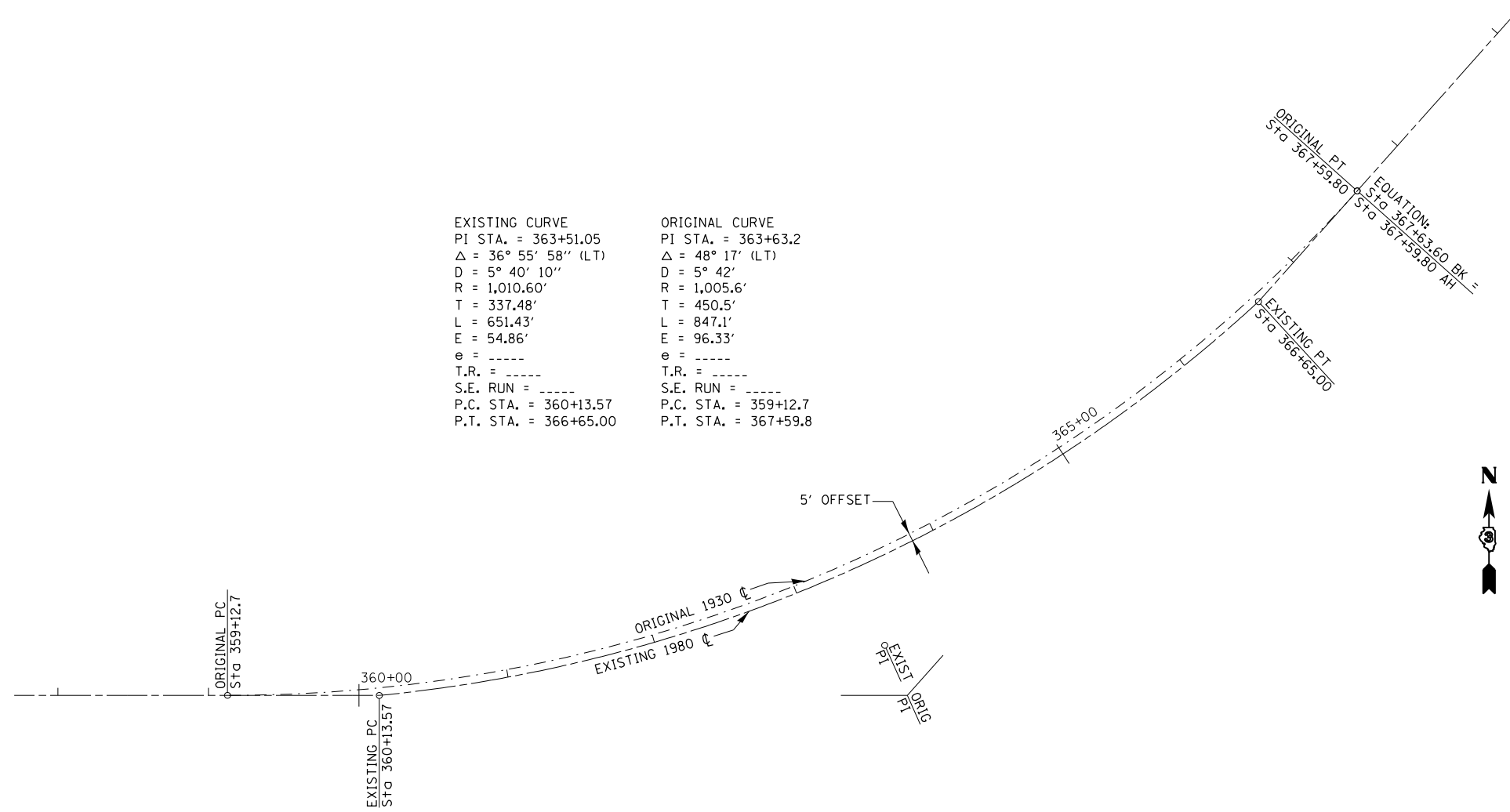
NOTE:
ALL SOILS DISTURBED BY ANY CONSTRUCTION OPERATION SHALL BE LEFT ON, AND INCORPORATED WITHIN, THE PROJECT LIMITS AND EXISTING RIGHT OF WAY

| | | | |
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| FILE NAME = | USER NAME = duncanbd | DESIGNED - | REVISED - |
| et:\pw\work\p1dot\duncanbd\dms64470\0366842-shit-details.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 3/20/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|-------------------------|-------------------------|------|---------|
| SIDEWALK DETAILS | | | |
| SCALE: | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA. |

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 553 | 125 RS-4 | DEKALB | 26 | 23 |
| CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



| | |
|-----------------------|----------------------|
| EXISTING CURVE | ORIGINAL CURVE |
| PI STA. = 363+51.05 | PI STA. = 363+63.2 |
| Δ = 36° 55' 58'' (LT) | Δ = 48° 17' (LT) |
| D = 5° 40' 10'' | D = 5° 42' |
| R = 1,010.60' | R = 1,005.6' |
| T = 337.48' | T = 450.5' |
| L = 651.43' | L = 847.1' |
| E = 54.86' | E = 96.33' |
| e = ----- | e = ----- |
| T.R. = ----- | T.R. = ----- |
| S.E. RUN = ----- | S.E. RUN = ----- |
| P.C. STA. = 360+13.57 | P.C. STA. = 359+12.7 |
| P.T. STA. = 366+65.00 | P.T. STA. = 367+59.8 |

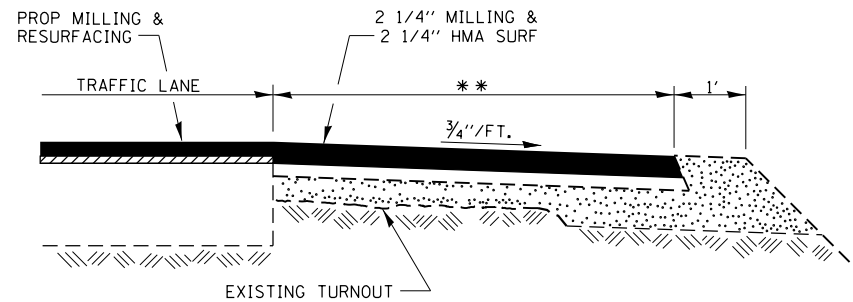
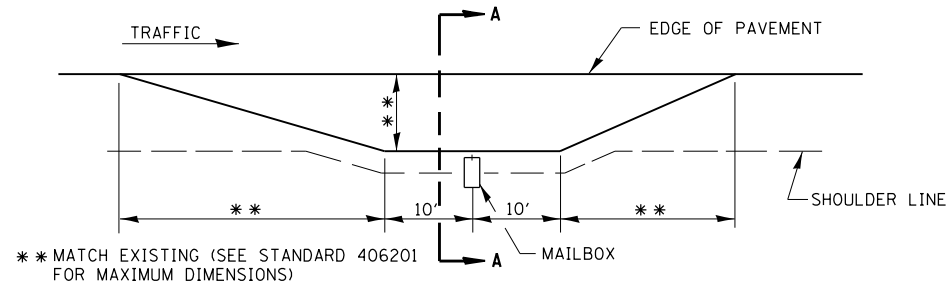
**EXISTING ILL ROUTE 72
CENTERLINE SHIFT DETAIL**

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| FILE NAME = | USER NAME = duncanbd | DESIGNED - | REVISED - |
| et:\pwork\pwork\dot\duncanbd\dms64470\036842-shit-details.dgn | | DRAWN - | REVISED - |
| PLOT SCALE = 100.0000' / in. | | CHECKED - | REVISED - |
| PLOT DATE = 3/20/2014 | | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | |
|----------------|--------------------------------------|
| DETAILS | |
| SCALE: | SHEET NO. 2 OF 4 SHEETS STA. TO STA. |

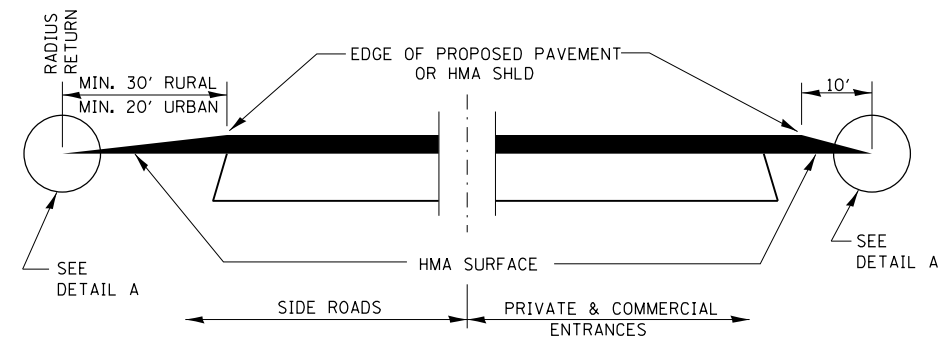
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|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 553 | 125 RS-4 | DEKALB | 26 | 24 |
| CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



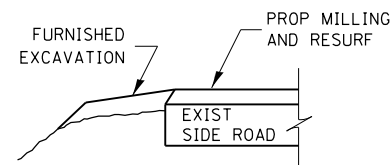
SECTION A-A

RURAL MAILBOX TURNOUT DETAILS

THE COST OF REMOVAL AT EXISTING HMA OR PCC 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.

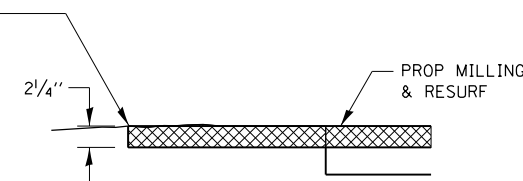


**SECTION A-A
DETAILS AT ENTRANCES & SIDE ROADS**

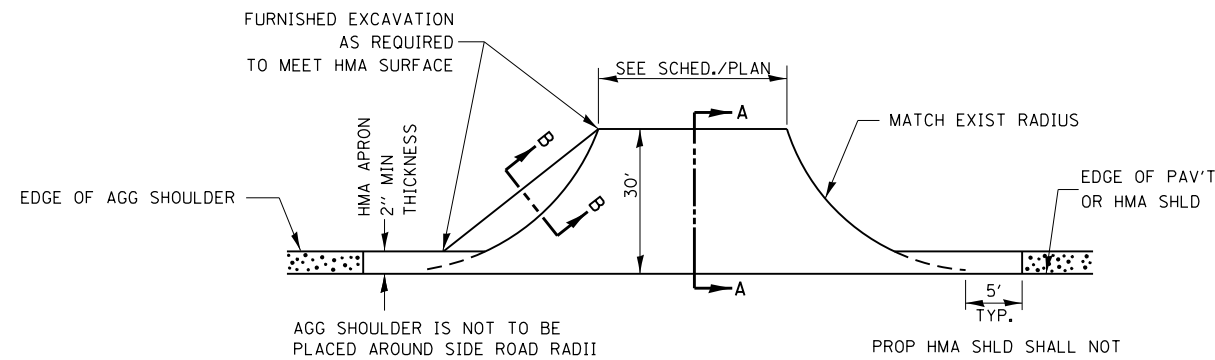


SECTION B-B

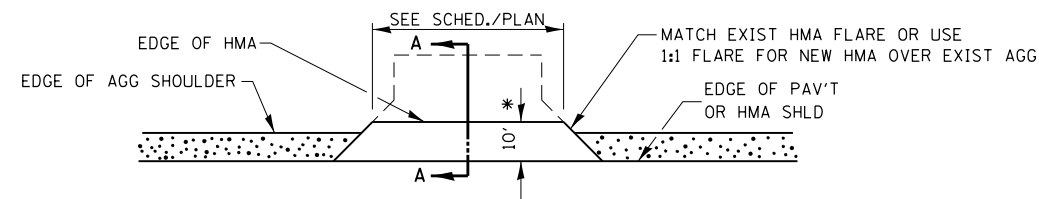
THE COST OF REMOVAL AT EXISTING HMA OR PCC LOCATIONS SHALL BE PAID FOR PER SQ YD BY THE APPROPRIATE PAY ITEM. REMOVAL AT THE EXISTING AGG LOCATIONS SHALL BE INCIDENTAL TO THE HMA. A-3 LOCATIONS SHALL BE FEATHER TAPERED.



DETAIL A



PLAN AT SIDE ROADS



PLAN AT PRIVATE & COMMERCIAL ENTRANCES

(DO NOT RESURFACE FIELD ENTRANCES)

* PROPOSED HMA RESURFACING AT PUBLIC EDUCATIONAL FACILITY ENTRANCES SHALL BE EXTENDED TO THE RIGHT-OF-WAY LIMITS.

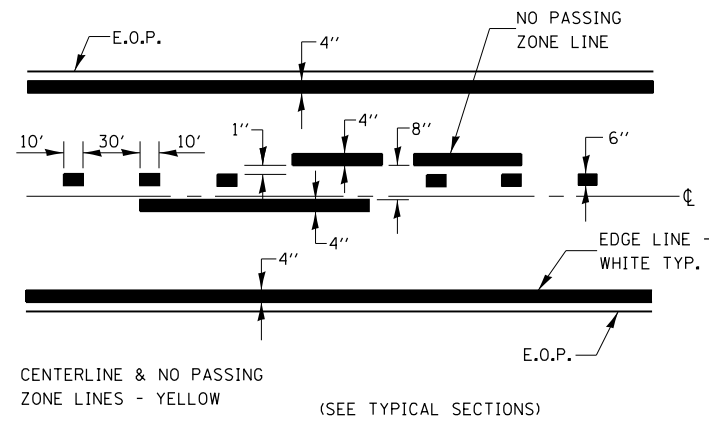
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| FILE NAME = | USER NAME = duncanbd | DESIGNED - | REVISED - |
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| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 3/20/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

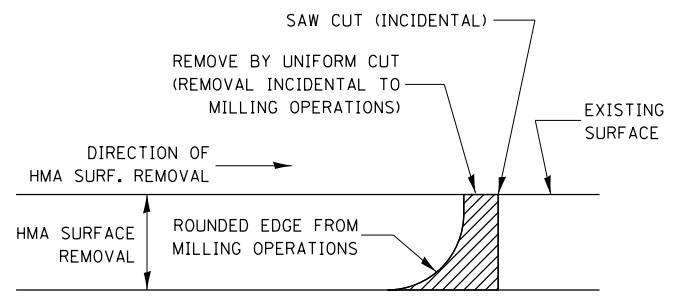
DETAILS

SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 553 | 125 RS-4 | DEKALB | 26 | 25 |
| CONTRACT NO. 66842 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

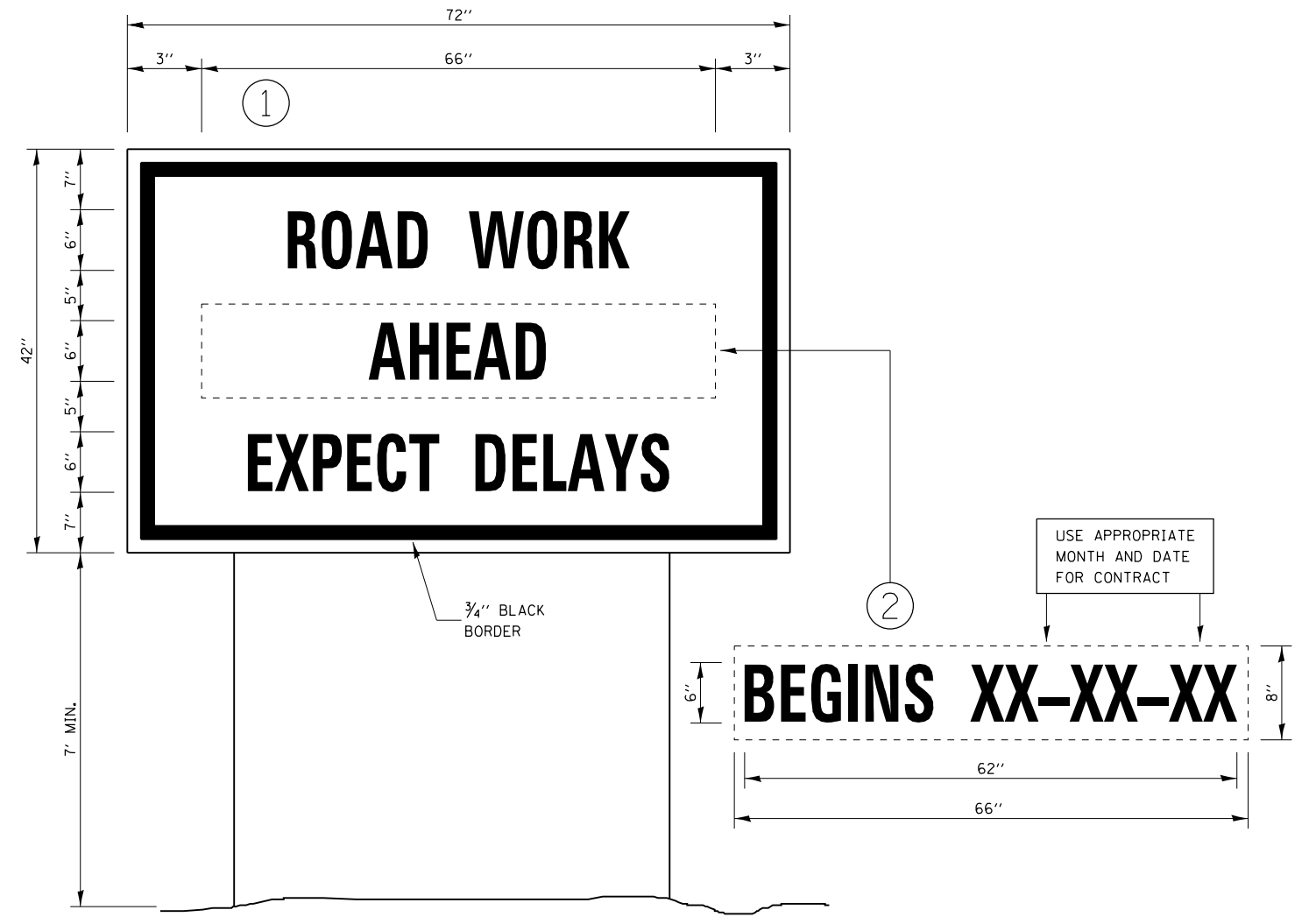


CENTERLINE & NO PASSING ZONE LINES - YELLOW
(SEE TYPICAL SECTIONS)
PAVEMENT MARKING



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 MILLING DETAIL



TEMPORARY INFORMATION SIGNING

- NOTES:
- USE 6" D BLACK LETTERING ON FLOURESENT ORANGE BACKGROUND.
 - ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
 - ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
 - REMOVE PANEL ② ON THAT DATE.
 - SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
 - WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

| | | | | | | | | | | | | |
|--|----------------------|------------|-----------|---|--------------------|-------------------------|--------|-------------|---------------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = duncanbd | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETAILS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| et:\pw\work\p1dot\duncanbd\dms64470\0368842-shit-details.dgn | | DRAWN - | REVISED - | | 553 | 125 RS-4 | DEKALB | 26 | 26 | | | |
| PLOT SCALE = 100.0000' / 1in. | | CHECKED - | REVISED - | | CONTRACT NO. 66842 | | | | | | | |
| PLOT DATE = 3/20/2014 | | DATE - | REVISED - | | SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | | |