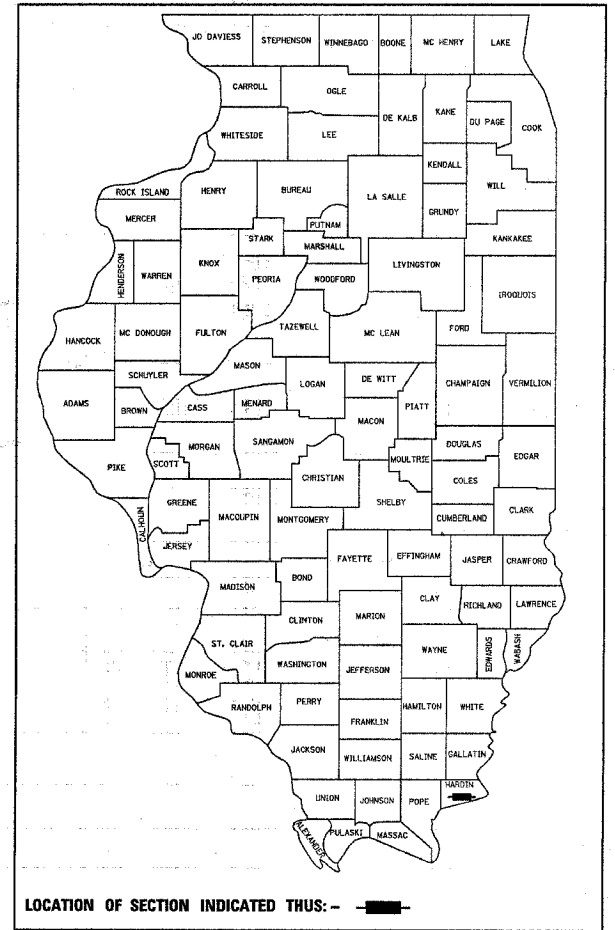


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	5RS-3,(13,11,8)RS	HARDIN	26	1

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

FAP ROUTE 885 (IL 146)
SECTION: 5RS-3, (13,11,8)RS
PROJECT: F-0885 (035)
HARDIN COUNTY
C-99-001-03

D-99-001-03



FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 3-4

STATION EQUATIONS:

WEST OF ELIZABETHTOWN

STA. 9+41.56 BK = STA. 9+39.43 AH
 STA. 92+88.84 BK = STA. 92+97.83 AH
 STA. 263+82.56 BK = STA. 263+84.98 AH

STA. 37+65.31 BK = STA. 37+72.76 AH
 STA. 139+63.19 BK = STA. 139+61.40 AH
 STA. 317+49 BK = STA. 0+00 AH

EAST OF ELIZABETHTOWN

STA. 18+00 BK = STA. 18+27.2 AH
 STA. 34+81.3 BK = STA. 34+81 AH
 STA. 176+00.1 BK = STA. 175+93.4 AH
 STA. 207+41.6 BK = STA. 207+41.1 AH
 STA. 253+20.1 BK = STA. 253+53.8 AH
 STA. 343+98.61 BK = STA. 344+17.6 AH

STA. 21+67.95 BK = STA. 21+71.24 AH
 STA. 138+68.5 BK = STA. 148+01.8 AH
 STA. 180+82.7 BK = STA. 181+00 AH
 STA. 240+85 BK = STA. 240+97 AH
 STA. 275+80.1 BK = STA. 277+08.3 AH
 STA. 416+04 BK = STA. 416+05.4 AH

OMISSIONS:

SN 035-0009 STA. 76+48 TO 77+12
 SN 035-0011 STA. 84+86.75 TO 86+16
 SN 035-0012 STA. 227+67 TO 228+89
 SN 035-0014 STA. 278+19 TO 283+41

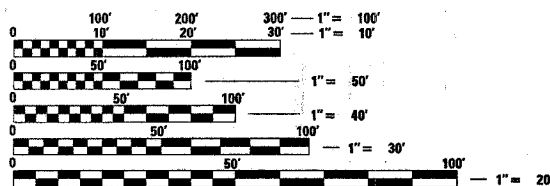
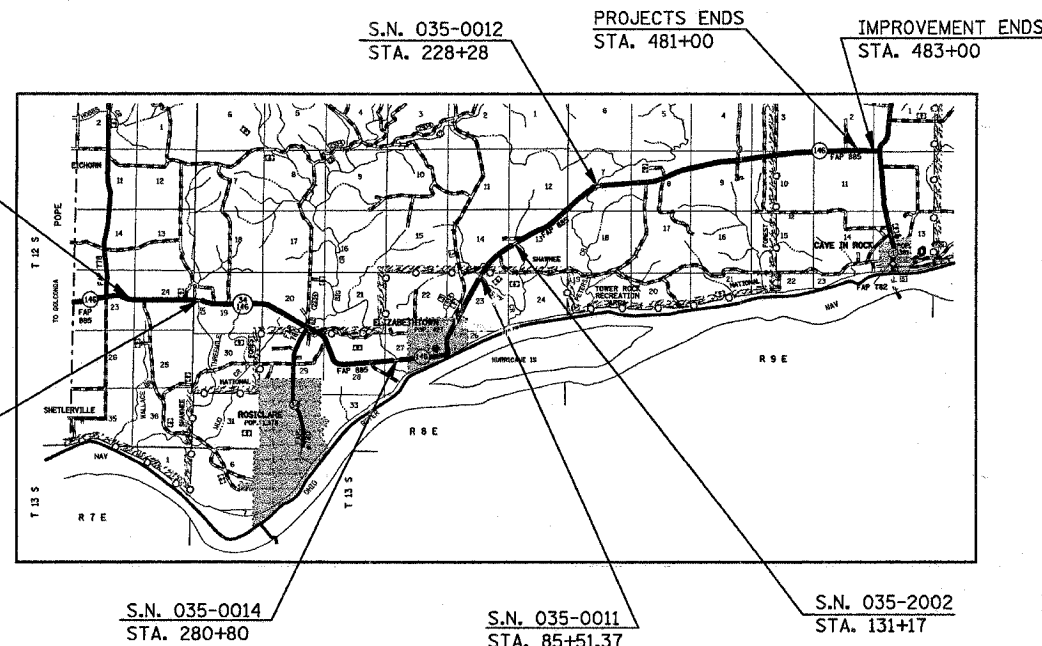
TRAFFIC DATA (2005):

IL 146/IL 34: ADT = 2700 17.6% TRUCKS
 IL 34 TO ELIZABETHTOWN: ADT = 2900 9.0% TRUCKS
 IN ELIZABETHTOWN: ADT = 2500 8.8% TRUCKS
 ELIZABETHTOWN TO IL 1: ADT = 2150 22.1% TRUCKS

TOWNSHIPS:

STONE CHURCH, MC FARLAN, PETERS CREEK,
 CAVE-IN-ROCK

IMPROVEMENT AND PROJECT
 BEGINS STA. 2+00



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

J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123 www.julie1call.com

GROSS LENGTH OF IMPROVEMENT: 78,666.18 FT = 14.90 MILES
OMISSIONS: 837.25 FT = 0.16 MILES
NET LENGTH OF IMPROVEMENT 77,828.93 FT = 14.74 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 20 07
Marc Lami
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11, 20 07
Eric E. Harrell
 INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

May 11, 20 07
Milton R. Sees, P.E.
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PROJECT ENGINEER: JOE ZDANKIEWICZ
 DESIGNER: JAY KRANZ
 618-549-2171 CENTREX 782-4854
 618-549-2171

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	SR5-3,(13,11,8)RS	HARDIN	26	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

THE THICKNESS OF HOT-MIX ASPHALT MIXTURE 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 HOT-MIX ASPHALT MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

- ALL HOT-MIX ASPHALT.....2.016 TONS/CU. YD.
- ALL AGGREGATE.....2.05 TONS/CU. YD.
- BITUMINOUS MATERIALS:
- ON PAVEMENT.....0.09 GAL. SQ. YD.
- ON AGGREGATE SURFACE.....0.32 GAL./SQ. SQ. YD.
- AGGREGATE (PRIME COAT).....0.0015 TONS/SQ. YD.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE MILLING, PRIME COAT, BINDER COURSE, AND SURFACE COURSE.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE LEVELING OR HOT-MIX ASPHALT BINDER COURSE.

THE QUANTITY SHOWN FOR MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS IS AN ESTIMATE. THE ACTUAL AMOUNT USED WILL BE DETERMINED BY THE ENGINEER.

SAWCUTS REQUIRED FOR BUTT JOINTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

CONCRETE INLET AND PIPE AT STATION 482+95 SHALL BE CLEANED IN A MANNER SATISFACTORY TO THE ENGINEER. THE COST WILL BE PAID THROUGH FORCE ACCOUNT.

ALL HOT-MIX ASPHALT AND DEBRIS SHALL BE REMOVED FROM THE GUTTERS. DEBRIS SHALL BE REMOVED FROM THE EDGE OF PAVEMENT. THIS SHALL BE CLEANED IN A MANNER SATISFACTORY TO THE ENGINEER. THE COST SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90.

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT-MIX ASPHALT SURFACE AT 300' INTERVALS ON ALTERNATING SIDES OF THE PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2" TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

ALL PAVEMENT MARKINGS SHALL BE LOCATED AND RECORDED BEFORE HOT-MIX ASPHALT PLACEMENT.

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER. PATCHING SURVEY DATE: MAY 2003 AND JUNE 2005.

AFTER A LIFT OF HOT-MIX ASPHALT HAS BEEN ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°F.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, HOT-MIX ASPHALT RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000', THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

ANY MIXING OR PLACEMENT OF HOT-MIX ASPHALT MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT OF WAY WITHIN THE PROJECT LIMITS. DISPOSAL WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WASTE MUST BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. EXCEPT 120 TONS OF HOT-MIX SURFACE REMOVAL SHALL BE DELIVERED TO HARDIN COUNTY COMMUNITY UNIT SCHOOL DISTRICT. NO ADDITIONAL COMPENSATION WILL BE GIVEN FOR THIS WORK. SEE COMMITMENTS.

PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS ARE TO BE PLACED THROUGH ALL RESURFACING OMISSIONS.

EXPANSION JOINTS SHALL BE CLEANED AND FILLED IN ACCORDANCE WITH ARTICLE 406.06. IT IS ESTIMATED THAT THERE ARE 408 JOINTS, 11' IN WIDTH. THE FINAL QUANTITY MAY BE ADJUSTED BY THE ENGINEER.

WHEN CROSSING STRUCTURES 035-0009, 035-0011, 035-0012, AND 035-0014, THE MATERIAL TRANSFER DEVICE (MTD) MUST BE EMPTY. A LOADED MATERIAL TRANSFER DEVICE WILL NOT BE ALLOWED TO CROSS ANY OF THE ABOVE STRUCTURES. WHEN CROSSING STRUCTURE 035-2002, THE MATERIAL TRANSFER DEVICE (MTD) WILL BE ALLOWED TO BE LOADED.

STATIONING SHOWN IN THE SCHEDULES IS BASED ON STAMPED STATIONS IN THE EXISTING PAVEMENT AND FROM OLD PLANS. MINOR ADJUSTMENTS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

THERE MAY BE EXISTING WATER LINE VALVES WITHIN THE RESURFACING LIMITS TO BE WORKED AROUND. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THERE MAY BE EXISTING MANHOLES WITHIN THE RESURFACING LIMITS TO BE WORKED AROUND. ADJUSTMENT OF THESE MANHOLES SHALL BE PAID FOR AS MANHOLES TO BE ADJUSTED, EACH.

AT LT. STA. 219+00 AND LT. STA. 223+00, THE METAL GATES AND METAL POSTS SHALL BE REMOVED. THE COST OF THE REMOVAL SHALL BE INCLUDED IN THE COST OF THE PAVEMENT REMOVAL.

STRUCTURES WITHIN PROJECT LIMITS

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
035-0009	HS 40.6	HS 25.0	NONE
035-0014	HS 43.3	HS 26.1	NONE
035-0011	HS 35.6	HS 22.8	NONE
035-0012	HS 35.7	HS 23.1	NONE
035-2002	HS 27.2	HS 20.0	NONE

COMMITMENTS:

180 TONS OF MILLED MATERIAL WILL BE DELIVERED TO HARDIN COUNTY COMMUNITY UNIT SCHOOL DISTRICT NO. 1 AND DUMPED ON THE AGGREGATE PARKING LOT. PLEASE CONTACT ERNIE FOWLER AT 618-287-2411 PRIOR TO DELIVERY.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE, LEVEL BINDER (MACHINE METHOD), INCIDENTAL HOT-MIX ASPHALT SURFACING
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90
AC/PG:	PG64-22
RAP % (MAX)	10
DESIGN AIR Voids	4.0%, 90 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 MM OR IL 12.5 MM
FRICTION AGGREGATE:	C SURFACE

LOCATION(S):	HOT-MIX ASPHALT BINDER COURSE
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, N90 IL-19.0
AC/PG:	PG64-22
RAP % (MAX)	10
DESIGN AIR Voids	4.0%, 90 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0
FRICTION AGGREGATE:	NONE

STANDARDS

420701-01	701006-02	701306-01	702001-06
442101-06	701011-01	701311-02	780001-01
442201-02	701201-02	701326-02	781001-02
482011-02	701301-02	701336-04	
701001-01			

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES; STANDARDS; INDEX OF SHEETS
3-4	SUMMARY OF QUANTITIES
5-9	TYPICAL SECTIONS
10-19	SCHEDULES
20	EXISTING CURVE DATA
21	DETAIL: BUTT JOINTS
22	DETAIL: HOT-MIX ASPHALT THICKNESS TRANSITION
23-24	DETAIL: SIDE ROADS AND ENTRANCES
25	DETAILS: GUTTER SECTIONS; SCOUR REPAIR; TEMPORARY HOT-MIX ASPHALT TRANSITIONS; HOT-MIX ASPHALT PATCHING PARTIAL DEPTH
26	DETAILS: UNEVEN PAVEMENT SIGN; ILLINOIS STANDARD W8-1106; MAILBOX TURNOUT; THIN CIRCULAR DISK

Prepared By:	<i>Joe Shorling</i> DISTRICT JUDGES & PLANNING ENGINEER
Examined By:	<i>James Travis Emery</i> DISTRICT LAND ACQUISITION ENGINEER
Examined By:	<i>Carrie Nelson</i> DISTRICT PROGRAM DEVELOPMENT ENGINEER
Examined By:	<i>Kevin Grammer</i> DISTRICT OPERATIONS ENGINEER
Examined By:	<i>Joseph Long</i> DISTRICT CONSTRUCTION ENGINEER
Examined By:	<i>Brian DeBlas</i> DISTRICT MATERIALS ENGINEER
Examined By:	<i>Shawn Matton</i> DISTRICT PROJECT IMPLEMENTATION ENGINEER
Examined By:	<i>Donna L. Carter</i> ASSISTANT REGIONAL ENGINEER
Approved By:	<i>Mark C. Lami</i> DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
DATE	March 20 0

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**GENERAL NOTES, COMMITMENTS,
MIXTURE REQUIREMENTS,
STANDARDS, INDEX OF SHEETS**

SCALE: VERT. NONE
HORIZ. NONE
DATE: _____ DRAWN BY CNH
CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	*	HARDIN	26	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 5 RS-3 (13, 11, 8) RS

SUMMARY OF QUANTITIES

FUNDING:	80% FEDERAL 20% STATE
COUNTY:	HARDIN
LOCATION:	RURAL
ROUTE:	FAP 885 (IL 146)

WORK TYPE:	ROADWAY	CULVERT
CONST TYPE CODE:	I000	SFTY-2A
PROJECT TOTAL QUANTITY		S. N. 035-2002

CODE NUMBER	ITEM DESCRIPTION	UNIT	PROJECT TOTAL QUANTITY		
X0300203	CLEAN AND FILL EXPANSION JOINTS	EACH	408.0	408.0	
X0322729	MATERIAL TRANSFER DEVICE	TON	26,915.0	26,915.0	
Z0017202	DOWEL BARS 1 1/2"	EACH	3,020.0	3,020.0	
Z0075310	TIE BARS 3/4"	EACH	26.0	26.0	
Z0076600	TRAINEES	hour	500.0	500.0	
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	620.0	619.8	0.2
20201006	GRADING AND SHAPING SHOULDERS	UNIT	277.0	277.0	
21400100	GRADING AND SHAPING DITCHES	FOOT	300.0	300.0	
25000350	SEEDING, CLASS 7	ACRE	6.5	6.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1,040.0	1,040.0	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	780.0	780.0	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	780.0	780.0	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	13.0	13.0	
25001010	SEEDING, CLASS 2 (MODIFIED)	ACRE	6.5	6.5	
25100115	MULCH, METHOD 2	ACRE	13.0	13.0	
28100207	STONE RIPRAP, CLASS A4	TON	348.0		348.0
35101400	AGGREGATE BASE COURSE, TYPE B	TON	1,201.0	1,201.0	
40600100	BITUMINOUS MATERIAL (PRIME COAT)	GALLON	20,921.0	20,916.6	4.4
40600300	AGGREGATE (PRIME COAT)	TON	334.0	333.9	0.1
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	45.0	45.0	
40600645	LEVELING BINDER (MACHINE METHOD), N90	TON	8,583.0	8,579.7	3.3
40600895	CONSTRUCTING TEST STRIP	EACH	2.0	2.0	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2,139.0	2,139.0	
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	68.0	68.0	
40600990	TEMPORARY RAMP	SQ YD	600.0	600.0	
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	2,140.0	2,139.5	0.5
40603320	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90	TON	18,332.0	18,327.9	4.1
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	728.0	728.0	
44000100	PAVEMENT REMOVAL	SQ YD	285.0	285.0	
44000151	HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"	SQ YD	90,836.0	90,836.0	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	498.0	498.0	

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 USER NAME = krenzjo

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SUMMARY OF QUANTITIES

SCALE: VERT. DATE
 HORIZ. DRAWN BY JCK
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	*	HARDIN	26	4
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 5 RS-3 (13, 11, 8) RS

SUMMARY OF QUANTITIES

FUNDING:	80% FEDERAL 20% STATE
COUNTY:	HARDIN
LOCATION:	RURAL
ROUTE:	FAP 885 (IL 146)

WORK TYPE:	ROADWAY	CULVERT
CONST TYPE CODE:	I000	SFTY-2A
		S. N. 035-2002

CODE NUMBER	ITEM DESCRIPTION	UNIT	PROJECT TOTAL QUANTITY		
44002710	GUTTER REMOVAL (PARTIAL)	FOOT	26,712.0	26,712.0	
44200164	PAVEMENT PATCHING, TYPE I, 14 INCH	SQ YD	40.0	40.0	
44200168	PAVEMENT PATCHING, TYPE II, 14 INCH	SQ YD	2,017.0	2,017.0	
44200172	PAVEMENT PATCHING, TYPE III, 14 INCH	SQ YD	65.0	65.0	
44200174	PAVEMENT PATCHING, TYPE IV, 14 INCH	SQ YD	57.0	57.0	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	1,115.0	1,115.0	
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	19.0	19.0	
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	60.0	60.0	
44201294	CLASS B PATCH - EXPANSION JOINT	FOOT	44.0	44.0	
44201296	DEFORMED BARS - EXPANSION JOINT	EACH	40.0	40.0	
44212900	PAVEMENT PATCHING (PARTIAL DEPTH)	SQ YD	1,198.0	1,198.0	
44213100	PAVEMENT FABRIC	SQ YD	79.0	79.0	
44213200	SAW CUTS	FOOT	6,840.0	6,840.0	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	112,044.0	112,026.0	18.0
48101200	AGGREGATE SHOULDERS, TYPE B	TON	2,977.0	2,976.5	0.5
50105220	PIPE CULVERT REMOVAL	FOOT	81.0	81.0	
60255500	MANHOLES TO BE ADJUSTED	EACH	18.0	18.0	
67100100	MOBILIZATION	L SUM	1.0	1.0	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0	1.0	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1.0	1.0	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1.0	1.0	
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1.0	1.0	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2.0	2.0	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	25,206.0	25,206.0	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	249,247.0	249,247.0	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	103.0	103.0	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,801.0	2,801.0	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	103.0	103.0	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	249,247.0	249,247.0	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,040.0	1,040.0	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,030.0	1,030.0	

* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

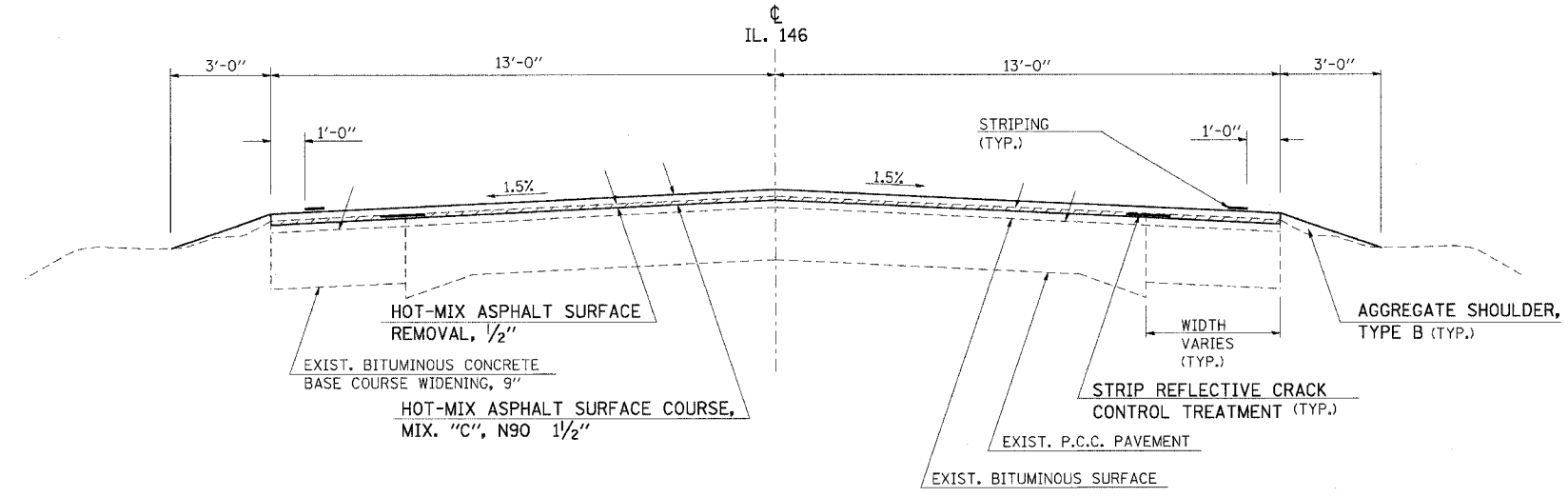
SUMMARY OF QUANTITIES

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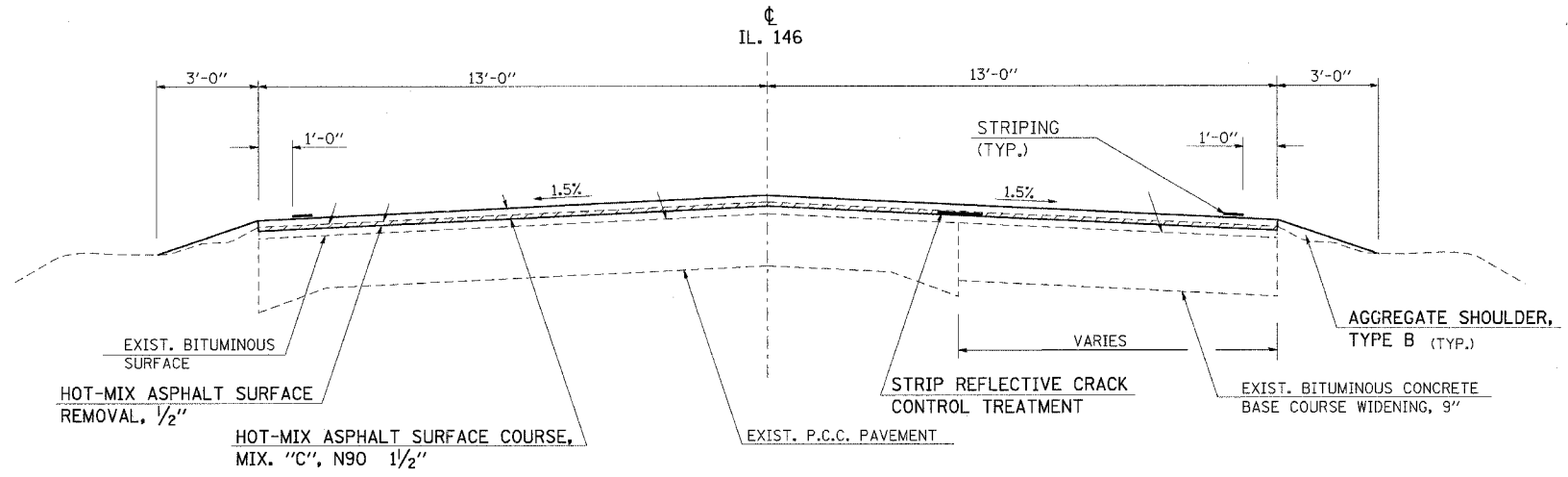
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	5RS-3,(13,11,8)RS	HARDIN	26	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

TO BE USED:
 STA. 2+00 TO STA. 73+65
 STA. 92+89 TO STA. 94+29
 STA. 139+63 TO STA. 159+30
 STA. 213+56 TO STA. 278+19
 STA. 283+41 TO STA. 295+03

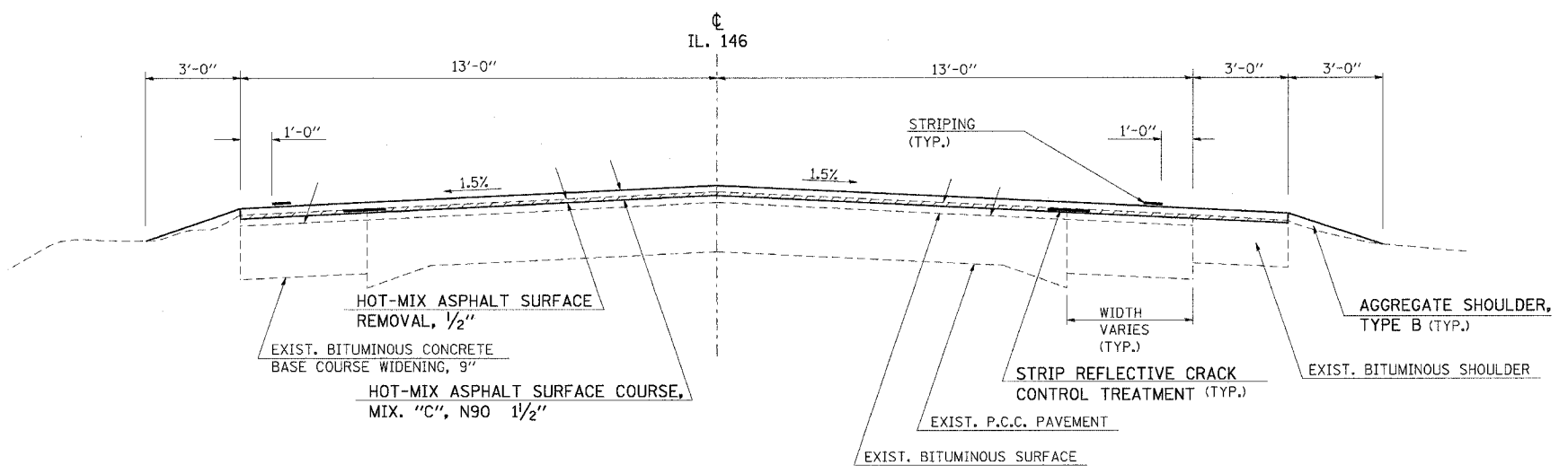


TO BE USED:
 STA. 73+65 TO STA. 76+64 (SEE BRIDGE TYPICAL FOR
 STA. 76+96 TO STA. 92+89 APPLICATION TO BRIDGE)
 STA. 94+29 TO STA. 139+63
 * STA. 159+30 TO STA. 213+56

* EXISTING BITUMINOUS CONCRETE BASE COURSE WIDENING IS LOCATED ON LT. SIDE OF ROAD INSTEAD OF RT. SIDE.



TO BE USED:
 STA. 295+03 TO STA. 308+28



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
 SHEET 1 OF 5

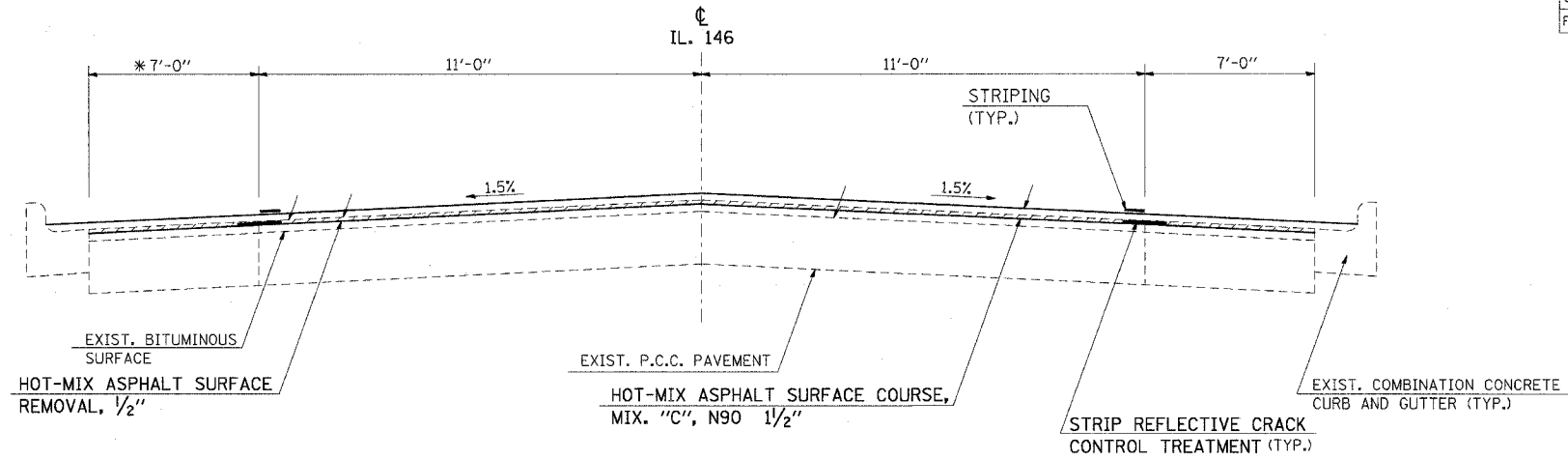
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 CHECKED BY

PLOT DATE = 1/23/2007
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = hnsdgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	5RS-3,(13,11,8)RS	HARDIN	26	6
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

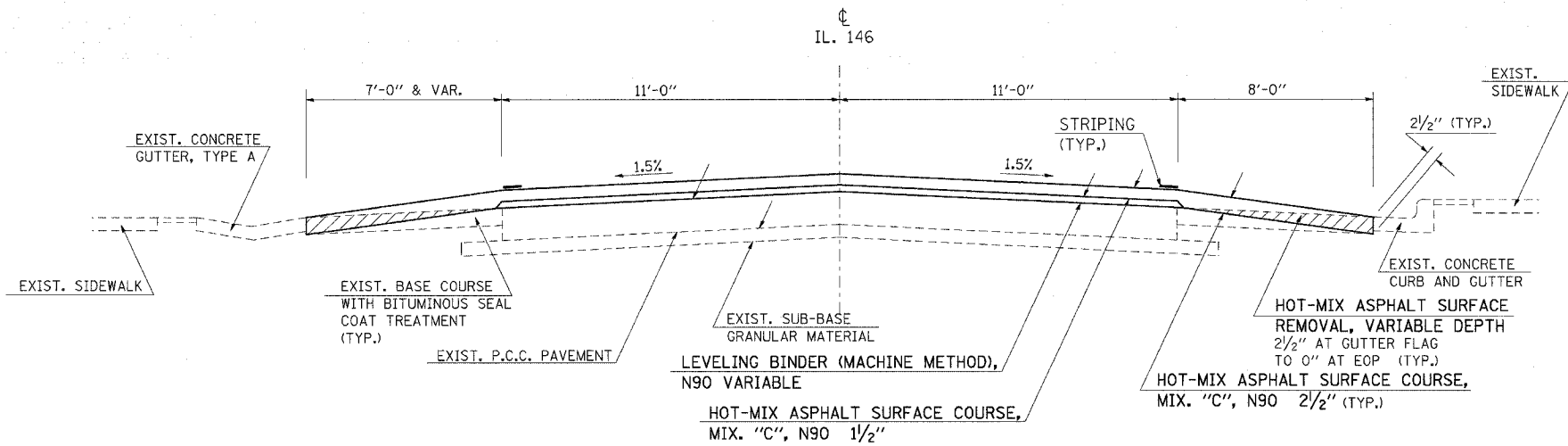
TO BE USED:
STA. 308+28 TO STA. 317+49

* 7' SHOULDER BEGINS AT LT. STA. 308+73



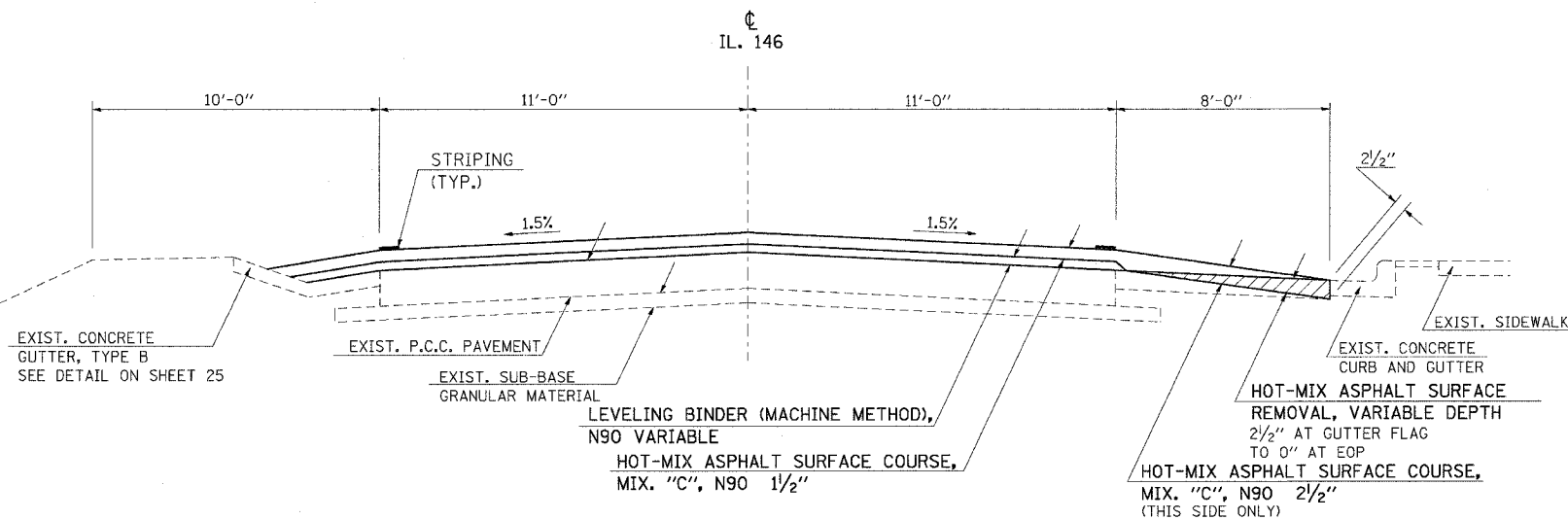
TO BE USED:
STA. 0+00 TO STA. 2+12
TOWN SECTION

THIS TYPICAL HAS AN EXISTING CIRCULAR CROWN WITH AN 1/4" DROP FROM THE CL TO A POINT 11' FROM THE CL. THIS WILL REQUIRE PLACING A TOTAL THICKNESS OF 3.28" AT THE CL AND 2.55" AT A POINT 11' FROM THE CL TO PROVIDE A MINIMUM OF 2.5" OF RESURFACING. ADDITIONAL THICKNESS WILL BE PROVIDED BY THE LEVELING BINDER.



TO BE USED:
STA. 2+12 TO STA. 3+90
TOWN SECTION

THIS TYPICAL HAS AN EXISTING CIRCULAR CROWN WITH AN 1/4" DROP FROM THE CL TO A POINT 11' FROM THE CL. THIS WILL REQUIRE PLACING A TOTAL THICKNESS OF 3.28" AT THE CL AND 2.55" AT A POINT 11' FROM THE CL TO PROVIDE A MINIMUM OF 2.5" OF RESURFACING. ADDITIONAL THICKNESS WILL BE PROVIDED BY THE LEVELING BINDER.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
SHEET 2 OF 5

SCALE: VERT. NONE
HORIZ. DATE DRAWN BY CNH
CHECKED BY

PLOT DATE = 2/16/2007
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USER NAME = hndey

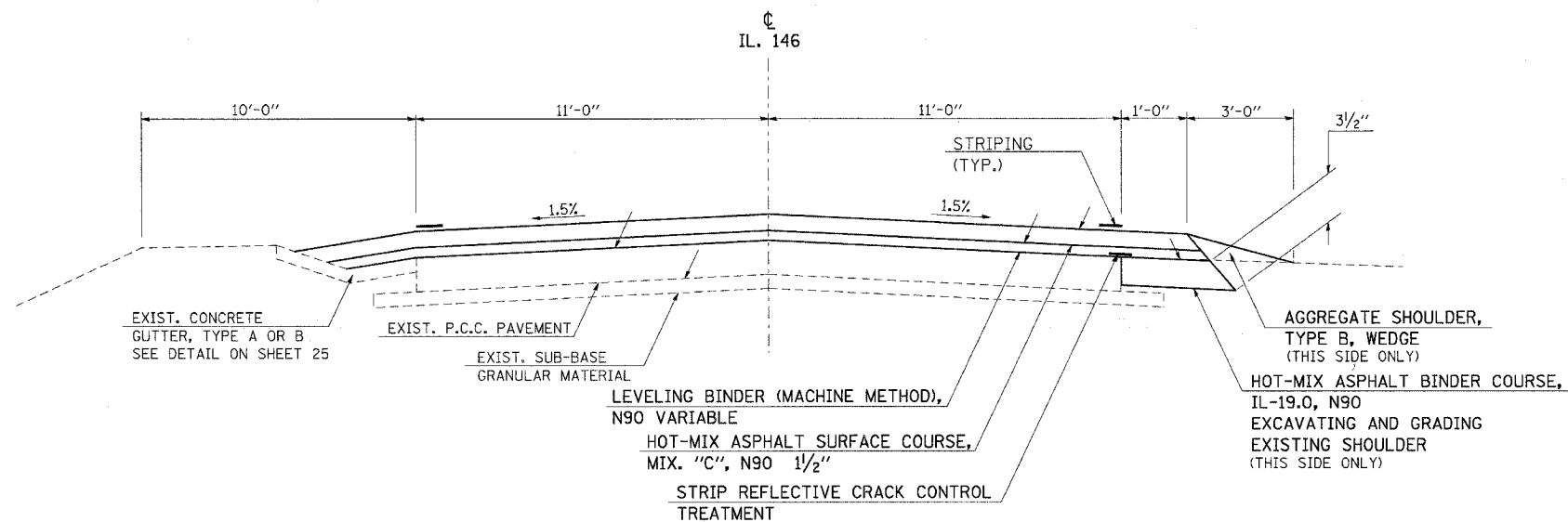
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	SRS-3,(13,11,8)RS	HARDIN	26	7
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TO BE USED:

STA. 3+90 TO STA. 8+26
 STA. 11+04 TO STA. 11+89
 STA. 28+12 TO STA. 28+88
 TOWN SECTION

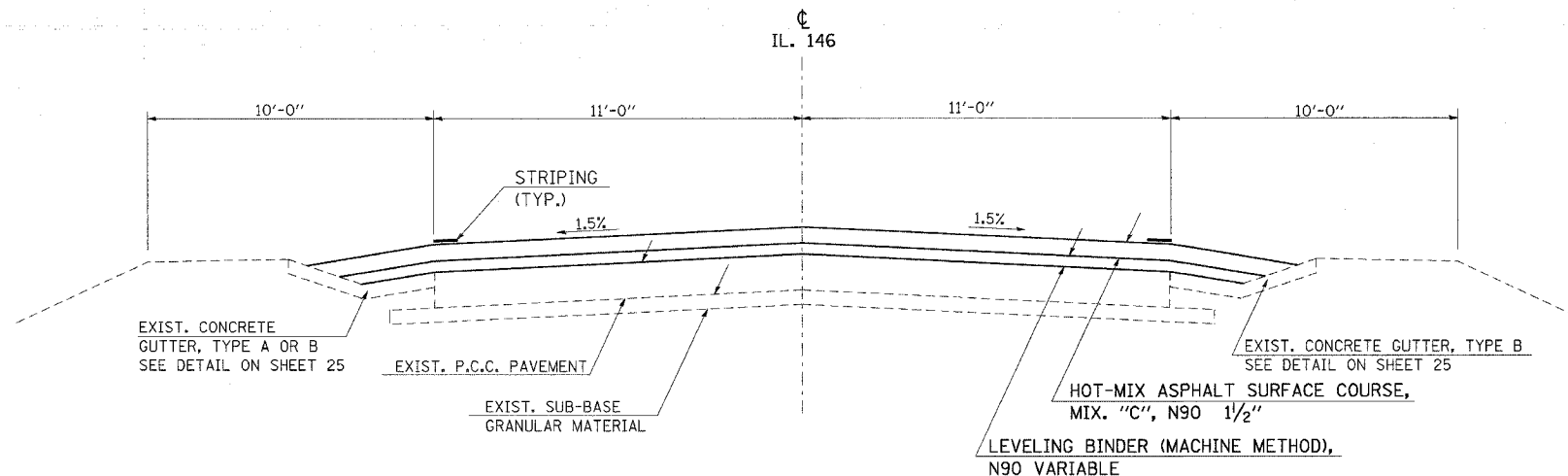
APPLIES TO 2.5" RS TYPICALS

ALL TYPICALS HAVE AN EXISTING CIRCULAR CROWN WITH AN 1/4" DROP FROM THE C TO THE EDGE OF PAVEMENT. THIS WILL REQUIRE PLACING A TOTAL THICKNESS OF 3.28" AT THE C AND 2.55" AT THE EDGE OF PAVEMENT TO PROVIDE A MINIMUM OF 2.5" OF RESURFACING. ADDITIONAL THICKNESS WILL BE PROVIDED BY THE LEVELING BINDER.



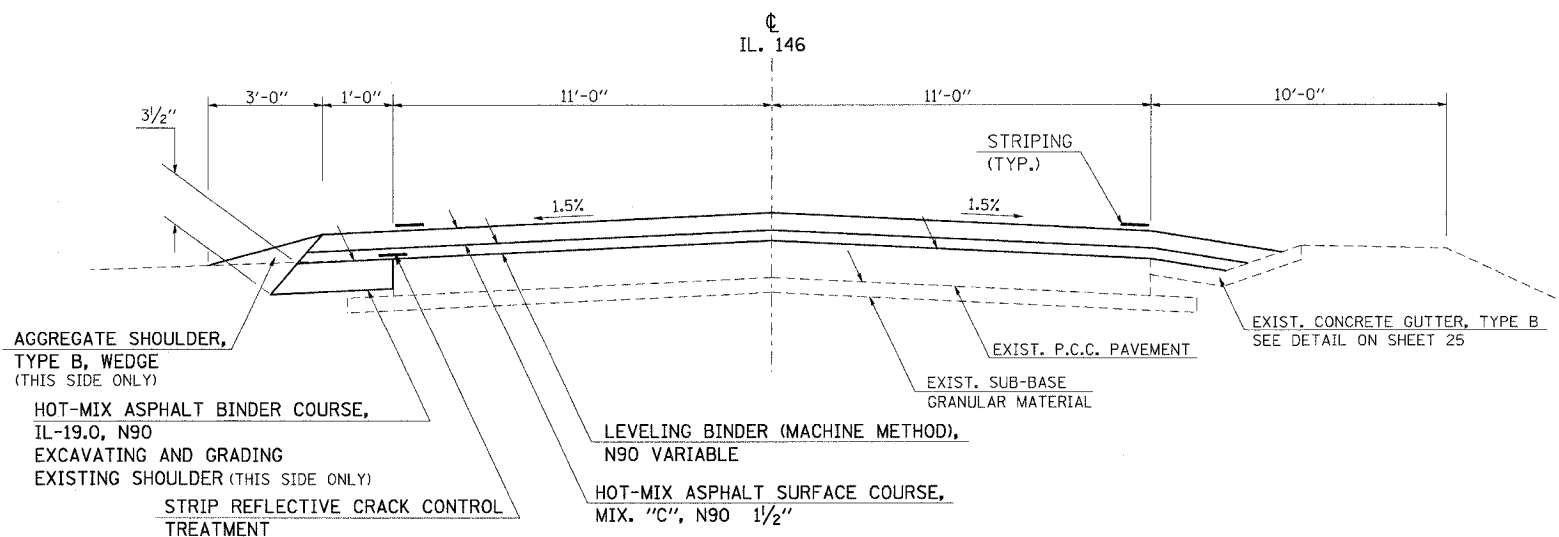
TO BE USED:

STA. 8+26 TO STA. 11+04
 STA. 11+89 TO STA. 18+78
 STA. 23+18 TO STA. 28+12
 TOWN SECTION



TO BE USED:

STA. 18+78 TO STA. 23+18
 TOWN SECTION



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
 SHEET 3 OF 5

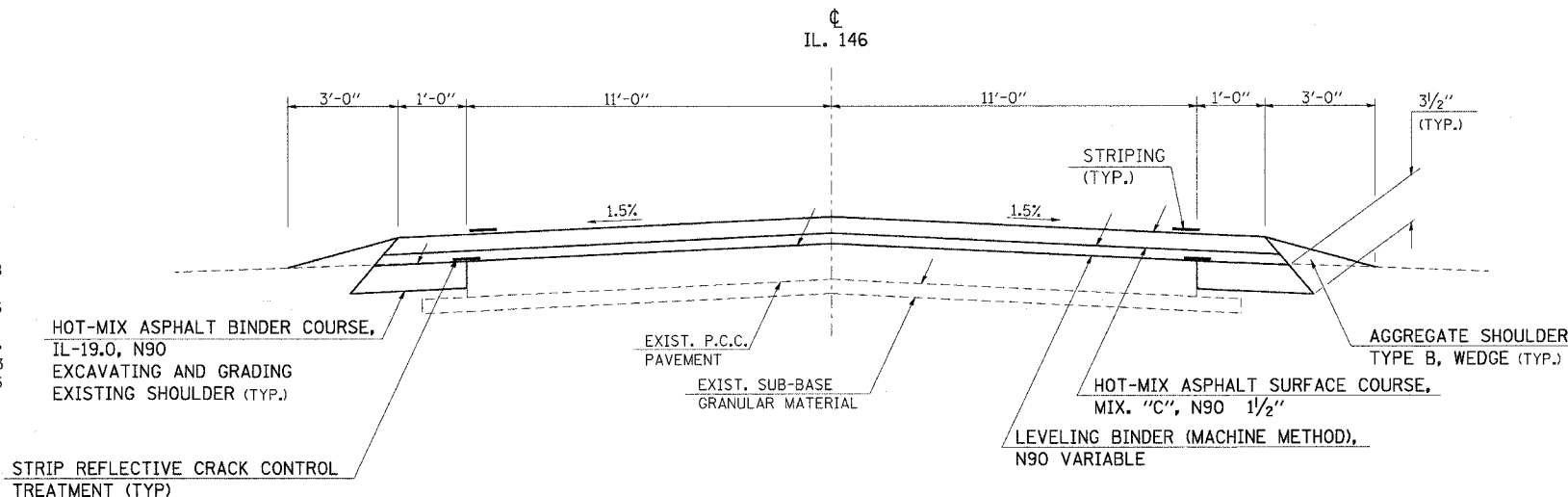
SCALE: VERT. NONE
 HORIZ. NONE
 DATE

DRAWN BY CNH
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	SRS-3,(13,11,8)RS	HARDIN	26	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TO BE USED:

- | | |
|-----------------------------|----------------------------|
| STA. 28+88 TO STA. 63+15 | STA. 249+02 TO STA. 262+88 |
| STA. 81+22 TO STA. 84+86.75 | STA. 274+73 TO STA. 278+21 |
| STA. 86+16 TO STA. 93+78 | STA. 288+87 TO STA. 302+56 |
| STA. 106+62 TO STA. 118+88 | STA. 315+12 TO STA. 333+78 |
| STA. 154+62 TO STA. 161+38 | STA. 344+65 TO STA. 354+76 |
| STA. 175+00 TO STA. 216+53 | STA. 358+00 TO STA. 364+63 |
| STA. 226+54 TO STA. 227+67 | STA. 372+22 TO STA. 403+05 |
| STA. 228+89 TO STA. 229+73 | STA. 416+47 TO STA. 474+76 |

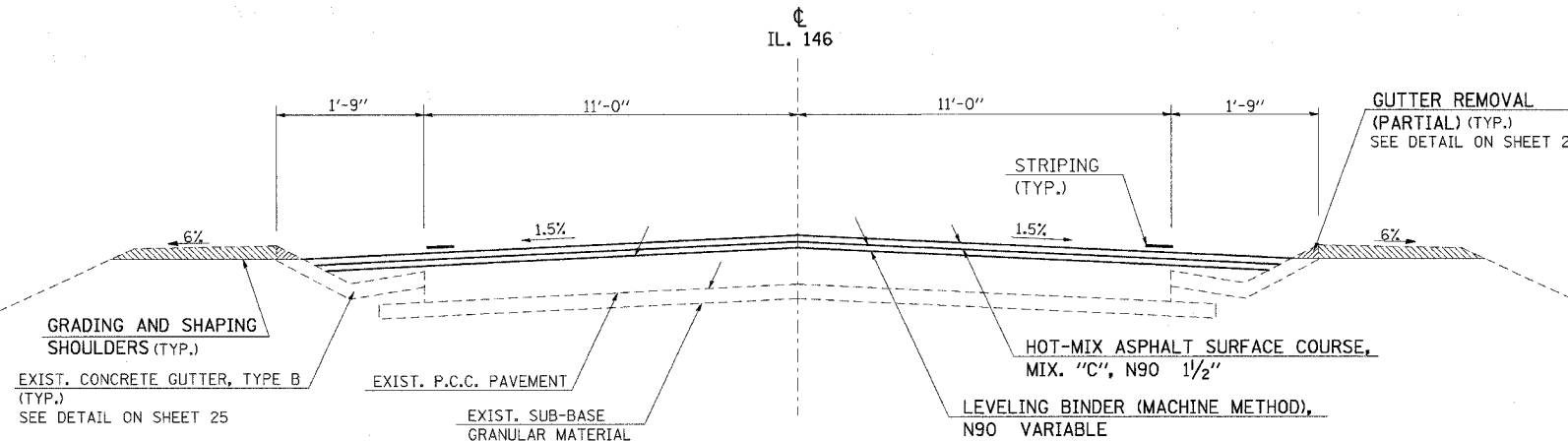


APPLIES TO 2.5" RS TYPICALS

ALL TYPICALS HAVE AN EXISTING CIRCULAR CROWN WITH AN 1/4" DROP FROM THE CL TO THE EDGE OF PAVEMENT. THIS WILL REQUIRE PLACING A TOTAL THICKNESS OF 3.28" AT THE CL AND 2.55" AT THE EDGE OF PAVEMENT TO PROVIDE A MINIMUM OF 2.5" OF RESURFACING. ADDITIONAL THICKNESS WILL BE PROVIDED BY THE LEVELING BINDER.

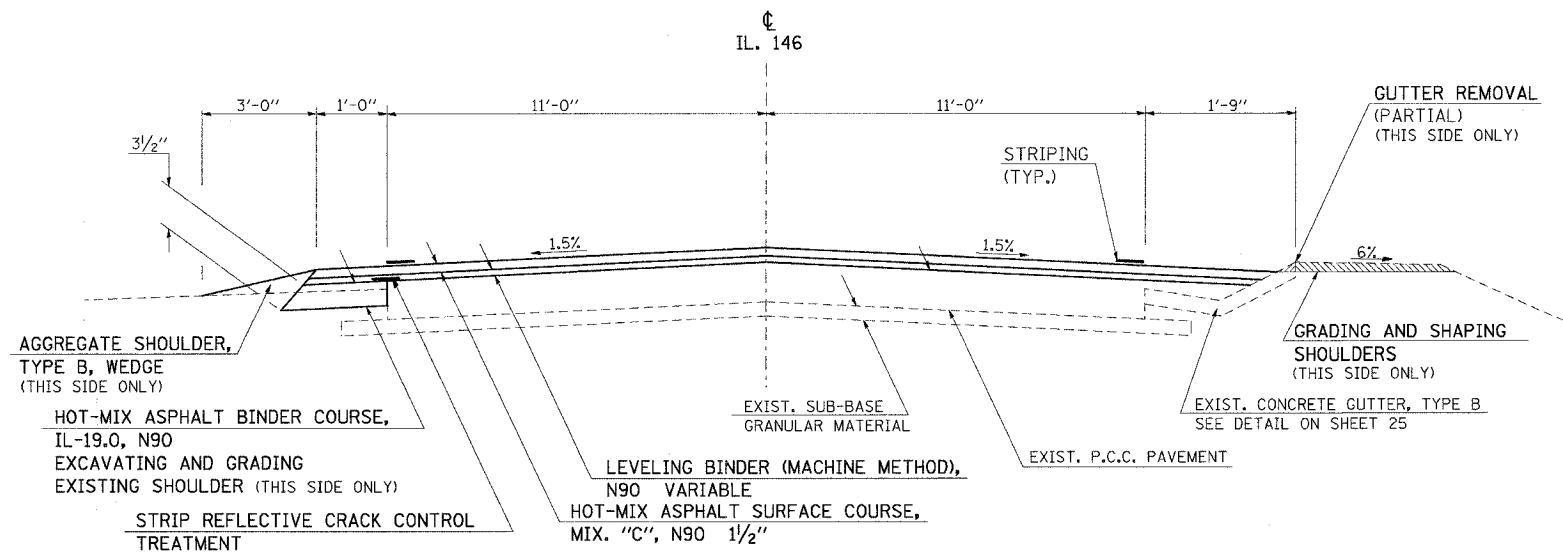
TO BE USED:

- | |
|----------------------------|
| STA. 63+30 TO STA. 81+22 |
| STA. 98+78 TO STA. 106+62 |
| STA. 118+88 TO STA. 125+28 |
| STA. 135+78 TO STA. 154+62 |
| STA. 161+61 TO STA. 168+74 |
| STA. 238+28 TO STA. 249+02 |
| STA. 272+38 TO STA. 274+73 |
| STA. 354+76 TO STA. 358+00 |
| STA. 364+63 TO STA. 372+22 |
| STA. 403+05 TO STA. 414+99 |
| STA. 474+76 TO STA. 481+00 |



TO BE USED:

- | |
|----------------------------|
| STA. 93+78 TO STA. 98+78 |
| STA. 125+28 TO STA. 135+78 |
| STA. 161+38 TO STA. 161+61 |
| STA. 216+53 TO STA. 226+54 |
| STA. 229+73 TO STA. 238+28 |
| STA. 302+56 TO STA. 315+12 |
| STA. 333+78 TO STA. 344+65 |
| STA. 414+99 TO STA. 416+47 |



REVISIONS	
NAME	DATE

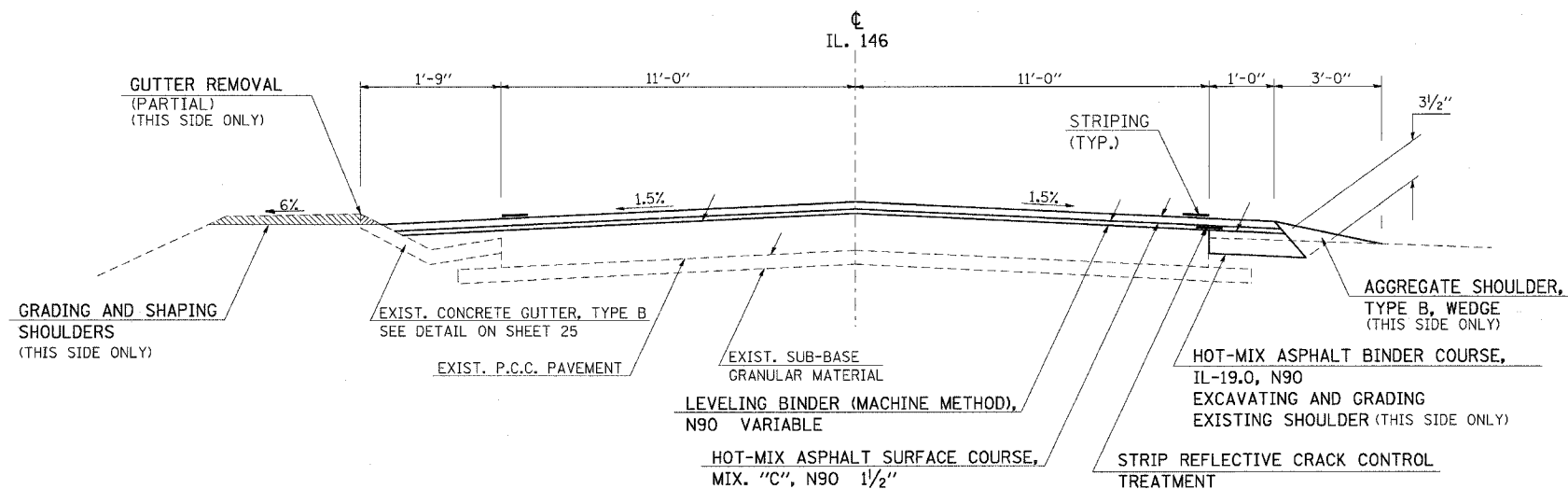
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
SHEET 4 OF 5

SCALE: VERT. NONE
HORIZ. NONE
DATE

DRAWN BY CNH
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	SRS-3,(13,11,8)RS	HARDIN	26	9
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TO BE USED:
 STA. 63+15 TO STA. 63+30
 STA. 168+74 TO STA. 175+00
 STA. 262+88 TO STA. 272+38
 STA. 278+21 TO STA. 288+87

PLOT DATE = 2/16/2007
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = hewson

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
 SHEET 5 OF 5

SCALE: VERT. NONE
 HORIZ. DATE

DRAWN BY CNH
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	*	HARDIN	26	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* 5 RS-3 (13, 11, 8) RS

SURFACING SCHEDULE

LOCATION: STATION TO STATION	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90	LEVLEING BINDER (MACHINE METHOD), N90	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	MATERIAL TRANSFER DEVICE
	TON	TON	TON	GALLON	TON	TON
STA 175+00 TO STA 176+00.10 BK	22.6	18.2		24.4	0.4	40.8
STA 175+93.40 AH TO STA 180+82.70 BK	110.3	88.8		119.5	2.0	199.1
STA 181+00 AH TO STA 207+41.60 BK	595.7	479.3		645.0	10.7	1075.0
STA 207+41.10 AH TO STA 216+53	205.6	165.5		222.7	3.7	371.1
STA 216+53 TO STA 226+54	228.0	186.1		247.1	4.1	414.1
STA 226+54 TO STA 227+67	25.5	20.5		27.6	0.5	46.0
STA 228+89 TO STA 229+73	18.9	15.2		20.5	0.3	34.1
STA 229+73 TO STA 238+28	194.7	159.0		211.1	3.5	353.7
STA 238+28 TO STA 240+85 BK	59.3	48.9		64.1	1.1	108.2
STA 240+97 AH TO STA 249+02	185.7	153.3		200.9	3.3	339.0
STA 249+02 TO STA 253+20.10 BK	94.3	75.9		102.1	1.7	170.2
STA 253+53.80 AH TO STA 262+88	210.7	169.5		228.1	3.8	380.2
STA 262+88 TO STA 272+38	216.3	176.6		234.5	3.9	392.9
STA 272+38 TO STA 274+73	54.2	44.7		58.6	1.0	98.9
STA 274+73 TO STA 275+80.10 BK	24.2	19.4		26.2	0.4	43.6
STA 277+08.30 AH TO STA 278+21	25.4	20.4		27.5	0.5	45.8
STA 278+21 TO STA 288+87	242.8	198.2		263.1	4.4	441.0
STA 288+87 TO STA 302+56	308.7	248.4		334.3	5.6	557.1
STA 302+56 TO STA 315+12	286.0	233.5		310.0	5.2	519.5
STA 315+12 TO STA 333+78	420.8	338.6		455.6	7.6	759.4
STA 333+78 TO STA 343+98.61 BK	232.4	189.8		251.9	4.2	422.2
STA 344+17.60 AH TO STA 344+65	10.8	8.8		11.7	0.2	19.6
STA 344+65 TO STA 354+76	228.0	183.4		246.9	4.1	411.4
STA 354+76 TO STA 358+00	74.8	61.7		80.8	1.3	136.5
STA 358+00 TO STA 364+63	149.5	120.3		161.9	2.7	269.8
STA 364+63 TO STA 372+22	175.1	144.5		189.4	3.2	319.6
STA 372+22 TO STA 403+05	695.2	559.4		752.8	12.5	1254.6
STA 403+05 TO STA 414+99	275.5	227.3		297.9	5.0	502.8
STA 414+99 TO STA 416+04 BK	23.9	19.5		25.9	0.4	43.4
STA 416+05.40 AH TO STA 416+47	9.5	7.7		10.3	0.2	17.2
STA 416+47 TO STA 474+76	1314.4	1057.6		1423.2	23.7	2372.0
STA 474+76 TO STA 481+00	143.8	119.6		155.7	2.6	263.4
STA 40+50 TO STA 41+40			10.2			
STA 49+00 TO STA 49+60			8.7			
STA 70+30 TO STA 70+80			4.0			
STA 164+30 TO STA 164+70			2.6			
STA 185+60 TO STA 186+20			6.9			
STA 191+40 TO STA 192+40			19.4			
STA 194+40 TO STA 194+90			5.0			
STA 256+50 TO STA 257+20			10.2			
STA 285+00 TO STA 285+60			5.4			
STA 290+80 TO STA 291+10			1.1			
STA 302+30 TO STA 302+70			2.7			
STA 308+00 TO STA 312+60			220.0			
STA 346+50 TO STA 347+00			2.1			
STA 419+70 TO STA 420+10			3.6			
STA 446+60 TO STA 447+20			6.6			
STA 467+20 TO STA 467+70			3.9			
SCHEDULE TOTALS:	18332.0	8583.0	312.4	19739.0	329.4	26915.0
FROM SHOULDER SCHEDULE:			1827.6			
FROM ENTRANCE AND SIDEROAD SCHEDULE:				1182.0	4.6	
IMPROVEMENT TOTAL:	18,332.0	8,583.0	2,140.0	20,921.0	334.0	26,915.0

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCHEDULE
SCALE: VERT.	DRAWN BY JCK	CHECKED BY
DATE		

PLOT DATE = 3/2/2007
 PLOT SCALE = 5/8" = 1'-0"
 USER NAME = krenzjc

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	*	HARDIN	26	12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 5 RS-3 (13, 11, 8) RS

SURFACE REMOVAL SCHEDULE

LOCATION: STATION TO STATION	HOT-MIX ASPHALT SURFACE REMOVAL 1/2"	HOT-MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP
	SQ YD	SQ YD	SQ YD	SQ YD
IL 146				
FAP 885				
STA 2+00			57.8	14.4
STA 2+00 TO STA 9+41.56 BK	2,142.3			
STA 9+39.43 AH TO STA 37+65.31 BK	8,163.7			
STA 37+72.76 AH TO STA 73+65	10,377.6			
STA 73+65 TO STA 76+48	817.6			
STA 76+48			57.8	14.4
STA 77+12			57.8	14.4
STA 77+12 TO STA 92+88.84 BK	4,555.3			
STA 92+97.83 AH TO STA 94+29	378.9			
STA 94+29 TO STA 139+63.19 BK	13,098.8			
STA 139+61.40 AH TO STA 159+30.00	5,687.1			
STA 159+30 TO STA 213+56	15,675.1			
STA 213+56 TO STA 263+82.56 BK	14,521.2			
STA 263+84.98 AH TO STA 278+19	4,142.7			
STA 278+19			57.8	14.4
STA 283+41			57.8	14.4
STA 283+41 TO STA 295+03	3,356.9			
STA 295+03 TO STA 308+28	4,269.4			
STA 308+28 TO STA 308+73	145.0			
STA 308+73 TO STA 317+49 BK	3,504.4			
STA 317+49 BK TO STA 0+00 AH				4.1
STA 0+00 TO STA 2+12		339.5		
STA 2+12 TO STA 3+90		158.5		
STA 84+86.75			93.5	35.5
STA 86+16			93.5	35.5
STA 227+67			80.0	13.3
STA 228+89			80.0	13.3
STA 481+00			80.0	13.3
SCHEDULE TOTALS:	90,836.0	498.0	716.0	187.0
FROM ENTRANCE AND SIDEROAD SCHEDULE:			1423.0	413.0
IMPROVEMENT TOTALS:	90,836.0	498.0	2,139.0	600.0

PLOT DATE = 2/6/2007
 FILE NAME = c:\prow\va\980703\980703schw32
 USER NAME = kranjs

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION <h3 style="margin: 0;">SCHEDULE</h3>
NAME	DATE	
SCALE: VERT. _____		DRAWN BY JCK
DATE _____		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	*	HARDIN	26	13
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 5 RS-3 (13, 11, 8) RS

SHOULDER SCHEDULE

LOCATION: STATION TO STATION	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 TON	AGGREGATE SHOULDERS, TYPE B TON	EXCAVATING AND GRADING EXISTING SHOULDER UNIT
IL 146			
FAP 885			
STA 2+00 TO STA 3+28		3.6	
• STA 3+28 TO STA 9+00		30.9	
STA 9+00 TO STA 9+41.56 BK		1.2	
• STA 9+39.43 AH TO STA 13+46		11.6	
• STA 13+46 TO STA 20+26		36.6	
• STA 20+26 TO STA 37+65.31 BK		49.5	
• STA 37+72.76 AH TO STA 44+38		18.9	
• STA 44+38 TO STA 45+90		7.2	
• STA 45+90 TO STA 76+48		87.1	
STA 77+12 TO STA 90+00		36.7	
• STA 90+00 TO STA 92+88.84 BK		12.8	
• STA 92+97.83 AH TO STA 98+75		25.5	
• STA 98+75 TO STA 104+75		17.1	
• STA 104+75 TO STA 110+08		25.3	
• STA 110+08 TO STA 129+00		53.9	
• STA 129+00 TO STA 131+70		14.5	
• STA 131+70 TO STA 139+63.19 BK		22.6	
• STA 139+61.40 AH TO STA 157+54		51.0	
• STA 157+54 TO STA 161+15		17.2	
• STA 161+15 TO STA 165+00		11.0	
• STA 165+00 TO STA 166+21		5.7	
• STA 166+21 TO STA 195+30		82.8	
• STA 195+30 TO STA 196+90		7.6	
• STA 196+90 TO STA 209+78		36.7	
• STA 209+78 TO STA 216+30		31.0	
• STA 216+30 TO STA 221+74		15.5	
• STA 221+74 TO STA 223+64		10.2	
• STA 223+64 TO STA 234+63		31.3	
• STA 234+63 TO STA 238+04		15.1	
• STA 238+04 TO STA 253+54		44.1	
• STA 253+54 TO STA 256+39		12.6	
• STA 256+39 TO STA 262+50		17.4	
• STA 262+50 TO STA 263+82.56 BK		7.2	
• STA 263+84.98 AH TO STA 264+65		4.3	
• STA 264+65 TO STA 278+19		38.6	
• STA 283+41 TO STA 295+03		33.1	
• STA 295+03 TO STA 308+28		37.7	
STA 3+90 TO STA 8+26	12.9	12.4	4.4
STA 11+04 TO STA 11+89	2.5	2.4	0.9
STA 18+78 TO STA 21+67.95 BK	8.6	8.3	2.9
STA 21+71.24 AH TO STA 23+18	4.3	4.2	1.5
STA 28+12 TO STA 28+88	2.2	2.2	0.8
STA 28+88 TO STA 34+81.30 BK	35.0	33.8	11.9
• STA 34+81 AH TO STA 63+15	167.2	161.4	56.7
• STA 63+15 TO STA 63+30	0.4	0.4	0.2
• STA 81+22 TO STA 84+86.75	21.5	20.8	7.3
• STA 86+16 TO STA 93+78	44.9	43.4	15.2
• STA 93+78 TO STA 98+78	14.7	14.2	5.0
• STA 106+62 TO STA 118+88	72.3	69.8	24.5
• STA 125+28 TO STA 131+08	17.1	16.5	5.8
• STA 131+08 TO STA 131+26	0.5	0.5	0.2
• STA 131+26 TO STA 135+78	13.3	12.9	4.5

LOCATION: STATION TO STATION	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 TON	AGGREGATE SHOULDERS, TYPE B TON	EXCAVATING AND GRADING EXISTING SHOULDER UNIT
STA 154+62 TO STA 161+38	39.9	38.5	13.5
STA 161+38 TO STA 161+61	0.7	0.7	0.2
STA 168+74 TO STA 175+00	18.5	17.8	6.3
• STA 175+00 TO STA 176+00.10 BK	5.9	5.7	2.0
• STA 175+93.40 AH TO STA 180+82.70 BK	28.9	27.9	9.8
• STA 181+00 AH TO STA 207+41.60 BK	155.8	150.4	52.8
• STA 207+41.10 AH TO STA 216+53	53.8	51.9	18.2
• STA 216+53 TO STA 226+54	29.5	28.5	10.0
• STA 226+54 TO STA 227+67	6.7	6.4	2.3
• STA 228+89 TO STA 229+73	5.0	4.8	1.7
• STA 229+73 TO STA 238+28	25.2	24.3	8.6
• STA 249+02 TO STA 253+20.10 BK	24.7	23.8	8.4
• STA 253+53.80 AH TO STA 262+88	55.1	53.2	18.7
• STA 262+88 TO STA 272+38	28.0	27.0	9.5
• STA 274+73 TO STA 275+80.10 BK	6.3	6.1	2.1
• STA 277+08.30 AH TO STA 278+21	6.6	6.4	2.3
• STA 278+21 TO STA 288+87	31.4	30.4	10.7
• STA 288+87 TO STA 302+56	80.8	78.0	27.4
• STA 302+56 TO STA 315+12	37.0	35.8	12.6
• STA 315+12 TO STA 333+78	110.1	106.3	37.3
• STA 333+78 TO STA 343+98.61 BK	30.1	29.1	10.2
• STA 344+17.60 AH TO STA 344+65	1.4	1.3	0.5
• STA 344+65 TO STA 354+76	59.6	57.6	20.2
• STA 358+00 TO STA 364+63	39.1	37.8	13.3
• STA 372+22 TO STA 403+05	181.9	175.6	61.7
• STA 414+99 TO STA 416+04 BK	3.1	3.0	1.1
• STA 416+05.40 AH TO STA 416+47	1.2	1.2	0.4
• STA 416+47 TO STA 474+76	343.9	331.9	116.4
** STA 40+50 TO STA 41+40		2.4	
** STA 49+00 TO STA 52+40		2.4	
** STA 69+60 TO STA 71+40		0.7	
** STA 136+60 TO STA 165+00		0.9	
** STA 185+50 TO STA 186+50		1.5	
** STA 191+40 TO STA 192+50		5.2	
** STA 194+30 TO STA 195+30		1.3	
** STA 256+00 TO STA 257+30		2.7	
** STA 284+80 TO STA 286+00		1.4	
** STA 290+50 TO STA 291+50		0.4	
** STA 302+00 TO STA 303+00		0.4	
** STA 308+00 TO STA 312+60		70.0	
** STA 346+00 TO STA 347+40		0.6	
** STA 419+40 TO STA 420+50		0.9	
** STA 446+30 TO STA 447+60		1.6	
** STA 466+80 TO STA 468+00		0.9	
SCHEDULE TOTALS:			
	1827.6	2823.0	620.0
FROM SURFACING SCHEDULE:			
	312.4		
FOR MAILBOX TURNOUTS:			
		69.0	
FROM ENTRANCE AND SIDEROAD SCHEDULE:			
		85.0	
IMPROVEMENT TOTALS:			
	2,140.0	2,977.0	620.0

* EXTRA QUANTITY HAS BEEN ADDED TO REPAIR SHOULDER RUTTING
 ** EXTRA QUANTITY HAS BEEN ADDED DUE TO PAVEMENT CORRECTION

PLOT DATE = 2/6/2007
 PLOT SCALE = 50:1
 USER NAME = kranzlj

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SCHEDULE
NAME	DATE	
SCALE:	VERT. HORIZ.	DRAWN BY JCK CHECKED BY
DATE		

F.A.P. RTE. 885	SECTION •	COUNTY HARDIN	TOTAL SHEETS 26	SHEET NO. 14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• 5 RS-3 (13, 11, 8) RS

STRIP REFLECTIVE CRACK CONTROL TREATMENT

LOCATION: STATION TO STATION		STRIP REFLECTIVE CRACK CONTROL TREATMENT FOOT
IL 146		
FAP 885		
LT&RT STA 2+00	TO STA 9+41.56 BK	1483
LT&RT STA 9+39.43 AH	TO STA 37+65.31 BK	5652
LT&RT STA 37+72.76 AH	TO STA 73+65	7184
RT STA 73+65	TO STA 76+48	283
RT STA 77+12	TO STA 92+88.84 BK	1577
LT&RT STA 92+97.83 AH	TO STA 94+29	262
RT STA 94+29	TO STA 139+63.19 BK	4534
LT&RT STA 139+61.40 AH	TO STA 159+30	3937
RT STA 159+30	TO STA 213+56	5426
LT&RT STA 213+56	TO STA 263+82.56 BK	10053
LT&RT STA 263+84.98 AH	TO STA 278+19	2868
LT&RT STA 283+41	TO STA 308+28	4974
LT&RT STA 308+28	TO STA 317+49 BK	1842
RT STA 3+90	TO STA 8+26	436
RT STA 11+04	TO STA 11+89	85
LT STA 18+78	TO STA 21+67.95 BK	290
LT STA 21+71.24 AH	TO STA 23+18	147
RT STA 28+12	TO STA 28+88	76
LT&RT STA 28+88	TO STA 34+81.30 BK	1187
LT&RT STA 34+81 AH	TO STA 63+15	5668
RT STA 63+15	TO STA 63+30	15
LT&RT STA 81+22	TO STA 84+86.75	730
LT&RT STA 86+16	TO STA 93+78	1524
LT STA 93+78	TO STA 98+78	500
LT&RT STA 106+62	TO STA 118+88	2452
LT STA 125+28	TO STA 131+08	580
LT STA 131+08	TO STA 131+26	18
LT STA 131+26	TO STA 135+78	452
LT&RT STA 154+62	TO STA 161+38	1352
LT STA 161+38	TO STA 161+61	23
RT STA 168+74	TO STA 175+00	626
LT&RT STA 175+00	TO STA 176+00.10 BK	200
LT&RT STA 175+93.40 AH	TO STA 180+82.70 BK	979
LT&RT STA 181+00 AH	TO STA 207+41.60 BK	5283
LT&RT STA 207+41.10 AH	TO STA 216+53	1824
LT STA 216+53	TO STA 226+54	1001
LT&RT STA 226+54	TO STA 227+67	226
LT&RT STA 228+89	TO STA 229+73	168
LT STA 229+73	TO STA 238+28	855
LT&RT STA 249+02	TO STA 253+20.10 BK	836
LT&RT STA 253+53.80 AH	TO STA 262+88	1868
RT STA 262+88	TO STA 272+38	950
LT&RT STA 274+73	TO STA 275+80.10 BK	214
LT&RT STA 277+08.30 AH	TO STA 278+21	225
RT STA 278+21	TO STA 288+87	1066
LT&RT STA 288+87	TO STA 302+56	2738
LT STA 302+56	TO STA 315+12	1256
LT&RT STA 315+12	TO STA 333+78	3732
LT STA 333+78	TO STA 343+98.61 BK	1021
LT STA 344+17.60 AH	TO STA 344+65	47
LT&RT STA 344+65	TO STA 354+76	2022
LT&RT STA 358+00	TO STA 364+63	1326
LT&RT STA 372+22	TO STA 403+05	6166
LT STA 414+99	TO STA 416+04 BK	105
LT STA 416+05.40 AH	TO STA 416+47	42
LT&RT STA 416+47	TO STA 474+76	11658
IMPROVEMENT TOTALS:		112,044

GUTTER REMOVAL SCHEDULE

LOCATION: STATION TO STATION		GUTTER REMOVAL (PARTIAL) FOOT	GRADING AND SHAPING SHOULDERS UNIT
IL 146			
FAP 885			
LT STA 129+00	TO STA 131+50		2.5
RT STA 194+00	TO STA 201+50		7.5
LT STA 63+15	TO STA 63+30	15.0	0.2
LT & RT STA 63+30	TO STA 81+22	3584.0	35.8
RT STA 93+78	TO STA 98+78	500.0	5.0
LT & RT STA 98+78	TO STA 106+62	1568.0	15.7
LT & RT STA 118+88	TO STA 125+28	1280.0	12.8
RT STA 125+28	TO STA 135+78	1050.0	10.5
LT & RT STA 135+78	TO STA 138+68.50 BK	581.0	5.8
LT & RT STA 148+01.80 AH	TO STA 154+62	1320.0	13.2
RT STA 161+38	TO STA 161+61	23.0	0.2
LT & RT STA 161+61	TO STA 168+74	1426.0	14.3
LT STA 168+74	TO STA 175+00	626.0	6.3
RT STA 216+53	TO STA 226+54	1001.0	10.0
RT STA 229+73	TO STA 238+28	855.0	8.6
LT & RT STA 238+28	TO STA 240+85 BK	514.0	5.1
LT & RT STA 240+97 AH	TO STA 249+02	1610.0	16.1
LT STA 262+88	TO STA 272+38	950.0	9.5
LT & RT STA 272+38	TO STA 274+73	470.0	4.7
LT STA 278+21	TO STA 288+87	1066.0	10.7
RT STA 302+56	TO STA 315+12	1256.0	12.6
RT STA 333+78	TO STA 343+98.61 BK	1021.0	10.2
RT STA 344+17.60 AH	TO STA 344+65	47.0	0.5
LT & RT STA 354+76	TO STA 358+00	648.0	6.5
LT & RT STA 364+63	TO STA 372+22	1518.0	15.2
LT & RT STA 403+05	TO STA 414+99	2388.0	23.9
RT STA 414+99	TO STA 416+04 BK	105.0	1.1
RT STA 416+05.40 AH	TO STA 416+47	42.0	0.4
LT & RT STA 474+76	TO STA 481+00	1248.0	12.1
IMPROVEMENT TOTALS:		26,712.0	277.0

PLOT DATE = 2/6/2007
 PLOT SCALE = 50:1
 USER NAME = kranzj

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY JCK
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885		HARDIN	26	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 5 RS-3 (13, 11, 8) RS

ENTRANCE AND SIDE ROAD SCHEDULE

LOCATION:	NUMBER OF LOCATIONS	EXISTING SURFACE MATERIAL	INCIDENTAL HOT-MIX ASPHALT SURFACING	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	PCC SURFACE REMOVAL - BUTT JOINT	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP	AGGREGATE SHOULDERS, TYPE B	AGGREGATE BASE COURSE TYPE B	PIPE CULVERT REMOVAL		PAVEMENT REMOVAL	GRADING AND SHAPING DITCHES NOTE 1
			TON	GALLON	TON	SQ YD	SQ YD	SQ YD	TON	TON	FOR INFO. ONLY	FOOT	SQ YD	FOOT
IL 146														
FAP 885														
ENTRANCES:														
PRIVATE	167		293.9	638.9					59.1					
COMMERCIAL	27		56.6	72.3					3.9					
FIELD	29		4.1	8.4					22.0					
SIDE ROADS:														
RT. STA. 28+86		FERRELL RD. CH 7												
RT. STA. 47+28		CEMETERY RD.												
LT. STA. 66+60		185 E CATHOLIC CH.												
LT. STA. 89+40		TR 18												
RT. STA. 102+43		BUTTERWORTH RD.												
LT. STA. 102+85		TR 30												
LT. STA. 104+41		TR 32												
RT. STA. 178+57		IL 34												
LT. STA. 178+69		IRON FURNANCE RD.												
RT. STA. 188+57		STONE CHURCH												
LT. STA. 188+77		STONE CHURCH												
RT. STA. 197+20		THREE MILE CREEK RD.												
RT. STA. 259+11		JACKS POINT RD.												
RT. STA. 301+54		PATTON DR.												
LT. STA. 310+41		ALLEY												
RT. STA. 310+41		ALLEY												
LT. STA. 312+64		LOCUST ST.												
RT. STA. 312+64		LOCUST ST.												
RT. STA. 314+81		ALLEY												
LT. STA. 314+81		ALLEY												
RT. STA. 317+10		MAIN ST.												
LT. STA. 317+10		MAIN ST.												
LT. STA. 4+12		PEARL ST.												
LT. STA. 11+50		MARKET ST.												
RT. STA. 11+50		MARKET ST.												
LT. STA. 16+13		WALNUT ST.												
RT. STA. 16+13		WALNUT ST.												
LT. STA. 24+93		HONEYSUCKLE DR.												
LT. STA. 28+44		MINERAL ST.												
LT. STA. 30+93		INDEPENDENCE ST.												
LT. STA. 34+44		HARDIN ST.												
LT. STA. 36+70		BASSETT RD.												
LT. STA. 98+50		BASSETT RD.												
RT. STA. 112+00		TOWER ROCK RD.												
LT. STA. 126+00		720 E												
LT. STA. 161+34		750 E												
LT. STA. 219+00		OLD REST STOP												
LT. STA. 223+00		OLD REST STOP												
RT. STA. 271+45		925 E												
RT. STA. 286+45		930 E												
LT. STA. 286+45		930 E												
RT. STA. 356+83														
LT. STA. 357+00														
RT. STA. 383+87		1125 E												
LT. STA. 397+27		1150 E												
SCHEDULE TOTALS:			728.0	1182.0	4.60	68.0	1423.0	413.0	85.0	1201.0		81.0	285.0	300.0
FROM SURFACING SCHEDULE:														
FROM SURFACE REMOVAL SCHEDULE:				19739.0	329.40									
FROM SHOULDER SCHEDULE:							716.0	187.0						
FOR MAILBOX TURNOUTS:									2823.0					
IMPROVEMENT TOTALS:			728.0	20921.0	334.0	68.0	2139.0	600.0	2977.0	1201.0		81.0	285.0	300.0

NOTE 1: REMOVE ENTRANCE AND GRADE & SHAPE DITCHES TO MATCH EXISTING DITCH SLOPE

PLOT DATE = 2/6/2007
 FILE NAME = c:\p\projects\9802\03\980203sch.m32
 PLOT SCALE = 80.0000 / IN.
 USER NAME = krenzjg

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	SCHEDULE	
		SCALE: VERT. HORIZ.	
		DATE	
		DRAWN BY JCK	
		CHECKED BY	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	*	HARDIN	26	16
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 5 RS-3 (13, 11, 8) RS

SEEDING SCHEDULE

LOCATION: STATION TO STATION	SEEDING, CLASS 2 (MODIFIED)	SEEDING, CLASS 7	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2
	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE
IL 146							
FAP 885							
LT STA 63+15 TO STA 63+30	0.003	0.003	0.48	0.36	0.36	0.006	0.006
LT & RT STA 63+30 TO STA 81+22	0.823	0.823	131.68	98.76	98.76	1.646	1.646
RT STA 93+78 TO STA 98+78	0.115	0.115	18.40	13.80	13.80	0.230	0.230
LT & RT STA 98+78 TO STA 106+62	0.360	0.360	57.60	43.20	43.20	0.720	0.720
LT & RT STA 118+88 TO STA 125+28	0.294	0.294	47.04	35.28	35.28	0.588	0.588
RT STA 125+28 TO STA 135+78	0.241	0.241	38.56	28.92	28.92	0.482	0.482
LT & RT STA 135+78 TO STA 138+68.50 BK	0.133	0.133	21.28	15.96	15.96	0.266	0.266
LT & RT STA 148+01.80 AH TO STA 154+62	0.303	0.303	48.48	36.36	36.36	0.606	0.606
RT STA 161+38 TO STA 161+61	0.005	0.005	0.80	0.60	0.60	0.010	0.010
LT & RT STA 161+61 TO STA 168+74	0.327	0.327	52.32	39.24	39.24	0.654	0.654
LT STA 168+74 TO STA 175+00	0.144	0.144	23.04	17.28	17.28	0.288	0.288
RT STA 216+53 TO STA 226+54	0.230	0.230	36.80	27.60	27.60	0.460	0.460
LT STA 219+00	0.200	0.200	32.00	24.00	24.00	0.400	0.400
LT STA 223+00	0.200	0.200	32.00	24.00	24.00	0.400	0.400
RT STA 229+73 TO STA 238+28	0.196	0.196	31.36	23.52	23.52	0.392	0.392
LT & RT STA 238+28 TO STA 240+85 BK	0.118	0.118	18.88	14.16	14.16	0.236	0.236
LT & RT STA 240+97 AH TO STA 249+02	0.370	0.370	59.20	44.40	44.40	0.740	0.740
LT STA 262+88 TO STA 272+38	0.218	0.218	34.88	26.16	26.16	0.436	0.436
LT & RT STA 272+38 TO STA 274+73	0.108	0.108	17.28	12.96	12.96	0.216	0.216
LT STA 278+21 TO STA 288+87	0.245	0.245	39.20	29.40	29.40	0.490	0.490
RT STA 302+56 TO STA 315+12	0.288	0.288	46.08	34.56	34.56	0.576	0.576
RT STA 333+78 TO STA 343+98.61 BK	0.234	0.234	37.44	28.08	28.08	0.468	0.468
RT STA 344+17.60 AH TO STA 344+65	0.011	0.011	1.76	1.32	1.32	0.022	0.022
LT & RT STA 354+76 TO STA 358+00	0.149	0.149	23.84	17.88	17.88	0.298	0.298
LT & RT STA 364+63 TO STA 372+22	0.348	0.348	55.68	41.76	41.76	0.696	0.696
LT & RT STA 403+05 TO STA 414+99	0.548	0.548	87.68	65.76	65.76	1.096	1.096
RT STA 414+99 TO STA 416+04 BK	0.024	0.024	3.84	2.88	2.88	0.048	0.048
RT STA 416+05.40 AH TO STA 416+47	0.010	0.010	1.60	1.20	1.20	0.020	0.020
LT & RT STA 474+76 TO STA 481+00	0.255	0.255	40.80	30.60	30.60	0.510	0.510
IMPROVEMENT TOTALS:							
	6.500	6.500	1,040.00	780.00	780.00	13.000	13.000

NOTE: SEEDING SHALL BE USED IN REGIONS WHERE GUTTER REMOVAL PARTIAL.
THE LOCATIONS AND QUANTITIES SHALL BE DETERMINED BY THE ENGINEER.

PLOT DATE = 1/12/2007
 FILE NAME = 590000103A-19001022-0001.dwg
 PLOT SCALE = 50.0000 / IN.
 USER NAME = hrenzjc

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION <h3 style="margin: 0;">SCHEDULE</h3>
NAME	DATE	
SCALE: VERT.		DRAWN BY JCK
DATE		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	*	HARDIN	26	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* 5 RS-3 (13, 11, 8) RS

RAISED PAVEMENT MARKER SCHEDULE

LOCATION: STATION TO STATION	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER
	EACH	EACH
IL 146		
FAP 885		
STA 2+00 TO STA 9+41.56 BK	19	19
STA 9+39.43 AH TO STA 21+65	31	31
STA 21+65 TO STA 37+65.31 BK	20	20
STA 37+72.76 AH TO STA 66+60	36	36
STA 66+60 TO STA 76+64	13	13
STA 76+96 TO STA 92+88.84 BK	20	20
STA 92+97.83 AH TO STA 102+00	11	11
STA 102+00 TO STA 139+63.19 BK	47	47
STA 139+61.40 AH TO STA 178+50	49	49
STA 178+50 TO STA 211+13	41	41
STA 211+13 TO STA 229+41	46	46
STA 229+41 TO STA 260+00	38	38
STA 260+00 TO STA 263+82.56 BK	5	5
STA 263+84.98 AH TO STA 279+12	19	19
STA 282+58 TO STA 308+20	29	32
STA 308+20 TO STA 317+49 BK	12	12
STA 0+00 AH TO STA 4+43	6	6
STA 4+43 TO STA 11+51	18	18
STA 11+51 TO STA 17+09	7	7
STA 17+09 TO STA 18+00 BK	2	2
STA 18+27.20 AH TO STA 21+67.95 BK	9	9
STA 21+71.24 AH TO STA 23+27	4	4
STA 23+27 TO STA 34+81.30 BK	14	14
STA 34+81.00 AH TO STA 84+86.75	61	63
STA 86+16 TO STA 138+68.50 BK	64	66
STA 148+01.80 AH TO STA 176+00.10 BK	35	35
STA 175+93.40 AH TO STA 180+82.70 BK	6	6
STA 181+00.00 AH TO STA 207+41.60 BK	33	33
STA 207+41.10 AH TO STA 227+67	25	25
STA 228+89 TO STA 240+85.00 BK	15	15
STA 240+97.00 AH TO STA 253+20.10 BK	15	15
STA 253+53.80 AH TO STA 275+80.10 BK	28	28
STA 277+08.30 AH TO STA 343+98.61 BK	84	84
STA 344+17.60 AH TO STA 416+04.00 BK	89	90
STA 416+05.40 AH TO STA 481+00	79	81
IMPROVEMENT TOTALS:	1,030	1,040

PLOT DATE = 1/12/2007
 PLOT SCALE = 5/8" = 1' IN.
 USER NAME = krenzje

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE

SCALE: VERT.
HORIZ.
DATE

DRAWN BY JCK
CHECKED BY

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	SR-3,113,11,8)RS	HARDIN	26	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CURVE DATA

P.I. STA= 5+67.25
 Δ = 26°-48'-54.20"
D= 3°-30'-54.25"
R= 1,630.00'
T= 388.55'
L= 702.86'
E= 45.67'
EXISTING S.E.= 0.059 FT/FT
P.C. STA= 1+78.70
P.T. STA= 9+41.56

CURVE DATA

P.I. STA= 17+01.45
 Δ = 19°-10'-19.20"
D= 3°-00'-40.14"
R= 1,902.79'
T= 321.35'
L= 636.70'
E= 26.95'
EXISTING S.E.= 0.053 FT/FT
P.C. STA= 13+80.1
P.T. STA= 20+16.8

CURVE DATA

P.I. STA= 76+86.39
 Δ = 12°-48'-59.20"
D= 2°-00'-03.42"
R= 2,863.43'
T= 321.60'
L= 640.52'
E= 18.00'
EXISTING S.E.= 0.051 FT/FT
P.C. STA= 73+64.79
P.T. STA= 80+05.31

CURVE DATA

P.I. STA= 89+71.54
 Δ = 12°-46'-58.64"
D= 2°-00'-21.45"
R= 2,856.28'
T= 319.95'
L= 637.25'
E= 17.86'
EXISTING S.E.= 0.038 FT/FT
P.C. STA= 86+51.59
P.T. STA= 92+88.84

CURVE DATA

P.I. STA= 101+45.30
 Δ = 1°-26'-31.26"
D= 0°-06'-02.18"
R= 56,950.65'
T= 761.70'
L= 1,433.33'
E= 4.51'
EXISTING S.E.= NONE
P.C. STA= 94+28.60
P.T. STA= 108+61.93

CURVE DATA

P.I. STA= 136+03.35
 Δ = 29°-26'-56.38"
D= 3°-59'-58.14"
R= 1,432.58'
T= 376.19'
L= 736.32'
E= 48.65'
EXISTING S.E.= 0.064 FT/FT
P.C. STA= 132+26.87
P.T. STA= 139+63.19

CURVE DATA

P.I. STA= 164+47.23
 Δ = 2°-58'-07.17"
D= 0°-17'-12.28"
R= 19,981.42'
T= 517.76'
L= 1,035.29'
E= 6.71'
EXISTING S.E.= NONE
P.C. STA= 159+29.47
P.T. STA= 169+64.76

CURVE DATA

P.I. STA= 193+99.35
 Δ = 42°-38'-59.52"
D= 3°-59'-19.90"
R= 1,436.39'
T= 560.75'
L= 1,069.22'
E= 105.57'
EXISTING S.E.= 0.064 FT/FT
P.C. STA= 188+38.61
P.T. STA= 199+07.83

CURVE DATA

P.I. STA= 220+58.74
 Δ = 69°-56'-29.57"
D= 5°-42'-00"
R= 1,005.19'
T= 703.08'
L= 1,227.05'
E= 221.48'
EXISTING S.E.= 0.073 FT/FT
P.C. STA= 213+55.66
P.T. STA= 225+82.70

CURVE DATA

P.I. STA= 259+66.14
 Δ = 7°-30'-22.84"
D= 0°-54'-00"
R= 6,366.20'
T= 417.62'
L= 834.04'
E= 13.68'
EXISTING S.E.= 0.019 FT/FT
P.C. STA= 255+48.72
P.T. STA= 263+82.56

CURVE DATA

P.I. STA= 8+35.6
 Δ = 89°-48'-00"
D= 19°-00'-00"
R= 301.56'
T= 302.00'
L= 472.60'
E= 124.80'
EXISTING S.E.= 0.0833 FT/FT
P.C. STA= 5+33.6
P.T. STA= 10+05.2

CURVE DATA

P.I. STA= 20+21.85
 Δ = 36°-24'-30"
D= 12°-00'-00"
R= 478.34'
T= 157.30'
L= 303.40'
E= 25.20'
EXISTING S.E.= 0.0833 FT/FT
P.C. STA= 18+64.55
P.T. STA= 21+67.95

CURVE DATA

P.I. STA= 29+61.2
 Δ = 3°-38'-30"
D= 0°-21'-00"
R= 16,370.25'
T= 520.40'
L= 1,040.50'
E= 8.27'
EXISTING S.E.= NONE
PROP. NORMAL CROWN
P.C. STA= 24+40.8
P.T. STA= 34+81.3

CURVE DATA

P.I. STA= 61+73.6
 Δ = 40°-20'-30"
D= 0°-10'-00"
R= 34,377.50'
T= 1,303.10'
L= 2,605.00'
E= 24.69'
EXISTING S.E.= NONE
PROP. NORMAL CROWN
P.C. STA= 48+70.5
P.T. STA= 74+75.5

CURVE DATA

P.I. STA= 99+19.8
 Δ = 19°-15'-15"
D= 2°-00'-00"
R= 2,884.93'
T= 488.00'
L= 962.70'
E= 40.92'
EXISTING S.E.= 0.0329 FT/FT
P.C. STA= 94+33.8
P.T. STA= 103+96.5

CURVE DATA

P.I. STA= 131+83.7
 Δ = 20°-46'-30"
D= 1°-30'-00"
R= 3,819.83'
T= 700.20'
L= 1,385.00'
E= 63.65'
EXISTING S.E.= 0.020 FT/FT
P.C. STA= 124+83.5
P.T. STA= 138+68.5

CURVE DATA

P.I. STA= 170+13.0
 Δ = 23°-50'-00"
D= 2°-00'-00"
R= 2,864.93'
T= 604.60'
L= 1,191.70'
E= 63.10'
EXISTING S.E.= 0.020 FT/FT
P.C. STA= 164+08.4
P.T. STA= 176+00.1

CURVE DATA

P.I. STA= 202+42.8
 Δ = 4°-19'-30"
D= 0°-26'-00"
R= 13,222.13'
T= 499.30'
L= 988.10'
E= 9.42'
EXISTING S.E.= NONE
PROP. NORMAL CROWN
P.C. STA= 197+43.5
P.T. STA= 207+41.6

CURVE DATA

P.I. STA= 229+42.2
 Δ = 40°-39'-00"
D= 1°-42'-00"
R= 3,370.46'
T= 1,248.40'
L= 2,391.20'
E= 223.84'
EXISTING S.E.= 0.020 FT/FT
P.C. STA= 216+93.8
P.T. STA= 240+85

CURVE DATA

P.I. STA= 266+96.65
 Δ = 10°-46'-00"
D= 1°-00'-00"
R= 5,729.65'
T= 539.93'
L= 1,076.70'
E= 23.58'
EXISTING S.E.= 0.020 FT/FT
P.C. STA= 261+56.72
P.T. STA= 272+33.42

CURVE DATA

P.I. STA= 283+20.6
 Δ = 16°-30'-00"
D= 1°-30'-00"
R= 3,819.83'
T= 553.85'
L= 1,100.0'
E= 39.94'
EXISTING S.E.= 0.020 FT/FT
P.C. STA= 277+66.7
P.T. STA= 288+66.7

CURVE DATA

P.I. STA= 308+72.78
 Δ = 12°-41'-00"
D= 1°-00'-00"
R= 5,729.65'
T= 636.78'
L= 1,268.33'
E= 35.28'
EXISTING S.E.= 0.020 FT/FT
P.C. STA= 302+36
P.T. STA= 315+04.33

CURVE DATA

P.I. STA= 339+01.56
 Δ = 7°-18'-00"
D= 0°-44'-00"
R= 7,813.11'
T= 498.40'
L= 995.45'
E= 15.88'
EXISTING S.E.= 0.020 FT/FT
P.C. STA= 334+03.16
P.T. STA= 343+98.61

CURVE DATA

P.I. STA= 363+47.4
 Δ = 0°-24'-00"
D= 0°-06'-00"
R= 57,295.79'
T= 200.00'
L= 400.00'
E= 0.35'
EXISTING S.E.= NONE
PROP. NORMAL CROWN
P.C. STA= 361+47.4
P.T. STA= 365+47.4

CURVE DATA

P.I. STA= 410+85.6
 Δ = 0°-24'-00"
D= 0°-42'-00"
R= 8,185.16'
T= 519.75'
L= 1,038.10'
E= 16.49'
EXISTING S.E.= 0.020 FT/FT
P.C. STA= 405+65.9
P.T. STA= 416+04

CURVE DATA

P.I. STA= 457+72.24
 Δ = 4°-45'-00"
D= 0°-28'-00"
R= 12,277.70'
T= 509.23'
L= 1,017.86'
E= 10.56'
EXISTING S.E.= NONE
PROP. NORMAL CROWN
P.C. STA= 452+63.01
P.T. STA= 462+80.87

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING CURVE DATA

SCALE: VERT. NONE
 HORIZ. NONE

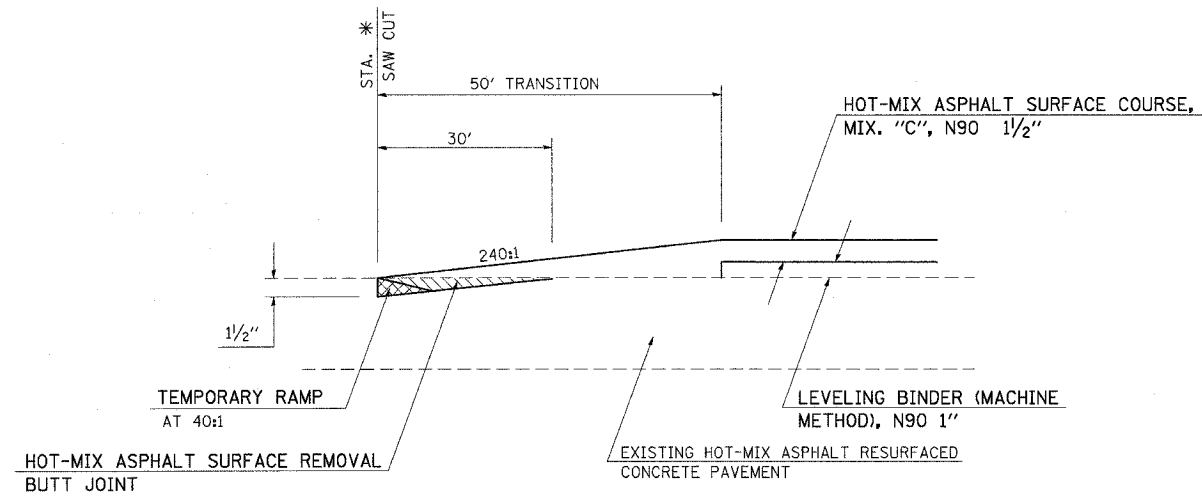
DATE: _____

DRAWN BY CNH
 CHECKED BY _____

PLOT DATE = 8/31/2005
 FILE NAME = c:\p03\jects\c0900103\c0900103.dgn
 USER NAME = hudson

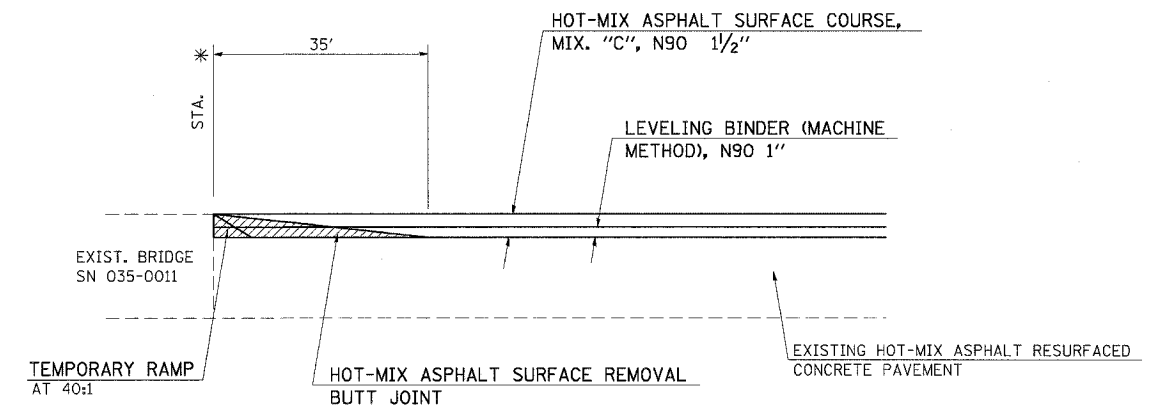
CONTRACT NO. 98782				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	SRS-3,(13,11,8)RS	HARDIN	26	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BUTT JOINT DETAIL



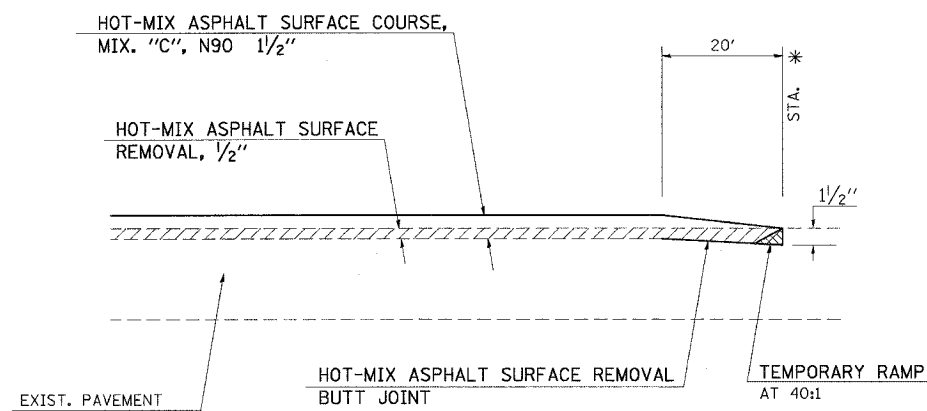
*** TO BE USED:**
 STA. 227+67
 STA. 228+89
 STA. 481+00

BUTT JOINT DETAIL



*** TO BE USED:**
 STA. 84+86.75
 STA. 86+16

BUTT JOINT DETAIL



*** TO BE USED:**
 STA. 2+00
 STA. 76+48
 STA. 77+12
 STA. 278+19
 STA. 283+41

PLOT DATE = 2/6/2007
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = hudson

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

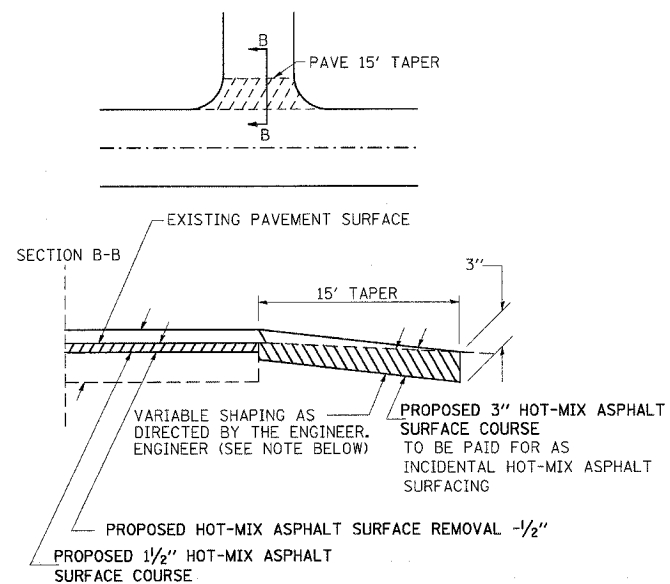
DETAILS: BUTT JOINTS

SCALE: VERT. NONE
 HORIZ. NONE

DATE: _____ DRAWN BY CNH
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	SRS-3,(13,11,8)RS	HARDIN	26	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

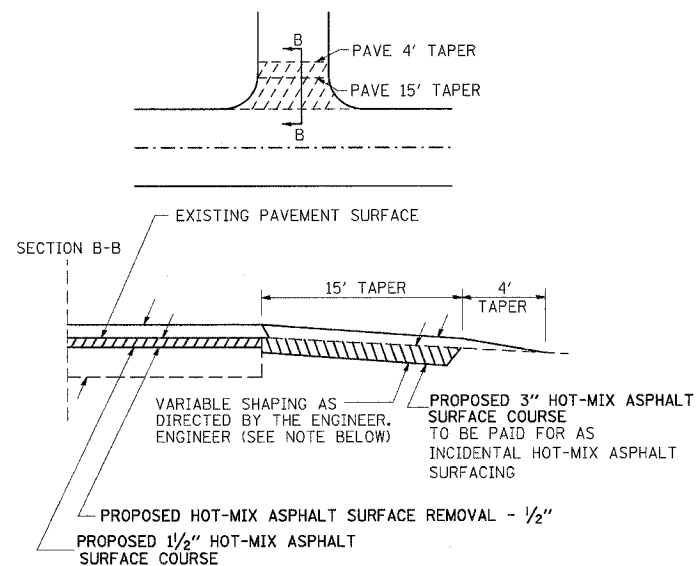
DETAIL OF AGGREGATE SIDE ROAD



IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE BASE COURSE, TYPE B SHALL BE PLACED FOR BASE. THE COST OF CORING OUT THE SIDEROAD SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.

VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.

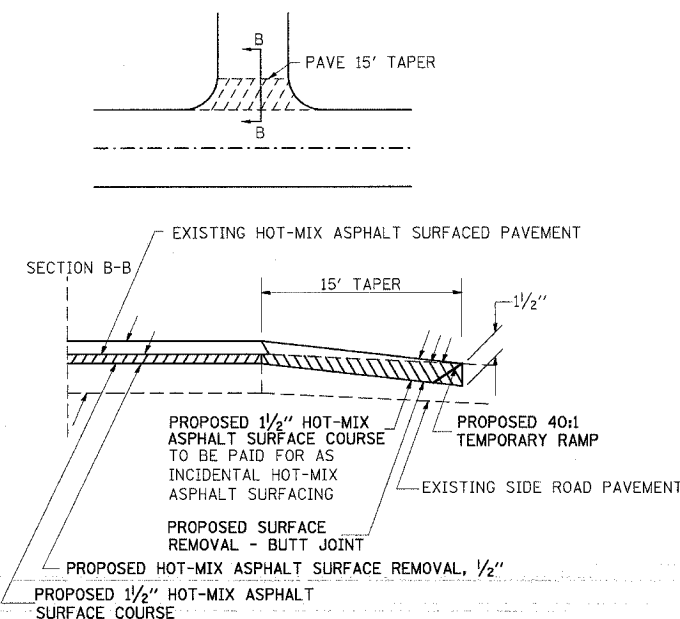
DETAIL OF OIL AND CHIP SIDE ROAD



IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE BASE COURSE, TYPE B SHALL BE PLACED FOR BASE. THE COST OF CORING OUT THE SIDEROAD SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.

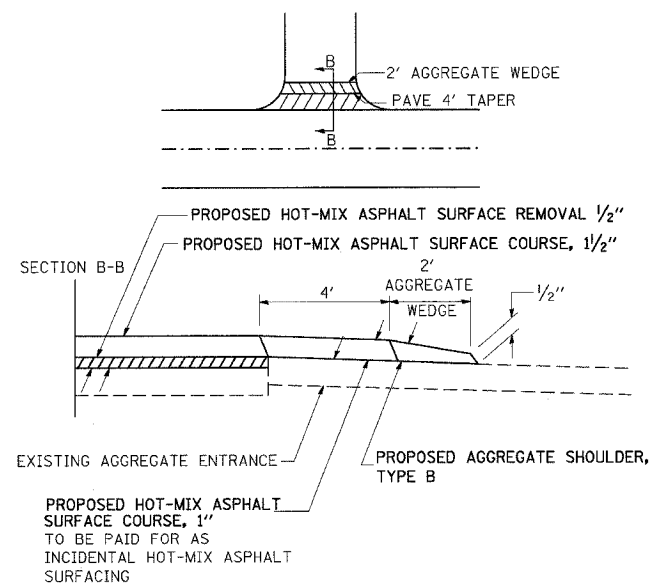
VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.

DETAIL OF HOT-MIX ASPHALT OR PCC SIDE ROADS WITH BUTT-JOINT



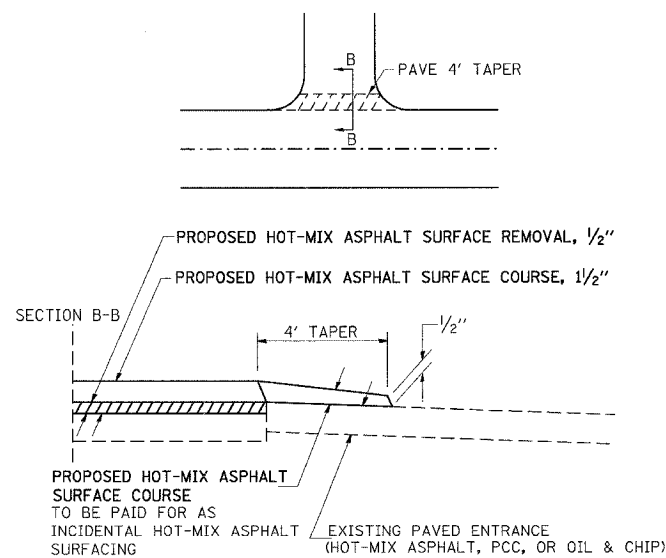
IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE BASE COURSE, TYPE B SHALL BE PLACED FOR BASE. THE COST OF CORING OUT THE SIDEROAD SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.

DETAIL OF AGGREGATE PRIVATE OR COMMERCIAL ENTRANCE



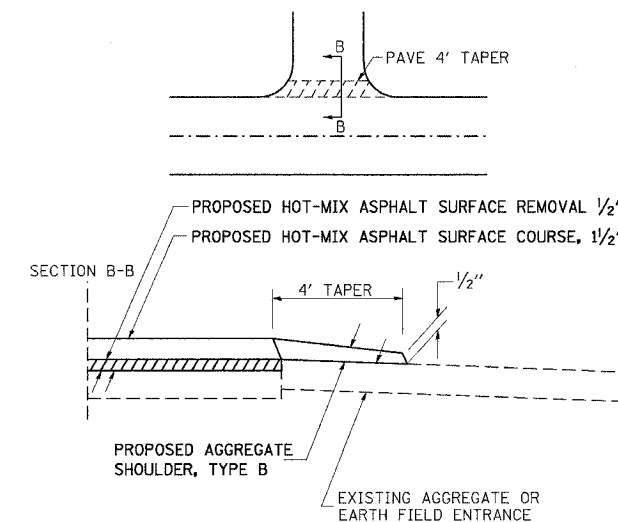
PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD SPECIFICATIONS.

DETAIL OF HOT-MIX ASPHALT, PCC, OR OIL AND CHIP PRIVATE, COMMERCIAL, OR FIELD ENTRANCE



PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD SPECIFICATIONS.

DETAIL OF AGGREGATE OR EARTH FIELD ENTRANCE



PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD SPECIFICATIONS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

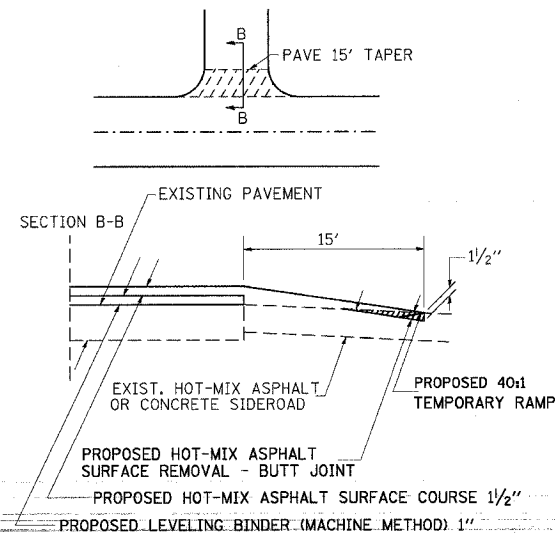
DETAILS: SIDE ROADS AND ENTRANCES

SCALE: VERT. NONE
HORIZ. NONE
DATE

DRAWN BY CNH
CHECKED BY

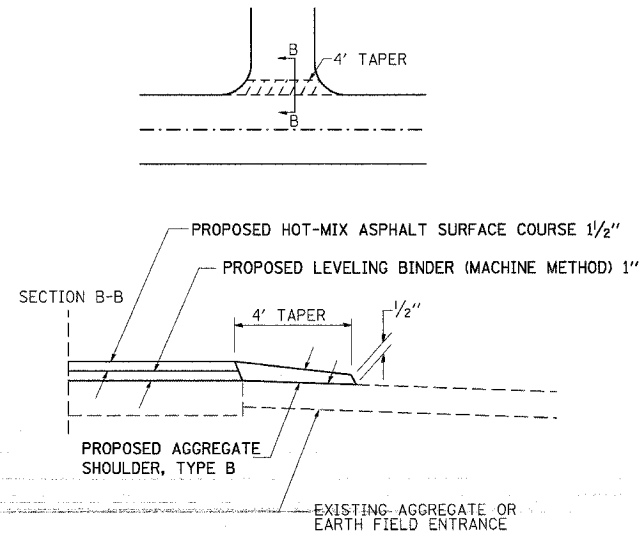
CONTRACT NO. 98782				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	SRS-3,(13,11,8)RS	HARDIN	26	24
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DETAIL OF HOT-MIX ASPHALT OR PCC SIDE ROADS WITH BUTT-JOINT



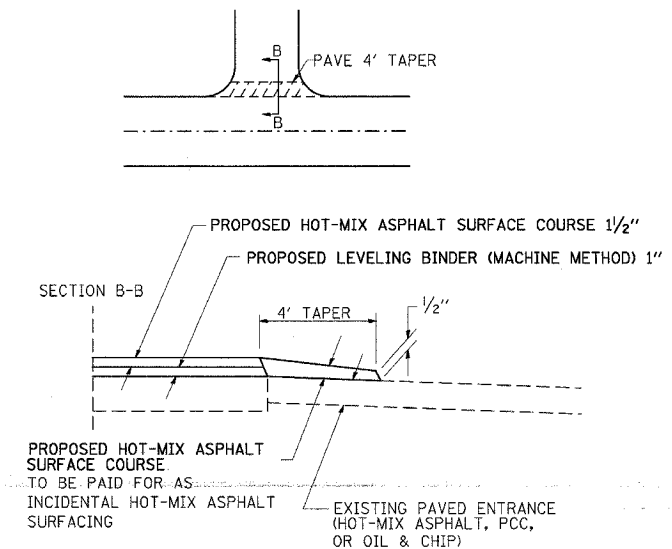
IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE BASE COURSE, TYPE B SHALL BE PLACED FOR BASE. THE COST OF CORING OUT THE SIDEROAD SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.

DETAIL OF AGGREGATE OR EARTH FIELD ENTRANCE



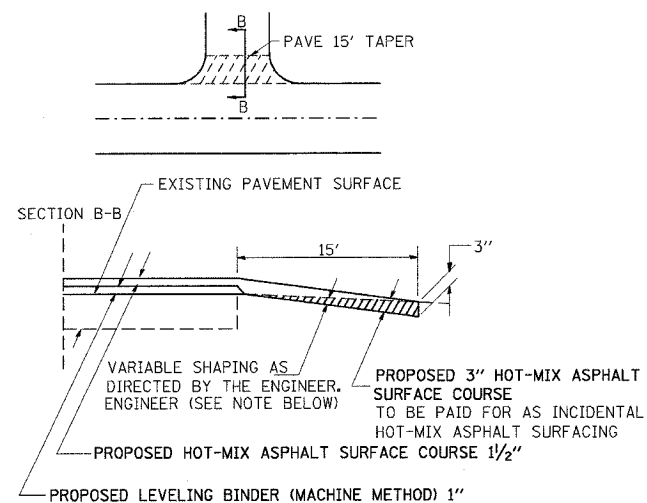
PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD SPECIFICATIONS.

DETAIL OF HOT-MIX ASPHALT, PCC, OR OIL AND CHIP PRIVATE, COMMERCIAL, OR FIELD ENTRANCE



PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD SPECIFICATIONS.

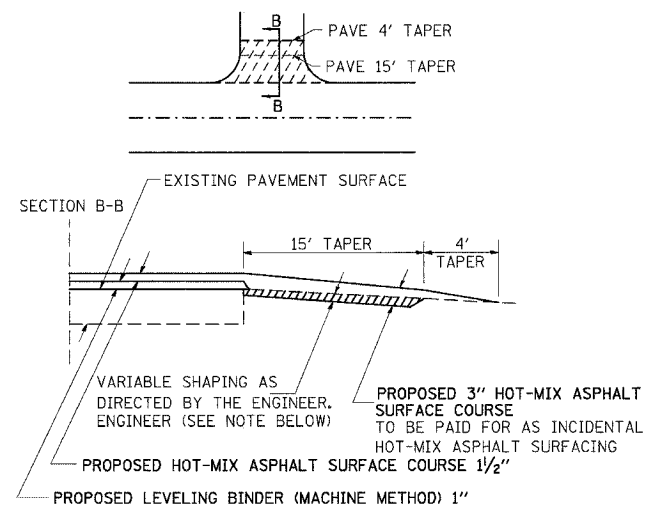
DETAIL OF AGGREGATE SIDE ROAD



IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE BASE COURSE, TYPE B SHALL BE PLACED FOR BASE. THE COST OF CORING OUT THE SIDEROAD SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.

VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.

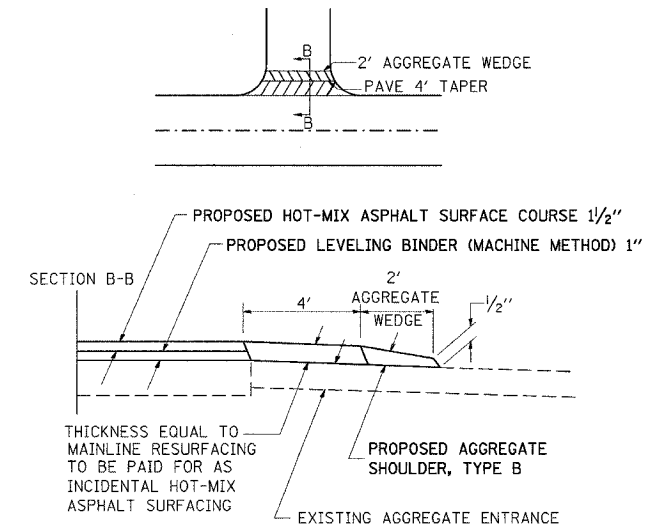
DETAIL OF OIL AND CHIP SIDE ROAD



IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE BASE COURSE, TYPE B SHALL BE PLACED FOR BASE. THE COST OF CORING OUT THE SIDEROAD SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.

VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.

DETAIL OF AGGREGATE PRIVATE OR COMMERCIAL ENTRANCE



PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD SPECIFICATIONS.

PLOT DATE = 2/7/2007
 FILE NAME = I:\Projects\98782\98782.dgn
 USER = JLN
 USER = JLN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

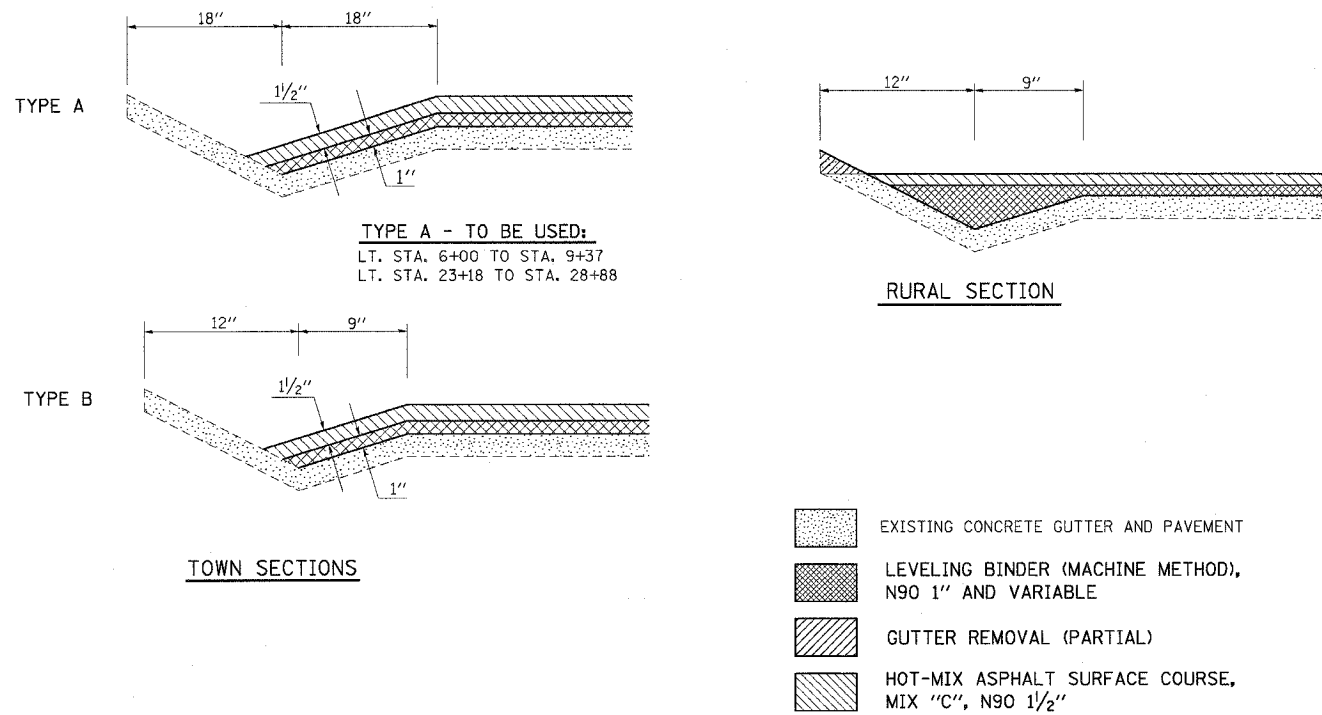
DETAILS: SIDE ROADS AND ENTRANCES

SCALE: VERT. NONE
 HORIZ. NONE
 DATE

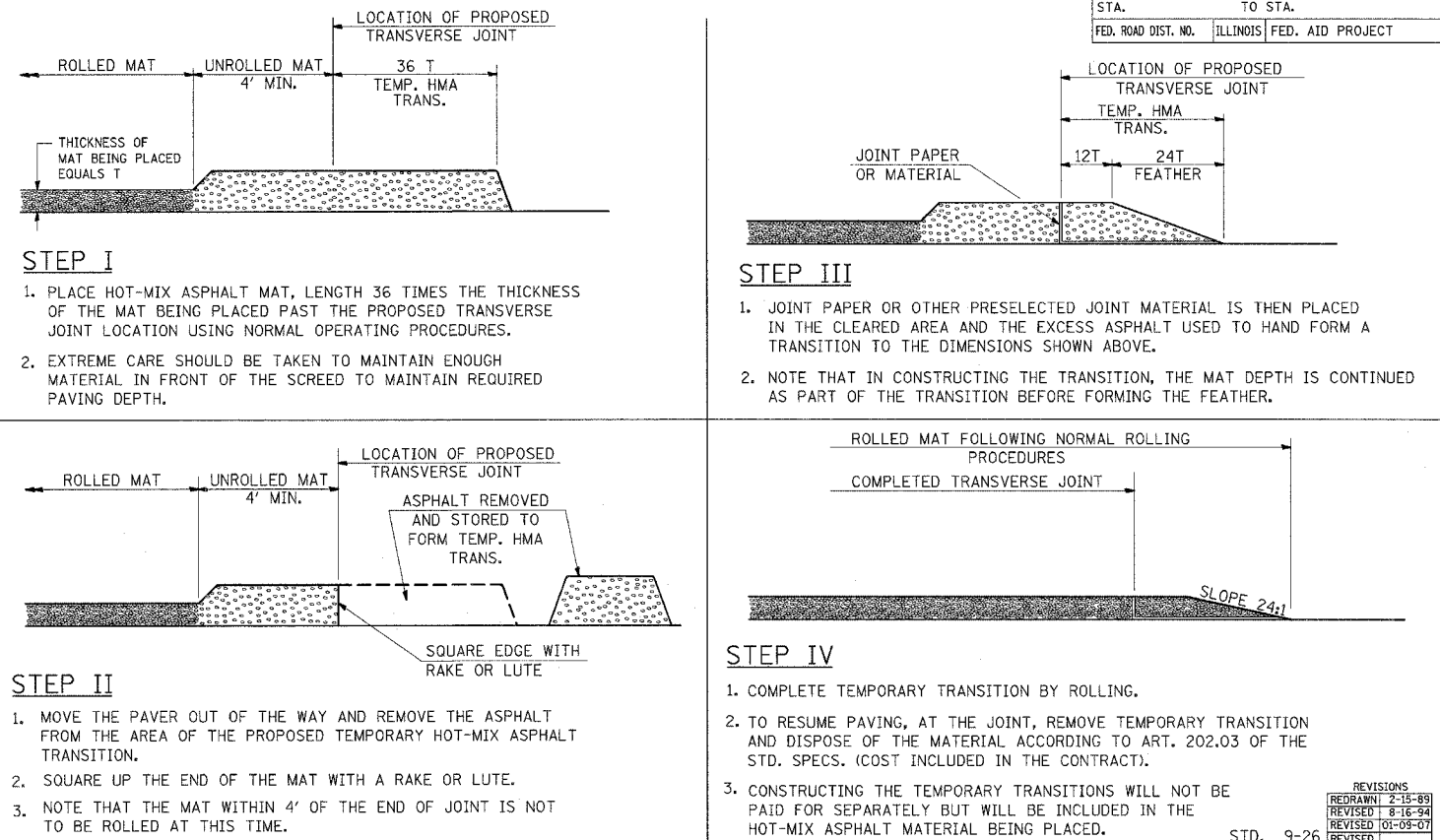
DRAWN BY CNH
 CHECKED BY

CONTRACT NO. 98782				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	SRS-3,(13,11,8)RS	HARDIN	26	25
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

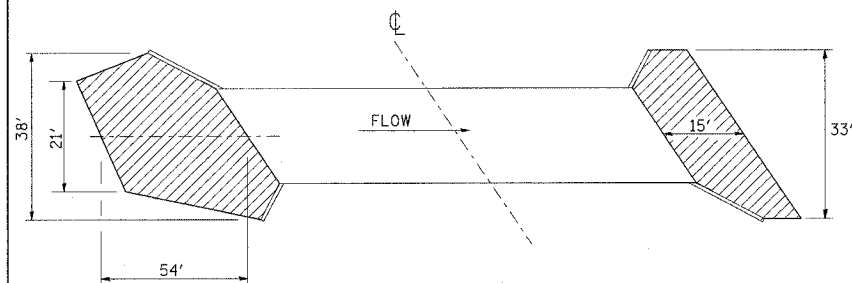
GUTTER SECTIONS



TEMPORARY HOT-MIX ASPHALT TRANSITIONS



SCOUR REPAIR DETAIL



S.N. 035-2002
STA. 131+17

STONE RIPRAP, CLASS A4
3 DEEP

NOTES:

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE DIMENSIONS AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT TO REPAIR ANY FORESLOPE EROSION, AS DIRECTED BY THE ENGINEER.

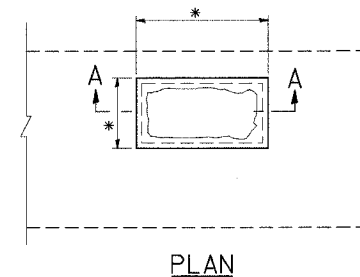
EARTHWORK WILL BE INCLUDED IN THE COST PER TON OF THE STONE RIPRAP, CLASS A4.

THE LENGTH AND WIDTH OF THE STONE RIPRAP SHALL BE APPROVED BY THE ENGINEER. ANY ADJUSTMENT OF THE AREAS THAT ARE REQUIRED TO MAKE PROPER FITTING, SHALL BE APPROVED BY THE ENGINEER.

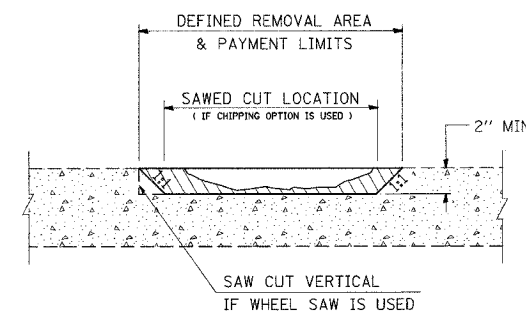
BEDDING MATERIAL WILL NOT BE REQUIRED.

FILTER FABRIC WILL NOT BE REQUIRED.

DETAILS OF HOT-MIX ASPHALT PATCHING-PARTIAL DEPTH



* LIMITS OF PARTIAL DEPTH PATCHING AS DIRECTED BY THE ENGINEER.



NOTES:

THE CONTRACTOR HAS THE OPTION OF SAWING THE PAVEMENT AND CHIPPING THE EDGES OR BY MILLING THE DEFINED AREA OF THE PATCH.

THE PAVEMENT SHALL BE SAWED A MINIMUM OF 2 INCH DEPTH IF THE SAWING OPTION IS USED.

THE DIAMETER OF THE MILLING MACHINE SHALL BE OF SUFFICIENT SIZE TO MAINTAIN THE 1:1 SIDE SLOPE.

THIS ITEM WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PAVEMENT PATCHING (PARTIAL DEPTH).

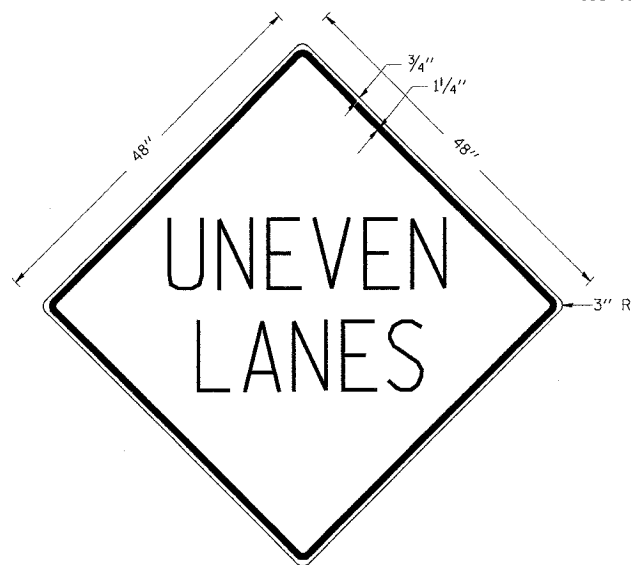
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	DETAILS: GUTTER SECTIONS; SCOUR REPAIR; TEMPORARY HOT-MIX ASPHALT TRANSITIONS; HOT-MIX ASPHALT PATCHING-PARTIAL DEPTH	
		SCALE: VERT. NONE	DRAWN BY CNH
		HORIZ.	CHECKED BY
		DATE	

PLOT DATE = 2/6/2007
PLOT SCALE = 80/1000
USER NAME = hradon

CONTRACT NO. 98782					
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
885	5RS-3,(13,11,9)RS	HARDIN	26	26	
STA.		TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

UNEVEN LANES SIGN

W8-11 (48" x 48")



COLORS:
 LEGEND AND BORDER - BLACK NON-REFLECTORIZED
 BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

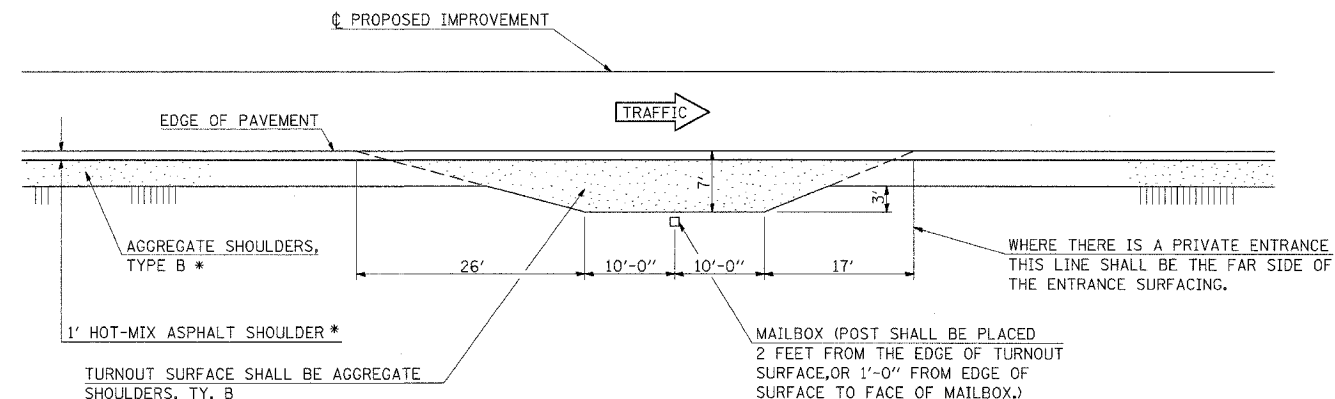
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS
DRAWN 2-15-89
REVISED 4-8-93
REDISIGNED 7-23-04
REVISED

STD. 9-41

MAILBOX TURNOUT



NOTE:
 WHERE THERE IS MORE THAN ONE MAILBOX IN A GROUP, THE 10 FOOT DIM. SHALL BE MEASURED FROM THE FIRST AND LAST MAILBOX.

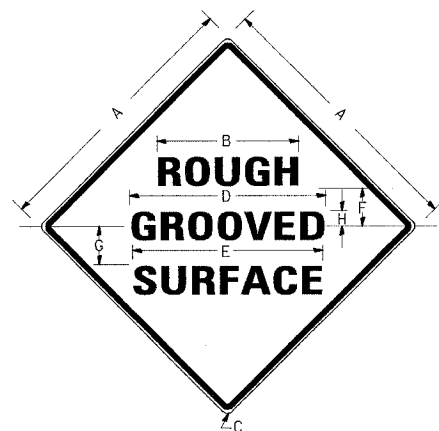
* IF APPLICABLE

REVISIONS
REDRAWN 2-15-89
REVISED
REVISED
REVISED

STD. 9-15

ILLINOIS STANDARD

W8-I106



COLORS:
 LEGEND AND BORDER- BLACK NON-REFLECTORIZED
 BACKGROUND- ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

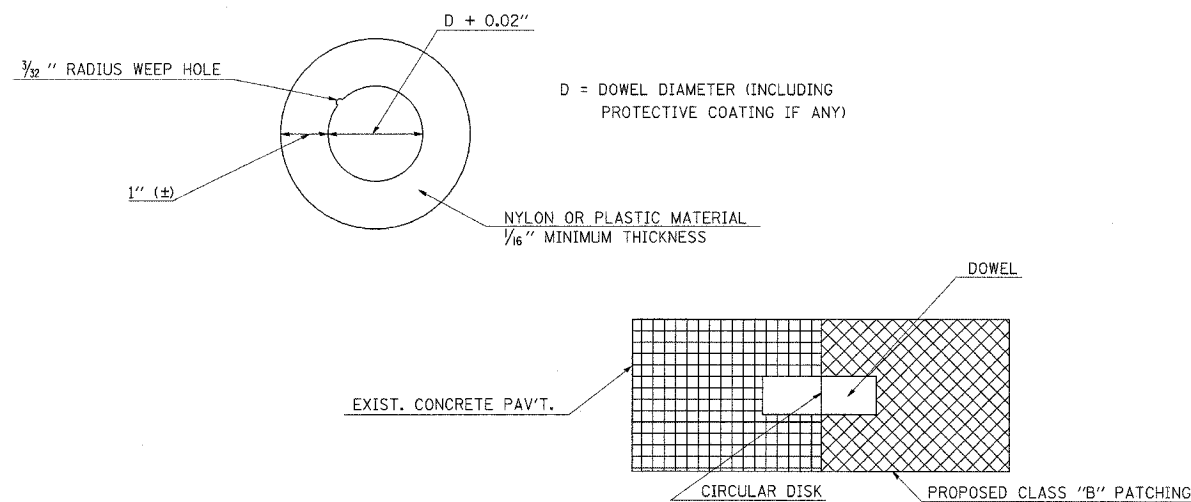
SIGN SIZE	SERIES LINES			MAR-GIN	BOR-DER	BLANK STD.
	1	2	3			
48X48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES

REVISIONS
REDRAWN 2-15-89
REVISED 4-8-93
REVISED
REVISED

STD. 9-39

DETAIL THIN CIRCULAR DISK



DETAIL "A"

NOTE: COST OF DISK SHALL BE INCLUDED IN CLASS "B" PATCHING

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DETAILS: UNEVEN PAVEMENT SIGN;
 ILLINOIS STANDARD (W8-I106);
 MAILBOX TURNOUT; THIN
 CIRCULAR DISK**
 SCALE: VERT. NONE
 HORIZ. DATE
 DRAWN BY CNH
 CHECKED BY

PLOT DATE = 1/17/2007
 PLOT SCALE = 50.0000 / IN.
 USER NAME = hudson