

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		ADAMS	36	1
		ILLINOIS	CONTRACT NO.	72962

D-6 RESURFACING 2011

1/37

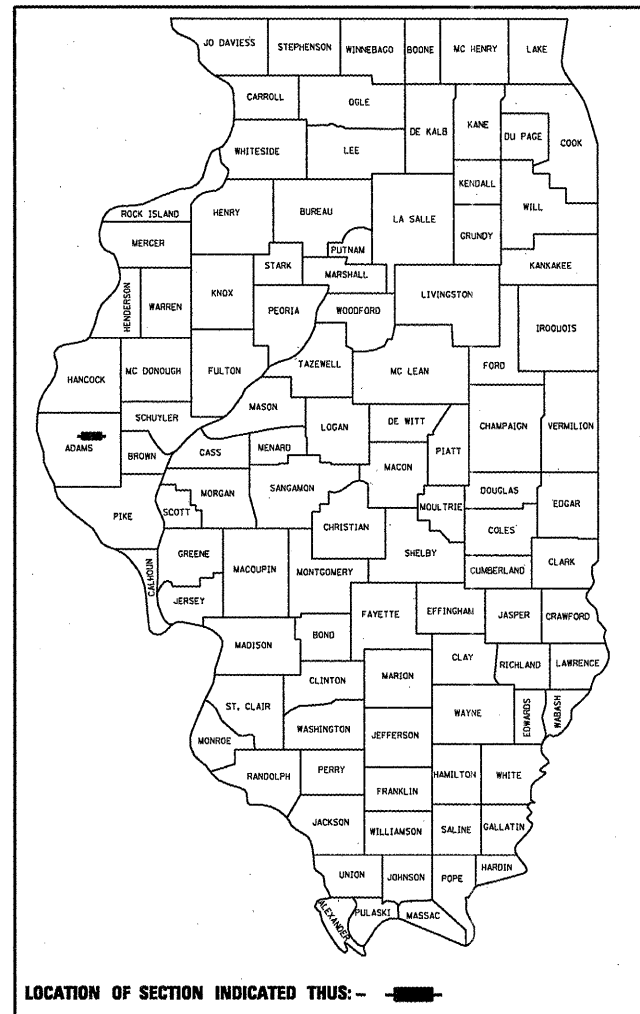
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 317 (US 24)
SECTION D-6 RESURFACING 2011
PROJECT: ACNHF-0317(089)
RESURFACING (SMART)
ADAMS COUNTY

C-96-142-10

D-96-514-05



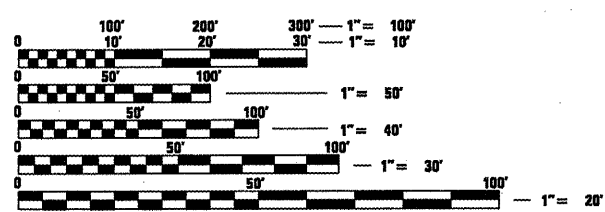
LOCATION OF SECTION INDICATED THUS: -

ADT = 4100 (2009) PU = 89%, SU = 5%, MU = 6%

- INDEX OF SHEETS:**
- 1 COVER SHEET
 - 2 GENERAL NOTES
 - 3 SUMMARY OF QUANTITIES
 - 4-5 TYPICAL SECTIONS
 - 6-11 SCHEDULES OF QUANTITIES
 - 12-26 PLAN SHEETS
 - 27 SIDEROAD PLAN & PROFILE SHEETS
 - 28-32A DETAILS
 - 33-36 CROSS SECTION SHEETS

LIST OF STANDARDS:

- 000001-06 701201-04
- 442201-03 701306-03
- 630001-09 701311-03
- 701501-06
- 630106 701901-01
- 630301-05 780001-02
- 631033-04 781001-03
- 635011-02 BLR 21-8

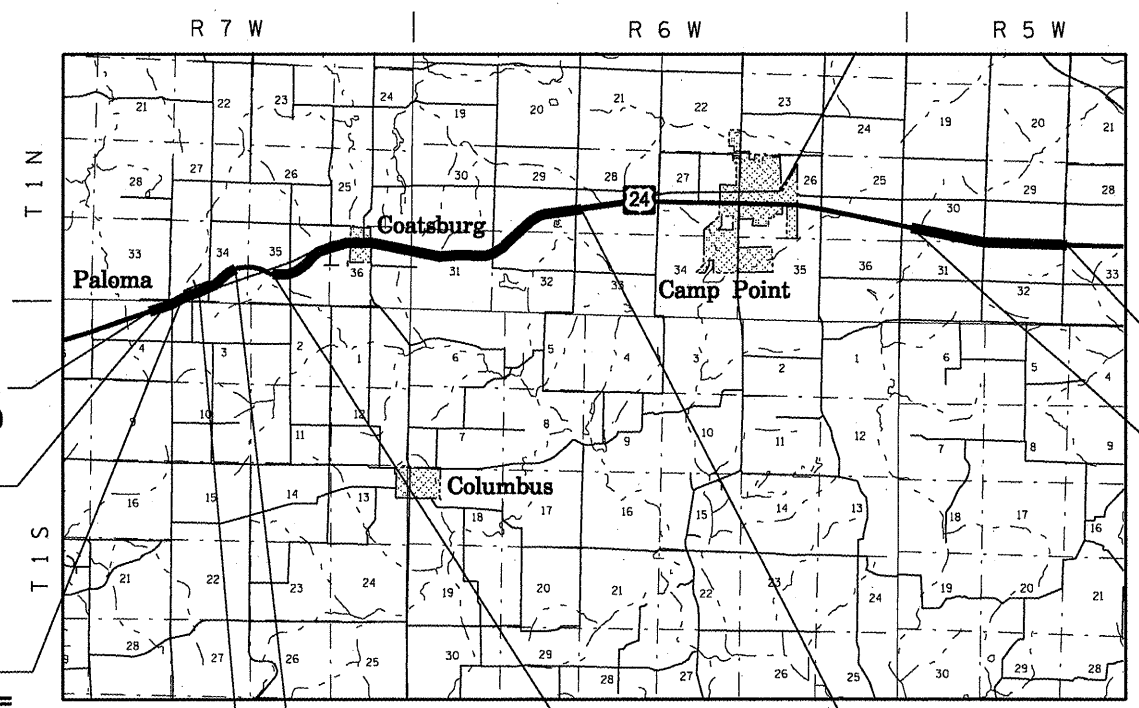


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: JEFF MYERS 782-4761
PROJECT MANAGER: BRIAN LANINGHAM 524-0472

CONTRACT NO. 72962



PROJECT ENDS
STA. 1872+35.50

STA. EQ.
1855+15.88 BK=
1855+21.00 AH

STA. EQ.
1846+31.50 BK=
1846+31.80 AH

STA. EQ.
1785+57.50 BK=
1835+29.70 AH

SECTION BEGINS
STA. 1757+00.00

SECTION ENDS
STA. 1730+00.00

SECTION BEGINS
STA. 1498+42.62

PROJECT BEGINS
STA. 1150+45.00

SECTION ENDS
STA. 1255+52.00

LOCATION MAP



GROSS LENGTH = 67,212.88 FT. = 12.730 MILE
NET LENGTH = 39,524.62 FT. = 7.486 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *March 11 20 11*

Roger Z. Dinkell
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 13 20 11
Scott E. Stitt P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

May 13 20 11
Christine M. Roedler
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

GENERAL NOTES

1. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
2. IN ADDITION TO FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
3. ACCESS TO ALL ENTRANCES AND SIDE ROADS SHALL BE MAINTAINED AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS, AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
5. THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
6. ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED.
7. UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
8. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED TO CALCULATE THE PLAN QUANTITIES:

BITUMINOUS MATERIALS (PRIME COAT)	0.00038 TON/SQ. YD. (ON PAVEMENT)
BITUMINOUS MATERIALS (PRIME COAT)	0.001425 TON/SQ.YD. (ON AGG)
AGGREGATE PRIME COAT	0.002 TON/SQ. YD.
BITUMINOUS CONCRETE SURFACE	0.056 TON/SQ. YD. PER 1"
AGGREGATE MATERIAL	2.05 TON/CU. YD.
9. THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT, AND NO COMPENSATION WILL BE ALLOWED.
10. WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED AGENT OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
11. LIMITS OF CONSTRUCTION ALONG SIDE ROADS SHALL BE VERIFIED AND APPROVED BY THE ENGINEER BEFORE WORK BEGINS. LIMITS MAY BE ADJUSTED FROM PROPOSED PLAN LAYOUT IF ENGINEER DEEMS NECESSARY.
12. EXISTING MANHOLES AND INLET FRAMES & LIDS DAMAGED BY THE CONTRACTOR'S OPERATION SHALL BE REPLACED WITH NEW FRAMES AND LIDS AT THE CONTRACTOR'S EXPENSE.
13. THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS, PHONE (217) 782-7314.
14. PRIOR TO THE START OF RESURFACING OPERATIONS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE EXISTING VERTICAL CLEARANCE AT THE RAILROAD STRUCTURE. MEASUREMENTS SHALL BE TAKEN AT THE EDGE OF EACH LANE. IF NECESSARY, THE ENGINEER SHALL MAKE ADJUSTMENTS TO THE RESURFACING THICKNESS SHOWN IN THE PLANS TO MAINTAIN THE EXISTING VERTICAL CLEARANCE. LASTLY, THE CONTRACTOR SHALL MEASURE AND DOCUMENT THE VERTICAL CLEARANCE AT THE RAILROAD STRUCTURE AFTER THE RESURFACING OPERATION IS COMPLETE.
15. NO PASSING ZONES TO BE FIELD VERIFIED BY THE BUREAU OF OPERATIONS. THE RESIDENT ENGINEER SHALL NOTIFY THE BUREAU OF OPERATIONS AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PERMANENT PAVEMENT MARKING. (PH: 217-785-5312)

16. ALL AGGREGATE SURFACE COURSE SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD AND USED ON A, AS NEEDED BASIS. AGGREGATE SURFACE COURSE USED WILL BE INCLUDED IN AGGREGATE SHOULDERS, TYPE B (TON).
17. IN AREAS WHERE A "SOIL PAD" IS TO BE CONSTRUCTED, THE CONTRACTOR SHALL PROVIDE SOIL, CLASS 2 SEEDING, FERTILIZER, MULCH METHOD 1 AND ALL NECESSARY MATERIAL AND LABOR TO COMPLETE THE "SOIL PADS" AS SHOWN IN THE PLANS. THIS WORK WILL PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "FURNISHED EXCAVATION".
18. EXCAVATION FOR SIDEROAD E. 2000th ST. WILL INCLUDE THE REMOVAL OF ALL NECESSARY PAVEMENT, OIL & CHIP, AGGREGATE, AND EARTH TO PLACE THE PROPOSED MATERIAL. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "EARTH EXCAVATION".

MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location(s):	US 24 MAINLINE
Mixture Use(s):	Surface
PG:	PG64-22
Design Air Voids:	4.0% @ N70
Mixture Composition:	IL 9.5 or 12.5
Friction Aggregate:	Mix C

Location(s):	US 24 SIDEROADS/ ENTRANCES
Mixture Use(s):	Incidental Surfacing
PG:	PG 64-22
Design Air Voids:	4.0% @ N50
Mixture Composition:	IL 9.5 or 12.5
Friction Aggregate:	Mix C

Location(s):	US 24 MAINLINE
Mixture Use(s):	HMA Base Course 6" and Patching
PG:	PG 64-22
Design Air Voids:	4.0% @ N70
Mixture Composition:	IL 19.0
Friction Aggregate:	N/A

DISTRICT SIX	
EXAMINED <u>FEB 23</u>	20 <u>11</u>
<i>Dir Walker</i>	
OPERATIONS ENGINEER	
EXAMINED <u>MARCH 4</u>	20 <u>11</u>
<i>Tommy F...</i>	
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED <u>March 10</u>	20 <u>11</u>
<i>Mr. C. W. ...</i>	
PROGRAM DEVELOPMENT ENGINEER	

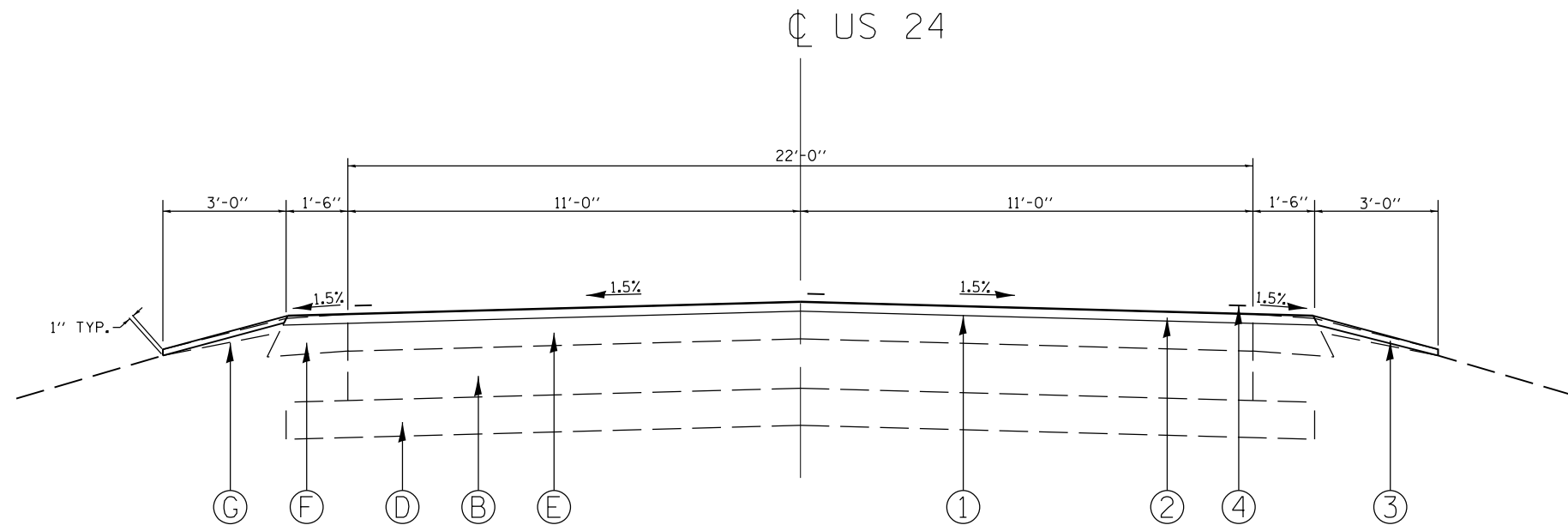
FILE NAME =	USER NAME = shinkusft	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES F.A.P. 317 (US 24)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Mar-10-2011 11:42:22AM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO. OF SHEETS STA. TO STA.		D-6 RESURFACING 2011		

ILLINOIS DEPARTMENT OF TRANSPORTATION				
SUMMARY OF QUANTITIES				80% FED/20% STATE CONSTRUCTION CODE TYPE 0005
CODE NO.	ITEM	UNITS	TOTAL QUANTITY	
20400800	FURNISHED EXCAVATION	CU YD	60.0	60.0
20200100	EARTH EXCAVATION	CU YD	145.0	145.0
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	373.0	373.0
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	373.0	373.0
35800100	PREPARATION OF BASE	SQ YD	663.0	663.0
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	44.2	44.2
40600300	AGGREGATE (PRIME COAT)	TON	161.0	161.0
40600895	CONSTRUCTING TEST STRIP	EACH	1.0	1.0
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2,687.0	2,687.0
40600990	TEMPORARY RAMP	SQ YD	83.3	83.3
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	9,445.0	9,445.0
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	461.4	461.4
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	112,349.0	112,349.0
44200168	PAVEMENT PATCHING, TYPE II, 14 INCH	SQ YD	482.0	482.0
44200172	PAVEMENT PATCHING, TYPE III, 14 INCH	SQ YD	67.0	67.0
48101200	AGGREGATE SHOULDERS, TYPE B	TON	1,527.0	1,527.0
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	437.5	437.5
* 63000350	LONG-SPAN GUARDRAIL OVER CULVERT, 12 FT 6 IN SPAN	FOOT	650.0	650.0
* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	4.0	4.0

ILLINOIS DEPARTMENT OF TRANSPORTATION				
SUMMARY OF QUANTITIES				80% FED/20% STATE CONSTRUCTION CODE TYPE 0005
CODE NO.	ITEM	UNITS	TOTAL QUANTITY	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	12.0	12.0
63200310	GUARDRAIL REMOVAL	FOOT	525.0	525.0
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6.0	6.0
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
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1.0	1.0
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10.0	10.0
70300100	SHORT TERM PAVEMENT MARKING	FOOT	8,093.0	8,093.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,339.0	1,339.0
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	104,309.0	104,309.0
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	509.0	509.0
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	15.0	15.0
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	12.0	12.0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	508.0	508.0
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	805.0	805.0
X7010222	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21 (SPECIAL)	L SUM	1.0	1.0
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1.0	1.0

* SPECIALTY ITEM

FILE NAME :	USER NAME : sparkgr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES F.A.P. 317 (US 24)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\sparkgr\d0217396\067	982-sh1-500.dgn	DRAWN -	REVISED -					317	*	ADAMS	36	3
	PLOT SCALE : 44.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 72962				
	PLOT DATE : Mar-11-2011 10:11:02AM	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



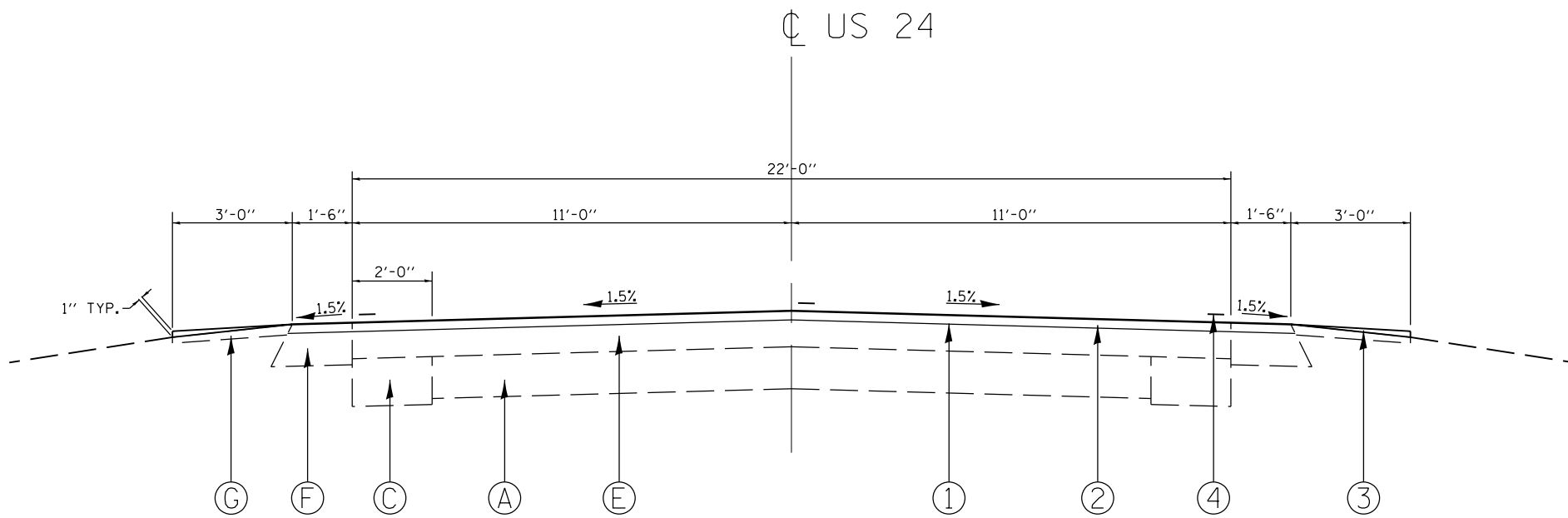
TYPICAL # 2

STA. 1695+06.00 TO 1730+00.00
 STA. 1757+00.00 TO 1782+88.00

LEGEND

- (A) EXIST. PCC PAVEMENT 7"
- (B) EXIST. PCC BASE COURSE 8"
- (C) EXIST. PCC BASE COURSE WIDENING 8"
- (D) EXIST. AGG. BASE COURSE
- (E) EXIST. HMA OVERLAY, VARIES 6-8"
- (F) EXIST. HMA SHOULDER, VARIES 6-8"
- (G) EXIST. AGGREGATE SHOULDER
- (H) EXIST. HMA SURFACE 1.5"
- (I) EXIST. OIL & CHIP SURFACING

- (1) PROP. HMA SURFACE REMOVAL, 1.5"
- (2) PROP. HMA SURFACE COURSE, MIX "D" N70, 1.5"
- (3) PROP. AGGREGATE SHOULDERS, TY B
- (4) PROP. PAVEMENT MARKING, 5"
- (5) PROP. AGGREGATE BASE COURSE, TY. B, 6"
- (6) PROP. HMA BASE COURSE, 6"
- (7) PROP. INCIDENTAL HMA SURFACING, 2"



TYPICAL # 1

STA. 1150+45.00 TO 1255+52.00
 STA. 1498+42.62 TO 1695+06.00
 STA. 1782+88.00 TO 1785+57.50
 STA. EQ. 1785+57.50 BK = 1835+29.70 AH
 STA. 1835+29.70 TO 1846+31.50
 STA. EQ. 1846+31.50 BK = 1846+31.80 AH
 STA. 1846+31.80 TO 1855+14.87
 STA. EQ. 1855+14.87 BK = 1855+21.00 AH
 STA. 1855+21.00 TO 1872+35.50

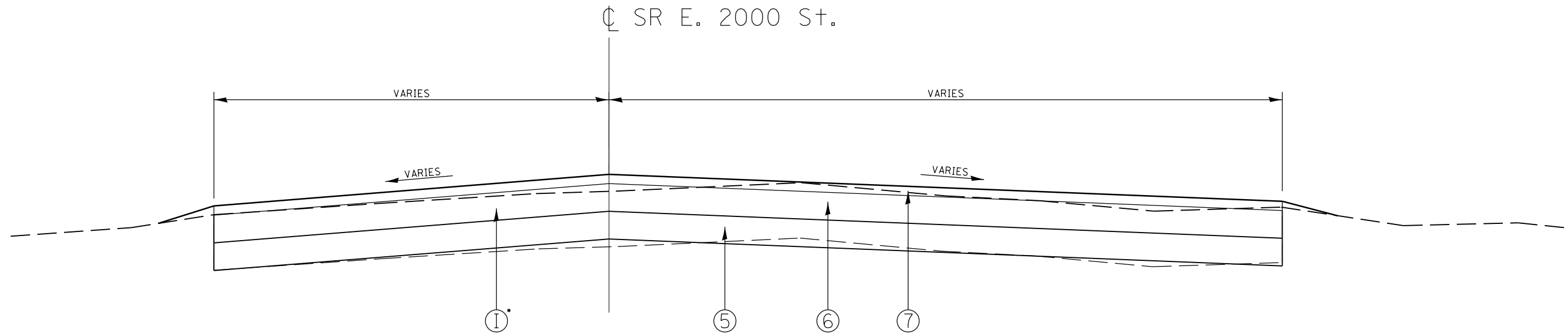
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -					317	.	ADAMS	36	4
PLOT DATE = Mar-11-2011 10:11:15AM	DATE -	REVISED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		
CONTRACT NO. 72962												

SIDEROAD EAST 2000 STREET

LEGEND

- (A) EXIST. PCC PAVEMENT 7"
- (B) EXIST. PCC BASE COURSE 8"
- (C) EXIST. PCC BASE COURSE WIDENING 8"
- (D) EXIST. AGG. BASE COURSE
- (E) EXIST. HMA OVERLAY, VARIES 6-8"
- (F) EXIST. HMA SHOULDER, VARIES 6-8"
- (G) EXIST. AGGREGATE SHOULDER
- (H) EXIST. HMA SURFACE 1.5"
- (I) EXIST. OIL & CHIP SURFACING

- (1) PROP. HMA SURFACE REMOVAL, 1.5"
- (2) PROP. HMA SURFACE COURSE, MIX "D" N70, 1.5"
- (3) PROP. AGGREGATE SHOULDERS, TY B
- (4) PROP. PAVEMENT MARKING, 5"
- (5) PROP. AGGREGATE BASE COURSE, TY. B, 6"
- (6) PROP. HMA BASE COURSE, 6"
- (7) PROP. INCIDENTAL HMA SURFACING, 2"



TYPICAL # 3

STA. 10+13.88 TO 10+89.35

• REMOVAL TO BE PAID FOR AS
"EARTH EXCAVATION"

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION F.A.P. 317 (US 24)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\sparksgw\0217396\0672962-sht-typical.dgn		DRAWN -	REVISED -		317	•	ADAMS	36	5			
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 72962				
PLOT DATE = Mar-11-2011 10:11:16AM		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

ENTRANCE SCHEDULE

LOCATION FAP 317 (US 24)			WIDTH ACROSS FRONT (FT)	WIDTH ACROSS BACK (FT)	LENGTH OF IMPROVEMENT FROM EOP (FT)	(SQ YD)	EXIST. SURF. TYPE	PREPARATION OF BASE (SQ YD)	HOT-MIX ASPH. SURF. REMOVAL BUTT - JT. (SQ YD)	INCIDENTAL HOT-MIX ASPH. SURF. (TON)	BIT. MAT. PRIME COAT (TON)
STA. 1151+70.19	E 2700 ST	LT.	40	22	10	34.4	HMA		34.4	2.89	
STA. 1151+70.19	E 2700	RT.	40	22	10	34.4	HMA		34.4	2.89	
STA. 1170+46	P.E. W/MBT	RT.	66	33	8	44.0	HMA		44.0	3.70	
STA. 1178+28	F.E.	LT.					EARTH				
STA. 1178+28	F.E.	RT.					EARTH				
STA. 1191+98	P.E.	LT.	50	20	8	31.1	HMA		31.1	2.61	
STA. 1192+32	MBT	RT.	68	22	8	40.0	HMA		40.0	3.36	
STA 1203+06	C.E.	LT.	65	30	8	42.2	HMA		42.2	3.55	
STA. 1205+67.67	E 2600 ST	LT.	45	22	10	37.2	HMA		37.2	3.13	
STA. 1205+67.67	E 2600 ST	RT.	45	22	10	37.2	HMA		37.2	3.13	
STA 1222+89	F.E.	LT.					EARTH				
STA 1240+84	F.E.	LT.					EARTH				
STA 1242+90	F.E.	RT.					EARTH				
STA 1247+66	F.E.	RT.					EARTH				
STA 1254+90	F.E.	LT.					EARTH				
STA 1498+74	C.E.	LT.					CONC				
STA 1500+38	C.E.	LT.					CONC				
STA 1501+21	C.E.	LT.	60	20	8	35.6	HMA		35.6	2.99	
STA. 1510+09.27	S.R.	LT.	50	35	10	47.2	HMA		47.2	3.97	
STA. 1510+09.27	S.R.	RT.	65	40	10	58.3	HMA		58.3	4.90	
STA 1515+70	P.E.	LT.	40	25	8	28.9	AGG	28.9		5.66	0.04
STA 1516+86	P.E.	LT.	40	25	8	28.9	AGG	28.9		5.66	0.04
STA 1516+86	F.E.	RT.					EARTH				
STA. 1518+45	P.E. W/MBT	LT.	60	20	8	35.6	AGG	35.6		6.97	0.05
STA. 1520+38	P.E. W/MBT	LT.	60	20	8	35.6	HMA		35.6	2.99	
STA 1522+06	P.E.	LT.	30	20	8	22.2	AGG	22.2		4.36	0.03
STA 1527+36	P.E.	LT.	95	52	8	65.3	HMA		65.3	5.49	
STA 1538+34	P.E. W/MBT	LT.	97	30	8	56.4	HMA		56.4	4.74	
STA 1545+63	F.E.	RT.					EARTH				
STA 1558+88	P.E.	LT.					CONC				
STA. 1575+24.96	E 2000 ST	LT.	75	40	10	63.9	HMA		63.9	5.37	
STA. 1575+24.96	E 2000 ST	RT.	SEE SIDE ROAD IMPROVEMENT SCHEDULE								
STA 1585+78	C.E.	LT.	90	90	8	80.0	HMA		80.0	6.72	
STA 1585+78	F.E.	RT.					AGG				

ABBREVIATIONS
 F.E. FIELD ENTRANCE
 P.E. PRIVATE ENTRANCE
 C.E. COMMERCIAL ENTRANCE

ENTRANCE SCHEDULE

LOCATION FAP 317 (US 24)			WIDTH ACROSS FRONT (FT)	WIDTH ACROSS BACK (FT)	LENGTH OF IMPROVEMENT FROM EOP (FT)	(SQ YD)	EXIST. SURF. TYPE	PREPARATION OF BASE (SQ YD)	HOT-MIX ASPH. SURF. REMOVAL BUTT - JT. (SQ YD)	INCIDENTAL HOT-MIX ASPH. SURF. (TON)	BIT. MAT. PRIME COAT (TON)
STA 1587+33	C.E.	LT.	100	100	8	88.9	HMA		88.9	7.47	
STA 1588+78	C.E.	LT.	85	85	8	75.6	HMA		75.6	6.35	
STA. 1605+19	P.E. W/MBT	RT.	55	20	8	33.3	HMA		33.3	2.80	
STA 1630+74	F.E.	LT.					EARTH				
STA. 1630+74	P.E. W/MBT	RT.	50	20	8	31.1	HMA		31.1	2.61	
STA. 1650+47	P.E. W/MBT	RT.	55	20	8	33.3	HMA		33.3	2.80	
STA. 1658+33.69	CH 12	LT.					OIL & CHIP				
STA. 1658+33.69	F.E.	RT.					HMA				
STA 1660+94	P.E.	LT.	25	13	8	16.9	HMA		16.9	1.42	
STA. 1662+94.70	E 1850 ST	LT.					HMA				
STA. 1662+94.70	E 1850 ST	RT.	60	30	10	50.0	HMA		50.0	4.20	
STA 1663+72	P.E.	LT.					HMA				
STA 1664+55	P.E.	LT.	24	12	8	16.0	HMA		16.0	1.34	
STA. 1667+53.36	KEENE ST.	LT.					HMA				
STA 1667+56	C.E.	RT.	81	50	8	58.2	HMA		58.2	4.89	
STA. 1669+14	P.E.	RT.					CONC				
STA. 1670+14	P.E.	LT.	25	15	8	17.8	HMA		17.8	1.49	
STA 1670+94	P.E.	LT.	20	12	8	14.2	HMA		14.2	1.19	
STA. 1627+20.74	QUINCY ST.	LT.	60	40	10	55.6	OIL & CHIP	55.6		24.89	0.08
STA. 1627+20.74	QUINCY ST.	RT.	55	40	10	52.8	OIL & CHIP	52.8		23.64	0.08
STA 1673+91	P.E.	LT.	20	10	8	13.3	HMA		13.3	1.12	
STA 1680+16	F.E.	LT.					EARTH				
STA 1680+64	P.E.	LT.	42	25	8	29.8	HMA		29.8	2.50	
STA 1682+36	P.E.	LT.	30	15	8	20.0	HMA		20.0	1.68	
STA. 1685+94	MBT	RT.	55	20	8	33.3	HMA		33.3	2.80	
STA. 1686+16.14	E 1800 ST	LT.	45	25	10	38.9	AGG	38.9		17.42	0.06
STA. 1696+98	F.E.	RT.					EARTH				
STA. 1718+96.20	E 1750 ST	LT.	75	50	10	69.4	HMA		69.4	5.83	
STA. 1718+96.20	E 1750 ST	RT.	75	50	10	69.4	HMA		69.4	5.83	
STA. 1722+96	P.E. W/MBT	RT.	100	35	8	60.0	AGG	60.0		11.76	0.09
STA. 1724+28	P.E.	RT.	60	30	8	40.0	AGG	40.0		7.84	0.06
STA. 1725+27	P.E. W/MBT	LT.	80	35	8	51.1	HMA		51.1	4.29	
STA. 1725+32	P.E.	RT.	60	30	8	40.0	HMA		40.0	3.36	
STA 1727+21	C.E.	RT.	75	40	8	51.1	HMA		51.1	4.29	

ABBREVIATIONS

- F.E. FIELD ENTRANCE
- P.E. PRIVATE ENTRANCE
- C.E. COMMERCIAL ENTRANCE

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES F.A.P. 317 (US 24)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			317	*	ADAMS	36	7	
		CHECKED -	REVISED -			CONTRACT NO. 72962					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

ENTRANCE SCHEDULE

LOCATION FAP 317 (US 24)			WIDTH ACROSS FRONT (FT)	WIDTH ACROSS BACK (FT)	LENGTH OF IMPROVEMENT FROM EOP (FT)	(SQ YD)	EXIST. SURF. TYPE	PREPARATION OF BASE (SQ YD)	HOT-MIX ASPH. SURF. REMOVAL BUTT - JT. (SQ YD)	INCIDENTAL HOT-MIX ASPH. SURF. (TON)	BIT. MAT. PRIME COAT (TON)
STA 1728+17	C.E.	RT.	60	30	8	40.0	AGG	40.0		7.84	0.06
STA 1763+07	C.E.	LT.	60	30	8	40.0	AGG	40.0		7.84	0.06
STA 1770+15	C.E.	LT.	75	50	8	55.6	HMA		55.6	4.67	
STA. 1773+36	P.E.	RT.	30	15	8	20.0	HMA		20.0	1.68	
STA 1774+16	F.E.	LT.	75	40	8	51.1	HMA		51.1	4.29	
STA. 1778+35.64	E 1650 ST	LT.	60	30	10	50.0	OIL & CHIP	50.0		22.40	0.07
STA. 1778+35.64	E 1650 ST	RT.	83	70	10	85.0	OIL & CHIP	85.0		38.08	0.12
STA. 1780+29	P.E.	RT.	30	20	8	22.2	HMA		22.2	1.87	
STA. 1782+48	P.E.	RT.	40	30	8	31.1	HMA		31.1	2.61	
STA. 1783+45	P.E.	RT.	20	15	8	15.6	HMA		15.6	1.31	
STA. 1783+49	C.E.	LT.	45	30	8	33.3	HMA		33.3	2.80	
STA. 1783+87	P.E.	RT.	90	75	8	73.3	HMA		73.3	6.16	
STA. 1784+29	P.E.	RT.					HMA				
STA. 1785+17	C.E.	LT.	45	30	8	33.3	HMA		33.3	2.80	
STA. 1836+47.55	E 1635 ST	LT.	50	40	10	50.0	HMA		50.0	4.20	
STA. 1836+47.55	E 1635 ST	RT.	50	40	10	50.0	HMA		50.0	4.20	
STA. 1839+00	P.E. W/MBT	RT.	65	40	8	46.7	HMA		46.7	3.92	
STA. 1840+84.25	E 1625 ST	RT.	70	45	10	63.9	HMA		63.9	5.37	
STA. 1840+98.24	E 1625 ST	LT.	50	30	10	44.4	HMA		44.4	3.73	
STA. 1841+09	MBT	RT.	70	20	8	40.0	AGG	40.0		7.84	0.06
STA. 1843+54	P.E. W/MBT	RT.	100	50	8	66.7	HMA		66.7	5.60	
STA. 1844+95.51	E 1620 ST	RT.	55	30	10	47.2	HMA		47.2	3.97	
STA. 1845+21	MBT	RT.	75	25	8	44.4	AGG	44.4		8.71	0.06
STA. 1847+80	P.E.	RT.	50	30	8	35.6	HMA		35.6	2.99	
STA. 1850+43.41	N 1800 AVE	RT.	65	40	10	58.3	HMA		58.3	4.90	
STA. 1855+14.87	E 1600 ST	LT.	50	25	10	41.7	HMA		41.7	3.50	
STA. 1855+14.87	E 1600 ST	RT.	75	30	10	58.3	HMA		58.3	4.90	
STA. 1861+97	P.E. W/MBT	RT.	50	25	8	33.3	HMA		33.3	2.80	
STA. 1865+37	P.E. W/MBT	RT.	100	45	8	64.4	HMA		64.4	5.41	
STA. 1870+34	P.E. W/MBT	RT.	75	40	8	51.1	HMA		51.1	4.29	
TOTAL								662.22	2603.11	419.58	0.94

ABBREVIATIONS

- F.E. FIELD ENTRANCE
- P.E. PRIVATE ENTRANCE
- C.E. COMMERCIAL ENTRANCE

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES F.A.P. 317 (US 24)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\dot\sparksgw\0217396\0672962-sht-schedule.dgn		DRAWN -	REVISED -			317	*	ADAMS	36	8	
PLOT SCALE = 48.0000' / in.		CHECKED -	REVISED -			CONTRACT NO. 72962					
PLOT DATE = Mar-11-2011 10:11:37AM		DATE -	REVISED -			SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

PAVEMENT SCHEDULE								
LOCATION STATION TO STATION	LENGTH (FT)	WIDTH (FT)	HOT-MIX ASPHALT SURF. REM. BUTT-JOINT (SQ YD)	HOT-MIX ASPHALT SURF. REM. (1.5") (SQ YD)	HMA SURF. COURSE MIX "D", N70 (1 1/2") (TON)	BIT. MAT. PRIME CT. (TON)	AGG. PRIME CT. (TON)	
FAP 317 (US 24)								
STA. 1150+45.00 TO STA. 1150+50.00	5.00	25	13.9		1.2	0.01	0.02	
STA. 1150+25.00 TO STA. 1255+47.00	10,522.00	25		29,227.8	2,455.1	11.11	41.65	
STA. 1255+47.00 TO STA. 1255+52.00	5.00	25	13.9		1.2	0.01	0.02	
STA. 1498+42.62 TO STA. 1498+47.62	5.00	25	13.9		1.2	0.01	0.02	
STA. 1498+47.62 TO STA. 1661+75.00	16,327.38	25		45,353.8	3,809.7	17.23	64.63	
STA. 1661+75.00 TO STA. 1664+13.00	238.00	30.5		806.6	67.8	0.31	1.15	
STA. 1664+13.00 TO STA. 1665+10.00	97.00	25		269.4	22.6	0.10	0.38	
STA. 1665+10.00 TO STA. 1669+42.00	432.00	33		1,584.0	133.1	0.60	2.26	
STA. 1669+42.00 TO STA. 1729+95.00	6,053.00	25		16,813.9	1,412.4	6.39	23.96	
STA. 1729+95.00 TO STA. 1730+00.00	5.00	25	13.9		1.2	0.01	0.02	
STA. 1757+00.00 TO STA. 1757+05.00	5.00	25	13.9		1.2	0.01	0.02	
STA. 1757+05.00 TO STA. 1785+57.50	2,852.50	25		7,923.6	665.6	3.01	11.29	
STA. EQ. 1785+57.50 BK = 1835+29.70 AH								
STA. 1835+29.70 TO STA. 1836+87.02	157.32	25		437.0	36.7	0.17	0.62	
STA. 1836+87.02 TO STA. 1838+05.00	117.98	33		432.6	36.3	0.16	0.62	
STA. 1838+05.00 TO STA. 1846+31.50	826.50	25		2,295.8	192.9	0.87	3.27	
STA. EQ. 1846+31.50 BK = 1846+31.80 AH								
STA. 1846+31.80 TO STA. 1855+15.88	884.08	25		2,455.8	206.3	0.93	3.50	
STA. EQ. 1855+15.88 BK = 1855+21.00 AH								
STA. 1855+21.00 TO STA. 1872+30.50	1,709.50	25		4,748.6	398.9	1.80	6.77	
STA. 1872+30.50 TO STA. 1872+35.50	5.00	25	13.9		1.2	0.01	0.02	
TOTAL			83	112,348.9	9,444.3	42.7	160.3	

AGGREGATE SHOULDERS TYPE B			
LOCATION STATION TO STATION	LENGTH (FT)	WIDTH (FT)	(TONS)
FAP 317 (US 24)			
LEFT			
STA. 1150+45.00 TO STA. 1255+52.00	10507.00	3'	199.4
STA. 1498+42.62 TO STA. 1730+00.00	23157.38	3'	439.6
STA. 1757+00.00 TO STA. 1785+57.50	2857.50	3'	54.2
STA. EQ. 1785+57.50 BK = 1835+29.70 AH			
STA. 1835+29.70 TO STA. 1846+31.50	1101.80	3'	20.9
STA. EQ. 1846+31.50 BK = 1846+31.80 AH			
STA. 1846+31.80 TO STA. 1855+15.88	884.08	3'	16.8
STA. EQ. 1855+15.88 BK = 1855+21.00 AH			
STA. 1855+21.00 TO STA. 1872+35.50	1714.50	3'	32.5
RIGHT			
STA. 1150+45.00 TO STA. 1255+52.00	10507.00	3'	199.4
STA. 1498+42.62 TO STA. 1730+00.00	23157.38	3'	439.6
STA. 1757+00.00 TO STA. 1785+57.50	2857.50	3'	54.2
STA. EQ. 1785+57.50 BK = 1835+29.70 AH			
STA. 1835+29.70 TO STA. 1846+31.50	1101.80	3'	20.9
STA. EQ. 1846+31.50 BK = 1846+31.80 AH			
STA. 1846+31.80 TO STA. 1855+15.88	884.08	3'	16.8
STA. EQ. 1855+15.88 BK = 1855+21.00 AH			
STA. 1855+21.00 TO STA. 1872+35.50	1714.50	3'	32.5
TOTAL			1527.0

GUARDRAIL SCHEDULE									
LOCATION STATION TO STATION	LENGTH (FT)	GUARDRAIL REMOVAL (FT)	SPBG TY. A 6' POST (FT)	TR. BAR. TERM., TY 1 (SPL.) TAN. (EACH)	TR. BAR. TERM., TY 6B (EACH)	LONG SPAN G.R. OVER STR. 12'-6" (FOOT)	GUARDRAIL MARKERS TY. A (EACH)	TERMINAL MARKER- D.A. (EACH)	FURNISHED EX (SOIL PAD) (CU YD)
FAP 317 (US 24)									
STA. 1230+90.65 RT TO STA. 1233+78.15	287.50	75.0	25.0	2.0		162.5	2.0	2.0	10.0
STA. 1231+06.84 LT TO STA. 1233+94.34	287.50		25.0	2.0		162.5	2.0	2.0	10.0
STA. 1247+98.37 LT TO STA. 1250+85.87	287.50	75.0	25.0	2.0		162.5	2.0	2.0	10.0
STA. 1248+03.50 RT TO STA. 1250+91.00	287.50	75.0	25.0	2.0		162.5	2.0	2.0	10.0
STA. 1734+44.59 LT TO STA. 1736+69.84	225.25	75.0	125.0	1.0	1.0		2.0	1.0	5.0
STA. 1735+24.44 RT TO STA. 1736+37.19	112.75	75.0	12.5	1.0	1.0		1.0	1.0	5.0
STA. 1737+13.14 RT TO STA. 1739+00.89	187.75	75.0	87.5	1.0	1.0		2.0	1.0	5.0
STA. 1737+45.59 LT TO STA. 1739+58.34	212.75	75.0	112.5	1.0	1.0		2.0	1.0	5.0
TOTAL		525	437.5	12.0	4.0	650.0	15.0	12.0	60.0

TEMPORARY RAMPS			
LOCATION STATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
MAINLINE			
STA. 1150+45.00	5.0	25.0	13.9
STA. 1255+52.00	5.0	25.0	13.9
STA. 1498+42.62	5.0	25.0	13.9
STA. 1730+00.00	5.0	25.0	13.9
STA. 1757+00.00	5.0	25.0	13.9
STA. 1872+35.50	5.0	25.0	13.9
TOTAL			83.3

PAVEMENT MARKING					
LOCATION STATION TO STATION	LENGTH (FT)	PAINT PAVEMENT MARKING - LINE 5" (FT)			
		EDGE LINE	CENTER LINE	SKIP-DASH	
US (24)		WHITE	YELLOW	YELLOW	
CL					
STA. 1150+45.00 TO STA. 1199+00.00	4,855.0				1224
STA. 1199+00.00 TO STA. 1207+15.00	815.0		815		214
STA. 1207+15.00 TO STA. 1210+50.00	335.0		670		
STA. 1210+50.00 TO STA. 1255+52.00	4,502.0		3172		1136
STA. 1498+42.62 TO STA. 1566+50.00	6,807.4				1712
STA. 1566+50.00 TO STA. 1571+75.00	525.0		775		141
STA. 1571+75.00 TO STA. 1587+00.00	1,525.0		3050		
STA. 1587+00.00 TO STA. 1597+00.00	1,000.0		1000		260
STA. 1597+00.00 TO STA. 1686+50.00	8,950.0				2248
STA. 1686+50.00 TO STA. 1704+50.00	1,800.0		1800		460
STA. 1704+50.00 TO STA. 1715+00.00	1,050.0				273
STA. 1715+00.00 TO STA. 1726+25.00	1,125.0		1125		291
STA. 1726+25.00 TO STA. 1730+00.00	375.0		750		
STA. 1757+00.00 TO STA. 1761+75.00	475.0		960		129
STA. 1761+75.00 TO STA. 1785+57.50	2,382.5				606
STA. EQ. 1785+57.50 BK = 1835+29.70 AH					
STA. 1835+29.70 TO STA. 1846+31.50	1,101.8				285
STA. EQ. 1846+31.50 BK = 1846+31.80 AH					
STA. 1846+31.80 TO STA. 1855+15.88	884.1				231
STA. EQ. 1855+15.88 BK = 1855+21.00 AH					
STA. 1855+21.00 TO STA. 1872+35.50	1,714.5		100		439
RIGHT					
STA. 1150+45.00 TO STA. 1255+52.00	10,507.0	10,507.0			
STA. 1498+42.62 TO STA. 1730+00.00	23,157.4	23,157.4			
STA. 1757+00.00 TO STA. 1785+57.50	2,857.5	2,857.5			
STA. EQ. 1785+57.50 BK = 1835+29.70 AH					
STA. 1835+29.70 TO STA. 1846+31.50	1,101.8	1,101.8			
STA. EQ. 1846+31.50 BK = 1846+31.80 AH					
STA. 1846+31.80 TO STA. 1855+15.88	884.1	884.1			
STA. EQ. 1855+15.88 BK = 1855+21.00 AH					
STA. 1855+21.00 TO STA. 1872+35.50	1,714.5	1,714.5			
LEFT					
STA. 1150+45.00 TO STA. 1255+52.00	10,507.0	10,507.0			
STA. 1498+42.62 TO STA. 1730+00.00	23,157.4	23,157.4			
STA. 1757+00.00 TO STA. 1785+57.50	2,857.5	2,857.5			
STA. EQ. 1785+57.50 BK = 1835+29.70 AH					
STA. 1835+29.70 TO STA. 1846+31.50	1,101.8	1,101.8			
STA. EQ. 1846+31.50 BK = 1846+31.80 AH					
STA. 1846+31.80 TO STA. 1855+15.88	884.1	884.1			
STA. EQ. 1855+15.88 BK = 1855+21.00 AH					
STA. 1855+21.00 TO STA. 1872+35.50	1,714.5	1,714.5			
SUB-TOTAL		80,444.5	14,217.0		9,646.8
TOTAL		104,308.3			

SHORT-TERM PAVEMENT MARKING					
LOCATION STATION TO STATION	LENGTH (FT)	SPACING	NUMBER OF APPLICATIONS	SHORT-TERM PAVE MARK (FT)	WORK ZONE PAVE MARK REM (SQ FT)
US (24)					
STA. 1150+45.00 TO STA. 1255+52.00	10507.0	4'/40'	2	2109.4	350
STA. 1498+42.62 TO STA. 1730+00.00	23157.4	4'/40'	2	4639.5	771
STA. 1757+00.00 TO STA. 1785+57.50	2857.5	4'/40'	2	579.5	95
STA. EQ. 1785+57.50 BK = 1835+29.70 AH					0
STA. 1835+29.70 TO STA. 1846+31.50	1101.8	4'/40'	2	228.4	37
STA. EQ. 1846+31.50 BK = 1846+31.80 AH					0
STA. 1846+31.80 TO STA. 1855+15.88	884.1	4'/40'	2	184.8	29
STA. EQ. 1855+15.88 BK = 1855+21.00 AH					0
STA. 1855+21.00 TO STA. 1872+35.50	1714.5	4'/40'	2	350.9	57
			TOTAL	8,092.5	1,339

RAISED REFLECTIVE PAVEMENT MARKERS SCHEDULE					
LOCATION STATION TO STATION	LENGTH (FT)	TWO-WAY AMBER (EACH)	REMOVAL (EACH)		
US 24					
STA. 1150+45.00 TO STA. 1255+52.00	10,507.0	132	132		
STA. 1498+42.62 TO STA. 1730+00.00	23,157.4	290	290		
STA. 1757+00.00 TO STA. 1785+57.50	2,857.5	37	37		
STA. EQ. 1785+57.50 BK = 1835+29.70 AH					
STA. 1835+29.70 TO STA. 1846+31.50	1,101.8	15	15		
STA. EQ. 1846+31.50 BK = 1846+31.80 AH					
STA. 1846+31.80 TO STA. 1855+15.88	884.1	12	12		
STA. EQ. 1855+15.88 BK = 1855+21.00 AH					
STA. 1855+21.00 TO STA. 1872+35.50	1,714.5	22	22		
	TOTAL	508	508		

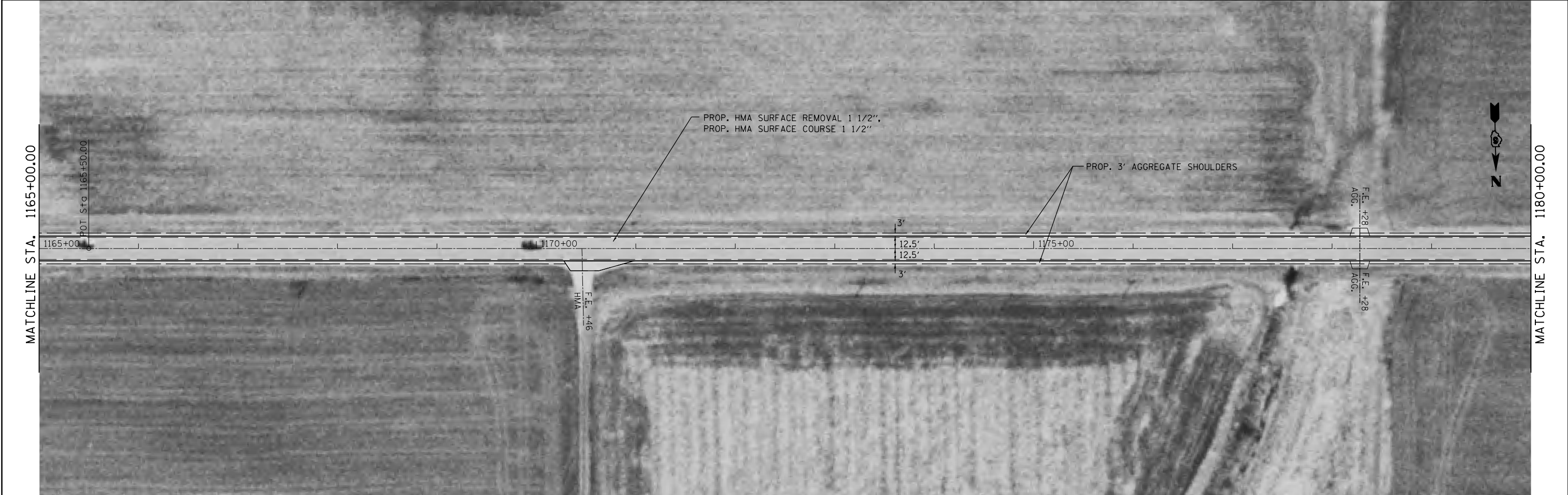
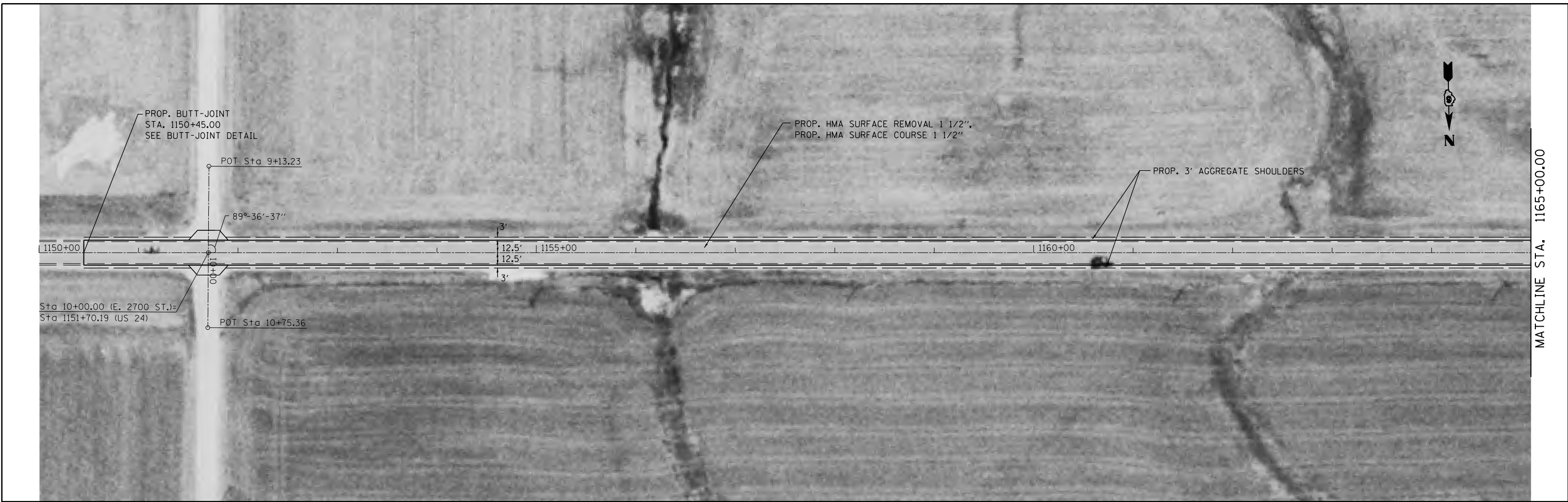
SIDEROAD IMPROVEMENT SCHEDULE						
LOCATION STATION TO STATION	LENGTH (FT)	EARTH EXCAVATION (CU YD)	AGG BSE CSE 6" (SQ YD)	HMA BASE CSE 6" (SQ YD)	INCEDENTAL HMA SURF (TON)	BIT MAT PRIME COAT (TON)
US 24 @ E2000ST						
STA. 10+13.88 TO STA. 10+89.35	75.5	145	372.8	372.8	41.8	0.53
	TOTAL	145	373	373	41.8	0.53

PAVEMENT PATCHING SCHEDULE								
FAP 317 (US 24)	STATION	LOCATION	DIMENSIONS (LENGTH X WIDTH)		TYPE II (SQ YD)		TYPE III (SQ YD)	
			W.B.	E.B.	W.B.	E.B.	W.B.	E.B.
	STA. 1500+95	W.B. / E.B.	10 X 12.5	10 X 12.5	13.9	13.9		
	STA. 1503+89	W.B. / E.B.	10 X 12.5	10 X 12.5	13.9	13.9		
	STA. 1505+85	W.B. / E.B.	10 X 12.5	10 X 12.5	13.9	13.9		
	STA. 1514+50	E.B.		12 X 12.5				16.7
	STA. 1516+97	E.B.		10 X 12.5		13.9		
	STA. 1518+81	W.B. / E.B.	8 X 12.5	8 X 12.5	11.1	11.1		
	STA. 1523+51	W.B. / E.B.	6 X 12.5	6 X 12.5	8.3	8.3		
	STA. 1542+40	E.B.		5 X 12.5		7.0		
	STA. 1543+35	W.B. / E.B.	8 X 12.5	8 X 12.5	11.1	11.1		
	STA. 1552+87	E.B.		5 X 12.5		7.0		
	STA. 1552+96	E.B.		5 X 12.5		7.0		
	STA. 1559+08	E.B.		6 X 12.5		8.3		
	STA. 1561+17	W.B.	8 X 12.5		11.1			
	STA. 1579+47	W.B. / E.B.	10 X 12.5	10 X 12.5	13.9	13.9		
	STA. 1580+38	W.B. / E.B.	5 X 12.5	5 X 12.5		7.0		
	STA. 1588+89	W.B. / E.B.	10 X 12.5	10 X 12.5		13.9		
	STA. 1589+12	W.B.	5 X 12.5		7.0			
	STA. 1598+08	W.B.	10 X 12.5		13.9			
	STA. 1610+03	W.B.	12 X 6		8.0			
	STA. 1616+87	E.B.		5 X 12.5		7.0		
	STA. 1616+97	E.B.		5 X 12.5		7.0		
	STA. 1624+97	W.B. / E.B.	18 X 12.5	10 X 12.5		13.9	25.0	
	STA. 1638+80	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1681+43	W.B.	15 X 6		10.0			
	STA. 1687+98	W.B.	18 X 12.5				25.0	
	STA. 1702+33	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1708+13	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1709+80	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1716+14	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1721+54	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1753+73	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1764+13	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1764+79	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1764+97	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1795+43	W.B. / E.B.	5 X 12.5	5 X 12.5	7.0	7.0		
	STA. 1798+31	W.B.	20 X 6		13.3			
SUB-TOTALS					226.4	255.1	50.0	16.7
TOTALS					481.5		66.7	

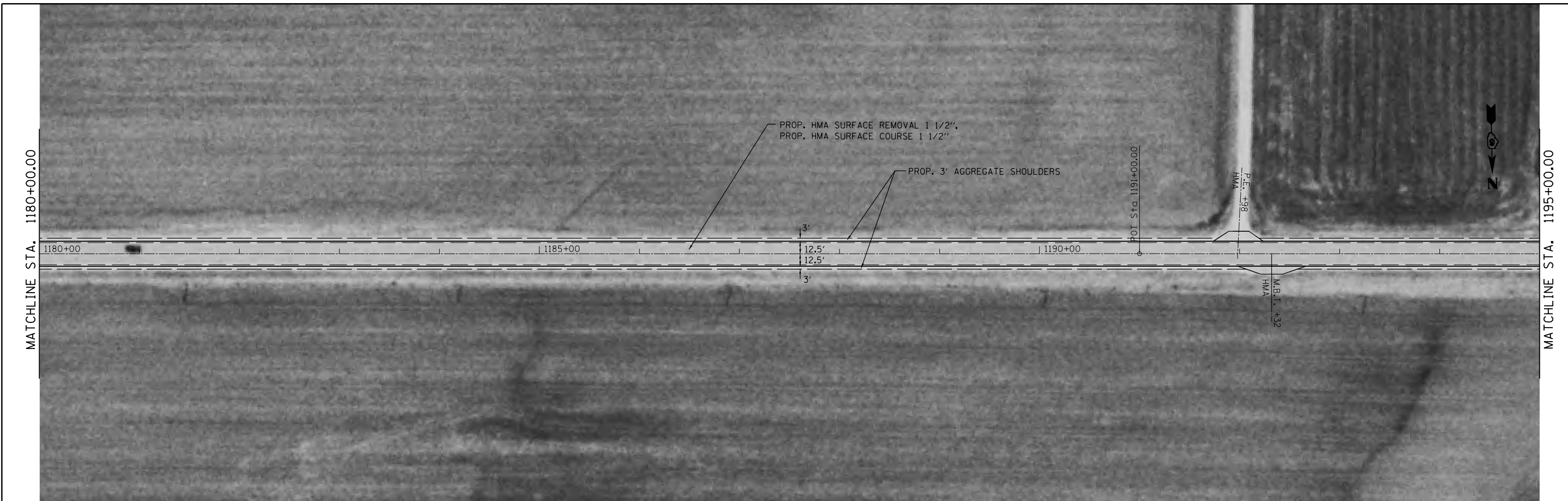
ABBREVIATIONS

W.B. WESTBOUND
E.B. EASTBOUND

GRADING & SHAPING SHOULDERS		
LOCATION STATION TO STATION	LENGTH (FT)	(UNIT)
FAP 317 (US 24)		
LEFT		
STA. 1150+45.00 TO STA. 1255+52.00	10507.00	105.1
STA. 1498+42.62 TO STA. 1730+00.00	23157.38	231.6
STA. 1757+00.00 TO STA. 1785+57.50	2857.50	28.6
STA. EQ. 1785+57.50 BK = 1835+29.70 AH		
STA. 1835+29.70 TO STA. 1846+31.50	1101.80	11.0
STA. EQ. 1846+31.50 BK = 1846+31.80 AH		
STA. 1846+31.80 TO STA. 1855+15.88	884.08	8.8
STA. EQ. 1855+15.88 BK = 1855+21.00 AH		
STA. 1855+21.00 TO STA. 1872+35.50	1714.50	17.1
RIGHT		
STA. 1150+45.00 TO STA. 1255+52.00	10507.00	105.1
STA. 1498+42.62 TO STA. 1730+00.00	23157.38	231.6
STA. 1757+00.00 TO STA. 1785+57.50	2857.50	28.6
STA. EQ. 1785+57.50 BK = 1835+29.70 AH		
STA. 1835+29.70 TO STA. 1846+31.50	1101.80	11.0
STA. EQ. 1846+31.50 BK = 1846+31.80 AH		
STA. 1846+31.80 TO STA. 1855+15.88	884.08	8.8
STA. EQ. 1855+15.88 BK = 1855+21.00 AH		
STA. 1855+21.00 TO STA. 1872+35.50	1714.50	17.1
TOTAL		804.4



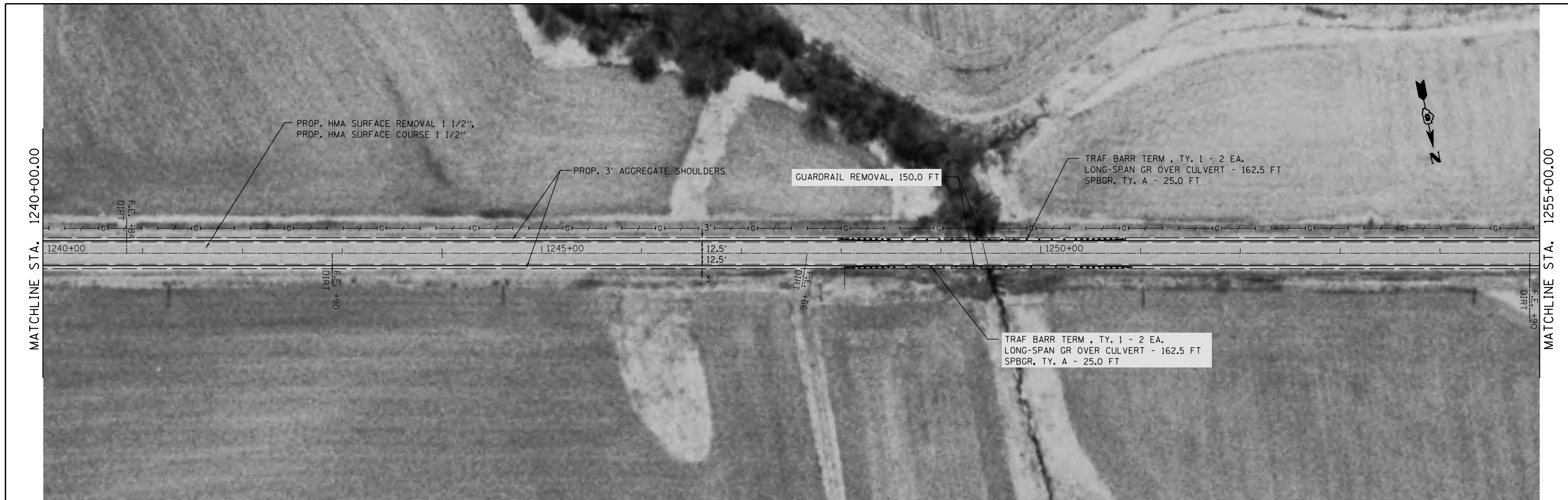
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\idot\sparksgw\0217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	12				
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -						CONTRACT NO. 72962				
	PLOT DATE = Mar-11-2011 10:12:22AM	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



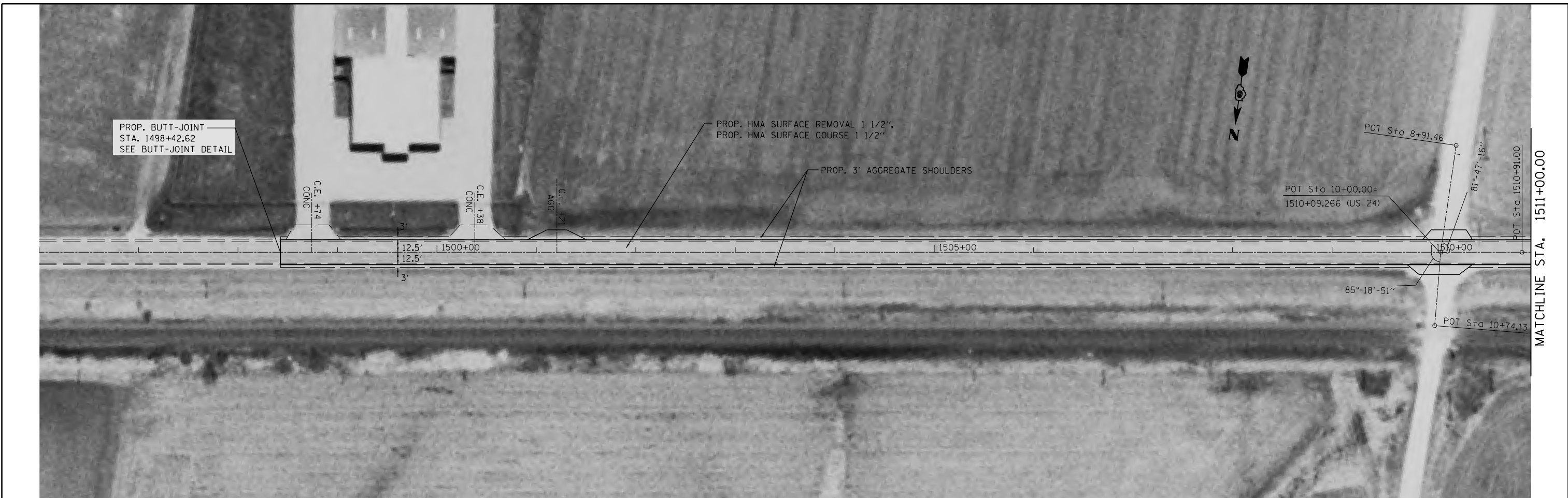
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ei:\pw\work\p\idot\sparksgw\0217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	13				
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 72962				
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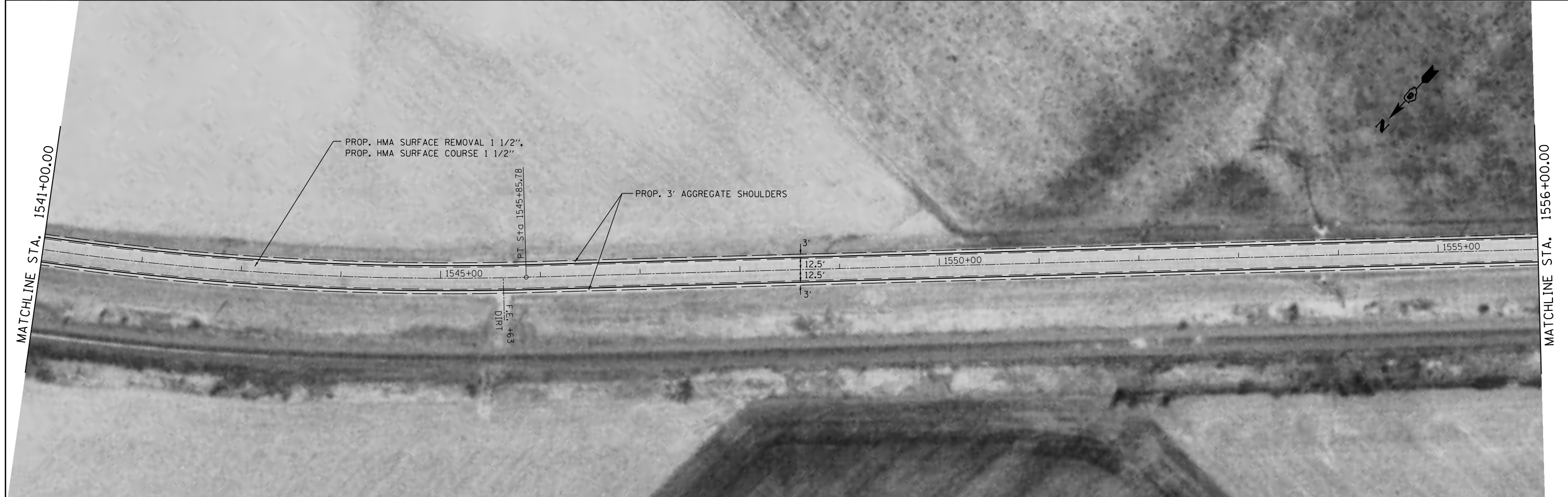
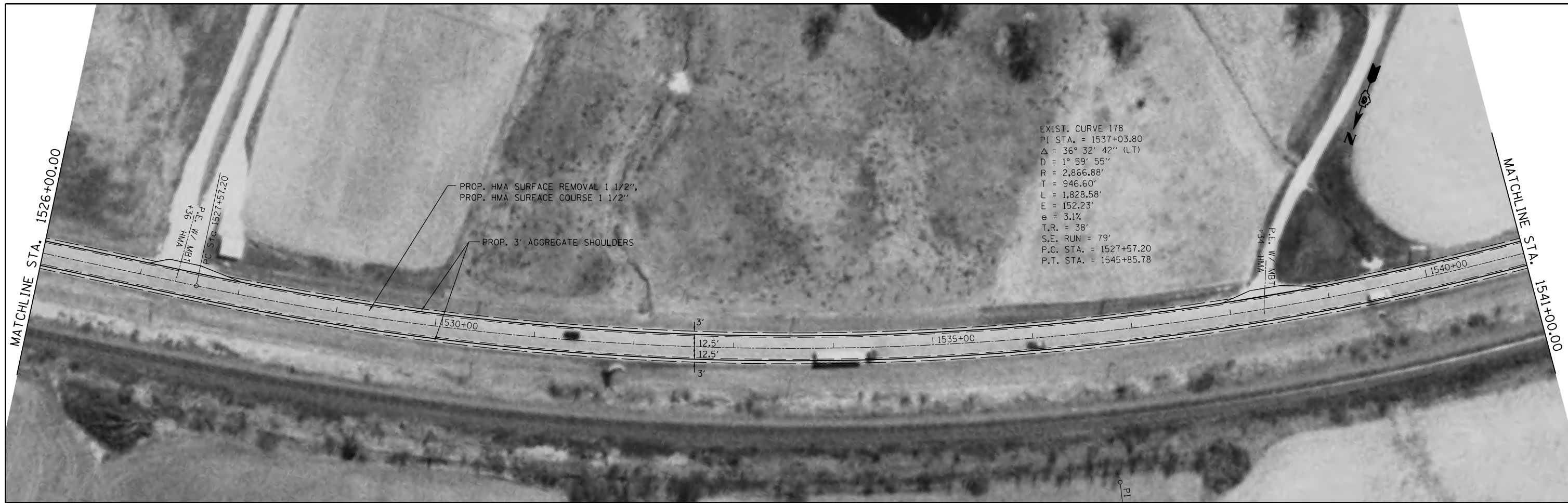
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\idot\sparksgw\10217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	14				
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -						CONTRACT NO. 72962				
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FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\idot\sparksgw\0217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	15				
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -						CONTRACT NO. 72962				
	PLOT DATE = Mar-11-2011 10:13:50AM	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				



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	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 72962			
PLOT DATE = Mar-11-2011 10:14:17AM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT										
• D-6 RESURFACING 2011													

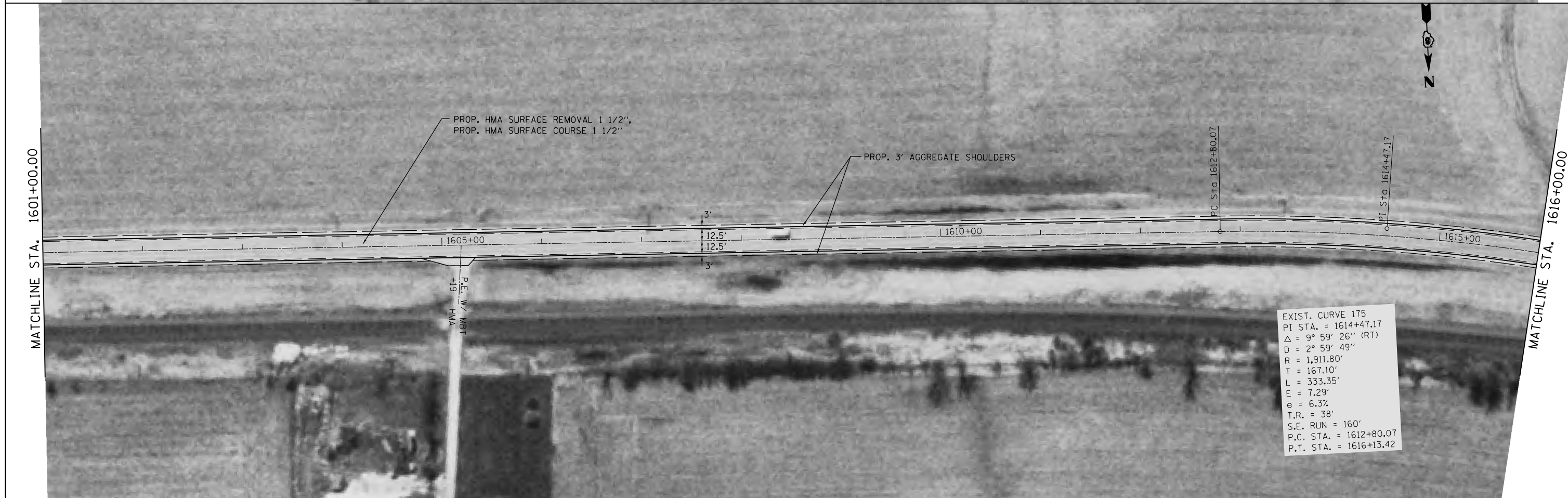
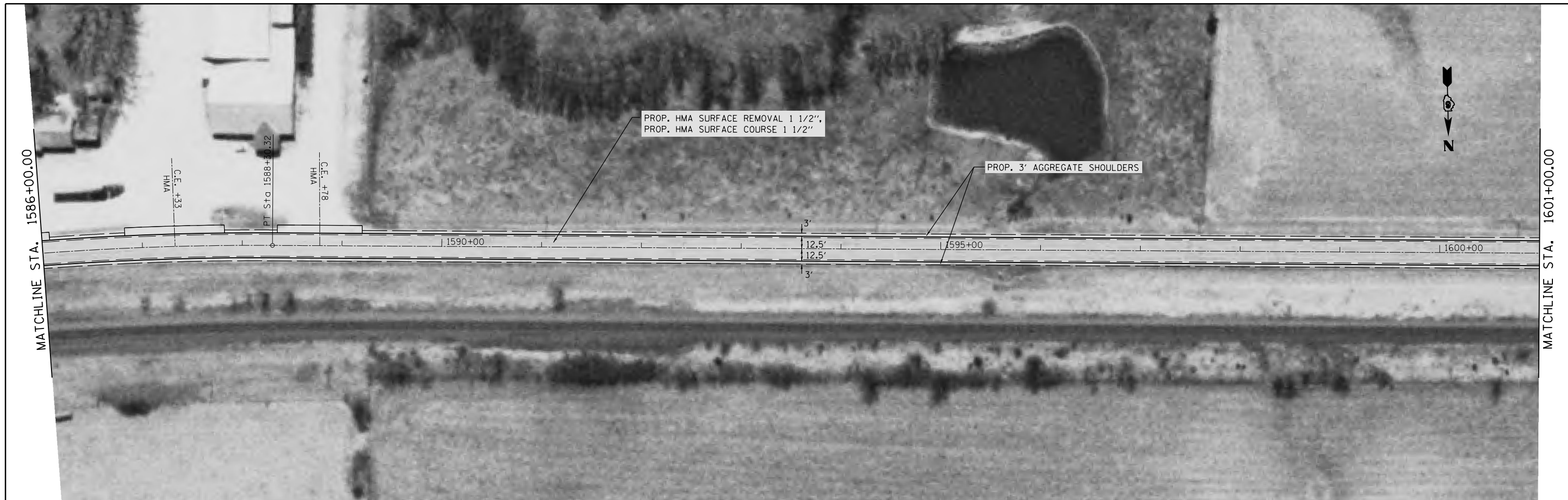


FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\dot\sparksgw\0217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	17				
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 72962				
PLOT DATE = Mar-11-2011 10:14:44AM		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



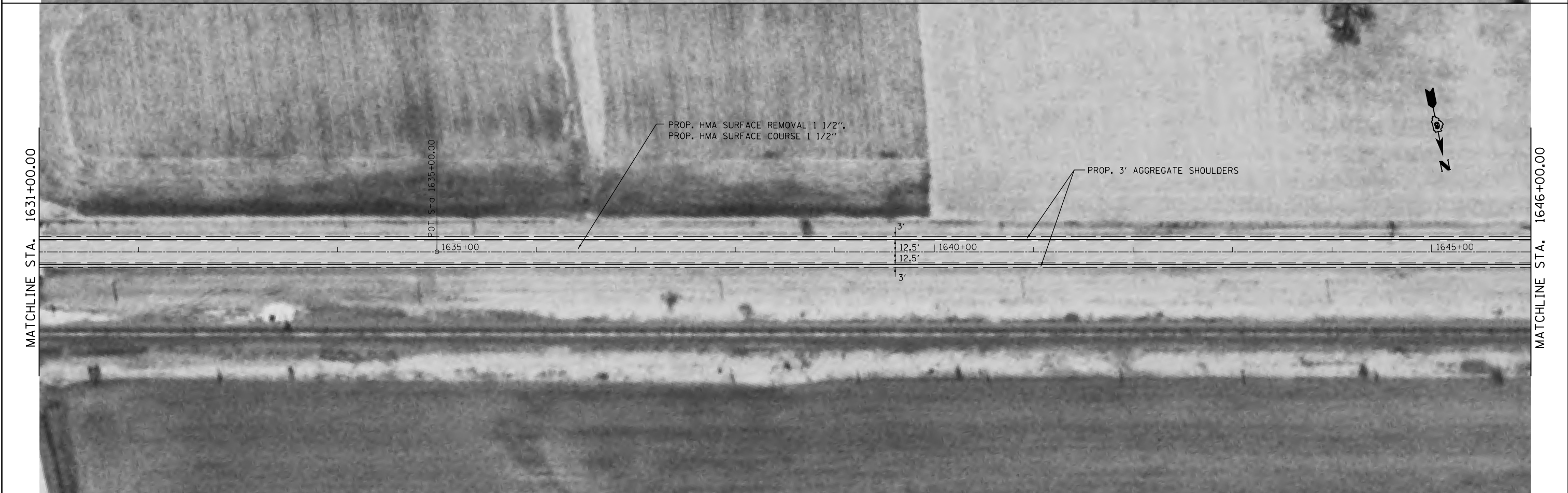
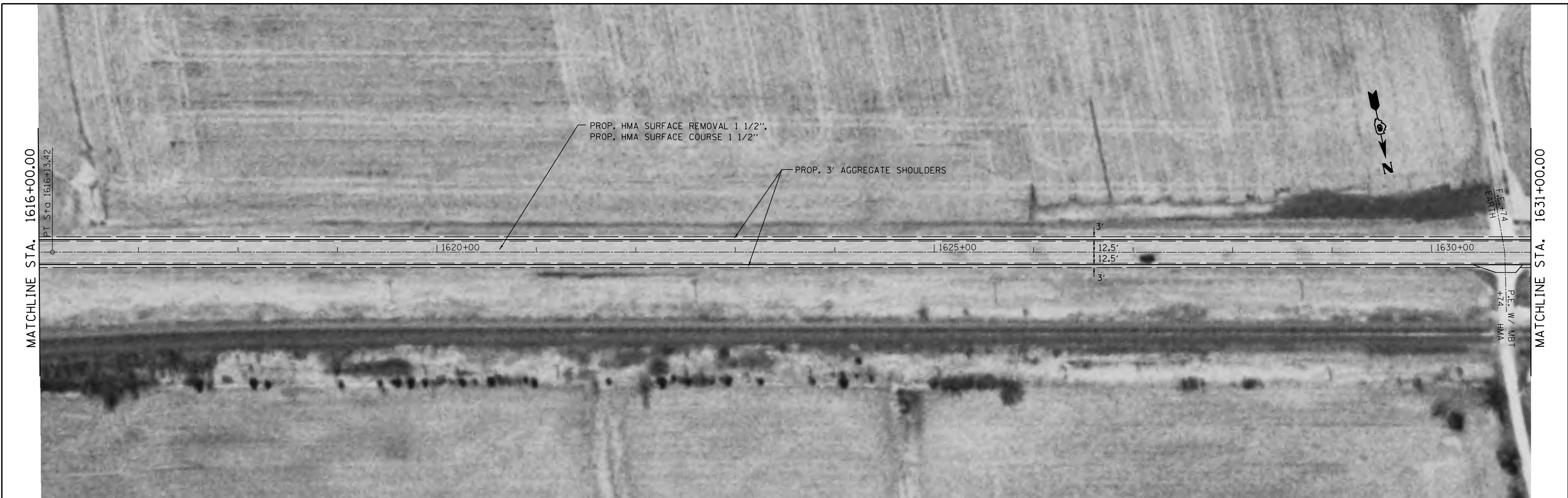
EXIST. CURVE 174
 PI STA. = 1577+49.07
 $\Delta = 45^\circ 52' 47''$ (RT)
 $D = 2^\circ 00' 02''$
 $R = 2,864.12'$
 $T = 1,212.20'$
 $L = 2,293.45'$
 $E = 245.96'$
 $e = 3.1\%$
 $T.R. = 38'$
 $S.E. RUN = 79'$
 $P.C. STA. = 1565+36.87$
 $P.T. STA. = 1588+30.32$

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\idot\sparksgw\0217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	317	ADAMS	36	18
		CHECKED -	REVISED -								CONTRACT NO. 72962		
		DATE -	REVISED -								ILLINOIS FED. AID PROJECT		

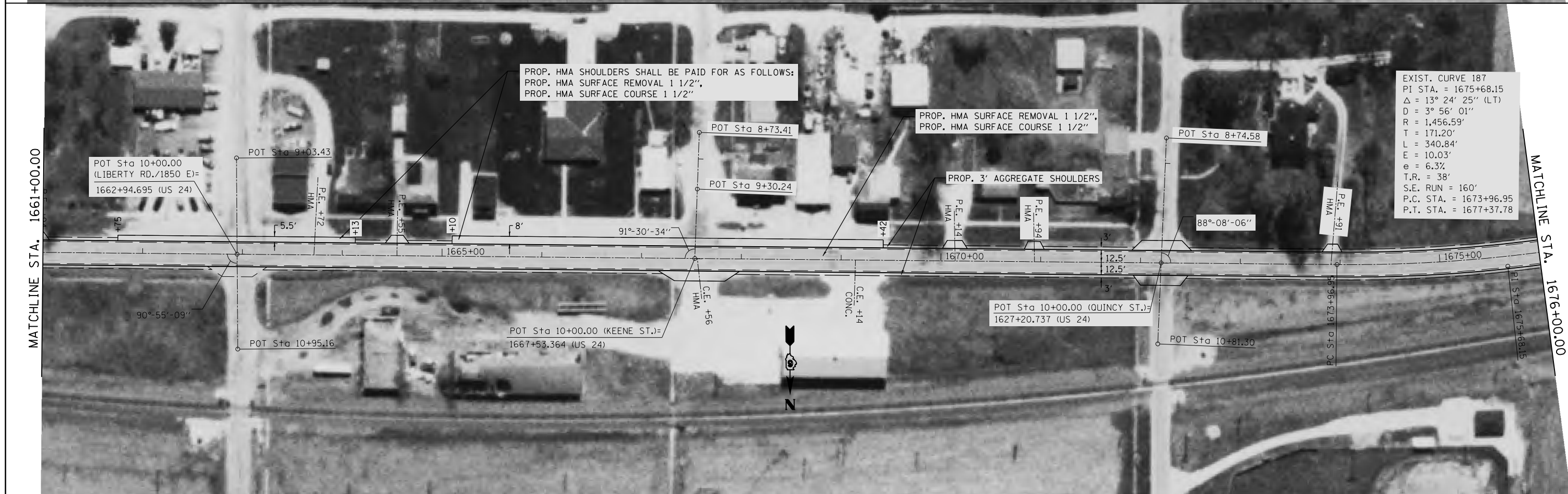


EXIST. CURVE 175
 PI STA. = 1614+47.17
 $\Delta = 9^\circ 59' 26''$ (RT)
 $D = 2^\circ 59' 49''$
 $R = 1,911.80'$
 $T = 167.10'$
 $L = 333.35'$
 $E = 7.29'$
 $e = 6.3\%$
 $T.R. = 38'$
 $S.E. RUN = 160'$
 $P.C. STA. = 1612+80.07$
 $P.T. STA. = 1616+13.42$

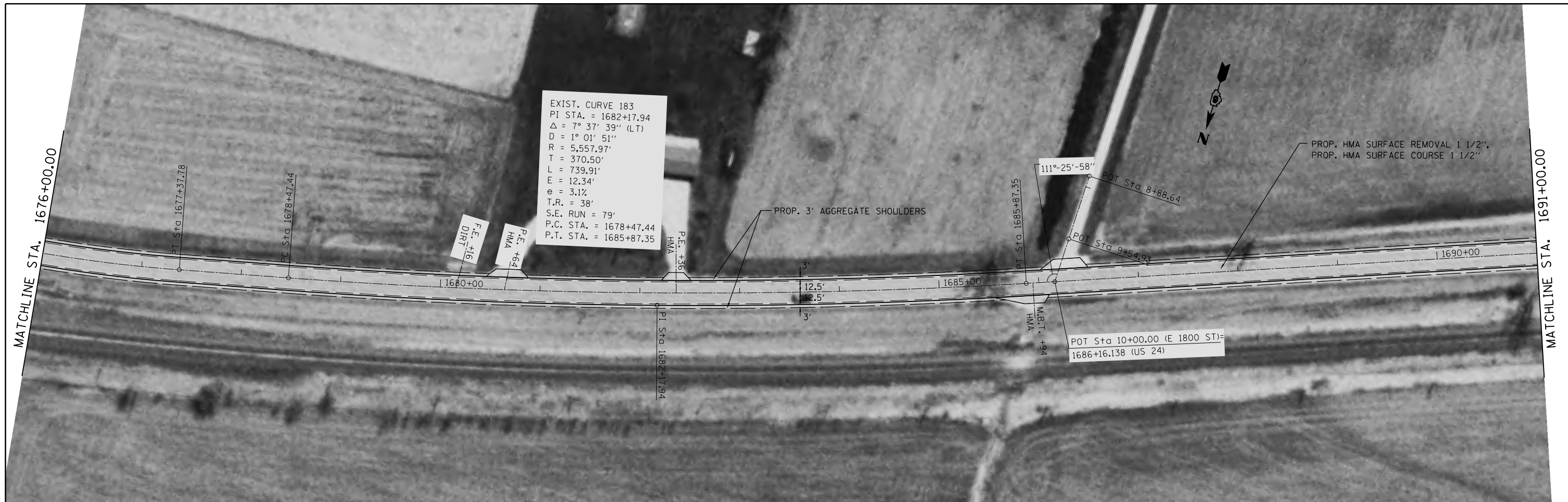
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ei:\pw_work\pwidot\sparksgw\10217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	19				
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 72962				
PLOT DATE = Mar-11-2011 10:15:51AM		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



FILE NAME = c:\pw\work\p\dot\sparksgw\0217396\0672962-sht-plan.dgn	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE. 317	SECTION •	COUNTY ADAMS	TOTAL SHEETS 36	SHEET NO. 20
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 72962			
PLOT DATE = Mar-11-2011 10:16:44AM	DATE -	REVISED -			ILLINOIS FED. AID PROJECT								
					• D-6 RESURFACING 2011								



FILE NAME = c:\pwwork\pwwork\sparksgw\10217396\0672962-sht-plan.dgn	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE. = 317	SECTION =	COUNTY = ADAMS	TOTAL SHEETS = 36	SHEET NO. = 21
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 72962					
PLOT DATE = Mar-11-2011 10:17:13AM	DATE -	REVISED -	REVISED -	ILLINOIS FED. AID PROJECT									

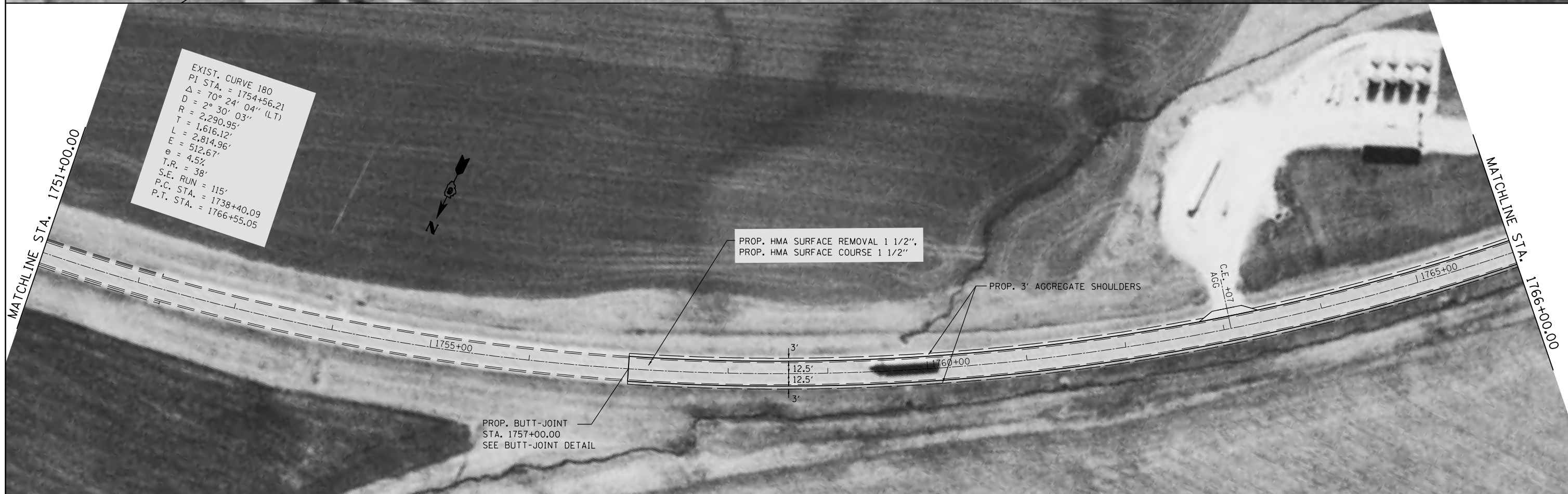


FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\sparksgw\10217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	317	.	ADAMS	36	22
		CHECKED -	REVISED -									CONTRACT NO. 72962		
		DATE -	REVISED -									ILLINOIS FED. AID PROJECT		

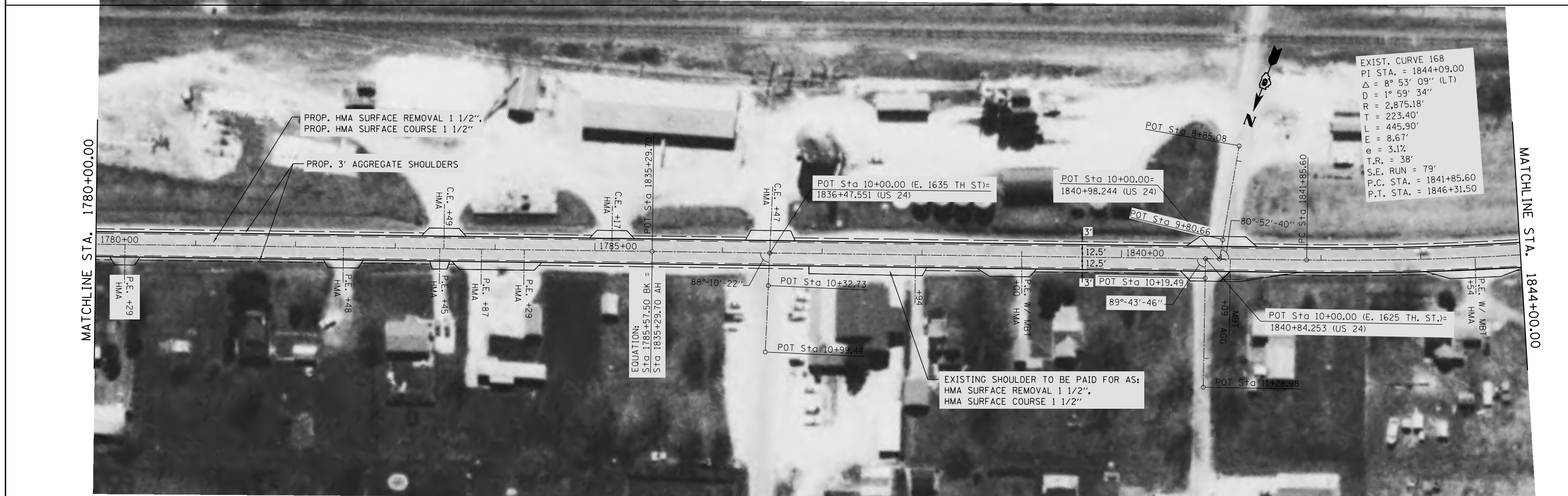
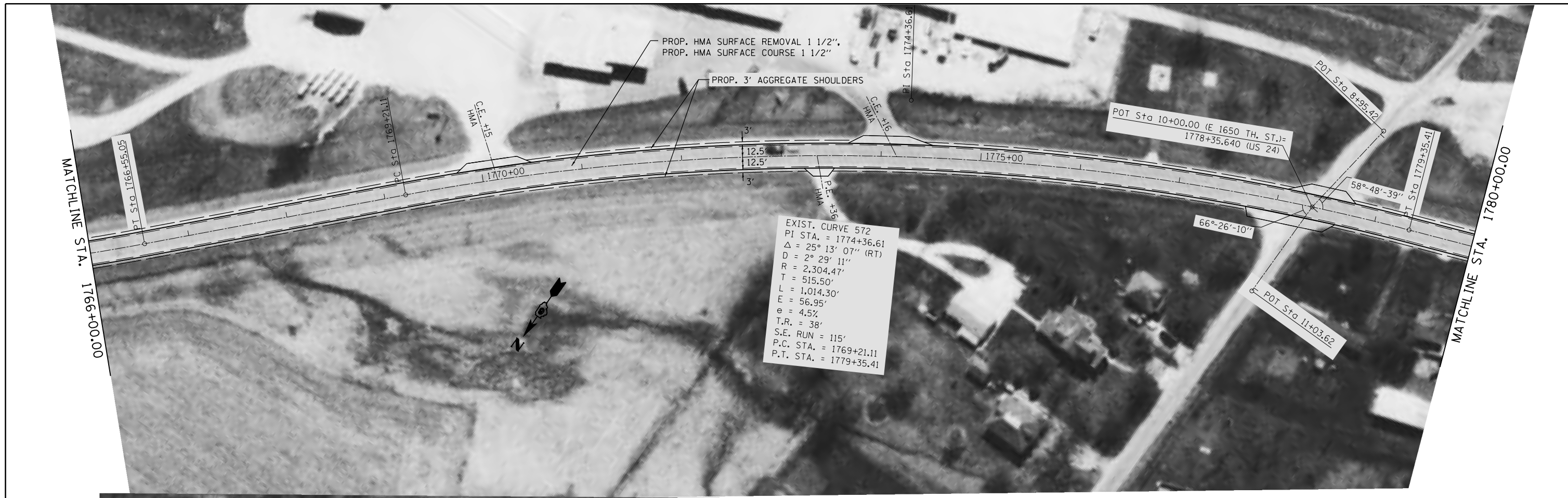


EXIST. CURVE 182
 P.I. STA. = 1723+11.59
 $\Delta = 74^\circ 02' 52''$ (RT)
 $D = 2^\circ 29' 54''$
 $R = 2,293.42'$
 $T = 1,729.71'$
 $L = 2,963.96'$
 $E = 579.15'$
 $\theta = 4.54'$
 $T.R. = 38'$
 S.E. RUN = 115
 P.C. STA. = 1705+81.88
 P.T. STA. = 1735+45.84

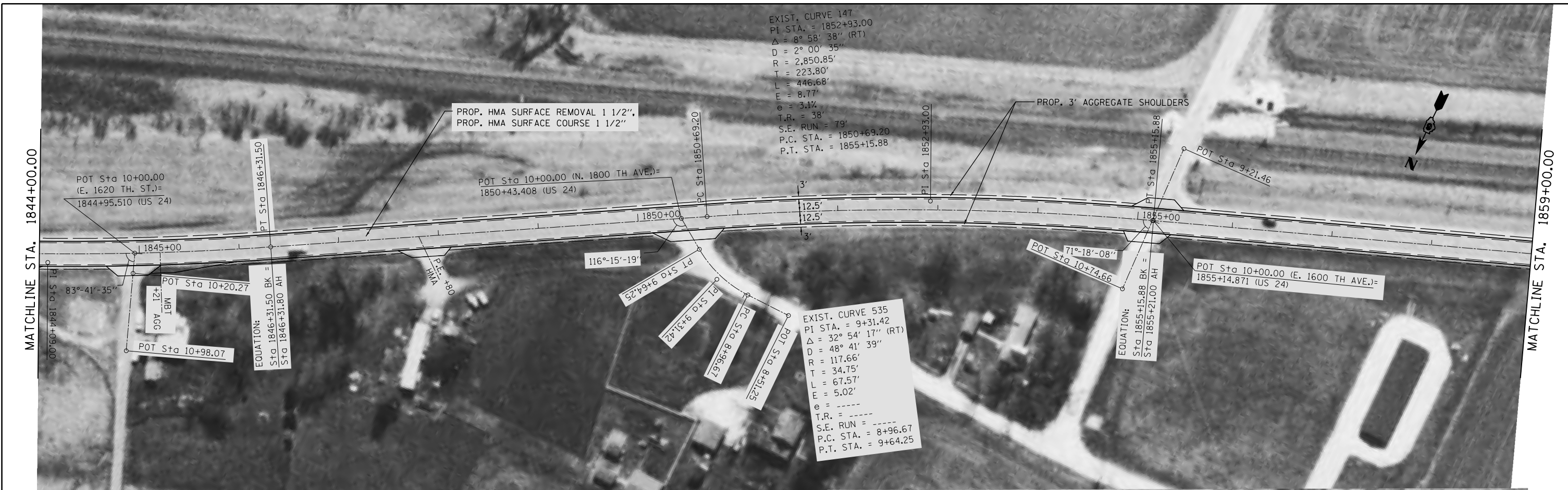
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c:\pw\work\pwidot\sparksgw\10217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	23				
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 72962				
PLOT DATE = Mar-11-2011 10:18:06AM		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p\dot\sparksgw\0217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	24				
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 72962				
PLOT DATE = Mar-11-2011 10:18:32AM		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p1dot\sparksgw\10217396\0672962-sht-plan.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	25				
PLOT SCALE = 100.0000' / 1\"/>													

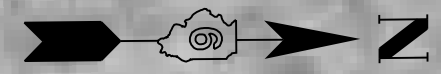
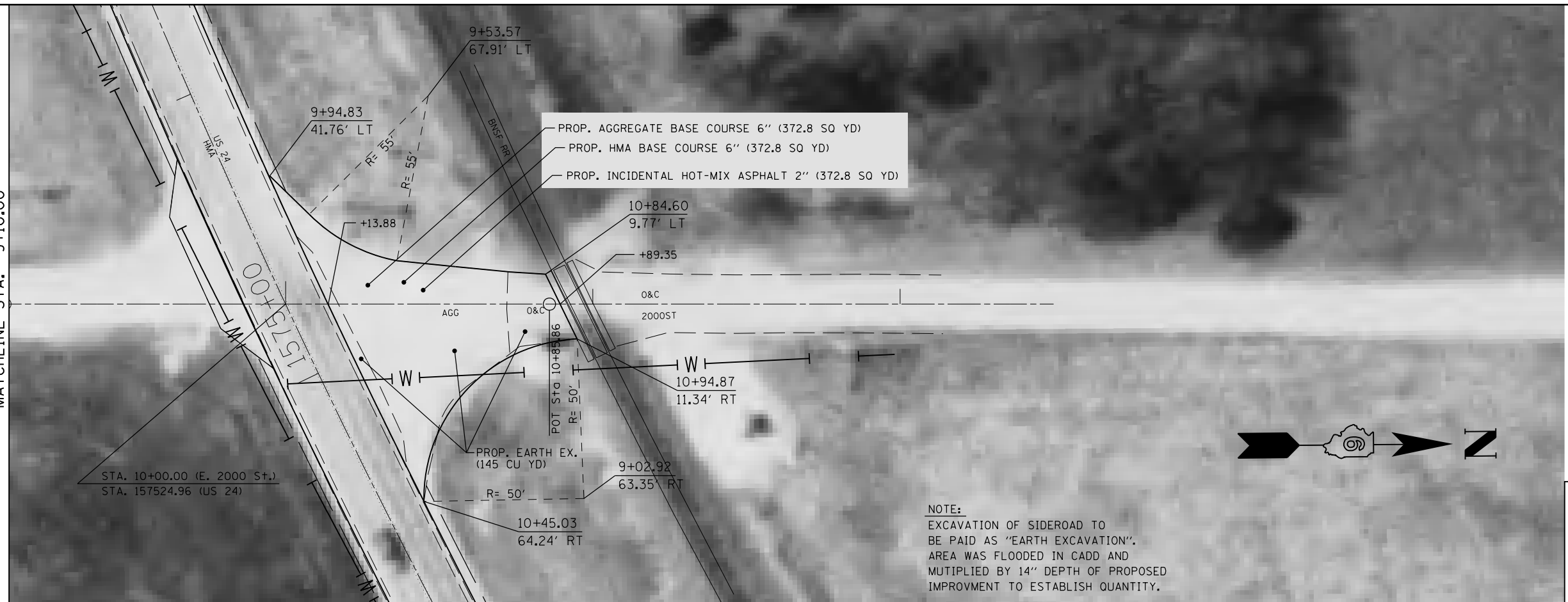


FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS F.A.P. 317 (US 24)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\sparksgw\10217396\0672962-shr-plan.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	26				
PLOT SCALE = 100.0000' / 1\"/>													
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					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	• D-6 RESURFACING 2011			

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOTATIONS		
	NO.		

MATCHLINE STA. 9+10.00



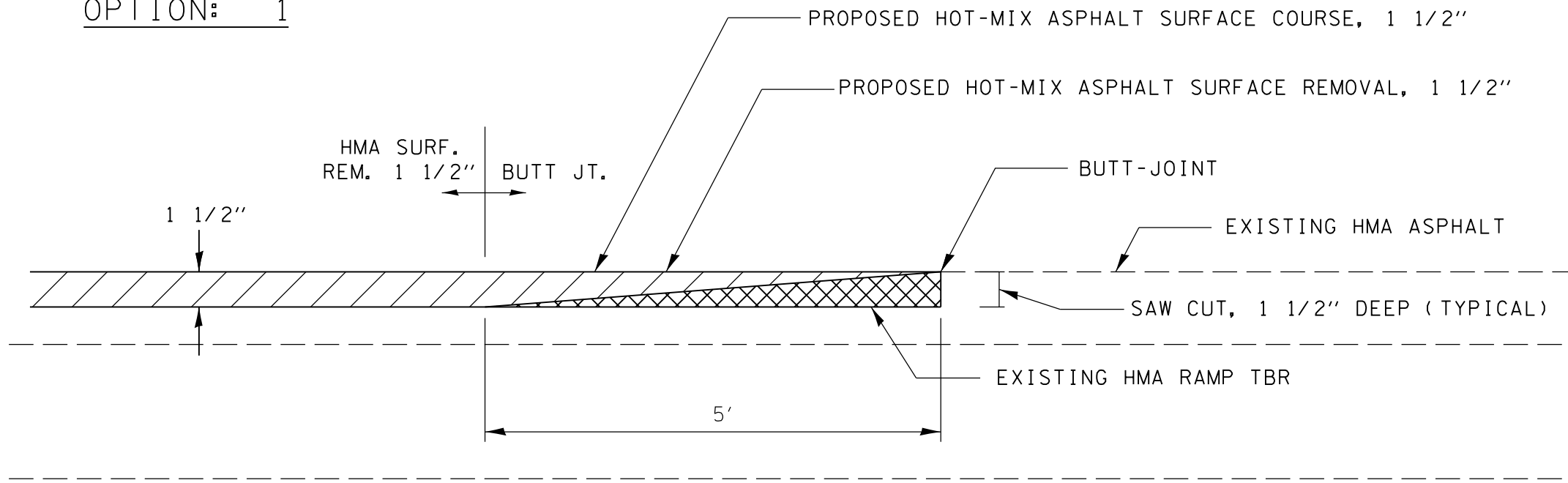
NOTE:
EXCAVATION OF SIDEROAD TO BE PAID AS "EARTH EXCAVATION". AREA WAS FLOODED IN CADD AND MULTIPLIED BY 14" DEPTH OF PROPOSED IMPROVEMENT TO ESTABLISH QUANTITY.

BM 250:
Chiseled "+" in N. Bolt of Fire Hydrant located in SW Quad of E 2000St and US 24. Sta 1575+90.6; 54.6 LT. NAVD 88 = 750.75 FT

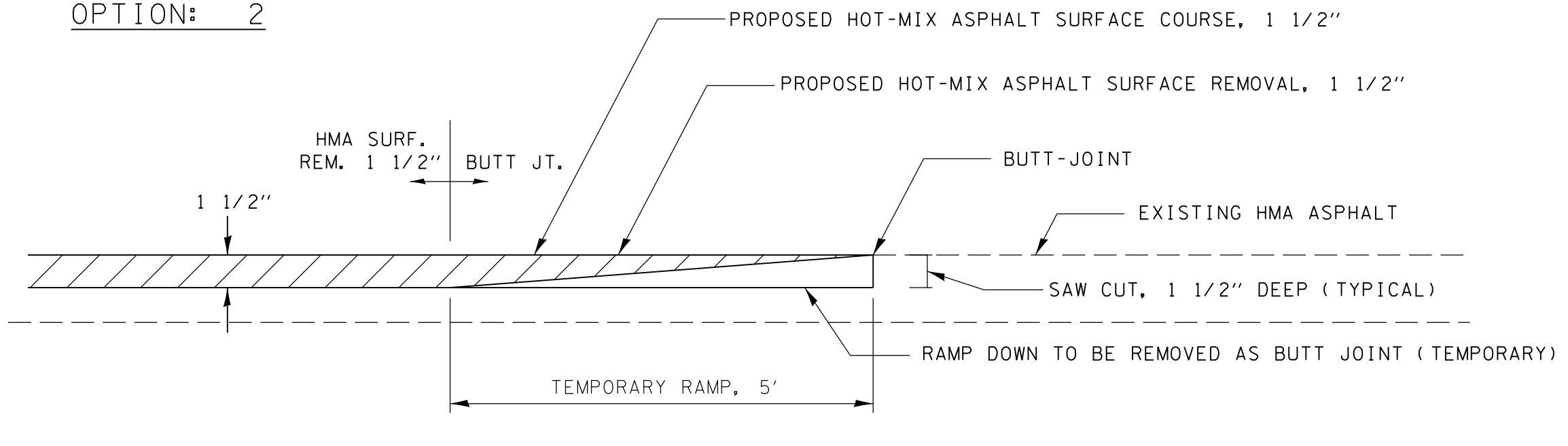


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c:\pwork\pwork\sparksgw\d0217396\0672962-sht-plnpr.f.dgn	DRAWN -	REVISED -	317			.	ADAMS	36	27	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 72962							
PLOT DATE = Mar-11-2011 10:20:04AM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							

OPTION: 1

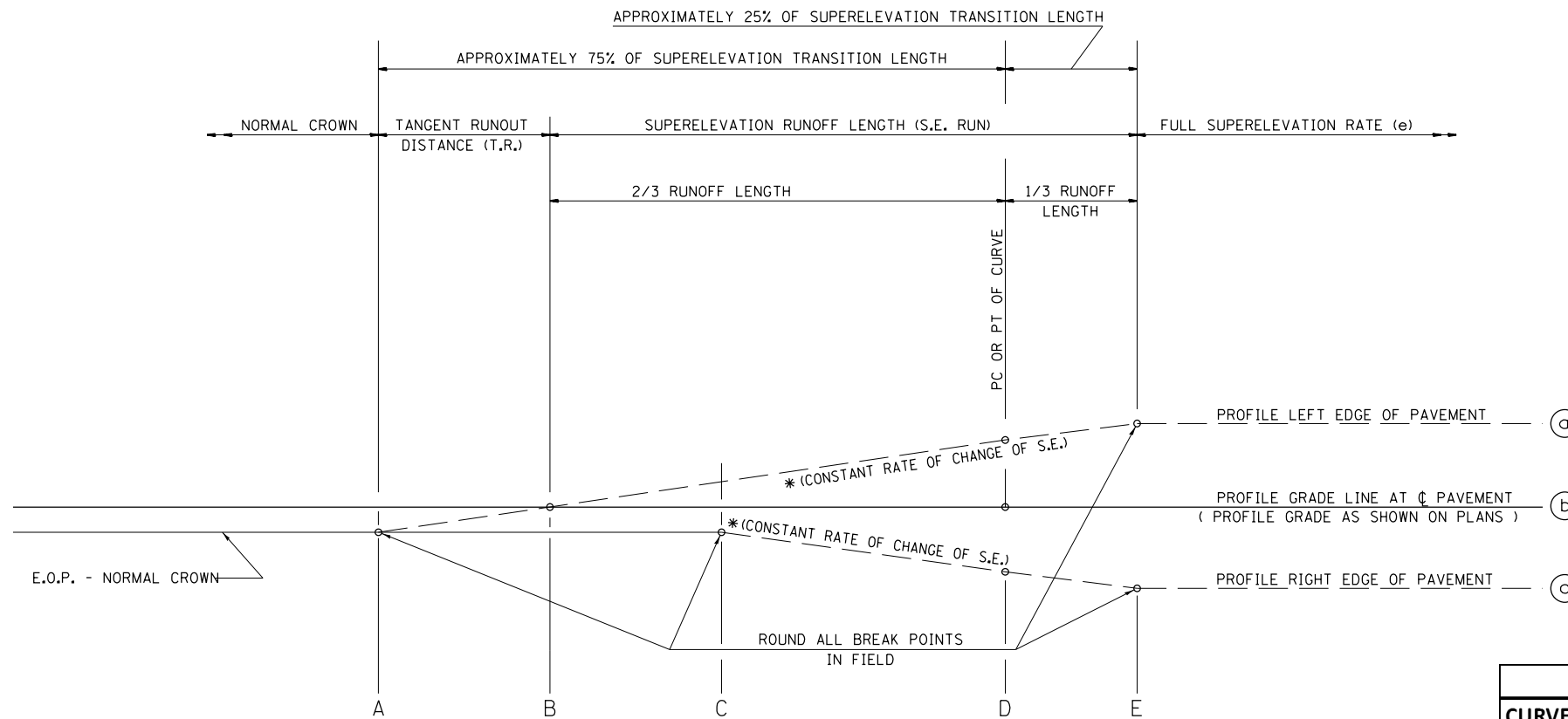


OPTION: 2



NOTE: RAMPING DOWN DURING HOT-MIX ASPHALT SURFACE REMOVAL, 1.5" WILL NOT BE PAID FOR AS TEMPORARY RAMP.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT DETAIL F.A.P. 317 (US 24)				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\sparksgw\0217396\0672962-sht-details.dgn		DRAWN -	REVISED -		317	.	ADAMS	36	28				
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 72962				ILLINOIS FED. AID PROJECT				
PLOT DATE = Mar-11-2011 10:20:22AM		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				



TYPICAL PROFILE - S.E. TRANSITION

SEE PLANS FOR CURVE DATA INFORMATION
 CURVE DATA
 P.I. STA=
 Δ =
 R=
 T=
 L=
 E=
 e= SUPERELEVATION RATE IN PERCENT
 T.R.= TANGENT RUNOUT DISTANCE
 S.E. RUN= SUPERELEVATION RUNOFF LENGTH
 P.C. STA=
 P.T. STA=

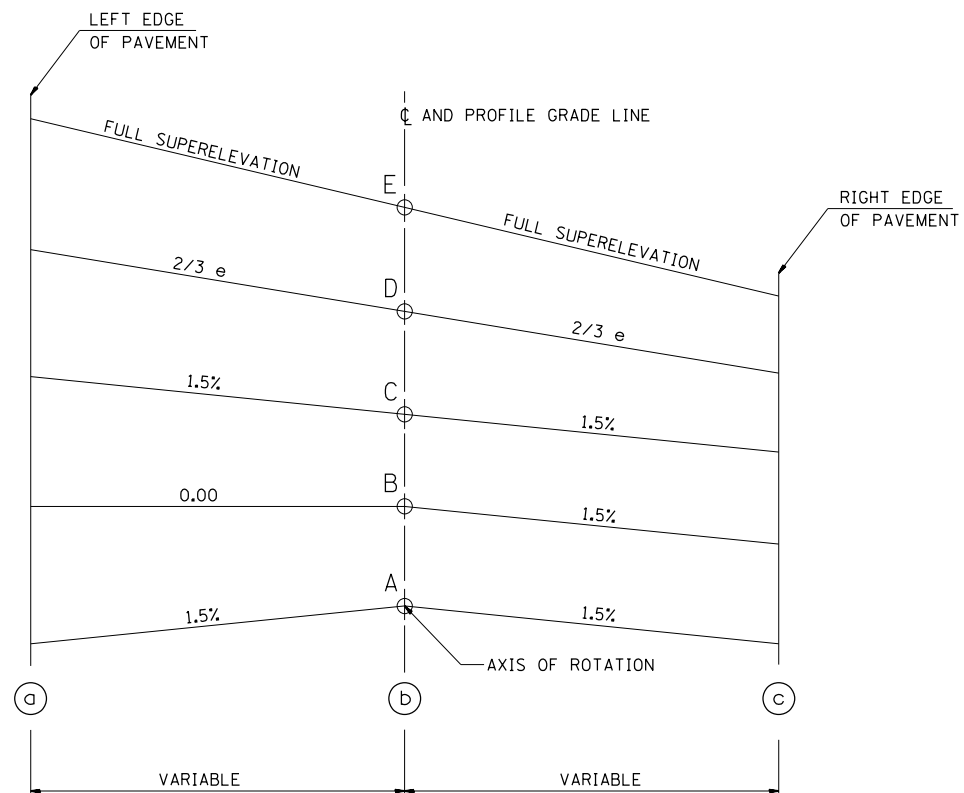
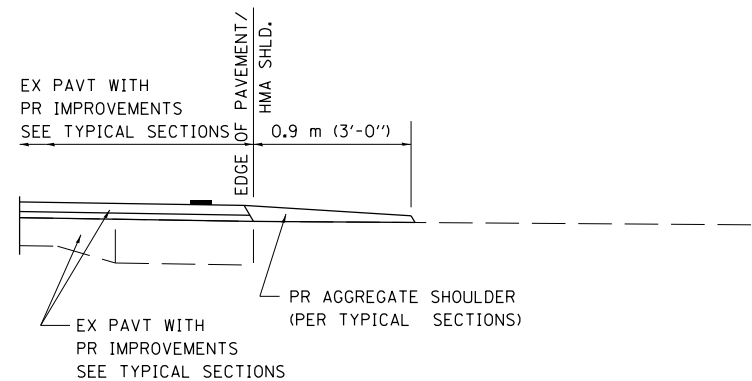
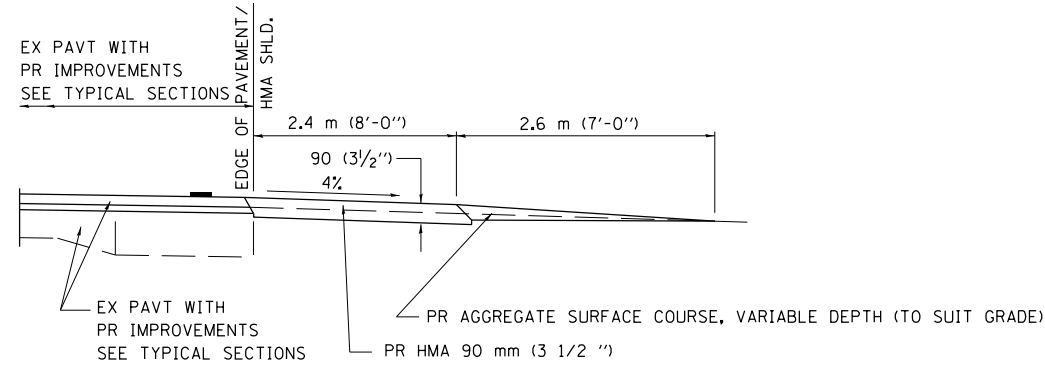


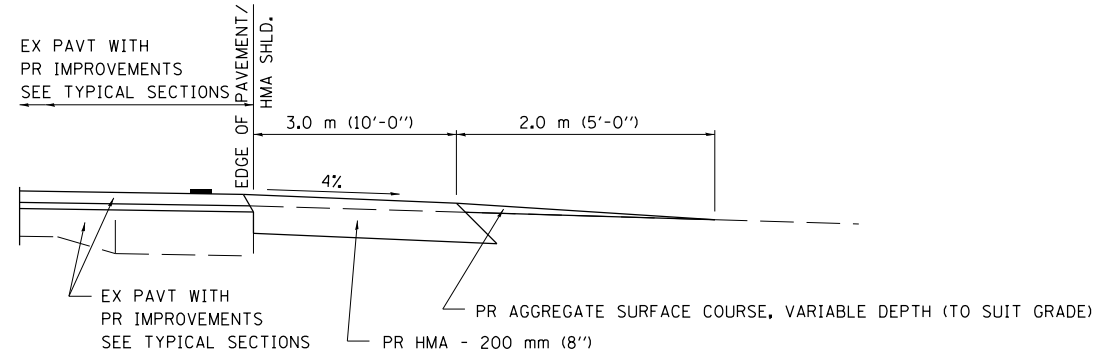
TABLE OF SUPERELEVATION BREAK POINT LOCATIONS							
CURVE NO.	e	A	B	C	D	E	TRANSITION
128	3.1%	1203+66.00	1204+05.00	1204+44.00	1204+57.70	1204+84.00	TRANS. IN
		1210+59.00	1210+21.00	1209+83.00	1209+67.75	1209+41.00	TRANS. OUT
178	3.1%	1526+66.00	1527+04.00	1527+42.00	1527+57.20	1527+84.00	TRANS. IN
		1546+77.00	1546+39.00	1546+01.00	1545+85.78	1545+59.00	TRANS. OUT
174	3.1%	1564+46.00	1564+84.00	1565+22.00	1565+36.87	1565+63.00	TRANS. IN
		1589+22.00	1588+83.00	1588+44.00	1588+30.32	1588+04.00	TRANS. OUT
175	6.3%	1611+35.00	1611+74.00	1612+13.00	1612+80.07	1613+33.00	TRANS. IN
		1617+58.00	1617+20.00	1616+82.00	1616+13.42	1615+60.00	TRANS. OUT
185	6.3%	1652+62.00	1653+00.00	1653+38.00	1654+06.63	1654+60.00	TRANS. IN
		1659+09.00	1658+70.00	1658+31.00	1657+63.57	1657+10.00	TRANS. OUT
187	6.3%	1672+52.00	1672+90.00	1673+28.00	1673+96.95	1674+50.00	TRANS. IN
		1677+13.00	1676+75.00	1676+37.00	1675+68.15	1675+15.00	TRANS. OUT
183	3.1%	1677+56.00	1677+95.00	1678+34.00	1678+47.44	1678+74.00	TRANS. IN
		1686+79.00	1686+40.00	1686+01.00	1685+87.35	1685+61.00	TRANS. OUT
186	4.5%	1690+52.00	1690+90.00	1691+28.00	1691+66.85	1692+05.00	TRANS. IN
		1704+45.00	1704+06.00	1703+67.00	1703+29.64	1702+91.00	TRANS. OUT
182	4.5%	1704+67.00	1705+05.00	1705+43.00	1705+81.88	1706+20.00	TRANS. IN
		1736+61.00	1736+23.00	1735+85.00	1735+45.84	1735+07.00	TRANS. OUT
180	4.5%	1737+25.00	1737+63.00	1738+01.00	1738+40.09	1738+78.00	TRANS. IN
		1767+70.00	1767+32.00	1766+94.00	1766+55.05	1766+17.00	TRANS. OUT
572	4.5%	1768+06.00	1768+44.00	1768+82.00	1769+21.11	1769+59.00	TRANS. IN
		1780+51.00	1780+12.00	1779+73.00	1779+35.41	1778+97.00	TRANS. OUT
168	3.1%	1840+94.00	1841+33.00	1841+72.00	1841+85.60	1842+12.00	TRANS. IN
		1847+23.00	1846+84.00	1846+45.00	1846+31.50	1846+05.00	TRANS. OUT
147	3.1%	1849+78.00	1850+16.00	1850+54.00	1850+69.20	1850+96.00	TRANS. IN
		1856+07.00	1855+69.00	1855+31.00	1855+15.88	1854+89.00	TRANS. OUT



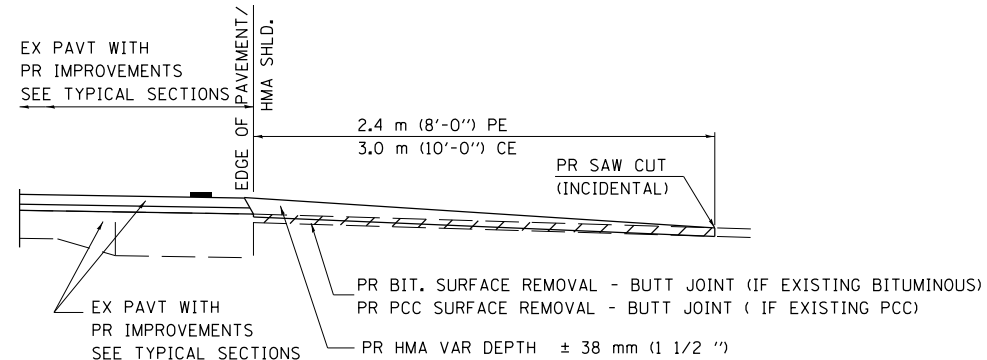
SECTION A-A FOR EX EARTH/ AGGREGATE FE



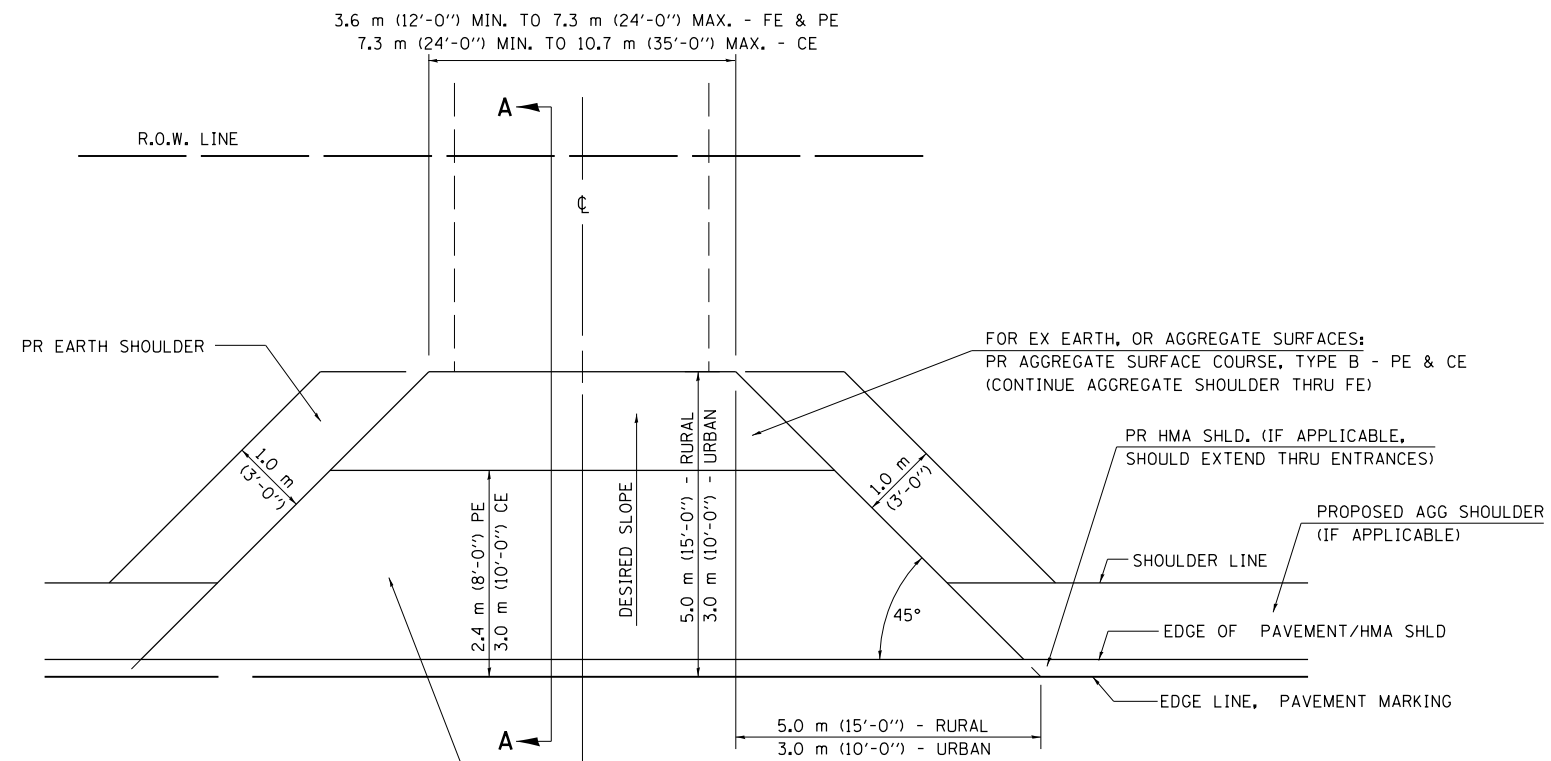
SECTION A-A FOR EX EARTH/AGGREGATE PE



SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD



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



FOR EX EARTH OR AGGREGATE SURFACES:
 PR BIT SURFACE REMOVAL (IF APPLICABLE)
 PR AGGREGATE SHOULDER THRU - FE
 PR BITUMINOUS CONCRETE 90 mm (3 1/2") - PE
 PR BITUMINOUS CONCRETE 200mm (8") - CE

FOR EX BITUMINOUS CONCRETE SURFACES:
 PR BITUMINOUS SURFACE REMOVAL-BUTT JOINT

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

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

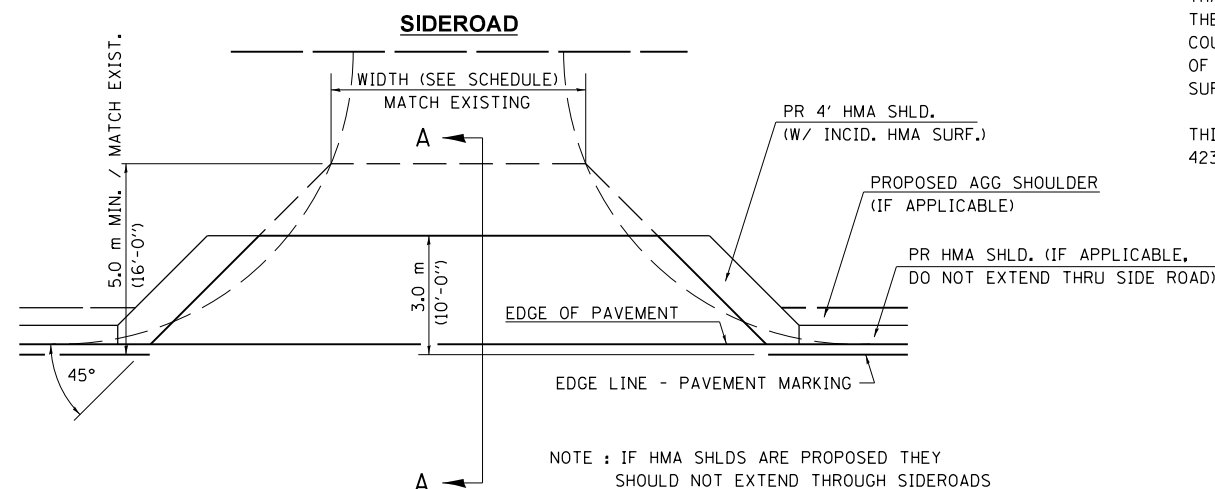
ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE.

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

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



NOTE : IF HMA SHLDS ARE PROPOSED THEY SHOULD NOT EXTEND THROUGH SIDEROADS

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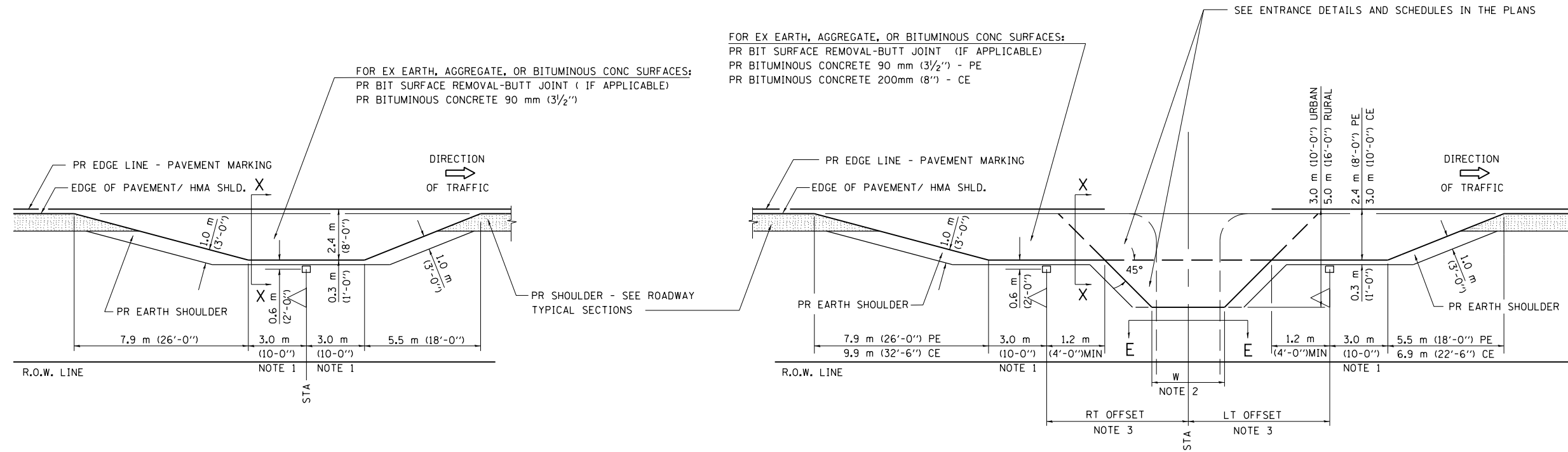
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DIST.6 DETAILS FOR RURAL/URBAN ENT., MAILBOX
 TURNOUT & SIDEROADS W/O CONC. GUTTER (3P-PROJ.)**

SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.

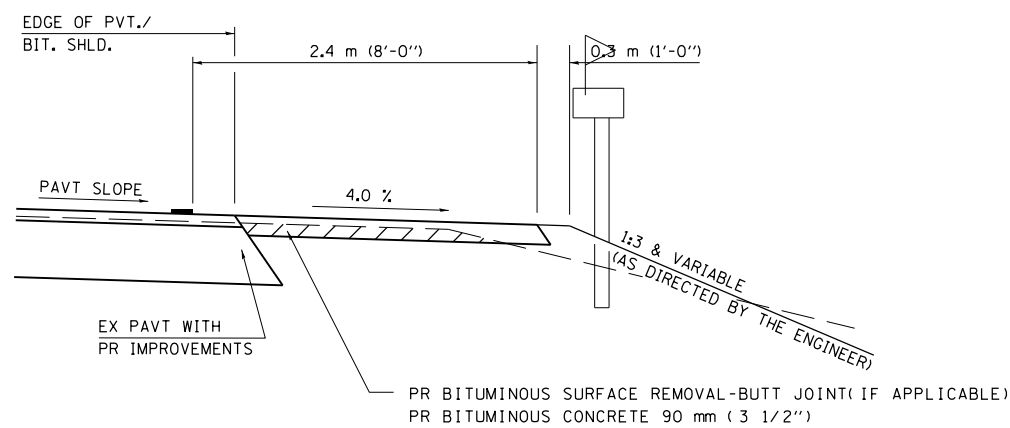
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	.	ADAMS	36	30
CONTRACT NO. 72962				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DETAILS OF MAILBOX TURNOUTS



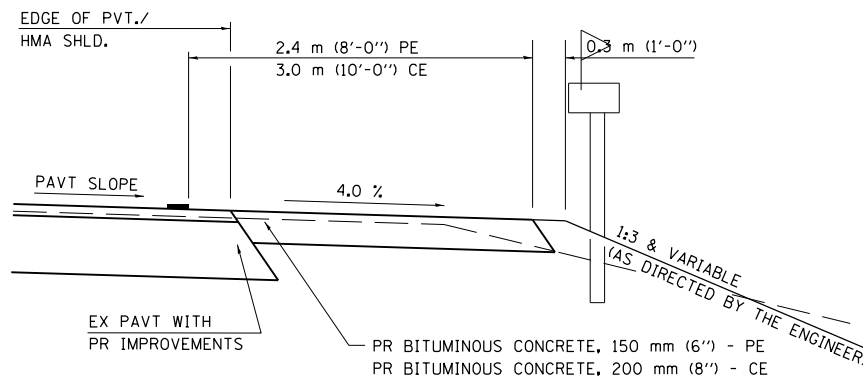
PLAN - MAILBOX TURNOUTS

PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



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

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE.)



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

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE.)

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

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

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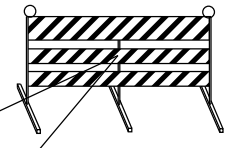
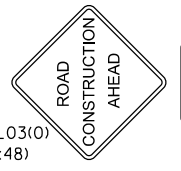
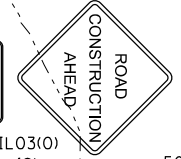
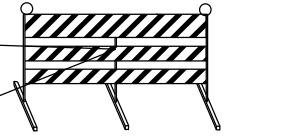
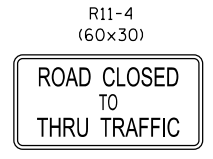
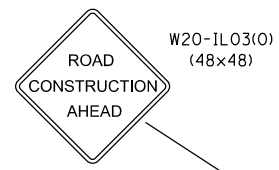
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIST. 6 DETAILS FOR RURAL/URBAN ENT., MAILBOX
TURNOUT & SIDEROADS W/O CONC. GUTTER (3P-PROJ.)**

SCALE: SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	ADAMS	36	31
CONTRACT NO. 72962				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

MAINTAIN TRAFFIC ON US 24
AT ALL TIMES. WORK ON US 24 TO BE
DONE UNDER TRAFFIC.



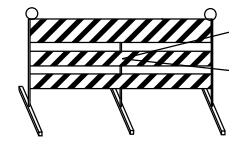
DETOUR ROUTE

CLOSED ROADWAY - OPEN TO ADJOINING LAND OWNERS

NORTH LEG OF INTERSECTION - CLOSE USING STANDARD BLR 21 AT STA 12+00. CLOSE TO LOCAL TRAFFIC ONLY AT NEAREST INTERSECTION NORTH OF IMPROVEMENT.

Coatsburg

WORK AREA



TYPE III BARRICADE WITH TWO TYPE A LOW INTENSITY FLASHING LIGHTS

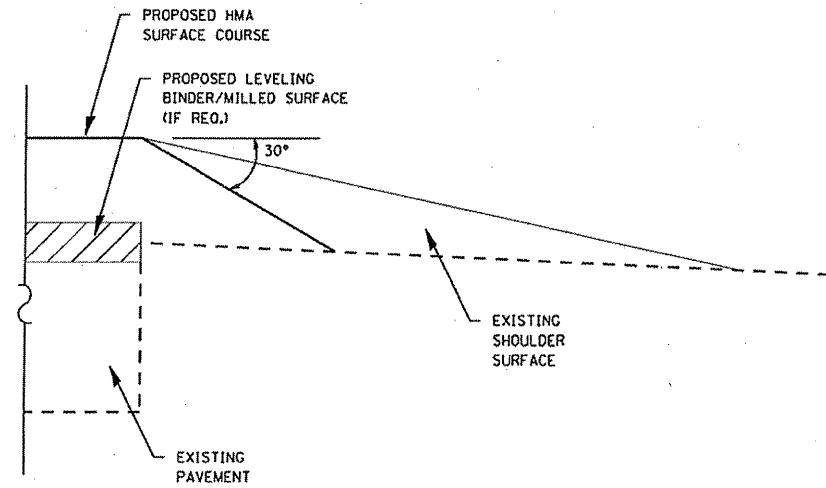
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

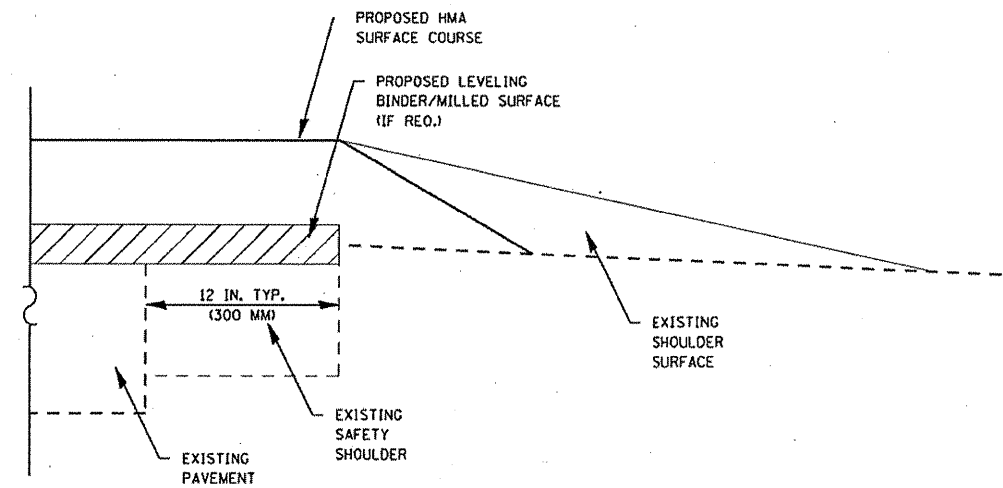
TRAFFIC DETOUR DETAIL
F.A.P. 317 (US 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	.	ADAMS	36	32
			CONTRACT NO. 72962	

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

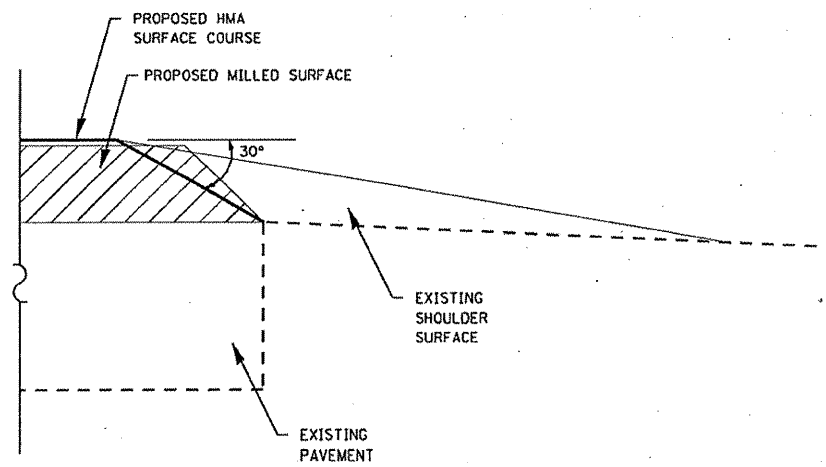


SAFETY EDGE AT EDGE OF EXISTING PAVEMENT

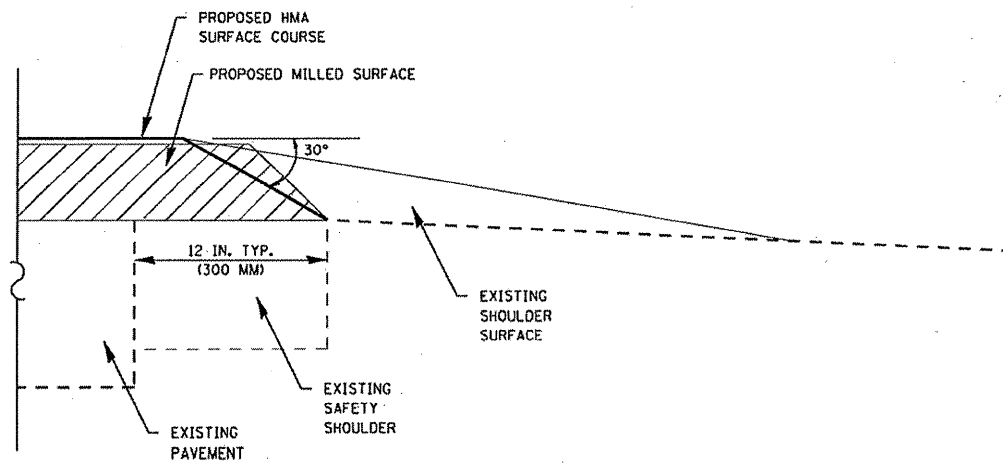


SAFETY EDGE AT EDGE OF EXISTING SAFETY SHOULDER

SAFETY EDGE FOR 3P RESURFACING



SAFETY EDGE AT EDGE OF EXISTING PAVEMENT



SAFETY EDGE AT EDGE OF EXISTING SAFETY SHOULDER

SAFETY EDGE FOR INLAY RESURFACING

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SAFETY EDGE DETAIL
F.A.P. 317 (US 24)**

F.A.P. RTE. 317	SECTION •	COUNTY ADAMS	TOTAL SHEETS 36	SHEET NO. 32A
SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 72962	
(ILLINOIS) FED. AID PROJECT				



PLAN VIEW OF
SIDEROAD X-SECT.

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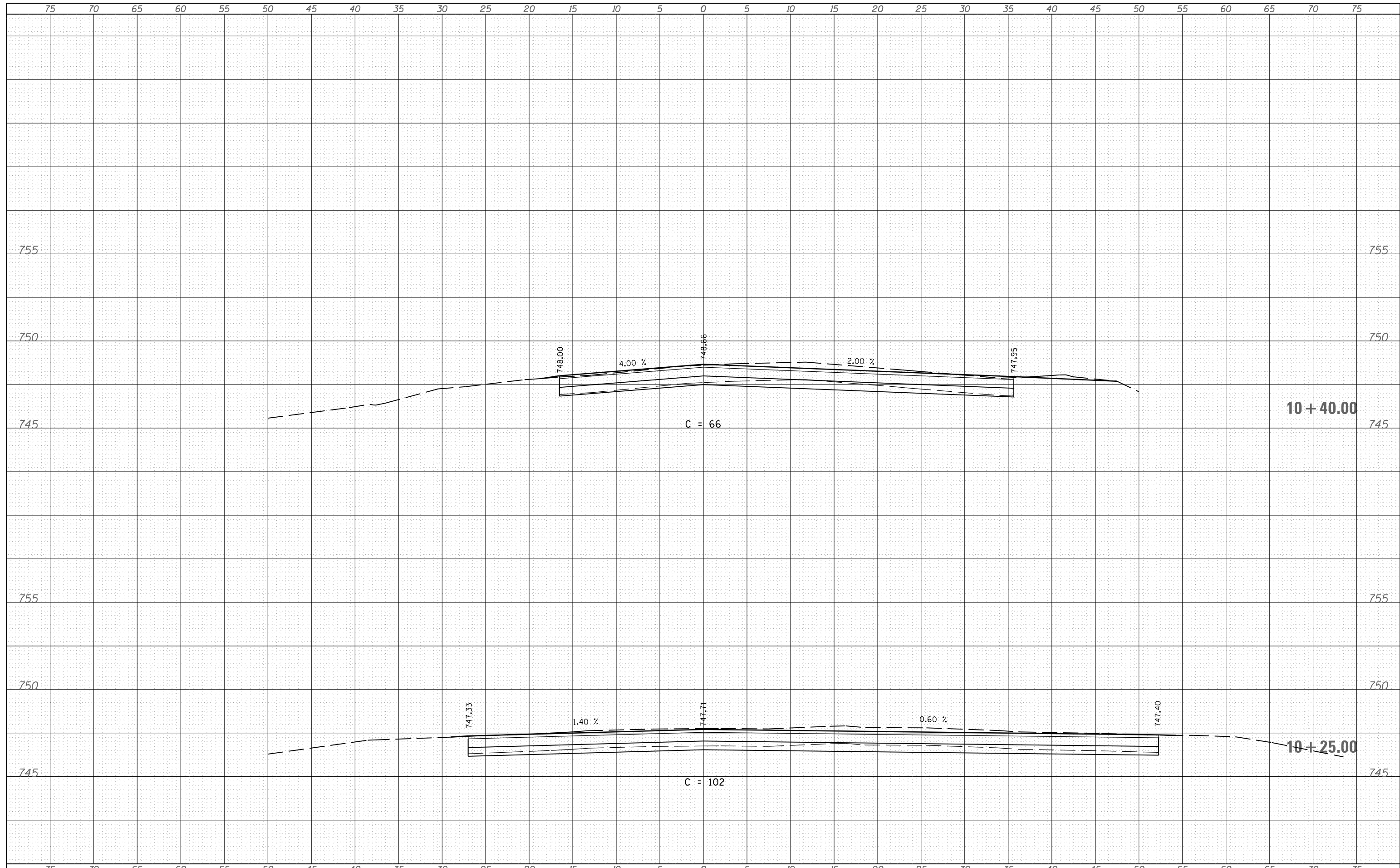
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTION SHEETS			
F.A.P. 317 (US 24)			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	.	ADAMS	36	33
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72962	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
NO.	

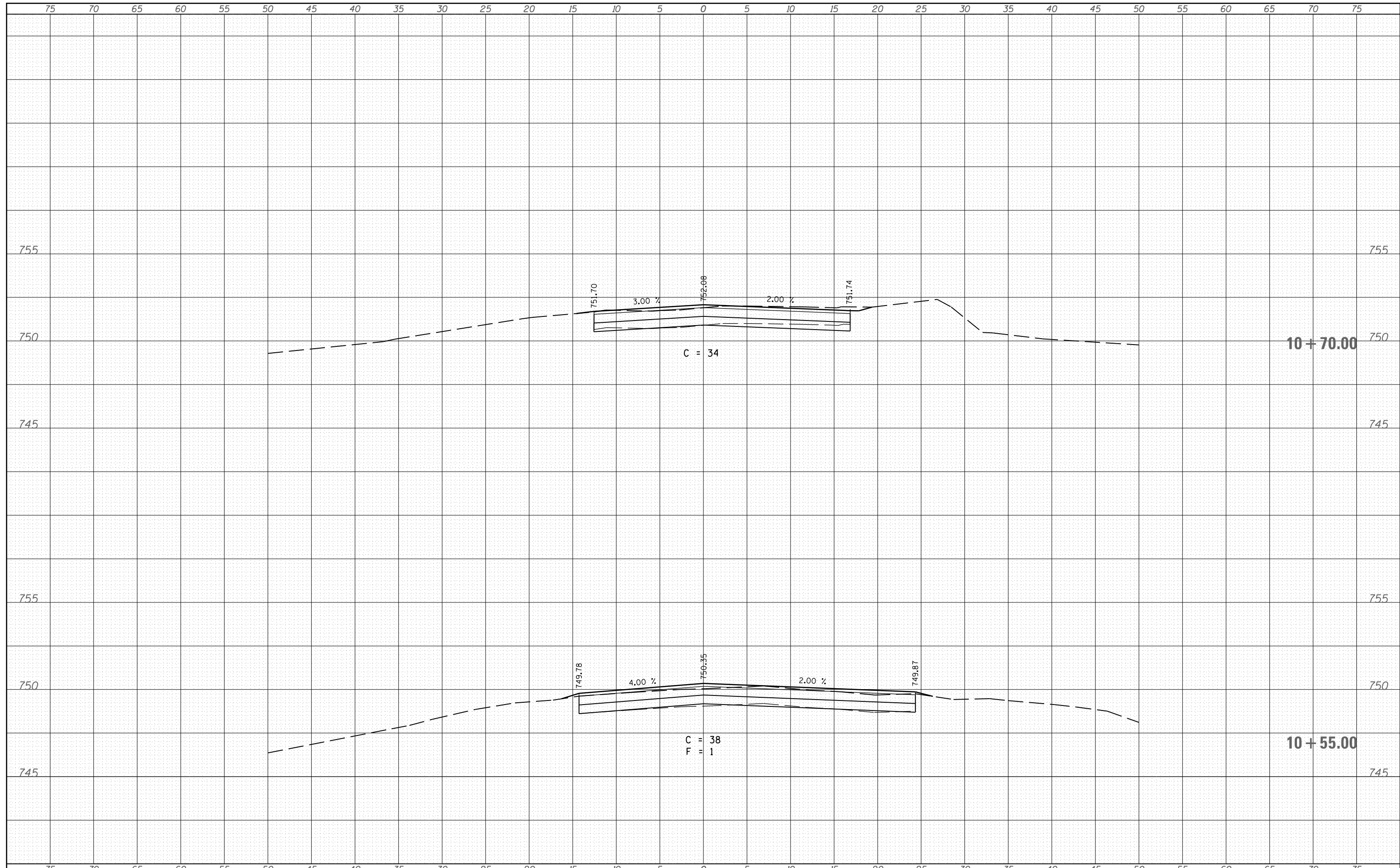
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TEMPLATE	
AREAS	
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ORIGINAL SURVEY	
NOTE BOOK	
NO.	



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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
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FINAL SURVEY	
NOTE BOOK	
NO.	

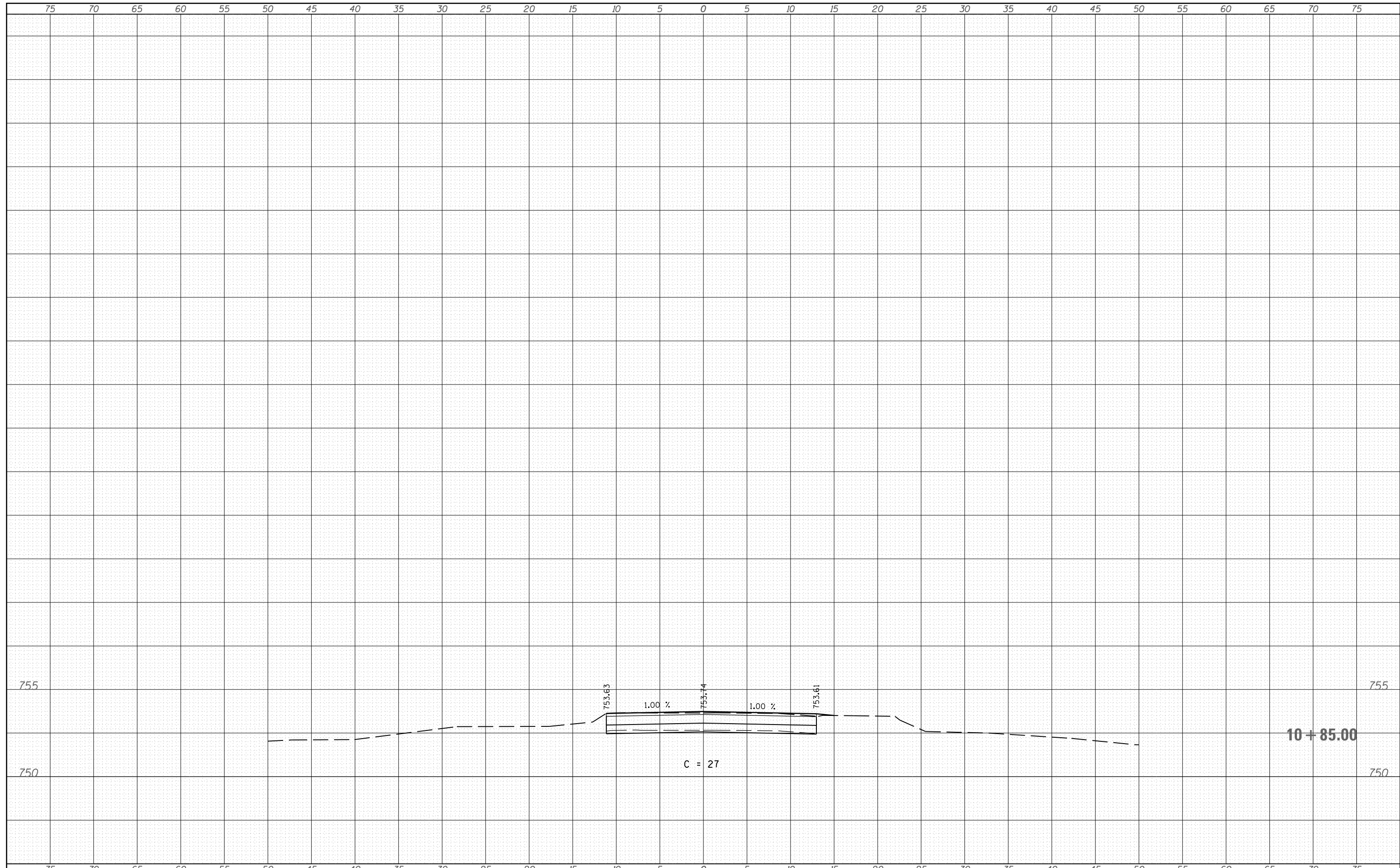
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NOTE BOOK	
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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTION SHEETS F.A.P. 317 (US 24)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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