

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	4RS-4	CARROLL	35	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 64E12		

INDEX OF SHEETS

SEE SHEET No. 2

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

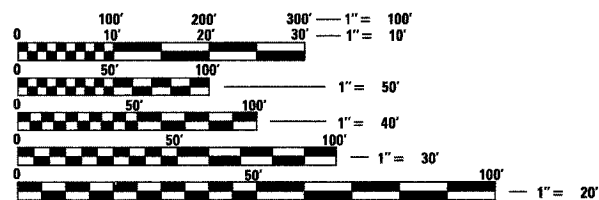
FAP ROUTE 17 (US 52/L 64)
SECTION 4RS-4
PROJECT F-0017(125)
CARROLL COUNTY



STATE STANDARDS

SEE SHEET No. 2

SALEM TOWNSHIP SECTIONS 1,2,3,4,5,8,9,10,11,12
ROCK CREEK TOWNSHIP SECTIONS 5,6,7,8



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

SQUAD LEADERS:
JENNIFER LUBBS (815-284-5958)
FAITH DUNCAN (815-284-5364)
PROJECT ENGINEER: BECKY MARRUFFO
CONTRACT NO. 64E12

OMISSION (BRIDGE)
STA 762+82 - STA 764+90

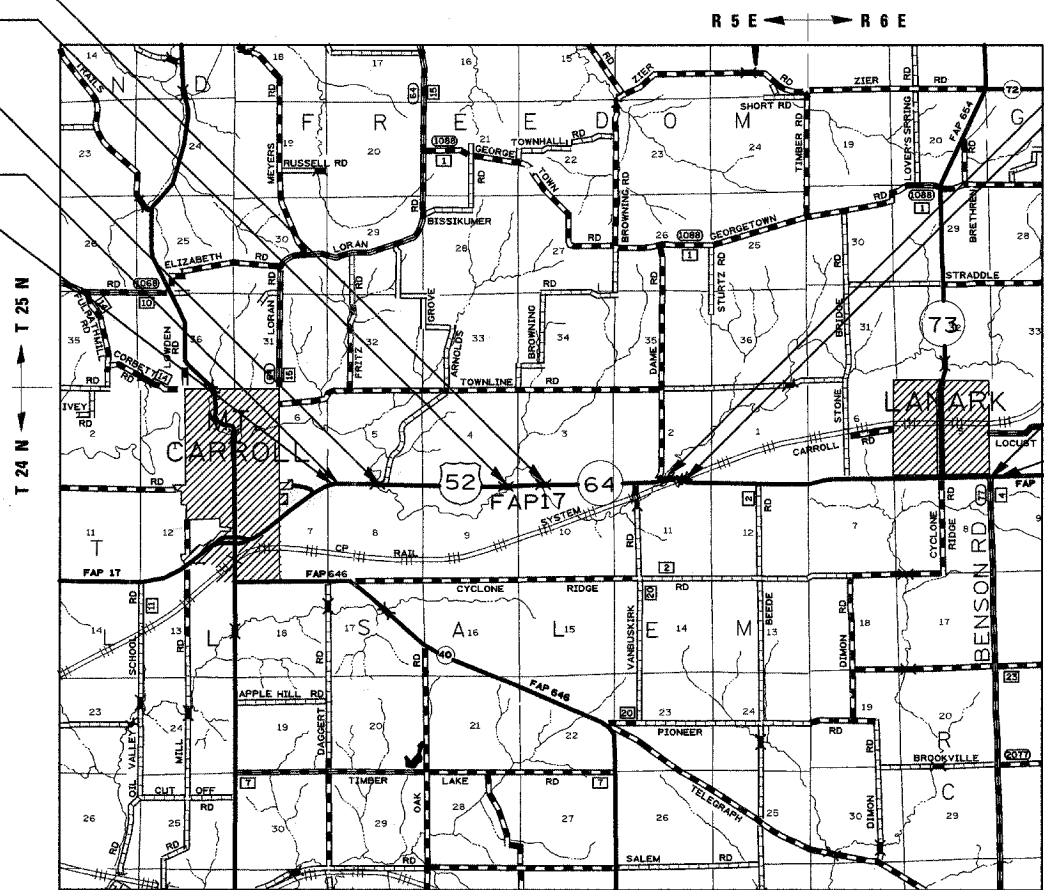
OMISSION (BRIDGE)
STA 743+46 - STA 744+60

OMISSION (BRIDGE)
STA 673+72 - STA 674+82

IMPROVEMENT BEGINS
STA 658+28

SECTION BEGINS
STA 658+73

C-92-077-08



OMISSION (BRIDGE)
STA 828+90 - STA 830+55

OMISSION (RAILROAD)
STA 837+48 - STA 840+35

SECTION ENDS
STA 1015+62

IMPROVEMENT ENDS
STA 1016+07

GROSS LENGTH = 35,689 FT. = 6.759 MILE
NET LENGTH = 34,808 FT. = 6.592 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 05/16 20 08

George F. Ryan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 27, 20 08
Eric E. Neum
ENGINEER OF DESIGN AND ENVIRONMENT

June 27, 20 08
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

INDEX OF SHEETS

STATE STANDARDS

Page	Description		Description
1	COVER SHEET	280001-04	Temporary Erosion Control Systems
2	INDEX OF SHEETS AND STANDARDS	406201-01	Mailbox Turnout
3	SUMMARY OF QUANTITIES	420001-07	Pavement Joints
4	GENERAL NOTES	420701-02	Pavement Fabric
5 - 6	TYPICAL SECTIONS	442101-07	Class B Patches
7 - 9	SCHEDULE OF QUANTITIES	442201-03	Class C & D Patches
10	HOT MIX ASPHALT SCHEDULE	482011-03	HMA Shld Strips/Shlds with Resurfacing or Widening & Resurfacing Projects
11	PAVEMENT & HMA PATCHING SCHEDULE	601101	Concrete Headwall For Pipe Drain
12	CLASS B PATCHING SCHEDULE	606001-03	Concrete Curb Type B and Combination Concrete Curb & Gutter
13 - 15	ENTRANCE SCHEDULE	606006-01	Outlets for Concrete Curb & Gutter Type B-6.24
16 - 18	HORIZONTAL AND VERTICAL CONTROL	701011-01	Off-Road Moving Operations, 2L, 2W, Day only
19 - 24	PLAN AND PROFILE AND CLASS B PATCHING DETAILS	701201-02	Lane Closure, 2L, 2W, Day Only, for Speeds \geq 45 MPH
25 - 27	PAVEMENT MARKING DETAILS	701301-02	Lane Closure, 2L, 2W, Short Time Operations
28	SUB-SURFACE DRAIN DETAILS	701306-01	Lane Closure, 2L, 2W, Slow Moving Operations Day Only, for Speeds \geq 45 MPH
29	CONCRETE HEADWALL FOR PIPE DRAINS (27. 4)	701311-02	Lane Closure, 2L, 2W Moving Operations - Day Only
	PAVEMENT PATCHING FOR HOT MIX ASPHALT SURFACED PAVEMENT (32. 4)	701501-04	Urban Lane Closure, 2L, 2W, Undivided
	SUBGRADE REPLACEMENT (97. 4)	701901	Traffic Control Devices
30	HOT-MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR 2 LIFT (3P)	720011	Metal Posts For Signs, Markers and Delineators
	RESURFACING PROJECTS (47. 2)	728001	Telescoping Steel Sign Support
	ROUGH GROOVED SURFACE SIGN (91. 2)	729001	Applications of Types A & B Metal Posts (For Signs & Markers)
31	TC & P AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (94. 2)	780001-01	Typical Pavement Markings
32	ENTRANCES, MAILBOXES, & MAILBOX RETURNS WITH NO HMA SHOULDERS (20. 1)	781001-02	Typical Applications Raised Reflective Pavement Markers
33	ENTRANCE APPROACHES - URBAN AREA (25. 1)	000001-05	Standard Symbols, Abbreviations and Patterns
34 - 35	TYPICAL PAVEMENT MARKINGS (41. 1)	001001-01	Areas of Reinforcement Bars
		001006	Decimal of an Inch and of a Foot

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	1000 80% FED. 20% STATE TOTAL QUANTITY
21400100	GRADING AND SHAPING DITCHES	FOOT	1500
35101400	AGGREGATE BASE COURSE, TYPE B	TON	308
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	61.0
40600300	AGGREGATE (PRIME COAT)	TON	165.7
40600535	LEVELING BINDER (HAND METHOD), N70	TON	20
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	6321
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1039
40600990	TEMPORARY RAMP	SQ YD	172
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	801
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	8737
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	1171
42001200	PAVEMENT FABRIC	SQ YD	982
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	873
44002228	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 7"	SQ YD	947
44200156	PAVEMENT PATCHING, TYPE II, 13 INCH	SQ YD	256
44200160	PAVEMENT PATCHING, TYPE III, 13 INCH	SQ YD	47
44200162	PAVEMENT PATCHING, TYPE IV, 13 INCH	SQ YD	35
44200956	CLASS B PATCHES, TYPE II, 9 INCH	SQ YD	173
44200962	CLASS B PATCHES, TYPE III, 9 INCH	SQ YD	75
44200964	CLASS B PATCHES, TYPE IV, 9 INCH	SQ YD	982
44213200	SAW CUTS	FOOT	2955
48101200	AGGREGATE SHOULDERS, TYPE B	TON	10242
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	2
60107700	PIPE UNDERDRAINS 6"	FOOT	5025
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	37

CODE NUMBER	PAY ITEM	UNIT	1000 80% FED. 20% STATE TOTAL QUANTITY
60260100	INLETS TO BE ADJUSTED	EACH	1
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	200
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12
67100100	MOBILIZATION	L SUM	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	12146
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2048
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	216
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	106113
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	75
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	858
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	100
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	534
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	534
Z0013798	CONSTRUCTION LAYOUT	L SUM	1
Z0017100	DOWEL BARS	EACH	680
Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	1566
Z0028700	GRANULAR SUBGRADE REPLACEMENT	CU YD	261
Z0040315	PILOT CAR	DAY	5
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
Z0075300	TIE BARS	EACH	329

* SPECIALTY ITEMS

FILE NAME = c:\projects\p206106\06106.dgn	USER NAME = duncenfo	DESIGNED - -	REVISOR - -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/L 64 SUMMARY OF QUANTITIES			F.A.P. RTE. 17	SECTION 4RS-4	COUNTY CARROLL	TOTAL SHEETS 35	SHEET NO. 3
PLOT SCALE = 50.0000' / IN.		CHECKED - -	REVISOR - -		SCALE: _____	SHEET NO. 3 OF 35 SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 64E12		
PLOT DATE = Fri May 16 10:55:48 2008		DATE - -	REVISOR - -									

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 17 (US 52/IL 64)	4RS-4	Carroll	35	4
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64E12				

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches. This work will be included in the contract unit price per Foot for PIPE UNDERDRAINS 6", PIPE UNDERDRAINS 6" (SPECIAL), OR GRADING & SHAPING DITCHES.

Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. This work shall be included in the cost of PIPE UNDERDRAIN or GRADING & SHAPING DITCHES.

Mulch Method II shall be applied over all seeded areas. This shall be included in the cost of the PIPE UNDERDRAIN or GRADING & SHAPING DITCHES.

Closed expansion joints on jointed pavements shall be re-established during the patching operations. Class B Patches - when the pavement requires patching at the location of the expansion joint, a new joint should be established using a dowelled expansion patch as shown on Highway Standard 442101. When the joint is closed, but does not require patching, an expansion joint may be formed by sawing the pavement and filling the saw cut with a preformed expansion joint filler meeting the requirements of Section 1051 of the Standard Specifications as shown on Standard 420001.

When laying out for patching, the minimum distance between new patches (saw cut to saw cut) shall be 4.6 m (15 feet). When patch spacing is less than 4.6 m (15 feet), the pavement between patches shall also be removed and replaced.

All mandatory joint sealing for Class B patches as shown on the plans will not be measured for payment. Optional sawing of the joint for the sealant reservoir will not be measured for payment.

The Engineer reserves the right to check all patches for smoothness by the use of a 10' rolling straight edge set to a 3/16" tolerance in the wheel paths. Any patch areas higher than 3/16" must be ground smooth with an approved grinding device consisting of multiple saws. The use of bushhammer or other impact devices will not be permitted. Any patch with depressions greater than 3/16" shall be repaired in a manner approved by the Engineer.

The mandatory saw cuts for pavement patching are:

Class B Patch: Cut two transverse saw cuts outlining the patch and one transverse pressure relief saw cut. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

The mandatory saw cuts will be paid for at the contract unit price per Meter (Foot) for SAW CUTS.

The minimum patch dimension for full-depth patches will be 1.2 m (four feet) and half-lane width. Half-lane patches shall be confined to the outside edges of the pavement.

The existing hot-mix asphalt surface on private and commercial entrances shall be bladed off or milled and disposed of outside the project limits. The cost of the blading, milling, rolling, and disposal is included in the contract unit price for INCIDENTAL HOT-MIX ASPHALT SURFACING.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface	Level Binder	HMA Over Patches
PG:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N70	4.0 @ N70	4.0 @ N70
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 19.0
Friction Aggregate	C	N/A	
20 Year ESAL	2.8	2.8	

The Contractor will be required to furnish 140 mm (5 1/2") high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 150 mm (6") inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

To help avoid excess drop offs at the edge of pavement, the existing aggregate wedge or shoulder is to be pulled up and rolled to match the edge of pavement before placing any bituminous material. All costs associated with pulling up the shoulders shall be considered included in the contract unit price per TON for HOT-MIX ASPHALT SURFACE COURSE of the type specified.

The Contractor shall clean out the culvert and stream flows to the right-of-way lines at Station 729+69. The cost shall be included in the contract unit price for GRADING & SHAPING DITCHES.

If, during the grinding or resurfacing operations, the existing mailboxes become a hindrance, the Contractor shall be required to carefully remove and reinstall the mailboxes as directed by the Engineer. This work shall be included in the contract unit price for the INCIDENTAL HOT-MIX ASPHALT SURFACING.

The underdrain system scheduled on this project is to be constructed in accordance with Section 601 of the Standard Specifications for Road and Bridge Construction, except when the Recurring Special Provision Pipe Underdrains is included, the fabric envelope encasement of the pipe shall be omitted.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

Aggregate Base Course, Type B, is provided in the plan quantities and shall be used only as needed when directed by the Engineer.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

Mediacom	Gallatin River Communications
Commonwealth Edison	Verizon
Jo-Carroll Energy	NICOR Gas Co.
Frontier/Citizens	City of Lanark

CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

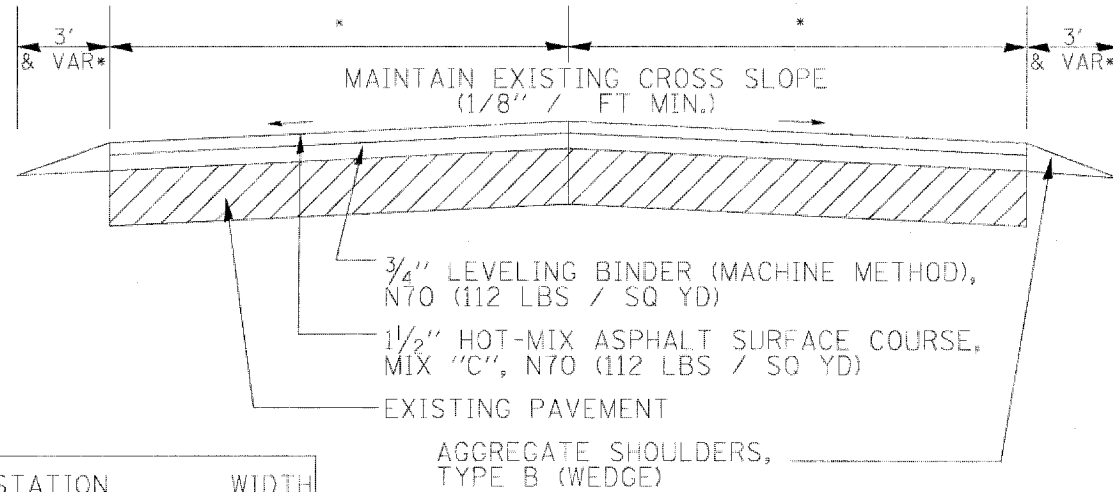
The Butt Joint from Station 970+31 to 970+76 shall be constructed for use until the contractor builds the taper from Station 970+31 to 971+31. Removal of the butt joint before the taper is built shall be included in the cost of the LEVELING BINDER (MACHINE METHOD).

All costs associated with the installation of rodent screens in concrete headwall for pipe underdrains shall be considered included in the contract unit price per Foot for PIPE UNDERDRAINS 6" (SPECIAL).

TYPICAL SECTIONS

US 52/L 64

STA 658+73 TO STA 714+44
 STA 725+13 TO STA 965+70
 STA 1000+22 TO STA 1016+07

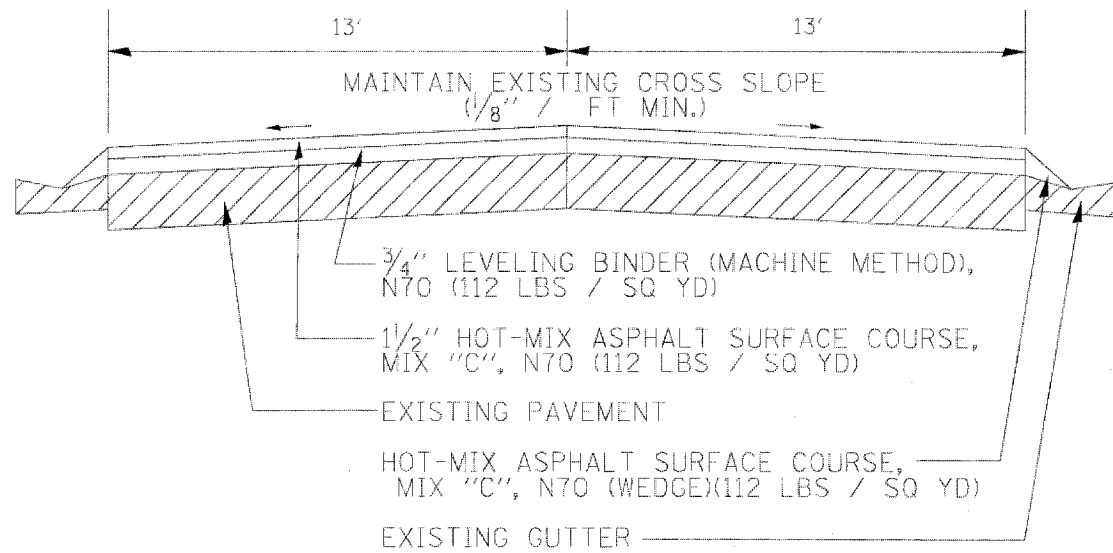


* STATION	WIDTH
658+73 TO 714+44	13'
725+13 TO 808+59	13'
808+59 TO 857+16	12'
857+16 TO 965+70	13'
1000+22 TO 1016+07	13'

* MATCH EXISTING SHOULDER

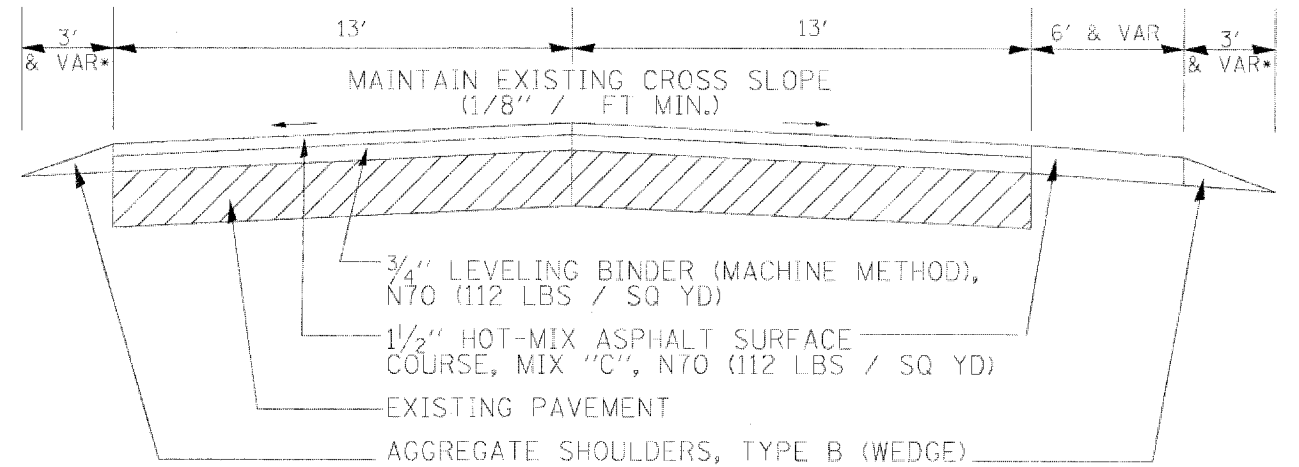
US 52/L 64

STA 714+44 TO STA 725+13



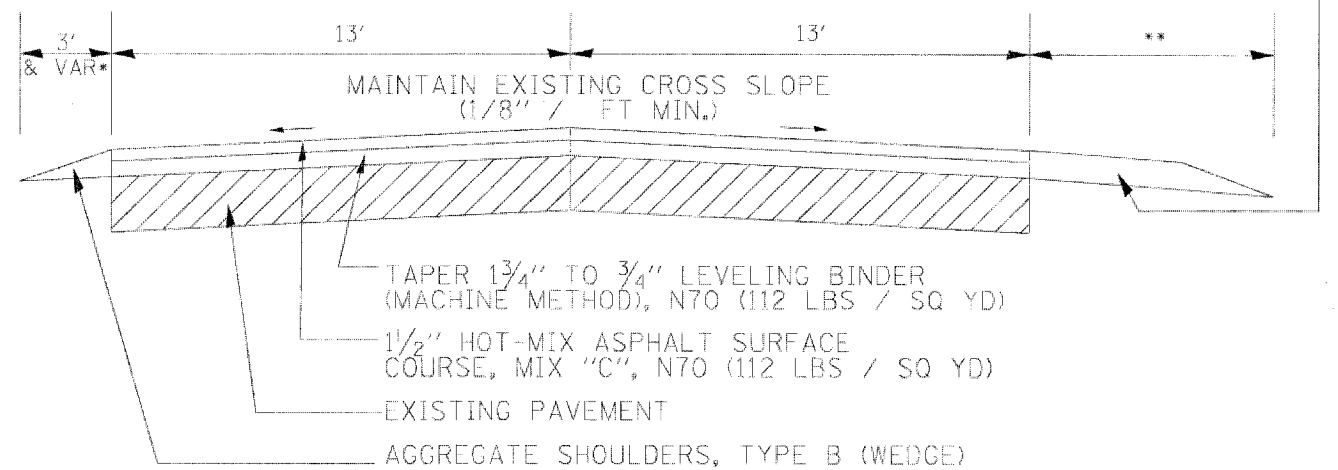
US 52/L 64

STA 965+70 TO STA 970+31



100' TAPERS US 52/L 64

STA 970+31 TO STA 971+31
 STA 999+22 TO STA 1000+22



** STATION 970+31 TO 971+31
 6' & VAR - TAPER 3 1/4" TO
 2 1/4" HOT-MIX ASPHALT
 SURFACE COURSE, MIX
 "C", N70 (112 LBS/SQ YD)

3' AGGREGATE SHOULDERS,
 TYPE B (WEDGE)

** STATION 999+22 TO 1000+22
 3' AGGREGATE SHOULDERS,
 &VAR TYPE B (WEDGE)

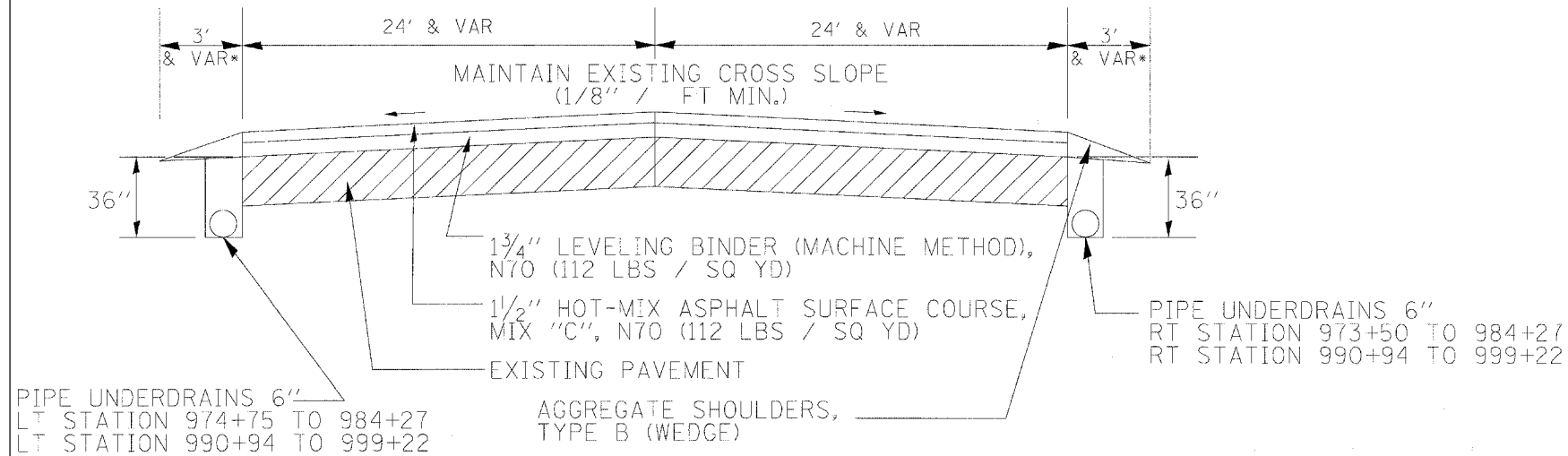
TYPICAL SECTIONS

US 52/L 64

STA 971+31 TO STA 984+27
STA 990+94 TO STA 999+22

IL 73

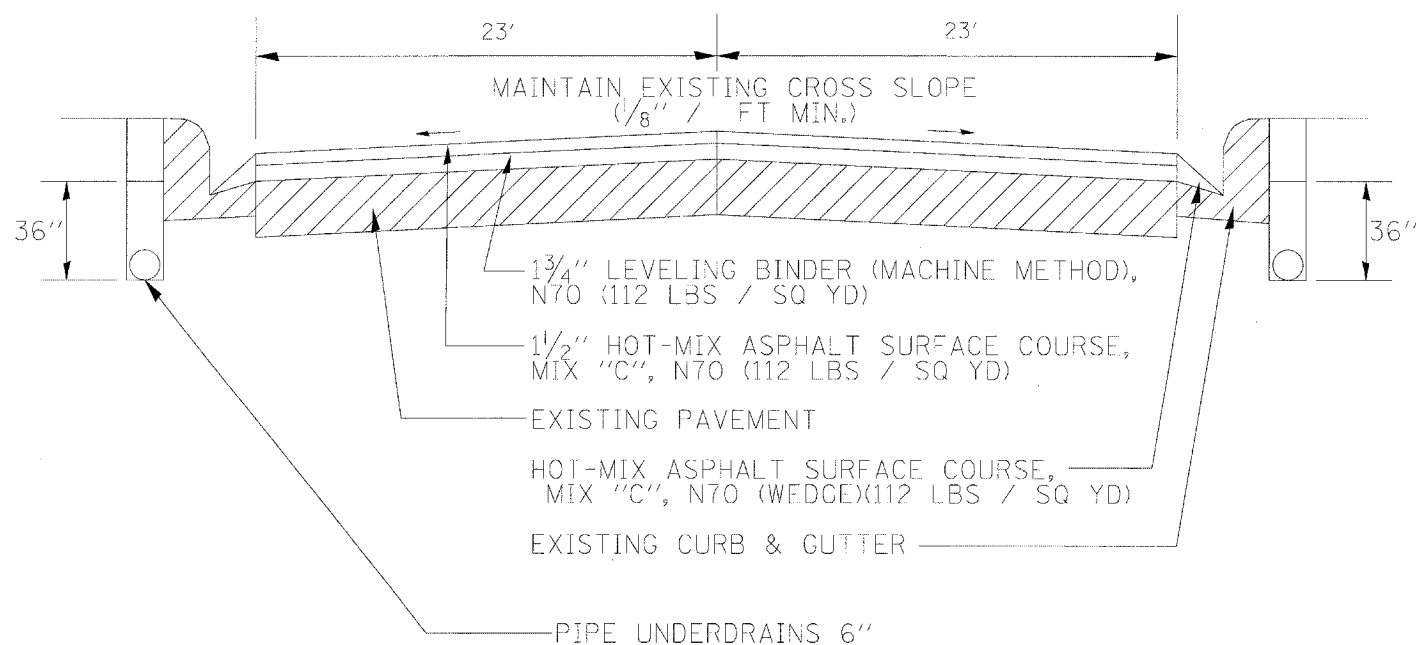
STA 0+22 TO STA 0+41



* MATCH EXISTING SHOULDER

US 52/L 64

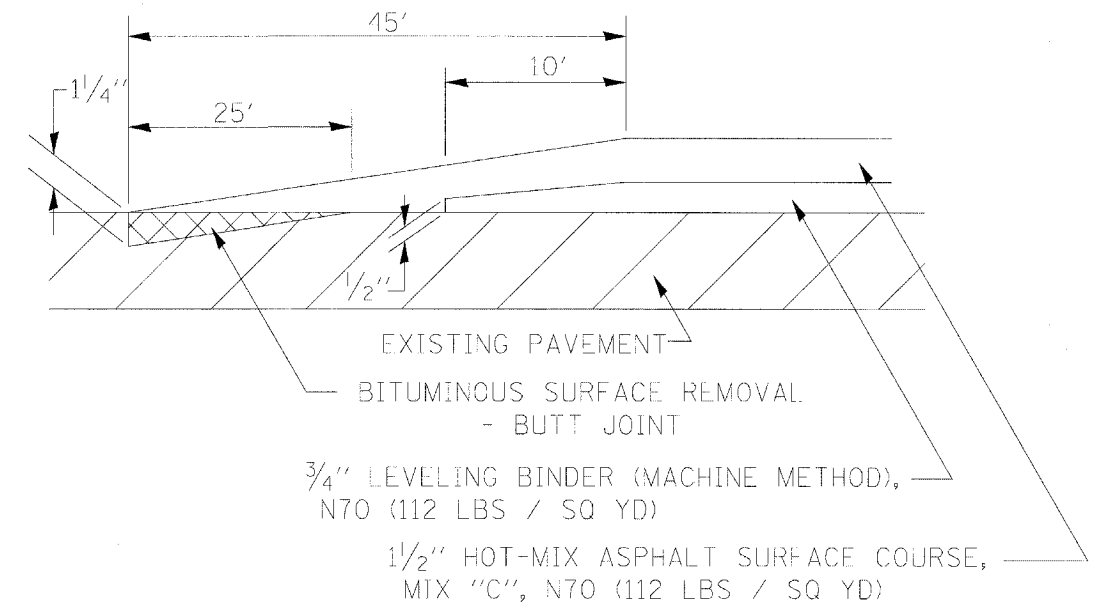
STA 984+27 TO STA 990+94



TYPICAL TAPER US 52/L 64

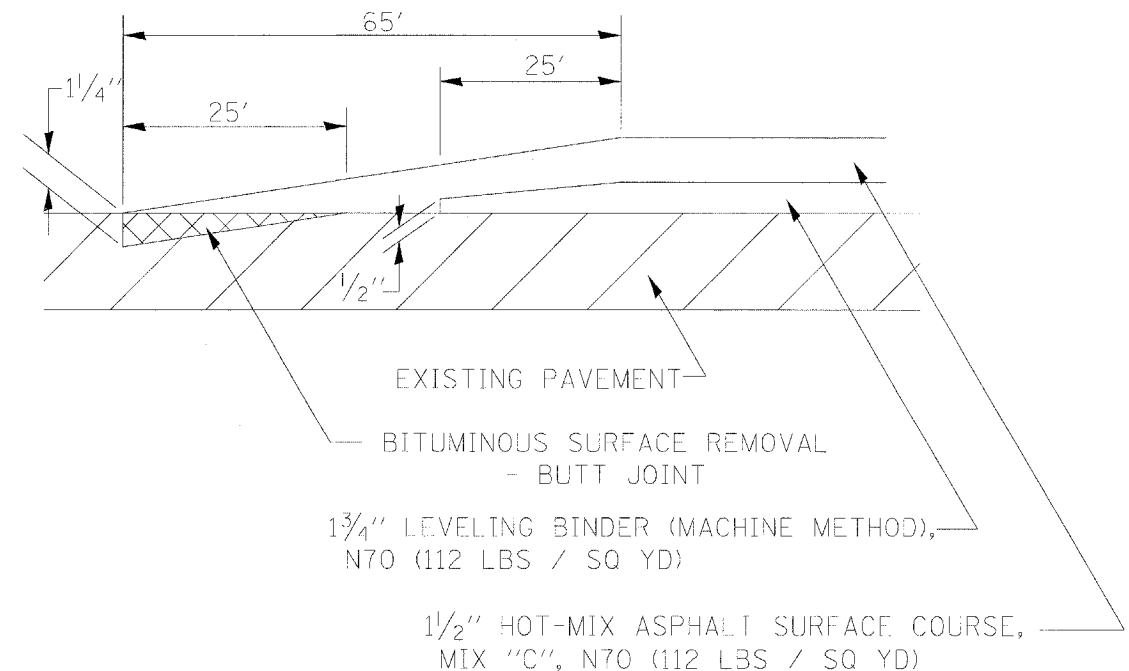
STA 658+28 TO STA 658+73
STA 673+27 TO STA 673+72
STA 674+82 TO STA 675+27
STA 743+01 TO STA 743+46
STA 744+60 TO STA 745+05
STA 762+82 TO STA 763+27

STA 764+90 TO STA 765+35
STA 828+45 TO STA 828+90
STA 830+55 TO STA 831+00
STA 837+48 TO STA 837+93
STA 840+35 TO STA 840+80
STA 970+31 TO STA 970+76
STA 1015+62 TO STA 1016+07



TYPICAL TAPER IL 73

STA 0+41 TO STA 1+06



FILE NAME =	USER NAME = duncanfo	DESIGNED - -	REVISED - -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/L 64 TYPICALS		F.A.P. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os:\projects\p226188\08108typ.dgn		DRAWN - -	REVISED - -		---JT---	---ARS-4---	Carroll	35	6		
		CHECKED - -	REVISED - -		SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____			CONTRACT NO. 64E12			
		DATE - -	REVISED - -		FED. ROAD DIST. NO. - - ILLINOIS FED. AID PROJECT						

SCHEDULE OF QUANTITIES

60605000 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6-24

FOOT	LOCATION	REMARKS
200.0	LT & RT Sta984+28.0 TO 990+78.0	In CCC&G section - at Engineer's discretion for sections that fall apart during any construction operations.
200.0	TOTAL	

78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"

FOOT	LOCATION	REMARKS
1304.0	Sta. 658+73.0 TO 665+25.0	Overlay 2 Yellow Solid Centerline
328.8	Sta. 665+25.0 TO 678+40.0	Overlay 1 Yellow Skip Dash
401.5	LT Sta. 678+40.0 TO 694+46.0	Overlay 1 Yellow Skip Dash
1606.0	RT Sta. 678+40.0 TO 694+46.0	Overlay 1 Yellow Solid Centerline
3996.0	Sta. 694+46.0 TO 714+44.0	Overlay 2 Yellow Solid Centerline
1069.0	LT Sta. 714+44.0 TO 725+13.0	Overlay 1 Yellow Solid Centerline
267.3	RT Sta. 714+44.0 TO 725+13.0	Overlay 1 Yellow Skip Dash
458.0	Sta. 725+13.0 TO 743+45.0	Overlay 1 Yellow Skip Dash
338.8	LT Sta. 743+45.0 TO 757+00.0	Overlay 1 Yellow Skip Dash
1355.0	RT Sta. 743+45.0 TO 757+00.0	Overlay 1 Yellow Solid Centerline
4400.0	Sta. 757+00.0 TO 779+00.0	Overlay 2 Yellow Solid Centerline
3050.0	LT Sta. 779+00.0 TO 809+50.0	Overlay 1 Yellow Solid Centerline
762.5	RT Sta. 779+00.0 TO 809+50.0	Overlay 1 Yellow Skip Dash
607.5	Sta. 809+50.0 TO 833+80.0	Overlay 1 Yellow Skip Dash
101.8	LT Sta. 833+80.0 TO 837+87.0	Overlay 1 Yellow Skip Dash
407.0	RT Sta. 833+80.0 TO 837+87.0	Overlay 1 Yellow Solid Centerline
10.0	Sta. 837+87.0 TO 837+92.0	Overlay 2 Yellow Solid Centerline
484.0	Sta. 837+92.0 TO 840+34.0	RR 2 Yellow Solid Centerline
732.0	Sta. 840+34.0 TO 844+00.0	Overlay 2 Yellow Solid Centerline
280.0	LT Sta. 844+00.0 TO 855+20.0	Overlay 1 Yellow Skip Dash
1120.0	RT Sta. 844+00.0 TO 855+20.0	Overlay 1 Yellow Solid Centerline
25.0	Sta. 855+20.0 TO 856+20.0	Overlay 1 Yellow Skip Dash
905.0	LT Sta. 856+20.0 TO 865+25.0	Overlay 1 Yellow Solid Centerline
226.3	RT Sta. 856+20.0 TO 865+25.0	Overlay 1 Yellow Skip Dash
368.8	Sta. 865+25.0 TO 880+00.0	Overlay 1 Yellow Skip Dash
137.5	LT Sta. 880+00.0 TO 885+50.0	Overlay 1 Yellow Skip Dash
550.0	RT Sta. 880+00.0 TO 885+50.0	Overlay 1 Yellow Solid Centerline
4080.0	Sta. 885+50.0 TO 905+90.0	Overlay 2 Yellow Solid Centerline
610.0	LT Sta. 905+90.0 TO 912+00.0	Overlay 1 Yellow Solid Centerline
152.5	RT Sta. 905+90.0 TO 912+00.0	Overlay 1 Yellow Skip Dash
250.0	Sta. 912+00.0 TO 922+00.0	Overlay 1 Yellow Skip Dash
130.0	LT Sta. 922+00.0 TO 927+20.0	Overlay 1 Yellow Skip Dash
520.0	RT Sta. 922+00.0 TO 927+20.0	Overlay 1 Yellow Solid Centerline
5660.0	Sta. 927+20.0 TO 955+50.0	Overlay 2 Yellow Solid Centerline
850.0	LT Sta. 955+50.0 TO 964+00.0	Overlay 1 Yellow Solid Centerline
212.5	RT Sta. 955+50.0 TO 964+00.0	Overlay 1 Yellow Skip Dash
184.3	Sta. 964+00.0 TO 971+37.0	Overlay 1 Yellow Skip Dash
1980.0	LT Sta. 658+73.0 TO 678+53.0	Overlay 1 White Solid Edge Line - to Arnold Grove Rd
14795.0	LT Sta. 679+25.0 TO 827+20.0	Overlay 1 White Solid Edge Line - to Dame Rd
10497.0	LT Sta. 828+64.0 TO 933+61.0	Overlay 1 White Solid Edge Line - to Stone Rd
3239.0	LT Sta. 935+12.0 TO 967+51.0	Overlay 1 White Solid Edge Line - to Lanark Ave
292.0	LT Sta. 968+45.0 TO 971+37.0	Overlay 1 White Solid Edge Line - to Arnold Grove Rd
15892.0	RT Sta. 658+73.0 TO 817+65.0	Overlay 1 White Solid Edge Line - to Vanbuskirk Rd
6657.0	RT Sta. 818+68.0 TO 885+25.0	Overlay 1 White Solid Edge Line - to Beede Rd
8448.0	RT Sta. 886+89.0 TO 971+37.0	Overlay 1 White Solid Edge Line - to end of overlay
1017.9	Sta. 979+65.5 TO 982+19.9	Overlay 2 Double Yellow Solid - Median
1906.8	Sta. 982+60.6 TO 987+37.3	Overlay 2 Double Yellow Solid - Median
200.0	RT Sta. 986+37.3 TO 987+37.3	Overlay 2 White Solid - Turn Lane
200.0	LT Sta. 988+42.3 TO 989+42.3	Overlay 2 White Solid - Turn Lane
2504.8	Sta. 988+42.3 TO 994+68.5	Overlay 2 Double Yellow Solid - Median
542.4	Sta. 995+24.1 TO 996+59.7	Overlay 2 Double Yellow Solid - Median
106112.6	TOTAL	

70300100 SHORT-TERM PAVEMENT MARKING

FOOT	LOCATION	REMARKS
9621.6	Sta. 658+73.0 TO 979+45.0	Yellow CL, 3 lifts
240.0	Sta. 835+28.0	X=40, RR=50 White RR & X, 3 lifts
108.0	Sta. 837+85.0	3, 12' stripes White RR Stop Bar, 3 lifts
108.0	Sta. 840+40.0	3, 12' stripes White RR Stop Bar, 3 lifts
240.0	Sta. 842+88.0	X=40, RR=40 White RR & X, 3 lifts
24.0	Sta. 965+70.0 TO 966+35.0	White Diagonal Shlder Stripe, 3 Lifts
24.0	Sta. 966+75.0 TO 967+00.0	White Diagonal Shlder Stripe, 3 Lifts
24.0	Sta. 967+25.0 TO 967+60.0	White Diagonal Shlder Stripe, 3 Lifts
42.0	Sta. 968+30.0 TO 969+45.0	White Diagonal Shlder Stripe, 3 Lifts
24.0	Sta. 970+30.0 TO 971+00.0	White Diagonal Shlder Stripe, 3 Lifts
538.2	Sta. 978+55.0 TO 987+52.0	Yellow Median, 2 strips, 3 lifts
46.2	Sta. 985+98.0 TO 987+52.0	White Turn Lane, 3 lifts
373.8	Sta. 988+11.0 TO 994+34.0	Yellow Median, 2 strips, 3 lifts
48.3	Sta. 988+11.0 TO 989+72.0	White Turn Lane, 3 lifts
69.0	Sta. 995+29.0 TO 996+44.0	Yellow Median, 2 strips, 3 lifts
588.9	Sta. 996+44.0 TO 1016+07.0	Yellow CL, 3 lifts
25.2	IL 73 Sta. +22.0 TO 1+06.0	Yellow CL, 3 lifts
12145.2	TOTAL	

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

SQ FT	LOCATION	REMARKS
1603.6	Sta. 658+73.0 TO 979+45.0	Yellow CL, 1 lift
40.0	Sta. 835+28.0	X=40, RR=50 White RR & X, 1 lift
18.0	Sta. 837+85.0	3, 12' stripes White RR Stop Bar, 1 lift
18.0	Sta. 840+40.0	3, 12' stripes White RR Stop Bar, 1 lift
40.0	Sta. 842+88.0	X=40, RR=40 White RR & X, 1 lift
8.0	Sta. 965+70.0 TO 966+35.0	White Diagonal Shlder Stripe, 3 Lifts
8.0	Sta. 966+75.0 TO 967+00.0	White Diagonal Shlder Stripe, 3 Lifts
8.0	Sta. 967+25.0 TO 967+60.0	White Diagonal Shlder Stripe, 3 Lifts
14.0	Sta. 968+30.0 TO 969+45.0	White Diagonal Shlder Stripe, 3 Lifts
8.0	Sta. 970+30.0 TO 971+00.0	White Diagonal Shlder Stripe, 3 Lifts
89.7	Sta. 978+55.0 TO 987+52.0	Yellow Median, 2 strips, 1 lift
7.7	Sta. 985+98.0 TO 987+52.0	White Turn Lane, 1 lift
62.3	Sta. 988+11.0 TO 994+34.0	Yellow Median, 2 strips, 1 lift
8.1	Sta. 988+11.0 TO 989+72.0	White Turn Lane, 1 lift
11.5	Sta. 995+29.0 TO 996+44.0	Yellow Median, 2 strips, 1 lift
98.2	Sta. 996+44.0 TO 1016+07.0	Yellow CL, 1 lift
4.2	IL 73 Sta. +22.0 TO 1+06.0	Yellow CL, 1 lift
2047.2	TOTAL	

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

SQ FT	LOCATION	REMARKS
54.0	Sta. 835+29.0	White RR " X "
7.2	Sta. 835+29.0	2 White RR " R's "
54.0	Sta. 842+89.0	White RR " X "
7.2	Sta. 842+89.0	2 White RR " R's "
15.6	Sta. 986+12.3	White Left Turn Arrow
15.6	Sta. 986+64.8	White Left Turn Arrow
15.6	Sta. 987+17.3	White Left Turn Arrow
15.6	Sta. 988+62.3	White Left Turn Arrow
15.6	Sta. 989+04.8	White Left Turn Arrow
15.6	Sta. 989+62.3	White Left Turn Arrow
216.0	TOTAL	

78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8"

FOOT	LOCATION	REMARKS
74.3	LT Sta. 987+51.5 TO 987+70.5	IL 73 1 White Solid - Island
74.3	TOTAL	

SCHEDULE OF QUANTITIES

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"

FOOT	LOCATION				REMARKS
100.0	Sta. 979+65.5 TO 982+19.9			Overlay	1 Yellow Solid Diagonal - Median
245.6	Sta. 982+60.6 TO 987+37.3			Overlay	1 Yellow Solid Diagonal - Median
26.9	RT Sta. 986+37.3 TO 987+37.3			Overlay	1 White Solid Diagonal - Turn Lane
44.5	LT Sta. 987+51.5 TO 987+70.5			IL 73	1 White Diagonal - Island
26.9	LT Sta. 988+42.3 TO 989+42.3			Overlay	1 White Solid Diagonal - Turn Lane
388.4	Sta. 988+42.3 TO 994+68.5			Overlay	1 Yellow Diagonal - Median
25.0	Sta. 995+24.1 TO 996+59.7			Overlay	1 Yellow Diagonal - Median
857.3	TOTAL				

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

FOOT	LOCATION				REMARKS
12.0	RT Sta. 835+04.0				White RR Line
12.0	RT Sta. 835+54.0				White RR Line
12.0	RT Sta. 837+85.0				White Stop Bar for RR
12.0	LT Sta. 840+40.0				White Stop Bar for RR
12.0	LT Sta. 842+64.0				White RR Line
12.0	LT Sta. 843+14.0				White RR Line
16.0	LT Sta. 987+40.1 TO 987+51.5			IL 73	White Stop Bar
12.0	LT Sta. 987+70.4 TO 987+82.4			IL 73	White Stop Bar
100.0	TOTAL				

78100100 RAISED REFLECTIVE PAVEMENT MARKER

EACH	LOCATION				REMARKS
402	Sta. 658+73.0 TO 979+65.5				2 way - Amber
18	Sta. 979+65.5 TO 982+17.0			Median	1 way - Amber
24	Sta. 982+63.4 TO 985+92.3			Median	1 way - Amber
8	Sta. 985+92.3 TO 987+37.3			Median	2 way - Amber
3	Sta. 986+37.3 TO 987+37.3			Turn Lane	1 way - Crystal
3	Sta. 988+42.3 TO 989+42.3			Turn Lane	1 way - Crystal
8	Sta. 988+42.3 TO 989+67.2			Median	2 way - Amber
31	Sta. 989+91.6 TO 994+65.6			Median	1 way - Amber
12	Sta. 995+26.1 TO 996+59.7			Median	1 way - Amber
25	Sta. 996+59.7 TO 1016+07.0				2 way - Amber
534	TOTAL				

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

EACH	LOCATION				REMARKS
402	Sta. 658+73.0 TO 979+65.5				2 way - Amber
18	Sta. 979+65.5 TO 982+17.0			Median	1 way - Amber
24	Sta. 982+63.4 TO 985+92.3			Median	1 way - Amber
8	Sta. 985+92.3 TO 987+37.3			Median	2 way - Amber
3	Sta. 986+37.3 TO 987+37.3			Turn Lane	1 way - Crystal
3	Sta. 988+42.3 TO 989+42.3			Turn Lane	1 way - Crystal
8	Sta. 988+42.3 TO 989+67.2			Median	2 way - Amber
31	Sta. 989+91.6 TO 994+65.6			Median	1 way - Amber
12	Sta. 995+26.1 TO 996+59.7			Median	1 way - Amber
25	Sta. 996+59.7 TO 1016+07.0				2 way - Amber
534	TOTAL				

HOT MIX ASPHALT SCHEDULE

		HOT MIX ASPHALT		HOT MIX ASPHALT AREA		40600200	40600300	40600982	40600990	40600635	40603315						
		LENGTH	WIDTH	SQ. FT.	SQ. YD.	*	*	H.M.A. SURF REM BUTT JOINT SQ. YD.	TEMP. RAMP SQ. YD.	LEV. BIND. (M.M.) N70 TON	H.M.A. SURF. CSE. MIX "C", N70 TON	**					
STATIONING	REMARKS	FEET	FEET			BIT PRIME TON	AGG. PRIME TON					SURFACE INCH	LEVEL BINDER INCH				
US 52/IL 64 -- Mainline																	
658+28.00	-	658+73.00		Butt Joint	45.0	26.0	1170.00	130.00		0.07	0.20	72.22	12.04	1.01	9.71	Var - 1.5	Var - 0.75
658+73.00	-	673+27.00			1454.0	26.0	37804.00	4200.44		2.40	6.30			235.22	352.84	1.5	0.75
673+27.00	-	673+72.00		Butt Joint	45.0	26.0	1170.00	130.00		0.07	0.20	72.22	12.04	1.01	9.71	Var - 1.5	Var - 0.75
673+72.00	-	674+82.00		Omission - Bridge													
674+82.00	-	675+27.00		Butt Joint	45.0	26.0	1170.00	130.00		0.07	0.20	72.22	12.04	1.01	9.71	Var - 1.5	Var - 0.75
675+27.00	-	743+01.00			6774.0	26.0	176124.00	19569.33		11.19	29.35			1095.88	1643.82	1.5	0.75
743+01.00	-	743+46.00		Butt Joint	45.0	26.0	1170.00	130.00		0.07	0.20	72.22	12.04	1.01	9.71	Var - 1.5	Var - 0.75
743+46.00	-	744+60.00		Omission - Bridge													
744+60.00	-	745+05.00		Butt Joint	45.0	26.0	1170.00	130.00		0.07	0.20	72.22	12.04	1.01	9.71	Var - 1.5	Var - 0.75
745+05.00	-	762+82.00			1777.0	26.0	46202.00	5133.56		2.94	7.70			287.48	431.22	1.5	0.75
762+82.00	-	763+27.00		Butt Joint	45.0	26.0	1170.00	130.00		0.07	0.20	72.22	12.04	1.01	9.71	Var - 1.5	Var - 0.75
762+82.00	-	764+90.00		Omission - Bridge													
764+90.00	-	765+35.00		Butt Joint	45.0	26.0	1170.00	130.00		0.07	0.20	72.22	12.04	1.01	9.71	Var - 1.5	Var - 0.75
765+35.00	-	808+59.00			4324.0	23.0	99452.00	11050.22		6.32	16.58			618.81	928.22	1.5	0.75
808+59.00	-	828+45.00			1986.0	24.0	47664.00	5296.00		3.03	7.94			296.58	444.86	1.5	0.75
828+45.00	-	828+90.00		Butt Joint	45.0	24.0	1080.00	120.00		0.07	0.18	66.67	11.11	0.93	8.96	Var - 1.5	Var - 0.75
828+90.00	-	830+55.00		Omission - Bridge													
830+55.00	-	831+00.00		Butt Joint	45.0	24.0	1080.00	120.00		0.07	0.18	66.67	11.11	0.93	8.96	Var - 1.5	Var - 0.75
831+00.00	-	837+48.00			648.0	24.0	15552.00	1728.00		0.99	2.59			96.77	145.15	1.5	0.75
837+48.00	-	837+93.00		Butt Joint	45.0	24.0	1080.00	120.00		0.07	0.18	66.67	11.11	0.93	8.96	Var - 1.5	Var - 0.75
837+48.00	-	840+35.00		Omission - RR													
840+35.00	-	840+80.00		Butt Joint	45.0	24.0	1080.00	120.00		0.07	0.18	66.67	11.11	0.93	8.96	Var - 1.5	Var - 0.75
840+80.00	-	857+16.00			1636.0	24.0	39264.00	4362.67		2.50	6.54			244.31	366.46	1.5	0.75
857+16.00	-	970+31.00			11315.0	26.0	294190.00	32687.78		18.70	49.03			1830.52	2745.77	1.5	0.75
970+31.00	-	970+76.00		Butt Joint - for winter	45.0	26.0	1170.00	130.00		0.07	0.20	72.22	12.04	1.01	9.71	Var - 1.5	Var - 0.75
970+76.00	-	971+31.00		Taper 2.25" to 3.25"	100.0	26.0	2600.00	288.89		0.17	0.43			24.27	24.27	1.5	0.75 - 1.75
971+31.00	-	977+26.00			595.0	24.0	14280.00	1586.67		0.91	2.38			177.71	133.28	1.5	1.75
977+26.00	-	981+13.00			387.0	24.0 - 39.0	12190.50	1354.50		0.77	2.03			151.70	113.78	1.5	1.75
981+13.00	-	984+02.00			289.0	39.0 - 46.0	12282.50	1364.72		0.78	2.05			152.85	114.64	1.5	1.75
984+02.00	-	992+16.00			814.0	46.0	37444.00	4160.44		2.38	6.24			465.97	349.48	1.5	1.75
992+16.00	-	995+28.00			312.0	46.0 - 36.0	9516.00	1057.33		0.60	1.59			118.42	88.82	1.5	1.75
995+28.00	-	997+96.00			268.0	36.0 - 25.0	10988.00	1220.89		0.70	1.83			136.74	102.55	1.5	1.75
997+96.00	-	999+22.00			126.0	25.0	3150.00	350.00		0.20	0.53			39.20	29.40	1.5	1.75
999+22.00	-	1000+22.00		Taper 2.25" to 3.25"	100.0	25.0 - 26.0	2550.00	283.33		0.16	0.43			23.80	23.80	1.5	0.75 - 1.75
1000+22.00	-	1015+62.00			1540.0	26.0	43844.30	4871.59		2.79	7.31			272.81	409.21	1.5	0.75
1015+62.00	-	1016+07.00		Butt Joint	45.0	26.0	1170.00	130.00		0.07	0.20	72.22	12.04	1.01	9.71	Var - 1.5	Var - 0.75
IL 73 -- Return																	
+22.00	-	+41.00			19.0	VAR	2113.00	234.78		0.13	0.35			26.30	19.72	1.5	1.75
+41.00	-	+106.00		Butt Joint	65.0	VAR	3615.00	401.67		0.23	0.60	122.00	18.98	12.21	31.57	Var - 1.5	Var - 1.75
US 52/IL 64 -- Misc																	
714+44.00	-	725+13.00		2 wedges in gutter	1069.0	1.5	1603.50	178.17							22.45	2.25 - 0	
965+70.00	-	966+35.00		Bit Shldr	65.0	6.0	390.00	43.33							10.92	2.25	
966+75.00	-	967+00.00		Bit Shldr	25.0	6.0	150.00	16.67							4.20	2.25	
967+25.00	-	967+60.00		Bit Shldr	35.0	6.0	210.00	23.33							5.88	2.25	
968+30.00	-	969+45.00		Bit Shldr	115.0	12.0	1380.00	153.33							38.64	2.25	
970+30.00	-	971+00.00		Bit Shldr	70.0	6.0	420.00	46.67							11.76	2.25	
984+27.00	-	990+94.00		2 wedges in gutter	667.0	1.5	1000.50	111.17							20.23	3.25 - 0	
GRAND TOTALS							58.83	154.28	1038.67	171.76	6320.37	8736.15					

* ADDITIONAL QUANTITIES ON ENTRANCE SCHEDULE
 ** CALCULATED AT 1" or 2"

658+73 to 808+59 LANE WIDTH: 13 FEET
 808+59 to 857+16 LANE WIDTH: 12 FEET
 857+16 to 971+37 LANE WIDTH: 13 FEET

PAVEMENT & HMA PATCHING SCHEDULE

OLD STATION	NEW STATION	REMARKS	LENGTH OF PATCH (FEET)		AREA OF PATCH (SQ YD)		PAVEMENT PATCHING TYPE 2, 13" (SQ YD)		PAVEMENT PATCHING TYPE 3, 13" (SQ YD)		PAVEMENT PATCHING TYPE 4, 13" (SQ YD)		GRANULAR SUBGRADE REPL.	GEOTECH. REINF.	H.M.A. REM. OVER PATCHES 7"		H.M.A. REPLACE OVER PATCHES					
			LT LANE	RT LANE	LT LANE	RT LANE	WB	EB	WB	EB	WB	EB			WB	EB	LT LANE	RT LANE	LT LANE	RT LANE		
			WB	EB	WB	EB	WB	EB	WB	EB	WB	EB			WB	EB	CU. YD.	SQ. YD.	SQ. YD.	SQ. YD.	TON	TON
94 + 05	663 + 21		6	6	8.67	8.67	8.67	8.67					2.89	17.33	11.56	11.56	4.53	4.53				
110 + 17	679 + 33		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
112 + 84	682 + 00		10	10	14.44	14.44	14.44	14.44					4.81	28.89	17.33	17.33	6.79	6.79				
114 + 70	683 + 86		8	25	11.56	36.11	11.56				36.11		7.94	47.67	14.44	39.00	5.66	15.29				
116 + 75	685 + 91		6	15	8.67	21.67	8.67			21.67			5.06	30.33	11.56	24.56	4.53	9.63				
120 + 40	689 + 56			20	0.00	28.89						28.89	4.81	28.89		31.78		12.46				
139 + 52	708 + 68		6		8.67	0.00	8.67						1.44	8.67	11.56		4.53					
148 + 96	718 + 12		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
151 + 90	721 + 06		6	6	8.67	8.67	8.67	8.67					2.89	17.33	11.56	11.56	4.53	4.53				
162 + 62	731 + 78		6	6	8.67	8.67	8.67	8.67					2.89	17.33	11.56	11.56	4.53	4.53				
167 + 57	736 + 73			6	0.00	8.67	8.67	8.67					1.44	8.67	11.56		4.53					
168 + 61	737 + 77		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
170 + 12	739 + 41		25		36.11	0.00				36.11			6.02	36.11	39.00		15.29					
178 + 92	748 + 08		6	6	8.67	8.67	8.67	8.67					2.89	17.33	11.56	11.56	4.53	4.53				
180 + 71	749 + 87			6	0.00	8.67	8.67	8.67					1.44	8.67		11.56		4.53				
182 + 66	751 + 82			8	0.00	11.56	11.56	11.56					1.93	11.56		14.44		5.66				
187 + 16	756 + 32		16	16	23.11	23.11			23.11	23.11			7.70	46.22	26.00	26.00	10.19	10.19				
188 + 61	757 + 77			8	0.00	11.56	11.56	11.56					1.93	11.56		14.44		5.66				
201 + 02	770 + 18		28		40.44	0.00					40.44		6.74	40.44	43.33		16.99					
204 + 31	773 + 47		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
206 + 65	775 + 81		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
208 + 89	778 + 05		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
209 + 85	779 + 01		15		21.67	0.00			21.67				3.61	21.67	24.56		9.63					
210 + 86	780 + 02		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
218 + 27	787 + 43		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
220 + 70	789 + 86			8	0.00	11.56	11.56	11.56					1.93	11.56		14.44		5.66				
222 + 35	791 + 51		10		14.44	0.00	14.44						2.41	14.44	17.33		6.79					
226 + 68	795 + 84		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
229 + 92	799 + 08		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
235 + 51	804 + 67		10	10	14.44	14.44	14.44	14.44					4.81	28.89	17.33	17.33	6.79	6.79				
239 + 40	808 + 56		10	10	14.44	14.44	14.44	14.44					4.81	28.89	17.33	17.33	6.79	6.79				
241 + 21	810 + 37		6	6	8.00	8.00	8.00	8.00					2.67	16.00	10.67	10.67	4.18	4.18				
242 + 87	812 + 03		8	8	10.67	10.67	10.67	10.67					3.56	21.33	13.33	13.33	5.23	5.23				
268 + 71	837 + 87	OLD RR DETECTORS	6	6	8.00	8.00	8.00	8.00					2.67	16.00	10.67	10.67	4.18	4.18				
271 + 03	840 + 19	OLD RR DETECTORS	6	6	8.00	8.00	8.00	8.00					2.67	16.00	10.67	10.67	4.18	4.18				
287 + 97	857 + 13		10	10	13.33	13.33	13.33	13.33					4.44	26.67	16.00	16.00	6.27	6.27				
289 + 64	858 + 80		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
295 + 88	865 + 04		12	12	17.33	17.33			17.33	17.33			5.78	34.67	20.22	20.22	7.93	7.93				
298 + 78	867 + 94		6	6	8.67	8.67	8.67	8.67					2.89	17.33	11.56	11.56	4.53	4.53				
304 + 59	873 + 75		10	10	14.44	14.44	14.44	14.44					4.81	28.89	17.33	17.33	6.79	6.79				
306 + 64	875 + 80			20	0.00	28.89						28.89	4.81	28.89		31.78		12.46				
308 + 05	877 + 21		6	6	8.67	8.67	8.67	8.67					2.89	17.33	11.56	11.56	4.53	4.53				
309 + 34	878 + 50		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
315 + 86	885 + 02		15		21.67	11.56	11.56	11.56	21.67				5.54	33.22	24.56	14.44	9.63	5.66				
318 + 24	887 + 40		15	8	21.67	11.56	11.56	11.56	21.67				5.54	33.22	24.56	14.44	9.63	5.66				
321 + 99	891 + 15		10		14.44	0.00	14.44						2.41	14.44	17.33		6.79					
321 + 99	891 + 15			10	0.00	14.44		14.44					2.41	14.44		17.33		6.79				
323 + 75	892 + 91		10	10	14.44	14.44	14.44	14.44					4.81	28.89	17.33	17.33	6.79	6.79				
325 + 52	894 + 68		10	10	14.44	14.44	14.44	14.44					4.81	28.89	17.33	17.33	6.79	6.79				
325 + 01	894 + 17		15	15	21.67	21.67			21.67	21.67			7.22	43.33	24.56	24.56	9.63	9.63				
328 + 25	897 + 41		10	10	14.44	14.44	14.44	14.44					4.81	28.89	17.33	17.33	6.79	6.79				
329 + 97	899 + 13		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
332 + 82	901 + 98		8		11.56	0.00	11.56						1.93	11.56	14.44		5.66					
334 + 58	903 + 74		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
338 + 54	907 + 70		10	10	14.44	14.44	14.44	14.44					4.81	28.89	17.33	17.33	6.79	6.79				
340 + 12	909 + 28		10		14.44	0.00	14.44						2.41	14.44	17.33		6.79					
341 + 67	910 + 83		8		11.56	0.00	11.56						1.93	11.56	14.44		5.66					
342 + 81	911 + 97		15		21.67	0.00			21.67				3.61	21.67	24.56		9.63					
347 + 76	916 + 92		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
349 + 50	918 + 66		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
351 + 24	920 + 40		10	10	14.44	14.44	14.44	14.44					4.81	28.89	17.33	17.33	6.79	6.79				
352 + 44	921 + 60		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
353 + 75	922 + 91		8		11.56	0.00	11.56						1.93	11.56	14.44		5.66					
355 + 26	924 + 42		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
356 + 18	925 + 34		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
359 + 18	928 + 34		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
361 + 36	930 + 52		8		11.56	0.00	11.56						1.93	11.56	14.44		5.66					
366 + 11	935 + 27		8		11.56	0.00	11.56						1.93	11.56	14.44		5.66					
371 + 17	940 + 33		8		11.56	0.00	11.56						1.93	11.56	14.44		5.66					
374 + 43	943 + 59		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
376 + 41	945 + 57		8		11.56	0.00	11.56						1.93	11.56	14.44		5.66					
388 + 42	957 + 58		10	10	14.44	14.44	14.44	14.44					4.81	28.89	17.33	17.33	6.79	6.79				
397 + 19	966 + 35		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
398 + 35	967 + 51		10		14.44	0.00	14.44						2.41	14.44	17.33		6.79					
399 + 92	969 + 08		8	8	11.56	11.56	11.56	11.56					3.85	23.11	14.44	14.44	5.66	5.66				
SUBTOTAL							677.78	599.78	148.78	83.78	76.56	93.89			280.09	1680.56	1095.56	946.78	429.46	371.14		

CLASS B PATCHING SCHEDULE

44200956 44200962 44200964 42001200 Z0017100 Z0075300 Z0028700 Z0028415 44213200

OLD STATION	NEW STATION	REMARKS	LANE WIDTH		LENGTH OF		AREA OF		CLASS B		CLASS B		CLASS B		PAVEMENT FABRIC	DOWEL BARS	TIE BARS	GRANULAR SUBGRADE REPL.	GEOTECH. REINF.	SAW CUTS		
			PATCH (FEET)		PATCH (FOOT)		PATCH (SQ YD)		PATCH		PATCH		PATCH							LT LANE	RT LANE	
			LT LANE	RT LANE	LT LANE	RT LANE	LT LANE	RT LANE	TYPE 2, 9" (SQ YD)		TYPE 3, 9" (SQ YD)		TYPE 4, 9" (SQ YD)									
			WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB						SQ. YD.	EACH	EACH
402 + 86	972 + 02		12	12	6	6	8.00	8.00	8.00	8.00					40			2.67	16.00	48.00	48.00	
403 + 74	972 + 90		12	12	6	6	8.00	8.00	8.00	8.00					40			2.67	16.00	48.00	48.00	
405 + 07	974 + 23		12	12	6	6	8.00	8.00	8.00	8.00					40			2.67	16.00	48.00	48.00	
407 + 04	976 + 20		12	12	6	6	8.00	8.00	8.00	8.00					40			2.67	16.00	48.00	48.00	
407 + 97	977 + 13		12	12	6	6	8.00	8.00	8.00	8.00					40			2.67	16.00	48.00	48.00	
408 + 24	977 + 40		12	12	8	8	10.67	10.67	10.67	10.67					40			3.56	21.33	52.00	52.00	
409 + 44	978 + 60		14	12	6	6	9.33	8.00	9.33	8.00					40			2.89	17.33	54.00	48.00	
409 + 70	978 + 86		14		25		38.89	0.00					38.89	38.89	20	14		6.48	38.89	92.00	0.00	
410 + 64	979 + 80			14		35		0.00	54.44				54.44	54.44	20	19		9.07	54.44	0.00	112.00	
411 + 41	980 + 57		14		6		9.33	0.00	9.33						20			1.56	9.33	54.00	0.00	
412 + 00	981 + 16			14		45		0.00	70.00				70.00	70.00	20	24		11.67	70.00	0.00	132.00	
412 + 06	981 + 22		14		45		70.00	0.00				70.00	70.00	70.00	20	24		11.67	70.00	132.00	0.00	
413 + 12	982 + 22			14		6		0.00	9.33		9.33				20			1.56	9.33	0.00	54.00	
413 + 52	982 + 68			14		12		0.00	18.67				18.67		20			3.11	18.67	0.00	66.00	
413 + 81	982 + 97			14		12		0.00	18.67				18.67		20			3.11	18.67	0.00	66.00	
414 + 44	983 + 60		14		25		38.89	0.00					38.89	38.89	20	14		6.48	38.89	92.00	0.00	
414 + 36	983 + 52			14		314		0.00	488.44				488.44	488.44	20	158		81.41	488.44	0.00	670.00	
417 + 74	986 + 90		14		14		21.78	0.00		21.78					20			3.63	21.78	70.00	0.00	
418 + 83	987 + 99	MEDIAN PATCH	5		22		12.22	0.00	12.22						20	12		2.04	12.22	59.00	0.00	
419 + 05	988 + 21		14		23		35.78	0.00					35.78	35.78	20	13		5.96	35.78	88.00	0.00	
419 + 89	989 + 05			14		23		0.00	35.78				35.78	35.78	20	13		5.96	35.78	0.00	88.00	
420 + 37	989 + 53			14		38		0.00	59.11				59.11	59.11	20	20		9.85	59.11	0.00	118.00	
420 + 44	989 + 60		14		9		14.00	0.00	14.00						20			2.33	14.00	60.00	0.00	
421 + 21	990 + 37		14	14	41	17	63.78	26.44					63.78	26.44	90.22	40	22	15.04	90.22	124.00	76.00	
421 + 83	990 + 99			14		10		0.00	15.56				15.56			20		2.59	15.56	0.00	62.00	
426 + 62	995 + 78		14		6		9.33	0.00	9.33						20			1.56	9.33	54.00	0.00	
SUBTOTAL									104.89	68.00	21.78	52.89	247.33	734.22							1171.00	1784.00
GRAND TOTAL									172.89		74.67		981.56		981.56	680	329	204.85	1229.11	2955.00		

* ADDITIONAL QUANTITY IS ON THE PAVEMENT & HMA PATCHING SCHEDULE

ENTRANCE SCHEDULE

40600200 40600300 35101400 40800050

LOCATION	ENT. TYPE	NOTE	** TOTAL	** TOTAL	TOTAL	TOTAL	*BIT	*AGG	AGG	2.25" INC		
			AGGREGATE	BITUMINOUS	AGGREGATE	BITUMINOUS	PRIME	PRIME	BASE CSE	H.M.A.		
			AREA	AREA	AREA	AREA	COAT	COAT	T-B	SURF***		
			SQ FT	SQ FT	SQ YD	SQ YD	TON	TON	TON	TON		
US 52/L 64 - RURAL SECTION												
659+16	MB	R+	BIT		435.0		48.3	0.01	0.07	7.4		
659+79	PE	L+	BIT		665.0		73.9	0.02	0.11	11.4		
660+03	FE	R+	AGG	FIGURED IN SHLDR								
671+55	PE & MB	R+	BIT	AGG. IS FOR MB	281.0	1503.0	31.2	167.0	0.05	0.25	14.2	25.7
678+84	SR - ARNOLD GROVE RD.	L+	BIT			830.0		92.2	0.03	0.14	14.2	
679+82	PE & MB	R+	BIT			731.0		81.2	0.02	0.12	12.5	
693+65	FE	L+	AGG	FIGURED IN SHLDR								
693+76	FE	R+	AGG	FIGURED IN SHLDR								
697+36	PE & MB	L+	AGG	AGG. IS FOR MB	281.0	836.0	31.2	92.9	0.03	0.14	14.2	14.3
698+36	FE	L+	AGG	FIGURED IN SHLDR								
700+96	PE & MB	R+	BIT			1704.0		189.3	0.05	0.28	29.2	
713+54	PE & MB	L+	BIT	AGG. IS FOR MB	281.0	1528.0	31.2	169.8	0.05	0.25	14.2	26.1
713+84	FE	R+	AGG	FIGURED IN SHLDR								
718+36	FE	L+	CONC APR	NO AGG								
721+43	FE	R+	CONC APR	NO AGG								
731+00	FE	R+	AGG	FIGURED IN SHLDR								
734+84	CE	R+	BIT	CONC W/BIT OVERLAY		809.0		89.9	0.03	0.13	13.8	
736+67	CE & MB	R+	BIT			1432.0		159.1	0.05	0.24	24.5	
738+27	PE & MB	R+	BIT			738.0		82.0	0.02	0.12	12.6	
739+13	FE	L+	AGG	FIGURED IN SHLDR								
739+23	FE	R+	AGG	FIGURED IN SHLDR								
742+43	FE	L+	AGG	FIGURED IN SHLDR								
746+22	FE	R+	AGG	FIGURED IN SHLDR								
749+24	PE	R+	BIT			1682.0		186.9	0.05	0.28	28.8	
752+36	FE	L+	AGG	FIGURED IN SHLDR								
755+77	FE	L+	AGG	FIGURED IN SHLDR								
760+65	FE	R+	AGG	FIGURED IN SHLDR								
765+77	FE	L+	AGG	FIGURED IN SHLDR								
773+62	FE	R+	AGG	FIGURED IN SHLDR								
774+62	PE	R+	BIT			710.0		78.9	0.02	0.12	12.1	
776+59	PE & MB	R+	BIT	AGG. IS FOR MB	281.0	761.0	31.2	84.6	0.02	0.13	14.2	13.0
777+74	PE	R+	BIT			396.0		44.0	0.01	0.07	6.8	
788+72	PE & MB	R+	BIT	AGG. IS FOR MB	281.0	1100.0	31.2	122.2	0.03	0.18	14.2	18.8
789+48	FE	L+	AGG	FIGURED IN SHLDR								
816+86	FE	L+	AGG	FIGURED IN SHLDR								

ENTRANCE SCHEDULE

40600200 40600300 35101400 40800050

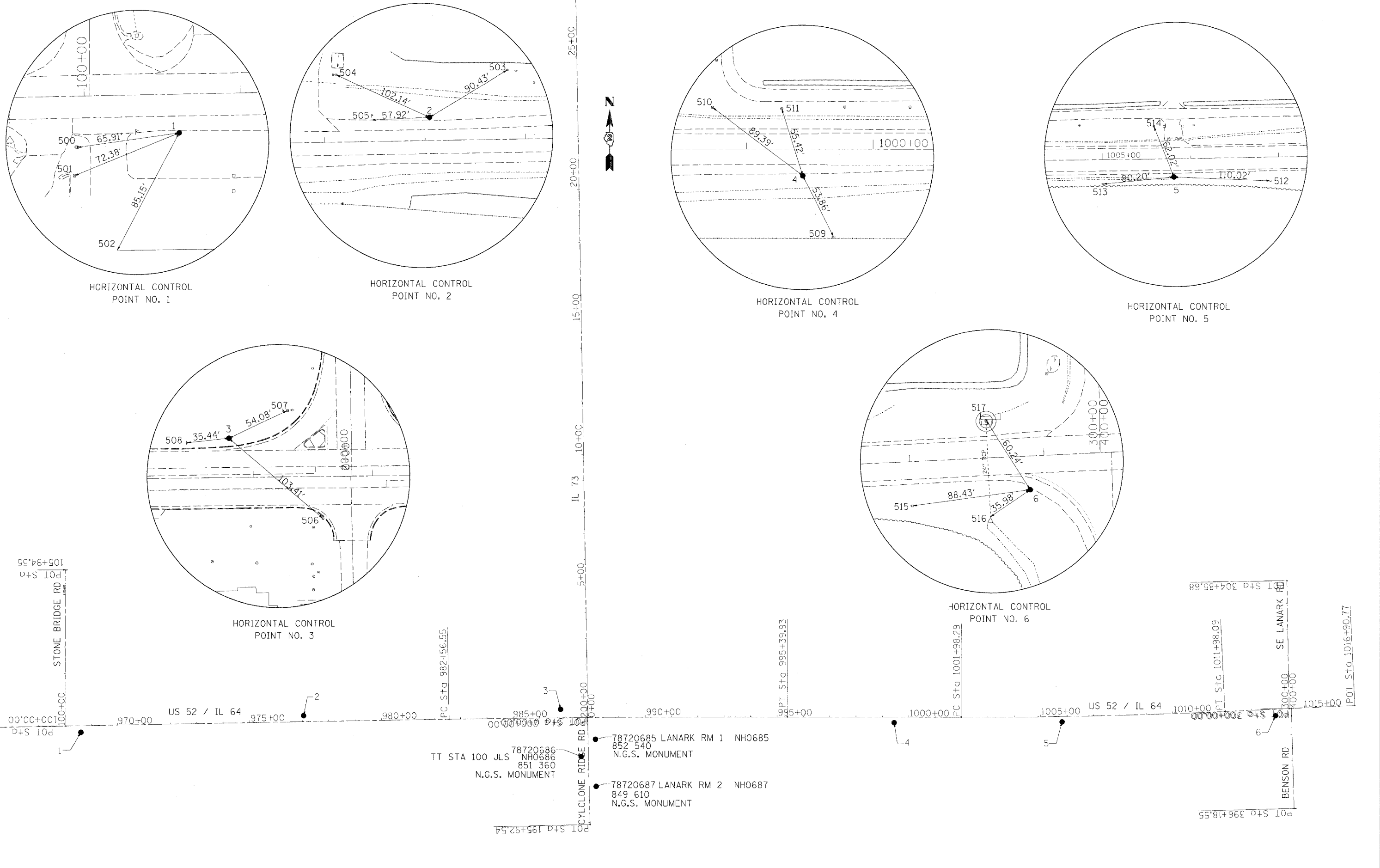
LOCATION	ENT. TYPE	NOTE	** TOTAL	** TOTAL	TOTAL	TOTAL	*BIT	*AGG	AGG	2.25" INC	
			AGGREGATE	BITUMINOUS	AGGREGATE	BITUMINOUS	PRIME	PRIME	BASE CSE	H.M.A.	
			AREA	AREA	AREA	AREA	COAT	COAT	T-B	SURF***	
			SQ FT	SQ FT	SQ YD	SQ YD	TON	TON	TON	TON	
818+08	SR - VANBUSKIRK RD.	R+	BIT		1306.0		145.1	0.04	0.22		22.3
827+62	SR - DAME RD.	L+	BIT		1351.0		150.1	0.04	0.23		23.1
834+59	FE	L+	AGG	FIGURED IN SHLDR							
851+35	PE	R+	BIT		1014.0		112.7	0.03	0.17		17.4
851+35	MB	L+	BIT		435.0		48.3	0.01	0.07		7.4
871+44	MB	L+	BIT		435.0		48.3	0.01	0.07		7.4
871+60	PE	R+	BIT		1079.0		119.9	0.03	0.18		18.5
886+05	SR - BEEDE RD.	R+	BIT		1813.0		201.4	0.06	0.30		31.0
886+08	FE	L+	AGG	FIGURED IN SHLDR							
892+18	PE & MB	L+	BIT		677.0		75.2	0.02	0.11		11.6
900+41	MB	L+	BIT		435.0		48.3	0.01	0.07		7.4
900+43	PE	R+	BIT		419.0		46.6	0.01	0.07		7.2
904+07	FE	L+	AGG	FIGURED IN SHLDR							
912+66	FE	R+	AGG	FIGURED IN SHLDR							
913+14	FE	L+	AGG	FIGURED IN SHLDR							
913+70	FE	L+	AGG	FIGURED IN SHLDR							
926+77	FE	R+	AGG	FIGURED IN SHLDR							
927+25	PE	R+	BIT		444.0		49.3	0.01	0.07		7.6
927+34	MB	L+	BIT		435.0		48.3	0.01	0.07		7.4
933+86	FE	L+	AGG	FIGURED IN SHLDR							
934+43	SR - STONE RD.	L+	BIT		1666.0		185.1	0.05	0.28		28.5
942+55	PE & MB	R+	BIT		687.0		76.3	0.02	0.11		11.8
850+52	FE	R+	AGG	FIGURED IN SHLDR							
850+63	FE	L+	AGG	FIGURED IN SHLDR							
955+58	CE & MB	L+	BIT		1572.0		174.7	0.05	0.26		26.9
962+45	CE & MB	R+	BIT		990.0		110.0	0.03	0.17		16.9
963+45	CE	R+	BIT		550.0		61.1	0.02	0.09		9.4
965+42	CE	R+	BIT		1154.0		128.2	0.04	0.19		19.7
966+53	CE	R+	BIT		963.0		107.0	0.03	0.16		16.5
967+13	CE	R+	BIT		667.0		74.1	0.02	0.11		11.4
968+00	2 CE's (connected)	R+	BIT		1901.0		211.2	0.06	0.32		32.5
968+08	SR - SW LANARK AVE.	L+	BIT		2821.0		313.4	0.09	0.47		48.3
968+87	CE	L+	CONC		2754.0		306.0	0.09	0.46		47.1
969+95	2 CE's (connected)	R+	BIT		3482.0		386.9	0.11	0.58		59.6
970+72	CE	L+	CONC		2705.0		300.6	0.09	0.45		46.3
971+23	CE	R+	1835.0		1903.0		211.4	0.06	0.32		32.6

ENTRANCE SCHEDULE

40600200 40600300 35101400 40800050

LOCATION	ENT. TYPE	NOTE	** TOTAL	** TOTAL	TOTAL	TOTAL	*BIT	*AGG	AGG	2.25" INC
			AGGREGATE	BITUMINOUS	AGGREGATE	BITUMINOUS	PRIME	PRIME	BASE CSE	H.M.A.
			AREA	AREA	AREA	AREA	COAT	COAT	T-B	SURF***
			SQ FT	SQ FT	SQ YD	SQ YD	TON	TON	TON	TON
5 additional mailboxes (at Engineer's discretion)			2745.0		305.0				138.9	
US 52/IL 64 - URBAN SECTION										
972+79	PE & MB	L+ BIT		1055.0		117.2	0.03	0.18		18.1
975+82	CE & MB	L+ BIT	AGG. IS FOR MB	281.0	2051.0	31.2	227.9	0.07	0.34	14.2
980+34	PE & MB	L+ AGG	4" AGG IS TO LEVEL OUT	1088.0	1025.0	120.9	113.9	0.03	0.17	27.5
982+41	CE & MB	L+ BIT	AGG. IS FOR MB	281.0	2183.0	31.2	242.6	0.07	0.36	14.2
984+59	CE	L+ BIT			1298.0		144.2	0.04	0.22	22.2
987+82	SR - CYCLONE RIDGE RD	R+ Conc			1171.0		130.1	0.04	0.20	20.0
992+87	CE	R+ AGG	4" AGG IS TO LEVEL OUT	1643.0	1642.0	182.6	182.4	0.05	0.27	41.6
994+54	CE - SCHOOL	L+ BIT			2310.0		256.7	0.07	0.39	39.5
1001+27	FE	R+ AGG	FIGURED IN SHLDR							
1005+82	CE	L+ BIT			646.0		71.8	0.02	0.11	11.1
1014+42	SR - SE LANARK AVE	L+ BIT			2411.0		267.9	0.08	0.40	41.3
1014+50	SR - BENSON RD	R+ BIT			3109.0		345.4	0.10	0.52	53.2
GRAND TOTALS							2.2	11.4	307.6	1170.7

* ADDITIONAL QUANTITY IS ON THE BITUMINOUS SCHEDULE
 ** MEASUREMENTS TAKEN OFF MICROSTATION FILE AND AERIAL PHOTOS
 *** CALCULATED AT 2.75"



25+00
20+00
15+00
10+00
5+00
IL 73



FILE NAME = c:\projects\p226\28\ad06108\hva.dgn	USER NAME = duncanfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/IL 64 HVC SHEETS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PL01 SCALE = 500.0000' / IN.	DRAWN -	REVISED -		SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	IL	4RS-4	CARROLL	35	16
	PL01 DATE = Fri May 16 10:17:56 2008	CHECKED -	REVISED -					CONTRACT NO. 64E12				
		DATE -	REVISED -					FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT				

HORIZONTAL CONTROL POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1977516.0112	2385266.3772	806.8173	US52	968+60.42	24.7144' RT	GPS CONTROL POINT, PIN W/CAP
2	1977578.5626	2386109.9512	815.1353	US52	977+04.96	22.9269' LT	GPS CONTROL POINT, PIN W/CAP
3	1977604.1268	2387084.8381	847.8569	US52	986+79.94	32.617' LT	GPS CONTROL POINT, PIN W/CAP
4	1977553.9139	2388349.6756	863.1742	US52	999+44.46	21.077' RT	GPS CONTROL POINT, PIN W/CAP
5	1977556.8379	2388986.0348	870.9256	US52	1005+80.45	20.6955' RT	GPS CONTROL POINT, PIN W/CAP
6	1977581.6335	2389794.4301	856.4806	US52	1013+88.58	24.918' RT	GPS CONTROL POINT, PIN W/CAP
78720685	1977490.6335	2387217.0037	852.5400	US52	988+10.98	82.2325 RT	NGS MONUMENT, DISK, LANARK RM 1 NHO685
78720686	1977423.9694	2387162.8514	851.3600	US52	987+56.09	148.3664 RT	NGS MONUMENT, DISK, TT STA 100 JLS NHO686
78720687	1977310.7805	2387219.7238	849.6100	US52	988+12.03	262.1030 RT	NGS MONUMENT, DISK, LANARK RM 2 NHO687

SURVEY WORK POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	1977521.5968	2385836.9132	806.8039	US52	974+30.96	29.2072' RT	TOPO SURVEY POINT, NAIL MSA 4
101	1977526.8242	2386826.2679	838.2771	US52	984+20.36	41.2541' RT	TOPO SURVEY POINT, NAIL MSA 5
102	1977635.7263	2387724.2679	853.2017	US52	993+19.12	60.0708' LT	TOPO SURVEY POINT, NAIL MSA 1
103	1977544.2287	2387334.6453	851.5394	US52	989+29.17	29.631' RT	TOPO SURVEY POINT, 60d NAIL REF FROM 3

BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1977496.6878	2385088.0847	809.5061	US52	966+81.81	40.8856' RT	SIGN FOUNDATION, TOP OF NW BOLT STEM
406	1977635.8148	2389765.1291	852.8780	US52	1013+61.88	30.5931' LT	DROP INLET, CUT SO NE CORNER

APPARENT PROPERTY CORNERS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
700	1977507.0837	2387857.5119	853.3328	US52	994+52.29	68.6613' RT	PROPERTY CORNER, PIN

REFERENCE TIES

POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	US52	967+94.99	32.7577' RT	TELEPHONE SPLICE BOX, SHINER
501	US52	967+92.97	50.971' RT	R.O.W. MARKER, BACK
502	US52	968+19.32	99.2877' RT	COMMERCIAL BUILDING, CORNER
503	US52	977+83.18	68.3156' LT	R.O.W. MARKER, BACK
504	US52	976+12.68	66.6892' LT	POWER POLE, SHINER
505	US52	976+47.05	23.6722' LT	MAILBOX
506	US52	987+58.00	35.2174' RT	POWER POLE WITH LIGHT
507	US52	987+29.15	54.9716' LT	TELEPHONE SPLICE BOX
508	US52	986+44.67	29.3475' LT	STREET - SIGN 52 / 64 WEST
509	US52	999+68.89	69.0749' RT	POWER POLE, SHINER
510	US52	998+73.04	32.6715' LT	R.O.W. MARKER, BACK
511	US52	999+27.69	31.7416' LT	TREE DECIDUOUS, 24"
512	US52	1006+90.17	26.9985' RT	POWER POLE, SHINER
513	US52	1005+00.70	28.2964' RT	POWER POLE, SHINER
514	US52	1005+58.50	37.3157' LT	TREE DECIDUOUS, 24"
515	US52	1013+00.51	32.9166' RT	POWER POLE, SHINER
516	US52	1013+57.97	43.8122' RT	PIPE CULVERT, TOP 24" RCP
517	US52	1013+58.10	27.0415' LT	MANHOLE GRATE CENTER

CURVE POINT NUMBERS

CHAIN	CURVE	PI	CC	PC	PT
US52	210	210	211	212	213
US52	220	220	221	222	223
US52	230	230	231	232	233
US52	240	240	241	242	243
US52	250	250	251	252	253
US52	260	260	261	262	263
US52	270	270	271	272	273
US52	280	280	281	282	283
US52	290	290	291	292	293

FILE NAME = c:\projects\p22618\106186\hvc.dgn

USER NAME = duncanfa

DESIGNED -
DRAWN -

REVISED -
REVISED -
REVISED -

PLOT SCALE = 50.0000' / IN.

CHECKED -

REVISED -

PLOT DATE = Fri May 16 10:18:10 2008

DATE -

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

----- **US 52/L 64 HVC SHEETS** -----

F.A.E. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	4RS-4	CARROLL	35	17
CONTRACT NO. 64E12			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	

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

Beginning chain US52 description

Point 1243 N 1,977,225.2886 E 2,354,081.2810 Sta 656+42.75

Course from 1243 to 200 90° 30' 29.91" Dist 1,666.4568'

Point 200 N 1,977,210.5046 E 2,355,747.6722 Sta 673+09.20

Course from 200 to PC 210 90° 29' 40.56" Dist 3,902.2863'

Curve Data

Curve 210
P.I. Station 717+82.13 N 1,977,171.8929 E 2,360,220.4317
Delta = 1° 46' 31.69" (LT)
Degree = 0° 09' 20.09"
Tangent = 570.6399'
Length = 1,141.1884'
Radius = 36,827.0457'
External = 4.4208'
Long Chord = 1,141.1428'
Mid. Ord. = 4.4203'
P.C. Station 712+11.49 N 1,977,176.8189 E 2,359,649.8131
P.T. Station 723+52.68 N 1,977,184.6487 E 2,360,790.9290
C.C. N 2,014,002.4924 E 2,359,967.7152

Course from PT 210 to PC 220 88° 43' 08.87" Dist 2,622.6588'

Curve Data

Curve 220
P.I. Station 754+75.34 N 1,977,254.4511 E 2,363,912.8075
Delta = 0° 24' 48.93" (RT)
Degree = 0° 02' 28.89"
Tangent = 500.0000'
Length = 999.9957'
Radius = 138,531.3473'
External = 0.9023'
Long Chord = 999.9935'
Mid. Ord. = 0.9023'
P.C. Station 749+75.34 N 1,977,243.2744 E 2,363,412.9324
P.T. Station 759+75.33 N 1,977,262.0192 E 2,364,412.7502
C.C. N 1,838,746.5420 E 2,366,509.5943

Course from PT 220 to PC 230 89° 07' 57.81" Dist 3,405.9847'

Curve Data

Curve 230
P.I. Station 798+72.48 N 1,977,321.0075 E 2,368,309.4555
Delta = 1° 02' 02.83" (RT)
Degree = 0° 06' 18.99"
Tangent = 491.1670'
Length = 982.3074'
Radius = 54,425.0769'
External = 2.2163'
Long Chord = 982.2941'
Mid. Ord. = 2.2162'
P.C. Station 793+81.32 N 1,977,313.5731 E 2,367,818.3447
P.T. Station 803+63.62 N 1,977,319.5772 E 2,368,800.6205
C.C. N 1,922,894.7311 E 2,368,642.1359

Course from PT 230 to PC 240 90° 10' 00.64" Dist 1,495.6423'

Curve Data

Curve 240
P.I. Station 820+74.27 N 1,977,314.5959 E 2,370,511.2555
Delta = 3° 11' 50.88" (LT)
Degree = 0° 44' 37.64"
Tangent = 215.0000'
Length = 429.8884'
Radius = 7,703.2218'
External = 2.9998'
Long Chord = 429.8326'
Mid. Ord. = 2.9986'
P.C. Station 818+59.27 N 1,977,315.2219 E 2,370,296.2564
P.T. Station 822+89.15 N 1,977,325.9628 E 2,370,725.9548
C.C. N 1,985,018.4110 E 2,370,318.6880

Course from PT 240 to PC 250 86° 58' 09.76" Dist 1,998.2201'

Curve Data

Curve 250
P.I. Station 845+57.38 N 1,977,445.8829 E 2,372,991.0026
Delta = 5° 19' 40.40" (RT)
Degree = 0° 59' 14.49"
Tangent = 270.0000'
Length = 539.6108'
Radius = 5,802.9414'
External = 6.2779'
Long Chord = 539.4164'
Mid. Ord. = 6.2711'
P.C. Station 842+87.38 N 1,977,431.6081 E 2,372,721.3802
P.T. Station 848+26.99 N 1,977,435.0602 E 2,373,260.7856
C.C. N 1,971,636.7826 E 2,373,028.1798

Course from PT 250 to PC 260 92° 17' 50.16" Dist 5,590.6011'

Curve Data

Curve 260
P.I. Station 907+24.97 N 1,977,198.6446 E 2,379,154.0319
Delta = 15° 01' 44.97" (LT)
Degree = 2° 27' 31.65"
Tangent = 307.3853'
Length = 611.2416'
Radius = 2,330.2410'
External = 20.1864'
Long Chord = 609.4907'
Mid. Ord. = 20.0130'
P.C. Station 904+17.59 N 1,977,210.9659 E 2,378,846.8936
P.T. Station 910+28.83 N 1,977,266.3890 E 2,379,453.8592
C.C. N 1,979,539.3341 E 2,378,940.2993

Course from PT 260 to PC 270 77° 16' 05.19" Dist 551.3968'

Curve Data

Curve 270
P.I. Station 918+73.77 N 1,977,452.6050 E 2,380,278.0257
Delta = 11° 43' 11.31" (RT)
Degree = 2° 00' 11.68"
Tangent = 293.5451'
Length = 585.0417'
Radius = 2,860.1510'
External = 15.0242'
Long Chord = 584.0223'
Mid. Ord. = 14.9457'
P.C. Station 915+80.23 N 1,977,387.9109 E 2,379,991.6983
P.T. Station 921+65.27 N 1,977,457.7900 E 2,380,571.5250
C.C. N 1,974,598.0852 E 2,380,622.0446

Course from PT 270 to PC 280 88° 59' 16.50" Dist 6,091.2812'

Curve Data

Curve 280
P.I. Station 988+98.26 N 1,977,576.7168 E 2,387,303.4676
Delta = 1° 06' 23.77" (RT)
Degree = 0° 05' 10.41"
Tangent = 641.7119'
Length = 1,283.3839'
Radius = 66,448.7876'
External = 3.0985'
Long Chord = 1,283.3640'
Mid. Ord. = 3.0984'
P.C. Station 982+56.55 N 1,977,565.3821 E 2,386,661.8558
P.T. Station 995+39.93 N 1,977,575.6582 E 2,387,945.1787
C.C. N 1,911,126.9610 E 2,387,835.5601

Course from PT 280 to PC 290 90° 05' 40.27" Dist 658.3613'

Curve Data

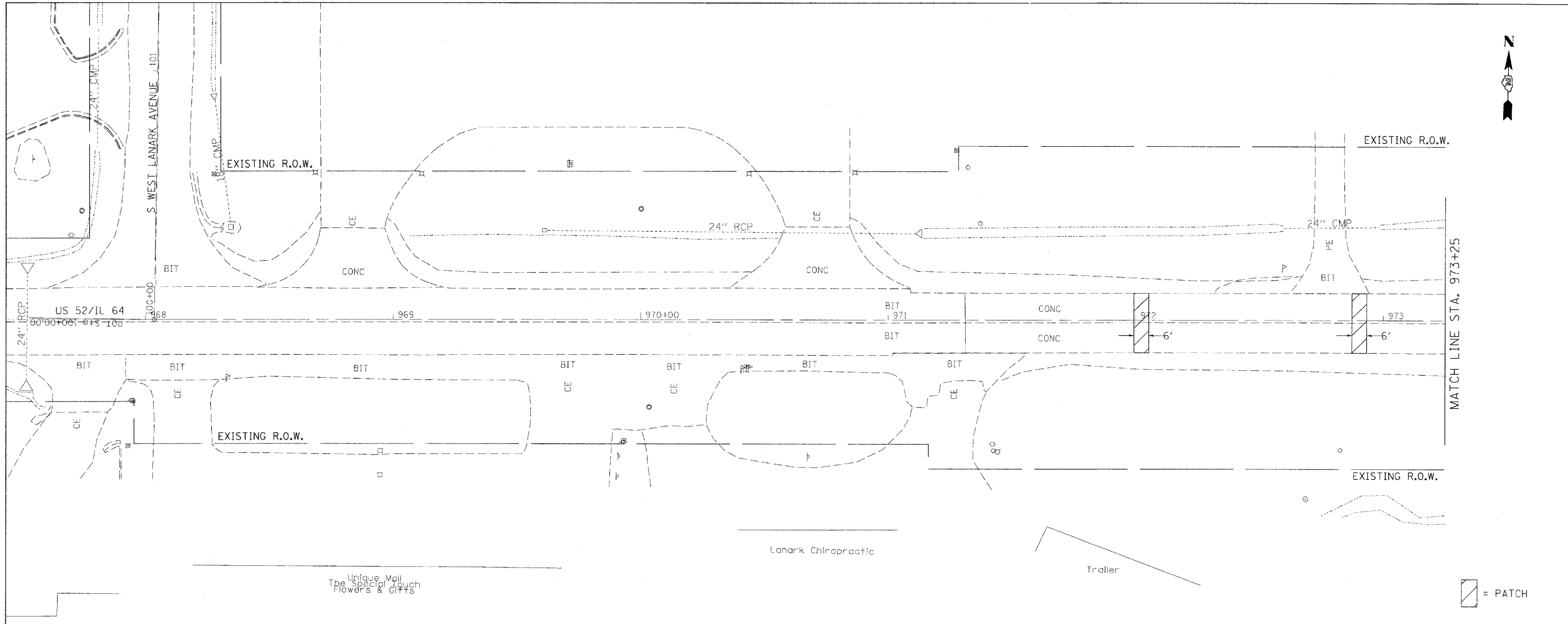
Curve 290
P.I. Station 1006+98.29 N 1,977,573.7473 E 2,389,103.5384
Delta = 2° 48' 54.94" (LT)
Degree = 0° 16' 53.70"
Tangent = 500.0000'
Length = 999.7988'
Radius = 20,347.7627'
External = 6.1423'
Long Chord = 999.6982'
Mid. Ord. = 6.1404'
P.C. Station 1001+98.29 N 1,977,574.5721 E 2,388,603.5391
P.T. Station 1011+98.09 N 1,977,597.4813 E 2,389,602.9748
C.C. N 1,997,922.3071 E 2,388,637.1062

Course from PT 290 to 96 87° 16' 45.33" Dist 492.6826'

Point 96 N 1,977,620.8680 E 2,390,095.1020 Sta 1016+90.77

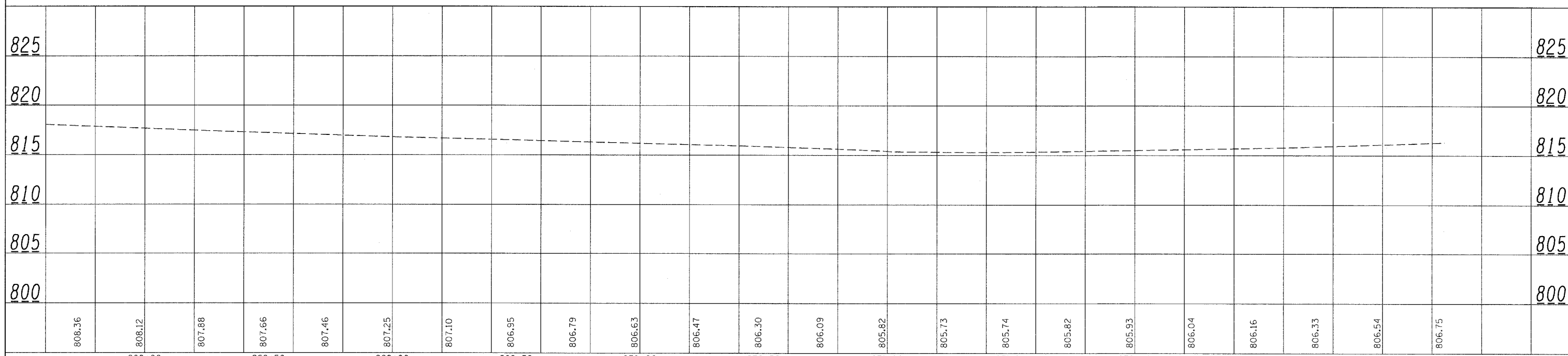
Ending chain US52 description

Table with project information including FILE NAME, USER NAME, DESIGNED, REVISED, PLOT SCALE, PLOT DATE, STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, US 52/L 64 HVC SHEETS, SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO., and SCALE.

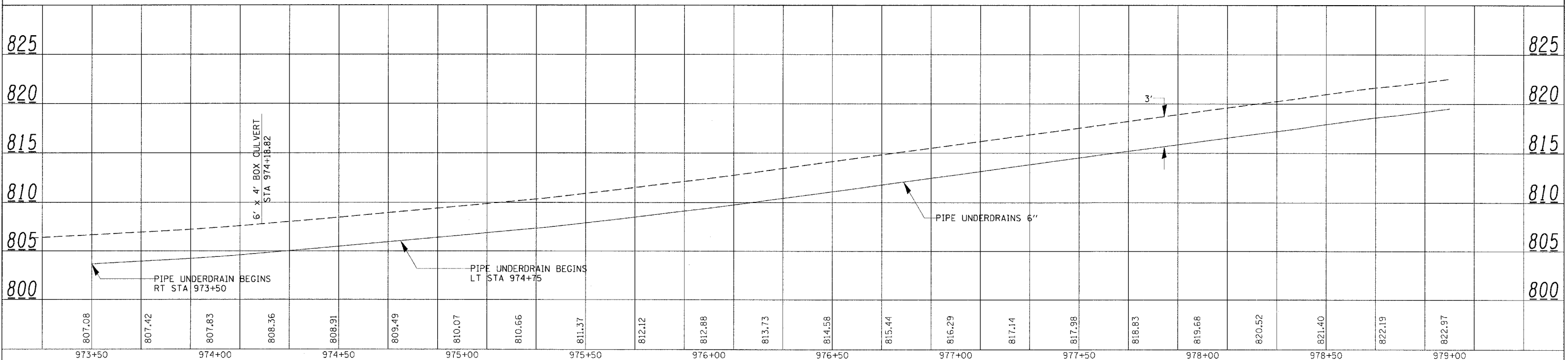
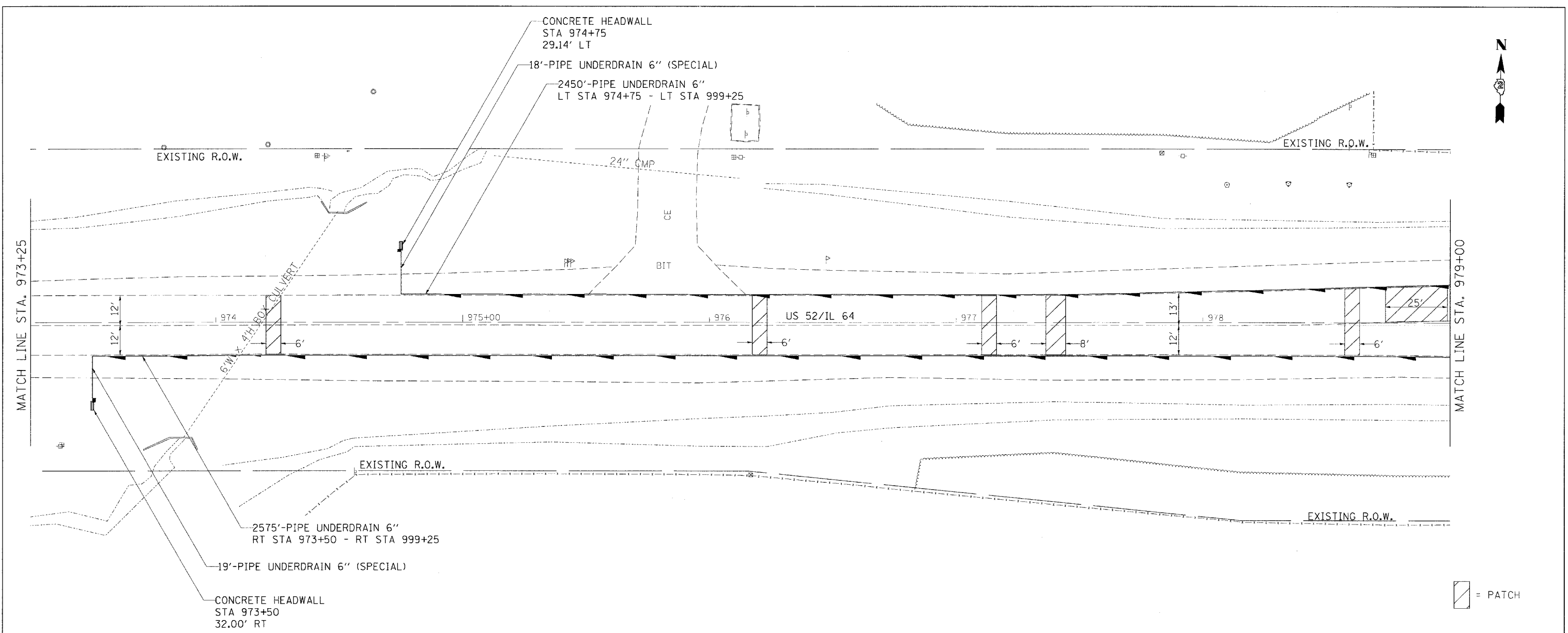


DATE	
BY	
REVISIONS	
PLANNING	
DESIGN	
CONSTRUCTION	
AS-BUILT	
NO. _____	

DATE	
BY	
REVISIONS	
PROFILES	
GRADES CHECKED	
PLANNING	
DESIGN	
CONSTRUCTION	
AS-BUILT	
NO. _____	



FILE NAME =	USER NAME = duncanfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/IL 64 PLAN & PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\projects\p206100\ad06100p1n.dgn	PLLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -			17	4RS-4	CARBOLL	35	19	
PLLOT DATE - Fri May 16 10:19:22 2008	DATE -	CHECKED -	REVISED -			SCALE: 20' _____ SHEET NO. ___ OF ___ SHEETS STA. 973+50 TO STA. 979+00					
		DATE -	REVISED -			FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT					



PLAN	REVISIONS	DATE
NO.	BY	
NO.	BY	
NO.	BY	
NO.	BY	
NO.	BY	

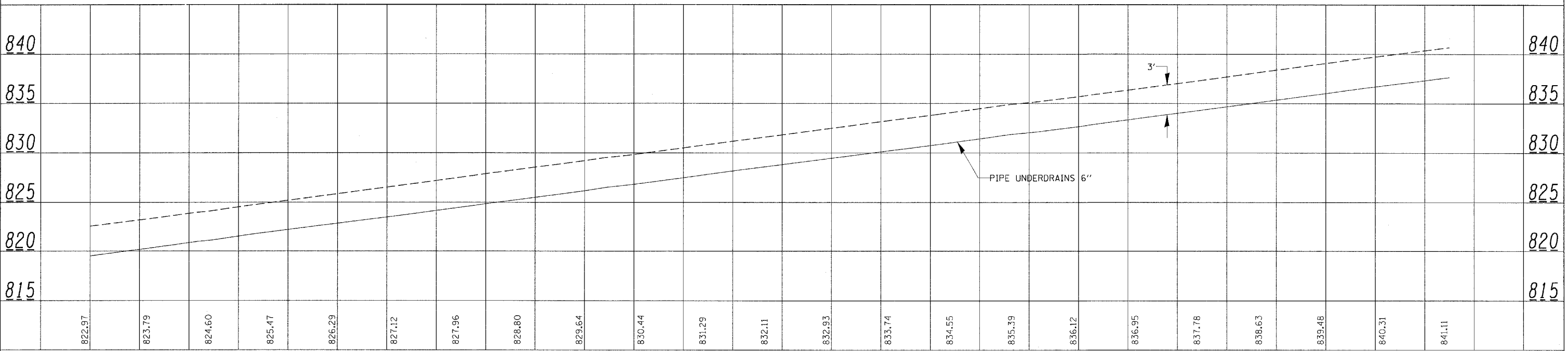
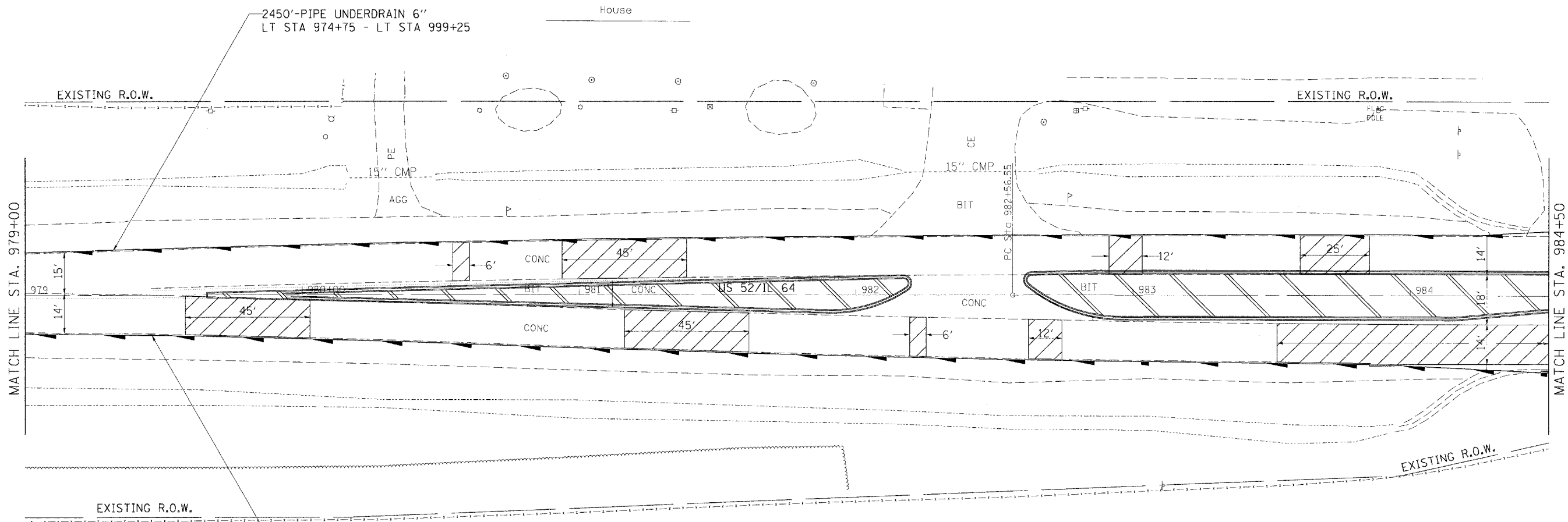
PROFILE	REVISIONS	DATE
NO.	BY	
NO.	BY	
NO.	BY	
NO.	BY	
NO.	BY	

FILE NAME = c:\projects\p206105\d05106pin.dgn	USER NAME = dunnafa	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/IL 64 PLAN & PROFILE				F.A.P. RTE. 17	SECTION 4RS-4	COUNTY CARROLL	TOTAL SHEETS 35	SHEET NO. 20
PLOT SCALE = 20.0000 "/>													

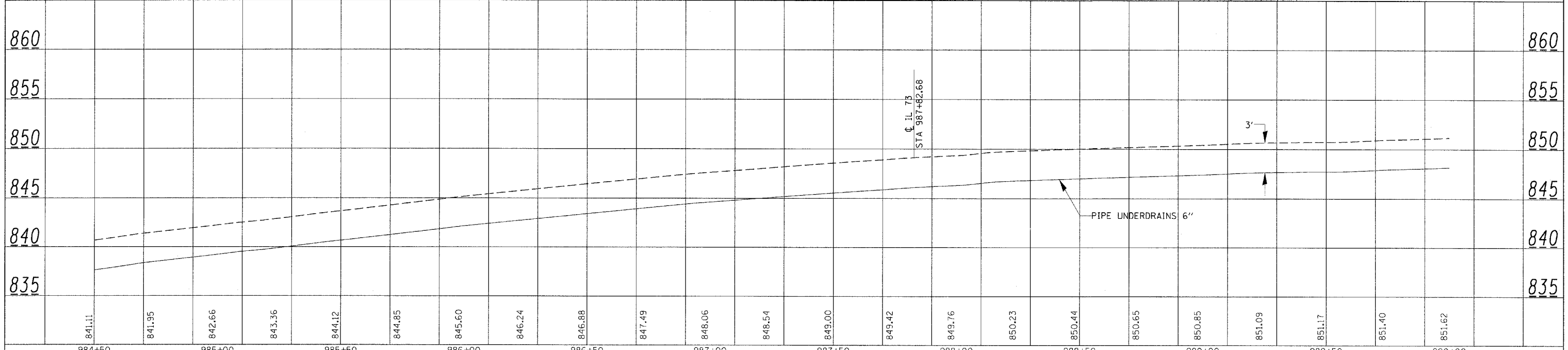
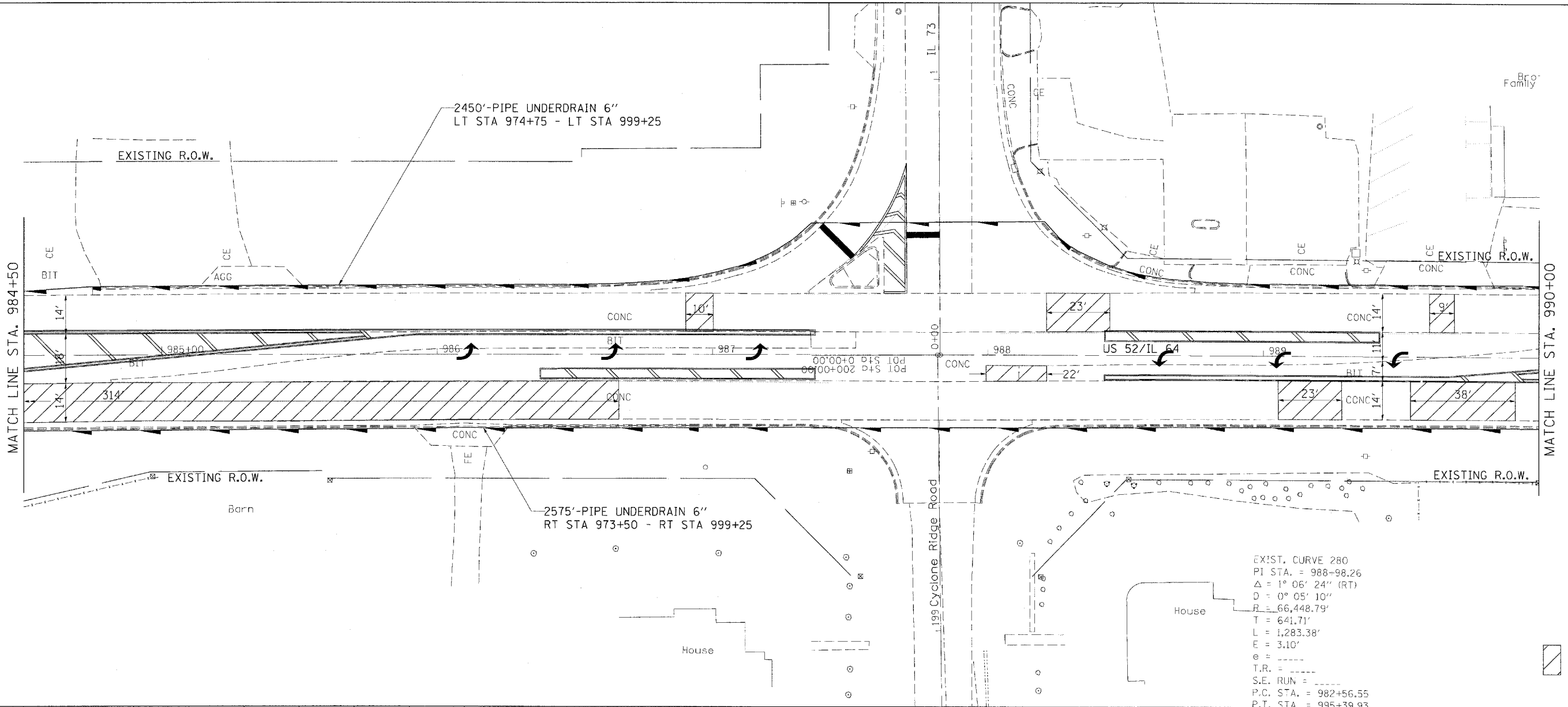


PLAN	SUBMITTED	DATE
	NOTED	
	NOTED	
	NOTED	
	NOTED	
	NOTED	
	NOTED	
	NOTED	

PROFILE	SURVEYED	DATE
	NOTED	
	NOTED	
	NOTED	
	NOTED	
	NOTED	
	NOTED	
	NOTED	



FILE NAME =	USER NAME = duncanfe	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">US 52/L 64 PLAN & PROFILE</p>	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\projects\p286186\08188p1.rdg		DRAWN -	REVISED -		-17-	4RS-4	CARROLL	35	21
PLOT SCALE = 20,0000 "/ IN.		CHECKED -	REVISED -		CONTRACT NO. 64E12				
PLOT DATE = Fri May 16 10:14:21 2008		DATE	REVISED		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SCALE: 20					SHEET NO. OF SHEETS STA. 979+00 TO STA. 984+50				



PLAN	DATE
NO. _____	_____
BY _____	
DESIGNED _____	
CHECKED _____	
DRAWN _____	
NOTED _____	
DATE _____	

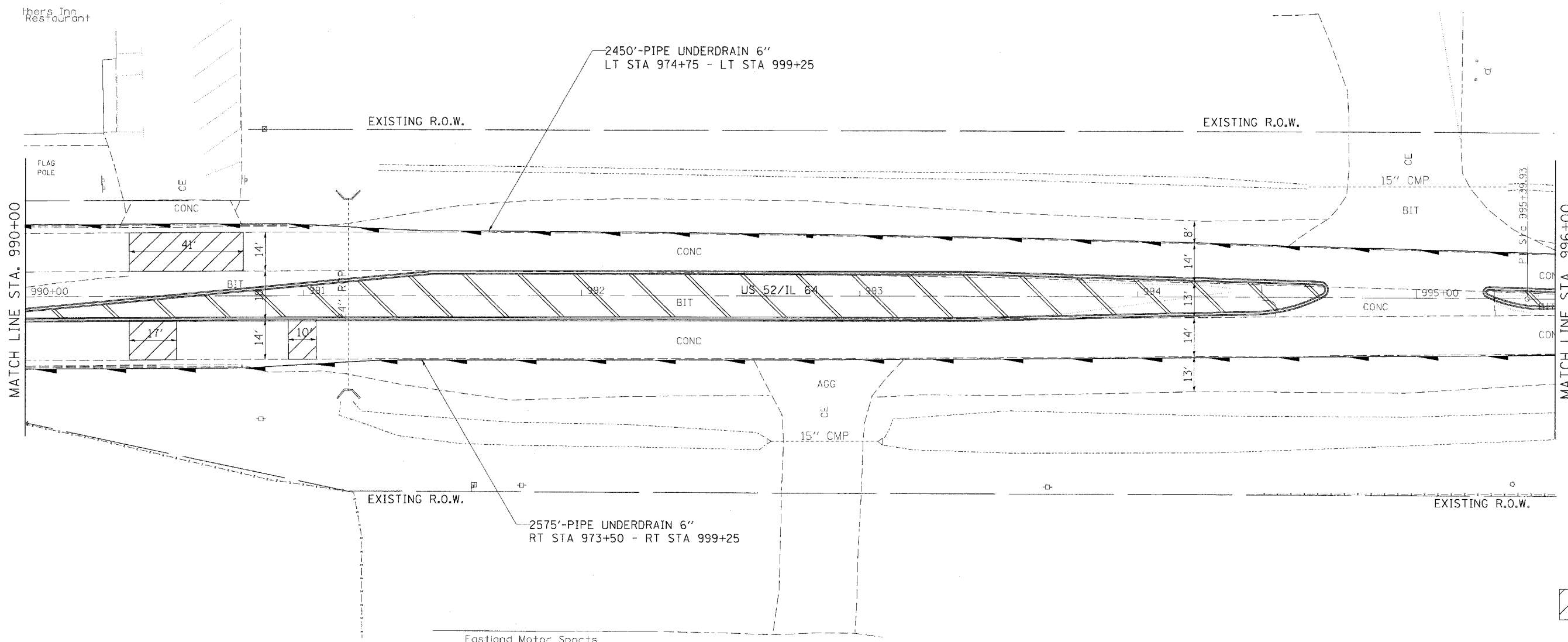
PROFILE	DATE
NO. _____	_____
BY _____	
DESIGNED _____	
CHECKED _____	
DRAWN _____	
NOTED _____	
DATE _____	

841.11	841.95	842.66	843.36	844.12	844.85	845.60	846.24	846.88	847.49	848.06	848.54	849.00	849.42	849.76	850.23	850.44	850.65	850.85	851.09	851.17	851.40	851.62	860	860	855	850	845	840	835			
984+50	985+00	985+50	986+00	986+50	987+00	987+50	988+00	988+50	989+00	989+50	990+00																					

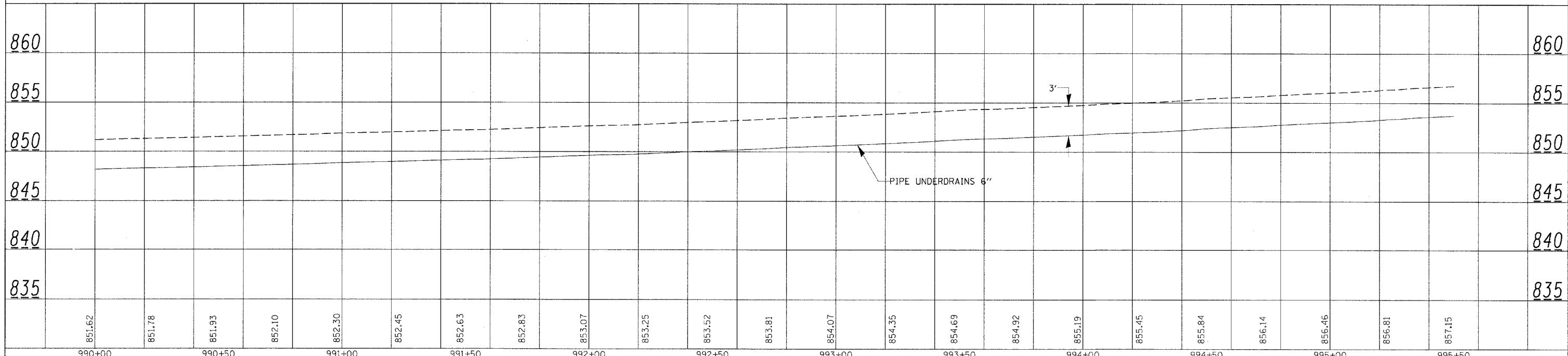
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

US 52/IL 64 PLAN & PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-17-	ARS-4	CARBOLL	35	22



= PATCH



PLAN	SURVEYED	DATE
	BY	
	NO. OF WAYS CHECKED	
	NOTE BOOK	
	CADD FILE NAME	

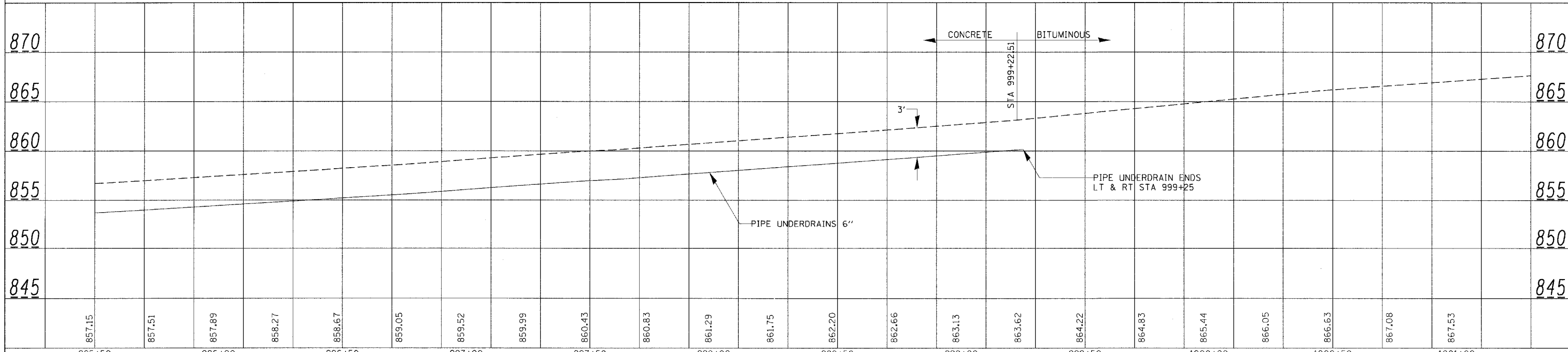
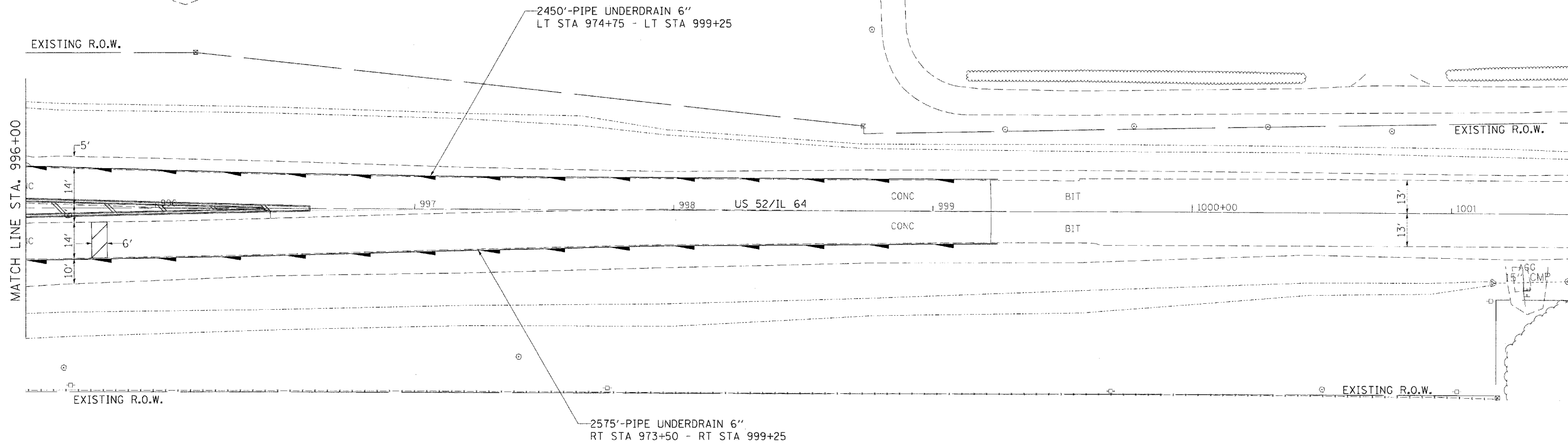
PROFILE	SURVEYED	DATE
	BY	
	NO. OF WAYS CHECKED	
	NOTE BOOK	
	STRUCTURE NOTATIONS	

FILE NAME =	USER NAME = duncanfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/IL 64 PLAN & PROFILE		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\projects\208108\06108p1n.dgn		DRAWN -	REVISED -		SCALE: 20	SHEET NO. OF SHEETS	STA. 990+00 TO STA. 995+50	JT	4RS-4	CARROLL	35	23
		CHECKED -	REVISED -									
		DATE -	REVISED -									



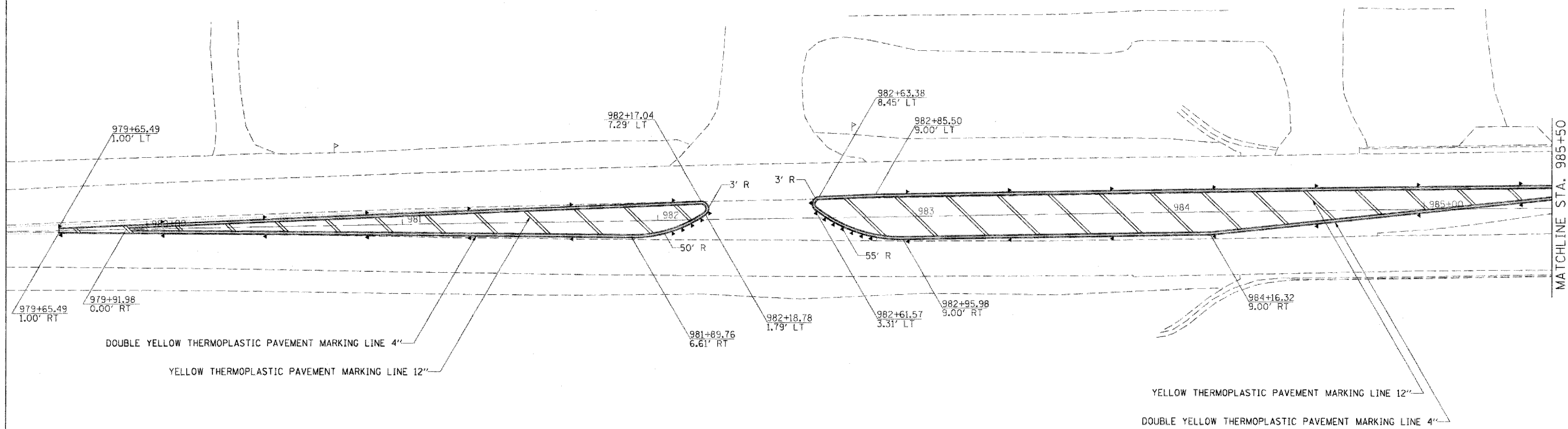
PLAN	DATE
BY	
DESIGNED	
DRAWN	
CHECKED	
NO.	

PROFILE	DATE
BY	
DESIGNED	
DRAWN	
CHECKED	
NO.	



FILE NAME =	USER NAME = duncanfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/IL 64 PLAN & PROFILE		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROJECT NO. 296108		DRAWN -	REVISED -		17	4RS-4	CARBOLL	35	24		
PLAT SCALE = 20.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 64E12						
PLAT DATE = Fri May 18 10:34:47 2006		DATE -	REVISED -		SCALE: 20'----- SHEET NO. -- OF -- SHEETS			STA. 995+50 TO STA. 1001+46.31		FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT	

PAVEMENT MARKING DETAILS



FILE NAME =	es\projects\p206100\06100pvm.dgn
-------------	----------------------------------

USER NAME =	dunzerfa
PLOT SCALE =	20.0000' / IN.
PLOT DATE =	Fri May 16 10:20:55 2008

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

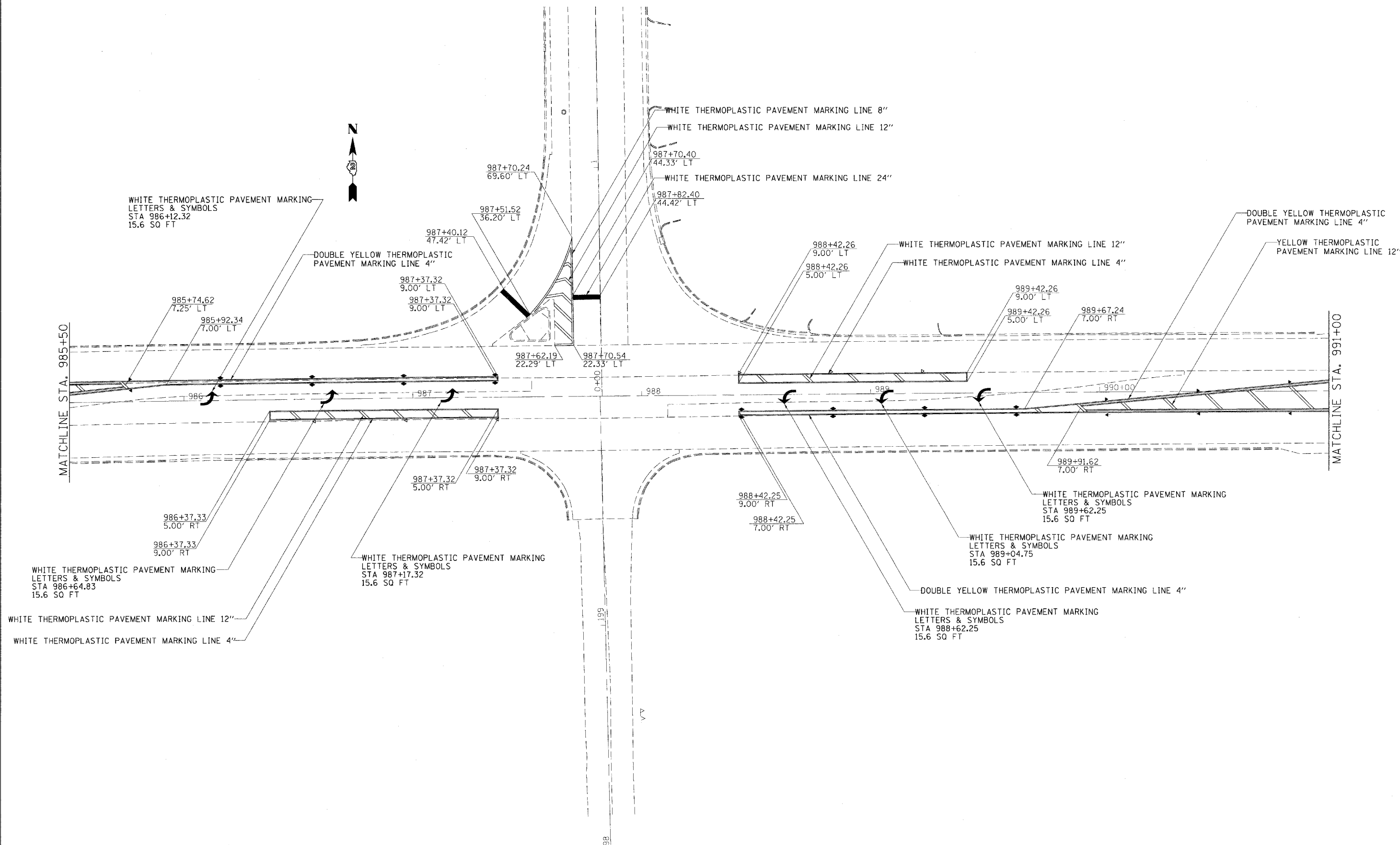
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

US 52/L 64 PAVEMENT MARKING DETAILS

SCALE: 20' = 1" SHEET NO. 35 OF 25 SHEETS STA. 979+50 TO STA. 985+50

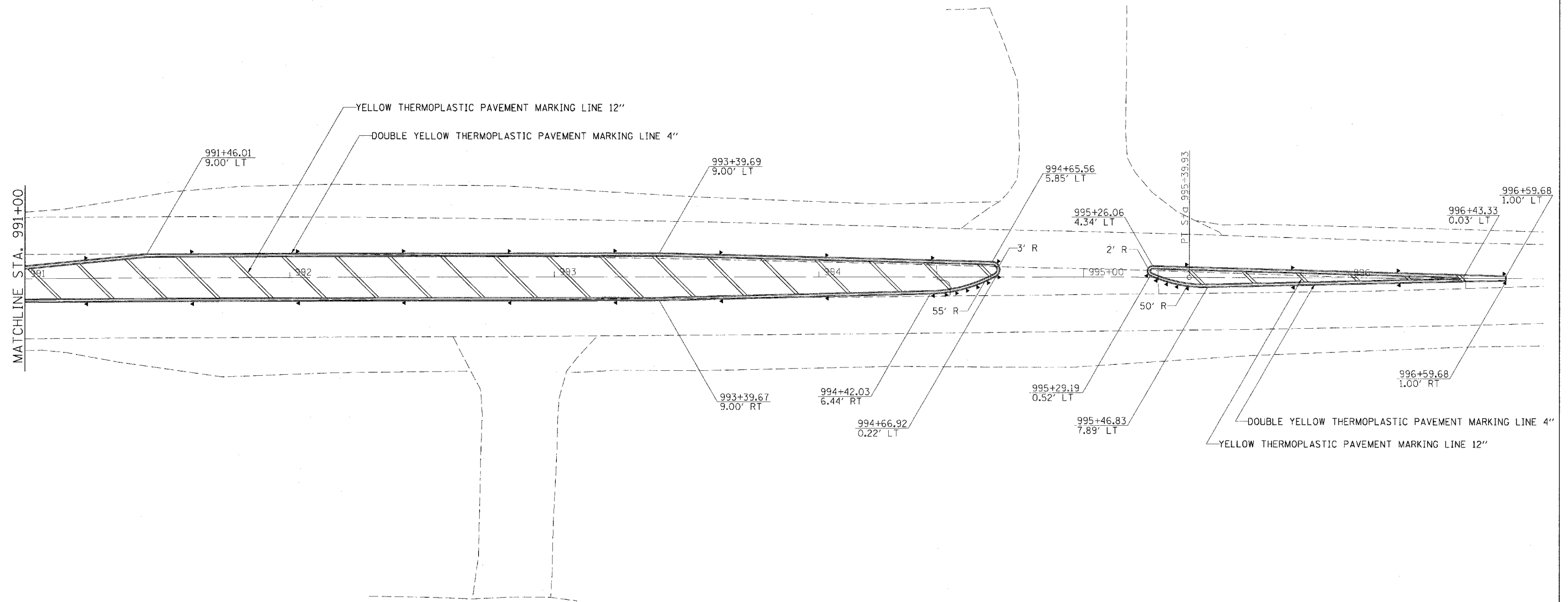
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-J7-	4RS-4	CARBOLL	35	25
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E12	

PAVEMENT MARKING DETAILS



FILE NAME =	USER NAME = duncanfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 521L 64 PAVEMENT MARKING DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\projects\p286108\p286108\p286108.dgn		DRAWN -	REVISED -			17	485-4	CARBOLL	35	26	
		CHECKED -	REVISED -			CONTRACT NO. 64E12					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
					SCALE: 20' = 1" -----	SHEET NO. 26 OF 35 SHEETS		STA. 985+50 TO STA. 991+00			

PAVEMENT MARKING DETAILS



FILE NAME =
 c:\projects\p206108\vd86108pvm.dgn

USER NAME = duncanfa
 PLOT SCALE = 20.0000' / IN.
 PLOT DATE = Fri May 16 10:21:33 2008

DESIGNED - - -
 DRAWN - - -
 CHECKED - - -
 DATE - - -

REVISED - - -
 REVISED - - -
 REVISED - - -
 REVISED - - -

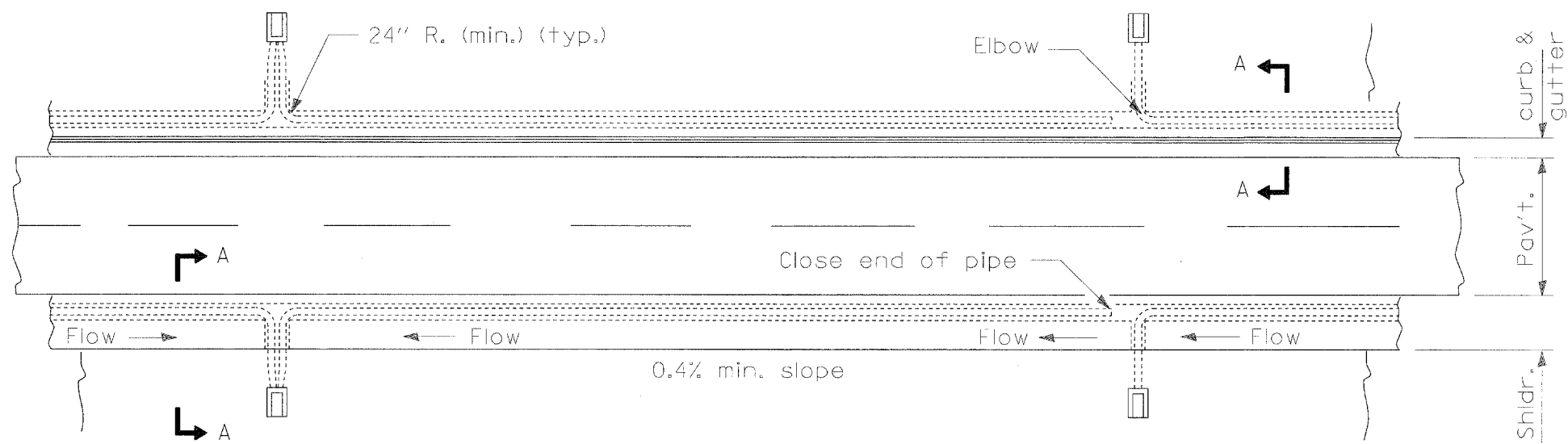
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

US 52/L 64 PAVEMENT MARKING DETAILS

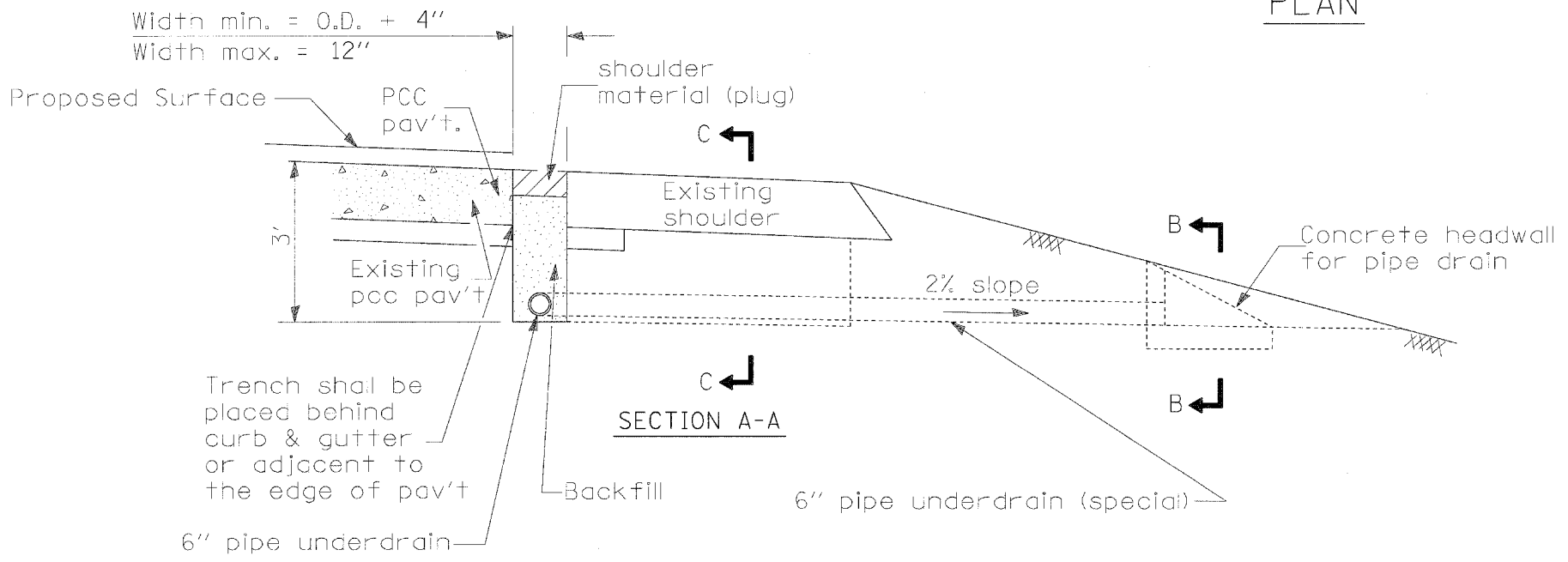
SCALE: 20' = 1" SHEET NO. 27 OF 35 SHEETS STA. 991+00 TO STA. 996+75

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	4RS-4	CARBOLL	35	27
CONTRACT NO. 64E12			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

SUB-SURFACE DRAINS DETAIL

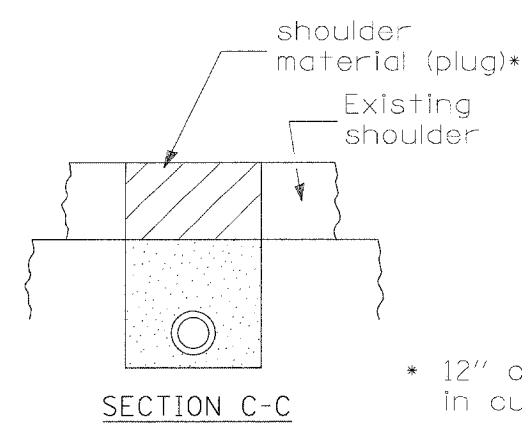


PLAN



SECTION A-A

SECTION B-B



SECTION C-C

* 12" cohesive soil plug
in curb and gutter section

EXISTING CONSTRUCTION

6" pipe underdrain (special)

GENERAL NOTES

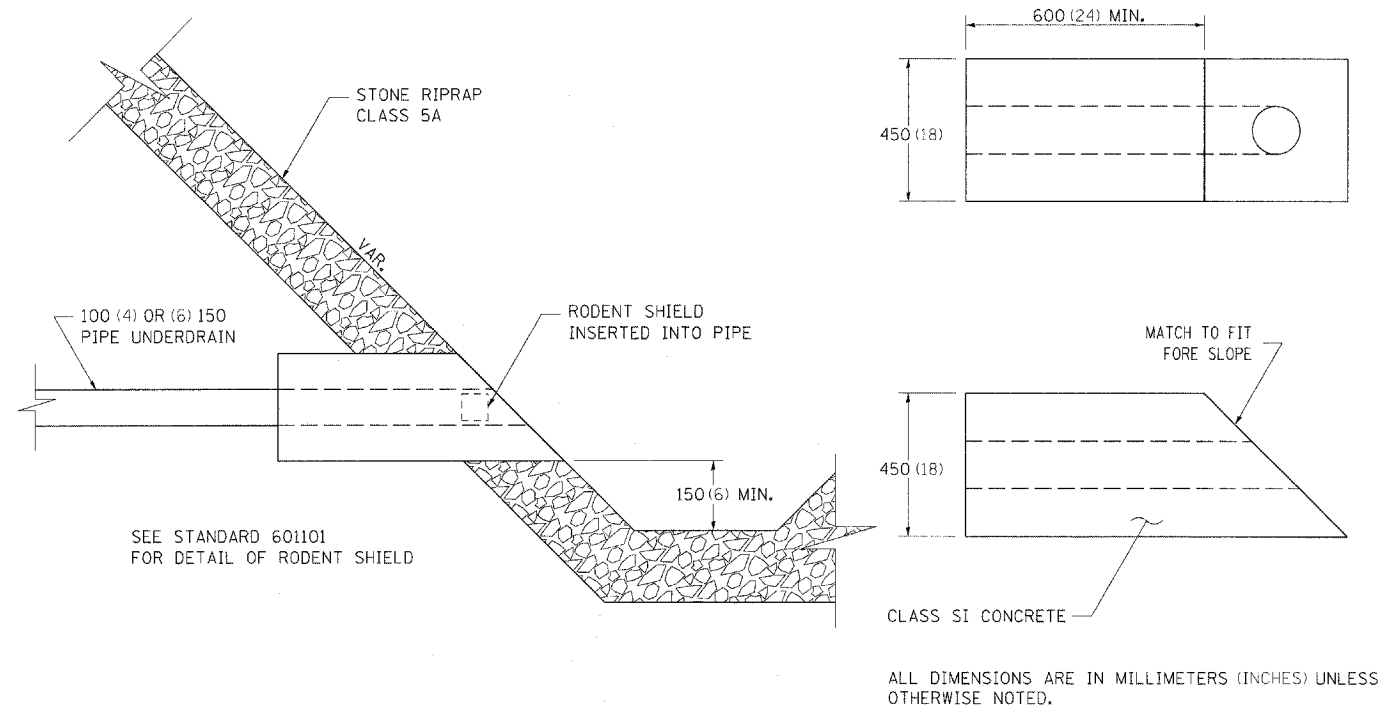
See Standard 601101 for details of concrete headwall.

The 600 mm (24") radius on the drainage fitting is only a minimum. Larger radii meeting the approval of the Engineer maybe substituted.
The contractor shall replace any material removed (such as concrete entrances, aggregate shoulders, concrete siceroads, soil, seeding, backfill, bituminous shoulders and curb & gutter) to install pipe underdrains with the same material.

All cost shall be included in the cost of PIPE UNDERDRAINS 6" and PIPE UNDERDRAINS 6" (SPECIAL).

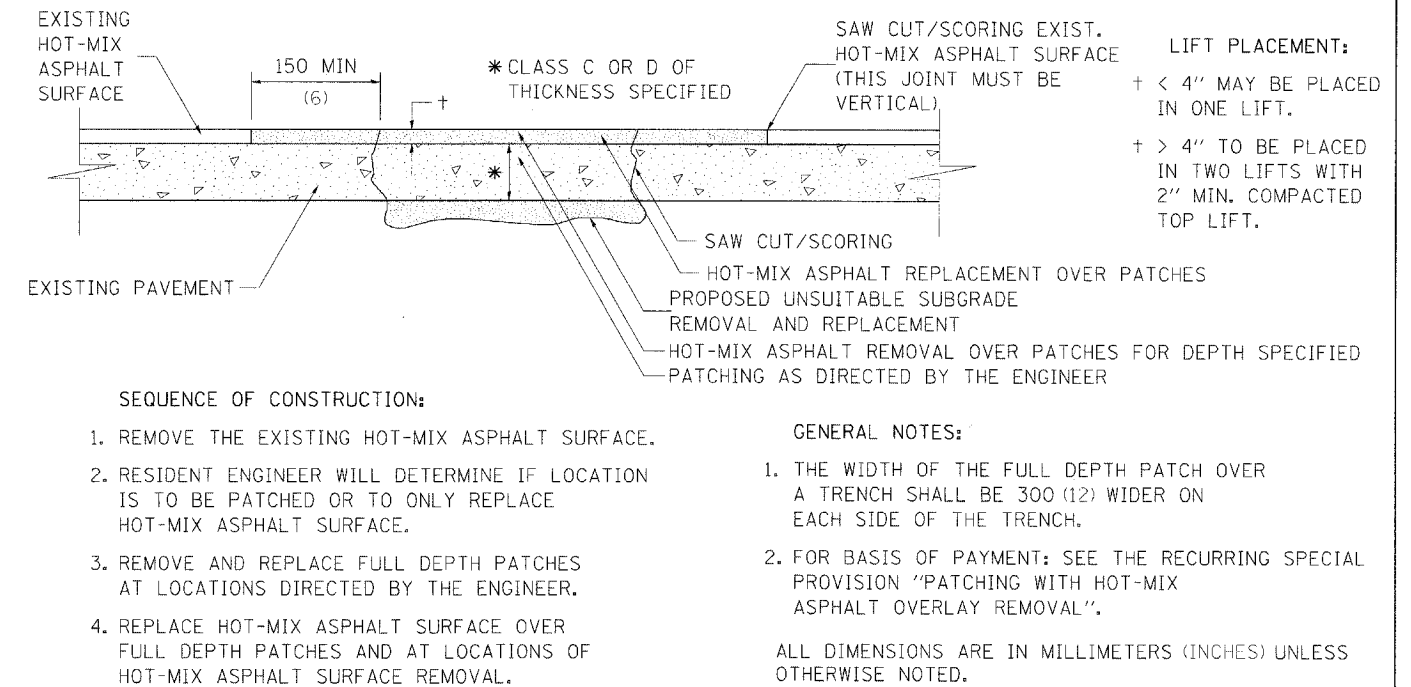
FILE NAME - c:\projects\p206100\206100std.dgn	USER NAME - dunoanfa	DESIGNED - DRAWN -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/L 64 SUB-SURFACE DRAINS DETAIL	F.A.P. RTE. -17-	SECTION 4RS-4	COUNTY CARROLL	TOTAL SHEETS 35	SHEET NO. 28
PLOT SCALE = 50.0000' / IN. PLOT DATE = Fri May 16 10:22:23 2008				SCALE: _____ SHEET NO. 28 OF 35 SHEETS STA. _____ TO STA. _____		FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

CONCRETE HEADWALLS FOR PIPE DRAINS



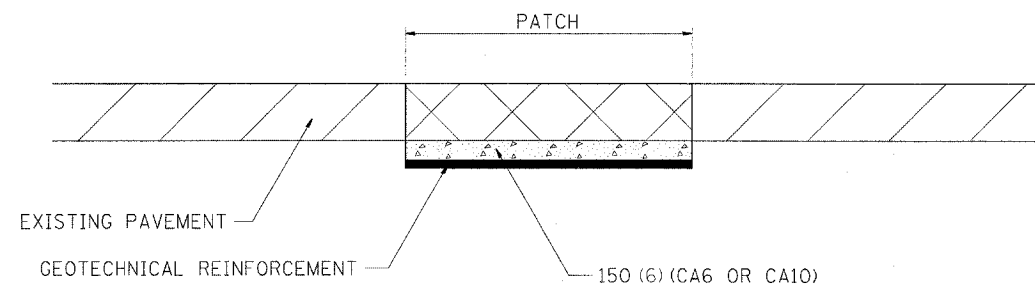
CONCRETE HEADWALLS FOR PIPE DRAINS 27.4

PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT



PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT 32.4

SUBGRADE REPLACEMENT

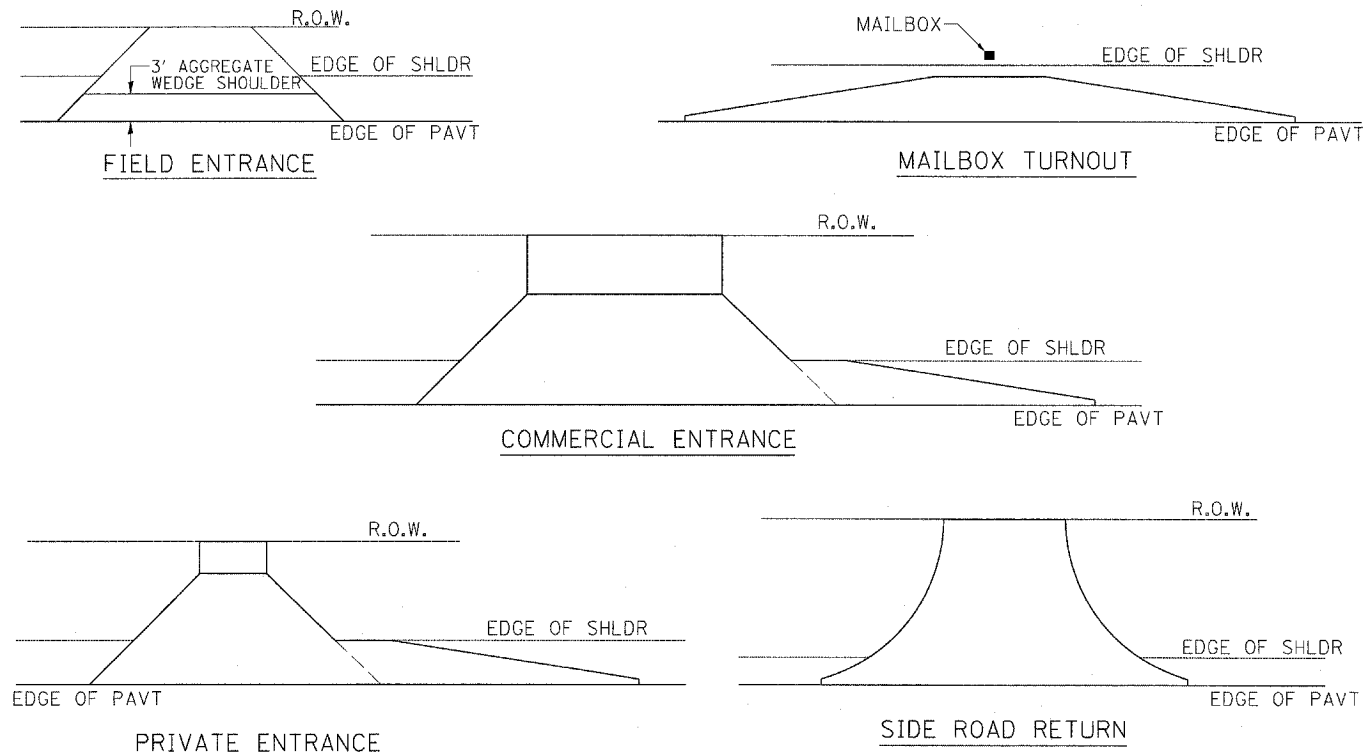


NOTES:
 THE CA 6 OR CA 10 SHALL BE COMPACTED IN A MANNER APPROVED BY THE ENGINEER. IF THE MOISTURE CONTENT OF THE MATERIAL IS SUCH THAT COMPACTION SATISFACTORY TO THE ENGINEER CANNOT BE OBTAINED, SUFFICIENT WATER SHALL BE ADDED SO THAT SATISFACTORY COMPACTION CAN BE OBTAINED.
 THE CA 6 OR CA 10 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU YD FOR GRANULAR SUBGRADE REPLACEMENT
 THE GEOTECHNICAL REINFORCEMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR GEOTECHNICAL REINFORCEMENT
 ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

SUBGRADE REPLACEMENT 97.4

REVISED - ---	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED - ---		11	4RS-4	CARROLL	35	29	
REVISED - ---						CONTRACT NO. 64E12	
REVISED - ---		SCALE: 20:0000 1/2" = 1' SHEET NO. ___ OF ___ SHEETS				STA. _____ TO STA. _____	
		FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT			

HOT-MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR TWO LIFT (3P) RESURFACING PROJECTS

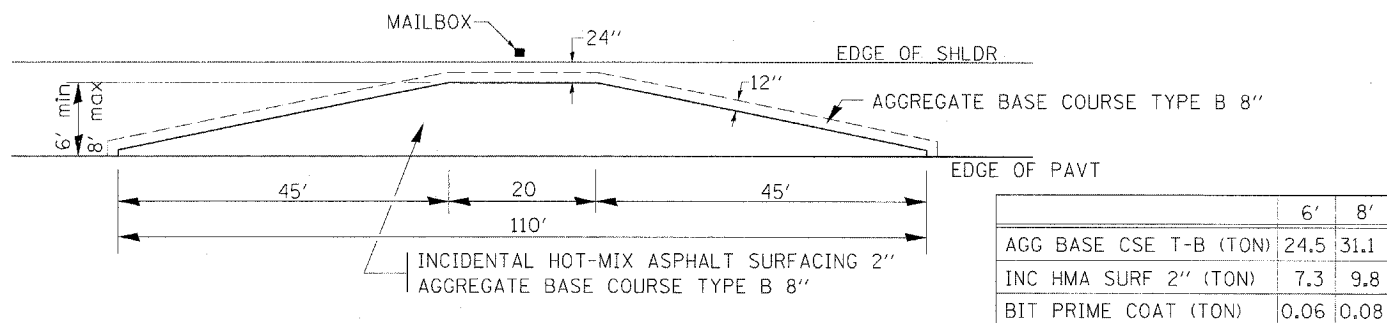


NOTE: EXISTING HMA PE's, CE's, SR's, & MB TURNOUTS
Place 2 1/4" Incidental Hot-Mix Asphalt Surfacing #40800050 on entrance to conform to the existing configuration.

EXISTING AGG. PE's & CE's
Place 2" Incidental Hot-Mix Asphalt Surfacing #40800050 on existing entrance to conform to the present configuration.

EXISTING AGG. SIDEROADS
Place 3" Incidental Hot-Mix Asphalt Surfacing #40800050 on sideroad to conform to the present configuration.

EXISTING AGG. MAILBOX TURNOUTS
Existing Agg. Mailbox Turnouts shall be constructed as shown below.



REVISED - 2-1-08

ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-I107
SIGN PANEL TYPE 1



COLOR: LEGEND AND BORDER - BLACK NON-REFLECTIVE
BACKGROUND - ORANGE REFLECTORIZED

GENERAL NOTES

SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS
METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 720011.

ALL MOUNTING HARDWARE SHALL BE ALUMINUM, STAINLESS STEEL, ZINC OR CADMIUM PLATED STEEL AND SHALL BE INCLUDED TO THE COST OF THE INSTALLATION.

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

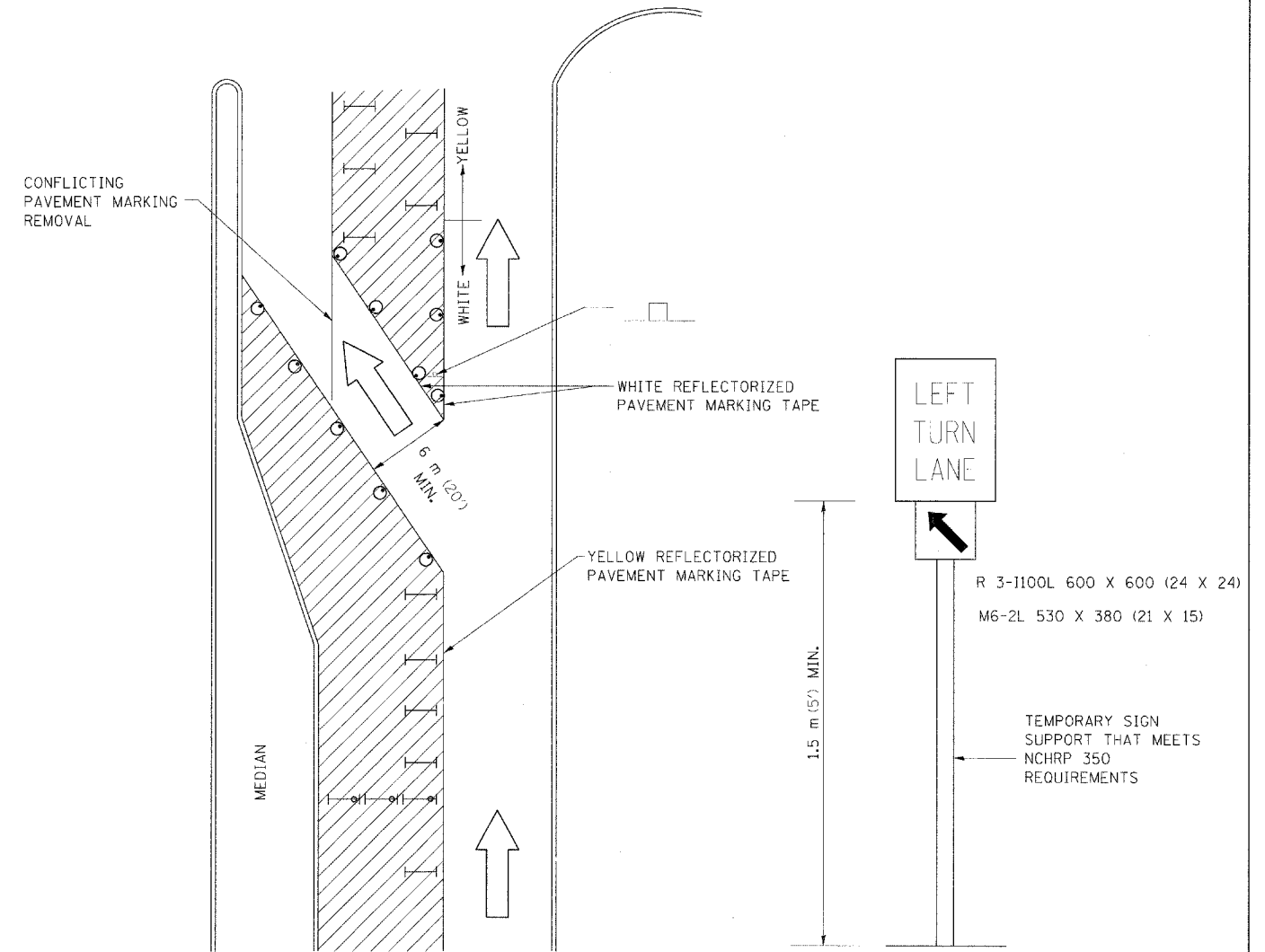
SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
1200x1200 (48x48)	1200 (48.0)	600 (24.1)	75 (3.0)	850 (34.0)	825 (33.0)	150 (6.0)	325 (13.0)	88 (3.5)

SIGN SIZE	SERIES LINES			MARGIN	BORDER	BLANK STD.
	1	2	3			
1200x1200 (48x48)	7C	7C	7C	20 (0.8)	30 (1.2)	B4-48D

ALL DIMENSIONS IN INCHES.

REVISED - 1-09-08	REGION 2 / DISTRICT 2 STANDARD		F.A.P. RTE. 17	SECTION 4RS-4	COUNTY CARROLL	TOTAL SHEETS 35	SHEET NO. 30
REVISED -	SCALE: 20,000:1	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64E12	

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)



LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE OR DRUM WITH FLASHING BURNING LIGHT
- DRUM OR BARRICADE WITH STEADY BURN LIGHT
- SIGN (SEE DETAIL)
- TYPE I OR II CHECK BARRICADE WITH STEADY LIGHT BURN

GENERAL NOTES

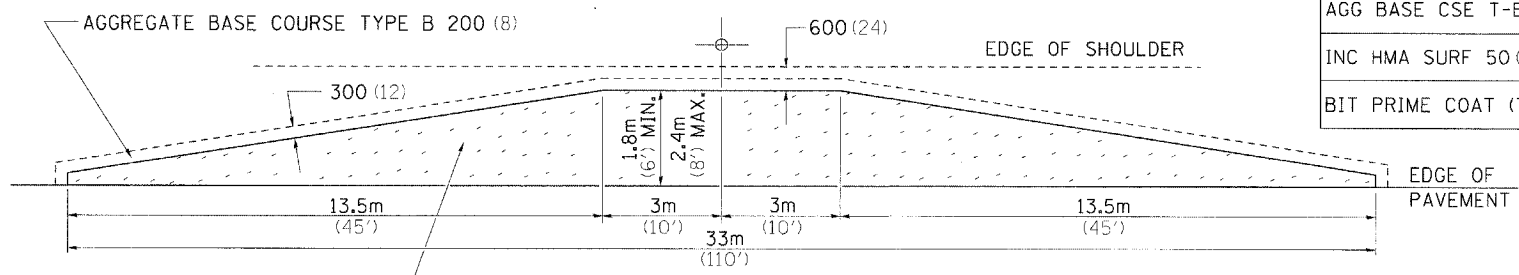
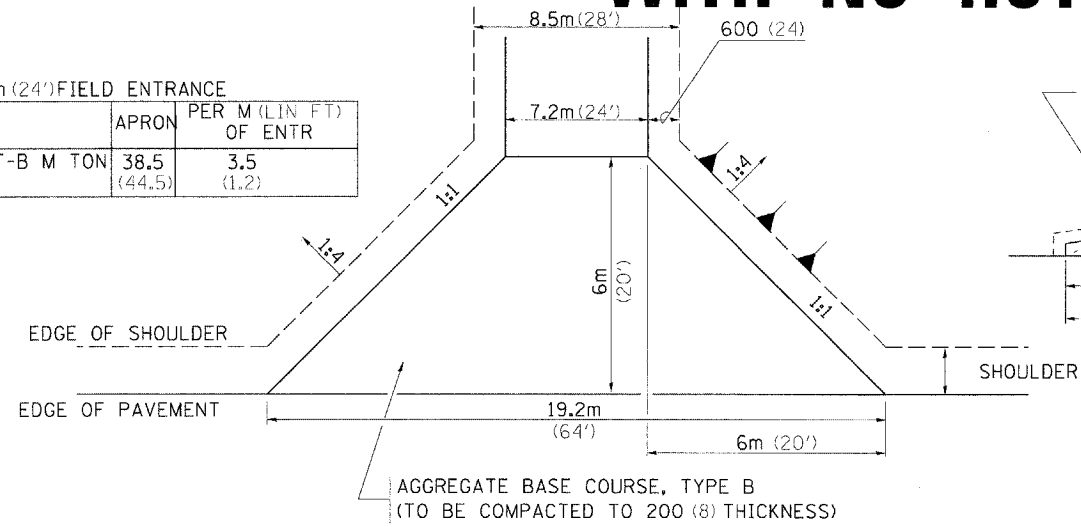
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT.
- STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.
- REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 600 X 600 (24 X 24) AND M6-2R 530 X 380 (21 X 15) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 10-J5-04	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED - ---		17	4RS-4	CARROLL	35	31
REVISED - ---		CONTRACT NO. 64E12				
REVISED - ---		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

SCALE: 20,000:1 IN SHEET NO. ___ OF ___ SHEETS | STA. _____ TO STA. _____

ENTRANCES, SIDE ROADS, AND MAILBOX RETURNS WITH NO HOT-MIX ASPHALT SHOULDERS

7.2m (24') FIELD ENTRANCE		
	APRON	PER M (LIN. FT.) OF ENTR
AGG BASE CSE T-B M (TON)	38.5 (44.5)	3.5 (1.2)



ON ALL ENTRANCES
AGGREGATE BASE COURSE TYPE B 200 (8)
INCIDENTAL HOT-MIX ASPHALT SURFACING 50 (2)

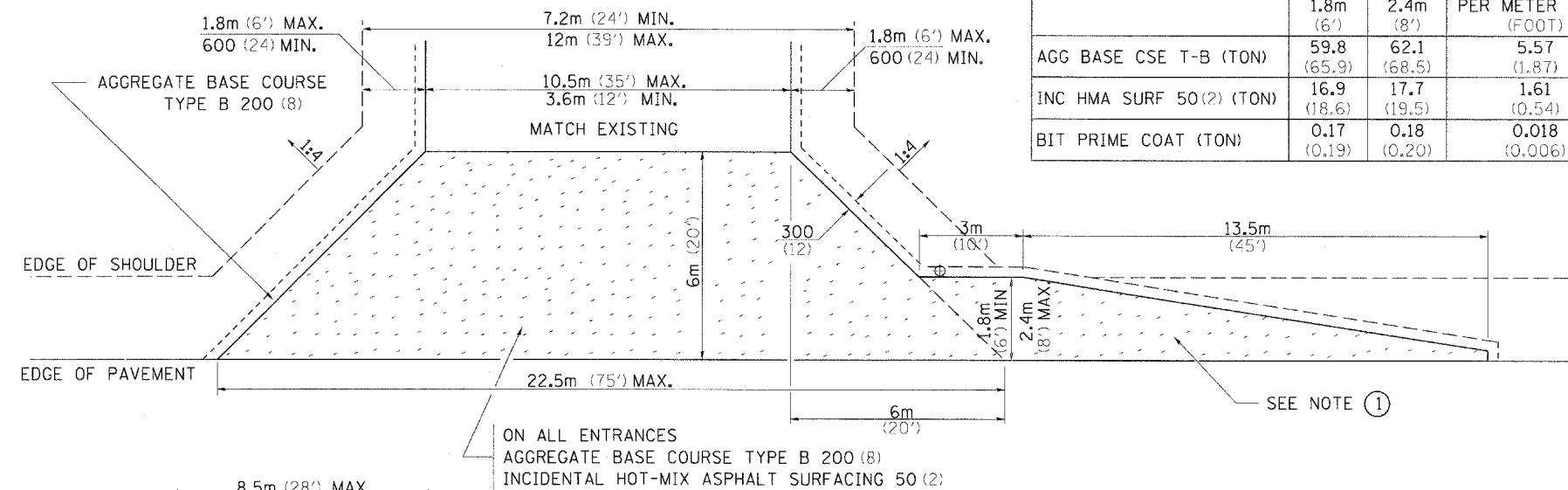
MAILBOX TURNOUT

	1.8m (6')	2.4m (8')
AGG BASE CSE T-B (TON)	22.2 (24.5)	28.2 (31.1)
INC HMA SURF 50 (2) (TON)	5.3 (5.8)	7.1 (7.8)
BIT PRIME COAT (TON)	0.05 (0.06)	0.07 (0.08)

NOTE

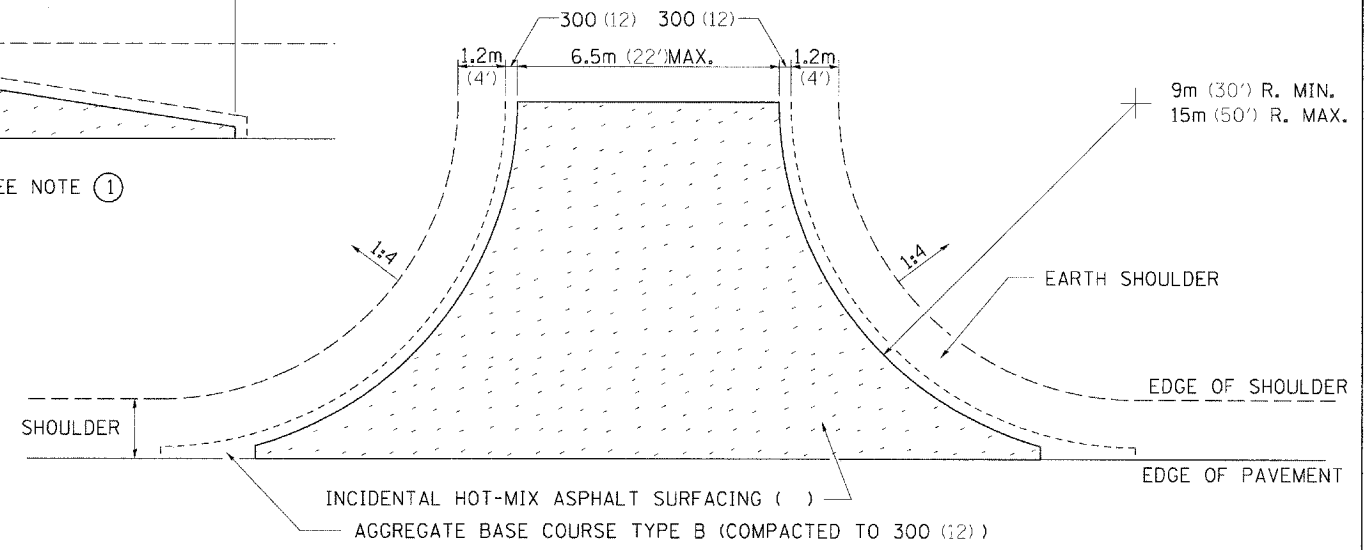
- ① TURNOUTS ARE TO BE CONSTRUCTED ON THE APPROACH SIDE OF ALL PE & CE REGARDLESS IF A MAILBOX IS PRESENT.
- ② ALL PE & CE ARE TO BE SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
- ③ FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
- ④ QUANTITIES ARE CALCULATED WITH 1' BITUMINOUS SHOULDER IN PLACE. AGGREGATE QUANTITIES SHOWN ARE FOR NEW CONSTRUCTION.
- ⑤ EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE CONSIDERED INCLUDED TO THE AGGREGATE BASE COURSE.
- ⑥ ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

10.5m (35') COMMERCIAL ENTRANCE			
	1.8m (6')	2.4m (8')	PER METER ENTR (FOOT)
AGG BASE CSE T-B (TON)	59.8 (65.9)	62.1 (68.5)	5.57 (1.87)
INC HMA SURF 50 (2) (TON)	16.9 (18.6)	17.7 (19.5)	1.61 (0.54)
BIT PRIME COAT (TON)	0.17 (0.19)	0.18 (0.20)	0.018 (0.006)



ON ALL ENTRANCES
AGGREGATE BASE COURSE TYPE B 200 (8)
INCIDENTAL HOT-MIX ASPHALT SURFACING 50 (2)

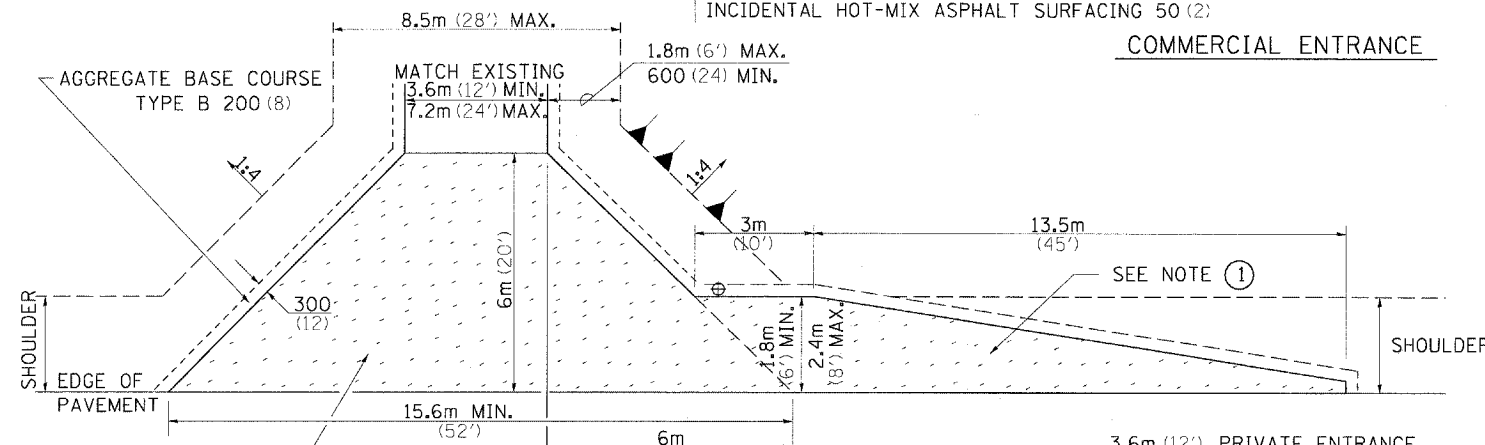
COMMERCIAL ENTRANCE



SIDE ROAD RETURN

	9m RADIUS (30')			12m RADIUS (40')			15m RADIUS (50')		
	5.5m (18')	6m (20')	6.5m (22')	5.5m (18')	6m (20')	6.5m (22')	5.5m (18')	6m (20')	6.5m (22')
AGG BASE CSE T-B (TON)	70.3 (77.5)	74.4 (82.0)	78.6 (86.6)	105.5 (116.3)	111.0 (122.4)	116.6 (128.5)	146.6 (161.6)	153.5 (169.2)	116.6 (128.5)
INC HMA SURF AT 25 (1) (TON)	5.3 (5.8)	5.5 (6.1)	5.9 (6.5)	8.0 (8.8)	8.4 (9.3)	9.0 (9.9)	11.1 (12.2)	11.7 (12.9)	9.0 (10.0)
BIT PRIME COAT (TON)	0.14 (0.15)	0.15 (0.16)	0.15 (0.17)	0.20 (0.22)	0.22 (0.24)	0.23 (0.25)	0.30 (0.33)	0.32 (0.35)	0.32 (0.37)

NOTE: USE 50 (2) INC. HMA SURF. ON EXISTING RETURNS



ON ALL ENTRANCES
AGGREGATE BASE COURSE TYPE B
(TO BE COMPACTED TO 200 (8) THICKNESS)
INCIDENTAL HOT-MIX ASPHALT SURFACING 50 (2)

PRIVATE ENTRANCE

3.6m (12') PRIVATE ENTRANCE			
	1.8m (6')	2.4m (8')	PER METER ENTR (FOOT)
AGG BASE CSE T-B (TON)	39.7 (43.8)	42.0 (46.3)	2.11 (0.71)
INC HMA SURF 50 (2) (TON)	10.7 (11.8)	11.5 (12.7)	0.57 (0.19)
BIT PRIME COAT (TON)	0.11 (0.12)	0.18 (0.13)	0.006 (0.002)

FILE NAME =
c:\projects\p206128\06108std.dgn

USER NAME = duncanfa
DRAWN -
CHECKED -
DATE -

DESIGNED -
REVISED - 1-15-08
DRAWN -
CHECKED -
DATE -

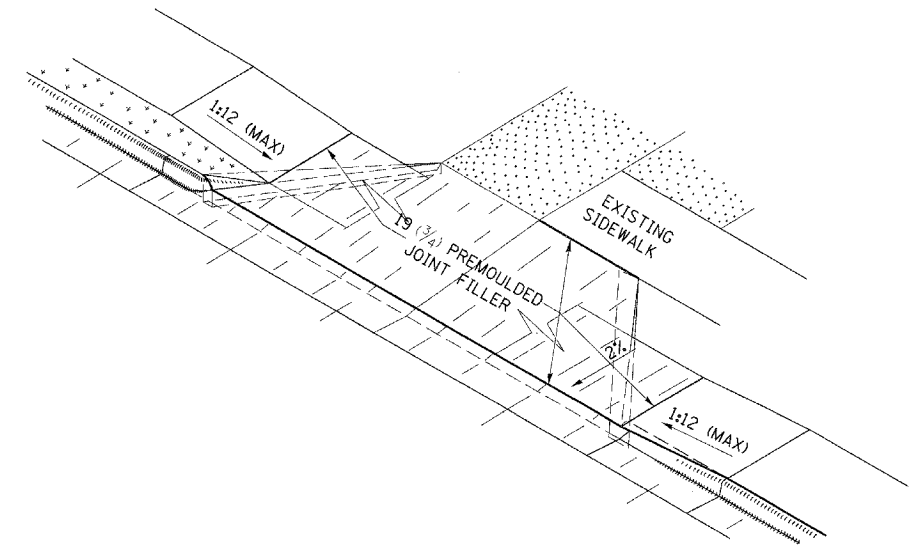
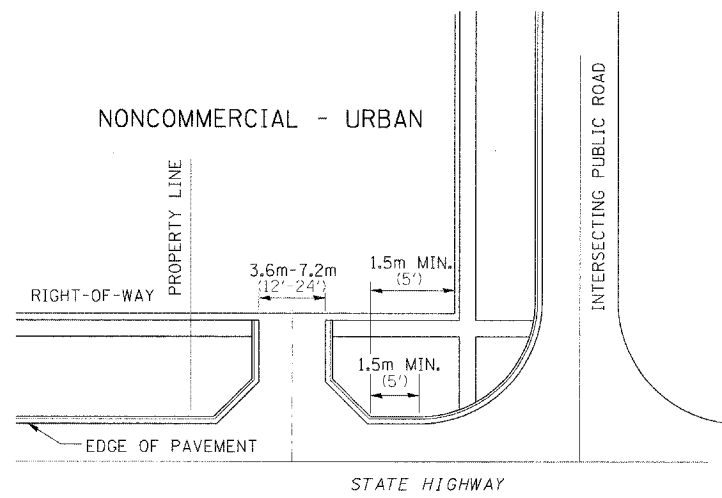
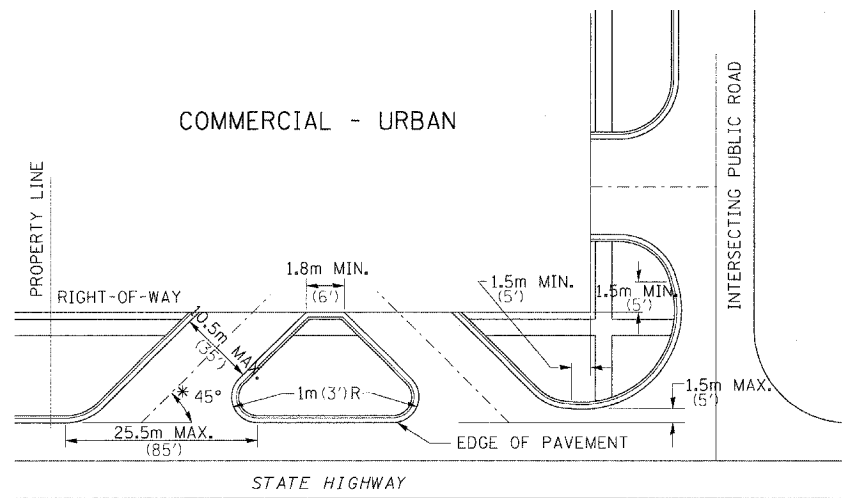
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REGION 2 / DISTRICT 2 STANDARD

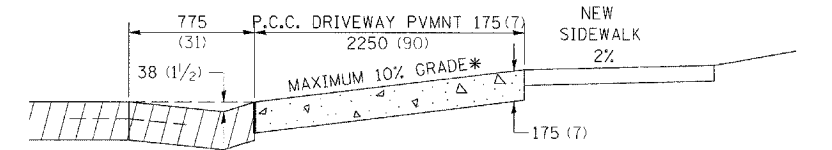
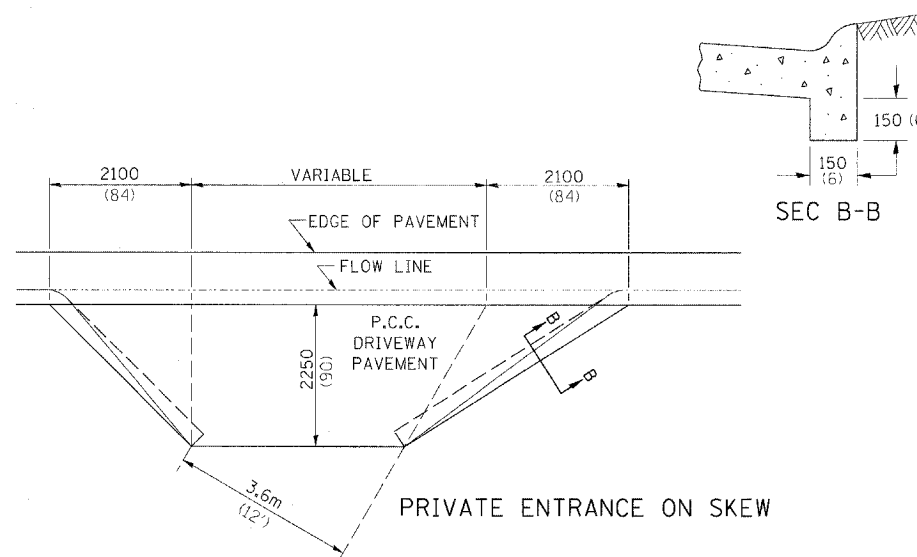
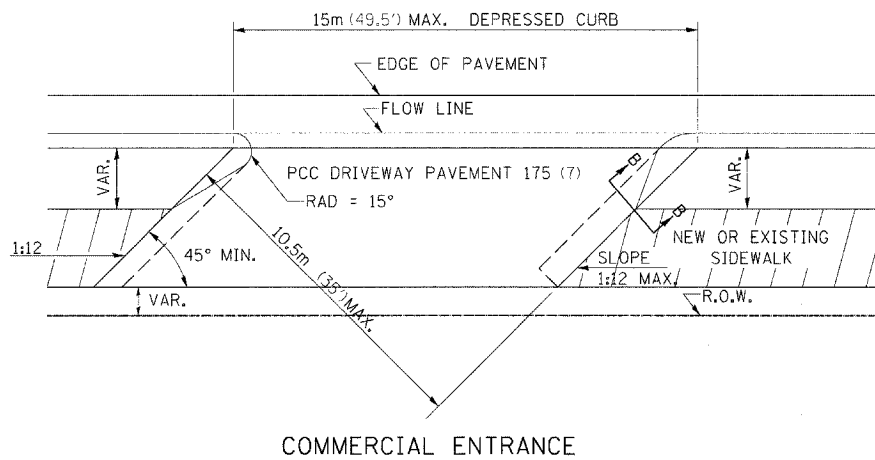
F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
-17- 4RS-4 CARROLL 35 32
CONTRACT NO. 64E12

ENTRANCE APPROACHES – URBAN AREA

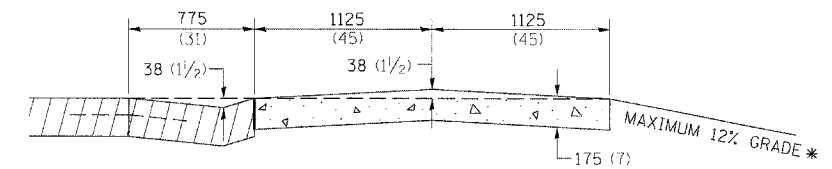
TYPICAL APPLICATION OF ENTRANCES



WHEN THE ISLAND BETWEEN DRIVES IS LESS THAN 7.5m (25') LONG OR LESS THAN 10 FEET WIDE, IT SHALL BE DEFINED BY CURBS, MASONRY, OR OTHER DEVICES.
 * 45° MIN. ANGLE PERMITTED ONLY FOR ONE-WAY DRIVEWAYS.
 60° MIN. ANGLE FOR TWO-WAY DRIVEWAYS.



ASCENDING APPROACH

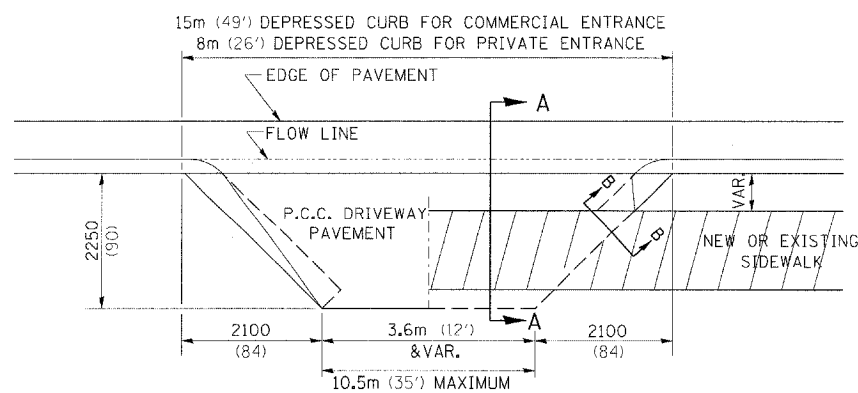


DESCENDING APPROACH

* IN CASES WHERE GRADE EXCEEDS 10%, THE RESIDENT ENGINEER SHALL CHECK WITH DISTRICT DESIGN OFFICE TO DETERMINE NEW APPROACH GRADE. PARTICULAR ATTENTION SHALL BE PAID TO THE NEGATIVE GRADE TO PREVENT DRAINAGE FROM OVER FLOWING INTO THE PRIVATE ENTRANCE.

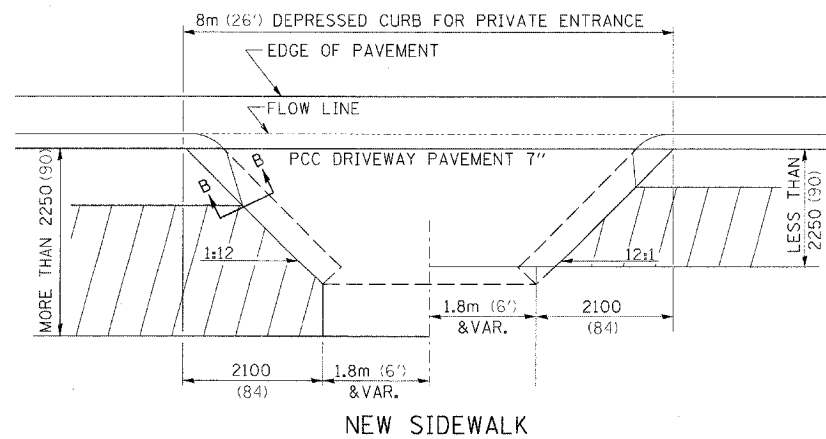
COMMERCIAL ENTRANCE

PRIVATE ENTRANCE ON SKEW

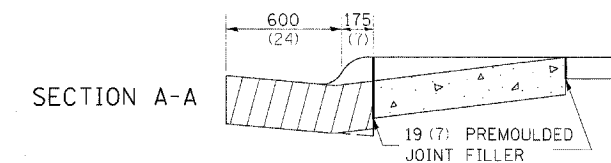


NO SIDEWALK

EXISTING SIDEWALK



NEW SIDEWALK



SECTION A-A

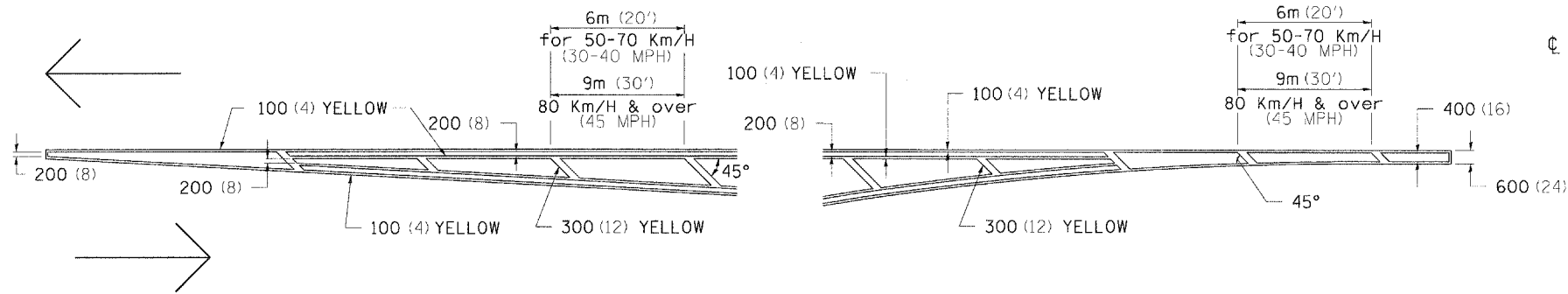
THE VARIABLE HEIGHT INTEGRAL CURB AND PREMOULDED JOINT FILLER WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF DRIVEWAY PAVEMENT OF THE THICKNESS SPECIFIED.

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

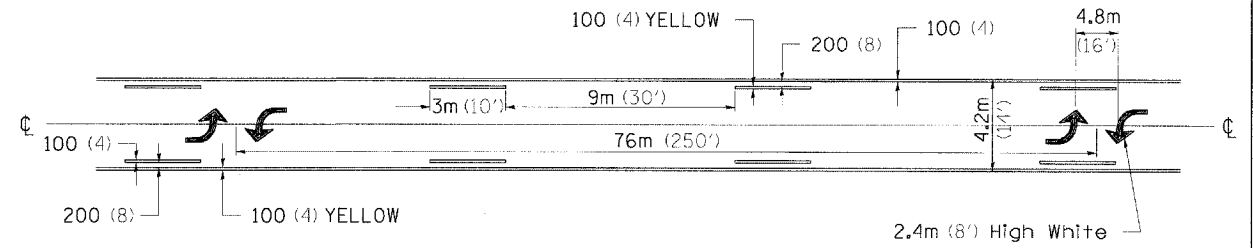
FILE NAME = c:\proj\jeats\p226100\1\05106std.dgn	USER NAME = duncanfa	DESIGNED -	REVISED - 1-11-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE. 17	SECTION 4RS-4	COUNTY CARROLL	TOTAL SHEETS 35	SHEET NO. 33	
PLDT SCALE = 20:0000' / IN.	CHECKED -	REVISOR -	SCALE: _____			SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64E12	
PLDT DATE = Fri May 16 10:23:42 2008	DATE -	REVISOR -									

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

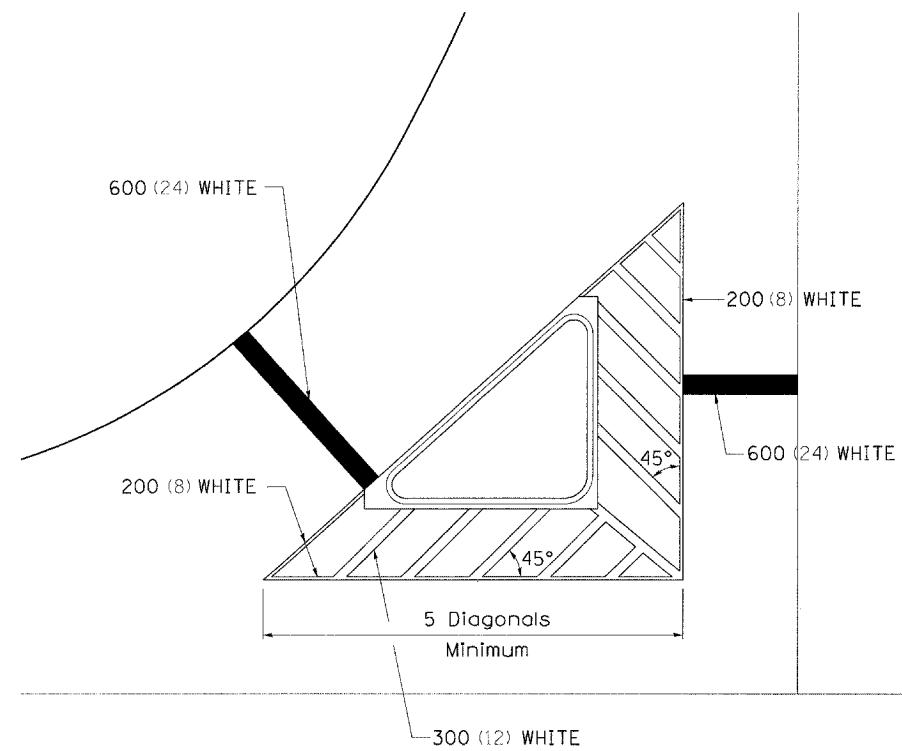


MEDIAN PAVEMENT MARKING

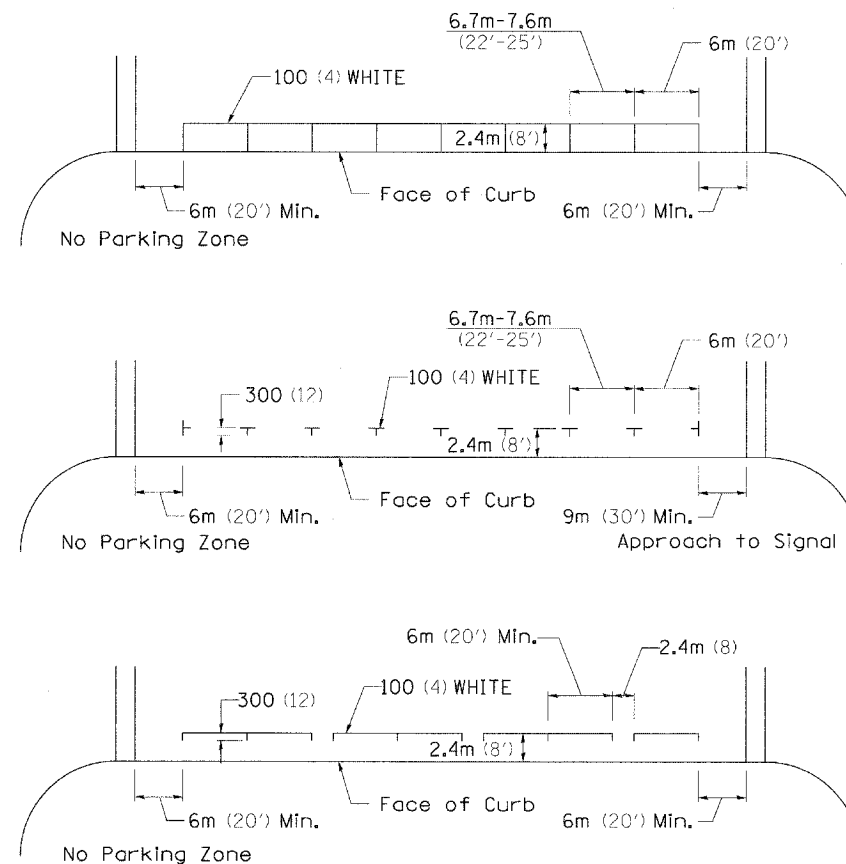


•• ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

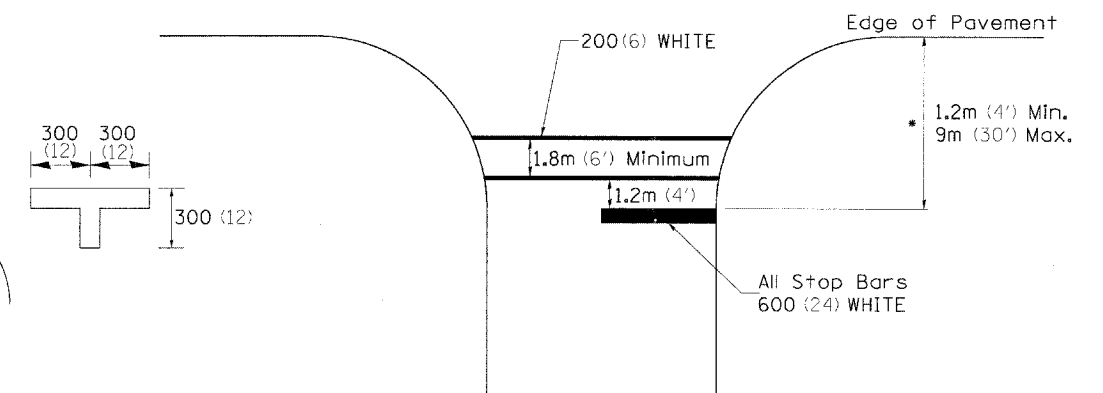


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations

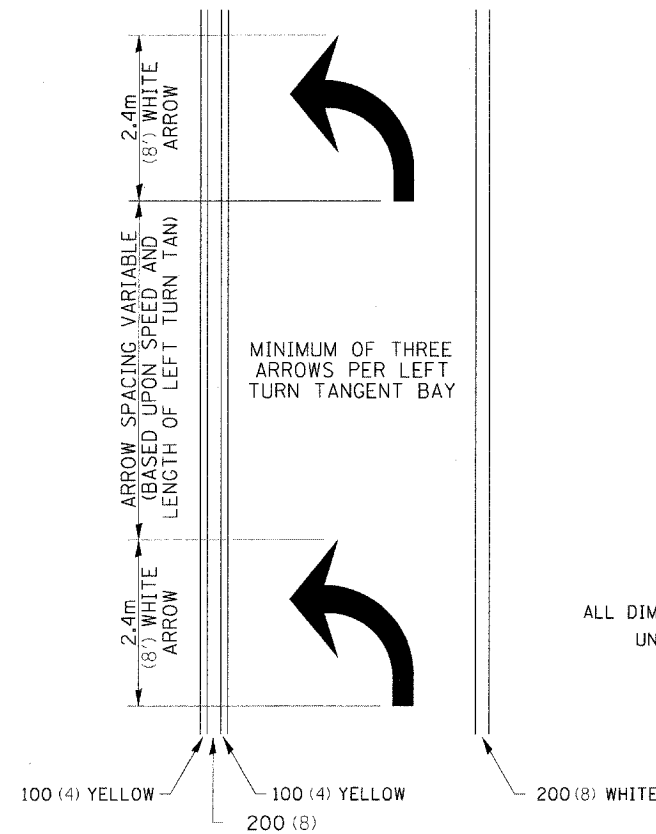


• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = duncanfa	DESIGNED -	REVISED - 1-J1-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\proj\etc\p\206128\106106std.dgn		DRAWN -	REVISED -			17	ARS-4	CARBOLL	35	34	
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64E12					
PLOT DATE = Fri May 16 10:23:52 2008		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

TYPICAL PAVEMENT MARKINGS

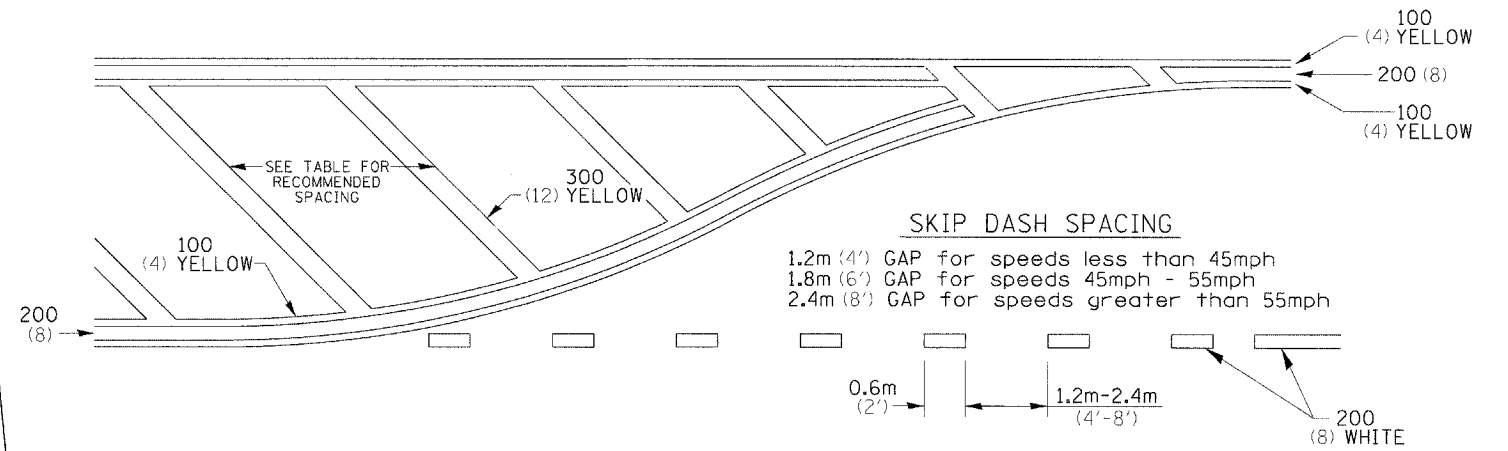
ARROW LAYOUT



- ▲ ONE-WAY AMBER MARKER
- △ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

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

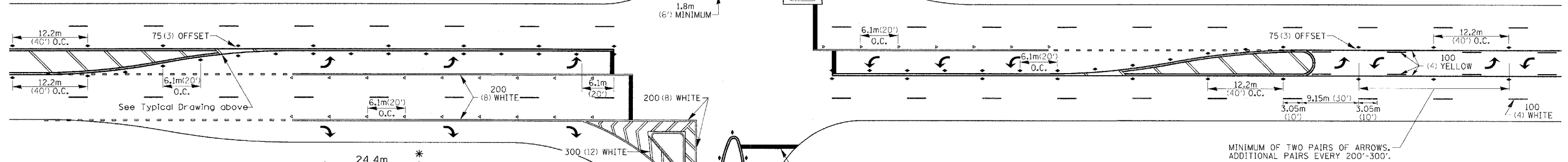
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



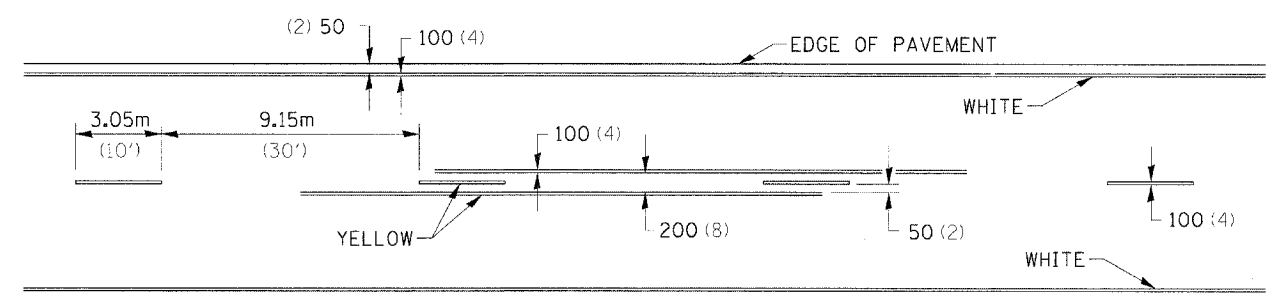
RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



SYMBOLS

- * REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15km/H (10MPH) LOWER THAN POSTED SPEEDS.
- ** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

FILE NAME =	USER NAME = duncanfa	DESIGNED -	REVISED - 1-11-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\projects\p205108\05108std.dgn		DRAWN -	REVISED -			-11-	4RS-4	CARROLL	35	35	
		CHECKED -	REVISED -			CONTRACT NO. 64E12					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					