

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------------|----------|--------------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 1 |
| | | ILLINOIS | CONTRACT NO. 72A65 | |

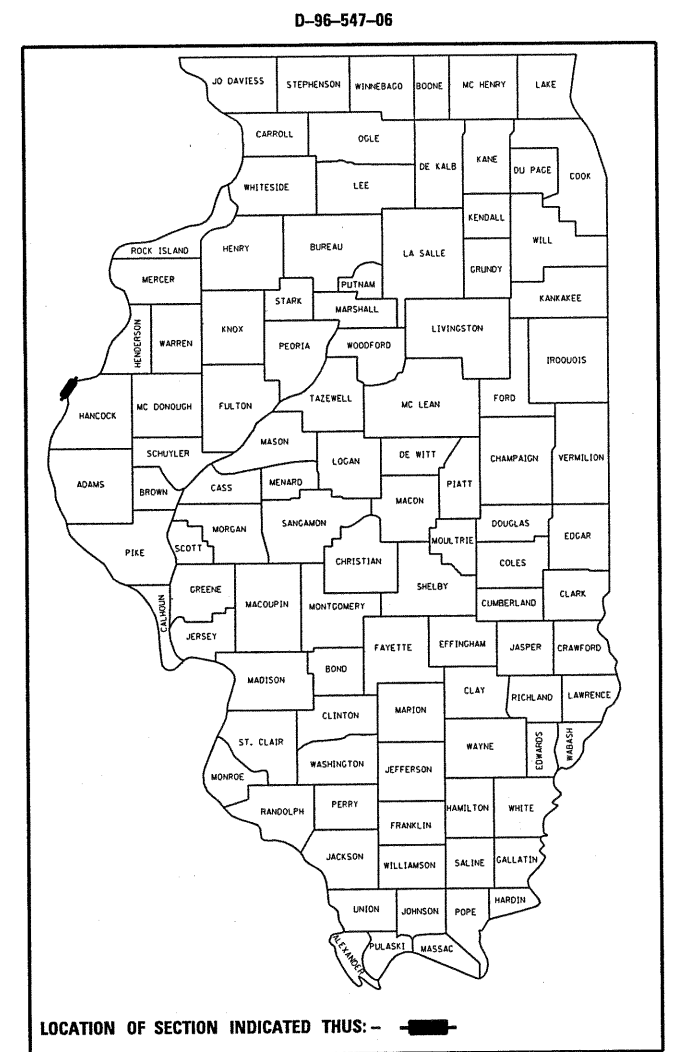
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PROPOSED
HIGHWAY PLANS**

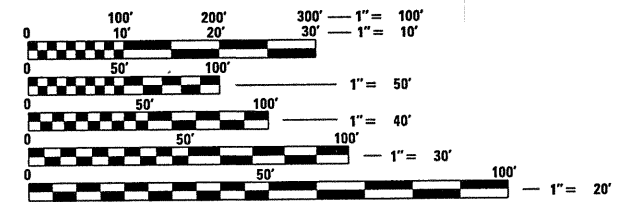
**FAP ROUTE 510 (IL 96)
SECTION 120 (B-4, B-5)
PROJECT: ACF-0510(036)
STRUCTURE RECONSTRUCTION & PAVING
HANCOCK COUNTY**

C-96-505-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

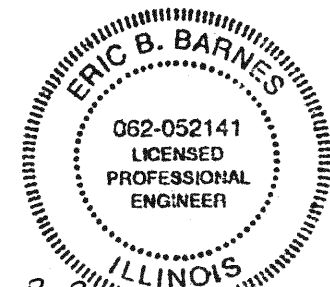
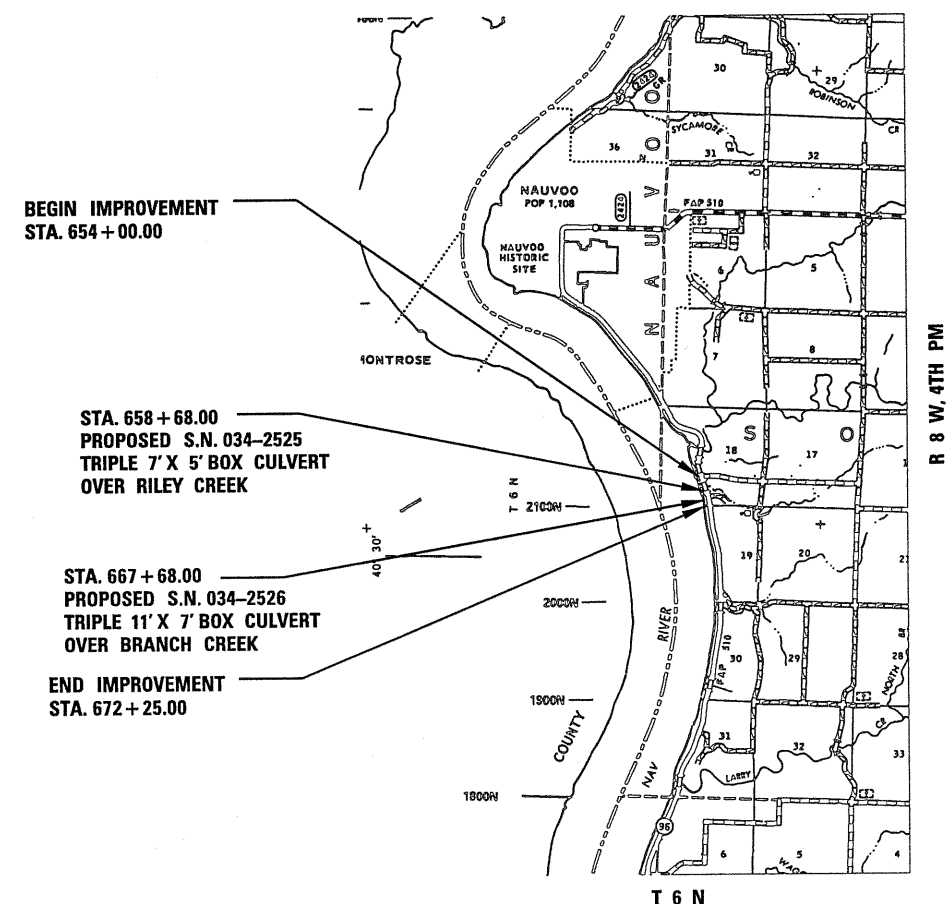


DESIGN DESIGNATION:
FAP 510
MINOR ARTERIAL (NON-URBAN)
ADT = 2655 (2021)
%SU = 4
%MU = 1



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



Eric B. Barnes 8-4-10
ERIC B. BARNES DATE
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS NO. 062-052141
LICENSE EXPIRES NOVEMBER 30, 2011

PROJECT ENGINEER: JOHN NEGANGARD (217)782-6990
SR. TEAM ENGINEER: VINCE MADONIA (217)785-9046

CONTRACT NO. 72A65

GROSS LENGTH = 0.346 MILE
NET LENGTH = 0.346 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 20 10
Rep 2 Dick
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 1 20 10
Scott E. Still PE, Inc
ACTING ENGINEER OF DESIGN AND ENVIRONMENT

October 1 20 10
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PLANS PREPARED BY:

**KLINGNER
& ASSOCIATES, P.C.**
Engineers • Architects • Surveyors

616 North 24th Street, Quincy, IL Ph (217) 223-3670 - Fax (217) 223-3683
4510 Paris Gravel Road, Hannibal, MO Ph (573) 221-8820 - Fax (573) 221-8812
510 N. 4th Street, Suite 100, Burlington, IA Ph (319) 753-1630 - Fax (319) 753-3685
49 North Prairie Street, Galena, IL Ph (815) 342-4042 - Fax (815) 341-3781
Internet Address: www.klingner.com

STATE OF ILLINOIS DESIGN FIRM # 1842738

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

INDEX OF SHEETS

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STANDARDS

| STANDARD NO. | DESCRIPTION |
|--------------|---|
| 000001-05 | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS |
| 280001-06 | TEMPORARY EROSION CONTROL SYSTEMS |
| 442201-03 | CLASS C AND D PATCHES |
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| 542301-02 | PRECAST REINFORCED CONCRETE FLARED END SECTION |
| 542401-01 | METAL END SECTION FOR PIPE CULVERTS |
| 606201-02 | TYPE B GUTTER (INLET, OUTLET & ENTRANCE) |
| 630001-08 | STEEL PLATE BEAM GUARDRAIL |
| 630101-08 | GUARDRAIL MOUNTED ON EXISTING CULVERTS |
| 635006-03 | REFLECTOR AND TERMINAL MARKER PLACEMENT |
| 635011-02 | REFLECTOR MARKER AND MOUNTING DETAILS |
| 666001-01 | RIGHT OF WAY MARKERS |
| 701001-05 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY FROM EDGE OF PAVEMENT |
| 701006-03 | OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM EDGE OF PAVEMENT |
| 701011-02 | OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY |
| 701201-03 | LANE CLOSURE, 2L, 2W, DAY ONLY |
| 701301-03 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701306-02 | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY |
| 701311-03 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS DAY ONLY |
| 701321-10 | LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER |
| 701326-03 | LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING |
| 701901-01 | TRAFFIC CONTROL DEVICES |
| 704001-05 | TEMPORARY CONCRETE BARRIER |
| 780001-02 | TYPICAL PAVEMENT MARKINGS |
| 781001-03 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |

GENERAL NOTES

1. THE NOMINAL THICKNESS FOR BINDER AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, SCHEDULES, OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESS SHALL NOT BE LESS THAN 90 PERCENT OF THE NOMINAL THICKNESS AT ANY LOCATION.
2. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION, WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED. THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
3. ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE SEEDED, FERTILIZED, AND MULCHED AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
4. DO NOT INCLUDE MULCH OR EMULSIFIED ASPHALT ON EROSION CONTROL BLANKET AREAS.
5. IN ACCORDANCE WITH STATE OF ILLINOIS P.A. 86-0674, THE CONTRACTOR IS TO NOTIFY ALL UTILITY COMPANIES NOT MORE THAN 14 DAYS NOR LESS THAN 48 HOURS (EXCLUSIVE OF SATURDAYS, SUNDAYS, AND HOLIDAYS) IN ADVANCE OF THE START OF EXCAVATION OR DEMOLITION.

J.U.L.I.E. TELEPHONE NUMBER
1-800-892-0123

KNOWN UTILITIES LOCATED WITHIN THE LIMITS OF THIS IMPROVEMENT ARE:

TELEPHONE
FRONTIER COMMUNICATIONS OF ILLINOIS
(217) 792-0205

ELECTRIC
WESTERN ILLINOIS ELECTRIC COOPERATIVE
(217) 357-3125

6. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE, AND ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATIONS, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
7. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBER IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
8. ANY 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 INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.
9. NO PASSING ZONES SHALL BE FIELD VERIFIED BY OPERATIONS, (217) 785-5312, 14 DAYS PRIOR TO FINAL PAVEMENT MARKINGS.
10. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

| LOCATION(S): | LEVEL BINDER MM | HMA SURF CSE | HMA BINDER, BASE COURSE WIDENING & PATCHING |
|---|--------------------|--------------------|---|
| MIXTURE USE(S): | PG 64-22 | PG 64-22 | PG 64-22 |
| AC/PG: | PG 64-22 | PG 64-22 | PG 64-22 |
| DESIGN AIR VOIDS: | 4.0% @ N DESIGN=50 | 4.0% @ N DESIGN=50 | 4.0% @ N DESIGN=50 |
| MIXTURE COMPOSITION (GRADATION MIXTURE) | IL 9.5 | IL 9.5 or 12.5 | IL 19.0 |
| FRICITION AGGREGATE | N/A | MIX "C" | N/A |

| LOCATION(S): | INCIDENTAL SURF | HMA SHOULDERS |
|---|--------------------|--------------------|
| MIXTURE USE(S): | PG 64-22 | PG 58-22 |
| AC/PG: | PG 64-22 | PG 58-22 |
| DESIGN AIR VOIDS: | 4.0% @ N DESIGN=50 | 2.0% @ N DESIGN=30 |
| MIXTURE COMPOSITION (GRADATION MIXTURE) | IL 9.5 or 12.5 | BAM (OTHER) |
| FRICITION AGGREGATE | MIX "C" | N/A |

RATES OF APPLICATION TABLE

| | |
|---|-----------------------------------|
| AGGREGATE (SURFACE, BASE, SUBBASE, OR BACKFILL) | 2.05 TON / CU YD |
| STONE DUMPED RIPRAP | 1.50 TON / CU YD |
| HOT-MIX ASPHALT: | |
| BITUMINOUS MATERIALS (PRIME COAT) | 0.00038 TON / SQ YD (on pavement) |
| AGGREGATE (PRIME COAT) | 0.002 TON / SQ YD |
| BINDER (112 lbs) | 0.056 TON / SQ YD • IN |
| SURFACE (112 lbs) | 0.056 TON / SQ YD • IN |

LEGEND

| | |
|--|---|
| | ITEM TO BE REMOVED |
| | TREE TO BE REMOVED |
| | EXISTING PAVEMENT, SHOULDER, OR DRIVEWAY PAVEMENT REMOVAL |
| | RIPRAP (SEE PLAN FOR CLASS & TYPE) |
| | HMA SURFACE REMOVAL |
| | HEAVY DUTY EROSION CONTROL BLANKET |

COMMITMENTS

1. THE FIELD / RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS COVERING ANY MAJOR PLAN CHANGES TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN AND ALLOW IMPROVED DESIGN FOR FUTURE PROJECTS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FOLLOWING THE REQUIREMENTS OF AN NPDES STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY FOR THIS PROJECT.

| DISTRICT SIX | | | |
|---------------------------------|---------|----|----|
| EXAMINED | JULY 26 | 20 | 10 |
| <i>Neil Walker</i> | | | |
| OPERATIONS ENGINEER | | | |
| EXAMINED | JULY 28 | 20 | 10 |
| <i>Jimmy Lee</i> | | | |
| PROJECT IMPLEMENTATION ENGINEER | | | |
| EXAMINED | JULY 12 | 20 | 10 |
| <i>ARMY</i> | | | |
| PROGRAM DEVELOPMENT ENGINEER | | | |

SUMMARY OF QUANTITIES

| CODE NO. | ITEM | SP. PROV. | UNIT | 80% FED. 20% STATE TOTAL QUANTITIES | CONSTRUCTION AND SAFETY TYPE CODE | | | | | | |
|----------|--|-----------|-------|--|-----------------------------------|------------------------------------|------------------------------------|--|--|--|--|
| | | | | | 0004 ROADWAY | 0011 STRUCTURE S.N. 034-2525 | 0011 STRUCTURE S.N. 034-2526 | | | | |
| 20200100 | EARTH EXCAVATION | . | CU YD | 1070 | 1070 | | | | | | |
| 20300100 | CHANNEL EXCAVATION | | CU YD | 534 | 534 | | | | | | |
| 20400800 | FURNISHED EXCAVATION | | CU YD | 250 | 250 | | | | | | |
| 20800150 | TRENCH BACKFILL | | CU YD | 37 | 37 | | | | | | |
| 25000200 | SEEDING, CLASS 2 | | ACRE | 1.50 | 1.50 | | | | | | |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | | POUND | 135 | 135 | | | | | | |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | | POUND | 135 | 135 | | | | | | |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | | POUND | 135 | 135 | | | | | | |
| 25000700 | AGRICULTURAL GROUND LIMESTONE | | TON | 3.0 | 3.0 | | | | | | |
| 25100115 | MULCH, METHOD 2 | | ACRE | 1.50 | 1.50 | | | | | | |
| 25100635 | HEAVY DUTY EROSION CONTROL BLANKET | | SQ YD | 135 | 135 | | | | | | |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | | POUND | 300 | 300 | | | | | | |
| 28000400 | PERIMETER EROSION BARRIER | | FOOT | 1070 | 1070 | | | | | | |
| 28000500 | INLET AND PIPE PROTECTION | | EACH | 3 | 3 | | | | | | |
| 28001000 | AGGREGATE (EROSION CONTROL) | | TON | 12 | 12 | | | | | | |
| 28100709 | STONE DUMPED RIPRAP, CLASS A5 | . | SO YD | 2304 | 2007 | 124 | 173 | | | | |
| 35101400 | AGGREGATE BASE COURSE, TYPE B | | TON | 100 | 100 | | | | | | |
| 35501324 | HOT-MIX ASPHALT BASE COURSE, 10" | . | SO YD | 2998 | 2998 | | | | | | |
| 35600708 | HOT-MIX ASPHALT BASE COURSE WIDENING, 8" | . | SO YD | 192 | 192 | | | | | | |
| 40201000 | AGGREGATE FOR TEMPORARY ACCESS | | TON | 20 | 20 | | | | | | |
| 40600200 | BITUMINOUS MATERIALS (PRIME COAT) | | TON | 4.0 | 4.0 | | | | | | |
| 40600300 | AGGREGATE (PRIME COAT) | | TON | 22 | 22 | | | | | | |
| 40600625 | LEVELING BINDER (MACHINE METHOD), N50 | | TON | 276 | 276 | | | | | | |
| 40600895 | CONSTRUCTING TEST STRIP | | EACH | 2 | 2 | | | | | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | | SO YD | 332 | 332 | | | | | | |
| 40600990 | TEMPORARY RAMP | . | SO YD | 190 | 190 | | | | | | |

| SUMMARY OF QUANTITIES | | | | | 80% FED. 20% STATE | CONSTRUCTION AND SAFETY TYPE CODE | | | | |
|-----------------------|--|-----------|------------------|------------------|-----------------------|------------------------------------|------------------------------------|--|--|--|
| CODE NO. | ITEM | SP. PROV. | UNIT | TOTAL QUANTITIES | 0004 ROADWAY | 0011 STRUCTURE S.N. 034-2525 | 0011 STRUCTURE S.N. 034-2526 | | | |
| 40603080 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | | TON | 1494 | 1494 | | | | | |
| 40603310 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 | | TON | 444 | 444 | | | | | |
| 40800050 | INCIDENTAL HOT-MIX ASPHALT SURFACING | | TON | 95 | 95 | | | | | |
| 42001300 | PROTECTIVE COAT | | SO YD | 34 | 34 | | | | | |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | | SO YD | 37 | 37 | | | | | |
| 44000100 | PAVEMENT REMOVAL | | SO YD | 139 | 139 | | | | | |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | | SO YD | 130 | 130 | | | | | |
| 44000400 | GUTTER REMOVAL | | FOOT | 440 | 440 | | | | | |
| 44004250 | PAVED SHOULDER REMOVAL | | SO YD | 1879 | 1879 | | | | | |
| 44200099 | PAVEMENT PATCHING, TYPE III, 8 INCH | | SO YD | 24 | 24 | | | | | |
| 44200101 | PAVEMENT PATCHING, TYPE IV, 8 INCH | | SO YD | 27 | 27 | | | | | |
| 48101200 | AGGREGATE SHOULDERS, TYPE B | | TON | 163 | 163 | | | | | |
| X4811300 | AGGREGATE SHOULDERS, TYPE B (SPECIAL) | . | TON | 153 | 153 | | | | | |
| 48203100 | HOT-MIX ASPHALT SHOULDERS | | TON | 686 | 686 | | | | | |
| 50100300 | REMOVAL OF EXISTING STRUCTURES NO. 1 | . | EACH | 1 | | 1 | | | | |
| 50100400 | REMOVAL OF EXISTING STRUCTURES NO. 2 | . | EACH | 1 | | | 1 | | | |
| 50105220 | PIPE CULVERT REMOVAL | * | FOOT | 126 | 126 | | | | | |
| 50200100 | STRUCTURE EXCAVATION | | CU YD | 1710 | | 690 | 1020 | | | |
| 50500105 | FURNISHING AND ERECTING STRUCTURAL STEEL | | L SUM | 1 | | | 1 | | | |
| 50800105 | REINFORCEMENT BARS | | POUND | 3580 | | 1320 | 2260 | | | |
| 51500100 | NAME PLATES | | EACH | 2 | | 1 | 1 | | | |
| 54001001 | BOX CULVERT END SECTION, CULVERT NO.1 | | EACH | 2 | | 2 | | | | |
| 54001002 | BOX CULVERT END SECTION, CULVERT NO.2 | | EACH | 2 | | | 2 | | | |
| 54020705 | PRECAST CONCRETE BOX CULVERT 7' X 5' (M273) | | FOOT | 209.0 | | 209.0 | | | | |
| 54021107 | PRECAST CONCRETE BOX CULVERT 11' X 7' (M273) | | FOOT | 210.5 | | | 210.5 | | | |
| 542A0220 | PIPE CULVERTS, CLASS A, TYPE 1 15" | | FOOT | 12 | 12 | | | | | |

Rev.

| SUMMARY OF QUANTITIES | | | | | 80% FED. 20% STATE TOTAL QUANTITIES | CONSTRUCTION AND SAFETY TYPE CODE | | | | |
|-----------------------|---|-----------|--------|--|--|------------------------------------|------------------------------------|--|--|--|
| CODE NO. | ITEM | SP. PROV. | UNIT | | 0004 ROADWAY | 0011 STRUCTURE S.N. 034-2525 | 0011 STRUCTURE S.N. 034-2526 | | | |
| 542A0229 | PIPE CULVERTS, CLASS A, TYPE 1 24" | | FOOT | | 110 | 110 | | | | |
| 542D0220 | PIPE CULVERTS, CLASS D, TYPE 1 15" | | FOOT | | 76 | 76 | | | | |
| 542D0229 | PIPE CULVERTS, CLASS D, TYPE 1 24" | | FOOT | | 48 | 48 | | | | |
| 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | | EACH | | 2 | 2 | | | | |
| 54215550 | METAL END SECTIONS 15" | * | EACH | | 1 | 1 | | | | |
| 54215559 | METAL END SECTIONS 24" | * | EACH | | 2 | 2 | | | | |
| 60300105 | FRAMES AND GRATES TO BE ADJUSTED | | EACH | | 1 | 1 | | | | |
| 60500060 | REMOVING INLETS | | EACH | | 1 | 1 | | | | |
| 60602800 | CONCRETE GUTTER, TYPE B | | FOOT | | 370 | 370 | | | | |
| * 63000001 | STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS | | FOOT | | 1162.5 | 1162.5 | | | | |
| * 63000025 | STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES | | FOOT | | 62.5 | 62.5 | | | | |
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | * | EACH | | 4 | 4 | | | | |
| 63200310 | GUARDRAIL REMOVAL | | FOOT | | 1149 | 1149 | | | | |
| 66600105 | FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS | | EACH | | 10 | 10 | | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | | CAL MO | | 9 | 9 | | | | |
| 67100100 | MOBILIZATION | | L SUM | | 1 | 1 | | | | |
| 70100450 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | * | L SUM | | 1 | 1 | | | | |
| 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | * | L SUM | | 1 | 1 | | | | |
| 70100500 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | * | L SUM | | 1 | 1 | | | | |
| 70101205 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL) | * | EACH | | 1 | 1 | | | | |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | | CAL DA | | 10 | 10 | | | | |
| 70106500 | TEMPORARY BRIDGE TRAFFIC SIGNALS | * | EACH | | 1 | 1 | | | | |
| 70106700 | TEMPORARY RUMBLE STRIP | * | EACH | | 9 | 9 | | | | |
| 70300100 | SHORT-TERM PAVEMENT MARKING | | FOOT | | 488 | 488 | | | | |
| 70300230 | TEMPORARY PAVEMENT MARKING - LINE 5" | | FOOT | | 20294 | 20294 | | | | |
| 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | | FOOT | | 68 | 68 | | | | |

* Specialty Items

| | | | | | | | | | | | | | | |
|--------------------------------------|------------------------------------|------------|-----------|---|------------------------------|---------------|----------|----------------|---------|--------|-----------------|---|----|---|
| FILE NAME : | USER NAME : laughlin1 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | |
| es:\pwork\pwork\laughlin1\0229631\Su | mary of Quantities.dgn | DRAWN - | REVISED - | | SCALE: none | SHEET NO. 30F | 4 SHEETS | STA. | TO STA. | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 5 |
| | PLOT SCALE = 100.0000 / in. | CHECKED - | REVISED - | | | | | | | | | | | |
| | PLOT DATE = Aug-10-2010 02:36:20PM | DATE - | REVISED - | | | | | | | | | | | |
| | | | | | | | | | | | | CONTRACT NO. 72A65 | | |
| | | | | | | | | | | | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | |

| SUMMARY OF QUANTITIES | | | | | 80% FED. 20% STATE TOTAL QUANTITIES | CONSTRUCTION AND SAFETY TYPE CODE | | | | |
|-----------------------|---|-----------|-----------------|--|--|-----------------------------------|-----------------------------------|--------------|--|--|
| CODE NO. | ITEM | SP. PROV. | UNIT | | 0004 ROADWAY | 001 STRUCTURE S.N. 034-2525 | 001 STRUCTURE S.N. 034-2526 | | | |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | | SO FT | | 5970 | 5970 | | | | |
| 70400100 | TEMPORARY CONCRETE BARRIER | | FOOT | | 675 | 675 | | | | |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | | FOOT | | 337.5 | 337.5 | | | | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | | EACH | | 23 | 23 | | | | |
| * 78200410 | GUARDRAIL MARKERS, TYPE A | * | EACH | | 18 | 18 | | | | |
| * 78201000 | TERMINAL MARKER - DIRECT APPLIED | * | EACH | | 4 | 4 | | | | |
| 78300100 | PAVEMENT MARKING REMOVAL | | SO FT | | 1934 | 1934 | | | | |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | | EACH | | 23 | 23 | | | | |
| Z0013798 | CONSTRUCTION LAYOUT | * | L SUM | | 1 | 1 | | | | |
| Z0030260 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | * | EACH | | 4 | 4 | | | | |
| Z0030330 | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3 | * | EACH | | 4 | 4 | | | | |
| * Z0054517 | ROCK FILL - FOUNDATION | * | TON | | 555 | | 265 | 290 | | |
| Z0073002 | TEMPORARY SOIL RETENTION SYSTEM | * | SO FT | | 360 | | 195 | 165 | | |
| Z0023602 | GRANULAR CULVERT BACKFILL | * | CU YD | | 422 | | 181 | 241 | | |
| X0327069 | TREE REMOVAL | * | L SUM | | 1 | 1 | | | | |
| X5020501 | UNDERWATER STRUCTURE EXCAVATION PROTECTION LOCATION 1 | | EACH | | 1 | | 1 | | | |
| X5020502 | UNDERWATER STRUCTURE EXCAVATION PROTECTION LOCATION 2 | | EACH | | 1 | | | 1 | | |
| X7200201 | WIDTH RESTRICTION SIGNING | * | L SUM | | 1 | 1 | | | | |
| * X7800620 | URETHANE PAVEMENT MARKING - LINE 5" | * | FOOT | | 6344 | 6344 | | | | |
| * X7800680 | URETHANE PAVEMENT MARKING - LINE 24" | * | FOOT | | 25 | 25 | | | | |
| X0358300 | REMOVE AND RELAY END SECTIONS | * | EACH | | 1 | 1 | | | | |
| X0301852 | DEWATERING STRUCTURE NO. 1 | * | EACH | | 1 | | 1 | | | |
| X0301853 | DEWATERING STRUCTURE NO. 2 | * | EACH | | 1 | | | 1 | | |

*Specialty Items

Rev.

| | | | | | | | | | | | | |
|---|------------------------------------|------------|-----------|---|-----------------------|---------------|----------|---------------|---------|---|-----------------|--------------|
| FILE NAME = | USER NAME = laughlinr1 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca:\pwwork\pwwork\laughlinr1\0229631\Su | mary of Quantities.dgn | DRAWN - | REVISED - | | SCALE: none | SHEET NO. 40F | 4 SHEETS | STA. | TO STA. | HANCOCK | 80 | 6 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | | | | | | | |
| | PLOT DATE = Aug-18-2010 02:36:20PM | DATE - | REVISED - | | | | | | | | | |
| | | | | | | | | | | CONTRACT NO. 72A65 | | |
| | | | | | | | | | | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT | | |

EARTH EXCAVATION SCHEDULE

| LOCATION | | SIDE | EARTH EXCAVATION | | EMBANKMENT | EARTHWORK BALANCE |
|-----------------------|--------|---------|------------------|---------------------------------|------------|-------------------|
| STATION TO STATION | | | EARTH EXCAVATION | EARTH EXCAVATION ADJUSTED (25%) | | |
| CU YD | | | | | | |
| PRE-STAGE 1 | | | | | | |
| FAP 510 (IL 96) | | | | | | |
| 654+00 | 659+00 | LT & RT | 85 | 65 | 5 | 60 |
| 659+00 | 665+00 | LT & RT | 80 | 60 | 10 | 50 |
| 665+00 | 670+00 | LT & RT | 40 | 30 | 45 | (15) |
| 670+00 | 672+25 | LT & RT | 10 | 5 | 15 | (10) |
| SUB-TOTAL PRE-STAGE 1 | | | 215 | 160 | 75 | 85 |
| STAGE 1 | | | | | | |
| FAP 510 (IL 96) | | | | | | |
| 654+00 | 659+00 | LT & RT | 55 | 40 | 135 | (95) |
| 659+00 | 665+00 | LT & RT | 415 | 310 | 80 | 230 |
| 665+00 | 670+00 | LT & RT | 210 | 160 | 260 | (100) |
| 670+00 | 672+25 | LT & RT | 65 | 50 | 5 | 45 |
| TR 2130 | | | | | | |
| 10+50 | 11+03 | LT & RT | 10 | 5 | 5 | 0 |
| SUB-TOTAL STAGE 1 | | | 755 | 565 | 485 | 80 |
| STAGE 2 | | | | | | |
| FAP 510 (IL 96) | | | | | | |
| 654+00 | 659+00 | LT & RT | 90 | 65 | 165 | (100) |
| 659+00 | 665+00 | LT & RT | 5 | 0 | 10 | (10) |
| 665+00 | 670+00 | LT & RT | 5 | 0 | 305 | (305) |
| 670+00 | 672+25 | LT & RT | 0 | 0 | 0 | 0 |
| SUB-TOTAL STAGE 2 | | | 100 | 65 | 480 | (415) |
| TOTALS | | | 1070 | 790 | 1040 | (250) |

RIPRAP SCHEDULE

| STATION TO STATION | | SIDE | WIDTH | RIPRAP CLASS A5 |
|---------------------------------|--------|---------|-------|-----------------|
| | | | | SQ YD |
| FAP 510 (IL 96) | | | | |
| 655+25 | 656+25 | RT | 15-25 | 254.0 |
| 658+60 | 659+00 | LT | 10 | 42.6 |
| 661+00 | 666+00 | RT | 15-19 | 1009.2 |
| 667+33 | 667+91 | LT | 10 | 62.6 |
| SPECIAL DITCH 1 (S.N. 034-2525) | | | | |
| 0+00 | 1+31 | LT & RT | 10-60 | 367.8 |
| SPECIAL DITCH 2 (S.N. 034-2526) | | | | |
| 0+00 | 1+00 | LT & RT | 20-78 | 567.7 |
| TOTALS | | | | 2304.0 |
| USE | | | | 2304 |

HEAVY DUTY EROSION CONTROL BLANKET

| STATION TO STATION | | SIDE | WIDTH | SQ YD |
|--------------------|--------|------|-------|-------|
| | | | | SQ YD |
| FAP 510 (IL 96) | | | | |
| 659+05 | 659+35 | LT | 8 | 26.7 |
| 668+00 | 669+21 | LT | 8 | 107.6 |
| TOTAL | | | | 134.2 |
| USE | | | | 135 |

EROSION CONTROL SCHEDULE

| ITEM | UNIT | TOTAL |
|-----------------------------------|-------|-------|
| TEMPORARY EROSION CONTROL SEEDING | POUND | 300 |
| PERIMETER EROSION BARRIER | FOOT | 1070 |
| INLET AND PIPE PROTECTION | EACH | 3 |
| AGGREGATE (EROSION CONTROL) | TON | 12 |

THE SCHEDULE FOR EROSION CONTROL IS AN ESTIMATED QUANTITY. IT MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THIS ESTIMATED QUANTITY SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER.

SEEDING SCHEDULE

| STATION TO STATION | SIDE | WIDTH | SEEDING CLASS 2 ACRE | FERTILIZER NUTRIENTS | | | MULCH METHOD 2 ACRE | AGRICULTURAL LIMESTONE TON | |
|--------------------|--------|-------|----------------------|----------------------|------------|-----------|---------------------|----------------------------|-----|
| | | | | NITROGEN | PHOSPHORUS | POTASSIUM | | | |
| | | | | POUND | | | | | |
| FAP 510 (IL 96) | | | | | | | | | |
| 656+20 | 657+70 | LT | 20 | 0.07 | 6.2 | 6.2 | 6.2 | 0.07 | 0.1 |
| 657+65 | 657+90 | LT | VAR | 0.01 | 0.6 | 0.6 | 0.6 | 0.01 | 0.0 |
| 658+10 | 659+85 | LT | 55 | 0.22 | 19.9 | 19.9 | 19.9 | 0.22 | 0.4 |
| 660+25 | 664+75 | LT | 35 | 0.36 | 32.5 | 32.5 | 32.5 | 0.36 | 0.7 |
| 665+00 | 666+75 | LT | 30 | 0.12 | 10.8 | 10.8 | 10.8 | 0.12 | 0.2 |
| 666+95 | 667+35 | LT | 33 | 0.03 | 2.7 | 2.7 | 2.7 | 0.03 | 0.1 |
| 667+90 | 669+40 | LT | 30 | 0.10 | 9.3 | 9.3 | 9.3 | 0.10 | 0.2 |
| 669+65 | 672+25 | LT | 25 | 0.15 | 13.4 | 13.4 | 13.4 | 0.15 | 0.3 |
| 654+00 | 655+25 | RT | 10 | 0.03 | 2.6 | 2.6 | 2.6 | 0.03 | 0.1 |
| 656+25 | 658+50 | RT | 15 | 0.08 | 7.0 | 7.0 | 7.0 | 0.08 | 0.2 |
| 659+10 | 661+00 | RT | 10 | 0.04 | 3.9 | 3.9 | 3.9 | 0.04 | 0.1 |
| 666+00 | 667+25 | RT | 15 | 0.04 | 3.9 | 3.9 | 3.9 | 0.04 | 0.1 |
| 668+00 | 671+00 | RT | 25 | 0.17 | 15.5 | 15.5 | 15.5 | 0.17 | 0.3 |
| TOTALS | | | | 1.43 | 128.4 | 128.4 | 128.4 | 1.43 | 2.9 |
| USE | | | | 1.50 | 135 | 135 | 135 | 1.50 | 3.0 |

CHANNEL EXCAVATION

| STATION TO STATION | WIDTH | CU YD |
|---------------------------------|--------|--------|
| SPECIAL DITCH 1 (S.N. 034-2525) | | |
| 0+00.0 | 1+30.5 | VARIES |
| SPECIAL DITCH 2 (S.N. 034-2526) | | |
| 0+00.0 | 1+00.4 | VARIES |
| TOTAL | | 533.4 |
| USE | | 534 |

CONCRETE GUTTER SCHEDULE

| STATION TO STATION | | SIDE | CONC GUTTER TYPE B | PROTECTIVE COAT |
|--------------------|--------|------|--------------------|-----------------|
| | | | FOOT | SQ YD |
| FAP 510 (IL 96) | | | | |
| 654+00 | 657+70 | LT | 370.0 | 33.1 |
| TOTALS | | | 370.0 | 33.1 |
| USE | | | 370 | 34 |

PIPE CULVERT SCHEDULE

| LOCATION STRUCTURE NO. | STATION | SIDE | PIPE CULVERTS | | | | PRECAST REINF CONC FLARED END SECTION | METAL END SECTIONS 15" | METAL END SECTIONS 24" | REMOVE RELAY END SECTION 24" | TRENCH BACKFILL |
|------------------------|----------|---------|---------------|-------|---------|------|---------------------------------------|------------------------|------------------------|------------------------------|-----------------|
| | | | CLASS A | | CLASS D | | | | | | |
| | | | TYPE 1 | | TYPE 1 | | | | | | |
| | | | 15" | 24" | 15" | 24" | | | | | |
| | | | FOOT | | | | EACH | | | CU YD | |
| FAP 510 (IL 96) | | | | | | | | | | | |
| 1 | 655+75.0 | RT | 12.0 | | | | | | | 1 | |
| 3 | 666+85.4 | LT | | | 76.0 | | 1 | | | | 2.1 |
| 4 | 669+50.0 | LT | | | 48.0 | | | 2 | | | 4.2 |
| TR 2130 | | | | | | | | | | | |
| 2 | 10+38.0 | LT & RT | | 110.0 | | | 2 | | | | 30.5 |
| TOTALS | | | 12.0 | 110.0 | 76.0 | 48.0 | 2 | 1 | 2 | 1 | 36.8 |
| USE | | | 12.0 | 110.0 | 76.0 | 48.0 | 2 | 1 | 2 | 1 | 37 |

FRAMES AND GRATES TO BE ADJUSTED

| STATION | SIDE | EACH |
|-----------------|------|------|
| FAP 510 (IL 96) | | |
| 655+75.5 | LT | 1 |
| TOTAL | | 1 |

ENTRANCE SCHEDULE

| STATION | SIDE | TYPE | WIDTH | AREA (SQ YD) | INCIDENTAL HMA SURFACING 3.5" | PCC DRIVEWAY PAVEMENT 6" | AGGREGATE BASE COURSE TYPE B |
|---------------|------|------|--------|--------------|-------------------------------|--------------------------|------------------------------|
| | | | | | TON | SQ YD | TON |
| | | | | | FAP 510 (IL 96) | | |
| 657+89.2 | LT | PE | VARIES | 155.0 | 30.4 | | 52.9 |
| 664+86.6 | LT | PE | 16.0 | 77.8 | 15.2 | | 26.6 |
| 666+85.4 | LT | PE | 12.0 | 36.5 | 11.7 | 36.5 | |
| 669+50.0 | LT | PE | 16.0 | 59.7 | 36.7 | | 20.4 |
| PARK ENTRANCE | | | | | | | |
| TOTALS | | | | | 94.0 | 36.5 | 99.9 |
| USE | | | | | 95 | 37 | 100 |

PAVEMENT PATCHING SCHEDULE

| STATION | SIDE | WIDTH | LENGTH | 44200099 | 44200101 |
|---------|------|-------|--------|-----------------|----------------|
| | | | | TYPE III 8 INCH | TYPE IV 8 INCH |
| | | | | SQ YD | |
| TR 2130 | | | | | |
| 10+38 | LT | 10 | 21.5 | 23.5 | |
| 10+38 | RT | 10 | 25.6 | | 27.0 |
| TOTALS | | | | 23.5 | 27.0 |
| USE | | | | 24 | 27 |

HOT-MIX ASPHALT BASE COURSE, 10''

35501324

| STATION TO STATION | SIDE | NOMINAL WIDTH | SQ YD | |
|--------------------|--------|---------------|-------|--------|
| FAP 510 (IL 96) | | | | |
| 654+00 | 654+50 | RT | 4-8 | 34.4 |
| 654+00 | 656+75 | LT | 4 | 128.3 |
| 654+50 | 658+55 | RT | 8 | 379.9 |
| 656+75 | 657+27 | LT | 4 | 24.8 |
| 657+27 | 657+75 | LT | 4-8 | 34.7 |
| 657+75 | 658+55 | LT | 8 | 77.9 |
| 658+55 | 659+05 | LT & RT | 40 | 231.1 |
| 659+05 | 667+25 | RT | 8 | 774.1 |
| 659+05 | 659+35 | LT | 8 | 29.3 |
| 660+25 | 666+17 | LT | 4 | 285.4 |
| 666+17 | 666+65 | LT | 4-8 | 37.9 |
| 666+65 | 667+25 | LT | 8 | 62.3 |
| 667+25 | 667+85 | LT & RT | 40 | 286.7 |
| 667+85 | 670+80 | RT | 8 | 294.9 |
| 667+85 | 669+70 | LT | 8 | 191.4 |
| 669+70 | 672+25 | LT | 4 | 124.8 |
| TOTAL | | | | 2997.9 |
| USE | | | | 2998 |

HOT-MIX ASPHALT BASE COURSE WIDENING, 8''

35600708

| STATION TO STATION | SIDE | NOMINAL WIDTH | SQ YD | |
|--------------------|-------|---------------|--------|-------|
| TR 2130 | | | | |
| 10+05 | 11+03 | LT | VARIES | 54.7 |
| 10+40 | 11+03 | RT | VARIES | 136.5 |
| TOTAL | | | | 191.2 |
| USE | | | | 192 |

MISCELLANEOUS PAVING ITEMS SCHEDULE

| ITEM | UNIT | TOTAL |
|-----------------------------------|-------|-------|
| TEMPORARY RAMP | SQ YD | 190 |
| AGGREGATE FOR TEMPORARY ACCESS | TON | 20 |
| BITUMINOUS MATERIALS (PRIME COAT) | TON | 4.0 |
| AGGREGATE (PRIME COAT) | TON | 22 |

THE SCHEDULE FOR MISCELLANEOUS PAVING ITEMS ARE ESTIMATED QUANTITIES. IT MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THESE ESTIMATED QUANTITIES SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER.

AGGREGATE SHOULDERS, TYPE B

48101200

| STATION TO STATION | SIDE | WIDTH | TON | |
|--------------------|--------|-------|-----|-------|
| FAP 510 (IL 96) | | | | |
| 658+17 | 659+35 | LT | 4 | 6.7 |
| 659+35 | 659+42 | LT | 4 | 1.6 |
| 660+45 | 664+71 | LT | 4 | 28.0 |
| 665+02 | 666+76 | LT | 4 | 40.1 |
| 666+95 | 668+55 | LT | 4 | 9.1 |
| 668+55 | 669+36 | LT | 4 | 32.1 |
| 669+20 | 671+01 | RT | 4 | 32.8 |
| 669+70 | 672+25 | LT | 2 | 11.7 |
| TOTAL | | | | 162.1 |
| USE | | | | 163 |

AGGREGATE SHOULDERS, TYPE B (SPECIAL)

X4811300

| STATION TO STATION | SIDE | WIDTH | TON | |
|--------------------|--------|-------|-----|-------|
| FAP 510 (IL 96) | | | | |
| 654+00 | 655+25 | RT | 4 | 7.1 |
| 655+25 | 656+25 | RT | 2 | 2.8 |
| 656+25 | 658+15 | RT | 4 | 24.2 |
| 658+15 | 659+35 | RT | 4 | 6.8 |
| 659+35 | 661+00 | RT | 4 | 26.6 |
| 661+00 | 666+00 | RT | 2 | 20.9 |
| 666+00 | 666+90 | RT | 4 | 28.6 |
| 666+90 | 668+55 | RT | 4 | 9.4 |
| 668+55 | 669+20 | RT | 4 | 26.4 |
| TOTAL | | | | 152.8 |
| USE | | | | 153 |

LEVELING BINDER (MACHINE METHOD), N50

40600625

| STATION TO STATION | SIDE | SURF WIDTH | SQ YD | TON | |
|--------------------|--------|------------|-------|--------|-------|
| FAP 510 (IL 96) | | | | | |
| 654+45 | 656+63 | LT & RT | 24.0 | 581.3 | 24.4 |
| 656+63 | 657+26 | LT & RT | 24.0 | 168.0 | 17.6 |
| 657+26 | 660+54 | LT & RT | 24.0 | 874.7 | 36.7 |
| 660+54 | 662+15 | LT & RT | 24.0 | 429.3 | 45.1 |
| 662+15 | 664+33 | LT & RT | 24.0 | 581.3 | 24.4 |
| 664+33 | 665+13 | LT & RT | 24.0 | 213.3 | 22.4 |
| 665+13 | 670+48 | LT & RT | 24.0 | 1426.7 | 59.9 |
| 670+48 | 671+03 | LT & RT | 24.0 | 146.7 | 15.4 |
| 671+03 | 671+80 | LT & RT | 24.0 | 205.3 | 8.6 |
| TR 2130 | | | | | |
| 10+14 | 10+22 | LT & RT | VAR | 100.0 | 4.2 |
| 10+22 | 10+30 | LT & RT | VAR | 75.0 | 7.9 |
| 10+30 | 10+58 | LT & RT | VAR | 214.7 | 9.0 |
| TOTAL | | | | | 275.7 |
| USE | | | | | 276 |

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

40600982

| STATION TO STATION | SIDE | WIDTH | SQ YD | |
|--------------------|--------|---------|-------|-------|
| FAP 510 (IL 96) | | | | |
| 654+00 | 654+30 | LT & RT | 32 | 106.7 |
| 671+95 | 672+25 | LT & RT | 32 | 106.7 |
| TR 2130 | | | | |
| 10+73 | 11+03 | LT & RT | VAR | 118.4 |
| TOTAL | | | | 331.7 |
| USE | | | | 332 |

HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50

40603080

| STATION TO STATION | SIDE | SURF WIDTH | SQ YD | TON | |
|--------------------|--------|------------|-------|-------|--------|
| FAP 510 (IL 96) | | | | | |
| 657+26 | 658+15 | LT & RT | 24.0 | 237.3 | 59.8 |
| 658+15 | 658+55 | LT & RT | 40.0 | 177.8 | 74.7 |
| 658+55 | 659+05 | LT & RT | 40.0 | 222.2 | 96.4 |
| 659+05 | 659+35 | LT & RT | 40.0 | 133.3 | 54.1 |
| 659+35 | 660+54 | LT & RT | 24.0 | 317.3 | 84.4 |
| 665+13 | 666+90 | LT & RT | 24.0 | 472.0 | 204.8 |
| 666+90 | 667+30 | LT & RT | 40.0 | 177.8 | 139.4 |
| 667+30 | 667+85 | LT & RT | 40.0 | 244.4 | 212.2 |
| 667+85 | 668+55 | LT & RT | 40.0 | 311.1 | 278.8 |
| 668+55 | 670+48 | LT & RT | 24.0 | 514.7 | 266.6 |
| TR 2130 | | | | | |
| 10+14 | 10+22 | LT & RT | VAR | 100.0 | 22.4 |
| TOTAL | | | | | 1493.6 |
| USE | | | | | 1494 |

HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

40603310

| STATION TO STATION | SIDE | SURF WIDTH | SQ YD | TON | |
|--------------------|--------|------------|-------|--------|-------|
| FAP 510 (IL 96) | | | | | |
| 654+00 | 654+30 | LT & RT | 24.0 | 80.0 | 6.7 |
| 654+30 | 654+45 | LT & RT | 24.0 | 40.0 | 4.2 |
| 654+45 | 671+80 | LT & RT | 24.0 | 4626.7 | 388.6 |
| 671+80 | 671+95 | LT & RT | 24.0 | 40.0 | 4.2 |
| 671+95 | 672+25 | LT & RT | 24.0 | 80.0 | 6.7 |
| TR 2130 | | | | | |
| 10+14 | 10+58 | LT & RT | VAR | 389.7 | 32.7 |
| TOTAL | | | | | 443.2 |
| USE | | | | | 444 |

HOT-MIX ASPHALT SHOULDERS

48203100

| STATION TO STATION | SIDE | SURFACE WIDTH | SQ YD | TON | |
|--------------------|--------|---------------|-------|-------|-------|
| FAP 510 (IL 96) | | | | | |
| 654+00 | 654+50 | RT | 4-8 | 33.3 | 4.2 |
| 654+00 | 657+27 | LT | 4 | 145.3 | 20.3 |
| 654+50 | 658+15 | RT | 8 | 324.4 | 66.3 |
| 657+27 | 657+75 | LT | 4-8 | 32 | 10.8 |
| 657+75 | 658+15 | LT | 8 | 35.6 | 15.9 |
| 658+15 | 659+35 | RT | 8 | 106.7 | 13.4 |
| 658+15 | 658+99 | LT | 8 | 74.7 | 9.4 |
| 658+99 | 659+38 | LT | 0-8 | 17.3 | 2.2 |
| 659+35 | 666+90 | RT | 8 | 671.1 | 190.5 |
| 660+49 | 660+69 | LT | 0-4 | 4.4 | 1.2 |
| 660+69 | 666+17 | LT | 4 | 243.6 | 48.6 |
| 666+17 | 666+65 | LT | 4-8 | 32 | 22.4 |
| 666+65 | 666+90 | LT | 8 | 22.2 | 18.7 |
| 666+90 | 668+55 | RT | 8 | 146.7 | 18.5 |
| 666+90 | 668+55 | LT | 8 | 146.7 | 18.5 |
| 668+55 | 670+79 | RT | 8 | 199.1 | 109 |
| 668+55 | 669+68 | LT | 8 | 100.4 | 73.5 |
| 669+68 | 672+25 | LT | 4 | 114.2 | 23.4 |
| 670+79 | 672+25 | RT | 4 | 64.9 | 9.1 |
| TR 2130 | | | | | |
| 10+00 | 11+03 | LT | 4 | 47.7 | 5.3 |
| 10+53 | 11+03 | RT | 4 | 38.0 | 4.1 |
| TOTAL | | | | | 685.2 |
| USE | | | | | 686 |

PAVEMENT REMOVAL

44000100

| STATION TO STATION | SIDE | WIDTH | SQ YD |
|--------------------|--------|---------|-------|
| FAP 510 (IL 96) | | | |
| 658+80 | 659+05 | LT & RT | 24 |
| 667+25 | 667+52 | LT & RT | 24 |
| TOTAL | | | 138.7 |
| USE | | | 139 |

DRIVEWAY PAVEMENT REMOVAL

44000200

| STATION | SIDE | TYPE | MATERIAL | SQ YD |
|-----------------|------|------|----------|-------|
| FAP 510 (IL 96) | | | | |
| 666+85.4 | LT | PE | CONC/HMA | 36.6 |
| 669+50.0 | LT | PE | HMA | 93.1 |
| TOTAL | | | | 129.7 |
| USE | | | | 130 |

GUTTER REMOVAL

44000400

| STATION TO STATION | SIDE | FOOT |
|--------------------|--------|-------|
| FAP 510 (IL 96) | | |
| 654+00 | 658+40 | LT |
| TOTAL | | 440.0 |
| USE | | 440 |

PAVED SHOULDER REMOVAL

44004250

| STATION TO STATION | SIDE | WIDTH | SQ YD |
|--------------------|--------|-------|---------|
| FAP 510 (IL 96) | | | |
| 654+00 | 658+56 | RT | 4 & VAR |
| 658+80 | 667+52 | RT | 4 & VAR |
| 667+84 | 670+80 | RT | 8 & VAR |
| 654+00 | 658+56 | LT | 4 & VAR |
| 658+80 | 659+35 | LT | 8 & VAR |
| 660+23 | 665+40 | LT | 4 & VAR |
| 665+40 | 667+52 | LT | 8 & VAR |
| 667+84 | 669+08 | LT | 8 & VAR |
| 669+08 | 672+25 | LT | 4 & VAR |
| TOTAL | | | 1878.9 |
| USE | | | 1879 |

PIPE CULVERT REMOVAL SCHEDULE

50105220

| STATION | SIDE | OFFSET | DESCRIPTION | FOOT |
|-----------------|---------|--------|-------------|-------|
| FAP 510 (IL 96) | | | | |
| 658+44.4 | LT | 22.9 | 12" CMP | 12.0 |
| 666+81.1 | LT | 26.3 | 15" CMP | 28.4 |
| 668+77.9 | LT | 44.2 | 12" CMP | 20.6 |
| TR 2130 | | | | |
| 10+36.9 | LT & RT | N/A | 24" CMP | 64.5 |
| TOTAL | | | | 125.5 |
| USE | | | | 126 |

REMOVING INLETS

60500060

| STATION | SIDE | OFFSET | EACH |
|-----------------|------|--------|------|
| FAP 510 (IL 96) | | | |
| 658+39.6 | LT | 17.8 | 1 |
| TOTAL | | | 1 |

GUARDRAIL SCHEDULE

| STATION TO STATION | SIDE | GUARDRAIL REMOVAL | 63200310 | 63000001 | 63000025 | 63100167 | 78200410 | 78201000 |
|--------------------|----------|----------------------|-----------------------------|---|---|--------------------------------|---------------------------------------|----------|
| | | | SPBGR TYPE A 6' POSTS | SPBGR TYPE A ATTACHED TO STRUCTURES | TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) | GUARDRAIL MARKERS TYPE A | TERMINAL MARKERS DIRECT APPLIED | |
| | | FOOT | | | EACH | | | |
| FAP 510 (IL 96) | | | | | | | | |
| 654+58.1 | 660+26.9 | RT | 475.5 | 443.75 | 25.0 | 2 | 7 | 2 |
| 658+25.9 | 659+35.1 | LT | 81.4 | | | | | |
| 660+58.6 | 669+14.9 | RT | 402.5 | 718.75 | 37.5 | 2 | 11 | 2 |
| 667+01.2 | 669+22.2 | LT | 188.7 | | | | | |
| TOTALS | | | 1148.1 | 1162.50 | 62.5 | 4 | 18 | 4 |
| USE | | | 1149 | 1162.50 | 62.5 | 4 | 18 | 4 |

FURNISHING AND ERECTING ROW MARKERS

66600105

| STATION | SIDE | OFFSET | EACH |
|-----------------|------|--------|------|
| FAP 510 (IL 96) | | | |
| 657+50.00 | LT | 40.00 | 1 |
| 658+50.00 | LT | 100.00 | 1 |
| 659+88.19 | LT | 100.00 | 1 |
| 660+59.49 | LT | 100.00 | 1 |
| 661+00.00 | LT | 59.10 | 1 |
| 666+90.50 | LT | 51.29 | 1 |
| 667+27.74 | LT | 61.60 | 1 |
| 667+27.74 | LT | 100.00 | 1 |
| 668+00.00 | LT | 100.00 | 1 |
| 668+85.00 | LT | 48.83 | 1 |
| TOTAL | | | 10 |

PAVEMENT MARKING REMOVAL

78300100

| STATION TO STATION | SIDE | DESCRIPTION | SQ FT |
|--------------------|----------|-------------|------------|
| FAP 510 9IL 96) | | | |
| 654+27.0 | 658+15.0 | CL | NO-PASSING |
| 654+27.0 | 658+15.0 | CL | SKIP-DASH |
| 656+00.0 | 670+00.0 | RT | EDGE LINE |
| 657+00.0 | 658+15.0 | LT | EDGE LINE |
| 659+35.0 | 664+75.0 | CL | NO-PASSING |
| 659+35.0 | 662+00.0 | CL | SKIP-DASH |
| 662+00.0 | 666+90.0 | CL | NO-PASSING |
| 664+75.0 | 666+90.0 | CL | SKIP-DASH |
| 665+81.0 | 666+90.0 | LT | EDGE LINE |
| 668+55.0 | 672+03.5 | CL | SKIP-DASH |
| 668+55.0 | 672+03.5 | CL | NO-PASSING |
| 668+55.0 | 670+11.5 | LT | EDGE LINE |
| TOTAL | | | 1933.5 |
| USE | | | 1934 |

URETHANE PAVEMENT MARKING - LINE 5"

X7800620

| STATION TO STATION | SIDE | DESCRIPTION | WHITE | YELLOW |
|--------------------|----------|-------------|------------|--------|
| | | | FOOT | |
| FAP 510 (IL 96) | | | | |
| 654+00.0 | 658+98.7 | LT | EDGE LINE | 498.7 |
| 654+00.0 | 672+25.0 | RT | EDGE LINE | 1825.0 |
| 654+00.0 | 664+75.0 | CL | NO-PASSING | 1075.0 |
| 654+00.0 | 662+00.0 | CL | SKIP-DASH | 200.0 |
| 660+69.0 | 672+25.0 | LT | EDGE LINE | 1156.0 |
| 662+00.0 | 672+25.0 | CL | NO-PASSING | 1025.0 |
| 664+75.0 | 672+25.0 | CL | SKIP-DASH | 190.0 |
| TR 2130 | | | | |
| 10+00.0 | 11+02.9 | LT | EDGE LINE | 145.0 |
| 10+58.7 | 11+02.9 | RT | EDGE LINE | 105.0 |
| 10+39.0 | 11+02.9 | CL | NO-PASSING | 123.9 |
| TOTALS | | | | 3729.7 |
| USE | | | | 6344 |

URETHANE PAVEMENT MARKING - LINE 24"

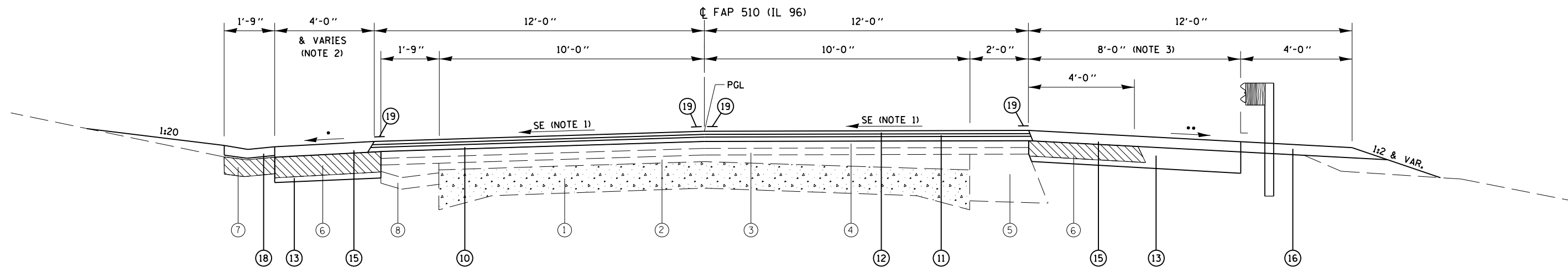
X7800680

| STATION | SIDE | DESCRIPTION | FOOT |
|---------|------|-------------|------|
| TR 2130 | | | |
| 10+39.0 | LT | STOP BAR | 25.3 |
| TOTAL | | | 25.3 |
| USE | | | 25 |

TREE REMOVAL SCHEDULE (FOR INFORMATION ONLY)

| STATION TO STATION | SIDE | OFFSET | UNITS | AREA |
|--------------------|----------|--------|------------|------|
| | | | DIAMETER | ACRE |
| UNIT | | | | |
| FAP 510 (IL 96) | | | | |
| 654+75.6 | RT | 34.1 | 60 | |
| 654+96.8 | RT | 35.5 | 60 | |
| 655+12.9 | RT | 35.0 | 40 | |
| 656+10.0 | RT | 32.9 | 36 | |
| 656+14.7 | RT | 21.0 | 24 | |
| 656+29.3 | RT | 36.4 | 30 | |
| 656+33.6 | RT | 36.4 | 18 | |
| 656+41.0 | RT | 37.1 | 18 | |
| 656+54.1 | RT | 23.7 | 24 | |
| 656+76.1 | RT | 26.9 | 24 | |
| 657+65.0 | 657+90.0 | LT | | 0.01 |
| 658+05.0 | 659+90.0 | LT | | 0.18 |
| 658+79.3 | RT | 165.8 | 15 | |
| 658+84.7 | RT | 73.9 | 30 | |
| 658+96.1 | RT | 66.9 | 42 | |
| 665+00.0 | 666+25.0 | LT | | 0.03 |
| 665+90.8 | LT | 37.4 | 18 | |
| 667+60.0 | 669+25.0 | LT | | 0.06 |
| 668+25.3 | RT | 27.6 | 18 | |
| 668+27.7 | RT | 31.0 | 36 | |
| 668+37.4 | RT | 27.8 | 12 | |
| 668+41.1 | RT | 31.8 | 36 | |
| 668+56.4 | RT | 28.4 | 12 | |
| 668+57.2 | RT | 35.0 | 30 | |
| TOTALS | | | 583 | 0.27 |
| USE | | | 1 LUMP SUM | |

THE SCHEDULE FOR TREE REMOVAL IS FOR INFORMATION ONLY. IT CONSISTS OF ESTIMATED QUANTITIES THAT MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THIS ESTIMATED QUANTITY SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER. NOTE THAT THE CONTRACT UNIT PRICE FOR TREE REMOVAL IS PER LUMP SUM.



PROPOSED TYPICAL SECTION
STA. 654+00.00 TO STA. 657+75.00

NOTES:

- 1) MATCH EXISTING AND SEE SUPERELEVATION TABLES.
- 2) HMA SHOULDER WIDTH VARIES FROM 4' TO 8' FROM STA. 657+27.00 TO STA. 657+75.00.
- 3) HMA SHOULDER WIDTH VARIES FROM 4' TO 8' FROM STA. 654+00.00 TO STA. 654+50.00.

SE NOTES:

- 4% OR SE WHICHEVER IS GREATER.
- 4% OR 8% BREAKOVER WHICHEVER IS LESS.

EXISTING LEGEND

- ① EX. PCC PAVEMENT, 9-6-9
- ② EX. LEVELING BINDER, 1"±
- ③ EX. HMA BINDER COURSE 1¾"
- ④ EX. HMA SURFACE COURSE 1¼"
- ⑤ EX. HMA BASE COURSE WIDENING 9"
- ⑥ EX. HMA SHOULDER 6"
- ⑦ EX. TYPE B GUTTER
- ⑧ EX. GUTTER
- ⑨ EX. HMA PAVEMENT

PROPOSED LEGEND

- ⑩ PR. HMA BINDER COURSE, VAR (2¼" MIN.)
- ⑪ PR. LEVELING BINDER (MACHINE METHOD), ¾" & VAR.
- ⑫ PR. HMA SURFACE COURSE, 1½"
- ⑬ PR. HMA BASE COURSE, 10" (ANY WIDTH)
- ⑭ PR. HMA BASE COURSE WIDENING, 8" (ANY WIDTH)
- ⑮ PR. HMA SHOULDERS, 2¼" & VAR.
- ⑯ PR. AGGREGATE SHOULDERS, TYPE B, SPL, 2¼" & VAR.
- ⑰ PR. AGGREGATE SHOULDERS, TYPE B, 2¼" & VAR.
- ⑱ PR. TYPE B GUTTER
- ⑲ PR. URETHANE PAVEMENT MARKING

▨ ITEM TO BE REMOVED

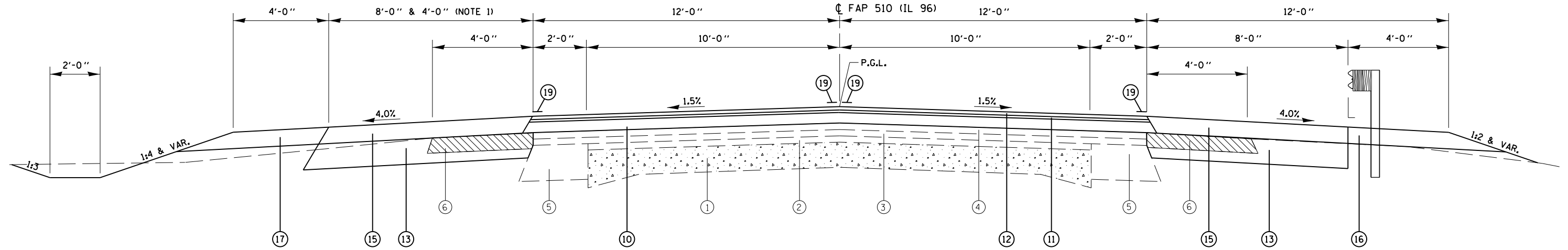
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| | PLOT DATE = 8/9/2010 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
FAP 510 (IL 96)

SCALE: none SHEET NO. 1 OF 3 SHEETS STA. TO STA.

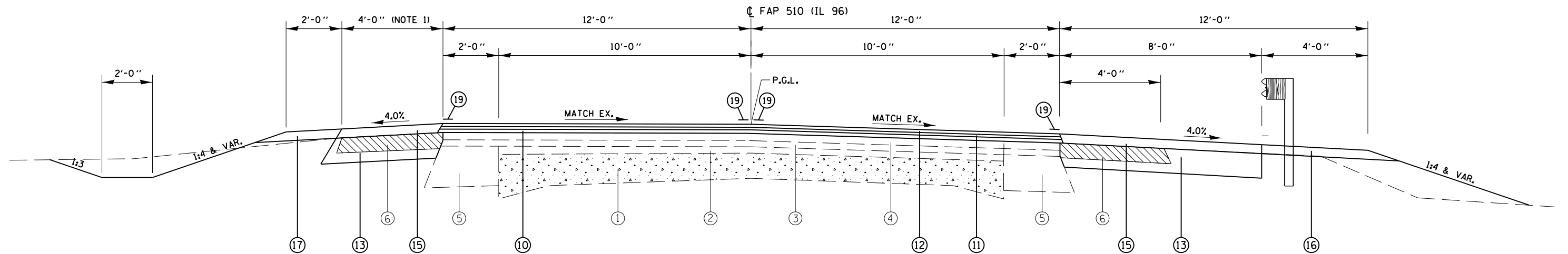
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|---------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 10 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



PROPOSED TYPICAL SECTION
STA. 657+75.00 TO STA. 668+66.11

NOTES:

- 1) HMA SHOULDER WIDTH IS 8' FROM STA. 657+75.00 TO STA. 659+35.00.
- HMA SHOULDER WIDTH IS 4' FROM STA. 660+23.00 TO STA. 666+17.00.
- HMA SHOULDER WIDTH VARIES FROM STA. 666+17.00 TO STA. 666+65.00
- HMA SHOULDER WIDTH IS 8' FROM STA. 666+65.00 TO STA. 669+68.00.



PROPOSED TYPICAL SECTION
STA. 668+66.11 TO STA. 672+25.00

NOTES:

- 1) HMA SHOULDER WIDTH IS 8' FROM TO STA. 669+68.00.
- HMA SHOULDER WIDTH IS 4' FROM STA. 669+68.00 TO STA. 672+25.00.
- 2) PR GUARDRAIL ENDS AT STA. 669+14.00.
- 3) THE EXISTING HMA SHOULDER REMOVAL ENDS AT STA. 670+79.20 (RIGHT SIDE).

EXISTING LEGEND

- ① EX. PCC PAVEMENT, 9-6-9
- ② EX. LEVELING BINDER, 1"±
- ③ EX. HMA BINDER COURSE 1 3/4"
- ④ EX. HMA SURFACE COURSE 1 1/4"
- ⑤ EX. HMA BASE COURSE WIDENING 9"
- ⑥ EX. HMA SHOULDER 6"
- ⑦ EX. TYPE B GUTTER
- ⑧ EX. GUTTER
- ⑨ EX. HMA PAVEMENT

PROPOSED LEGEND

- ⑩ PR. HMA BINDER COURSE, VAR (2 1/4" MIN.)
- ⑪ PR. LEVELING BINDER (MACHINE METHOD), 3/4" & VAR.
- ⑫ PR. HMA SURFACE COURSE, 1 1/2"
- ⑬ PR. HMA BASE COURSE, 10" (ANY WIDTH)
- ⑭ PR. HMA BASE COURSE WIDENING, 8" (ANY WIDTH)
- ⑮ PR. HMA SHOULDERS, 2 1/4" & VAR.
- ⑯ PR. AGGREGATE SHOULDERS, TYPE B, SPL, 2 1/4" & VAR.
- ⑰ PR. AGGREGATE SHOULDERS, TYPE B, 2 1/4" & VAR.
- ⑱ PR. TYPE B GUTTER
- ⑲ PR. URETHANE PAVEMENT MARKING

▨ ITEM TO BE REMOVED

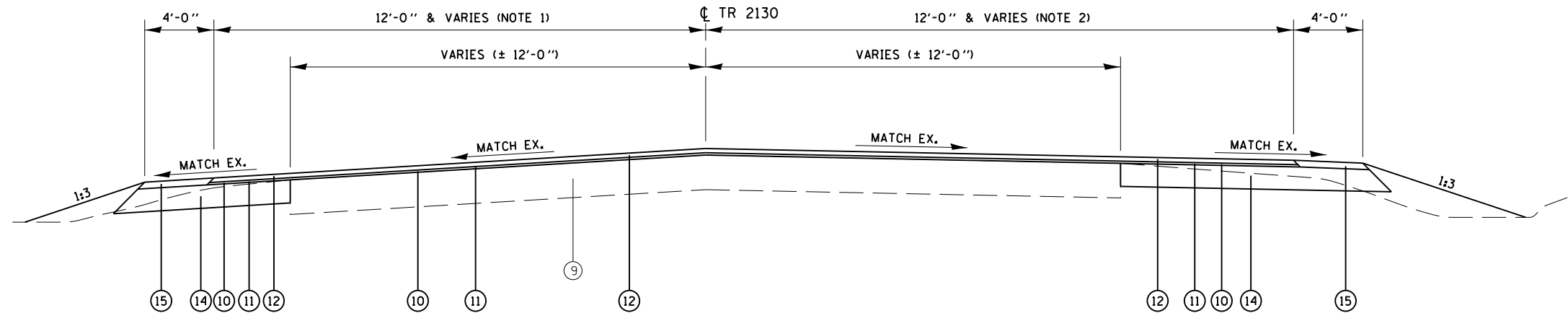
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
FAP 510 (IL 96)

SCALE: none SHEET NO. 20F 3 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|---------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 11 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



PROPOSED TYPICAL SECTION (TR 2130)

STA. 10+13.57 TO STA. 11+02.86

NOTES:

- 1) WIDTH VARIES FROM 12' TO APPROXIMATELY 65'.
- 2) WIDTH VARIES FROM 12' TO APPROXIMATELY 85'.

EXISTING LEGEND

- ① EX. PCC PAVEMENT, 9-6-9
- ② EX. LEVELING BINDER, 1"±
- ③ EX. HMA BINDER COURSE 1¾"
- ④ EX. HMA SURFACE COURSE 1¼"
- ⑤ EX. HMA BASE COURSE WIDENING 9"
- ⑥ EX. HMA SHOULDER 6"
- ⑦ EX. TYPE B GUTTER
- ⑧ EX. GUTTER
- ⑨ EX. HMA PAVEMENT

PROPOSED LEGEND

- ⑩ PR. HMA BINDER COURSE, VAR (2¼" MIN.)
- ⑪ PR. LEVELING BINDER (MACHINE METHOD), ¾" & VAR.
- ⑫ PR. HMA SURFACE COURSE, 1½"
- ⑬ PR. HMA BASE COURSE, 10" (ANY WIDTH)
- ⑭ PR. HMA BASE COURSE WIDENING, 8" (ANY WIDTH)
- ⑮ PR. HMA SHOULDERS, 2¼" & VAR.
- ⑯ PR. AGGREGATE SHOULDERS, TYPE B, SPL, 2¼" & VAR.
- ⑰ PR. AGGREGATE SHOULDERS, TYPE B, 2¼" & VAR.
- ⑱ PR. TYPE B GUTTER
- ⑲ PR. URETHANE PAVEMENT MARKING

ITEM TO BE REMOVED

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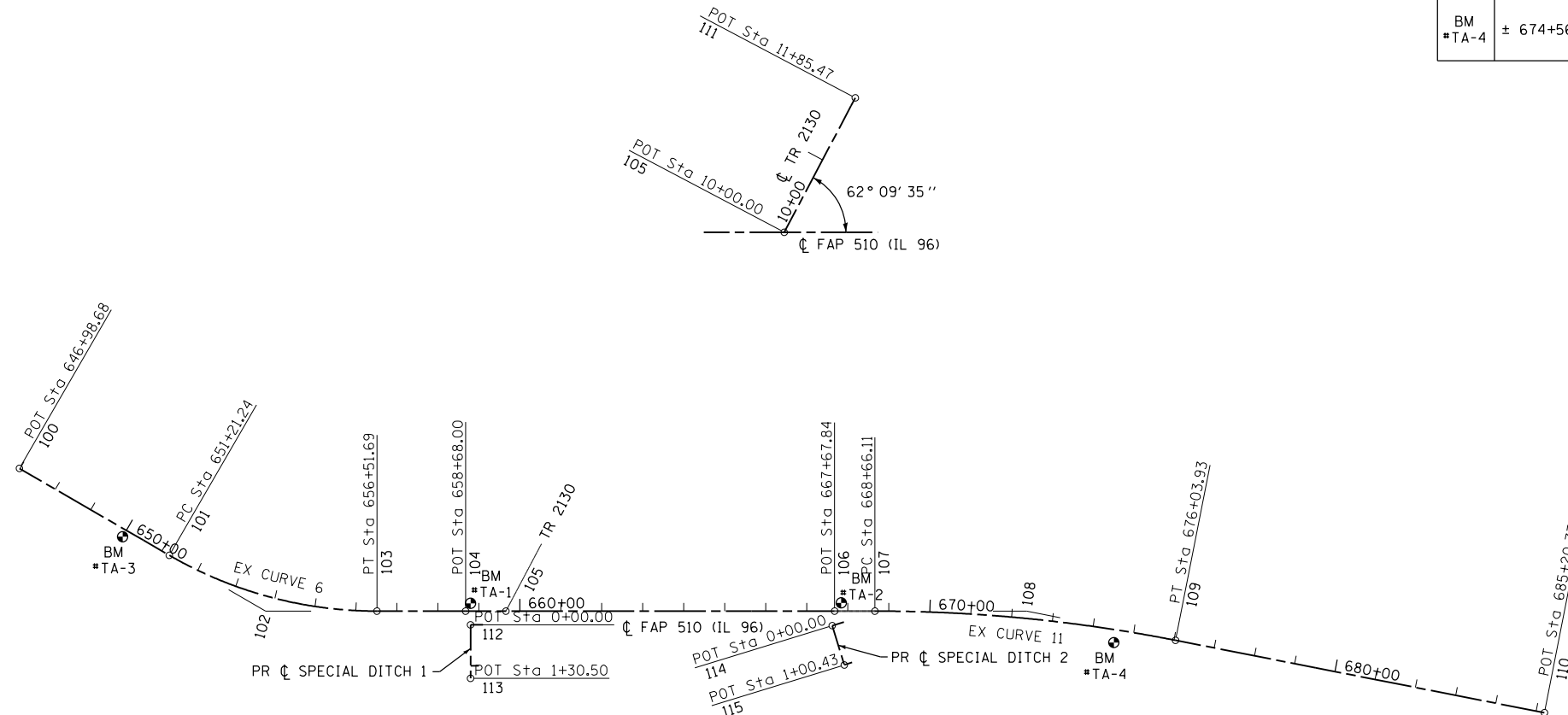
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
TR 2130**

SCALE: none SHEET NO. 30F 3 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|---------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 12 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

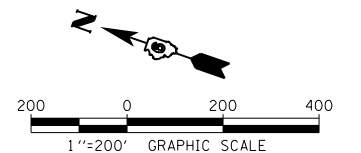
| BENCHMARKS | | | |
|-------------|--------------------|-----------|--|
| MARK | STATION/OFFSET | ELEVATION | DESCRIPTION |
| BM #TA-1 | ± 658+80, 19.0' LT | 524.13 | CHISELED "□" SOUTH EAST CORNER BRIDGE SN 034-0022 |
| BM #TA-2 | ± 667+84, 20.0' LT | 524.56 | FOUND RAILROAD SPIKE FLUSH TOP OF WEST WALL SOUTH EAST CORNER SN 034-0023 |
| BM #TA-3 | ± 650+00, 17.8' RT | 543.92 | CHISELED "□" IN FLOW LINE OF GUTTER OUTLET, WEST SIDE OF IL 96 & ± 855 FT NORTH OF SN 034-0022 |
| BM #TA-4 | ± 674+56, 31.5' RT | 526.16 | CHISELED "□" IN NE CORNER OF CONC PAD PICNIC TABLE WEST SIDE OF IL 96 ± 100 FT NORTH OF PT 676+03.93 |



EXIST. CURVE 6
 102 PI STA. = 653+92.74
 Δ = 30° 05' 47" (LT)
 D = 05° 40' 25"
 R = 1,009.86'
 T = 271.50'
 L = 530.46'
 E = 35.86'
 101 P.C. STA. = 651+21.24
 103 P.T. STA. = 656+51.69

EXIST. CURVE 11
 108 PI STA. = 672+36.18
 Δ = 11° 06' 28" (RT)
 D = 01° 30' 20"
 R = 3,805.84'
 T = 370.07'
 L = 737.82'
 E = 17.95'
 107 P.C. STA. = 668+66.11
 109 P.T. STA. = 676+03.93

| CONTROL POINTS | | |
|----------------|----------------|----------------|
| POINT | NORTHING | EASTING |
| 100 | 1,403,879.7094 | 1,965,026.1743 |
| 101 | 1,403,464.9498 | 1,964,945.3784 |
| 102 | 1,403,198.4590 | 1,964,893.4656 |
| 103 | 1,402,941.8636 | 1,964,982.1845 |
| 104 | 1,402,737.4284 | 1,965,052.8688 |
| 105 | 1,402,644.6527 | 1,965,084.9463 |
| 106 | 1,401,886.9895 | 1,965,346.9113 |
| 107 | 1,401,794.1143 | 1,965,379.0233 |
| 108 | 1,401,444.3600 | 1,965,499.9521 |
| 109 | 1,401,077.8605 | 1,965,551.2343 |
| 110 | 1,400,169.8619 | 1,965,678.2854 |
| 111 | 1,402,616.3842 | 1,965,268.2449 |
| 112 | 1,402,712.1430 | 1,965,025.1282 |
| 113 | 1,402,672.4991 | 1,964,901.7922 |
| 114 | 1,401,880.9087 | 1,965,311.4517 |
| 115 | 1,401,821.6580 | 1,965,230.3616 |



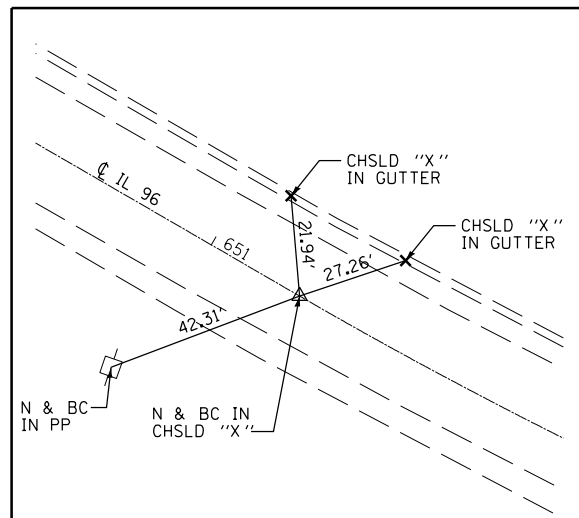
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| | PLOT DATE = 8/9/2010 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

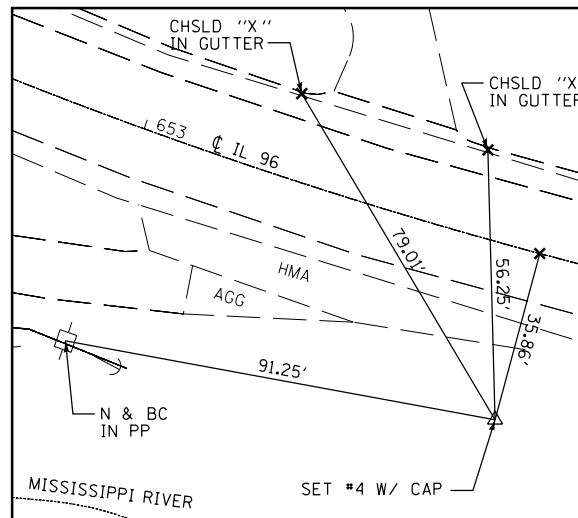
ALIGNMENT & BENCHMARK DATA

SCALE: 1"=200' SHEET NO. 1 OF 1 SHEETS

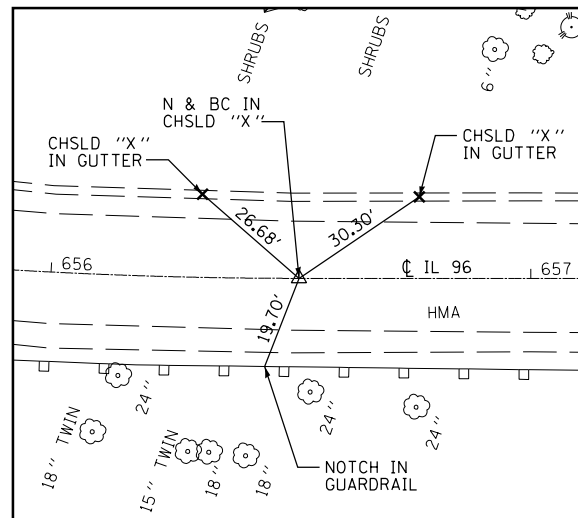
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 13 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



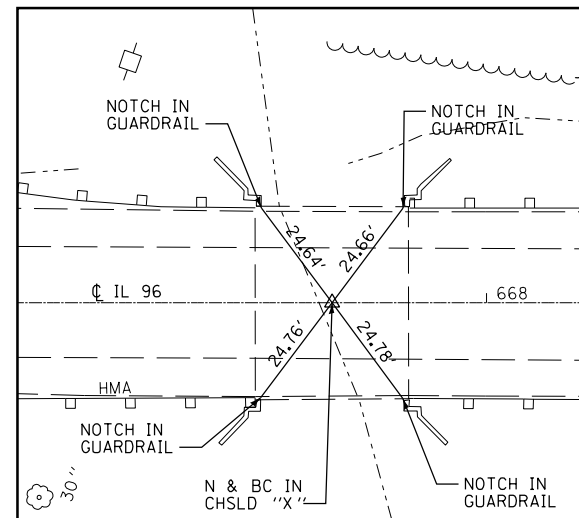
FAP 510 (IL 96) PC STA 651+21.24
 N 1,403,464.95 E 1,964,945.38



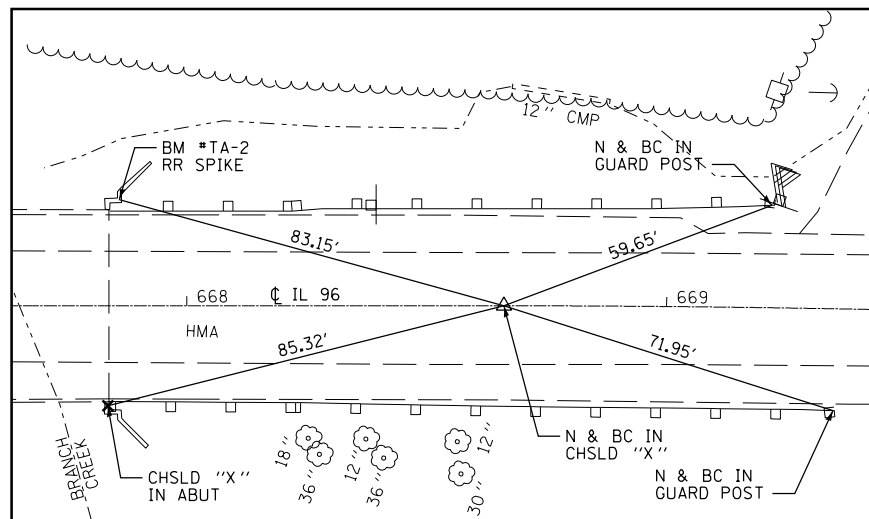
FAP 510 (IL 96) PI STA 653+92.74
 N 1,403,198.46 E 1,964,893.47



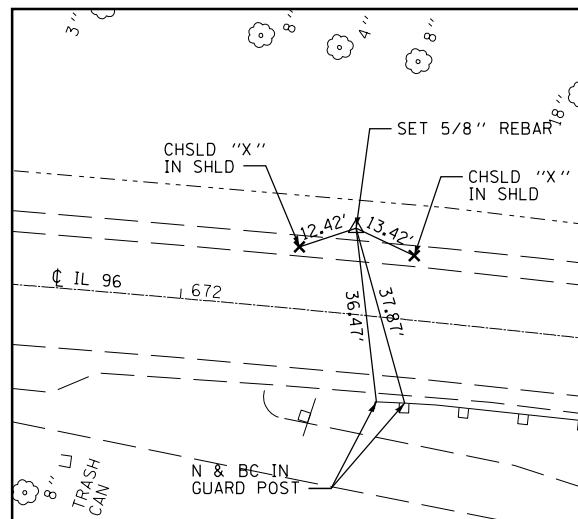
FAP 510 (IL 96) PT STA 656+51.69
 N 1,402,941.86 E 1,964,982.18



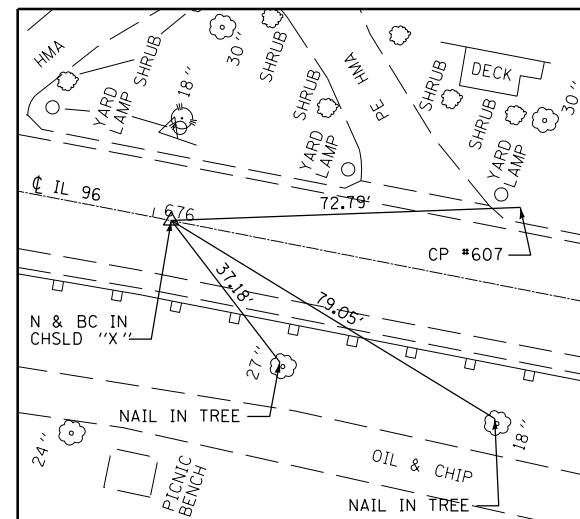
FAP 510 (IL 96) POT STA 667+67.84
 N 1,401,886.99 E 1,965,346.91



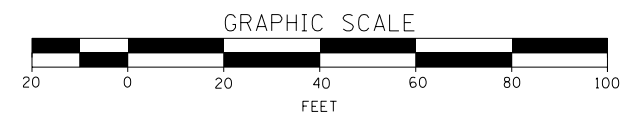
FAP 510 (IL 96) PC STA 668+66.11
 N 1,401,794.11 E 1,965,379.02



FAP 510 (IL 96) PI STA 672+36.18
 N 1,401,444.36 E 1,965,499.95



FAP 510 (IL 96) PT STA 676+03.93
 N 1,401,077.86 E 1,965,551.23



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| | PLOT DATE = 8/9/2010 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

HORIZONTAL CONTROL TIES

SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS

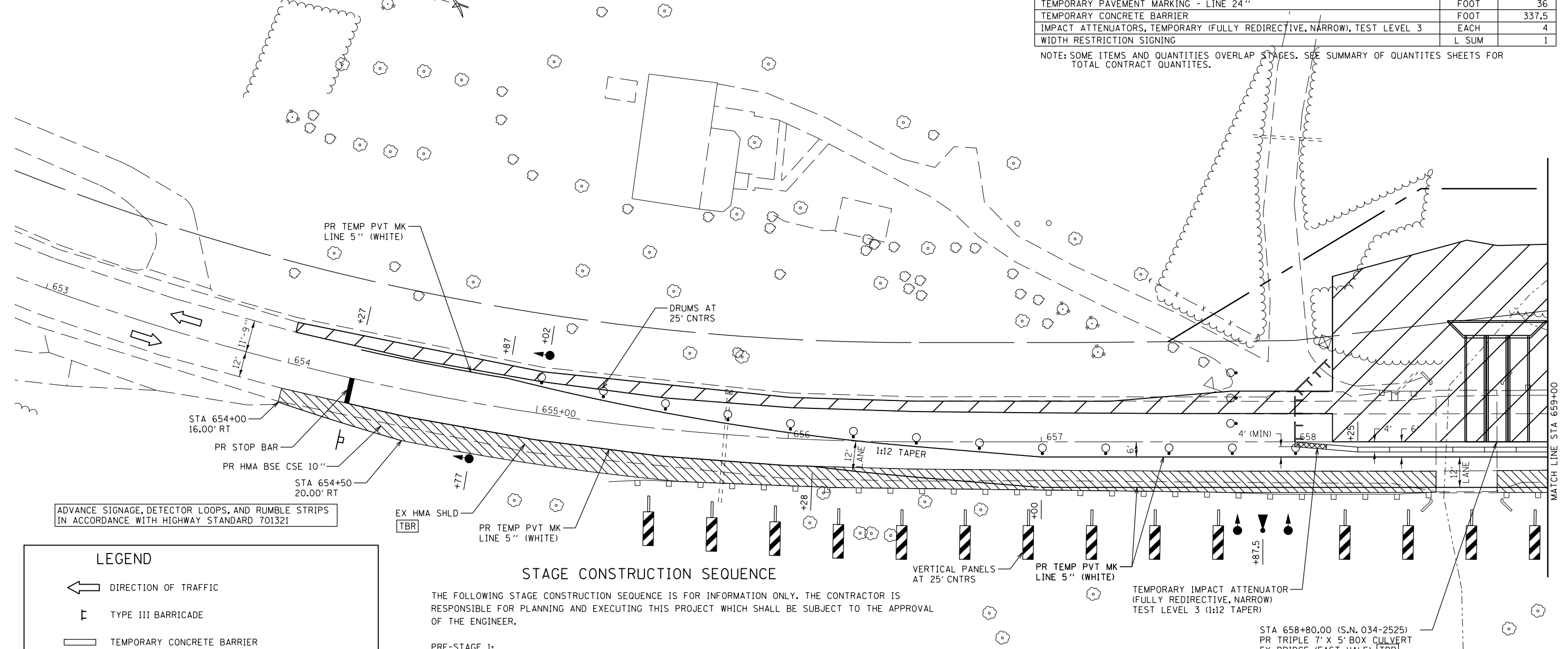
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 14 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

EXIST. CURVE 6
 PI STA. = 653+92.74
 $\Delta = 30^\circ 05' 47''$ (LT)
 $D = 05^\circ 40' 25''$
 $R = 1,009.86'$
 $T = 271.50'$
 $L = 530.46'$
 $E = 35.86'$
 $e = 6.5\%$
 P.C. STA. = 651+21.24
 P.T. STA. = 656+51.69
 S.E. REMOVED STA. 656+20 TO STA. 658+50 (SEE S.E. TABLES)

TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 1)

| ITEM | UNIT | QUANTITY |
|---|--------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL) | EACH | 1 |
| TRAFFIC CONTROL SURVEILLANCE | CAL DA | 10 |
| TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH | 1 |
| TEMPORARY RUMBLE STRIP | EACH | 9 |
| TEMPORARY PAVEMENT MARKING - LINE 5" | FOOT | 3849 |
| TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 36 |
| TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 4 |
| WIDTH RESTRICTION SIGNING | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.



ADVANCE SIGNAGE, DETECTOR LOOPS, AND RUMBLE STRIPS IN ACCORDANCE WITH HIGHWAY STANDARD 701321

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE (WIDENING)

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

PRE-STAGE 1:
 CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" ALONG SOUTHBOUND LANE. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326.
 CONSTRUCT STONE DUMPED RIPRAP AND STEEL PLATE BEAM GUARDRAIL FROM STATION 660+49 TO STATION 665+00. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARDS 701006 AND 701201.
 CONSTRUCT PIPE CULVERT UNDER TR 2130. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701201.
 THE SUPPORT BEAM FOR STRUCTURE NO. 034-0023 SHALL BE INSTALLED BEFORE STAGE 1 REMOVAL AND SHALL NOT BE REMOVED UNTIL STAGE 2 REMOVAL.
 SET UP STAGE 1 TRAFFIC CONTROL.

STAGE 1:
 REMOVE EAST HALF OF EXISTING STRUCTURE NO. 034-0022. CONSTRUCT EAST HALF OF NEW STRUCTURE NO. 034-2525. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
 REMOVE EAST HALF OF EXISTING STRUCTURE NO. 034-0023. CONSTRUCT EAST HALF OF NEW STRUCTURE NO. 034-2526. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
 CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" AND GRADE AND SHAPE PROPOSED DITCHES ALONG THE NORTHBOUND LANE.
 CONSTRUCT HOT-MIX ASPHALT BASE COURSE WIDENING 8" ALONG TR 2130.
 SET UP STAGE 2 TRAFFIC CONTROL.

GENERAL NOTES

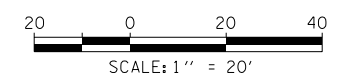
VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, VEHICLE DETECTION SYSTEM, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)"

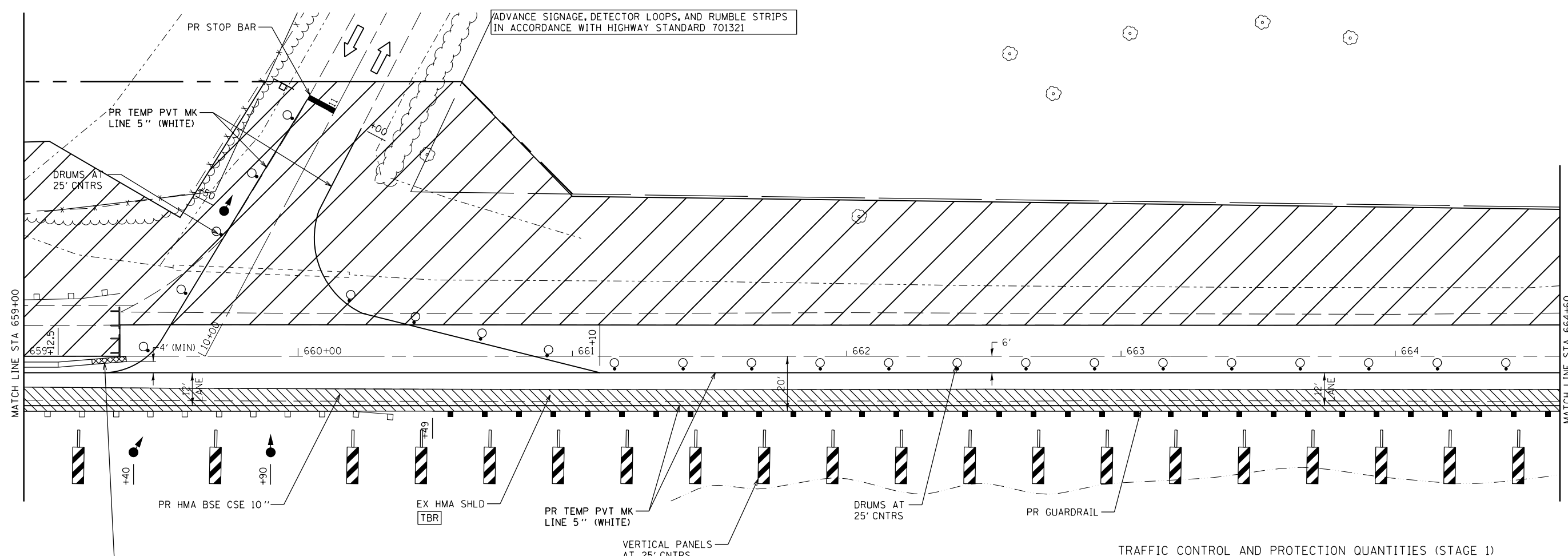
THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

EXISTING GUARDRAIL SHALL REMAIN IN PLACE DURING STAGE 1.

TEMPORARY PROFILES CONSTRUCTED WITH HMA BINDER COURSE FOR ENTIRE WIDTH (SEE CROSS SECTIONS).





TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 1)

| ITEM | UNIT | QUANTITY |
|---|--------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL) | EACH | 1 |
| TRAFFIC CONTROL SURVEILLANCE | CAL DA | 10 |
| TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH | 1 |
| TEMPORARY RUMBLE STRIP | EACH | 9 |
| TEMPORARY PAVEMENT MARKING - LINE 5" | FOOT | 3849 |
| TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 36 |
| TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 4 |
| WIDTH RESTRICTION SIGNING | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE (WIDENING)

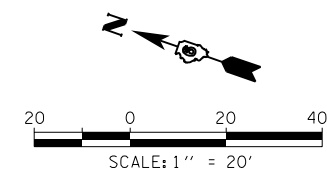
STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

- PRE-STAGE 1:**
- CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" ALONG SOUTHBOUND LANE. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326.
 - CONSTRUCT STONE DUMPED RIPRAP AND STEEL PLATE BEAM GUARDRAIL FROM STATION 660+49 TO STATION 665+00. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARDS 701006 AND 701201.
 - CONSTRUCT PIPE CULVERT UNDER TR 2130. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701201.
 - THE SUPPORT BEAM FOR STRUCTURE NO. 034-0023 SHALL BE INSTALLED BEFORE STAGE 1 REMOVAL AND SHALL NOT BE REMOVED UNTIL STAGE 2 REMOVAL.
 - SET UP STAGE 1 TRAFFIC CONTROL.
- STAGE 1:**
- REMOVE EAST HALF OF EXISTING STRUCTURE NO. 034-0022. CONSTRUCT EAST HALF OF NEW STRUCTURE NO. 034-2525. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
 - REMOVE EAST HALF OF EXISTING STRUCTURE NO. 034-0023. CONSTRUCT EAST HALF OF NEW STRUCTURE NO. 034-2526. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
 - CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" AND GRADE AND SHAPE PROPOSED DITCHES ALONG THE NORTHBOUND LANE.
 - CONSTRUCT HOT-MIX ASPHALT BASE COURSE WIDENING 8" ALONG TR 2130.
 - SET UP STAGE 2 TRAFFIC CONTROL.

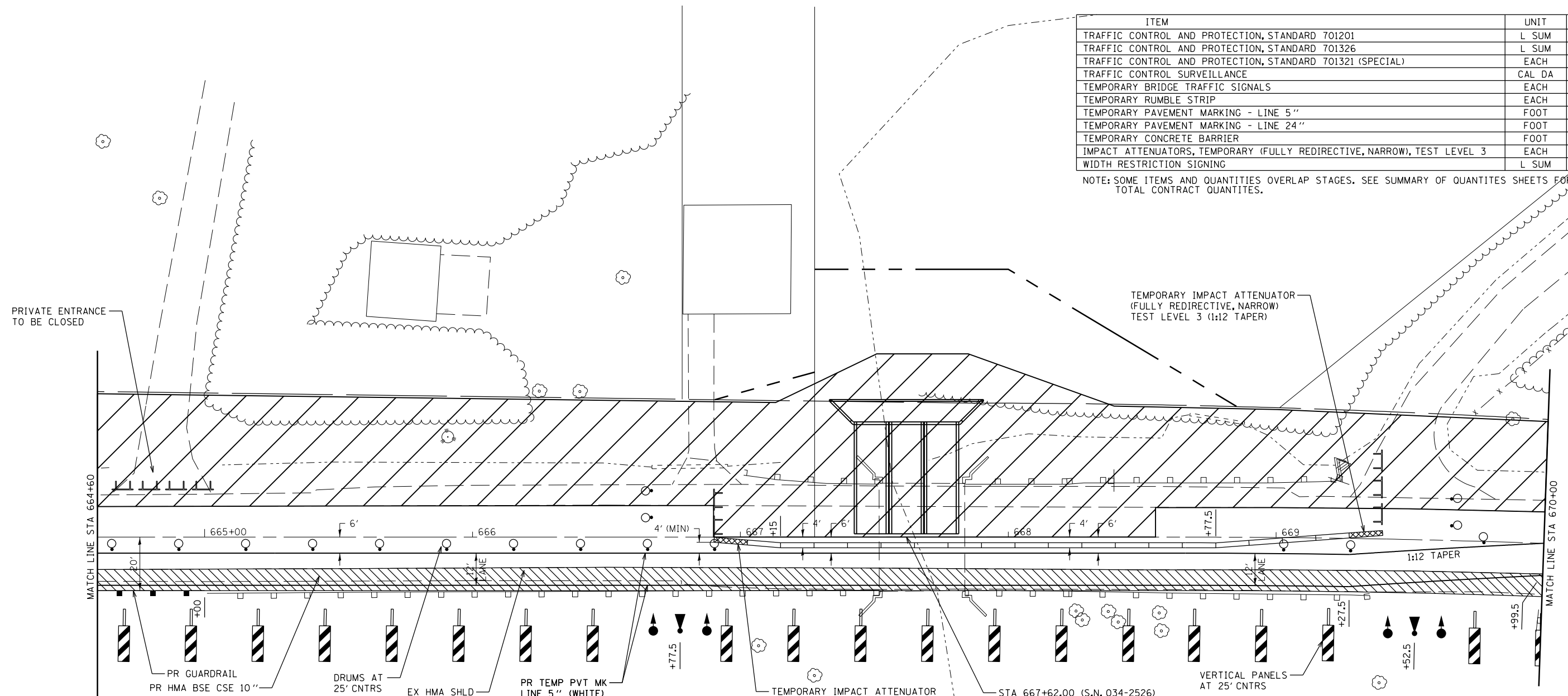
GENERAL NOTES

- VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, VEHICLE DETECTION SYSTEM, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
- THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.
- REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
- EXISTING GUARDRAIL SHALL REMAIN IN PLACE DURING STAGE 1.
- TEMPORARY PROFILES CONSTRUCTED WITH HMA BINDER COURSE FOR ENTIRE WIDTH (SEE CROSS SECTIONS).



| ITEM | UNIT | QUANTITY |
|---|--------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL) | EACH | 1 |
| TRAFFIC CONTROL SURVEILLANCE | CAL DA | 10 |
| TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH | 1 |
| TEMPORARY RUMBLE STRIP | EACH | 9 |
| TEMPORARY PAVEMENT MARKING - LINE 5" | FOOT | 3849 |
| TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 36 |
| TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 4 |
| WIDTH RESTRICTION SIGNING | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.



LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE (WIDENING)

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

PRE-STAGE 1:

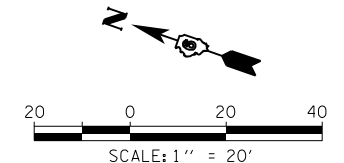
- CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" ALONG SOUTHBOUND LANE. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326.
- CONSTRUCT STONE DUMPED RIPRAP AND STEEL PLATE BEAM GUARDRAIL FROM STATION 660+49 TO STATION 665+00. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARDS 701006 AND 701201.
- CONSTRUCT PIPE CULVERT UNDER TR 2130. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701201.
- THE SUPPORT BEAM FOR STRUCTURE NO. 034-0023 SHALL BE INSTALLED BEFORE STAGE 1 REMOVAL AND SHALL NOT BE REMOVED UNTIL STAGE 2 REMOVAL.
- SET UP STAGE 1 TRAFFIC CONTROL.

STAGE 1:

- REMOVE EAST HALF OF EXISTING STRUCTURE NO. 034-0022. CONSTRUCT EAST HALF OF NEW STRUCTURE NO. 034-2525. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
- REMOVE EAST HALF OF EXISTING STRUCTURE NO. 034-0023. CONSTRUCT EAST HALF OF NEW STRUCTURE NO. 034-2526. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
- CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" AND GRADE AND SHAPE PROPOSED DITCHES ALONG THE NORTHBOUND LANE.
- CONSTRUCT HOT-MIX ASPHALT BASE COURSE WIDENING 8" ALONG TR 2130.
- SET UP STAGE 2 TRAFFIC CONTROL.

GENERAL NOTES

- VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, VEHICLE DETECTION SYSTEM, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
- THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.
- REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
- EXISTING GUARDRAIL SHALL REMAIN IN PLACE DURING STAGE 1.
- TEMPORARY PROFILES CONSTRUCTED WITH HMA BINDER COURSE FOR ENTIRE WIDTH (SEE CROSS SECTIONS).



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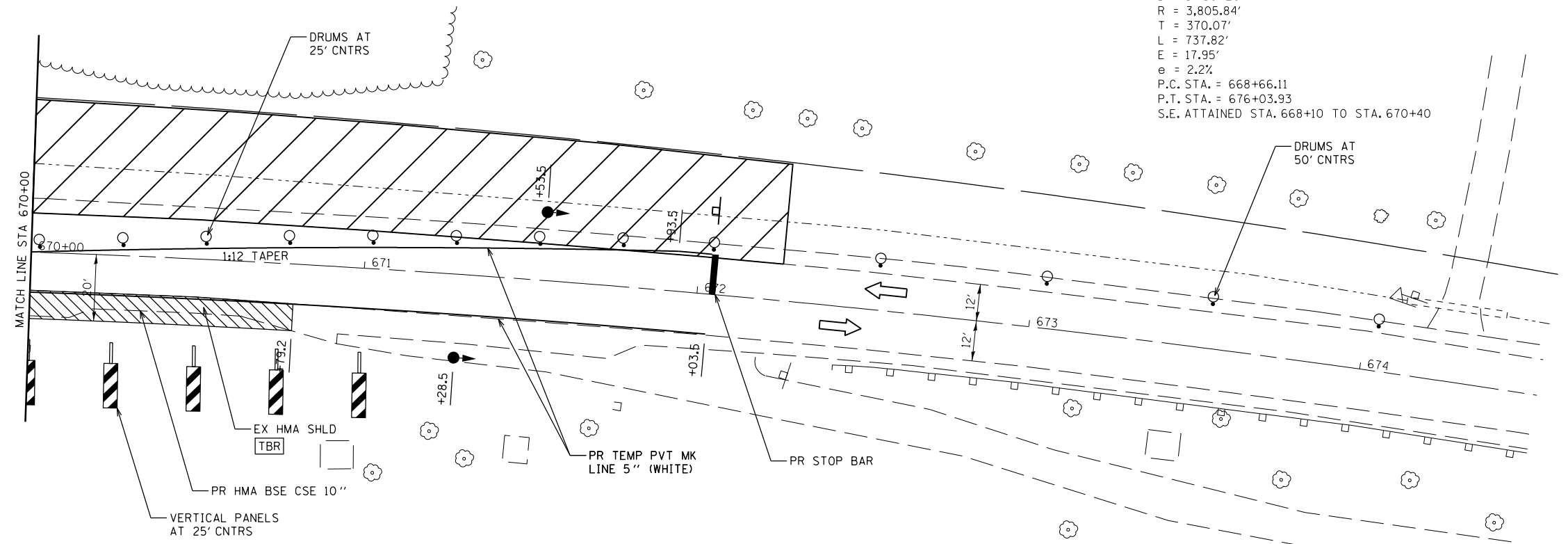
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION
STAGE 1**

SCALE: 1"=20' SHEET NO. 30F 4 SHEETS STA. 664+600 STA. 670+00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|---------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 17 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

EXIST. CURVE 11
 PI STA. = 672+36.18
 $\Delta = 11^{\circ} 06' 28''$ (RT)
 $D = 1^{\circ} 30' 20''$
 $R = 3,805.84'$
 $T = 370.07'$
 $L = 737.82'$
 $E = 17.95'$
 $e = 2.2\%$
 P.C. STA. = 668+66.11
 P.T. STA. = 676+03.93
 S.E. ATTAINED STA. 668+10 TO STA. 670+40



TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 1)

| ITEM | UNIT | QUANTITY |
|---|--------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL) | EACH | 1 |
| TRAFFIC CONTROL SURVEILLANCE | CAL DA | 10 |
| TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH | 1 |
| TEMPORARY RUMBLE STRIP | EACH | 9 |
| TEMPORARY PAVEMENT MARKING - LINE 5" | FOOT | 3849 |
| TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 36 |
| TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 4 |
| WIDTH RESTRICTION SIGNING | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.

GENERAL NOTES

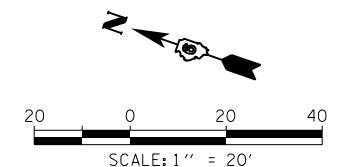
VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, VEHICLE DETECTION SYSTEM, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)"

THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

EXISTING GUARDRAIL SHALL REMAIN IN PLACE DURING STAGE 1.

TEMPORARY PROFILES CONSTRUCTED WITH HMA BINDER COURSE FOR ENTIRE WIDTH (SEE CROSS SECTIONS).



LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE (WIDENING)

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

PRE-STAGE 1:

- CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" ALONG SOUTHBOUND LANE. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326.
- CONSTRUCT STONE DUMPED RIPRAP AND STEEL PLATE BEAM GUARDRAIL FROM STATION 660+49 TO STATION 665+00. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARDS 701006 AND 701201.
- CONSTRUCT PIPE CULVERT UNDER TR 2130. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701201.
- THE SUPPORT BEAM FOR STRUCTURE NO. 034-0023 SHALL BE INSTALLED BEFORE STAGE 1 REMOVAL AND SHALL NOT BE REMOVED UNTIL STAGE 2 REMOVAL.
- SET UP STAGE 1 TRAFFIC CONTROL.

STAGE 1:

- REMOVE EAST HALF OF EXISTING STRUCTURE NO. 034-0022. CONSTRUCT EAST HALF OF NEW STRUCTURE NO. 034-2525. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
- REMOVE EAST HALF OF EXISTING STRUCTURE NO. 034-0023. CONSTRUCT EAST HALF OF NEW STRUCTURE NO. 034-2526. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
- CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" AND GRADE AND SHAPE PROPOSED DITCHES ALONG THE NORTHBOUND LANE.
- CONSTRUCT HOT-MIX ASPHALT BASE COURSE WIDENING 8" ALONG TR 2130.
- SET UP STAGE 2 TRAFFIC CONTROL.

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
 STAGE 1

SCALE: 1"=20' SHEET NO. 40F 4 SHEETS STA. 670+000 STA. 674+50

| | | | | |
|---------------------|----------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 18 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

EXIST. CURVE 6
 PI STA. = 653+92.74
 $\Delta = 30^\circ 05' 47''$ (LT)
 $D = 05^\circ 40' 25''$
 $R = 1,009.86'$
 $T = 271.50'$
 $L = 530.46'$
 $E = 35.86'$
 $e = 6.5\%$
 P.C. STA. = 651+21.24
 P.T. STA. = 656+51.69
 S.E. REMOVED STA. 656+20 TO STA. 658+50 (SEE S.E. TABLES)

TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 2)

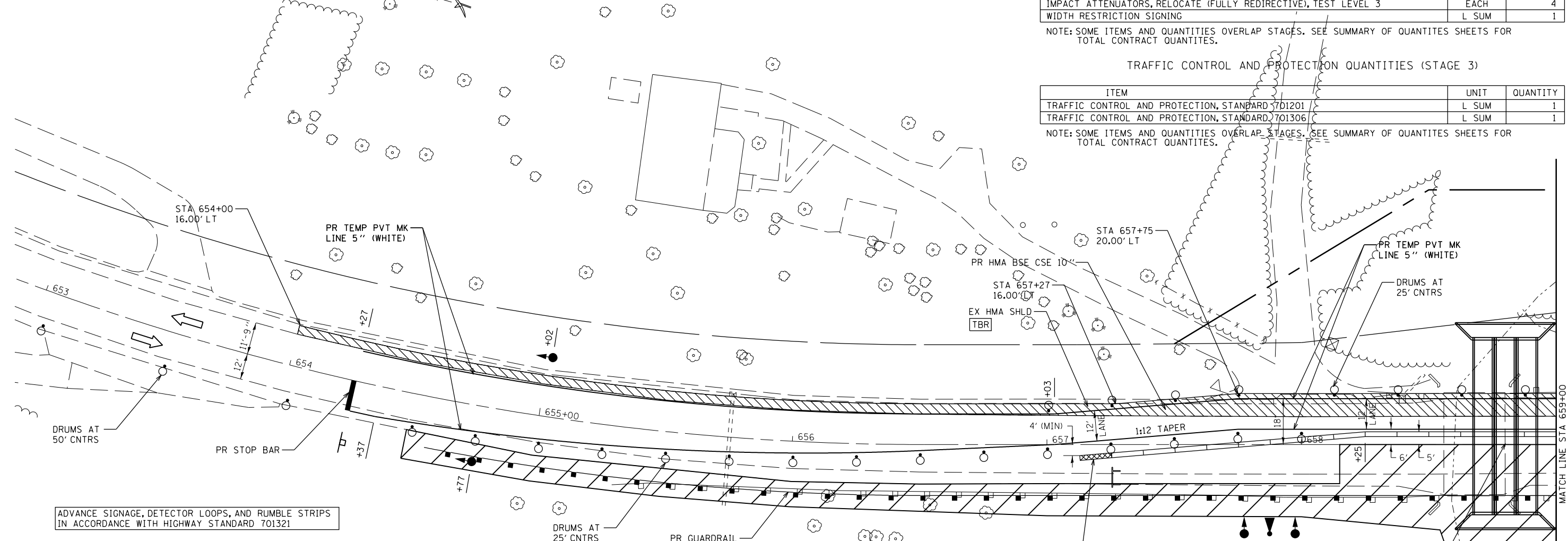
| ITEM | UNIT | QUANTITY |
|--|-------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL) | EACH | 1 |
| TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH | 1 |
| TEMPORARY RUMBLE STRIP | EACH | 9 |
| TEMPORARY PAVEMENT MARKING - LINE 5" | FOOT | 3750 |
| TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3 | EACH | 4 |
| WIDTH RESTRICTION SIGNING | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.

TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 3)

| ITEM | UNIT | QUANTITY |
|---|-------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.



ADVANCE SIGNAGE, DETECTOR LOOPS, AND RUMBLE STRIPS IN ACCORDANCE WITH HIGHWAY STANDARD 701321

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE (WIDENING)

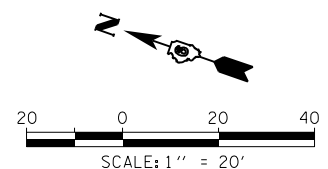
STAGE CONSTRUCTION SEQUENCE

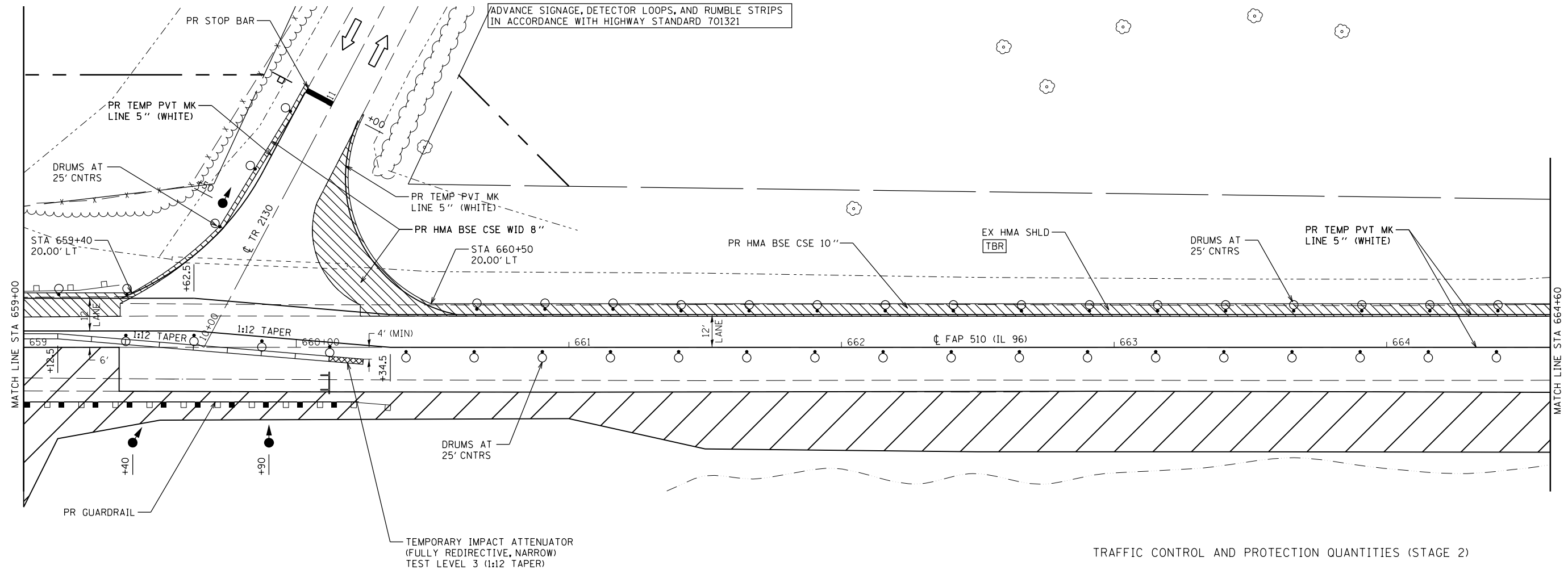
THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

- STAGE 2:**
- REMOVE WEST HALF OF EXISTING STRUCTURE NO. 034-0022. CONSTRUCT WEST HALF OF NEW STRUCTURE NO. 034-2525. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
 - REMOVE WEST HALF OF EXISTING STRUCTURE NO. 034-0023. CONSTRUCT WEST HALF OF NEW STRUCTURE NO. 034-2526. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
 - INSTALL STEEL PLATE BEAM GUARDRAIL TO FINAL HEIGHT.
 - REMOVE STAGE 2 TRAFFIC CONTROL.
- STAGE 3:**
- CONSTRUCT CONCRETE GUTTER FROM STATION 654+00 TO STATION 657+70. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701201.
 - CONSTRUCT HOT-MIX ASPHALT BINDER COURSE, SURFACE COURSE, AND SHOULDERS UNDER TRAFFIC.
 - UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306.
 - CONSTRUCT AGGREGATE SHOULDERS. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306.
 - CONSTRUCT FINAL STRIPING. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701311.

GENERAL NOTES

- VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, VEHICLE DETECTION SYSTEM, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)"
- THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.
- REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
- TEMPORARY PROFILES CONSTRUCTED WITH HMA BINDER COURSE FOR ENTIRE WIDTH (SEE CROSS SECTIONS).





TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 2)

| ITEM | UNIT | QUANTITY |
|--|-------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL) | EACH | 1 |
| TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH | 1 |
| TEMPORARY RUMBLE STRIP | EACH | 9 |
| TEMPORARY PAVEMENT MARKING - LINE 5" | FOOT | 3750 |
| TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3 | EACH | 4 |
| WIDTH RESTRICTION SIGNING | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.

TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 3)

| ITEM | UNIT | QUANTITY |
|---|-------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.

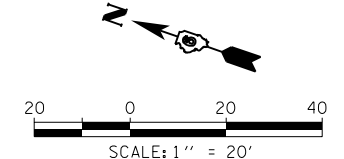
GENERAL NOTES

VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, VEHICLE DETECTION SYSTEM, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)"

THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

TEMPORARY PROFILES CONSTRUCTED WITH HMA BINDER COURSE FOR ENTIRE WIDTH (SEE CROSS SECTIONS).



LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE (WIDENING)

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

STAGE 2:

REMOVE WEST HALF OF EXISTING STRUCTURE NO. 034-0022. CONSTRUCT WEST HALF OF NEW STRUCTURE NO. 034-2525. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES. REMOVE WEST HALF OF EXISTING STRUCTURE NO. 034-0023. CONSTRUCT WEST HALF OF NEW STRUCTURE NO. 034-2526. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES. INSTALL STEEL PLATE BEAM GUARDRAIL TO FINAL HEIGHT. REMOVE STAGE 2 TRAFFIC CONTROL.

STAGE 3:

CONSTRUCT CONCRETE GUTTER FROM STATION 654+00 TO STATION 657+70. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701201. CONSTRUCT HOT-MIX ASPHALT BINDER COURSE, SURFACE COURSE, AND SHOULDERS UNDER TRAFFIC. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306. CONSTRUCT AGGREGATE SHOULDERS. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306. CONSTRUCT FINAL STRIPING. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701311.

| | | | |
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| | PLOT SCALE = 40.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = Aug-09-2010 01:07:16PM | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---|---------------|----------|--------------------------|
| TRAFFIC CONTROL & PROTECTION STAGE 2 | | | |
| SCALE: 1"=20' | SHEET NO. 20F | 4 SHEETS | STA. 659+000 STA. 664+60 |

| | | | | |
|---------------------|----------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 20 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 2)

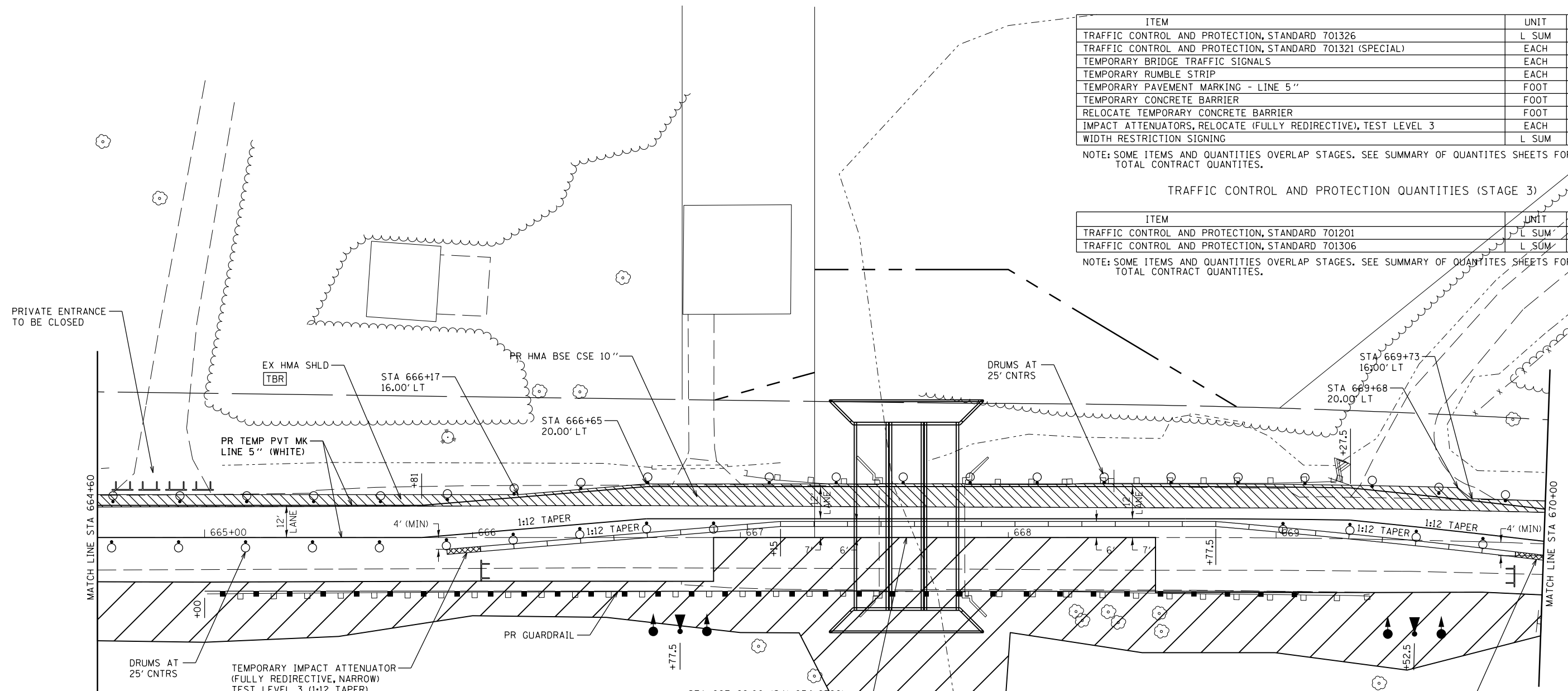
| ITEM | UNIT | QUANTITY |
|--|-------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL) | EACH | 1 |
| TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH | 1 |
| TEMPORARY RUMBLE STRIP | EACH | 9 |
| TEMPORARY PAVEMENT MARKING - LINE 5" | FOOT | 3750 |
| TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3 | EACH | 4 |
| WIDTH RESTRICTION SIGNING | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.

TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 3)

| ITEM | UNIT | QUANTITY |
|---|-------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.



LEGEND

| | |
|--|---|
| | DIRECTION OF TRAFFIC |
| | TYPE III BARRICADE |
| | TEMPORARY CONCRETE BARRIER |
| | DOUBLE VERTICAL PANEL |
| | DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT |
| | TEMPORARY TRAFFIC SIGNAL |
| | VEHICLE DETECTION SYSTEM |
| | TEMPORARY IMPACT ATTENUATOR |
| | WORK ZONE |
| | HOT-MIX ASPHALT BASE COURSE (WIDENING) |

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

STAGE 2:

REMOVE WEST HALF OF EXISTING STRUCTURE NO. 034-0022. CONSTRUCT WEST HALF OF NEW STRUCTURE NO. 034-2525. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
 REMOVE WEST HALF OF EXISTING STRUCTURE NO. 034-0023. CONSTRUCT WEST HALF OF NEW STRUCTURE NO. 034-2526. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES.
 INSTALL STEEL PLATE BEAM GUARDRAIL TO FINAL HEIGHT.
 REMOVE STAGE 2 TRAFFIC CONTROL.

STAGE 3:

CONSTRUCT CONCRETE GUTTER FROM STATION 654+00 TO STATION 657+70. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701201.
 CONSTRUCT HOT-MIX ASPHALT BINDER COURSE, SURFACE COURSE, AND SHOULDERS UNDER TRAFFIC. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306.
 CONSTRUCT AGGREGATE SHOULDERS. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306.
 CONSTRUCT FINAL STRIPING. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701311.

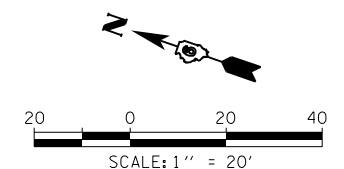
GENERAL NOTES

VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, VEHICLE DETECTION SYSTEM, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)"

THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

TEMPORARY PROFILES CONSTRUCTED WITH HMA BINDER COURSE FOR ENTIRE WIDTH (SEE CROSS SECTIONS).



| | | | |
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| et:\pw\work\p\dot\laughlinc1\02229633\stage2c.pln.dgn | | DRAWN - | REVISED - |
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| | PLOT DATE = Aug-09-2010 01:07:23PM | DATE - | REVISED - |

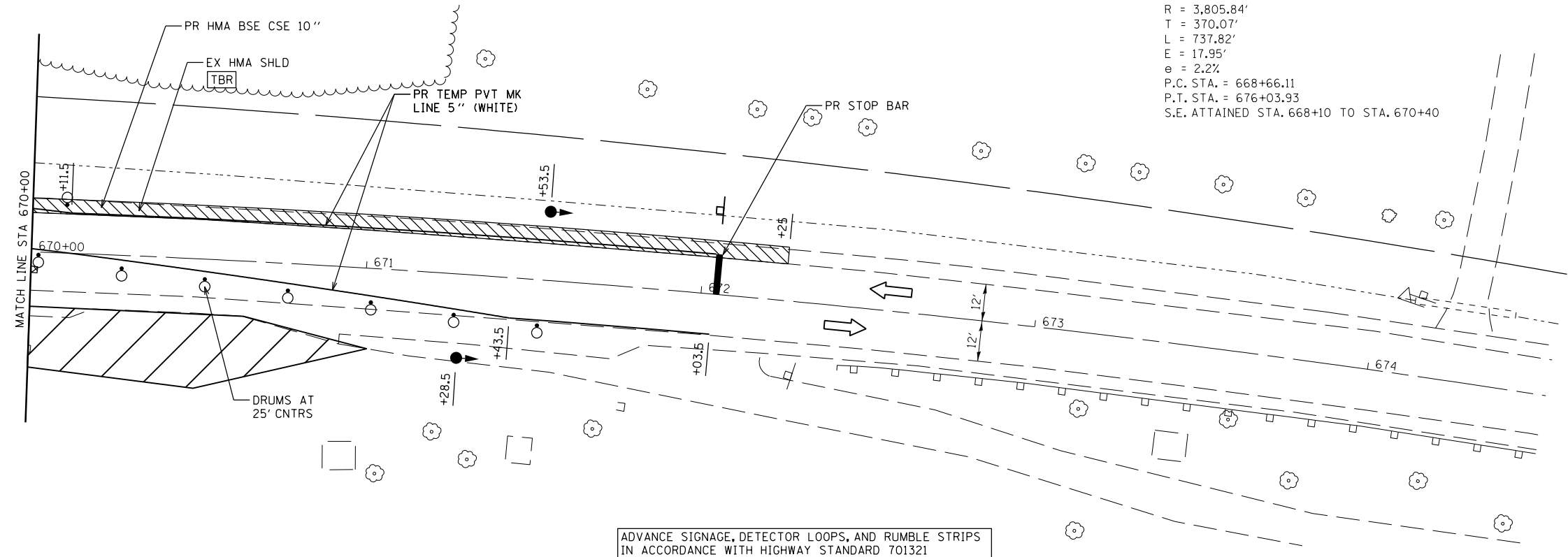
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
STAGE 2

SCALE: 1"=20' SHEET NO. 30F 4 SHEETS STA. 664+600 STA. 670+00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|---------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 21 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

EXIST. CURVE 11
 PI STA. = 672+36.18
 $\Delta = 11^{\circ} 06' 28''$ (RT)
 $D = 1^{\circ} 30' 20''$
 $R = 3,805.84'$
 $T = 370.07'$
 $L = 737.82'$
 $E = 17.95'$
 $e = 2.2\%$
 P.C. STA. = 668+66.11
 P.T. STA. = 676+03.93
 S.E. ATTAINED STA. 668+10 TO STA. 670+40



TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 2)

| ITEM | UNIT | QUANTITY |
|--|-------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL) | EACH | 1 |
| TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH | 1 |
| TEMPORARY RUMBLE STRIP | EACH | 9 |
| TEMPORARY PAVEMENT MARKING - LINE 5" | FOOT | 3750 |
| TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 337.5 |
| IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3 | EACH | 4 |
| WIDTH RESTRICTION SIGNING | L SUM | 1 |

NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.

TRAFFIC CONTROL AND PROTECTION QUANTITIES (STAGE 3)

| ITEM | UNIT | QUANTITY |
|---|-------|----------|
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 |
| TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1 |

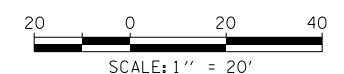
NOTE: SOME ITEMS AND QUANTITIES OVERLAP STAGES. SEE SUMMARY OF QUANTITIES SHEETS FOR TOTAL CONTRACT QUANTITIES.

GENERAL NOTES

VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, VEHICLE DETECTION SYSTEM, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)"

THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321. REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

TEMPORARY PROFILES CONSTRUCTED WITH HMA BINDER COURSE FOR ENTIRE WIDTH (SEE CROSS SECTIONS).



LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE (WIDENING)

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

STAGE 2:

REMOVE WEST HALF OF EXISTING STRUCTURE NO. 034-0022. CONSTRUCT WEST HALF OF NEW STRUCTURE NO. 034-2525. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES. REMOVE WEST HALF OF EXISTING STRUCTURE NO. 034-0023. CONSTRUCT WEST HALF OF NEW STRUCTURE NO. 034-2526. CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" WITH TEMPORARY PROFILES. INSTALL STEEL PLATE BEAM GUARDRAIL TO FINAL HEIGHT. REMOVE STAGE 2 TRAFFIC CONTROL.

STAGE 3:

CONSTRUCT CONCRETE GUTTER FROM STATION 654+00 TO STATION 657+70. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701201. CONSTRUCT HOT-MIX ASPHALT BINDER COURSE, SURFACE COURSE, AND SHOULDERS UNDER TRAFFIC. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306. CONSTRUCT AGGREGATE SHOULDERS. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306. CONSTRUCT FINAL STRIPING. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701311.

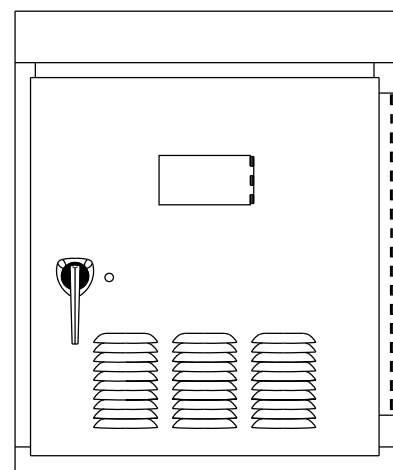
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| | PLOT SCALE = 40.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = Aug-09-2010 01:07:30PM | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
 STAGE 2

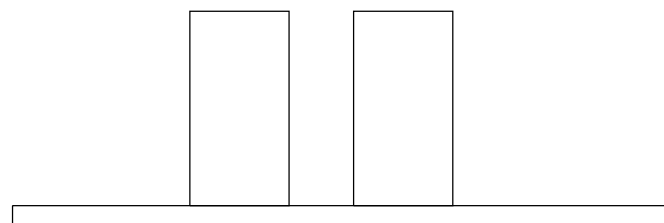
SCALE: 1"=20' SHEET NO. 40F 4 SHEETS STA. 670+000 STA. 674+50

| | | | | |
|---|----------------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 22 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



Temporary Controller Cabinet

DETECTOR AMPLIFIER NOTES

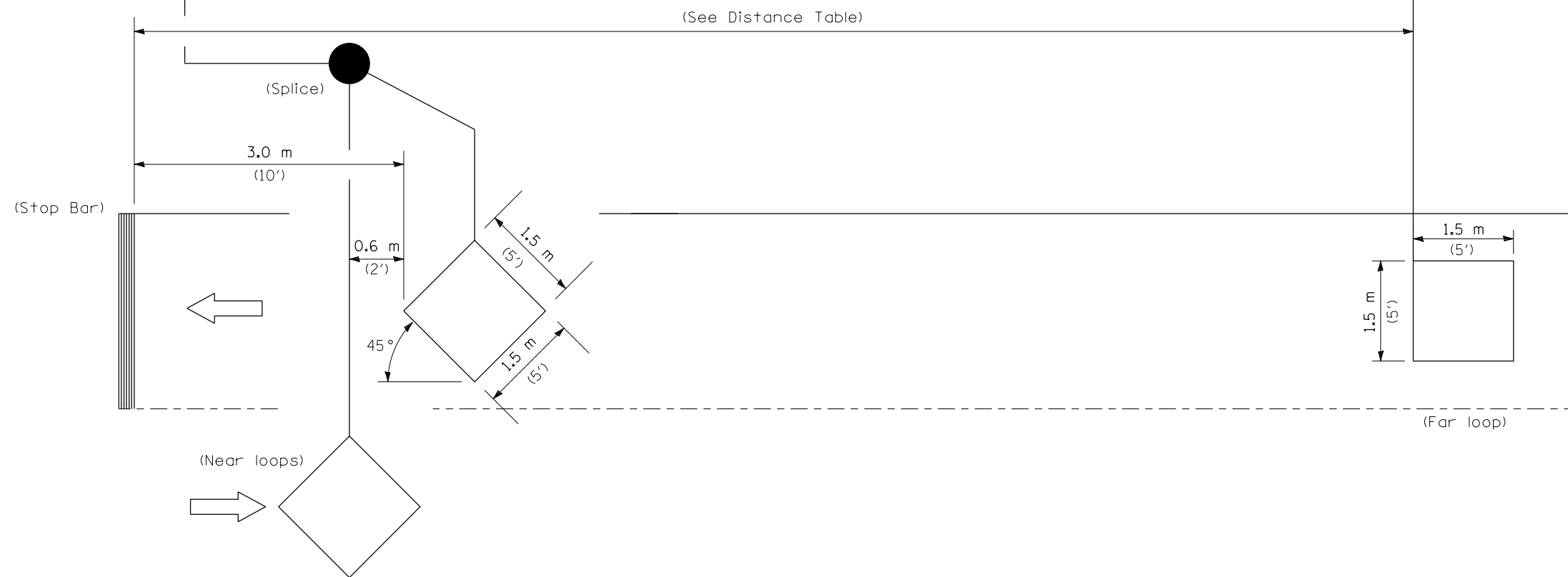


AMP 1 (NEAR LOOPS) AMP 2 (FAR LOOP)

AMP 1: DELAY = 8 SECONDS
DELAY SHALL BE INHIBITED DURING GREEN

AMP 2: NO DELAY

| FAR LOOP DISTANCE TABLE | |
|-------------------------|------------------------------|
| ADVISORY SPEED (MPH) | DISTANCE FROM STOP BAR (FT.) |
| 30 OR LESS | 220 |
| 35 | 260 |
| 40 | 300 |
| 45 | 330 |
| 50 | 370 |
| 55 | 400 |



NOTE: All loops centered in lane.

INDUCTION LOOP DETECTOR

| | | | |
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| et:\pw\work\p1dot\laughl1n1\0229633\De | ails.dgn | DRAWN - | REVISED - |
| | PLOT SCALE = 40.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 8/9/2010 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY BRIDGE TRAFFIC SIGNAL
LOOP PLACEMENT DETAIL SHEET

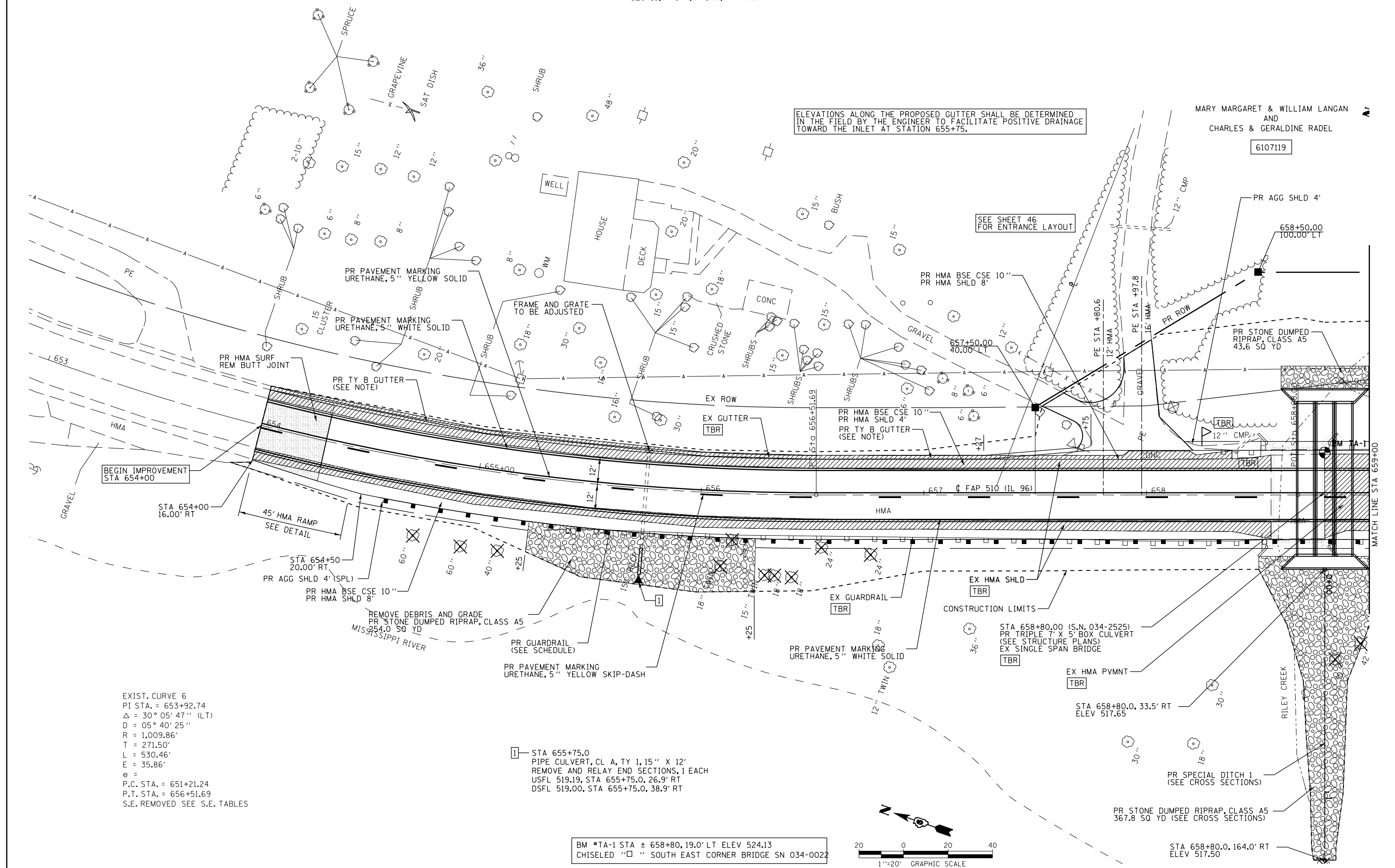
SCALE: none SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|---------------------|---------------------------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 23 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |

MARY MARGARET & WILLIAM LANGAN
AND
CHARLES & GERALDINE RADEL
6107119

ELEVATIONS ALONG THE PROPOSED GUTTER SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER TO FACILITATE POSITIVE DRAINAGE TOWARD THE INLET AT STATION 655+75.

SEE SHEET 46 FOR ENTRANCE LAYOUT

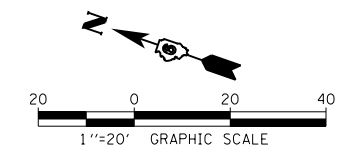


BEGIN IMPROVEMENT STA 654+00

EXIST. CURVE 6
PI STA. = 653+92.74
Δ = 30° 05' 47" (LT)
D = 05° 40' 25"
R = 1,009.86'
T = 271.50'
L = 530.46'
E = 35.86'
e =
P.C. STA. = 651+21.24
P.T. STA. = 656+51.69
S.E. REMOVED SEE S.E. TABLES

1 - STA 655+75.0
PIPE CULVERT, CL. A, TY 1, 15" X 12"
REMOVE AND RELAY END SECTIONS, 1 EACH
USFL 519.19, STA 655+75.0, 26.9' RT
DSFL 519.00, STA 655+75.0, 38.9' RT

BM *TA-1 STA ± 658+80, 19.0' LT ELEV 524.13
CHISELED " " SOUTH EAST CORNER BRIDGE SN 034-0022



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| | PLOT DATE = 8/9/2010 | DATE - | REVISED - |

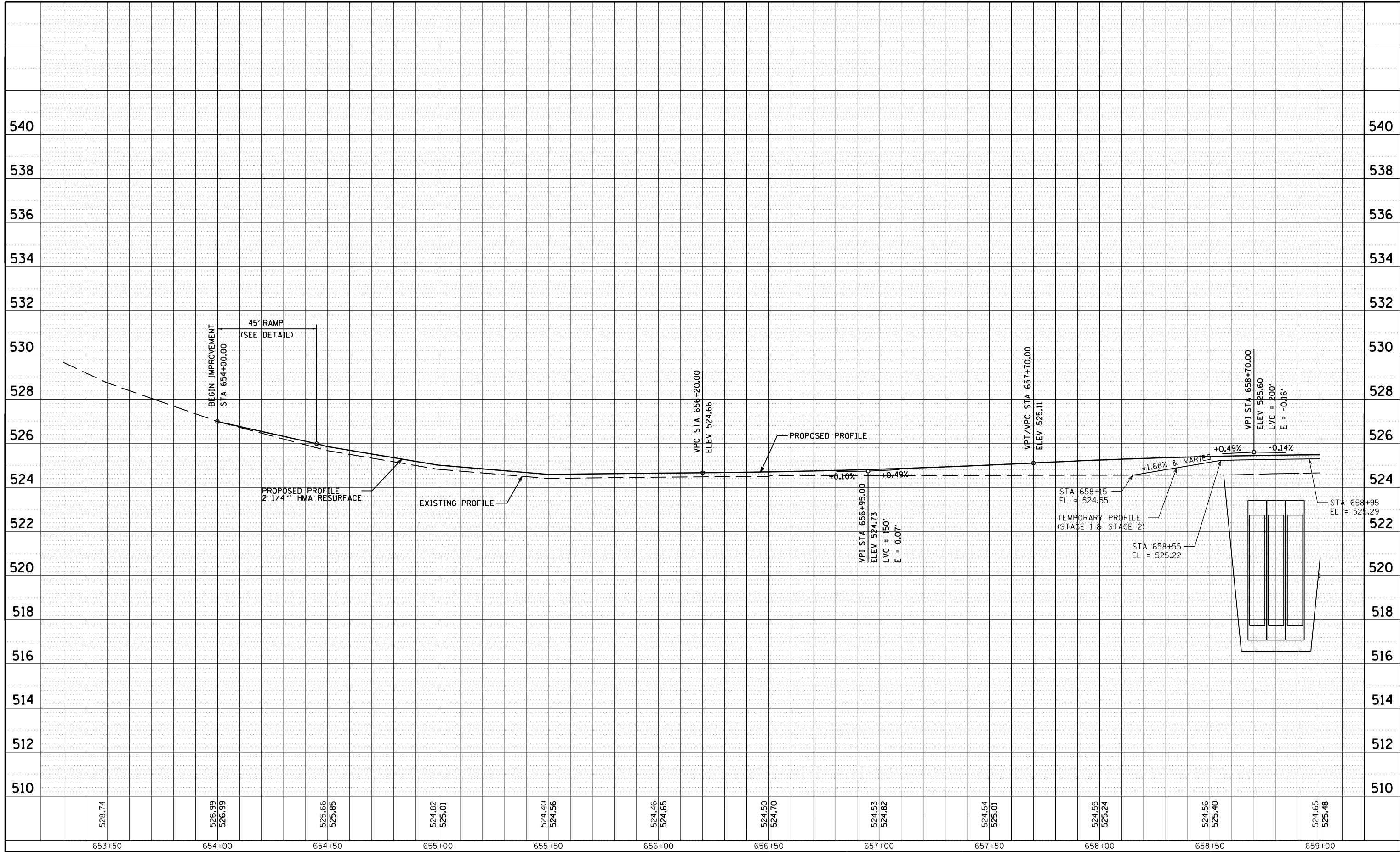
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN
SCALE: 1"=20'
SHEET NO. 1 OF 7 SHEETS
STA. 653+00 TO STA. 659+00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 24 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

| | | | |
|------|-----------|----|------|
| PLAN | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | ALIGNED | | |
| | CHECKED | | |
| | FILE NAME | | |
| | NO. | | |

| | | | |
|---------|-----------------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOTATIONS CHECKED | | |
| | NO. | | |



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

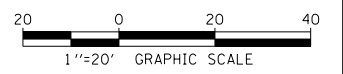
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|---------------|-------------------------|----------------------------|
| PROFILE | | |
| SCALE: 1"=20' | SHEET NO. 2 OF 7 SHEETS | STA. 653+00 TO STA. 659+00 |

| | | | | |
|---|----------------|---------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 25 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

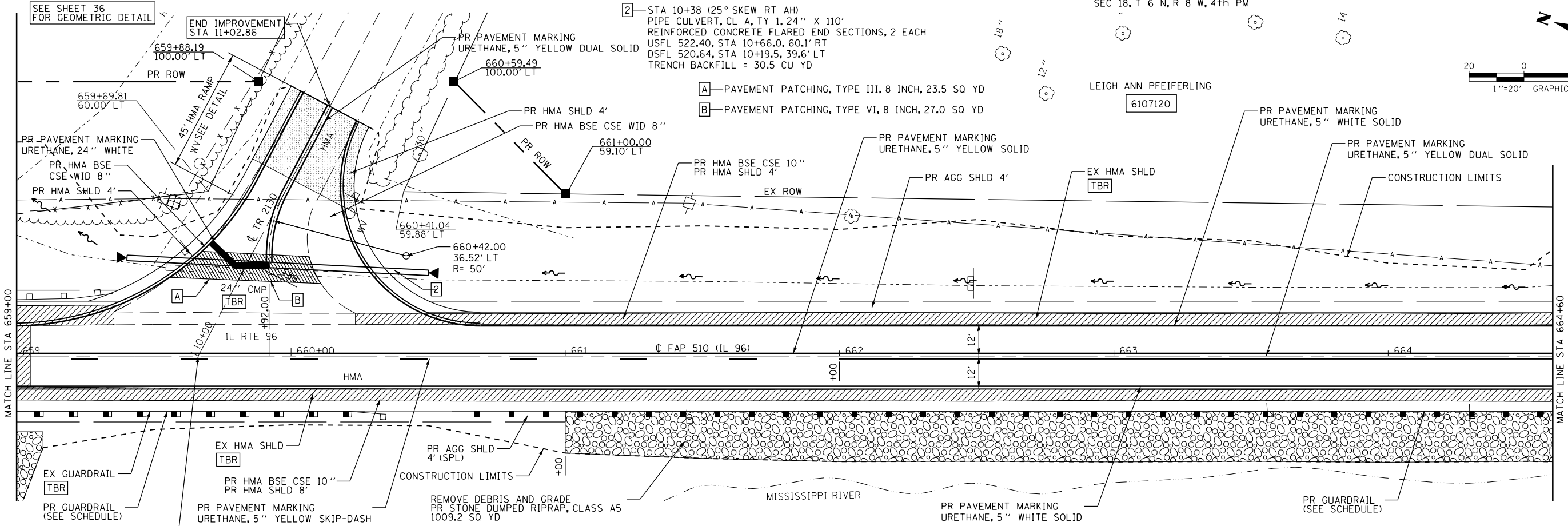
SEE SHEET 36 FOR GEOMETRIC DETAIL

SEC 18, T 6 N, R 8 W, 4th PM

2 STA 10+38 (25° SKEW RT AH)
PIPE CULVERT, CL A, TY 1, 24" X 110'
REINFORCED CONCRETE FLARED END SECTIONS, 2 EACH
USFL 522.40, STA 10+66.0, 60.1' RT
DSFL 520.64, STA 10+19.5, 39.6' LT
TRENCH BACKFILL = 30.5 CU YD

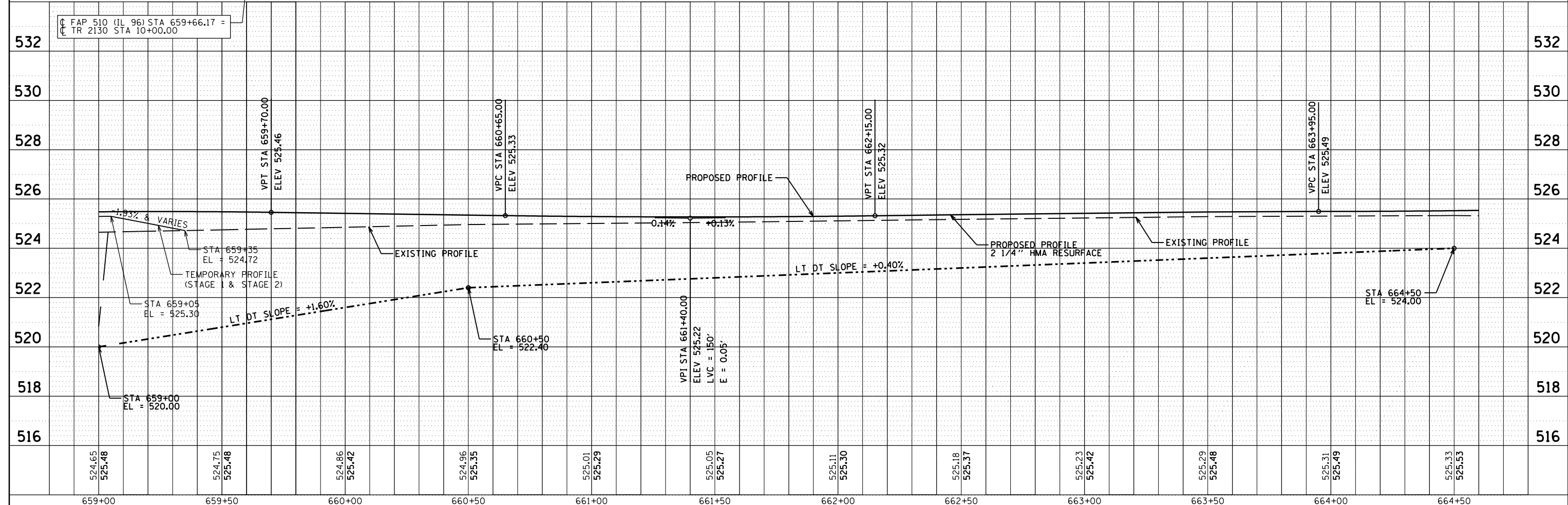


LEIGH ANN PFEIFERLING
6107120



| PLAN | |
|-----------|------|
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| PLOTTED | BY |
| CHECKED | |
| ALIGNED | |
| FILE NAME | |
| NO. | |

| PROFILE | |
|-----------------|------|
| SURVEYED | DATE |
| PLOTTED | BY |
| CHECKED | |
| GRADES | |
| STRUCTURE | |
| NOTAT THIS CHKD | |
| NO. | |



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| | | DRAWN - | REVISED - |
| | | CHECKED - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

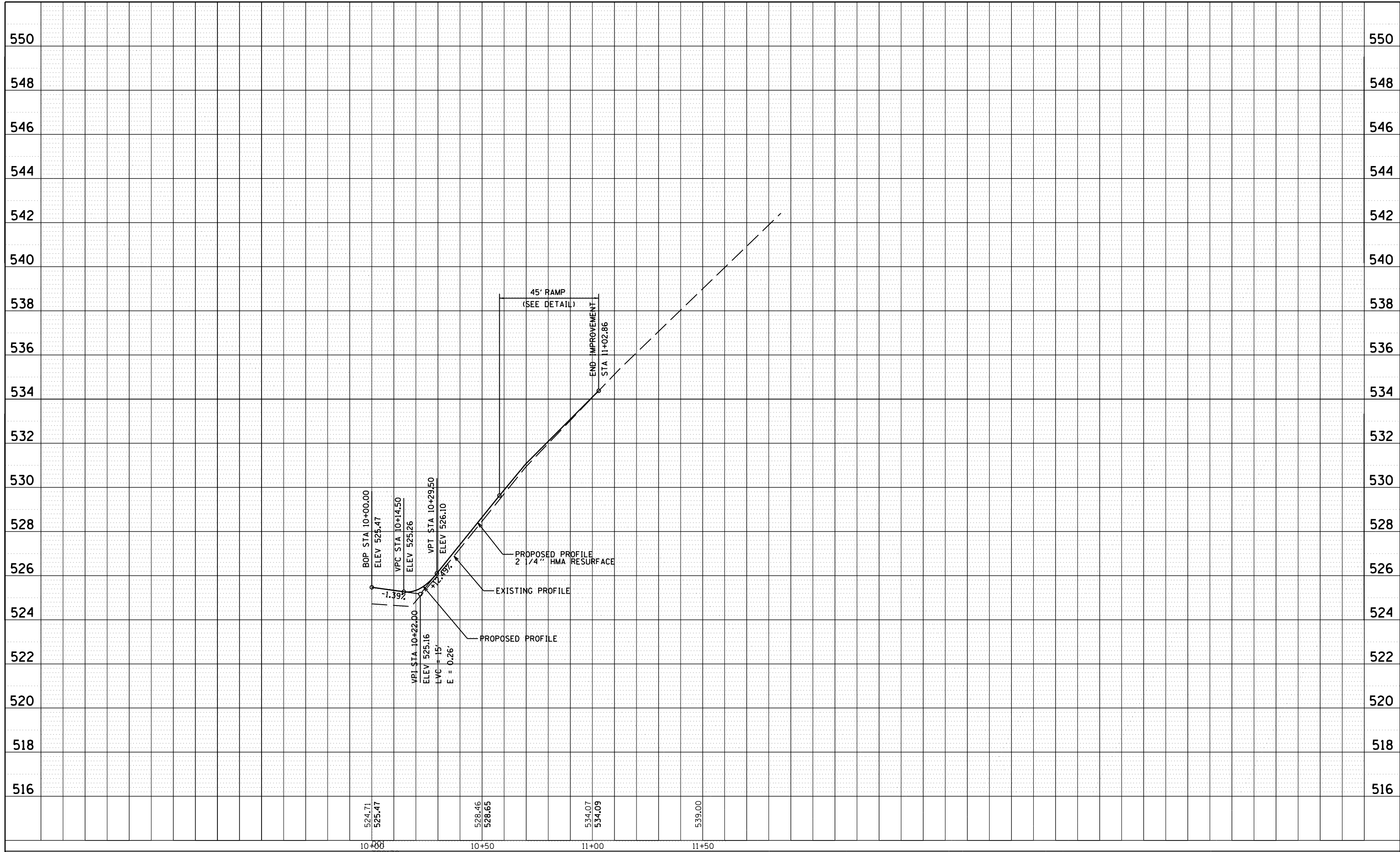
PLAN AND PROFILE

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|---------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 26 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

SCALE: 1"=20' SHEET NO. 3 OF 7 SHEETS STA. 659+00 TO STA. 664+60

| | | |
|------|----------------------------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | BY |
| | GRADES CHECKED | |
| | ALIGNMENT CHECKED | |
| | STRUCTURE NOT AT THIS CHKD | |
| | NOTE BOOK NO. | |
| | CADD FILE NAME | |

| | | |
|---------|----------------------------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | BY |
| | GRADES CHECKED | |
| | ALIGNMENT CHECKED | |
| | STRUCTURE NOT AT THIS CHKD | |
| | NOTE BOOK NO. | |
| | CADD FILE NAME | |



| | | | |
|--|-----------------------|------------|-----------|
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| | | DRAWN - | REVISED - |
| | | CHECKED - | REVISED - |
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

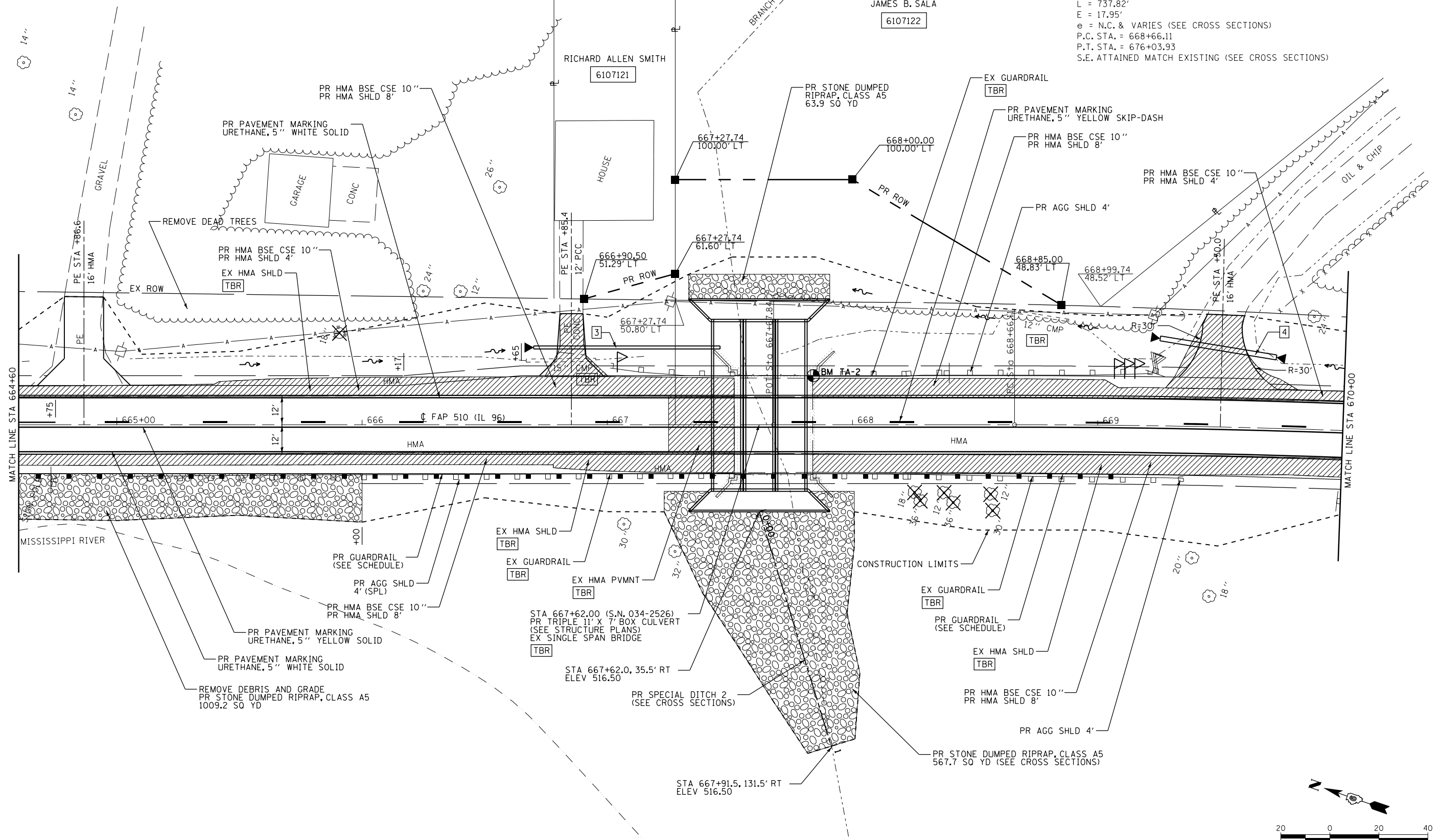
| | | |
|-------------------|-------------------------|--------------------------|
| PROFILE - TR 2130 | | |
| SCALE: 1"=20' | SHEET NO. 4 OF 7 SHEETS | STA. 10+00 TO STA. 11+50 |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 27 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

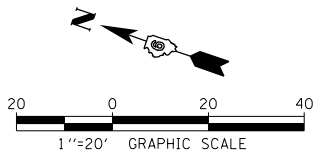
3—STA 666+85.4
 PIPE CULVERT, CL. D, TY 1, 15" X 76'
 METAL END SECTIONS, 1 EACH
 USFL 524.00, STA 666+70.0, 31.5' LT
 DSFL 521.00, STA 667+46.0, 31.5' LT
 TRENCH BACKFILL = 2.1 CU YD
 SEE DETAIL IN STRUCTURE PLANS

4—STA 669+50.0
 PIPE CULVERT, CL. D, TY 1, 24" X 48'
 METAL END SECTIONS, 2 EACH
 USFL 523.31, STA 669+72.1, 28.9' LT
 DSFL 522.32, STA 669+25.0, 35.7' LT
 TRENCH BACKFILL = 4.2 CU YD

EXIST. CURVE 11
 PI STA. = 672+36.18
 $\Delta = 11^\circ 06' 28''$ (RT)
 $D = 1^\circ 30' 20''$
 $R = 3,805.84'$
 $T = 370.07'$
 $L = 737.82'$
 $E = 17.95'$
 $e = N.C. \& \text{ VARIES (SEE CROSS SECTIONS)}$
 P.C. STA. = 668+66.11
 P.T. STA. = 676+03.93
 S.E. ATTAINED MATCH EXISTING (SEE CROSS SECTIONS)



BM #TA-2 STA ± 667+84.00 LT
 FOUND RAILROAD SPIKE FLUSH TOP OF W. WALL
 SOUTH EAST CORNER SN 034-0023



| | | | |
|--|-----------------------------|------------|-----------|
| FILE NAME = | USER NAME = laughl1n1 | DESIGNED - | REVISED - |
| et:\pw\work\p1dot\laughl1n1\1d0229630\PP | 03.dgn | DRAWN - | REVISED - |
| | PLOT SCALE = 40.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 8/9/2010 | DATE - | REVISED - |

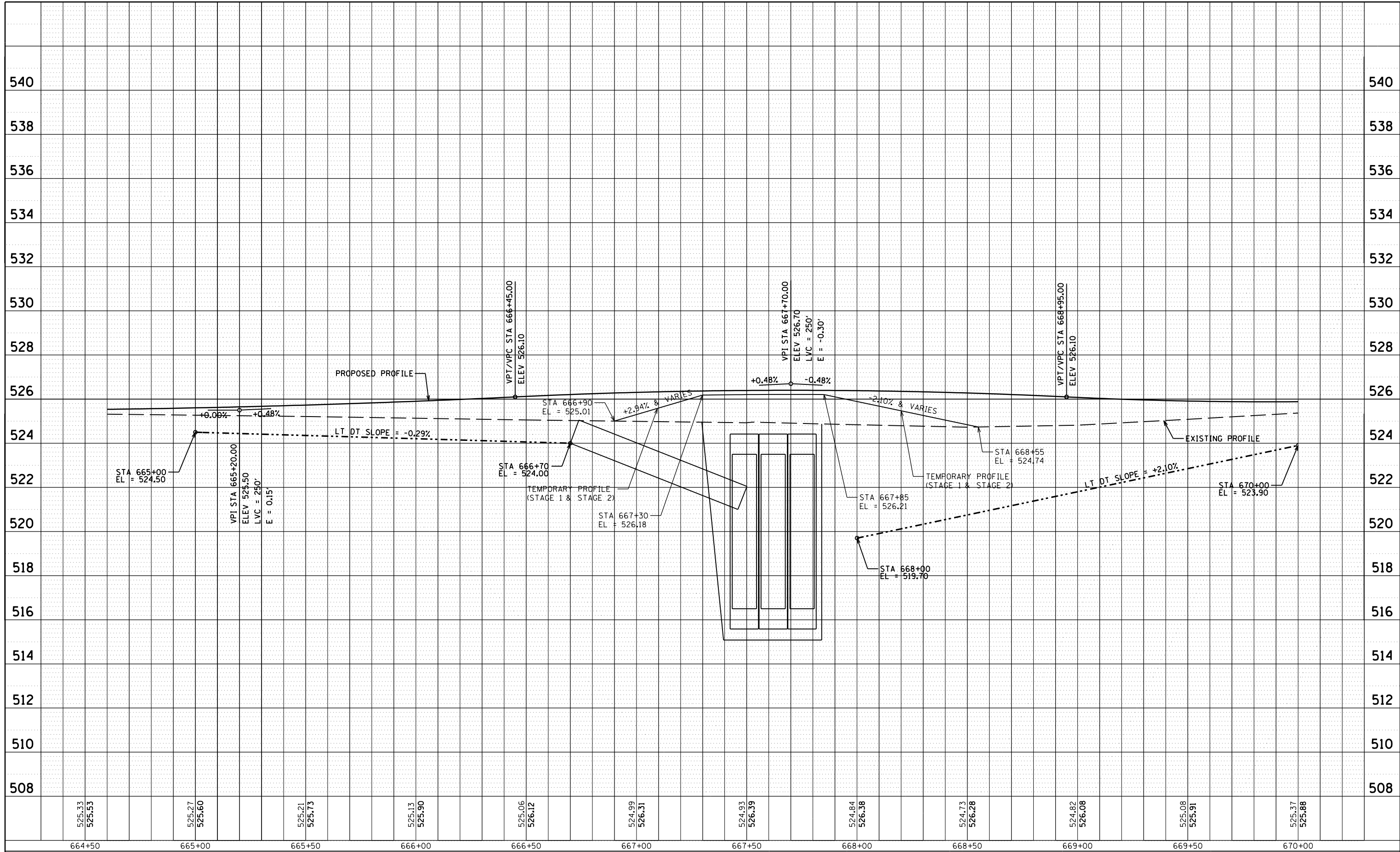
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE: 1"=20'
 SHEET NO. 5 OF 7 SHEETS
 STA. 664+60 TO STA. 670+00

| | | | | |
|---------------------|----------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 28 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

| | | | |
|------|----------------|----|------|
| PLAN | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | ALIGNED | | |
| | CHECKED | | |
| | NO. _____ | | |
| | CADD FILE NAME | | |

| | | | |
|---------|-----------------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOTATIONS CHECKED | | |
| | NO. _____ | | |



| | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 525.33 | 525.53 | 525.27 | 525.60 | 525.21 | 525.73 | 525.13 | 525.90 | 525.06 | 526.12 | 524.99 | 526.31 | 524.93 | 526.39 | 524.84 | 526.38 | 524.73 | 526.28 | 524.82 | 526.08 | 525.08 | 525.91 | 525.37 | 525.88 |
| 664+50 | 665+00 | 665+50 | 666+00 | 666+50 | 667+00 | 667+50 | 668+00 | 668+50 | 669+00 | 669+50 | 670+00 | | | | | | | | | | | | |

| | | | |
|--|------------------------|------------|-----------|
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| c:\pwork\pwork\laughl1nr1\00229630\PP_03.dgn | | CHECKED - | REVISED - |
| | | DRAWN - | REVISED - |
| | | CHECKED - | REVISED - |

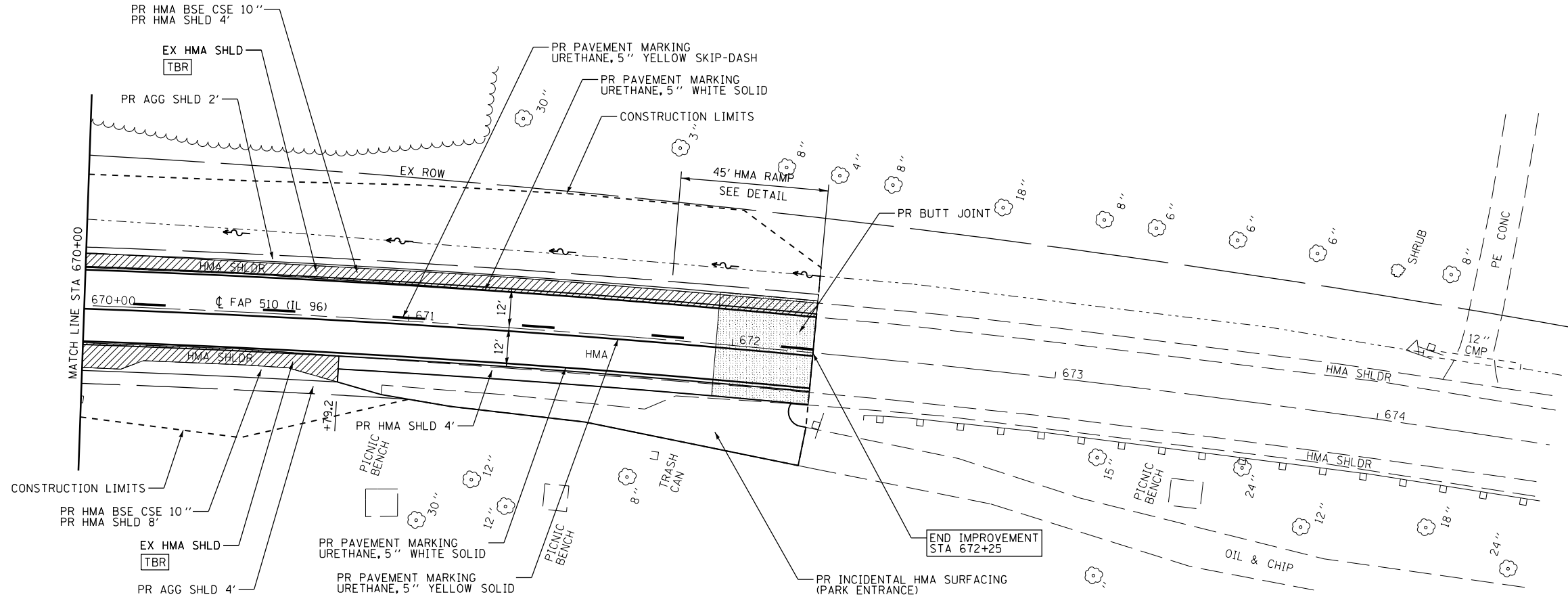
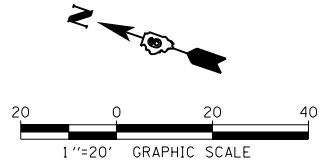
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | |
|----------------|-------------------------|----------------------------|
| PROFILE | | |
| SCALE: 1"=20' | SHEET NO. 6 OF 7 SHEETS | STA. 664+60 TO STA. 670+00 |

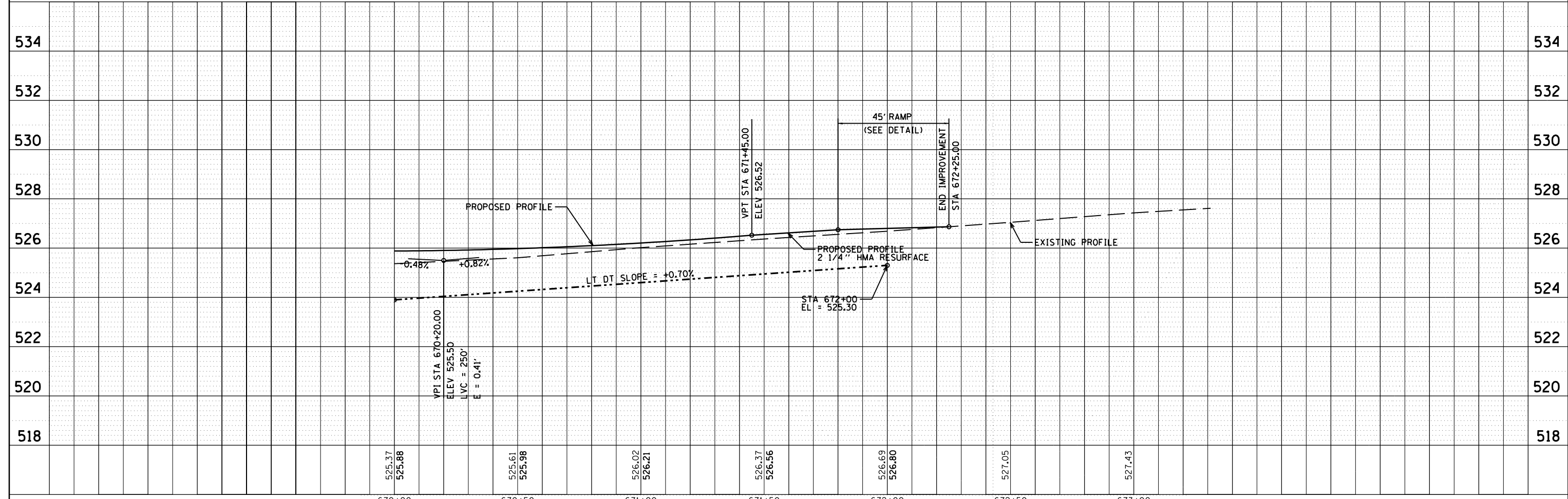
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|---------------------|----------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 29 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

EXIST. CURVE 11
 PI STA. = 672+36.18
 $\Delta = 11^\circ 06' 28''$ (RT)
 $D = 1^\circ 30' 20''$
 $R = 3,805.84'$
 $T = 370.07'$
 $L = 737.82'$
 $E = 17.95'$
 $e = 2.2\%$
 P.C. STA. = 668+66.11
 P.T. STA. = 676+03.93
 S.E. ATTAINED MATCH EXISTING

| | | |
|------|----------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | CHECKED | |
| | ALIGNED | |
| | FILED | |
| | NO. | |



| | | |
|---------|------------------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | CHECKED | |
| | GRADES | |
| | STRUCTURE | |
| | NOT AT THIS CHRD | |
| | NO. | |



| | | | | | | | | | | |
|--|------------------------|------------|---|---|-------------------------|----------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAN AND PROFILE | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\laughl1nr1\d0229630\PP_04.dgn | CHECKED - | REVISED - | 510 | | | 120 (B-4, B-5) | HANCOCK | 80 | 30 | |
| PLOT SCALE = 48.0000' / in. | DRAWN - | REVISED - | CONTRACT NO. 72A65 | | | | | | | |
| PLOT DATE = 8/9/2010 | CHECKED - | REVISED - | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | | | | |

STORM WATER POLLUTION PREVENTION PLAN

Route: FAP 510 Marked: IL 96
 Section: 120 (B-4, B-5) Project No.: NA
 County: HANCOCK Contract No. 72A65

This plan has been prepared to comply with the provision of the NPDES Permit Number ILR10 _____ Issued by the Illinois Environmental Protection Agency for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted, is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Roy A. Dinkley 8/9/10
 (Signature) (Date)
Deputy District Engineer
 (Title)

Note: The above boxed in area will be filled out by IDOT - Construction after the award of the contract to obtain the required NPDES permit.

The following plan was established and included in these plans to direct the Contractor in the placement of temporary erosion control systems and to provide a storm water pollution prevention plan for compliance under NPDES. The Contractor shall abide to all requirements within this plan as part of the contract.

The purpose of this plan is to prevent / minimize siltation within the construction zone and to eliminate sediments from entering and leaving the construction zone by utilizing proper temporary erosion control systems and providing ground cover within a reasonable time.

Certain items, as shown in this plan and referenced by the legend, shall be placed by the Contractor at the beginning of construction. Other items shall be placed by the Contractor as directed by the Engineer on a case by case situation resulting from the Contractor's sequence of activities, time of the year, and expected weather conditions.

The Contractor shall place permanent erosion control systems and seeding within a reasonable amount of time; therefore, reducing the amount of area being open to the possibility of erosion and reducing the amount of temporary erosion control systems and temporary seeding. The Resident Engineer will determine if temporary erosion control systems shown in the plan can be deleted, the size of the proposed ditch checks, the proper method of installation, and if any additional temporary erosion control systems shall be added which are not included in this plan. The Contractor shall perform all work as directed by the Engineer and as shown in special details and in Standard 280001 of the plans.

The special provisions Temporary Seeding, Temporary Erosion Control Seeding, and Temporary Erosion Control additionally supplement this plan.

All disturbed areas having high potential for erosion, as determined by the Engineer, shall be temporarily seeded or permanently seeded by October 1, and shall not be reopened until after the winter shutdown period.

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of removing two single span bridges and replacing with triple cell box culverts along FAP 510 (IL 96) approximately 1.0 miles and 1.3 miles South of Nauvoo in Hancock County, Illinois.
2. This contract involves resurfacing 0.35 miles of IL 96 and to the back of radius returns for TR 2130.
3. Miscellaneous work includes pavement removal, guardrail removal, pavement widening, hot-mix asphalt shoulders, aggregate shoulders, riprap, guardrail, pavement marking, traffic control, seeding, etc.

Description of Intended Sequence of Major Construction Activities Which Will Disturb Earth and Lead to Possible Erosion for Major Portions of the Construction Site:

1. Excavation will be completed to grade out for proposed roadway ditches and waterways, and to lower the existing ground elevation to meet the proposed roadway grade/vertical alignment.
2. Embankment will be completed in fill areas to raise the existing ground elevation to meet the proposed roadway grade/vertical alignment.
3. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed four lane facility.
4. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, ditch checks, sediment basins, temporary seeding, etc.
5. Placement of permanent erosion control, such as riprap ditch lining, riprap stilling basins, riprap dry dams, excelsior blanket, seeding, etc.
6. Final grading, paving and other miscellaneous items.
7. Stage construction of the above items will be required to maintain traffic as discussed previously herein.

Area of Construction Site:

The total drainage area entering and including the construction site is estimated to be 1200 acres (1.9 square miles) in which 1.5 acres will be disturbed by excavation, grading or other activities.

Other Reports, Studies and Plans which Aid in the Development of this Storm Water Pollution Prevention Plan as Referenced Documents:

1. Estimated run-off coefficients are contained in the project drainage study which were utilized for proposed placement of the temporary erosion control systems.
2. Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.
3. Site maps indicating drainage patterns and approximate slopes were contained in the project design report, USGS drainage maps, project drainage study, and project plan documents were all utilized for proposed placement of the temporary erosion control systems.

Drainage Tributaries Receiving Water from this Construction Site:

1. Mississippi River

| | | | | | | | | | | | | | |
|---|------------------------|------------|-----------|---|---|-------------------------|--------------|---------------------|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = laughlinr1 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | STORM WATER POLLUTION PREVENTION NOTES | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca\pwwork\pwwdot\laughlinr1\08229632\0802C01-GNotes.dgn | | DRAWN - | REVISED - | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 31 | | | | |
| PLOT SCALE = 1/8" = 100.00' / in. | | CHECKED - | REVISED - | | CONTRACT NO. 72A65 | | | | | | | | |
| PLOT DATE = 8/9/2010 | | DATE - | REVISED - | | SCALE: none | SHEET NO. 1 OF 4 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | | |

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:
 - (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.
 - (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.
 - (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.
 - (d) Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
 - (e) Immediately after tree removal is completed in certain areas which are highly erodible areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
 - (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesirable conditions.
2. Establishment of these temporary erosion control measures will have additional benefits to the project. Desirable grass seed will become established in these areas and will spread seeds onto the construction site until permanent seeding/mowing and overseeding can be complete.
3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

Description of Stabilization Practices During Construction:

1. During roadway construction, areas outside the construction slope limits as outlined previously herein shall be protected from damaging effects of construction. The Contractor shall not use this area for staging (except as designated on the plans or directed by the Engineer), parking of vehicles or construction equipment, storage of materials, or other construction related activities.
 - (a) Within the construction zone, critical areas which have high flows of water as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion.
 - (b) Top soil and earth stockpiles shall be temporarily seeded if they are to remain unused for more than fourteen days.
 - (c) As the Contractor constructs a portion of roadway in a fill section, he/she shall follow the following steps as directed by the Engineer:
 - i. Place temporary erosion control systems at locations where water leaves and enters the construction zone
 - ii. Temporarily seed highly erodible areas outside the construction slope limits
 - iii. Construct roadside ditches and provide temporary erosion control systems
 - iv. Temporarily divert water around proposed culvert locations
 - v. Build necessary embankment at culvert locations and then excavate and place culvert
 - vi. Continue building up the embankment to the proposed grade while at the same time place permanent erosion control such as riprap ditch lining and conduct final shaping to the slopes
 - (d) The Contractor shall immediately follow major earth moving operations with final grading equipment. After the major earth spread operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.
 - (e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion Control Seeding".

(f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.

(g) The Resident Engineer shall inspect the project daily during activities and weekly or after large rains during the winter shutdown period. The project shall additionally be inspected by the Construction Field Engineer on a bi-weekly basis to determine that erosion control efforts are in place and effective and if other control work is necessary.

(h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer. The cost of this maintenance will be paid for in accordance with Article 109.04 of the Standard Specifications.

(i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the temporary erosion control system. No additional compensation will be allowed.

Description of Structural Practices After Final Grading:

1. Temporary erosion control systems shall be left in place with proper maintenance until permanent erosion control is in place and working properly and all proposed turf areas seeded and established with a proper stand.
2. Once permanent erosion control systems as proposed in the plans are functional and established, temporary items shall be removed, cleaned up, and disturbed turf reseeded. Temporary riprap ditch checks will be allowed to remain in place where approved by the Engineer.

Maintenance after Construction:

1. Construction is complete after acceptance is received at the final inspection.
2. Areas will be inspected on a regular basis by IDOT District 6 Bureau of Operations.
3. Maintenance crews will perform regular mowings to aid in keeping weeds down and establishing a good roadside seed stand.
4. Maintenance crews will also aid in any ditch lining maintenance or in any drainage problems.
5. All maintenance will be conducted at times when weather conditions will not cause site damage.

DOCUMENTATION

1. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with Section 4.b. shall be made and retained as part of the plan for at least three years after the date of inspection. The report shall be signed in accordance with part VI.G of the general permit.
2. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incident of Noncompliance (ION)" report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI.G. of the general permit. The report of noncompliance shall be mailed to the following address:

Illinois Environmental Protection Agency
 Division of Water Pollution Control
 2200 Churchill Road, P.O. Box 19276
 Springfield, IL 62794-9276
 Attn: Compliance Assurance Section

| | | | | | | | | | | |
|--|-----------------------|------------|--------------------|---|---|-------------------------|--------------|---------------------|---------------------------|-----------|
| FILE NAME = | USER NAME = laughl1n1 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | STORM WATER POLLUTION PREVENTION NOTES | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| es:\pwork\p1dot\laughl1n1\0229632\000EC02-GNotes.dgn | DRAWN - | REVISED - | 510 | | | 120 (B-4, B-5) | HANCOCK | 80 | 32 | |
| PLOT SCALE = 100.0696' / in. | CHECKED - | REVISED - | CONTRACT NO. 72A65 | | | | | | | |
| PLOT DATE = 8/9/2010 | DATE - | REVISED - | SCALE: none | | | SHEET NO. 2 OF 4 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | |

CONTRACTOR CERTIFICATION STATEMENT

This certification statement is part of the Storm Water Pollution Plan for the project described below in accordance with NPDES Permit No. ILR10 _____, issued by the Illinois Environmental Protection Agency on _____.

Route: FAP 510 Marked: IL 96
 Section: 120 (B-4, B-5) Project No.: NA
 County: Hancock Contract # 72A65

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

Signature _____ Date _____
 Title _____
 Name of Firm _____
 Street Address _____
 City, State, Zip _____
 Phone Number _____

Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

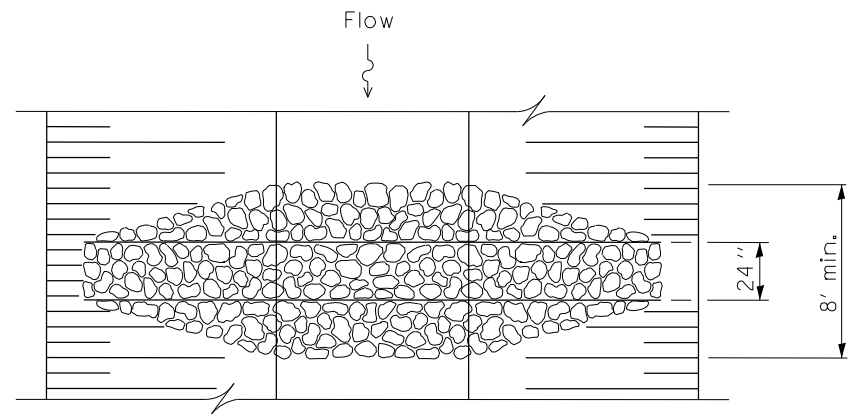
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| et:\pw_work\p1dot\laughlinr1\0229632\000EC03-CNotes.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0292' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 8/9/2010 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

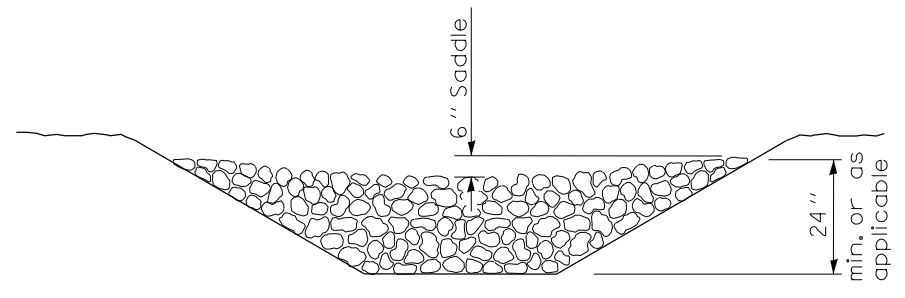
STORM WATER POLLUTION PREVENTION

SCALE: none SHEET NO. 3 OF 4 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------------|---------------------------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 33 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



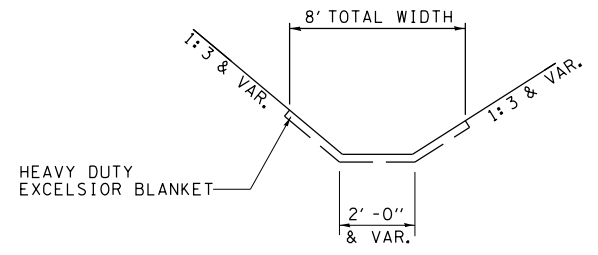
PLAN VIEW



ELEVATION

TEMPORARY AGGREGATE DITCH CHECKS
(TYPICAL)

SEE STANDARD 280001
FOR EROSION CONTROL
DETAILS NOT SHOWN.



HEAVY DUTY EXCELSIOR BLANKET LIMITS
(TYPICAL)

LEGEND

(FOR THE STORM WATER POLLUTION PREVENTION PLAN SHEETS)

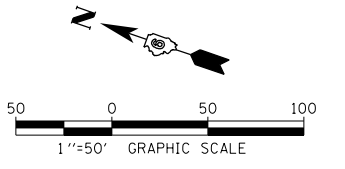
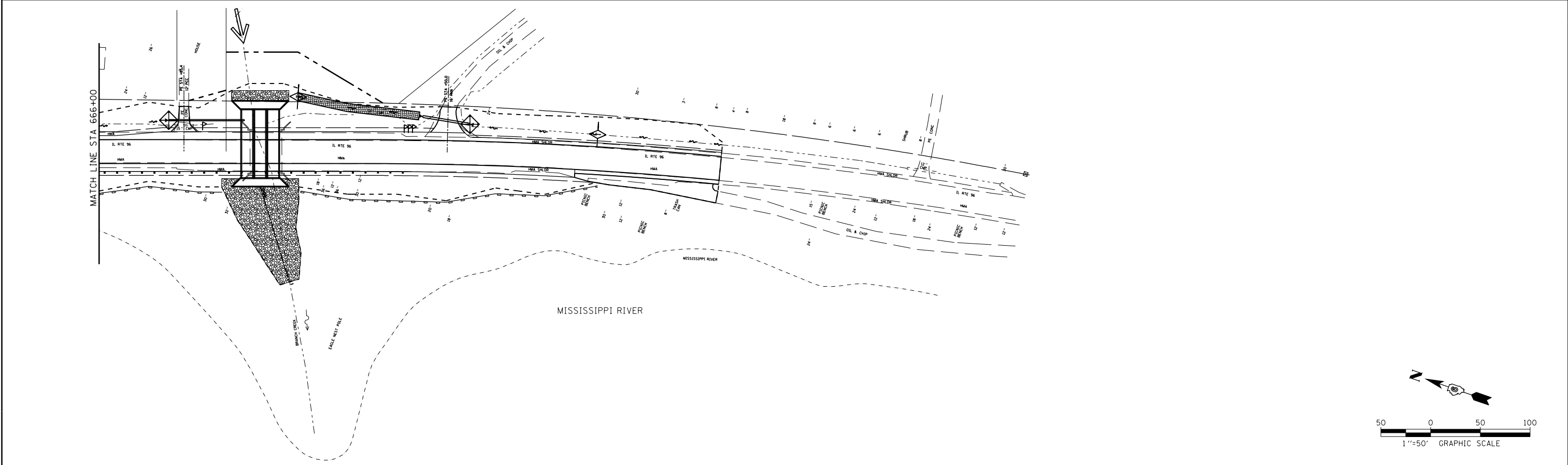
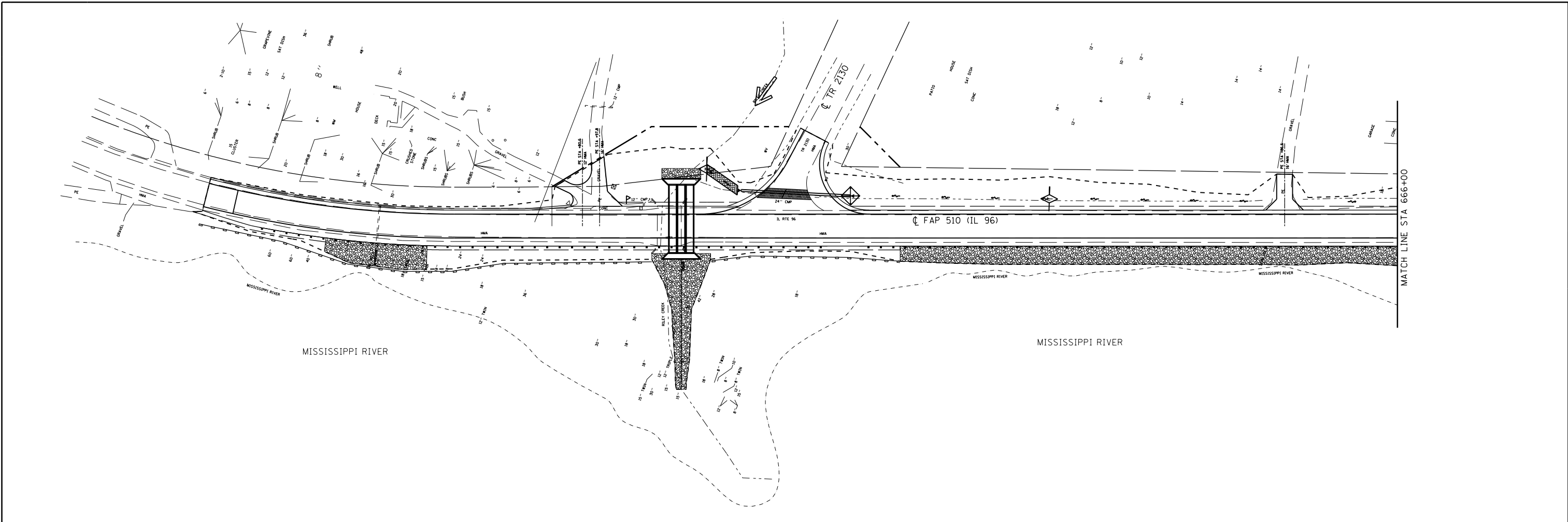
| ITEM | SYMBOL |
|--|----------|
| TEMPORARY DITCH CHECKS, AGGREGATE (STD 280001) [AGGREGATE (EROSION CONTROL), 3.0 TONS PER EACH] | |
| INLET AND PIPE PROTECTION (STD 280001) [HAY BALES NOT ALLOWED] | |
| PERIMETER EROSION BARRIER | |
| EARTH EXCAVATION FOR EROSION CONTROL (SEDIMENT BASINS) | |
| PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS) | |
| ITEM PLACED AT BEGINNING OF CONSTRUCTION (Requirement) | * ITEM * |
| ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation) | ITEM |
| DIRECTION OF OVERLAND FLOW | |
| HEAVY DUTY EROSION CONTROL BLANKET | |
| ITEM PLACED DURING STAGE 1 CONSTRUCTION | ① |

GENERAL NOTES:

All items shall be constructed as shown on this sheet,
on Standard 280001, and as directed by the Engineer.

Mulch shall be method 2, unless otherwise noted.

Aggregate ditch checks shall be paid for as "AGGREGATE (EROSION CONTROL)".



| | | | |
|--|------------------------------|------------|-----------|
| FILE NAME = | USER NAME = laughlir1 | DESIGNED - | REVISED - |
| et:\pw_work\pwidot\laughlir1\02229632\ErosionCNTRL.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 8/9/2010 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

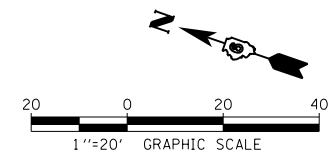
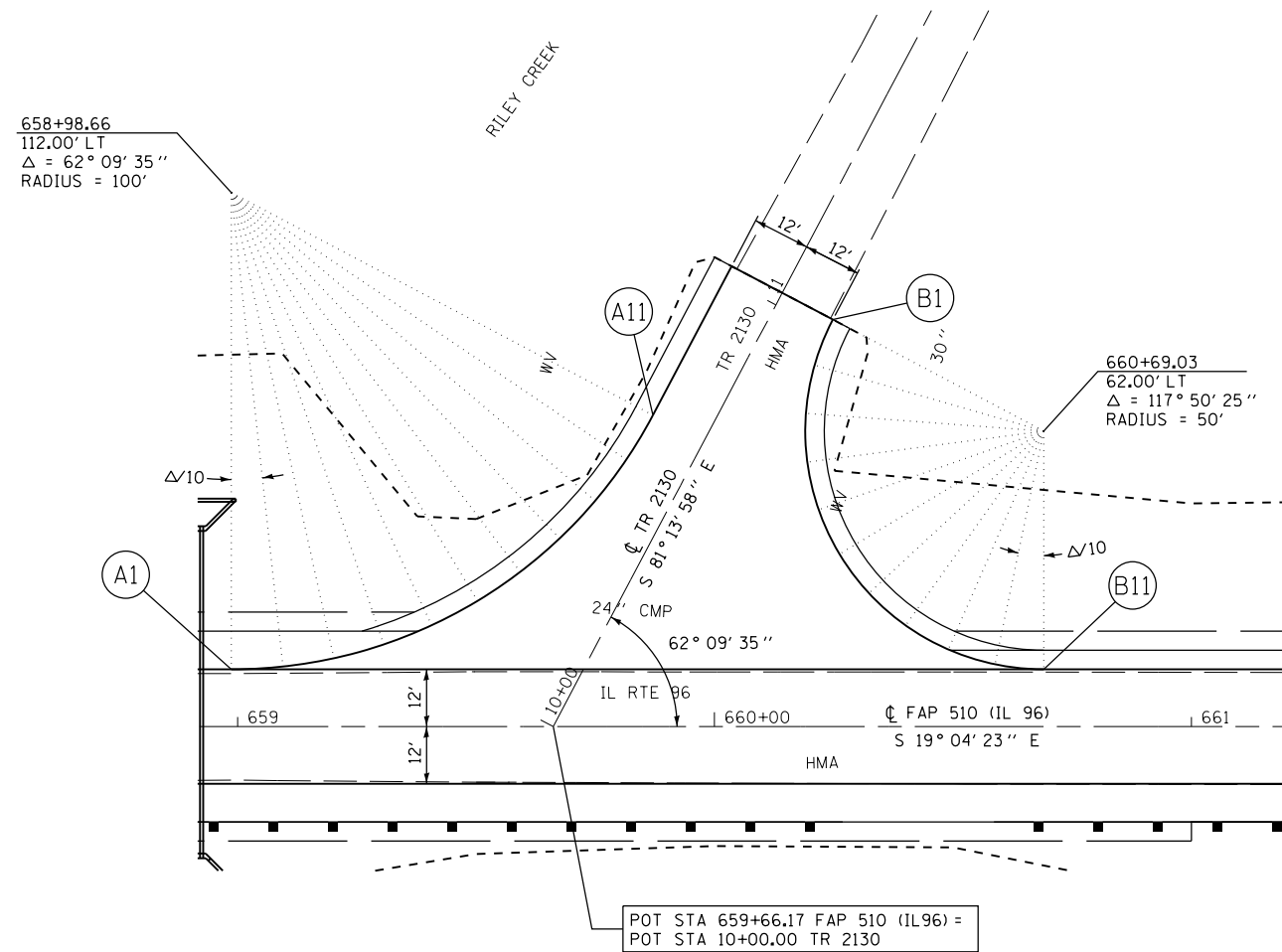
STORM WATER POLLUTION PREVENTION PLAN

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 654+00 TO STA. 672+25

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 35 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

| | FAP RTE 510 (IL 96) | | | TR 2130 | | ELEVATION |
|-----|---------------------|--------|----|----------|-----------|-----------|
| A1 | 658+98.66 | 12.00' | LT | N/A | N/A | 525.30 |
| A2 | 659+09.49 | 12.59' | LT | N/A | N/A | 525.28 |
| A3 | 659+20.19 | 14.34' | LT | N/A | N/A | 525.21 |
| A4 | 659+30.63 | 17.25' | LT | N/A | N/A | 525.08 |
| A5 | 659+40.70 | 21.27' | LT | 10+06.92 | 32.45' LT | 524.94 |
| A6 | 659+50.28 | 26.36' | LT | 10+15.89 | 26.36' LT | 525.08 |
| A7 | 659+59.25 | 32.45' | LT | 10+25.46 | 21.27' LT | 525.55 |
| A8 | 659+67.51 | 39.48' | LT | 10+35.53 | 17.25' LT | 526.35 |
| A9 | 659+74.96 | 47.36' | LT | 10+45.98 | 14.34' LT | 527.49 |
| A10 | 659+81.51 | 56.00' | LT | 10+56.68 | 12.59' LT | 528.84 |
| A11 | 659+87.08 | 65.30' | LT | 10+67.51 | 12.00' LT | 530.19 |

| | FAP RTE 510 (IL 96) | | | TR 2130 | | ELEVATION |
|-----|---------------------|--------|----|----------|-----------|-----------|
| B1 | 660+24.81 | 85.35' | LT | 11+02.86 | 12.00' RT | 534.06 |
| B2 | 660+20.98 | 75.83' | LT | 10+92.65 | 13.05' RT | 533.04 |
| B3 | 660+19.17 | 65.72' | LT | 10+82.87 | 16.17' RT | 532.03 |
| B4 | 660+19.46 | 55.46' | LT | 10+73.93 | 21.22' RT | 531.01 |
| B5 | 660+21.84 | 45.48' | LT | 10+66.21 | 27.99' RT | 529.86 |
| B6 | 660+26.21 | 36.19' | LT | 10+60.04 | 36.19' RT | 528.23 |
| B7 | 660+32.38 | 27.99' | LT | 10+55.67 | 45.48' RT | 526.30 |
| B8 | 660+40.10 | 21.22' | LT | 10+53.29 | 55.46' RT | 525.14 |
| B9 | 660+49.04 | 16.17' | LT | 10+53.00 | 65.72' RT | 525.00 |
| B10 | 660+58.82 | 13.05' | LT | 10+54.81 | 75.83' RT | 525.10 |
| B11 | 660+69.03 | 12.00' | LT | 10+58.65 | 85.35' RT | 525.14 |



| | | | | | | | | | | | | |
|---|------------------------|------------|-----------|---|-----------------------------------|---------------------|--------------|---------------------|---------------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = laughlinc1 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GEOMETRIC DETAIL (TR 2130) | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| et:\pwork\pwork\laughlinc1\02229622\GeoMetricTr2130.dgn | | DRAWN - | REVISED - | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 36 | | | |
| | | CHECKED - | REVISED - | | CONTRACT NO. 72A65 | | | | | | | |
| | | DATE - | REVISED - | | SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |

P:\0771\les\070100\Work\0-rdr\9\Brdge Plans\SN034-0022_SN034-2525_GENERAL PLAN & LONGITUDINAL SECTION.dgn 10/1/2010 11:01:29 AM

Bench Mark: TA-1 Set Chiseled "□" SE corner bridge SN 034-0022 NAVD 88 Elev. 524.13

Existing Structure: S.N. 034-0022 was built in 1938 as S.B.I. Rte. 96, Section 120B-WPH at Sta. 658+68 over Riley Creek. The existing structure is a single span concrete slab superstructure bridge, 24'-0" back to back abutments, 0° skew, 43'-0" out to out of deck with closed abutments on spread footings keyed into rock. The existing structure shall be removed and replaced. Traffic to be maintained utilizing stage construction.

No Salvage.

INDEX OF SHEETS

1. General Plan & Longitudinal Section
2. West Cast-In-Place End Section
3. East Cast-In-Place End Section
4. General Data
5. Boring Logs

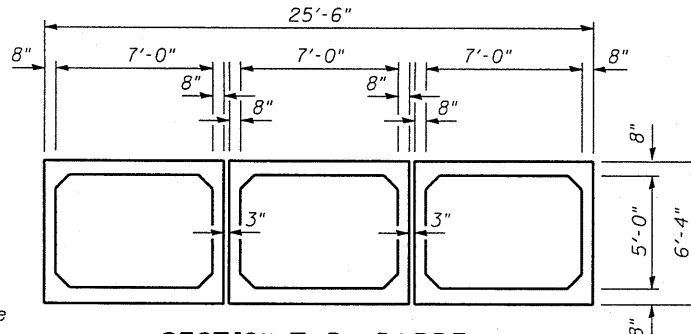
Notes:

Removal and replacement of weak soil with Rockfill-Foundation may be required beneath the culvert. The Engineer will determine the required depth following excavation to plan grade.

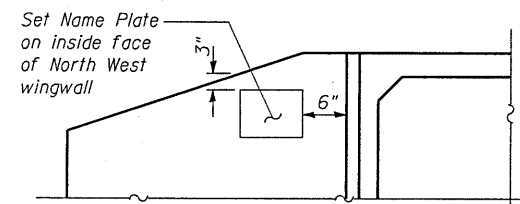
Cost of Temporary Timber Blocking included with Temporary Soil Retention System.

Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

The existing North Abutment shall be removed to 1.0 feet below the top of the proposed culvert. Cost included with Removal of Existing Structures No. 1.



SECTION THRU BARREL



NAME PLATE LOCATION

STATION 658+80.00
BUILT 201_ BY
STATE OF ILLINOIS
FAP RT. 510 SEC. 120 (B-4, B-5)
LOADING HS20-44
STR. NO. 034-2525

NAME PLATE

See Std. 515001

LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications

DESIGN STRESSES

FIELD UNITS

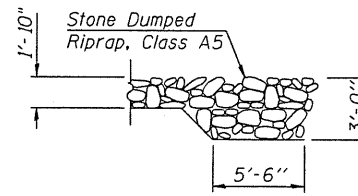
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

PRECAST UNITS

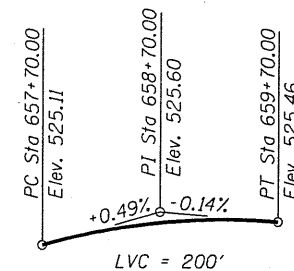
$f'_c = 5,000$ psi
 $f_y = 65,000$ psi (Welded Wire Fabric)

TOTAL BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|---|---------|-------|
| Removal of Existing Structures No. 1 | Each | 1 |
| Name Plates | Each | 1 |
| Precast Concrete Box Culvert 7'x5' (M273) | Foot | 209.0 |
| Box Culvert End Section, Culvert No. 1 | Each | 2 |
| Reinforcement Bars | Pound | 1,320 |
| Stone Dumped Riprap, Class A5 | Sq. Yd. | 124 |
| Temporary Soil Retention System | Sq. Ft. | 195 |
| Structure Excavation | Cu. Yd. | 698 |
| Rock Fill Foundation | Ton | 265 |
| Granular Culvert Backfill | Cu. Yd. | 181 |
| Dewatering Structure No. 1 | Each | 1 |



SECTION A-A



PROFILE GRADE
(along & roadway)



Alan D. Lukens
Licensed Structural Engineer
State of Illinois No. 081-005167
License Expires 11/30/12

GENERAL PLAN & LONGITUDINAL SECTION

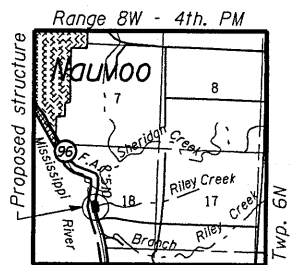
IL 96 OVER RILEY CREEK

FAP ROUTE 510 SECTION 120 (B-4, B-5)

HANCOCK COUNTY

STATION 658+80.00

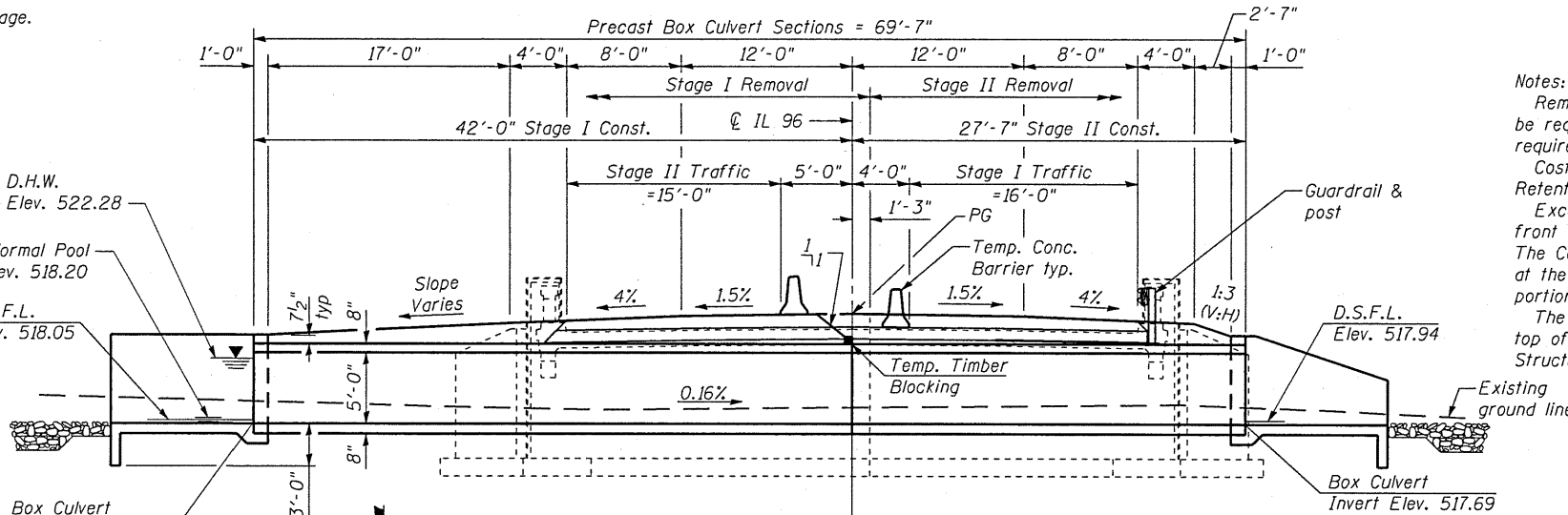
S.N. 034-2525



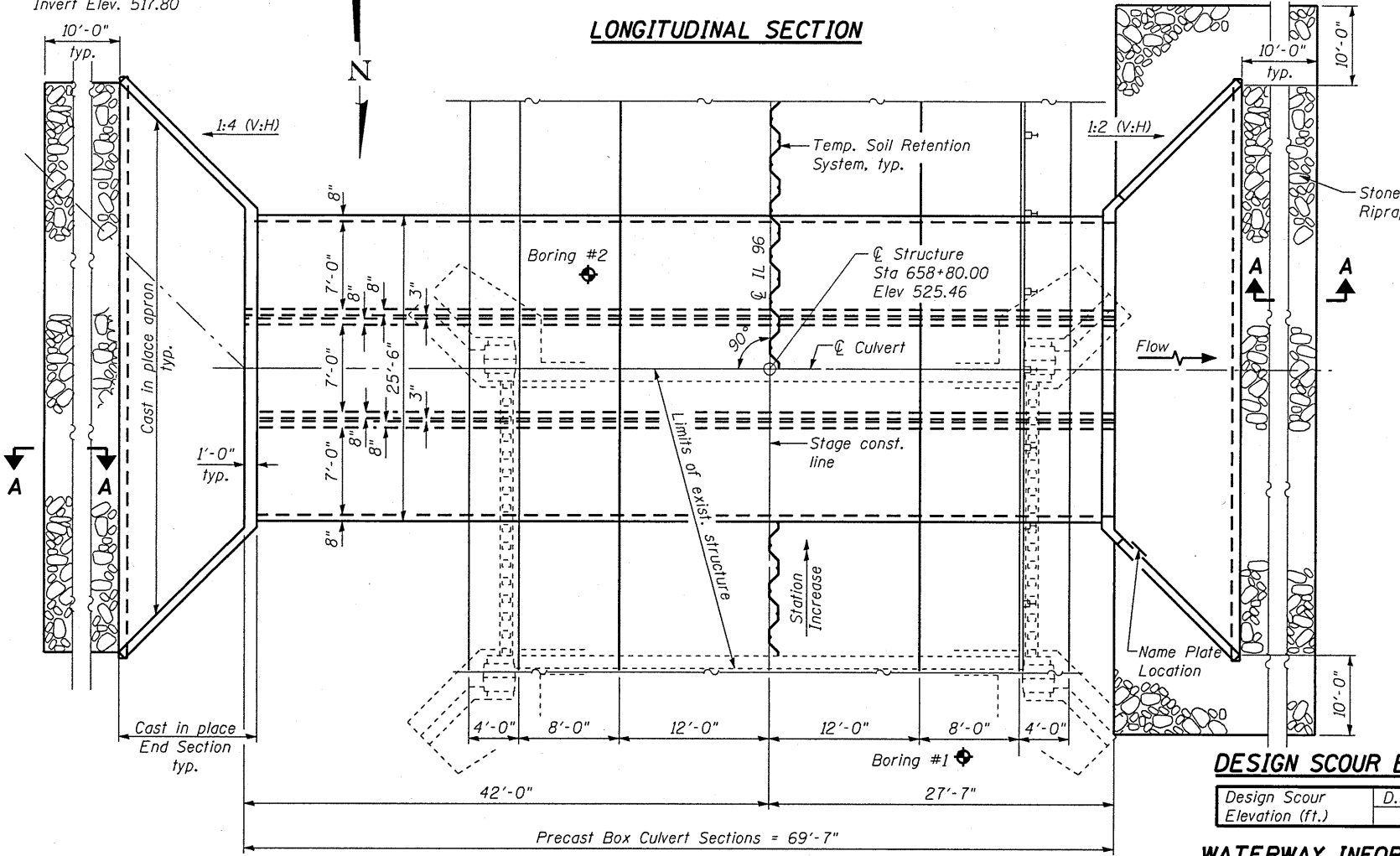
LOCATION SKETCH

| SHEET NO. | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|-------------|----------------|---------|--------------|-----------|
| 5 SHEETS | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 37 |
| CONTRACT NO. 72A65 | | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | | |

Klingner & Associates P.C.



LONGITUDINAL SECTION



PLAN

DESIGN SCOUR ELEVATION TABLE

| Design Scour Elevation (ft.) | D.S. Toewall | U.S. Toewall |
|------------------------------|--------------|--------------|
| | 514.7 | 514.8 |

WATERWAY INFORMATION

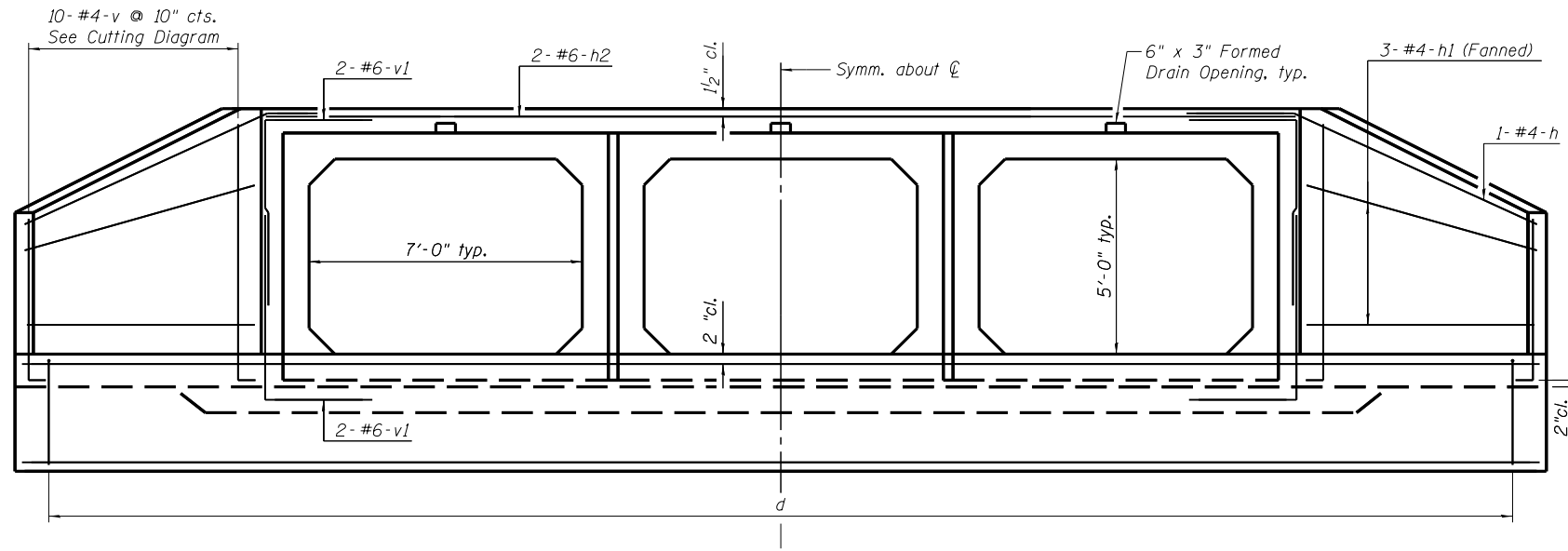
Drainage Area = 0.52 Sq. Mi. Ex. Low Grade Elev. 523.67 @ Sta. 658+39

| Flood | Freq. Yr. | Q C.F.S. | Opening Sq. Ft. | | *Nat. H.W.E. | | Head - Ft. | | Headwater El. | |
|-------------|-----------|----------|-----------------|-------|--------------|--------|------------|-------|---------------|--------|
| | | | Exist. | Prop. | Exist. | Prop. | Exist. | Prop. | Exist. | Prop. |
| Design | 10 | 161 | 29 | 102 | 521.74 | 522.28 | 3.08 | 0 | 525.00 | 520.27 |
| Base | 50 | 373 | 29 | 102 | 522.28 | 522.28 | 3.08 | 0 | 525.36 | 521.04 |
| Overtopping | 100 | 508 | 29 | 102 | 522.34 | 522.34 | 3.32 | 0 | 525.66 | 521.80 |
| Max. Calc. | 500 | | | | | | | | | |

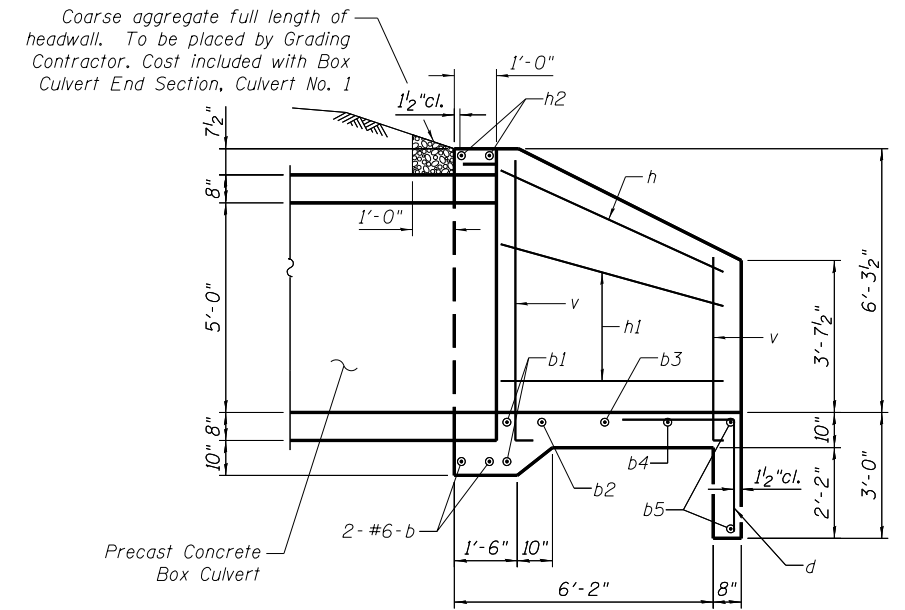
*Upstream face of culvert

| | |
|----------|-----|
| DESIGNED | KTH |
| CHECKED | ADL |
| DRAWN | KTH |
| CHECKED | ADL |

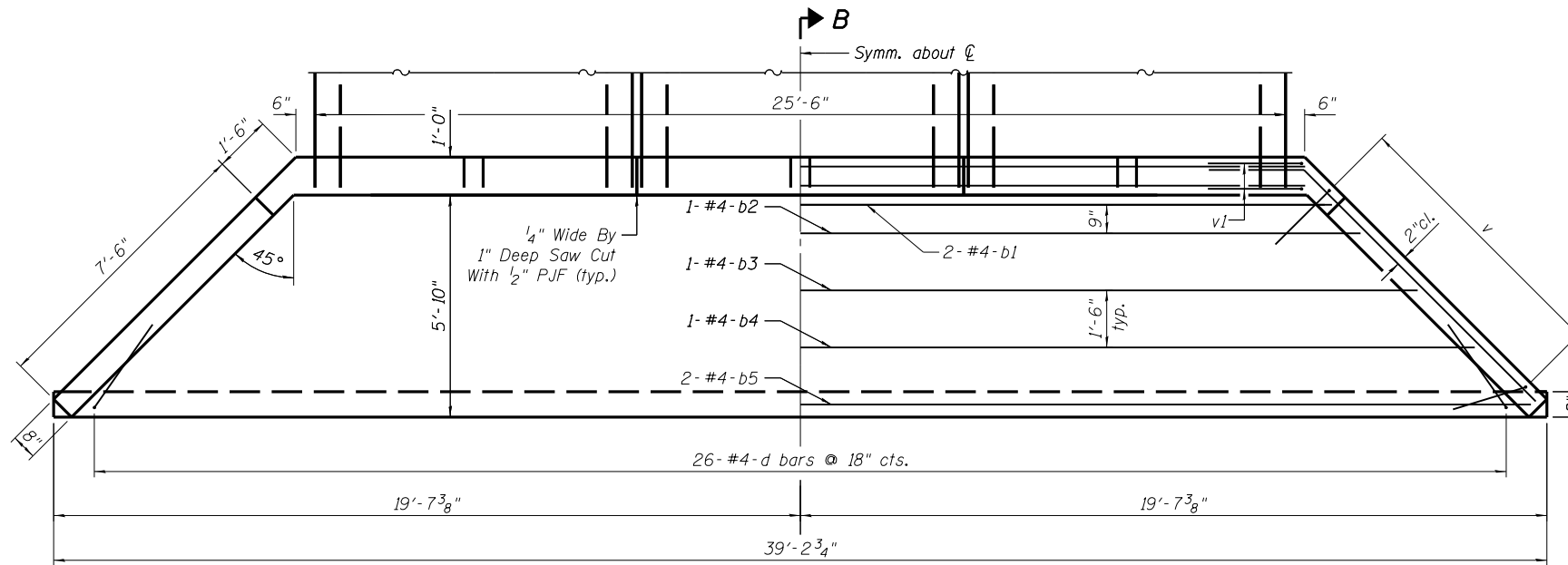
KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
605 North 21st Street, Quincy, IL 62422-3881
Ph. 618.223.3838 • Fax 618.223.3881
4588 Paris Grand Road, Normal, IL 62451-1882
Ph. 618.223.3838 • Fax 618.223.3882
518 N. 4th Street, Suite 100, Burlington, IL 62618-1778
Ph. 618.223.4902 • Fax 618.223.3778
Internet Address: www.Klingner.com
STATE OF ILLINOIS DESIGN FIRM # 1842738



END ELEVATION



SECTION B-B



SHOWING DIMENSIONS

SHOWING REINFORCEMENT

PLAN

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|--|-----|------|---------|-------|
| b | 2 | #6 | 26'-6" | — |
| b1 | 2 | #4 | 28'-6" | — |
| b2 | 1 | #4 | 30'-0" | — |
| b3 | 1 | #4 | 33'-0" | — |
| b4 | 1 | #4 | 36'-0" | — |
| b5 | 2 | #4 | 38'-10" | — |
| d | 26 | #4 | 5'-4" | └ |
| h | 2 | #4 | 11'-8" | └ |
| h1 | 6 | #4 | 8'-8" | — |
| h2 | 2 | #6 | 26'-2" | — |
| v | 10 | #4 | 15'-0" | └ |
| v1 | 8 | #6 | 7'-3" | └ |
| Reinforcement Bars | | | Pound | 640 |
| * Box Culvert End Section, Culvert No. 1 | | | Each | 1 |

* West End Section = 12.9 Cu. Yd. Concrete

NOTES:

Bill of Material for West headwall only.

Bar dimensions are out to out.

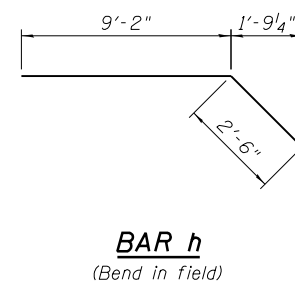
Not to scale or proper orientation.

Exposed edges shall be beveled 3/4".

Reinforcement bars shall conform to the requirements of ASTM A706 Gr 60. See Special Provisions.

Headwall at 0° skew to culvert C.

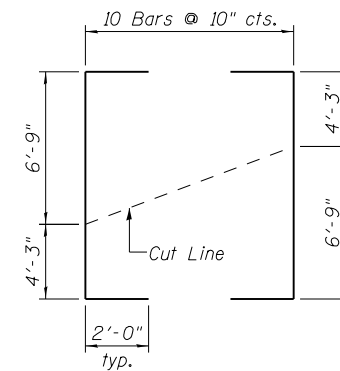
Minimum bar laps:
#6 bar = 2'-7"



BAR h
(Bend in field)

| Bar | A | B |
|-----|-------|-------|
| d | 2'-8" | 2'-8" |
| v1 | 3'-0" | 4'-3" |

BARS d & v1



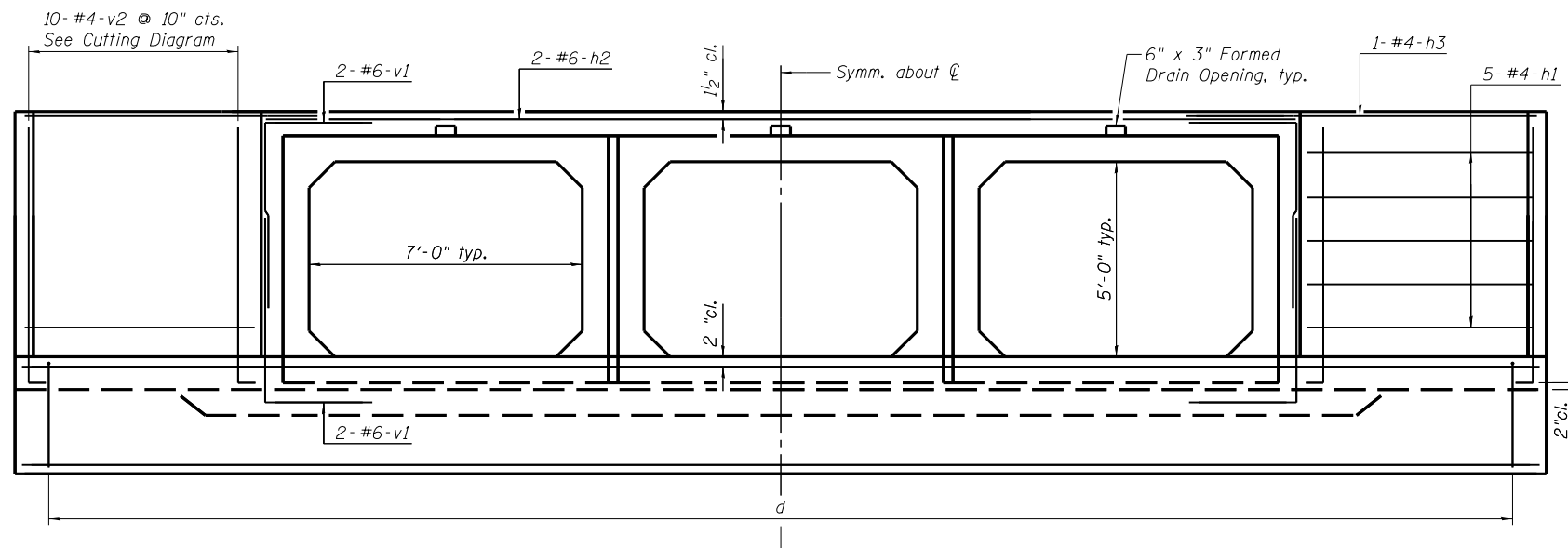
FIELD CUTTING DIAGRAM
BAR v

| | |
|----------|-----|
| DESIGNED | KTH |
| CHECKED | ADL |
| DRAWN | KTH |
| CHECKED | ADL |

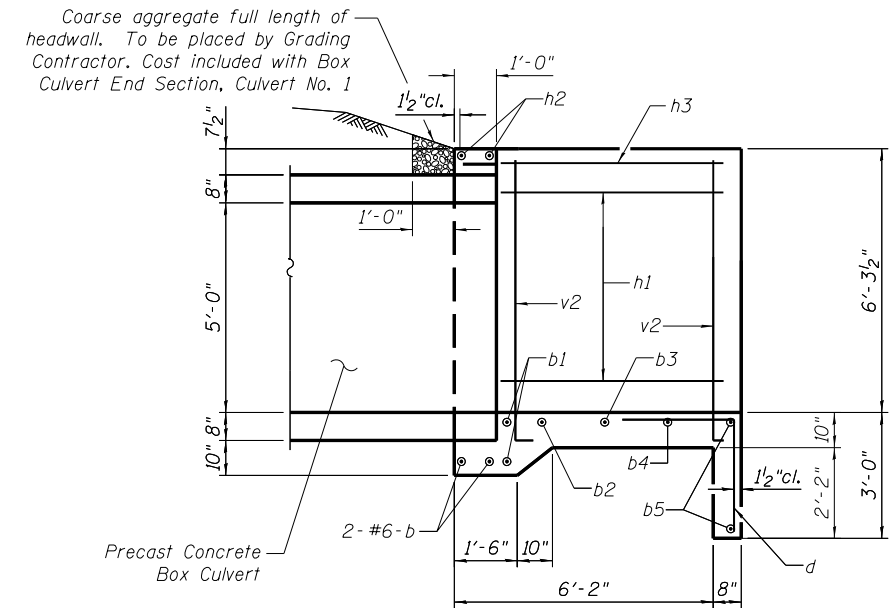
WEST CAST-IN-PLACE END SECTION
S.N. 034-2525

| | | | | | |
|-------------------------|---------------|----------------|--------------------|------------------|--------------|
| SHEET NO. 2 5 SHEETS | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 38 |
| FED. ROAD DIST. NO. | | | ILLINOIS | FED. AID PROJECT | |
| | | | CONTRACT NO. 72A65 | | |

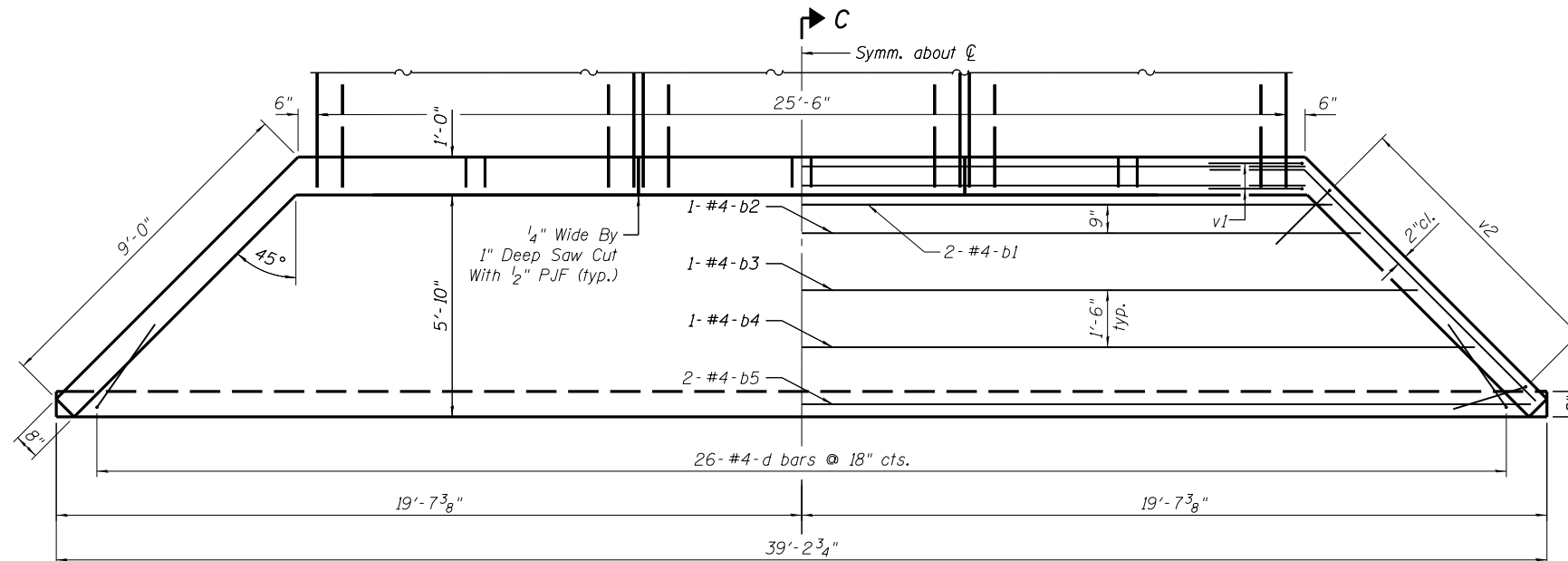
8/9/2010 7:33:22 AM



END ELEVATION



SECTION C-C



PLAN

BILL OF MATERIAL

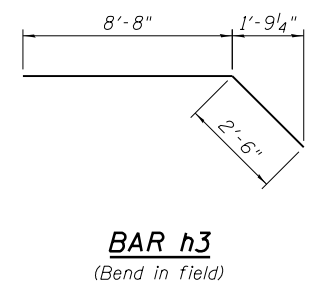
| Bar | No. | Size | Length | Shape |
|--|-----|------|---------|-------|
| b | 2 | #6 | 26'-6" | — |
| b1 | 2 | #4 | 28'-6" | — |
| b2 | 1 | #4 | 30'-0" | — |
| b3 | 1 | #4 | 33'-0" | — |
| b4 | 1 | #4 | 36'-0" | — |
| b5 | 2 | #4 | 38'-10" | — |
| d | 26 | #4 | 5'-4" | ┘ |
| h1 | 10 | #4 | 8'-8" | — |
| h2 | 2 | #6 | 26'-2" | — |
| h3 | 2 | #4 | 11'-2" | ┘ |
| v1 | 8 | #6 | 7'-3" | ┘ |
| v2 | 20 | #4 | 8'-9" | ┘ |
| Reinforcement Bars | | | Pound | 680 |
| * Box Culvert End Section, Culvert No. 1 | | | Each | 1 |

* East End Section = 13.4 Cu. Yd. Concrete

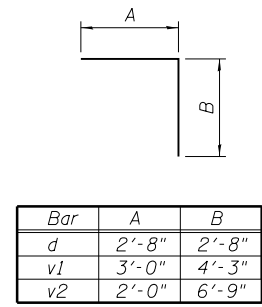
NOTES:

- Bill of Material for East headwall only.
- Bar dimensions are out to out.
- Not to scale or proper orientation.
- Exposed edges shall be beveled 3/4".
- Reinforcement bars shall conform to the requirements of ASTM A706 Gr 60. See Special Provisions.
- Headwall at 0° skew to culvert centerline.
- Minimum bar laps:
#6 bar = 2'-7"

| | |
|----------|-----|
| DESIGNED | KTH |
| CHECKED | ADL |
| DRAWN | KTH |
| CHECKED | ADL |



BAR h3
(Bend in field)

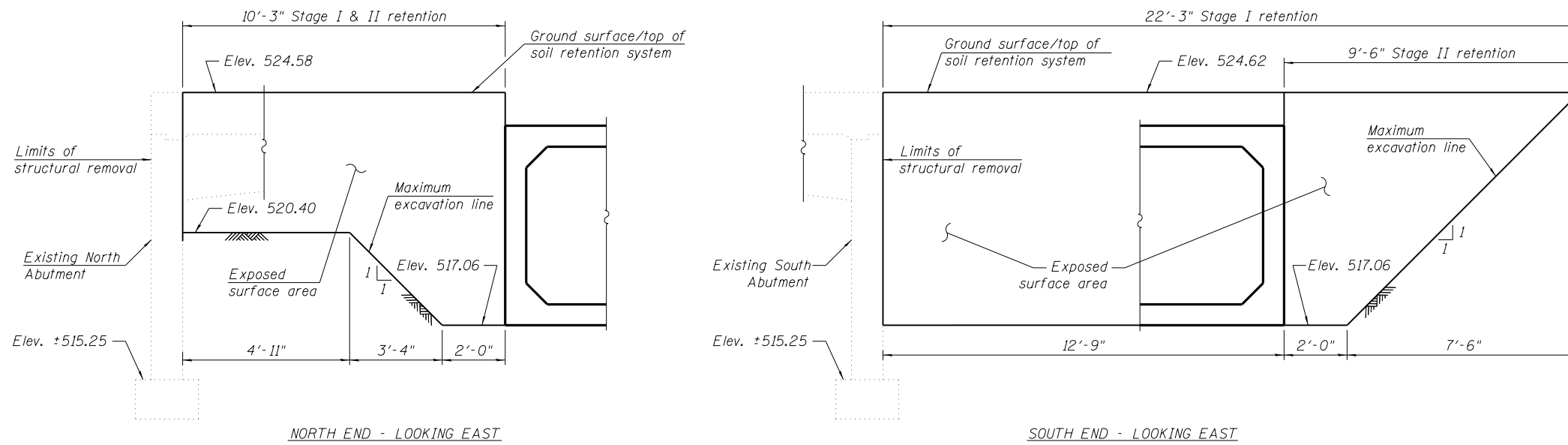


| Bar | A | B |
|-----|-------|-------|
| d | 2'-8" | 2'-8" |
| v1 | 3'-0" | 4'-3" |
| v2 | 2'-0" | 6'-9" |

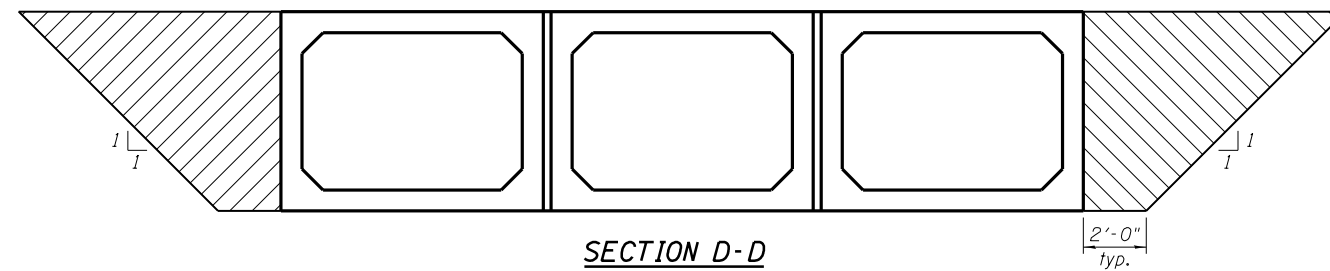
BARS d, v1, & v2

EAST CAST-IN-PLACE END SECTION
S.N. 034-2525

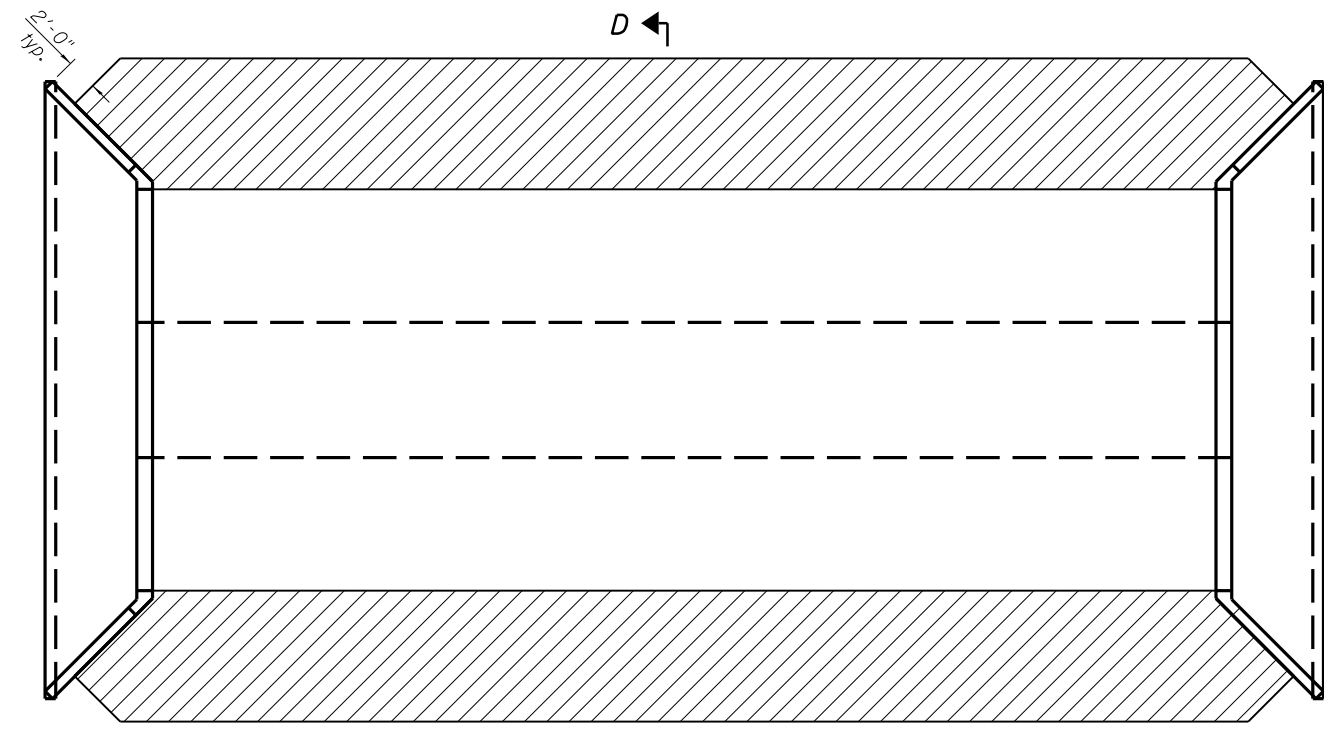
| | | | | | |
|-------------------------|-------------|----------------|--------------------|------------------|-----------|
| SHEET NO. 3 5 SHEETS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 39 |
| FED. ROAD DIST. NO. | | | ILLINOIS | FED. AID PROJECT | |
| | | | CONTRACT NO. 72A65 | | |



TEMPORARY SOIL RETENTION SYSTEM



SECTION D-D



GRANULAR CULVERT BACKFILL PLAN

| | |
|----------|-----|
| DESIGNED | KTH |
| CHECKED | ADL |
| DRAWN | KTH |
| CHECKED | ADL |

GENERAL DATA
S.N. 034-2525

| | | | | | |
|-------------------------|------------|----------------|--------------------|--------------|-----------|
| SHEET NO. 4 5 SHEETS | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 40 |
| | | | CONTRACT NO. 72A65 | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | | |

Bench Mark: TA-4 Set Chiseled "□" NE corner concrete pad picnic table ± 100' north of PT Sta 676+03.93 NAVD 88 Elev 526.16
 Existing Structure: Structure Number 034-0023 was built in 1936 as S.B.I. Rte 96, Section 120 B-WPH at Sta 667+68 over Branch Riley Creek. The Superstructure was replaced in 1979 as Section 120 BR-1. The existing structure is 40'-0" out to out of deck, 0° skew, 32'-0" back to back of abutments. It is single span with 17" precast prestressed concrete deck beams on closed abutments. The abutments and wingwalls are on spread footings keyed into rock. The existing structure shall be removed and replaced. Traffic to be maintained utilizing stage construction.
 No Salvage.

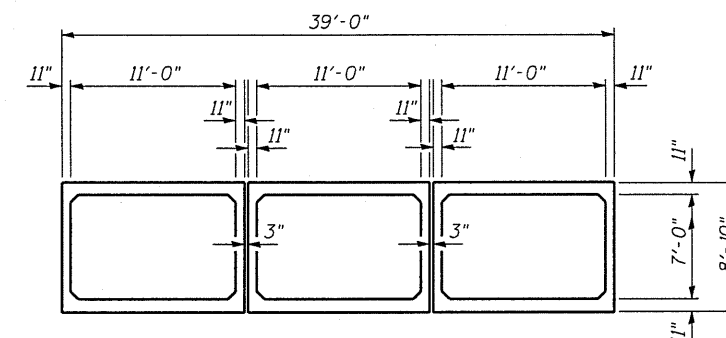
INDEX OF SHEETS

1. General Plan & Longitudinal Section
2. West Cast-In-Place End Section
3. East Cast-In-Place End Section
4. Support Beam Details
5. General Data
6. Boring Logs

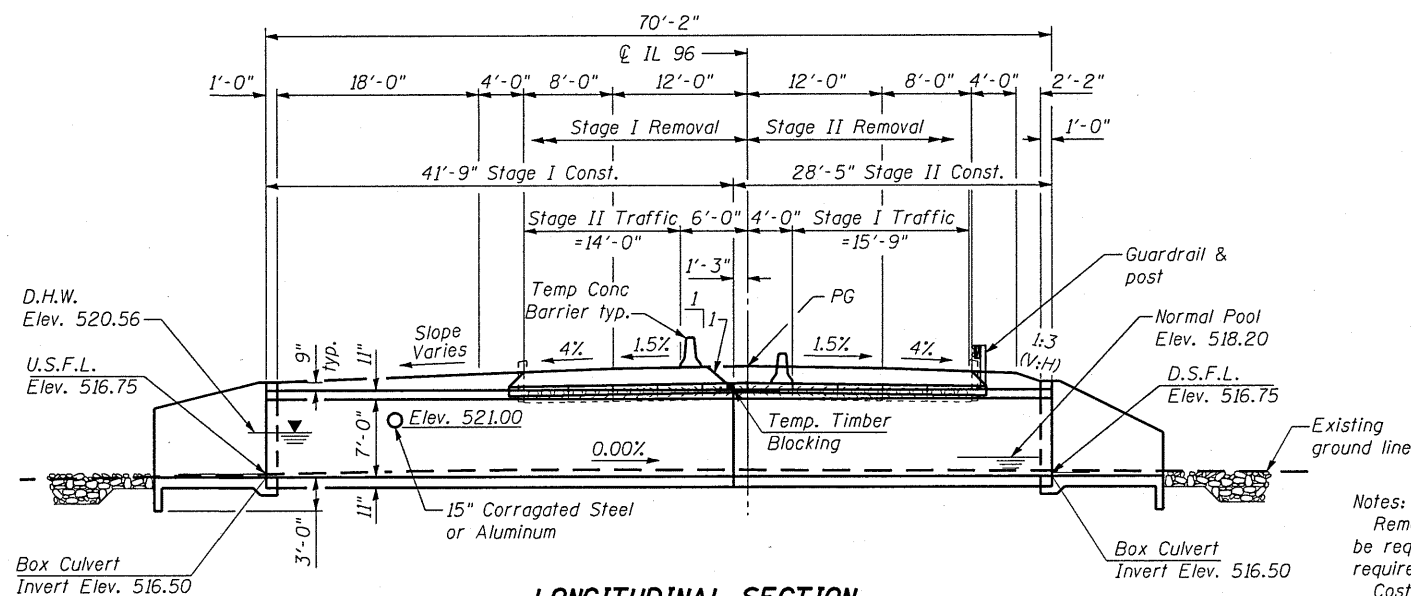
TOTAL BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|--|---------|-------|
| Removal of Existing Structures No. 2 | Each | 1 |
| Name Plates | Each | 1 |
| Precast Concrete Box Culvert 11'x7' (M273) | Foot | 210.5 |
| Box Culvert End Section, Culvert No. 2 | Each | 2 |
| Reinforcement Bars | Pound | 2,260 |
| Stone Dumped Riprap, Class A5 | Sq. Yd. | 173 |
| Temporary Soil Retention System | Sq. Ft. | 165 |
| Structure Excavation | Cu. Yd. | 1,020 |
| Rock Fill Foundation | Ton | 290 |
| Granular Culvert Backfill | Cu. Yd. | 241 |
| Dewatering Structure No. 2 | Each | 1 |
| Furnishing & Erecting Structural Steel | L. Sum | 1 |

* Estimated Structural Steel Weight = 2,810 pounds



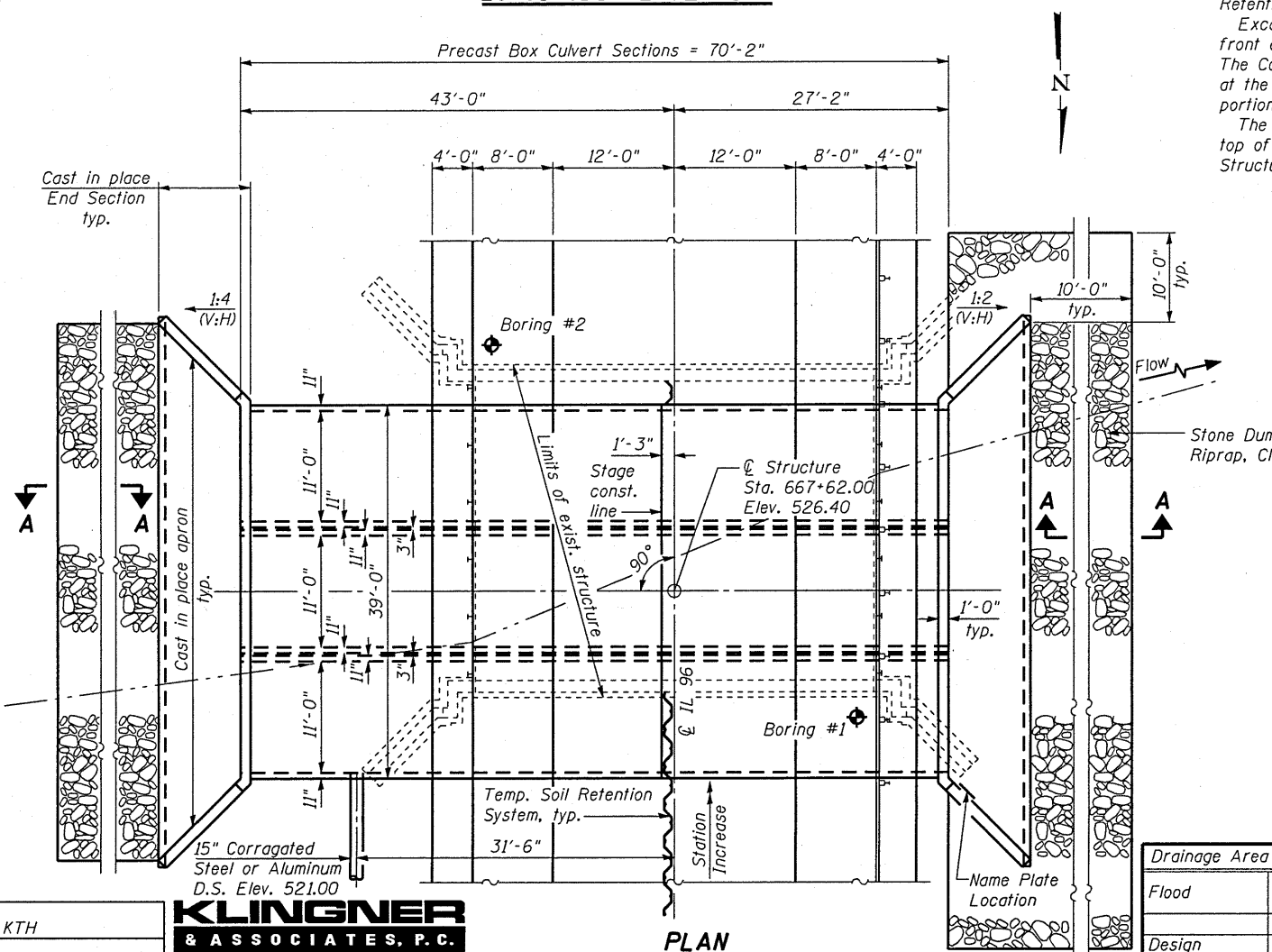
SECTION THRU BARREL



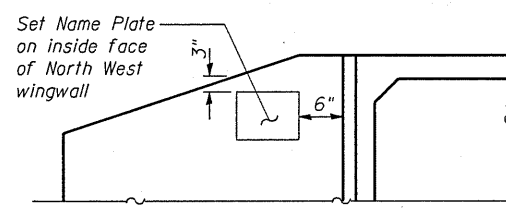
LONGITUDINAL SECTION

Notes:

Removal and replacement of weak soil with Rockfill-Foundation may be required beneath the culvert. The Engineer will determine the required depth following excavation to plan grade.
 Cost of Temporary Timber Blocking included with Temporary Soil Retention System.
 Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
 The existing South Abutment shall be removed to 1.0 feet below the top of the proposed culvert. Cost included with Removal of Existing Structures No. 2.



PLAN



NAME PLATE LOCATION

STATION 667+62.00
 BUILT 2011 BY
 STATE OF ILLINOIS
 FAP RT. 510 SEC. 120 (B-4, B-5)
 LOADING HS20-44
 STR. NO. 034-2526

NAME PLATE

See Std. 515001

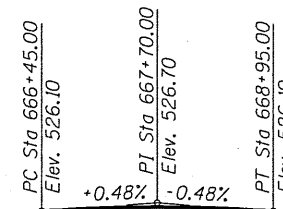
DESIGN SCOUR ELEVATION TABLE

| Design Scour Elevation (ft.) | D.S. Toewall | U.S. Toewall |
|------------------------------|--------------|--------------|
| | 513.5 | 513.5 |

WATERWAY INFORMATION

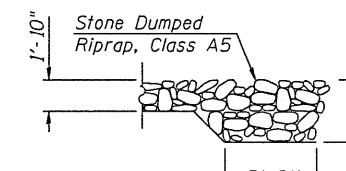
| Flood Yr. | Freq. C.F.S. | Opening Sq. Ft. | | Head - Ft. | | Headwater El. | | | |
|------------|--------------|-----------------|-------|------------|--------|---------------|--------|--------|--------|
| | | Exist. | Prop. | Exist. | Prop. | Exist. | Prop. | | |
| 10 | 649 | 72 | 226 | 520.09 | 1.31 | 0.04 | 521.40 | 520.13 | |
| Design | 50 | 1067 | 85 | 226 | 520.56 | 2.41 | 1.51 | 522.97 | 522.07 |
| Base | 100 | 1263 | 90 | 226 | 520.74 | 2.89 | 1.99 | 523.63 | 522.73 |
| Max. Calc. | 500 | 1742 | 98 | 226 | 521.01 | 4.10 | 3.07 | 525.11 | 524.08 |

*Upstream face of culvert



PROFILE GRADE

(along centerline of roadway)



SECTION A-A

LOADING HS20-44

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications

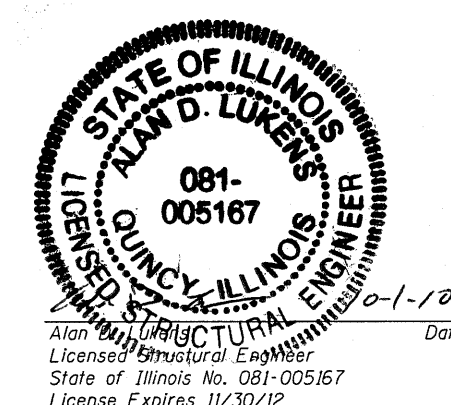
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

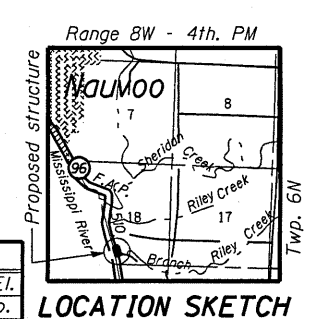
PRECAST UNITS

f'c = 5,000 psi
 fy = 65,000 psi (Welded Wire Fabric)



Alan D. Lukens, Structural Engineer
 Licensed Structural Engineer
 State of Illinois No. 081-005167
 License Expires 11/30/12

GENERAL PLAN & LONGITUDINAL SECTION
IL 96 OVER BRANCH RILEY CREEK
FAP ROUTE 510 SECTION 120 (B-4, B-5)
HANCOCK COUNTY
STATION 667+62.00
S.N. 034-2526



LOCATION SKETCH

DESIGNED KTH
 CHECKED ADL
 DRAWN KTH
 CHECKED ADL

KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors

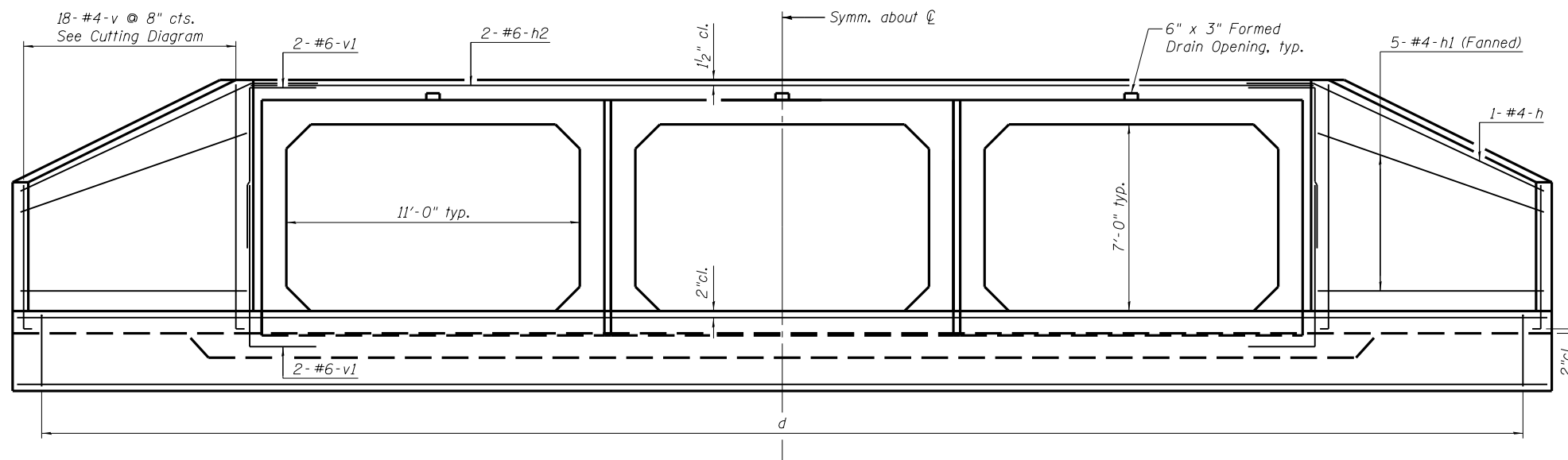
166 North 216 Street, Aurora, IL 61702-2233
 638 Paris Grand Road, Normal, IL 61751-2233
 1416 North Street, Normal, IL 61751-2233
 101 North First Street, Salisbury, IL 62456-2233

Ph: (618) 223-3678 • Fax: (618) 223-3683
 Ph: (618) 223-3678 • Fax: (618) 223-3683
 Ph: (618) 753-1526 • Fax: (618) 753-1526
 Ph: (618) 342-4442 • Fax: (618) 342-3750

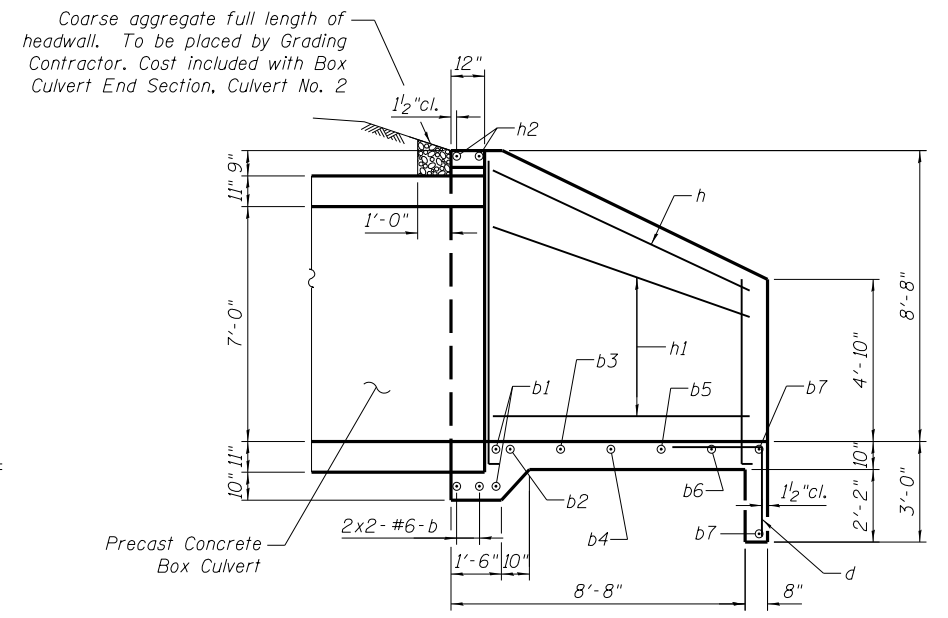
Internet Address: www.klingner.com
 STATE OF ILLINOIS DESIGN FIRM # 1842738

| SHEET NO. | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|------------|---------------------------|--------------------|--------------|-----------|
| 1 | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 42 |
| 6 SHEETS | | | CONTRACT NO. 72A65 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | | |

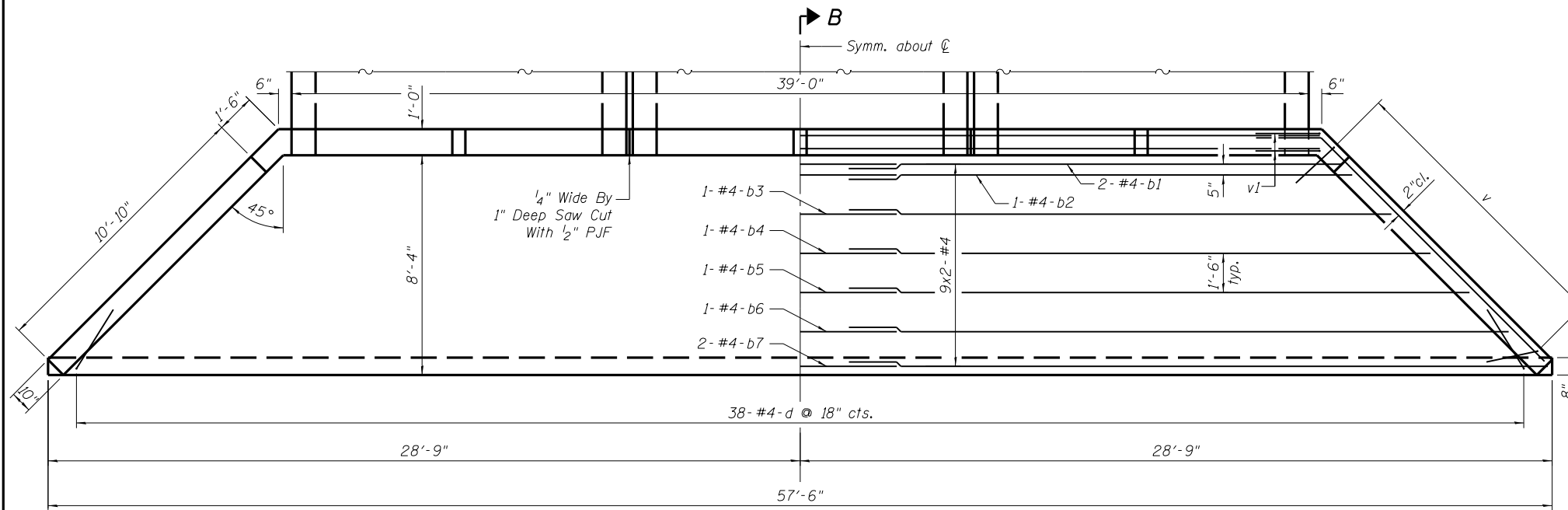
8/9/2010 7:33:42 AM



END ELEVATION



SECTION B-B



PLAN

SHOWING DIMENSIONS

SHOWING REINFORCEMENT

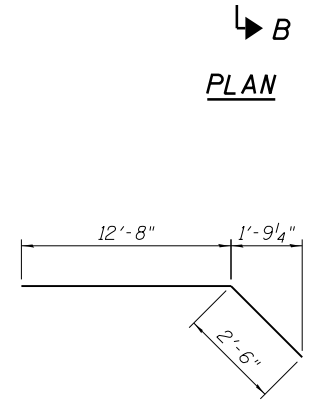
BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|--|-----|------|--------|-------|
| b | 4 | #6 | 21'-1" | ┌───┐ |
| b1 | 4 | #4 | 22'-0" | ┌───┐ |
| b2 | 2 | #4 | 22'-3" | ┌───┐ |
| b3 | 2 | #4 | 23'-9" | ┌───┐ |
| b4 | 2 | #4 | 25'-3" | ┌───┐ |
| b5 | 2 | #4 | 26'-9" | ┌───┐ |
| b6 | 2 | #4 | 28'-3" | ┌───┐ |
| b7 | 4 | #4 | 29'-5" | ┌───┐ |
| d | 38 | #4 | 5'-4" | └─┘ |
| h | 2 | #4 | 15'-2" | ┌───┐ |
| h1 | 10 | #4 | 12'-3" | ┌───┐ |
| h2 | 2 | #6 | 39'-8" | ┌───┐ |
| v | 18 | #4 | 18'-8" | └─┘ |
| v1 | 8 | #6 | 8'-8" | └─┘ |
| Reinforcement Bars | | | Pound | 1,120 |
| * Box Culvert End Section, Culvert No. 2 | | | Each | 1 |

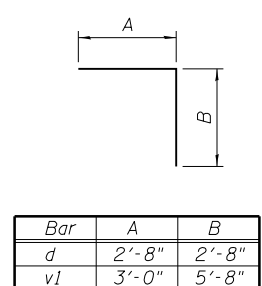
NOTES:

Bill of Material for West headwall only.
 Bar dimensions are out to out.
 Not to scale or proper orientation.
 Exposed edges shall be beveled 3/4".
 Reinforcement bars shall conform to the requirements of ASTM A706 Gr 60. See Special Provisions.
 Headwall at 0° skew to culvert C.
 Bars indicated thus 9x2- #4 etc. indicates 9 lines of bars with 2 lengths per line.
 Minimum bar laps:
 #6 bar = 2'-7" #4 bar = 1'-8"

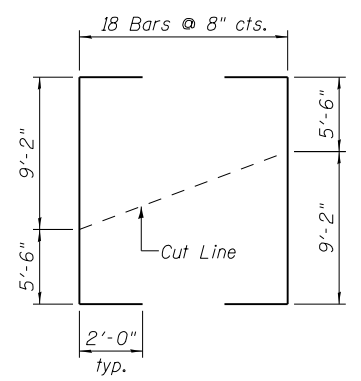
* West End Section = 25.2 Cu. Yd. Concrete



BAR h
 (Bend in field)



BARS d & v1

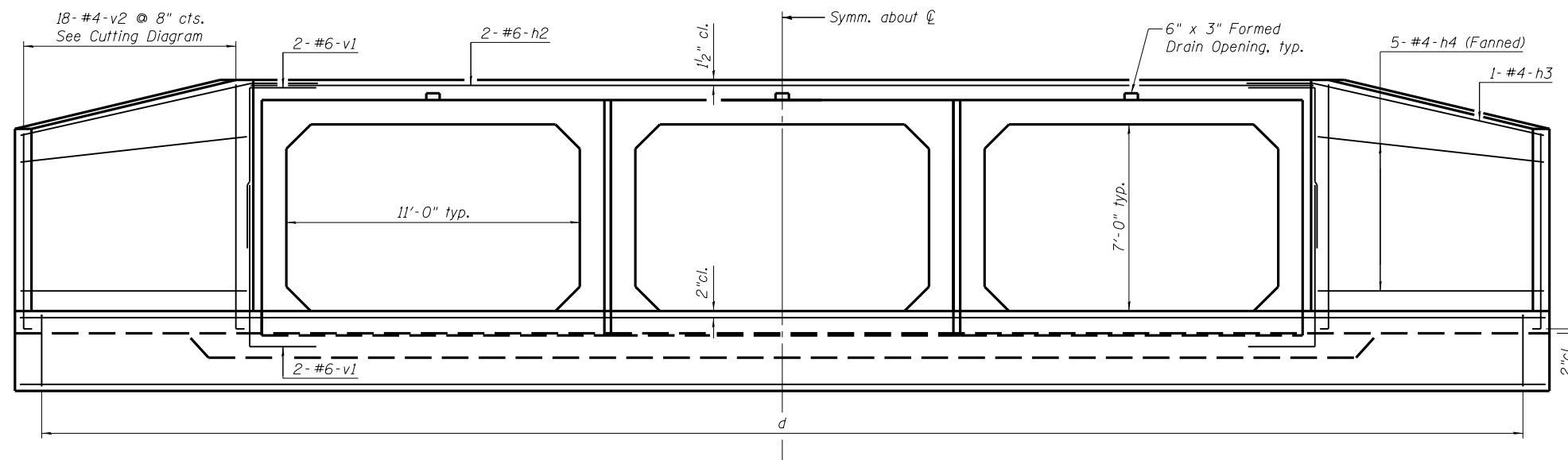


FIELD CUTTING DIAGRAM
 BAR v

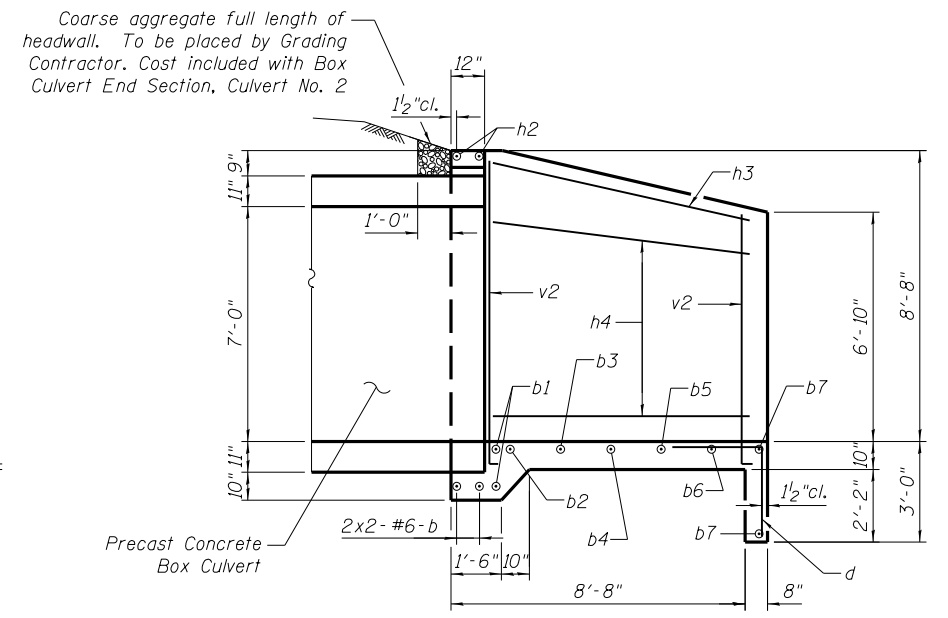
| | |
|----------|-----|
| DESIGNED | KTH |
| CHECKED | ADL |
| DRAWN | KTH |
| CHECKED | ADL |

WEST CAST-IN-PLACE END SECTION
 S.N. 034-2526

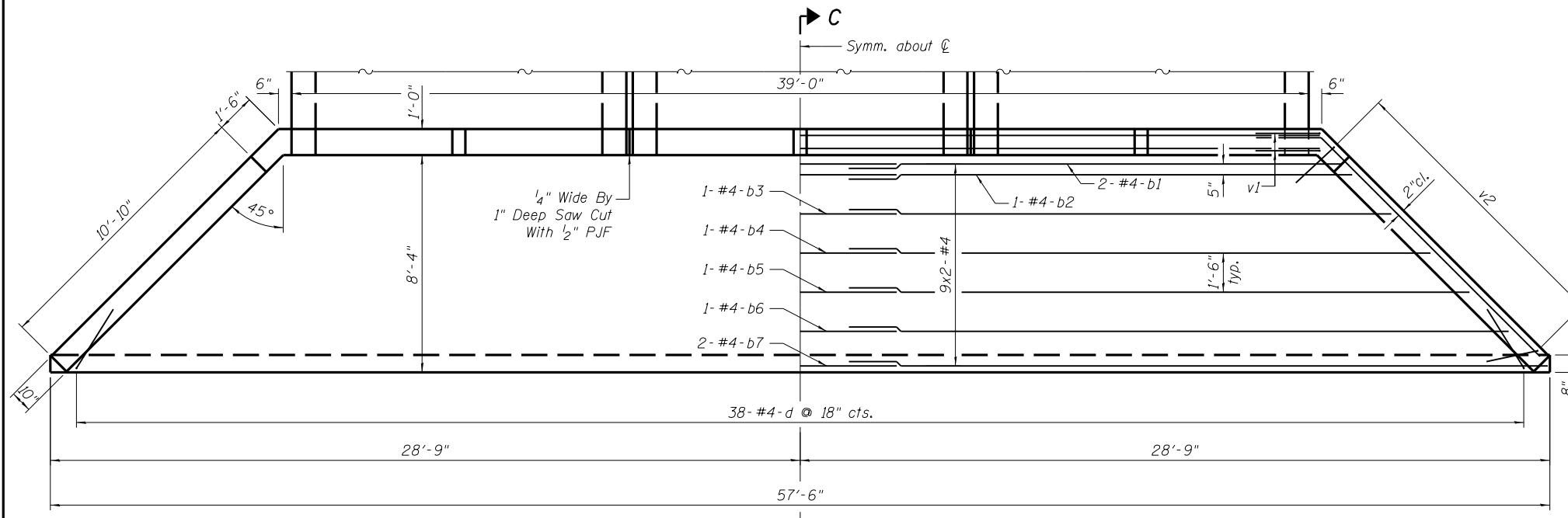
| | | | | | |
|-------------------------|------------|----------------|--------------------|--------------|-----------|
| SHEET NO. 2 6 SHEETS | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 43 |
| | | | CONTRACT NO. 72A65 | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | | |



END ELEVATION



SECTION C-C



PLAN

SHOWING DIMENSIONS

SHOWING REINFORCEMENT

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|--|-----|------|---------|-------------|
| b | 4 | #6 | 21'-1" | — |
| b1 | 4 | #4 | 22'-0" | — |
| b2 | 2 | #4 | 22'-3" | — |
| b3 | 2 | #4 | 23'-9" | — |
| b4 | 2 | #4 | 25'-3" | — |
| b5 | 2 | #4 | 26'-9" | — |
| b6 | 2 | #4 | 28'-3" | — |
| b7 | 4 | #4 | 29'-5" | — |
| d | 38 | #4 | 5'-4" | ┘ |
| h2 | 2 | #6 | 39'-8" | — |
| h3 | 2 | #4 | 14'-10" | ┘ |
| h4 | 10 | #4 | 11'-11" | — |
| v1 | 8 | #6 | 8'-8" | ┘ |
| v2 | 18 | #4 | 20'-6" | ┘ |
| Reinforcement Bars | | | | Pound 1,140 |
| * Box Culvert End Section, Culvert No. 2 | | | | Each 1 |

NOTES:

Bill of Material for East headwall only.

Bar dimensions are out to out.

Not to scale or proper orientation.

Exposed edges shall be beveled 3/4".

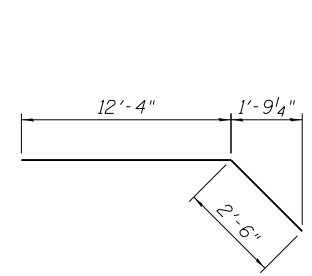
Reinforcement bars shall conform to the requirements of ASTM A706 Gr 60. See Special Provisions.

Headwall at 0° skew to culvert C.

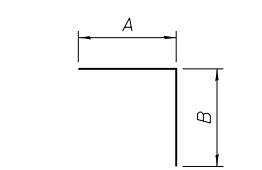
Bars indicated thus 9x2-#4 etc. indicates 9 lines of bars with 2 lengths per line.

Minimum bar laps:
#6 bar = 2'-7" #4 bar = 1'-8"

* East End Section = 25.8 Cu. Yd. Concrete

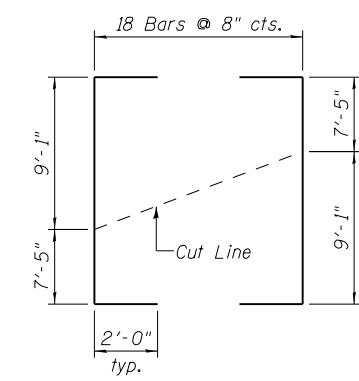


BAR h
(Bend in field)



| Bar | A | B |
|-----|-------|-------|
| d | 2'-8" | 2'-8" |
| v1 | 3'-0" | 5'-8" |

BARS d & v1



FIELD CUTTING DIAGRAM
BAR v2

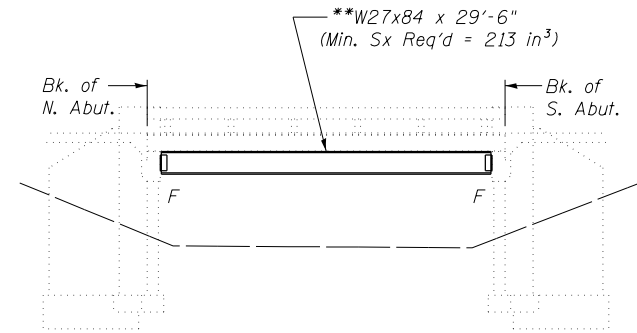
| | |
|----------|-----|
| DESIGNED | KTH |
| CHECKED | ADL |
| DRAWN | KTH |
| CHECKED | ADL |

EAST CAST-IN-PLACE END SECTION
S.N. 034-2526

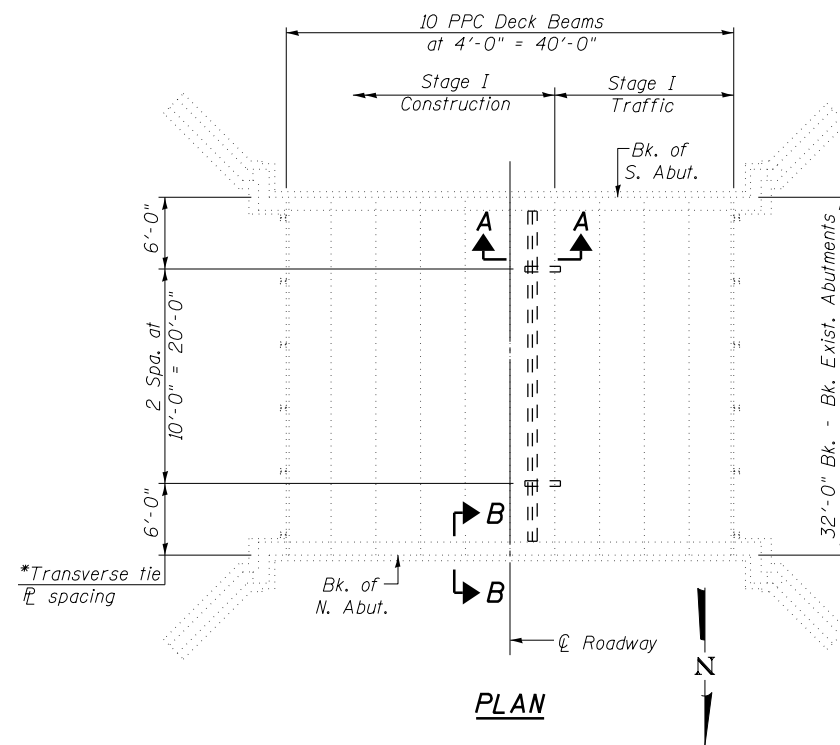
| | | | | | |
|-------------------------|------------|----------------|--------------------|------------------|-----------|
| SHEET NO. 3 6 SHEETS | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 44 |
| FED. ROAD DIST. NO. | | | ILLINOIS | FED. AID PROJECT | |
| | | | CONTRACT NO. 72A65 | | |

**Contractor is to verify beam length prior to ordering material. Other sections meeting the section modulus requirements shown may be allowed subject to approval by the Bureau of Bridges and Structures. Maximum Girder depth = 30". No additional payment will be allowed if the Contractor chooses a heavier steel section than the one specified in the plans.

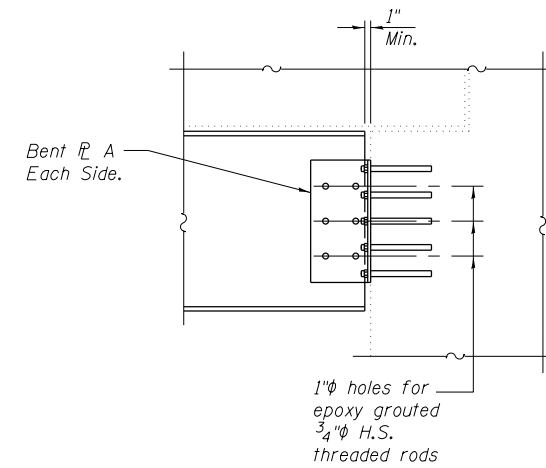
* \varnothing Transverse tie \varnothing 's (3 required). Place additional shims at midpoints between tie \varnothing 's. Securely weld shims to top flange of support beam. Minimum shim size is 6" x flange width.



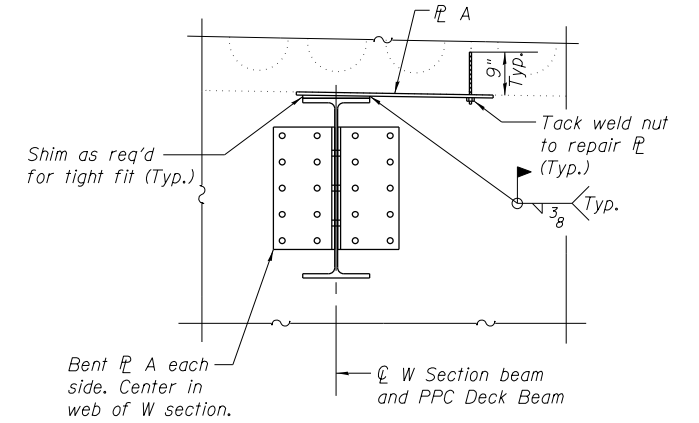
ELEVATION



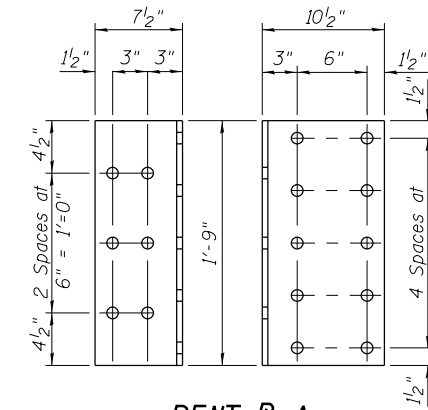
PLAN



SECTION B-B

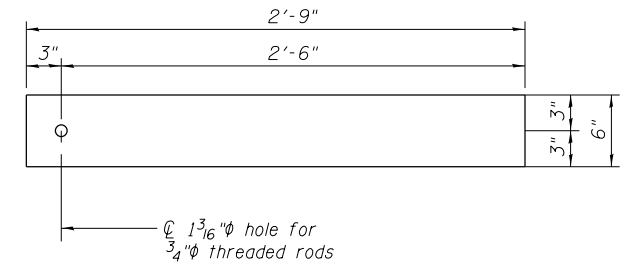


SECTION A-A



BENT \varnothing A

\varnothing 1/2" x 1'-6" x 1'-9" (4 Req'd)



TRANSVERSE TIE \varnothing 'S

\varnothing A 1/2" x 2'-9" x 6" (3 Req'd)

GENERAL NOTES

The support beam shall be installed on existing S.N. 034-0023 before stage I removal and shall not be removed until stage II removal.

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

For stage construction details see Roadway Plans.

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures.

See Section 584 of the Standard Specifications for epoxy grouting of threaded rods; Minimum embedment 9".

The cost of epoxy grouting threaded rods shall be included with Furnishing and Erecting Structural Steel.

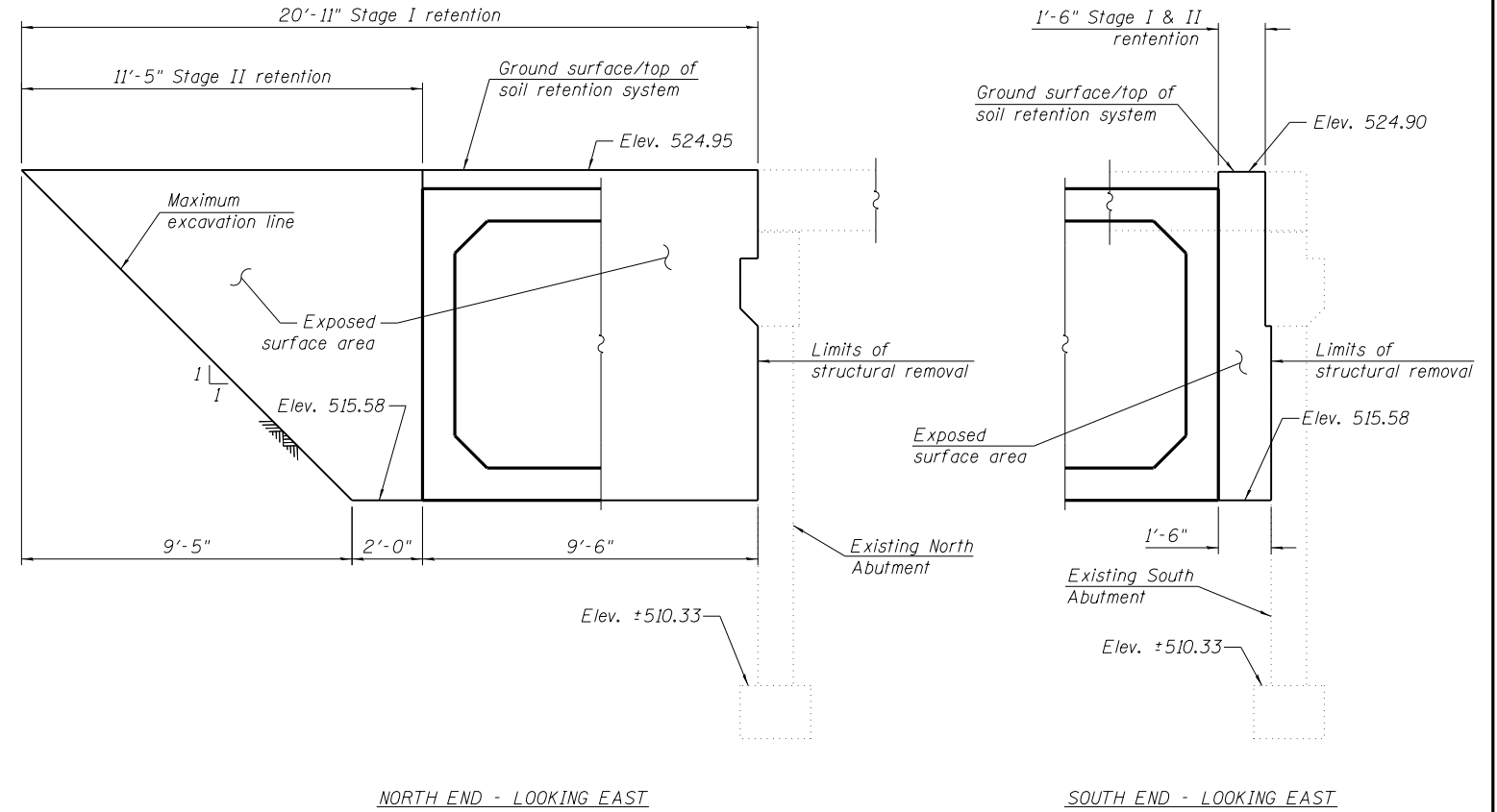
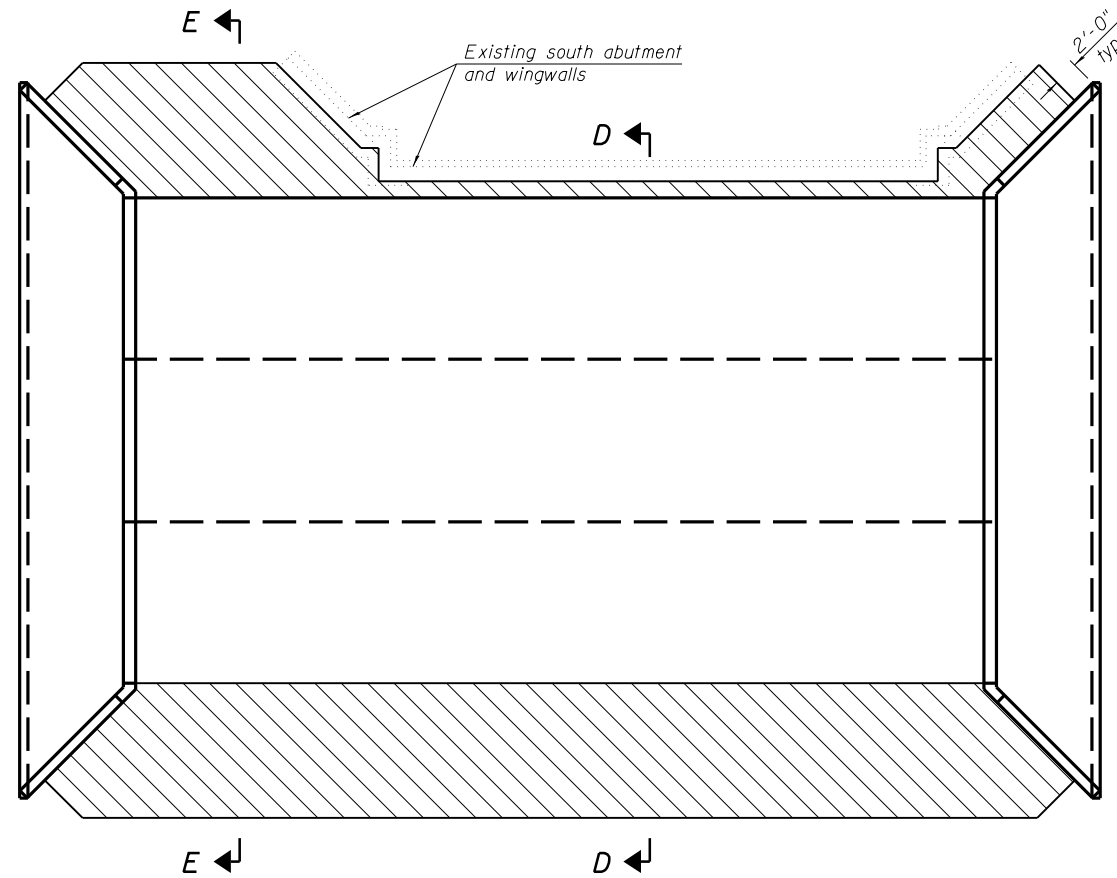
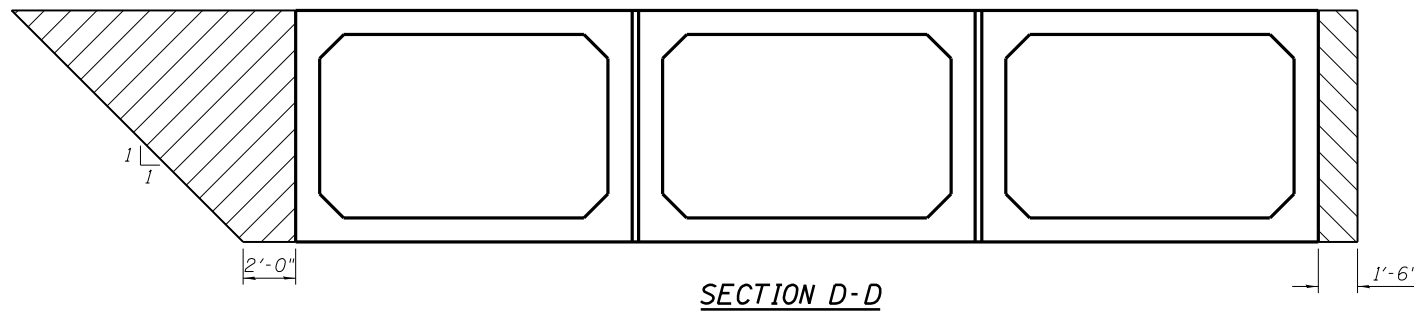
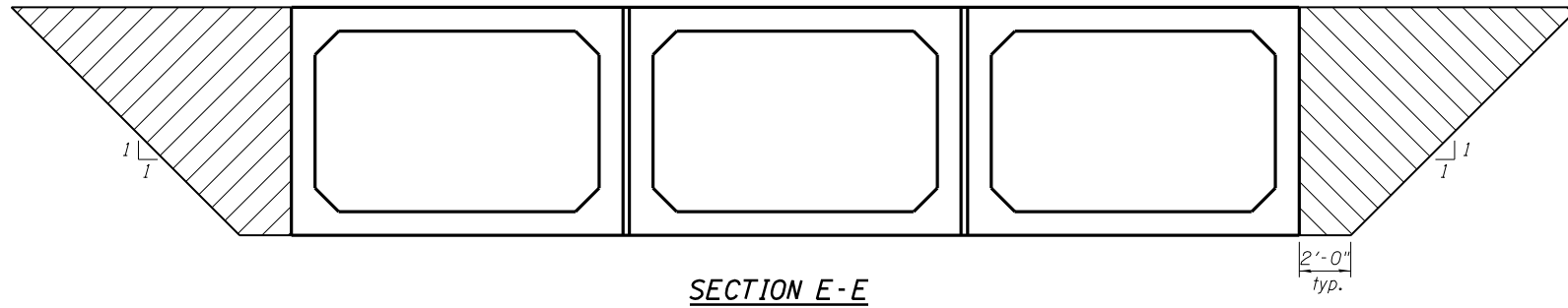
BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|--|--------|-------|
| Furnishing and Erecting Structural Steel | L. Sum | 1 |

**SUPPORT BEAM DETAILS
S.N. 034-2526**

| | |
|----------|-----|
| DESIGNED | KTH |
| CHECKED | ADL |
| DRAWN | KTH |
| CHECKED | ADL |

| | | | | | |
|-------------------------|------------|----------------|--------------------|------------------|-----------|
| SHEET NO. 4 6 SHEETS | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 45 |
| FED. ROAD DIST. NO. | | | ILLINOIS | FED. AID PROJECT | |
| | | | CONTRACT NO. 72A65 | | |



TEMPORARY SOIL RETENTION SYSTEM

| | |
|----------|-----|
| DESIGNED | KTH |
| CHECKED | ADL |
| DRAWN | KTH |
| CHECKED | ADL |

GENERAL DATA
S.N. 034-2526

| | | | | | |
|-------------------------|-------------|----------------|--------------------|--------------|-----------|
| SHEET NO. 5 6 SHEETS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 46 |
| | | | CONTRACT NO. 72A65 | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | | |

8/9/2010 7:34:00 AM



Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Page 1 of 2

Date 4/16/08

ROUTE FAP 510 (IL 96) DESCRIPTION IL 96 Box Culvert @ Branch Riley Creek LOGGED BY M. Tappen

SECTION 120 (B, B-1) LOCATION SE1/4, SW 1/4, SEC. 18, TWP. 6N, RNG. 8W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 034-2526
Station 667+68

BORING NO. 1 NW Corner
Station 667+35
Offset 13.0ft RT
Ground Surface Elev. 524.2 ft

Surface Water Elev. 518.1 ft
Stream Bed Elev. 516.8 ft

Groundwater Elev.:
First Encounter 516.2 ft
Upon Completion 518.2 ft
After Hrs. Plugged ft

| DEPTH (ft) | B | U | M | SOIL DESCRIPTION |
|------------|------|---|----|---|
| 0 | | | | Dk Brownish Gray Moist SILTY CLAY (Fill) |
| 2 | 0.9 | | 18 | |
| 2 | B | | | |
| 521.20 | | | | |
| 0 | | | | Dk Brownish Gray V. Moist SILTY CLAY LOAM (Fill) |
| 2 | 0.6 | | 18 | |
| 2 | S-12 | | | |
| 518.20 | | | | |
| 1 | | | | Tan and Lt Gray V. Moist SILTY CLAY Residium |
| 2 | 0.7 | | 18 | w/ some Angular Limestone |
| 2 | B | | | Gravel |
| 516.20 | | | | |
| 0 | | | | Dk Gray Wet LOAM w/ some Angular Limestone |
| 0 | 0.2 | | 25 | Gravel |
| 2 | B | | | FREE WATER |
| -10 | | | | |
| 513.70 | | | | |
| 1 | | | | Brown and Gray Moist CLAY LOAM Residium |
| 3 | 1.5 | | 13 | w/ Large Angular Limestone |
| 4 | B | | | Gravel |
| 510.70 | | | | |
| 100 | | | | Brown and Gray Mod. Indurated Crystalline LIMESTONE |
| 509.70 | 3" | | | |
| -15 | | | | |
| -20 | | | | |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

BORING 1

| | |
|----------|-----|
| DESIGNED | KTH |
| CHECKED | ADL |
| DRAWN | KTH |
| CHECKED | ADL |



Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Page 2 of 2

Date 4/16/08

ROUTE FAP 510 (IL 96) DESCRIPTION IL 96 Box Culvert @ Branch Riley Creek LOGGED BY M. Tappen

SECTION 120 (B, B-1) LOCATION SE1/4, SW 1/4, SEC. 18, TWP. 6N, RNG. 8W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 034-2526
Station 667+68

BORING NO. 2 SE Corner
Station 667+87
Offset 15.0ft LT
Ground Surface Elev. 524.1 ft

Surface Water Elev. 518.1 ft
Stream Bed Elev. 516.8 ft

Groundwater Elev.:
First Encounter 519.1 ft
Upon Completion 518.1 ft
After Hrs. Plugged ft

| DEPTH (ft) | B | U | M | SOIL DESCRIPTION |
|------------|-----|---|----|--|
| 0 | | | | Dk Brownish Gray Moist SILTY CLAY (Fill) |
| 1 | | | | |
| 2 | 1.0 | | 27 | |
| 4 | B | | | |
| 519.10 | | | | |
| 2 | | | | Poor Recovery |
| 3 | 1.0 | | 15 | |
| 2 | P | | | |
| 518.20 | | | | |
| 1 | | | | Gray V. Moist SILTY CLAY LOAM w/ Woody Organics and Dirty Med Sand |
| 1 | 0.4 | | 49 | FREE WATER |
| 1 | B | | | |
| 0 | | | | |
| 1 | | | | Gray Med Dirty Sand and some Limestone Gravel |
| -10 | 0 | | | |
| 3 | | | | |
| 5 | | | | Gray Med to Coarse Limestone Gravel |
| 6 | | | | |
| 4 | | | | |
| 509.60 | | | | |
| 11 | | | | Gray Poorly Indurated Weathered LIMESTONE |
| -15 | 100 | | | adjusted sample interval |
| 100 | 3" | | | |
| 100 | | | | Gray Well Indurated Crystalline Limestone |
| 507.10 | 2" | | | |
| -15 | | | | |
| -20 | | | | |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

BORING 2

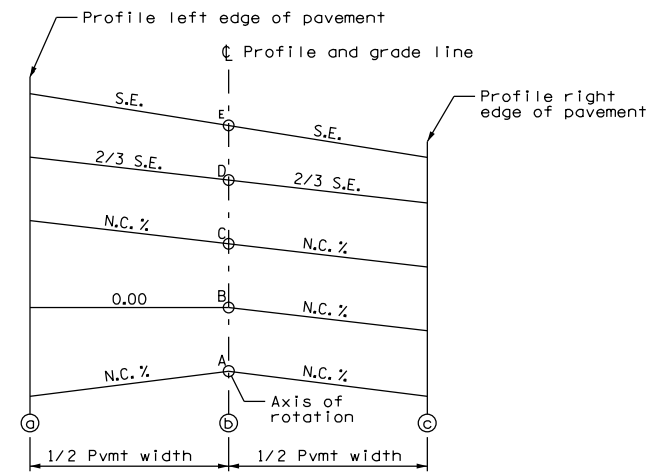
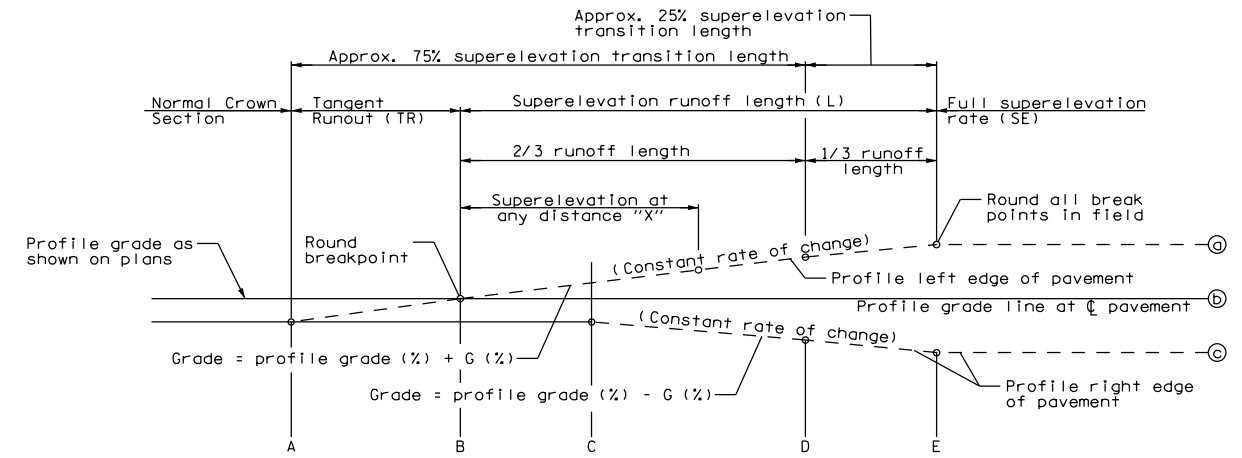
BORING LOGS
S.N. 034-2526

| | | | | | |
|-------------------------|------------|----------------|--------------------|--------------|-----------|
| SHEET NO. 6 6 SHEETS | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 47 |
| | | | CONTRACT NO. 72A65 | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | | |

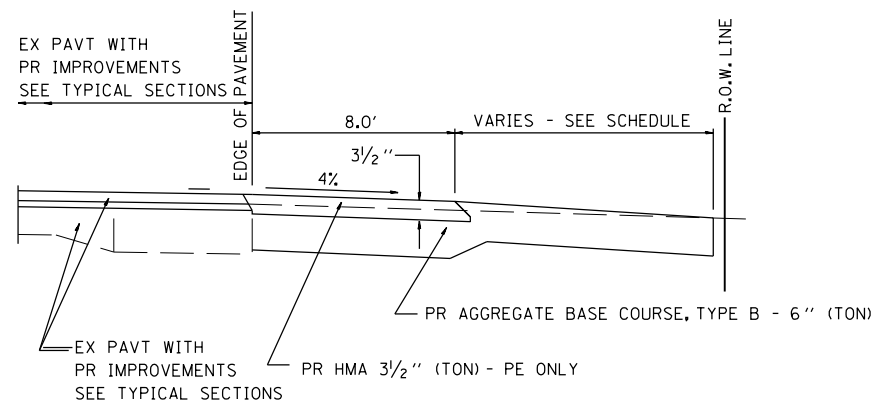
FILE \$

| CURVE 6 | | | | | | |
|---------|-----------|-----------|---------|--------|---------|------------|
| SECTION | STATION | LEFT EDGE | SLOPE % | CL | SLOPE % | RIGHT EDGE |
| E | 656+20.00 | 524.05 | -5.09* | 524.66 | 6.81* | 525.48 |
| | 656+25.00 | 524.07 | -5.02* | 524.67 | 6.63 | 525.47 |
| | 656+50.00 | 524.14 | -4.66* | 524.70 | 5.73 | 525.39 |
| | 656+75.00 | 524.23 | -4.45* | 524.76 | 4.82 | 525.34 |
| | 656+90.00 | 524.28 | -4.28* | 524.79 | 4.28 | 525.30 |
| | 657+00.00 | 524.35 | -3.92 | 524.82 | 3.92 | 525.29 |
| | 657+25.00 | 524.55 | -3.02 | 524.91 | 3.02 | 525.27 |
| | 657+50.00 | 524.76 | -2.11 | 525.01 | 2.11 | 525.26 |
| C | 657+66.97 | 524.86 | -1.50 | 525.04 | 1.50 | 525.22 |
| | 657+75.00 | 524.95 | -1.50 | 525.13 | 1.21 | 525.28 |
| | 658+00.00 | 525.06 | -1.50 | 525.24 | 0.31 | 525.28 |
| B | 658+08.48 | 525.09 | -1.50 | 525.27 | 0.00 | 525.27 |
| | 658+25.00 | 525.15 | -1.50 | 525.33 | -0.60 | 525.26 |
| A | 658+50.00 | 525.22 | -1.50 | 525.40 | -1.50 | 525.22 |

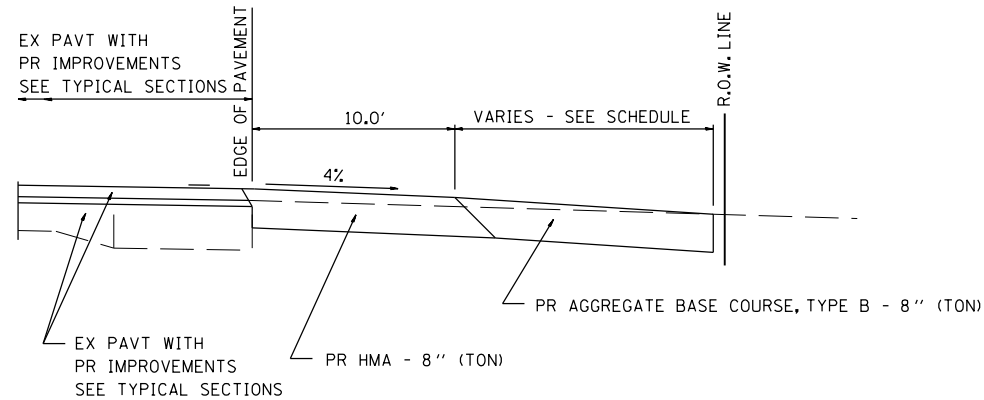
* THE CROSS SLOPE AT THIS LOCATION MATCHES EXISTING.



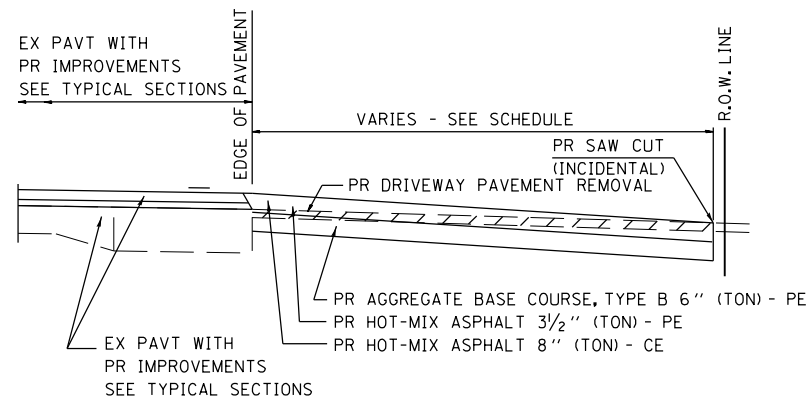
AXIS OF ROTATION ABOUT CENTERLINE OF TRAVELED WAY - TWO LANE ROADS



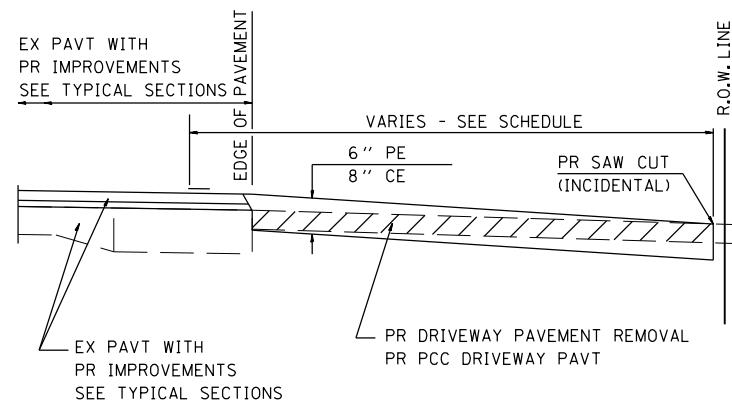
SECTION A-A FOR EX EARTH/AGGREGATE FE & PE



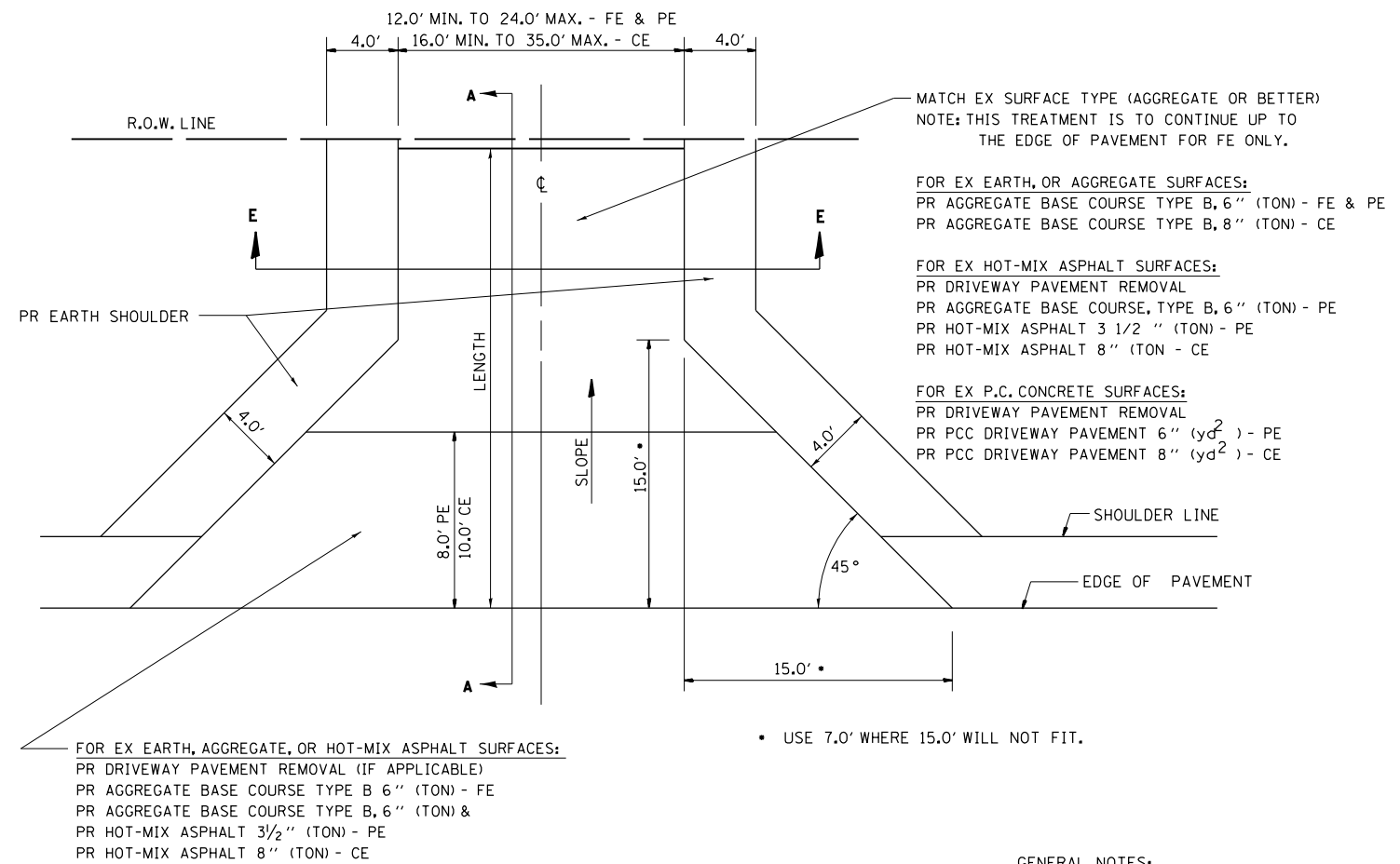
SECTION A-A FOR EX EARTH/AGGREGATE CE



SECTION A-A FOR EX HOT-MIX ASPHALT PE & CE



SECTION A-A FOR EX P.C. CONC. PE & CE



FOR EX EARTH, AGGREGATE, OR HOT-MIX ASPHALT SURFACES:
 PR DRIVEWAY PAVT REMOVAL (IF APPLICABLE)
 PR AGGREGATE BASE COURSE TYPE B 6" (TON) - FE
 PR AGGREGATE BASE COURSE TYPE B, 6" (TON) &
 PR HOT-MIX ASPHALT 3 1/2" (TON) - PE
 PR HOT-MIX ASPHALT 8" (TON) - CE

FOR P.C. CONCRETE SURFACES:
 PR DRIVEWAY PAVT REMOVAL
 PR PCC DRIVEWAY PAVT 6" (yd²) - PE
 PR PCC DRIVEWAY PAVT 8" (yd²) - CE

• USE 7.0' WHERE 15.0' WILL NOT FIT.

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.

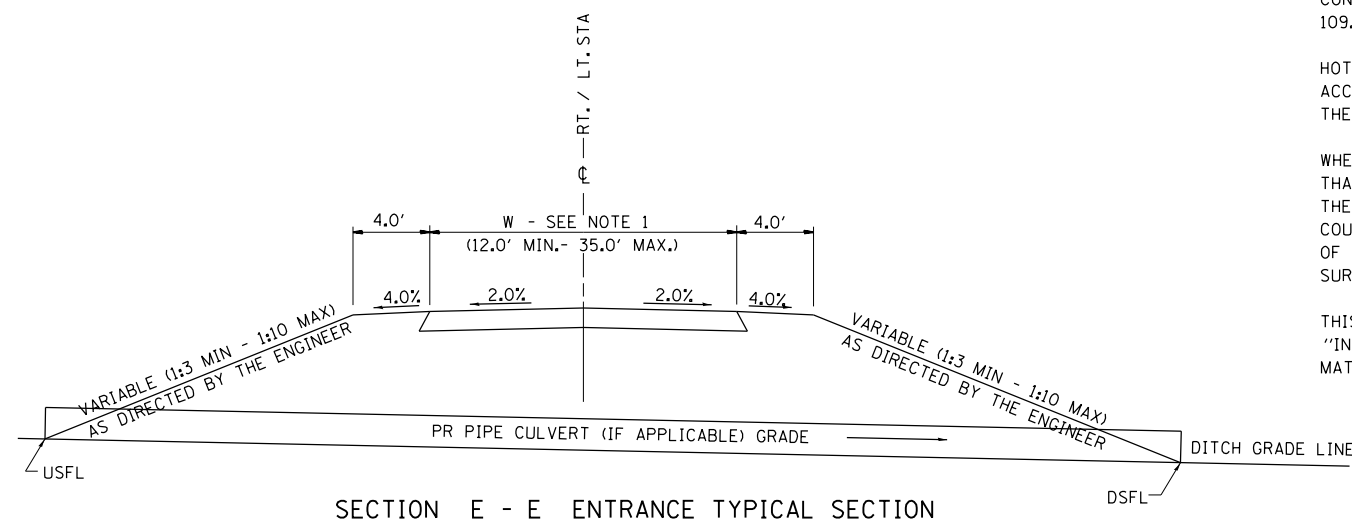
THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

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.

HOT-MIX ASPHALT 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 HOT-MIX ASPHALT PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C".

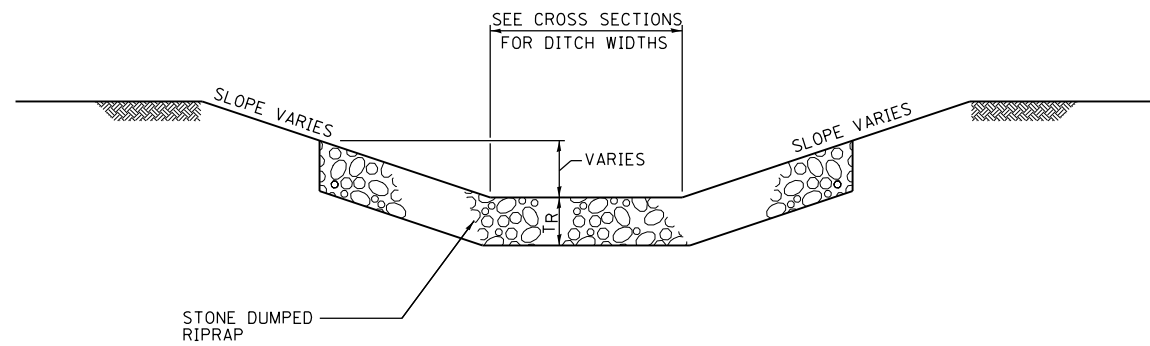
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "INCIDENTAL HOT-MIX ASPHALT SURFACING" WHICH SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INVOLVED.



SECTION E - E ENTRANCE TYPICAL SECTION

NOTE 1: WIDTH OF ENTRANCE MAY BE INCREASED AT THE PIPE CULVERT DUE TO THE DITCHLINE BEING LOCATED IN THE ENTRANCE FLARE AREA.

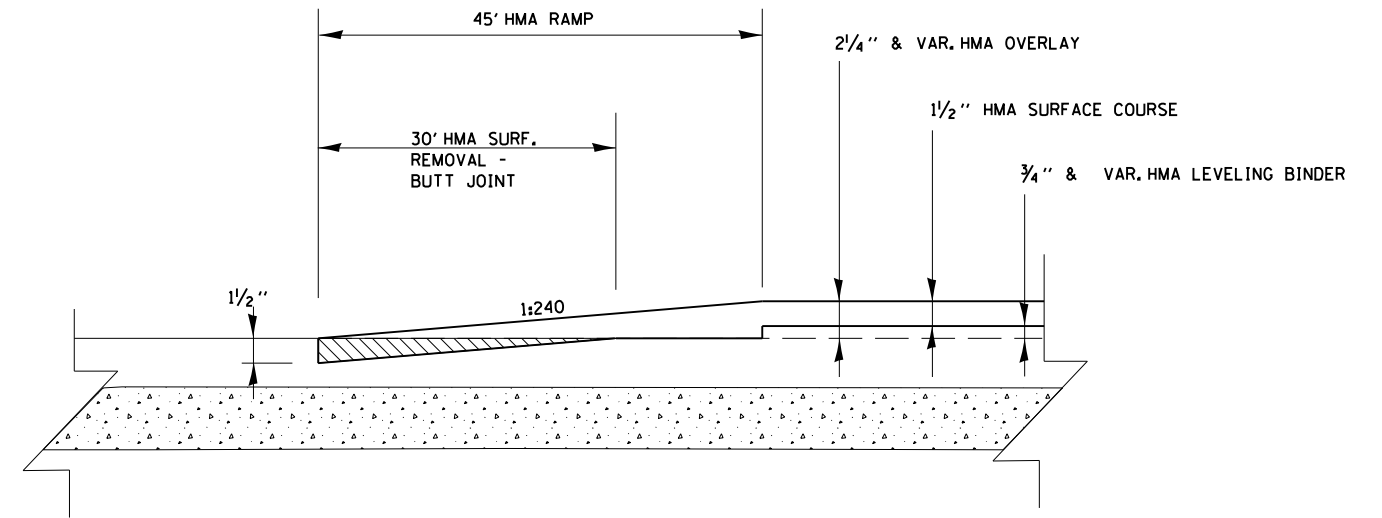
| | | | | | | | | | | | | |
|---|-----------------------|-----------------------------|-----------|---|------------------------------|--------------------|---------------------|--------------|---------------------|---------------------------|--------------|-----------|
| FILE NAME = | USER NAME = laughl1n1 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | MISCELLANEOUS DETAILS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| et:\pwork\p1dot\laughl1n1\0229622\Details.dgn | | DRAWN - | REVISED - | | | | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 49 |
| | | PLOT SCALE = 48.0000' / in. | CHECKED - | | REVISED - | CONTRACT NO. 72A65 | | | | | | |
| | | PLOT DATE = 8/9/2010 | DATE - | | REVISED - | SCALE: none | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | |



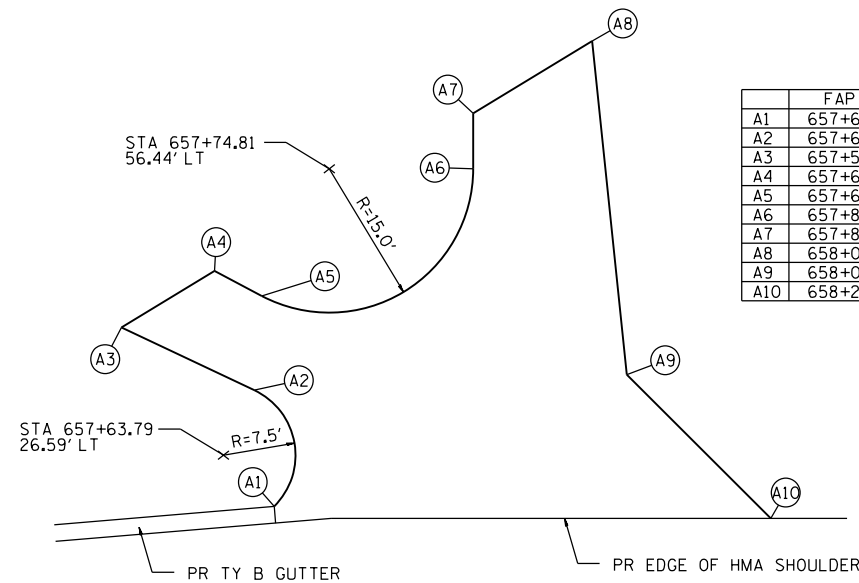
| RIPRAP GRADATION | RIPRAP THICKNESS (T _R) |
|------------------|------------------------------------|
| RR3 | 12" |
| RR4 | 12" |
| RR5 | 18" |
| RR6 | 18" |

• NO BEDDING MATERIAL OR FILTER FABRIC REQUIRED

TYPICAL STONE DUMPED RIPRAP DITCH LINING
SEE SCHEDULE FOR INSTALLATION LOCATIONS

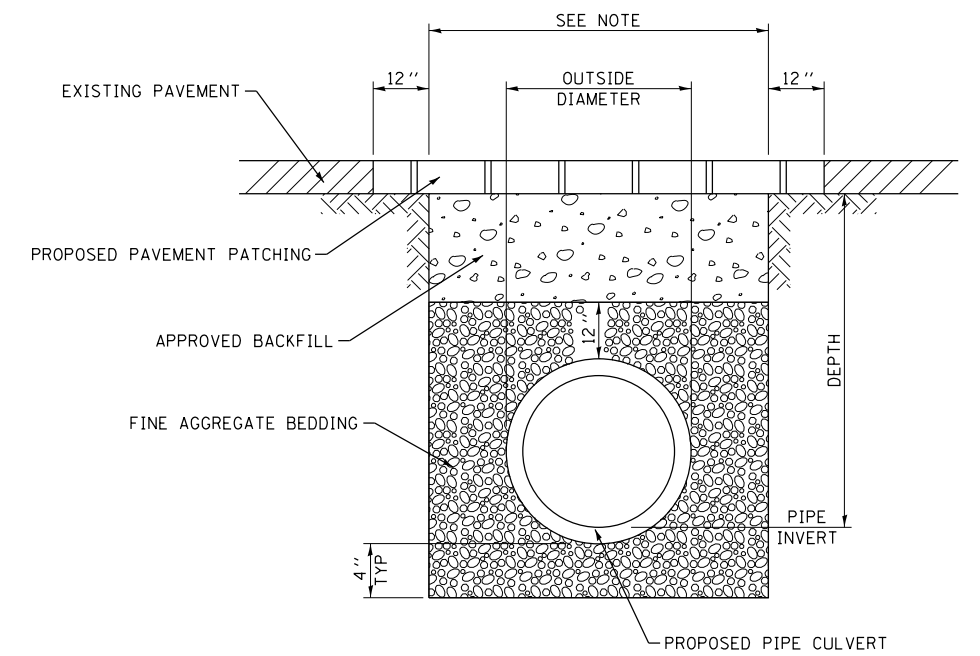


BUTT JOINT DETAIL
STA. 654+00.00 TO STA. 654+45.00 (IL 96)
STA. 671+80.00 TO STA. 672+25.00 (IL 96)
STA. 10+57.86 TO STA. 11+02.86 (TR 2130)



| | FAP RTE 510 (IL 96) | | |
|-----|---------------------|--------|----|
| A1 | 657+69.07 | 21.26' | LT |
| A2 | 657+68.00 | 33.37' | LT |
| A3 | 657+53.15 | 39.91' | LT |
| A4 | 657+62.85 | 45.81' | LT |
| A5 | 657+67.79 | 43.19' | LT |
| A6 | 657+89.81 | 56.44' | LT |
| A7 | 657+89.81 | 62.21' | LT |
| A8 | 658+02.21 | 69.76' | LT |
| A9 | 658+05.81 | 35.00' | LT |
| A10 | 658+20.81 | 20.00' | LT |

ENTRANCE LAYOUT
STA 657+80.6 LT & STA 657+97.8 LT



NOTE:
WIDTH = OUTSIDE DIAMETER + 9" + 9" WHEN DEPTH < 5'
WIDTH = OUTSIDE DIAMETER + 18" + 18" WHEN DEPTH > 5'

**DETAIL OF TRENCH EXCAVATION,
PAVEMENT REMOVAL, PAVEMENT PATCHING,
AND BACKFILL UNDER EXISTING PAVEMENT**

| | | | |
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| FILE NAME = | USER NAME = laughlinc1 | DESIGNED - | REVISED - |
| et:\pw\work\p\idot\laughlinc1\02229622\Details.dgn | | DRAWN - | REVISED - |
| | PLOT SCALE = 40.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 8/9/2010 | DATE - | REVISED - |

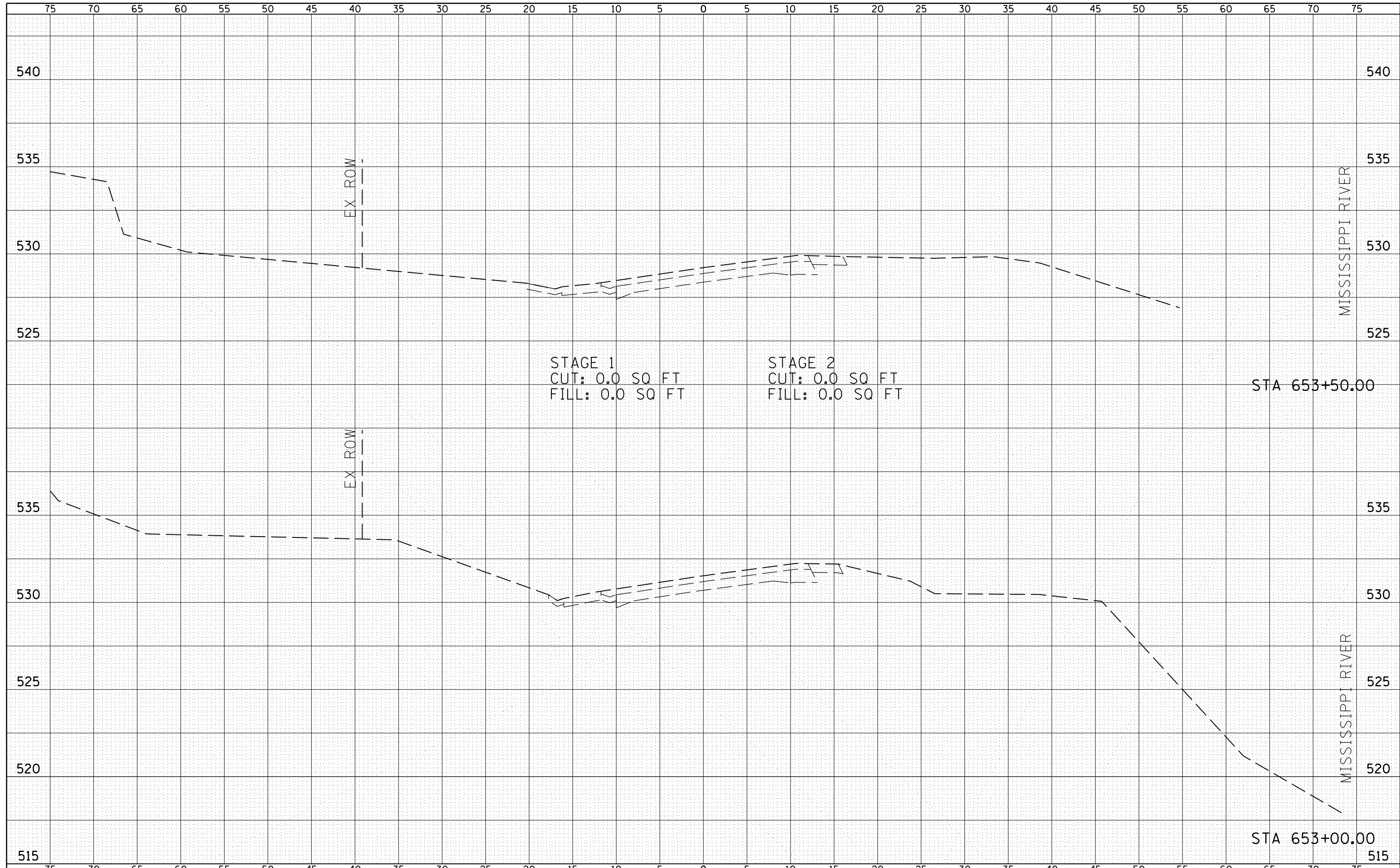
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| MISCELLANEOUS DETAILS | | | |
|-----------------------|--------------|--------|--------------|
| SCALE: | SHEET NO. OF | SHEETS | STA. TO STA. |
| none | | | |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 50 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

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| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISSED - |
| es:\pw_work\pwwdot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISSED - |
| | | DRAWN - | REVISSED - |
| | | CHECKED - | REVISSED - |
| PLOT SCALE = 10.0000' / 1" / | | | |
| PLOT DATE = 8/9/2010 | | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FAP 510 (IL 96) CROSS SECTION

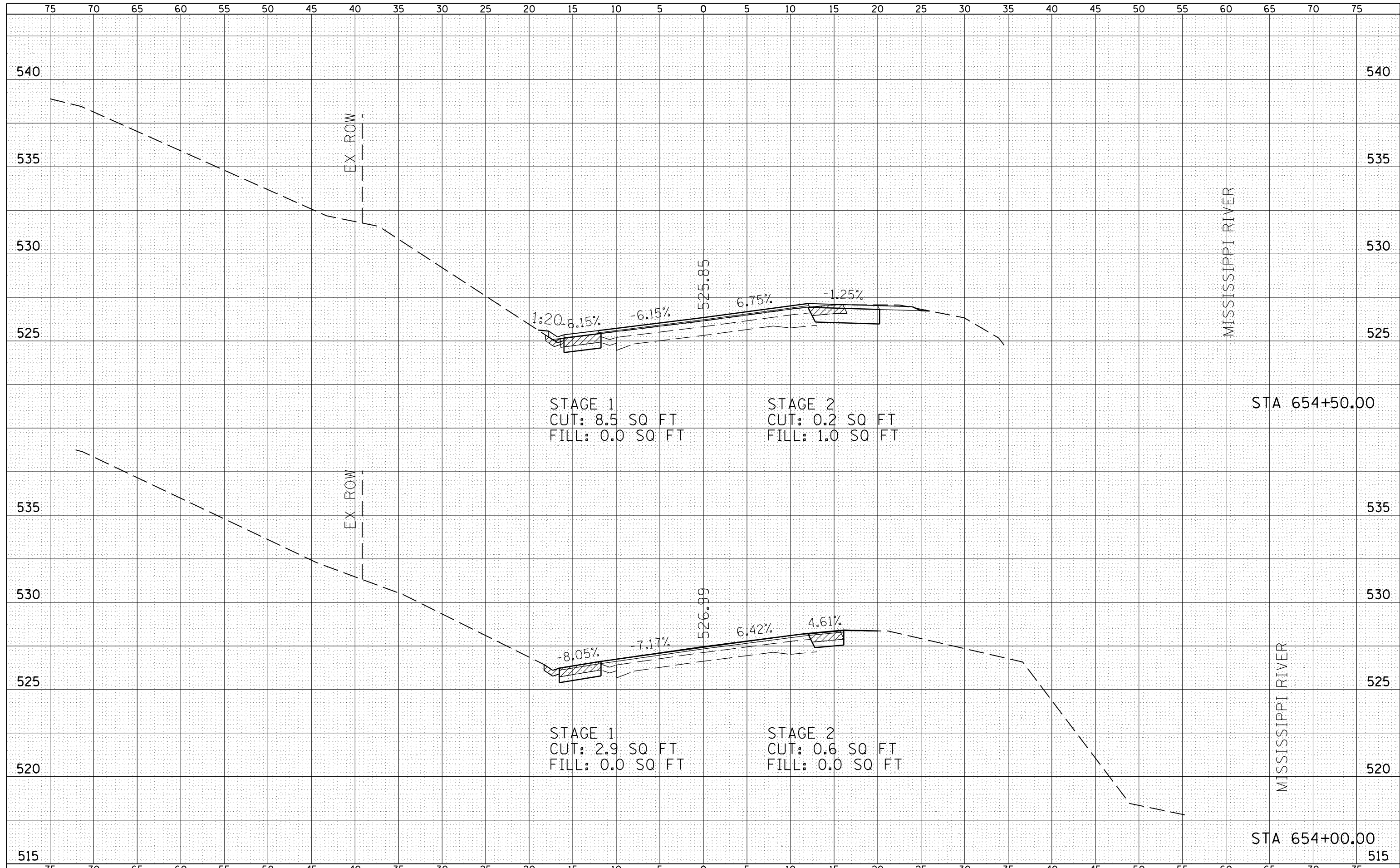
SCALE: HORIZ 1"=10'
VERT 1"=5'

SHEET NO. 1 OF 24 SHEETS STA. 653+00.00 TO STA. 653+50.00

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 51 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

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| NOTE BOOK | PLOTTED |
| NO. | TEMPLATE |
| | AREAS CHECKED |

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



STAGE 1
 CUT: 8.5 SQ FT
 FILL: 0.0 SQ FT

STAGE 2
 CUT: 0.2 SQ FT
 FILL: 1.0 SQ FT

STAGE 1
 CUT: 2.9 SQ FT
 FILL: 0.0 SQ FT

STAGE 2
 CUT: 0.6 SQ FT
 FILL: 0.0 SQ FT

STA 654+50.00

STA 654+00.00

| | | | |
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| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - |
| es:\pw_work\pwidot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISIED - |
| | | DRAWN - | REVISIED - |
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

FAP 510 (IL 96) CROSS SECTION

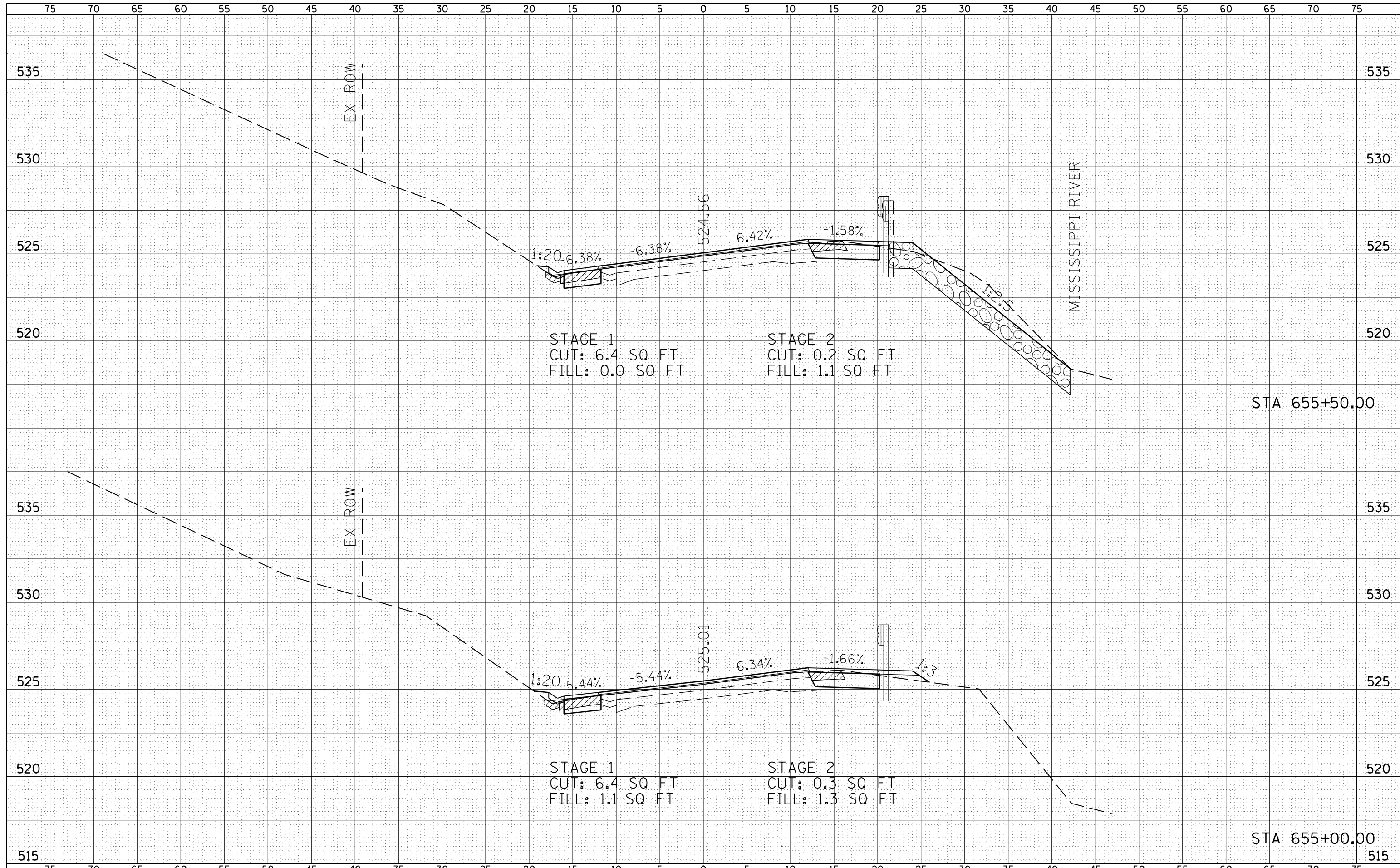
SCALE: HORIZ 1"=10'
 VERT 1"=5'

SHEET NO. 2 OF 24 SHEETS STA. 654+00.00 TO STA. 654+50.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 52 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

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| NOTE BOOK | PLOTTED |
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| | AREAS CHECKED |

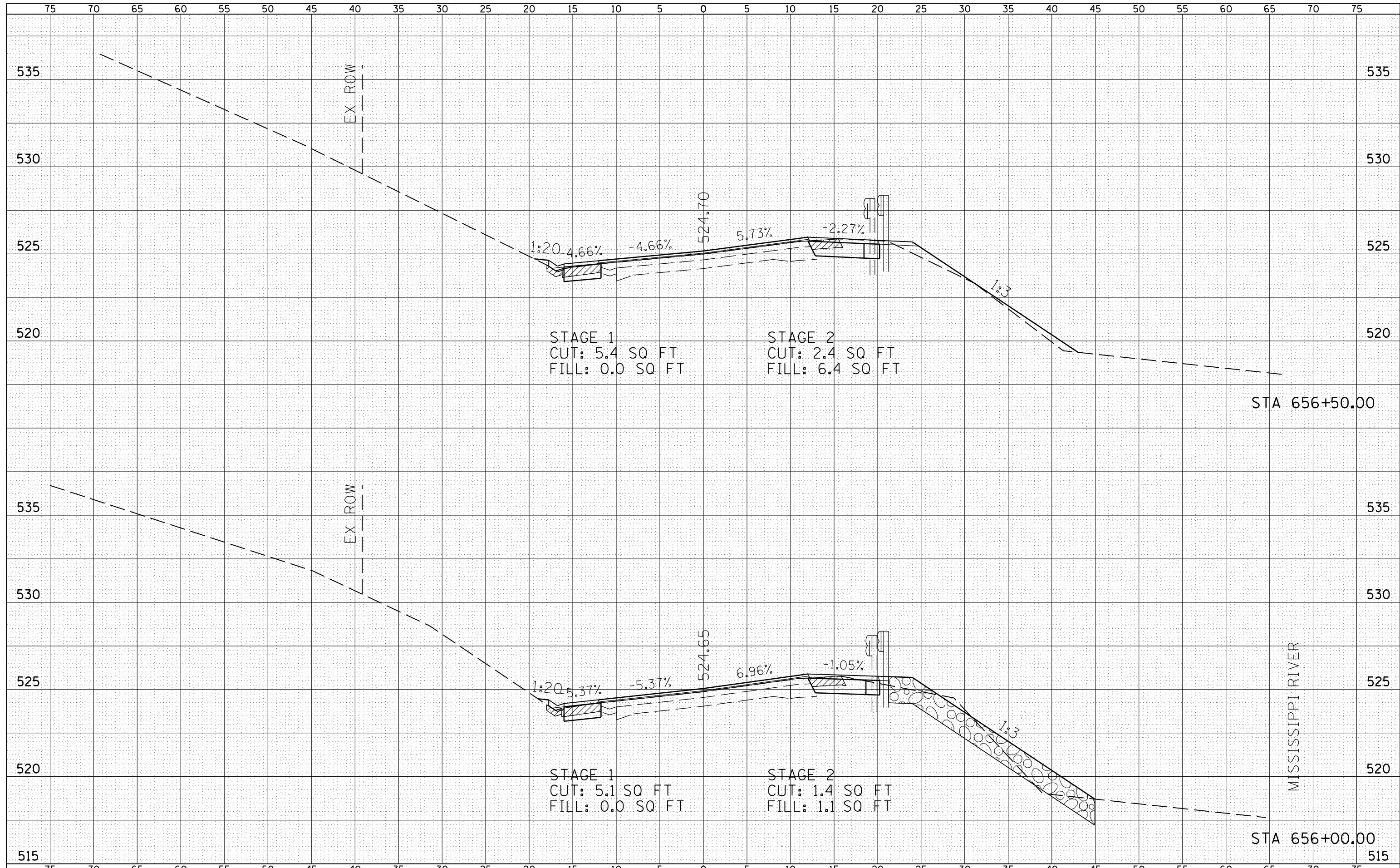
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| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| es:\pw_work\p1dot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISIED - | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 53 | | | |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISIED - | | SCALE: HORIZ 1"=10' VERT 1"=5' | | | SHEET NO. 3 OF 24 SHEETS | | STA. 655+00.00 TO STA. 655+50.00 | CONTRACT NO. 72A65 | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISIED - | | FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | | | | |

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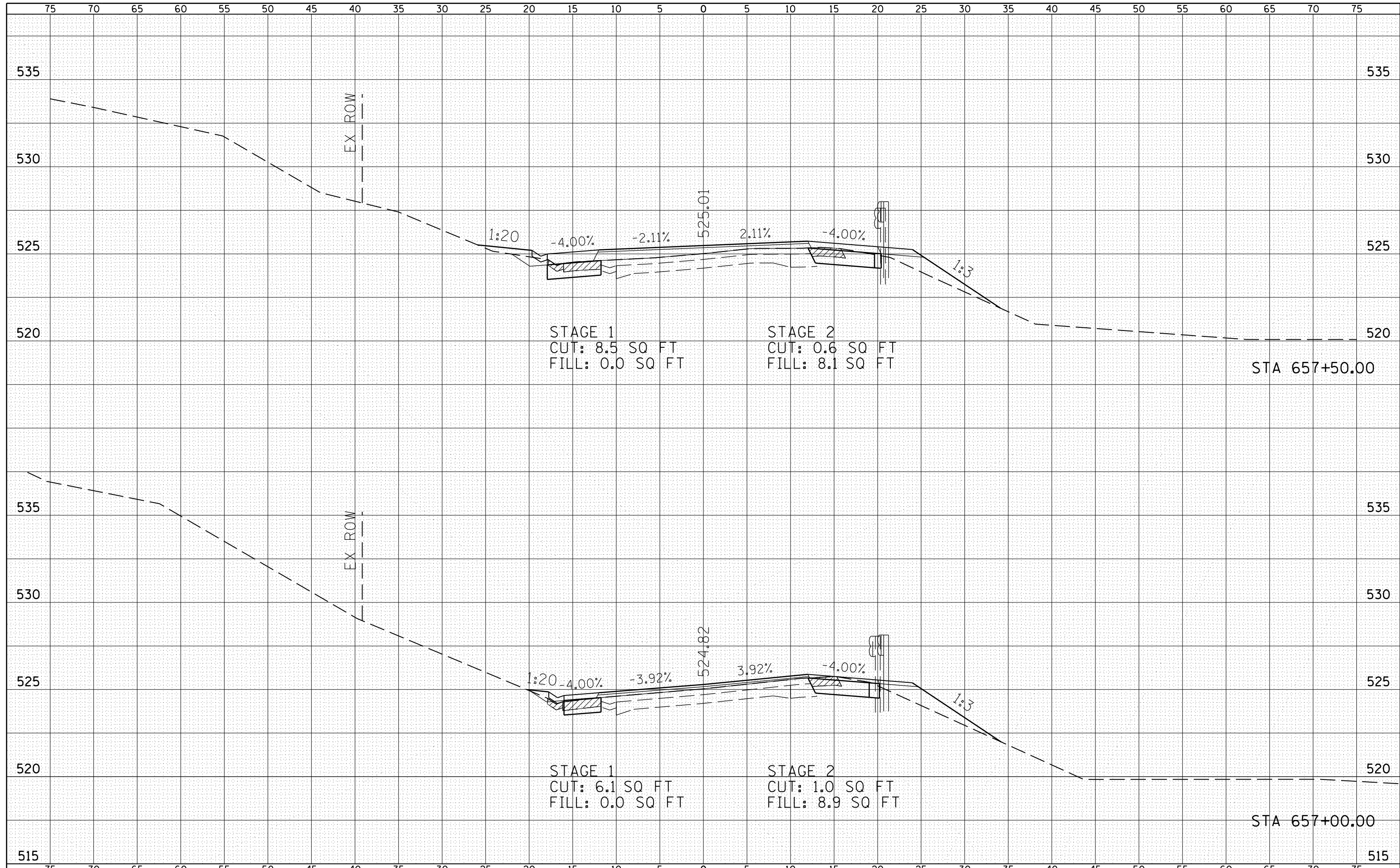
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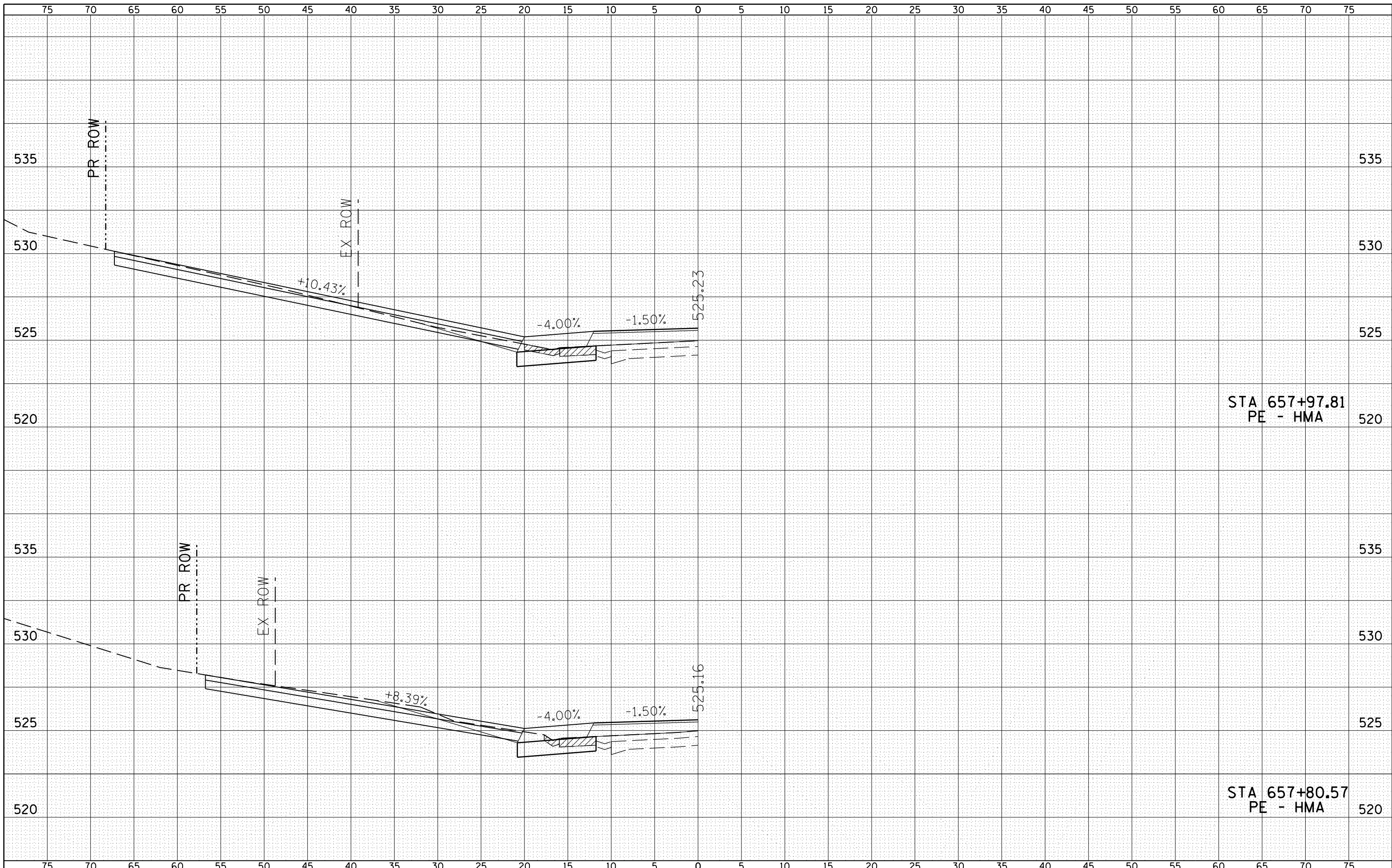
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| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | |
| es:\pw_work\pwidot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISIED - | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 54 | | | | | |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISIED - | | SCALE: HORIZ 1"=10' VERT 1"=5' | | | SHEET NO. 4 OF 24 SHEETS | | STA. 656+00.00 TO STA. 656+50.00 | | | | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISIED - | | CONTRACT NO. 72A65 | | | | | | | | | |
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| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | |
| es:\pw_work\pwidot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISIED - | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 55 | | | | | |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISIED - | | SCALE: HORIZ 1"=10' VERT 1"=5' | | | SHEET NO. 5 OF 24 SHEETS | | STA. 657+00.00 TO STA. 657+50.00 | | | | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISIED - | | CONTRACT NO. 72A65 | | | | | | | | | |
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FAP 510 (IL 96) CROSS SECTION

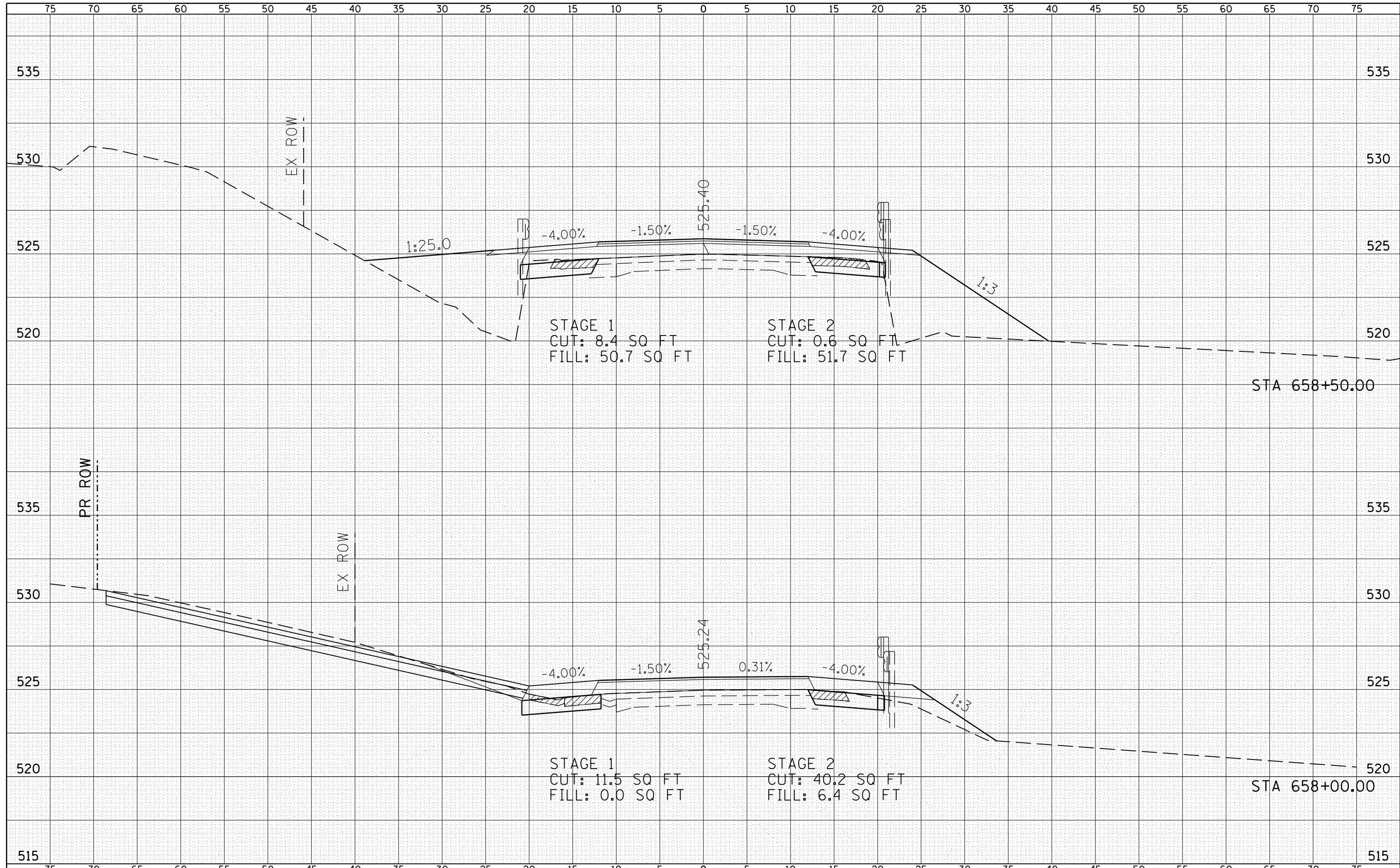
SCALE: HORIZ 1"=10'
VERT 1"=5'

SHEET NO. 6 OF 24 SHEETS STA. 657+80.57 TO STA. 657+97.81

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|---------------------------|----------------|---------|--------------|---------------------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 56 |
| FED. ROAD DIST. NO. | | | | ILLINOIS FED. AID PROJECT |
| CONTRACT NO. 72A65 | | | | |

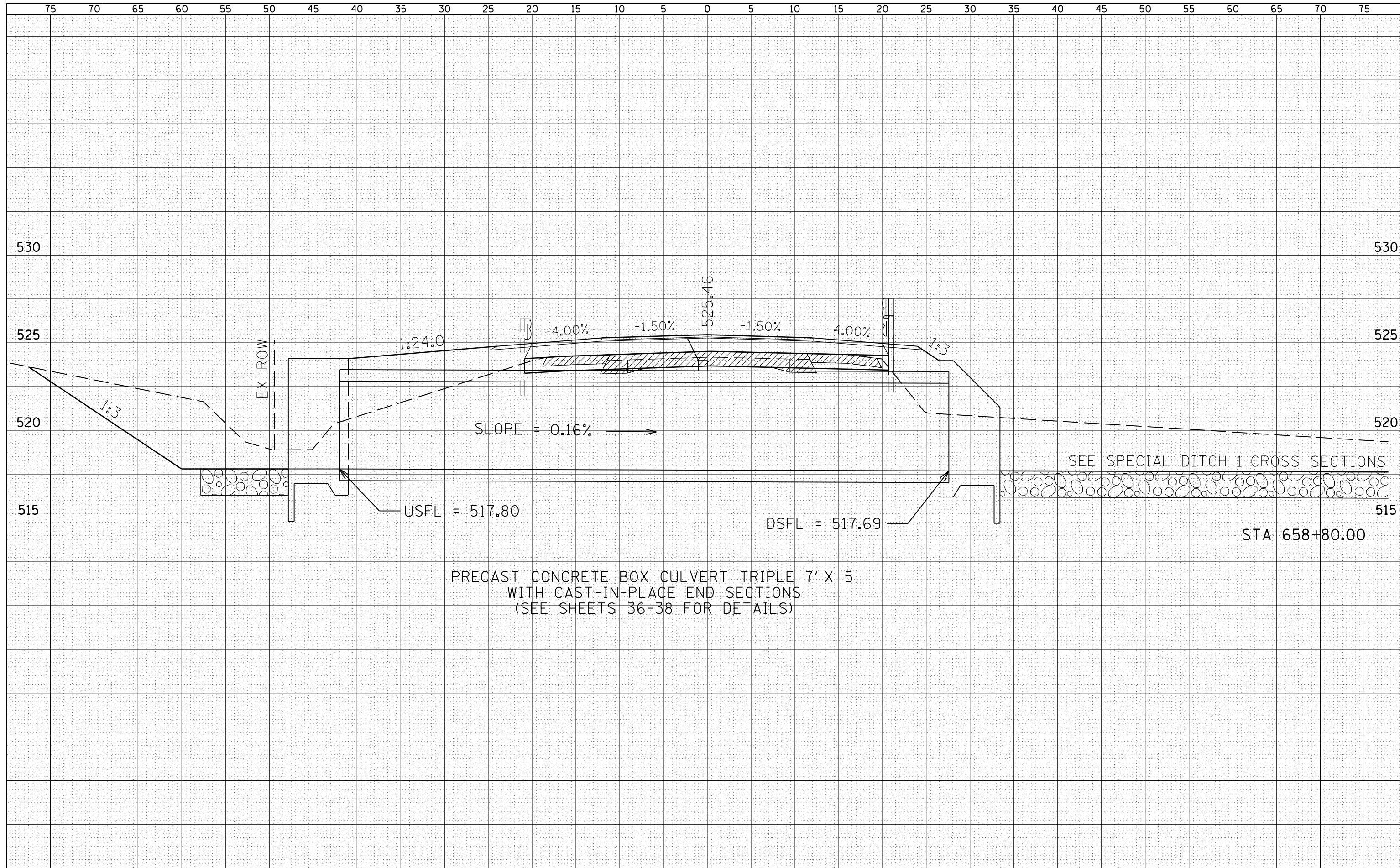
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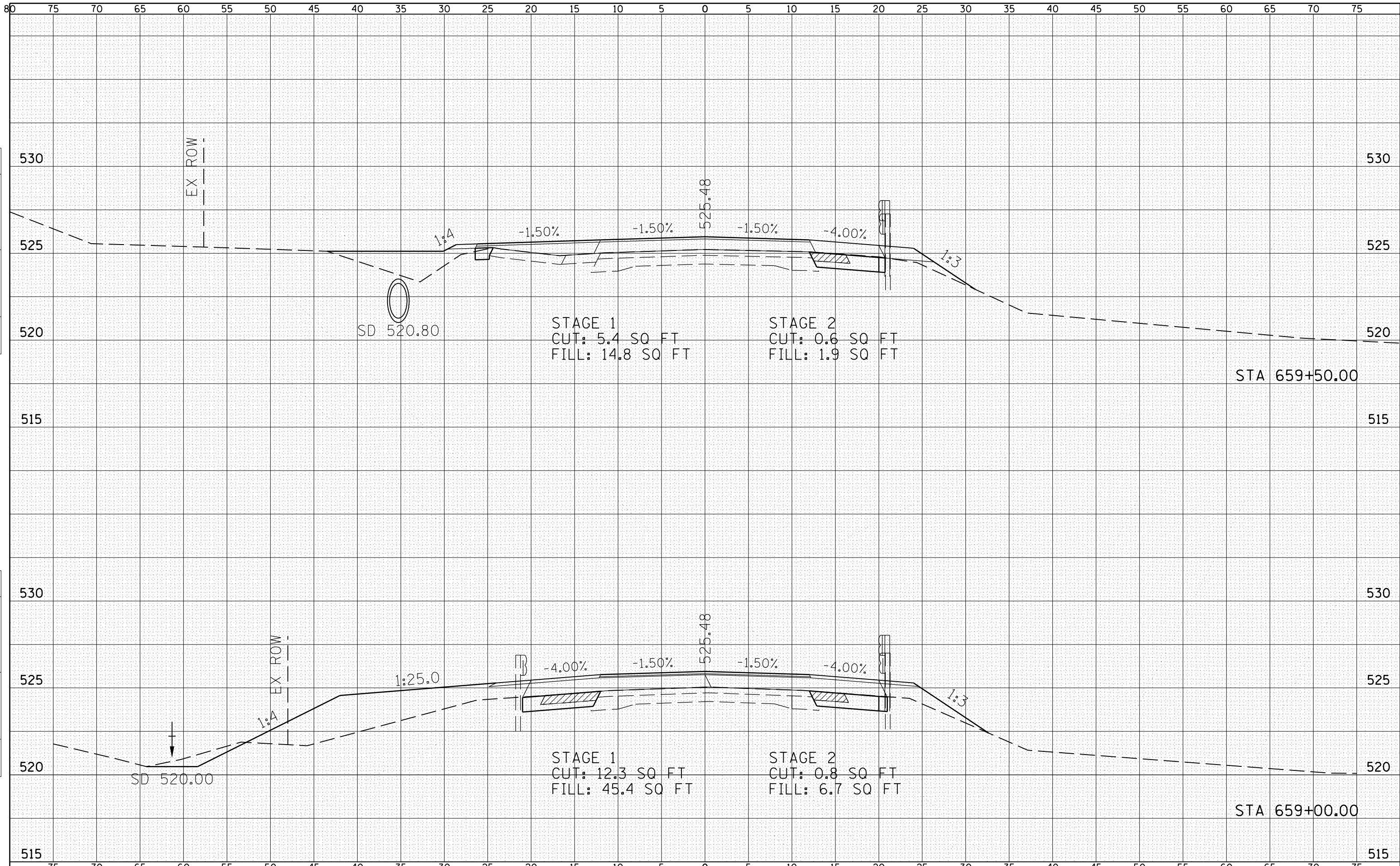
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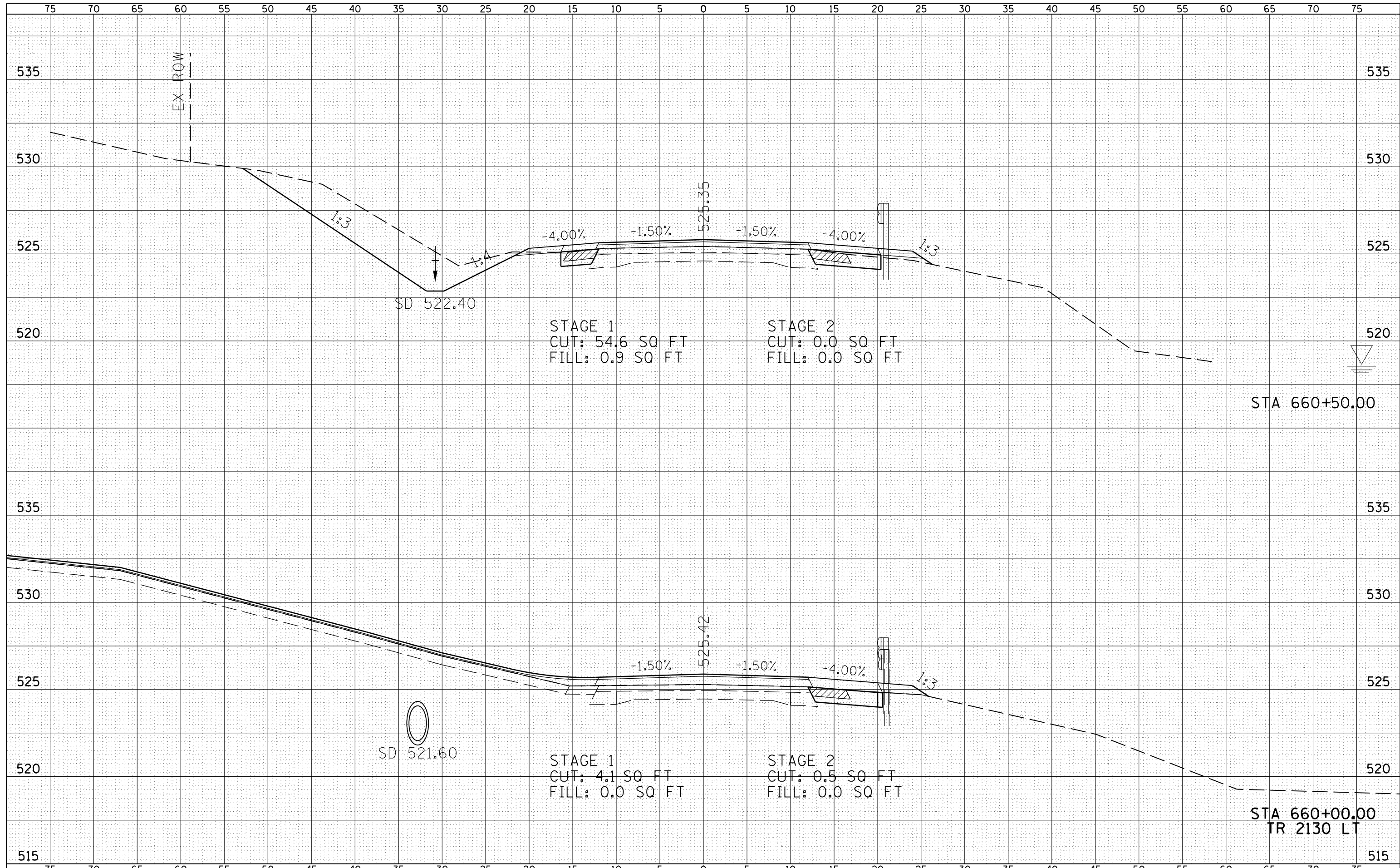


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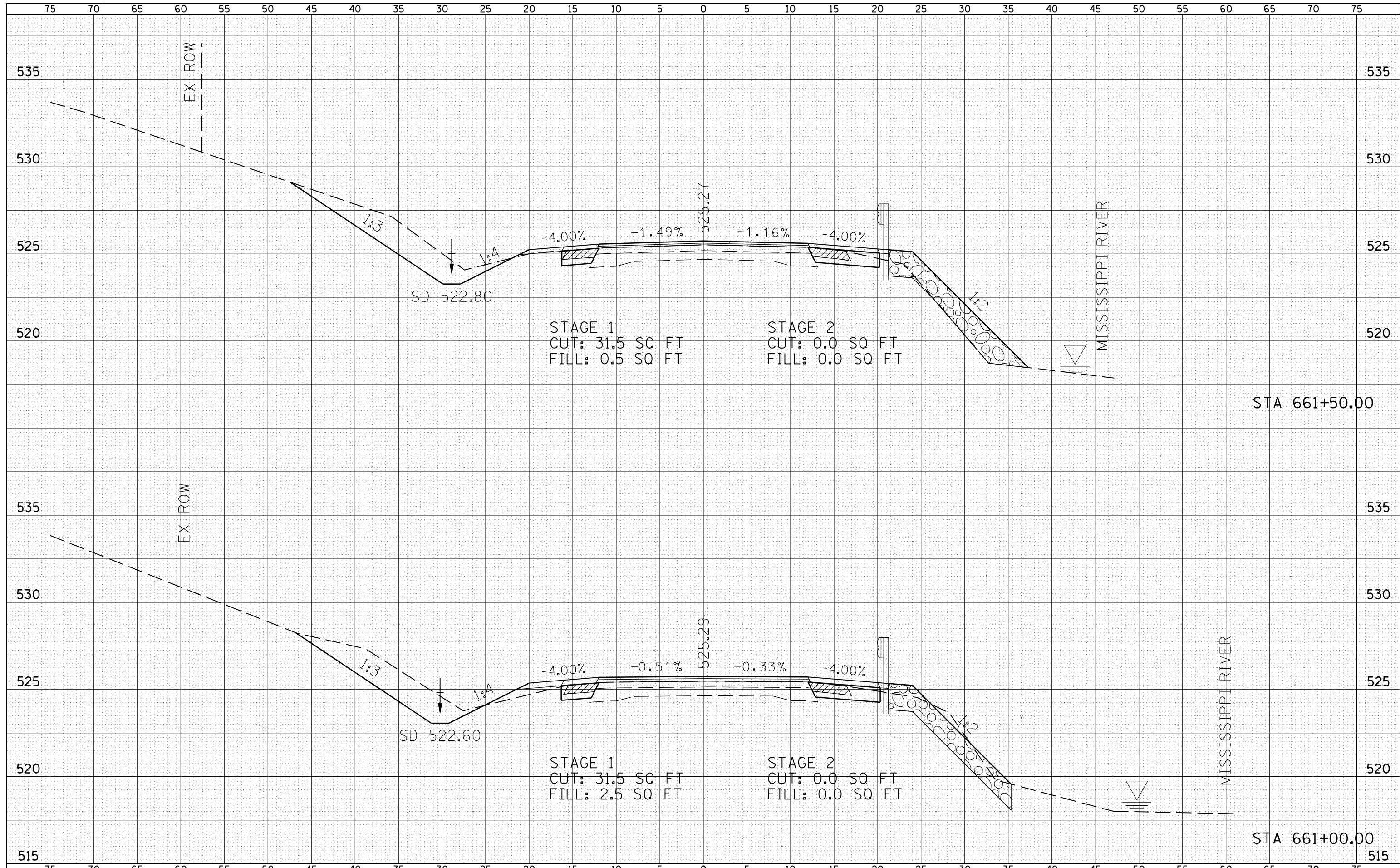
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| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISIED - | | | | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 60 |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISIED - | | SCALE: HORIZ 1"=10' | | | SHEET NO. 10 OF 24 SHEETS | STA. 660+00.00 | TO STA. 660+50.00 | CONTRACT NO. 72A65 | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISIED - | | FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | | | | |

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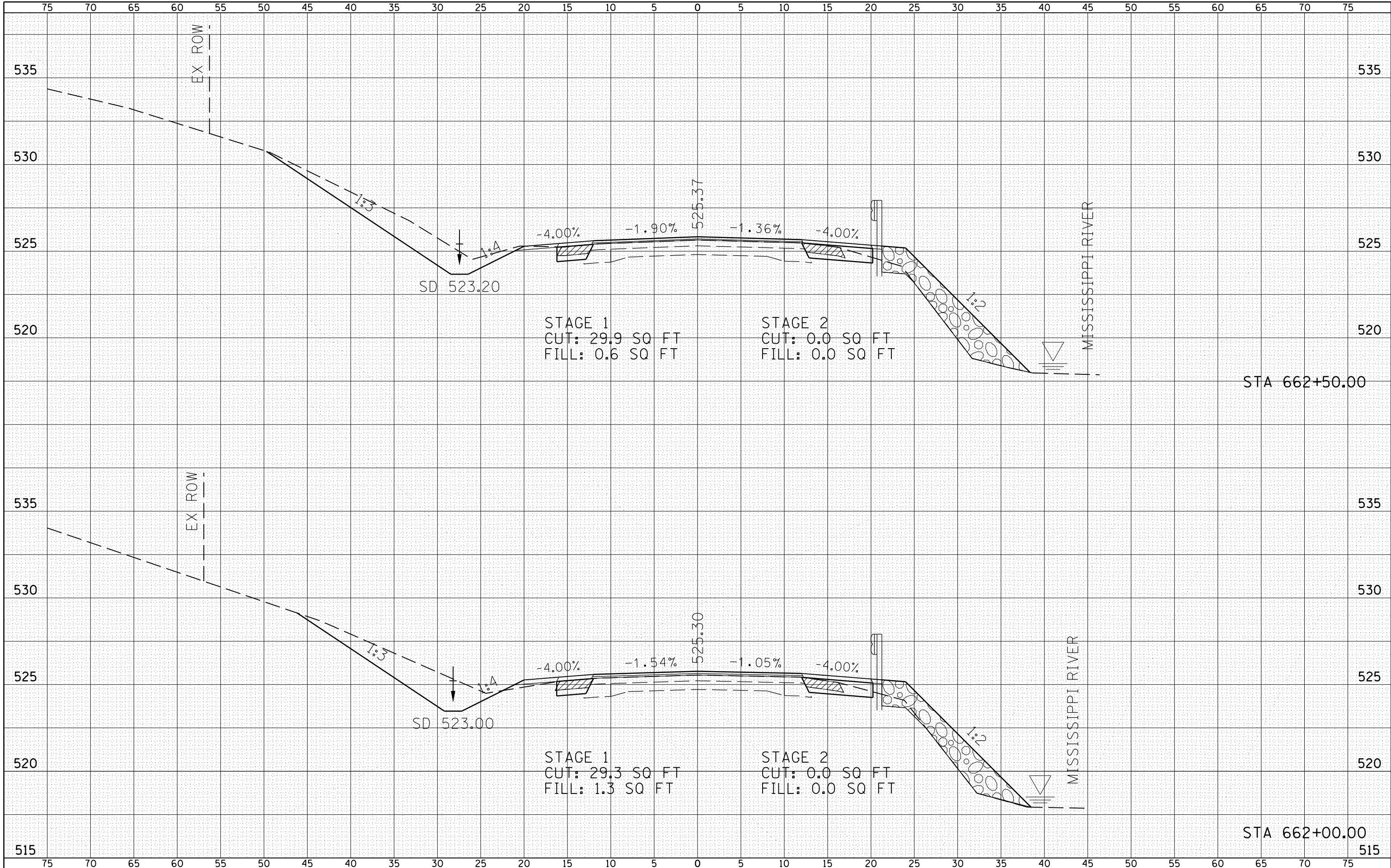
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| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISD - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| e:\pw_work\p1dot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISD - | | | | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 61 | |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISD - | | SCALE: HORIZ 1"=10' VERT 1"=5' | | | SHEET NO. 11 OF 24 SHEETS | | STA. 661+00.00 | TO STA. 661+50.00 | CONTRACT NO. 72A65 | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISD - | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | | | | | |

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| FINAL SURVEY NO. | |
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| NOTE BOOK AREAS CHECKED | |
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| ORIGINAL SURVEY NO. | |
| SURVEYED | |
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FILE NAME = USER NAME = laughlinr1
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 PLOT SCALE = 10.0000' / in.
 PLOT DATE = 8/9/2010

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 REVISION 3 -
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 REVISION 5 -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

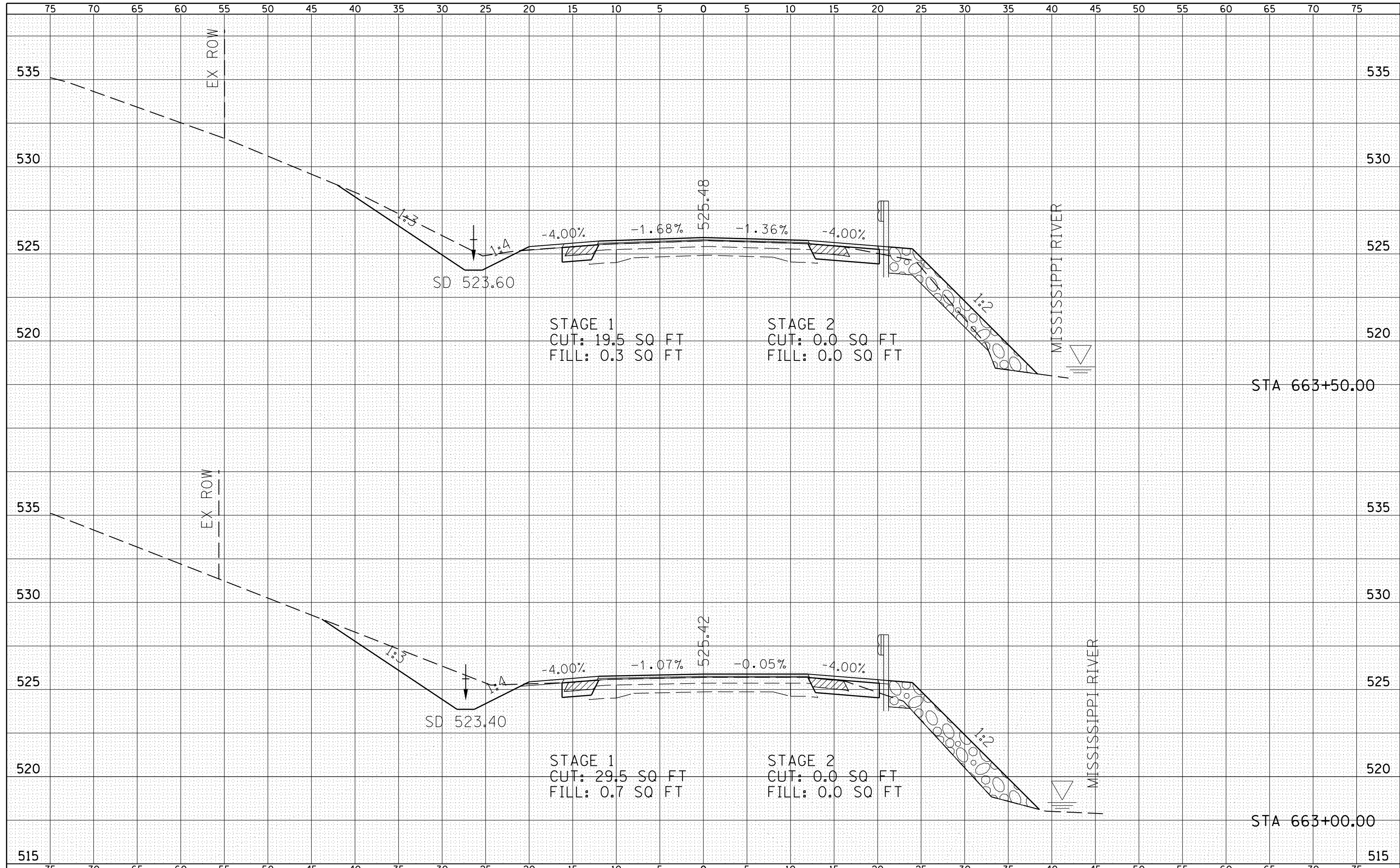
FAP 510 (IL 96) CROSS SECTION

SCALE: HORIZ 1"=10' VERT 1"=5'
 SHEET NO. 12 OF 24 SHEETS STA. 662+00.00 TO STA. 662+50.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 62 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

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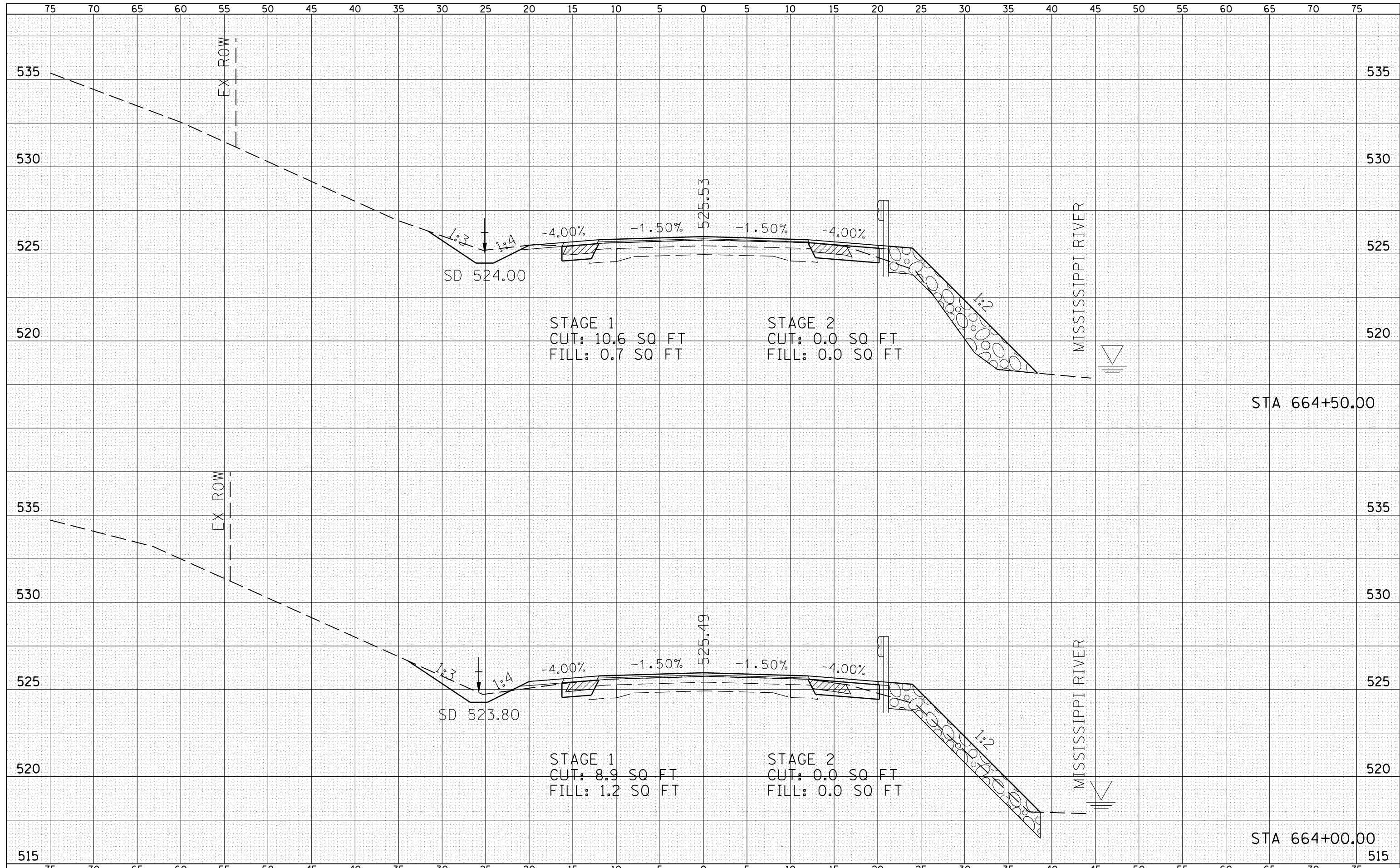
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|---|------------------------|------------|----------|---|--------------------------------------|---|----------------|----------------------------------|--------------|-----------|
| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISD - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| es:\pw_work\pwidot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISD - | | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 63 |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISD - | | | CONTRACT NO. 72A65 | | | | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISD - | | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |
| | | | | SCALE: HORIZ 1"=10' VERT 1"=5' | | SHEET NO. 13 OF 24 SHEETS | | STA. 663+00.00 TO STA. 663+50.00 | | |

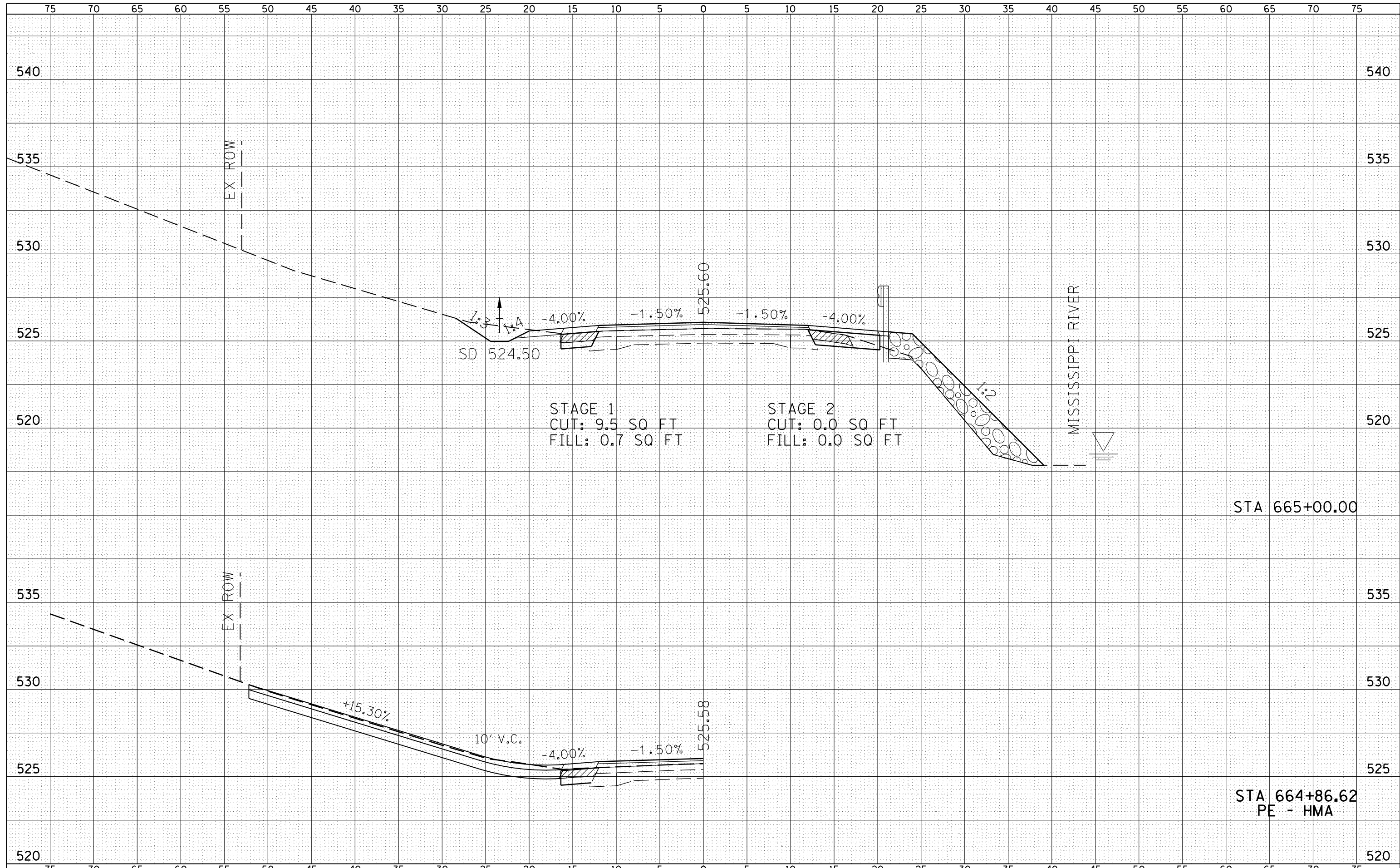
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| DATE | |
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| AREAS CHECKED | |
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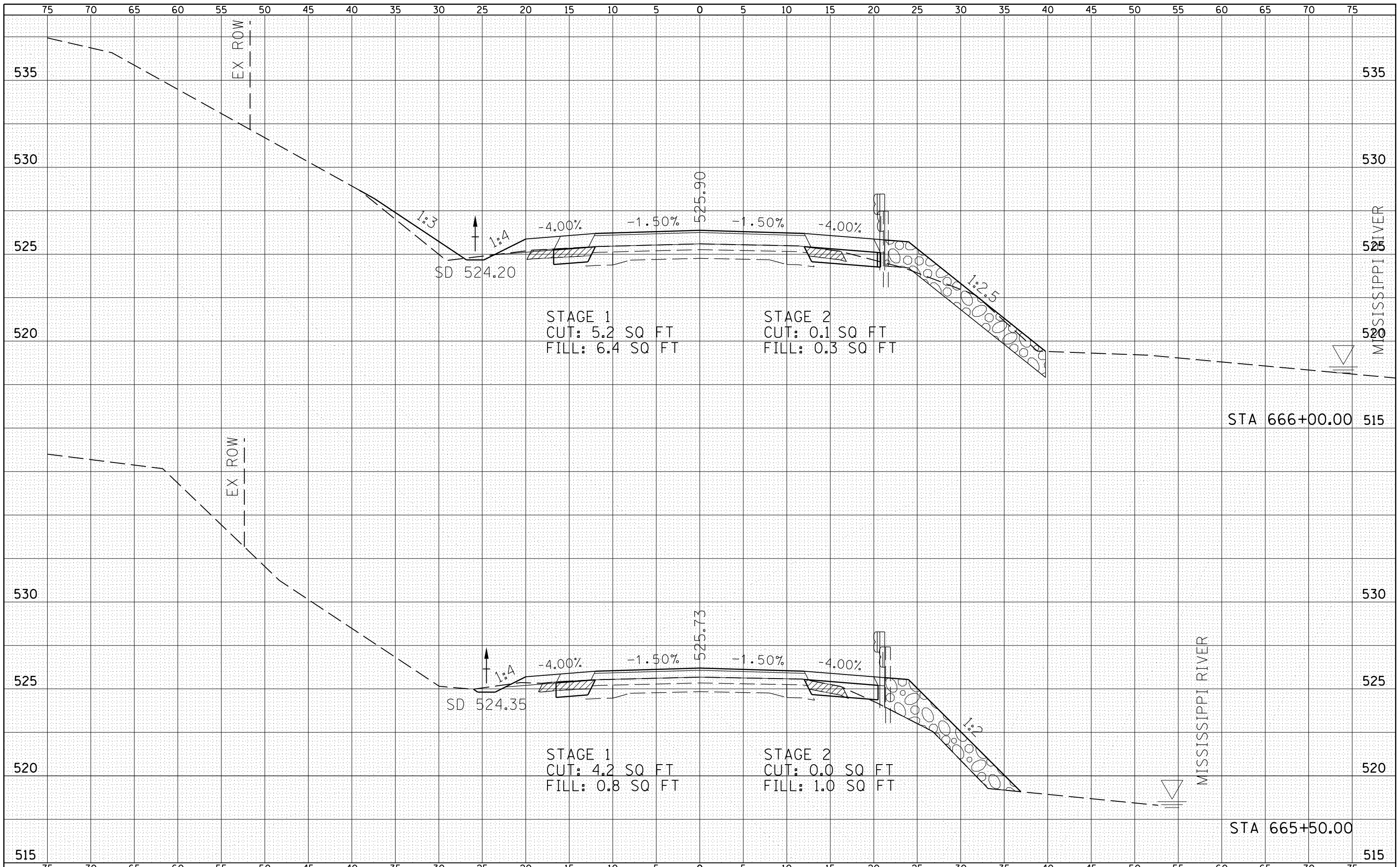


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| FINAL SURVEY | SURVEYED |
| NOTE BOOK | PLOTTED |
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| DATE | |
| BY | |
| ORIGINAL SURVEY | SURVEYED |
| NOTE BOOK | PLOTTED |
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| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| es:\pw_work\pwidot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISIED - | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 65 | | | | |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISIED - | | SCALE: HORIZ 1"=10' VERT 1"=5' | | | SHEET NO. 15 OF 24 SHEETS | | STA. 664+86.62 | TO STA. 665+00.00 | CONTRACT NO. 72A65 | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISIED - | | FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | | | | | |



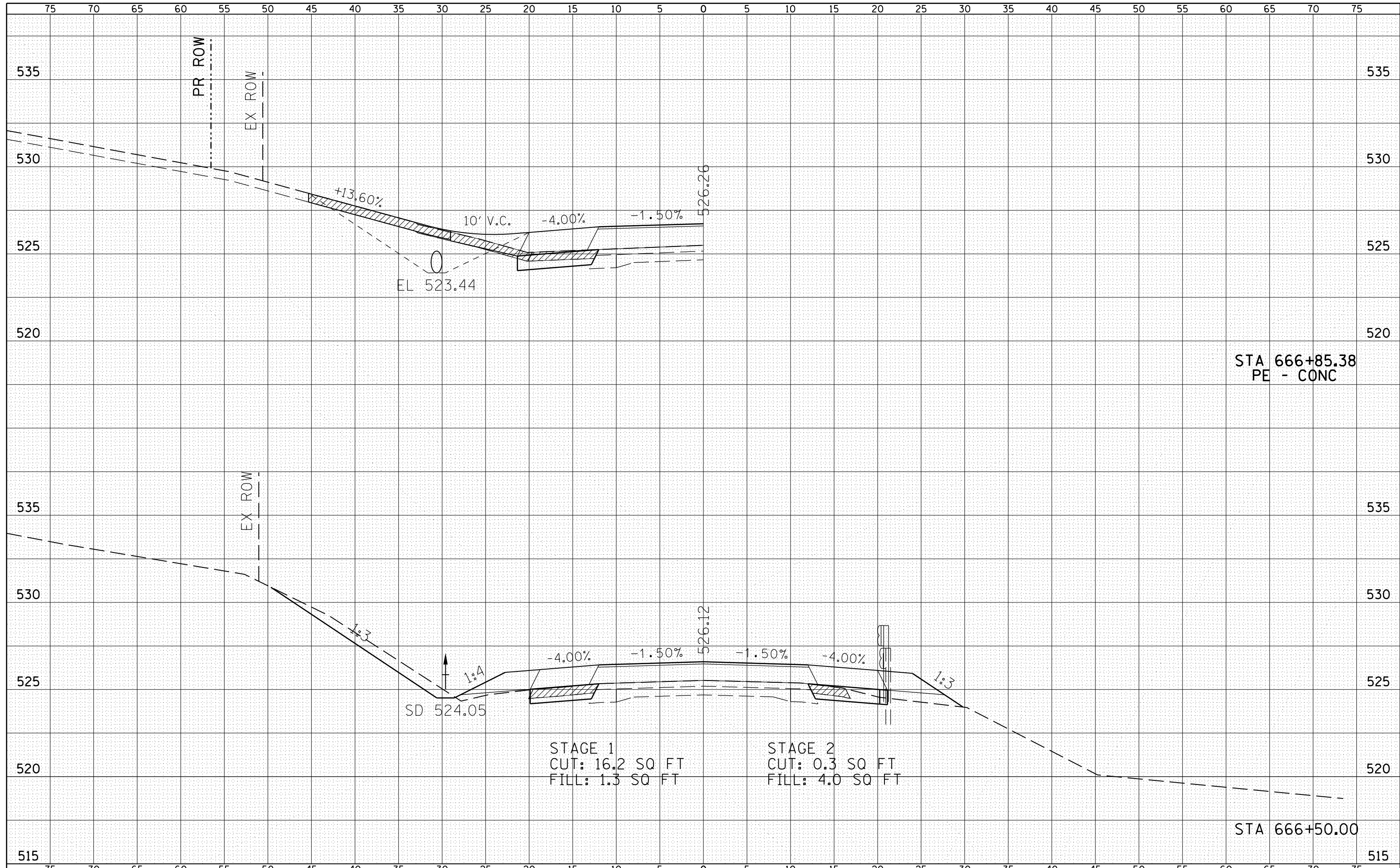
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| AREAS CHECKED | |
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|---|------------------------|------------|--------------------------------|---|-------------------------------|---------------------------|----------------------------------|---|--------------|-----------|
| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| es:\pw_work\pwidthot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | CHECKED - | REVISIED - | 510 | | | 120 (B-4, B-5) | HANCOCK | 80 | 66 | |
| PLOT SCALE = 10.0000' / in. | DRAWN - | REVISIED - | CONTRACT NO. 72A65 | | | | | | | |
| PLOT DATE = 8/9/2010 | CHECKED - | REVISIED - | SCALE: HORIZ 1"=10' VERT 1"=5' | | | SHEET NO. 16 OF 24 SHEETS | STA. 665+50.00 TO STA. 666+00.00 | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | |

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| DATE | |
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| FINAL SURVEY | SURVEYED |
| NOTE BOOK | PLOTTED |
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| | AREAS CHECKED |

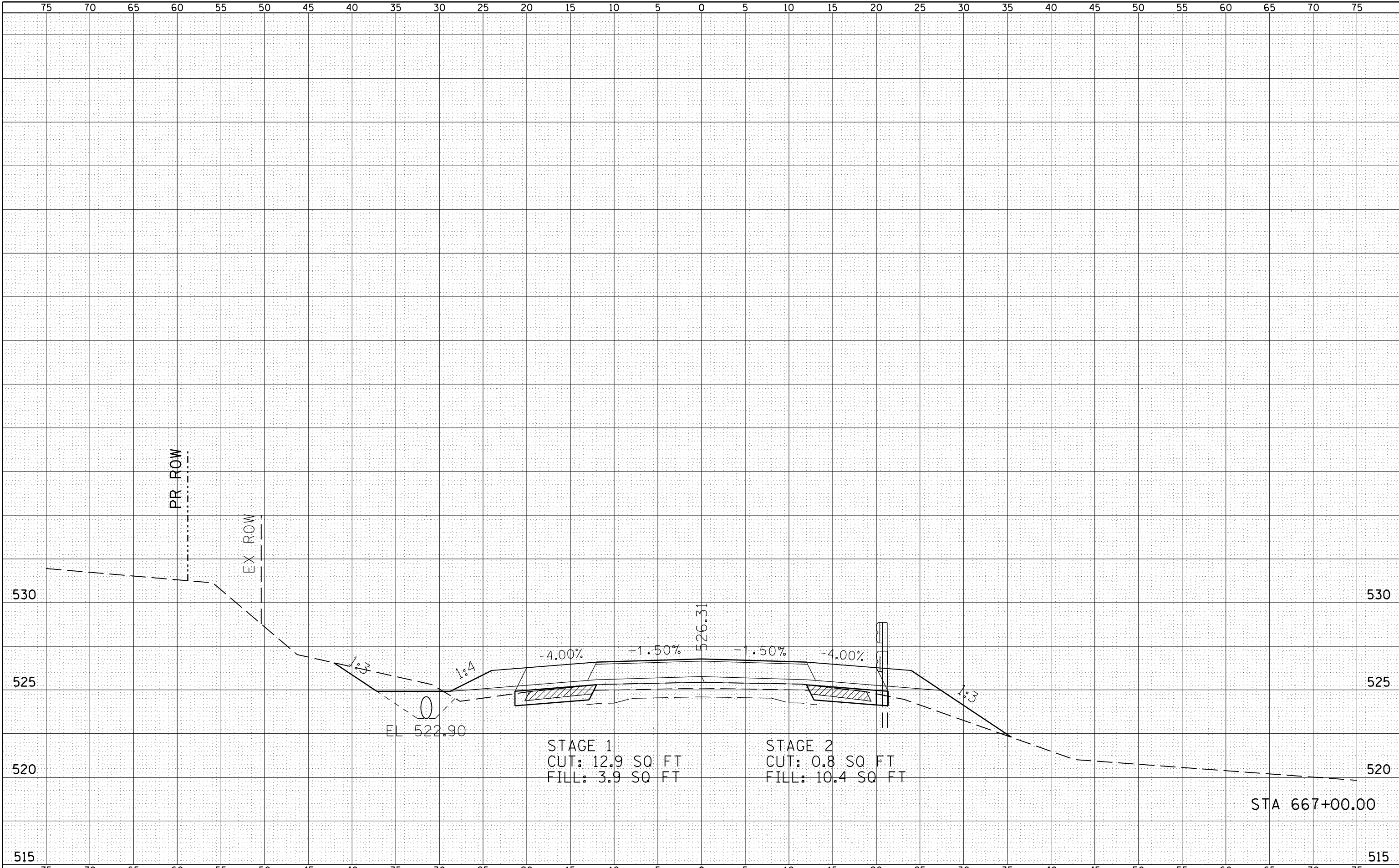
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| DATE | |
| BY | |
| ORIGINAL SURVEY | SURVEYED |
| NOTE BOOK | PLOTTED |
| NO. | TEMPLATE |
| | AREAS CHECKED |



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|--|------------------------|------------|------------|---|--------------------------------------|----------------|----------------------------------|--------------------|---------------------|---------------------------|--------------|-----------|
| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pw_work\pwidot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISIED - | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 67 | | | |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISIED - | | SCALE: HORIZ 1"=10' VERT 1"=5' | | | CONTRACT NO. 72A65 | | | | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISIED - | | SHEET NO. 17 OF 24 SHEETS | | STA. 666+50.00 TO STA. 666+85.38 | | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | |

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| NOTE BOOK | PLOTTED |
| NO. | TEMPLATE |
| | AREAS |
| | CHECKED |

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



STAGE 1
 CUT: 12.9 SQ FT
 FILL: 3.9 SQ FT

STAGE 2
 CUT: 0.8 SQ FT
 FILL: 10.4 SQ FT

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP 510 (IL 96) CROSS SECTION

FILE NAME = USER NAME = laughlinc1
 es:\pwork\pwork\laughlinc1\0229624\IL96_xs_Shts.dgn
 PLOT SCALE = 10.0000 ' / in.
 PLOT DATE = 8/9/2010

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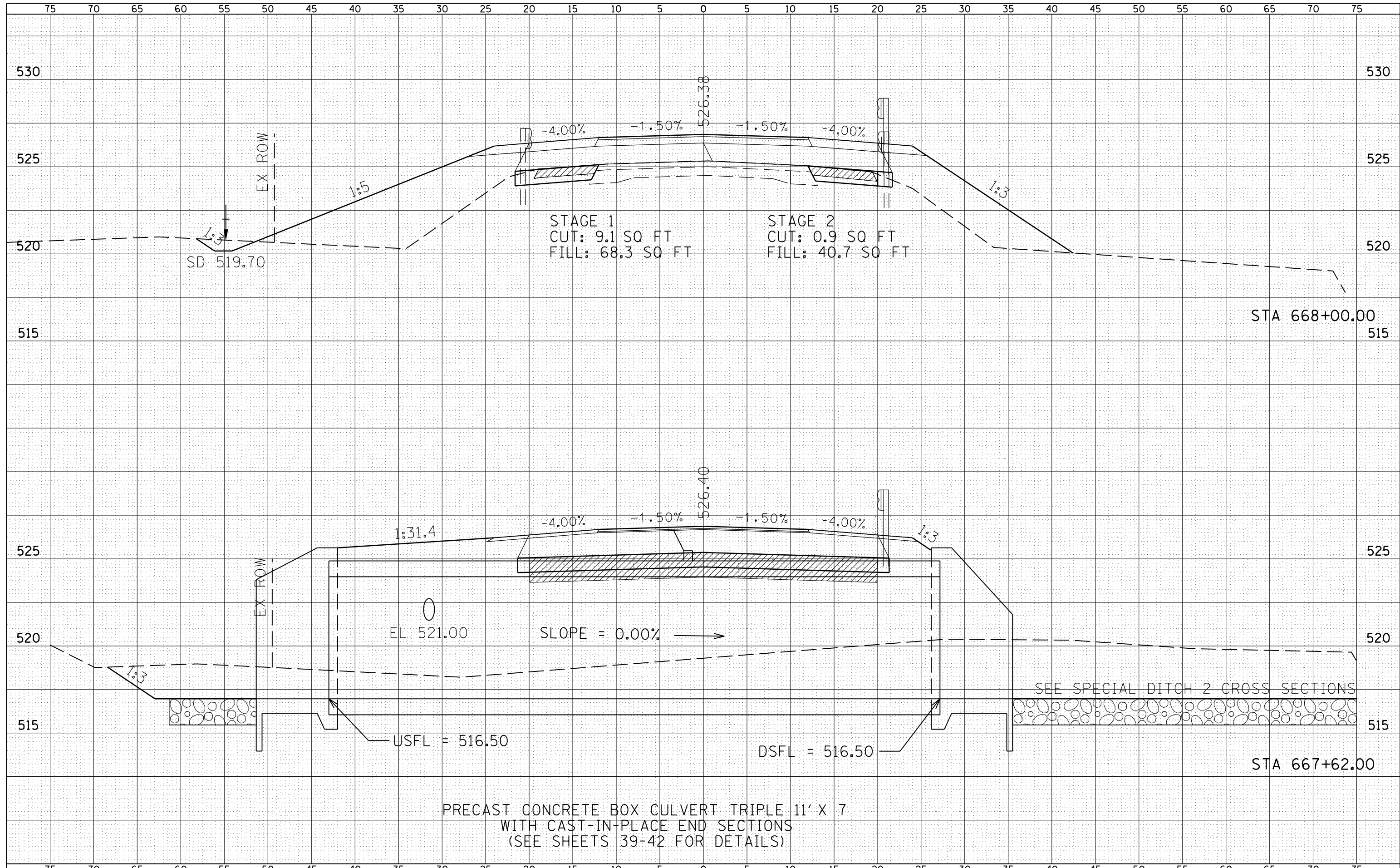
SCALE: HORIZ 1"=10'
 VERT 1"=5'

SHEET NO. 18 OF 24 SHEETS
 STA. 667+00.00 TO STA. 667+00.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|---------------------------|--------------|-----------|
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 68 |
| CONTRACT NO. 72A65 | | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

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

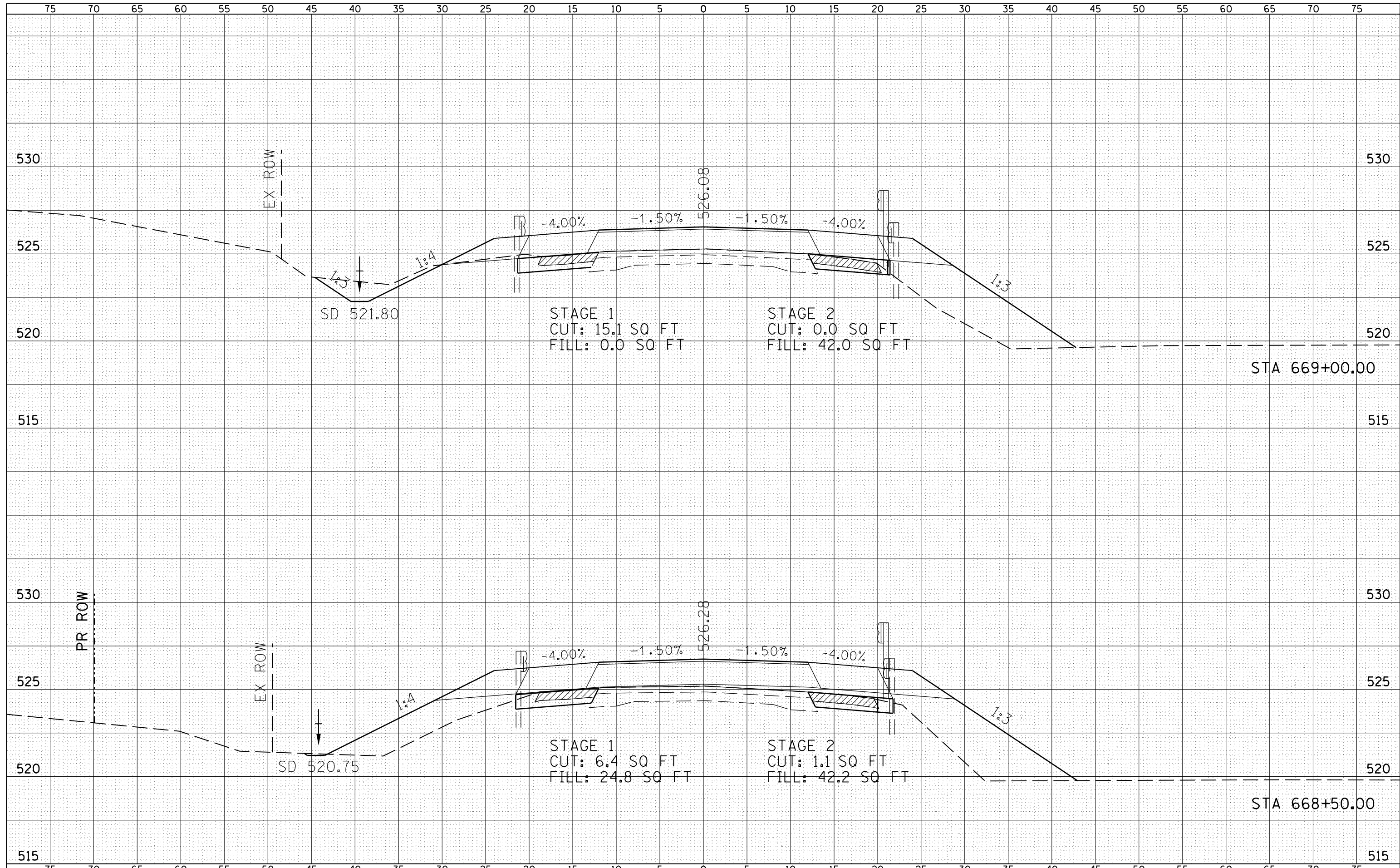


PRECAST CONCRETE BOX CULVERT TRIPLE 11' X 7'
WITH CAST-IN-PLACE END SECTIONS
(SEE SHEETS 39-42 FOR DETAILS)

| | | | | | | | | | | |
|--|------------------------|------------|----------|---|--------------------------------------|---|----------------|----------------------------------|--------------|-----------|
| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISD - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| es:\pw_work\p1dot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISD - | | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 69 |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISD - | | | CONTRACT NO. 72A65 | | | | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISD - | | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |
| | | | | SCALE: HORIZ 1"=10' VERT 1"=5' | | SHEET NO. 19 OF 24 SHEETS | | STA. 667+62.00 TO STA. 668+00.00 | | |

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| FINAL SURVEY | SURVEYED |
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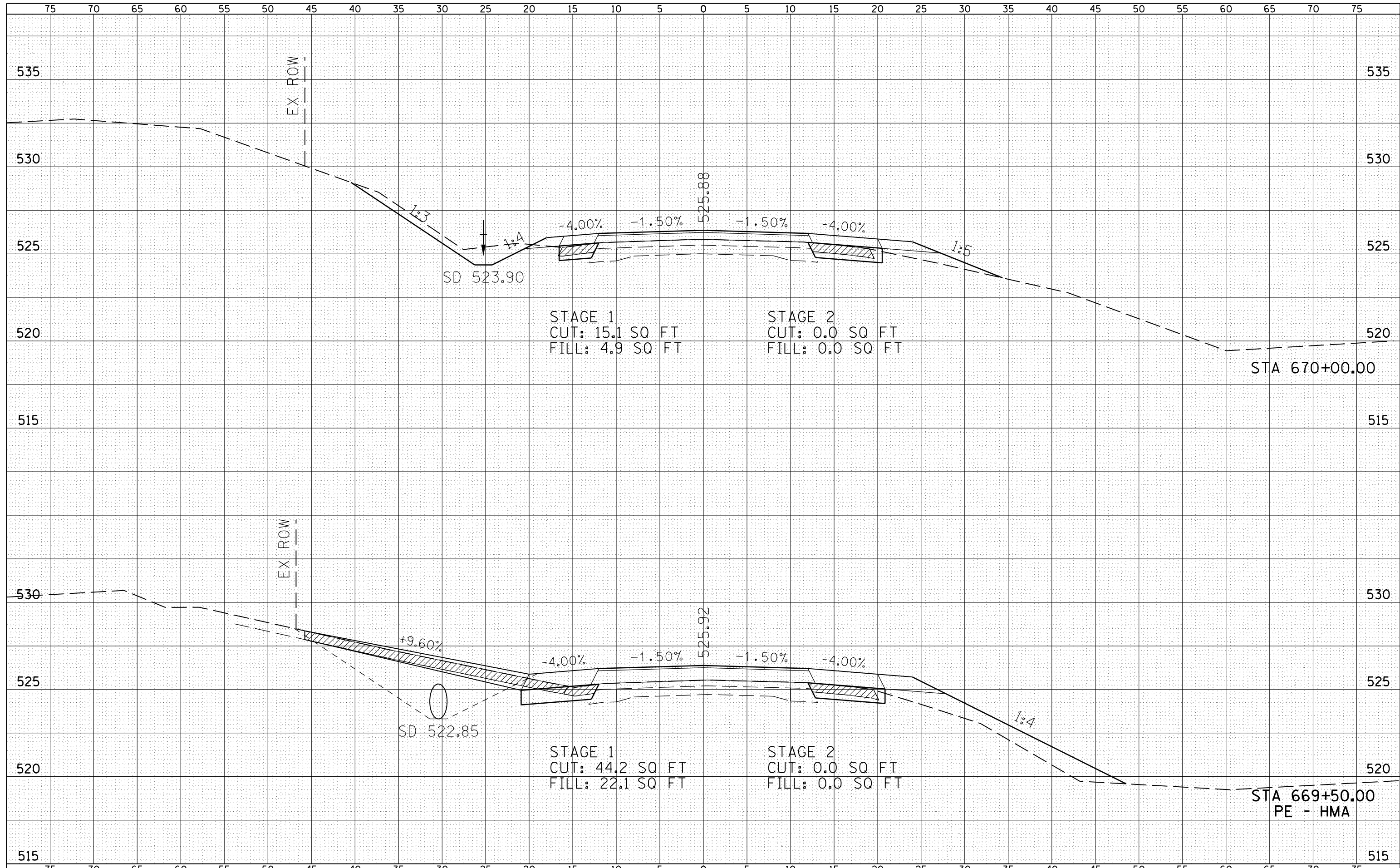


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| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| es:\pw_work\pwidot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISIED - | | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 70 | |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISIED - | | | CONTRACT NO. 72A65 | | | | | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISIED - | | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | | |

SCALE: HORIZ 1"=10' VERT 1"=5' SHEET NO. 20 OF 24 SHEETS STA. 668+50.00 TO STA. 669+00.00

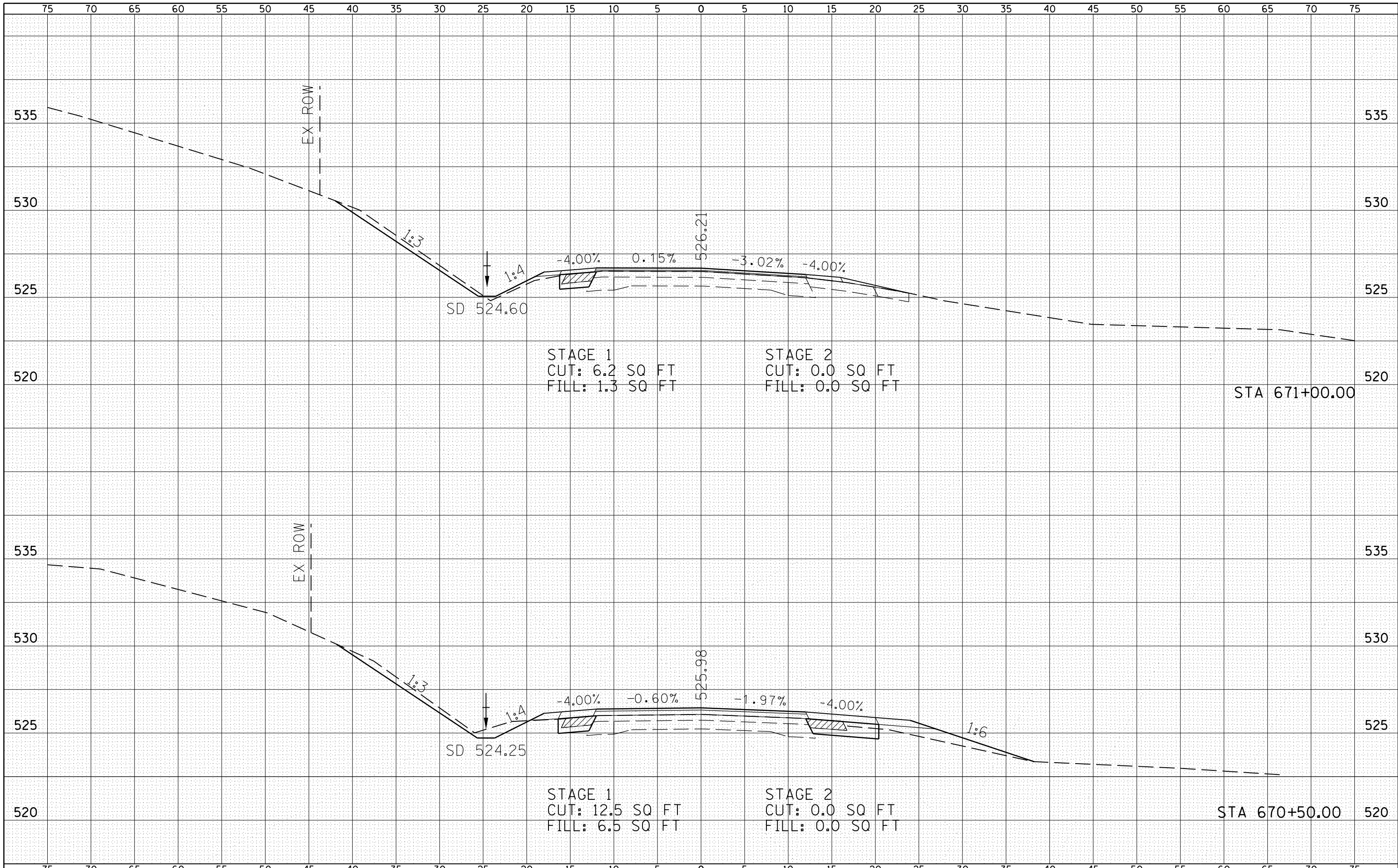
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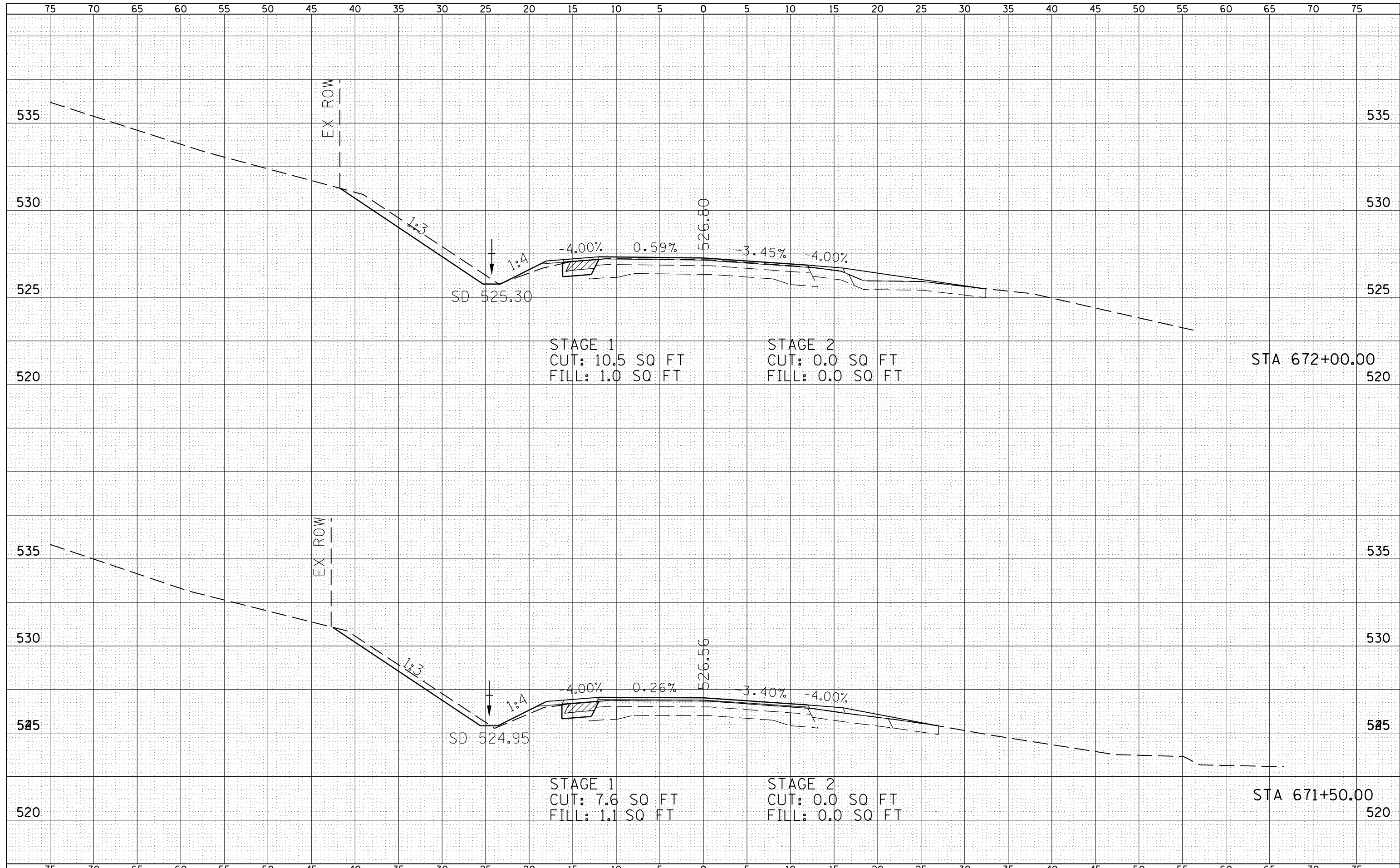
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| DATE |
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| ORIGINAL SURVEY NO. |
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| PLOTTED |
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| ORIGINAL SURVEY NO. |
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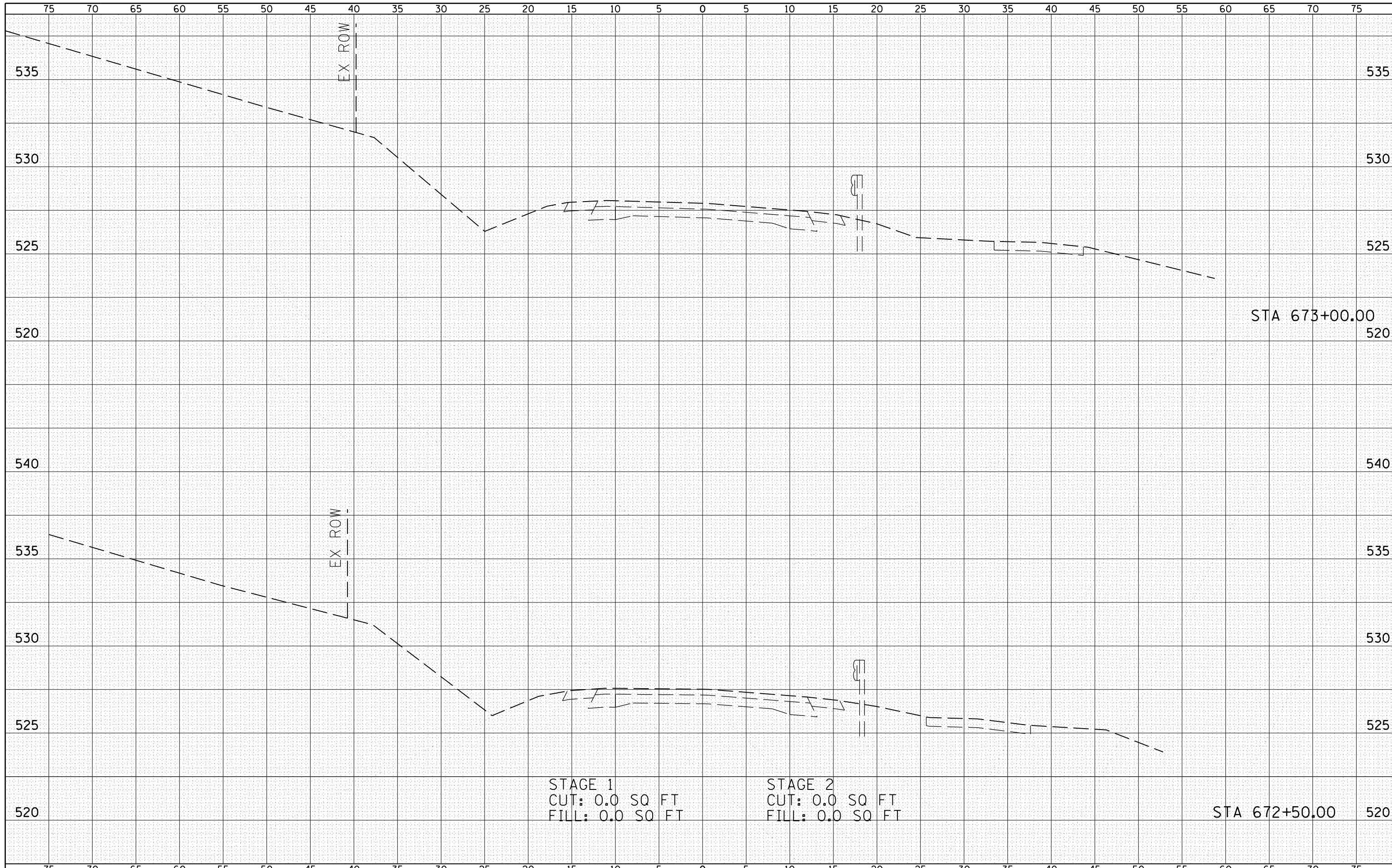
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| AREAS | |
| CHECKED | |
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| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAP 510 (IL 96) CROSS SECTION | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| es:\pw_work\p1dot\laughl1nr1\d0229624\IL96_xs_Shts.dgn | CHECKED - | REVISIED - | 510 | | | | | 120 (B-4, B-5) | HANCOCK | 80 | 73 | |
| PLOT SCALE = 10.0000' / in. | DRAWN - | REVISIED - | SCALE: HORIZ 1"=10' VERT 1"=5' | | | SHEET NO. 23 OF 24 SHEETS | STA. 671+50.00 TO STA. 672+00.00 | CONTRACT NO. 72A65 | | | | |
| PLOT DATE = 8/9/2010 | CHECKED - | REVISIED - | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | | | | | | |

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| BY | |
| SURVEYED | |
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| ORIGINAL SURVEY NO. | |
| NOTE BOOK | |
| AREAS | |
| CHECKED | |



STAGE 1
 CUT: 0.0 SQ FT
 FILL: 0.0 SQ FT

STAGE 2
 CUT: 0.0 SQ FT
 FILL: 0.0 SQ FT

STA 673+00.00

STA 672+50.00

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| FILE NAME = | USER NAME = laughlinc1 | DESIGNED - | REVISIED - |
| es:\pwork\pwidot\laughlinc1\0229624\IL96_xs_Shts.dgn | | CHECKED - | REVISIED - |
| | | PLOT SCALE = 10.0000' / in. | DRAWN - |
| | | PLOT DATE = 8/9/2010 | CHECKED - |
| | | | REVISIED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

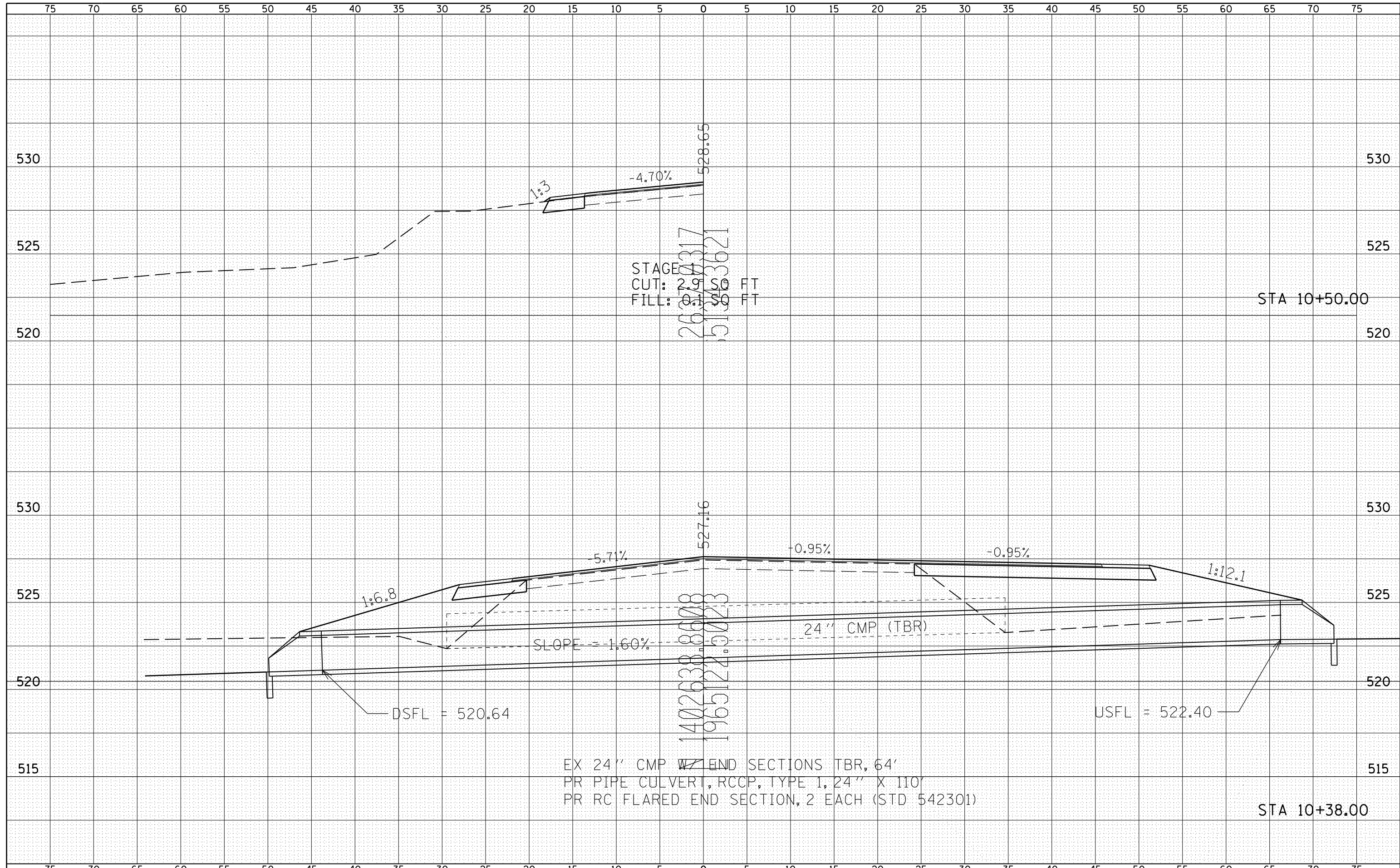
FAP 510 (IL 96) CROSS SECTION

SCALE: HORIZ 1"=10'
 VERT 1"=5'
 SHEET NO. 24 OF 24 SHEETS
 STA. 672+50.00 TO STA. 673+00.00

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|---------------------|----------------|---------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 510 | 120 (B-4, B-5) | HANCOCK | 80 | 74 |
| FED. ROAD DIST. NO. | | | ILLINOIS FED. AID PROJECT | |
| | | | CONTRACT NO. 72A65 | |

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| | AREAS |
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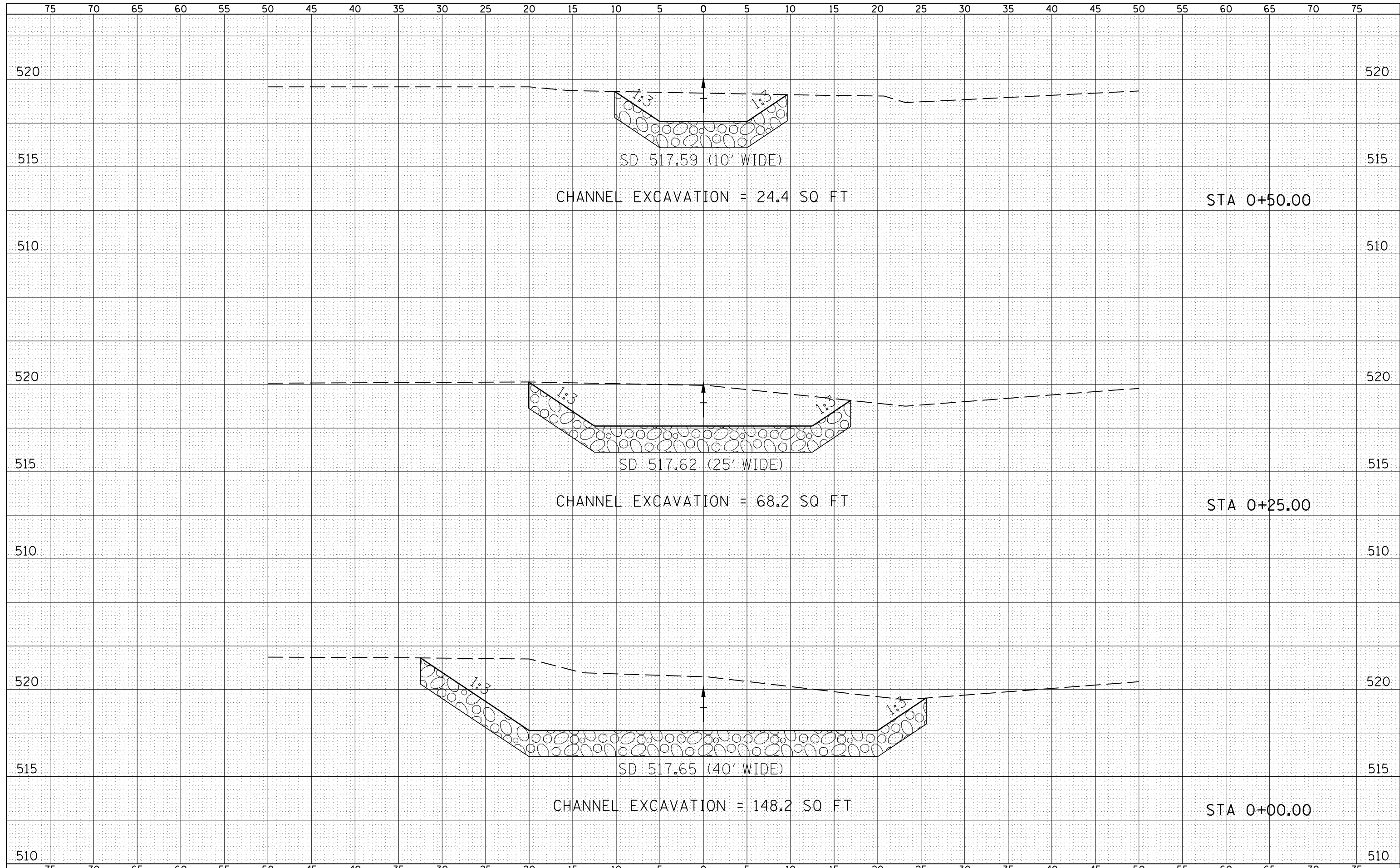
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| DATE | |
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| ORIGINAL SURVEY | SURVEYED |
| NOTE BOOK | PLOTTED |
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| | AREAS |
| | CHECKED |



EX 24" CMP W/ END SECTIONS TBR, 64'
 PR PIPE CULVERT, RCCP, TYPE 1, 24" X 110'
 PR RC FLARED END SECTION, 2 EACH (STD 542301)

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| DATE | |
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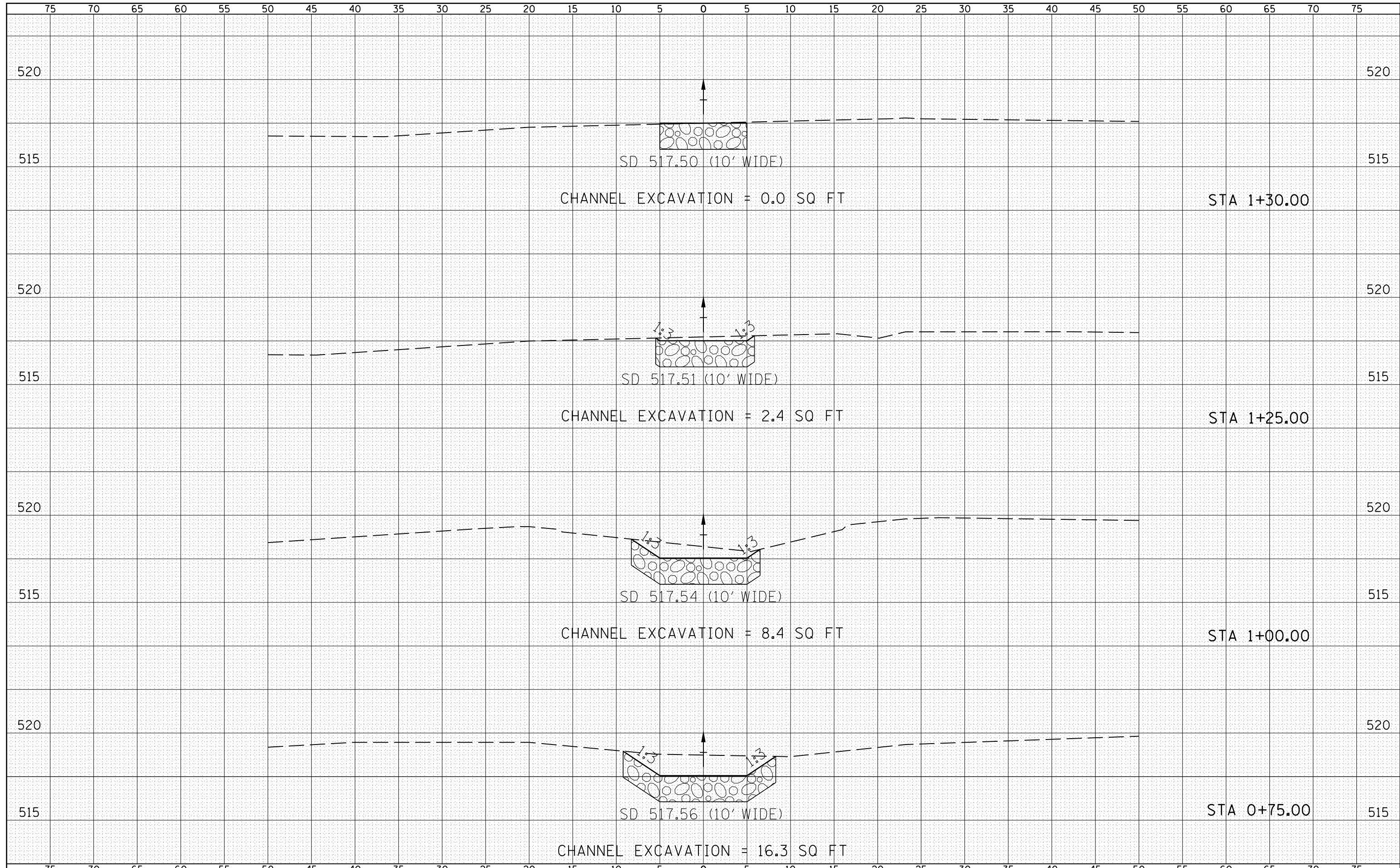
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| DATE | |
| BY | |
| SURVEYED | |
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| TEMPLATE | |
| AREAS | |
| CHECKED | |
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| NOTE BOOK | |
| NO. | |



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|---|------------------------|------------|------------|---|--|-------------------------|----------------------------|---------------------|---------------------------|--------------|-----------|
| FILE NAME = | USER NAME = laughl1nr1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SPECIAL DITCH 1 (S.N. 034-2525) CROSS SECTION | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| es:\pw_work\pwidot\laughl1nr1\d0229624\SPDT658400RT_xs_Shts.dgn | | CHECKED - | REVISIED - | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 77 | | |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISIED - | | CONTRACT NO. 72A65 | | | | | | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISIED - | | SCALE: 1"=5' V 1"=10' H | SHEET NO. 1 OF 2 SHEETS | STA. 0+00.000 STA. 0+50.00 | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | |

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| DATE | |
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| FINAL SURVEY | SURVEYED |
| NOTE BOOK | PLOTTED |
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| | AREAS CHECKED |

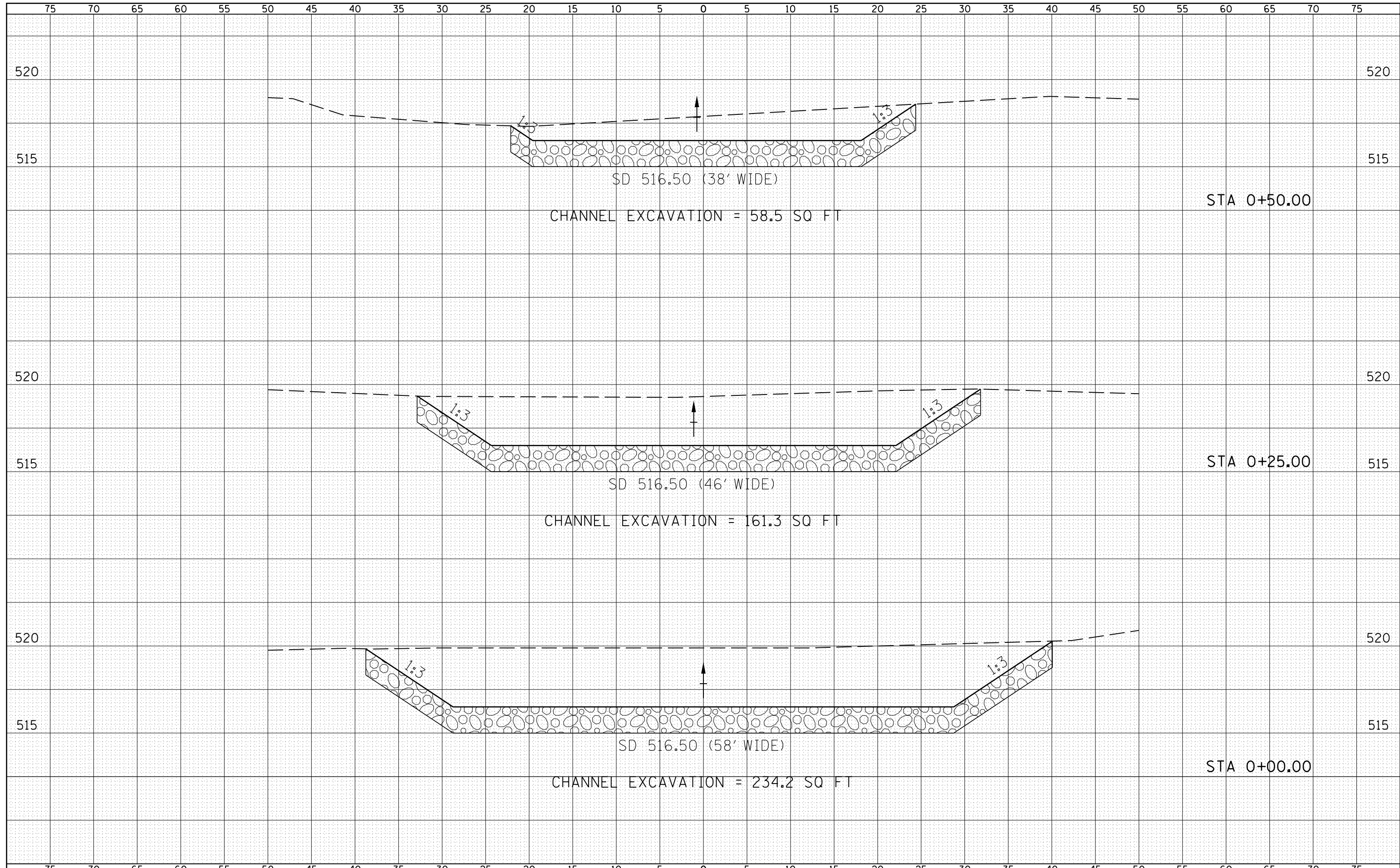
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| DATE | |
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| ORIGINAL SURVEY | SURVEYED |
| NOTE BOOK | PLOTTED |
| NO. | TEMPLATE |
| | AREAS CHECKED |



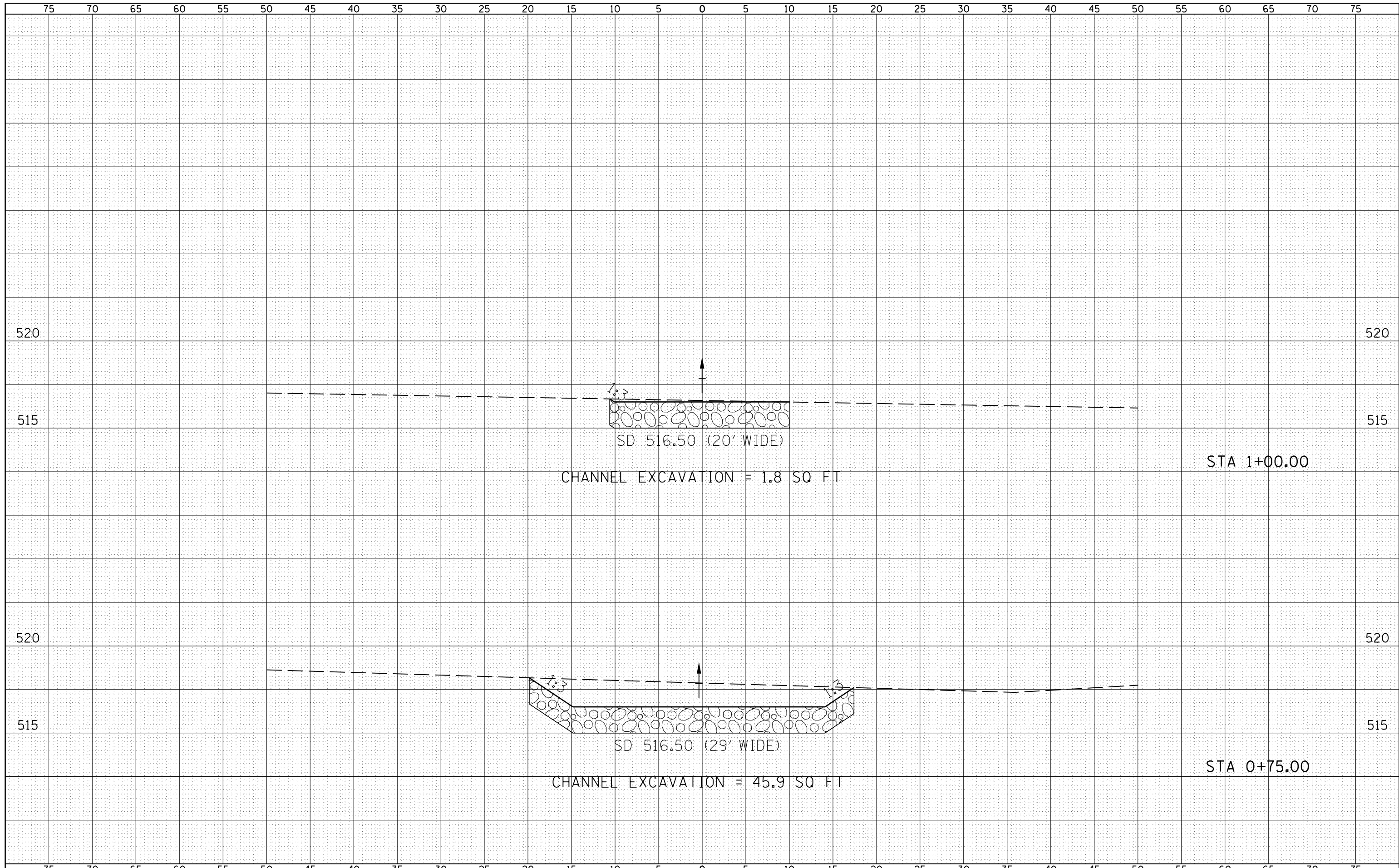
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|---|------------------------|------------|------------|---|--|----------------|----------------------------|--------------------|---|--------|--------------|-----------|
| FILE NAME = | USER NAME = laughlinc1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SPECIAL DITCH 1 (S.N. 034-2525) CROSS SECTION | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| es:\pw_work\pwidot\laughlinc1\d0229624\SPDT658400RT.xs_Shts.dgn | | CHECKED - | REVISIED - | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 78 | | | |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISIED - | | SCALE: 1"=5' V 1"=10' H | | | CONTRACT NO. 72A65 | | | | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISIED - | | SHEET NO. 20F 2 SHEETS | | STA. 0+75.000 STA. 1+30.00 | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | |

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| AREAS | |
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| DATE | |
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| NOTE BOOK | |
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|--|------------------------|------------|---|---|--|----------------------------|----------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = laughlinc1 | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SPECIAL DITCH 2 (S.N. 034-2526) CROSS SECTION | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pw_work\pwidot\laughlinc1\d0229624\SPDT667+02RT_xs_Shts.dgn | CHECKED - | REVISIED - | 510 | | | | 120 (B-4, B-5) | HANCOCK | 80 | 79 | |
| PLOT SCALE = 10.0000' / in. | DRAWN - | REVISIED - | CONTRACT NO. 72A65 | | | | | | | | |
| PLOT DATE = 8/9/2010 | CHECKED - | REVISIED - | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | | | | | |
| | | | | SCALE: 1"=5' V, 1"=10' H | SHEET NO. 1 OF 2 SHEETS | STA. 0+00.000 STA. 0+50.00 | | | | | |



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| BY | DATE |
| FINAL SURVEY | SURVEYED |
| NOTE BOOK | PLOTTED |
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| | AREAS CHECKED |

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| ORIGINAL SURVEY | SURVEYED |
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| | AREAS CHECKED |

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| FILE NAME = | USER NAME = laughlinr1 | DESIGNED - | REVISÉD - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SPECIAL DITCH 2 (S.N. 034-2526) CROSS SECTION | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| c:\pwork\pwork\laughlinr1\02229624\SPDT66742RT.xs_Shts.dgn | | CHECKED - | REVISÉD - | | | 510 | 120 (B-4, B-5) | HANCOCK | 80 | 80 | |
| PLOT SCALE = 10.0000' / in. | | DRAWN - | REVISÉD - | | | CONTRACT NO. 72A65 | | | | | |
| PLOT DATE = 8/9/2010 | | CHECKED - | REVISÉD - | | | SCALE: 1"=5' V 1"=30' H | SHEET NO. 20F | 2 SHEETS | STA. 0+75.000 STA. | 1+00.00 | FED. ROAD DIST. NO. |