

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.P. ROUTE 514 (IL 94)
SECTION 107RS-5

RESURFACING (3P)
HANCOCK COUNTY

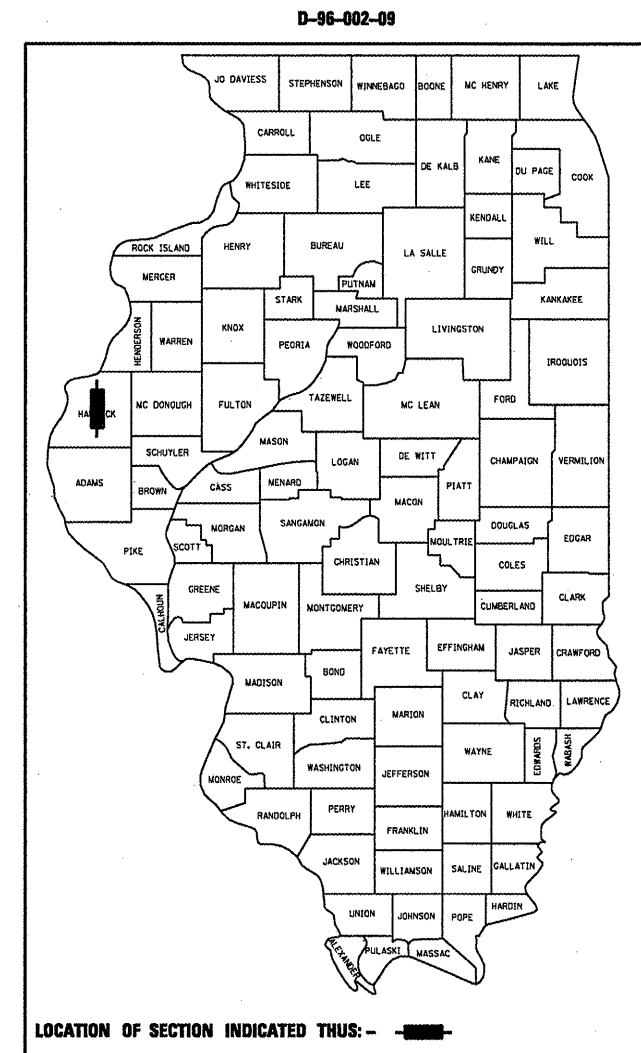
C-96-002-09

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	1
FED. ROAD DIST. NO. 6		ILLINOIS	CONTRACT NO. 72C28	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IDOT HIGHWAY STANDARDS

000001-05	701006-03	701321-10
442001-04	701011-02	701501-05
442101-07	701201-03	701901-01
630001-08	701301-03	780001-02
630301-05	701306-02	781001-03



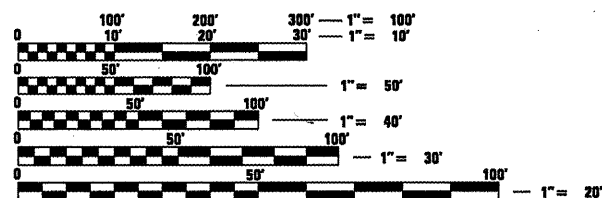
HIGHWAY CLASSIFICATION = MINOR ARTERIAL
ADT = 2750 (2007)
PV = 2380 (86.5%)
SU = 195 (7.1%)
MU = 175 (6.4%)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *Feb 8 2010*
Ron Dikel
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 19, 2010
Scott E. Stett, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

March 19, 2010
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

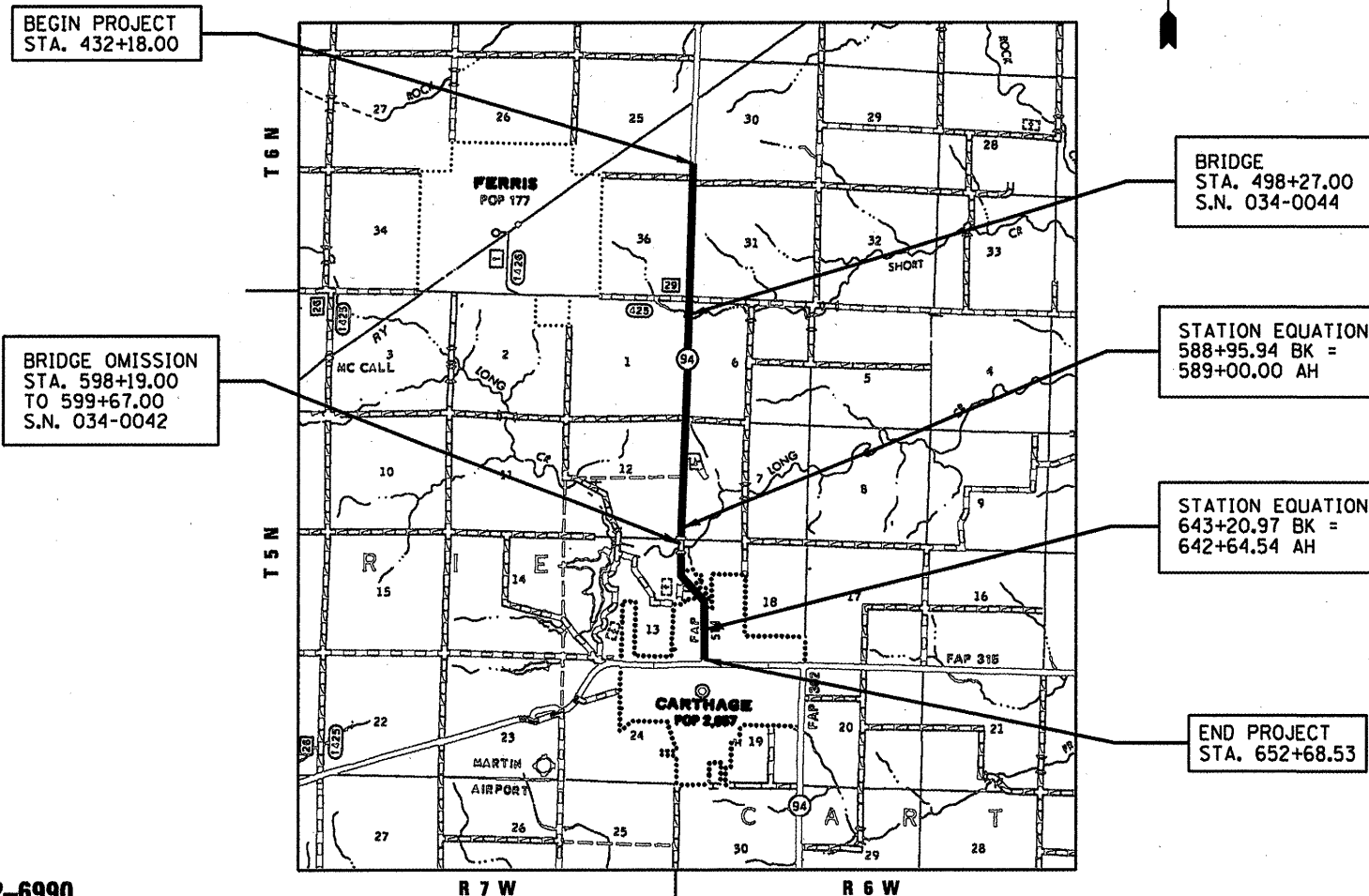


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: JOHN NEGANGARD (217) 782-6990
TEAM LEADER: MARK DUST (217) 785-0597

CONTRACT NO. 72C28



GROSS LENGTH = 22,102.90 FT. = 4.186 MILE
NET LENGTH = 21,954.90 FT. = 4.158 MILE

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

INDEX OF SHEETS	
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GENERAL NOTES

- 1 ALL ELEVATIONS SHOWN IN THE PLANS ARE U.S.G.S. MEAN SEA LEVEL DATUM.
- 2 ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT AS INCLUDED IN THE BACK OF THE PLANS.
- 3 THE THICKNESS OF HOT-MIX ASPHALT SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT IS PLACED.
- 4 EXISTING PAVEMENT DAMAGED DUE TO THE CONTRACTOR'S OPERATIONS, AND NOT OTHERWISE NECESSARY TO REPLACE, SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
- 5 THE LOCATIONS OF THOSE BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.26 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCED NOTICE IS REQUIRED.
- 6 THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION SHALL BE 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 FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 7 ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF RIGHT-OF-WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 8 WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED THE DEPARTMENT SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER AND AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THIER LOCATION. IF THE ENGINEER DECIDES TO HAVE THE CONTRACTOR RESET THE MONUMENT, THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

9 NO PASSING ZONES SHALL BE FIELD VERIFIED BY OPERATIONS, DIST. 6, 14 DAYS PRIOR TO FINAL PAVEMENT MARKINGS. THE DISTRICT 6 SIGN SHOP CAN BE REACHED AT (217)785-0288.

10 THE FOLLOWING APPLICATION RATES WERE USED FOR QUANTITY CALCULATIONS.

AGGREGATE ITEMS	2.05 TON / CU YD
HOT-MIX ASPHALT BINDER COURSE	0.056 TON / SQ YD INCH
HOT-MIX ASPHALT SURFACE COURSE	0.056 TON / SQ YD INCH
INCIDENTAL BITUMINOUS SURFACE	0.056 TON / SQ YD INCH
AGGREGATE (PRIME COAT)	0.002 TON / SQ YD
BITUMINOUS MATERIAL (PRIME COAT) (ON BITUMINOUS)	0.00038 TON / SQ YD
BITUMINOUS MATERIAL (PRIME COAT) (ON AGGREGATE)	0.001425 TON / SQ YD

11 THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

MIXTURE USES:	SURFACE	INCIDENTAL SURFACE	LEVELING BINDER	PATCHING	HMA SHOULDERS, VAR. DEPTH	SHOULDERS 8"
PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 58-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	2.0% @ N30
MIXTURE COMPOSITION	IL 9.5 OR 12.5	IL 9.5 OR 12.5	IL 9.5	IL 19.0	IL 9.5 OR 12.5	BAM (OTHER)
FRICITION	MIX C	MIX C	N/A	N/A	MIX C	N/A

COMMITMENTS

THE RESIDENT ENGINEER SHALL CONTACT STUDIES & PLANS CONCERNING ANY MAJOR PLAN CHANGE, TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN AND ALLOW AN IMPROVED DESIGN FOR FUTURE PROJECTS.

LETTER OF UNDERSTANDING WITH CARTHAGE (SHOULDER MAINTENANCE)

DISTRICT SIX	
EXAMINED <u>January 26</u> 20 <u>10</u>	
<i>[Signature]</i>	
OPERATIONS ENGINEER	
EXAMINED <u>Jan 28</u> 20 <u>10</u>	
<i>[Signature]</i>	
PROGRAM DEVELOPMENT ENGINEER	
EXAMINED <u>Feb 2</u> 20 <u>10</u>	
<i>[Signature]</i>	
PROGRAM IMPLEMENTATION ENGINEER	

ILLINOIS DEPARTMENT OF TRANSPORTATION						
SUMMARY OF QUANTITIES						
LOCATION OF WORK				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	1000 100% STATE		
20200100	EARTH EXCAVATION	CU YD	50	50		
21400100	GRADING AND SHAPING DITCHES	FOOT	3,502	3,502		
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	178	178		
35800100	PREPARATION OF BASE	SQ YD	1,213	1,213		
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	58	58		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	49	49		
40600300	AGGREGATE (PRIME COAT)	TON	247	247		
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	2,383	2,383		
40600895	CONSTRUCTING TEST STRIP	EACH	1	1		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,112	1,112		
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	8	8		
40600990	TEMPORARY RAMP	SQ YD	52	52		
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	4,741	4,741		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	403	403		
42001300	PROTECTIVE COAT	SQ YD	44	44		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	87	87		
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	9,941	9,941		
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	50,231	50,231		
44200144	PAVEMENT PATCHING, TYPE II, 12 INCH	SQ YD	250	250		
44200148	PAVEMENT PATCHING, TYPE III, 12 INCH	SQ YD	100	100		

ILLINOIS DEPARTMENT OF TRANSPORTATION						
SUMMARY OF QUANTITIES						
LOCATION OF WORK				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	1000 100% STATE		
44200150	PAVEMENT PATCHING, TYPE IV, 12 INCH	SQ YD	50	50		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1,066	1,066		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	339	339		
50102400	CONCRETE REMOVAL	CU YD	20.7	20.7		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	20.6	20.6		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	3300	3300		
50800515	BAR SPLICERS	EACH	24	24		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	68	68		
60255500	MANHOLES TO BE ADJUSTED	EACH	3	3		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6	6		
63200310	GUARDRAIL REMOVAL	FOOT	300	300		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6		
67100100	MOBILIZATION	L SUM	1	1		
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5		
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	6,108	6,108		
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	69,772	69,772		

*Specialty Items

ILLINOIS DEPARTMENT OF TRANSPORTATION						
SUMMARY OF QUANTITIES						
LOCATION OF WORK				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	1000 100% STATE		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	848	848		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	425	425		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	425	425		
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	69,772	69,772		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	286	286		
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	286	286		
X0326163	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - 1"	SQ YD	267	267		
X0326314	HOT-MIX ASPHALT SHOULDER REMOVAL AND REPLACEMENT, 8"	SQ YD	425	425		
X5080600	MECHANICAL SPLICERS	EACH	10	10		
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1		
Z0014700	CULVERT TO BE CLEANED	EACH	30	30		
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2		
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2		

*Specialty Items

ILLINOIS ROUTE 94 IMPROVEMENT SCHEDULE FOR RURAL / URBAN "PPP" PROJECT (CARTHAGE, ILLINOIS)																			
LOCATION			LENGTH (FROM EDGE OF PVT / BIT SHLD TO LIMITS OF IMPROVEMENT)	ROADWAY WIDTH	HMA SHOULDER WIDTH	ROADWAY AREA	SHOULDER AREA	PROPOSED HMA THICKNESS	AGG. WEDGE SHOULDER, TYPE B	PCC SURF REM 1"	HMA SURF REM VAR DEPTH	HMA SURF REM 1 1/2"	HMA SURF REM 2 1/4"	BIT MATLS PR CT	AGG PR CT	HMA SHOULDER	LEV BIND MM N50, 3/4"	HMA SC "C" N50, 1 1/2"	
STATION	TO	STATION	FOOT	FOOT	FOOT	SQ. FT.	SQ. FT.	INCH	TON	SQ YD	SQ. YD.	SQ. YD	SQ. YD.	TON	TON	TON	TON	TON	
433+00.00	-	469+50.00	3650.00	23.0		83950		1.5	208		9328			7.1	37		392	784	
469+50.00	-	476+00.00	650.00	23.0		14950		1.5	37		1661			1.3	7		70	140	
476+00.00	-	494+00.00	1800.00	23.0		41400		1.5	103		4600			3.5	18		193	386	
494+00.00	-	497+50.00	350.00	23.0		8050		1.5	10				894	0.7	4		38	75	
497+50.00	-	498+17.00	67.00	23.0		1541		1.5	4				171	0.1	1		7	14	
498+17.00	-	498+37.00	20.00	23.0		460		1.5				51		0.0	0			4	
498+37.00	-	499+00.00	63.00	23.0		1449		1.5	4				161	0.1	1		7	14	
499+00.00	-	506+00.00	700.00	23.0		16100		1.5					1789	1.4	7		75	150	
506+00.00	-	556+50.00	5050.00	23.0		116150		1.5	288		12906			9.8	52		542	1084	
556+50.00	-	562+75.00	625.00	23.0		14375		1.5					1597	1.2	6		67	134	
562+75.00	-	580+50.00	1775.00	23.0		40825		1.5	101		4536			3.4	18		191	381	
580+50.00	-	586+00.00	550.00	23.0		12650		1.5	31		1406			1.1	6		59	118	
586+00.00	-	588+50.00	250.00	23.0		5750		1.5	14		639			0.5	3		27	54	
588+50.00	-	588+95.94	45.94	24.0		1103		1.5	3		123			0.1	0		5	10	
588+95.94 BK	-	589+00.00 AH	STATION EQUATION																
589+00.00	-	597+69.00	869.00	24.0		20856		1.5	49		2317			1.8	9		97	195	
597+69.00	-	598+19.00	50.00	24.0		1200		1.5	3	133				0.1	1			11	
598+19.00	-	599+67.00	BRIDGE OMISSION																
599+67.00	-	600+17.00	50.00	24.0		1200		1.5	3	133				0.1	1			11	
600+17.00	-	602+39.00	222.00	24.0		5328		1.5	6		592			0.4	2		25	50	
602+39.00	-	609+28.34	689.34	24.0	4.0	16544	5515	1.5					2451	1.9	10	77	103	154	
609+28.34	-	620+00.00	1071.66	24.0		25720		1.5	61		2858			2.2	11		120	240	
620+00.00	-	622+74.00	274.00	23.0		6302		1.5	16		700			0.5	3		29	59	
622+74.00	-	628+18.00	544.00	23.0		12512		1.5					1390	1.1	6		58	117	
628+18.00	-	634+00.00	582.00	23.0		13386		1.5	17				1487	1.1	6		62	125	
634+00.00	-	643+20.97	920.97	24.0	8.0	22103	14736	1.5	52		4093			3.1	16	206	103	206	
643+20.97 BK	-	642+64.54 AH	STATION EQUATION																
642+64.54	-	652+68.53	1003.99	24.0	8.0	24096	16064	1.5	57		4462			3.4	18	225	112	225	
									TOTALS =	1066	267	50220	51	9941	46	242	508	2383	4741

BRIDGE APPROACH PAVEMENT

BRIDGE APPROACH PAVEMENT

PAVEMENT MARKING SCHEDULE												
LOCATION			LENGTH	PAINT PAVEMENT MARKING SOLID WHITE LINE, 5"	PAINT PAVEMENT MARKING SOLID YELLOW LINE LEFT, 5"	PAINT PAVEMENT MARKING SOLID YELLOW LINE RIGHT, 5"	PAINT PAVEMENT MARKING DASHED YELLOW CENTER LINE, 10' / 30' 5"	SHORT-TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
STATION	TO	STATION	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	EACH	EACH	
433+00.00	-	455+75.00	2275.00	4550			570	624	87	29	29	
455+75.00	-	462+00.00	625.00	1250		625	160	180	25	8	8	
462+00.00	-	470+00.00	800.00	1600	800	800		228	32	10	10	
470+00.00	-	476+60.00	660.00	1320	660		170	180	25	9	9	
476+60.00	-	478+40.00	180.00	360			50	60	8	3	3	
478+40.00	-	491+50.00	1310.00	2620		1310	330	360	50	17	17	
491+50.00	-	507+00.00	1550.00	3100	1550	1550		432	60	20	20	
507+00.00	-	513+75.00	675.00	1350	675		170	192	27	9	9	
513+75.00	-	541+00.00	2725.00	5450			690	744	103	35	35	
541+00.00	-	555+25.00	1425.00	2850		1425	360	396	55	18	18	
555+25.00	-	562+50.00	725.00	1450	725		190	204	28	10	10	
562+50.00	-	565+00.00	250.00	500	250	250		72	10	4	4	
565+00.00	-	572+60.00	760.00	1520		760	190	216	30	10	10	
572+60.00	-	588+00.00	1540.00	3080	1540	1540		420	58	20	20	
588+00.00	-	600+20.00	1220.00	2440	1220		310	336	47	16	16	
600+20.00	-	601+00.00	80.00	160			20	24	3	1	1	
601+00.00	-	610+00.00	900.00	1800		900	230	252	35	12	12	
610+00.00	-	633+50.00	2350.00	4700	2350	2350		648	90	30	30	
633+50.00	-	639+75.00	625.00	1250	625		160	180	25	8	8	
639+75.00	-	652+68.53	1293.53	2587			330	360	50	17	17	
				TOTALS =	43937	10395	11510	3930	6108	848	286	286

SIDEROAD SCHEDULE														
LOCATION		ROAD NAME	EX. MATERIAL TYPE	LENGTH	WIDTH	TAPER	TAPER AREA	TOTAL AREA	HMA SURF REM BUTT JOINT	PREP OF BASE	AGG SURF COURSE, TYPE B	BIT MATLS PR CT	AGG PR CT	INCIDENTAL HMA SURFACE
STATION	LT / RT	URBAN / RURAL	AGG/ BIT/PCC	FOOT	FOOT	FOOT	SQ FT	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON
434+35.00	RT	TR 0153 / RURAL	AGG	15	25	15	150	58		58	3	0.08	0.12	5
436+65.00	LT	TR 0153 / RURAL	AGG	15	30	15	150	67		67	4	0.10	0.13	6
488+60.00	RT	FERRIS RD / RURAL	BIT	10	25	15	150	44	44			0.02	0.09	4
488+60.00	LT	FERRIS RD / RURAL	AGG	15	25	15	150	58		58	3	0.08	0.12	5
541+85.00	RT	TR 0173 / RURAL	AGG	15	20	15	150	50		50	3	0.07	0.10	4
542+30.00	LT	TR 0173 / RURAL	AGG	15	20	15	150	50		50	3	0.07	0.10	4
616+50.00	LT	SANDBURG DR / RURAL	BIT	10	25	15	150	44		44		0.06	0.09	4
617+25.00	RT	TR 0170 / RURAL	BIT	10	25	15	150	44	44			0.02	0.09	4
623+30.00	LT	SUNSET DR / URBAN	BIT	10	25	15	150	44	44			0.02	0.09	4
628+70.00	LT	SUNSET DR / URBAN	BIT	10	25	15	150	44	44			0.02	0.09	4
629+80.00	RT	KIWANIS AVE / URBAN	BIT	10	25	10	100	39	39			0.01	0.08	3
639+35.00	RT	MILLER ST / URBAN	BIT	10	25	10	100	39	39			0.01	0.08	3
639+35.00	LT	MILLER ST / URBAN	BIT	10	25	10	100	39	39			0.01	0.08	3
643+35.00	RT	HANSFORD ST / URBAN	BIT	10	20	10	100	33	33			0.01	0.07	3
643+35.00	LT	HANSFORD ST / URBAN	BIT	10	20	10	100	33	33			0.01	0.07	3
647+97.00	RT	DAVIS ST / URBAN	BIT	10	20	10	100	33	33			0.01	0.07	3
647+97.00	LT	DAVIS ST / URBAN	BIT	10	20	10	100	33	33			0.01	0.07	3
TOTALS =									428	328	16	1	2	63

MANHOLE ADJUSTMENT SCHEDULE	
LOCATION	MANHOLES TO BE ADJUSTED
STATION	EACH
639+15.00	1
643+40.00	1
652+55.00	1

BUTT JOINT AND TEMPORARY RAMP SCHEDULE					
LOCATION			LENGTH	HMA SURF REM BUTT JOINT	TEMPORARY RAMP
STATION	TO	STATION	FEET	SQ YD	SQ YD
433+00.00	-	433+30.00	30.00	77	12.8
498+12.00	-	498+17.00	5.00		12.8
498+37.00	-	498+42.00	5.00		12.8
652+38.53	-	652+68.53	30.00	80	13.3
TOTAL =				157	52

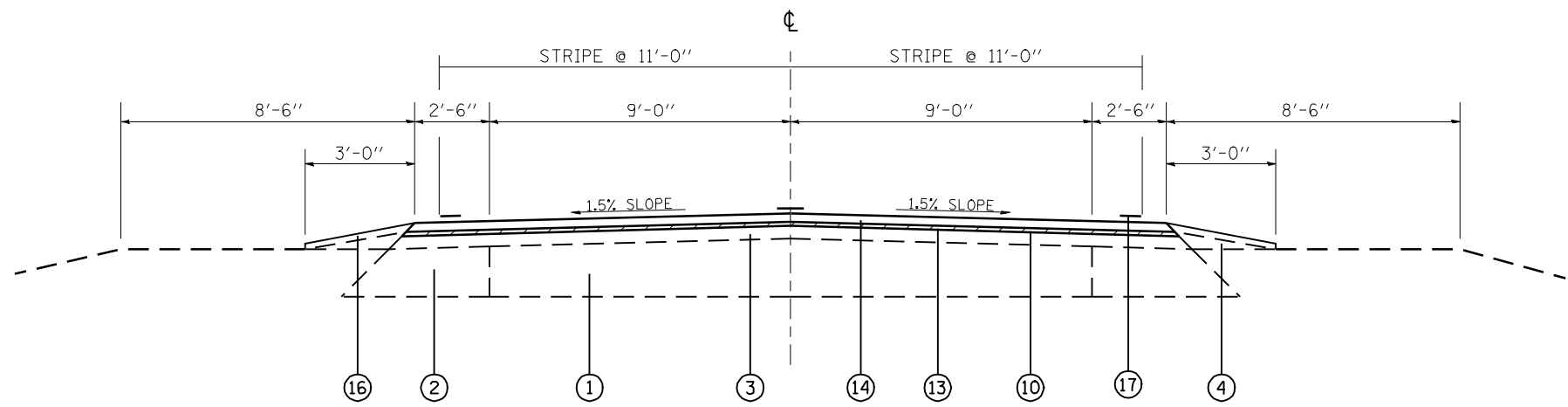
GUARDRAIL SCHEDULE				
LOCATION		GUARDRAIL REMOVAL	TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)	TERMINAL MARKERS
STATION	LT/ RT	FOOT	EACH	EACH
497+00.00	RT	50	1	1
497+50.00	LT	50	1	1
499+50.00	RT	50	1	1
500+00.00	LT	50	1	1
629+50.00	RT	50	1	1
630+80.00	RT	50	1	1
TOTAL =		300	6	6

GRADING AND SHAPING SCHEDULE		
LOCATION	GRADING AND SHAPING DITCHES	
	LEFT	RIGHT
NORTH END OF SHOULDER TO MILLER ST	482	658
MILLER ST TO HANSFORD ST	289	432
HANSFORD ST TO DAVIS ST	425	425
DAVIS ST TO SOUTH END OF JOB	390	401
TOTAL =		3502

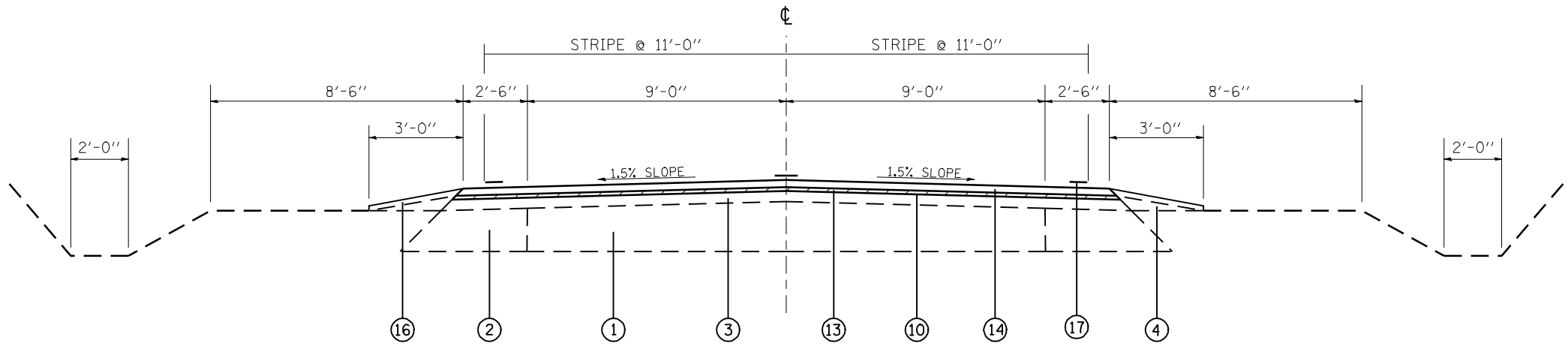
NOTE: CULVERTS TO BE CLEANED ARE LOCATED IN THE URBAN SECTION WHERE GRADING AND SHAPING OF DITCHES IS PERFORMED.

SHOULDER REPAIR SCHEDULE		
LOCATION	SHOULDER REMOVAL AND REPLACEMENT 8"	
	LEFT	RIGHT
NORTH END OF SHOULDER TO MILLER ST	60	25
MILLER ST TO HANSFORD ST	25	55
HANSFORD ST TO DAVIS ST	0	25
DAVIS ST TO SOUTH END OF JOB	25	230
TOTAL =		445

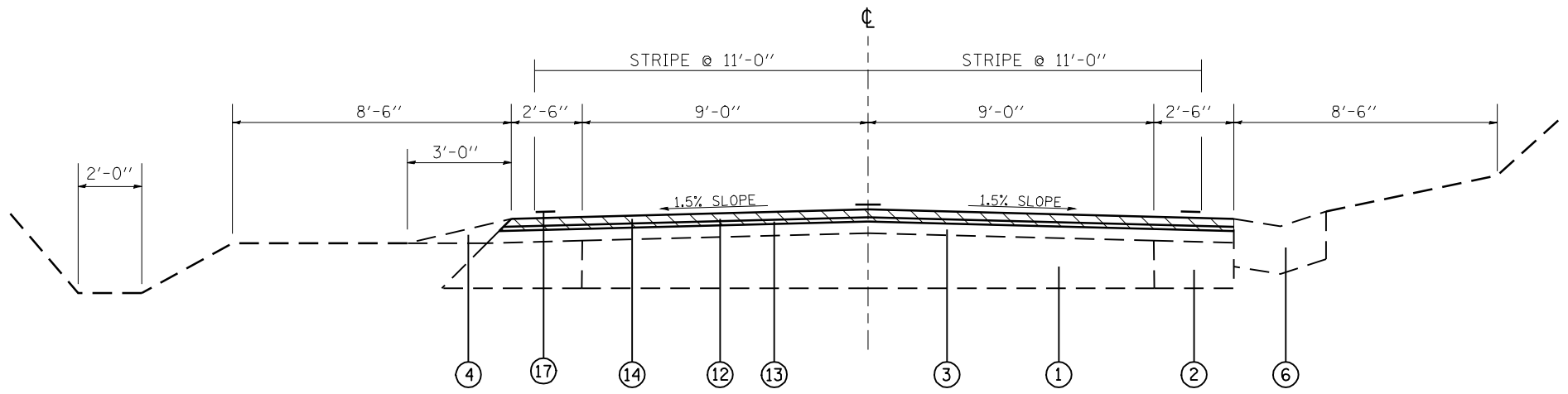
BASE COURSE WIDENING SCHEDULE						
LOCATION			LENGTH	EARTH EXCAVATION	HMA BASE COURSE WIDENING, 10"	
LT / RT	STATION	TO	STATION	FEET	CU YD	SQ YD
RT	596+98.00	-	597+98.00	100	12.3	44.4
LT	596+98.01	-	597+98.01	100	12.3	44.4
RT	599+87.00	-	600+87.00	100	12.3	44.4
LT	599+87.00	-	600+87.00	100	12.3	44.4
TOTAL =				50	178	



LT & RT 433+00 - 469+50
 LT 476+00 - 494+00
 RT 479+00 - 494+00
 LT & RT 497+50 - 498+17
 LT & RT 498+37 - 499+00
 LT & RT 506+00 - 556+50
 LT & RT 562+75 - 580+50
 LT & RT 586+00 - 588+50
 LT & RT 620+00 - 622+74
 LT 628+18 - 634+00

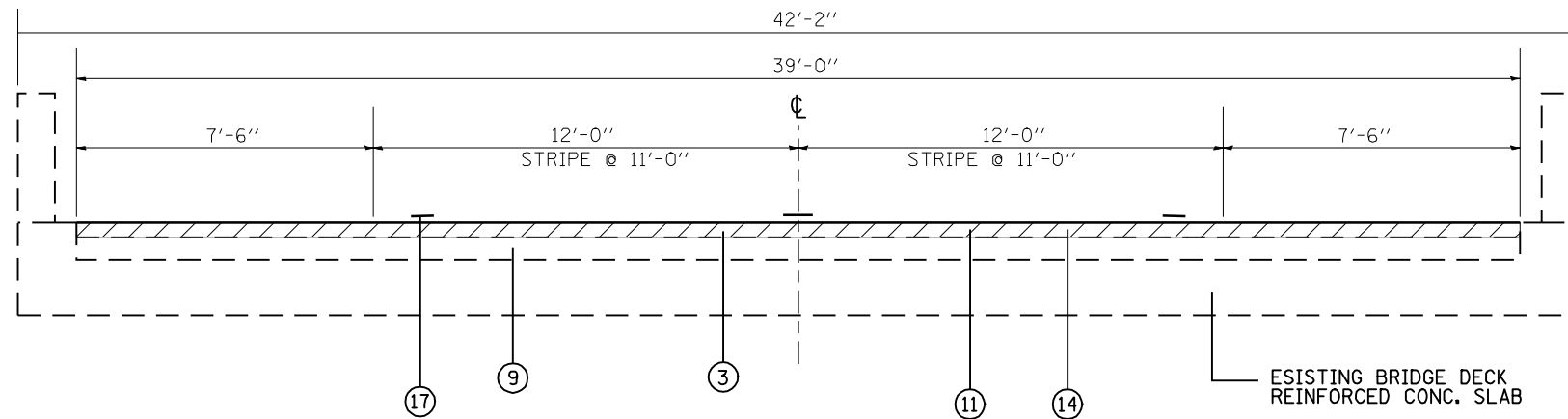


LT & RT 469+50 - 476+00
 RT 476+00 - 479+00
 LT & RT 580+50 - 586+00

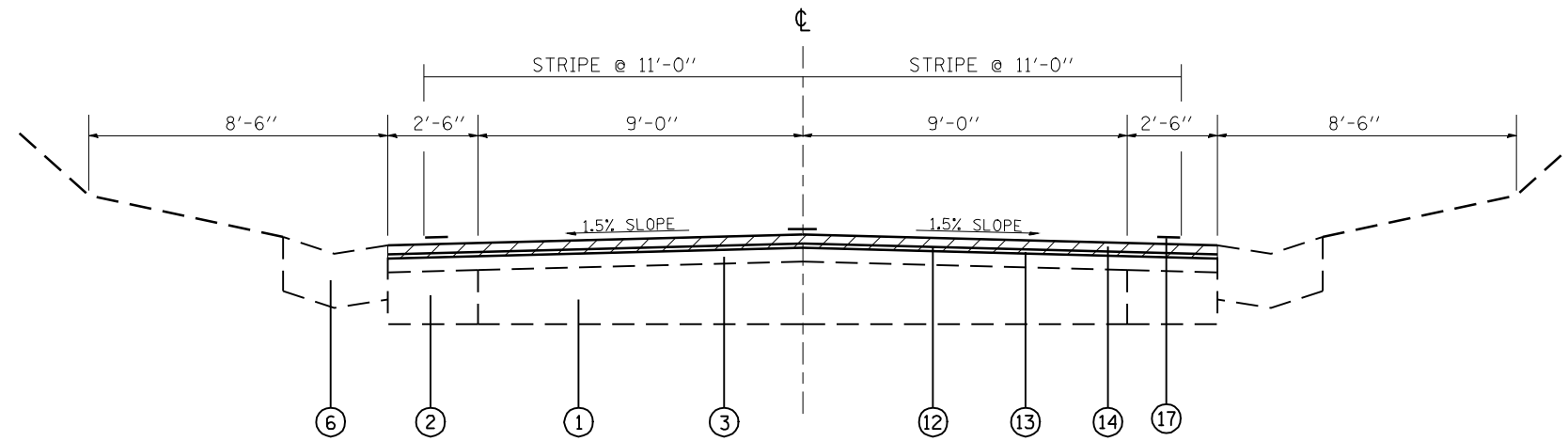


LT & RT 494+00 - 497+50

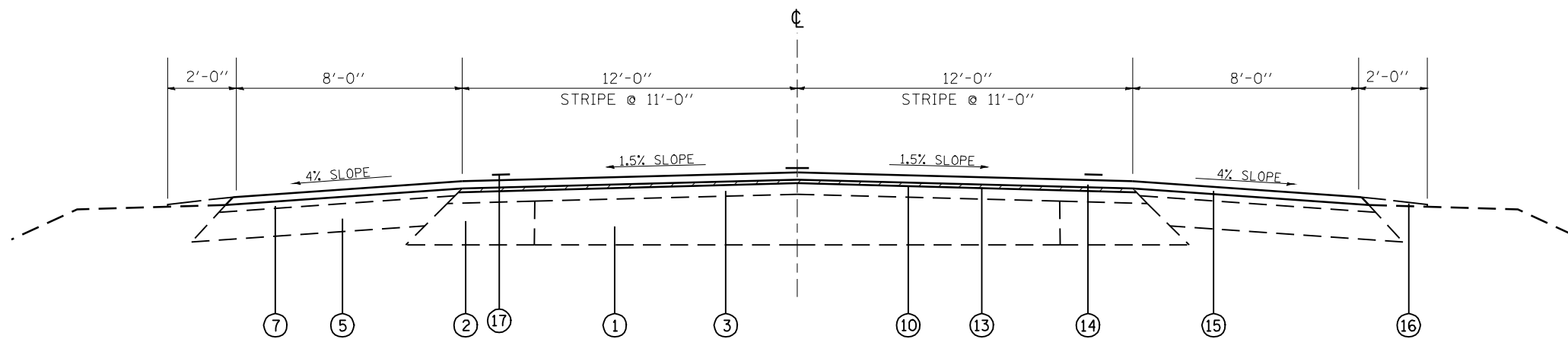
- EXISTING**
- 1 P.C.C. PAVEMENT
 - 2 BITUMINOUS BASE COURSE WIDENING, 9"
 - 3 BITUMINOUS SURFACE COURSE, 3"
 - 4 AGGREGATE SHOULDER TYPE B
 - 5 AGGREGATE BASE COURSE TYPE B
 - 6 CONCRETE GUTTER TYPE B
 - 7 BITUMINOUS SHOULDER, 1 1/2"
 - 8 BITUMINOUS SHOULDER, 6"
 - 9 WEARING SURFACE, 4"
- PROPOSED**
- 10 HMA SURFACE REMOVAL (VARIABLE DEPTH)
 - 11 HMA SURFACE REMOVAL, 1 1/2"
 - 12 HMA SURFACE REMOVAL, 2 1/4"
 - 13 LEVELING BINDER (MACHINE METHOD), 3/4"
 - 14 HMA SURFACE COURSE, 1 1/2"
 - 15 HMA SHOULDER, 2 1/4" & VAR. DEPTH
 - 16 AGGREGATE WEDGE SHOULDER TYPE B
 - 17 PAINT PAVEMENT MARKING, LINE 5"



LT & RT 498+17 - 498+37



LT & RT 499+00 - 506+00
 LT & RT 556+50 - 562+75
 LT & RT 622+74 - 628+18
 RT 628+18 - 634+00



LT & RT 634+00 - 652+68.53
 RT 650+00 - 652+00 REMOVE AND REPLACE EXISTING SHOULDER, 8"

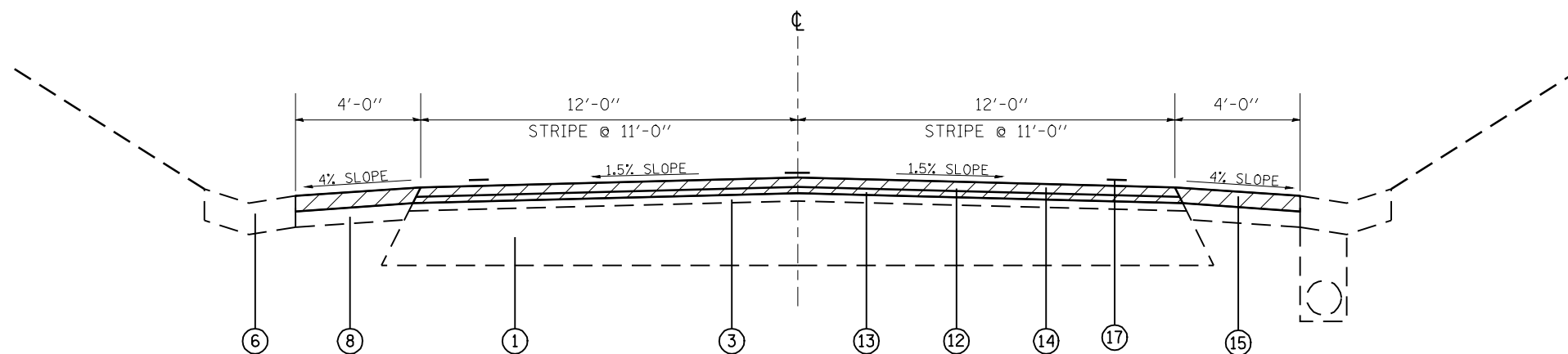
EXISTING

- 1 P.C.C. PAVEMENT
- 2 BITUMINOUS BASE COURSE WIDENING, 9"
- 3 BITUMINOUS SURFACE COURSE, 3"
- 4 AGGREGATE SHOULDER TYPE B
- 5 AGGREGATE BASE COURSE TYPE B
- 6 CONCRETE GUTTER TYPE B
- 7 BITUMINOUS SHOULDER, 1 1/2"
- 8 BITUMINOUS SHOULDER, 6"
- 9 WEARING SURFACE, 4"

PROPOSED

- 10 HMA SURFACE REMOVAL (VARIABLE DEPTH)
- 11 HMA SURFACE REMOVAL, 1 1/2"
- 12 HMA SURFACE REMOVAL, 2 1/4"
- 13 LEVELING BINDER (MACHINE METHOD), 3/4"
- 14 HMA SURFACE COURSE, 1 1/2"
- 15 HMA SHOULDER, 2 1/4" & VAR. DEPTH
- 16 AGGREGATE WEDGE SHOULDER TYPE B
- 17 PAINT PAVEMENT MARKING, LINE 5"

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Feb-08-2010 11:41:11AM	DATE -	REVISED -	SCALE:		SHEET NO. 2 OF 3 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



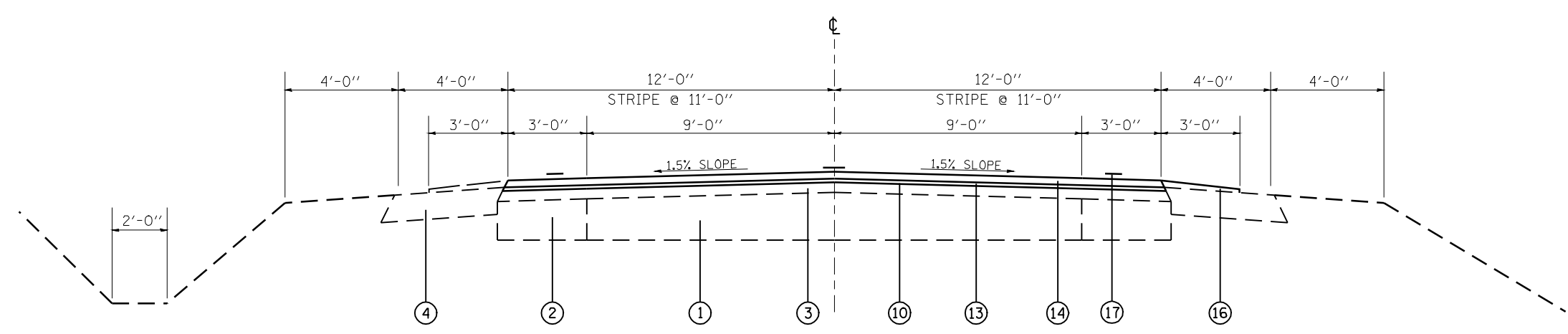
LT 603+00 - 609+40
 RT 602+39 - 609+88

EXISTING

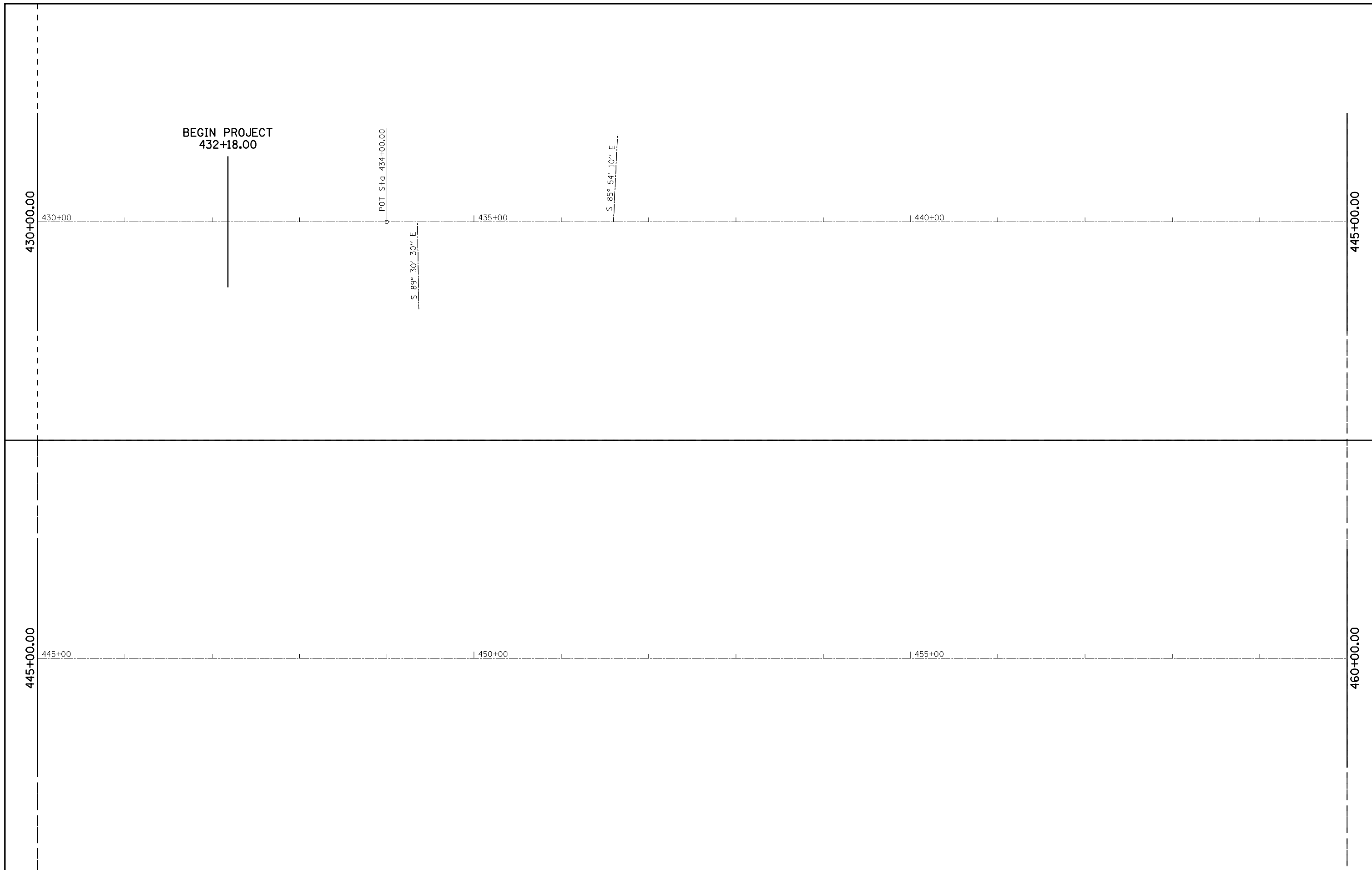
- 1 P.C.C. PAVEMENT
- 2 BITUMINOUS BASE COURSE WIDENING, 9"
- 3 BITUMINOUS SURFACE COURSE, 3"
- 4 AGGREGATE SHOULDER TYPE B
- 5 AGGREGATE BASE COURSE TYPE B
- 6 CONCRETE GUTTER TYPE B
- 7 BITUMINOUS SHOULDER, 1½"
- 8 BITUMINOUS SHOULDER, 6"
- 9 WEARING SURFACE, 4"

PROPOSED

- 10 HMA SURFACE REMOVAL (VARIABLE DEPTH)
- 11 HMA SURFACE REMOVAL, 1½"
- 12 HMA SURFACE REMOVAL, 2¼"
- 13 LEVELING BINDER (MACHINE METHOD), ¾"
- 14 HMA SURFACE COURSE, 1½"
- 15 HMA SHOULDER, 2¼" & VAR. DEPTH
- 16 AGGREGATE WEDGE SHOULDER TYPE B
- 17 PAINT PAVEMENT MARKING, LINE 5"



LT & RT 588+50 - 597+69
 LT 600+17 - 603+00
 RT 600+17 - 602+39
 LT 609+40 - 614+93
 RT 609+88 - 614+93
 LT & RT 614+93 - 620+00



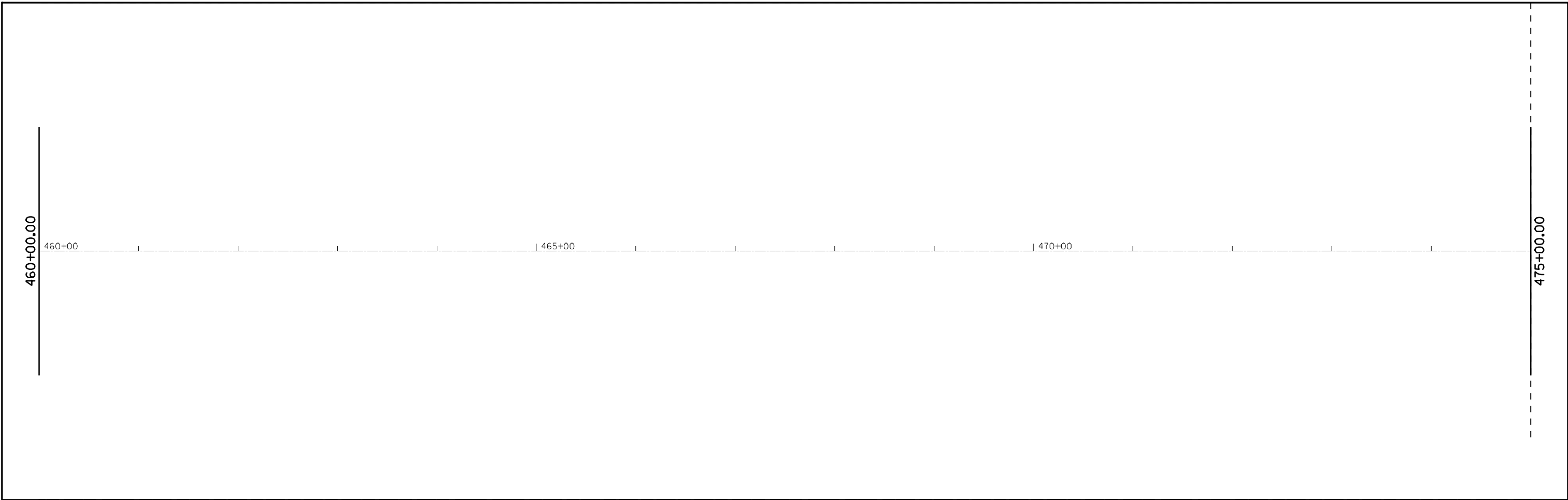
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

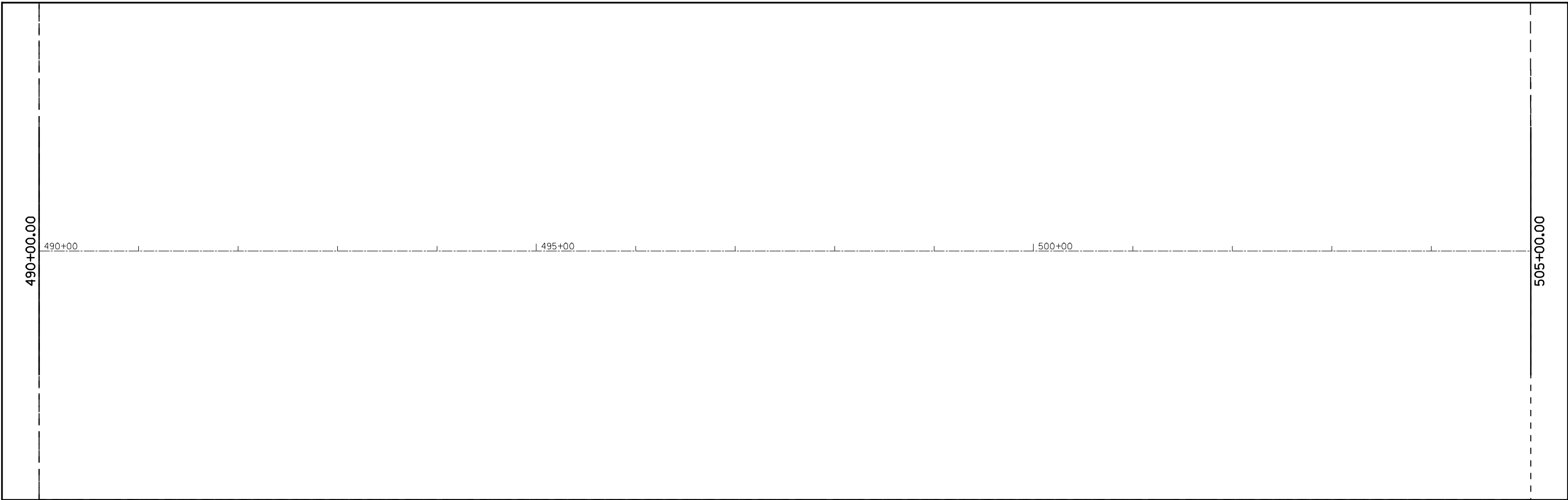
LINE DIAGRAM

SCALE: 1" = 100' SHEET NO. 1 OF 8 SHEETS STA. 430+00.00 TO STA. 460+00.00

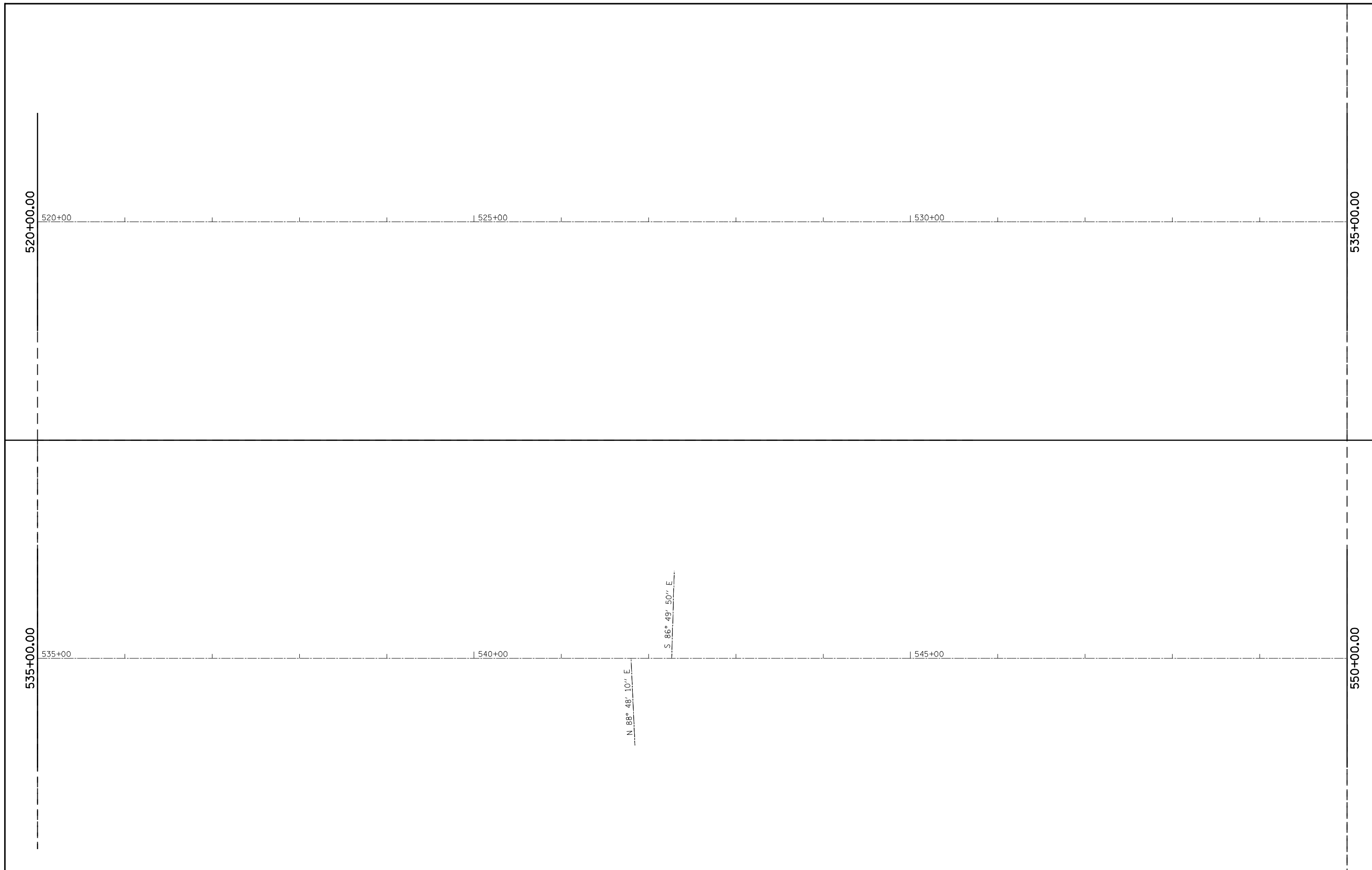
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	11
CONTRACT NO. 72C28				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LINE DIAGRAM			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Feb-08-2010 11:14:18AM	DATE -	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT									
				SCALE: 1" = 100'		SHEET NO. 2 OF 8 SHEETS		STA. 460+00.00 TO STA. 490+00.00				



FILE NAME = e:\pwwork\pwwork\LAUGHLIN\ldna27159\0672c28-shr-plan11.dgn	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LINE DIAGRAM			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		SCALE: 1" = 100'	SHEET NO. 3 OF 8 SHEETS	STA. 490+00.00 TO STA. 520+00.00	514	107RS-5	HANCOCK	30	13
		CHECKED -	REVISED -		CONTRACT NO. 72C28							
		DATE -	REVISED -		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LINE DIAGRAM

SCALE: 1" = 100' SHEET NO. 4 OF 8 SHEETS STA. 520+00.00 TO STA. 550+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	14
CONTRACT NO. 72C28			ILLINOIS FED. AID PROJECT	



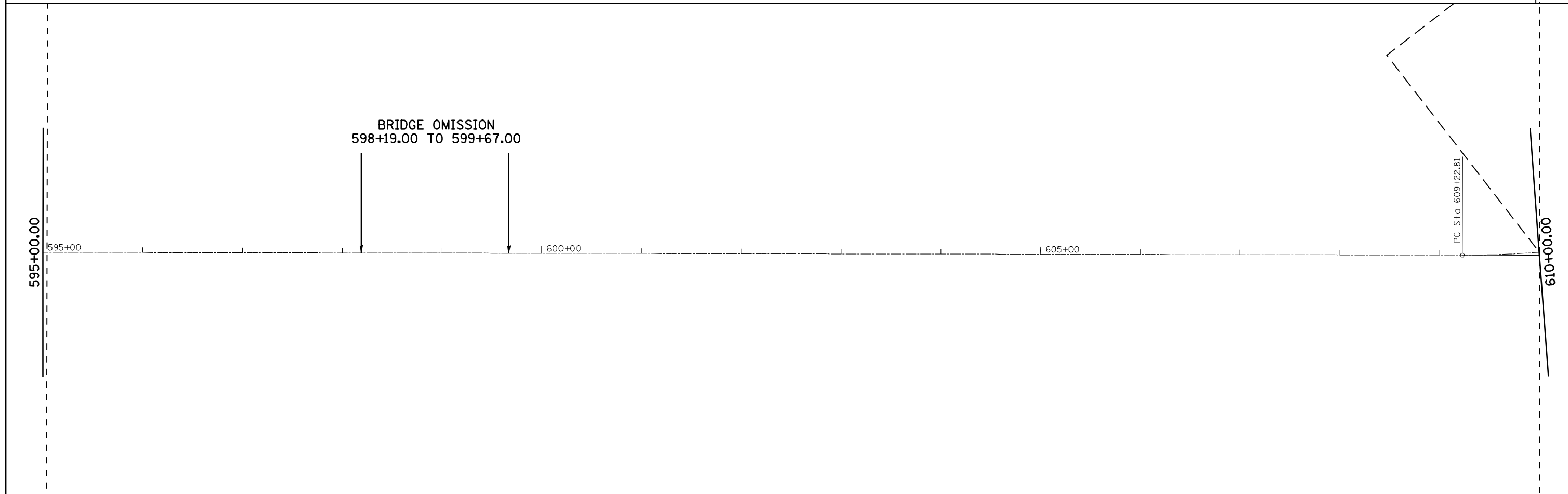
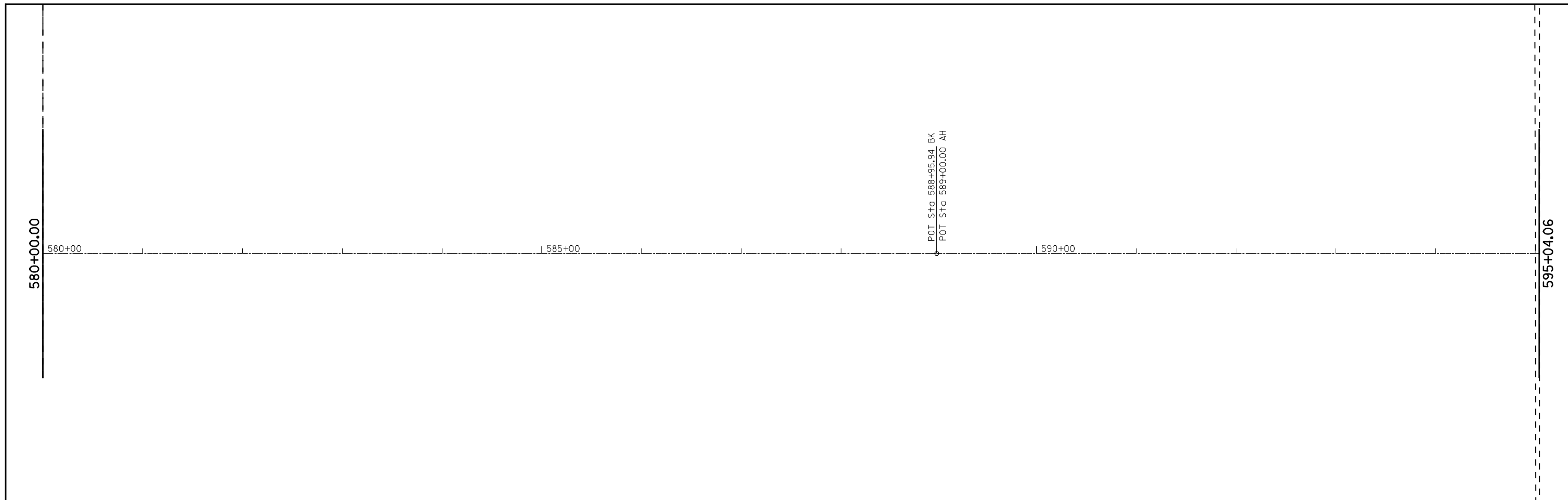
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

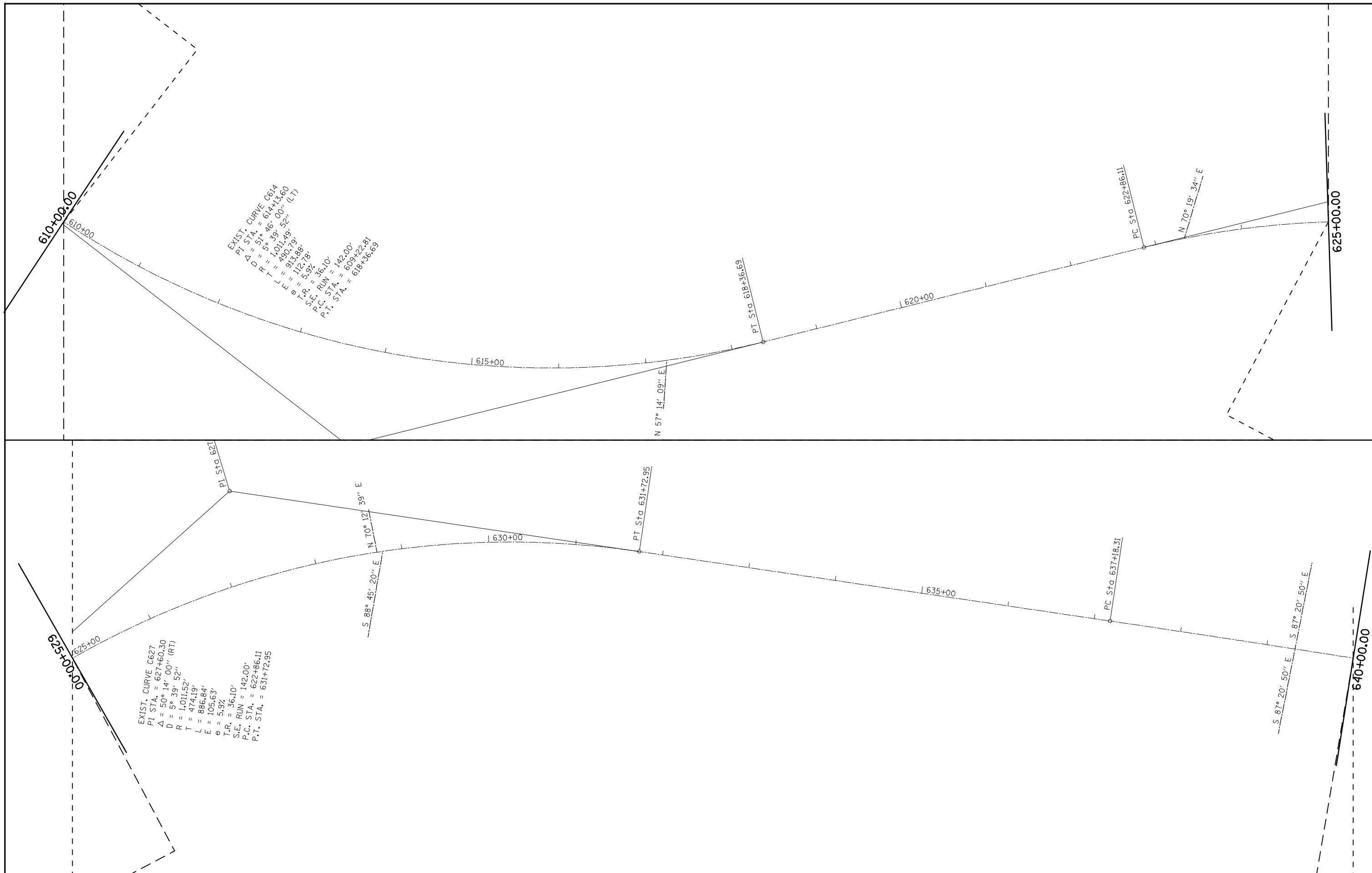
LINE DIAGRAM

SCALE: 1" = 100' SHEET NO. 5 OF 8 SHEETS STA. 550+00.00 TO STA. 580+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	15
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			CONTRACT NO. 72C28	



FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LINE DIAGRAM			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
er:\pwork\PWIDOT\LAUGHLINRL\dms27159\0672c28-sht-plan11.dgn		DRAWN -	REVISED -		514	107RS-5	HANCOCK	30	16			
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 72C28							
PLOT DATE = Feb-08-2010 11:14:29AM		DATE -	REVISED -		SCALE: 1" = 100'			SHEET NO. 6 OF 8 SHEETS		STA. 580+00.00 TO STA. 610+00.00		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT



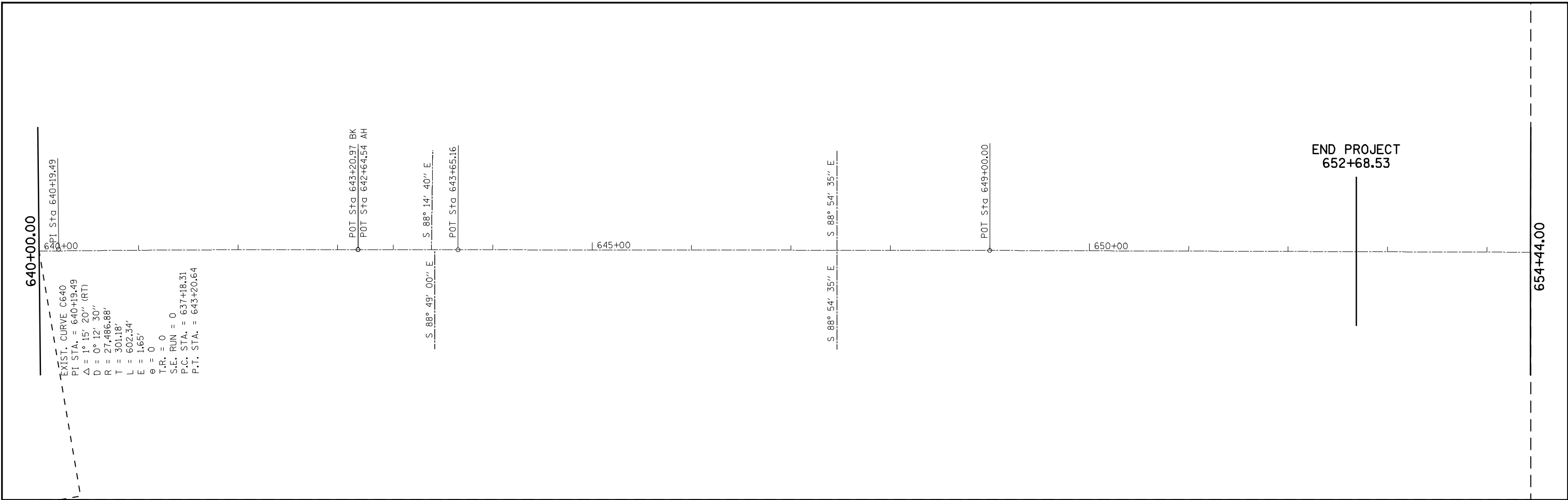
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PLOT DATE = Feb-08-2010 11:14:31AM		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LINE DIAGRAM

SCALE: 1" = 100' SHEET NO. 7 OF 8 SHEETS STA. 610+00.00 TO STA. 640+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	17
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			CONTRACT NO. 72C28	

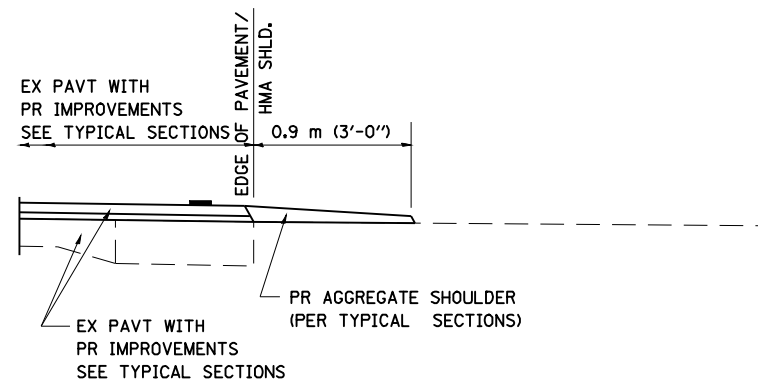


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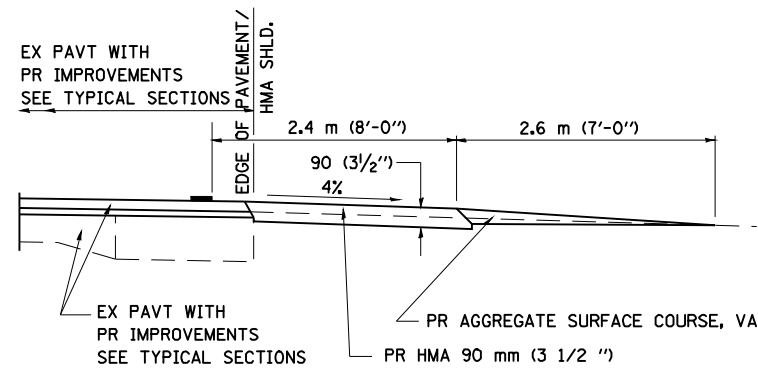
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LINE DIAGRAM
 SCALE: 1" = 100'
 SHEET NO. 8 OF 8 SHEETS
 STA. 640+00.00 TO STA. 654+44.00

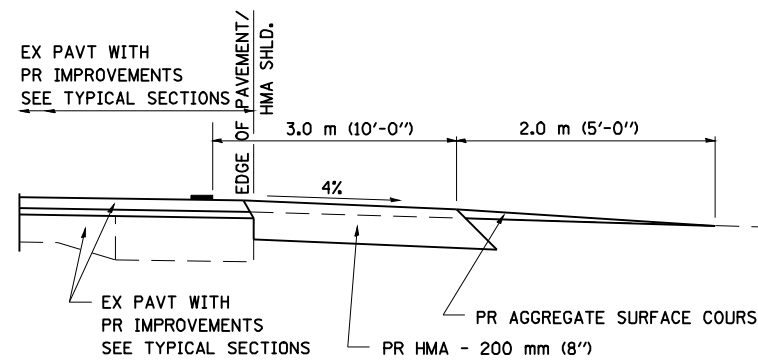
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	18
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			CONTRACT NO. 72C28	



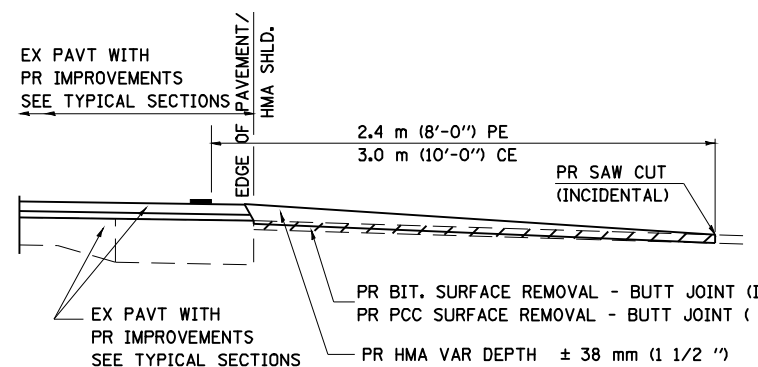
SECTION A-A FOR EX EARTH/AGGREGATE FE



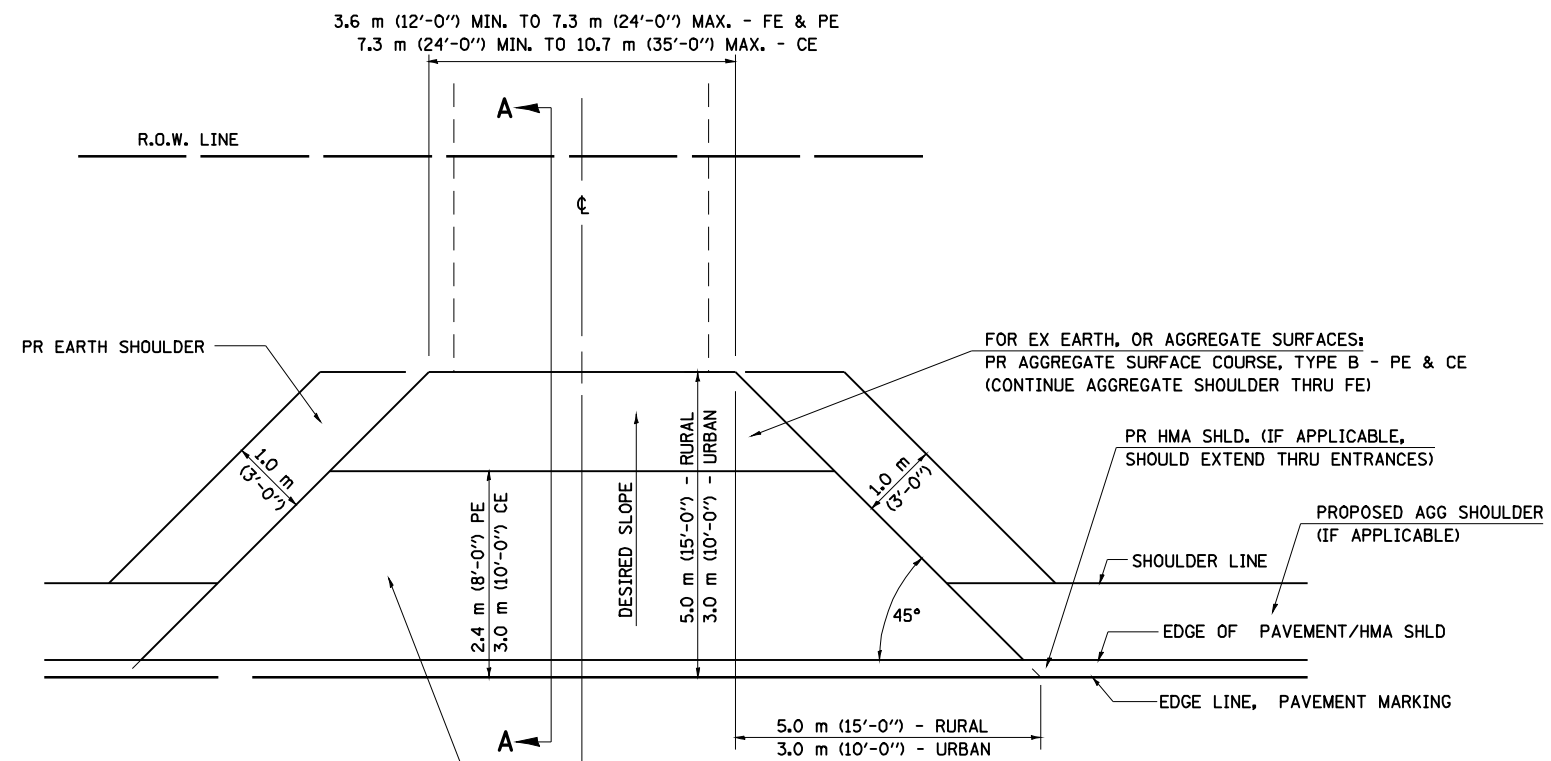
SECTION A-A FOR EX EARTH/AGGREGATE PE



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



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



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

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

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

GENERAL NOTES:

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

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

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

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

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

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

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

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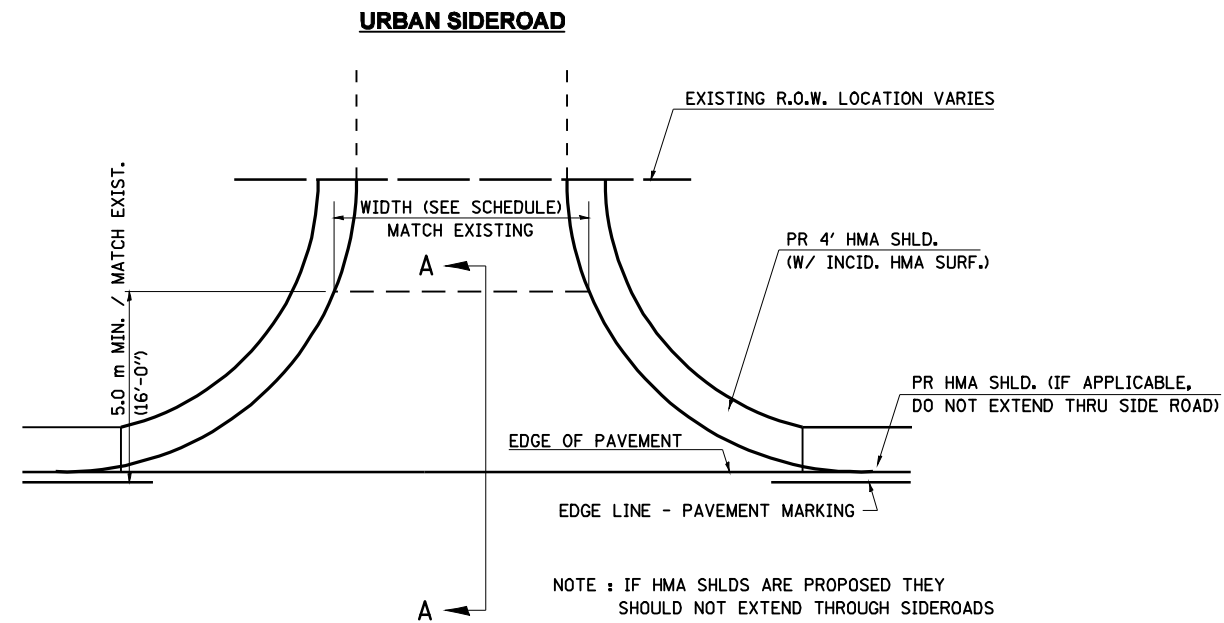
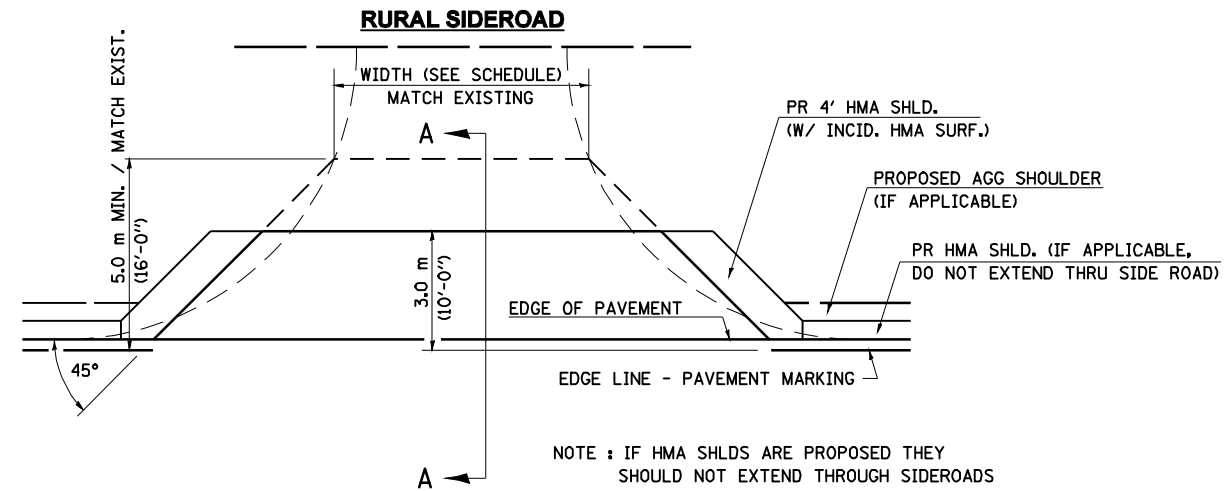
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	19
CONTRACT NO. 72C28				
FED. ROAD DIST. NO. 6 [ILLINOIS] FED. AID PROJECT				

ENT PPP.DGN



GENERAL NOTES:

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

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

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

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

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

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

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

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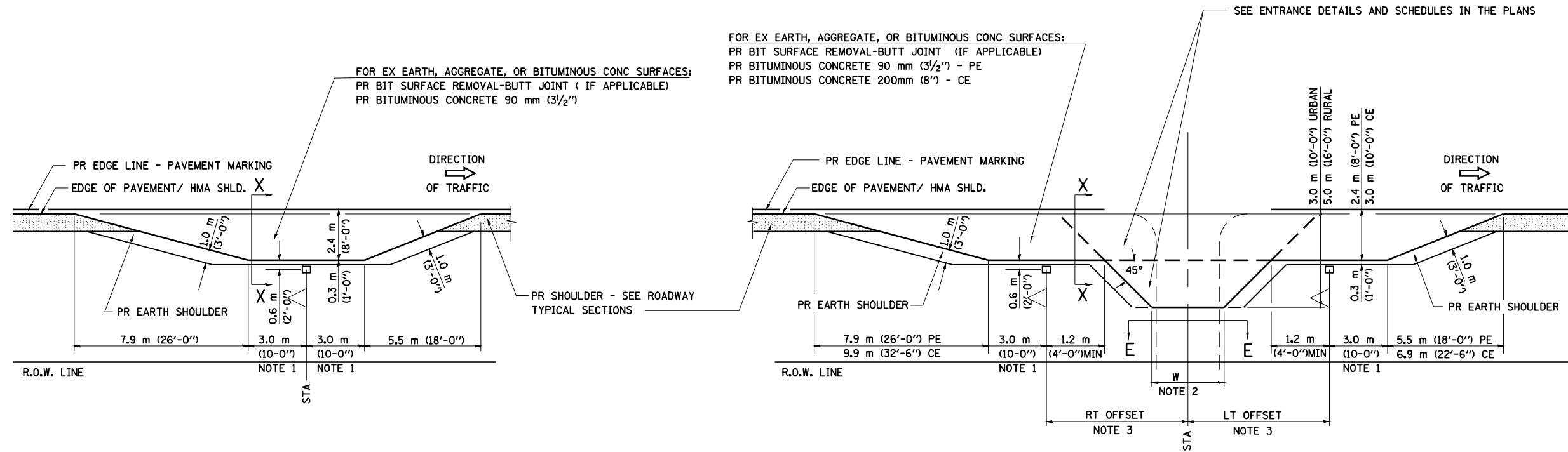
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

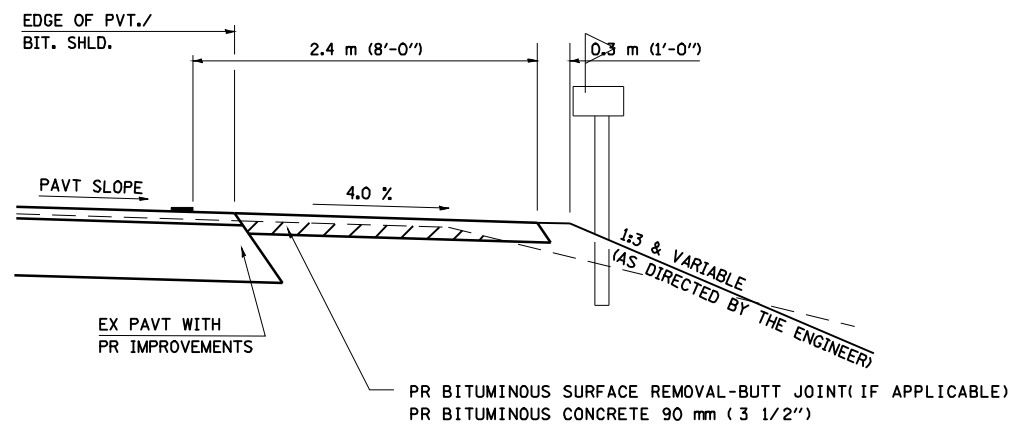
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	20
CONTRACT NO. 72C28			FED. ROAD DIST. NO. 6 (ILLINOIS) FED. AID PROJECT	

DETAILS OF MAILBOX TURNOUTS



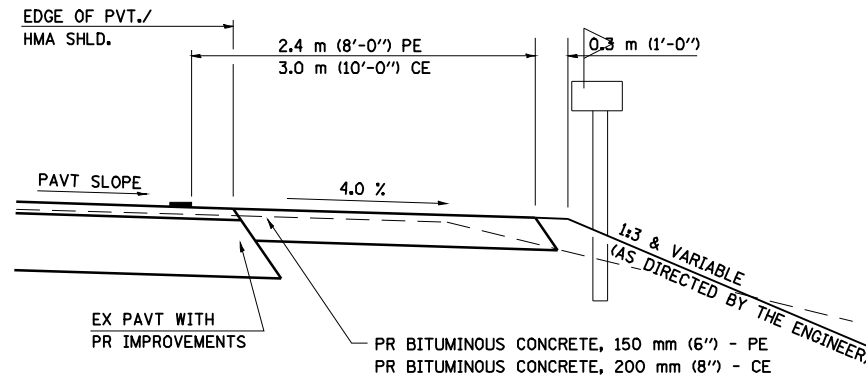
PLAN - MAILBOX TURNOUTS

PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



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

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



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

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

- NOTE 1 IF MORE THAN ONE MAILBOX IS PRESENT, DIMENSION FROM CENTER OF END MAILBOX.

NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.

NOTE 3 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

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

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED - 2/19/03 JCN
ENT PPP.DGN	er:\pwwork\pwidot\LAUGHLINRL\dms27159\c72c28-sh-t-details.dgn	DRAWN - CADD	REVISED - 4/01/04 JCN
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	PLOT DATE = Feb-08-2010 11:14:40AM	DATE - FEBRUARY 23, 1999	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	21
CONTRACT NO. 72C28				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

ENTRANCE IMPROVEMENT SCHEDULE FOR RURAL / URBAN "PPP" PROJECTS															
LOCATION	TYPE OF ENTRANCE	EX MATERIAL TYPE	WIDTH	RT OFFSET	LT OFFSET	LENGTH (FROM EDGE OF PVT/ BIT SHLD TO LIMITS OF IMPROVEMENT)	PR HMA THICKNESS	HMA SURF. REM. - BUTT JOINT	P. C. C. SURF. REM. - BUTT JOINT	PREP OF BASE	AGG. BASE REPAIR	AGGREGATE SURFACE COURSE TY - B	BIT (P. C.)	AGG (P. C.)	INCIDENTAL HMA SURF.
(LT / RT) (STA) (+)	(FE / PE / CE / MB) (RURAL / URBAN)	(EARTH / AGG. / BIT. / P. C. C.)	FOOT	FOOT	FOOT	FOOT	INCH	SQ. YD.	SQ. YD.	SQ. YD.	TON	TON	TON	TON	TON
LT STA 451+65.00	PE/MB RURAL	AGG.	64		20	15	3.5			79		2	0.11	0.16	15
RT STA 454+82.00	PE RURAL	AGG.	16			15	3.5			44		2	0.06	0.09	9
LT STA 454+82.00	MB RURAL	AGG.	64			15	3.5			38		2	0.05	0.07	7
LT STA 491+18.00	PE/MB RURAL	BIT/AGG	64		20	15	3.5	70		70		2	0.10	0.14	14
LT STA 493+50.00	PE/MB RURAL	BIT/AGG	64		20	15	3.5	20		47		2	0.10	0.13	13
RT STA 507+50.00	PE RURAL	AGG.	20			15	3.5			50		2	0.07	0.10	10
LT STA 532+10.00	PE RURAL	AGG.	20			15	3.5			50		2	0.07	0.10	10
LT STA 568+83.00	PE RURAL	AGG.	20			15	3.5			50		2	0.07	0.10	10
RT STA 570+60.00	PE RURAL	AGG.	20			15	3.5			50		2	0.07	0.10	10
LT STA 572+20.00	PE/MB RURAL	BIT.	64	20		8	1.5	55					0.08	0.11	5
RT STA 574+10.00	PE RURAL	AGG.	20			15	3.5			47		2	0.07	0.10	9
LT STA 574+10.00	MB RURAL	AGG.	64			15	3.5			38		2	0.05	0.07	7
RT STA 583+60.00	PE RURAL	AGG.	20			15	3.5			50		2	0.07	0.10	10
LT STA 583+60.00	PE/MB RURAL	AGG.	64		20	15	3.5			70		2	0.10	0.14	14
LT STA 584+45.00	PE/MB RURAL	AGG.	64		20	15	3.5			70		2	0.10	0.14	14
LT STA 595+15.00	CE RURAL	BIT.	25			10	1.5	44					0.06	0.09	4
LT STA 616+60.00	CE RURAL	BIT.	35			10	1.5	56					0.08	0.11	5
LT STA 629+00.00	CE RURAL	AGG.	20			15	8.0			50		1	0.07	0.10	22
LT STA 632+50.00	CE URBAN	BIT.	40			10	1.5	61					0.09	0.12	5
LT STA 633+62.00	CE URBAN	BIT.	25			10	1.5	44					0.06	0.09	4
RT STA 633+70.00	CE URBAN	AGG.	30			4	8.0			13		2	0.02	0.03	6
RT STA 634+25.00	CE URBAN	BIT.	20			4	1.5	9					0.01	0.02	1
LT STA 635+60.00	CE URBAN	BIT.	20			4	1.5	9					0.01	0.02	1
RT STA 636+00.00	CE URBAN	BIT.	20			4	1.5	9					0.01	0.02	1
RT STA 636+45.00	CE URBAN	AGG.	18			4	8.0			8		1	0.01	0.02	4
LT STA 636+90.00	CE URBAN	BIT.	25			4	1.5	11					0.02	0.02	1
RT STA 637+05.00	CE URBAN	BIT.	15			4	1.5	7					0.01	0.01	1
RT STA 637+70.00	CE URBAN	BIT.	20			4	1.5	9					0.01	0.02	1
LT STA 638+00.00	PE URBAN	BIT.	15			4	1.5	7					0.01	0.01	1
LT STA 640+70.00	PE URBAN	AGG.	15			4	3.5			7		1	0.01	0.01	1
LT STA 641+60.00	PE URBAN	AGG.	15			4	3.5			7		1	0.01	0.01	1
LT STA 642+10.00	PE URBAN	AGG.	15			4	3.5			7		1	0.01	0.01	1
LT STA 642+50.00	PE URBAN	AGG.	15			4	3.5			7		1	0.01	0.01	1
RT STA 642+70.00	PE URBAN	BIT.	25			4	1.5	11					0.02	0.02	1
RT STA 645+65.00	PE URBAN	AGG.	15			4	3.5			7		1	0.01	0.01	1
LT STA 645+65.00	PE URBAN	AGG.	15			4	3.5			7		1	0.01	0.01	1
RT STA 646+12.00	PE URBAN	AGG.	15			4	3.5			7		1	0.01	0.01	1
RT STA 646+78.00	PE URBAN	AGG.	15			4	3.5			7		1	0.01	0.01	1
LT STA 649+25.00	PE URBAN	AGG.	20			4	3.5			9		2	0.01	0.02	2
RT STA 649+25.00	PE URBAN	BIT.	15			4	1.5	7					0.01	0.01	1
RT STA 650+30.00	PE URBAN	BIT.	15			4	1.5	7					0.01	0.01	1
LT STA 650+65.00	PE URBAN	BIT.	15			4	1.5	7					0.01	0.01	1
LT STA 652+00.00	PE URBAN	AGG.	40			4	3.5			18		3	0.03	0.04	3
RT STA 652+30.00	PE URBAN	AGG.	15			4	3.5			7		1	0.01	0.01	1
LT STA 652+50.00	CE URBAN	P. C. C.	18			4	1.5		8				0.01	0.02	1
TOTAL =								422	8	930		42	1.9	2.6	231

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ENT PPP.DGN

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 CHECKED - JCN
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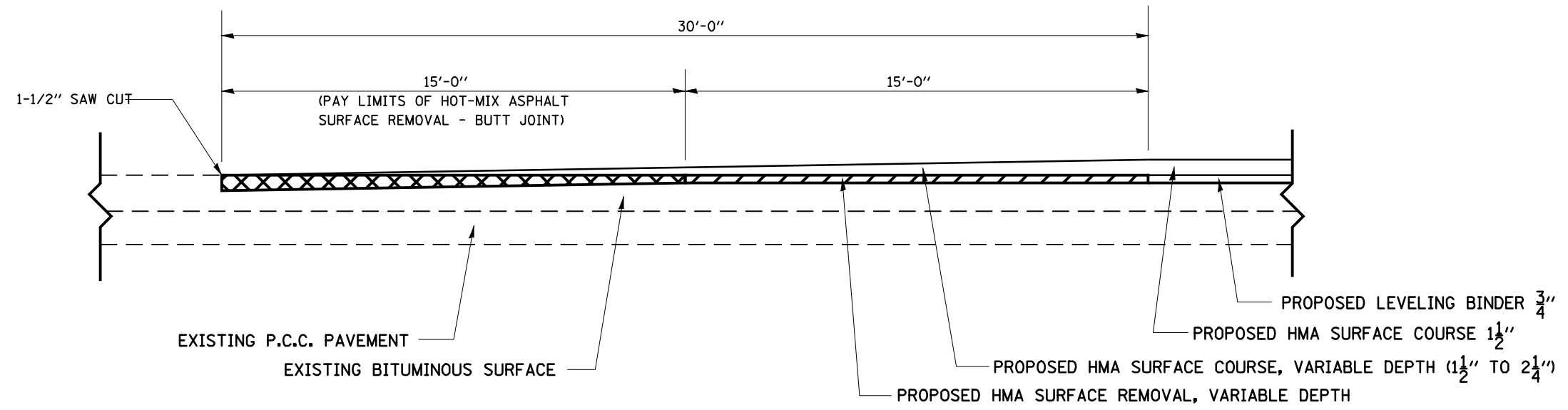
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

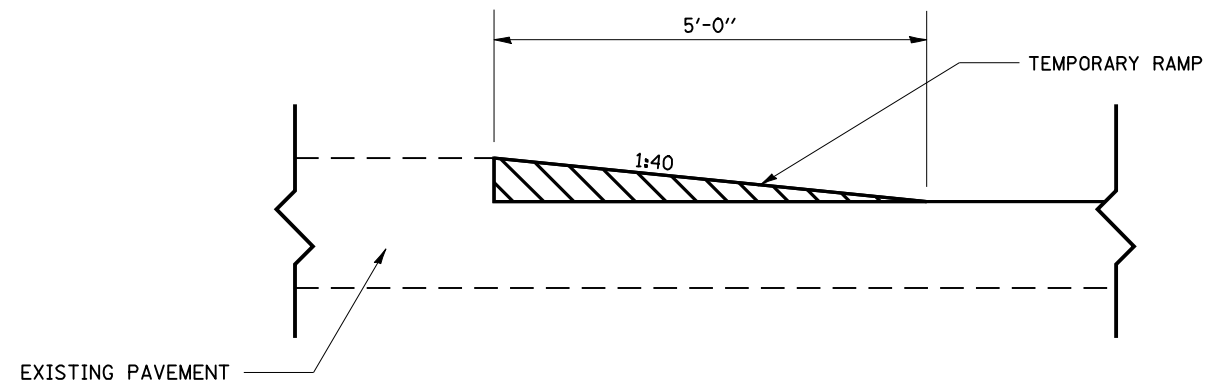
**DIST. 6 DETAILS FOR RURAL/URBAN ENT., MAILBOX
 TURNOUT & SIDEROADS W/O CONC. GUTTER (3P-PROJ.)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	22
CONTRACT NO. 72C28			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT	

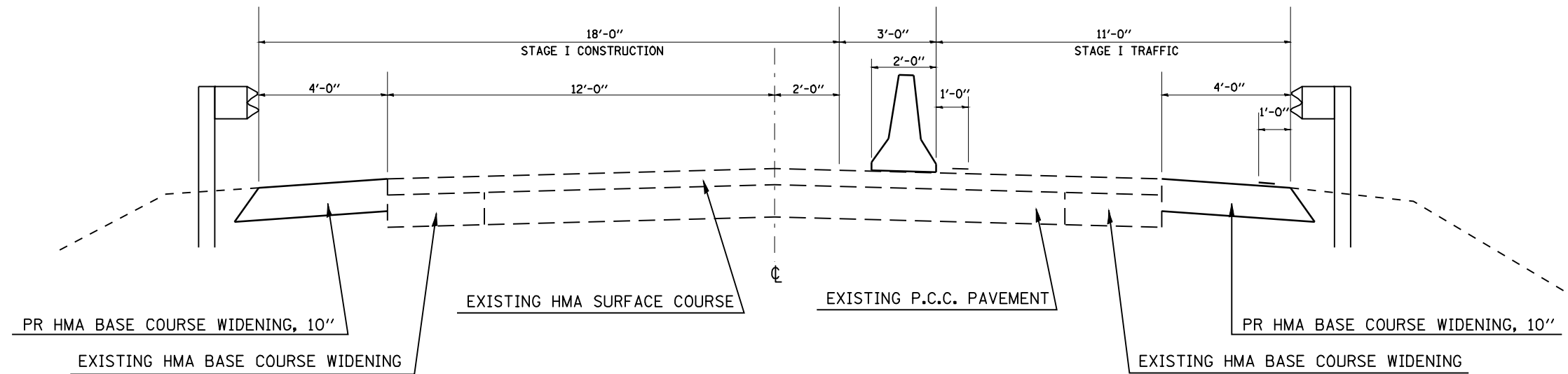


BUTT JOINT DETAILS

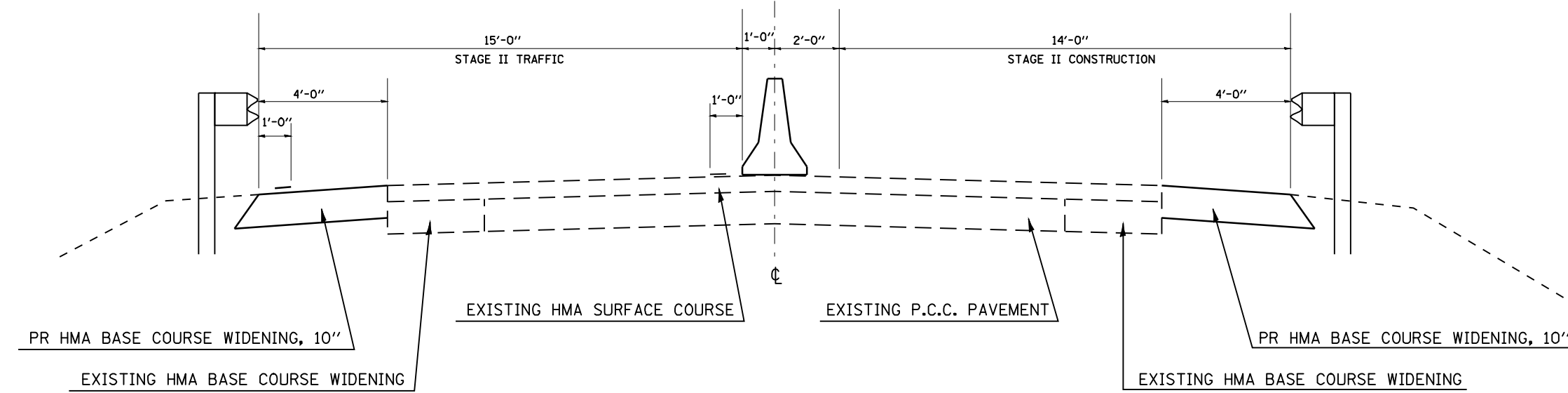


TEMPORARY RAMP DETAILS

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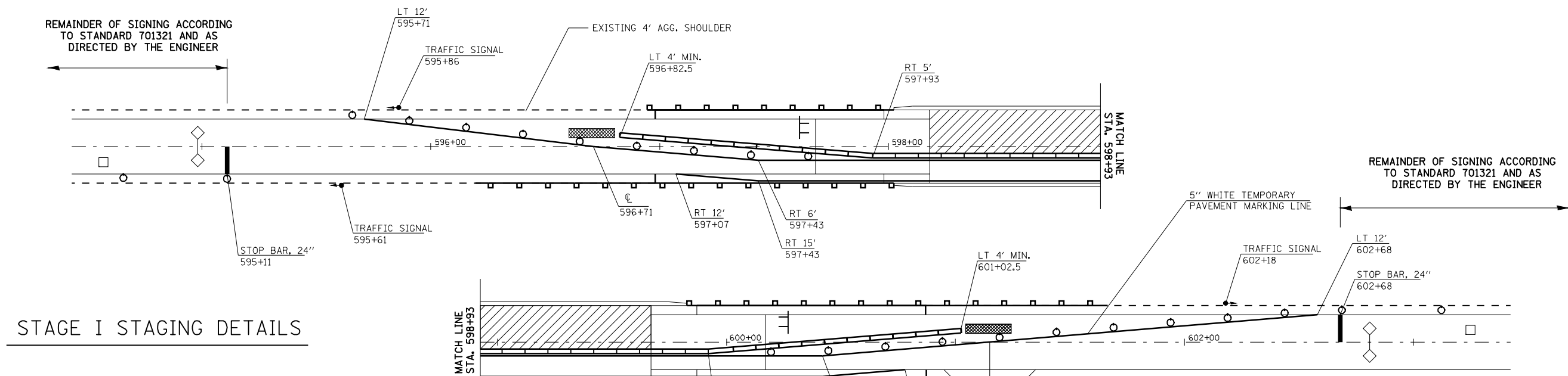


STAGE I CONSTRUCTION DETAILS
(LOOKING SOUTH)

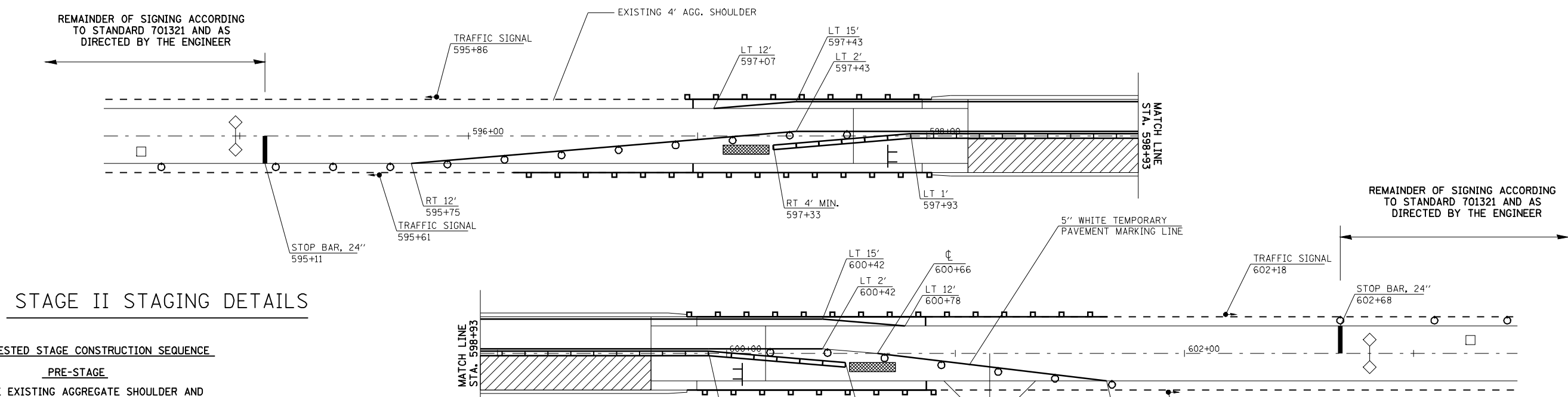


STAGE II CONSTRUCTION DETAILS
(LOOKING SOUTH)

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							CONTRACT NO. 72C28					



STAGE I STAGING DETAILS



STAGE II STAGING DETAILS

SUGGESTED STAGE CONSTRUCTION SEQUENCE

PRE-STAGE

1. REMOVE EXISTING AGGREGATE SHOULDER AND REPLACE WITH HOT MIX ASPHALT BASE COURSE 10" FROM STA. 596+98 TO STA. 600+87 EXCLUDING EXISTING STRUCTURE.

STAGE I

1. ERECT TRAFFIC CONTROL FOR STAGE I CONSTRUCTION AND INSTALL TEMPORARY PAVEMENT MARKING.
2. PERFORM PROPOSED STAGE I CONSTRUCTION.

STAGE II

1. ERECT TRAFFIC CONTROL FOR STAGE II CONSTRUCTION AND INSTALL TEMPORARY PAVEMENT MARKING.
2. PERFORM PROPOSED STAGE II CONSTRUCTION.

FINAL

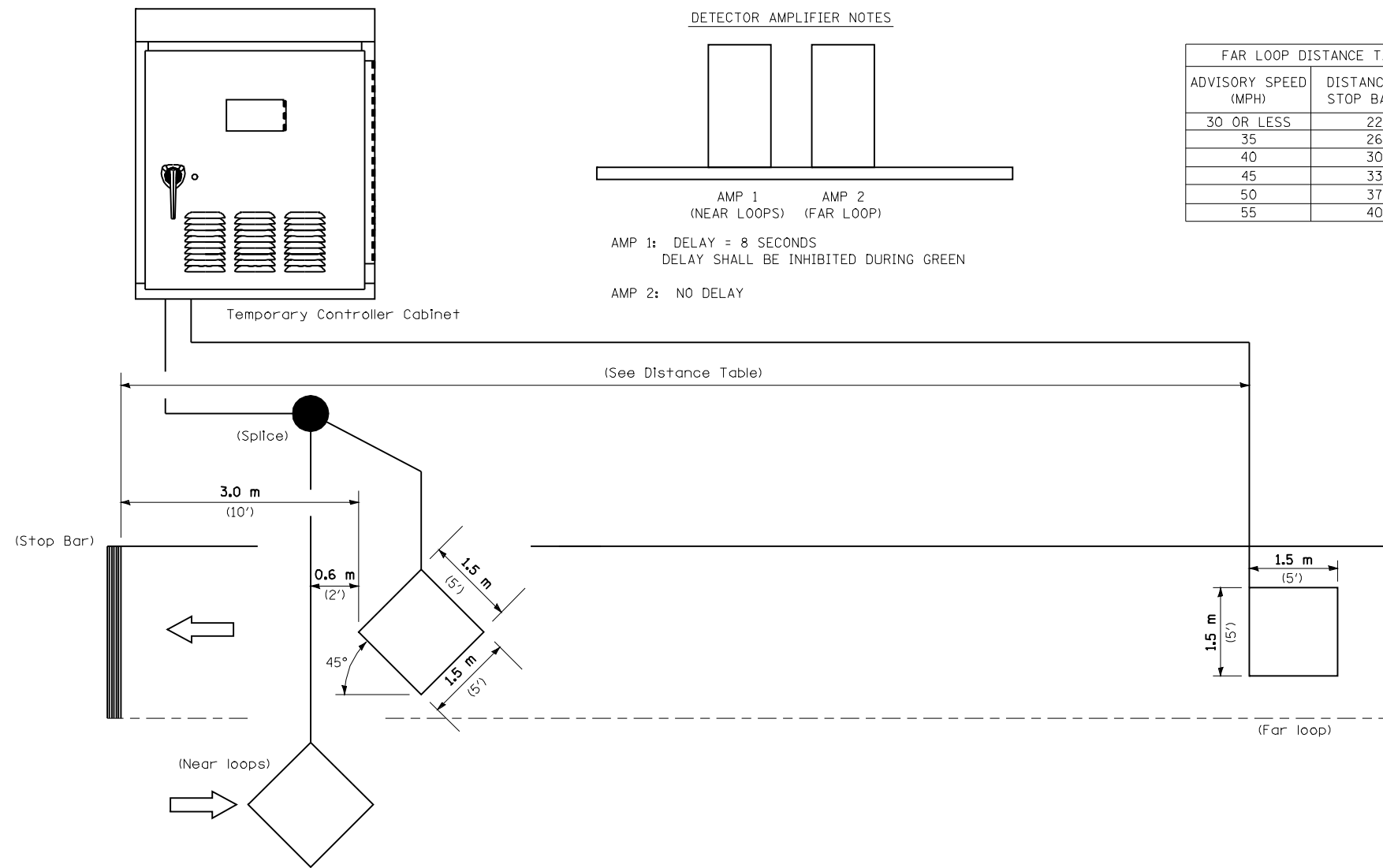
1. REMOVE ALL STAGE TRAFFIC CONTROL AND RE-ESTABLISH NORMAL TRAFFIC PATTERNS.
2. FINAL STRIPING AND MISCELLANEOUS CLEANUP.

GENERAL NOTES

1. THIS TRAFFIC CONTROL DETAIL SHALL BE USED IN CONJUNCTION WITH STANDARD 701321
2. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE REVISED STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL."
3. SIGNING FOR STAGE II SHALL BE SAME AS STAGE I.
4. LANE CLOSURES SHALL BE COORDINATED WITH PATCHING AND OVERLAY OPERATIONS.

SYMBOLS

	WORK AREA
	TYPE III BARRICADE
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL
	INDUCTION LOOP DETECTOR
	TEMPORARY CONCRETE BARRIER
	IMPACT ATTENUATOR



NOTE: All loops centered in lane.

INDUCTION LOOP DETECTOR

BRIDGE TEMP SIGNAL.DGN

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY BRIDGE TRAFFIC SIGNAL
LOOP PLACEMENT DETAIL SHEET**

SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
514	107RS-5	HANCOCK	30	26
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			CONTRACT NO. 72C28	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

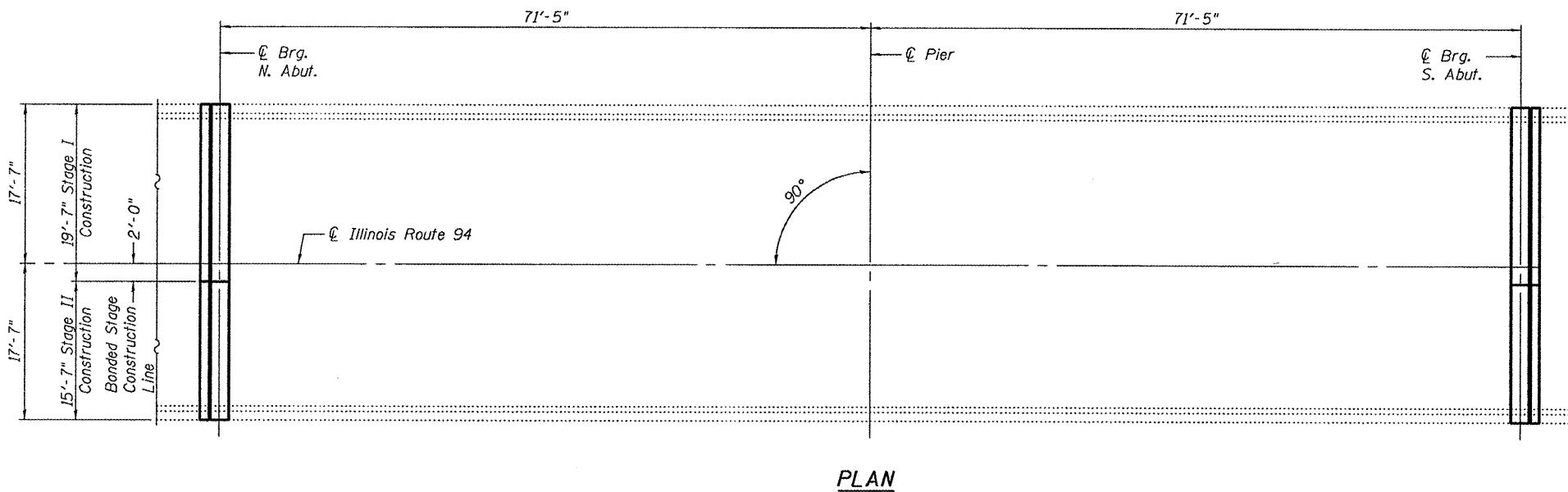
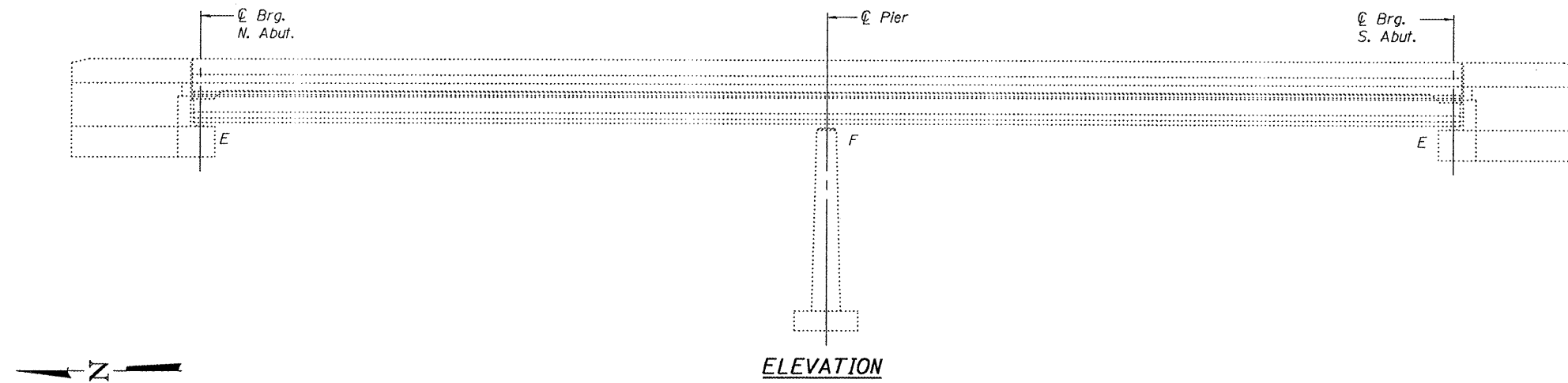
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.
Plan dimensions and details relative to existing plans are subject to nominal construction 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 at the unit price bid for the work.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

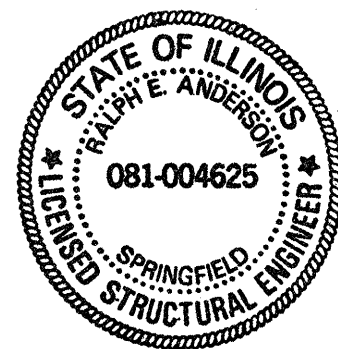
The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructures.



TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	20.7
Concrete Superstructure	Cu. Yd.	20.6
Reinforcement Bars, Epoxy Coated	Pound	3,300
Preformed Joint Strip Seal	Foot	68
Bar Splicers	Each	26
Mechanical Splicers	Each	10
* Protective Coat	Sq. Yd.	44

* On new concrete only



DESIGNED *M. E. Egan*
CHECKED *Victor H. Vela*
DRAWN *Drew Christopher*
CHECKED *GLE VHV*

March 22, 2010
EXAMINED *Ralph E. Anderson*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

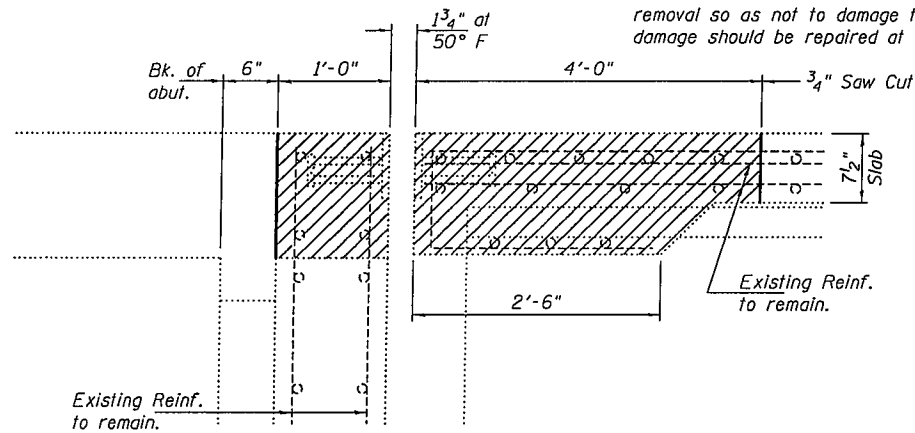
Expires: November 30, 2010

**PLAN AND ELEVATION
SN 034-0042**

SHEET NO. 1 4 SHEETS	F.A.P. RTE. 514	SECTION 107-RS-5	COUNTY Hancock	TOTAL SHEETS 30	SHEET NO. 27
	CONTRACT NO. 72228				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

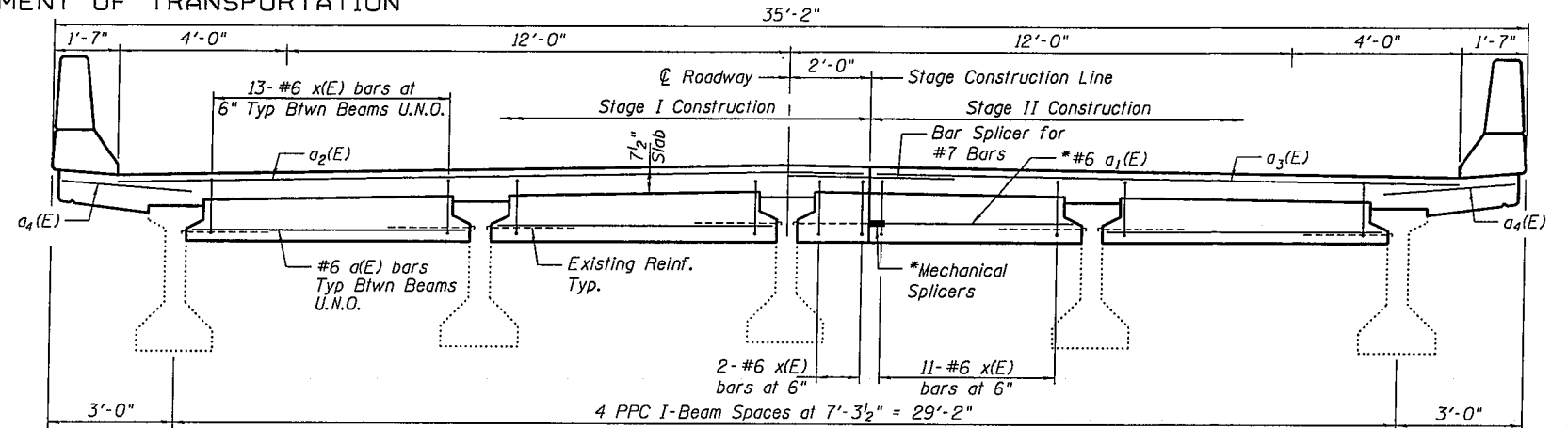
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

The Contractor shall use extreme care during concrete removal so as not to damage the PPC I-Beam. Any damage should be repaired at the Contractor's Expense.

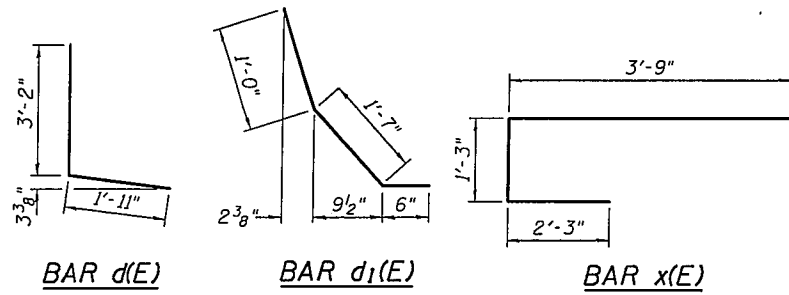


SECTION A-A
(Near Centerline of Roadway)

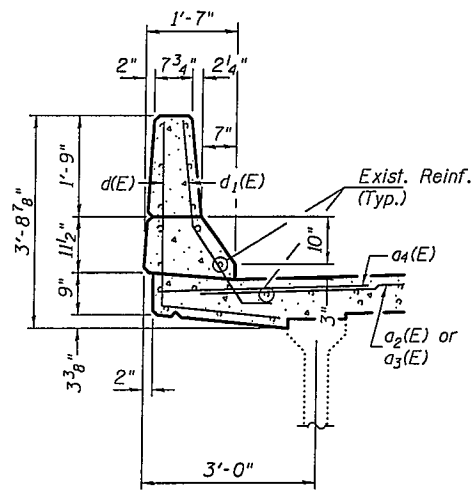
*Attach to existing reinf. with mechanical splicers. Existing reinf. to extend 6" into the removal area to allow attachment of the mechanical splicers.



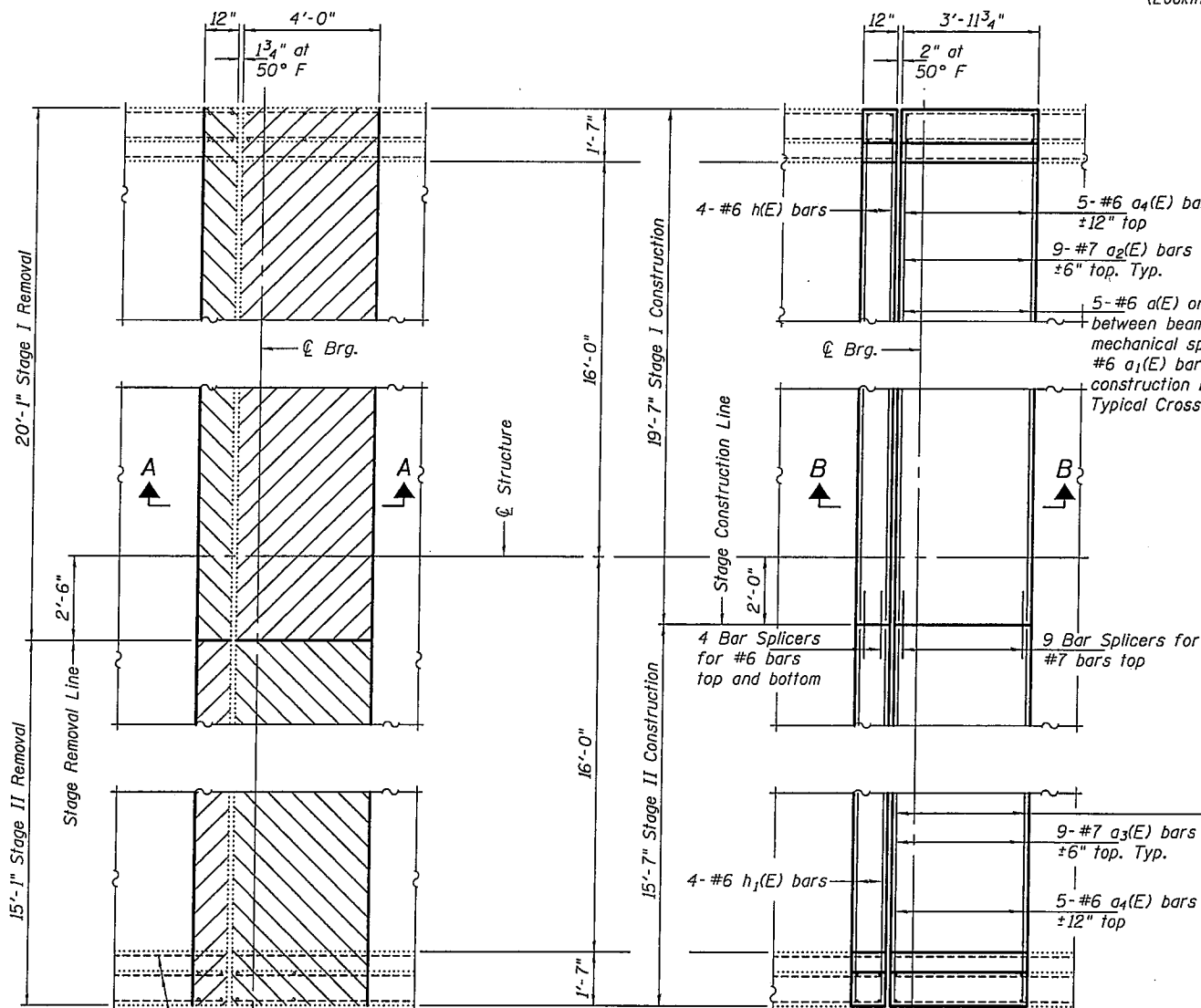
TYPICAL CROSS SECTION
(Looking South)



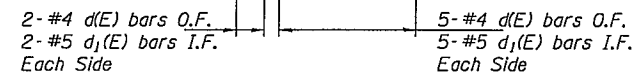
BAR d(E) BAR d1(E) BAR x(E)



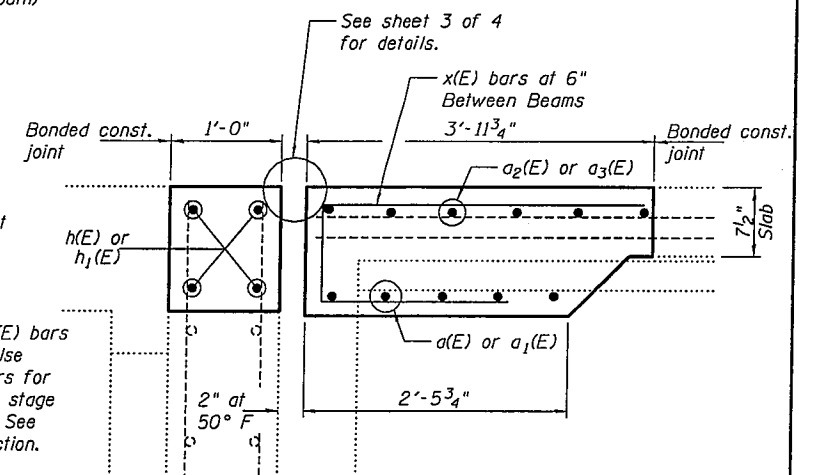
TYPICAL PARAPET SECTION



REMOVAL PLAN
(N. Abut. Shown)
(S. Abut. similar)



REPLACEMENT PLAN
(N. Abut. Shown)
(S. Abut. similar)



SECTION B-B
(Near Centerline of Roadway)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	30	#6	6'-6"	—
a1(E)	10	#6	4'-9"	—
a2(E)	18	#7	18'-1"	—
a3(E)	18	#7	14'-1"	—
a4(E)	20	#6	4'-0"	—
d(E)	28	#4	5'-1"	L
d1(E)	28	#5	3'-1"	—
h(E)	8	#6	19'-5"	—
h1(E)	8	#6	15'-5"	—
x(E)	104	#6	7'-3"	—
Concrete Removal			Cu. Yd.	20.7
Concrete Superstructure			Cu. Yd.	20.6
Reinforcement Bars, Epoxy Coated			Lbs.	3,300

Notes:
Hatched areas indicate removal.

DETAILS
SN 034-0042

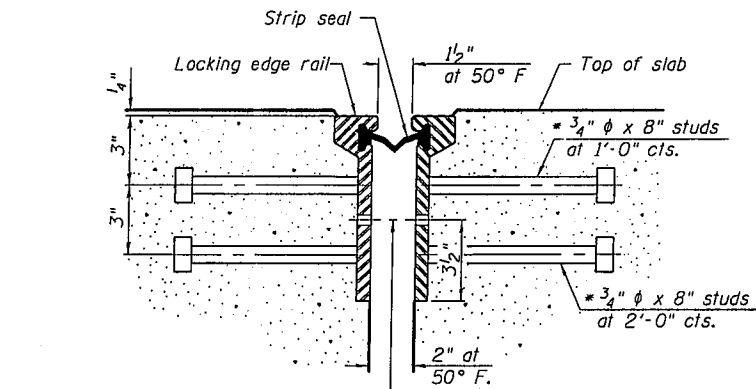
DESIGNED	G.G.E.
CHECKED	V.H.V.
DRAWN	Drew Christopher
CHECKED	G.G.E. V.H.V.

EXAMINED	March 22, 2010
PASSED	Carl P. ... Ralph E. ...

SHEET NO. 2 4 SHEETS	F.A.P. RTE. 514	SECTION 107-RS-5	COUNTY Hancock	TOTAL SHEETS 30	SHEET NO. 28
	CONTRACT NO. 72R28			ILLINOIS FED. AID PROJECT	

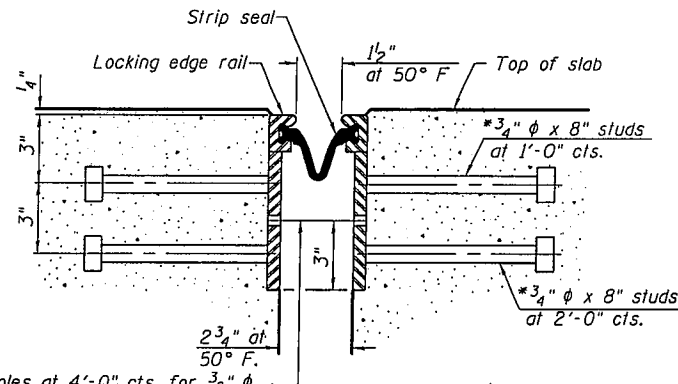
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



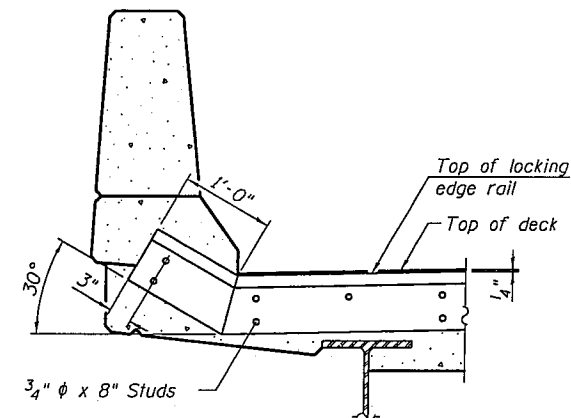
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU
ROLLED RAIL JOINT

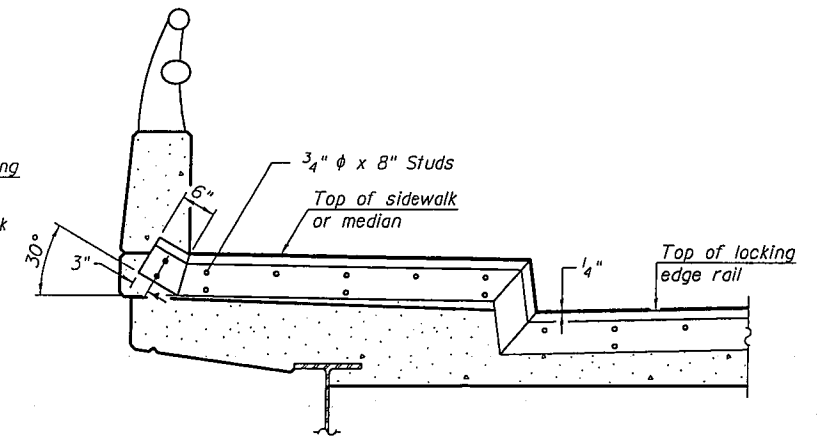


7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU
WELDED RAIL JOINT



AT PARAPET
See Section A-A for end treatment of skews > 30°.

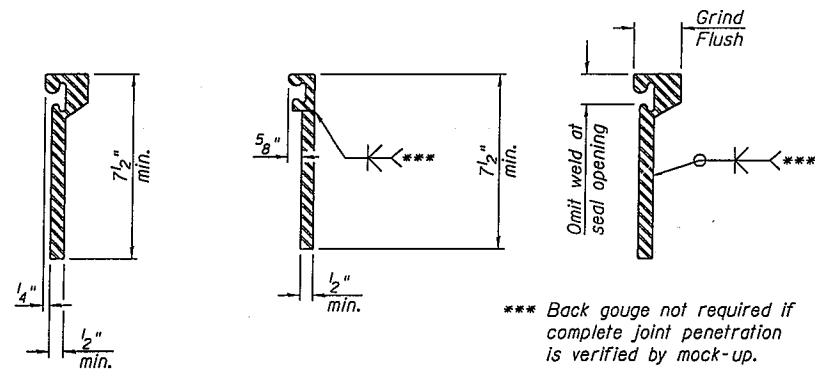


AT SIDEWALK OR MEDIAN
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities. The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

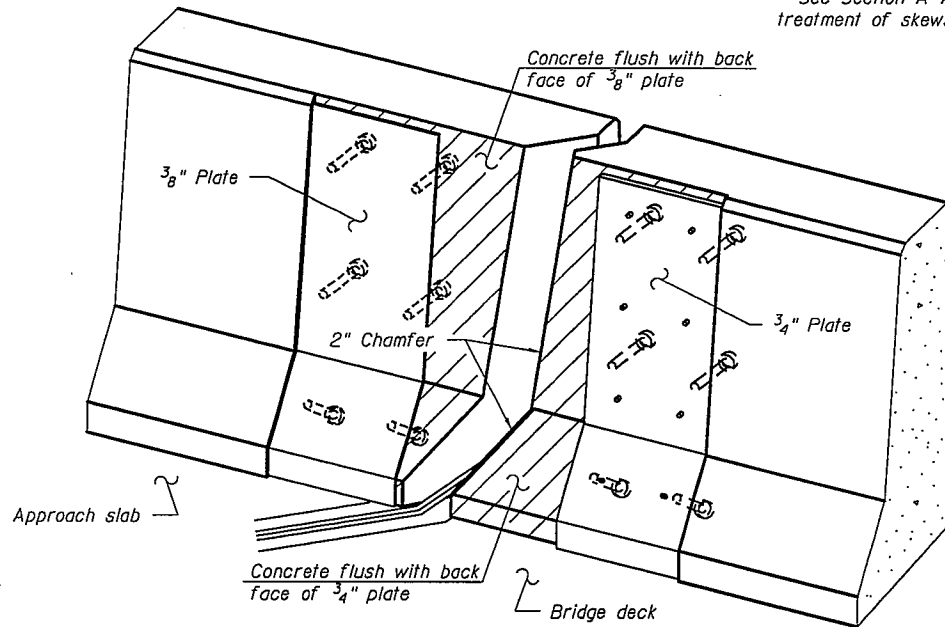


ROLLED
EXTRUDED RAIL

WELDED RAIL

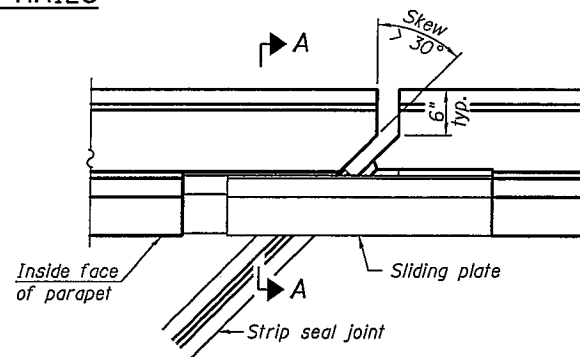
LOCKING EDGE
RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

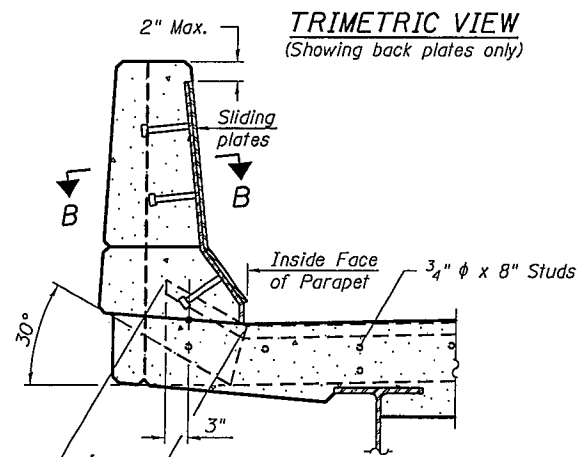


TRIMETRIC VIEW
(Showing back plates only)

LOCKING EDGE RAILS

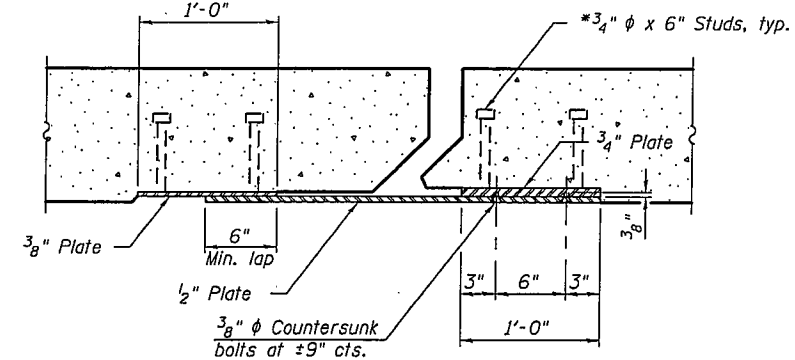


PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	68

STRIP SEAL DETAILS
SN 034-0042

DESIGNED	G.G.E.
CHECKED	V.H.V.
DRAWN	Drew Christopher
CHECKED	G.G.E. V.H.V.

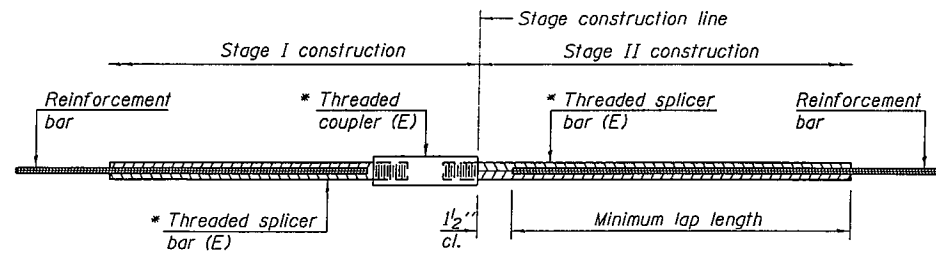
EXAMINED	March 22, 2010
PASSED	Ralph E. Anderson

EJ-SSJ

11-1-09

SHEET NO. 3	F.A.P. RTE. 514	SECTION 107-RS-5	COUNTY Hancock	TOTAL SHEETS 30	SHEET NO. 29
4 SHEETS	FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT CONTRACT NO. 72028		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

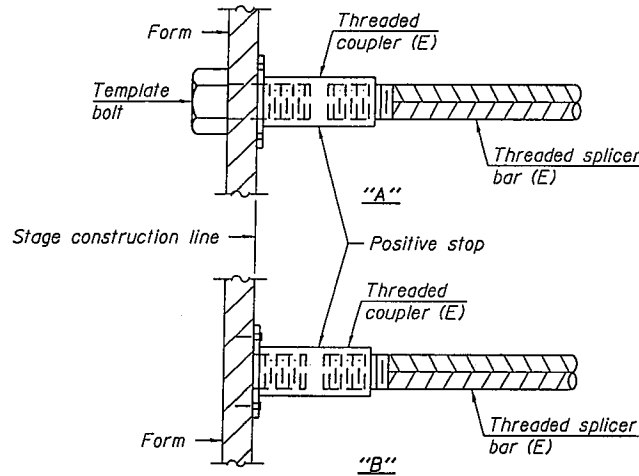
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

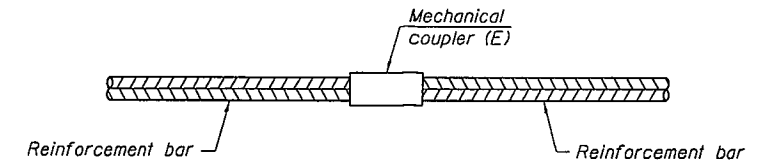
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#7	18	4
Approach	#6	8	4



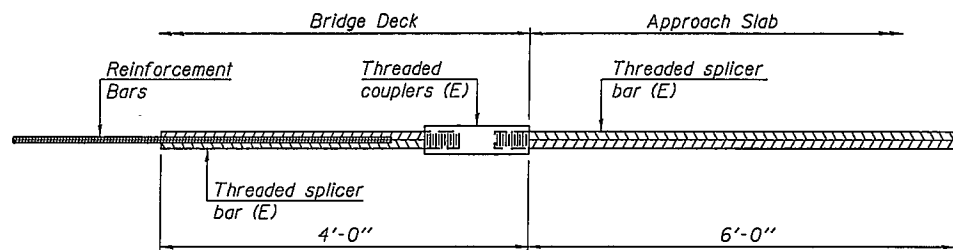
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



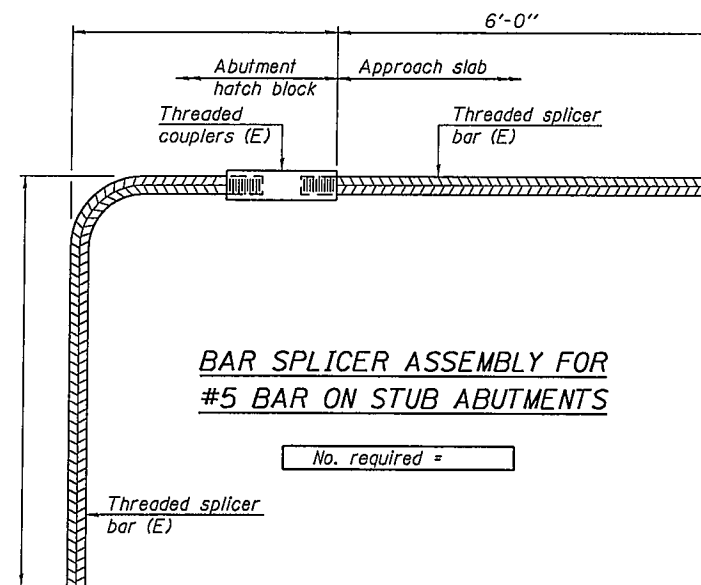
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Deck	#6	10



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See special provision for Mechanical Splicers.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

DESIGNED	G.G.E.
CHECKED	V.H.V.
DRAWN	Drew Christopher
CHECKED	G.G.E. V.H.V.

March 22, 2010
EXAMINED *Carl Perry*
PASSED *Ralph E. Anderson*
ENGINEER OF STRUCTURAL SERVICES
ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 11-1-09

**BAR SPLICER DETAILS
SN 034-0042**

SHEET NO. 4 4 SHEETS	F.A.P. RTE. 514	SECTION 107-RS-5	COUNTY Hancock	TOTAL SHEETS 30	SHEET NO. 30
	CONTRACT NO. 72028				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			