

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | |
|-------------|---------|----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 10 A | 129RS-4 | JERSEY | 10 | 1 |
| | | ILLINOIS | CONTRACT NO. 76K35 | |

- INDEX OF SHEETS:**
- 1 COVER SHEET
 - 2 HIGHWAY STANDARDS, GENERAL NOTES, & COMMITMENTS
 - 3-4 SUMMARY OF QUANTITIES
 - 5-6 TYPICAL SECTIONS
 - 7-8 SCHEDULE OF QUANTITIES
 - 9 LOCATION MAP
 - 10 DETAILS

TRAFFIC DATA:

NORTH OF OAK REST RD
 2015 ADT = 7,300 (ACTUAL)
 2018 ADT = 7,450 (ESTIMATED)
 2038 ADT = 8,600 (ESTIMATED)
 SU = 4.5% MU = 7.9%

SOUTH OF OAK REST RD
 2015 ADT = 9,150 (ACTUAL)
 2017 ADT = 9,300 (ESTIMATED)
 2037 ADT = 10,700 (ESTIMATED)
 SU = 4.3% MU = 6.8%

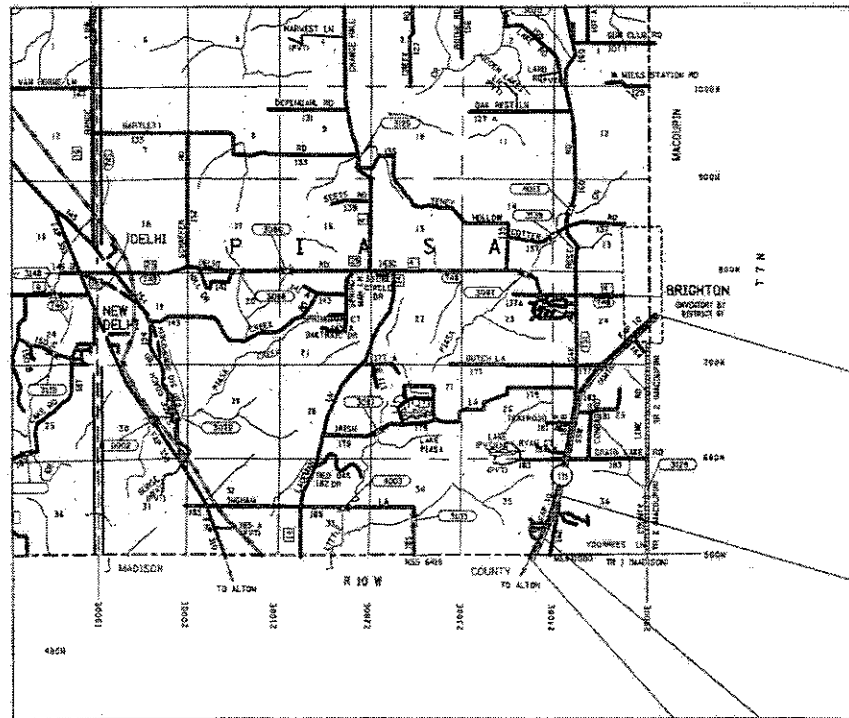
FUNCTIONAL CLASSIFICATION:
OTHER ARTERIAL

TOWNSHIPS:
PIASA

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 10 A (IL 111/L 267)
SECTION 129RS-4
PROJECT NHPP-X379(443)
3P - RESURFACING
JERSEY COUNTY

C-98-203-18

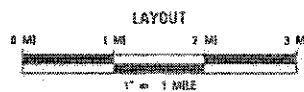


BEGIN PROJECT
STA. 534 + 85
LAT. 39.0356
LON. -90.1456

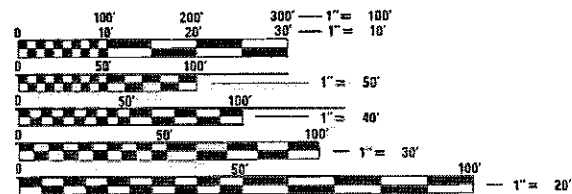
BEGIN OMISSION
STA. 644 + 90

END OMISSION
STA. 673 + 80

END PROJECT
STA. 686 + 45
LAT. 38.9993
LON. -90.1688



GROSS LENGTH = 15,160.00 FT. = 2.871 MILE
NET LENGTH = 12,270.00 FT. = 2.324 MILE



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: TIM PADGETT (618) 346-3325
PROJECT MANAGER: PHIL FREIMUTH (618) 346-3194

CONTRACT NO. 76K35

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Jan 24 20 18
Jeffrey Z. Kania REGIONAL ENGINEER
May 11 20 18
David P. Chaf ENGINEER OF DESIGN AND ENVIRONMENT
May 10 20 18
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

HIGHWAY STANDARDS

| | |
|-----------|----------------------------------------------------------------------------|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-02 | AREAS OF REINFORCEMENT BARS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 406201-01 | MAILBOX TURNOUT |
| 442201-03 | CLASS C AND D PATCHES |
| 642006 | SHOULDER RUMBLE STRIPS, 8 IN. |
| 701006-05 | OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE |
| 701011-04 | OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY |
| 701201-04 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701306-04 | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH |
| 701311-03 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY |
| 701336-06 | LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS ≥ 45 MPH |
| 701901-07 | TRAFFIC CONTROL DEVICES |
| 780001-05 | TYPICAL PAVEMENT MARKINGS |
| 781001-04 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |

GENERAL NOTES

- ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

| | | |
|-----------------------------------------------------------|--------|--------|
| | AERIAL | BURIED |
| * AMEREN ILLINOIS - (GAS & ELECTRIC) | X | X |
| * AT&T ILLINOIS - (COMMUNICATIONS) | X | X |
| * VILLAGE OF BRIGHTON - (WATER & SANITARY SEWER) | | X |
| * JERSEY COUNTY RURAL WATER COMPANY - (WATER) | | X |
| * LEVEL (3) COMMUNICATIONS, LLC - (COMMUNICATIONS) | | X |
| * M.J.M. ELECTRIC COOPERATIVE, INC. - (ELECTRIC) | X | |
| * NEWWAVE COMMUNICATIONS - (COMMUNICATIONS) | | X |
| * NUSTAR PIPELINE OPERATING PARTNERSHIP L.P. - (PIPELINE) | | X |
| * SPRINT/NEXTEL - (COMMUNICATIONS) | | X |
| * ZAYO GROUP LLC - (COMMUNICATIONS) | | X |

MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE THICKNESS OF THE BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- ALL TRAFFIC CONTROL DEVICES SHALL BE NEW OR "LIKE NEW" CONDITION AT THE BEGINNING OF THE PROJECT.
- TWO CHANGEABLE MESSAGE BOARDS SHALL BE REQUIRED FOR THIS PROJECT. THEY SHALL BE PLACED TWO WEEKS PRIOR TO ANY LANE CLOSURE. THE CHANGEABLE MESSAGE BOARDS SHALL BE PLACED AS DIRECTED BY THE ENGINEER.
- IF THE SURFACE REMOVAL ON THIS PROJECT PRODUCES A MILLED EDGE NEAR CENTERLINE GREATER THAN 1.5 INCHES BETWEEN ADJACENT OPEN LANES OF TRAFFIC, ONE OF THE FOLLOWING SHALL APPLY:
 - * THE CONTRACTOR SHALL ORGANIZE THE WORK TO AVOID THE MILLED EDGE.
 - * THE CONTRACTOR SHALL CONSTRUCT A TEMPORARY HOT MIX ASPHALT WEDGE ALONG THE MILLED EDGE.
 - * THE CONTRACTOR SHALL CONSTRUCT A MILLED SLOPED EDGE (MINIMUM 1:3) ALONG THE MILLED EDGE.

THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST PER SQUARE YARD FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED.

GENERAL NOTES (CONT.)

- AN ESTIMATED QUANTITY OF 5,063 TONS OF CUTTINGS FROM THE HOT-MIX ASPHALT SURFACE REMOVAL OPERATION IS ANTICIPATED.
- THE PROPOSED PAVEMENT MARKING SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKING, AS DIRECTED BY THE ENGINEER.
- THE TEMPORARY RAMPS USED ON ALL SIDE STREETS AND ENTRANCES SHALL BE 2 FEET IN LENGTH SO AS NOT TO INTERFERE WITH THE THRU TRAFFIC LANES.
- NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED.

COMMITMENTS

NONE

MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

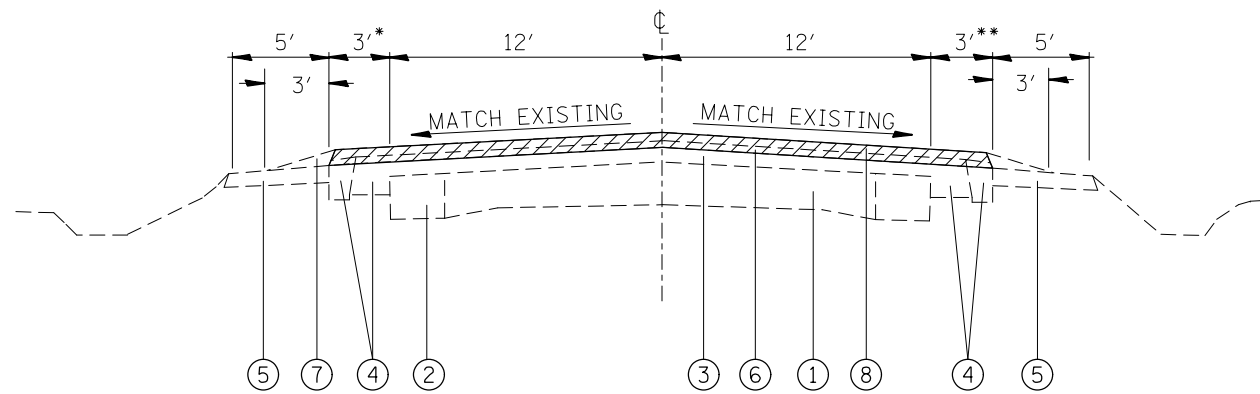
| MIXTURE USE | SURFACE | LEVEL BINDER | PATCHING | INCIDENTAL | SHOULDERS ≥ 2.25" | SHOULDERS < 2.25" |
|-----------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| AC/PG | PG 64-22 | PG 64-22 | PG 64-22 | PG 64-22 | PG 64-22 | PG 64-22 |
| RAP % (MAX) | SEE SPECIAL PROVISION | SEE SPECIAL PROVISION | SEE SPECIAL PROVISION | SEE SPECIAL PROVISION | SEE SPECIAL PROVISION | SEE SPECIAL PROVISION |
| DESIGN AIR VOIDS | 4.0% @ Ndes=70 | 4.0% @ Ndes=70 | 4.0% @ Ndes=70 | 4.0% @ Ndes=70 | 4.0% @ Ndes=30 | 4.0% @ Ndes=30 |
| MIX COMPOSITION (GRADATION) | IL 9.5 | IL 9.5FG | IL 19.0 | IL 9.5 | IL 19.0L | IL 9.5L |
| FRICTION AGG | MIXTURE "D" | MIXTURE "C" | MIXTURE "B" | MIXTURE "D" | | |
| QUALITY MGMT PROGRAM | QCP | QCP | QC/QA | QC/QA | QC/QA | QC/QA |

PLAN QUANTITIES FOR HMA SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN.

| CODE NO. | ITEM | UNIT | 80% FED 20% STATE | | CONSTR. CODE |
|----------|-------------------------------------------------|-------|----------------------|---------|--------------------------|
| | | | TOTAL QUANTITY | | ROADWAY 0005 RURAL |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 22273.2 | 22273.2 | |
| 40600637 | LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70 | TON | 1385.8 | 1385.8 | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 106.7 | 106.7 | |
| 40600990 | TEMPORARY RAMP | SQ YD | 585.3 | 585.3 | |
| 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 2771.8 | 2771.8 | |
| 40800029 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 125.1 | 125.1 | |
| 40800050 | INCIDENTAL HOT-MIX ASPHALT SURFACING | TON | 35 | 35 | |
| 44000158 | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" | SQ YD | 40179.3 | 40179.3 | |
| 44200132 | PAVEMENT PATCHING, TYPE II, 11 INCH | SQ YD | 172.8 | 172.8 | |
| 44200136 | PAVEMENT PATCHING, TYPE III, 11 INCH | SQ YD | 86.4 | 86.4 | |
| 44200138 | PAVEMENT PATCHING, TYPE IV, 11 INCH | SQ YD | 96 | 96 | |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B | TON | 460 | 460 | |
| 48203100 | HOT-MIX ASPHALT SHOULDERS | TON | 883.3 | 883.3 | |
| 64200108 | SHOULDER RUMBLE STRIPS, 8 INCH | FOOT | 21205 | 21205 | |

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| | | | | | | | | | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------|-----------|-----------------------------------------------------------|------------------------------|-------|----|--------|----------------|---------|--------------------|-----------------|--------------|
| FILE NAME = | USER NAME = fmeumthpd | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| Default | PLOT SCALE = 100.0000 "/ in. | CHECKED - | REVISED - | | SCALE: | SHEET | OF | SHEETS | STA. | TO STA. | CONTRACT NO. 76K35 | | |
| | PLOT DATE = 1/24/2018 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

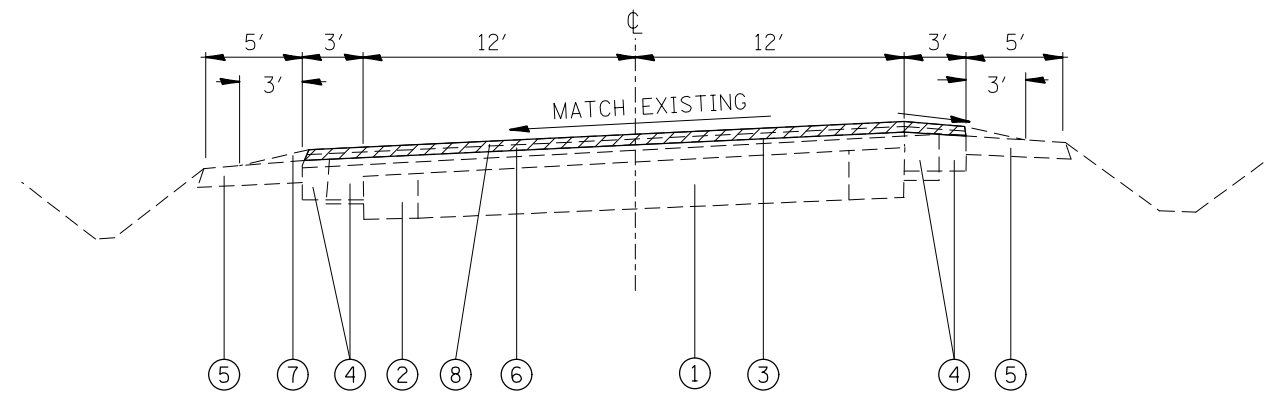


EXISTING TYPICAL SECTION

STA. 534+85 TO STA. 570+18
 STA. 607+55 TO STA. 644+90
 STA. 644+90 TO STA. 673+80 PAVEMENT OMISSION
 STA. 673+80 TO STA. 686+45

*
 LEFT SHOULDER
 OMISSION
 STA. 640+25 TO STA. 678+30

**
 RIGHT SHOULDER
 OMISSION
 STA. 641+15 TO STA. 677+47



EXISTING TYPICAL SECTION

STA. 570+18 TO STA. 607+55

LEGEND

- ① EXISTING PAVEMENT (9-6-9)
 - ② EXISTING WIDENING
 - ③ EXISTING BITUMINOUS SURFACE COURSE
 - ④ EXISTING BITUMINOUS SHOULDER
 - ⑤ EXISTING AGGREGATE SHOULDERS, TYPE B, 6"
 - ⑥ EXISTING LEVEL BINDER, 3/4"
 - ⑦ EXISTING AGGREGATE SHOULDERS, TYPE B, 6"
 - ⑧ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, 1/2"
 - ⑨ PROPOSED BITUMINOUS MATERIALS (TACK COAT)
 - ⑩ PROPOSED LEVELING BINDER (MM), IL-9.5FG, N70, 3/4"
 - ⑪ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1/2"
 - ⑫ PROPOSED HMA SHOULDER, 2 1/4"
 - ⑬ PROPOSED LONGITUDINAL JOINT SEALANT
 - ⑭ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
 - ⑮ PROPOSED SHOULDER RUMBLE STRIPS, 8 INCH
- ▨ HMA SURFACE REMOVAL, 2 1/4"

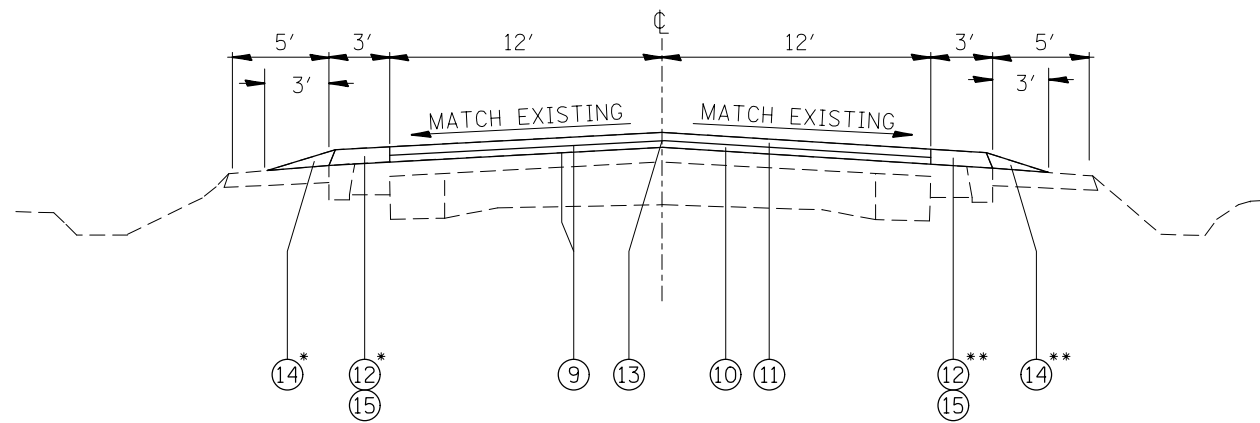
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| Default | PLOT DATE = 1/24/2018 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EXISTING TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

| | | | | |
|--------------------|---------|--------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 10 A | 129RS-4 | JERSEY | 10 | 5 |
| CONTRACT NO. 76K35 | | | ILLINOIS FED. AID PROJECT | |

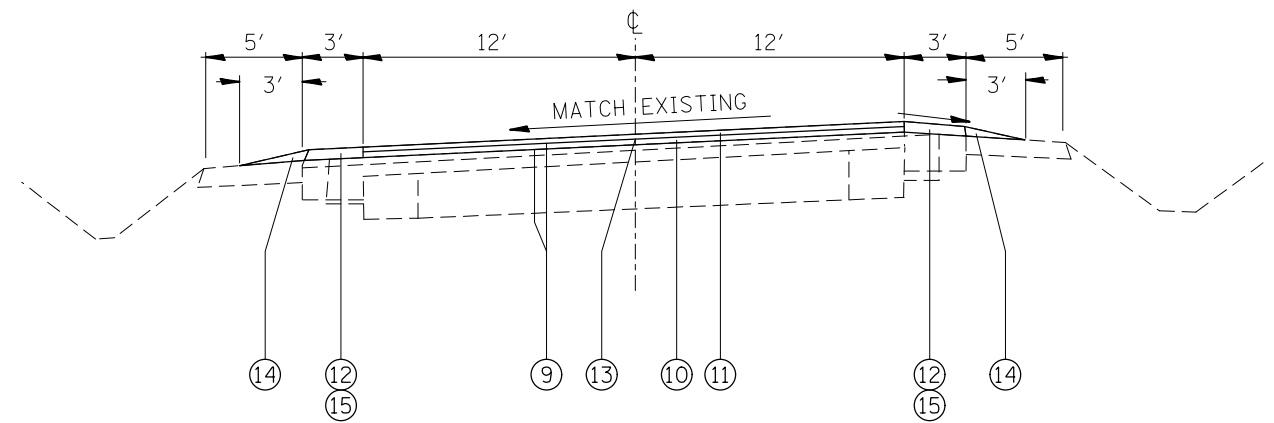


PROPOSED TYPICAL SECTION

STA. 534+85 TO STA. 570+18
 STA. 607+55 TO STA. 644+90
 STA. 644+90 TO STA. 673+80 PAVEMENT OMISSION
 STA. 673+80 TO STA. 686+45

*
 LEFT SHOULDER
 OMISSION
 STA. 640+25 TO STA. 678+30

**
 RIGHT SHOULDER
 OMISSION
 STA. 641+15 TO STA. 677+47



PROPOSED TYPICAL SECTION

STA. 570+18 TO STA. 607+55

LEGEND

- ① EXISTING PAVEMENT (9-6-9)
- ② EXISTING WIDENING
- ③ EXISTING BITUMINOUS SURFACE COURSE
- ④ EXISTING BITUMINOUS SHOULDER
- ⑤ EXISTING AGGREGATE SHOULDERS, TYPE B, 6"
- ⑥ EXISTING LEVEL BINDER, 3/4"
- ⑦ EXISTING AGGREGATE SHOULDERS, TYPE B, 6"
- ⑧ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, 1/2"
- ⑨ PROPOSED BITUMINOUS MATERIALS (TACK COAT)
- ⑩ PROPOSED LEVELING BINDER (MM), IL-9.5FG, N70, 3/4"
- ⑪ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1/2"
- ⑫ PROPOSED HMA SHOULDER, 2 1/4"
- ⑬ PROPOSED LONGITUDINAL JOINT SEALANT
- ⑭ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑮ PROPOSED SHOULDER RUMBLE STRIPS, 8 INCH

HMA SURFACE REMOVAL, 2 1/4"

| | | | |
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| Default | PLOT DATE = 1/24/2018 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROPOSED TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 10 A | 129RS-4 | JERSEY | 10 | 6 |
| CONTRACT NO. 76K35 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| MAINLINE PAVEMENT SCHEDULE | | | | | | | | | | | | | |
|----------------------------|----|--------|--------------------------|--------------------------|-------------|----------------|---------------------------------------|---------------------------------------------------|----------------------------------------------|----------------------------------------------------------------------|--------------------------------------|-------------------------------------------------------------------|-----------------------------------------|
| LOCATION | | | PROPOSED RDWAY WIDTH | | | LENGTH (FT) | PRP. AREA RDWY LANES (SQ YD) | HMA SURFACE REMOVAL - BUTT JOINT (SQ YD) | HMA SURFACE REMOVAL, 2 1/4" (SQ YD) | LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70 (TON) | BIT. MAT'L (TACK COAT) (POUND) | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (TON) | LONGITUDINAL JOINT SEALANT (FOOT) |
| | | | STA ₁ (FT) | STA ₂ (FT) | AVG (FT) | | | | | | | | |
| STA. | TO | STA. | | | | | | | | | | | |
| IL 111 / IL 267 | | | | | | | | | | | | | |
| 534+85 | TO | 534+95 | 24 | 24 | 24 | 10 | 26.67 | 26.67 | 1.1 | 18.0 | 2.2 | 10.0 | |
| 534+95 | TO | 644+80 | 24 | 24 | 24 | 10985 | 29293.33 | 29293.3 | 1230.3 | 19773.0 | 2460.6 | 10985.0 | |
| 644+80 | TO | 644+90 | 24 | 24 | 24 | 10 | 26.67 | 26.67 | 1.1 | 18.0 | 2.2 | 10.0 | |
| 644+90 | TO | 673+80 | | | | 2890 | | | | | | | |
| 673+80 | TO | 673+90 | 24 | 24 | 24 | 10 | 26.67 | 26.67 | 1.1 | 18.0 | 2.2 | 10.0 | |
| 673+90 | TO | 686+35 | 24 | 24 | 24 | 1245 | 3320.00 | 3320.0 | 139.4 | 2241.0 | 278.9 | 1245.0 | |
| 686+35 | TO | 686+45 | 24 | 24 | 24 | 10 | 26.67 | 26.67 | 1.1 | 18.0 | 2.2 | 10.0 | |
| TOTAL | | | | | | | | 106.7 | 32613.3 | 1374.2 | 22086.0 | 2748.5 | 12270.0 |

| SHOULDER SCHEDULE | | | | | | | | | | | | |
|-------------------|----|--------|--------------------------|--------------------------|-------------|----------------|----------------------------------------|-------------------------------|----------------------------------------------|--------------------------------------|----------------------------------------------|---------------------------------------------|
| LOCATION | | | PROPOSED SHLDR WIDTH | | | LENGTH (FT) | PRP. AREA SHLDR LANES (SQ YD) | SIDEROAD/ ENTRANCE (FT) | HMA SURFACE REMOVAL, 2 1/4" (SQ YD) | HMA SHOULDER (2 1/4") (TON) | AGGREGATE WEDGE SHOULDER, TYPE B (TON) | SHOULDER RUMBLE STRIPS, 8 INCH (FOOT) |
| | | | STA ₁ (FT) | STA ₂ (FT) | AVG (FT) | | | | | | | |
| STA. | TO | STA. | | | | | | | | | | |
| IL 111 / IL 267 | | | | | | | | | | | | |
| 534+85 | TO | 640+25 | 6 | 6 | 6 | 10540 | 7026.67 | 1656 | 6965.0 | 815.8 | 424.9 | 19424.0 |
| 640+25 | TO | 641+15 | 3 | 3 | 3 | 90 | 30.00 | 0 | 30.0 | 3.8 | 2.0 | 180.0 |
| 641+15 | TO | 677+47 | | | | 3632 | | | | | | |
| 677+47 | TO | 678+30 | 3 | 3 | 3 | 83 | 27.67 | 55 | 27.7 | 1.2 | 0.6 | 111.0 |
| 678+30 | TO | 686+45 | 6 | 6 | 6 | 815 | 543.33 | 140 | 543.3 | 62.6 | 32.6 | 1490.0 |
| TOTAL | | | | | | | | | 7566.0 | 883.3 | 460.0 | 21205.0 |

| PAVEMENT MARKING SCHEDULE | | | | | | | | | | | | |
|---------------------------|----|--------|------------------|--------------------------------|----------------------------------------------------------------|------------------------------|---------------------------------|-----------------------------|-----------------------------------------------------|----------------------------------------------------------|-----------------------------------------------------------|--|
| STATION | | | LENGTH (FOOT) | SIDEROAD ENTRANCE (FOOT) | THERMOPLASTIC PAVEMENT MARKING & TEMPORARY PAVEMENT MARKING | | | | TEMPORARY PAVEMENT MARKING REMOVAL (SQ FT) | SHORT TERM PAVEMENT MARKING (2 LIFTS) (FOOT) | SHORT TERM PAVEMENT MARKING REMOVAL * (SQ FT) | |
| | | | | | 4" YELLOW SKIP DASH (FOOT) | 4" YELLOW SOLID (FOOT) | 4" WHITE SKIP DASH (FOOT) | 4" WHITE SOLID (FOOT) | | | | |
| STA. | TO | STA. | | | | | | | | | | |
| IL 111 / IL 267 | | | | | | | | | | | | |
| 534+85 | TO | 541+30 | 645 | 320 | 161 | 645 | | 970 | 592 | 235 | 39 | |
| 541+30 | TO | 599+85 | 5855 | 552 | 1464 | | | 11158 | 4207 | 1065 | 177 | |
| 599+85 | TO | 601+40 | 155 | 165 | 39 | | 39 | 145 | 74 | 28 | 5 | |
| 601+40 | TO | 609+80 | 840 | 165 | 210 | | | 1515 | 575 | 153 | 25 | |
| 609+80 | TO | 614+90 | 510 | | 128 | 510 | | 1020 | 553 | 185 | 31 | |
| 614+90 | TO | 621+90 | 700 | 137 | 175 | | | 1263 | 479 | 127 | 21 | |
| 621+90 | TO | 627+50 | 560 | 62 | 140 | 560 | | 1058 | 586 | 204 | 34 | |
| 627+50 | TO | 644+90 | 1740 | 255 | 435 | | | 3225 | 1220 | 316 | 53 | |
| 644+90 | TO | 673+80 | 2890 | | | | | | | | | |
| 673+80 | TO | 686+45 | 1265 | 195 | 316 | | | 2335 | 884 | 230 | 38 | |
| SUBTOTAL | | | | | 3068 | 1715 | 39 | 22689 | 9170 | 2543 | 424 | |
| TOTAL | | | | | 27510 | | | 9170 | 2543 | 424 | | |

* SHORT TERM PAVEMENT MARKING REMOVAL SHALL BE PAID ON FINAL SURFACE ONLY.

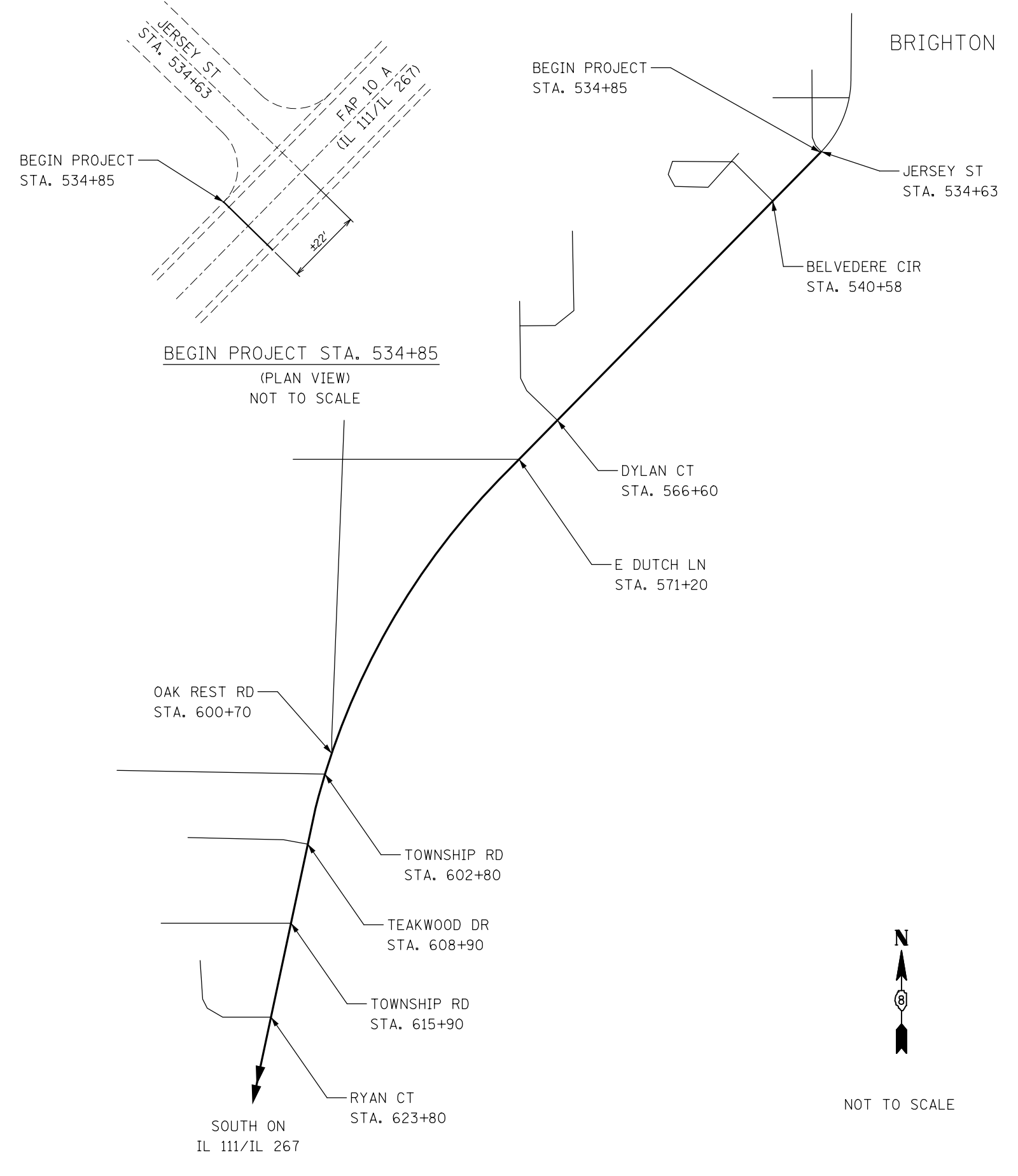
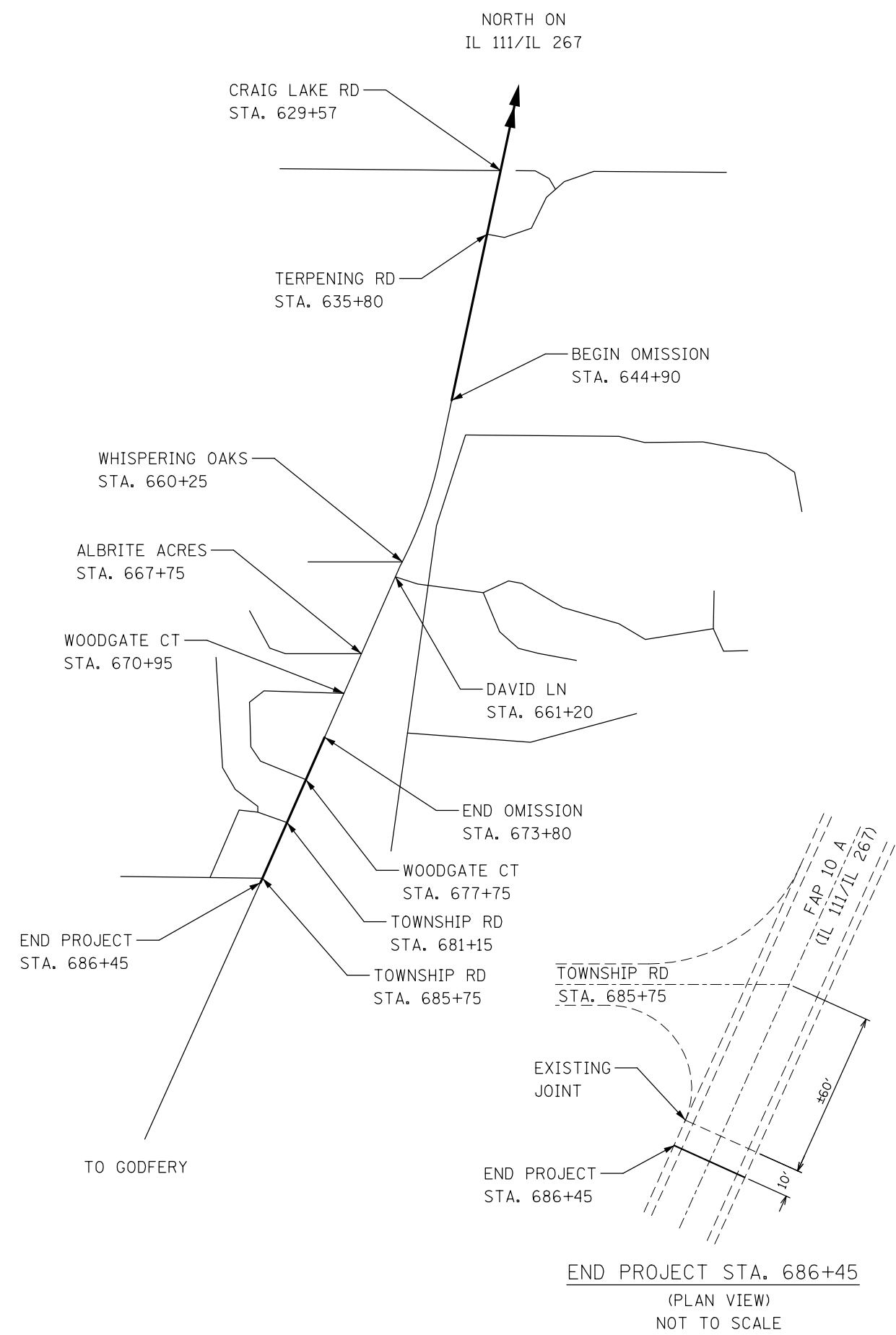
| PAVEMENT PATCHING | | | | | | | | |
|-----------------------------------|----------|------------------|-----------------|-----------------|--------------------|---------------------|--------------------|------|
| STATION | LOCATION | LENGTH (FEET) | WIDTH (FEET) | AREA (SQ YD) | 11" | | | |
| | | | | | TYPE II (SQ YD) | TYPE III (SQ YD) | TYPE IV (SQ YD) | |
| IL 111 / IL 267 | | | | | | | | |
| 542+77 | SB | 15 | 12 | 20.0 | | 20 | | |
| 545+41 | NB | 4 | 12 | 5.3 | 5.3 | | | |
| 545+41 | SB | 4 | 12 | 5.3 | 5.3 | | | |
| 550+69 | NB | 20 | 12 | 26.7 | | | | 26.7 |
| 550+69 | SB | 20 | 12 | 26.7 | | | | 26.7 |
| 566+53 | NB | 6 | 12 | 8.0 | 8.0 | | | |
| 567+59 | NB | 6 | 12 | 8.0 | 8.0 | | | |
| 567+59 | SB | 6 | 12 | 8.0 | 8.0 | | | |
| 598+21 | NB | 6 | 12 | 8.0 | 8.0 | | | |
| 598+21 | SB | 6 | 12 | 8.0 | 8.0 | | | |
| 600+85 | NB | 6 | 12 | 8.0 | 8.0 | | | |
| 600+85 | SB | 6 | 12 | 8.0 | 8.0 | | | |
| 608+77 | SB | 12 | 12 | 16.0 | | 16 | | |
| 609+83 | NB | 6 | 12 | 8.0 | 8.0 | | | |
| 614+05 | NB | 15 | 12 | 20.0 | | 20.0 | | |
| 615+11 | NB | 4 | 12 | 5.3 | 5.3 | | | |
| 615+11 | SB | 4 | 12 | 5.3 | 5.3 | | | |
| 619+33 | SB | 6 | 12 | 8.0 | 8.0 | | | |
| 620+39 | NB | 4 | 12 | 5.3 | 5.3 | | | |
| 629+89 | NB | 6 | 12 | 8.0 | 8.0 | | | |
| 629+89 | SB | 6 | 12 | 8.0 | 8.0 | | | |
| 632+53 | NB | 20 | 12 | 26.7 | | | | 26.7 |
| 632+53 | SB | 12 | 12 | 16.0 | | 16.0 | | |
| 634+11 | NB | 6 | 12 | 8.0 | 8.0 | | | |
| 677+41 | NB | 8 | 12 | 10.7 | 10.7 | | | |
| 677+41 | SB | 8 | 12 | 10.7 | 10.7 | | | |
| SUBTOTAL | | | | | 144.0 | 72.0 | 80.0 | |
| ANTICIPATED FAILURES (20%) | | | | | 28.8 | 14.4 | 16 | |
| TOTAL | | | | | 172.8 | 86.4 | 96.0 | |

| SIDEROAD & ENTRANCE SCHEDULE | | | | | | | | | | |
|------------------------------|-------|----------|-------|--------|---------|----------------------------------|--------------------------|----------------------------------|-------------------------------------------------|----------------------------------------------|
| LOCATION | | TYPE | SIZE | | | BITUMINOUS MATERIALS (TACK COAT) | INCIDENTAL HMA SURFACING | BITUMINOUS MATERIALS (TACK COAT) | LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 |
| STA. | RT/LT | | WIDTH | LENGTH | AREA | | ENTRANCES | | SIDEROADS | |
| | | | (FT) | (FT) | (SQ YD) | (POUND) | (TON) | (POUND) | (TON) | (TON) |
| IL 111 / IL 267 | | | | | | | | | | |
| 535+32 | RT | ENTRANCE | 3 | 50 | 16.7 | 7.5 | 2.1 | | | |
| 536+30 | RT | ENTRANCE | 3 | 42 | 14.0 | 6.3 | 1.8 | | | |
| 536+78 | RT | ENTRANCE | 3 | 36 | 12.0 | 5.4 | 1.5 | | | |
| 537+36 | RT | ENTRANCE | 3 | 42 | 14.0 | 6.3 | 1.8 | | | |
| 538+25 | RT | ENTRANCE | 3 | 28 | 9.3 | 4.2 | 1.2 | | | |
| 538+95 | RT | ENTRANCE | 3 | 20 | 6.7 | 3.0 | 0.8 | | | |
| 539+55 | RT | ENTRANCE | 3 | 20 | 6.7 | 3.0 | 0.8 | | | |
| 539+95 | RT | ENTRANCE | 3 | 22 | 7.3 | 3.3 | 0.9 | | | |
| 540+58 | RT | SIDEROAD | 3 | 60 | 20.0 | | | 14 | 0.84 | 1.68 |
| 541+64 | RT | ENTRANCE | 3 | 28 | 9.3 | 4.2 | 1.2 | | | |
| 542+84 | RT | ENTRANCE | 3 | 20 | 6.7 | 3.0 | 0.8 | | | |
| 543+43 | RT | ENTRANCE | 3 | 22 | 7.3 | 3.3 | 0.9 | | | |
| 543+90 | RT | ENTRANCE | 3 | 28 | 9.3 | 4.2 | 1.2 | | | |
| 546+00 | RT | ENTRANCE | 3 | 30 | 10.0 | 4.5 | 1.3 | | | |
| 548+35 | RT | ENTRANCE | 3 | 42 | 14.0 | 6.3 | 1.8 | | | |
| 548+85 | RT | ENTRANCE | 3 | 46 | 15.3 | 6.9 | 1.9 | | | |
| 553+50 | RT | ENTRANCE | 3 | 26 | 8.7 | 3.9 | 1.1 | | | |
| 557+55 | RT | ENTRANCE | 3 | 70 | 23.3 | 10.5 | 2.9 | | | |
| 566+60 | RT | SIDEROAD | 3 | 85 | 28.3 | | | 19 | 1.19 | 2.38 |
| 570+82 | LT | ENTRANCE | 3 | 40 | 13.3 | 6.0 | 1.7 | | | |
| 571+43 | RT | SIDEROAD | 3 | 50 | 16.7 | | | 11 | 0.70 | 1.40 |
| 584+80 | RT | ENTRANCE | 3 | 30 | 10.0 | 4.5 | 1.3 | | | |
| 586+50 | RT | ENTRANCE | 3 | 35 | 11.7 | 5.3 | 1.5 | | | |
| 600+70 | RT | SIDEROAD | 3 | 165 | 55.0 | | | 37 | 2.31 | 4.62 |
| 602+80 | RT | SIDEROAD | 3 | 60 | 20.0 | | | 14 | 0.84 | 1.68 |
| 605+10 | RT | ENTRANCE | 3 | 35 | 11.7 | 5.3 | 1.5 | | | |
| 608+90 | RT | SIDEROAD | 3 | 70 | 23.3 | | | 16 | 0.98 | 1.96 |
| 615+90 | RT | SIDEROAD | 3 | 45 | 15.0 | | | 10 | 0.63 | 1.26 |
| 618+32 | RT | ENTRANCE | 3 | 52 | 17.3 | 7.8 | 2.2 | | | |
| 619+30 | RT | ENTRANCE | 3 | 40 | 13.3 | 6.0 | 1.7 | | | |
| 623+80 | RT | SIDEROAD | 3 | 62 | 20.7 | | | 14 | 0.87 | 1.74 |
| 629+57 | RT | SIDEROAD | 3 | 40 | 13.3 | | | 9 | 0.56 | 1.12 |
| 630+85 | RT | ENTRANCE | 3 | 30 | 10.0 | 4.5 | 1.3 | | | |
| 635+80 | LT | SIDEROAD | 0 | 185 | 0.0 | | | | | |
| 677+75 | RT | SIDEROAD | 3 | 55 | 18.3 | | | 12 | 0.77 | 1.54 |
| 681+15 | RT | SIDEROAD | 3 | 65 | 21.7 | | | 15 | 0.91 | 1.82 |
| 685+75 | RT | SIDEROAD | 3 | 75 | 25.0 | | | 17 | 1.05 | 2.10 |
| TOTAL | | | | | | 125.1 | 35.0 | 187.2 | 11.6 | 23.3 |

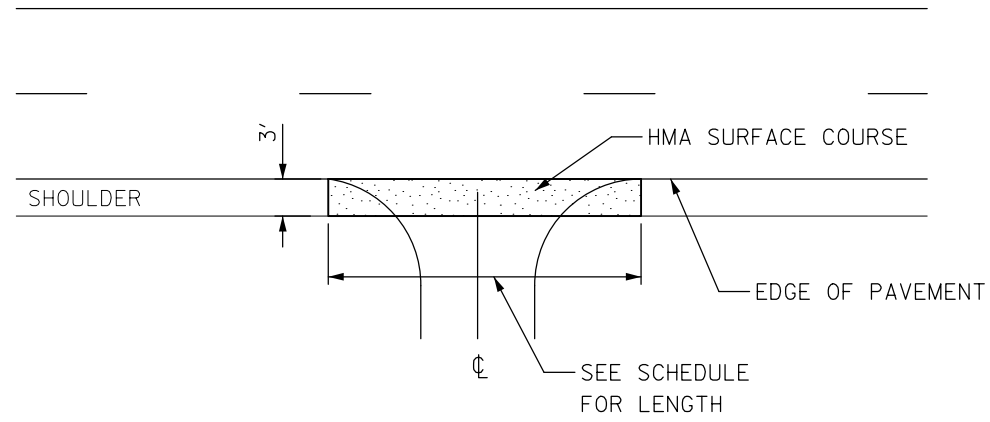
| TEMPORARY RAMP SCHEDULE | | | | | | | | |
|-------------------------|----------------|-----------------|------------|--------------|----------------|--------------|--------------|----------------|
| LOCATION | | TEMP RAMP 2.25" | | | TEMP RAMP 1.5" | | | TEMPORARY RAMP |
| STATION | DESCRIPTION | LENGTH (FT) | WIDTH (FT) | AREA (SY) | LENGTH (FT) | WIDTH (FT) | AREA (SY) | |
| IL 111 / IL 267 | | | | | | | | |
| 534+85 | BEGIN PROJECT | 7.5 | 24 | 20.0 | 5.0 | 24 | 13.3 | 33.3 |
| 540+58 | BELVEDERE CIR | 2.0 | 60 | 13.3 | 2.0 | 60 | 13.3 | 26.7 |
| 566+60 | DYLAN CT | 2.0 | 85 | 18.9 | 2.0 | 85 | 18.9 | 37.8 |
| 571+20 | E DUTCH LN | 2.0 | 50 | 11.1 | 2.0 | 50 | 11.1 | 22.2 |
| 600+70 | OAK REST RD | 2.0 | 165 | 36.7 | 2.0 | 165 | 36.7 | 73.3 |
| 602+80 | TOWNSHIP RD | 2.0 | 60 | 13.3 | 2.0 | 60 | 13.3 | 26.7 |
| 608+90 | TEAKWOOD DR | 2.0 | 70 | 15.6 | 2.0 | 70 | 15.6 | 31.1 |
| 615+90 | TOWNSHIP RD | 2.0 | 45 | 10.0 | 2.0 | 45 | 10.0 | 20.0 |
| 623+80 | RYAN CT | 2.0 | 62 | 13.8 | 2.0 | 62 | 13.8 | 27.6 |
| 629+57 | CRAIG LAKE RD | 2.0 | 40 | 8.9 | 2.0 | 40 | 8.9 | 17.8 |
| 635+80 | TERPENING RD | 2.0 | 185 | 41.1 | 2.0 | 185 | 41.1 | 82.2 |
| 644+90 | OMISSION LIMIT | 7.5 | 24 | 20.0 | 5.0 | 24 | 13.3 | 33.3 |
| 673+80 | OMISSION LIMIT | 7.5 | 24 | 20.0 | 5.0 | 24 | 13.3 | 33.3 |
| 677+75 | WOODGATE CT | 2.0 | 55 | 12.2 | 2.0 | 55 | 12.2 | 24.4 |
| 681+15 | TOWNSHIP RD | 2.0 | 65 | 14.4 | 2.0 | 65 | 14.4 | 28.9 |
| 685+75 | TOWNSHIP RD | 2.0 | 75 | 16.7 | 2.0 | 75 | 16.7 | 33.3 |
| 686+45 | END PROJECT | 7.5 | 24 | 20.0 | 5.0 | 24 | 13.3 | 33.3 |
| TOTAL | | | | 306.0 | | 279.3 | 585.3 | |

1. PROVIDE 2' TEMPORARY RAMP AT SIDEROADS.

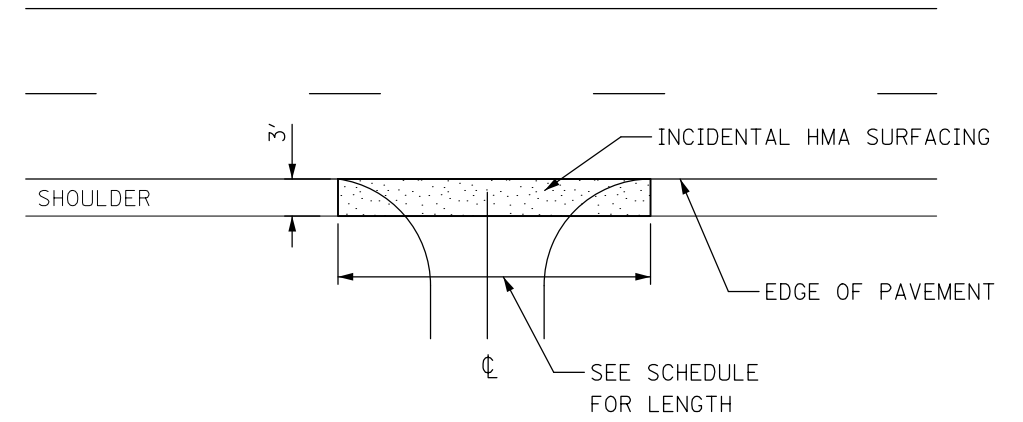
| RAISED REFLECTIVE PAVEMENT MARKERS | | | | | |
|------------------------------------|------------|----------------|-------------------------------------------|---------------|-----------------------------------|
| LOCATION | | LENGTH FOOT | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | | RAISED REFLECTIVE PAVEMENT MARKER |
| STATION | TO STATION | | TWO-WAY AMBER | TWO-WAY AMBER | |
| | | | EACH | EACH | |
| IL 111 / IL 267 | | | | | |
| 534+85 | TO | 644+90 | 11005 | 138 | 138 |
| 644+90 | TO | 673+80 | 2890 | | |
| 673+80 | TO | 686+45 | 1265 | 16 | 16 |
| TOTAL | | | | 154 | 154 |



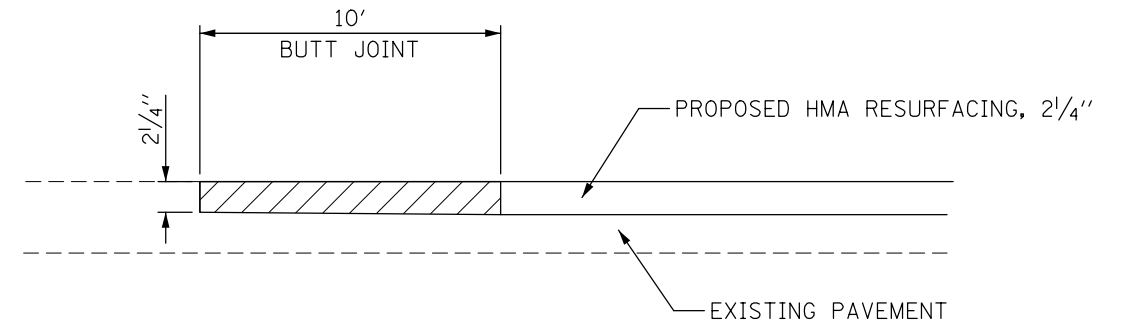
| | | | | | | | | | | | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------|-----------|-----------------------------------------------------------|---------------------------|-------|----|--------|----------------|---------|--------|-----------------|--------------|----|---|
| FILE NAME = | USER NAME = freimthd | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | LOCATION MAP | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | |
| pw:\IL084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 8\Projects\0876\KAWNDATA\EA0\Sheets\0876K35-sht-plan.dwg | | DRAWN | REVISED - | | SCALE: N.T.S. | SHEET | OF | SHEETS | STA. | TO STA. | 10 A | 129RS-4 | JERSEY | 10 | 9 |
| Default | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | CONTRACT NO. 76K35 | | | | | | | | | | |
| | PLOT DATE = 1/24/2018 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | | | |



SIDEROAD DETAIL
(PLAN VIEW)
NOT TO SCALE



ENTRANCE/DRIVEWAY DETAIL
(PLAN VIEW)
NOT TO SCALE



BUTT JOINT - HMA
(ELEVATION VIEW)
NOT TO SCALE

| | | | |
|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------|-----------|
| FILE NAME = | USER NAME = freimthpd | DESIGNED - | REVISED - |
| pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 8\Projects\0875\DRAWING\DATA\EA0\sheets\D876K35-sht-plan.dwg | | CHECKED - | REVISED - |
| Default | PLOT DATE = 1/24/2018 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 10 A | 129RS-4 | JERSEY | 10 | 10 |
| CONTRACT NO. 76K35 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |