FAS RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6, 18RS-12	PIKE	32	1
	ILLINOIS	CONTRACT NO. 72D77		

04-26-13 LETTING ITEM 072

INDEX OF SHEETS

STANDARDS

000001–06	701006–04
001006	701011–03
406201–01	701201–04
482001–02	701301–04
630001–10	701306–03
630301–06	701311–03
631011–09	701901–02
635006–03	780001–03
635011–02	781001–03

ADT 1200 (2011)
TRUCK 6.67%
SU 2.50%
MU 4.17%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

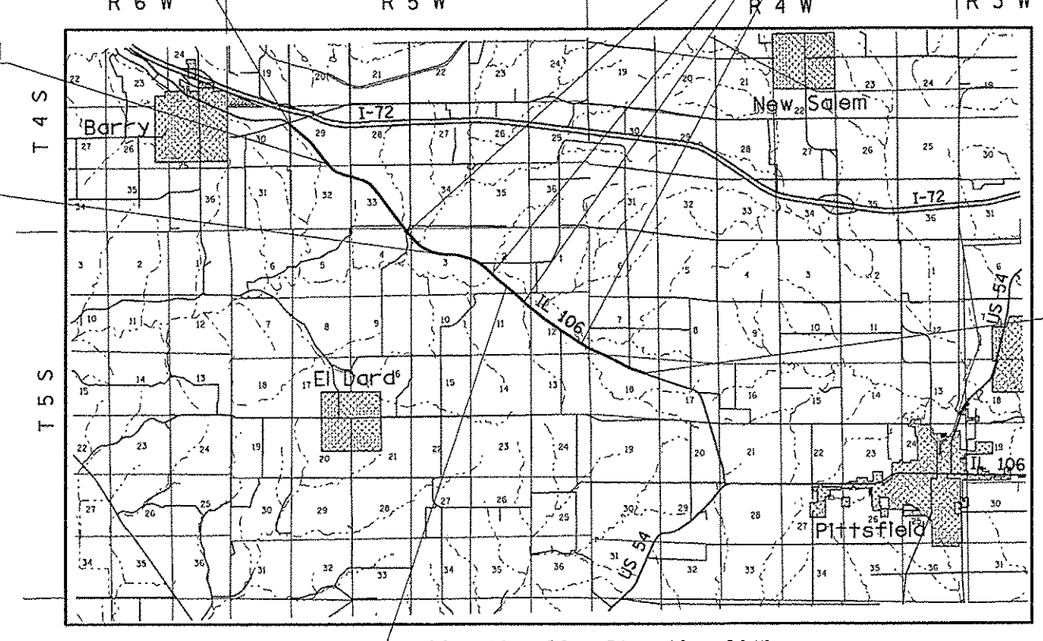
IL ROUTE 106 (FAS 2600)
SECTION 17 RS–6, 18 RS–12
PROJECT ACRS-2600(104)
3P RESURFACING
PIKE COUNTY
C–96–011–10

BRIDGE OMISSIONS
STA 382+24.24 – 384+04.12
STA 453+05.16 – 453+51.28
STA 489+95.07 – 492+05.00
STA 572+31.94 – 575+21.97

PROJECT ENDS
STA 731+28.89

STATION EQUATION
STA 683+91.51 BK
STA 685+35.81 AH

STATION EQUATION
STA 538+55.00 BK
STA 543+24.85 AH



STATION EQUATION
STA 474+08.35 BK
STA 474+16.92 AH

PROJECT BEGINS
STA 325+19.08

LOCATION MAP

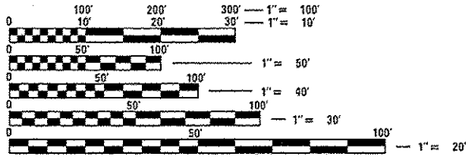
GROSS LENGTH = 39,987 FT. = 7.57 MILES
NET LENGTH = 39,261 FT. = 7.44 MILES

D–96–011–10

LOCATION OF SECTION INDICATED THUS:–

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Feb 6 20 13
Roy Z Dilkes
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 22 20 13
John D. Baranzelli P.E. /bz
acting ENGINEER OF DESIGN AND ENVIRONMENT
March 22 20 13
Omer Osman, P.E. /bz
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: JEFF MYERS (217) 782–4761
PROJECT MANAGER: KEITH DONOVAN (217) 557–6349

CONTRACT NO. 72D77

BLANK, WESSELINK, COOK & ASSOCIATES
ENGINEERS – CONSULTANTS
DECATUR, ILLINOIS

STATE OF ILLINOIS
CHARLES W. GUTHRIE, JR.
062-050644
LICENSED PROFESSIONAL ENGINEER

Charles W. Guthrie Jr.
CHARLES W. GUTHRIE, JR., P.E.
DATE February 5 20 13
EXPIRES NOVEMBER 30, 2013

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

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

HMA MATERIALS (PRIME COAT)	0.00038 TON/SQ. YD. (ON PAVEMENT)
AGGREGATE PRIME COAT	0.002 TON/SQ. YD.
HMA CONCRETE SURFACE, HMA LEVELING BINDER	0.056 TON/SQ. YD. PER 1"
AGGREGATE MATERIAL	2.05 TON/CU. YD.
RIPRAP	1.50 TON/CU. YD.

9. THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT, AND NO COMPENSATION WILL BE ALLOWED.
10. WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED AGENT OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
11. LIMITS OF CONSTRUCTION ALONG SIDE ROADS SHALL BE VERIFIED AND APPROVED BY THE ENGINEER BEFORE WORK BEGINS. LIMITS MAY BE ADJUSTED FROM PROPOSED PLAN LAYOUT IF ENGINEER DEEMS NECESSARY.
12. NO PASSING ZONES SHALL BE FIELD VERIFIED BY THE BUREAU OF OPERATIONS. THE RESIDENT ENGINEER SHALL NOTIFY THE BUREAU OF OPERATIONS AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PERMANENT PAVEMENT MARKINGS AT 217-785-5312.
13. ALL OF THE DISTURBED AREAS WITHIN THE RIGHT OF WAY NOT COVERED BY SURFACING MATERIAL SHALL BE SEEDED.
14. THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE FOR THE DURATION OF THIS PROJECT.
15. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER.
16. FURNISHED EXCAVATION QUANTITIES HAVE BEEN ESTIMATED FOR WORK REQUIRED TO REPAIR/EXTEND/REPLACE GUARDRAIL AND TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT. VARIATIONS MAY OCCUR FROM THE QUANTITIES SHOWN IN THE SCHEDULES. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
17. THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE ITEM "STONE DUMPED RIPRAP" AT THE LOCATIONS SHOWN ON THE PLANS. THIS WORK SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. VARIATIONS MAY OCCUR FROM THE QUANTITIES SHOWN IN THE SCHEDULES. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

MIXTURE REQUIREMENTS FOR ENTRANCES

LOCATION(S):	ENTRANCES/SHOULDERS
MIXTURE USE(S):	INCIDENTAL SURFACING/SHOULDER
P.G.:	64-22
DESIGN AIR VOIDS:	4.0% @ N50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5
FRICTION AGGREGATE:	"C"

MIXTURE REQUIREMENTS FOR SIDEROADS

LOCATION(S):	SIDEROADS
MIXTURE USE(S):	HMA SURFACE COURSE, 1 1/2" DEPTH
P.G.:	64-22
DESIGN AIR VOIDS:	4.0% @ N50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5
FRICTION AGGREGATE:	"C"

MIXTURE REQUIREMENTS FOR IL RTE. 106 MAINLINE

LOCATION(S):	IL RTE. 106 MAINLINE	IL RTE. 106 MAINLINE
MIXTURE USE(S):	HMA LEVELING BINDER, 3/4"	HMA SURFACE COURSE, 1 1/2" DEPTH
P.G.:	64-22	64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5	IL-9.5
FRICTION AGGREGATE:	N/A	"C"

COMMITMENTS

THERE ARE NO COMMITMENTS CALLED FOR IN THIS PROJECT

DISTRICT SIX

EXAMINED 1/31 20 13

Bill Bynum

OPERATIONS ENGINEER

EXAMINED JAN 29 20 13

PROJECT IMPLEMENTATION ENGINEER

EXAMINED Feb 1 20 13

PROGRAM DEVELOPMENT ENGINEER

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - CWG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MLO	REVISED -					2600	17RS-6 & 18RS-12	PIKE	32	2
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -							CONTRACT NO. 72077		
	PLOT DATE = #DATE#	DATE - 01-09-13	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.			ILLINOIS FED. AID PROJECT		

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PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY STP 80% FEDERAL 20% STATE RURAL TWO-LANE ROADWAY 0005
20400800	FURNISHED EXCAVATION	CU YD	240
25000200	SEEDING, CLASS 2	ACRE	0.25
25100630	EROSION CONTROL BLANKET	SQ YD	1130
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	483
35800100	PREPARATION OF BASE	SQ YD	1211
35800200	AGGREGATE BASE REPAIR	TON	20
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	37
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	86
40600300	AGGREGATE (PRIME COAT)	TON	334
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	4592
40600895	CONSTRUCTING TEST STRIP	EACH	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	751
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	82
40600990	TEMPORARY RAMP	SQ YD	234

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BLANK, WESSELINK, COOK & ASSOCIATES ENGINEERS - CONSULTANTS DECATUR, ILLINOIS

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		DRAWN - CGF	REVISED -
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	PLOT DATE = *DATE*	DATE - 01-09-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	3
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY STP 80% FEDERAL 20% STATE RURAL TWO-LANE ROADWAY 0005
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	9330
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	459
40800020	BITUMINOUS MATERIALS (PRIME COAT)	TON	3
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	86268
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	23841
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1985
48203100	HOT-MIX ASPHALT SHOULDERS	TON	162
63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	162.5
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3
63200310	GUARDRAIL REMOVAL	FOOT	62.5
63301990	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	EACH	2
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10
67100100	MOBILIZATION	L SUM	1

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BLANK, WESSELINK, COOK & ASSOCIATES
ENGINEERS - CONSULTANTS
DECATUR, ILLINOIS

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - CWG	REVISED -
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	PLOT DATE = #DATE#	DATE - 01-09-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	4
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY STP 80% FEDERAL 20% STATE RURAL TWO-LANE ROADWAY 0005
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	11,784
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1309
78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	127627
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	491
78200410	GUARDRAIL MARKERS, TYPE A	EACH	6
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	5
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	491
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1395
X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	37.5

BLANK, WESSELINK, COOK & ASSOCIATES
ENGINEERS - CONSULTANTS
DECATUR, ILLINOIS

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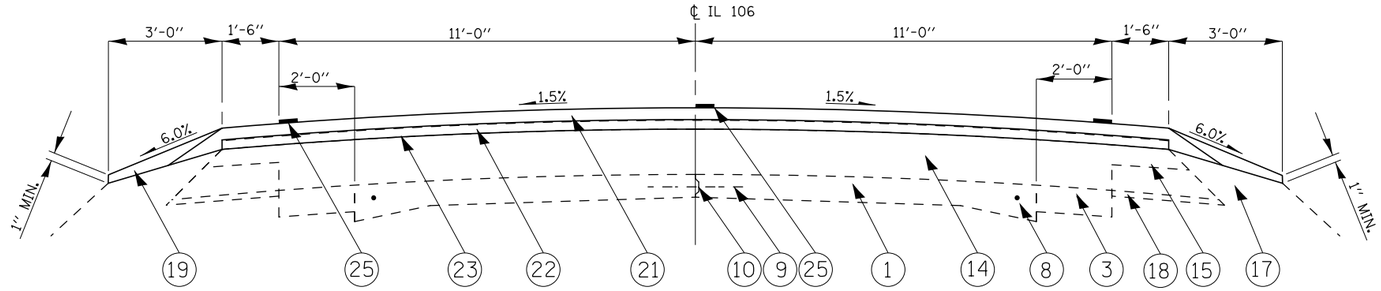
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

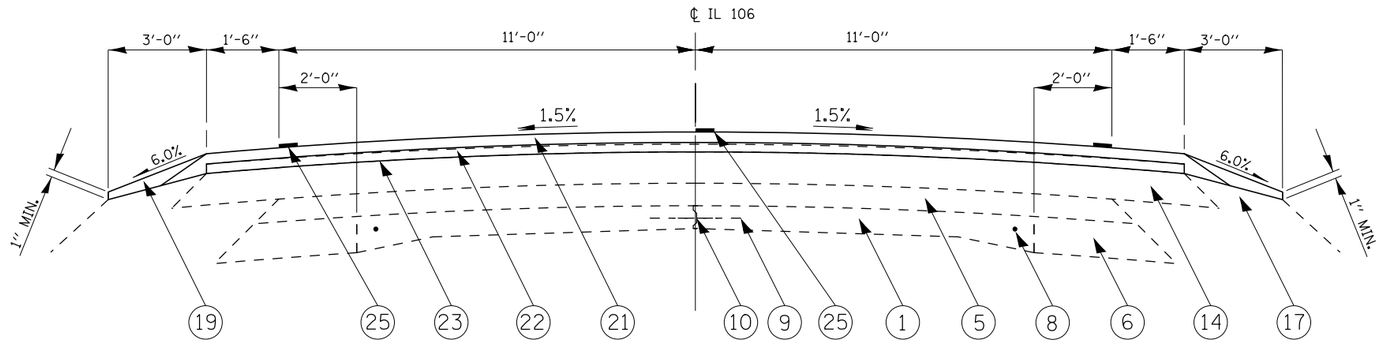
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	5
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL #1

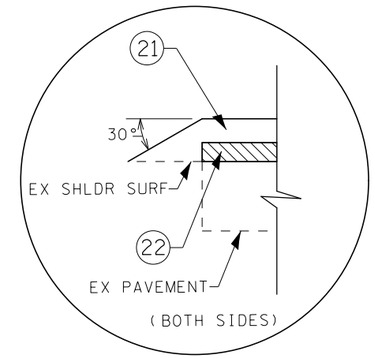
STA 325+19.08 TO STA 362+71.40
STA 375+21.40 TO STA 380+00.00
STA 397+60.32 TO STA 452+00.00
STA 454+50.00 TO STA 474+08.35
STATION EQUATION: STA 474+08.35 (BK) = STA 474+16.92 (AH)
STA 474+16.92 TO STA 487+55.39
STA 494+00.00 TO STA 538+55.00
STATION EQUATION: STA 538+55.00 (BK) = STA 543+24.85 (AH)
STA 543+24.85 TO STA 567+50.00
STA 577+00.00 TO STA 614+64.30
STA 685+75.02 TO STA 686+11.22
STA 686+11.22 TO STA 686+66.22 RT
STA 688+26.22 TO STA 688+87.22 RT
STA 688+87.22 TO STA 731+28.89

1 EXISTING P.C.C. PAVEMENT, 9"-6"-8 2/3"
2 EXISTING P.C.C. PAVEMENT, 9"
3 EXISTING P.C.C. WIDENING, 8"
4 EXISTING BITUMINOUS BASE COURSE WIDENING, 9"
5 EXISTING CRUSHED STONE, 6"
6 EXISTING CRUSHED STONE WIDENING, 9"
7 EXISTING SUBBASE GRANULAR MATERIAL, VAR. DEPTH
8 EXISTING 3/4" Ø SMOOTH BAR @ (CONTINUOUS)
9 EXISTING 1/2" Ø DEFORMED BAR @ 5' CENTERS
10 EXISTING LONGITUDINAL METAL JOINT
11 EXISTING CONCRETE GUTTER, TYPE A
12 EXISTING CONCRETE GUTTER, TYPE B
13 EXISTING CONCRETE GUTTER EXTENSION
14 EXISTING BITUMINOUS CONCRETE, 6" TO VARIABLE
15 EXISTING BITUMINOUS SHOULDERS, 6"
16 EXISTING BITUMINOUS SHOULDERS, 8"
17 EXISTING AGGREGATE AND EARTH SHOULDERS
18 EXISTING SHOULDER REMOVAL AND REPLACEMENT
19 PROPOSED AGGREGATE SHOULDER (TYPE B WEDGE)
20 PROPOSED HMA SHOULDERS
21 PROPOSED HMA SURFACE COURSE, MIX C - 1 1/2"
22 PROPOSED HMA LEVELING BINDER - 3/4"
23 PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH - 3/4" @ ℄)
24 PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH - 2 1/4" @ ℄)
25 PROPOSED PAINT PAVEMENT MARKING, 5"



TYPICAL #2

STA 362+71.40 TO STA 375+21.40
STA 386+00.00 TO STA 397+60.32
STA 614+64.30 TO STA 621+28.30



SAFETY EDGE AT EDGE OF EXIST PAVEMENT

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		DRAWN - MLO	REVISED -			2600	17RS-6 & 18RS-12	PIKE	32	6
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 72D77		
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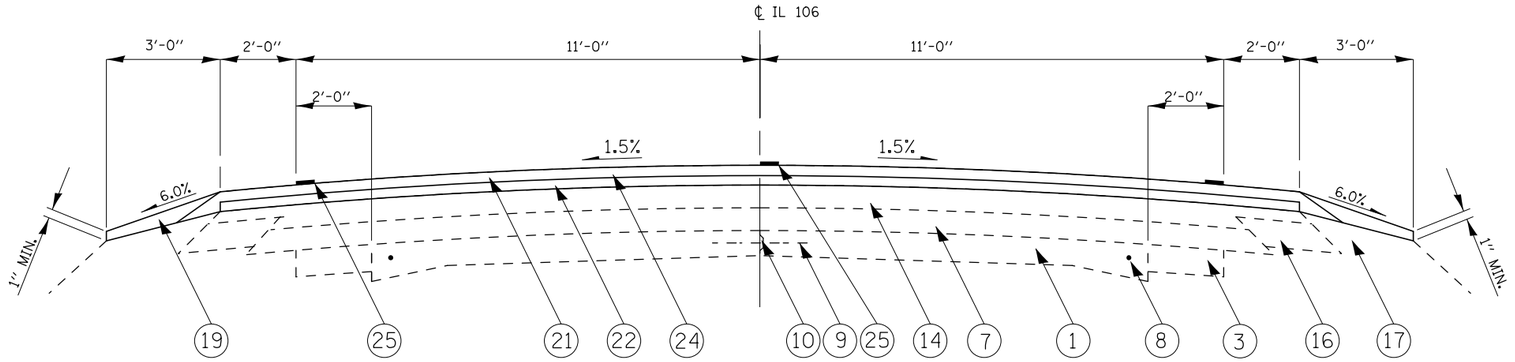
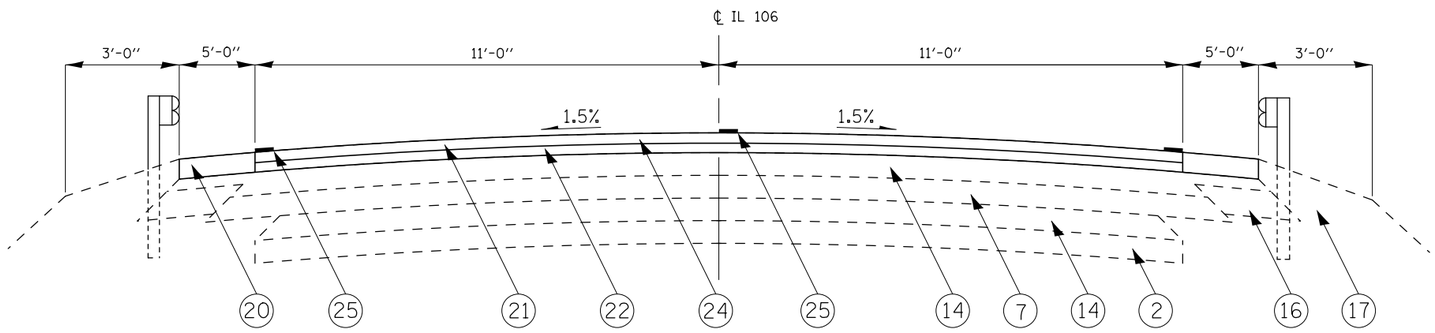


TYPICAL #3

STA 380+00.00 TO STA 380+71.40
STA 452+00.00 TO STA 453+05.16
STA 453+51.28 TO STA 454+50.00
STA 487+55.39 TO STA 488+00.00
STA 567+50.00 TO STA 570+00.00



TYPICAL #4

STA 380+71.40 TO STA 382+24.24
STA 384+04.12 TO STA 386+00.00
STA 488+00.00 TO STA 489+95.07
STA 492+05.00 TO STA 494+00.00
STA 570+00.00 TO STA 572+31.94
STA 575+21.97 TO STA 577+00.00

1 EXISTING P.C.C. PAVEMENT, 9"-6"-8 2/3"
2 EXISTING P.C.C. PAVEMENT, 9"
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8 EXISTING 3/4" Ø SMOOTH BAR @ (CONTINUOUS)
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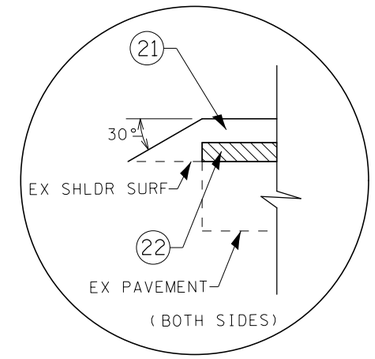

SAFETY EDGE AT EDGE OF EXIST PAVEMENT

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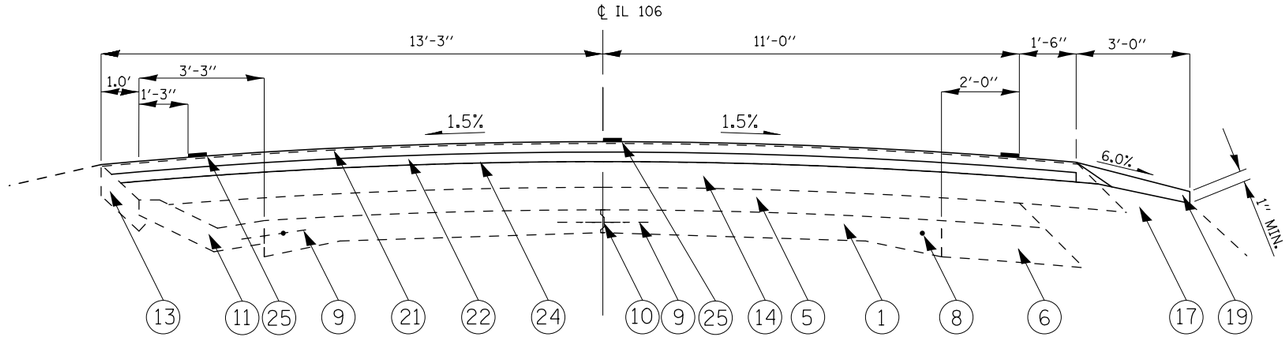
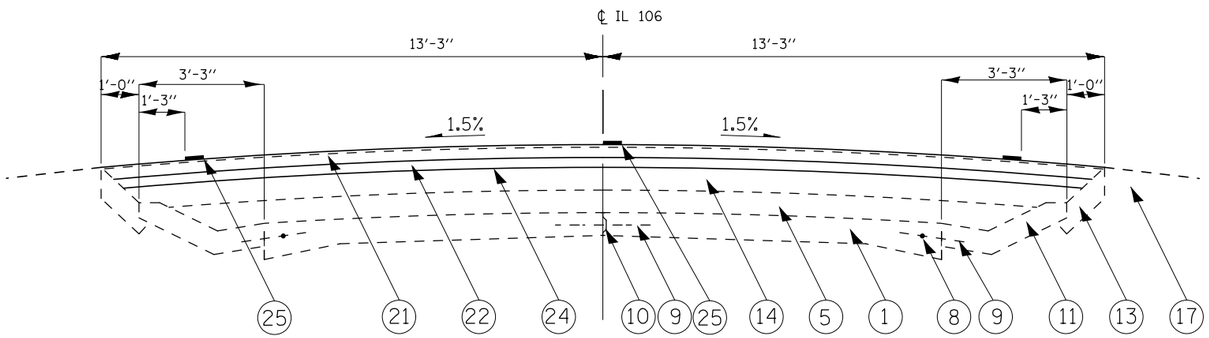
	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -		SCALE:	SHEET NO. 2 OF 5 SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	7
		CONTRACT NO. 72D77		
	ILLINOIS FED. AID PROJECT			



TYPICAL #5

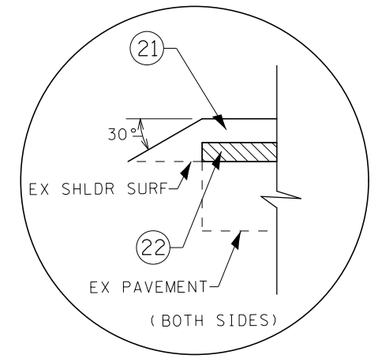
STA 621+28.30 TO STA 621+73.30



TYPICAL #6

STA 621+73.30 TO STA 656+16.92

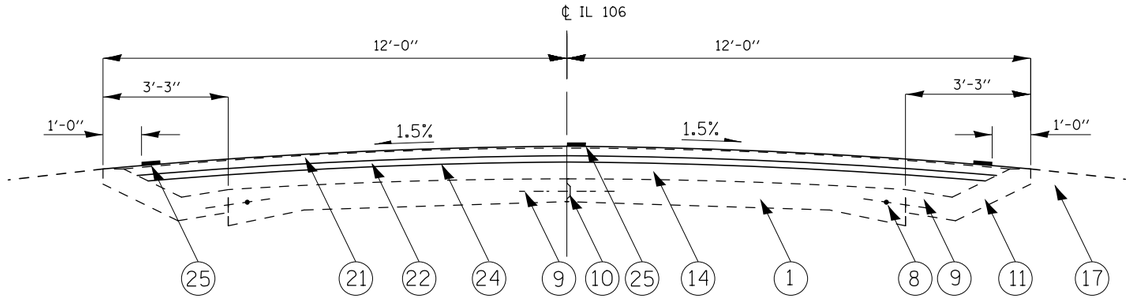
1 EXISTING P.C.C. PAVEMENT, 9"-6"-8 2/3"
2 EXISTING P.C.C. PAVEMENT, 9"
3 EXISTING P.C.C. WIDENING, 8"
4 EXISTING BITUMINOUS BASE COURSE WIDENING, 9"
5 EXISTING CRUSHED STONE, 6"
6 EXISTING CRUSHED STONE WIDENING, 9"
7 EXISTING SUBBASE GRANULAR MATERIAL, VAR. DEPTH
8 EXISTING 3/4" Ø SMOOTH BAR @ (CONTINUOUS)
9 EXISTING 1/2" Ø DEFORMED BAR @ 5' CENTERS
10 EXISTING LONGITUDINAL METAL JOINT
11 EXISTING CONCRETE GUTTER, TYPE A
12 EXISTING CONCRETE GUTTER, TYPE B
13 EXISTING CONCRETE GUTTER EXTENSION
14 EXISTING BITUMINOUS CONCRETE, 6" TO VARIABLE
15 EXISTING BITUMINOUS SHOULDERS, 6"
16 EXISTING BITUMINOUS SHOULDERS, 8"
17 EXISTING AGGREGATE AND EARTH SHOULDERS
18 EXISTING SHOULDER REMOVAL AND REPLACEMENT
19 PROPOSED AGGREGATE SHOULDER (TYPE B WEDGE)
20 PROPOSED HMA SHOULDERS
21 PROPOSED HMA SURFACE COURSE, MIX C - 1 1/2"
22 PROPOSED HMA LEVELING BINDER - 3/4"
23 PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH - 3/4" @ ℄)
24 PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH - 2 1/4" @ ℄)
25 PROPOSED PAINT PAVEMENT MARKING, 5"



SAFETY EDGE AT EDGE OF EXIST PAVEMENT

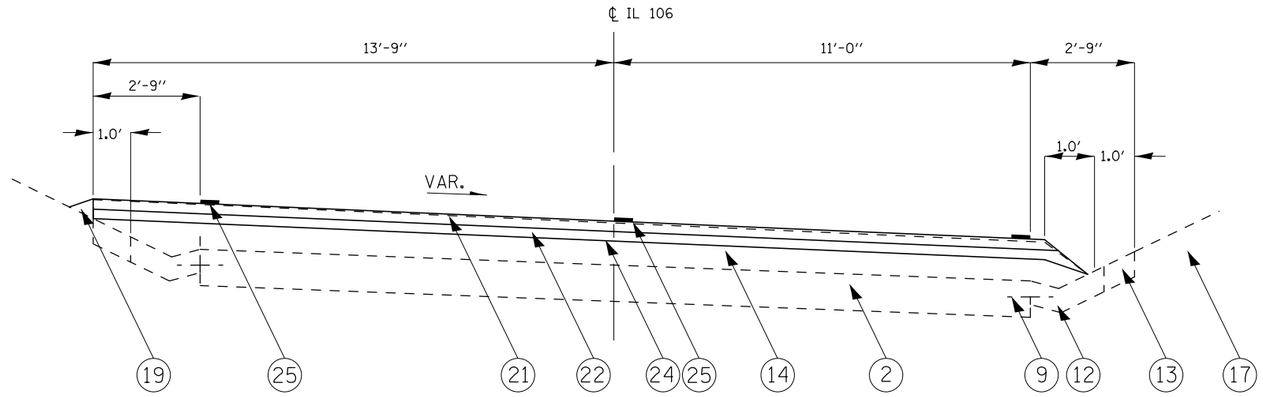
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CWG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS IL 106		
		DRAWN - MLO	REVISED -				
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -				
	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -		SCALE:	SHEET NO. 3 OF 5 SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	8
		CONTRACT NO. 72D77		
	ILLINOIS FED. AID PROJECT			



TYPICAL #7

STA 656+16.92 TO STA 662+86.92



TYPICAL #8

STA 662+86.92 TO STA 681+16.92
STA 681+16.92 TO STA 681+66.92

1 EXISTING P.C.C. PAVEMENT, 9"-6"-8 2/3"
2 EXISTING P.C.C. PAVEMENT, 9"
3 EXISTING P.C.C. WIDENING, 8"
4 EXISTING BITUMINOUS BASE COURSE WIDENING, 9"
5 EXISTING CRUSHED STONE, 6"
6 EXISTING CRUSHED STONE WIDENING, 9"
7 EXISTING SUBBASE GRANULAR MATERIAL, VAR. DEPTH
8 EXISTING 3/4" Ø SMOOTH BAR @ (CONTINUOUS)
9 EXISTING 1/2" Ø DEFORMED BAR @ 5' CENTERS
10 EXISTING LONGITUDINAL METAL JOINT
11 EXISTING CONCRETE GUTTER, TYPE A
12 EXISTING CONCRETE GUTTER, TYPE B
13 EXISTING CONCRETE GUTTER EXTENSION
14 EXISTING BITUMINOUS CONCRETE, 6" TO VARIABLE
15 EXISTING BITUMINOUS SHOULDERS, 6"
16 EXISTING BITUMINOUS SHOULDERS, 8"
17 EXISTING AGGREGATE AND EARTH SHOULDERS
18 EXISTING SHOULDER REMOVAL AND REPLACEMENT
19 PROPOSED AGGREGATE SHOULDER (TYPE B WEDGE)
20 PROPOSED HMA SHOULDERS
21 PROPOSED HMA SURFACE COURSE, MIX C - 1 1/2"
22 PROPOSED HMA LEVELING BINDER - 3/4"
23 PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH - 3/4" @ ℄)
24 PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH - 2 1/4" @ ℄)
25 PROPOSED PAINT PAVEMENT MARKING, 5"

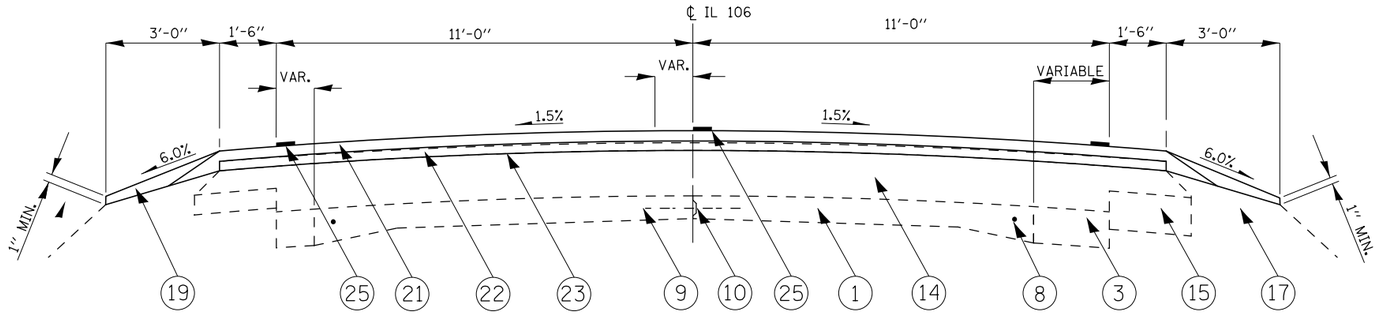
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CWG	REVISED -
		DRAWN - MLO	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL 106

SCALE: | SHEET NO. 4 OF 5 SHEETS | STA. | TO STA.

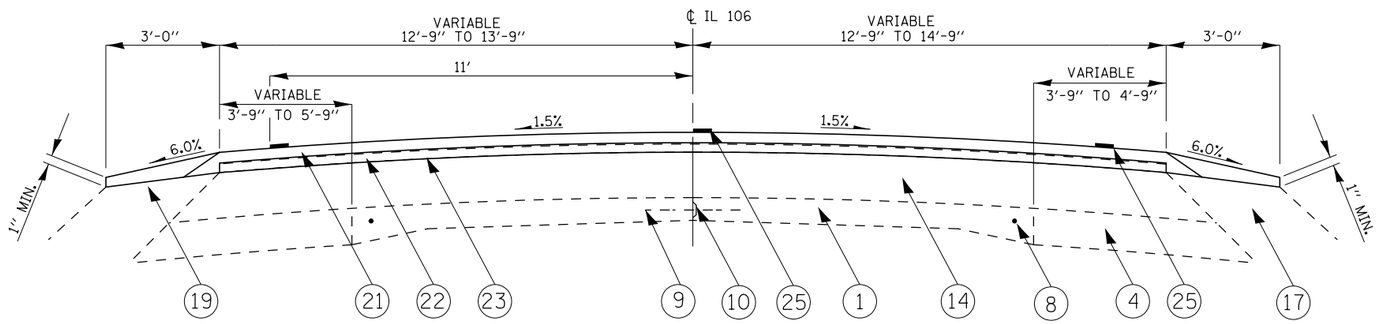
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	9
		CONTRACT NO. 72D77		
	ILLINOIS FED. AID PROJECT			



TYPICAL #9

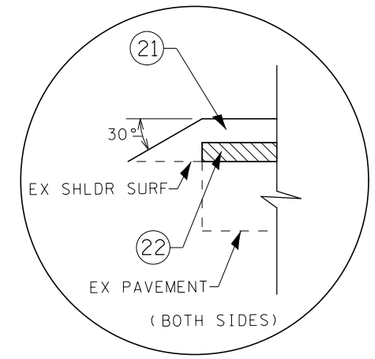
STA 681+66.92 TO STA 683+64.87
STA 683+64.87 TO STA 683+91.51
STATION EQUATION: STA 683+91.51 (BK) = STA 685+35.81 (AH)
STA 685+35.81 TO STA 685+75.02

1 EXISTING P.C.C. PAVEMENT, 9"-6"-8 2/3"
2 EXISTING P.C.C. PAVEMENT, 9"
3 EXISTING P.C.C. WIDENING, 8"
4 EXISTING BITUMINOUS BASE COURSE WIDENING, 9"
5 EXISTING CRUSHED STONE, 6"
6 EXISTING CRUSHED STONE WIDENING, 9"
7 EXISTING SUBBASE GRANULAR MATERIAL, VAR. DEPTH
8 EXISTING 3/4" Ø SMOOTH BAR @ (CONTINUOUS)
9 EXISTING 1/2" Ø DEFORMED BAR @ 5' CENTERS
10 EXISTING LONGITUDINAL METAL JOINT
11 EXISTING CONCRETE GUTTER, TYPE A
12 EXISTING CONCRETE GUTTER, TYPE B
13 EXISTING CONCRETE GUTTER EXTENSION
14 EXISTING BITUMINOUS CONCRETE, 6" TO VARIABLE
15 EXISTING BITUMINOUS SHOULDERS, 6"
16 EXISTING BITUMINOUS SHOULDERS, 8"
17 EXISTING AGGREGATE AND EARTH SHOULDERS
18 EXISTING SHOULDER REMOVAL AND REPLACEMENT
19 PROPOSED AGGREGATE SHOULDER (TYPE B WEDGE)
20 PROPOSED HMA SHOULDERS
21 PROPOSED HMA SURFACE COURSE, MIX C - 1 1/2"
22 PROPOSED HMA LEVELING BINDER - 3/4"
23 PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH - 3/4" @ ℄)
24 PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH - 2 1/4" @ ℄)
25 PROPOSED PAINT PAVEMENT MARKING, 5"



TYPICAL #10

STA 686+66.22 TO STA 688+26.22 RT
STA 686+11.22 TO STA 688+87.22 LT



SAFETY EDGE AT EDGE OF EXIST PAVEMENT

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CWG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS IL 106	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MLO	REVISED -			2600	17RS-6 & 18RS-12	PIKE	32	10
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 72D77		
	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -		SCALE:	SHEET NO. 5 OF 5 SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT

FURNISHED EXCAVATION

STATION TO	STATION	OFFSET	CU YD
437+12.58	437+62.58	RT	26
522+68.06	522+89.12	RT	26
530+54.20	531+04.20	LT	26
534+92.68	535+42.68	RT	26
649+37.61	652+00.11	RT	136
		TOTAL	240

SEEDING, CLASS 2

STATION TO	STATION	OFFSET	ACRE
437+12.58	437+62.58	RT	0.03
522+68.06	522+89.12	RT	0.03
530+54.20	531+04.20	LT	0.03
534+92.68	535+42.68	RT	0.03
649+37.61	652+00.11	RT	0.13
		TOTAL	0.23
		ROUNDED TOTAL	0.25

STONE DUMPED RIPRAP, CLASS A4

STATION TO	STATION	OFFSET	TON
358+09.29		LT	45
409+25.72		RT	11
529+84.99		LT	27
534+81.36		LT	36
552+35.70		LT	22
556+75.57		LT	45
557+36.62		RT	27
662+16.55		LT	7
708+05.89		LT	7
713+59.48		LT	23
581+55.00	584+35.00	RT	233
		TOTAL	483

EROSION CONTROL BLANKET

STATION TO	STATION	OFFSET	SQ YD
437+12.58	437+62.58	RT	122
522+68.06	522+89.12	RT	122
530+54.20	531+04.20	LT	122
534+92.68	535+42.68	RT	122
649+37.61	652+00.11	RT	642
		TOTAL	1130

PRIME COATS

LOCATION	STATION TO	STATION	OFFSET	BITUMINOUS MATERIALS (PRIME COAT) (TON)	AGGREGATE (PRIME COAT) (TON)
40603310 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50					
IL 106	325+19.08	731+28.89	LT&RT	43	168
40600625 LEVELING BINDER (MACHINE METHOD), N50					
IL 106	325+49.08	730+98.89	LT&RT	42	164
48203100 HOT-MIX ASPHALT SHOULDERS					
IL 106	380+71.40	577+00.00	LT&RT	1	2
			TOTAL	86	334

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

STATION TO	STATION	SQ YD
325+19.08	325+49.08	83
382+14.00	382+24.00	36
384+04.11	384+14.11	36
452+95.16	453+05.16	36
453+51.28	453+61.28	36
489+85.07	489+95.07	36
492+05.00	492+15.00	36
572+21.94	572+31.94	36
575+21.97	575+31.97	36
730+98.89	731+28.89	83
	TOTAL	454

NOTE: SEE ENTRANCE SCHEDULE FOR ADDITIONAL QUANTITY

TEMPORARY RAMP

STATION TO	STATION	SQ YD
325+19.08	325+24.08	14
382+16.74	382+24.24	27
384+04.12	384+11.62	27
452+97.66	453+05.16	22
453+51.28	453+58.78	22
489+87.57	489+95.07	27
492+05.00	492+12.50	27
572+24.44	572+31.94	27
575+21.97	575+29.47	27
731+23.89	731+28.89	14
	TOTAL	234

HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"

STATION TO	STATION	OFFSET	SQ YD
325+19.08	372+00.00	LT&RT	13003
372+00.00	379+50.00	LT&RT	2083
386+50.00	427+00.00	LT&RT	11250
427+00.00	451+50.00	LT&RT	6806
455+00.00	474+08.35	LT&RT	5301
474+16.92	483+00.00	LT&RT	2453
483+00.00	487+50.00	LT&RT	1250
494+50.00	537+00.00	LT&RT	11806
537+00.00	538+55.00	LT&RT	431
543+24.85	567+00.00	LT&RT	6598
577+50.00	598+00.00	LT&RT	5694
598+00.00	620+78.30	LT&RT	6329
682+16.92	683+91.51	LT&RT	485
685+35.81	686+11.22	LT&RT	209
686+11.22	686+66.22	RT	76
686+11.22	688+87.22	LT	378
686+66.22	688+26.22	RT	249
688+26.22	688+87.22	RT	85
688+87.22	712+00.00	LT&RT	6424
712+00.00	731+28.89	LT&RT	5358
		TOTAL	86,268

HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

STATION TO	STATION	OFFSET	SQ YD
380+00.00	380+71.40	LT&RT	206
380+71.40	382+24.24	LT&RT	543
384+04.12	386+00.00	LT&RT	696
452+00.00	453+05.16	LT&RT	304
453+51.28	454+50.00	LT&RT	285
488+00.00	489+95.07	LT&RT	694
492+05.00	494+00.00	LT&RT	693
567+50.00	570+00.00	LT&RT	722
570+00.00	572+31.94	LT&RT	825
575+21.97	577+00.00	LT&RT	633
621+28.30	621+73.30	LT&RT	129
621+73.30	654+00.00	LT&RT	9501
654+00.00	656+16.92	LT&RT	639
656+16.92	662+86.92	LT&RT	1712
662+86.92	681+16.92	LT&RT	5185
681+16.92	681+66.92	RT	65
681+16.92	681+66.92	LT	69
		SUBTOTAL	*22,901

*SEE ENTRANCE SCHEDULE FOR ADDITIONAL QUANTITY

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

STATION TO	STATION	OFFSET	SQ YD
379+50.00	380+00.00	LT&RT	139
386+00.00	386+50.00	LT&RT	139
451+50.00	452+00.00	LT&RT	139
454+50.00	455+00.00	LT&RT	139
487+50.00	488+00.00	LT&RT	144
494+00.00	494+50.00	LT&RT	139
567+00.00	567+50.00	LT&RT	139
577+00.00	577+50.00	LT&RT	139
620+78.30	621+28.30	LT&RT	139
681+66.92	682+16.92	LT&RT	139
		TOTAL	1,395

HOT-MIX ASPHALT SHOULDERS

STATION TO	STATION	OFFSET	TON
380+71.40	382+24.24	LT	11
380+71.40	382+24.24	RT	11
384+04.12	386+00.00	LT	14
384+04.12	386+00.00	RT	14
488+00.00	489+95.07	LT	14
488+00.00	489+95.07	RT	14
492+05.00	494+00.00	LT	14
492+05.00	494+00.00	RT	14
570+00.00	572+31.94	LT	16
570+00.00	572+31.94	RT	16
575+21.97	577+00.00	LT	12
575+21.97	577+00.00	RT	12
		TOTAL	162

HOT-MIX ASPHALT MAINLINE PAVEMENT

STATION TO	STATION	OFFSET	HMA SURFACE COURSE, MIX "C" N50, 1 1/2" (TON)	LEVELING BINDER (MACHINE METHOD) N50 (TON)
325+19.08	372+00.00	LT&RT	1114	
325+49.08	372+00.00	LT&RT		543
372+00.00	380+00.00	LT&RT	190	93
380+00.00	380+71.40	LT&RT	18	9
380+71.40	382+24.24	LT&RT	31	16
384+04.12	386+00.00	LT&RT	40	20
386+00.00	427+00.00	LT&RT	976	478
427+00.00	452+00.00	LT&RT	595	292
452+00.00	453+05.16	LT&RT	26	13
453+51.28	454+50.00	LT&RT	24	12
454+50.00	474+08.35	LT&RT	466	228
474+16.92	483+00.00	LT&RT	210	103
483+00.00	487+55.39	LT&RT	108	53
487+55.39	488+00.00	LT&RT	11	5
488+00.00	489+95.07	LT&RT	40	20
492+05.00	494+00.00	LT&RT	40	20
494+00.00	537+00.00	LT&RT	1023	502
537+00.00	538+55.00	LT&RT	37	18
543+24.85	567+50.00	LT&RT	577	283
567+50.00	570+00.00	LT&RT	62	30
570+00.00	572+31.94	LT&RT	48	24
575+21.97	577+00.00	LT&RT	37	18
577+00.00	598+00.00	LT&RT	500	245
598+00.00	621+28.30	LT&RT	554	272
621+28.30	621+73.30	LT&RT	11	5
621+73.30	654+00.00	LT&RT	798	399
654+00.00	656+16.92	LT&RT	54	27
656+16.92	662+86.92	LT&RT	144	72
662+86.92	681+16.92	LT&RT	436	226
681+16.92	681+66.92	RT	5	3
681+16.92	681+66.92	LT	6	3
681+66.92	683+91.51	LT&RT	53	26
685+35.81	686+11.22	LT&RT	18	9
686+11.22	686+66.22	RT	7	3
686+11.22	688+87.22	LT	32	16
686+66.22	688+26.22	RT	21	10
688+26.22	688+87.22	RT	7	4
688+87.22	712+00.00	LT&RT	550	270
712+00.00	730+98.89	LT&RT		222
712+00.00	731+28.89	LT&RT	459	
		TOTAL	9330	4592

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CWG	REVISED -
		DRAWN - CGF	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - CWG	REVISED -
	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	11
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

AGGREGATE WEDGE SHOULDER, TYPE B

STATION TO	STATION	OFFSET	TON
325+19.08	372+00.00	LT	144
325+19.08	372+00.00	RT	144
372+00.00	380+71.40	LT	27
372+00.00	380+71.40	RT	27
386+00.00	427+00.00	LT	126
386+00.00	427+00.00	RT	126
427+00.00	453+05.16	LT	80
427+00.00	453+05.16	RT	80
453+51.28	474+08.35	LT	63
453+51.28	474+08.35	RT	63
474+16.92	483+00.00	LT	27
474+16.92	483+00.00	RT	27
483+00.00	488+00.00	LT	15
483+00.00	488+00.00	RT	15
494+00.00	537+00.00	LT	133
494+00.00	537+00.00	RT	133
537+00.00	538+55.00	LT	5
537+00.00	538+55.00	RT	5
543+24.85	570+00.00	LT	83
543+24.85	570+00.00	RT	83
577+00.00	598+00.00	LT	65
577+00.00	598+00.00	RT	65
598+00.00	621+28.30	LT	72
598+00.00	621+73.30	RT	73
662+86.92	681+16.92	LT	7
681+16.92	681+66.92	LT	1
681+66.92	683+91.51	LT	7
681+66.92	683+91.51	RT	7
685+35.81	686+11.22	LT	2
685+35.81	686+11.22	RT	2
686+11.22	688+87.22	LT	9
686+11.22	688+87.22	RT	9
688+87.22	712+00.00	LT	71
688+87.22	712+00.00	RT	71
712+00.00	731+28.89	LT	59
712+00.00	731+28.89	RT	59
		TOTAL	1985

SHORT TERM PAVEMENT MARKING

STATION TO	STATION	YELLOW SKIPDASH (FOOT)
325+19.08	372+00.00	468
372+00.00	382+24.24	102
384+04.12	427+00.00	430
427+00.00	453+05.16	261
453+51.28	474+08.35	206
474+16.92	483+00.00	88
483+00.00	489+95.07	70
492+05.00	537+00.00	450
537+00.00	538+55.00	16
543+24.85	572+31.94	291
575+21.97	598+00.00	228
598+00.00	654+00.00	560
654+00.00	683+91.51	299
685+35.81	712+00.00	266
712+00.00	731+28.89	193
	SUB-TOTAL	3928
	3 APPLICATIONS TOTAL	11784

WORK ZONE PAVEMENT MARKING REMOVAL

STATION TO	STATION	SQ FT
325+19.08	372+00.00	156
372+00.00	382+24.24	34
384+04.12	427+00.00	143
427+00.00	453+05.16	87
453+51.28	474+08.35	69
474+16.92	483+00.00	29
483+00.00	489+95.07	23
492+05.00	537+00.00	150
537+00.00	538+55.00	5
543+24.85	572+31.94	97
575+21.97	598+00.00	76
598+00.00	654+00.00	187
654+00.00	683+91.51	100
685+35.81	712+00.00	89
712+00.00	731+28.89	64
	TOTAL	1309

RAISED REFLECTIVE PAVEMENT MARKER

STATION TO	STATION	EACH
325+19.08	372+00.00	59
372+00.00	382+24.24	13
384+04.12	427+00.00	54
427+00.00	453+05.16	33
453+51.28	474+08.35	26
474+16.92	483+00.00	11
483+00.00	489+95.07	9
492+05.00	537+00.00	56
537+00.00	538+55.00	2
543+24.85	572+31.94	36
575+21.97	598+00.00	28
598+00.00	654+00.00	70
654+00.00	683+91.51	37
685+35.81	712+00.00	33
712+00.00	731+28.89	24
	TOTAL	491

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

STATION TO	STATION	EACH
325+19.08	372+00.00	59
372+00.00	382+24.24	13
384+04.12	427+00.00	54
427+00.00	453+05.16	33
453+51.28	474+08.35	26
474+16.92	483+00.00	11
483+00.00	489+95.07	9
492+05.00	537+00.00	56
537+00.00	538+55.00	2
543+24.85	572+31.94	36
575+21.97	598+00.00	28
598+00.00	654+00.00	70
654+00.00	683+91.51	37
685+35.81	712+00.00	33
712+00.00	731+28.89	24
	TOTAL	491

STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS

STATION TO	STATION	OFFSET	FOOT
649+87.61	651+50.11	RT	162.5

TRAFFIC BARRIER TERMINAL, TYPE 2

STATION TO	STATION	OFFSET	EACH
522+89.12	522+89.12	RT	1

PAINT PAVEMENT MARKING - LINE 5"

STATION TO	STATION	WHITE SOLID (FOOT)	YELLOW SKIPDASH (FOOT)	YELLOW SOLID LT (FOOT)	YELLOW SOLID RT (FOOT)
325+19.08	342+00.17	3362		1681	1681
342+00.17	351+61.74	1924	240	962	
351+61.74	358+14.87	1306	163		
358+14.87	369+99.91	2370	296		1185
369+99.91	372+00.00	400	50		200
372+00.00	378+01.17	1202	150		
378+01.17	380+02.59	402	50	201	201
380+02.59	382+24.24	444	55		222
384+04.12	393+82.34	1956	245	978	978
393+82.34	402+05.23	1646	206	823	
402+05.23	407+90.85	1172	146		
407+90.85	415+10.63	1440	180		720
415+10.63	426+05.60	2190	274	1095	1095
426+05.60	427+00.00	188	24	94	
427+00.00	438+06.18	2212	277	1106	
438+06.18	453+05.16	2998	375		
453+51.28	474+08.35	4114	514		
474+16.92	483+00.00	1766	221		
483+00.00	489+95.07	1390	174		
492+05.00	493+01.73	194	24		
493+01.73	504+26.00	2248	281		1124
504+26.00	515+98.44	2344	293	1172	1172
515+98.44	519+04.11	612	76	306	
519+04.11	531+30.05	2452	306		
531+30.05	536+03.69	948	118		474
536+03.69	537+00.00	192	24	96	96
537+00.00	538+55.00	310	39	155	155
543+24.85	572+31.94	5814	727	2907	2907
575+21.97	576+07.50	172	21	86	86
576+07.50	582+07.57	1200	150	600	
582+07.57	598+00.00	3184	398		
598+00.00	627+01.78	5804	725		
627+01.78	634+09.53	1416	177		708
634+09.53	646+97.42	2576	322	1288	1288
646+97.42	654+00.00	1406	176	703	
654+00.00	658+94.23	988	124	494	
658+94.23	668+99.00	2010	251		1005
668+99.00	683+91.51	2986	373	1493	1493
685+35.81	703+03.20	3534	442	1767	1767
703+03.20	712+00.00	1794	224	897	
712+00.00	718+02.43	1204	151	602	
718+02.43	727+03.18	1802	225		901
727+03.18	731+28.89	852		426	426
	SUB-TOTAL	31092	9287	19932	19884
	TOTAL	127627			

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

STATION TO	STATION	OFFSET	EACH
437+12.58	437+62.58	RT	1
649+37.61	649+87.61	RT	1
651+50.11	652+00.11	RT	1
		TOTAL	3

GUARDRAIL REMOVAL

STATION TO	STATION	OFFSET	FOOT
437+12.58	437+62.58	RT	50
522+68.06	522+80.56	RT	12.5
		TOTAL	62.5

REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1

STATION TO	STATION	OFFSET	EACH
530+54.38	531+04.38	LT	1
534+92.68	535+42.68	RT	1
		TOTAL	2

GUARDRAIL MARKERS

LOCATION	STATION	OFFSET	(EACH)
IL 106			
(begin stationing)	435+97.42	RT	
	436+77.42	RT	
	437+57.42	RT	1
(end stationing)	437+62.58	RT	
IL 106			
(begin stationing)	521+91.37	RT	
	522+71.37	RT	1
(end stationing)	522+89.12	RT	
IL 106			
(begin stationing)	534+38.16	RT	
	535+18.16	RT	1
(end stationing)	535+42.68	RT	
IL 106			
(begin stationing)	649+37.61	RT	
	650+17.61	RT	1
	650+97.61	RT	1
	651+77.61	RT	1
(end stationing)	652+00.11	RT	
		TOTAL	6

TERMINAL MARKER - DIRECT APPLIED

STATION	OFFSET	EACH
437+62.58	RT	1
531+04.38	LT	1
535+42.68	RT	1
647+37.61	RT	1
652+00.11	RT	1
	TOTAL	5

STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)

STATION TO	STATION	OFFSET	FOOT
522+68.06	522+89.12	RT	37.5

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - CWG	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SCHEDULE OF QUANTITIES**
		DRAWN - CGF	REVISED -		
	PLOT SCALE = *SCALE*	CHECKED - CWG	REVISED -		SCALE: / SHEET NO. 2 OF 2 SHEETS / STA. / TO STA.
	PLOT DATE = *DATE*	DATE - 01-09-13	REVISED -		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	12
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	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/ HMA SHLD TO LIMITS OF IMPROVEMENT)	PR HMA CONC. THICKNESS	HMA SURF. REM. 2 1/4"	HMA SURF. REM. - BUTT JOINT	P.C.C. SURF. REM. - BUTT JOINT	PREP OF BASE	AGG. BASE REPAIR	INCIDENTAL HMA SURF.	AGGREGATE SURFACE COURSE TY - B	BITUMINOUS (PRIME COAT)
(LT / RT) (STA) (+)	(FE / PE / CE / MB) (RURAL / URBAN)	(EARTH / AGG. / HMA / P.C.C.)	FOOT	FOOT	FOOT	FOOT	INCH	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	TON	TON	TON	TON
LT STA. 326+60.92	FE	AGG	24			3									
LT STA. 340+63.32	PE	HMA APRON/AGG	17.6			16	3.5	17			37	*	7	1.5	0.09
RT STA. 340+70.53	SIDEROAD	HMA	55.5			10	VAR.		77				11		0.03
LT STA. 373+09.15	FE	HMA APRON/AGG	24			16	3.5	83			43	*	8	1.8	0.10
LT STA. 376+85.42	FE	HMA APRON/AGG	24			16	3.5	60			43	*	8	1.8	0.10
LT STA. 396+44.68	FE	AGG	21.8			3									
RT STA. 396+78.98	FE	AGG	22.7			3									
LT STA. 408+29.40	PE	HMA APRON	30			8	VAR.		33				5		0.01
RT STA. 408+44.79	PE	AGG	16			16	3.5				36	*	7	1.4	0.08
LT STA. 411+80.90	SIDEROAD	HMA APRON/AGG	25.4			16	8	48			53	*	24	1.2	0.14
RT STA. 412+72.00	PE/MB	AGG	24		24	16	3.5				60	*	12	1.8	0.14
LT STA. 422+27.23	FE	AGG	18.1			3									
RT STA. 423+50.59	MB	HMA	20			7.7	3.5	42			36	*	7		0.08
RT STA. 426+04.44	PE	HMA APRON/AGG	16.2			16	3.5	30			36	*	7	1.4	0.08
LT STA. 442+98.66	PE/MB	HMA APRON/AGG	16	20		16	3.5	35			56	*	11	1.4	0.13
RT STA. 437+75.58	FE	AGG	24			3									
RT STA. 449+71.72	FE	AGG	24			3									
LT STA. 456+08.90	PE/MB	HMA APRON/AGG	24	37.9		16	3.5	86			75	*	15	1.8	0.18
RT STA. 456+40.33	FE	AGG	18.4			3									
LT STA. 458+06.64	CE	CONC	58.4			8	VAR.		20	45			9		0.02
LT STA. 464+46.92	FE	AGG	22			3									
RT STA. 464+49.71	FE	AGG	16			3									
LT STA. 465+28.98	SIDEROAD	HMA APRON/AGG	63.8			16	8	112			95	*	43	2.7	0.26
LT STA. 480+39.74	FE	AGG	16			3									
RT STA. 480+88.87	FE	AGG	16			3									
LT STA. 496+15.05	FE	AGG	24			3									
RT STA. 504+22.18	SIDEROAD	HMA APRON/AGG	41.5			16	8	77			71	*	32	1.8	0.19
LT STA. 504+58.83	FE	AGG	16			3									
RT STA. 514+52.53	SIDEROAD	HMA APRON/AGG	21.4			16	8	37			48	*	22	1.0	0.13
RT STA. 515+17.15	PE	HMA	21.5			8	VAR.		27				4		0.01
RT STA. 516+38.74	PE	AGG	130			8								2.8	
LT STA. 528+42.84	FE	AGG	20.9			3									
RT STA. 523+03.34	FE	AGG	24			3									
RT STA. 531+11.81	FE	AGG	16			3									
LT STA. 533+22.32	FE	AGG	17.1			3									
RT STA. 533+44.42	FE	AGG	24			3									
RT STA. 534+27.73	FE	AGG	16.9			3									
LT STA. 544+58.34	FE	AGG	16.7			3									
LT STA. 553+00.62	FE	AGG	23.4			3									
RT STA. 557+29.50	FE	AGG	22.8			3									
LT STA. 562+45.24	FE	AGG	16			3									
LT STA. 569+32.65	FE	AGG	24			3									
RT STA. 570+34.16	FE	AGG	23.8			3									
LT STA. 580+25.17	SIDEROAD	HMA APRON/AGG	27.4			16	8	54			55	*	25	1.3	0.15
RT STA. 581+01.88	SIDEROAD	AGG	57.6			16	8				88	*	40	2.4	0.24
LT STA. 590+65.24	SIDEROAD	HMA APRON/AGG	26.5			16	8	50			54	*	24	1.2	0.15
LT STA. 600+76.32	FE	AGG	16			3									
SUBTOTAL =								731	157	45	886		321	27.3	2.31

*TOTAL AGGREGATE BASE REPAIR - ASSUMED TO BE 10% OF THE AREA FOR PREPARATION OF BASE

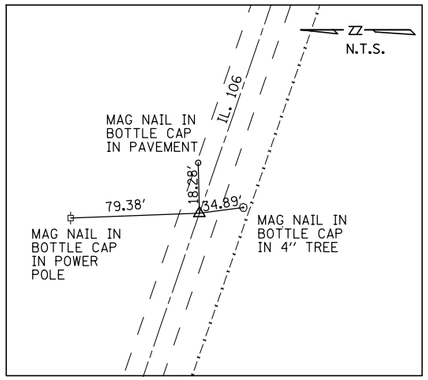
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CWG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE SCHEDULE
ENT PPP.DGN		DRAWN - CGF	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - CWG	REVISED -		SCALE: / SHEET NO. 1 OF 2 SHEETS / STA. / TO STA.
	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	13
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

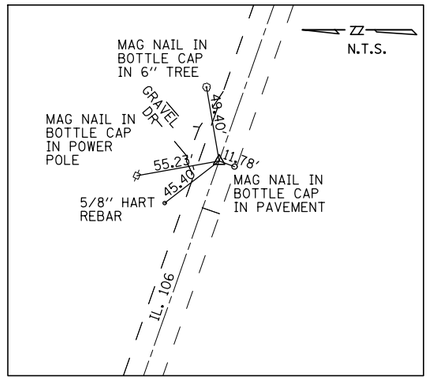
ENTRANCE IMPROVEMENT SCHEDULE FOR RURAL / URBAN "PPP" PROJECTS																
LOCATION	TYPE OF ENTRANCE	EX MATERIAL TYPE	WIDTH	RT OFFSET	LT OFFSET	LENGTH (FROM EDGE OF PVT/ HMA SHLD TO LIMITS OF IMPROVEMENT)	PR INCIDENTAL HMA SURFACING THICKNESS	HMA SURF. REM. 2 1/4"	HMA SURF. REM. - BUTT JOINT	P.C.C. SURF. REM. - BUTT JOINT	PREP OF BASE	AGG. BASE REPAIR	INCIDENTAL HMA SURF.	AGGREGATE SURFACE COURSE TY - B	BITUMINOUS (PRIME COAT)
(LT / RT) (STA) (+)	(FE / PE / CE / MB) (RURAL / URBAN)	(EARTH / AGG. / HMA / P.C.C.)	FOOT	FOOT	FOOT	FOOT	INCH	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	TON	TON	TON	TON
RT STA. 600+83.15	FE	AGG	23.8			3									
RT STA. 621+65.00	FE	AGG	16			3									
RT STA. 627+96.56	FE	AGG	16			3									
RT STA. 642+47.02	PE	AGG	23.5			16	3.5				42	*	8	1.8	0.10
LT STA. 655+95.30	SIDEROAD	HMA APRON/AGG	21.8			16	8	47			49	*	22	1.1	0.13
RT STA. 655+95.30	SIDEROAD	HMA APRON/AGG	14.3			16	8	26			40	*	18	0.8	0.11
LT STA. 663+81.23	FE	AGG	210.8			3									
LT STA. 672+79.01	PE	HMA APRON/AGG	16			16	3.5	40			36	*	7	1.4	0.08
RT STA. 672+87.37	PE	HMA APRON/AGG	17.5			16	3.5	18			37	*	7	1.5	0.09
LT STA. 682+84.90	PE	HMA APRON/AGG	81.4			10	VAR.		102				15		0.04
RT STA. 683+54.37	PE/MB	CONC	36.8		22.4	8	VAR.			37	18	*	8		0.02
RT STA. 689+90.67	FE	AGG	41.5			3								1.0	
LT STA. 692+59.97	FE	AGG	15.6			3									
LT STA. 710+31.58	PE	HMA	16			8	VAR.		18				3		0.01
RT STA. 710+43.87	PE	HMA	19.3			8	VAR.		20				4		0.01
LT STA. 730+13.16	SIDEROAD	HMA APRON/AGG	30.2			16	8	59			58	*	26	1.4	0.16
RT STA. 730+51.47	SIDEROAD	HMA APRON/AGG	18.4			16	8	19			45	*	20	0.9	0.12
SUBTOTAL =								209	140	37	325	*	138	9.9	0.87
TOTAL =								940	297	82	1211	20	459	37.2	3.2

*TOTAL AGGREGATE BASE REPAIR - ASSUMED TO BE 10% OF THE AREA FOR PREPARATION OF BASE

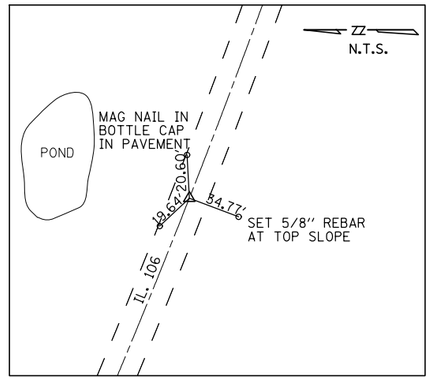
FILE NAME = $FILEL$ ENT PPP.DGN	USER NAME = $USER$	DESIGNED - JCN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE SCHEDULE			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - CAD	REVISED -					2600	17RS-6 & 18RS-12	PIKE	32 / 14
	PLOT SCALE = $SCALE$	CHECKED - JCN	REVISED -							CONTRACT NO. 72D77	
	PLOT DATE = $DATE$	DATE - 2/23/99	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



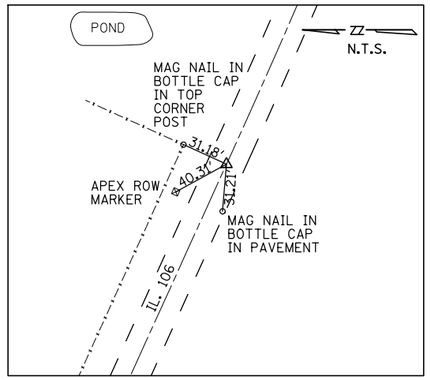
P.O.T. STA. 315+00.00



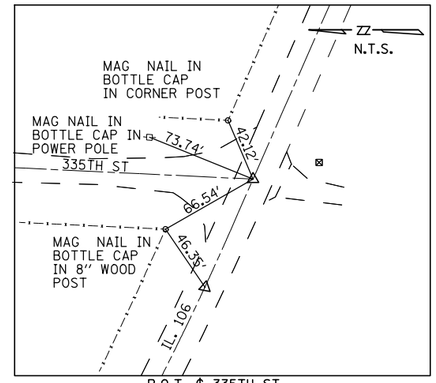
P.O.T. STA. 325+00.00



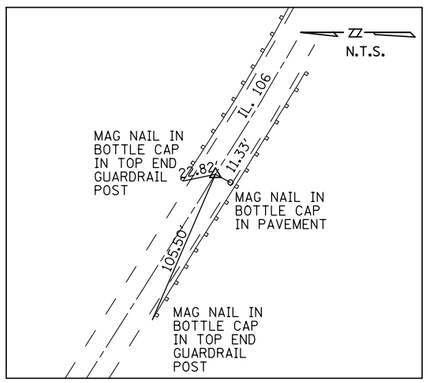
P.C. STA. 330+09.76



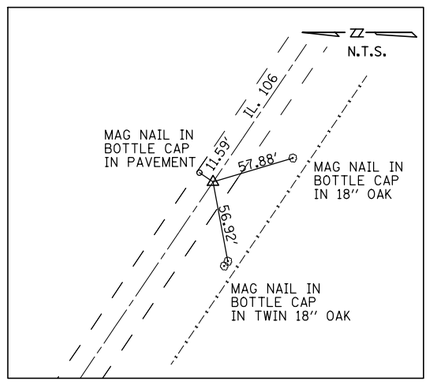
P.T. STA. 334+83.09



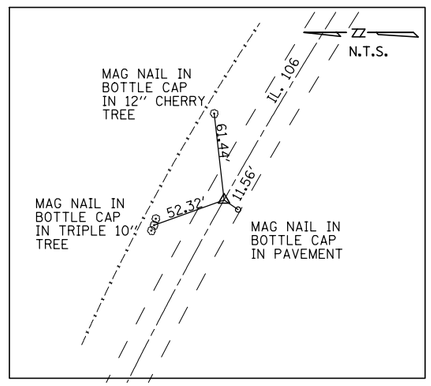
P.O.T. ℄ 335TH ST.
P.C. STA. 341+07.93



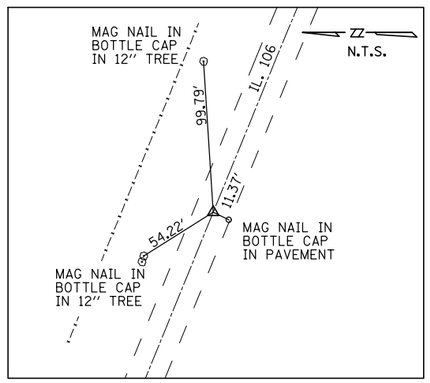
P.T. STA. 344+21.30



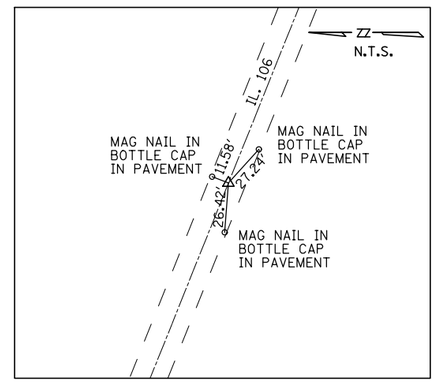
P.O.T. STA. 355+00.00



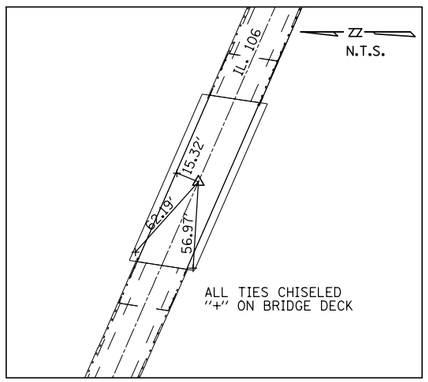
P.C. STA. 361+40.59



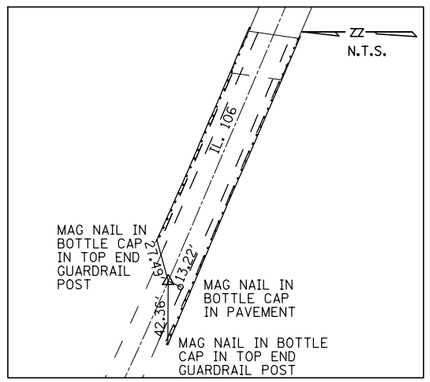
P.T. STA. 366+58.14



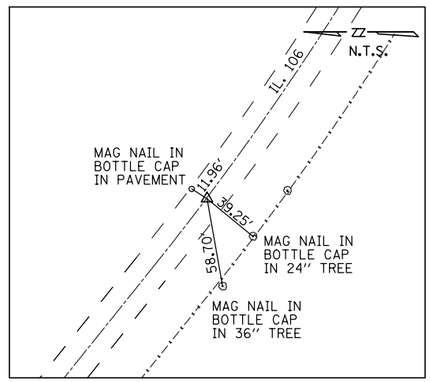
P.O.T. STA. 375+00.00



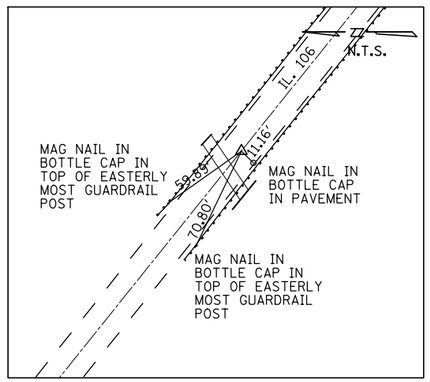
P.O.T. STA. 383+14.06



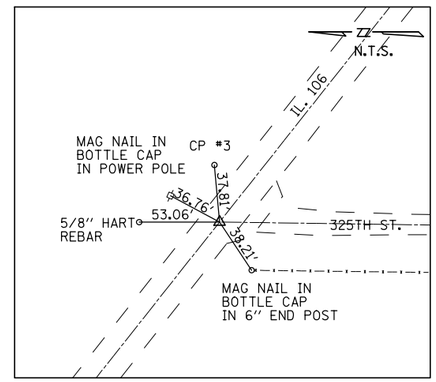
P.C. STA. 385+49.05



P.T. STA. 390+51.85



P.O.T. STA. 400+00.00



P.I. STA. 411+80.90

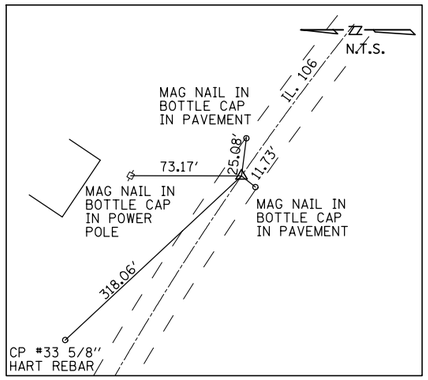
FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - CWG	REVISED -
		DRAWN - MLO	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
SHT_PLAN	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

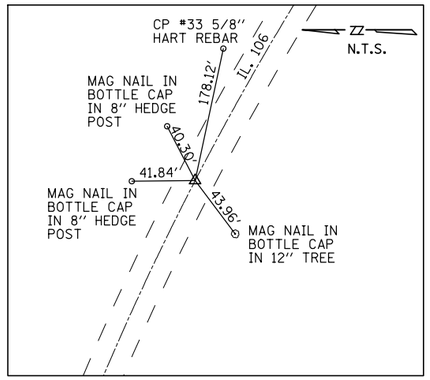
CONTROL TIES

SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

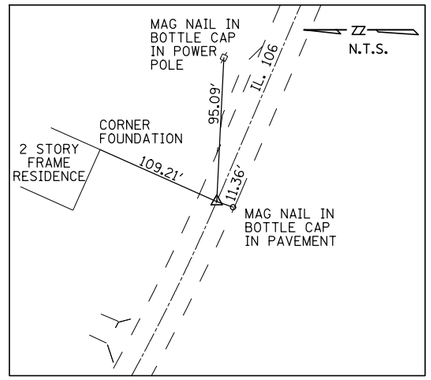
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	15
		CONTRACT NO. 72D77		
		ILLINOIS FED. AID PROJECT		



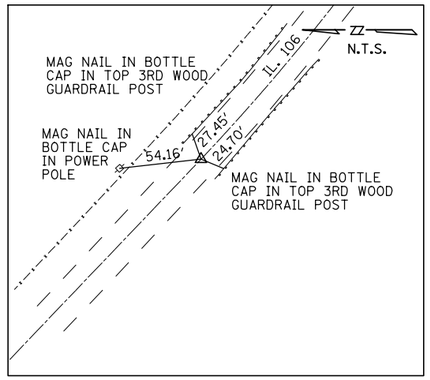
P.C. STA. 414+09.25



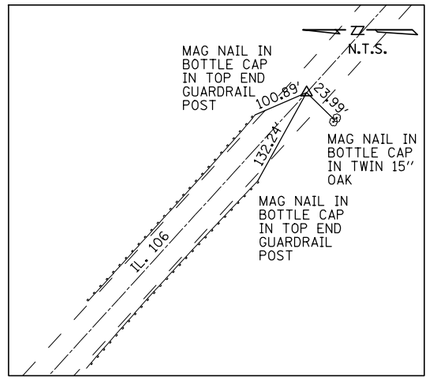
P.T. STA. 418+95.92



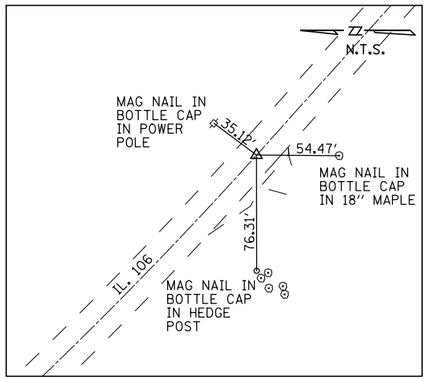
P.C. STA. 424+11.48



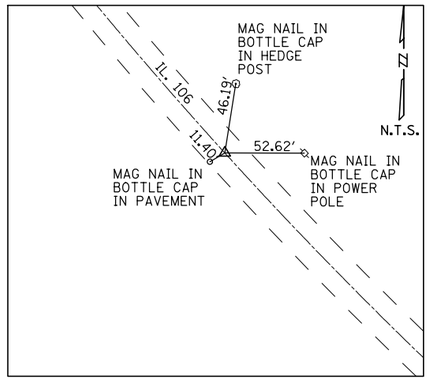
P.T. STA. 428+91.36



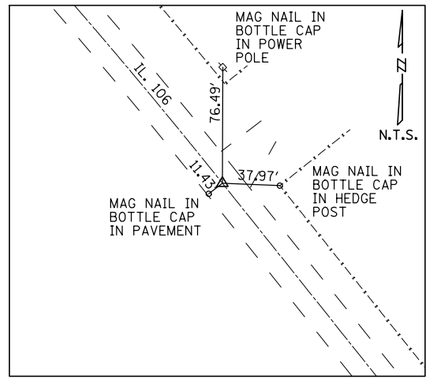
P.O.T. STA. 435+00.00



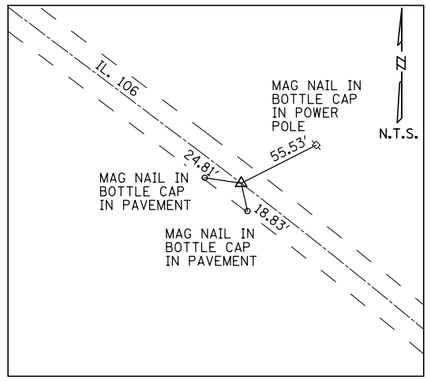
P.C. STA. 442+91.02



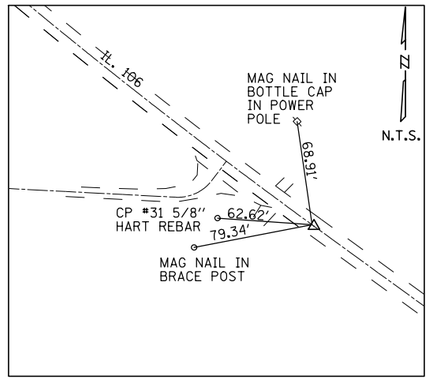
P.T. STA. 446+93.53



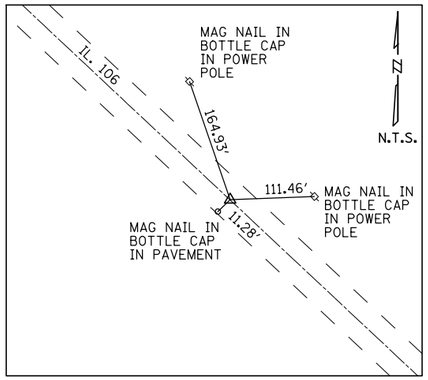
P.C. STA. 449+65.93



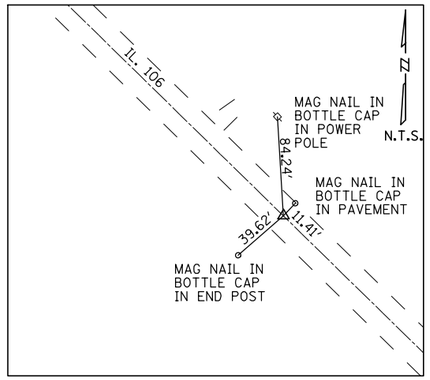
P.T. STA. 459+54.01



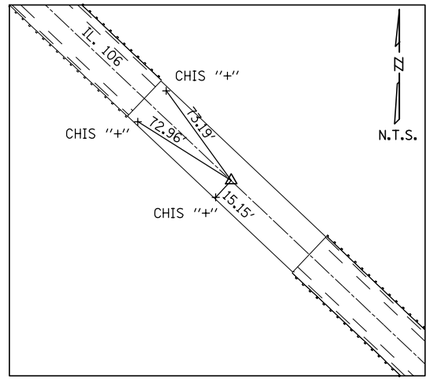
P.C. STA. 463+82.22



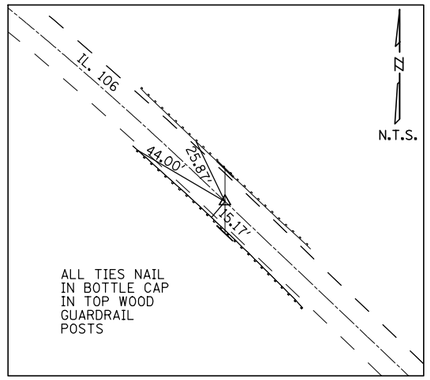
P.T. STA. 474+08.35'



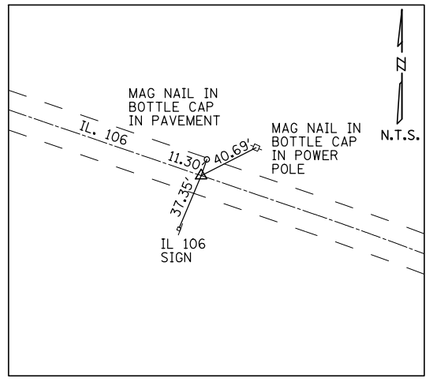
P.O.T. STA. 480+00.00



P.I. STA. 491+00.00



P.C. STA. 501+79.21



P.T. STA. 512+05.31

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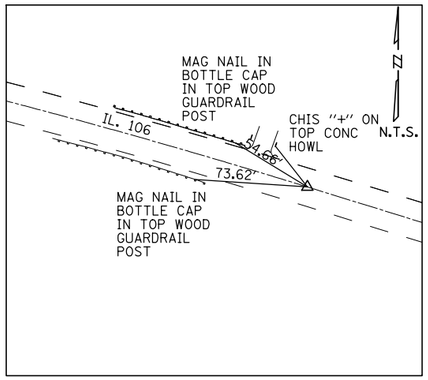
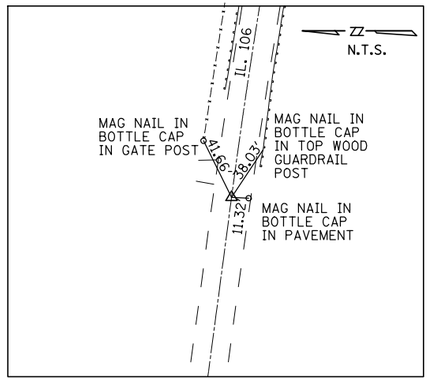
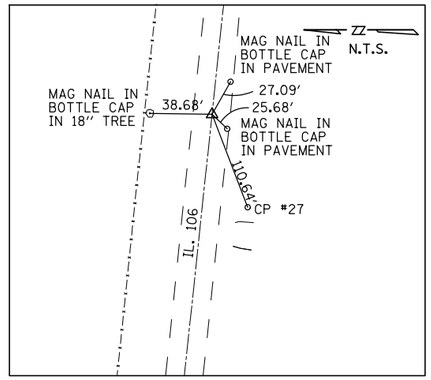
		DRAWN - MLO	REVISED -			2600	17RS-6 & 18RS-12	PIKE	32	16
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 72D77		
SHT_PLAN	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -		SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



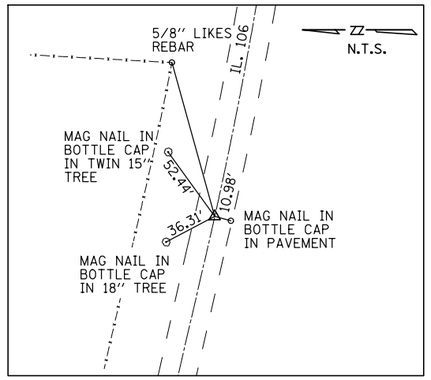
P.C. STA. 521+46.95



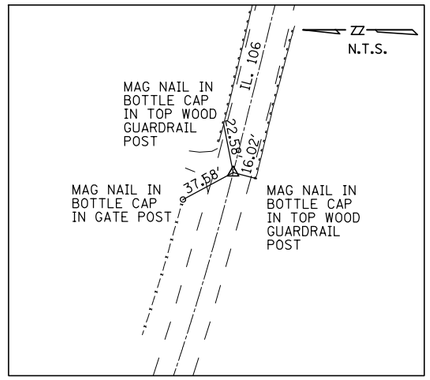
P.T. STA. 531+30.05



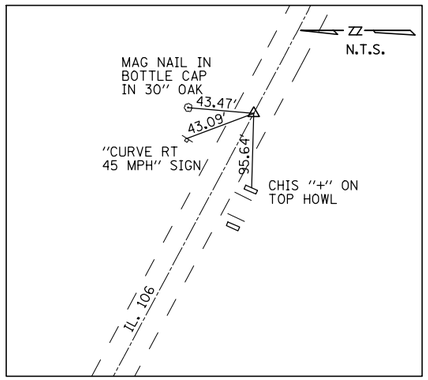
P.C. STA. 538+55.00



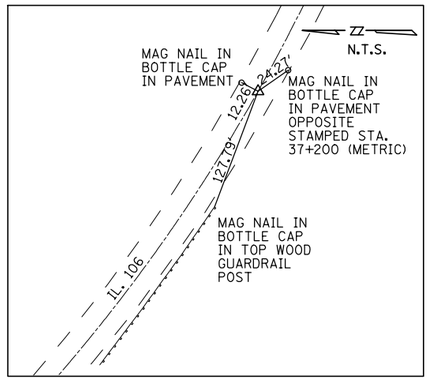
P.T. STA. 547+65.49



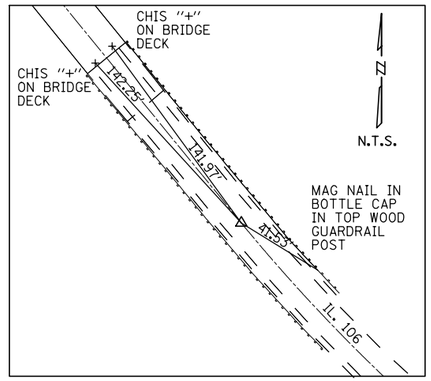
P.C. STA. 557+21.20



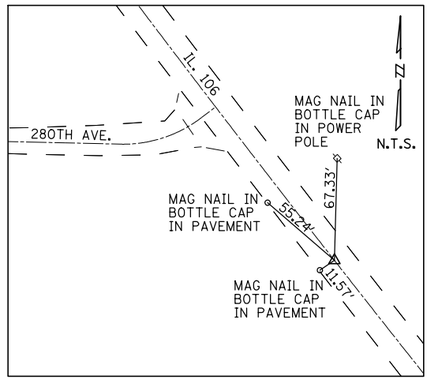
P.T. STA. 561+43.12



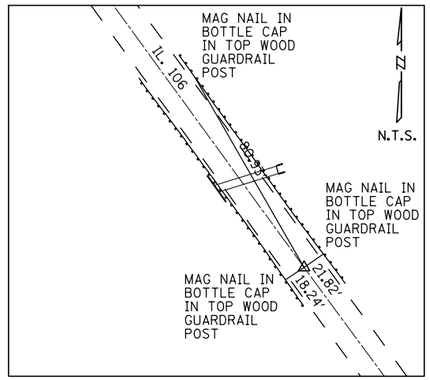
P.C. STA. 566+48.87



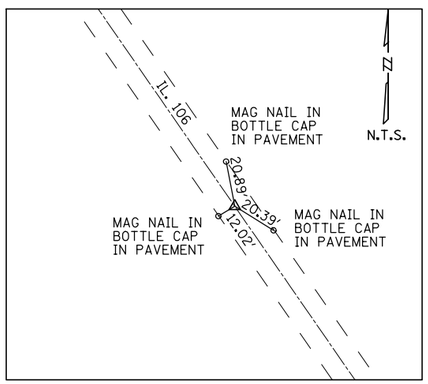
P.T. STA. 571+35.32



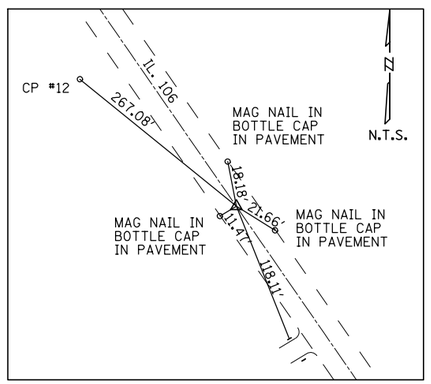
P.C. STA. 589+02.92



P.T. STA. 597+02.65



P.O.T. STA. 605+00.00



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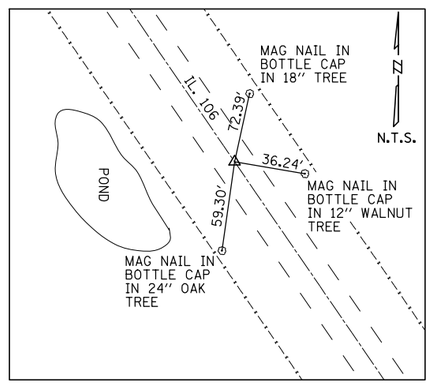

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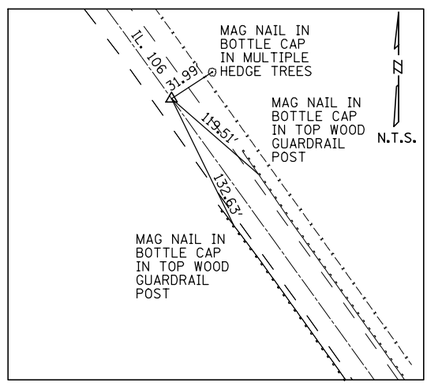
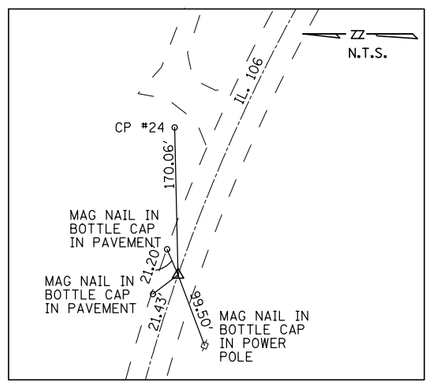


P.C. STA. 635+88.71



P.T. STA. 644+41.27

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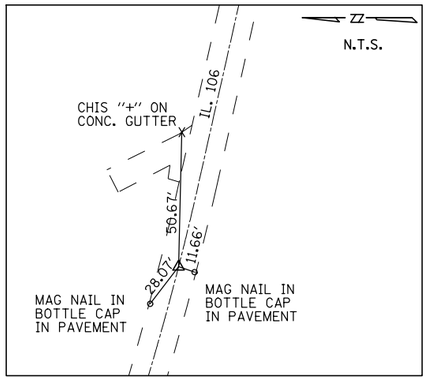
		DRAWN - MLO	REVISED -
SHT_PLAN	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

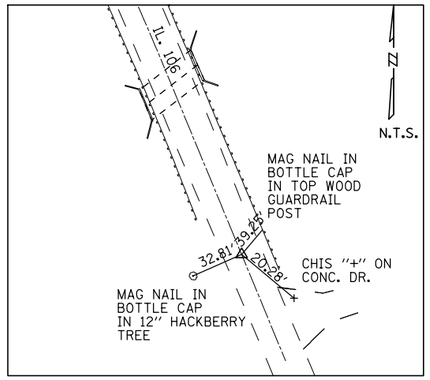
CONTROL TIES

SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA.

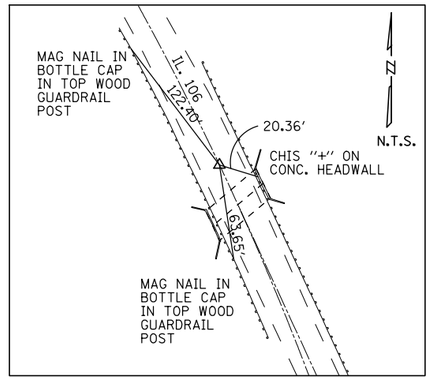
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	17
		CONTRACT NO. 72D77		
	ILLINOIS FED. AID PROJECT			



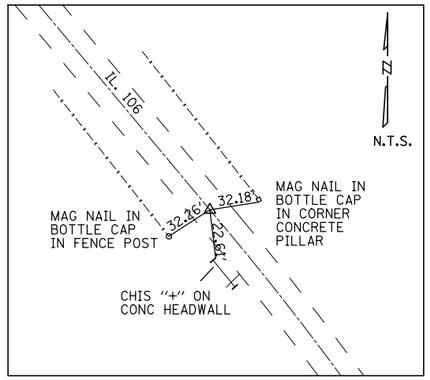
P.C. STA. 665+85.44



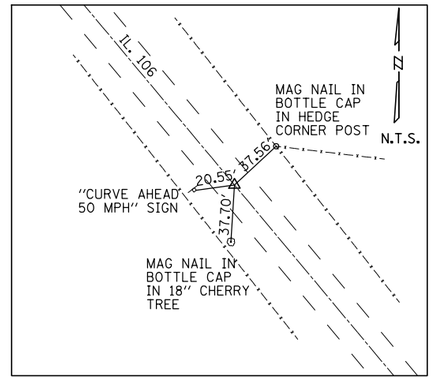
P.T. STA. 683+91.51



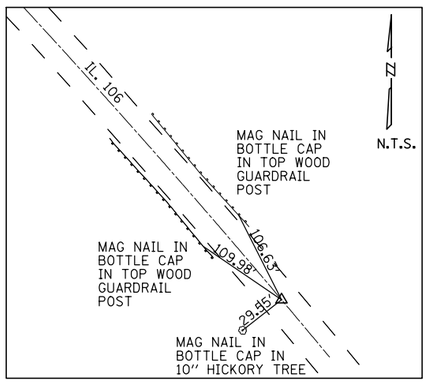
P.C. STA. 687+44.88



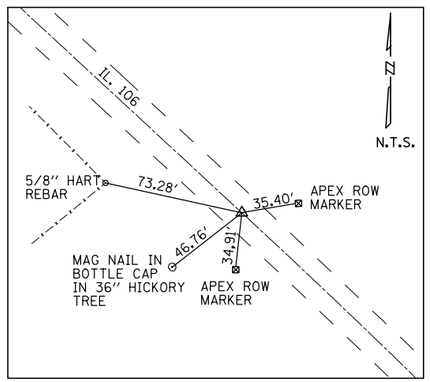
P.T. STA. 692+79.44



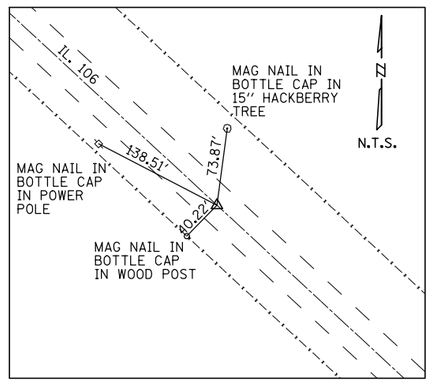
P.O.T. STA. 700+00.00



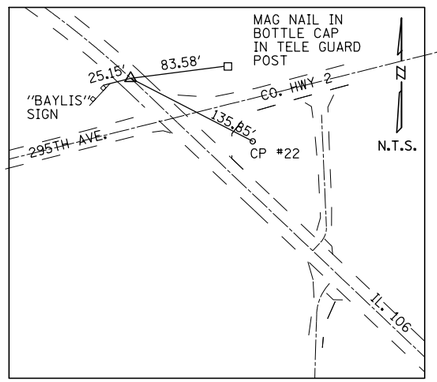
P.C. STA. 706+54.87



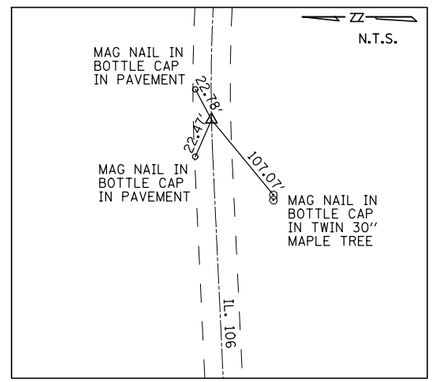
P.T. STA. 714+74.19



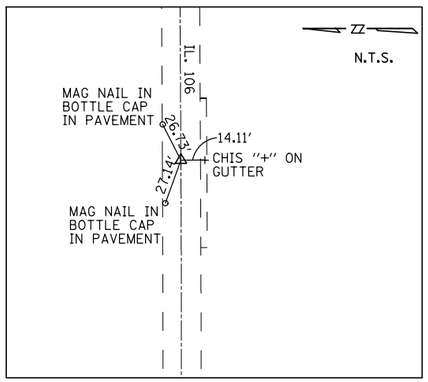
P.O.T. STA. 725+00.00



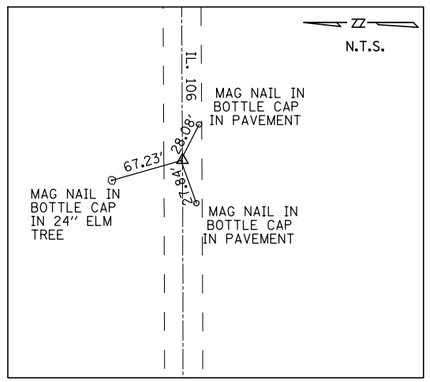
P.C. STA. 733+14.99



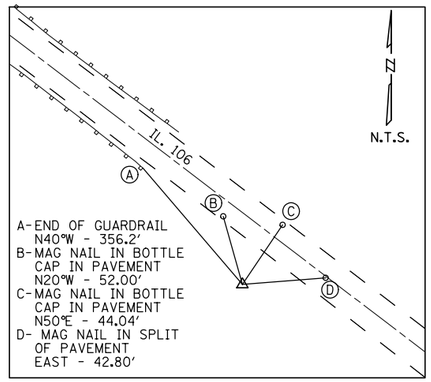
P.T. STA. 741+16.42



P.C. STA. 750+61.91



P.T. STA. 760+20.25



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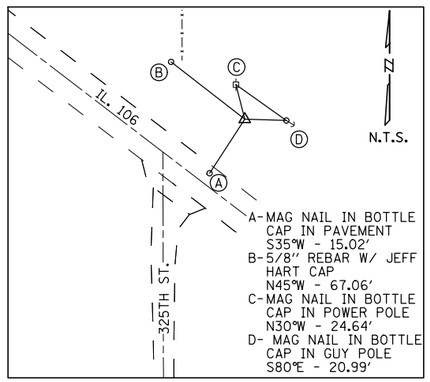
E 2,067,199.567



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E 2,082,850.471

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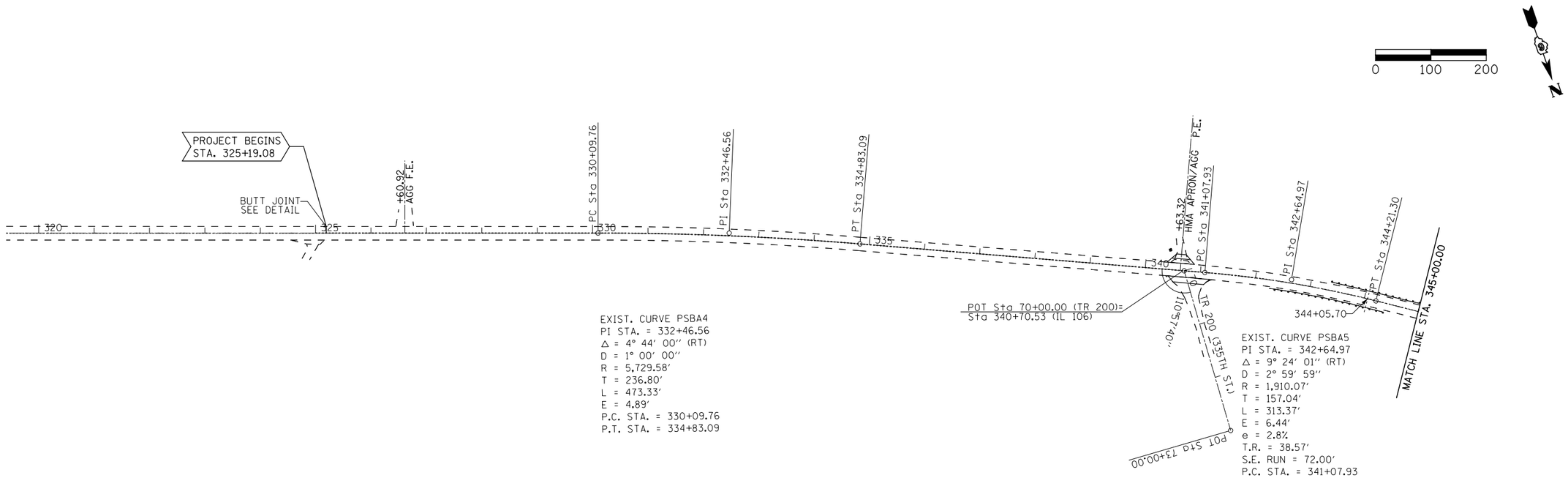
		DRAWN - MLO	REVISED -
SHT_PLAN	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -

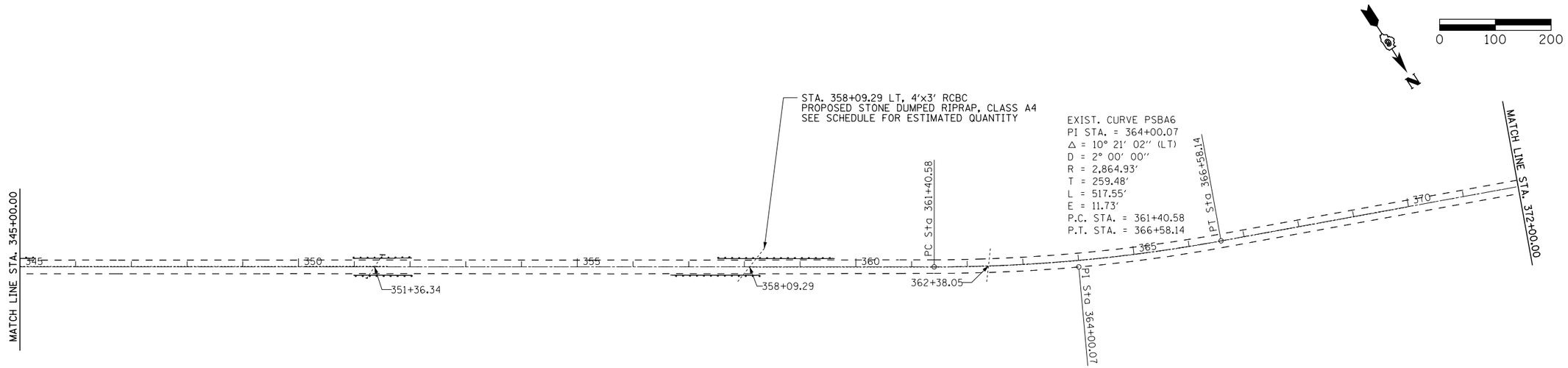
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTROL TIES

SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	18
		CONTRACT NO. 72D77		
	ILLINOIS FED. AID PROJECT			





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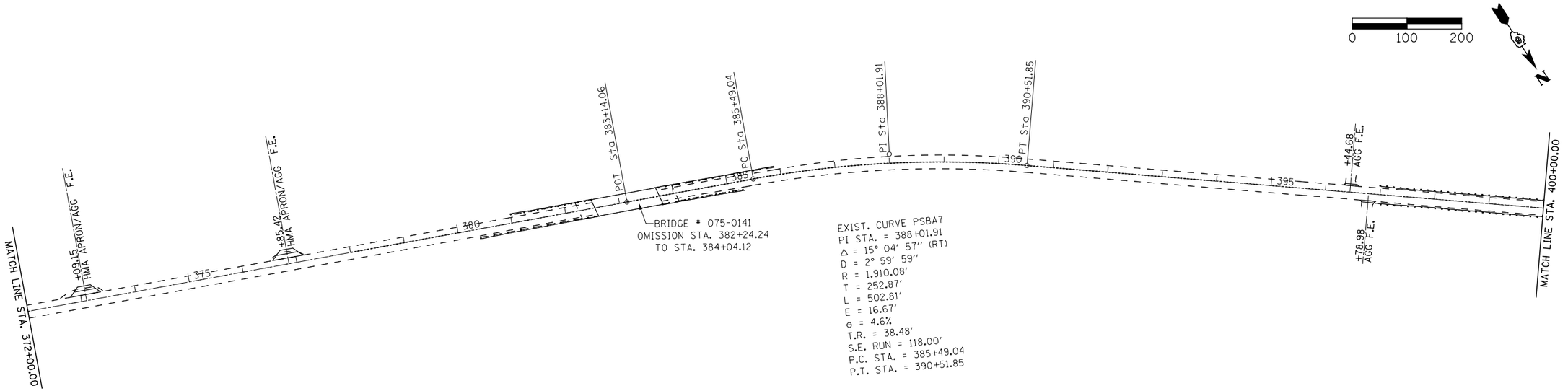
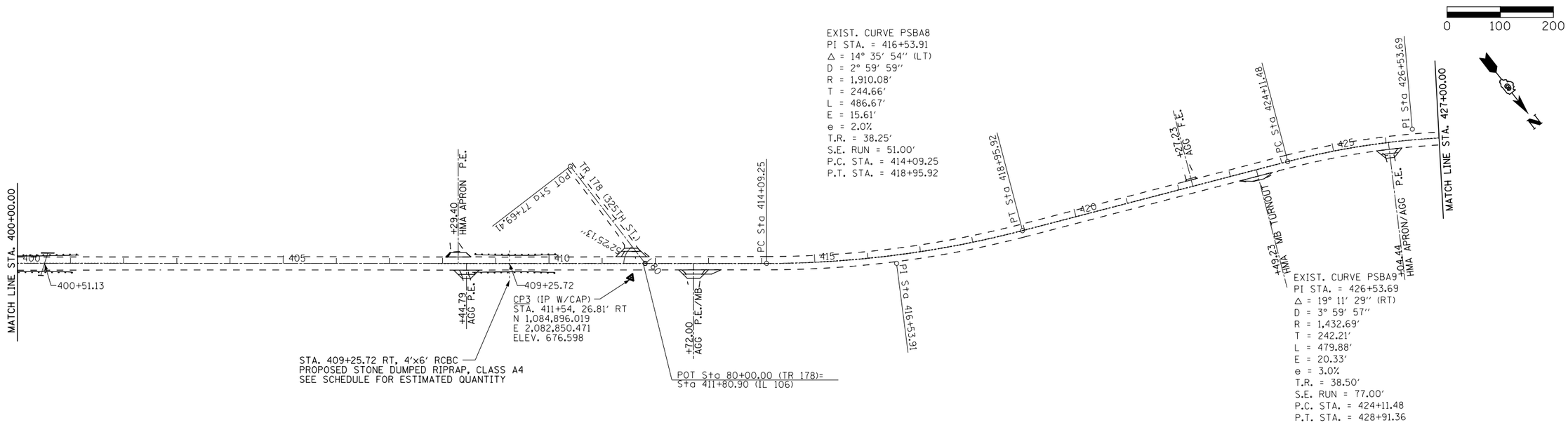
		DRAWN - MLO	REVISED -			2600	17 RS-6, 18 RS-12	PIKE	32	19
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -						CONTRACT NO. 72D77	
SHT_DOUBLE PLAN	PLOT DATE = $DATE$	DATE - 1/11/2013	REVISED -		SCALE: 1"=100' SHEET 1 OF 8 SHEETS STA. 325+00.00 TO STA. 372+00.00			ILLINOIS	FED. AID PROJECT	





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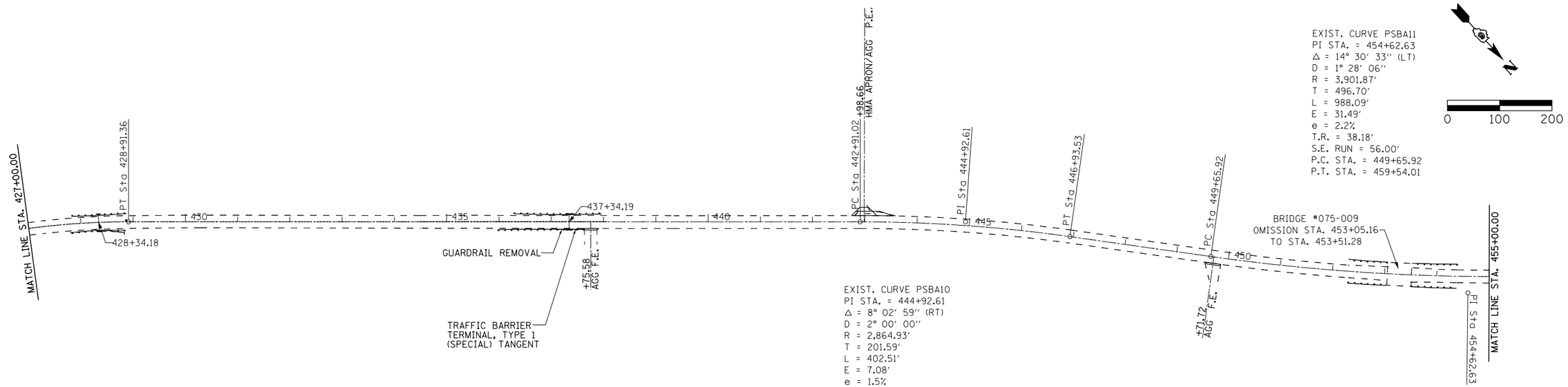
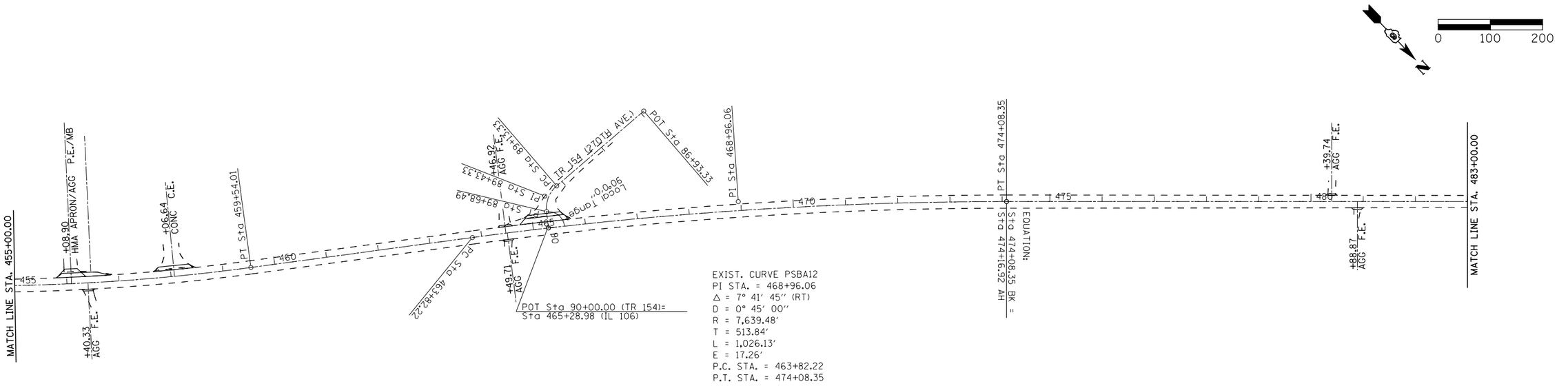
		DRAWN -	REVISED -			2600	17 RS-6, 18 RS-12	PIKE	32	20
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 72D77		
SHT_DOUBLE PLAN	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: 1"=100′ SHEET 2 OF 8 SHEETS STA. 372+00.00 TO STA. 427+00.00			ILLINOIS FED. AID PROJECT		





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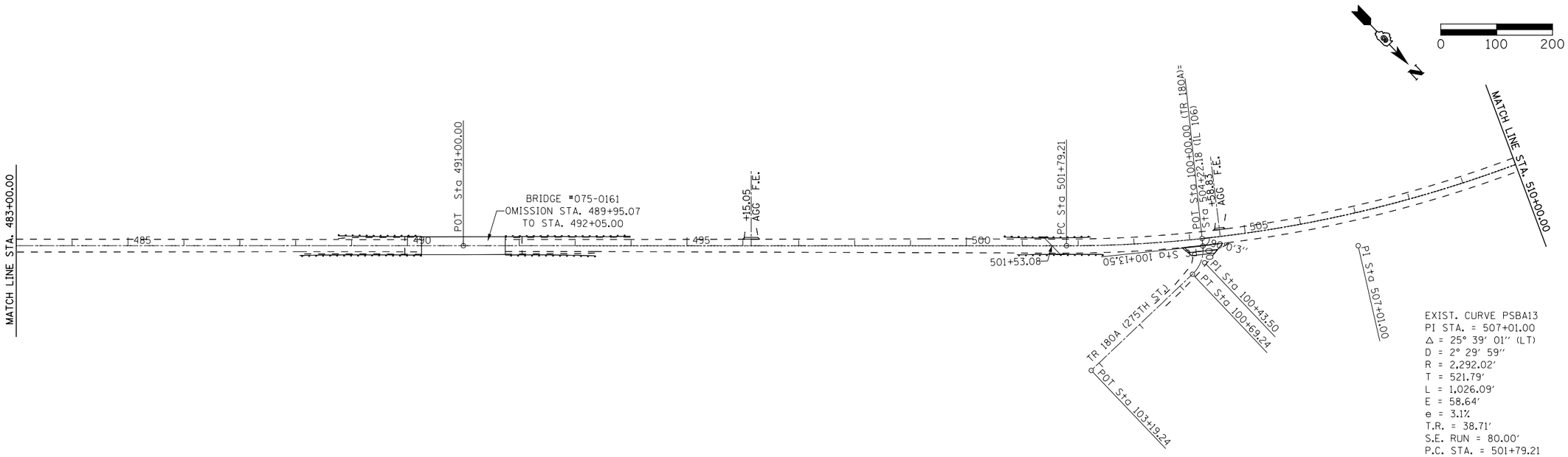
		DRAWN - MLO	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
SHT_DOUBLE PLAN	PLOT DATE = $DATE$	DATE - 1/11/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

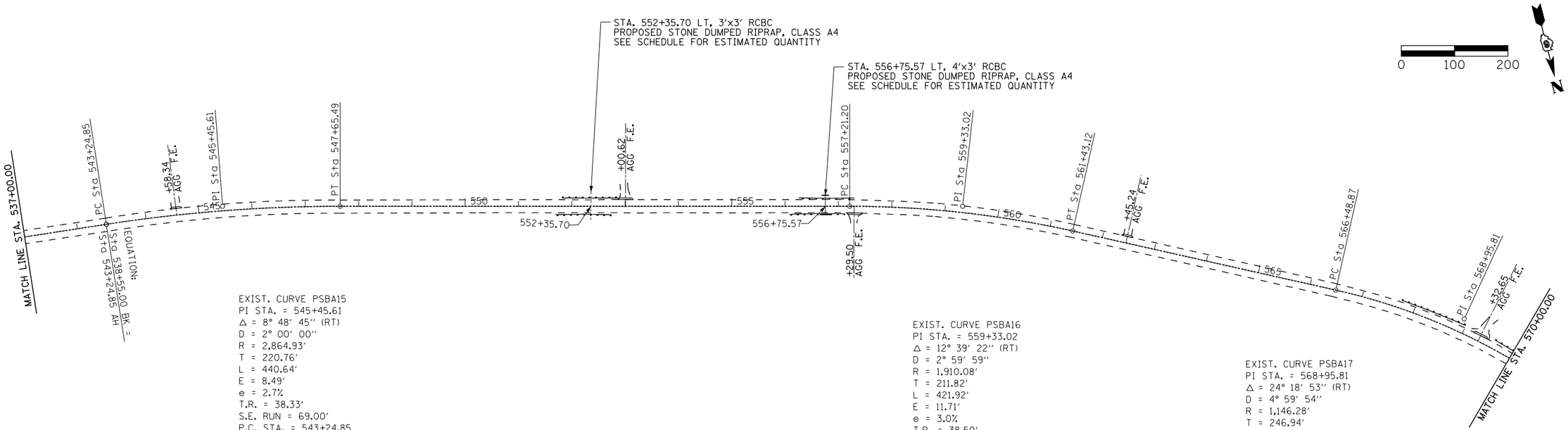
PLAN SHEETS

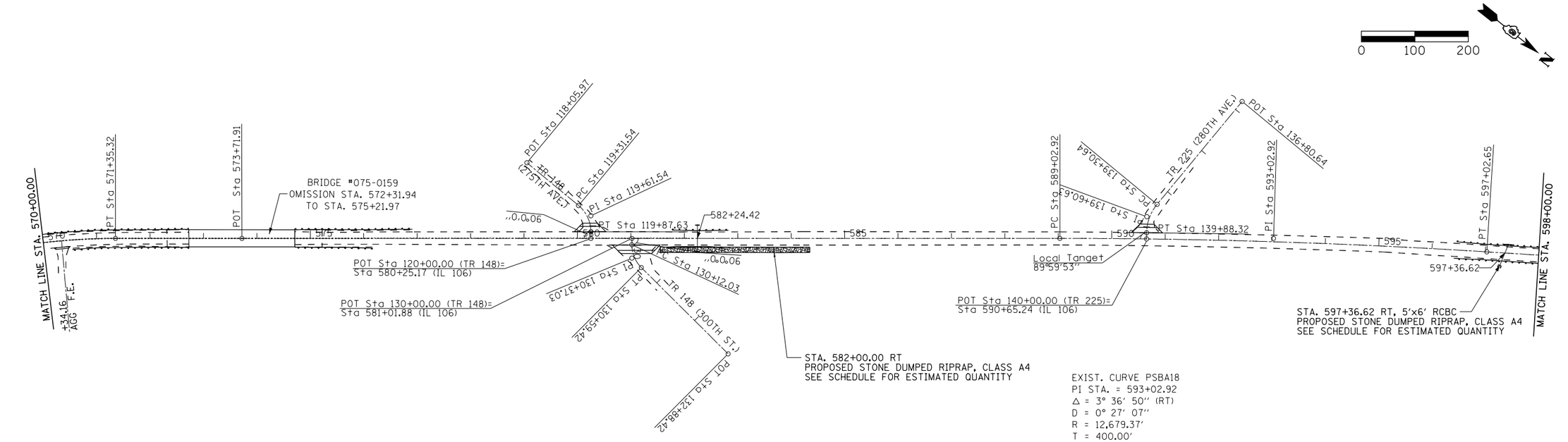
SCALE: 1″=100″ | SHEET 3 OF 8 SHEETS | STA. 427+00.00 TO STA. 483+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17 RS-6, 18 RS-12	PIKE	32	21
		CONTRACT NO. 72D77		
		ILLINOIS FED. AID PROJECT		

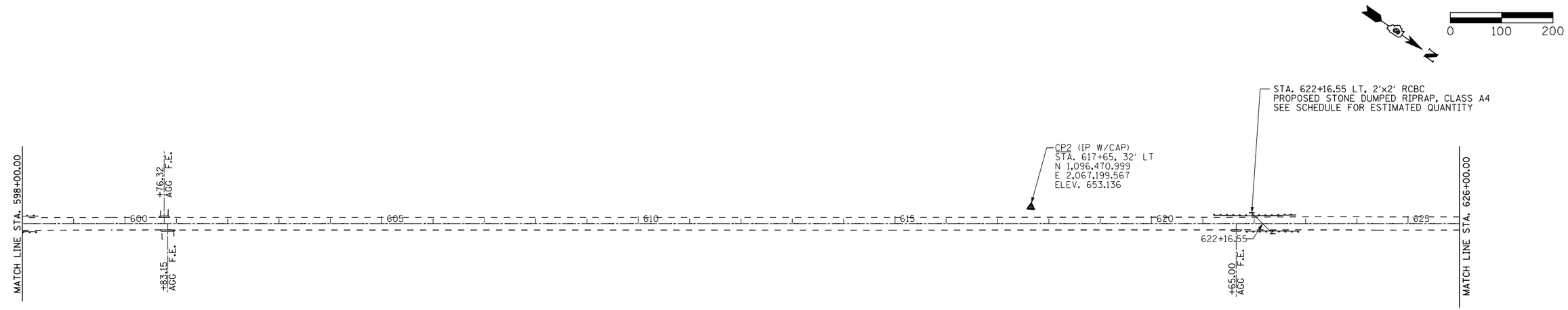


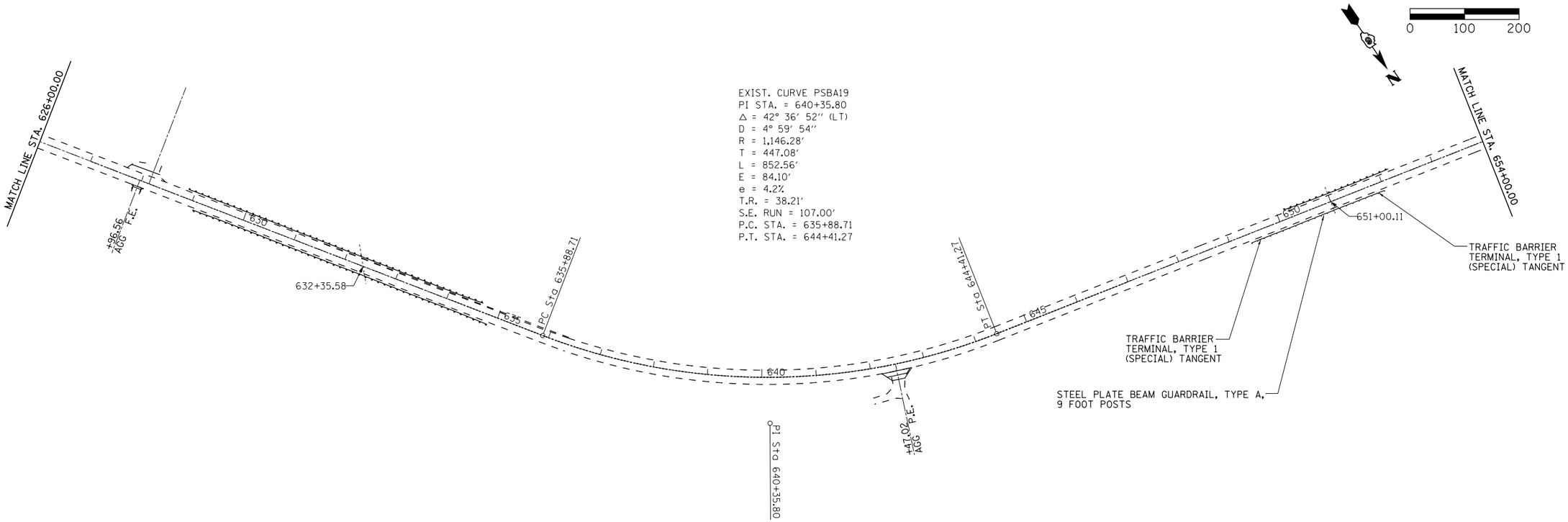
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CWG	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**PLAN SHEETS**	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MLO	REVISED -			2600	17 RS-6, 18 RS-12	PIKE	32	22
SHT_DOUBLE PLAN	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 72D77		
	PLOT DATE = $DATE$	DATE - 1/11/2013	REVISED -		SCALE: 1″=100′ SHEET 4 OF 8 SHEETS STA. 483+00.00 TO STA. 537+00.00			ILLINOIS FED. AID PROJECT		





FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - CWG	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PLAN SHEETS**			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MLO	REVISED -					2600	17 RS-6, 18 RS-12	PIKE	32	23
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -							CONTRACT NO. 72D77		
SHT_DOUBLE PLAN	PLOT DATE = $DATE$	DATE - 1/11/2013	REVISED -		SCALE: 1"=100'	SHEET 5 OF 8 SHEETS	STA. 537+00.00 TO STA. 598+00.00			ILLINOIS FED. AID PROJECT		





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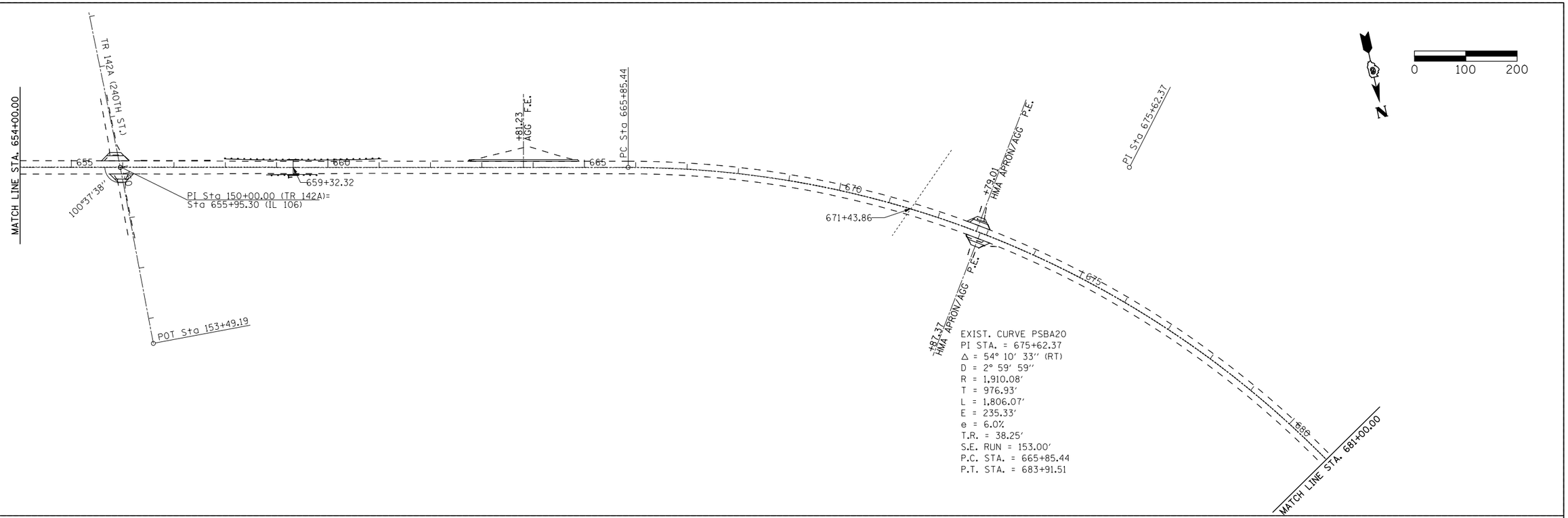
		DRAWN - MLO	REVISED -
SHT_DOUBLE PLAN	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE - 1/11/2013	REVISED -

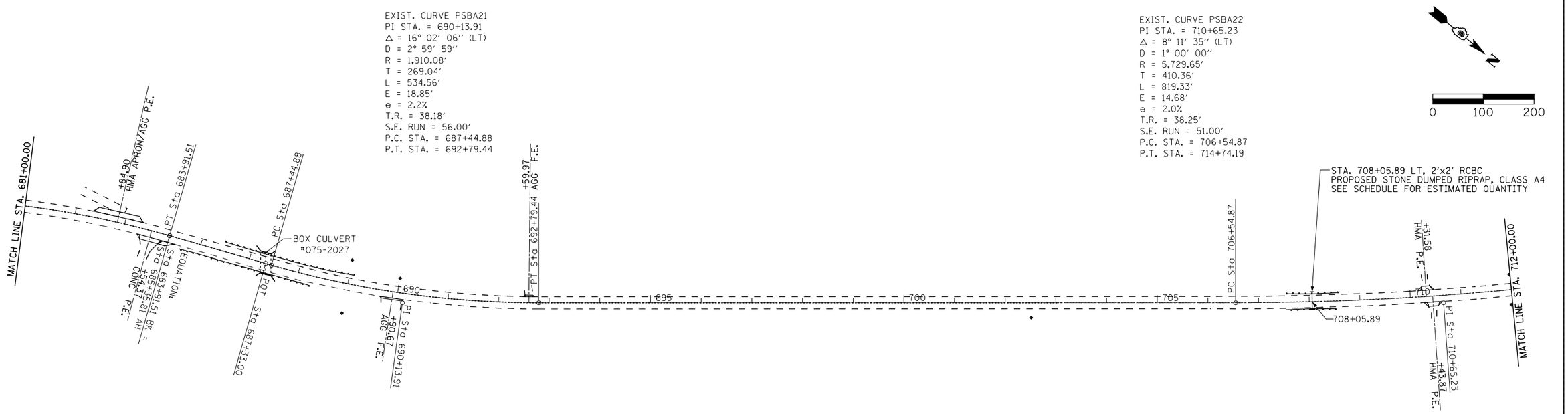
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEETS

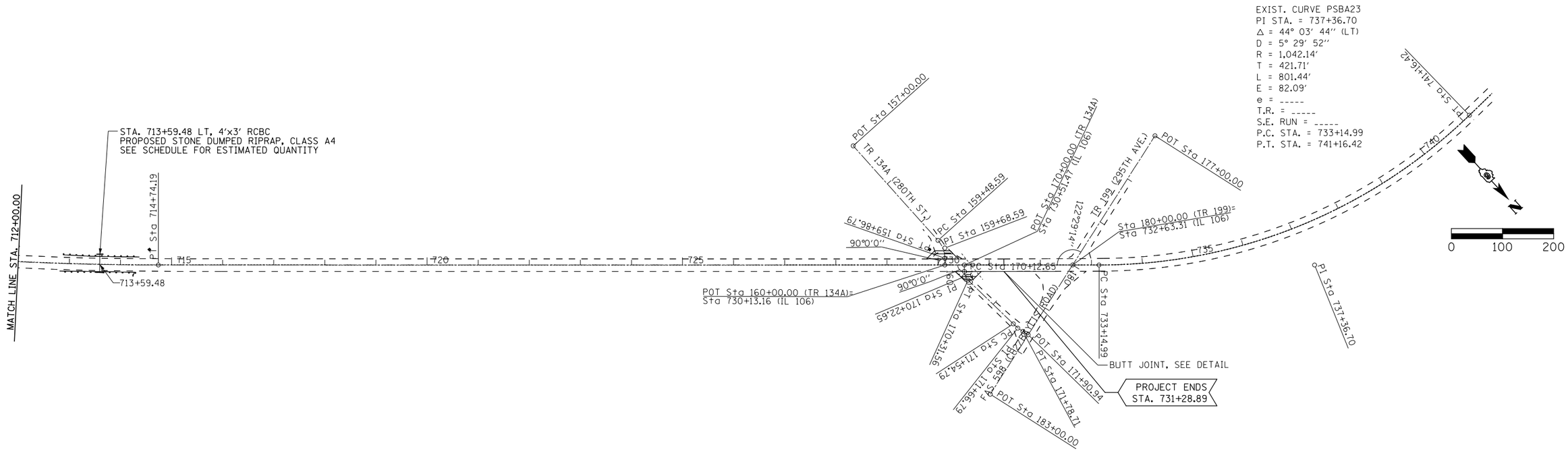
SCALE: 1"=100' | SHEET 6 OF 8 SHEETS | STA. 598+00.00 TO STA. 654+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17 RS-6, 18 RS-12	PIKE	32	24
		CONTRACT NO. 72D77		
		ILLINOIS FED. AID PROJECT		



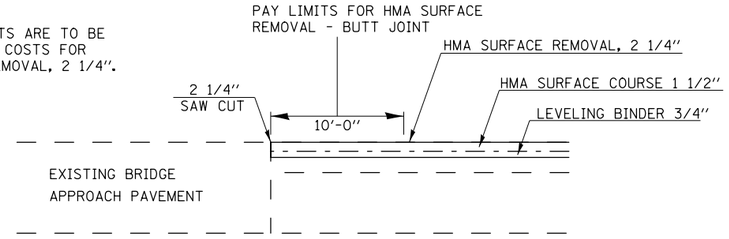


FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - CWG	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PLAN SHEETS**	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MLO	REVISED -			2600	17 RS-6, 18 RS-12	PIKE	32	25
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 72D77		
SHT_DOUBLE PLAN	PLOT DATE = $DATE$	DATE - 1/11/2013	REVISED -		SCALE: 1"=100' SHEET 7 OF 8 SHEETS STA. 654+00.00 TO STA. 712+00.00			ILLINOIS FED. AID PROJECT		



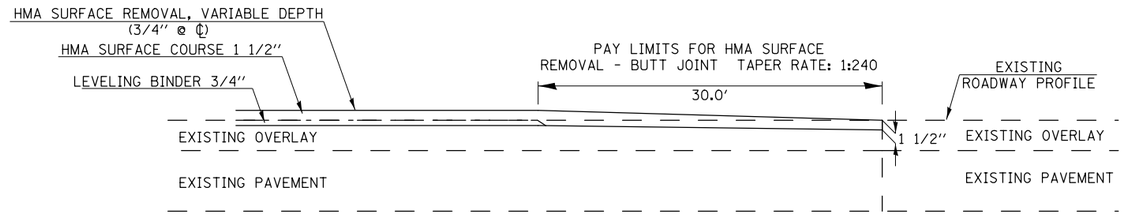
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CWG	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PLAN SHEETS**			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MLO	REVISED -					2600	17 RS-6, 18 RS-12	PIKE	32	26
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -							CONTRACT NO. 72D77		
SHT_DOUBLE PLAN	PLOT DATE = $DATE$	DATE - 1/11/2013	REVISED -		SCALE: 1"=100'	SHEET 8 OF 8 SHEETS	STA. 712+00.00 TO STA. 740+00.00			ILLINOIS FED. AID PROJECT		

NOTE:
PROPOSED SAWCUTS ARE TO BE INCLUDED IN THE COSTS FOR "HMA SURFACE REMOVAL, 2 1/4".



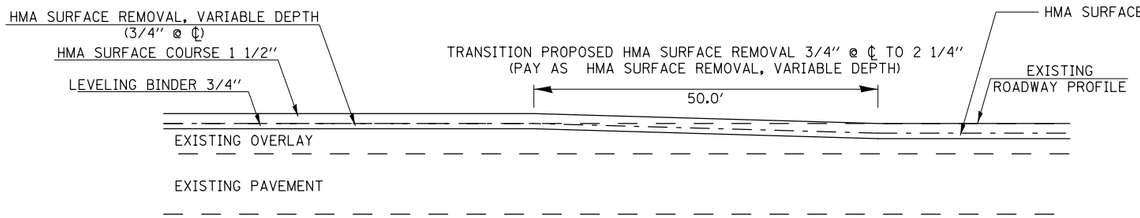
BUTT JOINT DETAIL #1

STA 382+14.24 - STA 382+24.24
STA 384+04.12 - STA 384+14.12
STA 452+95.16 - STA 453+05.16
STA 453+51.28 - STA 453+61.28
STA 489+85.07 - STA 489+95.07
STA 492+05.00 - STA 492+15.00
STA 572+21.94 - STA 572+31.94
STA 575+21.97 - STA 575+31.97



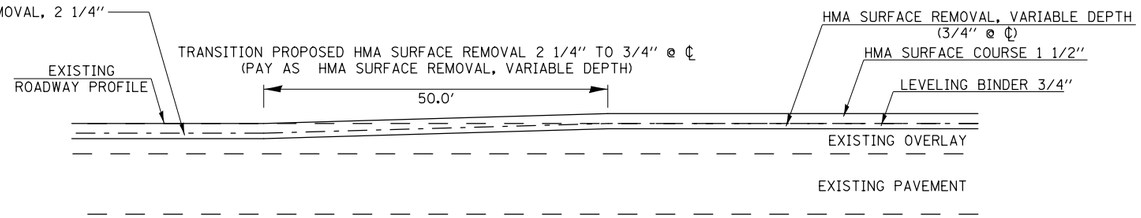
BUTT JOINT DETAIL #2

STA 325+19.08 - STA 325+49.08
STA 730+98.89 - STA 731+28.89



TRANSITION RAMP DETAIL #1

STA 379+50.00 - STA 380+00.00
STA 451+50.00 - STA 452+00.00
STA 487+50.00 - STA 488+00.00
STA 567+00.00 - STA 567+50.00
STA 620+78.30 - STA 621+28.30



TRANSITION RAMP DETAIL #2

STA 386+00.00 - STA 386+50.00
STA 454+50.00 - STA 455+00.00
STA 494+00.00 - STA 494+50.00
STA 577+00.00 - STA 577+50.00
STA 681+66.92 - STA 682+16.92

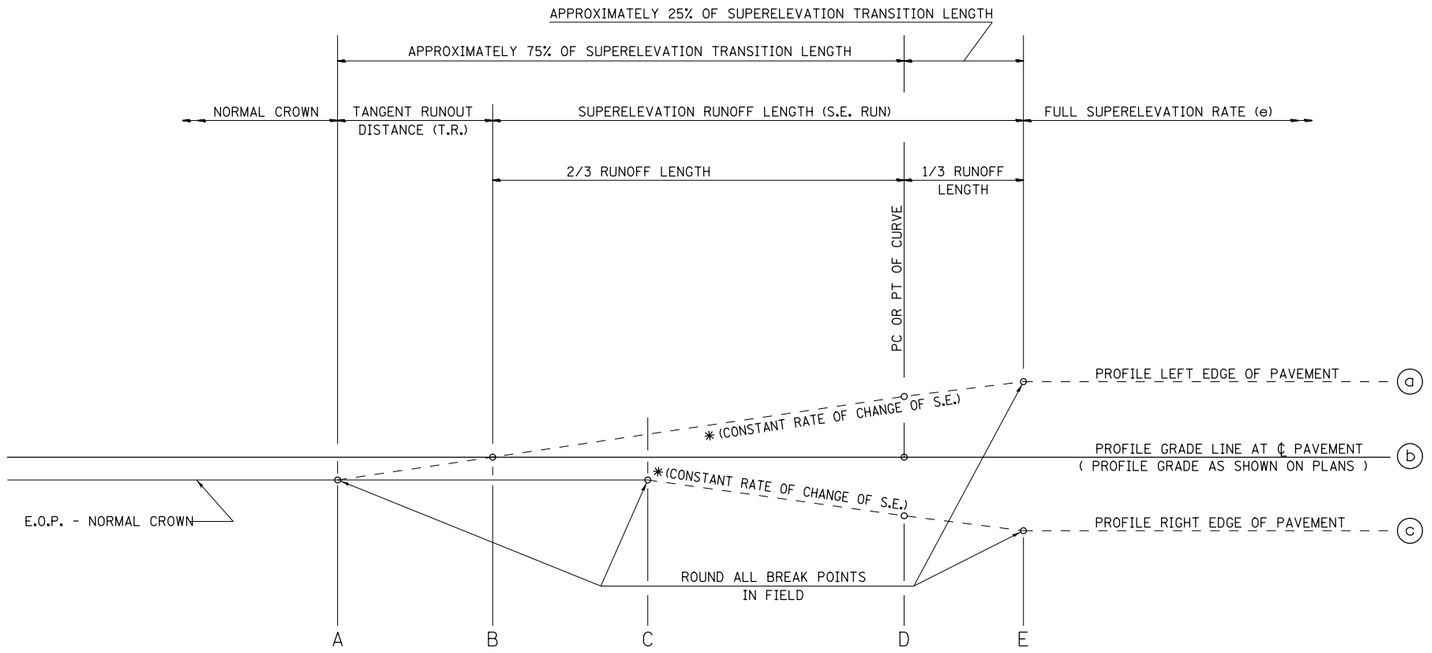
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CWG	REVISED -
		DRAWN - CGF	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE - 01-09-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

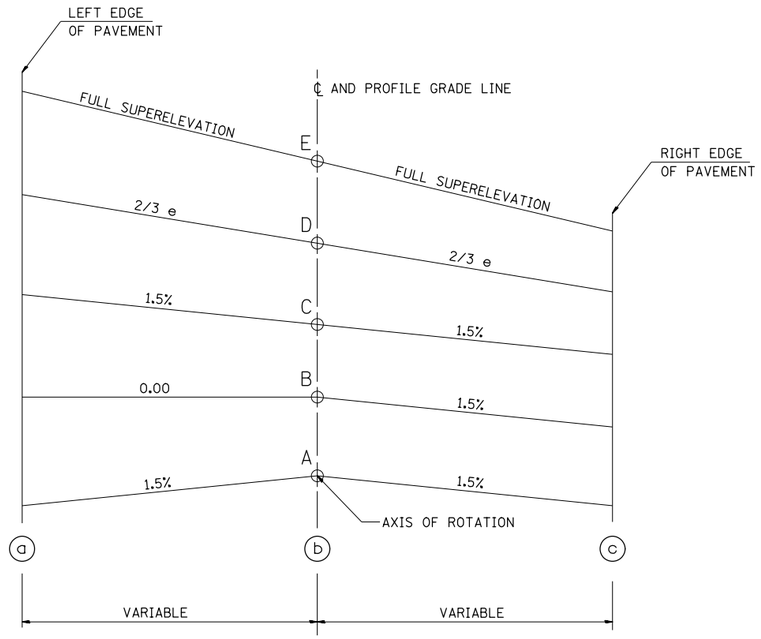
BUTT JOINT AND TRANSITION DETAIL

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

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	27
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL PROFILE - S.E. TRANSITION



TYPICAL CROSS SECTION - S.E. TRANSITION

EXIST. CURVE PSBA5 PI STA. = 342+64.97 Δ = 9° 24′ 01″ (RT) D = 2° 59′ 59″ R = 1,910.07′ T = 157.04′ L = 313.37′ E = 6.44′ e = 2.8% T.R. = 38.57′ S.E. RUN = 72.00′ P.C. STA. = 341+07.93 P.T. STA. = 344+21.30	EXIST. CURVE PSBA7 PI STA. = 388+01.91 Δ = 15° 04′ 57″ (RT) D = 2° 59′ 59″ R = 1,910.08′ T = 252.87′ L = 502.81′ E = 16.67′ e = 4.6% T.R. = 38.48′ S.E. RUN = 118.00′ P.C. STA. = 385+49.05 P.T. STA. = 390+51.85	EXIST. CURVE PSBA9 PI STA. = 426+53.69 Δ = 19° 11′ 29″ (RT) D = 3° 59′ 57″ R = 1,432.69′ T = 242.21′ L = 479.88′ E = 20.33′ e = 3.0% T.R. = 38.50′ S.E. RUN = 77.00′ P.C. STA. = 424+11.48 P.T. STA. = 428+91.36
EXIST. CURVE PSBA10 PI STA. = 444+92.61 Δ = 8° 02′ 59″ (RT) D = 2° 00′ 00″ R = 2,864.93′ T = 201.59′ L = 402.51′ E = 7.08′ e = 1.5% T.R. = 38.00′ S.E. RUN = 38.00′ P.C. STA. = 442+91.02 P.T. STA. = 446+93.53	EXIST. CURVE PSBA15 PI STA. = 545+45.61 Δ = 8° 48′ 45″ (RT) D = 2° 00′ 00″ R = 2,864.93′ T = 220.76′ L = 440.64′ E = 8.49′ e = 2.7% T.R. = 38.33′ S.E. RUN = 69.00′ P.C. STA. = 543+24.85 P.T. STA. = 547+65.49	EXIST. CURVE PSBA16 PI STA. = 559+33.02 Δ = 12° 39′ 22″ (RT) D = 2° 59′ 59″ R = 1,910.08′ T = 211.82′ L = 421.92′ E = 11.71′ e = 3.0% T.R. = 38.50′ S.E. RUN = 77.00′ P.C. STA. = 557+21.20 P.T. STA. = 561+43.12
EXIST. CURVE PSBA17 PI STA. = 568+95.81 Δ = 24° 18′ 53″ (RT) D = 4° 59′ 54″ R = 1,146.28′ T = 246.94′ L = 486.45′ E = 26.30′ e = 4.7% T.R. = 38.62′ S.E. RUN = 121.00′ P.C. STA. = 566+48.87 P.T. STA. = 571+35.32	EXIST. CURVE PSBA20 PI STA. = 675+62.37 Δ = 54° 10′ 33″ (RT) D = 2° 59′ 59″ R = 1,910.08′ T = 976.93′ L = 1,806.07′ E = 235.33′ e = 6.0% T.R. = 38.25′ S.E. RUN = 153.00′ P.C. STA. = 665+85.44 P.T. STA. = 683+91.51	

TABLE OF SUPERELEVATION BREAK POINT LOCATIONS

CURVE NO.	e	A	B	C	D	E	TRANSITION
PSBA5	2.8%	340+21.12	340+59.69	340+98.03	341+07.93	341+31.69	Trans. IN
		345+08.11	344+69.54	344+31.20	344+21.30	343+97.54	Trans. OUT
PSBA7	4.6%	384+31.90	384+70.38	385+08.72	385+49.05	385+88.38	Trans. IN
		391+69.00	391+30.52	390+92.18	390+51.85	390+12.52	Trans. OUT
PSBA9	3.0%	423+21.39	423+59.89	423+98.23	424+11.48	424+36.89	Trans. IN
		429+81.45	429+42.95	429+04.61	428+91.36	428+65.95	Trans. OUT
PSBA10	1.5%	442+27.69	442+65.69	N/A	442+91.02	443+03.69	Trans. IN
		447+56.86	447+18.86	N/A	446+93.53	446+80.86	Trans. OUT
PSBA15	2.7%	542+40.52	542+78.85	543+17.19	543+24.85	543+47.85	Trans. IN
		548+49.82	548+11.49	547+73.15	547+65.49	547+42.49	Trans. OUT
PSBA16	3.0%	556+31.11	556+69.61	557+07.95	557+21.20	557+46.61	Trans. IN
		562+33.21	561+94.71	561+56.37	561+43.12	561+17.71	Trans. OUT
PSBA17	4.7%	565+29.58	565+68.20	566+06.54	566+48.87	566+89.20	Trans. IN
		572+54.61	572+15.99	571+77.65	571+35.32	570+94.99	Trans. OUT
PSBA20	6.0%	664+45.19	664+83.44	665+21.78	665+85.44	666+36.44	Trans. IN
		685+31.76	684+93.51	684+55.17	683+91.51	683+40.51	Trans. OUT

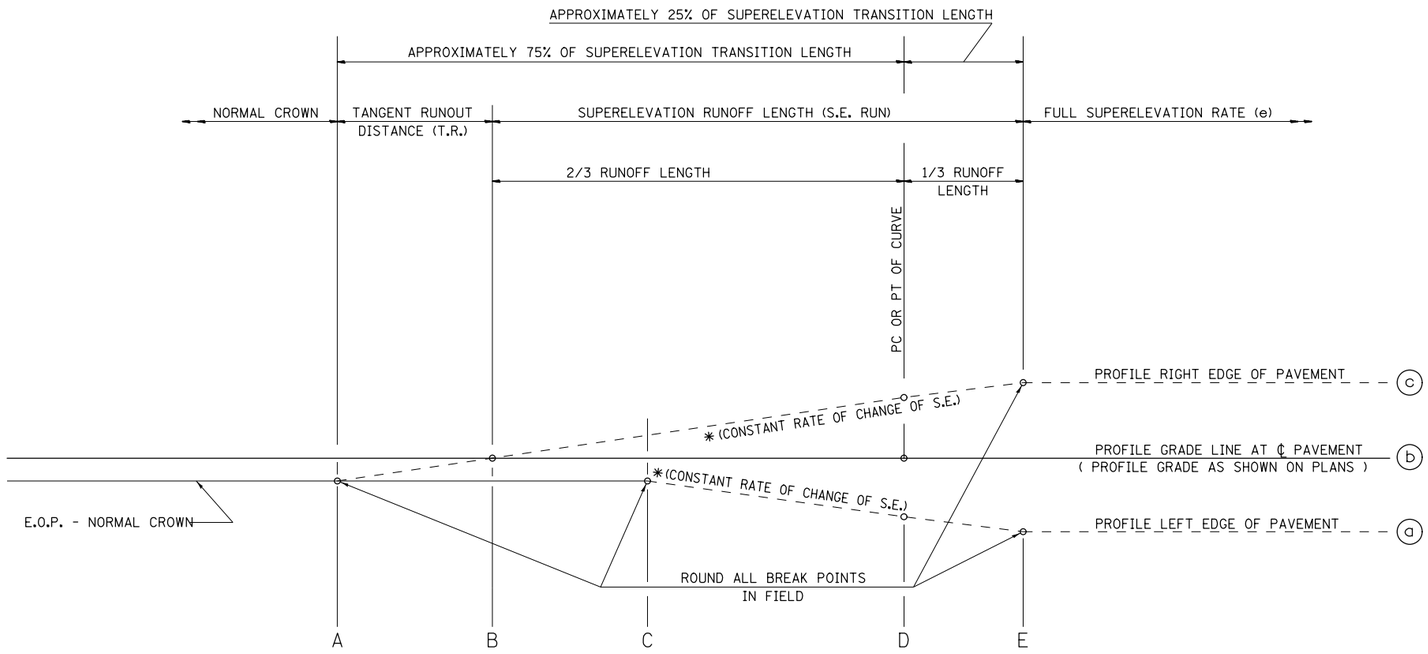
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
SUPER.DGN	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE - _____	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

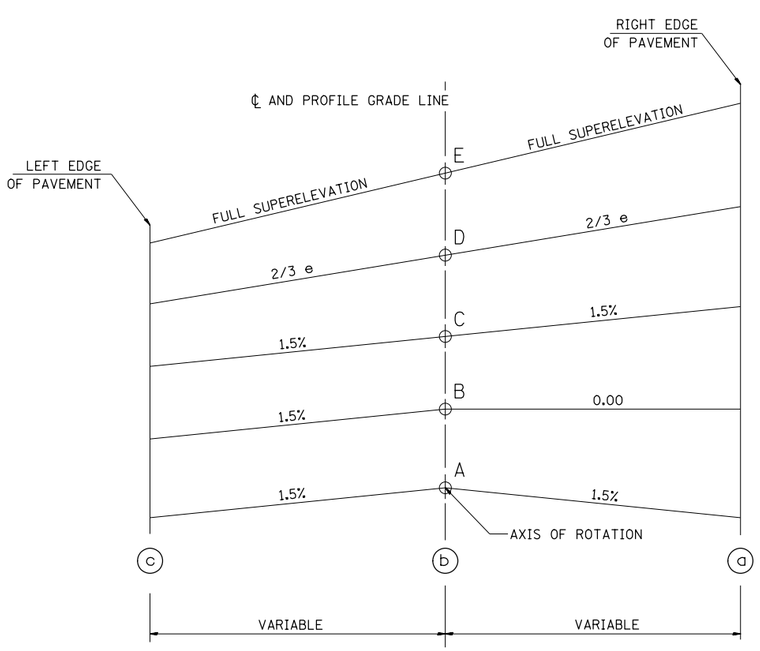
SUPERELEVATION DETAIL

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	28
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL PROFILE - S.E. TRANSITION



TYPICAL CROSS SECTION - S.E. TRANSITION

EXIST. CURVE PSBA8
PI STA. = 416+53.91
Δ = 14° 35′ 54″ (LT)
D = 2° 59′ 59″
R = 1,910.08′
T = 244.66′
L = 486.67′
E = 15.61′
e = 2.0%
T.R. = 38.25′
S.E. RUN = 51.00′
P.C. STA. = 414+09.25
P.T. STA. = 418+95.92

EXIST. CURVE PSBA11
PI STA. = 454+62.63
Δ = 14° 30′ 33″ (LT)
D = 1° 28′ 06″
R = 3,901.87′
T = 496.70′
L = 988.09′
E = 31.49′
e = 2.2%
T.R. = 38.18′
S.E. RUN = 56.00′
P.C. STA. = 449+65.93
P.T. STA. = 459+54.01

EXIST. CURVE PSBA13
PI STA. = 507+01.00
Δ = 25° 39′ 01″ (LT)
D = 2° 29′ 59″
R = 2,292.02′
T = 521.79′
L = 1,026.09′
E = 58.64′
e = 3.1%
T.R. = 38.71′
S.E. RUN = 80.00′
P.C. STA. = 501+79.21
P.T. STA. = 512+05.31

EXIST. CURVE PSBA19
PI STA. = 640+35.80
Δ = 42° 36′ 52″ (LT)
D = 4° 59′ 54″
R = 1,146.28′
T = 447.08′
L = 852.56′
E = 84.10′
e = 4.2%
T.R. = 38.21′
S.E. RUN = 107.00′
P.C. STA. = 635+88.71
P.T. STA. = 644+41.27

EXIST. CURVE PSBA21
PI STA. = 690+13.91
Δ = 16° 02′ 06″ (LT)
D = 2° 59′ 59″
R = 1,910.08′
T = 269.04′
L = 534.56′
E = 18.85′
e = 2.2%
T.R. = 38.18′
S.E. RUN = 56.00′
P.C. STA. = 687+44.88
P.T. STA. = 692+79.44

EXIST. CURVE PSBA22
PI STA. = 710+65.23
Δ = 8° 11′ 35″ (LT)
D = 1° 00′ 00″
R = 5,729.65′
T = 410.36′
L = 819.33′
E = 14.68′
e = 2.0%
T.R. = 38.25′
S.E. RUN = 51.00′
P.C. STA. = 706+54.87
P.T. STA. = 714+74.19

TABLE OF SUPERELEVATION BREAK POINT LOCATIONS

CURVE NO.	e	A	B	C	D	E	TRANSITION
PSBA8	2.0%	413+37.00	413+75.25	*414+13.59	414+09.25	414+26.25	Trans. IN
		419+68.17	419+29.92	*418+91.58	418+95.92	418+78.92	Trans. OUT
PSBA11	2.2%	448+90.42	449+28.60	*449+66.94	449+65.93	449+84.60	Trans. IN
		460+29.52	459+91.34	*459+53.00	459+54.01	459+35.34	Trans. OUT
PSBA13	3.1%	500+87.17	501+25.88	501+64.22	501+79.21	502+05.88	Trans. IN
		512+97.35	512+58.64	512+20.30	512+05.31	511+78.64	Trans. OUT
PSBA19	4.2%	634+79.17	635+17.38	635+55.72	635+88.71	636+24.38	Trans. IN
		645+50.81	645+12.60	644+74.26	644+41.27	644+05.60	Trans. OUT
PSBA21	2.0%	686+69.37	687+07.55	*687+45.89	687+44.88	687+63.55	Trans. IN
		693+54.95	693+16.77	*692+78.43	692+79.44	692+60.77	Trans. OUT
PSBA22	2.0%	705+82.62	706+20.87	*706+59.21	706+54.87	706+71.87	Trans. IN
		715+46.44	715+08.19	*714+69.85	714+74.19	714+57.19	Trans. OUT

*C LOCATED ON CURVE (1.5% > 2/3e)

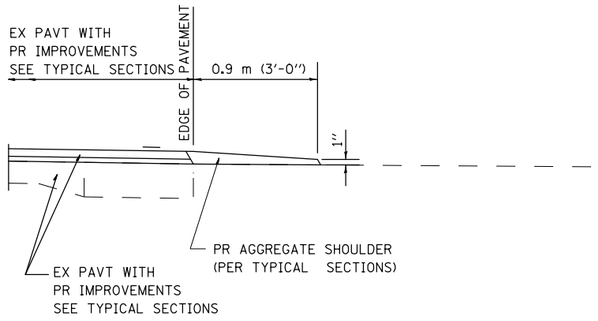
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
SUPER.DGN	PLOT DATE = $DATE$	DATE - _____	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

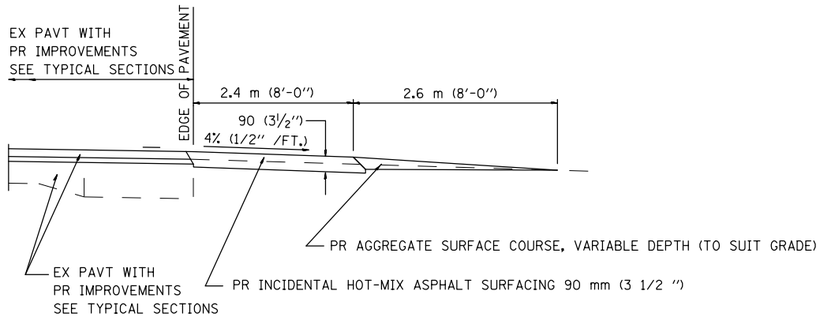
SUPERELEVATION DETAIL

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

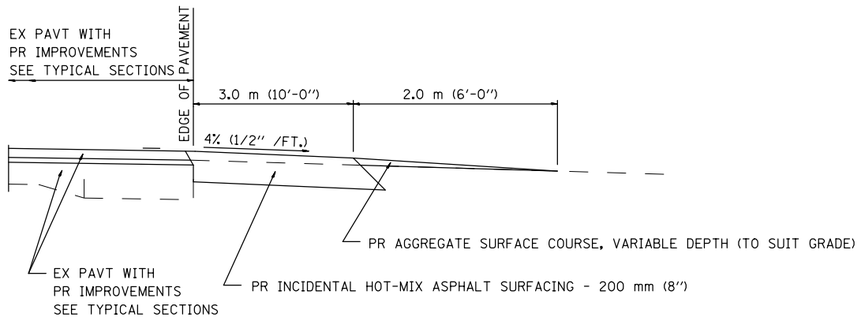
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	29
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



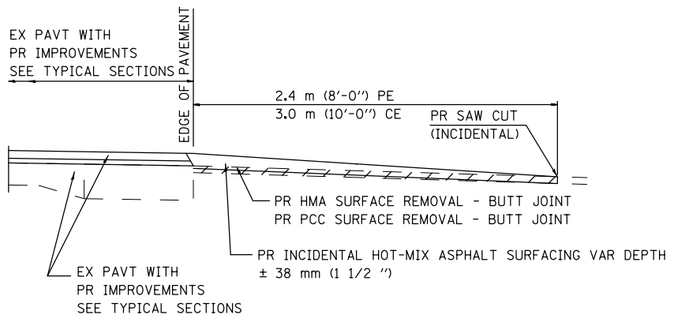
SECTION A-A FOR EX EARTH/ AGGREGATE FE



SECTION A-A FOR EX EARTH/AGGREGATE PE



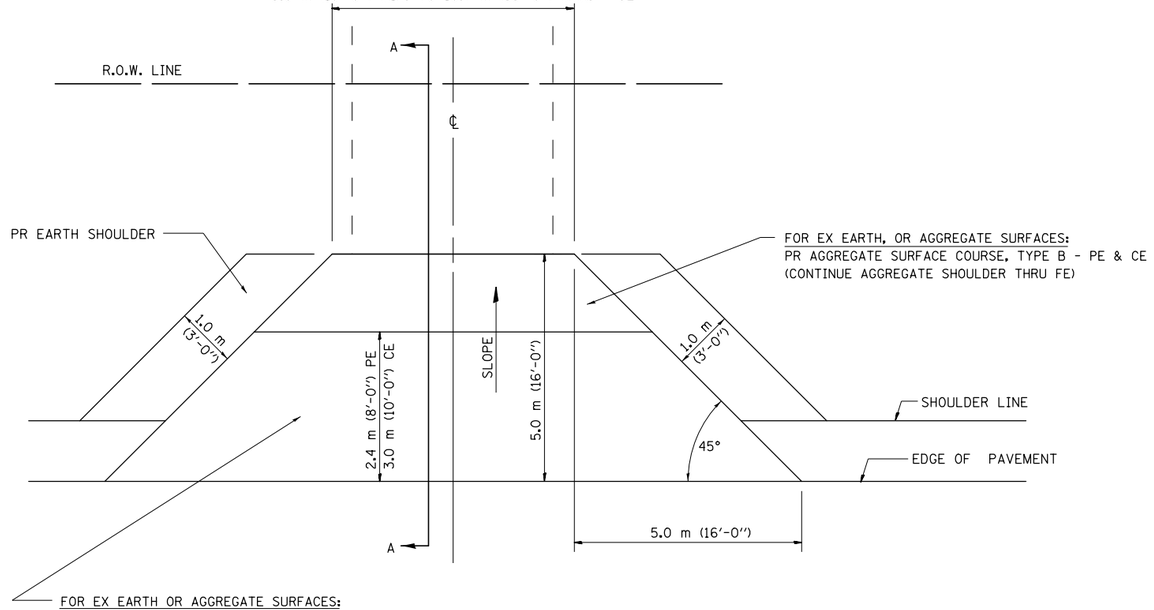
SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD



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

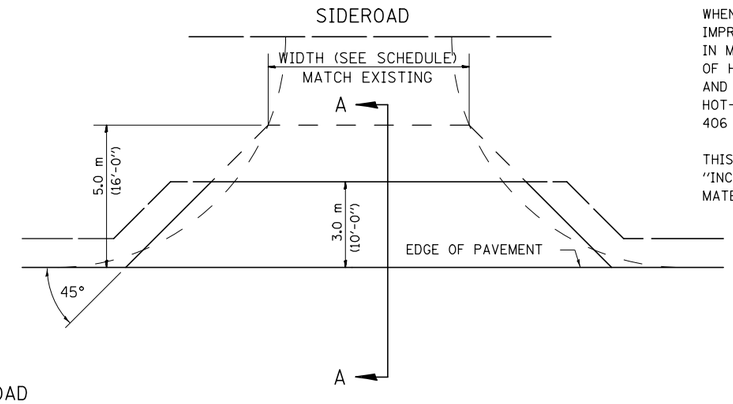
•PR INCIDENTAL HOT-MIX ASPHALT SURFACING - MATCH EXISTING WIDTH - PE (EXISTING HMA)

5.0 m (16'-0") MIN. TO 7.3 m (24'-0") MAX. - FE & PE (EXISTING AGG)
5.0 m (16'-0") MIN. TO 10.7 m (35'-0") MAX. - CE



FOR EX EARTH OR AGGREGATE SURFACES:
PR HOT-MIX ASPHALT SURFACE REMOVAL (IF APPLICABLE)
PR AGGREGATE SHOULDER THRU - FE
PR INCIDENTAL HOT-MIX ASPHALT SURFACING 90 mm (3 1/2 ") - PE
PR INCIDENTAL HOT-MIX ASPHALT SURFACING 200mm (8") - CE

FOR HMA APRONS:
PR HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"



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 INCIDENTAL HOT-MIX ASPHALT SURFACING 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 HOT-MIX ASPHALT BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, CLASS I, TYPE 2 OF SECTION 406 OF THE STANDARD SPECIFICATIONS.

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.

ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE SHOWN.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JCN	REVISED -
		DRAWN - CAD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JCN	REVISED -
ENT PPP.DGN	PLOT DATE = $DATE$	DATE - 2/23/99	REVISED -

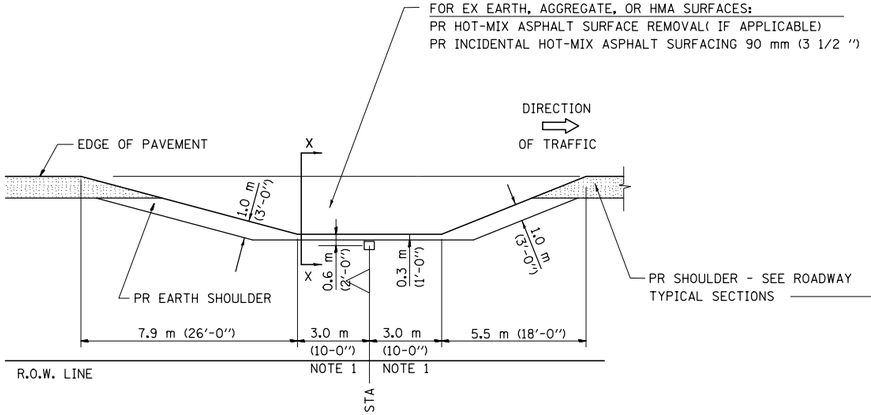
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR ENTRANCE, MAILBOX TURNOUT & SIDE ROAD

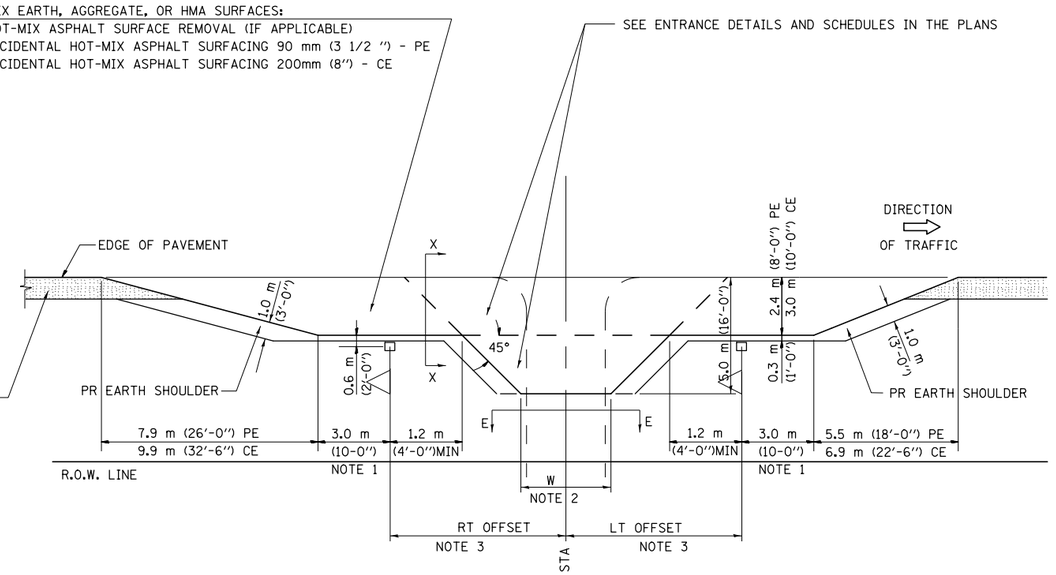
SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	30
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

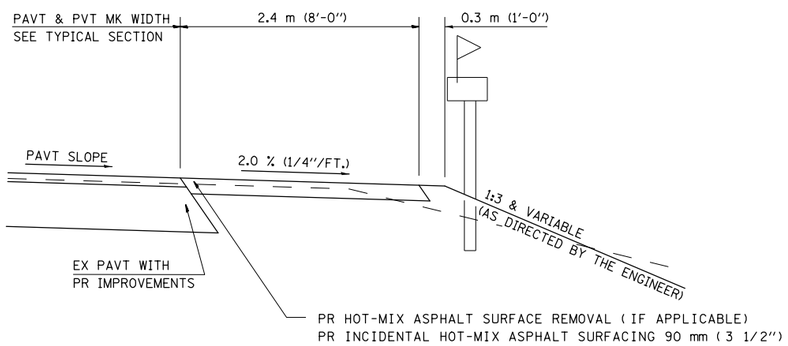
DETAILS OF MAILBOX TURNOUTS



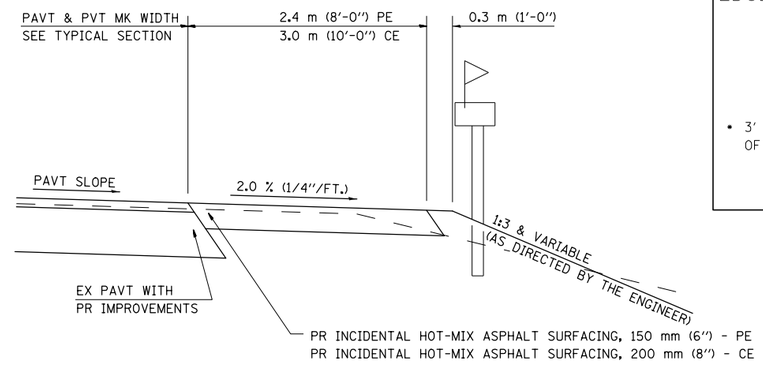
PLAN - MAILBOX TURNOUTS



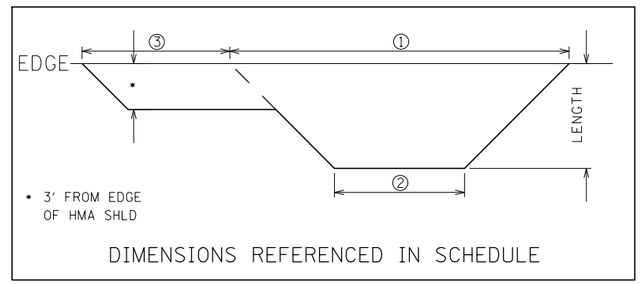
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



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



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



DIMENSIONS REFERENCED IN SCHEDULE

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 INCHES
UNLESS OTHERWISE SHOWN.

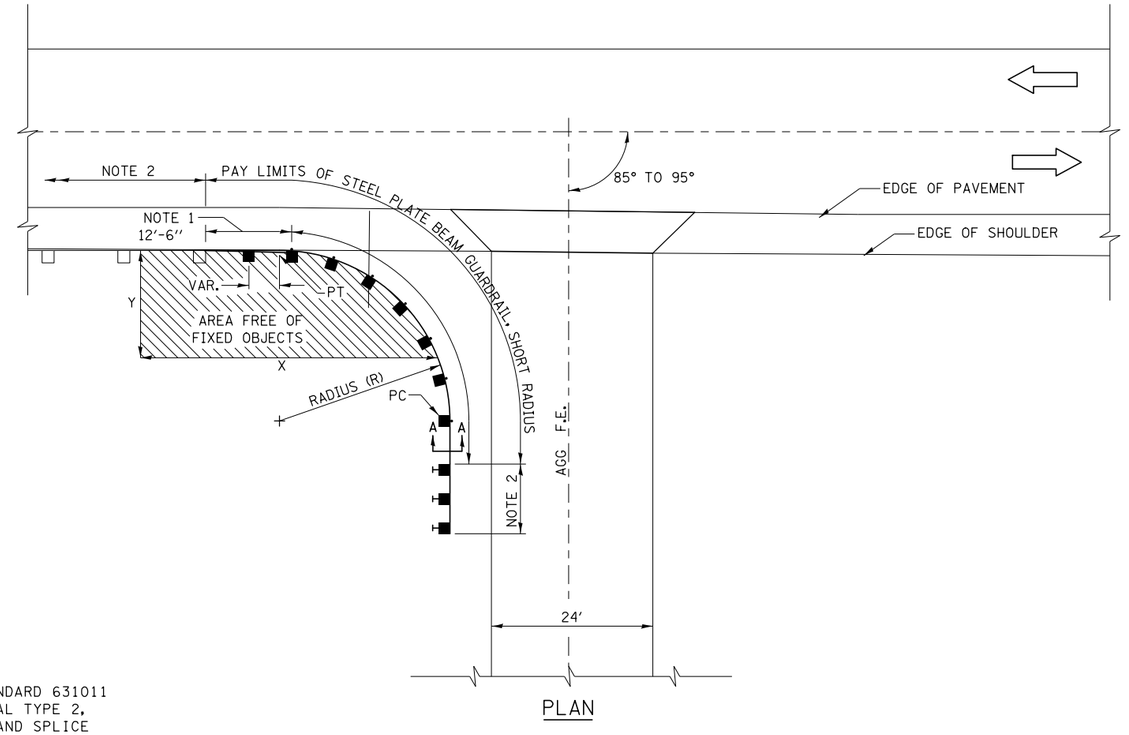
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JCN	REVISED -
		DRAWN - CAD	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JCN	REVISED -
ENT PPP.DGN	PLOT DATE = $DATE$	DATE - 2/23/99	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR ENTRANCE, MAILBOX TURNOUT & SIDE ROAD

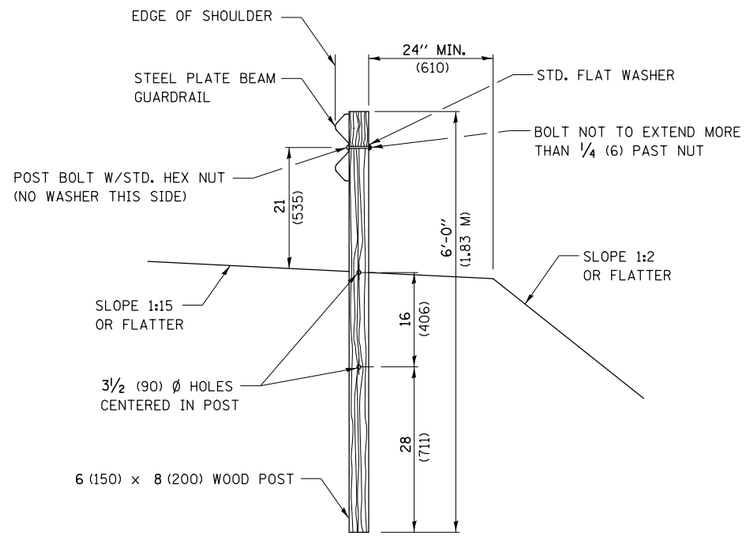
SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2600	17RS-6 & 18RS-12	PIKE	32	31
		CONTRACT NO. 72D77		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

CURVED GUARDRAIL DETAIL



SECTION A-A

NOTES

1. CONSTRUCT ACCORDING TO STANDARD 631011 FOR TRAFFIC BARRIER TERMINAL TYPE 2, EXCEPT DELETE END SECTION AND SPLICE INTO RADIUS GUARDRAIL.
2. EXISTING STEEL PLATE BEAM GUARDRAIL TYPE A OR TRAFFIC BARRIER TERMINAL, TYPE 2.
3. FOR THE 8'-6" (2.59 M) RADIUS, THE RAIL IS NOT BOLTED TO THE POST LOCATED AT THE MIDPOINT OF THE CURVE.

GENERAL NOTES

ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACMENT (V:H).

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

INSTALLATION CHARACTERISTICS PER DESIGN RADIUS (R)			
R	NO. OF WOOD POSTS	X	Y
8'-6" (2.59)	5 (NOTE 3)	25' (7.6 m)	15' (4.6)
17'-0" (5.18)	6	30' (9.1 m)	15' (4.6)
25'-6" (7.77)	8	40' (12.2 m)	20' (6.1)
35'-0" (10.67)	11	50' (15.2 m)	20' (6.1)

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JCN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURVED GUARDRAIL DETAILS			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CAD	REVISED -					2600	17RS-6 & 18RS-12	PIKE	32	32
	PLOT SCALE = $SCALE$	CHECKED - JCN	REVISED -							CONTRACT NO. 72D77		
	PLOT DATE = $DATE$	DATE - 2/23/99	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		