

FOR INDEX OF SHEETS, SEE SHEET NO. 2
 FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 4-12

06-12-2026 LETTING ITEM 107

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|----------|--------------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 1 |
| | | ILLINOIS | CONTRACT NO. 70D62 | |

| | |
|---|-----------------------------------|
| STRUCTURAL DESIGN TRAFFIC: Year <u>2025</u> | |
| PV = <u>92.4%</u> | SU = <u>3.5%</u> MU = <u>4.1%</u> |
| ROAD/STREET CLASSIFICATION Class <u>II</u> | |
| PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: | |
| P = <u>50.0%</u> | S = <u>50.0%</u> M = <u>50.0%</u> |
| TRAFFIC FACTOR: Actual TF = <u>0.66</u> Minimum TF = <u>3.17</u> | |
| PG GRADE: Top Binder = <u>SBS PG 64-28</u> Lower Binder = <u>PG 64-22</u> | |
| Surface = <u>SBS PG 64-28</u> | |
| SUBGRADE SUPPORT RATING | |
| SSR = <u>POOR</u> (Sta. <u>178+00.00</u> to <u>212+55.00</u>) | |
| SSR = _____ (Sta. _____ to _____) | |

PROPOSED HIGHWAY PLANS

FAP ROUTE 91 (US 150) SECTION (101)BR PROJECT BR-WUGY(070) BRIDGE REPLACEMENT EDGAR COUNTY

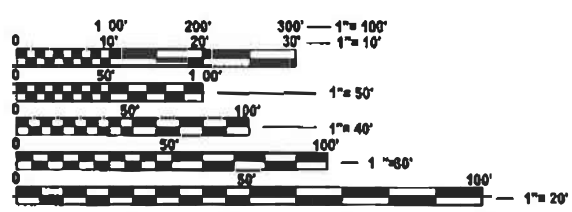
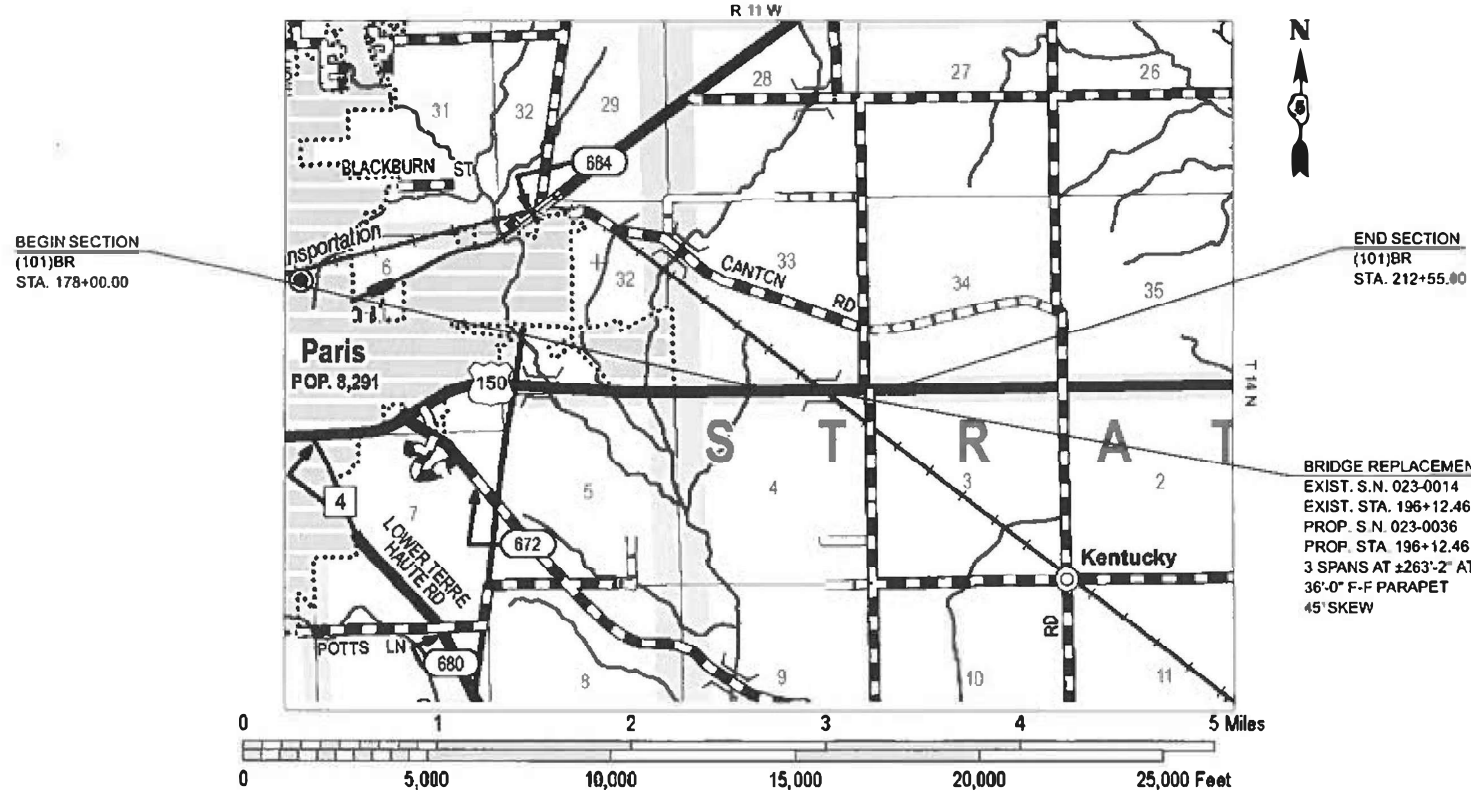
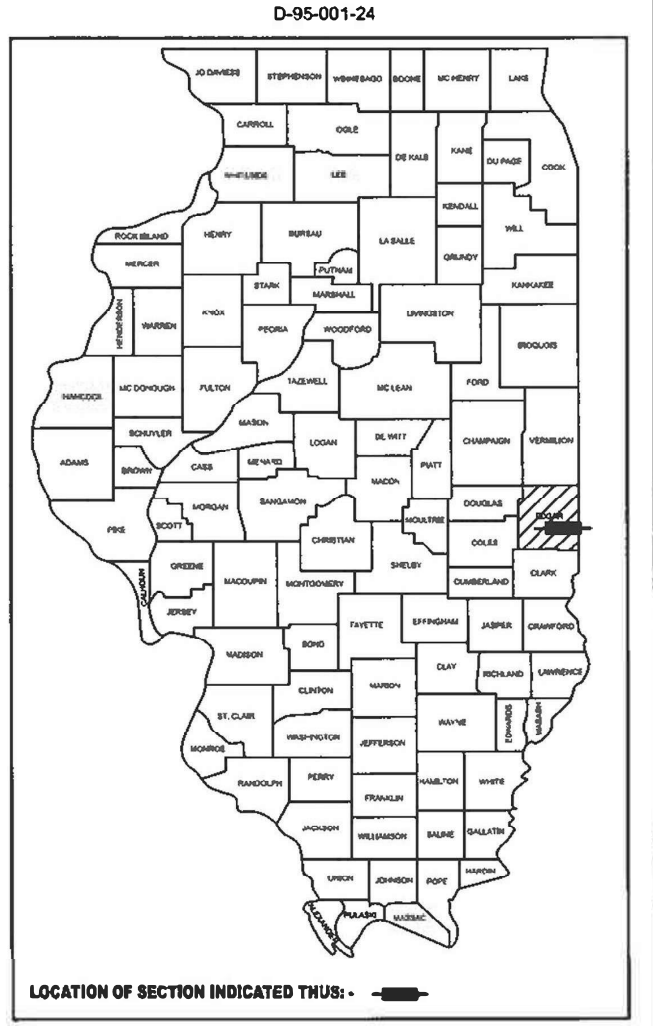
C-95-022-19
 AT D&E RR 0.2 MI W OF N 1800TH ST E OF PARIS

TRAFFIC DATA

| | |
|---------------------------|--------|
| FAP RTE. 91 / (US 150) | |
| LEG "A" | |
| 2023 ADT = | 3,150 |
| PV % = | 92.40% |
| SU % = | 3.50% |
| MU % = | 4.10% |
| FUNCTIONAL CLASSIFICATION | |
| MIN. ARTERIAL | |

BRIDGE REPLACEMENT

| | |
|----------|---------------|
| EXISTING | S.N. 023-0014 |
| PROPOSED | S.N. 023-0036 |



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 TOWNSHIP STRATTON
 OR 811

PROJECT ENGINEER: RYAN T. CARROLL
 DESIGNER: TYLER J. PIERSON
 PHONE: (217)-465-4181
 CONTRACT NO. 70D62

GROSS LENGTH = 263.17 FT. = 0.050 MILE
 NET LENGTH = 263.17 FT. = 0.050 MILE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUBMITTED 03/18 2026

Kenneth A. Leavitt REGIONAL ENGINEER

May 8 2026

[Signature] ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2026

[Signature] DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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|-----------|---|
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HIGHWAY STANDARDS

| STANDARD NO. | DESCRIPTION |
|--------------|---|
| 000001-09 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-02 | AREAS OF REINFORCEMENT BARS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 202001-01 | EARTH MEDIAN DITCH CHECK |
| 280001-07 | TEMPORARY EROSION CONTROL SYSTEMS |
| 420401-13 | PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB |
| 482001-02 | HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT |
| 482011-03 | HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS |
| 515001-04 | NAME PLATE FOR BRIDGES |
| 542301-03 | PRECAST REINFORCED CONCRETE FLARED END SECTION |
| 606001-09 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 610001-09 | SHOULDER INLET WITH CURB |
| 630001-13 | STEEL PLATE BEAM GUARDRAIL |
| 630301-09 | SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS |
| 631031-18 | TRAFFIC BARRIER TERMINAL, TYPE 6 |
| 642006-01 | SHOULDER RUMBLE STRIPS, 8 IN. |
| 701001-02 | OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY |
| 701006-05 | OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT |
| 701011-04 | OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY |
| 701201-05 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH |
| 701306-04 | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 |
| 701311-03 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY |
| 701321-19 | LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER |
| 701901-11 | TRAFFIC CONTROL DEVICES |
| 704001-08 | TEMPORARY CONCRETE BARRIER |
| 725001-01 | OBJECT AND TERMINAL MARKERS |
| 780001-05 | TYPICAL PAVEMENT MARKINGS |
| 781001-04 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |
| 782006-01 | GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |

COMMITMENTS

PARCEL NO. 50125002 TE

AS A RESULT OF RIGHT OF WAY NEGOTIATIONS,
PLEASE BE ADVISED OF THE FOLLOWING:

DRIVEWAY ACCESS MUST BE AVAILABLE TO PARCEL
OWNER AT ALL TIMES. TEMPORARY EASEMENT ON
DRIVEWAY IS FOR CONSTRUCTION OPERATION
ACCESS, AND NO EQUIPMENT/VEHICLES WILL BE
PARKED ON ANY PORTION OF THE DRIVEWAY.

UPON COMPLETION OF THE JOB, DRIVEWAY IS TO BE
RESTORED TO THE SAME OR BETTER CONDITION THAN
PRIOR TO CONSTRUCTION.

MODEL: Index Standards GN Commitments [Sheet]
FILE NAME: c:\pwworkspace\pierson\102289502\102289502-1ht-index_standards_gn_and_commitments.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, LIST OF STANDARDS,
& COMMITMENTS**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 2 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

GENERAL NOTES

G.N.-100B
 MICROSTATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR AFTER CONTRACT AWARD. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

G.N.-105.09A
 ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G.N.-107.12
 THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE LOCAL RAILROAD CONTACT IS:

Bobby Harvey
 Roadmaster
 Decatur & Eastern Illinois Railroad
 600 N. Stone Street
 Decatur IL, 62521
 217-853-5468
 robert.harvey@watco.com

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE RAILROAD FLAGGER CONTACT IS:

G.N.-205
 BENCHING PROCEDURES SHALL BE USED IN AREAS WHERE EXISTING EMBANKMENTS ARE WIDENED FOR THE PROPOSED PAVEMENT. STEPS SHALL BE CUT INTO THE EXISTING EMBANKMENT SLOPES AND SHALL HAVE THE FOLLOWING DIMENSIONS:

HORIZONTAL:
 VERTICAL:

G.N.-406H

MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

| Location | US 150 | US 150 | US 150 | US 150 | US 150 |
|---------------------------------------|------------------|-----------------------|-----------------------|--|-----------------|
| Mixture Use | Surface Mainline | Upper Binder Mainline | Lower Binder Mainline | Surface Pre-stage Shoulder & Shoulder & Incidental | Binder Shoulder |
| AC/PG | SBS PG 64-28 | SBS PG 64-28 | PG 64-22 | PG 64-22 | PG 64-22 |
| Design Air Voids | 4.0% @ Ndes=50 | 4.0% @ Ndes=50 | 4.0% @ Ndes=50 | 4.0% @ Ndes=50 | 4.0% @ Ndes=50 |
| Mix Comp(Gradation) | IL 9.5 | IL 19.0 | IL 19.0 | IL 9.5 | IL 19.0 |
| Friction Aggregate | Mix D | N.A. | N.A. | Mix C | N.A. |
| Mixture Weight | 112 | 112 | 112 | 112 | 112 |
| Quality Management Program | QC/QA | QC/QA | QC/QA | QC/QA | QC/QA |
| Sublot Size | 3000 | 3000 | 3000 | 3000 | 3000 |
| Material Transfer Device (Required ?) | YES | YES | YES | NO | NO |

G.N.-406S

PROJECT POSTED SPEED LIMITS

THE FOLLOWING TABLE IS A LISTING OF POSTED SPEED LIMITS WITHIN THE PROJECT LIMITS. THE ENGINEER SHALL FIELD VERIFY THESE LIMITS:

| STATION | TO | STATION | POSTED SPEED LIMIT (MPH) |
|-----------|----|-----------|--------------------------|
| 178+00.00 | TO | 212+55.00 | 55 |

G.N.-601A
 MATERIALS FOR PIPE DRAINS SHALL BE ONLY ITEMS (2), (3) OR (5) FROM ARTICLE 601.02(a)

G.N.-703A
 SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (TACK COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N.-781
 THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS.

MODEL: General Note (Sheet)
 FILE NAME: c:\p\work\wv\cd\p\cson\0928865\0570D62-shl-Index_Standards_GN_and Commitments.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 3 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SUMMARY OF QUANTITIES

| | |
|-------------------------|---|
| LOCATION OF WORK: | FAP 91 (US 150) MINOR ARTERIAL |
| | RURAL STA. 178+00.00 STA. 212+55.00 |
| FUNDING BREAKOUT: | EDGAR |
| CONSTRUCTION TYPE CODE: | 80% FED / 20% STATE 0010 |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|--------------------------|-----------------------------------|-------|----------------|
| 20200100 | EARTH EXCAVATION | CU YD | 485.00 |
| 20400800 | FURNISHED EXCAVATION | CU YD | 2,815.00 |
| 21000300 | GRANULAR EMBANKMENT, SPECIAL | TON | 1,402.00 |
| 25000210 | SEEDING, CLASS 2A | ACRE | 3.00 |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 270.00 |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 270.00 |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 270.00 |
| 25100115 | MULCH, METHOD 2 | ACRE | 3.00 |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 1,200.00 |
| 28000305 | TEMPORARY DITCH CHECKS | FOOT | 690.00 |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 4,336.00 |
| 28000500 | INLET AND PIPE PROTECTION | EACH | 4.00 |
| 31101100 | SUBBASE GRANULAR MATERIAL, TYPE B | CU YD | 14.00 |
| 40200800 | AGGREGATE SURFACE COURSE, TYPE B | TON | 115.00 |
| * DENOTES SPECIALTY ITEM | | | |

MODEL: SOQ-1 [Sheet]
FILE NAME: c:\p\work\pierson\0928865\0570D62-shh-SOQ.dgn

SUMMARY OF QUANTITIES

| | |
|-------------------------|---|
| LOCATION OF WORK: | FAP 91 (US 150) MINOR ARTERIAL |
| | RURAL STA. 178+00.00 STA. 212+55.00 |
| FUNDING BREAKOUT: | 80% FED / 20% STATE |
| CONSTRUCTION TYPE CODE: | 0010 |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|--------------------------|--|-------|----------------|
| 40600275 | BITUMINOUS MATERIALS (PRIME COAT) | POUND | 5,948.00 |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 8,975.00 |
| 40600370 | LONGITUDINAL JOINT SEALANT | FOOT | 3,069.00 |
| 40600990 | TEMPORARY RAMP | SQ YD | 99.00 |
| 40603080 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | TON | 1,214.00 |
| 40603230 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | TON | 478.00 |
| 40604160 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 | TON | 1,334.00 |
| 40800029 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 262.00 |
| 40800050 | INCIDENTAL HOT-MIX ASPHALT SURFACING | TON | 49.00 |
| 42000060 | WELDED WIRE REINFORCEMENT | SQ YD | 264.00 |
| 42000080 | PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB | SQ YD | 264.00 |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 457.00 |
| 44000161 | HOT-MIX ASPHALT SURFACE REMOVAL, 3" | SQ YD | 3,798.00 |
| 44000182 | HOT-MIX ASPHALT SURFACE REMOVAL, 8" | SQ YD | 1,454.00 |
| * DENOTES SPECIALTY ITEM | | | |

MODEL: SOQ-2 (Sheet)
FILE NAME: c:\p\work\pierson\0928865\0570D62-shh-SOQ.dgn

SUMMARY OF QUANTITIES

| | |
|-------------------------|--|
| LOCATION OF WORK: | FAP 91 (US 150) MINOR ARTERIAL |
| | RURAL STA. 178+00.00 STA. 212+55.00 EDGAR |
| FUNDING BREAKOUT: | 80% FED / 20% STATE |
| CONSTRUCTION TYPE CODE: | 0010 |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|--------------------------|--|-------|----------------|
| 44000300 | CURB REMOVAL | FOOT | 4,082.00 |
| 44004250 | PAVED SHOULDER REMOVAL | SQ YD | 6,302.00 |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B | TON | 118.00 |
| 48203023 | HOT-MIX ASPHALT SHOULDERS, 6 1/2" | SQ YD | 3,473.00 |
| 48203100 | HOT-MIX ASPHALT SHOULDERS | TON | 652.00 |
| 50100100 | REMOVAL OF EXISTING STRUCTURES | EACH | 1.00 |
| 50105220 | PIPE CULVERT REMOVAL | FOOT | 234.00 |
| 50157300 | PROTECTIVE SHIELD | SQ YD | 326.00 |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 277.00 |
| 50300225 | CONCRETE STRUCTURES | CU YD | 313.30 |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 398.50 |
| 50300260 | BRIDGE DECK GROOVING | SQ YD | 1,210.00 |
| 50300300 | PROTECTIVE COAT | SQ YD | 1,546.00 |
| 50500105 | FURNISHING AND ERECTING STRUCTURAL STEEL | L SUM | 1.00 |
| * DENOTES SPECIALTY ITEM | | | |

MODEL: SOQ-3 (Sheet)
FILE NAME: c:\p\work\pierson\0928865\0570D62-shit-SOQ.dgn

SUMMARY OF QUANTITIES

| | |
|-------------------------|---|
| LOCATION OF WORK: | FAP 91 (US 150) MINOR ARTERIAL |
| | RURAL STA. 178+00.00 STA. 212+55.00 |
| FUNDING BREAKOUT: | EDGAR |
| CONSTRUCTION TYPE CODE: | 80% FED / 20% STATE 0010 |

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|--------------------------|----------|--|-------|----------------|
| | 50500505 | STUD SHEAR CONNECTORS | EACH | 4,914.00 |
| | 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 123,750.00 |
| | 50800515 | BAR SPLICERS | EACH | 1,022.00 |
| | 51100100 | SLOPE WALL 4 INCH | SQ YD | 987.00 |
| | 51201610 | FURNISHING STEEL PILES HP12X63 | FOOT | 1,999.00 |
| | 51202305 | DRIVING PILES | FOOT | 1,999.00 |
| | 51203610 | TEST PILE STEEL HP12x63 | EACH | 4.00 |
| | 51204650 | PILE SHOES | EACH | 32.00 |
| | 51500100 | NAME PLATES | EACH | 1.00 |
| | 52000110 | PREFORMED JOINT STRIP SEAL | FOOT | 104.00 |
| | 52100520 | ANCHOR BOLTS, 1" | EACH | 48.00 |
| | 52200010 | TEMPORARY SHEET PILING | SQ FT | 1,343.00 |
| | 52200600 | GEOTEXTILE RETAINING WALL | SQ FT | 1,199.00 |
| | 53004556 | HOT-MIX ASPHALT SURFACE REMOVAL (DECK) | SQ YD | 384.00 |
| * DENOTES SPECIALTY ITEM | | | | |

MODEL: SOQ-4 (Sheet)
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| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 4 OF 9 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 7 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SUMMARY OF QUANTITIES

| | |
|-------------------------|---|
| LOCATION OF WORK: | FAP 91 (US 150) MINOR ARTERIAL |
| | RURAL STA. 178+00.00 STA. 212+55.00 |
| FUNDING BREAKOUT: | EDGAR |
| CONSTRUCTION TYPE CODE: | 80% FED / 20% STATE 0010 |

| | CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|--------------------------|------------|--|-------|----------------|
| | 54213459 | END SECTIONS 24" | EACH | 4.00 |
| | 54262712 | METAL FLARED END SECTIONS 12" | EACH | 18.00 |
| | 542D1069 | PIPE CULVERTS, CLASS D, TYPE 2 24" | FOOT | 252.00 |
| | 58600101 | GRANULAR BACKFILL FOR STRUCTURES | CU YD | 213.00 |
| | 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 110.00 |
| | 60100060 | CONCRETE HEADWALLS FOR PIPE DRAINS | EACH | 12.00 |
| | 60100915 | PIPE DRAINS 6" | FOOT | 512.00 |
| | 60100945 | PIPE DRAINS 12" | FOOT | 879.00 |
| | 60108206 | PIPE UNDERDRAINS, TYPE 2, 6" | FOOT | 230.00 |
| | 60146304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 193.00 |
| | 60600605 | CONCRETE CURB, TYPE B | FOOT | 4,015.00 |
| | 61000050 | CONCRETE THRUST BLOCKS | EACH | 18.00 |
| | 61000115 | TYPE E INLET BOX, STANDARD 610001 | EACH | 18.00 |
| | * 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 13.00 |
| | * 63100085 | TRAFFIC BARRIER TERMINAL, TYPE 6 | EACH | 4.00 |
| * DENOTES SPECIALTY ITEM | | | | |

MODEL: SQCL5 (Sheet)
FILE NAME: c:\p\work\pierson\0928865\0570D62-shh-SQCL5.dgn

| | | | | | | | | | | |
|---------------------------|----------------|-----------|---|------------------------------|---------------------------|---------------------|--------------|------------------|-------------|--|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | F.A.P. RTE. 91 | SECTION (101)BR | COUNTY EDGAR | TOTAL SHEETS 142 | SHEET NO. 8 | |
| | DRAWN - TJP | REVISED - | | | CONTRACT NO. 70D62 | | | | | |
| | CHECKED - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - | | | SCALE: | SHEET 5 OF 9 SHEETS | STA. | TO STA. | | |

SUMMARY OF QUANTITIES

| | |
|-------------------------|---|
| LOCATION OF WORK: | FAP 91 (US 150) MINOR ARTERIAL |
| | RURAL STA. 178+00.00 STA. 212+55.00 |
| FUNDING BREAKOUT: | EDGAR |
| CONSTRUCTION TYPE CODE: | 80% FED / 20% STATE 0010 |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|--------------------------|---|--------|----------------|
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | EACH | 1.00 |
| 63200310 | GUARDRAIL REMOVAL | FOOT | 25.00 |
| * 63301210 | REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A | FOOT | 3,663.00 |
| * 63301990 | REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1 | EACH | 3.00 |
| 64200108 | SHOULDER RUMBLE STRIPS, 8 INCH | FOOT | 5,572.00 |
| * 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 614.00 |
| * 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 2.00 |
| * 66901001 | REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN | L SUM | 1.00 |
| * 66901003 | REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT | L SUM | 1.00 |
| * 66901006 | REGULATED SUBSTANCES MONITORING | CAL DA | 22.00 |
| 67000500 | ENGINEER'S FIELD OFFICE, TYPE B | CAL MO | 14.00 |
| 67100100 | MOBILIZATION | L SUM | 1.00 |
| 70100405 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 | EACH | 1.00 |
| 70100450 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1.00 |
| * DENOTES SPECIALTY ITEM | | | |

MODEL: SOQ-6 (Sheet)
FILE NAME: c:\p\work\pierson\0928865\0570D62-shit-SOQ.dgn

| | | | | | | | | | | |
|---------------------------|----------------|-----------|---|------------------------------|--------------------|---------|--------|--------------|-----------|---------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | DRAWN - TJP | REVISED - | | | 91 | (101)BR | EDGAR | 142 | 9 | |
| | CHECKED - | REVISED - | | | CONTRACT NO. 70D62 | | | | | |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - | | | SCALE: | SHEET 6 | OF 9 | SHEETS | STA. | TO STA. |

SUMMARY OF QUANTITIES

| | |
|-------------------------|---|
| LOCATION OF WORK: | FAP 91 (US 150) MINOR ARTERIAL |
| | RURAL STA. 178+00.00 STA. 212+55.00 |
| FUNDING BREAKOUT: | EDGAR 80% FED / 20% STATE |
| CONSTRUCTION TYPE CODE: | 0010 |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|--------------------------|--|--------|----------------|
| 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM | 1.00 |
| 70106500 | TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH | 1.00 |
| 70107025 | CHANGEABLE MESSAGE SIGN | CAL DA | 28.00 |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 1,792.00 |
| 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 598.00 |
| 70300221 | TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT | FOOT | 11,174.00 |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 2,050.00 |
| 70400125 | PINNING TEMPORARY CONCRETE BARRIER | EACH | 910.00 |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 2,050.00 |
| 70600250 | IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3 | EACH | 2.00 |
| 70600350 | IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3 | EACH | 1.00 |
| * 72501000 | TERMINAL MARKER - DIRECT APPLIED | EACH | 1.00 |
| * 78001110 | PAINT PAVEMENT MARKING - LINE 4" | FOOT | 4,465.00 |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 59.00 |
| * DENOTES SPECIALTY ITEM | | | |

MODEL: SOQ-7 [Sheet]
FILE NAME: c:\p\work\pierson\09288505\70D62-ahf-SOQ.dgn

| | | | | | | | | | | |
|---------------------------|----------------|-----------|---|------------------------------|--------------------|---------|--------|-----------------|--------------|---------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | DRAWN - TJP | REVISED - | | | 91 | (101)BR | EDGAR | 142 | 10 | |
| | CHECKED - | REVISED - | | | CONTRACT NO. 70D62 | | | | | |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - | | | SCALE: | SHEET 7 | OF 9 | SHEETS | STA. | TO STA. |

SUMMARY OF QUANTITIES

| | |
|-------------------------|---|
| LOCATION OF WORK: | FAP 91 (US 150) MINOR ARTERIAL |
| | RURAL STA. 178+00.00 STA. 212+55.00 |
| FUNDING BREAKOUT: | EDGAR |
| CONSTRUCTION TYPE CODE: | 80% FED / 20% STATE 0010 |

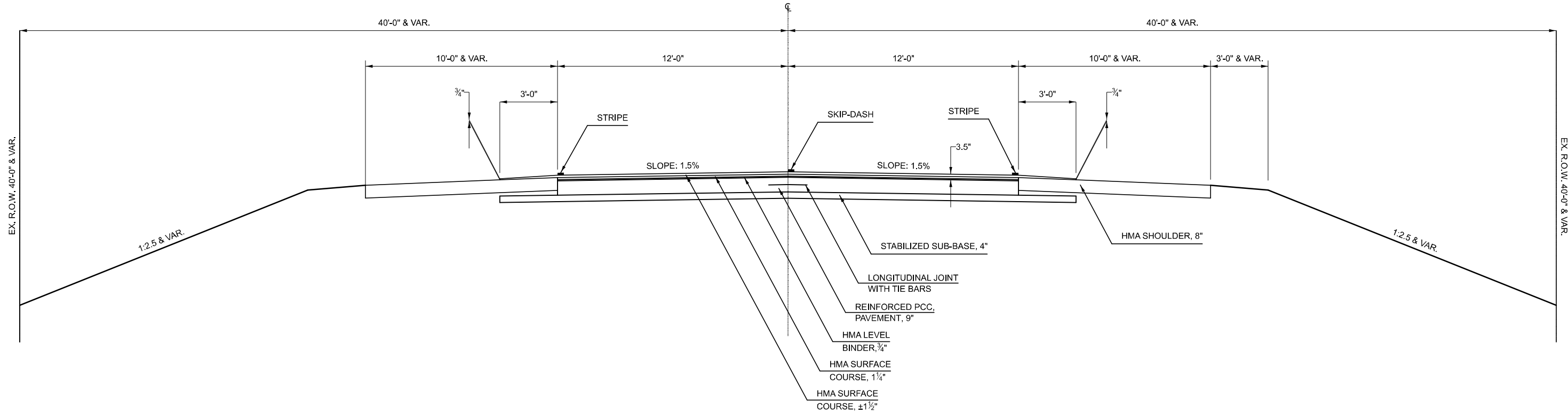
| CODE NO. | ITEM | UNIT | TOTAL QUANTITY |
|--------------------------|---|-------|----------------|
| * 78200011 | BARRIER WALL REFLECTORS, TYPE C | EACH | 164.00 |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 47.00 |
| 78300202 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SQ FT | 1,489.00 |
| X4400196 | HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL) | SQ YD | 582.00 |
| X4401198 | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | SQ YD | 296.00 |
| X5030305 | CONCRETE WEARING SURFACE, 5" | SQ YD | 253.00 |
| X5040100 | PRECAST BRIDGE APPROACH SLAB | SQ FT | 2,150.00 |
| X5080530 | BAR TERMINATORS | EACH | 512.00 |
| X6010003 | PIPE DRAIN REMOVAL | FOOT | 362.00 |
| X6050222 | FILLING INLETS, TEMPORARY | EACH | 14.00 |
| X6050700 | REMOVE INLET BOX | EACH | 10.00 |
| X6420112 | CENTER LINE - RUMBLE STRIP - 8" | FOOT | 2,848.00 |
| X7200201 | WIDTH RESTRICTION SIGNING | L SUM | 1.00 |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1.00 |
| * DENOTES SPECIALTY ITEM | | | |

MODEL: SQC-8 (Sheet)
FILE NAME: c:\p\work\tyler\pierson\10928865\0570D62-shh-SQC.dgn

| | | | | | | | | | | | | |
|---------------------------|----------------|-----------|---|------------------------------|---------|-------|--------|---------------------------|---------|--------|-----------------|--------------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | DRAWN - TJP | REVISED - | | 91 | (101)BR | EDGAR | 142 | 11 | | | | |
| | CHECKED - | REVISED - | | CONTRACT NO. 70D62 | | | | ILLINOIS FED. AID PROJECT | | | | |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - | | SCALE: | SHEET 8 | OF 9 | SHEETS | STA. | TO STA. | | | |

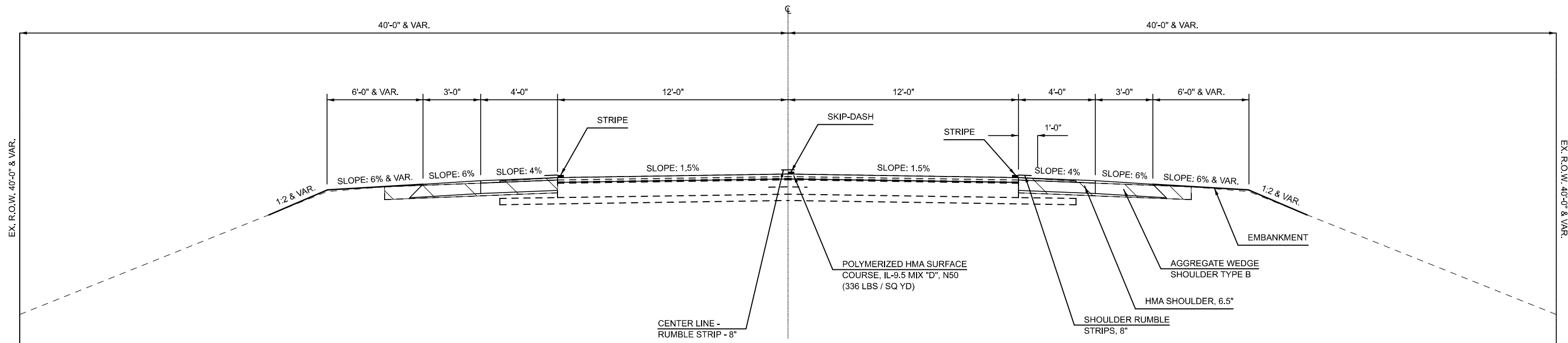
EXISTING TYPICAL CROSS SECTION (A)

STATION 178+00.00 TO STATION 183+45.00 (B)
② 206+60.00 212+55.00



PROPOSED TYPICAL CROSS SECTION (1)

STATION 178+00.00 TO STATION 183+45.00 (2)
② 206+60.00 212+55.00



MODEL: Typ-3 (Sheet)
FILE NAME: c:\p\work\tdiplerson\10928865\0570D62-shlr-Typical Cross Sections.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Plerson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

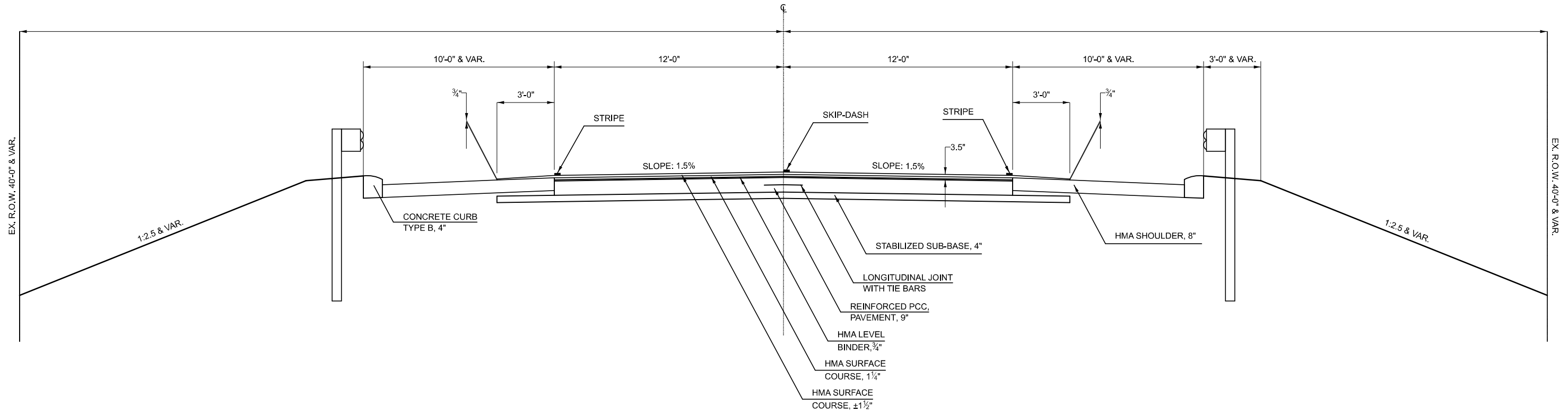
F.A.P. 91 (US 150) TYPICAL CROSS-SECTION

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 13 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

EXISTING TYPICAL CROSS SECTION (B)

STATION TO STATION
 ① 183+45.00 195+03.66
 197+20.40 206+60.00 ①



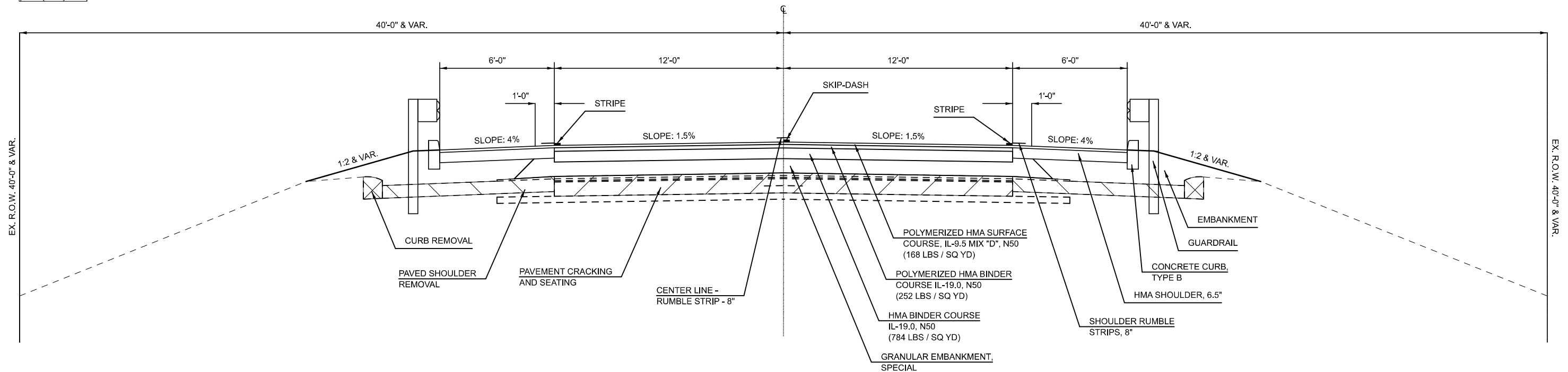
PROPOSED TYPICAL CROSS SECTION (2)

STATION TO STATION
 ① 183+45.00 194+19.28
 198+05.64 206+60.00 ①

- PAVEMENT CRACKING AND SEATING
- PAVED SHOULDER REMOVAL
- CURB REMOVAL

- PAVEMENT THICKNESSES VARY. SEE PAVEMENT PROFILE TRANSITION DETAIL ON SHEETS 77-78 AND REPAVING SCHEDULE ON SHEET 16 FOR THICKNESSES
- MINIMUM THICKNESS FOR POROUS GRANULAR EMBANKMENT, SPECIAL IS 3".
- PAVEMENT CRACKING AND SEATING LIMITS PROVIDED ON PAVEMENT PROFILE TRANSITION DETAIL ON SHEET 77-78.

STRUCTURE OMISSION - STA. 194+19.28 TO STA. 198+05.64



MODEL: Typ-4 (Sheet)
 FILE NAME: c:\p\work\tylerson\10928865\0570D62-sh1-Typical Cross Sections.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 4/7/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. 91 (US 150) TYPICAL CROSS-SECTION

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 14 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SCHEDULES OF QUANTITIES

| EB EARTHWORK SCHEDULE | | | | | | | | | | | | | | |
|----------------------------|----|-----------|--------------|-----------------------|------------------------|---------------------|----------------------|-------------------------|--------------------------|------------------------------|--|------------------------------|--|-----------|
| STA | TO | STA | LENGTH FT | START CUT SQ FT | START FILL SQ FT | END CUT SQ FT | END FILL SQ FT | AVERAGE CUT SQ FT | AVERAGE FILL SQ FT | EARTH EXCAVATION CU YD | EARTH EXC. ADJ. FOR SHRINKAGE CU YD | TOTAL EMBANKMENT CU YD | 20200100 | |
| | | | | | | | | | | | | | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) CU YD | |
| 183+25.00 | TO | 183+50.00 | 25.00 | 0.59 | 0.28 | 0.52 | 0.67 | 0.56 | 0.48 | 0.52 | 0.39 | 0.44 | | -0.05 |
| 183+50.00 | TO | 184+00.00 | 50.00 | 0.52 | 0.67 | 0.95 | 0.62 | 0.74 | 0.65 | 1.37 | 1.03 | 1.20 | | -0.17 |
| 184+00.00 | TO | 184+50.00 | 50.00 | 0.95 | 0.62 | 1.01 | 0.01 | 0.98 | 0.32 | 1.81 | 1.36 | 0.59 | | 0.77 |
| 184+50.00 | TO | 185+00.00 | 50.00 | 1.01 | 0.01 | 2.71 | 0.00 | 1.86 | 0.01 | 3.44 | 2.58 | 0.02 | | 2.56 |
| 185+00.00 | TO | 185+50.00 | 50.00 | 2.71 | 0.00 | 7.24 | 0.00 | 4.98 | 0.00 | 9.22 | 6.92 | 0.00 | | 6.92 |
| 185+50.00 | TO | 186+00.00 | 50.00 | 7.24 | 0.00 | 11.93 | 0.00 | 9.59 | 0.00 | 17.76 | 13.32 | 0.00 | | 13.32 |
| 186+00.00 | TO | 186+50.00 | 50.00 | 11.93 | 0.00 | 10.56 | 0.04 | 11.25 | 0.02 | 20.83 | 15.62 | 0.04 | | 15.58 |
| 186+50.00 | TO | 187+00.00 | 50.00 | 10.56 | 0.04 | 11.41 | 0.23 | 10.99 | 0.14 | 20.35 | 15.26 | 0.26 | | 15.00 |
| 187+00.00 | TO | 187+50.00 | 50.00 | 11.41 | 0.23 | 12.22 | 0.88 | 11.82 | 0.56 | 21.89 | 16.42 | 1.04 | | 15.38 |
| 187+50.00 | TO | 188+00.00 | 50.00 | 12.22 | 0.88 | 13.56 | 1.67 | 12.89 | 1.28 | 23.87 | 17.90 | 2.37 | | 15.53 |
| 188+00.00 | TO | 188+50.00 | 50.00 | 13.56 | 1.67 | 12.05 | 2.43 | 12.81 | 2.05 | 23.72 | 17.79 | 3.80 | | 13.99 |
| 188+50.00 | TO | 189+00.00 | 50.00 | 12.05 | 2.43 | 5.78 | 6.94 | 8.92 | 4.69 | 16.52 | 12.39 | 8.69 | | 3.70 |
| 189+00.00 | TO | 189+50.00 | 50.00 | 5.78 | 6.94 | 5.30 | 9.25 | 5.54 | 8.10 | 10.26 | 7.70 | 15.00 | | -7.30 |
| 189+50.00 | TO | 190+00.00 | 50.00 | 5.30 | 9.25 | 3.82 | 11.18 | 4.56 | 10.22 | 8.44 | 6.33 | 18.93 | | -12.60 |
| 190+00.00 | TO | 190+50.00 | 50.00 | 3.82 | 11.18 | 1.93 | 12.73 | 2.88 | 11.96 | 5.33 | 4.00 | 22.15 | | -18.15 |
| 190+50.00 | TO | 191+00.00 | 50.00 | 1.93 | 12.73 | 1.15 | 20.00 | 1.54 | 16.37 | 2.85 | 2.14 | 30.31 | | -28.17 |
| 191+00.00 | TO | 191+50.00 | 50.00 | 1.15 | 20.00 | 0.76 | 23.02 | 0.96 | 21.51 | 1.78 | 1.34 | 39.83 | | -38.49 |
| 191+50.00 | TO | 192+00.00 | 50.00 | 0.76 | 23.02 | 0.50 | 25.22 | 0.63 | 24.12 | 1.17 | 0.88 | 44.67 | | -43.79 |
| 192+00.00 | TO | 192+50.00 | 50.00 | 0.50 | 25.22 | 0.40 | 29.15 | 0.45 | 27.19 | 0.83 | 0.62 | 50.35 | | -49.73 |
| 192+50.00 | TO | 193+00.00 | 50.00 | 0.40 | 29.15 | 0.37 | 29.08 | 0.39 | 29.12 | 0.72 | 0.54 | 53.93 | | -53.39 |
| 193+00.00 | TO | 193+50.00 | 50.00 | 0.37 | 29.08 | 0.54 | 25.93 | 0.46 | 27.51 | 0.85 | 0.64 | 50.94 | | -50.30 |
| 193+50.00 | TO | 194+00.00 | 50.00 | 0.54 | 25.93 | 0.00 | 31.33 | 0.27 | 28.63 | 0.50 | 0.38 | 53.02 | | -52.64 |
| 194+00.00 | TO | 194+50.00 | 50.00 | 0.00 | 31.33 | 0.00 | 66.58 | 0.00 | 48.96 | 0.00 | 0.00 | 90.67 | | -90.67 |
| 194+50.00 | TO | 195+06.29 | 56.29 | 0.00 | 66.58 | 0.00 | 49.45 | 0.00 | 58.02 | 0.00 | 0.00 | 120.96 | | -120.96 |
| SOUTHWEST BRIDGE CONE | | | | | | | | | | 6.34 | 4.76 | 29.41 | | -24.65 |
| SOUTHEAST BRIDGE CONE | | | | | | | | | | 13.78 | 10.34 | 17.92 | | -7.58 |
| 197+71.60 | TO | 198+00.00 | 28.40 | 0.00 | 94.14 | 0.00 | 114.06 | 0.00 | 104.10 | 0.00 | 0.00 | 109.50 | | -109.50 |
| 198+00.00 | TO | 198+50.00 | 50.00 | 0.00 | 114.06 | 0.00 | 114.11 | 0.00 | 114.09 | 0.00 | 0.00 | 211.28 | | -211.28 |
| 198+50.00 | TO | 199+00.00 | 50.00 | 0.00 | 114.11 | 0.08 | 109.47 | 0.04 | 111.79 | 0.07 | 0.05 | 207.02 | | -206.97 |
| 199+00.00 | TO | 199+50.00 | 50.00 | 0.08 | 109.47 | 0.35 | 94.10 | 0.22 | 101.79 | 0.41 | 0.31 | 188.50 | | -188.19 |
| 199+50.00 | TO | 200+00.00 | 50.00 | 0.35 | 94.10 | 0.07 | 68.31 | 0.21 | 81.21 | 0.39 | 0.29 | 150.39 | | -150.10 |
| 200+00.00 | TO | 200+50.00 | 50.00 | 0.07 | 68.31 | 0.00 | 26.61 | 0.04 | 47.46 | 0.07 | 0.05 | 87.89 | | -87.84 |
| 200+50.00 | TO | 201+00.00 | 50.00 | 0.00 | 26.61 | 0.00 | 24.22 | 0.00 | 25.42 | 0.00 | 0.00 | 47.07 | | -47.07 |
| 201+00.00 | TO | 201+50.00 | 50.00 | 0.00 | 24.22 | 0.00 | 20.99 | 0.00 | 22.61 | 0.00 | 0.00 | 41.87 | | -41.87 |
| 201+50.00 | TO | 202+00.00 | 50.00 | 0.00 | 20.99 | 1.13 | 12.69 | 0.57 | 16.84 | 1.06 | 0.80 | 31.19 | | -30.39 |
| 202+00.00 | TO | 202+50.00 | 50.00 | 1.13 | 12.69 | 0.00 | 8.58 | 0.57 | 10.64 | 1.06 | 0.80 | 19.70 | | -18.90 |
| 202+50.00 | TO | 203+00.00 | 50.00 | 0.00 | 8.58 | 0.01 | 6.87 | 0.01 | 7.73 | 0.02 | 0.02 | 14.31 | | -14.29 |
| 203+00.00 | TO | 203+50.00 | 50.00 | 0.01 | 6.87 | 0.06 | 4.16 | 0.04 | 5.52 | 0.07 | 0.05 | 10.22 | | -10.17 |
| 203+50.00 | TO | 204+00.00 | 50.00 | 0.06 | 4.16 | 0.16 | 3.87 | 0.11 | 4.02 | 0.20 | 0.15 | 7.44 | | -7.29 |
| 204+00.00 | TO | 204+50.00 | 50.00 | 0.16 | 3.87 | 0.32 | 3.99 | 0.24 | 3.93 | 0.44 | 0.33 | 7.28 | | -6.95 |
| 204+50.00 | TO | 205+00.00 | 50.00 | 0.32 | 3.99 | 0.58 | 3.93 | 0.45 | 3.96 | 0.83 | 0.62 | 7.33 | | -6.71 |
| 205+00.00 | TO | 205+50.00 | 50.00 | 0.58 | 3.93 | 0.61 | 3.39 | 0.60 | 3.66 | 1.11 | 0.83 | 6.78 | | -5.95 |
| 205+50.00 | TO | 206+00.00 | 50.00 | 0.61 | 3.39 | 0.13 | 3.40 | 0.37 | 3.40 | 0.69 | 0.52 | 6.30 | | -5.78 |
| 206+00.00 | TO | 206+50.00 | 50.00 | 0.13 | 3.40 | 0.47 | 0.95 | 0.30 | 2.17 | 0.56 | 0.42 | 4.02 | | -3.60 |
| EASTBOUND TOTALS = | | | | | | | | | | 221.13 | 165.89 | 1,814.63 | | -1,648.74 |
| EASTBOUND ROUNDED TOTALS = | | | | | | | | | | 225.00 | 170.00 | 1,815.00 | | -1,650.00 |

MODEL: Schedule-1 (Sheet)
FILE NAME: c:\p\work\wrt\p\person\10928865\0570D62-sht-Schedules.dgn

| | | | | | | | | | | | | |
|---------------------------|----------------|-----------|---|--------------------------------|---------|-------|--------|---------------------------|---------|--------|-----------------|--------------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES OF QUANTITIES | | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | DRAWN - TJP | REVISED - | | 91 | (101)BR | EDGAR | 142 | 15 | | | | |
| | CHECKED - | REVISED - | | CONTRACT NO. 70D62 | | | | ILLINOIS FED. AID PROJECT | | | | |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - | | SCALE: | SHEET 1 | OF 9 | SHEETS | STA. | TO STA. | | | |

SCHEDULES OF QUANTITIES

| WB EARTHWORK SCHEDULE | | | | | | | | | | | | | | |
|-------------------------------------|----|-----------|--------------|-----------------------|------------------------|---------------------|----------------------|-------------------------|--------------------------|------------------------------|--------|--|------------------------------|--|
| STA | TO | STA | LENGTH FT | START CUT SQ FT | START FILL SQ FT | END CUT SQ FT | END FILL SQ FT | AVERAGE CUT SQ FT | AVERAGE FILL SQ FT | 20200100 | | EARTH EXC. ADJ. FOR SHRINKAGE CU YD | TOTAL EMBANKMENT CU YD | EARTHWORK BALANCE WASTE (+) SHORTAGE (-) CU YD |
| | | | | | | | | | | EARTH EXCAVATION CU YD | | | | |
| 184+00.00 | TO | 184+50.00 | 50.00 | 0.00 | 0.00 | 0.30 | 0.43 | 0.15 | 0.22 | 0.28 | 0.21 | 0.41 | -0.20 | |
| 184+50.00 | TO | 185+00.00 | 50.00 | 0.30 | 0.43 | 0.65 | 0.34 | 0.48 | 0.39 | 0.89 | 0.67 | 0.72 | -0.05 | |
| 185+00.00 | TO | 185+50.00 | 50.00 | 0.65 | 0.34 | 1.62 | 0.48 | 1.14 | 0.41 | 2.11 | 1.58 | 0.76 | 0.82 | |
| 185+50.00 | TO | 186+00.00 | 50.00 | 1.62 | 0.48 | 0.32 | 2.68 | 0.97 | 1.58 | 1.80 | 1.35 | 2.93 | -1.58 | |
| 186+00.00 | TO | 186+50.00 | 50.00 | 0.32 | 2.68 | 0.82 | 0.59 | 0.57 | 1.63 | 1.06 | 0.80 | 3.02 | -2.22 | |
| 186+50.00 | TO | 187+00.00 | 50.00 | 0.82 | 0.59 | 4.02 | 0.10 | 2.42 | 0.35 | 4.48 | 3.36 | 0.65 | 2.71 | |
| 187+00.00 | TO | 187+50.00 | 50.00 | 4.02 | 0.10 | 5.57 | 0.94 | 4.80 | 0.52 | 8.89 | 6.67 | 0.96 | 5.71 | |
| 187+50.00 | TO | 188+00.00 | 50.00 | 5.57 | 0.94 | 6.81 | 2.13 | 6.19 | 1.54 | 11.46 | 8.60 | 2.85 | 5.75 | |
| 188+00.00 | TO | 188+50.00 | 50.00 | 6.81 | 2.13 | 5.93 | 5.16 | 6.37 | 3.65 | 11.80 | 8.85 | 6.76 | 2.09 | |
| 188+50.00 | TO | 189+00.00 | 50.00 | 5.93 | 5.16 | 6.65 | 8.13 | 6.29 | 6.65 | 11.65 | 8.74 | 12.31 | -3.57 | |
| 189+00.00 | TO | 189+50.00 | 50.00 | 6.65 | 8.13 | 6.37 | 10.39 | 6.51 | 9.26 | 12.06 | 9.05 | 17.15 | -8.10 | |
| 189+50.00 | TO | 190+00.00 | 50.00 | 6.37 | 10.39 | 6.28 | 12.81 | 6.33 | 11.60 | 11.72 | 8.79 | 21.48 | -12.69 | |
| 190+00.00 | TO | 190+50.00 | 50.00 | 6.28 | 12.81 | 6.23 | 14.41 | 6.26 | 13.61 | 11.59 | 8.69 | 25.20 | -16.51 | |
| 190+50.00 | TO | 191+00.00 | 50.00 | 6.23 | 14.41 | 5.54 | 17.08 | 5.89 | 15.75 | 10.91 | 8.18 | 29.17 | -20.99 | |
| 191+00.00 | TO | 191+50.00 | 50.00 | 5.54 | 17.08 | 4.54 | 25.67 | 5.04 | 21.38 | 9.33 | 7.00 | 39.59 | -32.59 | |
| 191+50.00 | TO | 192+00.00 | 50.00 | 4.54 | 25.67 | 3.69 | 31.89 | 4.12 | 28.78 | 7.63 | 5.72 | 53.30 | -47.58 | |
| 192+00.00 | TO | 192+50.00 | 50.00 | 3.69 | 31.89 | 2.17 | 29.61 | 2.93 | 30.75 | 5.43 | 4.07 | 56.94 | -52.87 | |
| 192+50.00 | TO | 193+00.00 | 50.00 | 2.17 | 29.61 | 1.07 | 30.25 | 1.62 | 29.93 | 3.00 | 2.25 | 55.43 | -53.18 | |
| 193+00.00 | TO | 193+50.00 | 50.00 | 1.07 | 30.25 | 0.00 | 38.85 | 0.54 | 34.55 | 1.00 | 0.75 | 63.98 | -63.23 | |
| 193+50.00 | TO | 194+00.00 | 50.00 | 0.00 | 38.85 | 0.00 | 94.49 | 0.00 | 66.67 | 0.00 | 0.00 | 123.46 | -123.46 | |
| 194+00.00 | TO | 194+53.32 | 53.32 | 0.00 | 94.49 | 0.00 | 132.23 | 0.00 | 113.36 | 0.00 | 0.00 | 223.87 | -223.87 | |
| NORTHWEST BRIDGE CONE | | | | | | | | | | 16.76 | 12.57 | 10.09 | 2.48 | |
| NORTHEAST BRIDGE CONE | | | | | | | | | | 8.21 | 6.16 | 20.23 | -14.07 | |
| 197+18.63 | TO | 197+50.00 | 31.37 | 0.00 | 53.10 | 0.00 | 75.13 | 0.00 | 64.12 | 0.00 | 0.00 | 74.50 | -74.50 | |
| 197+50.00 | TO | 198+00.00 | 50.00 | 0.00 | 0.00 | 0.00 | 51.77 | 0.00 | 25.89 | 0.00 | 0.00 | 47.94 | -47.94 | |
| 198+00.00 | TO | 198+50.00 | 50.00 | 0.00 | 75.13 | 0.00 | 60.06 | 0.00 | 67.60 | 0.00 | 0.00 | 125.19 | -125.19 | |
| 198+50.00 | TO | 199+00.00 | 50.00 | 0.00 | 60.06 | 0.00 | 33.73 | 0.00 | 46.90 | 0.00 | 0.00 | 86.85 | -86.85 | |
| 199+00.00 | TO | 199+50.00 | 50.00 | 0.00 | 33.73 | 0.00 | 24.37 | 0.00 | 29.05 | 0.00 | 0.00 | 53.80 | -53.80 | |
| 199+50.00 | TO | 200+00.00 | 50.00 | 0.00 | 24.37 | 2.24 | 17.25 | 1.12 | 20.81 | 2.07 | 1.55 | 38.54 | -36.99 | |
| 200+00.00 | TO | 200+50.00 | 50.00 | 2.24 | 17.25 | 3.56 | 15.94 | 2.90 | 16.60 | 5.37 | 4.03 | 30.74 | -26.71 | |
| 200+50.00 | TO | 201+00.00 | 50.00 | 3.56 | 15.94 | 6.31 | 15.01 | 4.94 | 15.48 | 9.15 | 6.86 | 28.67 | -21.81 | |
| 201+00.00 | TO | 201+50.00 | 50.00 | 6.31 | 15.01 | 9.76 | 13.19 | 8.04 | 14.10 | 14.89 | 11.17 | 26.11 | -14.94 | |
| 201+50.00 | TO | 202+00.00 | 50.00 | 9.76 | 13.19 | 13.89 | 11.29 | 11.83 | 12.24 | 21.91 | 16.43 | 22.67 | -6.24 | |
| 202+00.00 | TO | 202+50.00 | 50.00 | 13.89 | 11.29 | 8.96 | 9.25 | 11.43 | 10.27 | 21.17 | 15.88 | 19.02 | -3.14 | |
| 202+50.00 | TO | 203+00.00 | 50.00 | 8.96 | 9.25 | 5.89 | 6.17 | 7.43 | 7.71 | 13.76 | 10.32 | 14.28 | -3.96 | |
| 203+00.00 | TO | 203+50.00 | 50.00 | 5.89 | 6.17 | 2.75 | 2.28 | 4.32 | 4.23 | 8.00 | 6.00 | 7.83 | -1.83 | |
| 203+50.00 | TO | 204+00.00 | 50.00 | 2.75 | 2.28 | 0.71 | 1.28 | 1.73 | 1.78 | 3.20 | 2.40 | 3.30 | -0.90 | |
| 204+00.00 | TO | 204+50.00 | 50.00 | 0.71 | 1.28 | 0.46 | 0.69 | 0.59 | 0.99 | 1.09 | 0.82 | 1.83 | -1.01 | |
| 204+50.00 | TO | 205+00.00 | 50.00 | 0.46 | 0.69 | 0.73 | 0.40 | 0.60 | 0.55 | 1.11 | 0.83 | 1.02 | -0.19 | |
| 205+00.00 | TO | 205+50.00 | 50.00 | 0.73 | 0.40 | 0.50 | 0.43 | 0.62 | 0.42 | 1.15 | 0.86 | 0.78 | 0.08 | |
| 205+50.00 | TO | 206+00.00 | 50.00 | 0.50 | 0.43 | 0.19 | 0.75 | 0.35 | 0.59 | 0.65 | 0.49 | 1.09 | -0.60 | |
| 206+00.00 | TO | 206+65.00 | 65.00 | 0.19 | 0.75 | 0.00 | 0.00 | 0.10 | 0.38 | 0.24 | 0.18 | 0.91 | -0.73 | |
| WESTBOUND TOTALS = | | | | | | | | | | 255.82 | 191.88 | 1,356.33 | -1,164.45 | |
| WESTBOUND ROUNDED TOTALS = | | | | | | | | | | 260.00 | 195.00 | 1,360.00 | -1,165.00 | |
| TOTALS = | | | | | | | | | | 485.00 | 365.00 | 3,255.00 | -2,895.00 | |
| 20400800 FURNISHED EXCAVATION CU YD | | | | | | | | | | | | 2,895.00 | | |

MODEL: Schedule-2 (Sheet)
FILE NAME: c:\p\work\wrt\plerson\0928865\0570D62-sht-Schedules.dgn

| | | | | | | | | | | | | |
|---------------------------|----------------|-----------|---|--------------------------------|---------|-------|--------|---------------------------|---------|--------|-----------------|--------------|
| USER NAME = Tyler.Plerson | DESIGNED - TJP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULES OF QUANTITIES | | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | DRAWN - TJP | REVISED - | | 91 | (101)BR | EDGAR | 142 | 16 | | | | |
| | CHECKED - | REVISED - | | CONTRACT NO. 70D62 | | | | ILLINOIS FED. AID PROJECT | | | | |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - | | SCALE: | SHEET 2 | OF 9 | SHEETS | STA. | TO STA. | | | |

SCHEDULES OF QUANTITIES

EB PAVING SCHEDULE

| STA | TO | STA | LENGTH FOOT | AVG EXIST LANE WIDTH FOOT | AVG PROP LANE WIDTH FOOT | START HMA SURF THICKNESS IN | END HMA SURF THICKNESS IN | START TOP HMA BINDER THICKNESS IN | END TOP HMA BINDER THICKNESS IN | START BOTTOM HMA BINDER THICKNESS IN | END BOTTOM HMA BINDER THICKNESS IN | START GRAN EMBANK SPECIAL THICKNESS IN | END GRAN EMBANK SPECIAL THICKNESS IN | TACK COAT ON EX OR MILL. HMA SURFACE | TACK COAT ON BOTTOM HMA BINDER | TACK COAT ON TOP HMA BINDER | TACK COAT IN HMA SURF POUND | 21000300 GRAN EMBANK SPECIAL TON | 40600290 BIT MATL (TACK COAT) POUND | 40600275 PRIME COAT POUND | 40604160 POLY HMA SURFACE CSE IL-9.5 MIX "D", N50 TON | 40603230 POLY HMA BINDER COURSE IL-19.0, N50 TON | 40603080 HMA BINDER COURSE IL-19.0, N50 TON | 44000161 HMA SURFACE REMOV. 3" SQ YD | X4401198 HMA REMOV. VAR. DEPTH SQ YD | Z0037000 PAVEMENT CRACKING AND SEATING SQ YD |
|----------------------------|----|-----------|----------------|---------------------------------------|--------------------------------------|---|---------------------------------------|--|--|---|---|---|---|---|---|--|--|--|--|------------------------------------|---|--|--|---|---|---|
| | | | | | | | | | | | | | | 178+00.00 | TO | 183+45.00 | 545.00 | 12.13 | 12.0 | 3.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| 183+45.00 | TO | 187+10.39 | 365.39 | 12.09 | 12.0 | 3.00 | 3.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 | 0.0 | 219.2 | 0.0 | 0.0 | 219.2 | 0.0 | 438.47 | 0.0 | 92.2 | 0.0 | 0.0 | 490.8 | 0.0 | 0.0 |
| 187+10.39 | TO | 187+57.83 | 47.44 | 11.93 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 0.00 | 0.00 | 0.0 | 0.0 | 28.5 | 0.0 | 14.2 | 14.2 | 0.0 | 56.93 | 0.0 | 5.3 | 8.0 | 0.0 | 0.0 | 62.9 | 0.0 |
| 187+57.83 | TO | 187+92.05 | 34.22 | 11.93 | 12.0 | 1.50 | 1.50 | 2.25 | 4.50 | 0.00 | 0.00 | 0.0 | 0.0 | 20.5 | 0.0 | 10.3 | 10.3 | 0.0 | 41.06 | 0.0 | 3.8 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 187+92.05 | TO | 188+97.65 | 105.60 | 11.90 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 2.25 | 10.00 | 0.0 | 0.0 | 63.4 | 63.4 | 31.7 | 31.7 | 0.0 | 190.08 | 0.0 | 11.8 | 17.7 | 48.3 | 0.0 | 0.0 | 0.0 |
| 188+97.65 | TO | 194+19.28 | 521.63 | 11.89 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 7.00 | 7.00 | 3.0 | 22.8 | 0.0 | 313.0 | 156.5 | 156.5 | 373.8 | 625.96 | 1,564.9 | 58.4 | 87.6 | 272.6 | 0.0 | 0.0 | 689.1 |
| OMISSION - S.N. 023-0036 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 198+05.64 | TO | 202+75.13 | 469.49 | 12.00 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 7.00 | 7.00 | 21.5 | 3.0 | 0.0 | 281.7 | 140.8 | 140.8 | 319.3 | 563.39 | 1,408.5 | 52.6 | 78.9 | 245.4 | 0.0 | 0.0 | 626.0 |
| 202+75.13 | TO | 203+62.45 | 87.32 | 12.00 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 10.00 | 2.25 | 0.0 | 0.0 | 52.4 | 52.4 | 26.2 | 26.2 | 0.0 | 157.18 | 0.0 | 9.8 | 14.7 | 40.0 | 0.0 | 0.0 | 0.0 |
| 203+62.45 | TO | 204+09.91 | 47.46 | 11.97 | 12.0 | 1.50 | 1.50 | 4.50 | 2.25 | 0.00 | 0.00 | 0.0 | 0.0 | 28.5 | 0.0 | 14.2 | 14.2 | 0.0 | 56.95 | 0.0 | 5.3 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 204+09.91 | TO | 204+73.93 | 64.02 | 11.90 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 0.00 | 0.00 | 0.0 | 0.0 | 38.4 | 0.0 | 19.2 | 19.2 | 0.0 | 76.82 | 0.0 | 7.2 | 10.8 | 0.0 | 0.0 | 84.6 | 0.0 |
| 204+73.93 | TO | 206+60.00 | 186.07 | 11.90 | 12.0 | 3.75 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 | 0.0 | 111.6 | 0.0 | 0.0 | 111.6 | 0.0 | 223.28 | 0.0 | 47.0 | 0.0 | 0.0 | 246.0 | 0.0 | 0.0 |
| 206+60.00 | TO | 212+55.00 | 595.00 | 12.04 | 12.0 | 3.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 | 0.0 | 357.0 | 0.0 | 0.0 | 357.0 | 0.0 | 714.00 | 0.0 | 133.3 | 0.0 | 0.0 | 796.0 | 0.0 | 0.0 |
| Q2 | | | | | | | | | | | | | | | | | | 693.1 | 3,144.1 | 2,973.4 | 426.7 | 238.3 | 606.3 | 1,532.8 | 147.5 | 1,315.1 |
| EASTBOUND ROUNDED-TOTALS = | | | | | | | | | | | | | | | | | | 694.0 | 3,145.0 | 2,974.0 | 427.0 | 239.0 | 607.0 | 1,533.0 | 148.0 | 1,316.0 |

PRIME COAT + TACK COAT APPLICATION RATES:

TACK COAT APPLICATION: 0.050 LBS / SQ FT FOR HMA SURFACE ON MILLED HMA

TACK COAT APPLICATION: 0.050 LBS / SQ FT FOR HMA SURFACE ON EXISTING HMA SURFACE

TACK COAT APPLICATION: 0.025 LBS / SQ FT FOR HMA SURFACE ON HMA BINDER

PRIME COAT APPLICATION: 0.25 LBS / SQ FT FOR HMA BINDER ON GRANULARE EMBANKMENT SPECIAL

SEE PROFILE TRANSITION DETAIL ON SHEETS 77-78

SURFACE COURSE MIN. LIFT THICKNESS = 1.5" AND MAX. LIFT THICKNESS = 2.25"

TOP BINDER COURSE MIN. LIFT THICKNESS = 2.25" AND MAX. LIFT THICKNESS = 4.5"

BOTTOM BINDER COURSE MIN. LIFT THICKNESS = 2.25" AND MAX. LIFT THICKNESS = 4.5"

18785 61 19408 68 623 07 1799 98

WB PAVING SCHEDULE

| STA | TO | STA | LENGTH FOOT | AVG EXIST LANE WIDTH FOOT | AVG PROP LANE WIDTH FOOT | START HMA SURF THICKNESS IN | END HMA SURF THICKNESS IN | START TOP HMA BINDER THICKNESS IN | END TOP HMA BINDER THICKNESS IN | START BOTTOM HMA BINDER THICKNESS IN | END BOTTOM HMA BINDER THICKNESS IN | START GRAN EMBANK SPECIAL THICKNESS IN | END GRAN EMBANK SPECIAL THICKNESS IN | TACK COAT ON EX OR MILL. HMA SURFACE | TACK COAT ON BOTTOM HMA BINDER | TACK COAT ON TOP HMA BINDER | TACK COAT IN HMA SURF POUND | 21000300 GRAN EMBANK SPECIAL TON | 40600290 BIT MATL (TACK COAT) POUND | 40600275 PRIME COAT POUND | 40604160 POLY HMA SURFACE CSE IL-9.5 MIX "D", N50 TON | 40603230 POLY HMA BINDER COURSE IL-19.0, N50 TON | 40603080 HMA BINDER COURSE IL-19.0, N50 TON | 44000161 HMA SURFACE REMOV. 3" SQ YD | X4401198 HMA REMOV. VAR. DEPTH SQ YD | Z0037000 PAVEMENT CRACKING AND SEATING SQ YD |
|----------------------------|----|-----------|----------------|---------------------------------------|--------------------------------------|---|---------------------------------------|--|--|---|---|---|---|---|---|--|--|--|--|------------------------------------|---|--|--|---|---|---|
| | | | | | | | | | | | | | | 178+00.00 | TO | 183+45.00 | 545.00 | 11.97 | 12.0 | 3.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 |
| 183+45.00 | TO | 187+10.39 | 365.39 | 11.94 | 12.0 | 3.00 | 3.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 | 0.0 | 219.2 | 0.0 | 0.0 | 219.2 | 0.0 | 438.47 | 0.0 | 92.2 | 0.0 | 0.0 | 484.8 | 0.0 | 0.0 |
| 187+10.39 | TO | 187+57.83 | 47.44 | 11.96 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 0.00 | 0.00 | 0.0 | 0.0 | 28.5 | 0.0 | 14.2 | 14.2 | 0.0 | 56.93 | 0.0 | 5.3 | 8.0 | 0.0 | 0.0 | 63.0 | 0.0 |
| 187+57.83 | TO | 187+92.05 | 34.22 | 11.89 | 12.0 | 1.50 | 1.50 | 2.25 | 4.50 | 0.00 | 0.00 | 0.0 | 0.0 | 20.5 | 0.0 | 10.3 | 10.3 | 0.0 | 41.06 | 0.0 | 3.8 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 187+92.05 | TO | 188+97.65 | 105.60 | 11.87 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 2.25 | 10.00 | 0.0 | 0.0 | 63.4 | 63.4 | 31.7 | 31.7 | 0.0 | 190.08 | 0.0 | 11.8 | 17.7 | 48.3 | 0.0 | 0.0 | 0.0 |
| 188+97.65 | TO | 194+19.28 | 521.63 | 11.94 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 7.00 | 7.00 | 3.0 | 22.8 | 0.0 | 313.0 | 156.5 | 156.5 | 373.8 | 625.96 | 1,564.9 | 58.4 | 87.6 | 272.6 | 0.0 | 0.0 | 692.0 |
| OMISSION - S.N. 023-0036 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 198+05.64 | TO | 202+75.13 | 469.49 | 11.97 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 7.00 | 7.00 | 21.5 | 3.0 | 0.0 | 281.7 | 140.8 | 140.8 | 319.3 | 563.39 | 1,408.5 | 52.6 | 78.9 | 245.4 | 0.0 | 0.0 | 624.4 |
| 202+75.13 | TO | 203+62.45 | 87.32 | 11.89 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 10.00 | 2.25 | 0.0 | 0.0 | 52.4 | 52.4 | 26.2 | 26.2 | 0.0 | 157.18 | 0.0 | 9.8 | 14.7 | 40.0 | 0.0 | 0.0 | 0.0 |
| 203+62.45 | TO | 204+09.91 | 47.46 | 11.86 | 12.0 | 1.50 | 1.50 | 4.50 | 2.25 | 0.00 | 0.00 | 0.0 | 0.0 | 28.5 | 0.0 | 14.2 | 14.2 | 0.0 | 56.95 | 0.0 | 5.3 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 204+09.91 | TO | 204+73.93 | 64.02 | 11.91 | 12.0 | 1.50 | 1.50 | 2.25 | 2.25 | 0.00 | 0.00 | 0.0 | 0.0 | 38.4 | 0.0 | 19.2 | 19.2 | 0.0 | 76.82 | 0.0 | 7.2 | 10.8 | 0.0 | 0.0 | 84.7 | 0.0 |
| 204+73.93 | TO | 206+60.00 | 186.07 | 11.90 | 12.0 | 3.75 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 | 0.0 | 111.6 | 0.0 | 0.0 | 111.6 | 0.0 | 223.28 | 0.0 | 47.0 | 0.0 | 0.0 | 246.0 | 0.0 | 0.0 |
| 206+60.00 | TO | 212+55.00 | 595.00 | 12.23 | 12.0 | 3.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 | 0.0 | 357.0 | 0.0 | 0.0 | 357.0 | 0.0 | 714.00 | 0.0 | 133.3 | 0.0 | 0.0 | 808.5 | 0.0 | 0.0 |
| WESTBOUND TOTALS = | | | | | | | | | | | | | | | | | | 693.1 | 3,798.1 | 2,973.4 | 548.8 | 238.3 | 606.3 | 2,264.2 | 147.8 | 1,316.5 |
| WESTBOUND ROUNDED-TOTALS = | | | | | | | | | | | | | | | | | | 694.0 | 3,799.0 | 2,974.0 | 549.0 | 239.0 | 607.0 | 2,265.0 | 148.0 | 1,317.0 |
| TOTALS = | | | | | | | | | | | | | | | | | | 1,388.0 | 6,944.0 | 5,948.0 | 976.0 | 478.0 | 1,214.0 | 3,798.0 | 296.0 | 2,633.0 |

PRIME COAT + TACK COAT APPLICATION RATES:

TACK COAT APPLICATION: 0.050 LBS / SQ FT FOR HMA SURFACE ON MILLED HMA

TACK COAT APPLICATION: 0.050 LBS / SQ FT FOR HMA SURFACE ON EXISTING HMA SURFACE

TACK COAT APPLICATION: 0.025 LBS / SQ FT FOR HMA SURFACE ON HMA BINDER

PRIME COAT APPLICATION: 0.25 LBS / SQ FT FOR HMA BINDER ON GRANULARE EMBANKMENT SPECIAL

SEE PROFILE TRANSITION DETAIL ON SHEETS 77-78

SURFACE COURSE MIN. LIFT THICKNESS = 1.5" AND MAX. LIFT THICKNESS = 2.25"

TOP BINDER COURSE MIN. LIFT THICKNESS = 2.25" AND MAX. LIFT THICKNESS = 4.5"

BOTTOM BINDER COURSE MIN. LIFT THICKNESS = 2.25" AND MAX. LIFT THICKNESS = 4.5"

MODEL - Schedule-3 (Sheet)
FILE NAME: c:\pwworking\plerson\10928865\10928865-1\10928865-1\Schedules.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Plerson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES OF QUANTITIES

SCALE: SHEET 3 OF 9 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 17 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SCHEDULES OF QUANTITIES

| PAVEMENT CONNECTOR SCHEDULE | | | | | | | | | | | | |
|-----------------------------|----|-----------|----------------------|-------------------------------|------------------------------------|-----------------------------|---------------------|-----------------------|---------------------------|----------|--|--|
| STA | TO | STA | AVERAGE LENGTH FT | AVERAGE CONNECTOR WIDTH FT | AVERAGE SUBBASE & GES LENGTH FT | AVERAGE GES THICKNESS IN | 21000300 | 31200100 | 42000060 | 42000080 | PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH | |
| | | | | | | | GRAN EMBANK SPECIAL | STABILIZED SUBBASE 4" | WELDED WIRE REINFORCEMENT | SQ YD | | |
| 194+19.28 | TO | 194+52.28 | 33.00 | 36.00 | 28.76 | 1.42 | 6.8 | 115.03 | 132.00 | 132.00 | | |
| 197+72.64 | TO | 198+05.64 | 33.00 | 36.00 | 28.76 | 1.34 | 6.4 | 115.03 | 132.00 | 132.00 | | |
| TOTALS = | | | | | | | 13.23 | 230.06 | 264.00 | 264.00 | | |
| ROUNDED TOTALS = | | | | | | | 14.00 | 231.00 | 264.00 | 264.00 | | |

| EB SEEDING SCHEDULE | | | | | | | | | | | | | |
|----------------------------|----|-----------|--------------|----------------------------|--------------------------|------------------------------|--------------------------|---------------------------------------|---|--|------------------------|--|------|
| STA | TO | STA | LENGTH FT | START SEEDING LENGTH FT | END SEEDING LENGTH FT | AVERAGE SEEDING LENGTH FT | 25000210 | 25000400 | 25000500 | 25000600 | 25100115 | 28000250 | |
| | | | | | | | SEEDING CLASS 2A ACRE | NITROGEN FERTILIZER NUTRIENT POUND | PHOSPHORUS FERTILIZER NUTRIENT POUND | POTASSIUM FERTILIZER NUTRIENT POUND | MULCH METHOD 2 ACRE | TEMPORARY EROSION CONTROL SEEDING POUND | |
| 183+25.00 | TO | 183+50.00 | 25.00 | 11.55 | 11.32 | 11.44 | 0.01 | 0.63 | 0.63 | 0.63 | 0.01 | 2.80 | |
| 183+50.00 | TO | 184+00.00 | 50.00 | 11.32 | 9.96 | 10.64 | 0.01 | 1.08 | 1.08 | 1.08 | 0.01 | 4.80 | |
| 184+00.00 | TO | 184+50.00 | 50.00 | 9.96 | 8.73 | 9.35 | 0.01 | 0.99 | 0.99 | 0.99 | 0.01 | 4.40 | |
| 184+50.00 | TO | 185+00.00 | 50.00 | 8.73 | 12.37 | 10.55 | 0.01 | 1.08 | 1.08 | 1.08 | 0.01 | 4.80 | |
| 185+00.00 | TO | 185+50.00 | 50.00 | 12.37 | 17.48 | 14.93 | 0.02 | 1.53 | 1.53 | 1.53 | 0.02 | 6.80 | |
| 185+50.00 | TO | 186+00.00 | 50.00 | 17.48 | 20.26 | 18.87 | 0.02 | 1.98 | 1.98 | 1.98 | 0.02 | 8.80 | |
| 186+00.00 | TO | 186+50.00 | 50.00 | 20.26 | 19.28 | 19.77 | 0.02 | 2.07 | 2.07 | 2.07 | 0.02 | 9.20 | |
| 186+50.00 | TO | 187+00.00 | 50.00 | 19.28 | 20.38 | 19.83 | 0.02 | 2.07 | 2.07 | 2.07 | 0.02 | 9.20 | |
| 187+00.00 | TO | 187+50.00 | 50.00 | 20.38 | 21.30 | 20.84 | 0.02 | 2.16 | 2.16 | 2.16 | 0.02 | 9.60 | |
| 187+50.00 | TO | 188+00.00 | 50.00 | 21.30 | 22.43 | 21.87 | 0.03 | 2.25 | 2.25 | 2.25 | 0.03 | 10.00 | |
| 188+00.00 | TO | 188+50.00 | 50.00 | 22.43 | 20.92 | 21.68 | 0.03 | 2.25 | 2.25 | 2.25 | 0.03 | 10.00 | |
| 188+50.00 | TO | 189+00.00 | 50.00 | 20.92 | 16.53 | 18.73 | 0.02 | 1.89 | 1.89 | 1.89 | 0.02 | 8.40 | |
| 189+00.00 | TO | 189+50.00 | 50.00 | 16.53 | 17.20 | 16.87 | 0.02 | 1.71 | 1.71 | 1.71 | 0.02 | 7.60 | |
| 189+50.00 | TO | 190+00.00 | 50.00 | 17.20 | 15.34 | 16.27 | 0.02 | 1.71 | 1.71 | 1.71 | 0.02 | 7.60 | |
| 190+00.00 | TO | 190+50.00 | 50.00 | 15.34 | 13.68 | 14.51 | 0.02 | 1.53 | 1.53 | 1.53 | 0.02 | 6.80 | |
| 190+50.00 | TO | 191+00.00 | 50.00 | 13.68 | 30.22 | 21.95 | 0.03 | 2.25 | 2.25 | 2.25 | 0.03 | 10.00 | |
| 191+00.00 | TO | 191+50.00 | 50.00 | 30.22 | 32.63 | 31.43 | 0.04 | 3.24 | 3.24 | 3.24 | 0.04 | 14.40 | |
| 191+50.00 | TO | 192+00.00 | 50.00 | 32.63 | 40.87 | 36.75 | 0.04 | 3.78 | 3.78 | 3.78 | 0.04 | 16.80 | |
| 192+00.00 | TO | 192+50.00 | 50.00 | 40.87 | 45.00 | 42.94 | 0.05 | 4.41 | 4.41 | 4.41 | 0.05 | 19.60 | |
| 192+50.00 | TO | 193+00.00 | 50.00 | 45.00 | 41.37 | 43.19 | 0.05 | 4.50 | 4.50 | 4.50 | 0.05 | 20.00 | |
| 193+00.00 | TO | 193+50.00 | 50.00 | 41.37 | 34.67 | 38.02 | 0.04 | 3.96 | 3.96 | 3.96 | 0.04 | 17.60 | |
| 193+50.00 | TO | 194+00.00 | 50.00 | 34.67 | 39.22 | 36.95 | 0.04 | 3.78 | 3.78 | 3.78 | 0.04 | 16.80 | |
| 194+00.00 | TO | 194+50.00 | 50.00 | 39.22 | 72.73 | 55.98 | 0.06 | 5.76 | 5.76 | 5.76 | 0.06 | 25.60 | |
| 194+50.00 | TO | 195+06.29 | 56.29 | 72.73 | 48.19 | 60.46 | 0.08 | 7.02 | 7.02 | 7.02 | 0.08 | 31.20 | |
| SOUTHWEST BRIDGE CONE | | | | | | | AREA (SQ FT) = | | 308.21 | 0.01 | 0.63 | 0.01 | 2.80 |
| SOUTHEAST BRIDGE CONE | | | | | | | AREA (SQ FT) = | | 583.99 | 0.01 | 1.17 | 0.01 | 5.20 |
| 197+71.60 | TO | 198+00.00 | 28.40 | | 65.75 | 65.75 | 0.04 | 3.87 | 3.87 | 3.87 | 0.04 | 17.20 | |
| 198+00.00 | TO | 198+50.00 | 50.00 | 65.75 | 65.43 | 65.59 | 0.08 | 6.75 | 6.75 | 6.75 | 0.08 | 30.00 | |
| 198+50.00 | TO | 199+00.00 | 50.00 | 65.43 | 68.06 | 66.75 | 0.08 | 6.93 | 6.93 | 6.93 | 0.08 | 30.80 | |
| 199+00.00 | TO | 199+50.00 | 50.00 | 68.06 | 65.08 | 66.57 | 0.08 | 6.84 | 6.84 | 6.84 | 0.08 | 30.40 | |
| 199+50.00 | TO | 200+00.00 | 50.00 | 65.08 | 66.46 | 65.77 | 0.08 | 6.75 | 6.75 | 6.75 | 0.08 | 30.00 | |
| 200+00.00 | TO | 200+50.00 | 50.00 | 66.46 | 66.23 | 66.35 | 0.08 | 6.84 | 6.84 | 6.84 | 0.08 | 30.40 | |
| 200+50.00 | TO | 201+00.00 | 50.00 | 66.23 | 48.61 | 57.42 | 0.07 | 5.94 | 5.94 | 5.94 | 0.07 | 26.40 | |
| 201+00.00 | TO | 201+50.00 | 50.00 | 48.61 | 42.73 | 45.67 | 0.05 | 4.68 | 4.68 | 4.68 | 0.05 | 20.80 | |
| 201+50.00 | TO | 202+00.00 | 50.00 | 42.73 | 30.80 | 36.77 | 0.04 | 3.78 | 3.78 | 3.78 | 0.04 | 16.80 | |
| 202+00.00 | TO | 202+50.00 | 50.00 | 30.80 | 12.46 | 21.63 | 0.03 | 2.25 | 2.25 | 2.25 | 0.03 | 10.00 | |
| 202+50.00 | TO | 203+00.00 | 50.00 | 12.46 | 14.48 | 13.47 | 0.02 | 1.35 | 1.35 | 1.35 | 0.02 | 6.00 | |
| 203+00.00 | TO | 203+50.00 | 50.00 | 14.48 | 13.41 | 13.95 | 0.02 | 1.44 | 1.44 | 1.44 | 0.02 | 6.40 | |
| 203+50.00 | TO | 204+00.00 | 50.00 | 13.41 | 13.88 | 13.65 | 0.02 | 1.44 | 1.44 | 1.44 | 0.02 | 6.40 | |
| 204+00.00 | TO | 204+50.00 | 50.00 | 13.88 | 14.32 | 14.10 | 0.02 | 1.44 | 1.44 | 1.44 | 0.02 | 6.40 | |
| 204+50.00 | TO | 205+00.00 | 50.00 | 14.32 | 14.30 | 14.31 | 0.02 | 1.44 | 1.44 | 1.44 | 0.02 | 6.40 | |
| 205+00.00 | TO | 205+50.00 | 50.00 | 14.30 | 14.17 | 14.24 | 0.02 | 1.44 | 1.44 | 1.44 | 0.02 | 6.40 | |
| 205+50.00 | TO | 206+00.00 | 50.00 | 14.17 | 14.91 | 14.54 | 0.02 | 1.53 | 1.53 | 1.53 | 0.02 | 6.80 | |
| 206+00.00 | TO | 206+50.00 | 50.00 | 14.91 | 13.48 | 14.20 | 0.02 | 1.44 | 1.44 | 1.44 | 0.02 | 6.40 | |
| EASTBOUND TOTALS = | | | | | | | 1.46 | 131.58 | 131.58 | 131.58 | 1.46 | 584.80 | |
| EASTBOUND ROUNDED TOTALS = | | | | | | | 1.50 | 135.00 | 135.00 | 135.00 | 1.50 | 600.00 | |

| WB SEEDING SCHEDULE | | | | | | | | | | | | | |
|-----------------------|----|-----------|--------------|----------------------------|--------------------------|------------------------------|--------------------------|---------------------------------------|---|--|------------------------|--|------|
| STA | TO | STA | LENGTH FT | START SEEDING LENGTH FT | END SEEDING LENGTH FT | AVERAGE SEEDING LENGTH FT | 25000210 | 25000400 | 25000500 | 25000600 | 25100115 | 28000250 | |
| | | | | | | | SEEDING CLASS 2A ACRE | NITROGEN FERTILIZER NUTRIENT POUND | PHOSPHORUS FERTILIZER NUTRIENT POUND | POTASSIUM FERTILIZER NUTRIENT POUND | MULCH METHOD 2 ACRE | TEMPORARY EROSION CONTROL SEEDING POUND | |
| 184+00.00 | TO | 184+50.00 | 50.00 | 0.00 | 7.15 | 3.58 | 0.00 | 0.36 | 0.36 | 0.36 | 0.00 | 1.60 | |
| 184+50.00 | TO | 185+00.00 | 50.00 | 7.15 | 10.23 | 8.69 | 0.01 | 0.90 | 0.90 | 0.90 | 0.01 | 4.00 | |
| 185+00.00 | TO | 185+50.00 | 50.00 | 10.23 | 11.13 | 10.68 | 0.01 | 1.08 | 1.08 | 1.08 | 0.01 | 4.80 | |
| 185+50.00 | TO | 186+00.00 | 50.00 | 11.13 | 14.21 | 12.67 | 0.02 | 1.35 | 1.35 | 1.35 | 0.02 | 6.00 | |
| 186+00.00 | TO | 186+50.00 | 50.00 | 14.21 | 10.43 | 12.32 | 0.01 | 1.26 | 1.26 | 1.26 | 0.01 | 5.60 | |
| 186+50.00 | TO | 187+00.00 | 50.00 | 10.43 | 14.48 | 12.46 | 0.01 | 1.26 | 1.26 | 1.26 | 0.01 | 5.60 | |
| 187+00.00 | TO | 187+50.00 | 50.00 | 14.48 | 15.95 | 15.22 | 0.02 | 1.53 | 1.53 | 1.53 | 0.02 | 6.80 | |
| 187+50.00 | TO | 188+00.00 | 50.00 | 15.95 | 17.11 | 16.53 | 0.02 | 1.71 | 1.71 | 1.71 | 0.02 | 7.60 | |
| 188+00.00 | TO | 188+50.00 | 50.00 | 17.11 | 16.81 | 16.96 | 0.02 | 1.71 | 1.71 | 1.71 | 0.02 | 7.60 | |
| 188+50.00 | TO | 189+00.00 | 50.00 | 16.81 | 17.39 | 17.10 | 0.02 | 1.80 | 1.80 | 1.80 | 0.02 | 8.00 | |
| 189+00.00 | TO | 189+50.00 | 50.00 | 17.39 | 17.07 | 17.23 | 0.02 | 1.80 | 1.80 | 1.80 | 0.02 | 8.00 | |
| 189+50.00 | TO | 190+00.00 | 50.00 | 17.07 | 16.89 | 16.98 | 0.02 | 1.71 | 1.71 | 1.71 | 0.02 | 7.60 | |
| 190+00.00 | TO | 190+50.00 | 50.00 | 16.89 | 16.49 | 16.69 | 0.02 | 1.71 | 1.71 | 1.71 | 0.02 | 7.60 | |
| 190+50.00 | TO | 191+00.00 | 50.00 | 16.49 | 31.95 | 24.22 | 0.03 | 2.52 | 2.52 | 2.52 | 0.03 | 11.20 | |
| 191+00.00 | TO | 191+50.00 | 50.00 | 31.95 | 60.33 | 46.14 | 0.05 | 4.77 | 4.77 | 4.77 | 0.05 | 21.20 | |
| 191+50.00 | TO | 192+00.00 | 50.00 | 60.33 | 71.57 | 65.95 | 0.08 | 6.84 | 6.84 | 6.84 | 0.08 | 30.40 | |
| 192+00.00 | TO | 192+50.00 | 50.00 | 71.57 | 66.21 | 68.89 | 0.08 | 7.11 | 7.11 | 7.11 | 0.08 | 31.60 | |
| 192+50.00 | TO | 193+00.00 | 50.00 | 66.21 | 48.23 | 57.22 | 0.07 | 5.94 | 5.94 | 5.94 | 0.07 | 26.40 | |
| 193+00.00 | TO | 193+50.00 | 50.00 | 48.23 | 67.74 | 57.99 | 0.07 | 6.03 | 6.03 | 6.03 | 0.07 | 26.80 | |
| 193+50.00 | TO | 194+00.00 | 50.00 | 67.74 | 69.38 | 68.56 | 0.08 | 7.11 | 7.11 | 7.11 | 0.08 | 31.60 | |
| 194+00.00 | TO | 194+53.32 | 53.32 | 69.38 | 68.40 | 68.89 | 0.08 | 7.56 | 7.56 | 7.56 | 0.08 | 33.60 | |
| NORTHWEST BRIDGE CONE | | | | | | | AREA (SQ FT) = | | 566.02 | 0.01 | 1.17 | 0.01 | 5.20 |
| NORTHEAST BRIDGE CONE | | | | | | | AREA (SQ FT) = | | 292.32 | 0.01 | 0.63 | 0.01 | 2.80 |
| 197+18.63 | TO | 197+50.00 | 31.37 | | 69.06 | 69.06 | 0.05 | 4.50 | 4.50 | 4.50 | 0.05 | 20.00 | |
| 197+50.00 | TO | 198+00.00 | 50.00 | 69.06 | 69.61 | 69.34 | 0.08 | 7.20 | 7.20 | 7.20 | 0.08 | 32.00 | |
| 198+00.00 | TO | 198+50.00 | 50.00 | 69.61 | 68.73 | 69.17 | 0.08 | 7.11 | 7.11 | 7.11 | 0.08 | 31.60 | |
| 198+50.00 | TO | 199+00.00 | 50.00 | 68.73 | 68.80 | 68.77 | 0.08 | 7.11 | 7.11 | 7.11 | 0.08 | 31.60 | |
| 199+00.00 | TO | 199+50.00 | 50.00 | 68.80 | 41.44 | 55.12 | 0.06 | 5.67 | 5.67 | 5.67 | 0.06 | 25.20 | |
| 199+50.00 | TO | 200+00.00 | 50.00 | 41.44 | 13.37 | 27.41 | 0.03 | 2.79 | 2.79 | 2.79 | 0.03 | 12.40 | |
| 200+00.00 | TO | 200+50.00 | 50.00 | 13.37 | 14.41 | 13.89 | 0.02 | 1.44 | 1.44 | 1.44 | 0.02 | 6.40 | |
| 200+50.00 | TO | 201+00.00 | 50.00 | 14.41 | 16.42 | 15.42 | 0.02 | 1.62 | 1.62 | 1.62 | 0.02 | 7.20 | |
| 201+00.00 | TO | 201+50.00 | 50.00 | 16.42 | 18.27 | 17.35 | 0.02 | 1.80 | 1.80 | 1.80 | 0.02 | 8.00 | |
| 201+50.00 | TO | 202+00.00 | 50.00 | 18.27 | 21.02 | 19.65 | 0.02 | 2.07 | 2.07 | 2.07 | 0.02 | 9.20 | |
| 202+00.00 | TO | 202+50.00 | 50.00 | 21.02 | 17.75 | 19.39 | 0.02 | 1.98 | 1.98 | 1.98 | 0.02 | 8.80 | |
| 202+50.00 | TO | 203+00.00 | 50.00 | 17.75 | 15.17 | 16.46 | 0.02 | 1.71 | 1.71 | 1.71 | 0.02 | 7.60 | |
| 203+00.00 | TO | 203+50.00 | 50.00 | 15.17 | 12.37 | 13.77 | 0.02 | 1.44 | 1.44 | 1.44 | 0.02 | 6.40 | |
| 203+50.00 | TO | 204+00.00 | 50.00 | 12.37 | 10.00 | 11.19 | 0 | | | | | | |

SCHEDULES OF QUANTITIES

| EB TEMP. DITCH CHECK SCHEDULE | | | | |
|-------------------------------|---------------|---|------------------------------------|-------|
| STA | SPACING FT | ESTIMATED DITCH CHECK LENGTH FT | 28000305 | |
| | | | TEMPORARY DITCH CHECKS FT | |
| 183+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 184+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 184+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 185+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 185+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 186+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 186+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 187+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 187+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 188+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 188+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 189+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 189+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 190+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 190+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 191+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 191+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 192+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 192+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 193+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 193+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 194+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 194+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 195+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 195+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 196+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 196+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 196+80.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| OMISSION - RAILROAD | | | | |
| 198+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 199+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 200+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 201+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 202+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 203+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 204+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 205+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 206+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| EASTBOUND TOTALS = | | | 370.00 | |
| ROUNDED EASTBOUND TOTALS = | | | 370.00 | |

| WB TEMP. DITCH CHECK SCHEDULE | | | | |
|-------------------------------|---------------|---|------------------------------------|-------|
| STA | SPACING FT | ESTIMATED DITCH CHECK LENGTH FT | 28000305 | |
| | | | TEMPORARY DITCH CHECKS FT | |
| 184+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 185+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 185+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 186+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 186+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 187+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 187+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 188+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 188+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 189+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 189+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 190+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 190+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 191+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 191+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 192+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 192+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 193+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 193+50.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| 194+00.00 | 50.00 | 10.00 | 10.00 | 10.00 |
| OMISSION - RAILROAD | | | | |
| 195+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 196+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 197+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 198+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 199+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 200+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 201+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 202+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 203+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 204+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 205+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| 206+50.00 | 100.00 | 10.00 | 10.00 | 10.00 |
| WESTBOUND TOTALS = | | | 320.00 | |
| ROUNDED WESTBOUND TOTALS = | | | 320.00 | |
| TOTALS = | | | 690.00 | |

| PERIMETER EROSION BARRIER SCHEDULE | | | | | |
|------------------------------------|----|-----------|--------------|-----------|---------------------------------------|
| STA | TO | STA | LENGTH FT | DIRECTION | 28000400 |
| | | | | | PERIMETER EROSION BARRIER FT |
| 183+00.00 | TO | 196+85.00 | 1,385.00 | EB | 1,385.00 |
| 198+48.00 | TO | 206+74.00 | 826.00 | EB | 826.00 |
| 183+80.00 | TO | 193+77.00 | 997.00 | WB | 997.00 |
| 195+40.00 | TO | 206+68.00 | 1,128.00 | WB | 1,128.00 |
| TOTALS = | | | | | 4,336.00 |
| ROUNDED TOTALS = | | | | | 4,336.00 |

| INLET & PIPE PROTECTION SCHEDULE | | | | |
|----------------------------------|-----------|-----------|--|--|
| STA | LOCATION | DIRECTION | 28000500 | |
| | | | INLET AND PIPE PROTECTION EACH | |
| 183+12.00 | P.E. #02 | EB | 1.00 | |
| 184+04.00 | P.E. #04 | WB | 1.00 | |
| 206+54.00 | F.E. #03 | EB | 1.00 | |
| 206+80.00 | 1800 RD E | WB | 1.00 | |
| TOTALS = | | | 4.00 | |
| ROUNDED TOTALS = | | | 4.00 | |

| STAGE 1 STRUCTURE RESURFACING SCHEDULE | | | | | | | | | |
|--|----|-----------|--------------|--------------------|-----------------|----------------------------------|---|--|----------|
| STA | TO | STA | LENGTH FT | AVG WIDTH FT | THICKNESS IN | 40600290 | | | 53004556 |
| | | | | | | BIT MATL (TACK COAT) POUND | POLY HMA SURFACE CSE IL-9.5 MIX "D", N50 TON | HMA SURFACE REMOVAL (DECK) SQ YD | |
| 195+06.26 | TO | 197+18.07 | 211.81 | 16.30 | 3.00 | 172.63 | 64.45 | 383.61 | |
| TOTALS = | | | | | | 172.63 | 64.45 | 383.61 | |
| ROUNDED TOTALS = | | | | | | 173.00 | 65.00 | 384.00 | |

| STAGE 1 HMA SHOULDER SCHEDULE | | | | | | | | | | |
|-------------------------------|----|-----------|--------------|-------------|-----------------|----------------------------------|---|-------------------------|----------|----------|
| STA | TO | STA | LENGTH FT | WIDTH FT | THICKNESS IN | 40600290 | | | 44000182 | 48203100 |
| | | | | | | BIT MATL (TACK COAT) POUND | HMA SURFACE REMOVAL, 8" SQ YD | HMA SHOULDERS TON | | |
| 184+00.00 | TO | 188+40.87 | 440.87 | 6.00 | 8.00 | 132.26 | 293.91 | 131.67 | | |
| 188+40.87 | TO | 188+50.94 | 10.07 | 3.00 | 8.00 | 1.51 | 3.36 | 1.50 | | |
| 188+50.94 | TO | 193+47.25 | 496.31 | 6.00 | 8.00 | 148.89 | 330.87 | 148.23 | | |
| 193+47.25 | TO | 193+57.06 | 9.81 | 3.00 | 8.00 | 1.47 | 3.27 | 1.46 | | |
| 193+57.06 | TO | 195+19.45 | 162.39 | 6.00 | 8.00 | 48.72 | 108.26 | 48.50 | | |
| OMISSION - S.N. 023-0036 | | | | | | | | | | |
| 197+36.13 | TO | 201+92.07 | 455.94 | 6.00 | 8.00 | 136.78 | 303.96 | 136.17 | | |
| 201+92.07 | TO | 202+02.01 | 9.94 | 3.00 | 8.00 | 1.49 | 3.31 | 1.48 | | |
| 202+02.01 | TO | 206+45.20 | 443.19 | 6.00 | 8.00 | 132.96 | 295.46 | 132.37 | | |
| 206+45.20 | TO | 206+55.18 | 9.98 | 3.00 | 8.00 | 1.50 | 3.33 | 1.49 | | |
| 206+55.18 | TO | 208+16.55 | 161.37 | 6.00 | 8.00 | 48.41 | 107.58 | 48.20 | | |
| TOTALS = | | | | | | 653.99 | 1,453.31 | 651.07 | | |
| ROUNDED TOTALS = | | | | | | 654.00 | 1,454.00 | 652.00 | | |

MODEL: Schedule-5 (Sheet)
FILE NAME: c:\pwworking\pierson\10928665\0570D62-sh1-Schedules.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES OF QUANTITIES

SCALE: SHEET 5 OF 9 SHEETS STA. TO STA.

| | | | | |
|--------------------|---------|----------|------------------|--------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 19 |
| CONTRACT NO. 70D62 | | | | |
| | | ILLINOIS | FED. AID PROJECT | |

SCHEDULES OF QUANTITIES

| EASTBOUND HMA SHOULDER SCHEDULE | | | | | | | | | | | |
|--|----|-----------|--------------|-------------|---------------|----------------------------|--|---|---|----------|--|
| STA | TO | STA | LENGTH FT | WIDTH FT | AREA SQ FT | SURFACE THICKNESS IN | 40600290 BIT MATL (TACK COAT) POUND | 40604160 POLY HMA SURFACE CSE IL-9.5 MIX "D", N50 TON | 48203023 HMA SHOULDERS 6 1/2" SQ YD | | |
| 178+00.00 | TO | 183+45.00 | 545.00 | 4.00 | 2,180.00 | 1.50 | 54.50 | 20.35 | 242.22 | | |
| 183+25.00 | TO | 183+95.00 | 70.00 | 6.00 | 420.00 | 1.50 | 10.50 | 3.92 | 46.67 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 184+05.00 | TO | 185+95.00 | 190.00 | 6.00 | 1,140.00 | 1.50 | 28.50 | 10.64 | 126.67 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 186+05.00 | TO | 188+45.00 | 240.00 | 6.00 | 1,440.00 | 1.50 | 36.00 | 13.44 | 160.00 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 188+55.00 | TO | 190+95.00 | 240.00 | 6.00 | 1,440.00 | 1.50 | 36.00 | 13.44 | 160.00 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 191+05.00 | TO | 193+45.00 | 240.00 | 6.00 | 1,440.00 | 1.50 | 36.00 | 13.44 | 160.00 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 193+55.00 | TO | 194+54.49 | 99.49 | 6.00 | 596.94 | 1.50 | 14.92 | 5.57 | 66.33 | | |
| 194+54.49 | TO | 194+62.19 | 7.70 | 6.00 | 46.20 | 1.50 | 1.15 | 0.43 | 5.13 | | |
| OMISSION - S.N. 023-0036 | | | | | | | | | | | |
| 198+01.24 | TO | 198+08.94 | 7.70 | 6.00 | 46.20 | 1.50 | 1.15 | 0.43 | 5.13 | | |
| 198+08.94 | TO | 199+45.00 | 136.06 | 6.00 | 816.36 | 1.50 | 20.41 | 7.62 | 90.71 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 199+55.00 | TO | 201+95.00 | 240.00 | 6.00 | 1,440.00 | 1.50 | 36.00 | 13.44 | 160.00 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 202+05.00 | TO | 204+20.00 | 215.00 | 6.00 | 1,290.00 | 1.50 | 32.25 | 12.04 | 143.33 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 204+30.00 | TO | 206+45.00 | 215.00 | 6.00 | 1,290.00 | 1.50 | 32.25 | 12.04 | 143.33 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 206+55.00 | TO | 206+60.00 | 5.00 | 6.00 | 30.00 | 1.50 | 0.75 | 0.28 | 3.33 | | |
| OMISSION - PRE-STAGE SHOULDERS & N 1800TH ST | | | | | | | | | | | |
| 209+25.88 | TO | 212+55.00 | 329.12 | 6.00 | 1,974.72 | 1.50 | 49.37 | 18.43 | 219.41 | | |
| | | | | | | | EASTBOUND TOTALS = | 389.75 | 145.51 | 1,732.26 | |
| | | | | | | | ROUNDED EASTBOUND TOTALS = | 390.00 | 146.00 | 1,733.00 | |

| WESTBOUND HMA SHOULDER SCHEDULE | | | | | | | | | | | |
|---------------------------------|----|-----------|--------------|-------------|---------------|----------------------------|--|---|---|----------|--|
| STA | TO | STA | LENGTH FT | WIDTH FT | AREA SQ FT | SURFACE THICKNESS IN | 40600290 BIT MATL (TACK COAT) POUND | 40604160 POLY HMA SURFACE CSE IL-9.5 MIX "D", N50 TON | 48203023 HMA SHOULDERS 6 1/2" SQ YD | | |
| 178+00.00 | TO | 183+45.00 | 545.00 | 4.00 | 2,180.00 | 1.50 | 54.50 | 20.35 | 242.22 | | |
| 183+25.00 | TO | 183+95.00 | 70.00 | 6.00 | 420.00 | 1.50 | 10.50 | 3.92 | 46.67 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 184+05.00 | TO | 185+95.00 | 190.00 | 6.00 | 1,140.00 | 1.50 | 28.50 | 10.64 | 126.67 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 186+05.00 | TO | 188+45.00 | 240.00 | 6.00 | 1,440.00 | 1.50 | 36.00 | 13.44 | 160.00 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 188+55.00 | TO | 190+95.00 | 240.00 | 6.00 | 1,440.00 | 1.50 | 36.00 | 13.44 | 160.00 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 191+05.00 | TO | 193+45.00 | 240.00 | 6.00 | 1,440.00 | 1.50 | 36.00 | 13.44 | 160.00 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 193+55.00 | TO | 194+15.98 | 60.98 | 6.00 | 365.88 | 1.50 | 9.15 | 3.41 | 40.65 | | |
| 194+15.98 | TO | 194+23.68 | 7.70 | 6.00 | 46.20 | 1.50 | 1.16 | 0.43 | 5.13 | | |
| OMISSION - S.N. 023-0036 | | | | | | | | | | | |
| 197+62.73 | TO | 197+70.43 | 7.70 | 6.00 | 46.20 | 1.50 | 1.16 | 0.43 | 5.13 | | |
| 197+70.43 | TO | 199+45.00 | 174.57 | 6.00 | 1,047.42 | 1.50 | 26.19 | 9.78 | 116.38 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 199+55.00 | TO | 201+95.00 | 240.00 | 6.00 | 1,440.00 | 1.50 | 36.00 | 13.44 | 160.00 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 202+05.00 | TO | 204+20.00 | 215.00 | 6.00 | 1,290.00 | 1.50 | 32.25 | 12.04 | 143.33 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 204+30.00 | TO | 206+45.00 | 215.00 | 6.00 | 1,290.00 | 1.50 | 32.25 | 12.04 | 143.33 | | |
| OMISSION - SHOULDER INLET | | | | | | | | | | | |
| 206+55.00 | TO | 206+75.00 | 20.00 | 6.00 | 120.00 | 1.50 | 3.00 | 1.12 | 13.33 | | |
| OMISSION - 1800 RD E | | | | | | | | | | | |
| 207+67.63 | TO | 212+55.00 | 487.37 | 4.00 | 1,949.48 | 1.50 | 48.74 | 18.20 | 216.61 | | |
| | | | | | | | WESTBOUND TOTALS = | 391.40 | 146.12 | 1,739.45 | |
| | | | | | | | ROUNDED WESTBOUND TOTALS = | 392.00 | 147.00 | 1,740.00 | |
| | | | | | | | TOTALS = | 782.00 | 293.00 | 3,473.00 | |

| CENTERLINE RUMBLE STRIP SCHEDULE | | | | | |
|----------------------------------|----|-----------|--------------|---|--|
| STA | TO | STA | LENGTH FT | 40600290 BITUMINOUS MATERIALS (TACK COAT) POUND | X6420112 CENTERLINE RUMBLE STRIP - 8" FT |
| 178+00.00 | TO | 194+08.68 | 1,608.68 | 80.43 | 1,608.68 |
| OMISSION - S.N. 023-0036 | | | | | |
| 198+16.24 | TO | 206+65.83 | 849.59 | 42.48 | 849.59 |
| OMISSION - 1800 RD F | | | | | |
| 207+65.83 | TO | 208+18.92 | 53.09 | 2.65 | 53.09 |
| OMISSION - N 1800TH ST | | | | | |
| 209+18.92 | TO | 212+55.00 | 336.08 | 16.80 | 336.08 |
| | | | | TOTALS = | 2,847.44 |
| | | | | ROUNDED TOTALS = | 2,848.00 |

| LONGITUDINAL JOINT SEALANT SCHEDULE | | | | | |
|-------------------------------------|----|-----------|--------------|--|----------|
| STA | TO | STA | LENGTH FT | 40600370 LONGITUDINAL JOINT SEALANT FOOT | |
| 178+00.00 | TO | 194+19.28 | 1,619.28 | | 1,619.28 |
| OMISSION - S.N. 023-0036 | | | | | |
| 198+05.64 | TO | 212+55.00 | 1,449.36 | | 1,449.36 |
| | | | | TOTALS = | 3,068.64 |
| | | | | ROUNDED TOTALS = | 3,069.00 |

| INCIDENTAL SIDEROAD RESURFACING SCHEDULE | | | | | | | |
|--|-------------|------------------------------|------------------------|--|---|---|--------|
| STA | LOCATION | RESURFACING AREA SQ FT | AVG THICKNESS IN | 40800029 BIT MATL (TACK COAT) POUND | 40800050 INCIDENTAL HMA SURFACING TON | X4400196 HMA SURFACE REMOVAL SPECIAL SQ YD | |
| 207+15.83 | 1800 RD E | 2,189.78 | 1.50 | 109.49 | 20.44 | 243.31 | |
| 208+68.92 | N 1800TH ST | 3,042.57 | 1.50 | 152.13 | 28.40 | 338.06 | |
| | | | | TOTALS = | 261.62 | 48.84 | 581.37 |
| | | | | TOTALS = | 262.00 | 49.00 | 582.00 |

| INCIDENTAL ENTRANCE RESURFACING SCHEDULE | | | | | | | | |
|--|----------|-----------|----------------------|-------------------|--|-------------------------------------|--|--------|
| STA | LOCATION | DIRECTION | ENTRANCE MATERIAL | APRON MATERIAL | AGGREGATE SHOULDER AREA SQ FT | AVG AGGREGATE THICKNESS IN | 40200800 AGGREGATE SURFACE COURSE, TYPE B TON | |
| 180+64.64 | F.E. #01 | EB | GRASS | N/A | 503.85 | 3.00 | 8.40 | |
| 181+40.98 | P.E. #01 | WB | AGG | N/A | 652.06 | 3.00 | 10.87 | |
| 182+04.33 | F.E. #02 | EB | AGG | PCC | 1,539.32 | 3.00 | 25.66 | |
| 182+82.56 | P.E. #02 | EB | AGG | N/A | 1,372.98 | 3.00 | 22.88 | |
| 183+07.49 | P.E. #03 | WB | AGG | N/A | 904.43 | 3.00 | 15.07 | |
| 183+69.57 | P.E. #04 | WB | AGG | N/A | 933.85 | 3.00 | 15.56 | |
| 206+83.52 | F.E. #03 | EB | GRASS | N/A | 947.48 | 3.00 | 15.79 | |
| | | | | | | | TOTALS = | 114.23 |
| | | | | | | | ROUNDED TOTALS = | 115.00 |

| TEMPORARY RAMP SCHEDULE | | | | | | |
|-------------------------|---------------|-------------|-------------------|--------------|--|-------|
| STA | LOCATION | WIDTH FT | DROP OFF IN | LENGTH FT | 40600990 TEMPORARY RAMP SQ YD | |
| 178+00.00 | WESTERN LIMIT | 24.00 | 3.00 | 10.00 | 26.67 | |
| 178+00.00 | EASTERN LIMIT | 24.00 | 3.00 | 10.00 | 26.67 | |
| 207+15.83 | 1800 RD E | 92.63 | 3.00 | 2.00 | 20.58 | |
| 208+68.92 | N 1800TH ST | 109.34 | 3.00 | 2.00 | 24.30 | |
| | | | | | TOTALS = | 98.22 |
| | | | | | ROUNDED TOTALS = | 99.00 |

| PAVEMENT REMOVAL SCHEDULE | | | | | | | | |
|---------------------------|-----------|----|-----------|--------------|------------------------|---------------|--|--------|
| DIRECTION | STA | TO | STA | LENGTH FT | AVERAGE WIDTH FT | AREA SQ FT | 44000100 PAVEMENT REMOVAL SQ YD | |
| EB | 181+87.13 | TO | 182+26.58 | 39.45 | 0.90 | 35.51 | 3.95 | |
| EB | 194+19.28 | TO | 195+03.66 | 84.38 | 12.00 | 1,012.56 | 112.51 | |
| WB | 194+19.28 | TO | 195+03.66 | 84.38 | 12.00 | 1,012.56 | 112.51 | |
| EB | 197+20.40 | TO | 198+05.64 | 85.24 | 12.00 | 1,022.88 | 113.65 | |
| WB | 197+20.40 | TO | 198+05.64 | 85.24 | 12.00 | 1,022.88 | 113.65 | |
| | | | | | | | TOTALS = | 456.27 |
| | | | | | | | ROUNDED TOTALS = | 457.00 |

| CONCRETE CURB REMOVAL SCHEDULE | | | | | | |
|--------------------------------|----|-----------|--------------|-----------|-------------------------------------|----------|
| STA | TO | STA | LENGTH FT | DIRECTION | 44000300 CURB REMOVAL FOOT | |
| 183+48.33 | TO | 195+15.81 | 1,167.48 | EB | 1,167.48 | |
| 184+03.33 | TO | 194+72.32 | 1,068.99 | WB | 1,068.99 | |
| 197+08.75 | TO | 206+50.53 | 941.78 | WB | 941.78 | |
| 197+52.42 | TO | 206+55.20 | 902.78 | EB | 902.78 | |
| | | | | | TOTALS = | 4,081.03 |
| | | | | | ROUNDED TOTALS = | 4,082.00 |

MODEL: Schedule-4 (Sheet)
FILE NAME: c:\pwworking\plotters\onl0928856\0570D62-shh-Schedules.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: SHEET 6 OF 9 SHEETS STA. TO STA.

| | | | | |
|---------------------------|--------------------|-----------------|------------------------|--------------------|
| F.A.P RTE. 91 | SECTION (101)BR | COUNTY EDGAR | TOTAL SHEETS 142 | SHEET NO. 20 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SCHEDULES OF QUANTITIES

| EB SHOULDER RUMBLE STRIP SCHEDULE | | | | | | |
|-----------------------------------|----|-----------|--------------|---|--------------------------------------|-----------|
| STA | TO | STA | 40600290 | | 64200108 | |
| | | | LENGTH FT | BITUMINOUS MATERIALS (TACK COAT) POUND | SHOULDER RUMBLE STRIP 8" FT | |
| | | | | | | 178+00.00 |
| OMISSION - F.E. #01 | | | | | | |
| 180+72.43 | TO | 181+76.87 | 104.44 | 5.22 | 104.44 | |
| OMISSION - F.E. #02 & P.E. #02 | | | | | | |
| 183+17.13 | TO | 183+95.00 | 77.87 | 3.89 | 77.87 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 184+05.00 | TO | 185+95.00 | 190.00 | 9.50 | 190.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 186+05.00 | TO | 188+45.00 | 240.00 | 12.00 | 240.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 188+55.00 | TO | 190+95.00 | 240.00 | 12.00 | 240.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 191+05.00 | TO | 193+45.00 | 240.00 | 12.00 | 240.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 193+55.00 | TO | 194+55.77 | 100.77 | 5.04 | 100.77 | |
| OMISSION - S.N. 023-0036 | | | | | | |
| 198+02.52 | TO | 199+45.00 | 142.48 | 7.12 | 142.48 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 199+55.00 | TO | 201+95.00 | 240.00 | 12.00 | 240.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 202+05.00 | TO | 204+20.00 | 215.00 | 10.75 | 215.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 204+30.00 | TO | 206+45.00 | 215.00 | 10.75 | 215.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 206+55.00 | TO | 208+16.55 | 161.55 | 8.08 | 161.55 | |
| OMISSION - N 1800TH ST | | | | | | |
| 209+25.88 | TO | 212+55.00 | 329.12 | 16.46 | 329.12 | |
| | | | | EASTBOUND TOTALS = | 137.73 | 2,754.60 |
| | | | | EASTBOUND ROUNDED TOTALS = | 138.00 | 2,755.00 |

| WB SHOULDER RUMBLE STRIP SCHEDULE | | | | | | |
|-----------------------------------|----|-----------|--------------|---|--------------------------------------|-----------|
| STA | TO | STA | 40600290 | | 64200108 | |
| | | | LENGTH FT | BITUMINOUS MATERIALS (TACK COAT) POUND | SHOULDER RUMBLE STRIP 8" FT | |
| | | | | | | 178+00.00 |
| OMISSION - P.E. #01 | | | | | | |
| 181+62.05 | TO | 182+85.26 | 123.21 | 6.16 | 123.21 | |
| OMISSION - P.E. #03 | | | | | | |
| 183+25.00 | TO | 183+55.95 | 30.95 | 1.55 | 30.95 | |
| OMISSION - P.E. #04 | | | | | | |
| 183+84.26 | TO | 183+95.00 | 10.74 | 0.54 | 10.74 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 184+05.00 | TO | 185+95.00 | 190.00 | 9.50 | 190.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 186+05.00 | TO | 188+45.00 | 240.00 | 12.00 | 240.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 188+55.00 | TO | 190+95.00 | 240.00 | 12.00 | 240.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 191+05.00 | TO | 193+45.00 | 240.00 | 12.00 | 240.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 193+55.00 | TO | 194+55.00 | 240.00 | 12.00 | 240.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 193+55.00 | TO | 194+55.77 | 100.77 | 5.04 | 100.77 | |
| OMISSION - S.N. 023-0036 | | | | | | |
| 198+02.52 | TO | 199+45.00 | 142.48 | 7.12 | 142.48 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 199+55.00 | TO | 201+95.00 | 240.00 | 12.00 | 240.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 202+05.00 | TO | 204+20.00 | 215.00 | 10.75 | 215.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 204+30.00 | TO | 206+45.00 | 215.00 | 10.75 | 215.00 | |
| OMISSION - SHOULDER DRAIN | | | | | | |
| 206+55.00 | TO | 208+16.55 | 161.55 | 8.08 | 161.55 | |
| OMISSION - N 1800TH ST | | | | | | |
| 209+25.88 | TO | 212+55.00 | 329.12 | 16.46 | 329.12 | |
| | | | | WESTBOUND TOTALS = | 141.00 | 2,817.00 |
| | | | | WESTBOUND ROUNDED TOTALS = | 140.83 | 2,816.50 |
| | | | | TOTALS = | 279.00 | 5,572.00 |

| EASTBOUND PAVED SHOULDER REMOVAL SCHEDULE | | | | | | | | | |
|---|----|-----------|--------------|----------------------|--------------------|------------------------|---------------|---------------------------------------|-----------|
| STA | TO | STA | LENGTH FT | START WIDTH FT | END WIDTH FT | AVERAGE WIDTH FT | AREA SQ FT | 44004250 | |
| | | | | | | | | PAVED SHOULDER REMOVAL SQ YD | |
| | | | | | | | | | 178+00.00 |
| 178+97.19 | TO | 181+97.37 | 300.18 | 9.38 | 10.38 | 9.88 | 2,965.78 | 329.53 | |
| 181+87.13 | TO | 182+26.58 | 39.45 | 2.76 | 3.33 | 3.05 | 120.13 | 13.35 | |
| 182+17.51 | TO | 195+25.82 | 1,308.31 | 10.24 | 8.72 | 9.48 | 12,402.78 | 1,378.09 | |
| OMISSION - S.N. 023-0036 | | | | | | | | | |
| 197+36.13 | TO | 206+60.00 | 923.87 | 9.83 | 10.08 | 9.96 | 9,197.13 | 1,021.90 | |
| 206+60.00 | TO | 208+27.07 | 167.07 | 2.00 | 2.00 | 2.00 | 334.14 | 37.13 | |
| OMISSION - N 1800TH ST | | | | | | | | | |
| 209+15.85 | TO | 210+20.00 | 104.15 | 9.83 | 10.60 | 10.22 | 1,063.89 | 118.21 | |
| | | | | | | | | EASTBOUND TOTALS = | 2,982.44 |
| | | | | | | | | ROUNDED EASTBOUND TOTALS = | 2,983.00 |

| EB AGGREGATE SHOULDER SCHEDULE | | | | | | | |
|--------------------------------|----|-----------|--------------|-------------|----------------------------|--|-----------|
| STA | TO | STA | LENGTH FT | WIDTH FT | AVERAGE THICKNESS IN | 48102100 | |
| | | | | | | AGGREGATE WEDGE SHOULDER, TYPE B TON | |
| | | | | | | | 178+00.00 |
| 206+60.00 | TO | 208+22.46 | 162.46 | 3.00 | 3.38 | 9.14 | |
| 209+19.97 | TO | 212+55.00 | 335.03 | 3.00 | 3.38 | 18.85 | |
| | | | | | | EASTBOUND TOTALS = | 58.64 |
| | | | | | | EASTBOUND ROUNDED TOTALS = | 59.00 |

| WESTBOUND PAVED SHOULDER REMOVAL SCHEDULE | | | | | | | | | |
|---|----|-----------|--------------|----------------------|--------------------|------------------------|---------------|---------------------------------------|-----------|
| STA | TO | STA | LENGTH FT | START WIDTH FT | END WIDTH FT | AVERAGE WIDTH FT | AREA SQ FT | 44004250 | |
| | | | | | | | | PAVED SHOULDER REMOVAL SQ YD | |
| | | | | | | | | | 178+00.00 |
| 178+91.20 | TO | 194+88.87 | 1,597.67 | 9.98 | 8.86 | 9.42 | 15,050.05 | 1,672.23 | |
| OMISSION - S.N. 023-0036 | | | | | | | | | |
| 196+99.48 | TO | 206+83.86 | 984.38 | 9.58 | 9.40 | 9.49 | 9,341.77 | 1,037.97 | |
| OMISSION - 1800 RD E | | | | | | | | | |
| 207+49.17 | TO | 212+55.00 | 505.83 | 9.41 | 9.32 | 9.37 | 4,737.10 | 526.34 | |
| | | | | | | | | WESTBOUND TOTALS = | 3,318.52 |
| | | | | | | | | ROUNDED WESTBOUND TOTALS = | 3,319.00 |
| | | | | | | | | TOTALS = | 6,302.00 |

| WB AGGREGATE SHOULDER SCHEDULE | | | | | | | |
|--------------------------------|----|-----------|--------------|-------------|----------------------------|--|-----------|
| STA | TO | STA | LENGTH FT | WIDTH FT | AVERAGE THICKNESS IN | 48102100 | |
| | | | | | | AGGREGATE WEDGE SHOULDER, TYPE B TON | |
| | | | | | | | 178+00.00 |
| 207+54.55 | TO | 212+55.00 | 500.45 | 3.00 | 3.38 | 28.15 | |
| | | | | | | WESTBOUND TOTALS = | 58.80 |
| | | | | | | WESTBOUND ROUNDED TOTALS = | 59.00 |
| | | | | | | TOTALS = | 118.00 |

| PIPE CULVERT SCHEDULE | | | | | | | | | |
|-----------------------|----|-----------|--------------|------------------------------------|----------------------------------|----------------------------------|-------------------------------|--|-----------|
| STA | TO | STA | LENGTH FT | START INVERT ELEVATION FT | END INVERT ELEVATION FT | 50105220 | 54213459 | 542D1069 | |
| | | | | | | PIPE CULVERT REMOVAL FT | END SECTION 24" EACH | PIPE CULVERT CLASS D, TYPE 2 24" FT | |
| | | | | | | | | | 181+89.00 |
| 182+87.00 | TO | 184+03.00 | 116.00 | 690.95 | 691.60 | 114.18 | 2.00 | 116.00 | |
| | | | | | | TOTALS = | 233.75 | 4.00 | 252.00 |
| | | | | | | ROUNDED TOTALS = | 234.00 | 4.00 | 252.00 |

| GEOTEXTILE RETAINING WALL SCHEDULE | | | | | | |
|------------------------------------|----|-----------|--------------|---------------|--|-----------|
| STA | TO | STA | LENGTH FT | AREA SQ FT | 52200600 | |
| | | | | | GEOTEXTILE RETAINING WALL SQ FT | |
| | | | | | | 188+97.65 |
| 198+16.24 | TO | 204+66.23 | 554.78 | 535.32 | 535.32 | |
| | | | | | TOTALS = | 1,198.67 |
| | | | | | ROUNDED TOTALS = | 1,199.00 |

Areas measured in D570D62-sht-Detail-Pavement Profile Transition.dgn

| EASTBOUND PIPE DRAIN SCHEDULE | | | | | | | | |
|-------------------------------|------|-----------|-----------------------|---------------------|--|-----------------------------|--------------------------------------|------|
| LOCATION | SIDE | STA | START OFFSET FT | END OFFSET FT | 54262712 | 60100945 | 61000050 | |
| | | | | | METAL FLARED END SECTIONS 12" EACH | PIPE DRAINS 12" FT | CONCRETE THRUST BLOCKS EACH | |
| | | | | | | | | A |
| B | RT | 186+65.00 | 18.00 | 56.86 | 1.00 | 38.86 | 1.00 | |
| C | RT | 189+15.00 | 18.00 | 69.53 | 1.00 | 51.53 | 1.00 | |
| D | RT | 191+65.00 | 18.00 | 78.95 | 1.00 | 60.95 | 1.00 | |
| E | RT | 194+14.28 | 18.00 | 83.15 | 1.00 | 65.15 | 1.00 | |
| F | RT | 198+10.64 | 18.00 | 82.59 | 1.00 | 64.59 | 1.00 | |
| G | RT | 200+60.00 | 18.00 | 73.95 | 1.00 | 55.95 | 1.00 | |
| H | RT | 203+10.00 | 18.00 | 63.01 | 1.00 | 45.01 | 1.00 | |
| I | RT | 205+60.00 | 18.00 | 54.09 | 1.00 | 36.09 | 1.00 | |
| | | | | | EASTBOUND TOTAL = | 9.00 | 442.48 | 9.00 |
| | | | | | EASTBOUND ROUNDED TOTAL = | 9.00 | 443.00 | 9.00 |

| WESTBOUND PIPE DRAIN SCHEDULE | | | | | | | | |
|-------------------------------|------|-----------|-----------------------|---------------------|--|-----------------------------|--------------------------------------|-------|
| LOCATION | SIDE | STA | START OFFSET FT | END OFFSET FT | 54262712 | 60100945 | 61000050 | |
| | | | | | METAL FLARED END SECTIONS 12" EACH | PIPE DRAINS 12" FT | CONCRETE THRUST BLOCKS EACH | |
| | | | | | | | | J |
| K | LT | 186+65.00 | 18.00 | 59.38 | 1.00 | 41.38 | 1.00 | |
| L | LT | 189+15.00 | 18.00 | 68.23 | 1.00 | 50.23 | 1.00 | |
| M | LT | 191+65.00 | 18.00 | 76.20 | 1.00 | 58.20 | 1.00 | |
| N | LT | 194+14.28 | 18.00 | 80.76 | 1.00 | 62.76 | 1.00 | |
| O | LT | 198+10.64 | 18.00 | 80.08 | 1.00 | 62.08 | 1.00 | |
| P | LT | 200+60.00 | 18.00 | 70.68 | 1.00 | 52.68 | 1.00 | |
| Q | LT | 203+10.00 | 18.00 | 64.79 | 1.00 | 46.79 | 1.00 | |
| R | LT | 205+60.00 | 18.00 | 54.62 | 1.00 | 36.62 | 1.00 | |
| | | | | | WESTBOUND TOTAL = | 9.00 | 435.06 | 9.00 |
| | | | | | WESTBOUND ROUNDED TOTAL = | 9.00 | 436.00 | 9.00 |
| | | | | | TOTAL = | 18.00 | 879.00 | 18.00 |

MODEL: Schedule-7 (Sheet)
FILE NAME: c:\pwworking\pierson\10928865\10928865-D570D62-sht-Schedules.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| SCHEDULES OF QUANTITIES | | | |
|-------------------------|---------|------|---------------------|
| SCALE: | SHEET 7 | OF 9 | SHEETS STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|-----------------|--------------|
| 91 | (101)BR | EDGAR | 142 | 21 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SCHEDULES OF QUANTITIES

| PIPE UNDERDRAINS SCHEDULE | | | | | |
|---------------------------|----------------|-----------------|--|-------------------|--------------------------------|
| STA | LEFT OFFSET FT | RIGHT OFFSET FT | 60100060 | 60100915 | 60108206 |
| | | | CONCRETE HEADWALL FOR PIPE DRAINS EACH | PIPE DRAINS 6" FT | PIPE UNDERDRAINS TYPE 2, 6" FT |
| 191+07.00 | -13.88 | 14.01 | 0.00 | 0.00 | 27.89 |
| 191+07.00 | 14.01 | 76.79 | 1.00 | 62.78 | 0.00 |
| 192+07.00 | -14.03 | 14.88 | 0.00 | 0.00 | 28.91 |
| 192+07.00 | 14.88 | 79.33 | 1.00 | 64.45 | 0.00 |
| 193+07.00 | -14.36 | 14.50 | 0.00 | 0.00 | 28.86 |
| 193+07.00 | 14.50 | 81.07 | 1.00 | 66.57 | 0.00 |
| 194+07.00 | -14.45 | 14.60 | 0.00 | 0.00 | 29.05 |
| 194+07.00 | 14.60 | 82.88 | 1.00 | 68.28 | 0.00 |
| 194+53.00 | -40.00 | - | 1.00 | | |
| 195+06.00 | 36.00 | - | 1.00 | | |
| OMISSION - S.N. 023-0036 | | | | | |
| 197+19.00 | -36.00 | - | 1.00 | | |
| 197+72.00 | 40.00 | - | 1.00 | | |
| 198+18.00 | -14.46 | 14.61 | 0.00 | 0.00 | 29.07 |
| 198+18.00 | 14.61 | 82.59 | 1.00 | 67.98 | 0.00 |
| 199+18.00 | -14.38 | 14.52 | 0.00 | 0.00 | 28.90 |
| 199+18.00 | 14.52 | 78.06 | 1.00 | 63.54 | 0.00 |
| 200+18.00 | -14.11 | 14.25 | 0.00 | 0.00 | 28.36 |
| 200+18.00 | 14.25 | 74.74 | 1.00 | 60.49 | 0.00 |
| 200+75.00 | -14.07 | 14.09 | 0.00 | 0.00 | 28.16 |
| 200+75.00 | 14.09 | 71.67 | 1.00 | 57.58 | 0.00 |
| TOTALS = | | | 12.00 | 511.67 | 229.20 |
| ROUNDED TOTALS = | | | 12.00 | 512.00 | 230.00 |

| CONCRETE CURB SCHEDULE | | | | | | |
|------------------------|----|-----------|----------|-------|-----------|----------------------------|
| STA | TO | STA | LENGTH | | DIRECTION | CONCRETE CURB, TYPE B FOOT |
| | | | FT | FT | | |
| 183+45.00 | TO | 194+85.28 | 1,140.28 | 18.00 | EB | 1,140.28 |
| 183+95.00 | TO | 194+49.28 | 1,054.28 | 18.00 | WB | 1,054.28 |
| 197+39.64 | TO | 206+75.00 | 935.36 | 18.00 | WB | 935.36 |
| 197+75.28 | TO | 206+60.00 | 884.72 | 18.00 | EB | 884.72 |
| TOTALS = | | | | | | 4,014.64 |
| ROUNDED TOTALS = | | | | | | 4,015.00 |

4" CURB HEIGHT TO BE USED

| EASTBOUND INLET BOX SCHEDULE | | | | | |
|------------------------------|------|-----------|--------|----|-----------------------------------|
| LOCATION | SIDE | STA | OFFSET | | TYPE E INLET BOX, STD 610001 EACH |
| | | | FT | FT | |
| A | RT | 184+15.00 | 12.00 | | 1.00 |
| B | RT | 186+65.00 | 12.00 | | 1.00 |
| C | RT | 189+15.00 | 12.00 | | 1.00 |
| D | RT | 191+65.00 | 12.00 | | 1.00 |
| E | RT | 194+14.28 | 12.00 | | 1.00 |
| F | RT | 198+10.64 | 12.00 | | 1.00 |
| G | RT | 200+60.00 | 12.00 | | 1.00 |
| H | RT | 203+10.00 | 12.00 | | 1.00 |
| I | RT | 205+60.00 | 12.00 | | 1.00 |
| EASTBOUND TOTAL = | | | | | 9.00 |

| WESTBOUND INLET BOX SCHEDULE | | | | | |
|------------------------------|------|-----------|--------|----|-----------------------------------|
| LOCATION | SIDE | STA | OFFSET | | TYPE E INLET BOX, STD 610001 EACH |
| | | | FT | FT | |
| J | LT | 184+15.00 | 12.00 | | 1.00 |
| K | LT | 186+65.00 | 12.00 | | 1.00 |
| L | LT | 189+15.00 | 12.00 | | 1.00 |
| M | LT | 191+65.00 | 12.00 | | 1.00 |
| N | LT | 194+14.28 | 12.00 | | 1.00 |
| O | LT | 198+10.64 | 12.00 | | 1.00 |
| P | LT | 200+60.00 | 12.00 | | 1.00 |
| Q | LT | 203+10.00 | 12.00 | | 1.00 |
| R | LT | 205+60.00 | 12.00 | | 1.00 |
| WESTBOUND TOTAL = | | | | | 9.00 |
| TOTAL = | | | | | 18.00 |

| GUARDRAIL SCHEDULE | | | | | | | | | | | |
|--------------------|-----------|----|-----------|-----------|--|-----------------|-----------------------------------|------------------------|------------------------------------|-----------------------------------|-------------------------------------|
| LOCATION | STA | TO | STA | LENGTH FT | 63000001 | 63100085 | 63100167 | 63200310 | 63301210 | 63301990 | 72501000 |
| | | | | | STEEL PLATE BEAM GUARDRAIL TY. A 6 FT FOOT | TBT TYPE 6 EACH | TBT TYPE 1 (SPECIAL) TANGENT EACH | GUARDRAIL REMOVAL FOOT | REMOVE & REERECT SPBG, TYPE A FOOT | REMOVE & REERECT TBT, TYPE 1 EACH | TERMINAL MARKER DIRECT APPLIED EACH |
| EB APPROACH | 183+23.26 | TO | 183+73.26 | 50.00 | | | | | | 1.00 | |
| | 183+73.26 | TO | 194+48.26 | 1,075.00 | | | | 1,075.00 | | | |
| | 194+48.26 | TO | 194+85.76 | 37.50 | 1.00 | | | | | | |
| WB DEPARTURE | 184+00.24 | TO | 184+50.24 | 50.00 | | | 1.00 | | | | 1.00 |
| | 184+50.24 | TO | 194+12.74 | 962.50 | 12.50 | | 25.00 | 962.50 | | | |
| | 194+12.74 | TO | 194+50.24 | 37.50 | 1.00 | | | | | | |
| WB APPROACH | 197+40.24 | TO | 197+77.74 | 37.50 | 1.00 | | | | | | |
| | 197+77.74 | TO | 206+15.24 | 837.50 | | | | 837.50 | | | |
| | 206+15.24 | TO | 206+65.24 | 50.00 | | | | | 1.00 | | |
| EB DEPARTURE | 197+75.76 | TO | 198+13.26 | 37.50 | 1.00 | | | | | | |
| | 198+13.26 | TO | 206+00.76 | 787.50 | | | | 787.50 | | | |
| | 206+00.76 | TO | 206+50.76 | 50.00 | | | | | 1.00 | | |
| TOTALS = | | | | | 12.50 | 4.00 | 1.00 | 25.00 | 3,662.50 | 3.00 | 1.00 |
| ROUNDED TOTALS = | | | | | 13.00 | 4.00 | 1.00 | 25.00 | 3,663.00 | 3.00 | 1.00 |

| EB EOP MARKING SCHEDULE | | | | | | | | | | | | | |
|----------------------------|----|-----------|-----------|--------------------------------------|--|---|---|-----------------------------------|-----------------------------------|--|--|----------|----------|
| STA | TO | STA | LENGTH FT | 70300100 | | 70300150 | | 70300221 | | 78001110 | | 78300202 | |
| | | | | SHORT TERM PAVEMENT MARKING NO. APP. | SHORT TERM PAVEMENT MARKING REMOVAL FT | SHORT TERM PAVEMENT MARKING REMOVAL SQ FT | TEMPORARY PAVEMENT MARKING LINE 4" PAINT FT | PAINT PAVEMENT MARKING LINE 4" FT | PAINT PAVEMENT MARKING LINE 4" FT | PAVEMENT MARKING REMOVAL WATER BLAST SQ FT | | | |
| 178+00.00 | TO | 183+45.00 | 545.00 | | | | | 545.00 | | 545.00 | | | 181.67 |
| 183+45.00 | TO | 206+75.00 | 2,330.00 | 4.00 | 192.00 | 64.00 | | 3,345.67 | | 3,345.67 | | | 776.67 |
| 206+75.00 | TO | 208+16.55 | 141.55 | | | | | 141.55 | | 141.55 | | | 47.18 |
| OMISSION - N 1800TH ST | | | | | | | | | | | | | |
| 209+25.88 | TO | 212+55.00 | 329.12 | | | | | 329.12 | | 329.12 | | | 109.71 |
| EASTBOUND TOTALS = | | | | 192.00 | | 64.00 | | 3,345.67 | | 3,345.67 | | | 1,115.22 |
| EASTBOUND ROUNDED TOTALS = | | | | 192.00 | | 64.00 | | 3,346.00 | | 3,346.00 | | | 1,116.00 |

| WB EOP MARKING SCHEDULE | | | | | | | | | | | | | |
|----------------------------|----|-----------|-----------|--------------------------------------|--|---|---|-----------------------------------|-----------------------------------|--|--|----------|----------|
| STA | TO | STA | LENGTH FT | 70300100 | | 70300150 | | 70300221 | | 78001110 | | 78300202 | |
| | | | | SHORT TERM PAVEMENT MARKING NO. APP. | SHORT TERM PAVEMENT MARKING REMOVAL FT | SHORT TERM PAVEMENT MARKING REMOVAL SQ FT | TEMPORARY PAVEMENT MARKING LINE 4" PAINT FT | PAINT PAVEMENT MARKING LINE 4" FT | PAINT PAVEMENT MARKING LINE 4" FT | PAVEMENT MARKING REMOVAL WATER BLAST SQ FT | | | |
| 178+00.00 | TO | 183+45.00 | 545.00 | | | | | 545.00 | | 545.00 | | | 181.67 |
| 183+45.00 | TO | 206+75.00 | 2,330.00 | 4.00 | 192.00 | 64.00 | | 3,362.37 | | 3,362.37 | | | 776.67 |
| OMISSION - N 1800TH ST | | | | | | | | | | | | | |
| 207+67.63 | TO | 212+55.00 | 487.37 | | | | | 487.37 | | 487.37 | | | 162.46 |
| WESTBOUND TOTALS = | | | | 192.00 | | 64.00 | | 3,362.37 | | 3,362.37 | | | 1,120.79 |
| WESTBOUND ROUNDED TOTALS = | | | | 192.00 | | 64.00 | | 3,363.00 | | 3,363.00 | | | 1,121.00 |
| TOTALS = | | | | 384.00 | | 128.00 | | 6,709.00 | | 6,709.00 | | | 2,237.00 |

MODEL - Schedule-4 (Sheet)
FILE NAME - c:\pwworking\pntips\sonfi\0928865\0570D62-shb-Schedules.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES OF QUANTITIES

SCALE: SHEET 8 OF 9 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 22 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SCHEDULES OF QUANTITIES

| CENTERLINE PAVEMENT MARKING SCHEDULE | | | | | | | | | | | | | | | |
|--------------------------------------|----|-----------|--------------|-------------------|-----------------|----------------------------|-----------------------|--------------|-----------------------------------|------------|----------|---|--|---|--|
| STA | TO | STA | LENGTH FT | LINE TYPE | SKIP-DASH FT | SOLID + SKIP-DASH FT | DOUBLE SOLID FT | NOTES | 70300100 | | | 70300150 | 70300221 | 78001110 | 78300202 |
| | | | | | | | | | SHORT TERM PAVEMENT MARKING | | | SHORT TERM PAVEMENT MARKING REMOVAL | TEMPORARY PAVEMENT MARKING LINE - 4" PAINT | PAINT PAVEMENT MARKING LINE - 4" | PAVEMENT MARKING REMOVAL WATER BLAST |
| | | | | | | | | | NO LINE | NO APP. | FT | SQ FT | FT | FT | SQ FT |
| 178+00.00 | TO | 180+40.00 | 240.00 | SKIP-DASH | 60.00 | 0.00 | 0.00 | | 1.00 | 4.00 | 96.00 | 32.00 | 60.00 | 60.00 | 20.00 |
| 180+40.00 | TO | 191+50.00 | 1,110.00 | SOLID + SKIP-DASH | 0.00 | 1,390.00 | 0.00 | SOLID FOR EB | 1.00 | 4.00 | 448.00 | 149.33 | 1,390.00 | 1,390.00 | 463.33 |
| 191+50.00 | TO | 199+75.00 | 825.00 | DOUBLE SOLID | 0.00 | 0.00 | 1,650.00 | NO PASSING | 1.00 | 4.00 | 336.00 | 112.00 | 1,650.00 | 1,650.00 | 550.00 |
| 199+75.00 | TO | 210+10.00 | 1,035.00 | SOLID + SKIP-DASH | 0.00 | 1,295.00 | 0.00 | SOLID FOR WB | 1.00 | 4.00 | 416.00 | 138.67 | 1,295.00 | 1,295.00 | 431.67 |
| 210+10.00 | TO | 212+55.00 | 245.00 | SKIP-DASH | 70.00 | 0.00 | 0.00 | | 1.00 | 4.00 | 112.00 | 37.33 | 70.00 | 70.00 | 23.33 |
| TOTALS = | | | | | | | | | | | 1,408.00 | 469.33 | 4,465.00 | 4,465.00 | 1,488.33 |
| ROUNDED TOTALS = | | | | | | | | | | | 1,408.00 | 470.00 | 4,465.00 | 4,465.00 | 1,489.00 |

| STAGING SCHEDULE | | | | | | |
|------------------|----------------------------------|---|--|---|---|--|
| | 70400100 | 70400125 | 70400200 | 70600250 | 70600350 | 78200011 |
| | TEMPORARY CONCRETE BARRIFR | PINNING TEMPORARY BARRIER CONCRFTF | RELOCATE TEMPORARY CONCRETE BARRIFR | IMPACT ATTENUATORS TEMP (NON- REDIRECTIVE), TFST I FVFI 3 | IMPACT ATTENUATORS RELOCATE (NON- REDIRECTIVE), TFST I FVFI 3 | BARRIER WALL REFLECTORS, TYPE C |
| | FT | EACH | FT | EACH | EACH | EACH |
| STAGE I | 2,050.00 | 486.00 | 0.00 | 2.00 | 0.00 | 164.00 |
| STAGE II | 0.00 | 424.00 | 2,050.00 | 0.00 | 1.00 | 0.00 |
| TOTALS = | 2,050.00 | 910.00 | 2,050.00 | 2.00 | 1.00 | 164.00 |
| TOTALS = | 2,050.00 | 910.00 | 2,050.00 | 2.00 | 1.00 | 164.00 |

| RAISED REFLECTIVE PAVEMENT MARKER SCHEDULE | | | | | | | |
|--|----|-----------|--------------|---------------|-------------------|--|---|
| STA | TO | STA | LENGTH FT | SPACING FT | NUMBER MARKERS | 78100100 | 78300200 |
| | | | | | | RAISED REFLECTIVE PAVEMENT MARKER EACH | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL EACH |
| | | | | | | FT | FT |
| 178+00.00 | TO | 191+50.00 | 1,350.00 | 80.00 | 1.00 | 18.00 | 18.00 |
| 191+50.00 | TO | 199+75.00 | 825.00 | 80.00 | 2.00 | 24.00 | 12.00 |
| 199+75.00 | TO | 212+55.00 | 1,280.00 | 80.00 | 1.00 | 17.00 | 17.00 |
| TOTALS = | | | | | | 59.00 | 47.00 |
| ROUNDED TOTALS = | | | | | | 59.00 | 47.00 |

| PIPE DRAIN REMOVAL SCHEDULE | | | | |
|-----------------------------|-----------|--------------|--------------------------------|--------|
| SIDE | STA | OFFSET FT | X6010003 | |
| | | | PIPE DRAIN REMOVAL FT | |
| | | | FT | FT |
| RT | 183+52.37 | 18.28 | | 14.38 |
| LT | 184+07.31 | 17.75 | | 19.12 |
| LT | 185+50.51 | 17.41 | | 28.96 |
| RT | 188+44.82 | 17.42 | | 42.51 |
| LT | 190+65.45 | 17.79 | | 50.59 |
| RT | 193+51.40 | 17.63 | | 61.15 |
| LT | 201+97.44 | 17.50 | | 45.12 |
| RT | 201+98.10 | 17.82 | | 46.27 |
| LT | 206+45.52 | 17.47 | | 26.91 |
| RT | 206+51.21 | 17.86 | | 26.40 |
| TOTALS = | | | | 361.41 |
| ROUNDED TOTALS = | | | | 362.00 |

| FILLING INLETS, TEMPORARY STAGE I SCHEDULE | | | |
|---|-----------|-------|---|
| STA | DIRECTION | STAGE | X6050222 |
| | | | FILLING INLETS, TEMPORARY EACH |
| 183+52.37 | EB | I | 1.00 |
| 188+44.82 | EB | I | 1.00 |
| 193+51.40 | EB | I | 1.00 |
| 201+98.09 | CB | I | 1.00 |
| 206+51.21 | EB | I | 1.00 |
| STAGE I TOTALS = | | | 5.00 |

| FILLING INLETS, TEMPORARY STAGE II SCHEDULE | | | |
|--|-----------|-------|---|
| STA | DIRECTION | STAGE | X6050222 |
| | | | FILLING INLETS, TEMPORARY EACH |
| 184+15.00 | WB | II | 1.00 |
| 186+65.00 | WB | II | 1.00 |
| 189+15.00 | WB | II | 1.00 |
| 191+65.00 | WB | II | 1.00 |
| 194+14.28 | WB | II | 1.00 |
| 198+10.64 | WB | II | 1.00 |
| 200+60.00 | WB | II | 1.00 |
| 203+10.00 | WB | II | 1.00 |
| 205+60.00 | WB | II | 1.00 |
| STAGE II TOTALS = | | | 9.00 |
| TOTALS = | | | 14.00 |

| REMOVE INLET BOX SCHEDULE | | | |
|---------------------------|-----------|--------------|--------------------------------|
| SIDE | STA | OFFSET FT | X6050700 |
| | | | REMOVE INLET BOX EACH |
| | | | FT |
| RT | 183+52.37 | 18.28 | 1.00 |
| LT | 184+07.31 | 17.75 | 1.00 |
| LT | 185+50.51 | 17.41 | 1.00 |
| RT | 188+44.82 | 17.42 | 1.00 |
| LT | 190+65.45 | 17.79 | 1.00 |
| RT | 193+51.40 | 17.63 | 1.00 |
| LT | 201+97.44 | 17.50 | 1.00 |
| RT | 201+98.10 | 17.82 | 1.00 |
| LT | 206+45.52 | 17.47 | 1.00 |
| RT | 206+51.21 | 17.86 | 1.00 |
| TOTAL = | | | 10.00 |

MODEL: Schedule-0 (Sheet)
FILE NAME: c:\p\work\wip\p\person\0928865\0570D62-shh-Schedules.dgn

CONTROL POINTS

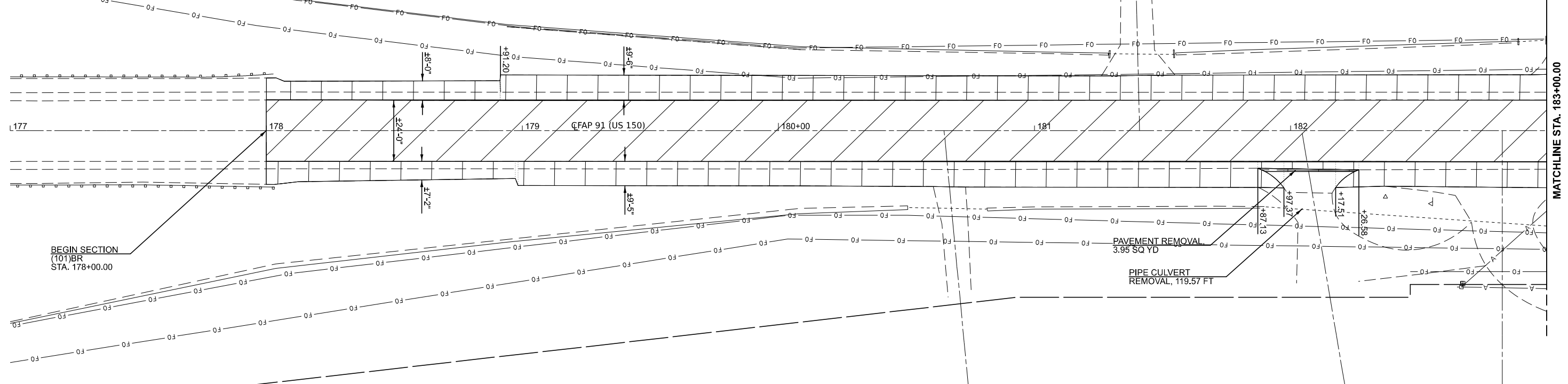
| CONTROL POINTS | | | | | | |
|-----------------------|---------------|---------------|----------------|--------|--------------|--------------|
| POINT | NORTHING | EASTING | STATION | OFFSET | CODE | DESCRIPTION |
| 55 | 1,071,613.132 | 1,189,114.569 | 269+81.46 | 0 | POT | MAG NAIL |
| 30 | 1,071,533.808 | 1,182,831.235 | 213+00.00 (BK) | 0 | PI / STA. EQ | MAG NAIL SET |
| 174 | 1,071,533.808 | 1,182,831.235 | 213+46.22 (AH) | 0 | PI / STA. EQ | MAG NAIL SET |
| 146 | 1,071,510.794 | 1,181,143.852 | 196+12.46 | 0 | | - |
| 19 | 1,071,447.073 | 1,176,471.988 | 149+40.17 | 0 | PT | DISK VAULT |

MODEL: Control Points (Sheet)
 FILE NAME: c:\p\work\wv\td\p\erson\0928865\0570D62-shit-Control Points.dgn

| | | | | | | | | | | |
|--|---------------------------|------------|-----------|---|-----------------------|--------------------|---------|----------|------------------|--------------|
| | USER NAME = Tyler.Pierson | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CONTROL POINTS | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - | REVISED - | | | 91 | (101)BR | EDGAR | 142 | 24 |
| | | CHECKED - | REVISED - | | | CONTRACT NO. 70D62 | | | | |
| | PLOT DATE = 3/3/2026 | DATE - | REVISED - | | SCALE: | SHEET 1 | OF 1 | SHEETS | STA. | TO STA. |
| | | | | | | | | ILLINOIS | FED. AID PROJECT | |

LEGEND

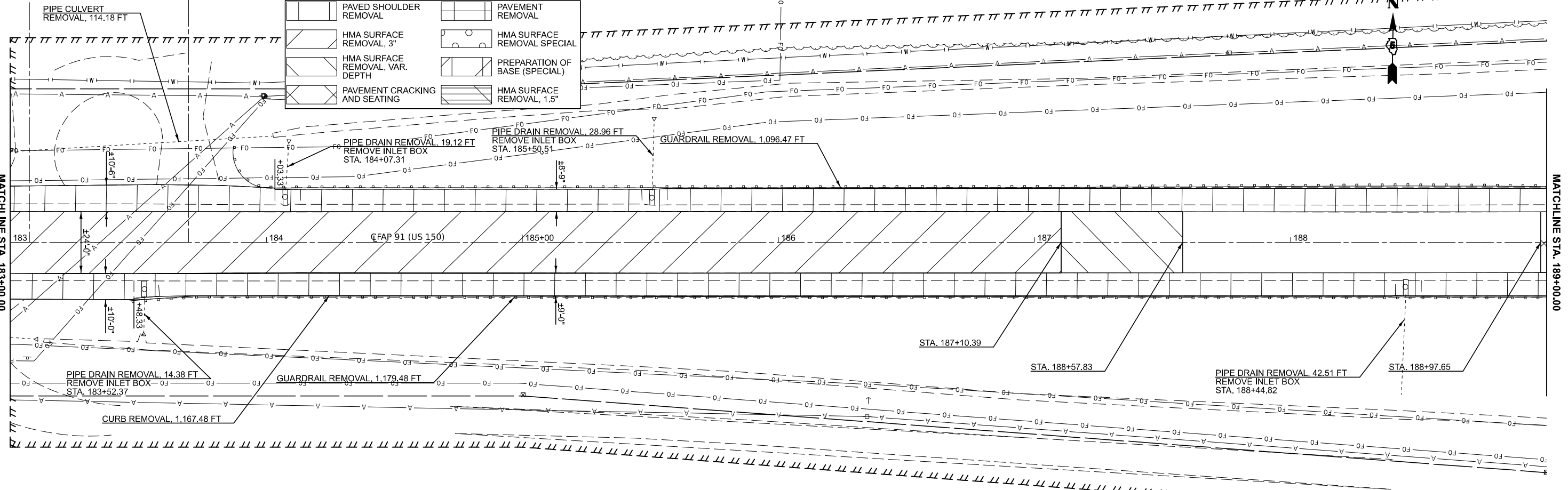
| | | | |
|--|---------------------------------|--|-------------------------------|
| | PAVED SHOULDER REMOVAL | | PAVEMENT REMOVAL |
| | HMA SURFACE REMOVAL, 3" | | HMA SURFACE REMOVAL SPECIAL |
| | HMA SURFACE REMOVAL, VAR. DEPTH | | PREPARATION OF BASE (SPECIAL) |
| | PAVEMENT CRACKING AND SEATING | | HMA SURFACE REMOVAL, 1.5" |



MATCHLINE STA. 183+00.00

LEGEND

| | | | |
|--|---------------------------------|--|-------------------------------|
| | PAVED SHOULDER REMOVAL | | PAVEMENT REMOVAL |
| | HMA SURFACE REMOVAL, 3" | | HMA SURFACE REMOVAL SPECIAL |
| | HMA SURFACE REMOVAL, VAR. DEPTH | | PREPARATION OF BASE (SPECIAL) |
| | PAVEMENT CRACKING AND SEATING | | HMA SURFACE REMOVAL, 1.5" |



MATCHLINE STA. 183+00.00

MATCHLINE STA. 189+00.00

MODEL: US150ALL - Plan Removal-1 (Sheet)
FILE NAME: c:\p\work\150all\plans\01\02\28865\0570D62-shlr-Plan Removal.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/5/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

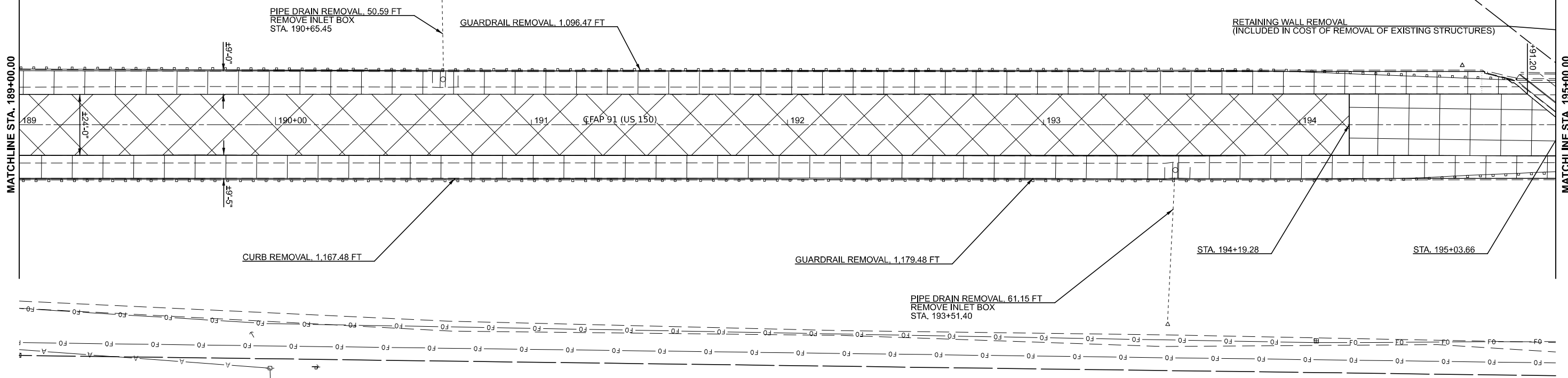
F.A.P. 91 (US 150) REMOVAL PLAN SHEETS

SCALE: 1"=20' SHEET 1 OF 3 SHEETS STA. 177+00.00 R2 TO STA. 189+00.00 R2

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 25 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

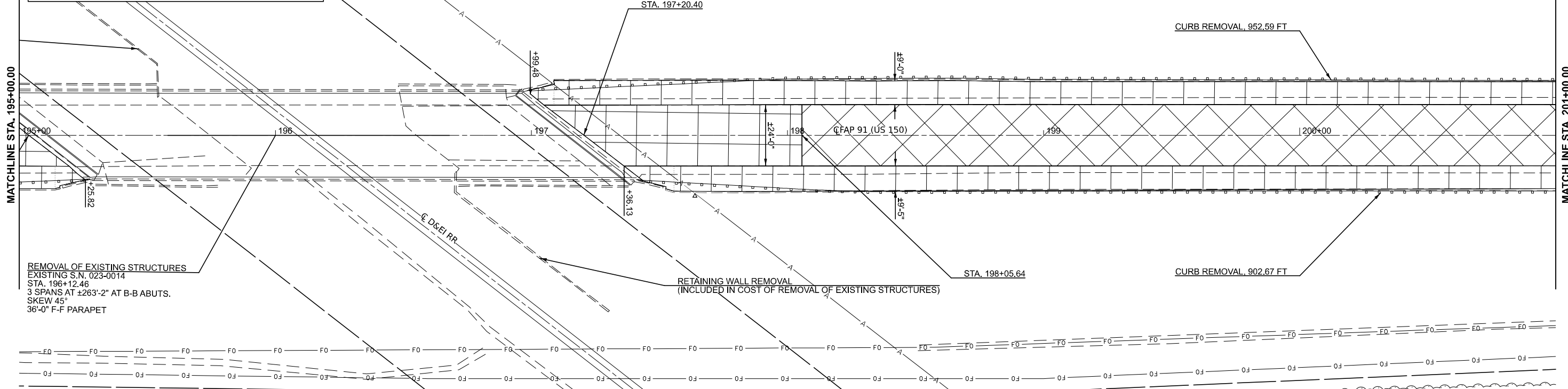
LEGEND

| | | | |
|--|---------------------------------|--|-------------------------------|
| | PAVED SHOULDER REMOVAL | | PAVEMENT REMOVAL |
| | HMA SURFACE REMOVAL, 3" | | HMA SURFACE REMOVAL SPECIAL |
| | HMA SURFACE REMOVAL, VAR. DEPTH | | PREPARATION OF BASE (SPECIAL) |
| | PAVEMENT CRACKING AND SEATING | | HMA SURFACE REMOVAL, 1.5" |



LEGEND

| | | | |
|--|---------------------------------|--|-------------------------------|
| | PAVED SHOULDER REMOVAL | | PAVEMENT REMOVAL |
| | HMA SURFACE REMOVAL, 3" | | HMA SURFACE REMOVAL SPECIAL |
| | HMA SURFACE REMOVAL, VAR. DEPTH | | PREPARATION OF BASE (SPECIAL) |
| | PAVEMENT CRACKING AND SEATING | | HMA SURFACE REMOVAL, 1.5" |



REMOVAL OF EXISTING STRUCTURES
 EXISTING S.N. 023-0014
 STA. 196+12.46
 3 SPANS AT ±263'-2" AT B-B ABUTS.
 SKEW 45°
 36'-0" F-F PARAPET

MODEL: US150ALL - Plan Removal-3 (Sheet)
 FILE NAME: c:\p\work\150all\plans\010228865\0570D62-shr-Plan Removal.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

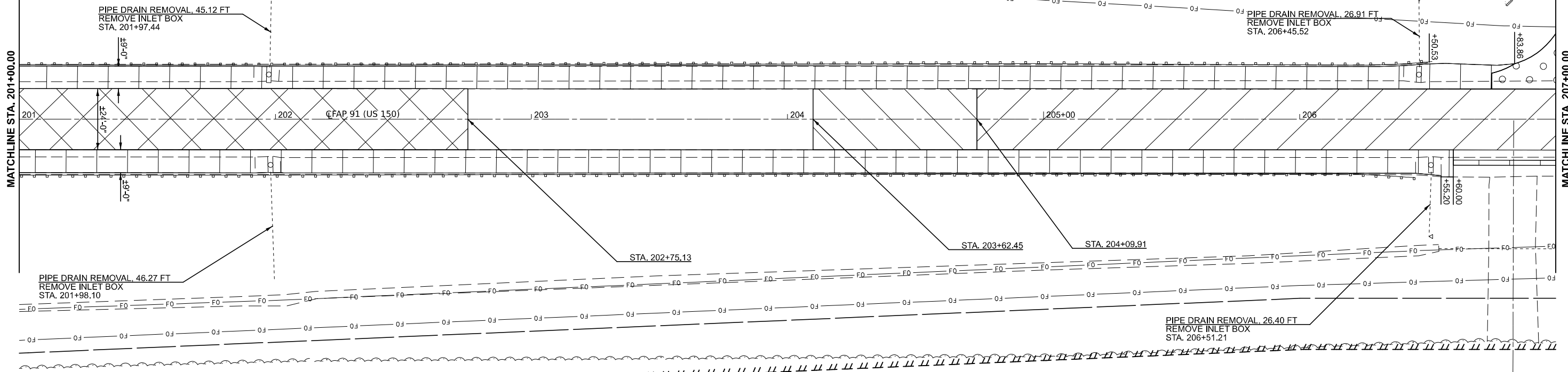
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. 91 (US 150) REMOVAL PLAN SHEETS

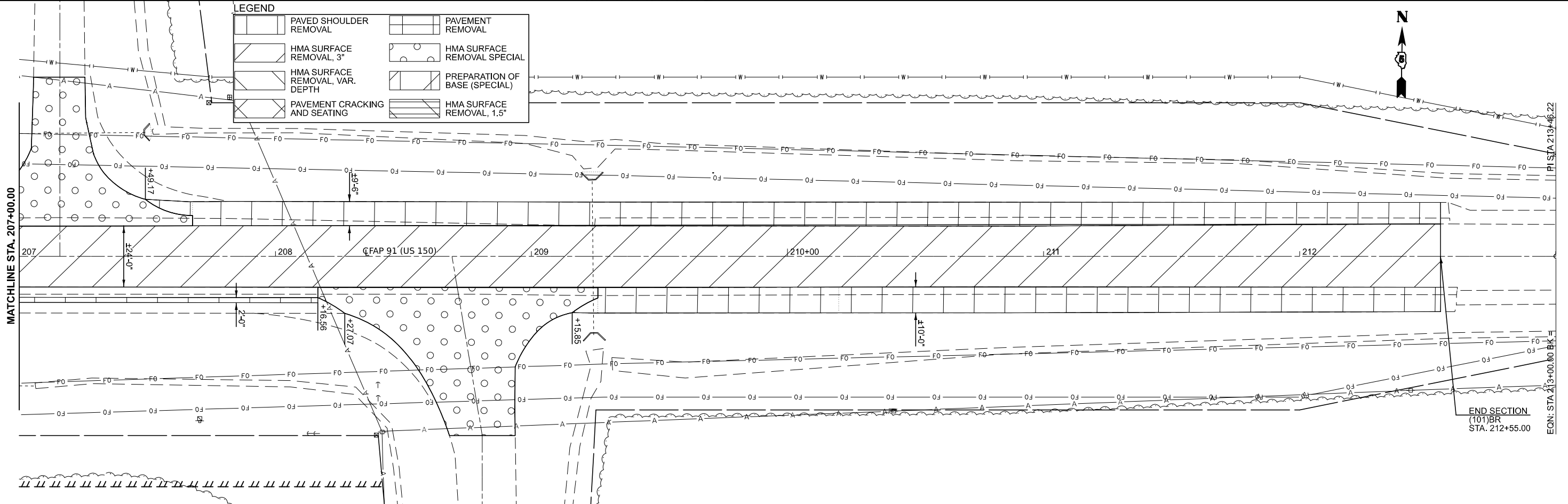
SCALE: 1"=20' SHEET 2 OF 3 SHEETS STA. 189+00.00 R2 TO STA. 201+00.00 R2

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 26 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| LEGEND | |
|--------|---------------------------------|
| | PAVED SHOULDER REMOVAL |
| | HMA SURFACE REMOVAL, 3" |
| | HMA SURFACE REMOVAL, VAR. DEPTH |
| | PAVEMENT CRACKING AND SEATING |
| | PAVEMENT REMOVAL |
| | HMA SURFACE REMOVAL SPECIAL |
| | PREPARATION OF BASE (SPECIAL) |
| | HMA SURFACE REMOVAL, 1.5" |



| LEGEND | |
|--------|---------------------------------|
| | PAVED SHOULDER REMOVAL |
| | HMA SURFACE REMOVAL, 3" |
| | HMA SURFACE REMOVAL, VAR. DEPTH |
| | PAVEMENT CRACKING AND SEATING |
| | PAVEMENT REMOVAL |
| | HMA SURFACE REMOVAL SPECIAL |
| | PREPARATION OF BASE (SPECIAL) |
| | HMA SURFACE REMOVAL, 1.5" |



MODEL: I:\5150ALL - Plan Removal-5 (Sheet) FILE NAME: c:\p\work\15150all\plan_removal-5.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

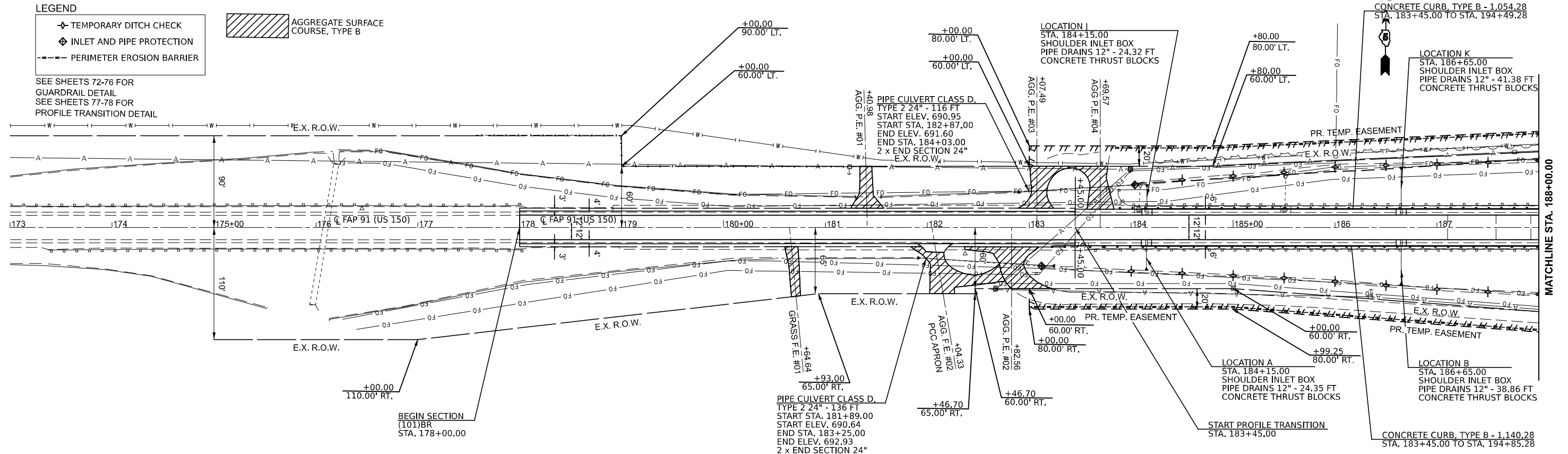
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.P. 91 (US 150) REMOVAL PLAN SHEETS

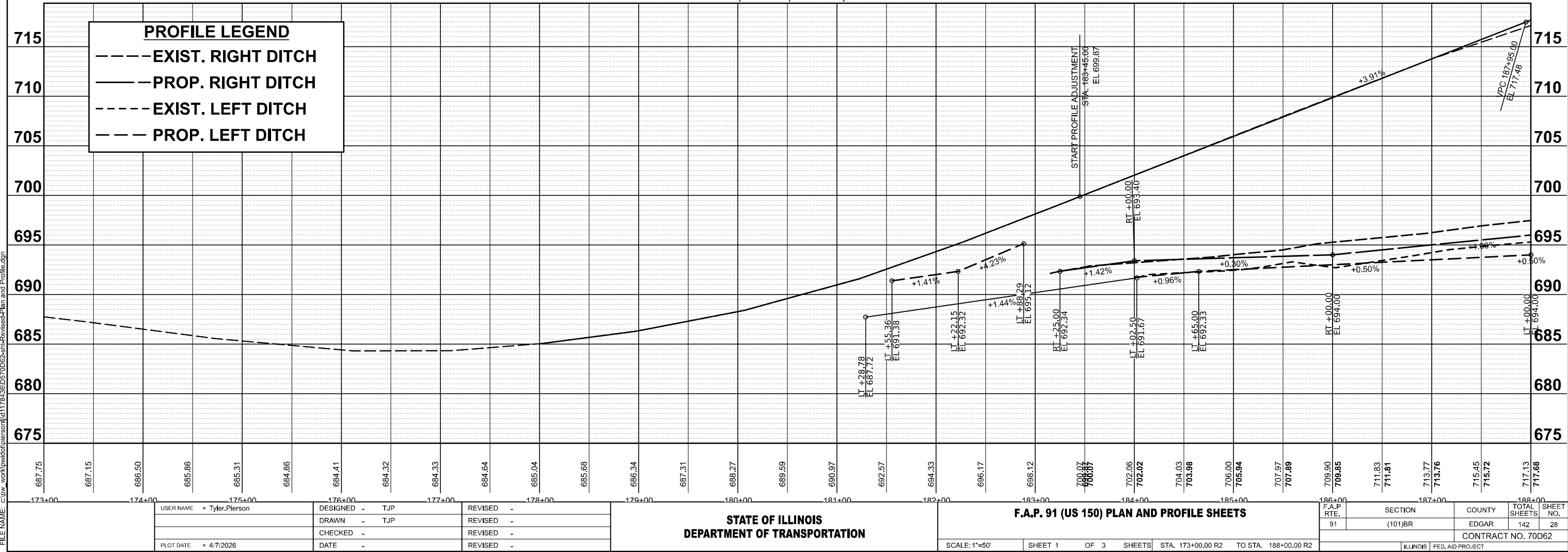
SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. 201+00.00 R2 TO STA. 213+00.00 R2

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 27 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

SEC 33, T14N, R11W, 2 PM.



SEC 4, T13N, R11W, 2 PM.



MODEL: Plan - Plans - [Sheet] FILE NAME: c:\p\work\17062\17062-shr-revised-plan and profile.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 4/7/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. 91 (US 150) PLAN AND PROFILE SHEETS

SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. 173+00.00 R2 TO STA. 188+00.00 R2

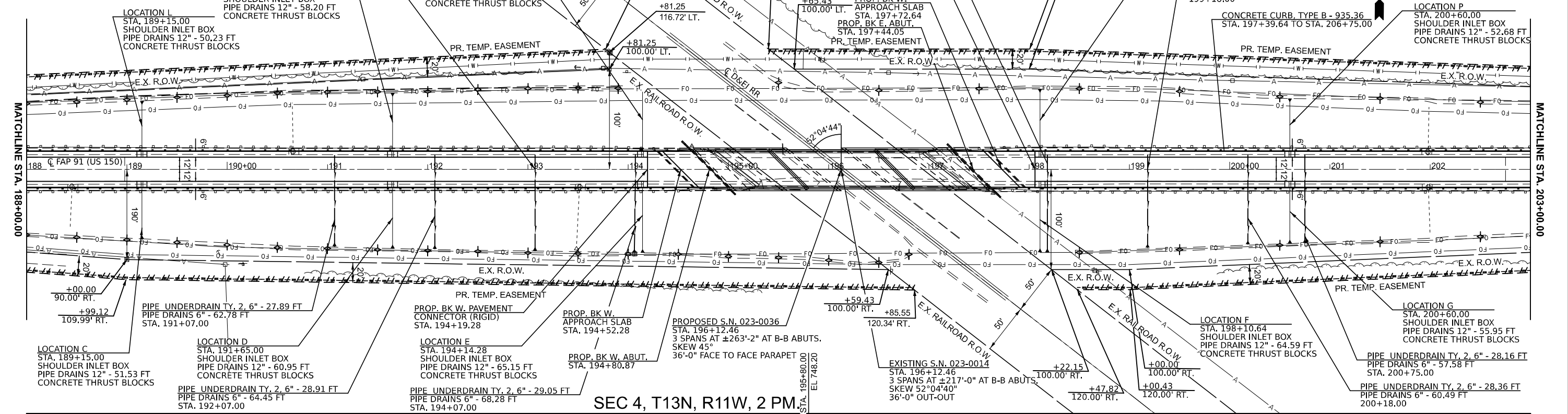
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGEAR | 142 | 28 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

- LEGEND**
- ◆ TEMPORARY DITCH CHECK
 - ◆ INLET AND PIPE PROTECTION
 - PERIMETER EROSION BARRIER

SEC 33, T14N, R11W, 2 PM.

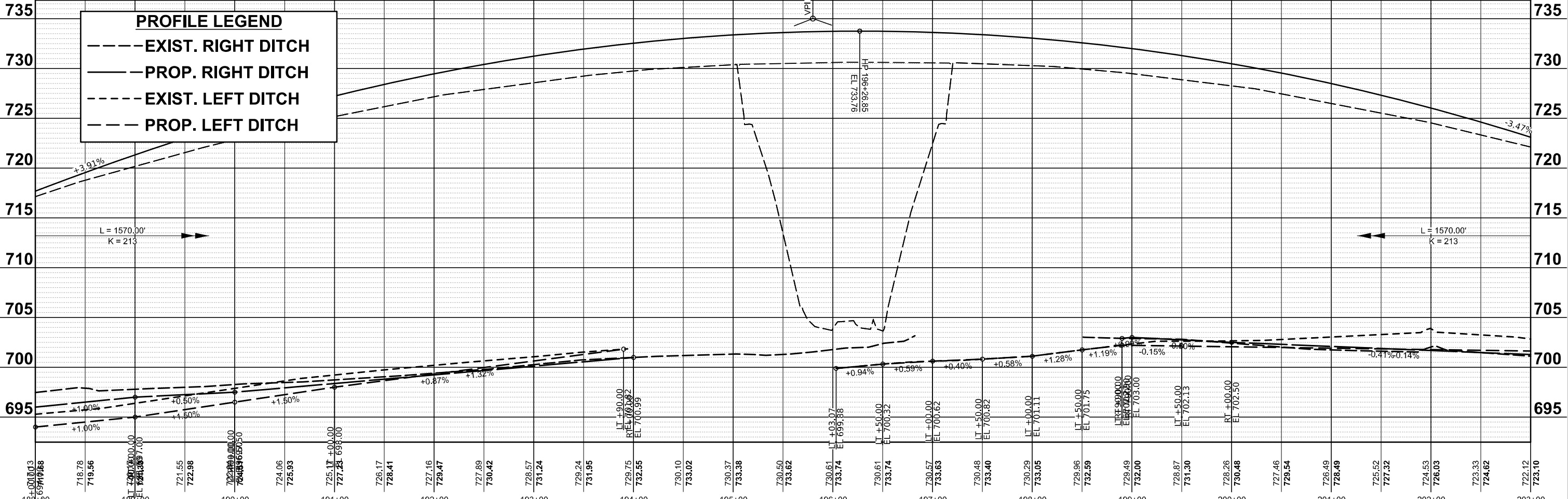


SEE SHEETS 72-76 FOR
GUARDRAIL DETAIL
SEE SHEETS 77-78 FOR
PROFILE TRANSITION DETAIL



SEC 4, T13N, R11W, 2 PM.

- PROFILE LEGEND**
- EXIST. RIGHT DITCH
 - PROP. RIGHT DITCH
 - EXIST. LEFT DITCH
 - PROP. LEFT DITCH



MODEL: Plan - Plans2 (Sheet)
FILE NAME: c:\p\work\101\plans\1178436\05\0062-shr-Revise-Plan and Profile.dgn

| | | |
|---------------------------|----------------|----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISD - |
| | DRAWN - TJP | REVISD - |
| | CHECKED - | REVISD - |
| PLOT DATE = 4/8/2026 | DATE - | REVISD - |

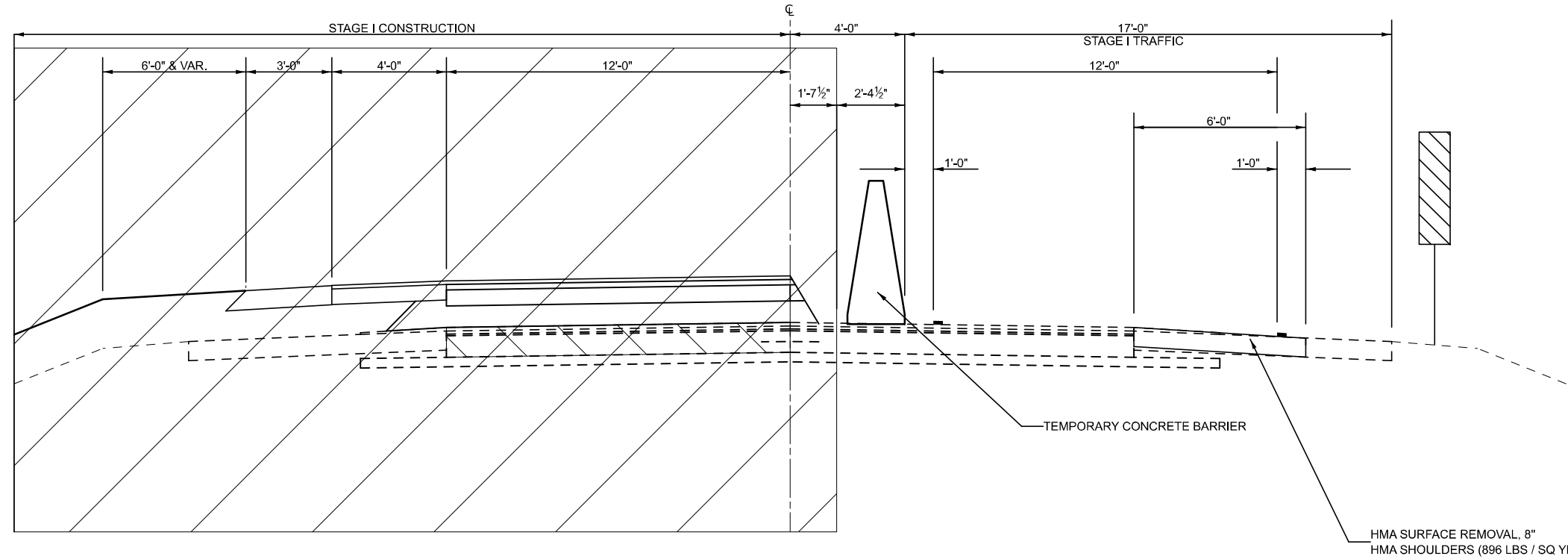
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. 91 (US 150) PLAN AND PROFILE SHEETS

SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. 188+00.00 R2 TO STA. 203+00.00 R2

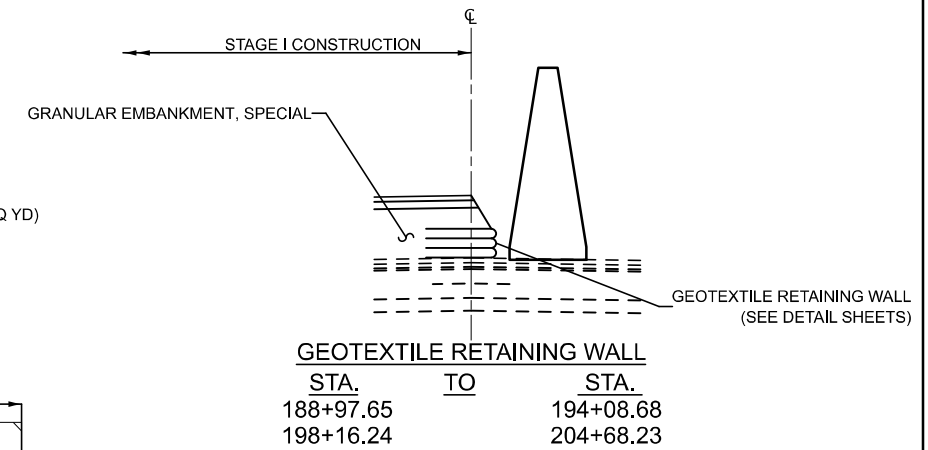
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|---------------------------|---------|--------------|-----------|
| SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 29 |
| CONTRACT NO. 70D62 | | | |
| ILLINOIS FED. AID PROJECT | | | |

STAGE 1
 STA. TO STA.
 178+00.00 TO 183+45.00
 206+60.00 TO 212+55.00

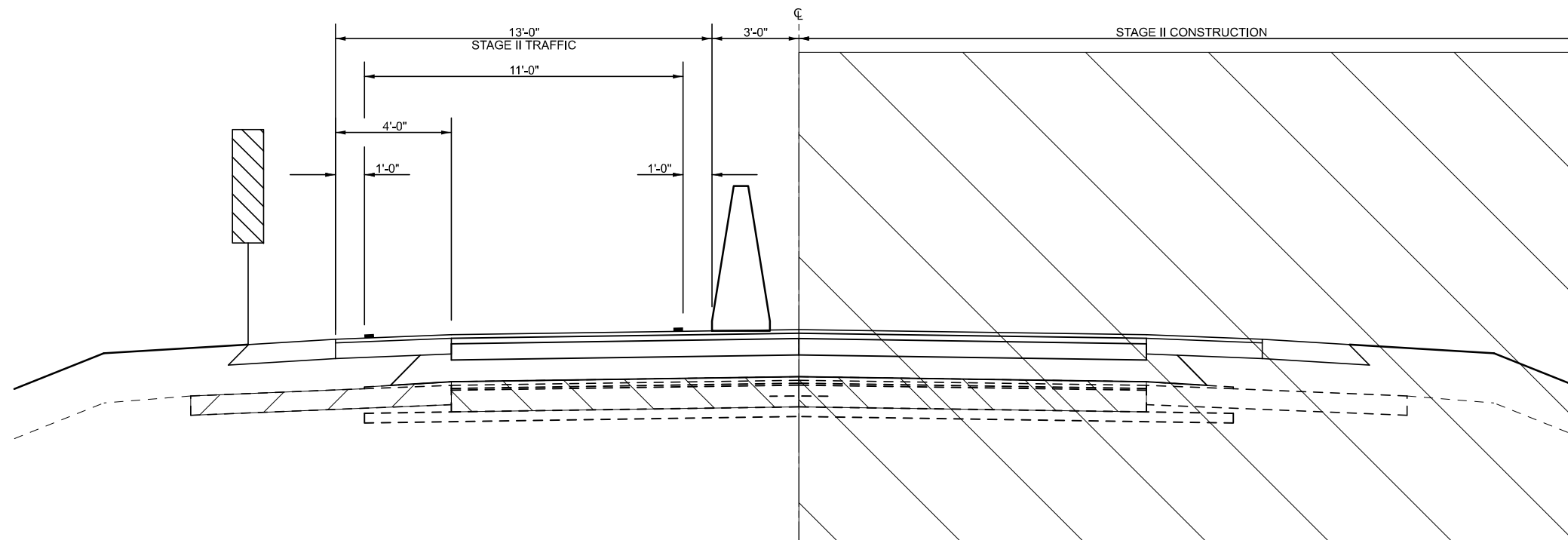


STAGING NOTES
PRELIMINARY STAGE
 1. IN THE PRELIMINARY STAGE, MILL AND RESURFACE 8" OF THE INNERMOST 6' OF HMA SHOULDERS AND MILL AND RESURFACE 3" OF THE ENTIRE EB LANE ON S.N. 023-0014 TO ACCOMMODATE STAGED TRAFFIC. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION ON EXISTING LANES.
 HWY STD - 701011 AND 701201

STAGE 1
 1. IN STAGE 1, INSTALL TEMPORARY CONCRETE BARRIER (TCB) AS NECESSARY. SHIFT TRAFFIC TO THE EB LANE. MILL & CRACK AND SEAT THE EXISTING PAVEMENT AND CONSTRUCT POROUS GRANULAR EMBANKMENT, SPECIAL, HMA BINDER, HMA SURFACE, AND HMA ON THE WB LANE OF THE ROADWAY.
 HWY STD - 701321



STAGE 2
 STA. TO STA.
 178+00.00 TO 183+45.00
 206+60.00 TO 212+55.00



STAGE 2
 1. UPON COMPLETION OF STAGE 1, SHIFT TRAFFIC ONTO NEW PAVEMENT IN THE WB DIRECTION FOR STAGE 2. MILL AND CRACK AND SEAT THE EXISTING PAVEMENT AND CONSTRUCT POROUS GRANULAR EMBANKMENT, SPECIAL, HMA BINDER, HMA SURFACE, AND HMA ON THE EB LANE OF THE ROADWAY.
 HWY STD - 701321

FINISHING STAGE
 1. UPON COMPLETION OF STAGE 2, PLACE PAVEMENT MARKINGS AND COMPLETE MISCELLANEOUS ROADSIDE WORK, INCLUDING BUT NOT LIMITED TO NEW GUARDRAIL, AGGREGATE SHOULDER, AND RUMBLE STRIPS.
 HWY STD - 701001, 701006, 701201, 701306, AND 701311

MODEL: Staging Typical Sections (Sheet)
 FILE NAME: c:\p\work\pwr\staging\staging_typicals.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/5/2026 | DATE - | REVISED - |

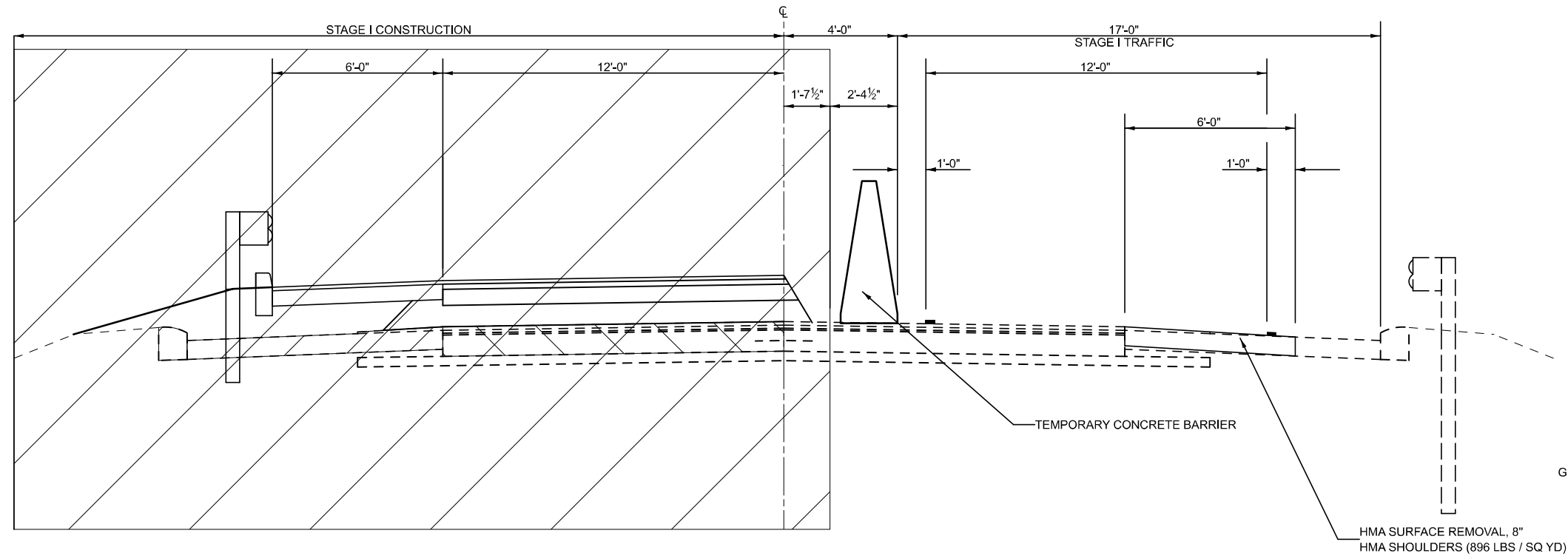
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

S.N. 023-0036 STAGING DETAIL
 F.A.P. 91 TYPICAL SECTION (US 150) (STAGE I)

SCALE: SHEET 1 OF 7 SHEETS STA. TO STA.

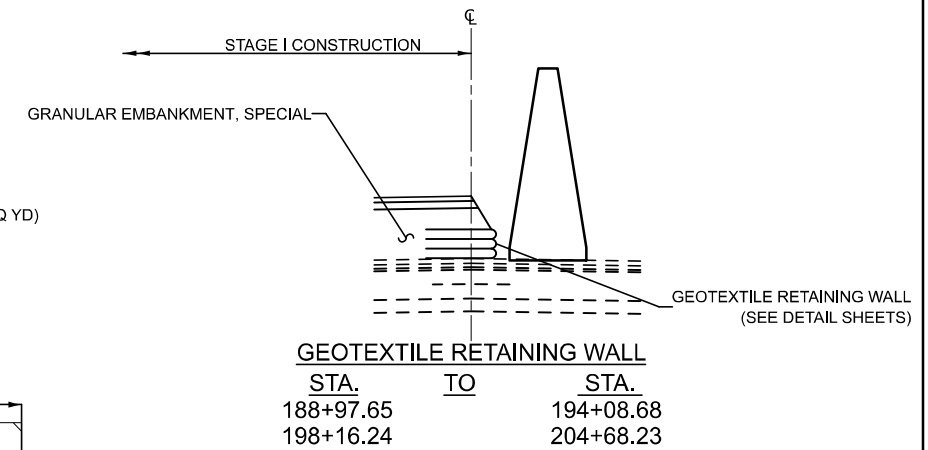
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 31 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

STAGE 1
 STA. TO STA.
 183+45.00 195+03.66
 197+20.40 206+60.00

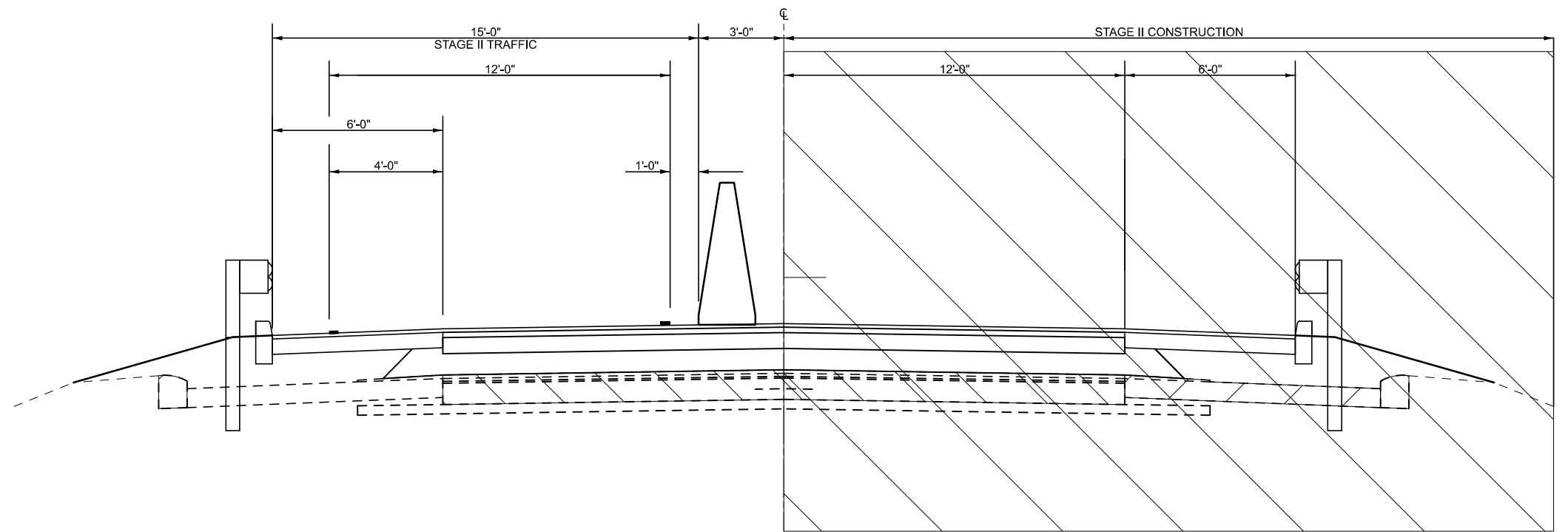


STAGING NOTES
PRELIMINARY STAGE
 1. IN THE PRELIMINARY STAGE, MILL AND RESURFACE 8" OF THE INNERMOST 6' OF HMA SHOULDERS AND MILL AND RESURFACE 3" OF THE ENTIRE EB LANE ON S.N. 023-0014 TO ACCOMMODATE STAGED TRAFFIC. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION ON EXISTING LANES.
 HWY STD - 701011 AND 701201

STAGE 1
 1. IN STAGE 1, INSTALL TEMPORARY CONCRETE BARRIER (TCB) AS NECESSARY. SHIFT TRAFFIC TO THE EB LANE. MILL & CRACK AND SEAT THE EXISTING PAVEMENT AND CONSTRUCT POROUS GRANULAR EMBANKMENT, SPECIAL, HMA BINDER, HMA SURFACE, AND HMA ON THE WB LANE OF THE ROADWAY.
 HWY STD - 701321



STAGE 2
 STA. TO STA.
 183+45.00 194+19.28
 198+05.64 206+60.00



STAGE 2
 1. UPON COMPLETION OF STAGE 1, SHIFT TRAFFIC ONTO NEW PAVEMENT IN THE WB DIRECTION FOR STAGE 2. MILL AND CRACK AND SEAT THE EXISTING PAVEMENT AND CONSTRUCT POROUS GRANULAR EMBANKMENT, SPECIAL, HMA BINDER, HMA SURFACE, AND HMA ON THE EB LANE OF THE ROADWAY.
 HWY STD - 701321

FINISHING STAGE
 1. UPON COMPLETION OF STAGE 2, PLACE PAVEMENT MARKINGS AND COMPLETE MISCELLANEOUS ROADSIDE WORK, INCLUDING BUT NOT LIMITED TO NEW GUARDRAIL, AGGREGATE SHOULDER, AND RUMBLE STRIPS.
 HWY STD - 701001, 701006, 701201, 701306, AND 701311

MODEL: Staging Typical Sections-1 [Sheet]
 FILE NAME: c:\p\work\pwr\staging\staging_typicals.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

S.N. 023-0036 STAGING DETAIL
 F.A.P. 91 TYPICAL SECTION (US 150) (STAGE II)

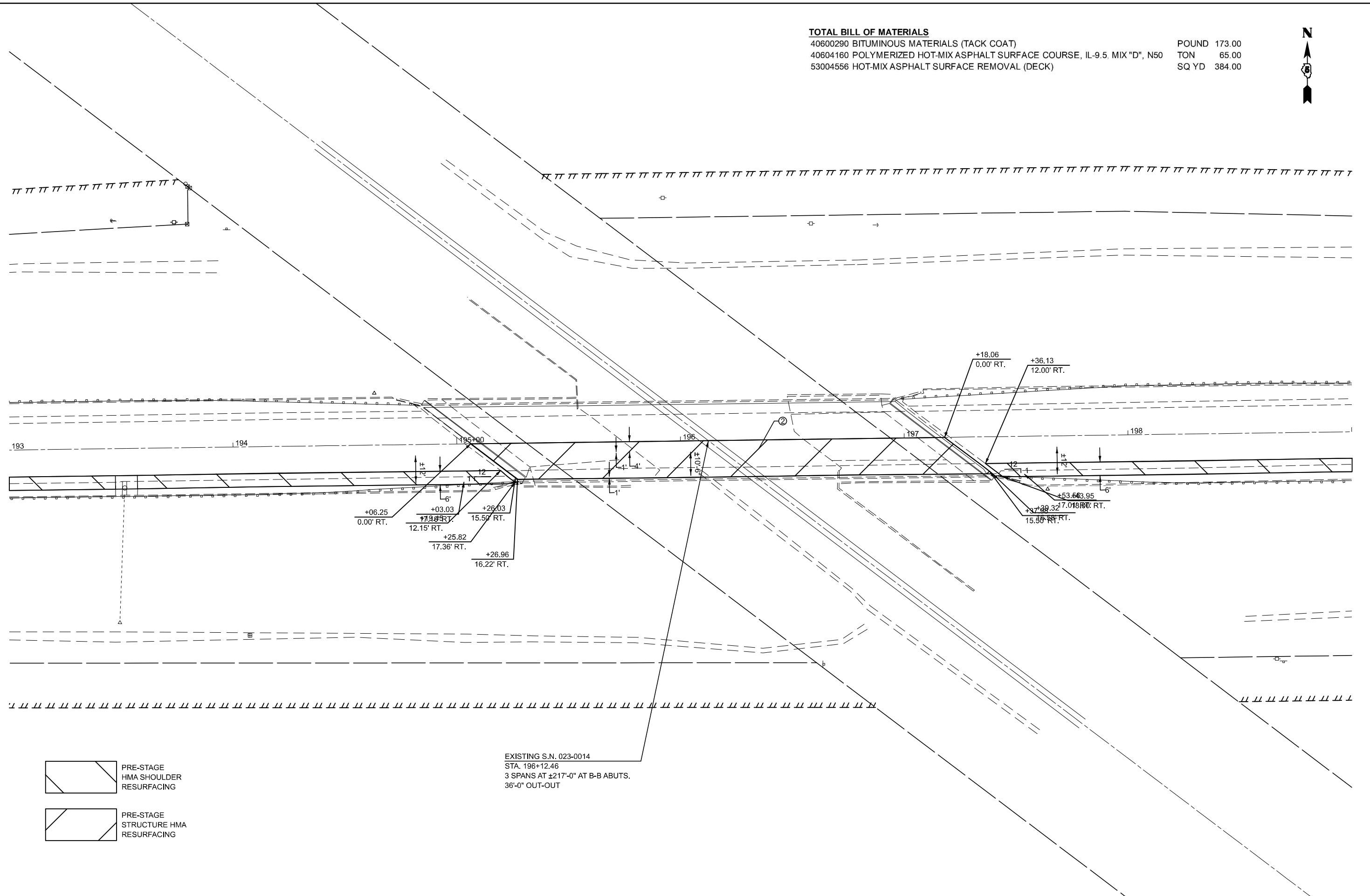
SCALE: SHEET 2 OF 7 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 32 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

TOTAL BILL OF MATERIALS

40600290 BITUMINOUS MATERIALS (TACK COAT)
 40604160 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5 MIX "D", N50
 53004556 HOT-MIX ASPHALT SURFACE REMOVAL (DECK)

POUND 173.00
 TON 65.00
 SQ YD 384.00



- PRE-STAGE HMA SHOULDER RESURFACING
- PRE-STAGE STRUCTURE HMA RESURFACING

EXISTING S.N. 023-0014
 STA. 196+12.46
 3 SPANS AT ±217'-0" AT B-B ABUTS.
 36'-0" OUT-OUT

MODEL: Staging Structure Resurfacing (Sheet)
 FILE NAME: c:\p\work\101\pierson\101\0230014\staging-structure-resurfacing.dgn

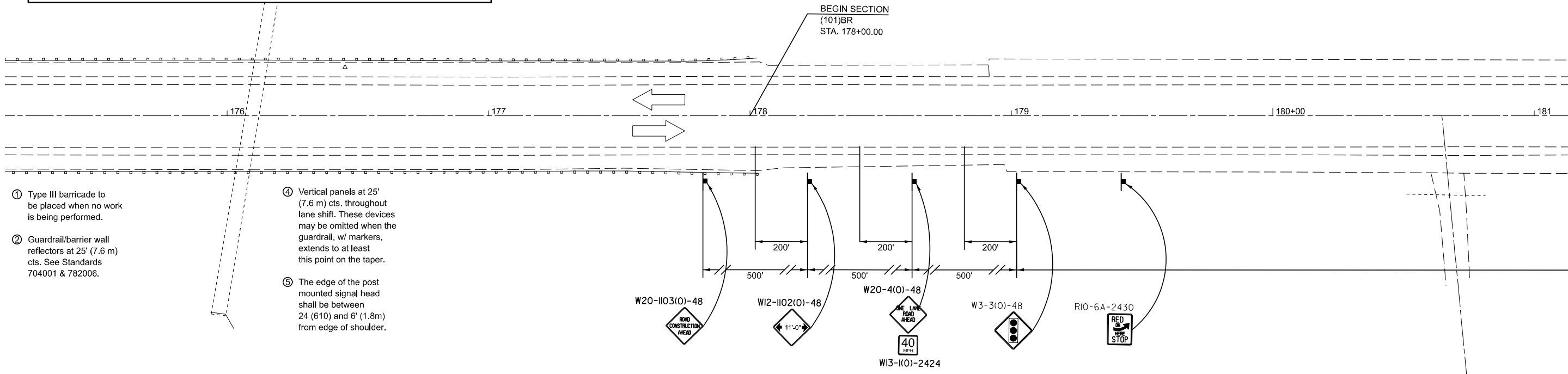
| | | |
|---------------------------|-------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/11/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

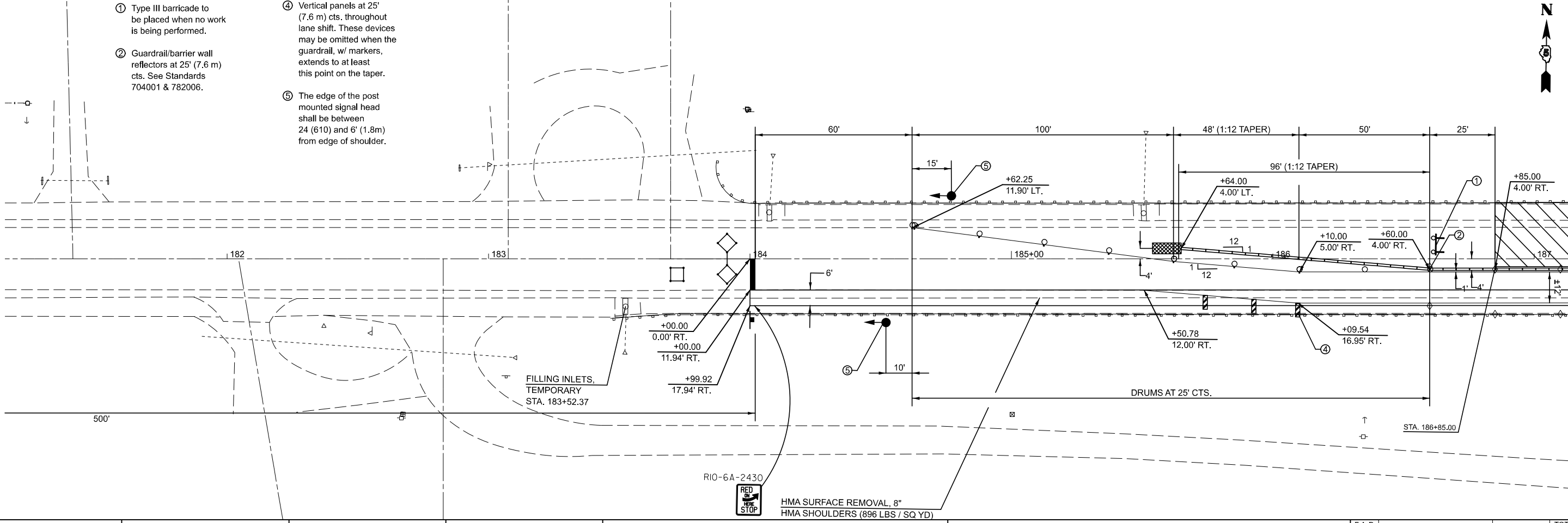
| | | | |
|---|---------|-------------|---------|
| PRE-STAGE - S.N. 023-0014 DECK RESURFACING DETAIL | | | |
| SCALE: | SHEET 3 | OF 7 SHEETS | TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 33 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| LEGEND | |
|--------|--|
| | DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT |
| | TEMPORARY CONCRETE BARRIER |
| | CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR |
| | SIGN |
| | TRAFFIC SIGNAL |
| | DETECTOR LOOPS |
| | DRUM |
| | IMPACT ATTENUATOR |
| | DOUBLE VERTICAL PANEL (SEE HIGHWAY STANDARD 70321-18 FOR DETAIL) |
| | TYPE III BARRICADE WITH FLASHING LIGHTS |
| | WORK ZONE |



- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/ markers, extends to at least this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8m) from edge of shoulder.



- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/ markers, extends to at least this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8m) from edge of shoulder.

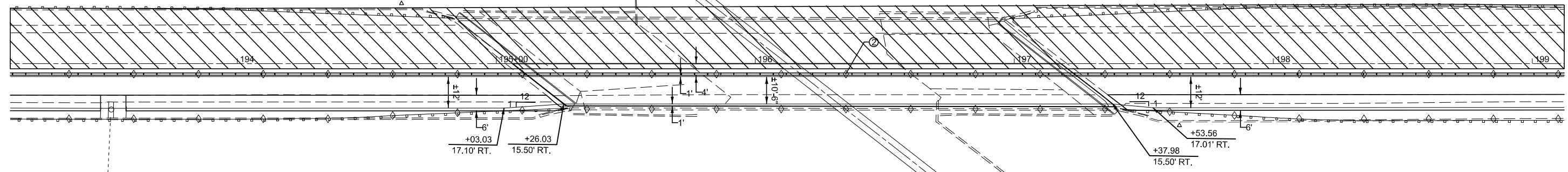
MODEL: Stage 1 - Stage 1-1 (Sheet)
 FILE NAME: c:\p\work\178436\d570d62-shr-Revised-Detail-Staging_Stage 1 WB.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | | | | |
|-------------------------------------|--|---------------------|---------|--|--------------|--------------------|
| S.N. 023-0036 STAGING DETAIL | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| F.A.P. 91 (US 150) (STAGE I) | | 91 | (101)BR | EDGAR | 142 | 34 |
| SCALE: 1"=20' | | SHEET 4 OF 7 SHEETS | | STA. 172+75.00 R2 TO STA. 184+75.00 R2 | | CONTRACT NO. 70D62 |

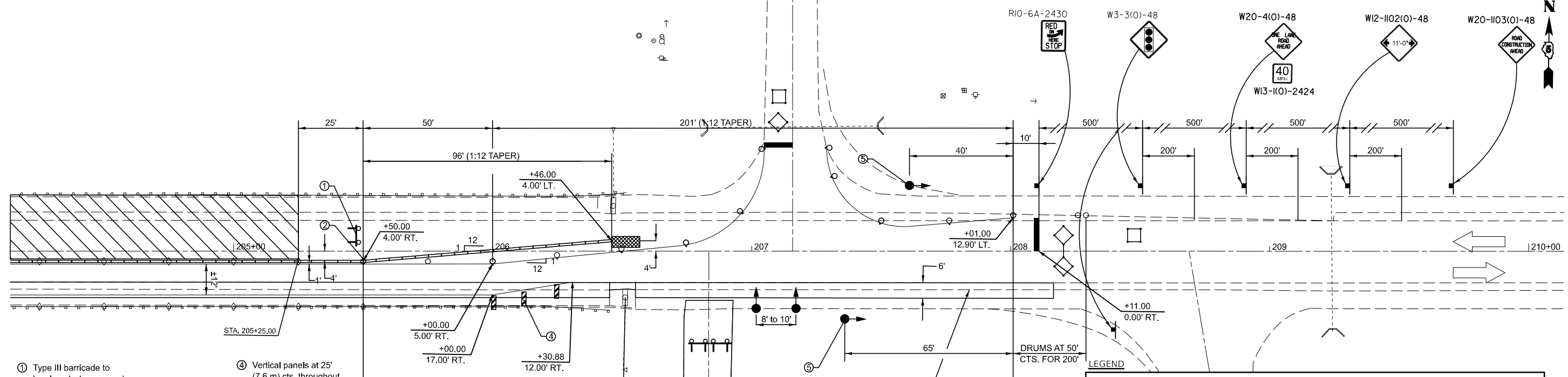
ILLINOIS FED. AID PROJECT



- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/ markers, extends to at least this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8m) from edge of shoulder.

LEGEND

- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- ◇ CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
- SIGN
- ◀ TRAFFIC SIGNAL
- DETECTOR LOOPS
- ◉ DRUM
- ▨ IMPACT ATTENUATOR
- ▤ DOUBLE VERTICAL PANEL (SEE HIGHWAY STANDARD 70321-18 FOR DETAIL)
- ⊕ TYPE III BARRICADE WITH FLASHING LIGHTS
- ▩ WORK ZONE



- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/ markers, extends to at least this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8m) from edge of shoulder.

LEGEND

- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- ◇ CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
- SIGN
- ◀ TRAFFIC SIGNAL
- DETECTOR LOOPS
- ◉ DRUM
- ▨ IMPACT ATTENUATOR
- ▤ DOUBLE VERTICAL PANEL (SEE HIGHWAY STANDARD 70321-18 FOR DETAIL)
- ⊕ TYPE III BARRICADE WITH FLASHING LIGHTS
- ▩ WORK ZONE

MODEL: Stage 1 - Stage 1-3 (Sheet)
 FILE NAME: c:\paw\work\178436\178436-D570D62-shr-Revised-Detail-Staging Stage 1 WB.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/11/2026 | DATE - | REVISED - |

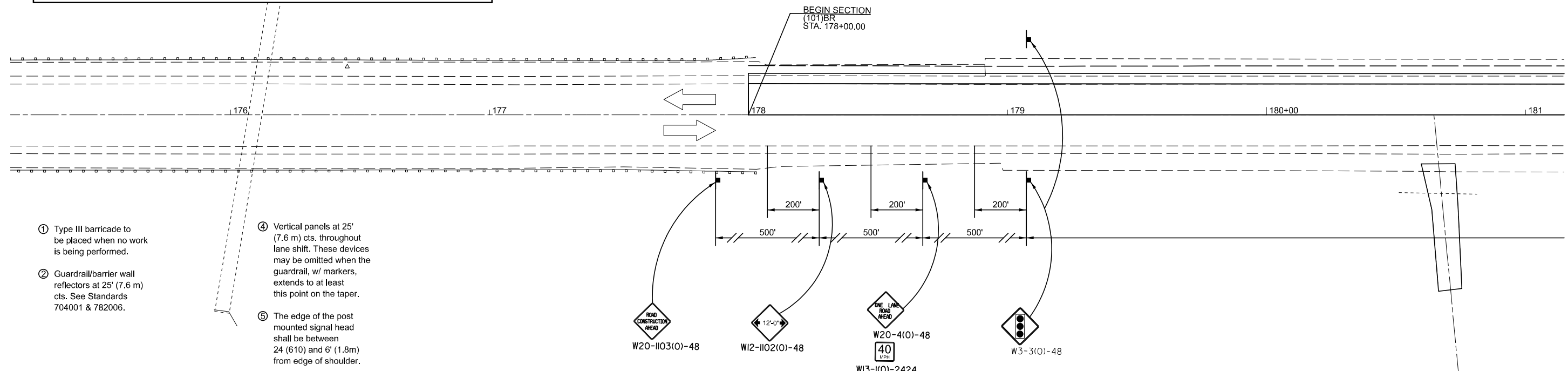
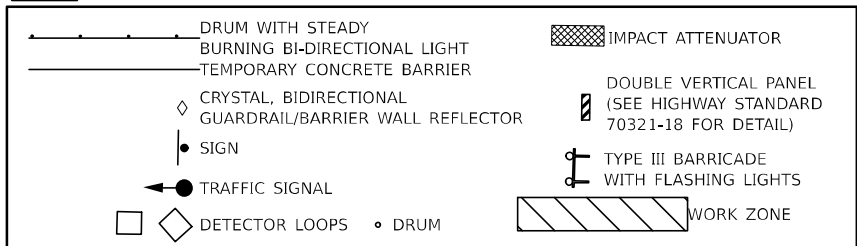
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

S.N. 023-0036 STAGING DETAIL
F.A.P. 91 (US 150) (STAGE I)

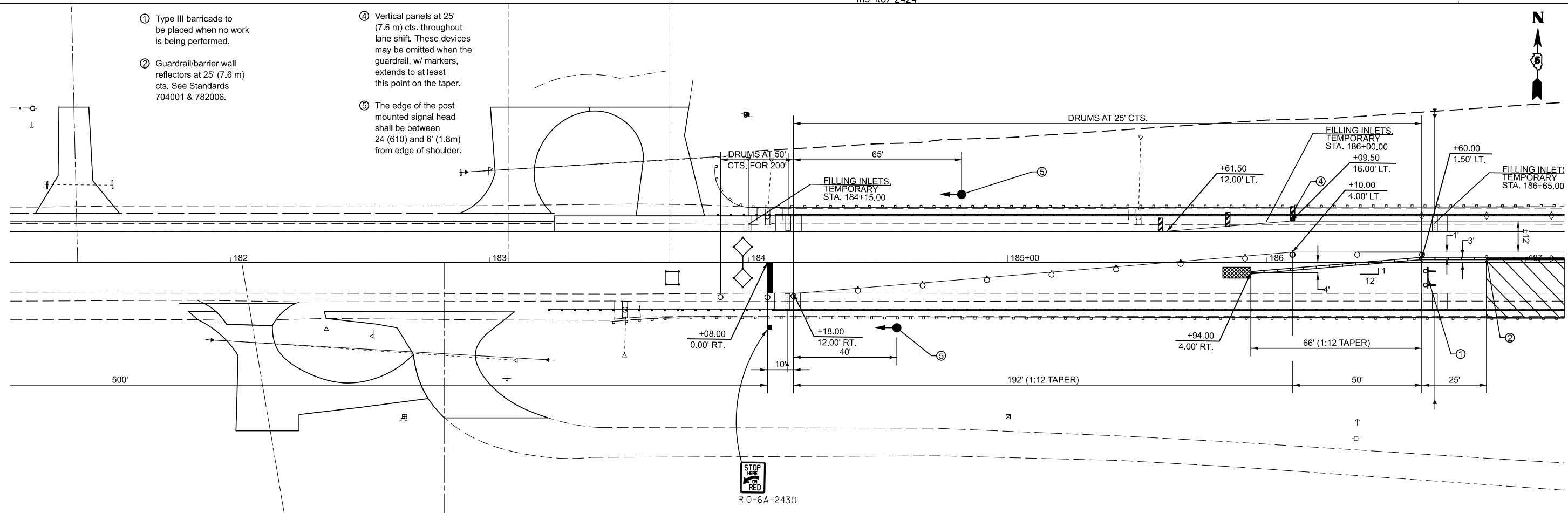
SCALE: 1"=20' SHEET 5 OF 7 SHEETS STA. 204+00.00 R2 TO STA. 216+46.22 R3

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 35 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

LEGEND



- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/ markers, extends to at least this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8m) from edge of shoulder.



- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/ markers, extends to at least this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8m) from edge of shoulder.

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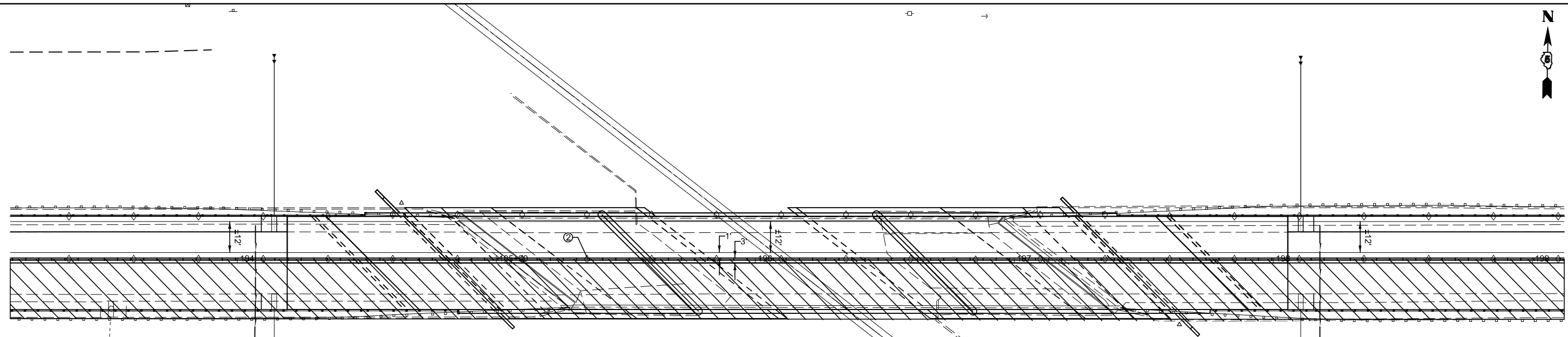
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| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/4/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**S.N. 023-0036 STAGING DETAIL
F.A.P. 91 (US 150) (STAGE II)**

SCALE: 1"=20' SHEET 6 OF 7 SHEETS STA. 172+75.00 R2 TO STA. 184+75.00 R2

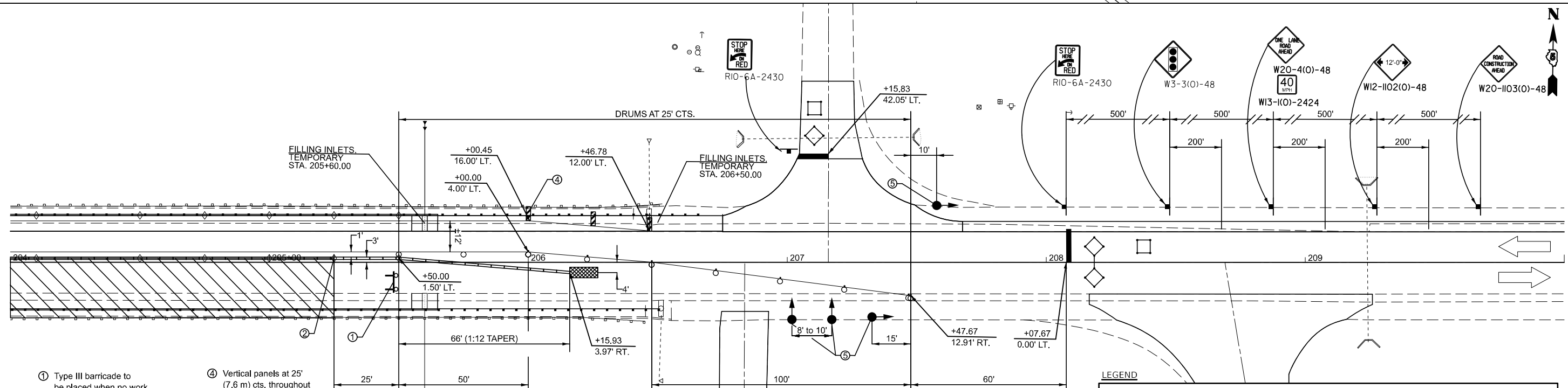
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|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 36 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/ markers, extends to at least this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8m) from edge of shoulder.

LEGEND

| | | | |
|--|---|--|--|
| | DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT | | IMPACT ATTENUATOR |
| | TEMPORARY CONCRETE BARRIER | | DOUBLE VERTICAL PANEL (SEE HIGHWAY STANDARD 70321-18 FOR DETAIL) |
| | CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR | | TYPE III BARRICADE WITH FLASHING LIGHTS |
| | SIGN | | WORK ZONE |
| | TRAFFIC SIGNAL | | |
| | DETECTOR LOOPS | | |



- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/ markers, extends to at least this point on the taper.
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LEGEND

| | | | |
|--|---|--|--|
| | DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT | | IMPACT ATTENUATOR |
| | TEMPORARY CONCRETE BARRIER | | DOUBLE VERTICAL PANEL (SEE HIGHWAY STANDARD 70321-18 FOR DETAIL) |
| | CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR | | TYPE III BARRICADE WITH FLASHING LIGHTS |
| | SIGN | | WORK ZONE |
| | TRAFFIC SIGNAL | | |
| | DETECTOR LOOPS | | |

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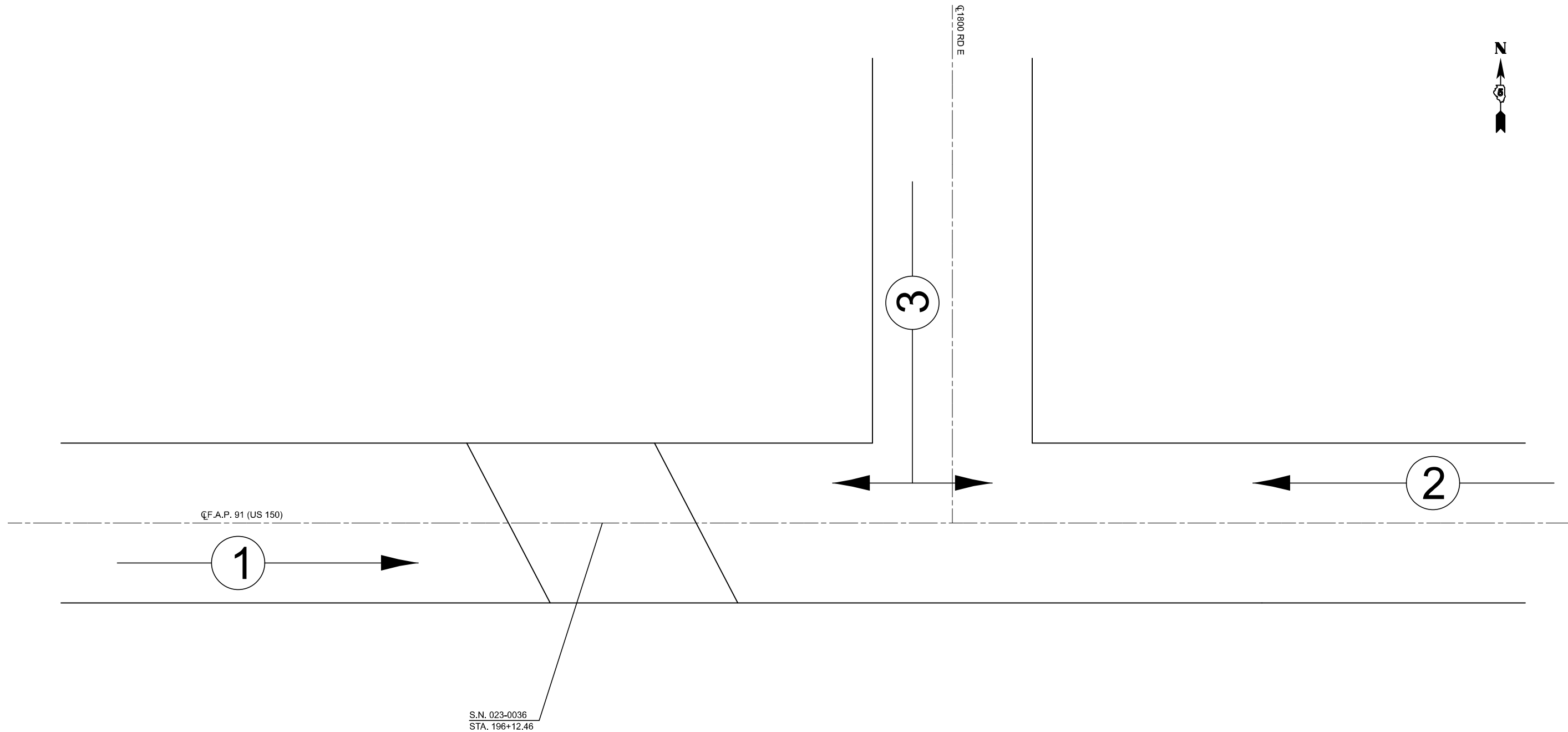
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**S.N. 023-0036 STAGING DETAIL
F.A.P. 91 (US 150) (STAGE II)**

SCALE: 1"=20' SHEET 7 OF 7 SHEETS STA. 204+00.00 R2 TO STA. 216+46.22 R3

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 37 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Phase Designation Diagram (Sheet)
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| | | |
|---------------------------|------------|-----------|
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| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/3/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PHASE DESIGNATION DIAGRAM DETAIL

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 38 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

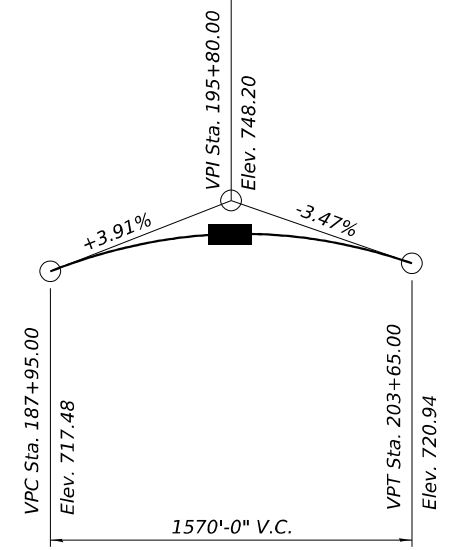
Benchmark: "X" in steel Exp. Jt. N. edge pavement Lt. Sta. 195+57 Elev. 729.09

Existing Structure: SN 023-0014 built in 1967 as S.B.I. Rt. 134 (US 150) Sec 101VBR in Edgar County at Sta. 196+12.46 as a replacement for the original 1935 structure which was built under Sec. 101-VB-NRH. The original 1935 bridge was 7 simple steel girder spans ranging between 50'-0" and 55'-0" totaling 360'-9" bk. to bk. abutments, 27'-6" out-to-out deck, and 51°35' skew. Substructures included concrete abutments on reinforced concrete piles, pier bents on reinforced concrete piles, and center multi-column solid piers on spread footings. The existing 1967 structure is a 3-span non-composite reinforced concrete deck on steel beams supported by abutments with concrete piles and multi-column piers supported by timber piles. The approach slabs are also supported by timber piles. The structure is 217'-0" bk. to bk. abuts., 52°4'40" right ahead skew 36'-0" out to out deck. Structure to be removed and replaced using stage construction.

No Salvage

STA. 196+12.46
BUILT BY
STATE OF ILLINOIS
F.A.P. RTE. 91 SEC. (101)BR
LOADING HL-93
STR. NO. 023-0036

NAME PLATE
See Std. 515001



PROFILE GRADE
(along \bar{C} U.S. Rte. 150)

DESIGN SPECIFICATIONS
2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

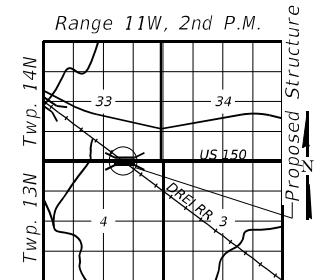
LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS
f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

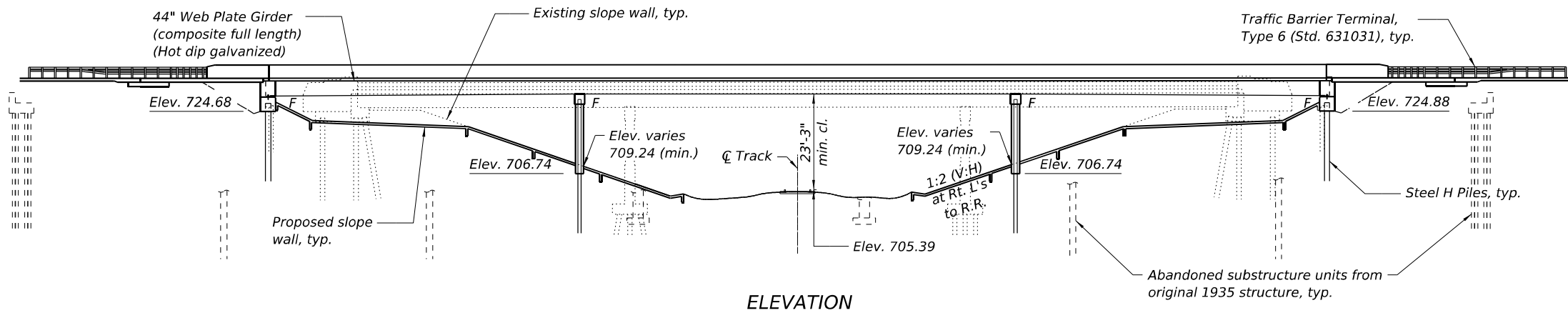
SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.169g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.305g
Soil Site Class = D

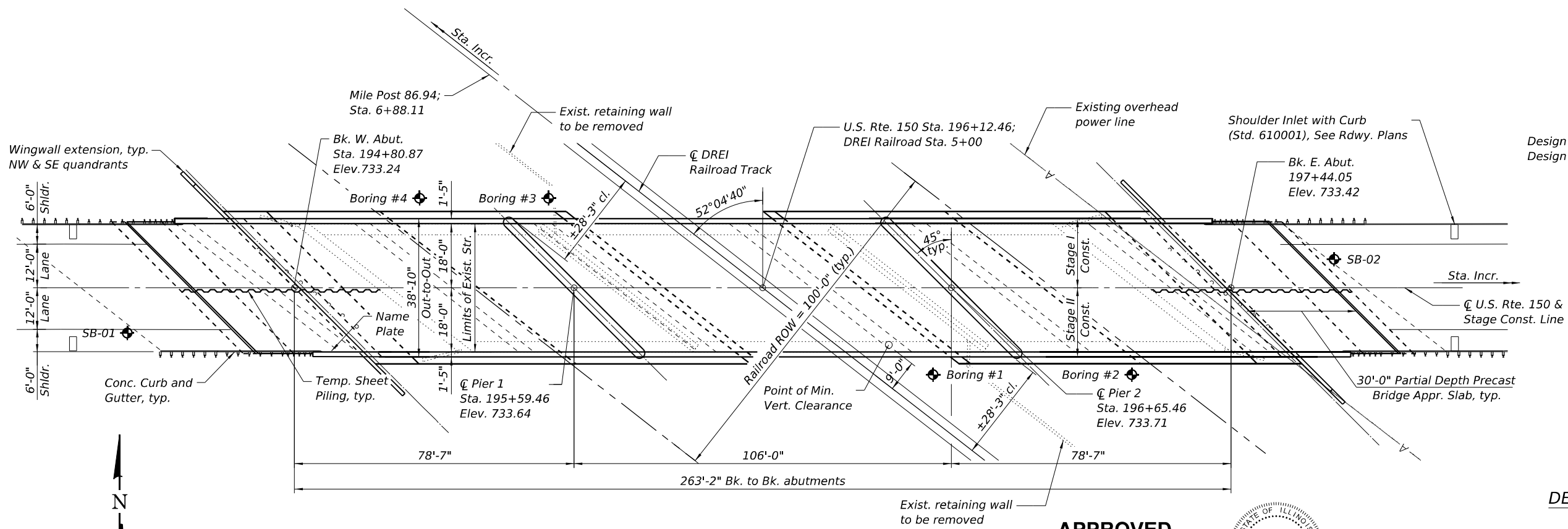


LOCATION SKETCH

GENERAL PLAN & ELEVATION
U.S. RTE. 150 OVER
DECATUR & EASTERN IL RAILROAD
F.A.P. RTE. 91 - SEC. (101)BR
EDGAR COUNTY
STATION 196+12.46
STRUCTURE NO. 023-0036

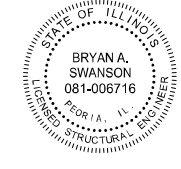


ELEVATION



PLAN

APPROVED
For Structural Adequacy Only
Justin Man
Engineer of Bridges & Structures



Bryan Swanson
Date Signed: 4/08/2026
Exp. Date: 11/30/2026

MODEL: Default
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| PLOT SCALE = | CHECKED - VSP | REVISED - |
| PLOT DATE = | DRAWN - KJA | REVISED - |
| | CHECKED - BAS | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 39 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

GENERAL NOTES

All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".

Calculated weight of Structural Steel = 293,630 lbs. (Grade 50)
19,400 lbs. (Grade 36)

No field welding is permitted except as specified in the contract documents.

Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts 7/8 in. diameter, holes 1 1/16 in. diameter, unless otherwise noted.

Reinforcement bars designated (E) shall be epoxy coated.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Removal of existing concrete slope wall and retaining walls below the bridge shall be included in the cost of Removal of Existing Structures.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

INDEX OF SHEETS

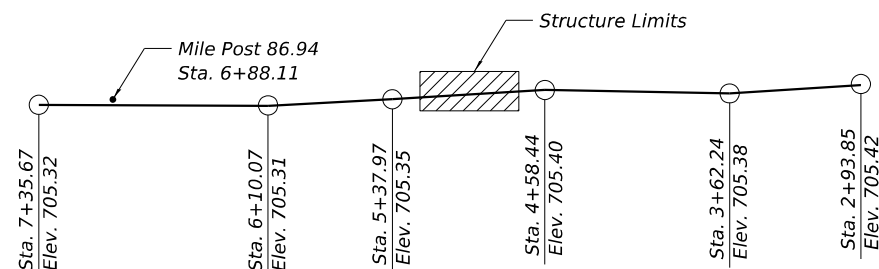
1. General Plan and Elevation
2. General Data
3. Substructure Layout
4. Stage Construction Details
5. Temporary Concrete Barrier for Stage Construction
- 6-7. Top of Slab Elevations
- 8-9. Top of Approach Slab Elevations
10. Superstructure
11. Superstructure Details
12. Integral Abutment Diaphragm Details
- 13-15. Partial Depth Precast Bridge Approach Slab
16. Preformed Joint Strip Seal Details
17. Structural Steel
18. Structural Steel Details
19. Bearing Details
20. West Abutment
21. East Abutment
22. Abutment Details
23. Piers
24. HP Pile Details
25. Concrete Parapet Slipforming Option
26. Bar Splicer Assembly and Mechanical Splicer Details
- 27-30. Soil Borings

TOTAL BILL OF MATERIAL

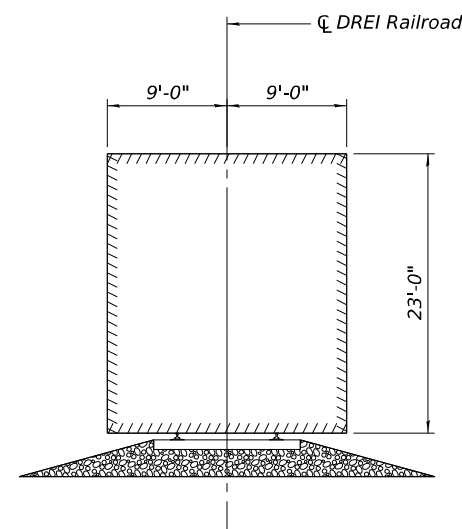
| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|-------|-------|--------|
| Removal of Existing Structures | Each | | | 1 |
| Protective Shield | Sq. Yd. | 326 | | 326 |
| Structure Excavation | Cu. Yd. | | 277 | 277 |
| Concrete Structures | Cu. Yd. | | 313.3 | 313.3 |
| Concrete Superstructure | Cu. Yd. | 398.5 | | 398.5 |
| Bridge Deck Grooving | Sq. Yd. | 1210 | | 1210 |
| Protective Coat | Sq. Yd. | 1546 | | 1546 |
| Furnishing and Erecting Structural Steel | L Sum | 1 | | 1 |
| Stud Shear Connectors | Each | 4914 | | 4914 |
| Reinforcement Bars, Epoxy Coated | Pound | 94520 | 29240 | 123750 |
| Bar Splicers | Each | 826 | 196 | 1022 |
| Slope Wall 4 Inch | Sq. Yd. | | 987 | 987 |
| Furnishing Steel Piles HP12x63 | Foot | | 1999 | 1999 |
| Driving Piles | Foot | | 1999 | 1999 |
| Test Pile Steel HP12x63 | Each | | 4 | 4 |
| Pile Shoes | Each | | 32 | 32 |
| Name Plates | Each | 1 | | 1 |
| Preformed Joint Strip Seal | Foot | 104 | | 104 |
| Anchor Bolts, 1" | Each | 48 | | 48 |
| Temporary Sheet Piling | Sq. Ft. | | 1343 | 1343 |
| Granular Backfill for Structures | Cu. Yd. | | 213 | 213 |
| Geocomposite Wall Drain | Sq. Yd. | | 110 | 110 |
| Pipe Underdrains for Structures 4" | Foot | | 193 | 193 |
| Concrete Wearing Surface, 5" | Sq. Yd. | 253 | | 253 |
| Precast Bridge Approach Slab | Sq. Ft. | 2150 | | 2150 |
| Bar Terminators | Each | | 512 | 512 |

**BYPASS FLOWRATE FROM BRIDGE LIMITS
(END OF APPROACH SLAB) TO ROADWAY**

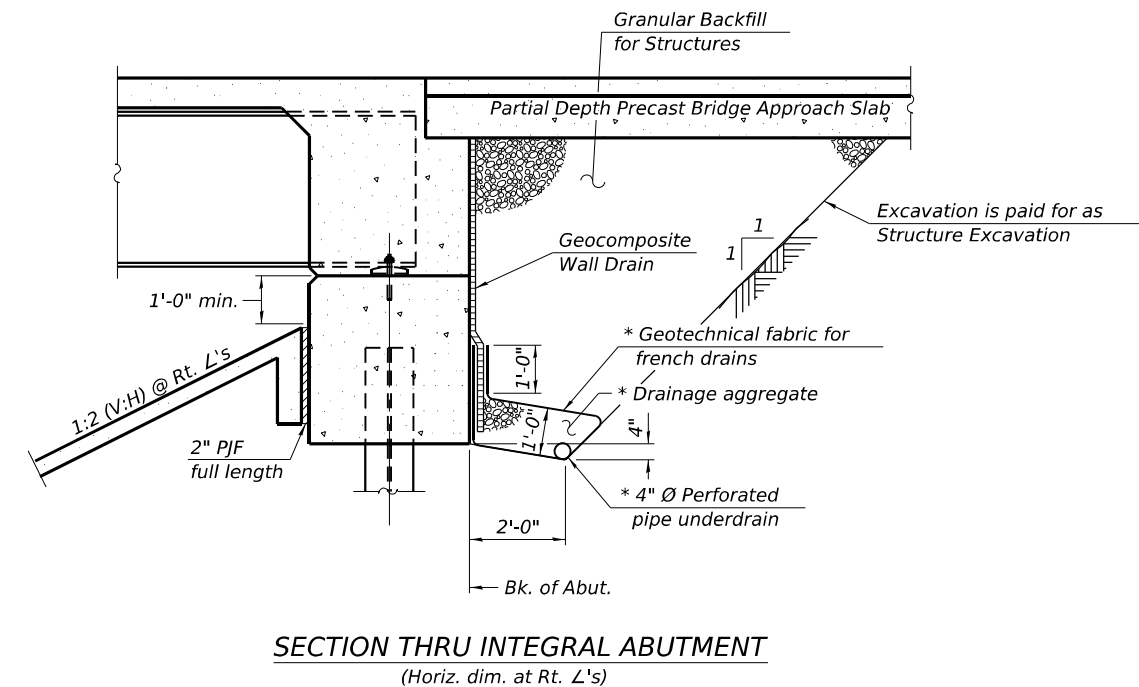
| Q (C.F.S.) | NW Curbline | SW Curbline | NE Curbline | SE Curbline |
|------------|-------------|-------------|-------------|-------------|
| | 0.571 | 0.464 | 0.379 | 0.456 |



RAILROAD PROFILE GRADE
(Looking East)
(Along East Rail)



RAILROAD CLEARANCE DIAGRAM



*Included in the cost of Pipe Underdrains for Structures 4".

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

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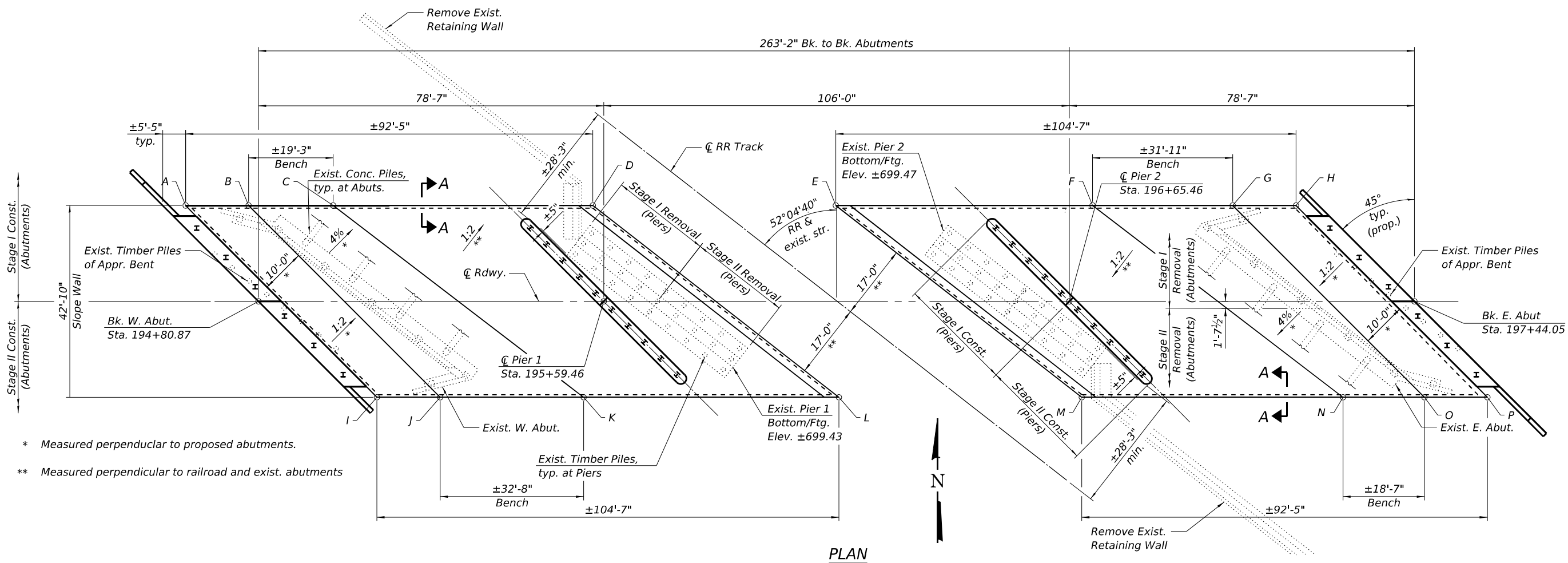
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| PLOT SCALE = | CHECKED - VSP | REVISED - |
| PLOT DATE = | DRAWN - KJA | REVISED - |
| | CHECKED - BAS | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 023-0036**

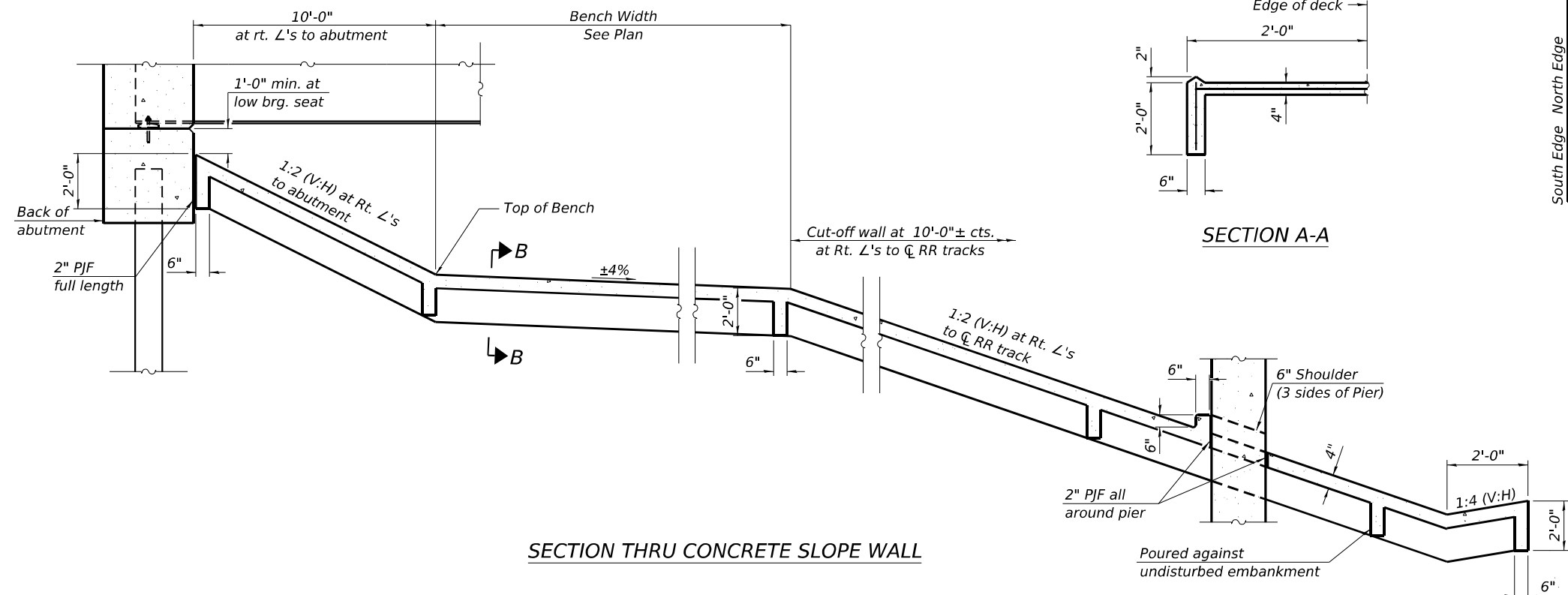
SHEET 2 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|----------|------------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 40 |
| CONTRACT NO. 70D62 | | | | |
| | | ILLINOIS | FED. AID PROJECT | |



* Measured perpendicular to proposed abutments.
 ** Measured perpendicular to railroad and exist. abutments

PLAN



SECTION THRU CONCRETE SLOPE WALL

SECTION A-A

SLOPEWALL ELEVATIONS

| Point | West Slope Wall | | East Slope Wall | |
|------------|-----------------|-----------|-----------------|-----------|
| | Point | Elevation | Point | Elevation |
| North Edge | A | 727.18 | E | 705.00 |
| | B | 722.18 | F | 721.47 |
| | C | 721.63 | G | 722.38 |
| | D | 705.00 | H | 727.38 |
| South Edge | I | 727.18 | M | 705.00 |
| | J | 722.18 | N | 721.85 |
| | K | 721.25 | O | 722.38 |
| | L | 705.00 | P | 727.38 |

Notes:
 Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
 This layout shows relative position of existing and proposed substructures and piles. Existing foundation may vary slightly from the locations shown here and on the existing structure plans.
 Contractor shall verify that the existing pier footings will not conflict with the proposed pile placement. If the footing is in conflict, report this to the Engineer for resolution.
 Location of the stage construction line for the slope wall shall be at the discretion of the Contractor. Contractor shall be responsible for means and methods of its construction. Welded wire shall be continuous across this stage joint in accordance with Article 511.03(a) and protected from damage until Stage II.

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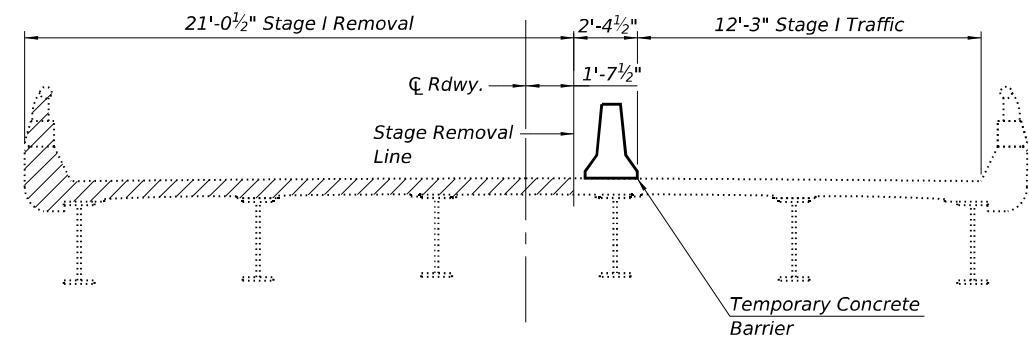
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| PLOT DATE = | DRAWN - KJA | REVISED - |
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

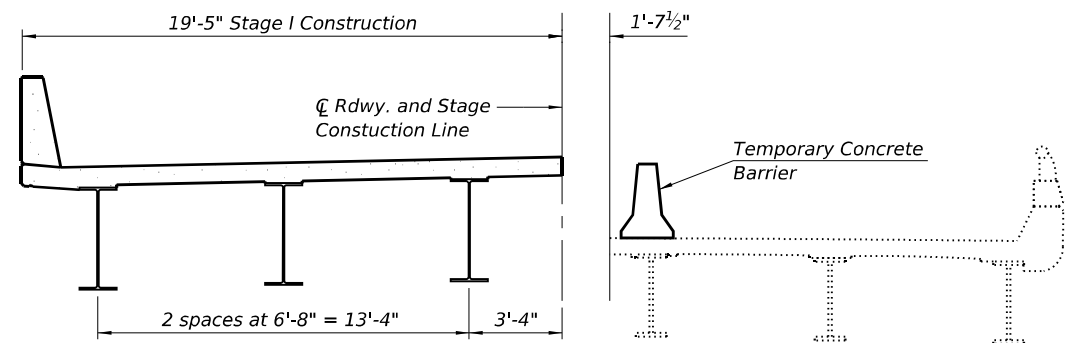
SUBSTRUCTURE LAYOUT
 STRUCTURE NO. 023-0036

SHEET 3 OF 30 SHEETS

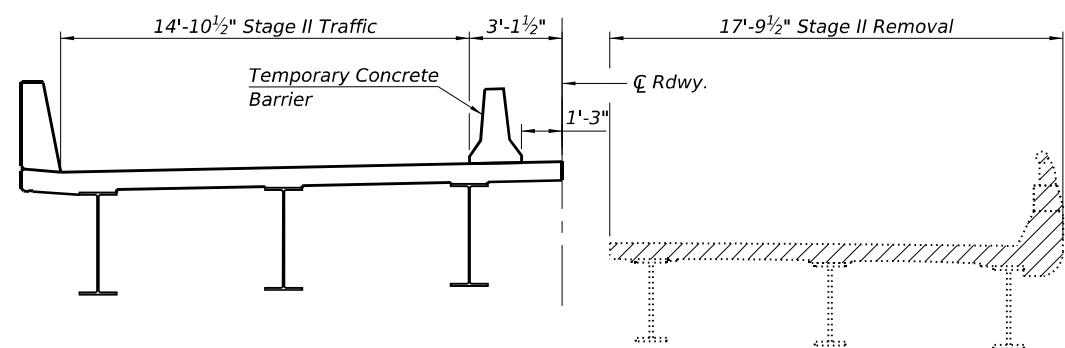
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 41 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



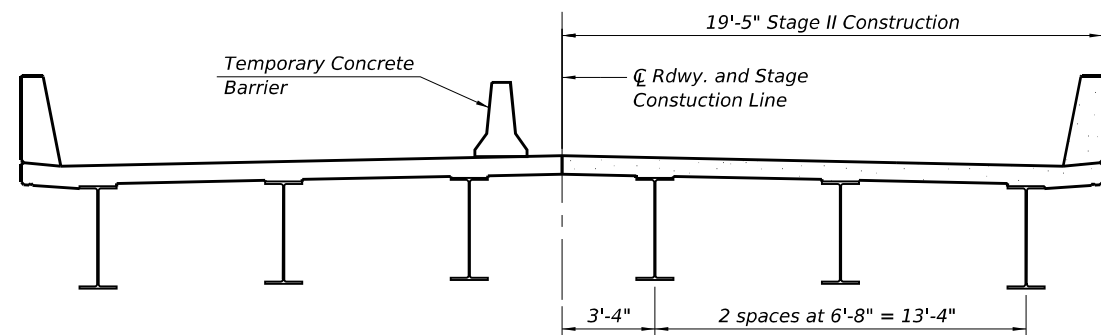
STAGE I REMOVAL



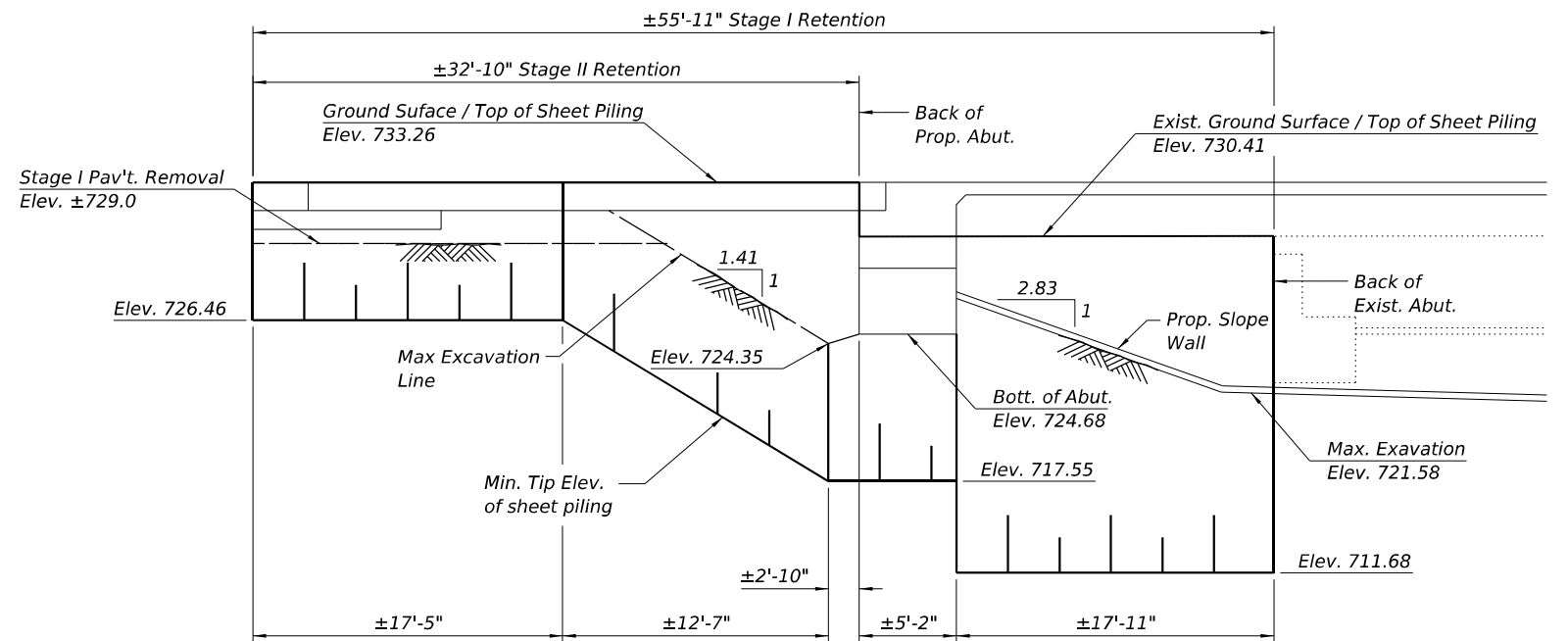
STAGE I CONSTRUCTION



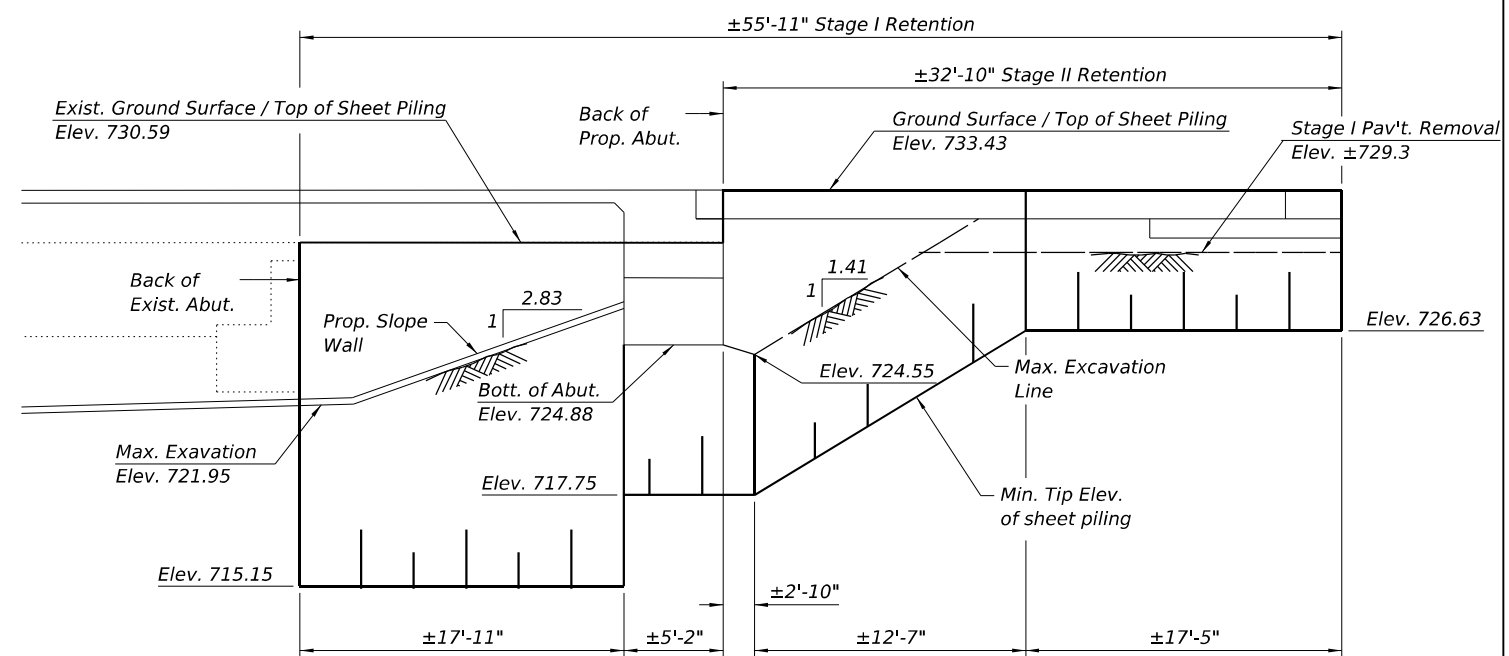
STAGE II REMOVAL



STAGE II CONSTRUCTION



TEMPORARY SHEET PILING WEST ABUTMENT



TEMPORARY SHEET PILING EAST ABUTMENT

Notes:
 Sheet piling shall have a minimum section modulus = 5.1 in.³/ft.
 If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 Sheet piling elevations are shown looking North.
 Staging cross sections are shown looking East.
 Hatched area indicates Removal of Existing Structures.
 For details of the Temporary Concrete Barrier, see sheet 5 of 30. See Rdwy. Plans for quantities of Temporary Concrete Barrier.

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|-----------------------|----------------|-----------|
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| PLOT DATE = | DRAWN - KJA | REVISED - |
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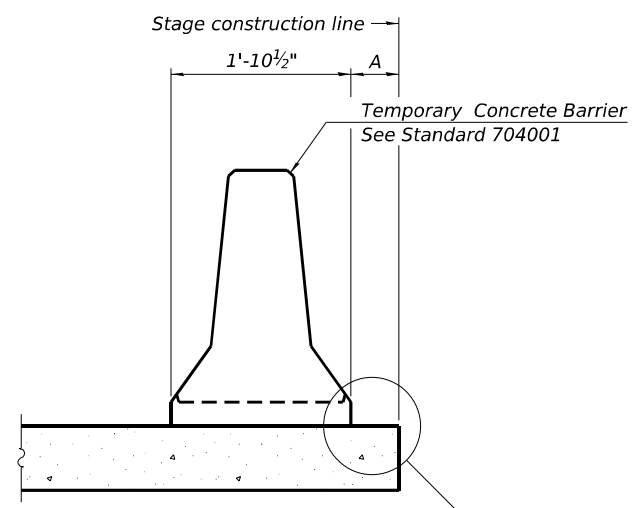
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 023-0036

SHEET 4 OF 30 SHEETS

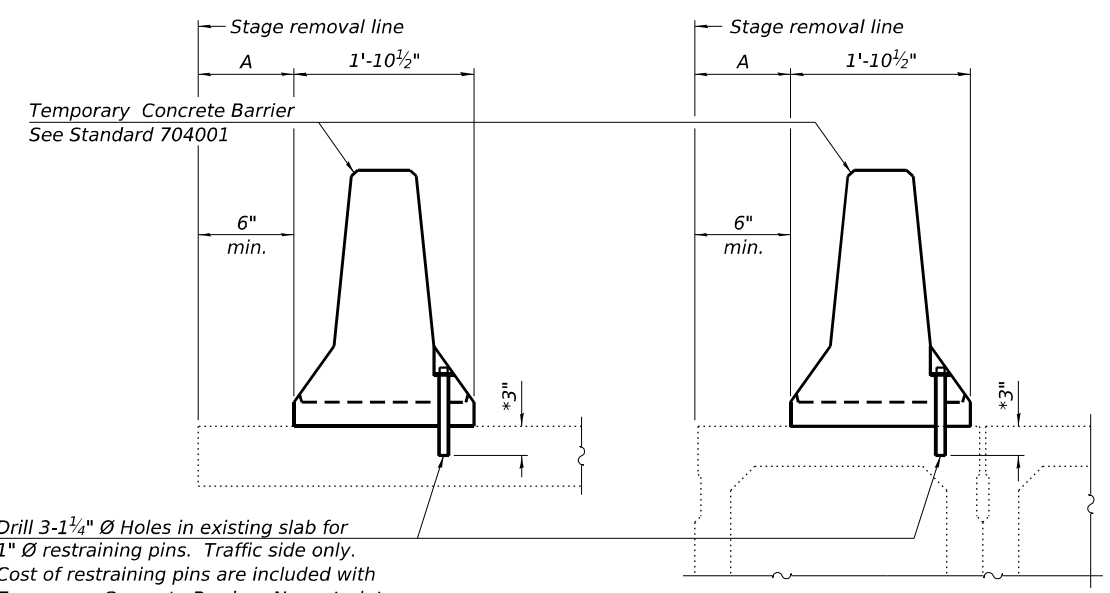
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| 91 | (101)BR | EDGAR | 142 | 42 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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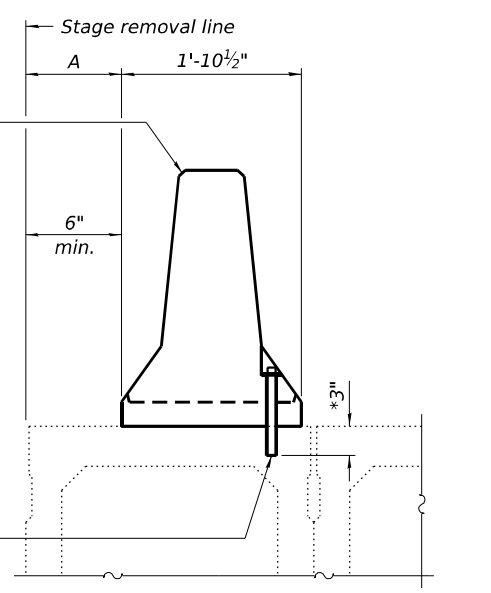
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



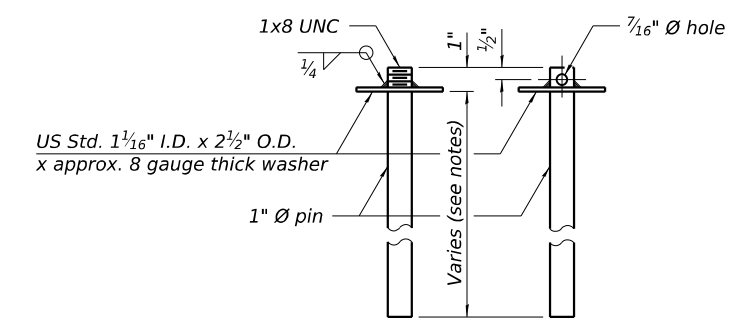
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



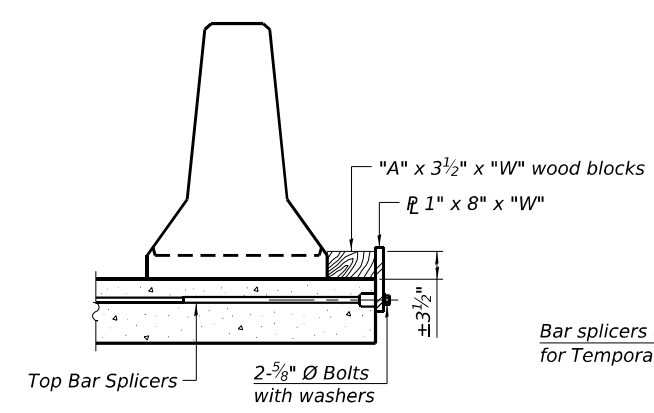
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

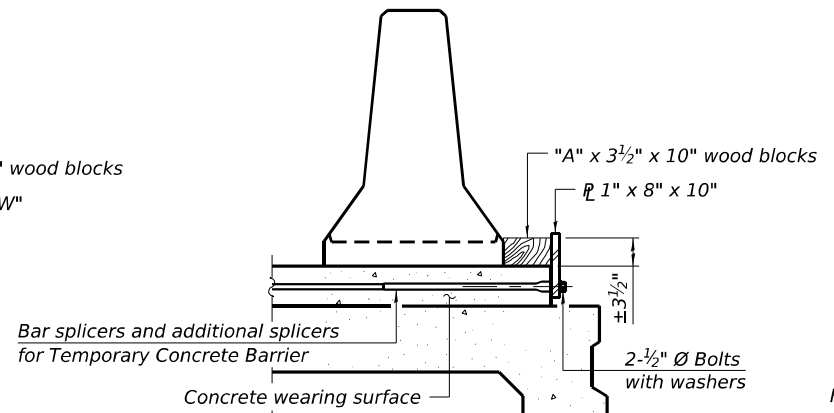


RESTRAINING PIN

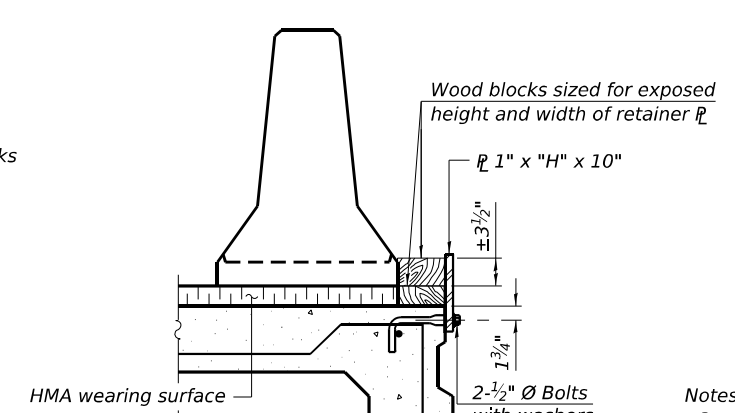
SECTIONS THRU SLAB OR DECK BEAM



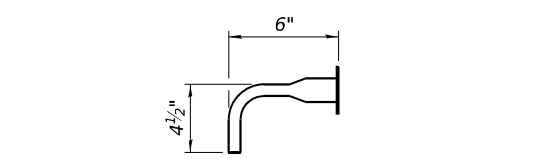
DETAIL I



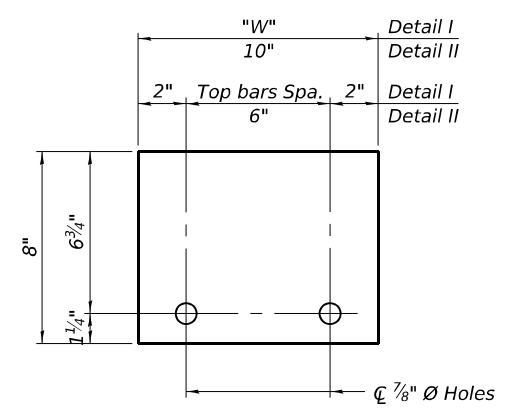
DETAIL II



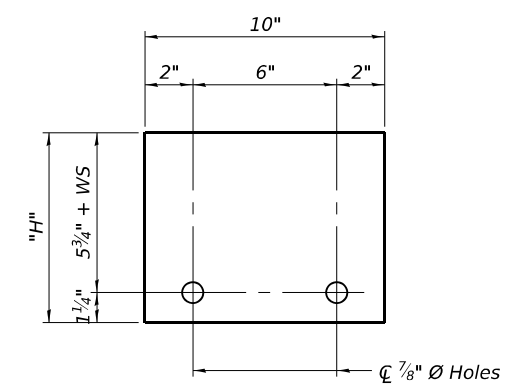
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate C of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

| | |
|----------------------|-----|
| NCHRP 350 Test Level | 3 |
| Railing Weight (plf) | 440 |

R-27 5-15-2023



| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| | CHECKED - VSP | REVISED - |
| PLOT SCALE = | DRAWN - KJA | REVISED - |
| PLOT DATE = | CHECKED - BAS | REVISED - |

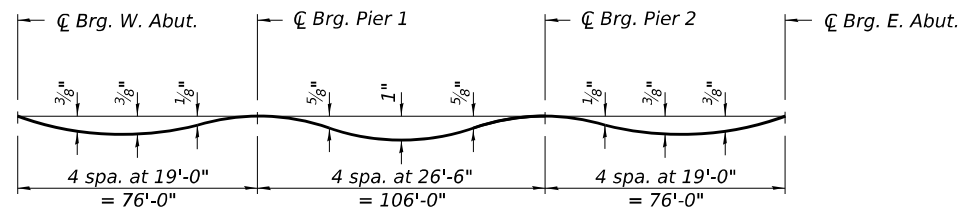
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 023-0036**

SHEET 5 OF 30 SHEETS

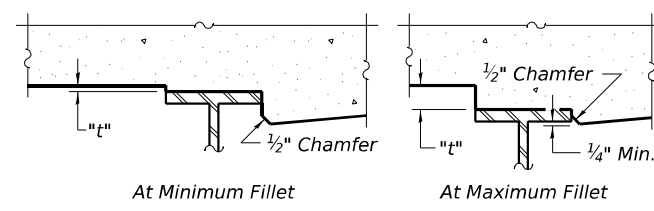
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 43 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

BEAM 1



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

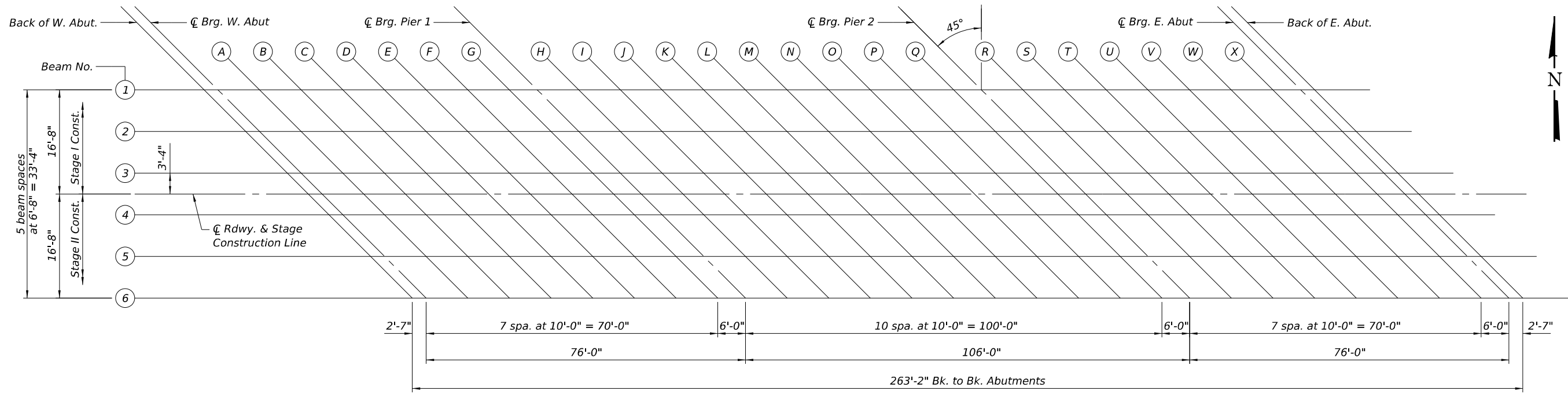
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown here and on sheet 7 of 30.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown here and on sheet 7 of 30, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. of W. Abut. | 194+64.20 | -16.67 | 732.86 | 732.86 |
| ☉ Brg. W. Abut. | 194+66.79 | -16.67 | 732.88 | 732.88 |
| A | 194+76.79 | -16.67 | 732.95 | 732.97 |
| B | 194+86.79 | -16.67 | 733.02 | 733.05 |
| C | 194+96.79 | -16.67 | 733.09 | 733.12 |
| D | 195+06.79 | -16.67 | 733.14 | 733.17 |
| E | 195+16.79 | -16.67 | 733.20 | 733.21 |
| F | 195+26.79 | -16.67 | 733.25 | 733.25 |
| G | 195+36.79 | -16.67 | 733.29 | 733.29 |
| ☉ Brg. Pier 1 | 195+42.79 | -16.67 | 733.32 | 733.32 |
| H | 195+52.79 | -16.67 | 733.35 | 733.37 |
| I | 195+62.79 | -16.67 | 733.39 | 733.42 |
| J | 195+72.79 | -16.67 | 733.41 | 733.47 |
| K | 195+82.79 | -16.67 | 733.44 | 733.52 |
| L | 195+92.79 | -16.67 | 733.46 | 733.54 |
| M | 196+02.79 | -16.67 | 733.47 | 733.55 |
| N | 196+12.79 | -16.67 | 733.48 | 733.55 |
| O | 196+22.79 | -16.67 | 733.48 | 733.53 |
| P | 196+32.79 | -16.67 | 733.48 | 733.51 |
| Q | 196+42.79 | -16.67 | 733.48 | 733.48 |
| ☉ Brg. Pier 2 | 196+48.79 | -16.67 | 733.47 | 733.47 |
| R | 196+58.79 | -16.67 | 733.46 | 733.46 |
| S | 196+68.79 | -16.67 | 733.44 | 733.45 |
| T | 196+78.79 | -16.67 | 733.42 | 733.44 |
| U | 196+88.79 | -16.67 | 733.39 | 733.42 |
| V | 196+98.79 | -16.67 | 733.36 | 733.39 |
| W | 197+08.79 | -16.67 | 733.33 | 733.35 |
| X | 197+18.79 | -16.67 | 733.28 | 733.30 |
| ☉ Brg. E. Abut. | 197+24.79 | -16.67 | 733.26 | 733.26 |
| Bk. of E. Abut. | 197+27.38 | -16.67 | 733.25 | 733.25 |



PLAN

(Sheet 1 of 2)

MODEL: Default
FILE NAME: S:\237\2024\23724010.03 (210-023 DS W03 CN70D62 Structure Plans Phase II)\03 Design\CADD\Sheet\70D62-02-30036-006-Top of Slab Elevations.dgn



| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| | CHECKED - VSP | REVISED - |
| PLOT SCALE = | DRAWN - KJA | REVISED - |
| PLOT DATE = | CHECKED - BAS | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 023-0036**

SHEET 6 OF 30 SHEETS

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 44 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

BEAM 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. of W. Abut. | 194+70.87 | -10.00 | 733.03 | 733.03 |
| ☉ Brg. W. Abut. | 194+73.46 | -10.00 | 733.05 | 733.05 |
| A | 194+83.46 | -10.00 | 733.12 | 733.14 |
| B | 194+93.46 | -10.00 | 733.19 | 733.22 |
| C | 195+03.46 | -10.00 | 733.25 | 733.28 |
| D | 195+13.46 | -10.00 | 733.30 | 733.33 |
| E | 195+23.46 | -10.00 | 733.36 | 733.37 |
| F | 195+33.46 | -10.00 | 733.40 | 733.41 |
| G | 195+43.46 | -10.00 | 733.44 | 733.44 |
| ☉ Brg. Pier 1 | 195+49.46 | -10.00 | 733.47 | 733.47 |
| H | 195+59.46 | -10.00 | 733.50 | 733.51 |
| I | 195+69.46 | -10.00 | 733.53 | 733.56 |
| J | 195+79.46 | -10.00 | 733.55 | 733.61 |
| K | 195+89.46 | -10.00 | 733.57 | 733.65 |
| L | 195+99.46 | -10.00 | 733.59 | 733.67 |
| M | 196+09.46 | -10.00 | 733.60 | 733.68 |
| N | 196+19.46 | -10.00 | 733.61 | 733.67 |
| O | 196+29.46 | -10.00 | 733.61 | 733.65 |
| P | 196+39.46 | -10.00 | 733.60 | 733.63 |
| Q | 196+49.46 | -10.00 | 733.59 | 733.60 |
| ☉ Brg. Pier 2 | 196+55.46 | -10.00 | 733.59 | 733.59 |
| R | 196+65.46 | -10.00 | 733.57 | 733.57 |
| S | 196+75.46 | -10.00 | 733.55 | 733.56 |
| T | 196+85.46 | -10.00 | 733.53 | 733.55 |
| U | 196+95.46 | -10.00 | 733.50 | 733.52 |
| V | 197+05.46 | -10.00 | 733.46 | 733.49 |
| W | 197+15.46 | -10.00 | 733.42 | 733.45 |
| X | 197+25.46 | -10.00 | 733.38 | 733.39 |
| ☉ Brg. E. Abut. | 197+31.46 | -10.00 | 733.35 | 733.35 |
| Bk. of E. Abut. | 197+34.05 | -10.00 | 733.34 | 733.34 |

BEAM 3

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. of W. Abut. | 194+77.54 | -3.33 | 733.18 | 733.18 |
| ☉ Brg. W. Abut. | 194+80.13 | -3.33 | 733.20 | 733.20 |
| A | 194+90.13 | -3.33 | 733.27 | 733.28 |
| B | 195+00.13 | -3.33 | 733.33 | 733.36 |
| C | 195+10.13 | -3.33 | 733.39 | 733.42 |
| D | 195+20.13 | -3.33 | 733.44 | 733.46 |
| E | 195+30.13 | -3.33 | 733.49 | 733.50 |
| F | 195+40.13 | -3.33 | 733.53 | 733.53 |
| G | 195+50.13 | -3.33 | 733.57 | 733.57 |
| ☉ Brg. Pier 1 | 195+56.13 | -3.33 | 733.59 | 733.59 |
| H | 195+66.13 | -3.33 | 733.62 | 733.63 |
| I | 195+76.13 | -3.33 | 733.65 | 733.68 |
| J | 195+86.13 | -3.33 | 733.67 | 733.72 |
| K | 195+96.13 | -3.33 | 733.68 | 733.76 |
| L | 196+06.13 | -3.33 | 733.70 | 733.78 |
| M | 196+16.13 | -3.33 | 733.70 | 733.79 |
| N | 196+26.13 | -3.33 | 733.71 | 733.77 |
| O | 196+36.13 | -3.33 | 733.70 | 733.75 |
| P | 196+46.13 | -3.33 | 733.70 | 733.72 |
| Q | 196+56.13 | -3.33 | 733.69 | 733.69 |
| ☉ Brg. Pier 2 | 196+62.13 | -3.33 | 733.68 | 733.68 |
| R | 196+72.13 | -3.33 | 733.66 | 733.66 |
| S | 196+82.13 | -3.33 | 733.63 | 733.64 |
| T | 196+92.13 | -3.33 | 733.61 | 733.63 |
| U | 197+02.13 | -3.33 | 733.57 | 733.60 |
| V | 197+12.13 | -3.33 | 733.54 | 733.57 |
| W | 197+22.13 | -3.33 | 733.49 | 733.52 |
| X | 197+32.13 | -3.33 | 733.45 | 733.46 |
| ☉ Brg. E. Abut. | 197+38.13 | -3.33 | 733.42 | 733.42 |
| Bk. of E. Abut. | 197+40.72 | -3.33 | 733.40 | 733.40 |

☉ RDWY. AND STAGE CONSTRUCTION LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. of W. Abut. | 194+80.87 | 0.00 | 733.26 | 733.26 |
| ☉ Brg. W. Abut. | 194+83.46 | 0.00 | 733.27 | 733.27 |
| A | 194+93.46 | 0.00 | 733.34 | 733.35 |
| B | 195+03.46 | 0.00 | 733.40 | 733.43 |
| C | 195+13.46 | 0.00 | 733.45 | 733.48 |
| D | 195+23.46 | 0.00 | 733.51 | 733.53 |
| E | 195+33.46 | 0.00 | 733.55 | 733.57 |
| F | 195+43.46 | 0.00 | 733.59 | 733.60 |
| G | 195+53.46 | 0.00 | 733.63 | 733.63 |
| ☉ Brg. Pier 1 | 195+59.46 | 0.00 | 733.65 | 733.65 |
| H | 195+69.46 | 0.00 | 733.68 | 733.69 |
| I | 195+79.46 | 0.00 | 733.70 | 733.74 |
| J | 195+89.46 | 0.00 | 733.72 | 733.78 |
| K | 195+99.46 | 0.00 | 733.74 | 733.81 |
| L | 196+09.46 | 0.00 | 733.75 | 733.83 |
| M | 196+19.46 | 0.00 | 733.76 | 733.84 |
| N | 196+29.46 | 0.00 | 733.76 | 733.82 |
| O | 196+39.46 | 0.00 | 733.75 | 733.80 |
| P | 196+49.46 | 0.00 | 733.74 | 733.77 |
| Q | 196+59.46 | 0.00 | 733.73 | 733.74 |
| ☉ Brg. Pier 2 | 196+65.46 | 0.00 | 733.72 | 733.72 |
| R | 196+75.46 | 0.00 | 733.70 | 733.70 |
| S | 196+85.46 | 0.00 | 733.68 | 733.68 |
| T | 196+95.46 | 0.00 | 733.65 | 733.67 |
| U | 197+05.46 | 0.00 | 733.61 | 733.64 |
| V | 197+15.46 | 0.00 | 733.57 | 733.60 |
| W | 197+25.46 | 0.00 | 733.53 | 733.55 |
| X | 197+35.46 | 0.00 | 733.48 | 733.49 |
| ☉ Brg. E. Abut. | 197+41.46 | 0.00 | 733.45 | 733.45 |
| Bk. of E. Abut. | 197+44.05 | 0.00 | 733.43 | 733.43 |

BEAM 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. of W. Abut. | 194+84.20 | 3.33 | 733.23 | 733.23 |
| ☉ Brg. W. Abut. | 194+86.79 | 3.33 | 733.25 | 733.25 |
| A | 194+96.79 | 3.33 | 733.31 | 733.33 |
| B | 195+06.79 | 3.33 | 733.37 | 733.40 |
| C | 195+16.79 | 3.33 | 733.42 | 733.45 |
| D | 195+26.79 | 3.33 | 733.47 | 733.50 |
| E | 195+36.79 | 3.33 | 733.52 | 733.53 |
| F | 195+46.79 | 3.33 | 733.56 | 733.56 |
| G | 195+56.79 | 3.33 | 733.59 | 733.59 |
| ☉ Brg. Pier 1 | 195+62.79 | 3.33 | 733.61 | 733.61 |
| H | 195+72.79 | 3.33 | 733.64 | 733.65 |
| I | 195+82.79 | 3.33 | 733.66 | 733.69 |
| J | 195+92.79 | 3.33 | 733.68 | 733.74 |
| K | 196+02.79 | 3.33 | 733.69 | 733.77 |
| L | 196+12.79 | 3.33 | 733.70 | 733.79 |
| M | 196+22.79 | 3.33 | 733.71 | 733.79 |
| N | 196+32.79 | 3.33 | 733.71 | 733.77 |
| O | 196+42.79 | 3.33 | 733.70 | 733.75 |
| P | 196+52.79 | 3.33 | 733.69 | 733.72 |
| Q | 196+62.79 | 3.33 | 733.68 | 733.68 |
| ☉ Brg. Pier 2 | 196+68.79 | 3.33 | 733.67 | 733.67 |
| R | 196+78.79 | 3.33 | 733.64 | 733.64 |
| S | 196+88.79 | 3.33 | 733.62 | 733.63 |
| T | 196+98.79 | 3.33 | 733.58 | 733.60 |
| U | 197+08.79 | 3.33 | 733.55 | 733.58 |
| V | 197+18.79 | 3.33 | 733.51 | 733.54 |
| W | 197+28.79 | 3.33 | 733.46 | 733.49 |
| X | 197+38.79 | 3.33 | 733.41 | 733.42 |
| ☉ Brg. E. Abut. | 197+44.79 | 3.33 | 733.38 | 733.38 |
| Bk. of E. Abut. | 197+47.38 | 3.33 | 733.36 | 733.36 |

BEAM 5

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. of W. Abut. | 194+90.87 | 10.00 | 733.17 | 733.17 |
| ☉ Brg. W. Abut. | 194+93.46 | 10.00 | 733.19 | 733.19 |
| A | 195+03.46 | 10.00 | 733.25 | 733.26 |
| B | 195+13.46 | 10.00 | 733.30 | 733.33 |
| C | 195+23.46 | 10.00 | 733.36 | 733.39 |
| D | 195+33.46 | 10.00 | 733.40 | 733.43 |
| E | 195+43.46 | 10.00 | 733.44 | 733.46 |
| F | 195+53.46 | 10.00 | 733.48 | 733.48 |
| G | 195+63.46 | 10.00 | 733.51 | 733.51 |
| ☉ Brg. Pier 1 | 195+69.46 | 10.00 | 733.53 | 733.53 |
| H | 195+79.46 | 10.00 | 733.55 | 733.57 |
| I | 195+89.46 | 10.00 | 733.57 | 733.61 |
| J | 195+99.46 | 10.00 | 733.59 | 733.65 |
| K | 196+09.46 | 10.00 | 733.60 | 733.67 |
| L | 196+19.46 | 10.00 | 733.61 | 733.69 |
| M | 196+29.46 | 10.00 | 733.61 | 733.69 |
| N | 196+39.46 | 10.00 | 733.60 | 733.67 |
| O | 196+49.46 | 10.00 | 733.59 | 733.64 |
| P | 196+59.46 | 10.00 | 733.58 | 733.61 |
| Q | 196+69.46 | 10.00 | 733.56 | 733.57 |
| ☉ Brg. Pier 2 | 196+75.46 | 10.00 | 733.55 | 733.55 |
| R | 196+85.46 | 10.00 | 733.53 | 733.53 |
| S | 196+95.46 | 10.00 | 733.50 | 733.50 |
| T | 197+05.46 | 10.00 | 733.46 | 733.48 |
| U | 197+15.46 | 10.00 | 733.42 | 733.45 |
| V | 197+25.46 | 10.00 | 733.38 | 733.41 |
| W | 197+35.46 | 10.00 | 733.33 | 733.35 |
| X | 197+45.46 | 10.00 | 733.28 | 733.29 |
| ☉ Brg. E. Abut. | 197+51.46 | 10.00 | 733.24 | 733.24 |
| Bk. of E. Abut. | 197+54.05 | 10.00 | 733.23 | 733.23 |

BEAM 6

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. of W. Abut. | 194+97.54 | 16.67 | 733.09 | 733.09 |
| ☉ Brg. W. Abut. | 195+00.13 | 16.67 | 733.11 | 733.11 |
| A | 195+10.13 | 16.67 | 733.16 | 733.18 |
| B | 195+20.13 | 16.67 | 733.22 | 733.24 |
| C | 195+30.13 | 16.67 | 733.26 | 733.30 |
| D | 195+40.13 | 16.67 | 733.31 | 733.33 |
| E | 195+50.13 | 16.67 | 733.34 | 733.36 |
| F | 195+60.13 | 16.67 | 733.38 | 733.38 |
| G | 195+70.13 | 16.67 | 733.41 | 733.41 |
| ☉ Brg. Pier 1 | 195+76.13 | 16.67 | 733.42 | 733.42 |
| H | 195+86.13 | 16.67 | 733.44 | 733.46 |
| I | 195+96.13 | 16.67 | 733.46 | 733.50 |
| J | 196+06.13 | 16.67 | 733.47 | 733.53 |
| K | 196+16.13 | 16.67 | 733.48 | 733.56 |
| L | 196+26.13 | 16.67 | 733.48 | 733.57 |
| M | 196+36.13 | 16.67 | 733.48 | 733.57 |
| N | 196+46.13 | 16.67 | 733.47 | 733.55 |
| O | 196+56.13 | 16.67 | 733.46 | 733.51 |
| P | 196+66.13 | 16.67 | 733.45 | 733.47 |
| Q | 196+76.13 | 16.67 | 733.43 | 733.43 |
| ☉ Brg. Pier 2 | 196+82.13 | 16.67 | 733.41 | 733.41 |
| R | 196+92.13 | 16.67 | 733.38 | 733.38 |
| S | 197+02.13 | 16.67 | 733.35 | 733.36 |
| T | 197+12.13 | 16.67 | 733.31 | 733.33 |
| U | 197+22.13 | 16.67 | 733.27 | 733.30 |
| V | 197+32.13 | 16.67 | 733.22 | 733.25 |
| W | 197+42.13 | 16.67 | 733.17 | 733.20 |
| X | 197+52.13 | 16.67 | 733.11 | 733.12 |
| ☉ Brg. E. Abut. | 197+58.13 | 16.67 | 733.08 | 733.08 |
| Bk. of E. Abut. | 197+60.72 | 16.67 | 733.06 | 733.06 |

(Sheet 2 of 2)

MODEL: Default
FILE NAME: S:\237\2024\23724010.03 (210-023 DS_W03_CN70D62_Structure_Plans_Phase_III)\03_Design\CADD\CADD_Sheets\70D62-0230036-007-Top of Slab Elevations.dgn

| | | | | | | |
|--|--------------|-----------|------------|-----|-----------|--|
| | USER NAME = | baswanson | DESIGNED - | KJA | REVISED - | |
| | CHECKED - | VSP | REVISED - | | | |
| | PLOT SCALE = | | DRAWN - | KJA | REVISED - | |
| | PLOT DATE = | | CHECKED - | BAS | REVISED - | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 023-0036**

SHEET 7 OF 30 SHEETS

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 45 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FACE OF NORTH PARAPET & CURB

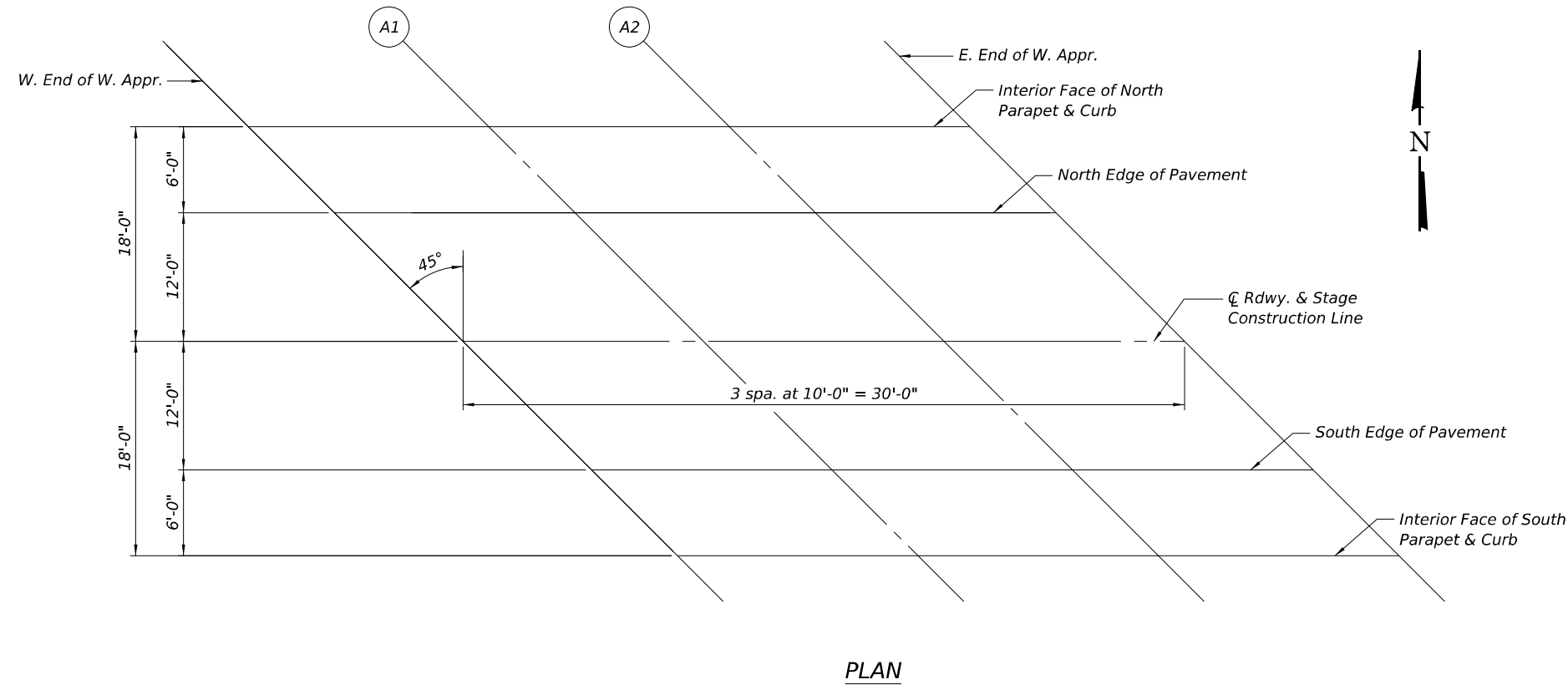
| Location | Station | Offset | Theoretical Grade Elevations |
|--------------------|-----------|--------|------------------------------|
| W. End of W. Appr. | 194+34.28 | -18.00 | 732.58 |
| A1 | 194+44.28 | -18.00 | 732.67 |
| A2 | 194+54.28 | -18.00 | 732.76 |
| E. End of W. Appr. | 194+64.28 | -18.00 | 732.83 |

NORTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|--------------------|-----------|--------|------------------------------|
| W. End of W. Appr. | 194+40.28 | -12.00 | 733.76 |
| A1 | 194+50.28 | -12.00 | 732.84 |
| A2 | 194+60.28 | -12.00 | 732.92 |
| E. End of W. Appr. | 194+70.28 | -12.00 | 733.00 |

☐ RDWY. & STAGE CONSTRUCTION LINE

| Location | Station | Offset | Theoretical Grade Elevations |
|--------------------|-----------|--------|------------------------------|
| W. End of W. Appr. | 194+52.28 | 0.00 | 733.04 |
| A1 | 194+62.28 | 0.00 | 733.12 |
| A2 | 194+72.28 | 0.00 | 733.19 |
| E. End of W. Appr. | 194+82.28 | 0.00 | 733.27 |



SOUTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|--------------------|-----------|--------|------------------------------|
| W. End of W. Appr. | 194+64.28 | 12.00 | 732.95 |
| A1 | 194+74.28 | 12.00 | 733.03 |
| A2 | 194+84.28 | 12.00 | 733.10 |
| E. End of W. Appr. | 194+94.28 | 12.00 | 733.16 |

FACE OF SOUTH PARAPET & CURB

| Location | Station | Offset | Theoretical Grade Elevations |
|--------------------|-----------|--------|------------------------------|
| W. End of W. Appr. | 194+70.28 | 18.00 | 732.88 |
| A1 | 194+80.28 | 18.00 | 732.95 |
| A2 | 194+90.28 | 18.00 | 733.02 |
| E. End of W. Appr. | 195+00.28 | 18.00 | 733.08 |

PLAN

(West Approach)

MODEL: Default
FILE NAME: S:\237\2024\23724010.03 (210-023 DS W03 CN70D62 Structure Plans Phase II)\03 Design\CADD\CADD_Sheets\70D62-02-30036-008-Top of West Approach Slab Elevations.dgn



| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| | CHECKED - VSP | REVISED - |
| PLOT SCALE = | DRAWN - KJA | REVISED - |
| PLOT DATE = | CHECKED - BAS | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 023-0036**

SHEET 8 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 46 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

FACE OF NORTH PARAPET & CURB

| Location | Station | Offset | Theoretical Grade Elevations |
|--------------------|-----------|--------|------------------------------|
| W. End of E. Appr. | 197+24.64 | -18.00 | 733.23 |
| A3 | 197+34.64 | -18.00 | 733.18 |
| A4 | 197+44.64 | -18.00 | 733.13 |
| E. End of E. Appr. | 197+54.64 | -18.00 | 733.07 |

NORTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|--------------------|-----------|--------|------------------------------|
| W. End of E. Appr. | 197+30.64 | -12.00 | 733.32 |
| A3 | 197+40.64 | -12.00 | 733.27 |
| A4 | 197+50.64 | -12.00 | 733.22 |
| E. End of E. Appr. | 197+60.64 | -12.00 | 733.16 |

☐ RDWY. & STAGE CONSTRUCTION LINE

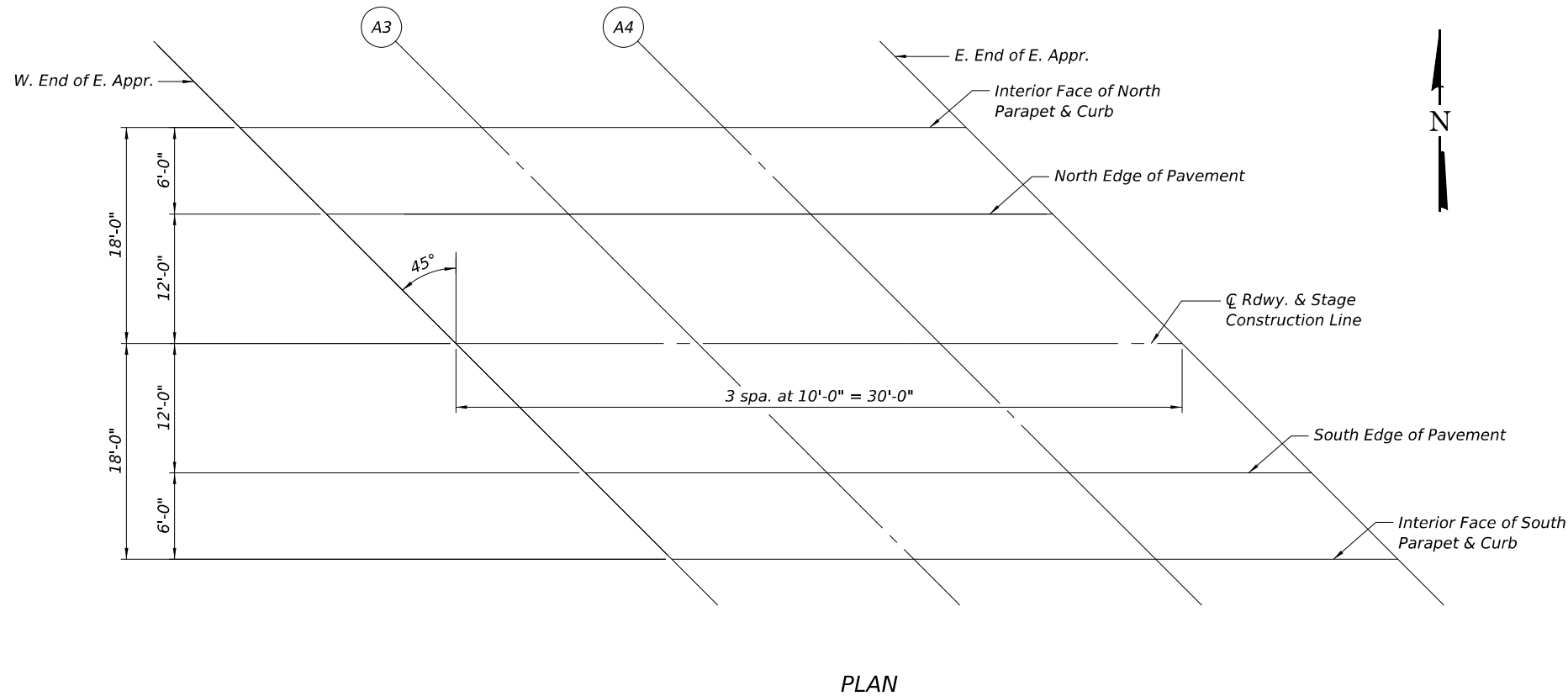
| Location | Station | Offset | Theoretical Grade Elevations |
|--------------------|-----------|--------|------------------------------|
| W. End of E. Appr. | 197+42.64 | 0.00 | 733.44 |
| A3 | 197+52.64 | 0.00 | 733.38 |
| A4 | 197+62.64 | 0.00 | 733.32 |
| E. End of E. Appr. | 197+72.64 | 0.00 | 733.26 |

SOUTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|--------------------|-----------|--------|------------------------------|
| W. End of E. Appr. | 197+54.64 | 12.00 | 733.19 |
| A3 | 197+64.64 | 12.00 | 733.13 |
| A4 | 197+74.64 | 12.00 | 733.06 |
| E. End of E. Appr. | 197+84.64 | 12.00 | 732.99 |

FACE OF SOUTH PARAPET & CURB

| Location | Station | Offset | Theoretical Grade Elevations |
|--------------------|-----------|--------|------------------------------|
| W. End of E. Appr. | 197+60.64 | 18.00 | 733.04 |
| A3 | 197+70.64 | 18.00 | 732.97 |
| A4 | 197+80.64 | 18.00 | 732.90 |
| E. End of E. Appr. | 197+90.64 | 18.00 | 732.83 |



PLAN

(East Approach)

MODEL: Default
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| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| | CHECKED - VSP | REVISED - |
| PLOT SCALE = | DRAWN - KJA | REVISED - |
| PLOT DATE = | CHECKED - BAS | REVISED - |

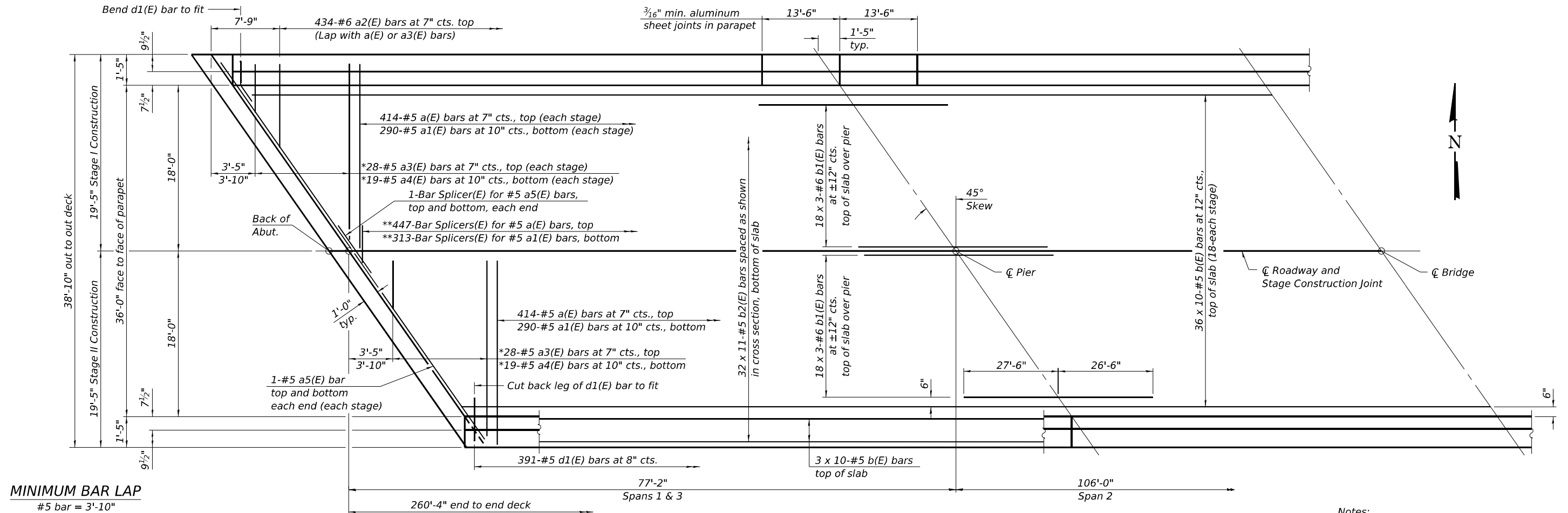
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 023-0036**

SHEET 9 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 47 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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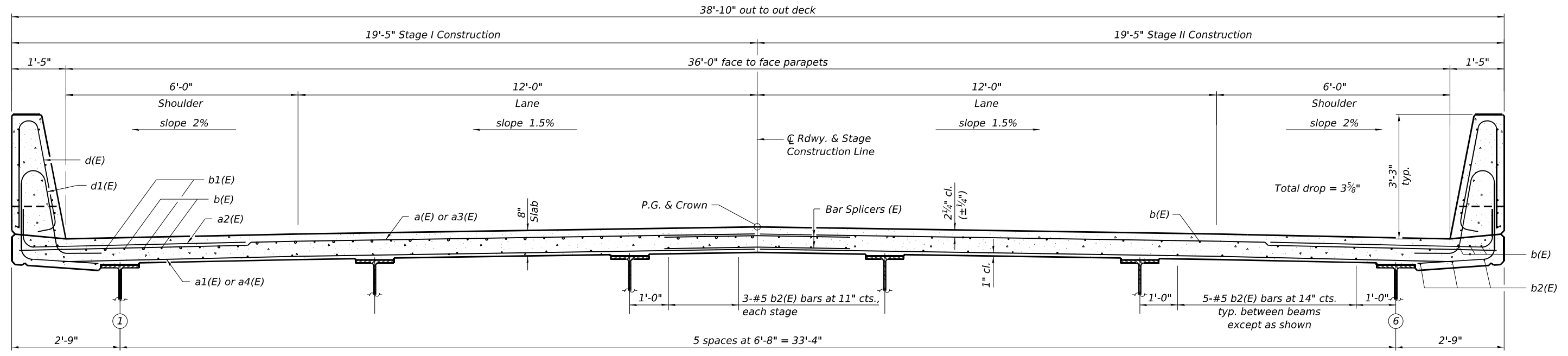
MINIMUM BAR LAP

#5 bar = 3'-10"
 #6 bar = 3'-1"

- * See Field Cutting Diagram on sheet 11 of 30.
- ** Cut Bar Splicers (E) to fit in skew

PARTIAL PLAN

Notes:
 See sheet 11 of 30 for superstructure details and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION
 (Looking East)



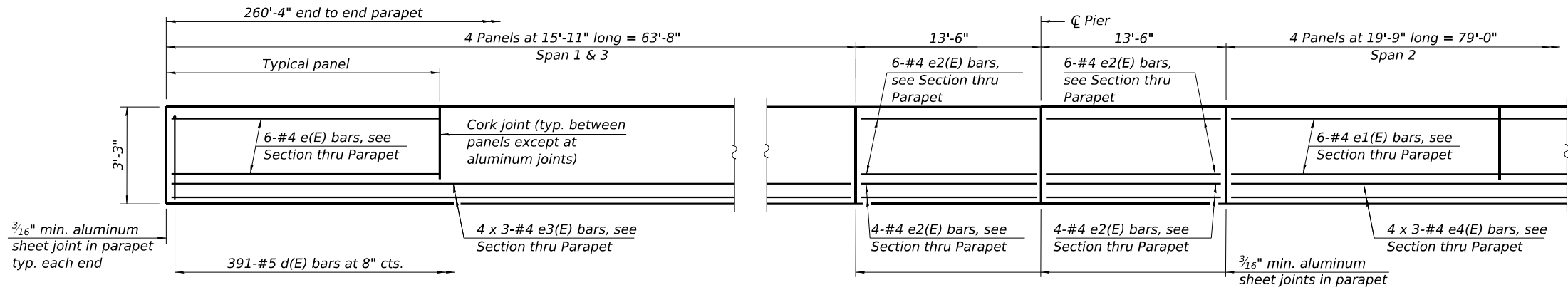
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|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| | CHECKED - VSP | REVISED - |
| PLOT SCALE = | DRAWN - KJA | REVISED - |
| PLOT DATE = | CHECKED - BAS | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

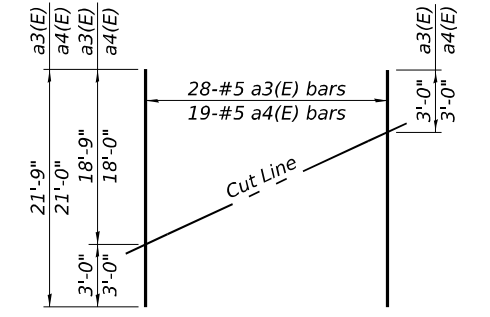
SUPERSTRUCTURE
 STRUCTURE NO. 023-0036

SHEET 10 OF 30 SHEETS

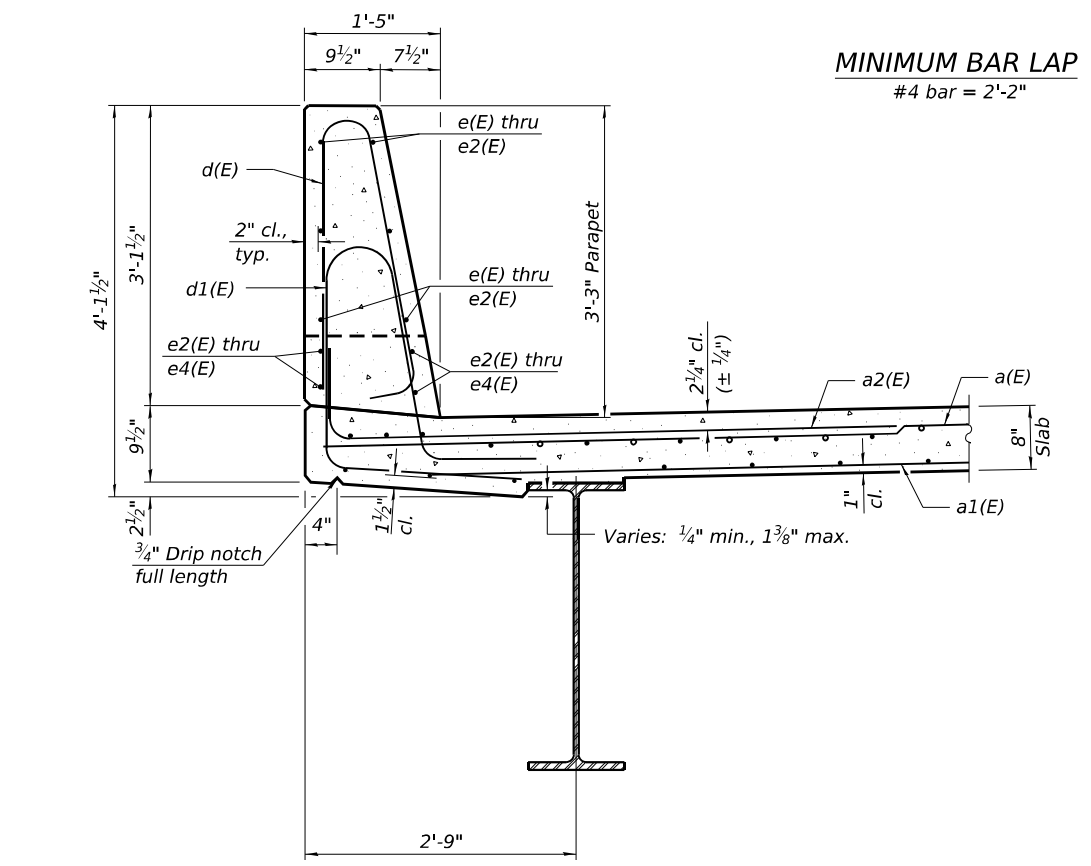
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 48 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



INSIDE ELEVATION OF PARAPET

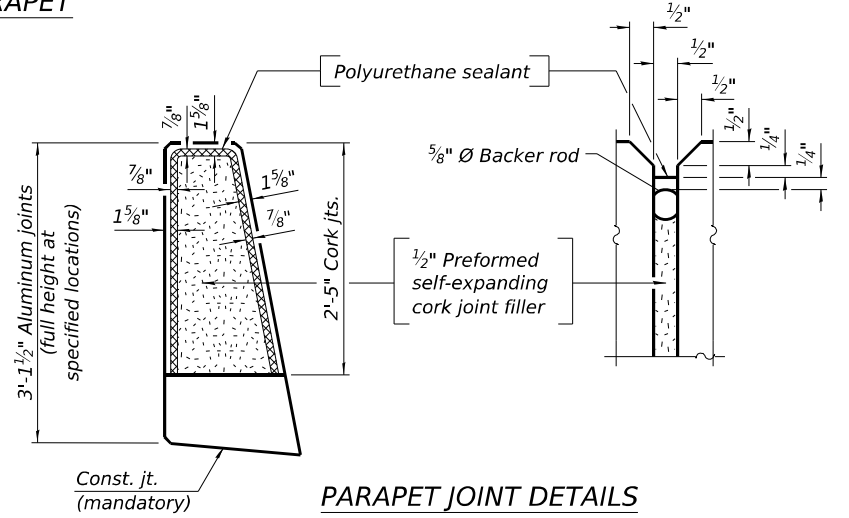


FIELD CUTTING DIAGRAM
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

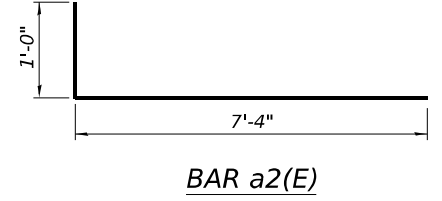
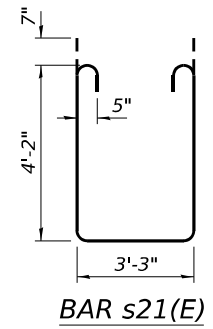
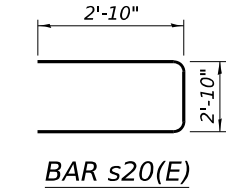


SECTION THRU PARAPET

MINIMUM BAR LAP
#4 bar = 2'-2"



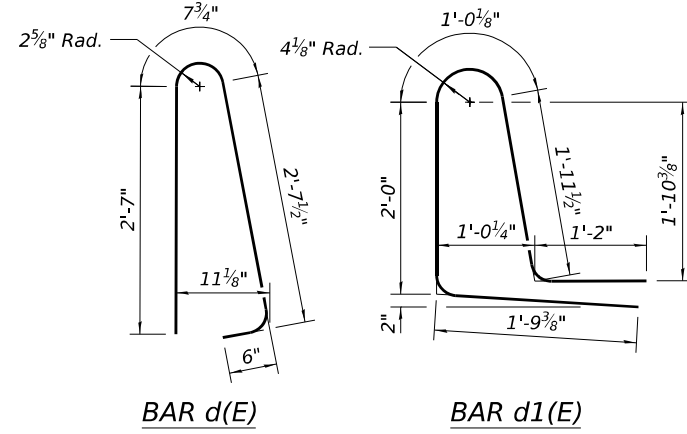
PARAPET JOINT DETAILS



SUPERSTRUCTURE BILL OF MATERIAL

| Bar | No. | Size | Length | Shape | |
|----------------------------------|-----|------|--------|----------|-------|
| a(E) | 828 | #5 | 19'-1" | — | |
| a1(E) | 580 | #5 | 18'-8" | — | |
| a2(E) | 868 | #6 | 8'-4" | — | |
| a3(E) | 56 | #5 | 21'-9" | — | |
| a4(E) | 38 | #5 | 21'-0" | — | |
| a5(E) | 8 | #5 | 27'-1" | — | |
| b(E) | 420 | #5 | 29'-6" | — | |
| b1(E) | 216 | #6 | 20'-1" | — | |
| b2(E) | 352 | #5 | 27'-2" | — | |
| d(E) | 782 | #5 | 6'-5" | — | |
| d1(E) | 782 | #5 | 7'-11" | — | |
| e(E) | 96 | #4 | 15'-7" | — | |
| e1(E) | 48 | #4 | 19'-5" | — | |
| e2(E) | 80 | #4 | 13'-2" | — | |
| e3(E) | 48 | #4 | 22'-7" | — | |
| e4(E) | 24 | #4 | 27'-9" | — | |
| m10(E) | 20 | #6 | 27'-1" | — | |
| m11(E) | 32 | #6 | 8'-11" | — | |
| m12(E) | 16 | #6 | 3'-5" | — | |
| m13(E) | 16 | #6 | 4'-3" | — | |
| s20(E) | 84 | #5 | 8'-6" | — | |
| s21(E) | 72 | #5 | 12'-9" | — | |
| Reinforcement Bars, Epoxy Coated | | | | Lbs. | 88690 |
| Concrete Superstructure | | | | Cu. Yds. | 391.3 |

Notes:
The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



MODEL: Default
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| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| PLOT SCALE = | CHECKED - VSP | REVISED - |
| PLOT DATE = | DRAWN - KJA | REVISED - |
| | CHECKED - BAS | REVISED - |

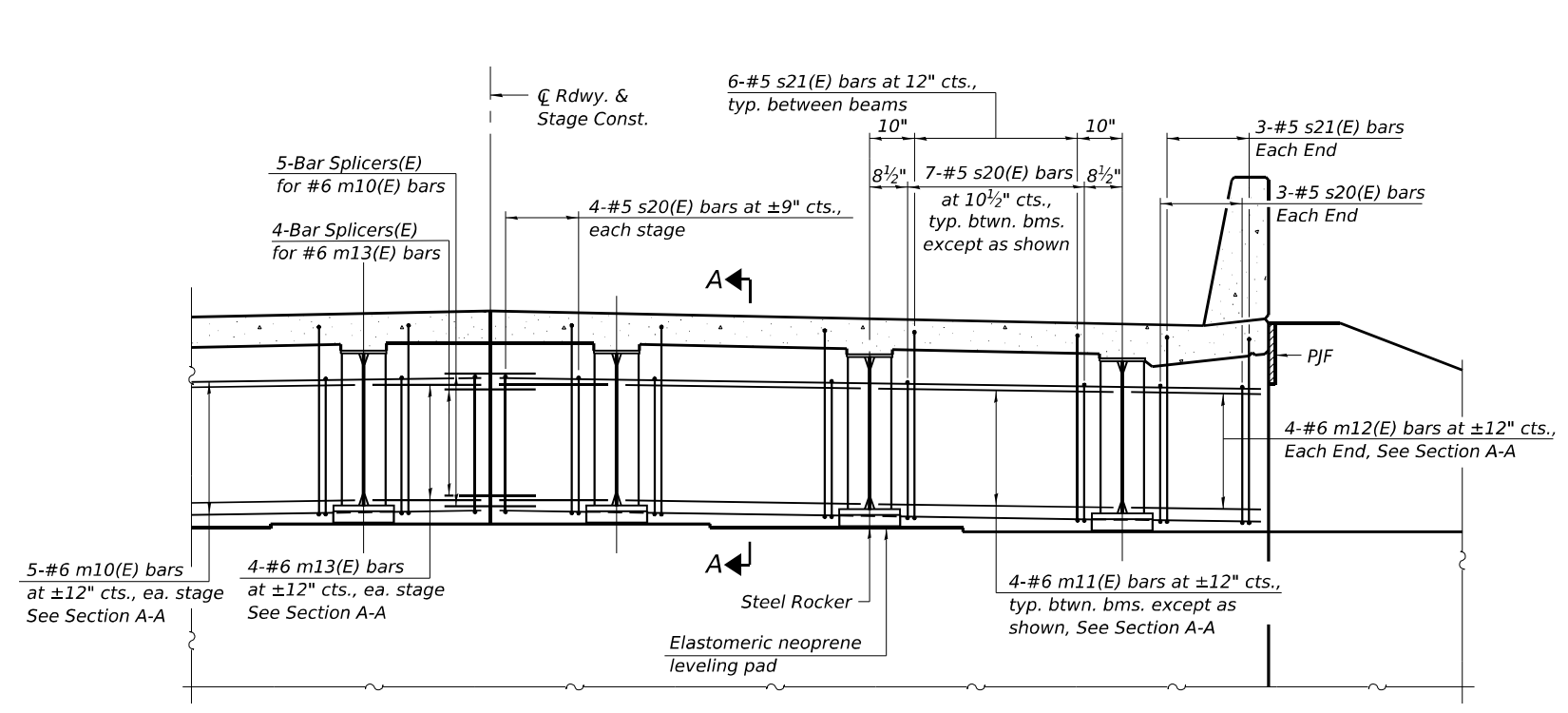
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 023-0036

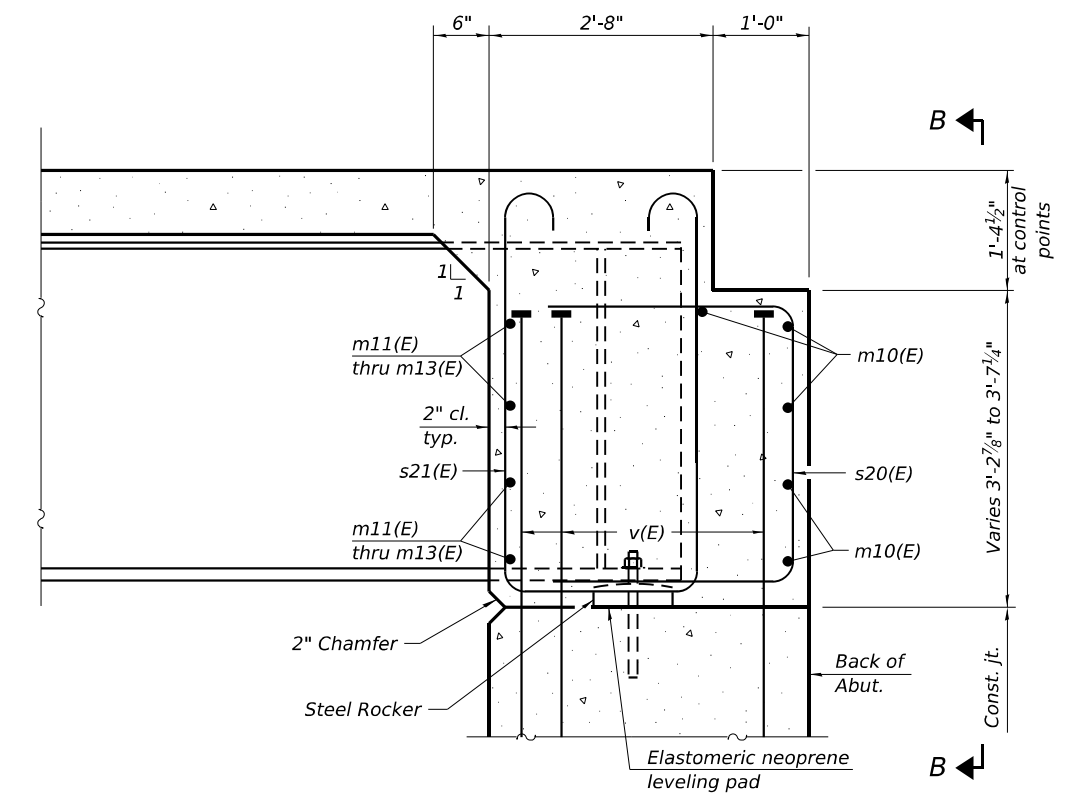
SHEET 11 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 49 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

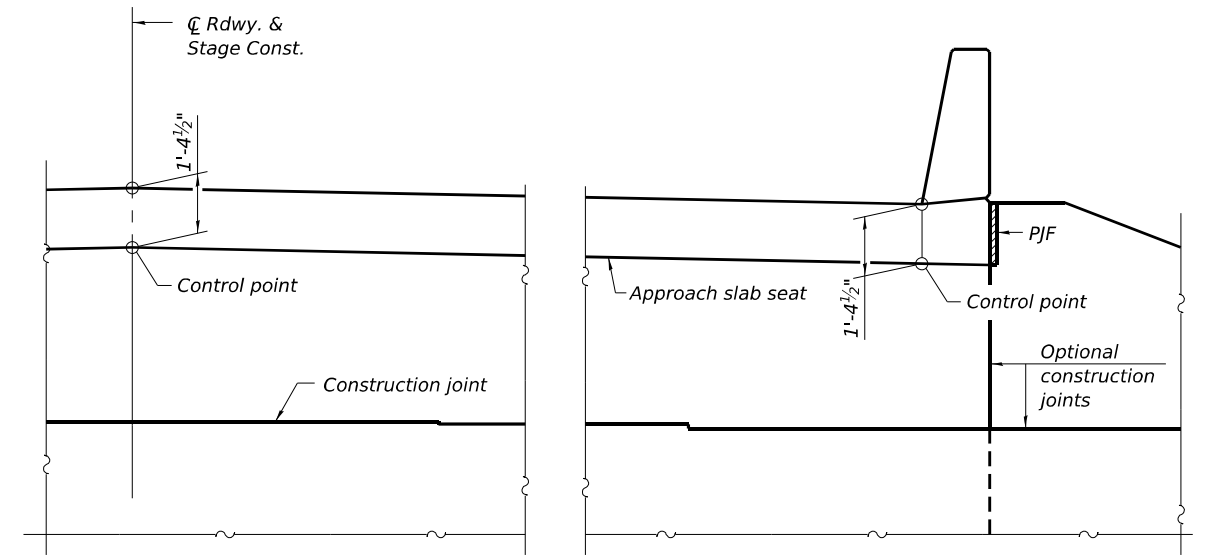
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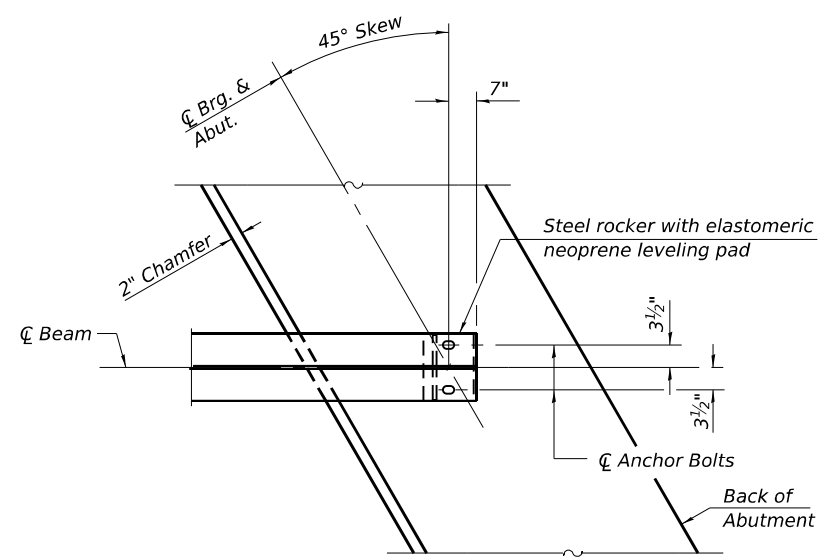
DIAPHRAGM AT ABUTMENT



SECTION A-A
(at Rt. L's)



VIEW B-B



PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
See sheet 11 of 30 for superstructure details and Bill of Material.
See sheet 13 of 30 for P.J.F. details.
The s10(E) and s11(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.



| | | |
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| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| | CHECKED - VSP | REVISED - |
| PLOT SCALE = | DRAWN - KJA | REVISED - |
| PLOT DATE = | CHECKED - BAS | REVISED - |

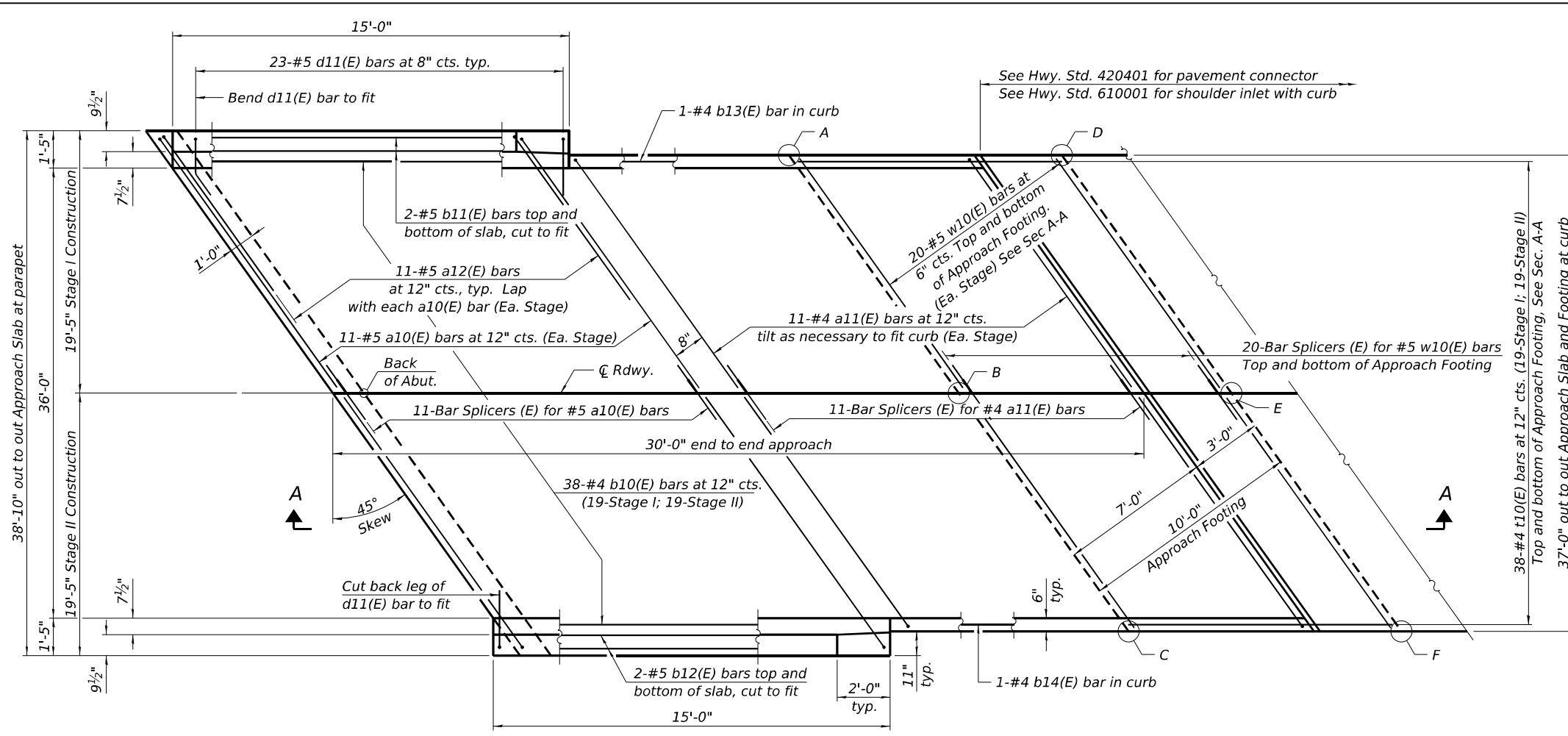
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 023-0036

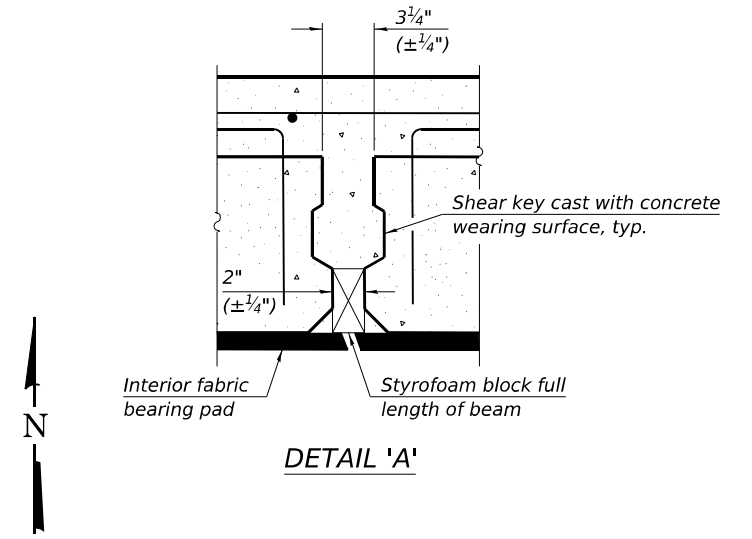
SHEET 12 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 50 |
| CONTRACT NO. 70D62 | | | | |

ILLINOIS FED. AID PROJECT



PLAN
(East approach slab shown; West approach slab similar by 180° rotation)

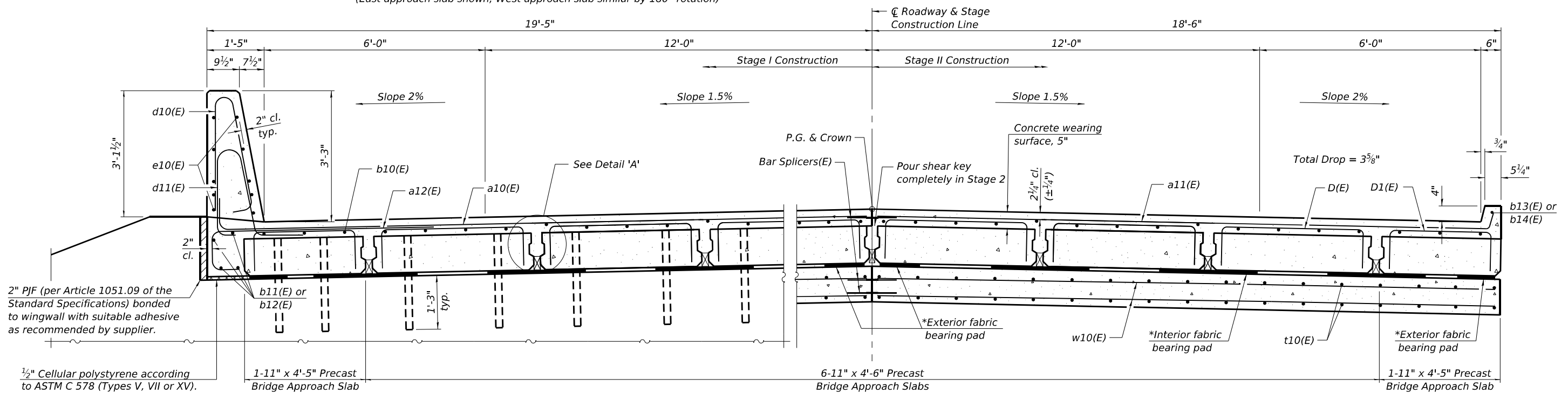


TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

| Point/Location | West Approach | | East Approach | |
|----------------|---------------|--------|---------------|--------|
| | Top | Bottom | Top | Bottom |
| A - SE | 731.15 | 730.32 | A - NW | 731.74 |
| B - E C | 731.62 | 730.79 | B - W C | 731.94 |
| C - NE | 731.46 | 730.63 | C - SW | 731.51 |
| D - SW | 731.28 | 730.45 | D - NE | 731.66 |
| E - W C | 731.74 | 730.91 | E - E C | 731.85 |
| F - NW | 731.56 | 730.73 | F - SE | 731.40 |

* Fabric bearing pads at the expansion end shall be recessed 1/4" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

Notes:
See sheet 14 of 30 for details of precast bridge approach beams.
See sheet 15 of 30 for Section A-A and Bill of Material.



CROSS SECTION
(Looking East)

(Sheet 1 of 3)

MODEL: Default FILE NAME: S:\237\2024\237240\10.03 (210-023 DS W03 CN70D62 Structure Plans Phase III)\03 Design\CADD\CADD Sheets\70D62-0230036-013-Partial Depth Precast Bridge Approach Slab.dgn 4/8/2026 12:00:54 PM



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| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| PLOT SCALE = | CHECKED - VSP | REVISED - |
| PLOT DATE = | DRAWN - KJA | REVISED - |
| | CHECKED - BAS | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 023-0036

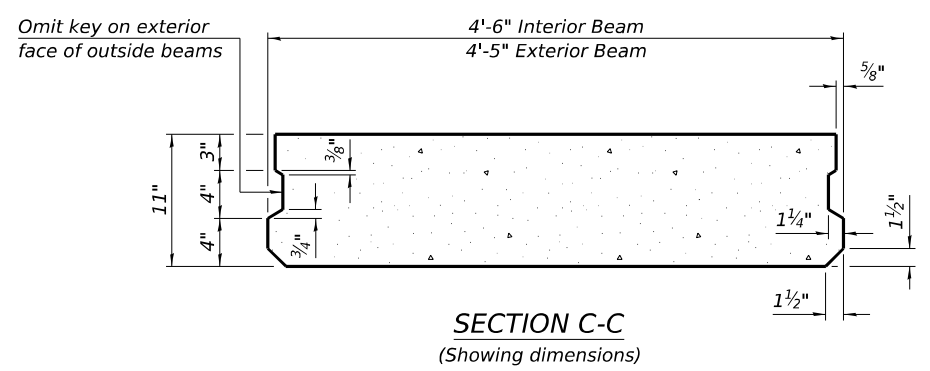
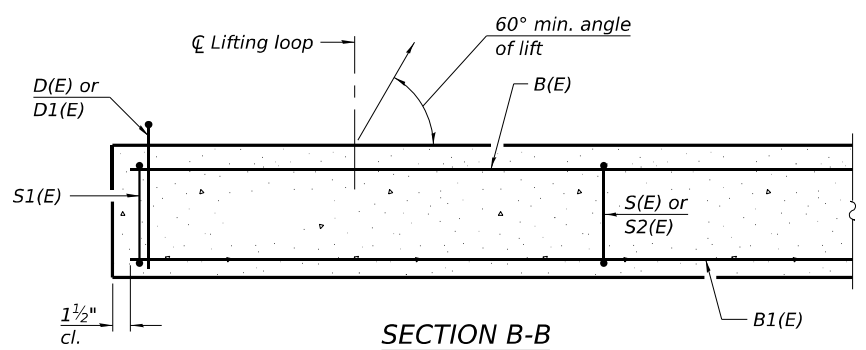
SHEET 13 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 51 |

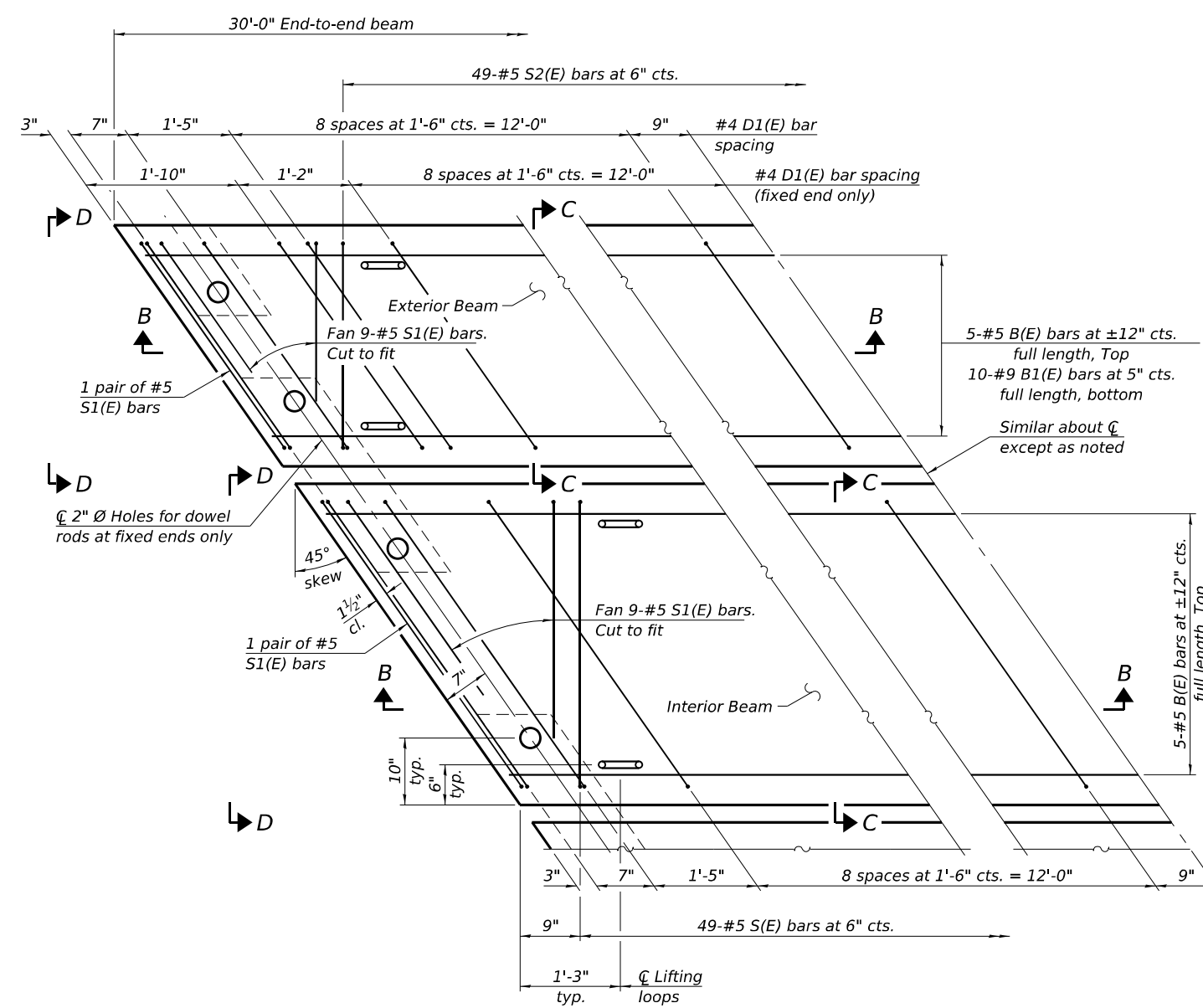
CONTRACT NO. 70D62

ILLINOIS FED. AID PROJECT

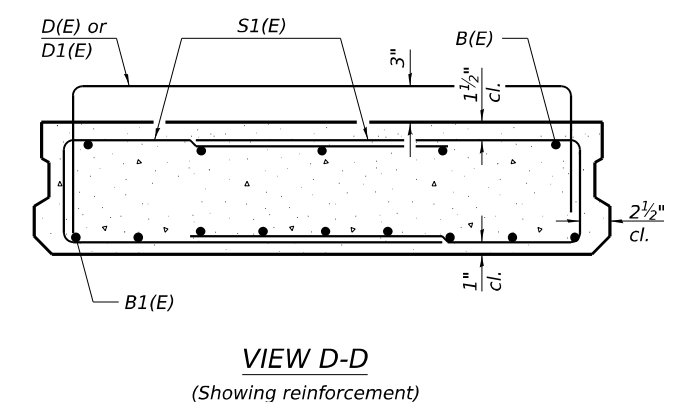
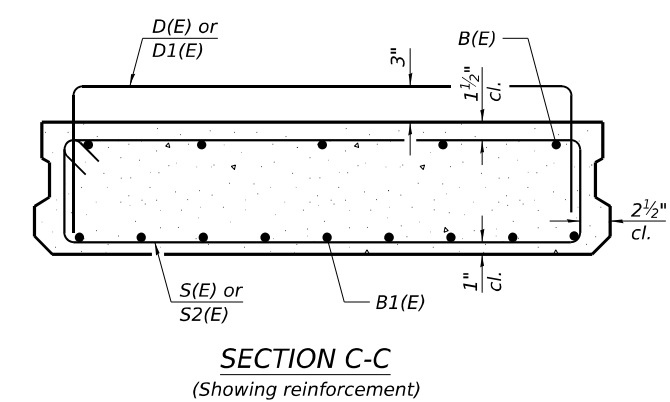
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Notes:
 The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
 Cast-in-place substitution of Precast Bridge Approach Slab is not allowed. The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
 Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
 A minimum 2 1/2" Ø lifting pins shall be used to engage the lifting loops during handling.
 Compressive strength of precast concrete, f'c shall be 6,000 psi.
 Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.

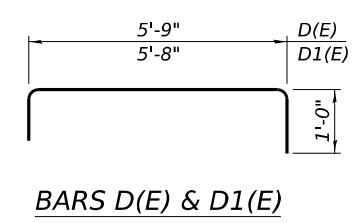


PLAN VIEW
 (showing precast bridge approach beams)
 (Spacing of D(E) and D1(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)

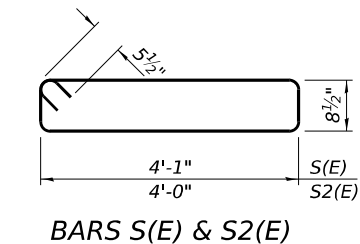


SECTION C-C
 (Showing reinforcement)

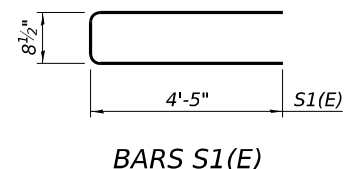
VIEW D-D
 (Showing reinforcement)



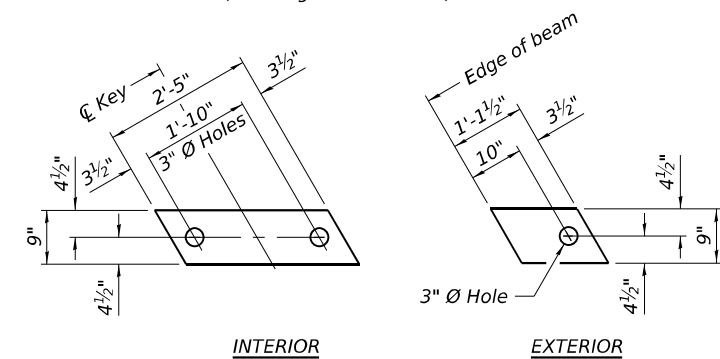
BARS D(E) & D1(E)



BARS S(E) & S2(E)

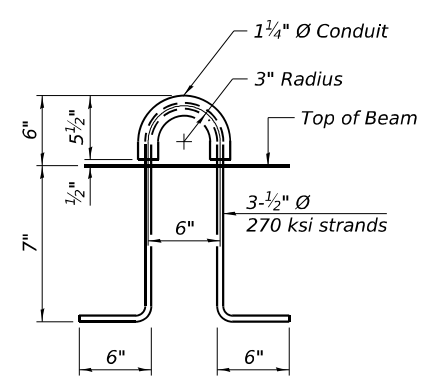


BARS S1(E)



FABRIC BEARING PAD

Notes:
 Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.
 Omit holes for fabric bearing pads at approach slab footing end of beams.



LIFTING LOOP DETAIL

(An alternate lifting loop with a Safe Working Load of 6,250 lbs. (25,000 lbs. Proof Load / Factor of Safety of 4) and utilized according to the manufacturer's recommendations may be used.)

BAR LIST EACH INTERIOR BEAM
 (For information only)

| Bar | No. | Size | Length | Shape |
|-------|-----|------|--------|-------|
| B(E) | 5 | #5 | 29'-8" | — |
| B1(E) | 10 | #9 | 29'-8" | — |
| D(E) | 22 | #4 | 7'-9" | ┌ |
| S(E) | 49 | #5 | 10'-6" | ▬ |
| S1(E) | 22 | #5 | 9'-7" | ▬ |

BAR LIST EACH EXTERIOR BEAM
 (For information only)

| Bar | No. | Size | Length | Shape |
|-------|-----|------|--------|-------|
| B(E) | 5 | #5 | 29'-8" | — |
| B1(E) | 10 | #9 | 29'-8" | — |
| D1(E) | 21 | #4 | 7'-8" | ┌ |
| S1(E) | 22 | #5 | 9'-7" | ▬ |
| S2(E) | 49 | #5 | 10'-4" | ▬ |

(Sheet 2 of 3)



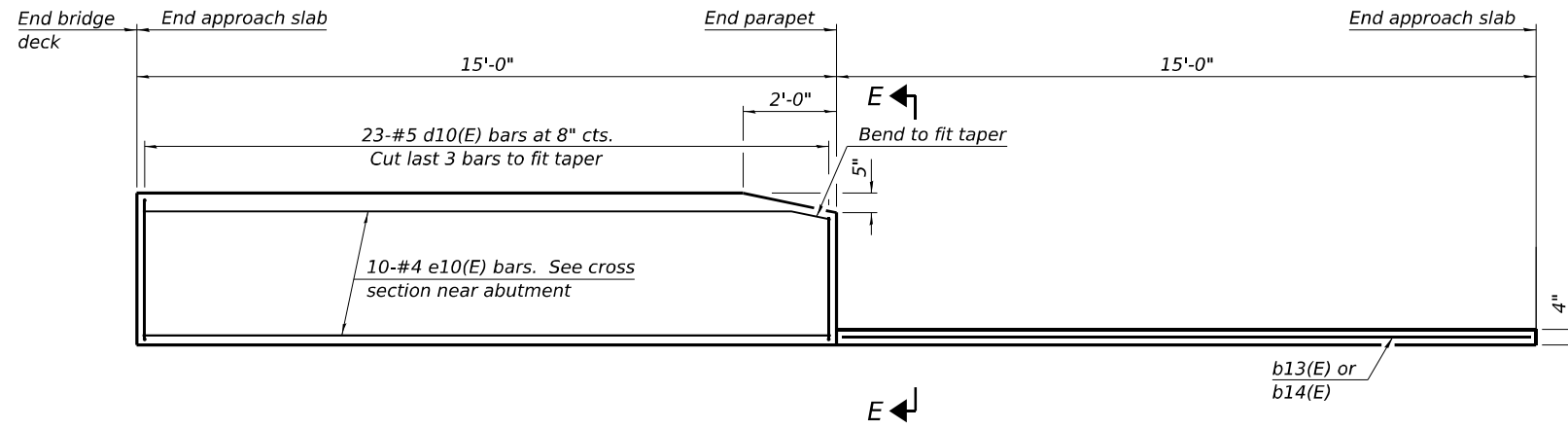
| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| PLOT SCALE = | CHECKED - VSP | REVISED - |
| PLOT DATE = | DRAWN - KJA | REVISED - |
| | CHECKED - BAS | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

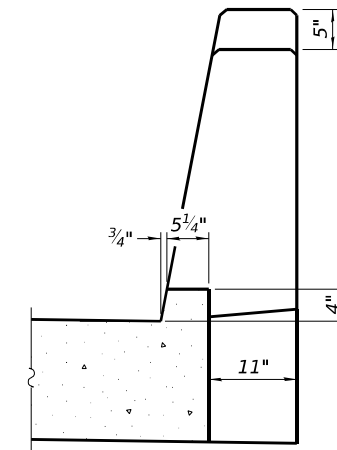
PARTIAL DEPTH PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 023-0036

SHEET 14 OF 30 SHEETS

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 52 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



INSIDE ELEVATION OF PARAPET AND CURB



VIEW E-E

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".

Parapet concrete shall be paid for as Concrete Superstructure.

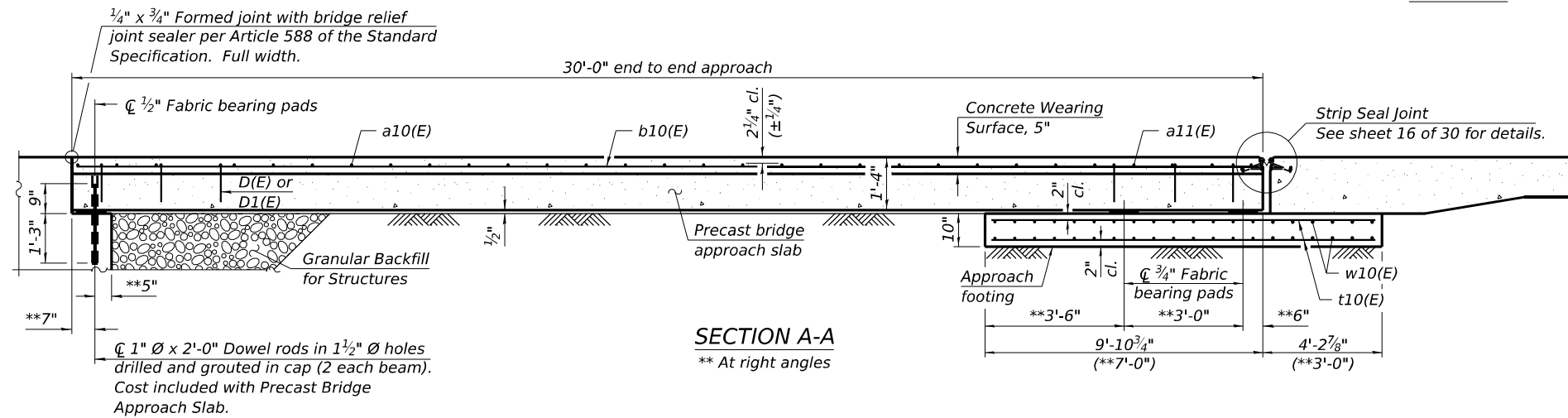
Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.

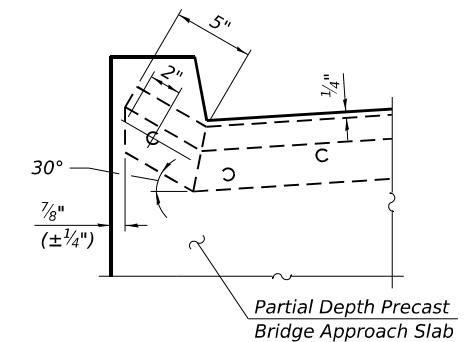
Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 30.

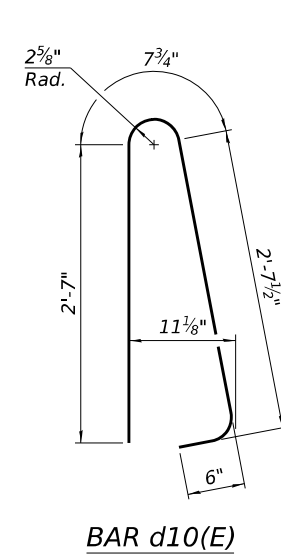
Cost of cellular polystyrene is included with Concrete Superstructure.



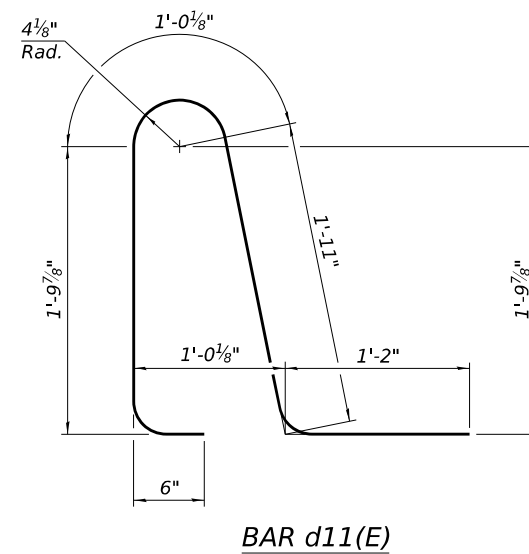
SECTION A-A
** At right angles



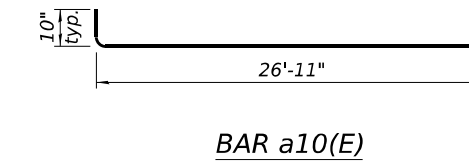
END OF SEAL DETAIL



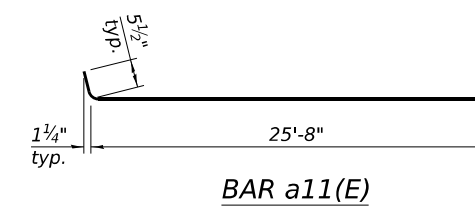
BAR d10(E)



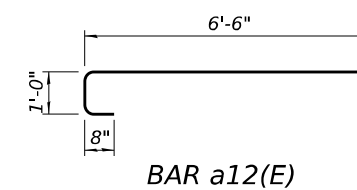
BAR d11(E)



BAR a10(E)



BAR a11(E)



BAR a12(E)

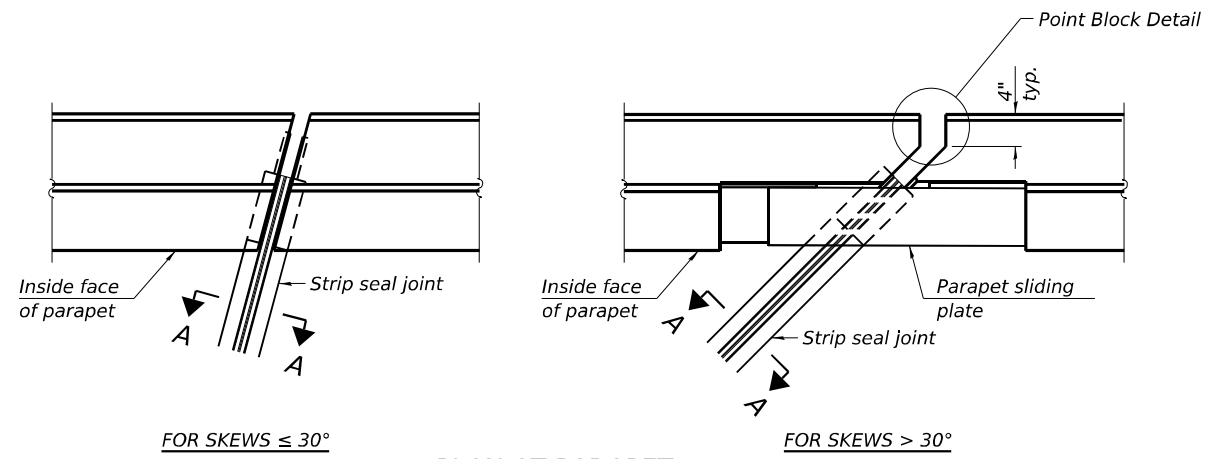
**TWO APPROACHES
BILL OF MATERIAL**

| Bar | No. | Size | Length | Shape |
|-------------------------------------|-----|------|---------|-------|
| a10(E) | 44 | #5 | 27'-9" | [U] |
| a11(E) | 44 | #4 | 26'-2" | [U] |
| a12(E) | 44 | #5 | 8'-2" | [U] |
| b10(E) | 76 | #4 | 29'-6" | [—] |
| b11(E) | 8 | #5 | 15'-9" | [—] |
| b12(E) | 8 | #5 | 14'-0" | [—] |
| b13(E) | 2 | #4 | 14'-5" | [—] |
| b14(E) | 2 | #4 | 14'-11" | [—] |
| d10(E) | 92 | #5 | 6'-5" | [Z] |
| d11(E) | 92 | #5 | 6'-5" | [Z] |
| e10(E) | 40 | #4 | 14'-8" | [—] |
| t10(E) | 152 | #4 | 13'-8" | [—] |
| w10(E) | 80 | #5 | 25'-9" | [—] |
| Concrete Superstructure | | | Cu. Yd. | 7.2 |
| Concrete Structures | | | Cu. Yd. | 32.3 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 9360 |
| Precast Bridge Approach Slab | | | Sq. Ft. | 2150 |
| Concrete Wearing Surface, 5" | | | Sq. Yd. | 253 |

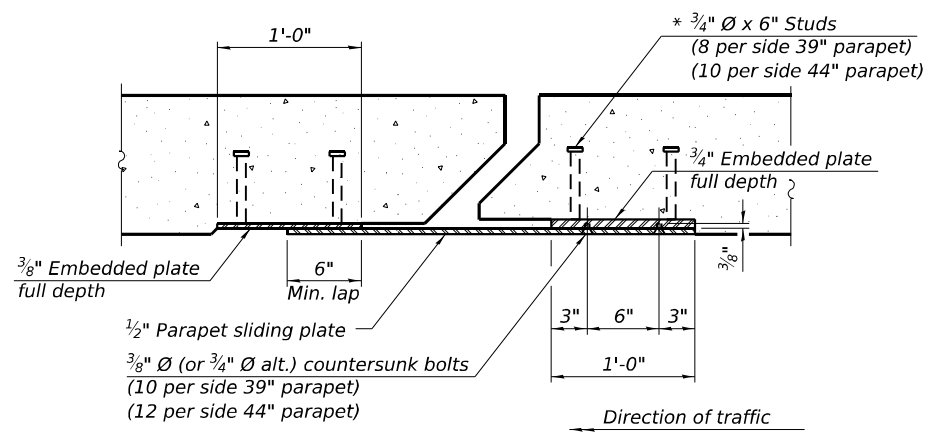
(Sheet 3 of 3)

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MODEL: Default
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PLAN AT PARAPET

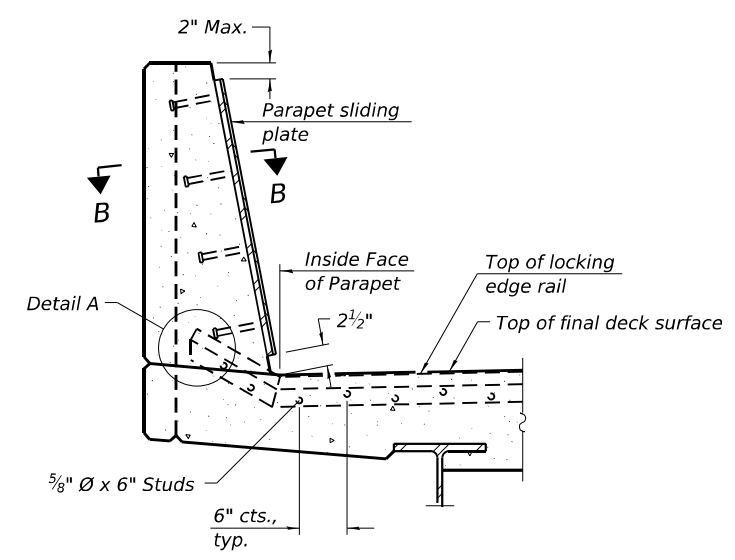


SECTION B-B

(3/4" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

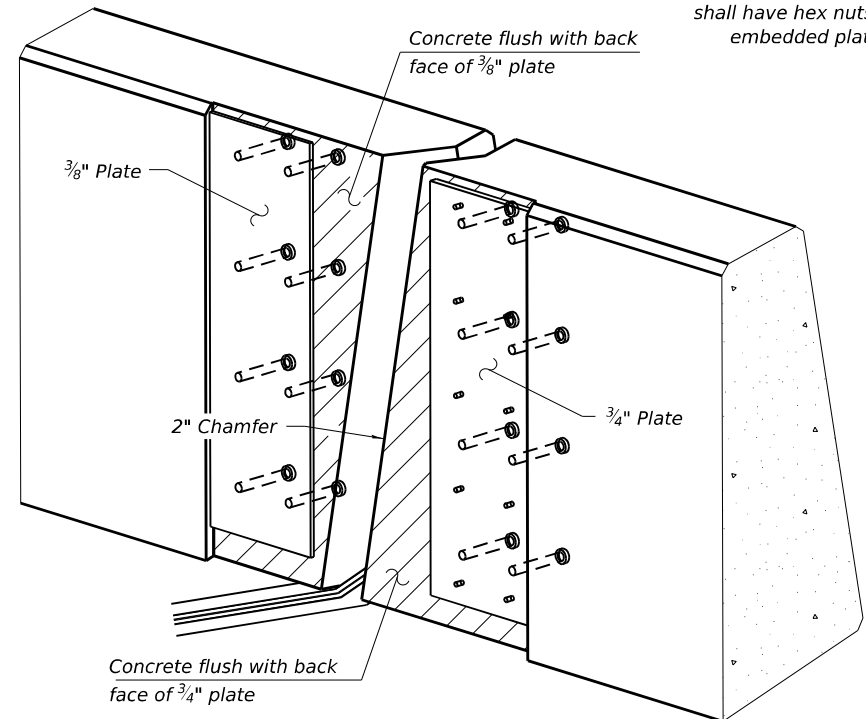
Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.
 39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

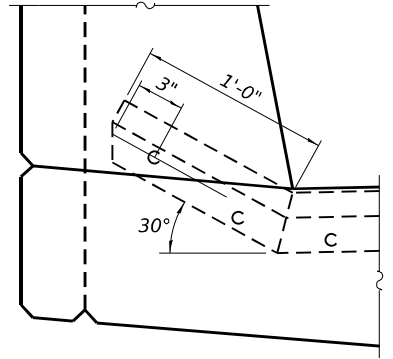


SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)

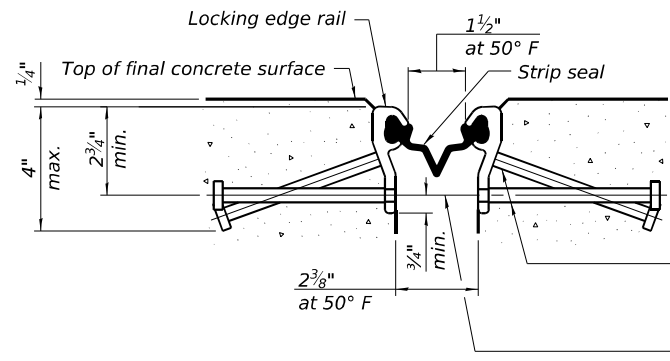


TRIMETRIC VIEW
 (Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



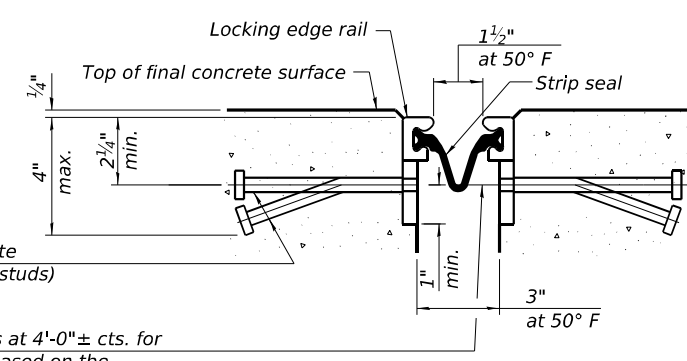
SHOWNING ROLLED RAIL JOINT

* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

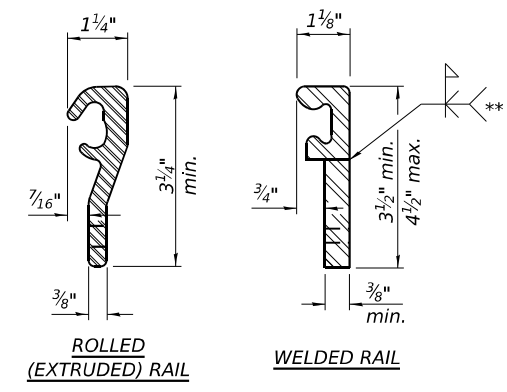
3/8" Ø threaded rods in 7/16" Ø holes at 4'-0" ± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates within 90 minutes after concrete is set.

SECTION A-A

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



SHOWNING WELDED RAIL JOINT



LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

| Item | Unit | Total |
|----------------------------|------|-------|
| Preformed Joint Strip Seal | Foot | 104 |

EJ-SS

10-3-2025



| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| PLOT SCALE = | CHECKED - VSP | REVISED - |
| PLOT DATE = | DRAWN - KJA | REVISED - |
| | CHECKED - BAS | REVISED - |

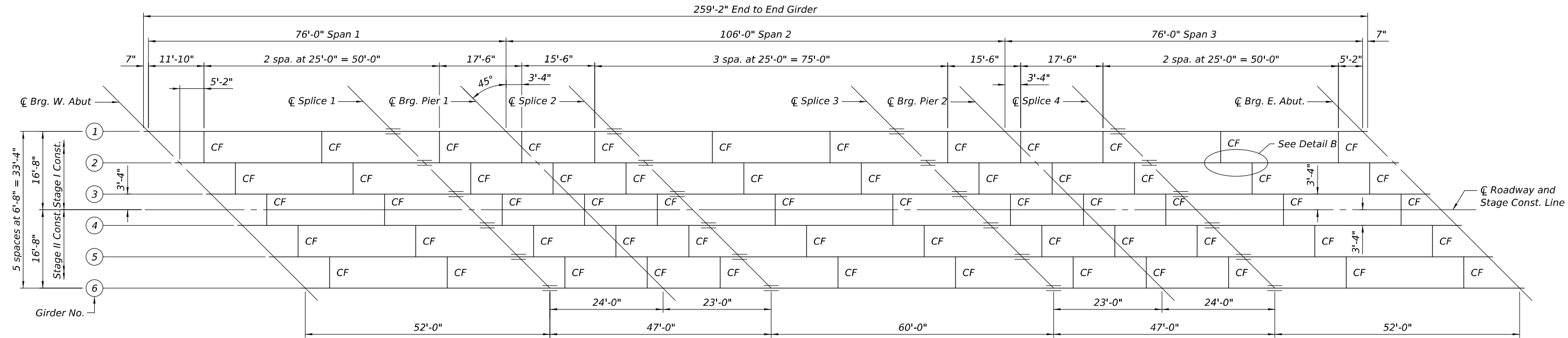
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 023-0036**

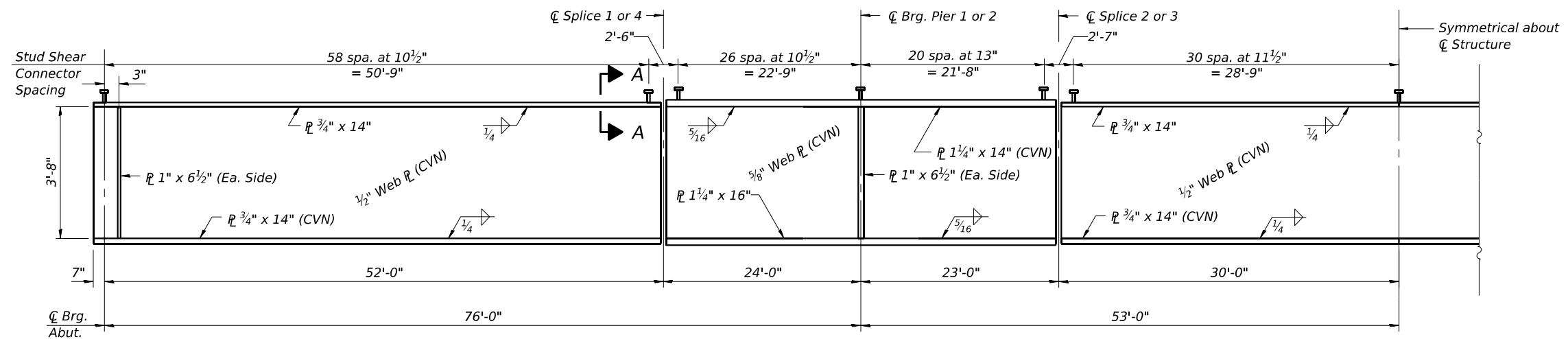
SHEET 16 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 54 |

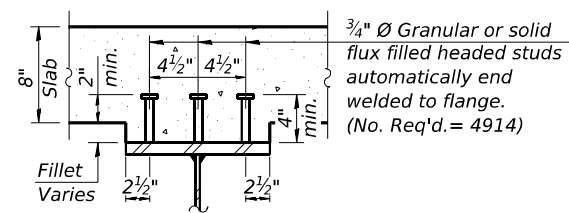
CONTRACT NO. 70D62
 ILLINOIS FED. AID PROJECT



FRAMING PLAN



GIRDER ELEVATION



SECTION A-A

Notes:
 All plate girder flanges, webs, and bearing stiffeners shall be AASHTO M270 Grade 50.
 Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
 All cross frames between girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer.
 For additional structural steel details see sheets 18 and 19 of 30.

MODEL: Default
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MAURER-STUTZ
 ENGINEERS SURVEYORS

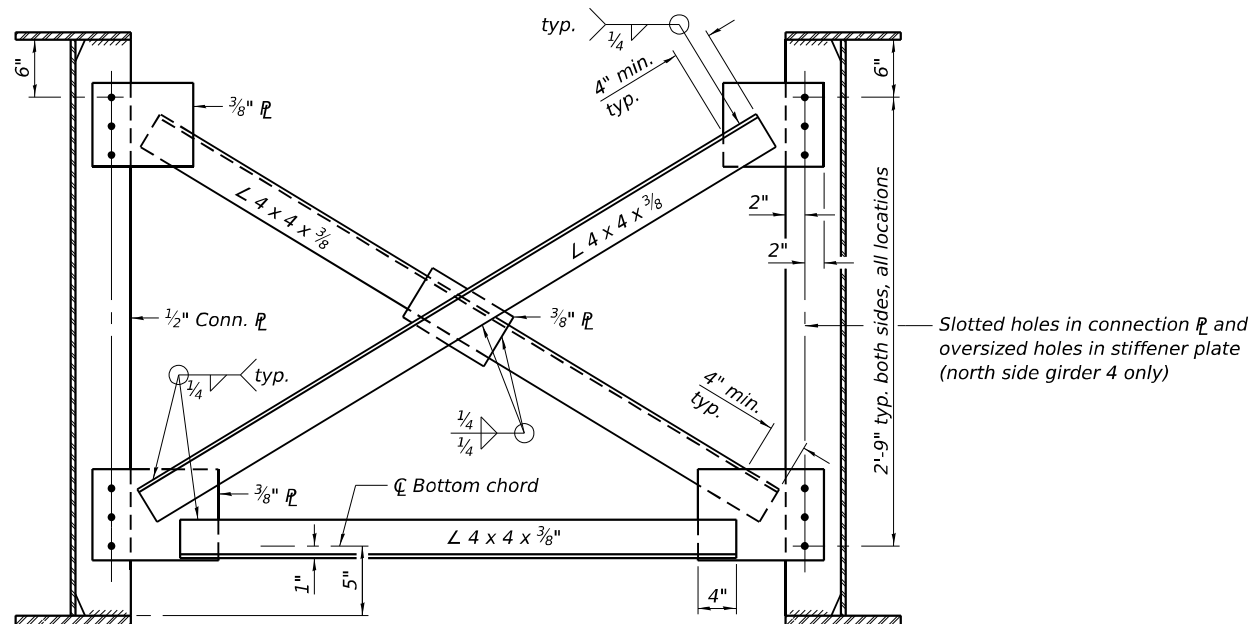
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|-----------------------|----------------|-----------|
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| | CHECKED - VSP | REVISED - |
| PLOT SCALE = | DRAWN - KJA | REVISED - |
| PLOT DATE = | CHECKED - BAS | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL
 STRUCTURE NO. 023-0036

SHEET 17 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 55 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



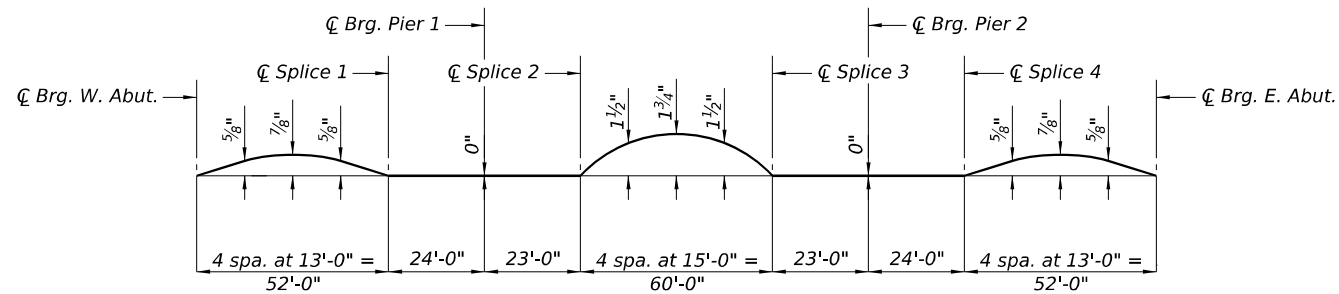
INTERIOR CROSS-FRAME (CF)
(60 required)

Notes:

Detail $1\frac{5}{16}$ " \emptyset holes for all $\frac{3}{4}$ " \emptyset bolts at cross frames, except as noted below.

For cross-frames between girder 3 and girder 4, $1\frac{3}{16}$ " x $1\frac{7}{8}$ " vertical slotted holes are necessary in the girder 4 connection plate. Slots shall be positioned such that the bolts start at one end with no concrete load and finish near the opposite end after the deck pour. Bolts in slotted holes shall be finger tightened then fully tightened after the second stage deck pour.

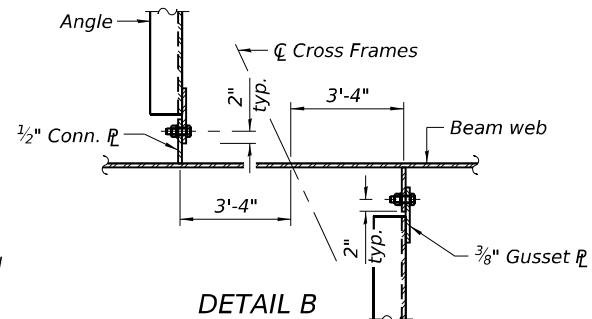
Provide two hardened washers for each set of oversized holes.
Provide $\frac{5}{16}$ " x 3" x 3" \emptyset washer over each slotted hole.



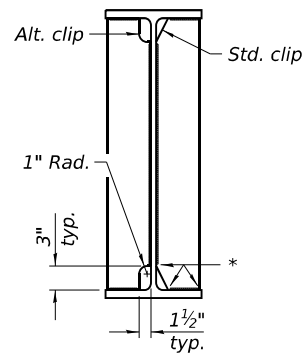
CAMBER DIAGRAM

TOP OF WEB ELEVATIONS
(FOR FABRICATION ONLY)

| | Girder 1 | Girder 2 | Girder 3 | Girder 4 | Girder 5 | Girder 6 |
|-----------------|----------|----------|----------|----------|----------|----------|
| ☐ Brg. W. Abut. | 732.086 | 732.256 | 732.406 | 732.446 | 732.396 | 732.306 |
| ☐ Splice 1 | 732.350 | 732.506 | 732.637 | 732.666 | 732.592 | 732.493 |
| ☐ Brg. Pier 1 | 732.455 | 732.605 | 732.735 | 732.755 | 732.675 | 732.565 |
| ☐ Splice 2 | 732.556 | 732.700 | 732.829 | 732.841 | 732.754 | 732.634 |
| ☐ Splice 3 | 732.654 | 732.765 | 732.862 | 732.862 | 732.763 | 732.630 |
| ☐ Brg. Pier 2 | 732.615 | 732.725 | 732.815 | 732.805 | 732.695 | 732.555 |
| ☐ Splice 4 | 732.575 | 732.683 | 732.766 | 732.746 | 732.624 | 732.477 |
| ☐ Brg. E. Abut. | 732.456 | 732.556 | 732.616 | 732.586 | 732.446 | 732.286 |

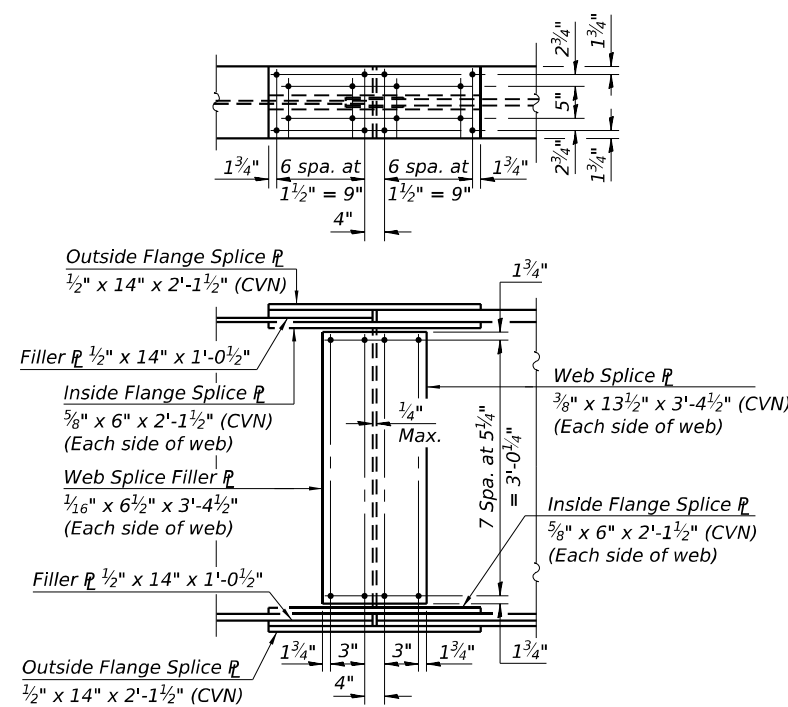


DETAIL B



WELD LIMITS AND CLIP DETAILS

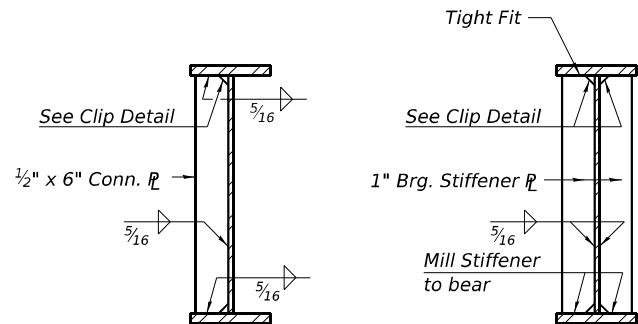
* Stop welds $\frac{1}{4}$ " ($\pm\frac{1}{8}$ ") from edges as shown. Typical.



FIELD SPLICE DETAIL
(24 required)

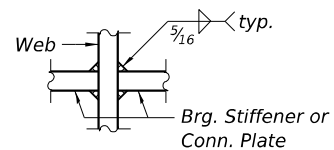
Notes:

All flange and web splice plates, except filler plates, shall be AASHTO M270 Grade 50.
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
Detail $1\frac{5}{16}$ " \emptyset holes for all $\frac{7}{8}$ " \emptyset bolts at field splices.

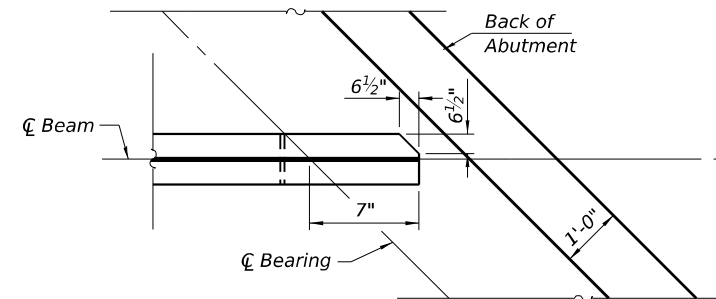


CONNECTION PLATE DETAIL

BEARING STIFFENER DETAIL



WEB WELD DETAIL



BEAM PLAN AT ABUTMENT
(Showing top flange of beam)

MODEL: Default
FILE NAME: S:\237\2024\237240\10.03 (210-023 DS W03 CN70D62 Structure Plans Phase III)\03 Design\CADD\CADD_Sheets\70D62-0230036-01B-Structural_Steel_Details.dgn
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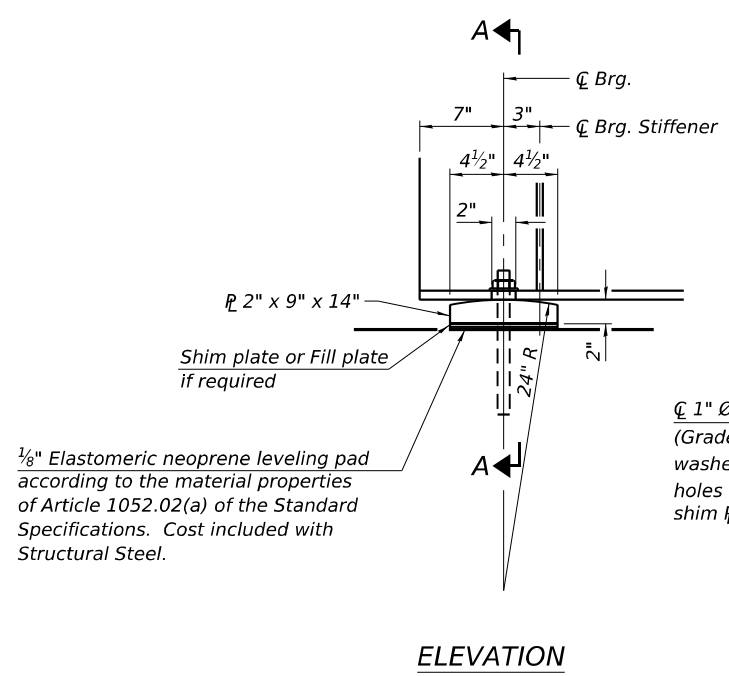
| INTERIOR GIRDER MOMENT TABLE | | | |
|--|--------------------------|------------------|-----------|
| | 0.4 Sp. 1 or 0.6 Sp. 3 | Pier 1 or Pier 2 | 0.5 Sp. 2 |
| I _s | (in ⁴) 14064 | 23588 | 14064 |
| I _c (n) | (in ⁴) 35205 | 53625 | 35205 |
| I _c (3n) | (in ⁴) 26701 | 39731 | 26701 |
| I _c (cr) | (in ⁴) 16358 | 28282 | 16358 |
| S _s | (in ³) 618.2 | 1054.0 | 618.2 |
| S _c (n) | (in ³) 864.6 | 1390.7 | 864.6 |
| S _c (3n) | (in ³) 794.7 | 1276.3 | 794.7 |
| S _c (cr) | (in ³) | 1133.5 | |
| S _x | (in ³) 827.9 | 1113.9 | 812.8 |
| DC1 | (k/ft) 0.869 | 0.957 | 0.869 |
| M _{DC1} | (k) 266.7 | 864.0 | 379.5 |
| DC2 | (k/ft) 0.175 | 0.175 | 0.175 |
| M _{DC2} | (k) 54.6 | 166.6 | 79.2 |
| DW | (k/ft) 0.333 | 0.333 | 0.333 |
| M _{DW} | (k) 104.1 | 317.4 | 150.8 |
| LLDF | 0.582 | 0.564 | 0.549 |
| M _{ℓ + IM} | (k) 894.2 | 1202.3 | 921.4 |
| f _ℓ (Strength I) | (ksi) 0 | 0 | 0 |
| M _u + 1/3 f _ℓ S _x | (k) 2122.7 | 3868.4 | 2411.8 |
| Φ _f M _n | (k) 4484.7 | | 4399.9 |
| f _s DC1 | (ksi) 5.18 | 9.84 | 7.37 |
| f _s DC2 | (ksi) 0.83 | 1.76 | 1.20 |
| f _s DW | (ksi) 1.57 | 3.36 | 2.28 |
| f _s (ℓ + IM) | (ksi) 12.41 | 12.73 | 12.79 |
| f _ℓ (Service II) | (ksi) 0 | 0 | 0 |
| f _s + 1/2 (Service II) | (ksi) 23.71 | 31.51 | 27.46 |
| Service II Resistance | (ksi) 47.50 | 47.50 | 47.50 |
| f _s + 1/3 (Strength I) | (ksi) | 41.82 | |
| Φ _f F _n | (ksi) | 50.00 | |
| V _f | (k) 28.86 | 31.93 | 23.65 |

| GIRDER REACTION TABLE | | |
|--|------------|--------|
| | Abut. | Pier |
| LLDF | 0.72 | 0.72 |
| OCF | 1.2 | 1.2 |
| R _{DC1} | (k) 21.98 | 94.22 |
| R _{DC2} | (k) 4.46 | 18.12 |
| R _{DW} | (k) 8.49 | 34.51 |
| R _ℓ | (k) 71.86 | 137.34 |
| R _{im} | (k) 17.37 | 27.28 |
| R _{Total} (Strength I)(Impact) | (k) 201.94 | 480.28 |
| R _{Total} (Strength I)(No Impact) | (k) 171.54 | 432.54 |

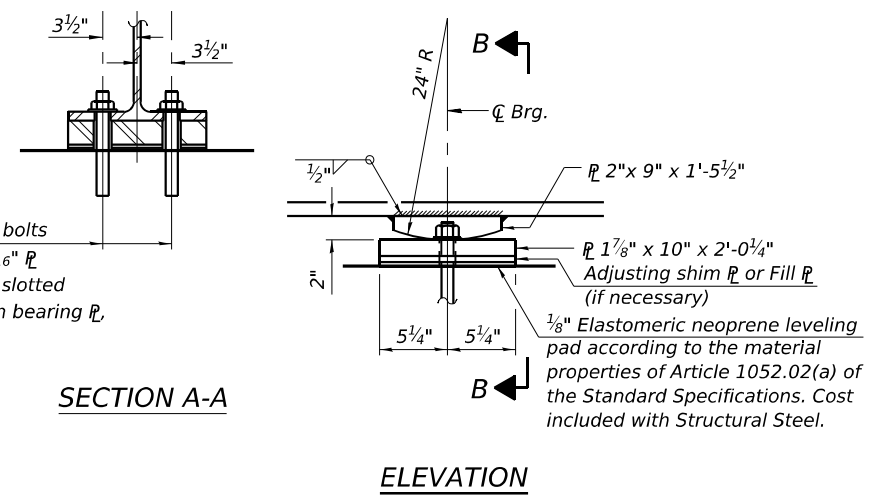
- I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
- I_c (n), S_c (n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).
- I_c (3n), S_c (3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- I_c (cr), S_c (cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).
- S_x: Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
- M_{ℓ + IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u: Strength I load combination of factored design moments (kip-ft.). 1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{ℓ + IM}
- f_ℓ: Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).
- Φ_f M_n: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi). M_{DC1} / S_s
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi). M_{DC2} / S_c (3n) or M_{DC2} / S_c (cr) as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi). M_{DW} / S_c (3n) or M_{DW} / S_c (cr) as applicable.
- f_s (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi). M_{ℓ + IM} / S_c (n) or M_{ℓ + IM} / S_c (cr) as applicable.
- f_s + f_ℓ / 2 (Service II): Sum of stresses as computed below (ksi). f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (ℓ + IM) + f_ℓ / 2
- Service II Resistance: Composite (0.95R_nF_{yI}) or noncomposite (0.80R_nF_{yI}) stress capacity according to Article 6.10.4.2 (ksi).
- f_s + f_ℓ / 3 (Strength I): Sum of stresses as computed below on non-composite sections (ksi). 1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (ℓ + IM) + f_ℓ / 3
- Φ_f F_n: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).
- V_f: Maximum factored shear range in span computed according to Article 6.10.10.
- OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
- R_{DC1}: Un-factored reaction due to non-composite dead load (kip).
- R_{DC2}: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
- R_{DW}: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
- R_ℓ: Un-factored live load reaction (kip).
- R_{im}: Un-factored dynamic load allowance (impact) (kip).
- R_{Total}(Strength I)(Impact): Strength I load combination of factored design reactions (kip). 1.25 (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75 (R_ℓ + R_{im})
- R_{Total}(Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip). 1.25 (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75 (R_ℓ)

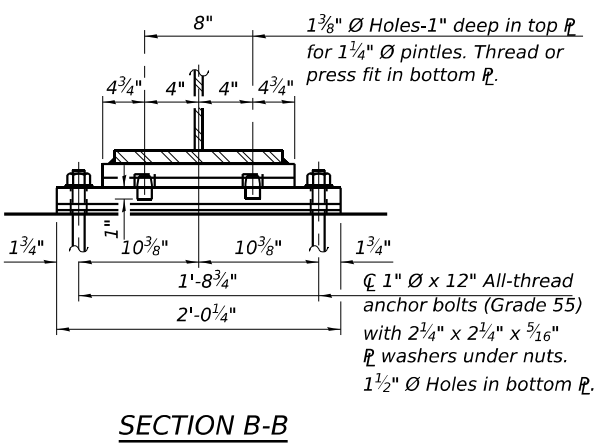
Notes:
 Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
 Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and places as shown on bearing plates.
 All bearing plates, shim plates, fill plates, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
 The structural steel plates and pintles shall conform to the requirements of AASHTO M 270 Grade 50.
 The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.



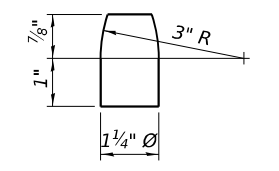
FIXED BEARING AT ABUTMENT
(12 required)



FIXED BEARING AT PIER
(12 required)



SECTION B-B



PINTLE

BILL OF MATERIAL

| Item | Unit | Total |
|------------------|------|-------|
| Anchor Bolts, 1" | Each | 48 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 023-0036

SHEET 19 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 57 |

CONTRACT NO. 70D62

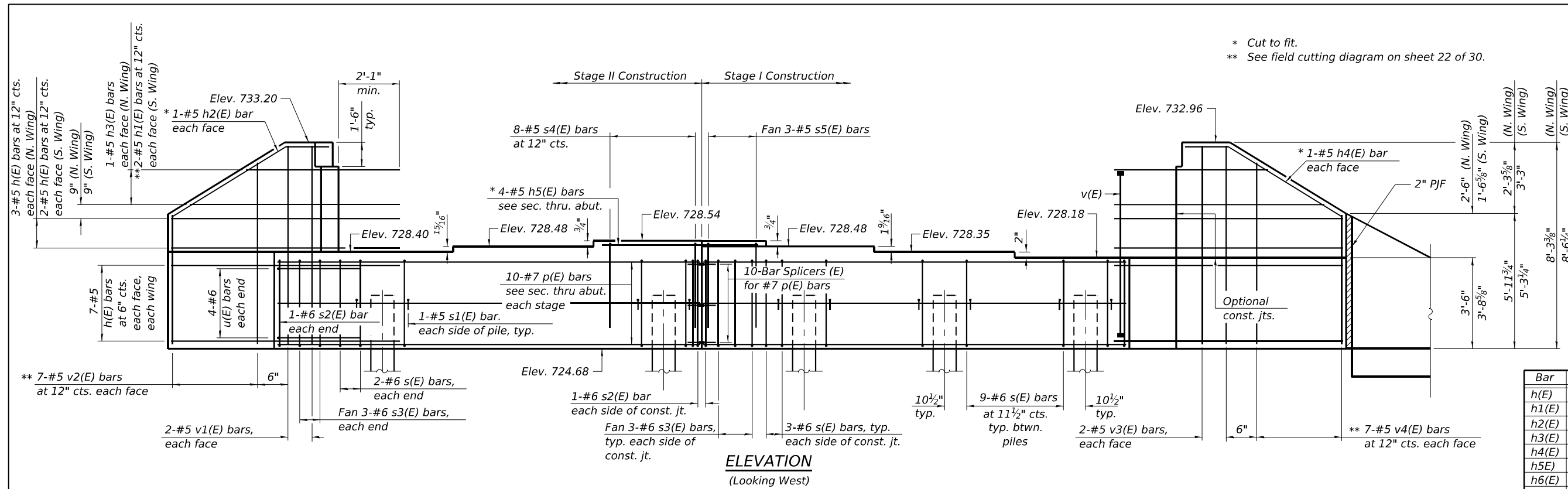
ILLINOIS FED. AID PROJECT

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 4/8/2026 12:01:02 PM

MAURER-STUTZ
ENGINEERS SURVEYORS

| | | |
|-----------------------|----------------|-------------|
| USER NAME = baswanson | DESIGNED - KJA | REVISIONS - |
| PLOT SCALE = | CHECKED - VSP | REVISIONS - |
| PLOT DATE = | DRAWN - KJA | REVISIONS - |
| | CHECKED - BAS | REVISIONS - |

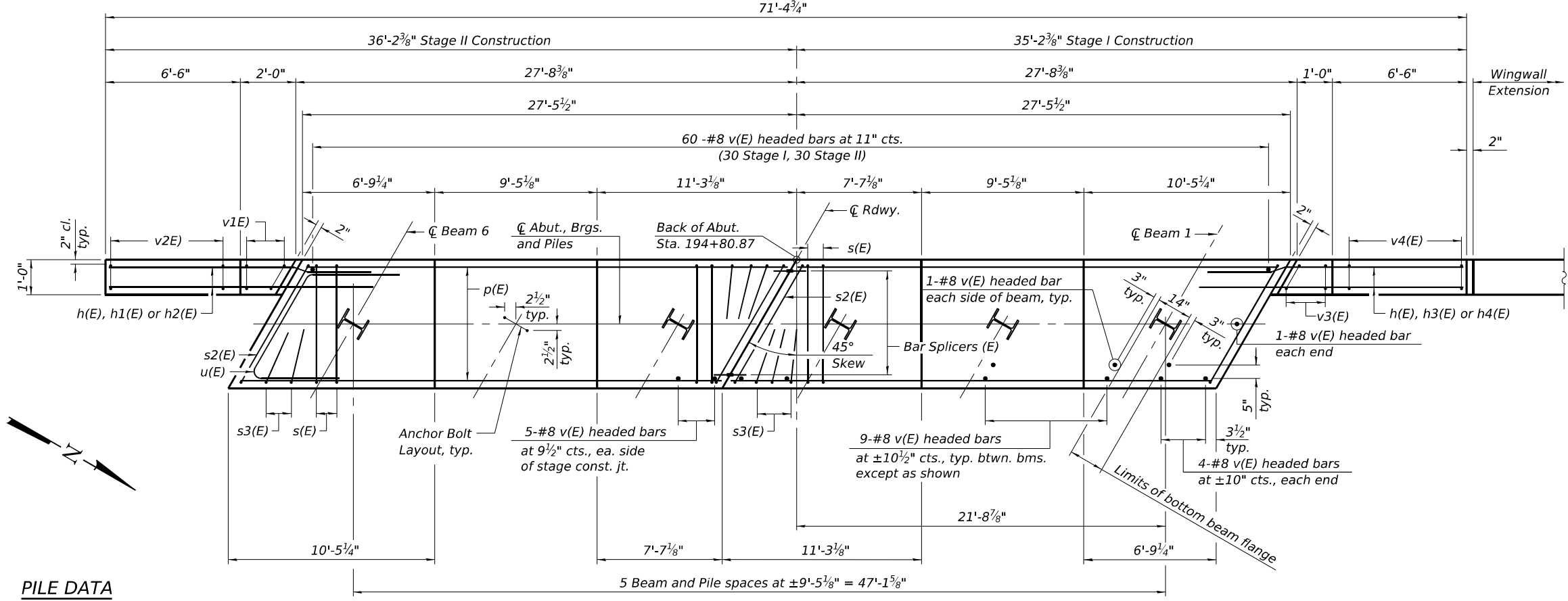
* Cut to fit.
 ** See field cutting diagram on sheet 22 of 30.



ELEVATION
 (Looking West)

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| h(E) | 38 | #5 | 10'-5" | — |
| h1(E) | 2 | #5 | 16'-4" | — |
| h2(E) | 2 | #5 | 8'-7" | — |
| h3(E) | 2 | #5 | 9'-2" | — |
| h4(E) | 2 | #5 | 8'-2" | — |
| h5(E) | 4 | #5 | 10'-8" | — |
| h6(E) | 14 | #4 | 3'-8" | — |
| n(E) | 5 | #4 | 7'-1" | — |
| p(E) | 20 | #7 | 27'-1" | — |
| s(E) | 46 | #6 | 14'-4" | — |
| s1(E) | 12 | #5 | 4'-4" | — |
| s2(E) | 4 | #6 | 17'-1" | — |
| s3(E) | 12 | #6 | 9'-10" | — |
| s4(E) | 8 | #5 | 7'-2" | — |
| s5(E) | 3 | #5 | 5'-3" | — |
| t(E) | 8 | #4 | 3'-2" | — |
| u(E) | 8 | #6 | 11'-0" | — |
| v(E) | 128 | #8 | 6'-2" | — |
| v1(E) | 4 | #5 | 8'-1" | — |
| v2(E) | 7 | #5 | 13'-0" | — |
| v3(E) | 4 | #5 | 7'-10" | — |
| v4(E) | 7 | #5 | 13'-5" | — |
| v5(E) | 5 | #4 | 5'-7" | — |
| w(E) | 8 | #4 | 3'-8" | — |
| Structure Excavation | | | Cu. Yd. | 111 |
| Concrete Structures | | | Cu. Yd. | 33.8 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 5670 |
| Furnishing Steel Piles HP12x63 | | | Foot | 355 |
| Driving Piles | | | Foot | 355 |
| Test Pile Steel HP12x63 | | | Each | 1 |
| Piles Shoes | | | Each | 6 |



PLAN

PILE DATA

Type: Steel - HP 12x63 with pile shoes
 Nominal Required Bearing: 418 kips
 Factored Resistance Available: 230 kips
 Est. Length: 71 ft.
 No. Production Piles: 5
 No. Test Piles: 1

Notes:
 Pour steps monolithically with cap.
 For details of piles, see sheet 24 of 30.
 See sheet 22 of 30 for section thru abutment, wingwall extension, bar details, and cutting diagram.

MODEL: Default
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 4/8/2026 12:01:03 PM



| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| PLOT SCALE = | CHECKED - VSP | REVISED - |
| PLOT DATE = | DRAWN - KJA | REVISED - |
| | CHECKED - BAS | REVISED - |

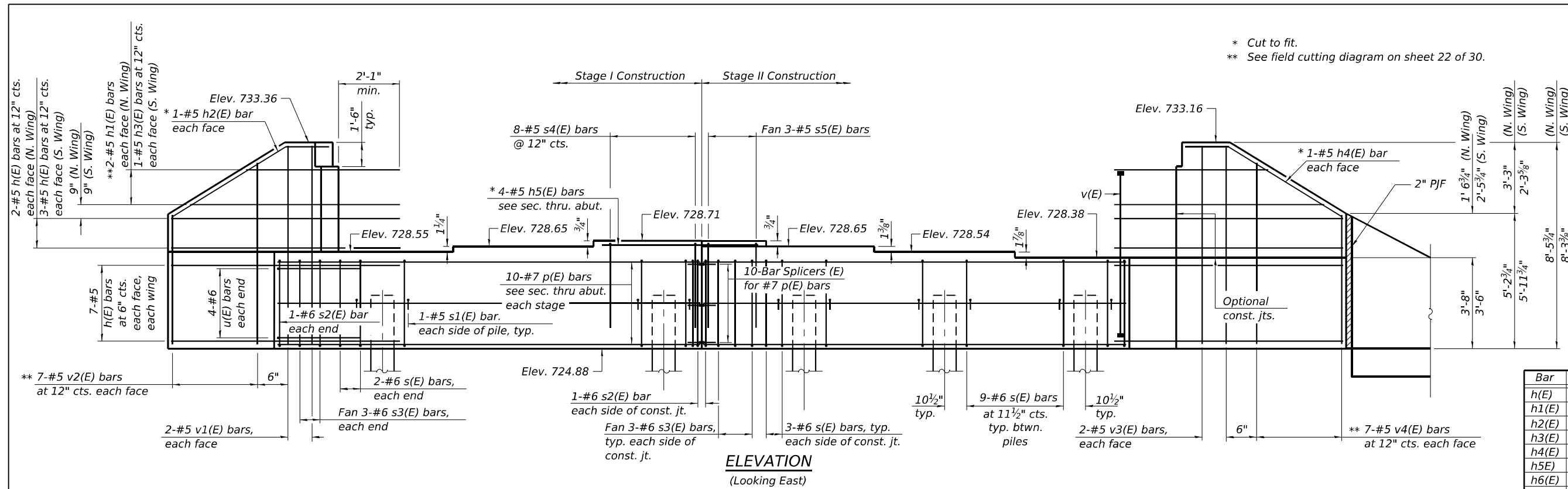
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
 STRUCTURE NO. 023-0036

SHEET 20 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 58 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

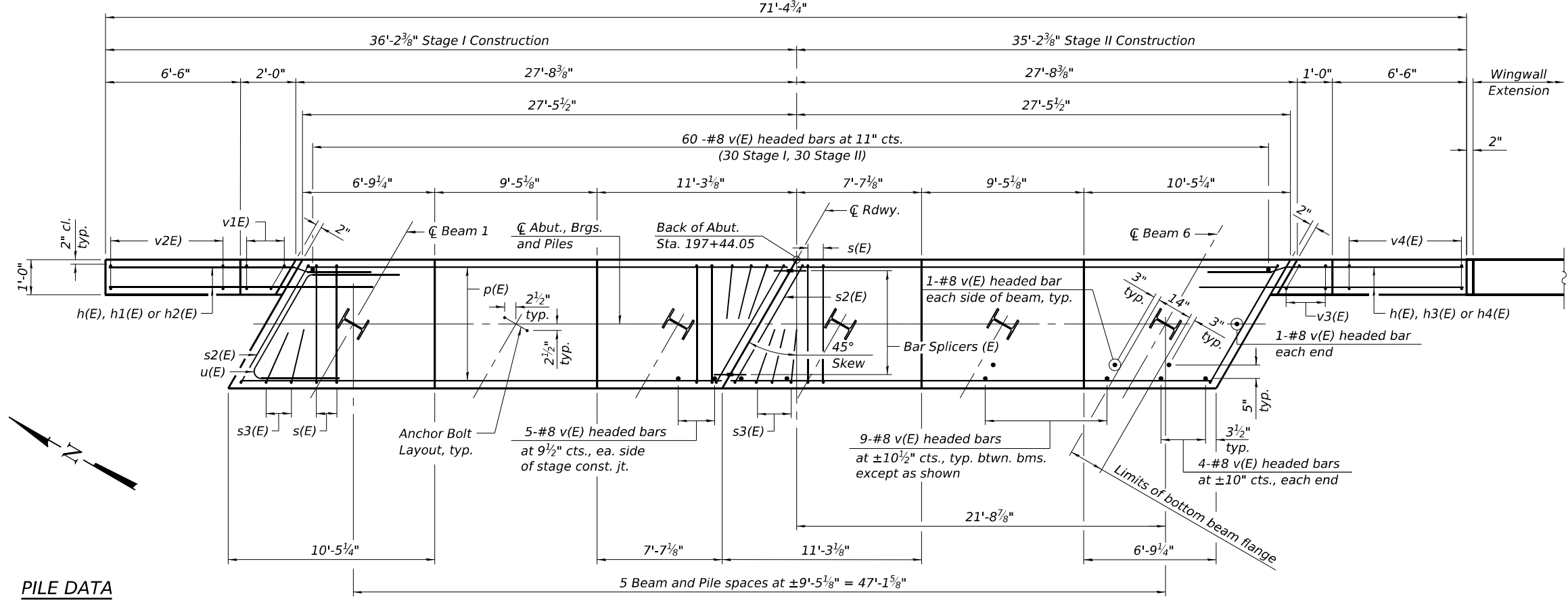
* Cut to fit.
 ** See field cutting diagram on sheet 22 of 30.



ELEVATION
 (Looking East)

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|-------|
| h(E) | 38 | #5 | 10'-5" | — |
| h1(E) | 2 | #5 | 16'-4" | — |
| h2(E) | 2 | #5 | 8'-7" | — |
| h3(E) | 2 | #5 | 9'-2" | — |
| h4(E) | 2 | #5 | 8'-2" | — |
| h5(E) | 4 | #5 | 10'-8" | — |
| h6(E) | 14 | #4 | 3'-8" | — |
| n(E) | 5 | #4 | 7'-1" | — |
| p(E) | 20 | #7 | 27'-1" | — |
| s(E) | 46 | #6 | 14'-4" | — |
| s1(E) | 12 | #5 | 4'-4" | — |
| s2(E) | 4 | #6 | 17'-1" | — |
| s3(E) | 12 | #6 | 9'-10" | — |
| s4(E) | 8 | #5 | 7'-2" | — |
| s5(E) | 3 | #5 | 5'-3" | — |
| t(E) | 8 | #4 | 3'-2" | — |
| u(E) | 8 | #6 | 11'-0" | — |
| v(E) | 128 | #8 | 6'-2" | — |
| v1(E) | 4 | #5 | 8'-1" | — |
| v2(E) | 7 | #5 | 13'-0" | — |
| v3(E) | 4 | #5 | 7'-10" | — |
| v4(E) | 7 | #5 | 13'-5" | — |
| v5(E) | 5 | #4 | 5'-7" | — |
| w(E) | 8 | #4 | 3'-8" | — |
| Structure Excavation | | | Cu. Yd. | 111 |
| Concrete Structures | | | Cu. Yd. | 33.7 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 5670 |
| Furnishing Steel Piles HP12x63 | | | Foot | 330 |
| Driving Piles | | | Foot | 330 |
| Test Pile Steel HP12x63 | | | Each | 1 |
| Piles Shoes | | | Each | 6 |



PLAN

PILE DATA

Type: Steel - HP 12x63 with pile shoes
 Nominal Required Bearing: 418 kips
 Factored Resistance Available: 230 kips
 Est. Length: 66 ft.
 No. Production Piles: 5
 No. Test Piles: 1

Notes:
 Pour steps monolithically with cap.
 For details of piles, see sheet 24 of 30.
 See sheet 22 of 30 for section thru abutment, wingwall extension, bar details, and cutting diagram.

MODEL: Default
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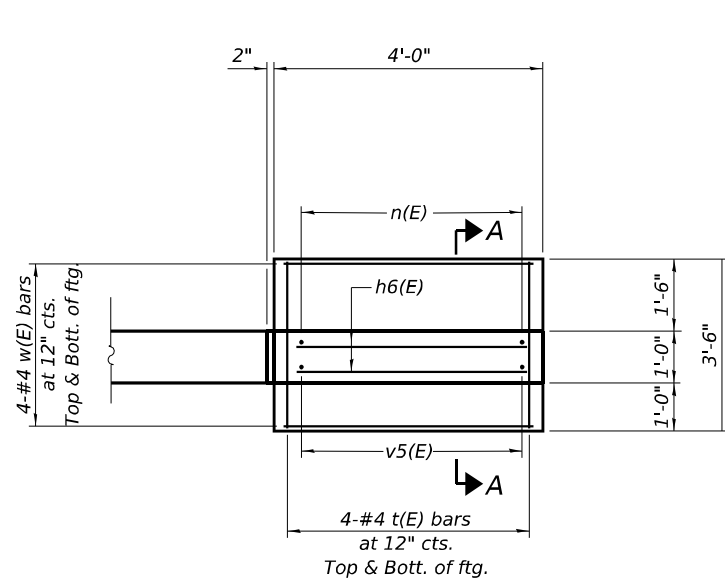


| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| PLOT SCALE = | CHECKED - VSP | REVISED - |
| PLOT DATE = | DRAWN - KJA | REVISED - |
| | CHECKED - BAS | REVISED - |

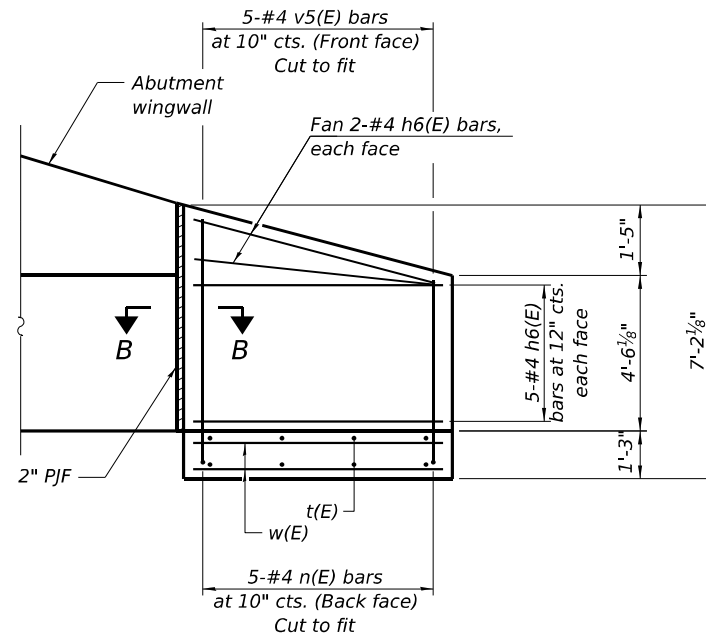
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT
 STRUCTURE NO. 023-0036**

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 59 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

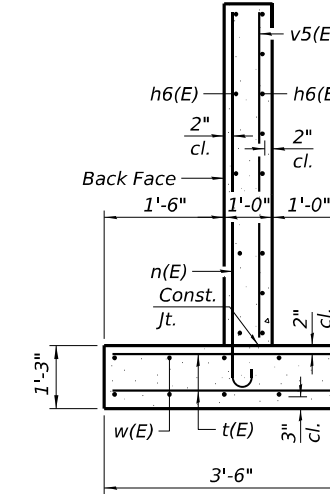


PLAN - WINGWALL EXTENSION



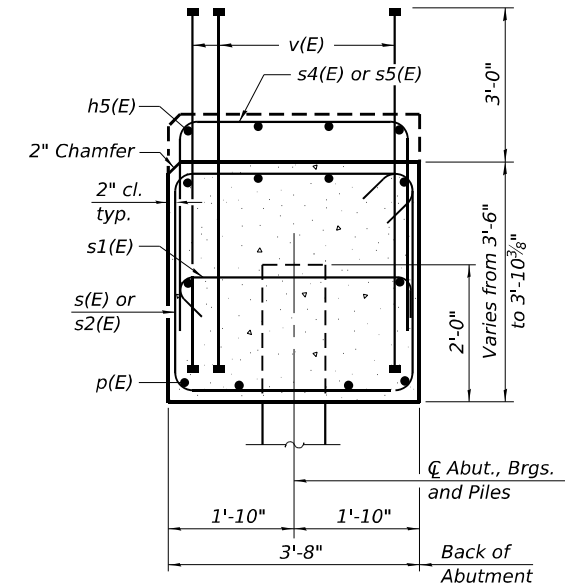
ELEVATION - WINGWALL EXTENSION

(Looking West for West Abutment)
(Looking East for East Abutment)



SECTION A-A

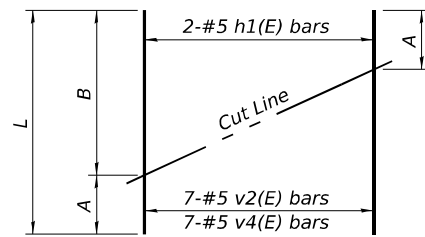
(Max. Applied Service Bearing Pressure = 1.24 ksf)



SEC. THRU ABUT.

Dimensions at right angles to abutment.

Notes:
See sheets 20 and 21 of 30 for Bill of Materials for each abutment.
Bar terminators, paid for separately. See Total Bill of Material.

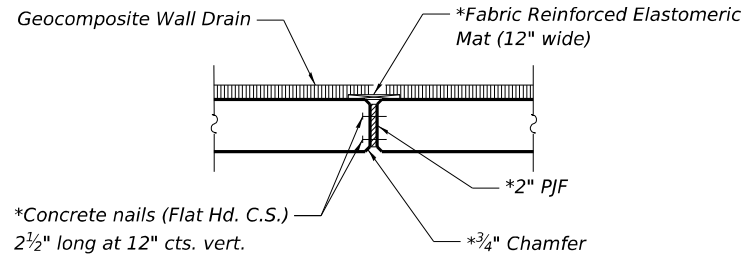


FIELD CUTTING DIAGRAM

Order applicable bars full length. Cut as shown and use remainder of bars in opposite face.

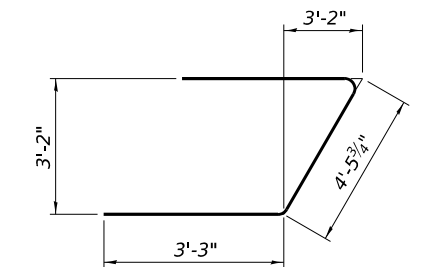
A, B, & L DIMENSIONS

| Bar | A | B | L |
|-------|-------|-------|--------|
| h1(E) | 7'-2" | 9'-2" | 16'-4" |
| v2(E) | 5'-0" | 8'-0" | 13'-0" |
| v4(E) | 5'-8" | 7'-9" | 13'-5" |

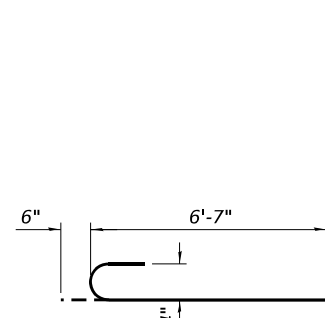


SECTION B-B

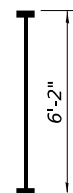
*Included in cost of Concrete Structures



BAR u(E)

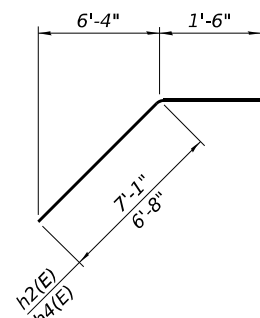


BAR n(E)

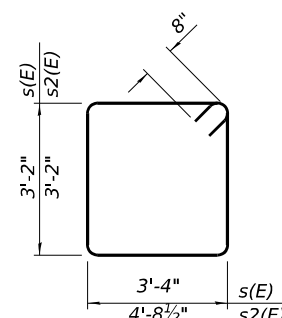


BAR v(E)

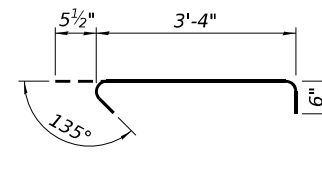
(Headed. 512 - #8 Bar terminators)



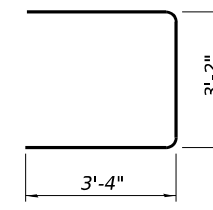
BARS h2(E) & h4(E)



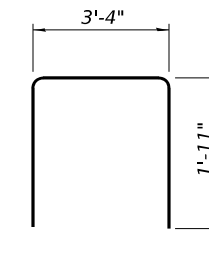
BAR s(E) & s2(E)



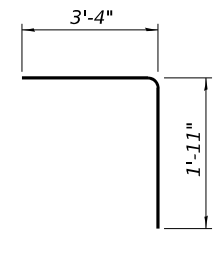
BAR s1(E)



BAR s3(E)



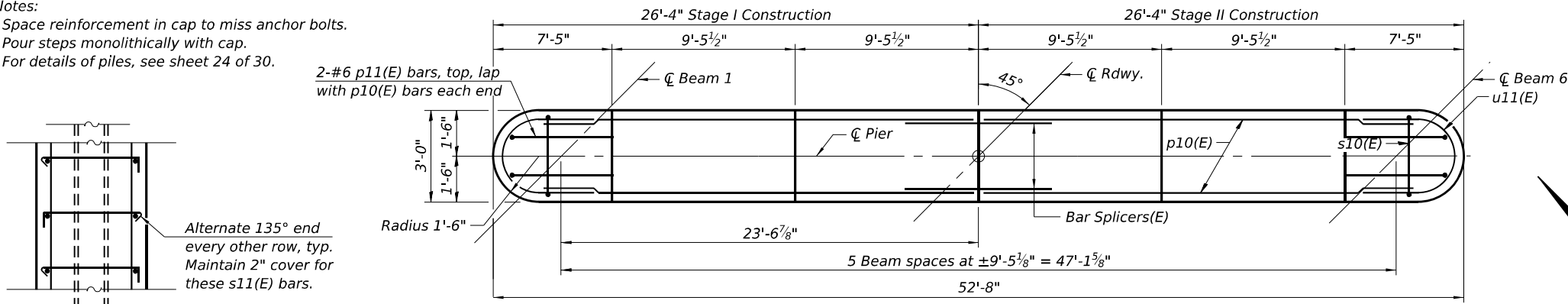
BARS s4(E)



BARS s5(E)

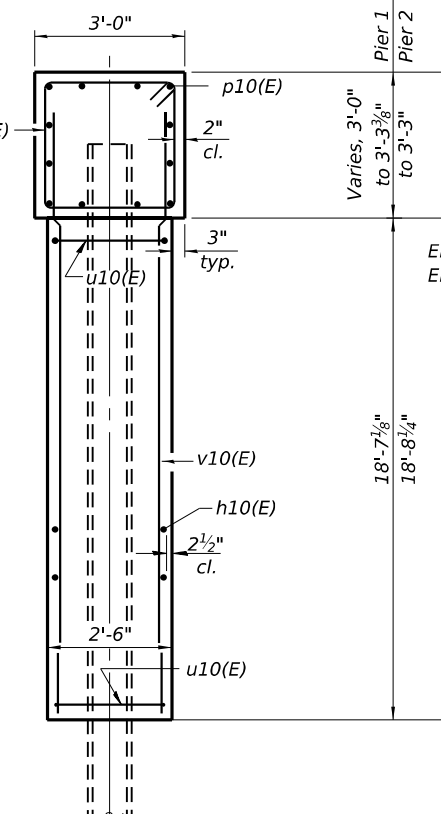
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Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 24 of 30.

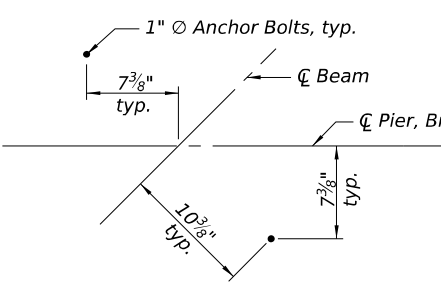


SECTION B-B

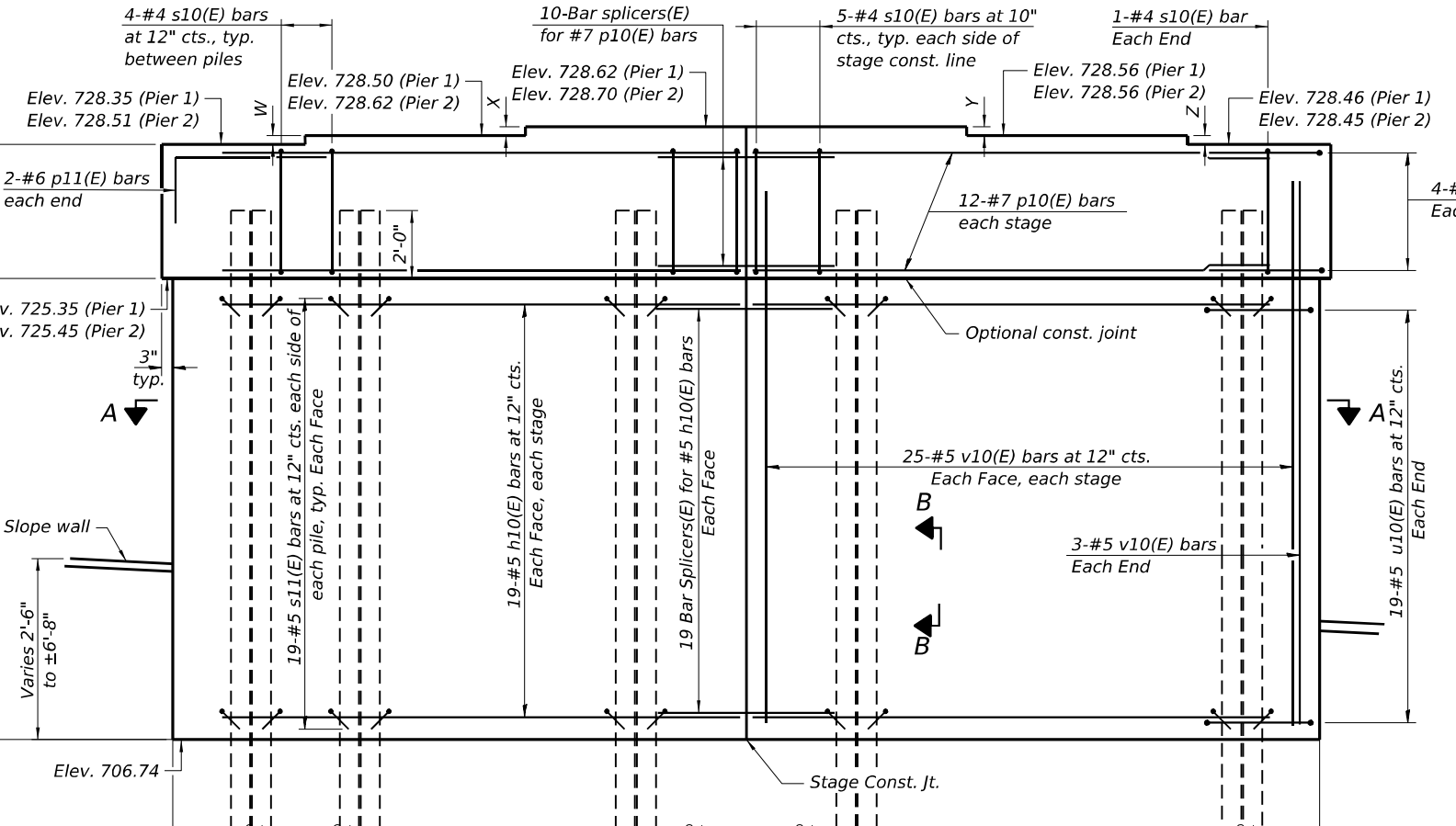
Alternate 135° end every other row, typ. Maintain 2" cover for these s11(E) bars.



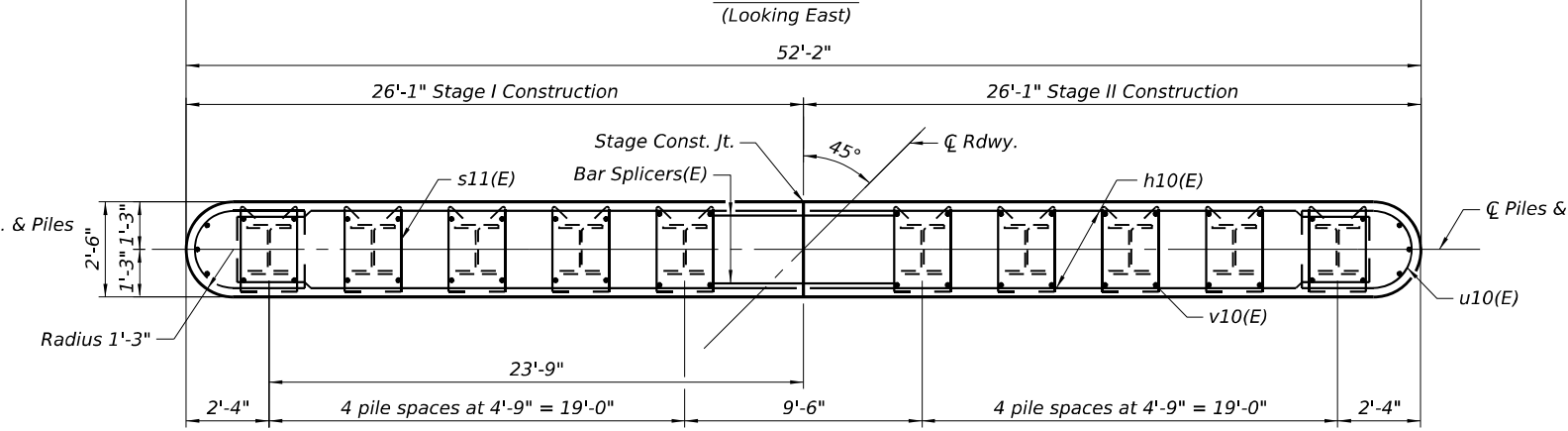
END VIEW



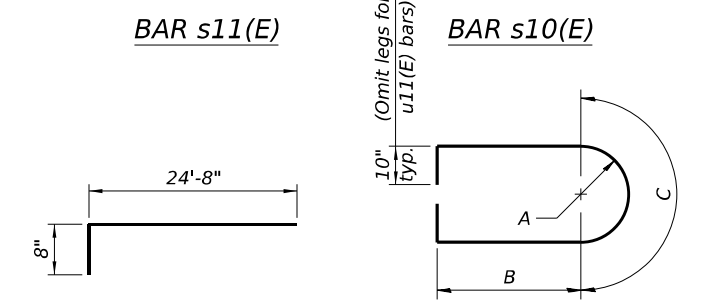
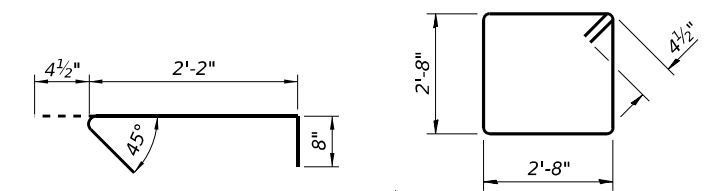
ANCHOR BOLT LAYOUT



ELEVATION (Looking East)



SECTION A-A



W, X, Y, & Z DIMENSIONS

| Elev. | Pier 1 | Pier 2 |
|-------|----------|---------|
| W | 1 13/16" | 1 3/16" |
| X | 1 7/16" | 1 5/16" |
| Y | 3/4" | 1 3/16" |
| Z | 1 3/16" | 1 1/16" |

PILE DATA (PIER 1)
 Type: Steel-HP 12x63 with pile shoes
 Nominal Required Bearing: 497 kips
 Factored Resistance Available: 273 kips
 Est. Length: 73 ft.
 No. Production Piles: 9
 No. Test Piles: 1

PILE DATA (PIER 2)
 Type: Steel-HP 12x63 with pile shoes
 Nominal Required Bearing: 497 kips
 Factored Resistance Available: 273 kips
 Est. Length: 73 ft.
 No. Production Piles: 9
 No. Test Piles: 1

BILL OF MATERIAL (2 PIERS)

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|---------|--------|----------|
| h10(E) | 152 | #5 | 25'-4" | [Symbol] |
| p10(E) | 48 | #7 | 24'-8" | [Symbol] |
| p11(E) | 8 | #6 | 5'-9" | [Symbol] |
| s10(E) | 88 | #4 | 11'-5" | [Symbol] |
| s11(E) | 760 | #4 | 3'-3" | [Symbol] |
| u10(E) | 76 | #5 | 10'-4" | [Symbol] |
| u11(E) | 16 | #6 | 11'-5" | [Symbol] |
| v10(E) | 212 | #5 | 20'-1" | [Symbol] |
| Structure Excavation | | Cu. Yd. | 55 | |
| Concrete Structures | | Cu. Yd. | 213.5 | |
| Reinforcement Bars, Epoxy Coated | | Pound | 14360 | |
| Furnishing Steel Piles, HP 12x63 | | Foot | 1314 | |
| Driving Piles | | Foot | 1314 | |
| Test Pile Steel HP 12x63 | | Each | 2 | |
| Pile Shoes | | Each | 20 | |

MODEL: Default
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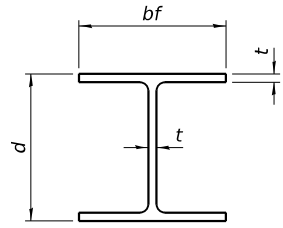
| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| PLOT SCALE = | CHECKED - VSP | REVISED - |
| PLOT DATE = | DRAWN - KJA | REVISED - |
| | CHECKED - BAS | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIERS
 STRUCTURE NO. 023-0036

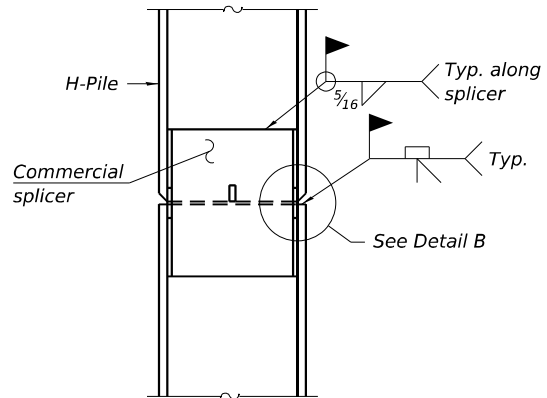
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 61 |

CONTRACT NO. 70D62
 ILLINOIS FED. AID PROJECT

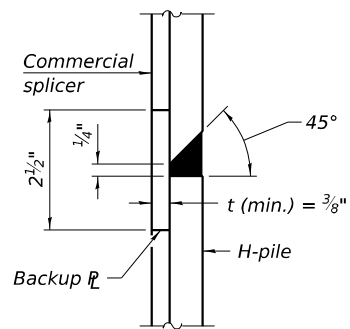


STEEL PILE TABLE

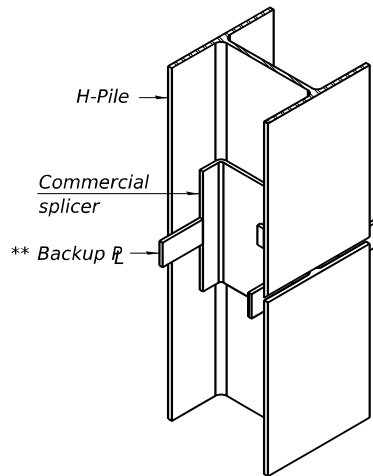
| Designation | Depth d | Flange width bf | Web and Flange thickness t | Encasement diameter A |
|-------------|---------|-----------------|----------------------------|-----------------------|
| HP 18x181 | 18 | 18 | 1 | 36" |
| x157 | 17 3/4" | 17 7/8" | 7/8" | 36" |
| x135 | 17 1/2" | 17 3/4" | 3/4" | 36" |
| HP 16x183 | 16 1/2" | 16 1/2" | 1 1/8" | 36" |
| x162 | 16 1/4" | 16 1/8" | 1" | 36" |
| x141 | 16 | 16 | 7/8" | 36" |
| x121 | 15 3/4" | 15 7/8" | 3/4" | 36" |
| HP 14x117 | 14 1/4" | 14 7/8" | 13/16" | 30" |
| x102 | 14" | 14 3/4" | 1 1/16" | 30" |
| x89 | 13 7/8" | 14 3/4" | 5/8" | 30" |
| x73 | 13 5/8" | 14 3/8" | 1/2" | 30" |
| HP 12x84 | 12 1/4" | 12 1/4" | 1 1/16" | 24" |
| x74 | 12 1/8" | 12 1/4" | 5/8" | 24" |
| x63 | 12" | 12 1/8" | 1/2" | 24" |
| x53 | 11 3/4" | 12" | 7/16" | 24" |
| HP 10x57 | 10" | 10 1/4" | 9/16" | 24" |
| x42 | 9 3/4" | 10 1/8" | 7/16" | 24" |
| HP 8x36 | 8" | 8 1/8" | 7/16" | 18" |



ELEVATION

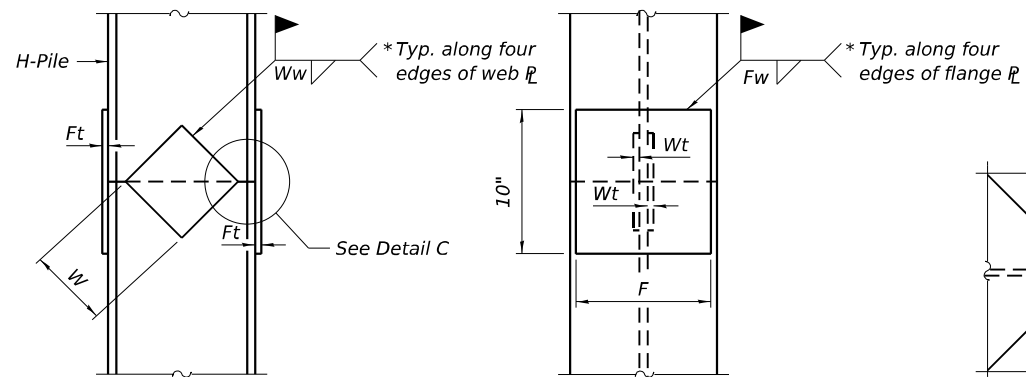


DETAIL B



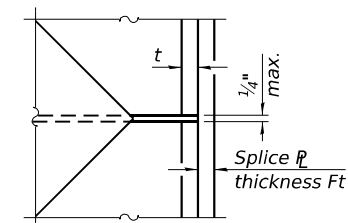
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION

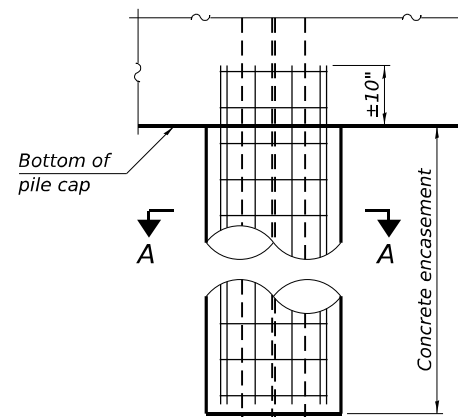
END VIEW



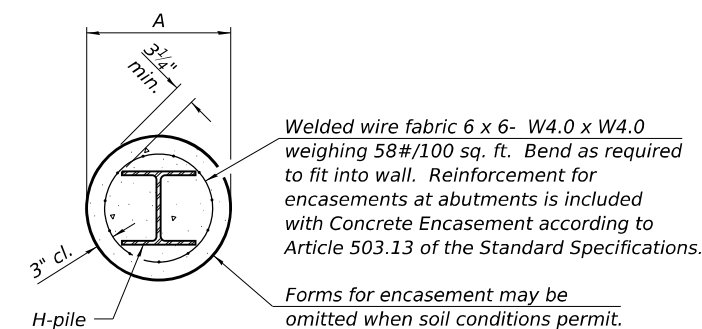
DETAIL C

| Designation | F | Ft | Fw | W | Wt | Ww |
|-------------|---------|--------|---------|--------|------|------|
| HP 18x181 | 15 1/2" | 1 1/2" | 1" | 9 1/2" | 7/8" | 3/4" |
| x157 | 15 1/4" | 1 1/4" | 1" | 9 1/2" | 7/8" | 3/4" |
| x135 | 15 1/4" | 1 1/4" | 1" | 9 1/2" | 7/8" | 3/4" |
| HP 16x183 | 13 3/4" | 1 1/2" | 1" | 8 1/4" | 7/8" | 3/4" |
| x162 | 13 1/2" | 1 1/2" | 1" | 8 1/4" | 3/4" | 5/8" |
| x141 | 13 1/2" | 1 1/4" | 7/8" | 8 1/4" | 3/4" | 5/8" |
| x121 | 13 1/2" | 1 1/4" | 7/8" | 8 1/4" | 3/4" | 5/8" |
| HP 14x117 | 12 1/2" | 1 1/4" | 7/8" | 7 3/4" | 5/8" | 1/2" |
| x102 | 12 1/2" | 1" | 3/4" | 7 3/4" | 5/8" | 1/2" |
| x89 | 12 1/2" | 7/8" | 1 1/16" | 7 3/4" | 5/8" | 1/2" |
| x73 | 12 1/2" | 3/4" | 9/16" | 7 3/4" | 5/8" | 1/2" |
| HP 12x84 | 10" | 1" | 1 1/16" | 6 1/2" | 5/8" | 1/2" |
| x74 | 10" | 7/8" | 1 1/16" | 6 1/2" | 5/8" | 1/2" |
| x63 | 10" | 3/4" | 1/2" | 6 1/2" | 1/2" | 3/8" |
| x53 | 10" | 3/4" | 1/2" | 6 1/2" | 1/2" | 3/8" |
| HP 10x57 | 8" | 7/8" | 9/16" | 5 1/4" | 1/2" | 3/8" |
| x42 | 8" | 3/4" | 9/16" | 5 1/4" | 1/2" | 3/8" |
| HP 8x36 | 6 3/4" | 5/8" | 7/16" | 4" | 1/2" | 3/8" |

WELDED PLATE FIELD SPLICE

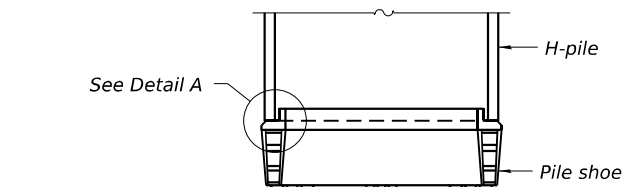


ELEVATION

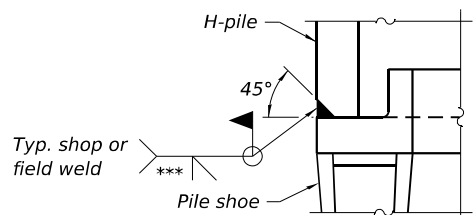


SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASUREMENT (when specified)



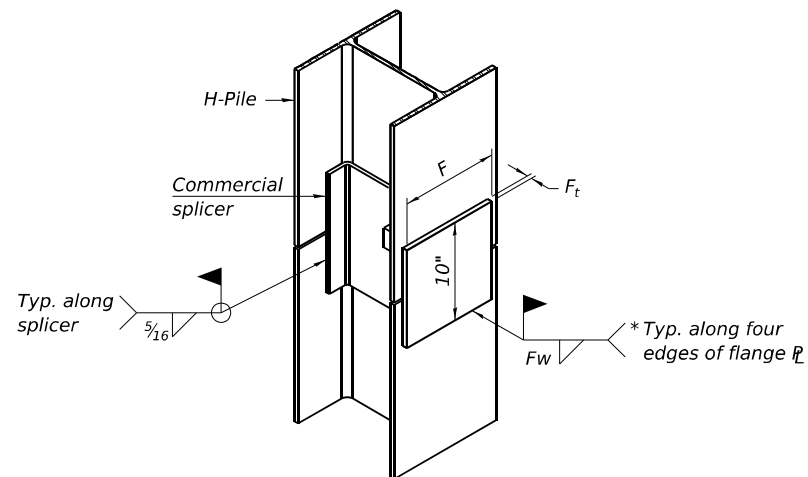
ELEVATION



DETAIL A

SHOE ATTACHMENT

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plate that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

MODEL: Default FILE NAME: S:\237\2024\237240\10\03 (210-023 DS WO3 CN70D62 Structure Plans Phase III)\03 Design\CADD\CADD_Sheets\70D62-023-0036-024-HP_Pile_Details.dgn



| | | | |
|----------|-----------------------|----------------|-----------|
| 4-4-2025 | USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| | | CHECKED - VSP | REVISED - |
| | PLOT SCALE = | DRAWN - KJA | REVISED - |
| | PLOT DATE = | CHECKED - BAS | REVISED - |

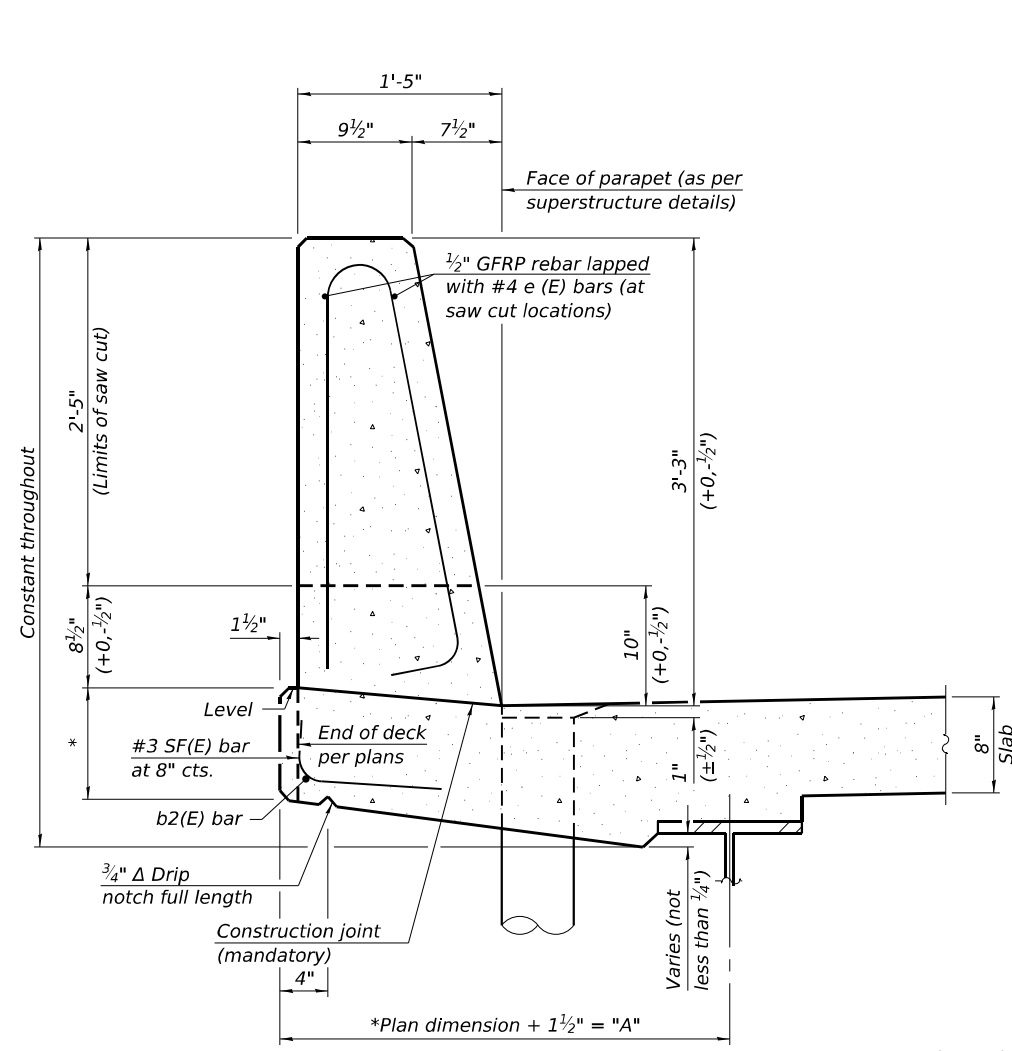
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS STRUCTURE NO. 023-0036

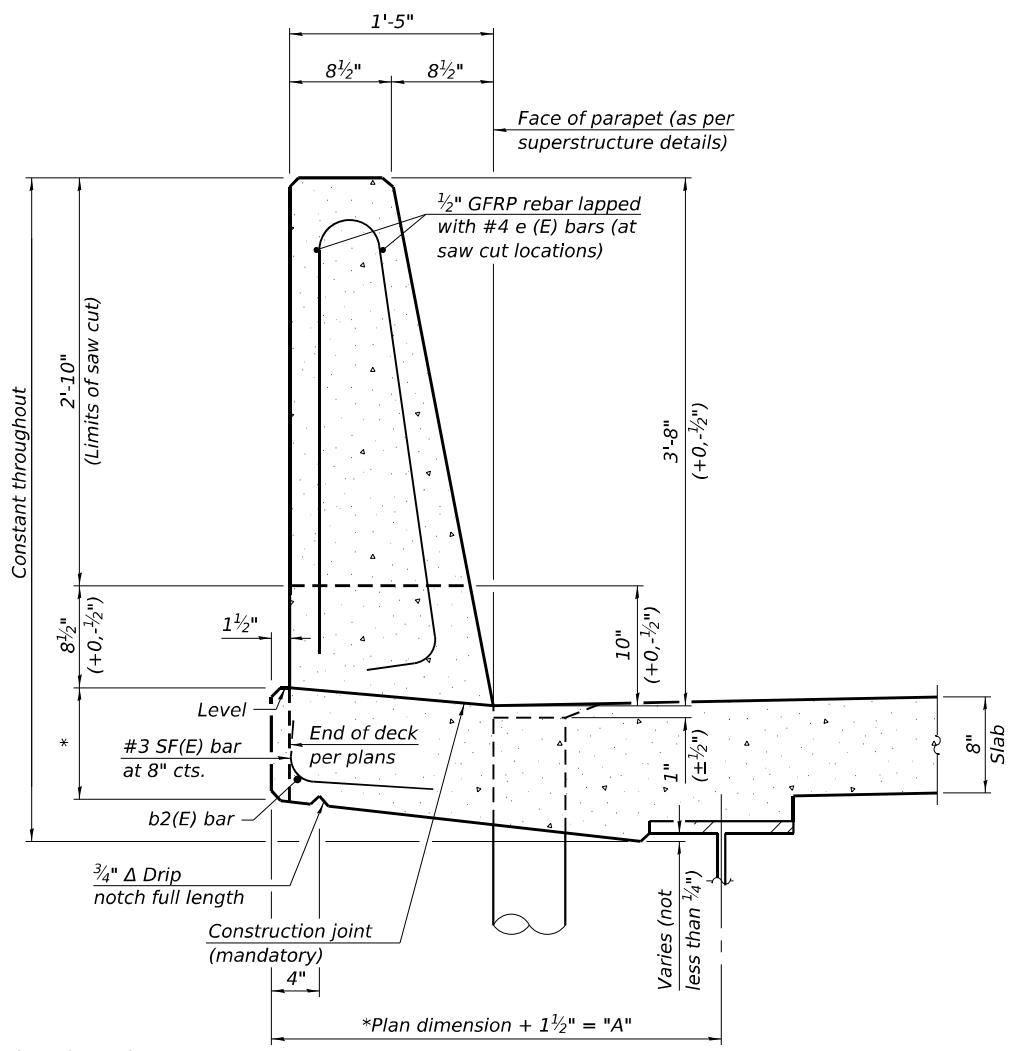
SHEET 24 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 62 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

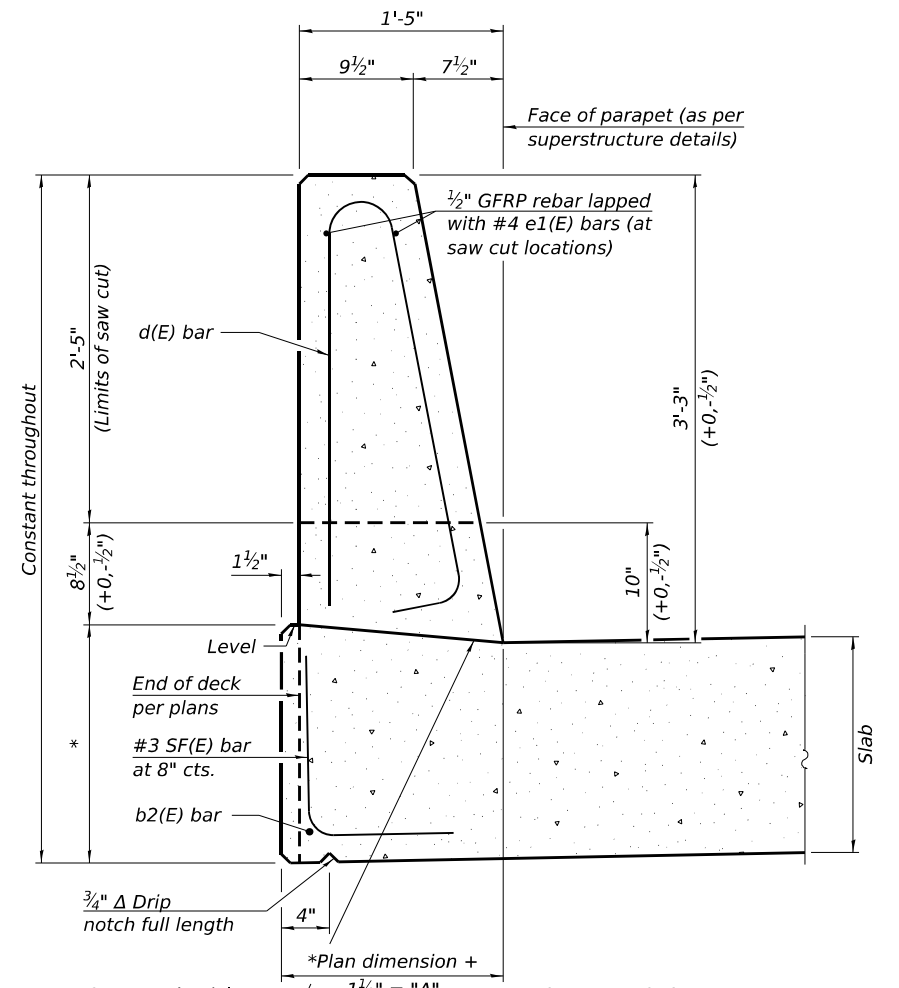
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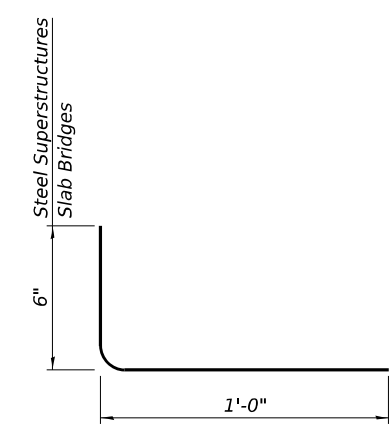
**39" CONSTANT-SLOPE
PARAPET SECTION**
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



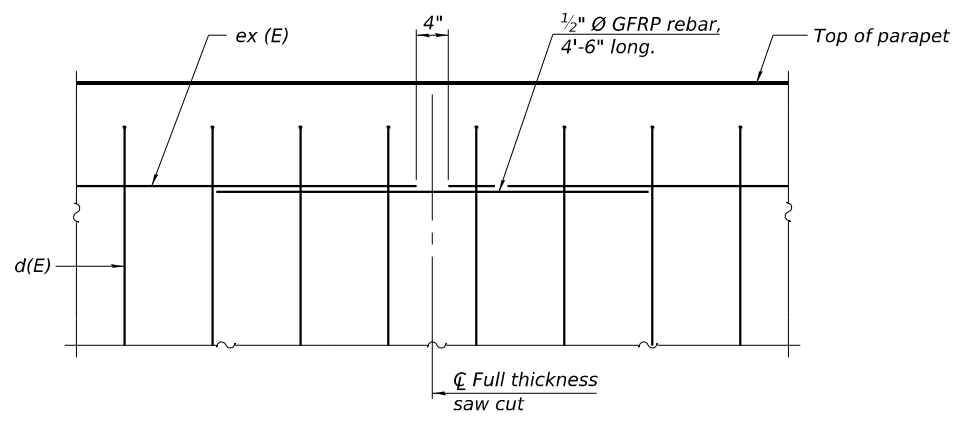
STEEL SUPERSTRUCTURES
 *See Superstructure Details.
**44" CONSTANT-SLOPE
PARAPET SECTION**
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



SLAB BRIDGES
**39" CONSTANT-SLOPE
PARAPET SECTION**
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION
 (Place as shown in parapet section at each parapet joint location.)

Notes:
 All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.
 Additional concrete needed to revise dimension "A" (39" and 44" parapets):
 Steel Superstructures: 0.00348 cu. yds./ft.
 Slab Bridge Superstructures: cu. yds./ft.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023



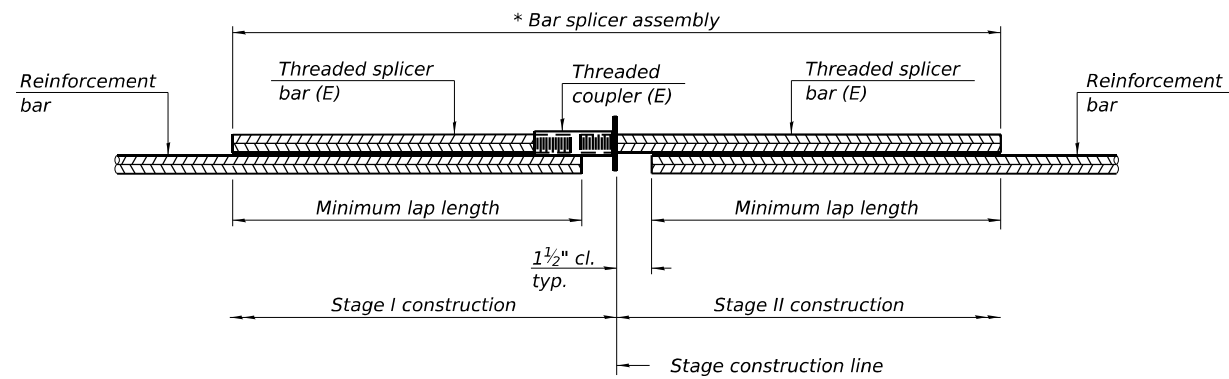
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| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| PLOT SCALE = | CHECKED - VSP | REVISED - |
| PLOT DATE = | DRAWN - KJA | REVISED - |
| | CHECKED - BAS | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 023-0036**

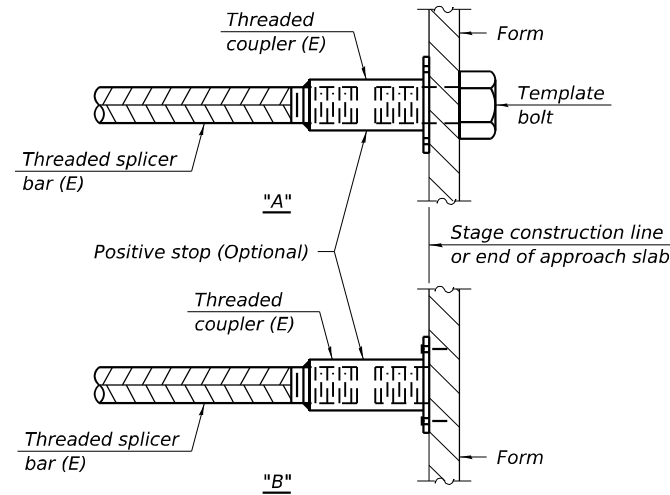
SHEET 25 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 63 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

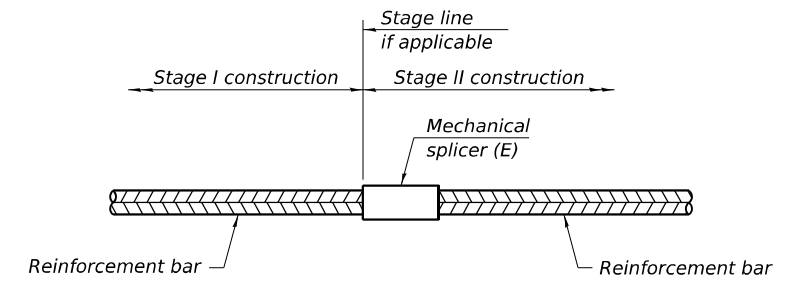


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



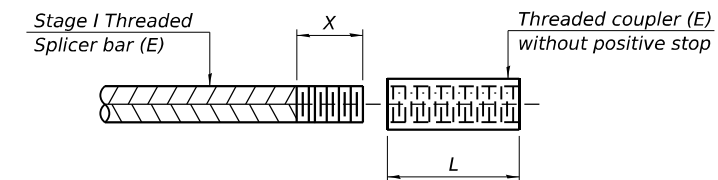
STANDARD MECHANICAL SPLICER

| Location | Bar size | No. assemblies required |
|----------|----------|-------------------------|
| | | |
| | | |
| | | |
| | | |

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

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

| Location | Bar size | No. assemblies required | Minimum lap length |
|------------------|----------|-------------------------|--------------------|
| Bridge Deck | #5 | 764 | 3'-10" |
| Diaphragm | #6 | 10 | 3'-6" |
| Diaphragm | #5 | 8 | 2'-6" |
| Approach Slab | #5 | 22 | 2'-0" |
| Approach Slab | #4 | 22 | 1'-7" |
| Approach Footing | #5 | 80 | 2'-1" |
| Abutments | #7 | 20 | 4'-11" |
| Pier Cap Beams | #7 | 20 | 4'-11" |
| Pier Encasement | #5 | 76 | 2'-9" |



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: Default FILE NAME: S:\237\2024\23724010.03 (210-023 DS W03 CN70D62 Structure Plans Phase II)\03 Design\CADD\CADD_Sheets\70D62-02-30036-026-6-Bar Splicer Assembly and Mechanical Splicer Details.dgn

BSD-1

4-4-2025



| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| | CHECKED - VSP | REVISED - |
| PLOT SCALE = | DRAWN - KJA | REVISED - |
| PLOT DATE = | CHECKED - BAS | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 023-0036

SHEET 26 OF 30 SHEETS

| | | | | |
|---------------------------|-----------------|--------------|------------------|--------------|
| F.A.P. RTE. 91 | SECTION (101)BR | COUNTY EDGAR | TOTAL SHEETS 142 | SHEET NO. 64 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



SOIL BORING LOG

Page 1 of 2

Date 6/7/23

ROUTE FAP 91 (US 150) DESCRIPTION US 150 over DREI LOGGED BY KEG
 SECTION (101) BR LOCATION 39.606951°N, 87.635172°W
 COUNTY Edgar DRILLING METHOD HSA 10', Mud Rotary to Term. HAMMER TYPE AUTO

| STRUCT. NO. Station | D E P T H | B L O W S | U C S Qu | M O I S T | Surface Water Elev. | | | | D E P T H | B L O W S | U C S Qu | M O I S T |
|---|-----------------------|-----------------------|-------------------|-----------------------|---|----|--|--|-----------------------|-----------------------|-------------------|-----------------------|
| | | | | | ft | ft | | | | | | |
| 023-0014 196+12.46 | | | | | Stream Bed Elev. | | | | | | | |
| BORING NO. SB-01 Station 194+08.22 Offset 13.0 ft RT Ground Surface Elev. 726.99 | (ft) | (/6") | (tsf) | (%) | Groundwater Elev.: | | | | (ft) | (/6") | (tsf) | (%) |
| | | | | | First Encounter | | | | | | | |
| | | | | | Upon Completion | | | | | | | |
| | | | | | After | | | | | | | |
| ASPHALT - 3" CONCRETE - 10" NO RECOVERY | 726.7 726.0 | | | | SANDY CLAY - Gray, Medium Stiff, w/ gravel (continued) | | | | 706.0 | | | |
| | | | | | SILTY CLAY - Gray, Soft, w/ gravel | | | | 1 | 0.8 | 20 | |
| | | | | | | | | | 1 | P | | |
| | | | | | | | | | 1 | P | | |
| SILTY CLAY - Brown, Medium Stiff Possible Buried Concrete Road Leading to High Blow Count | 723.5 | 3 | 1.7 | 12 | w/ clay pockets | | | | WH | 0.5 | 23 | |
| | | 5 | B | | | | | | WH | P | | |
| | | 50/3" | | | | | | | 1 | | | |
| | | | | | Becomes Very Soft, Poor Recovery | | | | 3 | | | |
| | | 1 | 0.9 | 21 | | | | | 1 | | 29 | |
| | | 3 | B | | | | | | 2 | | | |
| CLAY - Brown, Soft, w/ trace gravel | 718.5 | 2 | | | SHALEY CLAY - Gray, Very Stiff | | | | 698.5 | 3 | | |
| | | 2 | 0.8 | 18 | | | | | 5 | 3.5 | 30 | |
| | | 4 | B | | | | | | 8 | B | | |
| SANDY CLAY - Brown, Medium Stiff | 716.0 | 2 | 0.7 | 16 | | | | | | | | |
| | | 3 | B | | | | | | | | | |
| | | 1 | | | SANDY CLAY - Brown and Gray, Medium Stiff, w/ gravel and organics | | | | 693.5 | 1 | | |
| CLAYEY SILT - Dark Brown | 712.5 | 2 | 1.4 | 22 | | | | | 2 | 1.0 | 17 | |
| | | 3 | B | | | | | | 4 | B | | |
| SILTY CLAY - Gray, Soft | 711.0 | 1 | | | | | | | | | | |
| | | 2 | 0.5 | 20 | | | | | | | | |
| | | 2 | P | | | | | | | | | |
| SANDY CLAY - Gray, Medium Stiff, w/ gravel | 708.5 | 1 | | | Becomes Brown | | | | 4 | | | |
| | | 2 | 1.5 | 16 | | | | | 4 | 1.2 | 17 | |
| | | 3 | P | | | | | | 8 | B | | |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 6/7/23

ROUTE FAP 91 (US 150) DESCRIPTION US 150 over DREI LOGGED BY KEG
 SECTION (101) BR LOCATION 39.606951°N, 87.635172°W
 COUNTY Edgar DRILLING METHOD HSA 10', Mud Rotary to Term. HAMMER TYPE AUTO

| STRUCT. NO. Station | D E P T H | B L O W S | U C S Qu | M O I S T | Surface Water Elev. | | | | D E P T H | B L O W S | U C S Qu | M O I S T |
|---|-----------------------|-----------------------|-------------------|-----------------------|--|----|--|--|-----------------------|-----------------------|-------------------|-----------------------|
| | | | | | ft | ft | | | | | | |
| 023-0014 196+12.46 | | | | | Stream Bed Elev. | | | | | | | |
| BORING NO. SB-01 Station 194+08.22 Offset 13.0 ft RT Ground Surface Elev. 726.99 | (ft) | (/6") | (tsf) | (%) | Groundwater Elev.: | | | | (ft) | (/6") | (tsf) | (%) |
| | | | | | First Encounter | | | | | | | |
| | | | | | Upon Completion | | | | | | | |
| | | | | | After | | | | | | | |
| SANDY CLAY - Brown and Gray, Medium Stiff, w/ gravel and organics (continued) | | | | | SILTY CLAY LOAM TILL - Gray, Stiff, w/ gravel (continued) | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| SILTY CLAY LOAM TILL - Gray, Stiff, w/ gravel | 693.5 | 6 | 1.7 | 12 | | | | | | | | |
| | | 6 | B | | | | | | | | | |
| | | 7 | | | | | | | | | | |
| | | | | | | | | | | | | |
| Becomes Sandy, Very Stiff | | 6 | | | SHALE - Gray, Hard, Unweathered | | | | 658.0 | 23 | | |
| | | 8 | >4.5 | 10 | | | | | 35 | >4.5 | 9 | |
| | | 10 | P | | | | | | 47 | P | | |
| | | | | | | | | | 657.0 | | | |
| | | | | | | | | | | | | |
| | | | | | End of Boring | | | | | | | |
| | | | | | | | | | | | | |
| Becomes Hard | | 17 | | | | | | | | | | |
| | | 22 | 0.3 | 16 | | | | | | | | |
| | | 20 | P | | | | | | | | | |
| | | | | | | | | | | | | |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

MODEL: Default
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| | | | |
|--|-----------------------|----------------|-----------|
| MAURER-STUTZ ENGINEERS SURVEYORS | USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| | | CHECKED - VSP | REVISED - |
| | PLOT SCALE = | DRAWN - KJA | REVISED - |
| | PLOT DATE = | CHECKED - BAS | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

(Sheet 1 of 4)

**SOIL BORINGS
 STRUCTURE NO. 023-0036**

SHEET 27 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 65 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



SOIL BORING LOG

Date 6/6/23

ROUTE FAP 91 (US 150) DESCRIPTION US 150 over DREI LOGGED BY KEG
SECTION (101) BR LOCATION 39.607009°N, 87.633981°W
COUNTY Edgar DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for SOIL BORING LOG. Includes fields for SURFACE WATER ELEV., STREAM BED ELEV., GROUNDWATER ELEV., and various soil descriptions like ASPHALT, CONCRETE, SILTY CLAY, and SANDY CLAY with associated blow count data.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 6/6/23

ROUTE FAP 91 (US 150) DESCRIPTION US 150 over DREI LOGGED BY KEG
SECTION (101) BR LOCATION 39.607009°N, 87.633981°W
COUNTY Edgar DRILLING METHOD HSA HAMMER TYPE AUTO

Table with columns for SOIL BORING LOG. Includes fields for SURFACE WATER ELEV., STREAM BED ELEV., GROUNDWATER ELEV., and various soil descriptions like SANDY CLAY, SHALEY CLAY, and SILTY CLAY LOAM TILL with associated blow count data.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

MODEL: Default FILE NAME: S:\23\7\2024\123724010.03 (210-023 DS W03 CN70D62 Structure Plans Phase II)\03 Design\CADD\Sheet\70D62-02\30036-028-Soil Borings.dgn

(Sheet 2 of 4)



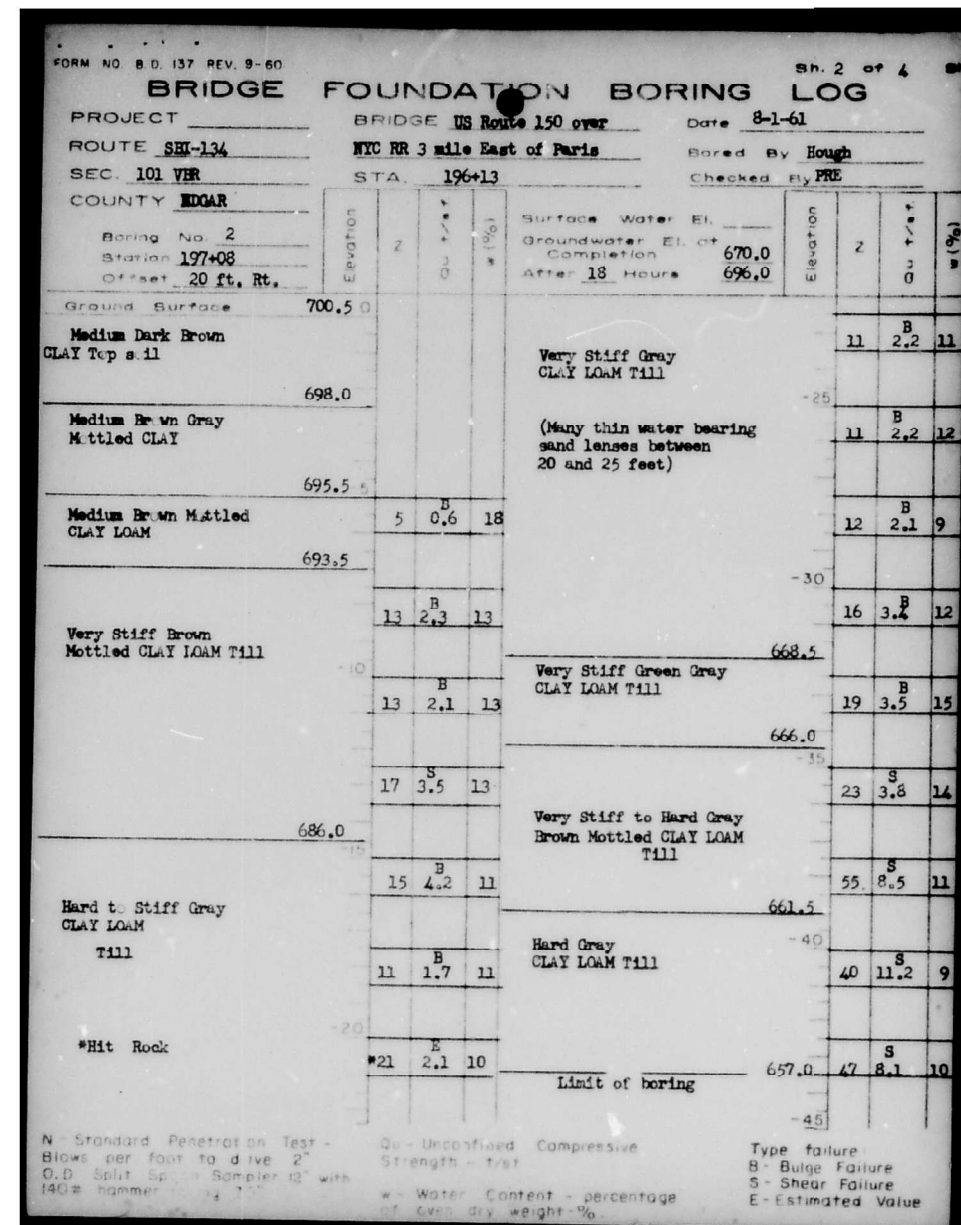
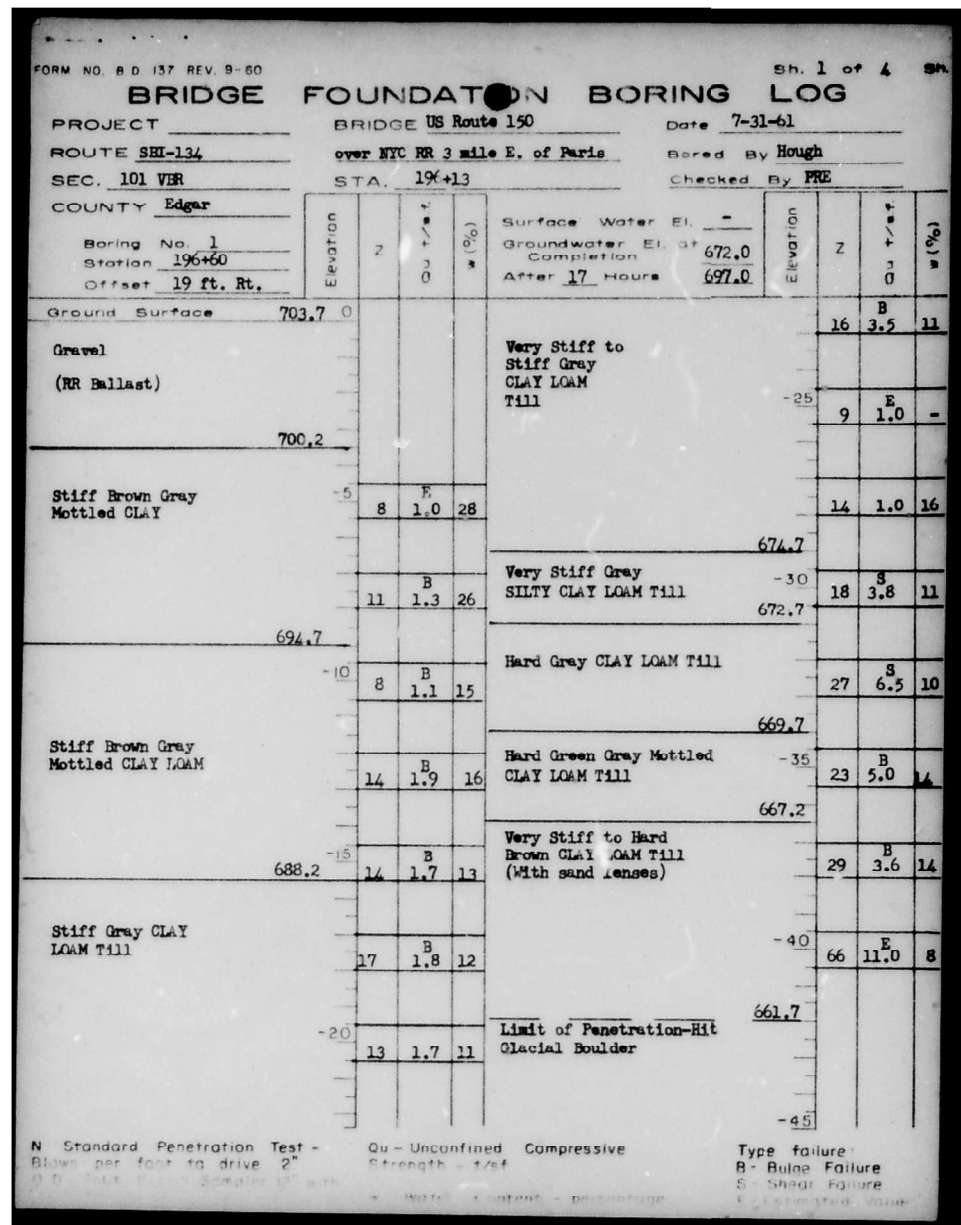
Table with columns for USER NAME, DESIGNED, CHECKED, DRAWN, PLOT SCALE, PLOT DATE, REVISED, and CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORINGS STRUCTURE NO. 023-0036

SHEET 28 OF 30 SHEETS

Table with columns for F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



MODEL: Default FILE NAME: S:\237\2024\23724010\03 (210-023 DS WO3 CN70D62 Structure Plans Phase III)\03 Design\CADD\Sheets\70D62-02-30036-029-Soil Borings.dgn 4/8/2026 12:01:19 PM

| | | | |
|--|-----------------------|----------------|-----------|
| MAURER-STUTZ ENGINEERS SURVEYORS | USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| | PLOT SCALE = | CHECKED - VSP | REVISED - |
| | PLOT DATE = | DRAWN - KJA | REVISED - |
| | | CHECKED - BAS | REVISED - |

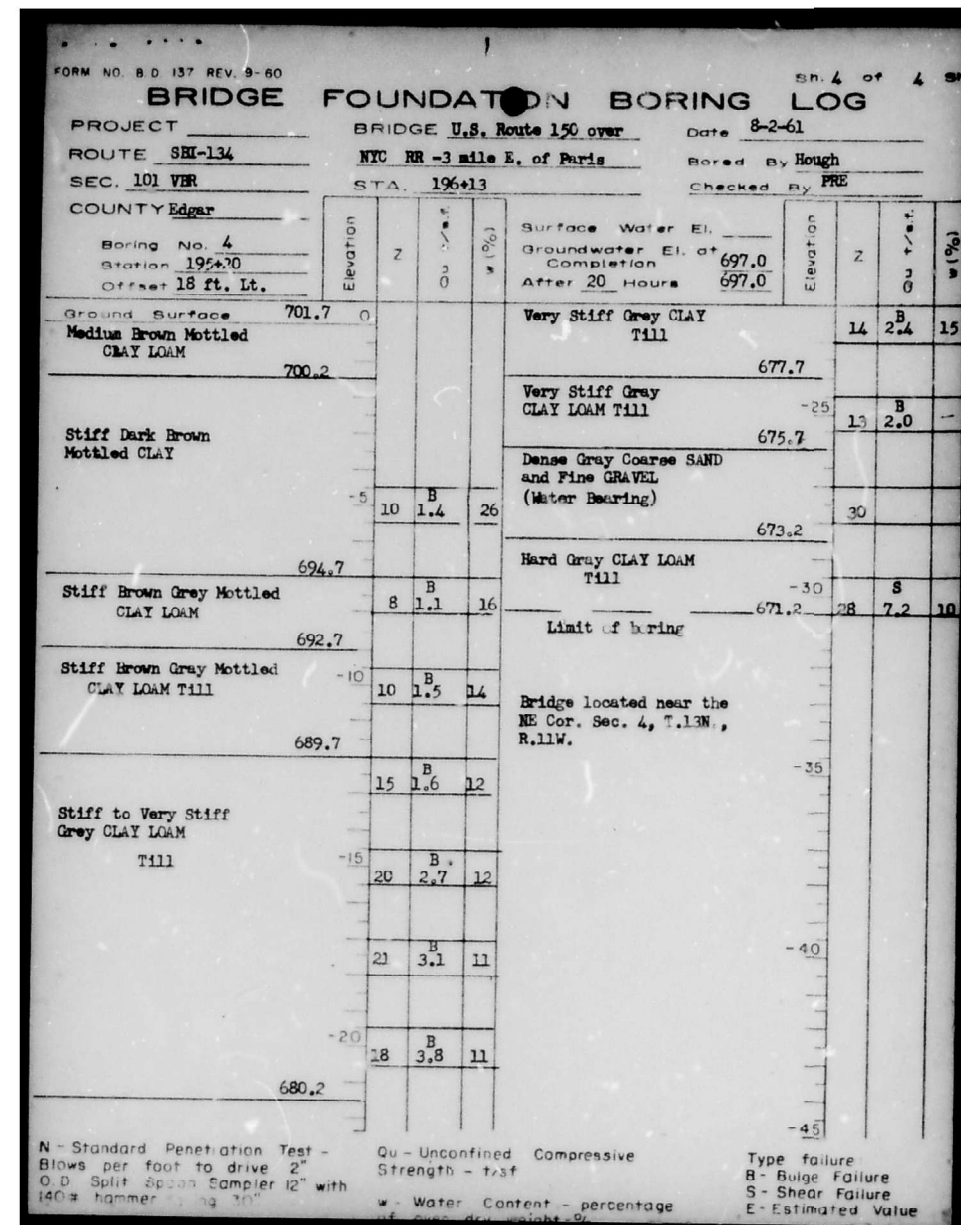
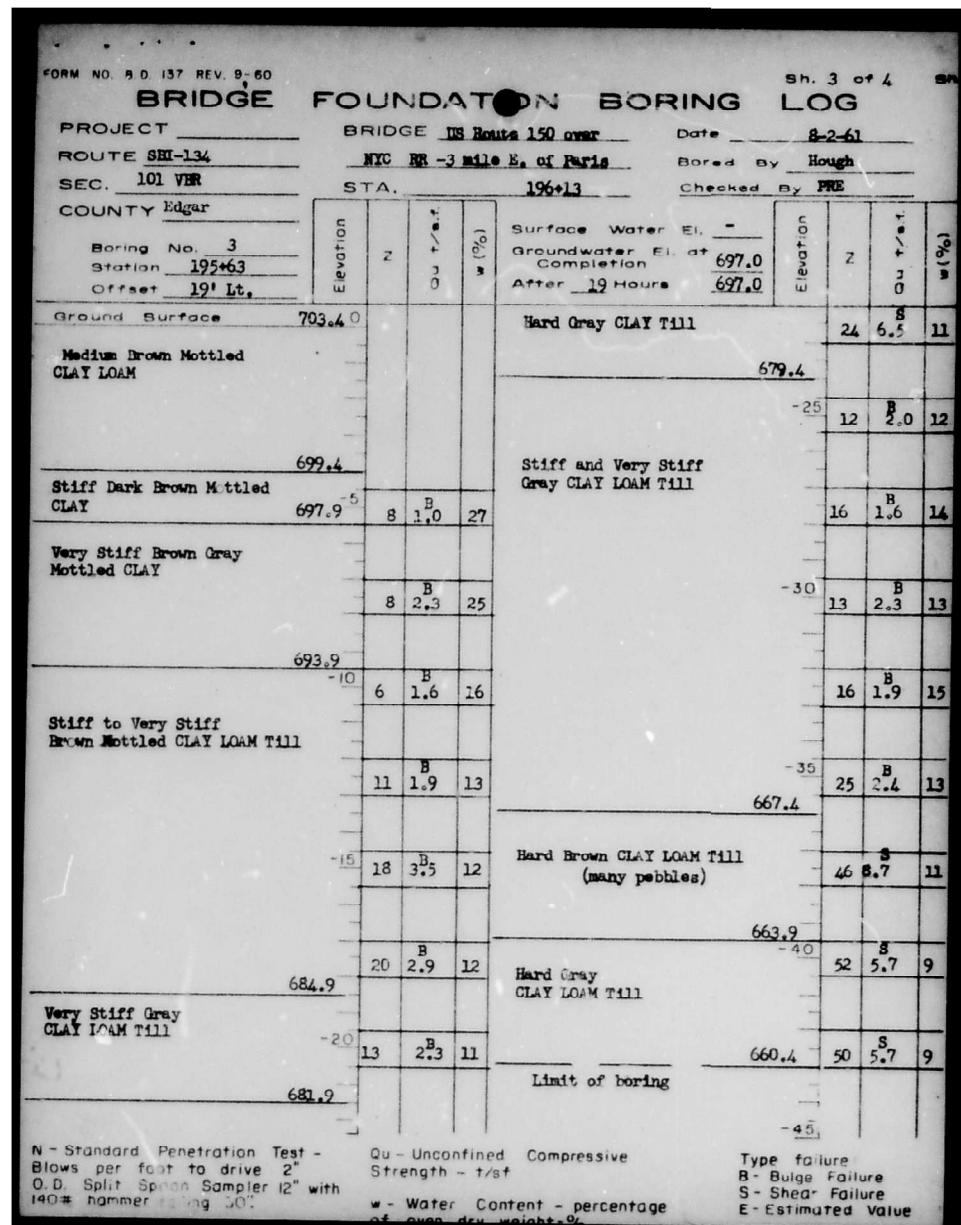
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

(Sheet 3 of 4)

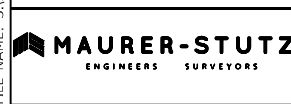
SOIL BORINGS
STRUCTURE NO. 023-0036

SHEET 29 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 67 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



MODEL: Default FILE NAME: S:\237\2024\23724010\03 (210-023 DS WO3 CN70D62 Structure Plans Phase III)\03 Design\CADD\Sheets\70D62-02-30036-030-Soil Borings.dgn 4/8/2026 12:01:22 PM

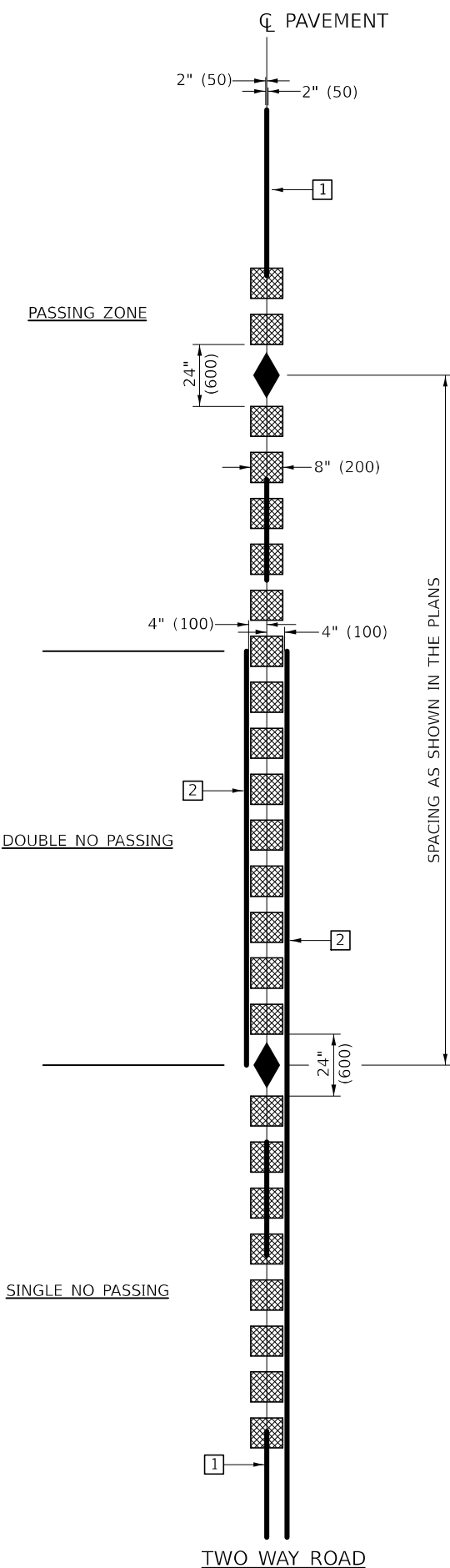


| | | |
|-----------------------|----------------|-----------|
| USER NAME = baswanson | DESIGNED - KJA | REVISED - |
| CHECKED - VSP | REVISOR - | |
| PLOT SCALE = | DRAWN - KJA | REVISED - |
| PLOT DATE = | CHECKED - BAS | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

(Sheet 4 of 4)
 SOIL BORINGS
 STRUCTURE NO. 023-0036
 SHEET 30 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|----------|------------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 68 |
| CONTRACT NO. 70D62 | | | | |
| | | ILLINOIS | FED. AID PROJECT | |



GENERAL NOTES

1. SEE STANDARD 642006 FOR RUMBLE STRIP DIMENSIONS.
2. SEE STANDARDS 780001, 781001 AND DISTRICT 5 CADD DETAIL 7800AAAA FOR PAVEMENT MARKING AND RRPM DETAILS NOT SHOWN.
3. ALL RUMBLE STRIPS SHALL BE MILLED.
4. CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS THROUGH CONNECTIONS OF ALL ENTRANCES.
5. DISCONTINUE CENTERLINE RUMBLE STRIPS THROUGH THE LIMITS OF ALL INTERSECTIONS.
6. CENTERLINE RUMBLE STRIPS SHALL BE SEALED BEFORE APPLICATION OF PAVEMENT MARKINGS AND MARKERS WITH A 12" (300) STRIP OF BITUMINOUS MATERIALS (TACK COAT) APPLIED AT A RESIDUAL ASPHALT RATE OF 0.05 LB/FT² (0.244 Kg/m²).
7. DRAWINGS NOT TO SCALE

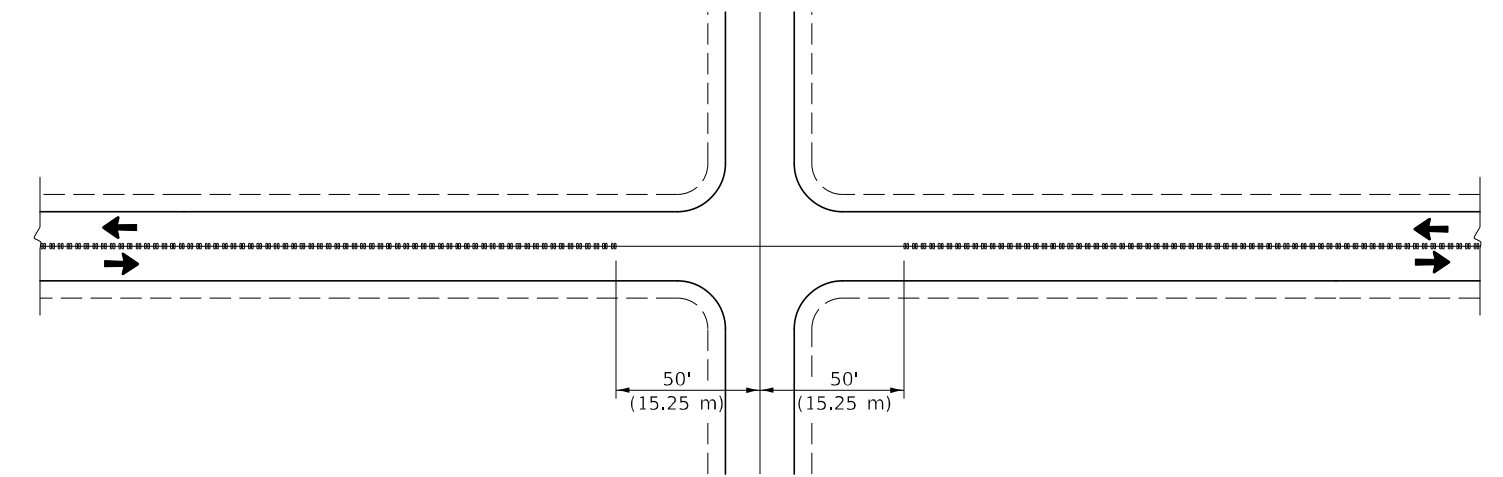
TYPICAL PAVEMENT MARKERS LEGEND

- ◆ TWO-WAY AMBER MARKER AND/OR SURVEY MARKER

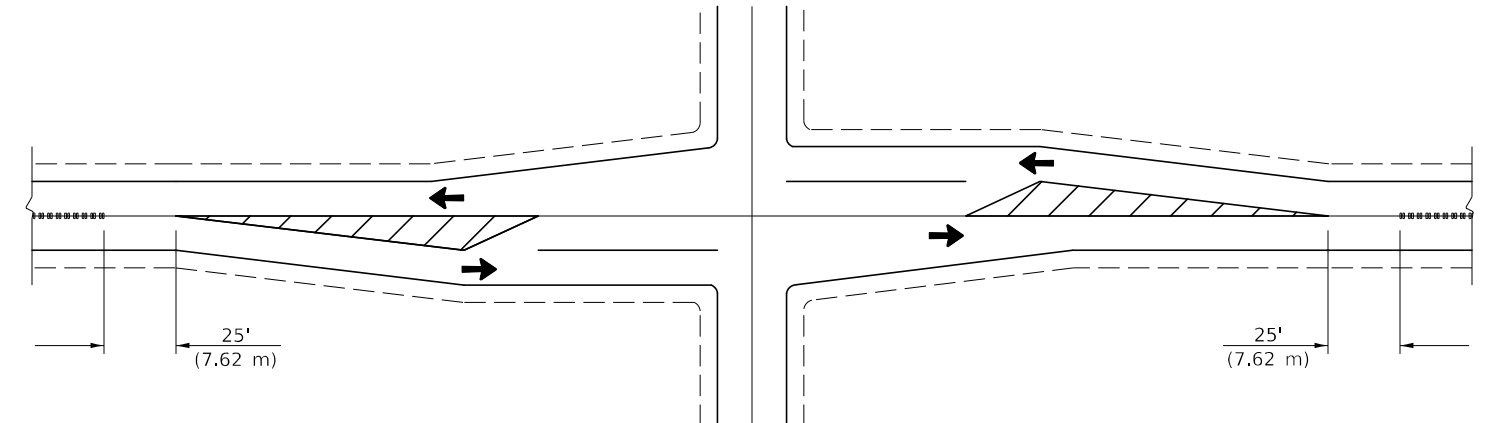
TYPICAL PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)

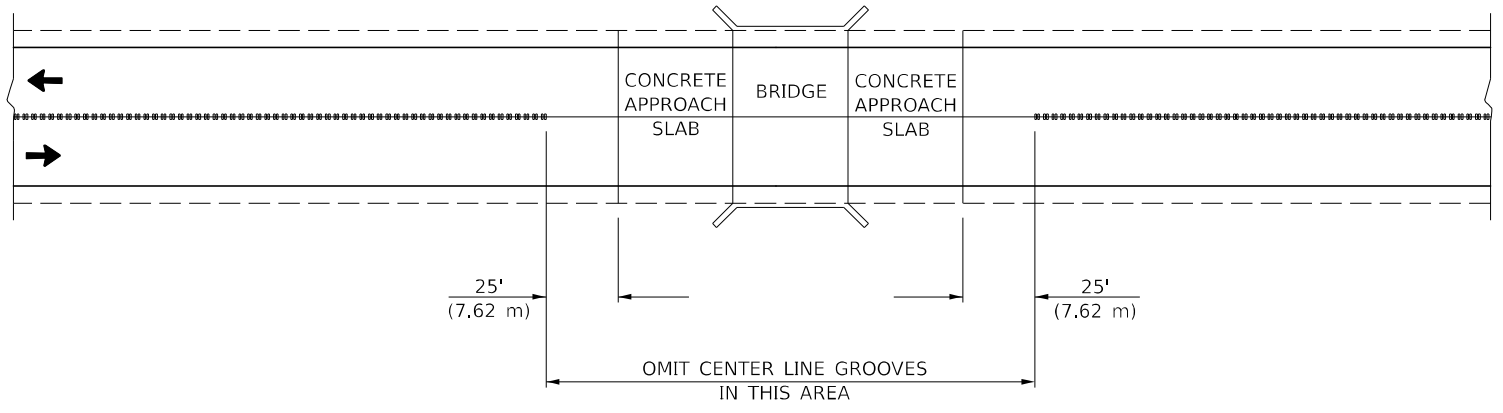
MODEL: Centerline Rumble Strip (Sheet) FILE NAME: c:\p\work\wv\wv\wv\center_line_rumble_strips.dgn



CENTER LINE RUMBLE STRIP OMISSION AT INTERSECTION



CENTER LINE RUMBLE STRIP OMISSION AT INTERSECTIONS (WITH LEFT TURN LANES)



CENTER LINE RUMBLE STRIP OMISSION AT BRIDGES

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

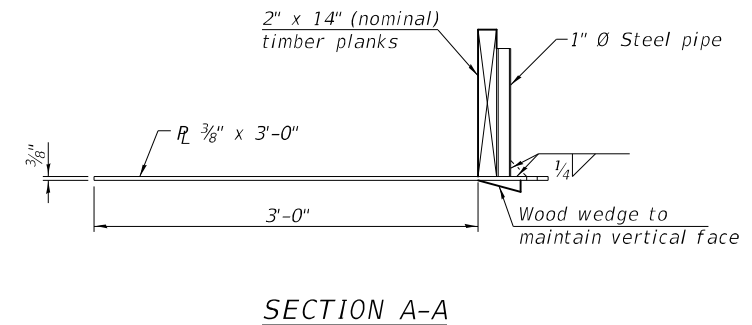
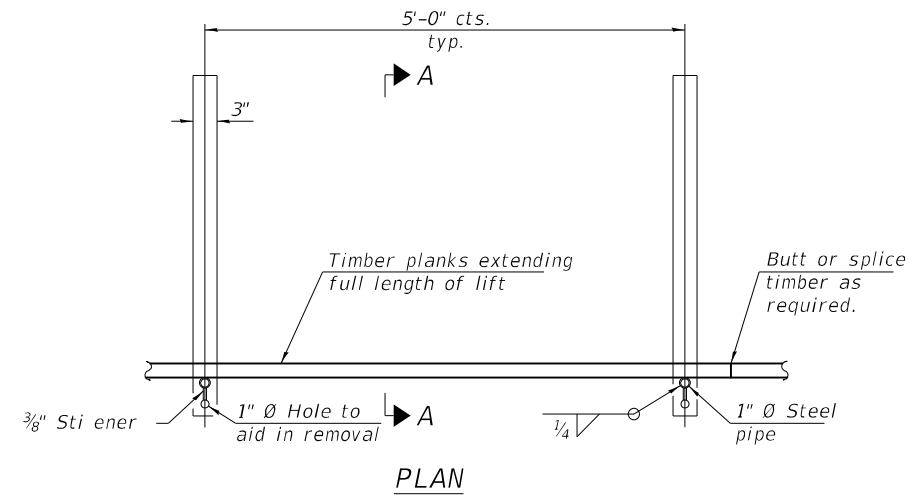
| | | |
|---------------------------|------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 2/26/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CENTERLINE RUMBLE STRIP DETAIL

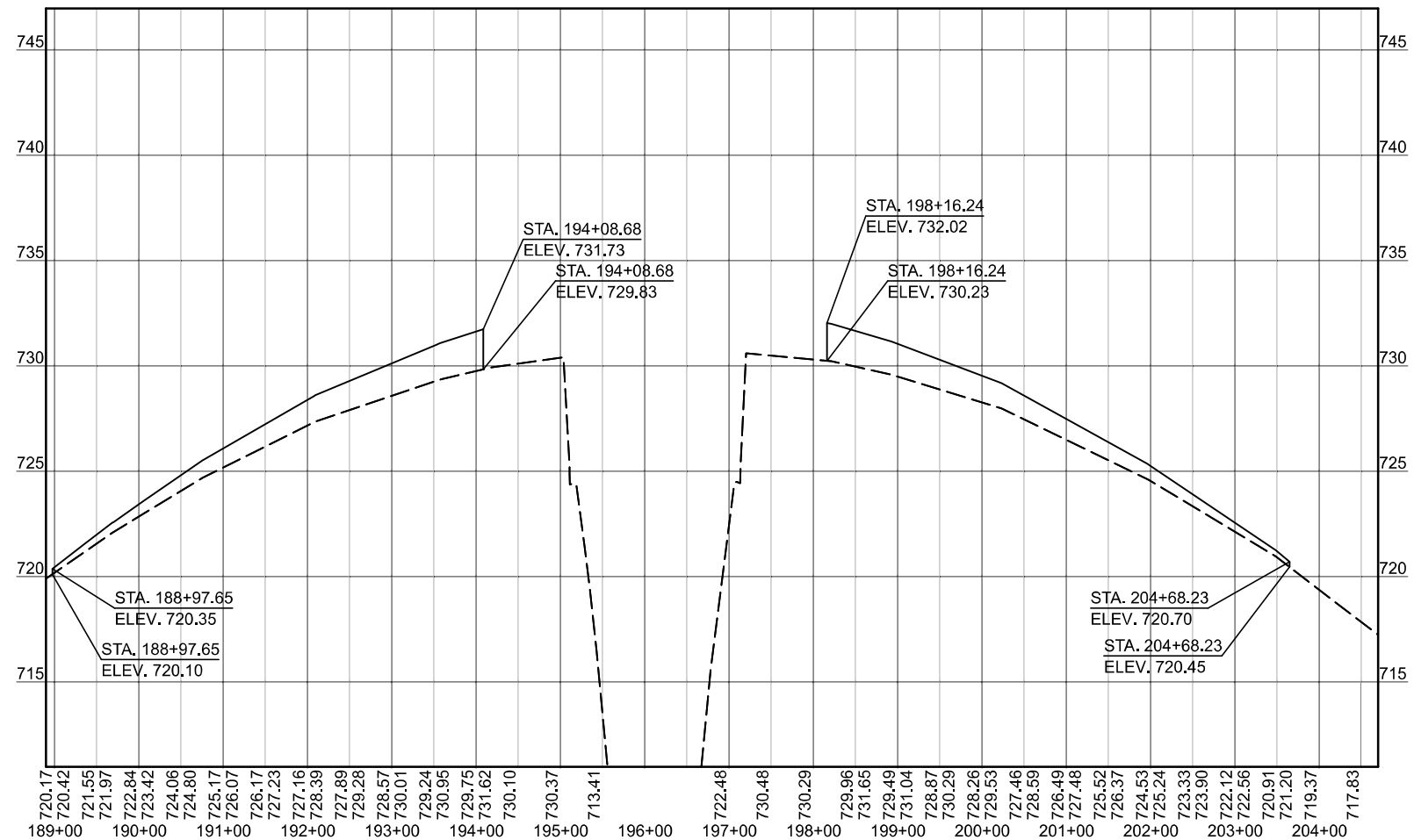
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 69 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



**GEOTEXTILE
FORM BRACE DETAIL**

Note:
This is a suggested detail, the Contractor is responsible for the design of the form brace system to be used.



GEOTEXTILE WALL PROFILE

MODEL: Geotextile Retaining Wall Detail (Sheet)
FILE NAME: c:\p\work\autoplan\ss\010228665\0570D62-shh-Detail-Geotextile Retaining Wall.dgn

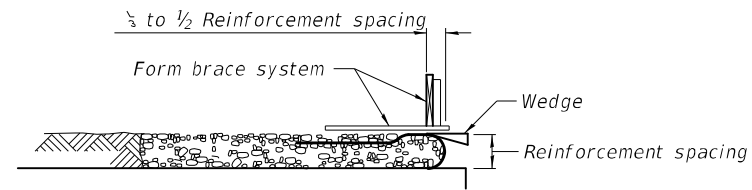
| | | |
|---------------------------|------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

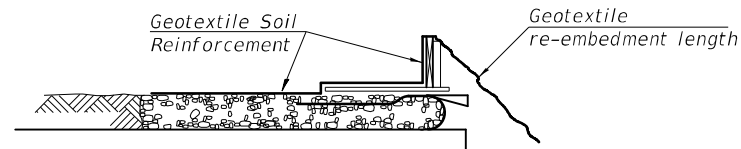
GEOTEXTILE RETAINING WALL DETAIL

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

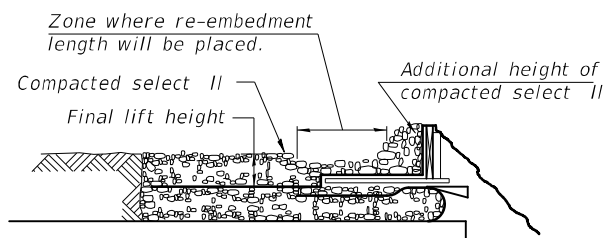
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 70 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



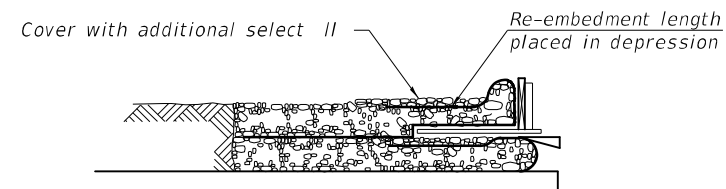
1. Place form brace system on completed reinforcement level; back from the finished fabric face a distance of $\frac{1}{3}$ to $\frac{1}{2}$ the geotextile reinforcement spacing.



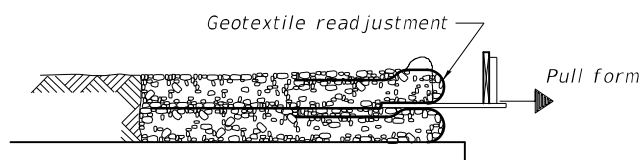
2. Position fabric so that the required geotextile re-embedment length extends over the top of the form brace and the design reinforcement width is placed with no slack against the previous level.



3. Compact select II material in lifts to final lift height, create ($\pm 3"$) depression in zone where re-embedment length will be located and place additional height of compacted select II against form brace.



4. Fold geotextile re-embedment length back over form brace into zone where depression was made in select II and place additional select II ($\pm 3"$) to embed geotextile and bring to final lift height.



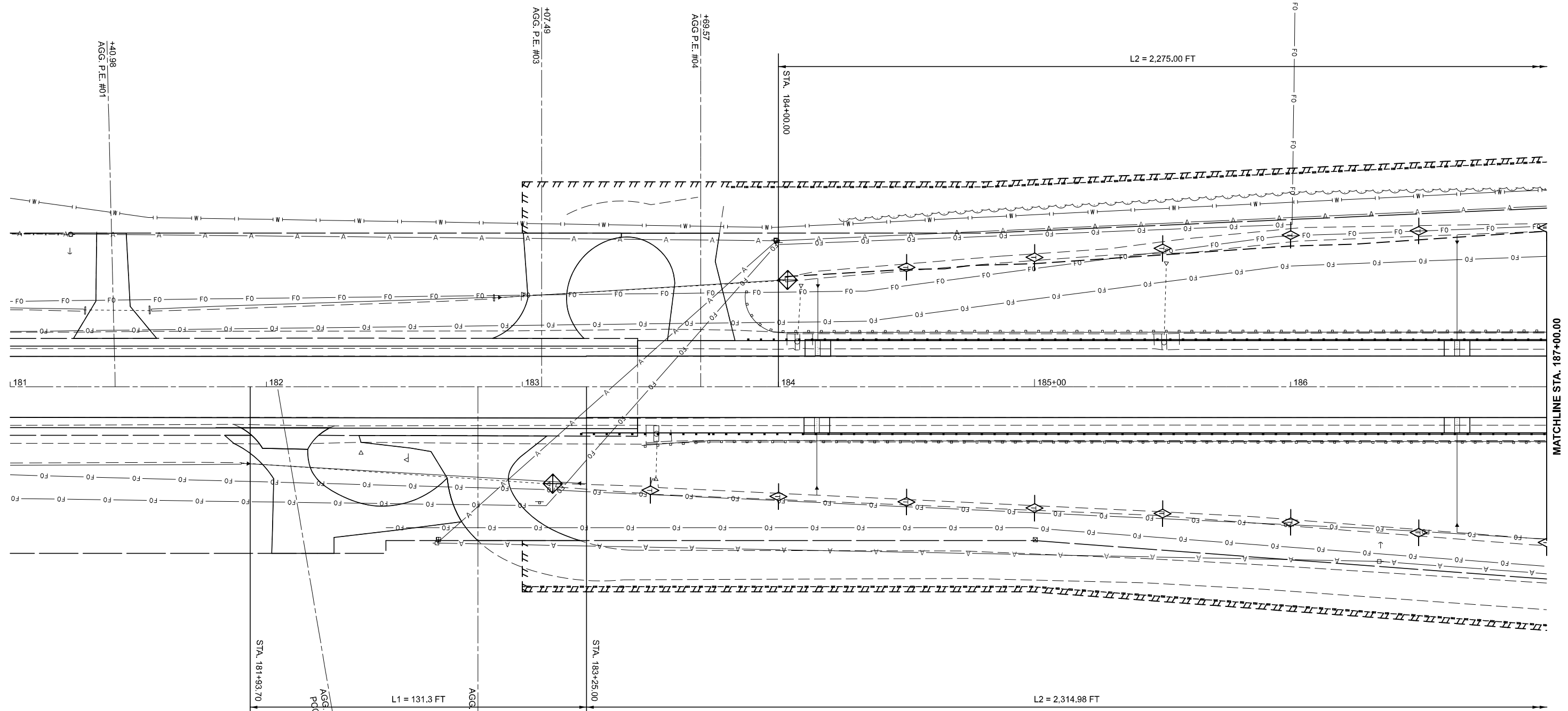
5. Pull form brace outward allowing geotextile face to slightly readjust to form tight round face level with plan reinforcement spacing.

GEOTEXTILE WALL CONSTRUCTION SEQUENCE

Note:
The geotextile soil reinforcement shall have a minimum allowable tensile strength (T min.) of _____ lb./in. as determined by the procedure described in the Special Provision. The computations supporting the determination of (T min.) shall be submitted to the engineer for approval.

MODEL: Geotextile Retaining Wall Detail-1 (Sheet)
FILE NAME: c:\p\work\wtp\pierson\0928665\0570D62-shh-Detail-Geotextile Retaining Wall.dgn

| | | | | | | | | | | | | |
|--|---------------------------|------------|-----------|---|---|---------|-------|---------------|---------|--------------------|-----------------|--------------|
| | USER NAME = Tyler.Pierson | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GEOTEXTILE RETAINING WALL DETAIL | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - | REVISED - | | 91 | (101)BR | EDGAR | 142 | 71 | CONTRACT NO. 70D62 | | |
| | | CHECKED - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |
| | PLOT DATE = 2/26/2026 | DATE - | REVISED - | | SCALE: | SHEET 2 | OF 2 | SHEETS | STA. | TO STA. | | |



MATCHLINE STA. 187+00.00

MODEL: Guardrail-1 - Guardrail-1 (Sheet)
FILE NAME: c:\pwworking\pierson\1\0928865\0570D62-shh-Detail-Guardrail.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

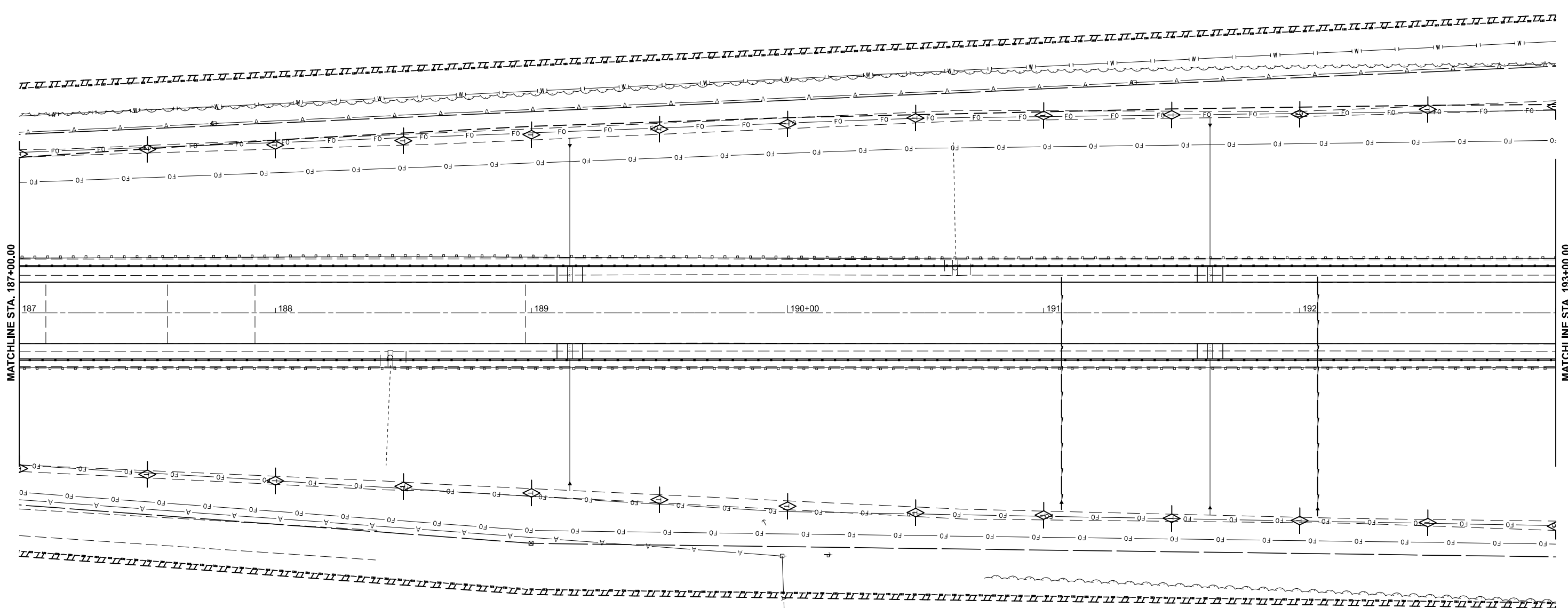
F.A.P. 91 (US 150) GUARDRAIL DETAIL

SCALE: 1"=20' SHEET 1 OF 5 SHEETS STA. 181+00.00 R2 TO STA. 187+00.00 R2

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 72 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



L2 = 2,275.00 FT



L2 = 2,314.98 FT

MODEL: Guardrail-1 - Guardrail-2 (Sheet)
FILE NAME: c:\pwworking\pierson\10928665\10928665-D570D62-sh1-Detail-Guardrail.dgn

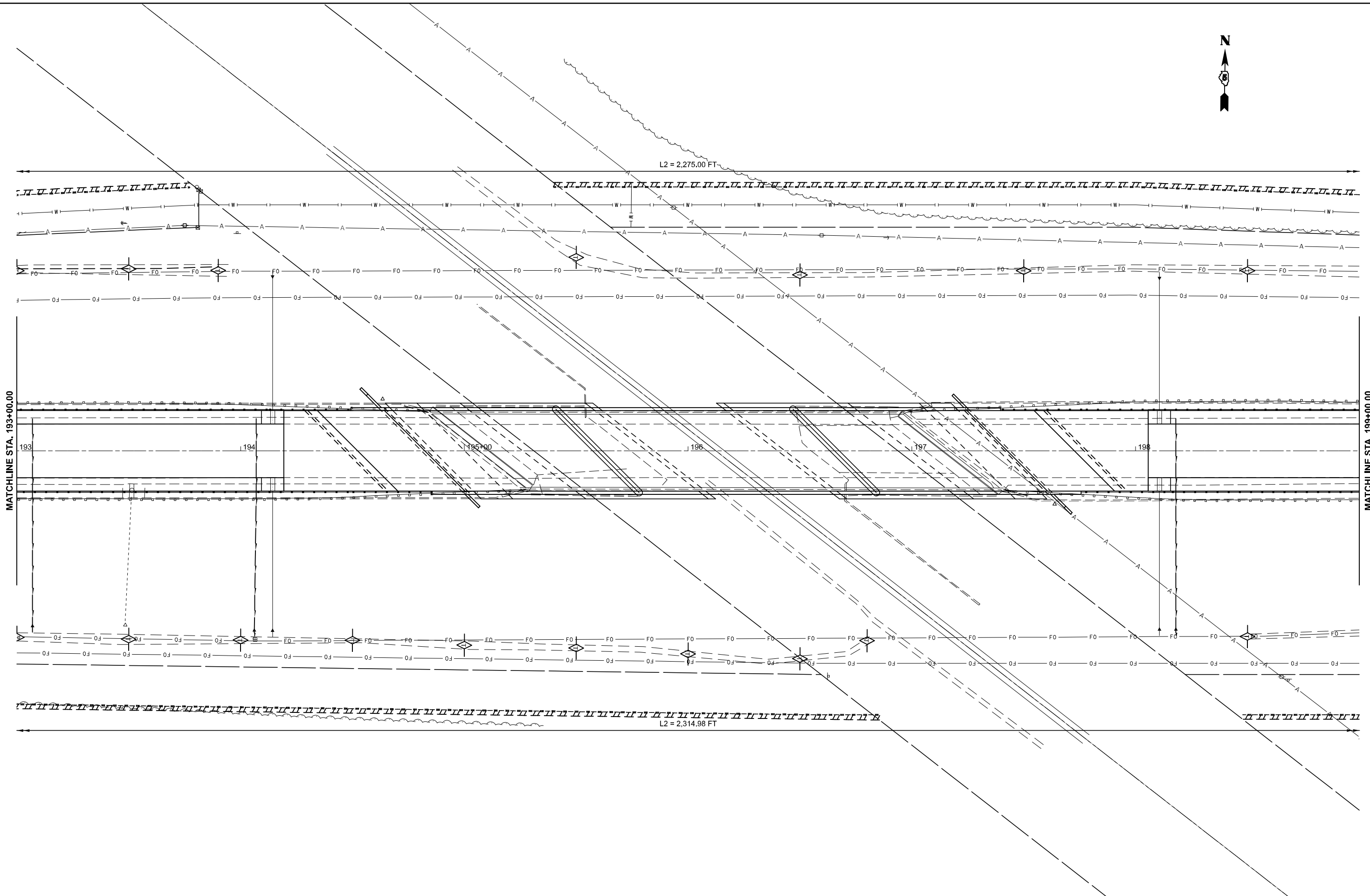
| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.P. 91 (US 150) GUARDRAIL DETAIL

SCALE: 1"=20' SHEET 2 OF 5 SHEETS STA. 187+00.00 R2 TO STA. 193+00.00 R2

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 73 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



MODEL: Guardrail-1 - Guardrail-3 (Sheet)
 FILE NAME: c:\pwworking\tylerpierson\1\0928865\0570\02-shb-Detail-Guardrail.dgn

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 2/26/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

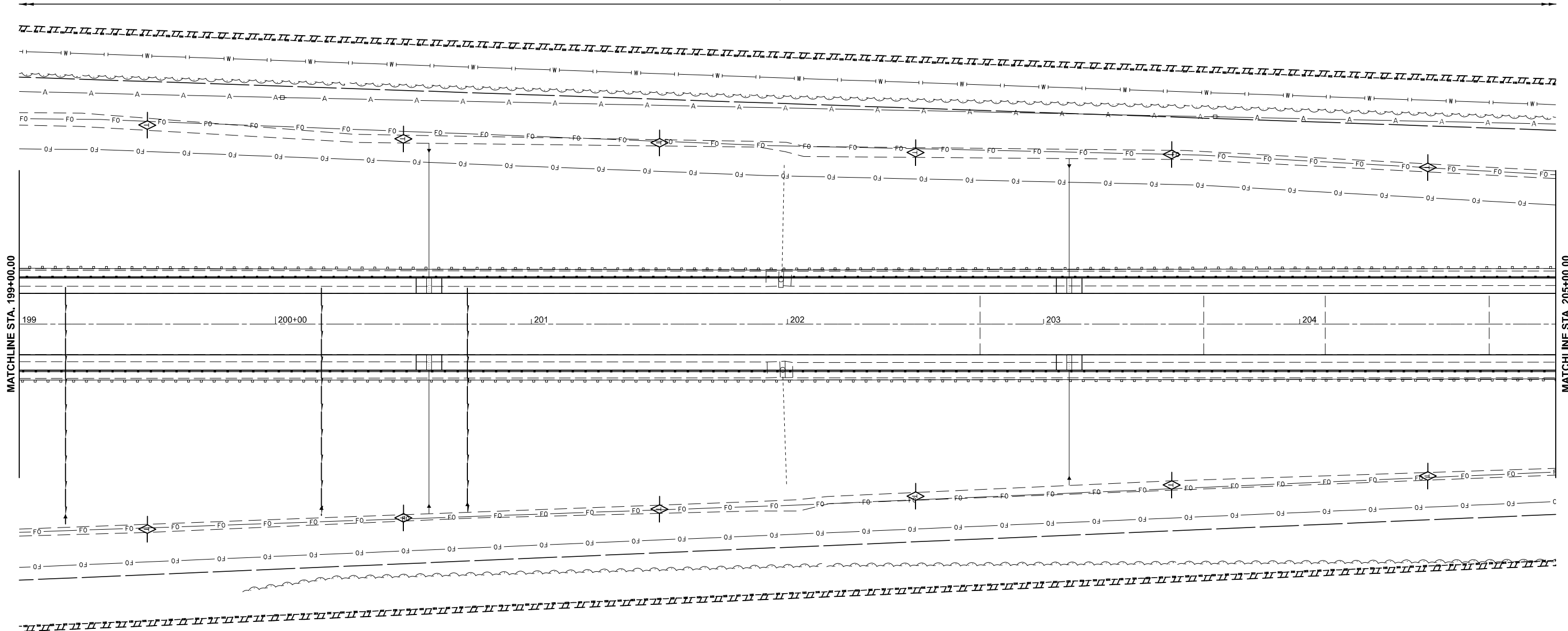
F.A.P. 91 (US 150) GUARDRAIL DETAIL

SCALE: 1"=20' SHEET 3 OF 5 SHEETS STA. 193+00.00 R2 TO STA. 199+00.00 R2

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 74 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



L2 = 2,275.00 FT



L2 = 2,314.98 FT

MODEL: Guardrail-1 - Guardrail-1 (Sheet)
FILE NAME: c:\p\work\wip\plerson\0928665\0570D62-shh-Detail-Guardrail.dgn

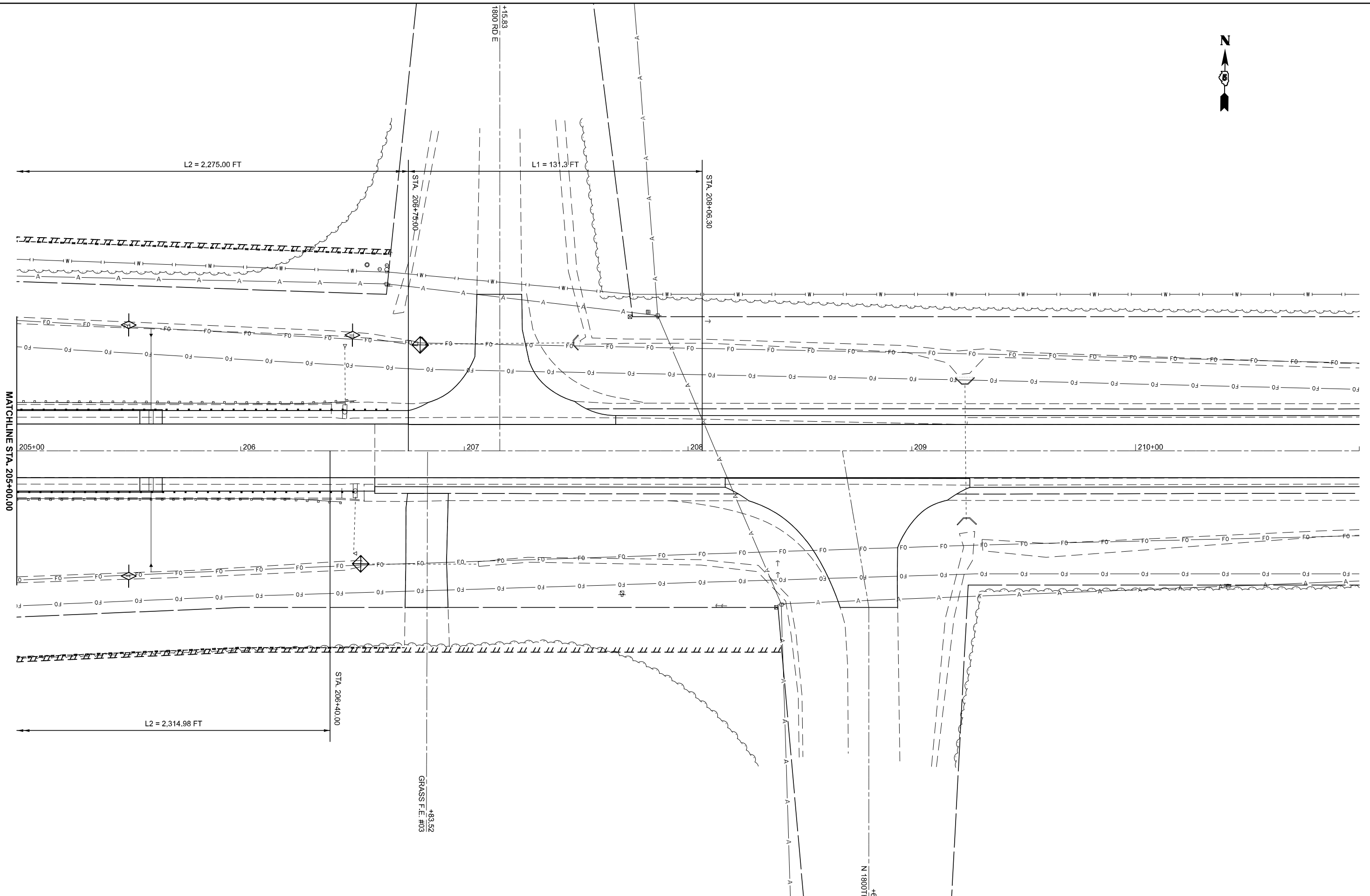
| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.P. 91 (US 150) GUARDRAIL DETAIL

SCALE: 1"=20' SHEET 4 OF 5 SHEETS STA. 199+00.00 R2 TO STA. 205+00.00 R2

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 75 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |






MODEL: Guardrail-1 - Guardrail5 (Sheet)
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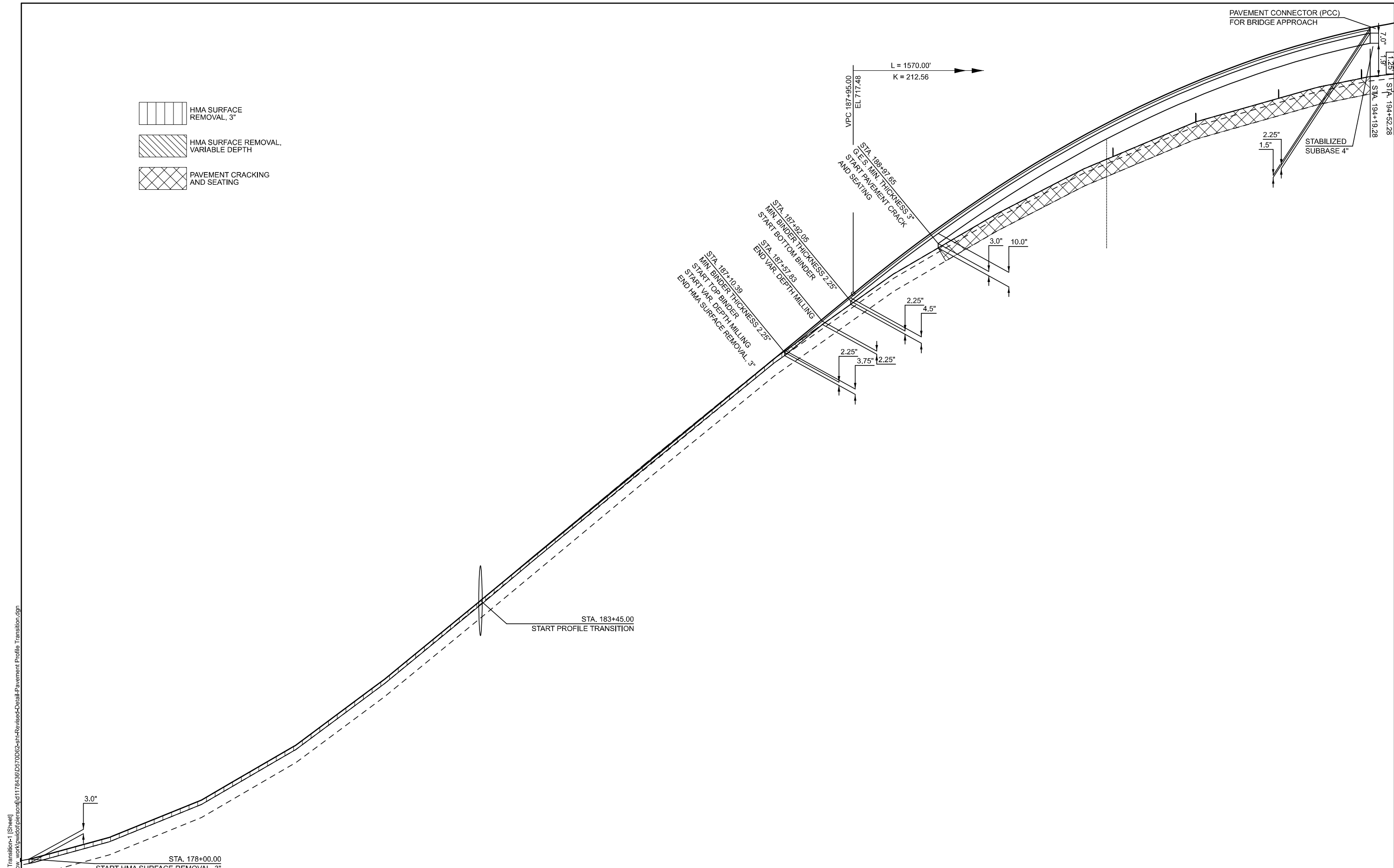
| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. 91 (US 150) GUARDRAIL DETAIL
 SCALE: 1"=20'
 SHEET 5 OF 5 SHEETS
 STA. 205+00.00 R2 TO STA. 211+00.00 R2

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 76 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

-  HMA SURFACE REMOVAL, 3"
-  HMA SURFACE REMOVAL, VARIABLE DEPTH
-  PAVEMENT CRACKING AND SEATING



MODEL: Profile Transitions-1 (Sheet)
 FILE NAME: c:\pwwork\wtd\pierson\1178436\DE2\0062-sh1-Revised-Detail Pavement Profile Transition.dgn

| | | |
|---------------------------|------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/5/2026 | DATE - | REVISED - |

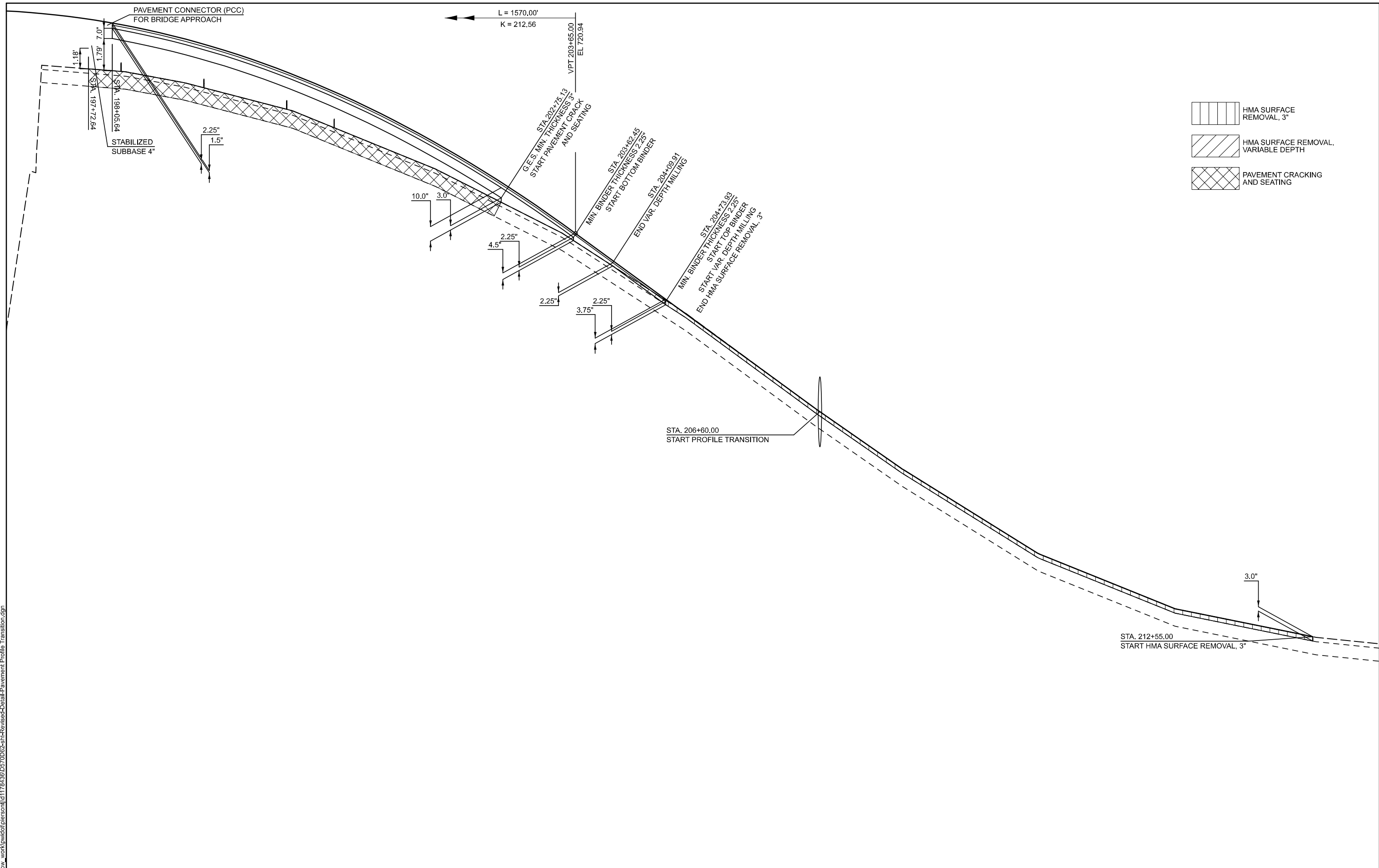
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PROFILE TRANSITIONS
F.A.P. 91 (US 150)

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 77 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: Profile Transitions-2 (Sheet)
 FILE NAME: c:\pwworking\tylerpierson\11784361D570D62-sh1-Revised-Details\Pavement Profile Transition.dgn



- HMA SURFACE REMOVAL, 3"
- HMA SURFACE REMOVAL, VARIABLE DEPTH
- PAVEMENT CRACKING AND SEATING

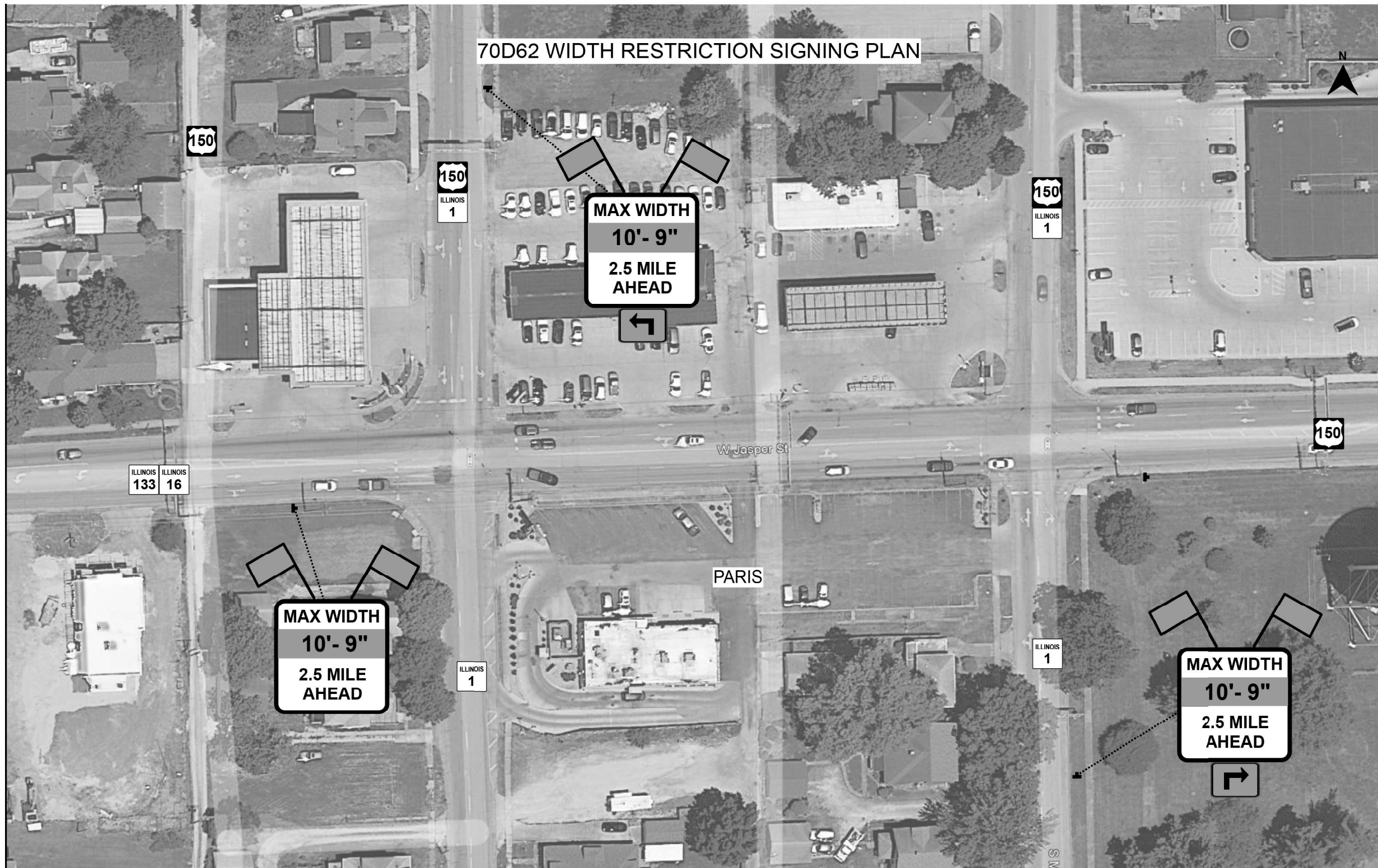
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|---------------------------|------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PROFILE TRANSITIONS
 F.A.P. 91 (US 150)**

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 78 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



70D62 WIDTH RESTRICTION SIGNING PLAN

MODEL: Width Restriction Map-1 [Sheet]
 FILE NAME: c:\p\work\width\person\0928865\0570D62-shl-Detail-Width Restriction Maps.dgn

| | | |
|---------------------------|------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/2/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION MAP DETAIL

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 79 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



70D62 WIDTH RESTRICTION SIGNING PLAN



MAX WIDTH
10'-9"
2 MILES
AHEAD

Little Grove Cemetery

Image © 2024 Airbus

MODEL: Width Restriction Map-2 [Sheet]
FILE NAME: c:\p\work\width\person\70D62-shl-Detail-Width Restriction Maps.dgn

| | | |
|---------------------------|------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION MAP DETAIL

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 80 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



MODEL: Width Restriction Map-3 [Sheet]
 FILE NAME: c:\p\work\width\person\70D62-sh1-Width Restriction Maps.dgn

| | | |
|---------------------------|------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WIDTH RESTRICTION MAP DETAIL

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 81 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



MODEL: Width Restriction Map-4 [Sheet]
 FILE NAME: c:\p\work\width\person\0928665\0570D62-shl-Detail-Width Restriction Maps.dgn

| | | |
|---------------------------|------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WIDTH RESTRICTION MAP DETAIL

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 82 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE HMA SHOULDER OR THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE.
4. AGGREGATE BASE COURSE, TYPE B, 6" (150 mm) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 12" (300 mm) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
6. EXISTING FIELD ENTRANCES OF AGGREGATE OR EARTH WITH NO HMA APRON SHALL NOT RECEIVE A NEW HMA APRON WITHOUT PROPER APPROVAL THROUGH THE BUREAU OF OPERATIONS "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS".
7. TO ASSURE APPROPRIATE ACCESS POLICIES ARE FOLLOWED ALL NEW ACCESS SHALL BE APPLIED FOR THROUGH THE BUREAU OF OPERATIONS PERMIT APPLICATION PROCESS. PLAN PREPARATION MEMORANDUMS 40-09 ALONG WITH DISTRICT PROJECT IMPLEMENTATION MEMORANDUM 104/01 DISCUSS THIS PROCEDURE.

| RURAL ENTRANCE DESIGN STANDARDS (PPM 40-09) | | | | | | | | | | | | | | | |
|---|---|--------|----------|-------------------------|----------|---------------|---|---------|---|-----------------|------|------|------------|------|--|
| DESIGN ELEMENT | NEW CONSTRUCTION & 3R with CONSTRUCTION | | | | | | 3R w/out RECONSTRUCTION, 3P, SMART & CM | | | | | | | | |
| | NONCOMMERCIAL | | | FIELD W/FARM IMPLEMENTS | | | COMMERCIAL | | | NONCOMMERCIAL | | | COMMERCIAL | | |
| | PRIVATE & FIELD | | | FIELD W/FARM IMPLEMENTS | | | COMMERCIAL | | | PRIVATE & FIELD | | | COMMERCIAL | | |
| | min. | des. | max. | min. | max. | min. | des. | max. | min. | des. | max. | min. | des. | max. | |
| SURFACE WIDTH (FT) | 12 | 16 | 24 | 24 | 30 | 1 LANE, 1 WAY | | | 1 LANE, 1 WAY | | | | | | |
| | | | | | | 14 | 16 | 24 | | | | | | | |
| | | | | | | 2 LANE, 2 WAY | | | 2 LANE, 2 WAY | | | | | | |
| | | | | | | 24 | 30 | 35 | resurface existing configuration; existing aggregate or earth entrances shall have the continuation of aggregate shoulders placed behind them | | | | | | |
| RADIUS (FT) | 15 | 25 | 40 | 30 | | 20 | 30 | 50 | | | | | | | |
| SHOULDER WIDTH (FT) | 2 | 2 | | 2 | | 1 | 3 | | | | | | | | |
| SHOULDER SLOPE (%) | 2 | 4 | 6 | 4 | | 2 | 4 | 6 | | | | | | | |
| ENTRANCE GRADE (%) | 0 | 2 to 5 | 10 or 12 | 2 to 5 | 10 or 12 | 0 | 2 to 5 | 8 or 10 | | | | | | | |
| SIDE SLOPE (FT) | 1:4 | 1:6 | 1:10 | 1:4 | 1:6 | 1:4 | 1:6 | 1:10 | | | | | | | |
| SURFACE TYPE | | | | | | | | | | | | | | | |
| INCIDENTAL HMA SURFACING (INCH) | | 2 | | 2 | | 3 or 4 | | | taper from hma resurfacing thickness (2 1/2", 2 1/4" or 1 1/2") to 1 1/2" to minimize aggregate shoulder | | | | | | |
| AGGREGATE SURFACE COURSE, TYPE B (INCH) | | 6 | | 6 | | 8 | | | if applicable, use items: Preparation of Base & Aggregate Base Repair; see PPM 30-02 | | | | | | |
| PCC DRIVEWAY PAVEMENT (INCH) | | 6 | | | | | | 6 or 8 | | | | | | | |

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 4080050A

MODEL: 4080050A Sheet 2 (Sheet)
FILE NAME: c:\p\work\wip\clips\son\10928665\DS70D62-sh1-D5 Detail-4080050A.dgn

| | | |
|---------------------------|------------|----------------------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - 9/2007 KAG |
| | DRAWN - | REVISED - 4/2008 KJT |
| | CHECKED - | REVISED - 3/2017 SWN |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - 8/2022 JWS |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

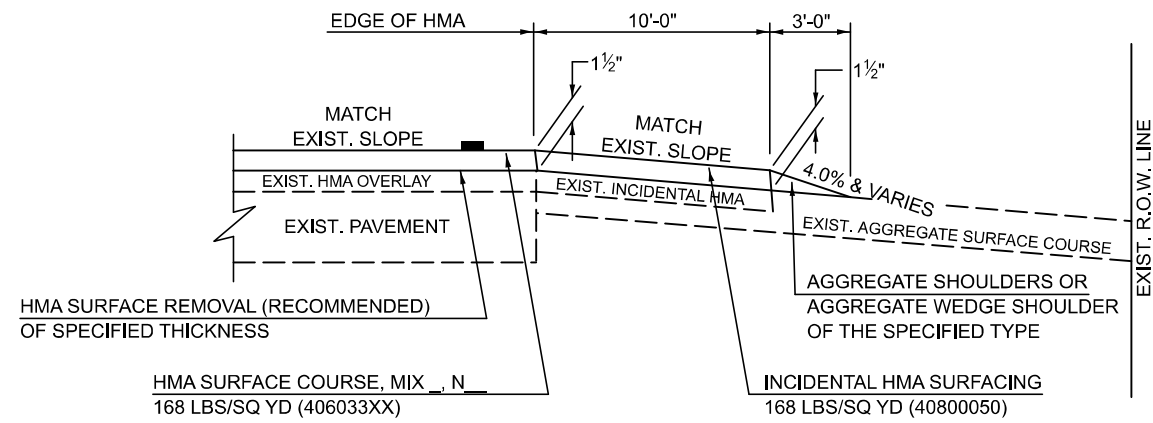
**FIELD ENTRANCES
(NONCOMMERCIAL RURAL)**

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 84 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

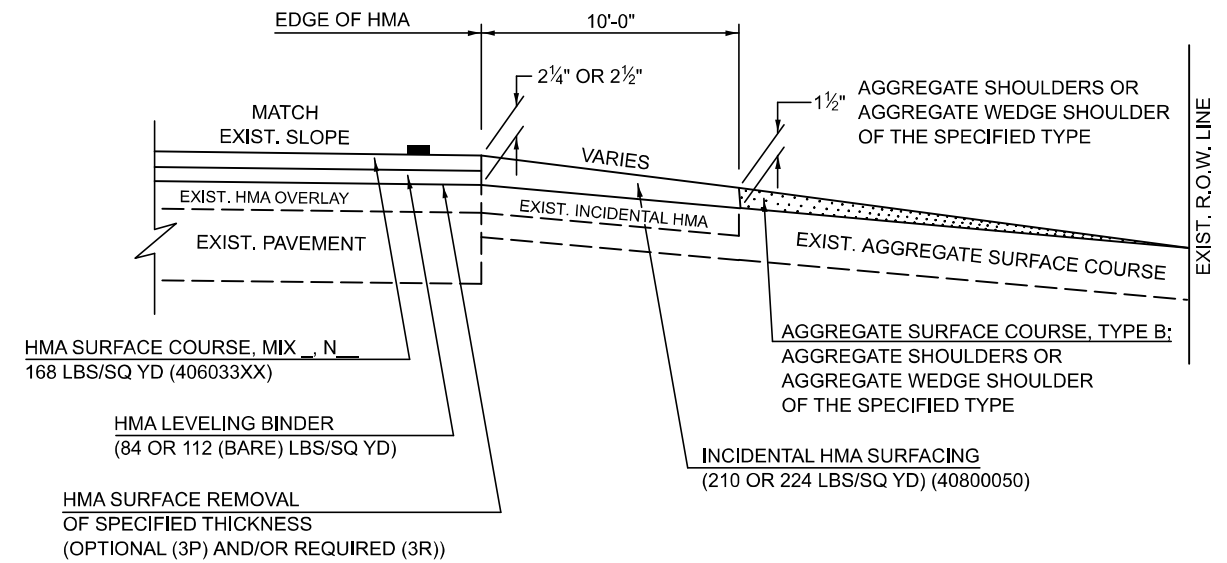
PROJECTS WITHOUT RECONSTRUCTION

**S.M.A.R.T. IMPROVEMENTS
(POLICY RESURFACING; BDE 53-4.03; 1½")**

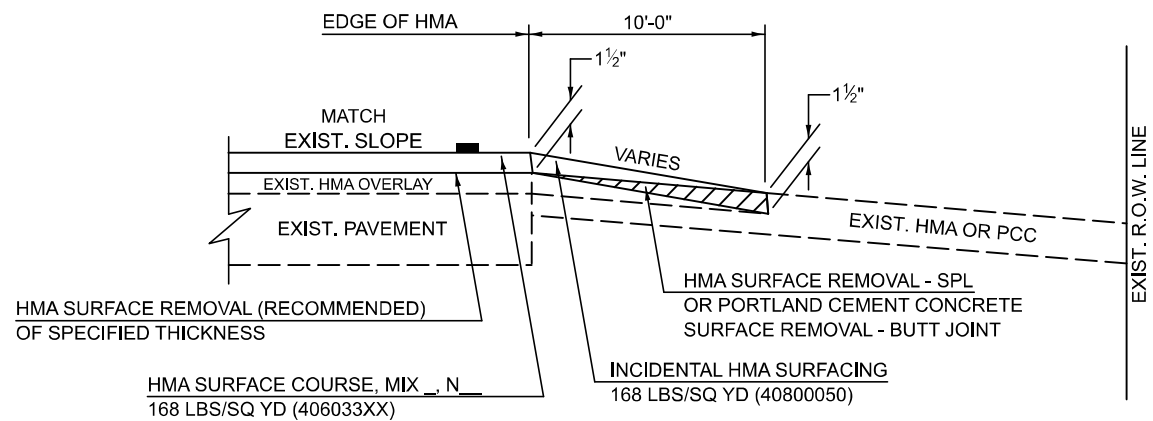


EXISTING AGGREGATE ENTRANCE

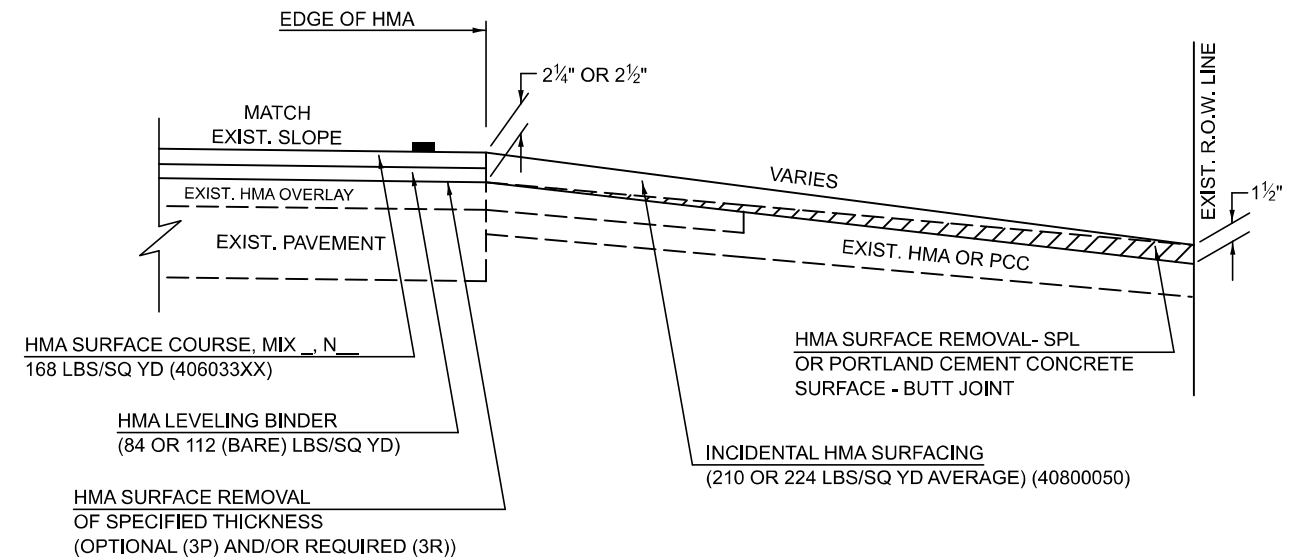
**"3P" OR "3R" IMPROVEMENTS
(POLICY RESURFACING; BDE 53-4.02; 2¼" OR 2½" ON BARE CONCRETE)**



EXISTING AGGREGATE ENTRANCE



EXISTING HMA OR PCC ENTRANCE



EXISTING HMA OR PCC ENTRANCE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 4080050C

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 85 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

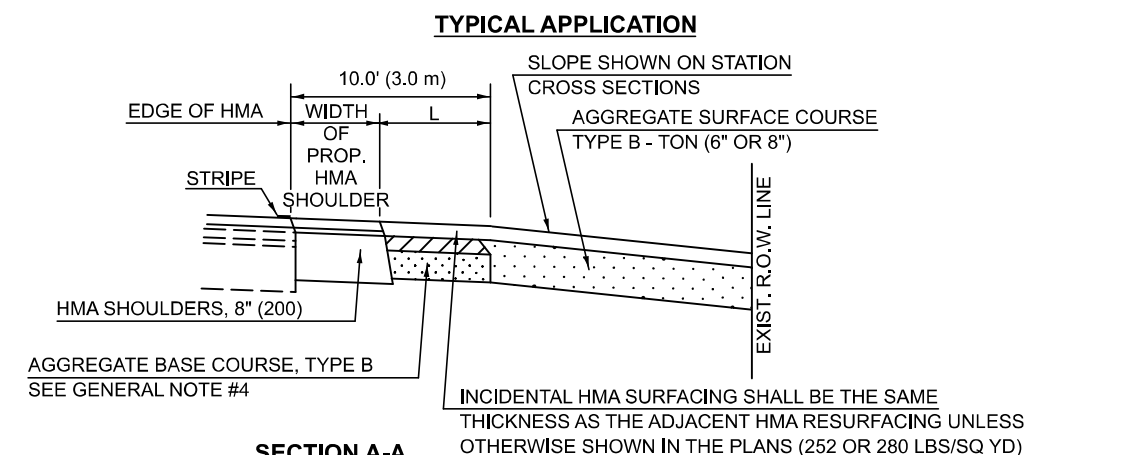
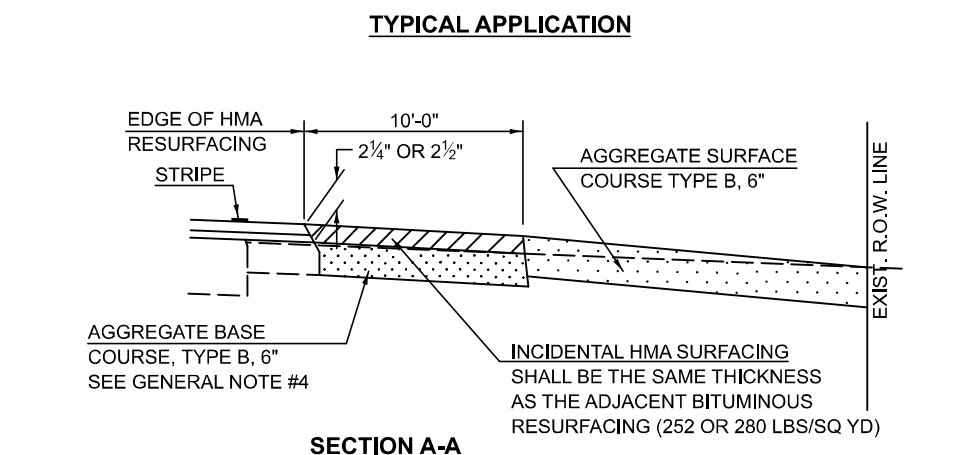
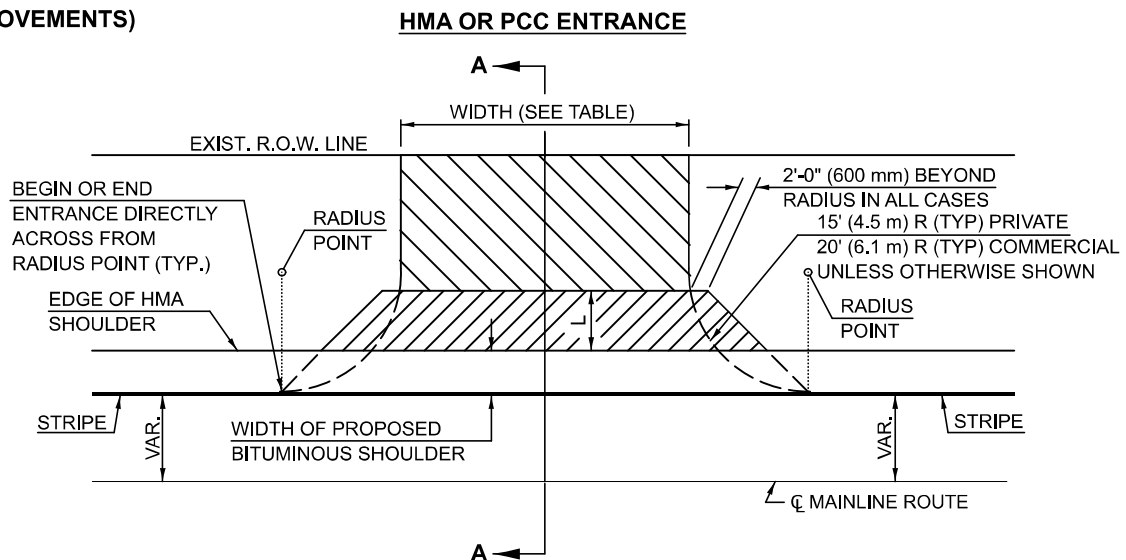
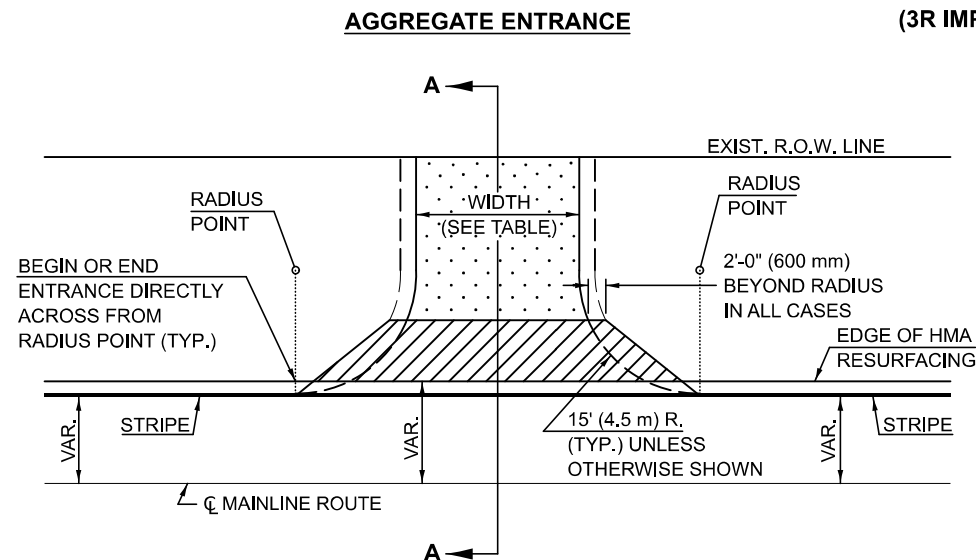
**PRIVATE COMMERCIAL ENTRANCES
(NONCOMMERCIAL AND COMMERCIAL RURAL)**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

| | | |
|---------------------------|------------|-----------------------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - 05/08 KJT |
| | DRAWN - | REVISED - 04/10 KJT |
| | CHECKED - | REVISED - 3/6/17 SWN |
| PLOT DATE = 2/26/2026 | DATE - | REVISED - 8/25/22 JWS |

MODEL: 4080050C Sheet 1 (Sheet)
FILE NAME: c:\p\work\projects\son\0928865\0570D62-sh1-D5 Detail-4080050C.dgn

PROJECTS WITH RECONSTRUCTION



GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE HMA SHOULDER OR THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE.
4. AGGREGATE BASE COURSE, TYPE B, 6" (150 mm) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 12" (300 mm) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
6. EXISTING FIELD ENTRANCES OF AGGREGATE OR EARTH WITH NO HMA APRON SHALL NOT RECEIVE A NEW HMA APRON WITHOUT PROPER APPROVAL THROUGH THE BUREAU OF OPERATIONS "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS".
7. TO ASSURE APPROPRIATE ACCESS POLICIES ARE FOLLOWED ALL NEW ACCESS SHALL BE APPLIED FOR THROUGH THE BUREAU OF OPERATIONS PERMIT APPLICATION PROCESS. PLAN PREPARATION MEMORANDUMS 40-09 ALONG WITH DISTRICT PROJECT IMPLEMENTATION MEMO 104/01 DISCUSS THIS PROCEDURE.

| RURAL ENTRANCE DESIGN STANDARDS (PPM 40-09) | | | | | | | | | | | | | | | | | |
|---|---|--------|----------|-------------------------|----------|---------------------------|---|---------|---|---------------|------|---------------------------|------------|------|--|--|--|
| DESIGN ELEMENT | NEW CONSTRUCTION & 3R WITH CONSTRUCTION | | | | | | 3R w/out RECONSTRUCTION, 3P, SMART & CM | | | | | | | | | | |
| | NONCOMMERCIAL | | | FIELD W/FARM IMPLEMENTS | | | COMMERCIAL | | | NONCOMMERCIAL | | | COMMERCIAL | | | | |
| | min. | des. | max. | min. | max. | min. | des. | max. | min. | des. | max. | min. | des. | max. | | | |
| SURFACE WIDTH (FT) | 12 | 16 | 24 | 24 | 30 | 1 LANE, 1 WAY 14 16 24 | | | 1 LANE, 1 WAY | | | 2 LANE, 2 WAY 24 30 35 | | | | | |
| RADIUS (FT) | 15 | 25 | 40 | 30 | | 20 | 30 | 50 | resurface existing configuration; existing aggregate or earth entrances shall have the continuation of aggregate shoulders placed behind them | | | | | | | | |
| SHOULDER WIDTH (FT) | 2 | 2 | | 2 | | 1 | 3 | | | | | | | | | | |
| SHOULDER SLOPE (%) | 2 | 4 | 6 | 4 | | 2 | 4 | 6 | | | | | | | | | |
| ENTRANCE GRADE (%) | 0 | 2 to 5 | 10 or 12 | 2 to 5 | 10 or 12 | 0 | 2 to 5 | 8 or 10 | | | | | | | | | |
| SIDE SLOPE (FT) | 1:10 | 1:6 | 1:4 | 1:6 | 1:4 | 1:10 | 1:6 | 1:4 | | | | | | | | | |
| SURFACE TYPE | | | | | | | | | | | | | | | | | |
| INCIDENTAL HMA SURFACING (INCH) | | 2 | | 2 | | 3 or 4 | | | taper from hma resurfacing thickness (2 1/2", 2 1/4" or 1 1/2") to 1 1/2" to minimize aggregate shoulder | | | | | | | | |
| AGGREGATE SURFACE COURSE, TYPE B (INCH) | | 6 | | 6 | | 8 | | | if applicable, use items: Preparation of Base & Aggregate Base Repair; see PPM 30-02 | | | | | | | | |
| PCC DRIVEWAY PAVEMENT (INCH) | | 6 | | | | | | 6 or 8 | | | | | | | | | |

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 4080050C

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 86 |
| CONTRACT NO. 70D62 | | | | |

| | | |
|---------------------------|------------|-----------------------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - 05/08 KJT |
| | DRAWN - | REVISED - 04/10 KJT |
| | CHECKED - | REVISED - 3/6/17 SWN |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - 8/25/22 JWS |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

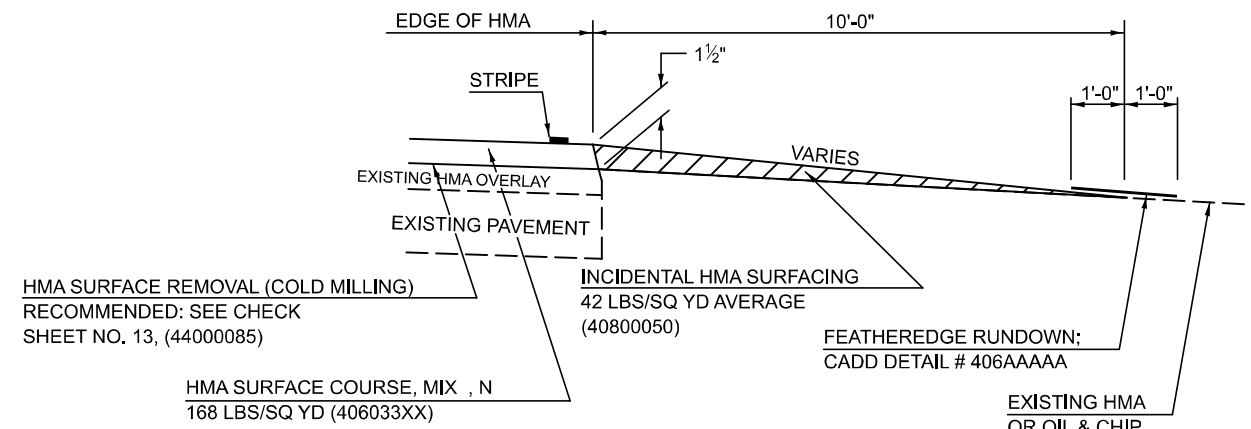
**PRIVATE COMMERCIAL ENTRANCES
(NONCOMMERCIAL AND COMMERCIAL RURAL)**

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

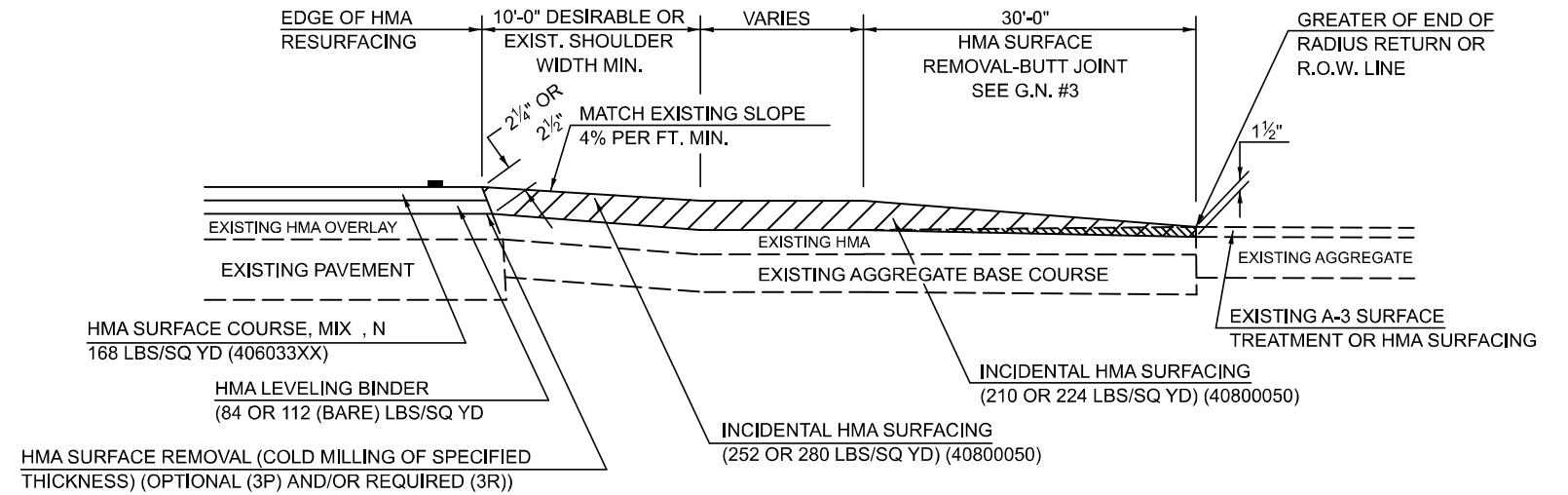
MODEL: 4080050C Sheet 2 (Sheet)
FILE NAME: c:\p\work\wv\rd\plans\son\10928665\0570D62-sh1-D5 Detail-4080050C.dgn

PROJECTS WITHOUT RECONSTRUCTION

**S.M.A.R.T. IMPROVEMENTS
(ALSO CONTRACT MAINTENANCE)**

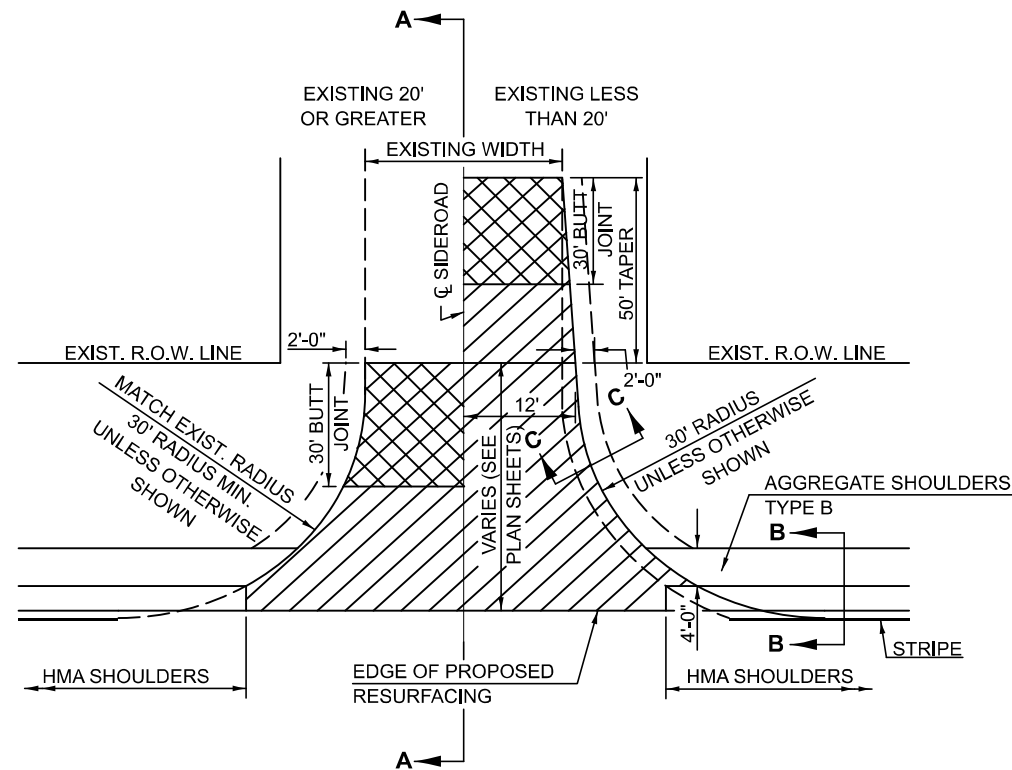


"3P" OR "3R" IMPROVEMENTS

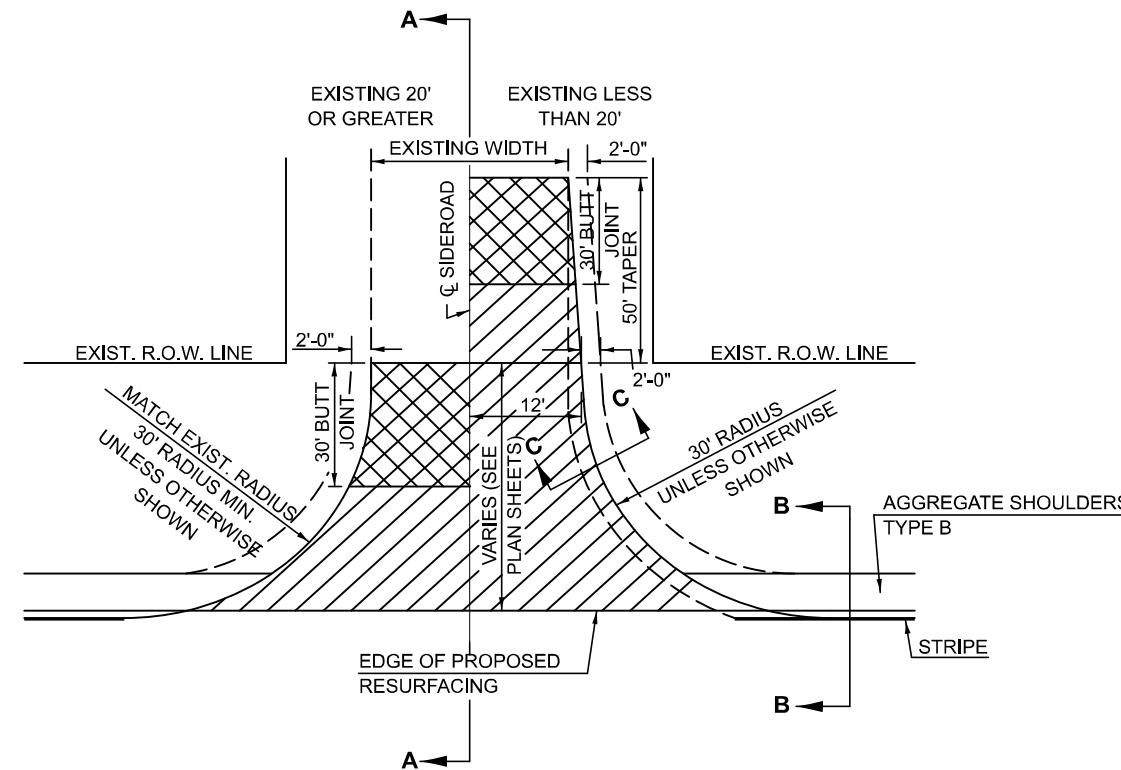


**PROJECTS WITH RECONSTRUCTION
("3R" IMPROVEMENTS)**

WITH HMA SHOULDER



WITHOUT HMA SHOULDER



GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS
2. PROPOSED SIDEROAD GRADES SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. MAJOR SIDEROAD/SIDESTREETS (>400 ADT) SHALL HAVE "BUTT JOINTS" CONSTRUCTED WHETHER THE EXISTING ENTRANCE IS HMA OR PCC. MINOR SIDEROAD/SIDESTREETS (<400 ADT) SHALL HAVE "FEATHEREDGE RUNDOWNS".
4. AGGREGATE BASE COURSE, TYPE B OF THE THICKNESS SPECIFIED IN THE PLANS 6" MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT 6" EXISTING BASE MATERIAL FOR THE PROPOSED SIDEROAD RETURNS. THIS MATERIAL SHALL BE USED TO WIDEN SIDEROAD RETURNS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 1' WIDER THAN THE SURFACE DIMENSIONS.
6. AGGREGATE SHOULDERS, TYPE B WILL BE WRAPPED AROUND THE SIDEROAD RETURNS. TAPER WIDTH FROM 4' ALONG MAINLINE TO 2' AT BACK OF RETURN.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 408000AA

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

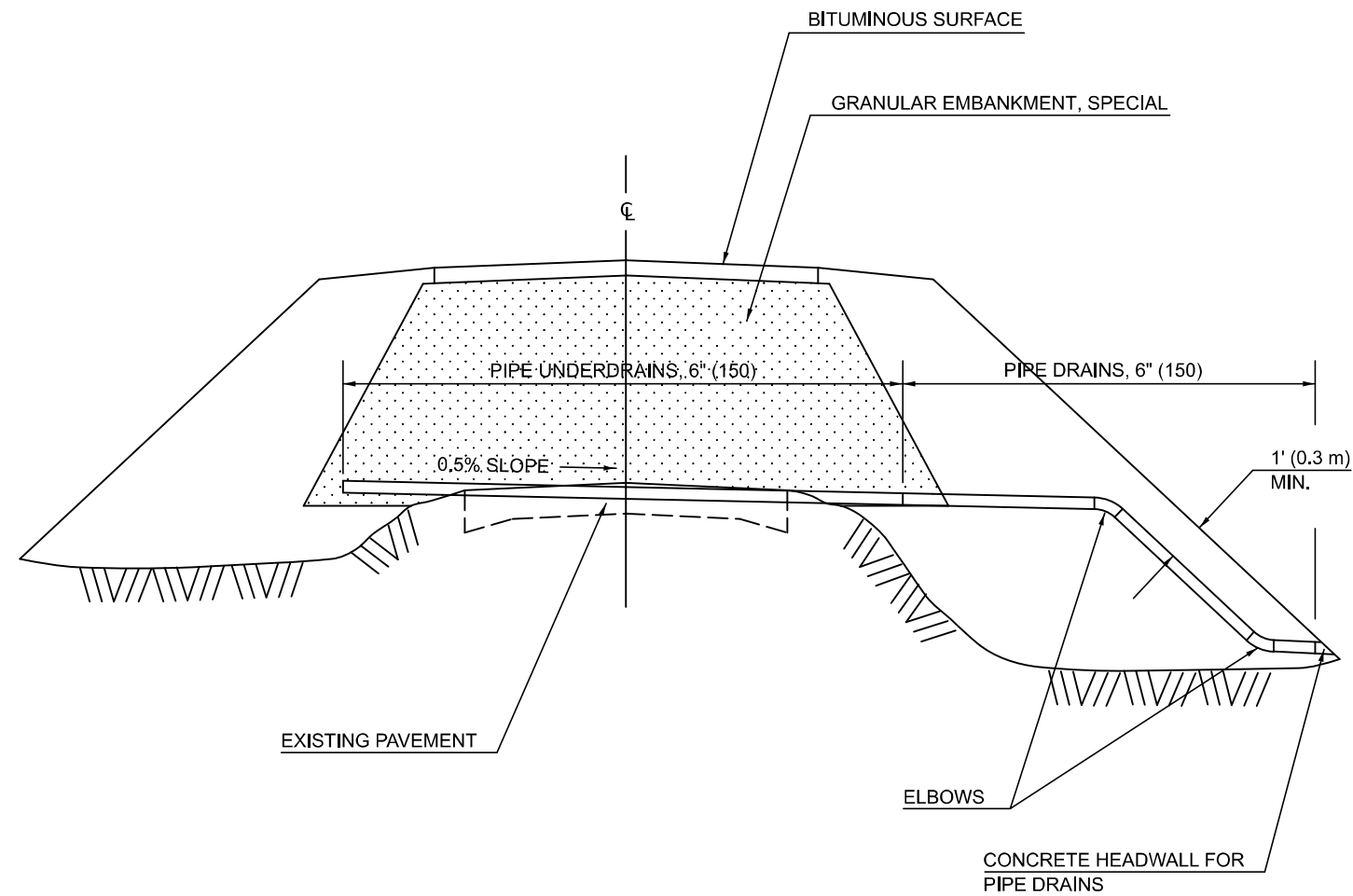
SIDEROAD & SIDESTREETS (RURAL)

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 87 |
| CONTRACT NO. 70D62 | | | | |

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

| | | | |
|---------------------------|------------|-----------|--------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISOR - | DATE - |
| | DRAWN - | REVISOR - | DATE - |
| | CHECKED - | REVISOR - | DATE - |
| PLOT DATE = 3/10/2026 | DATE - | REVISOR - | DATE - |

MODEL: 408000AA Sheet 1 (Sheet)
FILE NAME: c:\p\work\projects\son\0928865\0570D62-shl-D5 Detail-408000AA.dgn



GENERAL NOTES

1. PIPE UNDERDRAINS SHALL BE INSTALLED WHERE THE GRANULAR EMBANKMENT, SPECIAL EXCEEDS 14" (356 mm)
2. PIPE UNDERDRAINS SHALL BE PLACED AT 50' (15 m) CENTERS IN "SAG" LOCATIONS AND AT 100' (30 m) CENTERS THEREAFTER.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 60107700

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 89 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

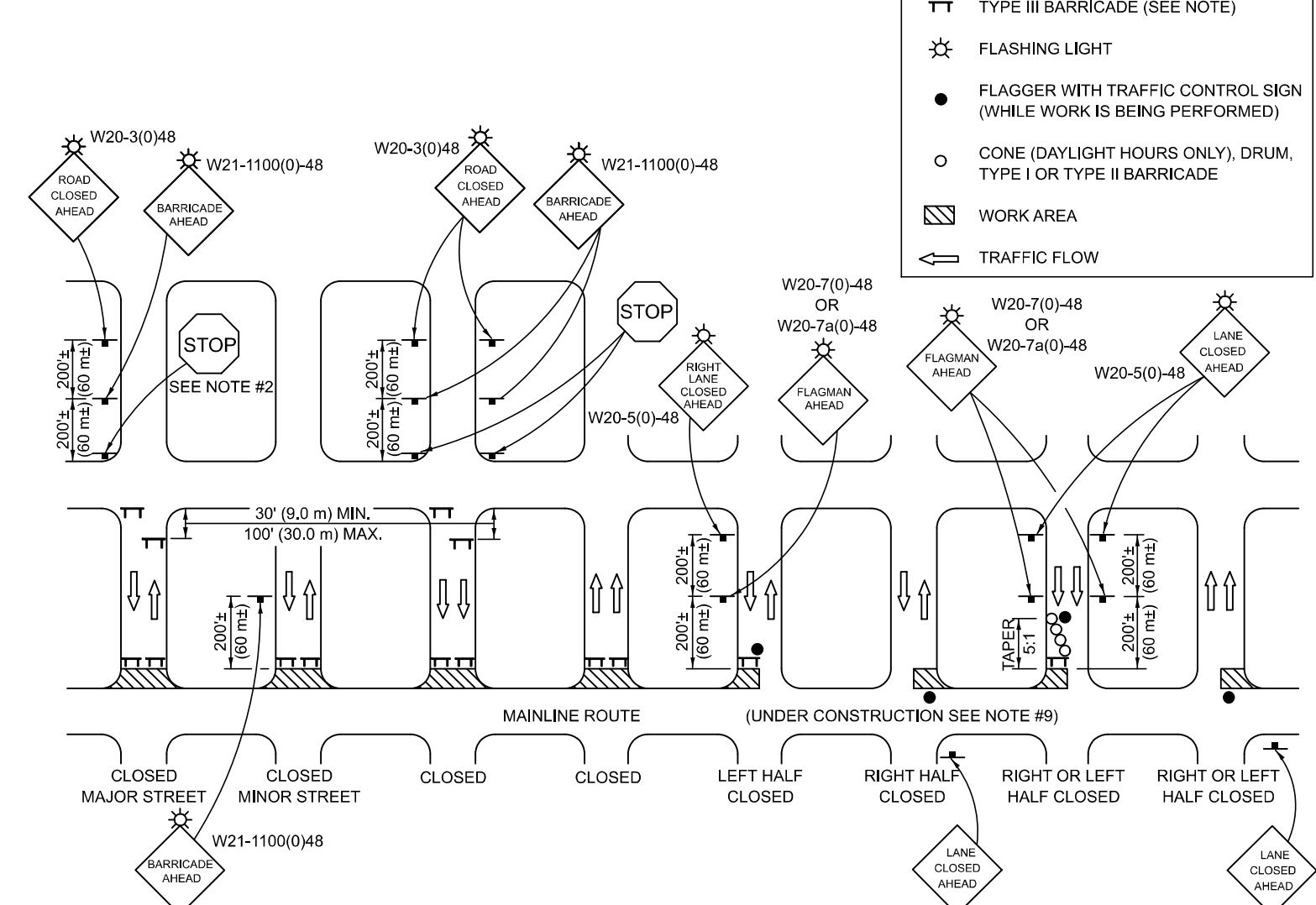
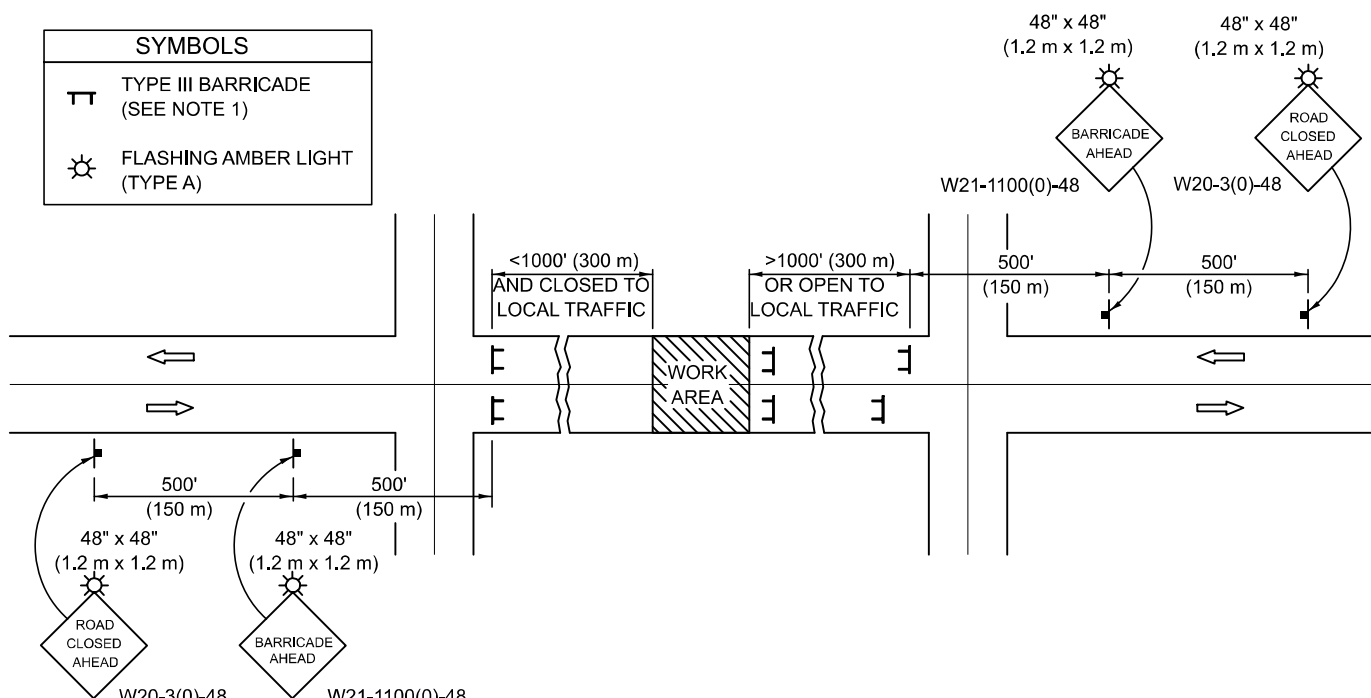
**PIPE UNDERDRAINS FOR
GRANULAR EMBANKMENT, SPECIAL**

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

| | | |
|---------------------------|------------|-----------------|
| USER NAME = Tyler.Plerson | DESIGNED - | REVISED - 11/06 |
| | DRAWN - | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 2/26/2026 | DATE - | REVISED - |

ROAD CLOSURE

SIDEROAD / STREET CLOSURE



| SYMBOLS | |
|---------|---|
| | TYPE III BARRICADE (SEE NOTE 1) |
| | FLASHING AMBER LIGHT (TYPE A) |
| | FLAGGER WITH TRAFFIC CONTROL SIGN (WHILE WORK IS BEING PERFORMED) |
| | CONE (DAYLIGHT HOURS ONLY), DRUM, TYPE I OR TYPE II BARRICADE |
| | WORK AREA |
| | TRAFFIC FLOW |

GENERAL NOTES

- TYPE III BARRICADES SHALL BE AS SHOWN ON STANDARD 701901 "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
- IF THE ROAD IS OPEN TO LOCAL TRAFFIC OR EXCEEDS 1000' (300 m), ANOTHER SET OF TYPE III BARRICADES, EQUIPPED AS IN NOTE 1 ABOVE, SHALL BE PLACED AT EACH END OF THE WORK AREA.
- WHEN A STOP CONDITION EXISTS, NO SIGNS ARE REQUIRED IN ADVANCE OF THE "STOP" SIGN WHEN THE ROAD IS CLOSED WITHIN 100' (30 m) OF THE INTERSECTION.
- STANDARD 701901 SHALL APPLY FOR THE PLACEMENT & DESIGN OF TYPE III BARRICADES.
- IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON AN NCHRP 350 TEMPORARY SIGN SUPPORT DIRECTLY IN FRONT OF THE BARRICADE.
- REFLECTORIZED STRIPING SHALL APPEAR ON BOTH SIDES OF THE TYPE III BARRICADES IF ROAD IS OPEN TO LOCAL TRAFFIC.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- A MINIMUM OF TWO FLASHING LIGHTS SHALL BE USED AT NIGHT ON EACH APPROACH IN ADVANCE OF THE WORK AREA. FLASHING LIGHTS SHALL BE INSTALLED ABOVE THE FIRST TWO SIGNS IN THE SERIES.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- FORMS BT. 725 AND BT. 726 ARE REQUIRED.
- WHEN A SIDEROAD INTERSECTS THE HIGHWAY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC DEVICES SHALL BE ERECTED AND PROVIDED AS DIRECTED BY THE ENGINEER.
- AN ADDITIONAL SIGN MAY BE REQUIRED AT A MAJOR INTERSECTING ROAD IN ADVANCE OF THE CLOSURE. THE ADDITIONAL SIGN SHALL GIVE THE DISTANCE TO THE BARRICADE IN MILES OR FRACTIONS OF A MILE.

GENERAL NOTES

- TYPE III BARRICADES SHALL BE AS SHOWN ON "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
- WHERE A STOP CONDITION EXISTS, AS SHOWN ABOVE, WARNING SIGNS MAY BE OMITTED IN ADVANCE OF THE "STOP" SIGN.
- STANDARD 701901 SHALL APPLY FOR THE PLACEMENT & MANUFACTURE OF TYPE III BARRICADES.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ONE FLASHING LIGHT IS REQUIRED ABOVE EACH ADVANCE WARNING SIGN DURING HOURS OF DARKNESS.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- FORMS BT 725 AND BT 726 ARE REQUIRED.
- THE MAINLINE ROUTE TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE PLANS, SPECIAL PROVISIONS AND STANDARD SPECIFICATIONS.
- ALL FLAGGERS REQUIRED AT SIDE ROADS AND ENTRANCES REMAINING OPEN TO TRAFFIC AND/OR ADDITIONAL BARRICADES REQUIRED BY THE ENGINEER TO CLOSE SIDE ROADS AND ENTRANCES WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7020000

| | | |
|---------------------------|------------|---------------------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - 11/06 |
| | DRAWN - | REVISED - 12/07 |
| | CHECKED - | REVISED - 09/09 KJT |
| PLOT DATE = 2/26/2026 | DATE - | REVISED - |

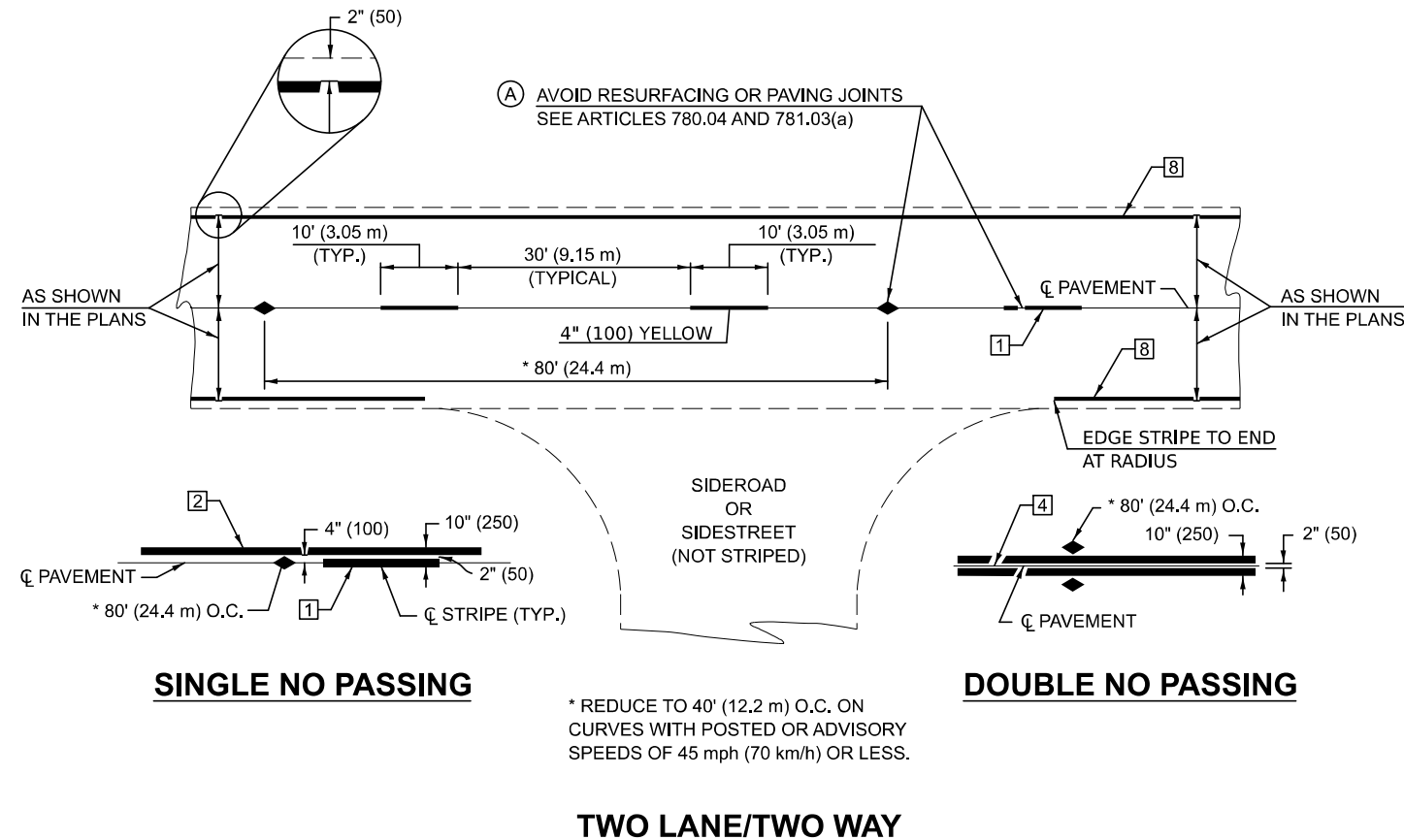
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION DEVICES (ROAD & SIDEROAD / STREET CLOSURES)

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 90 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

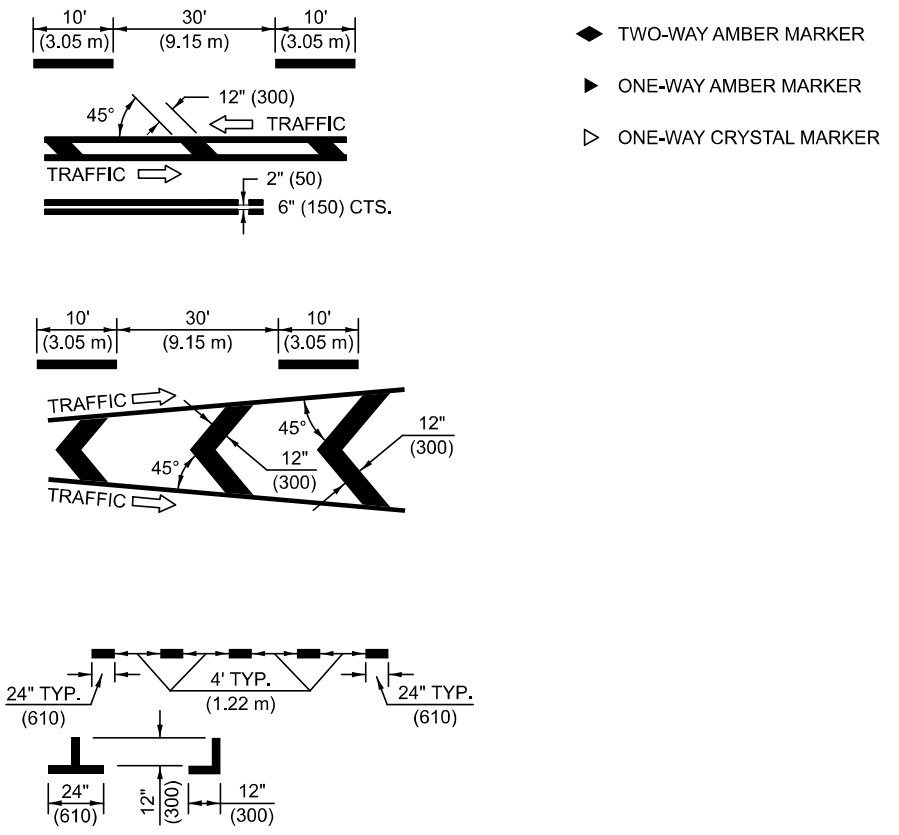
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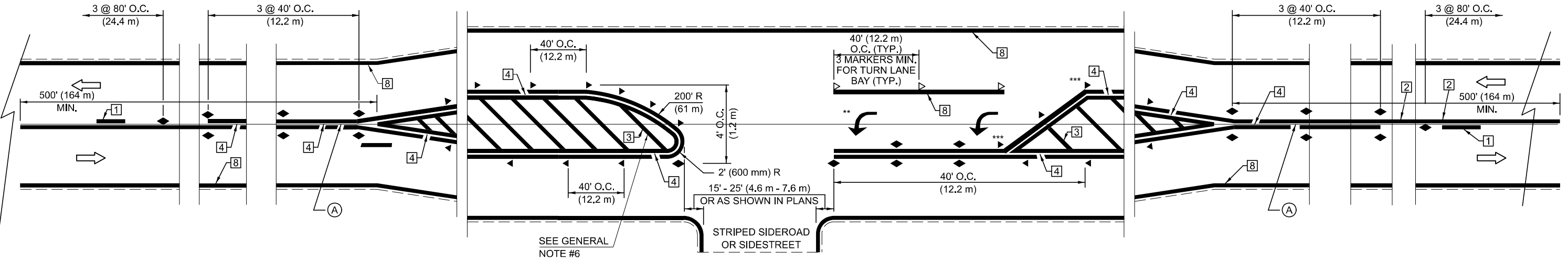
TYPICAL PAVEMENT MARKING LENGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)
- 14 4" (100) PARKING WHITE

TYPICAL PAVEMENT MARKERS LENGEND



RURAL LEFT TURN



*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.
 ** TURN ARROWS SHALL BE PLACED AS SHOWN OF SHEET #2.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

| DISTRICT 5 DETAIL NO. 7800AAAA | | | | |
|--------------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 91 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

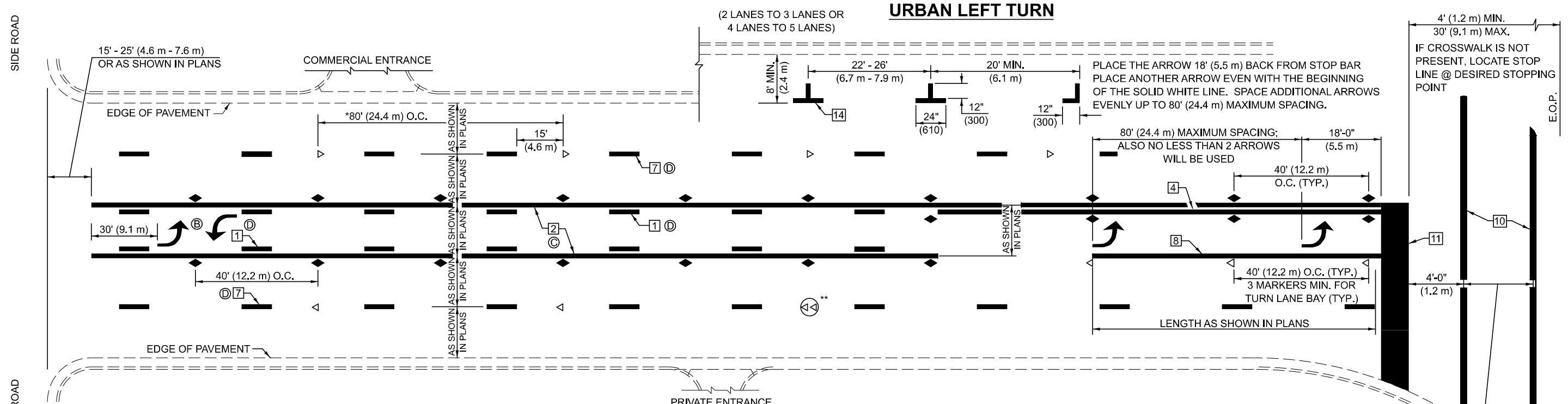
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| | | |
|---------------------------|------------|----------------------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - 4/2014 JLA |
| | DRAWN - | REVISED - 3/2019 SWN |
| | CHECKED - | REVISED - 8/2022 JLA |
| PLOT DATE = 2/26/2026 | DATE - | REVISED - 9/2022 JWS |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
 (RURAL & URBAN APPLICATIONS)**

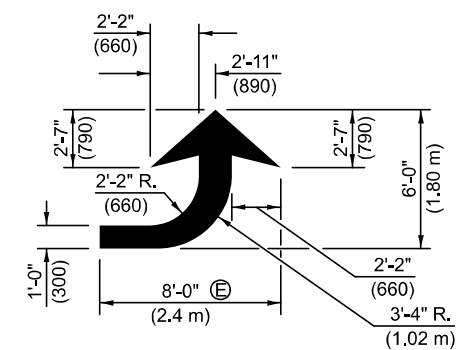
SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.



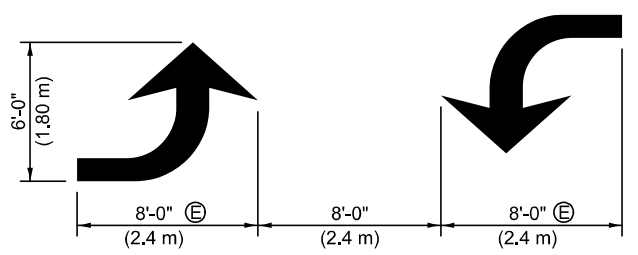
- * REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.
- ** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

GENERAL NOTES:

- (B) TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
- (C) THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
- (D) THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
- (E) USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)

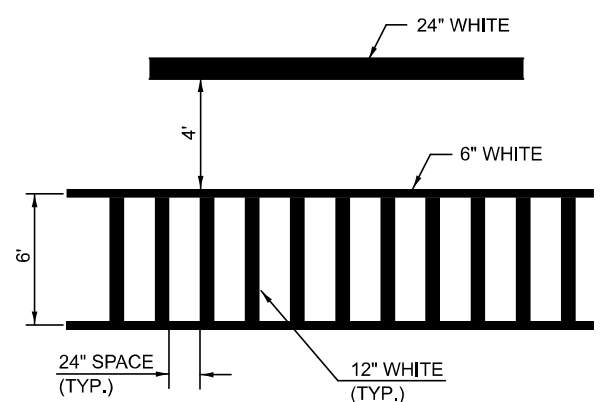


LEFT ARROW
REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m)
(WHITE)

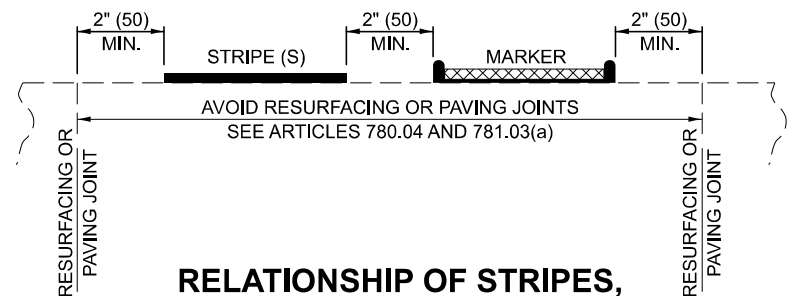


TYPICAL DOUBLE TURN ARROWS (WHITE)

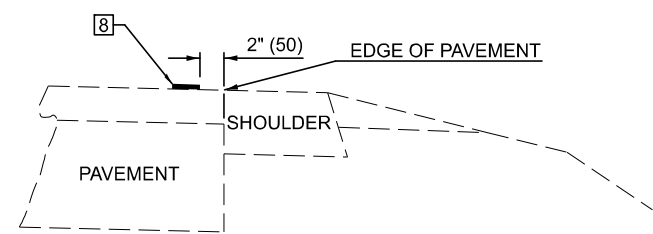
BLOOMINGTON-NORMAL CITY LIMITS ONLY



TYPICAL SPACING FOR CROSSWALKS & STOP BARS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS



RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT
(SAFETY SHOULDER OR PAVED SURFACE)
SEE ARTICLE 780.04

MODEL: 7800AAAA_Sheet 2 (Sheet)
FILE NAME: c:\pav_mork\work\pavmark\pavmark.dwg Date: 3/10/2026

| | | |
|---------------------------|------------|----------------------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - 4/2014 JLA |
| | DRAWN - | REVISED - 3/2019 SWN |
| | CHECKED - | REVISED - 8/2022 JLA |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - 9/2022 JWS |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)**

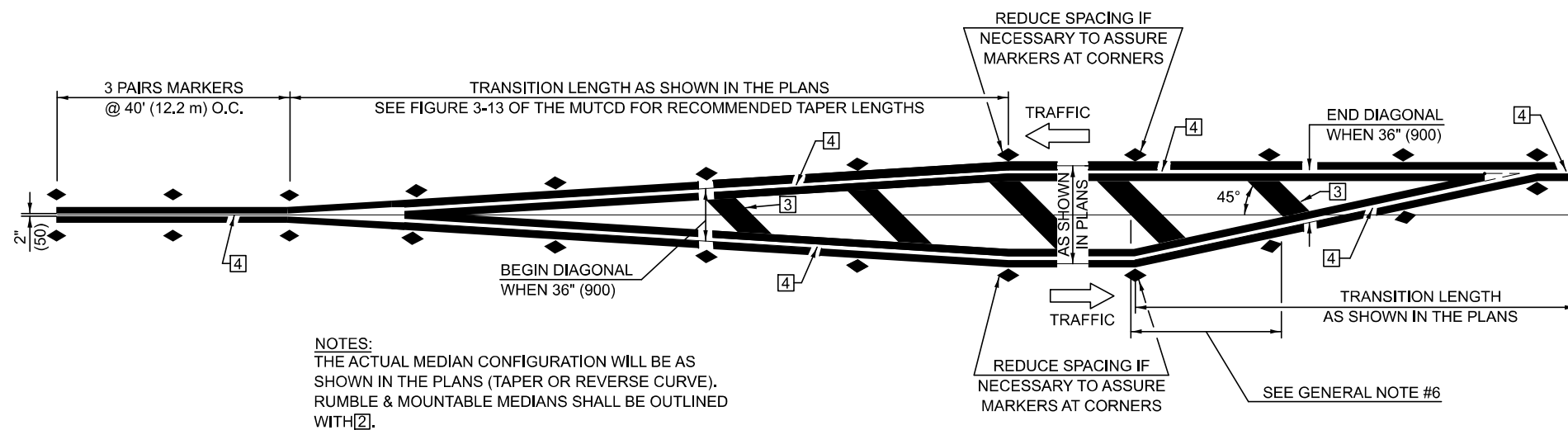
SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

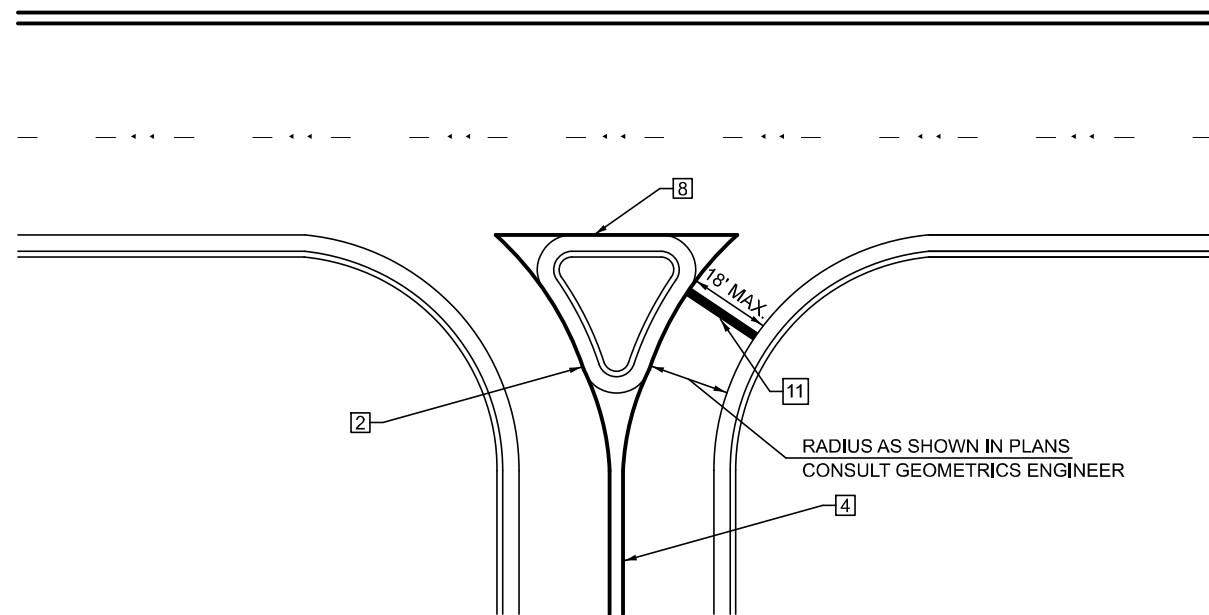
| DISTRICT 5 DETAIL NO. 7800AAAA | | | | |
|--------------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 92 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

GENERAL NOTES

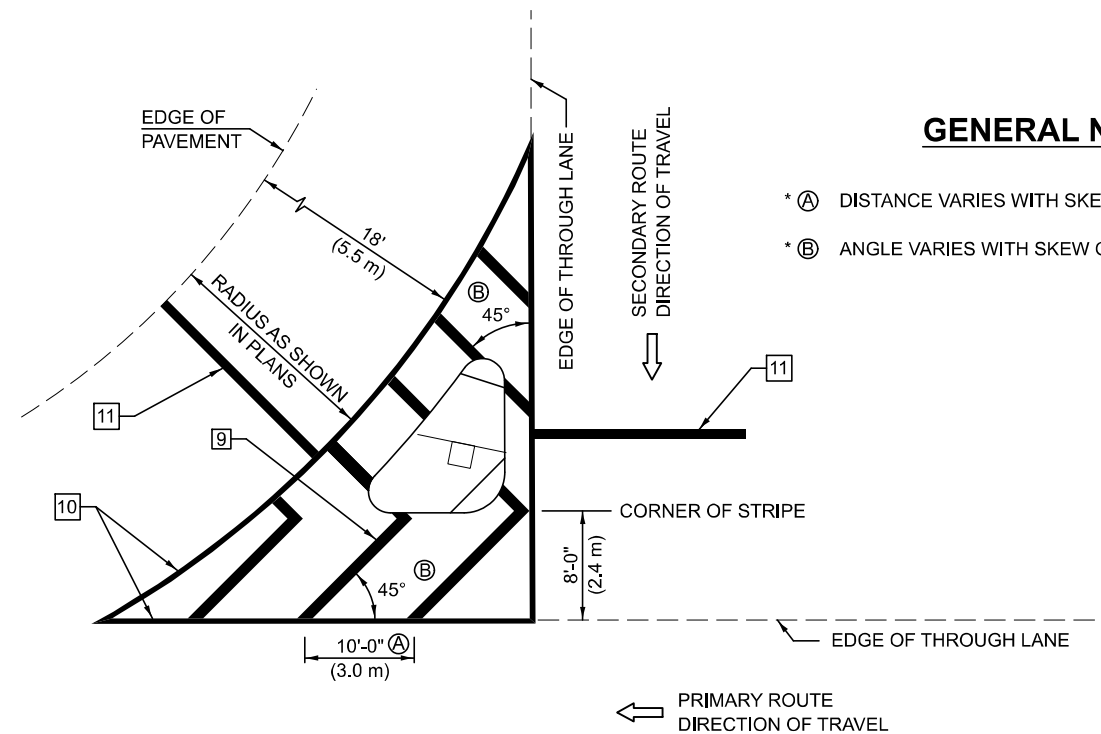
1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,
 - <30 MPH USE 15' (<50 km/h USE 4.5 m)
 - 30-45 MPH USE 20' (50-75 km/h USE 6.0 m)
 - >45 MPH USE 30' (>75 km/h USE 9.0 m)



TYPICAL MEDIAN TRANSITIONS



RIGHT IN - RIGHT OUT ACCESS



GENERAL NOTES

- * (A) DISTANCE VARIES WITH SKEW OF INTERSECTION.
- * (B) ANGLE VARIES WITH SKEW OF INTERSECTION.

ISLAND

* FOR RIGHT TURN LANE AND ISLAND STRIPING CONSULT GEOMETRICS ENGINEER.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAAA

| | | |
|---------------------------|------------|----------------------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - 4/2014 JLA |
| | DRAWN - | REVISED - 3/2019 SWN |
| | CHECKED - | REVISED - 8/2022 JLA |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - 9/2022 JWS |

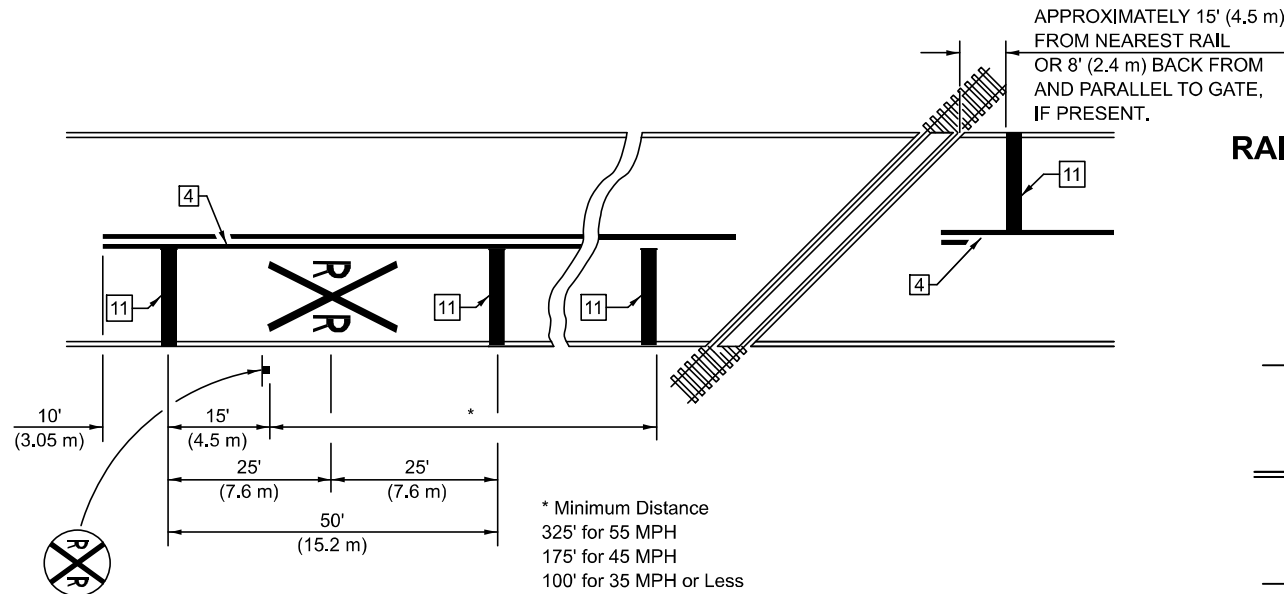
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

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

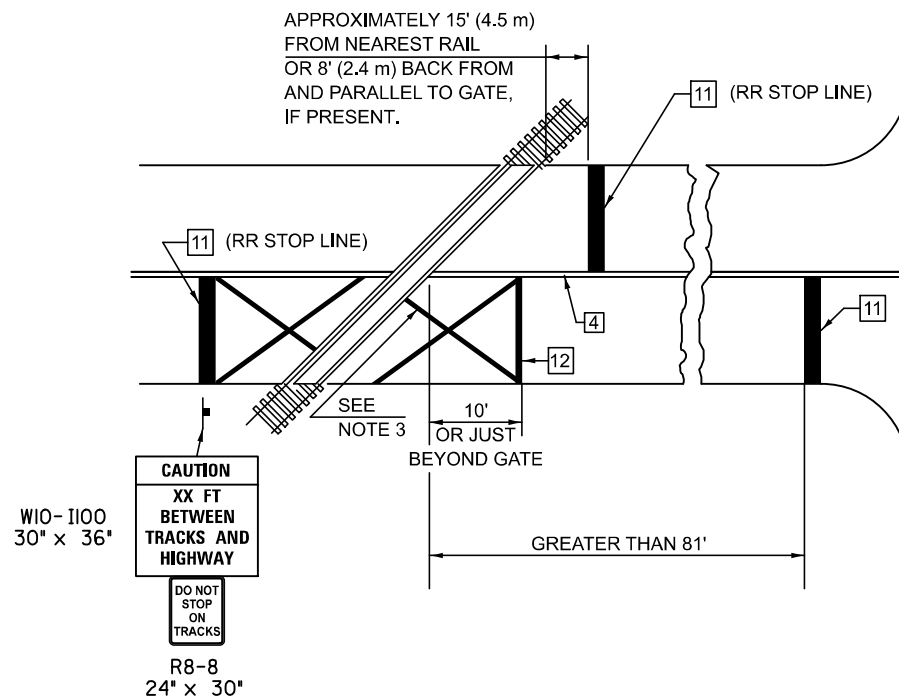
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 93 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: 7800AAAA_Sheet 4 (Sheet)
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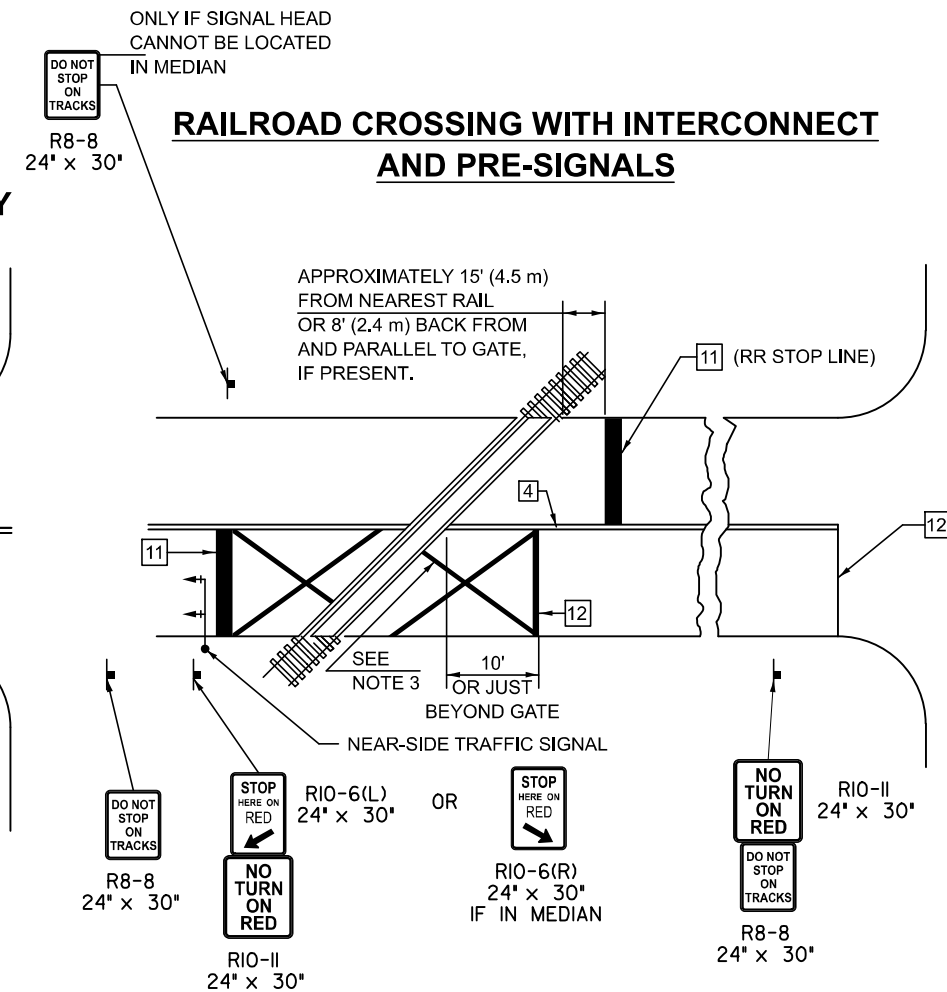


PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

RAILROAD CROSSING WITH INTERCONNECT ONLY



RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



GENERAL NOTES

1. SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
3. 6" WHITE PAVEMENT MARKINGS AT 45° TO PAVEMENT, 8' CENTER TO CENTER.
4. XX DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICH EVER IS CLOSEST, ROUNDED DOWN TO NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
5. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTENDED TO THE INTERSECTION.

SUPPLEMENT PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

ALTERNATE SIGNS



NOTES

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAAA

| | | |
|---------------------------|------------|----------------------|
| USER NAME = Tyler.Pierson | DESIGNED - | REVISED - 4/2014 JLA |
| | DRAWN - | REVISED - 3/2019 SWN |
| | CHECKED - | REVISED - 8/2022 JLA |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - 9/2022 JWS |

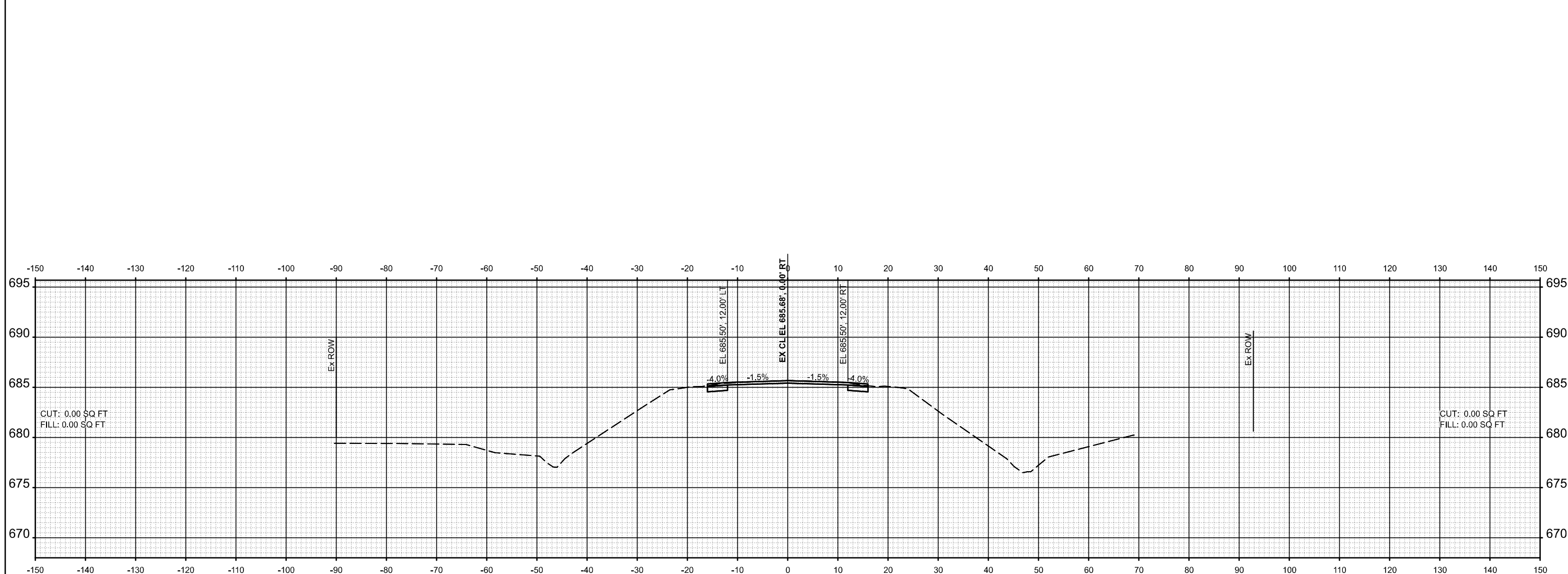
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
 (RURAL & URBAN APPLICATIONS)**

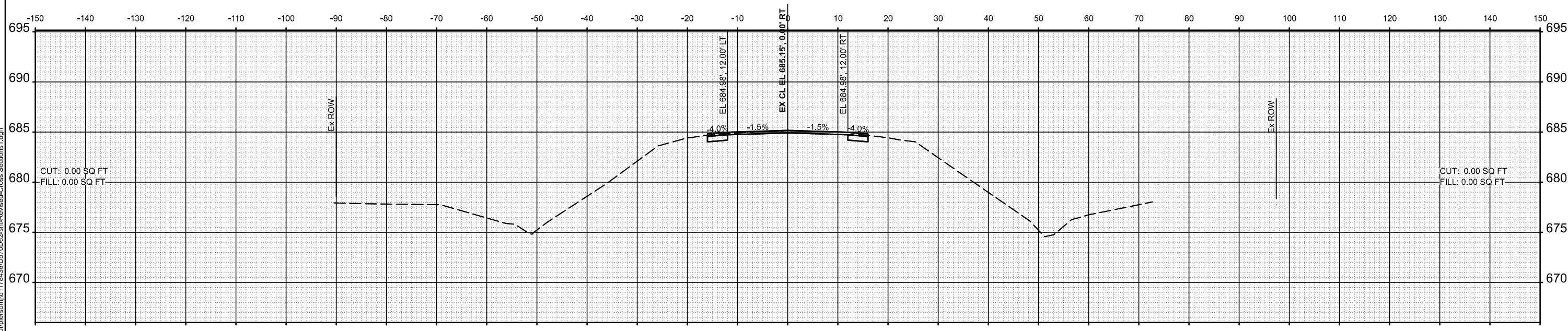
SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

| F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 94 |

CONTRACT NO. 70D62
 ILLINOIS FED. AID PROJECT



STA 178+50.00



STA 178+10.00

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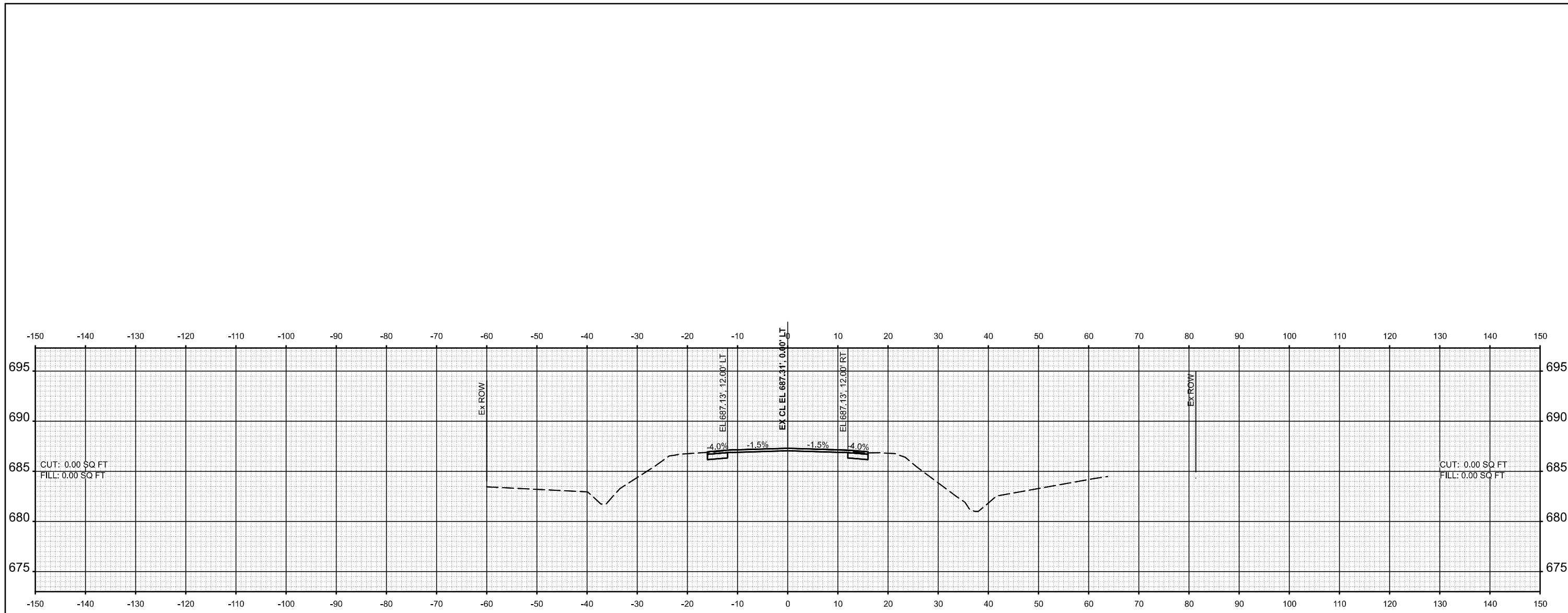
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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

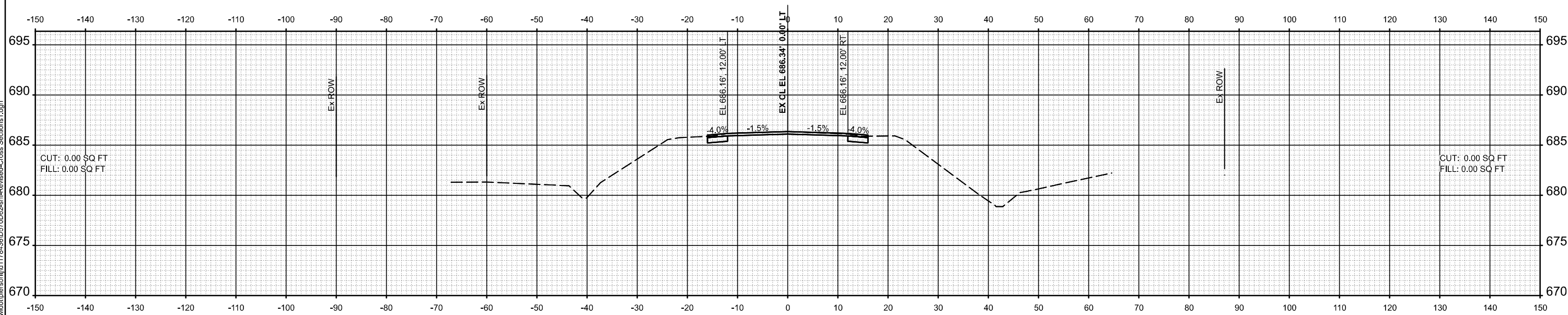
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 1 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 95 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



STA 179+50.00



STA 179+00.00

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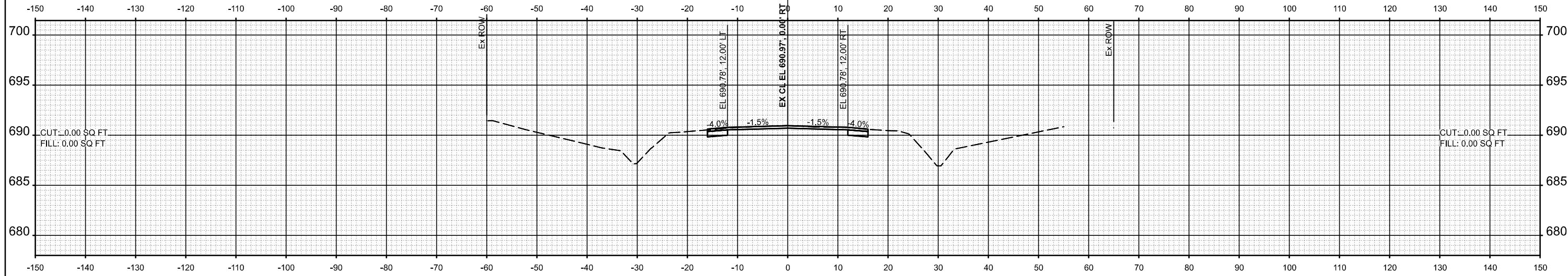
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

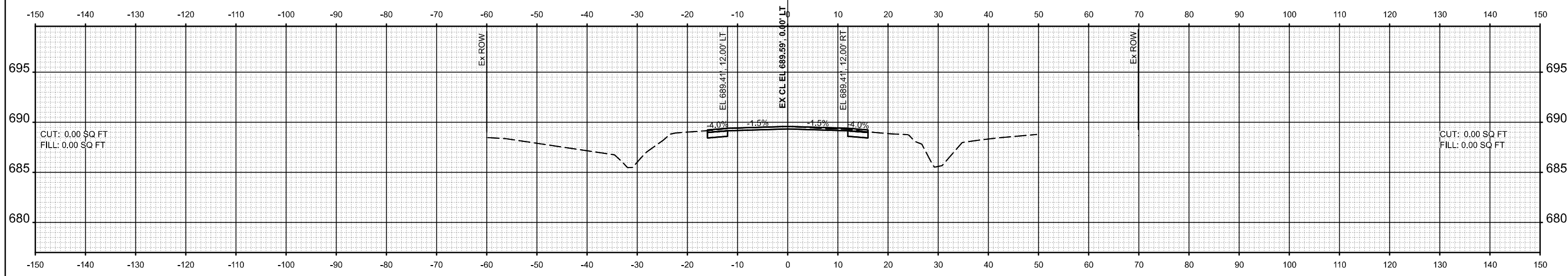
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 2 OF 48 SHEETS STA. TO STA.

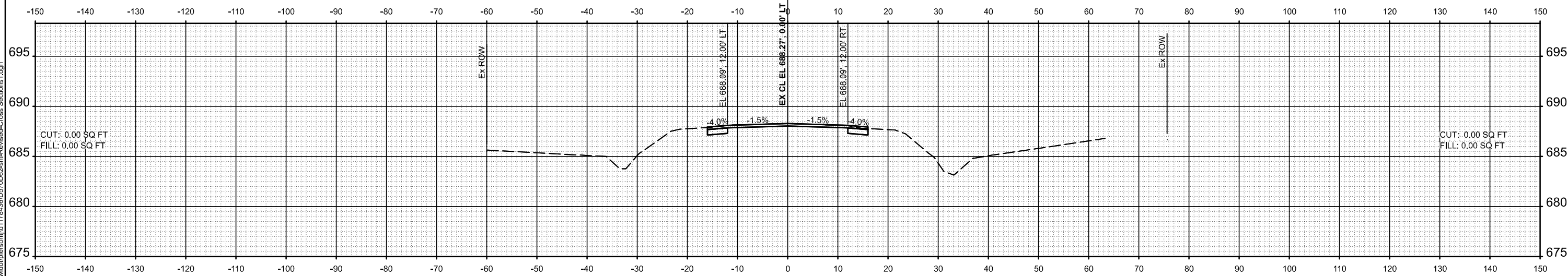
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 96 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



STA 181+00.00



STA 180+50.00



STA 180+00.00

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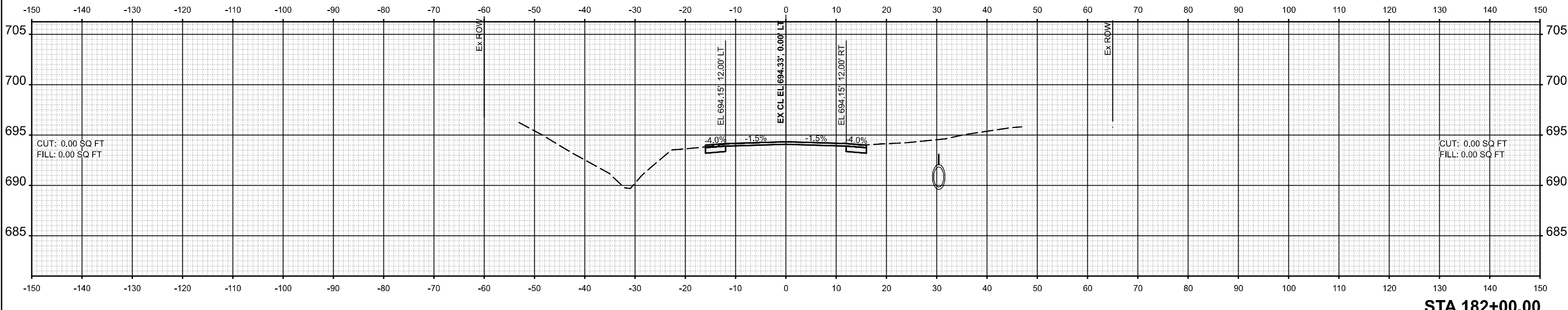
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

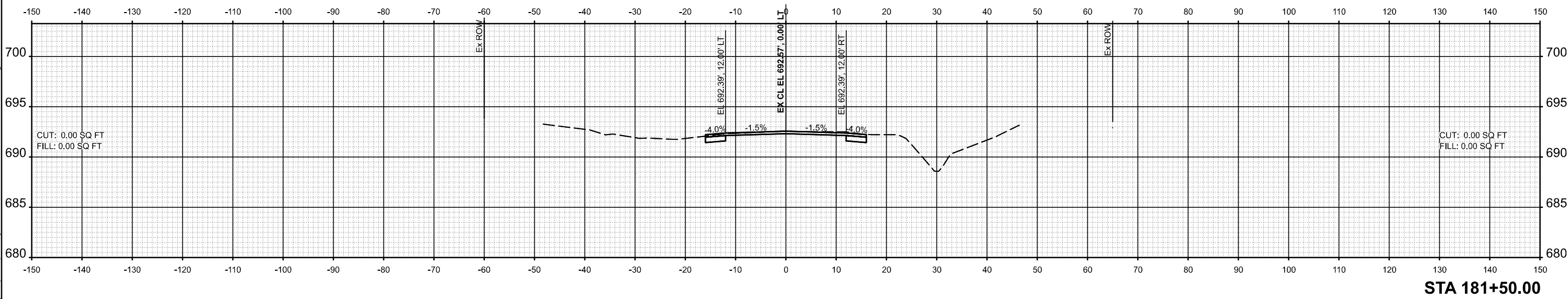
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 3 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 97 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



STA 182+00.00



STA 181+50.00

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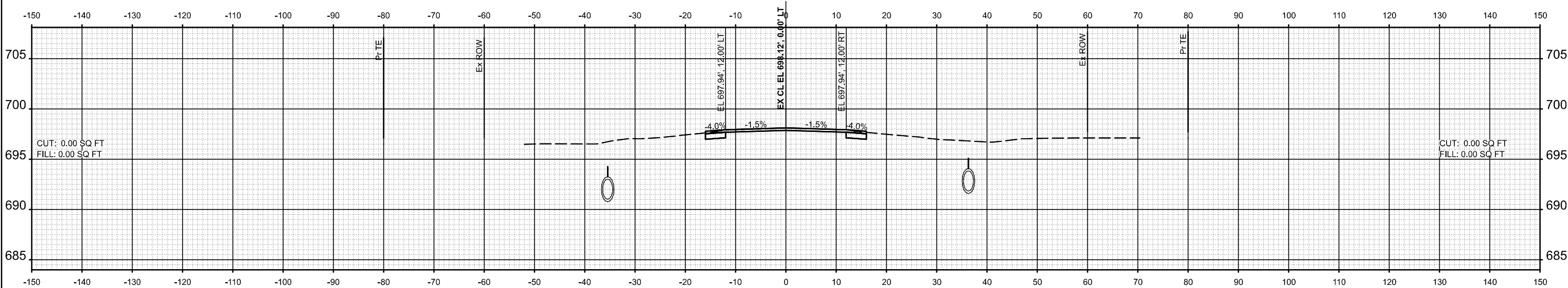
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

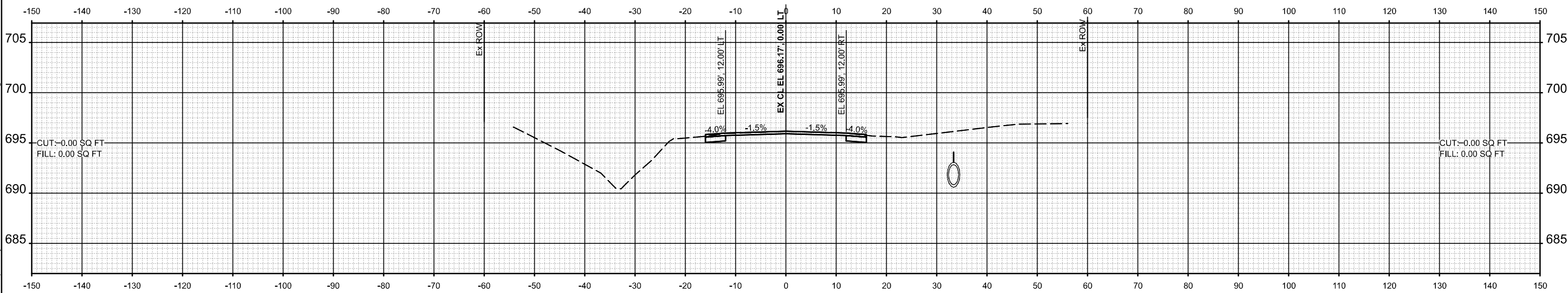
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 4 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 98 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



STA 183+00.00



STA 182+50.00

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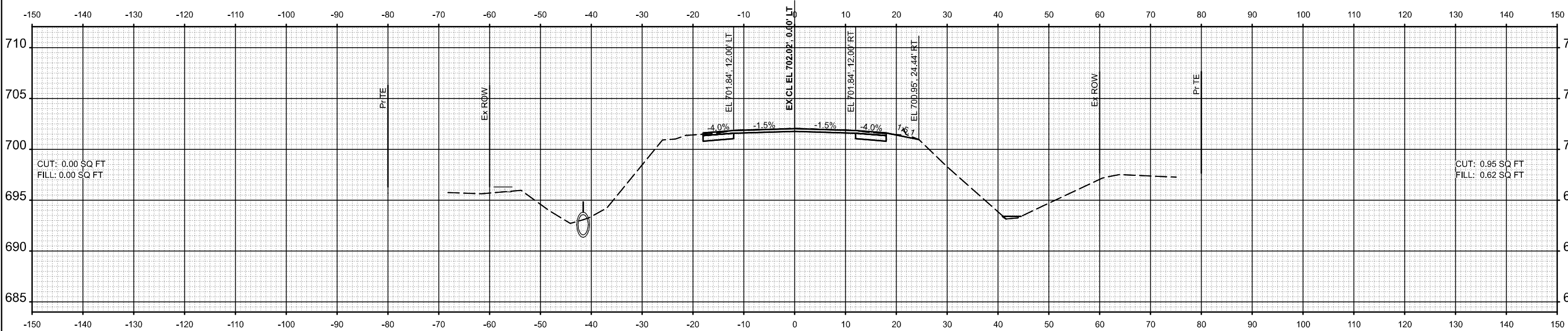
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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

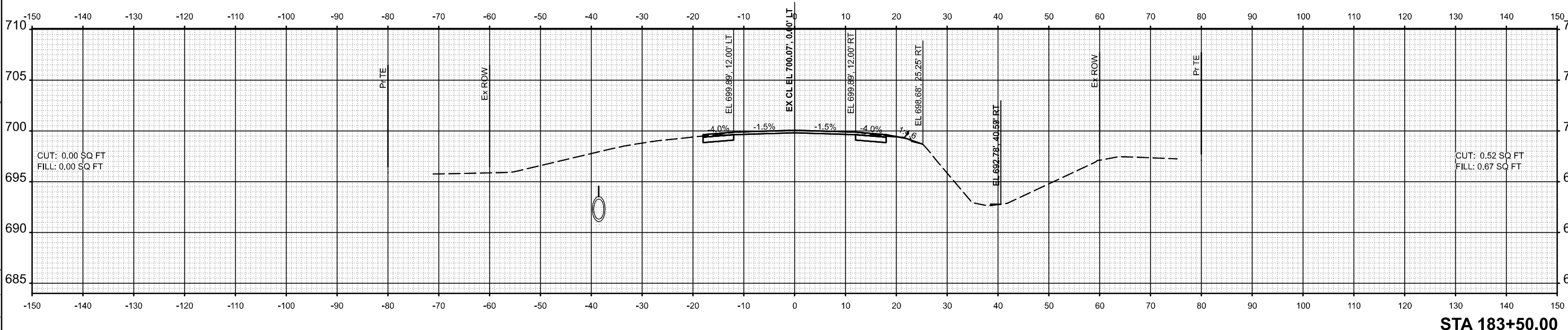
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 5 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 99 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



STA 184+00.00



STA 183+50.00

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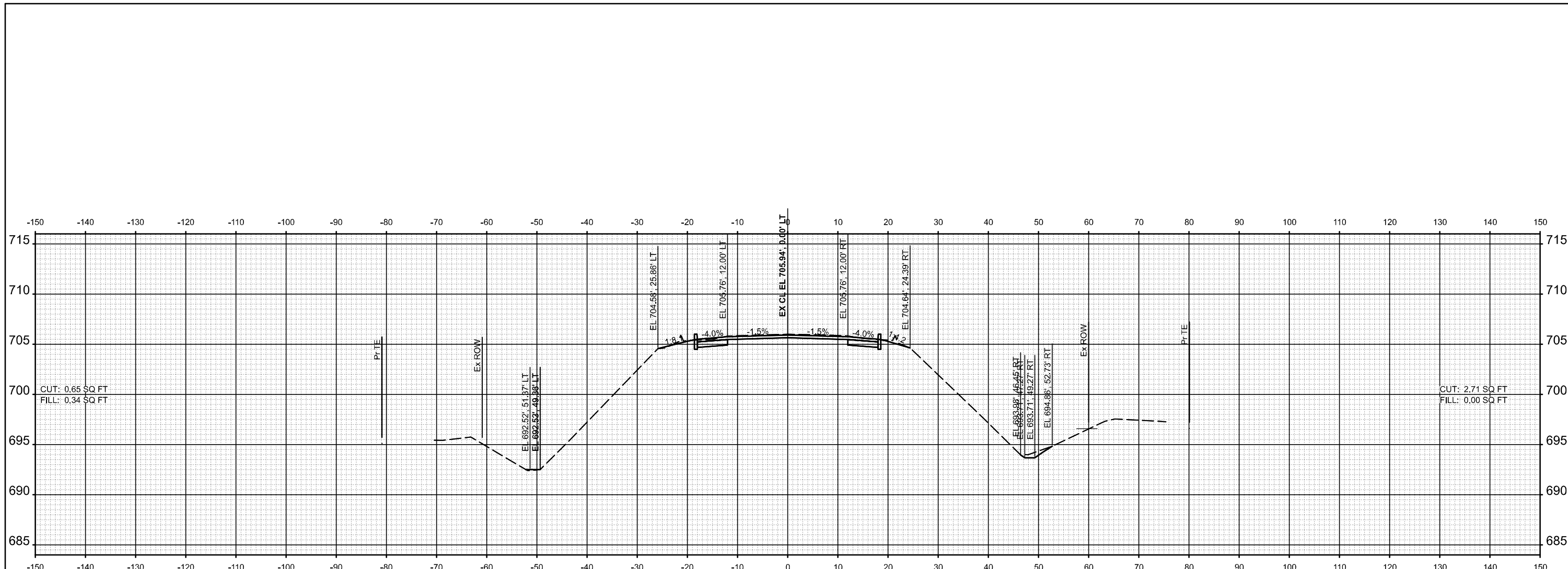
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

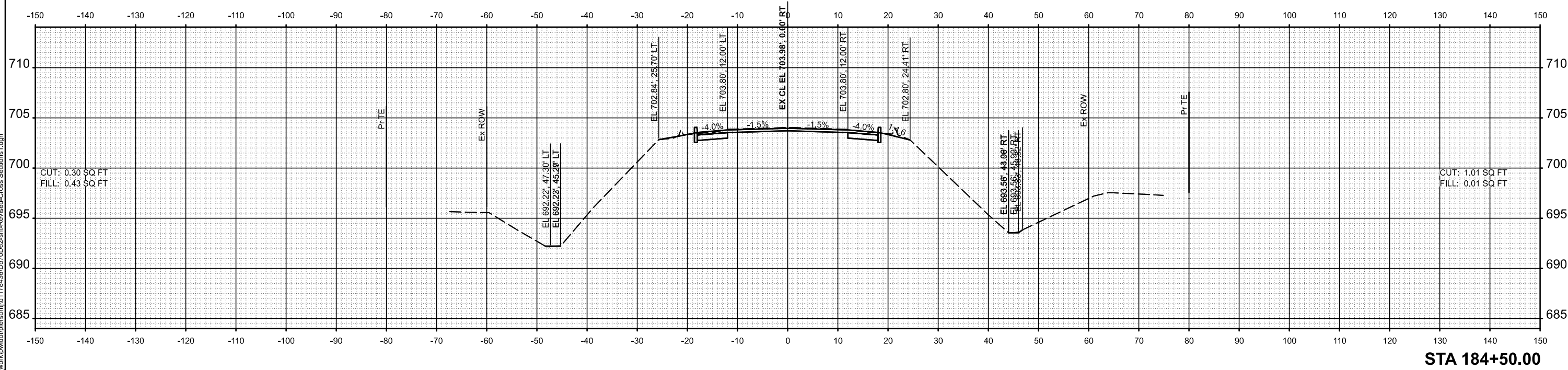
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 6 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 100 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



STA 185+00.00



STA 184+50.00

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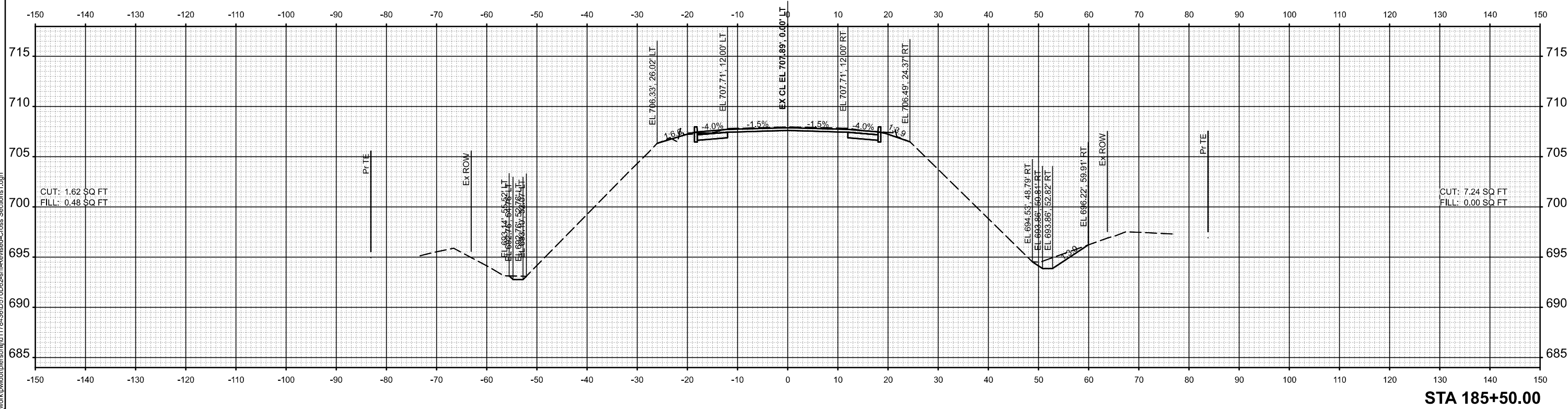
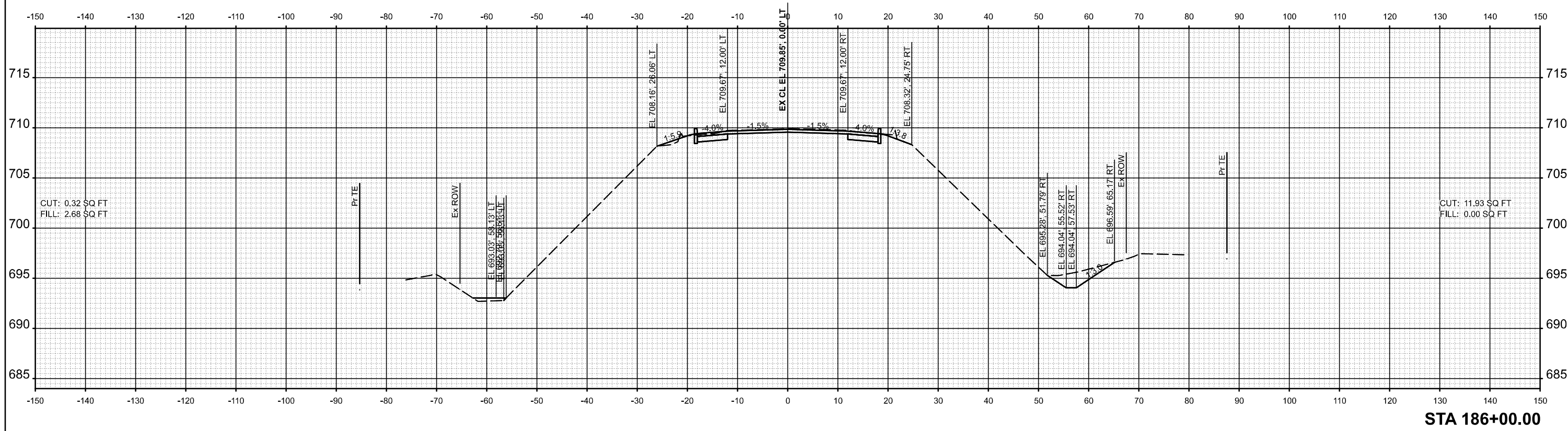
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 7 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 101 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



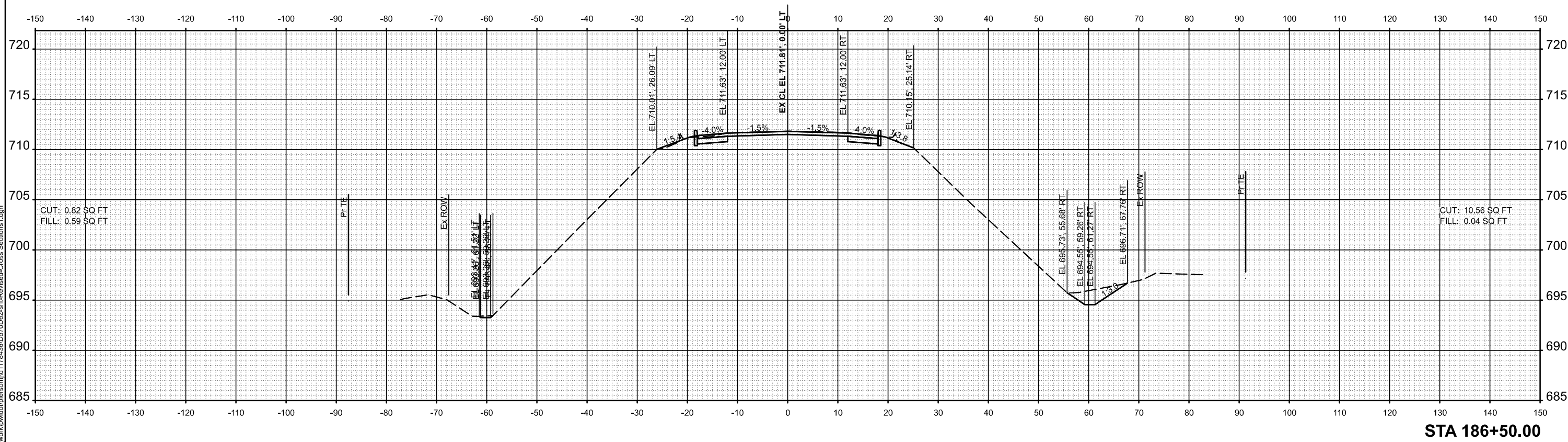
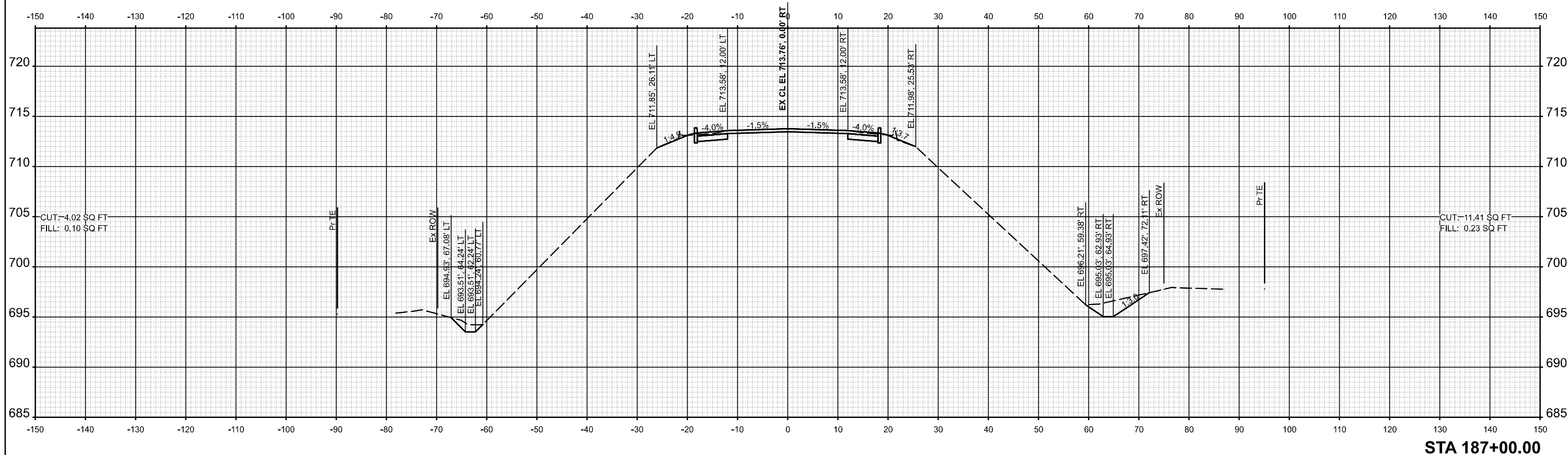
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| | | | |
|---------------------------------------|---------|--------------|--------------|
| F.A.P. (US 150) CROSS-SECTIONS | | | |
| SCALE: 1"=10' | SHEET 8 | OF 48 SHEETS | STA. TO STA. |

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 102 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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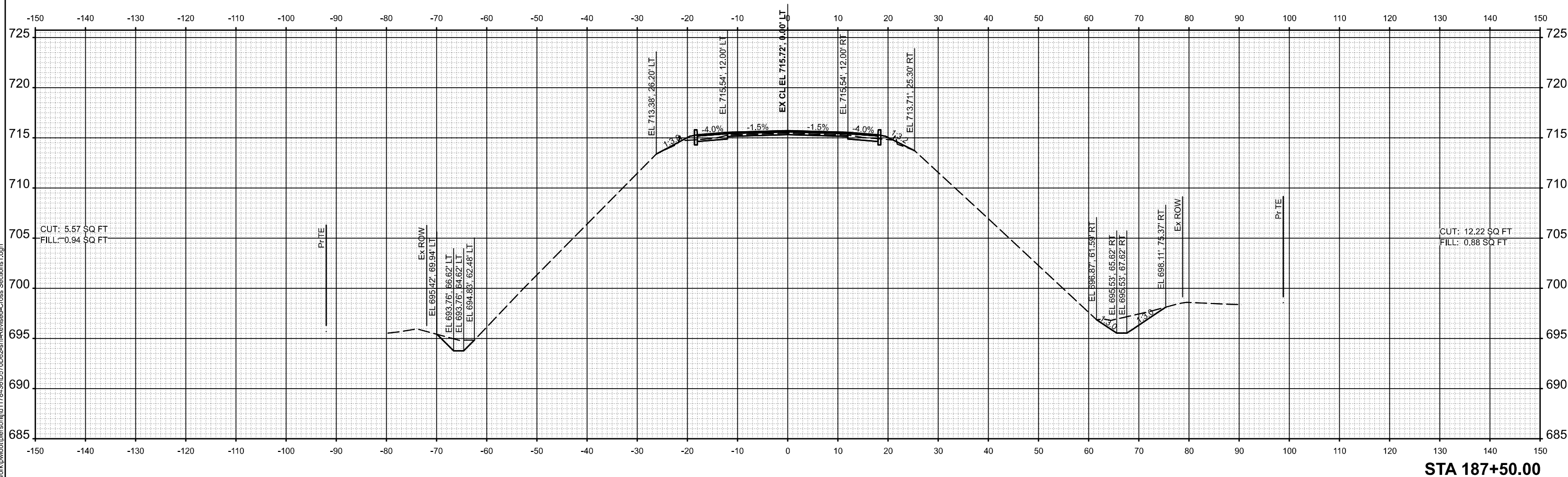
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------------------------|---------|--------------|--------------|
| F.A.P. (US 150) CROSS-SECTIONS | | | |
| SCALE: 1"=10' | SHEET 9 | OF 48 SHEETS | STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 103 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: CrossSection - 187+50.00 P2 [Sheet]
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STA 187+50.00

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

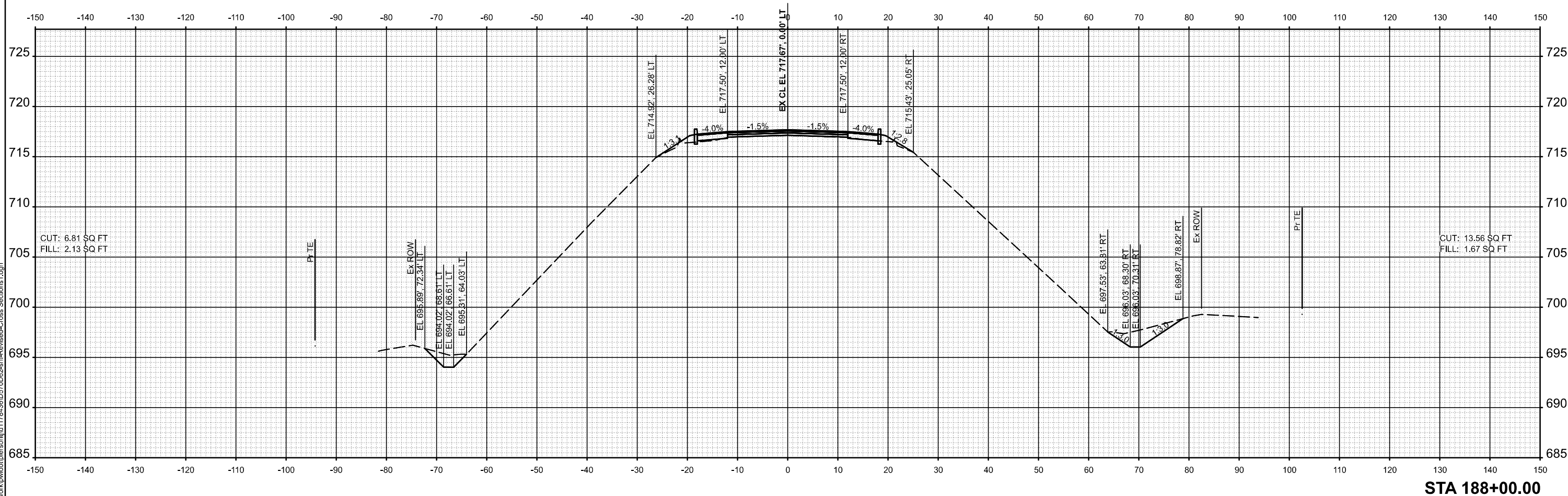
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 10 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 104 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: CrossSection - 188+00.00 P2 (Sheet)
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STA 188+00.00

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

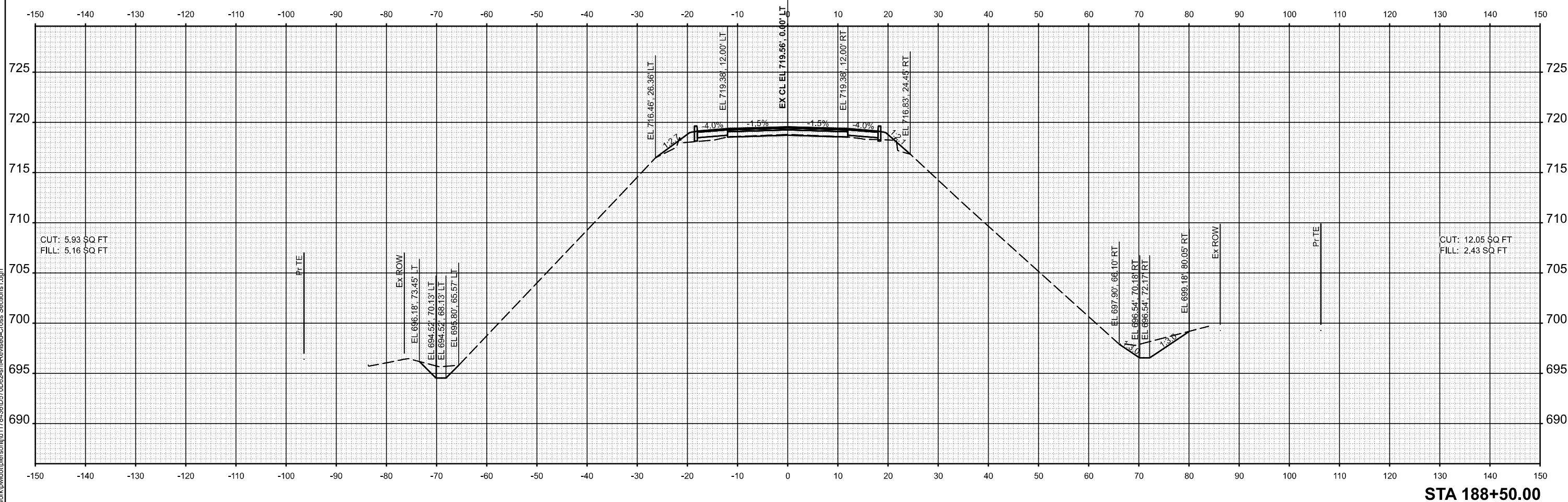
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 11 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 105 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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STA 188+50.00

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

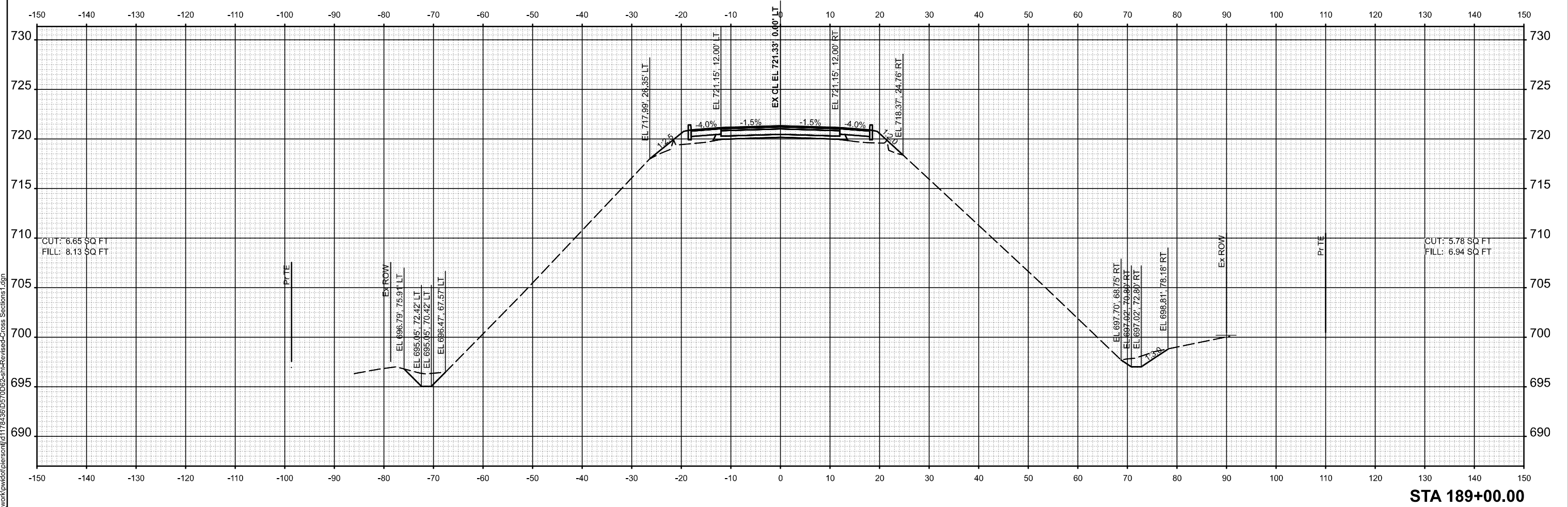
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 12 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 106 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: CrossSection - 189+00.00 P2 (Sheet)
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

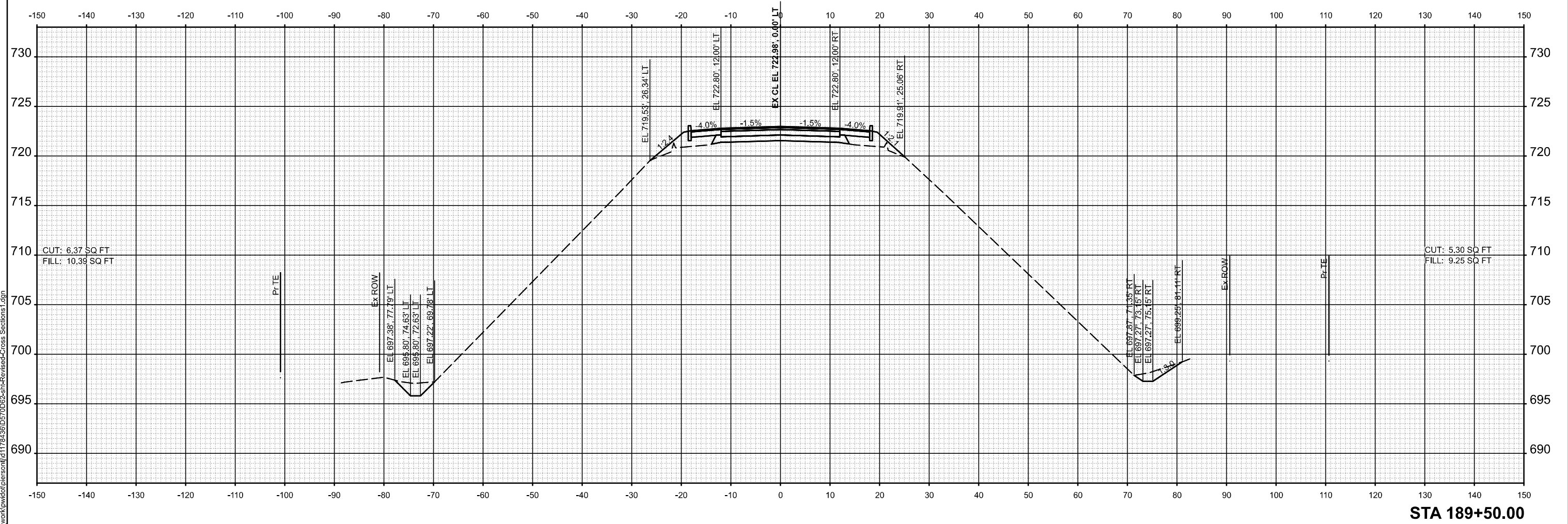
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 13 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 107 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: CrossSection - 189+50.00 P2 (Sheet)
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

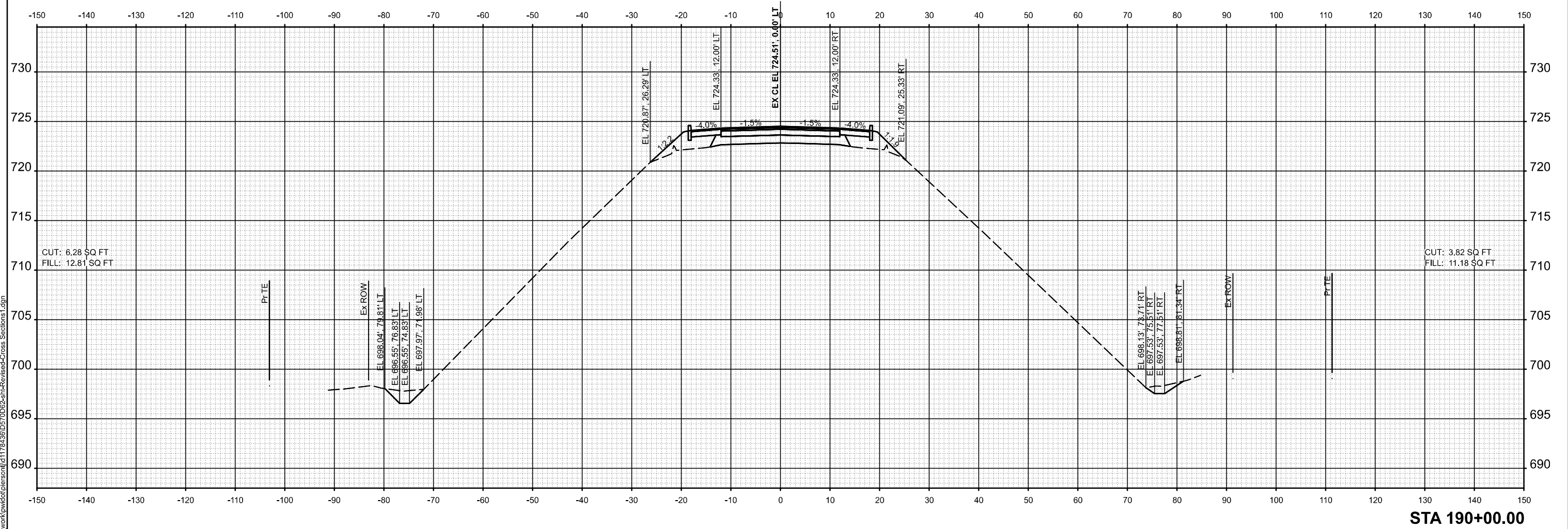
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 14 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 108 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

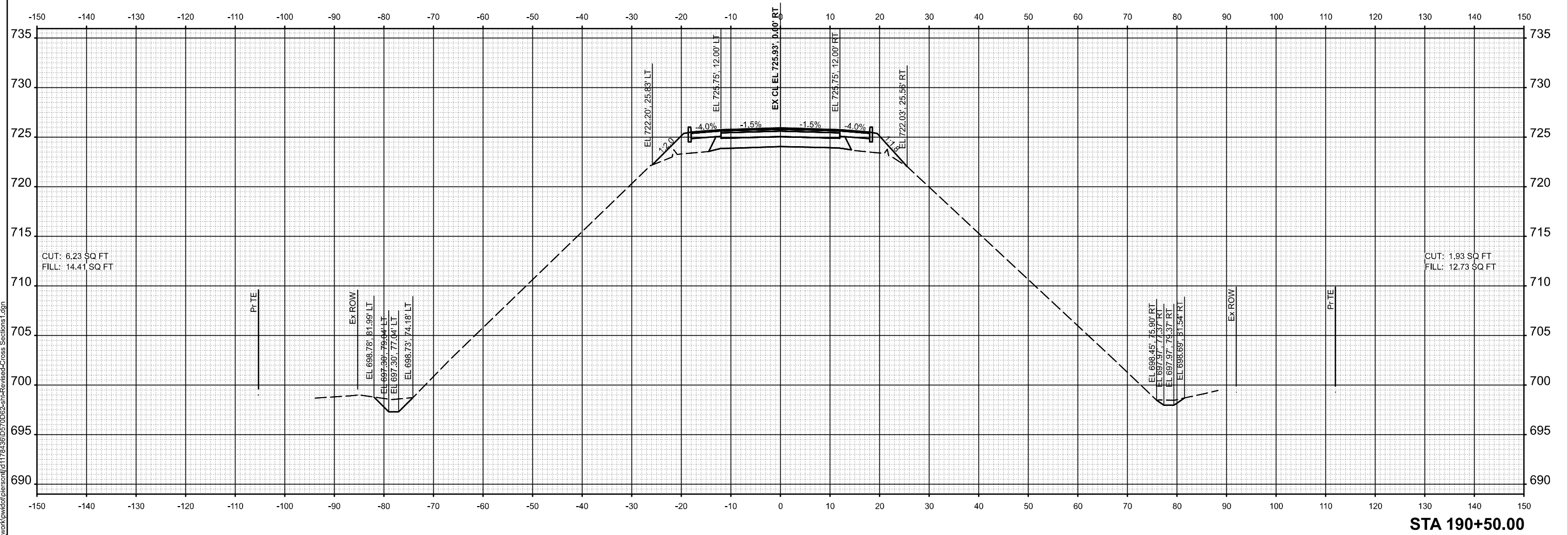
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 15 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 109 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

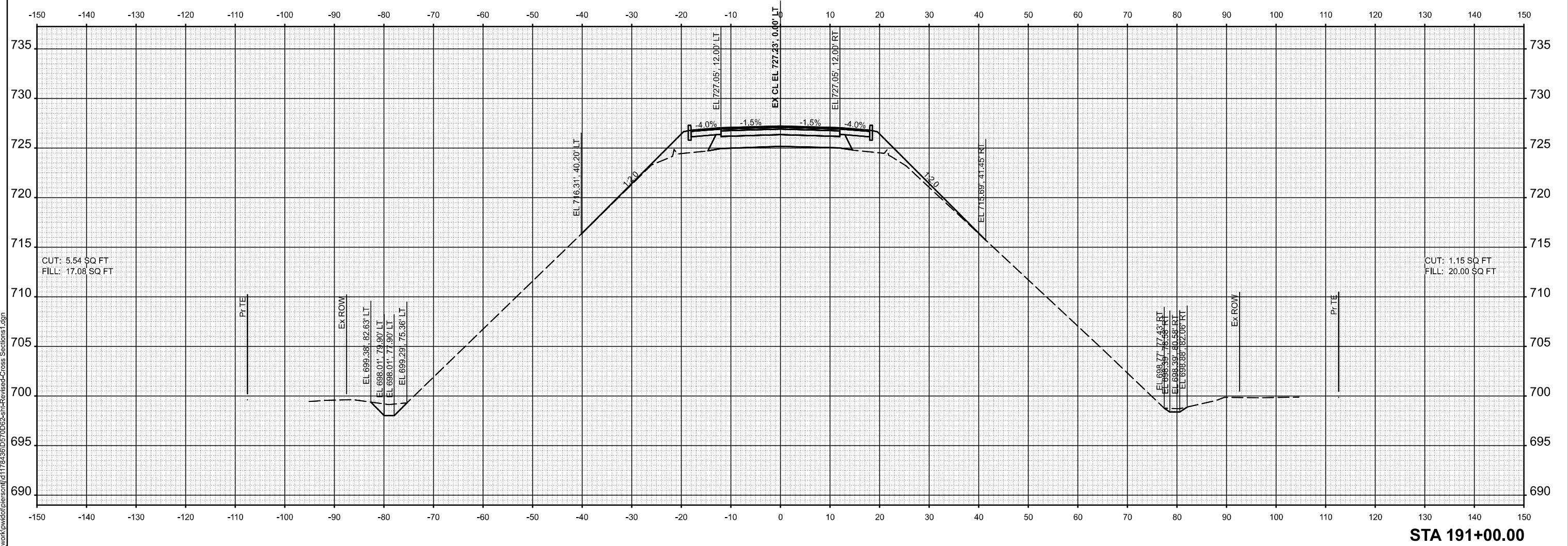
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 16 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 110 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: CrossSection - 191+00.00 P2 (Sheet)
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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

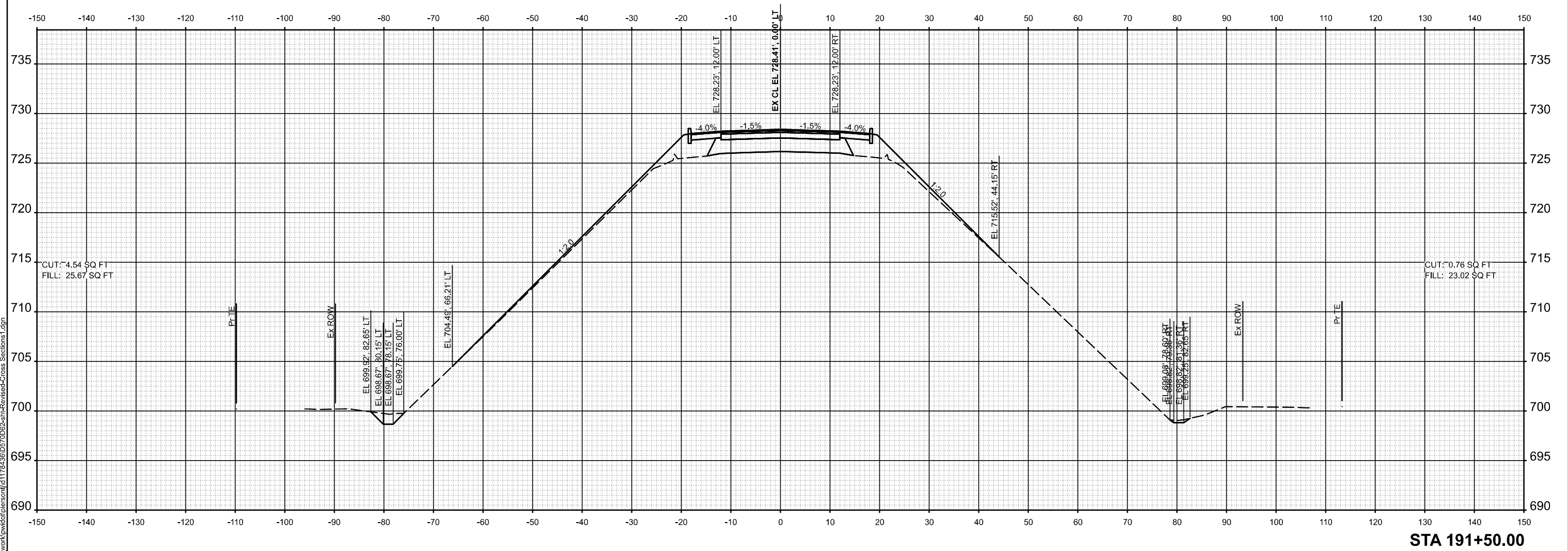
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 17 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 111 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

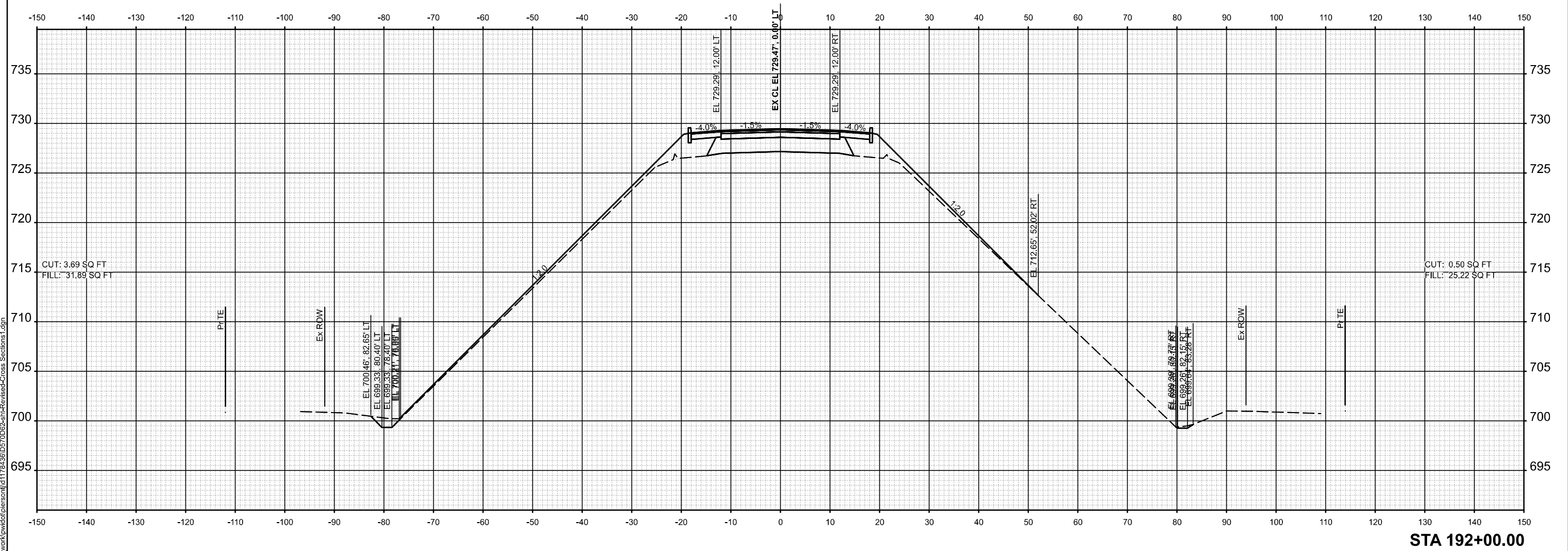
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 18 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 112 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

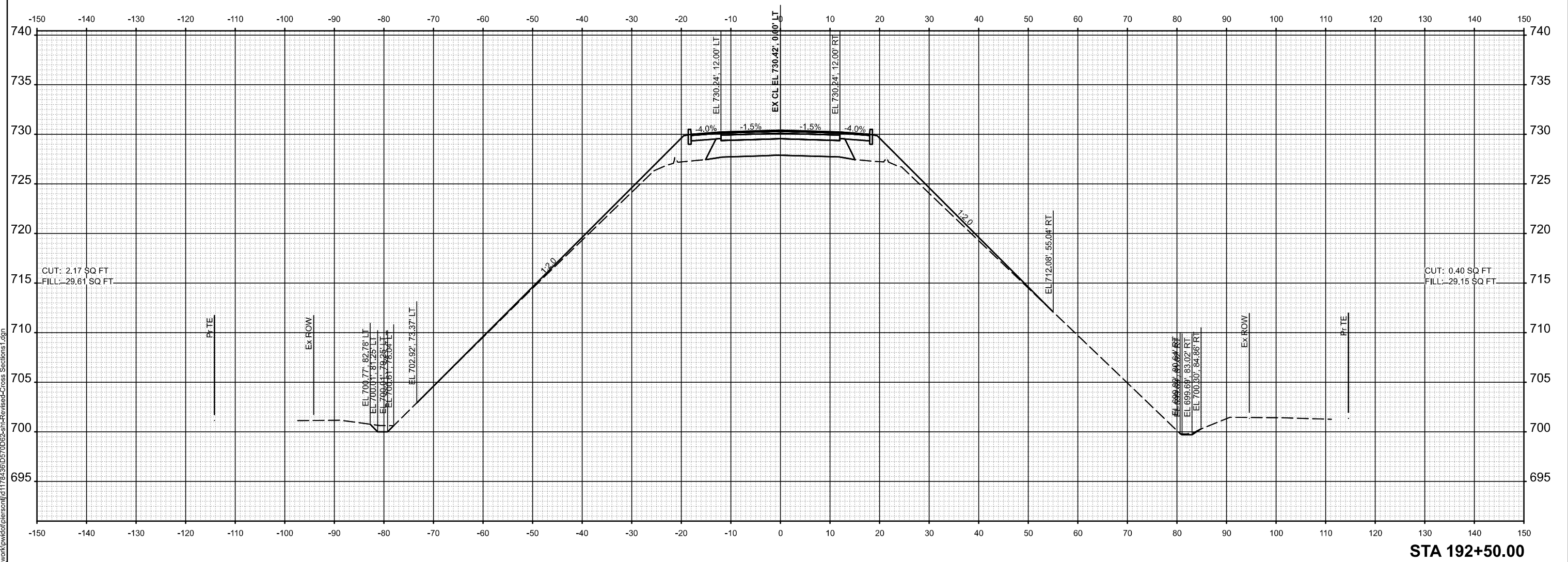
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 19 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 113 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

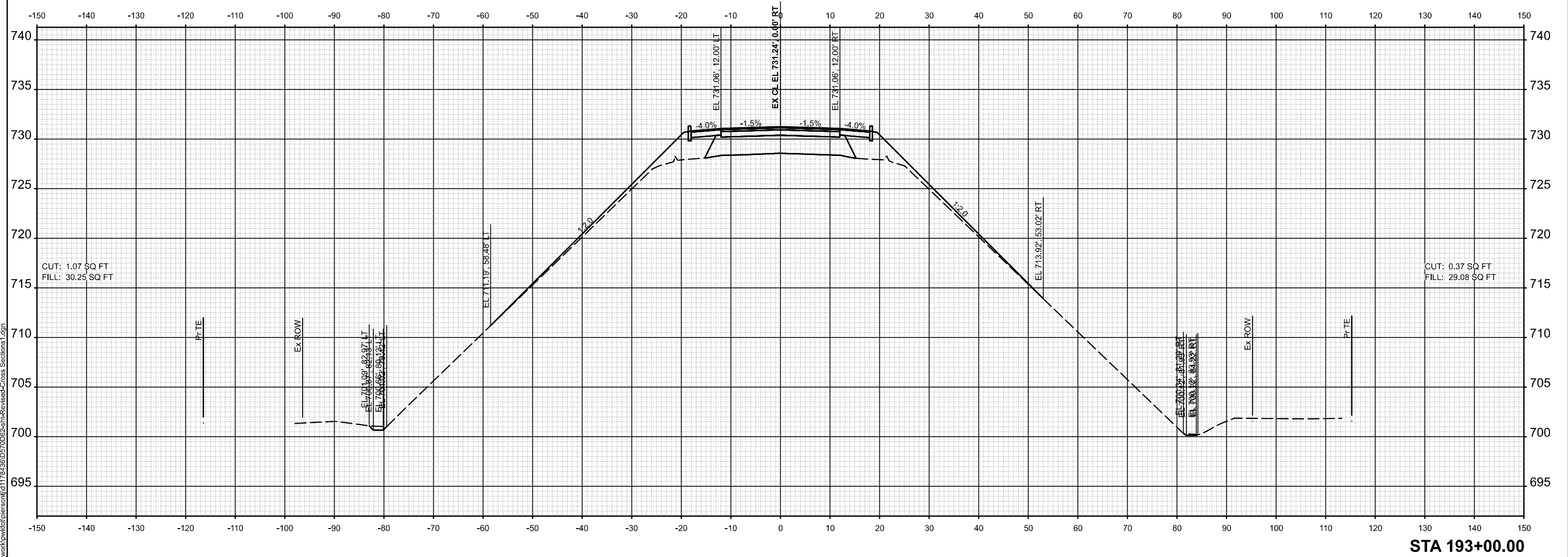
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 20 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 114 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

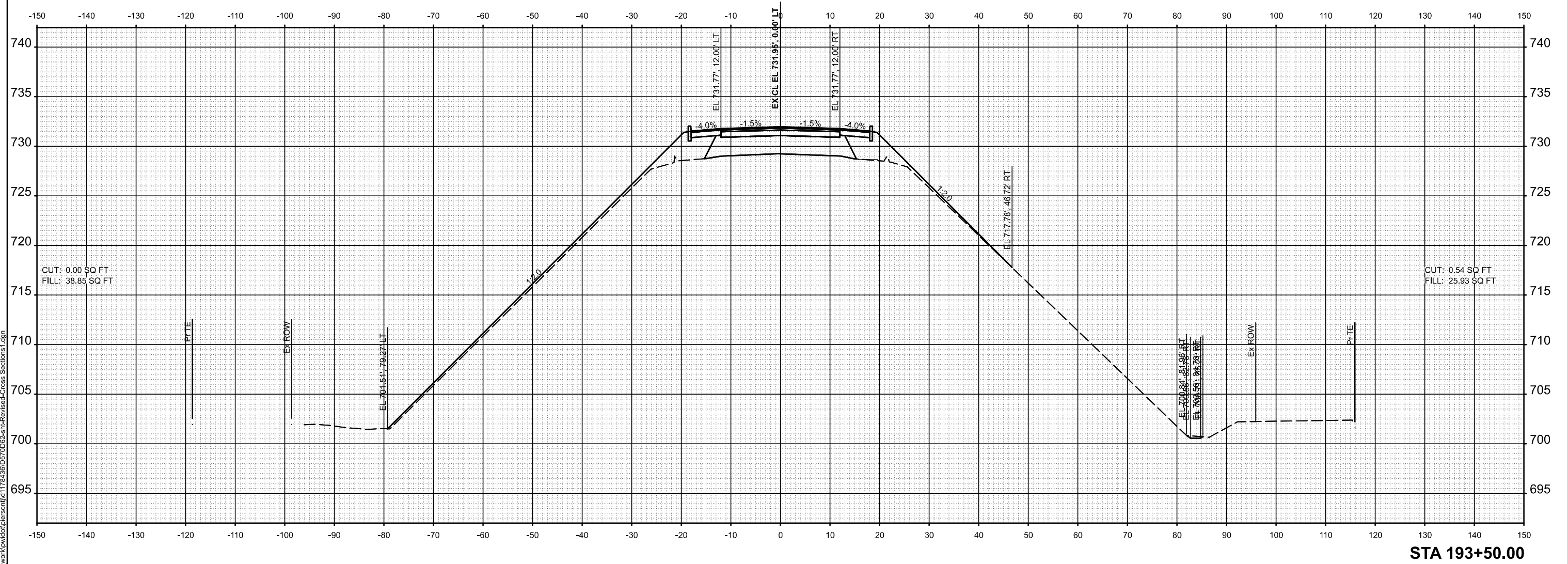
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 21 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 115 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

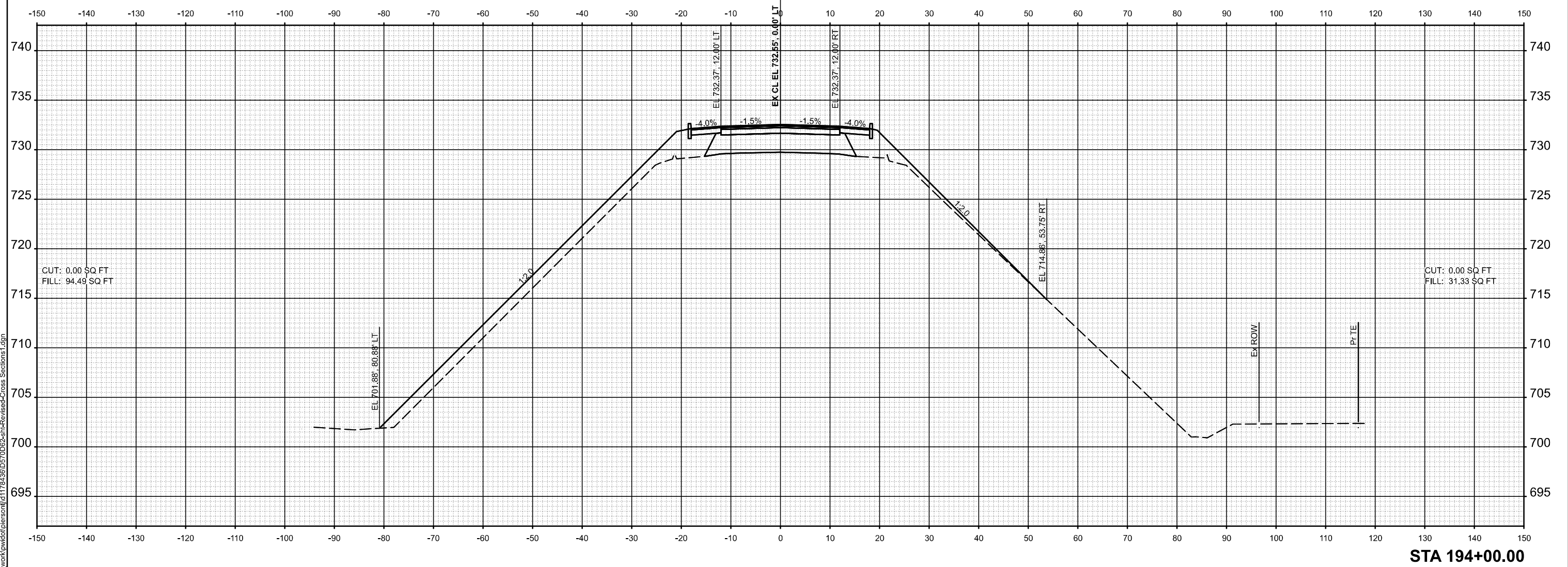
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 22 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 116 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

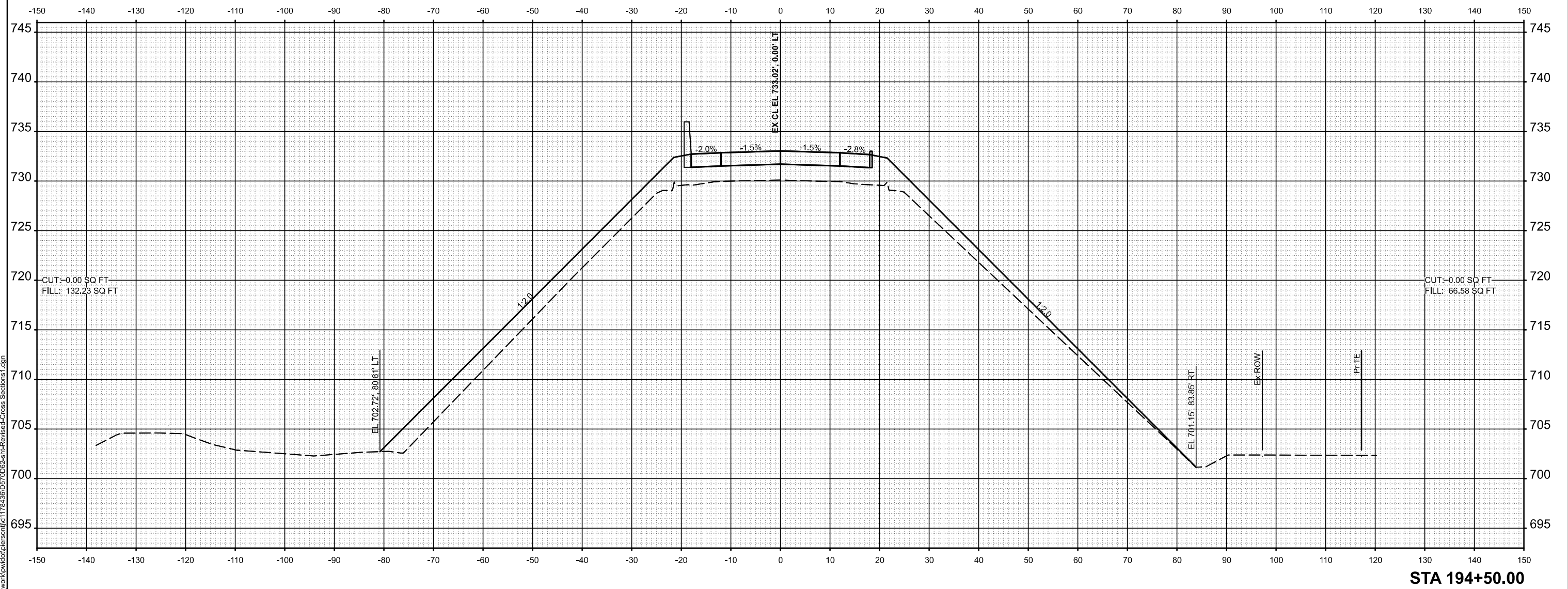
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 23 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 117 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

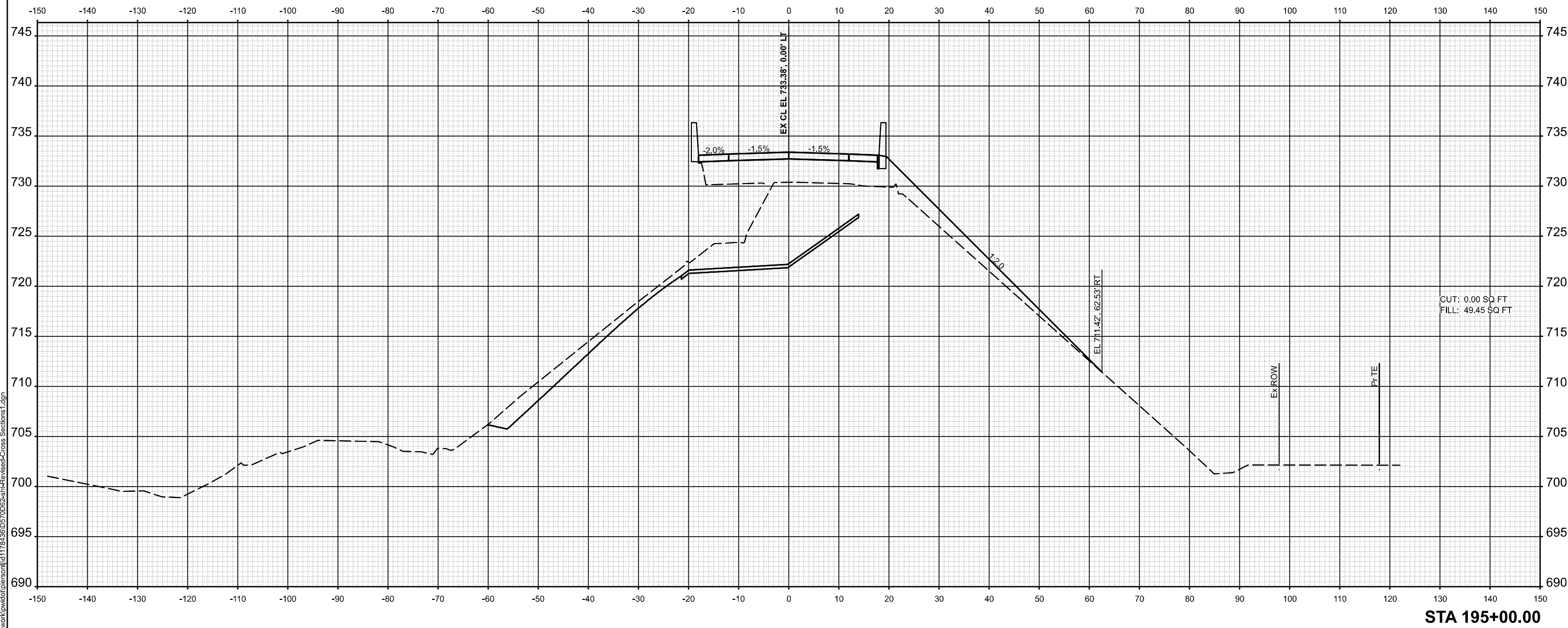
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 24 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 118 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
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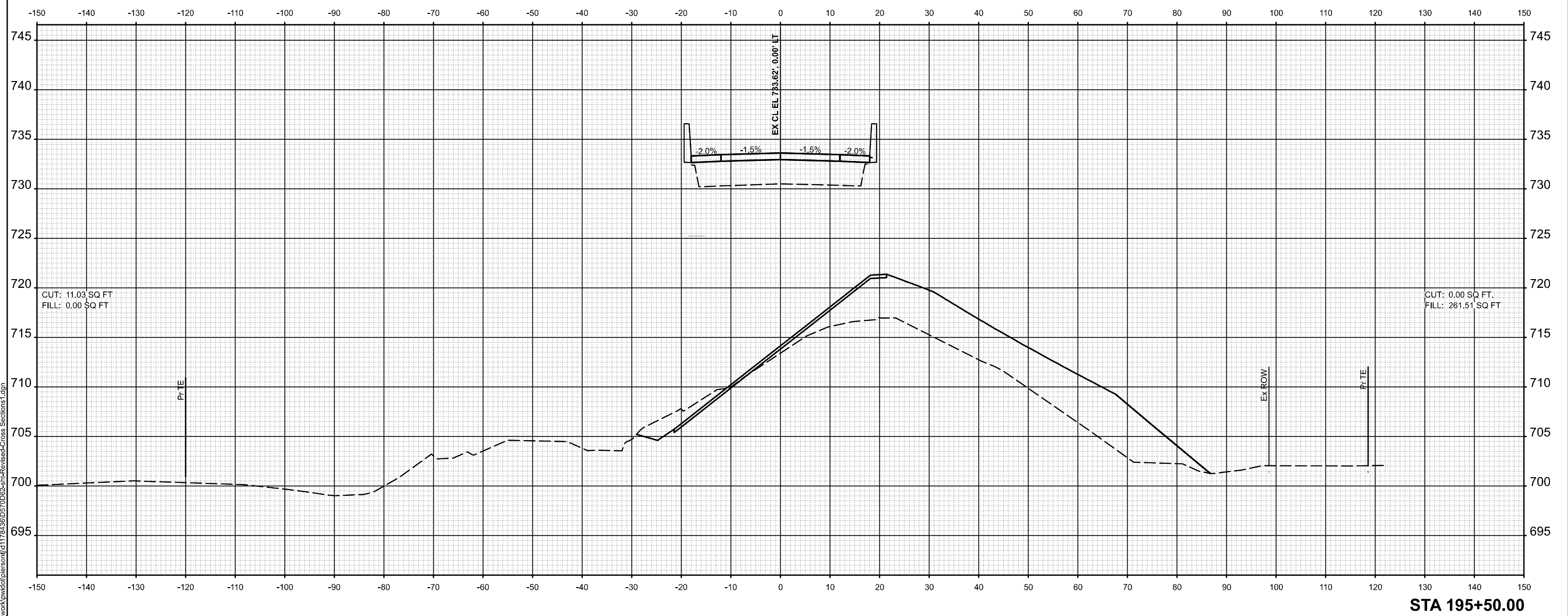
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 25 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 119 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

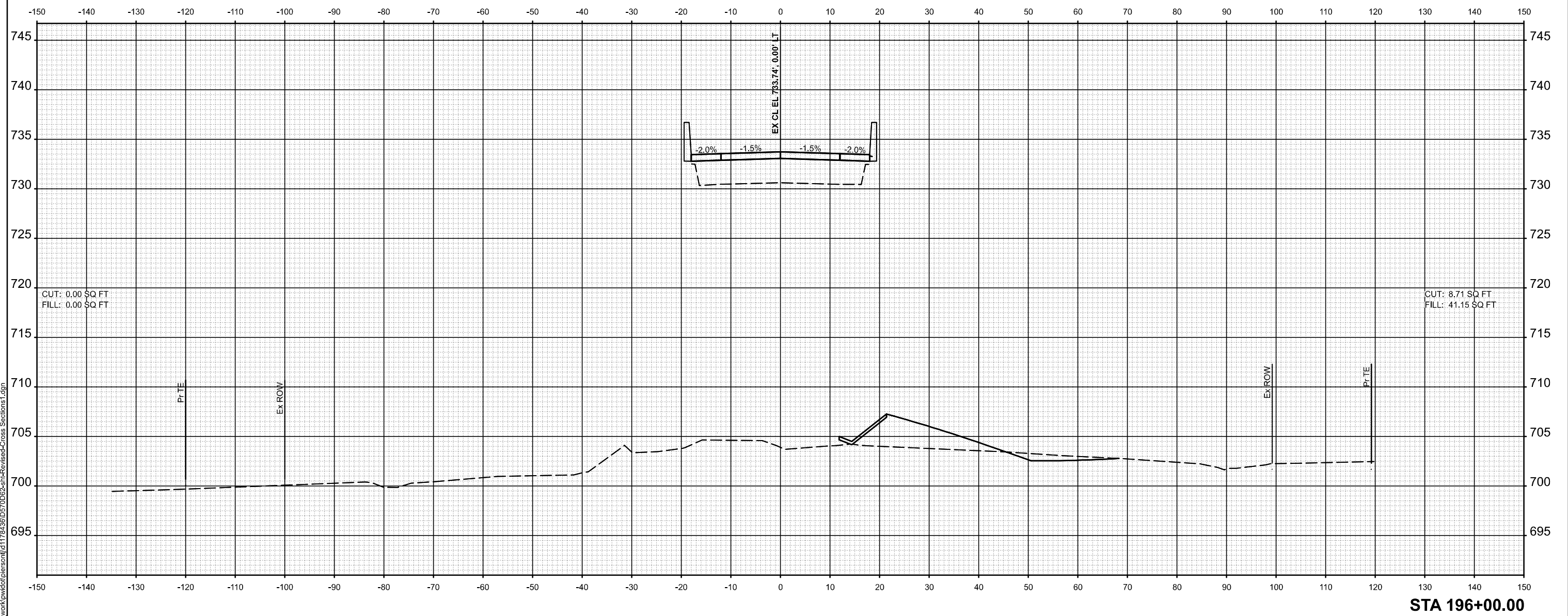
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 26 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 120 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

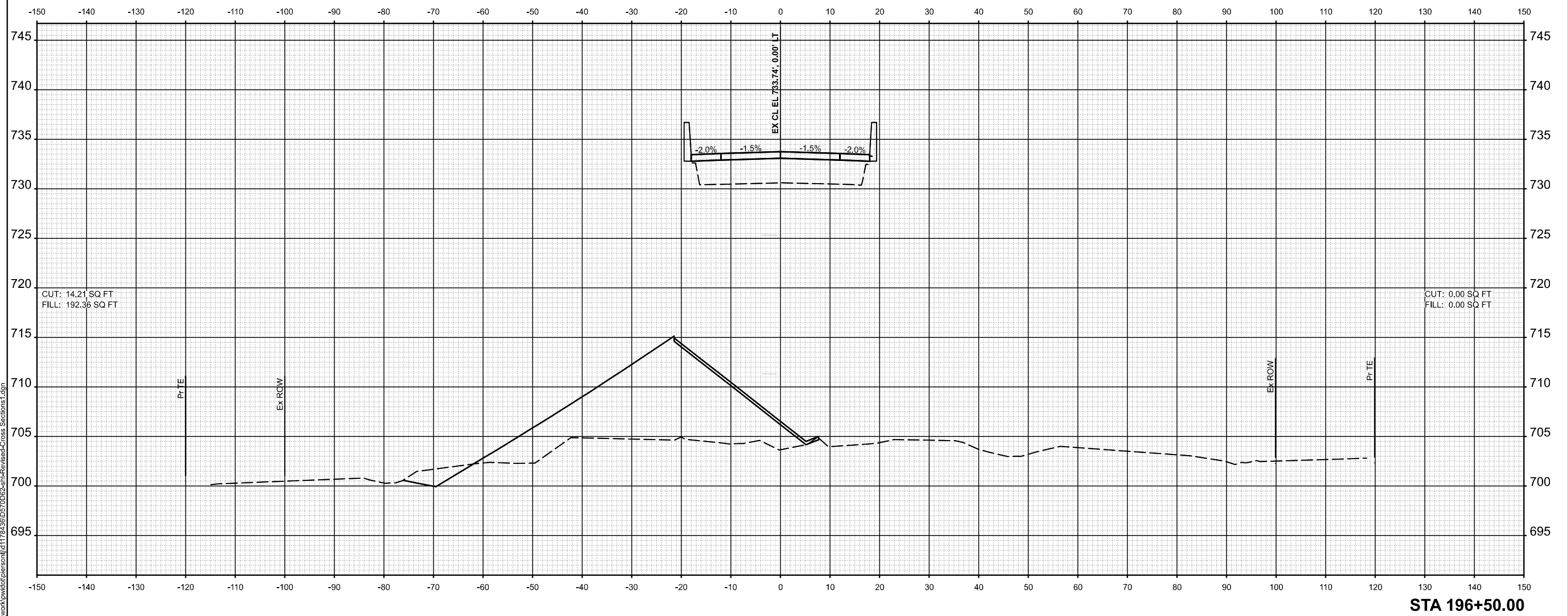
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 27 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 121 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: CrossSection - 196+50.00 P2 (Sheet)
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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

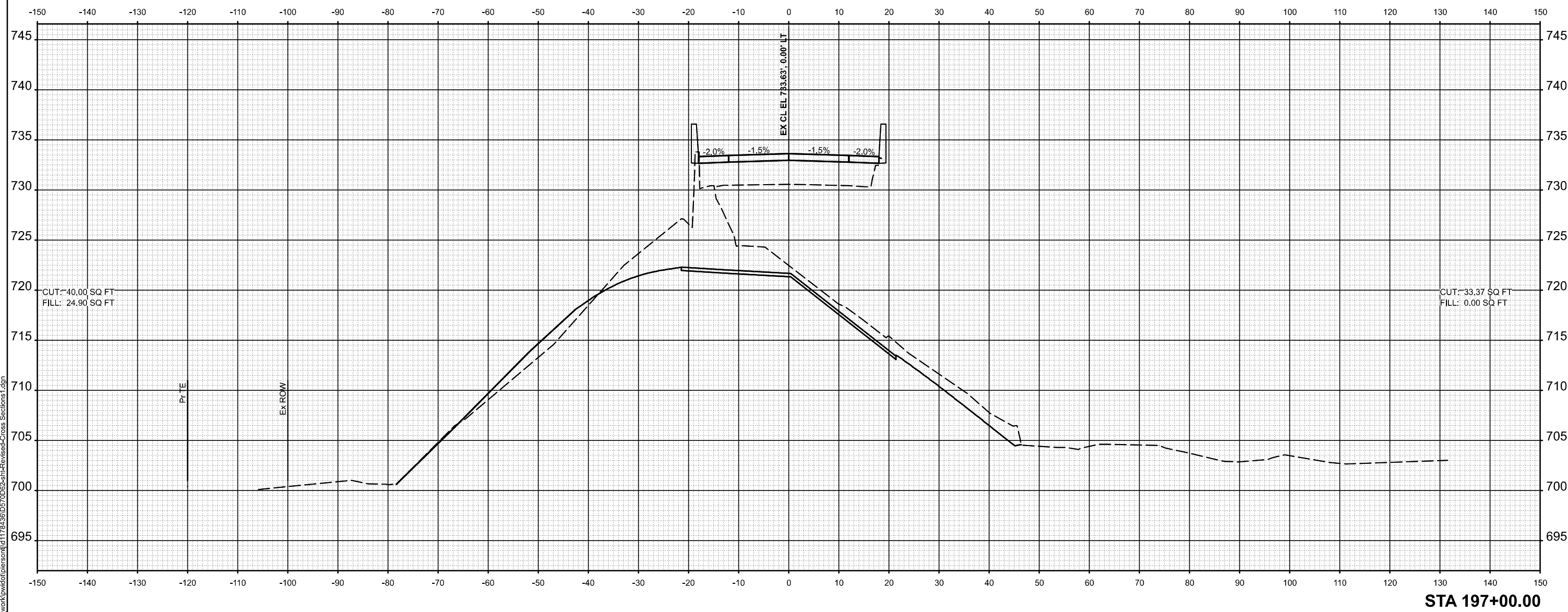
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 28 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 122 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

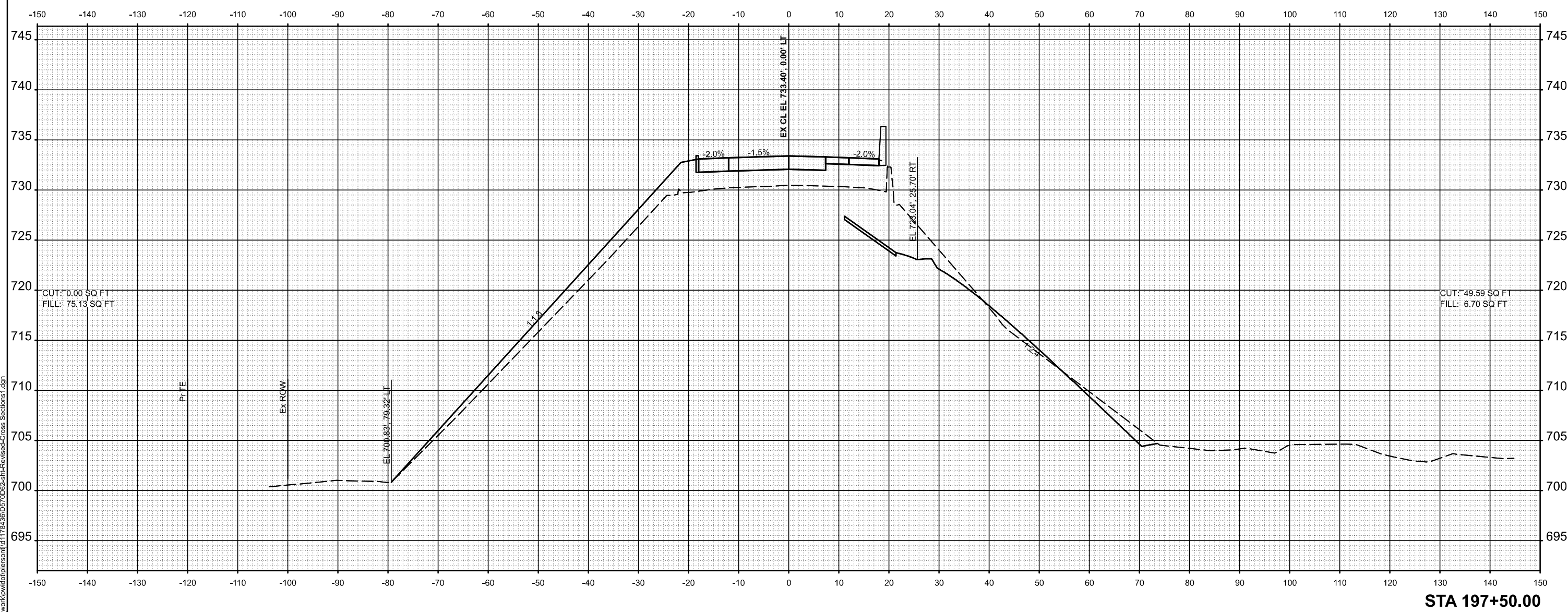
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 29 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 123 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

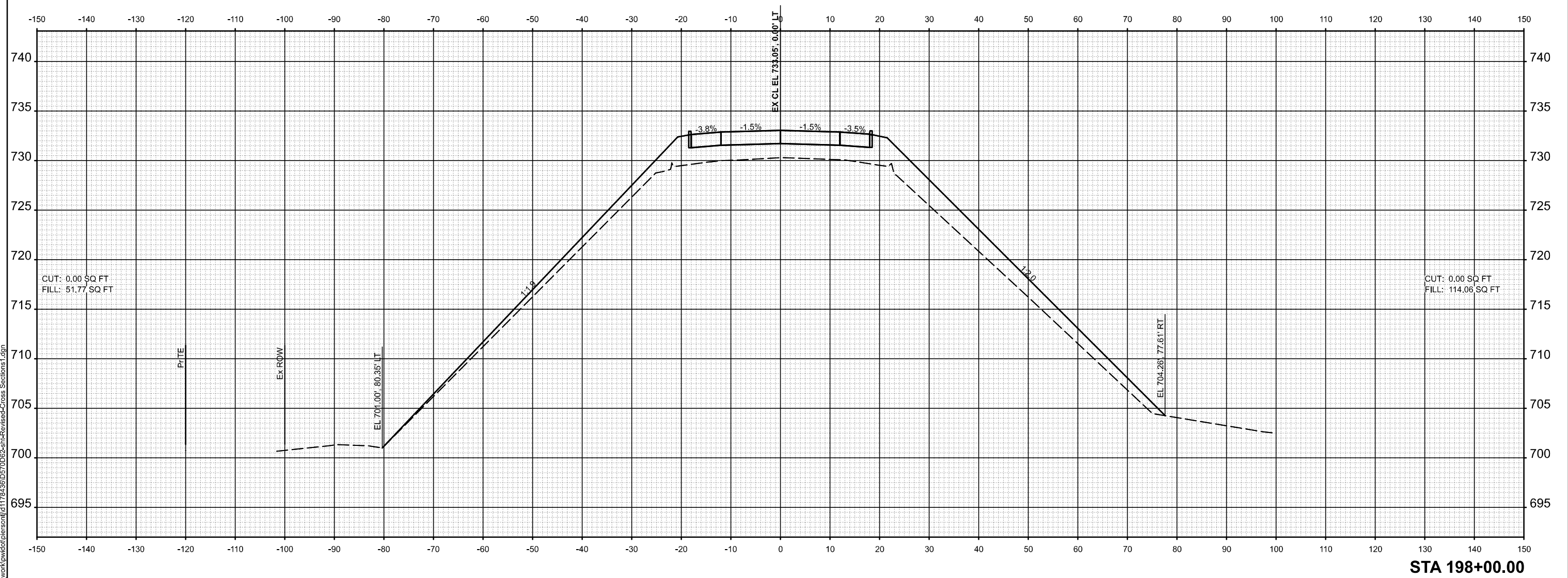
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 30 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 124 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

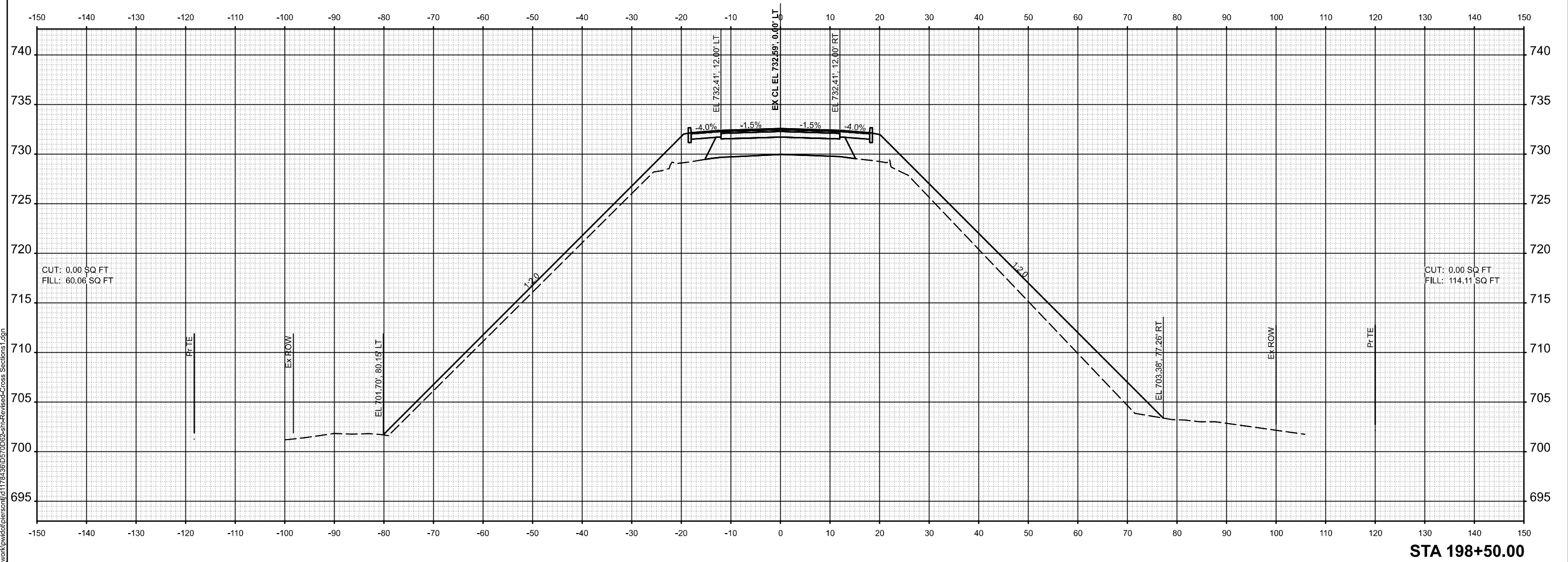
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 31 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 125 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

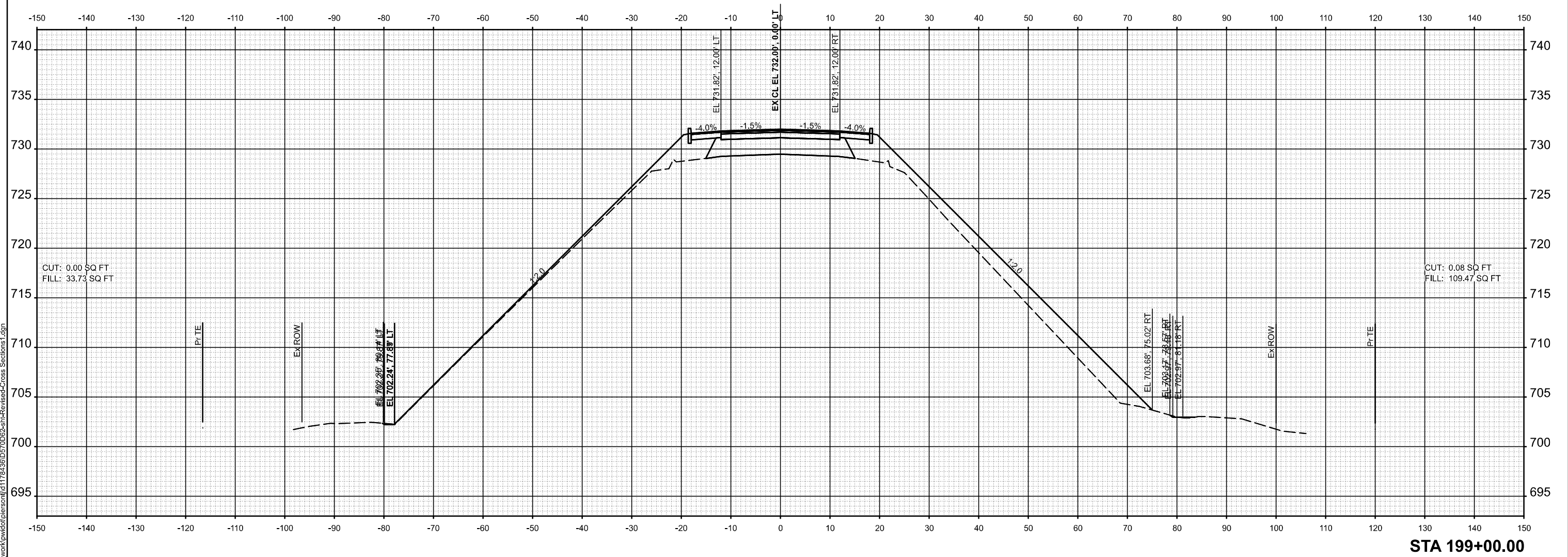
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 32 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 126 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
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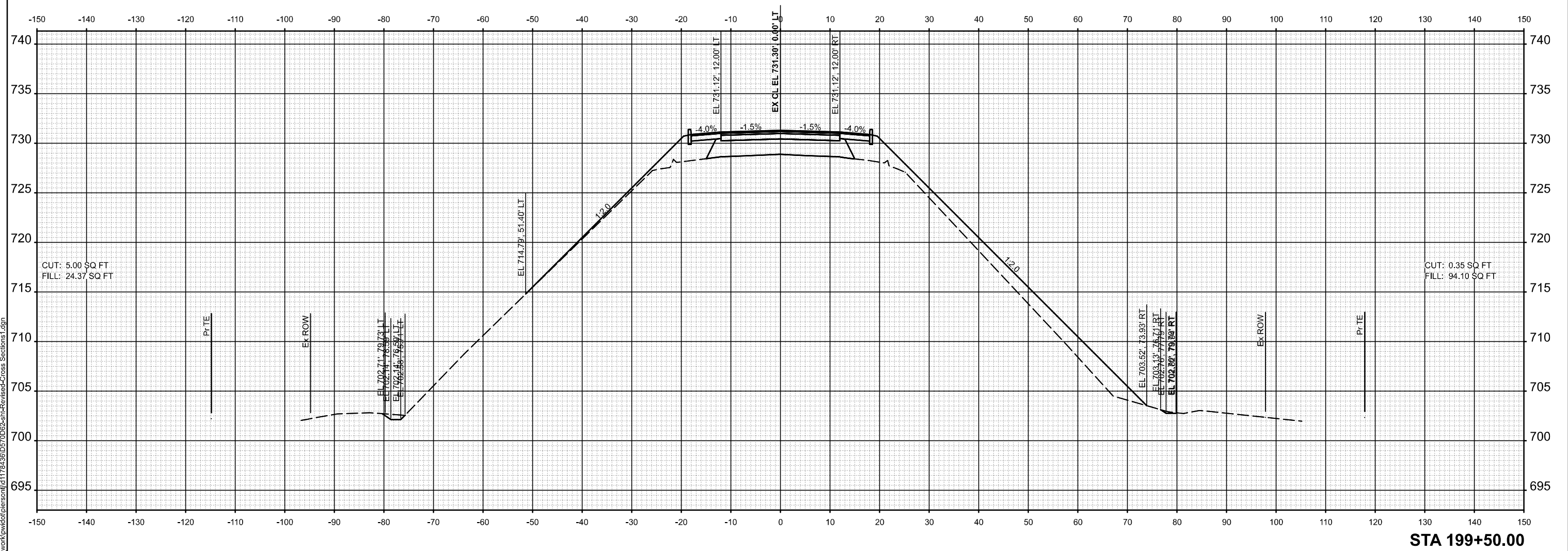
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 33 OF 48 SHEETS STA. TO STA.

| | | | | |
|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 91 | (101)BR | EDGAR | 142 | 127 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: CrossSection - 199+50.00 P2 (Sheet)
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STA 199+50.00

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

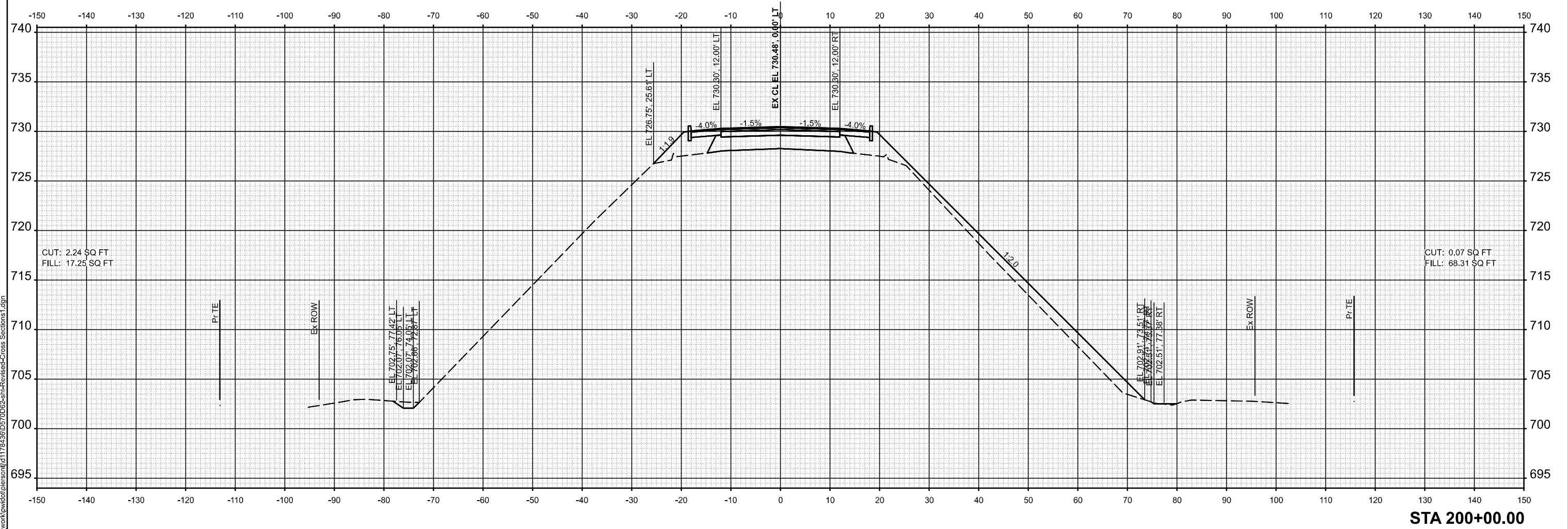
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 34 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 128 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: CrossSection - 200+00.00 P2 (Sheet)
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STA 200+00.00

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

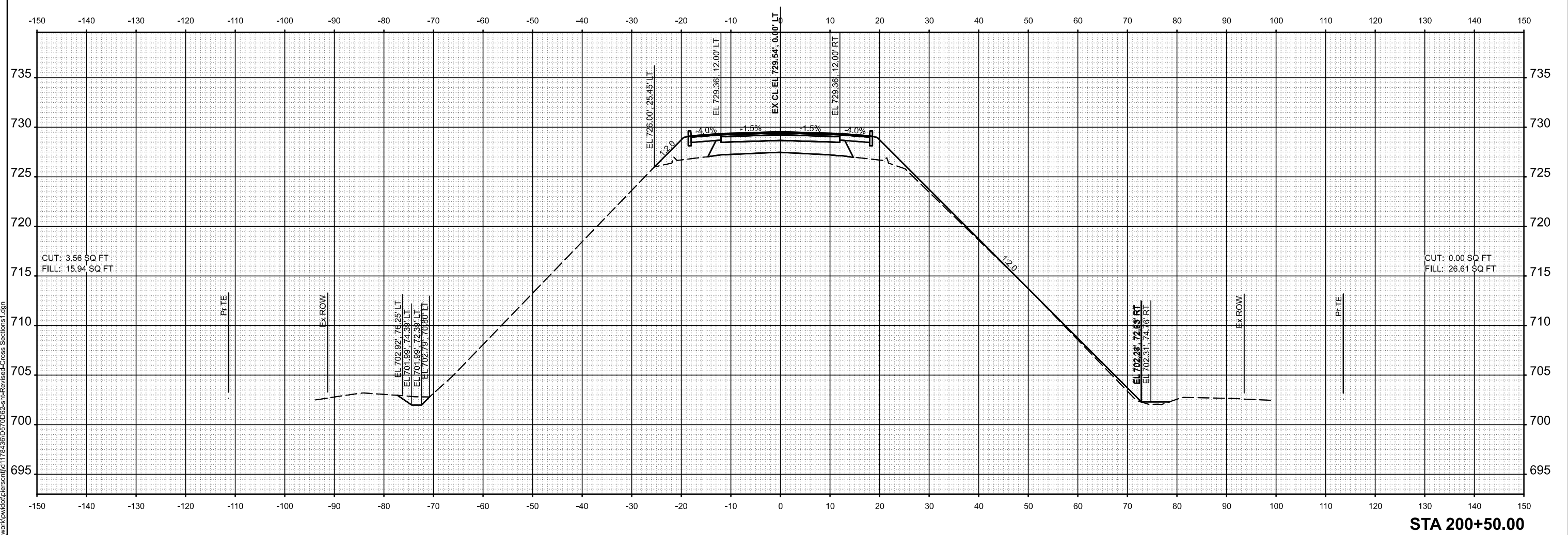
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 35 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 129 |
| CONTRACT NO. 70D62 | | | | |

ILLINOIS FED. AID PROJECT

MODEL: CrossSection - 200+50.00 P2 [Sheet]
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| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

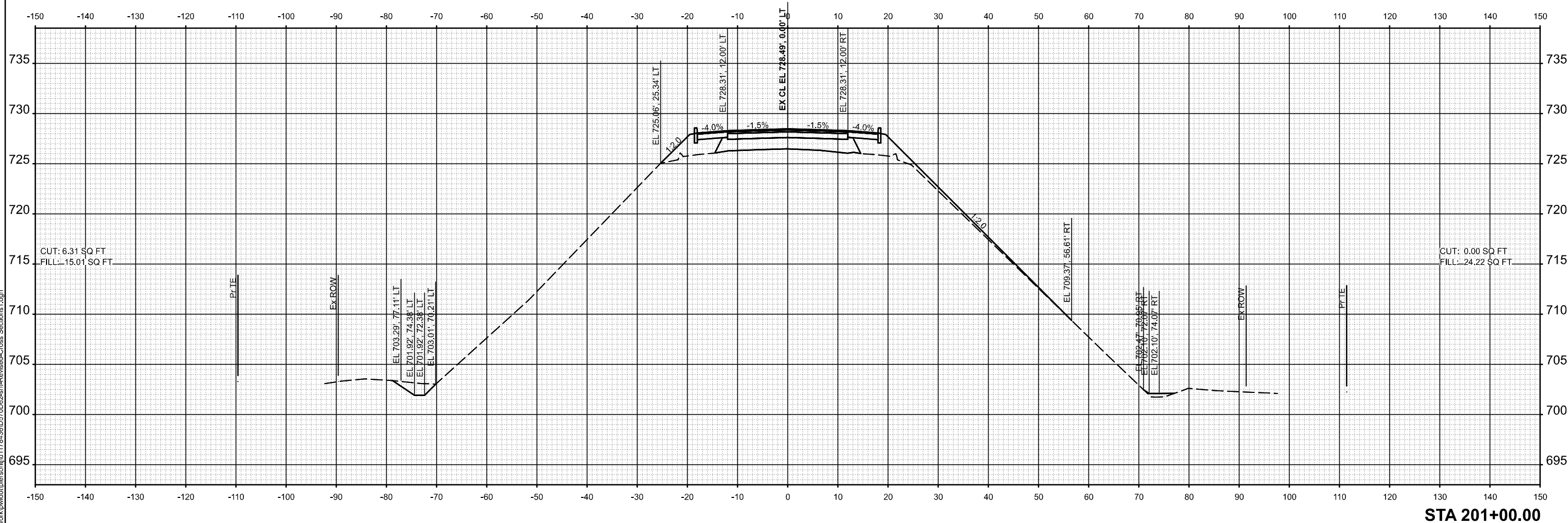
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 36 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 130 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

MODEL: CrossSection - 201+00.00 P2 [Sheet]
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STA 201+00.00

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

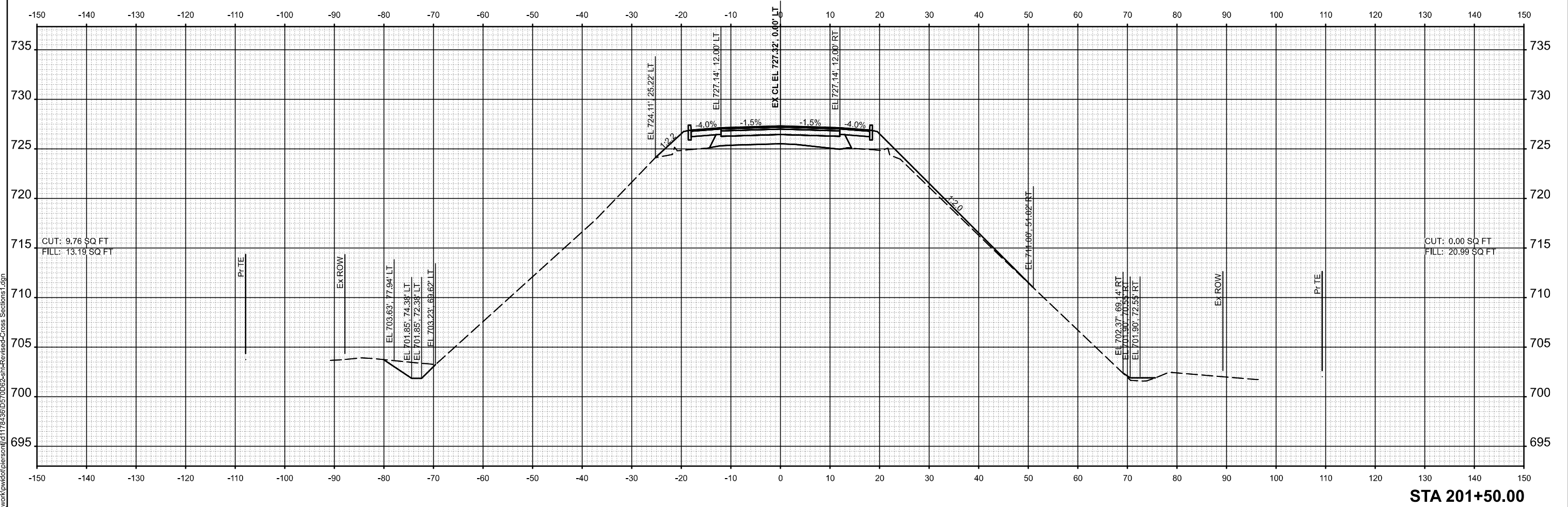
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 37 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 131 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

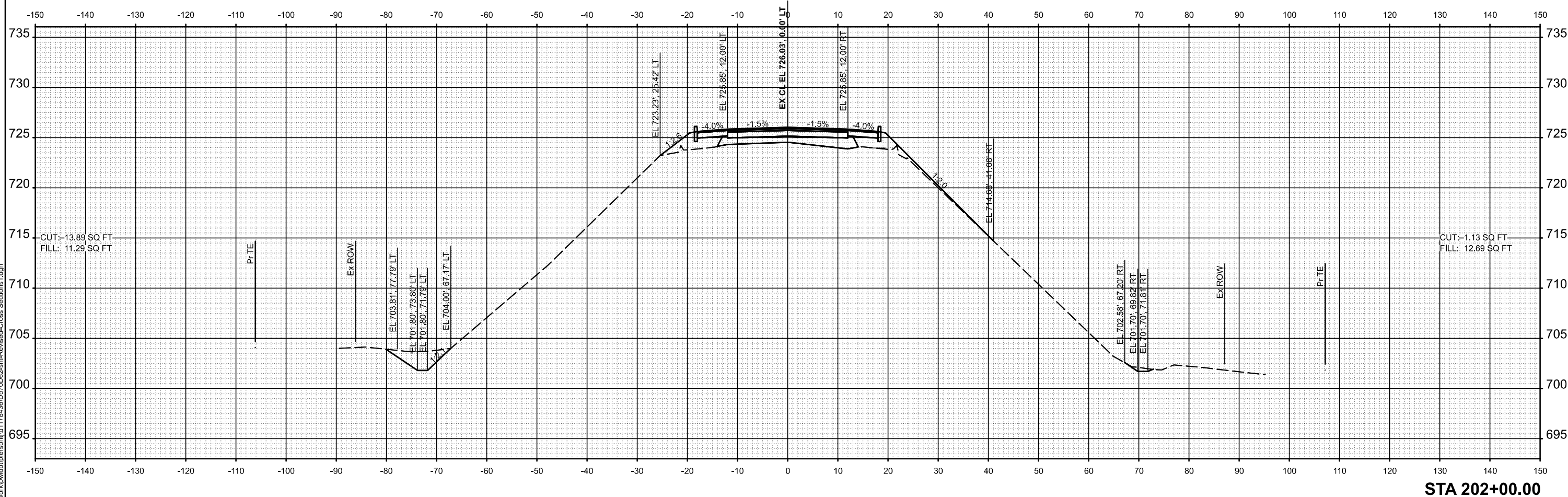
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 38 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 132 |
| CONTRACT NO. 70D62 | | | | |

ILLINOIS FED. AID PROJECT

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STA 202+00.00

| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

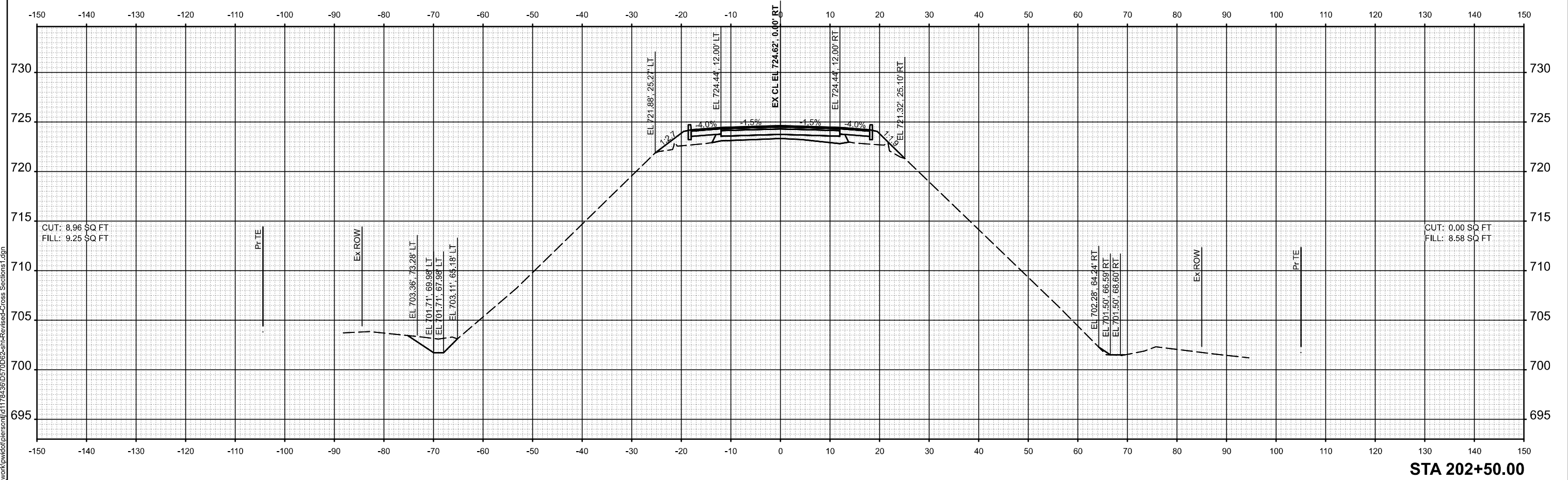
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 39 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 133 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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STA 202+50.00

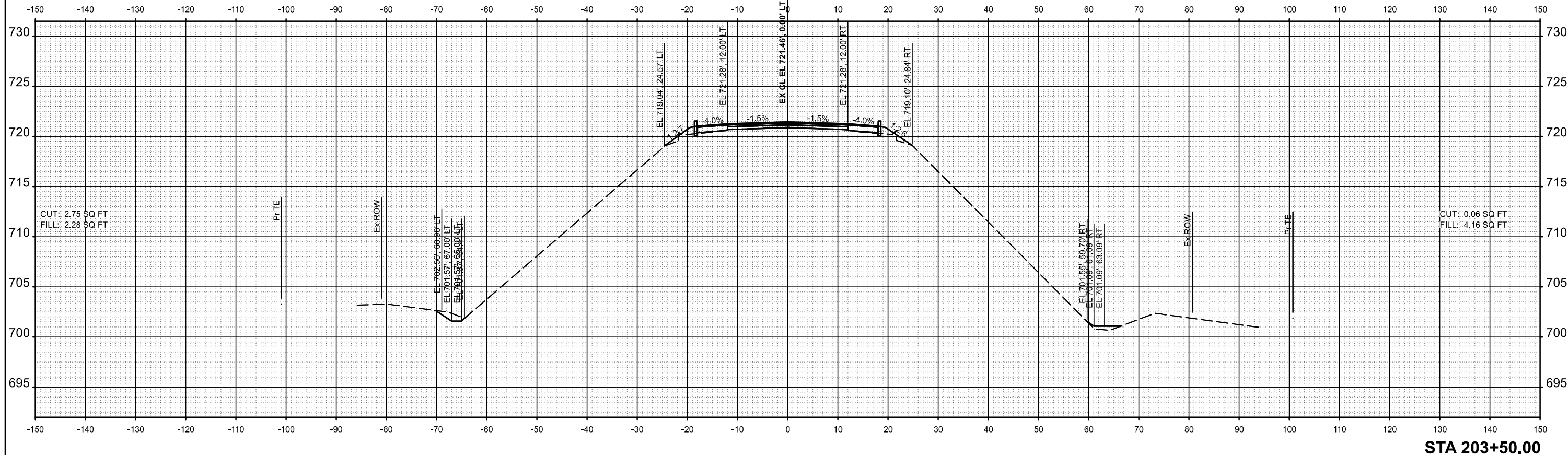
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

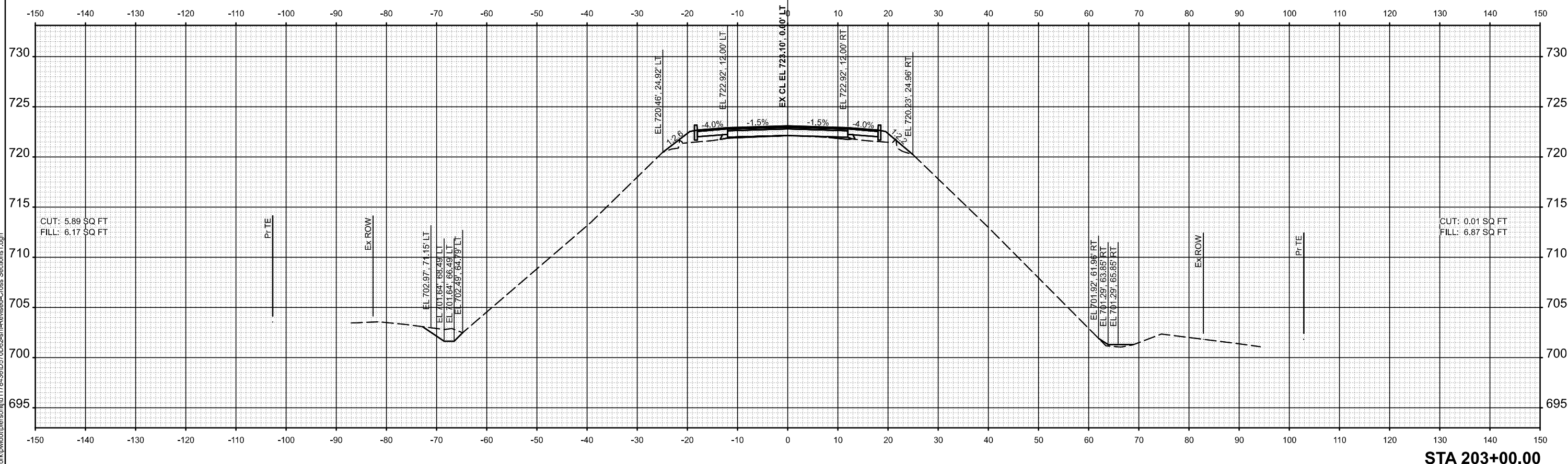
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 40 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 134 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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STA 203+00.00

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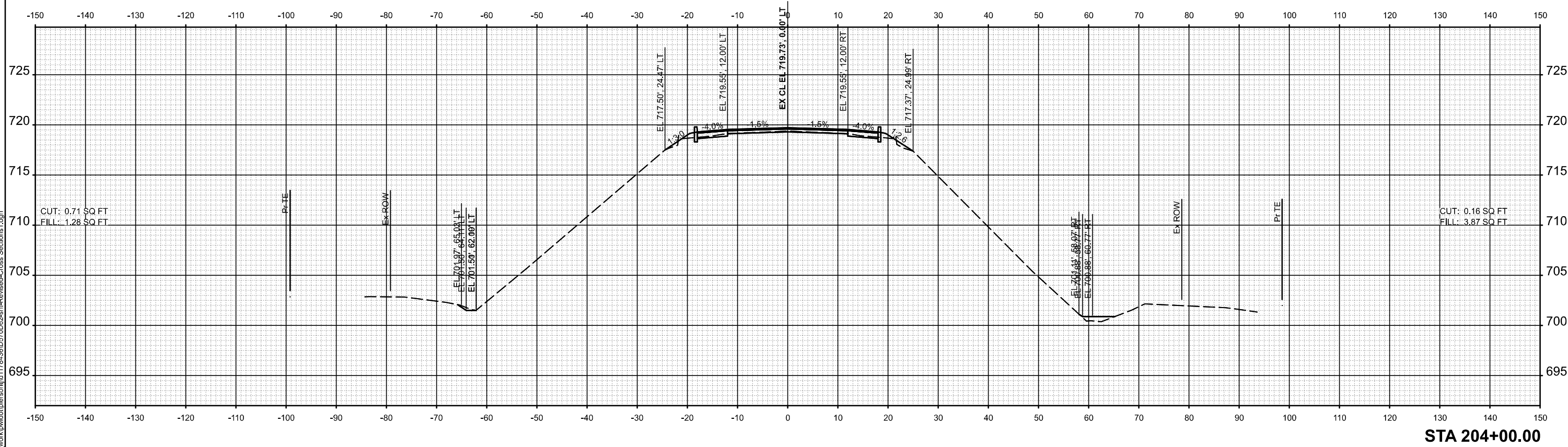
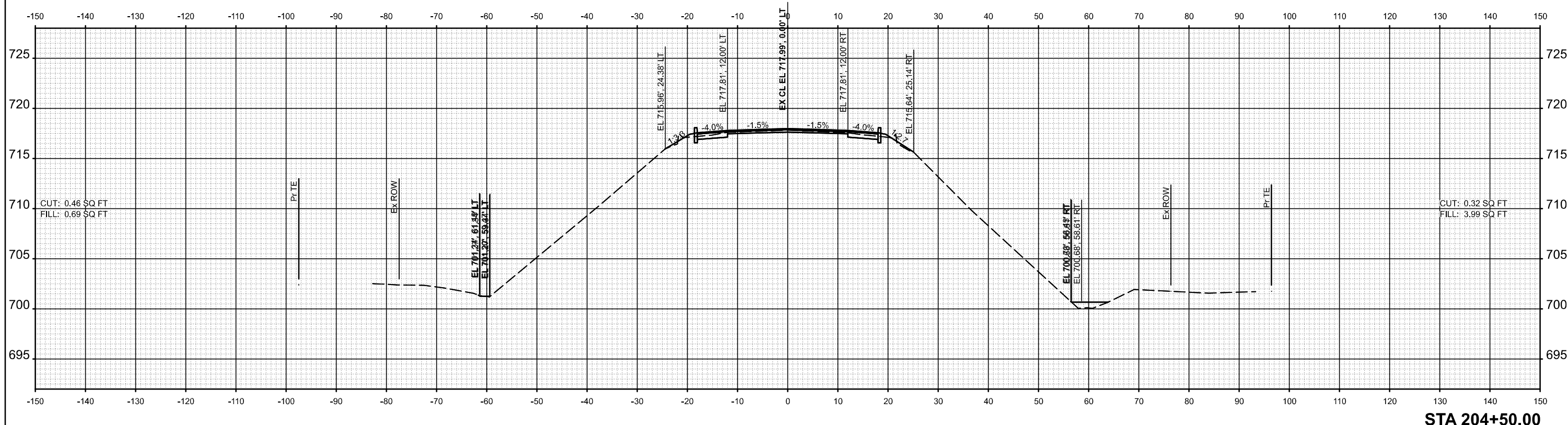
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 41 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 135 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



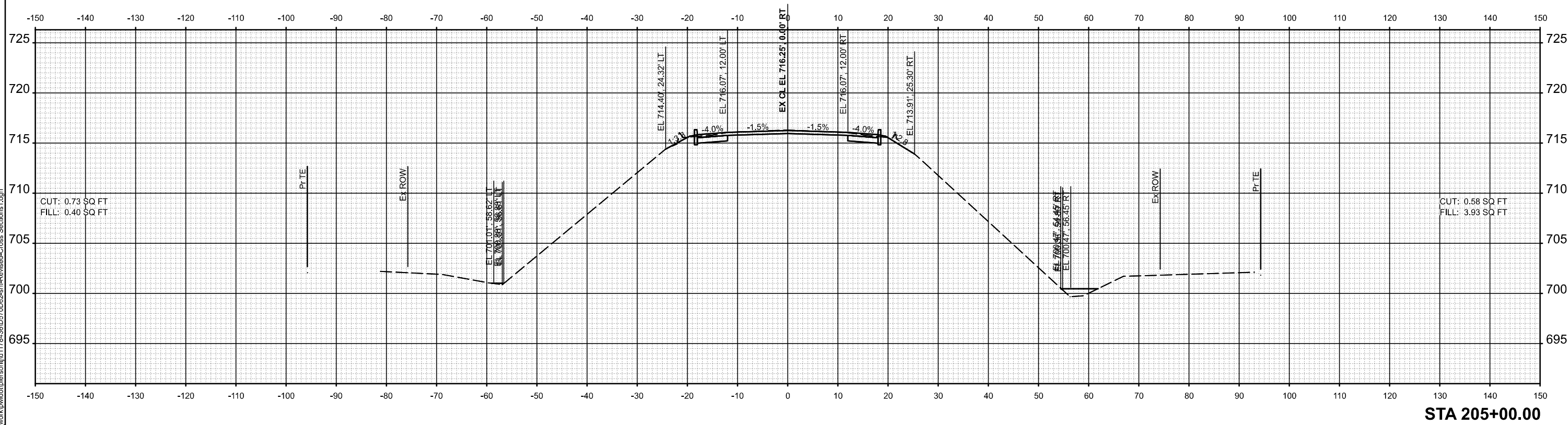
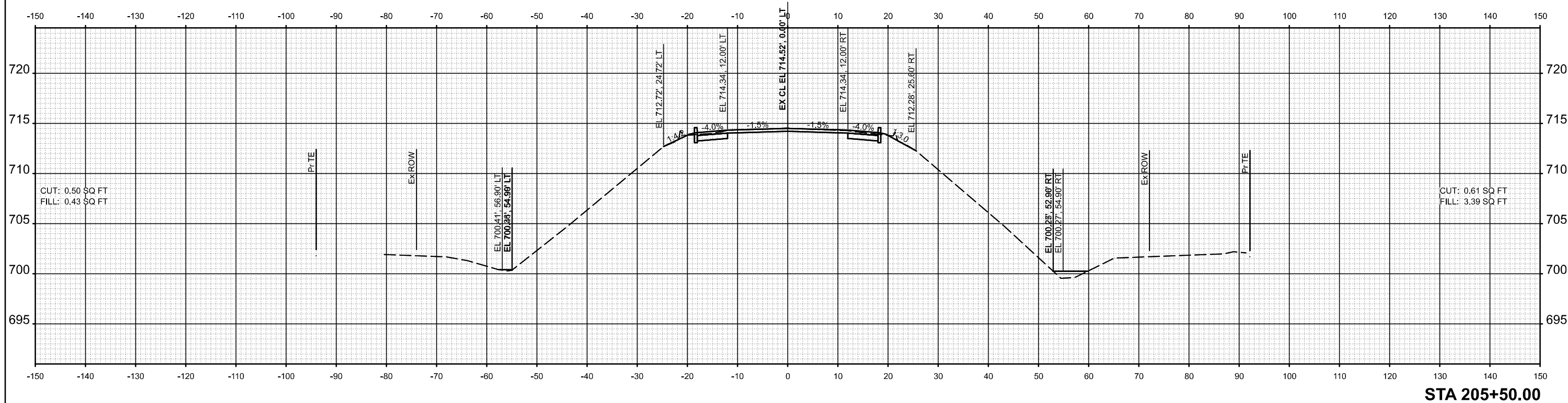
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|---------------------------------------|----------|--------------|--------------|
| F.A.P. (US 150) CROSS-SECTIONS | | | |
| SCALE: 1"=10' | SHEET 42 | OF 48 SHEETS | STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 136 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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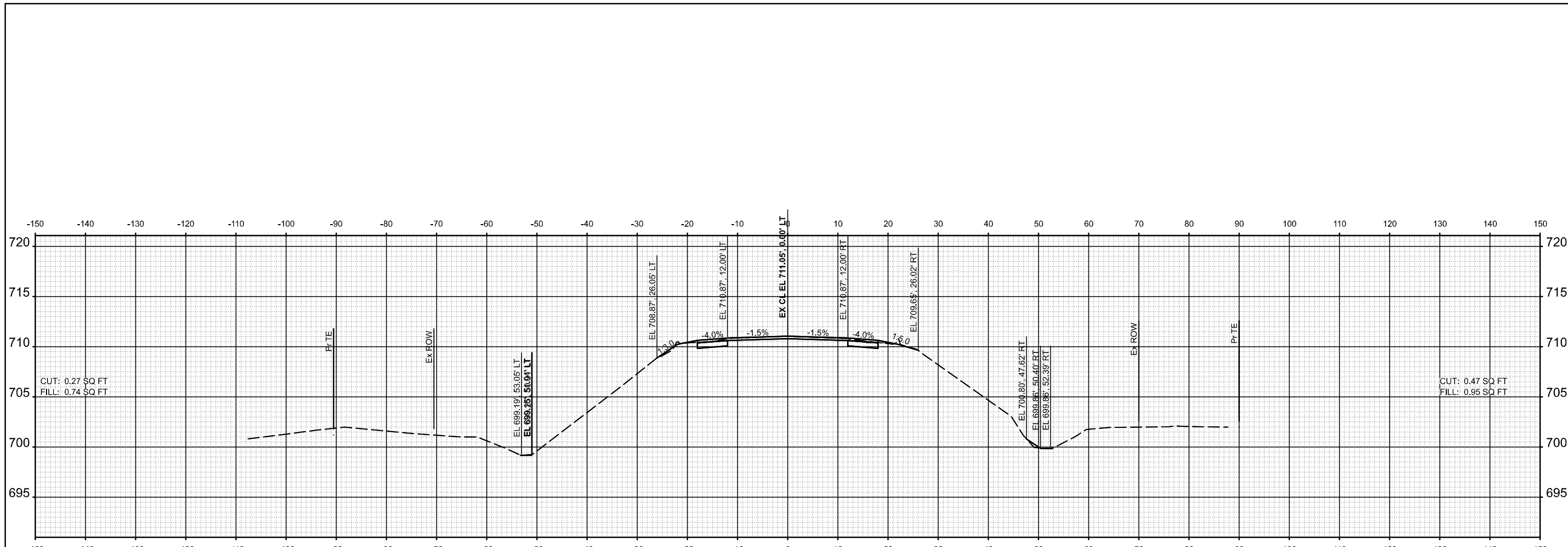
| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

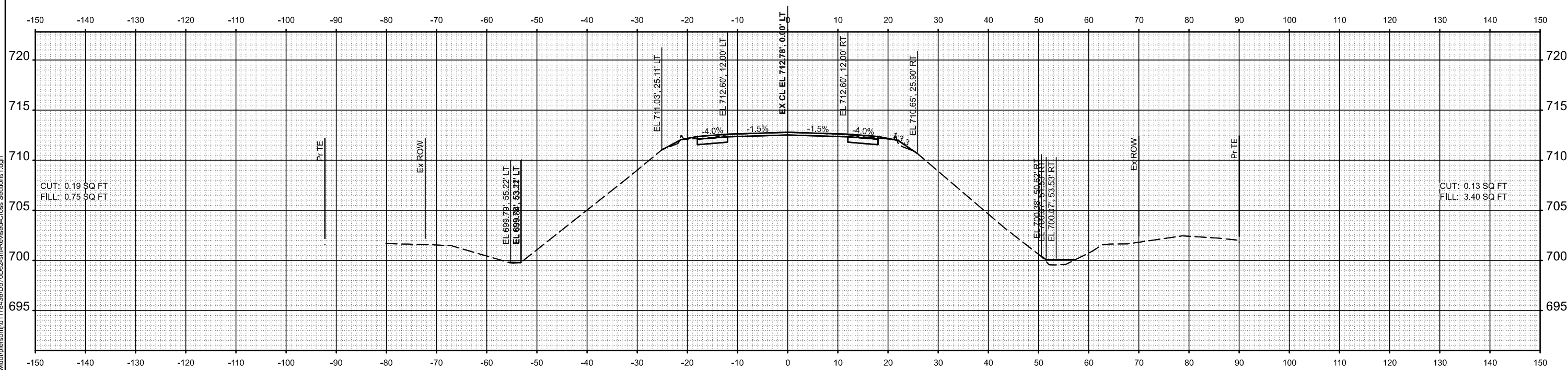
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 43 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 137 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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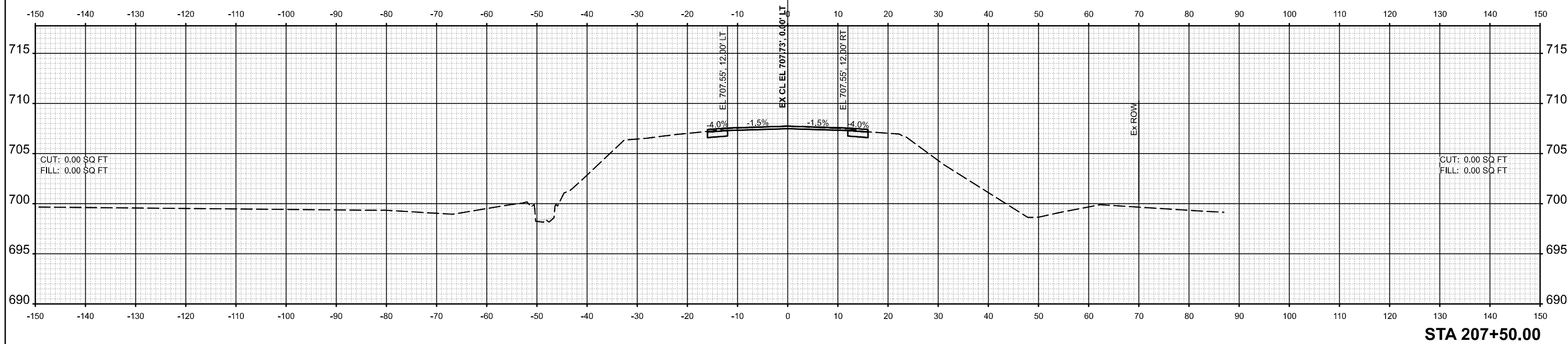
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

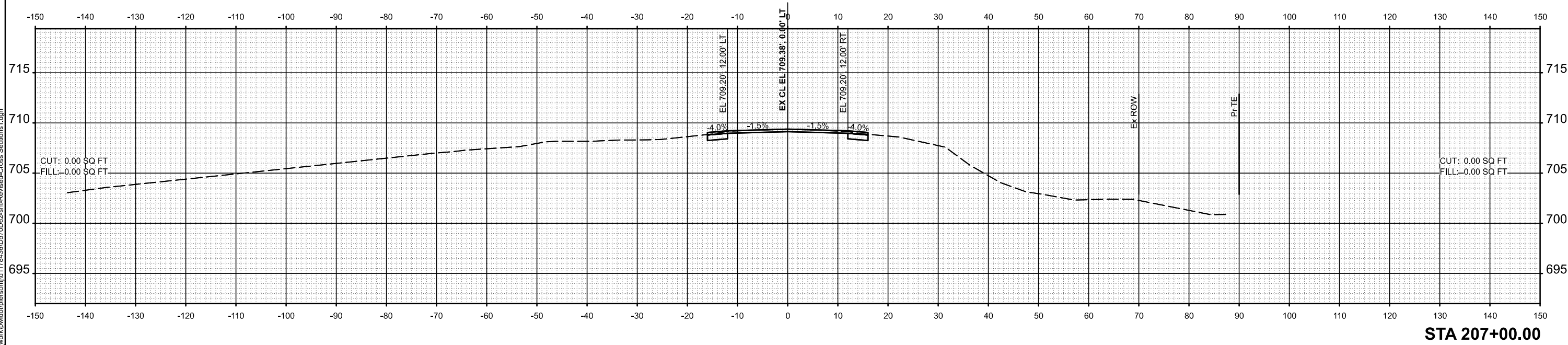
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 44 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 138 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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STA 207+00.00

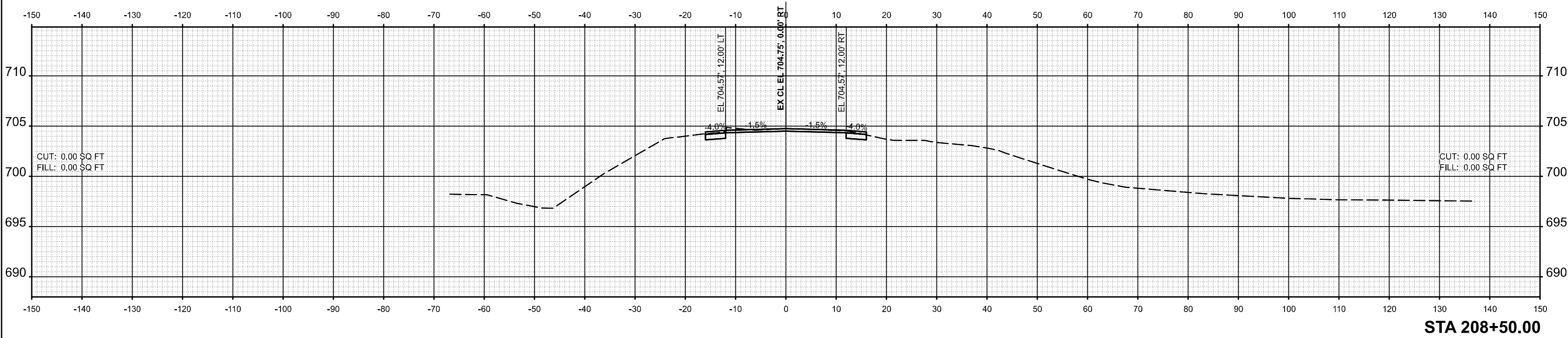
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| | | |
|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

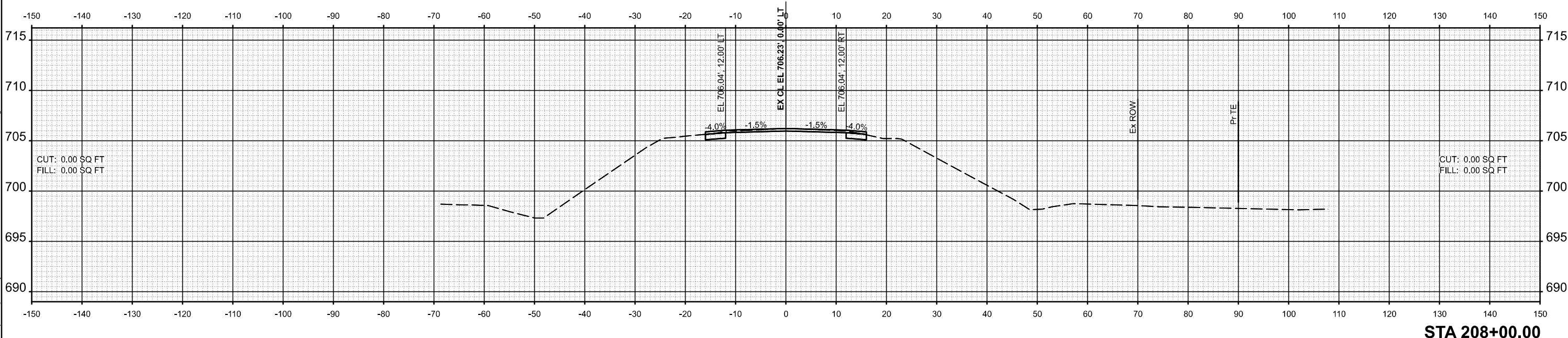
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------------------------|----------|--------------|--------------|
| F.A.P. (US 150) CROSS-SECTIONS | | | |
| SCALE: 1"=10' | SHEET 45 | OF 48 SHEETS | STA. TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 139 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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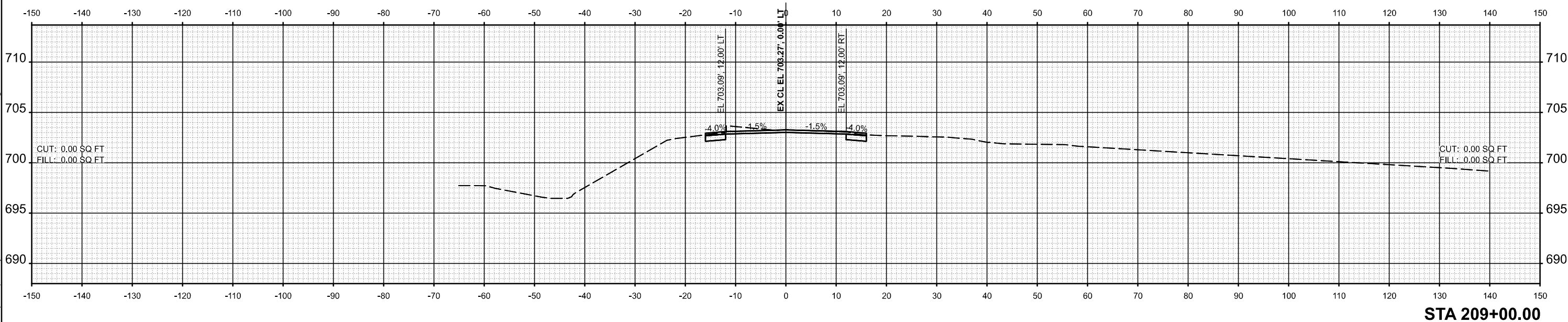
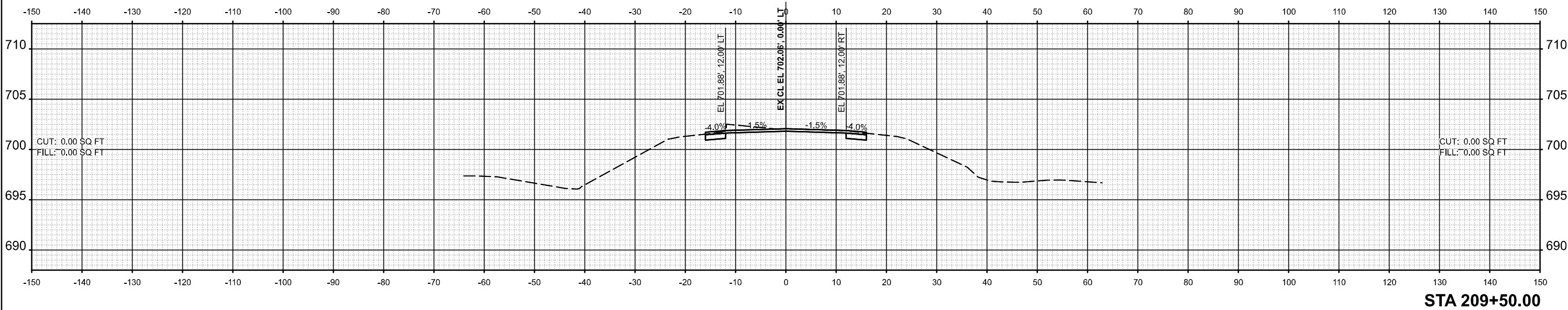
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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 46 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 140 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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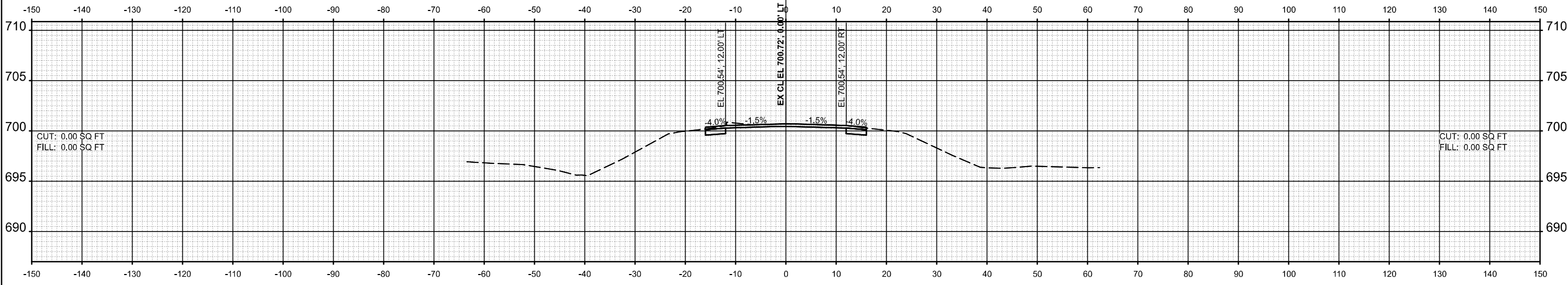
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| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

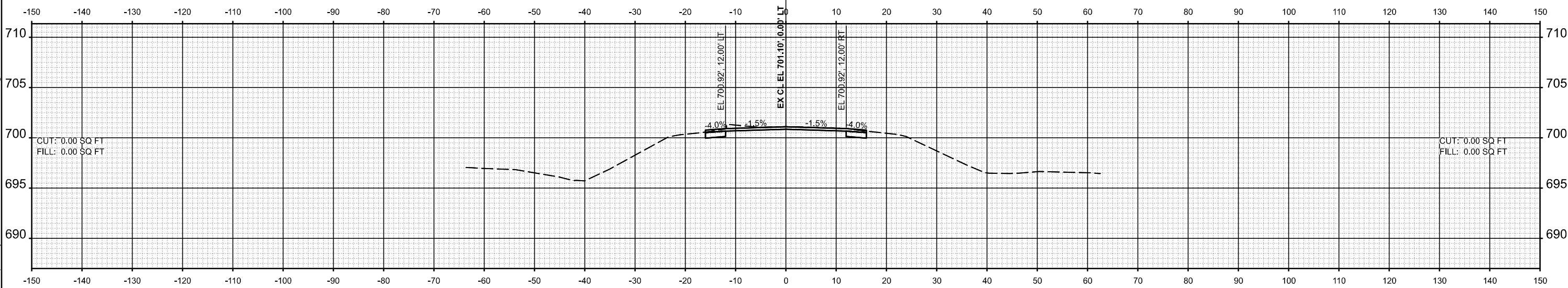
F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 47 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 141 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



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|---------------------------|----------------|-----------|
| USER NAME = Tyler.Pierson | DESIGNED - TJP | REVISED - |
| | DRAWN - TJP | REVISED - |
| | CHECKED - | REVISED - |
| PLOT DATE = 3/10/2026 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.P. (US 150) CROSS-SECTIONS

SCALE: 1"=10' SHEET 48 OF 48 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|--------|--------------|-----------|
| 91 | (101)BR | EDGAR | 142 | 142 |
| CONTRACT NO. 70D62 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |