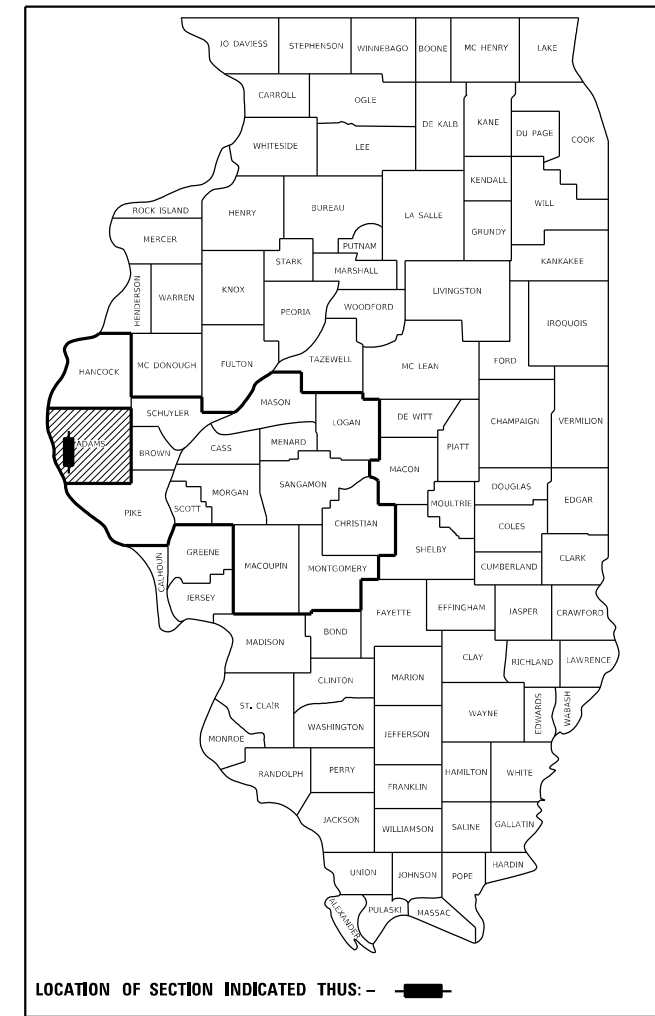


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	1
		ILLINOIS	CONTRACT NO. 72J41	

D-96-079-16



LOCATION OF SECTION INDICATED THUS: - [shaded box] -

FOR INDEX OF SHEETS, SEE SHEET NO. 2

HIGHWAY CLASSIFICATION

F.A.P. ROUTE 506 (IL 96)  
fr. S of BIRCH ST in URSA to 0.4 MI N of US 24

CLASSIFICATION: MINOR ARTERIAL (NON-URBAN)

ADT: 4,236 (2023) PV = 93.86%  
DESIGN SPEED: 60 MPH SU = 3.41%  
POSTED SPEED: 55 MPH MU = 2.73%

PROPOSED  
HIGHWAY PLANS

FAP ROUTE 506 (IL 96)  
SECTION 10(RS-3,BDR);127RS-4  
PROJECT STP-WTRM(552)  
STANDARD OVERLAY, ADA, & BRIDGE REPAIR  
ADAMS COUNTY

C-96-079-16

**LIMITS OF IMPROVEMENT**  
ENDS AT STA. 22+50.00

(STA EQN #4):  
STA 248+98.20 (BK) =  
STA 5+52.50 (AH)

(STA EQN #3):  
STA 175+29.23 (BK) =  
STA 175+28.49 (AH)

(BRIDGE REPAIR #1):  
SN: 001-0008  
(over ROCK CREEK)  
CL STA. 141+20.60

(STA EQN #2):  
STA 109+15.34 (BK) =  
STA 109+15.09 (AH)

(STA EQN #1):  
STA 27+20.51 (BK) =  
STA 27+21.12 (AH)

(BRIDGE REPAIR #2):  
SN: 001-0007  
(over URSA CREEK)  
CL STA. 221+80.80

SN: 001-7044  
Exist. Box 10'x10'  
CL STA. 168+72.50

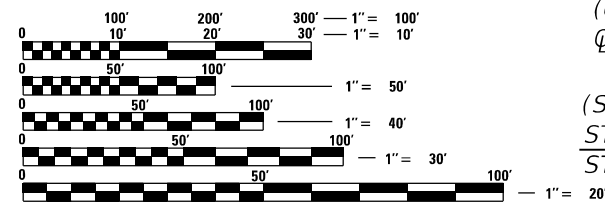
SN: 001-7045  
Exist. Box 12'x8'  
CL STA. 100+02.30

SN: 001-2002  
(FRAZIER CREEK)  
Exist. Box 9'x10'  
CL STA. 46+75.50

SN: 001-7046  
Exist. Box 8'x5'  
CL STA. 21+50.60

**LIMITS OF IMPROVEMENT**  
BEGINS AT STA. 19+80.00

GROSS LENGTH = 24,572.20 FT = 4.65 MI  
NET LENGTH = 24,249.00 FT = 4.59 MI



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 EXCAVATORS  
1-800-892-0123  
OR 811

PROJECT ENGINEER: BRIAN LANINGHAM (217) 785-6990  
TEAM ENGINEER: RENE CABRERA (217) 558-5140

CONTRACT NO. 72J41

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 23, 2026  
*Teresa C. Price*  
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

GENERAL NOTES

GENERAL NOTES

INDEX OF SHEETS

- ① THE APPROXIMATE AVERAGE THICKNESS OF 1½" IS CALCULATED QUANTITY FOR AGGREGATE WEDGE SHOULDER, TYPE B.
- ② THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE:

LOCATION(S):	IL 96	IL 96	IL 96	IL 96	IL 96
MIXTURE USE(S):	HMA SURF CSE	HMA BIND CSE	NEW HMA SHLDR (Bot. Lift)	EX HMA SHLDR (Bot. Lift)	EX & NEW HMA SHLDR (top Lift)
AC/PG:	PG 64-22	PG 66-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N design = 50	4.0% @ N design = 50	4.0% @ N design = 50	4.0% @ N design = 50	4.0% @ N design = 50
MIXTURE COMPOSITION (Gradation Mixture)	IL 9.5	IL 9.5FG	IL 9.5FG	IL 9.5FG	IL 9.5
FRICTION AGGREGATE	MIX "C"	N/A	N/A	N/A	MIX "C"
MIXTURE WEIGHT	112 LB/SY*IN	112 LB/SY*IN	112 LB/SY*IN	112 LB/SY*IN	112 LB/SY*IN
QUALITY MANAGEMENT	QCP	QCP	QC/QA	QC/QA	QC/QA
SUBLOT SIZE	1,000 TONS	1,000 TONS	N/A	N/A	N/A
MTD REQUIRED	YES	NO	NO	NO	NO

LOCATION(S):	IL 96	Side Rds. & Entr.
MIXTURE USE(S):	HMA BASE CSE	INCIDENTAL HMA SURF
AC/PG:	PG 58-28	PG 64-22
DESIGN AIR VOIDS	4.0% @ N design = 50	4.0% @ N design = 50
MIXTURE COMPOSITION (Gradation Mixture)	IL-19.0	IL 9.5
FRICTION AGGREGATE	N/A	MIX "C"
MIXTURE WEIGHT	112 LB/SY*IN	112 LB/SY*IN
QUALITY MANAGEMENT	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A
MTD REQUIRED	NO	NO

NOTE: NUCLEAR GAUGES SHALL BE USED FOR DENSITY VERIFICATION BY THE ENGINEER ON HMA SHOULDERS.

- ③ PROPOSED SUPERELEVATIONS SHOWN IN THE TYPICAL SECTIONS ARE REFERENCED FROM EXISTING PLANS AND SHALL MATCH EXISTING PAVEMENT GRADES AND TRANSITIONS, THE ENGINEER SHALL FIELD VERIFY ALL EXISTING SUPERELEVATIONS.
- ④ ALL AGGREGATE SURFACE COURSE SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- ⑤ THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 BUREAU OF OPERATIONS AT (217) 785-5306 THREE WEEKS PRIOR TO IMPLEMENTING ANY TRAFFIC CONTROL.
- ⑥ NO PASSING ZONES TO BE FIELD VERIFIED BY THE RESIDENT ENGINEER. THE RESIDENT ENGINEER SHALL NOTIFY THE DISTRICT 6 TRAFFIC OPERATION ENGINEER OF ANY CONCERNS WITH THE EXISTING NO PASSING ZONES AND AT LEAST 14 DAYS PRIOR TO PLACMENT OF FINAL PERMANENT PAVEMENT MARKINGS (PH: 217-785-5306).
- ⑦ THE CONTRACTOR SHALL USE TYPE IV PAVEMENT MARKING TAPE AS SHORT-TERM PAVEMENT ON THE SURFACE LIFT.
- ⑧ THE MATERIAL USED FOR AGGREGATE WEDGE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE OR RAP.
- ⑨ THE MATERIAL USED FOR AGGREGATE SURFACE COURSE, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE.

1 COVER SHEET  
 2 INDEX OF SHEETS, LISTS OF STANDARDS, GENERAL NOTES AND COMMITMENTS  
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 15 - 18 TYPICAL SECTIONS (4)  
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 20 - 31 PLAN SHEETS (12)  
 32 - 33 STAGE CONSTRUCTION PLAN (2)  
 34 - 36 BRIDGE REPAIR PLANS SN: 001-0007 (3)  
 37 PARAPET EXTENSION DETAIL SN: 001-0008  
 38 - 41 ADA SIDEWALK RAMP DETAILS (4)  
 42 - 45 ENTRANCE AND SIDEROAD DETAILS (4)  
 46 - 49 CROSS-SECTIONS (4)

STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
424001-12	PERPENDICULAR CURB RAMP FOR SIDEWALKS
424011-05	CORNER PARALLEL CURB RAMP FOR SIDEWALKS
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
631032-10	TRAFFIC BARRIER TERMINAL, TYPE 6A
642006-01	SHOULDER RUMBLE STRIPS, 8 INCH
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 EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701316-14	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKING
781001-04	TYPICAL APPLICATIONS OF RAISED REFLECTIVE PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

RATES OF APPLICATION TABLES

THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES.

BITUMINOUS MATERIALS (TACK COAT):	0.05 LBS / SQ FT (FOR MILLING)
	0.025 LBS / FT (FOR IN BETWEEN HMA LIFTS)
HMA SURFACE MIX C / BINDER (112 LBS):	0.056 TON / SQ YD * in
AGGREGATE MATERIALS:	1.6 TONS / CU YD
STONE DUMPED REPRAP:	1.5 TONS / CU YD
NITROGEN FERTILIZER NUTRIENT:	90 LBS / ACRE
PHOSPHOROUS FERTILIZER NUTRIENT:	90 LBS / ACRE
POTASSIUM FERTILIZER NUTRIENT:	90 LBS / ACRE
AGRICULTURAL GROUND LIMESTONE:	2 TONS / ACRE
MULCH, METHOD 1:	2 TONS / ACRE

COMMITMENTS

(NONE)

REV - MS

<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DISTRICT 6</b>	
EXAMINED	January 28, 20 26
	<i>J. A. DeLeon</i> ENGINEER OF OPERATIONS
EXAMINED	February 26, 20 26
	<i>R. P. Swartz</i> ENGINEER OF PROJECT IMPLEMENTATION
EXAMINED	February 26, 20 26
	<i>M. J. [Signature]</i> ENGINEER OF PROGRAM DEVELOPMENT

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	DRAWN - RSC	REVISED -
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PLOT DATE = 4/30/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS &  
GENERAL NOTES**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	2
			CONTRACT NO. 72J41	
ILLINOIS   FED. AID PROJECT				



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	6-00999-0000	6-00999-0000	6-00999-0000
				80% FEDERAL 20% STATE STP FUNDING	80% FEDERAL 20% STATE STP FUNDING	80% FEDERAL 20% STATE STP FUNDING
				ROADWAY 0005	BRIDGE 0047	BRIDGE 0047
				RURAL	RURAL	RURAL
40602965	HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50	TON	4,662	4,662		
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	5,603	5,603		
40800029	BITUMINOUS MATERIALS (TACK COAT)	POUND	1,083	1,083		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	424	424		
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	21	21		
42400800	DETECTABLE WARNINGS	SQ FT	113	113		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	92,830	92,830		
44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	21,517	21,517		
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	21	21		
44000300	CURB REMOVAL	FOOT	15	15		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	177	177		
44000600	SIDEWALK REMOVAL	SQ FT	1,560	1,560		
44004250	PAVED SHOULDER REMOVAL	SQ YD	1,177	1,177		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	846	846		

\* - INDICATES PAY ITEM REQUIRES A SPECIAL PROVISION

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USER NAME = rene.cabrera	DESIGNED - RSC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
DRAWN - RSC	REVISIONS -			SCALE: NTS	SHEET 2 OF 6 SHEETS	STA.	TO STA.	506	10(RS-3,BDR);127RS-4	ADAMS	49	4
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISIONS -		CONTRACT NO. 72J41								
PLOT DATE = 3/24/2026	DATE -	REVISIONS -		ILLINOIS FED. AID PROJECT								

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	6-00999-0000	6-00999-0000	6-00999-0000
				80% FEDERAL 20% STATE STP FUNDING	80% FEDERAL 20% STATE STP FUNDING	80% FEDERAL 20% STATE STP FUNDING
				ROADWAY 0005	BRIDGE 0047	BRIDGE 0047
				RURAL	RURAL	RURAL
48203018	HOT-MIX ASPHALT SHOULDERS, 5 1/4"	SQ YD	385	385		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	7,206	7,206		
50102400	CONCRETE REMOVAL	CU YD	0.4			0.4
50105220	PIPE CULVERT REMOVAL	FOOT	21	21		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1.5			1.5
50300300	PROTECTIVE COAT	SQ YD	92		92	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	220			220
* 53016000	DECK SLAB REPAIR (PARTIAL)	SQ YD	17		17	
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	3	3		
60600605	CONCRETE CURB, TYPE B	FOOT	168	168		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	177	177		
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	77	77		
* 63000007	STEEL PLATE BEAM GUARDRAIL, TYPE B, 6 FOOT POSTS	FOOT	713	713		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		

\* - INDICATES PAY ITEM REQUIRES A SPECIAL PROVISION

**\* SPECIALTY ITEM**

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PLOT SCALE = 100.0000 ' / in.	DRAWN - RSC	REVISED -		SCALE: NTS	SHEET 3 OF 6 SHEETS	STA.	TO STA.	10(RS-3,BDR);127RS-4	ADAMS	49	5
PLOT DATE = 3/24/2026	CHECKED -	REVISED -					CONTRACT NO. 72J41				
	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	6-00999-0000	6-00999-0000	6-00999-0000
				80% FEDERAL 20% STATE STP FUNDING	80% FEDERAL 20% STATE STP FUNDING	80% FEDERAL 20% STATE STP FUNDING
				ROADWAY 0005	BRIDGE 0047	BRIDGE 0047
				RURAL	RURAL	RURAL
* 6310087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	8	8		
63200310	GUARDRAIL REMOVAL	FOOT	1,383	1,383		
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	36,621	36,621		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	131	131		
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	1	1		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6		
67100100	MOBILIZATION	L SUM	1	0.34	0.33	0.33
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	1		1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		

\* - INDICATES PAY ITEM REQUIRES A SPECIAL PROVISION

**\* SPECIALTY ITEM**

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PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: NTS SHEET 4 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	6
CONTRACT NO. 72J41			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	6-00999-0000	6-00999-0000	6-00999-0000
				80% FEDERAL 20% STATE STP FUNDING	80% FEDERAL 20% STATE STP FUNDING	80% FEDERAL 20% STATE STP FUNDING
				ROADWAY 0005	BRIDGE 0047	BRIDGE 0047
				RURAL	RURAL	RURAL
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1		
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1		
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2		2	
70106700	TEMPORARY RUMBLE STRIPS	EACH	12		12	
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	449		449	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	110	110		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	7,298	7,298		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4,845	811	4,034	
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	1		
* 72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	1		
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	8		
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	69,292	69,292		
* 78001140	PAINT PAVEMENT MARKING - LINE 8"	FOOT	121	121		
* 78004720	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 24"	FOOT	75	75		

\* - INDICATES PAY ITEM REQUIRES A SPECIAL PROVISION

\* SPECIALTY ITEM

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	DRAWN - RSC	REVISED -
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PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET 5 OF 6 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	7
CONTRACT NO. 72J41			ILLINOIS FED. AID PROJECT	



**TEMPORARY RAMP**

TYP SEC #	LOCATION (STA TO STA) (1 : 40 Taper Ratio)	PAVT WIDTH	THICKNESS	LENGTH	(40600990) QUANTITY
		(FOOT)	(INCH)	(FOOT)	(SQ YD)
<i>(After Milling):</i>					
<i>[F.A.P. 506 (IL 96)]</i>					
(1)	19+80.00 TO 19+85.00	44	1.5	5.0	24.44
<i>(STA EQN #1):</i>					
<i>27+20.51 (BK) = 27+21.12 (AH)</i>					
<i>(STA EQN #2):</i>					
<i>109+15.34 (BK) = 109+15.09 (AH)</i>					
(9)	140+19.95 TO 140+24.95	44	1.5	5.0	24.44
<i>(BRIDGE OMISSION):</i>					
<i>SN: 001-0008 (over ROCK CRK)</i>					
<i>140+68.83 TO 141+72.37</i>					
(10)	141+72.37 TO 141+77.37	44	1.5	5.0	24.44
<i>(STA EQN #3):</i>					
<i>175+29.23 (BK) = 175+28.49 (AH)</i>					
(14)	220+99.33 TO 221+08.50	26	2.75	9.17	26.49
<i>(BRIDGE REPAIR):</i>					
<i>SN: 001-0007 (over URSA CRK)</i>					
<i>221+08.50 TO 222+53.13</i>					
(15)	222+53.13 TO 222+62.30	26	2.75	9.17	26.49
<i>(STA EQN #4):</i>					
<i>248+98.20 (BK) = 5+52.50 (AH)</i>					
(15)	22+40.83 TO 22+50.00	42	2.75	9.17	42.79
<i>Grimes St - Sta 246+09.53 RT</i>					
<i>IL 61 - Sta 246+64.53 RT (EB)</i>					
<i>IL 61 - Sta 246+64.53 RT (WB)</i>					
<b>Subtotal (After Milling)</b>					228.97
<i>(After Bind Cse):</i>					
(14)	221+03.50 TO 221+08.50	26	1.5	5.0	14.44
<i>(BRIDGE REPAIR):</i>					
<i>SN: 001-0007 (over URSA CRK)</i>					
<i>221+08.50 TO 222+53.15</i>					
(15)	222+53.15 TO 222+58.15	26	1.5	5.0	14.44
<i>(STA EQN #4):</i>					
<i>248+98.20 (BK) = 5+52.50 (AH)</i>					
(15)	22+45.00 TO 22+50.00	42	1.5	5.0	23.33
<i>Grimes St - Sta 246+09.53 RT</i>					
<i>IL 61 - Sta 246+64.53 RT (EB)</i>					
<i>IL 61 - Sta 246+64.53 RT (WB)</i>					
<b>Subtotal (After Bind Cse)</b>					84.86
<b>(6-00999-0000) PROJECT TOTAL</b>					<b>314</b>

**MILLING SCHEDULE**

TYP SEC #	LOCATION (STA TO STA)	LENGTH (FOOT)	WIDTH (FOOT)	DEPTH (INCH)	(40600982)	(44000155)	(44000160)
					HMA SURF REM. BUTT JOINT (SQ YD)	HMA SURF REMOVAL 1 1/2" (SQ YD)	HMA SURF REMOVAL 2 3/4" (SQ YD)
<i>[F.A.P. 506 (IL 96)]</i>							
(1)	19+80.00 TO 27+20.51	740.51	44	1.5		3,620.27	
<i>(STA EQN #1):</i>							
<i>27+20.51 (BK) = 27+21.12 (AH)</i>							
(2-8)	27+21.12 TO 109+15.34	8,194.22	44	1.5		40,060.63	
<i>(STA EQN #2):</i>							
<i>109+15.34 (BK) = 109+15.09 (AH)</i>							
(9)	109+15.09 TO 140+24.95	3,109.86	44	1.5		15,203.76	
<i>(BRIDGE OMISSION):</i>							
<i>SN: 001-0008 (over ROCK CRK)</i>							
<i>140+68.83 TO 141+72.37</i>							
(10)	141+72.37 TO 175+29.23	3,356.86	44	1.5		16,411.32	
<i>(STA EQN #3):</i>							
<i>175+29.23 (BK) = 175+28.49 (AH)</i>							
(11-13)	175+28.49 TO 210+94.93	3,566.44	44	1.5		17,435.93	
(13)	210+94.93 TO 211+19.93	25.0	44	1.5 to 2.75			122.22
(14)	211+19.93 TO 221+08.47	988.54	26	2.75			2,855.78
<i>(BRIDGE REPAIR):</i>							
<i>SN: 001-0007 (over URSA CRK)</i>							
<i>221+08.47 TO 222+53.13</i>							
(15)	222+53.13 TO 236+44.50	1,391.37	26	2.75			4,019.51
(16)	236+44.50 TO 236+69.80	25.30	33	2.75			92.77
(16)	236+69.80 TO 243+06.70	636.90	40	2.75			2,830.67
(16)	243+06.70 TO 245+73.30	266.60	42.17	2.75			1,249.17
(16)	245+73.30 TO 248+20.30	247.0	33	2.75			905.67
(16-17)	248+20.30 TO 248+98.20	142.60	41.88	2.75			663.57
<i>(STA EQN #4):</i>							
<i>248+98.20 (BK) = 5+52.50 (AH)</i>							
(17-19)	6+17.20 TO 12+71.00	653.80	40	2.75			2,905.78
(19)	12+71.00 TO 22+50.00	979.0	42	2.75			4,568.67
<i>Grimes St - Sta.246+64.53 RT</i>						A = 2,273.94 SF	252.66
<i>IL 61 - Sta 246+64.53 RT (EB)</i>						A = 3,576.73 SF	397.41
<i>IL 61 - Sta 246+64.53 RT (WB)</i>						A = 5,870.60 SF	652.29
<b>INCIDENTAL HMA SURFACING</b>							
HMA ENTR						300.61	
SIDE RDS						1,462.64	
<b>(6-00999-0000) PROJECT TOTAL</b>					<b>1,764</b>	<b>92,830</b>	<b>21,517</b>

MODEL: Default  
 FILE: M:\M&E -\p\blider-cw-bentley.com\PHWDOT\Documents\DOT Offices\Drifdr\_6\Projects\0672141\CADD\Drawn\CD\Sheets\0672141-sch-schedule.dgn

USER NAME = rene.cabrera	DESIGNED - RSC	REVISED -
DRAWN - RSC	REVISIONS -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NTS SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	9
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				



**PIPE CULVERT REMOVAL**

TYP. SEC. #	LOCATION (STA TO STA)	(50105220)
		QUANTITY
		(FOOT)
	[F.A.P. 506 (IL 96)]	
	(STA EQN #1): 27+20.51 (BK) = 27+21.12 (AH)	
	[F.A.P. 506 (IL 96)]	
	(BRIDGE OMISSION): SN: 001-0008 (over ROCK CRK) 140+68.83 TO 141+72.37	
(10)	167+94.80 TO 168+15.50 LT	20.70
	(STA EQN #3): 175+29.23 (BK) = 175+28.49 (AH)	
<b>(6-00999-0000) PROJECT TOTAL</b>		<b>21</b>

**REMOVE & RELOCATE SIGN PANEL ASSEMBLY - TYPE A**

LOCATION	(72400100)	(72400500)
	REMOV SIN PAN ASSY TA (EACH)	RELOC SIN PAN ASSY TA (EACH)
[F.A.P. 506 (IL 96)]		
(MAPLE ST - N 2150th ST)		
(STA 241+45.82 LT)		
SW QUAD	1	1
<b>(6-00999-0000) PROJECT TOTAL</b>	<b>1</b>	<b>1</b>

**PCC DRIVEWAY PAVEMENT**

LOCATION	(44000200)	(42300200)
	DRIVE PAVT REM (SQ YD)	PCC DRIVE PAVT 6" (SQ YD)
	[F.A.P. 506 (IL 96)]	
(STA 6+24.00 LT)		
PCC PE	21	21
<b>(6-00999-0000) PROJECT TOTAL</b>	<b>21</b>	<b>21</b>

**RIPRAP SCHEDULE**

TYP. SEC. #	LOCATION (STA TO STA) Coef = 1.5 TONS / CU YD Thickness = 12"	AREA (SQ FT)	(28100807)	(28200200)
			STONE DUMP RIP CL A4 (TON)	FILTER FABRIC (SQ YD)
	[F.A.P. 506 (IL 96)]			
	(STA EQN #1): 27+20.51 (BK) = 27+21.12 (AH)			
(8)	99+80.00 TO 100+30.30 LT	740.37	27.42	82.26
(8)	99+93.60 TO 100+25.00 RT	1,346.36	49.87	149.60
	(STA EQN #2): 109+15.34 (BK) = 109+15.09 (AH)			
	(BRIDGE OMISSION): SN: 001-0008 (over ROCK CRK) 140+68.83 TO 141+72.37			
(10)	167+00.00 TO 168+63.80 LT	3,211.92	118.96	356.88
(10)	168+55.00 TO 169+40.00 RT	1,182.40	43.79	131.38
	(STA EQN #3): 175+29.23 (BK) = 175+28.49 (AH)			
	(BRIDGE REPAIR): SN: 001-0007 (over URSA CRK) 221+08.47 TO 222+53.13			
	(STA EQN #4): 248+98.20 (BK) = 5+52.50 (AH)			
<b>(6-00999-0000) PROJECT TOTAL</b>			<b>240</b>	<b>720</b>

**PAVEMENT MARKING BLACKOUT TAPE, 5"**

LOCATION (Cover Conflicting Exist Pavt Mrkg)	(70107005)
	QUANTITY (SQ YD)
[F.A.P. 506 (IL 96)]	
(STAGE 1)	
Taper 220+68.76	12.0
Roadway 220+80.76	27.71
(BRIDGE REPAIR): 221+08.47 TO 222+53.13 (SN: 001-0007) (over URSA CREEK)	144.66
Roadway 222+80.84	27.71
Taper 222+92.84	12.0
<b>Subtotal (STAGE 1) =</b>	<b>224.08</b>
(STAGE 2)	
<b>Subtotal (STAGE 2) =</b>	<b>224.08</b>
<b>(6-00999-0000) PROJECT TOTAL</b>	<b>448</b>

**PAVEMENT MARKING SCHEDULE**

TYP. SEC. #	LOCATION (STA TO STA)	LENGTH (FOOT)	(78001120)				(78001140)	(78004720)	(78011125)	(78100100)	(78300200)	(70300100)	(70300150)
			PAINT PVT MK - LINE 5"				PAINT PVT MK-LINE 8"	PREF PL PM TD	GRV RCSD PVT MRKG 25"	RAISED REFL PAVT MRK (EACH)	RAISED REFL PVT MK REM (EACH)	SHORT-TERM PAVT MKING (3 APPL) (FOOT)	SHRT-TRM PAVT MK REM (SQ FT)
			YELLOW				WHITE						
			SOLID (FOOT)	SKIP-DASH (FOOT)	DBL-SOLID (FOOT)	SOLID (FOOT)	WHITE/SOLID (FOOT)	STD L24"					
	[F.A.P. 506 (IL 96)]												
(1)	19+80.00 TO 20+30.00	50.0			100.0								
(1)	19+80.00 TO 27+20.51	740.51			1,481.02						74.05	24.68	
(1)	20+30.00 TO 23+70.00 LT	340.0						10					
(1)	20+30.00 TO 23+70.00 RT	340.0			68.0								
(1)	23+70.00 TO 27+20.51	350.51			701.02								
	(STA EQN #1): 27+20.51 (BK) = 27+21.12 (AH)												
(2)	27+21.12 TO 30+50.00	328.88			657.76								
(2-8)	27+21.12 TO 109+15.34	8,194.22			16,388.44			103			819.42	273.14	
(2)	30+50.00 TO 37+00.00 LT	650.0											
(2)	30+50.00 TO 37+00.00 RT	650.0			130.0								
(2-6)	37+00.00 TO 70+50.00	3,350.0			670.0								
(6)	70+50.00 TO 81+00.00 LT	1,050.0			210.0								
(6)	70+50.00 TO 81+00.00 RT	1,050.0			1,050.0								
(6)	81+00.00 TO 85+70.00	470.0			940.0								
(6-7)	85+70.00 TO 95+00.00 LT	930.0			930.0								
(6-7)	85+70.00 TO 95+00.00 RT	930.0											
(7-8)	95+00.00 TO 103+75.00	875.0			175.0								
(8)	103+75.00 TO 109+15.34 LT	540.34			108.07								
(8)	103+75.00 TO 109+15.34 RT	540.34			540.34								
	(STA EQN #2): 109+15.34 (BK) = 109+15.09 (AH)												
(9)	109+15.09 TO 112+80.00 LT	364.91			72.98								
(9)	109+15.09 TO 112+80.00 RT	364.91			364.91								
(9)	109+15.09 TO 140+24.95	3,109.86			6,219.72			40			310.99	103.66	
(9)	112+80.00 TO 117+85.00	505.0			1,010.0								
(9)	117+85.00 TO 132+00.00 LT	1,415.0			1,415.0								
(9)	117+85.00 TO 132+00.00 RT	1,415.0			283.0								
(9)	132+00.00 TO 140+24.95	824.95			165.0								
	(BRIDGE REPAIR #1): SN: 001-0008 (over ROCK CRK) 140+24.95 TO 141+72.37	147.42			29.48								
(10)	141+72.37 TO 144+00.00	227.63			45.53								
(10)	141+72.37 TO 175+29.23	3,356.86			6,713.72			43			335.69	111.90	
(10)	144+00.00 TO 154+30.00 LT	1,030.0			206.0								
(10)	144+00.00 TO 154+30.00 RT	1,030.0			1,030.0								
(10)	154+30.00 TO 163+00.00	870.0			1,740.0								
(10)	163+00.00 TO 169+30.00 LT	630.0			630.0								
(10)	163+00.00 TO 169+30.00 RT	630.0			126.0								
(10)	169+30.00 TO 175+29.23	599.23			119.85								
	(STA EQN #3): 175+29.23 (BK) = 175+28.49 (AH)												
(11-13)	175+28.49 TO 194+00.00	1,871.51			374.30								
(11-16)	175+28.49 TO 221+08.50	4,580.01			9,160.02			58			458.00	152.67	
(13)	194+00.00 TO 203+35.00 LT	935.0			187.0								
(13)	194+00.00 TO 203+35.00 RT	935.0			935.0								
(13-14)	203+35.00 TO 211+50.00	815.0			1,630.0								
(14)	211+50.00 TO 221+08.50 LT	958.50			958.50								
(14)	211+50.00 TO 221+08.50 RT	958.50			191.70								
	(BRIDGE REPAIR #2): SN: 001-0007 (over URSA CRK) 221+08.50 TO 222+53.13	144.63			28.93								
(15)	222+53.13 TO 223+00.00 LT	46.87			46.87								
(15)	222+53.13 TO 223+00.00 RT	46.87			9.37								
(15-16)	222+53.13 TO 248+98.20	2,645.07			5,290.14			34			264.51	88.17	
(15-16)	223+00.00 TO 248+98.20	2,598.20			519.64								
	(STA EQN #4): 248+98.20 (BK) = 5+52.50 (AH)												
(17-19)	5+52.50 TO 22+50.00 LT	1,697.50			339.50			23			169.75	56.58	
	Maple St. - Sta 241+45.82 LT												
	9+55.90 RT							27.80	27.80				
	(IL 61 Junct)												
	Conc Median Island							120.55					
	246+93.60 LT							16.25	16.25				
	(RT Turn Ln)							30.82	30.82				
	(COUNTED IN FIELD)									40			
	(Rem of PAVT MK BLKOUT TAPE 5)												
	(SN: 001-0007) (over URSA CREEK)	449.0										4,033.44	
<b>SUBTOTALS</b>			<b>9,035.25</b>	<b>4,245.34</b>	<b>6,778.78</b>	<b>49,232.16</b>						<b>2,432.40</b>	
<b>(6-00999-0000) PROJECT TOTAL</b>				<b>69,292</b>			<b>121</b>	<b>75</b>	<b>75</b>	<b>311</b>	<b>40</b>	<b>7,298</b>	<b>4,845</b>

MODEL: D:\r\full...  
 FILE: MainE...  
 PROJECT: D:\r\full...  
 OFFICE: D:\r\full...  
 DATE: 4/30/2026

USER NAME = rene.cabrera	DESIGNED - RSC	REVISED -
	DRAWN - RSC	REVISED -
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/30/2026	DATE -	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NTS SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.P. RTE. 506	SECTION 10(RS-3,BDR);127RS-4	COUNTY ADAMS	TOTAL SHEETS 49	SHEET NO. 11
CONTRACT NO. 72J41			ILLINOIS FED. AID PROJECT	

**INCIDENTAL HOT-MIX ASPHALT SURFACING & AGGREGATE SURFACE COURSE, TYPE B**

DESCRIPTION	STATION	EXIST. TYPE	fr. E.O.P. (FOOT)	WIDTH (FOOT)	THICKNESS (INCH)	ENTR.				SIDE RD.				(40800050)	(40800029)	
						Exist AGG.		Exist BIT.		Exist AGG.		Exist BIT.		INCIDENTAL	BIT MATLS	
						AREA (SQ FT)	TOTAL (TON)	AREA (SQ FT)	TOTAL (TON)	AREA (SQ FT)	TOTAL (TON)	AREA (SQ FT)	TOTAL (TON)	HMA SURF (TON)	TACK CT (POUND)	
<b>[F.A.P. 506 (IL 96)]</b>																
<b>LIMITS OF IMPROVEMENT:</b>	<b>19+80.00</b>															
AGG P.E.	26+83.00	RT	AGG	7	38	3.5	315.0	6.86						6.86	15.75	
<b>(STA EQN #1):</b>	<b>27+20.51 (BK)</b>															
	<b>27+21.12 (AH)</b>															
AGG PE	33+46.00	LT	AGG	7	32	3.5	273.0	5.95						5.95	13.65	
AGG PE	36+27.00	RT	AGG	7	34	3.5	287.0	6.25						6.25	14.35	
HMA PE	42+54.00	RT	BIT	9	26	2.75 to 1.5			315.0	4.17				4.17	15.75	
HMA PE	44+29.00	LT	BIT	9	26	2.75 to 1.5			315.0	4.17				4.17	15.75	
<b>(Co Rd 1800 N)</b>	<b>54+71.00 (LT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>730.31</b>	<b>9.66</b>	<b>9.66</b>	<b>36.52</b>
<b>(N 1850th Ave.)</b>	<b>81+70.86 (LT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>1,413.56</b>	<b>18.69</b>	<b>18.69</b>	<b>70.68</b>
	<b>81+70.86 (RT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>1,683.35</b>	<b>22.26</b>	<b>22.26</b>	<b>84.17</b>
AGG PE	93+94.00	RT	AGG	7	26	3.5	231.0	5.03						5.03	11.55	
<b>(STA EQN #2):</b>	<b>109+15.34 (BK)</b>															
	<b>109+15.09 (AH)</b>															
HMA PE	112+50.00	LT	BIT	7	19	2.75 to 1.5			182.0	2.41				2.41	9.10	
AGG PE	114+26.00	LT	AGG	7	30	3.5	259.0	5.64						5.64	12.95	
PCC PE	118+04.00	RT	PCC			(No Work)										
HMA PE	122+29.00	RT	BIT	7	14	2.75 to 1.5			147.0	1.94				1.94	7.35	
AGG PE	125+90.00	RT	AGG	7	32	3.5	273.0	5.95						5.95	13.65	
<b>(N 1950th Pl.)</b>	<b>135+03.06 (LT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>826.12</b>	<b>10.92</b>	<b>10.92</b>	<b>41.31</b>
<b>(BRIDGE OMISSION):</b>	<b>140+68.83 TO</b>															
<b>SN: 001-0008 (over ROCK CRK)</b>	<b>141+72.37</b>															
HMA PE	146+24.00	LT	BIT	7	30	2.75 to 1.5			259.0	3.42				3.42	12.95	
HMA PE	147+43.00	RT	BIT	7	30	2.75 to 1.5			259.0	3.42				3.42	12.95	
AGG PE	153+94.00	LT	AGG	7	34	3.5	287.0	6.25						6.25	14.35	
<b>(N 2000th Ave.)</b>	<b>161+82.80 RT</b>		<b>AGG</b>	<b>9</b>	<b>43</b>	<b>8</b>					<b>468.0</b>	<b>23.30</b>		<b>23.30</b>	<b>23.40</b>	
AGG PE	161+96.00	LT	AGG	7	42	3.5	343.0	7.47						7.47	17.15	
AGG CE	163+61.00	RT	AGG	9	59	8	346.50	17.25						17.25	17.33	
AGG CE	164+11.00	LT	AGG	9	42	8	459.0	22.85						22.85	22.95	
AGG CE	164+29.00	RT	AGG	9	88	8	477.0	23.74						23.74	23.85	
AGG CE	172+97.00	RT	AGG	9	45	8	486.0	24.19						24.19	24.30	
<b>(STA EQN #3):</b>	<b>175+29.23 (BK)</b>															
	<b>175+28.49 (AH)</b>															
<b>(N 2050th Ave.)</b>	<b>188+39.07 (LT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>854.41</b>	<b>11.30</b>	<b>11.30</b>	<b>42.72</b>
HMA PE	189+25.00	RT	BIT	7	26	2.25 to 1.5			231.0	3.05				3.05	11.55	
AGG CE	195+03.00	RT	AGG	9	39	8	432.0	21.50						21.50	21.60	
AGG PE	209+33.00	RT	AGG	9	42	8	459.0	22.85						22.85	22.95	
PCC PE (w/ MBT) (trailing)	212+49.00	RT	PCC			(No Work)										
<b>Shriver Rd. (N 2100th Ave.)</b>	<b>215+08.23 RT</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.25 to 1.5</b>						<b>783.33</b>	<b>10.36</b>	<b>10.36</b>	<b>39.17</b>
<b>(BRIDGE REPAIR):</b>	<b>221+08.47 TO</b>															
<b>SN: 001-0007 (over URSA CRK)</b>	<b>222+53.13</b>															
<b>South St.</b>	<b>230+72.38 (RT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>846.56</b>	<b>11.19</b>	<b>11.19</b>	<b>42.33</b>
<b>Walker St.</b>	<b>232+97.66 (LT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>776.32</b>	<b>10.26</b>	<b>10.26</b>	<b>38.82</b>
<b>Smith St</b>	<b>236+80.25 (LT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>717.82</b>	<b>9.49</b>	<b>9.49</b>	<b>35.89</b>
<b>Maple St. (N 2150th St.)</b>	<b>241+45.82 (LT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>2,325.56</b>	<b>30.75</b>	<b>30.75</b>	<b>116.28</b>
	<b>241+77.17 (RT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>514.52</b>	<b>6.80</b>	<b>6.80</b>	<b>25.73</b>
<b>(STA EQN #4):</b>	<b>248+98.20 (BK)</b>															
	<b>5+52.50 (AH)</b>															
<b>Church St.</b>	<b>7+10.86 (LT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>528.58</b>	<b>6.99</b>	<b>6.99</b>	<b>26.43</b>
<b>Junction St. (PCC)</b>	<b>7+16.20 (RT)</b>		<b>O&amp;C</b>			<b>(No Work)</b>										
HMA PE	10+03.80	LT	BIT			(CADD Measured)	2.75 to 1.5		584.50	7.73				7.73	29.23	
<b>Sycamore St.</b>	<b>13+00.29 (RT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>518.79</b>	<b>6.86</b>	<b>6.86</b>	<b>25.94</b>
HMA P.E.	15+06.00	RT	BIT	7	26	2.75 to 1.5			231.0	3.05				3.05	11.55	
PCC P.E.	15+41.00	RT	PCC			(No Work)										
<b>Oak St.</b>	<b>17+09.11 (RT)</b>		<b>O&amp;C</b>			<b>(CADD Measured)</b>	<b>2.75 to 1.5</b>						<b>644.53</b>	<b>8.52</b>	<b>8.52</b>	<b>32.23</b>
AGG. P.E.	18+40.00	RT	AGG	7	17	3.5	168.0	3.66						3.66	8.40	
AGG. P.E.	19+35.00	RT	AGG	7	26	3.5	231.0	5.03						5.03	11.55	
HMA P.E.	20+32.00	RT	BIT	7	19	2.25 to 1.5			182.0	2.41				2.41	9.10	
PCC P.E.	21+85.00	RT	PCC			(No Work)										
<b>LIMITS OF IMPROVEMENT:</b>	<b>22+50.00</b>															

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USER NAME = rene.cabrera	DESIGNED - RSC	REVISED -
	DRAWN - RSC	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NTS      SHEET 4 OF 6 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	12
CONTRACT NO. 72J41				
ILLINOIS / FED. AID PROJECT				

**EARTH EXCAVATION**

TYP SEC #	LOCATION (STA TO STA)	LENGTH (FOOT)	CUT (SQ FT)	FILL (SQ FT)	(VOLUME)		(20200100)
					CUT	FILL	QUANTITY
					(CU YD)	(CU YD)	(CU YD)
	<b>[F.A.P. 506 (IL 96)]</b>						
	<b>(BRIDGE OMISSION):</b> SN: 001-0008 (over ROCK CRK) 140+68.83 TO 141+72.37						
	166+75.00		0.0	0.0			
(10)	166+75.00 TO 167+00.00 LT	25.0			0.43	0.00	0.43
	167+00.00		0.93	0.0			
(10)	167+00.00 TO 167+25.00 LT	25.0			2.75	0.00	2.75
	167+25.00		5.00	0.0			
(10)	167+25.00 TO 167+50.00 LT	25.0			13.47	0.00	13.47
	167+50.00		24.09	0.0			
(10)	167+50.00 TO 167+75.00 LT	25.0			29.25	0.00	29.25
	167+75.00		39.10	0.0			
(10)	167+75.00 TO 168+00.00 LT	25.0			43.71	0.75	43.71
	168+00.00		55.31	1.63			
(10)	168+00.00 TO 168+25.00 LT	25.0			25.61	0.75	25.61
	168+25.00		0.0	0.0			
	<b>(STA EQN #3):</b> 175+29.23 (BK) = 175+28.49 (AH)						
	<b>(BRIDGE REPAIR):</b> SN: 001-0007 (over URSA CRK) 221+08.47 TO 222+53.13						
<b>(6-00999-0000) PROJECT TOTAL</b>							<b>116</b>

**ADA SIDEWALK RAMP SCHEDULE**

LOCATION (ADA RAMPS)	(44000600)	(44000500)	(44000300)	(X4402020)	(X4240420)	(42400800)	(60605000)	(60600605)	(60618300)
	SIDEWALK REM	CC&G REM	CURB REM	CONC MEDIAN SURF REM	PC CONC SIDEWALK 4 INCH SP	DETECTABLE WARNINGS	COMB CC&G TB 6.24	CONC CURB TY B	CONC MEDIAN SURF 4
	(SQ FT)	(FOOT)	(FOOT)	(SQ FT)	(SQ FT)	(SQ FT)	(FOOT)	(FOOT)	(SQ FT)
<b>[F.A.P. 506 (IL 96)]</b>									
<b>(URSA)</b>									
<b>(WALKER ST - STA 232+97.66 LT)</b>									
SW QUAD	84.45	13.21			85.24	8	13.21		
NW QUAD	610.32	25.45			763.66	24.62	25.45	152.38	
<b>(SMITH ST - STA 236+80.25 LT)</b>									
SW QUAD	121.00	12.83			112.84	8	12.83		
NW QUAD	277.49	22.82			355.23	10	22.82		
<b>(MAPLE ST - N 2150th ST)</b>									
<b>(STA 241+45.82 LT)</b>									
SW QUAD	117.55	30.47	14.93	76.43	117.55	24	30.47	14.93	76.43
NW QUAD	174.99	15.44			174.99	10	15.44		
<b>(STA EQN #4):</b> 248+98.20 (BK) = 5+52.50 (AH)									
6+44.30 TO 6+53.10 LT	35.57				35.57				
<b>(CHURCH ST - STA 7+10.86 LT)</b>									
SW QUAD	68.64	22.93			60.12	11.76	22.93		
NW QUAD	69.54	24.13			97.04	15.77	24.13		
<b>[(IL 96)]</b>									
(Sta 247+37.60 LT)		9					9		
<b>(6-00999-0000) PROJECT TOTAL</b>	<b>1,560</b>	<b>177</b>	<b>15</b>	<b>77</b>	<b>1,803</b>	<b>113</b>	<b>177</b>	<b>168</b>	<b>77</b>

**SEEDING SCHEDULE**

TYP SEC #	LOCATION (STA TO STA)	LENGTH (FOOT)	WIDTH (FOOT)	(25000200)	(25000400)	(25000500)	(25000600)	(25100115)
				SEEDING CL 2	NITROGEN FERT NUTR	PHOSPHORUS FERT NUTR	POTASSIUM FERT NUTR	MULCH METHOD 2
				(ACRE)	(POUND)	(POUND)	(POUND)	(ACRE)
	<b>[F.A.P. 506 (IL 96)]</b>							
	<b>(CLEARING &amp; GRUBBING):</b>							
	SN 001-7045 Exist. Box Culv 12'x8' Sta 100+02.30 RT	A = 468.88 SQ YD		0.0969	8.72	8.72	8.72	0.10
	<b>(BRIDGE REPAIR):</b> SN: 001-0008 (over ROCK CRK) 140+68.83 TO 141+72.37							
	167+50.00		0.0					
(10)	167+50.00 TO 167+75.00 LT	25.0		0.0018	0.17	0.17	0.17	0.0018
	167+75.00		6.43					
(10)	167+75.00 TO 168+00.00 LT	25.0		0.0092	0.83	0.83	0.83	0.0092
	168+00.00		25.55					
(10)	168+00.00 TO 168+25.00 LT	25.0		0.0073	0.66	0.66	0.66	0.0073
	168+25.00		0.0					
	<b>(STA EQN #3):</b> 175+29.23 (BK) = 175+28.49 (AH)							
	<b>(BRIDGE REPAIR):</b> SN: 001-0007 (over URSA CRK) 221+08.47 TO 222+53.13			(0.155)				(0.155)
<b>(6-00999-0000) PROJECT TOTAL</b>				<b>0.25</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0.25</b>

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	DRAWN - RSC	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: NTS SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	13
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				

**GUARDRAIL SCHEDULE**

TYP SEC #	LOCATION	LENGTH  (FOOT)	(63200310)	(63100167)	(63000007)	(63100085)	(63100087)	(78200005)	(72501000)
			GUARDRAIL REMOV	TR BAR TRM T1 SPL TAN	SPBGR TY B 6FT POSTS	TRAF BAR TERM T6	TRAF BAR TERM T6A	GRDRAIL REF TYPE A	TERMINAL MARKER - DA
			(FOOT)	(EACH)	(FOOT)	(EACH)	(EACH)	(EACH)	
	<b>[F.A.P. 506 (IL 96)]</b>								
	<b>(STA EQN #2):</b>								
	<b>109+15.34 (BK) = 109+15.09 (AH)</b>								
(9)	139+38.70 LT								1
(9)	139+38.70 TO 139+88.70 LT 50.0			1					
(9)	139+38.70 TO 140+52.50 LT 113.80							2	
(9)	139+45.50 TO 140+50.00 LT 104.50	104.50							
(9)	139+55.30 RT								1
(9)	139+55.30 TO 140+05.30 RT 50.0			1					
(9)	139+55.30 TO 140+69.10 RT 113.80							2	
(9)	139+65.00 TO 140+66.60 RT 101.60	101.60							
(9)	139+88.70 TO 140+13.70 LT 25.0				25.0				
(9)	140+05.30 TO 140+30.30 RT 25.0				25.0				
(9)	140+13.70 TO 140+52.50 LT 38.80					1			
(9)	140+30.30 TO 140+69.10 RT 38.80					1			
	<b>(BRIDGE OMISSION):</b>								
	<b>SN: 001-0008 (over ROCK CRK)</b>								
	<b>140+68.83 TO 141+72.37</b>								
(10)	141+74.60 TO 142+13.40 LT 38.80					1			
(10)	141+74.60 TO 142+63.40 LT 88.80							1	
(10)	141+77.10 TO 142+66.20 LT 89.10	89.10							
(10)	141+90.70 TO 142+29.50 RT 38.80					1			
(10)	141+90.70 TO 142+92.00 RT 101.30							1	
(10)	141+93.20 TO 142+99.30 RT 106.10	106.10							
(10)	142+13.40 TO 142+25.90 LT 12.50				12.50				
(10)	142+29.50 TO 142+54.50 RT 25.0				25.0				
(10)	142+25.90 TO 142+75.90 LT 50.0			1					
(10)	142+54.50 TO 143+04.50 RT 50.0			1					
(10)	142+75.90 LT								1
(10)	143+04.50 RT								1
	<b>(STA EQN #3):</b>								
	<b>175+29.23 (BK) = 175+28.49 (AH)</b>								
(14)	218+49.10 TO 221+38.40 RT 289.30	289.30	289.30						
(14)	218+50.90 RT								1
(14)	218+50.90 TO 219+00.90 RT 50.0			1					
(14)	218+50.90 TO 221+38.40 RT 287.50							4	
(14)	219+00.90 TO 221+00.90 RT 200.0				200.0				
(14)	219+36.80 TO 221+38.40 LT 201.60	201.60							
(14)	219+38.40 LT								1
(14)	219+38.40 TO 219+88.40 LT 50.0			1					
(14)	219+38.40 TO 221+38.40 LT 200.0							3	
(14)	219+88.40 TO 221+00.90 LT 112.50				112.50				
(14)	221+00.90 TO 221+38.40 LT 37.50						1		
(14)	221+00.90 TO 221+38.40 RT 37.50						1		
	<b>(BRIDGE REPAIR):</b>								
	<b>SN: 001-0007 (over URSA CRK)</b>								
	<b>221+08.47 TO 222+53.13</b>								
(15)	222+23.70 TO 222+61.20 LT 37.50						1		
(15)	222+23.70 TO 222+61.20 RT 37.50						1		
(15)	222+23.70 TO 224+23.70 RT 200.0							3	
(15)	222+23.70 TO 224+25.70 RT 202.0	202.0							
(15)	222+23.70 TO 225+11.20 LT 287.50							4	
(15)	222+23.70 TO 225+12.40 LT 288.70	288.70	288.70						
(15)	222+61.20 TO 223+73.70 RT 112.50				112.50				
(15)	222+61.20 TO 224+61.20 LT 200.0				200.0				
(15)	223+73.70 TO 224+23.70 RT 50.0			1					
(15)	224+23.70 RT								1
(15)	224+61.20 TO 225+11.20 LT 50.0			1					
(15)	225+11.20 LT								1
	<b>(STA EQN #4):</b>								
	<b>248+98.20 (BK) = 5+52.50 (AH)</b>								
	<b>(6-00999-0000) PROJECT TOTAL</b>		1,383	8	713	4	4	20	8

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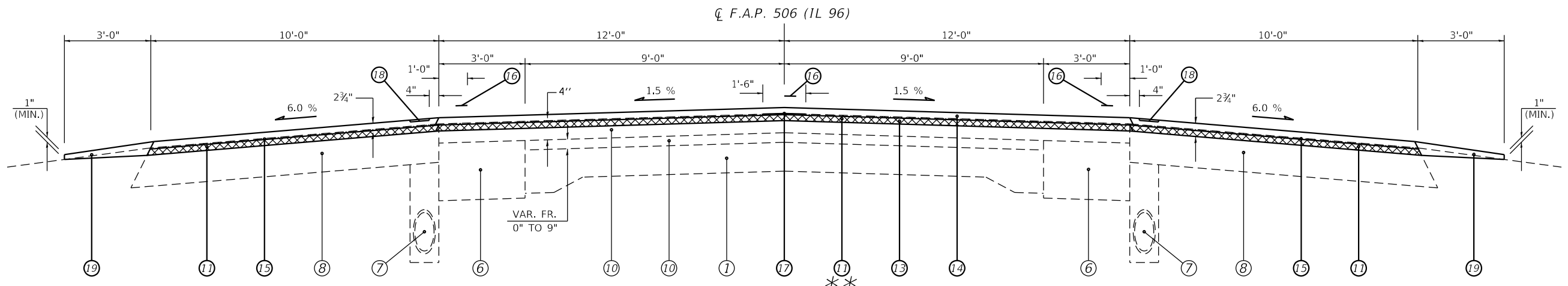
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DRAWN - RSC	REVISIONS -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	14
CONTRACT NO. 72J41				
ILLINOIS		FED. AID PROJECT		

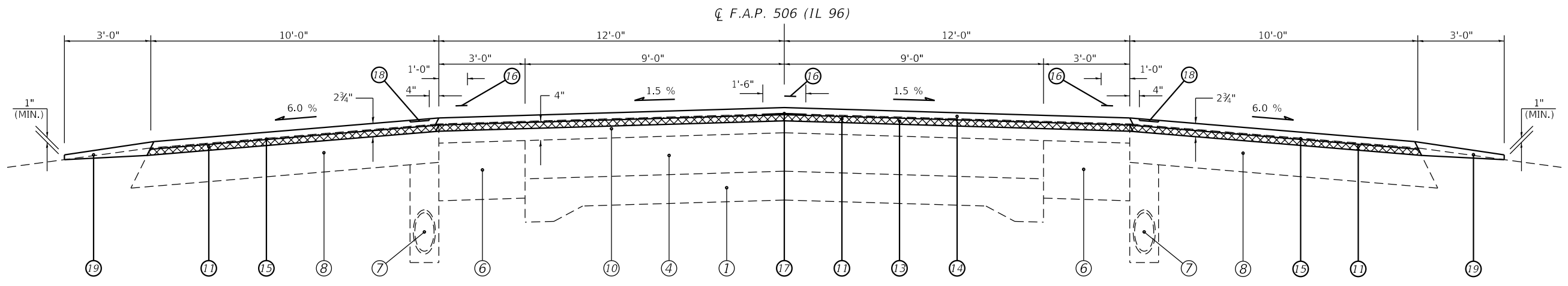


- (1) STA 20+05.00 TO STA 27+20.51 (BK) [715.51']
- (2) STA 27+21.12 (AH) TO STA 40+00.61 [1,279.49']
- (6) STA 58+00.61 TO STA 90+00.61 [3,200.0']
- (13) STA 181+99.83 TO STA 211+19.93 [2,920.10'] \*\* SEE NOTE

**STA EQN #1**

$$\frac{\text{STA 27+20.51 (BK)}}{\text{STA 27+21.12 (AH)}}$$

\*\* NOTE:  
MILLING DEPTH VAR. FR. 1 1/2" TO 2 3/4"  
FR. STA 210+94.93 TO 211+19.93



- (3) STA 40+00.61 TO STA 41+75.61 [175.0']
- (5) STA 55+85.61 TO STA 58+00.61 [215.0']
- (7) STA 90+00.61 TO STA 96+73.61 [673.0']
- (12) STA 178+49.83 TO STA 181+99.83 [350.0']

LEGEND	
<ul style="list-style-type: none"> <li>① EXIST. PCC PAVEMENT 9"-6"-9"</li> <li>② EXIST. SUB-BASE GRANULAR MATERIAL, 4"</li> <li>③ EXIST. STABILIZED BASE COURSE, 4"</li> <li>④ EXIST. STABILIZED BASE COURSE, 8"</li> <li>⑤ EXIST. STABILIZED BASE COURSE, 10"</li> <li>⑥ EXIST. STABILIZED BASE COURSE, 12"</li> <li>⑦ EXIST. PIPE UNDERDRAINS FABRIC LINED TRENCH 4"</li> <li>⑧ EXIST. BITUMINOUS SHOULDERS, 8"</li> <li>⑨ EXIST. COMB. CONCRETE CURB AND GUTTER, TYPE B-6.24</li> <li>⑩ EXIST. BITUMINOUS OVERLAY</li> </ul>	<ul style="list-style-type: none"> <li>⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"</li> <li>⑫ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"</li> <li>⑬ PROP. HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50 1 1/4"</li> <li>⑭ PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 1 1/2"</li> <li>⑮ PROP. HOT-MIX ASPHALT SHOULDERS (TONS) (INSTALLED IN 2 LIFTS)</li> <li>⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"</li> <li>⑰ PROP. LONGITUDINAL JOINT SEALANT (INSTALLED BETWEEN BIND CSE &amp; SURF)</li> <li>⑱ PROP. SHOULDER RUMBLE STRIPS, 8 INCH</li> <li>⑲ PROP. AGGREGATE WEDGE SHOULDER, TYPE B</li> </ul>

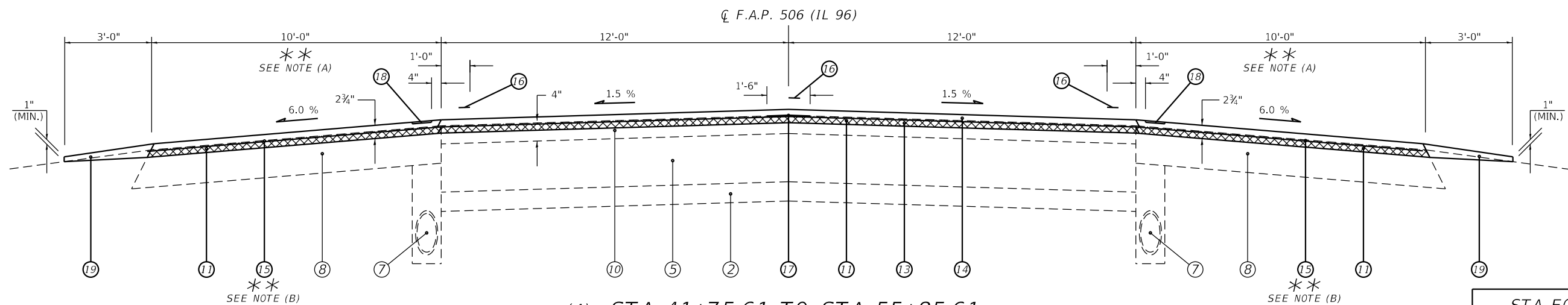
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	DRAWN - RSC	REVISED -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/24/2026	DATE -	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS			
SCALE: NTS	SHEET 1 OF 4 SHEETS	STA. 20+05.00 TO STA. 211+19.93	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	15
CONTRACT NO. 72141				
ILLINOIS FED. AID PROJECT				



**BRIDGE REPAIR #1**  
 S.N.: 001-0008  
 (over ROCK CREEK)  
 STA 140+24.95 TO  
 STA 141+72.37

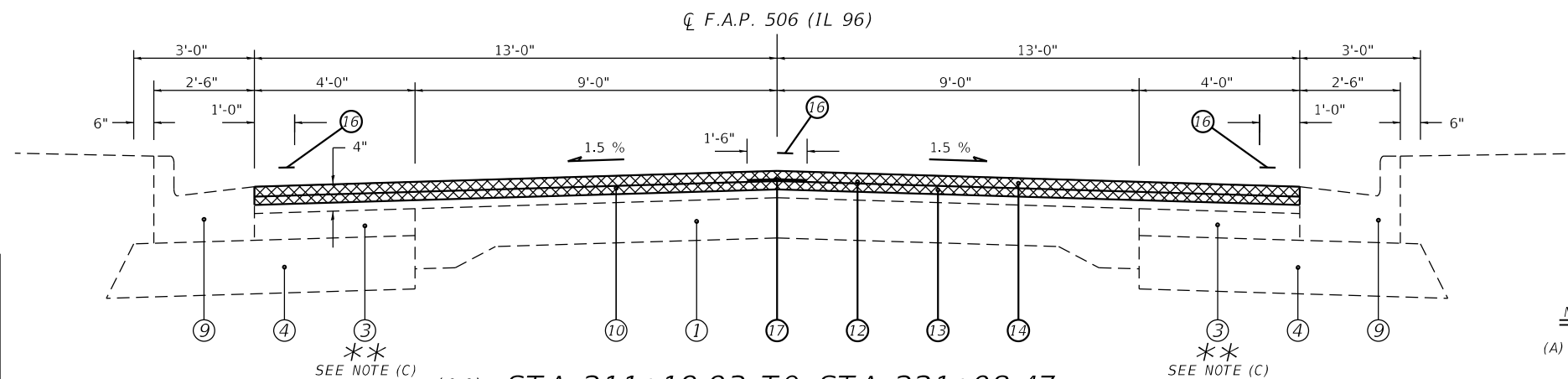
- (4) STA 41+75.61 TO STA 55+85.61 [1,410.0']
- (8) STA 96+73.61 TO STA 109+15.34 (BK) [1,241.73']
- (9) STA 109+15.09 (AH) TO STA 139+99.95 [3,084.86']
- (10) STA 141+97.37 TO STA 175+29.23 (BK) [3,331.86'] \*\* SEE NOTES (A & B)
- (11) STA 175+28.49 (AH) TO STA 178+49.83 [321.34']

**STA EQN #2**  

$$\frac{\text{STA } 109+15.34 \text{ (BK)}}{\text{STA } 109+15.09 \text{ (AH)}}$$

**STA EQN #3**  

$$\frac{\text{STA } 175+29.23 \text{ (BK)}}{\text{STA } 175+28.49 \text{ (AH)}}$$



**BRIDGE REPAIR #2**  
 S.N.: 001-0007  
 (over URSA CREEK)  
 STA 221+08.50 TO  
 STA 222+53.55

- (14) STA 211+19.93 TO STA 221+08.47 [988.54']
- (15) STA 222+53.13 TO STA 236+44.50 [1,391.37']

- NOTES:**
- (A) PROP. PAVED SHLD REM & HMA BASE CSE, 8" FR. STA 138+80.00 TO 140+68.83 LT & RT AND STA 141+72.37 TO 143+40.00 LT & RT.
  - (B) PROP. HMA SHLD THICKNESS VAR. FR. 2 3/4" TO 1 1/2" STA 138+55.00 TO 138+80.00 LT & RT AND FR. 1 1/2" TO 2 3/4" FR. STA 143+40.00 TO 143+65.00.
  - (C) EXIST. STABILIZED BASE COURSE ENDS AT STA 236+69.80 RT.

LEGEND	
①	EXIST. PCC PAVEMENT 9"-6"-9"
②	EXIST. SUB-BASE GRANULAR MATERIAL, 4"
③	EXIST. STABILIZED BASE COURSE, 4"
④	EXIST. STABILIZED BASE COURSE, 8"
⑤	EXIST. STABILIZED BASE COURSE, 10"
⑥	EXIST. STABILIZED BASE COURSE, 12"
⑦	EXIST. PIPE UNDERDRAINS FABRIC LINED TRENCH 4"
⑧	EXIST. BITUMINOUS SHOULDERS, 8"
⑨	EXIST. COMB. CONCRETE CURB AND GUTTER, TYPE B-6.24
⑩	EXIST. BITUMINOUS OVERLAY
⑪	PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
⑫	PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"
⑬	PROP. HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50 1 1/4"
⑭	PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 1 1/2"
⑮	PROP. HOT-MIX ASPHALT SHOULDERS (TONS) (INSTALLED IN 2 LIFTS)
⑯	PROP. PAINT PAVEMENT MARKING - LINE 5"
⑰	PROP. LONGITUDINAL JOINT SEALANT (INSTALLED BETWEEN BIND CSE & SURF)
⑱	PROP. SHOULDER RUMBLE STRIPS, 8 INCH
⑲	PROP. AGGREGATE WEDGE SHOULDER, TYPE B

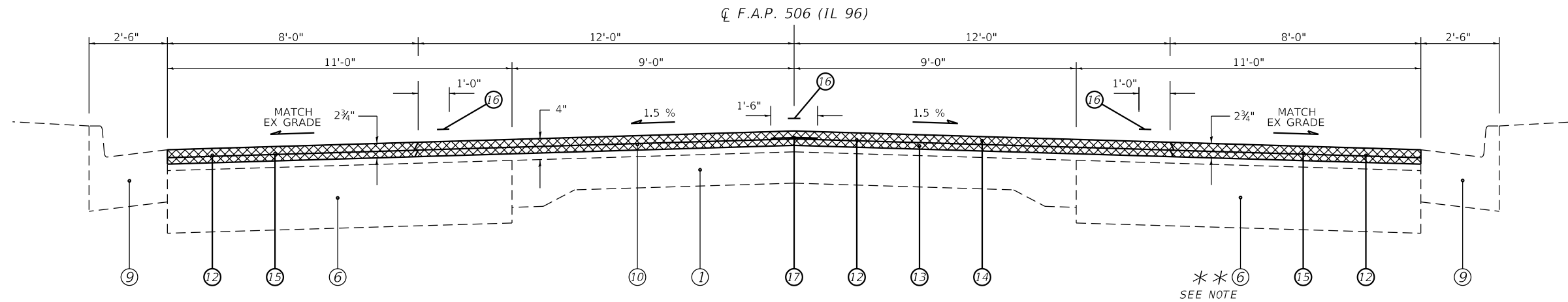
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	DRAWN - RSC	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 4/29/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS</b>	
SCALE: NTS	SHEET 2 OF 4 SHEETS
STA. 41+75.61 TO STA. 236+44.50	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	10(RS-3,BDR);127RS-4	ADAMS	49	16
			CONTRACT NO. 72J41	
		ILLINOIS	FED. AID PROJECT	



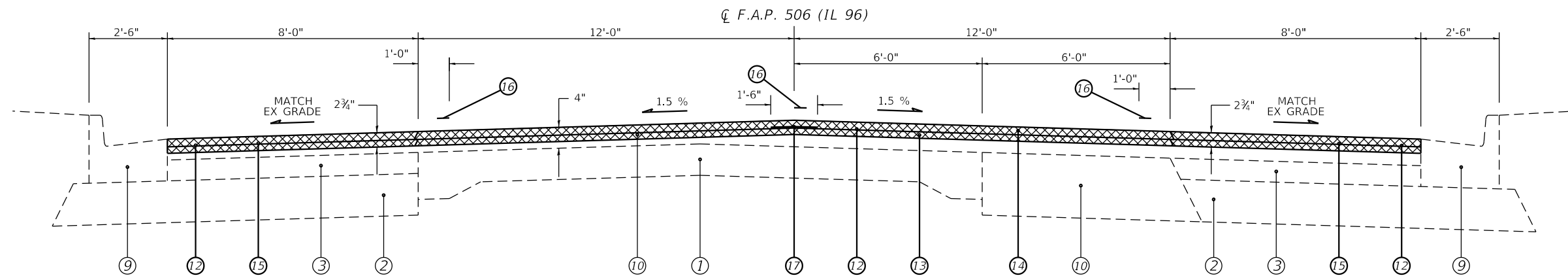
(16) STA 236+44.50 TO STA 248+98.20 (BK) [1,253.70'] \*\* SEE NOTE  
 (17) STA 5+52.50 (AH) TO STA 7+40.00 [187.50']

\*\* (6) SEE NOTE

\*\* NOTE:  
 EXIST. WIDENING BEGINS AT STA 236+69.80 RT

STA EQN #4  

$$\frac{\text{STA } 248+98.20 \text{ (BK)}}{\text{STA } 5+52.50 \text{ (AH)}}$$



(18) STA 7+40.00 TO STA 12+71.00 [531.0']

**LEGEND**

- |  |  |
|--|--|
| ① EXIST. PCC PAVEMENT 9"-6"-9"                       | ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"                          |
| ② EXIST. SUB-BASE GRANULAR MATERIAL, 4"              | ⑫ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"                        |
| ③ EXIST. STABILIZED BASE COURSE, 4"                  | ⑬ PROP. HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50 1 1/4"            |
| ④ EXIST. STABILIZED BASE COURSE, 8"                  | ⑭ PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 1 1/2"    |
| ⑤ EXIST. STABILIZED BASE COURSE, 10"                 | ⑮ PROP. HOT-MIX ASPHALT SHOULDERS (TONS) (INSTALLED IN 2 LIFTS)        |
| ⑥ EXIST. STABILIZED BASE COURSE, 12"                 | ⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"                               |
| ⑦ EXIST. PIPE UNDERDRAINS FABRIC LINED TRENCH 4"     | ⑰ PROP. LONGITUDINAL JOINT SEALANT (INSTALLED BETWEEN BIND CSE & SURF) |
| ⑧ EXIST. BITUMINOUS SHOULDERS, 8"                    | ⑱ PROP. SHOULDER RUMBLE STRIPS, 8 INCH                                 |
| ⑨ EXIST. COMB. CONCRETE CURB AND GUTTER, TYPE B-6.24 | ⑲ PROP. AGGREGATE WEDGE SHOULDER, TYPE B                               |
| ⑩ EXIST. BITUMINOUS OVERLAY                          |  |

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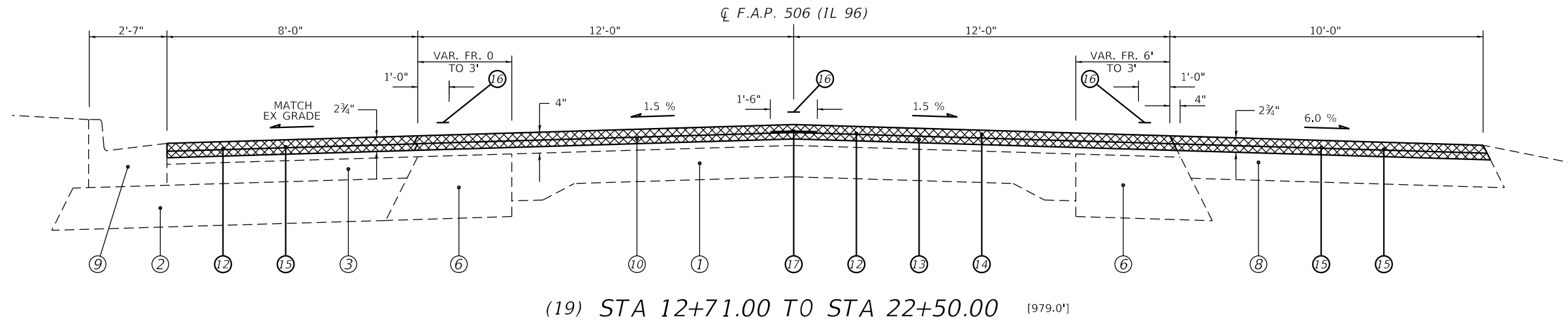
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

SCALE: NTS SHEET 3 OF 4 SHEETS STA. 236+44.50 TO STA. 12+17.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	17
CONTRACT NO. 72141				
ILLINOIS FED. AID PROJECT				



(19) STA 12+71.00 TO STA 22+50.00 [979.0']

**LEGEND**

- |  |  |
|--|--|
| ① EXIST. PCC PAVEMENT 9"-6"-9"                       | ⑪ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"                          |
| ② EXIST. SUB-BASE GRANULAR MATERIAL, 4"              | ⑫ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"                        |
| ③ EXIST. STABILIZED BASE COURSE, 4"                  | ⑬ PROP. HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50 1 1/4"            |
| ④ EXIST. STABILIZED BASE COURSE, 8"                  | ⑭ PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 1 1/2"    |
| ⑤ EXIST. STABILIZED BASE COURSE, 10"                 | ⑮ PROP. HOT-MIX ASPHALT SHOULDERS (TONS) (INSTALLED IN 2 LIFTS)        |
| ⑥ EXIST. STABILIZED BASE COURSE, 12"                 | ⑯ PROP. PAINT PAVEMENT MARKING - LINE 5"                               |
| ⑦ EXIST. PIPE UNDERDRAINS FABRIC LINED TRENCH 4"     | ⑰ PROP. LONGITUDINAL JOINT SEALANT (INSTALLED BETWEEN BIND CSE & SURF) |
| ⑧ EXIST. BITUMINOUS SHOULDERS, 8"                    | ⑱ PROP. SHOULDER RUMBLE STRIPS, 8 INCH                                 |
| ⑨ EXIST. COMB. CONCRETE CURB AND GUTTER, TYPE B-6.24 | ⑲ PROP. AGGREGATE WEDGE SHOULDER, TYPE B                               |
| ⑩ EXIST. BITUMINOUS OVERLAY                          |  |

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PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS</b>	
SCALE: NTS	SHEET 4 OF 4 SHEETS
STA. 12+71.00 TO STA. 22+80.00	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	18
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				

BENCHMARKS					
NAVD-88 VERTICAL DATUM					
BENCHMARK	ELEVATION	DESCRIPTION	STATION	OFFSET	CHAIN
BM AW-28	633.804	CHSLD [ ] ON CENTER OF S CONC HDWL TO CULVERT UNDER US 24, NEAR ROCK TURNAROUND E OF IL96 & 24TH ST	322+98.49	70.38 RT	A003
BM TA-100	653.104	CHSLD [ ] ON MAST ARM FOUNDATION IN NE QUAD OF IL96 & US24	339+21.50	69.30 RT	A003
BM TA-101	642.356	CHSLD [ ] ON CENTER OF E CONC HDWL TO CULVERT, 800' N OF US24 JCT	344+98.30	60.06 RT	A003
BM AW-30	614.161	CHSLD [ ] ON CENTER OF E CONC HDWL TO 5X10 BOX CULVERT UNDER IL96, 0.2 MI NLY OF IL96/US24	21+32.50	42.15 RT	A004
BM 96-02	620.424	RR SPIKE IN CORNER POST AT GROUND LEVEL & ON SECTION LINE, W SIDE OF IL96; 0.5 MI NLY OF IL96/US24	26+75.32	59.88 LT	A004
NGS AK 005	621.010	NGS ROD IN VAULT	36+51.48	88.57 RT	AE007
BM 96-3	617.714	RR SPIKE IN POWER POLE AT GROUND LEVEL ON W SIDE OF IL96, 2ND POLE S OF 1 STORY BRICKHOUSE; 0.75 MI NLY OF IL96/US24	40+12.77	55.16 LT	AE007
BM 96-4	610.330	RR SPIKE IN GUY POLE AT GROUND LEVEL ON E SIDE OF ILL 96 AND TWP LINE, 1.03 MI NLY OF IL96/US24	54+64.44	83.44 RT	AE007
BM 96-5	609.384	RR SPIKE IN POWER POLE AT GROUND LEVEL ON W SIDE OF ILL 96, 1.24 MI NLY OF IL96/US24	67+45.54	70.07 LT	AE007
NGS AK 006	630.790	NGS STEEL ROD IN VAULT IN SE QUAD OF IL96 & 1850TH PL, 52.5' S OF PP W GUY WIRE & 15.5' SW OF TELE PED	81+41.72	71.52 RT	AE007
BM 96-7	606.657	CHSLD [ ] ON HDWL CULVE RT UNDER PRIVATE ENTRANCE, ON E SIDE OF ILL 96 AND 0.2 MI N OF TR 1850N	94+26.29	41.55 RT	AE007
BM 96-8	603.018	RR SPIKE IN POWER POLE AT GROUND LEVEL, ON W SIDE OF ILL 96 AND 0.5 MI N OF TR 1850N	109+01.13	98.66 LT	AE007
BM 96-10	571.423	TOP OF ROW MARKER, E SIDE OF ILL 96 AND AT TR 1950N	135+06.93	84.51 RT	AE006
NGS AK 007	569.487	NGS STEEL ROD IN VAULT ON E SIDE OF FE ACROSS FROM 1950TH PL, 11' NW OF TELE PED & 6' NW OF PP W GUY WIRE	135+09.98	82.09 RT	AE006
BM 96-11	572.058	CHSLD [ ] ON TOP OF NW PARAPET WALL TO BRIDGE #001-0008, AT ROCK CREEK; ABOUT 400' N OF TR 1950N	141+73.92	22.44 LT	AE006
BM 96-12	602.681	CUT [ ] ON CONC CUL FALL TO 4" DRAIN, W SIDE OF IL96 & 25' N OF PRIVATE ENTRANCE, 0.3 MI N OF TR1950N	154+27.50	42.63 LT	AE006
BM 96-13	617.325	RR SPIKE IN POWER POLE AT GROUND LEVEL, ON W SIDE OF ILL 96; 1ST PP N OF TR 2000N	163+32.44	82.74 LT	AE006
BM 96-14	608.703	CUT U ON CENTER OF N CONCRETE HEADWALL TO 24" CMP UNDER PRIVATE ENTRANCE, ON E SIDE OF ILL 96 AND 0.2 MI N OF TR 2000N	173+26.26	44.92 RT	AE006
NGS AK 008	621.143	NGS ROD IN VAULT ON W SIDE OF IL96, 10.5' N OF PP LOCATED 650' S OF 2050TH AVE	181+99.19	76.87 LT	AE005
BM 96-17	615.058	CUT U ON CENTER OF E HDWL 24" RCP UNDER IL 96, AT S CITY LIMITS TO URSA, 300' S OF TR 2100N	210+82.02	40.66 RT	AE005
BM 96-18	584.226	CUT [ ] ON TOP OF SE WINGWALL TO SN 001-0007 OVER URSA CREEK S OF URSA, 625' N OF TR 2100N	221+38.42	18.39 RT	AE005
NGS AK 158	583.557	NGS 1" DISC SET ON TOP OF NE WINGWALL TO SN 001-0007 OVER URSA CREEK S OF URSA, 725' N OF TR 2100N	222+23.34	17.92 RT	AE005
BM 96-19	581.179	CHSLD + ON E CAP BOLT TO FIRE HYDRANT ON W SIDE OF IL96 AT SOUTH STREET IN URSA	230+65.99	33.79 LT	AE005
BM 96-20	617.517	CUT [ ] ON FLAG POLE BASE IN NW QUAD OF IL96 & MAPLE, 10' SE OF SE CORNER TO "RUST" BLDG IN URSA	241+95.09	58.05 LT	AE005
BM 7000	605.508	CHSLD [ ] ON CULVERT HEADWALL IN NE QUAD OF IL96 AND IL61 IN URSA	247+69.78	60.81 RT	AE005
NGS AK 009	611.011	NGS ROD IN VAULT IN SE QUAD OF IL61 & GRIMES ST/ AGG DRIVE, 500' E OF IL96 & IL61, JCT. 21.5' NE OF TELE PED & 14' N OF PP	251+26.95	55.04 RT	IL61
BM 8	611.191	CHSLD + ON NW CAP BOLT TO FIRE HYDRANT IN SE QUAD OF IL96 & SYCAMORE ST IN URSA	12+69.28	26.56 RT	AE004
BM 9	617.987	CHSLD + ON E CAP BOLT TO FIRE HYDRANT ON W SIDE OF IL96, 115' S OF BIRCH ST ON N SIDE OF KUNTZ DR (ENT TO WATER TOWER)	21+97.53	24.83 LT	AE004
NGS AK 010	612.067	NGS ROD IN VAULT ON E SIDE OF IL96, 1600' N OF BIRCH ST IN URSA, 11' SW OF TELE PED & 25' NE OF N END OF 18" CMP	39+02.34	51.02 RT	AE004
BM 96-22	619.348	TOP OF ROW MARKER IN NW QUAD OF IL96 & TR 2250N	51+71.96	64.32 LT	AE004
BM 96-23	575.733	CUT [ ] ON N END OF E HEADWALL TO 6' X 12' BOX CULV RT UNDER IL96, 775' N OF TR 2250N	59+27.31	31.32 RT	AE004

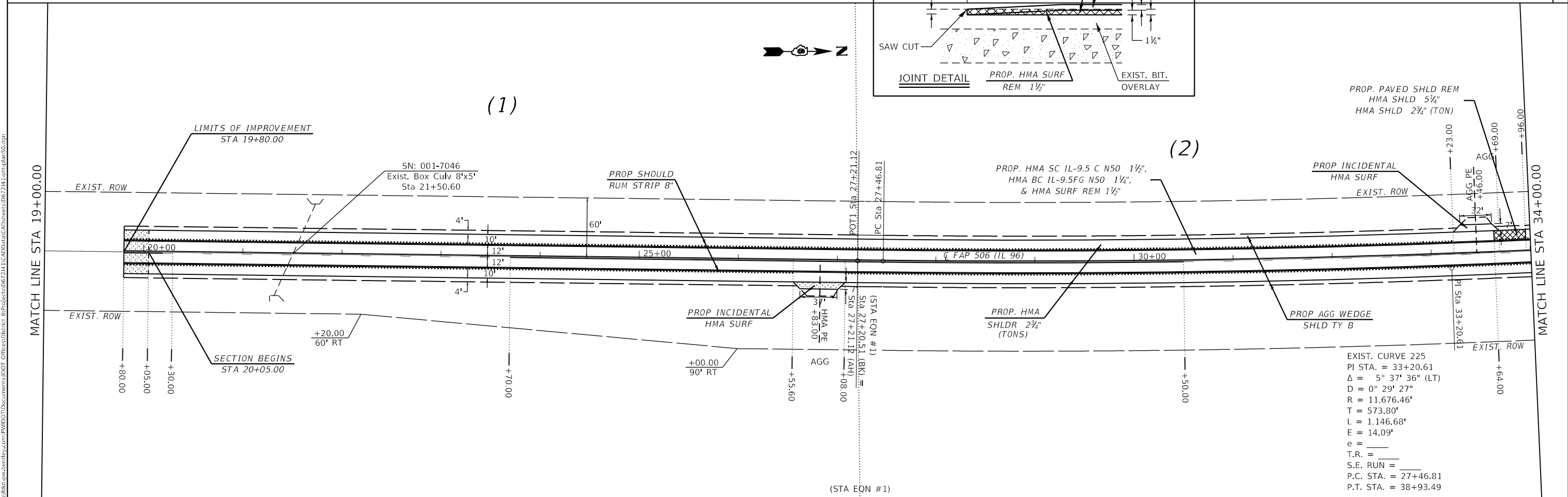
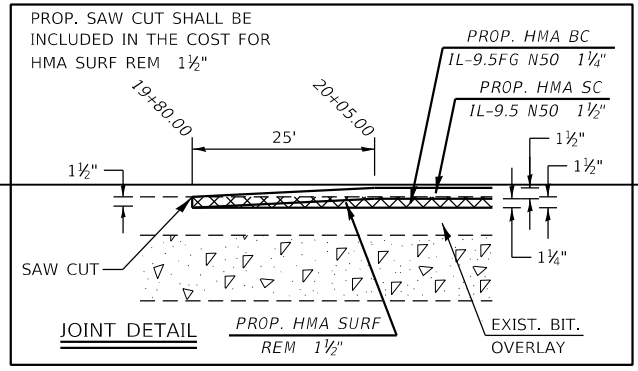
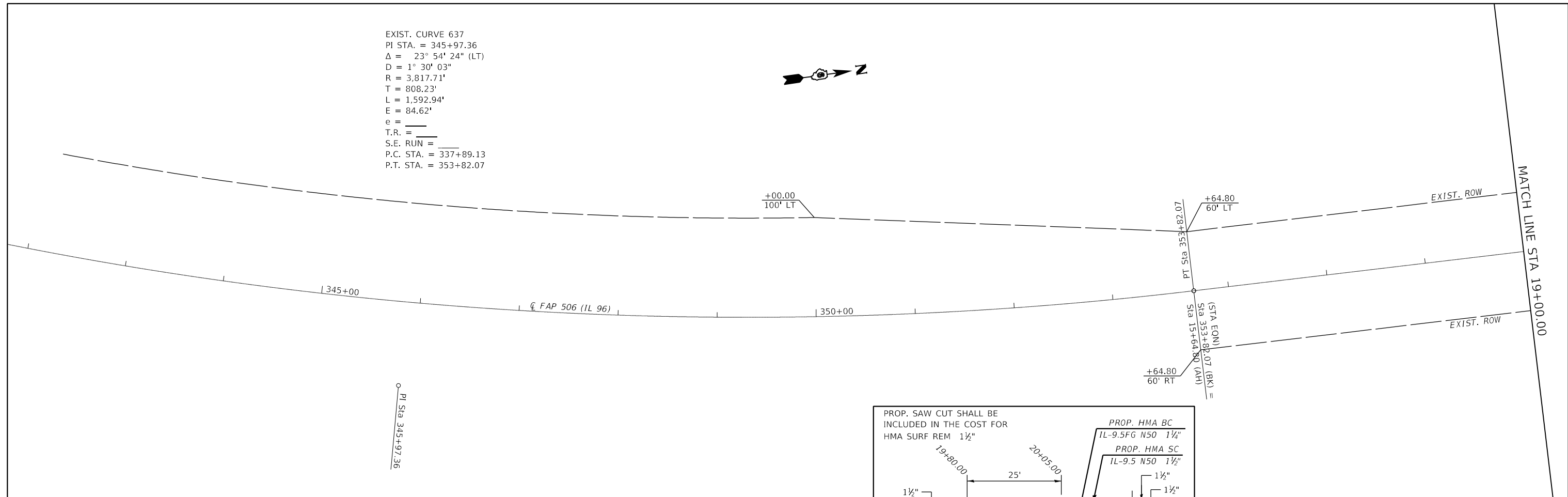
HORIZONTAL CONTROL STATION						
NAD83/1997 ADJ - STATE PLANE WEST ZONE						
POINT	DESCRIPTION	NORTHING	EASTING	STATION	OFFSET	CHAIN
145156	NGS ROD IN VAULT WITH DISK STAMPED AK 005	1222774.724	1960475.449	36+51.48	88.57 RT	AE007
145734	NGS ROD IN VAULT WITH DISK STAMPED AK 006	1227256.425	1960461.287	81+41.72	71.52 RT	AE007
145738	NGS ROD IN VAULT WITH DISK STAMPED AK 007	1232622.534	1960610.179	135+09.98	82.09 RT	AE006
145743	NGS ROD IN VAULT WITH DISK STAMPED AK 008	1237315.228	1960515.074	181+99.19	76.87 LT	AE005
145746	1" NGS DISK IN CONC HEADWALL STAMPED AK 158	1241335.829	1960695.349	222+23.34	17.92 RT	AE005
5014	#4 REBAR W CAP	1242012.212	1960722.048	229+00.11	19.99 RT	AE005
5013	#4 REBAR W CAP	1242733.189	1960702.49	236+20.33	17.63 LT	AE005
5012	#4 REBAR W CAP	1243328.731	1960756.428	242+16.85	24.19 RT	AE005
5011	STAR DRILL IN CHSLD X	1243820.741	1960714.832	247+07.91	27.40 LT	AE005
145750	NGS ROD IN VAULT WITH DISK STAMPED AK 009	1243964.97	1961192.545	251+27.54	55.09 RT	IL61
5010	#4 REBAR W CAP	1244658.869	1960792.899	12+01.88	24.35 RT	AE004
5009	#4 REBAR W CAP	1245196.366	1960809.887	17+39.62	28.84 RT	AE004
5008	#4 REBAR W CAP	1245727.916	1960817.929	22+70.97	25.60 RT	AE004
145753	NGS ROD IN VAULT WITH DISK STAMPED AK 010	1247357.764	1960883.876	39+02.34	51.02 RT	AE004

HORIZONTAL CONTROL STATION						
NAD83/1997 ADJ - STATE PLANE WEST ZONE						
POINT	DESCRIPTION	NORTHING	EASTING	STATION	OFFSET	CHAIN
145156	NGS ROD IN VAULT WITH DISK STAMPED AK 005	1222774.724	1960475.449	36+51.48	88.57 RT	AE007
145734	NGS ROD IN VAULT WITH DISK STAMPED AK 006	1227256.425	1960461.287	81+41.72	71.52 RT	AE007
145738	NGS ROD IN VAULT WITH DISK STAMPED AK 007	1232622.534	1960610.179	135+09.98	82.09 RT	AE006
145743	NGS ROD IN VAULT WITH DISK STAMPED AK 008	1237315.228	1960515.074	181+99.19	76.87 LT	AE005
145746	1" NGS DISK IN CONC HEADWALL STAMPED AK 158	1241335.829	1960695.349	222+23.34	17.92 RT	AE005
5014	#4 REBAR W CAP	1242012.212	1960722.048	229+00.11	19.99 RT	AE005
5013	#4 REBAR W CAP	1242733.189	1960702.49	236+20.33	17.63 LT	AE005
5012	#4 REBAR W CAP	1243328.731	1960756.428	242+16.85	24.19 RT	AE005
5011	STAR DRILL IN CHSLD X	1243820.741	1960714.832	247+07.91	27.40 LT	AE005
145750	NGS ROD IN VAULT WITH DISK STAMPED AK 009	1243964.97	1961192.545	251+27.54	55.09 RT	IL61
5010	#4 REBAR W CAP	1244658.869	1960792.899	12+01.88	24.35 RT	AE004
5009	#4 REBAR W CAP	1245196.366	1960809.887	17+39.62	28.84 RT	AE004
5008	#4 REBAR W CAP	1245727.916	1960817.929	22+70.97	25.60 RT	AE004
145753	NGS ROD IN VAULT WITH DISK STAMPED AK 010	1247357.764	1960883.876	39+02.34	51.02 RT	AE004

RESETTING SURVEY MARKERS							
NAD83/2011 ADJ - STATE PLANE WEST ZONE							
POINT	CORNER	EXISTING MONUMENT	NORTHING	EASTING	STATION	OFFSET	ALIGNMENT
1S8W_S6C9	CENTER SEC. 6, T.1S., R.8W., 4TH P.M., ADAMS CO.	5/8" REBAR	1221795.130	1960369.789	26+75.20	31.52 LT	A004
1N8W_S18C9	CENTER SEC. 18, T.1N., R.8W., 4TH P.M., ADAMS CO.	MAG NAIL	1243259.472	1960730.419	241+47.07	0.40 LT	AE005
1N8W_S18C2	N 1/4 SEC. 6, T.1S., R.8W., 4TH P.M., ADAMS CO.	3" ALUMINUM DISK	1245945.485	1960795.639	24+88.22	0.02 LT	AE004

HORIZONTAL ALIGNMENT CONTROL								
NAD83/1997 ADJ - STATE PLANE WEST ZONE								
POINT TYPE	STATION	NORTHING	EASTING	RADIUS	LENGTH	TANGENT	DELTA THETA	ROTATION
<b>ALIGNMENT NAME: A004</b>								
<b>DESCRIPTION: IL 96 MAINLINE</b>								
POT	15+64.80	1220684.311	1960377.665					
POT STA EQ	27+20.51 (BK) =	1221839.757	1960402.262					
<b>ALIGNMENT NAME: AE007</b>								
<b>DESCRIPTION: IL 96 MAINLINE</b>								
POT STA EQ	27+21.12 (AH)	1221839.757	1960402.262					
PC	27+46.81	1221865.444	1960402.809					
PI	33+20.61	1222439.114	1960415.021	11,676.46	1,146.68	573.80	05°37'36"	LEFT
PT	38+93.49	1223011.217	1960370.929					
PC	39+76.85	1223094.333	1960364.523					
PI	45+32.25	1223648.091	1960321.844	11,593.79	1,109.95	555.40	05°29'07"	RIGHT
PT	50+86.80	1224203.392	1960332.295					
PI	81+74.10	1227290.146	1960390.386					
PC	90+00.17	1228116.100	1960404.402					
PI	94+79.02	1228594.881	1960412.526	24,214.46	957.58	478.85	02°15'57"	RIGHT
PRC	99+57.75	1229072.966	1960439.573					
PI	104+36.60	1229551.053	1960466.620	26,230.55	957.60	478.85	02°05'30"	LEFT
PT STA EQ	109+15.34 (BK) =	1230029.808	1960476.199					
<b>ALIGNMENT NAME: AE006</b>								
<b>DESCRIPTION: IL 96 MAINLINE</b>								
POT STA EQ	109+15.09 (AH)	1230029.808	1960476.199					
PC	157+00.17	1234813.937	1960571.923					
PI	161+34.15	1235247.830	1960580.605	22,712.86	867.85	433.98	02°11'21"	LEFT
PRC	165+68.03	1235681.739	1960572.705					
PI	170+48.70	1236162.330	1960563.955	22,616.63	961.20	480.67	02°26'06"	RIGHT
PT STA EQ	175+29.23 (BK) =	1236642.859	1960575.632					
<b>ALIGNMENT NAME: AE005</b>								
<b>DESCRIPTION: IL 96 MAINLINE</b>								
POT STA EQ	175+28.49 (AH)	1236642.859	1960575.632					
PI	201+00.00	1239213.614	1960638.103					
PC	213+37.47	1240450.978	1960654.348					
PI	217+75.00	1240888.470	1960660.091	34,204.02	875.01	437.53	01°27'57"	RIGHT
PT	222+12.48	1241325.672	1960677.024					
PC	224+79.07	1241592.062	1960687.341					
PI	229+99.95	1242112.552	1960707.499	56,681.13	1,041.73	520.88	01°03'11"	LEFT
PT	235+20.80	1242633.325	1960718.088					
PI	247+32.00	1243844.268	1960742.712					
PT STA EQ	248+98.20 (BK) =	1244010.380	1960748.313					
<b>ALIGNMENT NAME: AE004</b>								
<b>DESCRIPTION: IL 96 MAINLINE</b>								
POT STA EQ	5+52.50 (AH)	1244010.380	1960748.313					
PI	10+44.53	1244502.129	1960764.897					
PI	21+62.87	1245620.167	1960790.894					
PI	24+53.97	1245911.240	1960794.754					
PI	49+32.18	1248388.598	1960859.978					
<b>ALIGNMENT NAME: 1850TH AVE</b>								
<b>DESCRIPTION: SIDE ROAD</b>								
POT	8+50.00	1227288.423	1960240.333					
POT	11+50.00	1227285.388	1960540.318					
<b>ALIGNMENT NAME: 1950TH PL</b>								
<b>DESCRIPTION: SIDE ROAD</b>								
POT	8+50.00	1232622.511	1960378.062					
POT	10+00.00	1232617.261	1960527.971					
<b>ALIGNMENT NAME: 2000TH AVE</b>								
<b>DESCRIPTION: SIDE ROAD</b>								
POT	10+00.00	1235296.531	1960576.451					
POT	11+50.00	1235293.292	1960726.416					
<b>ALIGNMENT NAME: 2050TH AVE</b>								
<b>DESCRIPTION: SIDE ROAD</b>								
POT	8+50.00	1237958.443	1960457.568					
POT	10+00.00	1237953.						

EXIST. CURVE 637  
 PI STA. = 345+97.36  
 $\Delta = 23^\circ 54' 24''$  (LT)  
 $D = 1^\circ 30' 03''$   
 $R = 3,817.71'$   
 $T = 808.23'$   
 $L = 1,592.94'$   
 $E = 84.62'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 337+89.13  
 P.T. STA. = 353+82.07



EXIST. CURVE 225  
 PI STA. = 33+20.61  
 $\Delta = 5^\circ 37' 36''$  (LT)  
 $D = 0^\circ 29' 27''$   
 $R = 11,676.46'$   
 $T = 573.80'$   
 $L = 1,146.68'$   
 $E = 14.09'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 27+46.81  
 P.T. STA. = 38+93.49

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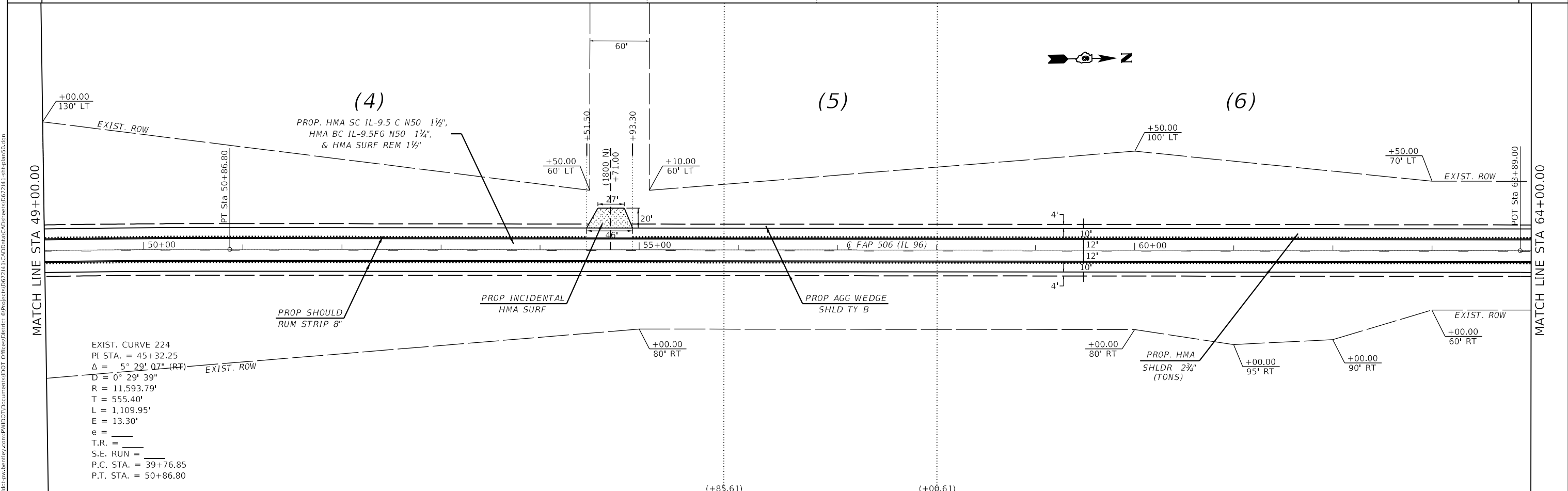
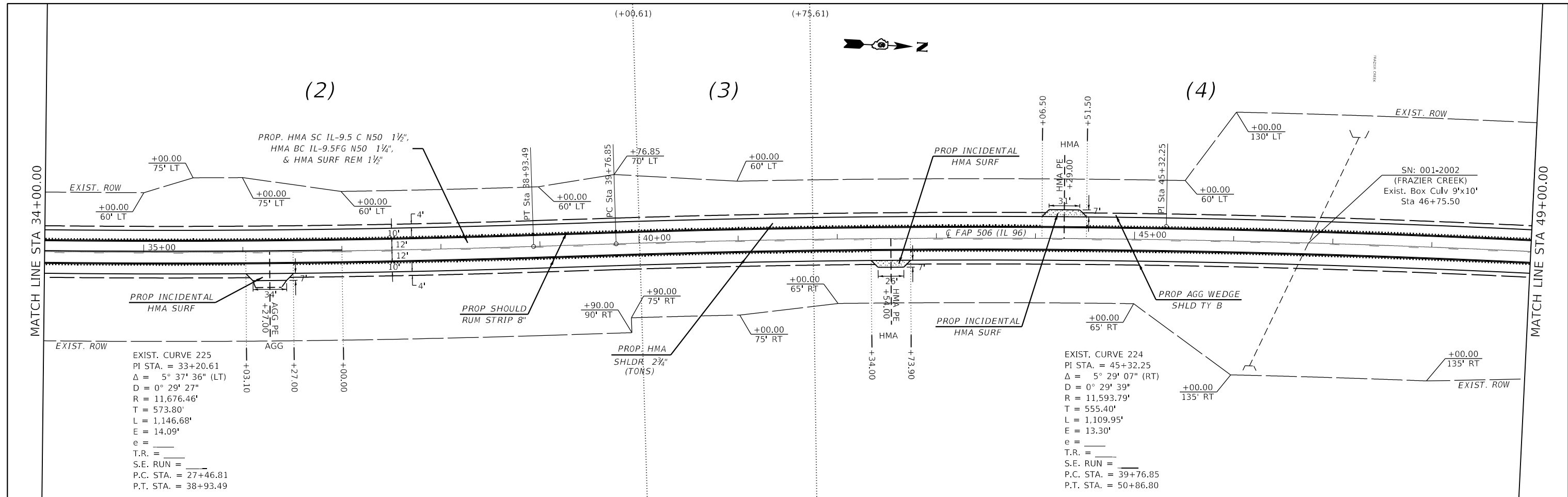
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEETS**

SCALE: 50 SHEET 1 OF 12 SHEETS STA. 342+17.27 TO STA. 34+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	20
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				



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USER NAME = rene.cabrera	DESIGNED - RSC	REVISED -
	DRAWN - RSC	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PLAN SHEETS</b>			
SCALE: 50	SHEET 2 OF 12 SHEETS	STA. 34+00.00 TO STA. 64+00.00	

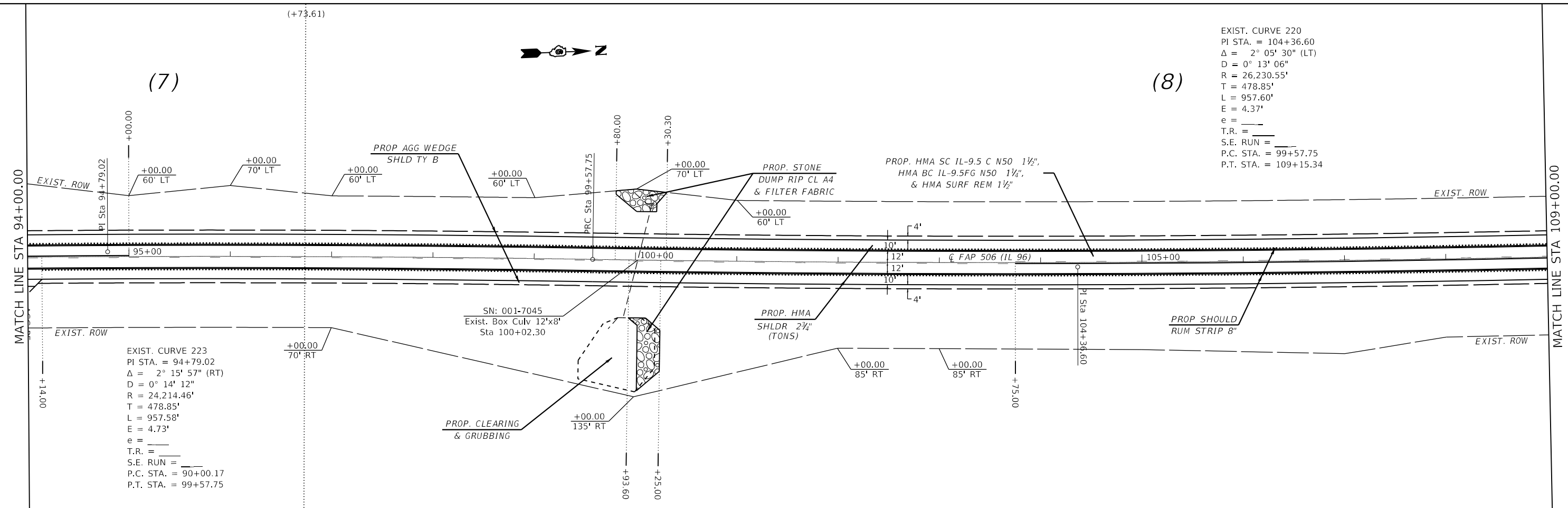
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	21
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE 220  
 PI STA. = 104+36.60  
 $\Delta = 2^\circ 05' 30''$  (LT)  
 $D = 0^\circ 13' 06''$   
 $R = 26,230.55'$   
 $T = 478.85'$   
 $L = 957.60'$   
 $E = 4.37'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 99+57.75  
 P.T. STA. = 109+15.34

(7)

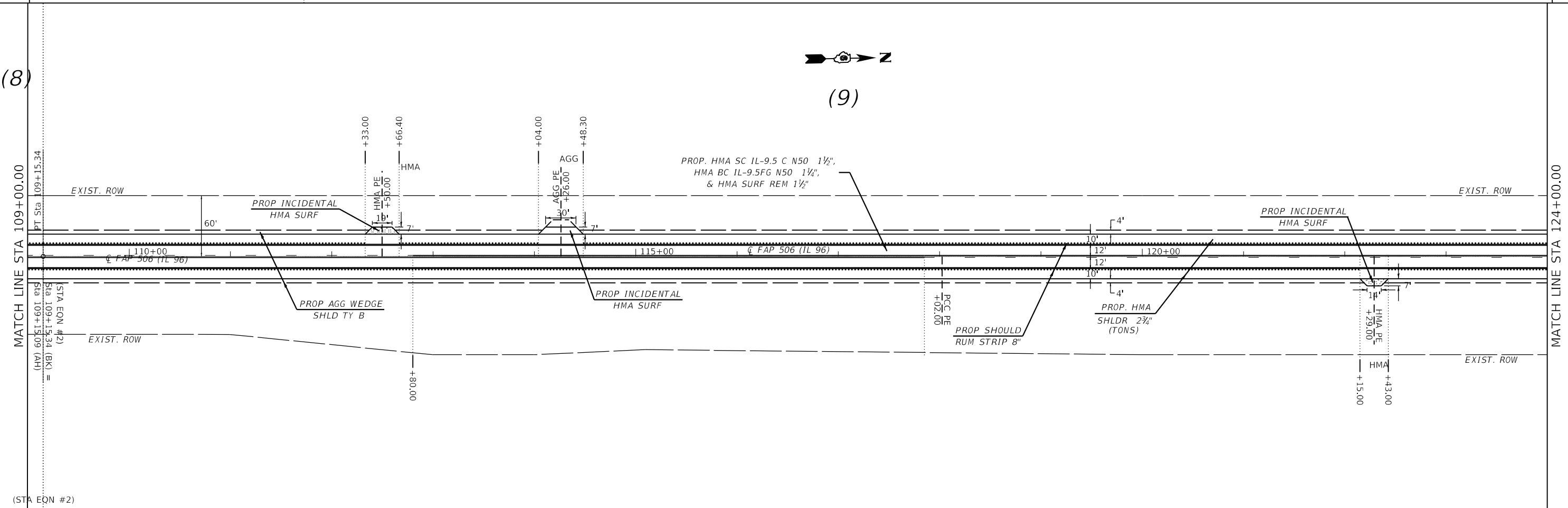
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EXIST. CURVE 223  
 PI STA. = 94+79.02  
 $\Delta = 2^\circ 15' 57''$  (RT)  
 $D = 0^\circ 14' 12''$   
 $R = 24,214.46'$   
 $T = 478.85'$   
 $L = 957.58'$   
 $E = 4.73'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 90+00.17  
 P.T. STA. = 99+57.75



(9)



(8)

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DRAWN - RSC	REVISOR -	
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PLOT DATE = 3/24/2026	DATE -	REVISOR -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

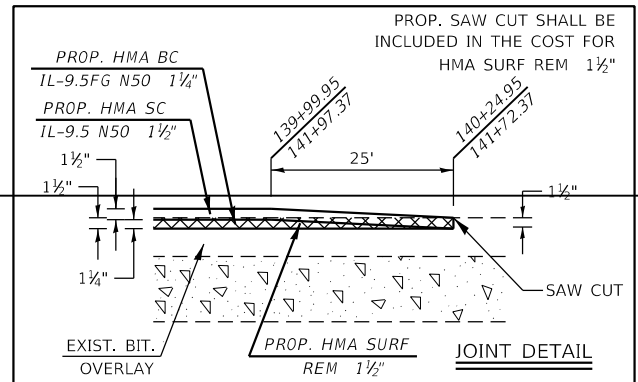
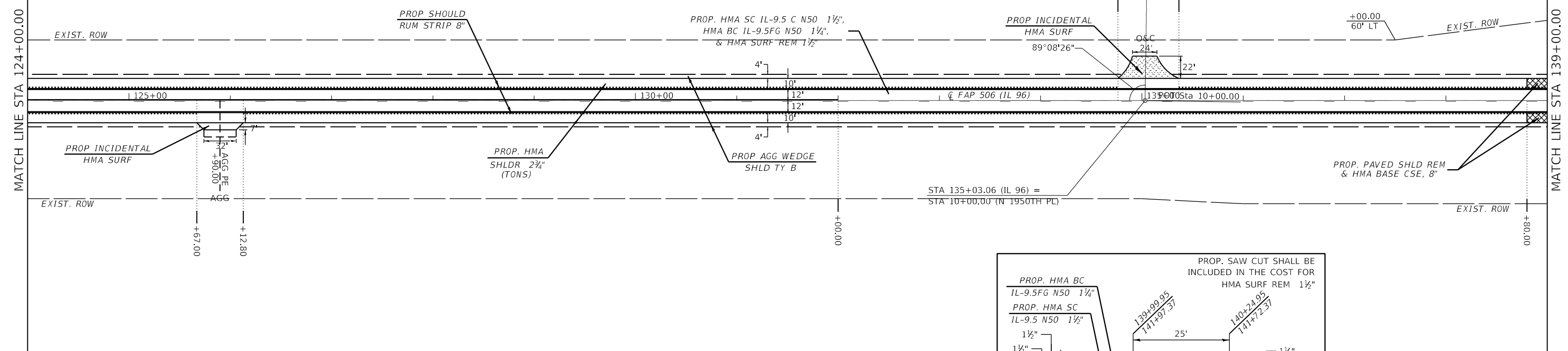
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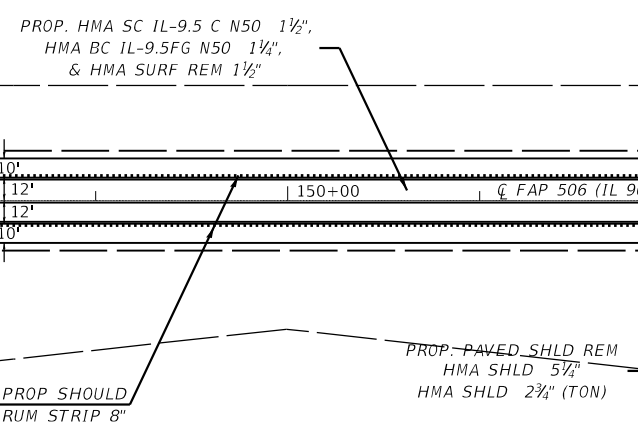
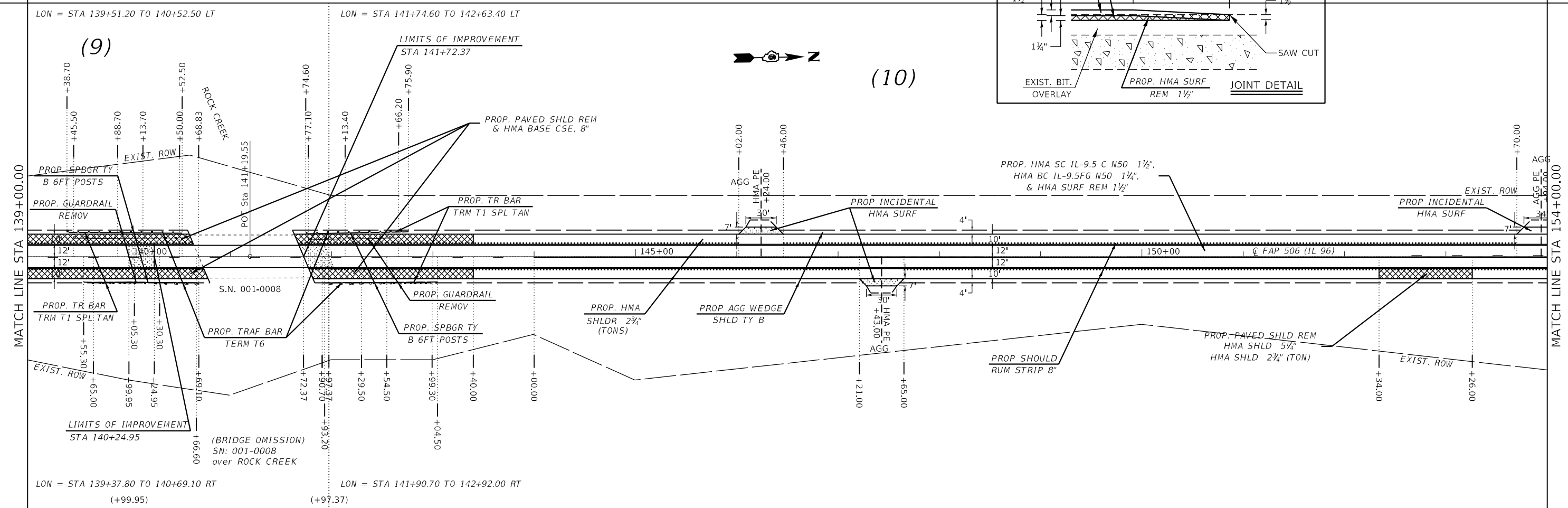
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506	10(RS-3,BDR);127RS-4	ADAMS	49	23
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				



(9)



(10)



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEETS**

SCALE: 50      SHEET 5 OF 12 SHEETS      STA. 124+00.00 TO STA. 154+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				

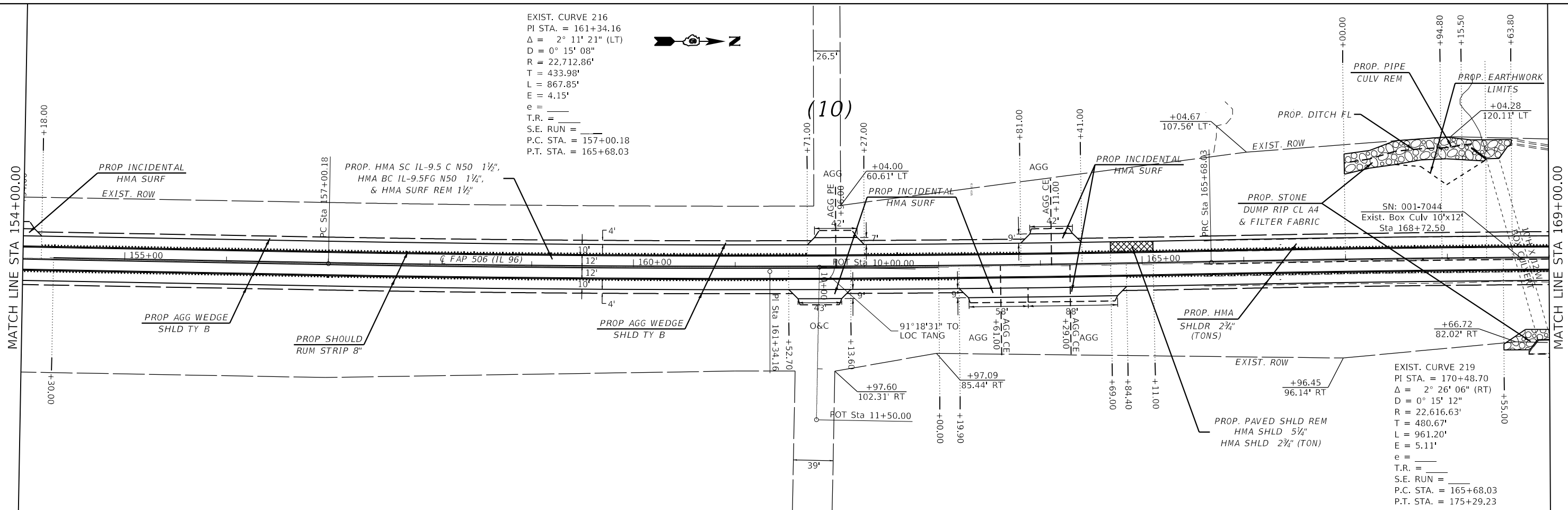
EXIST. CURVE 216  
 PI STA. = 161+34.16  
 $\Delta = 2^\circ 11' 21''$  (LT)  
 $D = 0^\circ 15' 08''$   
 $R = 22,712.86'$   
 $T = 433.98'$   
 $L = 867.85'$   
 $E = 4.15'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 157+00.18  
 P.T. STA. = 165+68.03



(10)

MATCH LINE STA 154+00.00

MATCH LINE STA 169+00.00



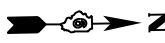
EXIST. CURVE 219  
 PI STA. = 170+48.70  
 $\Delta = 2^\circ 26' 06''$  (RT)  
 $D = 0^\circ 15' 12''$   
 $R = 22,616.63'$   
 $T = 480.67'$   
 $L = 961.20'$   
 $E = 5.11'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 165+68.03  
 P.T. STA. = 175+29.23

(10)

(11)

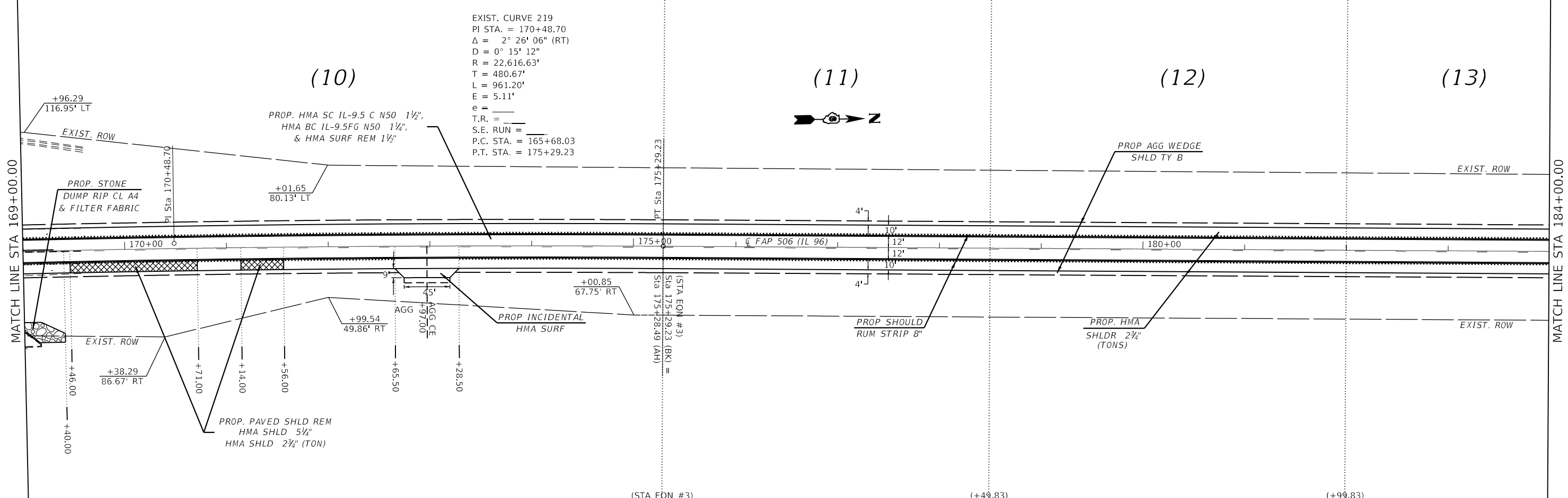
(12)

(13)



MATCH LINE STA 169+00.00

MATCH LINE STA 184+00.00



EXIST. CURVE 219  
 PI STA. = 170+48.70  
 $\Delta = 2^\circ 26' 06''$  (RT)  
 $D = 0^\circ 15' 12''$   
 $R = 22,616.63'$   
 $T = 480.67'$   
 $L = 961.20'$   
 $E = 5.11'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
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 P.T. STA. = 175+29.23

(STA EQN #3)

(+49.83)

(+99.83)

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	DRAWN - RSC	REVISED -
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PLOT DATE = 3/24/2026	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PLAN SHEETS

SCALE: 50 SHEET 6 OF 12 SHEETS STA. 154+00.00 TO STA. 184+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	25
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				

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(URSA)

(14)

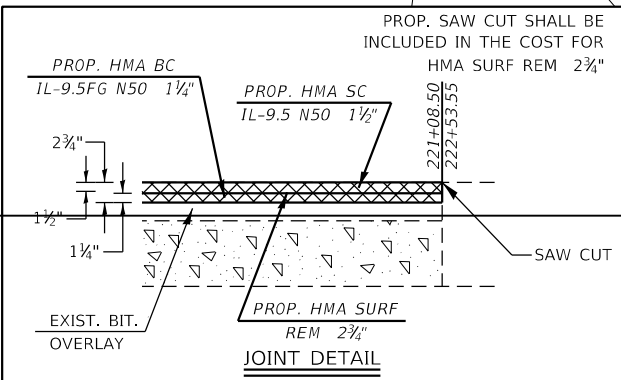
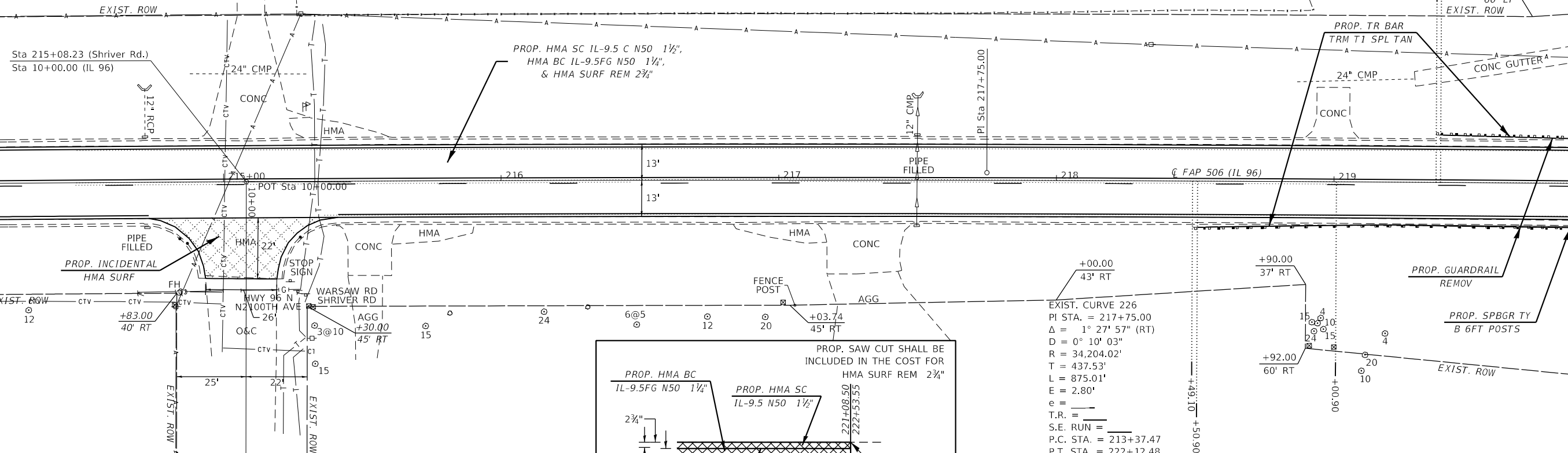


MATCH LINE STA 214+00.00

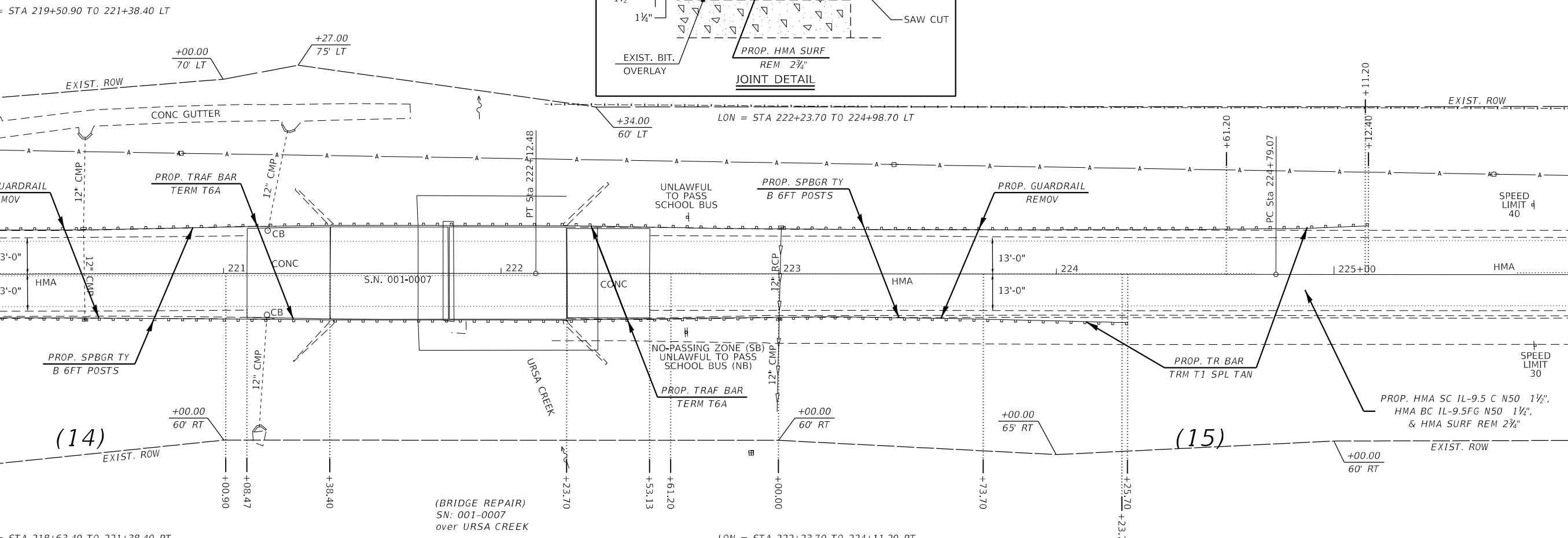
MATCH LINE STA 220+00.00

MATCH LINE STA 220+00.00

MATCH LINE STA 226+00.00



EXIST. CURVE 226  
 PI STA. = 217+75.00  
 $\Delta = 1^\circ 27' 57''$  (RT)  
 $D = 0^\circ 10' 03''$   
 $R = 34,204.02'$   
 $T = 437.53'$   
 $L = 875.01'$   
 $E = 2.80'$   
 $e =$   
 $T.R. =$   
 $S.E. RUN =$   
 $P.C. STA. = 213+37.47$   
 $P.T. STA. = 222+12.48$



LON = STA 222+23.70 TO 224+11.20 RT

(14)

(15)

LON = STA 218+63.40 TO 221+38.40 RT

(BRIDGE REPAIR)  
SN: 001-0007  
over URSA CREEK

USER NAME = rene.cabrera	DESIGNED - RSC	REVISED -
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PLOT DATE = 3/24/2026	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN VIEW

SCALE: 20 SHEET 8 OF 12 SHEETS STA. 214+00.00 TO STA. 226+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3.BDR);127RS-4	ADAMS	49	27
CONTRACT NO. 72141				
ILLINOIS FED. AID PROJECT				

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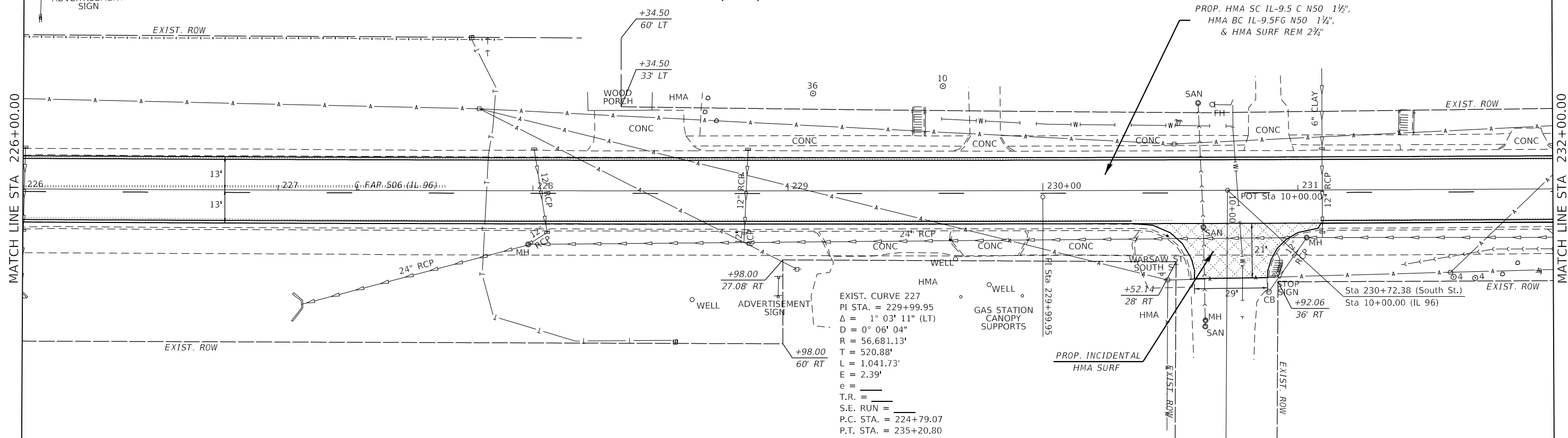
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MATCH LINE STA 226+00.00

MATCH LINE STA 232+00.00

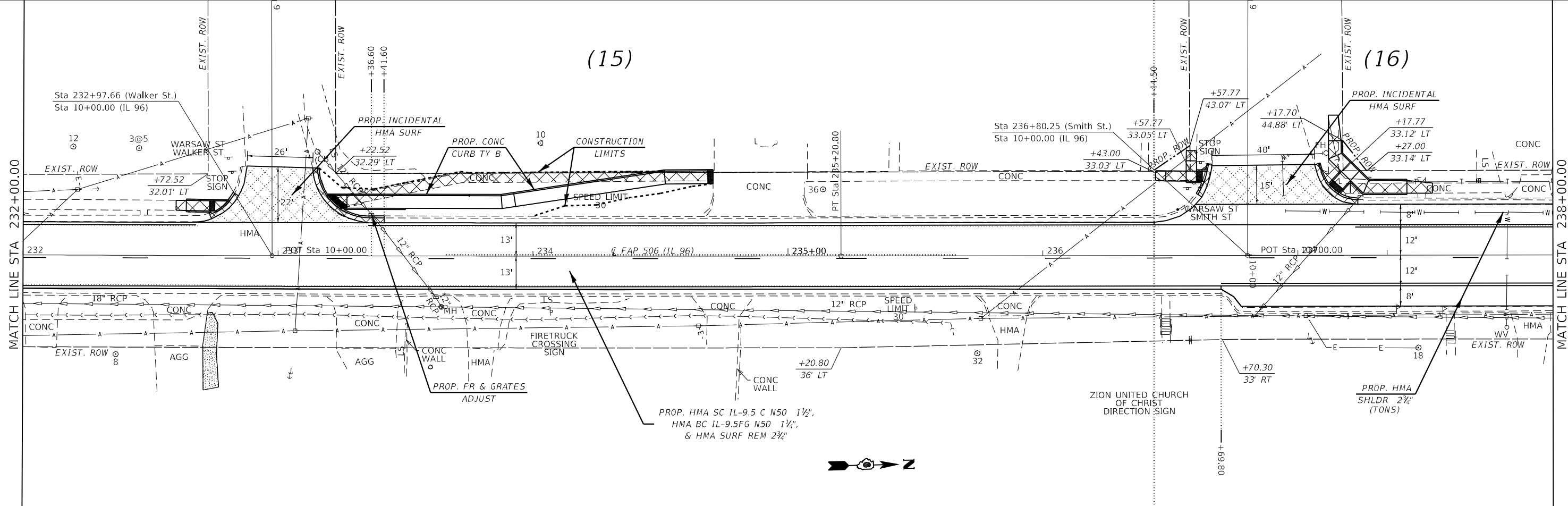


(15)

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MATCH LINE STA 232+00.00

MATCH LINE STA 238+00.00



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN VIEW

SCALE: 20 SHEET 9 OF 12 SHEETS STA. 226+00.00 TO STA. 238+00.00

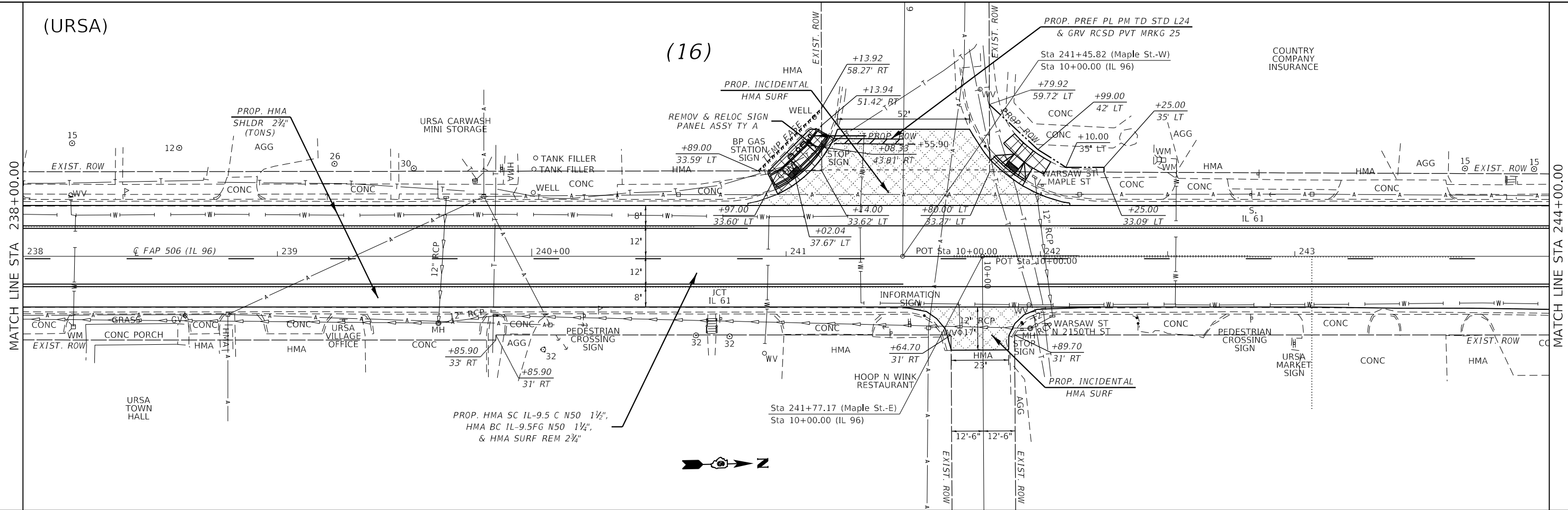
F.A.P. RTE. 506	SECTION 10(RS-3,BDR);127RS-4	COUNTY ADAMS	TOTAL SHEETS 49	SHEET NO. 28
CONTRACT NO. 72141				
ILLINOIS FED. AID PROJECT				

(URSA)

(16)

MATCH LINE STA 238+00.00

MATCH LINE STA 244+00.00

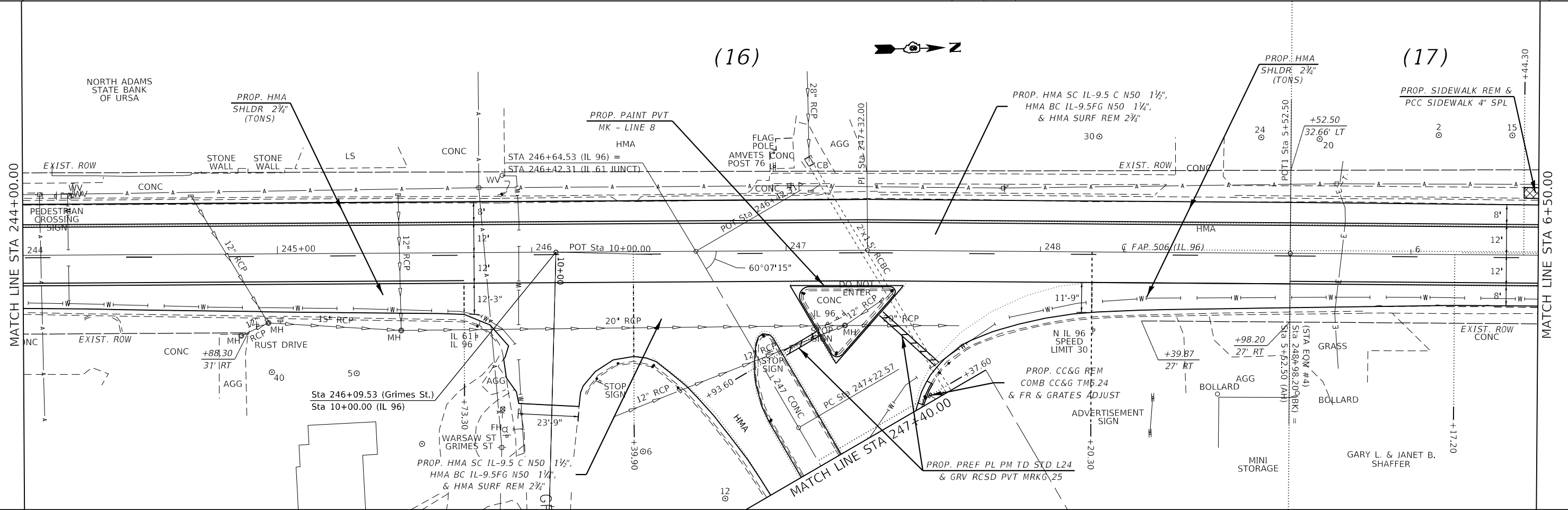


(16)

(17)

MATCH LINE STA 244+00.00

MATCH LINE STA 6+50.00



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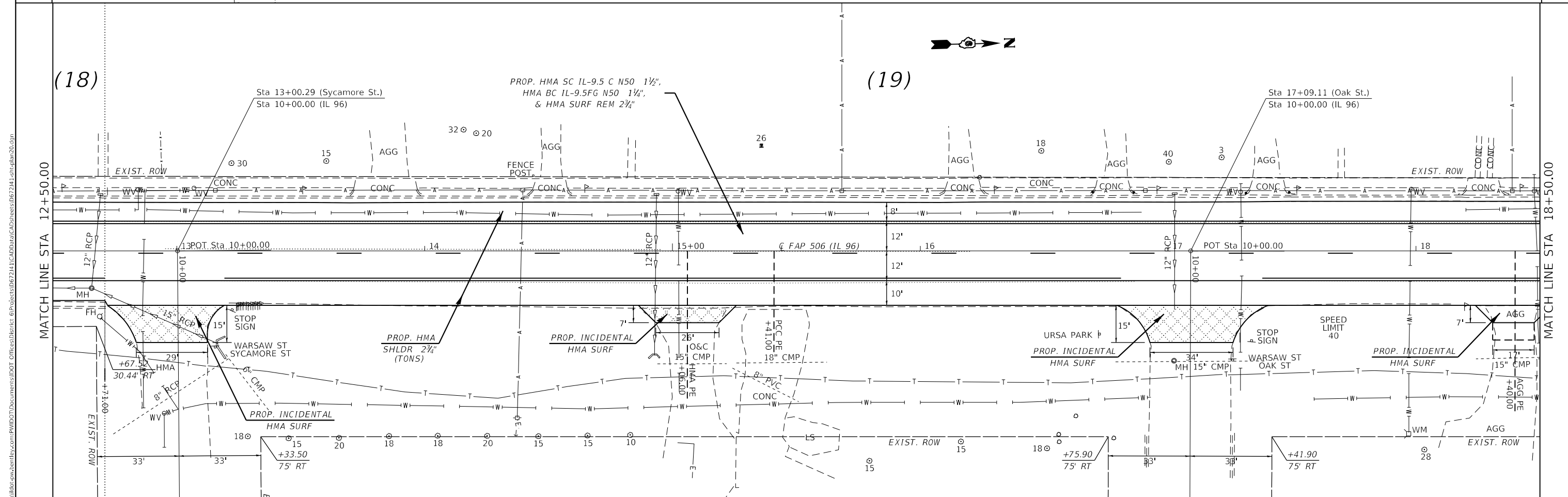
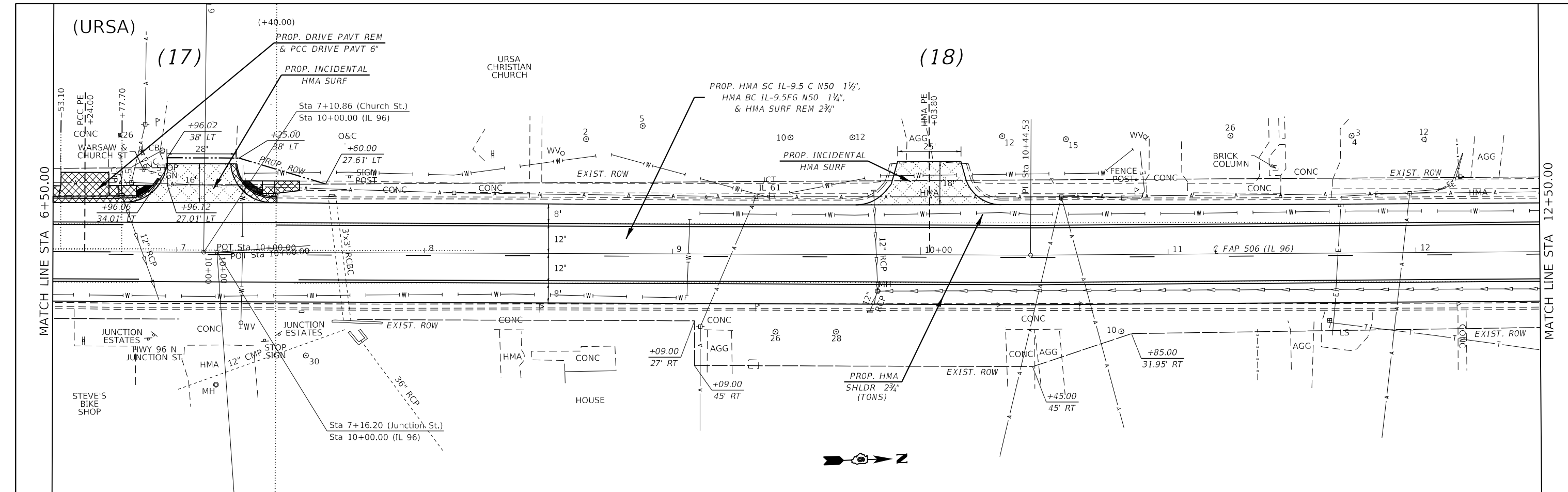
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PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

PLAN VIEW

SCALE: 20 SHEET 10 OF 12 SHEETS STA. 238+00.00 TO STA. 6+50.00

F.A.P. RTE. 506	SECTION 10(RS-3,BDR);127RS-4	COUNTY ADAMS	TOTAL SHEETS 49	SHEET NO. 29
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				



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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

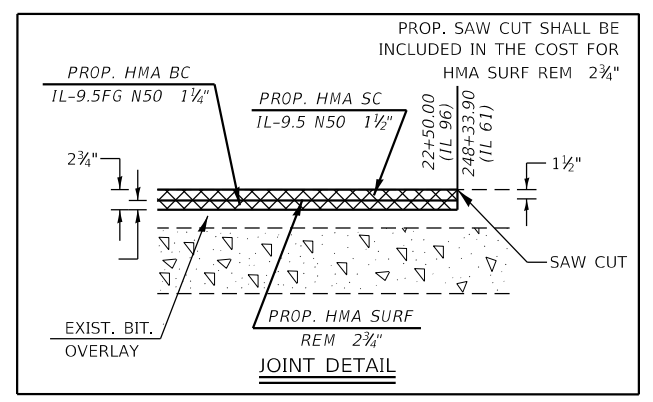
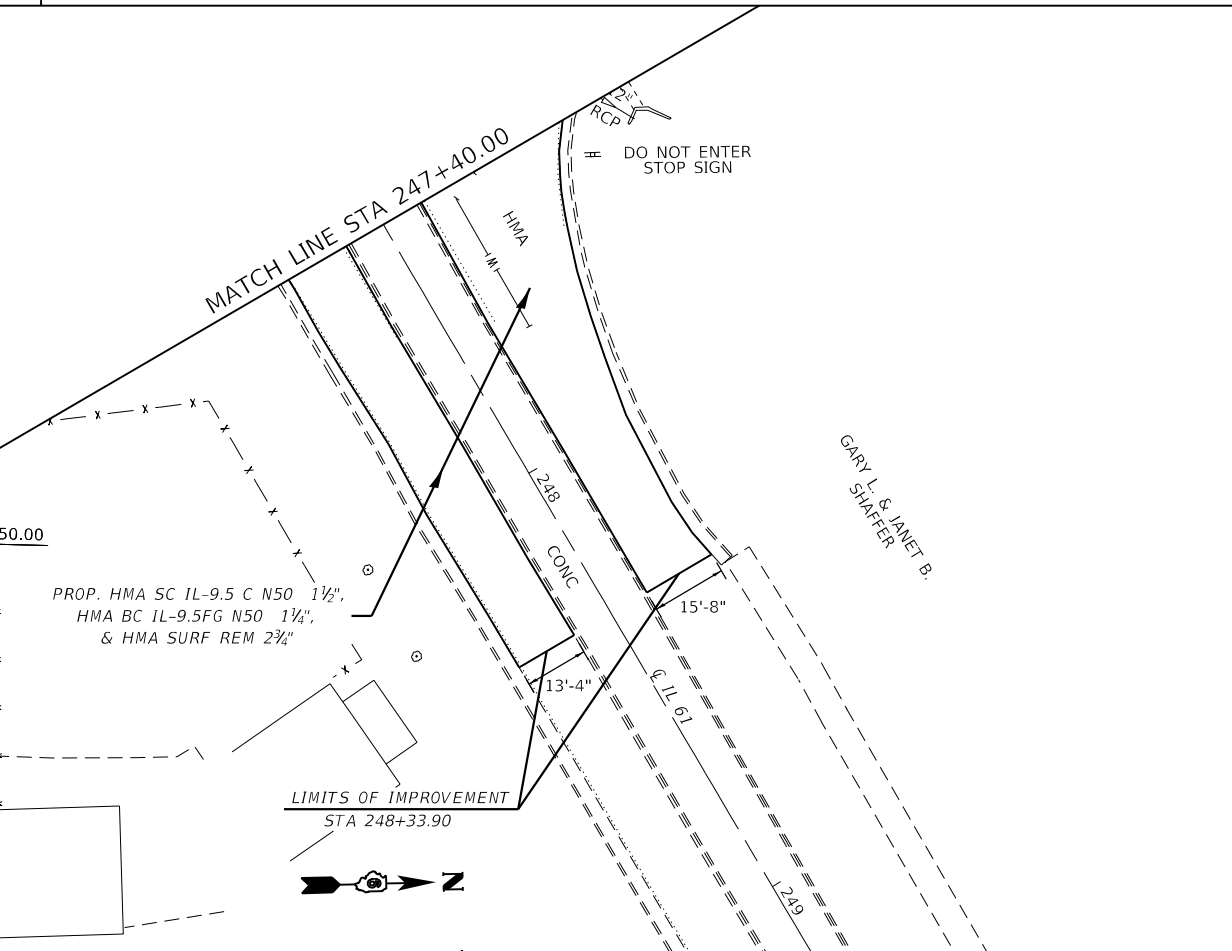
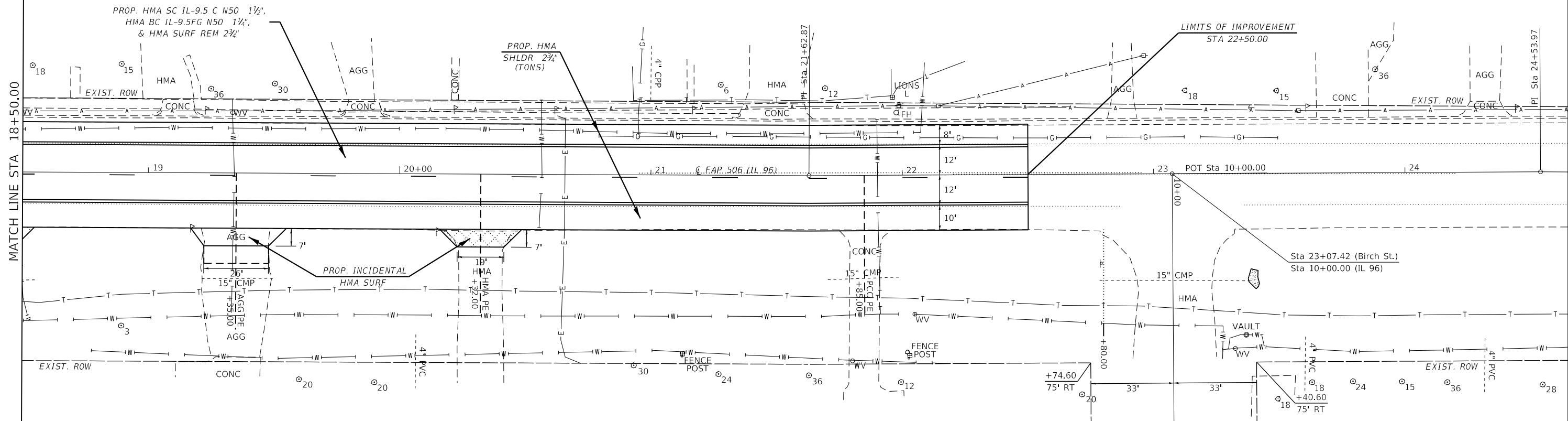
SCALE: 20		SHEET 11 OF 12 SHEETS		STA. 6+50.00 TO STA. 18+50.00	
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**PLAN VIEW**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3.BDR);127RS-4	ADAMS	49	30
CONTRACT NO. 72141				
ILLINOIS FED. AID PROJECT				

(URSA)

(19)



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN VIEW  
SCALE: 20  
SHEET 12 OF 12 SHEETS  
STA. 18+50.00 TO STA. 24+65.00

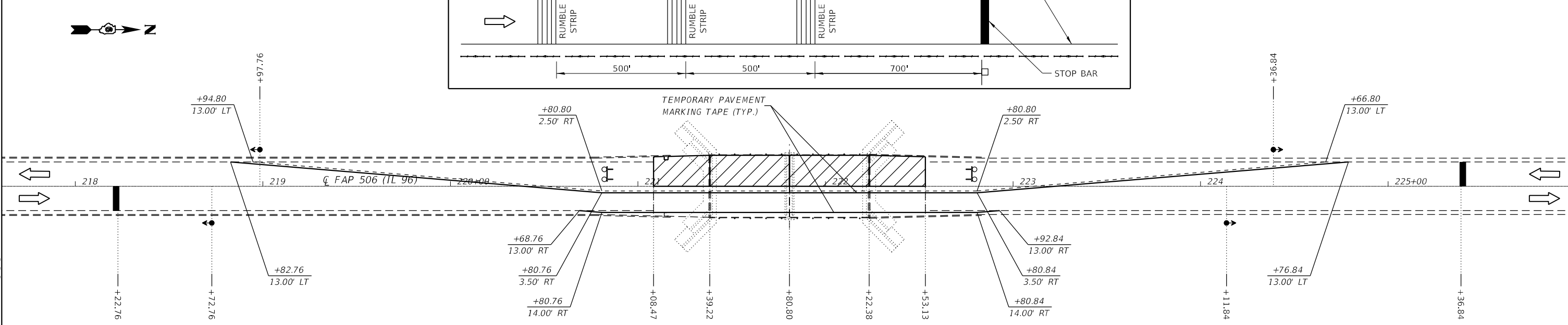
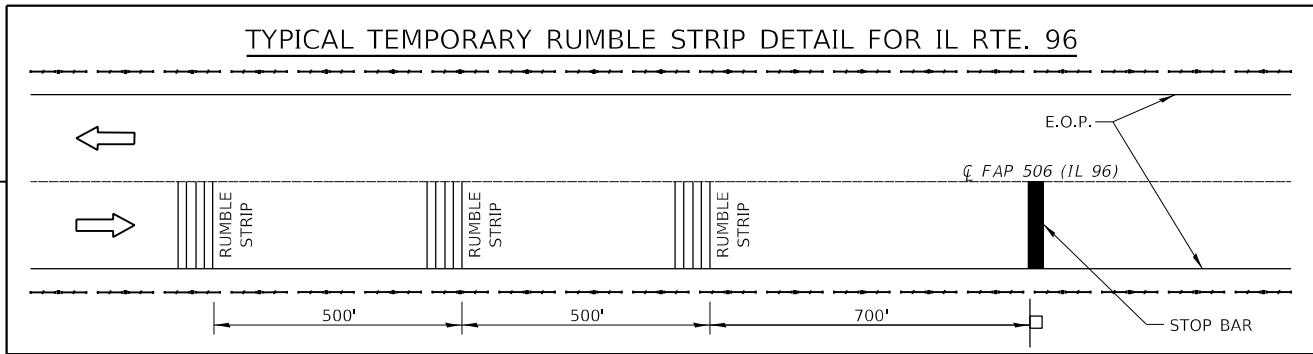
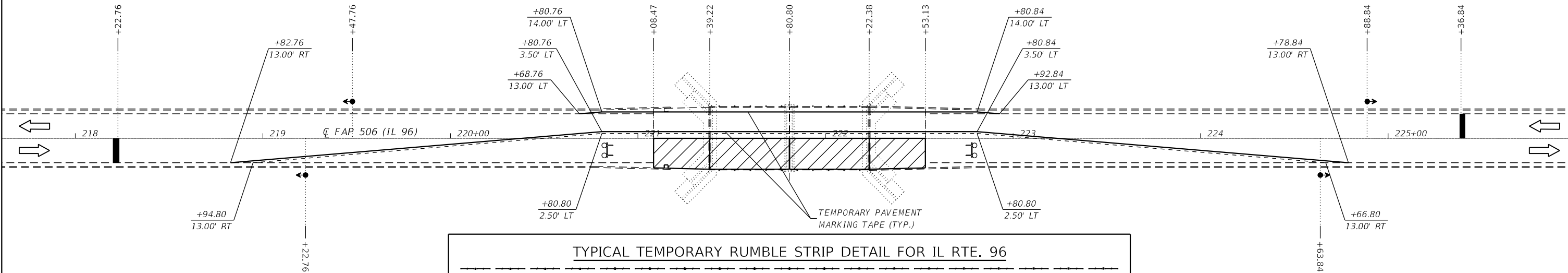
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CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				

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 GARY L. & JANET B.

**STAGE 1**

(SN: 001-0007)



**STAGE 2**

**SYMBOLS**

- WORK AREA
- DRUM OR TYPE II BARRICADE WITH STEADY BURNING LIGHT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC SIGNAL
- TYPE III BARRICADE WITH FLASHING LIGHTS

**PRELIMINARY STAGE - SEQUENCE OF CONSTRUCTION**

SET UP STAGE 1 TRAFFIC CONTROL UTILIZING THESE PLANS IN CONJUNCTION WITH HIGHWAY STANDARD 701316. PLACE DRUMS AND PAVEMENT MARKINGS (STOP BARS, LANE LINES, ETC.) IN ACCORDANCE TO THESE PLANS.

**STAGE I - SEQUENCE OF CONSTRUCTION**

PERFORM STAGE 1 REMOVAL AND PROPOSED CONSTRUCTION FOR THE URSA CREEK STRUCTURE (S.N. 001-0007).

**STAGE II - SEQUENCE OF CONSTRUCTION**

FOLLOWING THE COMPLETION OF STAGE I CONSTRUCTION, RELOCATE THE DRUMS, REMOVE STAGE I TEMPORARY PAVEMENT MARKING, AND PLACE STAGE II TEMPORARY PAVEMENT MARKING.  
PERFORM STAGE 2 REMOVAL AND PROPOSED CONSTRUCTION FOR THE URSA CREEK STRUCTURE.

**STAGE III - SEQUENCE OF CONSTRUCTION**

FOLLOWING COMPLETION OF THE PROPOSED CONSTRUCTION WORK FOR THE URSA CREEK BRIDGE, ROADWAY MILLING AND RESURFACING ON IL 96 SHALL COMMENCE UTILIZING THE APPROPRIATE HIGHWAY STANDARDS FOR TRAFFIC CONTROL.

**TRAFFIC CONTROL NOTES:**

1. THIS TRAFFIC CONTROL PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD 701316. TEMPORARY RUMBLE STRIPS, TEMPORARY SIGNING, AND TEMPORARY STRIPING SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD 701316 OR AS DIRECTED BY THE ENGINEER.
2. OFFSETS FOR DRUMS OR TYPE II BARRICADES GIVEN IN THIS DETAIL REFER TO THE EDGE NEAREST TO LIVE TRAFFIC.
3. EXTRA FLASHERS AND WARNINGS ARE NEEDED FOR TRAFFIC CONTROL AT NIGHT.
4. THE CONTRACTOR SHALL NOTIFY DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (PH. 217-782-7314) AT LEAST THREE WEEKS PRIOR TO IMPLEMENTING STAGE TRAFFIC CONTROL.

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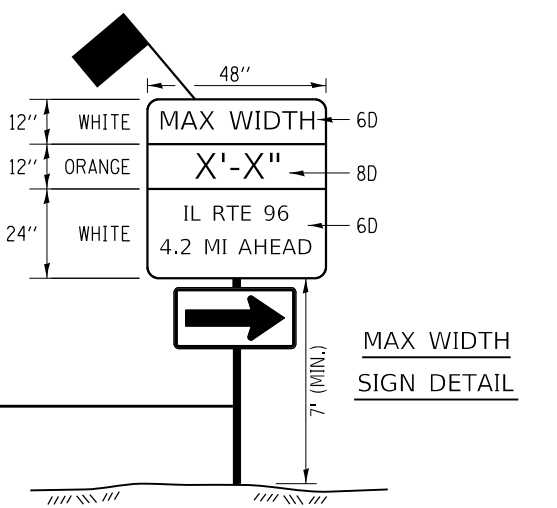
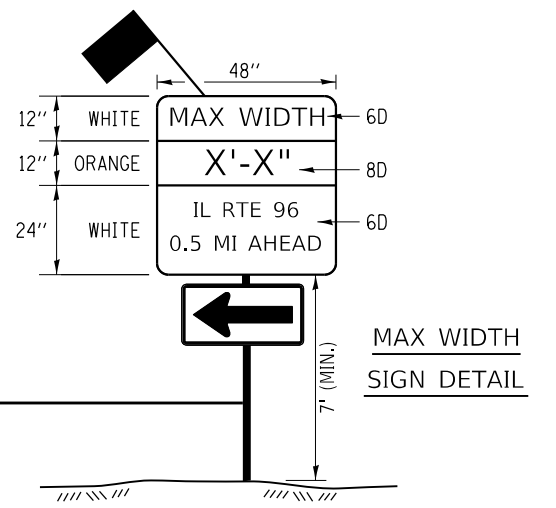
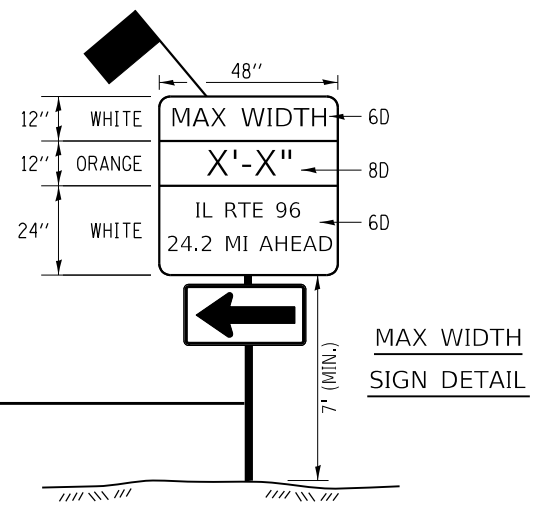
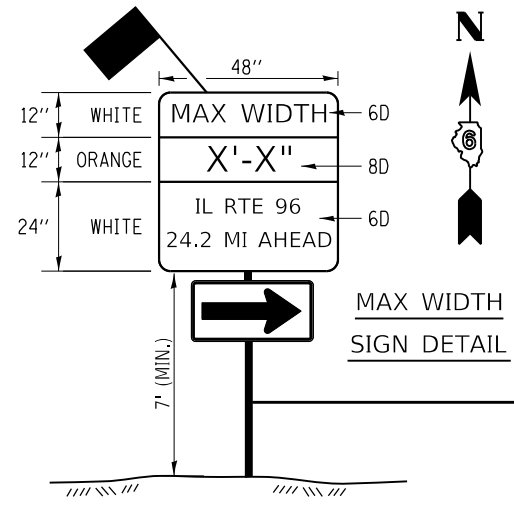
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN AND ELEVATION  
S.N. 001-0007 (over URSA CREEK)**

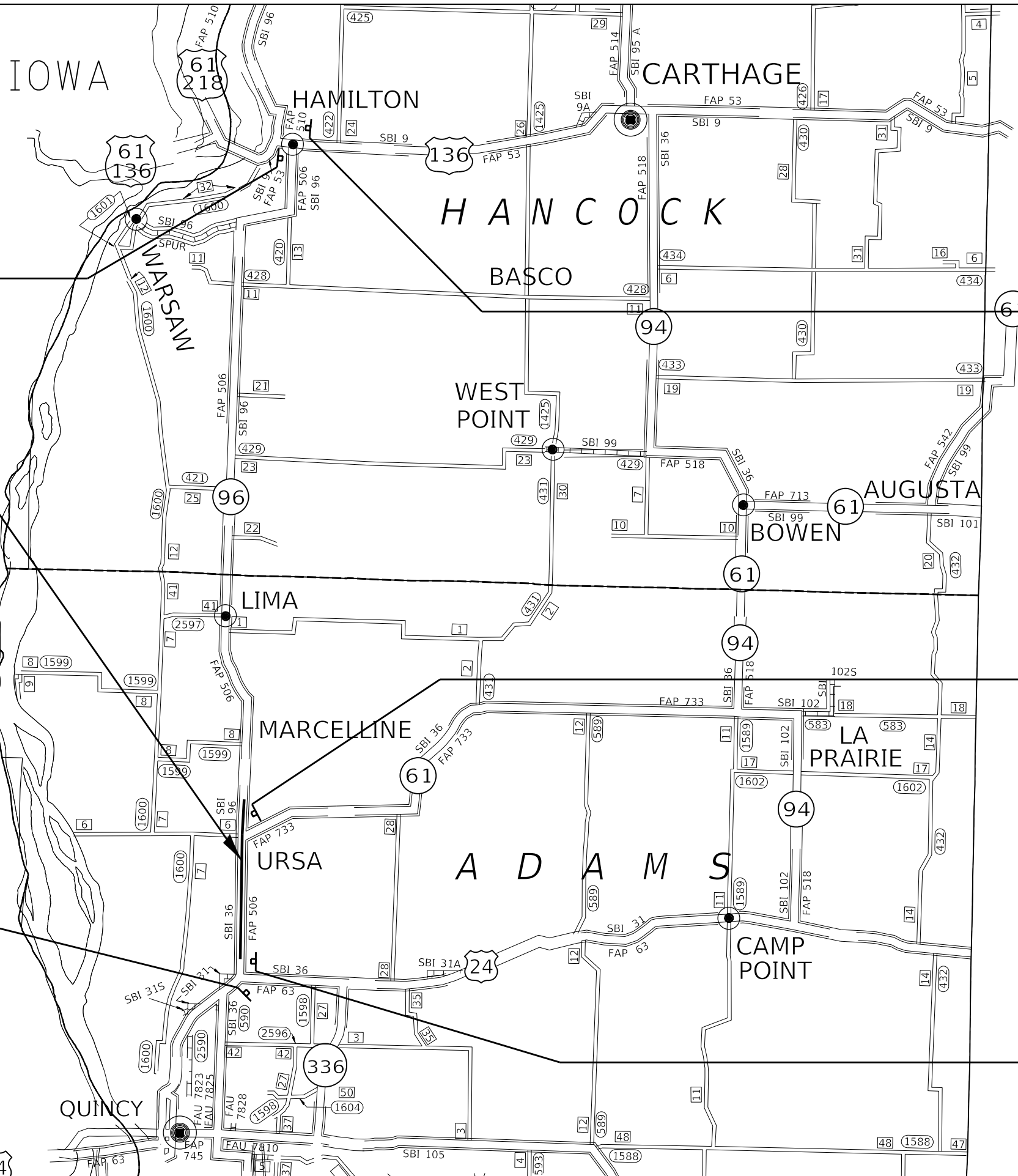
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	32
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				



**STRUCTURE LOCATION**  
 SN: 001-0007  
 (over URSA CREEK)  
 STA 221+81.30

MISSOURI



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DESIGNED - RSC	REVISED -
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DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

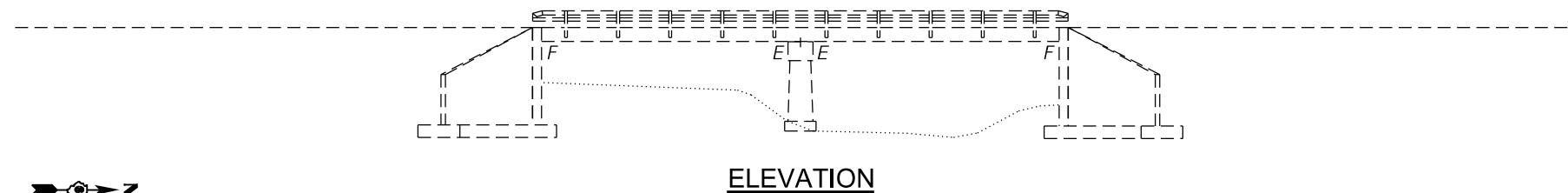
**STAGE CONSTRUCTION PLANS  
 S.N. 001-0007 (over URSA CREEK)**

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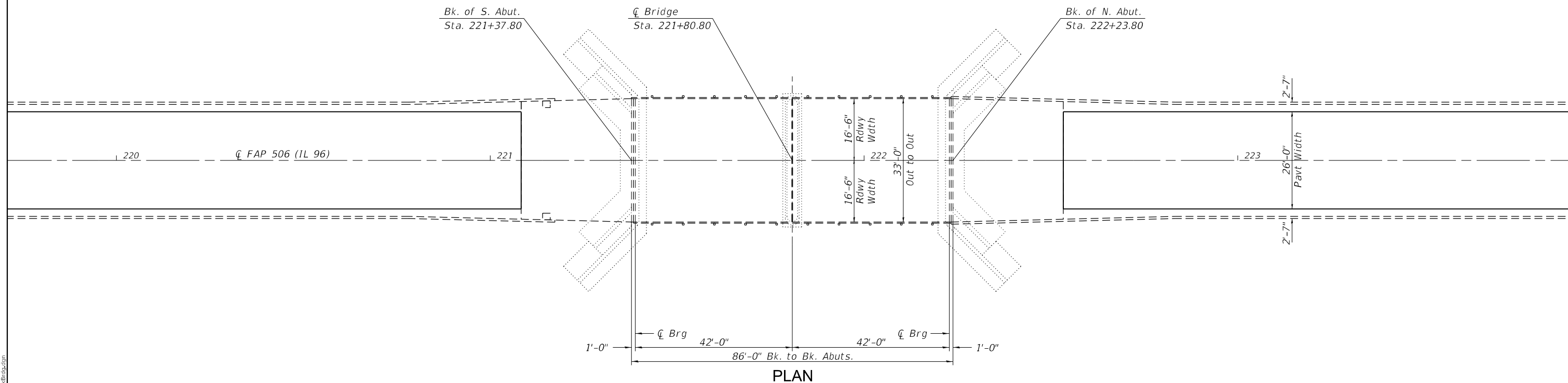
F.A.P. RTE. 506	SECTION 10(RS-3,BDR);127RS-4	COUNTY ADAMS	TOTAL SHEETS 49	SHEET NO. 33
CONTRACT NO. 72J41			ILLINOIS FED. AID PROJECT	

**EXISTING STRUCTURE**

The existing structure (S.N. 001-0007) was originally built in 1924 as Section 10-B. The superstructure was replaced and substructure widened in 1969 as Section 10-BR. In 2000 the superstructure was replaced along with substructure repair as Section 10BR-1. This structure carrying FAP 506 (IL 96) over Ursa Creek is 33'-0" wide by 86'-0" Bk. to Bk. Abut. and consists of PPC deck beams along 2 spans and closed abutments.



**ELEVATION**



**PLAN**

**GENERAL NOTES:**

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. The contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of work; however, the contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The contractor shall use extreme care during concrete removal so as not to damage the PPC deck beams. Any damage to the beams shall be repaired at the Contractor's expense.



Expires November 30, 2026

*Justin W. Mann*

TOTAL BILL OF MATERIAL		
ITEM	UNIT	TOTAL
Deck Slab Repair (Partial)	SQ YD	17
Approach Slab Repair (Partial)	SQ YD	75
Joint Sealing (Patches)	FOOT	452
Protective Coat	SQ YD	92

**GENERAL PLAN**  
**FAP 506 (IL RTE. 96) OVER**  
**URSA CREEK**  
**SECTION 10(RS-3,BDR);127RS-4**  
**ADAMS COUNTY**  
**STATION 221+80.80**  
**STRUCTURE NO. 001-0007**

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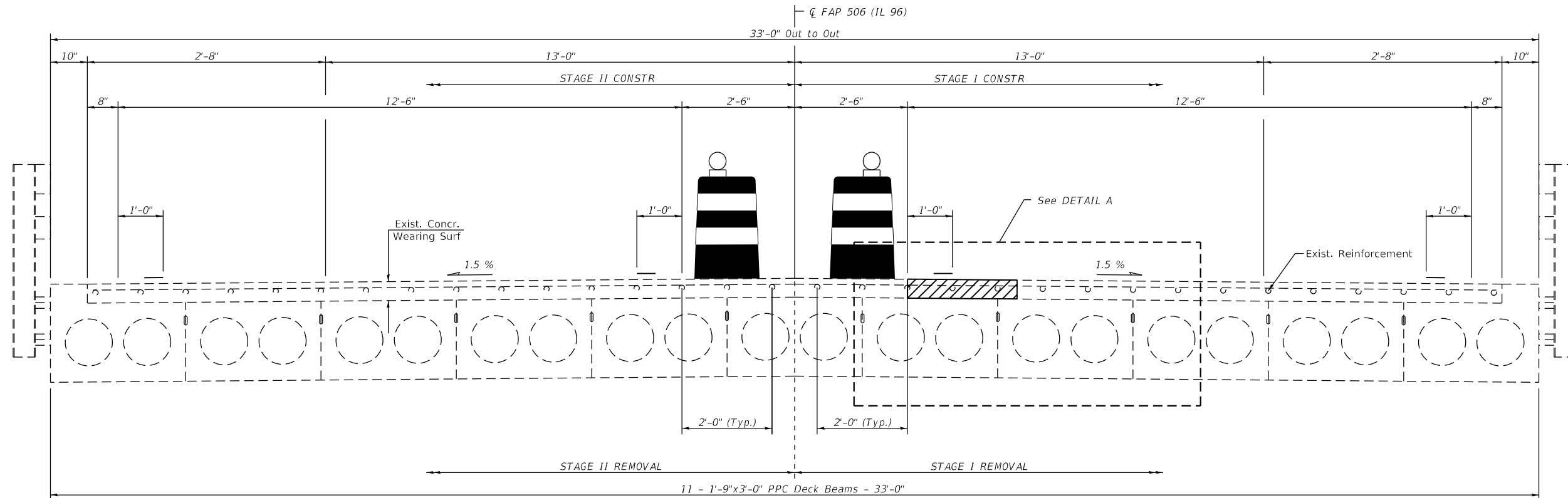
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

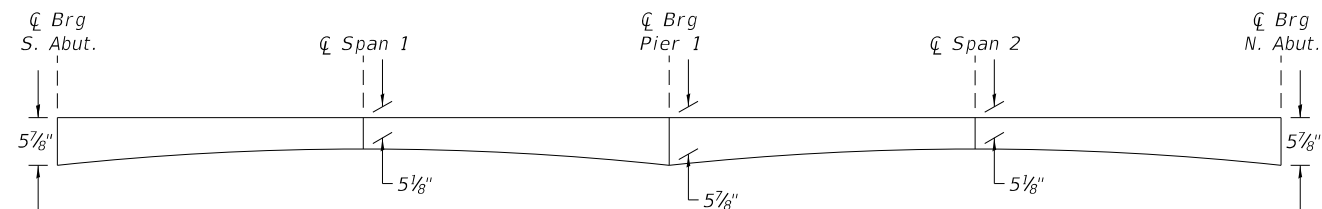
**GENERAL PLAN AND ELEVATION**  
**S.N. 001-0007 (over URSA CREEK)**

SCALE: 20 SHEET 1 OF 3 SHEETS STA. 221+37.80 TO STA. 222+23.80

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	34
			CONTRACT NO. 72J41	
			ILLINOIS FED. AID PROJECT	



**BRIDGE CROSS-SECTION**



**EXISTING CAMBER - OVERLAY THICKNESS DIAGRAM**

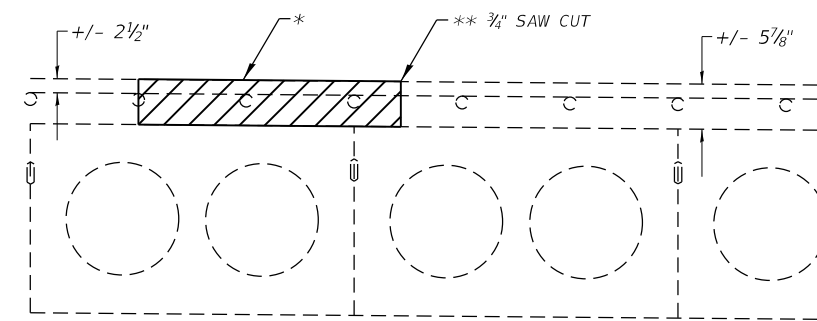
Includes Dead Load Deflection of PPC Deck Beams and Concrete Wearing Surface

**NOTES:**

Hatching indicates concrete removal

\* See Sheet 3 of 3 for locations and dimensions.

\*\* The contractor shall not saw cut past the corners of the concrete patches. Any cuts extending beyond the corners shall be fill with Concrete Joint Sealer.



**DETAIL A**

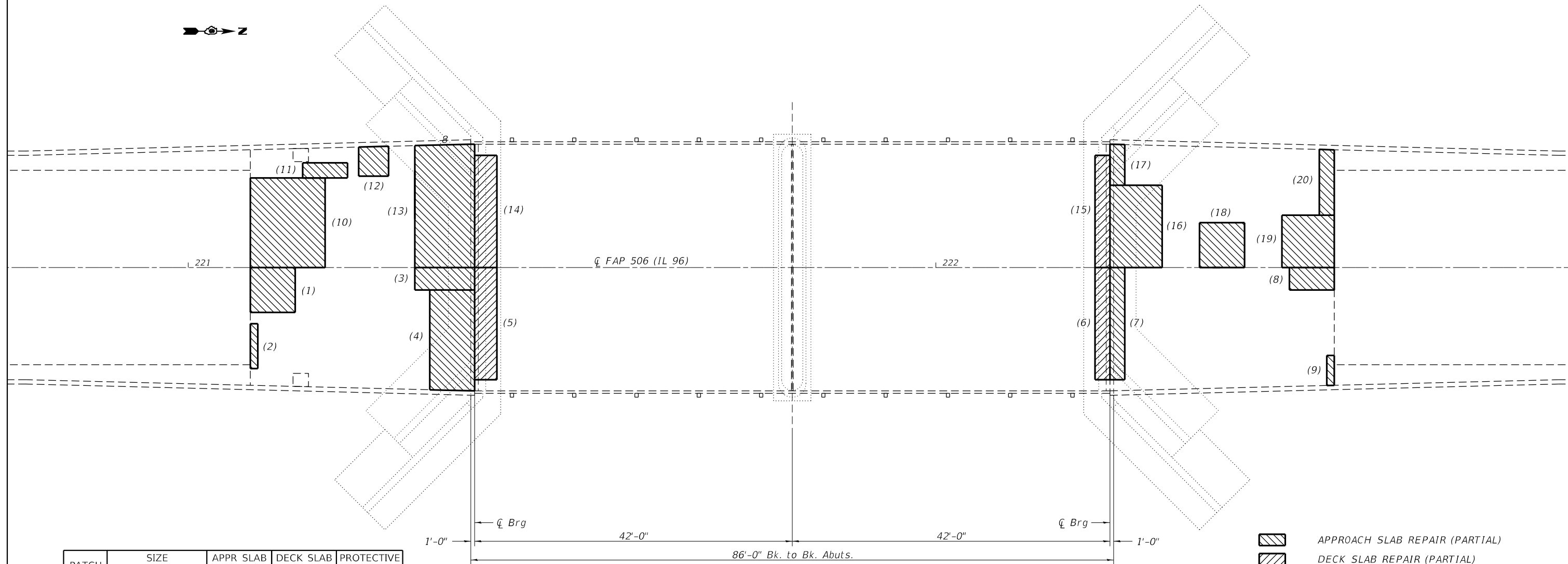
The above detail is an example of patching the concrete wearing surface. Work shall be paid for as DECK SLAB REPAIR (PARTIAL). All the patches shall be the partial depth of the concrete overlay.

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PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BRIDGE DECK CROSS-SECTION</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.N. 001-0007 (over URSA CREEK)		506	10(RS-3,BDR);127RS-4	ADAMS	49	35
SCALE: NTS	SHEET 2 OF 3 SHEETS	STA. 221+37.80	TO STA. 222+23.80		CONTRACT NO. 72141	
		ILLINOIS		FED. AID PROJECT		



PATCH NO.	SIZE		APPR SLAB REPAIR (PD) (SQ YD)	DECK SLAB REP (PART) (SQ YD)	PROTECTIVE COAT (SQ YD)
	LENGTH (FOOT)	WIDTH (FOOT)			
1	6	6	4.0		4.0
2	1	6	0.67		0.67
3	8	3	2.67		2.67
4	6	13.5	9.0		9.0
5	3	15		5.0	5.0
6	2	15		3.33	3.33
7	2	15	3.33		3.33
8	6	3	2.0		2.0
9	1	4	0.44		0.44
10	10	12	13.33		13.33
11	6	2	1.33		1.33
12	4	4	1.78		1.78
13	8	16.5	14.67		14.67
14	3	15		5.0	5.0
15	2	15		3.33	3.33
16	7	11	8.56		8.56
17	2	5.5	1.22		1.22
18	6	6	4.0		4.0
19	7	7	5.44		5.44
20	2	9.5	2.11		2.11
PROJECT TOTAL			75	17	92

**DECK PLAN**

**NOTES:**

Identified patching locations are estimated from deck survey performed on 02/06/2024. The patching survey is included for information only. The Engineer shall layout patch location in the field.

The Engineer shall show actual locations of deck repairs on as-built plans

Joint sealing (patches) shall be applied in locations as directed in the special provisions, along the entire length of any existing stage construction lines, and along the construction joints between abutment and approaches.

Existing reinforcement bars extending into removal areas shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced with an approved bar splicer or anchorage system. Cost included with DECK SLAB REPAIR (PARTIAL).

Protective coat shall be applied to new concrete only.

- APPROACH SLAB REPAIR (PARTIAL)
- DECK SLAB REPAIR (PARTIAL)

BILL OF MATERIAL		
ITEM	UNIT	TOTAL
Deck Slab Repair (Partial)	SQ YD	17
Approach Slab Repair (Partial)	SQ YD	75
Joint Sealing (Patches)	FOOT	452
Protective Coat	SQ YD	92

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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BRIDGE REPAIR PLANS</b>	
<b>S.N. 001-0007 (over URSA CREEK)</b>	
SCALE: 20	SHEET 3 OF 3 SHEETS
STA. 221+37.80 TO STA. 222+23.80	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	36
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				

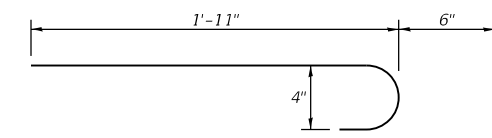
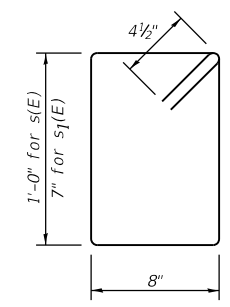
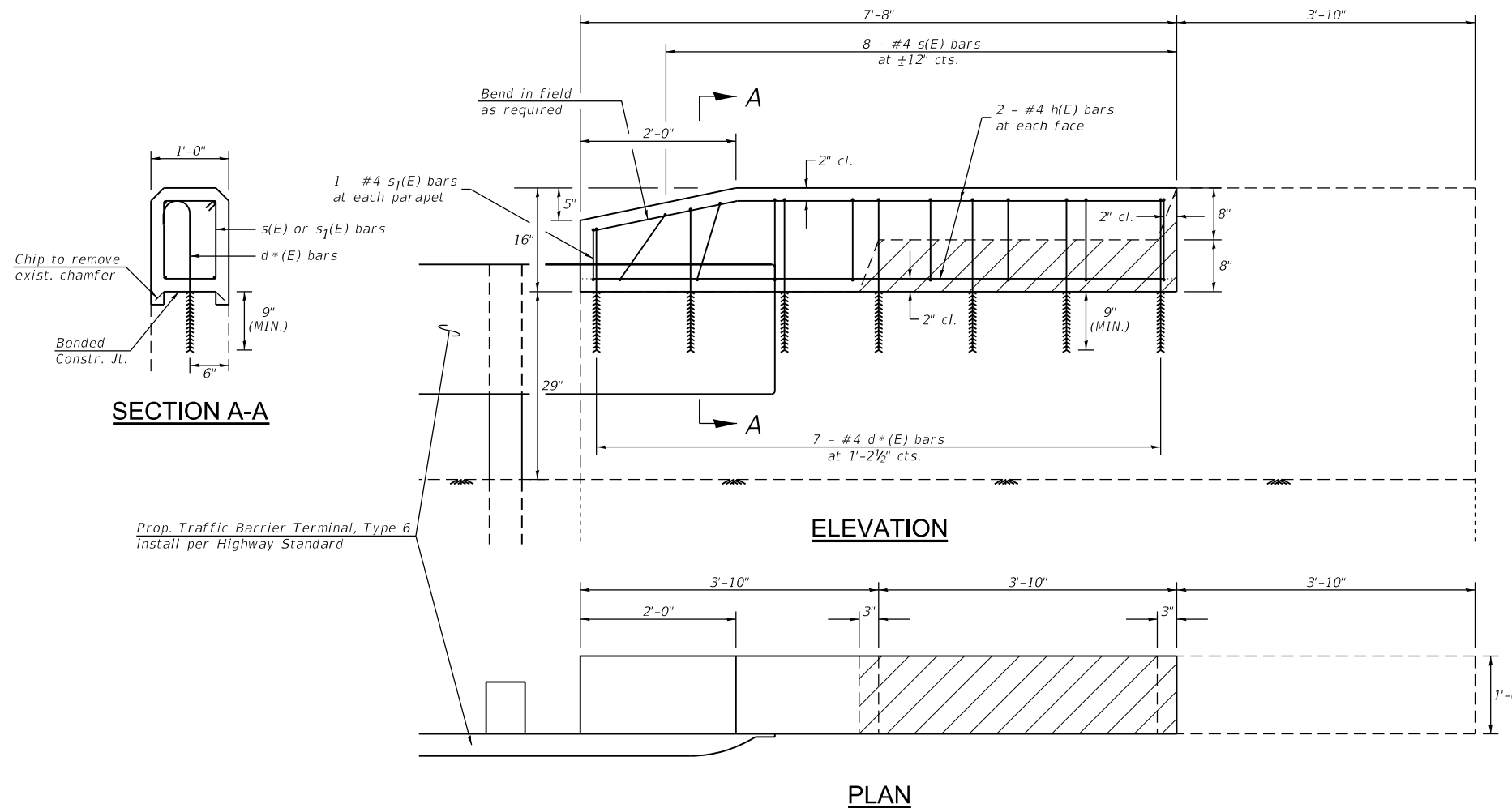
**BAR TABLE - 4 PARAPETS (SN: 001-0008)**

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	4	#4	7'-4"	
s(E)	8	#4	4'-1"	
s1(E)	1	#4	3'-3"	
d*(E)	7	#4	2'-5"	

**BILL OF MATERIAL**

**4 PARAPETS (SN: 001-0008)**

ITEM	UNIT	QUANTITY
Concrete Removal	CU YD	0.4
Reinforcement Bars, Epoxy Coated	POUND	220
Concrete Superstructure	CU YD	1.5



**GENERAL NOTES:**

The parapet extension details shown on this sheet shall only be constructed on the approach ends of the structure.

Reinforcement bars designated (E) shall be epoxy coated.

Hatched areas indicate limits of Concrete Removal.

Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of work. However, the contractor will be paid for the quantity actually furnished at the unit price for the work.

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

The contractor shall use extreme care during concrete removal so as not to damage concrete parapet sections to remain. Any parapet damaged shall be repaired or replaced at the contractor's expense.

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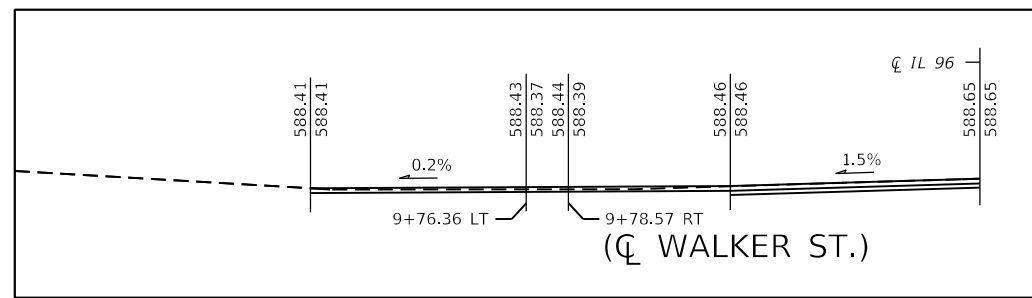
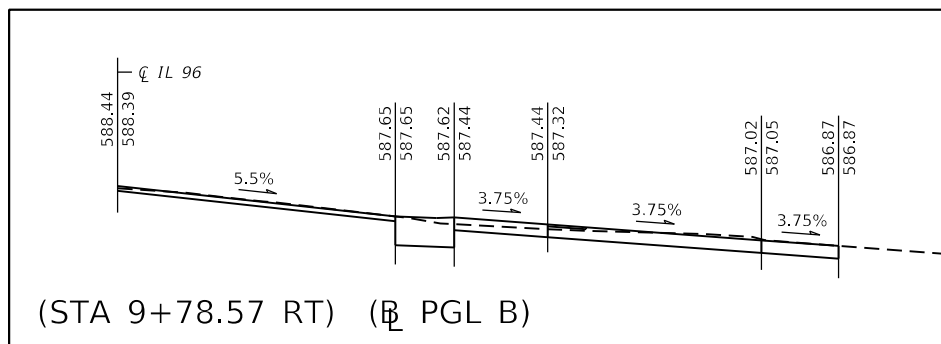
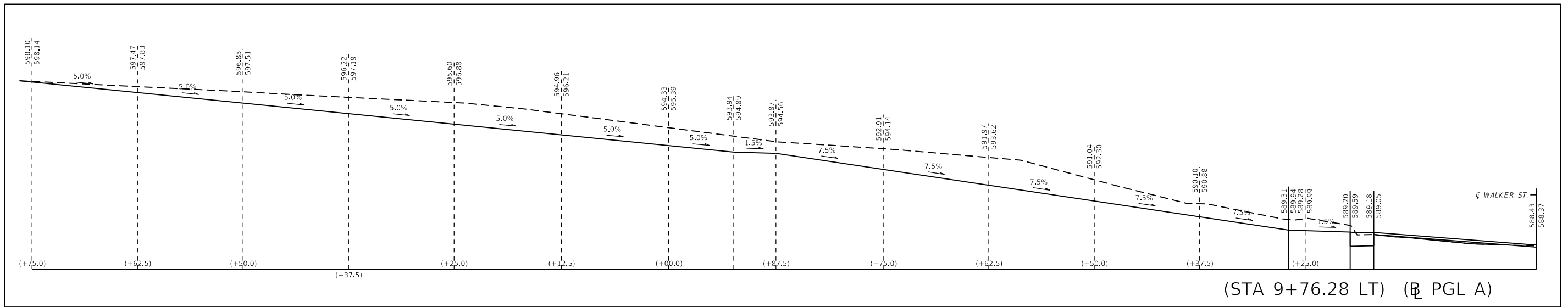
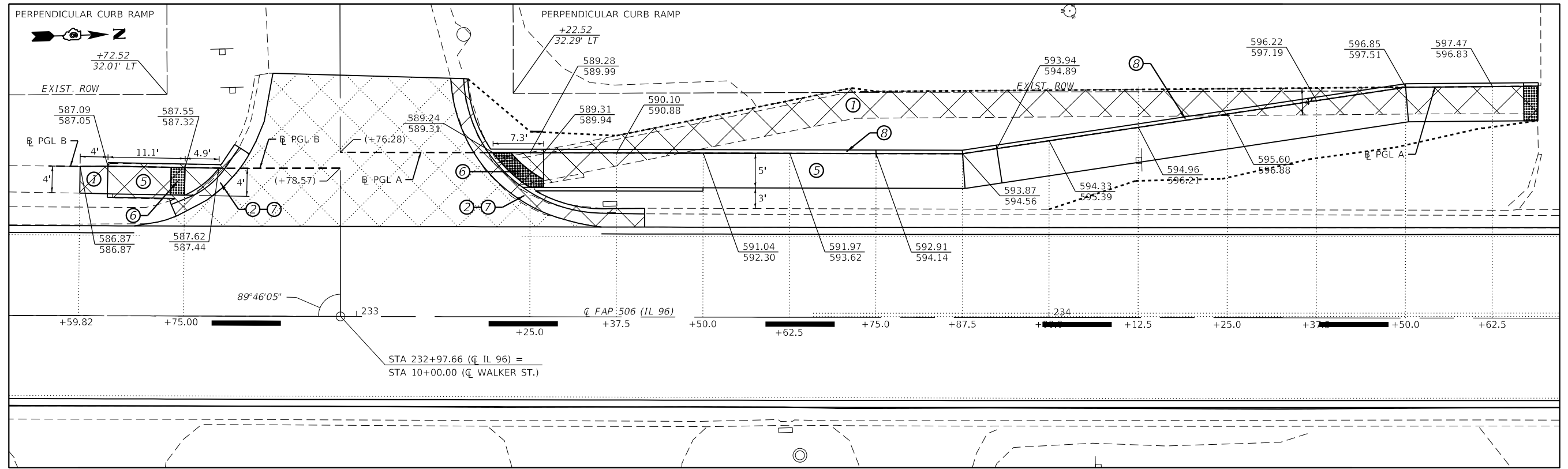
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PLOT DATE = 5/4/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PARAPET EXTENSION DETAILS**  
**S.N. 001-0008 (over ROCK CREEK)**

SCALE: 20 SHEET 1 OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	37
CONTRACT NO. 72J41				
ILLINOIS		FED. AID PROJECT		



- LEGEND**
- ① PROP. SIDEWALK REMOV
  - ② PROP. CC&G REM
  - ③ PROP. CURB REM
  - ④ PROP. MEDIAN SURF REM
  - ⑤ PROP. PCC SIDEWALK 4" SPL
  - ⑥ PROP. DETECT WARNING
  - ⑦ PROP. COMB CC&G, TB6.24
  - ⑧ PROP. CONC CURB, TY B
  - ⑨ PROP. CONC MEDIAN SURF, 4"

(URSA / WALKER ST.)

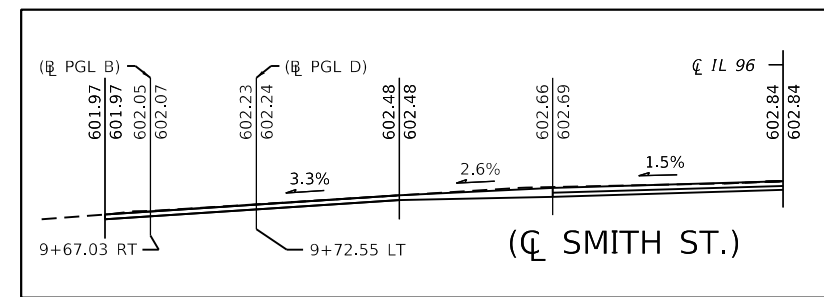
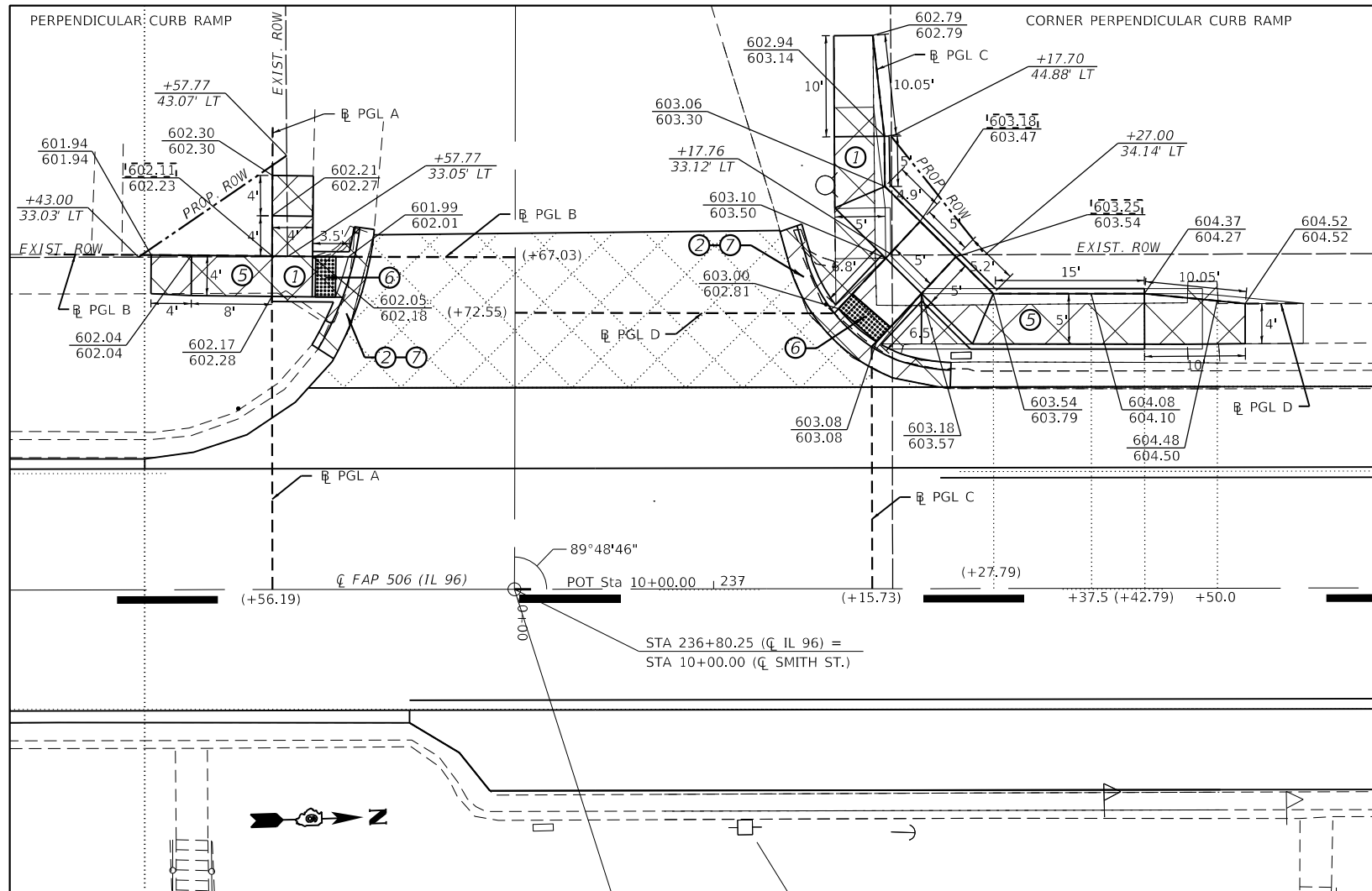
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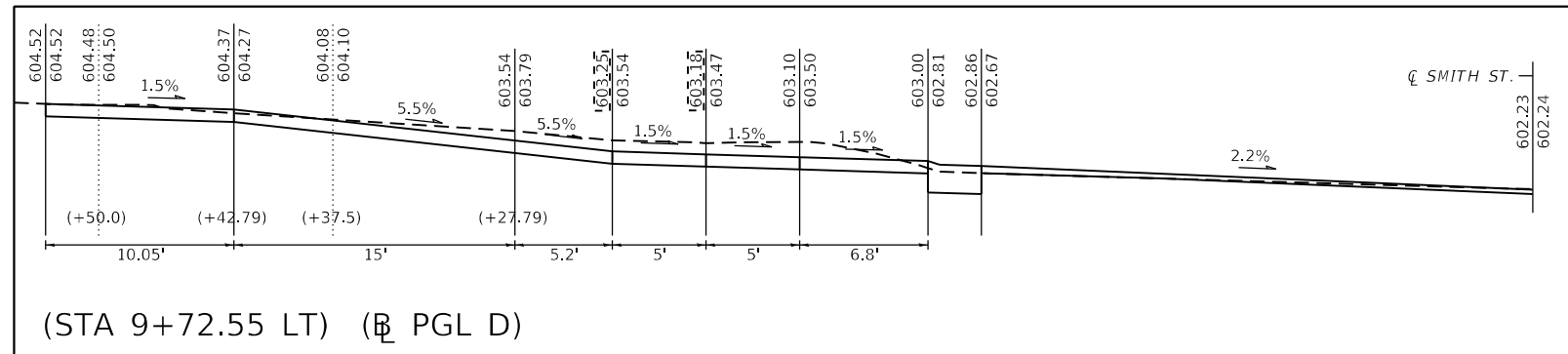
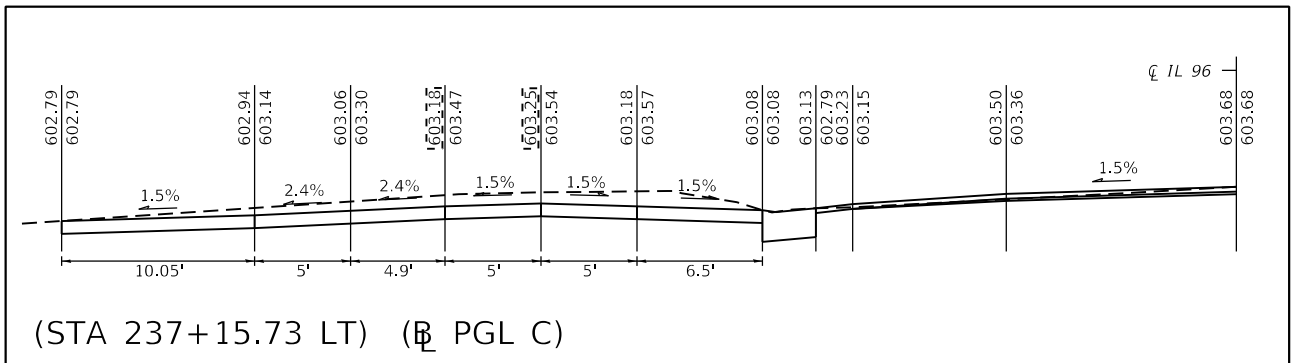
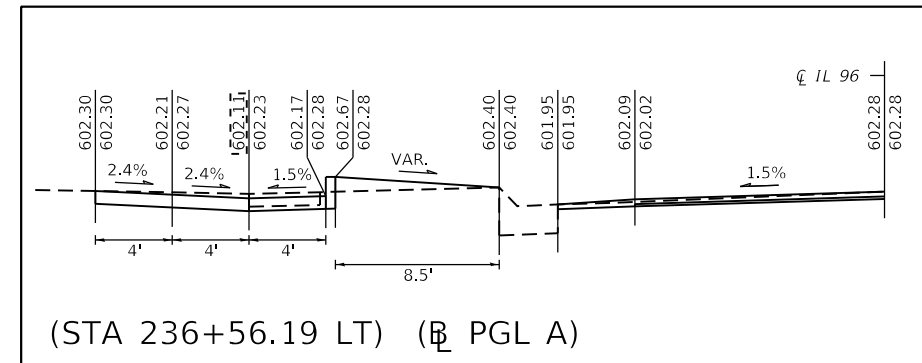
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ADA SIDEWALK RAMP DETAILS</b>	
<b>IL 96 / WALKER ST. - Sta. 232 + 97.66 LT</b>	
SCALE: NTS	SHEET 1 OF 4 SHEETS
STA. 232+49.80	TO STA. 234+37.80

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR):127RS-4	ADAMS	49	38
CONTRACT NO. 72J41				
ILLINOIS		FED. AID PROJECT		



- LEGEND**
- ① PROP. SIDEWALK REMOV
  - ② PROP. CC&G REM
  - ③ PROP. CURB REM
  - ④ PROP. MEDIAN SURF REM
  - ⑤ PROP. PCC SIDEWALK 4" SPL
  - ⑥ PROP. DETECT WARNING
  - ⑦ PROP. COMB CC&G, TB6.24
  - ⑧ PROP. CONC CURB, TY B
  - ⑨ PROP. CONC MEDIAN SURF, 4"



(URSA / SMITH ST.)

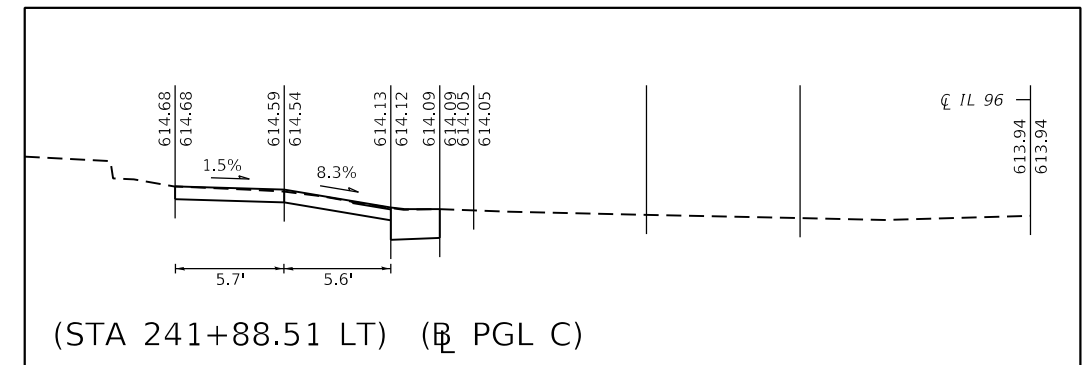
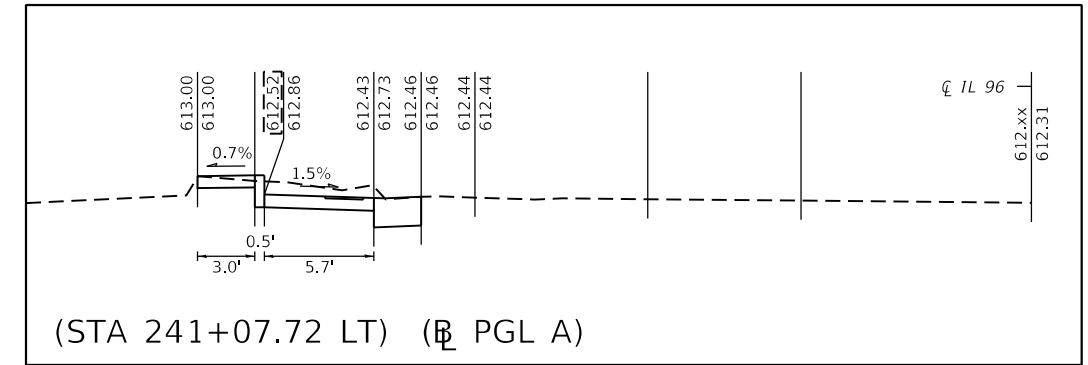
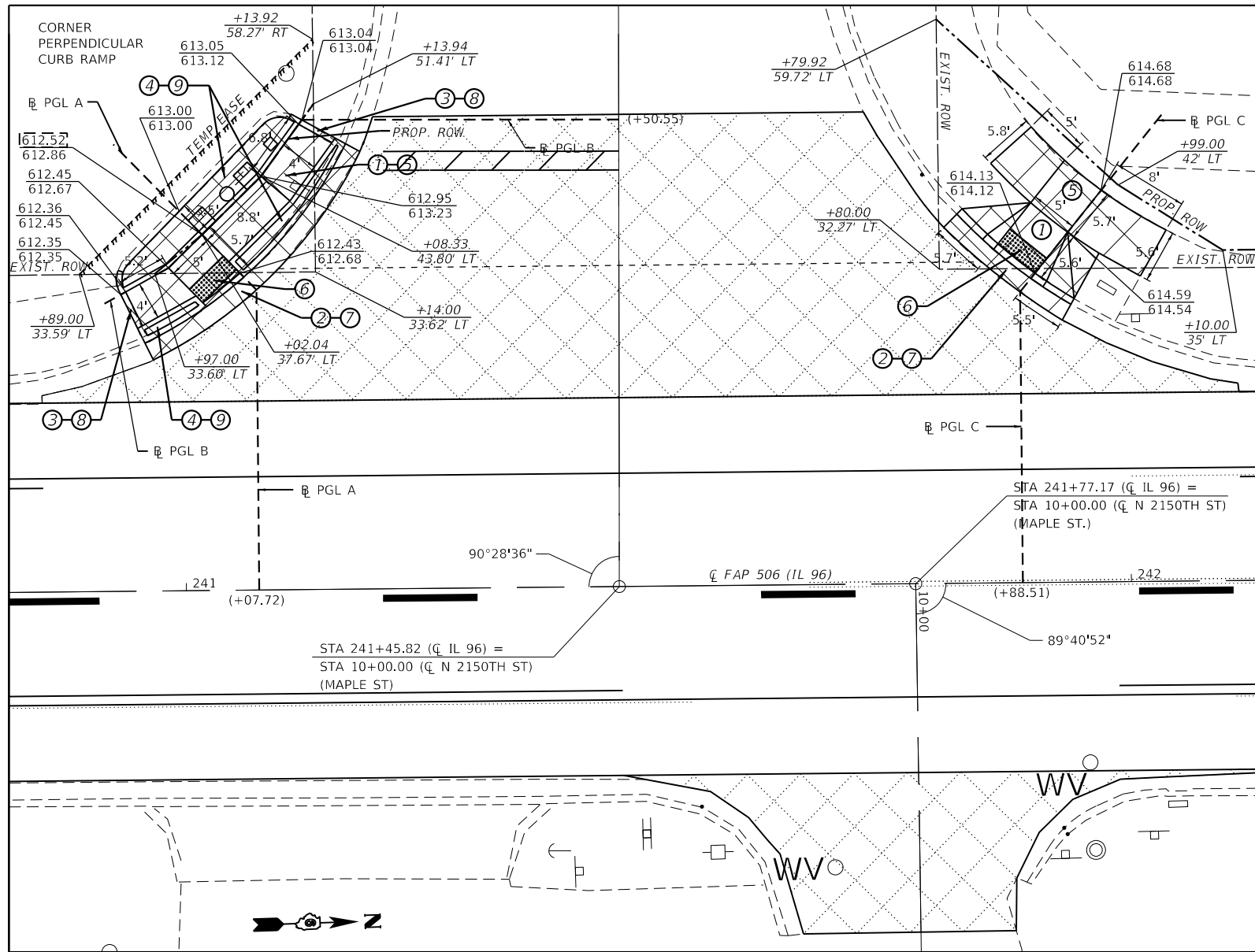
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	DATE -	REVISED -

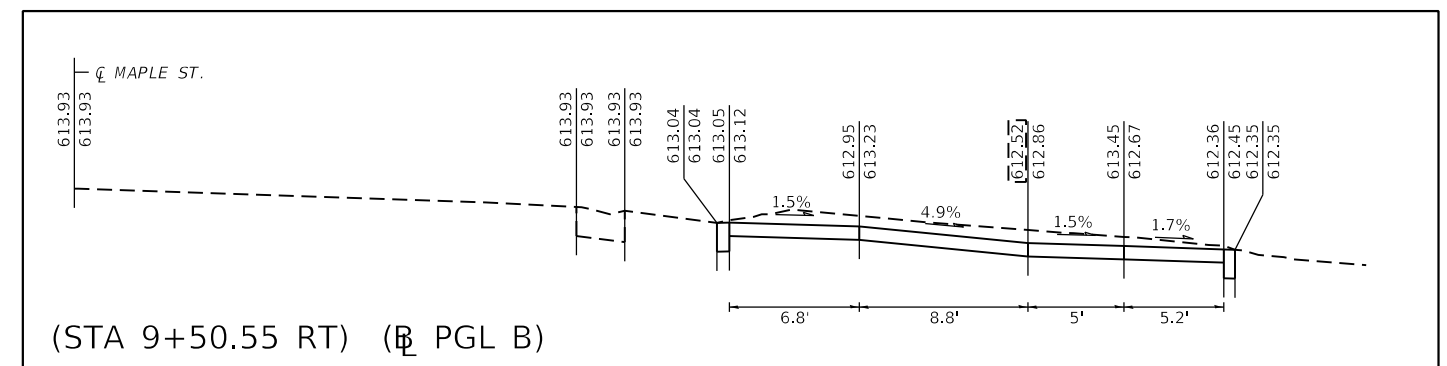
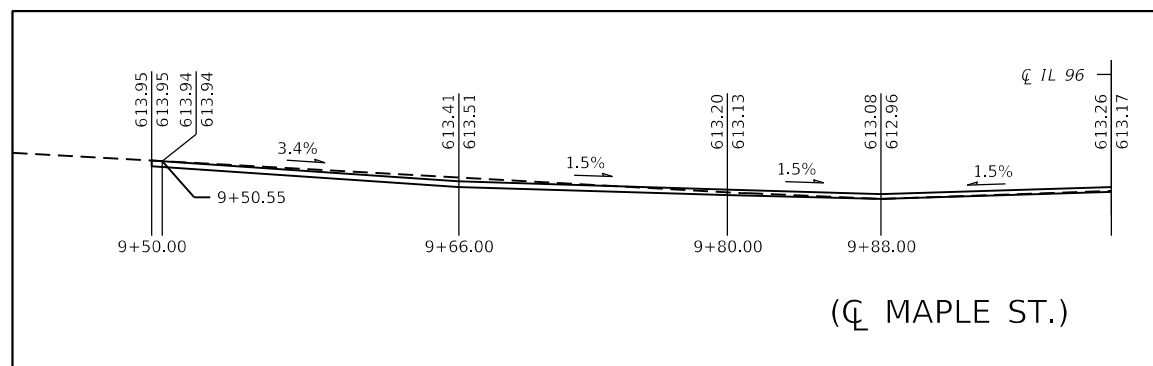
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ADA SIDEWALK RAMP DETAIL**  
**IL 96 / SMITH ST. - Sta. 236 + 80.25 LT**  
 SCALE: NTS SHEET 2 OF 4 SHEETS STA. 236+30.20 TO STA. 237+50.20

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	39
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- ① PROP. SIDEWALK REMOV
  - ② PROP. CC&G REM
  - ③ PROP. CURB REM
  - ④ PROP. MEDIAN SURF REM
  - ⑤ PROP. PCC SIDEWALK 4" SPL
  - ⑥ PROP. DETECT WARNING
  - ⑦ PROP. COMB CC&G, TB6.24
  - ⑧ PROP. CONC CURB, TY B
  - ⑨ PROP. CONC MEDIAN SURF, 4"



(URSA / MAPLE ST.)

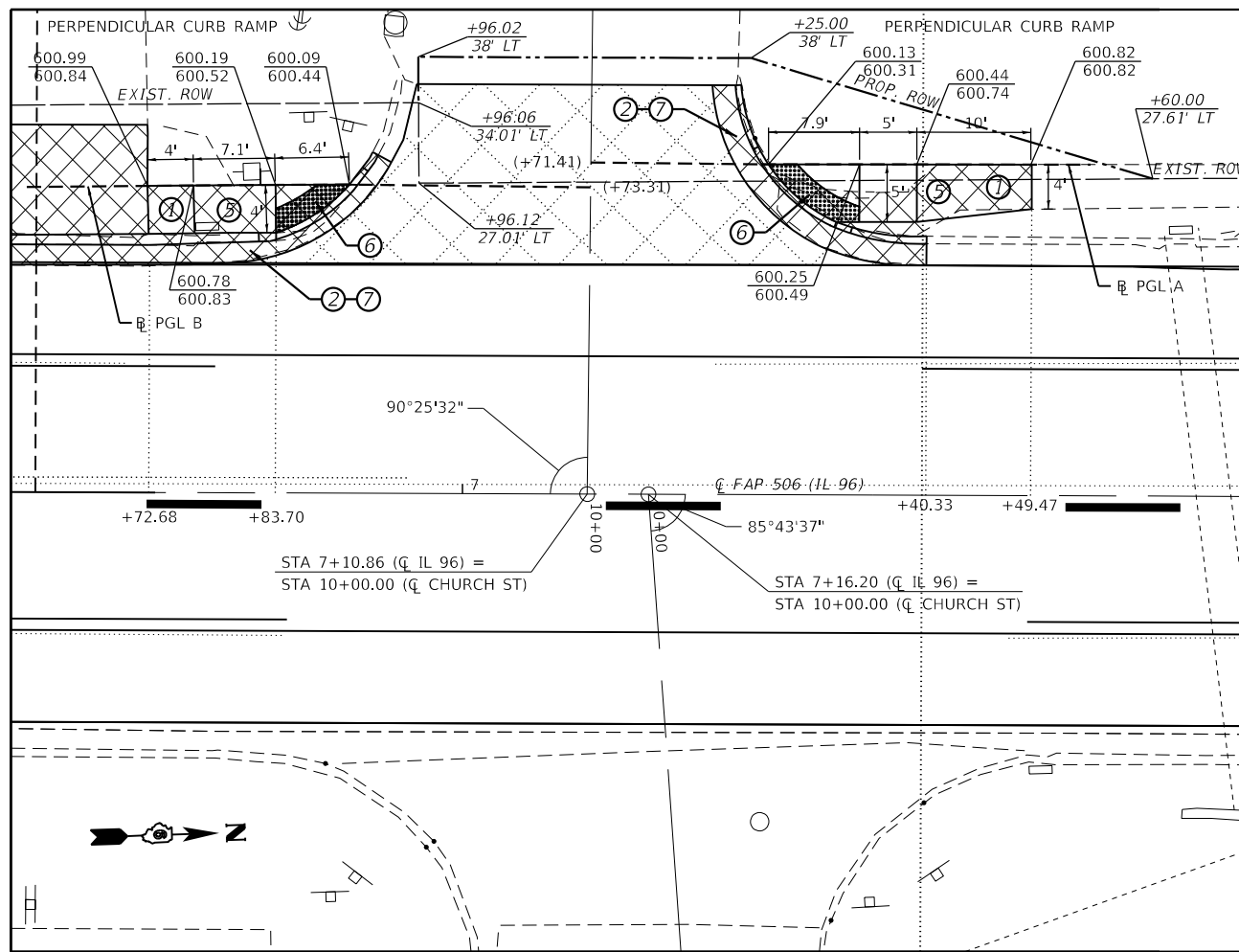
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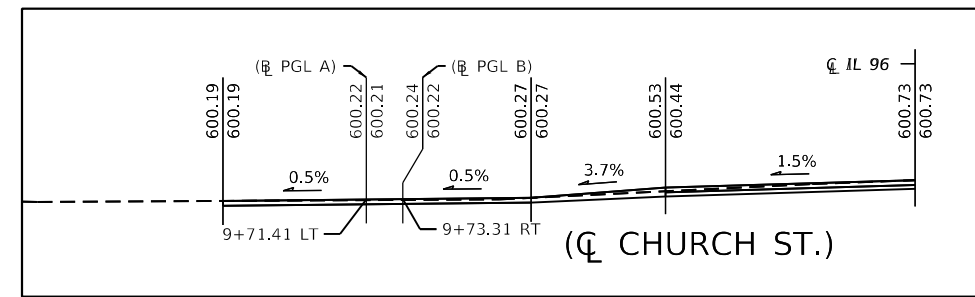
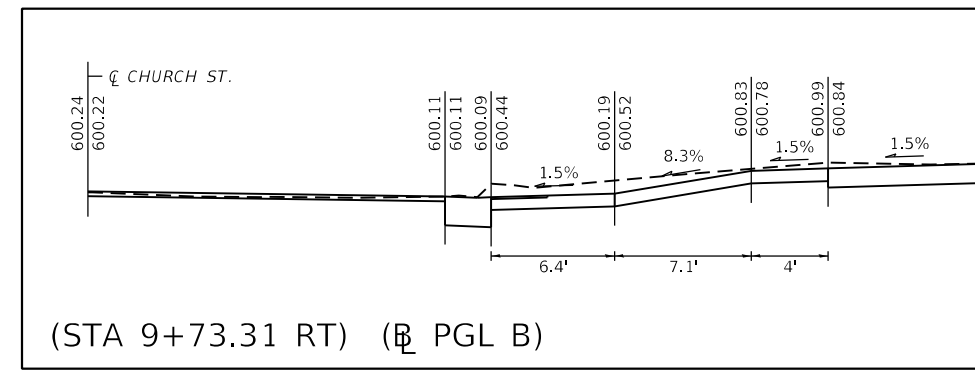
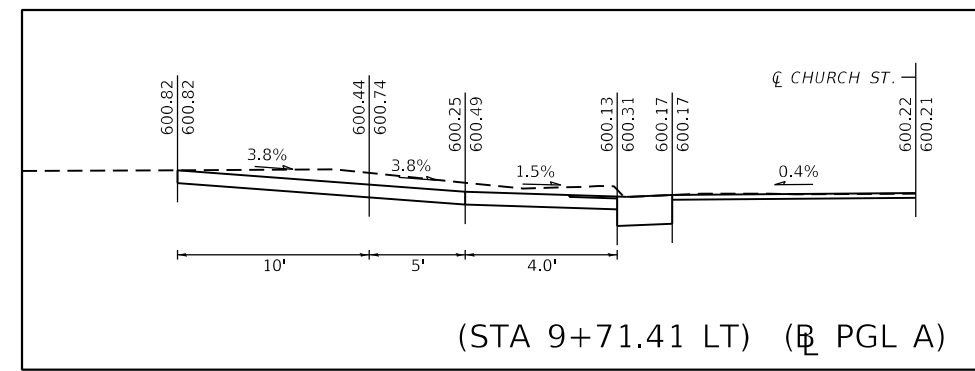
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ADA SIDEWALK RAMP DETAILS</b>	
<b>IL 96 / MAPLE ST. - Sta. 241 + 45.83 LT</b>	
SCALE: NTS	SHEET 3 OF 4 SHEETS
STA. 240+81.20 TO STA. 242+14.20	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	40
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- ① PROP. SIDEWALK REMOV
  - ② PROP. CC&G REM
  - ③ PROP. CURB REM
  - ④ PROP. MEDIAN SURF REM
  - ⑤ PROP. PCC SIDEWALK 4" SPL
  - ⑥ PROP. DETECT WARNING
  - ⑦ PROP. COMB CC&G, TB6.24
  - ⑧ PROP. CONC CURB, TY B
  - ⑨ PROP. CONC MEDIAN SURF, 4"



(URSA / CHURCH ST.)

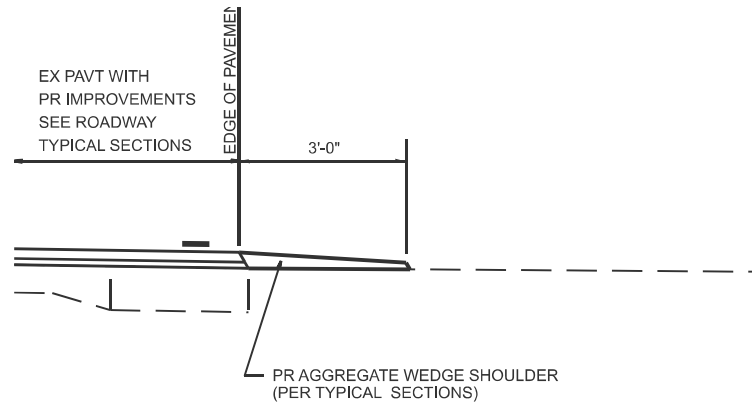
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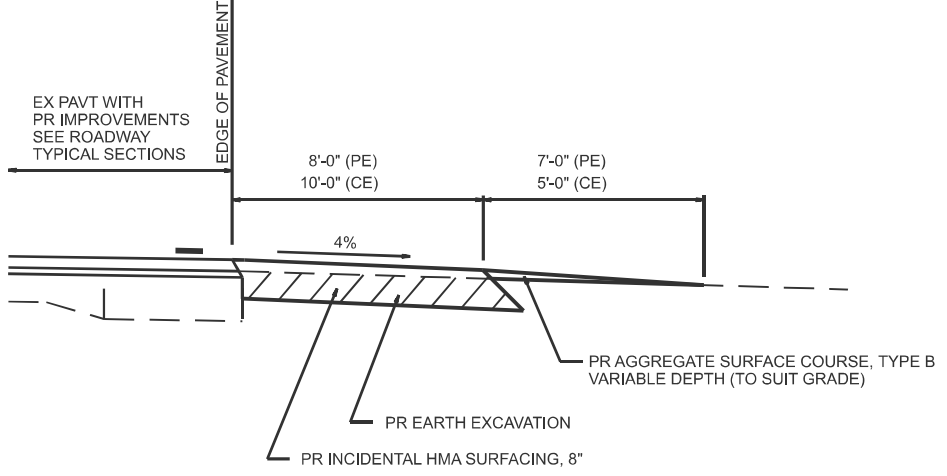
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>ADA SIDEWALK RAMP DETAILS</b> <b>IL 96 / CHURCH ST.</b>			
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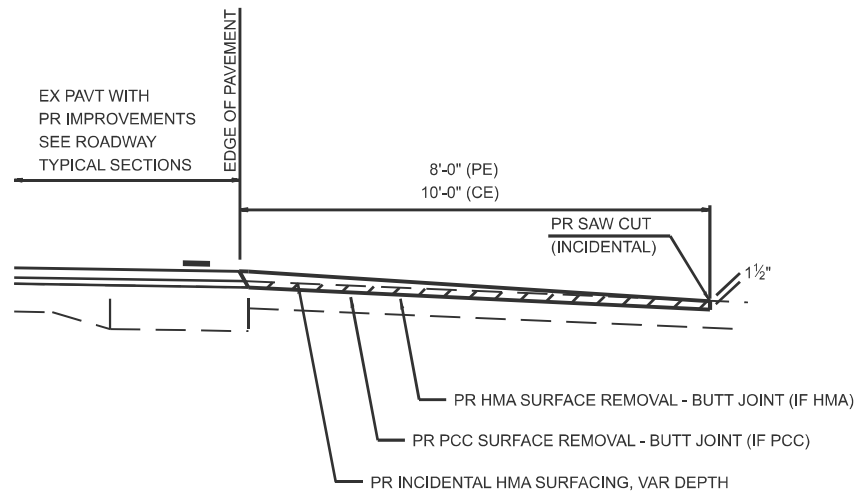
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CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				



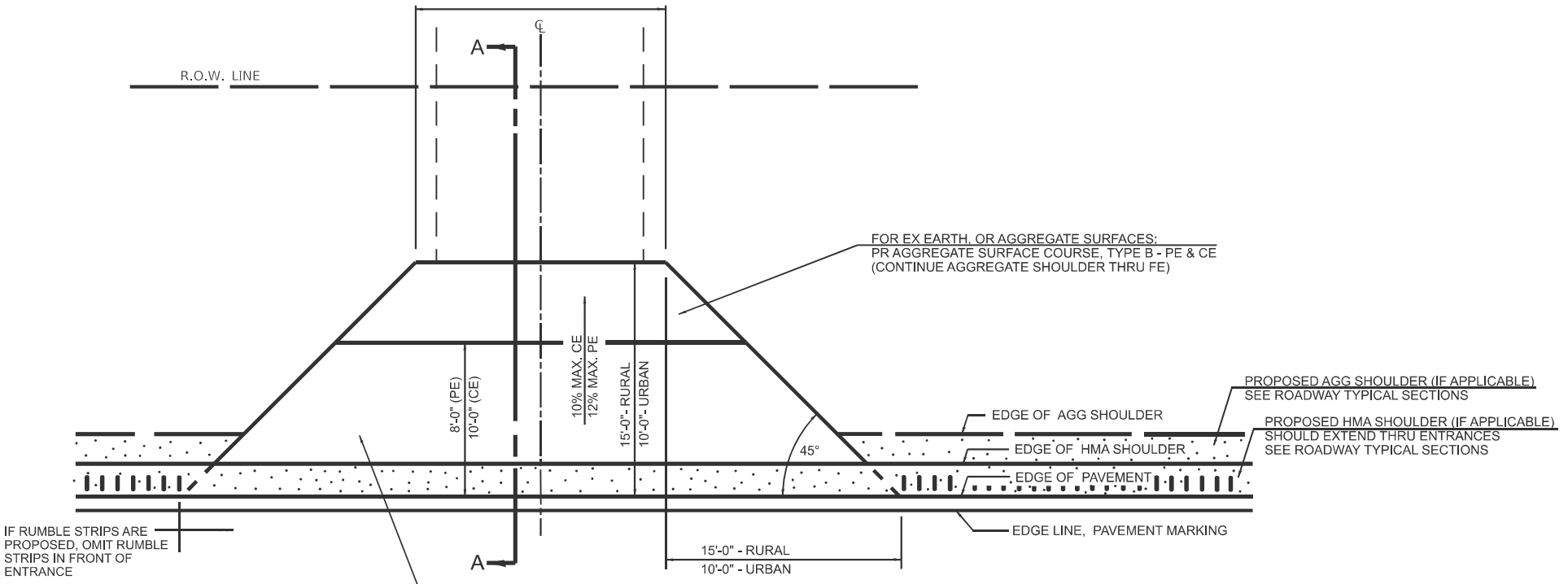
**SECTION A-A FOR EX EARTH/ AGGREGATE FE**



**SECTION A-A FOR EX EARTH/AGGREGATE PE & CE**



**SECTION A-A FOR EX BITUMINOUS/ PC CONCRETE PE & CE**



**PLAN - ENTRANCE**

**GENERAL NOTES:**

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

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

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

INCIDENTAL HMA SURFACING REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE PLACED ACCORDING TO THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

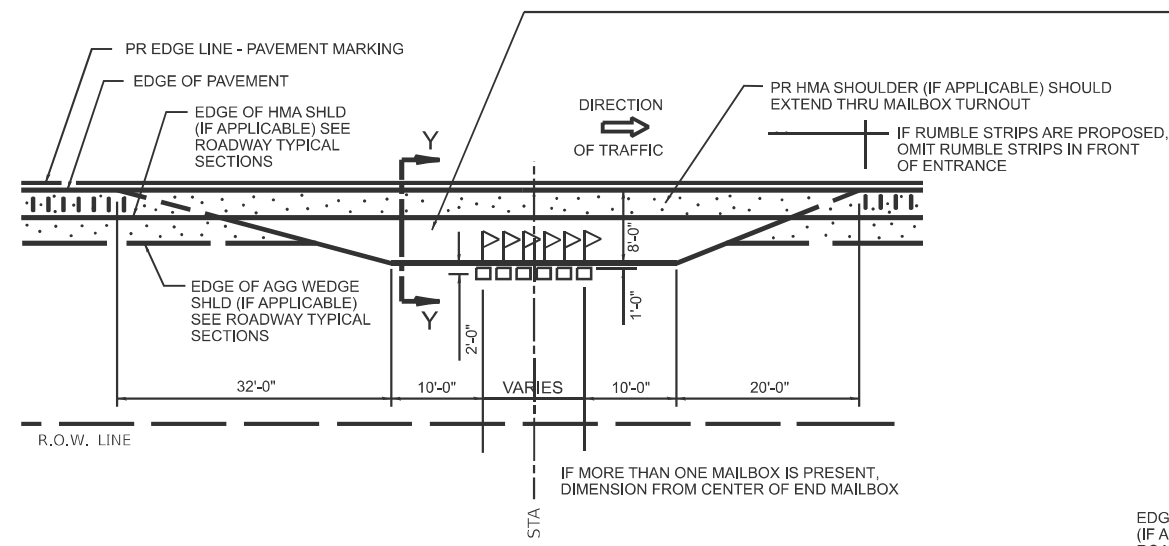
WHEN THE INCIDENTAL HMA SURFACING PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES, THE CONTRACTOR WILL BE REQUIRED TO PLACE MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 1 1/2" INCHES SHALL MEET THE REQUIREMENTS OF HMA INCIDENTAL SURFACING.

THIS WORK WILL BE PAID FOR ACCORDING TO SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

FOR SMART OVERLAYS (1 1/2" MILLING AND 1 1/2" RESURFACING PROJECTS), USE THE SAME STANDARDS AS SHOWN, OMITTING THE BINDER COURSE.

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		DRAWN -	REVISED -			506	10(RS-3,BDR);127RS-4	ADAMS	49	42
	PLOT DATE = 3/24/2026	CHECKED -	REVISED -			CONTRACT NO. 72J41				
	DATE -	REVISED -		SCALE: 50	SHEET 1 OF 4 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



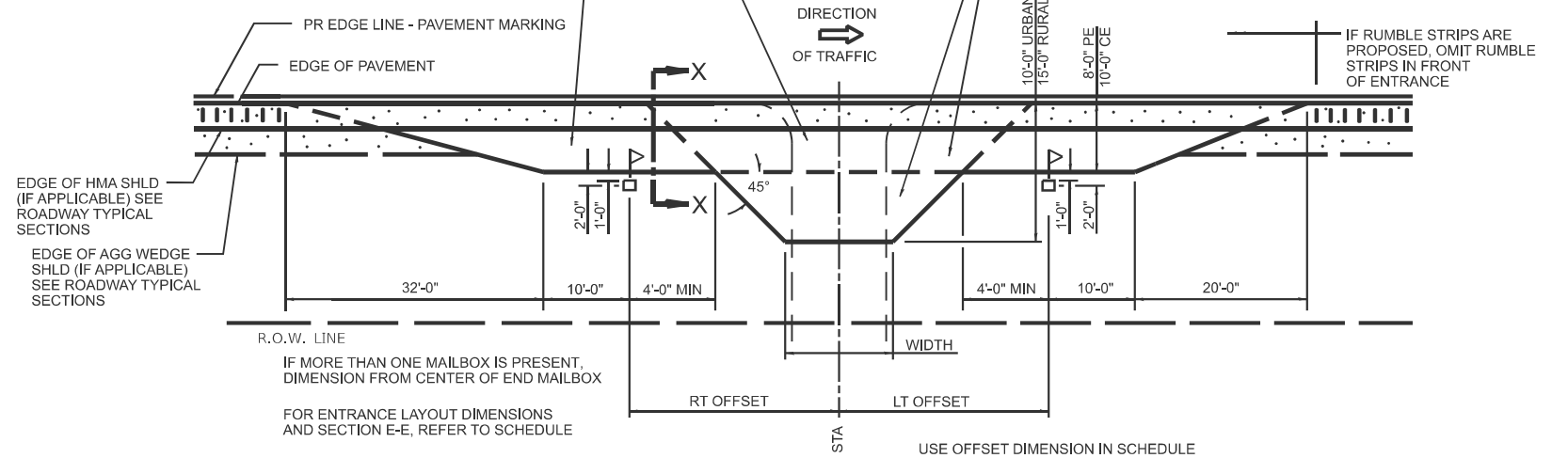
**PLAN - MAILBOX TURNOUTS**

IF KEEPING EXIST HMA SHOULDER,  
 FOR EX EARTH OR AGGREGATE SURFACES:  
 PR EARTH EXCAVATION  
 PR INCIDENTAL HMA SURFACING, 8" (PE & CE)

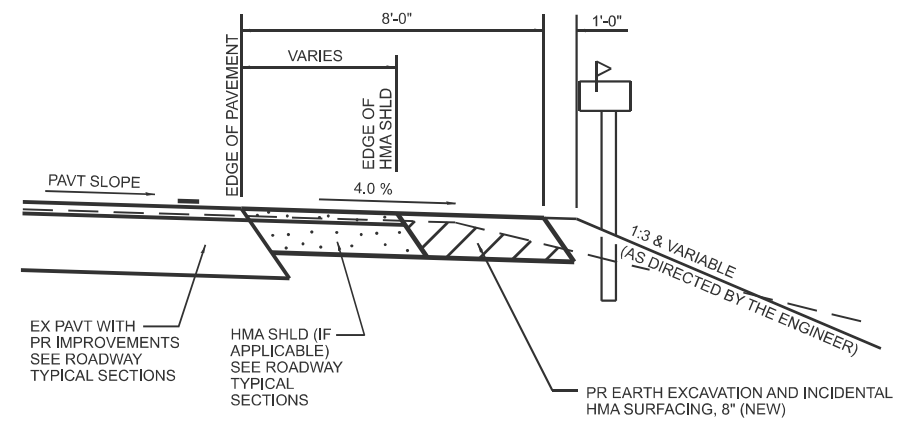
FOR EXISTING HMA OR PCC SURFACES:  
 PR HMA SURF REM - BUTT JOINT  
 PR PCC SURF REM - BUTT JOINT  
 PR INCIDENTAL HMA SURFACING, 1 1/2" MIN.

IF INSTALLING NEW HMA SHOULDER,  
 FOR EX EARTH OR AGGREGATE SURFACES:  
 PR EARTH EXCAVATION  
 PR INCIDENTAL HMA SURFACING, 8" (PE & CE)

FOR EXISTING HMA SURFACES:  
 PR EARTH EXCAVATION  
 PR DRIVEWAY PAVEMENT REMOVAL  
 PR INCIDENTAL HMA SURFACING, 8" (PE OR CE)

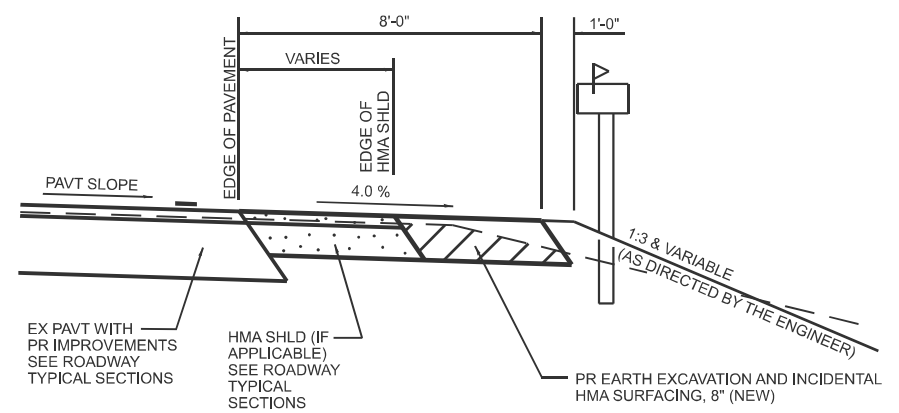


**PLAN - MAILBOX TURNOUTS  
 PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE**



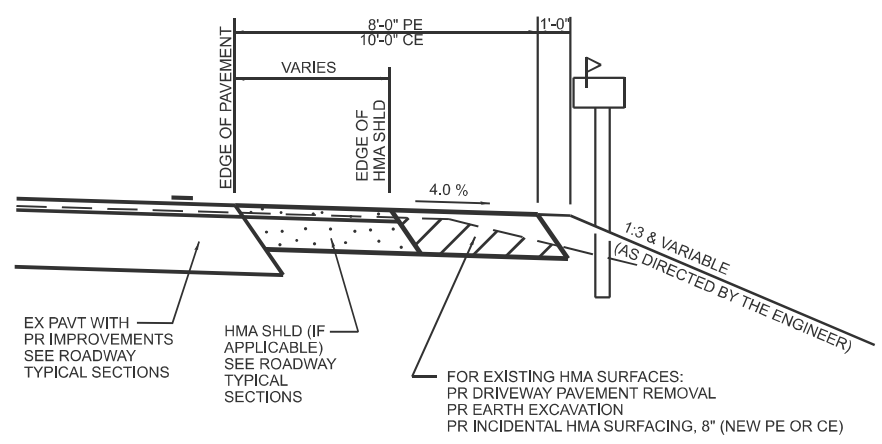
**SECTION Y-Y THRU MAILBOX TURNOUT  
 APPLIES TO EX EARTH OR AGGREGATE STAND-ALONE  
 MAILBOX TURNOUTS**

NOTE: IF THERE IS A NEW HMA SHOULDER PROPOSED, THEN THE ENTIRE EXISTING MB TURNOUT WILL BE REPLACED. IF THERE IS NO PROPOSED NEW HMA SHOULDER, THE EXISTING MB TURNOUT WILL BE MILLED AND RESURFACED.



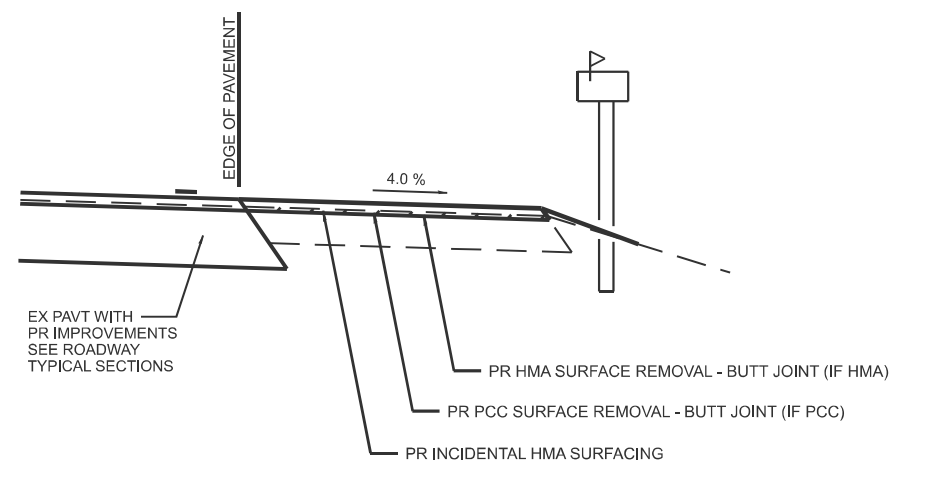
**SECTION X-X THRU MAILBOX TURNOUT  
 APPLIES TO MAILBOX TURNOUTS COMBINED WITH  
 EX EARTH OR AGGREGATE PE & FE**

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



**SECTION X-X THRU MAILBOX TURNOUT  
 APPLIES TO MAILBOX TURNOUTS COMBINED WITH  
 EX HMA PE & CE WITH NEW HMA SHLD**

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



**SECTION X-X THRU MAILBOX TURNOUT  
 APPLIES TO MAILBOX TURNOUTS COMBINED WITH  
 EX HMA & PCC PE & CE W/O NEW HMA SHLD  
 AND HMA & PCC STAND-ALONE MAILBOX TURNOUTS**

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**400-ENT-3P\_002**

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PLOT DATE = 3/24/2026	DATE -	REVISED -

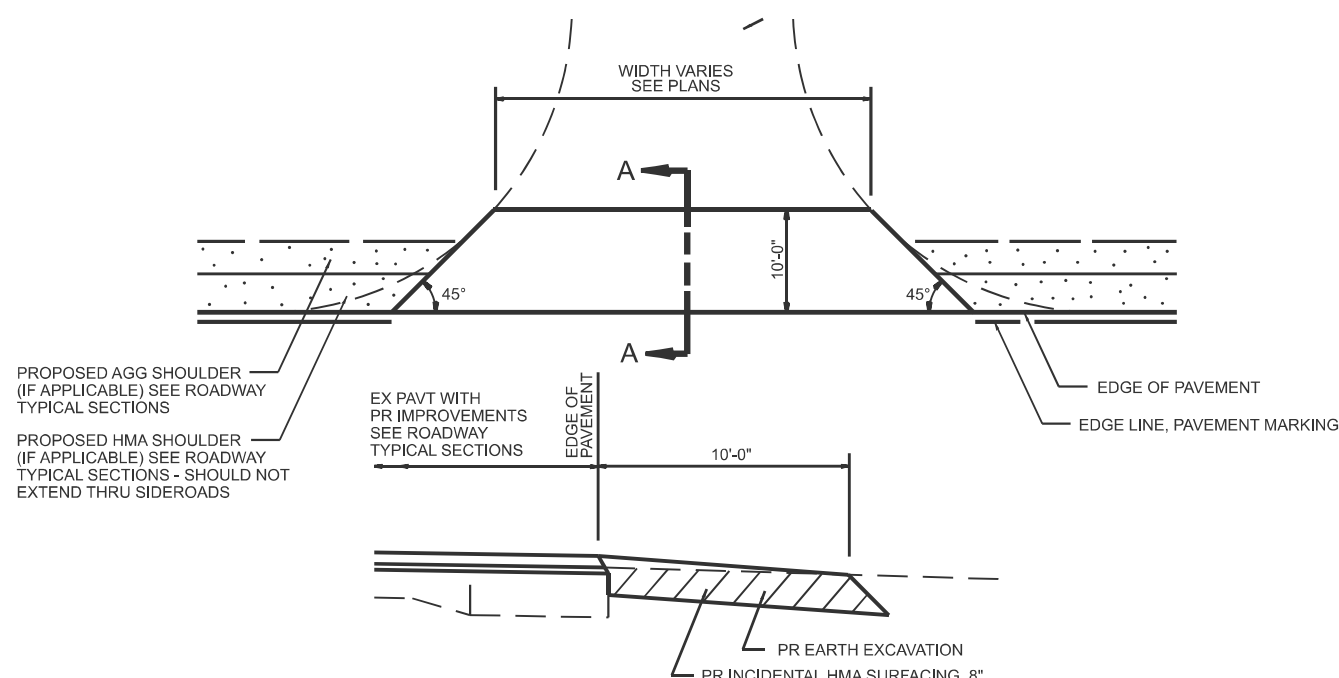
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

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

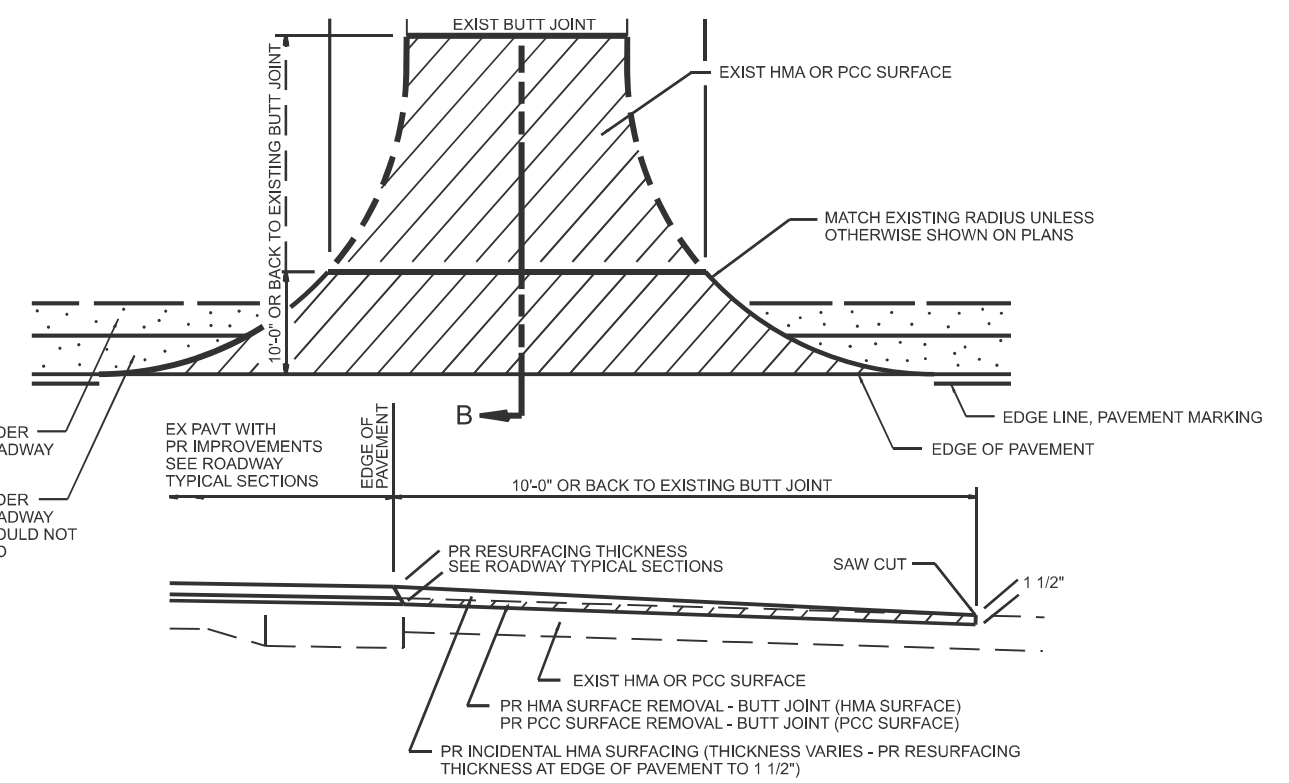
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
506	10(RS-3,BDR);127RS-4	ADAMS	49	43
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				

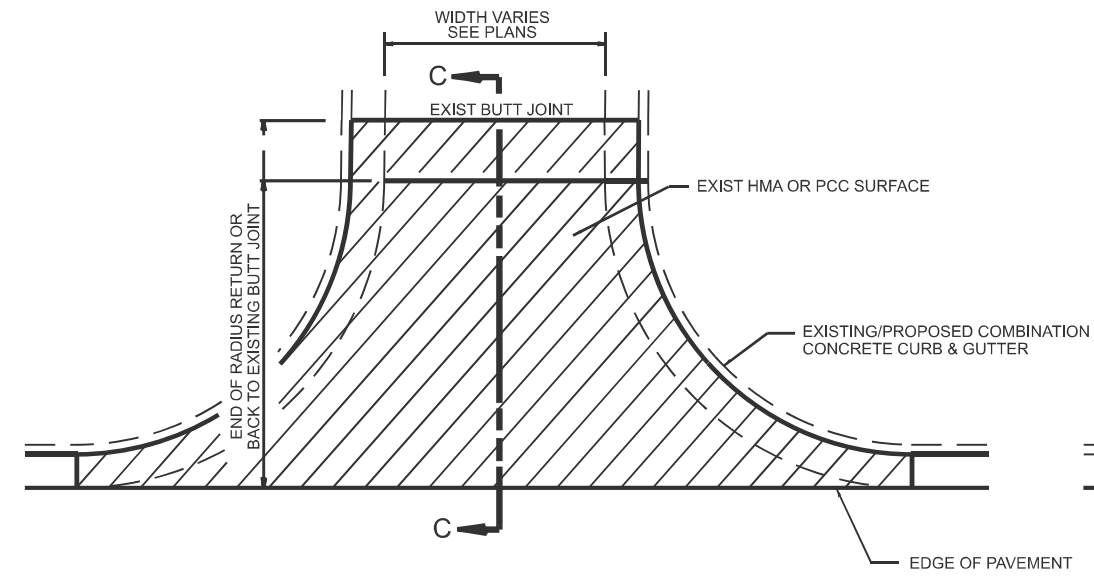
SHEET 2 OF 2  
 UPDATED 3/5/2026



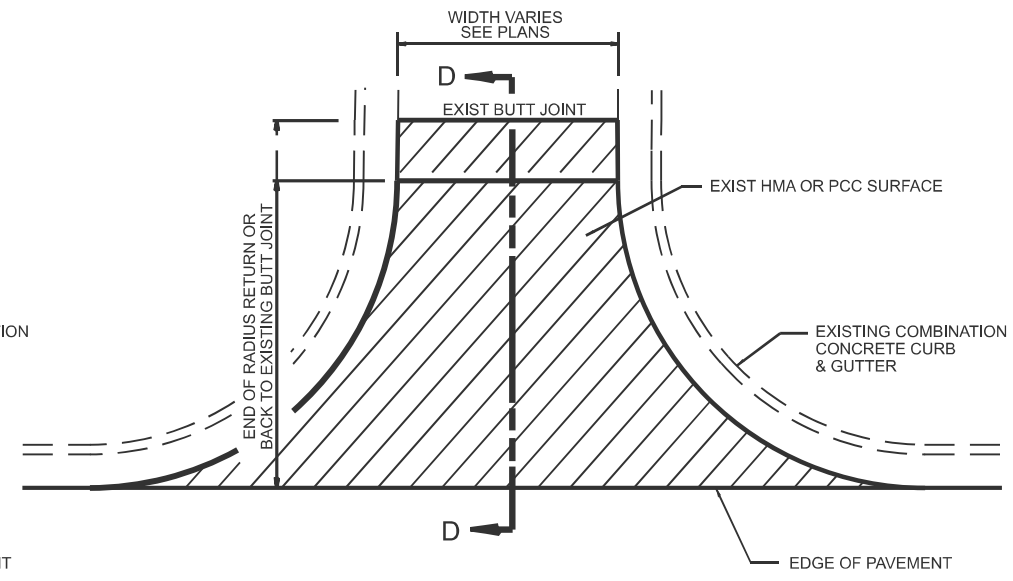
**SECTION A-A**  
**EXIST AGGREGATE SIDEROAD DETAIL**  
**(NEW HMA APRON)**



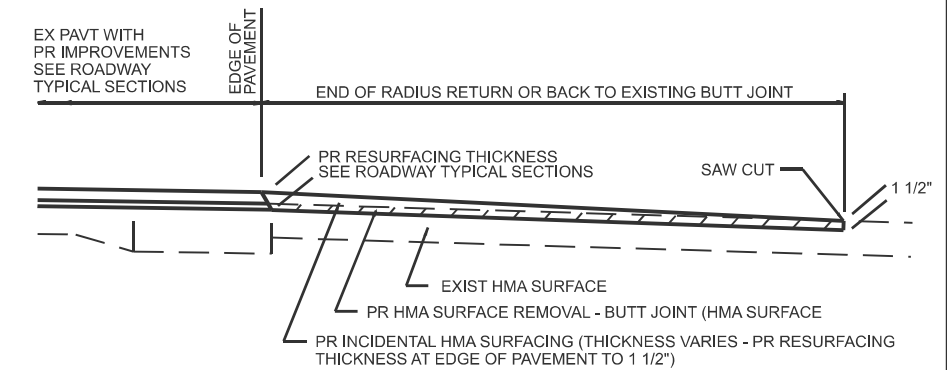
**SECTION B-B**  
**EXIST HMA OR PCC SIDEROAD DETAIL W/O CC&G (TO BE RESURFACED)**



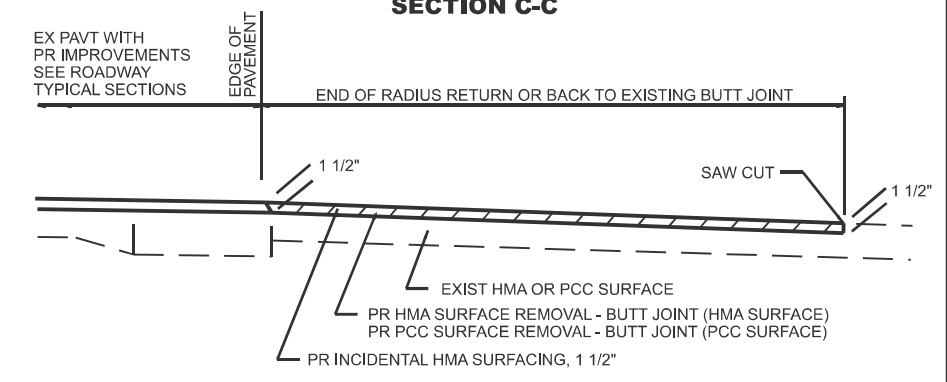
**EXIST HMA SIDEROAD DETAIL W/CC&G**  
**(TO BE RESURFACED)**



**EXIST HMA OR PCC SIDEROAD DETAIL W/CC&G**  
**(TO BE RESURFACED - MILL AND FILL ONLY)**



**SECTION C-C**



**SECTION D-D**

- NOTES:**
1. IF HMA SHOULDERS ARE PROPOSED, THEY SHOULD NOT EXTEND THROUGH SIDEROADS.
  2. THE COST OF SAW CUTS SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE REMOVAL - BUTT JOINT OR PCC SURFACE REMOVAL - BUTT JOINT PAY ITEMS

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**400 SIDERD\_001**

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	CHECKED -	REVISED -
PLOT DATE = 3/24/2026	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DIST. 6 DETAILS FOR SIDEROADS (3P-PROJ.)**

SCALE: 50 SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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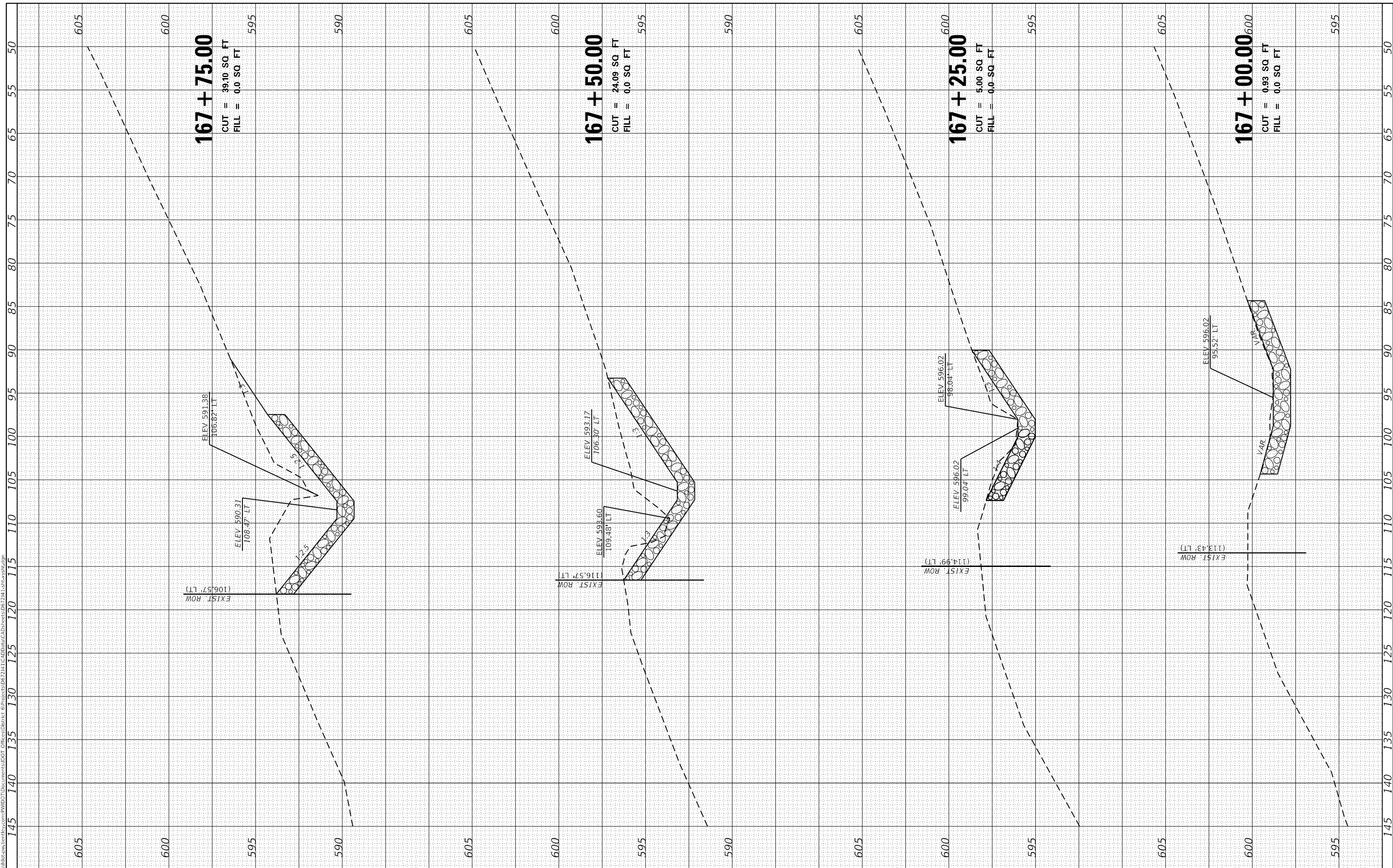
CONTRACT NO. 72J41  
 ILLINOIS FED. AID PROJECT



FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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**167+75.00**  
 CUT = 39.10 SQ. FT  
 FILL = 0.0 SQ. FT

**167+50.00**  
 CUT = 24.09 SQ. FT  
 FILL = 0.0 SQ. FT

**167+25.00**  
 CUT = 5.00 SQ. FT  
 FILL = 0.0 SQ. FT

**167+00.00**  
 CUT = 0.93 SQ. FT  
 FILL = 0.0 SQ. FT

USER NAME = rene.cabrera
PLOT SCALE = 20.0000 ' / in.
PLOT DATE = 3/24/2026

DESIGNED - RSC
DRAWN - RSC
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS-SECTIONS**

SCALE: NTS SHEET 1 OF 4 SHEETS STA. 167+00.00 TO STA. 167+75.00

F.A.P. RTE. 506	SECTION (10RS-3,BDR);127RS-4	COUNTY ADAMS	TOTAL SHEETS 49	SHEET NO. 46
CONTRACT NO. 72J41				
ILLINOIS FED. AID PROJECT				





