

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
**PROPOSED  
 HIGHWAY PLANS**

FAP ROUTE 34 (IL 97)  
 SECTION (2)RS-4; (3)RS-5

3P RESURFACING  
 MENARD COUNTY

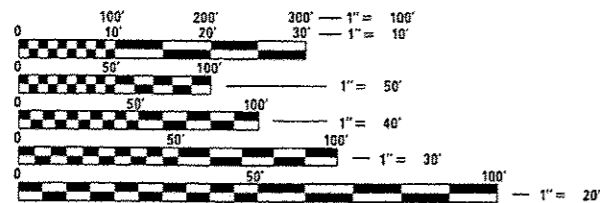
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	(2)RS-4; (3)RS-5	MENARD	45	1
		ILLINOIS	CONTRACT NO.	72F71

**INDEX OF SHEETS**

- 1 COVER
- 2 GENERAL NOTES
- 3-6 SUMMARY OF QUANTITIES
- 7-11 SCHEDULE OF QUANTITIES
- 12-25 TYPICAL SECTIONS
- 26-38 PLAN SHEETS
- 39 SUPERELEVATION DETAILS
- 40-41 ENTRANCE & SIDE ROAD DETAILS
- 42 ENTRANCE SCHEDULE
- 43-44 SIDEWALK DETAILS
- 45 BUTT JOINT & RAMP DETAIL

**STANDARDS**

000001-06	701301-04
424001-07	701306-03
442201-03	701311-03
606101-04	701326-04
630001-10	701501-06
635006-03	701801-05
701001-02	701901-03
701006-05	780001-04
701201-04	781001-03

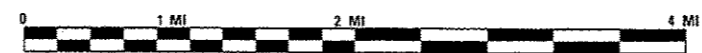
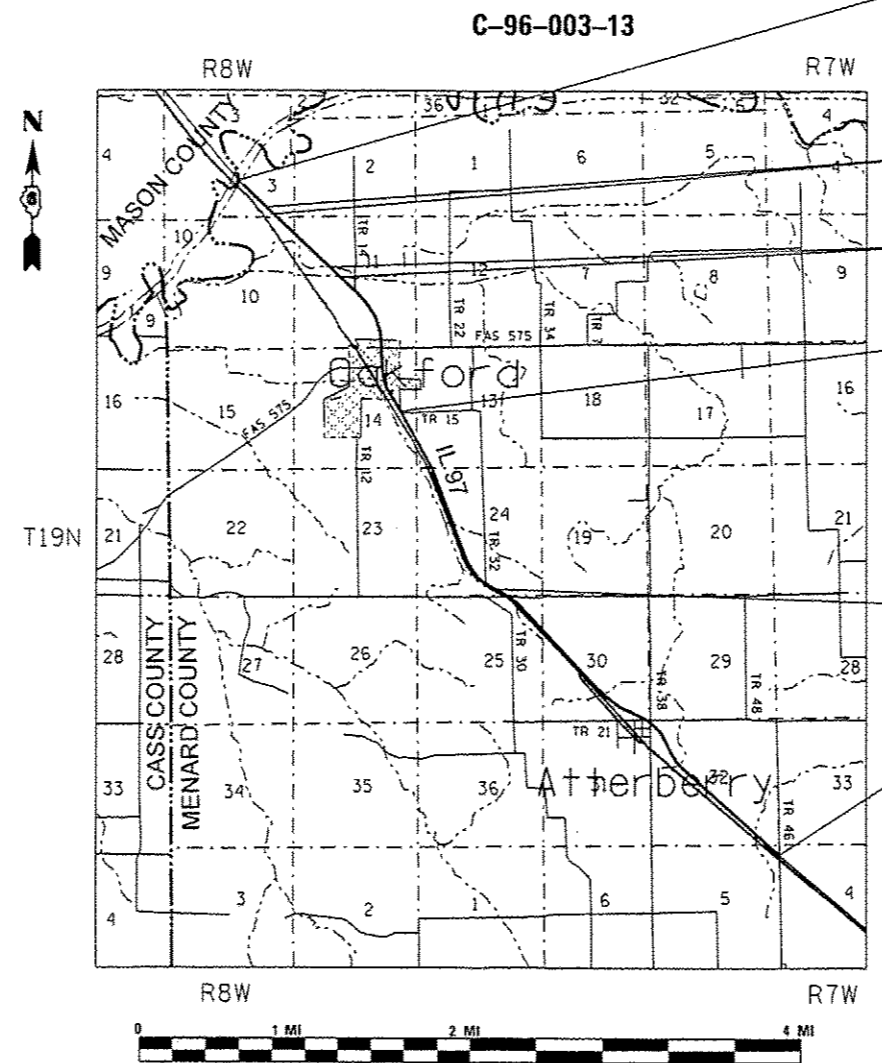


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: KEITH DONOVAN (217) 782-4761  
 TEAM MANAGER: TOM COX (217) 557-6349

CONTRACT NO. 72F71



GROSS LENGTH = 37,071.53 FT. = 7.02 MILES  
 NET LENGTH = 35,669.86 FT. = 6.76 MILES

PROJECT BEGINS  
 STA 734+05.88

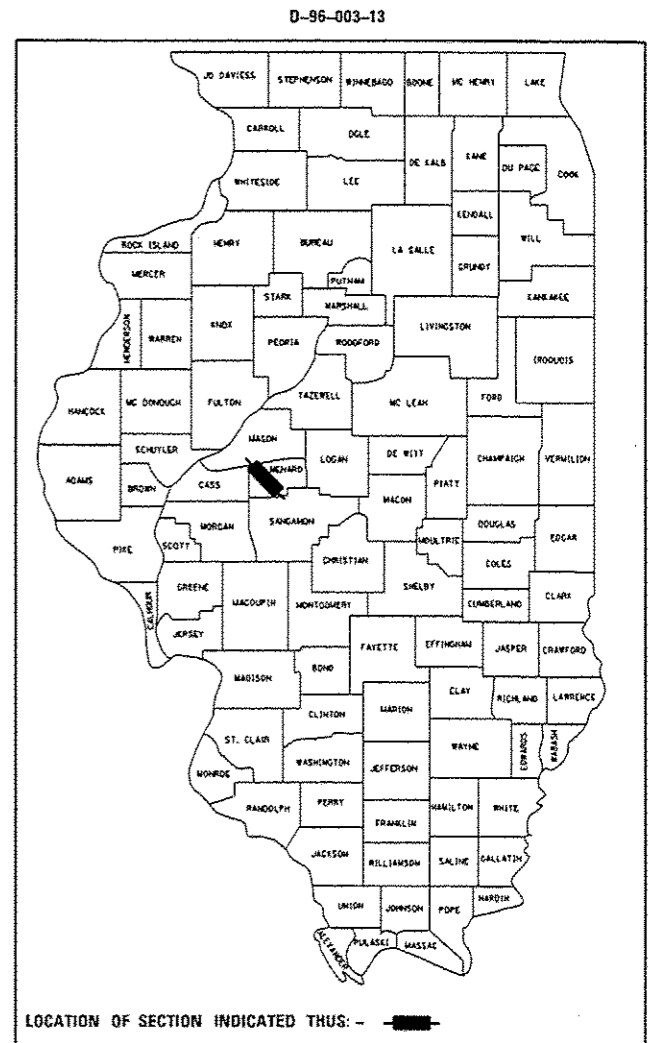
BRIDGE OMISSION  
 STA 752+03.47 TO  
 STA 759+98.44

BRIDGE OMISSION  
 STA 789+28.86 TO  
 STA 791+35.99

STA EQUATION:  
 STA 843+20.70 BK =  
 STA 843+21.23 AH

STA EQUATION:  
 STA 940+61.30 BK =  
 STA 940+66.35 AH

PROJECT ENDS  
 STA 1100+83.60



ADT: 1,850 (2013)  
 MU: 2.13%  
 SU: 9.48%

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED June 6 2014  
Roger J. Dinkell, Jr.  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Oct 17 2014  
John D. Baranelli, P.E.  
 ENGINEER OF DESIGN AND ENVIRONMENT

Oct 17 2014  
Amer Osman, P.E.  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS

GENERAL NOTES

- ① WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS, MONUMENTS, AND PERMANENT SURVEY MARKERS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSES OR OTHERWISE REFERENCED THEIR LOCATION.
- ② THE NOMINAL THICKNESS FOR BASE AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, STANDARDS, SCHEDULES, OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESS OF THE ABOVE ITEM SHALL NOT BE LESS THAN 90 PERCENT OF THE NOMINAL THICKNESS AT ANY LOCATION.
- ③ THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATION OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- ④ ANY REFERENCE TO A STANDARD IN THE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION, AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THE PLANS.
- ⑤ UNLESS NOTED OTHERWISE, STATIONS AND OFFSETS REFER TO CENTERLINE OF PROJECT.
- ⑥ IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATIONS DUE TO A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- ⑦ CONTRACTOR SHALL CONTACT THE I&M RAILROAD TWO WEEKS PRIOR TO REMOVAL OF ANY TREES THAT ARE WITHIN 50' OF THE RAILROAD RIGHT-OF-WAY. CONTACT BRENT WEATHERFORD AT PHONE 217-788-8652.
- ⑧ THE CONCRETE LID ON THE INLET LOCATED AT 17' LT STA 837+96 SHALL BE SLID BACK INTO PLACE. THE COST OF MOVING THIS LID IS NOT TO BE PAID SEPARATELY, BUT INCLUDED IN ASSOCIATED PAY ITEMS.
- ⑨ CROSS TIES WERE NOT AVAILABLE FOR THIS CONTRACT. D6 SURVEYS WILL SET NAILS AT THE PC'S AND PT'S AND STATION EQUATIONS. CONTACT BRAD DUZAN AT PHONE 217-782-8707.
- ⑩ ANY GROUND AREA DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE SEEDED AND FERTILIZED. THE COST OF SEEDING AND FERTILIZING SHALL NOT BE PAID SEPARATELY BUT INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEMS.
- ⑪ THE REBARS IN THE SIDEWALK AND RETAINING WALL SHALL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEMS. THE RETAINING WALLS ARE CONSIDERED PART OF THE PCC SIDEWALK AND ARE NOT TO BE PAID SEPERATELY BUT AS A SQUARE FOOT ITEM.

RATES OF APPLICATION TABLES

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

BITUMINOUS MATERIALS (PRIME COAT): 0.00038 TON / SQ YD  
 AGGREGATE MATERIALS (PRIME COAT): 0.002 TON / SQ YD  
 HOT-MIX ASPHALT SURFACE LEVELING BINDER: 112 LBS / SQ YD / IN  
 HOT-MIX ASPHALT SURFACE MIX D: 112 LBS / SQ YD / IN  
 AGGREGATE MATERIALS: 2.05 TON / CU YD

COMMITMENTS

THE RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS ON ANY MAJOR PLAN CHANGES MADE DURING CONSTRUCTION.

GENERAL NOTES

MIX REQUIREMENTS

Location(s):	
Mixture Use(s):	Leveling Binder
PG:	PG 64-22
Design Air Voids:	4.0% @ N50
Mixture Composition:	IL 9.5
Friction Aggregate:	N/A
Quality Management:	* QCP

Location(s):	
Mixture Use(s):	HMA Surface, Incidental, Shoulders (Top Lift)
PG:	PG 64-22
Design Air Voids:	4.0% @ N50
Mixture Composition:	IL 9.5
Friction Aggregate:	Mix C
Quality Management:	* QCP

Location(s):	
Mixture Use(s):	HMA Shoulder (lower lifts), Patching
PG:	PG 64-22
Design Air Voids:	4.0% @ N50
Mixture Composition:	IL 19.0 OR 19.0CB
Friction Aggregate:	N/A
Quality Management:	QC/OA

\* QCP APPLIES TO SURFACE AND LEVELING BINDER MIXTURES PLACED ON MAINLINE ONLY.

DISTRICT SIX	
EXAMINED	JUNE 5 <sup>th</sup> 20 14
<i>John C. W...</i>	
OPERATIONS ENGINEER	

EXAMINED	June 3 20 14
<i>Ron Cochran</i>	
PROJECT IMPLEMENTATION ENGINEER	

EXAMINED	June 6 20 14
<i>Jeff P. M...</i>	
PROGRAM DEVELOPMENT ENGINEER	

REV.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				100% STATE ROADWAY 0005 RURAL
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	253	253
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	333	333
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	53	53
35800100	PREPARATION OF BASE	SO YD	91	91
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	222	222
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	42.4	42.4
40600300	AGGREGATE (PRIME COAT)	TON	223	223
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	4,300	4,300
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	2,501	2,501
40600990	TEMPORARY RAMP	SO YD	483	483
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	8,762	8,762
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	246	246
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SO FT	417	417
42400800	DETECTABLE WARNINGS	SO FT	40	40

14

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				100% STATE	
				ROADWAY	
				0005	RURAL
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	14,204	14,204	
44000400	GUTTER REMOVAL	FOOT	45	45	
44000600	SIDEWALK REMOVAL	SQ FT	371	371	
44004250	PAVED SHOULDER REMOVAL	SO YD	602	602	
44200168	PAVEMENT PATCHING, TYPE II, 14 INCH	SQ YD	460	460	
44200172	PAVEMENT PATCHING, TYPE III, 14 INCH	SQ YD	40	40	
44200174	PAVEMENT PATCHING, TYPE IV, 14 INCH	SQ YD	60	60	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	4,864	4,864	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	658	658	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SO YD	2,569	2,569	
* 63300575	REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	1,581	1,581	
* 63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	478	478	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	

\* SPECIALTY ITEM

FILE NAME :	USER NAME : sparkg	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES FAP 34 (IL 97)</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
c:\pwwork\pwwork\sparkg\0310568\067	F71-sh1-500.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	34	(2)RS-4,(3)RS-5	MENARD	45	4
Default	PLOT SCALE = 100,0000 ' / 1"	CHECKED -	REVISED -								CONTRACT NO. 72F71				
	PLOT DATE = Jun-08-2014 02:10:59PM	DATE -	REVISED -		ILLINOIS FED. AID PROJECT										





TREE REMOVAL ( 6 to 15 UNITS DIAMETER)	
LOCATION	DIAMETER ( UNITS)
STA 1087+24 LT 26'	10
STA 1087+27 LT 25'	13
STA 1087+27 RT 30'	15
STA 1087+38 RT 27'	15
STA 1087+38 RT 27'	10
STA 1087+45 RT 23'	6
STA 1087+59 RT 27'	12
STA 1087+61 LT 24'	12
STA 1087+94 RT 26'	15
STA 1088+14 RT 30'	15
STA 1088+16 RT 30'	15
STA 1088+25 LT 25'	11
STA 1088+27 LT 25'	12
STA 1088+50 LT 24'	13
STA 1088+64 LT 24'	10
STA 1088+91 LT25'	12
STA 1088+95 LT 27'	14
STA 1088+96 LT 25'	12
STA 1089+31 RT 24'	13
STA 1089+33 RT 24'	9
STA 1089+48 RT 27'	9
<b>TOTAL:</b>	<b>253</b>

TREE REMOVAL ( OVER 15 UNITS DIAMETER)	
LOCATION	DIAMETER ( UNITS)
STA 765+98 LT 29'	18
STA 766+02 LT 28'	25
STA 768+45 LT 27'	27
STA 768+49 LT 27'	27
STA 768+50 LT 29'	20
STA 769+98 LT 29'	22
STA 1088+04 RT 25'	21
STA 1088+07 LT 30'	56
STA 1088+61 LT 25'	18
STA 1088+66 RT 28'	18
STA 1088+85 RT 30'	24
STA 1088+86 LT 24'	22
STA 1088+93 LT 26'	19
STA 1089+32 RT 26'	16
<b>TOTAL:</b>	<b>333</b>

ENGINEERS FIELD OFFICE	
LOCATION	QUANTITY ( CAL MO)
JOBSITE	6

BITUMINOUS ( PRIME COAT)				
LOCATION	LENGTH ( FOOT)	WIDTH ( FOOT)	AREA ( SQ YD)	QUANTITY ( TON)
STA 734+05.88 TO STA 737+82.88	377.00	VARIABLES	1,467.66	0.56
STA 737+82.88 TO STA 747+37.14	954.26	26	2,756.75	1.05
STA 747+37.14 TO STA 750+12.49	275.35	VARIABLES	902.50	0.34
STA 750+12.49 TO STA 752+03.47	190.98	32	679.04	0.26
OMISSION: STA 752+03.47 TO STA 759+98.44				
STA 759+98.44 TO STA 765+20.17	521.73	VARIABLES	1,767.85	0.67
STA 765+20.17 TO STA 785+68.95	2,048.78	26	5,918.70	2.25
STA 785+68.95 TO STA 789+28.86	359.91	VARIABLES	1,148.38	0.44
OMISSION: STA 789+28.86 TO STA 791+35.99				
STA 791+35.99 TO STA 793+95.04	259.05	VARIABLES	859.75	0.33
STA 793+95.04 TO STA 825+58.82	3,163.78	26	9,139.81	3.47
STA 825+58.82 TO STA 839+99.07	1,440.25	VARIABLES	5,678.05	2.16
STA 839+99.07 TO STA 843+20.70	321.63	26	929.15	0.35
STA EQN: STA 843+20.70(BK) = STA 843+21.23 (AH)				
STA 843+21.23 TO STA 891+26.09	4,804.86	31	16,550.07	6.29
STA 891+26.09 TO STA 891+89.52	63.43	26	183.24	0.07
STA 891+89.52 TO STA 893+65.32	175.80	31	605.53	0.23
STA 893+65.32 TO STA 905+45.03	1,179.71	26	3,408.05	1.30
STA 905+45.03 TO STA 906+48.19	103.16	31	355.33	0.14
STA 906+48.19 TO STA 908+09.02	160.83	36	643.32	0.24
STA 908+09.02 TO STA 909+11.87	102.85	31	354.26	0.13
STA 909+11.87 TO STA 940+61.30	3,149.43	26	9,098.35	3.46
STA EQN: STA 940+61.30(BK) = STA 940+66.53 (AH)				
STA 940+66.53 TO STA 1004+06.48	6,339.95	26	18,315.41	6.96
STA 1004+06.48 TO STA 1021+25.21	1,718.73	29	5,538.13	2.10
STA 1021+25.21 TO STA 1043+34.67	2,209.46	26	6,382.88	2.43
STA 1043+34.67 TO STA 1061+56.46	1,821.79	29	5,870.21	2.23
STA 1061+56.46 TO STA 1100+83.60	3,927.14	26	11,345.07	4.31
<b>TOTAL:</b>				<b>41.8</b>

PAVEMENT MARKING SCHEDULE							
LOCATION STATION TO STATION	PAINT DESCRIPTION	SPACING	LINE 5"		SHORT TERM		
			WHITE ( FT)	YELLOW ( FT)	S. T. 4" ( FOOT)	W. Z. REMOVAL ( SQ FT)	
F. A. P. 34 IL 97							
STA 734+08.88 TO STA 1100+83.60	SOLID ( EDGE LINES)		73,349		11,002	1,222	
STA 734+08.88 TO STA 853+63.00	SKIP-DASH	10' @ 40'		2,989			
STA 853+63.00 TO STA 869+23.00	SOLID ( LT) SKIP-DASH ( RT)	10' @ 40'		390			
STA 869+23.00 TO STA 872+59.00	SOLID ( RT) SKIP-DASH ( LT)	10' @ 40'		420			
STA 872+59.00 TO STA 924+75.00	SKIP-DASH	10' @ 40'		6,520			
STA 924+75.00 TO STA 939+75.00	SOLID ( LT) SKIP-DASH ( RT)	10' @ 40'		375			
STA 939+75.00 TO STA 1039+09.00	SKIP-DASH	10' @ 40'		2,484			
STA 1039+09.00 TO STA 1043+97.00	SOLID ( RT) SKIP-DASH ( LT)	10' @ 40'		122			
STA 1043+97.00 TO STA 1049+61.00	SOLID ( LT) SKIP-DASH ( RT)	10' @ 40'		141			
STA 1049+61.00 TO STA 1055+89.00	SOLID ( RT) SKIP-DASH ( LT)	10' @ 40'		157			
STA 1055+89.00 TO STA 1100+83.60	SKIP-DASH	10' @ 40'		1,124			
<b>SUB-TOTALS:</b>			<b>73,349</b>	<b>14,721</b>	<b>11,002</b>	<b>1,222</b>	
<b>GRAND-TOTALS:</b>			<b>88,070</b>		<b>11,002</b>	<b>1,222</b>	

AGGREGATE (PRIME COAT)						
LOCATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	QUANTITY (TON)		
STA 734+05.88 TO STA 737+82.88	377.00	VARIES	1,467.66	2.9		
STA 737+82.88 TO STA 747+37.14	954.26	26	2,756.75	5.5		
STA 747+37.14 TO STA 750+12.49	275.35	VARIES	902.50	1.8		
STA 750+12.49 TO STA 752+03.47	190.98	32	679.04	1.4		
OMISSION: STA 752+03.47 TO STA 759+98.44						
STA 759+98.44 TO STA 765+20.17	521.73	VARIES	1,767.85	3.5		
STA 765+20.17 TO STA 785+68.95	2,048.78	26	5,918.70	11.8		
STA 785+68.95 TO STA 789+28.86	359.91	VARIES	1,148.38	2.3		
OMISSION: STA 789+28.86 TO STA 791+35.99						
STA 791+35.99 TO STA 793+95.04	259.05	VARIES	859.75	1.7		
STA 793+95.04 TO STA 825+58.82	3,163.78	26	9,139.81	18.3		
STA 825+58.82 TO STA 839+99.07	1,440.25	VARIES	5,678.05	11.4		
STA 839+99.07 TO STA 843+20.70	321.63	26	929.15	1.9		
STA EQN: STA 843+20.70(BK) = STA 843+21.23 (AH)						
STA 843+21.23 TO STA 891+26.09	4,804.86	31	16,550.07	33.1		
STA 891+26.09 TO STA 891+89.52	63.43	26	183.24	0.4		
STA 891+89.52 TO STA 893+65.32	175.80	31	605.53	1.2		
STA 893+65.32 TO STA 905+45.03	1,179.71	26	3,408.05	6.8		
STA 905+45.03 TO STA 906+48.19	103.16	31	355.33	0.7		
STA 906+48.19 TO STA 908+09.02	160.83	36	643.32	1.3		
STA 908+09.02 TO STA 909+11.87	102.85	31	354.26	0.7		
STA 909+11.87 TO STA 940+61.30	3,149.43	26	9,098.35	18.2		
STA EQN: STA 940+61.30(BK) = STA 940+66.53 (AH)						
STA 940+66.53 TO STA 1004+06.48	6,339.95	26	18,315.41	36.6		
STA 1004+06.48 TO STA 1021+25.21	1,718.73	29	5,538.13	11.1		
STA 1021+25.21 TO STA 1043+34.67	2,209.46	26	6,382.88	12.8		
STA 1043+34.67 TO STA 1061+56.46	1,821.79	29	5,870.21	11.7		
STA 1061+56.46 TO STA 1100+83.60	3,927.14	26	11,345.07	22.7		
<b>TOTAL:</b>				<b>219.8</b>		

EXCAVATING AND GRADING EXISTING SHOULDER				
LOCATION	LENGTH (FOOT)	QUANTITY (UNIT)		
LT STA 734+24.71 TO STA 737+05.69	281	2.81		
OMISSION: STA 752+03.47 TO STA 759+98.44				
LT STA 760+17.75 TO LT STA 761+82.02	164	1.64		
RT STA 760+17.75 TO RT STA 761+22.86	105	1.05		
RT STA 787+56.08 TO RT STA 789+28.86	173	1.73		
OMISSION: STA 789+28.86 TO STA 791+35.99				
RT STA 791+35.99 TO RT STA 792+68.66	133	1.33		
STA EQN: STA 843+20.70 (BK) = STA 843+21.23 (AH)				
LT STA 889+50.28 TO LT STA 891+26.09	176	1.76		
LT STA 891+89.52 TO LT STA 893+65.32	176	1.76		
RT STA 905+45.03 TO RT STA 908+09.01	264	2.64		
LT STA 906+48.19 TO LT STA 909+11.89	264	2.64		
STA EQN: STA 940+61.30 (BK) = STA 940+66.53 (AH)				
STA 1004+06.48 TO STA 1021+25.21	1,719	17.19		
STA 1043+34.67 TO STA 1061+56.46	1,822	18.22		
<b>TOTAL:</b>				<b>52.8</b>

HMA SURFACE COURSE, 1 1/2"									
LOCATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	THICKNESS (IN)	QUANTITY (TON)				
STA 734+05.88 TO STA 737+82.88	377.00	26	1,089.11	1.50	91				
STA 737+82.88 TO STA 747+37.14	954.26	26	2,756.75	1.50	232				
STA 747+37.14 TO STA 750+12.49	275.35	26	795.46	1.50	67				
STA 750+12.49 TO STA 752+03.47	190.98	32	679.04	1.50	57				
OMISSION: STA 752+03.47 TO STA 759+98.44									
STA 759+98.44 TO STA 765+20.17	521.73	26	1,507.22	1.50	127				
STA 765+20.17 TO STA 785+68.95	2,048.78	26	5,918.70	1.50	497				
STA 785+68.95 TO STA 789+28.86	359.91	26	1,039.74	1.50	87				
OMISSION: STA 789+28.86 TO STA 791+35.99									
STA 791+35.99 TO STA 793+95.04	259.05	26	748.37	1.50	63				
STA 793+95.04 TO STA 825+58.82	3,163.78	26	9,139.81	1.50	768				
STA 825+58.82 TO STA 826+52.76	93.94	24	250.51	1.50	21				
STA 826+52.76 TO STA 836+60.28	1,007.52	24	2,686.72	1.50	226				
STA 836+60.28 TO STA 839+99.07	338.79	24.5	922.26	1.50	77				
STA 839+99.07 TO STA 843+20.70	321.63	26	929.15	1.50	78				
STA EQN: STA 843+20.70(BK) = STA 843+21.23 (AH)									
STA 843+21.23 TO STA 889+50.29	4,629.06	26	13,372.84	1.50	1,123				
STA 889+50.29 TO STA 891+26.09	175.80	25	488.33	1.50	41				
STA 891+26.09 TO STA 891+89.52	63.43	26	183.24	1.50	15				
STA 891+89.52 TO STA 893+65.32	175.80	25	488.33	1.50	41				
STA 893+65.32 TO STA 905+45.03	1,179.71	26	3,408.05	1.50	286				
STA 905+45.03 TO STA 906+48.19	103.16	25	286.56	1.50	24				
STA 906+48.19 TO STA 908+09.02	160.83	24	428.88	1.50	36				
STA 908+09.02 TO STA 909+11.87	102.85	25	285.69	1.50	24				
STA 909+11.87 TO STA 940+61.30	3,149.43	26	9,098.35	1.50	764				
STA EQN: STA 940+61.30(BK) = STA 940+66.53 (AH)									
STA 940+66.53 TO STA 1004+06.48	6,339.95	26	18,315.41	1.50	1,538				
STA 1004+06.48 TO STA 1021+25.21	1,718.73	25	4,774.25	1.50	401				
STA 1021+25.21 TO STA 1043+34.67	2,209.46	26	6,382.88	1.50	536				
STA 1043+34.67 TO STA 1061+56.46	1,821.79	25	5,060.53	1.50	425				
STA 1061+56.46 TO STA 1100+83.60	3,927.14	26	11,345.07	1.50	953				
SAFETY EDGE:					35,669.86		90.32		162
<b>TOTAL:</b>									<b>8,762</b>

REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A					
LOCATION	LENGTH	REM & RE-ERECT TBT TERM T1, SP TAN	MARKERS		
LT STA 890+00.00 TO LT STA 890+75.00	75	2	4		
LT STA 892+39.00 TO LT STA 893+14.00	75	2	4		
RT STA 905+95.00 TO RT STA 907+59.00	164	2	4		
LT STA 906+98.00 TO LT STA 908+62.00	164	2	4		
<b>TOTAL:</b>		<b>478</b>	<b>8</b>		<b>16</b>



LEVELING BINDER ( MACHINE METHOD )							
LOCATION		LENGTH ( FOOT )	WIDTH ( FOOT )	AREA ( SQ YD )	THICKNESS ( IN )	QUANTITY ( TON )	
STA 734+05.88	TO STA 737+82.88	377.00	26	1,089.1	0.75	46	
STA 737+82.88	TO STA 747+37.14	954.26	26	2,756.8	0.75	116	
STA 747+37.14	TO STA 750+12.49	275.35	26	795.5	0.75	33	
STA 750+12.49	TO STA 752+03.47	190.98	32	679.0	0.75	29	
OMISSION: STA 752+03.47 TO STA 759+98.44							
STA 759+98.44	TO STA 765+20.17	521.73	26	1,507.2	0.75	63	
STA 765+20.17	TO STA 785+68.95	2,048.78	26	5,918.7	0.75	249	
STA 785+68.95	TO STA 789+28.86	359.91	26	1,039.7	0.75	44	
OMISSION: STA 789+28.86 TO STA 791+35.99							
STA 791+35.99	TO STA 793+95.04	259.05	26	748.4	0.75	31	
STA 793+95.04	TO STA 825+58.82	3,163.78	26	9,139.8	0.75	384	
STA 825+58.82	TO STA 826+52.76	93.94	24	250.5	0.75	11	
STA 826+52.76	TO STA 836+60.28	1,007.52	24	2,686.7	0.75	113	
STA 836+60.28	TO STA 839+99.07	338.79	24.5	922.3	0.75	39	
STA 839+99.07	TO STA 843+20.70	321.63	26	929.2	0.75	39	
STA EQN: STA 843+20.70(BK) = STA 843+21.23 (AH)							
STA 843+21.23	TO STA 889+50.29	4,629.06	26	13,372.8	0.75	562	
STA 889+50.29	TO STA 891+26.09	175.80	25	488.3	0.75	21	
STA 891+26.09	TO STA 891+89.52	63.43	26	183.2	0.75	8	
STA 891+89.52	TO STA 893+65.32	175.80	25	488.3	0.75	21	
STA 893+65.32	TO STA 905+45.03	1,179.71	26	3,408.1	0.75	143	
STA 905+45.03	TO STA 906+48.19	103.16	25	286.6	0.75	12	
STA 906+48.19	TO STA 908+09.02	160.83	24	428.9	0.75	18	
STA 908+09.02	TO STA 909+11.87	102.85	25	285.7	0.75	12	
STA 909+11.87	TO STA 940+61.30	3,149.43	26	9,098.4	0.75	382	
STA EQN: STA 940+61.30(BK) = STA 940+66.53 (AH)							
STA 940+66.53	TO STA 1004+06.48	6,339.95	26	18,315.4	0.75	769	
STA 1004+06.48	TO STA 1021+25.21	1,718.73	25	4,774.3	0.75	201	
STA 1021+25.21	TO STA 1043+34.67	2,209.46	26	6,382.9	0.75	268	
STA 1043+34.67	TO STA 1061+56.46	1,821.79	25	5,060.5	0.75	213	
STA 1061+56.46	TO STA 1100+83.60	3,927.14	26	11,345.1	0.75	476	
<b>TOTAL:</b>						<b>4,300</b>	

PAVED SHOULDER REMOVAL				
LOCATION		LENGTH ( FOOT )	WIDTH ( FOOT )	AREA ( SQ YD )
OMISSION: STA 752+03.47 TO STA 759+98.44				
OMISSION: STA 789+28.86 TO STA 791+35.99				
STA EQN: STA 843+20.70 (BK) = STA 843+21.23 (AH)				
LT STA 889+50.28	TO LT STA 891+26.09	176	1	19.53
LT STA 891+89.52	TO LT STA 893+65.32	176	1	19.53
RT STA 905+45.03	TO RT STA 908+09.01	264	1	29.33
LT STA 906+48.19	TO LT STA 909+11.89	264	1	29.30
STA EQN: STA 940+61.30 (BK) = STA 940+66.53 (AH)				
STA 1004+06.48	TO STA 1021+25.21	1,719	1	190.97
STA 1043+34.67	TO STA 1061+56.46	1,822	1	202.42
JOBSITE NORTHBOUND:		500	1	55.56
JOBSITE SOUTHBOUND:		500	1	55.56
<b>TOTAL:</b>				<b>602.2</b>

AGGREGATE WEDGE SHOULDER, TYPE B									
LOCATION				LENGTH ( FOOT )	WIDTH ( FOOT )	AREA ( SQ YD )	THICKNESS ( IN )	QUANTITY ( TON )	
STA 734+05.88	LT, RT	TO	STA 752+03.47	LT, RT	1,797.59	4.00	798.93	3.00	136
OMISSION: STA 752+03.47 TO STA 759+98.44									
STA 759+98.58	LT	TO	STA 789+64.07	LT	2,965.49	4.00	1,318.00	3.00	225
STA 759+98.58	RT	TO	STA 789+28.56	RT	2,929.98	4.00	1,302.21	3.00	222
OMISSION: STA 789+28.86 TO STA 791+35.99									
STA 791+41.45	LT	TO	STA 798+29.17	LT	687.72	4.00	305.65	3.00	52
STA 791+41.27	RT	TO	STA 808+66.17	RT	1,724.90	4.00	766.62	3.00	131
STA 798+79.44	LT	TO	STA 821+50.39	LT	2,270.95	4.00	1,009.31	3.00	172
STA 809+18.86	RT	TO	STA 814+78.75	RT	559.89	4.00	248.84	3.00	43
STA 815+23.53	RT	TO	STA 821+52.25	RT	628.72	4.00	279.43	3.00	48
STA 822+14.09	LT	TO	STA 825+93.41	LT	379.32	4.00	168.59	3.00	29
STA 821+97.98	RT	TO	STA 823+72.42	RT	174.44	4.00	77.53	3.00	13
STA 824+20.26	RT	TO	STA 825+58.59	RT	138.33	4.00	61.48	3.00	11
STA 839+99.31	RT	TO	STA 843+20.70	(BK) RT	321.39	4.00	142.84	3.00	24
STA 841+54.56	LT	TO	STA 843+20.70	(BK) LT	166.14	4.00	73.84	3.00	13
STA 843+21.23	(AH) RT	TO	STA 940+61.30	(BK) RT	9,740.07	4.00	4,328.92	3.00	740
STA 843+21.23	(AH) LT	TO	STA 844+31.51	LT	110.28	4.00	49.01	3.00	8
STA 844+65.74	LT	TO	STA 852+24.42	LT	758.68	4.00	337.19	3.00	58
STA 853+32.99	LT	TO	STA 853+66.77	LT	33.78	4.00	15.01	3.00	3
STA 854+65.90	LT	TO	STA 863+29.24	LT	863.34	4.00	383.71	3.00	66
STA 869+21.74	LT	TO	STA 878+83.43	LT	961.69	4.00	427.42	3.00	73
STA 879+35.59	LT	TO	STA 888+72.38	LT	936.79	4.00	416.35	3.00	71
STA 889+39.14	LT	TO	STA 902+96.05	LT	1,356.91	4.00	603.07	3.00	103
STA 903+42.83	LT	TO	STA 905+17.23	LT	174.40	4.00	77.51	3.00	13
STA 905+68.82	LT	TO	STA 911+43.57	LT	574.75	4.00	255.44	3.00	44
STA 914+61.61	LT	TO	STA 917+22.67	LT	261.06	4.00	116.03	3.00	20
STA 917+60.73	LT	TO	STA 924+10.66	LT	649.93	4.00	288.86	3.00	49
STA 924+72.67	LT	TO	STA 934+18.00	LT	945.33	4.00	420.15	3.00	72
STA 934+87.31	LT	TO	STA 940+61.30	(BK) LT	573.99	4.00	255.11	3.00	44
STA 940+66.35	(AH) RT	TO	STA 948+02.25	RT	735.90	4.00	327.07	3.00	56
STA 940+66.35	(AH) LT	TO	STA 949+23.53	LT	857.18	4.00	380.97	3.00	65
STA 950+17.82	LT	TO	STA 1027+06.77	LT	7,688.95	4.00	3,417.31	3.00	584
STA 949+31.64	RT	TO	STA 1013+15.37	RT	6,383.73	4.00	2,837.21	3.00	485
STA 1013+38.64	RT	TO	STA 1013+82.34	RT	43.70	4.00	19.42	3.00	3
STA 1014+05.13	RT	TO	STA 1018+88.68	RT	483.55	4.00	214.91	3.00	37
STA 1019+44.74	RT	TO	STA 1022+99.00	RT	354.26	4.00	157.45	3.00	27
STA 1023+27.84	RT	TO	STA 1025+68.99	RT	241.15	4.00	107.18	3.00	18
STA 1026+23.75	RT	TO	STA 1026+48.38	RT	24.63	4.00	10.95	3.00	2
STA 1026+98.09	RT	TO	STA 1029+36.68	RT	238.59	4.00	106.04	3.00	18
STA 1027+54.61	LT	TO	STA 1029+06.03	LT	151.42	4.00	67.30	3.00	11
STA 1029+50.01	LT	TO	STA 1036+94.45	LT	744.44	4.00	330.86	3.00	57
STA 1029+99.26	RT	TO	STA 1100+83.60	RT	7,084.34	4.00	3,148.60	3.00	538
STA 1037+41.93	LT	TO	STA 1100+83.60	LT	6,341.67	4.00	2,818.52	3.00	481
<b>TOTAL:</b>									<b>4,864</b>

HOT-MIX ASPHALT SHOULDERS, 6"					
LOCATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)		
LT STA 734+24.71 TO LT STA 737+05.69	281	3	93.66		
OMISSION: STA 752+03.47 TO STA 759+98.44					
LT STA 759+98.44 TO LT STA 761+82.02	184	3	61.19		
RT STA 759+98.44 TO RT STA 761+22.86	124	3	41.47		
RT STA 787+56.08 TO RT STA 789+28.86	173	3	57.59		
OMISSION: STA 789+28.86 TO STA 791+35.99					
RT STA 791+35.99 TO RT STA 792+68.66	133	3	44.22		
STA EQN: STA 843+20.70 (BK) = STA 843+21.23 (AH)					
LT STA 889+50.28 TO LT STA 891+26.09	176	6	117.21		
LT STA 891+89.52 TO LT STA 893+65.32	176	6	117.20		
RT STA 905+45.03 TO RT STA 908+09.01	264	6	175.99		
LT STA 906+48.19 TO LT STA 909+11.89	264	6	175.80		
STA EQN: STA 940+61.30 (BK) = STA 940+66.53 (AH)					
STA 1004+06.48 TO STA 1021+25.21	1,719	4	763.88		
STA 1043+34.67 TO STA 1061+56.46	1,822	4	809.68		
* JOBSITE NORTHBOUND:	500	1	55.56		
* JOBSITE SOUTHBOUND:	500	1	55.56		
<b>TOTAL:</b>			<b>2,569</b>		

\* QUANTITY FOR 1' HMA SAFETY SHOULDER REPAIR LOCATIONS AT THE RESIDENT ENGINEER'S DISCRETION.

DETECTABLE WARNINGS	
LOCATION	QUANTITY (SQ FT)
NORTHWEST QUADRANT AT IL 97	10
NORTHWEST QUADRANT AT OAKFORD ST	10
NORTHEAST QUADRANT AT IL 97 & OAKFORD ST	10
NORTHEAST QUADRANT AT IL 97 & CENTER ST	10
<b>TOTAL:</b>	<b>40</b>

SIDEWALK REMOVAL	
LOCATION	QUANTITY (SQ FT)
NORTHWEST QUADRANT AT IL 97 & OAKFORD ST	215
NORTHEAST QUADRANT AT IL 97 & OAKFORD ST	70
NORTHEAST QUADRANT AT IL 97 & CENTER ST	86
<b>TOTAL:</b>	<b>371</b>

HOT-MIX ASPHALT SURFACE REMOVAL										
LOCATION	DEPTH (IN)	LENGTH (FOOT)	WIDTH (FOOT)	HMA SURF REMOVAL, 2 1/4" (SQ YD)	HMA SURF REMOVAL, VAR DEPTH (SQ YD)	HMA SURF REMOVAL, BUTT JOINT (SQ YD)	TEMPORARY RAMP (SQ YD)			
STA 734+05.88 TO STA 734+40.88	2 1/4"	35.00	35			101.1	14.4			
STA 734+40.88 TO STA 737+83.49	2 1/4"	342.61	26	989.8						
STA 737+83.49 TO STA 747+37.13	V.D	953.64	26		2,755.0					
STA 747+37.13 TO STA 751+68.52	2 1/4"	431.39	31.5	1,509.9						
STA 751+68.52 TO STA 752+03.47	2 1/4"	34.95	31.5			122.5	17.5			
OMISSION: STA 752+03.47 TO STA 759+98.44										
STA 759+98.44 TO STA 760+33.64	2 1/4"	35.20	38			147.8	21.1			
STA 760+33.64 TO STA 761+22.86	2 1/4"	89.22	38	376.7						
STA 761+22.86 TO STA 761+82.20	2 1/4"	59.34	36	237.4						
STA 761+82.20 TO STA 765+20.17	2 1/4"	337.97	29.5	1,107.8						
STA 765+20.17 TO STA 785+68.95	V.D	2,048.78	26		5,918.7					
STA 785+68.95 TO STA 787+56.05	2 1/4"	187.10	27	561.3						
STA 787+56.05 TO STA 788+93.97	2 1/4"	137.92	31	475.1						
STA 788+93.97 TO STA 789+28.86	2 1/4"	34.89	31			120.6	17.2			
OMISSION: STA 789+28.86 TO STA 791+35.99										
STA 791+35.99 TO STA 791+76.16	2 1/4"	40.17	32			124.4	17.8			
STA 791+76.16 TO STA 792+50.52	2 1/4"	74.36	32	264.4						
STA 792+50.52 TO STA 793+95.04	2 1/4"	144.52	29	465.7						
STA 793+95.04 TO STA 825+58.21	V.D	3,163.17	26		9,138.0					
STA 825+58.21 TO STA 826+52.76	2 1/4"	94.55	30.5	320.4						
STA 826+52.76 TO STA 836+60.28	2 1/4"	1,007.52	36	4,030.1						
STA 836+60.28 TO STA 839+99.37	2 1/4"	339.09	VARIES	1,354.7						
STA 839+99.37 TO STA 843+20.70	V.D	321.33	26		928.3					
STA EQN: STA 843+20.70 (BK) = STA 843+21.23 (AH)										
STA 843+21.23 TO STA 863+31.32	V.D	2,010.09	26		5,806.9					
STA 863+31.32 TO STA 869+20.55	2 1/4"	589.23	25	1,636.7						
STA 869+20.55 TO STA 911+46.99	V.D	4,226.44	26		12,209.7					
STA 911+46.99 TO STA 914+61.63	2 1/4"	314.64	25	874.0						
STA 914+61.63 TO STA 940+61.30	V.D	2,599.67	26		7,510.2					
STA EQN: STA 940+61.30 (BK) = STA 940+66.53 (AH)										
STA 940+66.53 TO STA 1100+48.60	V.D	15,982.07	26		46,170.4	101.1	14.4			
STA 1100+48.60 TO STA 1100+83.60	V.D	35.00	26		101.1	101.1	14.4			
<b>TOTALS:</b>				<b>14,203.9</b>	<b>90,538.3</b>	<b>818.6</b>	<b>116.8</b>			

RAISED REFLECTIVE PAVEMENT MARKER				
LOCATION	SPACING	APPLICATION (EACH)	REMOVAL (EACH)	
STA 734+05.88 TO STA 752+03.47	1 @ 80'	22	22	
OMISSION: STA 752+03.47 TO STA 759+98.44				
STA 759+98.44 TO STA 789+28.86	1 @ 80'	37	37	
OMISSION: STA 789+28.86 TO STA 791+35.99				
STA 791+35.99 TO STA 843+20.70	1 @ 80'	65	65	
STA EQN: STA 843+20.70 (BK) = STA 843+21.23 (AH)				
STA 843+21.23 TO STA 940+61.30	1 @ 80'	122	122	
STA EQN: STA 940+61.30 (BK) = STA 940+66.53 (AH)				
STA 940+66.53 TO STA 1100+83.60	1 @ 80'	200	200	
<b>TOTALS:</b>		<b>446</b>	<b>446</b>	

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwork\pwork\sparksgw\0313568\067771-sht-schedule.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
Default	PLOT DATE = Jun-06-2014 02:14:03PM	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE  
FAP 34 (IL 97)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	(2)RS-4,(3)RS-5	MENARD	45	10
CONTRACT NO.			72F71	
ILLINOIS FED. AID PROJECT				

HOT-MIX ASPHALT SHOULDERS, 2 1/4"					
LOCATION		LENGTH (FOOT)	WIDTH (FOOT)	QUANTITY (TON)	
LT STA 734+05.88	TO	LT STA 737+05.66	300	6	25.18
RT STA 734+05.88	TO	RT STA 737+05.66	300	6	25.18
LT STA 737+05.66	TO	LT STA 737+82.88	77	6-2.4	4.54
RT STA 737+05.66	TO	RT STA 737+82.88	77	6-1	3.78
LT STA 747+37.14	TO	LT STA 750+12.49	275	1-3	7.71
RT STA 748+28.37	TO	RT STA 750+12.49	184	1-2.6	4.64
LT STA 750+12.49	TO	LT STA 752+03.52	191	3	8.02
RT STA 750+12.49	TO	RT STA 752+03.47	191	3	8.02
OMISSION: STA 752+03.47 TO STA 759+98.44					
LT STA 759+98.44	TO	LT STA 761+82.02	184	3	7.71
RT STA 759+98.44	TO	RT STA 761+22.86	124	6	10.45
LT STA 761+82.02	TO	LT STA 765+20.17	338	3-1	9.47
RT STA 761+22.86	TO	RT STA 761+82.20	59	6-4	4.15
LT STA 785+68.95	TO	LT STA 787+56.05	187	1-3	5.24
RT STA 761+22.86	TO	RT STA 761+82.20	59	4-1	2.08
LT STA 787+56.05	TO	LT STA 789+28.97	173	3	7.26
RT STA 761+82.20	TO	RT STA 763+73.06	191	3	8.02
RT STA 787+56.05	TO	RT STA 789+28.86	173	3	7.26
OMISSION: STA 789+28.86 TO STA 791+35.99					
LT STA 791+35.99	TO	LT STA 793+10.37	174	3	7.32
RT STA 791+41.86	TO	RT STA 792+68.66	127	3	5.33
LT STA 793+10.37	TO	LT STA 793+95.04	85	3-1	2.37
RT STA 825+58.82	TO	RT STA 837+13.39	1155	6	96.98
LT STA 826+50.69	TO	LT STA 836+60.28	1010	6	84.81
RT STA 837+13.39	TO	RT STA 837+33.22	20	6-11	2.36
LT STA 836+60.28	TO	LT STA 838+03.45	143	6-3	9.02
RT STA 837+33.22	TO	RT STA 839+20.70	187.48	11	28.87
STA EQN: STA 843+20.70 (BK) = STA 843+21.23 (AH)					
LT STA 889+50.29	TO	LT STA 891+26.09	176	6	14.77
LT STA 891+89.52	TO	LT STA 893+65.32	176	6	14.77
RT STA 905+45.03	TO	RT STA 908+09.01	264	6	22.17
LT STA 906+48.19	TO	LT STA 909+11.89	264	6	22.15
STA EQN: STA 940+61.30 (BK) = STA 940+66.53 (AH)					
LT STA 1004+06.48	TO	LT STA 1021+25.21	1,719	4	96.25
LT STA 1043+34.67	TO	LT STA 1061+56.46	1,822	4	102.02
<b>TOTAL:</b>					<b>658</b>

REMOVE AND RE-ERECT RAIL ELEMENT OF EXISTING GUARDRAIL					
LOCATION		LENGTH	MARKERS		
LT STA 734+05.88	TO	LT STA 737+06.00	300	4	
RT STA 734+05.88	TO	RT STA 736+33.00	227	4	
LT STA 750+66.00	TO	LT STA 752+02.98	137	4	
RT STA 750+03.00	TO	RT STA 752+02.98	200	4	
LT STA 759+98.44	TO	LT STA 761+98.00	200	4	
RT STA 758+98.44	TO	RT STA 761+37.00	239	4	
LT STA 788+38.00	TO	LT STA 789+28.86	91	4	
RT STA 787+41.00	TO	RT STA 789+28.86	188	4	
<b>TOTAL:</b>					<b>32</b>

PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	
LOCATION	QUANTITY (SQ FT)
NORTHWEST QUADRANT AT IL 97 & OAKFORD ST	271
NORTHEAST QUADRANT AT IL 97 & OAKFORD ST	63
NORTHEAST QUADRANT AT IL 97 & CENTER ST	83
<b>TOTAL:</b>	<b>417</b>

PAVEMENT PATCHING, TYPE II, 14 INCH	
LOCATION	QUANTITY (SQ YD)
JOBSITE	460

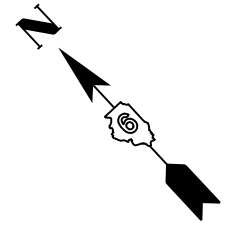
PAVEMENT PATCHING, TYPE III, 14 INCH	
LOCATION	QUANTITY (SQ YD)
JOBSITE	40

CONCRETE GUTTER, TYPE A (SPECIAL)			
LOCATION		LENGTH (FOOT)	
RT STA 830+67	TO	RT STA 830+82	15
LT STA 830+66	TO	LT STA 830+81	15
LT STA 834+01	TO	LT STA 834+16	15
<b>TOTAL:</b>			<b>45</b>

GUTTER REMOVAL			
LOCATION		LENGTH (FOOT)	
RT STA 830+67	TO	RT STA 830+82	15
LT STA 830+66	TO	LT STA 830+81	15
LT STA 834+01	TO	LT STA 834+16	15
<b>TOTAL:</b>			<b>45</b>

MOBILIZATION	
LOCATION	QUANTITY (L SUM)
JOBSITE	1

PAVEMENT PATCHING, TYPE IV, 14 INCH	
LOCATION	QUANTITY (SQ YD)
JOBSITE	60



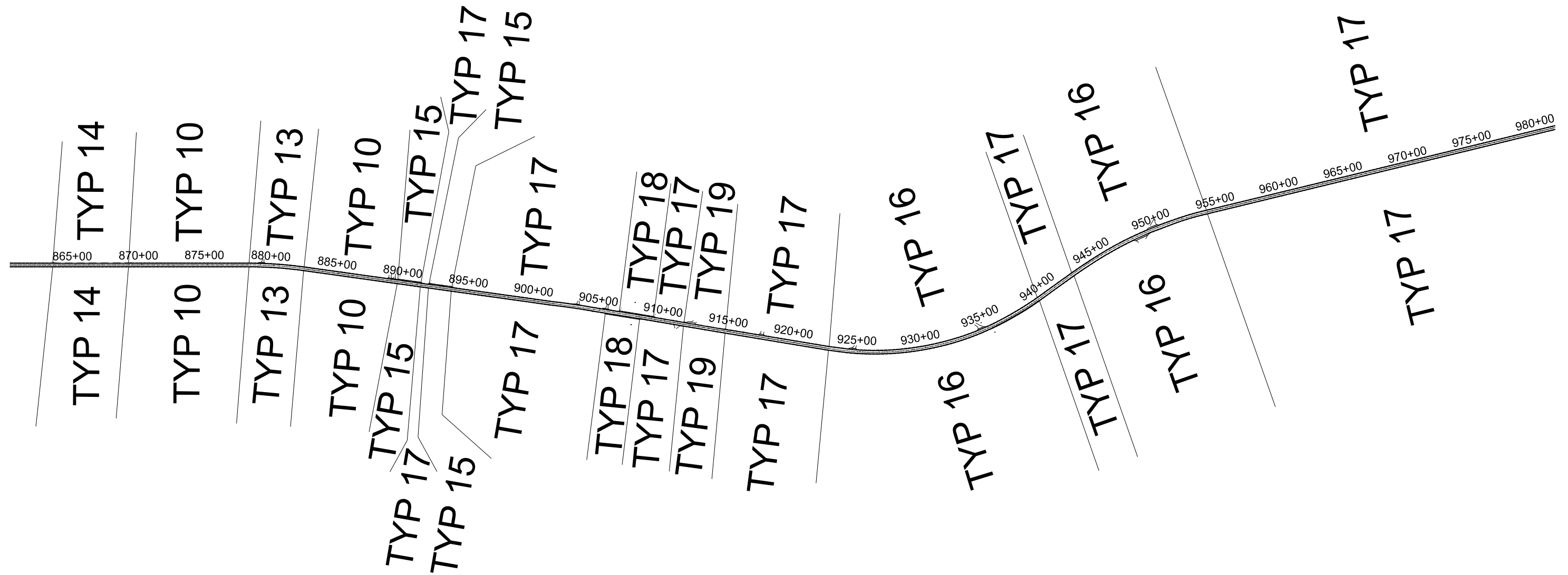
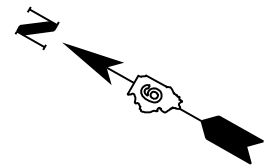
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwork\pwork\sparksgw\0313568\067271-sh-t-typical.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 6.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:09PM	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS DIAGRAM  
FAP 34 (IL 97)**

SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	(2)RS-4,(3)RS-5	MENARD	45	12
ILLINOIS FED. AID PROJECT			CONTRACT NO.	72F 71



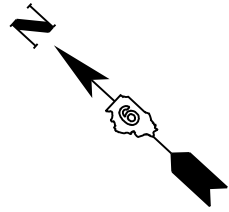
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwork\pwork\sparksgw\0313568\067271-sh-typical.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 6.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:09PM	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS DIAGRAM  
FAP 34 (IL 97)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	(2)RS-4,(3)RS-5	MENARD	45	13
CONTRACT NO.			72F 71	
ILLINOIS FED. AID PROJECT				



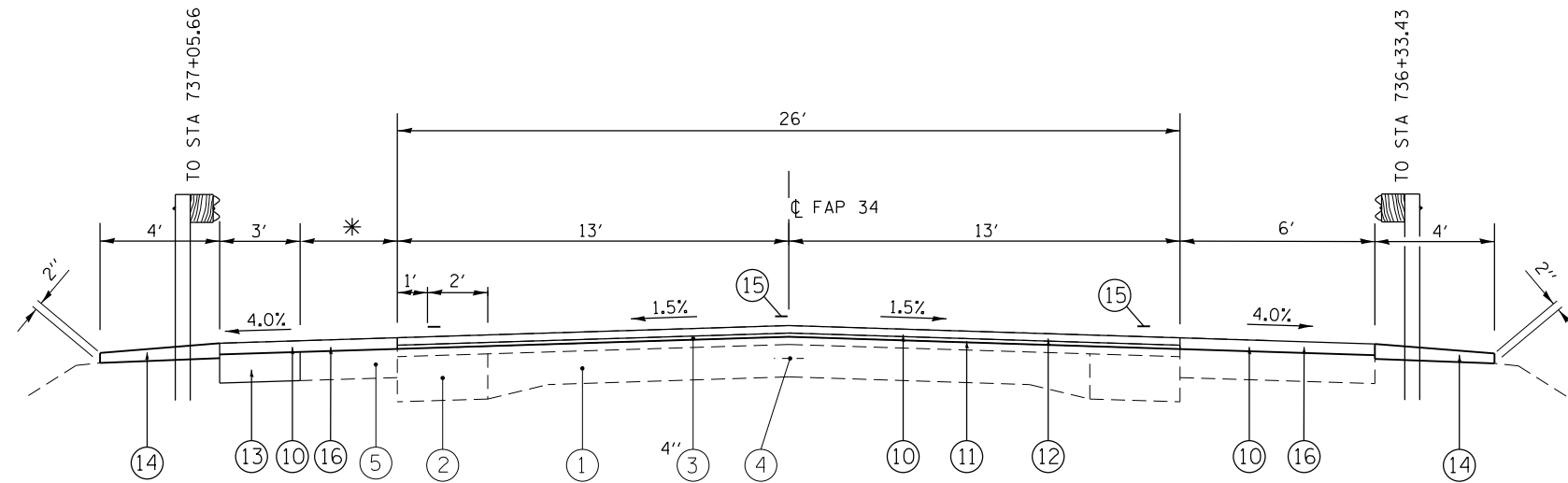
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwork\work\pwork\sparksgw\0313568\067271-sht-typical.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 6.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:09PM	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS DIAGRAM  
FAP 34 (IL 97)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	(2)RS-4,(3)RS-5	MENARD	45	14
ILLINOIS FED. AID PROJECT			CONTRACT NO.	72F 71



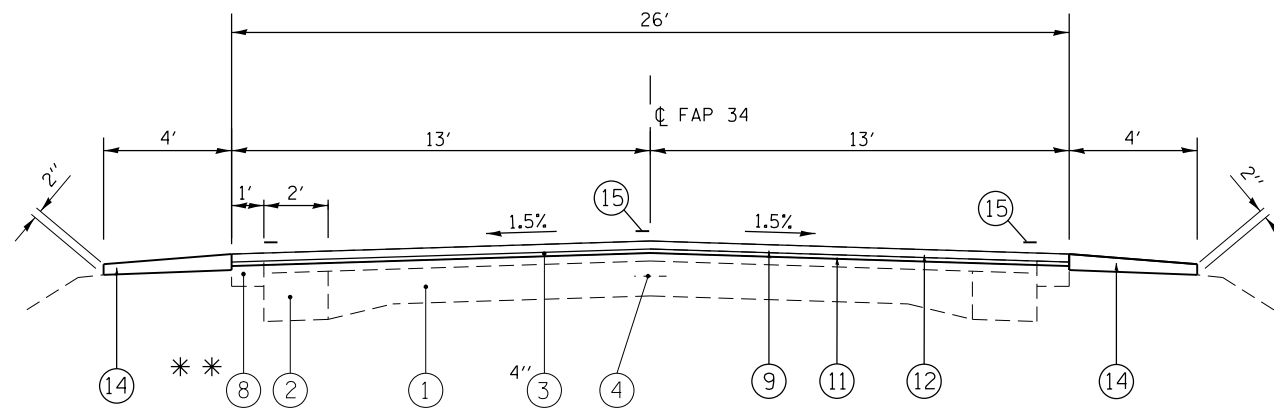
**TYPICAL SECTION # 1**

RT STA 734+05.88 TO RT STA 736+33.43  
 LT STA 734+05.88 TO LT STA 737+05.66

\* EXISTING HMA SHOULDER VARIES FROM 1' TO 3'  
 AT STA 734+05.88 TO STA 737+84.00

**LEGEND**

- ① EX 9-7-9 PCC PAVEMENT
- ② EX HMA BASE COURSE WIDENING
- ③ EX HMA SURFACE
- ④ EX METAL JOINT WITH 1/2" DIA BAR
- ⑤ EX HMA SHOULDER
- ⑥ EX CONCRETE GUTTER
- ⑦ EX PIPE UNDERDRAIN
- ⑧ EX HMA 1' SAFETY SHOULDER
  
- ⑨ PR HMA SURFACE REMOVAL (VARIABLE DEPTH)
- ⑩ PR HMA SURFACE REMOVAL 2 1/4"
- ⑪ PR LEVELING BINDER COURSE (MACHINE METHOD) - 3/4"
- ⑫ PR HMA SURFACE COURSE, 1 1/2"
- ⑬ PR HMA SHOULDER, 6"
- ⑭ PR AGGREGATE WEDGE SHOULDERS TYPE B
- ⑮ PR PAVEMENT MARKING - LINE 5"
- ⑯ PR HMA SHOULDER, (2 1/4")



**TYPICAL SECTION # 2**

RT STA 736+33.43 TO RT STA 747+62.25  
 LT STA 737+05.66 TO LT STA 747+62.25

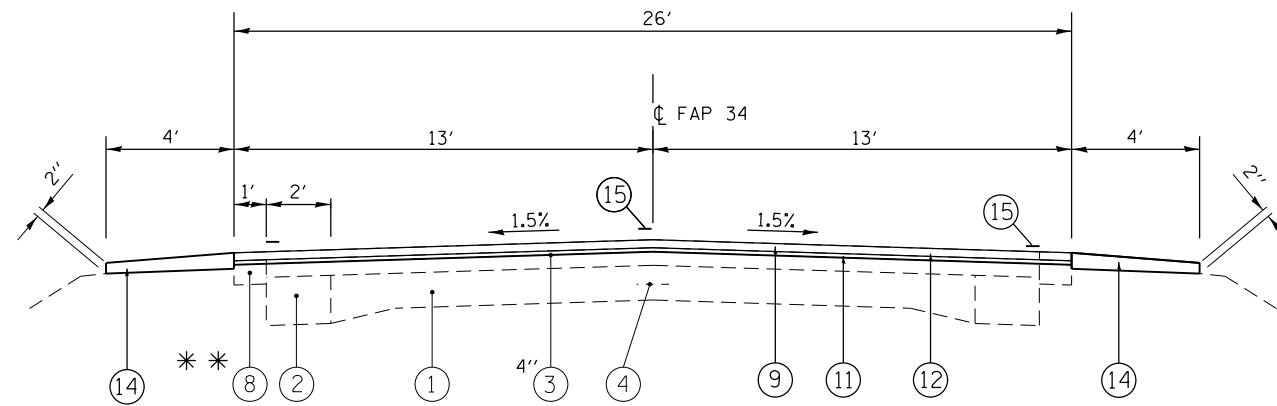
STA 796+40.86 TO STA 801+53.83  
 STA 824+92.50 TO STA 825+96.18

\*\* EXISTING 1' PAVED SHOULDER TO BE REMOVED AT VARIOUS LOCATIONS. THE RESIDENT ENGINEER WILL DETERMINE THE LOCATIONS.

**NOTE:**

1. WHEN THE SUPERELEVATION RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE SLOPED AT 4.0%. WHEN THE SUPER ELEVATION RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER IS 8.0%.
2. OUTSIDE AGGREGATE SHOULDER THICKNESS HAS BEEN INCREASED FROM PAST DISTRICT 6 DESIGNS OF 1". THIS ADDITIONAL THICKNESS IS TO PROVIDE D6 OPERATIONS ADDITIONAL MATERIAL TO PULL UP FOR MAINTENANCE PURPOSES.
3. WHERE THE EARTH SHOULDER IS NOT WIDE ENOUGH FOR A 4' AGGREGATE SHOULDER, MATCH THE EARTH SHOULDER WIDTH.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot SCALE = 6.0000' / in.	DRAWN -	REVISED -					34	(2)RS-4,(3)RS-5	MENARD	45	15
	PLOT DATE = Jun-06-2014 02:14:09PM	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 72F71		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -									



**TYPICAL SECTION # 3**

STA 747+62.25 TO STA 750+12.49  
 (AT RT STA 747+37.18 & LT STA 747+37.13 EX HMA SHOULDER  
 WIDTH VARIES FROM 1' TO LT 2.6' & RT 2.9' AT STA 750+73.12)

STA 761+22.86 TO STA 764+97.75  
 (AT RT STA 761+22.86 & LT STA 761+82.20 EX HMA SHOULDER  
 WIDTH VARIES FROM RT 3.4' TO 2.1' AT RT STA 763+73.24 &  
 LT 2.5 TO 0' AT LT STA 765+20.17)

RT STA 792+50.52 TO RT STA 796+40.86  
 LT STA 793+10.37 TO LT STA 796+40.86

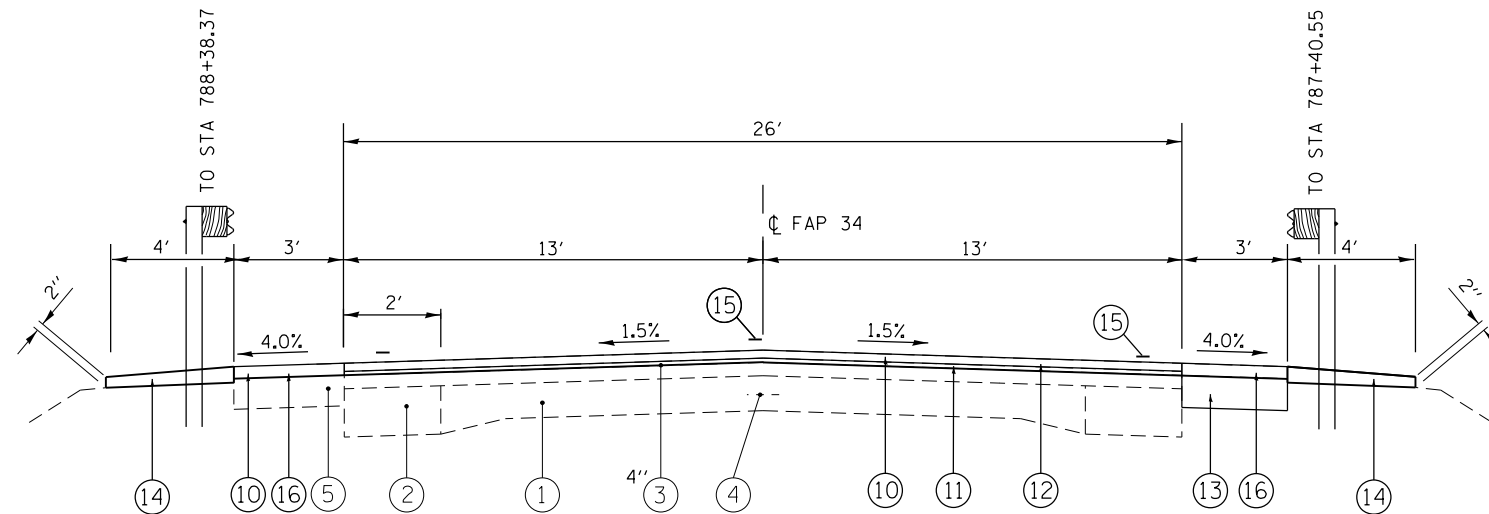
RT STA 785+34.14 TO RT STA 787+56.05

LT STA 785+34.14 TO LT STA 788+53.02

(AT LT STA 785+68.95 EX HMA SHOULDER WIDTH  
 VARIES FROM 0.4' TO 1.9' AT LT STA 787+56.05)

**LEGEND**

- ① EX 9-7-9 PCC PAVEMENT
- ② EX HMA BASE COURSE WIDENING
- ③ EX HMA SURFACE
- ④ EX METAL JOINT WITH 1/2" DIA BAR
- ⑤ EX HMA SHOULDER
- ⑥ EX CONCRETE GUTTER
- ⑦ EX PIPE UNDERDRAIN
- ⑧ EX HMA 1' SAFETY SHOULDER
  
- ⑨ PR HMA SURFACE REMOVAL  
(VARIABLE DEPTH)
- ⑩ PR HMA SURFACE REMOVAL  
2 1/4"
- ⑪ PR LEVELING BINDER COURSE  
(MACHINE METHOD) - 3/4"
- ⑫ PR HMA SURFACE COURSE, 1 1/2"
- ⑬ PR HMA SHOULDER, 6"
- ⑭ PR AGGREGATE WEDGE SHOULDERS TYPE B
- ⑮ PR PAVEMENT MARKING - LINE 5"
- ⑯ PR HMA SHOULDER, (2 1/4")



**TYPICAL SECTION # 4**

RT STA 787+56.05 TO RT STA 789+28.86

LT STA 788+53.02 TO LT STA 789+28.86

(BRIDGE OMISSION: STA 789+28.86 TO STA 791+35.99)

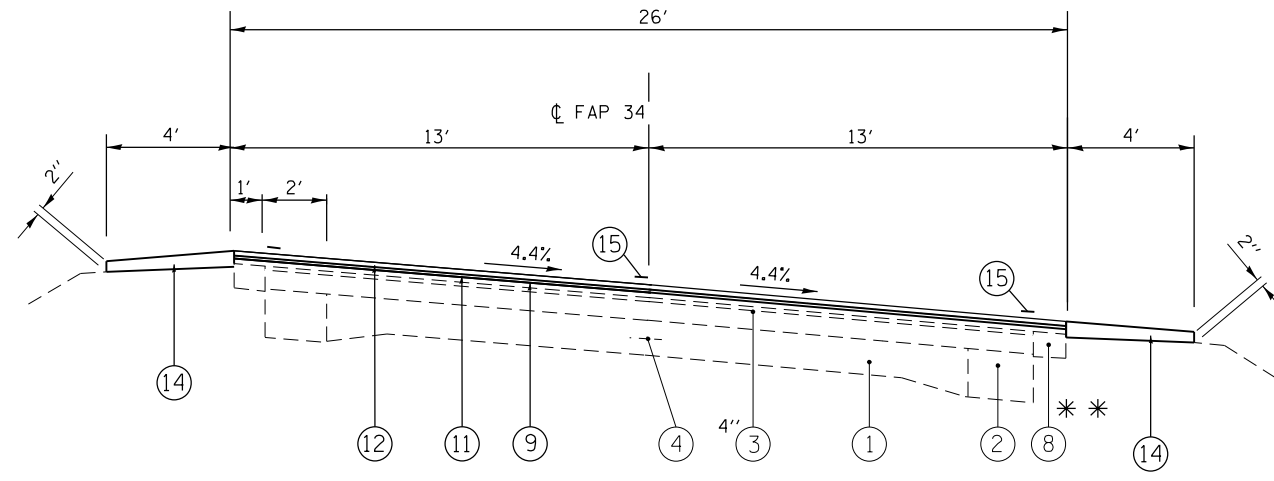
\*\* EXISTING 1' PAVED SHOULDER  
 TO BE REMOVED AT VARIOUS  
 LOCATIONS. THE RESIDENT  
 ENGINEER WILL DETERMINE  
 THE LOCATIONS.

**NOTE:**

1. WHEN THE SUPERELEVATION RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE SLOPED AT 4.0%. WHEN THE SUPER ELEVATION RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER IS 8.0%.
2. OUTSIDE AGGREGATE SHOULDER THICKNESS HAS BEEN INCREASED FROM PAST DISTRICT 6 DESIGNS OF 1". THIS ADDITIONAL THICKNESS IS TO PROVIDE D6 OPERATIONS ADDITIONAL MATERIAL TO PULL UP FOR MAINTENANCE PURPOSES.
3. WHERE THE EARTH SHOULDER IS NOT WIDE ENOUGH FOR A 4' AGGREGATE SHOULDER, MATCH THE EARTH SHOULDER WIDTH.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot SCALE = 6.0000' / in.	DRAWN -	REVISED -					34	(2)RS-4,(3)RS-5	MENARD	45	16
	PLOT DATE = Jun-06-2014 02:14:10PM	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 72F 71		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -									



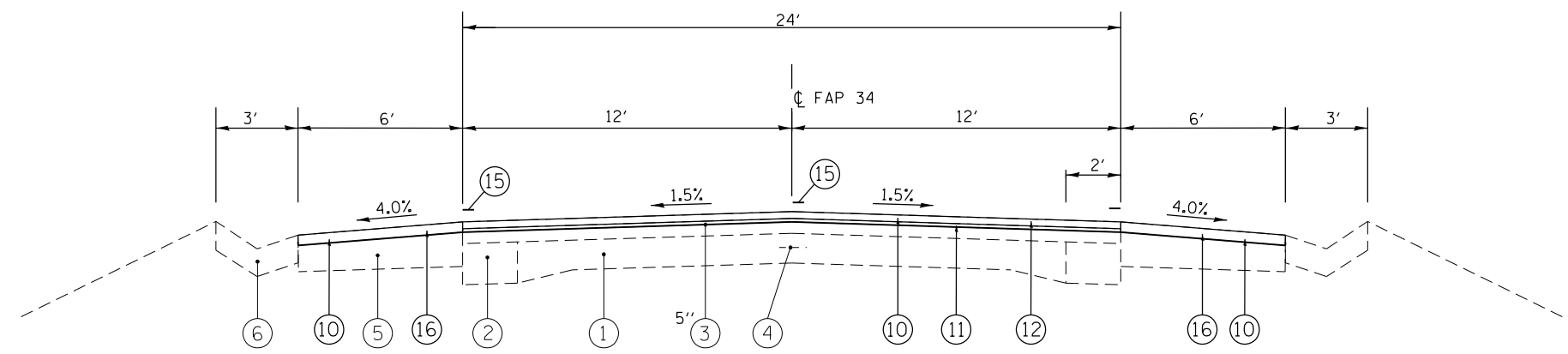


TYPICAL SECTION # 5

STA 801+53.83 TO STA 824+92.50

LEGEND

- ① EX 9-7-9 PCC PAVEMENT
- ② EX HMA BASE COURSE WIDENING
- ③ EX HMA SURFACE
- ④ EX METAL JOINT WITH 1/2" DIA BAR
- ⑤ EX HMA SHOULDER
- ⑥ EX CONCRETE GUTTER
- ⑦ EX PIPE UNDERDRAIN
- ⑧ EX HMA 1' SAFETY SHOULDER
  
- ⑨ PR HMA SURFACE REMOVAL (VARIABLE DEPTH)
- ⑩ PR HMA SURFACE REMOVAL 2 1/4"
- ⑪ PR LEVELING BINDER COURSE (MACHINE METHOD) - 3/4"
- ⑫ PR HMA SURFACE COURSE, 1 1/2"
- ⑬ PR HMA SHOULDER, 6"
- ⑭ PR AGGREGATE WEDGE SHOULDERS TYPE B
- ⑮ PR PAVEMENT MARKING - LINE 5"
- ⑯ PR HMA SHOULDER, (2 1/4")



TYPICAL SECTION # 6

STA 825+96.18 TO STA 826+51.56 (CONCRETE GUTTER RT SIDE ONLY)

STA 826+51.56 TO STA 836+60.28

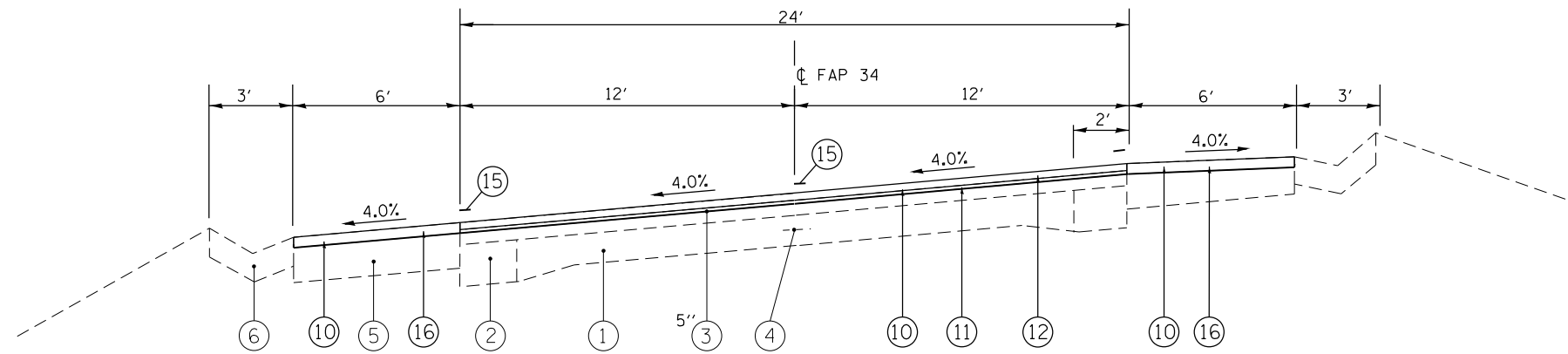
(CONTINUE GUTTER AND SHOULDER LT SIDE TO STA 838+03.71)

NOTE:

1. WHEN THE SUPERELEVATION RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE SLOPED AT 4.0%. WHEN THE SUPER ELEVATION RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER IS 8.0%.
2. OUTSIDE AGGREGATE SHOULDER THICKNESS HAS BEEN INCREASED FROM PAST DISTRICT 6 DESIGNS OF 1". THIS ADDITIONAL THICKNESS IS TO PROVIDE D6 OPERATIONS ADDITIONAL MATERIAL TO PULL UP FOR MAINTENANCE PURPOSES.
3. WHERE THE EARTH SHOULDER IS NOT WIDE ENOUGH FOR A 4' AGGREGATE SHOULDER, MATCH THE EARTH SHOULDER WIDTH.

\*\* EXISTING 1' PAVED SHOULDER TO BE REMOVED AT VARIOUS LOCATIONS. THE RESIDENT ENGINEER WILL DETERMINE THE LOCATIONS.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot SCALE = 6.0000' / in.	DRAWN -	REVISED -					34	(2)RS-4,(3)RS-5	MENARD	45	17
	PLOT DATE = Jun-06-2014 02:14:10PM	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 72F 71		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -									

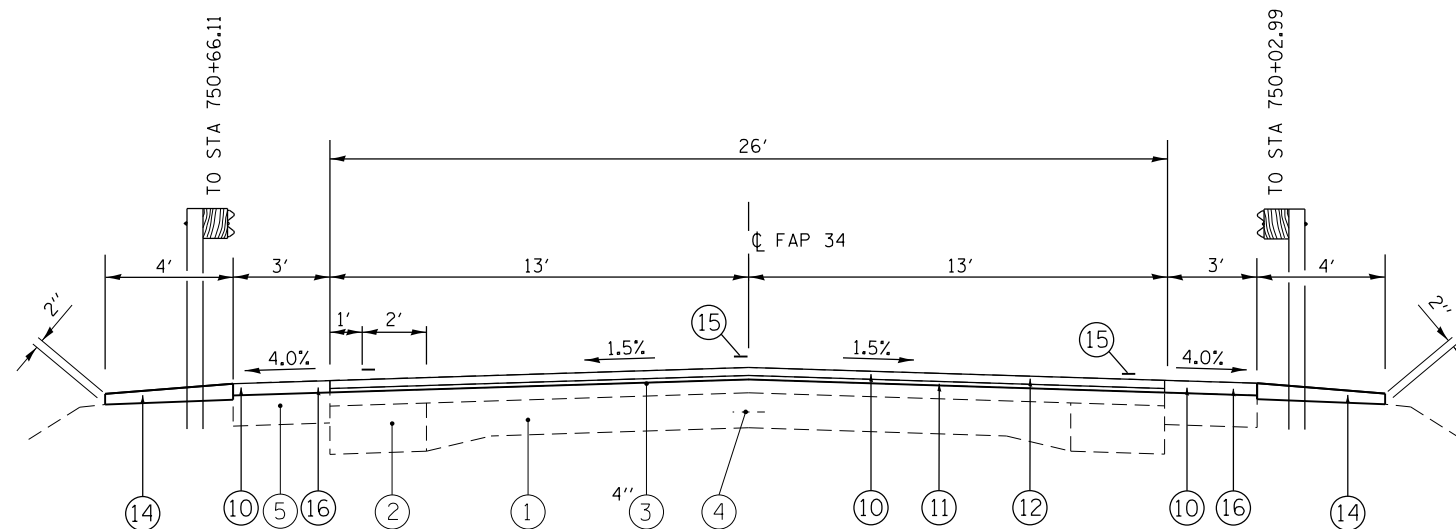


**TYPICAL SECTION # 7**

STA 836+60.28 TO STA 837+13.40  
 (CONTINUE GUTTER AND SHOULDER LT SIDE TO STA 838+03.71)

**LEGEND**

- ① EX 9-7-9 PCC PAVEMENT
- ② EX HMA BASE COURSE WIDENING
- ③ EX HMA SURFACE
- ④ EX METAL JOINT WITH 1/2" DIA BAR
- ⑤ EX HMA SHOULDER
- ⑥ EX CONCRETE GUTTER
- ⑦ EX PIPE UNDERDRAIN
- ⑧ EX HMA 1' SAFETY SHOULDER
  
- ⑨ PR HMA SURFACE REMOVAL (VARIABLE DEPTH)
- ⑩ PR HMA SURFACE REMOVAL 2 1/4"
- ⑪ PR LEVELING BINDER COURSE (MACHINE METHOD) - 3/4"
- ⑫ PR HMA SURFACE COURSE, 1 1/2"
- ⑬ PR HMA SHOULDER, 6"
- ⑭ PR AGGREGATE WEDGE SHOULDERS TYPE B
- ⑮ PR PAVEMENT MARKING - LINE 5"
- ⑯ PR HMA SHOULDER, (2 1/4")



**TYPICAL SECTION # 8**

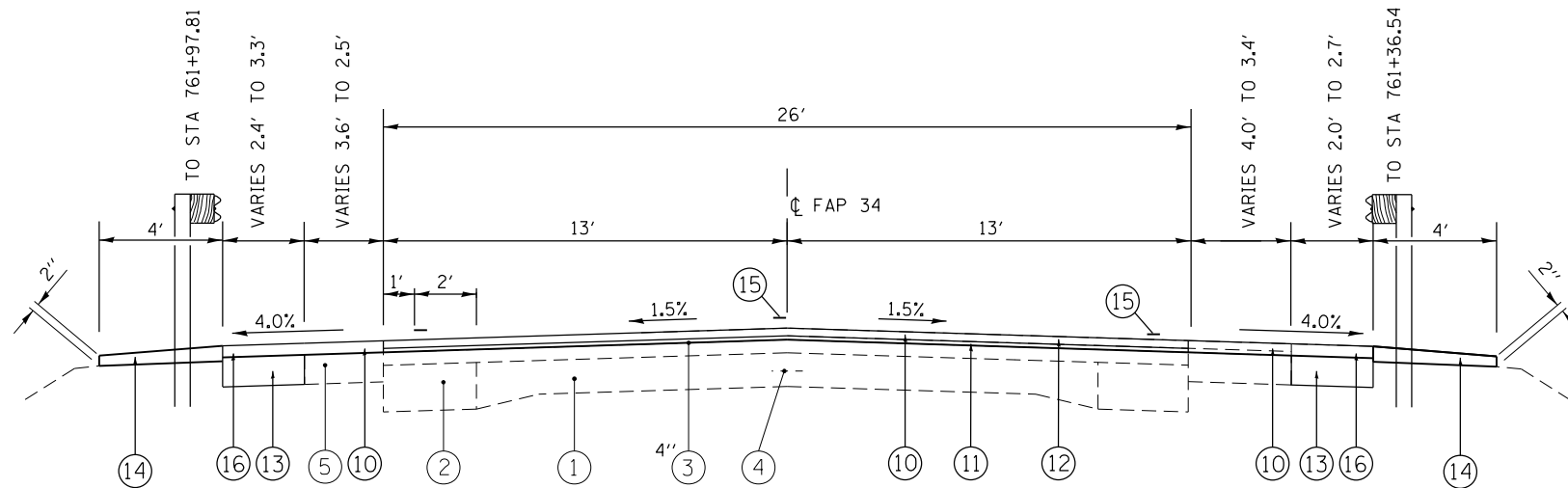
RT STA 750+73.12 TO STA 752+03.47  
 (BRIDGE OMISSION: STA 752+03.47 TO STA 759+98.44)

**NOTE:**

1. WHEN THE SUPERELEVATION RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE SLOPED AT 4.0%. WHEN THE SUPER ELEVATION RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER IS 8.0%.
2. OUTSIDE AGGREGATE SHOULDER THICKNESS HAS BEEN INCREASED FROM PAST DISTRICT 6 DESIGNS OF 1". THIS ADDITIONAL THICKNESS IS TO PROVIDE D6 OPERATIONS ADDITIONAL MATERIAL TO PULL UP FOR MAINTENANCE PURPOSES.
3. WHERE THE EARTH SHOULDER IS NOT WIDE ENOUGH FOR A 4' AGGREGATE SHOULDER, MATCH THE EARTH SHOULDER WIDTH.

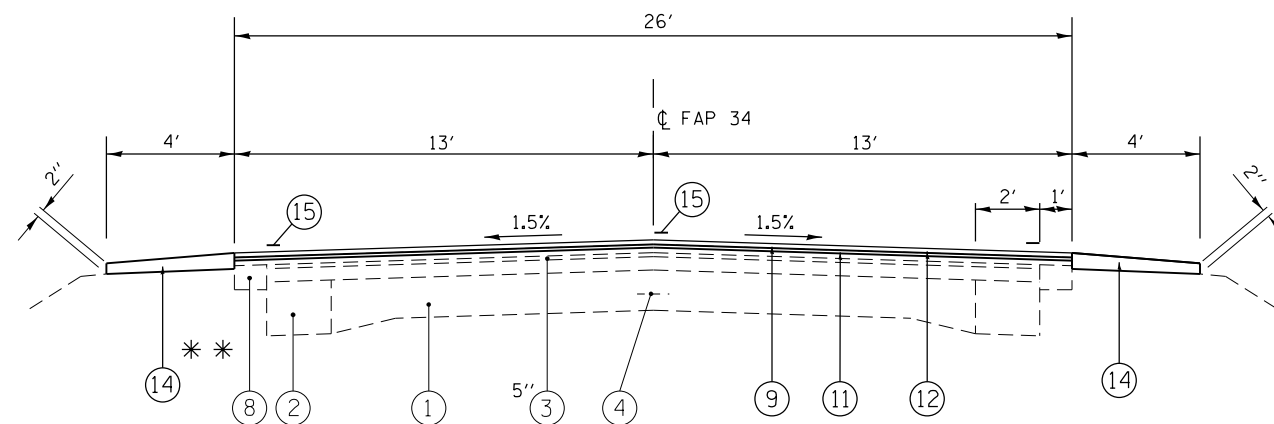
\* \* EXISTING 1' PAVED SHOULDER TO BE REMOVED AT VARIOUS LOCATIONS. THE RESIDENT ENGINEER WILL DETERMINE THE LOCATIONS.

FILE NAME = c:\pwork\pwork\sparksgw\0313568\0677\F71-sht-typical.dgn	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS FAP 34 (IL 97)</b>		F.A.P. RTE. = 34	SECTION = (2)RS-4,(3)RS-5	COUNTY = MENARD	TOTAL SHEETS = 45	SHEET NO. = 18
	PLOT SCALE = 6.0000' / in.	CHECKED -	REVISED -				CONTRACT NO. = 72F 71	ILLINOIS FED. AID PROJECT			
Default	PLOT DATE = Jun-06-2014 02:14:10PM	DATE -	REVISED -	SCALE:	SHEET OF SHEETS	STA. TO STA.					



**TYPICAL SECTION # 9**

STA 759+98.44 TO RT STA 761+22.86 & LT 761+82.20



**TYPICAL SECTION # 10**

STA 764+97.75 TO STA 785+34.14

STA 842+90.17 TO STA 863+31.60

STA 869+20.54 TO STA 878+15.90

STA 882+32.82 TO STA 889+50.36

STA. EQN: STA 843+22.57 BK = STA 843+21.23 AH

\*\* EXISTING 1' PAVED SHOULDER TO BE REMOVED AT VARIOUS LOCATIONS. THE RESIDENT ENGINEER WILL DETERMINE THE LOCATIONS.

**LEGEND**

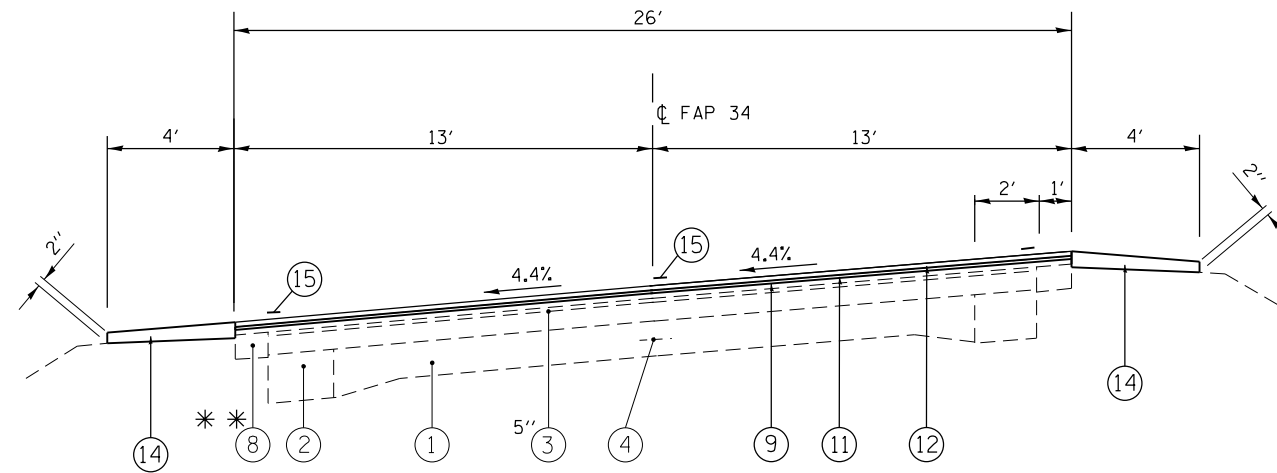
- ① EX 9-7-9 PCC PAVEMENT
- ② EX HMA BASE COURSE WIDENING
- ③ EX HMA SURFACE
- ④ EX METAL JOINT WITH 1/2" DIA BAR
- ⑤ EX HMA SHOULDER
- ⑥ EX CONCRETE GUTTER
- ⑦ EX PIPE UNDERDRAIN
- ⑧ EX HMA 1' SAFETY SHOULDER
  
- ⑨ PR HMA SURFACE REMOVAL (VARIABLE DEPTH)
- ⑩ PR HMA SURFACE REMOVAL 2 1/4"
- ⑪ PR LEVELING BINDER COURSE (MACHINE METHOD) - 3/4"
- ⑫ PR HMA SURFACE COURSE, 1 1/2"
- ⑬ PR HMA SHOULDER, 6"
- ⑭ PR AGGREGATE WEDGE SHOULDERS TYPE B
- ⑮ PR PAVEMENT MARKING - LINE 5"
- ⑯ PR HMA SHOULDER, (2 1/4")

**NOTE:**

1. WHEN THE SUPERELEVATION RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE SLOPED AT 4.0%. WHEN THE SUPER ELEVATION RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER IS 8.0%.
2. OUTSIDE AGGREGATE SHOULDER THICKNESS HAS BEEN INCREASED FROM PAST DISTRICT 6 DESIGNS OF 1". THIS ADDITIONAL THICKNESS IS TO PROVIDE D6 OPERATIONS ADDITIONAL MATERIAL TO PULL UP FOR MAINTENANCE PURPOSES.
3. WHERE THE EARTH SHOULDER IS NOT WIDE ENOUGH FOR A 4' AGGREGATE SHOULDER, MATCH THE EARTH SHOULDER WIDTH.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot SCALE = 6.0000' / in.	DRAWN -	REVISED -					34	(2)RS-4,(3)RS-5	MENARD	45	19
	PLOT DATE = Jun-06-2014 02:14:10PM	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 72F 71		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -									





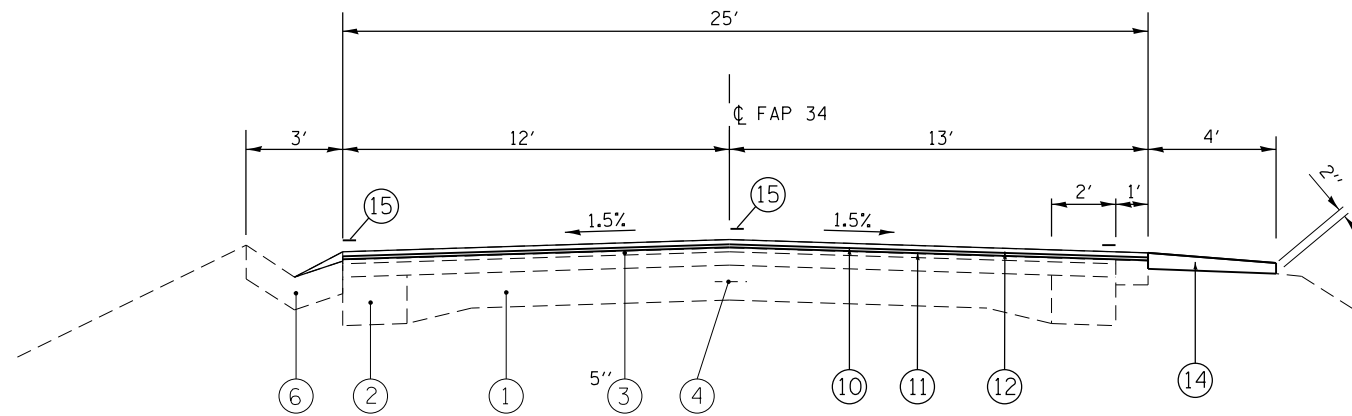
**TYPICAL SECTION # 13**

STA 839+99.37 TO STA 842+90.17

STA 878+15.90 TO STA 882+32.82

**LEGEND**

- ① EX 9-7-9 PCC PAVEMENT
- ② EX HMA BASE COURSE WIDENING
- ③ EX HMA SURFACE
- ④ EX METAL JOINT WITH 1/2" DIA BAR
- ⑤ EX HMA SHOULDER
- ⑥ EX CONCRETE GUTTER
- ⑦ EX PIPE UNDERDRAIN
- ⑧ EX HMA 1' SAFETY SHOULDER
  
- ⑨ PR HMA SURFACE REMOVAL (VARIABLE DEPTH)
- ⑩ PR HMA SURFACE REMOVAL 2 1/4"
- ⑪ PR LEVELING BINDER COURSE (MACHINE METHOD) - 3/4"
- ⑫ PR HMA SURFACE COURSE, 1 1/2"
- ⑬ PR HMA SHOULDER, 6"
- ⑭ PR AGGREGATE WEDGE SHOULDERS TYPE B
- ⑮ PR PAVEMENT MARKING - LINE 5"
- ⑯ PR HMA SHOULDER, (2 1/4")



**TYPICAL SECTION # 14**

STA 863+31.60 TO STA 869+20.54

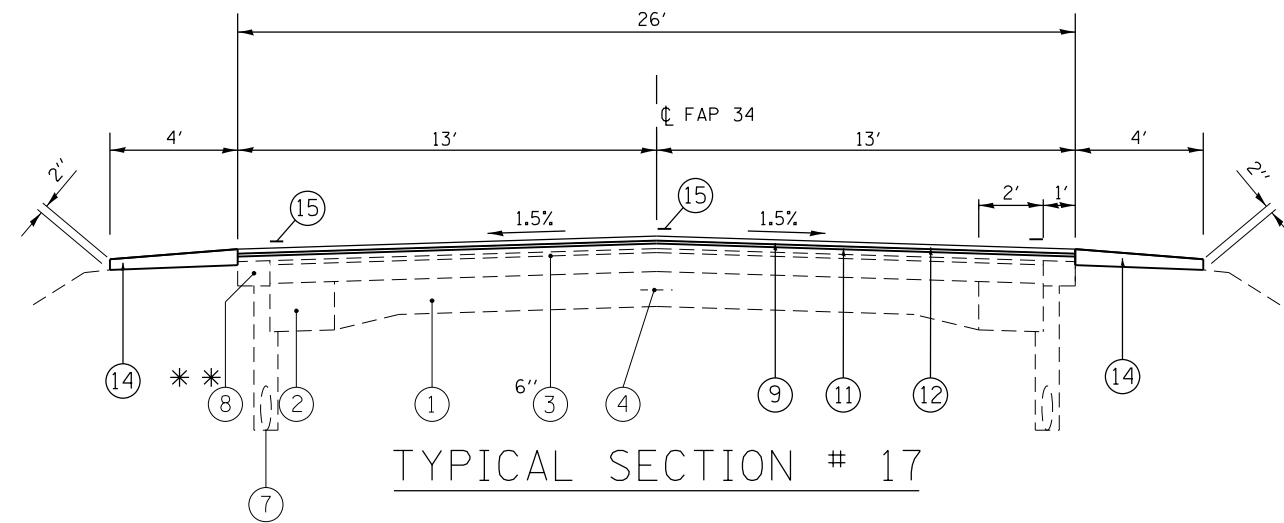
**NOTE:**

1. WHEN THE SUPERELEVATION RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE SLOPED AT 4.0%. WHEN THE SUPER ELEVATION RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER IS 8.0%.
2. OUTSIDE AGGREGATE SHOULDER THICKNESS HAS BEEN INCREASED FROM PAST DISTRICT 6 DESIGNS OF 1". THIS ADDITIONAL THICKNESS IS TO PROVIDE D6 OPERATIONS ADDITIONAL MATERIAL TO PULL UP FOR MAINTENANCE PURPOSES.
3. WHERE THE EARTH SHOULDER IS NOT WIDE ENOUGH FOR A 4' AGGREGATE SHOULDER, MATCH THE EARTH SHOULDER WIDTH.

\*\* EXISTING 1' PAVED SHOULDER TO BE REMOVED AT VARIOUS LOCATIONS. THE RESIDENT ENGINEER WILL DETERMINE THE LOCATIONS.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot SCALE = 6.0000' / in.	DRAWN -	REVISED -					34	(2)RS-4,(3)RS-5	MENARD	45	21
	PLOT DATE = Jun-06-2014 02:14:11PM	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 72F 71		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -									



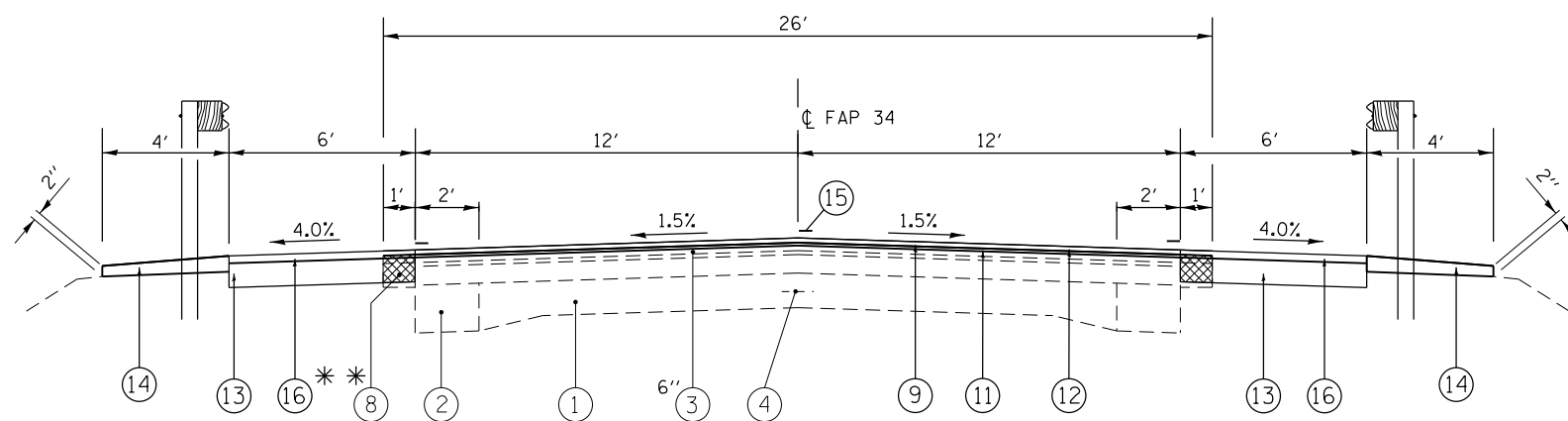


TYPICAL SECTION # 17

STA 891+26.09 TO STA 891+89.52      STA 939+39.73 TO STA 942+68.54  
 RT STA 893+63.32 TO RT STA 905+45.01      STA EQN: STA 940+61.30 BK = STA 940+66.35 AH  
 LT STA 893+63.32 TO LT STA 906+48.19      UNDERDRAINS LT & RT STA 940+57.00 TO STA 955+44.00  
 RT STA 908+09.02 TO RT STA 911+46.00      STA 953+97.92 TO STA 1004+06.48  
 LT STA 909+11.89 TO LT STA 911+46.00      STA 1021+25.19 TO STA 1022+21.42  
 STA 914+66.00 TO STA 922+62.52      STA 1061+56.88 TO STA 1100+83.60

LEGEND

- ① EX 9-7-9 PCC PAVEMENT
- ② EX HMA BASE COURSE WIDENING
- ③ EX HMA SURFACE
- ④ EX METAL JOINT WITH 1/2" DIA BAR
- ⑤ EX HMA SHOULDER
- ⑥ EX CONCRETE GUTTER
- ⑦ EX PIPE UNDERDRAIN
- ⑧ EX HMA 1' SAFETY SHOULDER
  
- ⑨ PR HMA SURFACE REMOVAL (VARIABLE DEPTH)
- ⑩ PR HMA SURFACE REMOVAL 2 1/4"
- ⑪ PR LEVELING BINDER COURSE (MACHINE METHOD) - 3/4"
- ⑫ PR HMA SURFACE COURSE, 1 1/2"
- ⑬ PR HMA SHOULDER, 6"
- ⑭ PR AGGREGATE WEDGE SHOULDERS TYPE B
- ⑮ PR PAVEMENT MARKING - LINE 5"
- ⑯ PR HMA SHOULDER, (2 1/4")



TYPICAL SECTION # 18

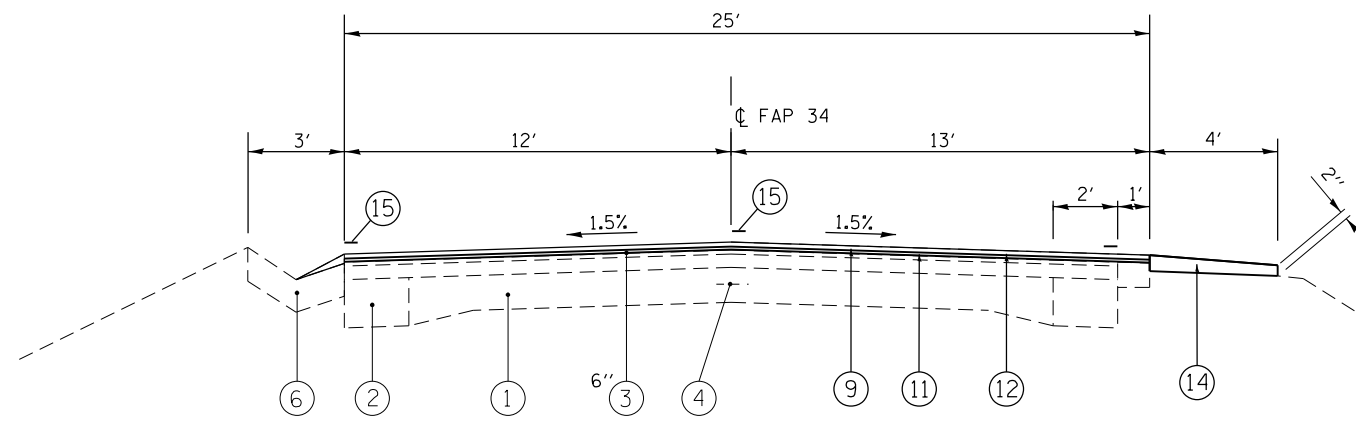
RT STA 905+45.01 TO RT STA 908+09.02  
 LT STA 906+48.19 TO LT STA 909+11.89

\*\* EXISTING 1' PAVED SHOULDER TO BE REMOVED AT VARIOUS LOCATIONS. THE RESIDENT ENGINEER WILL DETERMINE THE LOCATIONS.

NOTE:

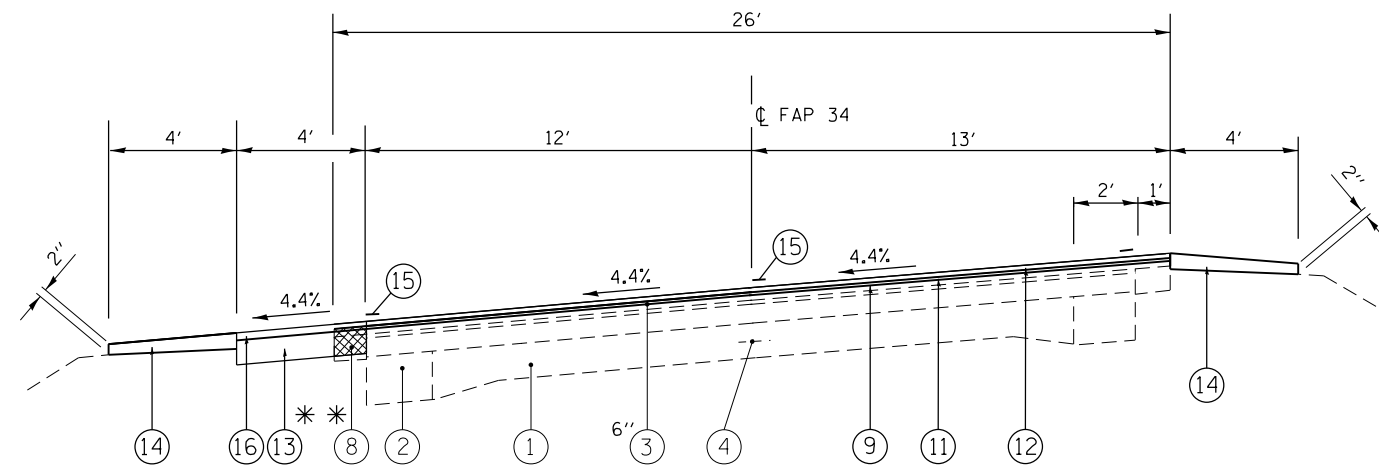
1. WHEN THE SUPERELEVATION RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE SLOPED AT 4.0%. WHEN THE SUPER ELEVATION RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER IS 8.0%.
2. OUTSIDE AGGREGATE SHOULDER THICKNESS HAS BEEN INCREASED FROM PAST DISTRICT 6 DESIGNS OF 1". THIS ADDITIONAL THICKNESS IS TO PROVIDE D6 OPERATIONS ADDITIONAL MATERIAL TO PULL UP FOR MAINTENANCE PURPOSES.
3. WHERE THE EARTH SHOULDER IS NOT WIDE ENOUGH FOR A 4' AGGREGATE SHOULDER, MATCH THE EARTH SHOULDER WIDTH.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot Scale = 6.0000' / in.	DRAWN -	REVISED -					34	(2)RS-4,(3)RS-5	MENARD	45	23
	PLOT DATE = Jun-06-2014 02:14:11PM	CHECKED -	REVISED -		SCALE:      SHEET OF SHEETS      STA. TO STA.			CONTRACT NO. 72F71		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -									



TYPICAL SECTION # 19

STA 911+46.00 TO STA 914+66.00



TYPICAL SECTION # 20

STA 1004+06.48 TO STA 1021+25.19

STA 1043+34.67 TO STA 1061+56.88

LEGEND

- ① EX 9-7-9 PCC PAVEMENT
- ② EX HMA BASE COURSE WIDENING
- ③ EX HMA SURFACE
- ④ EX METAL JOINT WITH 1/2" DIA BAR
- ⑤ EX HMA SHOULDER
- ⑥ EX CONCRETE GUTTER
- ⑦ EX PIPE UNDERDRAIN
- ⑧ EX HMA 1' SAFETY SHOULDER
  
- ⑨ PR HMA SURFACE REMOVAL (VARIABLE DEPTH)
- ⑩ PR HMA SURFACE REMOVAL 2 1/4"
- ⑪ PR LEVELING BINDER COURSE (MACHINE METHOD) - 3/4"
- ⑫ PR HMA SURFACE COURSE, 1 1/2"
- ⑬ PR HMA SHOULDER, 6"
- ⑭ PR AGGREGATE WEDGE SHOULDERS TYPE B
- ⑮ PR PAVEMENT MARKING - LINE 5"
- ⑯ PR HMA SHOULDER, (2 1/4")

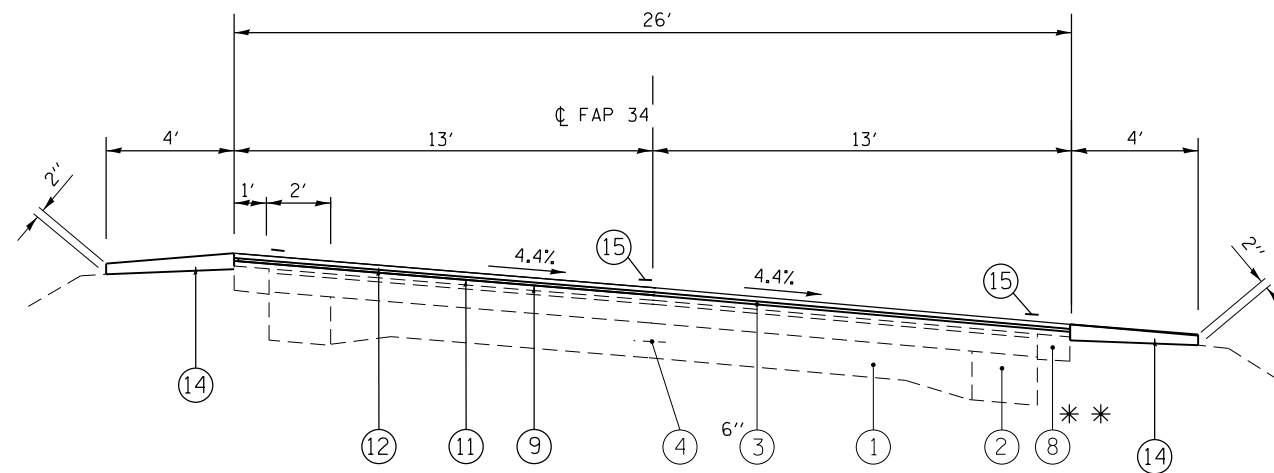
NOTE:

1. WHEN THE SUPERELEVATION RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE SLOPED AT 4.0%. WHEN THE SUPER ELEVATION RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER IS 8.0%.
2. OUTSIDE AGGREGATE SHOULDER THICKNESS HAS BEEN INCREASED FROM PAST DISTRICT 6 DESIGNS OF 1". THIS ADDITIONAL THICKNESS IS TO PROVIDE D6 OPERATIONS ADDITIONAL MATERIAL TO PULL UP FOR MAINTENANCE PURPOSES.
3. WHERE THE EARTH SHOULDER IS NOT WIDE ENOUGH FOR A 4' AGGREGATE SHOULDER, MATCH THE EARTH SHOULDER WIDTH.

\*\* EXISTING 1' PAVED SHOULDER TO BE REMOVED AT VARIOUS LOCATIONS. THE RESIDENT ENGINEER WILL DETERMINE THE LOCATIONS.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot SCALE = 6.0000' / in.	DRAWN -	REVISED -					34	(2)RS-4,(3)RS-5	MENARD	45	24
	PLOT DATE = Jun-06-2014 02:14:11PM	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 72F 71		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -									





TYPICAL SECTION # 21

STA 1022+21.42 TO STA 1043+34.67

LEGEND

- ① EX 9-7-9 PCC PAVEMENT
- ② EX HMA BASE COURSE WIDENING
- ③ EX HMA SURFACE
- ④ EX METAL JOINT WITH 1/2" DIA BAR
- ⑤ EX HMA SHOULDER
- ⑥ EX CONCRETE GUTTER
- ⑦ EX PIPE UNDERDRAIN
- ⑧ EX HMA 1' SAFETY SHOULDER
  
- ⑨ PR HMA SURFACE REMOVAL (VARIABLE DEPTH)
- ⑩ PR HMA SURFACE REMOVAL 2 1/4"
- ⑪ PR LEVELING BINDER COURSE (MACHINE METHOD) - 3/4"
- ⑫ PR HMA SURFACE COURSE, 1 1/2"
- ⑬ PR HMA SHOULDER, 6"
- ⑭ PR AGGREGATE WEDGE SHOULDERS TYPE B
- ⑮ PR PAVEMENT MARKING - LINE 5"
- ⑯ PR HMA SHOULDER, (2 1/4")

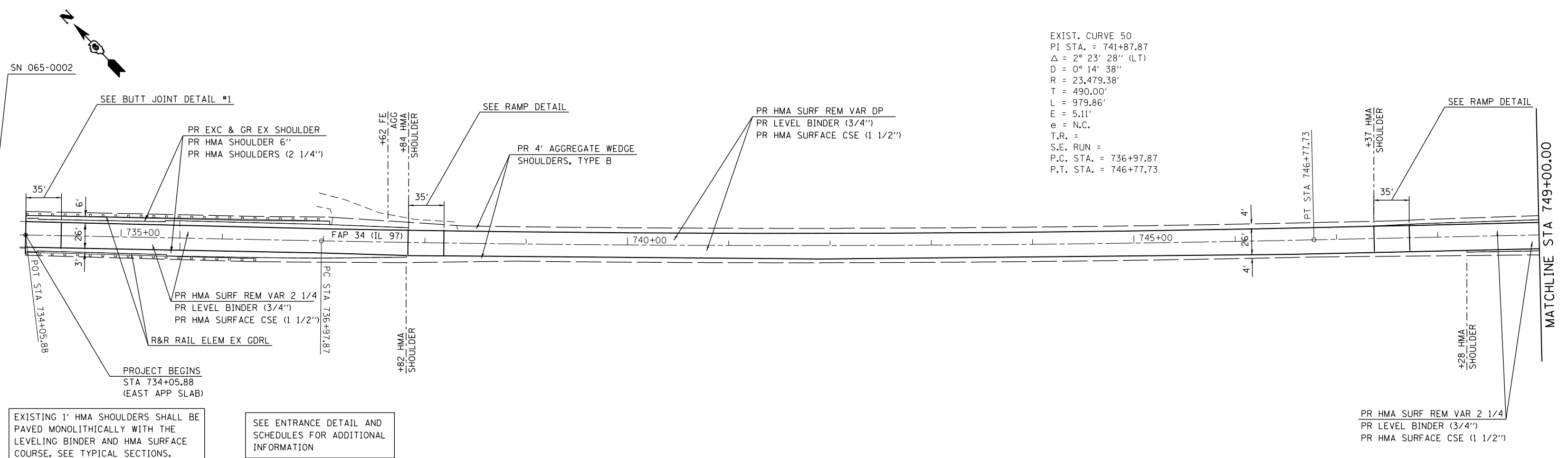
NOTE:

1. WHEN THE SUPERELEVATION RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE SLOPED AT 4.0%. WHEN THE SUPER ELEVATION RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER IS 8.0%.
2. OUTSIDE AGGREGATE SHOULDER THICKNESS HAS BEEN INCREASED FROM PAST DISTRICT 6 DESIGNS OF 1". THIS ADDITIONAL THICKNESS IS TO PROVIDE D6 OPERATIONS ADDITIONAL MATERIAL TO PULL UP FOR MAINTENANCE PURPOSES.
3. WHERE THE EARTH SHOULDER IS NOT WIDE ENOUGH FOR A 4' AGGREGATE SHOULDER, MATCH THE EARTH SHOULDER WIDTH.

\*\* EXISTING 1' PAVED SHOULDER TO BE REMOVED AT VARIOUS LOCATIONS. THE RESIDENT ENGINEER WILL DETERMINE THE LOCATIONS.

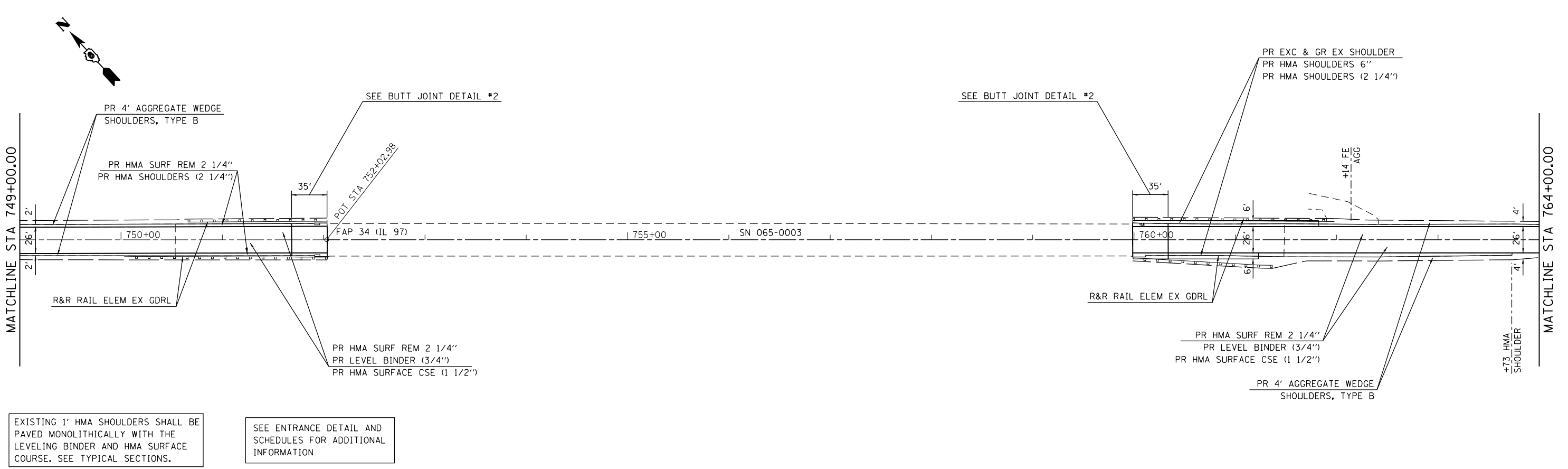
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\dot\sparksgw\10313568\0677271-sht-typical.dgn		DRAWN -	REVISED -					34	(2)RS-4,(3)RS-5	MENARD	45	25
Default	PLOT SCALE = 6.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 72F 71		ILLINOIS FED. AID PROJECT		
	PLOT DATE = Jun-06-2014 02:14:12PM	DATE -	REVISED -									

EXIST. CURVE 50  
 PI STA. = 741+87.87  
 $\Delta = 2^\circ 23' 28''$  (LT)  
 $D = 0^\circ 14' 38''$   
 $R = 23,479.38'$   
 $T = 490.00'$   
 $L = 979.86'$   
 $E = 5.11'$   
 $e = N.C.$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 736+97.87  
 P.T. STA. = 746+77.73



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

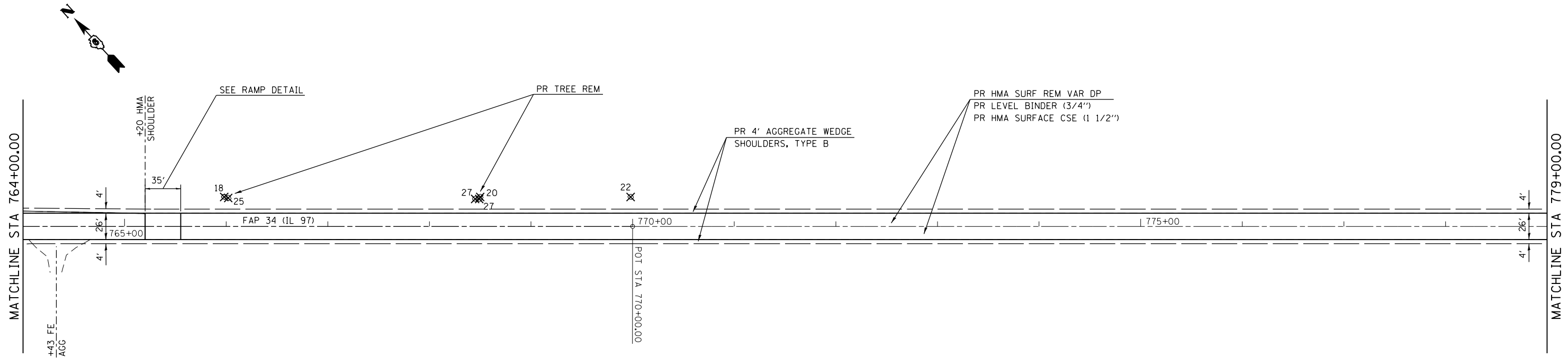
SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pw\work\p\dot\sparksgw\0313568\0672\F71-sht-PLAN1.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Jun-06-2014 02:14:34PM	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

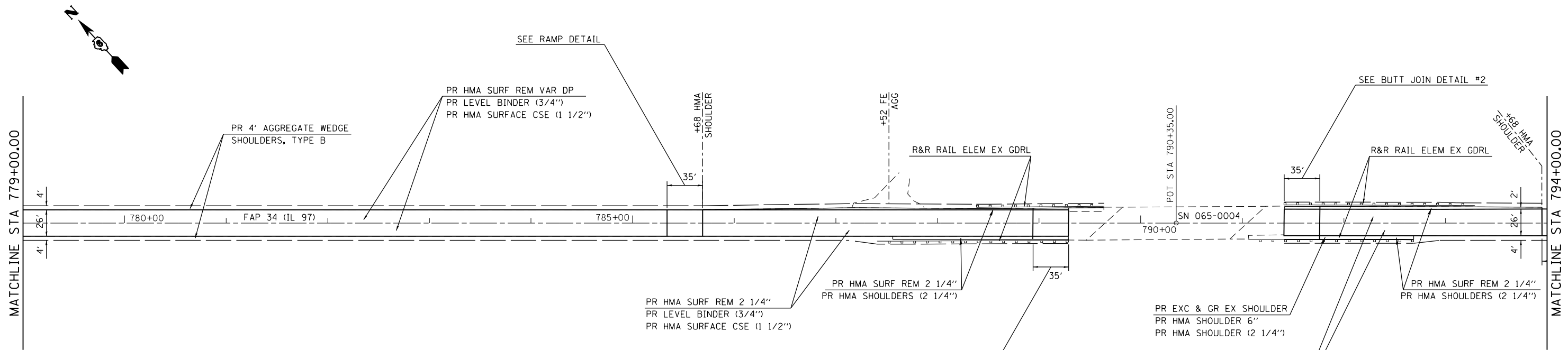
<b>PLAN SHEETS</b>			
<b>FAP 34 (IL 97)</b>			
SCALE: 1" = 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	***	MENARD	45	26
CONTRACT NO.			72F 71	
ILLINOIS FED. AID PROJECT				



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

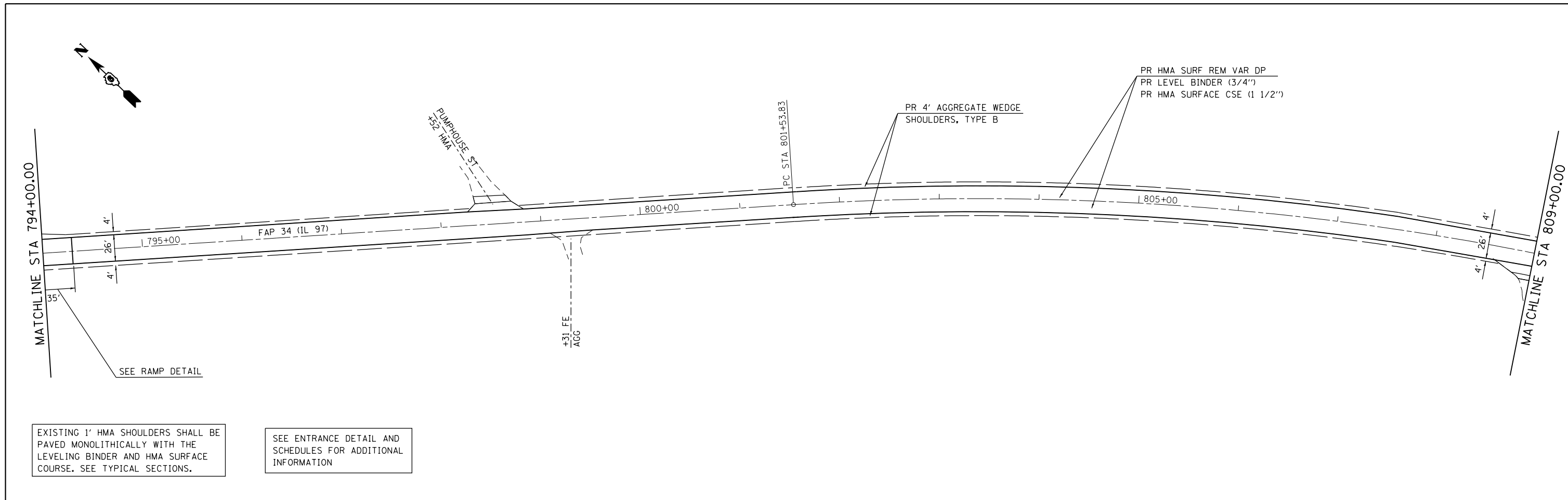
SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwork\pwork\dot\sparksgw\0313568\067271-sht-PLAN1.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:34PM	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

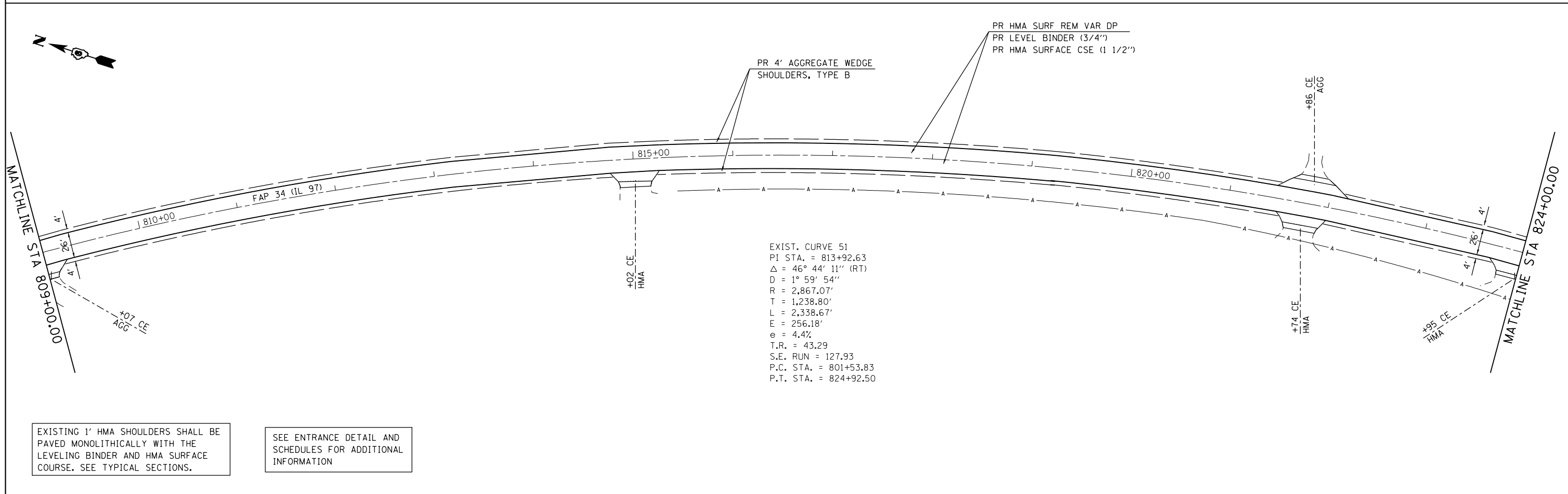
<b>PLAN SHEETS</b>			
<b>FAP 34 (IL 97)</b>			
SCALE: 1" = 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	***	MENARD	45	27
CONTRACT NO.			72F 71	
ILLINOIS FED. AID PROJECT				



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

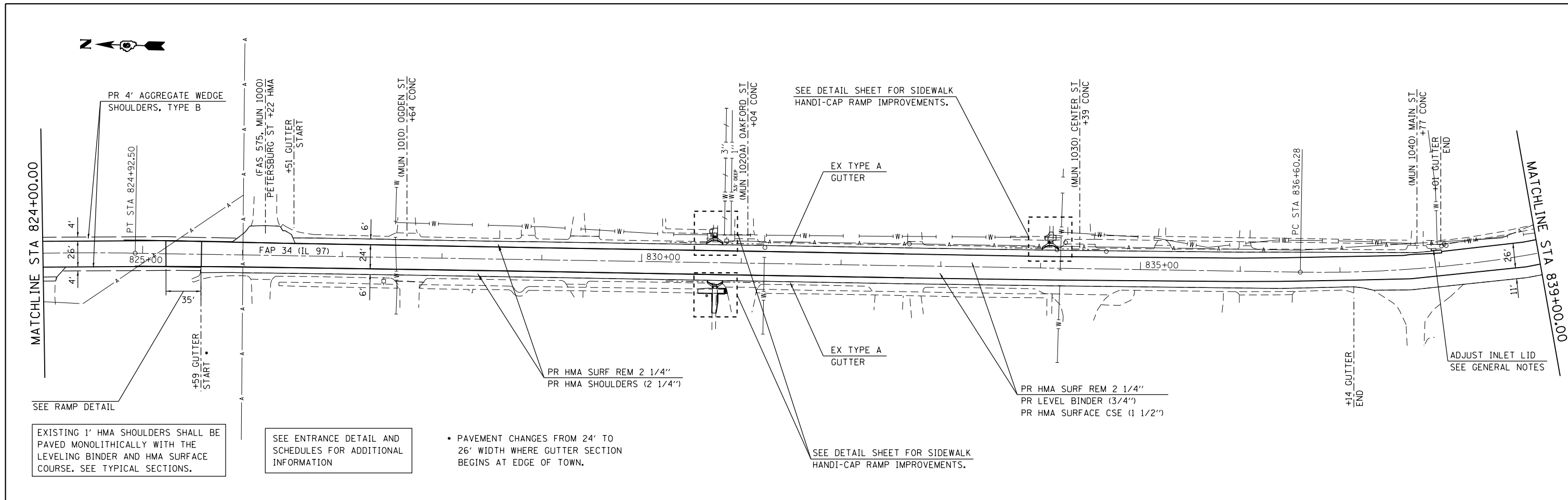
SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwwork\pwwork\sparksgw\0313568\067271-sht-PLAN1.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:35PM	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PLAN SHEETS</b>			
<b>FAP 34 (IL 97)</b>			
SCALE: 1" = 50'	SHEET	OF SHEETS	STA. TO STA.

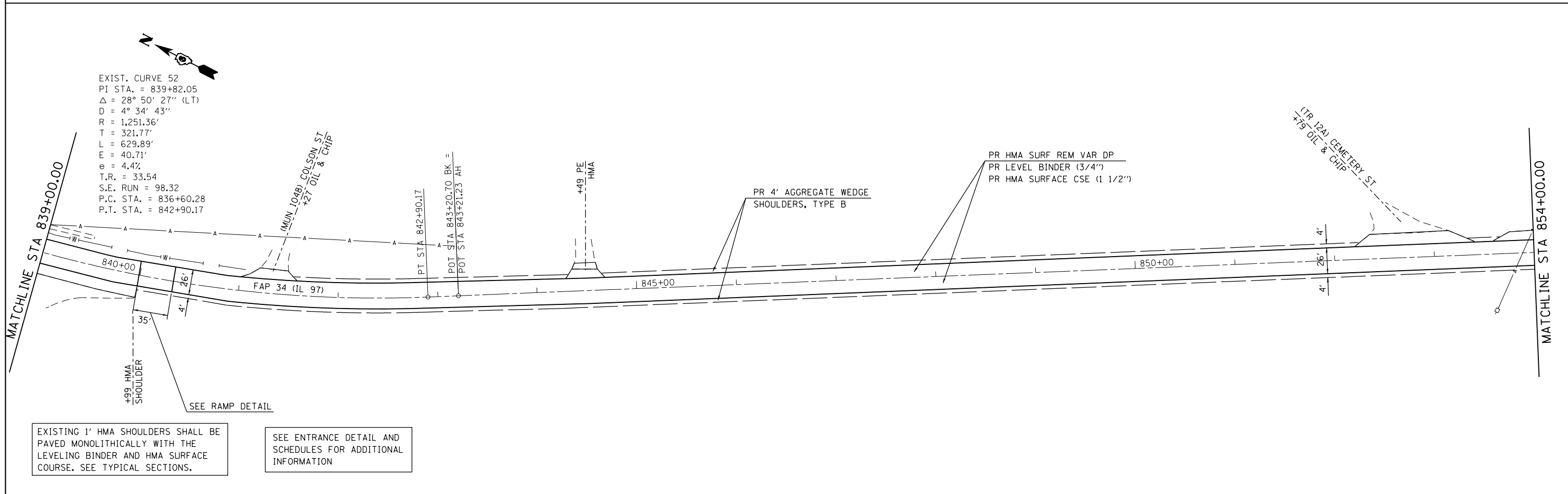
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	***	MENARD	45	28
CONTRACT NO. 72F 71			ILLINOIS FED. AID PROJECT	



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

- PAVEMENT CHANGES FROM 24' TO 26' WIDTH WHERE GUTTER SECTION BEGINS AT EDGE OF TOWN.

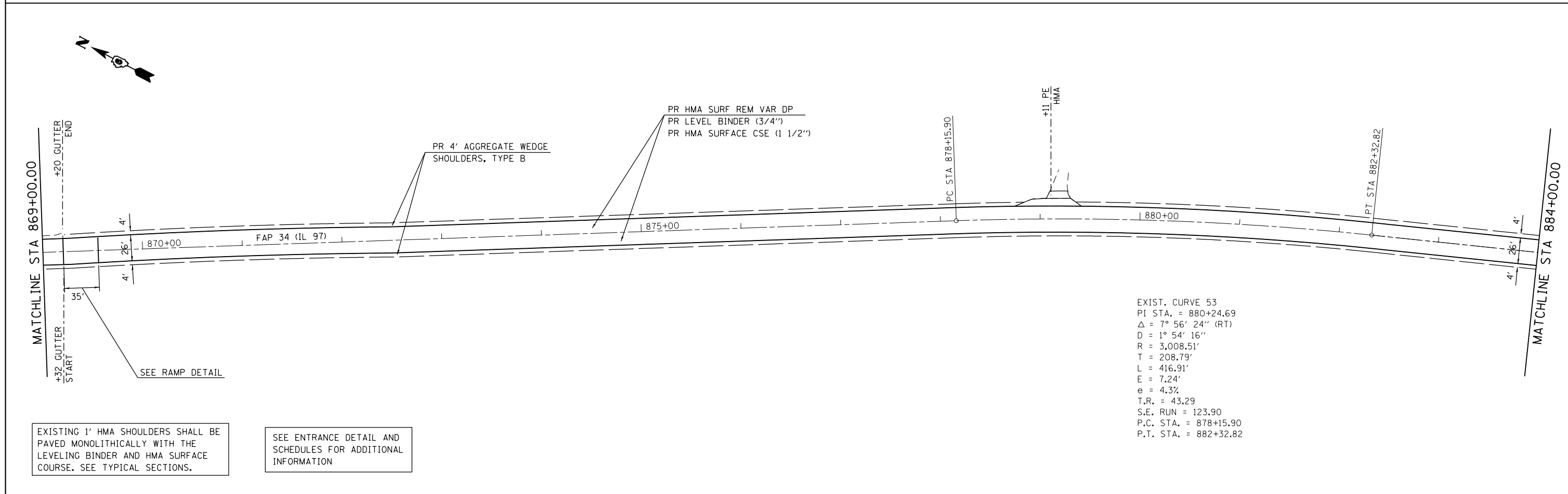
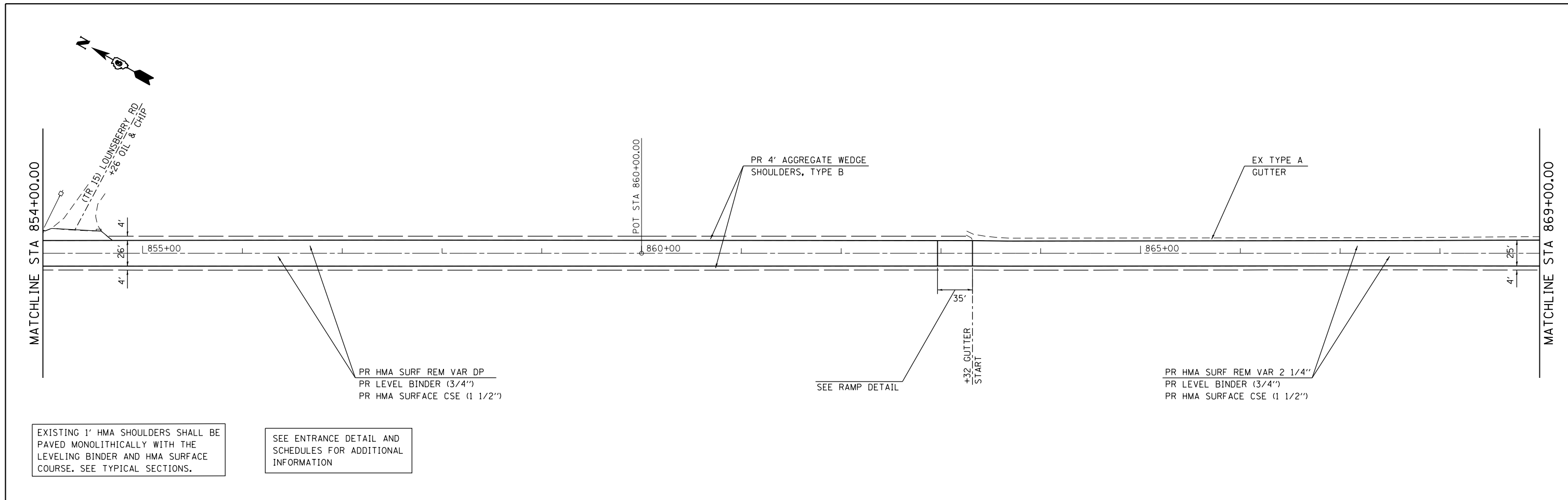


EXIST. CURVE 52  
 PI STA. = 839+82.05  
 $\Delta = 28^\circ 50' 27''$  (LT)  
 $D = 4^\circ 34' 43''$   
 $R = 1,251.36'$   
 $T = 321.77'$   
 $L = 629.89'$   
 $E = 40.71'$   
 $e = 4.4\%$   
 $T.R. = 33.54$   
 $S.E. RUN = 98.32$   
 $P.C. STA. = 836+60.28$   
 $P.T. STA. = 842+90.17$

EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

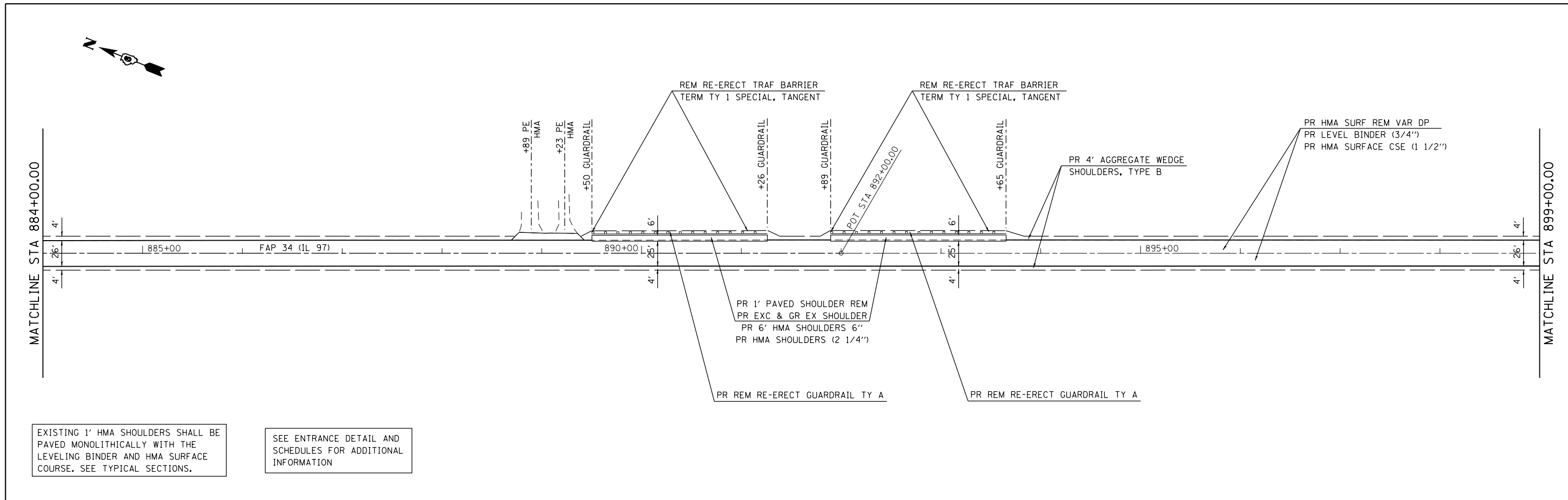
SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot DATE = Jun-06-2014 02:14:35PM	DRAWN -	REVISED -					34	...	MENARD	45	29
		CHECKED -	REVISED -		CONTRACT NO. 72F 71			ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -		SCALE: 1" = 50'			SHEET OF 30 SHEETS STA. TO STA.				



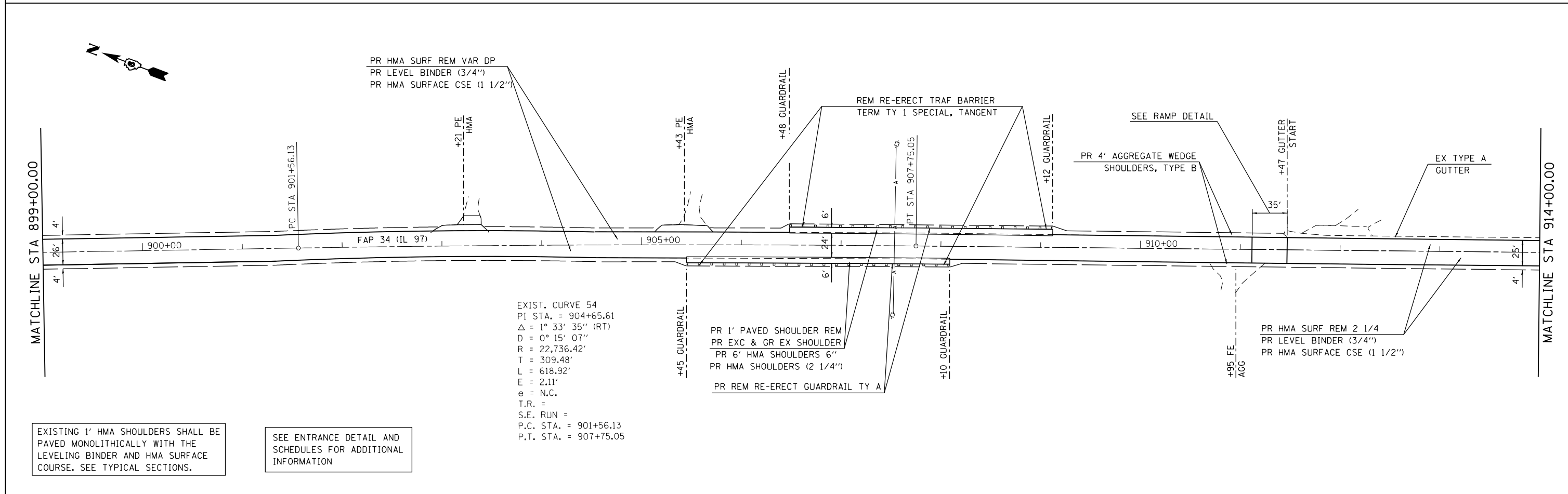
EXIST. CURVE 53  
 PI STA. = 880+24.69  
 $\Delta$  = 7° 56' 24" (RT)  
 D = 1° 54' 16"  
 R = 3,008.51'  
 T = 208.79'  
 L = 416.91'  
 E = 7.24'  
 e = 4.3%  
 T.R. = 43.29  
 S.E. RUN = 123.90  
 P.C. STA. = 878+15.90  
 P.T. STA. = 882+32.82

FILE NAME = c:\pw\work\p1dot\sparksgw\0313568\067271-sht-PLAN1.dgn	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS FAP 34 (IL 97)</b>			F.A.P. RTE. = 34	SECTION = ***	COUNTY = MENARD	TOTAL SHEETS = 45	SHEET NO. = 30
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	SCALE: 1" = 50'					SHEET OF SHEETS	STA. TO STA.	CONTRACT NO. 72F 71		
PLOT DATE = Jun-06-2014 02:14:35PM	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
*** D6 SPRING RD REPAIR 2014-20												



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

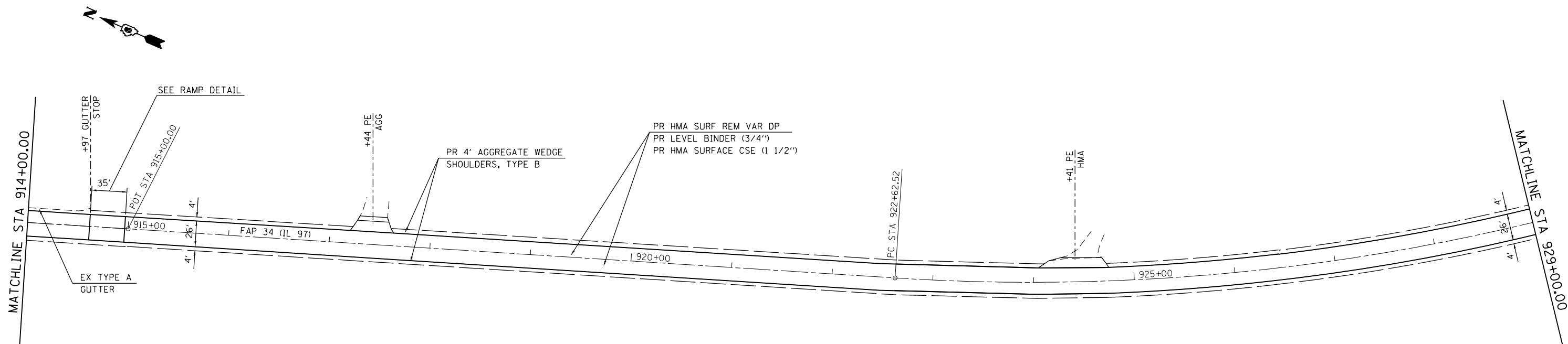
EXIST. CURVE 54  
 PI STA. = 904+65.61  
 $\Delta = 1^\circ 33' 35''$  (RT)  
 $D = 0^\circ 15' 07''$   
 $R = 22,736.42'$   
 $T = 309.48'$   
 $L = 618.92'$   
 $E = 2.11'$   
 $e = N.C.$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 901+56.13  
 P.T. STA. = 907+75.05

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
ci:\pwork\pwork\sparksgw\0313568\0672\F71-sht-PLAN1.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:36PM	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

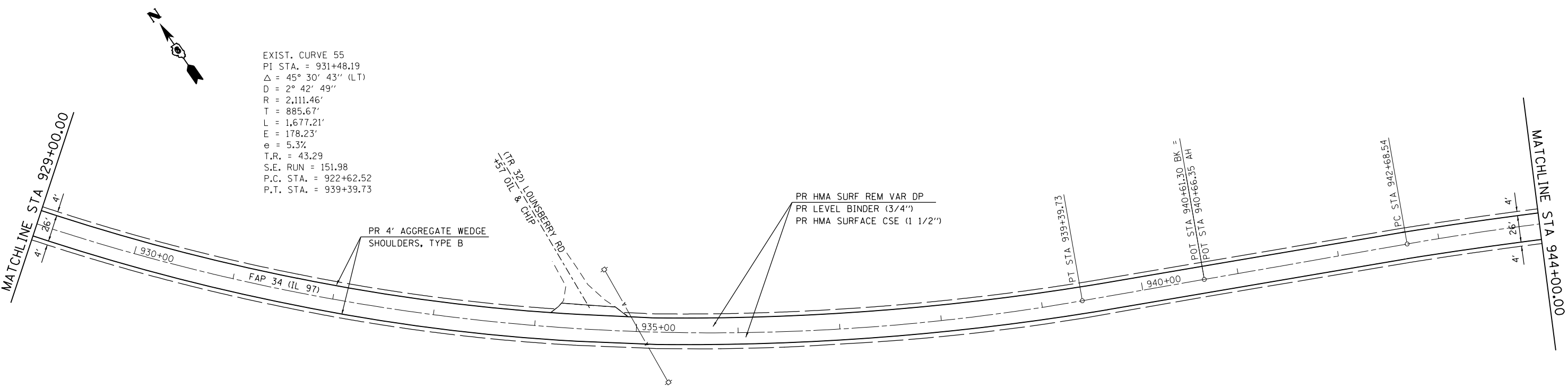
<b>PLAN SHEETS</b>			
<b>FAP 34 (IL 97)</b>			
SCALE: 1" = 50'	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	***	MENARD	45	31
CONTRACT NO.			72F 71	
ILLINOIS FED. AID PROJECT				



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

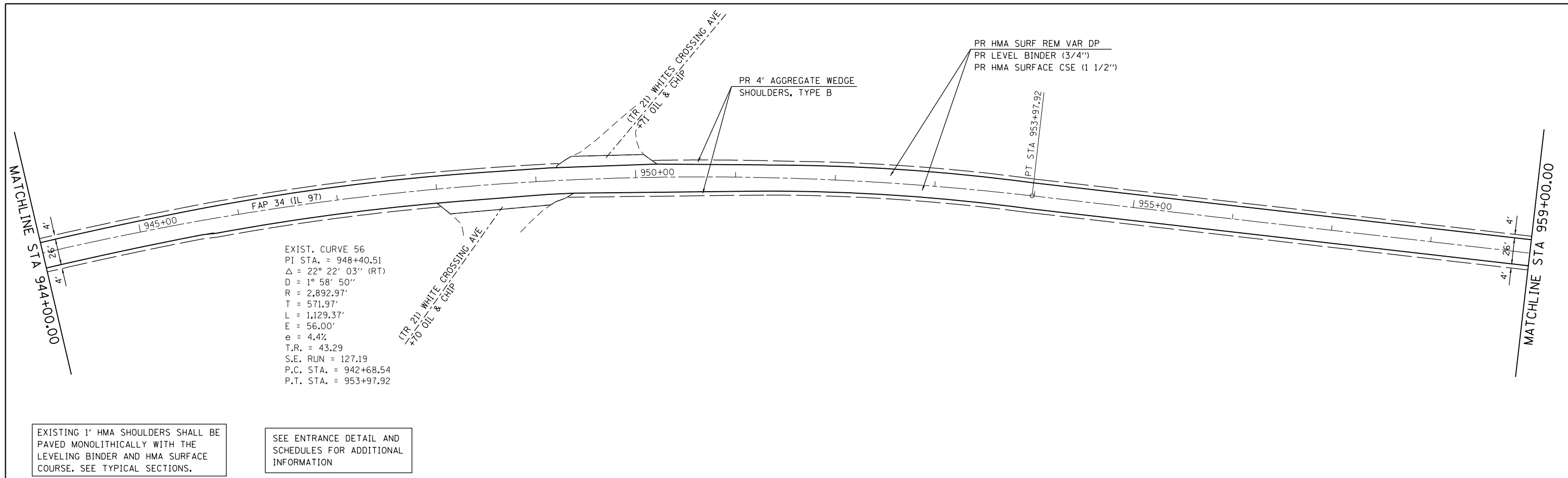
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwwork\pwwork\sparksgw\0313568\067271-sht-PLAN1.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:36PM	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PLAN SHEETS</b>			
<b>FAP 34 (IL 97)</b>			
SCALE: 1" = 50'	SHEET	OF	SHEETS
	STA.		TO STA.

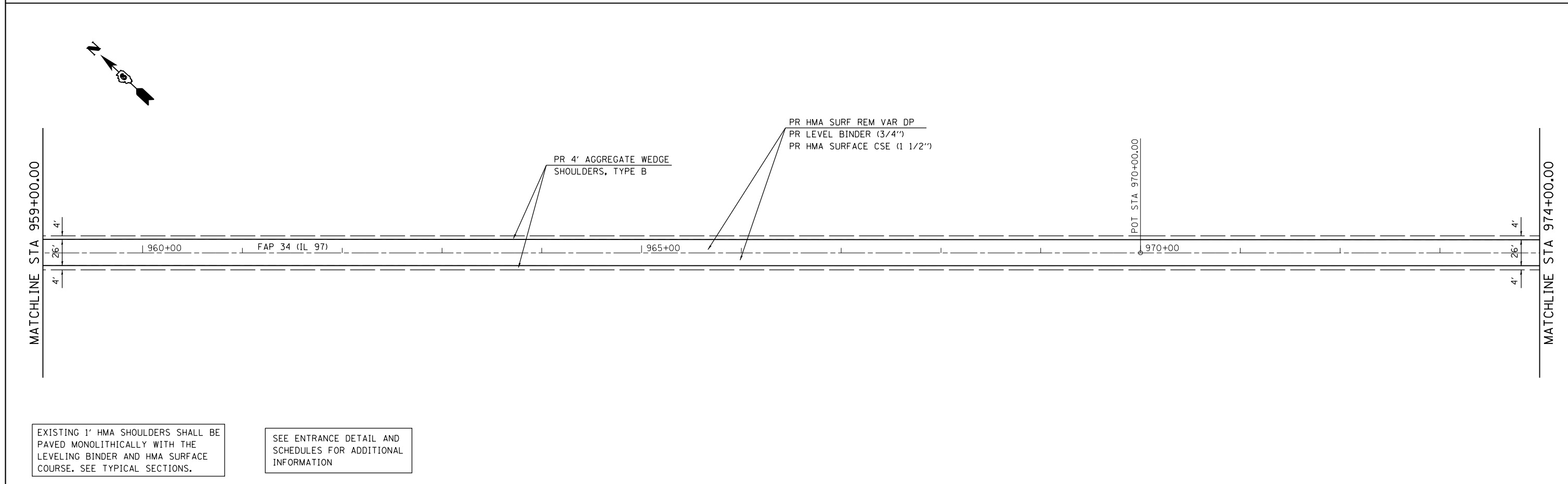
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	***	MENARD	45	32
CONTRACT NO.			72F 71	
ILLINOIS FED. AID PROJECT				





EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

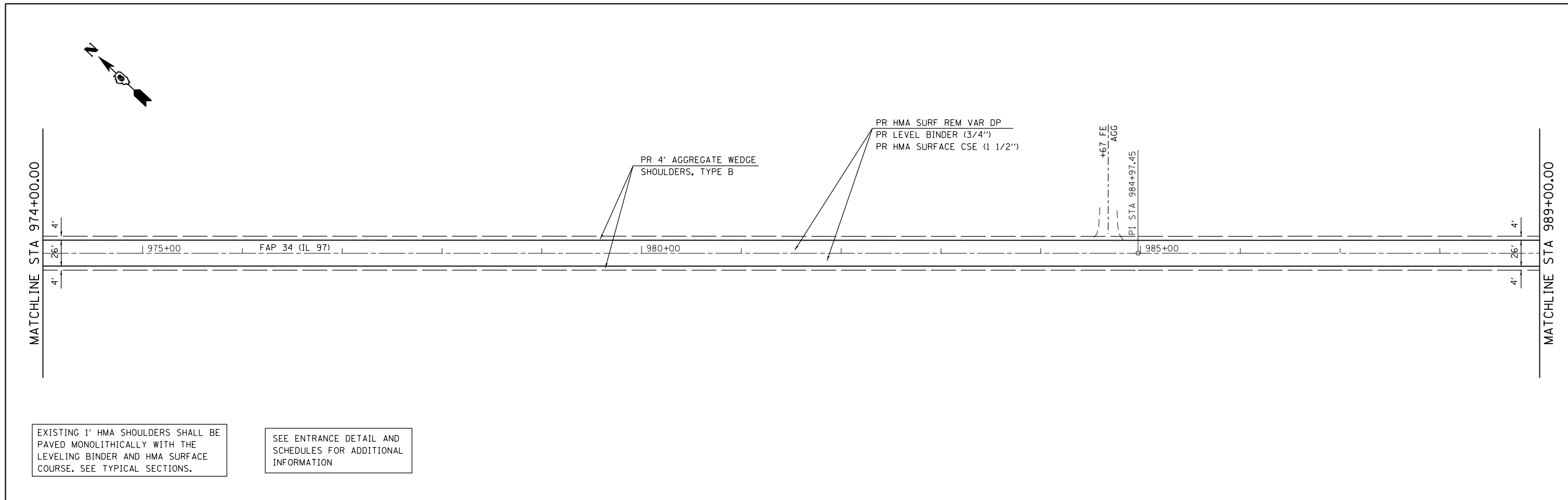
SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwwork\pwwork\sparksgw\0313568\0677\F71-sht-PLAN1.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
Default	PLOT DATE = Jun-06-2014 02:14:36PM	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

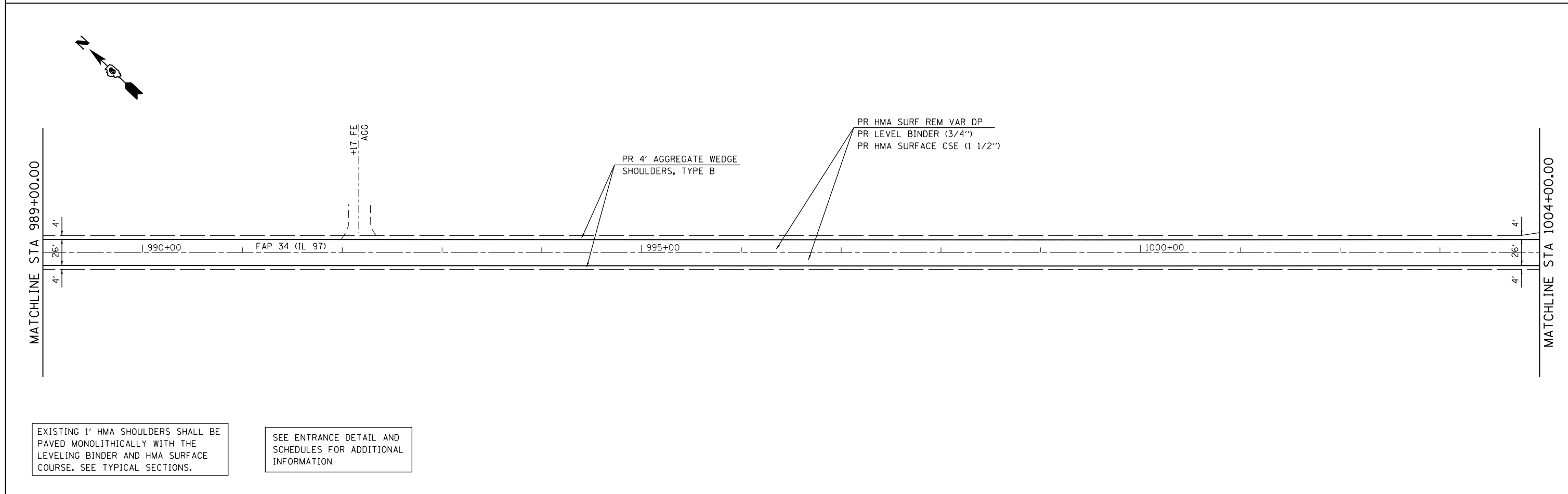
PLAN SHEETS			
FAP 34 (IL 97)			
SCALE: 1" = 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	***	MENARD	45	33
CONTRACT NO. 72F 71			ILLINOIS FED. AID PROJECT	



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

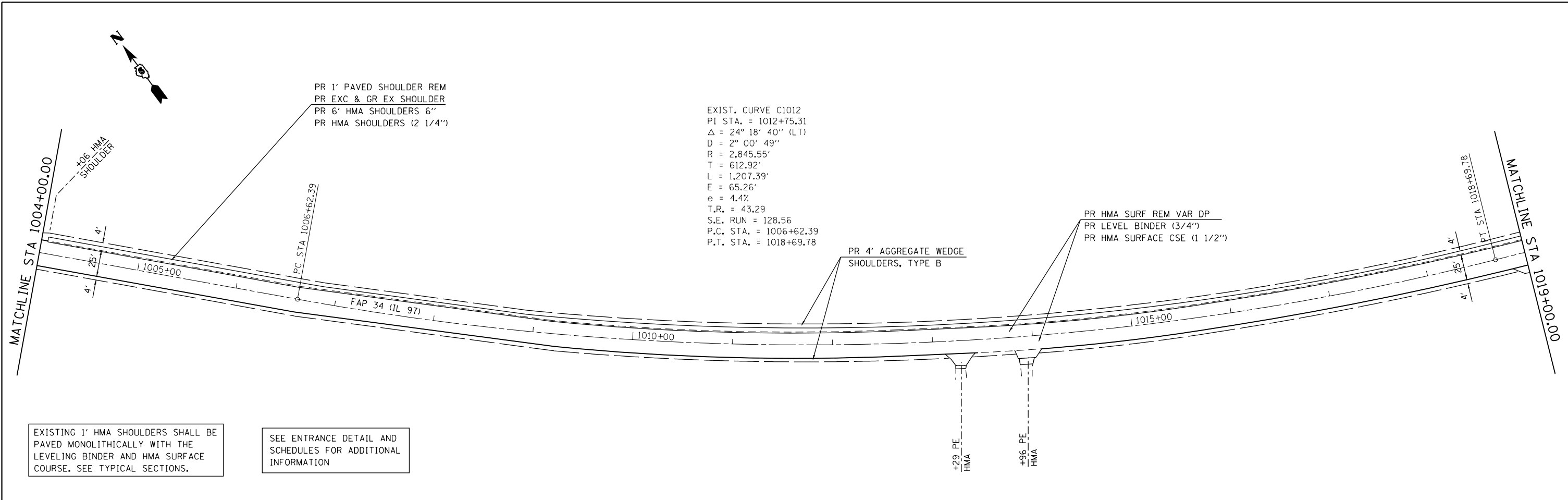
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pw\work\p1dot\sparksgw\0313568\0677	F71-sht-PLAN1.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:36PM	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEETS  
FAP 34 (IL 97)**

SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

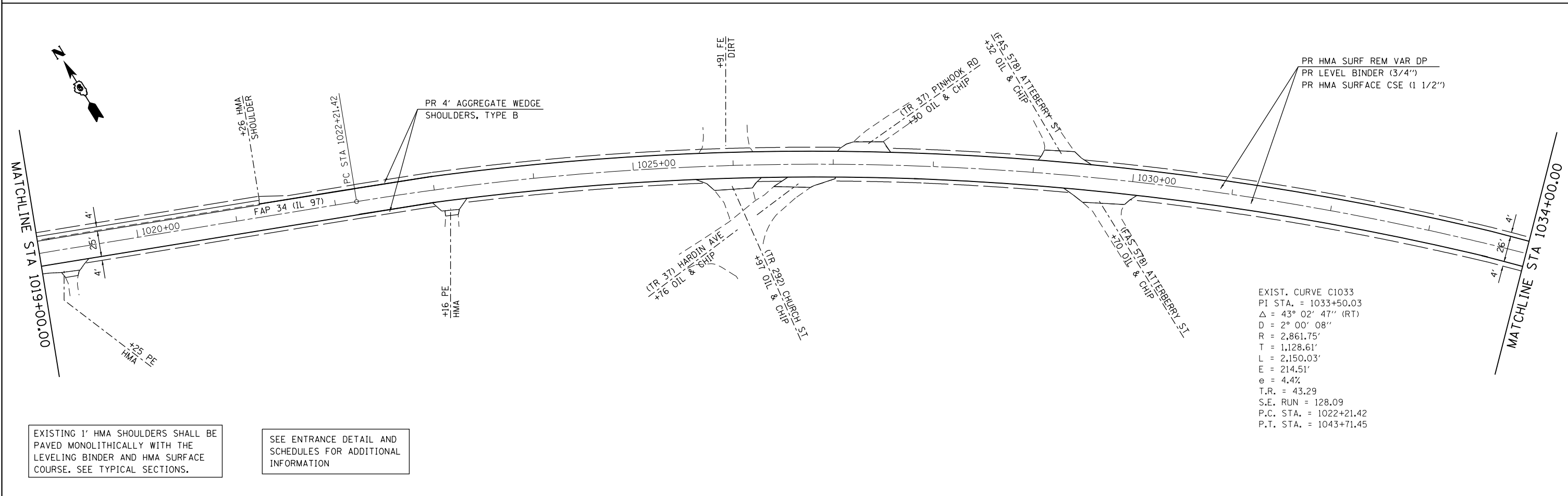
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	***	MENARD	45	34
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72F 71	



EXIST. CURVE C1012  
 PI STA. = 1012+75.31  
 $\Delta = 24^\circ 18' 40''$  (LT)  
 $D = 2^\circ 00' 49''$   
 $R = 2,845.55'$   
 $T = 612.92'$   
 $L = 1,207.39'$   
 $E = 65.26'$   
 $e = 4.4\%$   
 $T.R. = 43.29$   
 $S.E. RUN = 128.56$   
 $P.C. STA. = 1006+62.39$   
 $P.T. STA. = 1018+69.78$

EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

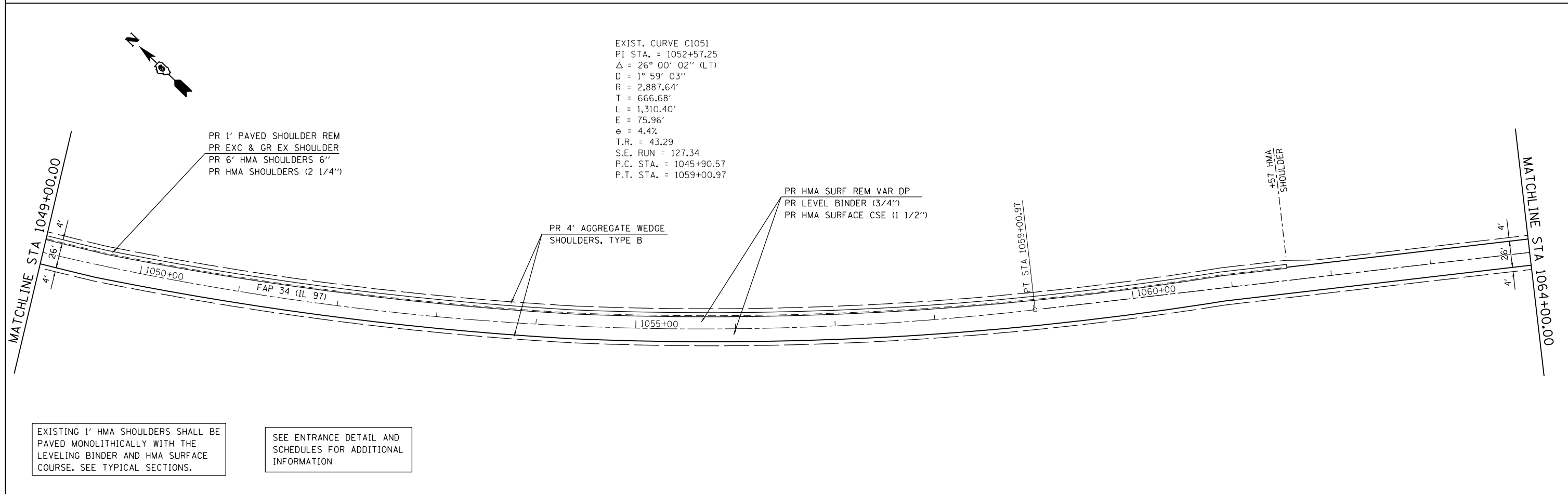
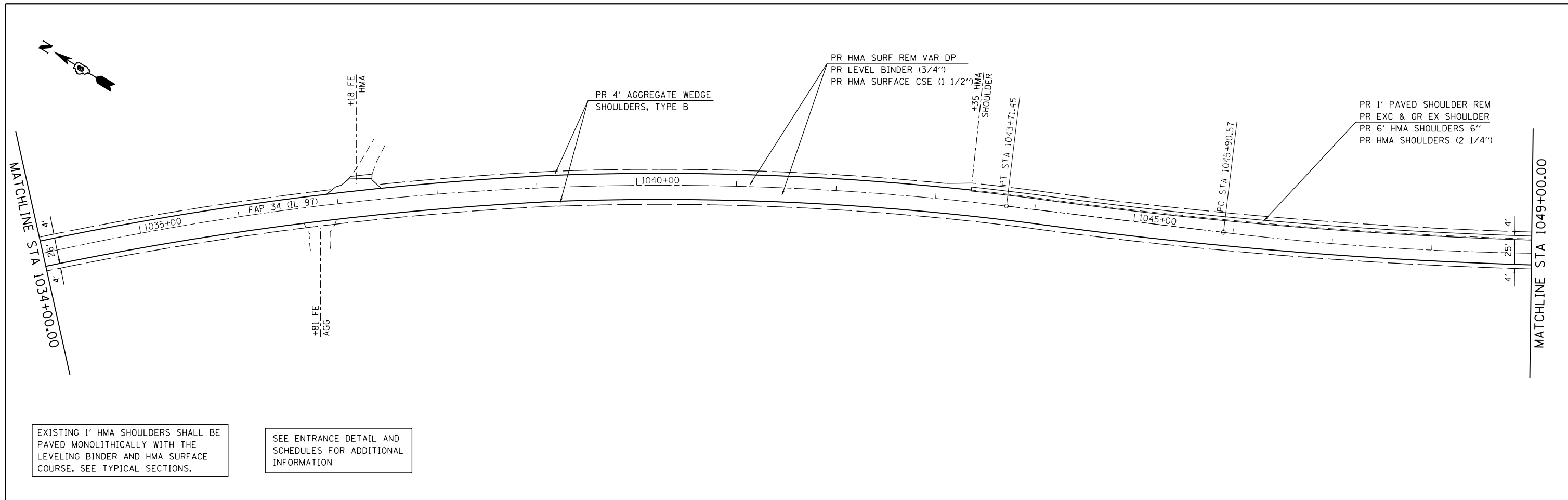


EXIST. CURVE C1033  
 PI STA. = 1033+50.03  
 $\Delta = 43^\circ 02' 47''$  (RT)  
 $D = 2^\circ 00' 08''$   
 $R = 2,861.75'$   
 $T = 1,128.61'$   
 $L = 2,150.03'$   
 $E = 214.51'$   
 $e = 4.4\%$   
 $T.R. = 43.29$   
 $S.E. RUN = 128.09$   
 $P.C. STA. = 1022+21.42$   
 $P.T. STA. = 1043+71.45$

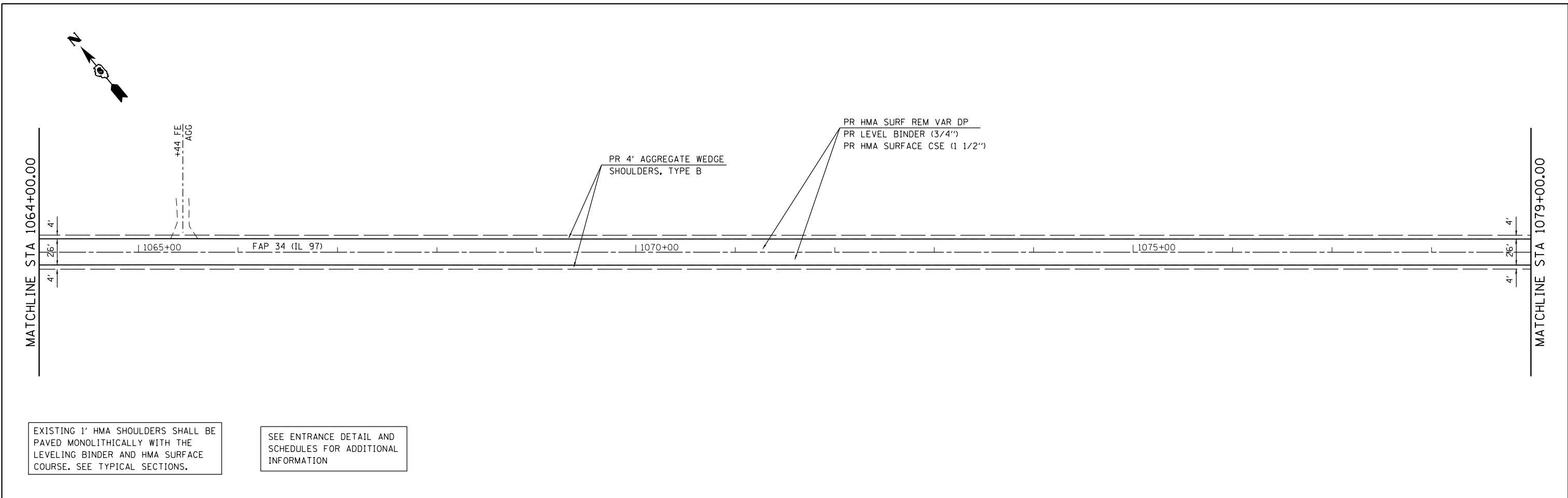
EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -					34	***	MENARD	45	35
	PLOT DATE = Jun-06-2014 02:14:36PM	CHECKED -	REVISED -		SCALE: 1" = 50'	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 72F 71
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

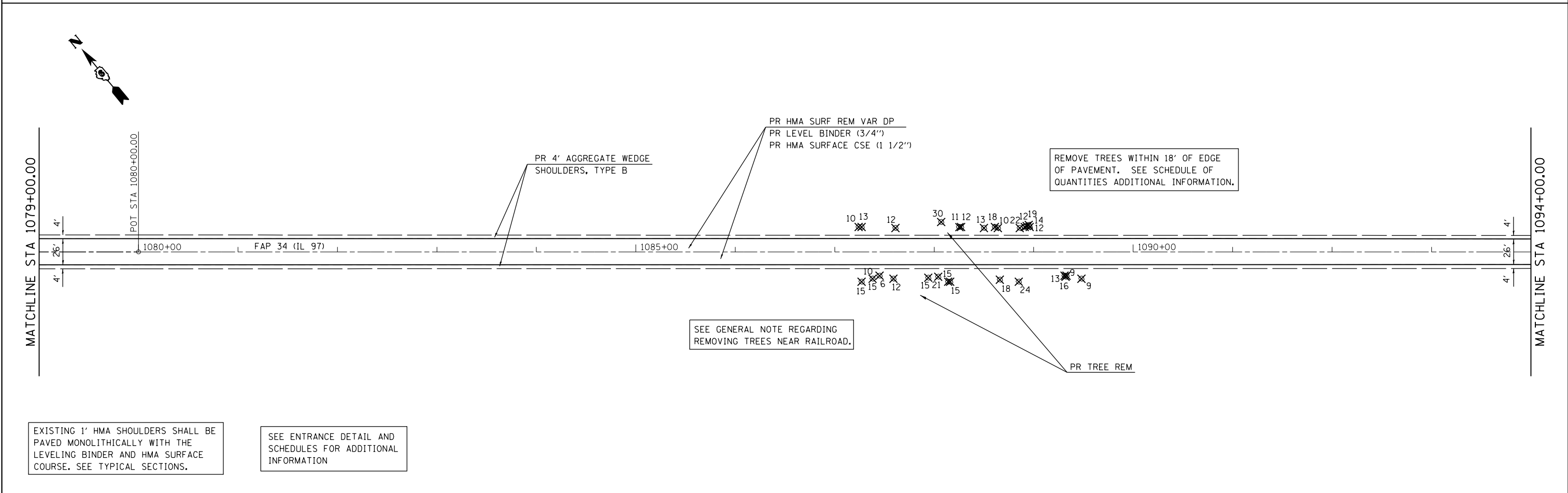


FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	ci:\pw\work\p\id\sparksgw\0313568\0672771-sht-PLAN1.dgn	DRAWN -	REVISED -					34	***	MENARD	45	36
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: 1" = 50'			CONTRACT NO. 72F 71		ILLINOIS FED. AID PROJECT		
	PLOT DATE = Jun-06-2014 02:14:37PM	DATE -	REVISED -		SHEET OF SHEETS STA. TO STA.			*** D6 SPRING RD REPAIR 2014-20				



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

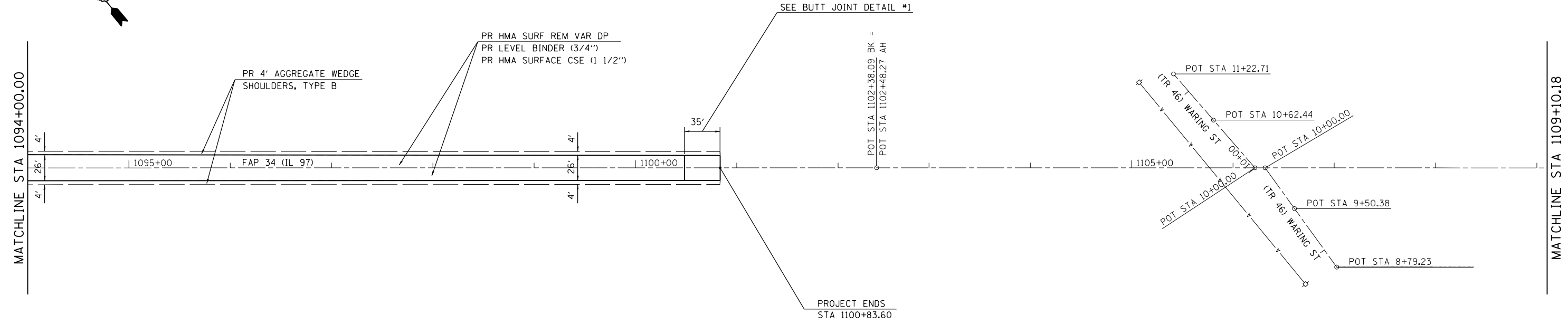
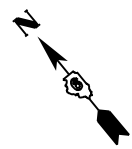
SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN SHEETS FAP 34 (IL 97)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	Default	DRAWN -	REVISED -					34	***	MENARD	45	37
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: 1" = 50'			CONTRACT NO. 72F 71		ILLINOIS FED. AID PROJECT		
	PLOT DATE = Jun-06-2014 02:14:37PM	DATE -	REVISED -		SHEET OF SHEETS STA. TO STA.			*** D6 SPRING RD REPAIR 2014-20				



EXISTING 1' HMA SHOULDERS SHALL BE PAVED MONOLITHICALLY WITH THE LEVELING BINDER AND HMA SURFACE COURSE. SEE TYPICAL SECTIONS.

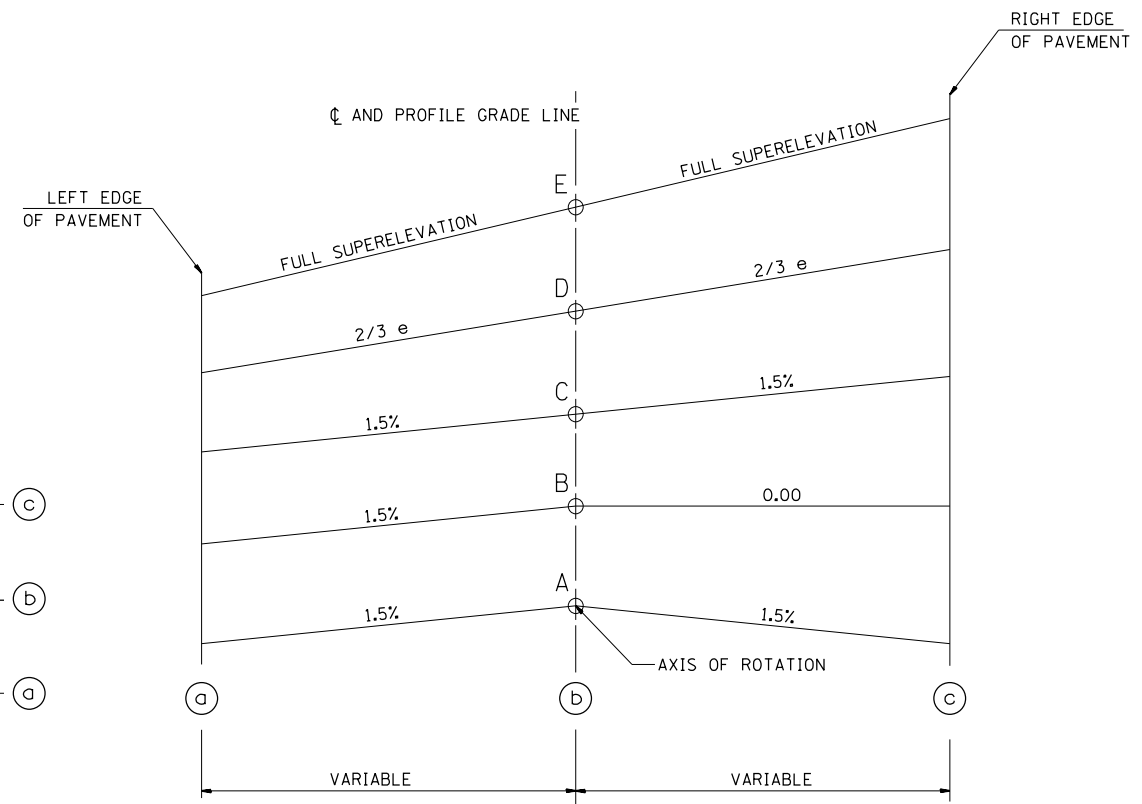
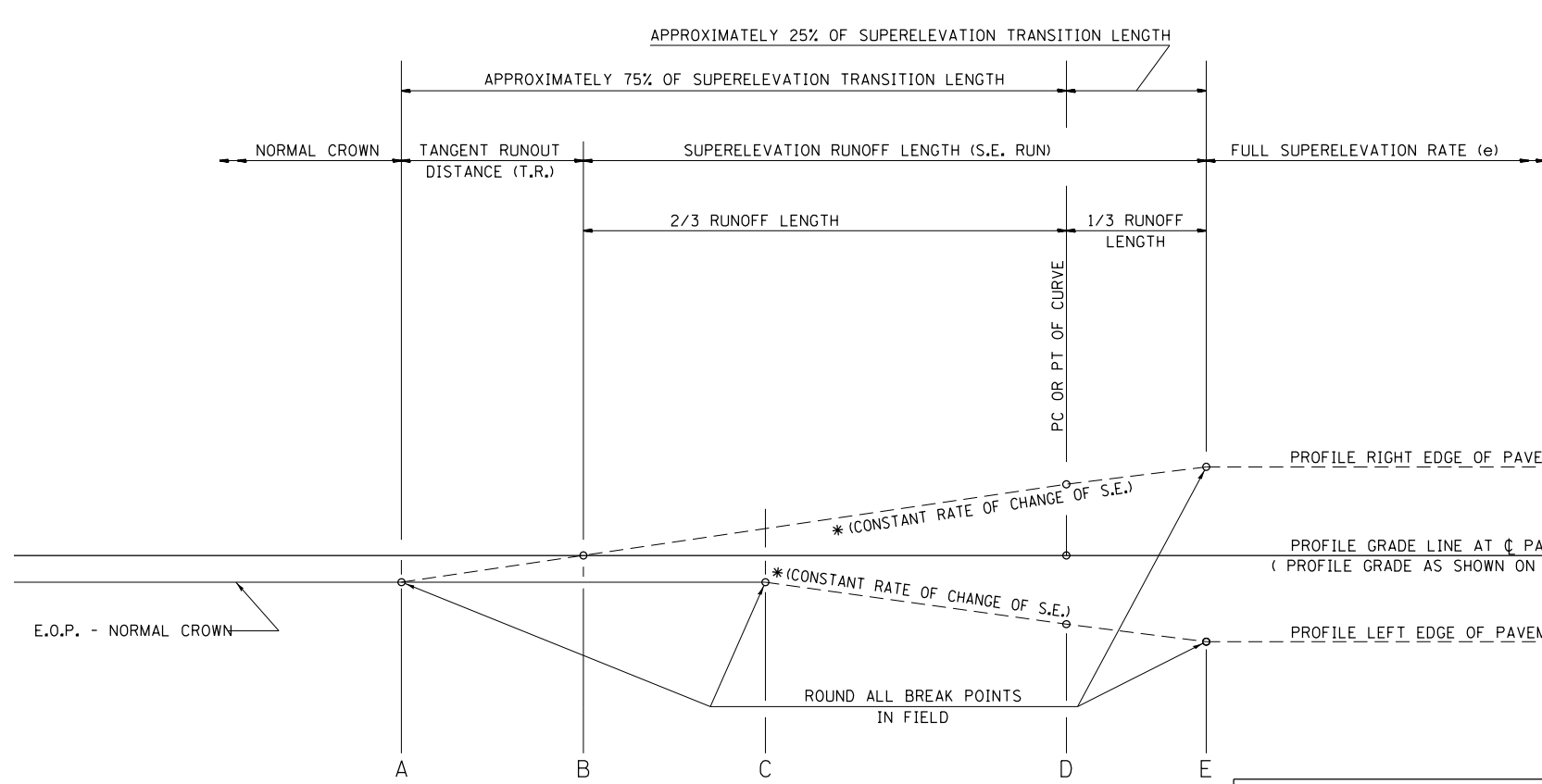
SEE ENTRANCE DETAIL AND SCHEDULES FOR ADDITIONAL INFORMATION

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwwork\pwwork\sparksgw\10313568\067277\71-sht-PLAN1.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:37PM	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PLAN SHEETS</b>			
<b>FAP 34 (IL 97)</b>			
SCALE: 1" = 50'	SHEET	OF 30 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	***	MENARD	45	38
ILLINOIS FED. AID PROJECT			<b>CONTRACT NO. 72F 71</b>	



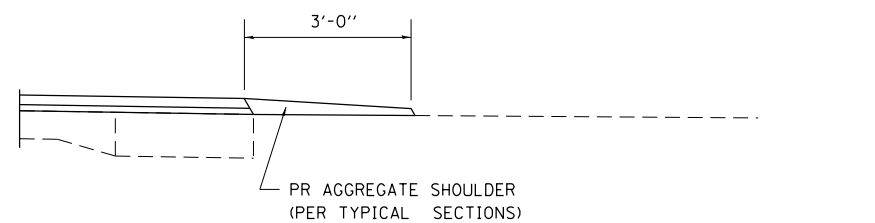
TYPICAL PROFILE - S.E. TRANSITION

TABLE OF SUPERELEVATION BREAK POINT LOCATIONS

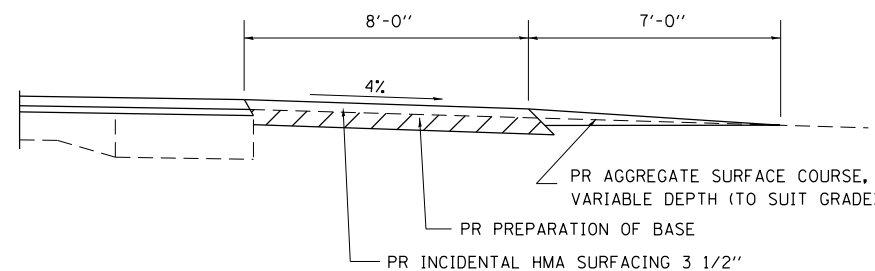
CURVE NO.	e	A	B	C	D	E	TRANSITION
51	4.4%	STA 800+25.25	STA 800+68.54	STA 801+11.83	STA 801+53.83	STA 801+96.47	P. C.
	4.4%	STA 826+21.08	STA 825+77.79	STA 825+34.50	STA 824+92.50	STA 824+49.86	P. T.
52	4.4%	STA 835+61.19	STA 835+94.73	STA 836+28.20	STA 836+60.28	STA 836+93.05	P. C.
	4.4%	STA 843+89.26	STA 843+55.72	STA 843+22.18	STA 842+90.17	STA 842+54.40	P. T.
53	4.3%	STA 876+90.01	STA 877+33.30	STA 877+76.59	STA 878+15.90	STA 878+57.20	P. C.
	4.3%	STA 883+58.71	STA 883+15.42	STA 882+72.13	STA 882+32.82	STA 881+91.52	P. T.
55	5.3%	STA 921+17.91	STA 921+61.20	STA 922+04.49	STA 922+62.52	STA 923+13.18	P. C.
	5.3%	STA 940+84.34	STA 940+41.05	STA 939+97.76	STA 939+39.73	STA 938+89.07	P. T.
56	4.4%	STA 941+40.46	STA 941+83.75	STA 942+27.04	STA 942+68.54	STA 943+10.94	P. C.
	4.4%	STA 955+26.00	STA 954+82.71	STA 954+39.42	STA 953+97.92	STA 953+10.94	P. T.
C1012	4.4%	STA 1005+33.40	STA 1005+76.69	STA 1006+19.98	STA 1006+62.39	STA 1007+05.24	P. C.
	4.4%	STA 1019+98.77	STA 1019+55.48	STA 1019+12.19	STA 1018+69.78	STA 1018+26.93	P. T.
C1033	4.4%	STA 1020+92.74	STA 1021+36.03	STA 1021+79.32	STA 1022+21.42	STA 1022+64.12	P. C.
	4.4%	STA 1045+00.13	STA 1044+56.84	STA 1044+13.55	STA 1043+71.45	STA 1043+28.75	P. T.
C1051	4.4%	STA 1044+62.39	STA 1045+05.68	STA 1045+48.97	STA 1045+90.57	STA 1046+33.02	P. C.
	4.4%	STA 1060+29.15	STA 1059+85.86	STA 1059+42.57	STA 1059+00.97	STA 1058+58.52	P. T.

EX CURVE 50 PI STA. = 741+87.87 Δ = 2° 23' 28'' D = 0° 14' 38'' R = 23,479.38' T = 490.00' L = 979.86' E = 5.11' e = N. C. T. R. = S. E. RUN = P. C. STA = 736+97.87 P. T. STA = 746+77.73	EX CURVE 51 PI STA. = 813+92.63 Δ = 46° 44' 11'' D = 1° 59' 54'' R = 2,867.07' T = 1,238.80' L = 2,338.67' E = 256.18' e = 4.4% T. R. = 43.29 S. E. RUN = 127.93 P. C. STA = 801+53.83 P. T. STA = 824+92.50	EX CURVE 52 PI STA. = 837+82.05 Δ = 28° 50' 27'' D = 4° 34' 43'' R = 1,251.36' T = 321.77' L = 629.89' E = 40.71' e = 4.4% T. R. = 33.54 S. E. RUN = 98.32 P. C. STA = 836+60.28 P. T. STA = 842+90.17	EX CURVE 53 PI STA. = 880+24.69 Δ = 7° 56' 24'' D = 1° 54' 16'' R = 3,008.51' T = 208.79' L = 416.91' E = 7.20' e = 4.3% T. R. = 43.29 S. E. RUN = 123.90 P. C. STA = 878+15.90 P. T. STA = 882+32.82
--	--	--	---

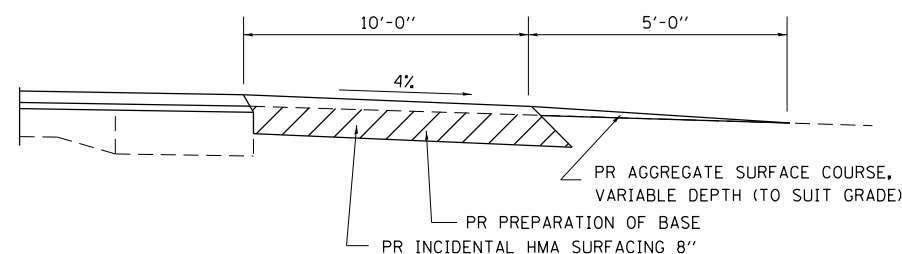
EX CURVE 54 PI STA. = 904+65.61 Δ = 1° 33' 35'' D = 0° 15' 07'' R = 22,736.42' T = 309.48' L = 618.92' E = 2.11' e = N. C. T. R. = S. E. RUN = P. C. STA = 901+56.13 P. T. STA = 907+75.05	EX CURVE 55 PI STA. = 931+48.19 Δ = 45° 30' 43'' D = 2° 42' 49'' R = 2,111.46' T = 885.67' L = 1,677.21' E = 178.23' e = 5.3% T. R. = 43.29 S. E. RUN = 151.98 P. C. STA = 922+62.52 P. T. STA = 939+39.73	EX CURVE 56 PI STA. = 948+40.51 Δ = 22° 22' 03'' D = 1° 58' 50'' R = 2,892.97' T = 571.97' L = 1,129.37' E = 56.00' e = 4.4% T. R. = 43.29 S. E. RUN = 127.19 P. C. STA = 942+68.54 P. T. STA = 953+97.92	EX CURVE C1012 PI STA. = 1012+75.31 Δ = 24° 18' 40'' D = 2° 00' 49'' R = 2,845.55' T = 612.39' L = 1,207.39' E = 65.26' e = 4.4% T. R. = 43.29 S. E. RUN = 128.56 P. C. STA = 1006+62.39 P. T. STA = 1018+69.78	EX CURVE C1033 PI STA. = 1033+50.03 Δ = 43° 02' 47'' D = 2° 00' 08'' R = 2,861.75' T = 1,128.61' L = 2,150.03' E = 214.51' e = 4.4% T. R. = 43.29 S. E. RUN = 128.09 P. C. STA = 1022+21.42 P. T. STA = 1043+71.45	EX CURVE C1051 PI STA. = 1052+57.25 Δ = 26° 00' 02'' D = 1° 59' 03'' R = 2,887.64' T = 666.68' L = 1,310.40' E = 75.96' e = 4.4% T. R. = 43.29 S. E. RUN = 127.34 P. C. STA = 1045+90.57 P. T. STA = 1059+00.97
--	--	---	---	--	---



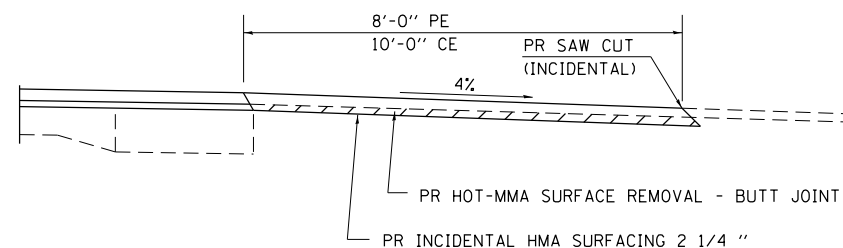
**SECTION A-A FOR EX EARTH/ AGGREGATE FE**



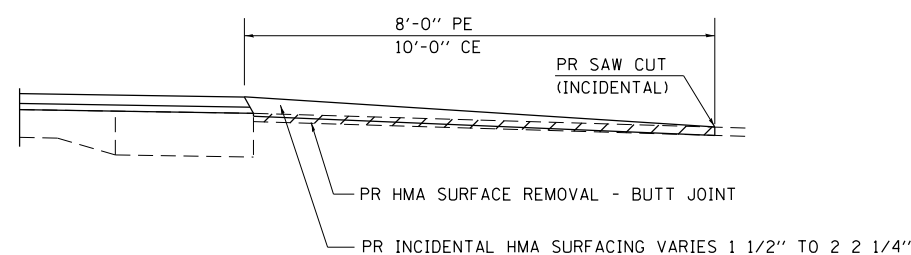
**SECTION A-A FOR EX EARTH/AGGREGATE PE**



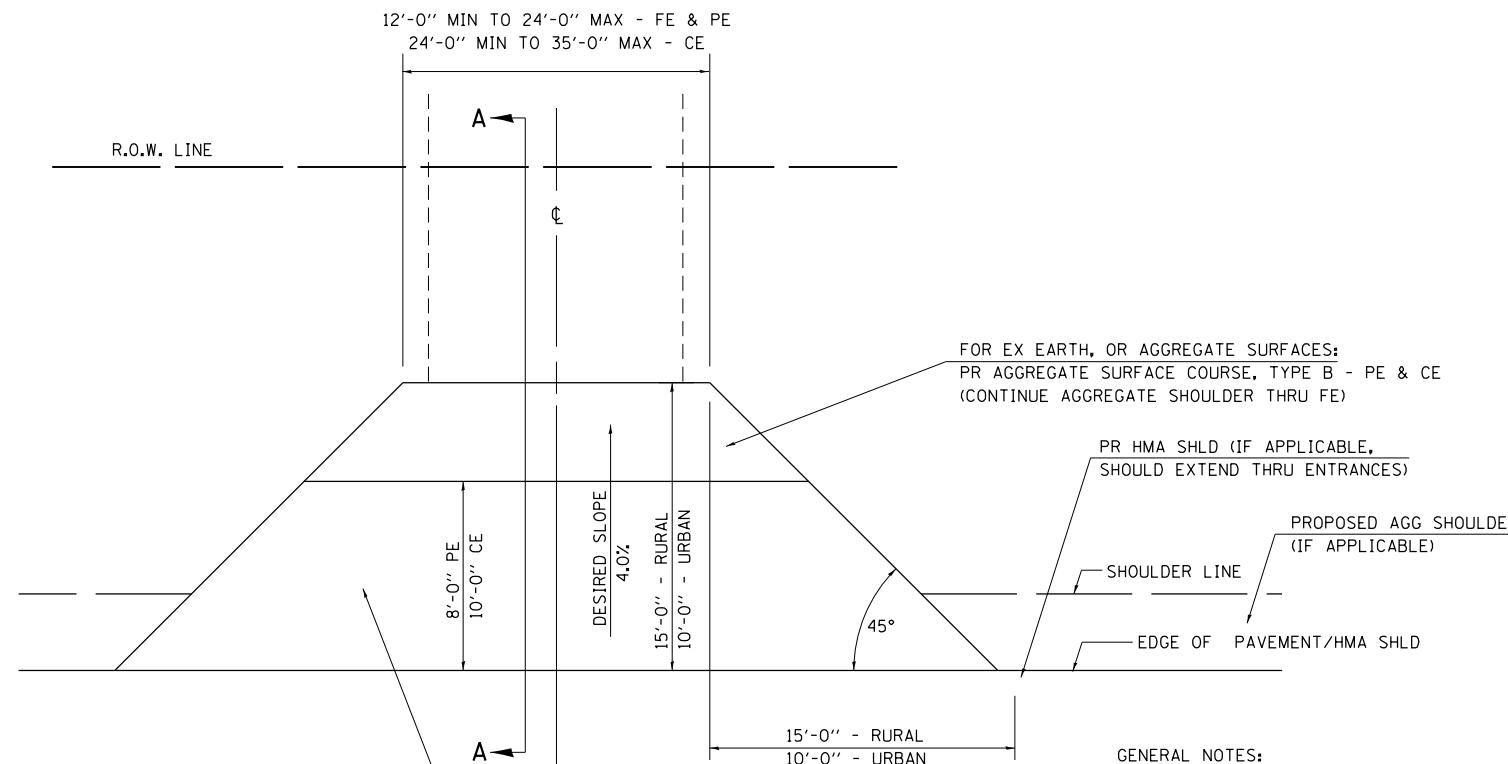
**SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD**



**SECTION A-A FOR EX EARTH/AGGREGATE PE/CE & SIDE ROAD WITH EXISTING HMA APRON**



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



FOR EX EARTH OR AGGREGATE SURFACES WITH HMA APRONS:  
 PR HMA SURFACE REMOVAL VD (IF APPLICABLE)  
 PR AGGREGATE SHOULDER THRU - FE  
 PR INCIDENTAL HMA SURF 2 1/4 " - PE  
 PR INCIDENTAL HMA SURF 2 1/4 " - CE

FOR EX HOT-MIX ASPHALT SURFACES:  
 PR HMA SURFACE REMOVAL - BUTT JOINT

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

**GENERAL NOTES:**

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

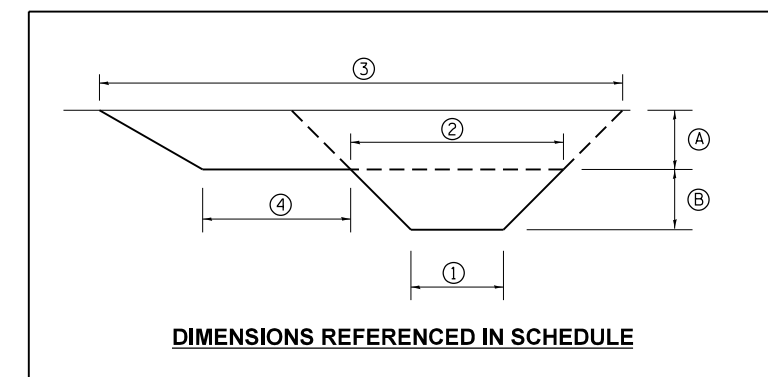
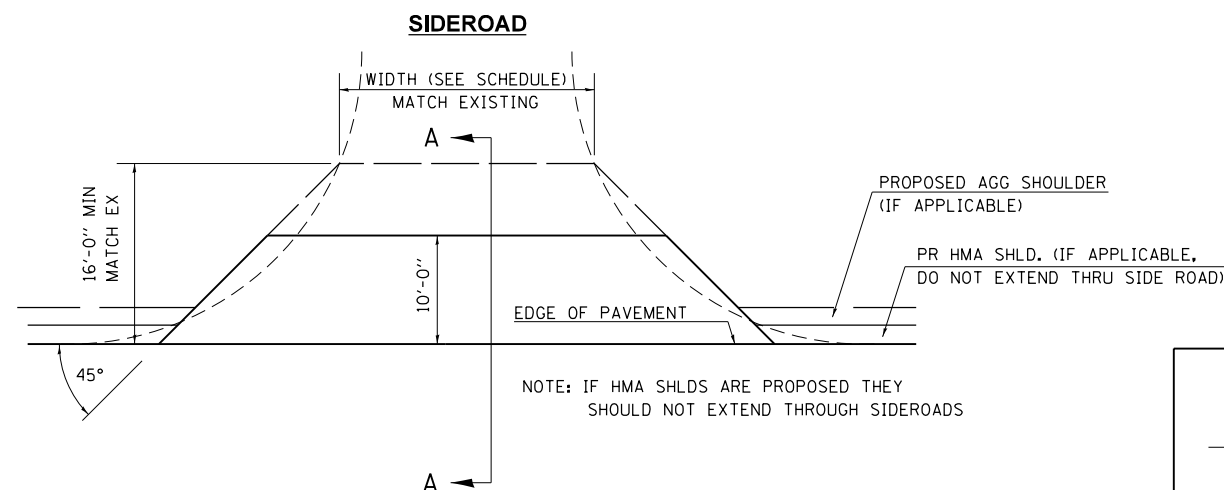
THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

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

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

WHEN THE HOT-MIX ASPHALT PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT SURFACE COURSE.

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



FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwork\work\pwork\sparksgw\0313568\0677271-sht-details.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:40PM	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

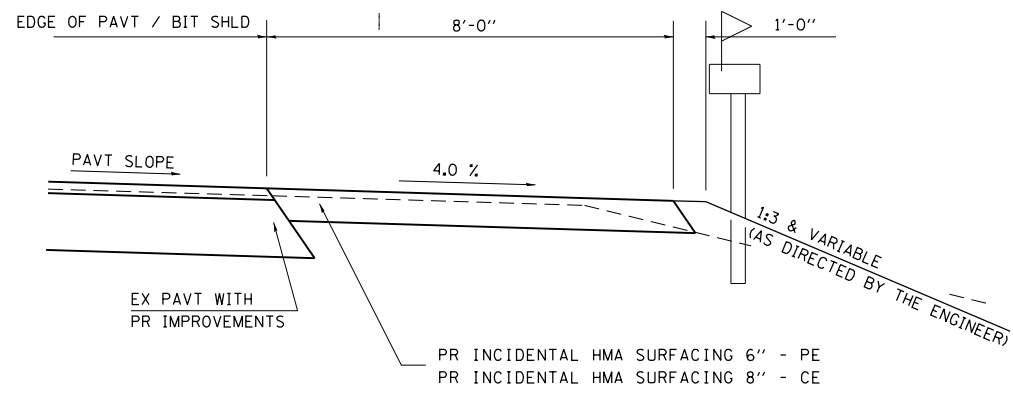
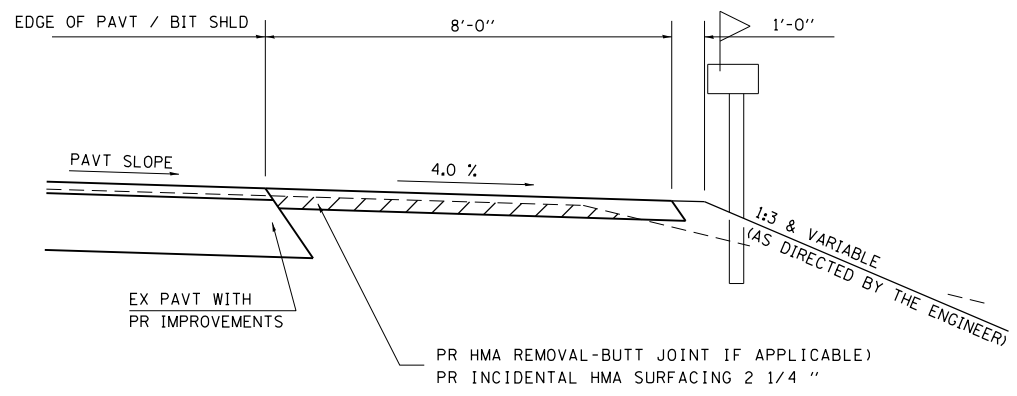
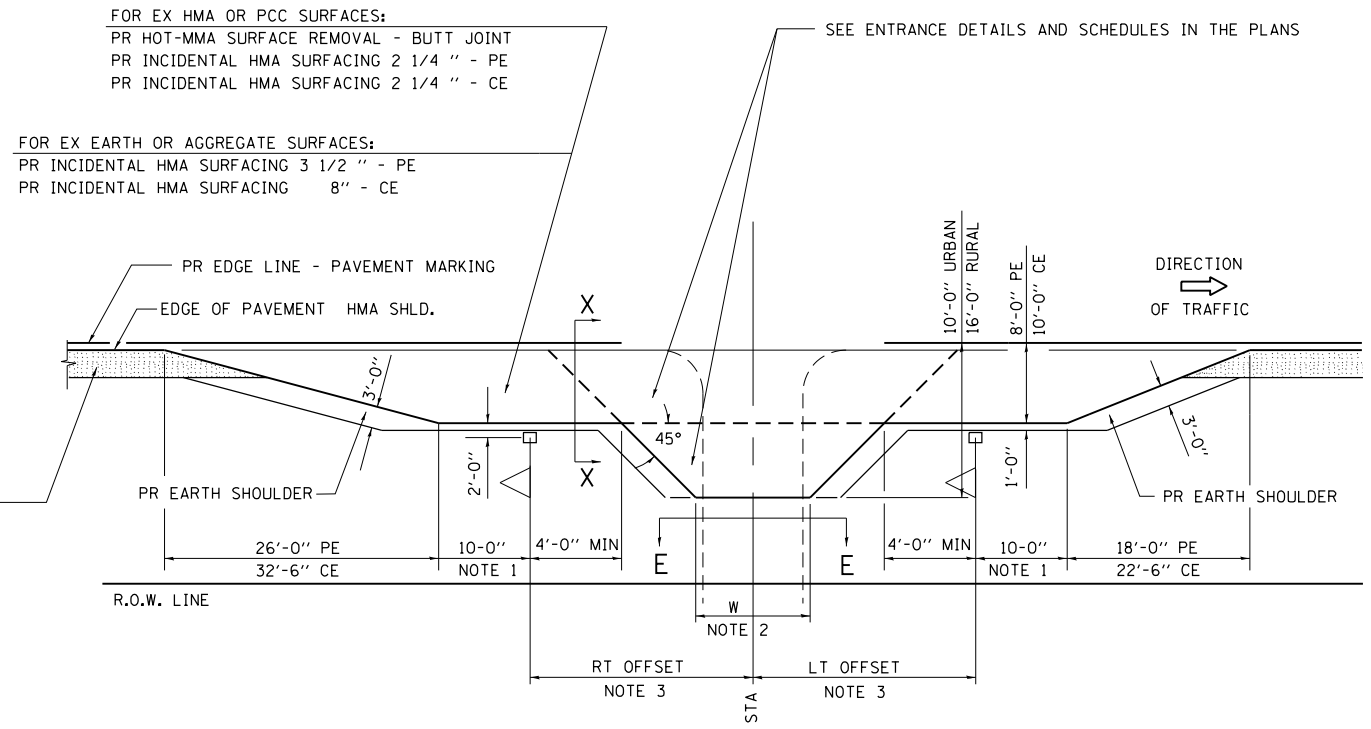
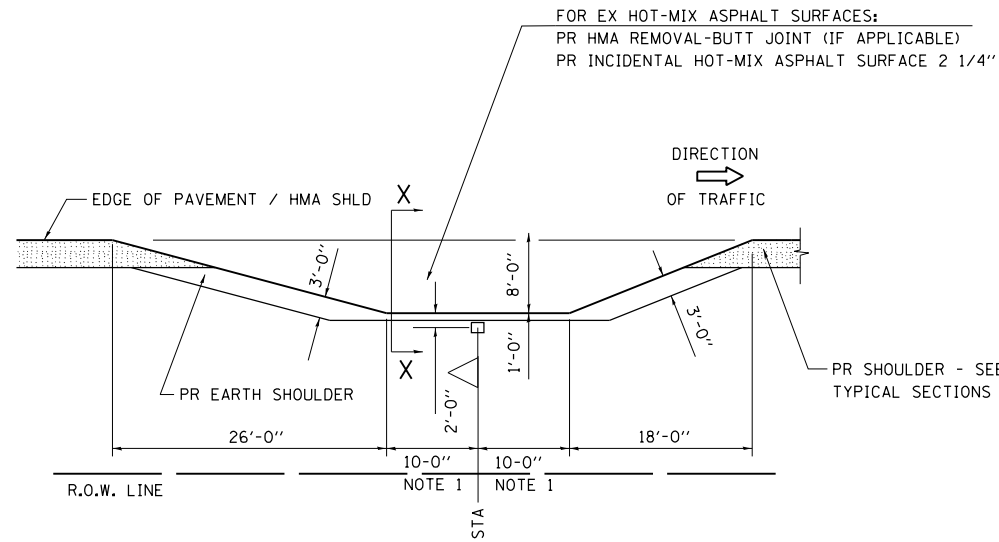
**DIST.6 DETAILS FOR RURAL/URBAN ENT. MAILBOX  
TURNOUT & SIDEROADS W/O CONC. GUTTER (3P-PROJ.)**

SCALE: SHEET OF SHEETS STA. TO STA.

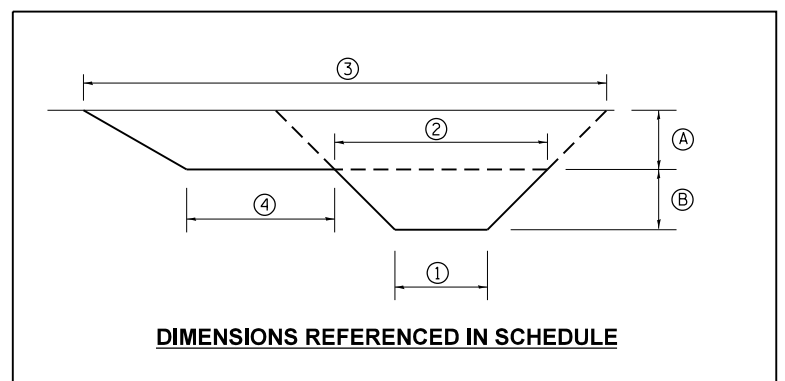
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	(2)RS-4,(3)RS-5	MENARD	45	40
CONTRACT NO.			72F 71	
ILLINOIS FED. AID PROJECT				



# DETAILS OF MAILBOX TURNOUTS



- NOTE 1 IF MORE THAN ONE MAILBOX IS PRESENT, DIMENSION FROM CENTER OF END MAILBOX.
- NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.
- NOTE 3 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.



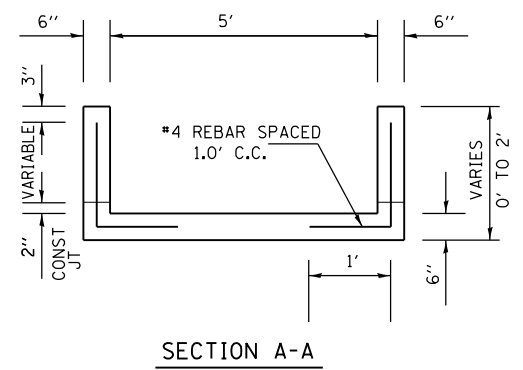
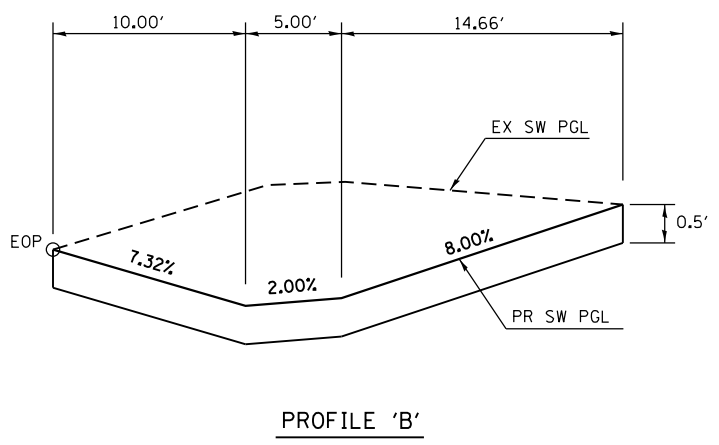
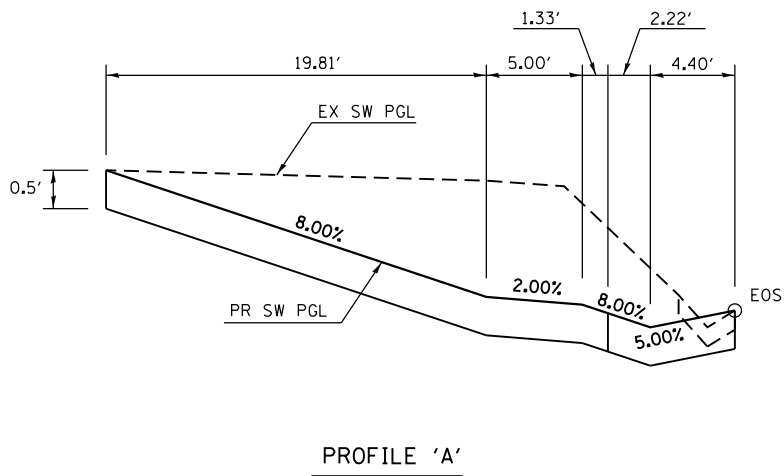
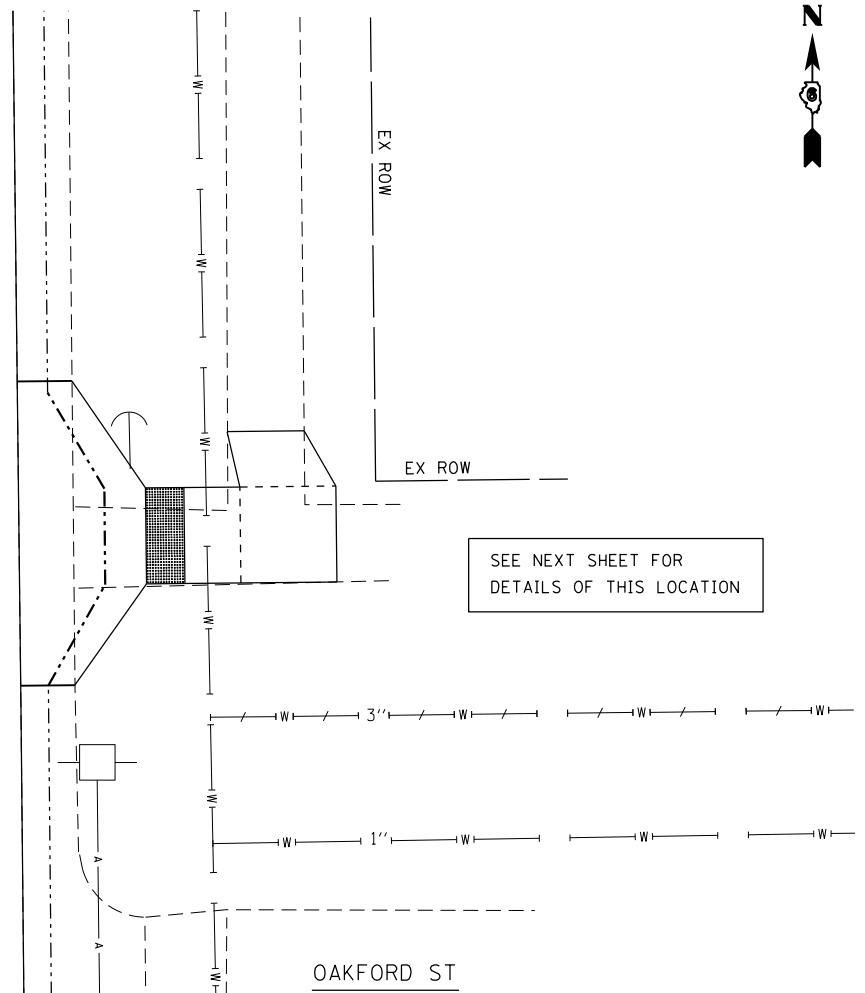
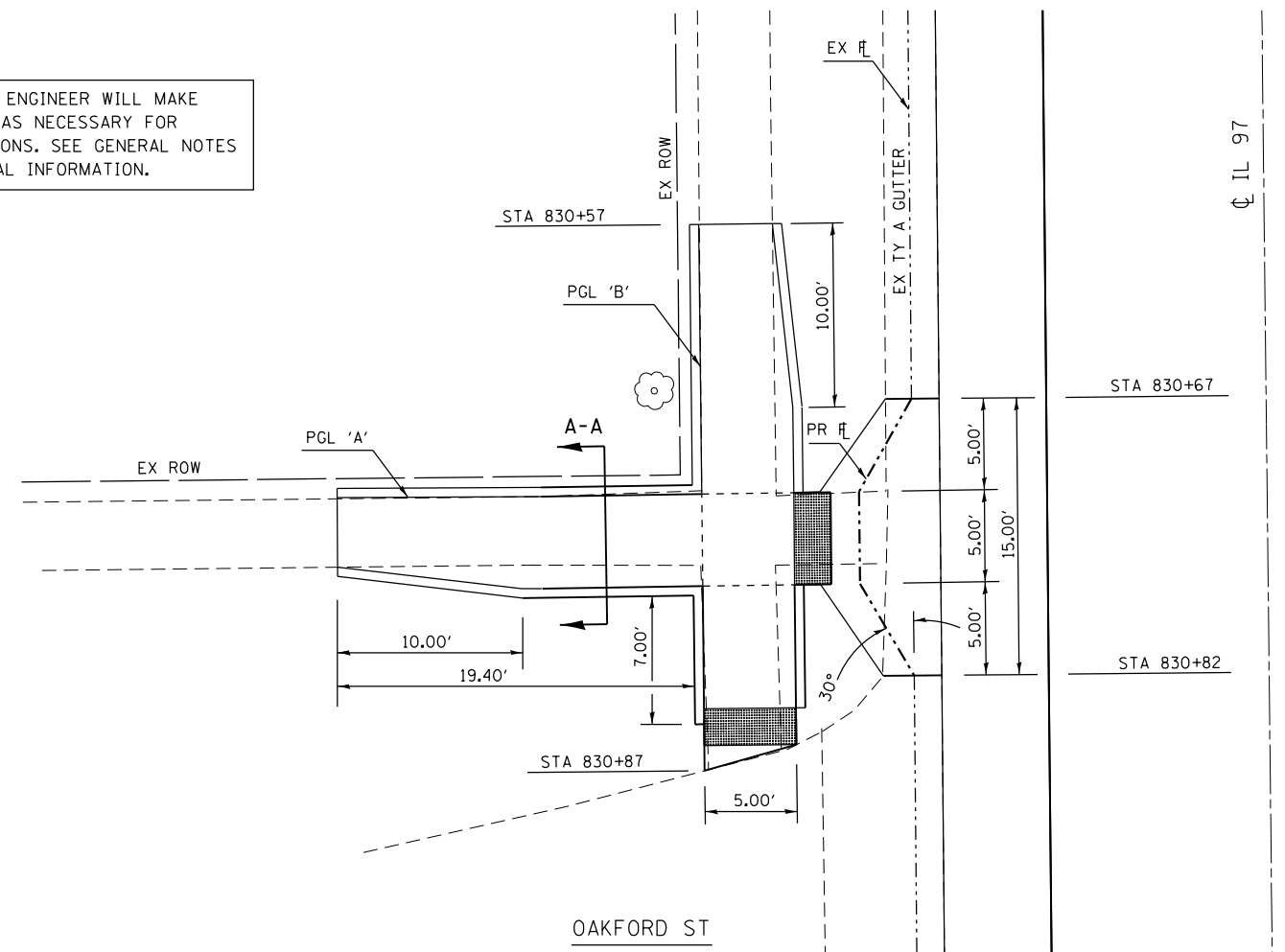
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DIST. 6 DETAILS FOR RURAL/URBAN ENT., MAILBOX TURNOUT &amp; SIDEROADS W/O CONC. GUTTER (3P-PROJ.)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			34	(2)RS-4,(3)RS-5	MENARD	45	41	
		CHECKED -	REVISED -			CONTRACT NO. 72F 71					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
Default	PLOT DATE = Jun-06-2014 02:14:41PM			SCALE:	SHEET OF SHEETS	STA. TO STA.					

FAP 34 ( IL 97) ENTRANCE SCHEDULE													
LOCATION	NAME / TYPE	( 3) FRONT WIDTH ( FT)	( 2) REAR WIDTH ( HMA) ( FT)	THICKNESS ( IN)	DISTANCE FROM EOP ( FT)	EX MATERIAL	PREPARATION OF BASE ( SQ YD)	INCIDENTAL SURFACING ( TON)	AGGREGATE SURFACE, TYPE B ( TON)	TEMPORARY RAMP ( SQ YD)	BUTT JOINT ( SQ YD)	BITUMINOUS PRIME COAT ( TON)	AGGREGATE PRIME COAT ( TON)
LT STA 798+52.00	CE ( PUMPHOUSE RD)	56.2	36.2	2.25	8	AGG		5.2	26.0	20.1	41.1	0.016	0.082
RT STA 809+07.00	CE	59.6	31	6.67	10	AGG	50.3	18.8	14.0			0.019	0.101
RT STA 815+02.00	CE	48.5	33.7	2.25	10	AGG		5.8	19.8		45.7	0.017	0.091
RT STA 821+74.00	CE	50.8	36.4	2.25	10	AGG		6.1	20.6		48.4	0.018	0.097
LT STA 821+86.00	CE	72.4	43.2	2.25	10	AGG		8.1	19.7		64.2	0.024	0.128
RT STA 823+95.00	CE	54.2	35.1	2.25	10	AGG		6.3	15.4		49.6	0.019	0.099
LT STA 826+22.00	SR ( PETERSBURG ST)	63.1	30.7	2.25	17	O&C		11.2		17.1	88.6	0.034	0.177
LT STA 841+27.00	SR ( COLSON ST)	56.8	28.4	2.25	10	O&C		6.0		15.8	47.3	0.018	0.095
LT STA 844+49.00	PE	38.9	25.1	2.25	8	AGG		3.6	16.5		28.4	0.011	0.057
LT STA 852+79.00	SR ( COLSON ST)	119.7	79.2	2.25	11.7	O&C		16.3		44.0	129.3	0.049	0.259
LT STA 854+26.00	SR ( LOUNSBERRY RD)	110.1	82.5	2.25	10	O&C		13.5		45.8	107.0	0.041	0.214
LT STA 879+11.00	PE	67.2	39.1	2.25	8	AGG		6.0	16.9		47.2	0.018	0.094
LT STA 888+89.00	PE	73.3	58.6	2.25	8	O&C		7.4			58.6	0.022	0.117
LT STA 903+21.00	PE	54.9	39	2.25	6	HMA		3.9	20.5		31.3	0.012	0.063
LT STA 905+43.00	PE	58.3	45.7	2.25	7.5	O&C		5.5			43.3	0.016	0.087
LT STA 917+44.00	PE	42.7	31.3	6.67	10	AGG	41.1	15.4	14.8			0.016	0.082
LT STA 924+41.00	PE	69.9	50.4	2.25	10	O&C		8.4			66.8	0.025	0.134
LT STA 934+57.00	SR ( LOUNSBERRY RD)	75.7	53.4	2.25	10	O&C		9.0		29.7	71.7	0.027	0.143
RT STA 948+70.00	SR ( WHITE CR AVE)	137.5	100.4	2.25	11	O&C		18.3		55.8	145.4	0.055	0.291
LT STA 949+71.00	SR ( WHITE CR AVE)	101.6	71.1	2.25	10.6	O&C		12.8		39.5	101.7	0.039	0.203
RT STA 1013+29.00	PE	30.1	10.4	2.25	11.8	AGG		3.3	3.6		26.6	0.010	0.053
RT STA 1013+96.00	PE	26.8	17.7	2.25	8	AGG		2.5	9.7		19.8	0.008	0.040
RT STA 1019+25.00	PE	63.8	41.9	2.25	10	AGG		7.4	8.9		58.7	0.022	0.117
RT STA 1023+16.00	PE	34.4	17.5	2.25	9.6	O&C		3.5	7.8		27.7	0.011	0.055
RT STA 1025+97.00	SR ( CHURCH ST)	66.2	37.8	2.25	11	O&C		8.0		21.0	63.6	0.024	0.127
RT STA 1026+76.00	SR ( PINHOOK RD)	47.2	36.8	2.25	10.3	O&C		6.1		20.4	48.1	0.018	0.096
LT STA 1027+30.00	SR ( PINHOOK RD)	53.2	30.1	2.25	10	O&C		5.8		16.7	46.3	0.018	0.093
LT STA 1029+32.00	SR ( TAR CRK RD)	53.7	30.3	2.25	10.7	O&C		6.3		16.8	49.9	0.019	0.100
RT STA 1029+70.00	SR ( ATTERBERRY RD)	73.8	42	2.25	11.5	O&C		9.3		23.3	74.0	0.028	0.148
LT STA 1037+18.00	FE	55.2	23.4	2.25	12	AGG		6.6	8.5		52.4	0.020	0.105
<b>TOTALS:</b>							<b>91.4</b>	<b>246.2</b>	<b>222.4</b>	<b>366.1</b>	<b>1,682.7</b>	<b>0.674</b>	<b>3.548</b>

SEE PREVIOUS SHEET FOR DETAIL OF DIMENSION LOCATIONS

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DIST. 6 DETAILS FOR RURAL/URBAN ENT., MAILBOX TURNOUT &amp; SIDEROADS W/O CONC. GUTTER (3P-PROJ.)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\idot\sparksgw\0313568\0672\F71-sht-details.dgn	DRAWN -	REVISED -	34			(2)RS-4,(3)RS-5	MENARD	45	42	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 72F 71		
	PLOT DATE = Jun-06-2014 02:14:41PM	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

THE RESIDENT ENGINEER WILL MAKE ADJUSTMENTS AS NECESSARY FOR FIELD CONDITIONS. SEE GENERAL NOTES FOR ADDITIONAL INFORMATION.



SEE HIGHWAY STD 424001 & 606101 FOR ADDITIONAL INFORMATION

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
ct:\pw\work\p\dot\sparksgw\0313568\0677\71-sht-sw-detail.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 10.0000 / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:47PM	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HAND-CAP SIDEWALK RAMP DETAIL  
FAP 34 (IL 97)  
SCALE: 1" = 5'  
SHEET 1 OF 2 SHEETS STA. TO STA.

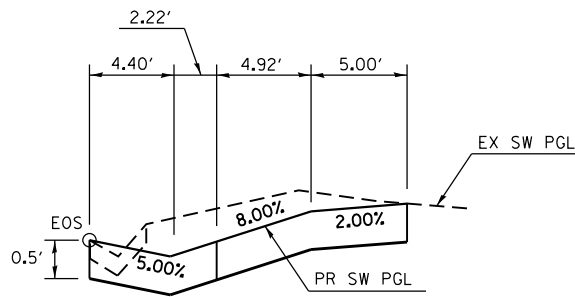
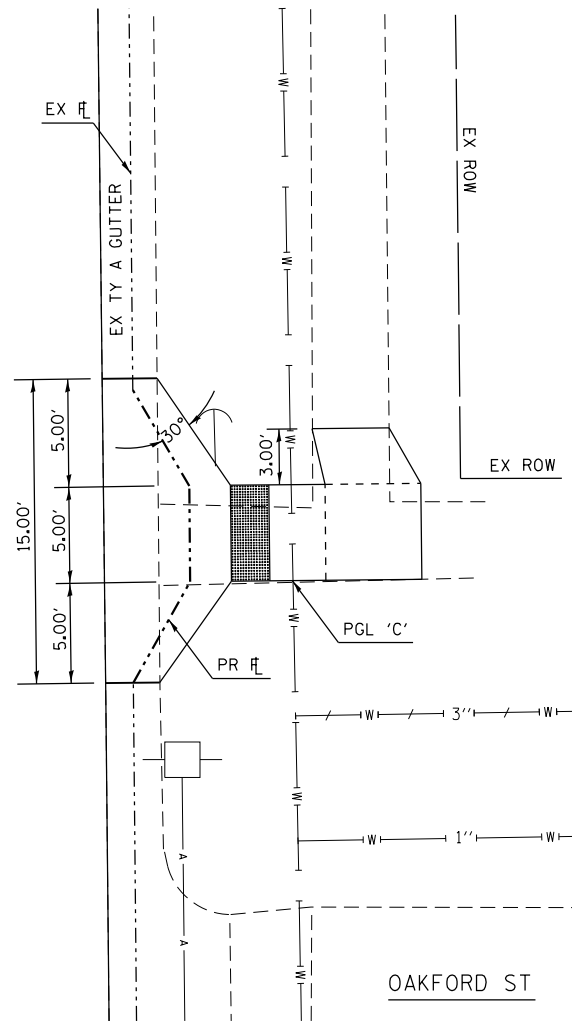
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	(2)RS-4,(3)RS-5	MENARD	45	43
CONTRACT NO. 72F 71			ILLINOIS FED. AID PROJECT	



CL IL 97

STA 830+66

STA 830+81



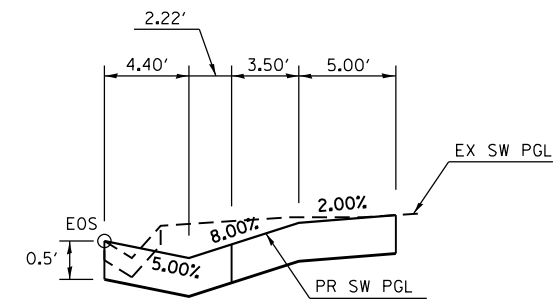
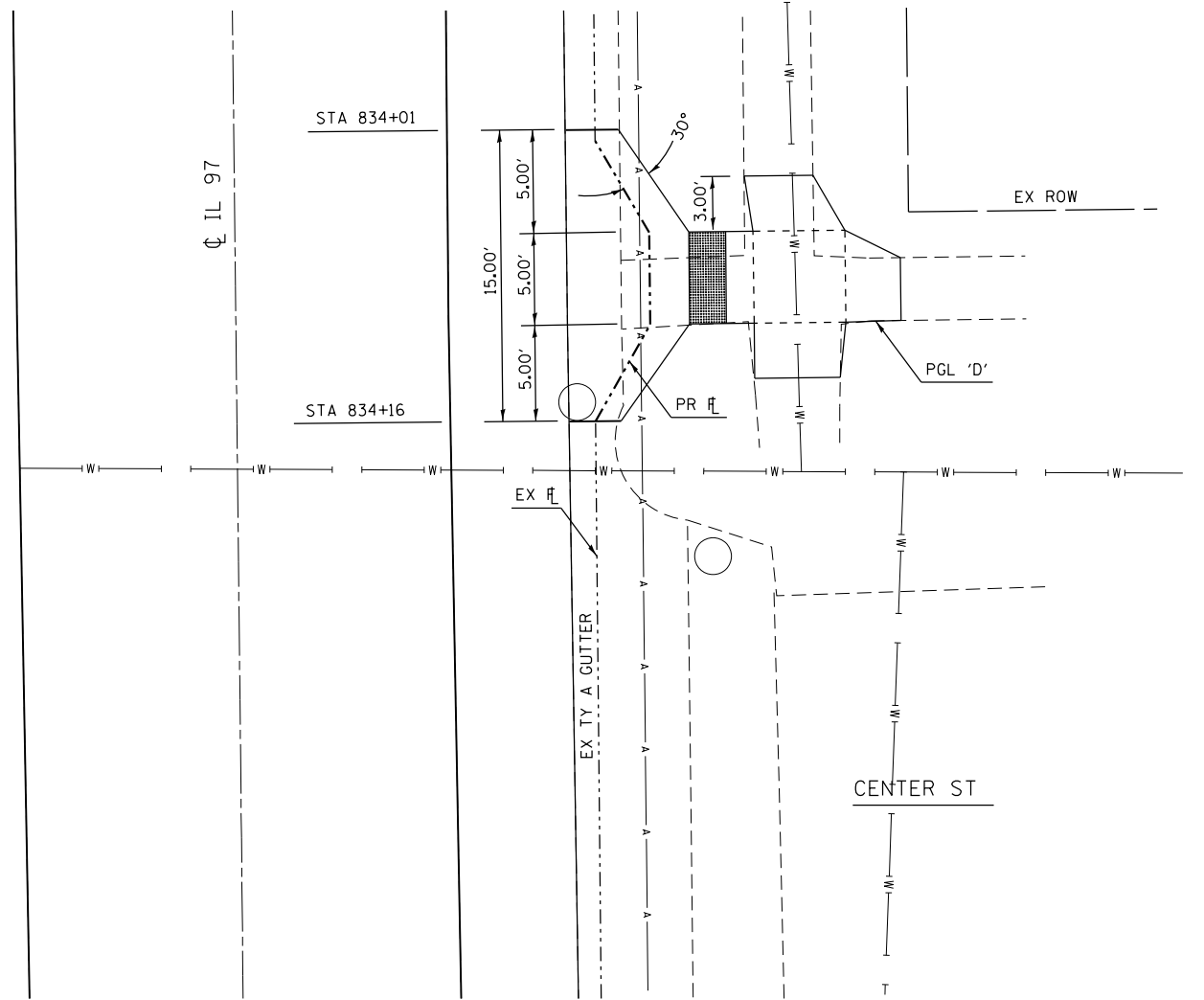
PROFILE 'C'



CL IL 97

STA 834+01

STA 834+16



PROFILE 'D'

SEE HIGHWAY STD 424001 & 606101 FOR ADDITIONAL INFORMATION

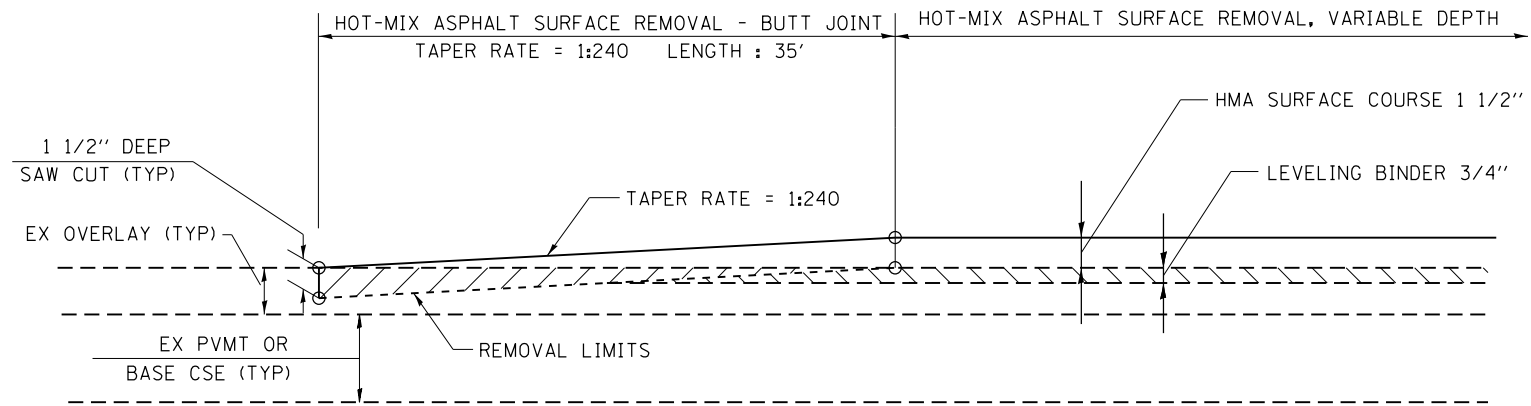
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwork\pwork\sparksgw\0313568\0672771-sht-sw-detail.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:47PM	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

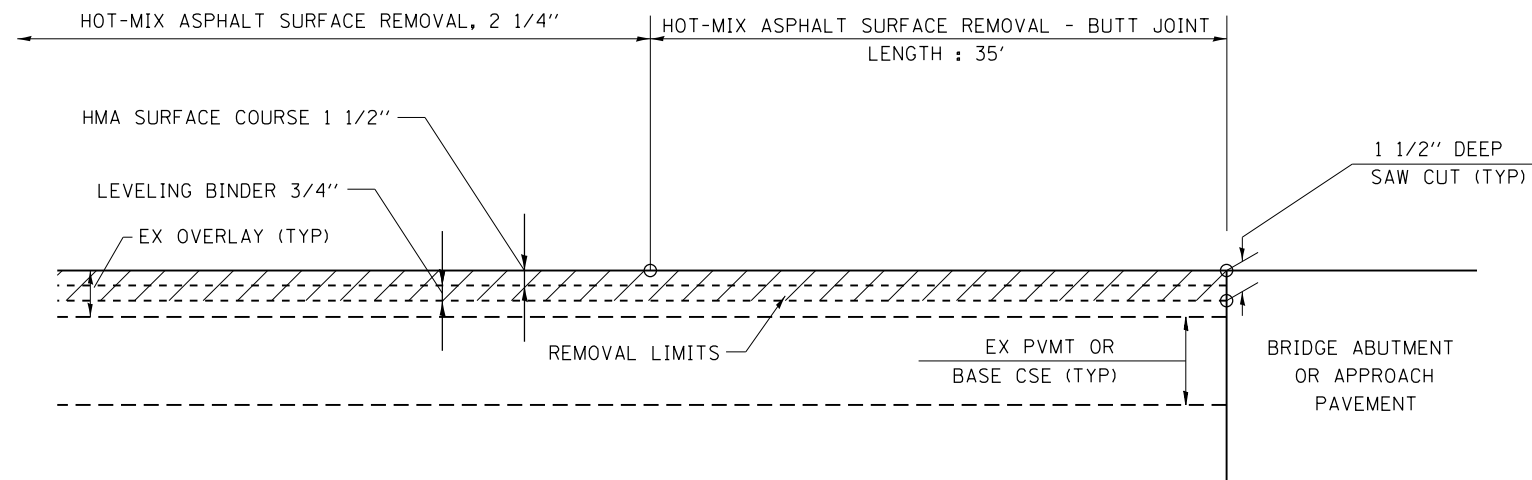
HANDI-CAP SIDEWALK RAMP DETAIL  
FAP 34 (IL 97)

SCALE: 1" = 5' SHEET 2 OF 2 SHEETS STA. TO STA.

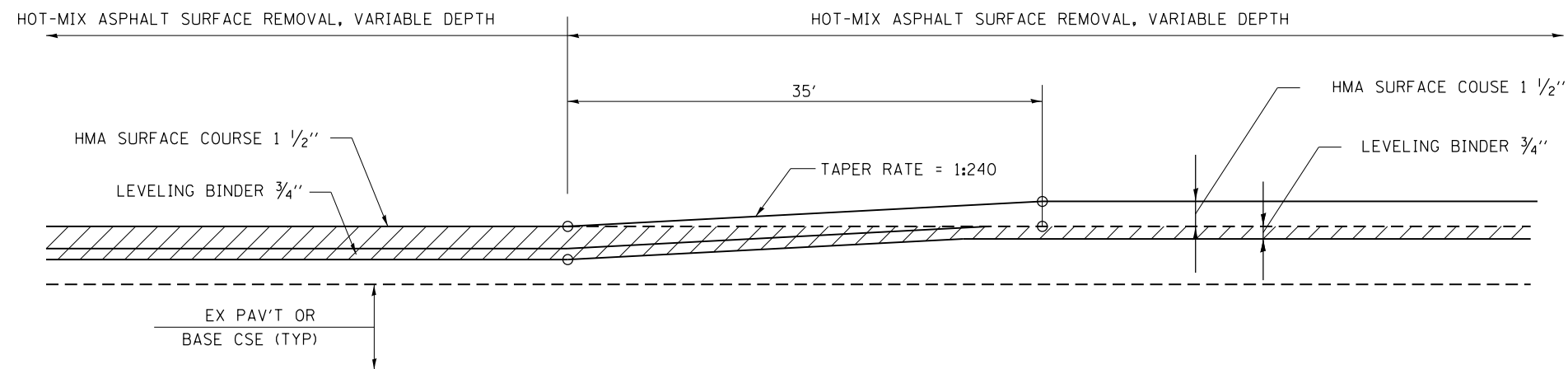
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	(2)RS-4,(3)RS-5	MENARD	45	44
CONTRACT NO.			72F 71	
ILLINOIS FED. AID PROJECT				



**BUTT JOINT DETAIL #1**



**BUTT JOINT DETAIL #2**



**RAMP DETAIL**

\* SAW CUT IS INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT, AND IS NOT TO BE PAID SEPARATELY.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
c:\pwork\pwork\sparksgw\0313568\0672771-sht-butt joint.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Jun-06-2014 02:14:49PM	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND  
RAMP DETAIL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34	(2)RS-4,(3)RS-5	MENARD	45	45
CONTRACT NO. 72F 71			ILLINOIS FED. AID PROJECT	