

**INDEX OF SHEETS**

04-24-2026 LETTING ITEM 096

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**HIGHWAY STANDARDS**

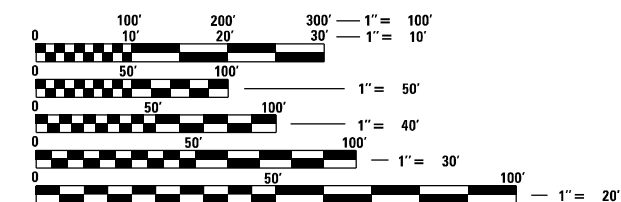
|           |           |           |           |
|-----------|-----------|-----------|-----------|
| 000001-09 | 631011-10 | 701311-03 | 729001-01 |
| 001006    | 642006-01 | 701336-07 | 780001-05 |
| 280001-07 | 642011    | 701901-11 | 781001-04 |
| 482001-02 | 701006-05 | 720001-01 |           |
| 482011-03 | 701101-05 | 720006-04 |           |
| 630106-02 | 701201-05 | 720011-01 |           |
| 630201-07 | 701301-04 | 725001-01 |           |
| 631006-08 | 701306-04 | 728001-01 |           |

**TRAFFIC DATA (2023)**

| WEST OF MACKINAW RD. |       | MACKINAW RD. TO MINIER RD. |       | MINIER RD. TO MCLEAN RD. |       |
|----------------------|-------|----------------------------|-------|--------------------------|-------|
| IL RT 122            |       | IL RT 122                  |       | IL RT 122                |       |
| ADT                  | 1,100 | ADT                        | 1,250 | ADT                      | 1,400 |
| PV                   | 990   | PV                         | 1,140 | PV                       | 1,290 |
| SU                   | 50    | SU                         | 50    | SU                       | 50    |
| MU                   | 60    | MU                         | 60    | MU                       | 60    |

**FUNCTIONAL CLASSIFICATION:**

MINOR ARTERIAL



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: DAVID E. BROVIK, P.E.  
PROJECT MANAGER: MIKE WITTKOP, P.E.

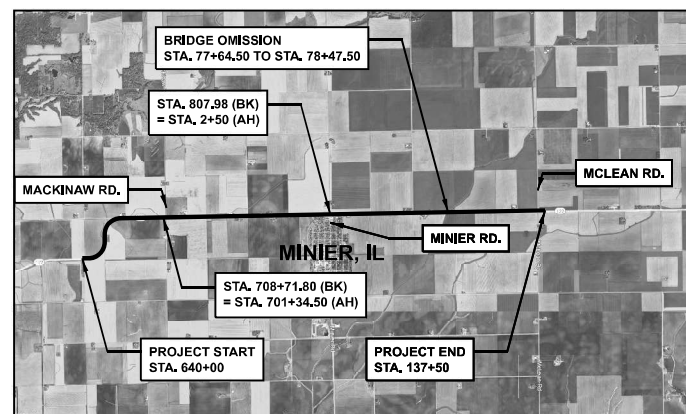
CONTRACT NO. 68J60

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**PROPOSED  
HIGHWAY PLANS**

FAP 701 (IL 122)  
SECTION 127RS-6; 128RS-4  
PROJECT STP-FGF1(317)  
DESIGNED OVERLAY  
TAZEWELL COUNTY

C-94-112-24



LOCATION MAP

N.T.S.  
GROSS LENGTH 31,034.78 FT = 5.88 MILES  
NET LENGTH 30,951.78 FT. = 5.86 MILES

LICENSED PROFESSIONAL ENGINEER  
PHILIP J. MINGA  
062.045292  
OF ILLINOIS

SE3, LLC  
PHILIP J. MINGA, P.E.  
*Philip J. Minga*  
DATE: JANUARY 27, 2026  
SHEETS: 1-12

EXPIRES: 11/30/2027

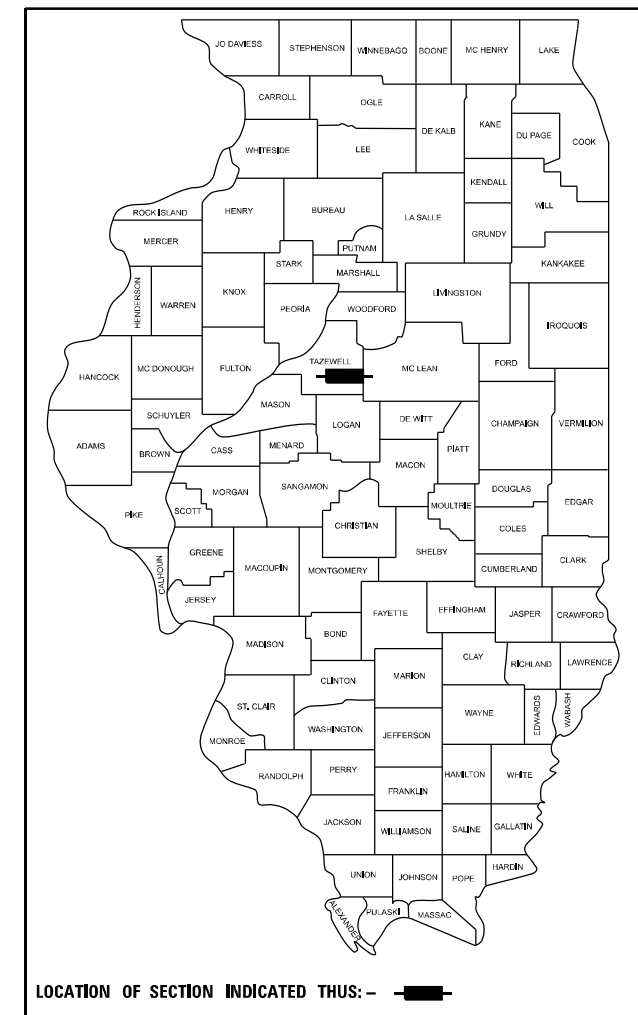
PLANS PREPARED BY:



1111 BURLINGTON AVE., SUITE 111 - LISLE, IL 60532  
License No. 184.005040

| F.A.P. RTE. | SECTION          | COUNTY   | TOTAL SHEETS       | SHEET NO. |
|-------------|------------------|----------|--------------------|-----------|
| 701         | 127RS-6; 128RS-4 | TAZEWELL | 24                 | 1         |
| ILLINOIS    |                  |          | CONTRACT NO. 68J60 |           |

D-94-084-24



**PROJECT DESCRIPTION:**

COLD IN-PLACE RECYCLING OF IL 122,  
MILLING AND RESURFACING,  
GUARDRAIL UPGRADES, AND OTHER  
RELATED COLLATERAL WORK.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED January 29, 2026

*Kensil A. Garnett*  
REGIONAL ENGINEER

March 20, 2026  
*Scott A. [Signature]*  
ENGINEER OF DESIGN AND ENVIRONMENT

March 20, 2026  
*[Signature]*  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

**GENERAL NOTES**

1. CONSECUTIVE SIDE STREET (ROAD) CLOSURE - PROHIBITED

NO TWO CONSECUTIVE SIDE STREETS (ROADS) MAY BE CLOSED AT THE SAME TIME DURING CONSTRUCTION. THE CONTRACTOR MUST ALTERNATE STREETS (ROADS).

ADJACENT SIDEROADS WILL NOT BE CLOSED SIMULTANEOUSLY. BLR STANDARD 21 SHALL BE USED FOR ALL LOCAL ROAD CLOSURES WITHOUT ANY ENTRANCES WITHIN THE CLOSED AREA. BLR STANDARD 22 CAN BE USED WHERE IT IS NECESSARY TO ALLOW LOCAL TRAFFIC ACCESS.

2. WINTER SHUTDOWN RESTRICTIONS ON COLD MILLED PROJECTS

PRIOR TO WINTER SHUTDOWN MANHOLES, WHERE APPLICABLE, SHALL BE ADJUSTED TO THE ELEVATION OF THE BINDER COURSE/LEVELING BINDER TO EASE IN PLOWING SNOW, AND RE-ADJUSTED TO FINISHED GRADE IN THE SPRING. THE INITIAL MANHOLE ADJUSTMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE AND ANY RE-ADJUSTMENT, AS DIRECTED BY THE ENGINEER, WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

3. AGGREGATE WEDGE SHOULDER, TYPE B

AGGREGATE WEDGE SHOULDER, TYPE B SHALL BE REQUIRED FOR ALL GRANULAR CONSTRUCTION OF SIDE ROADS, ENTRANCES, AND MAILBOX TURNOUTS, WHETHER OR NOT PORTIONS OF THE SURFACES THUS CONSTRUCTED ARE TO BE COVERED WITH A BITUMINOUS SURFACE, EXCEPT WHERE NOTED DIFFERENTLY ON THE PLANS.

THE USE OF RECLAIMED ASPHALT PAVEMENT (RAP) IS NOT ALLOWED.

4. AGGREGATE FOR DRIVEWAY REPLACEMENT

THE MATERIAL USED FOR CONSTRUCTION OF PERMANENT AGGREGATE DRIVEWAYS SHALL BE GRAVEL OR CRUSHED STONE, AS DIRECTED BY THE ENGINEER, TO REPLACE IN KIND THE EXISTING AGGREGATE DRIVEWAYS.

NO ADDITIONAL COMPENSATION SHALL BE PROVIDED FOR THIS REQUIREMENT BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE PAY ITEM FOR THE AGGREGATE AS SPECIFIED ON THE PLANS.

5. PAVEMENT STATION NUMBERS & PLACEMENT

THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH (20 MM) WIDE, 5 INCHES (125 MM) HIGH AND 5/8 INCH (15 MM) DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN: INTERVAL - 200 FEET (ENGLISH STATIONING) OR 100 METERS (METRIC STATIONING)

BOTTOM OF NUMBERS - 6 INCHES (150 MM) FROM THE INSIDE EDGE OF THE PAVEMENT MARKING LOCATION:

- 2, 3, & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX (XX+X00)", WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

6. BUTT JOINT CUTTING TIME RESTRICTION

BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF ANY HMA COURSE.

7. POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) RATES

| SURFACE TYPE             | RESIDUAL RATE |
|--------------------------|---------------|
| MILLED (HMA OR PCC)      | 0.08 LB/SF    |
| EXISTING PAVEMENT        | 0.08 LB/SF    |
| FOG COAT (BETWEEN LIFTS) | 0.08 LB/SF    |

8. PAVING SURFACE COURSE

CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

9. CROSSING EXISTING STRUCTURES WITH EQUIPMENT

THE FOLLOWING STRUCTURE: 090-0058 (40 TONS), MAY BE CROSSED WITH AN EMPTY MTD WITH THE MAXIMUM GROSS WEIGHT RESTRICTION OF 40 TONS.

ANY STRUCTURES NOT LISTED ABOVE SHALL BE VERIFIED BY THE RESIDENT PRIOR TO BEGINNING WORK.

**GENERAL NOTES (CONTINUED)**

10. NO PASSING ZONE VERIFICATION

THE RESIDENT SHALL CONTACT OPERATIONS TO VERIFY THE LOCATION OF NO PASSING ZONES PRIOR TO PLACEMENT OF CENTERLINE STRIPING.

11. SHOULDER DROP OFF

THERE MUST NOT BE A DROP-OFF AT THE CONCLUSION OF THE DAY'S WORK AT THE EDGE OF THE SHOULDER.

**COMMITMENTS**

NO COMMITMENTS HAVE BEEN MADE ON THIS PROJECT.

**BITUMINOUS MIXTURE REQUIREMENTS**

The following mixture requirements are applicable for this project:

| Location(s):                             | Mainline             | Mainline    | Shoulder             | Shoulders                     | Shoulders                   | Mainline         | Mainline           |
|--|----------------------|-------------|----------------------|-------------------------------|-----------------------------|------------------|--------------------|
| Mixture Use(s):                          | Polymer Surface 1.5" | Binder 1.5" | Polymer Surface 1.5" | HMA Shoulders (Top binder 2") | Shoulders (Lower Lift 4.5") | Class D Patching | Incidental Surface |
| AC/PG:                                   | SBS or SBR 70-28     | PG 58-28    | SBS or SBR 70-28     | PG 58-28                      | PG 58-28                    | PG 58-28         | PG 58-28           |
| Design Air Voids:                        | 4.0% @ N=50          | 4.0% @ N=50 | 4.0% @ N=50          | 4.0% @ N=50                   | 4.0% @ N=50                 | 4.0% @ N=50      | 4.0% @ N=50        |
| Mixture Composition: (Mixture Gradation) | IL 9.5               | IL 9.5      | IL 9.5               | IL 9.5                        | IL 19.0                     | IL 19.0          | IL 9.5             |
| Friction Aggregate:                      | Mix D                | N/A         | Mix D                | N/A                           | N/A                         | N/A              | Mix C              |
| Quality Management Program:              | PFP                  | PFP         | PFP                  | QCQA                          | QCQA                        | QCQA             | QCQA               |
| MTD:                                     | YES                  | YES         | Yes                  | NO                            | NO                          | NO               | NO                 |

Note: 1) Individual lift thickness of each mix type will be no less than 3 times nominal maximum aggregate size and no more than 6 times nominal maximum aggregate size, unless otherwise approved by the Engineer.  
 2) For design purposes, mixture weight for all mixes is determined to be 112.0 lb/s y./n., unless otherwise noted.  
 3) Sublot sizes for PFP and QCP mixes will be 1000 tons, unless otherwise agreed to by the Engineer and the paving contractor.

USER: incornier FILE NAME: P102\_209\_009\_D01\_P18\_208-024\_Various PH 1-I\_Distric\_4IDesdmW0\_7\_681601CADD\CADD\_Sheets\1468160-01-Gen\_Notecs.dgn



|                                  |                  |           |
|----------------------------------|------------------|-----------|
| PLOT DRIVER = SPLTDVSS           | DESIGNED -       | REVISED - |
| PEN TABLE = SPENBELSS            | DRAWN -          | REVISED - |
| PLOT SCALE = 1"=50'              | CHECKED -        | REVISED - |
| PLOT DATE = 1/27/2026 4:10:11 PM | DATE - 1/27/2026 | REVISED - |

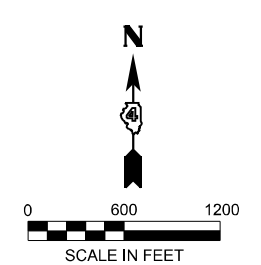
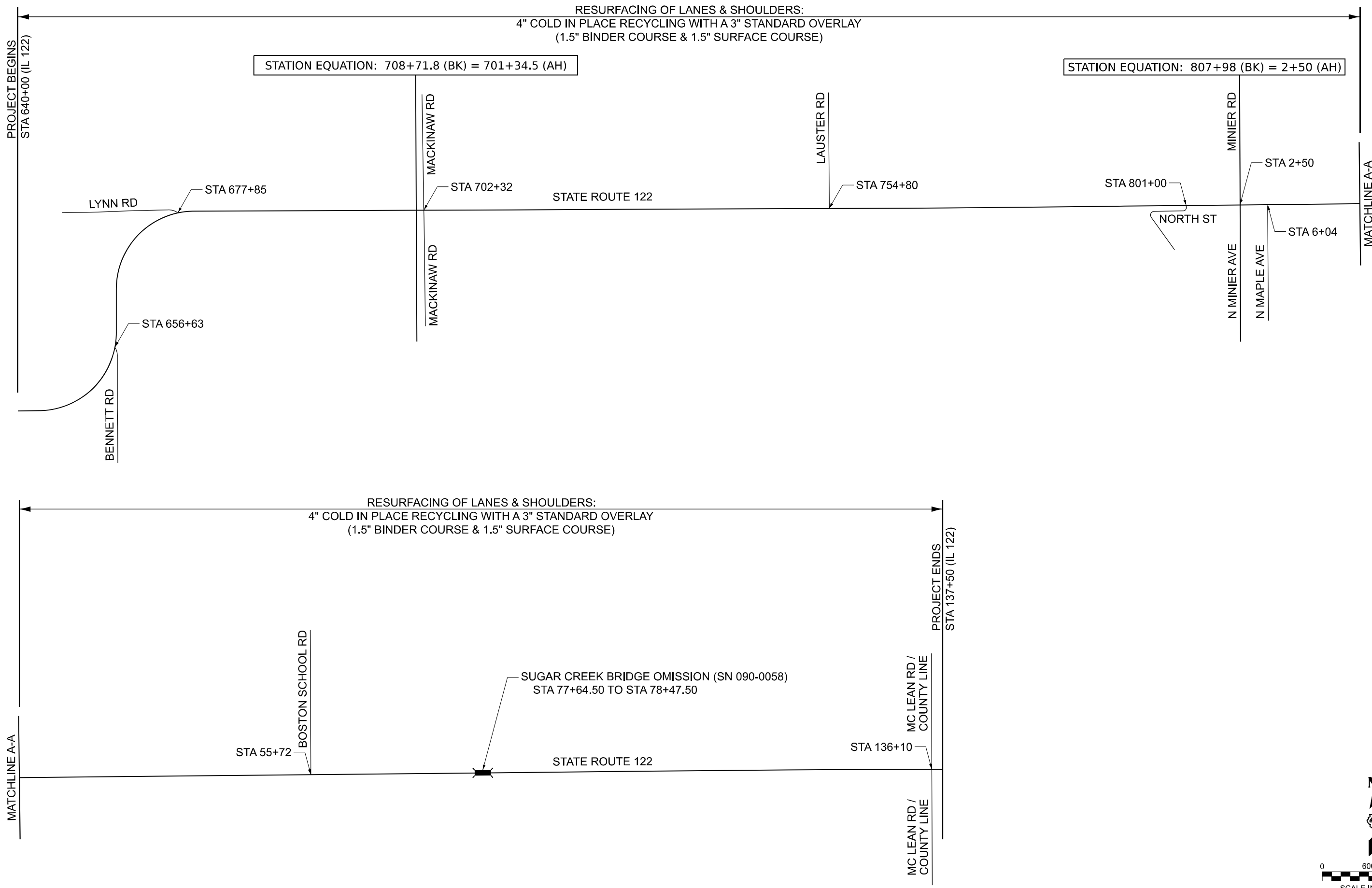
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES & COMMITMENTS  
ILLINOIS ROUTE 122**

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

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 2         |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

USER: mcorrier  
 FILE NAME: P:\02\_209\_009\_IDOT\_PTB\_208-024\_Various PH L&I District\_4\02d\m\W07\_68J60\CADD\CADD\_Sheets\1468\68J60-314 Line Diagram.dgn



|                                  |                  |           |
|----------------------------------|------------------|-----------|
| PLOT DRIVER = SPLTRVSS           | DESIGNED -       | REVISED - |
| PEN TABLE = SPENBLSS             | DRAWN -          | REVISED - |
| PLOT SCALE = 1"=50'              | CHECKED -        | REVISED - |
| PLOT DATE = 1/27/2026 4:10:15 PM | DATE - 1/27/2026 | REVISED - |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**LINE DIAGRAM  
 ILLINOIS ROUTE 122**

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

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127R5-6; 128R5-4 | TAZEWELL | 24           | 3         |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

USER: mcomlier  
 FILE NAME: PLOT\_209\_009\_IDOT\_PTB\_209-024\_Various PH I-I District\_4\Deskm\W07 68160\CADD\CADD\_Sheets\1468\68-14 500.dgn

| CODE NO. | ITEM   | UNIT  | TOTAL QUANTITY | CONSTR. CODE           |        |
|----------|--|-------|----------------|------------------------|--------|
|          |  |       |                | ROADWAY                |        |
|          |  |       |                | 80% FED /<br>20% STATE |        |
|          |  |       |                | 0005                   |        |
|          |  |       |                | RURAL                  |        |
| 40200800 | AGGREGATE SURFACE COURSE, TYPE B                                 | TON   | 15             |                        | 15     |
| 40600295 | POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)                     | POUND | 252468         |                        | 252468 |
| 40600405 | MATERIAL TRANSFER DEVICE   | TON   | 17656          |                        | 17656  |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT                     | SQ YD | 1599           |                        | 1599   |
| 40600990 | TEMPORARY RAMP   | SQ YD | 204            |                        | 204    |
| 40602978 | HOT-MIX ASPHALT BINDER COURSE, IL- 9.5, N50                      | TON   | 7962           |                        | 7962   |
| 40604160 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 | TON   | 9694           |                        | 9694   |
| 40800050 | INCIDENTAL HOT-MIX ASPHALT SURFACING                             | TON   | 193            |                        | 193    |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH               | SQ YD | 126            |                        | 126    |
| 42300300 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH               | SQ YD | 336            |                        | 336    |
| 44000152 | HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"                            | SQ YD | 92602          |                        | 92602  |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL  | SQ YD | 462            |                        | 462    |
| 44201821 | CLASS D PATCHES, TYPE IV, 14 INCH                                | SQ YD | 30             |                        | 30     |
| 48101200 | AGGREGATE SHOULDERS, TYPE B                                      | TON   | 19             |                        | 19     |



PLOT DRIVER = SPLTRVSS  
 PEN TABLE = SPENLBS5  
 PLOT SCALE = 1"=50'  
 PLOT DATE = 1/27/2026 4:10:15 PM

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE - 1/27/2026

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
 ILLINOIS ROUTE 122**

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

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127R5-6; 128R5-4 | TAZEWELL | 24           | 4         |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

USER: mcomlier  
 FILE NAME: P:\03\_209\_009\_IDOT\_PTB\_209-024\_Verious PH I-I District\_4\IDOT\m\W07\_68J60\CADD\CADD\_Sheets\1468\68-INT\_500.dgn

| CODE NO.   | ITEM   | UNIT   | TOTAL QUANTITY | CONSTR. CODE           |       |
|------------|--|--------|----------------|------------------------|-------|
|            |  |        |                | ROADWAY                |       |
|            |  |        |                | 80% FED /<br>20% STATE |       |
|            |  |        |                | 0005                   |       |
|            |  |        |                | RURAL                  |       |
| 48102100   | AGGREGATE WEDGE SHOULDER, TYPE B                   | TON    | 1514           |                        | 1514  |
| 48203023   | HOT-MIX ASPHALT SHOULDERS, 6 1/2"                  | SQ YD  | 19990          |                        | 19990 |
| * 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS   | FOOT   | 1264           |                        | 1264  |
| * 63000370 | LONG-SPAN GUARDRAIL OVER CULVERT, 25 FT SPAN       | FOOT   | 100            |                        | 100   |
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | EACH   | 12             |                        | 12    |
| 63200310   | GUARDRAIL REMOVAL                                  | FOOT   | 1968           |                        | 1968  |
| 64200108   | SHOULDER RUMBLE STRIPS, 8 INCH                     | FOOT   | 60680          |                        | 60680 |
| 64200214   | SINUSOIDAL RUMBLE STRIPS, 14"                      | FOOT   | 26335          |                        | 26335 |
| 67000400   | ENGINEER'S FIELD OFFICE, TYPE A                    | CAL MO | 6              |                        | 6     |
| 67100100   | MOBILIZATION                                       | L SUM  | 1              |                        | 1     |
| 70100450   | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201    | L SUM  | 1              |                        | 1     |
| 70103815   | TRAFFIC CONTROL SURVEILLANCE                       | CAL DA | 20             |                        | 20    |
| 70107025   | CHANGEABLE MESSAGE SIGN                            | CAL DA | 14             |                        | 14    |
| 70300100   | SHORT TERM PAVEMENT MARKING                        | FOOT   | 24322          |                        | 24322 |

\*= SPECIALTY ITEM



|                                  |                  |           |
|----------------------------------|------------------|-----------|
| PLOT DRIVER = SPLTDRV55          | DESIGNED -       | REVISIONS |
| PEN TABLE = SPENBL55             | DRAWN -          | REVISIONS |
| PLOT SCALE = 1"=50'              | CHECKED -        | REVISIONS |
| PLOT DATE = 1/27/2026 4:10:16 PM | DATE - 1/27/2026 | REVISIONS |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
ILLINOIS ROUTE 122**

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

| F.A.P. RTE.        | SECTION          | COUNTY   | TOTAL SHEETS              | SHEET NO. |
|--------------------|------------------|----------|---------------------------|-----------|
| 701                | 127R5-6; 128R5-4 | TAZEWELL | 24                        | 5         |
| CONTRACT NO. 68J60 |                  |          | ILLINOIS FED. AID PROJECT |           |

USER: mcomlier  
 FILE NAME: P:\03\_209\_009\_IDOT\_PTB\_209-024\_Verious PH I-I District\_4\Drawings\7 68160\CADD\CADD\_Sheets\1468\68-14 500.dwg



PLOT DRIVER = SPLTRVSS  
 PEN TABLE = SPENLBS5  
 PLOT SCALE = 1"=50'  
 PLOT DATE = 1/27/2026 4:10:16 PM

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE - 1/27/2026

REVISED -  
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 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
 ILLINOIS ROUTE 122**

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

| F.A.P. RTE.        | SECTION          | COUNTY   | TOTAL SHEETS              | SHEET NO. |
|--------------------|------------------|----------|---------------------------|-----------|
| 701                | 127R5-6; 128R5-4 | TAZEWELL | 24                        | 6         |
| CONTRACT NO. 68J60 |                  |          | ILLINOIS FED. AID PROJECT |           |

| CODE NO.   | ITEM  | UNIT  | TOTAL QUANTITY | CONSTR. CODE           |               |
|------------|---|-------|----------------|------------------------|---------------|
|            |   |       |                | ROADWAY                |               |
|            |   |       |                | 80% FED /<br>20% STATE | 0005<br>RURAL |
| 70300150   | SHORT TERM PAVEMENT MARKING REMOVAL                 | SQ FT | 45634          | 45634                  |               |
| 70300221   | TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT         | FOOT  | 17946          | 17946                  |               |
| 70300241   | TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT         | FOOT  | 67389          | 67389                  |               |
| * 72000100 | SIGN PANEL - TYPE 1                                 | SQ FT | 62             | 62                     |               |
| * 72501000 | TERMINAL MARKER - DIRECT APPLIED                    | EACH  | 12             | 12                     |               |
| * 72800100 | TELESCOPING STEEL SIGN SUPPORT                      | FOOT  | 66             | 66                     |               |
| * 78009004 | MODIFIED URETHANE PAVEMENT MARKING - LINE 4"        | FOOT  | 17946          | 17946                  |               |
| * 78009006 | MODIFIED URETHANE PAVEMENT MARKING - LINE 6"        | FOOT  | 61197          | 61197                  |               |
| * 78011025 | GROOVING FOR RECESSED PAVEMENT MARKING 5"           | FOOT  | 17926          | 17926                  |               |
| * 78011035 | GROOVING FOR RECESSED PAVEMENT MARKING 7"           | FOOT  | 61033          | 61033                  |               |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER                   | EACH  | 389            | 389                    |               |
| 78300200   | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL           | EACH  | 389            | 389                    |               |
| X2020060   | EXCAVATING AND GRADING EXISTING SHOULDER, (SPECIAL) | UNIT  | 608            | 608                    |               |
| X4005500   | CIR FULL DEPTH RECLAMATION EMULSIFIED ASPHALT       | TON   | 545            | 545                    |               |

\*= SPECIALTY ITEM



| RESURFACING TOTAL SCHEDULE      |                                  |                |  |   |   |                                   |                          |                          |
|---------------------------------|----------------------------------|----------------|--|---|---|-----------------------------------|--------------------------|--------------------------|
| LOCATION                        | HMA SURFACE REMOVAL - BUTT JOINT | TEMPORARY RAMP | POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) | HOT-MIX ASPHALT BINDER COURSE, IL- 9.5, N50 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL- 9.5, MIX "D", N50 | HOT-MIX ASPHALT SHOULDERS, 6 1/2" | INCIDENTAL HMA SURFACING | MATERIAL TRANSFER DEVICE |
|                                 |                                  | 1:40           | 0.08 LB/SQ FT 3 APPLICATIONS                 | 1-1/2"                                      | 1-1/2"  |                                   |                          |                          |
|                                 | SQ. YD.                          | SQ. YD.        | POUND  | TON   | TON   | SQ YD                             | TON                      | TON                      |
| MAINLINE                        | 377                              | 67             | 203,329                                      | 7,906                                       | 7,906   |                                   |                          | 15,812                   |
| LEFT SHOULDER                   |                                  |                | 22,290                                       |   | 866   | 10,217                            |                          | 866                      |
| RIGHT SHOULDER                  |                                  |                | 22,290                                       |   | 866   | 9,773                             |                          | 866                      |
| SIDEROAD, MAILBOX, AND ENTRANCE | 1,182                            | 137            | 4,559  | 56  | 56  |                                   | 193                      | 112                      |
| TOTAL                           | 1,559                            | 204            | 252,468                                      | 7,962                                       | 9,694   | 19,990                            | 193                      | 17,656                   |

| SHOULDER RUMBLE STRIP SCHEDULE               |           |                            |         |                                    |  |
|--|-----------|----------------------------|---------|------------------------------------|--|
| LOCATION                                     |           | SHOULDER RUMBLE STRIPS, 8" | COMMENT |                                    |  |
| STATION                                      |           | FOOT                       |         |                                    |  |
| LEFT SHOULDER                                |           |                            |         |                                    |  |
| STA  | 640+00.00 | TO STA 670+00.00           | 3,000   |                                    |  |
| STA  | 670+00.00 | TO STA 679+97.00           | 877     | GAP AT LYNN RD.                    |  |
| STA  | 679+97.00 | TO STA 700+00.00           | 2,003   |                                    |  |
| STA  | 700+00.00 | TO STA 708+71.80           | 872     |                                    |  |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH)    |           |                            |         |                                    |  |
| STA  | 701+34.50 | TO STA 722+64.00           | 2,014   | GAP AT MACKINAW RD.                |  |
| STA  | 722+64.00 | TO STA 752+64.00           | 3,000   |                                    |  |
| STA  | 752+64.00 | TO STA 782+64.00           | 2,950   | GAP AT LAUSTER RD.                 |  |
| STA  | 782+64.00 | TO STA 807+98.00           | 2,454   | GAP AT MINIER RD.                  |  |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)          |           |                            |         |                                    |  |
| STA  | 2+50.00   | TO STA 7+16.00             | 386     | GAP AT N. MINIER AVE. & MAPLE AVE. |  |
| STA  | 7+16.00   | TO STA 37+16.00            | 3,000   |                                    |  |
| STA  | 37+16.00  | TO STA 67+16.00            | 2,910   | GAP AT BOSTON SCHOOL RD.           |  |
| STA  | 67+16.00  | TO STA 77+64.50            | 1,049   |                                    |  |
| BRIDGE OMISSION STA 77+64.50 TO STA 78+47.50 |           |                            |         |                                    |  |
| STA  | 78+47.50  | TO STA 97+16.00            | 1,869   |                                    |  |
| STA  | 97+16.00  | TO STA 127+16.00           | 3,000   |                                    |  |
| STA  | 127+16.00 | TO STA 137+50.00           | 884     | GAP AT MCLEAN RD.                  |  |
| RIGHT SHOULDER                               |           |                            |         |                                    |  |
| STA  | 640+00.00 | TO STA 670+00.00           | 2,934   | GAP AT BENNETT RD.                 |  |
| STA  | 670+00.00 | TO STA 679+97.00           | 997     |                                    |  |
| STA  | 679+97.00 | TO STA 700+00.00           | 2,003   |                                    |  |
| STA  | 700+00.00 | TO STA 708+71.80           | 872     |                                    |  |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH)    |           |                            |         |                                    |  |
| STA  | 701+34.50 | TO STA 722+64.00           | 2,014   | GAP AT MACKINAW RD.                |  |
| STA  | 722+64.00 | TO STA 752+64.00           | 3,000   |                                    |  |
| STA  | 752+64.00 | TO STA 782+64.00           | 3,000   |                                    |  |
| STA  | 782+64.00 | TO STA 807+98.00           | 2,404   | GAP AT NORTH ST. & MINIER RD.      |  |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)          |           |                            |         |                                    |  |
| STA  | 2+50.00   | TO STA 7+16.00             | 386     | GAP AT N. MINIER AVE.              |  |
| STA  | 7+16.00   | TO STA 37+16.00            | 3,000   |                                    |  |
| STA  | 37+16.00  | TO STA 67+16.00            | 3,000   |                                    |  |
| STA  | 67+16.00  | TO STA 77+64.50            | 1,049   |                                    |  |
| BRIDGE OMISSION STA 77+64.50 TO STA 78+47.50 |           |                            |         |                                    |  |
| STA  | 78+47.50  | TO STA 97+16.00            | 1,869   |                                    |  |
| STA  | 97+16.00  | TO STA 127+16.00           | 3,000   |                                    |  |
| STA  | 127+16.00 | TO STA 137+50.00           | 884     | GAP AT MCLEAN RD.                  |  |
| TOTAL  |           |                            | 60,680  |                                    |  |

| LEFT SHOULDER SCHEDULE                       |                             |  |                                   |  |  |                          |  |  |  |
|--|-----------------------------|--|-----------------------------------|--|--|--------------------------|--|--|--|
| LOCATION                                     |                             | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 | HOT-MIX ASPHALT SHOULDERS, 6 1/2" | EXCAVATING AND GRADING EXISTING SHOULDER (SPECIAL) | POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) | MATERIAL TRANSFER DEVICE |  |  |  |
|  |                             | 1.5"   |                                   |  | 0.08 LB/SQ FT 3 APPLICATIONS                 |                          |  |  |  |
| SIDE   | STATION                     | TON  | SQ YD                             | UNIT   | POUND  | TON                      |  |  |  |
| LT   | STA 640+00 TO STA 670+00    | 84   | 1,000                             | 27   | 2,160  | 84                       |  |  |  |
| LT   | STA 670+00 TO STA 700+00    | 84   | 1,001                             | 30   | 2,161  | 84                       |  |  |  |
| LT   | STA 700+00 TO STA 708+71.80 | 24   | 291                               | 9  | 628  | 24                       |  |  |  |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH)    |                             |  |                                   |  |  |                          |  |  |  |
| LT   | STA 701+35 TO STA 722+64    | 60   | 672                               | 21   | 1,533  | 60                       |  |  |  |
| LT   | STA 722+64 TO STA 752+64    | 84   | 1,000                             | 30   | 2,160  | 84                       |  |  |  |
| LT   | STA 752+64 TO STA 782+64    | 84   | 1,000                             | 30   | 2,160  | 84                       |  |  |  |
| LT   | STA 782+64 TO STA 807+98    | 71   | 832                               | 25   | 1,825  | 71                       |  |  |  |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)          |                             |  |                                   |  |  |                          |  |  |  |
| LT   | STA 2+50 TO STA 7+16        | 13   | 147                               | 4  | 336  | 13                       |  |  |  |
| LT   | STA 7+16 TO STA 37+16       | 84   | 1,000                             | 30   | 2,160  | 84                       |  |  |  |
| LT   | STA 37+16 TO STA 67+16      | 84   | 976                               | 29   | 2,160  | 84                       |  |  |  |
| LT   | STA 67+16 TO STA 77+64.50   | 29   | 350                               | 10   | 756  | 29                       |  |  |  |
| BRIDGE OMISSION STA 77+64.50 TO STA 78+47.50 |                             |  |                                   |  |  |                          |  |  |  |
| LT   | STA 78+47.50 TO STA 97+16   | 52   | 623                               | 19   | 1,346  | 52                       |  |  |  |
| LT   | STA 97+16 TO STA 127+16     | 84   | 1,000                             | 30   | 2,160  | 84                       |  |  |  |
| LT   | STA 127+16 TO STA 137+50    | 29   | 325                               | 10   | 745  | 29                       |  |  |  |
| LT SUB-TOTAL                                 |                             | 866  | 10,217                            | 304  | 22,290                                       | 866                      |  |  |  |

\*CIR FULL DEPTH RECLAMATION EMULSIFIED ASPHALT CALCULATED ASSUMING IT WOULD BE 3% BY WEIGHT OF PROCESSED MATERIAL.

| RIGHT SHOULDER SCHEDULE                      |                             |  |                                   |  |  |                          |  |  |  |
|--|-----------------------------|--|-----------------------------------|--|--|--------------------------|--|--|--|
| LOCATION                                     |                             | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 | HOT-MIX ASPHALT SHOULDERS, 6 1/2" | EXCAVATING AND GRADING EXISTING SHOULDER (SPECIAL) | POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) | MATERIAL TRANSFER DEVICE |  |  |  |
|  |                             | 1.5"   |                                   |  | 0.08 LB/SQ FT 3 APPLICATIONS                 |                          |  |  |  |
| SIDE   | STATION                     | TON  | SQ YD                             | UNIT   | POUND  | TON                      |  |  |  |
| RT   | STA 640+00 TO STA 670+00    | 84   | 1,000                             | 27   | 2,160  | 84                       |  |  |  |
| RT   | STA 670+00 TO STA 700+00    | 84   | 1,001                             | 30   | 2,161  | 84                       |  |  |  |
| RT   | STA 700+00 TO STA 708+71.80 | 24   | 291                               | 9  | 628  | 24                       |  |  |  |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH)    |                             |  |                                   |  |  |                          |  |  |  |
| RT   | STA 701+34.50 TO STA 722+64 | 60   | 247                               | 21   | 1,533  | 60                       |  |  |  |
| RT   | STA 722+64 TO STA 752+64    | 84   | 1,000                             | 30   | 2,160  | 84                       |  |  |  |
| RT   | STA 752+64 TO STA 782+64    | 84   | 1,000                             | 30   | 2,160  | 84                       |  |  |  |
| RT   | STA 782+64 TO STA 807+98    | 71   | 817                               | 24   | 1,825  | 71                       |  |  |  |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)          |                             |  |                                   |  |  |                          |  |  |  |
| RT   | STA 2+50 TO STA 7+16        | 13   | 119                               | 4  | 336  | 13                       |  |  |  |
| RT   | STA 7+16 TO STA 37+16       | 84   | 1,000                             | 30   | 2,160  | 84                       |  |  |  |
| RT   | STA 37+16 TO STA 67+16      | 84   | 1,000                             | 30   | 2,160  | 84                       |  |  |  |
| RT   | STA 67+16 TO STA 77+64.50   | 29   | 350                               | 10   | 756  | 29                       |  |  |  |
| BRIDGE OMISSION STA 77+64.50 TO STA 78+47.50 |                             |  |                                   |  |  |                          |  |  |  |
| RT   | STA 78+47.50 TO STA 97+16   | 52   | 623                               | 19   | 1,346  | 52                       |  |  |  |
| RT   | STA 97+16 TO STA 127+16     | 84   | 1,000                             | 30   | 2,160  | 84                       |  |  |  |
| RT   | STA 127+16 TO STA 137+50    | 29   | 325                               | 10   | 745  | 29                       |  |  |  |
| RT SUB-TOTAL                                 |                             | 866  | 9,773                             | 304  | 22,290                                       | 866                      |  |  |  |

\*CIR FULL DEPTH RECLAMATION EMULSIFIED ASPHALT CALCULATED ASSUMING IT WOULD BE 3% BY WEIGHT OF PROCESSED MATERIAL.

| MAINLINE RESURFACING SCHEDULE                |    |           |  |                |                                       |  |                            |   |  |   |  |                          |
|--|----|-----------|--|----------------|---------------------------------------|--|----------------------------|---|--|---|--|--------------------------|
| LOCATION                                     |    |           | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | TEMPORARY RAMP | HOT-MIX ASPHALT SURFACE REMOVAL, 3/4" | POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) | COLD IN-PLACE RECYCLING 4" | CIR FULL DEPTH RECLAMATION EMULSIFIED ASPHALT | HMA SURFACE REMOVAL (SPECIAL) (JOINT TRIMMING) | HOT-MIX ASPHALT BINDER COURSE, IL- 9.5, N50 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 | MATERIAL TRANSFER DEVICE |
|  |    |           | 1:40   |                | 3 APPLICATIONS                        |  |                            |   | 1.5"   | 1.5"  |  |                          |
| STATION                                      | TO | STATION   | SQ YD  | SQ YD          | POUND                                 | SQ YD  | TON                        | SQ YD   | SQ YD  | TON   | TON  |                          |
| 640+00                                       | TO | 670+00    | 107  | 18             | 10,668                                | 19,080                                       | 8,833                      | 51  | 167  | 742   | 1,484  |                          |
| 670+00                                       | TO | 700+00    |  |                | 9,558                                 | 19,563                                       | 9,057                      | 53  | 168  | 761   | 1,522  |                          |
| 700+00                                       | TO | 708+71.80 |  |                | 2,616                                 | 5,755  | 2,664                      | 16  | 49   | 224   | 448  |                          |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH)    |    |           |  |                |                                       |  |                            |   |  |   |  |                          |
| 701+34.50                                    | TO | 722+64    |  |                | 6,390                                 | 14,049                                       | 6,507                      | 37  | 119  | 546   | 1,092  |                          |
| 722+64                                       | TO | 752+64    |  |                | 9,000                                 | 19,800                                       | 9,167                      | 53  | 167  | 770   | 1,540  |                          |
| 752+64                                       | TO | 782+64    |  |                | 9,000                                 | 19,800                                       | 9,167                      | 53  | 167  | 770   | 1,540  |                          |
| 782+64                                       | TO | 807+98    |  |                | 7,602                                 | 16,726                                       | 7,743                      | 44  | 141  | 650   | 1,300  |                          |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)          |    |           |  |                |                                       |  |                            |   |  |   |  |                          |
| 2+50   | TO | 7+16      |  |                | 1,398                                 | 3,076  | 1,424                      | 9   | 26   | 120   | 240  |                          |
| 7+16   | TO | 37+16     |  |                | 9,000                                 | 19,800                                       | 9,167                      | 53  | 167  | 770   | 1,540  |                          |
| 37+16  | TO | 67+16     |  |                | 9,000                                 | 19,800                                       | 9,167                      | 53  | 167  | 770   | 1,540  |                          |
| 67+16  | TO | 77+64.50  | 90   | 17             | 3,146                                 | 6,921  | 3,204                      | 19  | 59   | 269   | 538  |                          |
| BRIDGE OMISSION STA 77+64.50 TO STA 78+47.50 |    |           |  |                |                                       |  |                            |   |  |   |  |                          |
| 78+47.50                                     | TO | 97+16     | 90   | 17             | 5,606                                 | 12,333                                       | 5,710                      | 33  | 104  | 479   | 958  |                          |
| 97+16  | TO | 127+16    |  |                | 9,000                                 | 19,800                                       | 9,167                      | 53  | 167  | 770   | 1,540  |                          |
| 127+16                                       | TO | 137+50    | 90   | 15             | 3,102                                 | 6,826  | 3,159                      | 18  | 58   | 265   | 530  |                          |
| TOTAL  |    |           | 377  | 67             | 95,086                                | 203,329                                      | 94,136                     | 545   | 1,726  | 7,906                                       | 15,812   |                          |

USER: incomber, PLOT DATE = 1/27/2026, FILE NAME: PROJ\_209\_009\_IDOT\_PTB\_209-024\_Various PH LH District\_4\Drawings\CADD\_Sheets\12168\68-1st\_Sched.dgn



|                                  |                  |           |
|----------------------------------|------------------|-----------|
| PLOT DRIVER = SPLTRVSS           | DESIGNED -       | REVISED - |
| PEN TABLE = SPENTBLSS            | DRAWN -          | REVISED - |
| PLOT SCALE = 1"=50'              | CHECKED -        | REVISED - |
| PLOT DATE = 1/27/2026 4:10:27 PM | DATE - 1/27/2026 | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES  
ILLINOIS ROUTE 122

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

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127R5-6; 128R5-4 | TAZEWELL | 24           | 8         |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

| AGGREGATE WEDGE SHOULDER SCHEDULE            |         |           |    |     |           |              |  |  |  |                                  |       |
|--|---------|-----------|----|-----|-----------|--------------|--|--|--|----------------------------------|-------|
| LOCATION                                     |         |           |    |     |           |              |  |  |  | AGGREGATE WEDGE SHOULDER, TYPE B |       |
| SIDE   | STATION |           |    |     |           | AREA         |  |  |  |                                  |       |
| WESTBOUND                                    |         |           |    |     |           |              |  |  |  |                                  |       |
| LT   | STA     | 640+00    | TO | STA | 670+00    | THRU LANES   |  |  |  |                                  | 44    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| LT   | STA     | 670+00    | TO | STA | 700+00    | THRU LANES   |  |  |  |                                  | 60    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| LT   | STA     | 700+00    | TO | STA | 708+71.80 | THRU LANES   |  |  |  |                                  | 21    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH)    |         |           |    |     |           |              |  |  |  |                                  |       |
| LT   | STA     | 701+34.50 | TO | STA | 722+64    | THRU LANES   |  |  |  |                                  | 47    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  | 4     |
| LT   | STA     | 722+64    | TO | STA | 752+64    | THRU LANES   |  |  |  |                                  | 70    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| LT   | STA     | 752+64    | TO | STA | 782+64    | THRU LANES   |  |  |  |                                  | 66    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  | 2     |
| LT   | STA     | 782+64    | TO | STA | 807+98    | THRU LANES   |  |  |  |                                  | 60    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  | 1     |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)          |         |           |    |     |           |              |  |  |  |                                  |       |
| LT   | STA     | 02+50     | TO | STA | 07+16     | THRU LANES   |  |  |  |                                  | 11    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  | 1     |
| LT   | STA     | 07+16     | TO | STA | 37+16     | THRU LANES   |  |  |  |                                  | 70    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| LT   | STA     | 37+16     | TO | STA | 67+16     | THRU LANES   |  |  |  |                                  | 65    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  | 2     |
| LT   | STA     | 67+16     | TO | STA | 77+64.50  | THRU LANES   |  |  |  |                                  | 23    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| BRIDGE OMISSION STA 77+64.50 TO STA 78+47.50 |         |           |    |     |           |              |  |  |  |                                  |       |
| LT   | STA     | 78+47.50  | TO | STA | 97+16     | THRU LANES   |  |  |  |                                  | 45    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| LT   | STA     | 97+16     | TO | STA | 127+16    | THRU LANES   |  |  |  |                                  | 71    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| LT   | STA     | 127+16    | TO | STA | 136+20    | THRU LANES   |  |  |  |                                  | 21    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  | 2     |
| EASTBOUND                                    |         |           |    |     |           |              |  |  |  |                                  |       |
| RT   | STA     | 640+00    | TO | STA | 670+00    | THRU LANES   |  |  |  |                                  | 44    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| RT   | STA     | 670+00    | TO | STA | 700+00    | THRU LANES   |  |  |  |                                  | 44    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| RT   | STA     | 700+00    | TO | STA | 708+71.80 | THRU LANES   |  |  |  |                                  | 21    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH)    |         |           |    |     |           |              |  |  |  |                                  |       |
| RT   | STA     | 701+34.50 | TO | STA | 722+64    | THRU LANES   |  |  |  |                                  | 50    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  | 2     |
| RT   | STA     | 722+64    | TO | STA | 752+64    | THRU LANES   |  |  |  |                                  | 70    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| RT   | STA     | 752+64    | TO | STA | 782+64    | THRU LANES   |  |  |  |                                  | 70    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| RT   | STA     | 782+64    | TO | STA | 807+98    | THRU LANES   |  |  |  |                                  | 57    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)          |         |           |    |     |           |              |  |  |  |                                  |       |
| RT   | STA     | 02+50     | TO | STA | 07+16     | THRU LANES   |  |  |  |                                  | 8     |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| RT   | STA     | 07+16     | TO | STA | 37+16     | THRU LANES   |  |  |  |                                  | 230   |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| RT   | STA     | 37+16     | TO | STA | 67+16     | THRU LANES   |  |  |  |                                  | 69    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| RT   | STA     | 67+16     | TO | STA | 77+64.50  | THRU LANES   |  |  |  |                                  | 25    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| BRIDGE OMISSION STA 77+64.50 TO STA 78+47.50 |         |           |    |     |           |              |  |  |  |                                  |       |
| RT   | STA     | 78+48     | TO | STA | 97+16     | THRU LANES   |  |  |  |                                  | 45    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| RT   | STA     | 97+16     | TO | STA | 127+16    | THRU LANES   |  |  |  |                                  | 72    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  |       |
| RT   | STA     | 127+16    | TO | STA | 136+20    | THRU LANES   |  |  |  |                                  | 21    |
|  |         |           |    |     |           | SIDE STREETS |  |  |  |                                  | 2     |
| TOTAL  |         |           |    |     |           |              |  |  |  |                                  | 1,516 |

| PAVEMENT MARKING SCHEDULE                 |           |        |           |        |       |  |        |        |  |        |  |         |  |                                   |
|---|-----------|--------|-----------|--------|-------|--|--------|--------|--|--------|--|---------|--|-----------------------------------|
| LOCATION                                  |           |        |           |        |       | MODIFIED URETHANE PAVEMENT MARKING - LINE - 4" |        |        | GROOVING FOR RECESSED PAVEMENT MARKING - LINE - 5" |        | MODIFIED URETHANE PAVEMENT MARKING - LINE - 6" |         | GROOVING FOR RECESSED PAVEMENT MARKING - LINE - 7" | RAISED REFLECTIVE PAVEMENT MARKER |
|   |           |        |           |        |       | YELLOW   | YELLOW | YELLOW | SOLID DBL  |        | SOLID  | CL SKIP | WHITE  | WHITE                             |
| STATION                                   |           |        |           |        |       | FOOT   | FOOT   | FOOT   | FOOT   | FOOT   | FOOT   | FOOT    | FOOT   | EACH                              |
| STA                                       | 640+00.00 | TO STA | 692+25.00 | 10,450 | -     | -  | 10,450 | 5,105  | 5,160  | 10,265 | 21   |         |  |                                   |
| STA                                       | 692+25.00 | TO STA | 702+68.00 | -      | 1,043 | 261  | 1,304  | 1,043  | 1,043  | 2,086  | 27   |         |  |                                   |
| STA                                       | 702+68.00 | TO STA | 708+71.80 | -      | -     | 151  | 151    | 604    | 604  | 1,208  | 39   |         |  |                                   |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH) |           |        |           |        |       |  |        |        |  |        |  |         |  |                                   |
| STA                                       | 701+34.50 | TO STA | 807+98.00 | -      | -     | 2,666  | 2,666  | 10,452 | 10,565   | 21,017 | 2  |         |  |                                   |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)       |           |        |           |        |       |  |        |        |  |        |  |         |  |                                   |
| STA                                       | 2+50.00   | TO STA | 137+50.00 | -      | -     | 3,375  | 3,355  | 13,311 | 13,310   | 26,457 | 4  |         |  |                                   |
| TOTAL                                     |           |        |           |        |       | 10,450   | 1,043  | 6,453  | 17,926   | 30,515 | 30,682   | 61,033  | 93   |                                   |

| TEMPORARY PAVEMENT MARKING SCHEDULE       |           |        |           |        |       |  |        |        |  |        |
|---|-----------|--------|-----------|--------|-------|--|--------|--------|--|--------|
| LOCATION                                  |           |        |           |        |       | TEMPORARY PAVEMENT MARKING - LINE - 4" |        |        | TEMPORARY PAVEMENT MARKING - LINE - 6" |        |
|   |           |        |           |        |       | YELLOW                                 | YELLOW | YELLOW | WHITE                                  | WHITE  |
| STATION                                   |           |        |           |        |       | FOOT                                   | FOOT   | FOOT   | FOOT                                   | FOOT   |
| STA                                       | 640+00.00 | TO STA | 692+25.00 | 10,450 | -     | -                                      | 5,105  | 5,160  |  |        |
| STA                                       | 692+25.00 | TO STA | 702+68.00 | -      | 1,043 | 261                                    | 1,043  | 1,043  |  |        |
| STA                                       | 702+68.00 | TO STA | 708+71.80 | -      | -     | 151                                    | 604    | 604    |  |        |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH) |           |        |           |        |       |  |        |        |  |        |
| STA                                       | 701+34.50 | TO STA | 807+98.00 | -      | -     | 2,666                                  | 10,452 | 10,565 |  |        |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)       |           |        |           |        |       |  |        |        |  |        |
| STA                                       | 2+50.00   | TO STA | 137+50.00 | -      | -     | 3,375                                  | 13,311 | 13,310 |  |        |
| TOTAL                                     |           |        |           |        |       | 10,450                                 | 1,043  | 6,453  | 30,515                                 | 30,682 |

| SHORT TERM PAVEMENT MARKING SCHEDULE      |           |        |           |                   |                             |                                     |
|---|-----------|--------|-----------|-------------------|-----------------------------|-------------------------------------|
| LOCATION                                  |           |        |           | # OF APPLICATIONS | SHORT TERM PAVEMENT MARKING | SHORT TERM PAVEMENT MARKING REMOVAL |
| STATION                                   |           |        |           |                   | FOOT                        | SQ FT                               |
| STA                                       | 640+00.00 | TO STA | 692+25.00 | 3                 | 4,034                       | 9,960                               |
| STA                                       | 692+25.00 | TO STA | 702+68.00 | 3                 | 1,128                       | 1,898                               |
| STA                                       | 702+68.00 | TO STA | 708+71.80 | 3                 | 472                         | 837                                 |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH) |           |        |           |                   |                             |                                     |
| STA                                       | 701+34.50 | TO STA | 807+98.00 | 3                 | 8,246                       | 14,591                              |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)       |           |        |           |                   |                             |                                     |
| STA                                       | 2+50.00   | TO STA | 137+50.00 | 3                 | 10,442                      | 18,479                              |
| TOTAL                                     |           |        |           |                   | 24,322                      | 45,765                              |

| CENTERLINE RUMBLE STRIP SCHEDULE             |           |        |           |  |  |                               |   |  |  |  |
|--|-----------|--------|-----------|--|--|-------------------------------|---|--|--|--|
| LOCATION                                     |           |        |           |  |  | SINUSOIDAL RUMBLE STRIPS, 14" | COMMENT                                       |  |  |  |
| STATION                                      |           |        |           |  |  | FOOT                          |   |  |  |  |
| STA  | 640+00.00 | TO STA | 670+00.00 |  |  | 2,568                         | GAP AT BENNETT RD.                            |  |  |  |
| STA  | 670+00.00 | TO STA | 679+97.00 |  |  | 768                           | GAP AT LYNN RD.                               |  |  |  |
| STA  | 679+97.00 | TO STA | 700+00.00 |  |  | 1,753                         |   |  |  |  |
| STA  | 700+00.00 | TO STA | 708+71.80 |  |  | 763                           |   |  |  |  |
| STA EQ: STA 708+71.8 (BK) = 701+34.5 (AH)    |           |        |           |  |  |                               |   |  |  |  |
| STA  | 701+34.50 | TO STA | 722+64.00 |  |  | 1,762                         | GAP AT MACKINAW RD.                           |  |  |  |
| STA  | 722+64.00 | TO STA | 752+64.00 |  |  | 2,625                         |   |  |  |  |
| STA  | 752+64.00 | TO STA | 782+64.00 |  |  | 2,582                         | GAP AT LAUSTER RD.                            |  |  |  |
| STA  | 782+64.00 | TO STA | 807+98.00 |  |  | 2,104                         | GAP AT NORTH ST. & MINIER RD./N. MINIER AVE.  |  |  |  |
| STA EQ: STA 807+98 (BK) = 2+50 (AH)          |           |        |           |  |  |                               |   |  |  |  |
| STA  | 2+50.00   | TO STA | 7+16.00   |  |  | 286                           | GAP AT MINIER RD./N. MINIER AVE. & MAPLE AVE. |  |  |  |
| STA  | 7+16.00   | TO STA | 37+16.00  |  |  | 2,625                         |   |  |  |  |
| STA  | 37+16.00  | TO STA | 67+16.00  |  |  | 2,547                         | GAP AT BOSTON SCHOOL RD.                      |  |  |  |
| STA  | 67+16.00  | TO STA | 77+64.50  |  |  | 918                           |   |  |  |  |
| BRIDGE OMISSION STA 77+64.50 TO STA 78+47.50 |           |        |           |  |  |                               |   |  |  |  |
| STA  | 78+47.50  | TO STA | 97+16.00  |  |  | 1,635                         |   |  |  |  |
| STA  | 97+16.00  | TO STA | 127+16.00 |  |  | 2,625                         |   |  |  |  |
| STA  | 127+16.00 | TO STA | 137+50.00 |  |  | 774                           | GAP AT MCLEAN RD.                             |  |  |  |
| TOTAL  |           |        |           |  |  | 26,335                        |   |  |  |  |

USER: incornier  
 FILE NAME: PLOT\_2025-009\_IDOT\_PTB\_2025-024\_Verious PH LH Dirctd\_410cshnWV 7 68160VCADD\_CADD\_Sheet114168165-ht\_Sched.dgn



|                                  |                  |           |
|----------------------------------|------------------|-----------|
| PLOT DRIVER = SPLTRVSS           | DESIGNED -       | REVISED - |
| PEN TABLE = SPENTBLSS            | DRAWN -          | REVISED - |
| PLOT SCALE = 1"=50'              | CHECKED -        | REVISED - |
| PLOT DATE = 1/27/2026 4:10:28 PM | DATE = 1/27/2026 | REVISED - |

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES  
 ILLINOIS ROUTE 122

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

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 9         |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

| SIDEROAD SCHEDULE |        |                            |  |  |   |  |                |  |  |                          |                                  |  |       |       |
|-------------------|--------|----------------------------|--|--|---|--|----------------|--|--|--------------------------|----------------------------------|--|-------|-------|
| LOCATION          | TYPE   | MATERIAL                   | COMMENTS<br>(OFFSETS FROM C.L. IL 122) | AREA   | HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL) | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | TEMPORARY RAMP | HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 | INCIDENTAL HMA SURFACING | AGGREGATE SURFACE COURSE, TYPE B | POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) |       |       |
|                   |        |                            |  |  |   |  |                |  |  |                          |                                  |  | SQ YD | SQ YD |
| RT                | 656+53 | BENNETT RD                 | HMA/AGG                                | 10' OFFSET (IDOT D4 STANDARD 406402, SECTION A-A EXISTING AGGREGATE SIDEROAD)                  | 27  |  |                |  |  |                          |                                  | 80   |       |       |
| LT                | 677+82 | LYNN RD                    | HMA/AGG                                | 10' OFFSET (IDOT D4 STANDARD 406402, SECTION A-A EXISTING AGGREGATE SIDEROAD)                  | 71  |  |                |  |  |                          |                                  | 153  |       |       |
| LT                | 702+32 | MACKINAW RD N TURNOUT      | HMA                                    | 30' OFFSET (IDOT D4 STANDARD 406402, SECTION A-A EXISTING PCC OR HMA SIDEROAD)                 | 235                                       | 235  | 24             |  |  | 25                       |                                  | 721  |       |       |
| RT                | 702+32 | MACKINAW RD S TURNOUT      | HMA                                    | 30' OFFSET (IDOT D4 STANDARD 406402, SECTION A-A EXISTING PCC OR HMA SIDEROAD)                 | 117                                       | 117  | 13             |  |  | 12                       |                                  | 256  |       |       |
| LT                | 754+80 | LAUSTER RD N TURNOUT       | HMA                                    | 30' OFFSET (IDOT D4 STANDARD 406402, SECTION A-A EXISTING PCC OR HMA SIDEROAD)                 | 121                                       | 121  | 12             |  |  | 13                       |                                  | 285  |       |       |
| RT                | 801+21 | NORTH ST S TURNOUT         | HMA/AGG                                | OFFSET TO CURB LINE (IDOT D4 STANDARD 406402, SECTION A-A EXISTING PCC OR HMA SIDEROAD)        | 37  |  |                |  |  | 7                        |                                  | 81   |       |       |
| LT                | 807+98 | MINIER RD N TURNOUT        | HMA                                    | IMPROVEMENT LIMIT 100' LT  | 294                                       | 294  | 67             | 12   |  | 31                       |                                  |  |       |       |
| RT                | 2+50   | MINIER RD S TURNOUT        | HMA                                    | IMPROVEMENT LIMIT 100' RT  | 476                                       | 476  | 114            | 18   |  | 50                       |                                  |  |       |       |
| RT                | 6+04   | MAPLE RD S TURNOUT         | HMA                                    | 30' OFFSET (IDOT D4 STANDARD 406402, SECTION A-A EXISTING PCC OR HMA SIDEROAD)                 | 123                                       | 124  | 14             |  |  | 13                       |                                  | 267  |       |       |
| LT                | 55+72  | BOSTON SCHOOL RD N TURNOUT | HMA                                    | 30' OFFSET (IDOT D4 STANDARD 406402, SECTION A-A EXISTING PCC OR HMA SIDEROAD)                 | 156                                       | 156  | 16             |  |  | 16                       |                                  | 398  |       |       |
| LT                | 136+10 | MCLEAN RD N TURNOUT        | HMA                                    | 30' OFFSET AND CURB RADIUS (IDOT D4 STANDARD 406402, SECTION A-A EXISTING PCC OR HMA SIDEROAD) | 124                                       | 124  | 14             |  |  | 13                       |                                  | 266  |       |       |
| RT                | 136+10 | MCLEAN RD S TURNOUT        | HMA                                    | 30' OFFSET AND CURB RADIUS (IDOT D4 STANDARD 406402, SECTION A-A EXISTING PCC OR HMA SIDEROAD) | 124                                       | 124  | 14             |  |  | 13                       |                                  | 266  |       |       |
| TOTAL             |        |                            |  |  | 770                                       | 1,182  | 137            |  | 10   | 10                       | 193                              | 15   | 20    | 2,773 |

| SIGN SCHEDULE |        |          |   |                           |                                   |
|---------------|--------|----------|---|---------------------------|-----------------------------------|
| RT            | STA    | LOCATION | SIGN DESCRIPTION, SIZE, AREA  | SIGN PANEL - TYPE 1 SQ FT | TELESCOPING STEEL SIGN SUPPORT FT |
|               |        |          |   |                           |                                   |
| RT            | 672+85 | 672+85   | COMB HORIZ ALIGNMENT/INTERSECTION (W1-10)<br>ADVANCE STREET NAME (W16-8p) | 9<br>1                    | 11                                |
| LT            | 661+63 | 661+63   | COMB HORIZ ALIGNMENT/INTERSECTION (W1-10)<br>ADVANCE STREET NAME (W16-8p) | 9<br>1                    | 11                                |
| LT            | 682+85 | 682+85   | COMB HORIZ ALIGNMENT/INTERSECTION (W1-10)<br>ADVANCE STREET NAME (W16-8p) | 9<br>1                    | 11                                |
| RT            | 697+32 | 697+32   | INTERSECTION WARNING (W2-1)<br>ADVANCE STREET NAME (W16-8p)               | 9<br>2                    | 11                                |
| LT            | 707+32 | 707+32   | INTERSECTION WARNING (W2-1)<br>ADVANCE STREET NAME (W16-8p)               | 9<br>2                    | 11                                |
| TOTAL         |        |          |   | 62                        | 66                                |

| CLASS D PATCH SCHEDULE            |    |
|-----------------------------------|----|
| CLASS D PATCHES, TYPE IV, 14 INCH |    |
| AREA                              |    |
| SQ YD                             | 30 |

QUANTITIES FOR PATCHING ARE ESTIMATED. FINAL PATCHING LOCATIONS AND QUANTITIES WILL BE AS DETERMINED BY THE ENGINEER

| MAILBOX AND ENTRANCE SCHEDULE |         |                |         |  |  |  |  |                           |                            |                          |  |
|-------------------------------|---------|----------------|---------|--|--|--|--|---------------------------|----------------------------|--------------------------|--|
| LOCATION                      | TYPE    | MATERIAL       | AREA    | HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6" | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7" | DRIVEWAY PAVEMENT REMOVAL | AGGREGATE SHOULDER, TYPE B | MATERIAL TRANSFER DEVICE | POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) |
|                               |         |                |         | 1.5"                                       | 1.5"   | SQ YD  | SQ YD  | SQ YD                     | TON                        | TON                      | 3 APPLICATIONS                               |
| SD                            | STATION |                | SQ YD   | TON  | TON  | SQ YD  | SQ YD  | SQ YD                     | TON                        | TON                      | POUND  |
| LT                            | 680+13  | F.E.           | HMA/AGG | 13   | 1  |  |  |                           | 1                          | 2                        | 29   |
| LT                            | 682+31  | M.B.           | HMA/AGG | 21   | 2  |  |  |                           |                            | 4                        | 64   |
| LT                            | 683+12  | P.E.           | HMA/AGG | 10   | 1  |  |  |                           | 1                          | 2                        | 24   |
| LT                            | 713+80  | F.E./P.E.      | HMA/AGG | 21   | 2  |  |  |                           | 2                          | 4                        | 48   |
| LT                            | 743+44  | F.E.           | HMA/AGG | 11   | 1  |  |  |                           | 1                          | 2                        | 26   |
| LT                            | 745+63  | P.E.           | HMA/AGG | 11   | 1  |  |  |                           | 1                          | 2                        | 24   |
| RT                            | 748+90  | P.E./M.B.      | HMA/AGG | 29   | 2  |  |  |                           | 1                          | 4                        | 71   |
| LT                            | 763+70  | P.E.           | HMA/AGG | 14   | 1  |  |  |                           |                            | 2                        | 33   |
| LT                            | 765+34  | F.E.           | HMA/AGG | 11   | 1  |  |  |                           | 1                          | 2                        | 26   |
| LT                            | 768+08  | F.E.           | HMA/AGG | 7  | 1  |  |  |                           |                            | 2                        | 18   |
| LT                            | 770+07  | F.E./M.B.      | HMA/AGG | 36   | 3  |  |  |                           | 1                          | 6                        | 93   |
| RT                            | 772+09  | P.E.           | HMA/AGG | 6  | 1  |  |  |                           | 1                          | 2                        | 15   |
| RT                            | 781+58  | P.E.           | HMA/AGG | 21   | 2  |  |  |                           | 2                          | 4                        | 47   |
| RT                            | 805+84  | P.E.           | HMA/AGG | 76   | 1  |  | 75   | 75                        |                            | 2                        | 132  |
| RT                            | 4+78    | P.E.           | HMA/AGG | 15   | 1  |  | 78   | 78                        |                            | 2                        | 103  |
| RT                            | 6+80    | P.E.           | HMA/AGG | 16   | 1  |  |  |                           | 1                          | 2                        | 37   |
| RT                            | 8+09    | P.E.           | HMA/AGG | 15   | 1  | 71   |  | 71                        |                            | 2                        | 119  |
| RT                            | 8+93    | P.E.           | HMA/AGG | 12   | 1  | 55   |  | 55                        |                            | 2                        | 93   |
| LT                            | 9+18    | M.B.           | HMA/AGG | 21   | 3  |  |  |                           |                            | 6                        | 63   |
| RT                            | 13+33   | P.E.           | HMA/AGG | 25   | 2  |  | 183  | 183                       |                            | 4                        | 197  |
| LT                            | 50+29   | F.E./P.E./M.B. | HMA/AGG | 48   | 4  |  |  |                           |                            | 8                        | 113  |
| RT                            | 60+31   | F.E./P.E.      | HMA/AGG | 13   | 1  |  |  |                           | 1                          | 2                        | 29   |
| LT                            | 61+95   | M.B.           | HMA/AGG | 21   | 2  |  |  |                           |                            | 4                        | 64   |
| RT                            | 62+00   | F.E./P.E.      | HMA/AGG | 12   | 1  |  |  |                           | 1                          | 2                        | 28   |
| RT                            | 64+86   | F.E./P.E.      | HMA/AGG | 13   | 1  |  |  |                           | 1                          | 2                        | 29   |
| LT                            | 65+83   | M.B.           | HMA/AGG | 21   | 2  |  |  |                           |                            | 4                        | 63   |
| LT                            | 67+47   | P.E./M.B.      | HMA/AGG | 45   | 4  |  |  |                           | 1                          | 8                        | 108  |
| LT                            | 120+69  | F.E./P.E.      | HMA/AGG | 11   | 1  |  |  |                           | 1                          | 2                        | 44   |
| LT                            | 122+56  | F.E./P.E.      | HMA/AGG | 12   | 1  |  |  |                           | 1                          | 2                        | 46   |
| TOTAL                         |         |                |         | 46   | 46   | 126  | 336  | 462                       | 19                         | 92                       | 1,786  |

| GUARDRAIL SCHEDULE |         |                                     |  |  |   |                                  |                                  |                                     |                   |      |
|--------------------|---------|-------------------------------------|--|--|---|----------------------------------|----------------------------------|-------------------------------------|-------------------|------|
| LOCATION           | OFFSET  | STEEL PLATE BEAM GUARDRAIL 6' POSTS | LONG-SPAN GUARDRAIL OVER CULVERT, 25 FT SPAN | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | SEE NOTE TO CONNECT TO EXISTING TERMINAL AT BRIDGE RAIL | LINEAR DELINEATOR PANELS, 4 INCH | TERMINAL MARKER - DIRECT APPLIED | GUARDRAIL AGGREGATE EROSION CONTROL | GUARDRAIL REMOVAL |      |
|                    |         |                                     |  |  |   |                                  |                                  |                                     |                   | FOOT |
| STATION            | STATION | L / R                               | FOOT   | FOOT   | EACH  | EACH                             | EACH                             | TON                                 | FOOT              |      |
| 670+86             | 672+73  | R                                   | 113  |  | 2   | 3                                | 2                                | 34.7                                | 186               |      |
| 671+35             | 673+99  | L                                   | 188  |  | 2   | 4                                | 2                                | 47.2                                | 262               |      |
| 683+89             | 687+64  | R                                   | 250  | 50   | 2   | 6                                | 2                                | 57.5                                | 370               |      |
| 684+67             | 688+49  | L                                   | 288  | 50   | 2   | 6                                | 2                                | 63.8                                | 410               |      |
| 75+25              | 77+53   | R                                   | 150  |  | 1   | 4                                | 1                                | 39.8                                | 230               |      |
| 76+44              | 77+71   | L                                   | 50   |  | 1   | 3                                | 1                                | 23.2                                | 130               |      |
| 78+42              | 79+70   | R                                   | 50   |  | 1   | 3                                | 1                                | 23.2                                | 130               |      |
| 78+58              | 81+11   | L                                   | 175  |  | 1   | 4                                | 1                                | 44                                  | 250               |      |
| TOTAL              |         |                                     | 1264   | 100  | 12  | 33                               | 12                               | 333                                 | 1,968             |      |

NOTE 1: CONNECT PROPOSED STEEL PLATE GUARDRAIL TO THE EXISTING TERMINAL AT THE BRIDGE RAIL.

USER: incornier  
 FILE: 127RS-6; 128RS-4  
 FILE NAME: PLOT\_209\_009\_IDOT\_PTB\_209-024\_Verious PH LH Dirict\_4IDocInW0 7 68160\CADD\CADD\_Sheets\127RS-6;128RS-4\_Sched.dgn



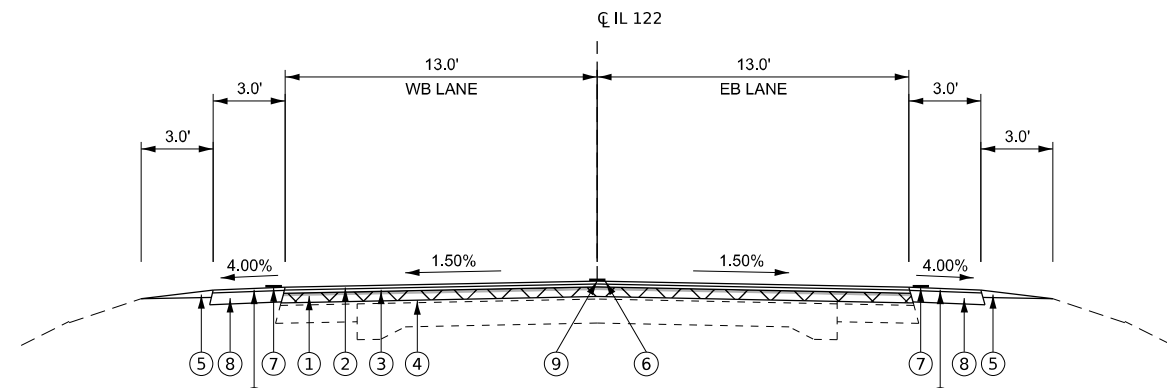
|                                  |                  |           |
|----------------------------------|------------------|-----------|
| PLOT DRIVER = SPLTDRV55          | DESIGNED -       | REVISED - |
| PEN TABLE = SPENBL55             | DRAWN -          | REVISED - |
| PLOT SCALE = 1"=50'              | CHECKED -        | REVISED - |
| PLOT DATE = 1/29/2026 8:59:59 AM | DATE - 1/29/2026 | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

| SCHEDULE OF QUANTITIES |       |           |              |
|------------------------|-------|-----------|--------------|
| ILLINOIS ROUTE 122     |       |           |              |
| SCALE: 1"=50'          | SHEET | OF SHEETS | STA. TO STA. |

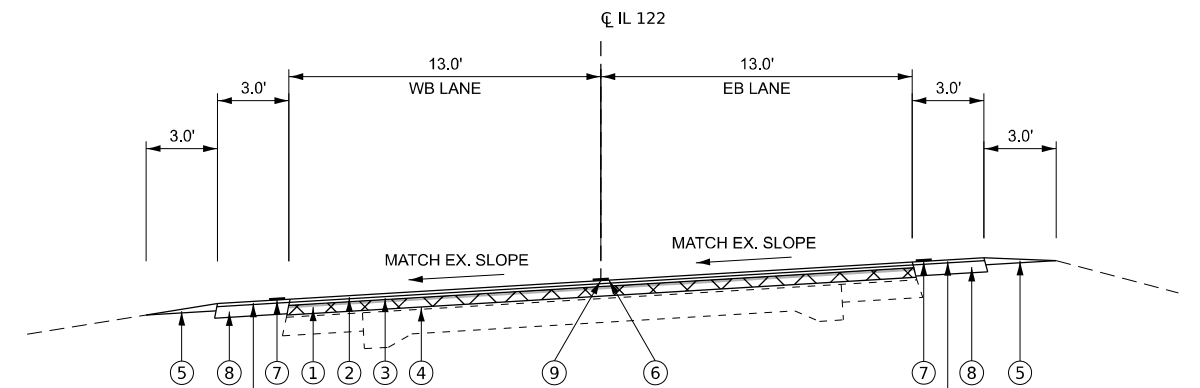
| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 10        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |





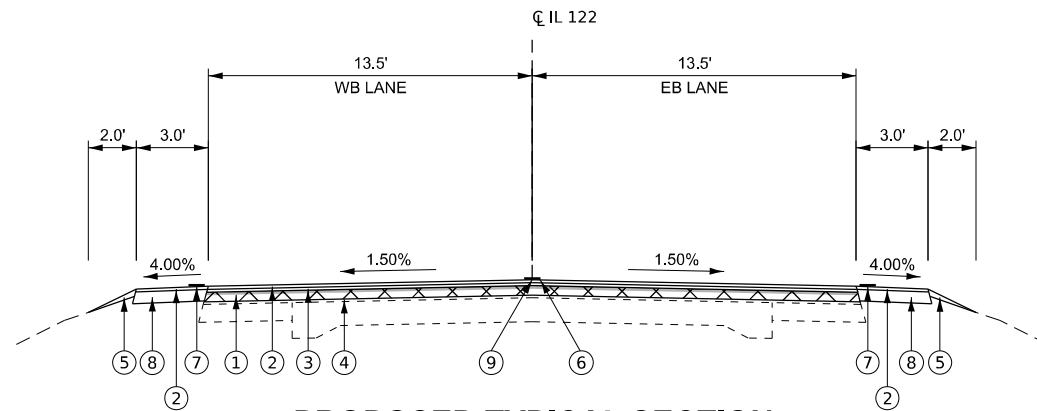
**PROPOSED TYPICAL SECTION**

STA 640+00 TO STA 642+71



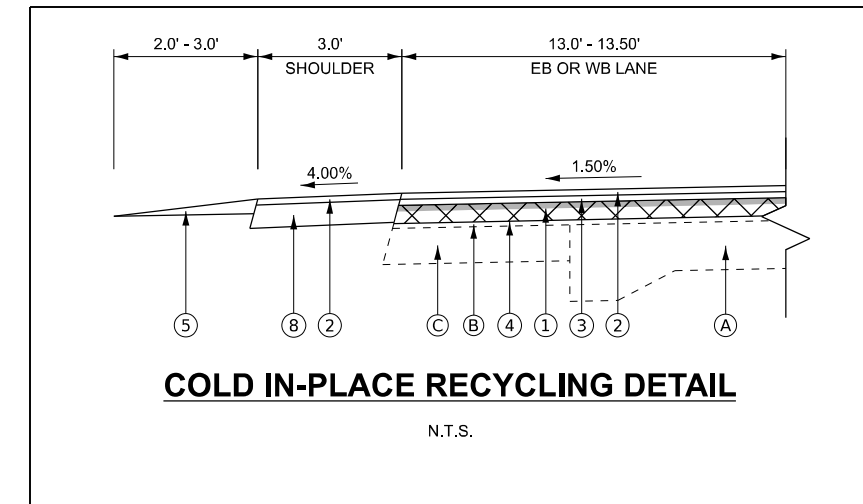
**PROPOSED TYPICAL SECTION**

(REVERSE CURVE)  
STA 642+71 TO STA 679+97



**PROPOSED TYPICAL SECTION**

STA 679+97 TO STA 708+71.80  
 STA EQ. 708+71.80 (BK) = 701+34.50 (AH)  
 STA 701+34.50 TO STA 807+98  
 STA EQ. 807+98 (BK) = 2+50 (AH)  
 STA 2+50 TO STA 137+50  
 STA 77+64.50 TO STA 78+47.50 - SUGAR CREEK BRIDGE OMISSION



**COLD IN-PLACE RECYCLING DETAIL**

N.T.S.

**NOTES:**

- SPECIAL ATTENTION IS CALLED TO THE SPECIAL PROVISIONS OF HOT-MIX ASPHALT JOINT TRIMMING AND HOT-MIX ASPHALT SHOULDER RESURFACING REQUIRED TO BE CONSTRUCTED SIMULTANEOUSLY WITH MAINLINE PAVING.

**LEGEND**

- |  |                                       |  |   |  |
|--|---------------------------------------|--|---|--|
| (A) EXISTING PAVEMENT (9,6,9)                        | (D) EXISTING HOT-MIX ASPHALT SHOULDER | (1) PROPOSED HMA SURFACE REMOVAL, 3/4"   | (4) PROPOSED COLD IN-PLACE RECYCLING, 4"      | (7) PROPOSED 8" SHOULDER RUMBLE STRIP  |
| (B) EXISTING HOT-MIX ASPHALT OVERLAY (5", ESTIMATED) | (E) EXISTING AGGREGATE SHOULDER       | (2) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 - 1 1/2" | (5) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B | (8) HOT-MIX ASPHALT SHOULDERS, 6.5" EXCAVATING AND GRADING EXISTING SHOULDER (SPECIAL) |
| (C) EXISTING HOT-MIX ASPHALT WIDENING                |                                       | (3) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50 - 1 1/2"                       | (6) PROPOSED 14" SINUSOIDAL RUMBLE STRIP      | (9) HMA SURFACE REMOVAL (SPECIAL) - JOINT TRIMMING SEE NOTE 1                          |

USER: mcombar  
 FILE: I:\DEVELOPMENT\2019\000\DOT\PTB\2024\24\_Various PH L&I\Drawings\410\Drawings\7 68160\CADD\CADD\_Sheets\1469\65-SHT\_Typical02.dwg  
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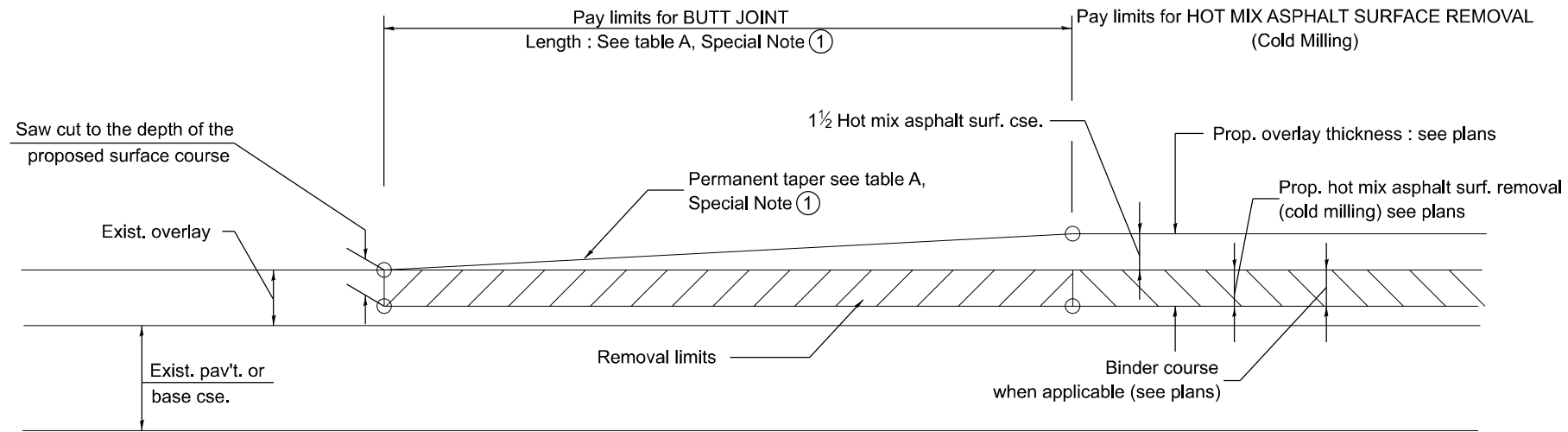
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| PEN TABLE = \$PENTBLSS           | DRAWN - SE3      | REVISED - |
| PLOT SCALE = 1"=50'              | CHECKED - SE3    | REVISED - |
| PLOT DATE = 1/27/2026 4:10:30 PM | DATE - 1/27/2026 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
ILLINOIS ROUTE 122**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 12        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



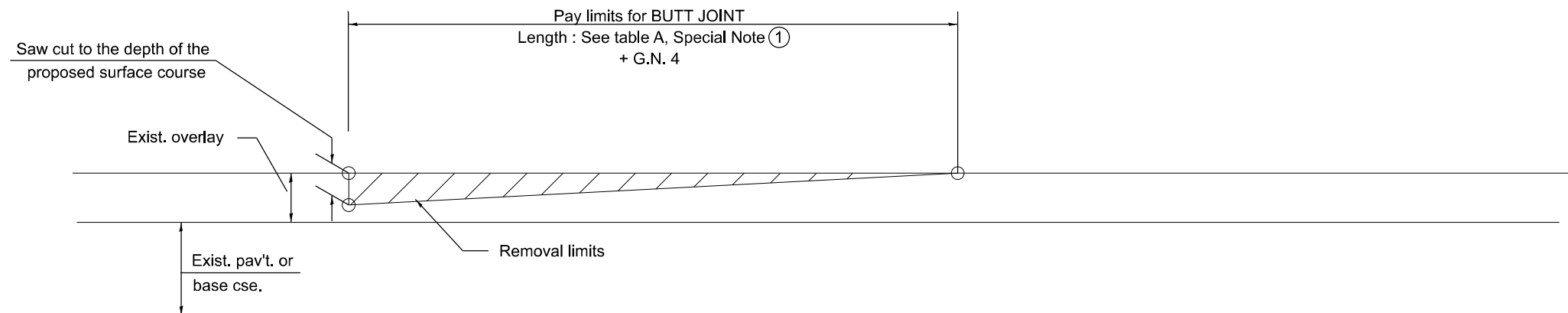
**CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

**TABLE A  
TAPER RATES**

| SPECIAL NOTE NUMBER | ELEMENT                   | MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS | ALL OTHERS |
|---------------------|---------------------------|---|------------|
| ①                   | BUTT JOINT TAPER RATE     | 1:480                                     | 1:240      |
| ②                   | TEMPORARY RAMP TAPER RATE | 1:80                                      | 1:40       |

**GENERAL NOTES**

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.



**CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

All dimensions are in inches unless otherwise noted.

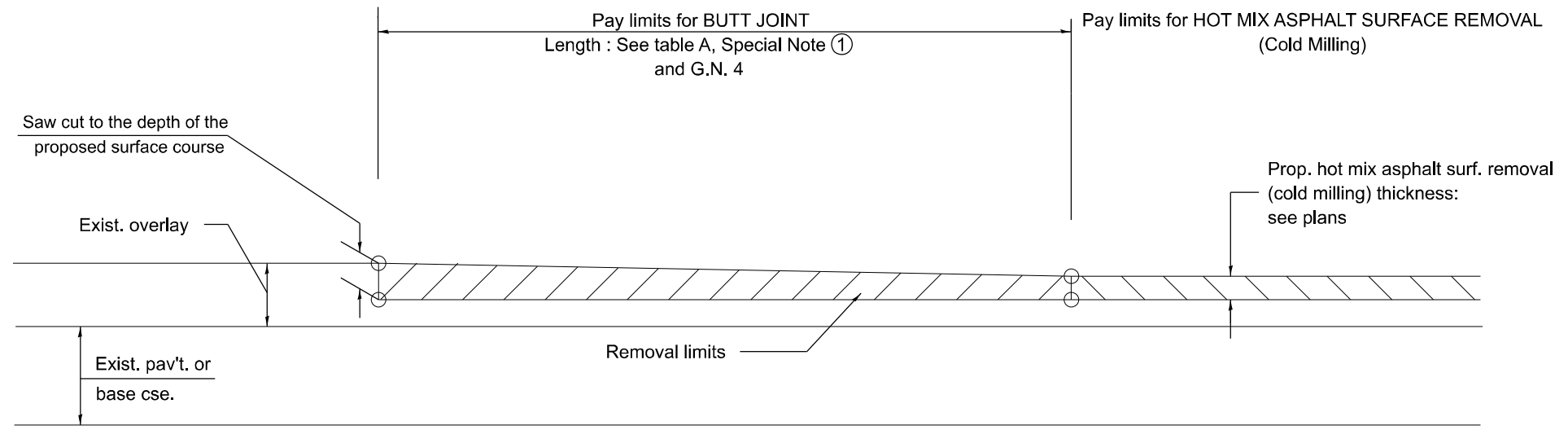
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| PEN TABLE = SPENBLSS             | DRAWN -          | REVISD - |
| PLOT SCALE = 1"=50'              | CHECKED -        | REVISD - |
| PLOT DATE = 1/27/2026 4:10:41 PM | DATE - 1/27/2026 | REVISD - |

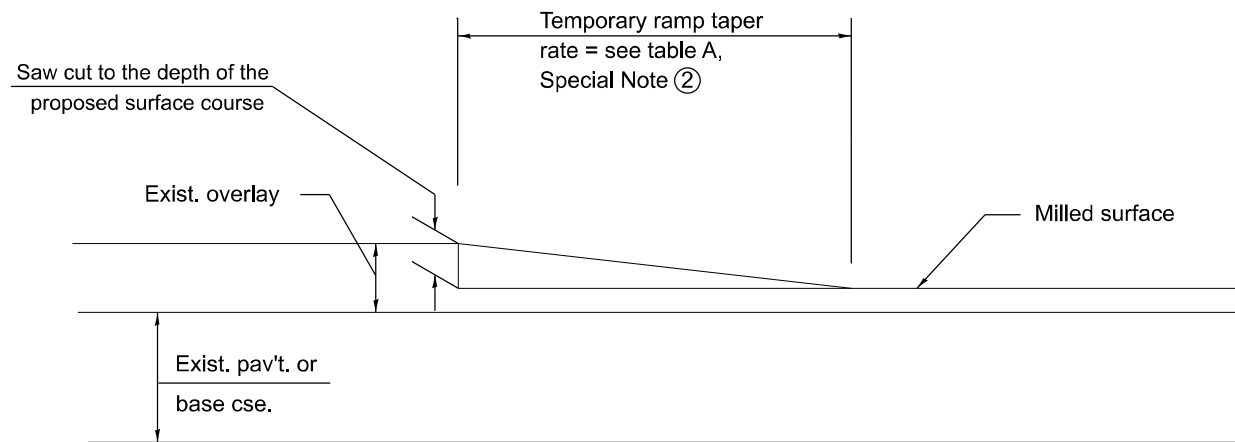
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

|                                |       |           |              |
|--------------------------------|-------|-----------|--------------|
| <b>DISTRICT 4 DETAILS</b>      |       |           |              |
| <b>406101 - D4 BUTT JOINTS</b> |       |           |              |
| SCALE: 1"=50'                  | SHEET | OF SHEETS | STA. TO STA. |

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 13        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



**CASE 3 : HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)  
TIE-IN TO EXISTING BITUMINOUS TAPER**



**DETAIL TEMPORARY RAMP**

All dimensions are in inches unless otherwise noted.

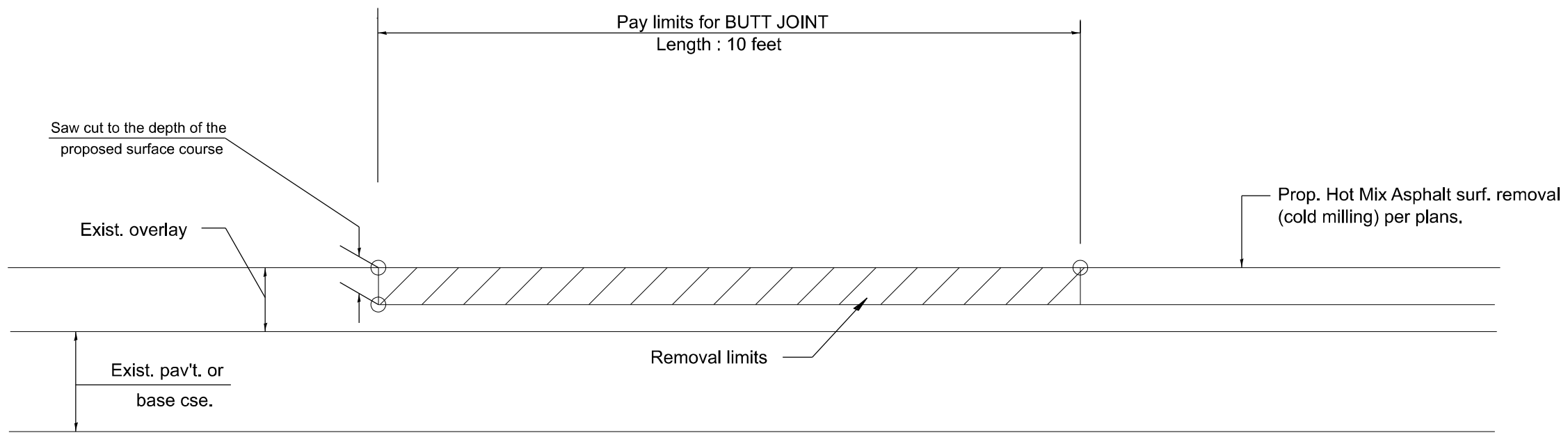
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| PEN TABLE = SPENBLSS             | DRAWN -          | REVISED - |
| PLOT SCALE = 1"=50'              | CHECKED -        | REVISED - |
| PLOT DATE = 1/27/2026 4:10:42 PM | DATE - 1/27/2026 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

|                                |       |           |              |
|--------------------------------|-------|-----------|--------------|
| <b>DISTRICT 4 DETAILS</b>      |       |           |              |
| <b>406101 - D4 BUTT JOINTS</b> |       |           |              |
| SCALE: 1"=50'                  | SHEET | OF SHEETS | STA. TO STA. |

| F.A.P. RTE.        | SECTION          | COUNTY   | TOTAL SHEETS              | SHEET NO. |
|--------------------|------------------|----------|---------------------------|-----------|
| 701                | 127RS-6; 128RS-4 | TAZEWELL | 24                        | 14        |
| CONTRACT NO. 68J60 |                  |          | ILLINOIS FED. AID PROJECT |           |



**CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH  
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)  
TIE-IN TO EXISTING BITUMINOUS TAPER**

USER: mcomlier  
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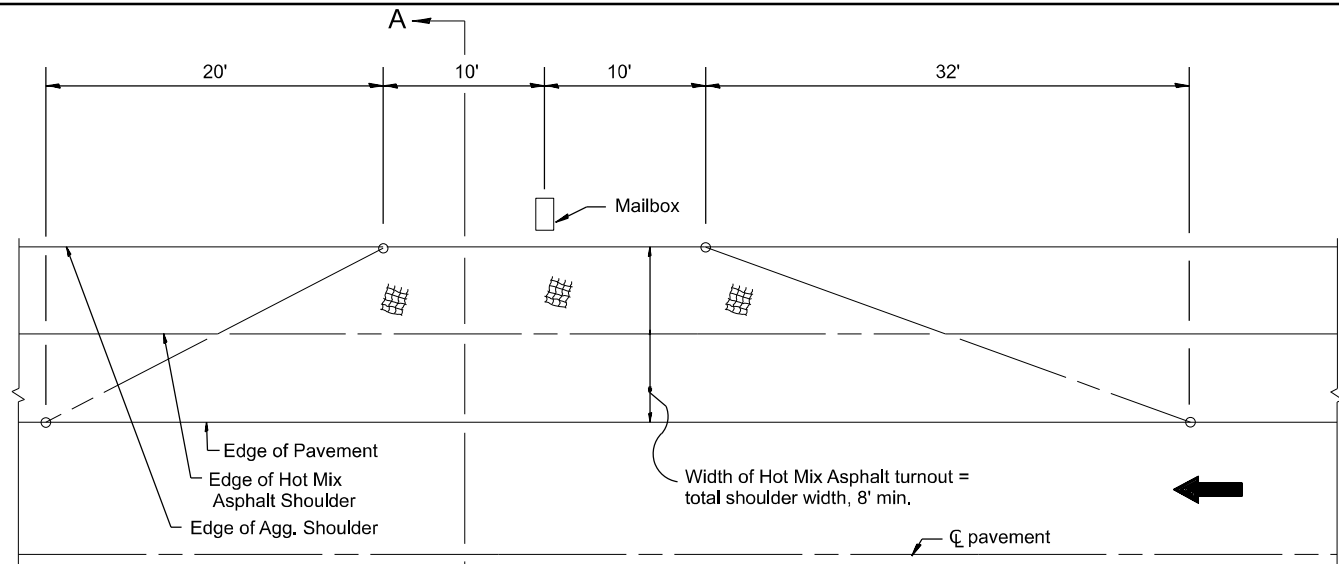
All dimensions are in inches unless otherwise noted.

|                                  |                  |           |
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| PEN TABLE = SPENBLSS             | DRAWN -          | REVISED - |
| PLOT SCALE = 1"=50'              | CHECKED -        | REVISED - |
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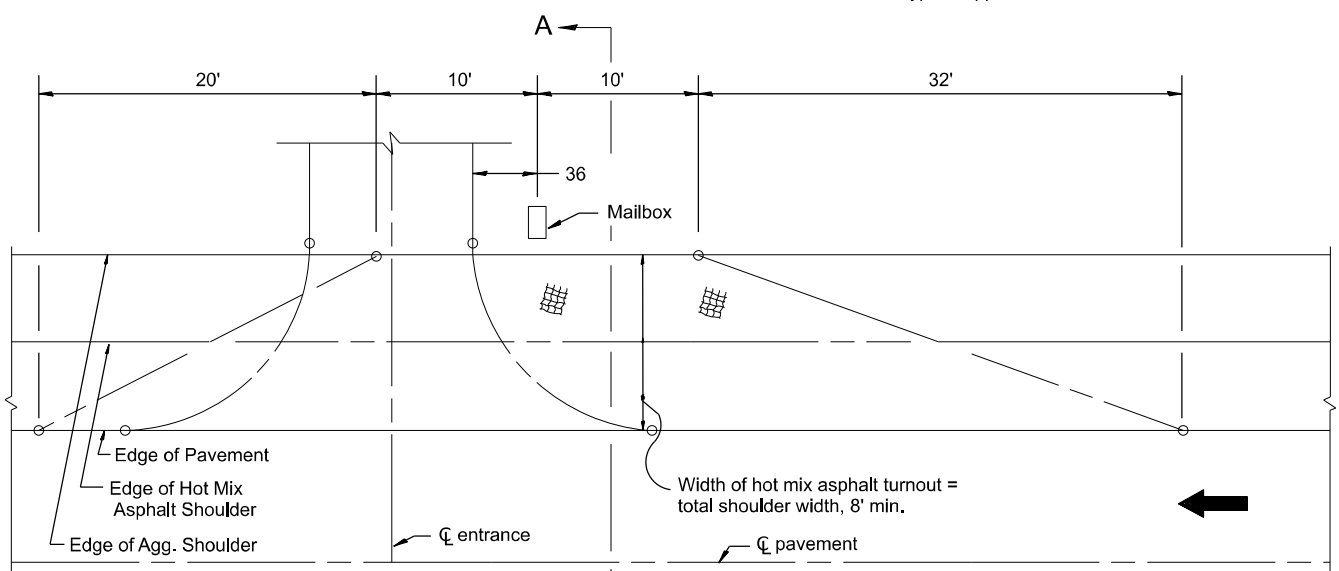
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

|                                |       |           |              |
|--------------------------------|-------|-----------|--------------|
| <b>DISTRICT 4 DETAILS</b>      |       |           |              |
| <b>406101 - D4 BUTT JOINTS</b> |       |           |              |
| SCALE: 1"=50'                  | SHEET | OF SHEETS | STA. TO STA. |

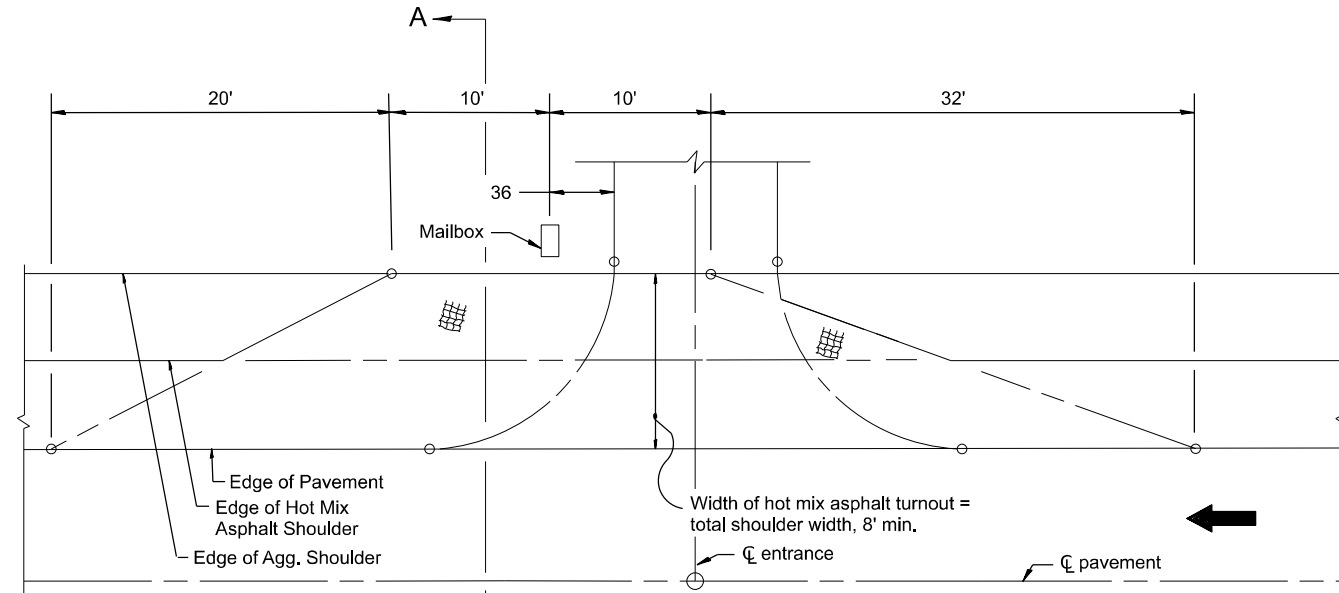
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|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 15        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



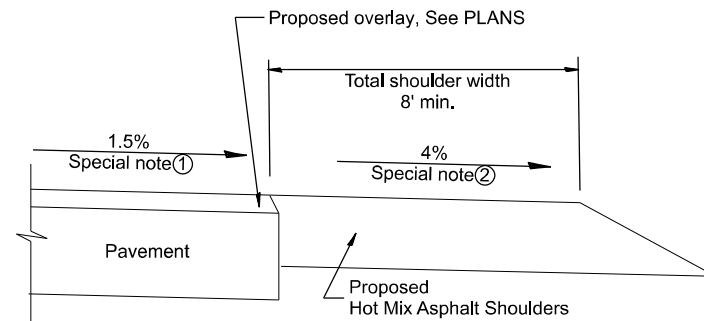
**METHOD "T"**  
Typical Application



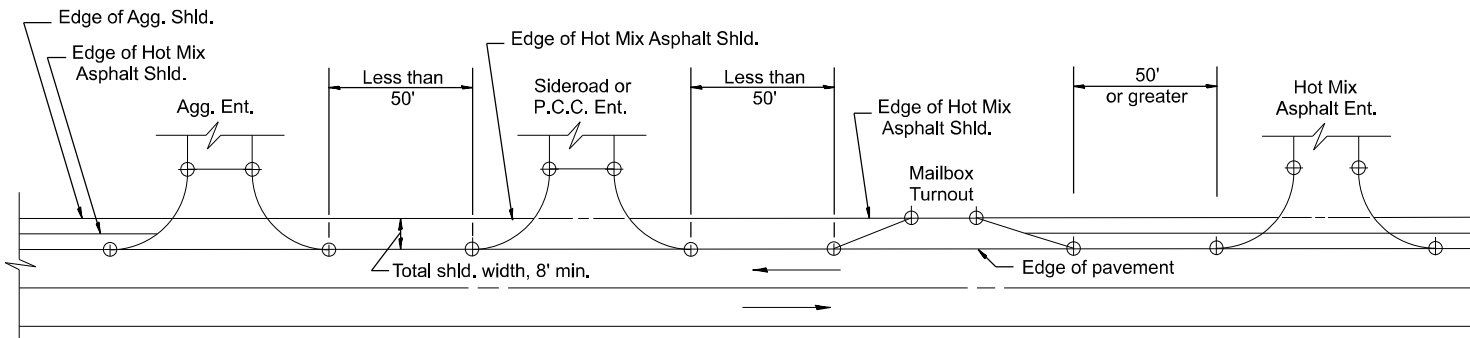
**METHOD "N"**  
Mailbox on near side of entrance



**METHOD "F"**  
Mailbox on far side of entrance



**SECTION A-A**



**DETAIL A**

SHOULDER TREATMENT FOR CLOSELY SPACED SIDEROADS, ENTRANCES, AND/OR MAILBOX TURNOUTS

**GENERAL NOTES**

1. Mailbox turnouts shall slope away from the pavement edge at a rate equal to the shoulder slope. See SECTION A-A.
2. The total shoulder width, 8' minimum, shall be paved between sideroads entrances and/or mailbox turnouts at locations where the distance between radius or taper control points is less than 50'. See DETAIL A.
3. Mailboxes shall be mounted such that the face of the mailbox is 6 to 12 and the post a minimum of 24 from the edge of the turnout surfacing.

**SPECIAL NOTES**

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.
- ② The shoulder slope shall control the turnout slope. The standard cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6' and wider and 12% for shoulders 4' and less. Where 12 paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All dimensions are in inches unless otherwise noted.

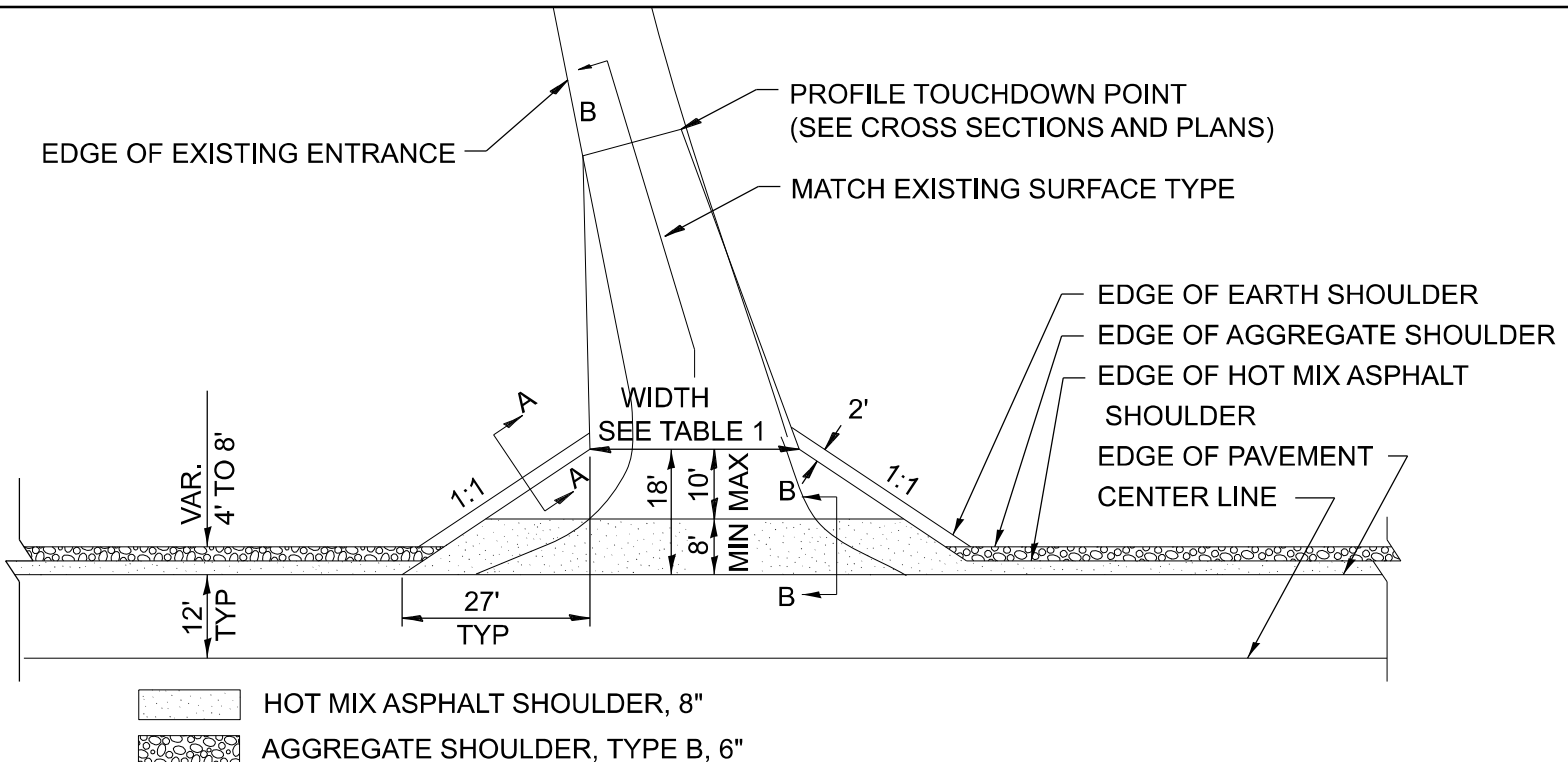
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

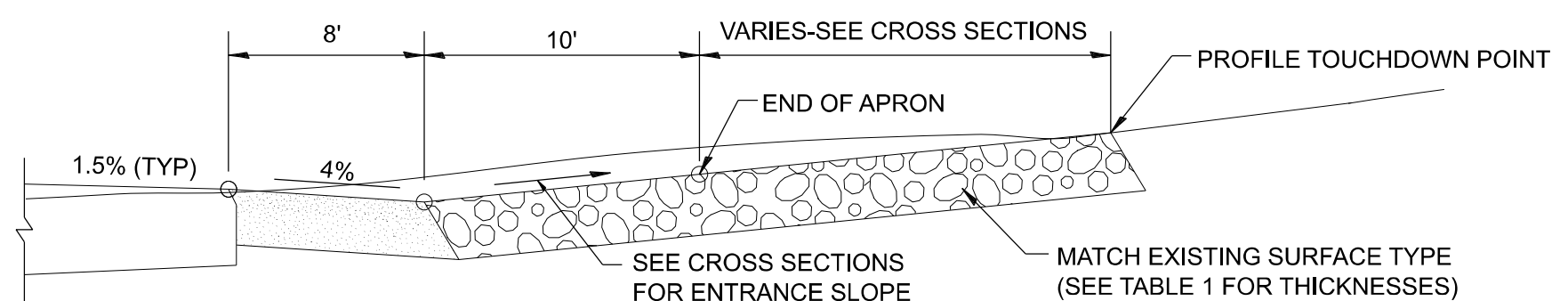
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| <b>DISTRICT 4 DETAILS</b>                           |       |           |              |
| <b>406201 - D4 MAILBOX TURNOUTS FOR 3R PROJECTS</b> |       |           |              |
| SCALE: 1"=50'                                       | SHEET | OF SHEETS | STA. TO STA. |

|                           |                  |          |              |           |
|---------------------------|------------------|----------|--------------|-----------|
| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
| 701                       | 127R5-6; 128R5-4 | TAZEWELL | 24           | 16        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

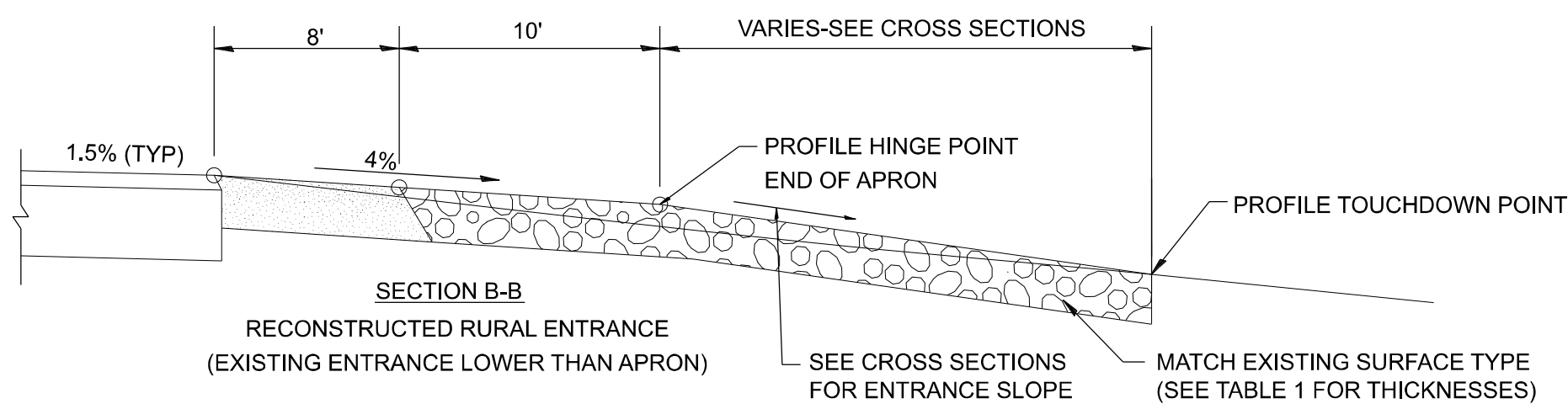


**PLAN**

COMMERCIAL / FARM-RELATED ENTRANCE



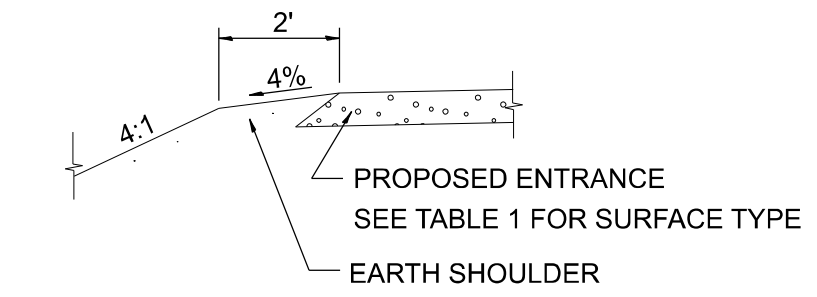
**SECTION B-B**  
RECONSTRUCTED RURAL ENTRANCE  
(EXISTING ENTRANCE HIGHER THAN APRON)



**SECTION B-B**  
RECONSTRUCTED RURAL ENTRANCE  
(EXISTING ENTRANCE LOWER THAN APRON)

| TABLE 1               |                |          |   |          |                 |          |                   |
|-----------------------|----------------|----------|---|----------|-----------------|----------|-------------------|
| RURAL ENTRANCE DESIGN |                |          |   |          |                 |          |                   |
| ELEMENT               | NON-COMMERCIAL |          | NON-COMMERCIAL W/<br>LARGE FARM EQUIPMENT |          | COMMERCIAL      |          |                   |
|                       | 12' Min.       | 24' Max. | 20' Min.                                  | 30' Max. | 1-WAY OPERATION |          | 2-WAY OPERATION   |
| WIDTH (W)             |                |          |   |          | 14' Min.        | 24' Max. | 24' Min. 35' Max. |
| FLARE                 | 1:1.5          |          |   |          |                 |          |                   |
| MAX. GRADE (G)        | 12%            |          | 12%                                       |          | 10%             |          |                   |

| SURFACE TYPE                         |    |    |    |
|--------------------------------------|----|----|----|
| INCIDENTAL HOT MIX ASPHALT SURFACING | 6" | —  | 8" |
| AGGREGATE SURFACE COURSE             | 6" | 8" | —  |
| PCC DRIVEWAY PAVEMENT                | 6" | —  | 7" |



**SECTION A-A**  
SHOULDER TREATMENT FOR RURAL ENTRANCES

**GENERAL NOTES**

- ENTRANCES SHALL SLOPE AWAY FROM THE PAVEMENT AT A RATE EQUAL TO THE SHOULDER SLOPE FOR A MINIMUM DISTANCE OF 8'.
- A MINIMUM 8' PAVED SHOULDER SHALL BE CONSTRUCTED BETWEEN LOCATIONS WHERE THE RURAL ENTRANCE IS LESS THAN 50' FROM AN ADJACENT SIDEROAD, ENTRANCE OR MAILBOX TURNOUT.
- A TAPER RATE OF 5:1 IS DESIRABLE WHEN TRANSITING FROM THE RURAL ENTRANCE WIDTH SHOWN IN TABLE 1, TO THE EXISTING ENTRANCE WIDTH.

All dimensions are in inches unless otherwise noted.

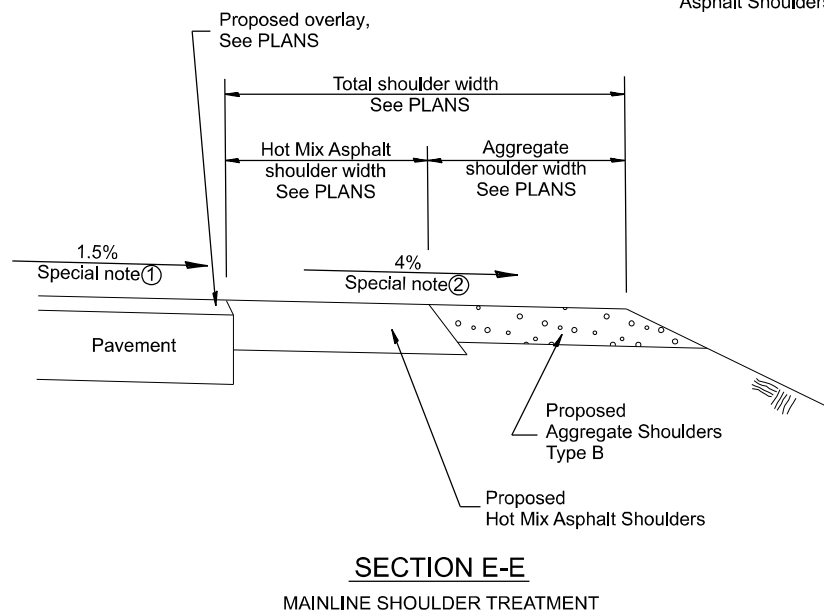
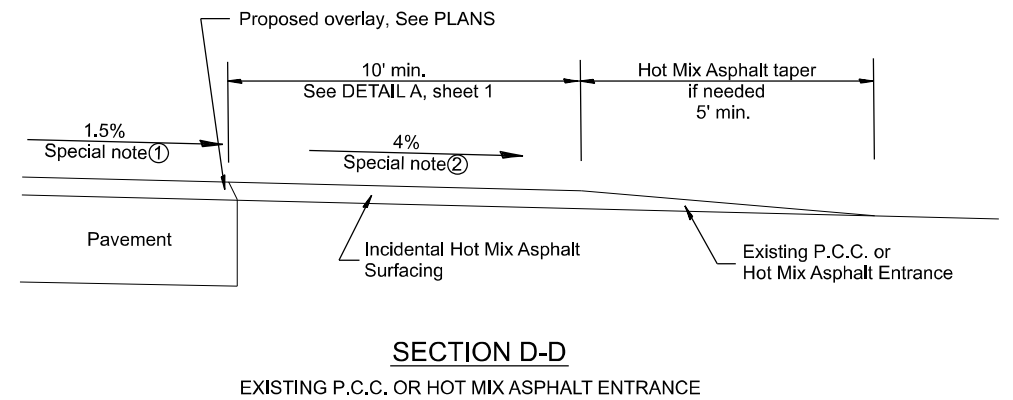
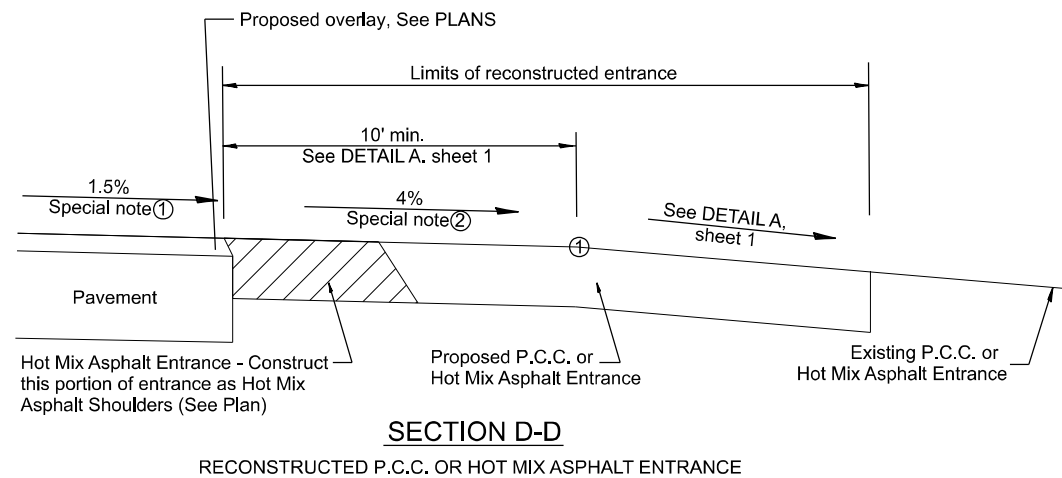
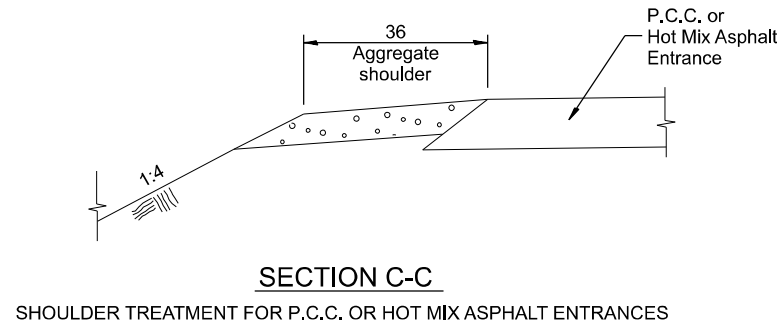
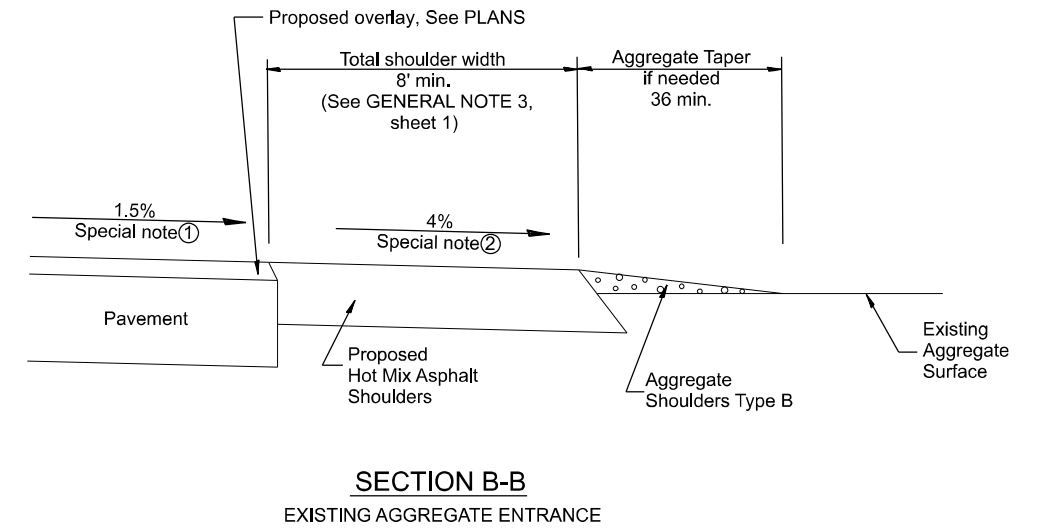
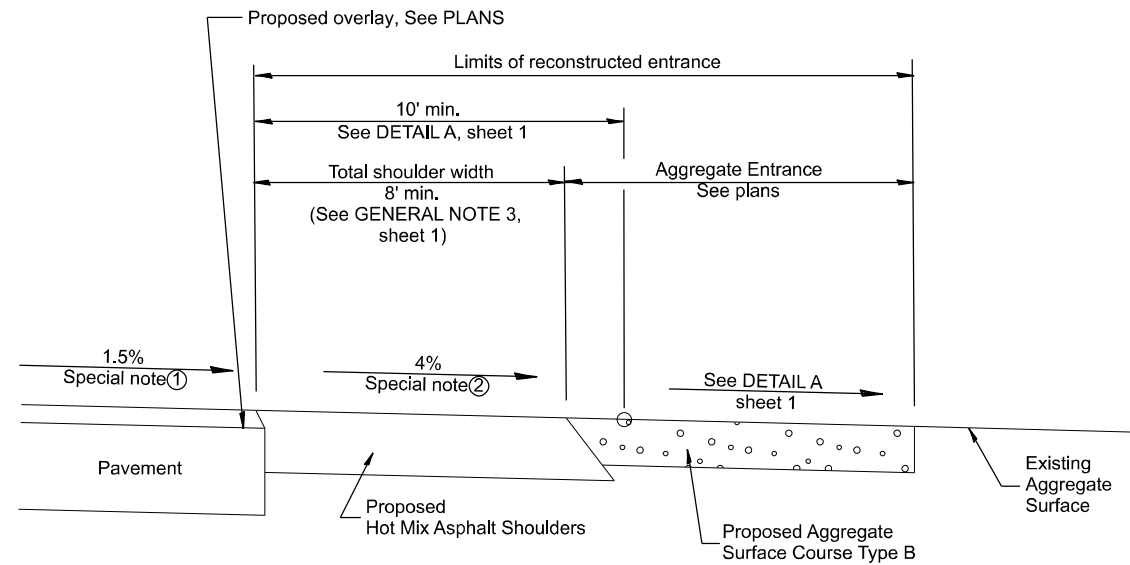
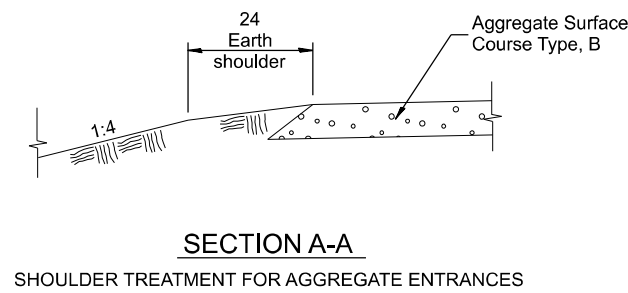
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| PLOT SCALE = 1"=50'              | CHECKED -        | REVISED - |
| PLOT DATE = 1/27/2026 4:10:43 PM | DATE - 1/27/2026 | REVISED - |

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

|  |       |           |              |
|--|-------|-----------|--------------|
| <b>DISTRICT 4 DETAILS</b>                          |       |           |              |
| <b>406301 - D4 RURAL ENTRANCES FOR 3R PROJECTS</b> |       |           |              |
| SCALE: 1"=50'                                      | SHEET | OF SHEETS | STA. TO STA. |

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 17        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



**SPECIAL NOTES**

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.
- ② The shoulder slope shall control the entrance profile for a distance of 10' minimum from the pavement edge. The shoulder cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6' and wider and 12% for shoulders 4' and less. Where 12' paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All dimensions are in inches unless otherwise noted.

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

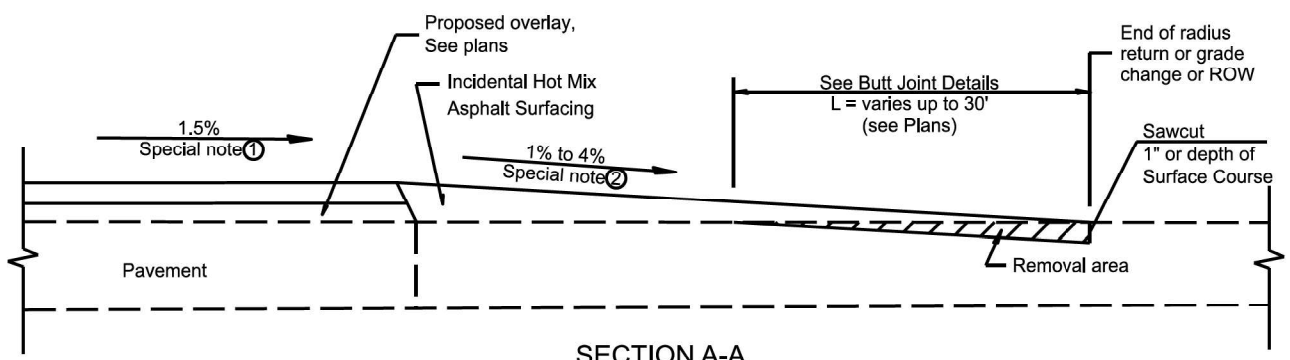
**DISTRICT 4 DETAILS  
406301 - D4 RURAL ENTRANCES FOR 3R PROJECTS**

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

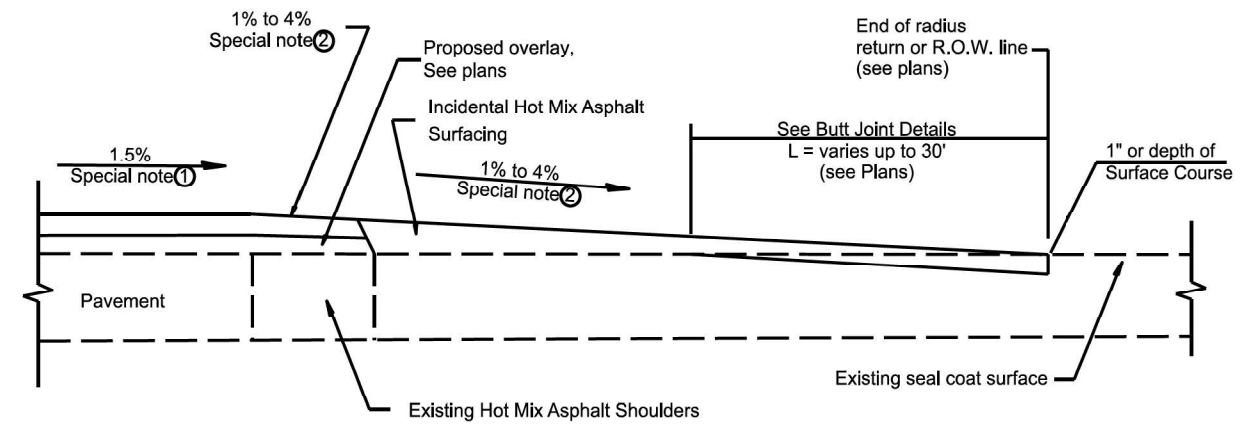
| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127R5-6; 128R5-4 | TAZEWELL | 24           | 18        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |

DESIGNER NOTES:  
 1. DESIGNER SHOULD CONSULT CHAPTER 53 OF THE BDE MANUAL.  
 2. THIS CADD STANDARD IS FOR PPP PROJECTS.

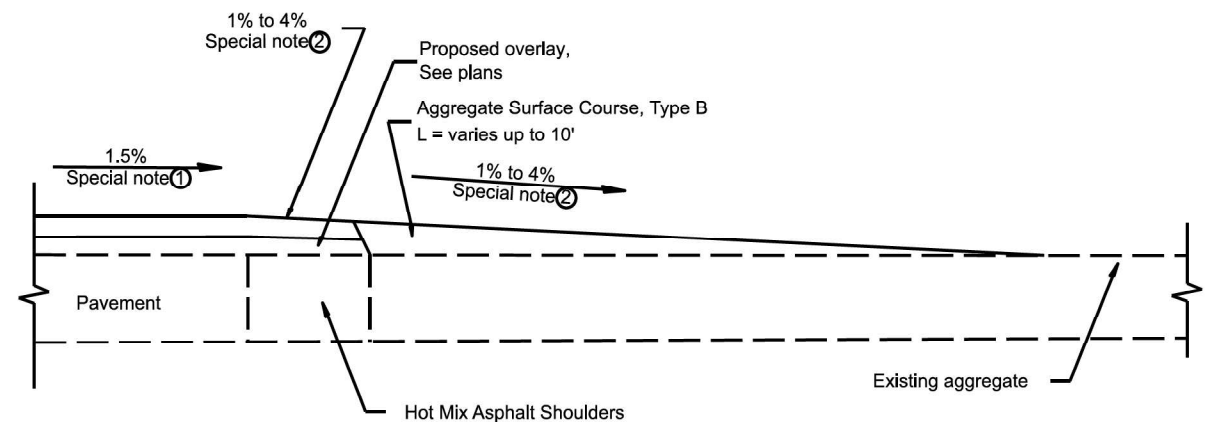
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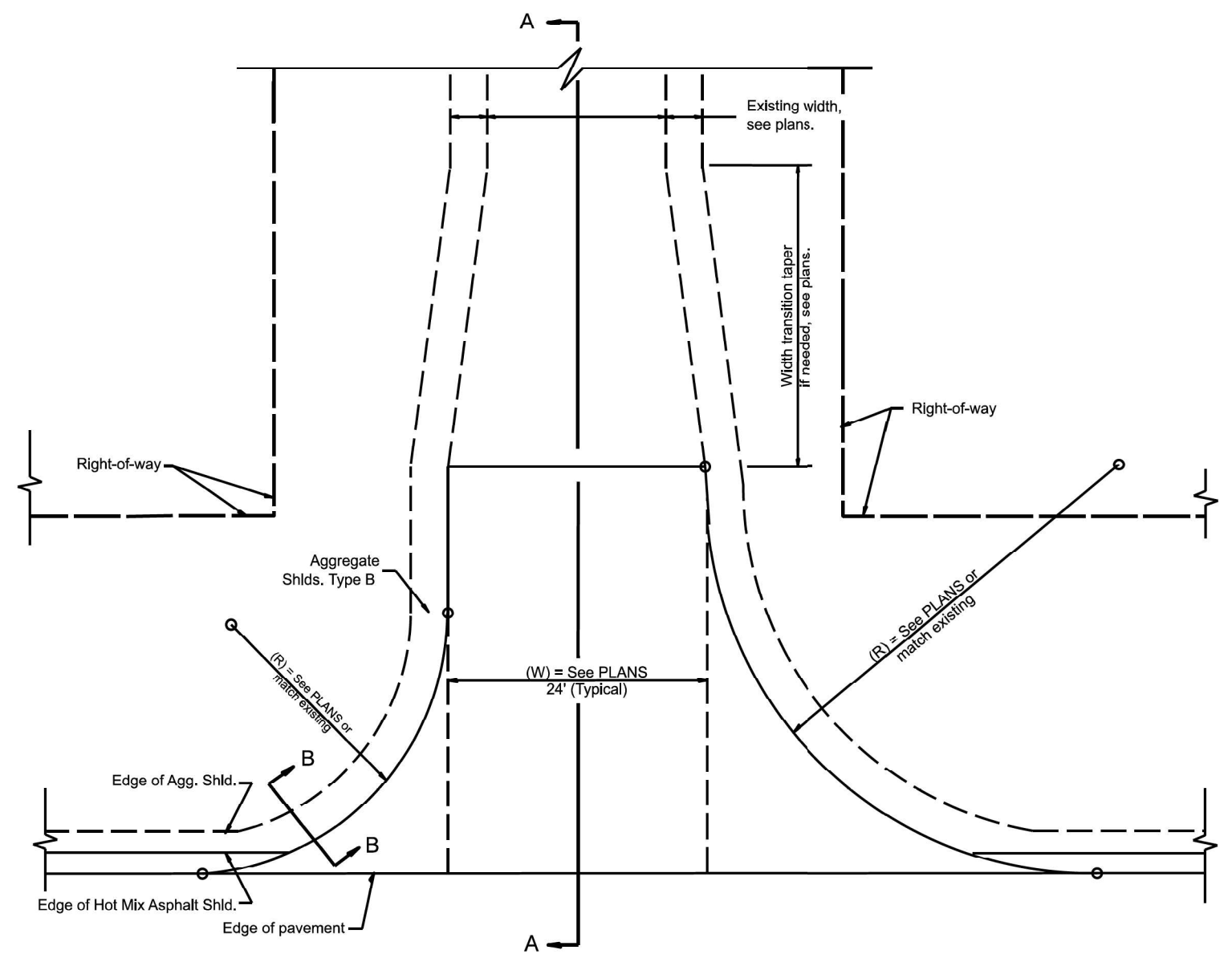
**SECTION A-A**  
**EXISTING PCC OR HOT MIX ASPHALT SIDEROAD**



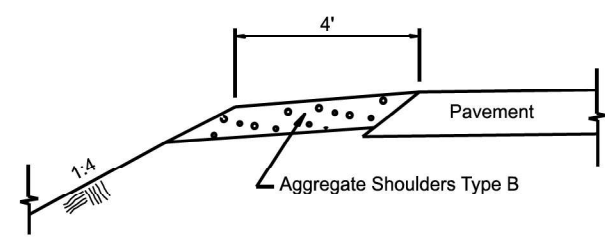
**SECTION A-A**  
**EXISTING SEAL COAT SIDEROAD**



**SECTION A-A**  
**EXISTING AGGREGATE SIDEROAD**



**PLAN**



**SECTION B-B**  
**SIDEROAD SHOULDER TREATMENT**

**SPECIAL NOTES**

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See Plans for cross-slope on superelevated horizontal curves.
- ② The sideroad profile should drain away from the mainline at 1% to 4% for 50' to 100', or as a minimum to the end of the radius return. When the sideroad is on the high side of a mainline superelevated curve, -2% maximum should be provided in order to minimize breakover at the pavement edge. See plans for sideroad profiles.

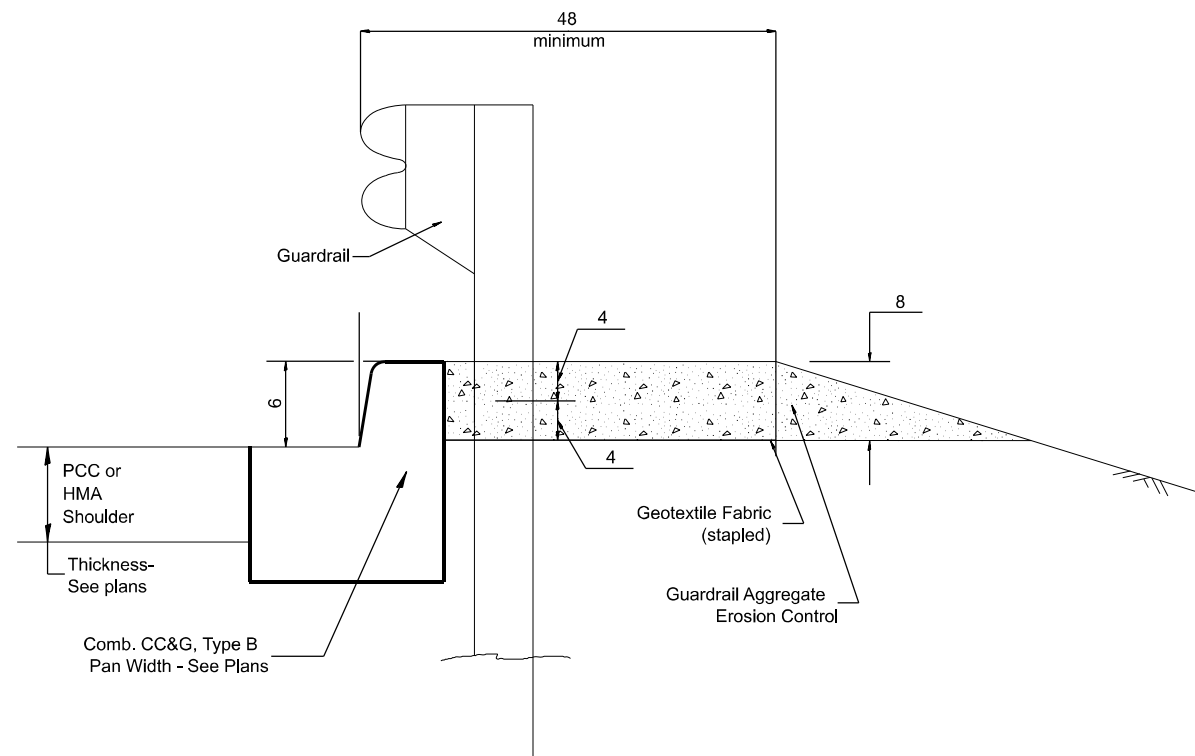
All dimensions are in inches unless otherwise noted.

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

|   |       |           |              |
|---|-------|-----------|--------------|
| <b>DISTRICT 4 DETAILS</b>                             |       |           |              |
| <b>406402 - D4 RURAL SIDEROADS FOR "PPP" PROJECTS</b> |       |           |              |
| SCALE: 1"=50'   | SHEET | OF SHEETS | STA. TO STA. |

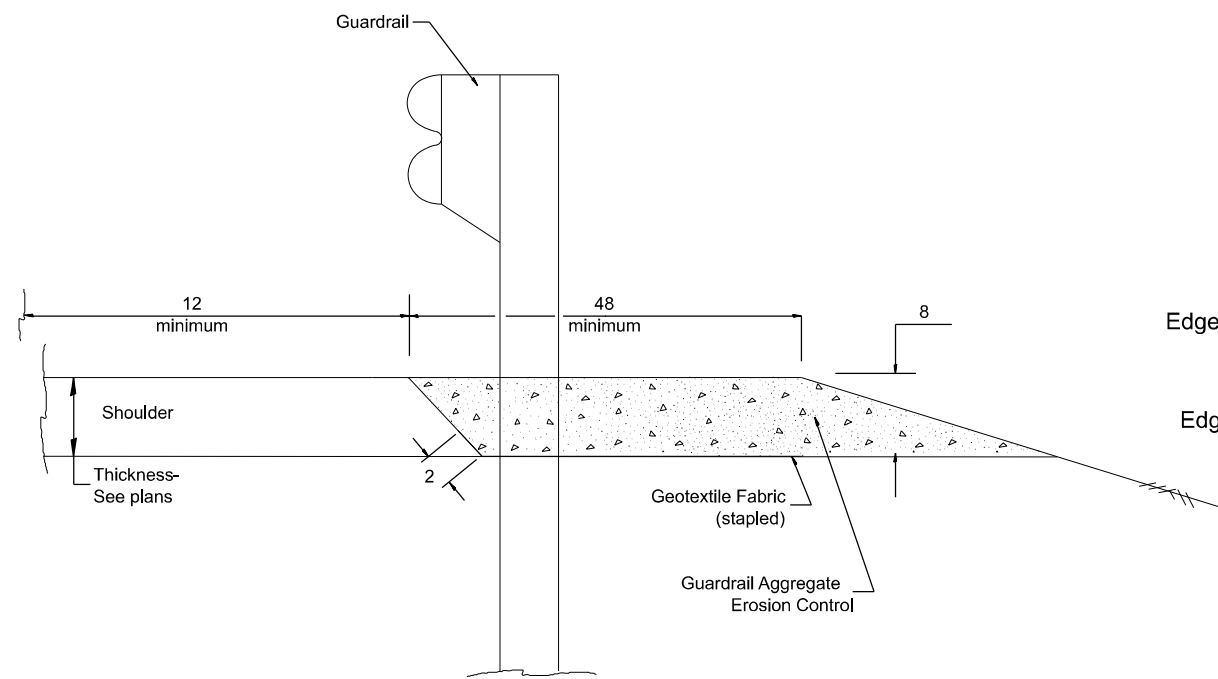
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|------------------------------|------------------|--------------------|--------------|-----------|
| F.A.P. RTE.                  | SECTION          | COUNTY             | TOTAL SHEETS | SHEET NO. |
| 701                          | 127RS-6; 128RS-4 | TAZEWELL           | 24           | 19        |
| DISTRICT 4 DETAIL NO. 406402 |                  | CONTRACT NO. 68J60 |              |           |
| ILLINOIS FED. AID PROJECT    |                  |                    |              |           |



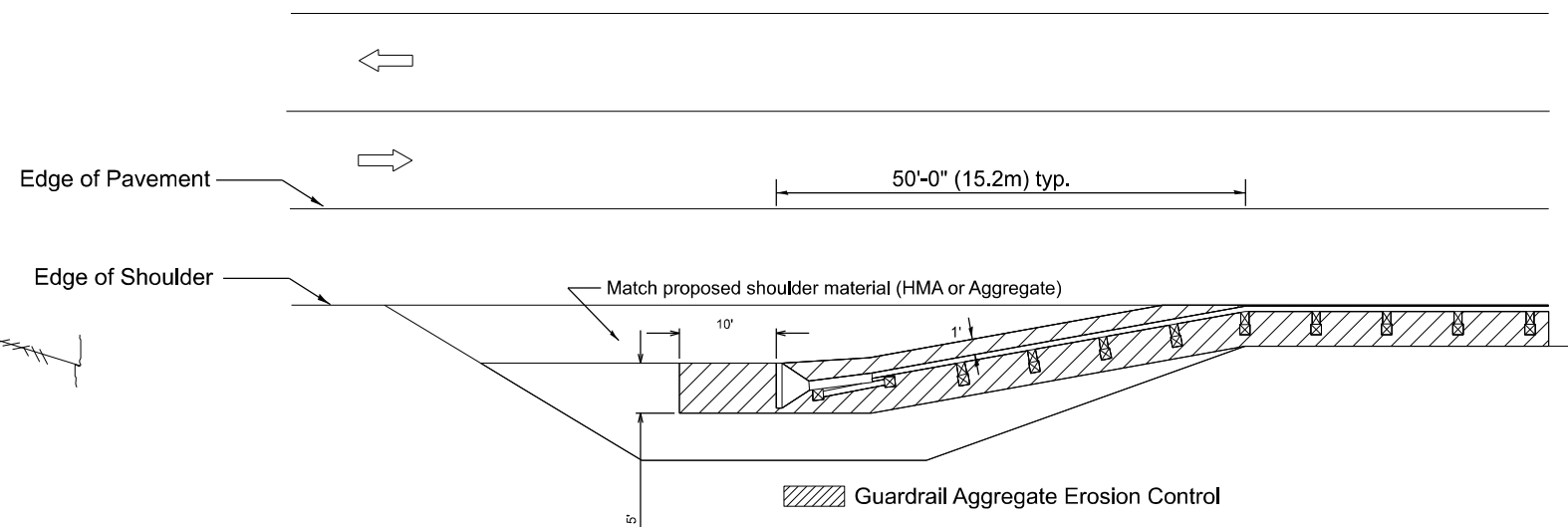
**TYPICAL SECTION WITH COMBINATION CONCRETE CURB & GUTTER**

**GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL**

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12 minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
  - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
  - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.



**TYPICAL SECTION WITHOUT EROSION CONTROL CURB**



All dimensions are in inches unless otherwise noted.

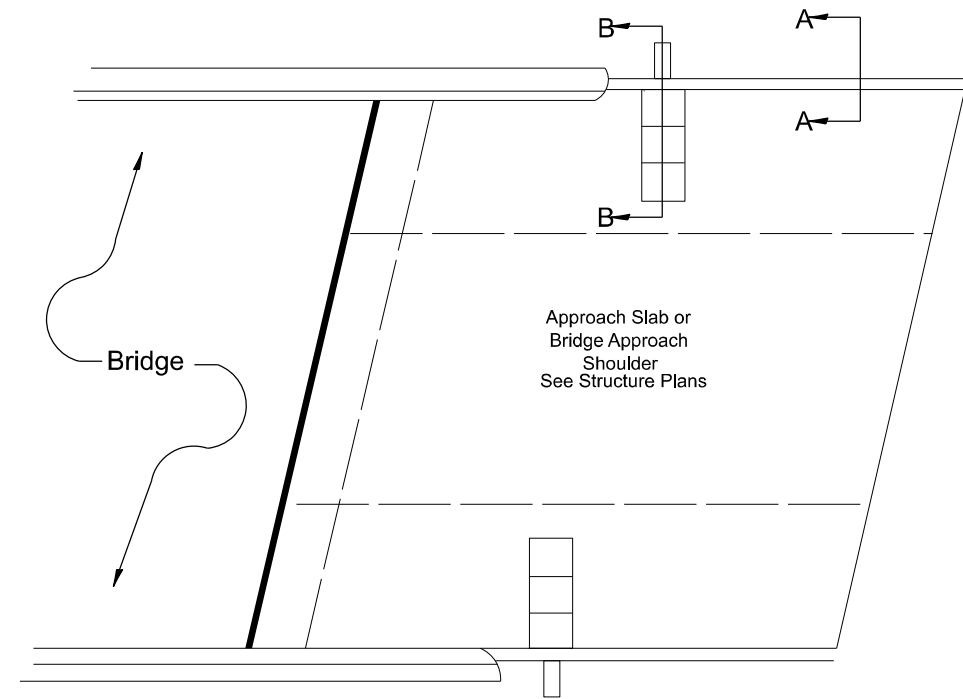
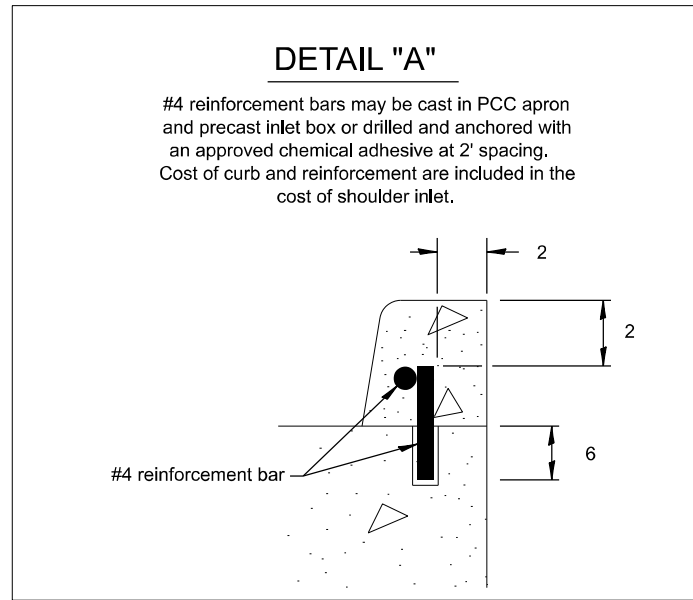
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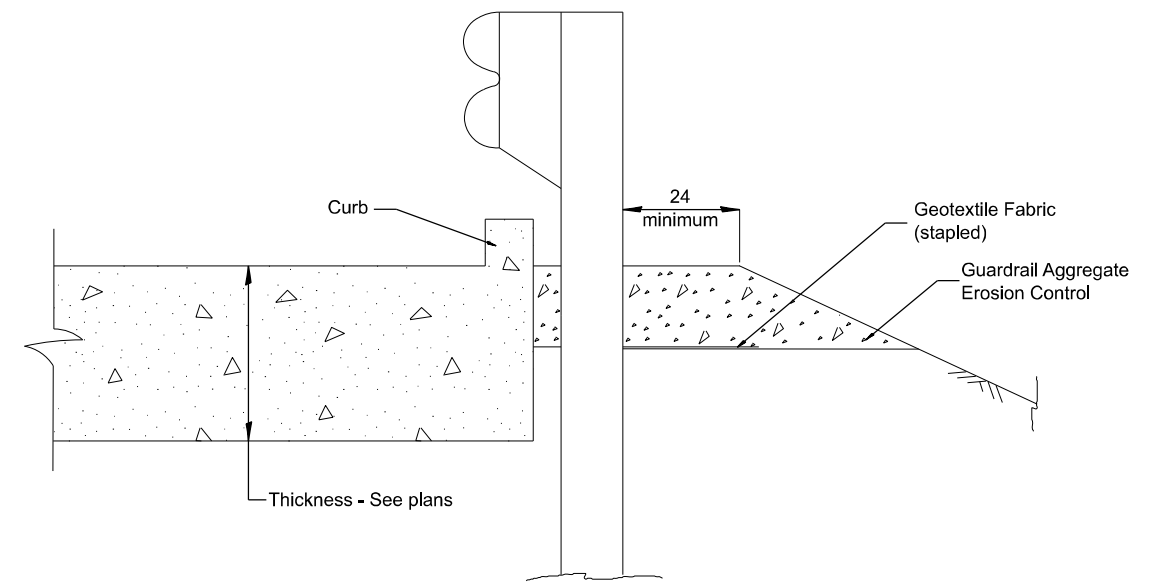
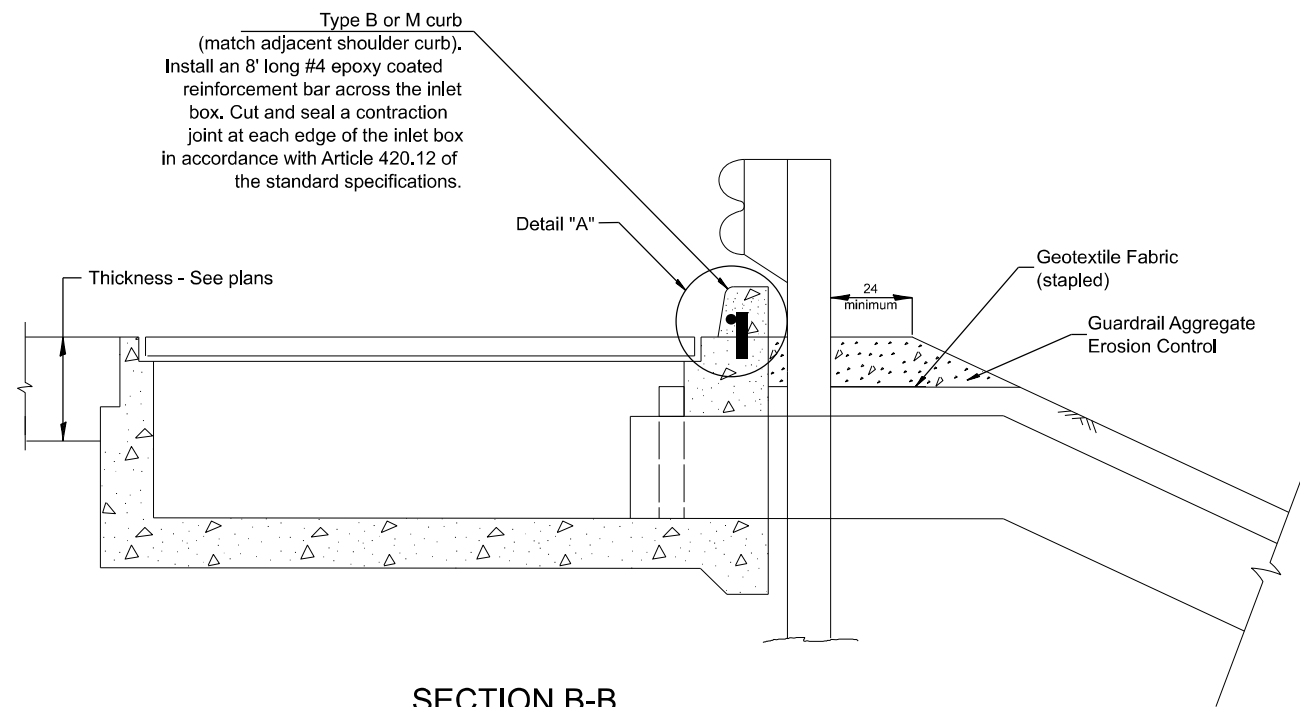
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

|   |       |           |              |
|---|-------|-----------|--------------|
| <b>DISTRICT 4 DETAILS</b>                               |       |           |              |
| <b>630101 - D4 GUARDRAIL EROSION CONTROL TREATMENTS</b> |       |           |              |
| SCALE: 1"=50'   | SHEET | OF SHEETS | STA. TO STA. |

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 20        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



**PLAN VIEW**  
**APPROACH SLAB OR SHOULDER PLACEMENT**



All dimensions are in inches unless otherwise noted.

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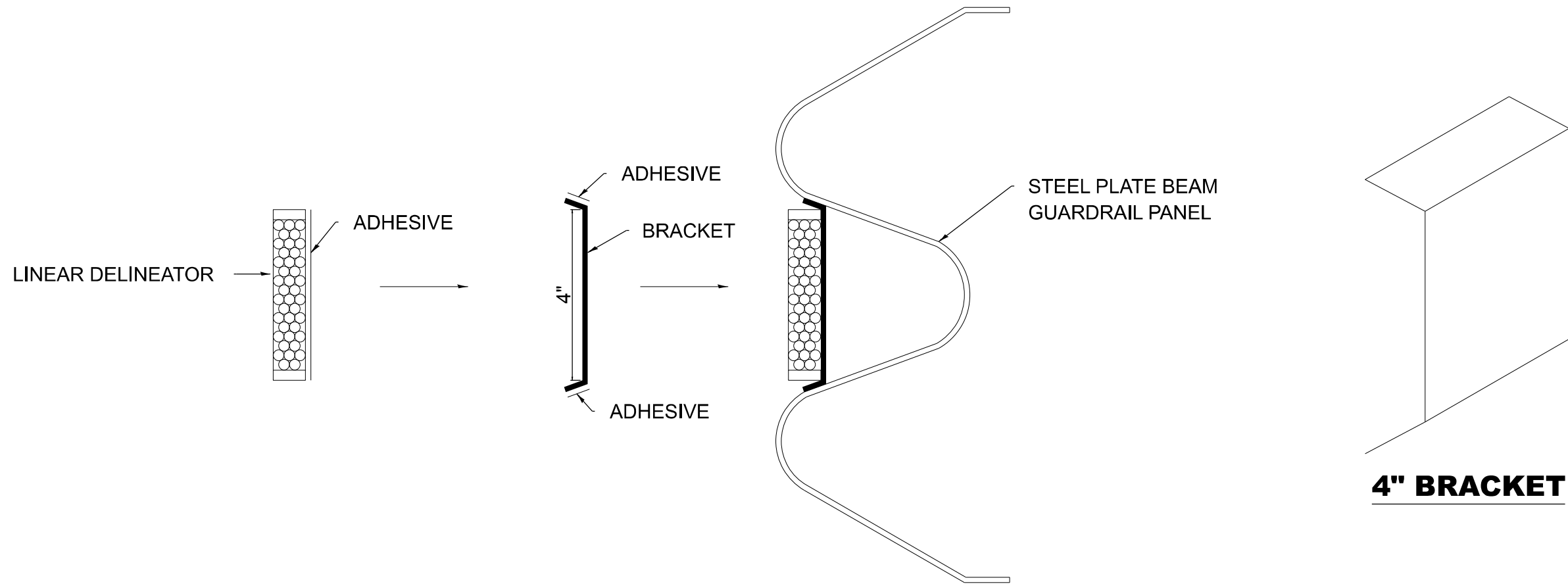
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| PLOT SCALE = 1"=50'              | CHECKED -        | REVISED - |
| PLOT DATE = 1/27/2026 4:10:48 PM | DATE = 1/27/2026 | REVISED - |

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

**DISTRICT 4 DETAILS**  
**630101 - D4 GUARDRAIL EROSION CONTROL TREATMENTS**

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

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 21        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



# LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL

LINEAR DELINEATOR SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS

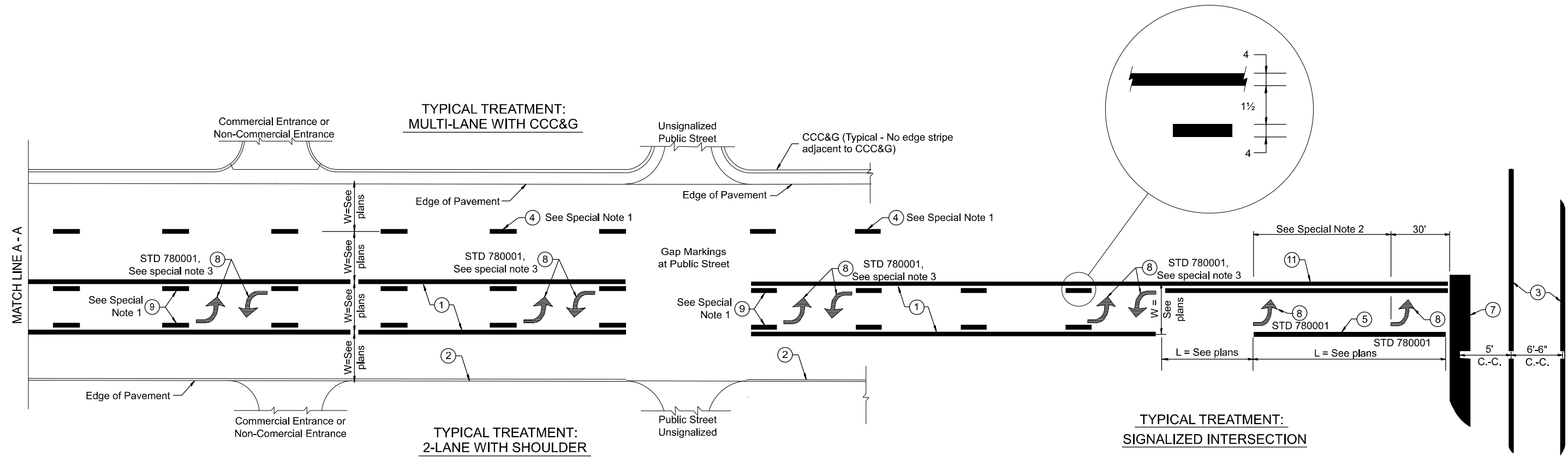
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| PLOT SCALE = 1"=50'              | CHECKED -        | REVISED - |
| PLOT DATE = 1/27/2026 4:10:48 PM | DATE - 1/27/2026 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

| DISTRICT 4 DETAILS  |       |           |              |
|---|-------|-----------|--------------|
| <b>635003 - D4 LINEAR DELINEATOR APPL. TO STD. GALVANIZED GUARDRAIL</b> |       |           |              |
| SCALE: 1"=50'   | SHEET | OF SHEETS | STA. TO STA. |

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 22        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |



**FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION**

**TYPICAL PAVEMENT MARKING LEGEND**

(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

- ① 4 Solid (Yellow)
- ② 6 Solid (White) for rural resurfacing
- ③ 2-6 Crosswalk @ 6'-6" min C.-C. (White)  
2-8 Crosswalk @ 6'-6" min C.-C. (White) (When traffic signals are present.)
- ④ 6 Skip-Dash (White) (See Special Note 1)
- ⑤ 8 Solid (White)
- ⑥ 12 Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24 Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4 Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12 Diagonal (Yellow) (See Table A)
- ⑪ 4 Double Solid (Yellow)

**SPECIAL NOTES**

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
  - A. A minimum of two (2) arrows is required.
  - B. The maximum spacing between arrows is 80'.
  - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
  - A. A minimum of two (2) arrow pairs is required.
  - B. The maximum spacing between arrow pairs is 200'.
  - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
  - D. The spacing between Bi Directional Left Turn Arrows is 33'.

**GENERAL NOTES**

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.
3. Refer to Article 780.13 for letter, number and symbol areas (sq. ft.).
4. Areas are grooved 1" beyond each edge for the following symbols:
  - Through Arrow= 14.8 sq. ft.
  - Large Left or Right Arrow= 21.9 sq. ft.
  - 2 Arrow Combination Left (or Right) and Through= 34.9 sq. ft.
  - Wrong Way Arrow= 29.5 sq. ft.
  - Railroad Crossing Symbol= 69.8 sq. ft.
 (For further information, refer to BDE Special Provision: Grooving for Recessed Pavement Markings)

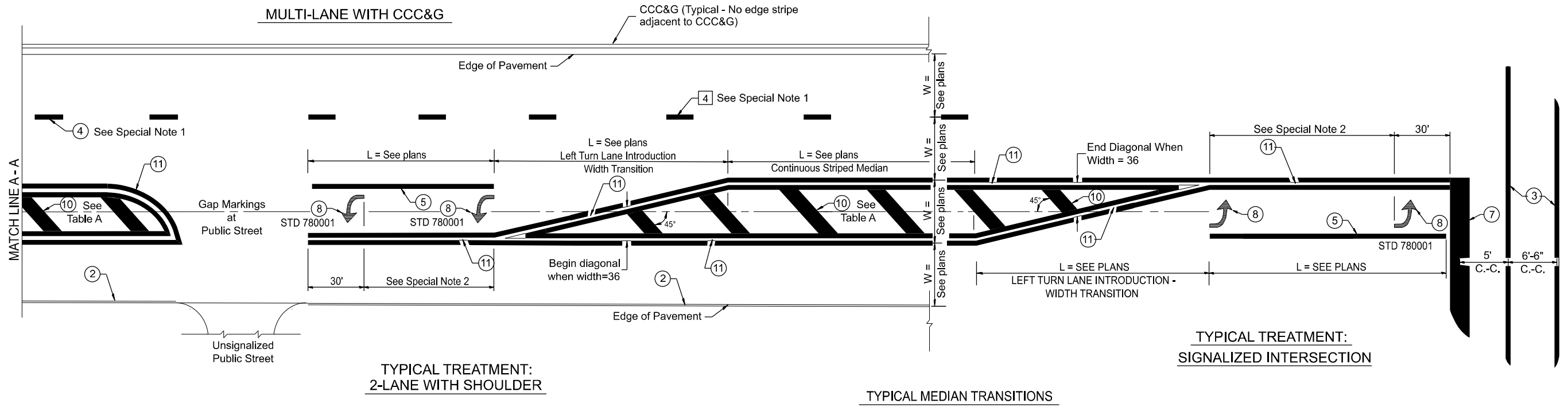
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

|  |       |           |              |
|--|-------|-----------|--------------|
| <b>DISTRICT 4 DETAILS</b>                    |       |           |              |
| <b>780001 - D4 TYPICAL PAVEMENT MARKINGS</b> |       |           |              |
| SCALE: 1"=50'                                | SHEET | OF SHEETS | STA. TO STA. |

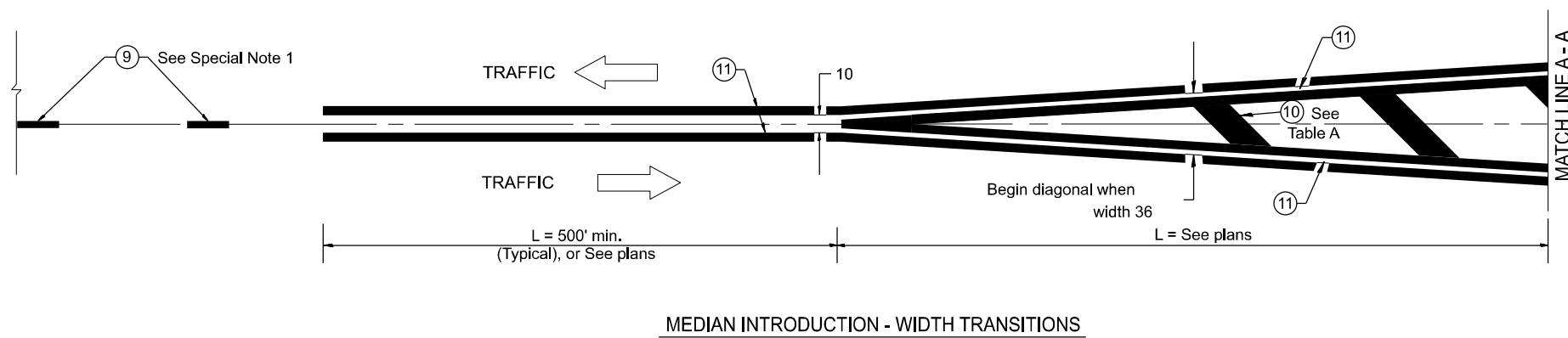
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| F.A.P. RTE.                 | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
| 701                         | 127R5-6; 128R5-4 | TAZEWELL | 24           | 23        |
| CONTRACT NO. 68J60          |                  |          |              |           |
| ILLINOIS   FED. AID PROJECT |                  |          |              |           |



**FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE**

**TABLE A**  
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

| SPEED LIMIT RANGE | CONTINUOUS | INTERSECTION CHANNELIZATION<br>(Includes Width Transitions for<br>Median and Left Turn Lane<br>Introductions) |       |
|-------------------|------------|---|-------|
|                   |            | 5'  | 6'-6" |
| Less Than 30 mph  | 50'        | 15'   |       |
| 30 - 45 mph       | 75'        | 20'   |       |
| Over 45 mph       | 150'       | 30'   |       |



All dimensions are in inches unless otherwise noted.

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 4 DETAILS  
780001 - D4 TYPICAL PAVEMENT MARKINGS**

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

| F.A.P. RTE.               | SECTION          | COUNTY   | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------|----------|--------------|-----------|
| 701                       | 127RS-6; 128RS-4 | TAZEWELL | 24           | 24        |
| CONTRACT NO. 68J60        |                  |          |              |           |
| ILLINOIS FED. AID PROJECT |                  |          |              |           |