

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	1

STATE OF ILLINOIS 02-28-14 LETTING ITEM 130

DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

PROJECT ACRS-1597(109)

F.A.S. ROUTE 1597 (IL 96)

SECTION 14 (W, RS-7)

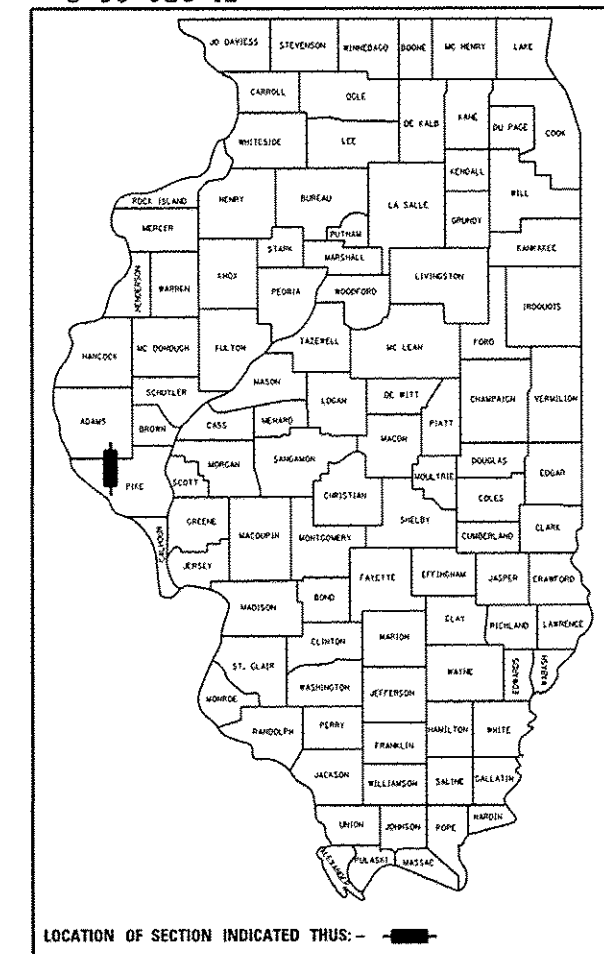
CONTRACT NO 72781

ADAMS / PIKE COUNTY

C-96-026-12

RANGE 7W -4th PM

D-96-026-12



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED AUGUST 16, 2013  
*Royce L. Driskell*  
 DEPUTY DIRECTOR OF HIGHWAYS - REGION FOUR ENGINEER  
October 4, 2013  
*John D. Baranowski, PE*  
 ENGINEER OF DESIGN AND ENVIRONMENT  
October 4, 2013  
*Omer Osman, PE*  
 DIRECTOR, DIVISION OF HIGHWAYS

**INDEX OF SHEETS**

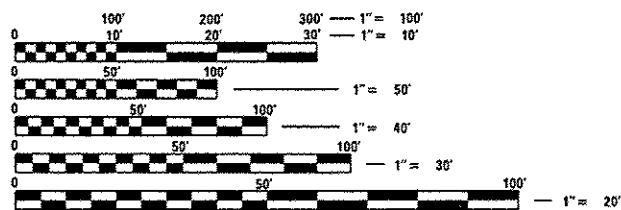
SHEET NO.	DESCRIPTION
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2	GENERAL NOTES AND COMMITMENTS
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**STANDARDS**

000001-06	542501-02	606101-04	701001-02	701336-06
001001-02	601001-04	630001-10	701006-05	720001-01
001006	601101-01	630301-06	701011-04	720006-04
280001-07	602401-03	631031-12	701201-04	780001-04
406201-01	602601-03	635006-03	701301-04	781001-03
442201-03	602701-02	635011-02	701306-03	BLR 21-9
482001-02	604101-01	666001-01	701311-03	BLR 22-7
542301-03			701326-04	

**DESIGN DESIGNATIONS**

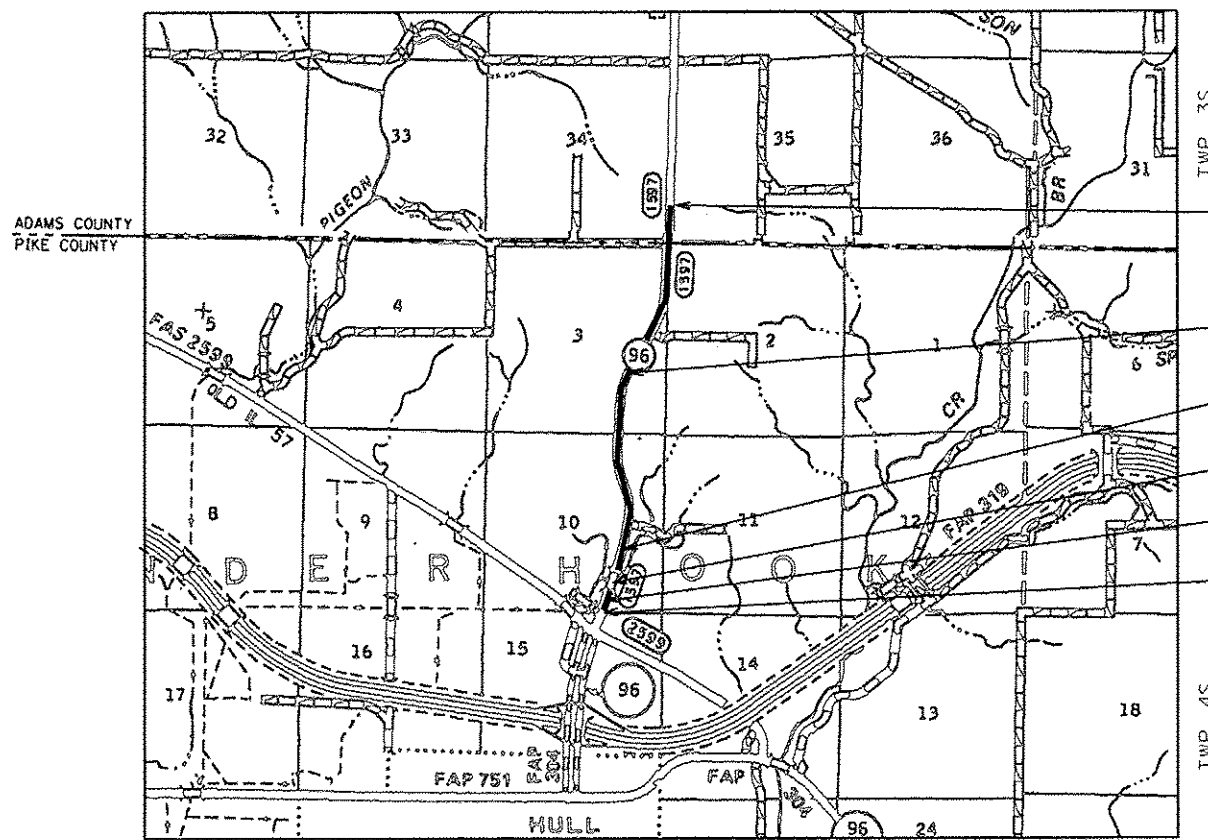
FAS 1597 (IL 96)  
 725 (2012) PV 89.4%  
 825 (2014) SU 4.0%  
 1075 (2022) MU 6.6%



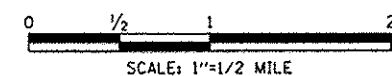
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 72781



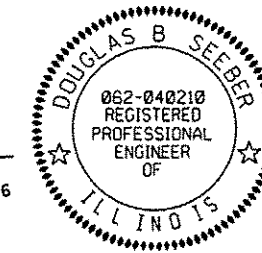
LOCATION MAP



LENGTH OF PROJECT  
 BEGIN IMPROVEMENTS STA 984+40.00  
 END IMPROVEMENTS STA 1436+65.00  
 TOTAL LENGTH 2,218.96 FT = 2.314 MILE

PLANS PREPARED BY:  
**PSBA**

POEPPING, STONE, BACH & ASSOCIATES, INC.  
 100 SOUTH 54TH STREET QUINCY, ILLINOIS 62306  
 PH: (217) 223-4605 FAX: (217) 223-1546  
 E-MAIL: PSBA@PSBA.COM WWW.PSBA.COM



*Doug B. Seeber* 8/16/13  
 DOUGLAS B. SEEBER DATE  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF ILLINOIS NO. 62-040210  
 LICENSE EXPIRES NOVEMBER 30, 2013

SENIOR TEAM ENGINEER: MARK DUST (217) 785-0597  
 TEAM LEADER: FRANK SHIMKUS (217) 785-9102

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	2
STA. TO STA.				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

- THICKNESS OF RESURFACING:  
THE THICKNESS OF HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.
- THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS, ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION, AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- EVERY TREE SHALL BE SAVED IF POSSIBLE. THE ENGINEER IN THE FIELD WILL VERIFY AND MARK ALL TREES REQUIRED TO BE REMOVED. SHOULD THE ENGINEER'S DECISION INCREASE OR DECREASE THE QUANTITIES OF WORK TO BE PERFORMED FROM THE PLANS, THE CONTRACTOR SHALL ACCEPT PAYMENT AS STATED IN ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS. TREES OUTSIDE THE LIMITS OF CONSTRUCTION SHALL NOT BE DISTURBED UNLESS DESIGNATED BY THE ENGINEER.
- ALL STATION REFERENCES ARE TO THE ROADWAY CENTERLINE OR BASELINE.
- IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- TEMPORARY EASEMENTS HAVE BEEN ACQUIRED FOR SPECIFIC USE. IT SHOULD BE NOTED THAT THIS EASEMENT HAS A SPECIFIC USE AND THE CONTRACTOR WILL NOT BE PERMITTED TO USE THE EASEMENT AREA FOR ANY OTHER PURPOSE. THE CONTRACTOR SHALL NOT USE THE EASEMENT AREAS FOR PARKING VEHICLES, STORAGE OF MATERIALS OR EQUIPMENT. ONLY ITEMS DESIGNATED FOR REMOVAL IN THE PLANS SHALL BE REMOVED. THE ENTIRE TEMPORARY EASEMENT AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, OR AS DIRECTED BY THE ENGINEER.
- ALL DETAILS IN THE PLANS SHALL GOVERN CONSTRUCTION OF THIS PROJECT, AND IN CASE OF CONFLICT WITH ANY STANDARD DRAWINGS INCLUDED, THE SAID DETAILS SHALL TAKE PRECEDENCE AND GOVERN.
- THE ESTIMATED QUANTITY OF ROCK FILL - FOUNDATION MATERIAL MAY BE USED FOR IMPROVING UNSTABLE CONDITIONS ENCOUNTERED BENEATH PROPOSED CULVERTS WITH APPROVAL OF THE ENGINEER.
- THE ESTIMATED QUANTITY OF SUBBASE GRANULAR MATERIAL, TYPE B MAY BE USED FOR IMPROVING UNSTABLE CONDITIONS ENCOUNTERED BENEATH PROPOSED WIDENING WITH APPROVAL OF THE ENGINEER.
- NO PASSING ZONES SHALL BE FIELD VERIFIED BY JIM SMITH, DIST. 6 SIGN SHOP. (217) 785-0286, 14 DAYS PRIOR TO FINAL PAVEMENT MARKINGS.
- MIXTURE REQUIREMENTS  
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT

LOCATION(S):	FAS 1597 (IL 96) & SIDEROADS	FAS 1597 (IL 96) & SIDEROADS	FAS 1597 (IL 96)
MIXTURE USE(S)	HMA SURFACE, INCIDENTAL HMA, TOP LIFT SHOULDERS	HMA BASE COURSE, HMA BINDER, PATCHING, LOWER LIFT SHOULDER	LEVELING BINDER
PG	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 19.0	IL 9.5
FRICITION AGGREGATE	MIX "C"	N/A	N/A

**COMMITMENTS**

- COMMITMENTS ARE NOT TO BE ALTERED WITHOUT WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.
- THE FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES & PLANS CONCERNING ANY MAJOR PLAN CHANGES TO MAKE SURE NO COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND ALLOW IMPROVEMENTS IN THE DESIGN FOR FUTURE PROJECTS.
  - ALL SEEDING REQUIRED TO BE COMPLETED BY OCTOBER 1, 2014
  - SWPPP
  - PARCEL No. 6161171A & 6161171B  
THOMAS G. & KELLY L. FISHER  
32094 STATE HIGHWAY 96  
HULL, ILLINOIS 62343  
(217) 432-5283  
  
ACCESS IS DENIED TO IDOT AND ITS HIGHWAY CONTRACTOR TO THE SUBJECT PROPERTY OUTSIDE THE LIMITS OF THE NEW RIGHT OF WAY WITHOUT WRITTEN PERMISSION GRANTED BY THE PROPERTY OWNERS.  
  
RELOCATION OF UTILITIES NECESSARY FOR THE PROJECT WILL NOT BE THE RESPONSIBILITY OF THE PROPERTY OWNER.  
  
THE CULVERT AT THE PROPERTY OWNER'S ENTRANCE WILL NOT BE DISTURBED OR WILL BE REPLACED IN KIND
  - PARCEL No. 6161170  
DELMAR & CARRIE TUCKER  
  
RESURFACE EXISTING AGGREGATE SURFACE FROM ACCESS DRIVE (STA 1344+50 LT) TO BUILDING "C" (STA 1345+20 LT) WITH 6" OF AGGREGATE BASE COURSE, TYPE B. SEE ENTRANCE SCHEDULE.

EXAMINED	<u>August 12</u>	20	<u>13</u>
<i>DRM</i>			
PROGRAM DEVELOPMENT ENGINEER			
EXAMINED	<u>AUG 8</u>	20	<u>13</u>
<i>Jim Z</i>			
PROJECT IMPLEMENTATION ENGINEER			
DISTRICT SIX			
EXAMINED	<u>8/18</u>	20	<u>13</u>
<i>Bill Boyer</i>			
OPERATIONS ENGINEER			

**RATES OF APPLICATION TABLE**

THE FOLLOWING APPLICATION RATES HAVE BEEN USED TO DETERMINE PLAN QUANTITIES:

BITUMINOUS MATERIALS PRIME COAT	0.0038 TON/GAL
PAVEMENT	0.00038 TON/SQ YD
AGGREGATE	0.001425 TON/SQ YD
AGGREGATE PRIME COAT	0.002 TON/SQ YD
HOT-MIX ASPHALT CONCRETE	0.056 TON/SQ YD INCH
AGGREGATE SHOULDER & SURFACES	2.05 TON/CU YD
SUBBASE GRANULAR MATERIAL, TYPE B	2.05 TON/CU YD
RIPRAP	1.50 TON/CU YD
AGGREGATE DITCH CHECKS	1.75 TON/CU YD
AGGREGATE EROSION CONTROL	1.75 TON/CU YD
ROCK FILL - FOUNDATION	1.89 TON/CU YD
NITROGEN FERTILIZER NUTRIENTS	90 LB/ACRE
PHOSPHORUS FERTILIZER NUTRIENTS	90 LB/ACRE
POTASSIUM FERTILIZER NUTRIENTS	90 LB/ACRE
AGRICULTURAL GROUND LIMESTONE	2 TON/ACRE
MULCH, METHOD 2	2 TON/ACRE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
GENERAL NOTES AND COMMITMENTS  
FAS ROUTE 1597 (IL RTE 96)  
SECTION 14 (W, RS-7)  
ADAMS/PIKE COUNTIES

SCALE: VERT.  
HORIZ.  
DATE

DRAWN BY  
CHECKED BY

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FEDERAL 20% STATE ROADWAY 0004 ADAMS CO.	80% FEDERAL 20% STATE ROADWAY 0004 PIKE CO.	80% FEDERAL 20% STATE BRIDGE 0040 PIKE CO.
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	174		174	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	275		275	
20100500	TREE REMOVAL, ACRES	ACRE	12.5		12.5	
20200100	EARTH EXCAVATION	CU YD	20713	3125	17588	
20800150	TRENCH BACKFILL	CU YD	74	7	67	
25000100	SEEDING, CLASS 1	ACRE	2		2	
25000200	SEEDING, CLASS 2	ACRE	10	1.2	8.8	
25000350	SEEDING, CLASS 7	ACRE	0.5		0.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1117	135	982	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1117	135	982	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1117	135	982	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	24.8	2.9	21.9	
25100115	MULCH, METHOD 2	ACRE	12	1.2	10.8	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SO YD	2703		2703	

\* SPECIALTY ITEM

FILE NAME : Z:\N\2010\18-013\12.IL-96 Pike Co to IL	USER NAME : mikel	DESIGNED - PSBA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A.S. RTE. 1597	SECTION 14 (W. RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 3		
57\MSV8\Design\SUMMARY OF QUANTITIES.dgn	DRAWN - NEL	CHECKED - DBS	REVISED -			SCALE:	SHEET 1 OF 10 SHEETS	STA.	TO STA.	CONTRACT NO. 72781		
PLOT SCALE : 100.0000 ' / in.	DATE - 08/15/2013	REVISED -				ILLINOIS FED. AID PROJECT						
PLOT DATE : 8/22/2013												

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FEDERAL 20% STATE ROADWAY	80% FEDERAL 20% STATE ROADWAY	80% FEDERAL 20% STATE BRIDGE
				0004	0004	0040
				ADAMS CO.	PIKE CO.	PIKE CO.
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	275		275	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1196	149	1047	
28000315	AGGREGATE DITCH CHECKS	TON	2023	247	1776	
28000400	PERIMETER EROSION BARRIER	FOOT	5215	4563	652	
28000500	INLET AND PIPE PROTECTION	EACH	27	3	24	
28001000	AGGREGATE (EROSION CONTROL)	TON	896		896	
28100107	STONE RIPRAP, CLASS A4	SO YD	2200		2200	
28100109	STONE RIPRAP, CLASS A5	SO YD	9778		9778	
28100125	STONE RIPRAP, CLASS B3	SO YD	220		220	
28200200	FILTER FABRIC	SO YD	11008		11008	
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	1000	92	908	
35101400	AGGREGATE BASE COURSE, TYPE B	TON	775	19	756	
35501310	HOT-MIX ASPHALT BASE COURSE, 6 1/2"	SO YD	872	148	724	
35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SO YD	2074		2074	

\*SPECIALTY ITEM

FILE NAME *	USER NAME * mikel	DESIGNED - PSBA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Z:\NR\281014-10-013.12-IL-96 Pike Co to IL	S7\MSY0\Design\SUMMARY OF QUANTITIES.dgn	DRAWN - NEL	REVISED -					1597	14 (W, RS-7)	ADAMS/PIKE	152	4
PLOT SCALE * 100.0000 / in.	CHECKED - DBS	REVISED -			SCALE:			SHEET 2 OF 10 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	
PLOT DATE * 8/22/2013	DATE - 08/15/2013	REVISED -										





CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FEDERAL 20% STATE ROADWAY	80% FEDERAL 20% STATE ROADWAY	80% FEDERAL 20% STATE BRIDGE
				0004	0004	0040
				ADAMS CO.	PIKE CO.	PIKE CO.
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	234		234	
44000100	PAVEMENT REMOVAL	SQ YD	626	140	486	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	126		126	
44004250	PAVED SHOULDER REMOVAL	SQ YD	1846		1846	
44200140	PAVEMENT PATCHING, TYPE I, 12 INCH	SQ YD	482	44	438	
44200144	PAVEMENT PATCHING, TYPE II, 12 INCH	SQ YD	219	16	203	
44200148	PAVEMENT PATCHING, TYPE III, 12 INCH	SQ YD	90	8	82	
44200150	PAVEMENT PATCHING, TYPE IV, 12 INCH	SQ YD	366	15	351	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	23034	2254	20780	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	686	75	611	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1656	30	1626	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	120		120	
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1	
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1		1	



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				80% FEDERAL 20% STATE ROADWAY	80% FEDERAL 20% STATE ROADWAY	80% FEDERAL 20% STATE BRIDGE
				0004	0004	0040
				ADAMS CO.	PIKE CO.	PIKE CO.
54002020	EXPANSION BOLTS 3/4 INCH	EACH	58		24	34
54003000	CONCRETE BOX CULVERTS	CU YD	136		19	117
54010303	PRECAST CONCRETE BOX CULVERTS 3' X 3'	FOOT	64		64	
54010403	PRECAST CONCRETE BOX CULVERTS 4' X 3'	FOOT	64		64	
54010604	PRECAST CONCRETE BOX CULVERTS 6' X 4'	FOOT	14		14	
54010908	PRECAST CONCRETE BOX CULVERTS 9' X 8'	FOOT	74		74	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1		1	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	6		6	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2		2	
54215550	METAL END SECTIONS 15"	EACH	20		20	
54215553	METAL END SECTIONS 18"	EACH	8		8	
54244805	INLET BOX, STANDARD 542501	EACH	1		1	
54248510	CONCRETE COLLAR	CU YD	1.2		0.7	0.5
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	1		1	

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				0004	0004	0040
				ADAMS CO.	PIKE CO.	PIKE CO.
60100925	PIPE DRAINS 8"	FOOT	100		100	
60100945	PIPE DRAINS 12"	FOOT	100		100	
60107600	PIPE UNDERDRAINS 4"	FOOT	1068		1068	
60218400	MANHOLES, TYPE A, 4' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1		1	
60222805	MANHOLES, TYPE A, 5' -DIAMETER, WITH MEDIAN INLET (604106	EACH	1		1	
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1		1	
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	22		22	
60602500	CONCRETE GUTTER, TYPE A	FOOT	2287		2287	
61100500	EXPLORATION TRENCH 52" DEPTH	FOOT	500		500	
61100605	MISCELLANEOUS CONCRETE	CU YD	5		5	
61140000	STORM SEWERS (SPECIAL), 8"	FOOT	100		100	
61140200	STORM SEWERS (SPECIAL), 12"	FOOT	100		100	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	2037.5		2037.5	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4	

\* SPECIALTY ITEM

FILE NAME *	USER NAME * mikel	DESIGNED - PSBA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Z:\NR\2010\NR-10-013.12.IL-06 Pike Co to IL	57\MS\Design\SUMMARY OF QUANTITIES.dgn	DRAWN - NEL	REVISED -					1597	14 (W, RS-7)	ADAMS/PIKE	152	9
	PLOT SCALE * 1/8" = 1' / in.	CHECKED - DBS	REVISED -		SCALE:			SHEET 7 OF 10 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	
	PLOT DATE * 6/22/2013	DATE - 08/15/2013	REVISED -									

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				0004	0004	0040
				ADAMS CO.	PIKE CO.	PIKE CO.
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	8		8	
63200310	GUARDRAIL REMOVAL	FOOT	1315		1315	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	107	5	102	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	275		275	
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1		1	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2		2	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12		12	
67100100	MOBILIZATION	L SUM	1		1	
67201000	SEALING ABANDONED WATER WELLS	EACH	2		2	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1		1	
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1		1	
70101835	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	L SUM	1		1	

\* SPECIALTY ITEM

FILE NAME * Z:\142810\14-10-013.12.IL-96 Pike Co to IL	USER NAME * mkel S:\MSV8\Design\SUMMARY OF QUANTITIES.dgn	DESIGNED - PSBA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A.S RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 10
PLOT SCALE * 100.0000 1/4 in.	CHECKED - OBS	REVISED -	REVISED -		SCALE:	SHEET 8 OF 10 SHEETS	STA.	TO STA.	CONTRACT NO. 72781				
PLOT DATE * 08/22/2013	DATE - 08/15/2013	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT								



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FEDERAL 20% STATE ROADWAY	80% FEDERAL 20% STATE ROADWAY	80% FEDERAL 20% STATE BRIDGE
				0004	0004	0040
				ADAMS CO.	PIKE CO.	PIKE CO.
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	45	4	41	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	3396	310	3086	
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	39531	3568	35963	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	73		73	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	476	43	433	
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	39531	3568	35963	
* 78003180	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"	FOOT	73		73	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	159	14	145	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	39		39	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8		8	
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	224		224	
542A0235	PIPE CULVERTS, CLASS A, TYPE 1 30"	FOOT	17		17	
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	466	40	426	

\* SPECIALTY ITEM

FILE NAME * Z:\R\2013\18-013-12-IL-96 Pike Co to IL	USER NAME * mikel	DESIGNED - PSBA	REVISED -
57\MSVB\Design\SUMMARY OF QUANTITIES.dgn	DRAWN - NEL	CHECKED - DBS	REVISED -
PLOT SCALE * 1/8"=1'-0"	DATE - 08/15/2013		
PLOT DATE * 8/22/2013			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 9 OF 10 SHEETS STA. TO STA.

F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 11
CONTRACT NO. 72781			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FEDERAL 20% STATE ROADWAY 0004 ADAMS CO.	80% FEDERAL 20% STATE ROADWAY 0004 PIKE CO.	80% FEDERAL 20% STATE BRIDGE 0040 PIKE CO.
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	162		162	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	69		69	
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	245	51	194	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	50 YD	18750	2254	16496	
Z0005010	HOT-MIX ASPHALT FOR PATCHING POTHOLES (COLD MIX)	TON	100	9	91	
Z0013200	CONCRETE REFERENCE MARKERS	EACH	6	3	3	
<b>Δ Z0013798</b>	<b>CONSTRUCTION LAYOUT</b>	<b>L SUM</b>	<b>1</b>	<b>0.5</b>	<b>0.5</b>	
* Z0016702	DETOUR SIGNING	L SUM	1		1	
Z0023602	GRANULAR CULVERT BACKFILL	CU YD	888		865	23
* Z0054517	ROCK FILL - FOUNDATION	TON	500	46	454	
Z0064505	SECTION CORNER MARKERS	EACH	2	1	1	
∅ Z0076600	TRAINEES	HOURS	1000	500	500	
Z0065796	RIPRAP SLURRY	50 YD	533		533	
∅ Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	1000	500	500	

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14

\* SPECIALTY ITEM

∅ 0042

**TREE REMOVAL**

STATION	OFFSET		6 - 15	>15	ACRES
	LT	RT	UNIT DIA	UNIT DIA	
STA 984+58.44 TO STA 1324+59.00					0.86
STA 1324+35.00 TO STA 1335+00.00					1.81
STA 1339+00.00 TO STA 1352+00.00					2.68
STA 1352+00.00 TO STA 1356+50.00					0.95
STA 1356+96.15	25.1		6		
STA 1357+84.11	23.1		10		
STA 1357+92.08	23.1		15		
STA 1361+75.00 TO STA 1368+00.00					1.32
STA 1368+00.00 TO STA 1371+00.00					0.65
STA 1373+25.00 TO STA 1381+75.00					1.54
STA 1384+66.91 (STUMP)		47.5	6		
STA 1385+13.06 (STUMP)		46.3		24	
STA 1385+31.24 (STUMP)		37.3		36	
STA 1385+80.54	32.2			58	
STA 1385+93.13		26.3		24	
STA 1386+07.00 (STUMP)		47.3	6		
STA 1386+22.19 (STUMP)		48.3	6		
STA 1386+41.99 (STUMP)		46.3	6		
STA 1386+71.02 (STUMP)		44.8	12		
STA 1386+82.51		45.2		24	
STA 1388+17.78	44.9			23	
STA 1388+44.42	45.7		6		
STA 1388+67.57	46.3			16	
STA 1389+70.00	46.3			20	
STA 1389+00.00 TO 1397+38.95					2.63
STA 1398+15.68	29.5		6		
STA 1399+68.43	33.3		10		
STA 1399+68.43	33.3		10		
STA 1399+68.43	33.3		10		
STA 1399+68.43	33.3		10		
STA 1399+68.43	33.3		10		
STA 1400+70.89	29.7				
STA 1401+00.90	29.7		7		
STA 1401+18.72	29.6		6		
STA 1401+18.72	29.6		6		
STA 1401+18.72	29.6		6		
STA 1401+48.20	29.5		7		
STA 1401+49.87	29.5		7		
STA 1402+80.62	25.5		6		
STA 1425+06.62	53.4			27	
STA 1425+19.88	78.3			23	
<b>TOTAL</b>			<b>174</b>	<b>275</b>	<b>12.44</b>
<b>USE</b>			<b>174</b>	<b>275</b>	<b>12.50</b>

**SEEDING SCHEDULE**

STATION TO STATION	SIDE	SEEDING CLASS 1	SEEDING CLASS 2	NITROGEN FERT NUTR	PHOS FERT NUTR	POTAS FERT NUTR	AGRIC LIME	MULCH METH 2	TEMP EROSION SEEDING
		ACRE	ACRE	LB	LB	LB	TON	ACRE	LB
<b>FAS 1597 (IL 96)</b>									
984+40 - 1325+50	LT		0.22	20	20	20	0.4	0.2	22
984+40 - 1325+50	RT	0.15	0.20	32	32	32	0.7	0.4	35
1325+50 - 1336+00	LT	0.12	0.62	67	67	67	1.5	0.7	74
1325+50 - 1336+00	RT		0.79	71	71	71	1.6	0.8	79
1336+00 - 1352+00	LT	0.22	0.40	56	56	56	1.2	0.6	62
1336+00 - 1352+00	RT		0.79	71	71	71	1.6	0.8	79
1352+00 - 1368+00	LT	0.10	0.68	70	70	70	1.6	0.8	78
1352+00 - 1368+00	RT		0.77	69	69	69	1.5	0.8	77
1368+00 - 1384+00	LT	0.33	0.32	59	59	59	1.3	0.7	65
1368+00 - 1384+00	RT	0.29	0.44	66	66	66	1.5	0.7	73
1384+00 - 1400+00	LT	0.27	0.70	87	87	87	1.9	1.0	97
1384+00 - 1400+00	RT		0.97	87	87	87	1.9	1.0	97
1400+00 - 1416+00	LT	0.06	0.33	35	35	35	0.8	0.4	39
1400+00 - 1416+00	RT		0.96	86	86	86	1.9	1.0	96
1416+00 - 1432+00	LT	0.47	0.53	90	90	90	2.0	1.0	100
1416+00 - 1432+00	RT		0.79	71	71	71	1.6	0.8	79
1432+00 - 1435+00	LT		0.22	20	20	20	0.4	0.2	22
1432+00 - 1435+00	RT		0.22	20	20	20	0.4	0.2	22
<b>TOTAL</b>		<b>2.01</b>	<b>9.95</b>	<b>1076</b>	<b>1076</b>	<b>1076</b>	<b>23.9</b>	<b>11.96</b>	<b>1196</b>
<b>USE</b>		<b>2</b>	<b>10</b>	<b>1076</b>	<b>1076</b>	<b>1076</b>	<b>23.9</b>	<b>12</b>	<b>1196</b>

**SEEDING SCHEDULE (CLASS 7)**

STATION TO STATION	SIDE	SEEDING CLASS 7	NITROGEN FERT NUTR	PHOS FERT NUTR	POTAS FERT NUTR	AGRIC LIME	HD EROSION CONTROL BLANKET
		ACRE	LB	LB	LB	TON	SO YD
<b>FAS 1597 (IL 96)</b>							
STA 984+40 to STA 1325+50	LT	0.06	6	6	6	0.12	295.9
STA 1325+50 to STA 1336+00	LT	0.01	1	1	1	0.02	58.6
STA 1325+50 to STA 1336+00	RT	0.07	6	6	6	0.14	346.8
STA 1336+00 to STA 1352+00	RT	0.25	22	22	22	0.49	1194.6
STA 1384+00 to STA 1400+00	LT	0.06	5	5	5	0.12	284.9
<b>TOTAL</b>		<b>0.45</b>	<b>41</b>	<b>41</b>	<b>41</b>	<b>0.90</b>	<b>2180.8</b>
<b>USE</b>		<b>0.5</b>	<b>41</b>	<b>41</b>	<b>41</b>	<b>0.9</b>	<b>2181</b>

**GUARDRAIL REMOVAL**

LOCATION	SIDE	QUANTITY (FOOT)
<b>FAS 1597 (IL 96)</b>		
STA 1324+96.03 to STA 1327+11.74	RT	216
STA 1325+92.59 to STA 1327+11.78	LT	119
STA 1327+81.99 to STA 1329+27.40	RT	145
STA 1327+81.91 to STA 1329+66.99	LT	185
STA 1385+12.06 to STA 1386+13.93	RT	102
STA 1385+74.72 to STA 1386+83.91	LT	109
STA 1391+92.75 to STA 1395+55.76	LT	363
STA 1393+60.95 to STA 1394+37.31	RT	76
<b>TOTAL</b>		<b>1315</b>

**PAVED SHOULDER REMOVAL**

STATION TO STATION	SIDE	LENGTH	AVERAGE WIDTH	PAVED SHOULDER REMOVAL
		FOOT	FOOT	SO YD
<b>FAS 1597 (IL 96)</b>				
STA 984+40.00 to STA 1325+69.98	LT	653.9	3.6	264.7
STA EQ.: 986.00 BK = 1320+76.11 AH				
STA 984+40.00 to STA 1326+86.08	RT	770.0	3.9	332.6
STA EQ.: 986.00 BK = 1320+76.11 AH				
STA 1329+10.00 to STA 1325+12.07	LT	139.7	7.7	119.8
STA EQ.: 1329+72.29 BK = 1324+34.67 AH				
STA 1327+98.94 to STA 1333+39.45	RT	1078.1	3.2	378.6
STA EQ.: 1329+72.29 BK = 1324+34.67 AH				
STA 1333+22.25 to STA 1350+65.34	LT	1743.0	1.6	310.2
STA 1333+76.72 to STA 1339+35.82	RT	559.1	1.7	105.9
STA 1353+21.00 to STA 1359+63.70	RT	642.7	2.0	141.4
STA 1368+15.55 to STA 1377+52.08	RT	939.2	1.8	192.5
STA EQ.: 1376+87.15 BK = 1376+84.50 AH				
<b>TOTAL</b>				<b>1845.6</b>
<b>USE</b>				<b>1846</b>

**PAVEMENT REMOVAL**

STATION TO STATION	SIDE	AVERAGE LENGTH	AVERAGE WIDTH	AREA
		FOOT	FOOT	SO YD
<b>FAS 1597 (IL 96)</b>				
STA 1368+36.70	LT	43.0	13.3	63.8
STA 1385+41.80	LT	32.0	17.6	62.4
STA 1425+41.91, TR 95	LT	94.0	19.8	206.4
STA 1425+41.90	RT	20.0	16.4	36.5
CULVERT REPLACEMENT				
STA 1326+43.75	CL	18.0	6.0	12.0
STA 1329+33.18	CL	18.0	6.0	12.0
STA 1362+10.37	CL	18.0	18.5	37.0
STA 1370+57.47	CL	18.0	6.0	12.0
STA 1379+49.75	CL	18.0	21.4	42.8
STA 1385+86.09	CL	18.0	63.2	126.4
STA 1393+88.41	LT	0.8	12.3	1.1
STA 1393+88.41	RT	0.7	6.2	0.5
STA 1414+67.31	CL	19.0	6.0	12.7
<b>TOTAL</b>				<b>625.5</b>
<b>USE</b>				<b>626</b>

**HEAVY DUTY EROSION CONTROL BLANKET**

LOCATION	SIDE	HD EROS CONTR	DESCRIPTION
		SO YD	
STA 1321+41.58	RT	2.1	30" CULVERT FLARED END SECTION
STA 1321+41.58	RT	9.8	RIPRAP EDGE AT UPSTREAM CULV ENTRANCE
STA 1326+43.75	RT	2.1	24" CULVERT FLARED END SECTION
STA 1326+43.75	LT	4.0	AT MEDIAN INLET/APRON EDGE
STA 1332+71.40	LT	10.2	6'x4' CIP HEADWALL
STA 1332+71.40	RT	8.9	6'x4' PRC BOX CULV ES
STA 1332+71.40	LT	10.0	RIPRAP EDGE AT UPSTREAM CULV ENTRANCE
STA 1345+71.89	LT	7.7	3'x5' CIP HEADWALL
STA 1345+71.89	RT	5.8	3'x5' PRC BOX CULV ES
STA 1345+71.89	LT	48.9	RIPRAP EDGE AT UPSTREAM CULV ENTRANCE
STA 1362+10.37	LT	6.6	3'x3' CIP HEADWALL
STA 1362+10.37	RT	5.0	3'x3' PRC BOX CULV ES
STA 1362+10.37	LT	26.7	RIPRAP EDGE AT UPSTREAM CULV ENTRANCE
STA 1370+57.47	LT	35.5	RIPRAP EDGE AT UPSTREAM CULV ENTRANCE
STA 1370+57.47	LT	2.1	24" CULVERT FLARED END SECTION
STA 1370+57.47	RT	2.1	24" CULVERT FLARED END SECTION
STA 1379+49.75	LT	57.8	RIPRAP EDGE AT UPSTREAM CULV ENTRANCE
STA 1379+49.75	LT	8.8	4'x3' CIP HEADWALL
STA 1379+49.75	RT	5.0	4'x3' PRC BOX CULV ES
STA 1386+19.33	LT	20.5	9'x8' CIP HEADWALL
STA 1386+19.33	LT	57.8	RIPRAP EDGE AT UPSTREAM CULV ENTRANCE
STA 1385+52.85	RT	20.5	9'x8' CIP HEADWALL
STA 1387+25.00	RT	2.2	CONCRETE HEADWALL PIPE UNDERDRAIN
STA 1393+62.00	LT	11.4	6'x5' CIP HEADWALL
STA 1414+77.42	LT	2.1	24" CULVERT FLARED END SECTION
STA 1414+77.42	LT	11.5	RIPRAP EDGE AT UPSTREAM CULV ENTRANCE
STA 1414+57.22	RT	2.1	24" CULVERT FLARED END SECTION
STA 1423+31.39	LT	1.8	18" CULVERT FLARED END SECTION
STA 1424+84.87	LT	1.8	18" CULVERT FLARED END SECTION
STA 9+02, TR 95	RT	3.0	INLET TYPE A
FROM SEEDING, CLASS 7		2180.8	2:1 SLOPES
FROM ENERGY DISSIPATING BASINS		128.1	
<b>TOTAL</b>		<b>2,702.70</b>	
<b>USE</b>		<b>2,703</b>	

**TEMPORARY RAMP**

STATION TO STATION	DEPTH	LENGTH	WIDTH	TEMP RAMP
	INCH	FOOT	FOOT	SO YD
<b>FAS 1597</b>				
<b>AFTER COLD MILLING</b>				
984+40.0 to 984+48.0	2.50	8.0	26.0	23.1
1326+78.1 to 1326+86.1	1.50	5.0	26.0	14.4
1327+98.9 to 1328+03.9	1.50	5.0	26.0	14.4
1436+57.0 to 1436+65.0	2.50	8.0	26.0	23.1
<b>AFTER LEVELING BINDER</b>				
984+40.0 to 984+45.0	1.50	5.00	26.0	14.4
1436+60.0 to 1436+65	1.50	5.00	26.0	14.4
<b>TOTAL</b>				<b>104.0</b>
<b>USE</b>				<b>104</b>

**AGGREGATE (EROSION CONTROL)**

STATION	SIDE	DESCRIPTION	TONS	STATION	SIDE	DESCRIPTION	TONS
<b>FAS 1597 (IL 96)</b>							
985+00	LT	18' FB	18.7	1380+65	LT	2' FB	8.7
985+59	LT	18' FB	18.7	1385+60	RT	4' FB	10.2
1320+94	LT	18' FB	18.7	1385+80	RT	3' FB	9.5
1321+53	LT	18' FB	18.7	1386+00	RT	2' FB	8.7
1322+12	LT	18' FB	18.7	1386+20	RT	2' FB	8.7
1322+71	LT	18' FB	18.7	1387+05	RT	2' FB	8.7
1326+00	RT	2' FB	8.7	1393+76	LT	2' FB	8.7
1326+25	RT	2' FB	8.7	1393+90	LT	2' FB	8.7
1326+50	RT	2' FB	8.7	1394+04	LT	2' FB	8.7
1326+75	RT	2' FB	8.7	1394+18	LT	2' FB	8.7
1333+00	RT	2' FB	8.7	1394+32	LT	2' FB	8.7
1333+25	RT	2' FB	8.7	1394+46	LT	2' FB	8.7
1333+60	LT	2' FB	8.7	1394+60	LT	2' FB	8.7
1333+90	LT	2' FB	8.7	1394+74	LT	2' FB	8.7
1345+50	LT	2' FB	8.7	1394+88	LT	2' FB	8.7
1345+57	LT	2' FB	8.7	1395+02	LT	2' FB	8.7
1350+92	RT	10' FB	14.7	1395+16	LT	2' FB	8.7
1351+17	RT	10' FB	14.7	1395+30	LT	2' FB	8.7
1351+42	RT	10' FB	14.7	1395+44	LT	2' FB	8.7
1351+67	RT	10' FB	14.7	1395+58	LT	2' FB	8.7
1361+93	LT	2' FB	8.7	1395+72	LT	2' FB	8.7
1362+26	LT	2' FB	8.7	1395+86	LT	2' FB	8.7
1362+54	LT	2' FB	8.7	1394+43	RT	4' FB	10.2
1362+82	LT	2' FB	8.7	1394+72	RT	4' FB	10.2
1362+28	RT	10' FB	14.7	1395+00	RT	4' FB	10.2
1362+40	RT	8' FB	13.2	1395+67	RT	4' FB	10.2
1362+52	RT	6' FB	11.7	1396+34	RT	4' FB	10.2
1362+64	RT	4' FB	10.2	1396+81	RT	4' FB	10.2
1362+76	RT	2' FB	8.7	1398+00	RT	2' FB	8.7
1362+88	RT	2' FB	8.7	1395+25	RT	2' FB	8.7
1368+00	RT	2' FB	8.7	1398+50	RT	2' FB	8.7
1368+13	RT	2' FB	8.7	1398+75	RT	2' FB	8.7
1368+26	RT	2' FB	8.7	1399+00	RT	2' FB	8.7
1368+39	RT	2' FB	8.7	1399+25	RT	2' FB	8.7
1368+52	RT	2' FB	8.7	1399+50	RT	2' FB	8.7
1368+65	RT	2' FB	8.7	1399+75	RT	2' FB	8.7
1368+78	RT	2' FB	8.7				
1368+91	RT	2' FB	8.7	<b>TR 48 (2350N)</b>			
1371+10	RT	7' FB	12.5	10+64	LT	2' FB	8.7
1371+27	RT	6' FB	11.7	10+78	LT	2' FB	8.7
1371+44	RT	5' FB	11	10+92	LT	2' FB	8.7
1371+61	RT	4' FB	10.2	11+06	LT	2' FB	8.7
1361+78	RT	3' FB	9.5	11+13	LT	2' FB	8.7
1371+95	RT	2' FB	8.7				
1379+65	LT	2' FB	8.7				
1379+90	LT	2' FB	8.7				
1380+15	LT	2' FB	8.7				
1380+40	LT	2' FB	8.7	<b>TOTAL</b>			<b>896.0</b>
				<b>USE</b>			<b>896</b>

**AGGREGATE DITCH CHECKS**

LOCATION	SIDE	FORE SLOPE	DITCH WIDTH (FOOT)	BACK SLOPE	BERM SLOPE	AGGREGATE DITCH CHECKS (TON)
<b>FAS 1597 (IL 96)</b>						
1322+00	RT	1:3	2	1:3	1:2	10.2
1322+50	RT	1:3	2	1:3	1:2	10.2
1323+00	RT	1:3	2	1:3	1:2	10.2
1323+50	RT	1:3	2	1:3	1:2	10.2
1324+00	RT	1:3	2	1:3	1:2	10.2
1325+00	RT	1:3	2	1:3	1:2	10.2
1328+20	LT	1:3	2	1:3	1:2	10.2
1328+87	LT	1:3	2	1:3	1:2	10.2
1329+54	LT	1:3	2	1:3	1:2	10.2
1334+59	LT	1:4	2	1:3	1:2	13.0
1335+00	RT	1:3	2	1:3	1:2	10.2
1335+18	LT	1:4	2	1:3	1:2	13.0
1335+77	LT	1:4	2	1:3	1:2	13.0
1336+00	RT	1:3	2	1:3	1:2	10.2
1336+36	LT	1:4	2	1:3	1:2	13.0
1336+43	RT	1:4	2	1:3	1:2	13.0
1336+86	RT	1:4	2	1:3	1:2	13.0
1336+95	LT	1:4	2	1:3	1:2	13.0
1337+29	RT	1:4	2	1:3	1:2	13.0
1337+54	LT	1:4	2	1:3	1:2	13.0
1337+71	RT	1:4	2	1:3	1:2	13.0
1338+13	LT	1:4	2	1:3	1:2	13.0
1338+15	RT	1:4	2	1:3	1:2	13.0
1338+58	RT	1:4	2	1:3	1:2	13.0
1338+72	LT	1:4	2	1:3	1:2	13.0
1341+00	LT	1:4	2	1:3	1:2	13.0
1341+77	LT	1:4	2	1:3	1:2	13.0
1349+79	LT	1:4	2	1:3	1:2	13.0
1350+46	LT	1:4	2	1:3	1:2	13.0
1351+13	LT	1:4	2	1:3	1:2	13.0
1351+80	LT	1:4	2	1:3	1:2	13.0
1352+00	RT	1:4	2	1:3	1:2	13.0
1352+52	LT	1:4	2	1:3	1:2	13.0
1352+67	RT	1:4	2	1:3	1:2	13.0
1353+04	LT	1:4	2	1:3	1:2	13.0
1353+34	RT	1:4	2	1:3	1:2	13.0
1353+56	LT	1:4	2	1:3	1:2	13.0
1354+01	RT	1:4	2	1:3	1:2	13.0
1354+08	LT	1:4	2	1:3	1:2	13.0
1354+68	RT	1:4	2	1:3	1:2	13.0
1354+85	LT	1:4	2	1:3	1:2	13.0
1355+35	RT	1:4	2	1:3	1:2	13.0
1355+62	LT	1:4	2	1:3	1:2	13.0
1356+02	RT	1:4	2	1:3	1:2	13.0
1356+39	LT	1:4	2	1:3	1:2	13.0
1356+69	RT	1:4	2	1:3	1:2	13.0
1357+16	LT	1:4	2	1:3	1:2	13.0
1357+36	RT	1:4	2	1:3	1:2	13.0
1358+03	RT	1:4	2	1:3	1:2	13.0
1358+70	RT	1:4	2	1:3	1:2	13.0
1359+37	RT	1:4	2	1:3	1:2	13.0
1360+04	RT	1:4	2	1:3	1:2	13.0
1363+25	RT	1:4	2	1:3	1:2	13.0
1363+71	LT	1:4	2	1:3	1:2	13.0

LOCATION	SIDE	FORE SLOPE	DITCH WIDTH (FOOT)	BACK SLOPE	BERM SLOPE	AGGREGATE DITCH CHECKS (TON)
1364+00	RT	1:4	2	1:3	1:2	13.0
1364+42	LT	1:4	2	1:3	1:2	13.0
1364+75	RT	1:4	2	1:3	1:2	13.0
1365+13	LT	1:4	2	1:3	1:2	13.0
1365+50	RT	1:4	2	1:3	1:2	13.0
1365+84	LT	1:4	2	1:3	1:2	13.0
1367+53	LT	1:4	2	1:3	1:2	13.0
1368+97	LT	1:4	2	1:3	1:2	13.0
1369+35	LT	1:4	2	1:3	1:2	13.0
1369+50	RT	1:4	2	1:3	1:2	13.0
1369+73	LT	1:4	2	1:3	1:2	13.0
1370+16	RT	1:4	2	1:3	1:2	13.0
1371+40	LT	1:4	2	1:3	1:2	13.0
1371+74	LT	1:4	2	1:3	1:2	13.0
1372+08	LT	1:4	2	1:3	1:2	13.0
1372+42	LT	1:4	2	1:3	1:2	13.0
1372+76	LT	1:4	2	1:3	1:2	13.0
1373+10	LT	1:4	2	1:3	1:2	13.0
1373+60	LT	1:4	2	1:3	1:2	13.0
1374+10	LT	1:4	2	1:3	1:2	13.0
1374+60	LT	1:4	2	1:3	1:2	13.0
1375+10	LT	1:4	2	1:3	1:2	13.0
1375+60	LT	1:4	2	1:3	1:2	13.0
1376+31	LT	1:4	2	1:3	1:2	13.0
1377+02	LT	1:4	2	1:3	1:2	13.0
1377+73	LT	1:4	2	1:3	1:2	13.0
1378+44	LT	1:4	2	1:3	1:2	13.0
1379+14	LT	1:4	2	1:3	1:2	13.0
1381+36	LT	1:4	2	1:3	1:2	13.0
1381+92	LT	1:4	2	1:3	1:2	13.0
1382+48	LT	1:4	2	1:3	1:2	13.0
1383+04	LT	1:4	2	1:3	1:2	13.0
1383+60	LT	1:4	2	1:3	1:2	13.0
1384+16	LT	1:4	2	1:3	1:2	13.0
1384+72	LT	1:4	2	1:3	1:2	13.0
1396+46	LT	1:4	2	1:3	1:2	13.0
1397+05	LT	1:4	2	1:3	1:2	13.0
1397+64	LT	1:4	2	1:3	1:2	13.0
1398+23	LT	1:4	2	1:3	1:2	13.0
1398+82	LT	1:4	2	1:3	1:2	13.0
1399+41	LT	1:4	2	1:3	1:2	13.0
1400+00	LT	1:4	2	1:3	1:2	13.0
1400+50	RT	1:4	2	1:3	1:2	13.0
1400+63	LT	1:4	2	1:3	1:2	13.0
1401+36	LT	1:4	2	1:3	1:2	13.0
1401+50	RT	1:4	2	1:3	1:2	13.0
1402+00	RT	1:4	2	1:3	1:2	13.0
1402+63	RT	1:4	2	1:3	1:2	13.0
1403+25	RT	1:4	2	1:3	1:2	13.0
1403+88	RT	1:4	2	1:3	1:2	13.0
1404+50	RT	1:4	2	1:3	1:2	13.0
1404+92	RT	1:4	2	1:3	1:2	13.0
1405+34	RT	1:4	2	1:3	1:2	13.0
1405+76	RT	1:4	2	1:3	1:2	13.0
1406+18	RT	1:4	2	1:3	1:2	13.0

LOCATION	SIDE	FORE SLOPE	DITCH WIDTH (FOOT)	BACK SLOPE	BERM SLOPE	AGGREGATE DITCH CHECKS (TON)
1406+60	RT	1:4	2	1:3	1:2	13.0
1407+02	RT	1:4	2	1:3	1:2	13.0
1407+44	RT	1:4	2	1:3	1:2	13.0
1407+86	RT	1:4	2	1:3	1:2	13.0
1408+28	RT	1:4	2	1:3	1:2	13.0
1408+70	RT	1:4	2	1:3	1:2	13.0
1409+12	RT	1:4	2	1:3	1:2	13.0
1410+42	RT	1:4	2	1:3	1:2	13.0
1410+84	RT	1:4	2	1:3	1:2	13.0
1411+26	RT	1:4	2	1:3	1:2	13.0
1411+68	RT	1:4	2	1:3	1:2	13.0
1412+10	RT	1:4	2	1:3	1:2	13.0
1412+52	RT	1:4	2	1:3	1:2	13.0
1412+94	RT	1:4	2	1:3	1:2	13.0
1414+35	LT	1:4	2	1:3	1:2	13.0
1415+10	LT	1:4	2	1:3	1:2	13.0
1415+70	LT	1:4	2	1:3	1:2	13.0
1416+95	LT	1:4	2	1:3	1:2	13.0
1418+40	RT	1:4	2	1:3	1:2	13.0
1418+76	LT	1:4	2	1:3	1:2	13.0
1419+51	RT	1:4	2	1:3	1:2	13.0
1420+01	LT	1:4	2	1:3	1:2	13.0
1420+62	RT	1:4	2	1:3	1:2	13.0
1421+26	LT	1:4	2	1:3	1:2	13.0
1421+73	RT	1:4	2	1:3	1:2	13.0
1422+51	LT	1:4	2	1:3	1:2	13.0
1422+84	RT	1:4	2	1:3	1:2	13.0
1423+95	RT	1:4	2	1:3	1:2	13.0
1425+06	RT	1:4	2	1:3	1:2	13.0
1426+73	RT	1:4	2	1:3	1:2	13.0
1426+85	LT	1:4	2	1:3	1:2	13.0
1426+84	RT	1:4	2	1:3	1:2	13.0
1426+85	LT	1:4	2	1:3	1:2	13.0
1427+85	LT	1:4	2	1:3	1:2	13.0
1428+85	LT	1:4	2	1:3	1:2	13.0
1429+85	LT	1:4	2	1:3	1:2	13.0
1430+85	LT	1:4	2	1:3	1:2	13.0
1431+85	LT	1:4	2	1:3	1:2	13.0
1432+85	LT	1:4	2	1:3	1:2	13.0
1433+85	LT	1:4	2	1:3	1:2	13.0
1434+85	LT	1:4	2	1:3	1:2	13.0
1435+83	RT	1:4	2	1:3	1:2	13.0
1436+50	LT	1:4	2	1:3	1:2	13.0
<b>TR 123 (2250 N)</b>						
10+50	RT	1:4	2	1:3	1:2	13.0
<b>TR 95 (0003 N)</b>						
8+52	RT	1:4	2	1:3	1:2	13.0
8+50	LT	1:4	2	1:3	1:2	13.0
9+20	LT	1:4	2	1:3	1:2	13.0
9+37	LT	1:4	2	1:3	1:2	13.0
9+52	LT	1:4	2	1:3	1:2	13.0
<b>TOTAL</b>						<b>2023.2</b>
<b>USE</b>						<b>2023</b>

**INLET AND PIPE PROTECTION**

LOCATION	SIDE	EACH
<b>FAS 1597 (IL 96)</b>		
STA 1321+41.6	RT	1
STA 1326+43.8	LT	1
STA 1329+33.2	LT	1
STA 1332+71.4	LT	1
STA 1333+28.8	LT	1
STA 1333+93.8	RT	1
STA 1342+50.4	LT	1
STA 1343+61.0	LT	1
STA 1345+71.9	LT	1
STA 1358+25.8	LT	1
STA 1359+34.3	LT	1
STA 1360+68.2	LT	1
STA 1362+10.4	LT	1
STA 1366+81.9	LT	1
STA 1368+56.7	LT	1
STA 1370+57.5	LT	1
STA 1371+12.8	LT	1
STA 1379+49.8	LT	1
STA 1386+19.3	LT	1
STA 1386+82.0	RT	1
STA 1394+14.9	RT	1
STA 1409+90.0	RT	1
STA 1414+77.4	LT	1
STA 1417+51.2	LT	1
STA 1425+61.9	RT	1
STA 1425+84.9	LT	1
<b>TR 95 (0003N)</b>		
STA 9+15.3	RT	1
<b>TOTAL</b>		<b>27</b>



**PERIMETER EROSION BARRIER**

LOCATION	SIDE	FOOT
<b>FAS 1597 (IL 96)</b>		
STA 984+40 TO 1321+00	RT	185
(STA EQ: 986+00 BK = 1320+76.11 AH)		
STA 1323+37 TO STA 1327+00	LT	364
STA 1324+75 TO STA 1325+23	LT	48
STA 1327+99 TO STA 1328+75	RT	622
(STA EQ: 1329+72.29 BK = 1324+34.67 AH)		
STA 1340+10 TO STA 1345+49	RT	564
STA 1346+27 TO STA 1348+36	RT	229
STA 1346+40 TO STA 1348+10	LT	171
STA 1348+28 TO STA 1349+30	LT	101
STA 1375+73 TO STA 1379+38	RT	381
STA 1379+63 TO STA 1385+00	RT	555
STA 1386+60 TO STA 1388+24	LT	193
STA 1388+44 TO STA 1391+80	LT	343
STA 1402+00 TO STA 1405+00	RT	310
STA 1413+20 TO STA 1414+46	RT	128
STA 1414+76 TO STA 1418+42	RT	369
STA 1428+49 TO STA 1345+00	RT	652
<b>TOTAL</b>		<b>5215</b>

**PIPE CULVERT REMOVAL**

STATION	SIDE	CULVERT TYPE & SIZE	FOOT
<b>FAS 1597 (IL 96)</b>			
1325+41.1	LT	15" CMP	29
1326+62.7	LT	15" CMP	18
1333+08.8	LT	15" STEEL	16
1342+37.0	LT	15" CMP	26
1343+40.3	LT	15" CMP	30
1350+07.7	LT	15" CMP	17
1358+13.2	LT	15" CMP	16
1359+19.3	LT	15" CMP	16
1360+50.2	LT	15" CMP	17
1366+60.7	LT	15" CMP/CLAY	16
1368+36.7	LT	18" CMP	26
1370+93.3	LT	15" CMP	25
1370+93.3	LT	18" STEEL	30
1409+56.0	LT	15" STEEL	19
1411+41.4	LT	15" STEEL	20
1417+38.2	LT	12" CONC	20
1423+98.3	LT	18" PLASTIC	20
1425+41.9	LT	18" CMP	46
1425+41.9	RT	15" CONC	32
<b>TOTAL</b>			<b>439</b>

**STONE RIPRAP**

STATION TO STATION	SIDE	AVE. LENGTH	AVE. WIDTH SLOPE MEAS.	DEPTH	AREA	FILTER FABRIC	STONE RIPRAP, CLASS B3	STONE RIPRAP, CLASS A4	STONE RIPRAP, CLASS A5	RIPRAP SLURRY
		FT	FT	FT	SO FT	SO YD	SO YD	SO YD	SO YD	SO YD
<b>FAS 1597 (IL 96)</b>										
STA 984+68 TO STA 1323+36	LT	392	43.9	1.83	17213	1913			1913	
STA 1321+41.58	RT	20	11.0	1.00	220		25			
STA 1327+82.00	LT	30	11.0	1.33	330	37		37		
STA 1324+58.00	LT	31	11.0	1.33	341	38		38		
STA 1329+30 TO STA 1330+50	LT	160	8.0	1.00	1280		143			
STA 1328+75 TO STA 1330+58	RT	183	33.1	1.83	6053	673			673	
STA 1332+71.40	LT	20	23.0	1.33	460	51		51		
STA 1332+00 TO STA 1333+37	RT	137	28.6	1.33	3916	435		435		
STA 1333+28 TO STA 1334+00	LT	72	18.4	1.33	1328	148		148		
STA 1345+71.89	LT	57	19.4	1.33	1107	123		123		
STA 1345+71.89	RT	71	33.0	1.83	2343	260			260	
STA 1348+45 TO STA 1350+54	RT	210	46.3	1.83	9730	1081			1081	
STA 1350+74 TO STA 1351+92	RT	118	28.9	1.83	3412	379			379	
STA 1362+10.00	LT	130	18.4	1.83	2389	266			266	
STA 1362+10.00	RT	88	28.3	1.83	2490	277			277	
STA 1367+00 TO STA 1369+00	RT	200	11.0	1.83	2200	245			245	
STA 1370+57.47	LT	30	15.5	1.00	465		52			
STA 1370+21 TO STA 1372+00	RT	175	24.7	1.83	4318	480			480	
STA 1373+70 TO STA 1374+65	RT	93	16.0	1.83	1488	165			165	
STA 1379+10 TO STA 1379+70	LT	55	45.8	1.33	2520	280		280		
STA 1379+70 TO STA 1380+80	LT	110	9.6	1.33	1060	118		118		
STA 1385+08 TO STA 1386+33	RT	125	22.0	1.83	2755	306			306	306.0
STA 1385+99 TO STA 1386+59	LT	60	34.0	1.83	2040	227			227	227.0
STA 1386+79 TO STA 1387+29	RT	50	16.0	1.83	800	89			89	
STA 1392+00 TO STA 1394+00	LT	200	32.4	1.83	6475	720			720	
STA 1394+00 TO STA 1396+00	LT	200	16.0	1.83	3200	356			356	
STA 1393+56 TO STA 1397+39	RT	415	37.0	1.83	15337	1704			1704	
STA 1397+58 TO STA 1398+00	RT	100	26.0	1.83	2600	289			289	
STA 1398+00 TO STA 1400+00	RT	200	15.0	1.83	3000	333			333	
STA 1414+57.22	LT	10	13.0	1.00	130	15			15	
ENERGY DISSIPATING BASINS								485		
<b>TOTAL</b>						<b>11008</b>	<b>220</b>	<b>1715</b>	<b>9778</b>	<b>533</b>

**RIPRAP FOR ENERGY DISSIPATING BASINS**

LOCATION (CULVERT DOWNSTREAM FLOWLINE LOCATION)	LENGTH OF POOL	LENGTH OF APRON	LENGTH OF EXTENDED CHANNEL PROTECTION	DITCH WIDTH AT END OF HDW	DEPTH OF POOL (ft)	HEIGHT OF RIPRAP (1.0 FT)	RIPRAP THICKNESS	RIPRAP THICKNESS	HEAVY DUTY EROSION CONTROL BLANKET	STONE RIPRAP, CLASS A4	EARTH EX FOR EROSION CONTROL
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	T1	T2	SO YD	SO YD	CU YD
STA 1326+43.75 RT	12.00	7.00	4.5	8.0	1.000	5.000	2.500	1.833	40.8	199.4	60.0
STA 1379+49.75 RT	14.00	3.50	20.0	8.0	1.000	6.000	2.500	1.833	57.2	217.8	187.9
STA 1414+67.32 RT	8.00	4.00	4.0	8.0	1.000	4.000	2.500	1.833	30.1	67.5	27.3
<b>TOTAL</b>									<b>128.1</b>	<b>484.7</b>	<b>275.2</b>
<b>USE</b>									<b>128</b>	<b>485</b>	<b>275</b>



HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH  
HOT-MIX ASPHALT FOR PATCHING POTHOLES (COLD MIX)

LOCATION	SIDE	HMA SURF REM (VARIABLE DEPTH)	HOT-MIX ASPHALT FOR PATCHING POTHOLES (COLD MIX)
		SO YD	TON
<b>FAS 1597 (IL 96)</b>			
STA 984+40.00 TO STA 986+00.00 BK	LT & RT	320	
STA 1320+76.11 AH TO STA 1326+86.10	LT & RT	1220	
BRIDGE OMISSION			
STA 1327+98.90 TO STA 1329+72.29 BK	LT & RT	347	
STA 1324+34.67 AH TO STA 1341+00.00	LT & RT	3331	
STA 1341+00.00 TO STA 1345+00.00	LT	400	
STA 1350+00.00 TO STA 1353+00.00	LT & RT	600	
STA 1353+00.00 TO STA 1359+00.00	RT	600	
STA 1363+00.00 TO STA 1365+00.00	RT	200	
STA 1365+00.00 TO STA 1369+00.00	LT & RT	800	
STA 1369+00.00 TO STA 1371+00.00	RT	200	
STA 1375+00.00 TO STA 1376+87.15 BK	RT	187	
STA 1376+84.50 AH TO STA 1378+00.00	RT	116	
STA 1379+00.00 TO STA 1400+00.00	LT & RT	4200	
STA 1400+00.00 TO STA 1407+00.00	LT	700	
STA 1409+00.00 TO STA 1436+65.00	LT & RT	5530	
ESTIMATED PLAN QUANTITY			100
<b>TOTAL</b>		<b>18750</b>	<b>100</b>

USE 9' WIDTH FOR ONE SIDE

USE 18' WIDTH FOR BOTH SIDES

REMOVE EXISTING STRUCTURES

STRUCTURE NUMBER	LOCATION	STRUCTURE TYPE	QUANTITY
			EACH
1	STA 1326+43.75	2' x 2' CONC BOX CULV	1
2	STA 1329+33.18	2' x 2' CONC BOX CULV	1
3	STA 1362+10.37	3' x 3' CONC BOX CULV	1
4	STA 1370+57.47	2' x 2' CONC BOX CULV	1
5	STA 1379+49.75	4' x 3' CONC BOX CULV	1
6	STA 1385+86.09	9' x 8' CONC BOX CULV	1
7	STA 1393+88.41 - EACH END	6' x 5' CONC BOX CULV/HDWL	1
8	STA 1414+67.00	2' x 2' CONC BOX CULV	1
NOTE: STRUCTURE #7 IS A PARTIAL REMOVAL, EACH END			

HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT

LOCATION	A	B	WIDTH	AREA
			FOOT	SO YD
FAS 1597 (IL 96)	984+40.00	984+50.00	26.0	28.9
FAS 1597 (IL 96)	1326+51.10	1326+86.10	26.0	101.1
FAS 1597 (IL 96)	1327+98.90	1328+33.90	26.0	101.1
FAS 1597 (IL 96)	1436+55.00	1436+65.00	26.0	28.9
<b>TOTAL</b>				<b>260.0</b>
<b>USE</b>				<b>260</b>

AGGREGATE SHOULDERS, TYPE B

STATION TO STATION	SIDE	AVERAGE WIDTH	LENGTH	AGG SHLD TYPE B AVE. 1 3/4"
		FEET	FEET	TON
<b>FAS 1597 (IL 96)</b>				
STA 984+40.00 to STA 986+00.00 BK	LT	3.0	160.00	5.4
STA 1320+76.11 AH TO STA 1326+86.10	LT	3.0	609.99	20.4
STA 1327+98.90 TO STA 1329+72.29 BK	LT	3.0	173.39	5.8
STA 1324+34.67 AH TO STA 1324+85.11	LT	3.0	50.44	1.7
STA 1332+46.00 TO STA 1356+81.00	LT	3.0	2435.00	81.3
STA 1356+81.00 TO STA 1370+50.00	LT	3.0	1369.00	45.7
STA 1370+50.00 TO STA 1376+87.15 BK	LT	3.0	637.15	21.3
STA 1376+84.50 AH TO 1387+50.00	LT	3.0	1065.50	35.6
STA 1387+50.00 TO STA 1392+98.00	LT	3.0	548.00	18.3
STA 1392+98.00 TO STA 1401+64.00	LT	3.0	866.00	28.9
STA 1413+50.00 TO STA 1423+39.00	LT	3.0	989.00	33.0
STA 1425+83.00 TO STA 1436+65.00	LT	3.0	1082.00	36.1
<b>FAS 1597 (IL 96)</b>				
STA 984+40.00 to STA 986+00.00 BK	RT	3.0	160.00	5.4
STA 1320+76.11 AH TO STA 1326+86.10	RT	3.0	609.99	20.4
STA 1327+98.90 TO STA 1329+72.29 BK	RT	3.0	173.39	5.8
STA 1324+34.67 AH TO STA 1332+46.00	RT	3.0	811.33	27.1
STA 1332+46.00 TO STA 1356+81.00	RT	3.0	2435.00	81.3
STA 1356+81.00 TO STA 1358+31.00	RT	1.0	150.00	5.0
STA 1371+01.00 TO STA 1376+87.15 BK	RT	3.0	586.15	19.6
STA 1376+84.50 AH TO STA 1387+50.00	RT	3.0	1066.00	35.6
STA 1392+98.00 TO STA 1401+64.00	RT	3.0	866.00	28.9
STA 1401+64.00 TO STA 1413+50.00	RT	3.0	1186.00	39.6
STA 1413+50.00 TO STA 1436+65.00	RT	3.0	2315.00	77.3
<b>TR 48 (2350N)</b>				
STA 10+65.00 TO STA 11+20.48	LT	3.0	55.48	1.9
STA 10+57.80 TO STA 11+20.48	RT	3.0	62.68	2.3
<b>TR 95 (0003N)</b>				
STA 8+93.30 TO STA 9+42.57	LT	3.0	49.27	1.6
<b>TOTAL</b>				<b>685.3</b>
<b>USE</b>				<b>686</b>

PIPE UNDERDRAIN / HEADWALL

LOCATION	SIDE	PIPE 4"	CONC HDWL
		FOOT	EACH
<b>FAS 1597 (IL 96)</b>			
STA 1326+43.75 TO STA 1329+30	LT	288	
STA 1329+33.18 TO STA 1332+34	LT	304	
STA 1387+25.21 TO STA 1392+00	RT	476	
STA 1387+25.21	RT		1
<b>TOTAL</b>		<b>1068</b>	<b>1</b>

HOT-MIX ASPHALT SHOULDERS

STATION TO STATION	SIDE	LENGTH	WIDTH	HMA SHOULDERS, 2 1/2"	HMA SHOULDERS, 8"
		FOOT	FOOT	TON	SO YD
<b>FAS 1597 (IL 96)</b>					
STA 984+40.00 TO STA 986+00.00 BK	LT	160.00	3.0		53.3
STA 1320+76.11 AH TO STA 1326+86.10	LT	609.99	5.0	47.4	
STA 1327+98.90 TO STA 1329+10.00	LT	111.10	5.0	8.6	
STA 1329+10.00 TO STA 1329+72.29 BK	LT	62.29	3.0		20.8
STA 1324+34.67 TO STA 1324+85.10	LT	50.43	3.0		16.8
STA 1324+85.10 TO STA 1332.46.00	LT	761.00	3.0		253.7
STA 1401+64.00 TO STA 1413+50.00	LT	1186.00	3.0		395.3
STA 1423+43.00 (FAS 1597) TO STA 9+22.00 (TR 95)	LT	243.90	3.0		81.3
<b>FAS 1597 (IL 96)</b>					
STA 1324+56.00 TO STA 1326+86.10	RT	230.11	3.0		76.7
STA 1327+98.90 TO STA 1328+62.57	RT	63.67	3.0		21.2
STA 1325+92.50 TO STA 1330+55.00	RT	462.50	3.0		154.2
STA 1342+80.00 TO STA 1350+30.00	RT	750.00	3.0		250.0
STA 1356+81.00 TO STA 1370+50.00	RT	1369.00	3.0	63.9	
STA 1387+50.00 TO STA 1392+98.00	RT	548.00	3.0		182.7
<b>TR 123 (2250N)</b>					
SOUTHEAST RADIUS RETURN	LT	54.90	4.0		24.4
NORTHEAST RADIUS RETURN	RT	80.00	4.0		35.6
<b>TR 48 (2350N)</b>					
SOUTHEAST RADIUS RETURN	LT	62.50	4.0		27.8
NORTHEAST RADIUS RETURN	RT	72.60	4.0		32.3
<b>TR 95 (0003N)</b>					
NORTHWEST RADIUS RETURN	LT	66.70	4.0		29.6
<b>TOTAL</b>				<b>119.9</b>	<b>1655.7</b>
<b>USE</b>				<b>120</b>	<b>1656</b>

STRIP REFLECTIVE CRACK CONTROL TREATMENT

STATION TO STATION	SIDE	OFFSET	QUANTITY
		FOOT	FOOT
<b>FAS 1597 (IL 96)</b>			
STA 984+40.00 to 986+00.00 BK	LT	9	160.0
STA 1320+76.11 AH to 1326+86.10	LT	9	610.0
STA 1327+98.90 to 1329+72.29 BK	LT	9	173.4
STA 1324+34.67 AH to 1376+87.15 BK	LT	9	5252.5
STA 1376+84.50 AH to 1436+65.00	LT	9	5980.5
<b>FAS 1597 (IL 96)</b>			
STA 984+40.00 to 986+00.00 BK	RT	9	160.0
STA 1320+76.11 AH to 1326+86.10	RT	9	610.0
STA 1327+98.90 to 1329+72.29 BK	RT	9	173.4
STA 1324+34.67 AH to 1356+81.00	RT	9	3246.3
STA 1370+00.00 TO 1376+87.15 BK	RT	9	687.2
STA 1376+84.50 AH to 1436+65.00	RT	9	5980.5
<b>TOTAL</b>			<b>23033.8</b>
<b>USE</b>			<b>23034</b>

SEALING ABANDONED WATER WELLS

LOCATION	SIDE	EACH
<b>FAS 1597 (IL 96)</b>		
STA 1360+50	LT	1
STA 1372+80	RT	1
<b>TOTAL</b>		<b>2</b>

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

FILE NAME : Z:\AR\2010\19-01312.IL-96 Pike Co to IL	USER NAME : notal	DESIGNED : PSBA	REVISED :
S:\MSV\Design\SCHEDULE OF QUANTITIES.dgn	DRAWN : NEL	CHECKED : DBS	REVISED :
PLOT SCALE : 1/8"=1'-0"	DATE : 08/15/2013		
PLOT DATE : 8/16/2013			

SCALE: SHEET 5 OF 12 SHEETS STA. TO STA.

CONTRACT NO. 72781  
ILLINOIS FED. AID PROJECT

**DRAINAGE SCHEDULE**

LOCATION		STORM SEWER		PIPE CULVERTS				MAN TA 4 DIA TIF CL (EACH)	MAN TA 5D M IN 604106 (EACH)	INLET BOX, STD 542501 (EACH)	INLET TYPE A TYPE B GRATE (EACH)	END SECTIONS					TRENCH BACKFILL MATERIAL (CU YD)	
		CLASS A	CLASS A	CLASS A	CLASS A	CLASS D	CLASS D					METAL		PRECAST CONCRETE FLARED END				
		TY1	TY1	TY1	TY1	TY1	TY1					15"	18"	18"	24"	30"		
STATION	OFFSET	12" (FT)	18" (FT)	24" (FT)	30" (FT)	15" (FT)	18" (FT)					(EACH)	(EACH)	(EACH)	(EACH)	(EACH)		
<b>FAS 1597 (IL 96)</b>																		
1321+41.58	33.48 LT				7												1	
	37.93 RT				10												1	
1326+43.75	34.38 RT			53												1		11.6
	26.50 LT								1									
1329+33.18	34.05 RT			51												1		12.6
	22.04 LT									1								
1333+08.80	35.29 LT					52						2						
1333+65.60	39.67 RT					58						2						
1342+37.00	28.90 LT					28						2						
1343+40.30	28.78 LT					42						2						
1358+13.20	29.82 LT					26						2						
1359+19.30	28.50 LT					32						2						
1360+50.20	28.20 LT					38						2						
1366+60.70	29.66 LT					46						2						
1368+36.70	28.97 LT					48						2						
1370+57.47	40.67 LT														1			
	33.33 RT			62											1			9.7
1370+93.30	36.88 LT												2					
1386+61.30	44.18 RT												2					
1397+32.00	24.00' LT												2					
1409+53.60	28.87 RT					56						2						
1414+67.32	33.50 LT			58												1		10.6
	33.50 RT															1		
1417+38.20	28.44 LT													2				
1423+28.30	28.02 LT		194												1			
1425+29.80	28.00 LT								1									5.0
1425+41.90	28.14 RT					40						2						
1425+84.87	28.30 LT		51												1			6.7
<b>TR 95 (0003M)</b>																		
9+02.00	17.10 RT	69																17.8
<b>TOTAL</b>		<b>69</b>	<b>245</b>	<b>224</b>	<b>17</b>	<b>466</b>	<b>162</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>74.0</b>	
<b>USE</b>		<b>69</b>	<b>245</b>	<b>224</b>	<b>17</b>	<b>466</b>	<b>162</b>										<b>74</b>	

**NOTE:**  
 THE FOLLOWING ITEMS INCLUDE ESTIMATED QUANTITIES (ADDITIONAL TO OTHER LOCATIONS) FOR THE REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIALS AT LOCATIONS (SUCH AS UNDER PROPOSED CULVERTS) OR AS DESIGNATED BY THE ENGINEER (SEE SPECIAL PROVISIONS).  
 1000 TON SUBBASE GRANULAR MATERIAL, TYPE B  
 100 TON ROCK EXCAVATION FOR STRUCTURES  
 500 TON ROCK FILL - FOUNDATION  
 EARTH EXCAVATION AT THE ASSUMED RATE OF 0.5 CU. YD./TON WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR SUBBASE GRANULAR MATERIAL, TYPE B AND ROCK FILL-FOUNDATION.

**PRECAST BOX CULVERT & END SECTIONS**

CULVERT NO.	LOCATION					PRECAST BOX CULVERT (ASTM C 1577)					SKEW			DESIGN FILL		POROUS GRANULAR EMBANK CU YD	BOX CULVERT END SECTIONS.				GRANULAR CULVERT BACKFILL CU YD	
						3' X 3'	3' X 5'	4' X 3'	6' X 4'	9' X 8'	DEC	MIN	L/R	AH	E/SHLD R (MIN)		MAX.	CULVERT NO. 1	CULVERT NO. 2	CULVERT NO. 3		CULVERT NO. 4
						FOOT	FOOT	FOOT	FOOT	FOOT					FOOT		FOOT	EACH	EACH	EACH		EACH
<b>FAS 1597 (IL 96)</b>																						
1	1332+71.40	16.3' RT		1332+71.40	36.3' RT				14		0	0		1.3	1.3	2.9	1			3.5		
2	1345+71.89	23.1' RT		1345+71.89	37.1' RT		8				0	0		6.0	6.0	1.2		1		6.5		
3	1362+10.37	30.5' LT		1362+10.37	39.5' RT	64					0	0		1.7	2.2	9.6		1		66.6		
4	1379+49.75	31.2' LT		1379+49.75	38.6' RT		64				0	0		1.9	3.7	10.7			1	91.9		
5	1385+98.99	13.0' LT		1385+72.19	13.0' RT				74	47	0	RA		1.9	2.3	19.9				689.9		
<b>TOTAL</b>						<b>64</b>	<b>8</b>	<b>64</b>	<b>14</b>	<b>74</b>							<b>44</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>858</b>	

**NOTE:**  
 POROUS GRANULAR EMBANKMENT (PLACED IN ACCORDANCE WITH ARTICLE 540.06 OF STANDARD SPECIFICATIONS) SHALL BE INCLUDED IN THE PRICE OF PRECAST BOX CULVERT AND SHALL NOT BE PAID FOR SEPERATLEY

**CLASS SI CONCRETE  
(INLET, OUTLET, ENTRANCE)**

LOCATION	TYPE	SIDE	QUANTITY CU YD
<b>FAS 1597 (IL 96)</b>			
STA 1324+85.1 TO STA 1325+21.1	OUTLET	LT	4.32
STA 1332+34.0 TO STA 1332+46.0	INLET	LT	0.93
STA 1387+50.0 TO STA 1387+86.0	OUTLET	RT	5.27
STA 1392+86.0 TO STA 1392+98.0	INLET	RT	0.93
STA 1401+64.0 TO STA 1402+00.0	OUTLET	LT	4.32
STA 1413+38.0 TO STA 1413+50.0	INLET	LT	0.93
STA 1423+43.0 TO STA 1423+79.0	OUTLET	LT	4.32
<b>TR 95 (0003N)</b>			
STA 9+10.0 TO STA 9+22.0	INLET	RT	0.93
<b>TOTAL</b>			<b>21.95</b>
<b>USE</b>			<b>22.0</b>

**CONCRETE GUTTER, TYPE A**

LOCATION	SIDE	QUANTITY (FOOT)
<b>FAS 1597 (IL 96)</b>		
STA 1325+61.1 TO STA 1326+42.7	LT	81.6
STA 1326+82.7 TO STA 1328+90.0	LT	207.3
STA 1329+30.0 TO STA 1332+34.0	LT	304.0
STA 1387+86.0 TO STA 1392+86.0	RT	500.0
STA 1402+00.0 TO STA 1409+33.0	LT	732.0
STA 1409+79.0 TO STA 1411+17.0	LT	137.4
STA 1411+63.0 TO STA 1413+38.0	LT	172.6
STA 1424+23.0, LT (FAS 1597) TO STA 9+22.0, RT (TR 95)	LT	151.9
<b>TOTAL</b>		<b>2286.8</b>
<b>USE</b>		<b>2287</b>

**TRAFFIC BARRIER TERMINAL, TYPE 1, SPL (TANGENT)**

LOCATION	SIDE	QUANTITY (EACH)
STA 984+54.90 to STA 985+04.90	LT	1
STA 1324+56.00 to STA 1325+06.02	RT	1
*STA 1329+62.43 to STA 1324+74.83	LT	1
STA 1328+12.57 to STA 1328+62.57	RT	1
STA 1325+92.50 to STA 1326+42.50	RT	1
STA 1330+05.00 to STA 1330+55.00	RT	1
STA 1342+80.00 to STA 1343+30.00	RT	1
STA 1349+80.00 to STA 1350+30.00	RT	1
* STATION EQUATION: STA 1329+72.29 BK = 1324+34.67 AH		
<b>TOTAL</b>		<b>8</b>

**STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS**

LOCATION	SIDE	QUANTITY (FOOT)
*STA 985+04.90 to STA 1326+81.13	LT	700.0
STA 1325+06.00 to STA 1326+81.13	RT	175.0
STA 1328+12.57 to STA 1329+62.43	LT	150.0
STA 1326+42.50 to STA 1330+05.00	RT	362.5
STA 1343+30.00 to STA 1349+80.00	RT	650.0
* STATION EQUATIONS: STA 986+00 BK = 1320+76.11 AH		
<b>TOTAL</b>		<b>2037.5</b>

**TERMINAL MARKER - DIRECT APPLIED**

LOCATION	SIDE	QUANTITY EACH
<b>FAS 1597 (IL 96)</b>		
STA 984+54.90	LT	1
STA 1324+56.00	RT	1
STA 1324+74.83	LT	1
STA 1328+62.57	RT	1
STA 1325+92.50	RT	1
STA 1330+55.00	RT	1
STA 1342+80.00	RT	1
STA 1350+30.00	RT	1
<b>TOTAL</b>		<b>8</b>

**GUARDRAIL MARKERS, TYPE A**

LOCATION	SIDE	SPACING	QUANTITY EACH
<b>FAS 1597 (IL 96)</b>			
*STA 984+54.90 TO STA 1327+11.75	LT	76.0	11
STA 1324+56.00 TO STA 1327+11.75	RT	78.6	4
**STA 1327+81.95 TO STA 1324+74.83	LT	70.2	4
STA 1327+81.95 TO STA 1328+62.57	RT	60.0	2
STA 1325+92.50 TO STA 1330+55.00	RT	73.8	7
STA 1342+80.00 TO STA 1350+30.00	RT	73.0	11
* STA EQ.: 986+00.00 BK = 1320+76.11 AH			
** STA EQ.: 1329+72.29 BK = 1324+34.67 AH			
<b>TOTAL</b>			<b>39</b>

**FIELD TILE**

LOCATION	STATION	OFFSET	STORM SEWERS		PIPE DRAINS		MISC CONC	EXPLORE TRENCH
			(SPECIAL)	(SPECIAL)	CS/AA	CS/AA		
			8"	12"	8"	12"		
			FOOT	FOOT	FOOT	FOOT	CU YD	FOOT
<b>ESTIMATED QUANTITY</b>			100	100	100	100	5	500
<b>TOTAL</b>			100	100	100	100	5	500

**TRAFFIC BARRIER TERMINAL, TYPE 6**

LOCATION	SIDE	QUANTITY (EACH)
STA 1326+81.13 to STA 1327+11.75	LT	1
STA 1326+81.13 to STA 1327+11.75	RT	1
BRIDGE OMISSION		
STA 1327+81.95 to STA 1328+12.57	LT	1
STA 1327+81.95 to STA 1328+12.57	RT	1
<b>TOTAL</b>		<b>4</b>

FURNISHING AND ERECTING RIGHT OF WAY MARKERS

LOCATION	OFFSET (FT)		METHOD A	METHOD B
	LEFT	RIGHT	EACH	EACH
FAS 1597 (IL 96)				
STA 984+58.44	41.35		1	
STA 984+82.00	65.00			
STA 1321+25.00		30.00		1
STA 1321+25.00		50.00		1
STA 1323+18.86		50.00		1
STA 1323+72.30	65.00		1	
STA 1326+55.56	50.00		1	
STA 1326+50.00		50.00		1
STA 1328+05.31	50.00			1
STA 1328+00.00		50.00		1
STA 1329+72.29	50.00		1	
STA 1329+72.29		50.00	1	
STA EQUATION				
STA 1324+88.75	30.00			1
STA 1326+00.00		75.00	1	
STA 1326+34.39		123.07	1	
STA 1326+19.37		75.00		1
STA 1327+81.48		75.00		1
STA 1330+60.00		30.00	1	
STA 1330+60.00		75.00	1	
STA 1331+16.77	52.00			1
STA 1331+30.00		30.00	1	
STA 1331+94.51	60.00			1
STA 1332+00.00		85.00	1	
STA 1332+55.90	80.06			1
STA 1332+72.01	60.00			1
STA 1333+00.00		85.00	1	
STA 1333+50.00	60.00		1	
STA 1334+50.00		45.00	1	
STA 1335+00.00	44.15		1	
STA 1339+00.00		45.00	1	
STA 1339+17.48	43.17			1
STA 1339+70.83	41.78			1
STA 1339+75.72		134.50		1
STA 1339+96.06		149.03		1
STA 1340+34.19		136.95		1
STA 1340+42.11		113.35		1
STA 1340+40.79	40.00			1
STA 1343+00.00		75.00	1	
STA 1345+50.00	40.00			1
STA 1345+75.00	75.00			1
STA 1346+50.00	75.00			1
STA 1346+50.24		75.00		1
STA 1346+86.14	43.12			1
STA 1348+73.26		75.00	1	
STA 1349+00.00	30.00			1
STA 1349+50.00	40.00			1
STA 1349+89.02		81.71		1
STA 1350+10.48		76.84		1
STA 1350+73.59		76.49		1

FURNISHING AND ERECTING RIGHT OF WAY MARKERS (CONTINUED)

LOCATION	OFFSET		METHOD A	METHOD B
	LT	RT	EACH	EACH
STA 1351+68.24	40.00			1
STA 1352+13.97	40.00		1	
STA 1352+20.14	52.90			1
STA 1353+46.16		75.00	1	
STA 1353+46.16	50.00		1	
STA 1353+93.13		75.00		1
STA 1356+10.55		75.00		1
STA 1358+34.22		75.00	1	
STA 1358+34.22	50.00			1
STA 1361+00.00	50.00			1
STA 1362+00.00	60.00			1
STA 1363+00.00	60.00			1
STA 1364+00.00	45.00			1
STA 1365+95.18	45.00			1
STA 1367+93.30	45.00			1
STA 1367+90.10		75.00		1
STA 1369+58.78	45.00			1
STA 1369+58.78		75.00	1	
STA 1370+50.00	65.00		1	
STA 1372+00.00		75.00	1	
STA 1372+50.00	39.00			1
STA 1373+00.00	40.00		1	
STA 1375+00.00		35.00		1
STA 1376+85.58	40.00		1	
STA 1376+87.15		35.00	1	
STA 1378+00.00		75.00	1	
STA 1379+00.00	80.00		1	
STA 1380+00.00	80.00		1	
STA 1381+00.00	40.00		1	
STA 1381+82.09	40.00			1
STA 1382+40.23		75.00		1
STA 1385+75.00	40.00			1
STA 1386+00.00	65.00			1
STA 1387+92.21	65.00			1
STA 1392+00.00	65.00		1	
STA 1392+50.00	100.00		1	
STA 1393+00.00		75.00	1	
STA 1394+00.00	100.00		1	
STA 1394+00.00		85.00	1	
STA 1395+50.00	45.00		1	
STA 1396+00.00		85.00	1	
STA 1396+82.59	45.00			1
STA 1397+38.95		155.00	1	
STA 1397+85.11		196.01	1	
STA 1397+95.32		173.02		1
STA 1398+50.00		50.00	1	
STA 1401+34.27	45.00			1
STA 1401+34.27		50.00	1	
STA 1403+00.00	45.00			1

FURNISHING AND ERECTING RIGHT OF WAY MARKERS (CONTINUED)

LOCATION	OFFSET		METHOD A	METHOD B
	LT	RT	EACH	EACH
STA 1404+10.03		50.00		1
STA 1405+00.00	30.00			1
STA 1408+46.77		50.00	1	
STA 1411+59.18	30.00			1
STA 1414+00.00	50.00		1	
STA 1422+93.27	50.00			1
STA 1425+00.00	50.00			1
STA 1425+00.00		50.00		1
STA 1425+00.00		40.00		1
STA 1425+23.37	135.00			1
STA 1425+37.20		40.00		1
TOTAL			45	62

SECTION CORNER MARKERS  
CONCRETE REFERENCE MARKERS

LOCATION	SECTION CORNER MARKER	CONCRETE REFERENCE MARKER	DESCRIPTION
	EACH	EACH	
FAS 1597 (IL 96)			NE COR 3 / NW COR 2
STA 1425+38.03 ON CL	1	3	T4S-R7W, 4PM
TR 95 (0003N)			SE COR 34 / SW COR 35
STA 9+31.28, 4.32' RT	1	3	T3S-R7W, 4 PM
TOTAL	2	6	

PAVING SCHEDULE - MAINLINE

LOCATION	LENGTH FOOT	LEVELING BINDER (MACHINE METHOD), N50					HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50					HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50				
		BITUMINOUS MATERIALS PRIME COAT TON	AGGREGATE PRIME COAT TON	(1.25" TO 2.00" THICKNESS)			BITUMINOUS MATERIALS PRIME COAT TON	AGGREGATE PRIME COAT TON	(+2.00" THICKNESS)			BITUMINOUS MATERIALS PRIME COAT TON	AGGREGATE PRIME COAT TON	(1.50" THICKNESS)		
				AVE WIDTH FOOT	AREA SQ YD	TON			AVE WIDTH FOOT	AREA SQ YD	TON			AVE WIDTH FOOT	AREA SQ YD	TON
<b>FAS 1597 (IL 96)</b>																
STA 984+00.00 TO STA 986+00.00	160.00	0.18	0.94	26.50	471.1	33.0						0.18	0.93	26.25	466.7	39.2
STA 1320+76.11 AH TO STA 1326+86.10	609.99	0.68	3.59	26.50	1796.1	125.7						0.68	3.56	26.25	1779.1	149.4
STA 1327+98.90 TO STA 1329+72.29 BK	173.39	0.19	1.02	26.50	510.5	35.7						0.19	1.01	26.25	505.7	42.5
STA 1324+34.67 AH TO STA 1336+00.00	1165.33	1.30	6.86	26.50	3431.2	240.2						1.29	6.80	26.25	3398.9	285.5
STA 1336+00.00 TO STA 1352+00.00	1600.00	1.79	9.42	26.50	4711.1	329.8	0.95	4.98	14.00	2488.9	545.9	1.77	9.33	26.25	4666.7	392.0
STA 1352+00.00 TO STA 1368+00.00	1600.00	1.79	9.42	26.50	4711.1	329.8	1.35	7.11	20.00	3555.6	881.8	1.77	9.33	26.25	4666.7	392.0
STA 1368+00.00 TO STA 1376+87.15 BK	887.15	0.99	5.22	26.50	2612.2	182.9	0.75	3.94	20.00	1971.4	716.6	0.98	5.18	26.25	2587.5	217.4
STA 1376+84.50 AH TO STA 1384+00.00	715.50	0.80	4.21	26.50	2106.8	147.5	0.42	2.23	14.00	1113.0	51.1	0.79	4.17	26.25	2086.9	175.3
STA 1384+00.00 TO STA 1400+00.00	1600.00	1.79	9.42	26.50	4711.1	329.8						1.77	9.33	26.25	4666.7	392.0
STA 1400+00.00 TO STA 1416+00.00	1600.00	1.79	9.42	26.50	4711.1	329.8	0.95	4.98	14.00	2488.9	247.6	1.77	9.33	26.25	4666.7	392.0
STA 1416+00.00 TO STA 1432+00.00	1600.00	1.79	9.42	26.50	4711.1	329.8						1.77	9.33	26.25	4666.7	392.0
STA 1432+00.00 TO STA 1436+65.00	465.00	0.52	2.74	26.50	1369.2	95.8						0.52	2.71	26.25	1356.3	113.9
	<b>12,176.36</b>	<b>13.62</b>	<b>71.71</b>			<b>2,509.7</b>	<b>4.41</b>	<b>23.24</b>			<b>2,443.0</b>	<b>13.50</b>	<b>71.03</b>			<b>2,983.2</b>
		<b>13.6</b>	<b>71.7</b>			<b>2,510</b>	<b>4.4</b>	<b>23.2</b>			<b>2,443</b>	<b>13.5</b>	<b>71.0</b>			<b>2,970</b>

USE HMA BINDER COURSE IN SUPERELEVATION AREAS WHEN THICKNESS EXCEEDS 2.00" OR AS DIRECTED BY ENGINEER.

PAVING SCHEDULE - SIDEROADS

LOCATION	AVERAGE WIDTH	LENGTH	AREA	BITUMIN MATERIALS PRIME COAT	AGGREGATE PRIME COAT	HOT-MIX ASPHALT BASE CSE 6.5"	INCIDENTAL HMA SURFACING 1.5"	INCIDENTAL HMA SURFACING 3.5"
	FOOT							
<b>TR 123 (2250N)</b>								
STA 10+13.00 TO STA 10+65.65	40.0	52.7	237.0	0.09	0.47	237.0	19.9	
<b>TR 48 (2350N)</b>								
STA 10+13.00 TO STA 11+20.48	28.3	107.5	338.4	0.13	0.68	338.4	28.4	
<b>TR 95 (0003N)</b>								
STA 8+93.30 TO STA 9+87.00	28.5	93.7	296.5	0.42	0.59	296.5	24.9	
FROM DRIVEWAY SCHEDULE (W/O GUTTER)			1173.0	0.45	2.35			230.0
			<b>TOTAL</b>	<b>1.09</b>	<b>4.09</b>	<b>871.90</b>	<b>73.24</b>	<b>230.00</b>
			<b>USE</b>	<b>1.1</b>	<b>4.1</b>	<b>872</b>	<b>74</b>	<b>230</b>

HOT-MIX ASPHALT BASE COURSE, 10"  
HOT-MIX ASPHALT BASE COURSE WIDENING, 10"

STATION TO STATION	SIDE	AVERAGE WIDTH	LENGTH	HMA BASE COURSE, 10"	HMA BASE COURSE WIDENING, 10"
		FOOT		FOOT	SQ YD
<b>FAS 1597 (IL 96)</b>					
STA 984+40.00 TO STA 986+00.00 BK	LT	4.0	160.00		71.1
STA 1320+76.11 AH TO STA 1325+70.00	LT	4.0	493.89		219.5
STA 1327+98.90 TO STA 1329+72.29 BK	LT	4.0	173.39		77.1
STA 1324+34.67 AH TO STA 1340+32.02	LT	4.0	1597.35		709.9
STA 1340+32.02 TO STA 1353+33.37	LT	4.0	1301.35		578.4
STA 1353+33.37 TO STA 1354+33.00	LT	5.6	99.63		62.0
STA 1354+33.00 TO STA 1373+90.00	LT	9.5	1957.00	2,074.0	
STA 1373+90.00 TO STA 1376+87.15 BK	LT	4.3	297.15		142.0
STA 1376+84.50 AH TO STA 1401+34.27	LT	4.0	2449.77		1088.8
STA 1401+34.27 TO STA 1408+46.77	LT	4.0	712.50		316.7
STA 1408+46.77 TO STA 1436+65.00	LT	4.0	2818.23		1252.5
<b>FAS 1597 (IL 96)</b>					
STA 984+40.00 TO STA 986+00.00 BK	RT	4.0	160.00		71.1
STA 1320+76.11 AH TO STA 1326+86.10	RT	4.0	609.99		271.1
STA 1327+98.90 TO STA 1329+72.29 BK	RT	4.0	173.39		77.1
STA 1324+34.67 AH TO STA 1340+32.02	RT	4.0	1597.35		709.9
STA 1340+32.02 TO STA 1353+33.37	RT	4.0	1301.35		578.4
STA 1353+33.37 TO STA 1356+22.00	RT	2.5	288.63		80.2
STA 1371+40.00 TO STA 1376+87.15 BK	RT	3.2	547.15		194.5
STA 1376+84.50 AH TO STA 1401+34.27	RT	4.0	2449.77		1088.8
STA 1401+34.27 TO STA 1408+46.77	RT	4.0	712.50		316.7
STA 1408+46.77 TO STA 1436+65.00	RT	4.0	2818.23		1252.5
			<b>TOTAL</b>	<b>2,074.0</b>	<b>9,158.3</b>
			<b>USE</b>	<b>2,074</b>	<b>9,159</b>



**SHORT TERM PAVEMENT MARKING  
WORK ZONE PAVEMENT MARKING REMOVAL**

STATION TO STATION	C.L.	WORK ZONE MARKING REMOVAL
	YELLOW FOOT	
<b>FAS 1597</b>		
<b>PHASE 1 - APPLIED TO COLD MILLED SURFACE</b>		
STA 984+40.00 to 986+00.00 BK	20	
STA 1320+76.11 AH to 1326+86.10	60	
PAVEMENT OMISSION AT BRIDGE		
STA 1327+98.90 to 1329+72.29 BK	20	
STA 1324+34.67 AH to 1376+87.15 BK	484	
STA 1376+84.50 AH to 1436+65.00	548	
<b>PHASE 2 - APPLIED TO LEVELING BINDER</b>		
STA 984+40.00 to 986+00.00 BK	20	
STA 1320+76.11 AH to 1326+86.10	60	
PAVEMENT OMISSION AT BRIDGE		
STA 1327+98.90 to 1329+72.29 BK	20	
STA 1324+34.67 AH to 1376+87.15 BK	484	
STA 1376+84.50 AH to 1436+65.00	548	
<b>PHASE 3 - APPLIED TO FINAL SURFACE</b>		
STA 984+40.00 to 986+00.00 BK	20	9
STA 1320+76.11 AH to 1326+86.10	60	25
PAVEMENT OMISSION AT BRIDGE		
STA 1327+98.90 to 1329+72.29 BK	20	9
STA 1324+34.67 AH to 1376+87.15 BK	484	203
STA 1376+84.50 AH to 1436+65.00	548	230
<b>TOTAL</b>	<b>3396</b>	<b>476</b>

**PAINT PAVEMENT MARKING - LINE 5"**

STATION TO STATION	SIDE	DESCRIPTION	YELLOW	WHITE
			FOOT	FOOT
<b>FAS 1597 (IL 96)</b>				
984+40 TO 986+00 BK	CL	SKIP DASH	40	
	LT	EDGE LINE		160
	RT	EDGE LINE		160
1320+76.11 AH TO 1327+14.10	CL	SKIP DASH	160	
	LT	EDGE LINE		638
	RT	EDGE LINE		638
BRIDGE OMISSION				
1327+80.00 TO 1329+72.29 BK	CL	SKIP DASH	50	
	LT	EDGE LINE		193
	RT	EDGE LINE		193
1324+34.67 AH TO 1331+80	CL	SKIP DASH	190	
	LT	EDGE LINE		746
	RT	EDGE LINE		746
1331+80 TO 1340+30	CL-RT	SKIP DASH - SOLID	1070	
	LT	EDGE LINE		850
	RT	EDGE LINE		725
1340+30 TO 1355+50	CL	SOLID-SOLID	3040	
	LT	EDGE LINE		1520
	RT	EDGE LINE		1520
1355+50 TO 1361+24	CL-LT	SKIP DASH - SOLID	724	
	LT	EDGE LINE		574
	RT	EDGE LINE		574
1361+24 TO 1368+23	CL	SOLID-SOLID	1398	
	LT	EDGE LINE		699
	RT	EDGE LINE		699
1368+23 TO 1371+82	CL-RT	SKIP DASH - SOLID	449	
	LT	EDGE LINE		359
	RT	EDGE LINE		359

**PAINT PAVEMENT MARKING - LINE 5" (continued)**

STATION TO STATION	SIDE	DESCRIPTION	YELLOW	WHITE
			FOOT	FOOT
<b>FAS 1597 (IL 96)</b>				
1371+82 TO 1374+95	CL-LT	SKIP DASH - SOLID	393	
	LT	EDGE LINE		313
	LT	EDGE LINE		313
1374+95 TO 1376+87.15 BK	CL	SOLID-SOLID	385	
	LT	EDGE LINE		193
	RT	EDGE LINE		193
1376+84.50 AH TO 1381+80	CL	SOLID-SOLID	991	
		EDGE LINE		556
		EDGE LINE		556
1381+80 TO 1393+13	CL	SKIP DASH	290	
	LT	EDGE LINE		1133
	RT	EDGE LINE		1133
1393+13 TO 1403+63	CL-RT	SKIP DASH - SOLID	1320	
	LT	EDGE LINE		1050
	RT	EDGE LINE		937
1403+63 TO 1412+89	CL	SOLID-SOLID	1852	
	LT	EDGE LINE		926
	RT	EDGE LINE		926
1412+89 TO 1421+00	CL-LT	SKIP DASH - SOLID	1021	
	LT	EDGE LINE		811
	RT	EDGE LINE		811
1421+00 TO 1436+65	CL	SKIP DASH	1935	
	LT	EDGE LINE		1454
	RT	EDGE LINE		1565
<b>TOTAL</b>			<b>15,308</b>	<b>24,223</b>
<b>USE</b>			<b>39,531</b>	

**RAISED REFLECTIVE PAVEMENT MARKERS**

STATION TO STATION	LENGTH	SPACING	TWO-WAY AMBER
		FOOT	EACH
<b>FAS 1597 (IL 96)</b>			
984+40.00 TO 986+00.00 BK	160.00	80	3
STA EQUATION			
1320+76.11 AH TO 1327+14.10	637.99	80	9
BRIDGE OMISSION			
1327+80.00 TO 1329+72.29 BK	192.29	80	4
STA EQUATION			
1324+34.67 AH TO 1376+87.15 BK	5252.48	80	67
STA EQUATION			
1376+84.50 AH TO 1436+65	5,980.50	80	76
<b>TOTAL</b>			<b>159</b>

**TEMPORARY PAVEMENT MARKING - LINE 24"  
PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"**

STATION TO STATION	SIDE	DESCRIPTION	TEMP PVMT MK LINE 24"	PREF PL PM TB LINE 24"
			FOOT	FOOT
<b>TR 123 (2250N)</b>				
STA 10+34	LT	STOP BAR - WHITE	25	25
<b>TR 48 (2350N)</b>				
STA 10+28.5	LT	STOP BAR - WHITE	24	24
<b>TR 95 (0003N)</b>				
STA 9+81	RT	STOP BAR - WHITE	24	24
<b>TOTAL</b>			<b>73</b>	<b>73</b>



**EARTH EXCAVATION**

STATION TO STATION	EARTH EXCAVATION	EXCAVATION ADJUSTED FOR SHRINKAGE (EXCAV. X 0.75)	EMBANKMENT	BALANCE WASTE (+) BORROW (-)
	CU YD	CU YD	CU YD	CU YD
<b>FAS 1597 (IL 96)</b>				
STA 984+40.00 TO STA 1326+86.10 (STA EQ: 986+00 BK = 1320+76.11 AH)	1064	798	446	352
BRIDGE OMISSION: 1326+86.10 TO 1327+98.90				
STA 1327+98.10 TO STA 1336+00.00 (STA EQ: 1329+72.29 BK = 1324+34.67 AH)	2024	1518	407	1111
STA 1336+00.00 TO STA 1352+00.00	1430	1073	2362	(1290)
STA 1352+00.00 TO STA 1368+00.00	3232	2424	729	1695
STA 1368+00.00 TO STA 1384+00.00	1596	1197	1018	179
STA 1384+00.00 TO STA 1400+00.00	3796	2847	4459	(1612)
STA 1400+00.00 TO STA 1416+00.00	2442	1832	1171	661
STA 1416+00.00 TO STA 1432+00.00	4448	3336	957	2379
STA 1432+00.00 TO STA 1436+65.00	444	333	390	(57)
<b>TR 2250 N</b>				
STA 10+50.00 TO STA 10+65.82	7	5	8	(3)
<b>TR 2350 N</b>				
STA 10+50.00 TO STA 11+20.48	85	64	161	(97)
<b>TR 0003 N</b>				
STA 8+50.00 TO STA 9+72.00	145	109	12	97
<b>TOTAL</b>	<b>20,713</b>	<b>15,535</b>	<b>12,120</b>	<b>3415</b>
<b>USE</b>	<b>20,713</b>			

NOTE: A 25% SHRINKAGE FACTOR WAS USED.

**PAVEMENT PATCHING, 12"**

STATION TO STATION	AVE LENGTH	AVE WIDTH	TYPE I	TYPE II	TYPE III	TYPE IV	
	FOOT	FOOT	SO YD	SO YD	SO YD	SO YD	
EST. QUANTITY - VARIOUS LOCATIONS			480.0				
EST. QUANTITY - VARIOUS LOCATIONS				170.0			
EST. QUANTITY - VARIOUS LOCATIONS					90.0		
EST. QUANTITY - VARIOUS LOCATIONS						160.0	
<b>CULVERT REPLACEMENT</b>							
STA 1326+43.75	18	6.0		12.0			
STA 1329+33.18	18	6.0		12.0			
STA 1362+10.37	18	18.5				37.0	
STA 1370+57.47	18	6.0		12.0			
STA 1379+49.75	18	21.4				42.8	
STA 1385+86.09 (SKEWED)	18	63.2				126.4	
STA 1414+67.31 (SKEWED)	19	6.0		12.7			
STA 1393+88.41 (LT)	0.8	12.3	1.1				
STA 1393+88.41 (RT)	0.7	6.2	0.5				
			<b>TOTAL</b>	<b>481.6</b>	<b>218.7</b>	<b>90.0</b>	<b>366.2</b>
			<b>USE</b>	<b>482</b>	<b>219</b>	<b>90</b>	<b>366</b>

DRIVEWAY SCHEDULE (W/ CONCRETE GUTTER)

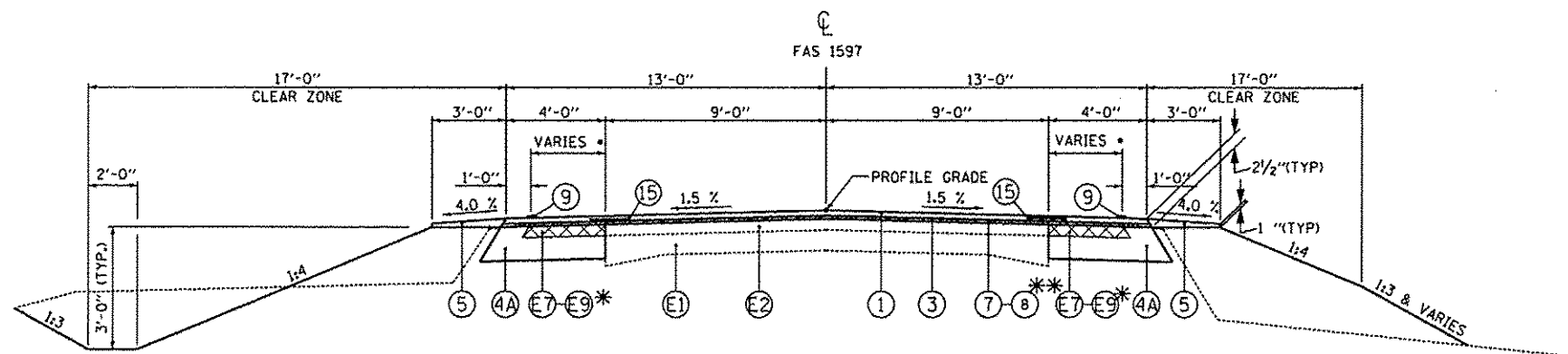
LOCATION	TYPE OF ENTRANCE	EX MATERIAL TYPE	WIDTH	RT OFFSET	LT OFFSET	LENGTH (FROM EDGE OF PVT/BIT SHLD TO LIMITS OF IMPROVEMENT)	PR HMA THICKNESS	DRIVEWAY PAVEMENT REMOVAL	PREP OF BASE	AGGREGATE BASE REPAIR	AGGREGATE FOR TEMPORARY ACCESS	AGGREGATE SURFACE COURSE, TYPE B	INCIDENTAL HMA SURFACE	PCC DRIVEWAY PAVEMENT 6"
(LT / RT) (STA) ( + )	(FE / PE / CE / MB) (RURAL) / (URBAN)	(EARTH / AGG. / BIT. / P.C.C.)	FOOT	FOOT	FOOT	FOOT	INCH	SO YD	SO YD	TON	TON	TON	TON	SO YD
LT 1325+41.1	PE RURAL	AGG	16			26.26			39.0	0.6	16.0	10.9		39.0
LT 1326+44.7	PE RURAL	AGG	16			20.37			39.0	0.6	12.4	9.7		39.0
LT 1329+10.0	PE RURAL	AGG	16			38.9			39.0	0.6	23.6	18.5		39.0
LT 1409+56.0	PE RURAL	AGG	24			14			39.0	0.6	12.8	3.0		39.0
LT 1411+41.4	PE RURAL	AGG	24			14			39.0	0.6	12.8	3.0		39.0
LT 1423+99.0	PE RURAL	AGG	24			27.45			39.0	0.6	25.0	11.5		39.0
<b>TOTAL</b>									<b>234.0</b>	<b>3.6</b>	<b>102.5</b>	<b>56.6</b>		<b>234.0</b>
<b>USE</b>									<b>234</b>	<b>4</b>	<b>102</b>	<b>57</b>		<b>234</b>

DRIVEWAY SCHEDULE (W/O CONCRETE GUTTER)

LOCATION	TYPE OF ENTRANCE	EX MATERIAL TYPE	WIDTH	RT OFFSET	LT OFFSET	LENGTH FROM EDGE OF PVT/BIT SHLD TO LIMITS OF IMPROVEMENT)	PR HMA THICKNESS	DRIVEWAY PAVEMENT REMOVAL	PREPARATION OF BASE	AGGREGATE BASE REPAIR	AGGREGATE FOR TEMPORARY ACCESS	AGGREGATE SURFACE COURSE, TYPE B	INCIDENTAL HMA SURFACE	
(LT / RT) (STA) ( + )	(FE / PE / CE / MB) (RURAL) / (URBAN)	(EARTH / AGG. / BIT. / P.C.C.)	FOOT	FOOT	FOOT	FOOT	INCH	SO YD	SO YD	TON	TON	TON	TON	
<b>FAS 1597 (IL 96)</b>														
RT 1321+13.6	PE RURAL	AGG	16			17.00	3.5		55.2	0.5	10.3	18.9	6.6	
RT 1323+77.1	PE/MB RURAL	AGG	16	22		17.00	3.5		72.1	0.8	10.3	24.6	9.9	
RT 1330+78.6	PE/MB RURAL	AGG	16		23	17.00	3.5		73.9	0.7	10.3	25.3	10.3	
LT 1333+08.8	FE RURAL	EARTH	16			41.00					24.9	33.4		
RT 1333+65.6	FE RURAL	AGG	18			54.00					36.9	45.4		
RT 1338+80.0	MB		64			8.00	3.5		37.3	0.5	19.4	12.8	7.3	
RT 1342+01.27	MB		64			8.00	3.5		37.3	0.5	19.4	12.8	7.3	
LT 1342+37.0	PE RURAL	AGG	16			23.40	3.5		66.6	0.5	14.2	22.8	6.6	
LT 1343+40.3	PE RURAL	AGG	24			17.00	3.5		73	0.6	15.5	24.9	8.5	
LT 1344+50.0	PE RURAL	AGG	35			112.00	3.5		116	0.7	148.8	76.3	9.9	
LT 1348+22.1	PE RURAL	AGG	16			17.00	3.5		55.2	0.5	10.3	18.9	6.6	
RT 1350+64.0	PE/MB RURAL	AGG	16		24	17.00	3.5		75.6	0.8	10.3	25.9	10.6	
LT 1358+13.2	FE RURAL	EARTH	16			22.25					13.5	22.0		
LT 1359+19.3	FE RURAL	EARTH	16			25.80					15.7	24.2		
LT 1360+50.2	FE RURAL	EARTH	16			28.80					17.5	26.0		
LT 1366+80.7	CE RURAL	AGG	24			29.00	8.0		102.3	0.7	26.4	46.6	21.9	
RT 1367+50.0	MB		64			8.00	3.5		37.3	0.5	19.4	12.8	7.3	
LT 1368+36.7	CE RURAL	BIT	24			31.30	8.0	63.9	108.5	1.5	28.5		48.6	
RT 1370+90.0	MB		64			8.00	3.5		37.3	0.5	19.4	12.8	7.3	
LT 1370+93.3	PE RURAL	AGG	16			33.00	3.5		83.7	0.5	20.0	28.6	6.6	
RT 1375+59.7	PE RURAL	AGG	16			22.65	3.5		82.2	0.7	13.8	25.0	9.9	
RT 1384+50.0	MB	AGG	64			8.00	3.5		37.3	0.5	19.4	12.8	7.3	
LT 1385+41.8	PE RURAL	BIT	16			27.00	3.5	62.4	73	1.0	16.4	24.9	14.3	
RT 1386+61.3	FE RURAL	EARTH	16			62.00					37.7	46.2		
LT 1388+35.0	FE RURAL	EARTH	16			48.70					29.6	38.1		
RT 1393+19.0	PE RURAL	AGG	16			65.00	3.5		140.6	0.5	39.5	48.0	6.6	
RT 1409+53.6	PE/MB RURAL	AGG	16		22	21.40	3.5		79.9	0.7	13.0	24.2	9.9	
LT 1417+38.2	FE RURAL	AGG	16			22.20					13.5	22.0		
RT 1425+41.9	PE RURAL	AGG	16			17.00	3.5		55.2	0.5	10.3	18.9	6.6	
<b>TOTAL</b>									<b>126.3</b>	<b>1499.5</b>	<b>13.7</b>	<b>684.5</b>	<b>775.1</b>	<b>229.9</b>
<b>USE</b>									<b>126</b>	<b>1500</b>	<b>14</b>	<b>684</b>	<b>775</b>	<b>230</b>

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	25

FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT



TYPICAL FAS 1597 (IL 96) SECTION

STA 984+40.00 TO STA 985+00.00  
 STA 984+40.00 TO STA 1324+00.00  
 STA 1325+12.00 TO STA 1338+64.00  
 STA 1350+48.00 TO STA 1351+73.00  
 STA 1378+57.00 TO STA 1399+59.00  
 STA 1410+22.00 TO STA 1436+65.00  
 STA 1435+00.00 TO STA 1436+65.00

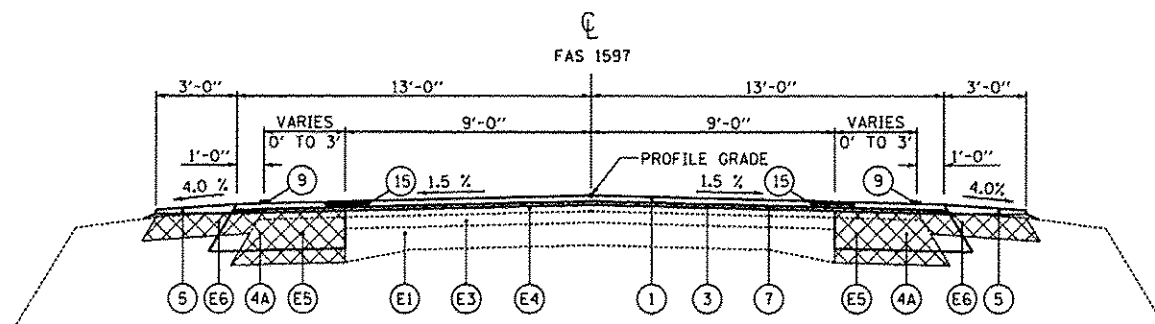
STATION EQUATIONS

STA 986+00.00 BK = 1320+76.11 AH  
 STA 984+40.00 TO STA 985+00.00 \*\* (E8)  
 STA 1435+00.00 TO STA 1436+65.00 \*\* (E8)

\*NOTE:  
 SEE PLAN AND PROFILE SHEETS FOR THE LOCATIONS OF THE AGGREGATE AND HOT-MIX ASPHALT SHOULDERS

LEGEND

- (E1) EX 9" - 6" - 9" PCC PAVEMENT
- (E2) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, VARIABLE DEPTH (4 1/2" TYP., 3" MIN.)
- (E3) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, 3"
- (E4) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, VARIABLE DEPTH (2 1/2" MIN.)
- (E5) EX HOT-MIX ASPHALT BASE COURSE WIDENING, 12"
- (E6) EX HOT-MIX ASPHALT SHOULDERS, 6"
- (E7) EX HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH
- (E8) EX HOT-MIX ASPHALT BASE COURSE WIDENING, 9"
- (E9) EX AGGREGATE SHOULDER

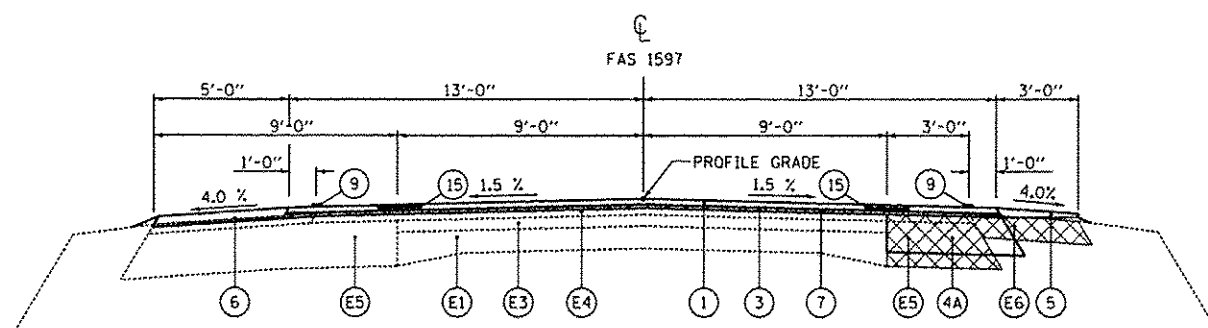


TYPICAL FAS 1597 (IL 96) SECTION

STA 1324+00.00 TO STA 1325+70.00  
 STA 1329+10.00 TO STA 1325+12.00

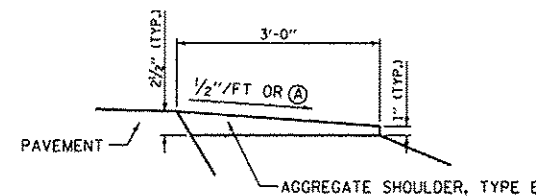
STATION EQUATIONS

STA 1329+72.29 BK = 1324+34.67 AH



TYPICAL FAS 1597 (IL 96) SECTION

STA 1325+70.00 TO STA 1326+86.10  
 STA 1326+86.10 TO STA 1327+98.90 - BRIDGE OMISSION  
 STA 1327+98.90 TO STA 1329+10.00



AGGREGATE SHOULDER, TYPE B DETAIL

NOT TO SCALE

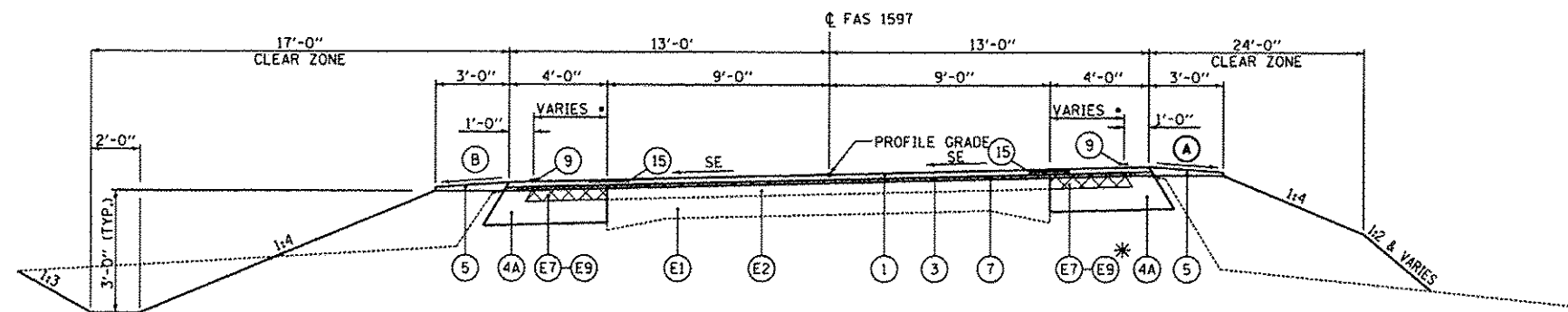
- (1) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
  - (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH
  - (3) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/4"
  - (4A) PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 10"
  - (4B) PROPOSED HOT-MIX ASPHALT BASE COURSE, 10"
  - (5) PROPOSED AGGREGATE SHOULDER, TYPE B
  - (6) PROPOSED HOT-MIX ASPHALT SHOULDER, 2 1/2"
  - (6A) PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
  - (7) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (3/4" AVG.)
  - (8) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2 1/2" AVG.)
  - (9) PROPOSED PAVEMENT MARKING LINE, 5"
  - (10) PROPOSED CONCRETE GUTTER, TYPE A
  - (11) PROPOSED PIPE UNDERDRAINS, 4"
  - (12) NOT USED
  - (13) NOT USED
  - (13A) NOT USED
  - (14) PROPOSED HOT-MIX ASPHALT BASE COURSE, 6 1/2"
  - (15) PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
  - (16) PROPOSED INCIDENTAL HOT-MIX ASPHALT SURFACING - 1 1/2"
- (A) SHOULDER SLOPE HIGH SIDE OF SE<sub>1</sub>: SHOULDER SHALL BE SLOPED AT 1/2" / FT (4%) IF THE SE IS BETWEEN 0% AND 4%. IF SE IS GREATER THAN 4% THE SHOULDER SHALL BE SLOPED SO THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT CROSS SLOPE AND THE SHOULDER SLOPE DOES NOT EXCEED 8%. WHEN THE SE IS 8%, THE SHOULDER SLOPE SHALL BE 1% TOWARD THE LANES OF TRAFFIC TO FACILITATE DRAINAGE.
- (B) SHOULDER SLOPE LOW SIDE OF SE<sub>1</sub>: SLOPE SHALL BE THE SAME AS THE SE BUT NOT LESS THAN 4.0%.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TYPICAL SECTIONS  
 SHEET 1 OF 4  
 F.A.S. ROUTE 1597 (IL 96)  
 SECTION 14 (W, RS-7)  
 ADAMS/PIKE COUNTY

SCALE: NTS  
 DATE: \_\_\_\_\_  
 DRAWN BY: BNK  
 CHECKED BY: DBS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W. RS-7)	ADAMS/PIKE	152	26
FED. ROAD DIST. NO. 6 ILLINOIS		FED. AID PROJECT		



TYPICAL SUPERELEVATED FAS 1597 (IL 96) SECTION

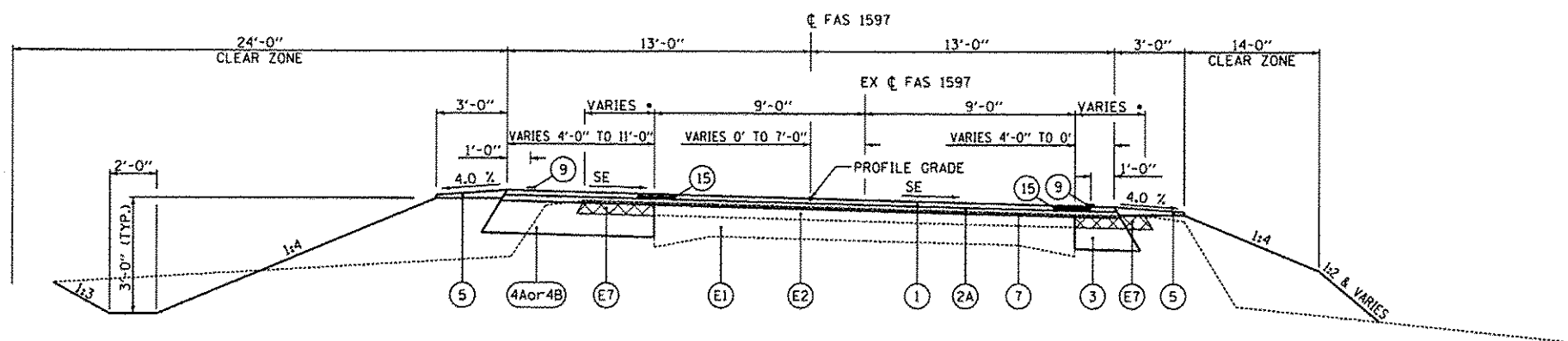
STA 1338+64.00 TO STA 1340+94.00 SE TRANSITION  
 STA 1340+94.00 TO STA 1348+18.00 SE = 8.0%  
 STA 1348+18.00 TO STA 1350+48.00 SE TRANSITION  
 STA 1399+59.00 TO STA 1401+89.00 SE TRANSITION  
 STA 1401+89.00 TO STA 1407+92.00 SE = 7.2%  
 STA 1407+92.00 TO STA 1410+22.00 SE TRANSITION

LEGEND

- (E1) EX 9" - 6" - 9" PCC PAVEMENT
- (E2) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, VARIABLE DEPTH (4 1/2" TYP., 3" MIN.)
- (E3) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, 3"
- (E4) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, VARIABLE DEPTH (2 1/2" MIN.)
- (E5) EX HOT-MIX ASPHALT BASE COURSE WIDENING, 12"
- (E6) EX HOT-MIX ASPHALT SHOULDERS, 6"
- (E7) EX HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH
- (E8) EX HOT-MIX ASPHALT BASE COURSE WIDENING, 9"
- (E9) EX AGGREGATE SHOULDER

- (1) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
- (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH
- (3) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/4"
- (4A) PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 10"
- (4B) PROPOSED HOT-MIX ASPHALT BASE COURSE, 10"
- (5) PROPOSED AGGREGATE SHOULDER, TYPE B
- (6) PROPOSED HOT-MIX ASPHALT SHOULDER, 2 1/2"
- (6A) PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
- (7) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (3/4" AVG.)
- (8) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2 1/2" AVG.)
- (9) PROPOSED PAVEMENT MARKING LINE, 5"
- (10) PROPOSED CONCRETE GUTTER, TYPE A
- (11) PROPOSED PIPE UNDERDRAINS, 4"
- (12) NOT USED
- (13) NOT USED
- (13A) NOT USED
- (14) PROPOSED HOT-MIX ASPHALT BASE COURSE, 6 1/2"
- (15) PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (16) PROPOSED INCIDENTAL HOT-MIX ASPHALT SURFACING - 1 1/2"

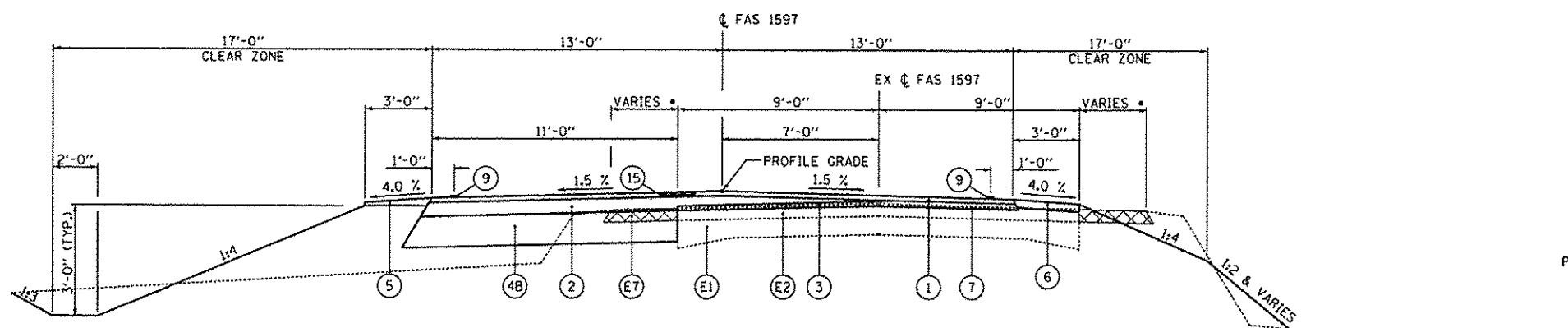
- (A) SHOULDER SLOPE HIGH SIDE OF SE:  
SHOULDER SHALL BE SLOPED AT 1/2" / FT (4%) IF THE SE IS BETWEEN 0% AND 4%. IF SE IS GREATER THAN 4% THE SHOULDER SHALL BE SLOPED SO THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT CROSS SLOPE AND THE SHOULDER SLOPE DOES NOT EXCEED 8%. WHEN THE SE IS 8%, THE SHOULDER SLOPE SHALL BE 1% TOWARD THE LANES OF TRAFFIC TO FACILITATE DRAINAGE.
- (B) SHOULDER SLOPE LOW SIDE OF SE:  
SLOPE SHALL BE THE SAME AS THE SE BUT NOT LESS THAN 4.0%.



TYPICAL SUPERELEVATED FAS 1597 (IL 96) SECTION

STA 1351+73.00 TO STA 1354+03.00 SE TRANSITION  
 STA 1354+03.00 TO STA 1357+77.00 SE = 8.0%  
 STA 1357+77.00 TO STA 1360+07.00 SE TRANSITION  
 STA 1367+86.00 TO STA 1370+16.00 SE TRANSITION  
 STA 1370+16.00 TO STA 1376+29.00 SE = 7.1%  
 STA 1376+29.00 TO STA 1378+57.00 SE TRANSITION

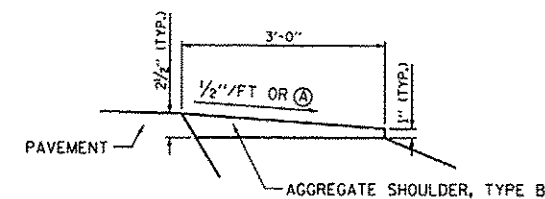
STATION EQUATIONS  
 STA 1376+87.15 BK = 1376+84.50 AH



TYPICAL FAS 1597 (IL 96) SECTION

STA 1360+07.00 TO STA 1367+86.00

NOTE:  
 RESURFACE EX PAVEMENT AS 3" HOT-MIX ASPHALT SHOULDER BETWEEN STA 1356+81 RT AND 1370+00 RT.



AGGREGATE SHOULDER, TYPE B DETAIL

NOT TO SCALE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TYPICAL SECTIONS  
 SHEET 2 OF 4  
 F.A.S. ROUTE 1597 (IL 96)  
 SECTION 14 (W. RS-7)  
 ADAMS/PIKE COUNTY

SCALE: NTS  
 DATE: \_\_\_\_\_  
 DRAWN BY: BNK  
 CHECKED BY: DBS

\*NOTE:  
 SEE PLAN AND PROFILE SHEETS FOR THE LOCATIONS OF THE AGGREGATE AND HOT-MIX ASPHALT SHOULDERS

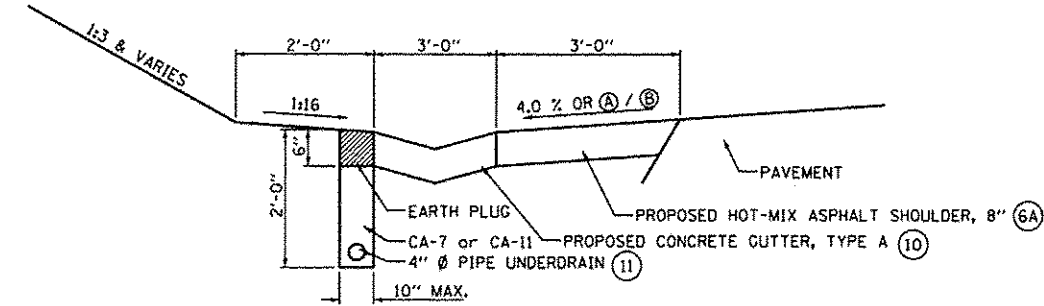
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	27
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

**LEGEND**

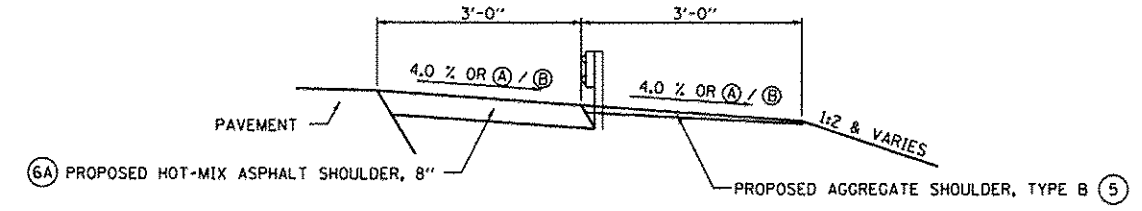
- (E1) EX 9" - 6" - 9" PCC PAVEMENT
- (E2) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, VARIABLE DEPTH (4 1/2" TYP., 3" MIN.)
- (E3) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, 3"
- (E4) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, VARIABLE DEPTH (2 1/2" MIN.)
- (E5) EX HOT-MIX ASPHALT BASE COURSE WIDENING, 12"
- (E6) EX HOT-MIX ASPHALT SHOULDERS, 6"
- (E7) EX HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH
- (E8) EX HOT-MIX ASPHALT BASE COURSE WIDENING, 9"
- (E9) EX AGGREGATE SHOULDER

- (1) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
- (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH
- (3) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/4"
- (4A) PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 10"
- (4B) PROPOSED HOT-MIX ASPHALT BASE COURSE, 10"
- (5) PROPOSED AGGREGATE SHOULDER, TYPE B
- (6) PROPOSED HOT-MIX ASPHALT SHOULDER, 2 1/2"
- (6A) PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
- (7) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (3/4" AVG.)
- (8) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2 1/2" AVG.)
- (9) PROPOSED PAVEMENT MARKING LINE, 5"
- (10) PROPOSED CONCRETE GUTTER, TYPE A
- (11) PROPOSED PIPE UNDERDRAINS, 4"
- (12) NOT USED
- (13) NOT USED
- (13A) NOT USED
- (14) PROPOSED HOT-MIX ASPHALT BASE COURSE, 6 1/2"
- (15) PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (16) PROPOSED INCIDENTAL HOT-MIX ASPHALT SURFACING - 1 1/2"

- (A) SHOULDER SLOPE HIGH SIDE OF SE:  
SHOULDER SHALL BE SLOPED AT 1/2" / FT (4%) IF THE SE IS BETWEEN 0% AND 4%. IF SE IS GREATER THAN 4% THE SHOULDER SHALL BE SLOPED SO THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT CROSS SLOPE AND THE SHOULDER SLOPE DOES NOT EXCEED 8%. WHEN THE SE IS 8%, THE SHOULDER SLOPE SHALL BE 1% TOWARD THE LANES OF TRAFFIC TO FACILITATE DRAINAGE.
- (B) SHOULDER SLOPE LOW SIDE OF SE:  
SLOPE SHALL BE THE SAME AS THE SE BUT NOT LESS THAN 4.0%.

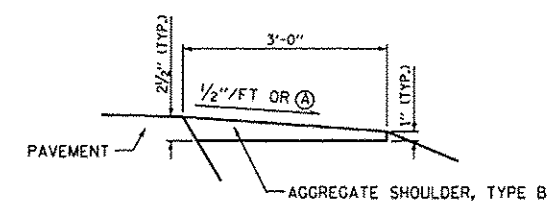


SEE STANDARD 601001 FOR DETAILS NOT SHOWN  
**CONCRETE GUTTER DETAIL**  
 STA 1324+85.11 TO STA 1332+46.00 LT  
 STA 1387+50.00 TO STA 1392+98.00 RT  
 STA 1401+34.00 TO STA 1413+50.00 LT  
 STA 1423+43.00 LT TO STA 9+10.00 LT (TR 95)



**GUARDRAIL DETAIL**  
 STA 984+54.90 TO STA 1327+11.75 LT  
 STA 1324+56.00 TO STA 1327+11.75 RT  
 STA 1327+11.75 TO STA 1327+81.95 BRIDGE OMISSION  
 STA 1327+81.95 TO STA 1324+78.08 LT  
 STA 1327+81.95 TO STA 1328+62.57 RT  
 STA 1325+92.50 TO STA 1330+55.00 RT  
 STA 1342+80.00 TO STA 1350+30.00 RT

**STATION EQUATIONS**  
 STA 986+00.00 BK = 1320+76.11 AH  
 STA 1329+72.29 BK = STA 1324+34.67 AH



**AGGREGATE SHOULDER, TYPE B DETAIL**  
 NOT TO SCALE

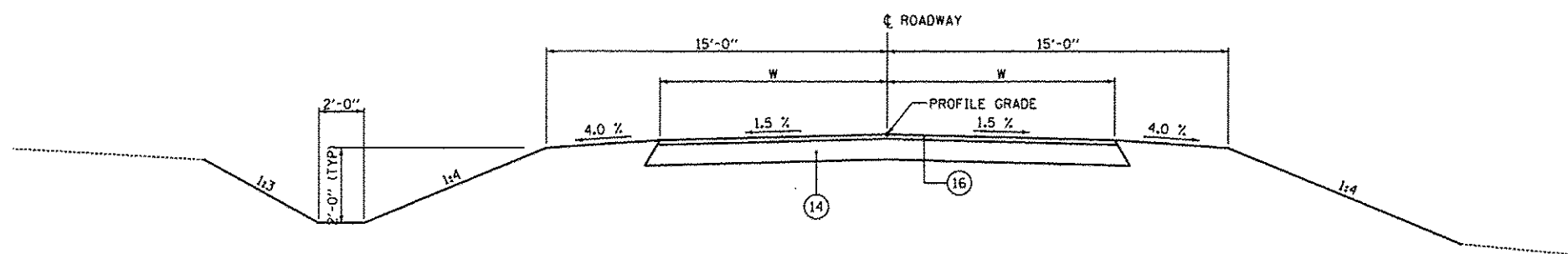
\*NOTE:  
 SEE PLAN AND PROFILE SHEETS FOR THE LOCATIONS OF THE AGGREGATE AND HOT-MIX ASPHALT SHOULDERS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TYPICAL SECTIONS SHEET 3 OF 4 F.A.S. ROUTE 1597 (IL 96) SECTION 14 (W, RS-7) ADAMS/PIKE COUNTY
SCALE: NTS	DATE	DRAWN BY: BNK CHECKED BY: DBS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	28
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

**LEGEND**

- (E1) EX 9" - 6" - 9" PCC PAVEMENT
- (E2) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, VARIABLE DEPTH (4 1/2" TYP., 3" MIN.)
- (E3) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, 3"
- (E4) EX HOT-MIX ASPHALT BINDER AND SURFACE COURSE, VARIABLE DEPTH (2 1/2" MIN.)
- (E5) EX HOT-MIX ASPHALT BASE COURSE WIDENING, 12"
- (E6) EX HOT-MIX ASPHALT SHOULDERS, 6"
- (E7) EX HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH
- (E8) EX HOT-MIX ASPHALT BASE COURSE WIDENING, 9"
- (E9) EX AGGREGATE SHOULDER



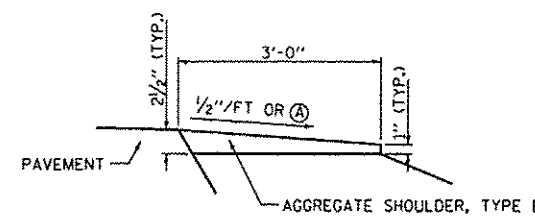
**TYPICAL TOWNSHIP ROAD /SIDEROAD SECTION**

IR 123 (2250 N)  
 STA 10+13.59 TO STA 10+65.82 (RT - W = 11' AT STA 10+43.57 TO 11' AT STA 10+65.82)  
 (LT - W = 11' AT STA 10+65.82)

IR 48 (2350 N)  
 STA 10+13.09 TO STA 11+20.48 (RT - W = 11' AT STA 10+51.80 TO 11' AT STA 10+65.25 TO 7' AT STA 11+20.48)  
 (LT - W = 11' AT STA 10+65.25 TO 7' AT STA 11+20.48)

IR 95 (0003 N)  
 STA 8+93.30 TO STA 9+86.99 (RT - W = 8.16' AT STA 8+93.30 TO 9.83' AT STA 9+45.31)  
 (LT - W = 8.11' AT STA 8+93.30 TO 10.45' AT STA 9+43.07)

- (1) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
  - (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH
  - (3) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/4"
  - (4A) PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 10"
  - (4B) PROPOSED HOT-MIX ASPHALT BASE COURSE, 10"
  - (5) PROPOSED AGGREGATE SHOULDER, TYPE B
  - (6) PROPOSED HOT-MIX ASPHALT SHOULDER, 2 1/2"
  - (6A) PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
  - (7) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (3/4" AVG.)
  - (8) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2 1/2" AVG.)
  - (9) PROPOSED PAVEMENT MARKING LINE, 5"
  - (10) PROPOSED CONCRETE GUTTER, TYPE A
  - (11) PROPOSED PIPE UNDERDRAINS, 4"
  - (12) NOT USED
  - (13) NOT USED
  - (13A) NOT USED
  - (14) PROPOSED HOT-MIX ASPHALT BASE COURSE, 6 1/2"
  - (15) PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
  - (16) PROPOSED INCIDENTAL HOT-MIX ASPHALT SURFACING - 1 1/2"
- (A) SHOULDER SLOPE HIGH SIDE OF SE:  
 SHOULDER SHALL BE SLOPED AT 1/2" / FT (4%) IF THE SE IS BETWEEN 0% AND 4%. IF SE IS GREATER THAN 4% THE SHOULDER SHALL BE SLOPED SO THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT CROSS SLOPE AND THE SHOULDER SLOPE DOES NOT EXCEED 8%. WHEN THE SE IS 8%, THE SHOULDER SLOPE SHALL BE 1% TOWARD THE LANES OF TRAFFIC TO FACILITATE DRAINAGE.
- (B) SHOULDER SLOPE LOW SIDE OF SE:  
 SLOPE SHALL BE THE SAME AS THE SE BUT NOT LESS THAN 4.0%.



**AGGREGATE SHOULDER, TYPE B DETAIL**

NOT TO SCALE

\*NOTE:  
 SEE PLAN AND PROFILE SHEETS FOR THE LOCATIONS OF THE AGGREGATE AND HOT-MIX ASPHALT SHOULDERS

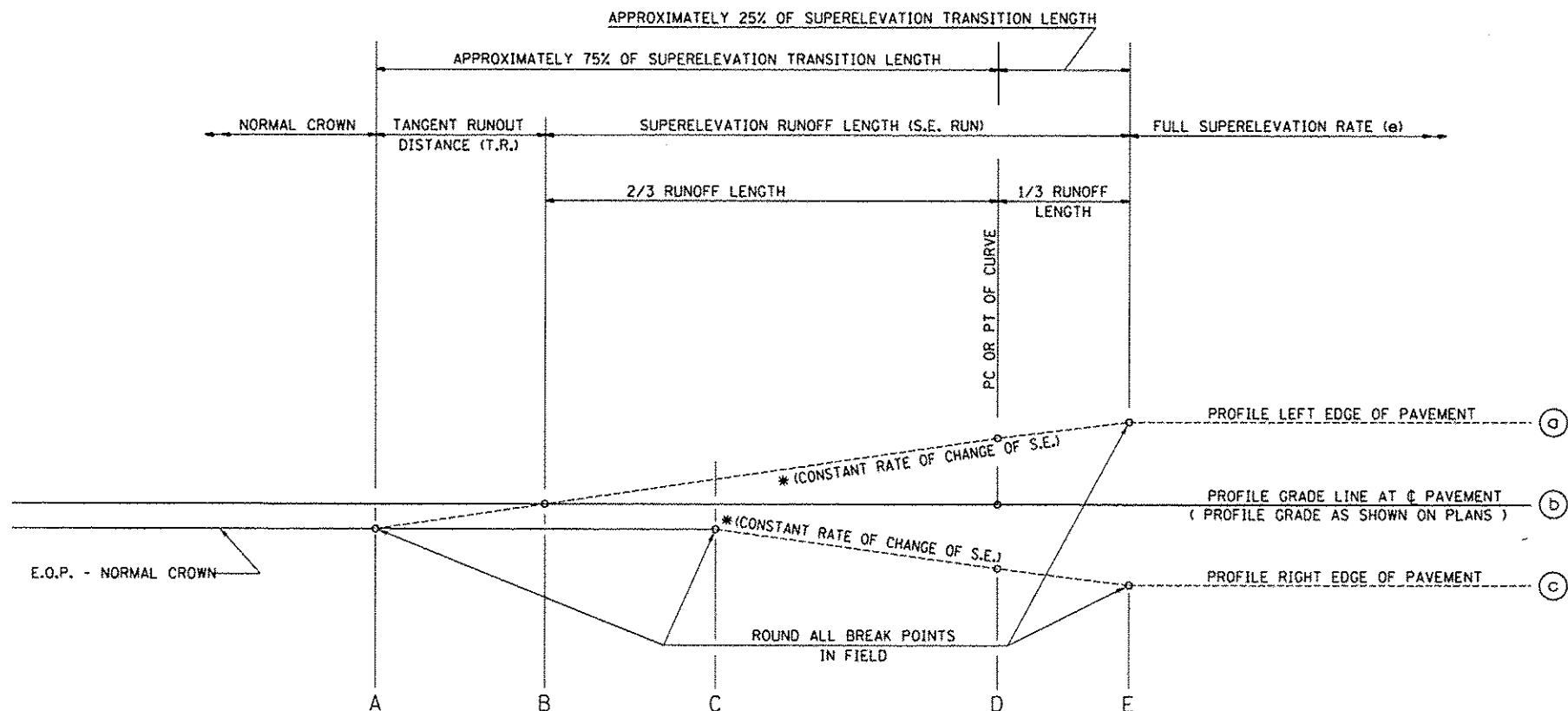
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TYPICAL SECTIONS  
 SHEET 4 OF 4  
 F.A.S. ROUTE 1597 (IL 96)  
 SECTION 14 (W, RS-7)  
 ADAMS/PIKE COUNTY

SCALE: NTS  
 DATE  
 DRAWN BY: BNK  
 CHECKED BY: DBS

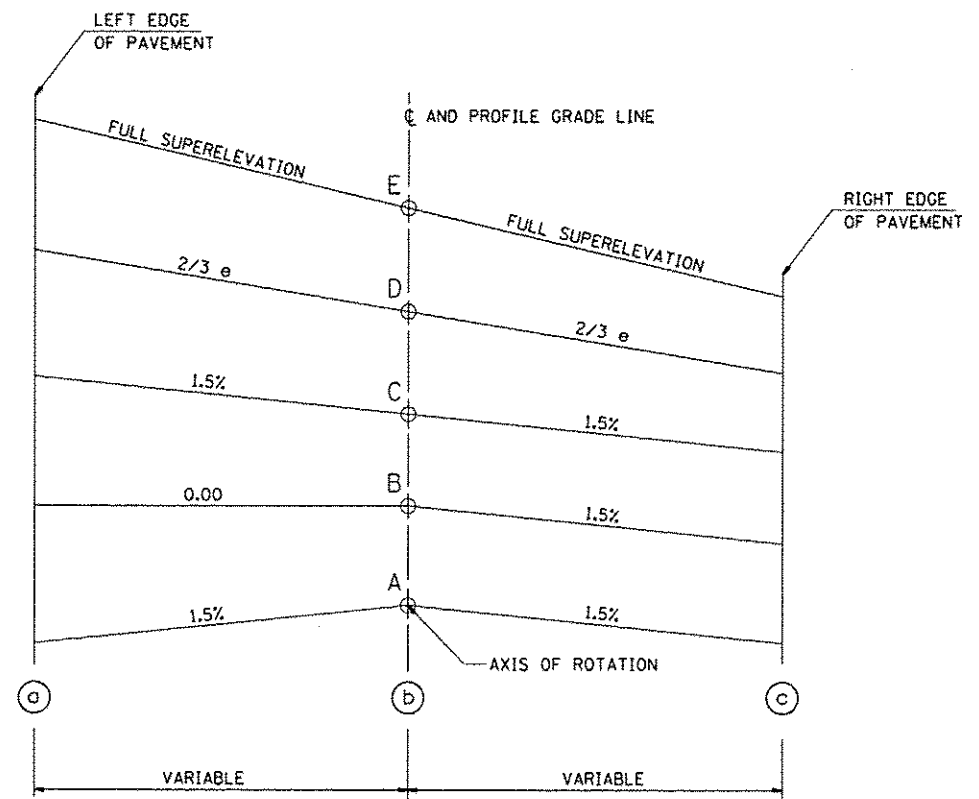


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	29
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



SEE PLANS FOR CURVE DATA INFORMATION  
 CURVE DATA  
 P.I. STA=  
 $\Delta$ =  
 R=  
 T=  
 L=  
 E=  
 e= SUPERELEVATION RATE IN PERCENT  
 T.R.= TANGENT RUNOUT DISTANCE  
 S.E. RUN= SUPERELEVATION RUNOFF LENGTH  
 P.C. STA=  
 P.T. STA=

TYPICAL PROFILE - S.E. TRANSITION



TYPICAL CROSS SECTION - S.E. TRANSITION

CURVE NO.	e	A	B	C	D	E	TRANSITION
203	8%	1338+49.84	1338+91.38	1339+32.92	1340+39.06	1341+12.90	Trans. In
		1345+36.36	1345+77.90	1346+19.44	1348+73.26	1347+99.42	Trans. Out
204	8%	1351+56.94	1351+98.48	1352+40.02	1353+46.16	1354+20.00	Trans. In
		1360+23.44	1359+81.90	1359+40.36	1358+34.22	1357+60.38	Trans. Out
205	7.1%	1367+86.17	1368+27.71	1368+69.25	1369+58.78	1370+24.31	Trans. In
		1378+57.11	1378+15.57	1377+74.03	1376+84.50 (AH)	1376+21.62 (BK)	Trans. Out
206	7.2%	1399+59.82	1400+01.36	1400+42.90	1401+34.27	1402+00.73	Trans. In
		1410+21.22	1409+79.68	1409+38.14	1408+46.77	1407+80.31	Trans. Out

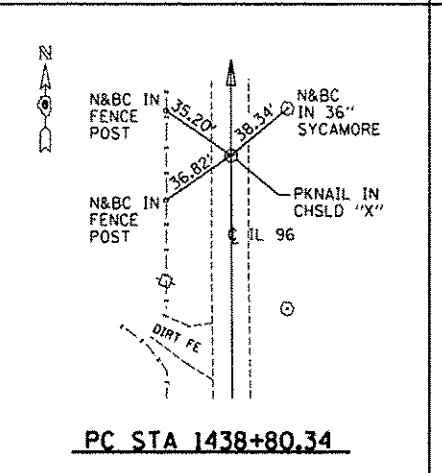
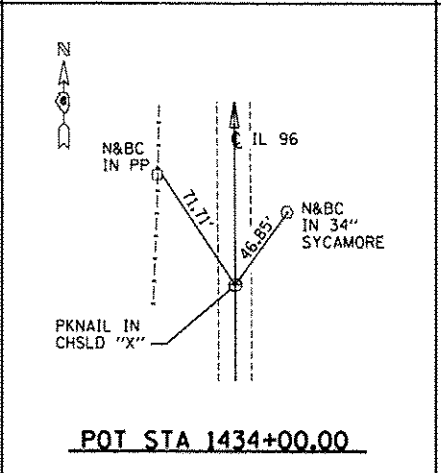
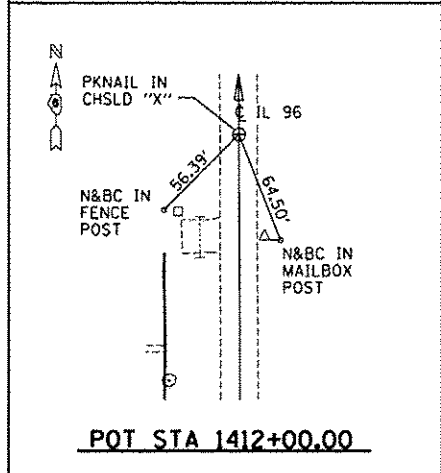
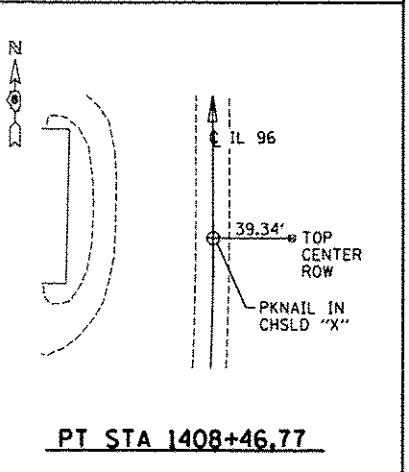
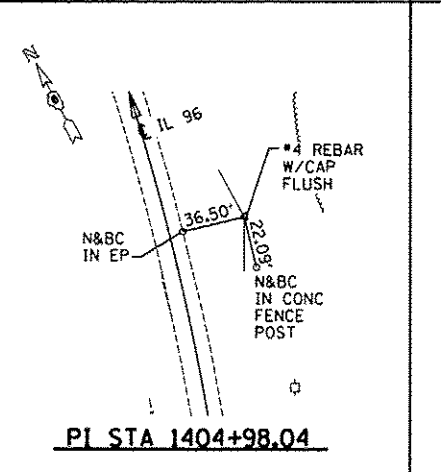
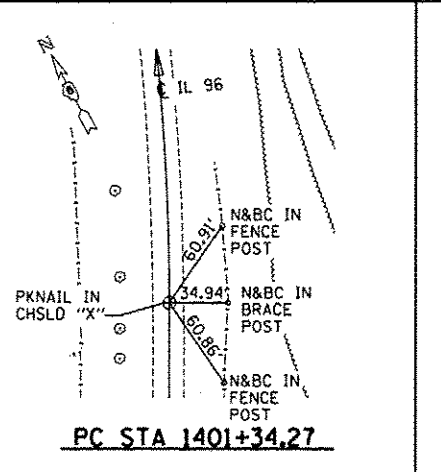
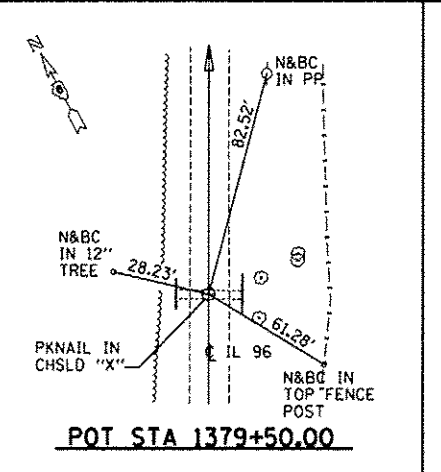
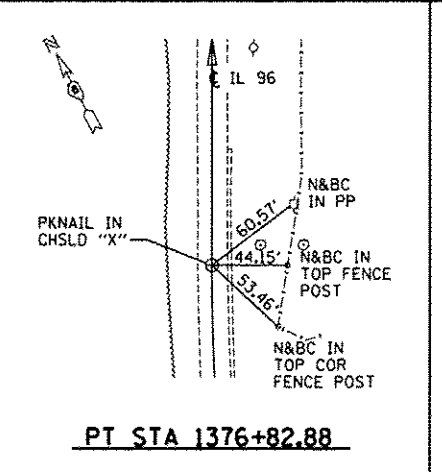
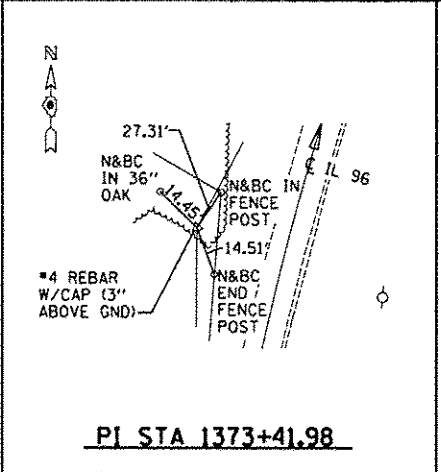
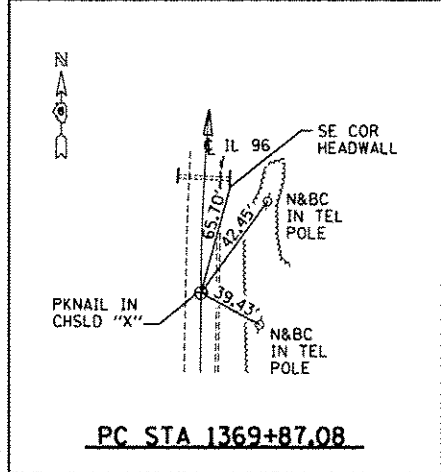
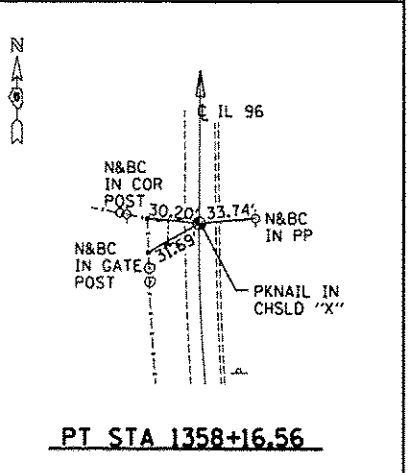
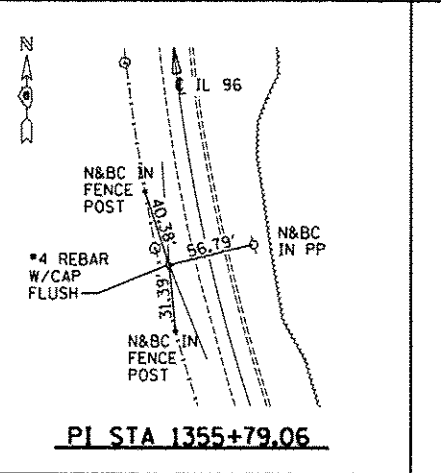
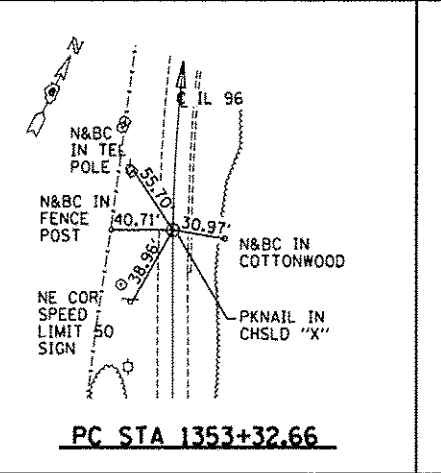
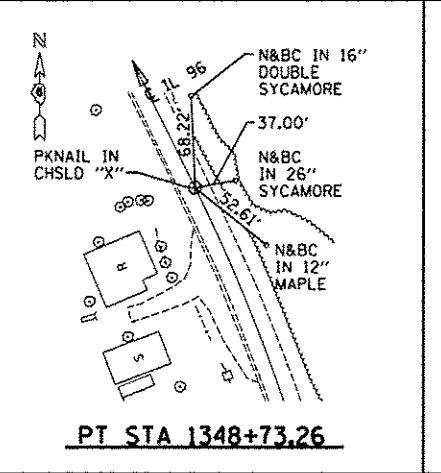
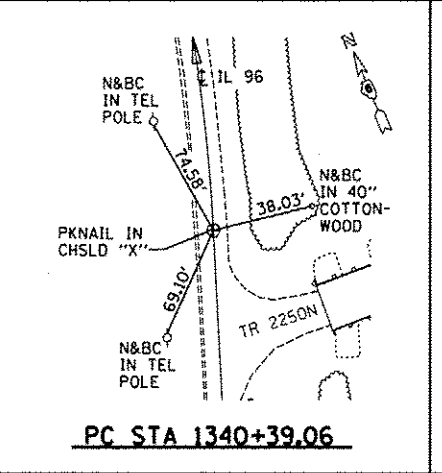
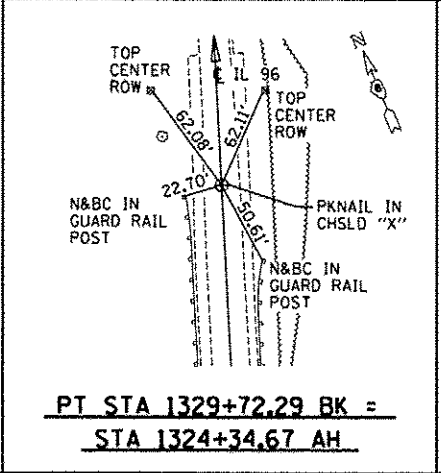
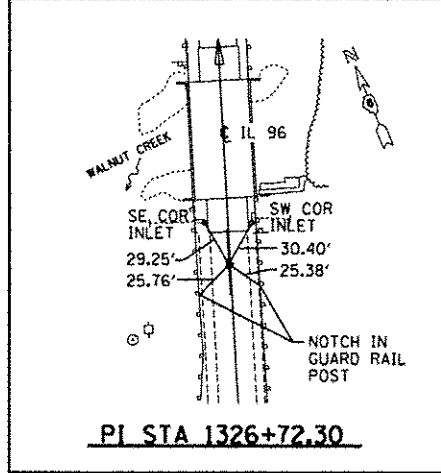
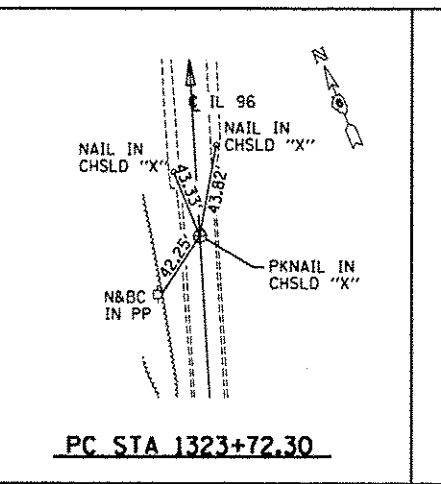
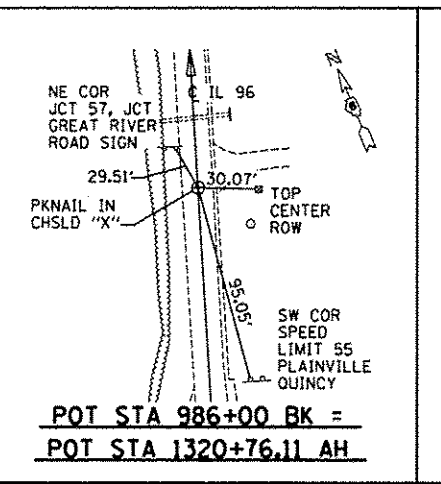
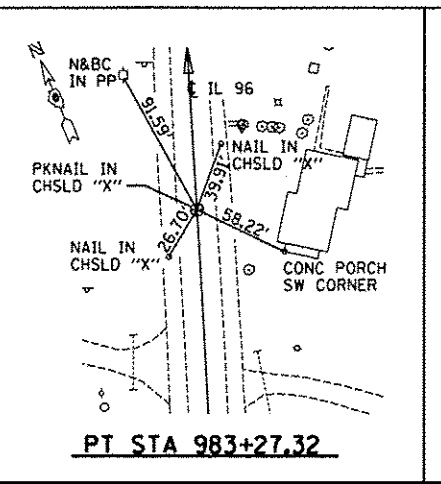
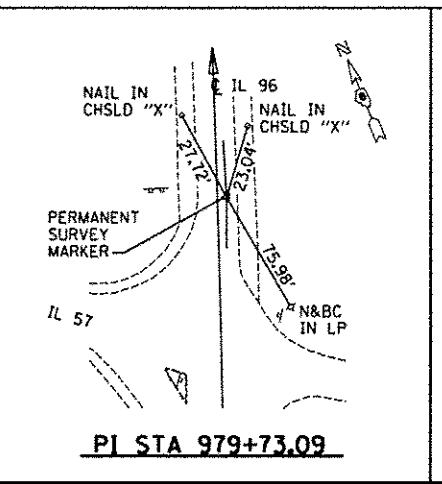
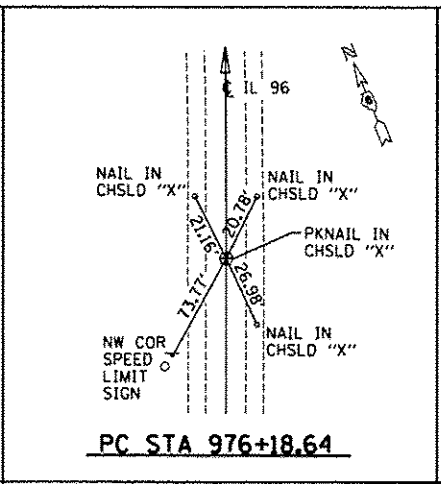
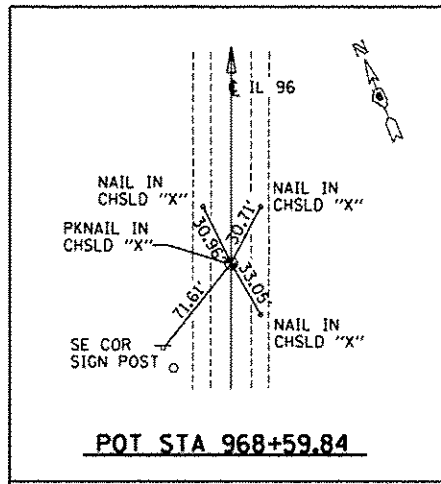
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERELEVATION TRANSITION  
 DETAIL FOR TWO LANE HIGHWAY**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

Z:\R\2019\18-01312\_IL-96\_Pike Co to IL-57\MSV8\Design\SUPER ELEVATION DETAIL.dgn  
 8/16/2013  
 \*REF01

CONTRACT 72781				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	30
STA. 984+40		TO STA. 1436+65		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
HORIZONTAL CONTROL TIE POINTS

SHEET 1 OF 1  
F.A.S. ROUTE 1597 (IL 96)  
SECTION 14 (W, RS-7)  
ADAMS/PIKE COUNTY

SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_ DRAWN BY: BNK  
CHECKED BY: DBS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	31
STA. 975+00.00 TO STA. 1325+50.00				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

N.E. 1/4, SEC 15, T.4S., R.7W., 4TH P.M.

S.E. 1/4, SEC 10, T.4S., R.7W., 4TH P.M.

EX CURVE 310  
 PI STA 979+73.09  
 $\Delta = 3^\circ 33' 54''$  (LT)  
 $D = 0^\circ 30' 11''$   
 $T = 354.45'$   
 $R = 11,390.11'$   
 $L = 708.68'$   
 $E = 5.51'$   
 PC STA 976+18.64  
 PT STA 983+27.32  
 SE = N.C.

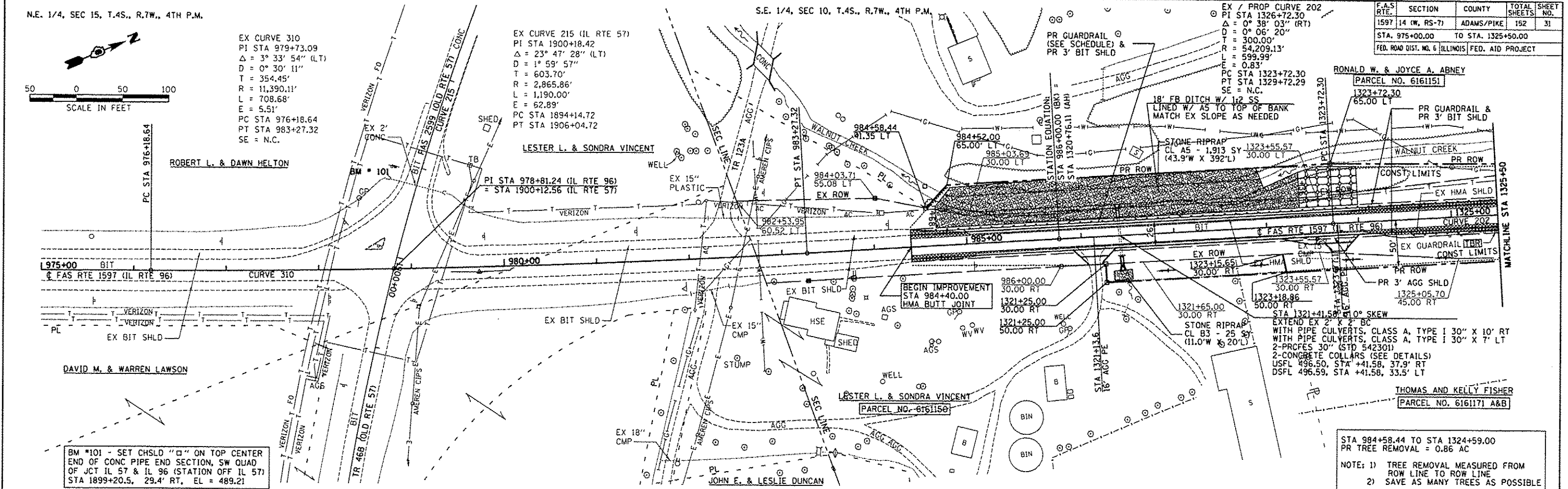
EX CURVE 215 (IL RTE 57)  
 PI STA 1900+18.42  
 $\Delta = 23^\circ 47' 28''$  (LT)  
 $D = 1^\circ 59' 57''$   
 $T = 603.70'$   
 $R = 2,865.86'$   
 $L = 1,190.00'$   
 $E = 62.89'$   
 PC STA 1894+14.72  
 PT STA 1906+04.72

EX / PROP CURVE 202  
 PI STA 1326+72.30  
 $\Delta = 0^\circ 38' 03''$  (RT)  
 $D = 0^\circ 06' 20''$   
 $T = 300.00'$   
 $R = 54,209.13'$   
 $L = 599.99'$   
 $E = 0.83'$   
 PC STA 1323+72.30  
 PT STA 1329+72.29  
 SE = N.C.



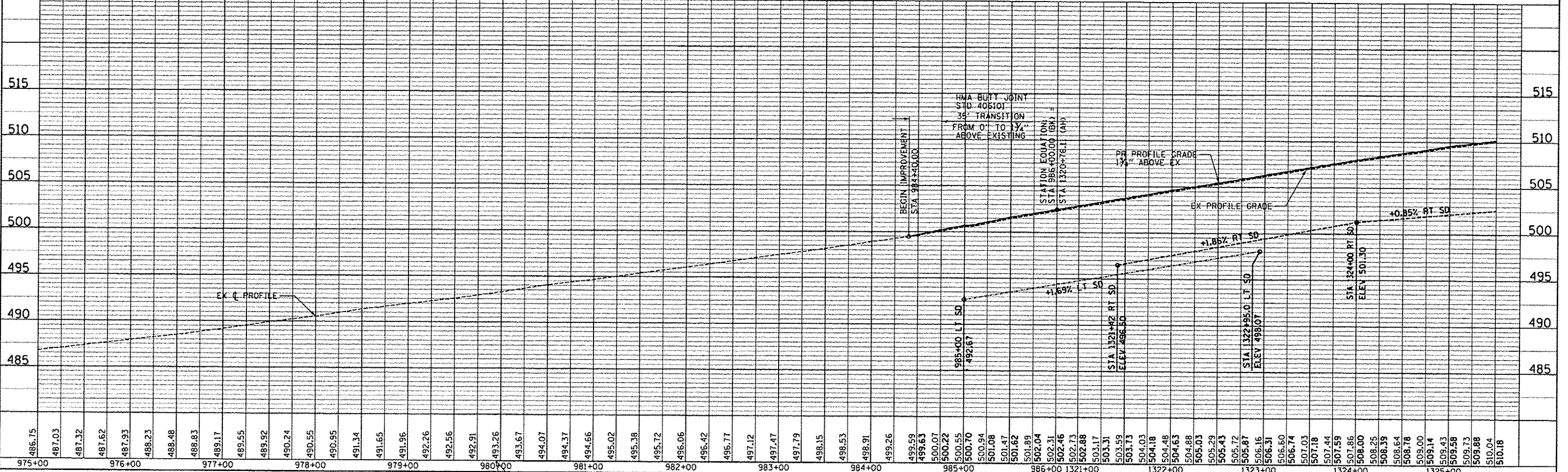
DATE	BY

DATE	BY



BM \*101 - SET CHSLD "O" ON TOP CENTER END OF CONC PIPE END SECTION, SW QUAD OF JCT IL 57 & IL 96 (STATION OFF IL 57) STA 1899+20.5, 29.4' RT, EL = 489.21

STA 984+58.44 TO STA 1324+59.00  
 PR TREE REMOVAL = 0.86 AC  
 NOTE: 1) TREE REMOVAL MEASURED FROM ROW LINE TO ROW LINE  
 2) SAVE AS MANY TREES AS POSSIBLE



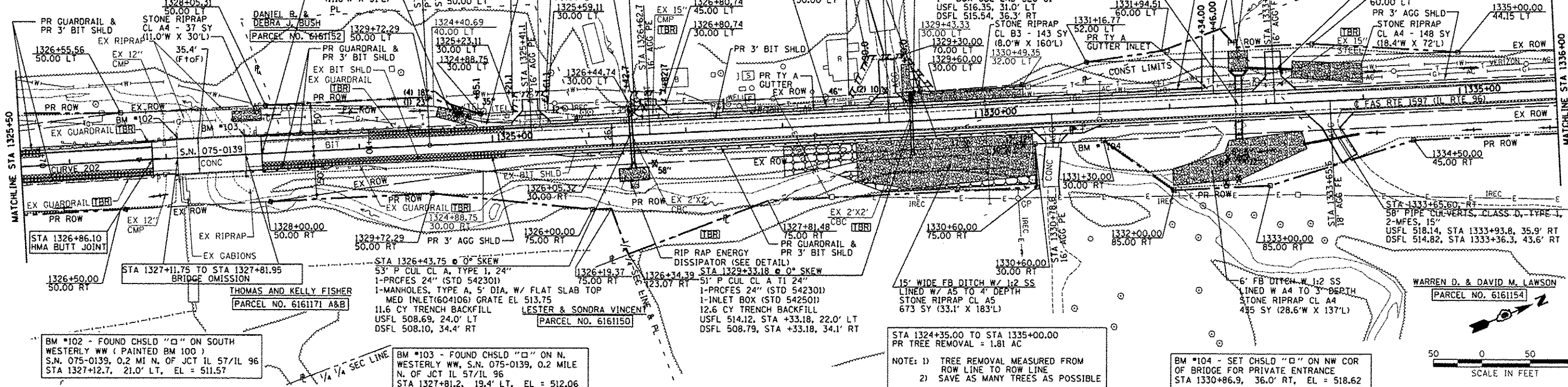


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	32

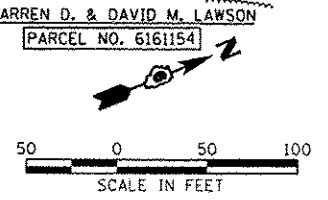
STA. 1325+50.00 TO STA. 1336+00.00  
 FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT

EX / PROP CURVE 202  
 PI STA 1326+72.30  
 $\Delta = 0^\circ 38' 03''$  (RT)  
 $D = 0^\circ 06' 20''$   
 $R = 300.00'$   
 $L = 54,209.13'$   
 $E = 599.99'$   
 $P = 0.83'$   
 PC STA 1323+72.30  
 PT STA 1329+72.29

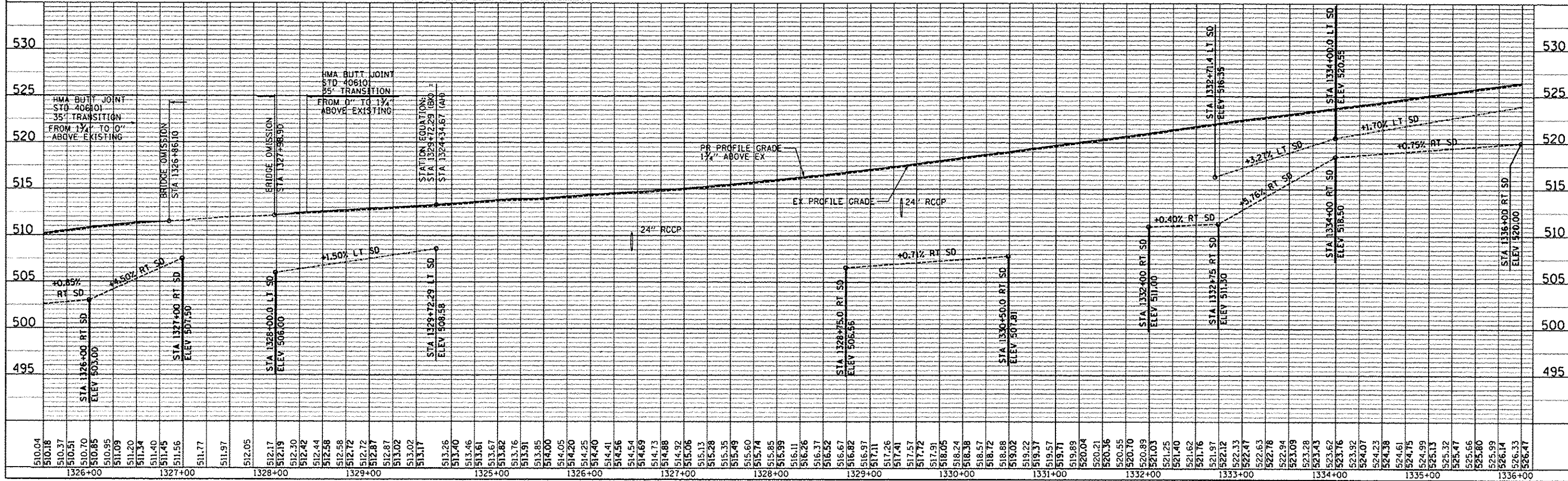
S.E. 1/4, SEC 10, T.4S., R.7W., 4TH P.M.



PLAN	DATE



PROFILE	DATE



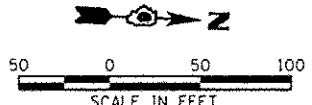
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	33

STA. 1336+00.00 TO STA. 1352+00.00  
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT

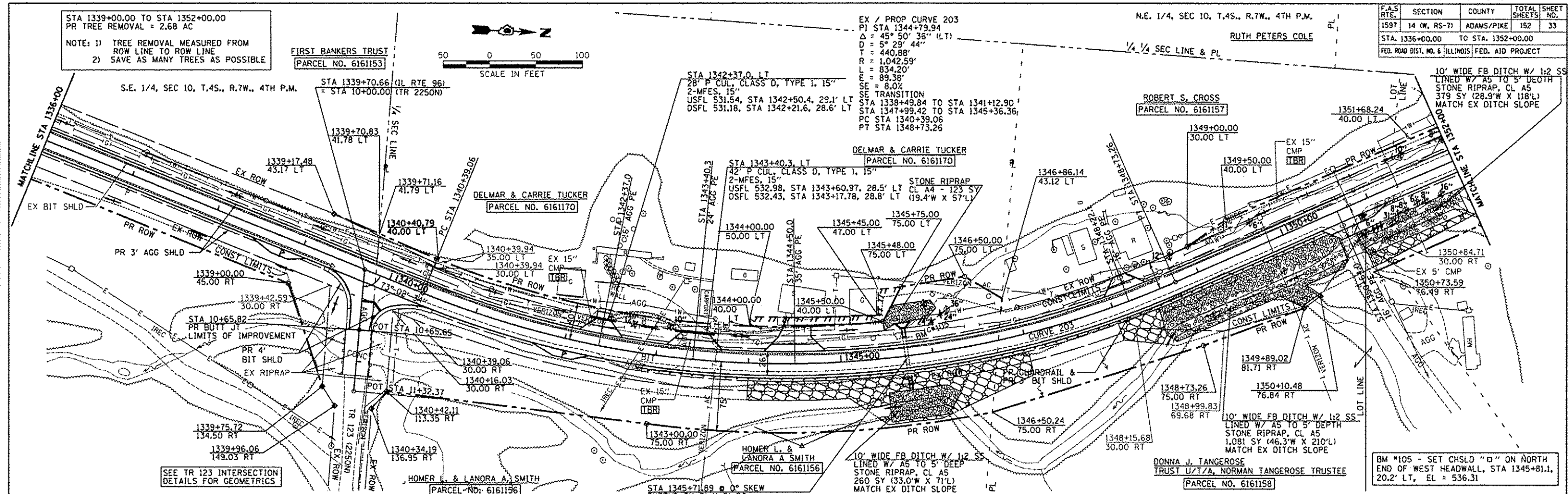
N.E. 1/4, SEC 10, T.4S., R.7W., 4TH P.M.  
RUTH PETERS COLE  
1/4 1/4 SEC LINE & PL

STA 1339+00.00 TO STA 1352+00.00  
PR TREE REMOVAL = 2.68 AC  
NOTE: 1) TREE REMOVAL MEASURED FROM ROW LINE TO ROW LINE  
2) SAVE AS MANY TREES AS POSSIBLE

FIRST BANKERS TRUST  
PARCEL NO. 6161153

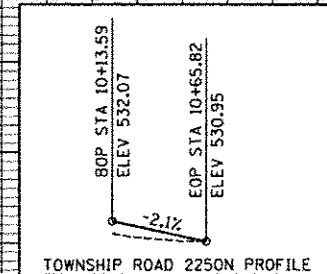
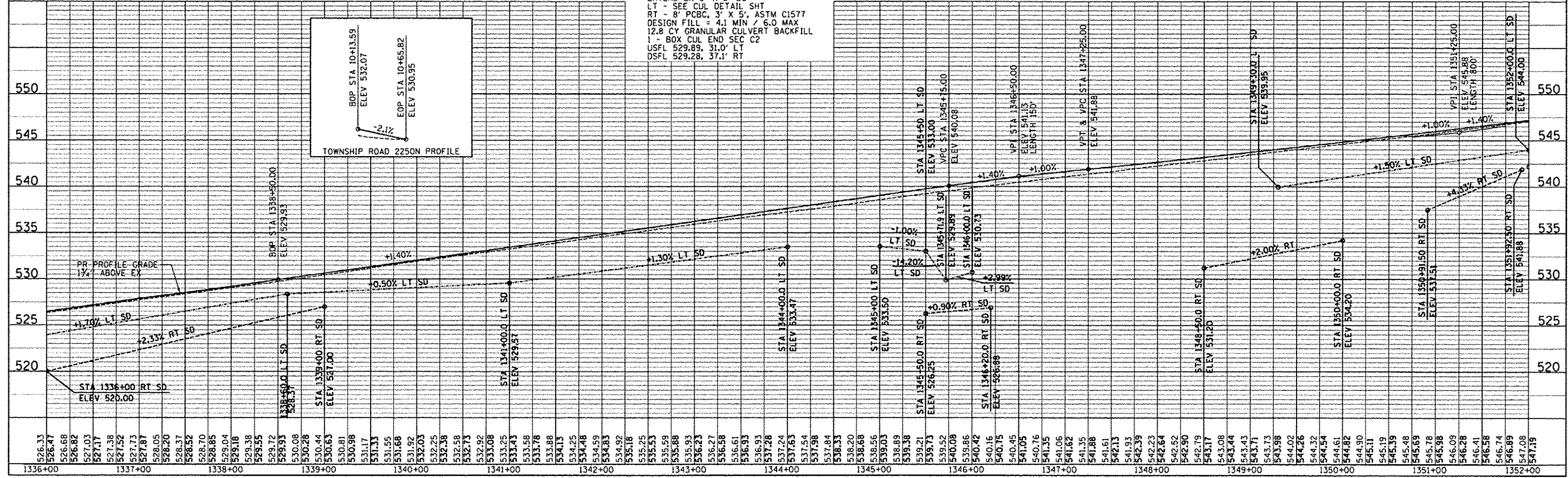


EX / PROP CURVE 203  
PI STA 1344+79.94  
 $\Delta = 45^\circ 50' 36''$  (LT)  
 $D = 5^\circ 29' 44''$   
 $T = 440.88'$   
 $R = 1,042.59'$   
 $L = 834.20'$   
 $SE = 8.0\%$   
SE TRANSITION  
STA 1338+49.84 TO STA 1341+12.90  
STA 1347+99.42 TO STA 1345+36.36  
PC STA 1340+39.06  
PT STA 1348+73.26



DATE	BY	REVISION
		SCOTTED
		NOTED
		NO. 1
		NO. 2
		NO. 3
		NO. 4
		NO. 5
		NO. 6
		NO. 7
		NO. 8
		NO. 9
		NO. 10

DATE	BY	REVISION
		SCOTTED
		NOTED
		NO. 1
		NO. 2
		NO. 3
		NO. 4
		NO. 5
		NO. 6
		NO. 7
		NO. 8
		NO. 9
		NO. 10



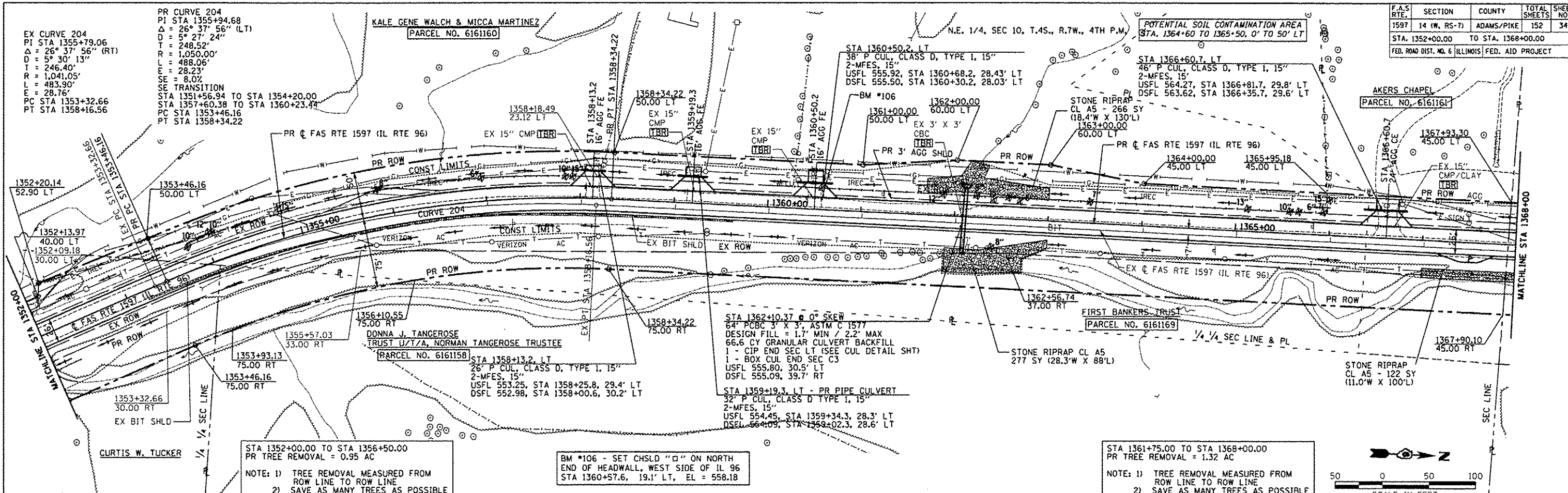
STA 1345+71.89 @ 0° SKEW  
EXTEND EX 3' X 5' BC  
LT - SEE CUL DETAIL SHT  
RT - 8' PCBC, 3' X 5', ASTM C1577  
DESIGN FILL = 4.1 MIN / 6.0 MAX  
12.8 CY GRANULAR CULVERT BACKFILL  
1 - BOX CUL END SEC C2  
USFL 529.89, 31.0' LT  
DSFL 529.28, 37.1' RT

BM \*105 - SET CHSLD "d" ON NORTH END OF WEST HEADWALL, STA 1345+81.1, 20.2' LT, EL = 536.31



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	34

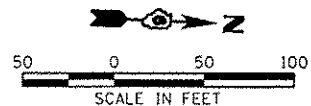
STA. 1352+00.00 TO STA. 1368+00.00  
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT



STA 1352+00.00 TO STA 1356+50.00  
PR TREE REMOVAL = 0.95 AC  
NOTE: 1) TREE REMOVAL MEASURED FROM ROW LINE TO ROW LINE  
2) SAVE AS MANY TREES AS POSSIBLE

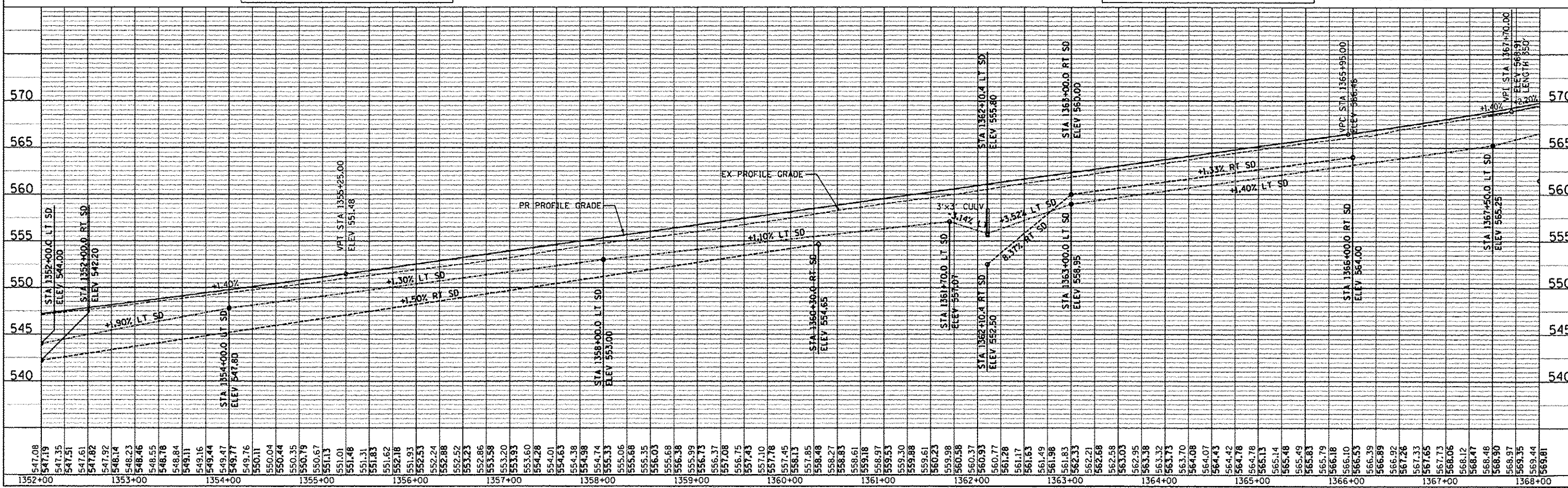
BM \*106 - SET CHSLD "O" ON NORTH END OF HEADWALL, WEST SIDE OF IL 96  
STA 1360+57.6, 19.1' LT, EL = 558.18

STA 1361+75.00 TO STA 1368+00.00  
PR TREE REMOVAL = 1.32 AC  
NOTE: 1) TREE REMOVAL MEASURED FROM ROW LINE TO ROW LINE  
2) SAVE AS MANY TREES AS POSSIBLE



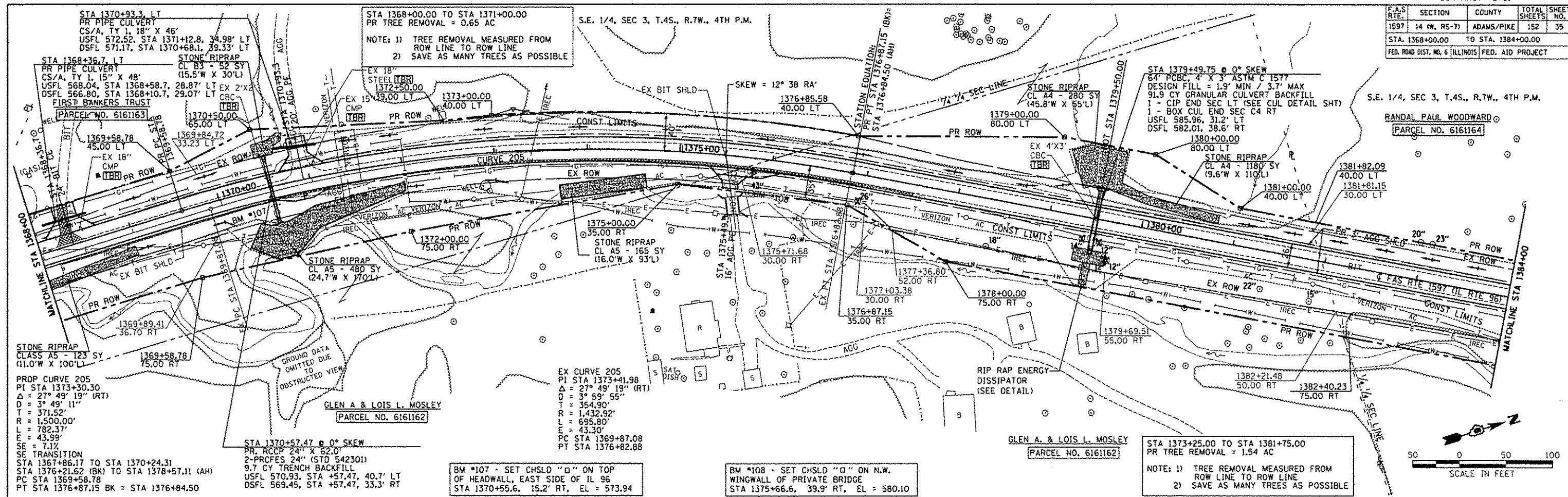
DATE	
BY	
REVISION	
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REVISION	
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	35

STA. 1368+00.00 TO STA. 1384+00.00  
FED. ROAD DIST. NO. 6 (ILLINOIS) FED. AID PROJECT



S.E. 1/4, SEC 3, T.4S., R.7W., 4TH P.M.

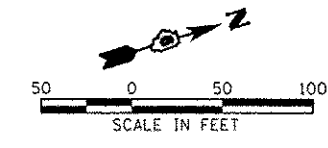
RANDAL PAUL WOODWARD  
[PARCEL NO. 6161164]

GLEN A & LOIS L. MOSLEY  
[PARCEL NO. 6161162]

GLEN A & LOIS L. MOSLEY  
[PARCEL NO. 6161162]

STA 1373+25.00 TO STA 1381+75.00  
PR TREE REMOVAL = 1.54 AC

NOTE: 1) TREE REMOVAL MEASURED FROM ROW LINE TO ROW LINE  
2) SAVE AS MANY TREES AS POSSIBLE

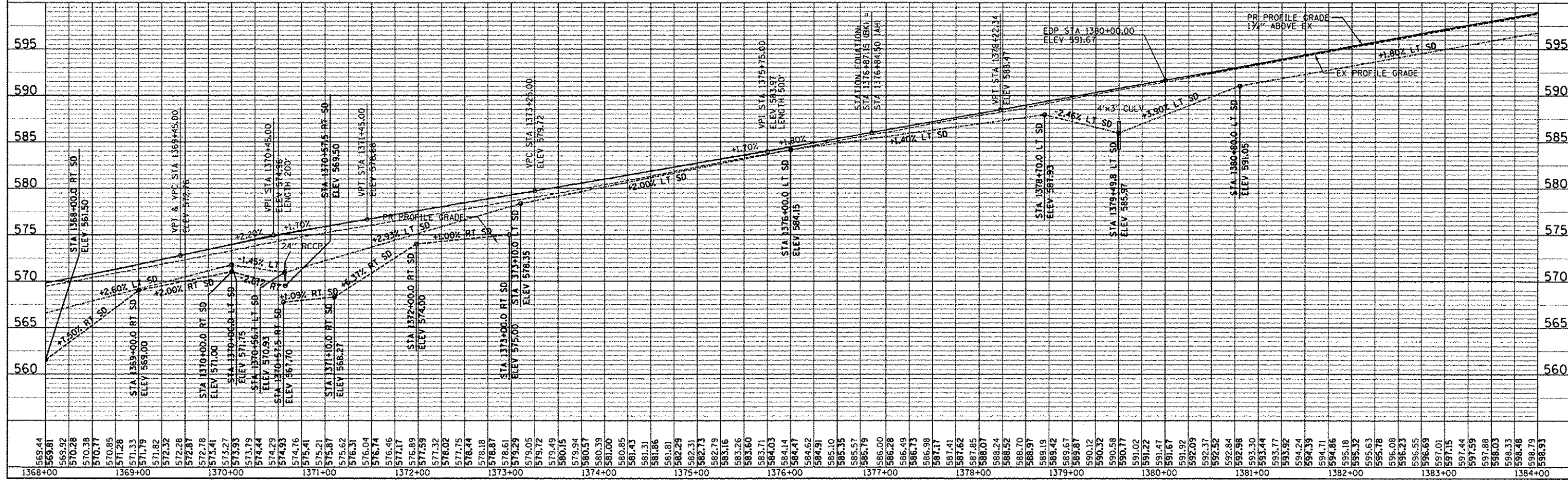


DATE	BY	REVISION

PLAN  
NO. 1  
NOTE: 1) ALL DIMENSIONS UNLESS OTHERWISE NOTED  
2) ALL DIMENSIONS UNLESS OTHERWISE NOTED

DATE	BY	REVISION

PROFILE  
NO. 1  
NOTE: 1) ALL DIMENSIONS UNLESS OTHERWISE NOTED  
2) ALL DIMENSIONS UNLESS OTHERWISE NOTED



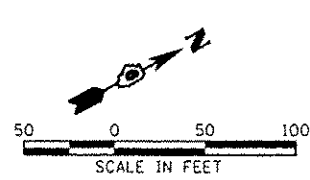


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	36

STA.	TO STA.
1384+00.00	1400+00.00

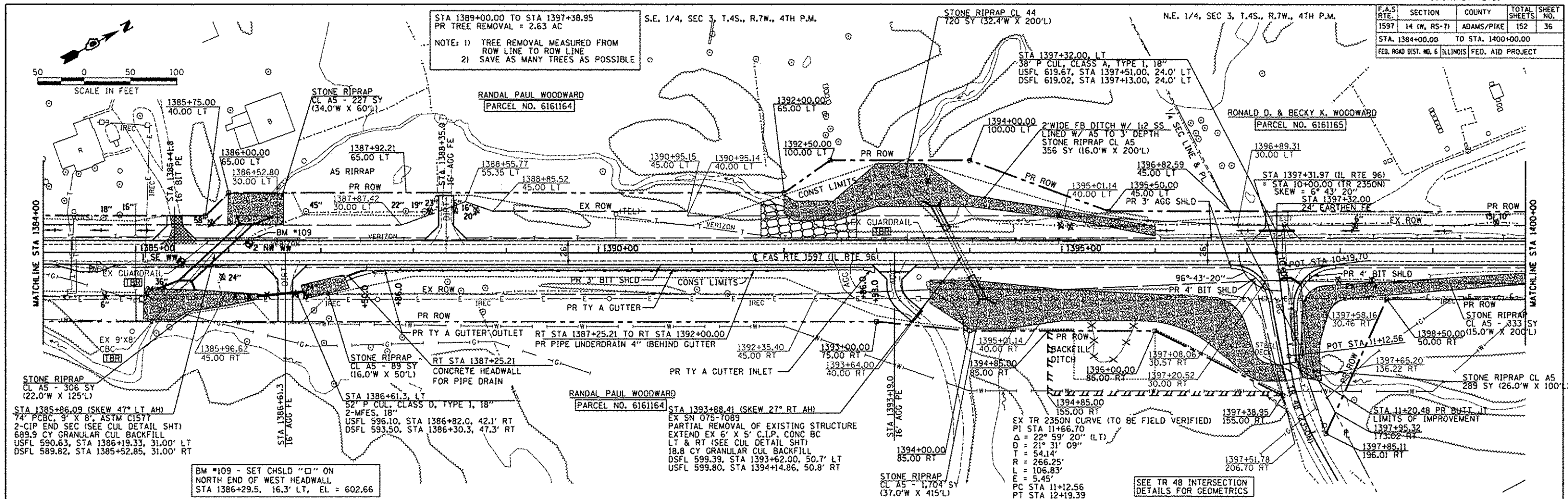
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT



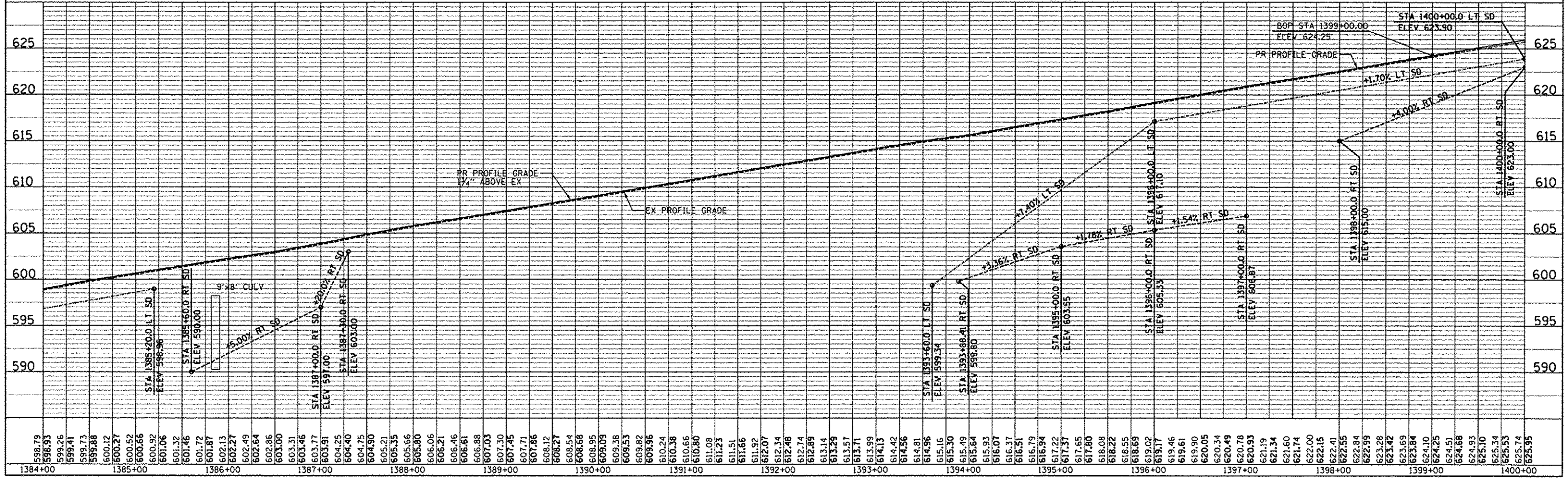
STA 1389+00.00 TO STA 1397+38.95  
PR TREE REMOVAL = 2.63 AC  
S.E. 1/4, SEC 3, T.4S., R.7W., 4TH P.M.

NOTE: 1) TREE REMOVAL MEASURED FROM ROW LINE TO ROW LINE  
2) SAVE AS MANY TREES AS POSSIBLE

PLAN	DATE



PROFILE	DATE





F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W. RS-7)	ADAMS/PIKE	152	37
STA. 1400+00.00 TO STA. 1416+00.00				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

EX / PROP CURVE 206  
 P1 STA 1404+98.05  
 Δ = 28° 28' 52" (LT)  
 D = 3° 59' 50"  
 T = 363.77'  
 R = 1,433.34'  
 L = 712.50'  
 E = 45.44'  
 SE = 7.2%  
 SE TRANSITION  
 STA 1399+59.82 TO STA 1402+00.73  
 STA 1407+80.31 TO STA 1410+21.22  
 PC STA 1401+34.27  
 PT STA 1408+46.77

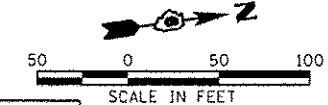
RONALD D. & BECKY K. WOODWARD  
 PARCEL NO. 6161165

WAYNE & REX CLARK  
 PARCEL NO. 6161167

RONALD D. & BECKY K. WOODWARD  
 PARCEL NO. 6161165

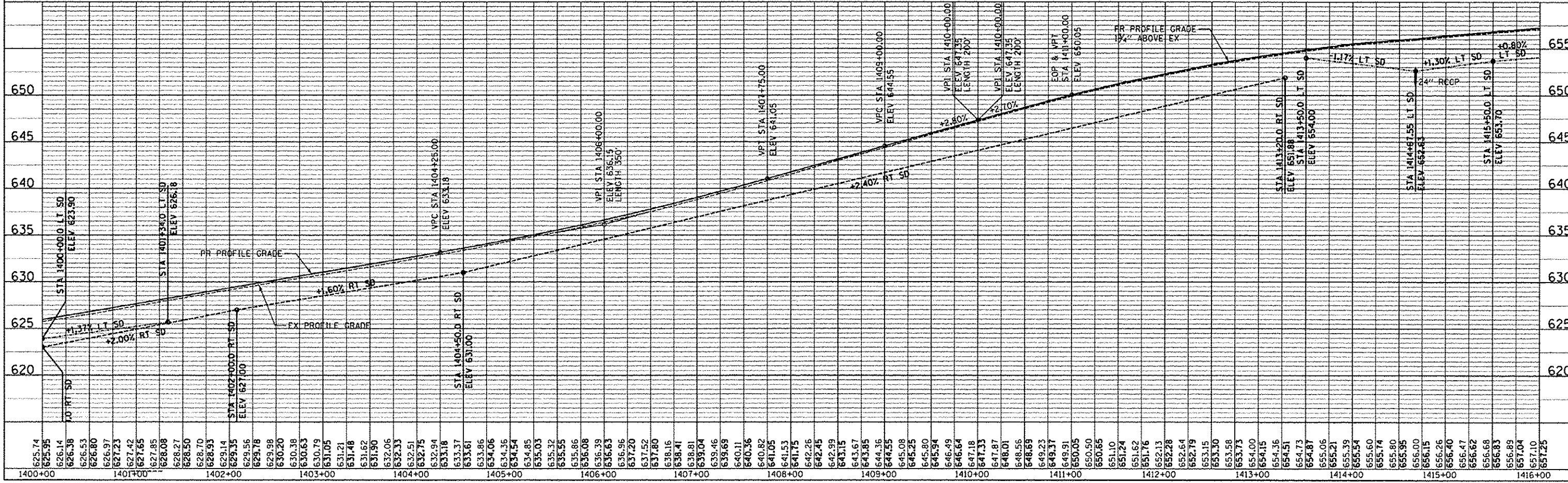
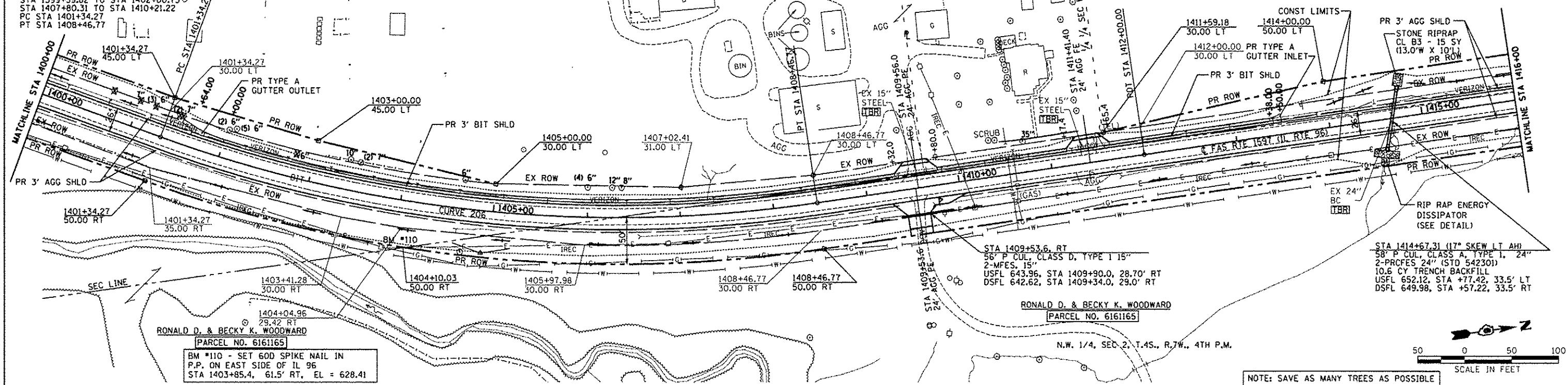
BM #110 - SET 60D SPIKE NAIL IN  
 P.P. ON EAST SIDE OF IL 96  
 STA 1403+85.4, 61.5' RT, EL = 628.41

NOTE: SAVE AS MANY TREES AS POSSIBLE



DATE	BY

DATE	BY

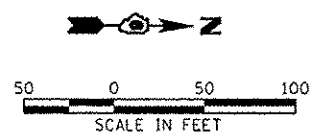


N.E. 1/4, SEC 3, T.4S., R.7W., 4TH P.M.

CARL B. & KATHLEEN S. HENDRICKS  
PARCEL NO. 6161168

S.E. 1/4, SEC 34, T.3S., R.7W., 4TH P.M.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	38
STA. 1416+00.00 TO STA. 1432+00.00				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



NOTE: SAVE AS MANY TREES AS POSSIBLE

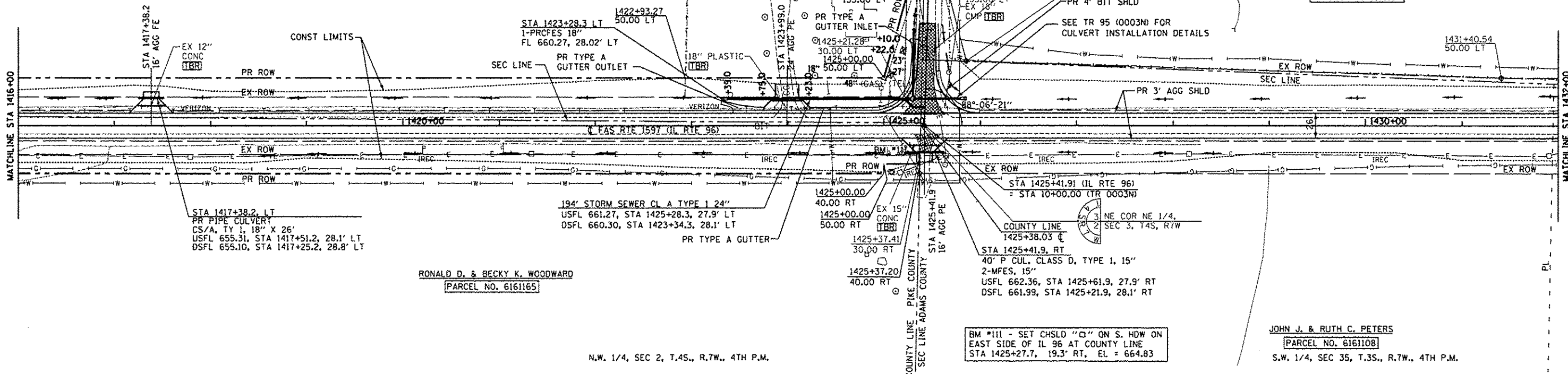
WAYNE & REX CLARK  
PARCEL NO. 6161167

POTENTIAL SOIL CONTAMINATION AREA  
STA. 1425+40 TO 1426+90, 0' TO 50' LT

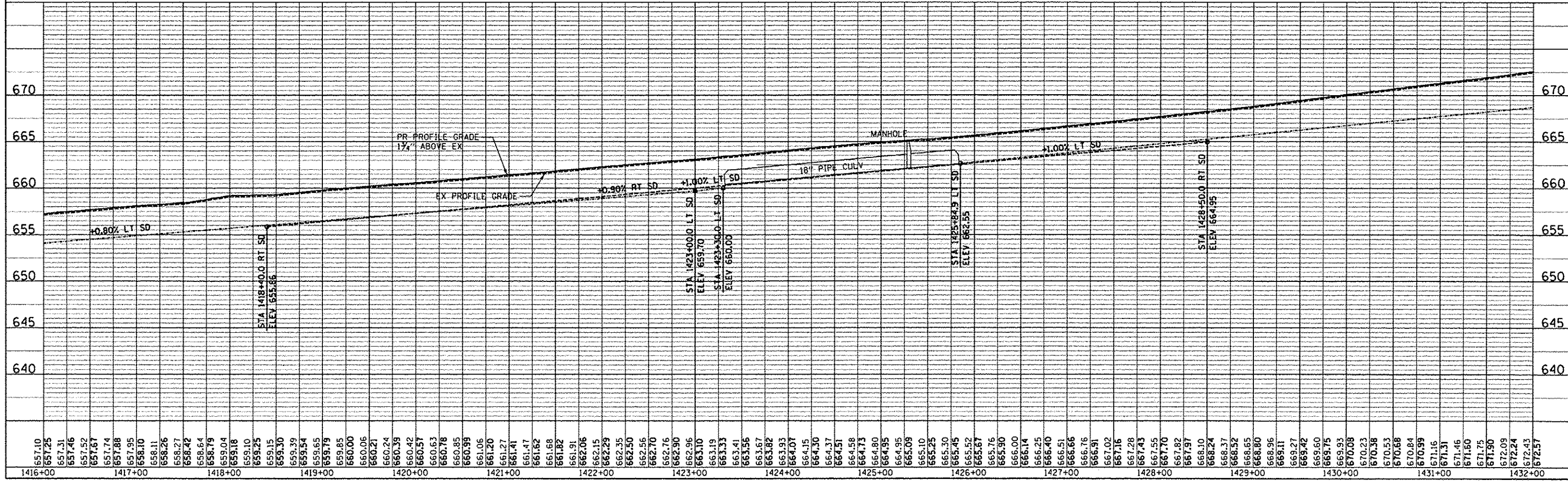
SEE TR 95 INTERSECTION  
DETAILS FOR GEOMETRICS

GARY E. & CATHY JO AND ARLENE FESLER  
PARCEL NO. 6161107

DATE	BY	REVISION



DATE	BY	REVISION





F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	39

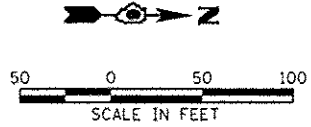
STA. 1432+00.00 TO STA. 1448+00.00  
 FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT

EX CURVE 207  
 PI STA 1443+88.75  
 $\Delta = 2^\circ 05' 06''$  (RT)  
 $D = 0^\circ 12' 18''$   
 $T = 508.41'$   
 $R = 27,938.35'$   
 $L = 1,016.70'$   
 $E = 4.63'$   
 PC STA 1438+80.34  
 PT STA 1448+97.04

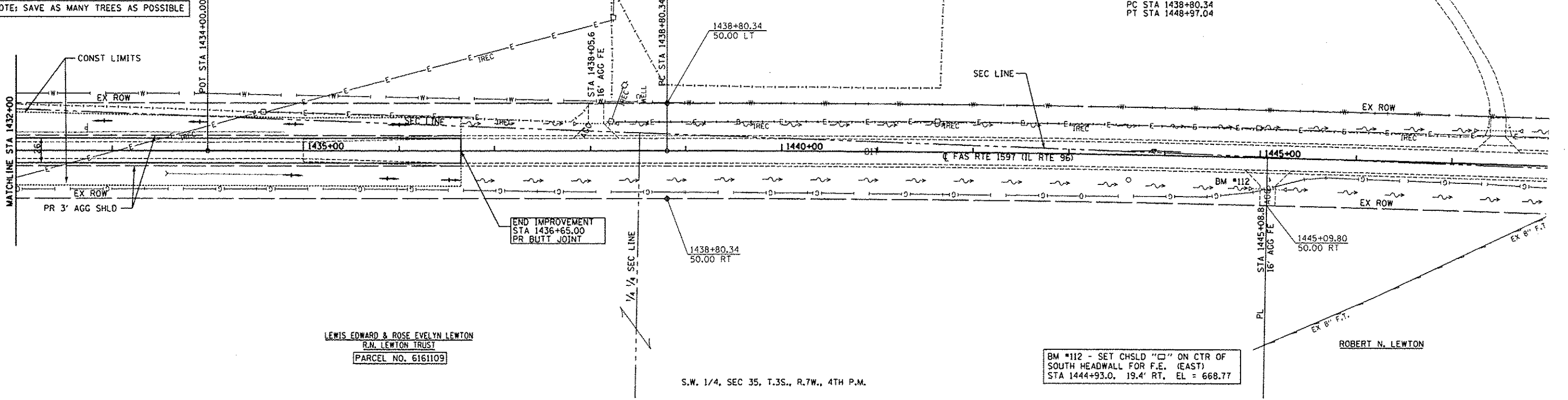
GARY E & CATHY JO AND ARLENE FESLER  
 PARCEL NO. 6161107  
 S.E. 1/4, SEC 34, T.3S., R.7W., 4TH P.M.

LEWIS EDWARD & ROSE EVELYN LEWTON  
 R.N. LEWTON TRUST  
 PARCEL NO. 6161109  
 S.W. 1/4, SEC 35, T.3S., R.7W., 4TH P.M.

BM #112 - SET CHSLD "□" ON CTR OF SOUTH HEADWALL FOR F.E. (EAST)  
 STA 1444+93.0, 19.4' RT, EL = 668.77



NOTE: SAVE AS MANY TREES AS POSSIBLE

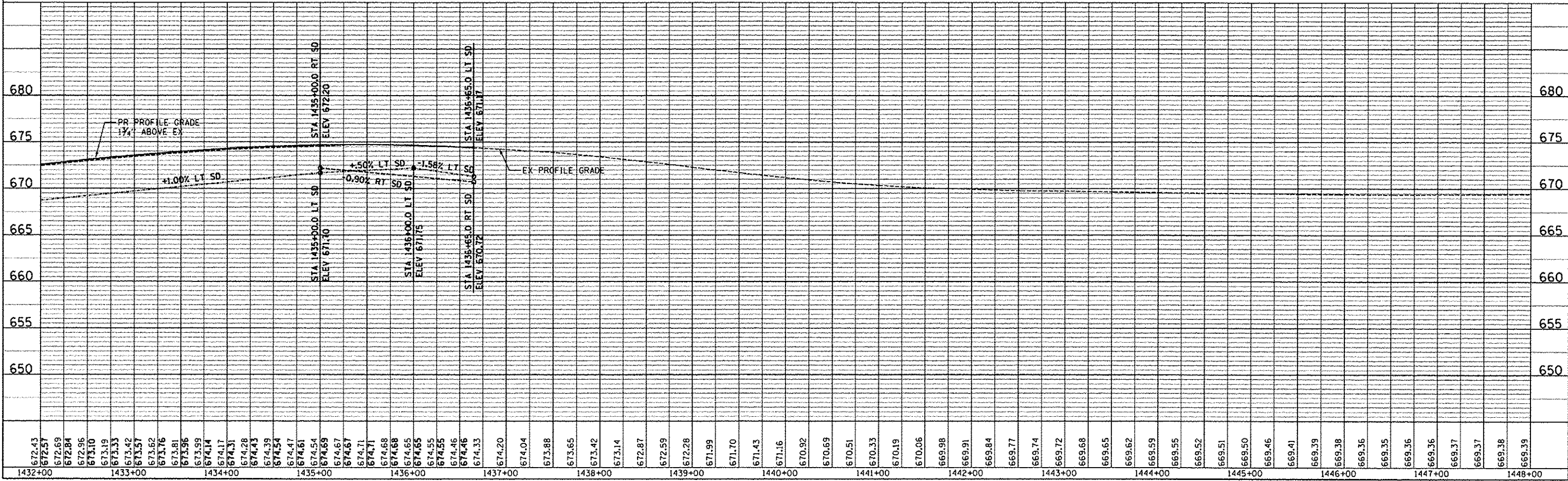


DATE	BY

PLAN  
 DESIGNED BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 NO. \_\_\_\_\_

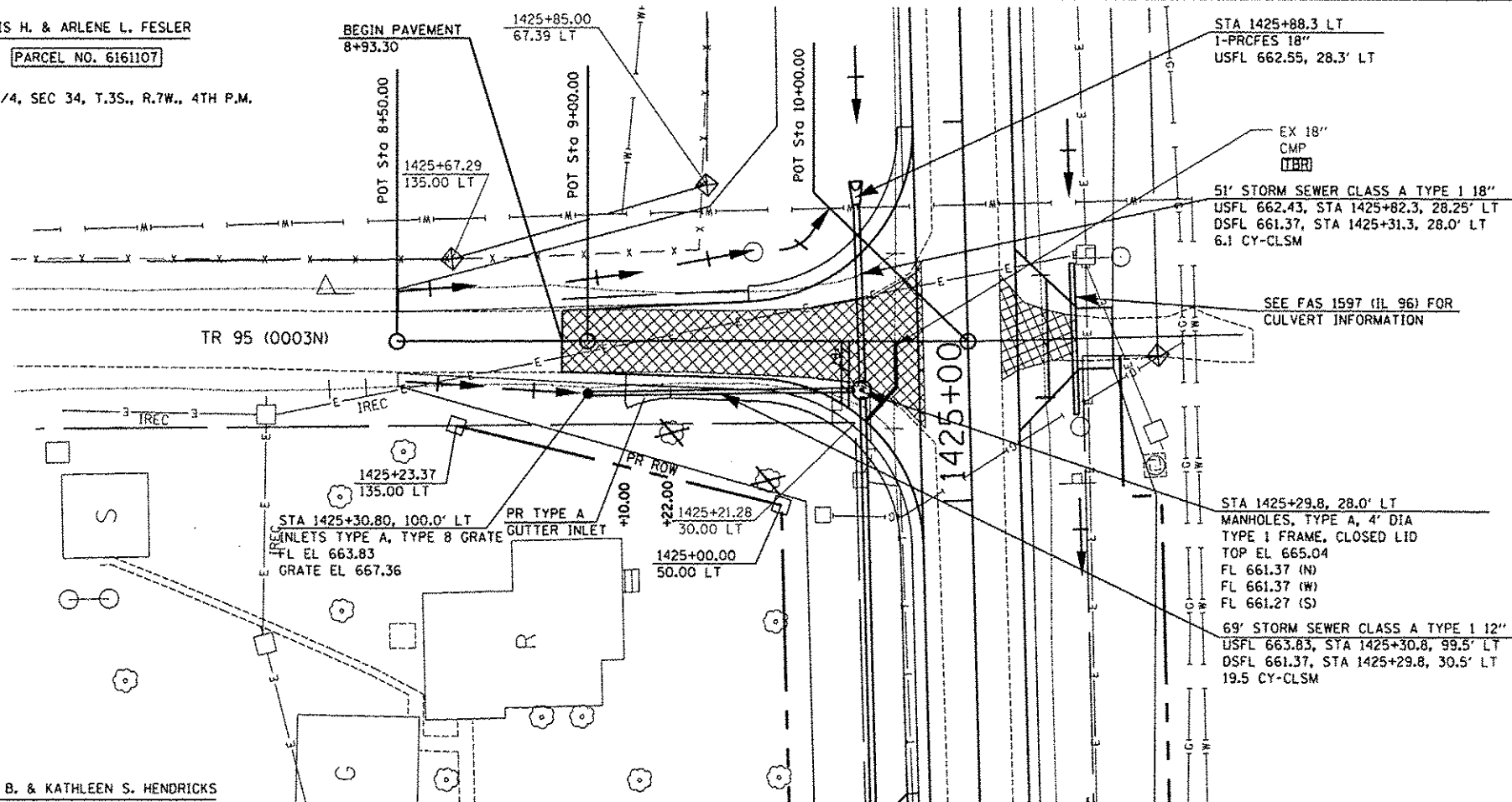
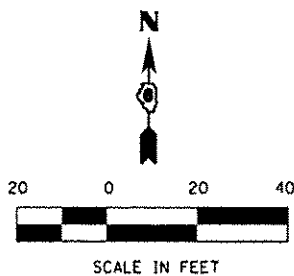
DATE	BY

PROFILE  
 DESIGNED BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 NO. \_\_\_\_\_



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	40
STA. 8+93.30		TO STA. 10+00.00		
FED. ROAD DIST. NO. 6 (ILLINOIS) FED. AID PROJECT				

ELLIS H. & ARLENE L. FESLER  
 PARCEL NO. 6161107  
 S.E. 1/4, SEC 34, T.3S., R.7W., 4TH P.M.

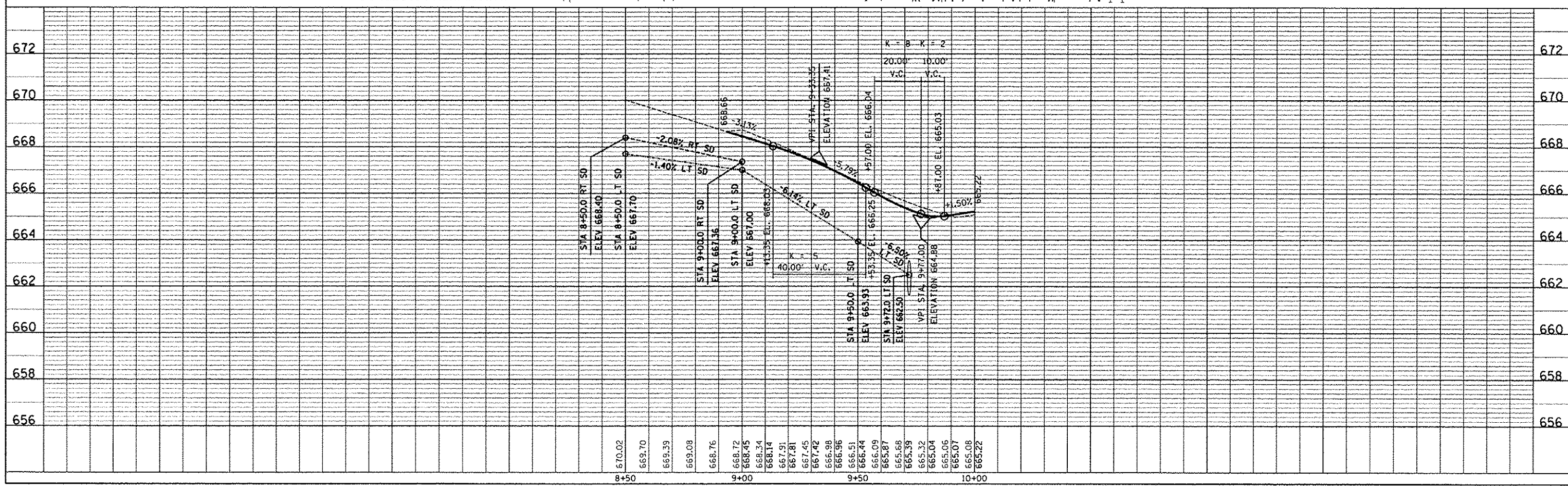


CARL B. & KATHLEEN S. HENDRICKS

BM #111 - SET CHSLD "D" ON S. HDW ON EAST SIDE OF IL 96 AT COUNTY LINE  
 STA 1425+27.7, 19.3' RT, EL = 664.83

PLAN	DATE
REVISIONS	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

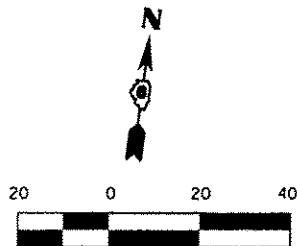
PROFILE	DATE
REVISIONS	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	41
STA. 10+00.00 TO STA. 11+20.48				
FED. ROAD DIST. NO. 6 ILLINOIS			FED. AID PROJECT	

DATE	BY

DATE	BY



SCALE IN FEET

N.E. 1/4, SEC 3, T.4S., R.7W., 4TH P.M.

RONALD D. & BECKY K. WOODWARD

STA 1397+31.97 (IL RTE 96)  
= STA 10+00.00 (TR 2350N)

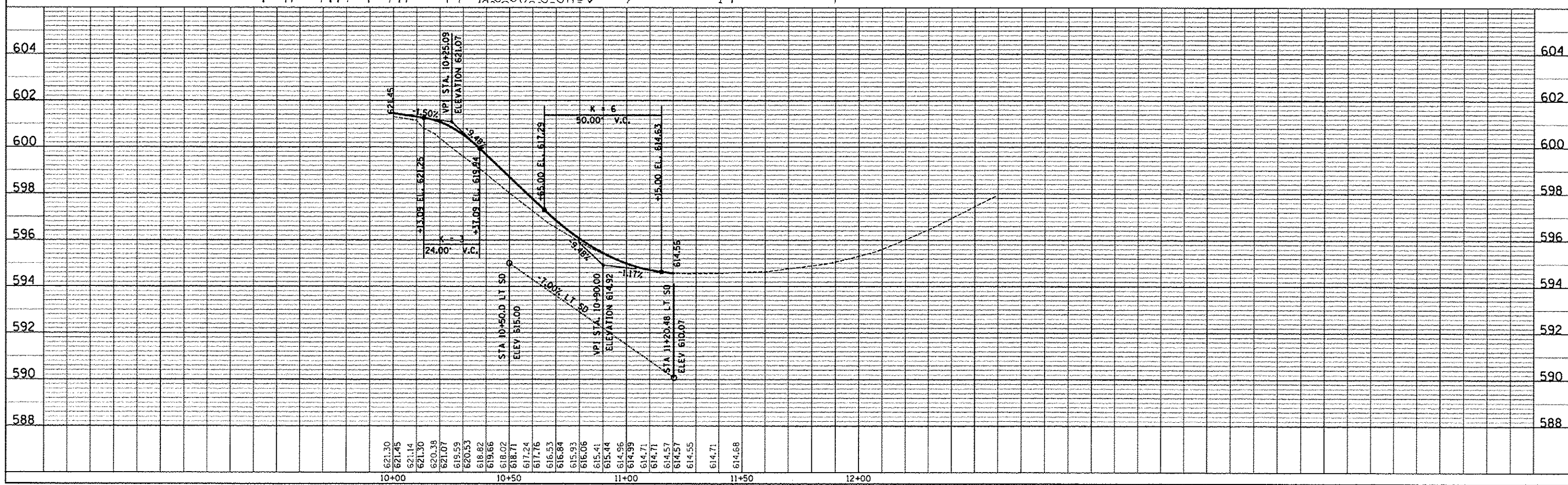
1396+89.31  
30.00 LT

1/4 SEC LINE & PL

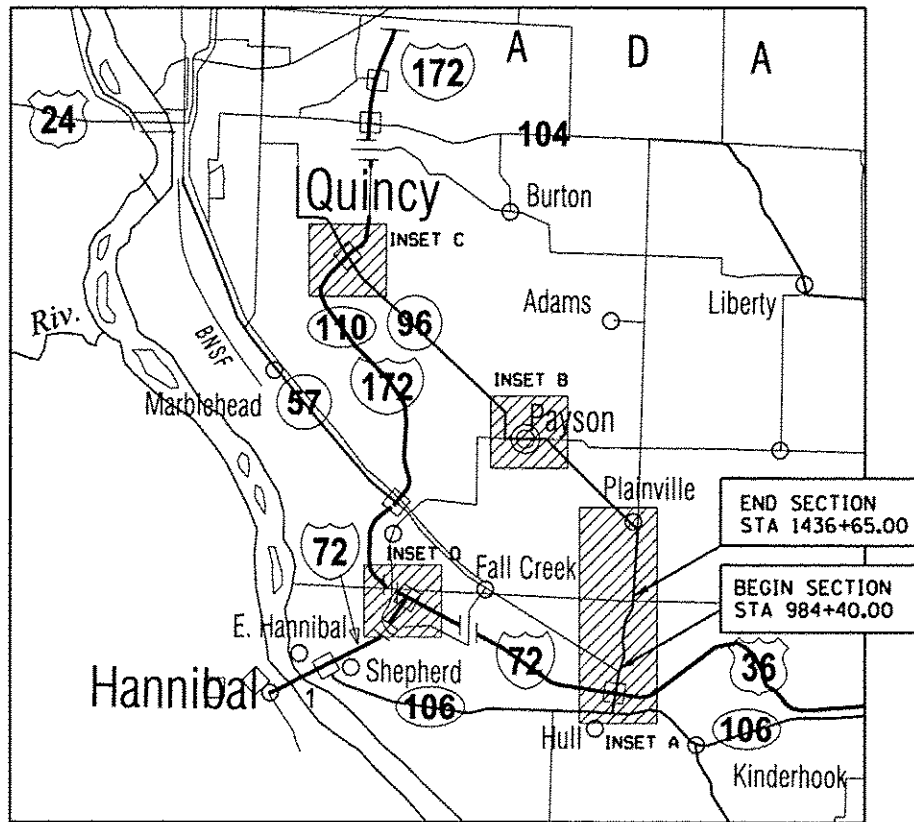
S.E. 1/4, SEC 3, T.4S., R.7W., 4TH P.M.

BM \*110 - SET 60D SPIKE NAIL  
IN P.P. ON EAST SIDE OF IL 96  
STA 1403+85.4, 61.5' RT, EL = 628.41

EX TR 2350N CURVE (TO BE FIELD VERIFIED)  
PI STA. = 11+66.70  
Δ = 22° 59' 19" (LT)  
D = 21° 31' 09"  
R = 266.25'  
T = 54.14'  
L = 106.83'  
E = 5.45'  
P.C. STA. = 11+12.56  
P.T. STA. = 12+19.39



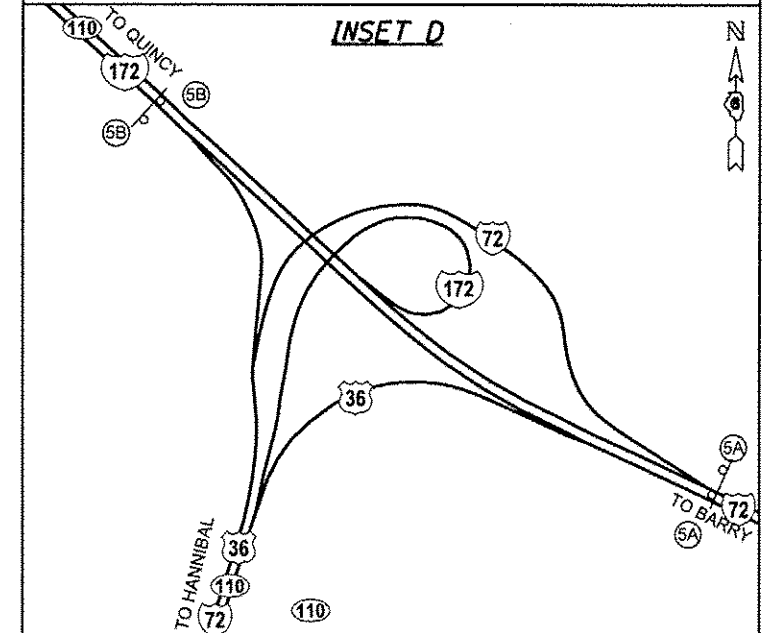
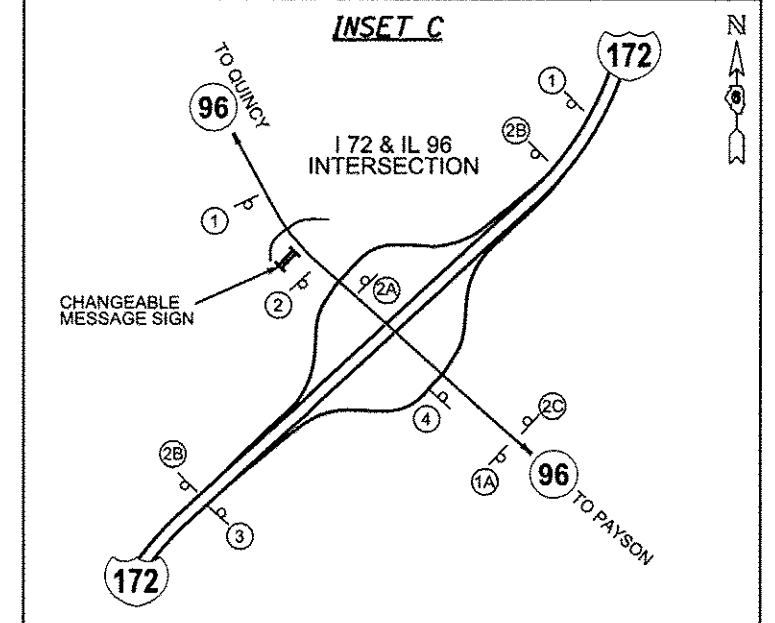
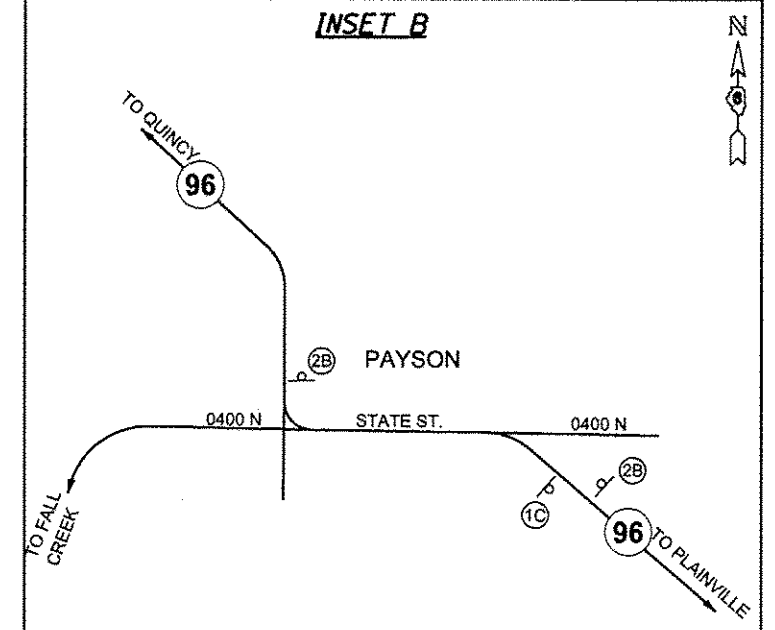
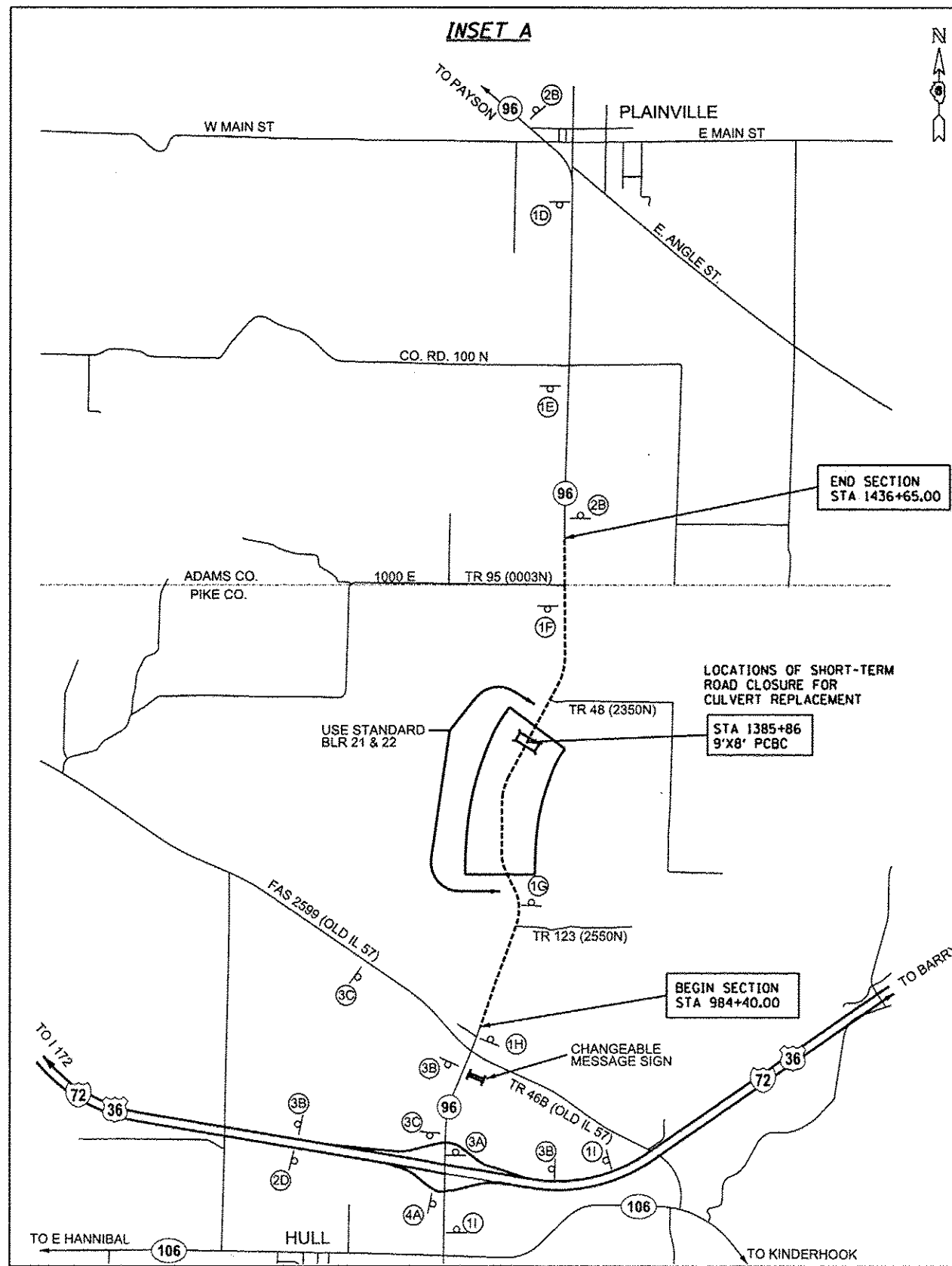




**VICINITY MAP**  
NOT TO SCALE

**NOTES**

1. SEE SPECIAL PROVISIONS FOR TRAFFIC CONTROL PLAN.
2. IL 96 SHALL REMAIN OPEN TO THRU TRAFFIC EXCEPT FOR TEMPORARY CLOSURE TO INSTALL A 9'X8' PRECAST BOX CULVERT AT STA 1385+86.09.
3. ACCESS TO PRIVATE ENTRANCES MUST BE MAINTAINED AT ALL TIMES.
4. CHANGEABLE MESSAGE SIGNS ON IL 96 NORTH OF I-172 INTERCHANGE AND ON IL 96 NORTH OF I-72 INTERCHANGE SHALL NOTIFY TRAVELING PUBLIC FOR A PERIOD 2 WEEKS PRIOR AND THROUGHOUT IL 96 ROAD CLOSURE.
5. USE HIGHWAY STANDARD BLR 21 AND BLR 22 ON IL 96 AT TR 123 (2550N) AND TR 48 (2350N) AND POSITION TYPE III BARRICADES FOR LOCAL ACCESS.
6. TEMPORARY ONE LANE CLOSURE OF IL 96 WILL BE ALLOWED FOR INSTALLATION OF VARIOUS CROSS-ROAD CULVERTS USING TRAFFIC CONTROL AND PROTECTION STANDARD 701201.
7. LOCATION OF DETOUR SIGNS ARE SUBJECT TO APPROVAL OF ENGINEER.
8. FURNISHING, PLACING AND REMOVING ALL DETOUR SIGNING WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR DETOUR SIGNING. CHANGEABLE MESSAGE SIGNS WILL BE MEASURED AND PAID FOR SEPARATELY.



FILE NAME: HOT\_DETOURS.dgn  
USER NAME: natal

DESIGNED - DBS  
DRAWN - DEW  
CHECKED - DBS  
DATE - 07/2013

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC  
DETOURS - LOCAL ROADS**

SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	42

CONTRACT NO. 72781  
ILLINOIS FED. AID PROJECT





STORM WATER POLLUTION PREVENTION PLAN

Route: FAS 1597 Marked: IL 96  
 Section: 14 (W, RS-7) Project No.: C-96-026-12  
 County: ADAMS/PIKE Contract No.: 72781  
 Starting Station: 984+40.00 (Longitude: 91°11'31.89" W Latitude: 39°43'40.04" N)  
 Ending Station: 1436+65.00 (Longitude: 91°11'7.8" W Latitude: 39°45'35.90" N)

This plan has been prepared to comply with the provision of the NPDES Permit Number ILR10 \_\_\_\_\_ issued by the Illinois Environmental Protection Agency for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted, is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

*Yamina C. Depla* (Signature) 16 AUG 2013 (Date)  
 Professional Engineer (Title)  
*Roger L. Shickell* (Signature) 08/16/13 (Date) Region 4 Engineer

Note: The above boxes in area will be filled out by IDOT - Construction after the award of the contract to obtain the required NPDES permit.

The following plan was established and included in these plans to direct the Contractor in the placement of temporary erosion control systems and to provide a storm water pollution prevention plan for compliance under NPDES. The Contractor shall abide to all requirements within this plan as part of the contract.

The purpose of this plan is to prevent / minimize siltation within the construction zone and to eliminate sediments from entering and leaving the construction zone by utilizing proper temporary erosion control systems and providing ground cover within a reasonable time.

Certain items, as shown in this plan and referenced by the legend, shall be placed by the Contractor at the beginning of construction. Other items shall be placed by the Contractor as directed by the Engineer on a case by case situation resulting from the Contractor's sequence of activities, time of the year, and expected weather conditions.

The Contractor shall place permanent erosion control systems and seeding within a reasonable amount of time; therefore, reducing the amount of area being open to the possibility of erosion and reducing the amount of temporary erosion control systems and temporary seeding. The Resident Engineer will determine if temporary erosion control systems shown in the plan can be deleted, the size of the proposed ditch checks, the proper method of installation, and if any additional temporary erosion control systems shall be added which are not included in this plan. The Contractor shall perform all work as directed by the Engineer and as shown in special details and in Standard 280001 of the plans.

All disturbed areas having high potential for erosion, as determined by the Engineer, shall be temporarily seeded or permanently seeded by October 1st of each construction year and shall not be reopened until after the winter shutdown period.

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of widening and resurfacing on IL 96 just north of I 72 to the Adams/Pike County lines. Work includes culvert replacements. The project will be partially constructed on new alignment, and partially on the existing alignment, and will include reconstruction / resurfacing of approx. 2.3 mi of IL 96.
2. Construction consists of grading, constructing bridges / culverts, HMA pavement, widening, HMA resurfacing, placing aggregate shoulders and other miscellaneous work to complete improvements to the proposed roadways.

Description of Intended Sequence of Major Construction Activities Which Will Disturb Earth and Lead to Possible Erosion for Major Portions of the Construction Site:

1. Tree removal will be completed to clear approximately 12.5 acres of wooded land.
2. Excavation will be completed along the entire length to grade out for proposed roadway ditches and waterways.
3. Excavation will also be completed in proposed cut sections to lower the existing ground elevation to meet the proposed roadway grade/vertical alignment.
4. Embankment will be completed in fill areas to raise the existing ground elevation to meet the proposed roadway foreslope and backslope.
5. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed two lane facility.
6. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, hay or straw bale ditch checks, riprap ditch checks, sediment basins, temporary seeding, etc.
7. Placement of permanent erosion control, such as riprap ditch lining, riprap stilling basins, riprap dry dams, excelsior blanket, seeding, etc.
8. Final grading, paving and other miscellaneous items.

Area of Construction Site:

The total drainage area entering and including the construction site is estimated to be approx. 1.5 sq miles in which 12 acres will be disturbed by excavation, grading or other activities.

Other Reports, Studies and Plans which Aid in the Development of this Storm Water Pollution Prevention Plan as Referenced Documents:

1. Estimated run-off coefficients are contained in the project drainage study which were utilized for proposed placement of the temporary erosion control systems.
2. Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.
3. Site maps indicating drainage patterns and approximate slopes were contained in the project design report, USGS drainage maps, project drainage study, and project plan documents were all utilized for proposed placement of the temporary erosion control systems.

Drainage Tributaries Receiving Water from this Construction Site:

1. Walnut Creek
2. Minor tributaries of the above

FILE NAME = swplan.dgn	USER NAME = noted	DESIGNED - DRAWN - CADD	REVISED - AUG 2007 (JCN) REVISED - OCT 2010 (JCN) REVISED - MAY 2012 (JPN)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN			F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 44
Default	PLOT SCALE = 40.004' / in. PLOT DATE = 8/16/2013	CHECKED - JCN DATE - APRIL 5, 1999	REVISED -		SCALE: NONE	SHEET 1	OF 9 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 72781			

**CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS**

**Description of Stabilization Practices at the Beginning of Construction:**

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:
  - (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.
  - (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.
  - (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.
  - (d) Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion and Sediment Control".
  - (e) Immediately after tree removal is completed in certain areas which are highly erodible areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision "Temporary Erosion and Sediment Control".
  - (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesirable conditions.
2. Establishment of these temporary erosion control measures will have additional benefits to the project. Desirable grass seed will become established in these areas and will spread seeds onto the construction site until permanent seeding/mowing and overseeding can be complete.
3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

**Description of Stabilization Practices During Construction:**

1. During roadway construction, areas outside the construction slope limits as outlined previous herein shall be protected from damaging effects of construction. The Contractor shall not use this area for staging (except as designated on the plans or directed by the Engineer), parking of vehicles or construction equipment, storage of materials, or other construction related activities.
  - (a) Within the construction zone, critical areas which have high flows of water as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion.
  - (b) Top soil and earth stockpiles shall be temporarily seeded if they are to remain unused for more than fourteen days.
  - (c) As the Contractor constructs a portion of roadway in a fill section, he/she shall follow the following steps as directed by the Engineer:
    - i. Place temporary erosion control systems at locations where water leaves and enters the construction zone
    - ii. Temporary seed highly erodible areas outside the construction slope limits
    - iii. Construct roadside ditches and provide temporary erosion control systems
    - iv. Temporary divert water around proposed culvert locations
    - v. Build necessary embankment at culvert locations and then excavate and place culvert
    - vi. Continue building up the embankment to the proposed grade while at the same time place permanent erosion control such as riprap ditch lining and conduct final shaping to the slopes
  - (d) The Contractor shall immediately follow major earth moving operations with final grading equipment. After the major earth spread operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.
  - (e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion and Sediment Control".

- (f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.
- (g) Qualified Personnel shall inspect the project at least every seven days and within 24 hours of the end of a storm that is 0.5 inch or greater as noted in BDE 2342.
- (h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer.
- (i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the various temporary erosion control pay items. No additional additional compensation will be allowed.

**Description of Structural Practices After Final Grading:**

1. Temporary erosion control systems shall be left in place with proper maintenance until permanent erosion control is in place and working properly and all proposed turf areas seeded and established with a proper stand.
2. Once permanent erosion control systems as proposed in the plans are functional and established, temporary items shall be removed, cleaned up, and disturbed turf reseeded. Temporary riprap ditch checks will be allowed to remain in place where approved by the Engineer.

**Maintenance after Construction:**

1. Construction is complete after acceptance is received at the final inspection.
2. Areas will be inspected on a regular basis by IDOT District 6 Bureau of Operations.
3. Maintenance crews will perform regular mowings to aid in keeping weeds down and establishing a good roadside seed stand.
4. Maintenance crews will also aid in any ditch lining maintenance or in any drainage problems.
5. All maintenance will be conducted at times when weather conditions will not cause site damage.

**DOCUMENTATION**

1. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with Section 4.b. shall be made and retained as part of the plan for at least three years after the date of inspection. The report shall be signed in accordance with part VI.C of the general permit.
2. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incident of Noncompliance (ION)" report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI.C. of the general permit. The report of noncompliance shall be mailed to the following address:

Illinois Environmental Protection Agency  
 Division of Water Pollution Control  
 2200 Churchill Road, P.O. Box 19276  
 Springfield, IL 62794-9276  
 Attn: Compliance Assurance Section

FILE NAME : swplan.dgn	USER NAME : natal	DESIGNED - DRAWN - CADD	REVISED - AUG 2007 (JCN)	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STORM WATER POLLUTION PREVENTION PLAN</b>				F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 45
	PLOT SCALE : 48,000' / in.	CHECKED - JCN	REVISED - OCT 2010 (JCN)		SCALE: NONE SHEET 2 OF 9 SHEETS STA. TO STA.				CONTRACT NO. 72781				
Default	PLOT DATE : 8/16/2013	DATE - APRIL 5, 1999	REVISED - MAY 2012 (JPM)		ILLINOIS FED. AID PROJECT								

CONTRACTOR CERTIFICATION STATEMENT

This certification statement is part of the Storm Water Pollution Plan for the project described below in accordance with NPDES Permit No. ILR10 \_\_\_\_\_, issued by the Illinois Environmental Protection Agency on \_\_\_\_\_.

Route: \_\_\_\_\_ Marked: \_\_\_\_\_  
 Section: \_\_\_\_\_ Project No.: \_\_\_\_\_  
 County: \_\_\_\_\_ Contract No.: \_\_\_\_\_

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

In addition, I have read and understand all of the information and requirements stated in the SWPPP for the above mentioned project; I have received copies of all appropriate maintenance procedures; and, I have provided all documentation required to be in compliance with the Permit ILR10 and SWPPP and will provide timely updates to these documents as necessary.

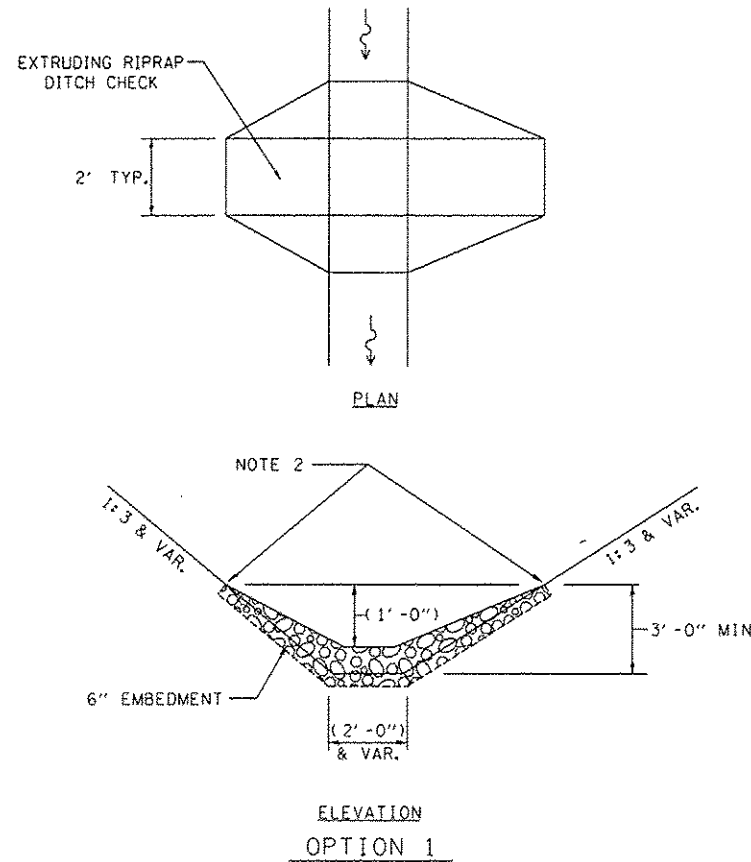
Signature \_\_\_\_\_ Date \_\_\_\_\_  
 Title \_\_\_\_\_  
 Name of Firm \_\_\_\_\_  Contractor  
 Street Address \_\_\_\_\_  Subcontractor  
 City, State, Zip \_\_\_\_\_  
 Phone Number \_\_\_\_\_

Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

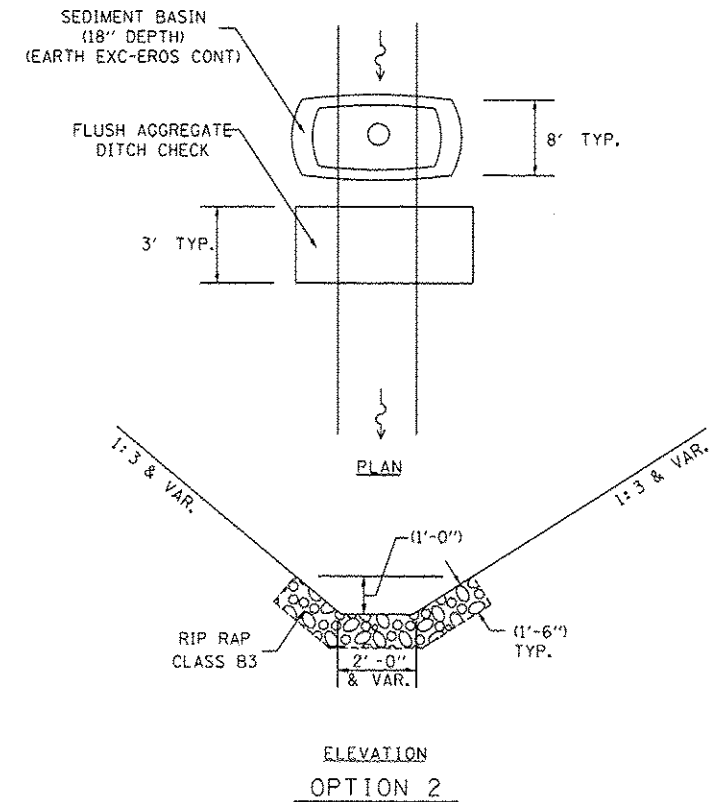
FILE NAME : spolordgn	USER NAME : natal	DESIGNED - DRAWN - CADD	REVISED - AUG 2007 (JCN) REVISED - OCT 2010 (JCN)	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STORM WATER POLLUTION PREVENTION PLAN</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE : 48.000' / 1" =	CHECKED - JCN	REVISED - MAY 2012 (JPM)			1597	14 (W, RS-7)	ADAMS/PIKE	152	46
	PLOT DATE : 8/16/2013	DATE - APRIL 5, 1999	REVISED -			SCALE: NONE		SHEET 3 OF 9 SHEETS		STA. TO STA.
						ILLINOIS FED. AID PROJECT				
						CONTRACT NO. 72781				

**GENERAL NOTES - EROSION AND SEDIMENT CONTROL**

- TEMPORARY EROSION AND SEDIMENT CONTROL SYSTEMS SHALL BE CONSTRUCTED, MAINTAINED, REMOVED, AND DISPOSED OF IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. NO STRAW OR HAY BALES SHALL BE USED IN TEMPORARY EROSION AND SEDIMENT CONTROL SYSTEMS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT.
- DISTURBED AREAS ARE TO BE PROTECTED FOR EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA SHALL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE).
- ALL RUNOFF, EROSION AND SEDIMENT CONTROL MEASURES MUST BE REVIEWED TO ENSURE ROADSIDE HAZARDS ARE NOT CREATED.
- SEDIMENT TRAPS, SEDIMENT BASINS, DITCHES, SILT FENCES, STONE OUTLET STRUCTURES, EARTH BERMS, ETC. SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON AS WELL AS THE WINTER MONTHS AND OTHER TIMES WHEN THE PROJECT IS CLOSED DOWN.
- DITCH CHECK SPACING IS BASED ON 2' HIGH DITCH CHECKS. IF AN ALTERNATE SIZE DITCH CHECK IS PROPOSED BY THE CONTRACTOR FOR USE ON THE PROJECT, A CONTRACT DITCH CHECK SPACING WILL NEED TO BE RECALCULATED BY THE CONTRACTOR IN ACCORDANCE WITH THE BUREAU OF DESIGN AND ENVIRONMENT MANUAL. ANY RESULTING QUANTITY CHANGES SHALL BE APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL UTILIZE DITCH CHECKS AS DIRECTED BY ENGINEER. IF THE ENGINEER ELECTS TO UTILIZE FLUSH AGGREGATE DITCH CHECKS (OPTION 2) IN LIEU OF TEMPORARY DITCH CHECKS OR EXTRUDING AGGREGATE DITCH CHECKS (OPTION 1), THE SPACING SHALL BE DOUBLED AND RESULTING QUANTITIES CHARGES SHALL BE APPROVED BY THE ENGINEER.
- EXTRUDING AGGREGATE DITCH CHECKS (OPTION 1) SHALL BE PAID FOR AS 28001000 AGGREGATE (EROSION CONTROL) PER TON. FLUSH AGGREGATE DITCH CHECKS (OPTION 2) SHALL BE PAID FOR AS 28000200 EARTH EXCAVATION FOR EROSION CONTROL PER CU YD AND 28001000 AGGREGATE (EROSION CONTROL) PER TON. STONE RIP RAP SHALL BE USED IN ACCORDANCE WITH ARTICLE 1081.15(e) OF STANDARD SPECIFICATIONS. (NO BROKEN BRICK OR BROKEN CONCRETE SHALL BE ALLOWED)
- PERIMETER EROSION BARRIER IS SHOWN ON THE PLANS FOR SCHEDULE QUANTITY. ACTUAL LOCATIONS OF PERIMETER EROSION BARRIER WILL BE DETERMINED DURING THE JOBSITE INSPECTION CONDUCTED BY THE CONTRACTOR AND DEPARTMENT PRIOR TO BEGINNING ANY WORK REQUIRING EROSION CONTROL.
- PLACE TEMPORARY EROSION CONTROL SEEDING ON ALL ERODIBLE/EARTH AREAS EVERY 7 DAYS, REGARDLESS OF WEATHER OR WORK CONDITIONS. THE ENGINEER MAY REQUIRE THAT CRITICAL LOCATIONS BE SEEDED IMMEDIATELY AND THE CONTRACTOR SHALL SEED THESE AREAS WITHIN 48 HOURS OF SUCH A DIRECTIVE. SCHEDULE QUANTITY ASSUMES ENTIRE JOB IS SEEDED THREE (3) TIMES DURING THE GROWING SEASON (MARCH 1 - NOVEMBER 30).
- HEAVY DUTY EROSION CONTROL BLANKETS SHALL BE USED ON SLOPES STEEPER THAN 1:3. MAXIMUM SLOPE GRADIENT FOR HEAVY DUTY EROSION CONTROL BLANKET IS 1:2.
- SEE PLANS FOR RIPRAP INFORMATION.
- RIPRAP DITCH LINING AS SHOWN ON THE PLANS SHALL BE INSTALLED UPON ESTABLISHMENT OF PROPOSED DITCH.
- ALL SLOPES ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H)



**ELEVATION  
OPTION 1**  
(EXTRUDING DITCH CHECK)  
RECOMMENDED FOR AREAS  
W/ RIPRAP DITCH LINING



**ELEVATION  
OPTION 2**  
(FLUSH DITCH CHECK)  
RECOMMENDED FOR AREAS  
W/O RIPRAP DITCH LINING

**AGGREGATE DITCH CHECK**  
(OPTIONS 1 & 2  
AS DIRECTED BY THE ENGINEER)

**NOTES:**

NOTE 1: RIPRAP SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 1' OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE RIPRAP.

NOTE 2: ENDS SHALL BE TIED INTO SLOPES.

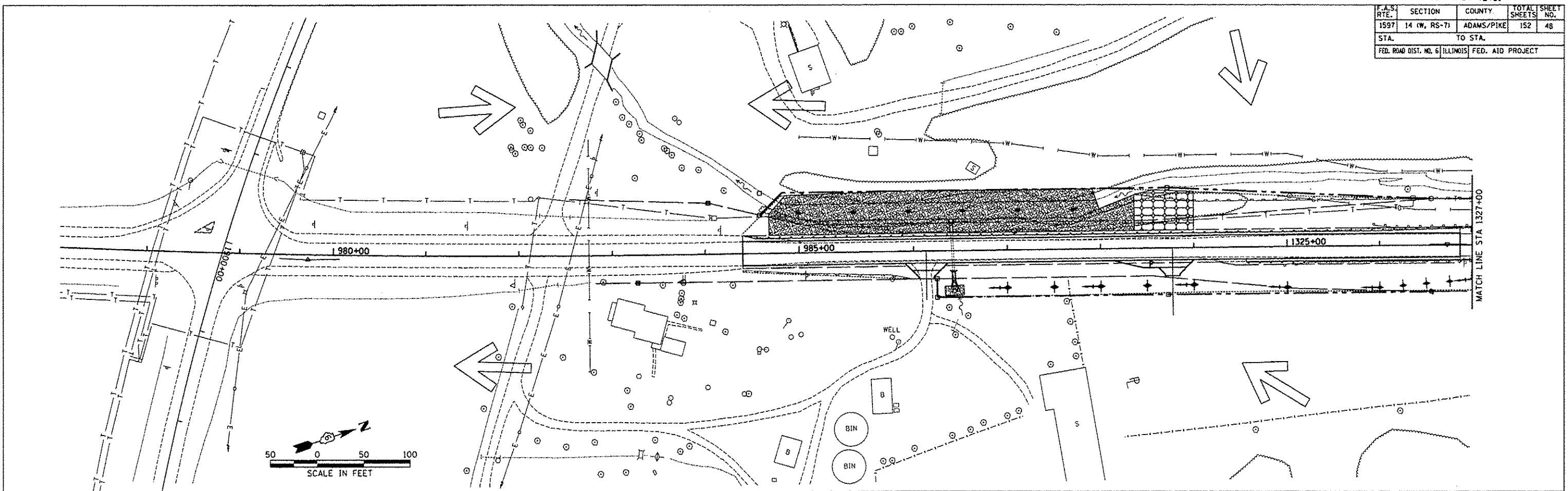
**EROSION CONTROL LEGEND**

- INLET AND PIPE PROTECTION
- AGGREGATE DITCH CHECK
- EROSION CONTROL BLANKET
- HEAVY DUTY EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- EARTH EXCAVATION FOR EROSION CONTROL (SEDIMENT BASIN)
- DIRECTION OF OVERLAND FLOW

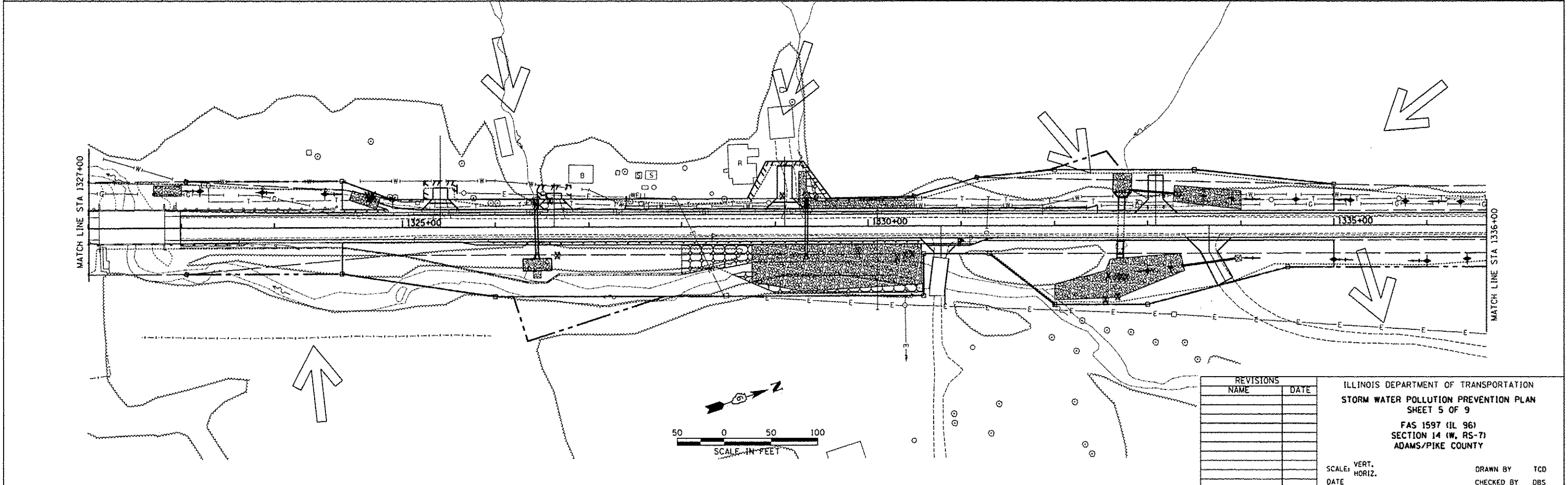
FILE NAME = 61-PPP.dgn	USER NAME = natal	DESIGNED -	REVISED - AUG 2007 (JCN)	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STORM WATER POLLUTION PREVENTION PLAN</b>	F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 47		
	PLOT SCALE = 48,004' / in.	DRAWN - CADD	REVISED - OCT 2010 (JCN)			SCALE: NONE	SHEET 4 OF 9 SHEETS	STA.	TO STA.	CONTRACT NO. 72781		
	PLOT DATE = 8/16/2013	CHECKED - JCN	REVISED - MAY 2012 (JPM)			ILLINOIS FED. AID PROJECT						
		DATE - APRIL 5, 1999	REVISED -									

CONTRACT 72781				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	48
STA.		TO STA.		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		

PLAN	DATE	BY
ACQUISITION		
DESIGN		
CONSTRUCTION		
AS-BUILT		
REVISIONS		



PROFILE	DATE	BY
ACQUISITION		
DESIGN		
CONSTRUCTION		
AS-BUILT		
REVISIONS		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STORM WATER POLLUTION PREVENTION PLAN  
 SHEET 5 OF 9  
 FAS 1597 (IL 96)  
 SECTION 14 (W, RS-7)  
 ADAMS/PIKE COUNTY

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_

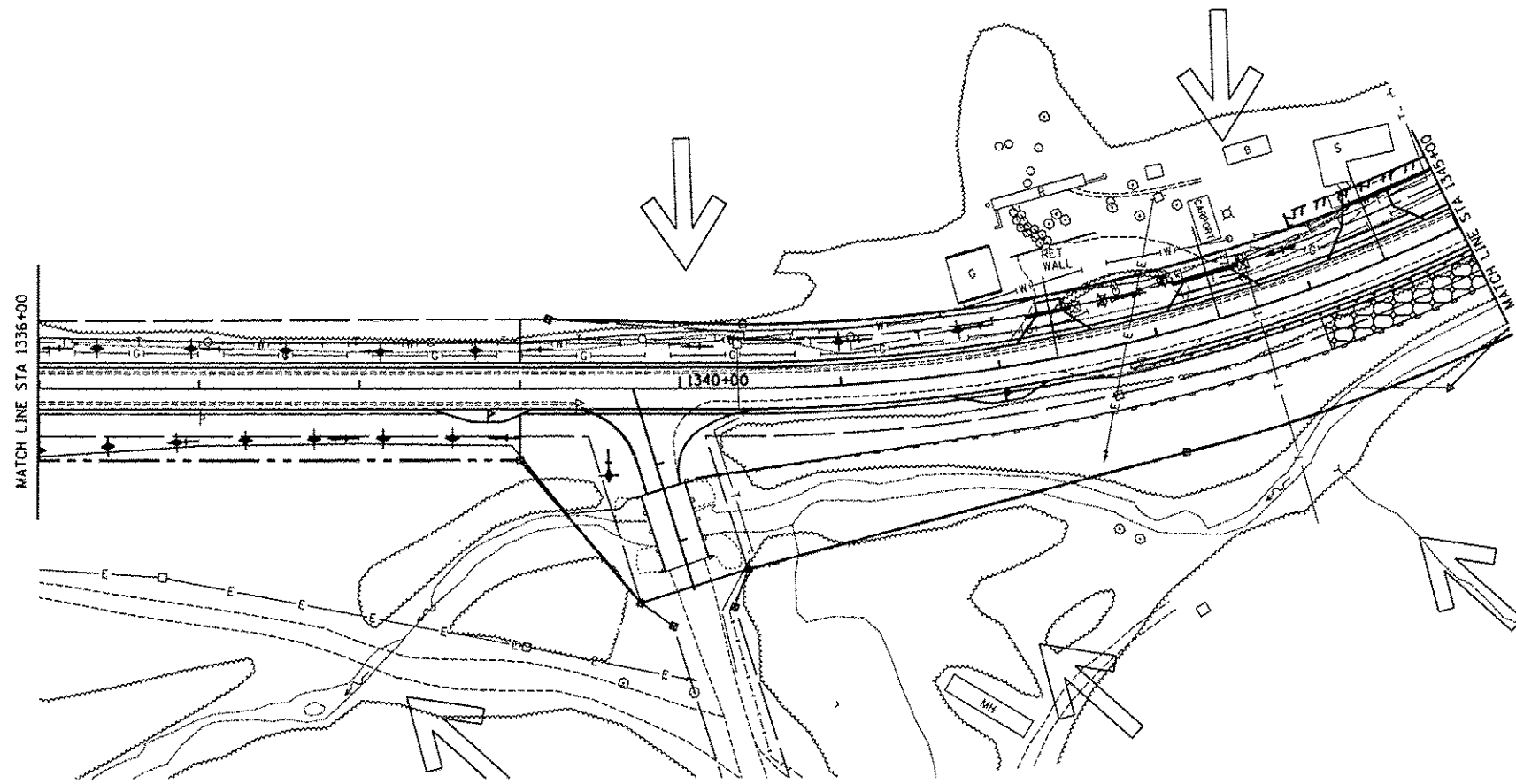
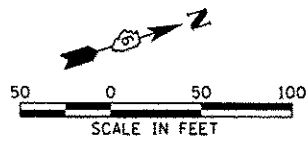
DRAWN BY TCD  
 CHECKED BY DBS

Z:\R-20\01A-10-01.12.il-96 Pire Co to IL-57\MS\B\Design\55-PPP.dgn  
 8/16/2013  
 REF: 21

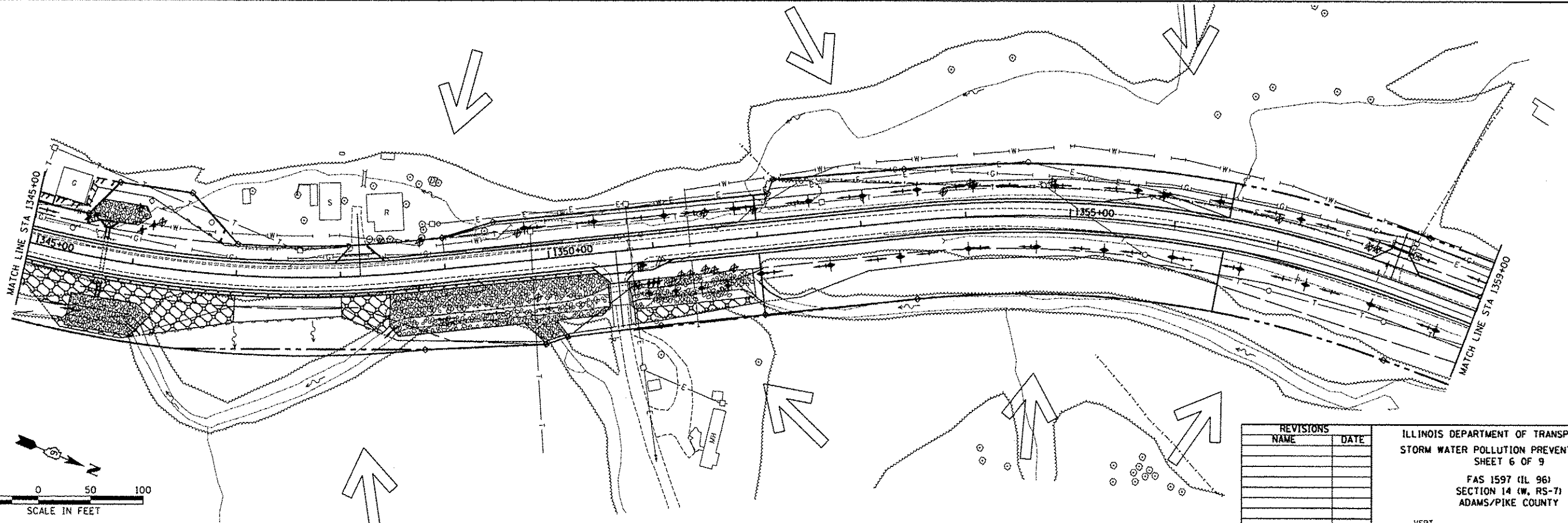
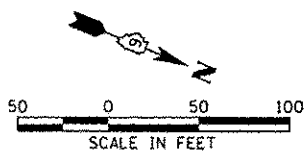


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W. RS-7)	ADAMS/PIKE	152	49
STA.		TO STA.		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		

PLAN	DATE
NOTE BOOK	BY
PROJECT NO.	
PROJECT TITLE	
DATE	



PLAN	DATE
NOTE BOOK	BY
PROJECT NO.	
PROJECT TITLE	
DATE	



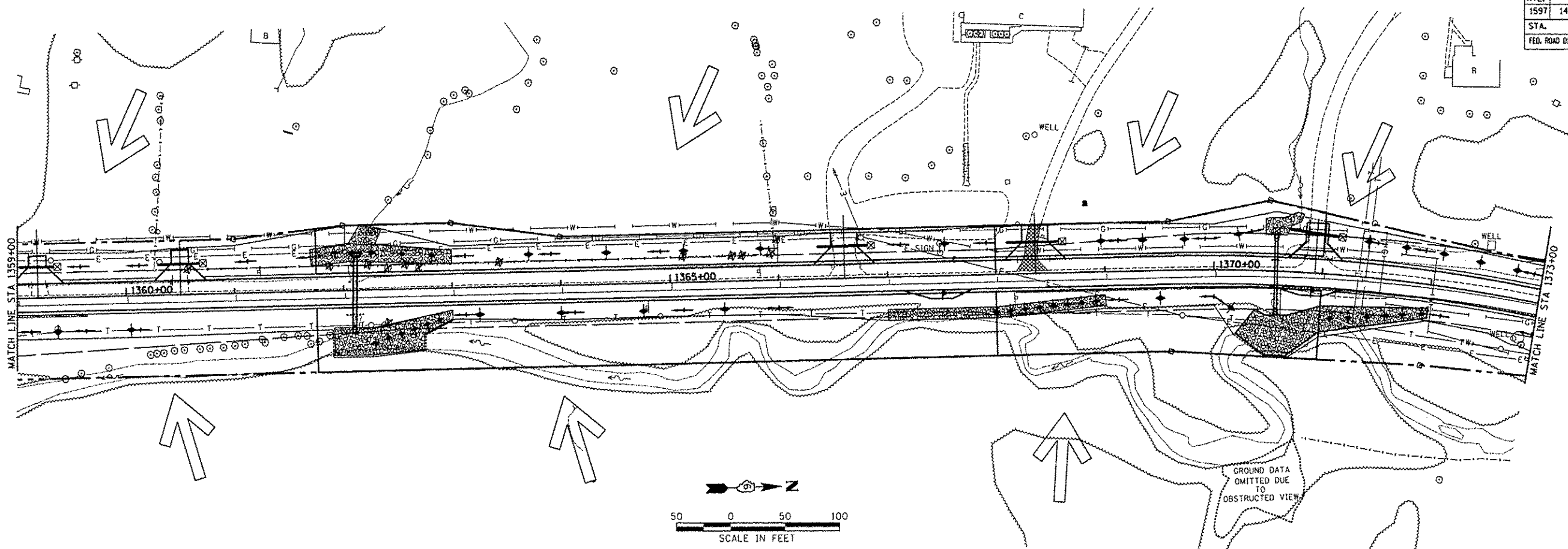
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STORM WATER POLLUTION PREVENTION PLAN  
 SHEET 6 OF 9  
 FAS 1597 (IL 96)  
 SECTION 14 (W. RS-7)  
 ADAMS/PIKE COUNTY

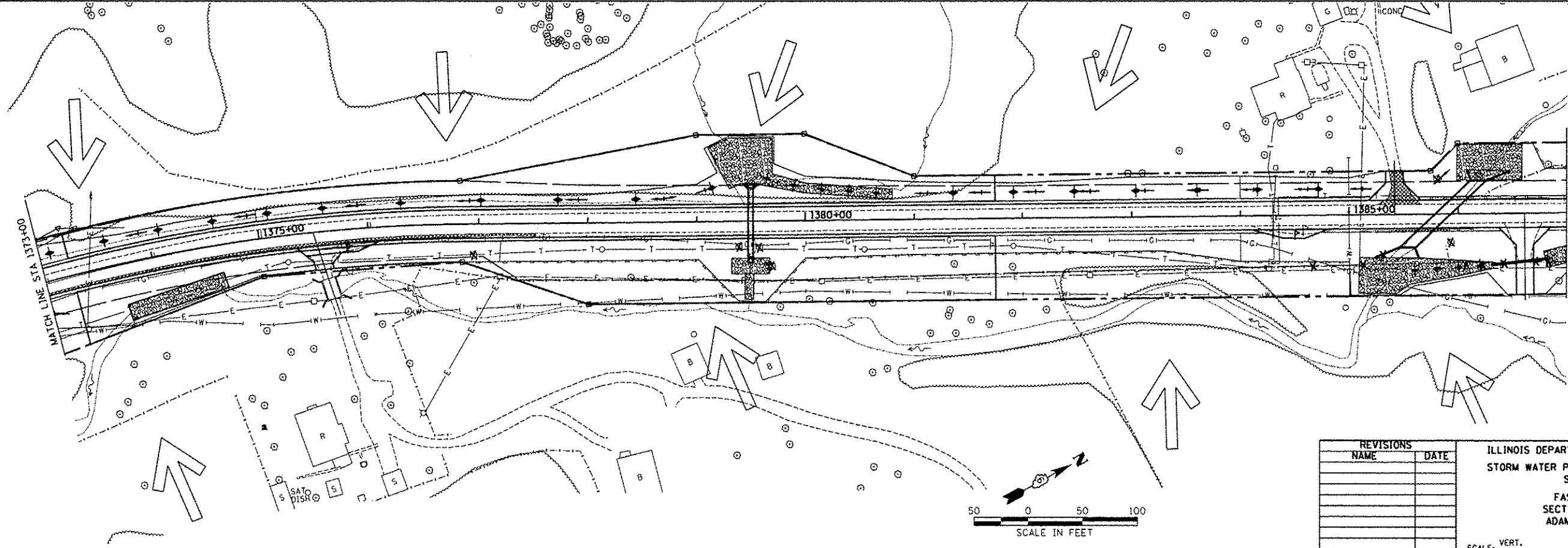
SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY TCD  
 CHECKED BY OBS

CONTRACT 72781			
P.A.S. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152 50
STA.	TO STA.		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			

PLAN	DATE
BY	
DESIGNED BY	
CHECKED BY	
IN CHARGE	
NOTE BOOK	
NO. OF SHEETS	
CAD FILE NAME	



PLAN	DATE
BY	
DESIGNED BY	
CHECKED BY	
IN CHARGE	
NOTE BOOK	
NO. OF SHEETS	
CAD FILE NAME	



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STORM WATER POLLUTION PREVENTION PLAN  
 SHEET 7 OF 9  
 FAS 1597 (IL 96)  
 SECTION 14 (W, RS-7)  
 ADAMS/PIKE COUNTY

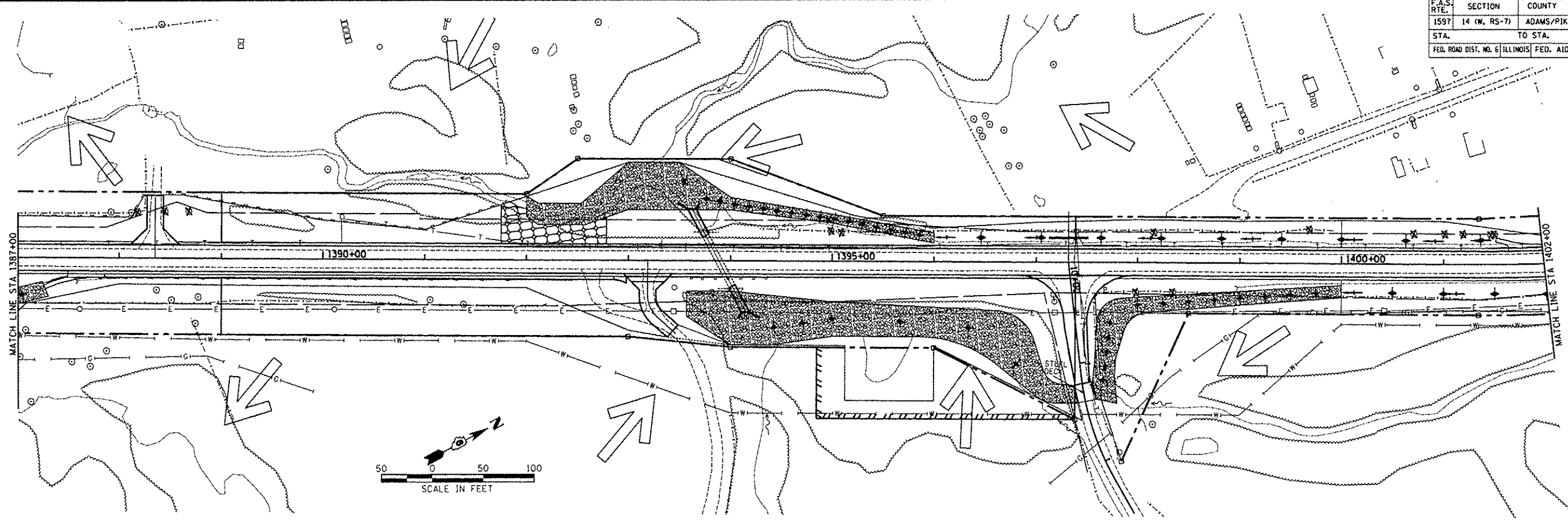
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 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_

DRAWN BY TCD  
 CHECKED BY OBS

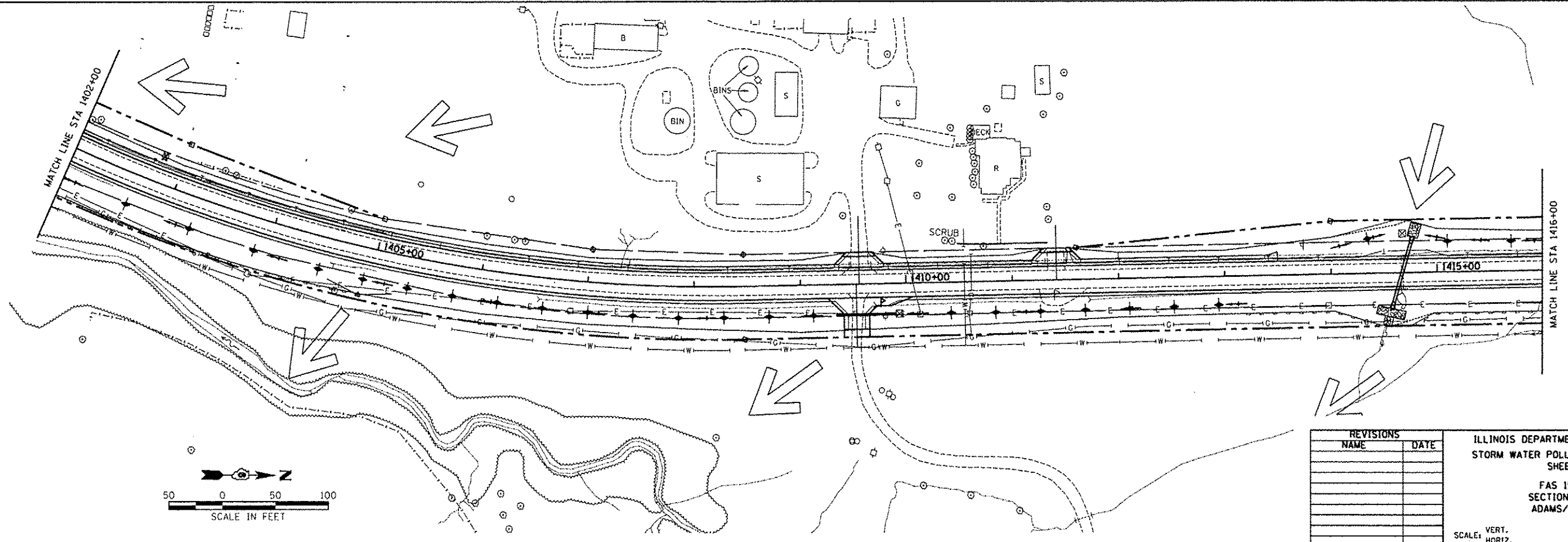
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 8/16/2013  
 \*REF 01

CONTRACT 72781				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	51
STA.		TO STA.		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		

PLAN	DATE
NOTE BOOK	
NO.	



PROFILE	DATE
NO.	



REVISIONS	
NAME	DATE

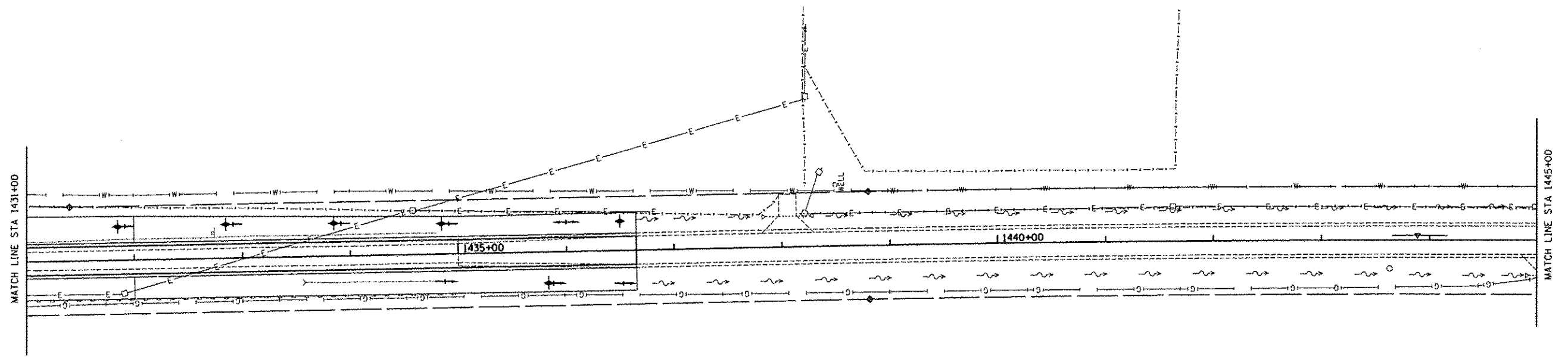
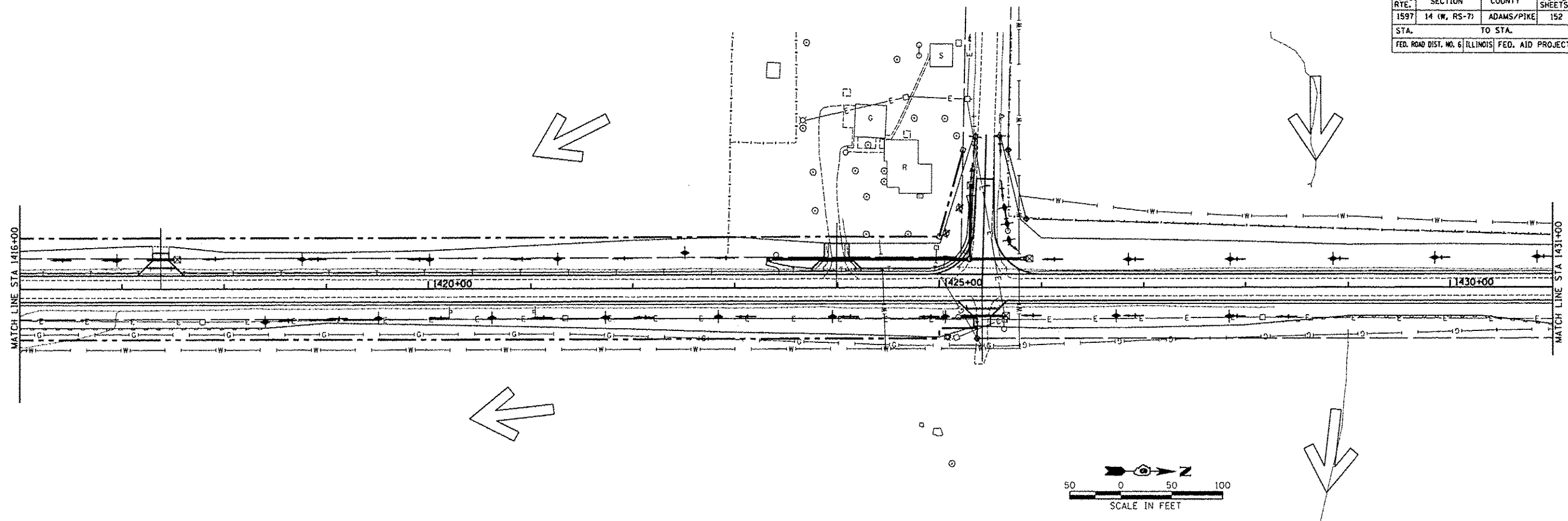
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STORM WATER POLLUTION PREVENTION PLAN  
 SHEET 8 OF 9  
 FAS 1597 (IL 96)  
 SECTION 14 (W, RS-7)  
 ADAMS/PIKE COUNTY

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_

DRAWN BY TCO  
 CHECKED BY OBS

Z:\R\2013\AR-10-01312\_IL-96\_Pike Co to IL-57\MSV\Design\58-PPP.dgn  
 8/16/2013  
 \*REF:1

F.A.S. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	52
STA.		TO STA.		
FED. ROAD DIST. NO. 6 ILLINOIS		FED. AID PROJECT		



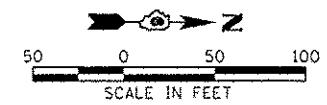
PROJECT	DATE
DESIGNED BY	
CHECKED BY	
DATE	
SCALE	
NOTE BOOK	
NO.	

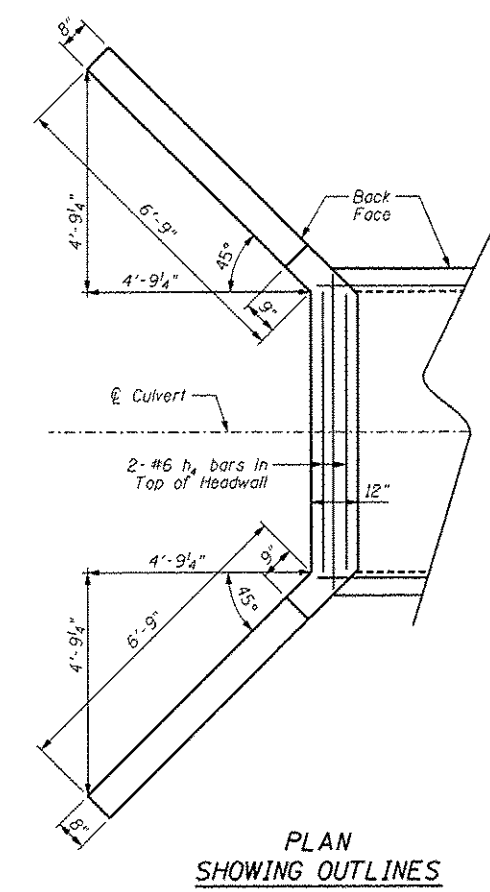
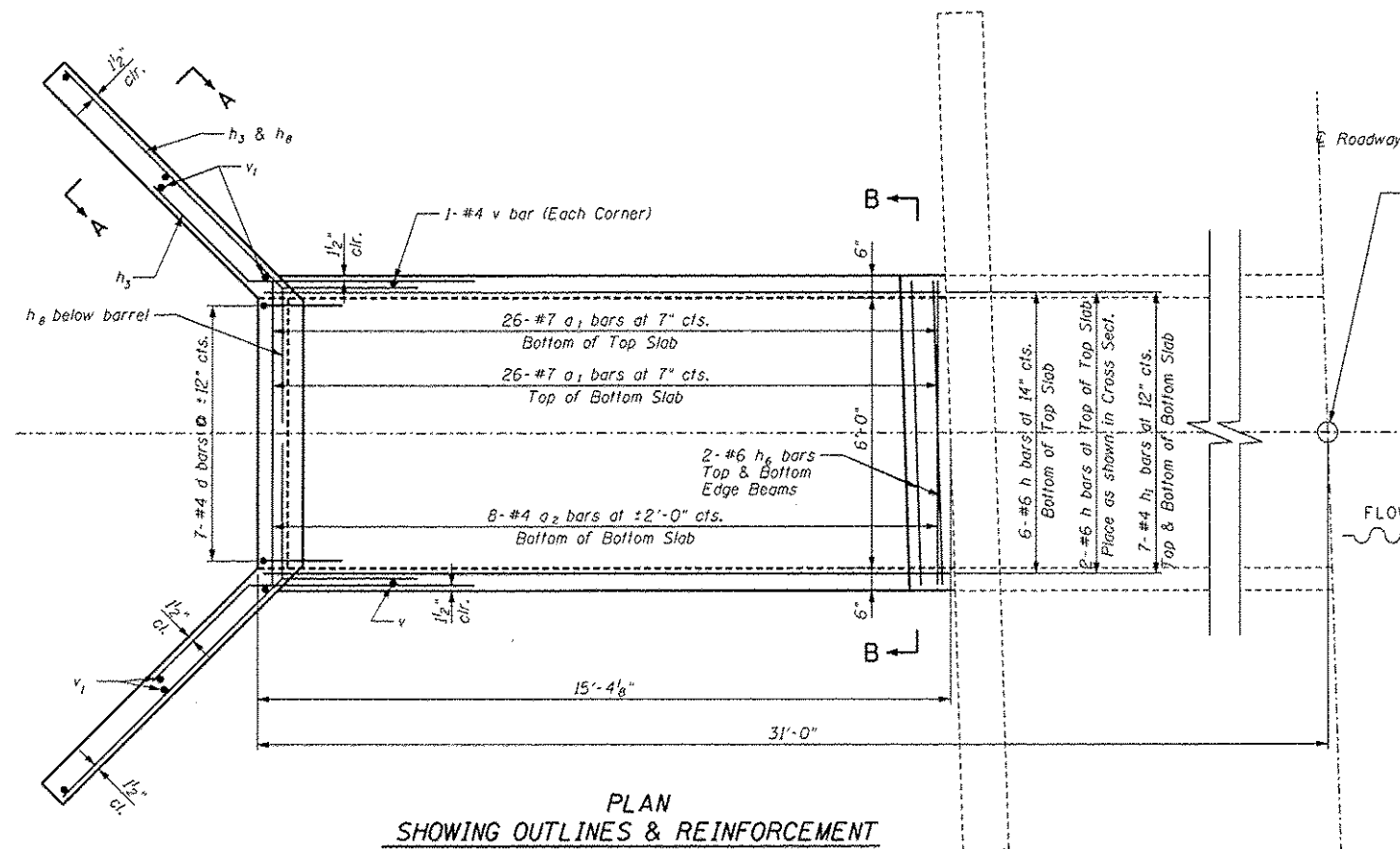
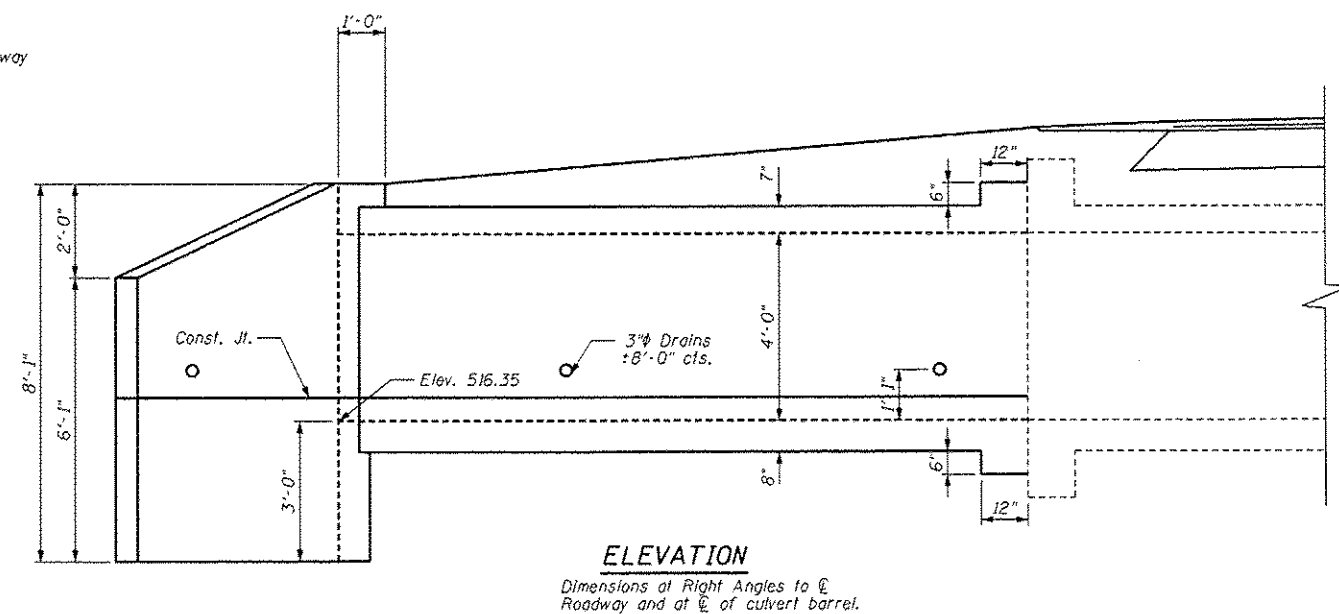
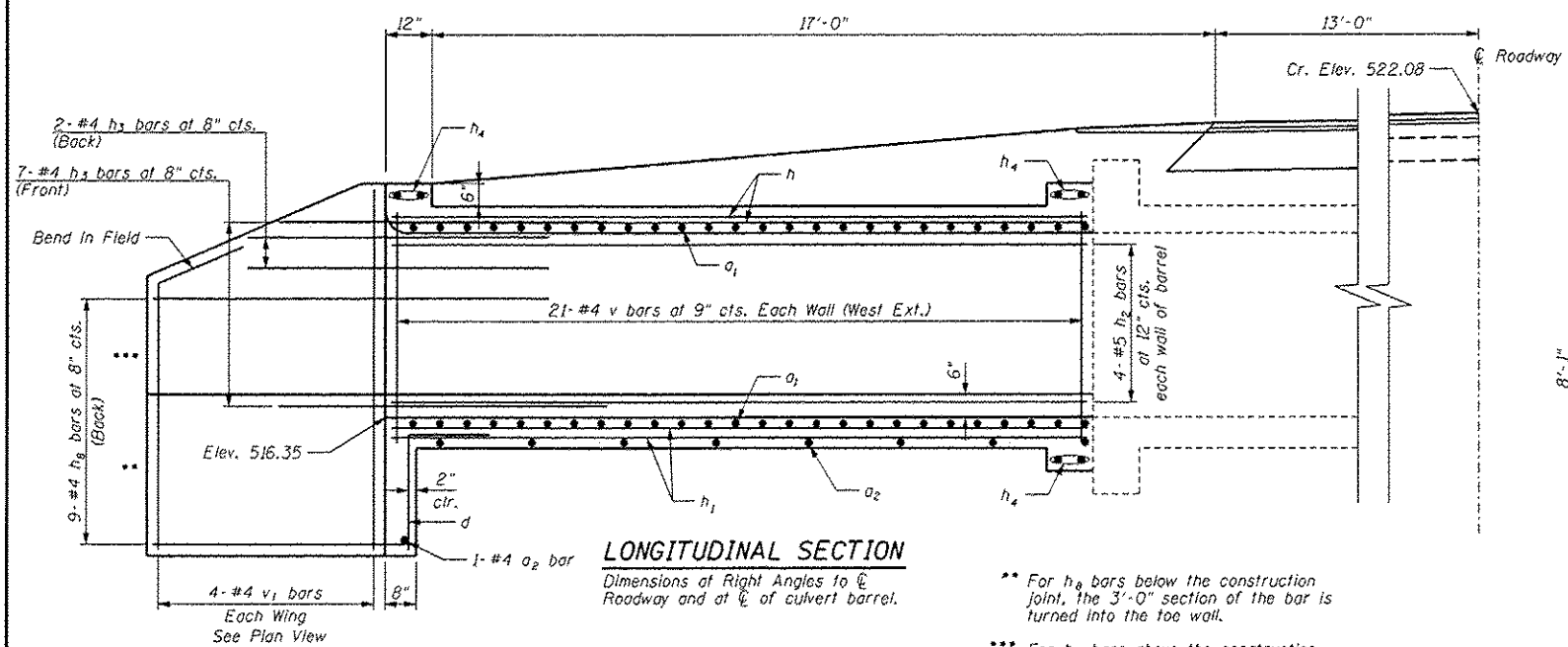
PROJECT	DATE
DESIGNED BY	
CHECKED BY	
DATE	
SCALE	
NOTE BOOK	
NO.	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 STORM WATER POLLUTION PREVENTION PLAN  
 SHEET 9 OF 9  
 FAS 1597 (IL 96)  
 SECTION 14 (W, RS-7)  
 ADAMS/PIKE COUNTY

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY TCD  
 CHECKED BY DBS





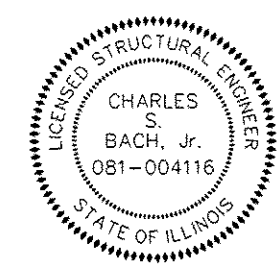
**NOTES**

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.  
 Reinforcement Bars shall conform to the requirements of ASTM A-706, Grade 60. See Special Provisions.  
 Precast culvert option is not allowed.  
 All excavation required for construction of the culvert in accordance with the standard specifications shall be included in the cost of Concrete Box Culverts.  
 Areas of excavation required for removal of existing structure or construction of the new culvert shall be backfilled with Granular Culvert Backfill up to the top of slab elevation. See Special Detail sheet.  
 All construction joints shall be bonded.

\*\* For h<sub>8</sub> bars below the construction joint, the 3'-0" section of the bar is turned into the toe wall.  
 \*\*\* For h<sub>8</sub> bars above the construction joint, the 3'-0" section of the bar is turned into the wall of the barrel.

TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS CULVERT DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN ON THE PLANS. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF STRUCTURE AND COMPLIES WITH THE REQUIREMENTS OF THE CURRENT "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES."

*Charles S. Bach, Jr.*  
 STRUCTURAL ENGINEER PSBA  
 8/16/2013  
 EXPIRES: 11/30/2014

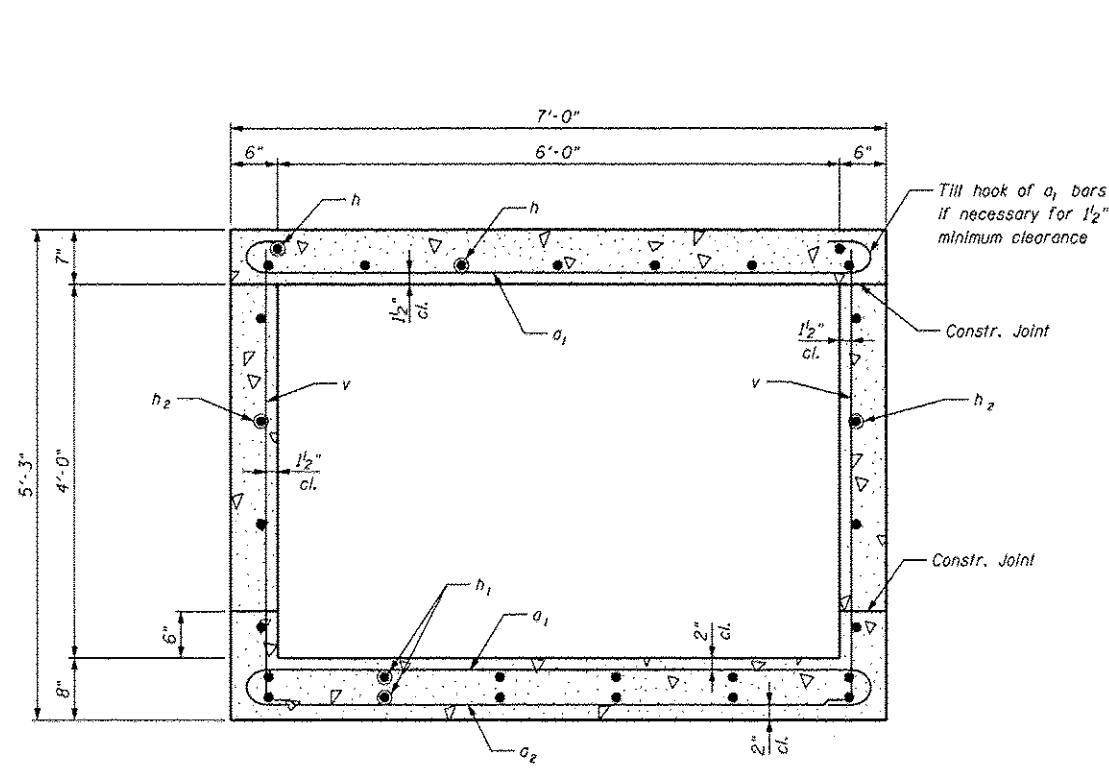


**LOADING HL-93**  
 Allow 50#/sq. ft. for future wearing surface.

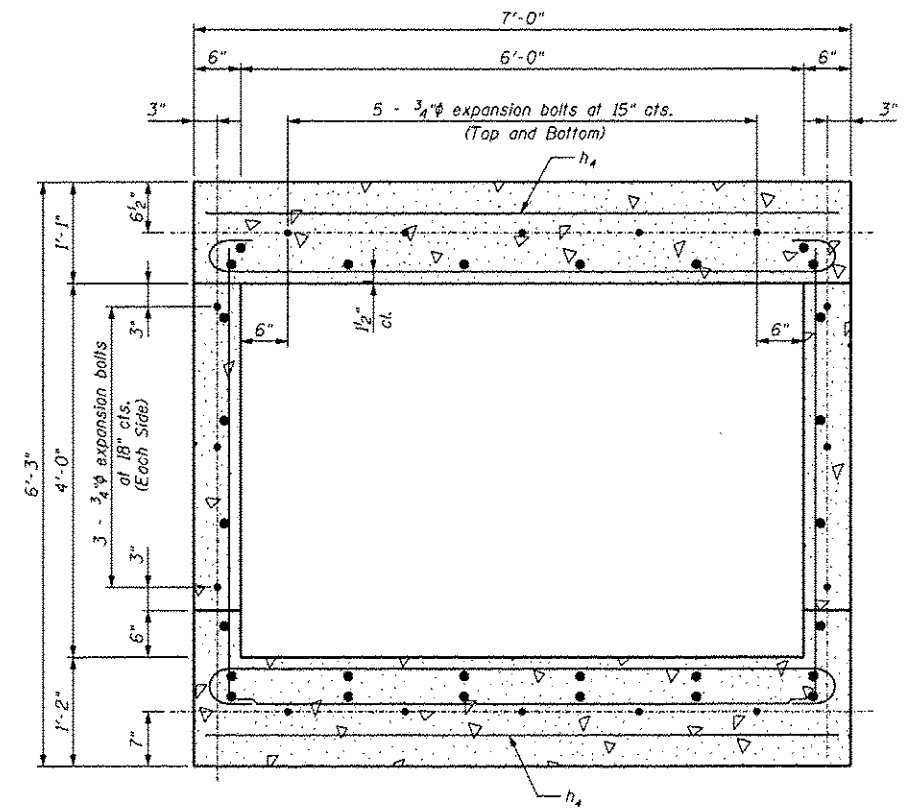
**DESIGN SPECIFICATIONS**  
 2012 AASHTO LRFD  
 BRIDGE DESIGN SPECIFICATIONS 6th EDITION  
**DESIGN STRESSES**

FIELD UNITS  
 f<sub>c</sub> = 3,500 psi  
 f<sub>y</sub> = 60,000 psi

FILE NAME: culvert1332+7140 CIP-WEST-EXT.dgn	USER NAME: nate1	DESIGNED: TCD	REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CULVERT DETAILS CULVERT EXTENSION: STA 1332+71.40, LT	F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 53
PLOT SCALE: 4x11.369 1/4" = 1'	CHECKED: CSB	REVISED:	SCALE: NTS			SHEET 1 OF 2 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	72781	
PLOT DATE: 8/16/2013	DATE: 07/2013	REVISED:								

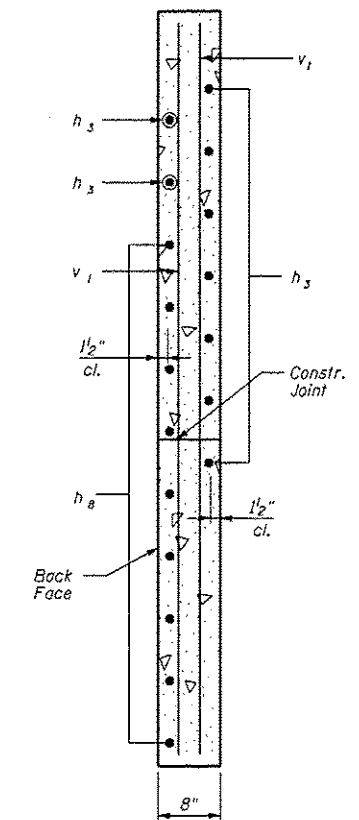


SECTION THRU BARREL



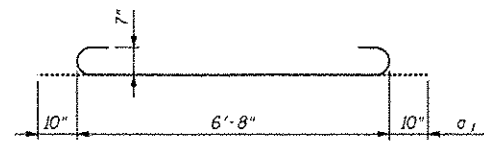
SECTION B-B

Expansion Bolt Locations  
Section Shown Without Skew

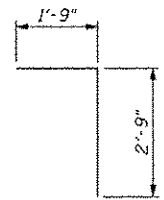


SECTION A-A

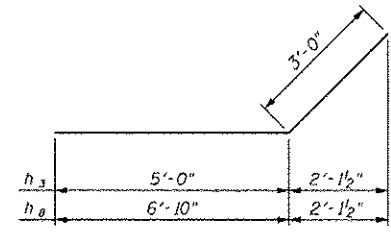
Wing Wall



a BARS



d BAR

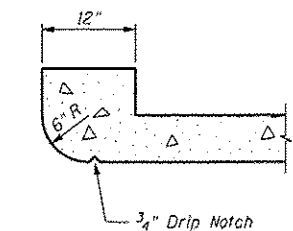


h BARS

BAR BEND DETAILS

BILL OF MATERIAL

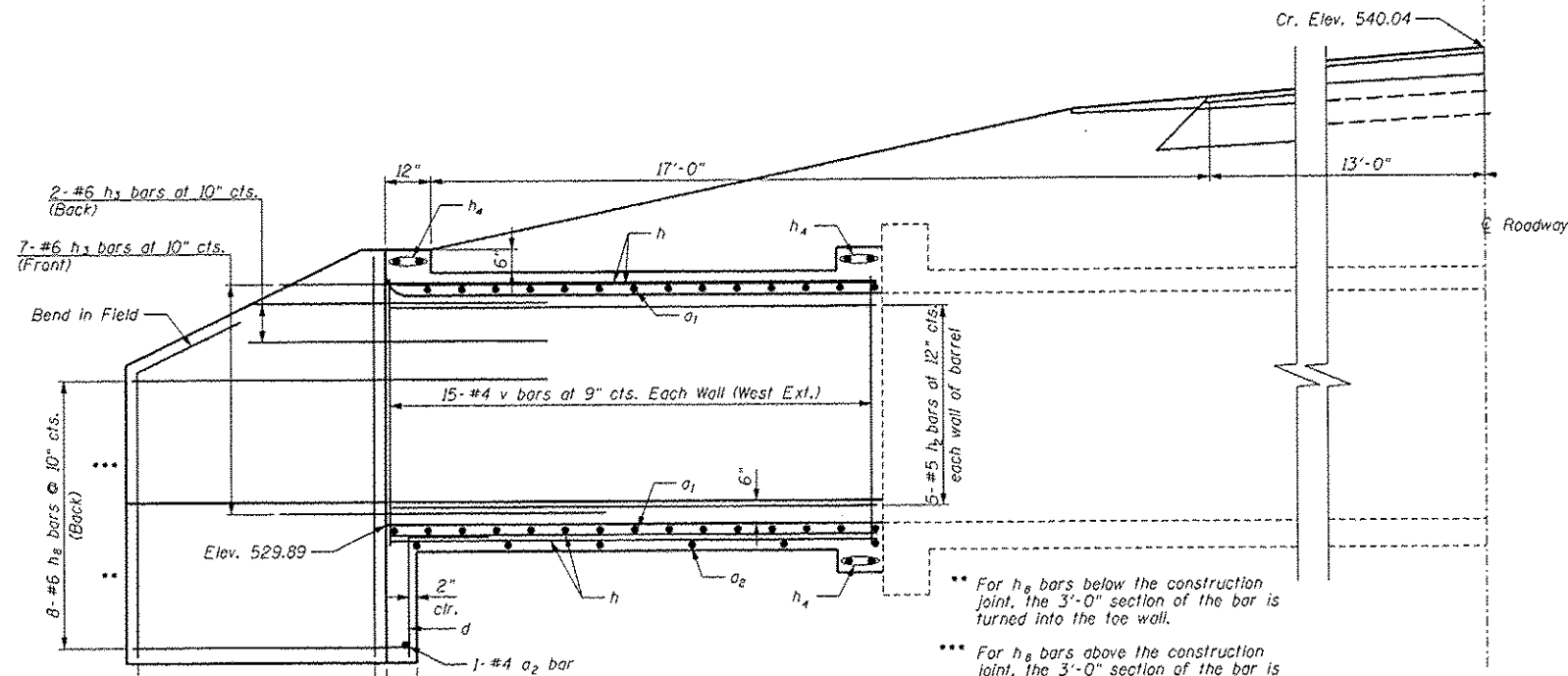
Bar	No.	Size	Length	Shape
a <sub>1</sub>	52	7	8'-4"	
a <sub>2</sub>	9	4	6'-3"	
d	7	4	4'-6"	
h	8	6	15'-0"	
h <sub>1</sub>	14	4	15'-0"	
h <sub>2</sub>	8	5	15'-0"	
h <sub>3</sub>	18	4	8'-0"	
h <sub>4</sub>	6	6	6'-0"	
h <sub>6</sub>	18	4	9'-10"	
v	44	4	4'-11"	
v <sub>1</sub>	8	4	7'-10"	
3/4" Expansion Bolts			Each	16
Concrete Box Culverts			Cu. Yd.	10.4
Reinforcement Bars			Pound	1860
Granular Culvert Backfill			Cu. Yd.	4.1



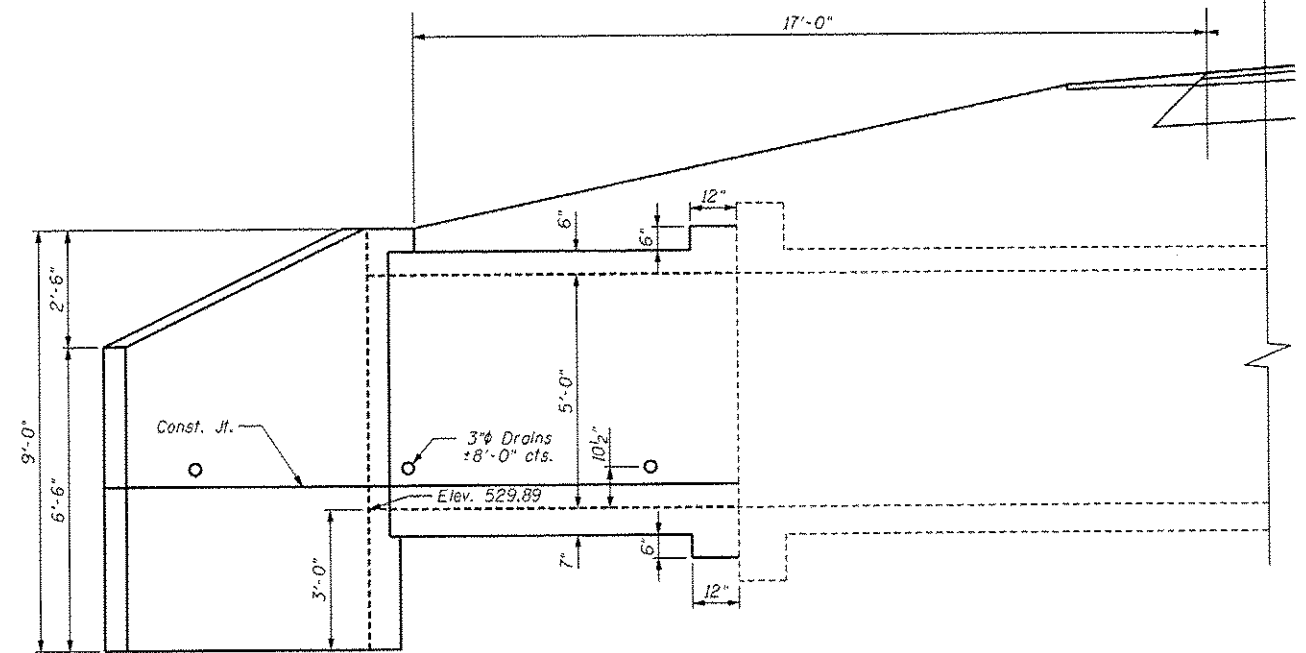
SECTION THRU HEADWALL

(UPSTREAM END ONLY)

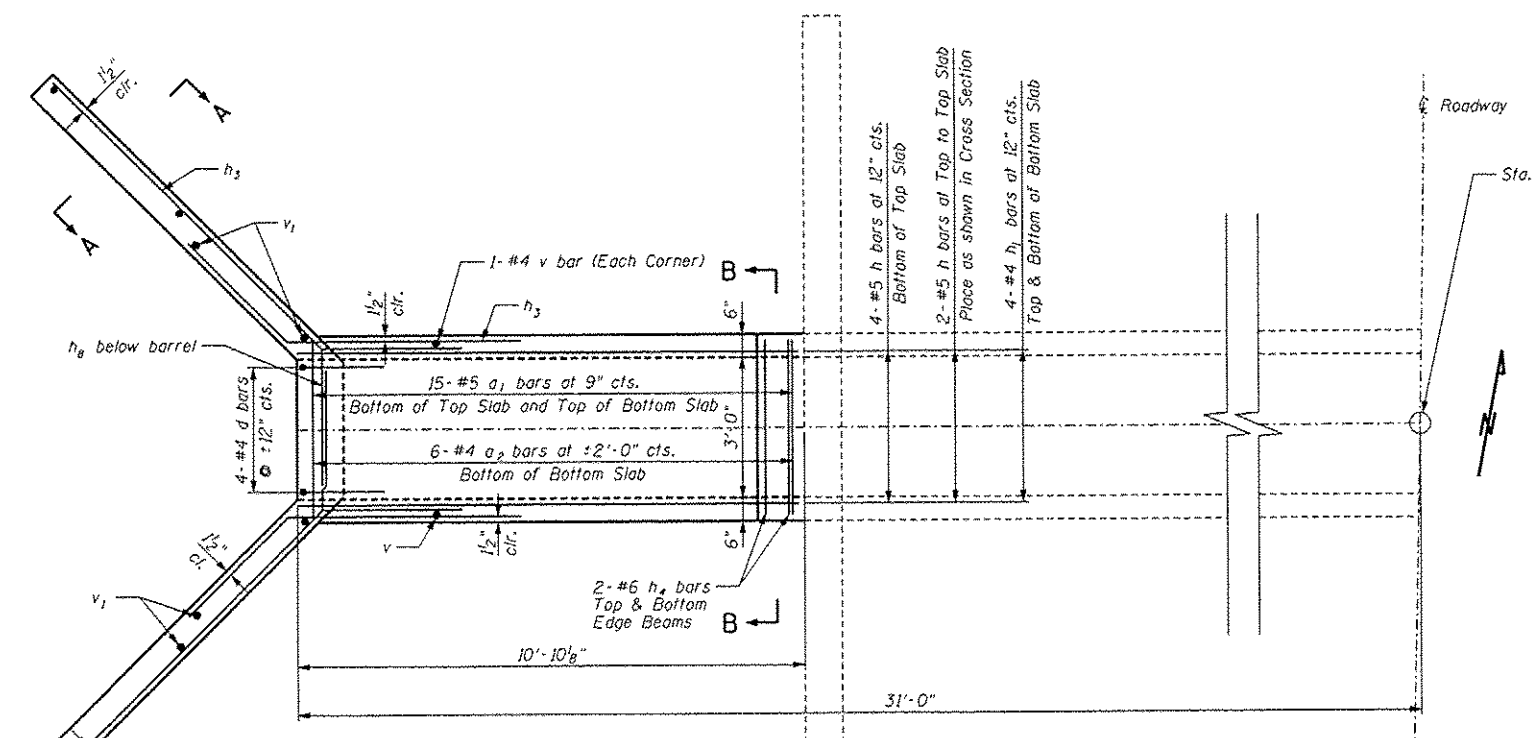




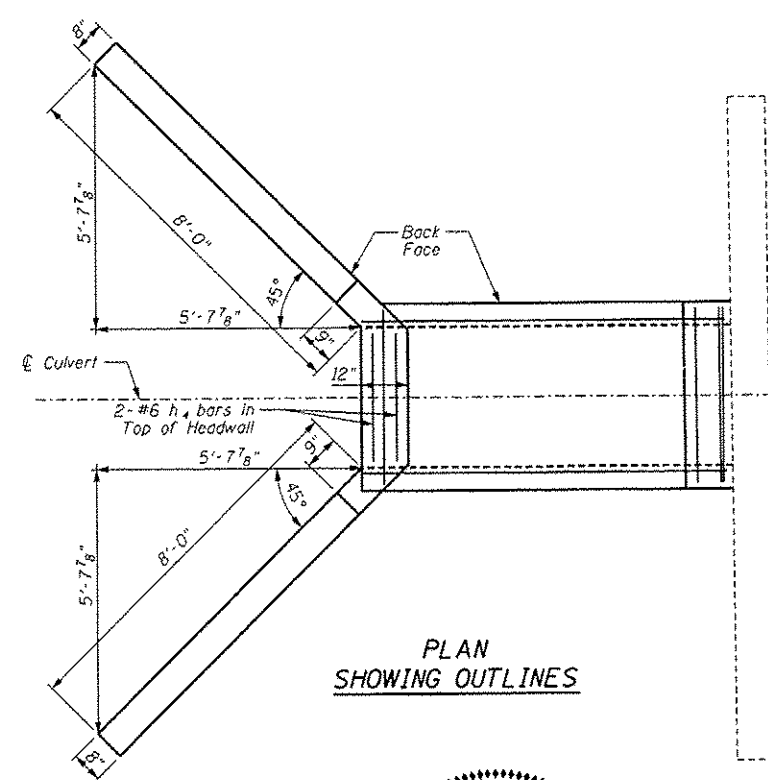
**LONGITUDINAL SECTION**  
Dimensions at Right Angles to  $\bar{C}$  Roadway and at  $\bar{C}$  of culvert barrel.



**ELEVATION**  
Dimensions at Right Angles to  $\bar{C}$  Roadway and at  $\bar{C}$  of culvert barrel.



**PLAN SHOWING OUTLINES & REINFORCEMENT**



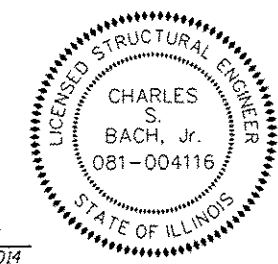
**PLAN SHOWING OUTLINES**

**NOTES**

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.  
Reinforcement Bars shall conform to the requirements of ASTM A-706, Grade 60, See Special Provisions.  
Precast culvert option is not allowed.  
All excavation required for construction of the culvert in accordance with the standard specifications shall be included in the cost of Concrete Box Culverts.  
Areas of excavation required for removal of existing structure or construction of the new culvert shall be backfilled with Granular Culvert Backfill up to the top of slab elevation. See Special Detail sheet.  
All construction joints shall be bonded.

TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS CULVERT DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN ON THE PLANS. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF STRUCTURE AND COMPLIES WITH THE REQUIREMENTS OF THE CURRENT "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES."

*Charles S. Bach, Jr.*  
STRUCTURAL ENGINEER  
PSBA  
8-16-2013  
EXPIRES: 11/30/2014

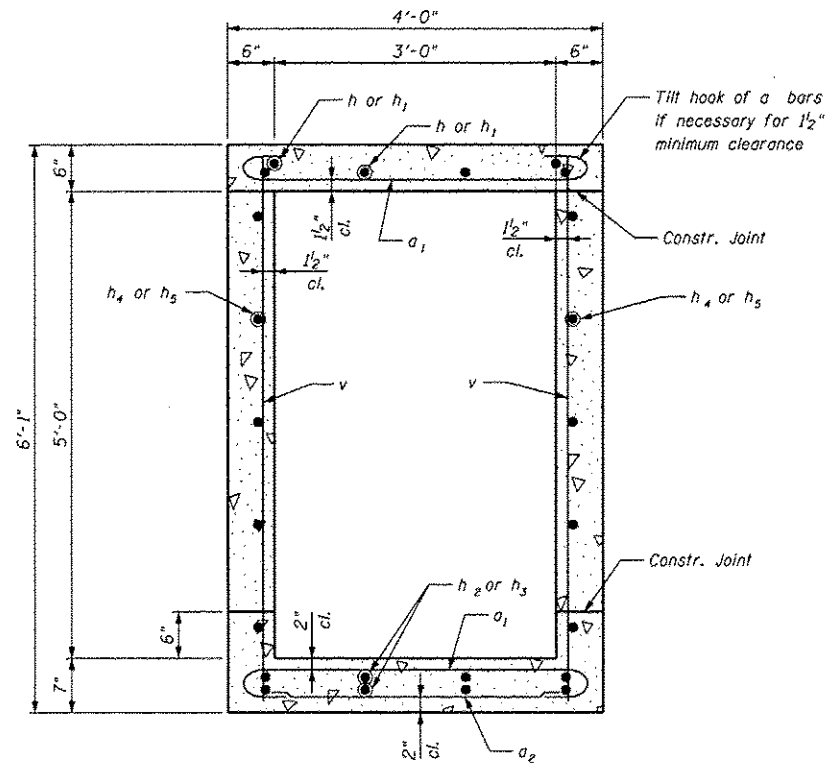


**LOADING HL-93**  
Allow 50#/sq. ft. for future wearing surface.

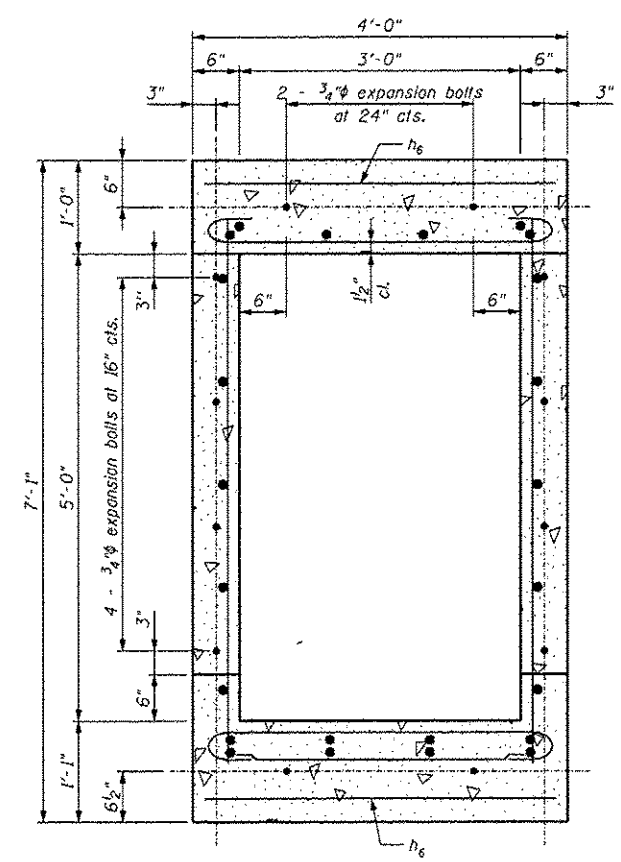
**DESIGN SPECIFICATIONS**  
2012 AASHTO LRFD  
BRIDGE DESIGN SPECIFICATIONS 6th EDITION  
**DESIGN STRESSES**

**FIELD UNITS**  
 $f'_c = 3,500$  psi  
 $f_y = 60,000$  psi

FILE NAME = culvert1345+7189 CIP-WEST-EXT.dgn	USER NAME = natal	DESIGNED - TCD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CULVERT DETAILS</b>		F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 55	
	PLOT SCALE = 4:1, 1369' 1" / in.	DRAWN - PSBA	REVISED -		SCALE: NTS	SHEET 1 OF 2 SHEETS	STA. TO STA.	[ILLINOIS] FED. AID PROJECT				
	PLOT DATE = 9/16/2013	CHECKED - CSB	REVISED -									
		DATE - 07/2013	REVISED -									

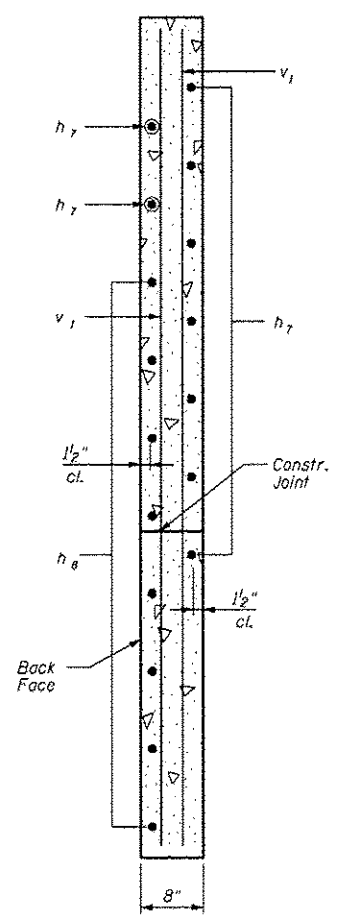


SECTION THRU BARREL



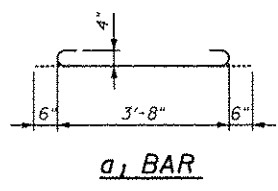
SECTION B-B

Expansion Bolt Locations  
Section Shown Without Skew

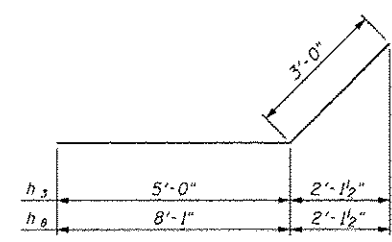


SECTION A-A

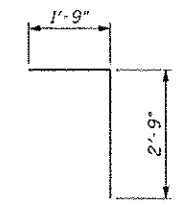
Wing Wall



a<sub>1</sub> BAR



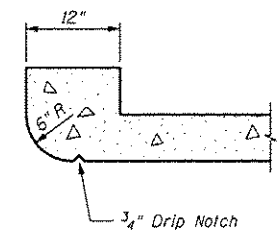
h BARS



d BAR

BILL OF MATERIAL

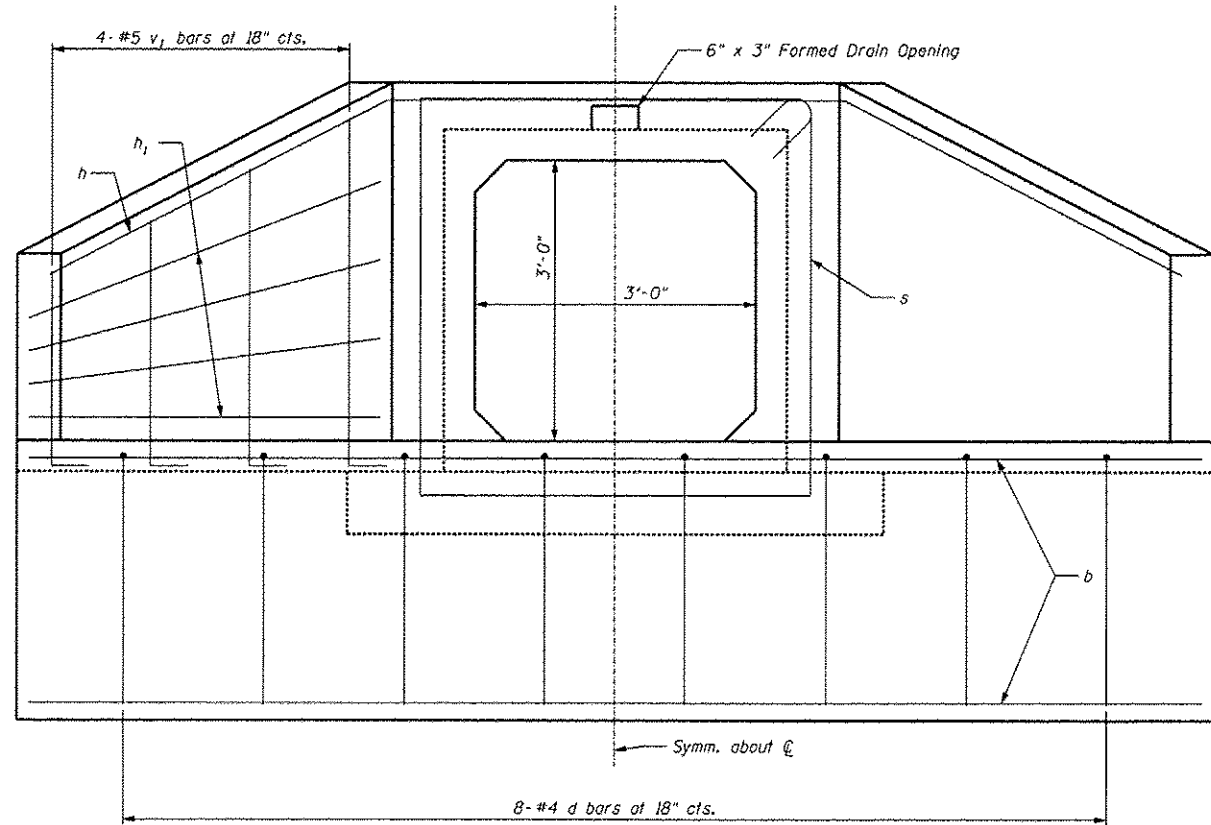
Bar	No.	Size	Length	Shape
a <sub>1</sub>	30	5	4'-8"	
a <sub>2</sub>	7	4	3'-4"	
d	8	4	4'-6"	
h	6	5	10'-7"	
h <sub>1</sub>	8	4	10'-7"	
h <sub>2</sub>	10	5	10'-7"	
h <sub>3</sub>	18	6	8'-0"	
h <sub>4</sub>	12	6	3'-9"	
h <sub>8</sub>	16	6	11'-1"	
v	56	4	5'-9"	
v <sub>1</sub>	16	4	8'-9"	
3/4" Expansion Bolts			Each	12
Concrete Box Culverts			Cu. Yd.	7.2
Reinforcement Bars			Pound	1290
Granular Culvert Backfill			Cu Yd	63.0



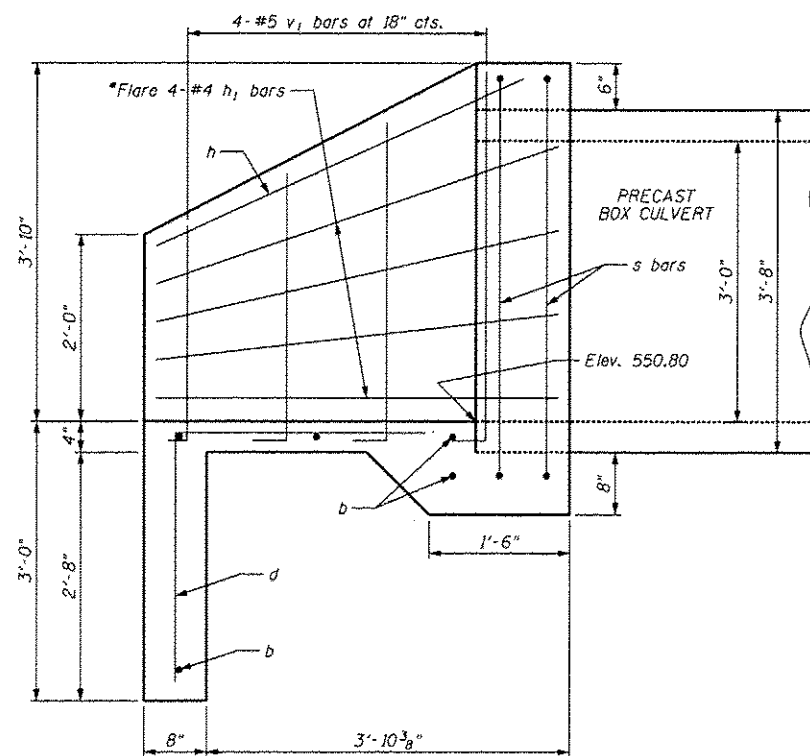
SECTION THRU HEADWALL

(UPSTREAM END ONLY)

BAR BEND DETAILS



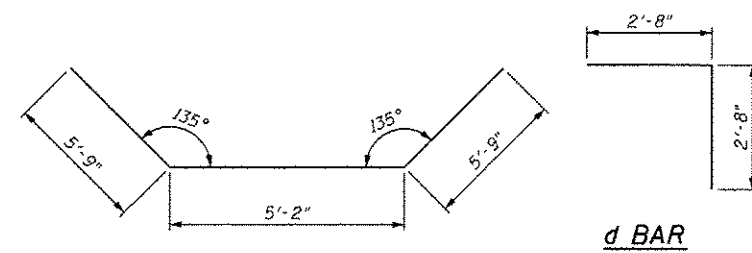
**END ELEVATION**



**HALF LONG. SECTION**

**BILL OF MATERIAL**

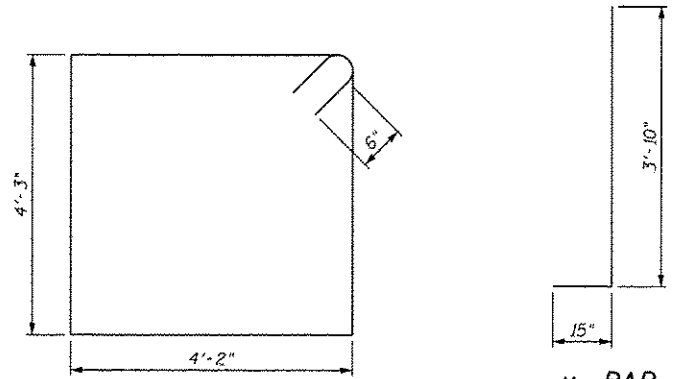
Bar	No.	Size	Length	Shape
b	5	4	12'-6"	—
d	8	4	5'-4"	—
h	1	4	16'-8"	—
h <sub>1</sub>	8	4	5'-0"	—
s	2	4	17'-10"	—
v <sub>1</sub>	8	5	5'-1"	—
Concrete Box Culverts			Cu. Yd.	2.6
Reinforcement Bars			Pound	180



**d BAR**



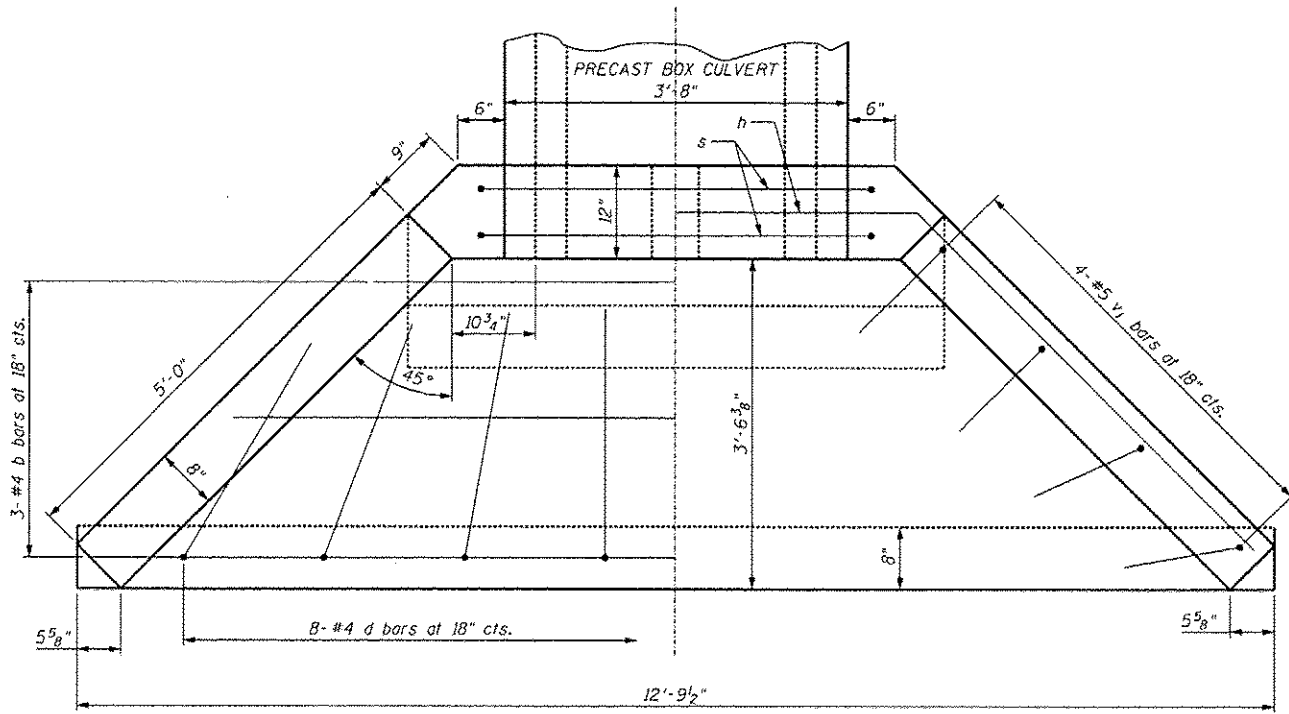
**h BAR**



**s BAR**

**v<sub>1</sub> BAR**

**BAR BEND DETAILS**

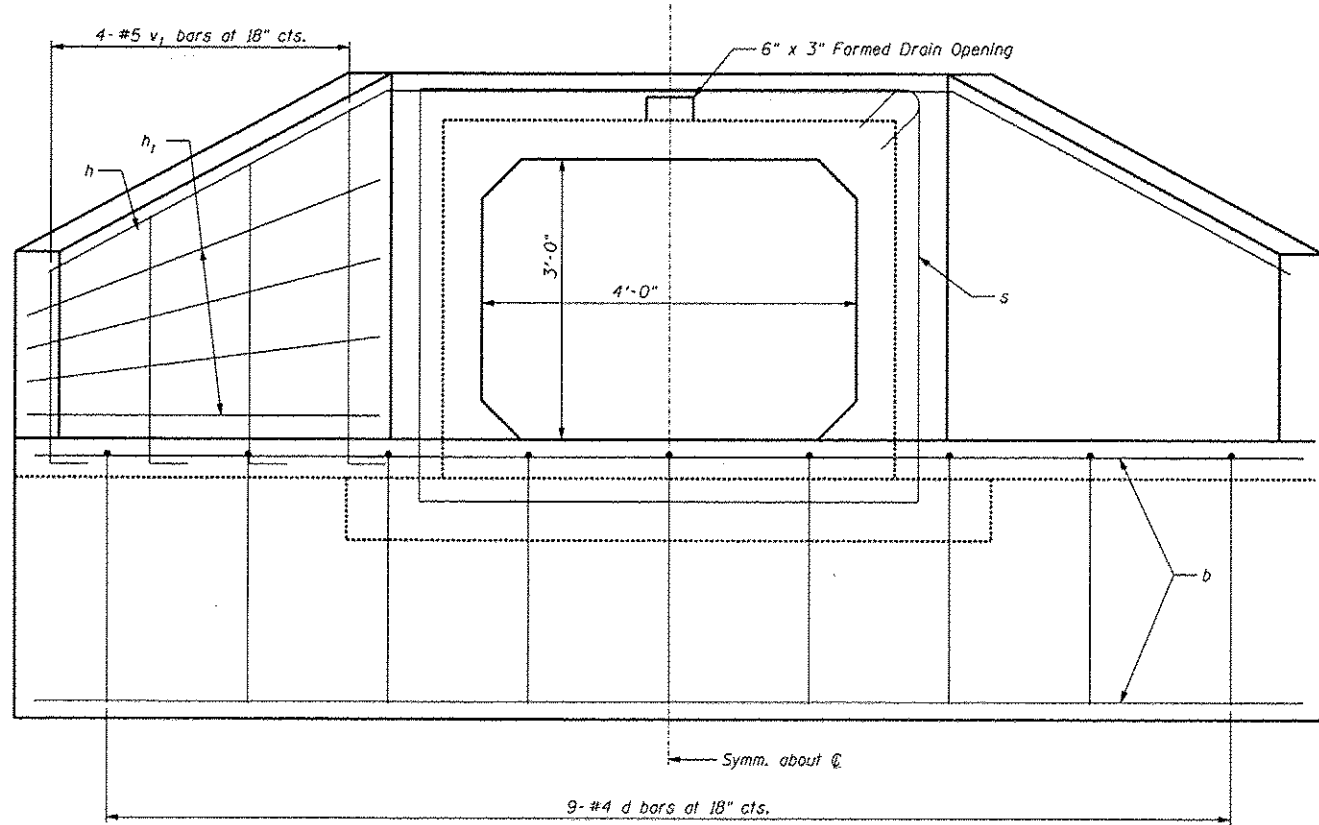


**END PLAN**

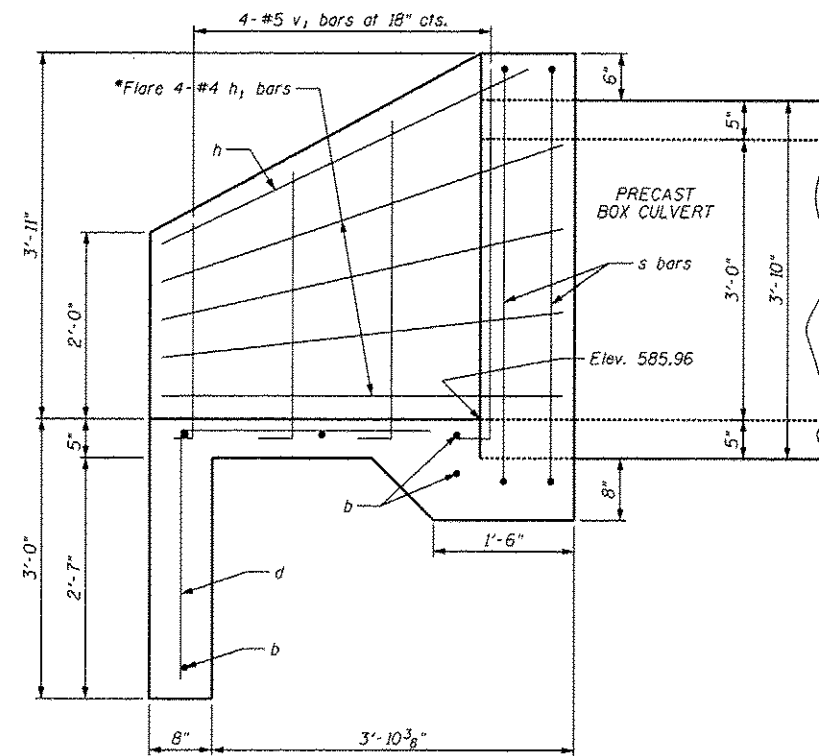
**DESIGN STRESSES**

F<sub>y</sub> = 60,000 psi  
F'<sub>c</sub> = 3,500 psi

**LOADING HL-93**



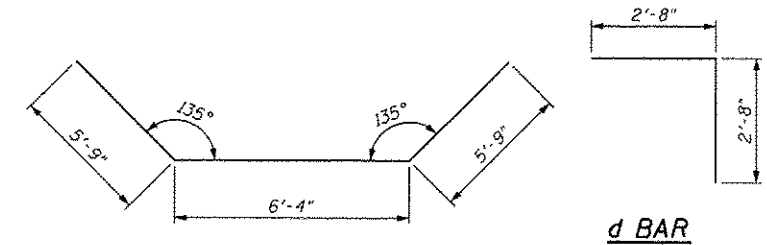
END ELEVATION



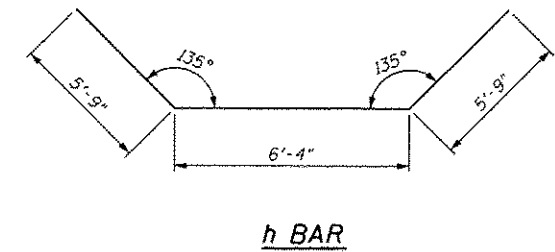
HALF LONG. SECTION

**BILL OF MATERIAL**

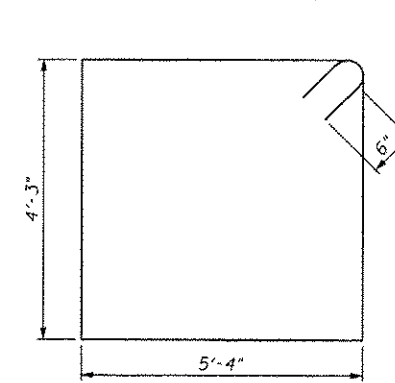
Bar	No.	Size	Length	Shape
b	5	4	13'-8"	—
d	9	4	5'-4"	—
h	1	4	17'-10"	—
h <sub>1</sub>	8	4	5'-0"	—
s	2	4	20'-2"	—
v <sub>1</sub>	8	5	5'-2"	—
Concrete Box Culverts			Cu. Yd.	2.9
Reinforcement Bars			Pound	190



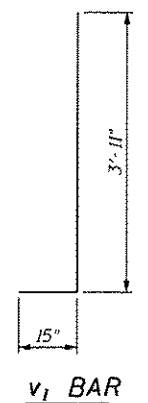
d BAR



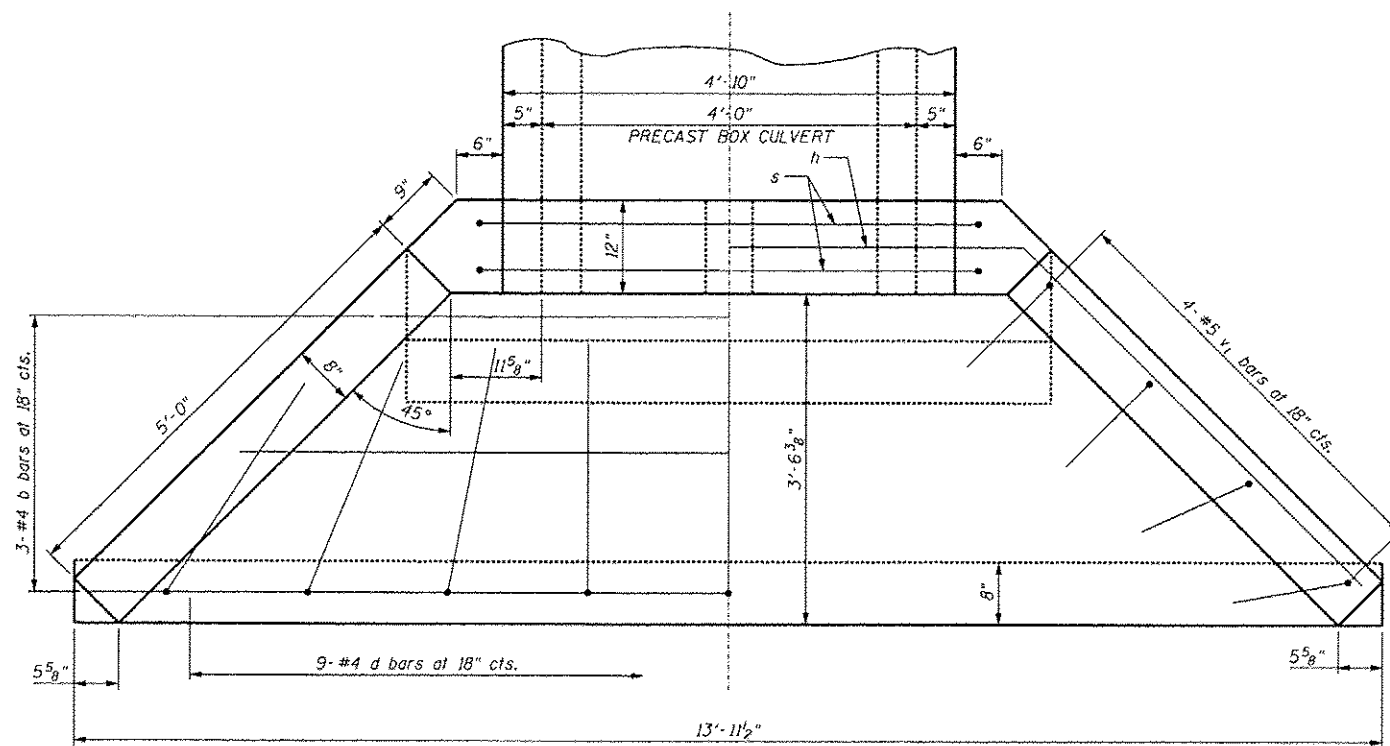
h BAR



s BAR



v<sub>1</sub> BAR



END PLAN

**DESIGN STRESSES**

F<sub>y</sub> = 60,000 psi  
F'<sub>c</sub> = 3,500 psi

**LOADING HL-93**

**BAR BEND DETAILS**

FILE NAME : culvert1379+4975-CIP-ENDS.dgn

USER NAME : notal  
PLOT SCALE : 2/8,5846 1\"/>

DESIGNED - TCD  
DRAWN - PSBA  
CHECKED - CSB  
DATE - 07/2013

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS  
CAST-IN-PLACE END SECTION: STA 1379 + 49.75, LT

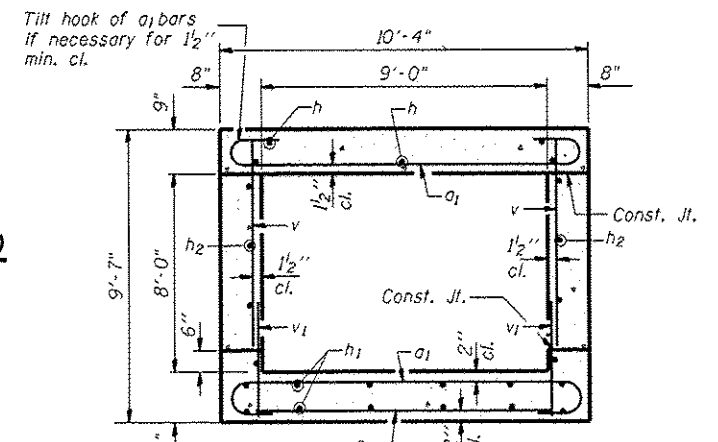
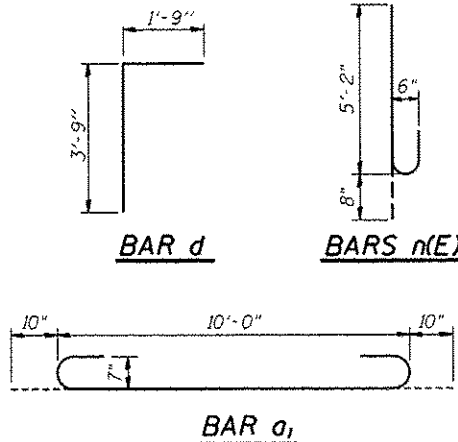
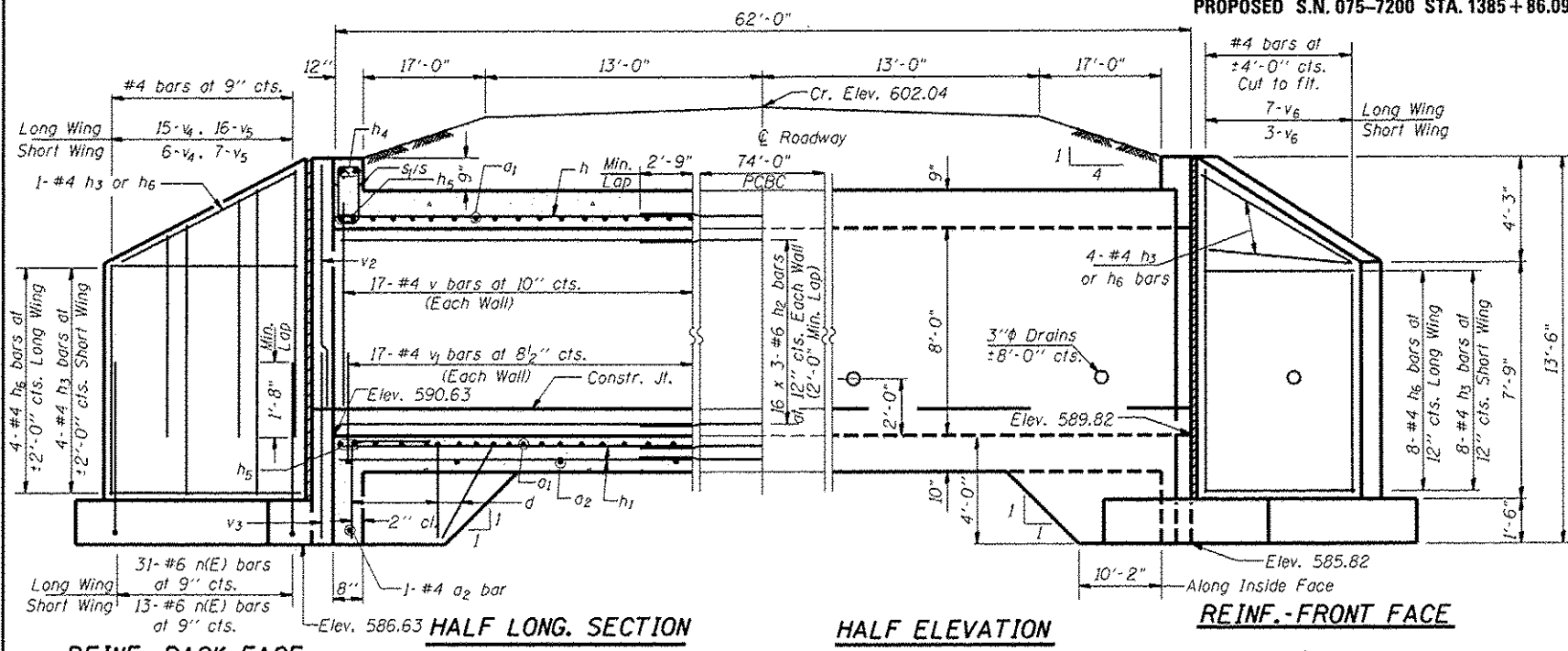
SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	58

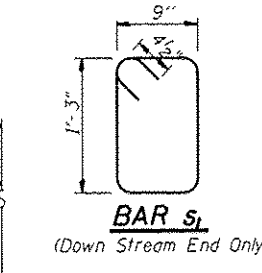
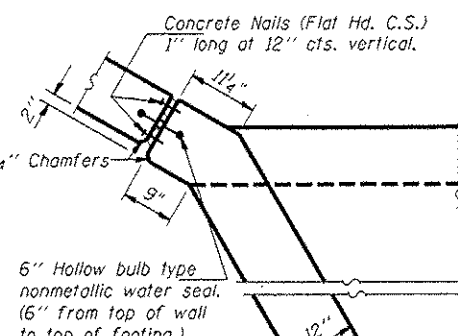
ILLINOIS FED. AID PROJECT

72781

**CAST IN PLACE BOX CULVERT END SECTION DETAIL**  
**PROPOSED S.N. 075-7200 STA. 1385+86.09**



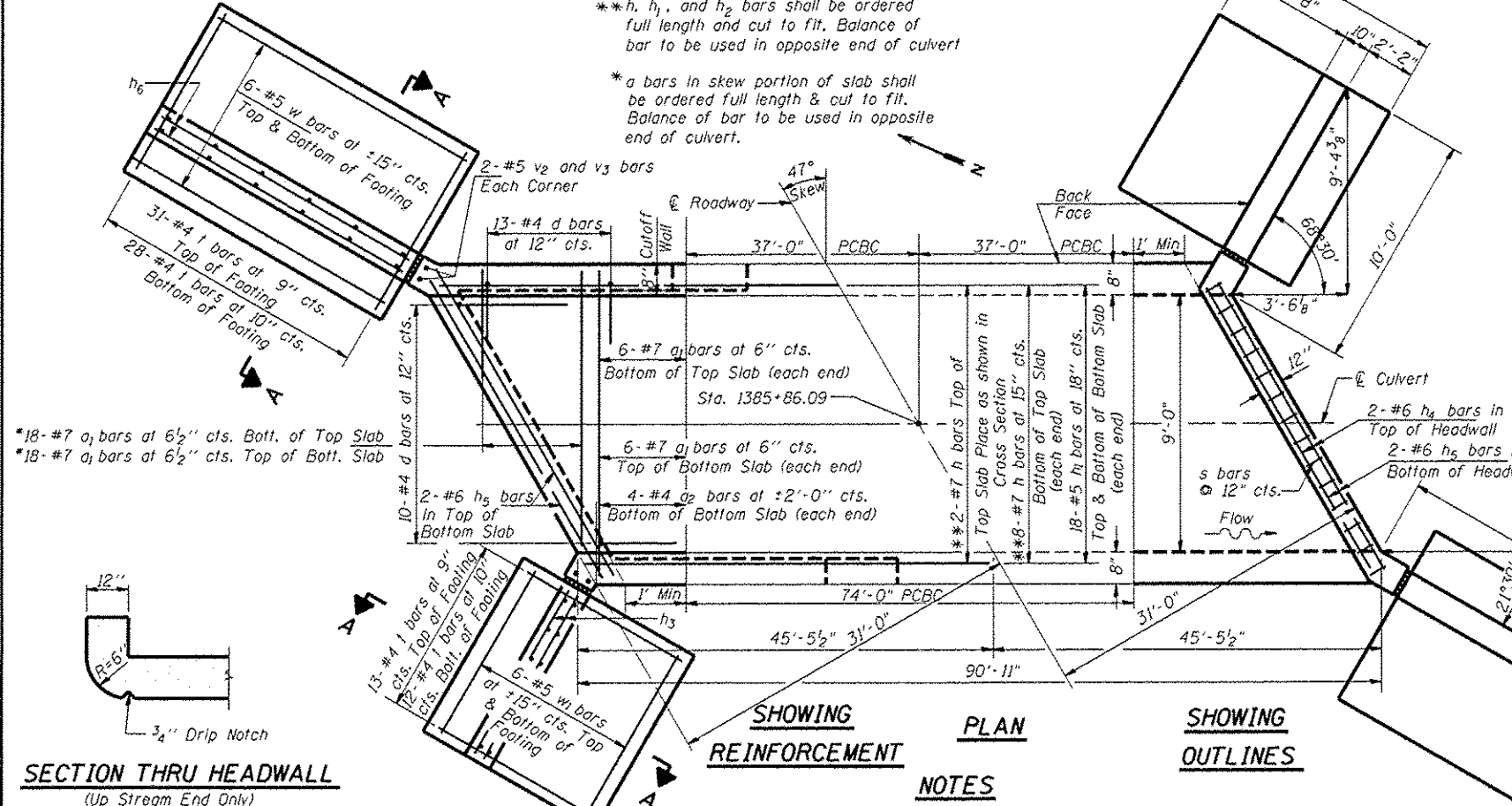
**REINF.-BACK FACE**      **HALF LONG SECTION**      **HALF ELEVATION**      **REINF.-FRONT FACE**



**SECTION THRU BARREL**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
* a1	60	#7	11'-8"	
* a2	10	#4	9'-3"	
d	72	#4	5'-6"	
** h	10	#7	16'-5"	
** h1	18	#5	16'-5"	
** h2	16	#6	16'-5"	
** h3	34	#4	9'-0"	
** h4	4	#6	14'-4"	
** h5	8	#6	14'-11"	
** h6	34	#4	23'-0"	
n(E)	88	#6	5'-10"	
s	15	#4	4'-7"	
s1	15	#4	4'-9"	
l	168	#4	6'-5"	
v	34	#4	8'-1"	
v1	34	#4	2'-4"	
v2	8	#5	8'-6"	
v3	8	#5	6'-2"	
v4	42	#4	9'-8"	
v5	46	#4	7'-4"	
v6	20	#4	11'-9"	
w	24	#5	23'-0"	
w1	24	#5	9'-0"	
Concrete Box Culverts	Cu. Yd.		68.1	
Reinforcement Bars, Epoxy Coated	Pound		780	
Reinforcement Bars	Pound		6430	
Name Plate	Each		1	

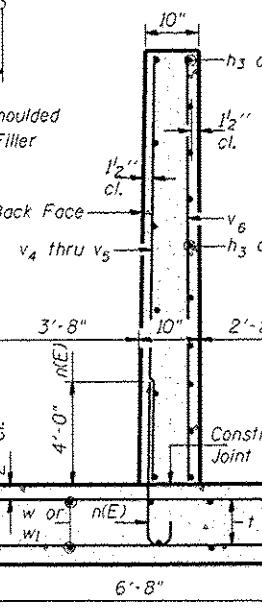
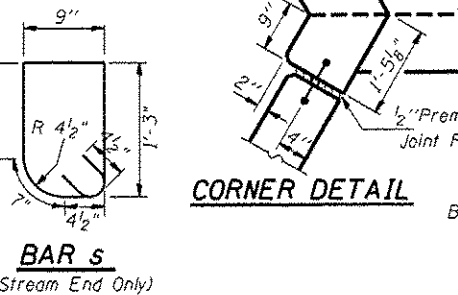


**DESIGN STRESSES**  
 Field Units  
 fy = 60,000 psi  
 f'c = 3,500 psi

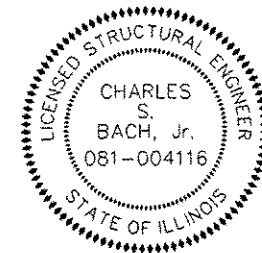
**LOADING HL-93**  
 Max. Soil Pressure under footing = 2739 psf  
 Allow 50" / sq.ft. for future wearing surface.

**NOTES**

1. Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.
2. Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
3. Reinforcement bars designated (E) shall be epoxy coated. All construction joints shall be bonded.
4. Extend longitudinal reinforcement 2'-9" from precast box culvert ends to be placed in CIP end sections.



**SECTION A-A**



**DESIGN SPECIFICATIONS**

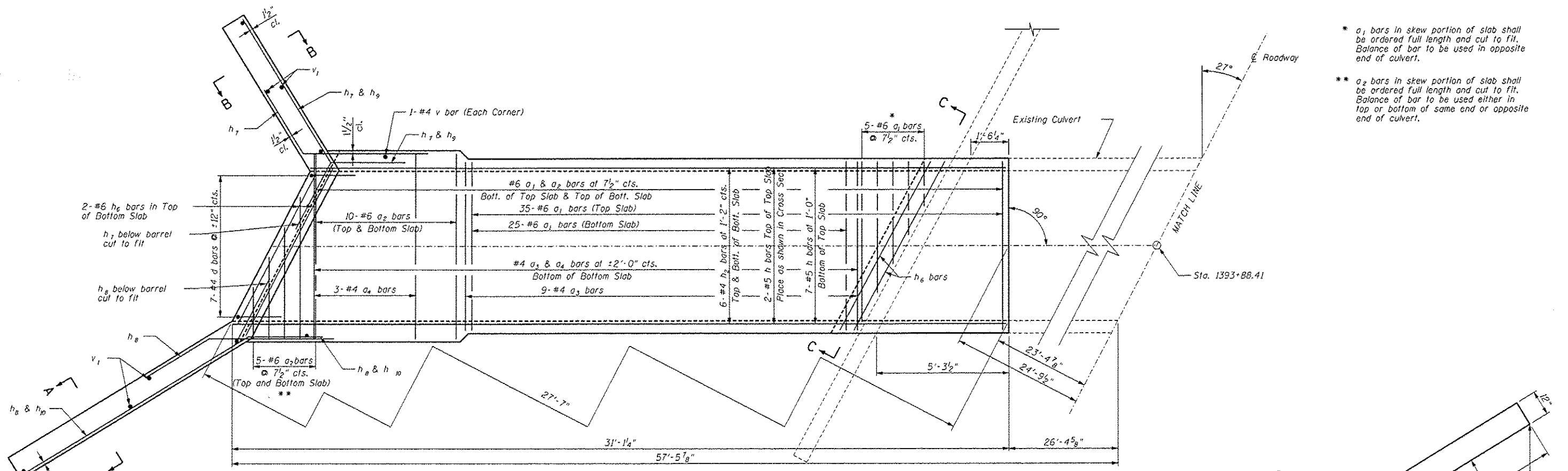
2012 AASHTO LRFD  
 BRIDGE DESIGN SPECIFICATIONS 6th EDITION

TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS CULVERT DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOW ON THE PLANS. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF STRUCTURE AND COMPLIES WITH THE REQUIREMENTS OF THE CURRENT "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES."

*Charles S. Bach, Jr.*  
 STRUCTURAL ENGINEER  
 PSBA  
 8/14/2013  
 EXPIRES: 11/30/2014







\*  $a_1$  bars in skew portion of slab shall be ordered full length and cut to fit. Balance of bar to be used in opposite end of culvert.

\*\*  $a_2$  bars in skew portion of slab shall be ordered full length and cut to fit. Balance of bar to be used either in top or bottom of same end or opposite end of culvert.

**WEST EXTENSION  
SHOWING REINFORCEMENT**

**LOADING HL-93**

Allow 50#/sq. ft. for future wearing surface.

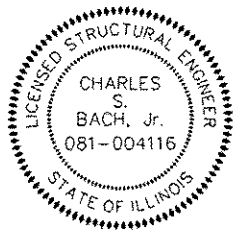
**DESIGN SPECIFICATIONS**

2012 AASHTO LRFD  
BRIDGE DESIGN SPECIFICATIONS 6th EDITION

**DESIGN STRESSES**

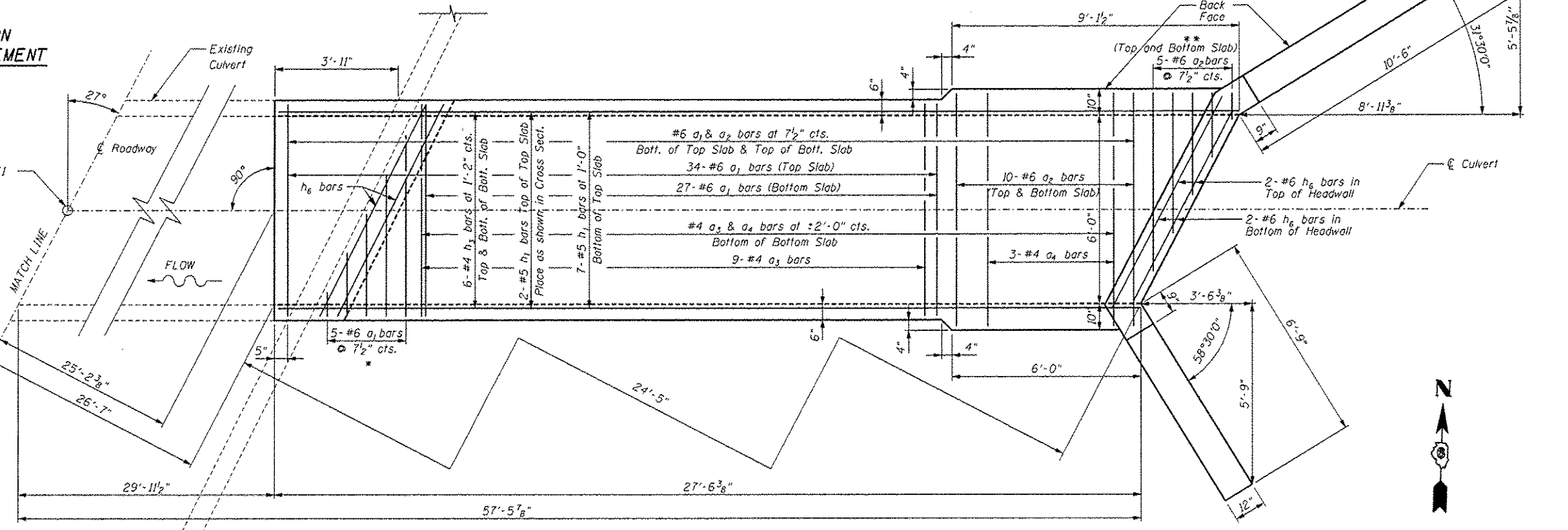
**FIELD UNITS**

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi



TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS CULVERT DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN ON THE PLANS. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF STRUCTURE AND COMPLIES WITH THE REQUIREMENTS OF THE CURRENT "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES."

*Charles S. Bach, Jr.* 8-18-2013  
STRUCTURAL ENGINEER PSBA EXPIRES: 11/30/2014

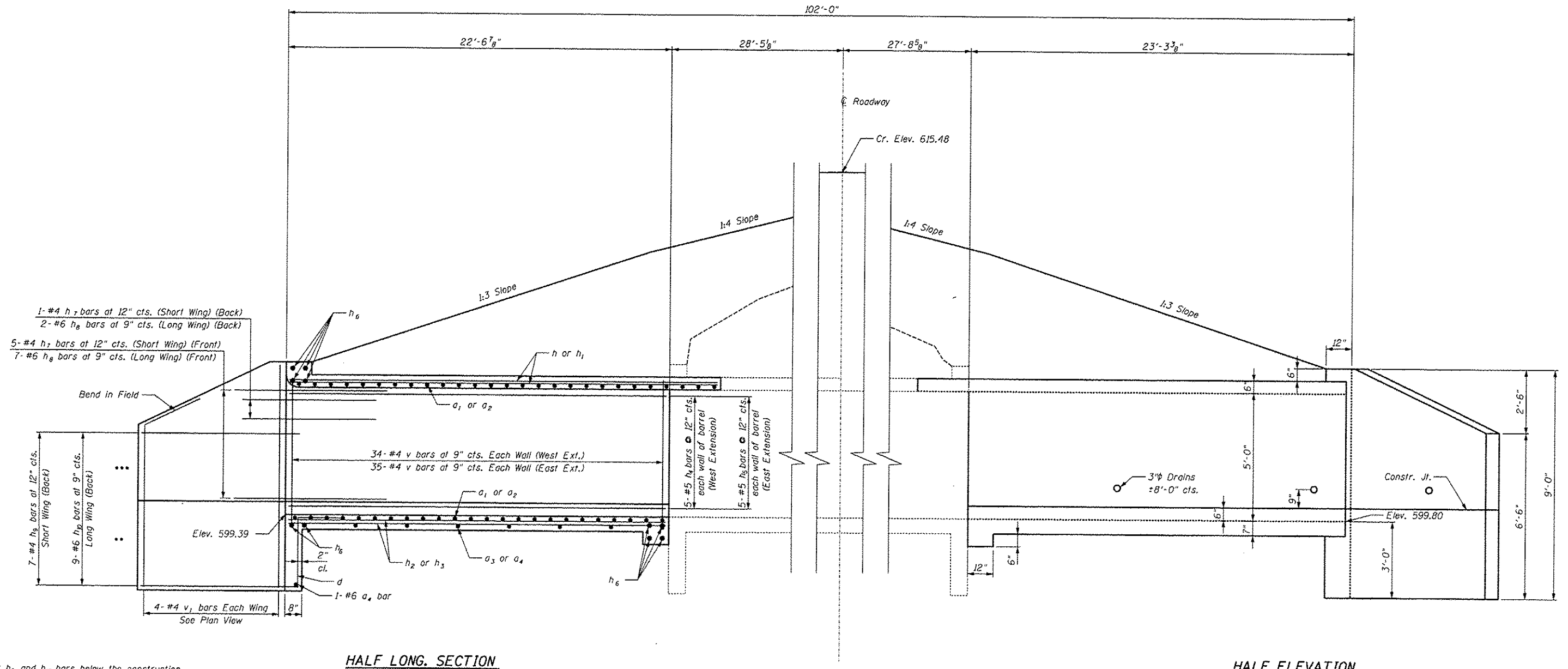


**EAST EXTENSION  
SHOWING OUTLINES & REINFORCEMENT**

**NOTES**

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls. Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60. Bars indicated thus 12 x 4-#5 etc, indicates 12 lines of bars with 4 lengths per line. All construction joints shall be bonded.

FILE NAME : culvert1393+8841.dgn	USER NAME : netal	DESIGNED - TCD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CULVERT DETAILS</b>		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - PSBA	REVISED -		<b>CULVERT EXTENSION: STA 1393+88.41 LT &amp; RT</b>		1597	14 (R, RS-7)	ADAMS/PIKE	152	61	
		CHECKED - CSB	REVISED -		SCALE: NTS	SHEET	1	OF 3	SHEETS	STA.	TO STA.	CONTRACT NO. 72781
		DATE - 07/2013	REVISED -									ILLINOIS FED. AID PROJECT



**HALF LONG. SECTION**

**HALF ELEVATION**

**ELEVATION**

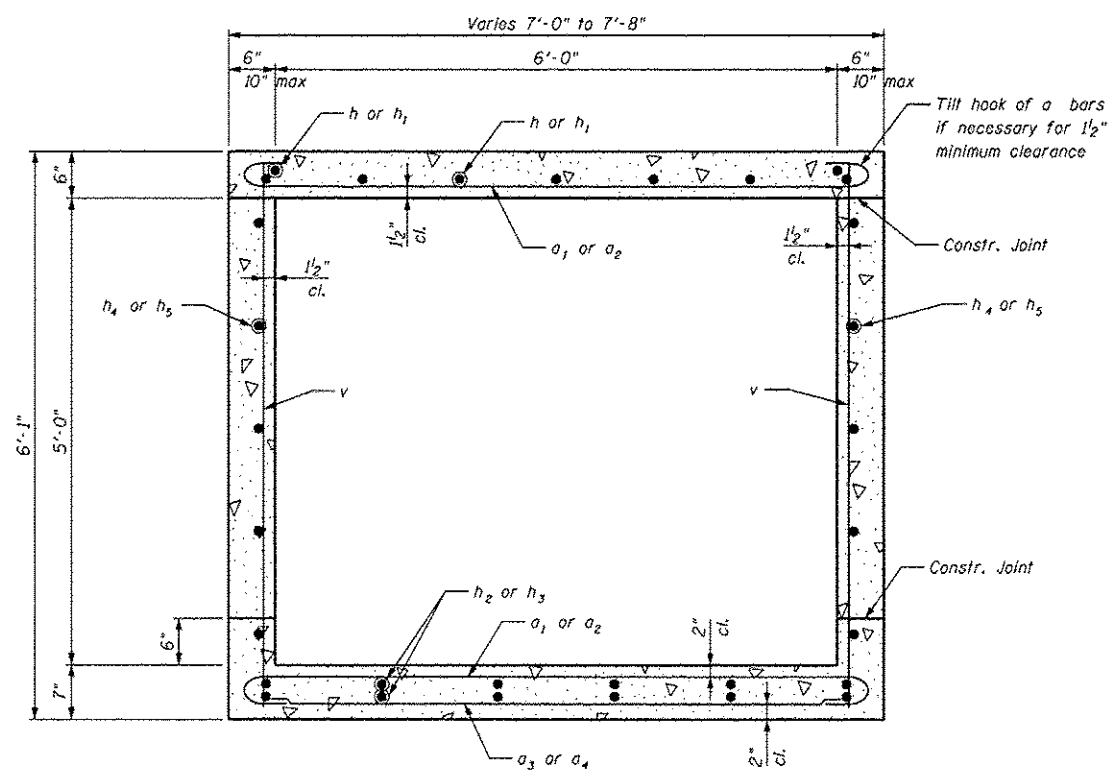
\*\* For  $h_9$  and  $h_{10}$  bars below the construction joint, the 3'-0" section of the bar is turned into the toe wall.

\*\*\* For  $h_9$  and  $h_{10}$  bars above the construction joint, the 3'-0" section of the bar is turned into the wall of the barrel.

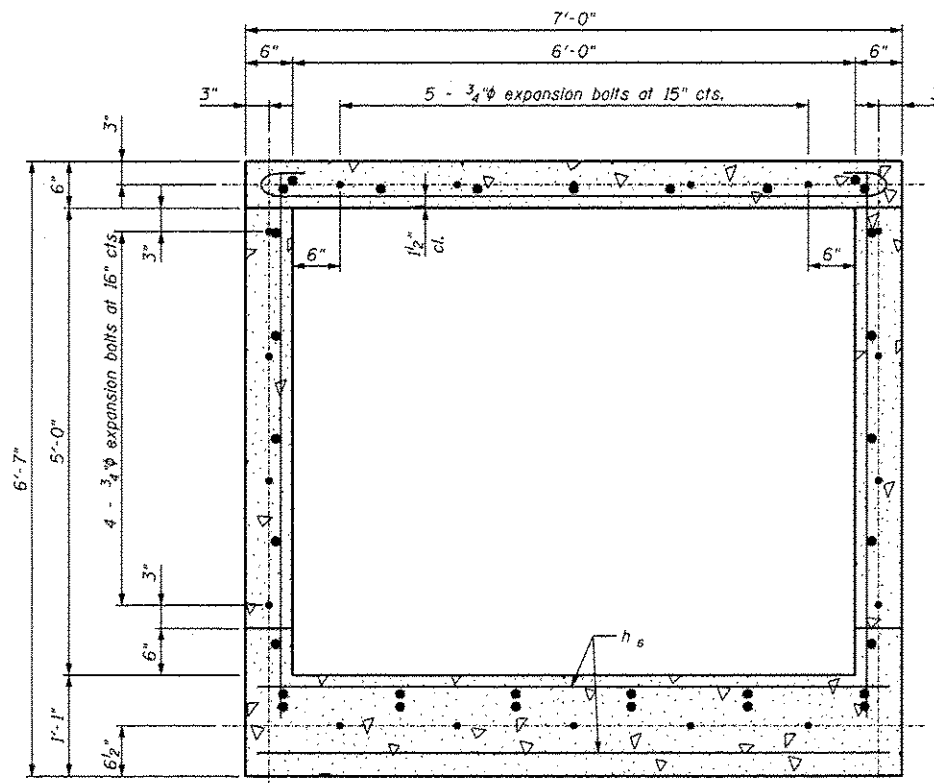
**NOTES**

Dimensions at Right Angles to  $\odot$  Roadway and at  $\odot$  of culvert barrel.

FILE NAME : culvert1393+8841.dgn	USER NAME : netel	DESIGNED - TCD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CULVERT DETAILS</b>		F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 62
					CULVERT EXTENSION: STA 1393+88.41, LT & RT		CONTRACT NO. 72781		ILLINOIS FED. AID PROJECT		
					SCALE: NTS		SHEET 2 OF 3 SHEETS		STA. TO STA.		
					DATE - 07/2013		REVISED -		REVISED -		

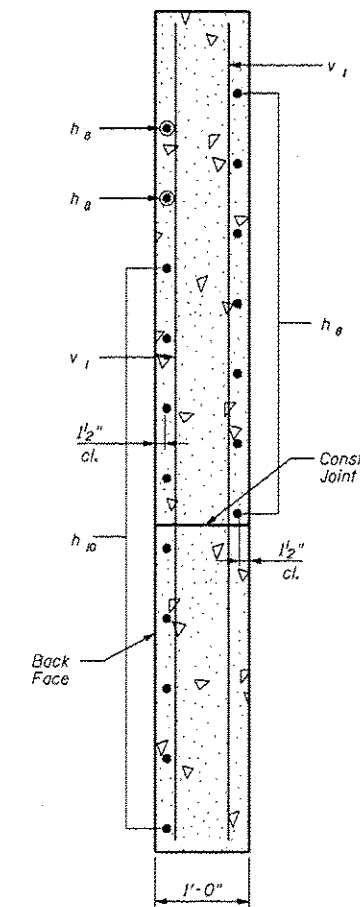


SECTION THRU BARREL

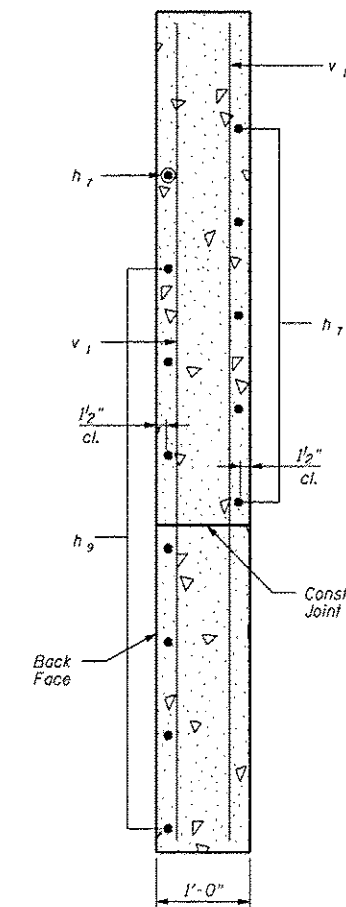


SECTION C-C

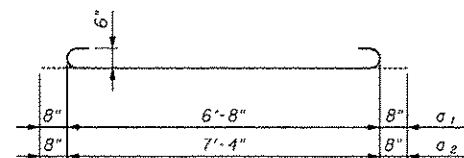
Expansion Bolt Locations  
Section Shown Without Skew



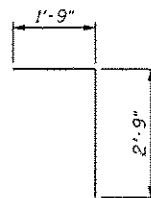
SECTION A-A  
Long Wing Wall



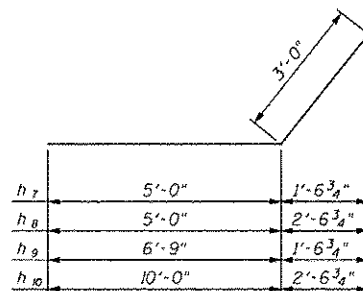
SECTION B-B  
Short Wing Wall



a BARS



d BAR



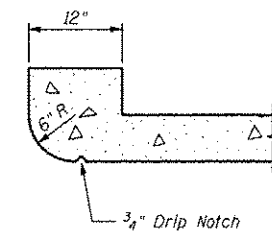
h BARS

BAR BEND DETAILS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a <sub>1</sub>	126	6	8'-0"	
a <sub>2</sub>	50	6	8'-8"	
a <sub>3</sub>	18	4	6'-6"	
a <sub>4</sub>	8	4	7'-2"	
d	14	4	4'-6"	
* h	9	5	30'-10"	
* h <sub>1</sub>	9	5	30'-5"	
h <sub>2</sub>	12	4	25'-2"	
h <sub>3</sub>	12	4	26'-1"	
h <sub>4</sub>	10	5	25'-2"	
h <sub>5</sub>	10	5	26'-1"	
h <sub>6</sub>	20	6	7'-7"	
h <sub>7</sub>	12	4	8'-0"	
h <sub>8</sub>	18	6	8'-0"	
h <sub>9</sub>	14	4	9'-9"	
h <sub>10</sub>	18	6	13'-0"	
v	142	4	5'-9"	
v <sub>1</sub>	16	4	8'-9"	
3/4" Expansion Bolts		Each	18	
Concrete Box Culverts		Cu. Yd.	38.5	
Reinforcement Bars		Pound	5,450	
Granular Culvert Backfill		Cu. Yd.	18.8	

\*Cut to fit in field.



SECTION THRU HEADWALL  
(UPSTREAM END ONLY)

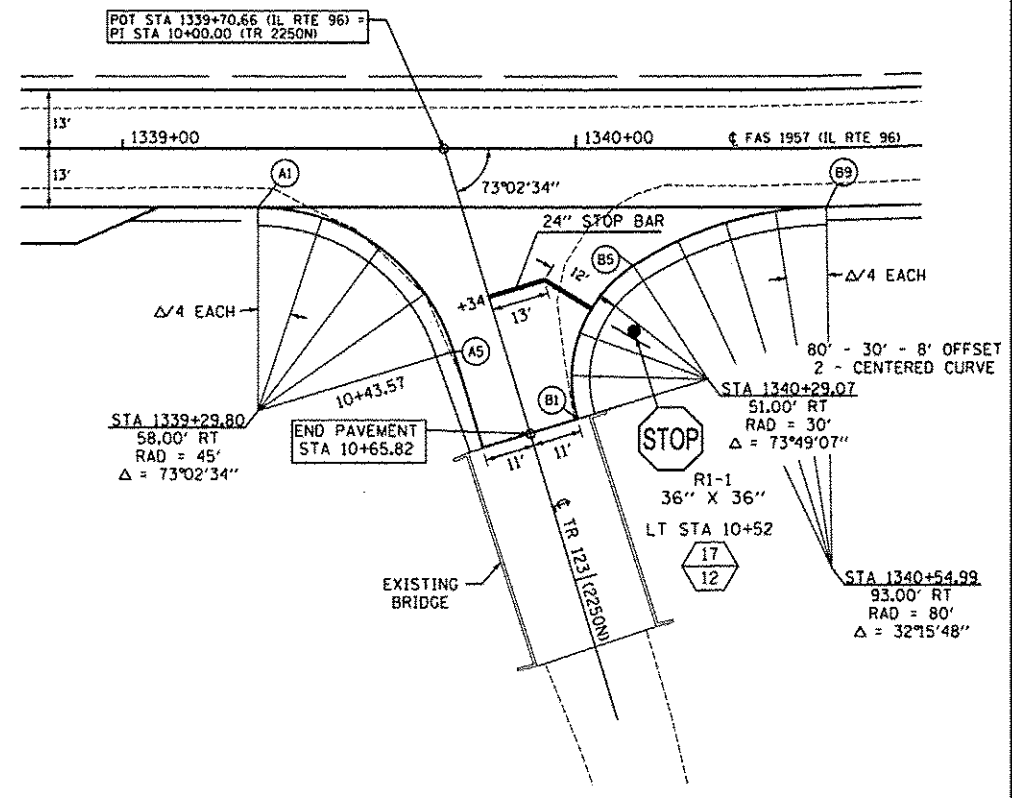
DESIGN STRESSES

F<sub>y</sub> = 60,000 psi  
F'<sub>c</sub> = 3,500 psi

LOADING HS 20-44 & ALT.

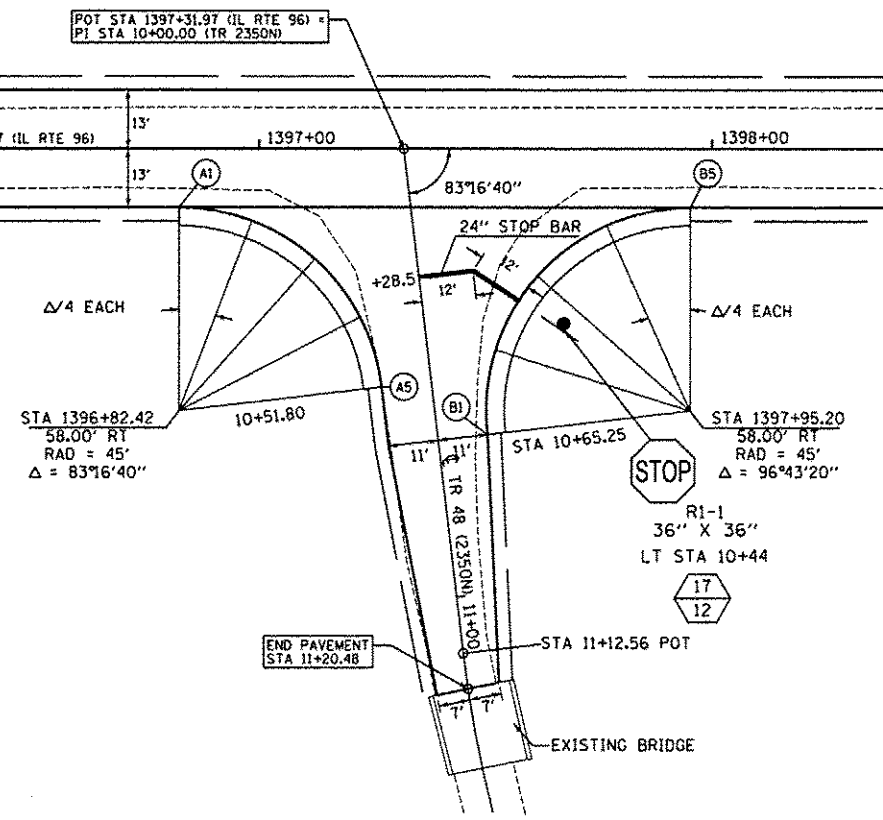
	STATION	OFFSET	ELEVATION
A1	1339+29.80	13.00 RT	531.21
A2	1339+43.90	15.27 RT	531.48
A3	10+16.78	19.84 RT	531.72
A4	10+29.46	13.27 RT	531.52
A5	10+43.56	11.00 RT	531.23
B1	10+65.82	11.00 LT	530.72
B2	10+56.32	12.54 LT	531.04
B3	10+47.80	17.01 LT	531.35
B4	10+41.14	23.95 LT	531.82
B5	1340+12.67	25.88 RT	532.37
B6	1340+22.50	20.41 RT	532.81
B7	1340+33.01	16.37 RT	533.13
B8	1340+43.91	13.85 RT	533.40
B9	1340+54.99	13.00 RT	533.61

\* MATCH EXISTING



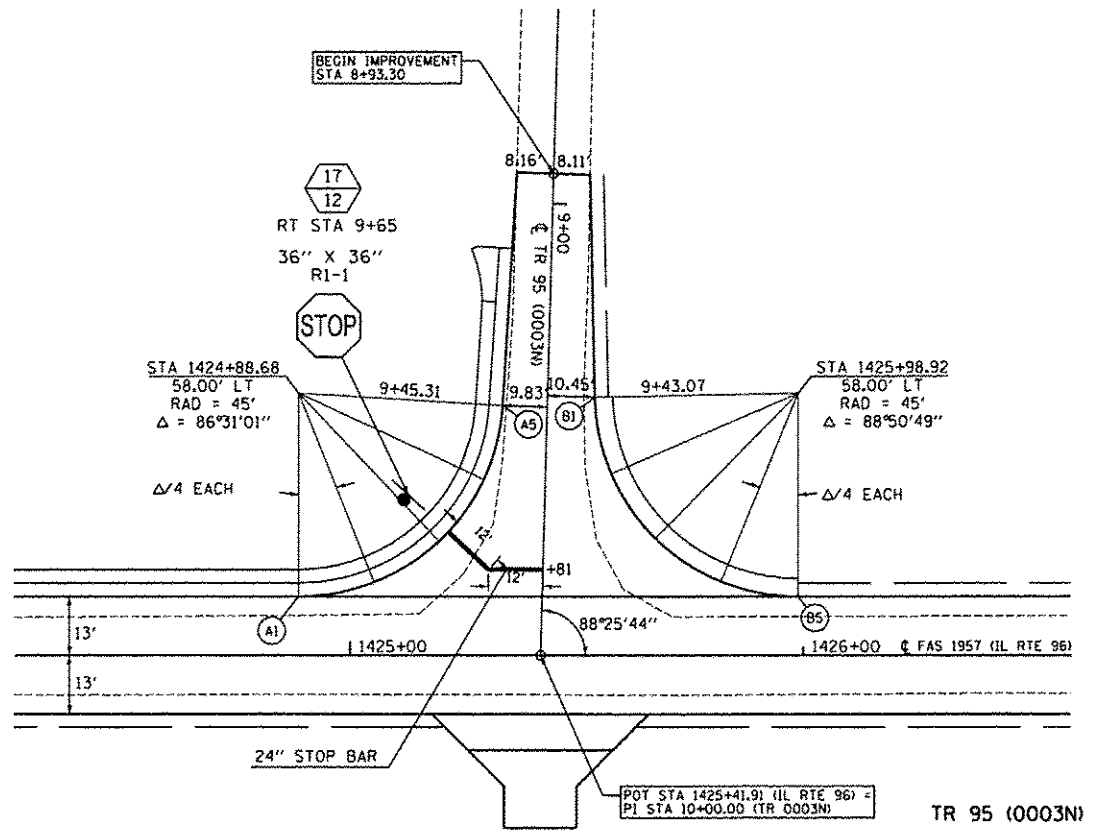
TR 123 (2250N)

	STATION	OFFSET	ELEVATION
A1	1396+82.42	13.00 RT	620.42
A2	1396+98.42	15.94 RT	620.62
A3	1397+12.32	24.37 RT	620.19
A4	10+35.81	13.94 RT	619.20
A5	10+51.80	11.00 RT	617.93
B1	10+65.00	11.00 LT	616.87
B2	10+46.57	14.95 LT	618.62
B3	1397+61.57	28.10 RT	620.69
B4	1397+76.77	16.95 RT	621.85
B5	1397+95.20	13.00 RT	622.24



TR 48 (2350N)

	STATION	OFFSET	ELEVATION
A1	1424+88.68	13.00 LT	664.65
A2	1425+05.26	16.17 LT	664.73
A3	9+75.40	23.08 RT	664.91
A4	9+61.45	13.55 RT	665.61
A5	9+44.98	9.83 RT	666.63
B1	9+42.57	10.45 LT	666.67
B2	9+59.40	14.59 LT	665.77
B3	9+73.42	24.79 LT	665.23
B4	1425+81.90	16.36 LT	665.26
B5	1425+98.92	13.03 LT	665.46



TR 95 (0003N)

SIGN POST LEGEND

	WOOD POST LENGTH
	OFFSET FROM EOP

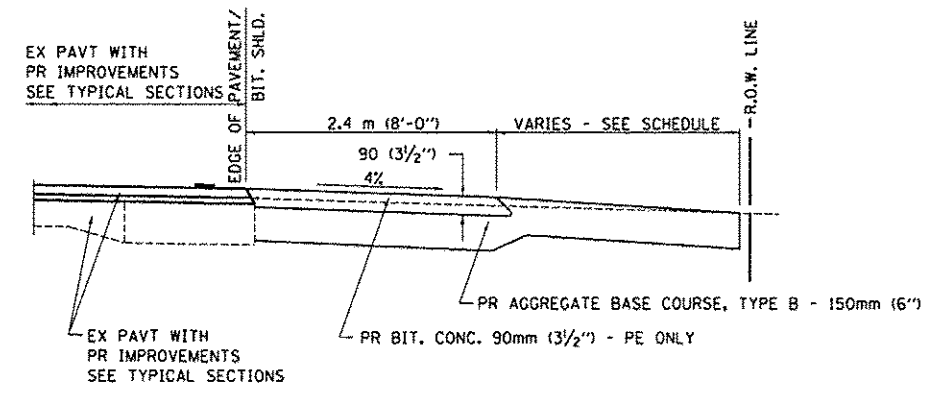
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 INTERSECTION DETAILS  
 SHEET 1 OF 1  
 FAS 1597 (IL 96)  
 SECTION 14 (W. RS-7)  
 ADAMS/PIKE COUNTY

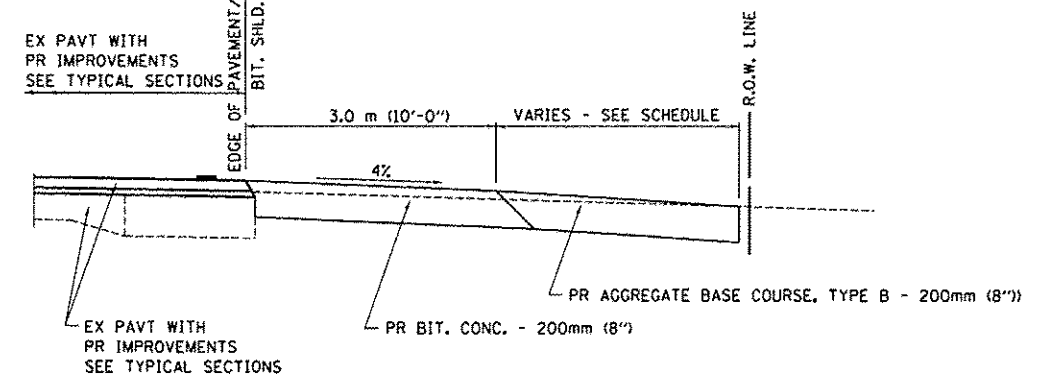
SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_

DRAWN BY: NEL  
 CHECKED BY: DBS

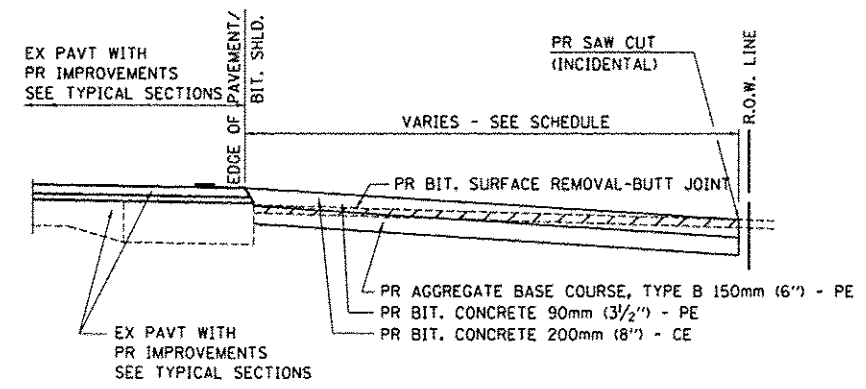
CONTRACT 72781				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W. RS-7)	ADAMS/PIKE	152	65
STA.		TO STA.		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		



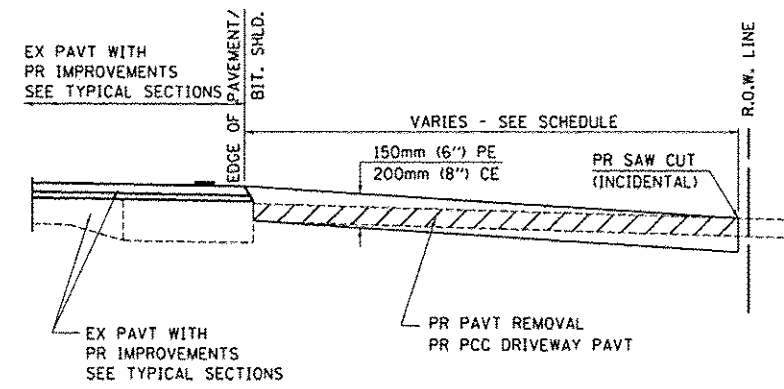
**SECTION A-A FOR EX EARTH/AGGREGATE FE & PE**



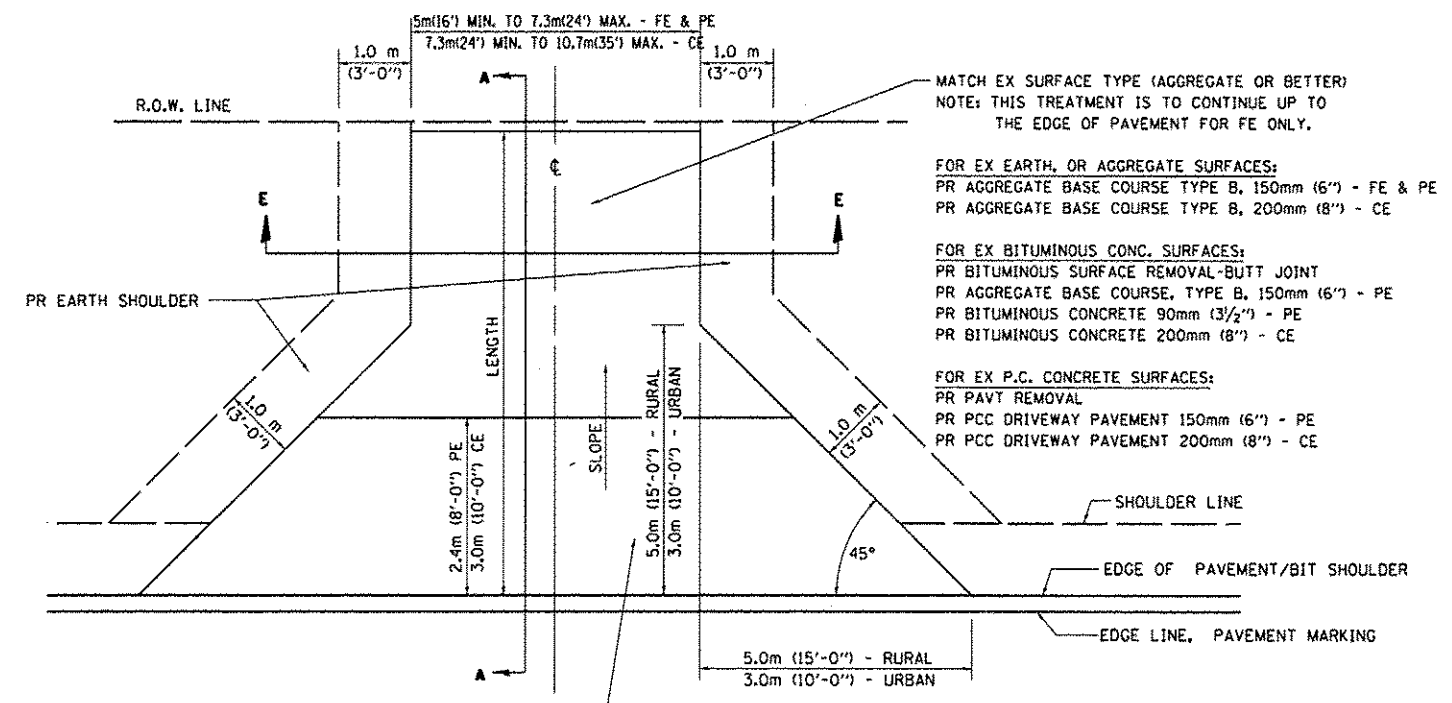
**SECTION A-A FOR EX EARTH/AGGREGATE CE**



**SECTION A-A FOR EX BITUMINOUS PE & CE**



**SECTION A-A FOR EX P.C. CONC. PE & CE**



FOR EX EARTH, AGGREGATE, OR BITUMINOUS CONC SURFACES:  
 PR BIT SURFACE REMOVAL-BUTT JOINT (IF APPLICABLE)  
 PR AGGREGATE BASE COURSE TYPE B 150mm (6") - FE  
 PR AGGREGATE BASE COURSE TYPE B, 150mm (6") &  
 PR BITUMINOUS CONCRETE 90mm (3 1/2") - PE  
 PR BITUMINOUS CONCRETE 200mm (8") - CE

FOR P.C. CONCRETE SURFACES:  
 PR PAVT REMOVAL  
 PR PCC DRIVEWAY PAVT 150mm (6") - PE  
 PR PCC DRIVEWAY PAVT 200mm (8") - CE

**GENERAL NOTES:**

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

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

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

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

WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT, THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE.

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

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

**SECTION E - E ENTRANCE TYPICAL SECTION**  
 NOTE 1: WIDTH OF ENTRANCE MAY BE INCREASED AT THE PIPE CULVERT DUE TO THE DITCHLINE BEING LOCATED IN THE ENTRANCE FLARE AREA.

REVISIONS	
NAME	DATE
JCN	2/19/03

SHEET 1 OF 2

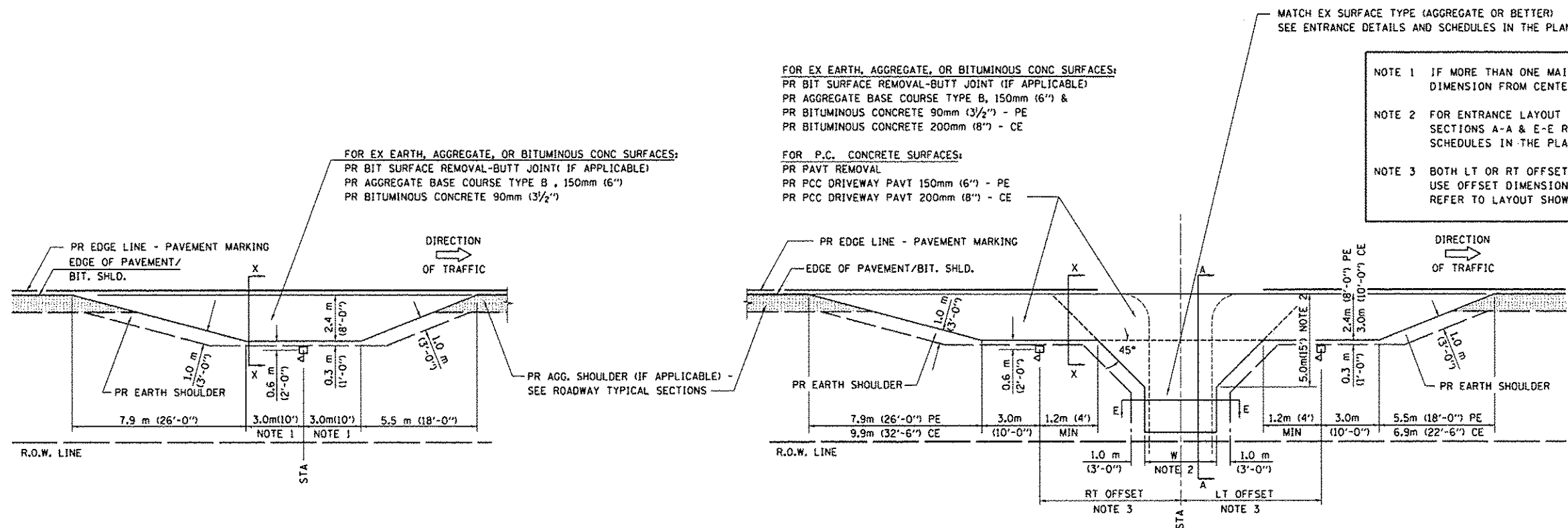
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DISTRICT SIX**  
**DETAILS FOR RURAL / URBAN**  
**ENTRANCE & MAILBOX TURNOUT**  
**W / O CONCRETE GUTTER**  
**(3R - PROJECTS)**

SCALE: VERT.      DRAWN BY JCN  
 HORIZ.              CHECKED BY JCN  
 DATE: FEBRUARY 23, 1999

Z:\R\2010\18-10-013.12.IL-95 Pike Co to IL-57\MSV8\Design\37-50-det-1a.dgn  
 5/16/2013  
 REF: 21

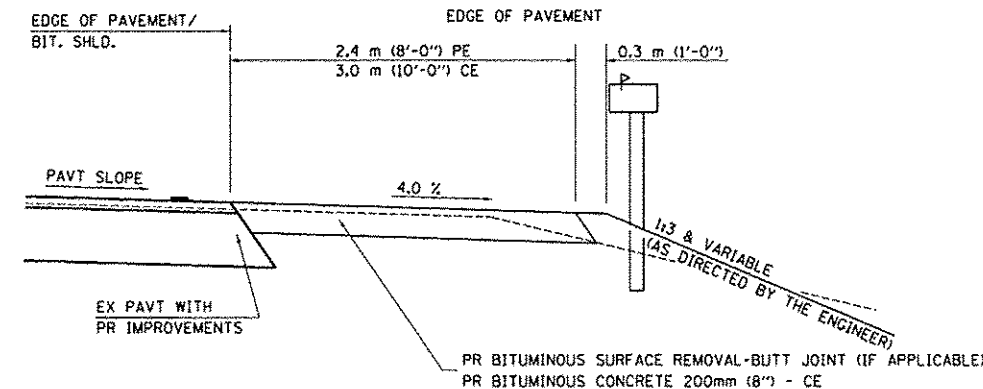
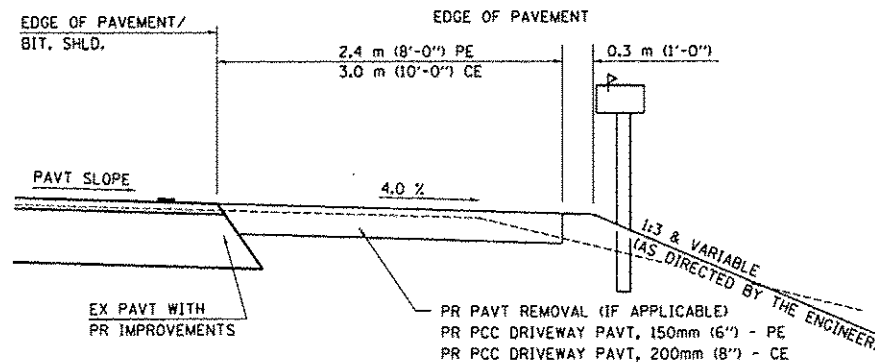
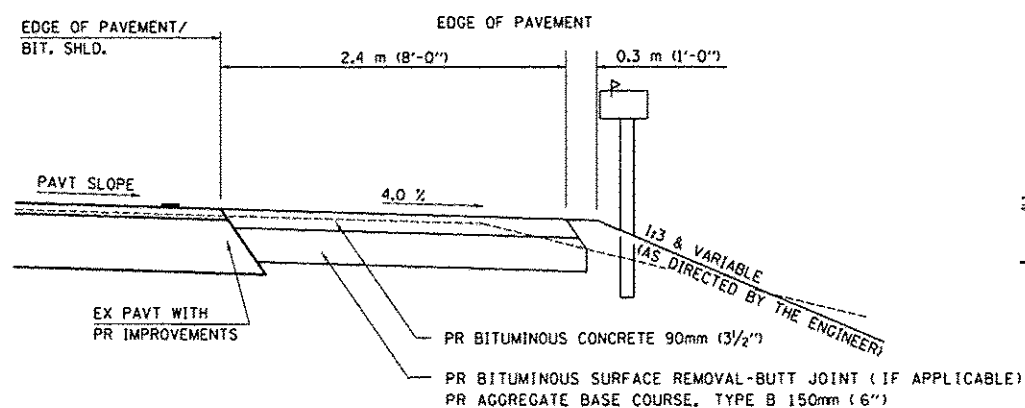
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	66
STA.		TO STA.		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

**DETAILS OF MAILBOX TURNOUTS**



**PLAN - MAILBOX TURNOUTS**

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



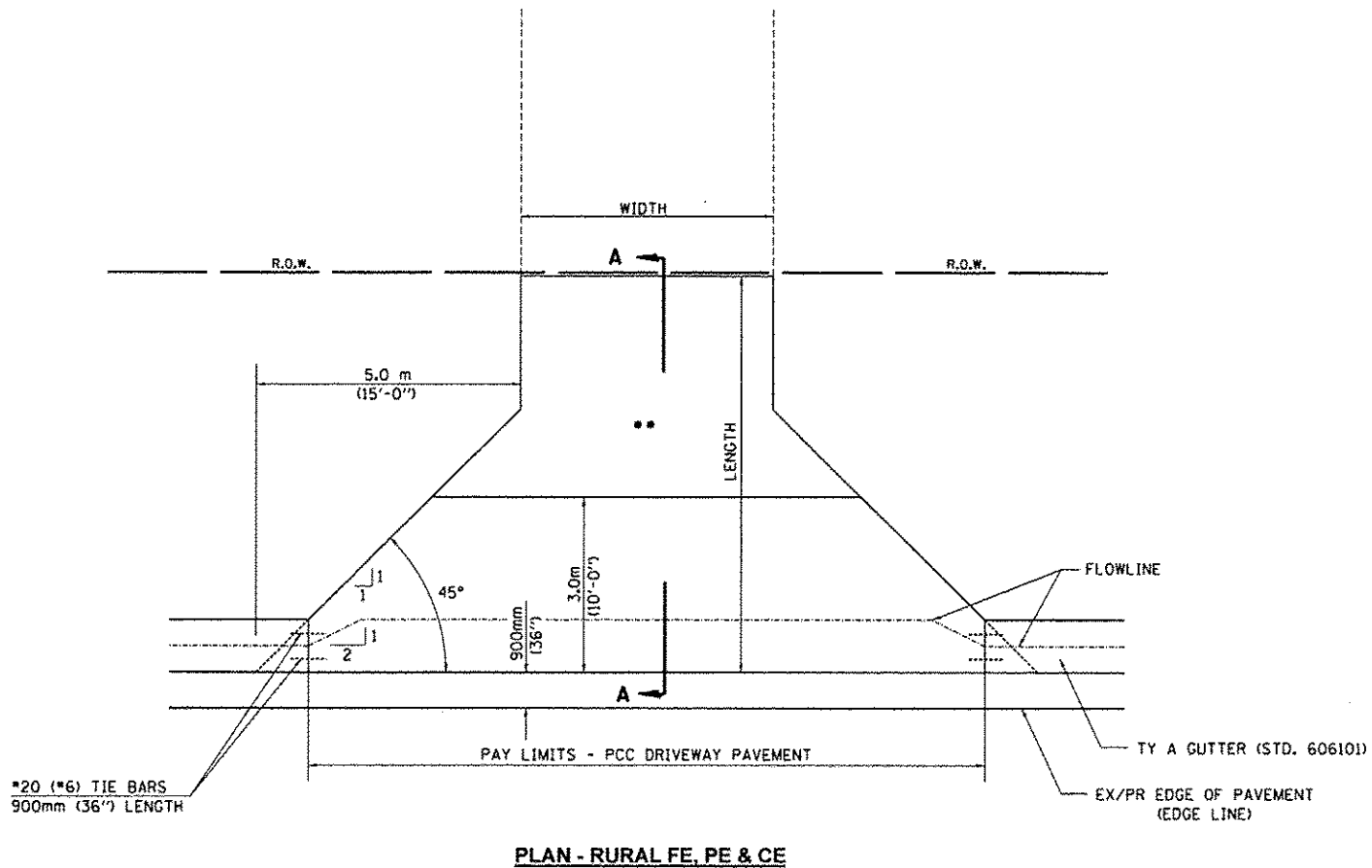
REVISIONS	
NAME	DATE
JCN	2/19/03

SHEET 2 OF 2  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DISTRICT SIX  
 DETAILS FOR RURAL / URBAN  
 ENTRANCE & MAILBOX TURNOUT  
 W / O CONCRETE GUTTER  
 (3R - PROJECTS)  
 SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE: FEBRUARY 23, 1999  
 DRAWN BY: CADD  
 CHECKED BY: JCN

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 8/15/2013  
 4-REF:21



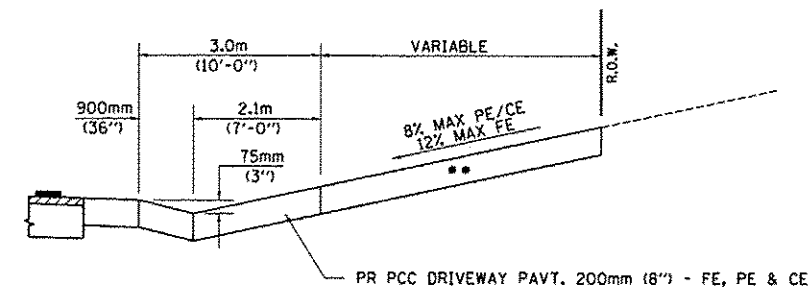
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	67
STA.		TO STA.		
FED. ROAD DIST. NO. 6 ILLINOIS		FED. AID PROJECT		



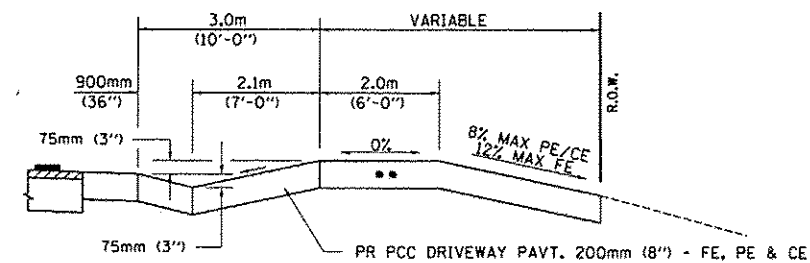
**PLAN - RURAL FE, PE & CE**

NOTE : THIS DETAIL OVERULES THE ENTRANCE DETAIL INCLUDED IN STD. 606101 ELSEWHERE HEREIN.

- MATCH IN KIND BEHIND SIDEWALK
- FOR EX EARTH OR AGGREGATE SURFACES :  
 PR AGGREGATE BASE COURSE, TYPE B 150mm (6") - PE/FE  
 PR PCC DRIVEWAY PAVT. 200mm (8") - CE
- FOR EX BITUMINOUS CONC. SURFACES :  
 PR BITUMINOUS CONCRETE 150mm (6") - PE  
 PR BITUMINOUS CONCRETE 200mm (8") - CE
- FOR EX PCC SURFACES :  
 PR PCC DRIVEWAY PAVT. 150mm (6") - PE  
 PR PCC DRIVEWAY PAVT. 200mm (8") - CE



**SECTION A - A  
(CUT - SECTION)**



**SECTION A - A  
(FILL SECTION)**

- NOTES:
- SEE PLAN SHEET / ENTRANCE PROFILE FOR LOCATION OF SIDEWALK.
  - THE COST OF FURNISHING AND INSTALLING THE 19 mm PREFORMED EXPANSION JOINT FILLER AND REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF P.C.C. DRIVEWAY PAVEMENT.

REVISIONS	
NAME	DATE
JCN	2/19/03

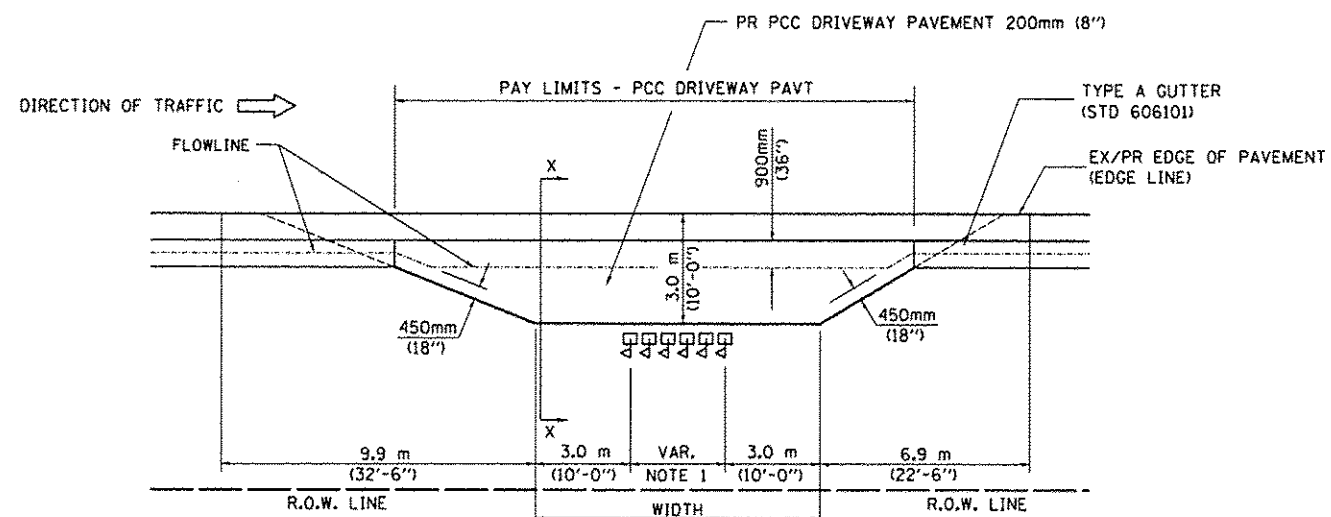
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DISTRICT SIX**  
**DETAILS FOR RURAL ENTRANCE & MAILBOX TURNOUT IN STANDARD TYPE A GUTTER SECTION (3R - PROJECTS)**

SCALE: VERT.      DRAWN BY CADD  
 HORIZ.              CHECKED BY JCN  
 DATE: FEBRUARY 15, 1999

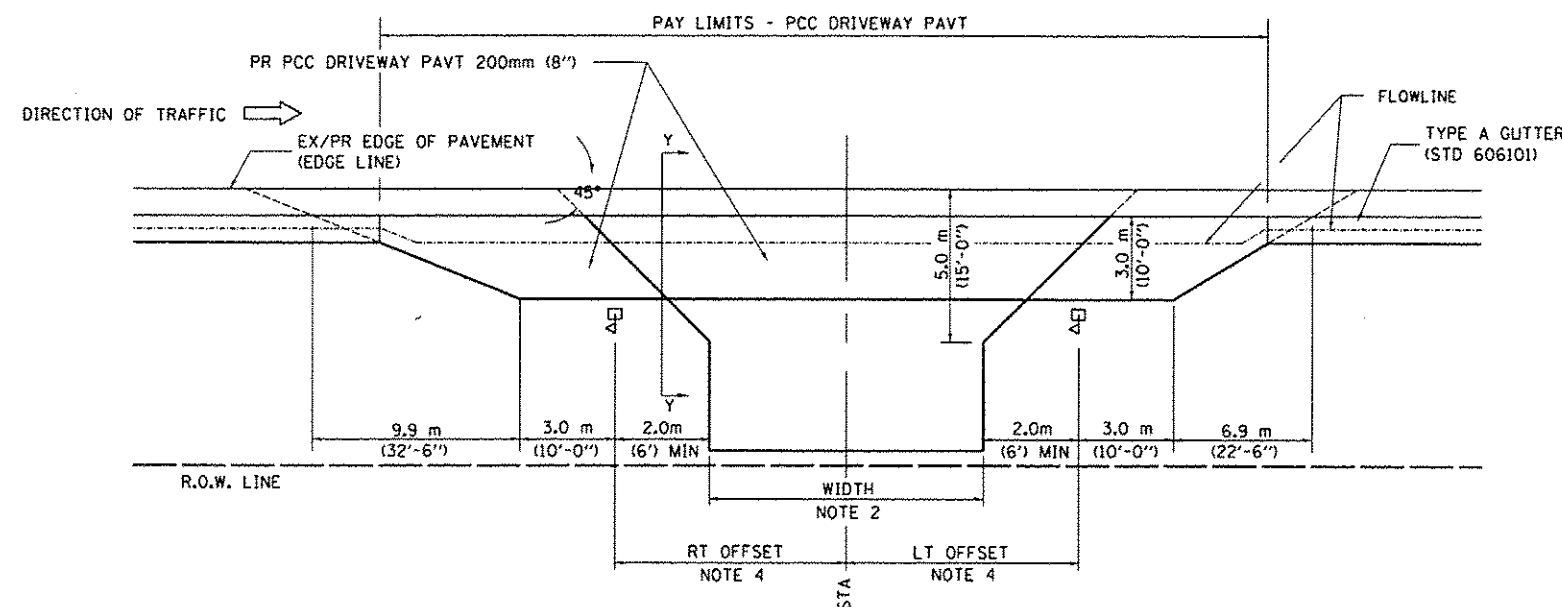
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W. RS-7)	ADAMS/PIKE	152	68
STA.		TO STA.		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

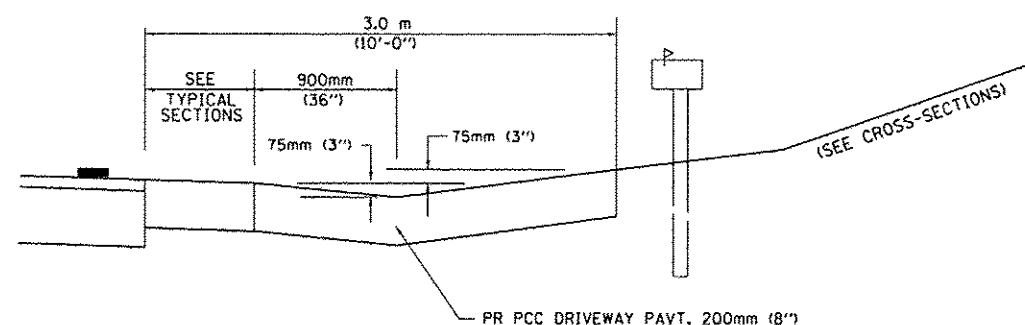
DETAILS OF MAILBOX TURNOUTS



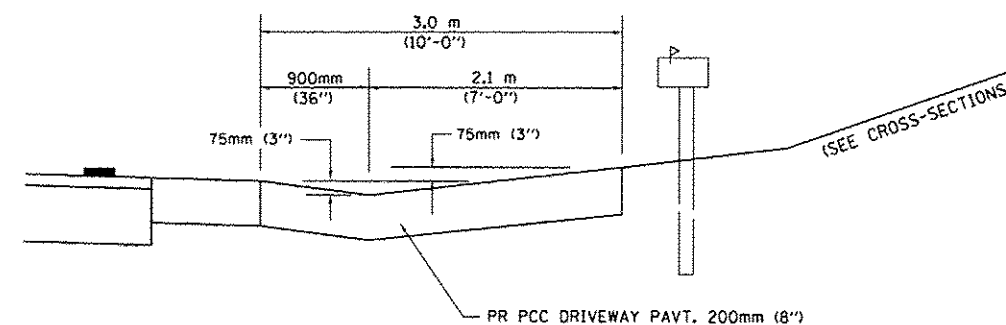
PLAN - RURAL MULTIPLE MAILBOX TURNOUT



PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT



SECTION Y-Y THRU MAILBOX TURNOUT

- NOTE 1 DIMENSION = (NUMBER OF MAILBOX - 1) TIMES 0.6 m (2'-0")
- NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.
- NOTE 4 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

REVISIONS	
NAME	DATE
JCN	2/19/03

SHEET 2 OF 2

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DISTRICT SIX**  
**DETAILS FOR RURAL ENTRANCE & MAILBOX TURNOUT IN STANDARD TYPE A GUTTER SECTION (3R - PROJECTS)**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_

DATE: FEBRUARY 23, 1999

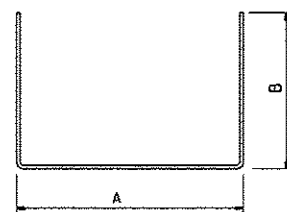
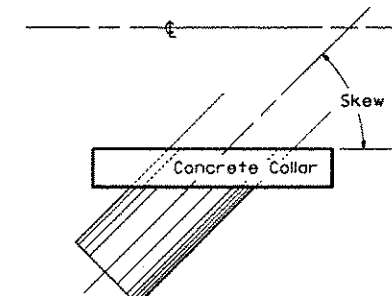
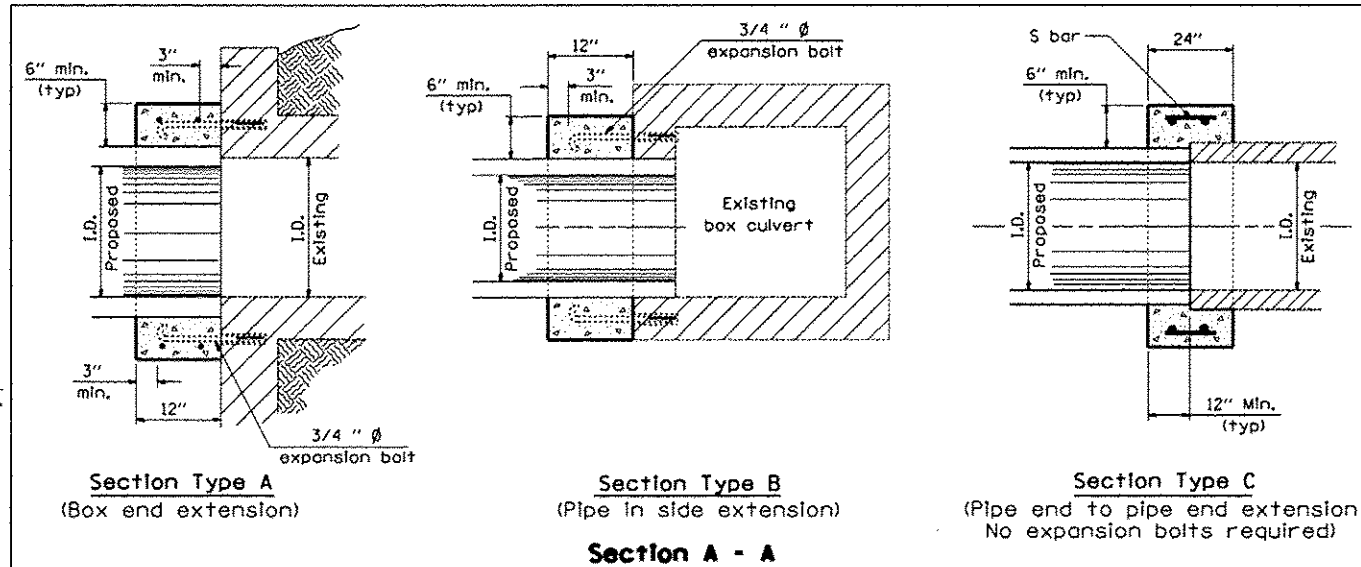
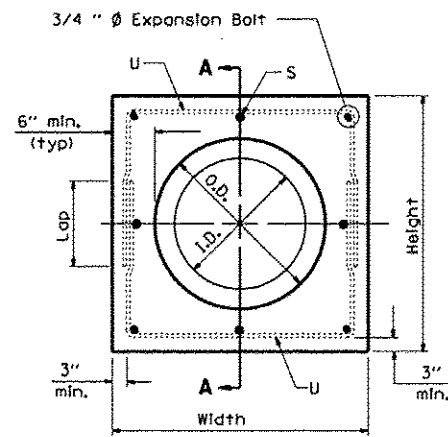
DRAWN BY CAOD  
 CHECKED BY JCN

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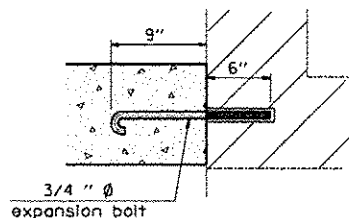
**CONCRETE COLLAR SCHEDULE**

Station	LT or RT	Section Type	Skew	Existing Culvert	Proposed Culvert						Collar		Reinforcement Bars										Expansion Bolts 3/4"	Class SI Concrete Collar	
					I.D.	O.D.	Span	Wall	Height	Top	Width	Height	S Bar			U Bar				lb					
													No	Size	Length (in)	No	Size	A	B		Lap	Length			
Size	(In)	(In)	(ft)	(In)	(ft)	(In)															Each	yd <sup>3</sup>			
1321+41.59	LT	A	0	2x2'	30	37					4'-1"	4'-1"					4	#4	3'-7"	2'-6"	1'-4"	8'-7"	22.93	8	0.34
1321+41.59	RT	A	0	2x2'	30	37					4'-1"	4'-1"					4	#4	3'-7"	2'-6"	1'-4"	8'-7"	22.93	8	0.34
1332+71.40	RT	A	0	6x4'			6	7	4	7	8'-2"	6'-3"					4	#4	7'-8"	3'-7"	1'-4"	14'-10"	39.63	8	0.50
1345+71.89	RT	A	0	3x5'			3	6	5	6	5'-0"	7'-1"					4	#4	4'-6"	4'-0"	1'-4"	12'-6"	33.40	8	0.41
<b>TOTAL =</b>																	0						118.90	32	1.59
<b>USE =</b>																	0						120	32	1.6

NOTE:  
REINFORCEMENT BARS AND EXPANSION BOLTS  
ARE INCLUDED IN THE COST OF CONCRETE COLLAR



#5 U - bar



Expansion Bolt Detail

**Notes:**

1. Expansion bolts shall consist of self drilling expansion shields and 3/4" diameter hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete. Minimum Certified Proof Load - 4,080 lbs.
2. Use minimum of 1 (one) expansion bolt at each corner.

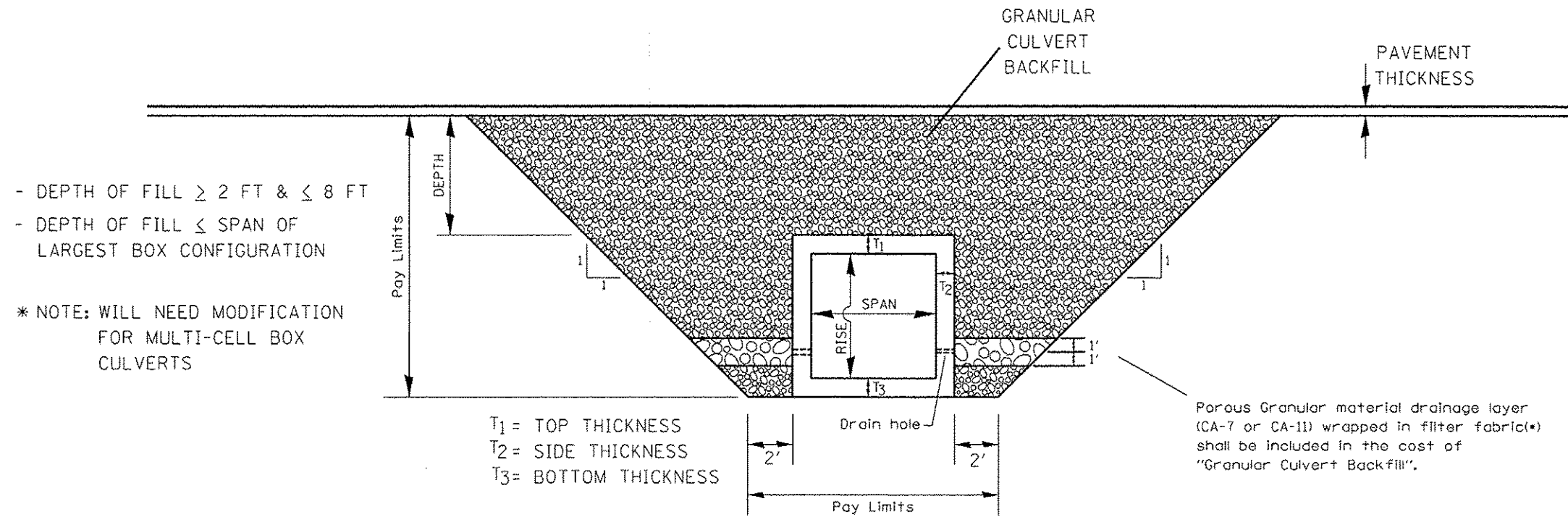
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**CONCRETE COLLAR AND  
CULVERT EXTENSION DETAILS**

SCALE: VERT.      DRAWN BY    DEW  
          HORIZ.      CHECKED BY    TCD  
DATE

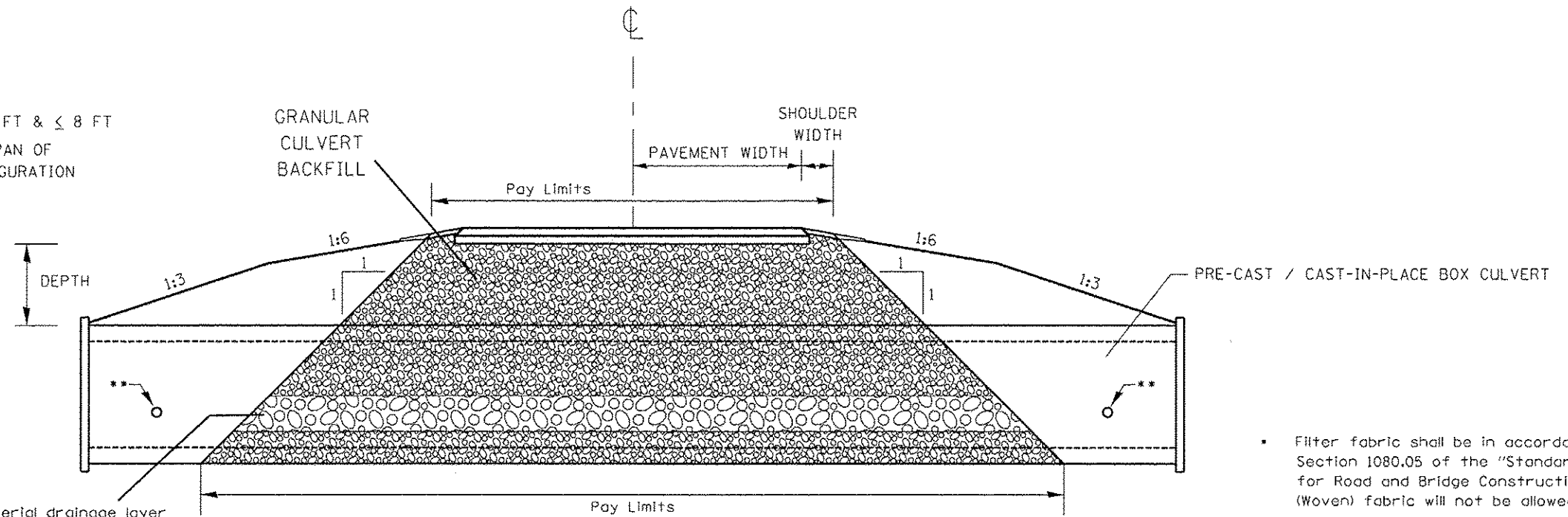
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8/16/2013  
\*REF 01



**PROFILE GRANULAR BACKFILL DETAIL**

- Filter fabric shall be in accordance with Section 1080.05 of the "Standard Specification for Road and Bridge Construction", except that (Woven) fabric will not be allowed.

- DEPTH OF FILL  $\geq$  2 FT &  $\leq$  8 FT
- DEPTH OF FILL  $\leq$  SPAN OF LARGEST BOX CONFIGURATION



**CROSS SECTION GRANULAR BACKFILL DETAIL**

- Filter fabric shall be in accordance with Section 1080.05 of the "Standard Specification for Road and Bridge Construction", except that (Woven) fabric will not be allowed.
- Any Drain Holes outside the limits of the Porous Granular material drainage layer shall be backfilled in accordance with Section 502.10 of the "Standard Specification for Road and Bridge Construction".

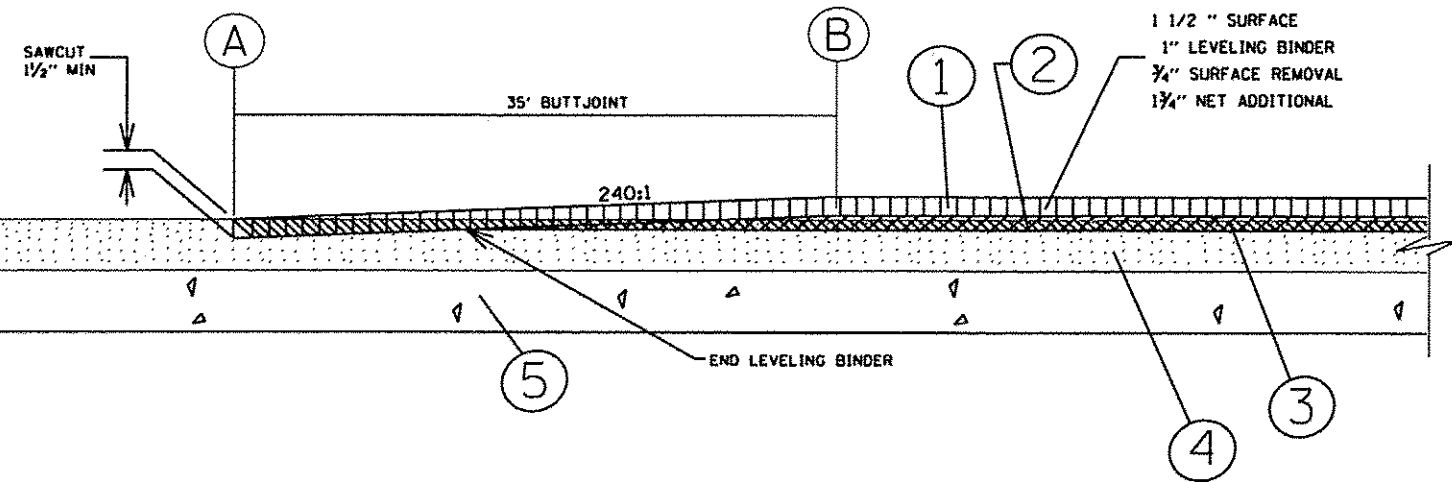
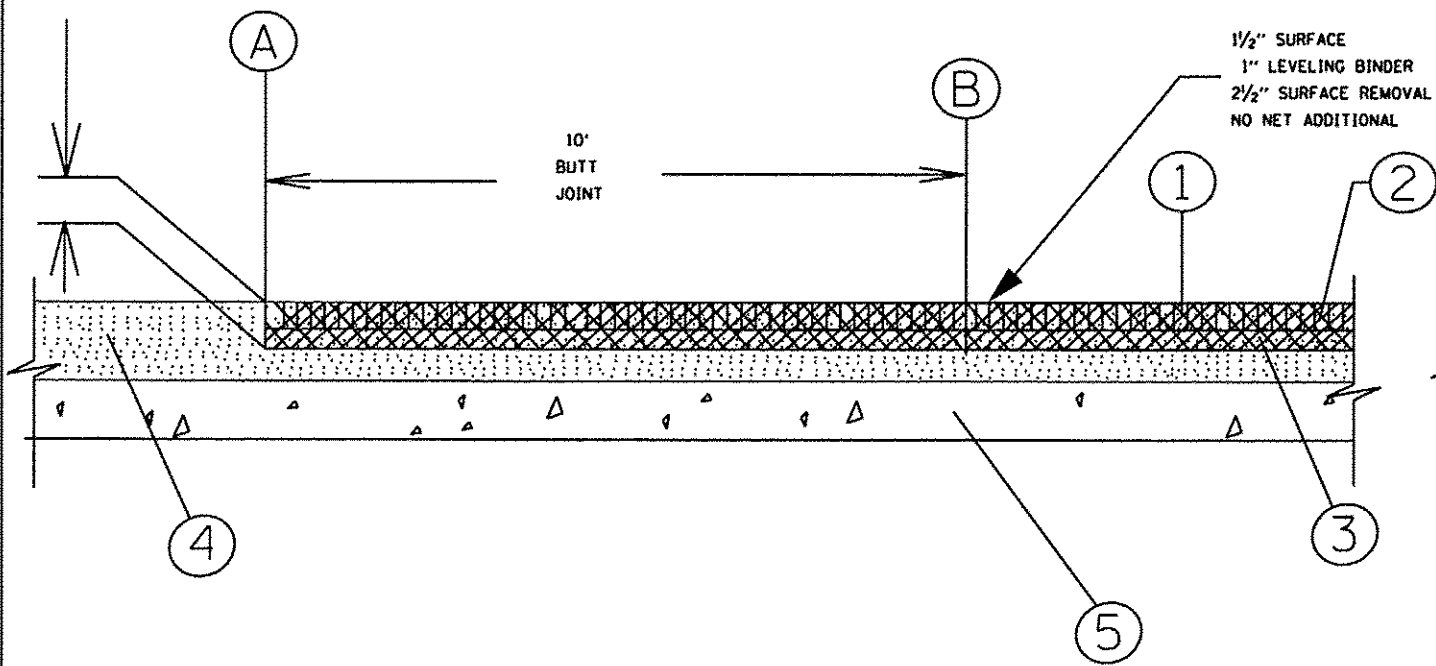
FILE NAME = Granular Backfill Details.dgn	USER NAME = nate1	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAIL GRANULAR BACKFILL</b>			F.A.S. RTE. 1597	SECTION 14(W,RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 70
	PLOT SCALE = 48.0036' / in.	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 72781	
	PLOT DATE = 8/16/2013	CHECKED -	REVISED -								ILLINOIS FED. AID PROJECT	
		DATE -	REVISED -									





F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	72
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SAWCUT 2 1/2" - MATCH  
EXTEND 3/4" LEV BINDER TO @



- 1. [Pattern] PROPOSED BITUMINOUS SURFACE COURSE
- 2. [Pattern] PROPOSED BITUMINOUS LEVELING BINDER
- 3. [Pattern] PROPOSED BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
- 4. [Pattern] EXISTING BITUMINOUS CONCRETE OVERLAY
- 5. [Pattern] EXISTING CONCRETE PAVEMENT

- 1. [Pattern] PROPOSED BITUMINOUS SURFACE COURSE
- 2. [Pattern] PROPOSED BITUMINOUS LEVELING BINDER
- 3. [Pattern] PROPOSED BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) - 3/4" AVE
- 4. [Pattern] EXISTING BITUMINOUS CONCRETE OVERLAY
- 5. [Pattern] EXISTING CONCRETE PAVEMENT

LOCATION	A	B	WIDTH FOOT	AREA SQ YD
FAS 1597	984+40.0	984+50.0	26	28.9
FAS 1597	1436+55.0	1436+65.0	26	28.9
TOTALS				57.8
USE				58

LOCATION	A	B	WIDTH FOOT	AREA SQ YD
FAS 1597	1326+51.10	1326+86.10	26	101.1
FAS 1597	1327+98.50	1328+33.90	26	101.1
TOTALS				202.2
USE				202

40600980 BITUMINOUS SURFACE REMOVAL - BUTT JOINT

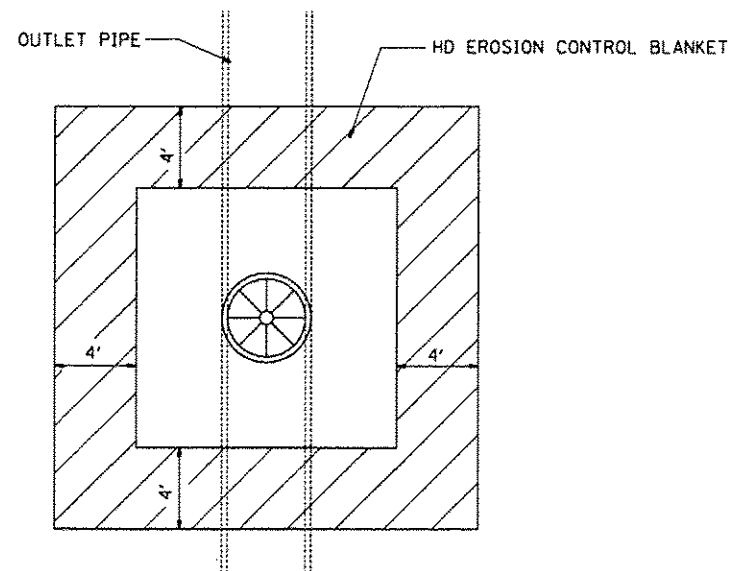
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

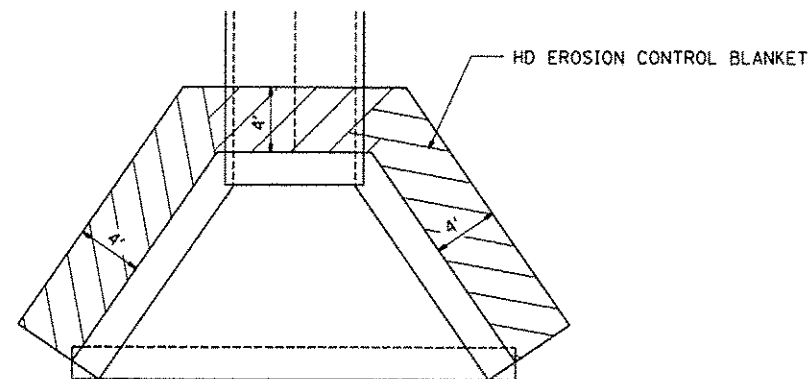
BUTT JOINT DETAIL

SCALE: VERT. HORIZ. DATE  
DRAWN BY DEW  
CHECKED BY DBS

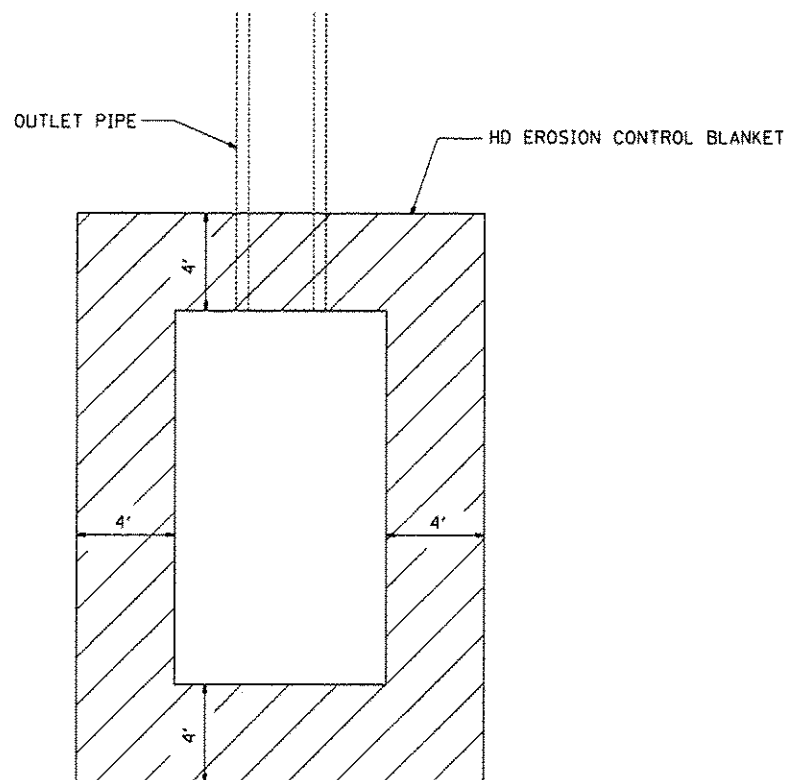
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1597	14 (W, RS-T)	ADAMS/PIKE	152	73
STA.		TO STA.		
FED. ROAD DIST. NO. 6		ILLINOIS FED. AID PROJECT		



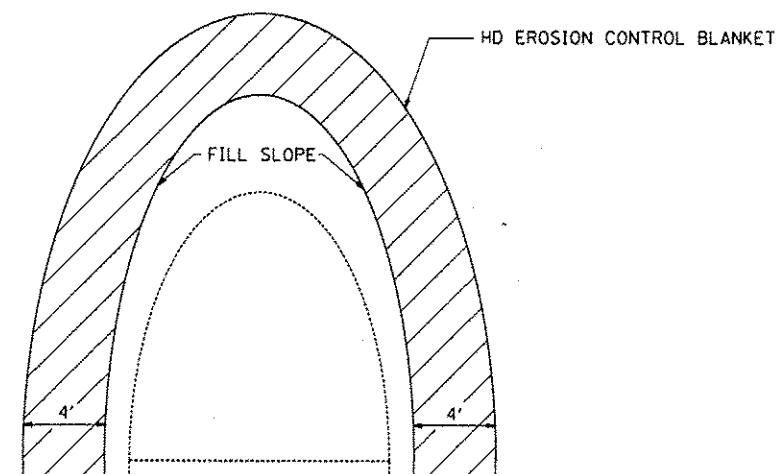
HD EROSION CONTROL BLANKET AROUND  
MANHOLE, TYPE A  
W/TYPE 1 FRAME, CLOSED LID



HD EROSION CONTROL BLANKET AROUND  
HEADWALLS & CULVERT WINGWALLS



HD EROSION CONTROL BLANKET AROUND  
HEADWALL FOR PIPE UNDERDRAIN  
STD 601101



HD EROSION CONTROL BLANKET AROUND  
FLARED END SECTION  
STD 542301

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

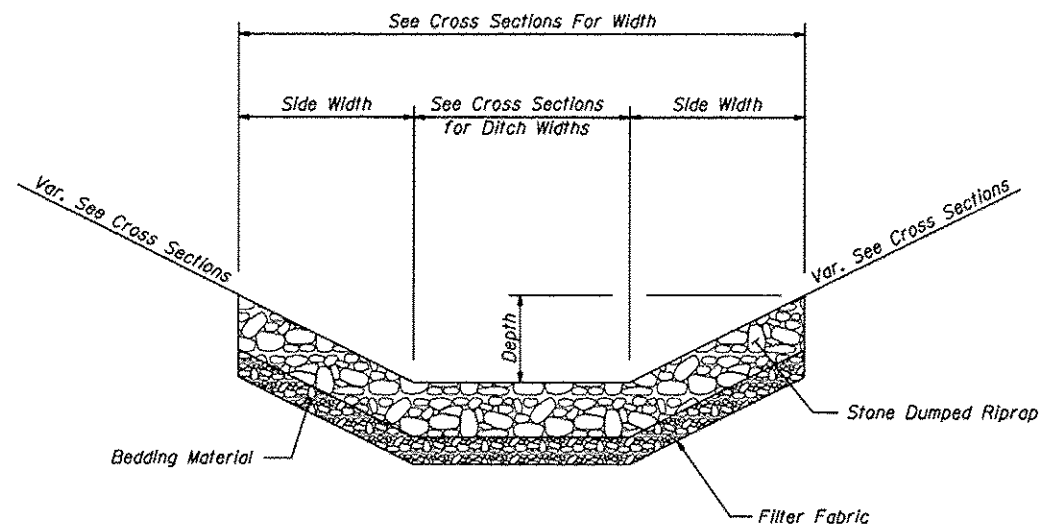
**HEAVY DUTY EROSION CONTROL  
BLANKET DETAILS**

SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

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8/16/2013  
\*REF01

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	74
STA. 294 TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**TYPICAL STONE RIPRAP - DITCH LINING**

DEPTH	SIDE WIDTH	
	1:3 SLOPE	1:6 SLOPE
6"	1.5'	3.0'
12"	3.0'	6.0'
18"	4.5'	9.0'
24"	6.0'	12.0'

Note:  
In Transitional Areas, Side Width Will Vary According to Side Slope

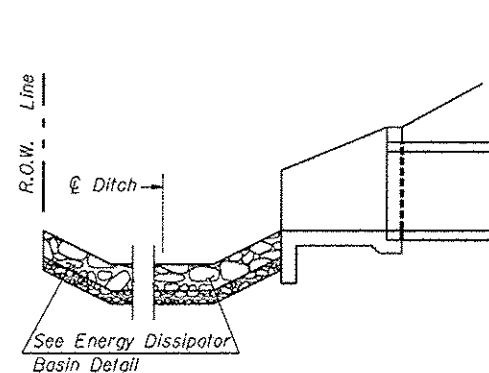
GRADATION	MIN. THICKNESS	BEDDING THICKNESS
RR3	12"	...
RR4	16"	6"
RR5	22"	8"
RR7	26"	10"

**NOTES**

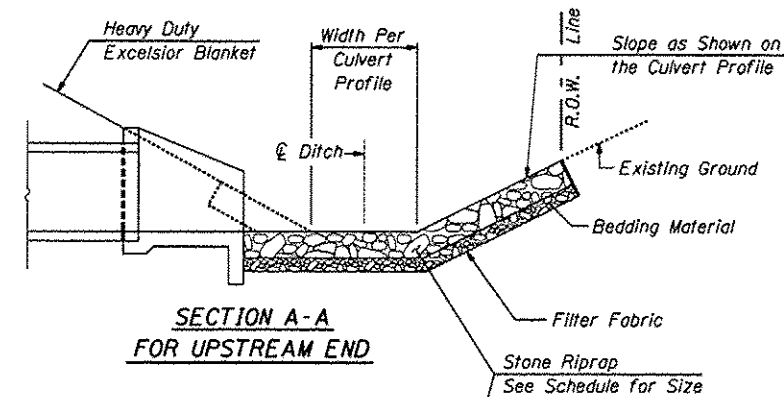
The Exact Length, Width and Depth for Riprap Placement will be Determined by the Engineer.

The Riprap Material shall Conform to Class A or Class B Quality.

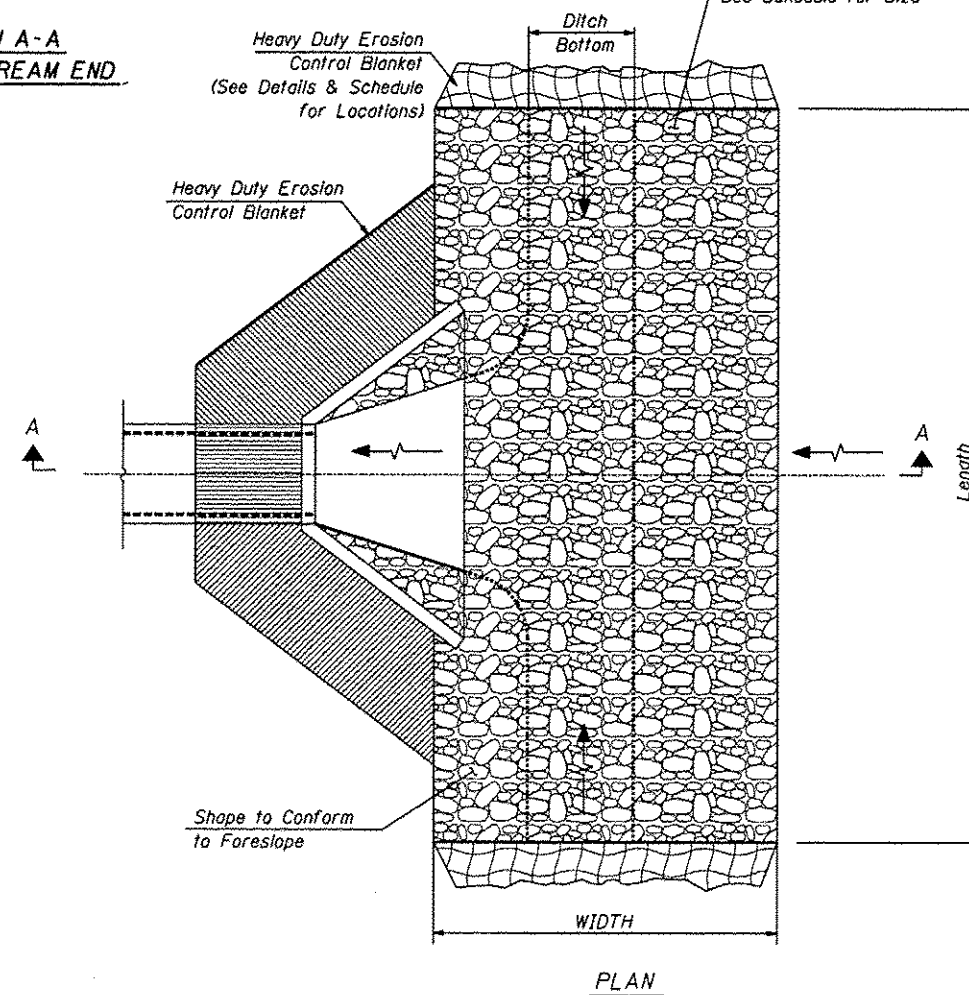
Filter Fabric will be Paid for at the Contract unit price Per Square Yard for Filter Fabric For Use With Riprap.



**SECTION A-A FOR DOWNSTREAM END**



**SECTION A-A FOR UPSTREAM END**



**PLAN**

**RIPRAP AT INLET ENDS OF CULVERTS**

REVISIONS	
NAME	DATE

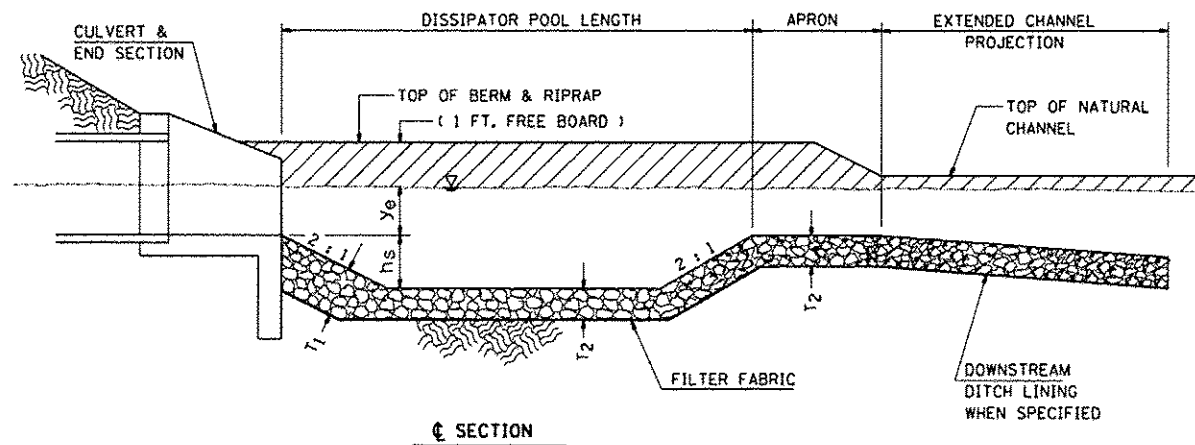
ILLINOIS DEPARTMENT OF TRANSPORTATION

**RIP RAP DETAILS**

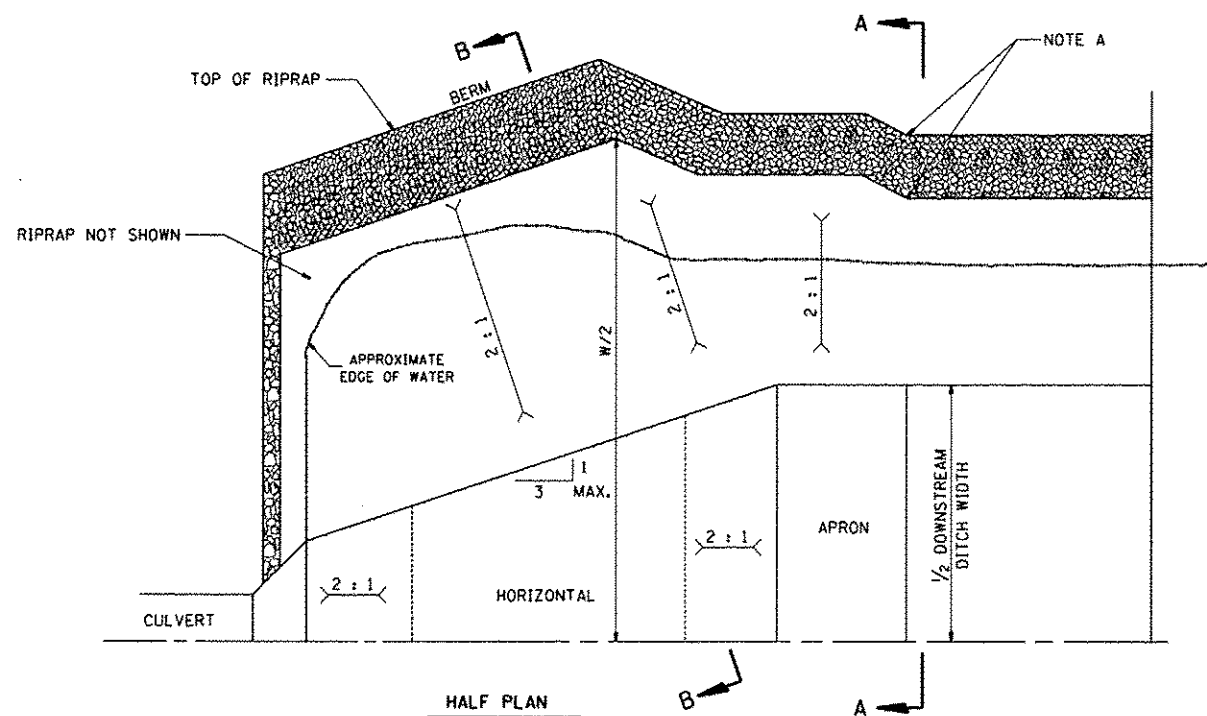
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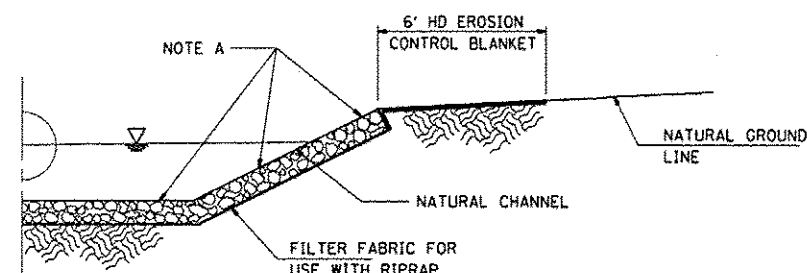
F.A.S. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W, RS-7)	ADAMS/PIKE	152	75
STA.		TO STA.		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SECTION

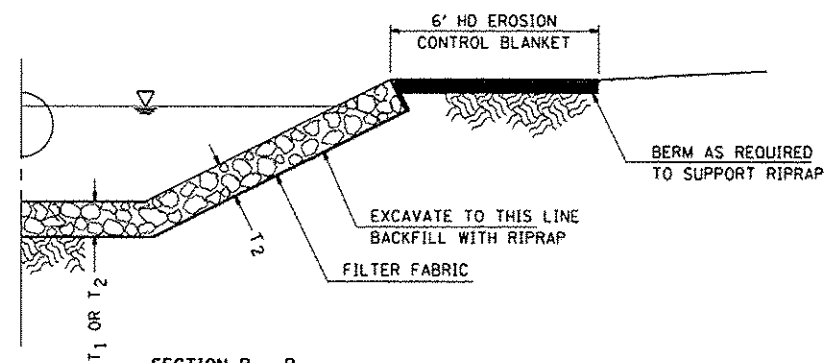


HALF PLAN



SECTION A - A

NOTE A - TRANSITION BASIN TO CONFORM TO THE NATURAL STREAM CHANNEL. TOP OF RIPRAP IN THE FLOOR OF THE BASIN SHOULD BE AT THE SAME ELEVATION OR LOWER THAN THE NATURAL CHANNEL BOTTOM AT SECTION "E SECTION".



SECTION B - B

**EARTH EXCAVATION FOR EROSION CONTROL**

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE DETAIL TO THE LENGTH, WIDTH, AND DEPTH DETERMINED BY THE ENGINEER. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.

ENERGY DISSIPATING BASINS SHALL BE CONSTRUCTED AT THE SAME TIME AS THE CULVERT OR DITCH.

EARTH EXCAVATION FOR THE RIPRAP BASIN WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD "EARTH EXCAVATION FOR EROSION CONTROL".

**RIPRAP FOR ENERGY DISSIPATING BASINS**

RIPRAP FOR ENERGY DISSIPATING BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 281 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

THE RIPRAP MATERIAL SHALL CONFORM TO CLASS A QUALITY.

BEDDING MATERIAL WILL NOT BE REQUIRED.

FILTER FABRIC WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "FILTER FABRIC".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ENERGY DISSIPATING BASIN**

SCALE: VERT. DATE  
HORIZ. DATE

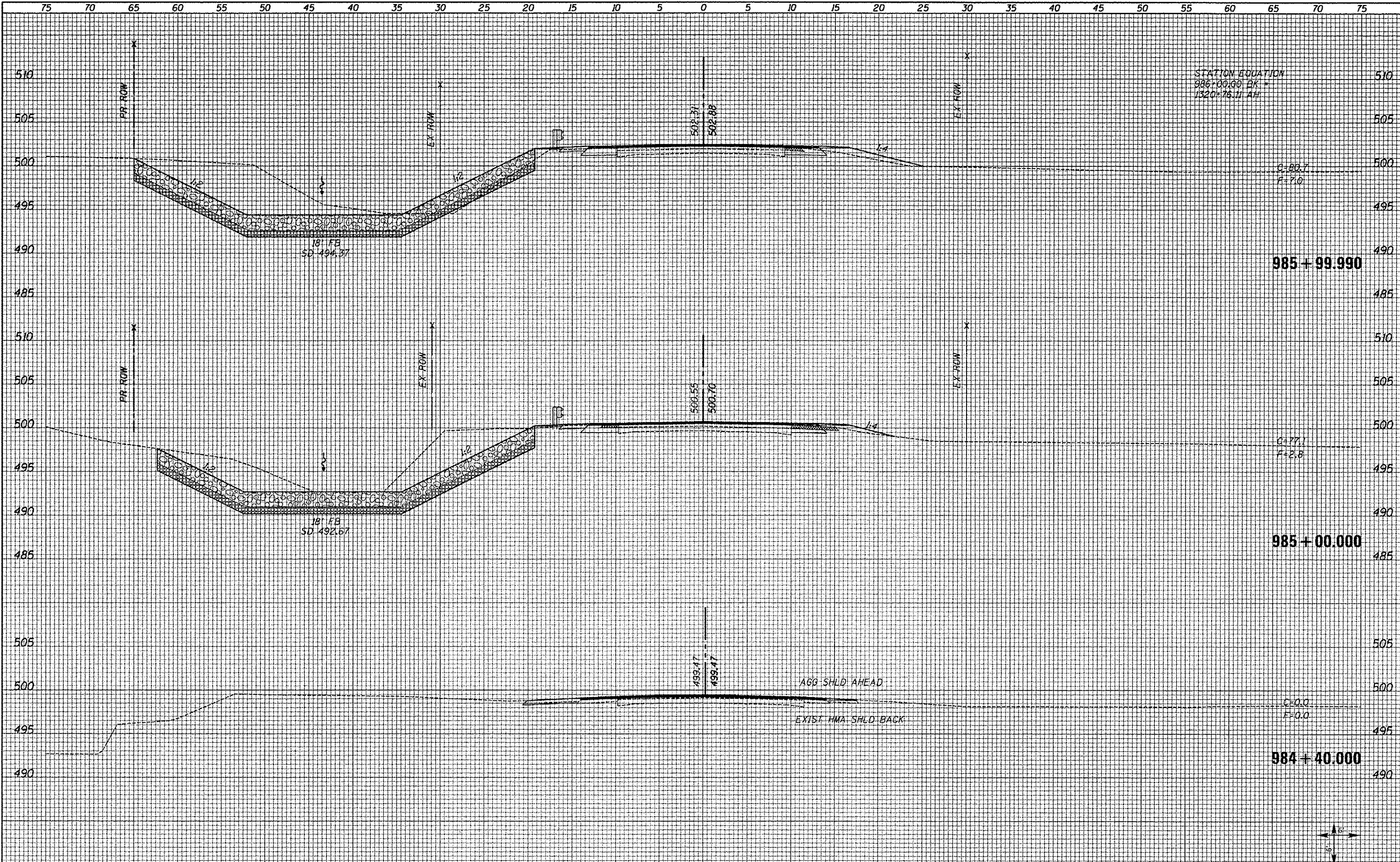
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8/16/2013  
\*REF91



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BY	
DESIGNED	
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CHECKED	
DATE	
REVISIONS	
NO.	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
REVISIONS	
NO.	



STATION EQUATION  
 $986+00.00 \text{ BK} =$   
 $1320 \times 76.11 \text{ AH}$

985 + 99.990

985 + 00.000

984 + 40.000

FILE NAME = XS_SHEETS-NEW.dgn	USER NAME = natej	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAS 1597 (IL 96) CROSS SECTIONS</b>	F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 76	
	PLOT SCALE = 10.0000' / 1"	DRAWN -	REVISED -			SCALE: SHOWN	SHEET NO. 1 OF 72 SHEETS	STA. 984+40.000	STA. 985+99.990	CONTRACT NO. 72781	
	PLOT DATE = 8/16/2013	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					

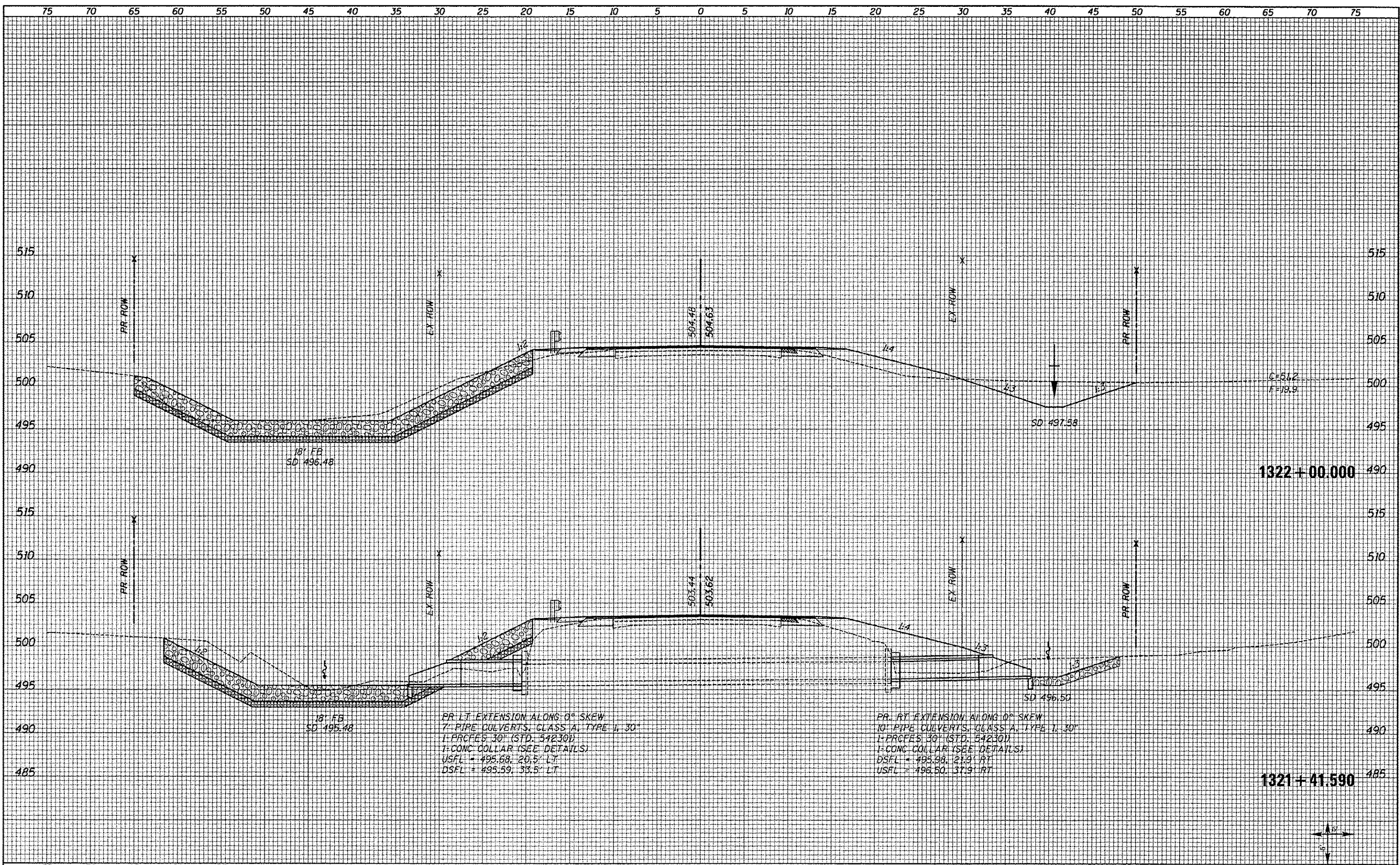






DATE	
BY	
FINAL SURVEY	
SURVEY PLOTTED	
NOTE BOOK	
NO.	
AREAS CHECKED	

DATE	
BY	
DRAWN SURVEY	
SURVEY PLOTTED	
NOTE BOOK	
NO.	
AREAS CHECKED	



PR LT EXTENSION ALONG 0° SKEW  
 7' PIPE CULVERTS, CLASS A, TYPE II, 30"  
 1-PROCES 30" (STD. 54230)  
 1-CONC COLLAR (SEE DETAILS)  
 USFL = 495.68, 20.5' LT  
 DSFL = 495.59, 33.5' LT

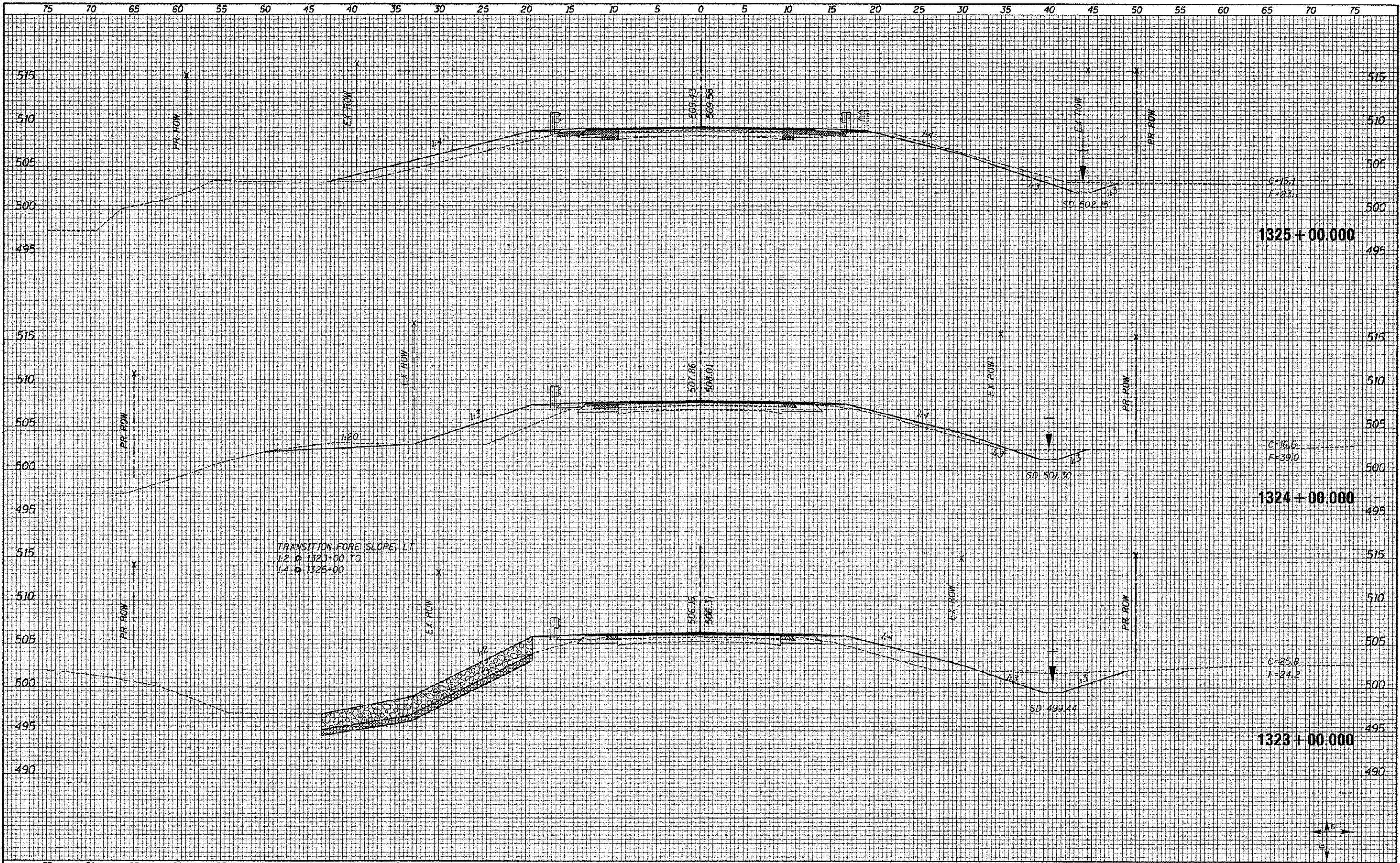
PR RT EXTENSION ALONG 0° SKEW  
 10' PIPE CULVERTS, CLASS A, TYPE I, 30"  
 1-PROCES 30" (STD. 54230)  
 1-CONC COLLAR (SEE DETAILS)  
 DSFL = 495.98, 21.9' RT  
 USFL = 496.50, 37.9' RT

FILE NAME : XS.SHEETS-NEW.dgn	USER NAME : natal	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAS 1597 (IL 96) CROSS SECTIONS	F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 78		
	PLOT SCALE = 10.0000' / in.	DRAWN -	REVISED -			SCALE: SHOWN	SHEET NO. 3 OF 72 SHEETS	STA. 1321+41.590	STA. 1322+00.000	CONTRACT NO. 72781		
	PLOT DATE = 8/16/2013	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									



DATE	
BY	
NO.	
AREAS CHECKED	
AREAS	
TEMPLATE	
PLotted	
Surveyed	
Original	

DATE	
BY	
NO.	
AREAS CHECKED	
AREAS	
TEMPLATE	
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Surveyed	
Original	

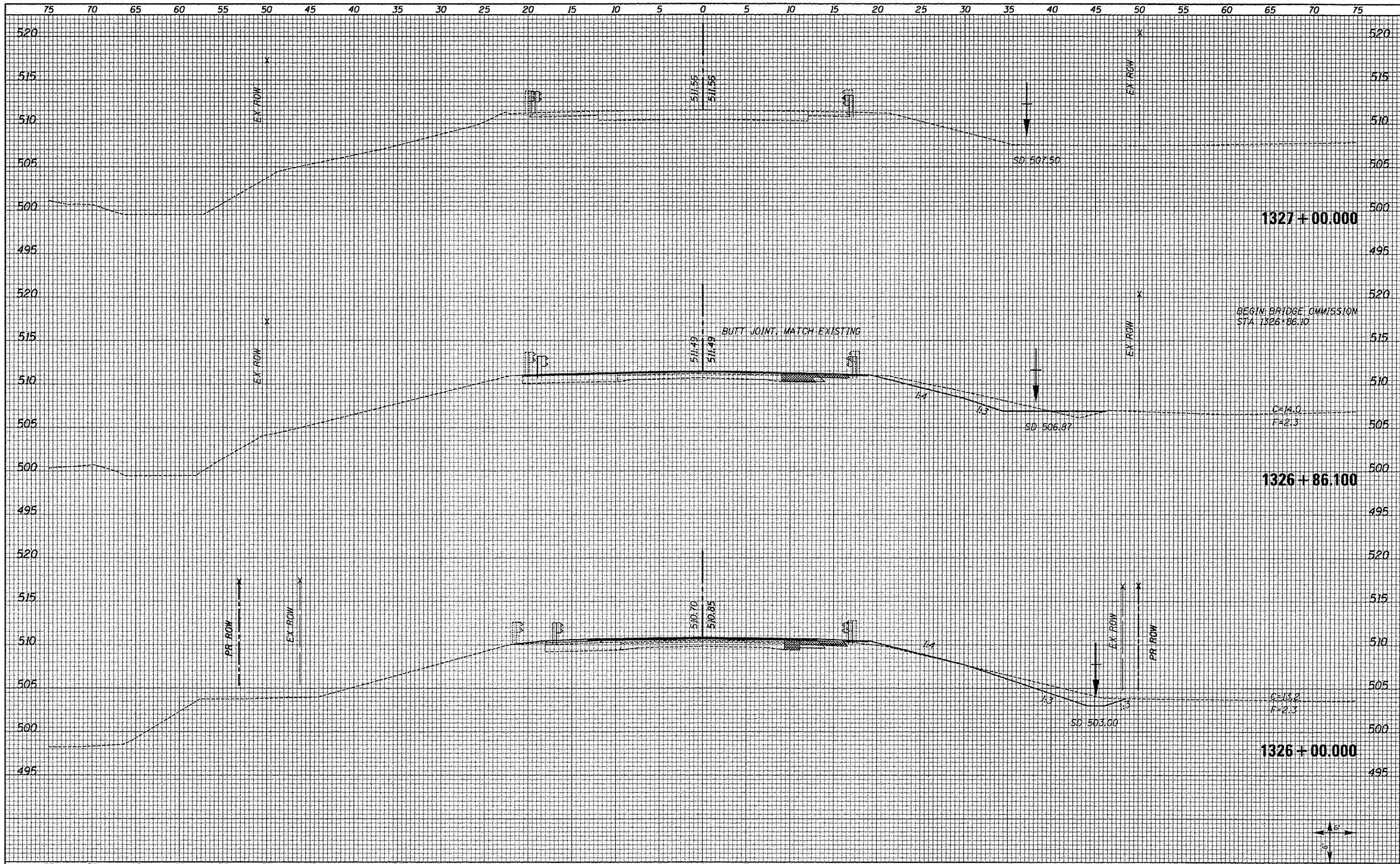


TRANSITION FORE SLOPE, LT  
 1:2 @ 1323+00 TO  
 1:4 @ 1325+00



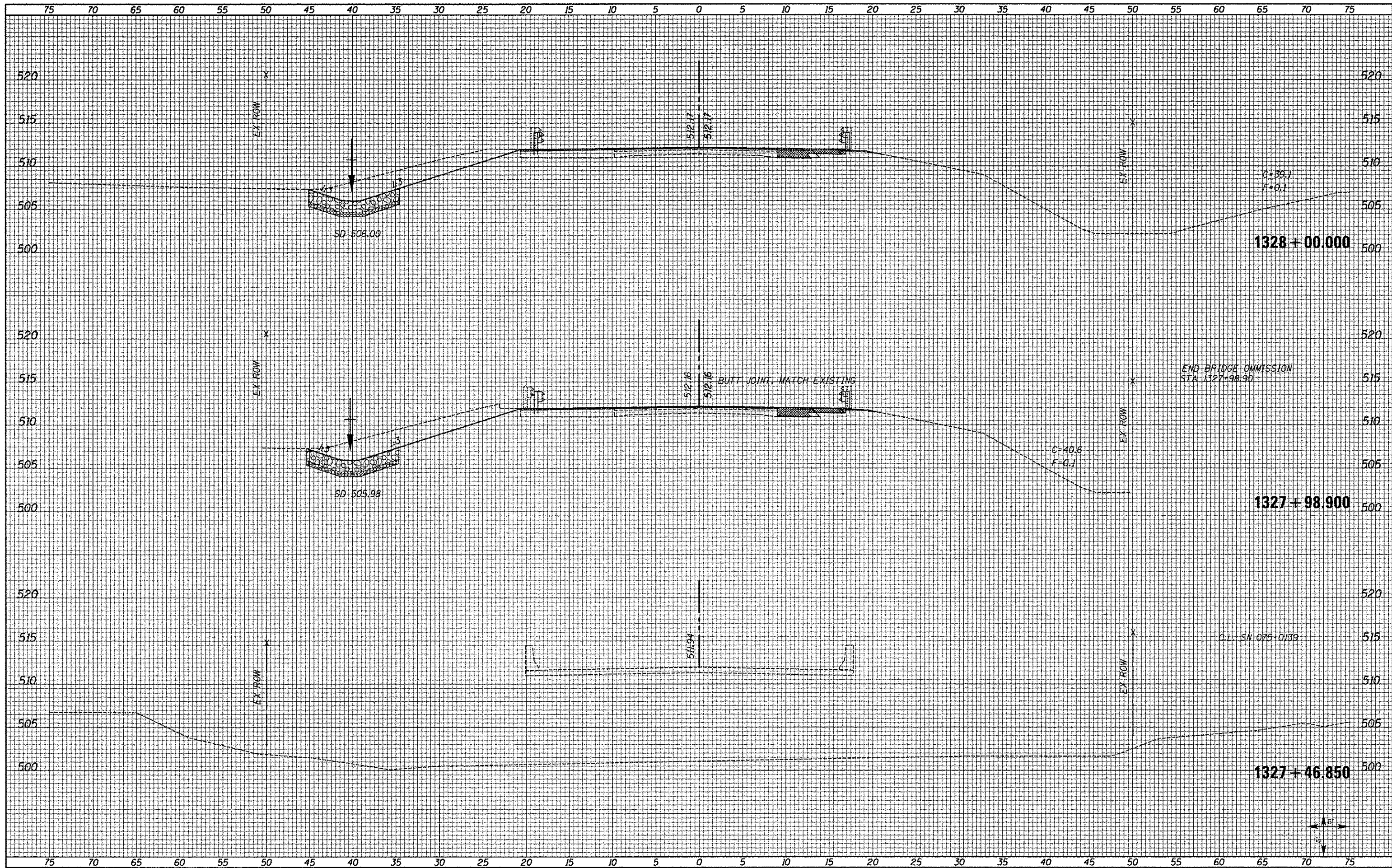
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FILE NAME = XS_SHEETS-NEW.dgn	USER NAME = natal	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAS 1597 (IL 96) CROSS SECTIONS</b>		F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 80	
		DRAWN -	REVISED -		SCALE: SHOWN	SHEET NO. 5 OF 72 SHEETS	STA. 1326+00.000	STA. 1327+00.000	CONTRACT NO. 72781			
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									





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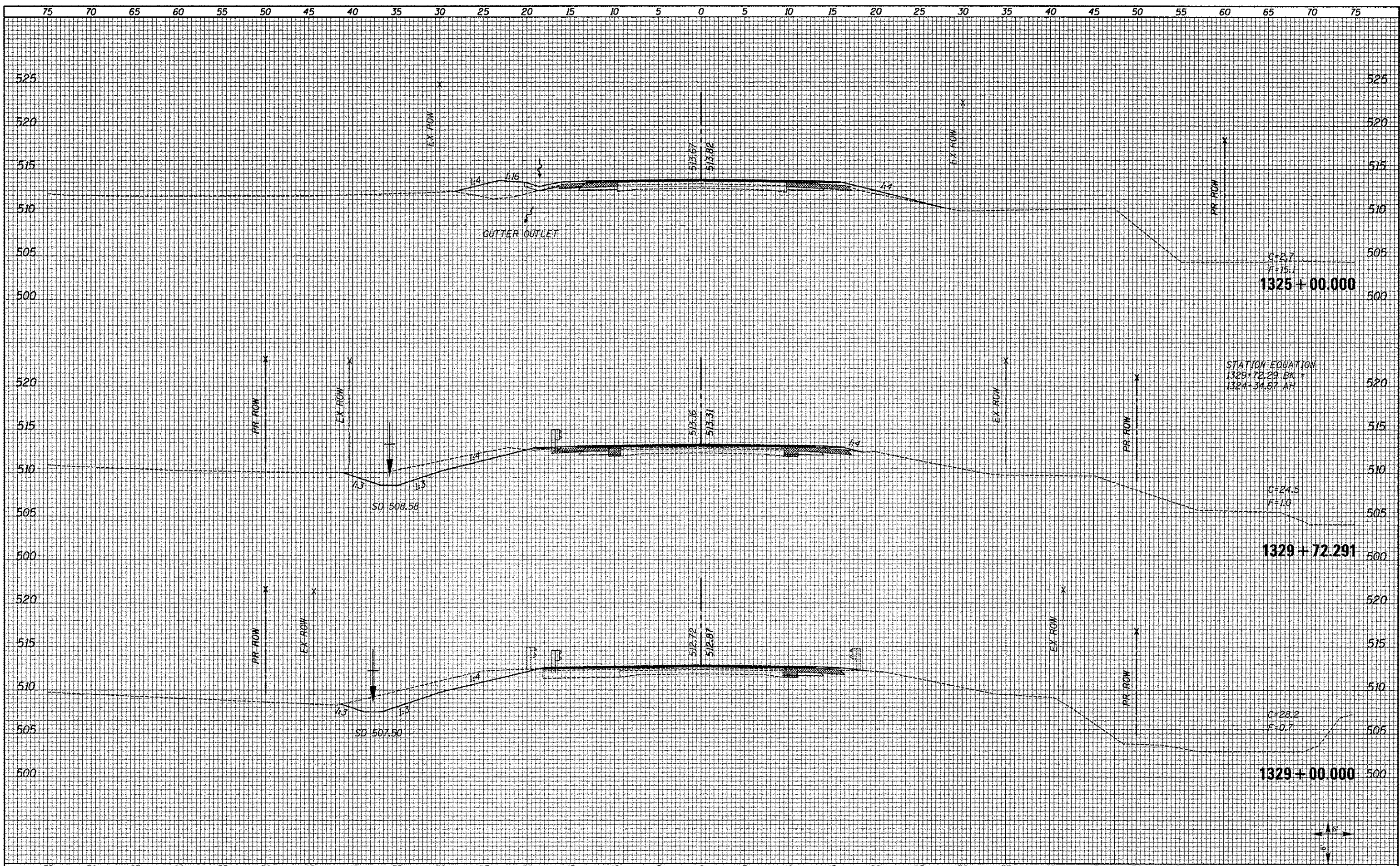
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	PLOT SCALE = 10.0000' / in.	DRAWN -	REVISIONS -		SCALE: SHOWN	SHEET NO. 6 OF 72 SHEETS	STA. 1327+46.850	STA. 1328+00.000	CONTRACT NO. 72781			
	PLOT DATE = 8/16/2013	CHECKED -	REVISIONS -		ILLINOIS FED. AID PROJECT							
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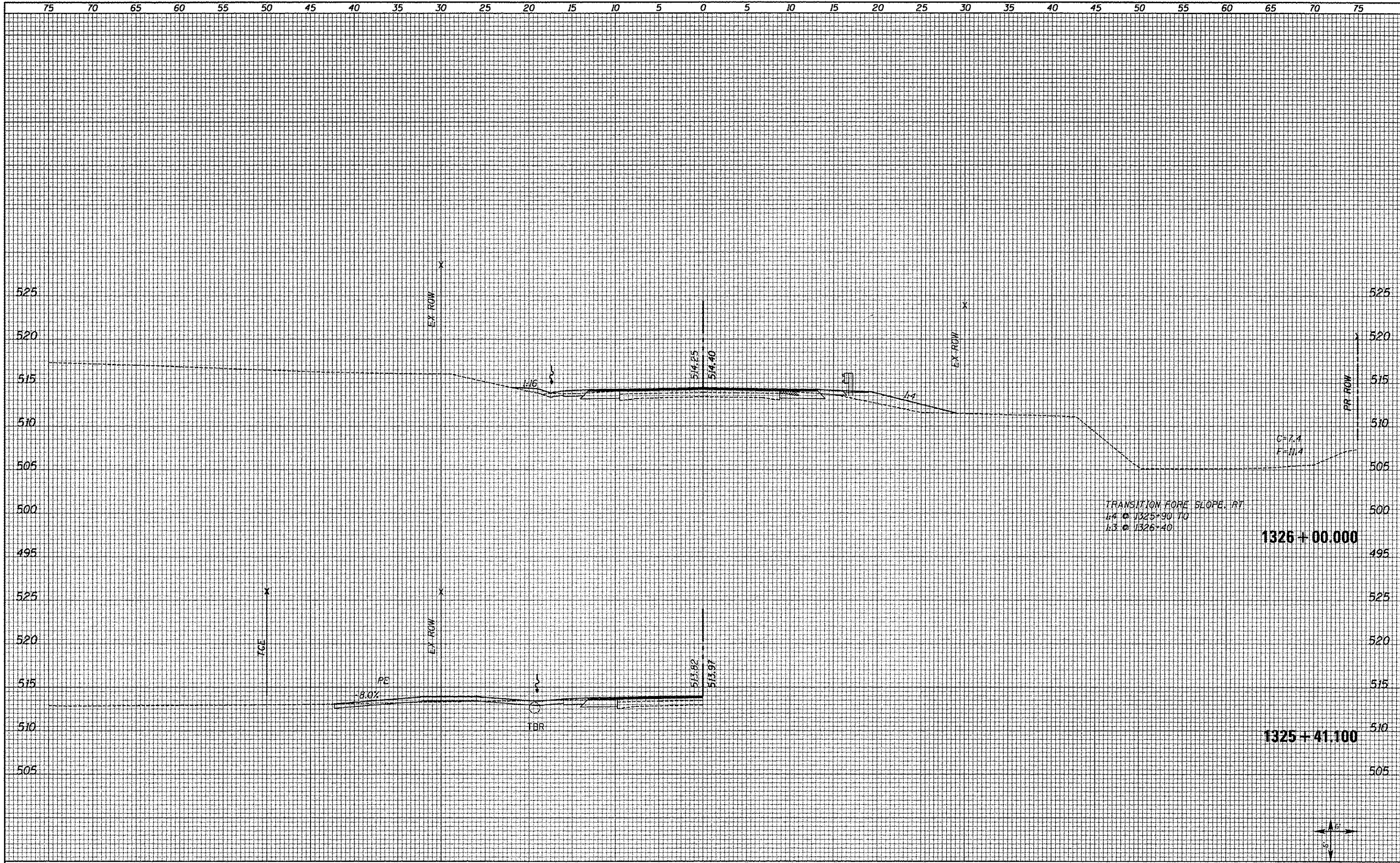
STATION EQUATION  
 $1329+72.29 \text{ BK} =$   
 $1324+34.67 \text{ AH}$

FILE NAME XS.SHEETS-NEW.dgn	USER NAME natal	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAS 1597 (IL 96) CROSS SECTIONS	F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 82		
PL01 SCALE = 10.0000' / 1"	CHECKED -	REVISED -	SCALE: SHOWN			SHEET NO. 7 OF 72 SHEETS	STA. 1329+00.000	STA. 1325+00.000	CONTRACT NO. 72781			
PL01 DATE = 8/16/2013	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									

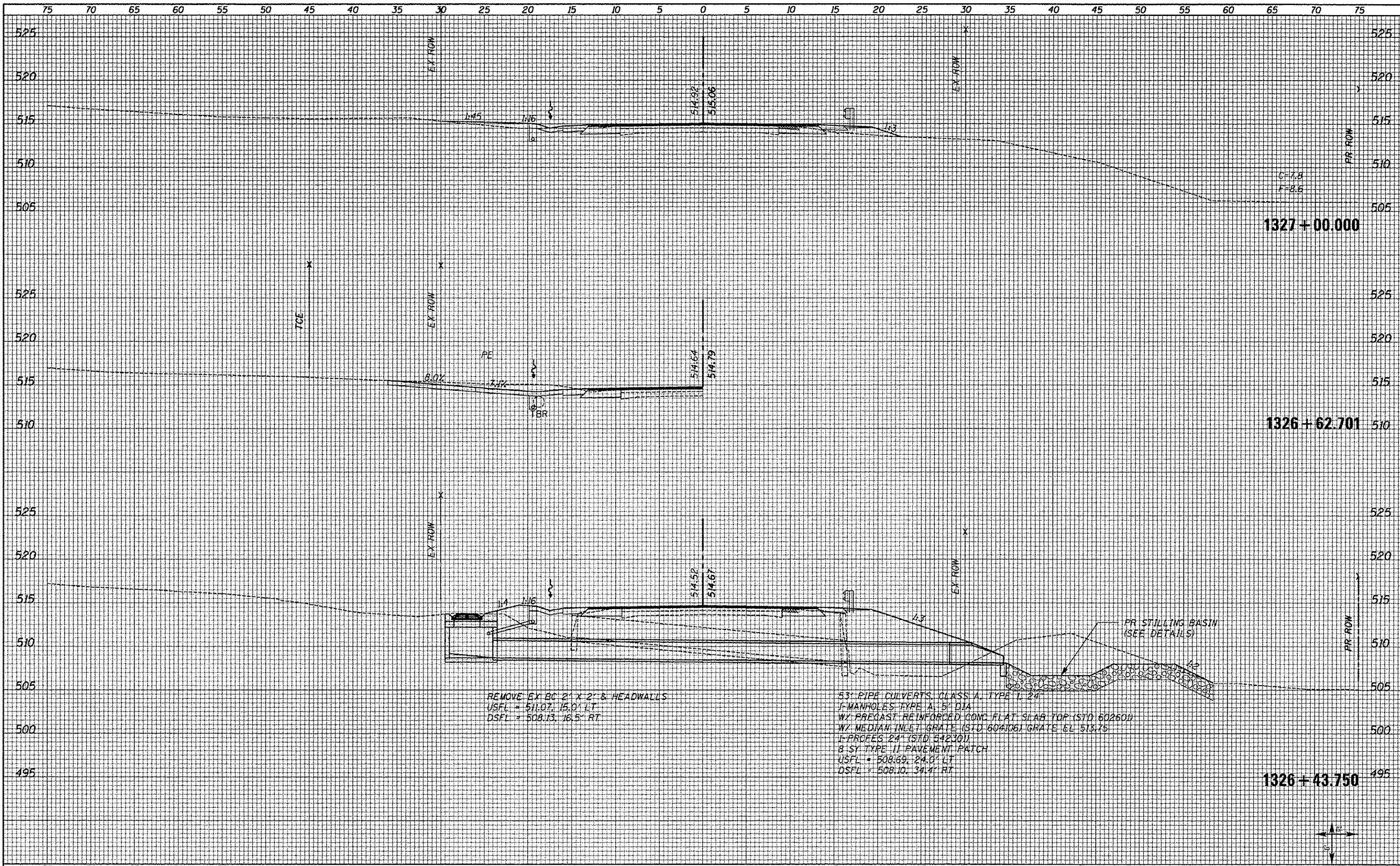


FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
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ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS	
	CHECKED	







REMOVE EX BC 2' X 2' & HEADWALLS  
 USFL = 511.07, 15.0' LT  
 DSFL = 508.13, 16.5' RT

53" PIPE CULVERTS, CLASS A, TYPE I, 24"  
 J-MANHOLES, TYPE IA, 5' DIA  
 W/ PREGAST REINFORCED CONC FLAT SLAB TOP (STD 60260)  
 W/ MEDIAN INLET GRATE (STD 60#106) GRATE EL 513.75  
 I-PROFS 24" (STD 54230)  
 8" SY TYPE II PAVEMENT PATCH  
 USFL = 508.69, 24.0' LT  
 DSFL = 508.10, 34.4' RT

PR STILLING BASIN  
 (SEE DETAILS)

1327+00.000

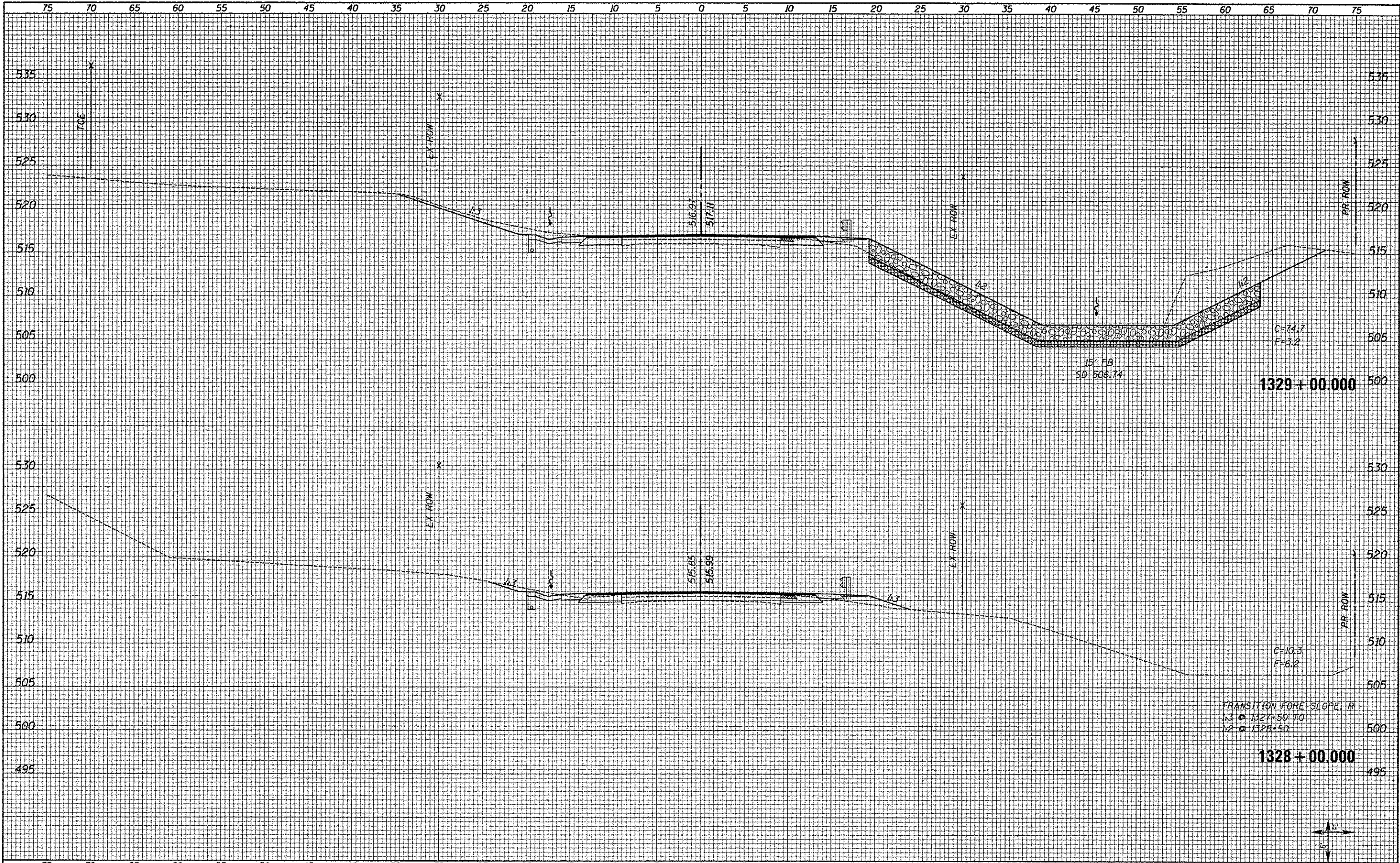
1326+62.701

1326+43.750

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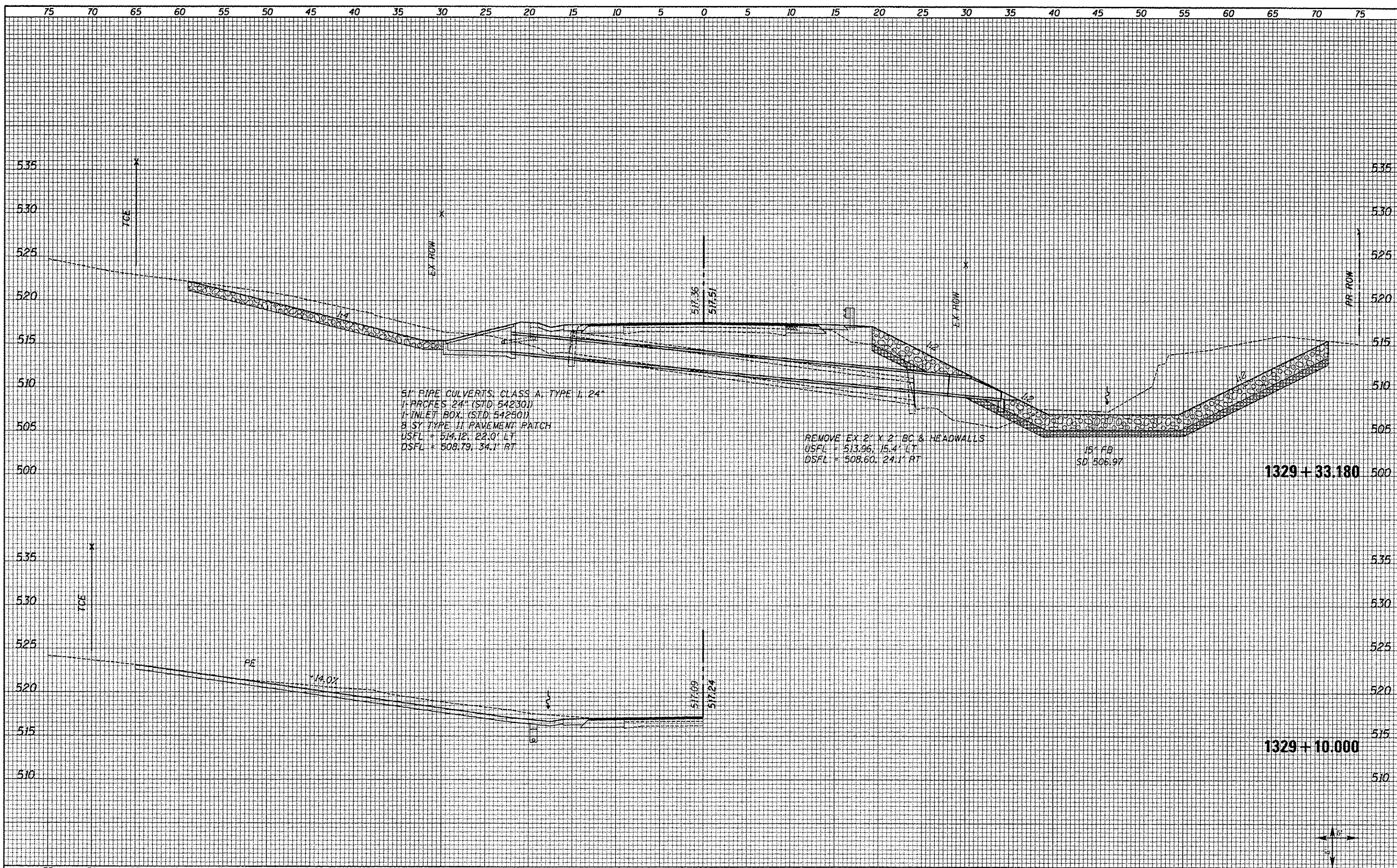
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PLOT SCALE - 10,0000 1" = 100'	CHECKED -	REVISED -	SCALE: SHOWN			SHEET NO. 10 OF 72 SHEETS	STA. 1328+00.000	STA. 1329+00.000	CONTRACT NO. 72781			
PLOT DATE - 8/16/2013	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									



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5' PIPE CULVERTS, CLASS A, TYPE I, 24"  
 1- PROCES 24" (STD 54230)  
 1- INLET BOX (STD 54250)  
 8 SY TYPE II PAVEMENT PATCH  
 USFL = 514.12, 22.0' LT  
 DSFL = 508.79, 34.1' RT

REMOVE EX 2' X 2' BC & HEADWALLS  
 USFL = 513.96, 15.4' LT  
 DSFL = 508.60, 24.1' RT

15' FB  
 SD 506.97

1329 + 33.180

1329 + 10.000

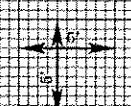
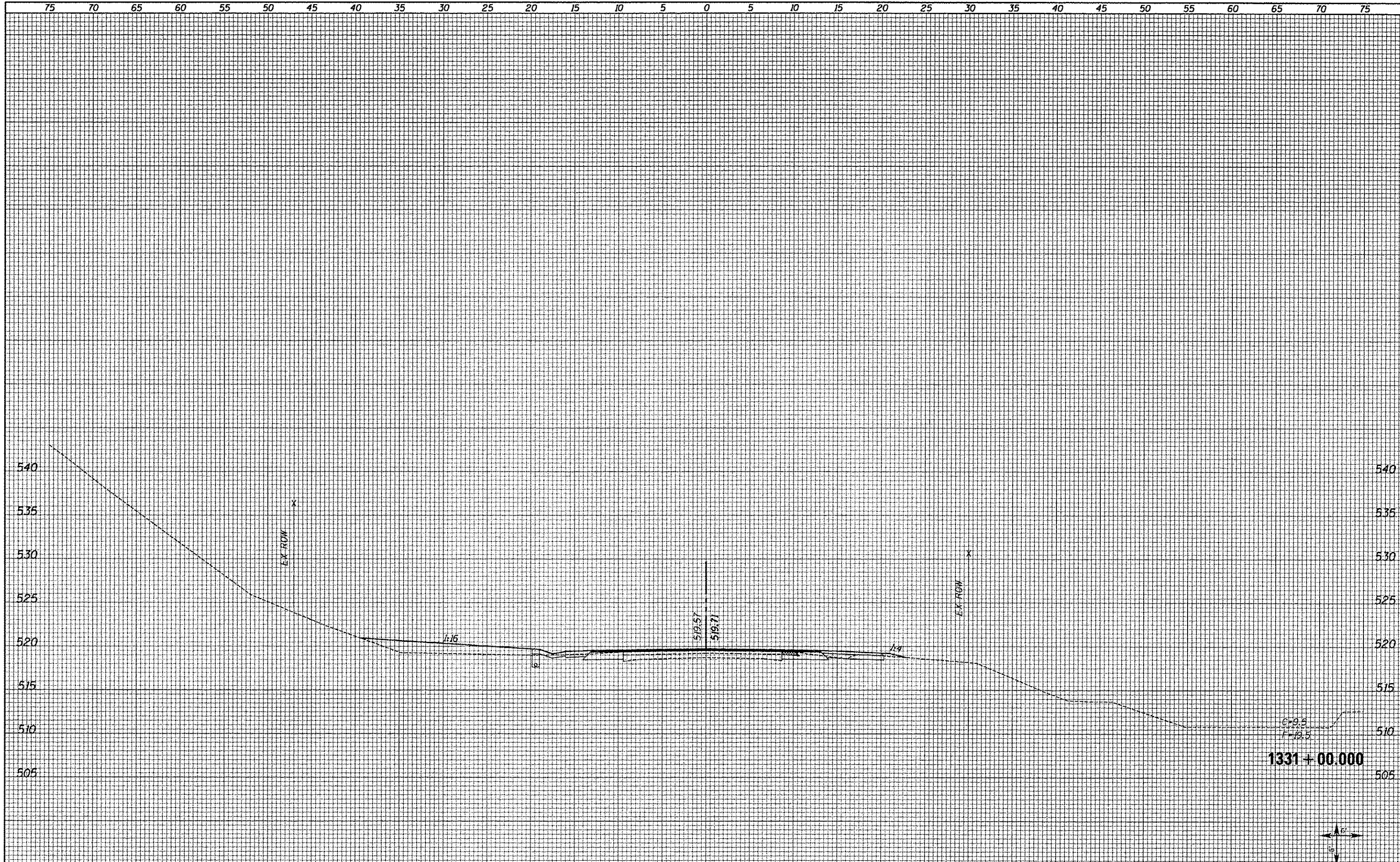






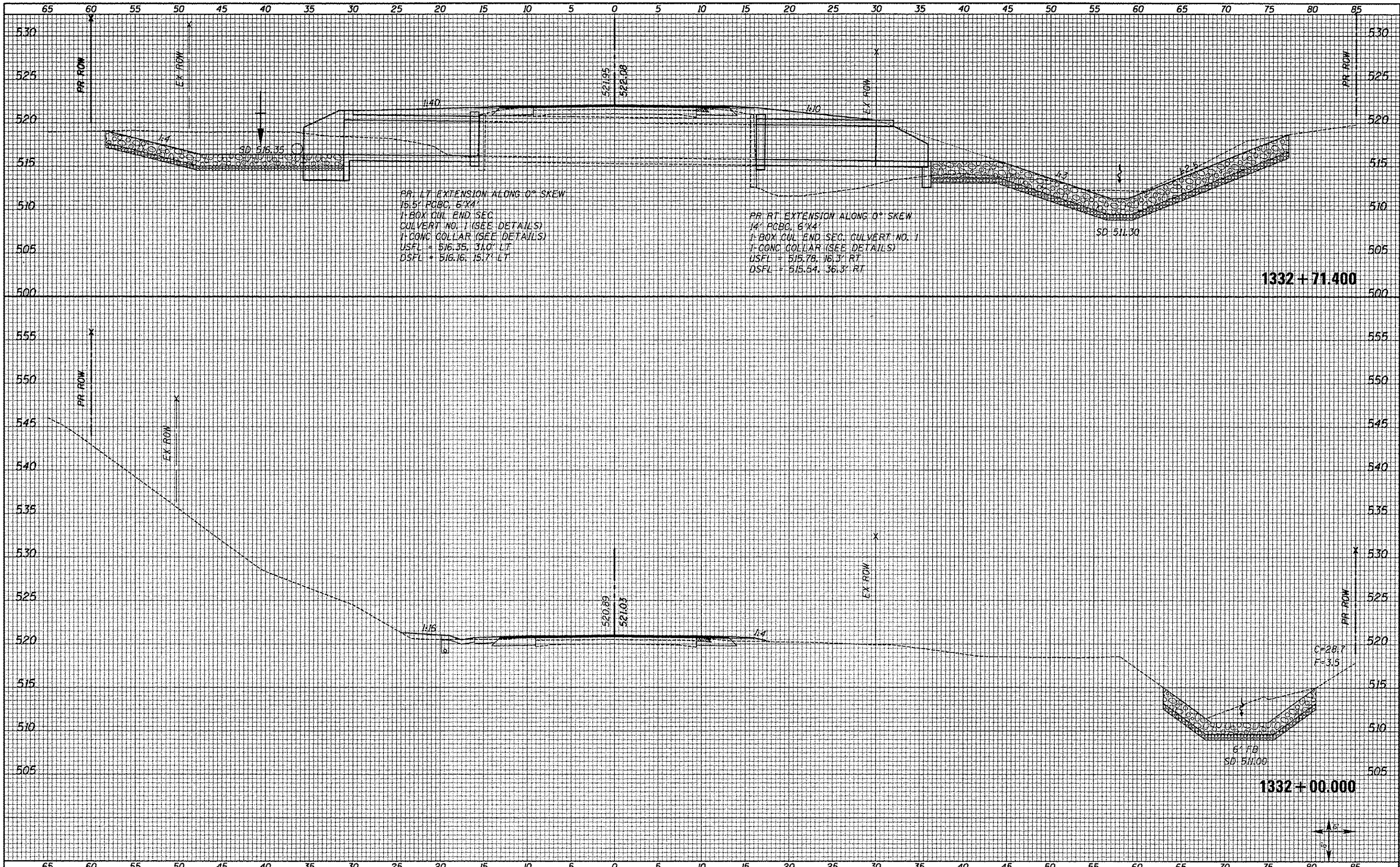
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NOTE BOOK	TEMPLATE	
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FILE NAME XS_SHEETS-NEW.dgn	USER NAME = notal	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAS 1597 (IL 96) CROSS SECTIONS</b>		F.A.S RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 88	
	PLLOT SCALE = 1/8" = 10.0000' / 1"	CHECKED -	REVISED -		SCALE: SHOWN	SHEET NO. 13 OF 72 SHEETS	STA. 1331+00.000	STA. 1331+00.000	CONTRACT NO. 72781			
	PLLOT DATE = 8/16/2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							





PR LT EXTENSION ALONG 0° SKEW  
 15.5' PCOC, 6'x4'  
 1-BOX CUL END SEC  
 CULVERT NO. 1 (SEE DETAILS)  
 1-CONC COLLAR (SEE DETAILS)  
 USFL = 516.35, 31.0' LT  
 DSFL = 516.16, 15.7' LT

PR RT EXTENSION ALONG 0° SKEW  
 14' PCOC, 6'x4'  
 1-BOX CUL END SEC, CULVERT NO. 1  
 1-CONC COLLAR (SEE DETAILS)  
 USFL = 515.78, 16.3' RT  
 DSFL = 515.54, 36.3' RT

1332+71.400

1332+00.000

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PLOT DATE	8/16/2013

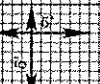
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAS 1597 (IL 96)
CROSS SECTIONS
SCALE: SHOWN
SHEET NO. 14 OF 72 SHEETS
STA. 1332+00.000
STA. 1332+71.400

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1597	14 (W. RS-7)	ADAMS/PIKE	152	89
CONTRACT NO. 72781				
ILLINOIS FED. AID PROJECT				



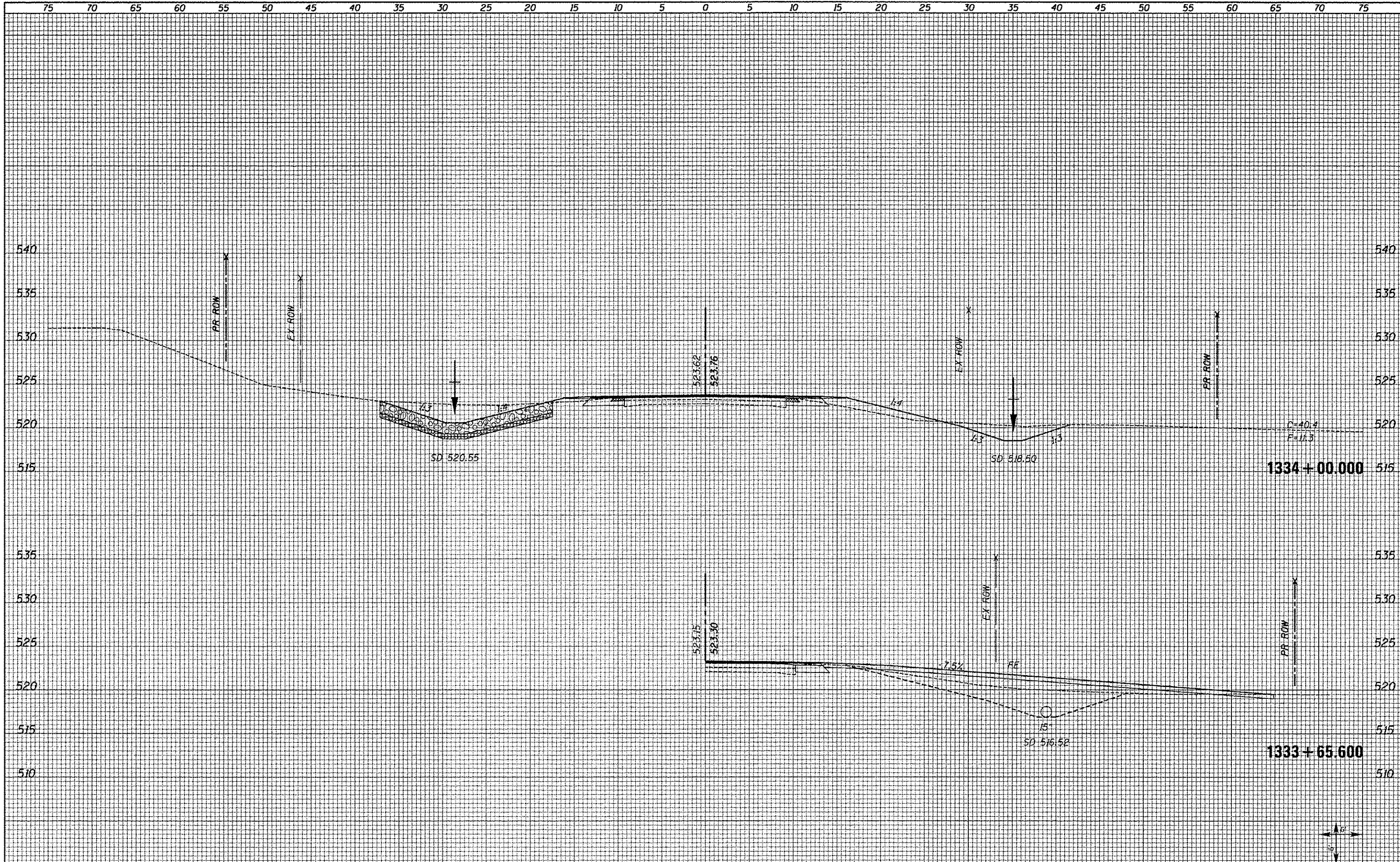




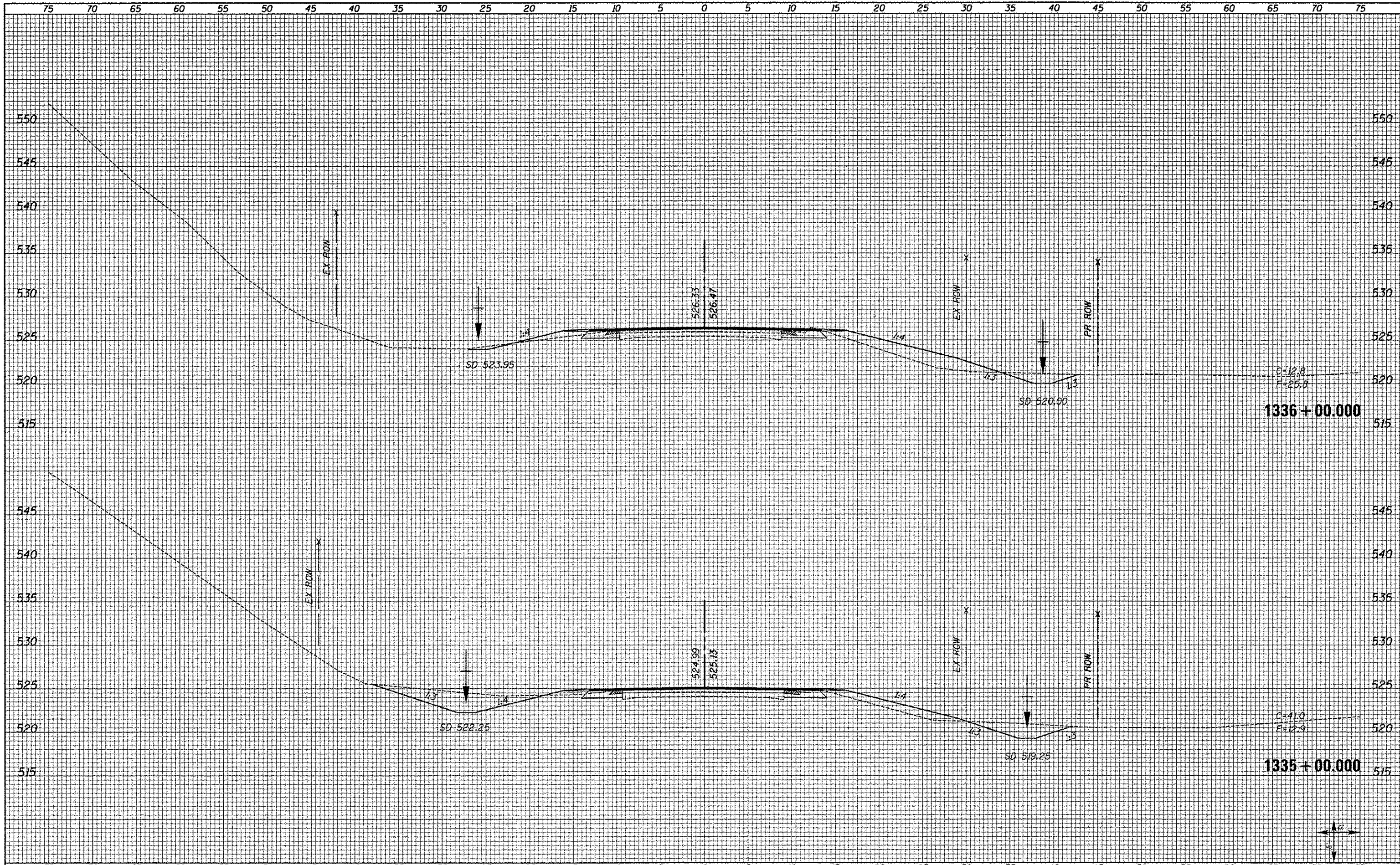


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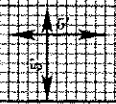
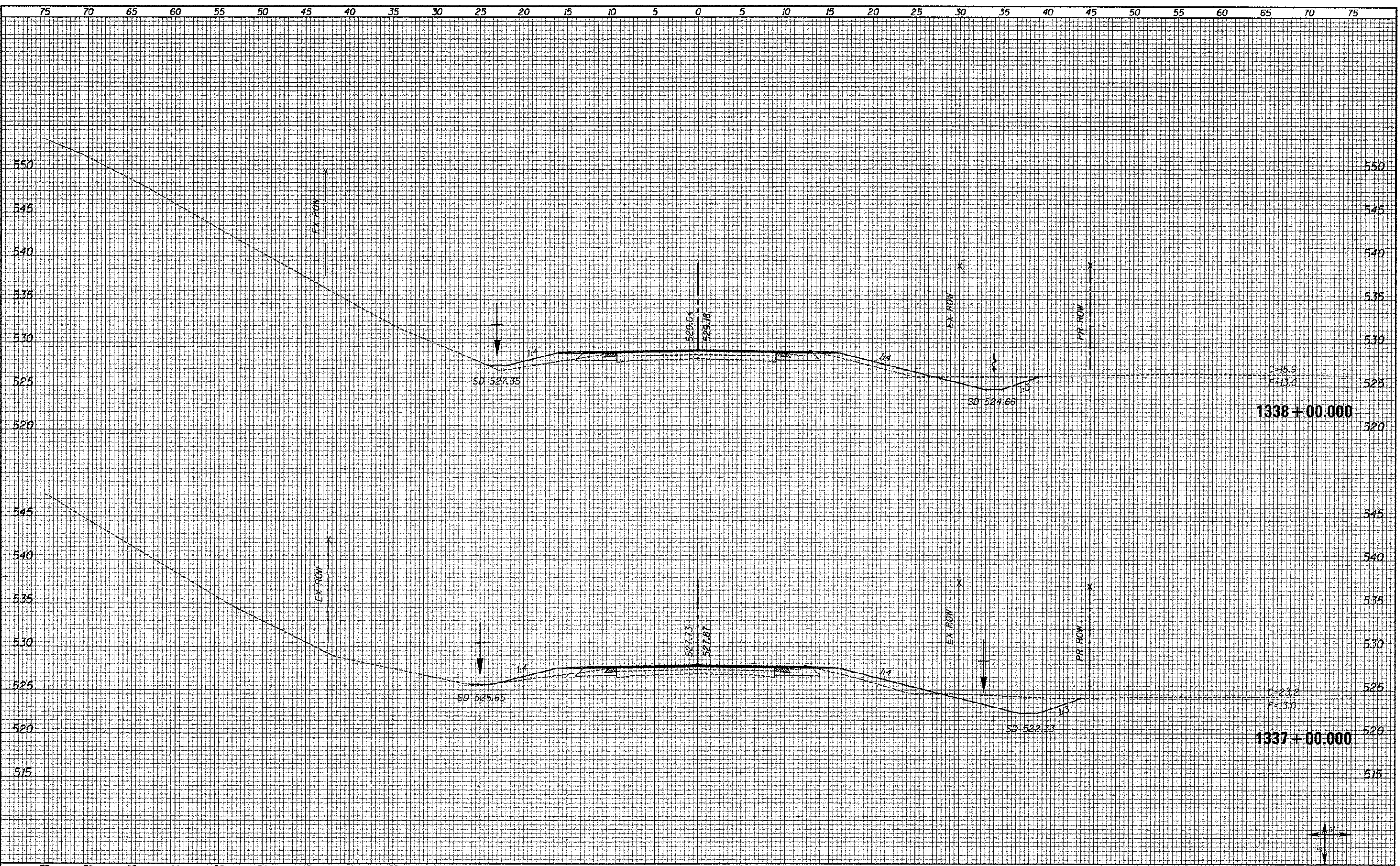
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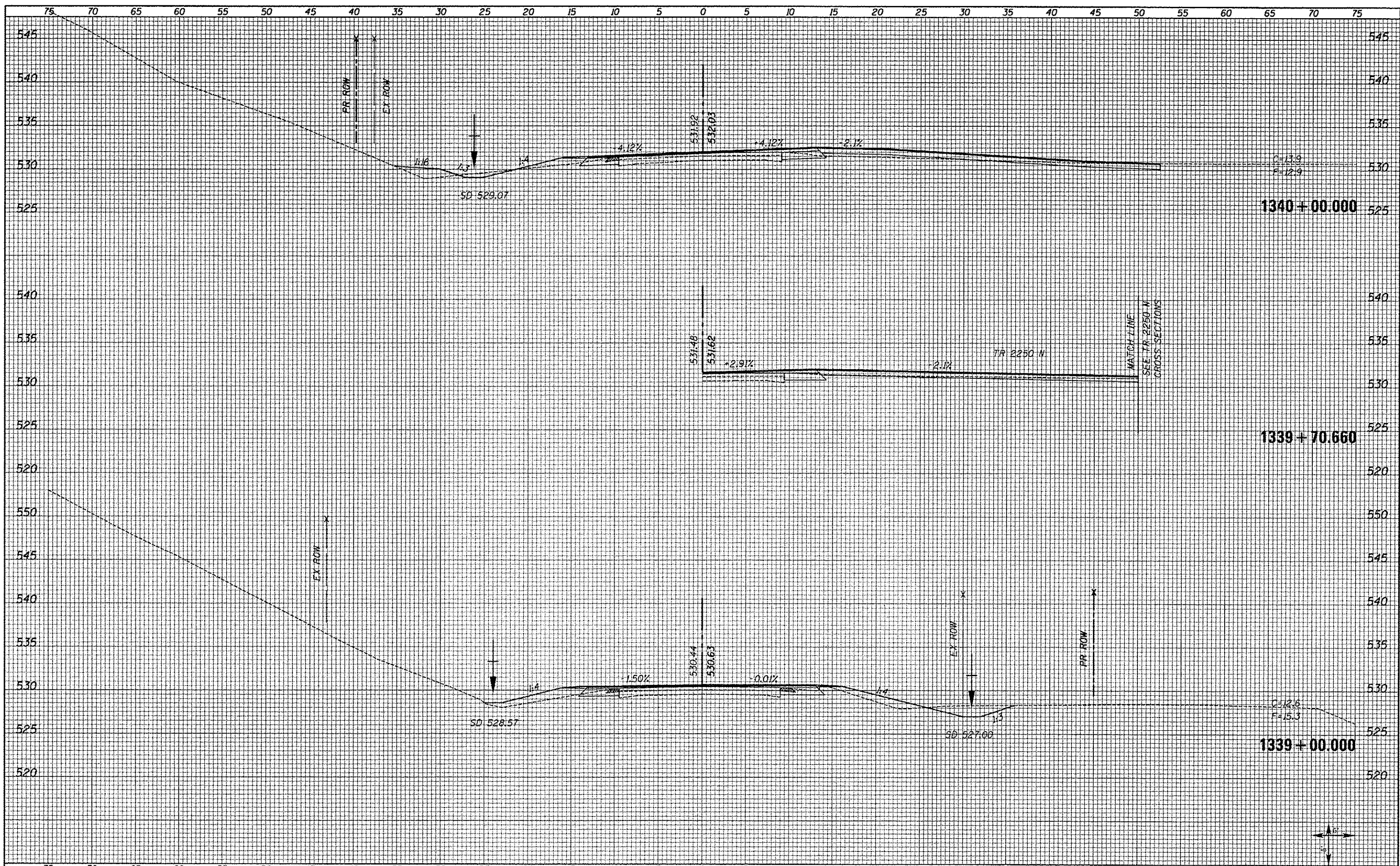


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	PLOT SCALE = 1/8" = 100.0000' / in.	CHECKED -	REVISED -		SCALE: SHOWN	SHEET NO. 18 OF 72 SHEETS	STA. 1337+00.000	STA. 1338+00.000	CONTRACT NO. 72781			
	PLOT DATE = 8/16/2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



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BAROMETRIC PRESSURE	
GRAVITY	
MAGNETIC DEVIATION	
MAGNETIC VARIATION	
REFRACTION	
TEMPERATURE CORRECTION	
WIND CORRECTION	
PRECIPITATION CORRECTION	
RELATIVE HUMIDITY CORRECTION	
BAROMETRIC PRESSURE CORRECTION	
GRAVITY CORRECTION	
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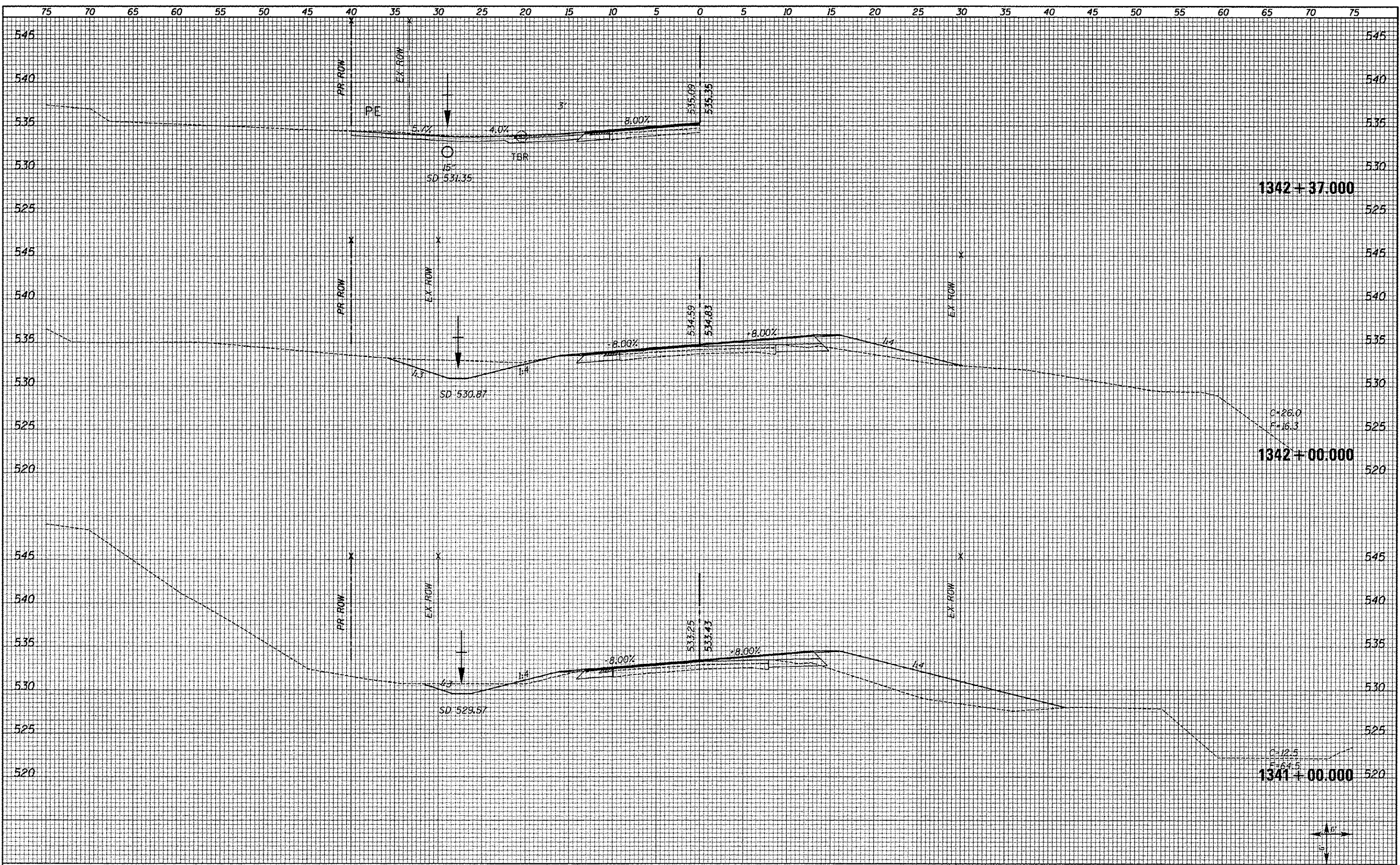


FILE NAME XS.SHEETS-NEW.dgn	USER NAME natal	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAS 1597 (IL 96) CROSS SECTIONS</b>		F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 94	
	PLT SCALE = 1/8" = 100'	CHECKED -	REVISED -		SCALE SHOWN	SHEET NO. 19 OF 72 SHEETS	STA. 1339+00.000	STA. 1340+00.000	CONTRACT NO. 72781			
	PLT DATE = 8/16/2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



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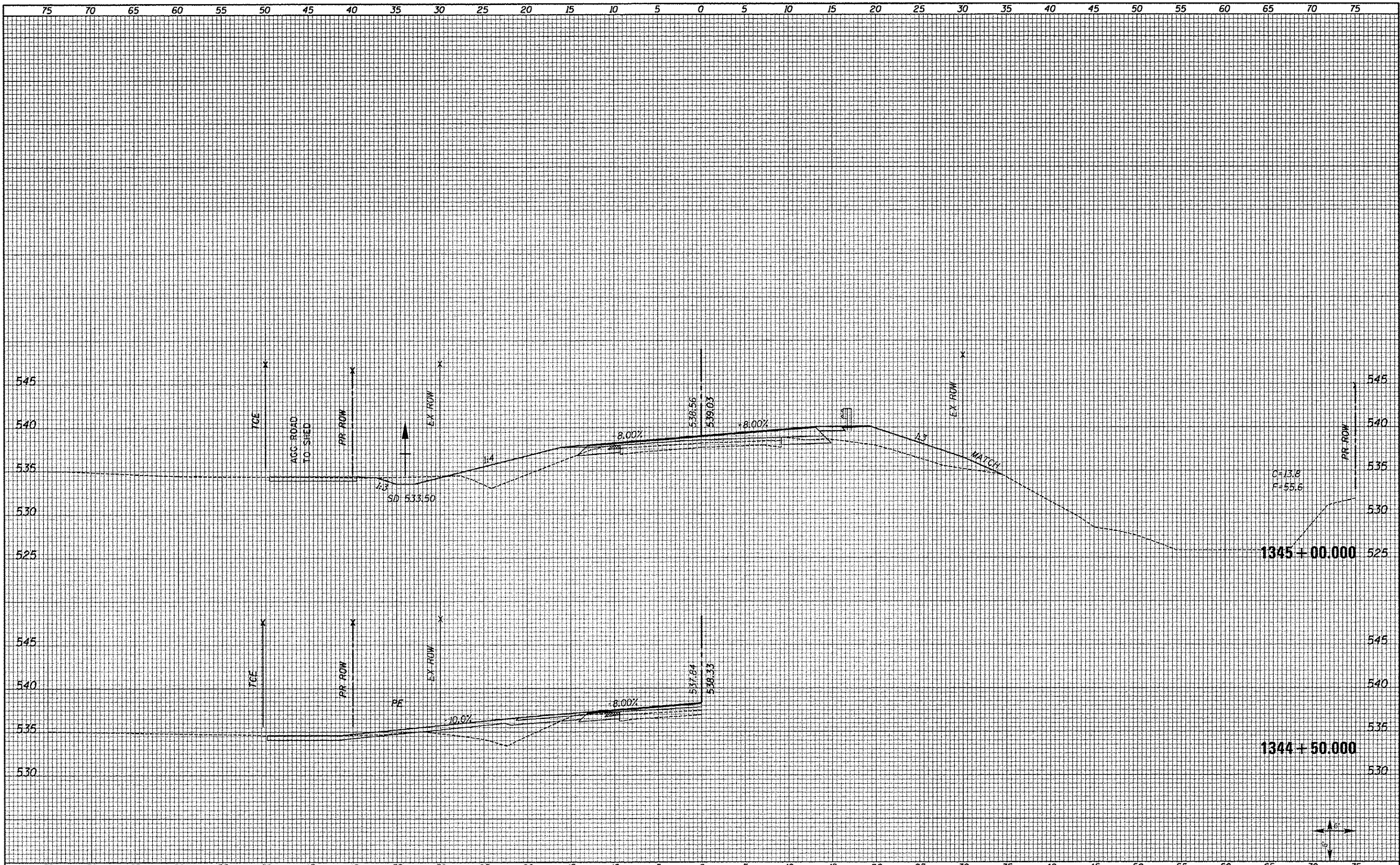






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FILE NAME XS_SHEETS-NEW.dgn	USER NAME a.natal	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAS 1597 (IL 96) CROSS SECTIONS</b>		F.A.S RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 97	
	PLOT SCALE = 10.0000 / in.	CHECKED -	REVISED -		SCALE: SHOWN	SHEET NO. 22 OF 72 SHEETS	STA. 1344+50.000	STA. 1345+00.000	CONTRACT NO. 72781			
	PLOT DATE = 8/16/2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

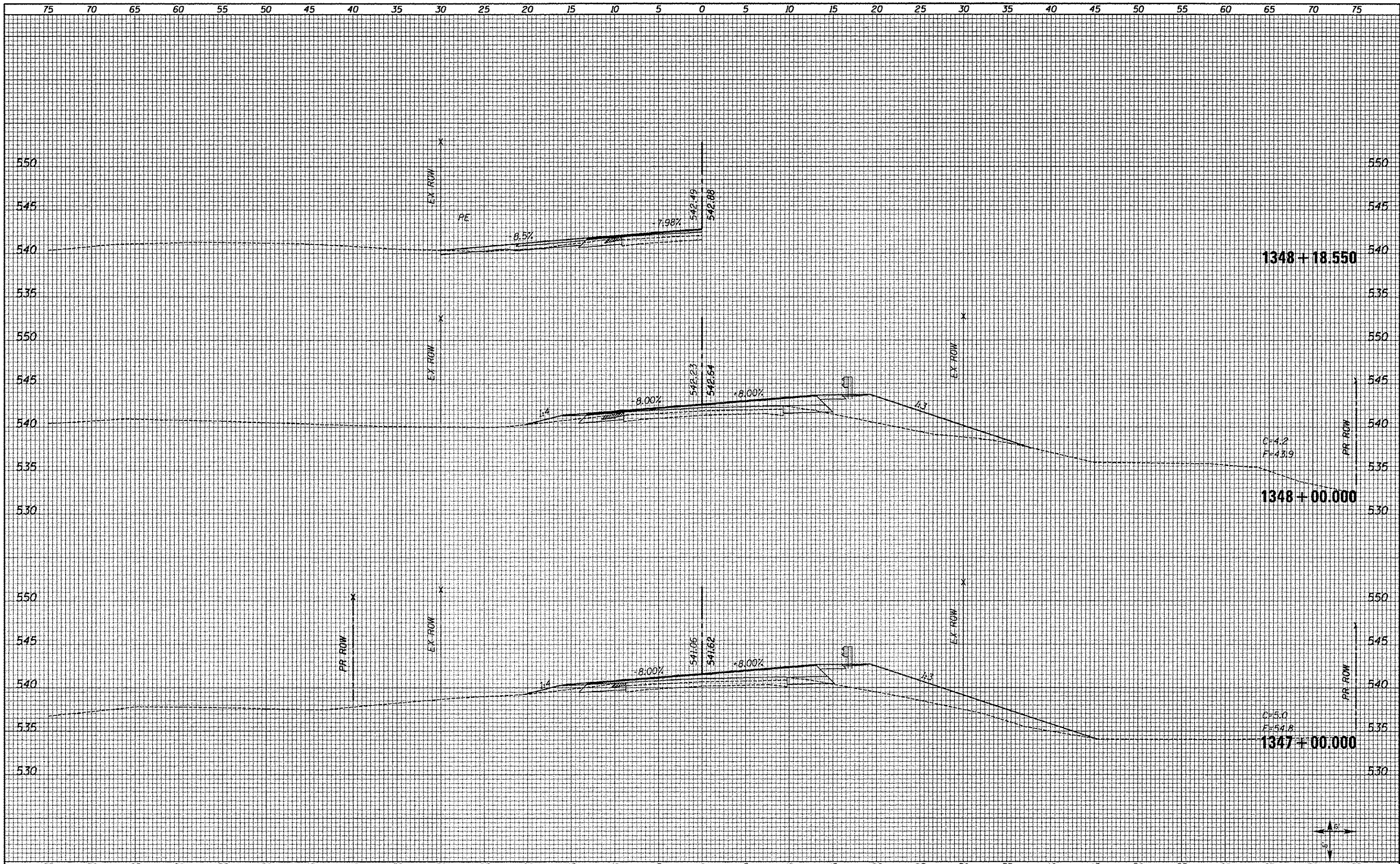






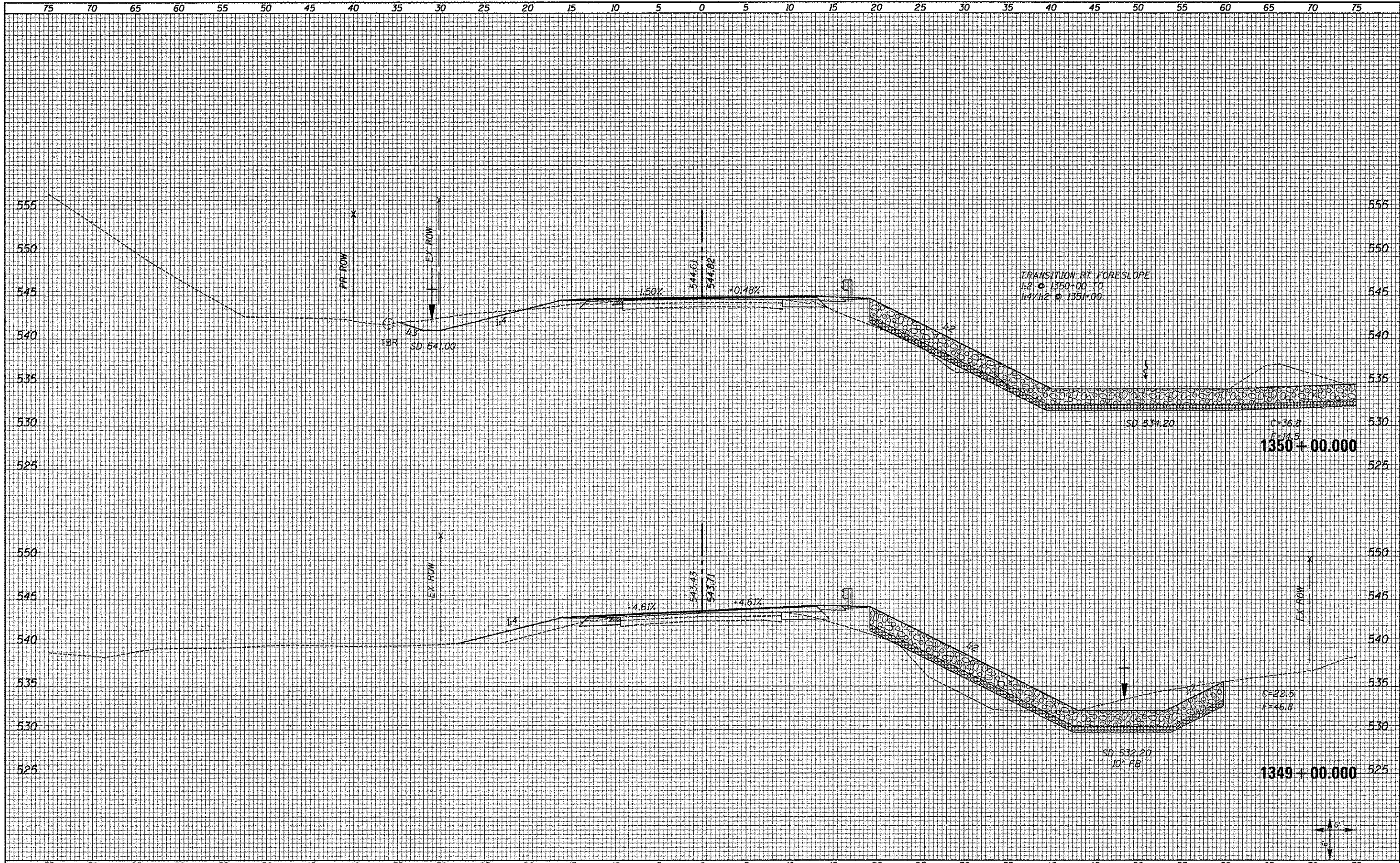
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	PLOT DATE 8/16/2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							





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FILE NAME XS.SHEETS-NEW.dgn	USER NAME notal	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAS 1597 (IL 96) CROSS SECTIONS</b>		F.A.S. RTE. 1597	SECTION 14 (W, RS-7)	COUNTY ADAMS/PIKE	TOTAL SHEETS 152	SHEET NO. 100	
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	PLOT DATE 07/16/2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							