

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED HIGHWAY IMPROVEMENT

FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & 26 RS-4
PROJECT NO. F-0317(067)
LIVINGSTON COUNTY

RESURFACING, CULVERT REHABILITATION
AND SHOULDER RECONSTRUCTION
C-93-072-02

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	1
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				
D-93-046-02				
P-93-068-98				

FOR INDEX OF SHEETS, SEE SHEET NO. 2



HIGHWAY CLASSIFICATION	MINOR ARTERIAL
2002 ADT US 24	5400 14.6% TRUCKS
2024 ADT US 24	7900 14.6% TRUCKS

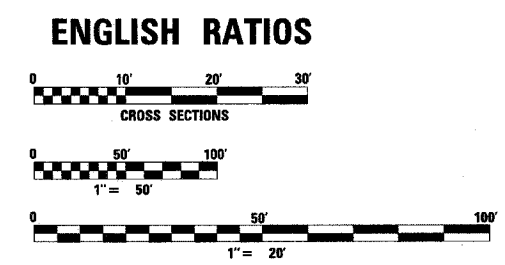
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED FEB 10 2005

Gregory L. Hunt
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 25, 2005
Mike Hine
ENGINEER OF DESIGN AND ENVIRONMENT

March 25, 2005
Victor Mader
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

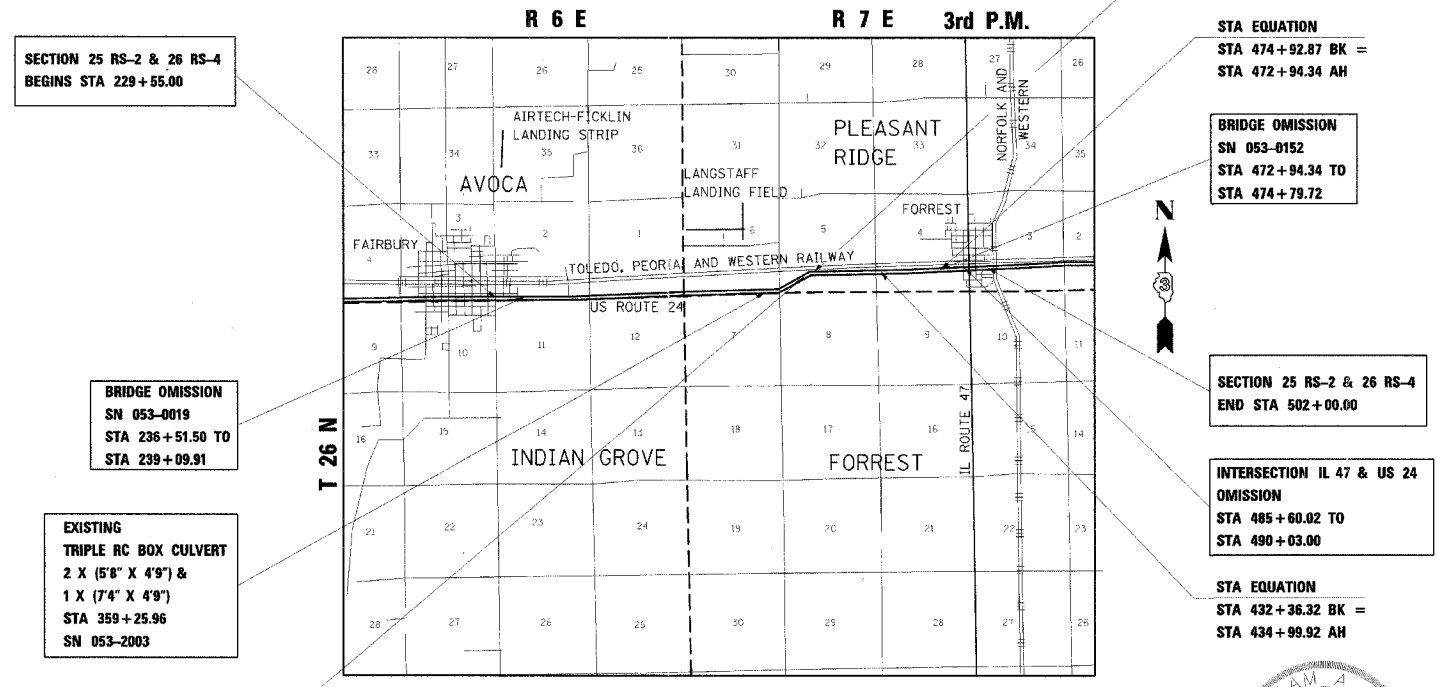


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

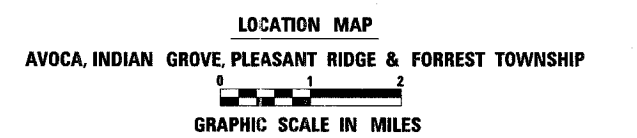
DISTRICT 3 NO (815) 434-6131
PROJECT ENGINEER: DAVE BROVIAK
UNIT CHIEF: MARK JONES

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

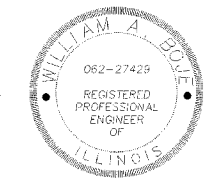
CONTRACT NO. 66261



STA EQUATION
STA 399+08.31 BK =
STA 400+36.75 AH



GROSS LENGTH OF SECTION 25 RS-2 & 26 RS-4 = 26,851.49 FEET = 5.09 MILES
NET LENGTH PROJECT = 25,964.72 FEET = 4.92 MILES



William A. Bole
ILLINOIS PROFESSIONAL ENGINEER NO. 062-27429 DATE 01-31-2005
EXP. 11-30-2005

WOOLPERT
WOOLPERT INC.
343 Fountains Parkway,
Suite 100
Fairview Heights, Illinois 62208-2044
618-632-7004
Fax-618-632-0100

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	2
STA.		TO STA.		
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				

GENERAL NOTES

- THE THICKNESS OF BITUMINOUS MIXTURES 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 BITUMINOUS MIXTURE IS PLACED.
 - THE BITUMINOUS SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE BITUMINOUS SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE BITUMINOUS SURFACE.
 - 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 MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
 - EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES
 - BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
 - AGGREGATE (PRIME COAT): FA 20 MAY BE USED IN ADDITION TO THE GRADATIONS LISTED IN THE 3RD PARAGRAPH OF ARTICLE 1003.03(c) OF THE STANDARD SPECIFICATIONS.
 - THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
 - FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
 - THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
- | | |
|---------------------|-----------|
| SBC | TELEPHONE |
| AMEREN CIPS | ELECTRIC |
| VERIZON NORTH, INC. | TELEPHONE |
| NICOR GAS | GAS |
- NON MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
- | | |
|--------------------------|-----------------|
| CITY OF FAIRBURY | WATER AND SEWER |
| VILLAGE OF FORREST | WATER AND SEWER |
| MEDIACOM | CABLE |
| NATURAL GAS PIPELINE CO. | GAS |
- UTILITY ADJUSTMENTS FOR PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENT SHALL BE MADE BY THEIR RESPECTIVE OWNER UNLESS OTHERWISE SHOWN.
 - THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT.
 - ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
 - ADDITIONAL LEVELING BINDER, AT THE RATE GIVEN ON THE TYPICAL SECTIONS, HAS BEEN ADDED TO THE QUANTITIES TO CORRECT TO A 1.5% CROWN ON SECTIONS OF EXISTING ROADWAYS.
 - ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
 - ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW BITUMINOUS PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.
 - ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

- THE EXISTING SHOULDERS ARE LOW. IN THE EVENT THAT CONSTRUCTION OPERATIONS RESULT IN A DROP OFF GREATER THEN 3' BETWEEN THE EDGE OF PAVEMENT OR EDGE OF SHOULDER WITHIN 3' OF THE EDGE PAVEMENT AND THE EARTH OR AGGREGATE SHOULDERS, THEN THE DROPOFF SHALL BE PROTECTED ACCORDING TO ARTICLE 701.04(B)(1) OF THE STANDARD SPECIFICATIONS. THIS WORK WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES FOR TRAFFIC CONTROL.

18. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES :

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08	GAL / SQ YD OR
	0.375	GAL / SQ YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
BITUMINOUS RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
TEMPORARY DITCH CHECKS	9	BALES OR
	5	TONS AGGREGATE

- SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

- COMMITMENTS: EROSION CONTROL FENCING IS TO BE INSTALLED LEFT STA 242+00.00 TO STA 254+00.00 TO PREVENT IMPACTS TO THE EXISTING WETLANDS DURING CONSTRUCTION.

MIXTURE REQUIREMENTS
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT

	SUPERPAVE BINDER FOR BASE COURSE	SUPERPAVE LEVEL BINDER	SUPERPAVE SURFACE	SUPERPAVE SHOULDERS BOTTOM LIFT(S)	SUPERPAVE SHOULDERS TOP LIFT	SUPERPAVE BINDER FOR PATCHES
PG GRADE	PG64-22	PG64-22	PG64-22	PG58-22	PG58-22	PG64-22
MAX % RAP ALLOWABLE**	25%	15%	10%	25%	15%	10%
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N70	4.0% @ N70	3.0% @ N50	3.0% @ N50	4.0% @ N70
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 12.5 OR IL 9.5	IL 19.0	IL 9.5 OR IL 12.5	IL 19.0
FRICTION			MIXTURE D		MIXTURE C	MIXTURE C
PLANT CONTROL LIMITS	CLASS I	CLASS I	CLASS I	NON-CLASS I	CLASS I	CLASS I
DENSITY TEST METHOD	*	SATISFACTION OF THE ENGINEER	CORRELATION	*	CORES	CORES

* MATERIAL SHALL BE COMPACTED TO 93-97 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT THE BOTTOM LIFT SHALL BE COMPACTED TO A MINIMUM OF 91.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

*** SURFACE COURSE SHOULD BE USED IF THE PARTIAL DEPTH PATCHES ARE LESS THAN 2 1/4".

INDEX OF SHEETS

1	COVER SHEET
2	GENERAL NOTES, STANDARDS AND INDEX OF SHEETS
3-4	SUMMARY OF QUANTITIES
5-10	EXISTING TYPICAL SECTIONS
11-18	PROPOSED TYPICAL SECTIONS
19-23	SCHEDULE OF QUANTITIES
24-25	HORIZONTAL CONTROL AND ALIGNMENT TIES
26-34	US ROUTE 24 PLAN AND PROFILE
35-39	US ROUTE 24 PLAN
40-41	TRAFFIC CONTROL AND PROTECTION - STAGE CONSTRUCTION
42-48	EROSION CONTROL PLAN
49-51	SURFACE TRANSITION AND BUTT JOINT DETAILS
52-54	MISCELLANEOUS DETAILS
55	PROPOSED GUARDRAIL PLAN DETAILS
56	WINGWALL PLACEMENT DETAIL STA 288+89.11
57	STRUCTURE PLAN STA 249+51.77
58	STRUCTURE PLAN STA 318+05.87
59-60	US ROUTE 24 CULVERT PROFILES
61-203	US ROUTE 24 CROSS SECTIONS
204-205	SIDE ROAD CROSS SECTIONS

STANDARDS

000001-04	STANDARD SYMBOLS
001001	DECIMAL OF AN INCH AND OF 1/1001
001006	TEMPORARY EROSION CONTROL SYSTEM
280001-02	MAILBOX TURNOUT
406201	CLASS B PATCHES
442101-05	BITUMINOUS SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
482011-01	METAL END SECTIONS FOR PIPE CULVERTS
542401	STEEL PLATE BEAM GUARDRAIL
630001-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
630301-03	REFLECTOR MARKER AND MOUNTING DETAILS
635011-01	OFF-ROAD OPERATIONS, 2L 2W, MORE THEN 15' AWAY
701001-01	OFF-ROAD OPERATIONS, 2L 2W, 15' TO 24' FROM PAVEMENT EDGE
701006-02	OFF-ROAD MOVING OPERATIONS, 2L 2W, DAY ONLY
701011-01	LANE CLOSURE, 2L 2W, DAY ONLY, FOR SPEEDS > OR = 45 MPH
701201-02	LANE CLOSURE, 2L 2W, SHORT TERM OPERATIONS
701301-02	LANE CLOSURE, 2L 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > OR = 45 MPH
701311-02	LANE CLOSURE, 2L 2W, MOVING OPERATIONS-DAY ONLY
701321-08	LANE CLOSURE, 2L 2W, BRIDGE REPAIR WITH BARRIER
701326-02	LANE CLOSURE, 2L 2W, PAVEMENT WIDENING, FOR SPEEDS > OR = 45 MPH
701336-04	LANE CLOSURE, 2L 2W, WORK AREAS IN SERIES, FOR SPEEDS > OR = 45 MPH
702001-05	TRAFFIC CONTROL DEVICES
704001-02	TEMPORARY CONCRETE BARRIER
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
780001-01 TYPICAL PAVEMENT MARKINGS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

REVIEWED BY: *Thomas R. Sankung*
DISTRICT STUDIES & PLANS ENGINEER

DATE: February 9, 2005

EXAMINED BY: *Harold J. Jorgensen*
DISTRICT CONSTRUCTION ENGINEER

Kenneth R. Lang
DISTRICT MATERIALS ENGINEER

Bruce A. Wuebben
DISTRICT OPERATIONS ENGINEER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES, STANDARDS AND INDEX OF SHEETS

FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & SECTION 26 RS-4
LIVINGSTON COUNTY

SCALE: DRAWN BY BANDY
DATE: CHECKED BY STEUART

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	3
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

CODED NO	DESCRIPTION	UNIT	QUANTITY	CONSTRUCTION TYPE CODE	
				80% FED. 20% ST. 1000-2A	SFTY-2A SN 053-2003 053-2029 80% FED. 20% ST.
20200100	EARTH EXCAVATION	CU YD	5325	5325	
20201006	GRADING AND SHAPING SHOULDERS	UNIT	201	201	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	1135	1135	
25000200	SEEDING, CLASS 2	ACRE	6	6	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	540	540	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	540	540	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	540	540	
25100115	MULCH, METHOD 2	ACRE	6	6	
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	30	30	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1200	1200	
28000300	TEMPORARY DITCH CHECKS	EACH	9	9	
28000400	PERIMETER EROSION BARRIER	FOOT	1200	1200	
28000500	INLET AND PIPE PROTECTION	EACH	3	3	
28001000	AGGREGATE (EROSION CONTROL)	TON	2	2	
28100107	STONE RIPRAP, CLASS A4	SQ YD	51	51	
28200100	FILTER FABRIC FOR USE WITH RIPRAP	SQ YD	51	51	
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	2914	2914	
35100500	AGGREGATE BASE COURSE, TYPE A 6"	SQ YD	776	776	
35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	686	686	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	668	668	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	6878	6878	
40600300	AGGREGATE (PRIME COAT)	TON	171	171	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	9	9	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	787	787	
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	39	39	
40600990	TEMPORARY RAMP	SQ YD	143	143	
40800040	INCIDENTAL BITUMINOUS SURFACING	TON	530	530	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	138	138	
44000006	BITUMINOUS SURFACE REMOVAL 1 1/2"	SQ YD	43601	43,375	226
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	3698	3698	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	214	214	
44000710	BITUMINOUS BASE COURSE REMOVAL	SQ YD	96	96	
44000900	BITUMINOUS CONCRETE REMOVAL	SQ YD	704	704	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	227	227	
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	315	315	
44213100	PAVEMENT FABRIC	SQ YD	315	315	
44213200	SAW CUTS	FOOT	1050	1050	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	307	307	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	15971	15971	

• SPECIALTY ITEMS

CODED NO	DESCRIPTION	UNIT	QUANTITY	CONSTRUCTION TYPE CODE	
				80% FED. 20% ST. 1000-2A	
48202600	BITUMINOUS SHOULDERS SUPERPAVE 8"	SQ YD	7770	7770	
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	1	
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1	1	
50102400	CONCRETE REMOVAL	CU YD	2.5	2.5	
50105220	PIPE CULVERT REMOVAL	FOOT	252	252	
50800105	REINFORCEMENT BARS	POUND	330	330	
54001001	BOX CULVERT END SECTION, CULVERT NO. 1	EACH	2	2	
54001002	BOX CULVERT END SECTION, CULVERT NO. 2	EACH	2	2	
54010403	PRECAST CONCRETE BOX CULVERT 4' X 3'	FOOT	57	57	
54010704	PRECAST CONCRETE BOX CULVERT 7' X 4'	FOOT	104	104	
54200223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	253	253	
54248500	CONCRETE HEADWALLS	CU YD	2.5	2.5	
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	4	4	
63100169	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)	EACH	4	4	
63304385	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 1	EACH	8	8	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	9152	9152	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	58273	58273	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	5700	5700	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	23120	23120	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	425	425	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	425	425	
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	58273	58273	
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	5700	5700	
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	156	156	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	8	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	482	482	

• SPECIALTY ITEMS

REVISIONS	
NAME	DATE

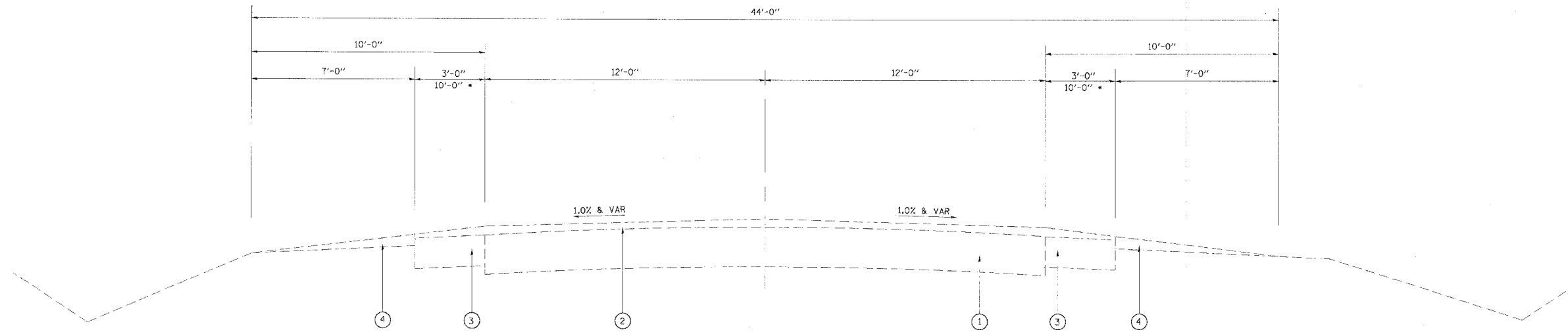
ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & 26 RS-4
LIVINGSTON COUNTY

SCALE: _____ DRAWN BY: BANDY
DATE: _____ CHECKED BY: STEUART

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317	*	LIVINGSTON	205	5
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CONTRACT NO. 66261				
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• LT STA 234+57.5 TO STA 240+50.7
 RT STA 235+14.3 TO STA 239+74.9

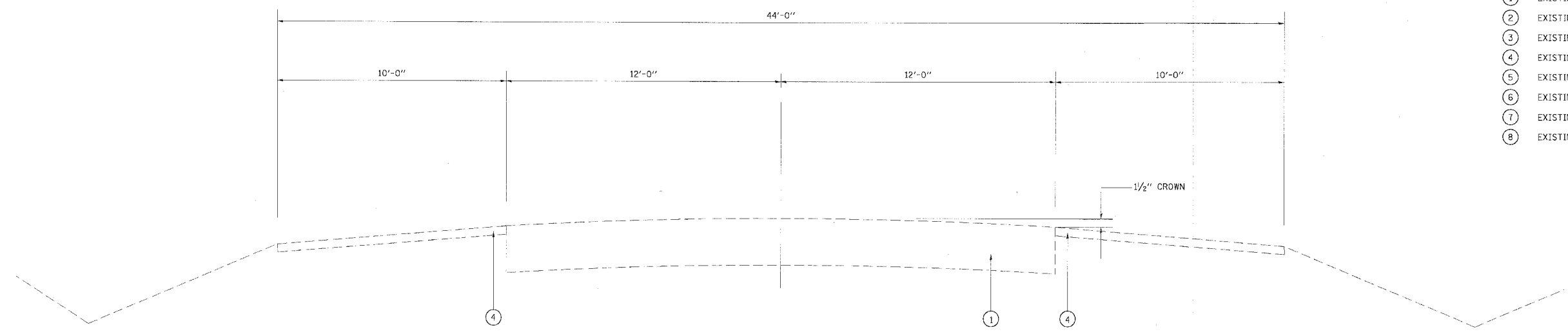
EXISTING TANGENT SECTION

STA 229+55.00 TO STA 236+51.50
 STA 239+09.91 TO STA 241+41.12

RESURFACING OMISSION STA 236+51.50 TO STA 239+09.91

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH



EXISTING TANGENT SECTION

STA 241+41.12 TO STA 355+48.27

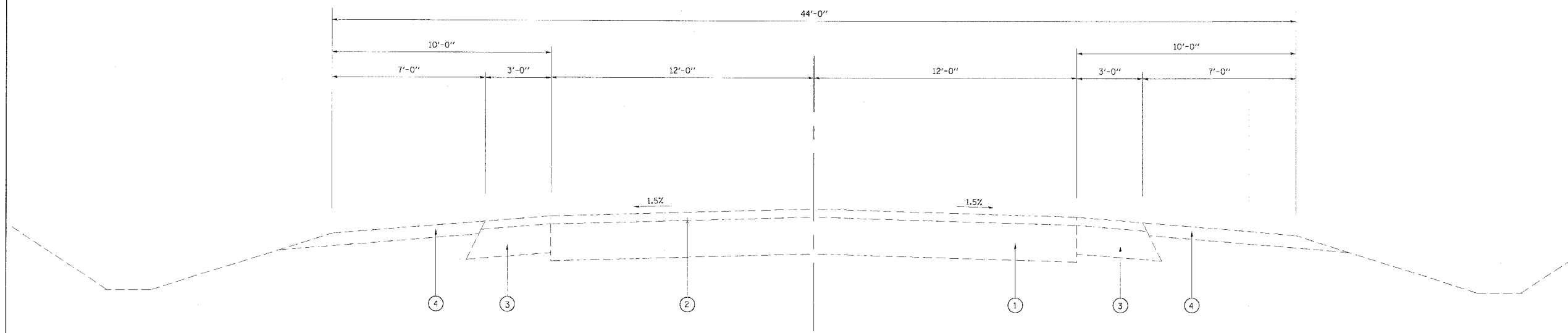
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING TYPICAL SECTIONS

FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY

SCALE: _____ DRAWN _____
 DATE _____ CHIEF _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	6
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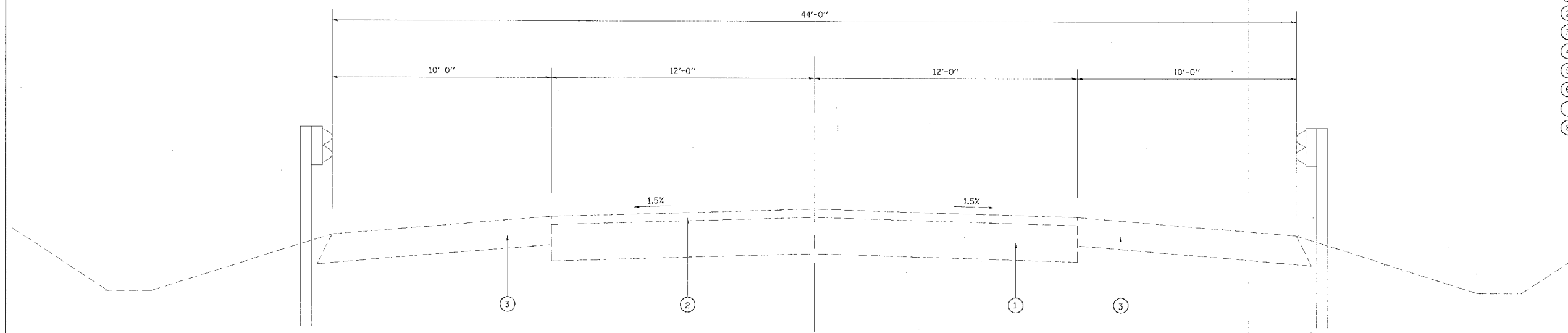


EXISTING TANGENT SECTION

STA 355+48.27 TO STA 358+20.00
 STA 360+91.00 TO STA 366+04.00
 STA 379+97.00 TO STA 384+97.00

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH



EXISTING TANGENT SECTION

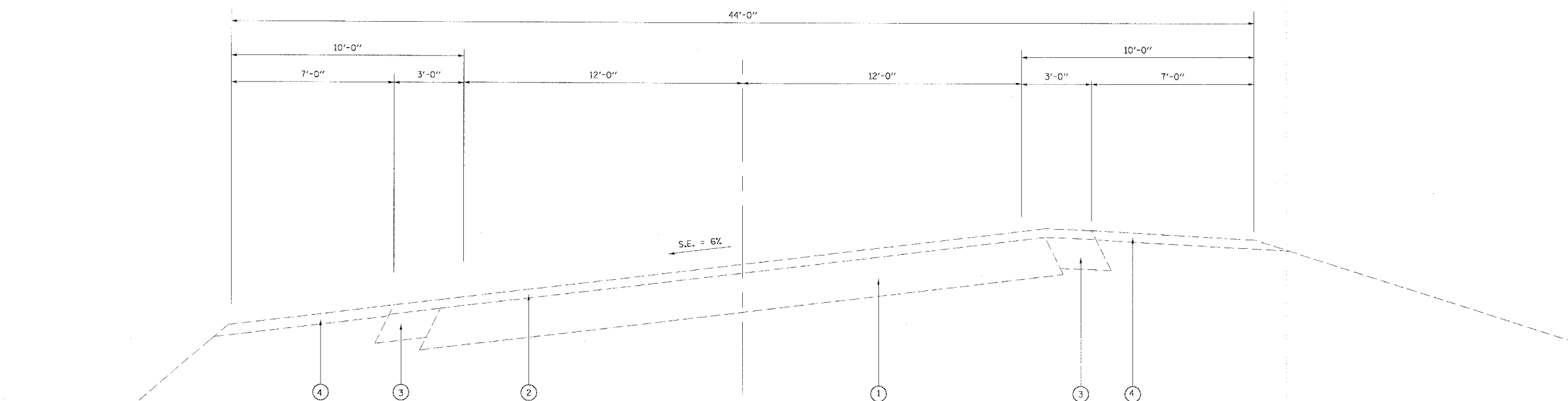
STA 358+20.00 TO STA 360+91.00

EXISTING TRIPLE BOX CULVERT
 STA 359+15.13 TO STA 359+36.80

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING TYPICAL SECTIONS
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	7
STA.		TO STA.		
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				

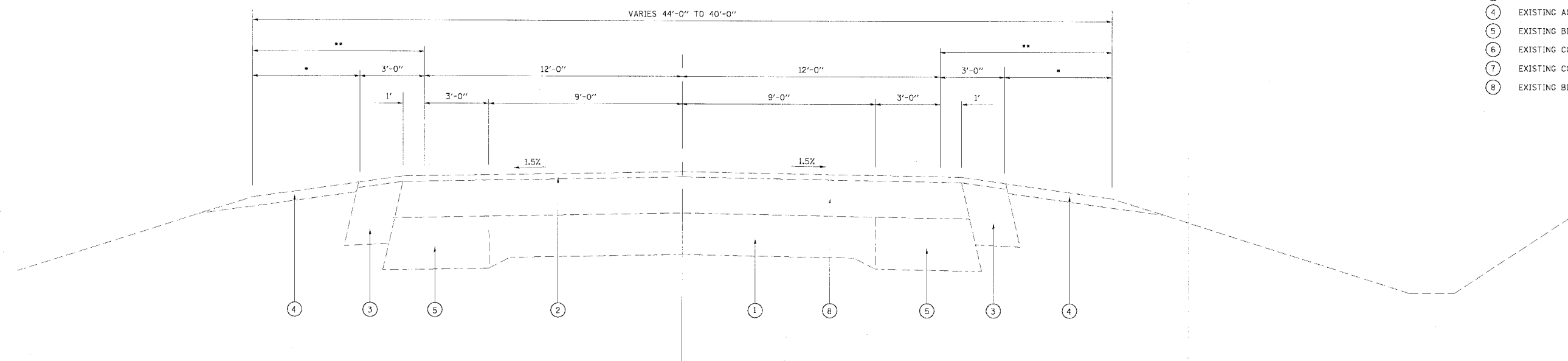


EXISTING SUPERELEVATED SECTION

STA 366+04.00 TO STA 379+97.00
 * STA 384+97.00 TO STA 399+08.31
 * TYPICAL SECTION IS REVERSED STA 384+97.00 TO 399+08.31
 STATION EQUATION
 STA 399+08.31 BK = STA 400+36.75 AH

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH



EXISTING TANGENT SECTION

STA 400+36.75 TO STA 401+10.00
 * VARIES 7'-0" TO 5'-0"
 ** VARIES 10'-0" TO 8'-0"
 STATION EQUATION
 STA 399+08.31 BK = STA 400+36.75 AH

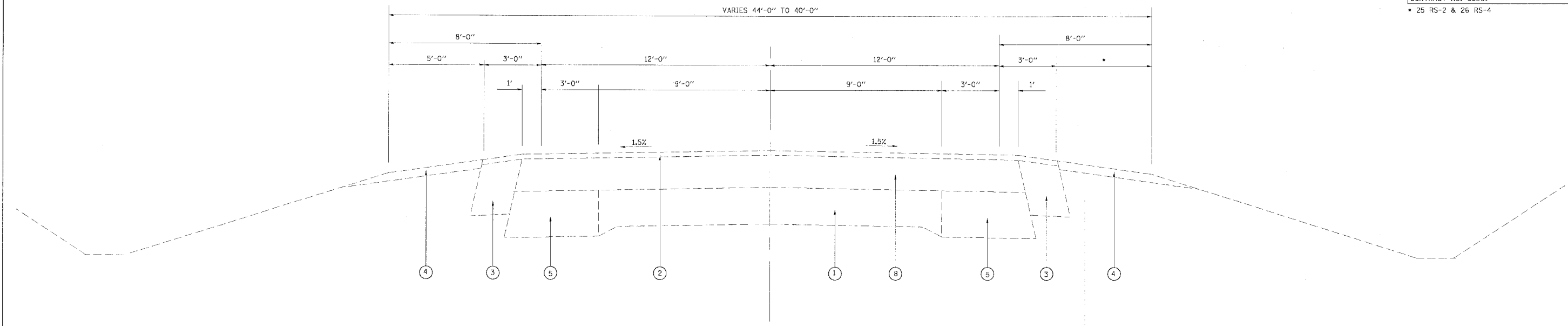
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING TYPICAL SECTIONS

FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY

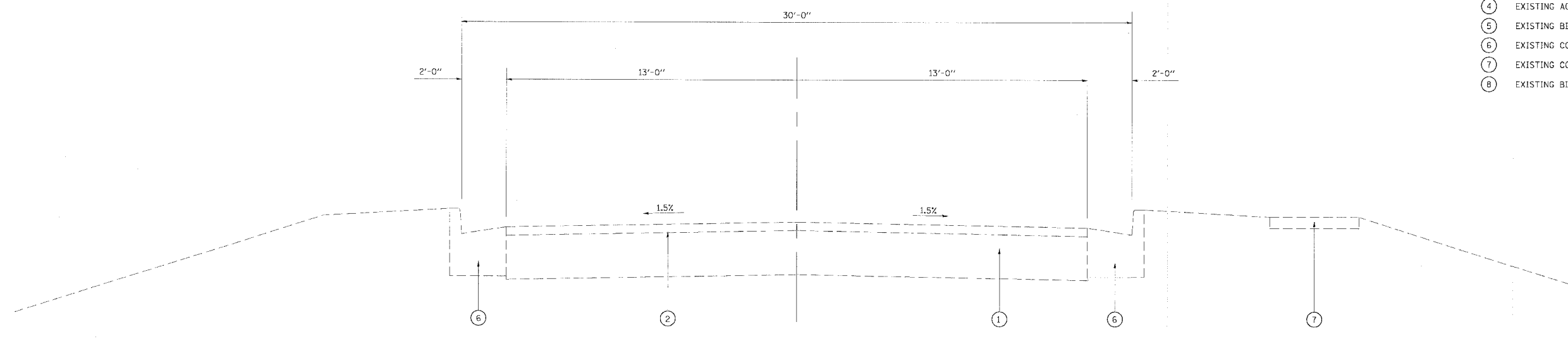
SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	8
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



EXISTING TANGENT SECTION
 STA 401+10.00 TO STA 469+69.77
 EXISTING TRIPLE BOX CULVERT
 STA 403+82.00 TO STA 404+18.00
 STATION EQUATION
 STA 432+36.32 BK = STA 434+99.92 AH

- LEGEND**
- ① EXISTING PCC PAVEMENT 10"
 - ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
 - ③ EXISTING BITUMINOUS SHOULDER
 - ④ EXISTING AGGREGATE SHOULDER
 - ⑤ EXISTING BITUMINOUS WIDENING
 - ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
 - ⑦ EXISTING CONCRETE SIDEWALK
 - ⑧ EXISTING BINDER COURSE VARIABLE DEPTH

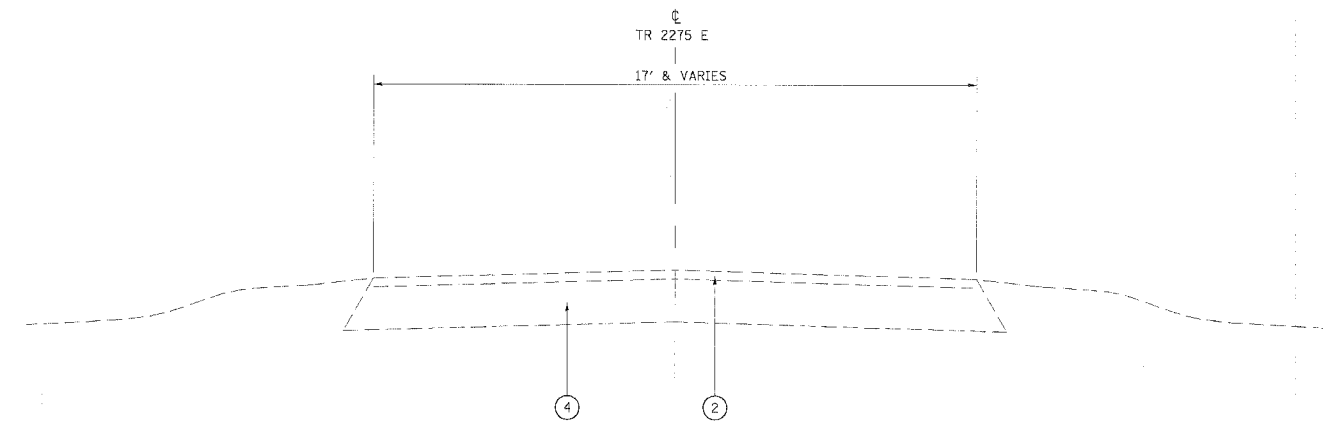


EXISTING CURB AND GUTTER SECTION
 STA 469+69.77 STA 472+94.34
 STATION EQUATION
 STA 472+92.87 BK = STA 472+94.34 AH
 BRIDGE OMISSION STA 472+94.34 TO STA 474+79.72

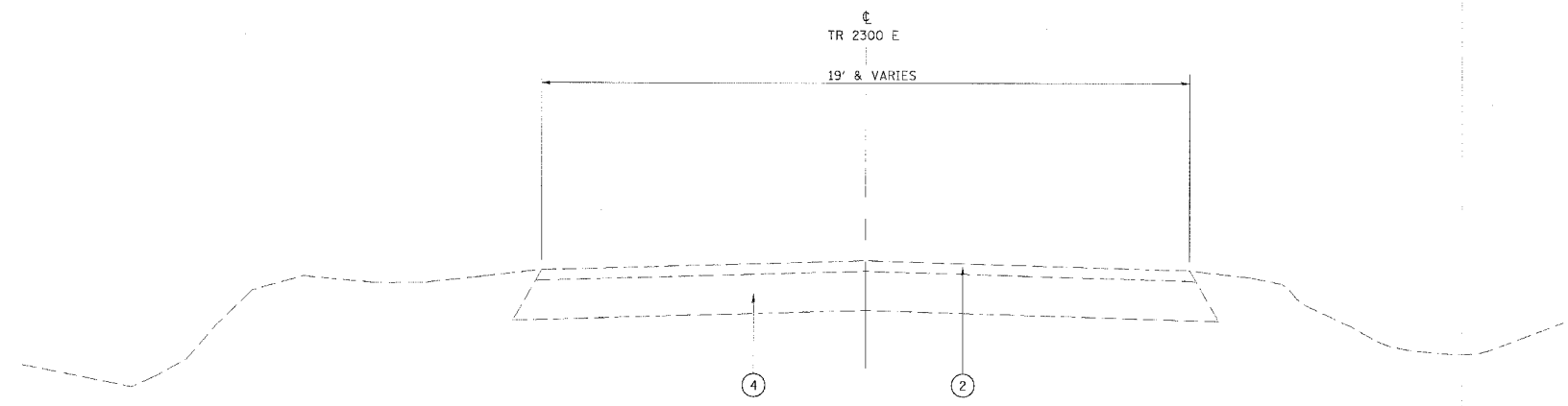
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING TYPICAL SECTIONS
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY: BANDY
 DATE _____ CHECKED BY: STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	10
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



EXISTING TANGENT SECTION
STA 10+00.00 TO STA 11+04.99



EXISTING TANGENT SECTION
STA 10+12.00 TO STA 11+12.03

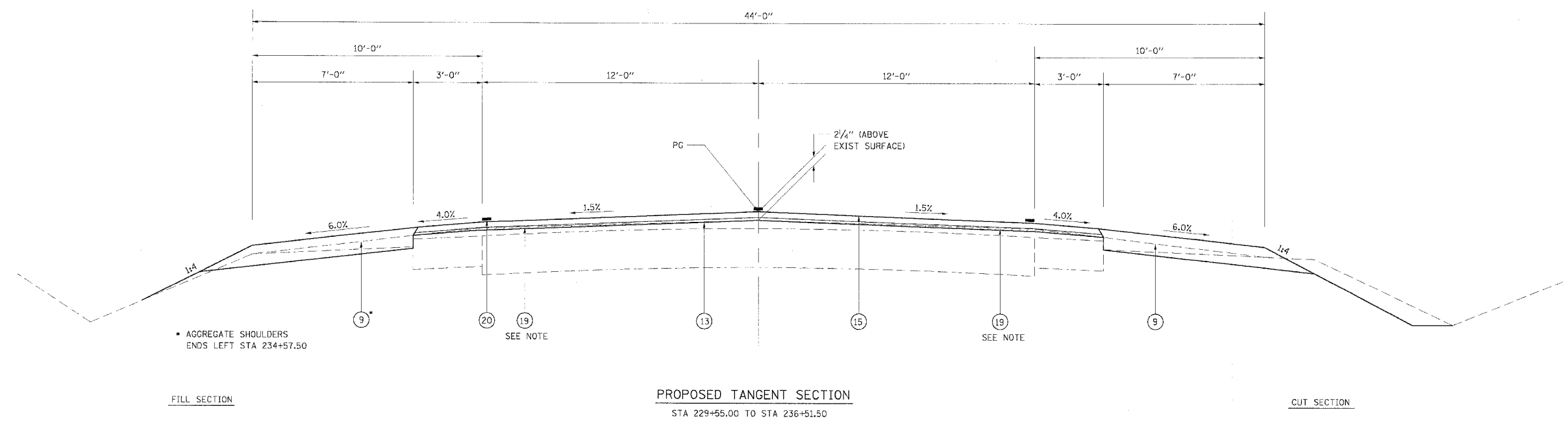
LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING TYPICAL SECTIONS
FOR TR 2275 E & TR 2300 E
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	11
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



• AGGREGATE SHOULDERS ENDS LEFT STA 234+57.50

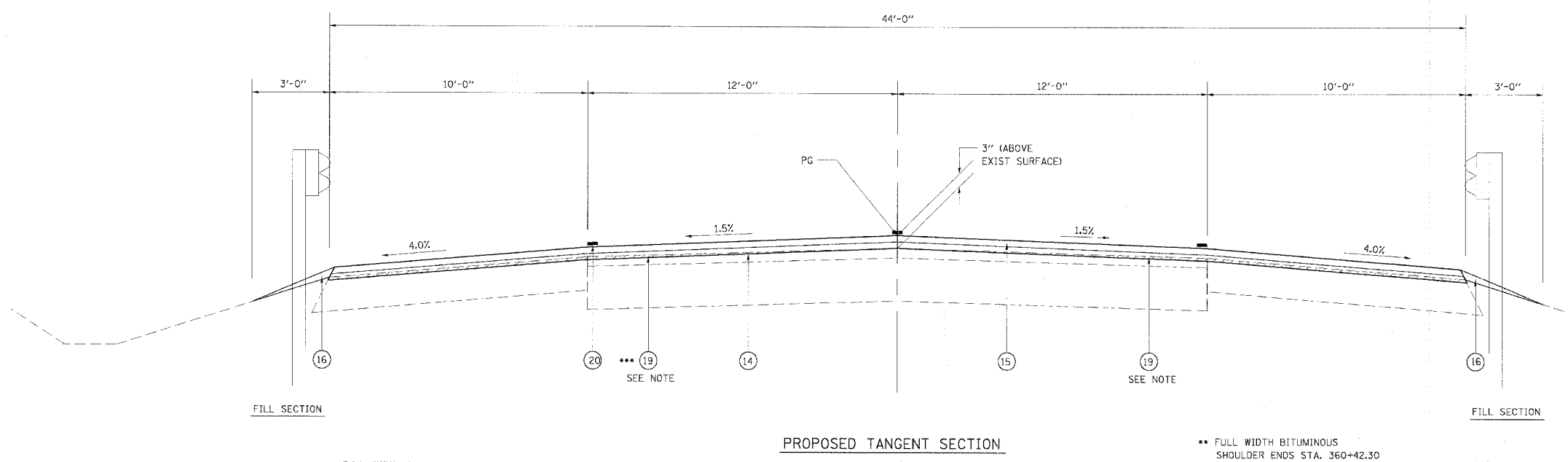
FILL SECTION

PROPOSED TANGENT SECTION
STA 229+55.00 TO STA 236+51.50

CUT SECTION

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH
- ⑨ PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
- ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
- ⑪ PROPOSED INCIDENTAL BITUMINOUS SURFACING 3"
- ⑫ PROPOSED BITUMINOUS SURFACE REMOVAL 1 1/2"
- ⑬ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4")
- ⑭ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4" TO 1 1/2")
- ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 (1 1/2")
- ⑯ PROPOSED AGGREGATE SHOULDERS, TYPE B (VARIES 0 - 2 1/4")
- ⑰ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 9"
- ⑱ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- ⑲ PROPOSED BITUMINOUS SURFACE REMOVAL - VARIABLE THICKNESS (0" TO 1 1/2")
- ⑳ PROPOSED THERMOPLASTIC PAVEMENT MARKING (¢ AND EDGE LINE)



• FULL WIDTH BITUMINOUS SHOULDER EXTENDS TO LEFT STA. 240+50.64

*** STA 358+55.13 TO STA 359+15.13
STA 359+36.80 TO STA 359+96.80

PROPOSED TANGENT SECTION

• STA 239+09.91 TO STA 239+75.00
STA 358+20.00 TO STA 359+15.13
•• STA 359+36.80 TO STA 360+91.00

BRIDGE OMISSION STA 236+51.50 TO STA 239+09.91

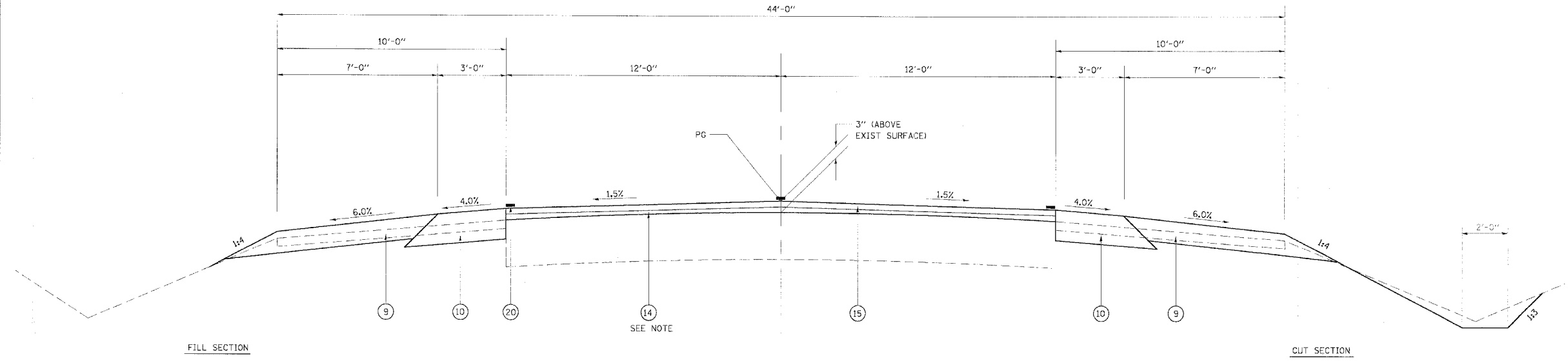
•• FULL WIDTH BITUMINOUS SHOULDER ENDS STA. 360+42.30

NOTE
PROPOSED CROSS SLOPE ACQUIRED BY VARIABLE DEPTH SURFACE REMOVAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TYPICAL SECTIONS
FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & 26 RS-4
LIVINGSTON COUNTY
SCALE: _____ DRAWN BY BANDY
DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	12
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



FILL SECTION

CUT SECTION

• AGGREGATE AND BITUMINOUS SHOULDERS ENDS LEFT STA 244+07.32

PROPOSED TANGENT SECTION

• STA 239+75.00 TO STA 245+63.17
 •• STA 253+41.96 TO STA 355+48.27

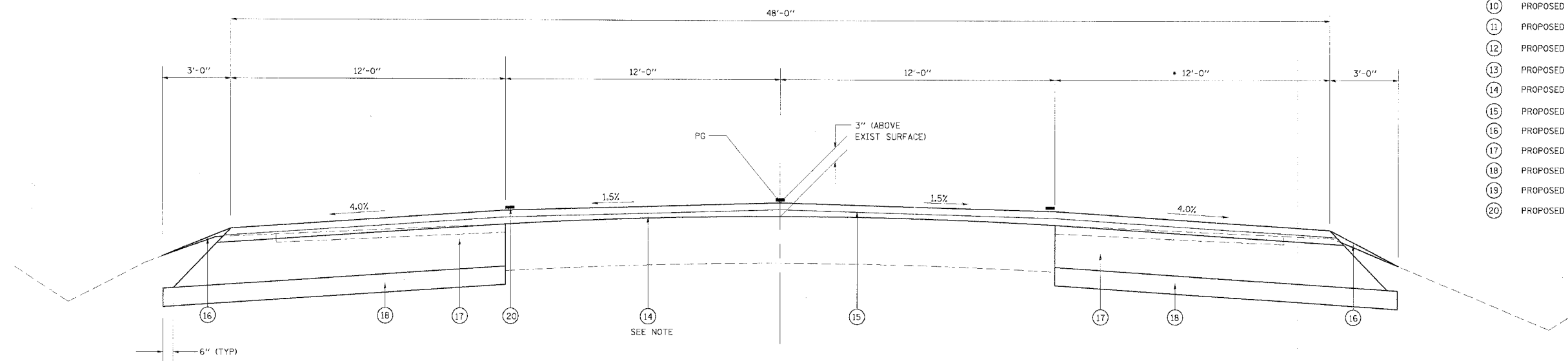
•• AGGREGATE AND BITUMINOUS SHOULDERS BEGINS RIGHT STA 254+99.18

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH
- ⑨ PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
- ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
- ⑪ PROPOSED INCIDENTAL BITUMINOUS SURFACING 3"
- ⑫ PROPOSED BITUMINOUS SURFACE REMOVAL 1 1/2"
- ⑬ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4")
- ⑭ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4" TO 1 1/2")
- ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 (1 1/2")
- ⑯ PROPOSED AGGREGATE SHOULDERS, TYPE B (VARIES 0 - 2 1/4")
- ⑰ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 9"
- ⑱ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- ⑲ PROPOSED BITUMINOUS SURFACE REMOVAL - VARIABLE THICKNESS (0" TO 1 1/2")
- ⑳ PROPOSED THERMOPLASTIC PAVEMENT MARKING (C AND EDGE LINE)



REMOVAL ITEMS



FILL SECTION

FILL SECTION

PROPOSED TANGENT SECTION

STA 245+63.17 TO STA 253+41.96

• 12' WIDENING ENDS STA 254+99.18

NOTE
 PROPOSED CROSS SLOPE ACQUIRED BY VARIABLE THICKNESS LEVELING BINDER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TYPICAL SECTIONS

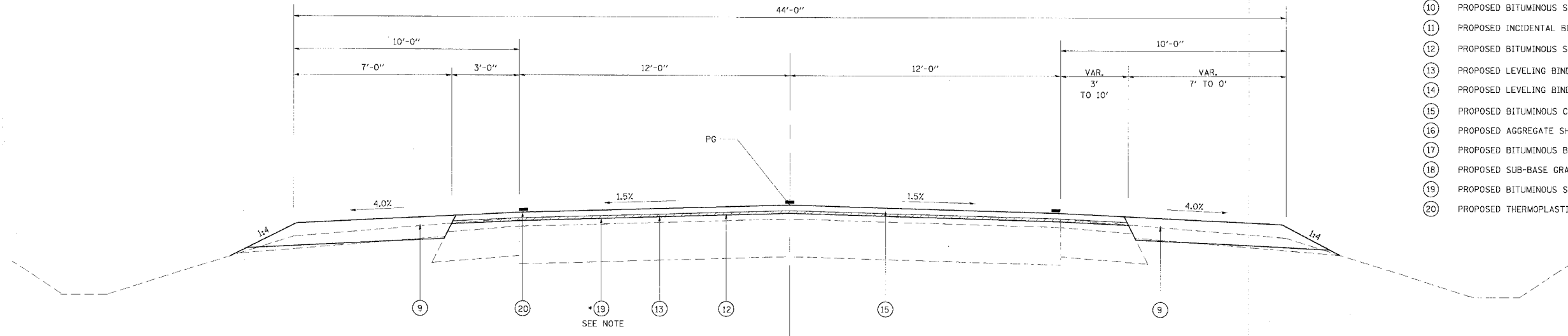
FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY

SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	13
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH
- ⑨ PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
- ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
- ⑪ PROPOSED INCIDENTAL BITUMINOUS SURFACING 3"
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- ⑬ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4")
- ⑭ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4" TO 1 1/2")
- ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 (1 1/2")
- ⑯ PROPOSED AGGREGATE SHOULDERS, TYPE B (VARIES 0 - 2 1/4")
- ⑰ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 9"
- ⑱ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- ⑲ PROPOSED BITUMINOUS SURFACE REMOVAL - VARIABLE THICKNESS (0" TO 1 1/2")
- ⑳ PROPOSED THERMOPLASTIC PAVEMENT MARKING (C AND EDGE LINE)



PROPOSED TANGENT SECTION
 STA 355+48.27 TO STA 358+20.00
 • STA 355+48.27 TO STA 356+68.00

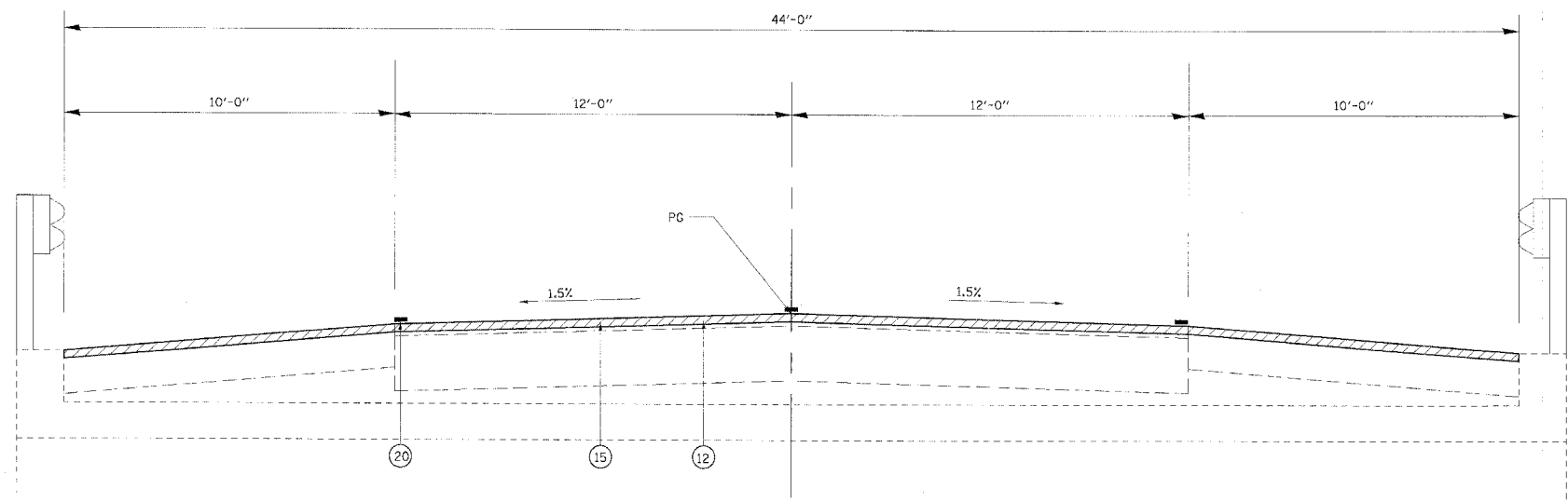
REMOVAL ITEMS

NOTE
 • PROPOSED CROSS SLOPE ACQUIRED BY VARIABLE DEPTH SURFACE REMOVAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PROPOSED TYPICAL SECTIONS
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE:
 DATE
 DRAWN BY BANDY
 CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	14
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

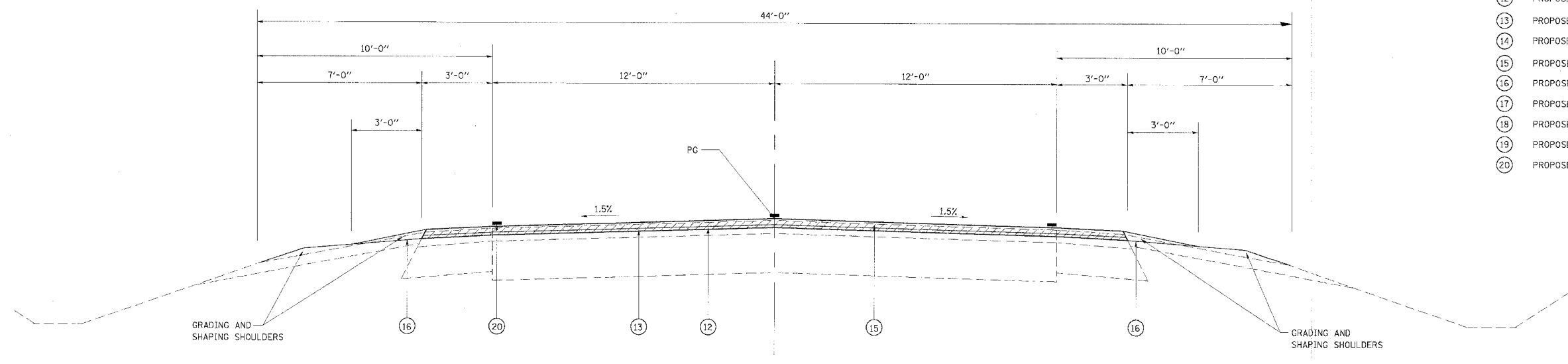


PROPOSED TANGENT SECTION

STA 359+15.13 TO STA 359+36.80
TRIPLE BOX CULVERT 053-2003

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH
- ⑨ PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
- ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
- ⑪ PROPOSED INCIDENTAL BITUMINOUS SURFACING 3"
- ⑫ PROPOSED BITUMINOUS SURFACE REMOVAL 1 1/2"
- ⑬ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4")
- ⑭ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4" TO 1 1/2")
- ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 (1 1/2")
- ⑯ PROPOSED AGGREGATE SHOULDERS, TYPE B (VARIES 0 - 2 1/4")
- ⑰ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 9"
- ⑱ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- ⑲ PROPOSED BITUMINOUS SURFACE REMOVAL - VARIABLE THICKNESS (0" TO 1 1/2")
- ⑳ PROPOSED THERMOPLASTIC PAVEMENT MARKING (☐ AND EDGE LINE)



PROPOSED TANGENT SECTION

STA 360+91.00 TO STA 366+04.00
STA 379+97.00 TO STA 384+97.00

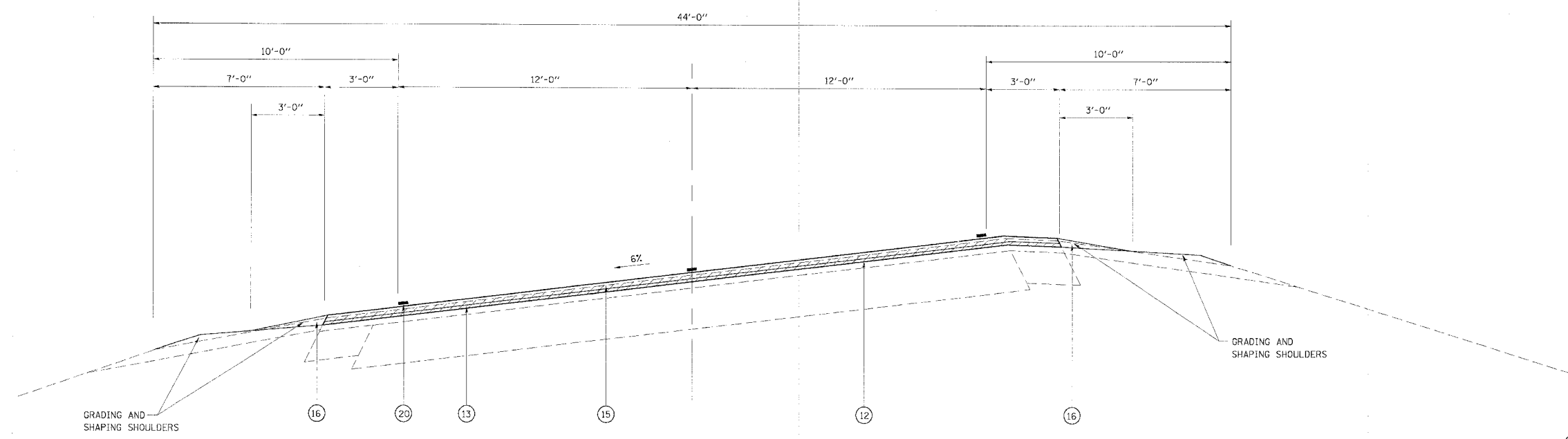
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TYPICAL SECTIONS

FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & 26 RS-4
LIVINGSTON COUNTY

SCALE: _____ DRAWN BY BANDY
DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	15
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

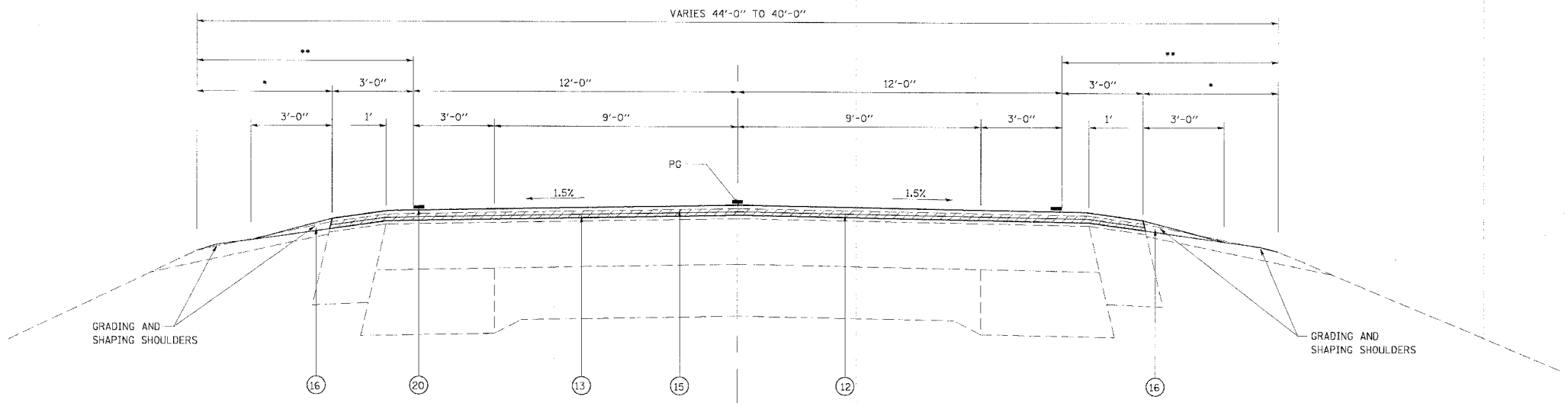


PROPOSED SUPERELEVATED SECTION
 STA 366+04.00 TO STA 379+97.00
 • STA 384+97.00 TO STA 399+08.31
 STATION EQUATION
 STA 399+08.31 BK = STA 400+36.75 AH

• TYPICAL SECTION IS REVERSED
 STA 384+97.00 TO 399+08.31

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH
- ⑨ PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
- ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
- ⑪ PROPOSED INCIDENTAL BITUMINOUS SURFACING 3"
- ⑫ PROPOSED BITUMINOUS SURFACE REMOVAL 1 1/2"
- ⑬ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4")
- ⑭ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4" TO 1 1/2")
- ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 (1 1/2")
- ⑯ PROPOSED AGGREGATE SHOULDERS, TYPE B (VARIES 0 - 2 1/4")
- ⑰ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 9"
- ⑱ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- ⑲ PROPOSED BITUMINOUS SURFACE REMOVAL - VARIABLE THICKNESS (0" TO 1 1/2")
- ⑳ PROPOSED THERMOPLASTIC PAVEMENT MARKING (C AND EDGE LINE)



PROPOSED TANGENT SECTION
 STA 400+36.75 TO STA 401+10.00
 STATION EQUATION
 STA 399+08.31 BK = STA 400+36.75 AH

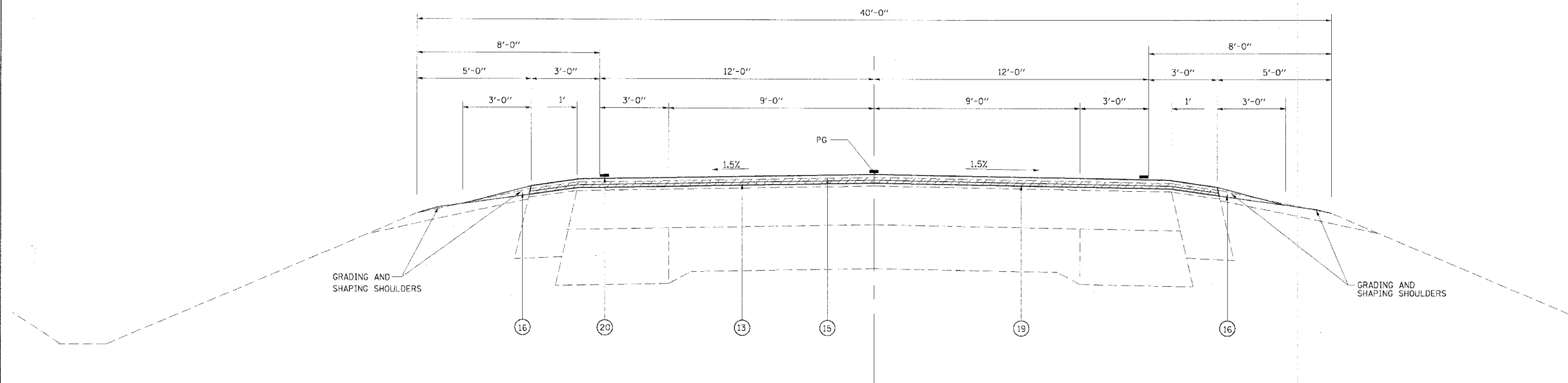
• VARIES 7'-0" TO 5'-0"
 ** VARIES 10'-0" TO 8'-0"



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TYPICAL SECTIONS
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE:
 DATE
 DRAWN BY BANDY
 CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	16
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

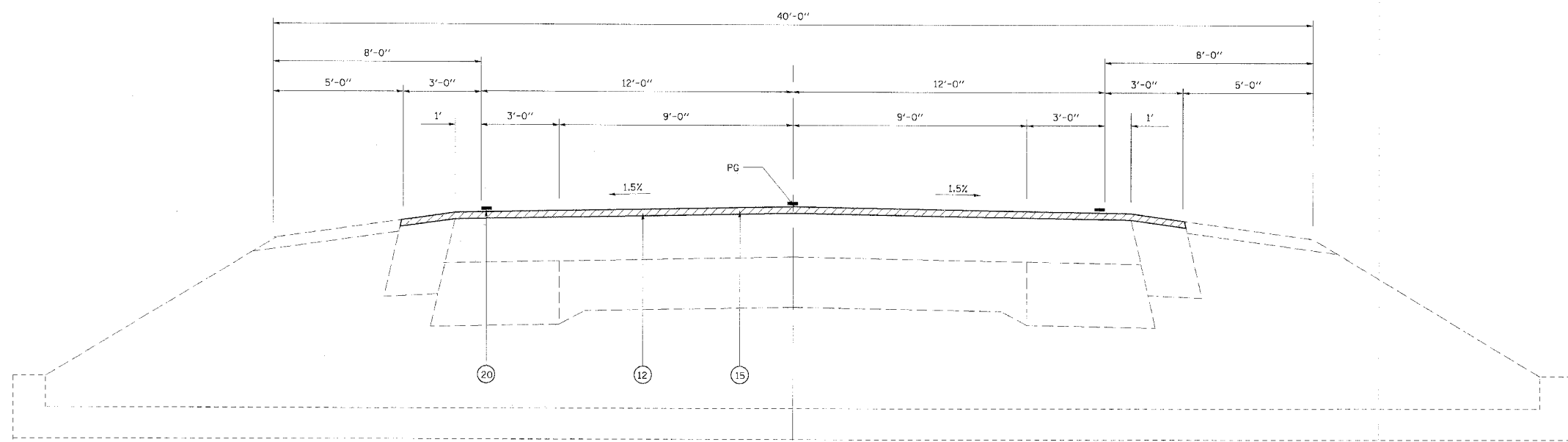


PROPOSED TANGENT SECTION

STA 401+10.00 TO STA 403+82.00
 STA 404+18.00 TO STA 469+69.77
 STATION EQUATION
 STA 432+36.32 BK = STA 434+99.92 AH

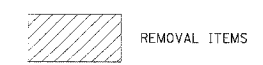
LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH
- ⑨ PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
- ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
- ⑪ PROPOSED INCIDENTAL BITUMINOUS SURFACING 3"
- ⑫ PROPOSED BITUMINOUS SURFACE REMOVAL 1 1/2"
- ⑬ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4")
- ⑭ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4" TO 1 1/2")
- ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 (1 1/2")
- ⑯ PROPOSED AGGREGATE SHOULDERS, TYPE B (VARIES 0 - 2 1/4")
- ⑰ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 9"
- ⑱ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- ⑲ PROPOSED BITUMINOUS SURFACE REMOVAL - VARIABLE THICKNESS (0" TO 1 1/2")
- ⑳ PROPOSED THERMOPLASTIC PAVEMENT MARKING (¢ AND EDGE LINE)



PROPOSED TANGENT SECTION

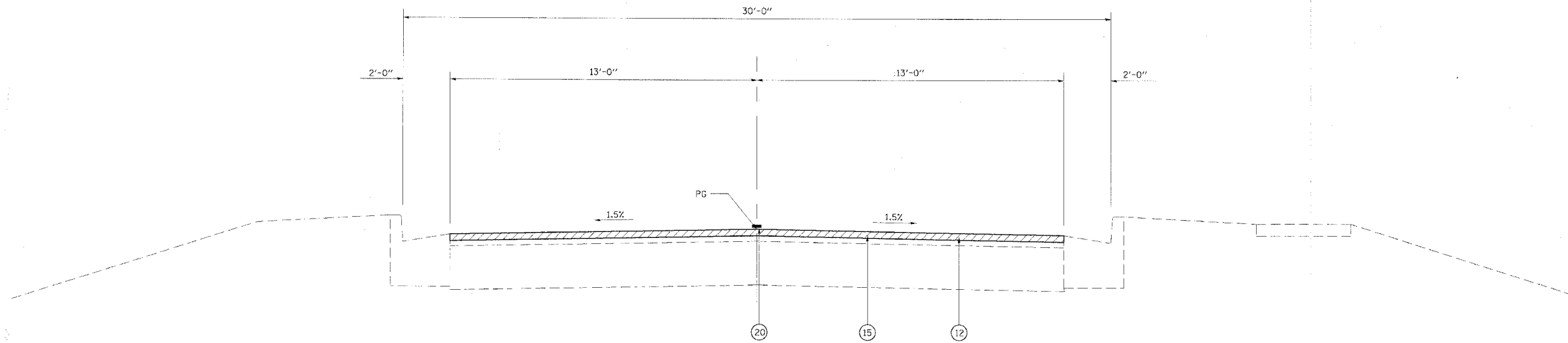
STA 403+82.00 TO STA 404+18.00
 TRIPLE BOX CULVERT 053-2029



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TYPICAL SECTIONS
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	17
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

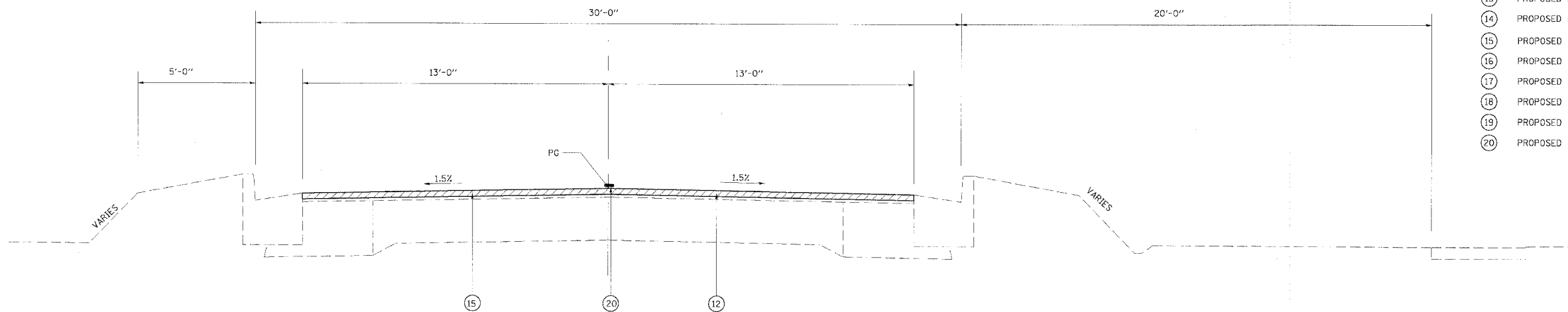


PROPOSED CURB AND GUTTER SECTION

STA 469+69.77 TO STA 472+94.34
 STA 474+79.72 TO STA 485+60.02
 STATION EQUATION
 STA 472+92.87 BK = STA 472+94.34 AH
 BRIDGE OMISSION STA 472+94.34 TO STA 474+79.72
 RESURFACING OMISSION US 24 & IL 47 STA 485+60.02 TO STA 490+03.00

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH
- ⑨ PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
- ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
- ⑪ PROPOSED INCIDENTAL BITUMINOUS SURFACING 3"
- ⑫ PROPOSED BITUMINOUS SURFACE REMOVAL 1/2"
- ⑬ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE NTO (3/4")
- ⑭ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE NTO (3/4 TO 1/2")
- ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", NTO (1/2")
- ⑯ PROPOSED AGGREGATE SHOULDERS, TYPE B (VARIES 0 - 2 1/4")
- ⑰ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 9"
- ⑱ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- ⑲ PROPOSED BITUMINOUS SURFACE REMOVAL - VARIABLE THICKNESS (0" TO 1 1/2")
- ⑳ PROPOSED THERMOPLASTIC PAVEMENT MARKING (C AND EDGE LINE)



PROPOSED CURB AND GUTTER SECTION
 STA 490+03.00 TO STA 502+00.00

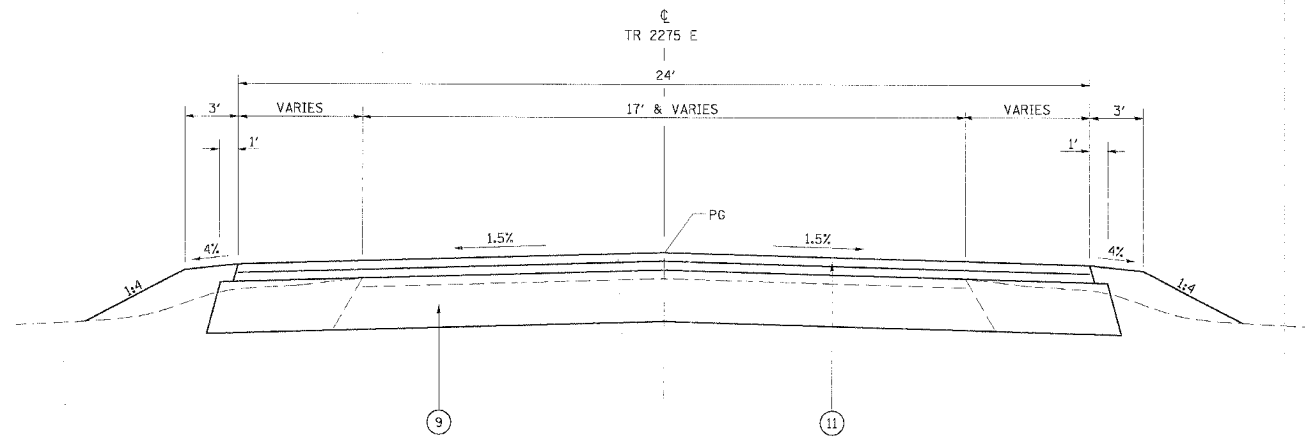
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TYPICAL SECTIONS

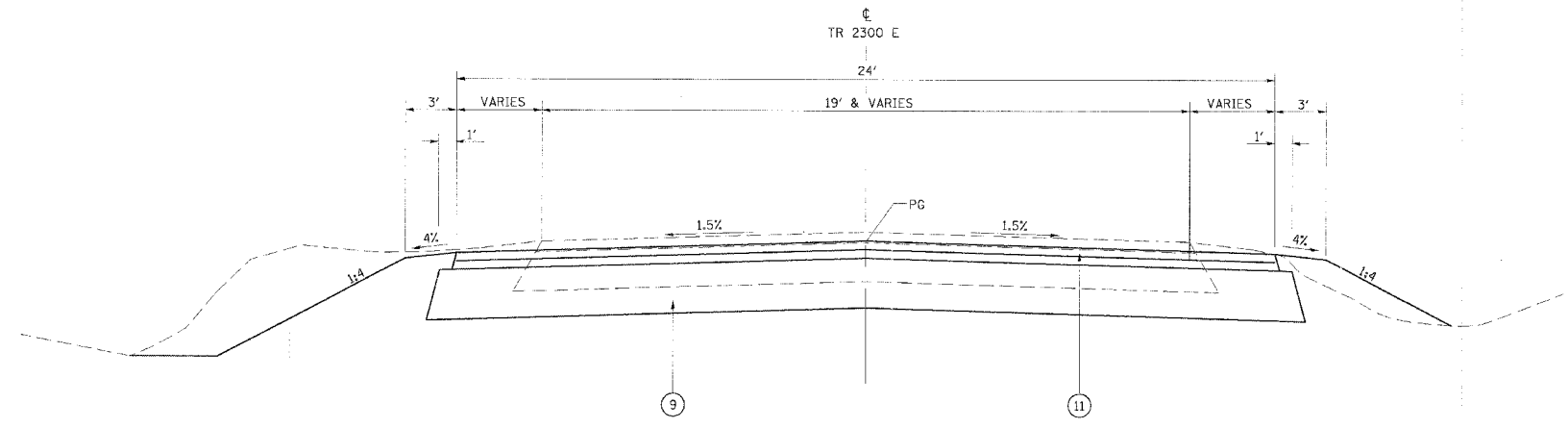
FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY

SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	18
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



PROPOSED TYPICAL SECTION (TR 2275 E)
STA 10+00.00 TO STA 11+04.99



PROPOSED TYPICAL SECTION (TR 2300 E)
STA 10+12.00 TO STA 11+12.03

LEGEND

- ① EXISTING PCC PAVEMENT 10"
- ② EXISTING BITUMINOUS SURFACE, VARIABLE DEPTH
- ③ EXISTING BITUMINOUS SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING BITUMINOUS WIDENING
- ⑥ EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑦ EXISTING CONCRETE SIDEWALK
- ⑧ EXISTING BINDER COURSE VARIABLE DEPTH
- ⑨ PROPOSED AGGREGATE BASE COURSE, TYPE A, 8"
- ⑩ PROPOSED BITUMINOUS SHOULDERS SUPERPAVE 8"
- ⑪ PROPOSED INCIDENTAL BITUMINOUS SURFACING 3"
- ⑫ PROPOSED BITUMINOUS SURFACE REMOVAL 1/2"
- ⑬ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (3/4")
- ⑭ PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (1/2" TO 1/2")
- ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 (1 1/2")
- ⑯ PROPOSED AGGREGATE SHOULDERS, TYPE B (VARIES 0 - 2 1/4")
- ⑰ PROPOSED BITUMINOUS BASE COURSE SUPERPAVE 9"
- ⑱ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- ⑲ PROPOSED BITUMINOUS REMOVAL - VARIABLE THICKNESS (0" TO 1 1/2")
- ⑳ PROPOSED THERMOPLASTIC PAVEMENT MARKING (C AND EDGE LINE)

NOTE: INCIDENTAL BITUMINOUS SURFACING TO BE CONSTRUCTED IN TWO LIFTS

EXISTING PAVEMENTS ON TR 2275E AND TR 2300E TO BE REMOVED UNDER BITUMINOUS REMOVAL (MISCELLANEOUS)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**PROPOSED TYPICAL SECTIONS
 FOR TR 2275 E & TR 2300 E**
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: DRAWN BY BANDY
 DATE CHECKED BY STEUART

PAVEMENT PATCHING SCHEDULE

F.A.P. RILEY	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	20
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

LOCATION	SIDE	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)	PARTIAL DEPTH PATCHING			CLASS B PATCHES				PAVEMENT FABRIC (SQ YD)
					BITUMINOUS CONCRETE REMOVAL (SQ YD)	BITUMINOUS MIXTURE FOR PATCHING (TON)	BITUMINOUS MATERIALS (PRIME COAT) (GALLON)	TYPE II 10" (SQ YD)	TYPE IV 10" (SQ YD)	SAW CUTS (FOOT)	DOWEL BARS 1 1/2" (EACH)	
240+00.00	LT	20	12	240					26.67	64.0	20	26.7
240+00.00	RT	20	12	240					26.67	44.0	20	26.7
249+16.08 (STAGE I)	RT	71.8	4	287.2					31.91	80.00	4	31.91
249+16.08 (STAGE II)	LT	71.8	20	1436.0					159.56	40.00	36	159.56
255+60.00	LT	6	12	72				8.00		30.0	20	
255+60.00	RT	6	12	72				8.00		24.0	20	
255+75.00	LT	6	12	72				8.00		30.0	20	
255+75.00	RT	6	12	72				8.00		24.0	20	
255+88.00	RT	6	12	72				8.00		30.0	20	
255+90.00	LT	6	12	72				8.00		30.0	20	
256+65.00	LT	6	12	72				8.00		30.0	20	
256+65.00	RT	6	12	72				8.00		24.0	20	
283+61.00	LT	6	12	72				8.00		30.0	20	
283+61.00	RT	6	12	72				8.00		24.0	20	
283+76.00	LT	6	12	72				8.00		30.0	20	
293+00.00	LT	6	12	72				8.00		30.0	20	
293+00.00	RT	6	12	72				8.00		24.0	20	
313+00.00	LT	8	12	96				10.67		32.0	20	
313+00.00	RT	8	12	96				10.67		24.0	20	
317+85.90	LT	26.28	12	315.36					35.04	50.0	20	35.04
317+85.90	RT	26.28	12	315.36					35.04	24.0	20	35.04
323+00.00	RT	6	12	72				8.00		30.0	20	
323+50.00	RT	6	12	72				8.00		30.0	20	
333+50.00	RT	6	12	72				8.00		24.0	20	
334+50.00	LT	6	12	72				8.00		30.0	20	
334+50.00	RT	6	12	72				8.00		24.0	20	
335+50.00	RT	6	12	72				8.00		30.0	20	
339+00.00	LT	6	12	72				8.00		30.0	20	
339+00.00	RT	6	12	72				8.00		24.0	20	
339+30.00	LT	6	12	72				8.00		30.0	20	
339+30.00	RT	6	12	72				8.00		24.0	20	
343+30.00	LT	8	12	96				10.67		32.0	20	
343+30.00	RT	8	12	96				10.67		24.0	20	
356+00.00		6	24	144	16	1.79	1.28					
356+60.00		6	24	144	16	1.79	1.28					
357+60.00		6	24	144	16	1.79	1.28					
358+00.00		6	24	144	16	1.79	1.28					
358+40.00		6	24	144	16	1.79	1.28					
358+80.00		6	24	144	16	1.79	1.28					
359+20.00		6	24	144	16	1.79	1.28					
359+80.00		6	24	144	16	1.79	1.28					
360+80.00		6	24	144	16	1.79	1.28					
361+20.00		6	24	144	16	1.79	1.28					
361+70.00		6	24	144	16	1.79	1.28					
362+10.00		6	24	144	16	1.79	1.28					
363+10.00		6	24	144	16	1.79	1.28					
364+10.00		6	24	144	16	1.79	1.28					
364+25.00		6	24	144	16	1.79	1.28					
364+30.00		6	24	144	16	1.79	1.28					
400+00.00		6	24	144	16	1.79	1.28					
400+40.00		6	24	144	16	1.79	1.28					
400+80.00		6	24	144	16	1.79	1.28					
405+00.00		6	24	144	16	1.79	1.28					
406+25.00		6	24	144	16	1.79	1.28					
407+50.00		6	24	144	16	1.79	1.28					
407+90.00		6	24	144	16	1.79	1.28					
408+65.00		6	24	144	16	1.79	1.28					
415+00.00		6	24	144	16	1.79	1.28					
415+40.00		6	24	144	16	1.79	1.28					
415+80.00		6	24	144	16	1.79	1.28					
419+80.00		6	24	144	16	1.79	1.28					
421+30.00		6	24	144	16	1.79	1.28					
425+00.00		6	24	144	16	1.79	1.28					
433+60.00		6	24	144	16	1.79	1.28					
443+60.00		6	24	144	16	1.79	1.28					
453+00.00		6	24	144	16	1.79	1.28					
454+00.00		6	24	144	16	1.79	1.28					
455+00.00		6	24	144	16	1.79	1.28					
456+50.00		6	24	144	16	1.79	1.28					
460+50.00		6	24	144	16	1.79	1.28					
461+75.00		6	24	144	16	1.79	1.28					
463+75.00		6	24	144	16	1.79	1.28					
464+25.00		6	24	144	16	1.79	1.28					
464+75.00		6	24	144	16	1.79	1.28					
465+25.00		6	24	144	16	1.79	1.28					
465+75.00		6	24	144	16	1.79	1.28					
466+25.00		6	24	144	16	1.79	1.28					
TOTAL					704	78.76	56.32	226.67	314.89	1050	660	314.89
PAY TOTAL					704	79	56*	227	315	1050	660	315

* NOT A TOTAL QUANTITY

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SCHEDULE OF QUANTITIES FAP 317 (US ROUTE 24) SECTION 25 RS-2 & 26 RS-4 LIVINGSTON COUNTY SCALE: _____ DRAWN BY BANDY DATE _____ CHECKED BY _____
NAME	DATE	

SIDE ROAD, ENTRANCE, AND MAILBOX TURNOUTS SCHEDULE

LOCATION	STATION	SIDE	EXISTING		PROPOSED		DRIVEWAY PAVEMENT REMOVAL (SQ D)	BITUMINOUS SURFACE REMOVAL 1 1/2" (SQ YD)	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT (SQ YD)	BITUMINOUS REMOVAL (MISCELLANEOUS) (SQ YD)	INCIDENTAL BITUMINOUS SURFACING (TON)	AGGREGATE BASE COURSE, TYPE A 6" (SQ YD)	AGGREGATE BASE COURSE, TYPE A 8" (SQ YD)	BITUMINOUS MATERIAL (PRIME COAT) (GALDN)	AGGREGATE (PRIME COAT) (TON)	AGGREGATE SURFACE COURSE TYPE B (TON)	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8" (SQ YD)	AGGREGATE FOR TEMPORARY ACCESS (TON)
			TYPE	SURFACE	WIDTH (FT)	LENGTH (FT)												
	229+79.64	LT	M.T.	AGG	7						3.3	29.22		2.3	0.1			
	229+98.35	RT	P.E.	BIT	20.6	10.0				30.0	3.8	34.01		2.7	0.1			3.9
	230+53.13	LT	P.E.	AGG	24.0	10.0				35.0	4.2	37.78		3.0	0.1			4.3
	230+82.13	LT	M.T.	AGG/BIT	7.0					14.0	2.4	21.75		1.7				
	231+15.92	LT	C.E.	BIT	30.2	10.0				44.0	5.0	44.70		3.6	0.1			5.1
	231+19.99	RT	P.E.	BIT	18.3	10.0				27.0	3.5	31.43		2.5	0.1			3.6
	231+87.52	LT	C.E.	AGG	26.9	10.0	26				4.6	40.98		3.3	0.1			4.7
	232+00.00	RT	F.E.	EARTH	24.0	43.0										47.7		
	232+29.70	LT	M.T.	AGG	7.0						3.2	28.93		2.3	0.1			
	233+62.88	LT	C.E.	AGG	22.1	33.7				20.0	4.0	35.65		2.9	0.1	19.9		4.1
	235+52.54	LT	C.E.	CONC	34.8	10.0			15.48		4.4			3.1	0.1			
	240+76.78	RT	F.E.	AGG	20.0	18.3										22.4		
	255+52.01 (TR 2275 E)	LT	S.R.	BIT	24.0					353.0	58.1		286.7	27.6	0.7			32.7
	256+06.30	RT	P.E.	AGG	48.0	10.0					7.2	64.61		5.2	0.1			
	267+75.06 (TR 2300 E)	LT	S.R.	O & C	24.0	68.0					45.0		41.3	21.4	0.5			
	267+75.06 (TR 2300 E)	RT	S.R.	BIT	24.0	97.0				321.0	56.7		277.8	27.0	0.7			31.7
	269+79.74	LT	C.E.	CONC	26.5	35.0	188										138.0	15.7
	271+64.81	RT	C.E.	AGG	24.0	31.0					5.6	50.03		4.0	0.1	19.8		
	274+98.61	LT	C.E.	CONC	48.1	10.0			23.14		9.9			7.1	0.2			
	279+69.51	RT	M.T.	AGG	7.0						3.6	31.89		2.6	0.1			
	279+81.29	LT	P.E.	BIT	35.3	10.0				5.0	5.7	50.65		4.1	0.1			5.8
	290+26.77	RT	F.E.	EARTH	24.0	52.3										56.2		
	292+07.40	LT	F.E.	EARTH	24.0	54.0										57.8		
	292+85.88	RT	M.T.	AGG	7.0						3.6	31.96		2.6	0.1			
	292+97.82	LT	P.E.	AGG	15.5	42.0					4.2	37.78		3.0	0.1	19.5		
	298+23.91	RT	F.E.	EARTH	24.0	43.1										47.8		
	304+50.00	LT	F.E.	EARTH	22.6	50.1										49.4		
	311+10.39	RT	F.E.	EARTH	24.0	40.9										47.8		
	314+85.44	RT	M.T.	AGG	7.0						3.6	31.93		2.6	0.1			
	315+30.00	LT	P.E.	AGG	12.7	28.7					4.6	40.76		3.3	0.1			
	320+55.86 (TR 2400 E)	LT	S.R.	O & C	24.0	67.7					37.7		39.4	21.5	0.5			
	320+55.86 (TR 2400 E)	RT	S.R.	O & C	24.0	67.5					37.9		40.9	21.6	0.5			
	324+27.99	RT	F.E.	EARTH	24.0	43.3										48.0		
	334+55.70	LT	F.E.	EARTH	24.0	42.7										47.4		
	346+17.70	LT	C.E.	AGG	49.8	10.0					7.4	66.45		5.3	0.1			
	347+75.99	LT	F.E.	EARTH	24.0	43.1										47.8		
	347+97.80	RT	F.E.	EARTH	24.0	42.9										47.6		
	349+06.09	LT	C.E.	AGG	35.0	10.0												
	357+23.99	RT	F.E.	EARTH	24.0	43.0					7.4	65.88		5.3	0.1			
	357+59.91	LT	F.E.	EARTH	24.0	39.3										47.7		
	374+50.00 (TR 2500 E)	LT	S.R.	O & C	23.4	71.7					44.8			28.4	0.7			
	374+50.00 (TR 2500 E)	RT	S.R.	O & C	23.0	66.8					43.3			27.5	0.7			
	432+04.47 (TR 2600 E)	LT	S.R.	O & C	24.0	47.0					27.6			17.5	0.4			
	432+04.47 (TR 2600 E)	RT	S.R.	O & C	24.0	47.0					27.6			17.5	0.4			
	483+99.99 (OAK ST)	RT	S.R.	BIT	28.2	22.3		102.9			8.6			8.2	0.2			
	491+91.56 (BEECH ST)	LT	S.R.	BIT	28.7	33.0		145.6			12.5			11.9	0.3			
	491+91.56 (BEECH ST)	RT	S.R.	BIT	27.5	31.5		149.3			12.2			11.6	0.3			
	494+64.21 (WILLIAM ST)	RT	S.R.	BIT	27.5	28.0		122.7			8.9			8.5	0.2			
	500+21.28 (FRANCIS ST)	RT	S.R.	BIT	20.2	30.2		89.3			7.5			7.1	0.2			
TOTAL:							214.0	609.8	38.62	849.0	529.6	776.4	686.1	329.8	8.4	667.7	138.0	111.6
PAY TOTAL:							214	610*	39	849	530	776	686	330*	9*	668	138	112

* NOT A TOTAL QUANTITY
M.T. = MAILBOX TURNOUT

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SCHEDULE OF QUANTITIES FAP 317 (US ROUTE 24) SECTION 25 RS-2 & 26 RS-4 LIVINGSTON COUNTY SCALE: _____ DATE _____	DRAWN BY BANDY CHECKED BY STEUART
NAME	DATE		

RIPRAP SCHEDULE

LOCATION	STONE RIPRAP, CLASS A4 (SQ YD)	FILTER FABRIC FOR USE WITH RIPRAP (SQ YD)
STATION		
249+51.77	51	51
TOTAL	51	51
PAY TOTAL	51	51

BOX CULVERT SCHEDULE

LOCATION	REMOVAL OF EXISTING STRUCTURE NO. 1 (EACH)	REMOVAL OF EXISTING STRUCTURE NO. 2 (EACH)	PRECAST CONCRETE BOX CULVERTS		POROUS GRANULAR EMBANKMENT (CU YD)	BOX CULVERT END SECTION	
			4' x 3' * (FOOT)	7' x 4' (FOOT)		CULVERT NO. 1 (EACH)	CULVERT NO. 2 (EACH)
STATION							
249+51.77	1			104	1044	2	
317+97.31			57				2
318+05.87		1			91		
TOTAL	1	1	57	104	1135	2	2
PAY TOTAL	1	1	57	104	1135	2	2

* USE TO #P 701201

PIPE CULVERT SCHEDULE

LOCATION	PIPE CULVERT REMOVAL (FOOT)	PIPE CULVERT, CLASS D, TYPE I 18" (FOOT)
STATION	SIDE	
232+00.00	RT	39.2
269+79.74	LT	83.4
271+64.81	RT	44.2
292+07.40	LT	44.8
292+97.82	LT	40.3
TOTAL		251.9
PAY TOTAL		252

GUARDRAIL SCHEDULE

LOCATION	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT) (EACH)	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED) (EACH)	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 1 (EACH)	TERMINAL MARKER DIRECT APPLIED (EACH)
STATION TO STATION	SIDE			
357+50.92 TO 358+00.92	RT		1	1
358+00.98 TO 358+50.98	LT		1	1
360+00.89 TO 360+50.89	RT		1	1
360+50.92 TO 361+00.92	LT		1	1
472+25.09 TO 472+75.09	RT	1		1
472+34.08 TO 472+84.08	LT	1		1
474+89.12 TO 475+39.12	RT	1		1
474+98.76 TO 475+47.76	LT	1		1
TOTAL		4	4	8
PAY TOTAL		4	4	8

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION (CU YD)	FOR INFORMATION ONLY			REMARKS
		EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 25% (CU YD)	EMBANKMENT (CU YD)	BALANCE (CU YD)	
STATION TO STATION					
229+55 TO 236+51.5	167	134	135	-1	
239+09.91 TO 255+52	979	783	286	497	
255+52 TO 267+75	291	233	2	231	
267+75 TO 320+55.86	2239	1791	288	1503	
320+55.86 TO 358+00	989	792	18	774	
ENTRANCES	255	204	10	194	
SIDE ROAD TR 2275	109	87		87	
SIDE ROAD TR 2300 SOUTH	135	108		52	
GUARDRAIL WIDENING	160	128	440	-312	OBTAIN 312 CU YDS OF EXCESS MATERIAL FOR OTHER BALANCE AREAS
TOTAL	5325	4259	1179	3025	
PAY TOTAL	5325	4260	1180	3025	

TRAFFIC CONTROL SCHEDULE

LOCATION	TEMPORARY CONCRETE BARRIER (FOOT)	RELOCATE TEMPORARY CONCRETE BARRIER (FOOT)	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 (EACH)	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3 (EACH)
STATION	SIDE			
247+12.65	LT			1
247+12.65	RT		1	
247+39.48 TO 251+64.48	LT	425		
247+39.48 TO 251+64.48	RT	425		
251+91.30	LT		1	
251+91.30	RT		1	
TOTAL		425	2	2
PAY TOTAL		425	2	2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF QUANTITIES
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

TEMPORARY PAVEMENT MARKING SCHEDULE

LOCATION	SIDE	TEMPORARY PAVEMENT MARKING - LINE 4"		TEMPORARY PAVEMENT MARKING - LINE 6"	SHORT-TERM PAVEMENT MARKING		WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT)
		SOLID YELLOW (FOOT)	SOLID WHITE (FOOT)	SKIP DASH YELLOW (FOOT)	(3 APPLICATIONS) (FOOT)	(4 APPLICATIONS) (FOOT)	
229+55.00 TO 236+51.50	LT		696.5				
229+55.00 TO 236+51.50	RT		696.5				574.59
229+55.00 TO 236+51.50	CENTER			175.0	209.0		
239+09.91 TO 355+48.00	LT		11638.1				
239+09.91 TO 355+48.00	RT		11638.1				9593.55
239+09.91 TO 355+48.00	CENTER			2910.0	3491.4		
355+48.00 TO 472+92.87	LT		11352.8				
355+48.00 TO 472+92.87	RT		11352.8				11074.14
355+48.00 TO 472+92.87	CENTER	6344.0		2045.0	4541.1		
474+79.72 TO 485+60.02	LT		1080.3				
474+79.72 TO 485+60.02	RT		1080.3				890.47
474+79.72 TO 485+60.02	CENTER			270.0	432.1		
490+03.00 TO 502+00.00	LT		1197.0				
490+03.00 TO 502+00.00	RT		1197.0				987.06
490+03.00 TO 502+00.00	CENTER			300.0	478.8		
TOTAL		6344.0	51929.4	5700.0	3700.4	5452.0	23119.81
PAY TOTAL		58273		5700	9152		23120

PAVEMENT MARKING SCHEDULE

LOCATION	SIDE	THERMOPLASTIC PAVEMENT MARKING - LINE 4"		THERMOPLASTIC PAVEMENT MARKING - LINE 6"	RAISED REFLECTIVE PAVEMENT MARKERS (EACH)	PAVEMENT MARKING REMOVAL (SQ FT)
		SOLID DOUBLE YELLOW (FOOT)	SOLID WHITE (FOOT)	SKIP DASH YELLOW (FOOT)		
229+55.00 TO 236+51.50	LT		696.5			
229+55.00 TO 236+51.50	RT		696.5			
229+55.00 TO 236+51.50	CENTER			175.0	3	
239+09.91 TO 355+48.00	LT		11638.1			
239+09.91 TO 355+48.00	RT		11638.1			
239+09.91 TO 355+48.00	CENTER			2910.0	37	
245+52.66 TO 249+14.48	LT					120.5
245+52.66 TO 249+14.48	RT					120.5
249+89.48 TO 253+51.30	LT					120.5
249+89.48 TO 253+51.30	RT					120.5
355+48.00 TO 472+92.87	LT		11352.8			
355+48.00 TO 472+92.87	RT		11352.8			
355+48.00 TO 472+92.87	CENTER	6344.0		2045.0	107	
474+79.72 TO 485+60.02	LT		1080.3			
474+79.72 TO 485+60.02	RT		1080.3			
474+79.72 TO 485+60.02	CENTER			270.0	4	
490+03.00 TO 502+00.00	LT		1197.0			
490+03.00 TO 502+00.00	RT		1197.0			
490+03.00 TO 502+00.00	CENTER			300.0	5	
TOTAL		6344.0	51929.4	5700.0	156	482
PAY TOTAL		58273		5700	156	482

SEEDING SCHEDULE

LOCATION	SIDE	SEEDING, CLASS 2 (ACRE)	NITROGEN FERTILIZER NUTRIENT (POUND)	PHOSPHORUS FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	MULCH, METHOD 2 (ACRE)	TEMPORARY EROSION CONTROL SEEDING (2 APPLICATIONS) (POUND)
229+55.00 TO 236+51.50	LT	0.128	11.52	11.52	11.52	0.128	25.6
229+55.00 TO 236+51.50	RT	0.235	21.15	21.15	21.15	0.235	47.0
239+09.91 TO 357+59.81	LT	2.970	267.30	267.30	267.30	2.970	594.0
239+09.91 TO 357+59.81	RT	2.753	247.77	247.77	247.77	2.753	550.6
TOTAL		6.086	547.74	547.74	547.74	6.086	1217.2
PAY TOTAL		6	540	540	540	6	1200

EROSION CONTROL SCHEDULE

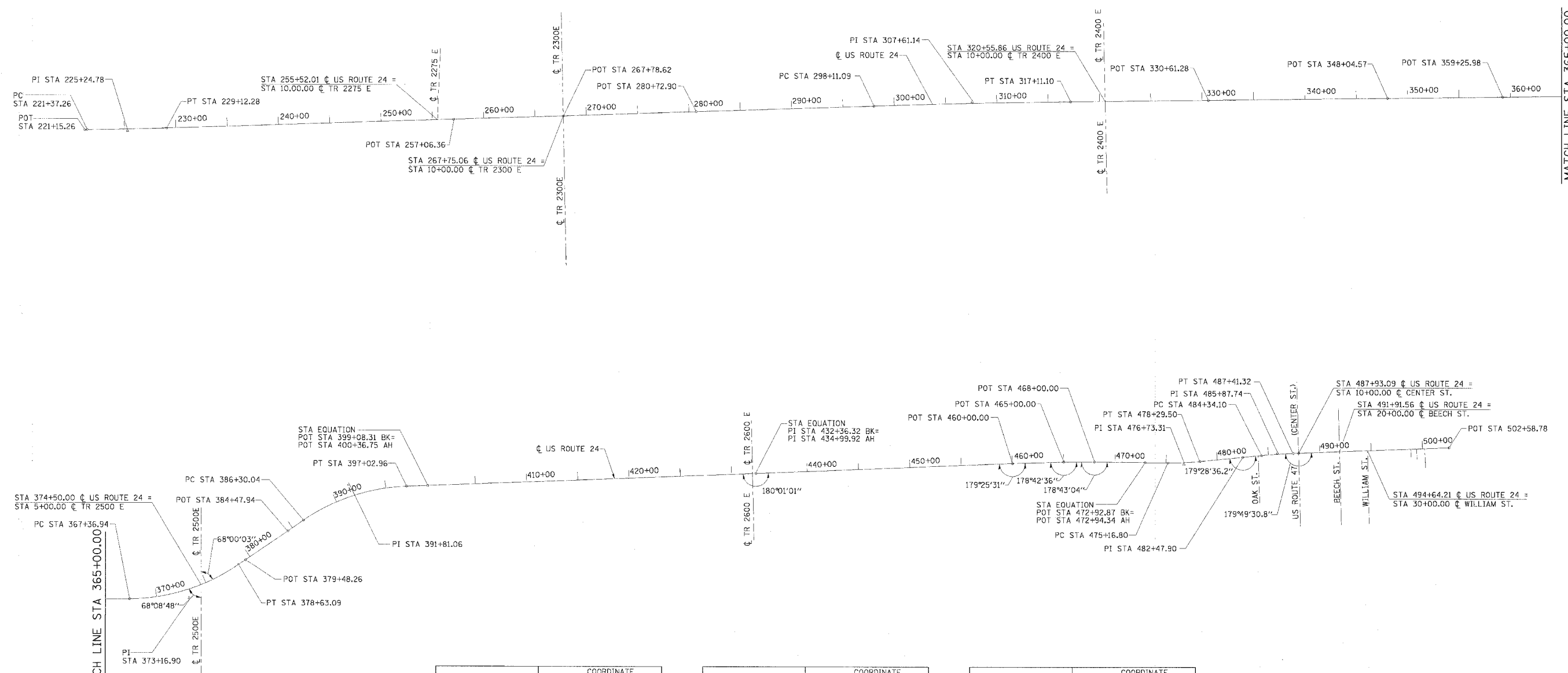
LOCATION	SIDE	PERIMETER EROSION BARRIER (FOOT)	AGGREGATE (EROSION CONTROL) (TON)	EARTH EXCAVATION FOR EROSION CONTROL (CU YD)	INLET AND PIPE PROTECTION (EACH)	TEMPORARY DITCH CHECKS (EACH)
233+57.99	RT					1
242+00.00 TO 254+00.00	LT	1200				
249+51.77	RT				1	
272+22.67	LT					1
277+39.62	LT					1
278+17.61	RT					1
282+83.53	LT					1
288+62.53	LT		0.76	14.81		
289+05.44	RT				1	
295+65.59	RT					1
315+11.54	RT					1
317+97.31	LT		0.76	14.81		
317+97.31	RT				1	
339+78.04	RT					1
344+21.48	RT					1
TOTAL		1200	1.52	29.62	3	9
PAY TOTAL		1200	2	30	3	9

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF QUANTITIES
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	24
STA. 221+15.26 TO STA. 502+58.78			CONTRACT NO. 66261	
• 25 RS-2 & 26 RS-4				

EXISTING CURVE C1EX	EXISTING CURVE C2EX	EXISTING CURVE C3E	EXISTING CURVE C4E	EXISTING CURVE E_US24-1	EXISTING CURVE E_US24-2
PI STA = 225+24.78 Δ = 1° 02' 06" (LT) D = 0° 08' 01" R = 42,907.16' T = 387.52' L = 775.02' E = 1.75' PC STA = 221+37.26 PT STA = 229+12.28	PI STA = 307+61.14 Δ = 1° 16' 16" (RT) D = 0° 04' 01" R = 85,637.71' T = 950.04' L = 1,900.01' E = 5.27' PC STA = 298+11.09 PT STA = 317+11.10	PI STA = 373+16.90 Δ = 33° 46' 10" (LT) D = 2° 59' 55" R = 1,910.71' T = 579.96' L = 1,126.15' E = 86.08' PC STA = 367+36.94 PT STA = 378+63.09	PI STA = 391+81.06 Δ = 32° 10' 41" (RT) D = 2° 59' 57" R = 1,910.43' T = 551.02' L = 1,072.92' E = 77.88' PC STA = 386+30.04 PT STA = 397+02.96	PI STA = 476+73.31 Δ = 6° 23' 04" (LT) D = 2° 02' 30" R = 2,806.29' T = 156.51' L = 312.70' E = 4.36' PC STA = 475+16.80 PT STA = 478+29.50	PI STA = 485+87.74 Δ = 2° 52' 01" (RT) D = 0° 55' 59" R = 6,139.96' T = 153.64' L = 307.21' E = 1.92' PC STA = 484+34.10 PT STA = 487+41.32



MATCH LINE STA 365+00.00

MATCH LINE STA 365+00.00



DESCRIPTION	COORDINATE	
	NORTH	EAST
POT STA 221+15.25	1484950.55	936836.29
PC STA 221+37.26	1484950.90	936858.28
PI STA 225+24.78	1484957.03	937245.76
PT STA 229+12.27	1484970.15	937633.05
POT STA 257+06.36	1485064.57	940425.55
POT STA 267+78.61	1485100.71	941497.19
POT STA 280+72.90	1485144.59	942790.73
PC STA 298+11.09	1485203.60	944527.92
PI STA 307+61.14	1485235.82	945477.42
PT STA 317+11.10	1485246.97	946427.40
POT STA 330+61.28	1485262.51	947777.48
POT STA 348+04.57	1485283.06	949520.65

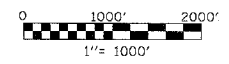
DESCRIPTION	COORDINATE	
	NORTH	EAST
POT STA 359+25.98	1485296.31	950641.98
PC STA 367+36.93	1485305.80	951452.89
PI STA 373+16.89	1485312.59	952032.81
PT STA 378+63.08	1485640.58	952511.11
POT STA 379+48.26	1485688.75	952581.35
POT STA 384+47.94	1485971.34	952993.45
PC STA 386+30.04	1486074.32	953143.64
PI STA 391+81.06	1486385.95	953598.07
PT STA 397+02.96	1486407.70	954148.66
POT STA 400+36.75	1486415.83	954353.85
POT STA 434+99.92	1486542.49	957550.91
POT STA 460+00.00	1486641.49	960049.03

DESCRIPTION	COORDINATE	
	NORTH	EAST
POT STA 465+00.00	1486656.27	960548.81
POT STA 468+00.00	1486658.39	960848.81
POT STA 472+94.34	1486650.84	961341.62
PC STA 475+16.80	1486649.02	961564.07
PI STA 476+73.31	1486647.51	961720.57
PT STA 478+29.50	1486663.40	961876.27
POT STA 482+47.90	1486705.89	962292.51
PC STA 484+34.10	1486723.11	962477.92
PI STA 485+87.74	1486737.32	962630.90
PT STA 487+41.32	1486743.86	962784.40
POT STA 487+93.09	1486746.06	962836.12
POT STA 502+58.78	1486803.97	964300.67

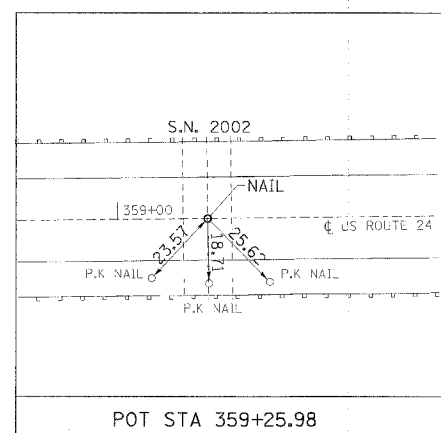
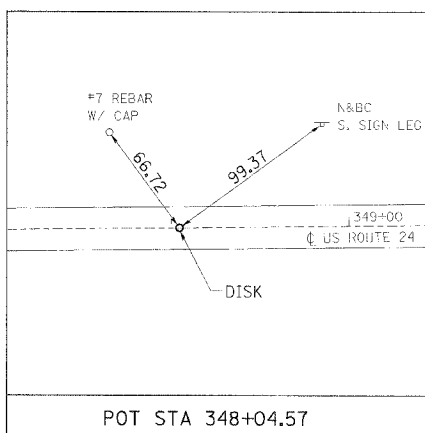
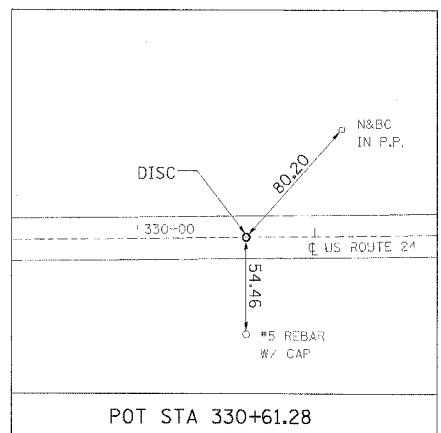
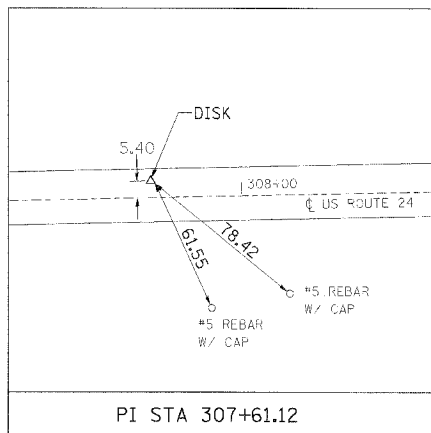
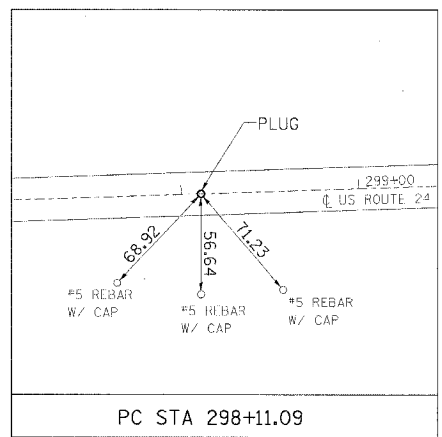
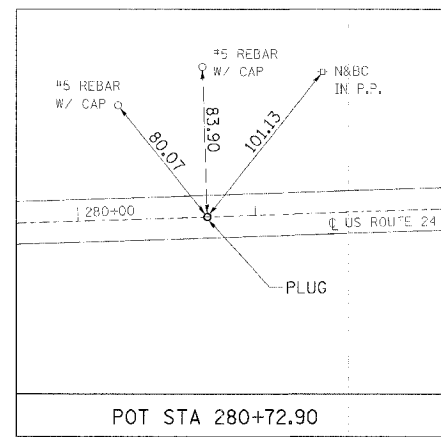
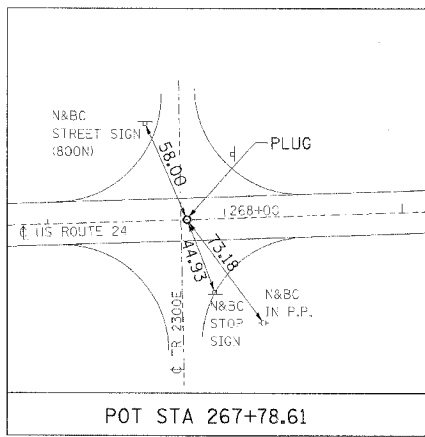
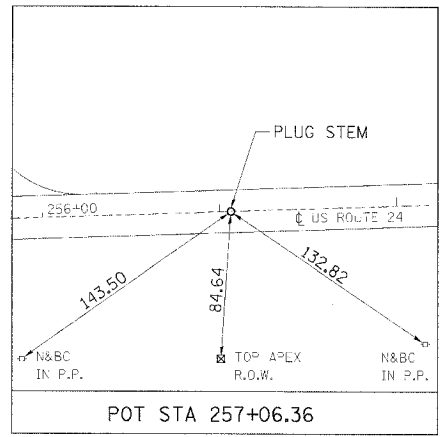
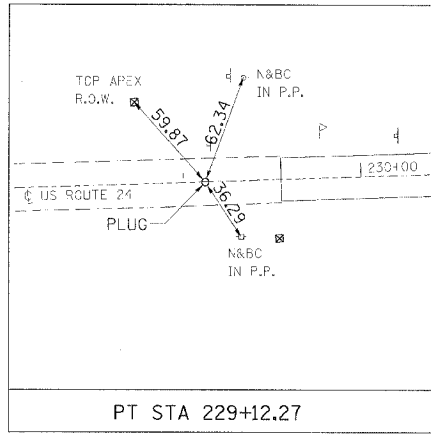
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
HORIZONTAL CONTROL
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY

SCALE: _____ DRAWN BY: BANDY
 DATE: _____ CHECKED BY: STEUART



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	25
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES

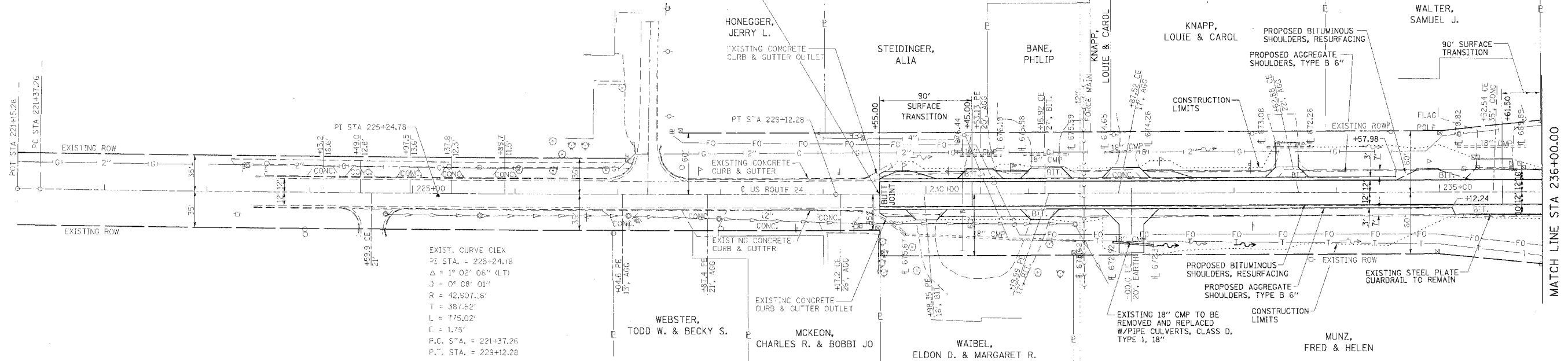
FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & 26 RS-4
LIVINGSTON COUNTY

SCALE: _____
DATE _____

DRAWN BY BANDY
CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	26
STA. 221+50.00 TO STA. 236+00.00			CONTRACT NO. 66261	
• 25 RS-2 & 26 RS-4				

SECTION 25 RS-2 & 26 RS-4 BEGINS STA 229+55.00



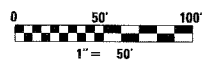
EXIST. CURVE DATA
 P.I. STA. = 225+24.78
 $\Delta = 1^{\circ} 02' 06''$ (LT)
 $J = 0^{\circ} 08' 01''$
 $R = 42,507.16'$
 $T = 397.52'$
 $L = 775.02'$
 $C = 1.75'$
 P.C. STA. = 221+37.26
 P.T. STA. = 229+12.28

BM-226 SPIKE IN POWER POLE
 STA 227+19.00, 20' RT
 ELEV 682.73

BM-229 TOP R.O.W. MARKER
 STA 229+12.00, 59' LT
 ELEV 682.42

BM-231 TOP R.O.W. MARKER
 STA 23+44.00, 60' RT
 ELEV 677.83

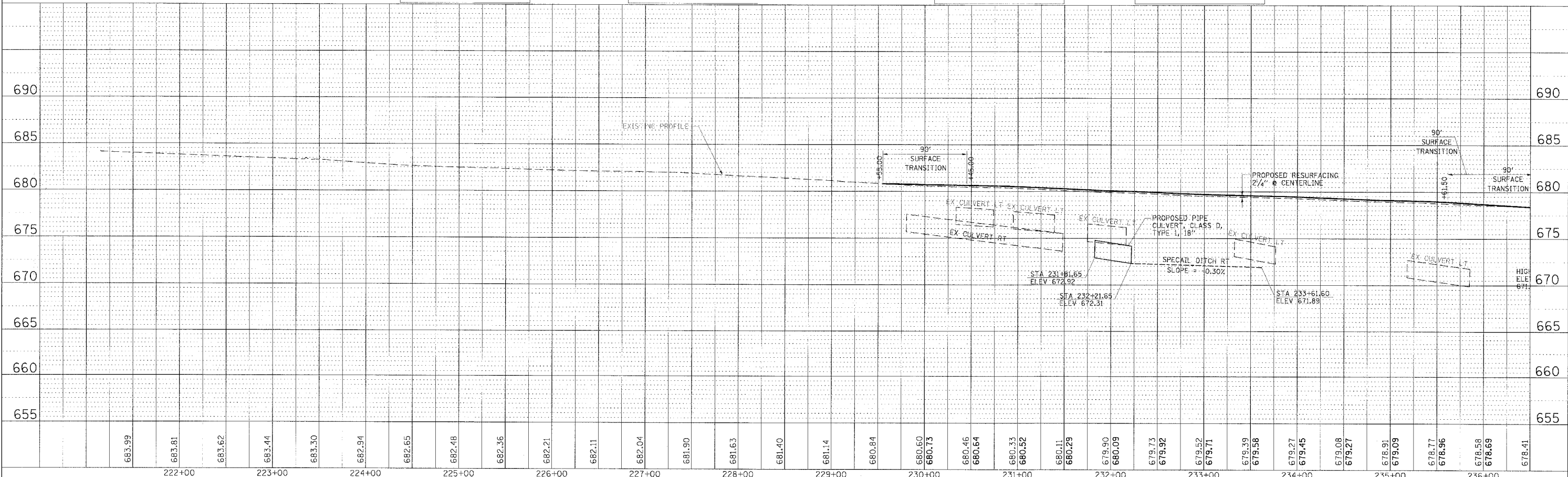
BM-232 SPIKE IN POWER POLE
 STA 233+16.00, 59' LT
 ELEV 677.82



MATCH LINE STA 236+00.00

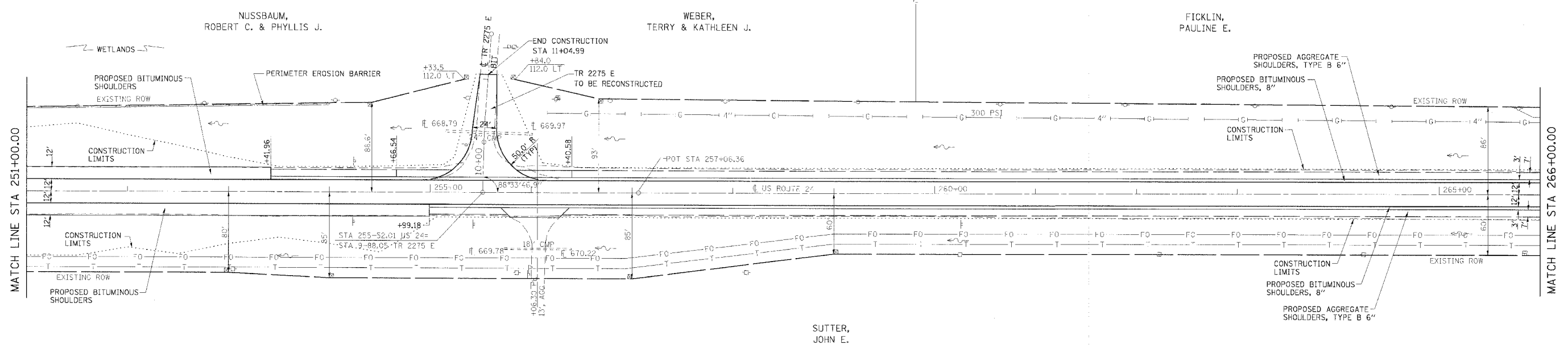
PLAN	DATE
SURVEYED BY	
NOTED BY	
DESIGNED BY	
CHECKED BY	
DATE	

PROFILE	DATE
SURVEYED BY	
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DESIGNED BY	
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DATE	

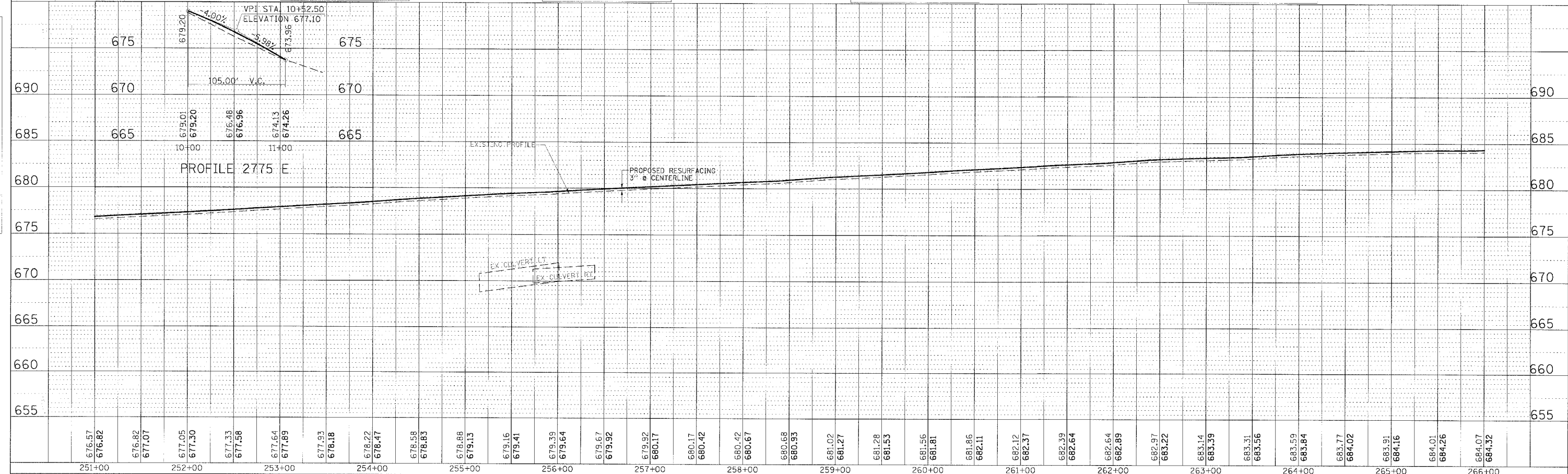
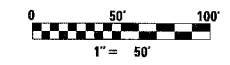


PLAN AND PROFILE, STA 221+50.00 TO STA 236+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	28
STA. 251+00.00 TO STA. 266+00.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



- BM-25350 10' R.O.W. MARKER STA 253+05.00 ELEV 670.00
- BM-256 SPIKE IN POWER POLE STA 255+85.00, 78' RT ELEV 678.27
- BM-260 SPIKE IN POWER POLE STA 260+27.00, 78' RT ELEV 680.09
- BM-264 SPIKE IN POWER POLE STA 264+23.00, 78' RT ELEV 685.14



PLAN AND PROFILE, STA 251+00.00 TO STA 266+00.00, FAP 317 (US ROUTE 24)

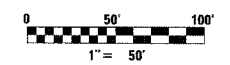
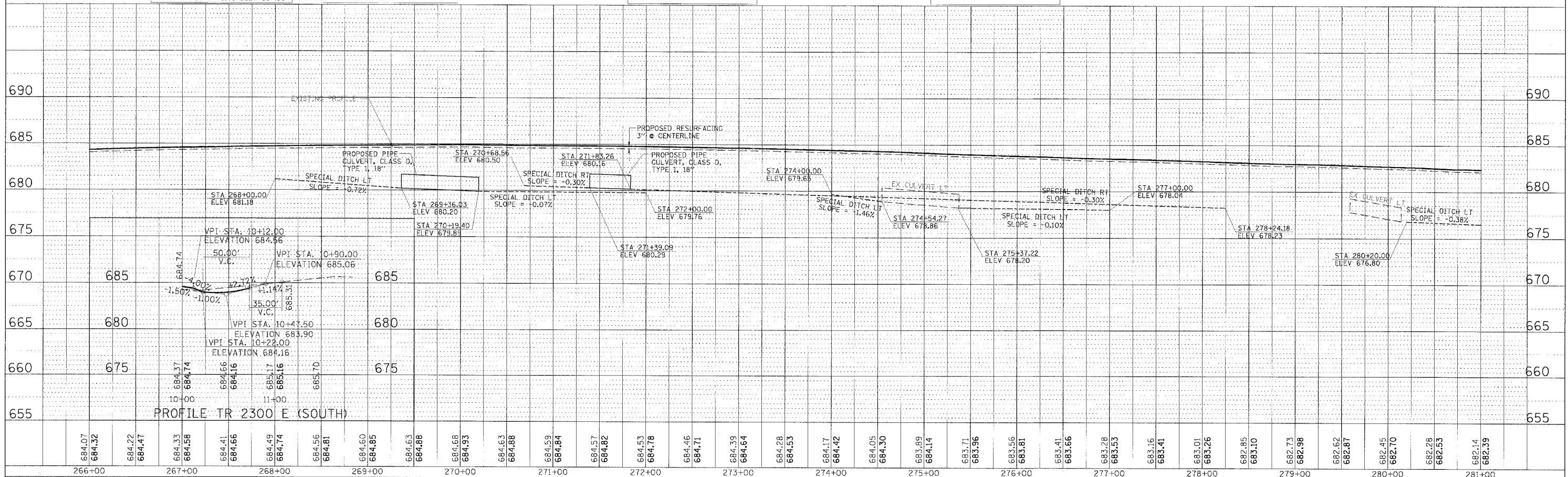
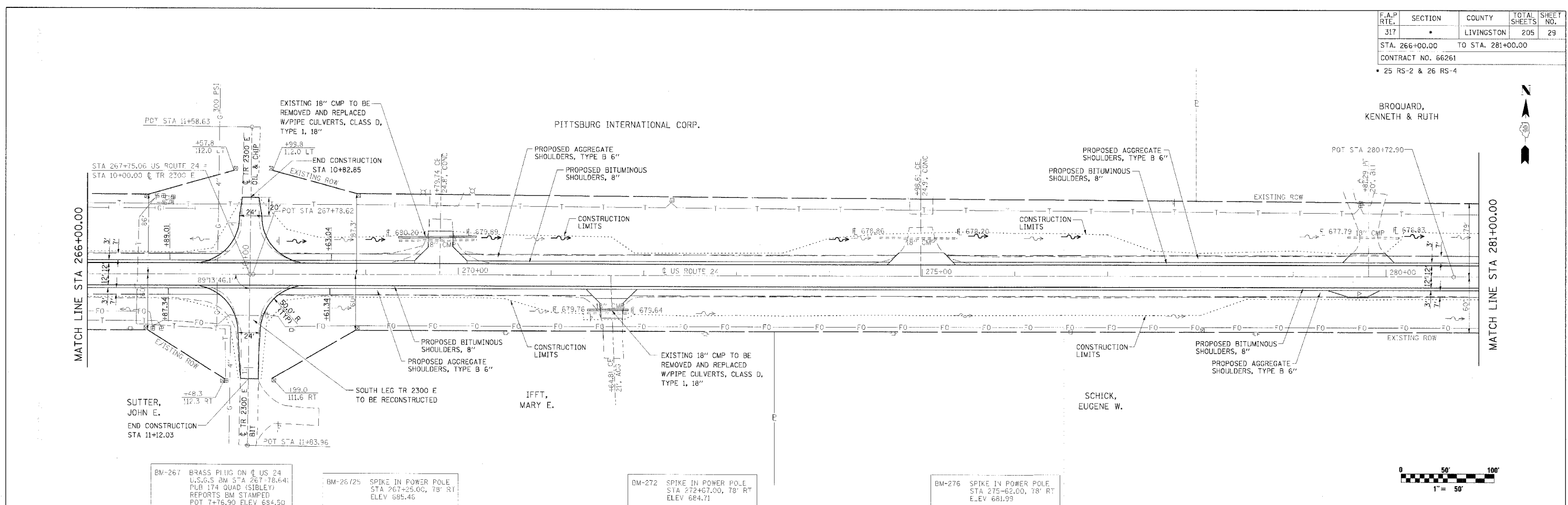
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REVISION				
NO. 1				
NO. 2				
NO. 3				
NO. 4				
NO. 5				
NO. 6				
NO. 7				
NO. 8				
NO. 9				
NO. 10				

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	29
STA. 266+00.00 TO STA. 281+00.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

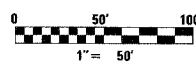
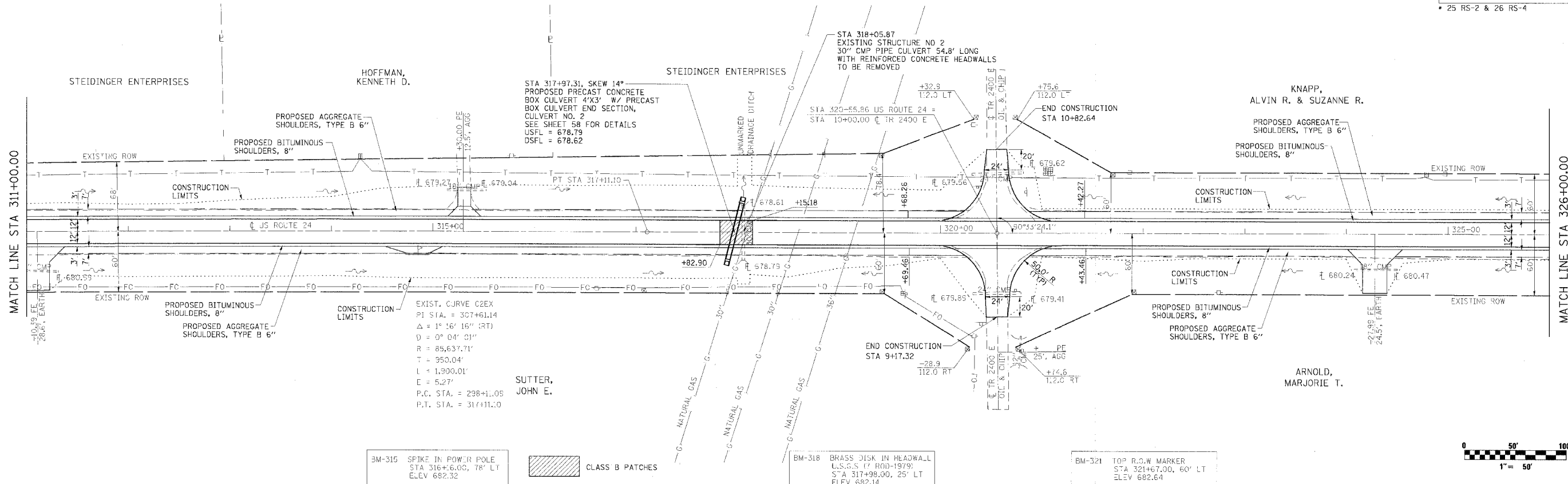
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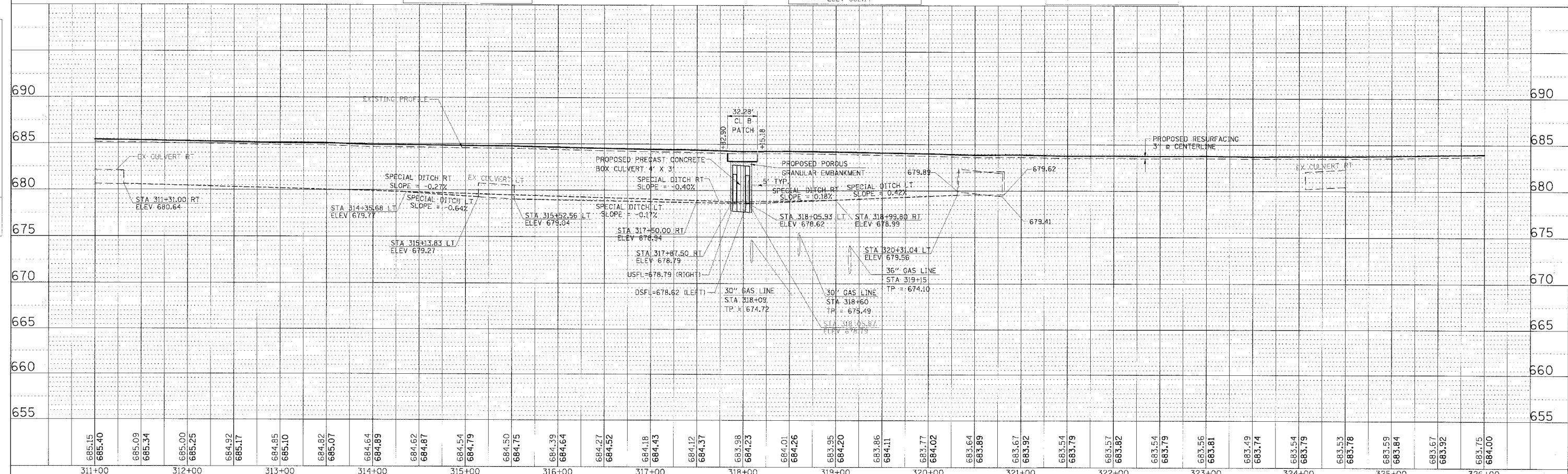
PLAN AND PROFILE, STA 266+00.00 TO STA 281+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
317		LIVINGSTON	205 32
STA. 311+00.00 TO STA. 326+00.00		CONTRACT NO. 66261	
• 25 RS-2 & 26 RS-4			



DATE	BY

DATE	BY



PLAN AND PROFILE, STA 311+00.00 TO STA 326+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	33
STA. 326+00.00 TO STA. 341+00.00				
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				

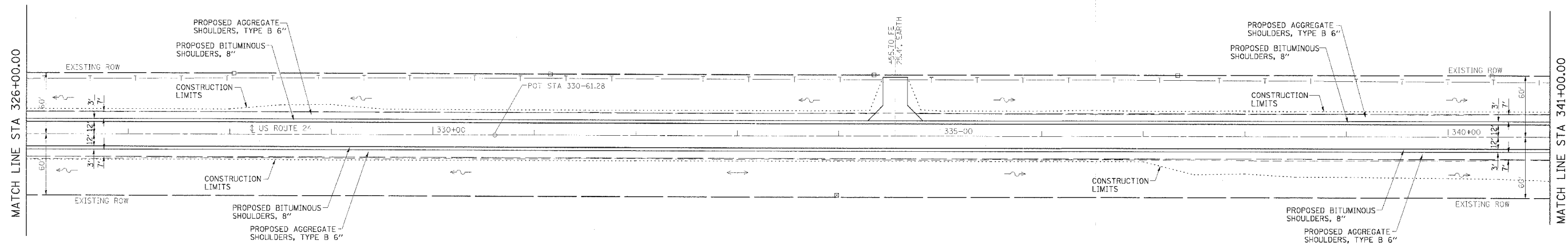
KNAPP,
ALVIN R. & SUZANNE R.

ARNOLD,
MARJORIE T.



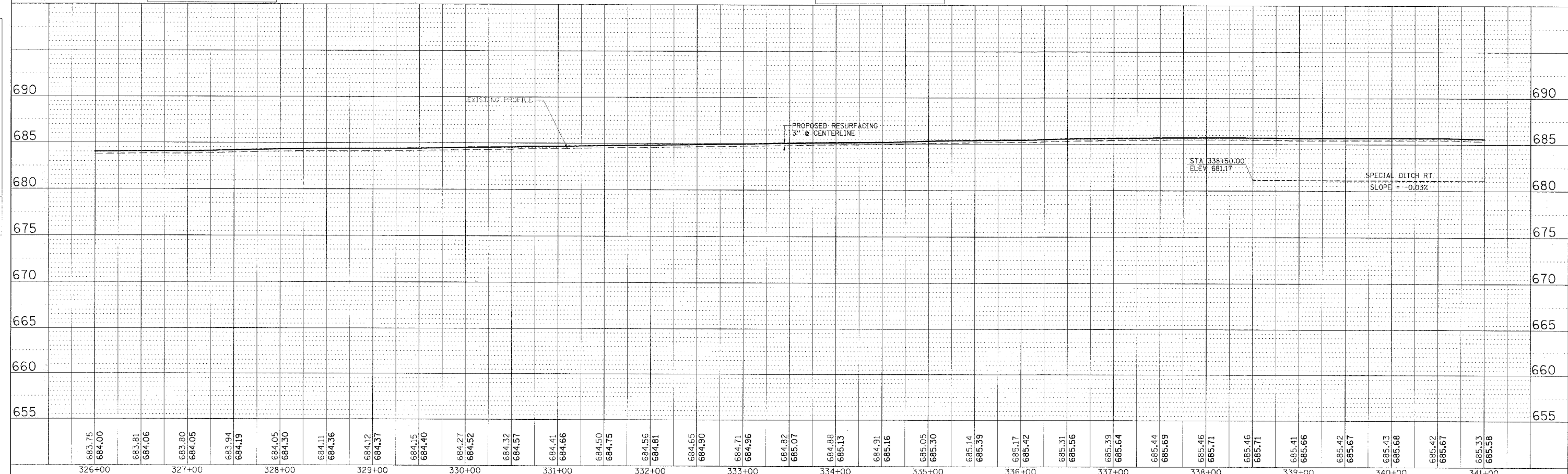
DATE	BY
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DATE	BY
DATE	BY



BM 327 SPIKE IN POWER POLE
STA 328+02.00, 60' LT
ELEV 684.25

BM 334 SPIKE IN POWER POLE
STA 334+69.00, 60' LT
ELEV 685.10



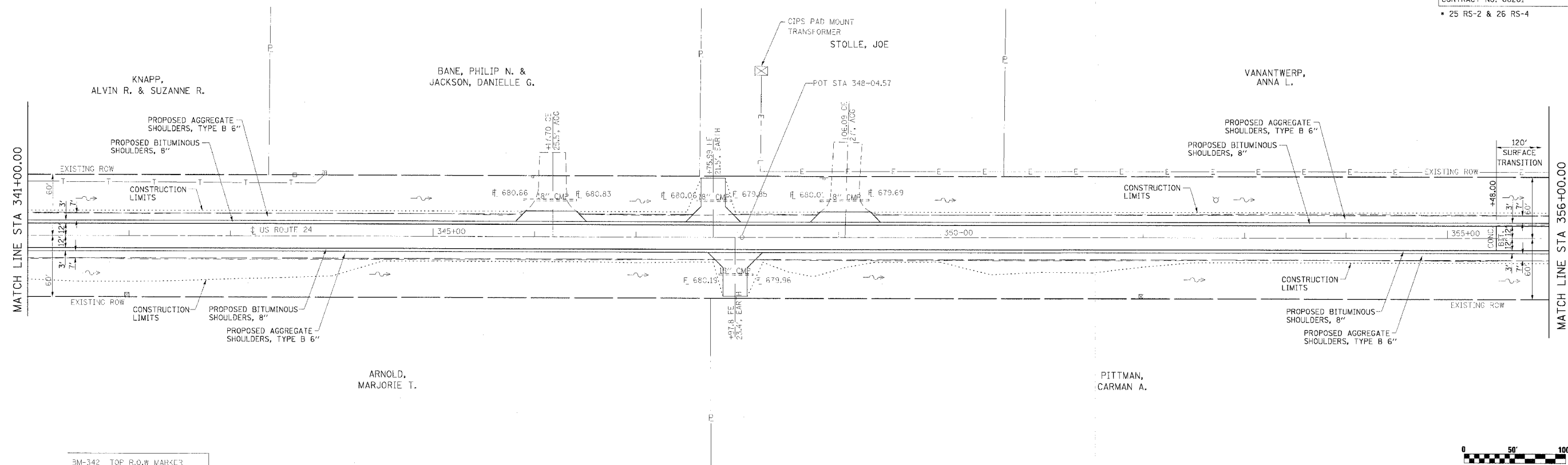
PLAN AND PROFILE, STA 326+00.00 TO STA 341+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	34
STA. 341+00.00 TO STA. 356+00.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

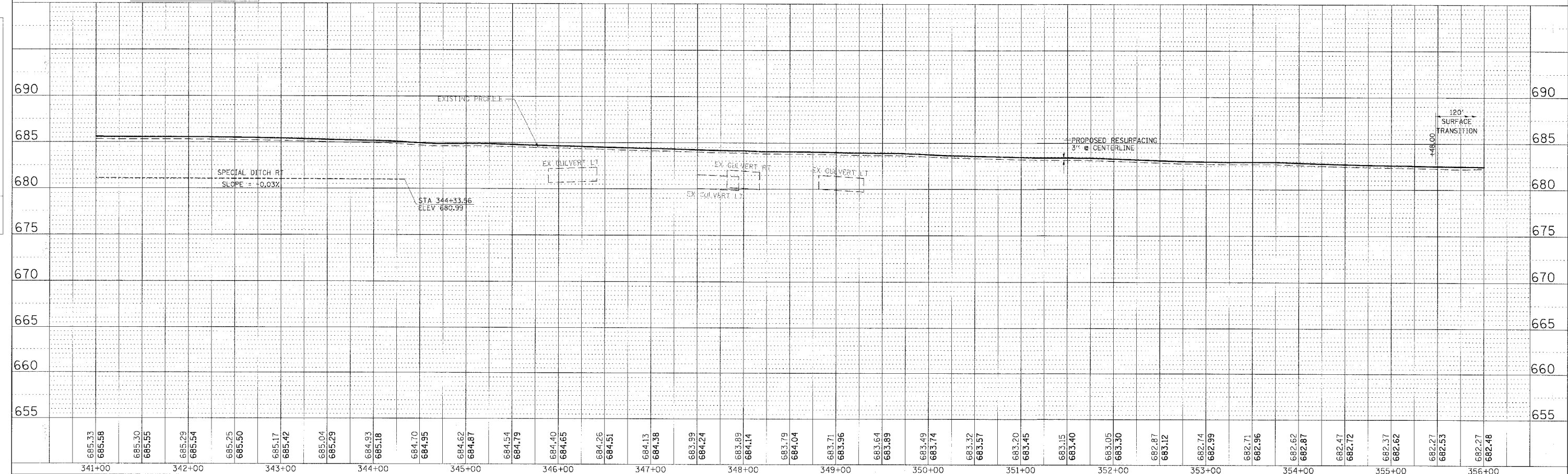


PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	BY		
	NO. OF PAGES CHECKED		
	DATE		

PROFILE	BY	DATE



3M-342 TOP R.O.W MARKER
 STA 341+96.00, 50' LT
 ELEV 686.04

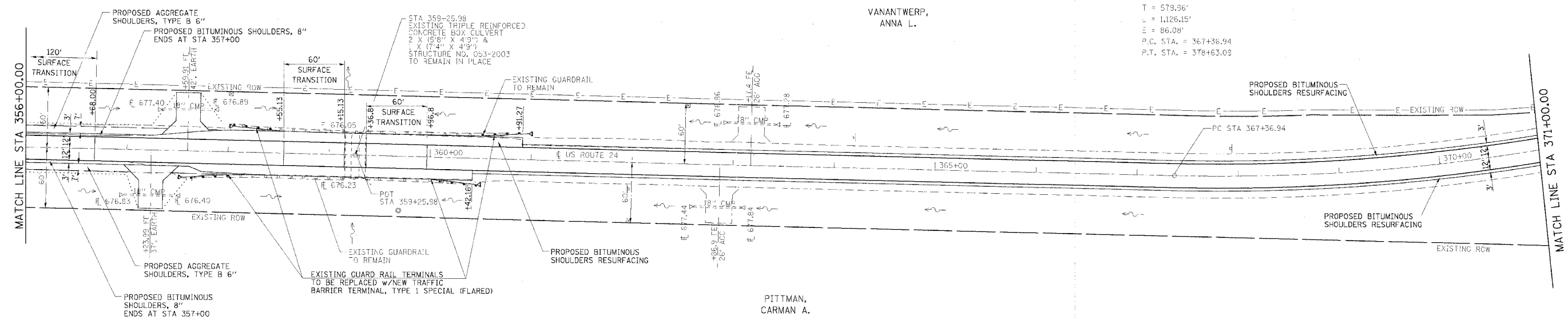


PLAN AND PROFILE, STA 341+00.00 TO STA 356+00.00, FAP 317 (US ROUTE 24)

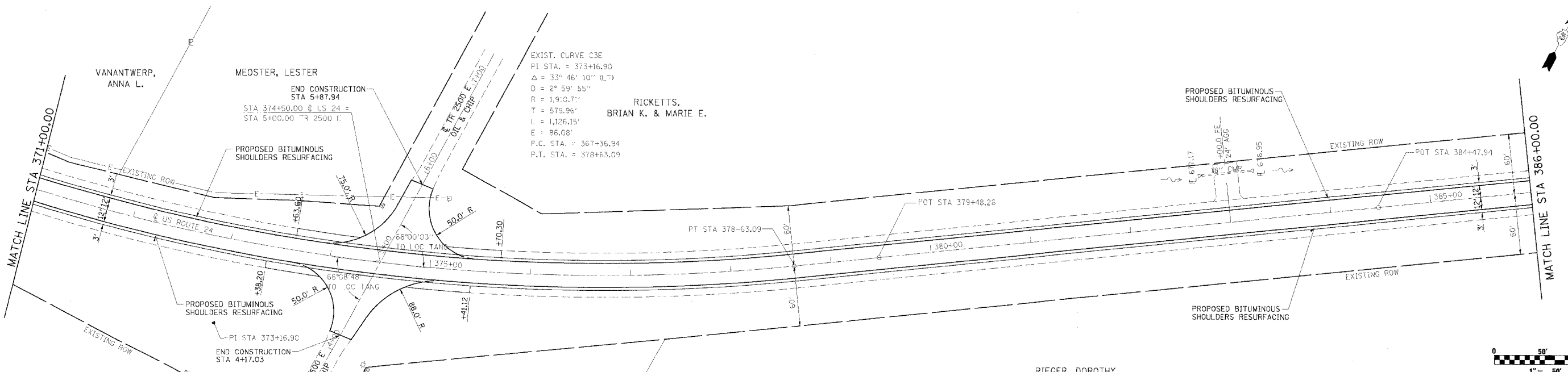
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	35
STA. 236+00.00 TO STA.266+00.00				
CONTRACT NO. 66261				

• 25 RS-2 & 26 RS-4

EXIST. CURVE C3E
 PI STA. = 373+16.90
 $\Delta = 33^\circ 46' 10''$ (LT)
 $D = 2^\circ 59' 55''$
 $R = 1,910.71'$
 $T = 579.36'$
 $L = 1,126.15'$
 $E = 86.08'$
 P.C. STA. = 367+36.94
 P.T. STA. = 378+63.09



BM-359 TOP N.W. CORNER HOWL.
 STA 359+15.00, 20' LT
 ELEVATION 682.44



BM-37450 RAILROAD SPIKE IN
 POWER POLE
 STA 373+63.00, 115' RT
 ELEVATION 683.07

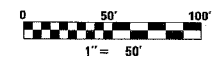
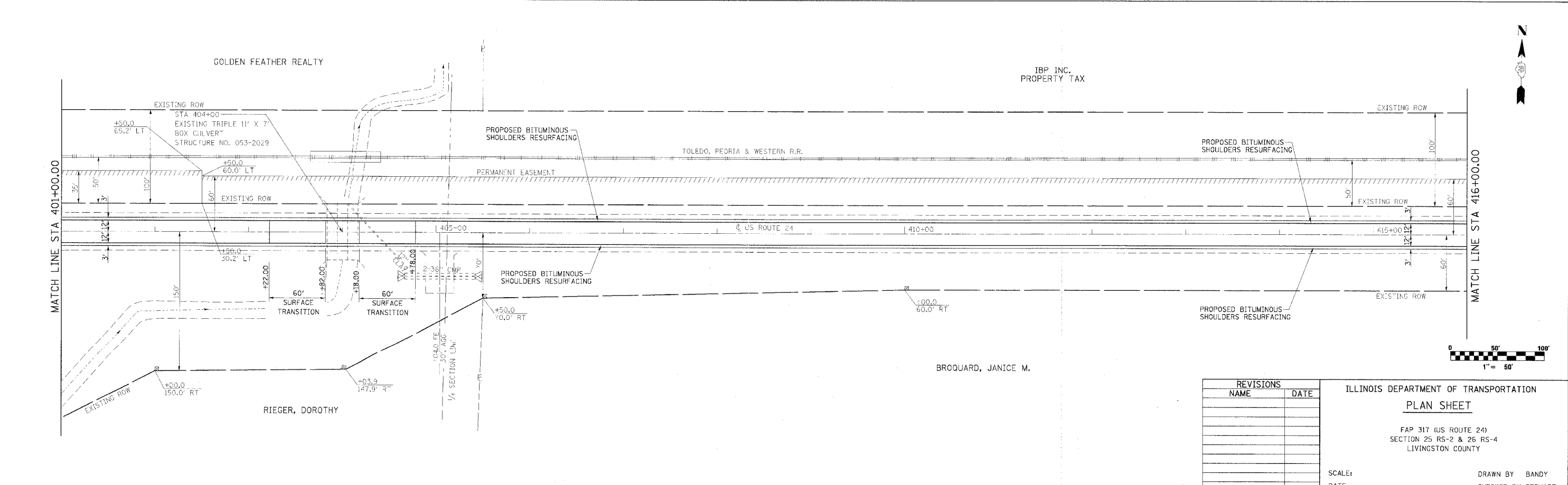
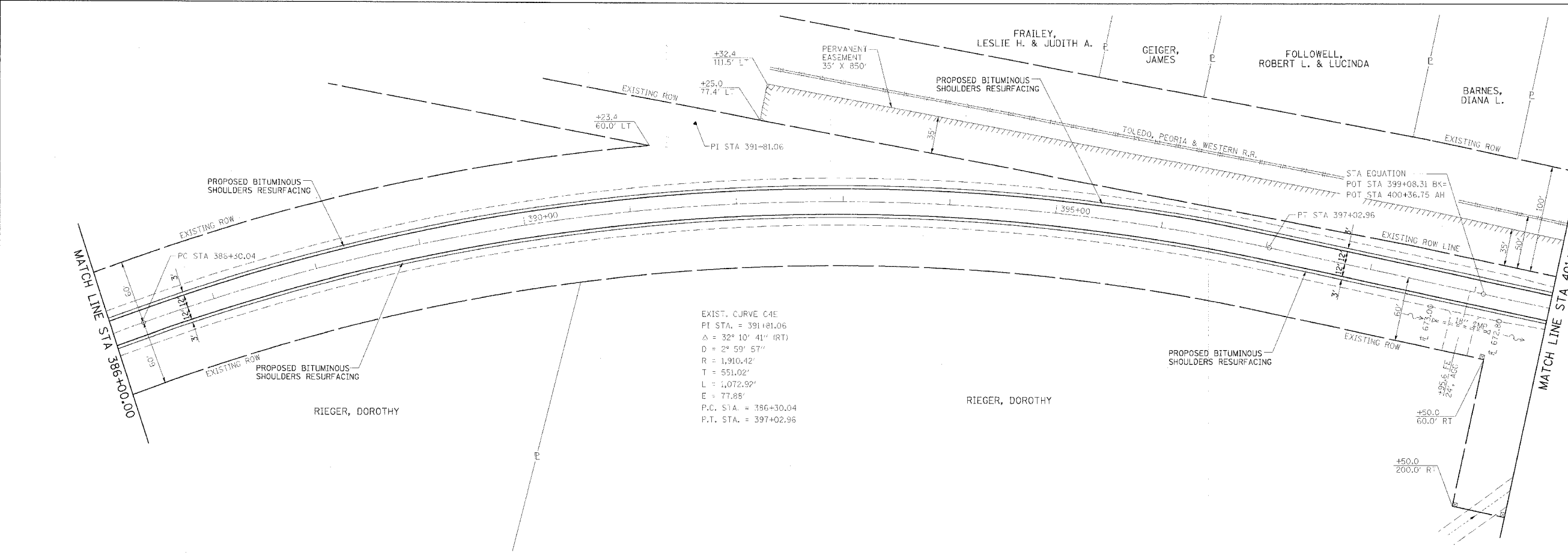
BM-37475 RAILROAD SPIKE IN
 POWER POLE
 STA 373+73.00, 100' L1
 ELEVATION 683.20

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN SHEET
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____
 DATE _____
 DRAWN BY BANDY
 CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	36
STA. 236+00.00 TO STA. 266+00.00				
CONTRACT NO. 66261				

• 25 RS-2 & 26 RS-4



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN SHEET
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY

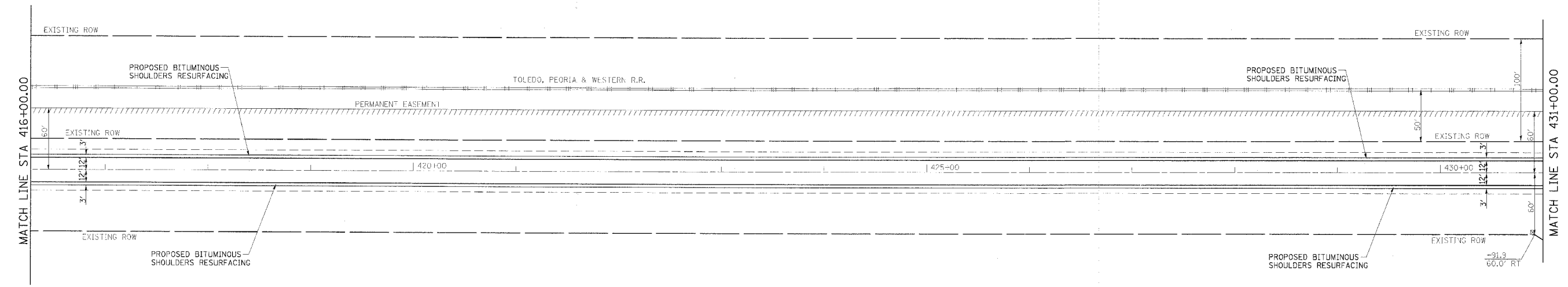
SCALE: _____
 DATE _____

DRAWN BY BANDY
 CHECKED BY STEUART

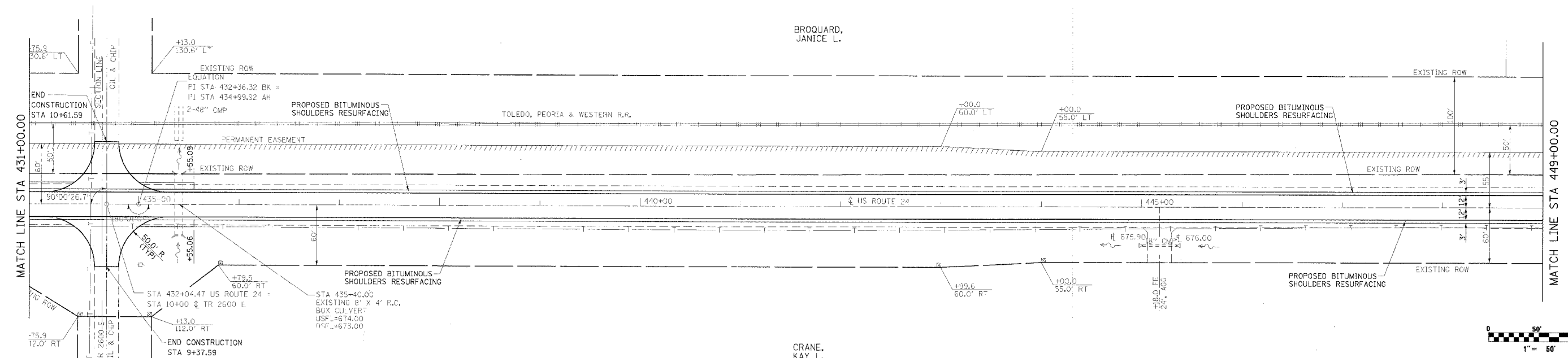
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	37
STA. 236+00.00 TO STA. 266+00.00				
CONTRACT NO. 66261				

• 25 RS-2 & 26 RS-4

IBP INC.
PROPERTY TAX



BROQUARD, JANICE M.



BROQUARD,
JANICE L.

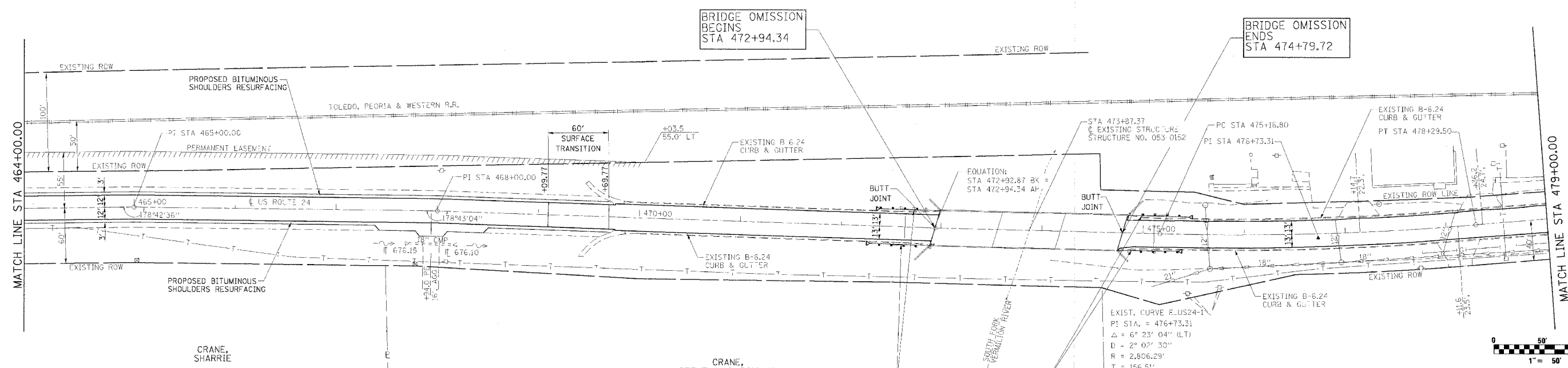
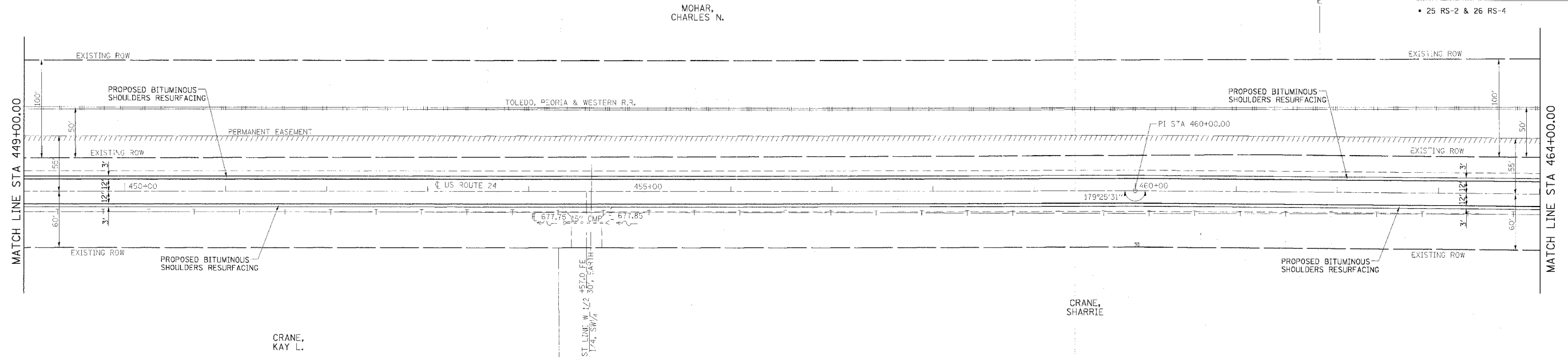
CRANE,
KAY L.

BM-6 CHISEL "E" ON SOUTHWALL
OF BOX CULVERT RTE 24 &
LIVINGSTON CO ROAD 2600E.
STA 432+25.00, 23' RT
ELEVATION 679.00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN SHEET
FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & 26 RS-4
LIVINGSTON COUNTY
SCALE: _____
DATE _____
DRAWN BY BANDY
CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	38
STA. 236+00.00 TO STA. 266+00.00			CONTRACT NO. 66261	
• 25 RS-2 & 26 RS-4				



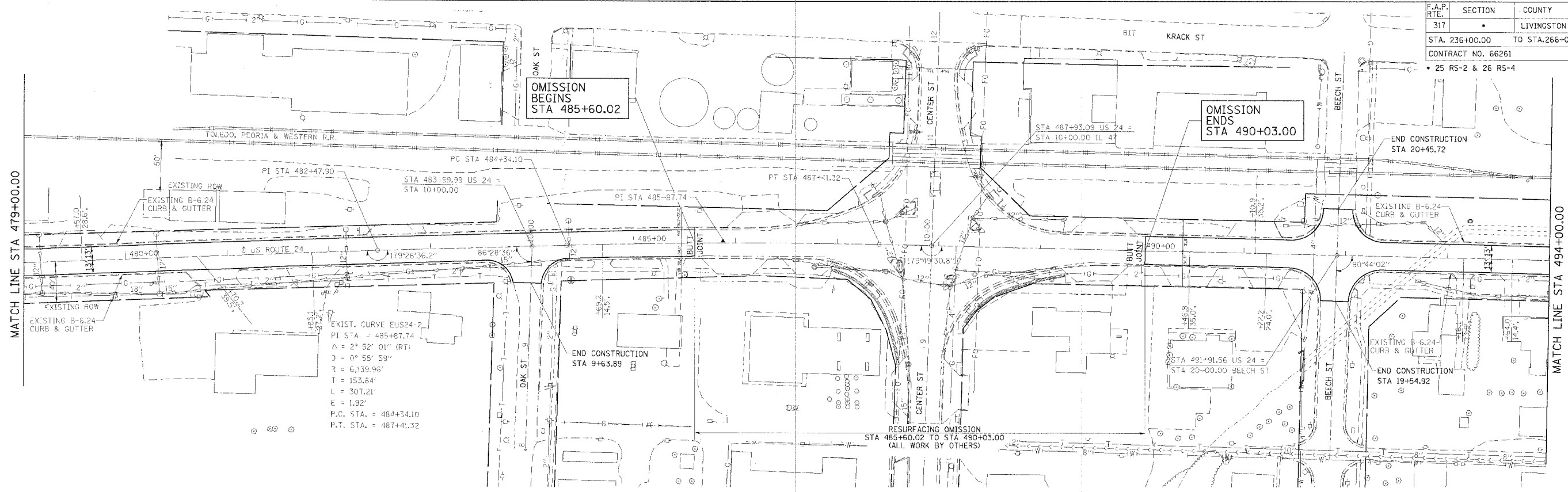
BM-5 CHISELED "C" IN TOP OF SOUTHWEST WING OF EXISTING BRIDGE, ELEVATION 685.75

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN SHEET
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DATE _____
 DRAWN BY BANDY
 CHECKED BY STEUART

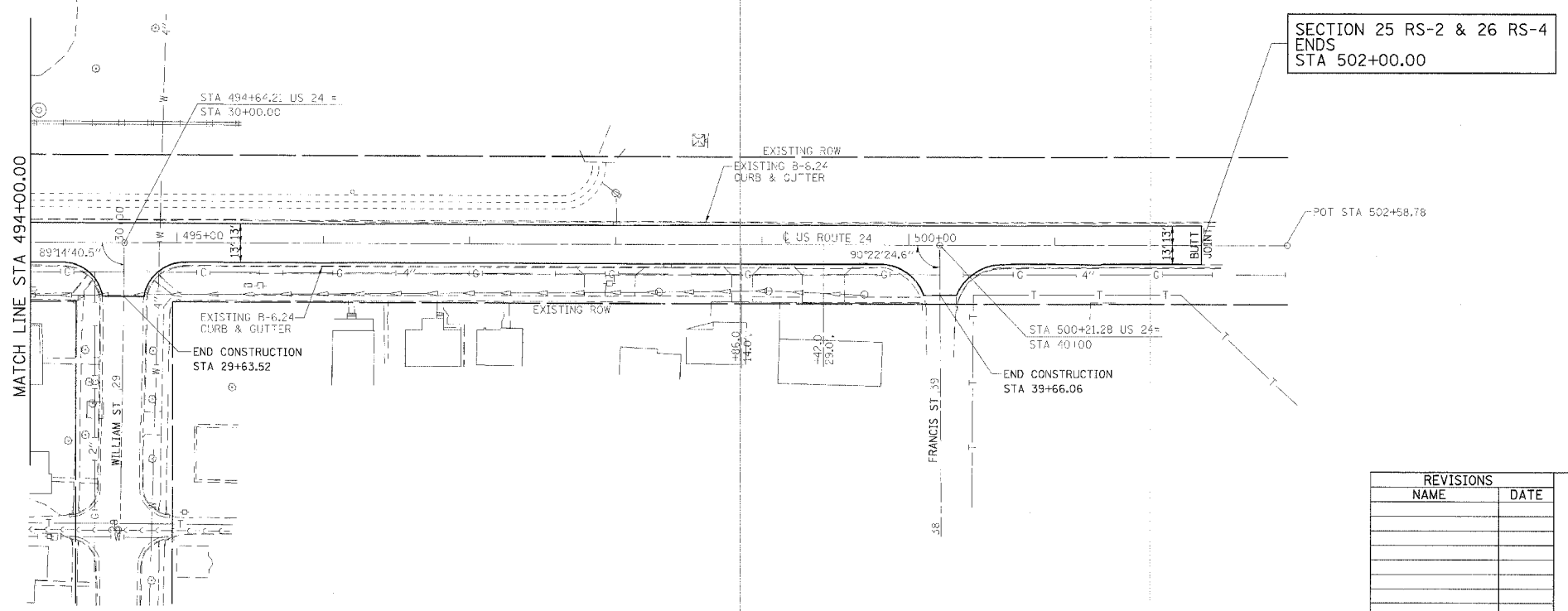
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	39

STA. 236+00.00 TO STA.266+00.00
 CONTRACT NO. 66261
 • 25 RS-2 & 26 RS-4



BM-4 RAILROAD SPIKE IN POWER POLE, STA 487+58.00, 26.2' LT ELEVATION 685.75

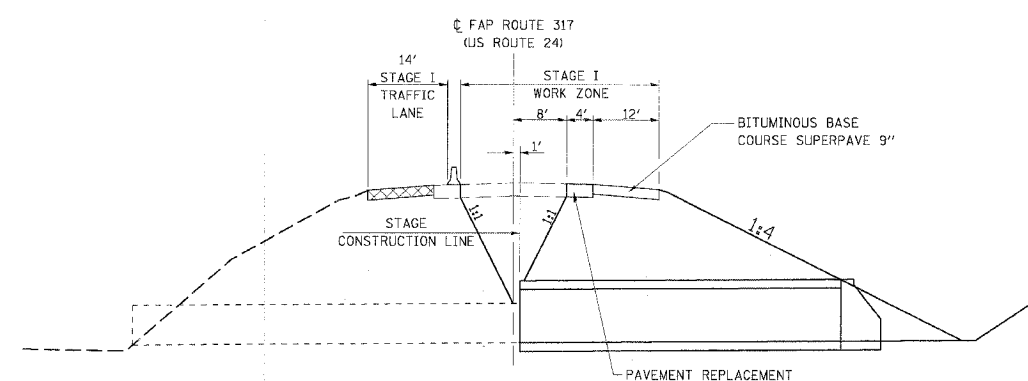
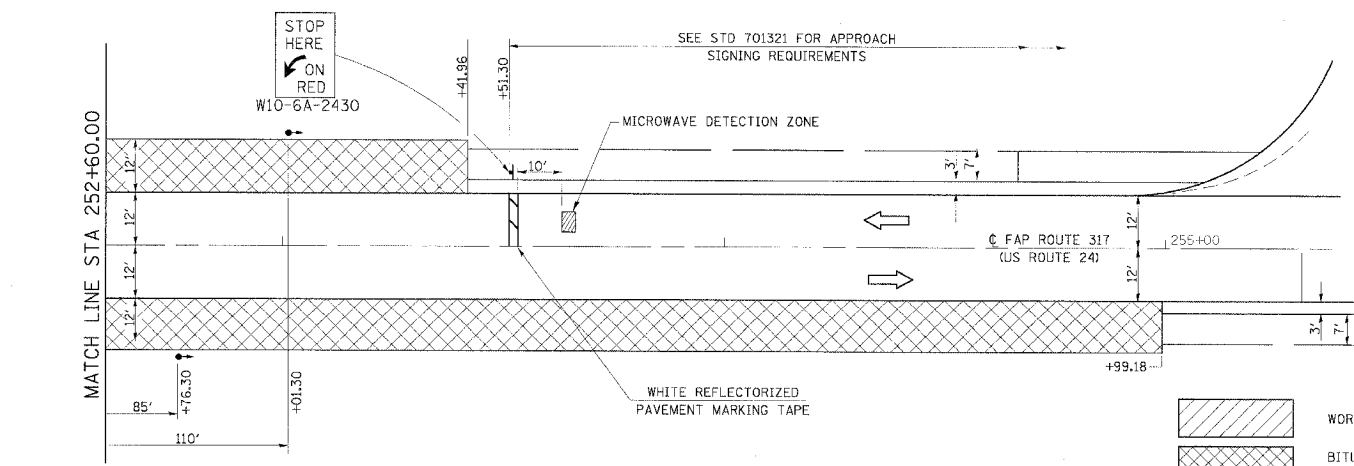
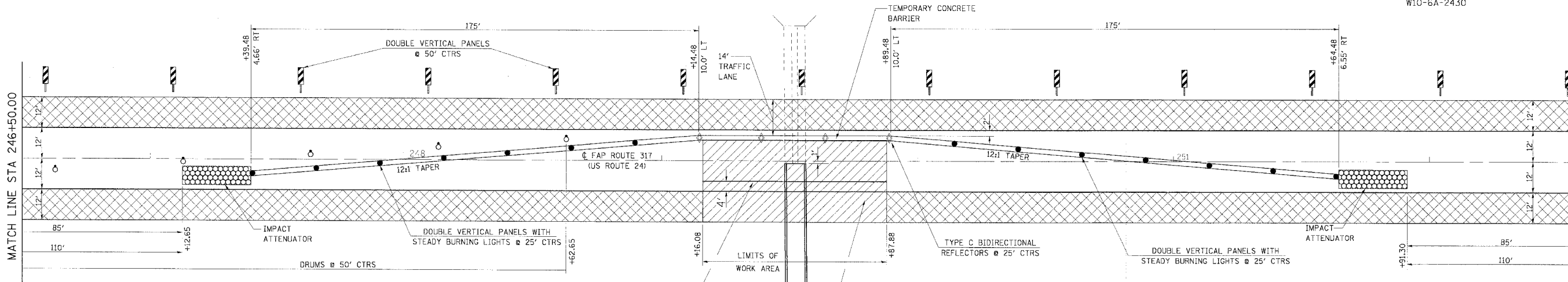
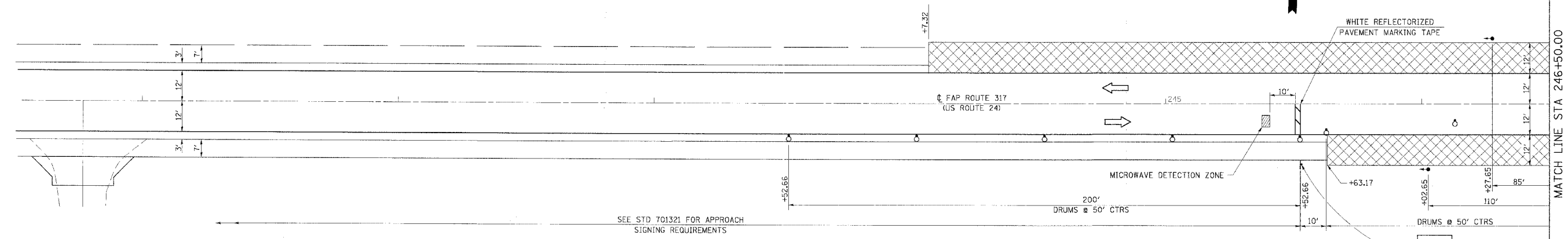
BM-1A P.K. 'A' IN POWER POLE STA 488+19.00, 36.13' LT ELEVATION 684.80



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN SHEET
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____
 DATE _____
 DRAWN BY BANDY
 CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	40
STA.	TO STA.			
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



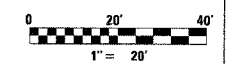
TYPICAL SECTION
STAGE CONSTRUCTION

LEGEND

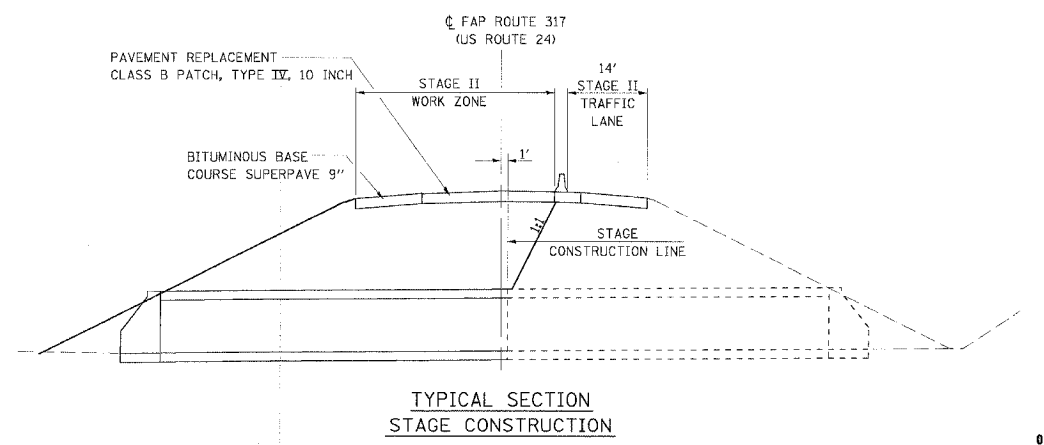
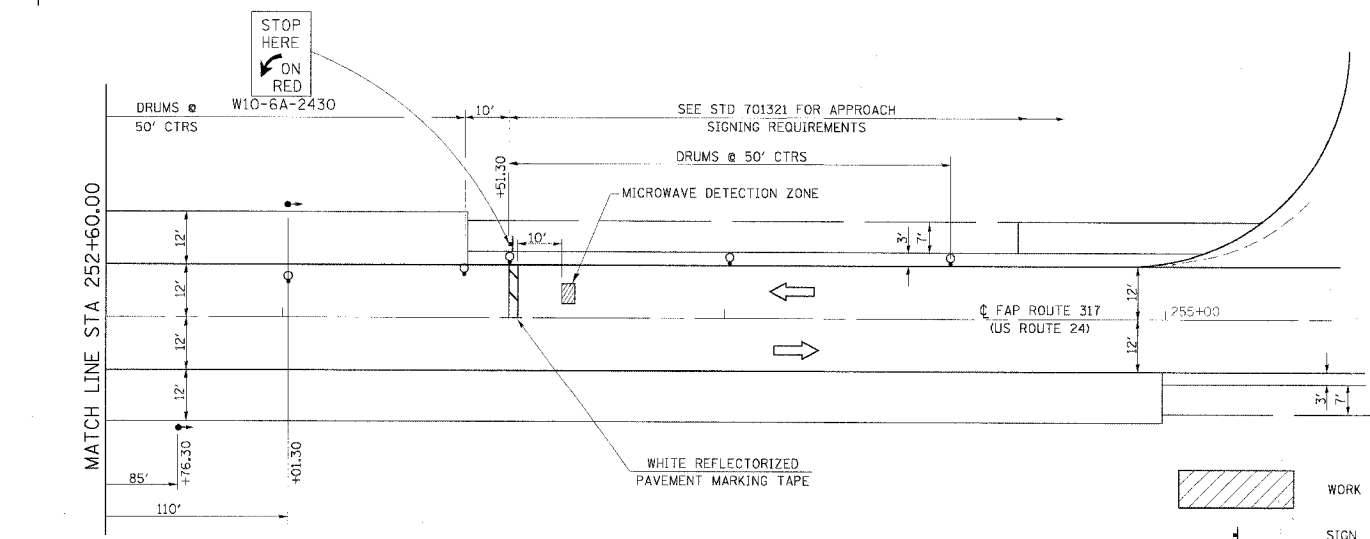
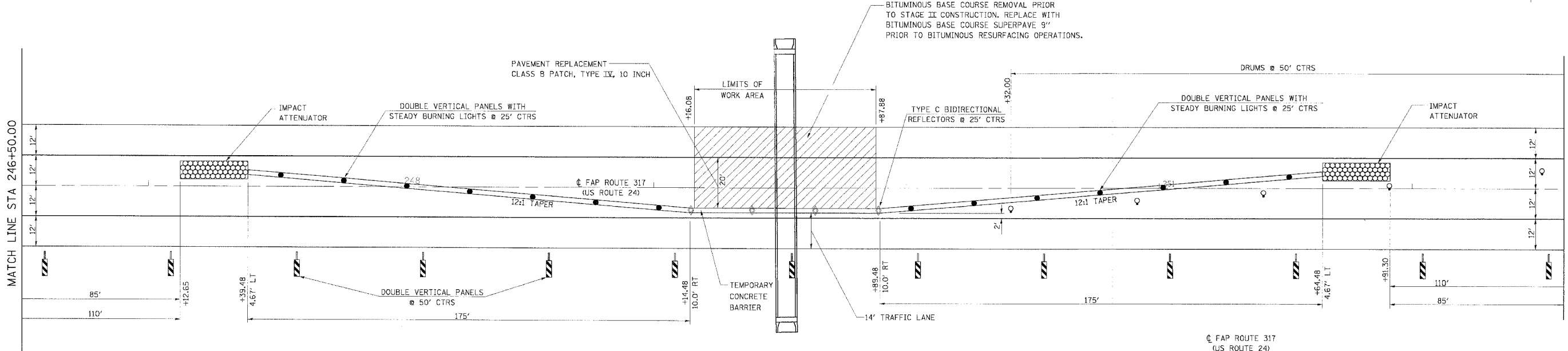
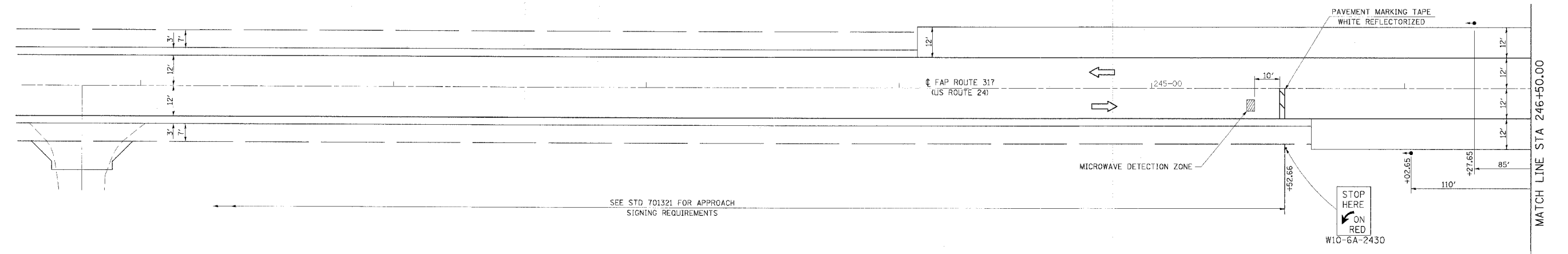
- WORK AREA
- BITUMINOUS BASE COURSE SUPERPAVE 9" TO BE COMPLETED BEFORE STAGE I
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- IMPACT ATTENUATOR
- DOUBLE VERTICAL PANELS
- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION, STAGE I
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____
 DATE _____
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	41
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



LEGEND

	WORK AREA
	SIGN
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL
	IMPACT ATTENUATOR
	DOUBLE VERTICAL PANELS
	TYPE C BIDIRECTIONAL REFLECTOR
	STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION, STAGE II
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____
 DATE _____
 DRAWN BY BANDY
 CHECKED BY STELIART

F.A.P. SHEETS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	42
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

STORM WATER POLLUTION PREVENTION PLAN

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 PURPOSE OF THIS PLAN IS TO 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 AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN, 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 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 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 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, AS SHOWN IN THE PLAN DETAILS, AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITY:

1. THE PROPOSED PROJECT CONSISTS OF REHABILITATION OF EXISTING US ROUTE 24 FROM FAIRBURY TO FORREST, IL IN LIVINGSTON COUNTY.
2. CONSTRUCTION CONSISTS OF EARTHWORK, CULVERTS, DITCHES, PAVEMENT RESURFACING AND OTHER MISCELLANEOUS WORK TO COMPLETE THE PROPOSED ROADWAY.

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB EARTH AND LEAD TO POSSIBLE EROSION FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

1. EXCAVATION WILL BE COMPLETED ALONG VARIOUS ROADWAYS AND PARKING LOTS TO GRADE THE PROPOSED ROADWAY AND GRADE THE PROPOSED ROADWAY DITCHES.
2. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL ITEMS INCLUDING INLET AND PIPE PROTECTION, SEDIMENT BASINS, DITCH CHECKS, SEEDING AND OTHER MISCELLANEOUS EROSION CONTROL MEASURES.
3. PLACEMENT OF PERMANENT EROSION CONTROL ITEMS, INCLUDING DITCH RIP RAP AND SEEDING.
4. FINAL ROADWAY GRADING, PAVING, AND OTHER MISCELLANEOUS ITEMS.

AREA OF CONSTRUCTION SITE:

1. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 73.94 ACRES OF WHICH 8.66 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THIS STORM WATER POLLUTION PREVENTION PLAN AS REFERENCE DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM FIELD REVIEWS AND SOIL BORINGS WHICH WERE UTILIZED FOR PROPOSED PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS.
2. SITE MAPS INDICATING DRAINAGE PATTERNS WERE EVALUATED. APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, USGS DRAINAGE MAPS, AND PROJECT PLAN DOCUMENTS WERE ALSO UTILIZED FOR PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL ITEMS.

DRAINAGE TRIBUTARIES RECEIVING WATER FROM THIS CONSTRUCTION SITE:

1. INDIAN CREEK
2. SOUTH FORK VERMILION RIVER

CONTROLS-EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

1. THE BOUNDARIES AND LIMITS OF THE PROJECT WILL BE MANAGED FOR THE PURPOSE OF CONTROLLING EROSION WITHIN THE AREA BY ESTABLISHING VEGETATIVE COVER, WHICH WILL BECOME PERMANENT VEGETATION AND ACT AS AN EROSION BARRIER. WORK AT THE BEGINNING OF THE 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, PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND AS 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 EXPECTED WITHIN FOURTEEN CALENDAR DAYS.
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 MAY SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVER SEEDING CAN BE COMPLETE.
3. A THIRD BENEFIT OF THESE 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.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION STORM WATER POLLUTION PREVENTION PLAN
NAME	DATE	
		FAP 317 (US ROUTE 24) SECTION 25 RS-2 & 26 RS-4 LIVINGSTON COUNTY SCALE: _____ DRAWN BY BANDY DATE _____ CHECKED BY STEWART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	43
STA.		TO STA.		

CONTRACT NO. 66261

* 25 RS-2 & 26 RS-4

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

1. DURING ROADWAY CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION SLOPE LIMITS AS OUTLINED PREVIOUSLY 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.
2. 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.
3. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN CALENDAR DAYS.
4. AS THE CONTRACTOR CONSTRUCTS A PORTION OF ROADWAY IN A FILL SECTION HE/SHE SHALL FOLLOW THE FOLLOWING STEPS AS DIRECTED BY THE ENGINEER:
 - (A) PLACE TEMPORARY EROSION CONTROL SYSTEMS AT LOCATIONS WHERE WATER LEAVES AND RETURNS FROM THE CONSTRUCTION ZONE.
 - (B) TEMPORARILY SEED HIGHLY ERODIBLE AREAS OUTSIDE THE CONSTRUCTION SLOPE LIMITS.
 - (C) CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
 - (D) TEMPORARILY DIVERT WATER AROUND PROPOSED CULVERT LOCATIONS.
 - (E) BUILD NECESSARY EMBANKMENT AT CULVERT LOCATIONS AND THEN EXCAVATE AND PLACE CULVERT.
 - (F) CONTINUE BUILDING UP THE EMBANKMENT TO THE PROPOSED GRADE WHILE AT THE SAME TIME PLACING PERMANENT EROSION CONTROL SUCH AS RIP RAP, DITCH LINING AND CONDUCT FINAL SHAPING TO THE SLOPES.
5. EXCAVATED AREAS AND EMBANKMENTS SHALL BE PERMANENTLY SEEDED WHEN FINAL GRADED. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR FOURTEEN CALENDAR DAYS.
6. 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.
7. THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT ON A REGULAR BASIS, AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF EACH 13 mm (0.5 INCH) RAINFALL OR EQUIVALENT SNOWFALL, TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.
8. 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. SILT FENCE SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES 50% OF THE HEIGHT OF THE CONTROL DEVICE. THE COST OF THE MAINTENANCE AND CLEANING OF THE EROSION AND SEDIMENT CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE PAY ITEMS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
9. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE TEMPORARY EROSION CONTROL SYSTEM. NO 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 AND ITEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION:

1. FINAL INSPECTION WILL OCCUR AFTER ALL ROADWAY IS COMPLETED AND THE ROADWAY SIGNING IS IN PLACE AND THE ROAD COMPLETELY OPEN TO TRAFFIC.
2. CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE IS RECEIVED AT THE FINAL INSPECTION.

EROSION AND SEDIMENT CONTROL NOTES:

1. STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCES WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE, SILT PANELS, ROLLED EXCELSIOR, URETHANE FOAM/GEOTEXTILE (SILT WEDGES), EARTH MEDIAN AND/OR OTHER MATERIAL APPROVED BY THE EROSION AND SEDIMENT CONTROL COORDINATOR
2. TEMPORARY DITCH CHECK, GEOTEXTILES, ROLLED EXCELSIOR, SILT WEDGES, PANELS SHALL BE LOCATED AT EVERY 18 INCH FALL/RISE IN DITCH GRADE.
3. TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3--REMOVE AT END OF CONSTRUCTION.
4. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LB/ACRE.
5. MULCH METHOD 1 AS APPLIED TO TEMPORARY SEEDING SHALL CONFORM TO SECTION 261 OF THE STANDARD SPECIFICATIONS. MULCH WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE PRICE FOR TEMPORARY SEEDING.
6. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

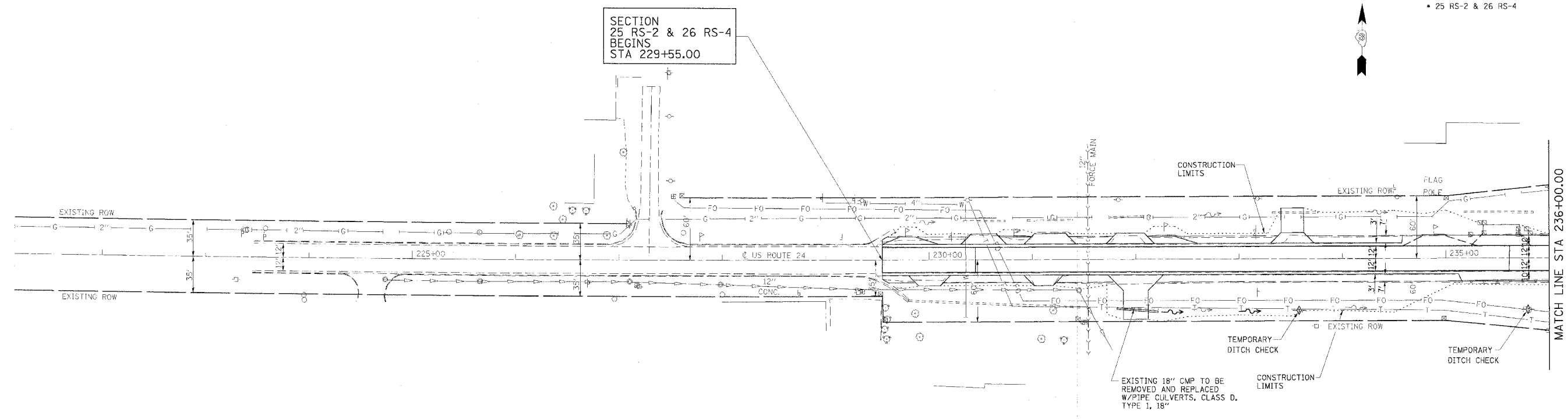
LEGEND

ITEM	SYMBOL
TEMPORARY DITCH CHECKS	
SUMMIT	
ROADWAY DITCH FLOW	
INLET AND PIPE PROTECTION	
ITEM PLACED AT BEGINNING OF CONSTRUCTION (REQUIREMENT)	
SEDIMENT BASIN	

REVISIONS	
NAME	DATE

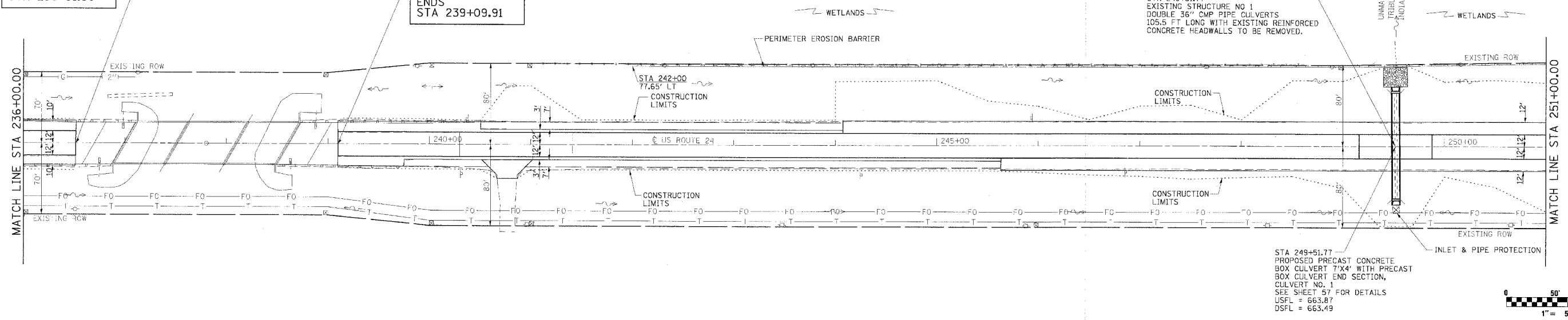
ILLINOIS DEPARTMENT OF TRANSPORTATION
STORM WATER POLLUTION PREVENTION PLAN
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEWART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	44
STA. 236+00.00		TO STA. 266+00.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



OMISSION STARTS
STA 236+51.50

OMISSION ENDS
STA 239+09.91



REVISIONS	
NAME	DATE

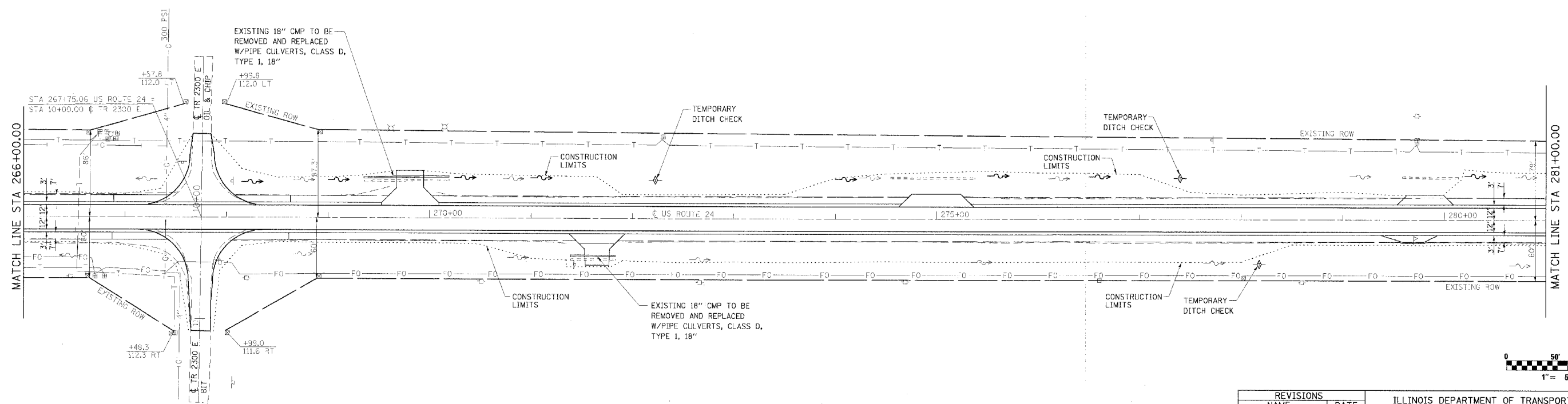
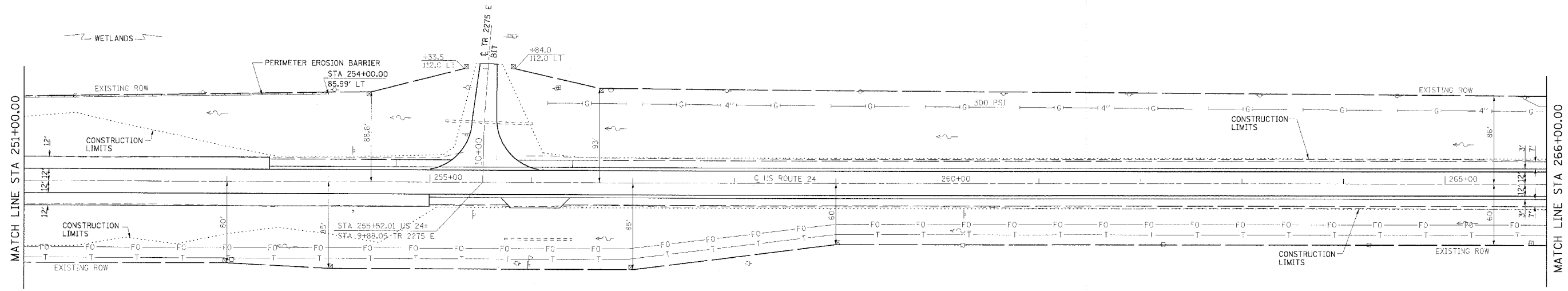
ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL

FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & 26 RS-4
LIVINGSTON COUNTY

SCALE: _____
DATE _____

DRAWN BY BANDY
CHECKED BY STELIART

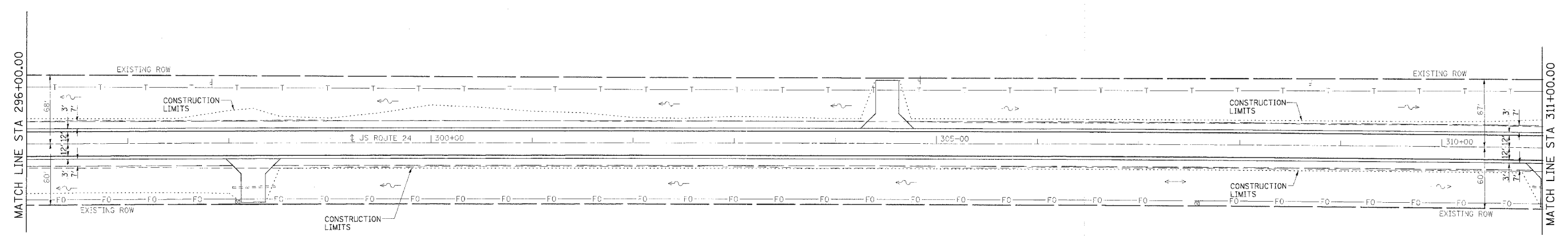
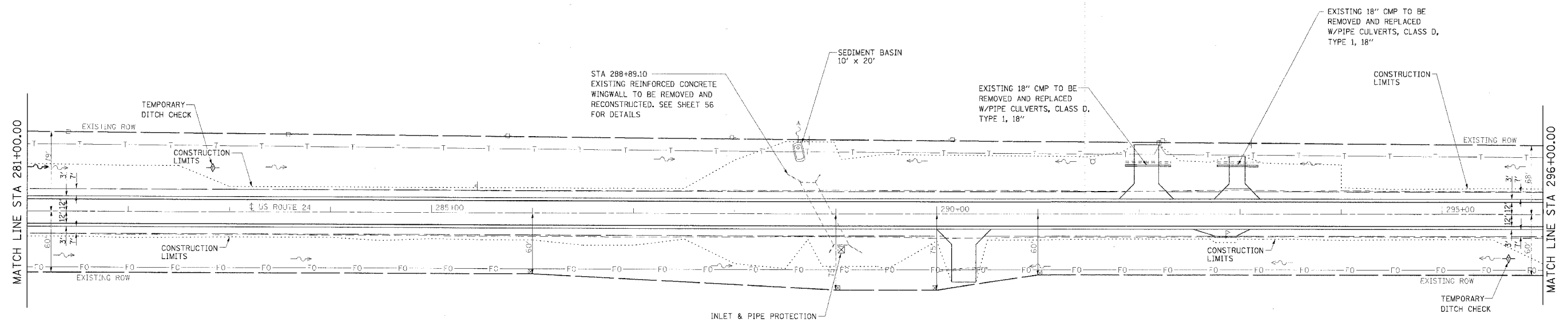
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	45
STA. 236+00.00 TO STA.266+00.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL
 FAP 317 (US ROUTE 24)
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	46
STA. 236+00.00		TO STA. 266+00.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

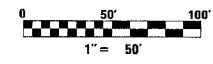
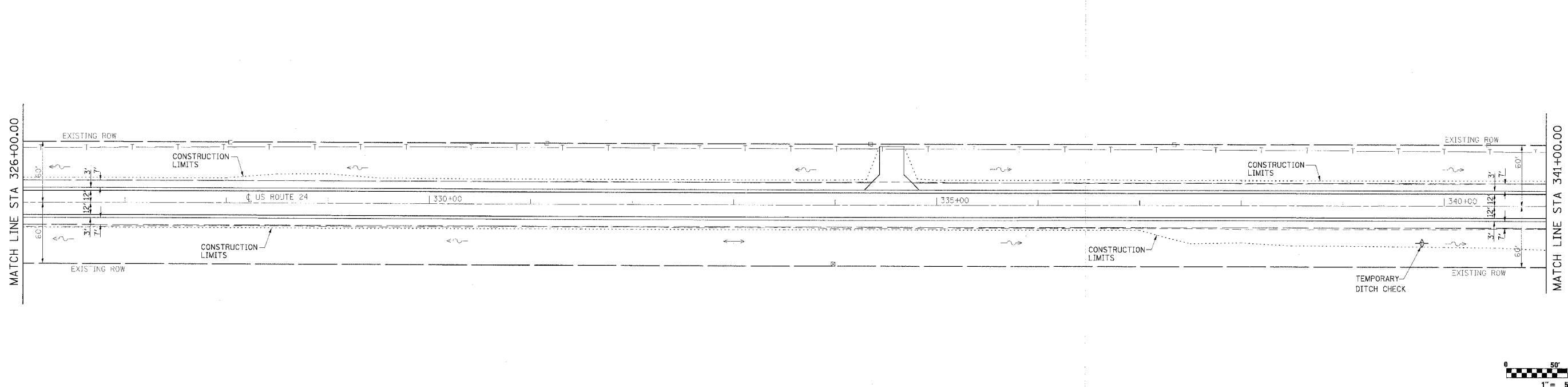
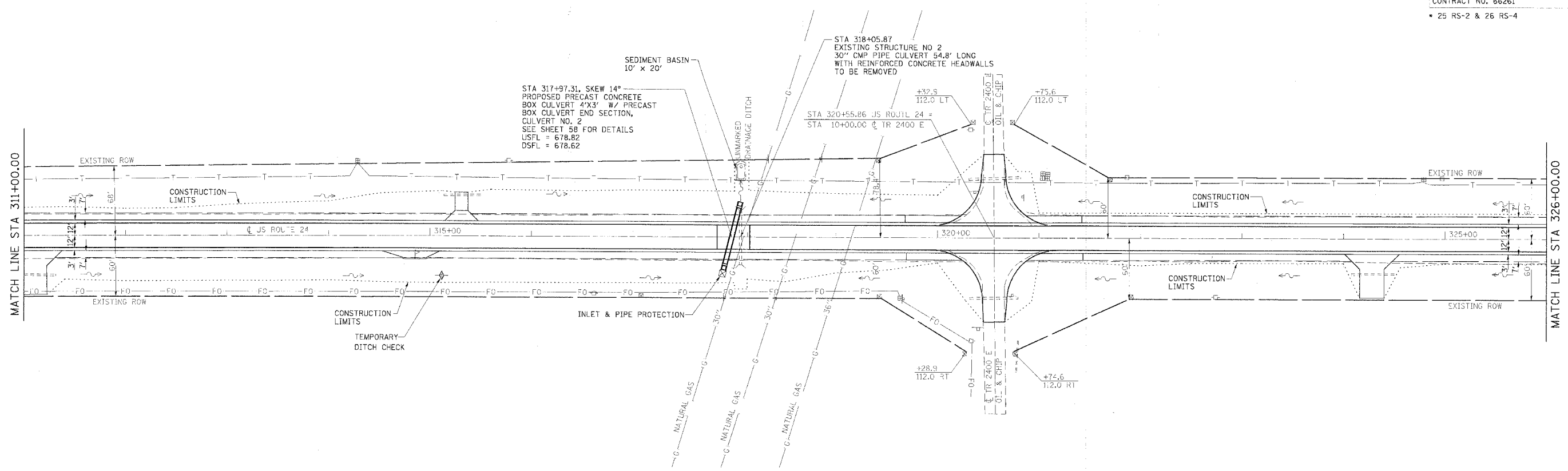


REVISIONS	
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ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL
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 LIVINGSTON COUNTY

SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	47
STA. 236+00.00		TO STA. 266+00.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



REVISIONS	
NAME	DATE

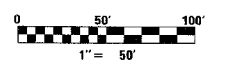
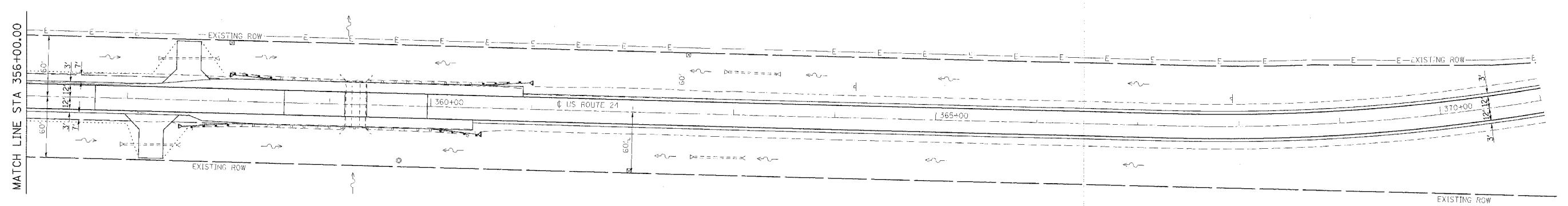
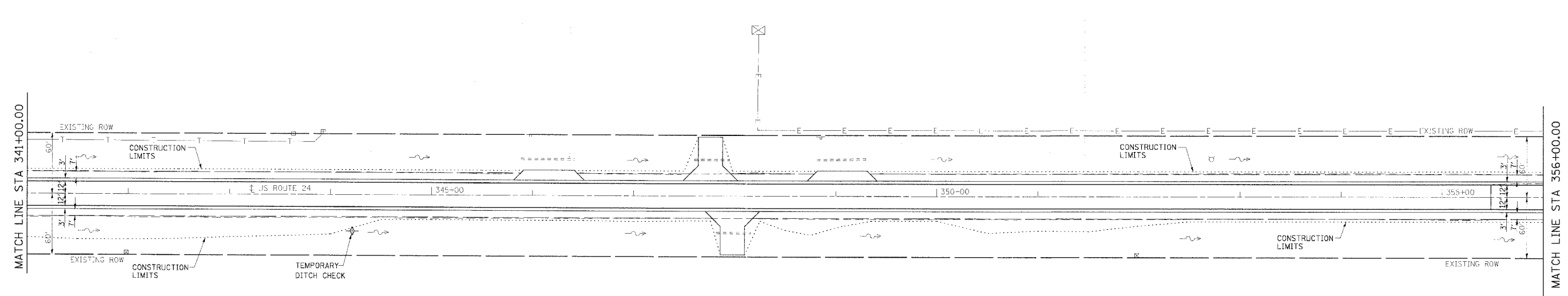
ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL

FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY

SCALE: _____
 DATE _____

DRAWN BY BANDY
 CHECKED BY STEUART

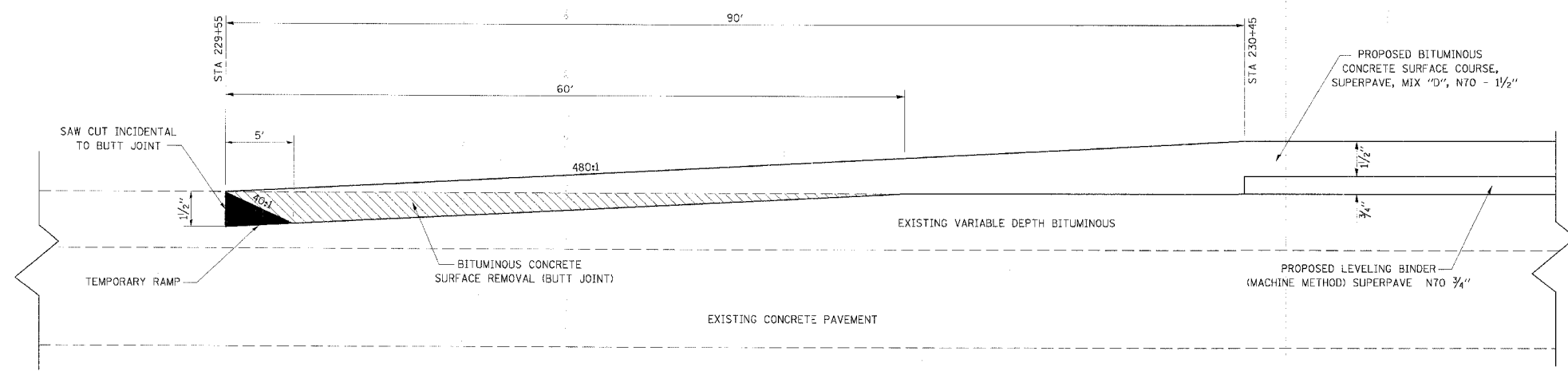
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	48
STA. 236+00.00		TO STA. 266+00.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



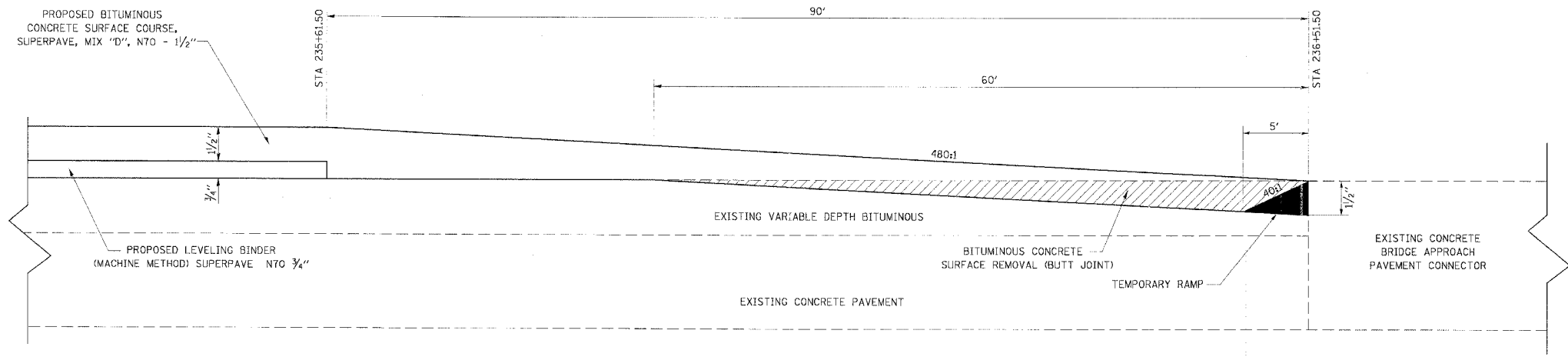
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

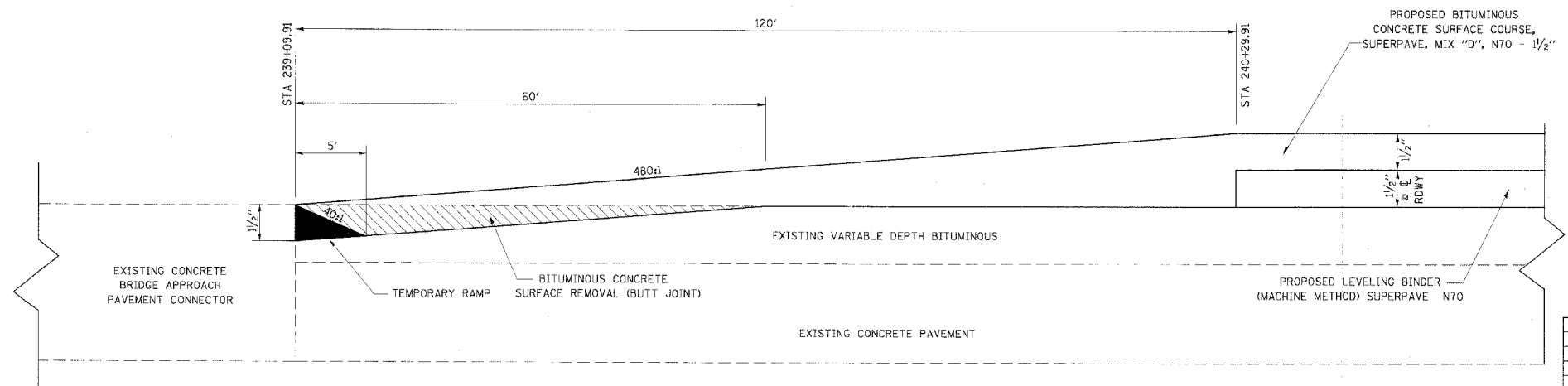
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	49
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



DETAIL OF BUTT JOINT
NOT TO SCALE



DETAIL OF BUTT JOINT
NOT TO SCALE

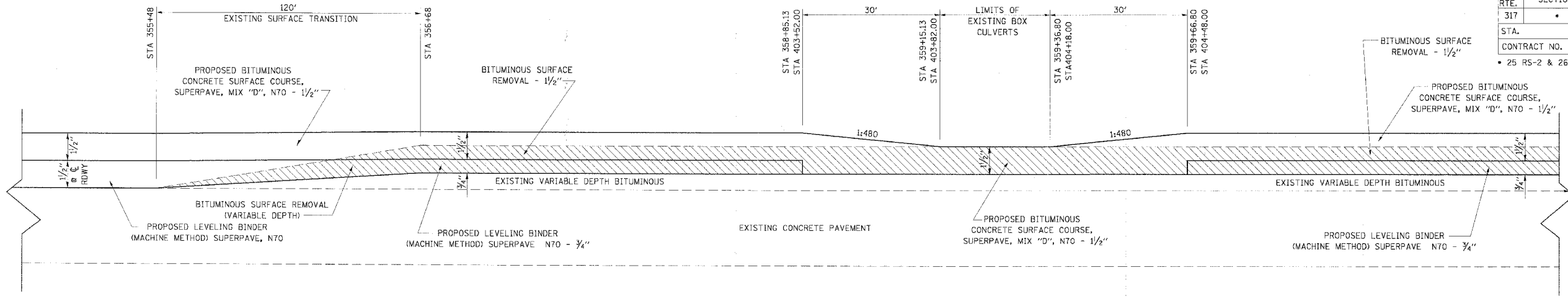


DETAIL OF BUTT JOINT
NOT TO SCALE

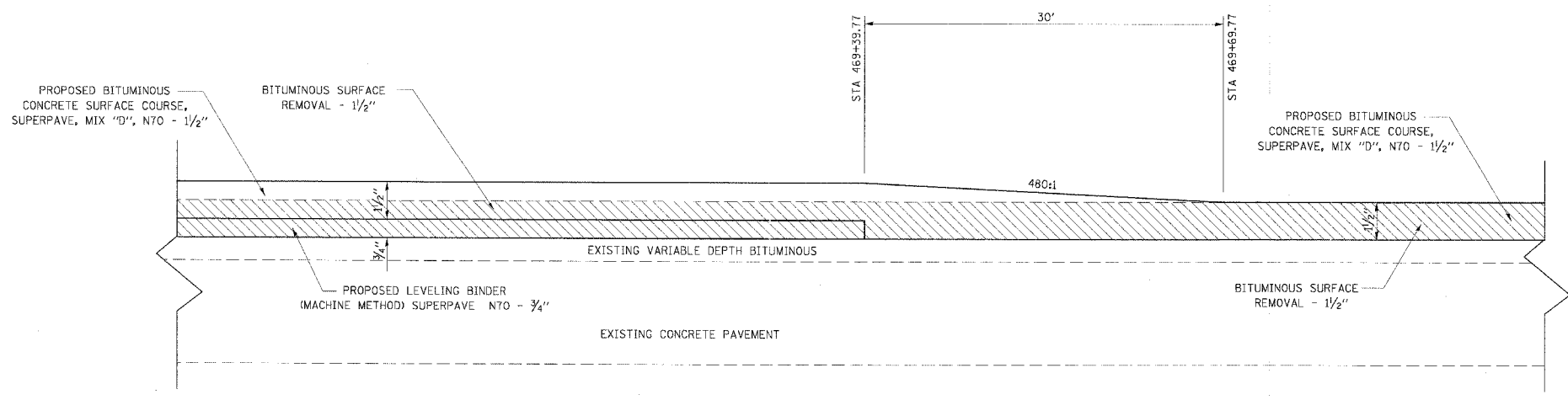
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SURFACE TRANSITION & BUTT JOINT DETAIL
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____
 DATE _____
 DRAWN BY BANDY
 CHECKED BY STEUART

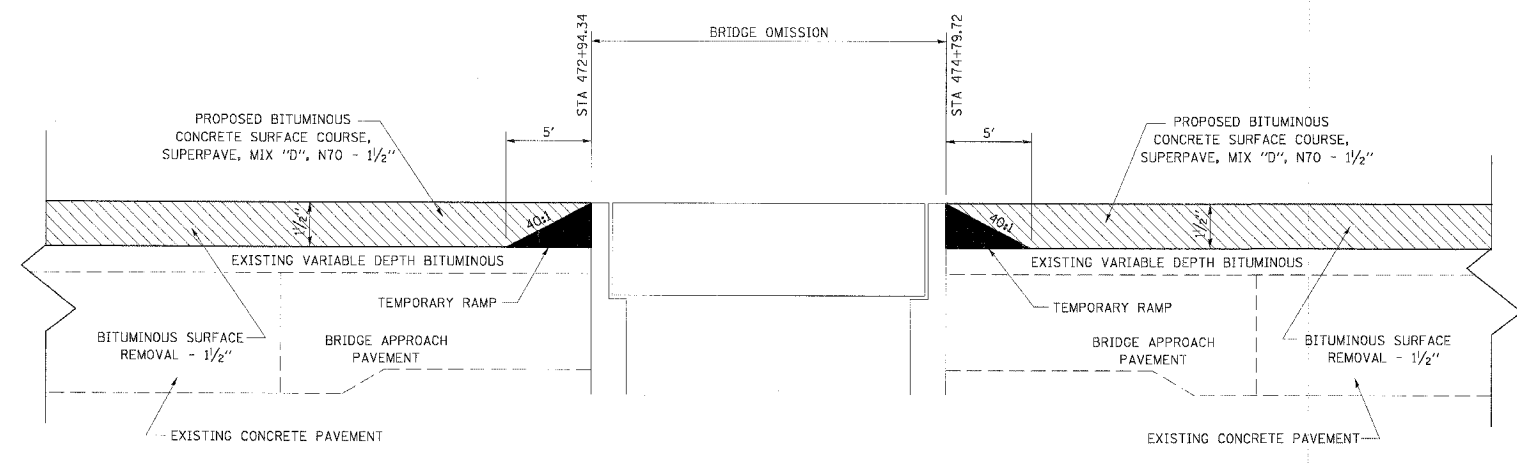
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	50
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



DETAIL OF RESURFACING THICKNESS TRANSITIONS
NOT TO SCALE



DETAIL OF RESURFACING THICKNESS TRANSITION
NOT TO SCALE

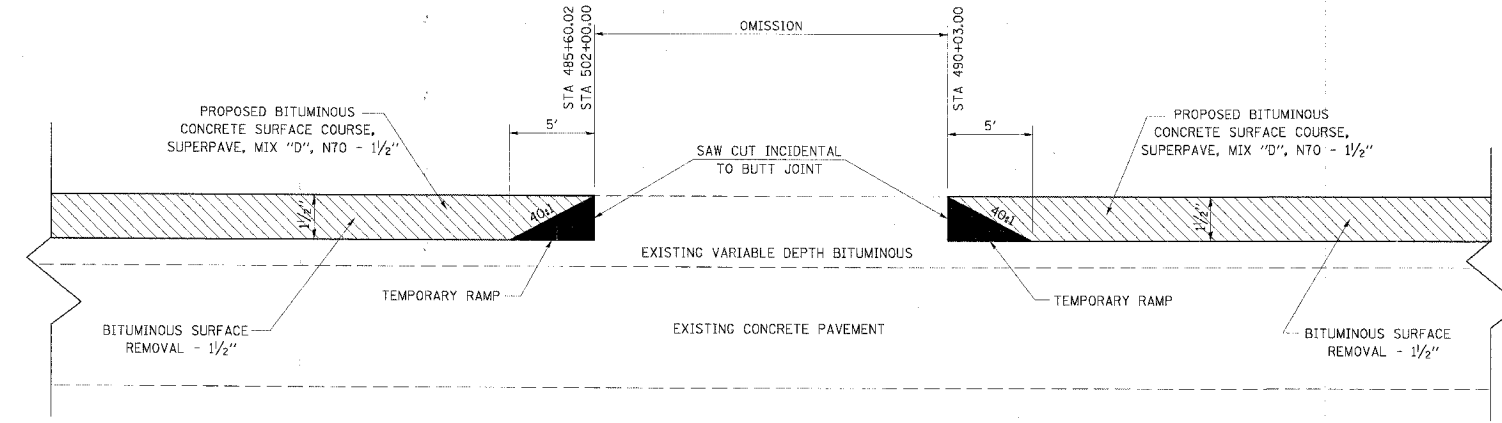


DETAIL OF BUTT JOINT
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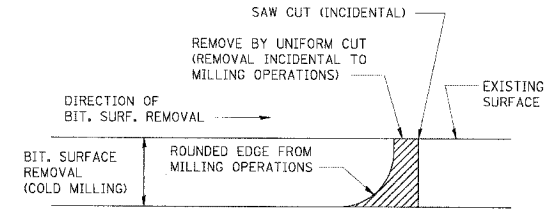
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SURFACE TRANSITION & BUTT JOINT DETAIL
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY: BANDY
 DATE: _____ CHECKED BY: STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	51
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



DETAIL OF BUTT JOINT
NOT TO SCALE



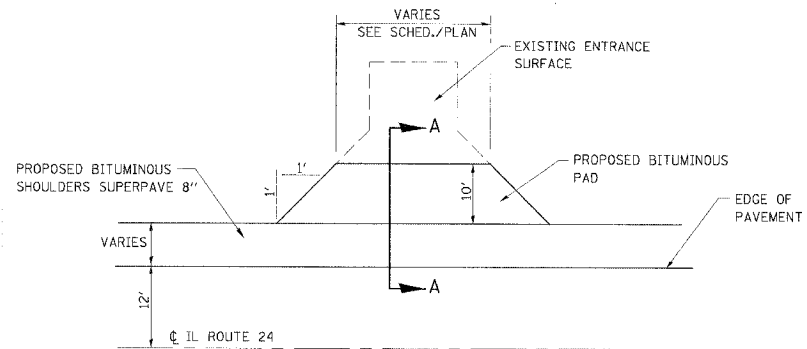
NOTE: WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

BITUMINOUS DETAIL AT BUTT JOINTS
NOT TO SCALE

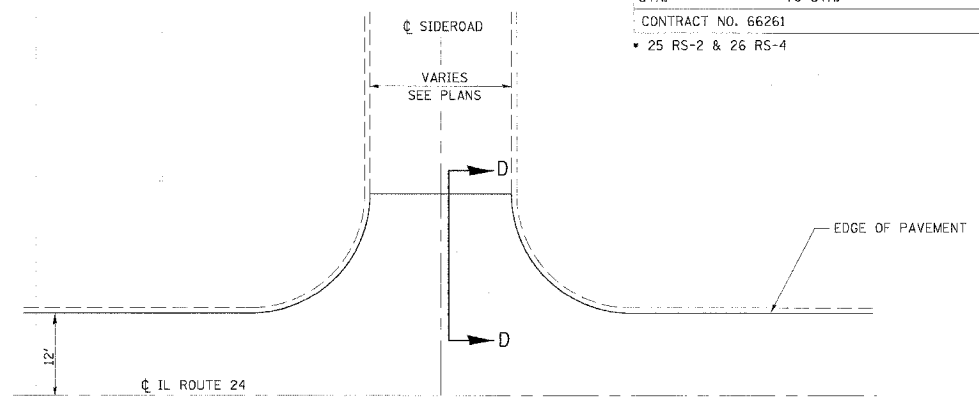
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT PATCHING & BUTT JOINT DETAIL
FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & 26 RS-4
LIVINGSTON COUNTY
SCALE: _____ DATE _____
DRAWN BY BANDY
CHECKED BY STEUART

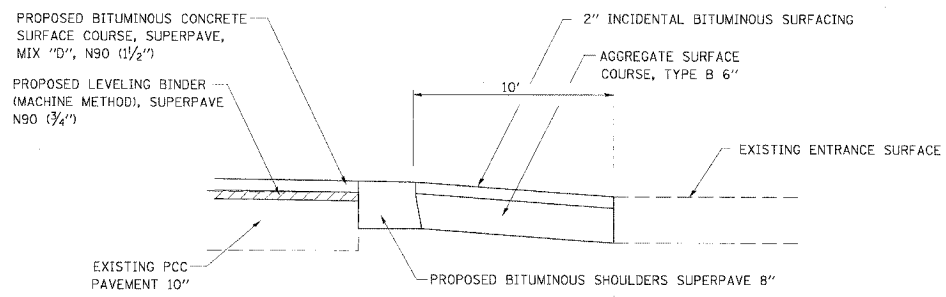
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	52
STA.		TO STA.		
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				



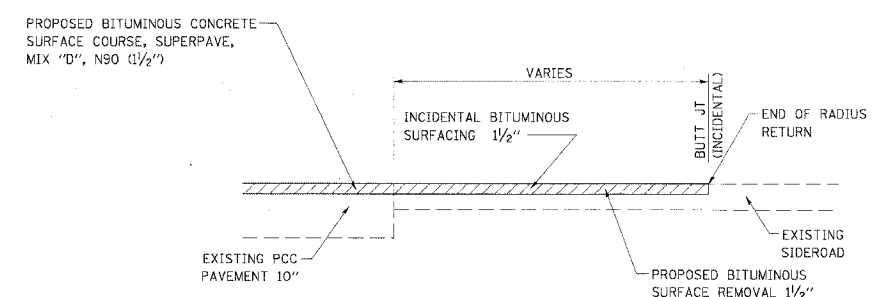
RECONSTRUCTED TYPICAL COMMERCIAL OR PRIVATE ENTRANCE
(CONSTRUCT NEW SHOULDER)



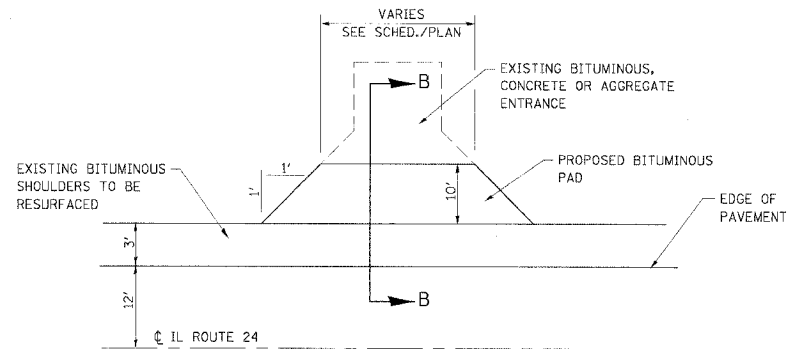
TYPICAL SIDEWALK (URBAN)



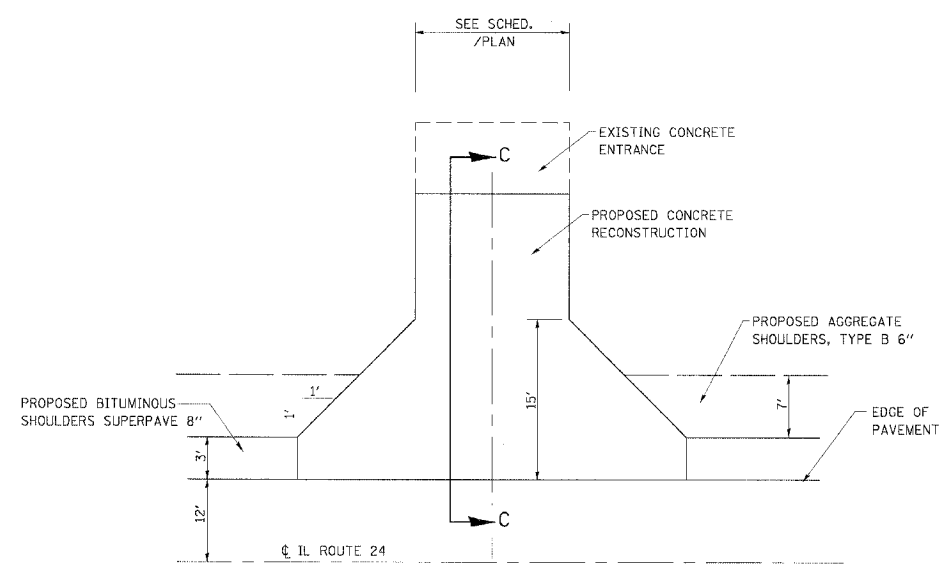
SECTION A-A



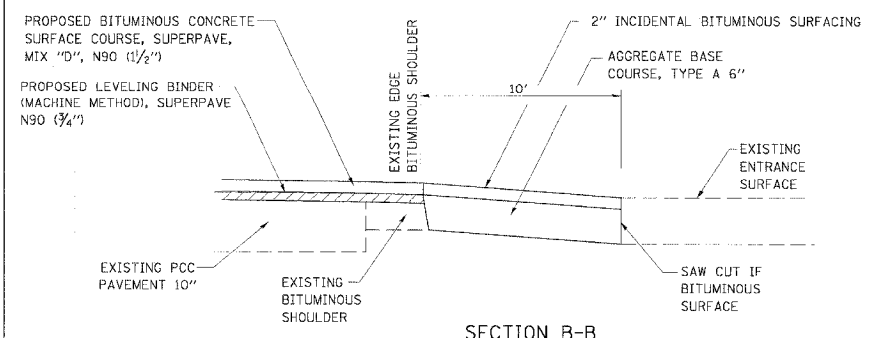
SECTION D-D



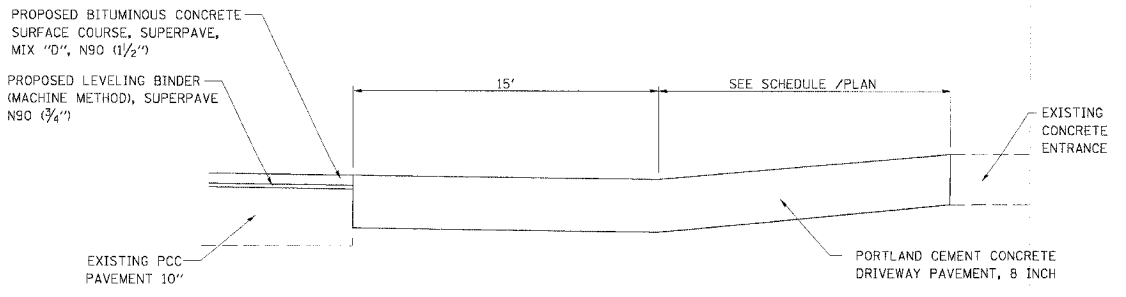
RECONSTRUCTED TYPICAL PRIVATE & COMMERCIAL ENTRANCE
(RESURFACE EXISTING SHOULDER)



TYPICAL ENTRANCE DETAIL
(PCC ENTRANCE RECONSTRUCTION)



SECTION B-B

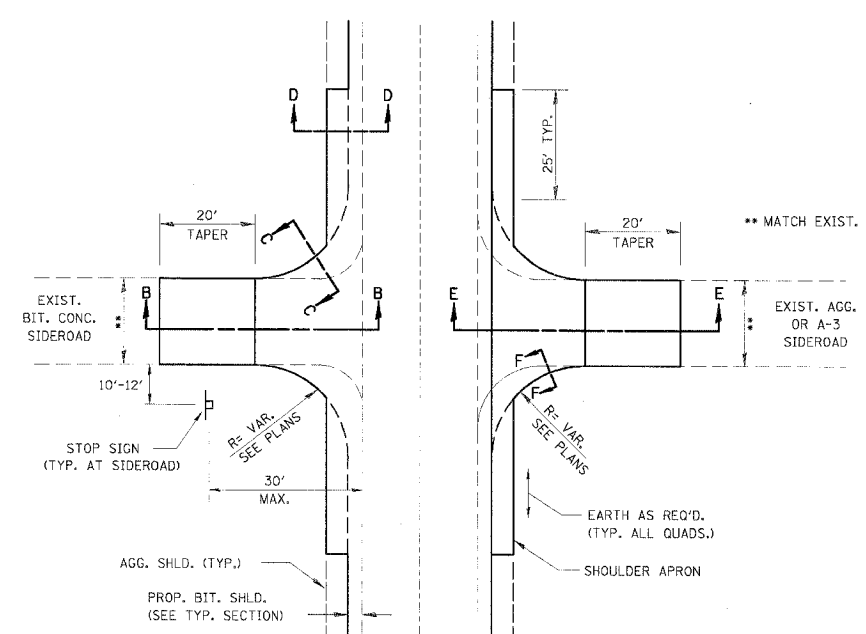


SECTION C-C

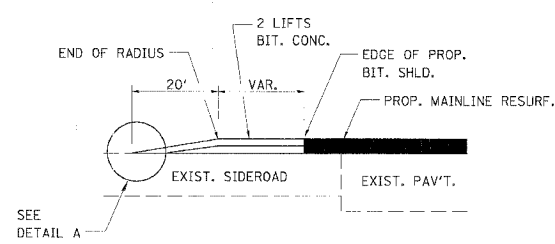
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS DETAILS
FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & 26 RS-4
LIVINGSTON COUNTY
SCALE: _____
DATE _____
DRAWN BY BANDY
CHECKED BY STEUART

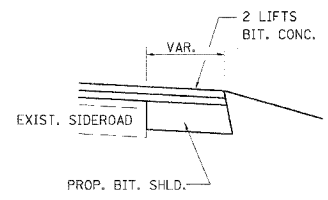
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	53
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



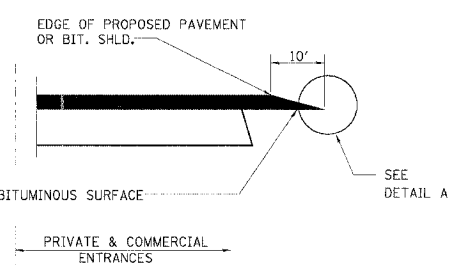
RESURFACING SIDEROAD DETAIL



SECTION B-B



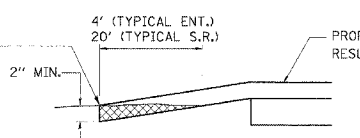
SECTION C-C



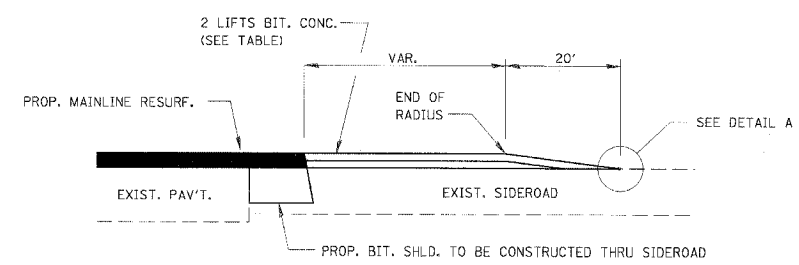
SECTION A-A

RESURFACING DETAILS AT ENTRANCES

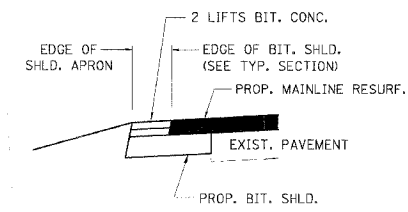
THE COST OF REMOVAL AT EXISTING BIT. OR P.C.C. LOCATIONS SHALL BE PAID FOR PER SQ. YD. BY THE APPROPRIATE PAY ITEM. REMOVAL AT EXISTING AGG. LOCATIONS SHALL BE INCIDENTAL TO THE BITUMINOUS. A-3 LOCATIONS SHALL BE FEATHER TAPERED.



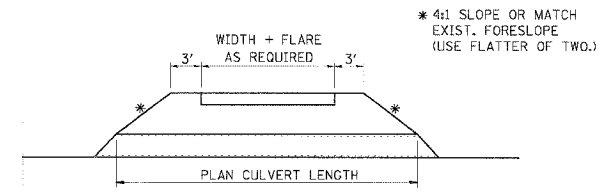
DETAIL A



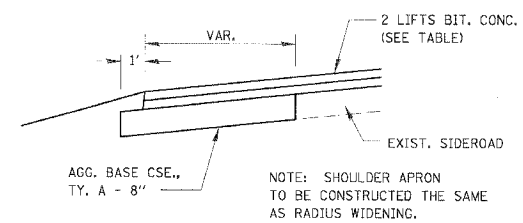
SECTION E-E



SECTION D-D



RESURFACING PLAN AT PRIVATE & COMMERCIAL ENTRANCES
(DO NOT RESURFACE FIELD ENTRANCES)



SECTION F-F

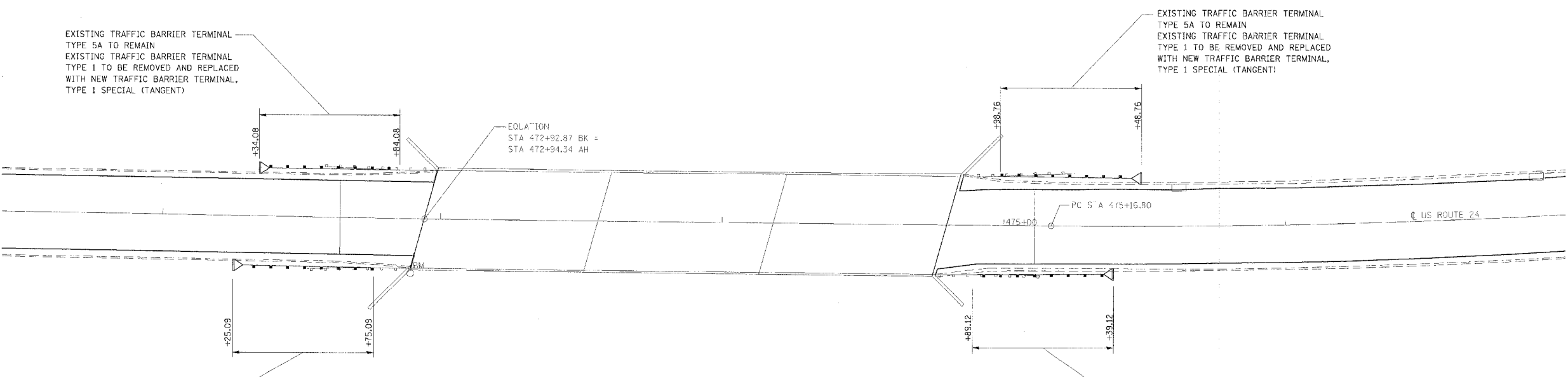
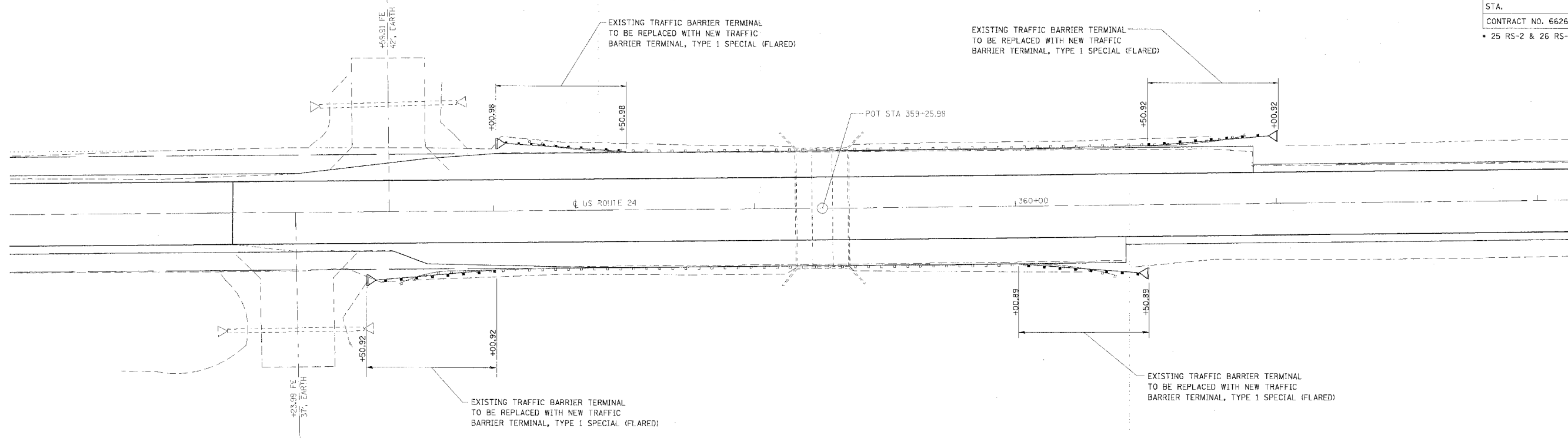
NOTE: SHOULDER APRON TO BE CONSTRUCTED THE SAME AS RADIUS WIDENING.

THICKNESS TABLE FOR INCIDENTAL BITUMINOUS SURFACING ON SIDE ROADS	
TR 2300 E (N LEG)	3"
TR 2400 E (N LEG)	2 1/2"
TR 2400 E (S LEG)	2 1/2"
TR 2500 E (N LEG)	2 1/4"
TR 2500 E (S LEG)	2 1/4"
TR 2600 E (N LEG)	2 1/4"
TR 2600 E (S LEG)	2 1/4"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS DETAILS
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY BANDY
 DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	55
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



EXISTING TRAFFIC BARRIER TERMINAL
TYPE 5A TO REMAIN
EXISTING TRAFFIC BARRIER TERMINAL
TYPE 1 TO BE REMOVED AND REPLACED
WITH NEW TRAFFIC BARRIER TERMINAL,
TYPE 1 SPECIAL (TANGENT)

EXISTING TRAFFIC BARRIER TERMINAL
TYPE 5A TO REMAIN
EXISTING TRAFFIC BARRIER TERMINAL
TYPE 1 TO BE REMOVED AND REPLACED
WITH NEW TRAFFIC BARRIER TERMINAL,
TYPE 1 SPECIAL (TANGENT)

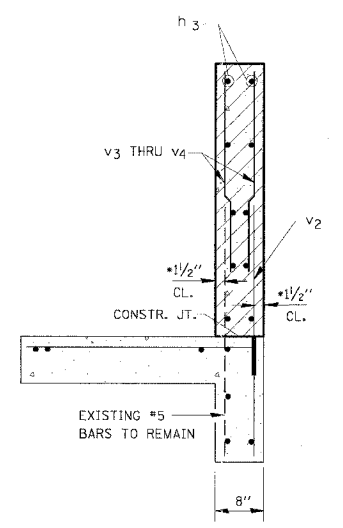
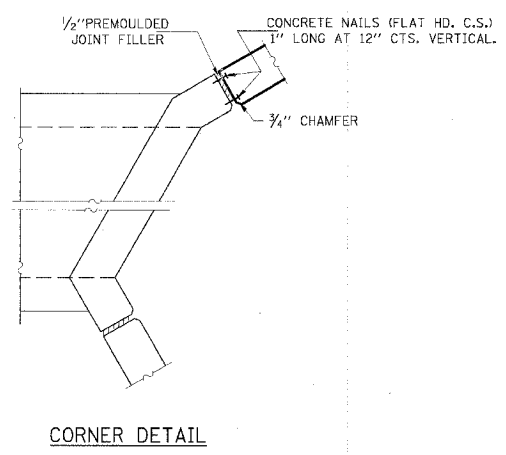
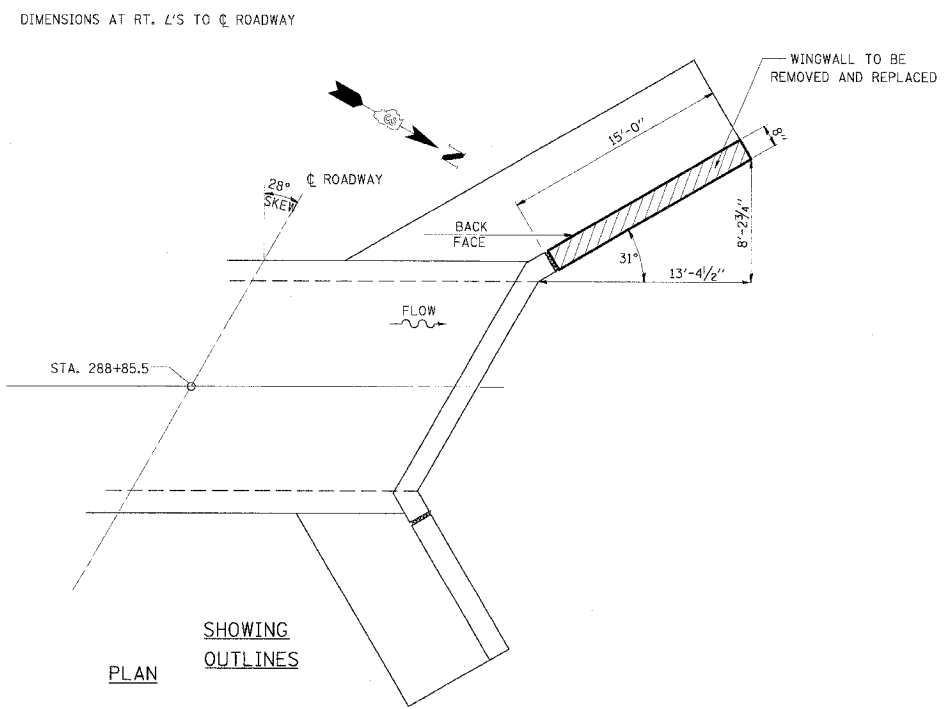
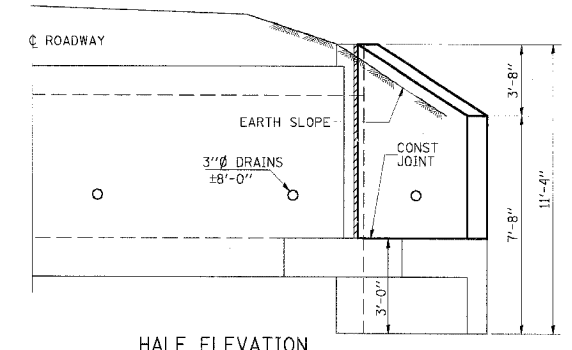
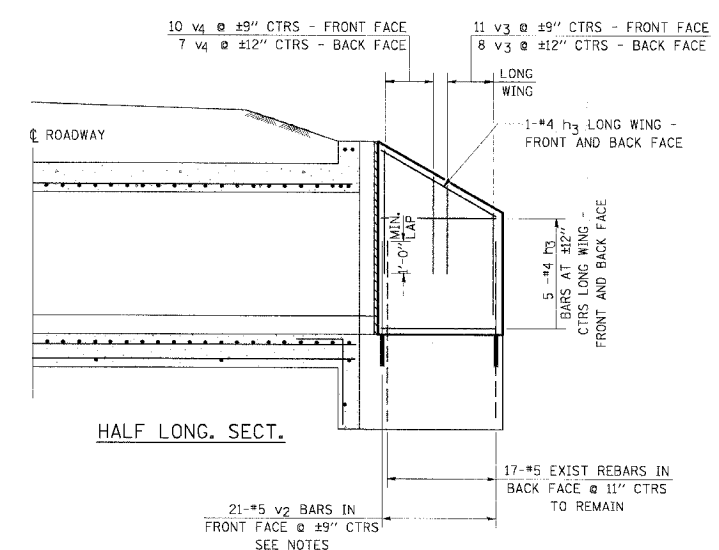
EXISTING TRAFFIC BARRIER TERMINAL
TYPE 5A TO REMAIN
EXISTING TRAFFIC BARRIER TERMINAL
TYPE 1 TO BE REMOVED AND REPLACED
WITH NEW TRAFFIC BARRIER TERMINAL,
TYPE 1 SPECIAL (TANGENT)

EXISTING TRAFFIC BARRIER TERMINAL
TYPE 5A TO REMAIN
EXISTING TRAFFIC BARRIER TERMINAL
TYPE 1 TO BE REMOVED AND REPLACED
WITH NEW TRAFFIC BARRIER TERMINAL,
TYPE 1 SPECIAL (TANGENT)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**PROPOSED GUARDRAIL
PLAN DETAILS**
FAP 317 (US ROUTE 24)
SECTION 25 RS-2 & 26 RS-4
LIVINGSTON COUNTY
SCALE: _____ DRAWN BY BANDY
DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	56
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h3	12	#4	14'-9"	
v2	21	#5	3'-2"	
v3	19	#4	5'-0"	
v4	17	#4	7'-0"	
CONCRETE REMOVAL CU .YD. 2.5				
CONCRETE HEADWALLS CU. YD. 2.5				
REINFORCEMENT BARS POUND 330				

NOTES

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42 OR M-53, GRADE 60.

v2 - MINIMUM EMBEDMENT LENGTH = 9"
NEW BARS SHALL BE FIELD DRILLED AND EPOXY GROUTED INTO EXISTING CONCRETE IN ACCORDANCE WITH THE RECOMMENDATION OF THE EPOXY GROUT MANUFACTURER AND THE STANDARD SPECIFICATIONS, SECTION 584. COST INCIDENTAL TO "REINFORCEMENT BARS".

THE CONTRACTOR SHALL REMOVE THE EXISTING WINWALL WITH SUFFICIENT CARE SO AS TO NOT DISTURB THE INTEGRITY OF THE EXISTING # 5 VERTICAL REINFORCEMENT BARS THAT EXTEND INTO THE BOX CULVERT FOOTING. IF, IN THE OPINION OF THE ENGINEER, THE CONTRACTOR'S REMOVAL OPERATIONS RESULT IN THE DESTRUCTION OF THESE REINFORCEMENT BARS SUCH THAT THEY CANNOT BE RE-USED, THE CONTRACTOR SHALL INSTALL A ROW OF NEW BARS SIMILAR TO WHAT IS PROPOSED FOR THE FRONT FACE AT HIS/HER EXPENSE.

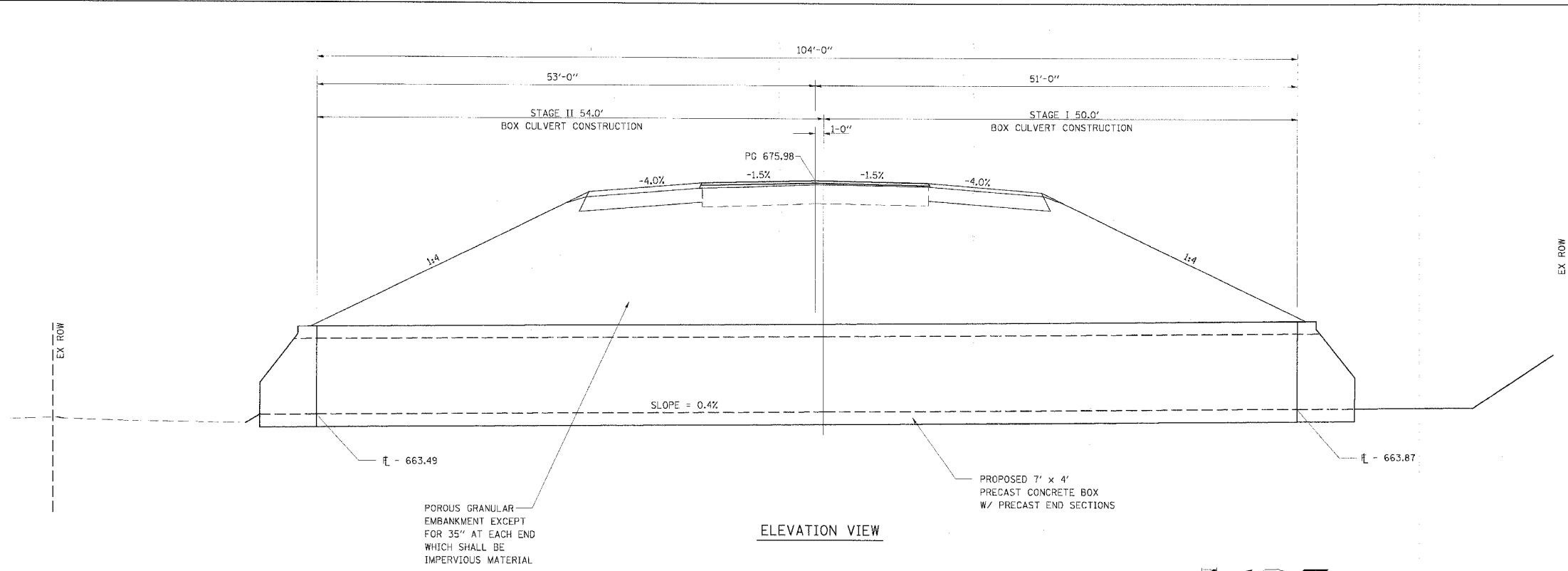
SECTION A-A

*v BARS SHALL NOT BE PLACED MORE THAN 1/2" CL. FROM FRONT FACE OF WINWALL.

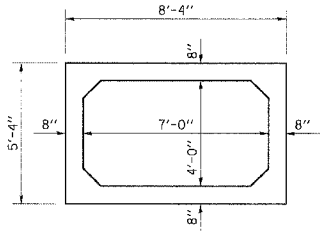
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WINGWALL REPLACEMENT DETAILS
 LT STA 288+89.11
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: DRAWN BY BARGIEL
 DATE CHECKED BY STEUART

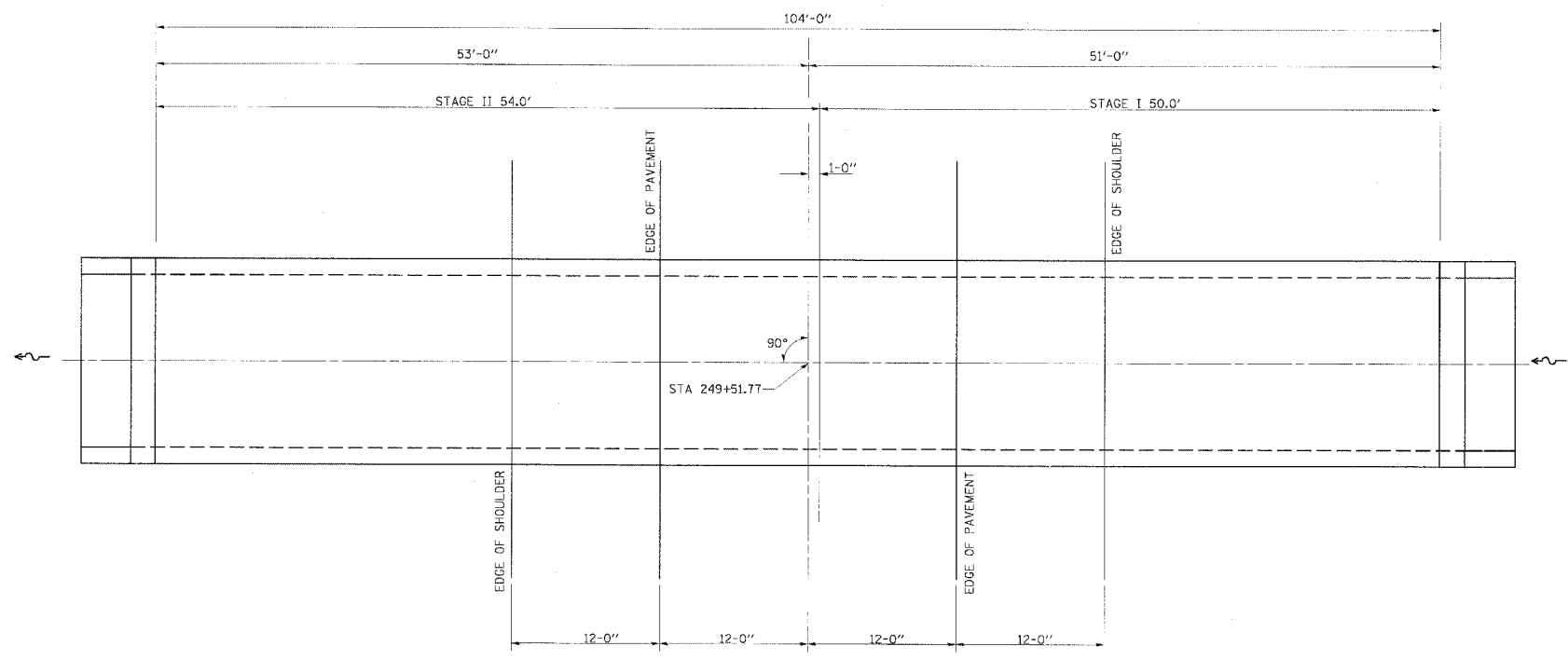
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	57
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



ELEVATION VIEW



SECTION THRU BARREL

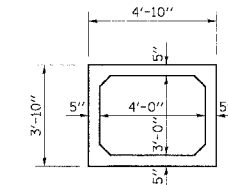
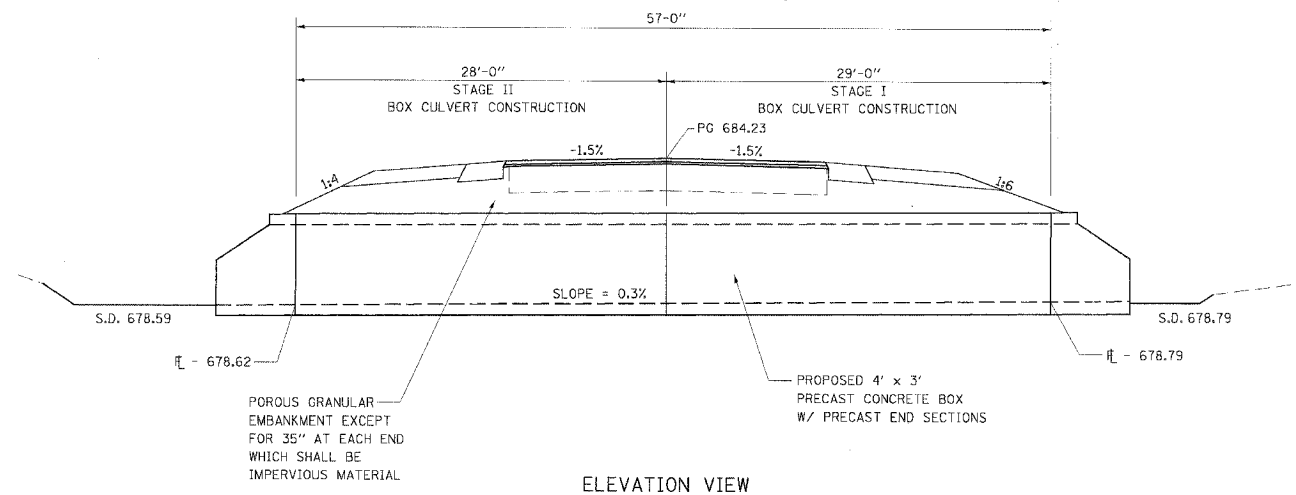


PLAN VIEW

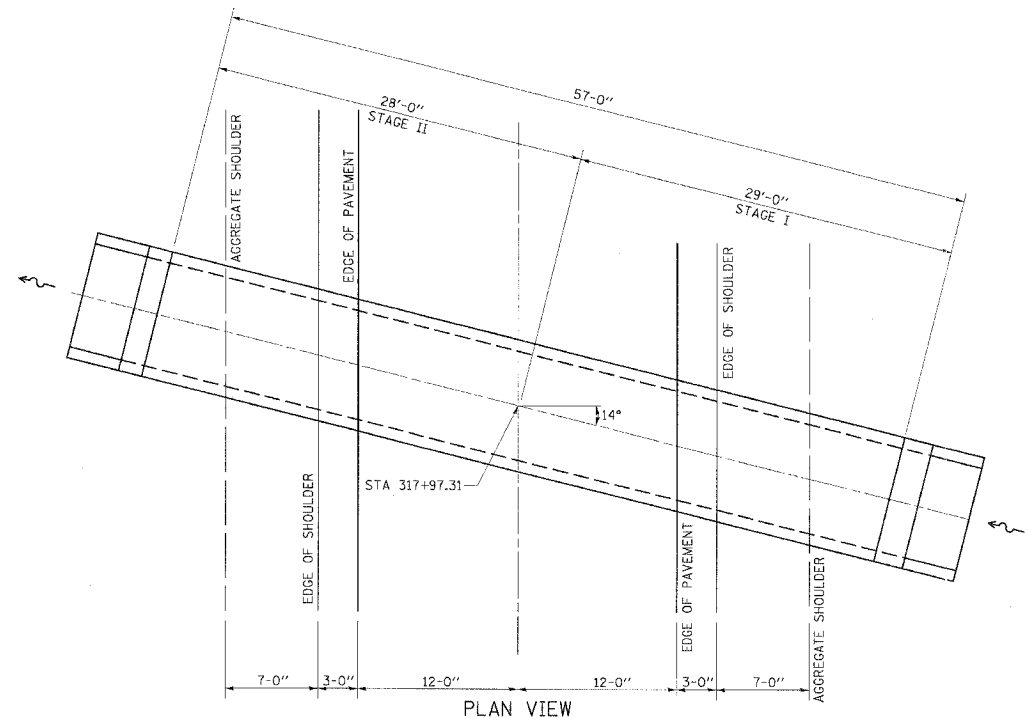
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**7' X 4' PRECAST CONCRETE BOX
 CULVERT DETAILS STA 249+51.77**
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY BARGIEL
 DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	58
STA.		TO STA.		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



SECTION THRU BARREL



PLAN VIEW

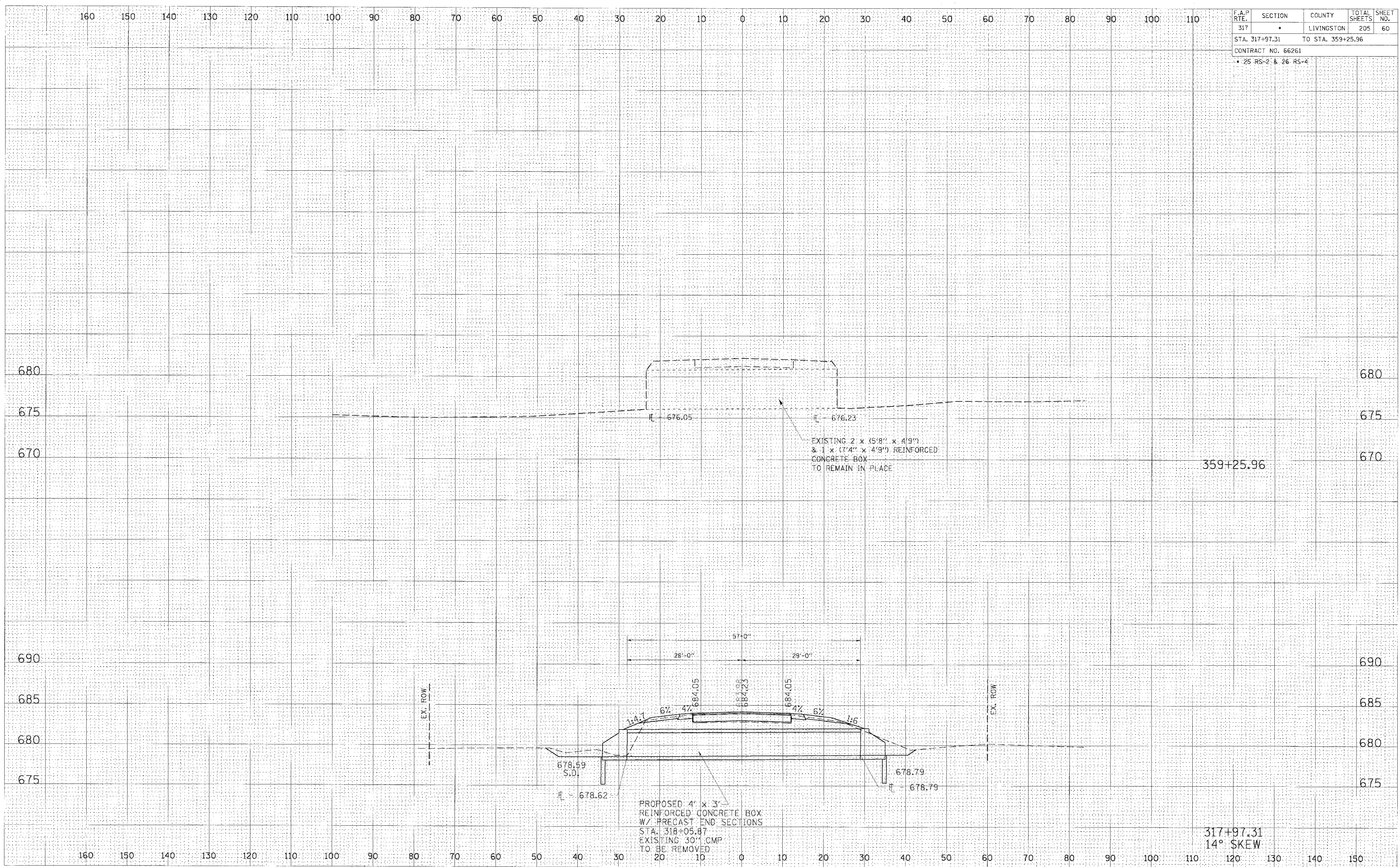
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**4' X 3' PRECAST CONCRETE BOX
 CULVERT DETAILS STA 317+97.31**
 FAP 317 (US ROUTE 24)
 SECTION 25 RS-2 & 26 RS-4
 LIVINGSTON COUNTY
 SCALE: _____ DRAWN BY BARGIEL
 DATE _____ CHECKED BY STEUART

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	60
STA. 317+97.31		TO STA. 359+25.96		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINAL SURVEY NOTE BOOK NO.	DATE
BY	
REVISIONS	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

ORIGINAL SURVEY NOTE BOOK NO.	DATE
BY	
REVISIONS	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

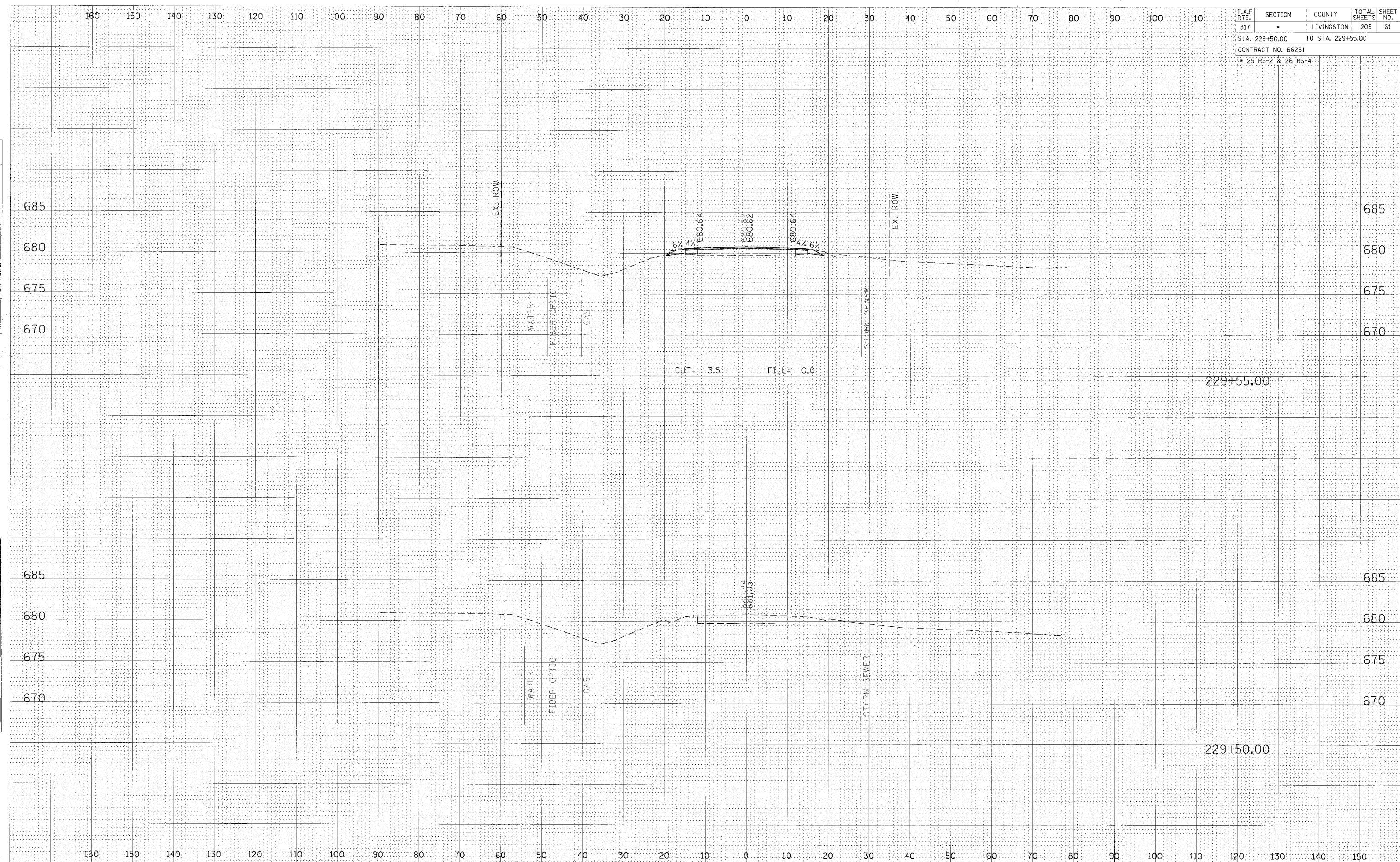


CULVERT PROFILES, STA 317+97.31 AND STA 359+25.96, FAP 317 (US RIUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	61
STA. 229+50.00		TO STA. 229+55.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

BY: _____ DATE: _____
 FINAL SURVEYED _____
 SUPPLY PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

BY: _____ DATE: _____
 ORIGINAL SURVEYED _____
 SUPPLY PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

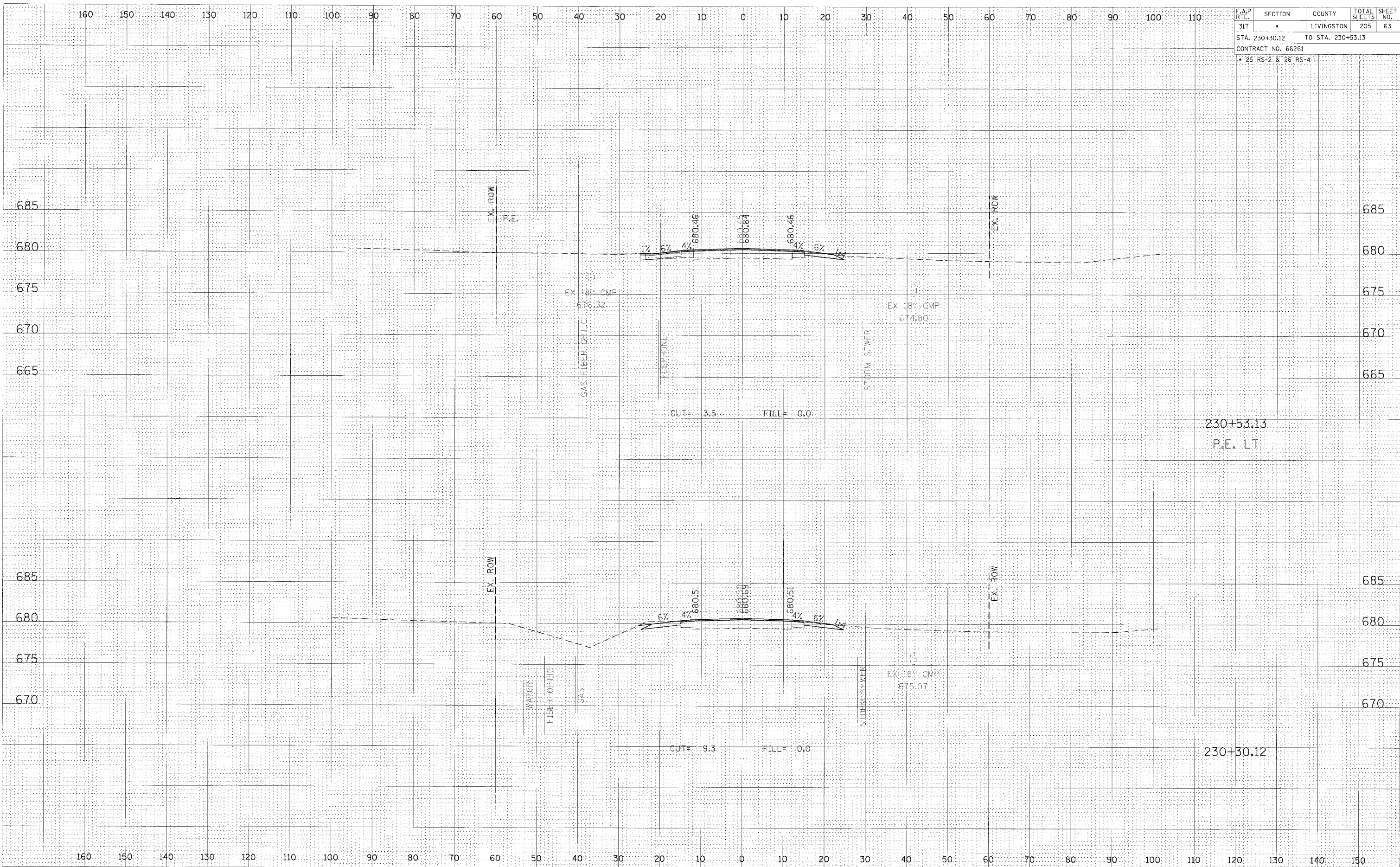


CROSS SECTION, STA 229+50.00 TO 229+55.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	63
STA. 230+30.12 TO STA. 230+53.13				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

DATE	BY
NO.	NO.
NO.	NO.
NO.	NO.
NO.	NO.

DATE	BY
NO.	NO.
NO.	NO.
NO.	NO.
NO.	NO.

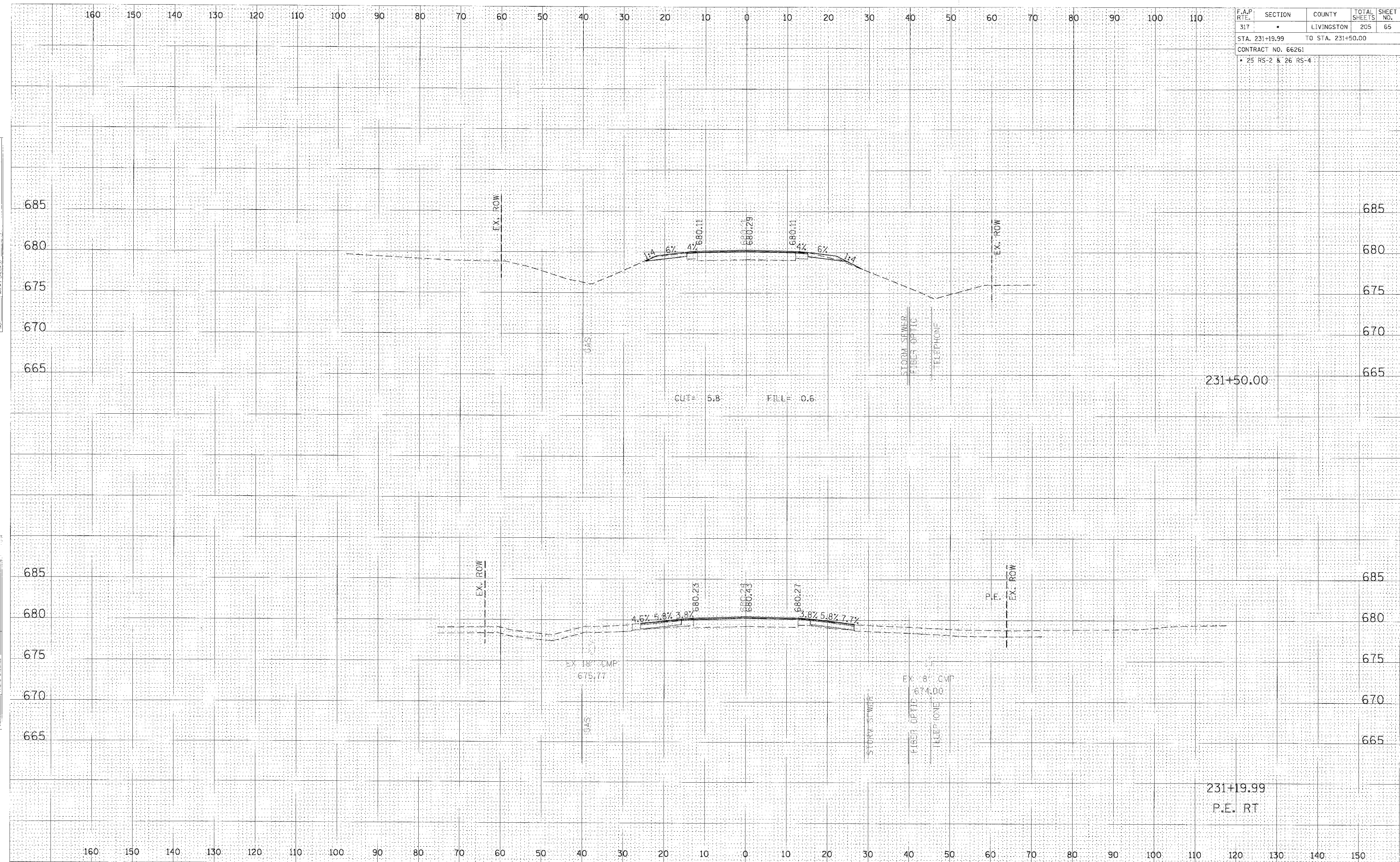


CROSS SECTION, STA 230+30.12 TO 230+53.13, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	65
STA. 231+19.99		TO STA. 231+50.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINAL SURVEY	NO. _____
DATE	_____
BY	_____
NO. _____	_____

ORIGINAL SURVEY	NO. _____
DATE	_____
BY	_____
NO. _____	_____



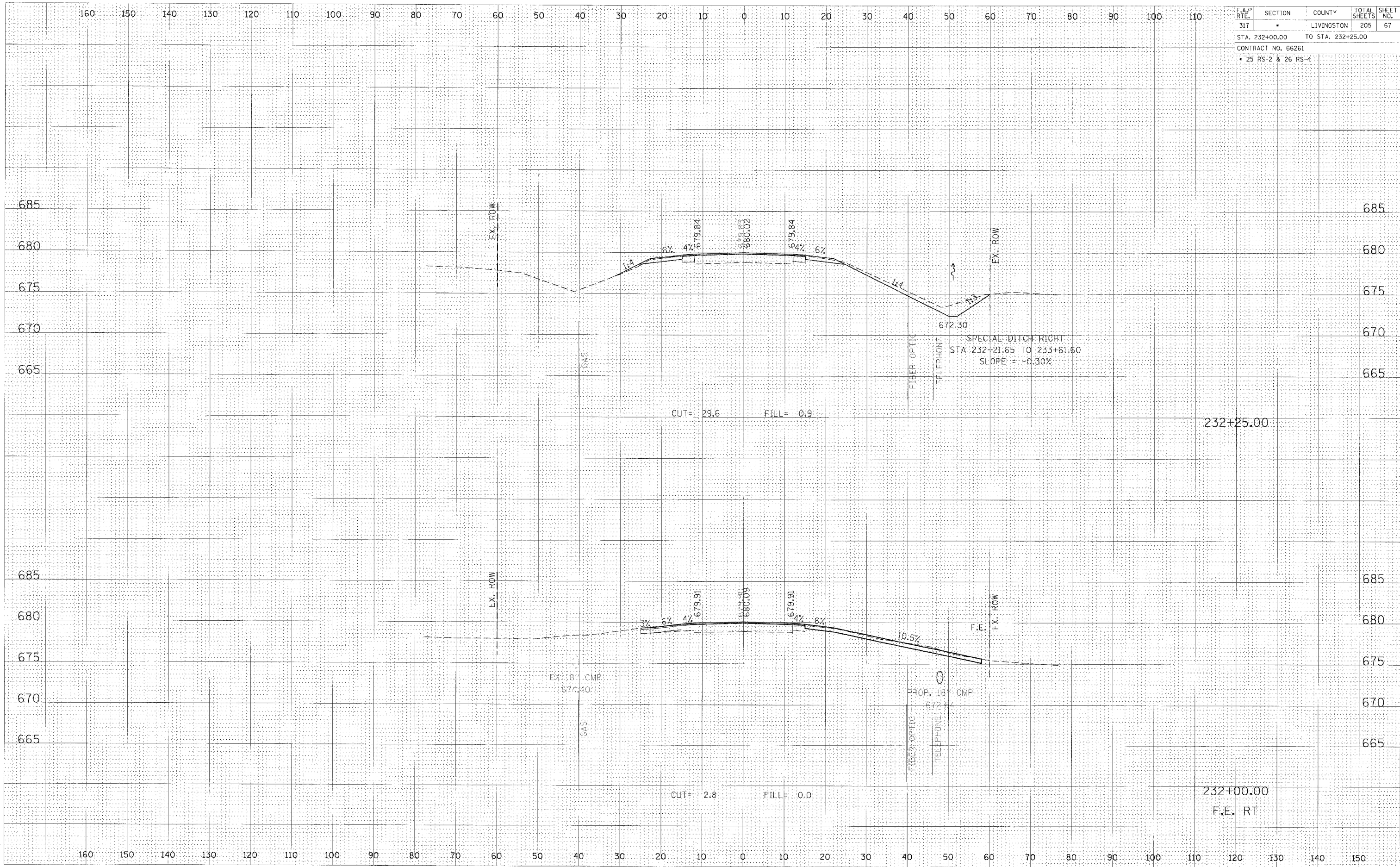
CROSS SECTION, STA 231+19.99 TO 231+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	67

STA. 232+00.00 TO STA. 232+25.00
 CONTRACT NO. 66261
 • 25 RS-2 & 26 RS-4

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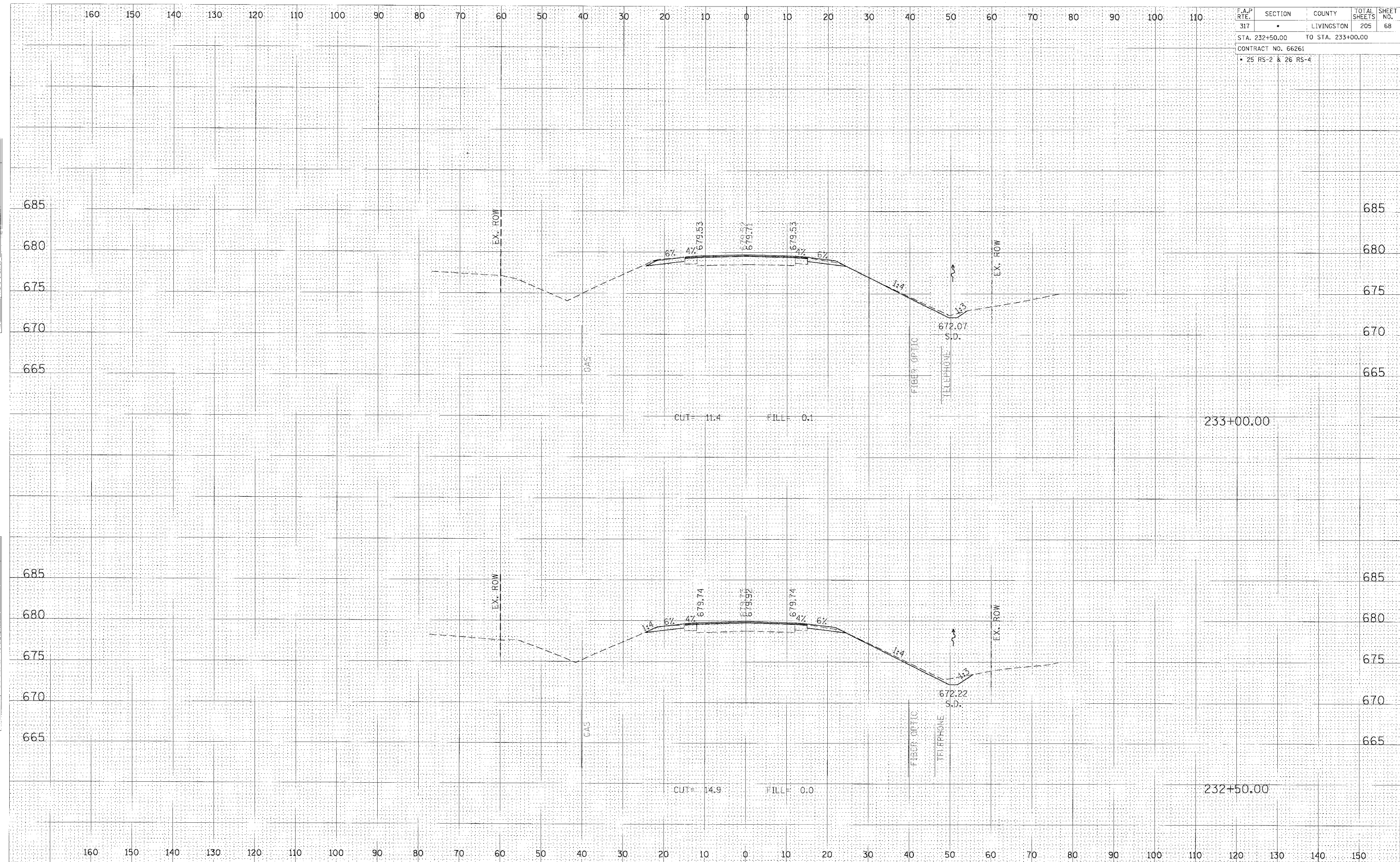


CROSS SECTION, STA 232+00.00 TO 232+25.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	68
STA. 232+50.00 TO STA. 233+00.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINAL SURVEY	DATE
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NOTED	BY
AREAS CHECKED	BY

ORIGINAL SURVEY	DATE
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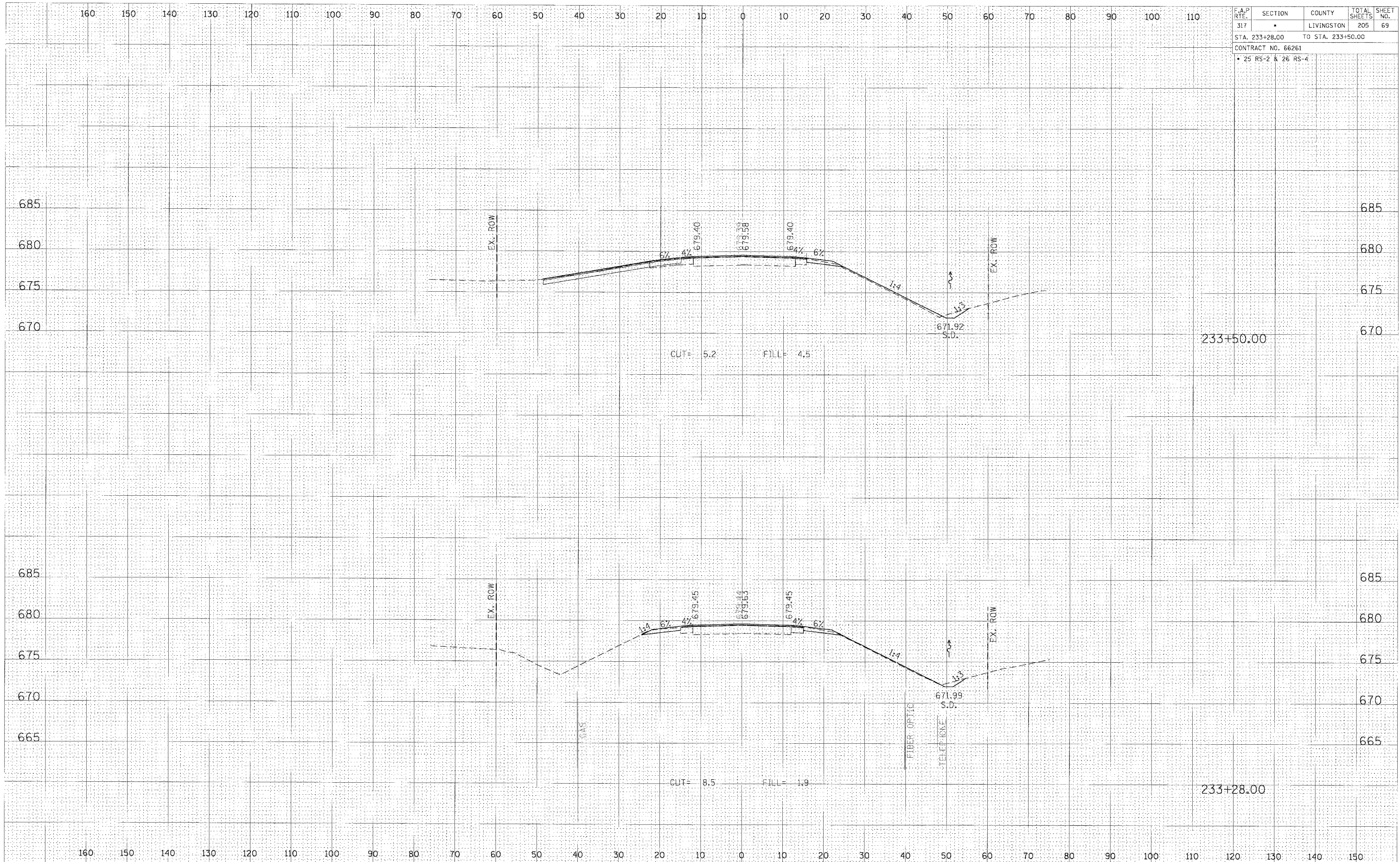


CROSS SECTION, STA 232+50.00 TO 233+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	69
STA. 233+28.00		TO STA. 233+50.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINL.	DATE
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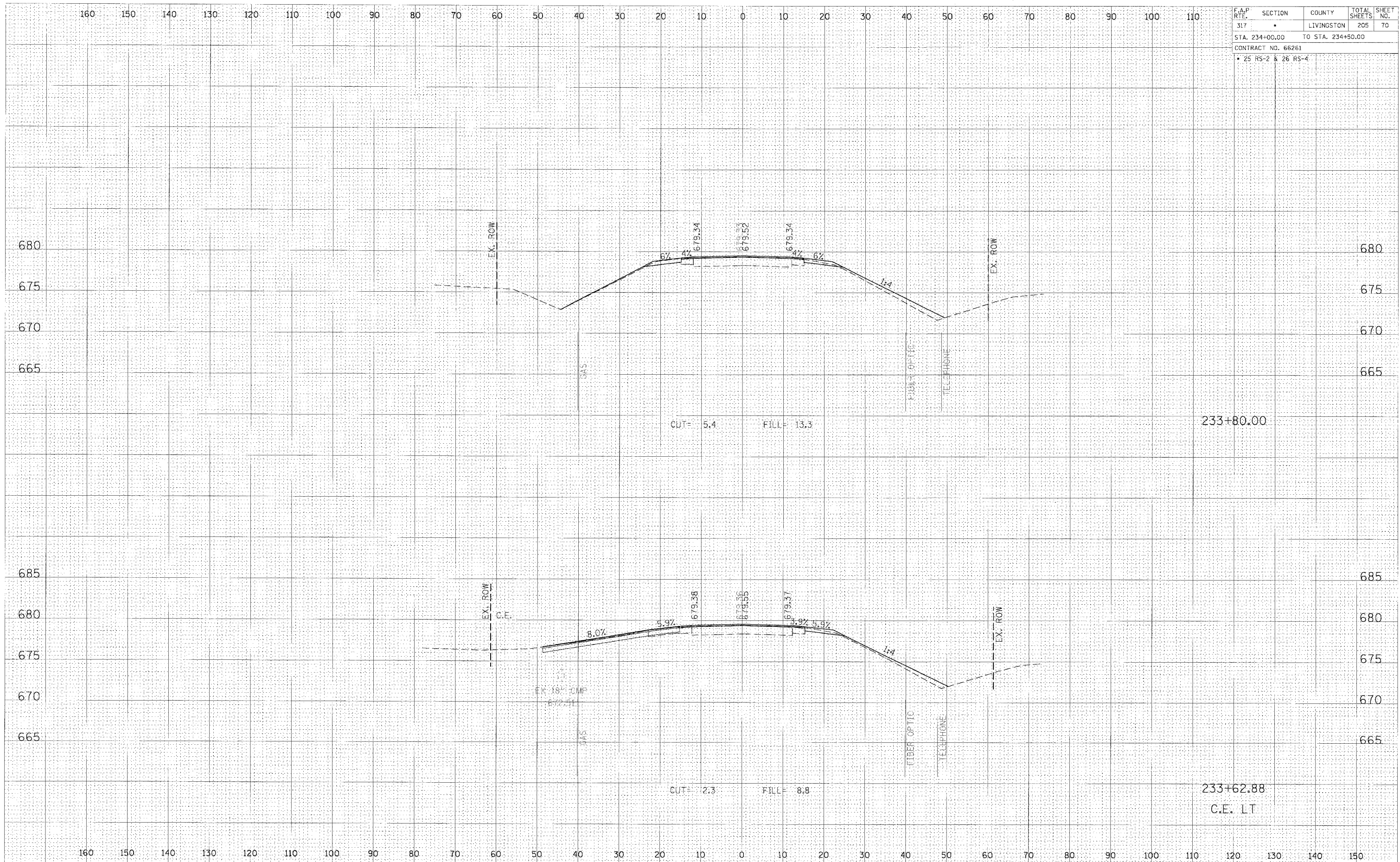


CROSS SECTION, STA 233+28.00 TO 233+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	70
STA. 234+00.00 TO STA. 234+50.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

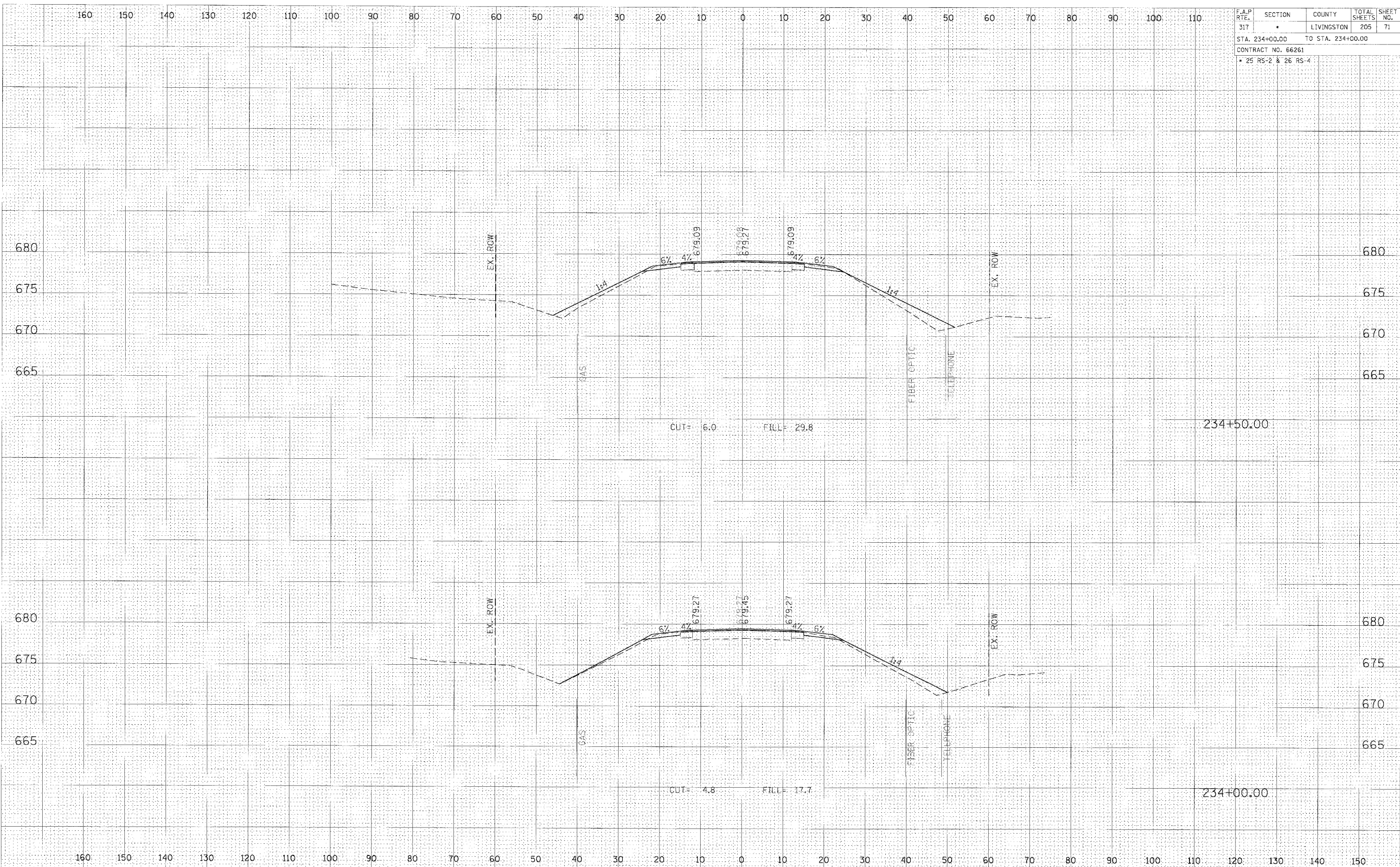
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CROSS SECTION, STA 233+62.88 TO 233+80.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	71
STA. 234+00.00		TO STA. 234+00.00		
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				



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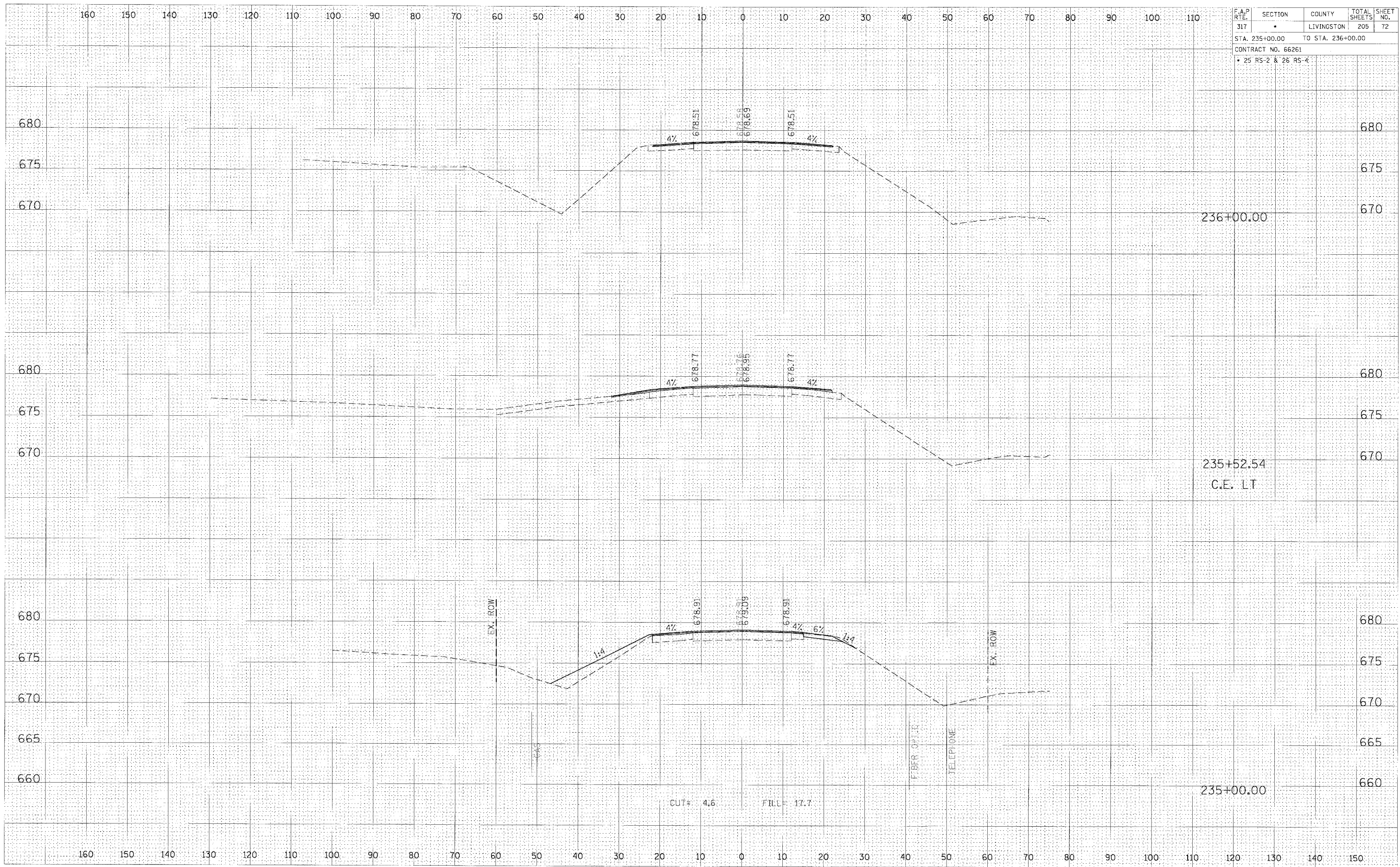
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CROSS SECTION, STA 234+00.00 TO 234+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	72
STA. 235+00.00 TO STA. 236+00.00				
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				

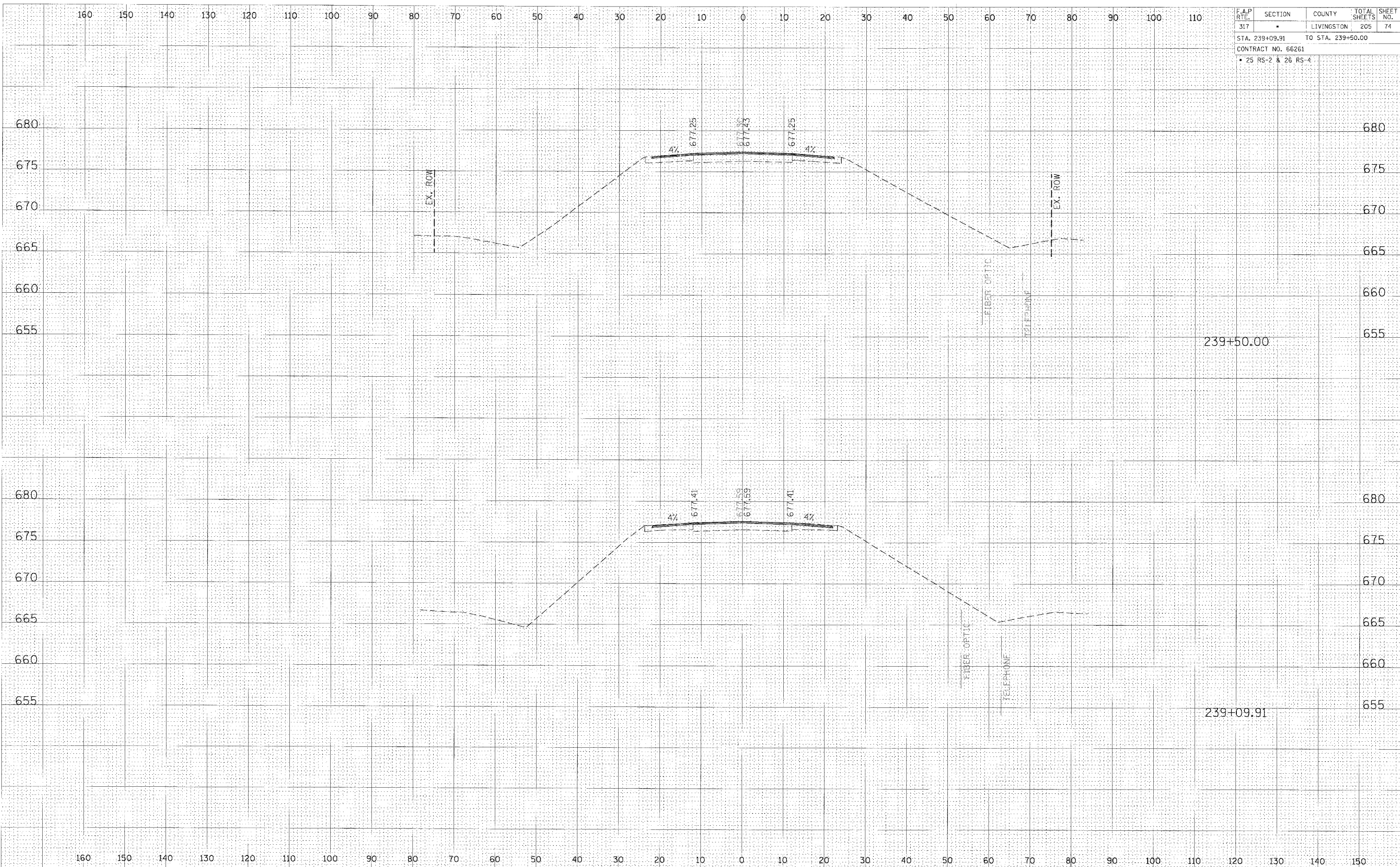
FINAL SURVEY	DATE
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CROSS SECTION, STA 235+00.00 TO 236+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	74
STA. 239+09.91 TO STA. 239+50.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



DATE: _____
 6" = 1' (vertical)
 1" = 10' (horizontal)
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 SUPERVISOR: _____
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 PLOTTED: _____
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 AREAS CHECKED: _____

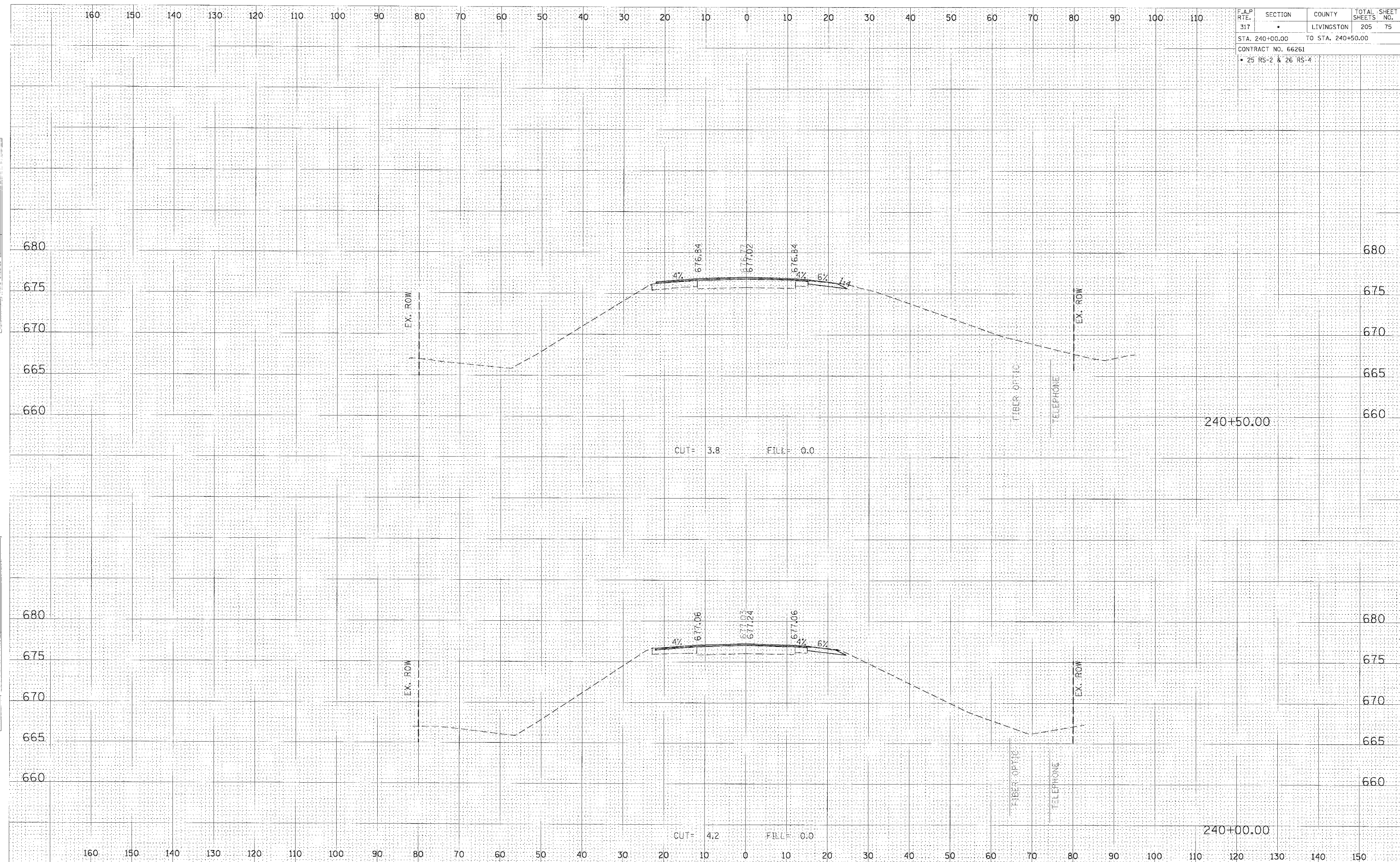
DATE: _____
 6" = 1' (vertical)
 1" = 10' (horizontal)
 ORIGINAL SURVEY: _____
 SUPERVISOR: _____
 CHECKED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 AREAS CHECKED: _____

CROSS SECTION, STA 239+09.91 TO 239+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	75
STA. 240+00.00		TO STA. 240+50.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINAL SURVEY
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 NOTE BOOK NO. _____
 AREAS CHECKED

ORIGINAL SURVEY
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 AREAS CHECKED

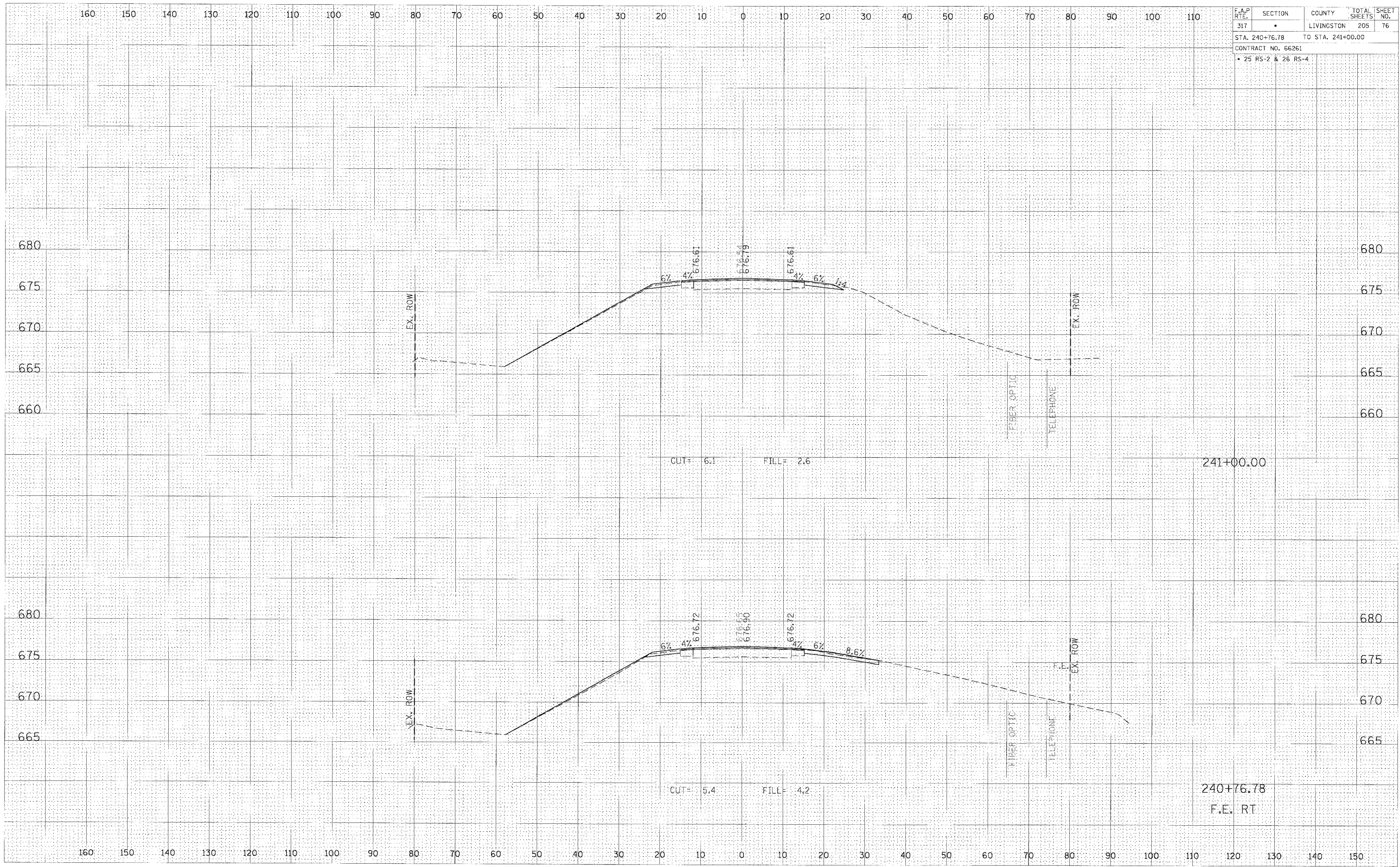


CROSS SECTION, STA 240+00.00 TO 240+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	76
STA. 240+76.78 TO STA. 241+00.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPERATURE		
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPERATURE		
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CROSS SECTION, STA 240+76.78 TO 241+00.00, FAP 317 (US ROUTE 24)

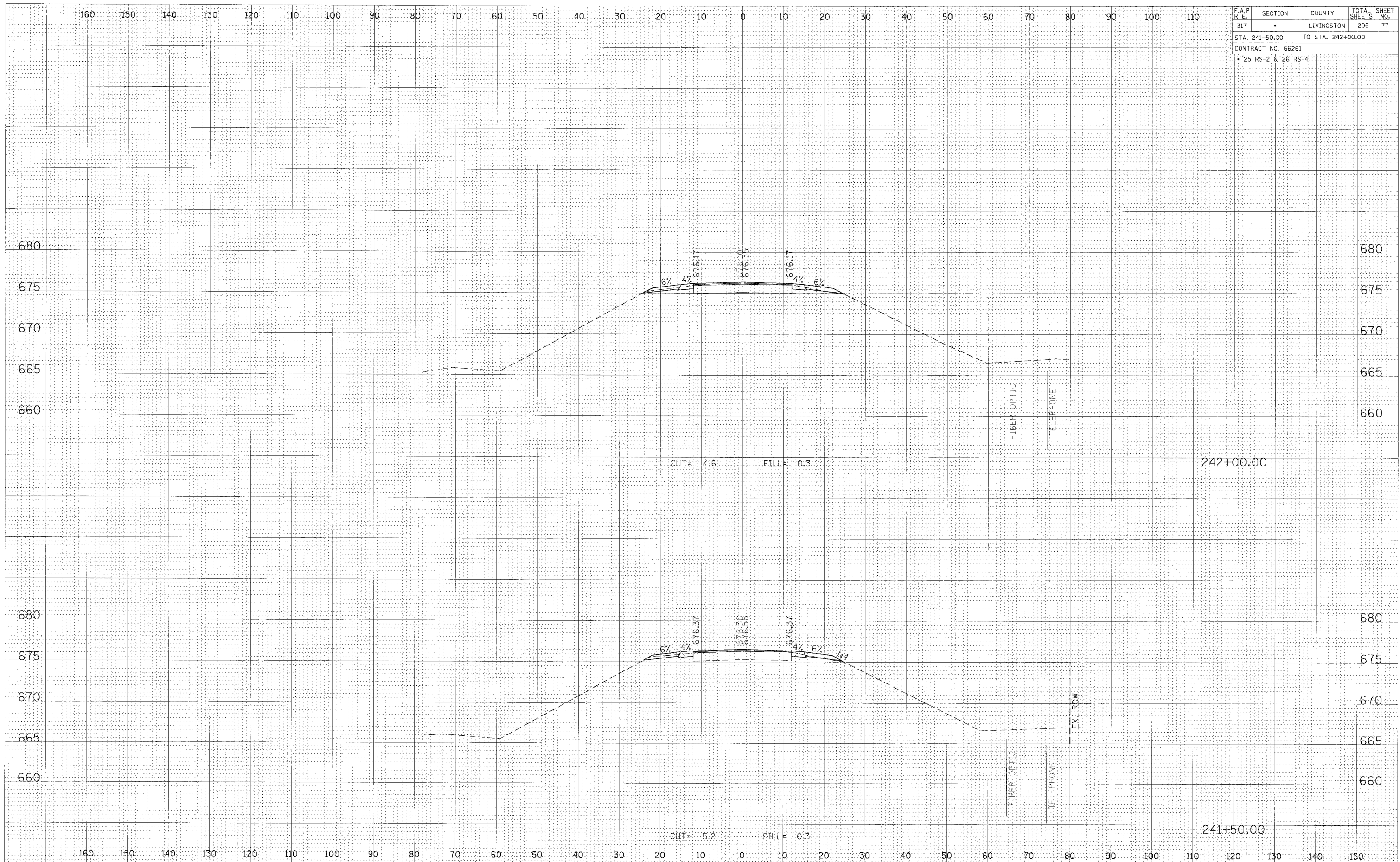
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	77
STA. 241+50.00		TO STA. 242+00.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

DATE	BY

FINAL SURVEY	SURVEYED	PLOTTED	DATE
NOTE BOOK	TEMP. ATT.	NO. OF SHEETS	
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DATE	BY

ORIGINAL SURVEY	SURVEYED	PLOTTED	DATE
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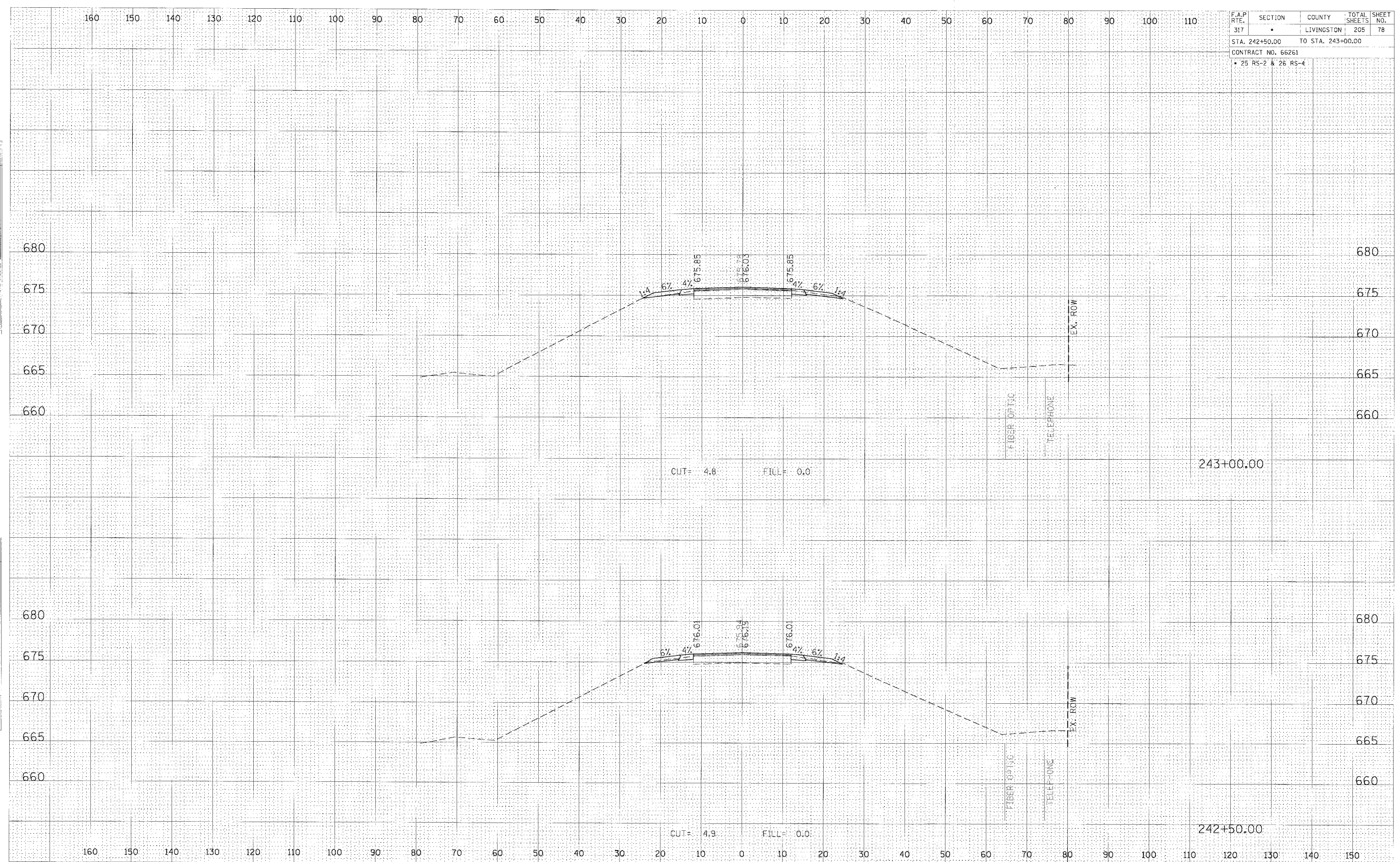


CROSS SECTION, STA 241+50.00 TO 242+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	78
STA. 242+50.00 TO STA. 243+00.00				
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				

FINAL SURVEY
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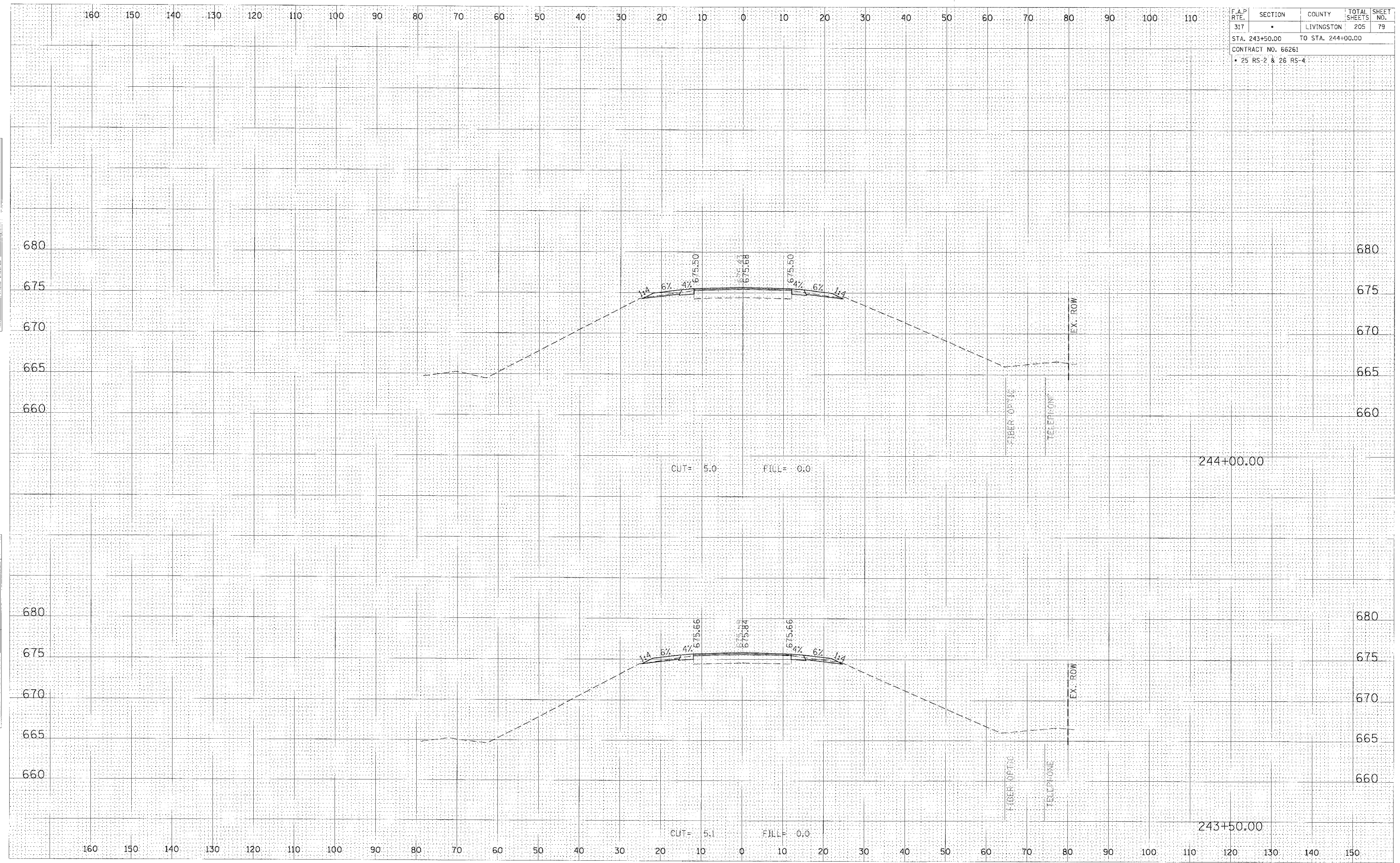


CROSS SECTION, STA 242+50.00 TO 243+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	79
STA. 243+50.00 TO STA. 244+00.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINAL SURVEY	BY	DATE
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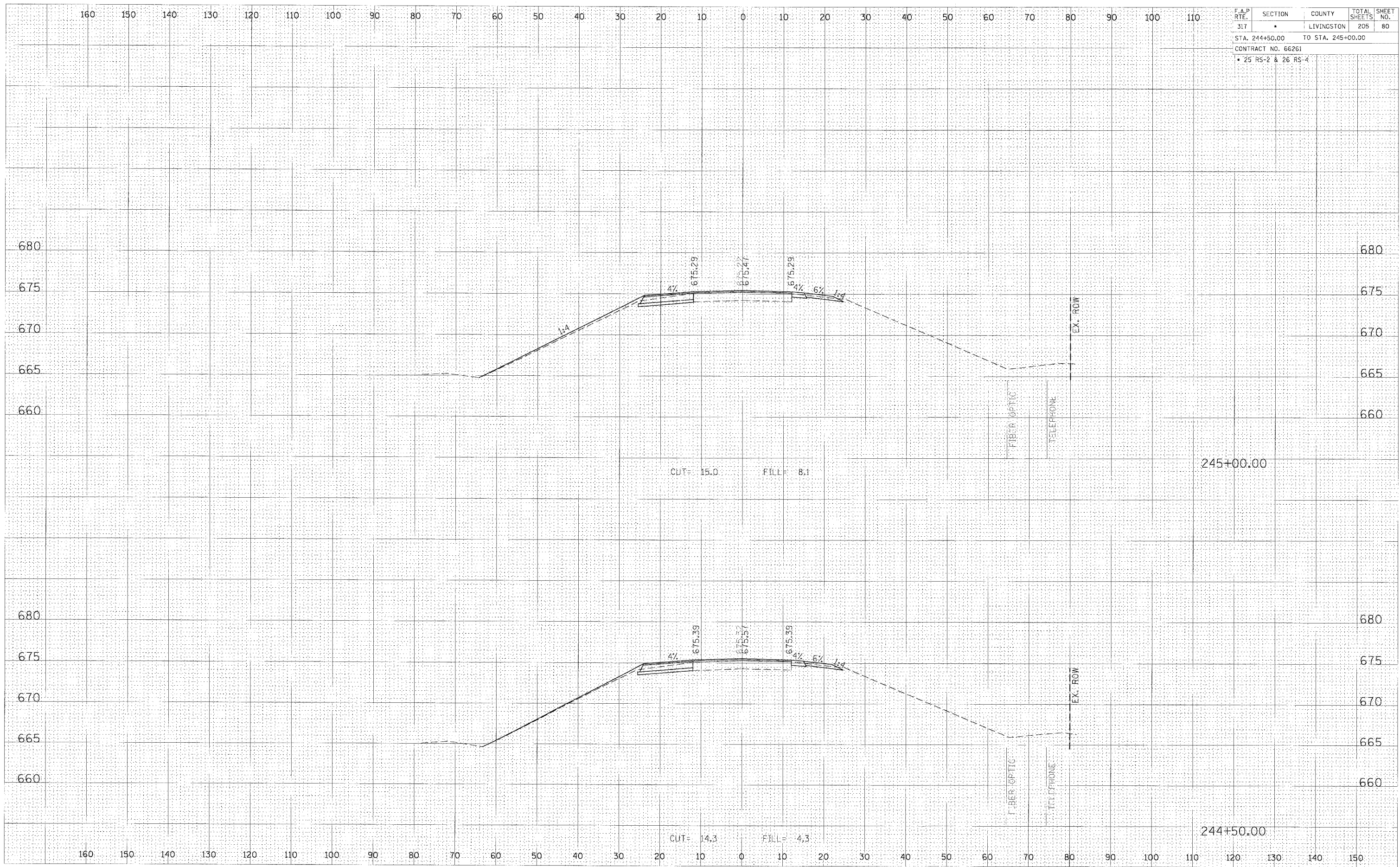


CROSS SECTION, STA 243+50.00 TO 244+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	80
STA. 244+50.00 TO STA. 245+00.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINAL SURVEY	DATE
BY	
NO.	
NO.	
NO.	
NO.	

ORIGINAL SURVEY	DATE
BY	
NO.	
NO.	
NO.	
NO.	

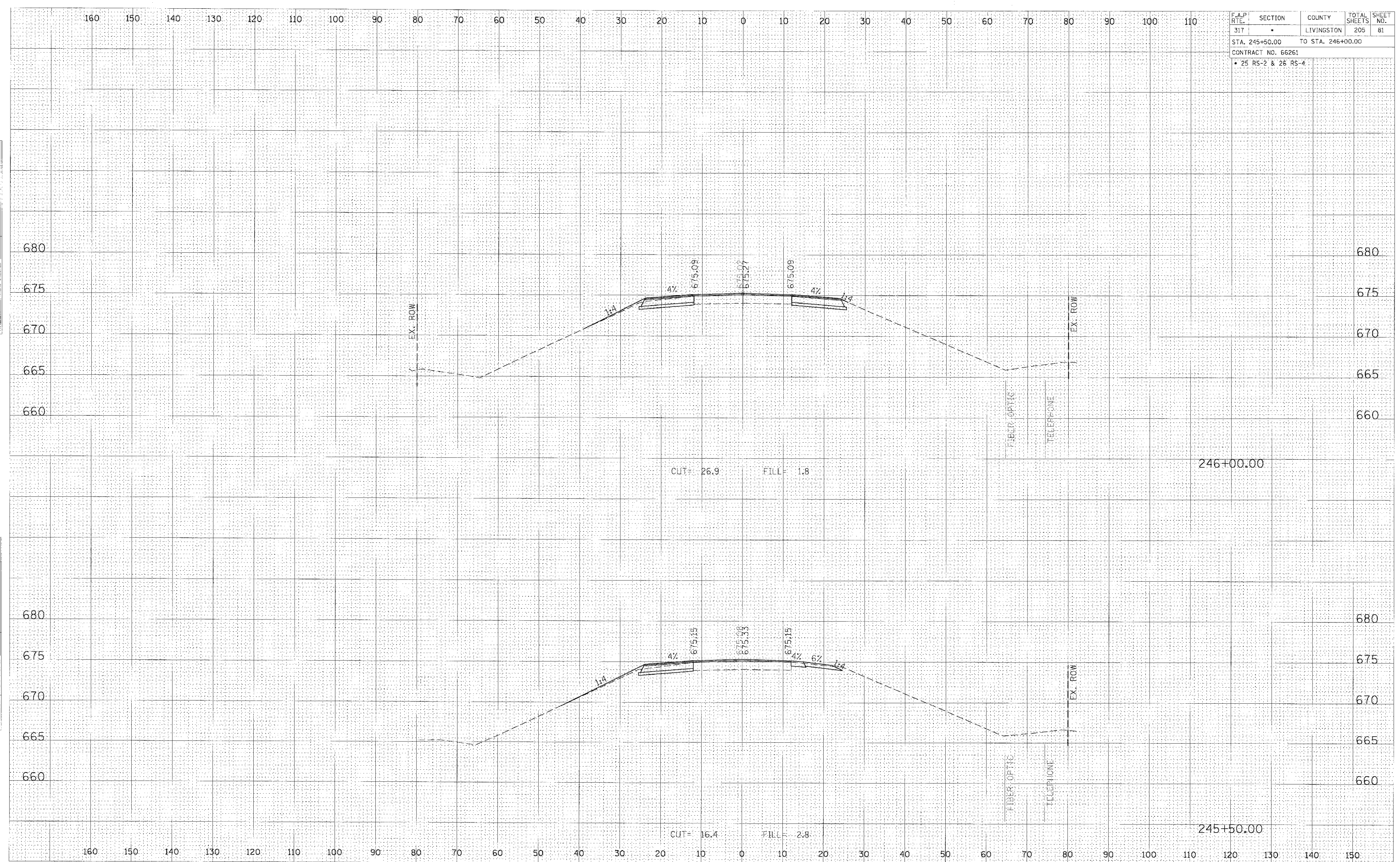


CROSS SECTION, STA 244+50.00 TO 245+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	81
STA. 245+50.00		TO STA. 246+00.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

DATE	
BY	
REVIEWED	
DESIGNED	
NOTED	
CHECKED	
NO.	

DATE	
BY	
REVIEWED	
DESIGNED	
NOTED	
CHECKED	
NO.	

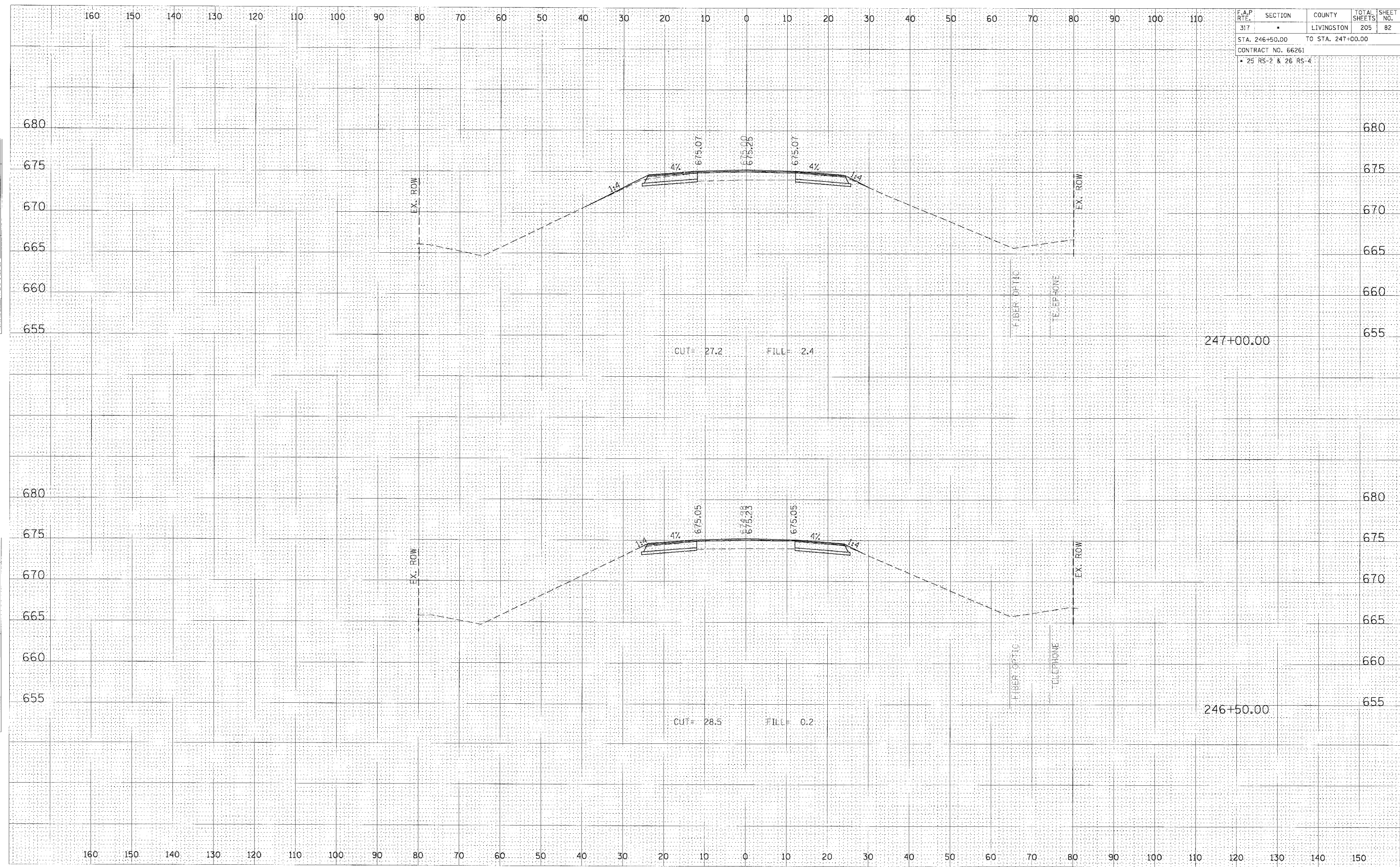


CROSS SECTION, STA 245+50.00 TO 246+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317		LIVINGSTON	205	82
STA. 246+50.00		TO STA. 247+00.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

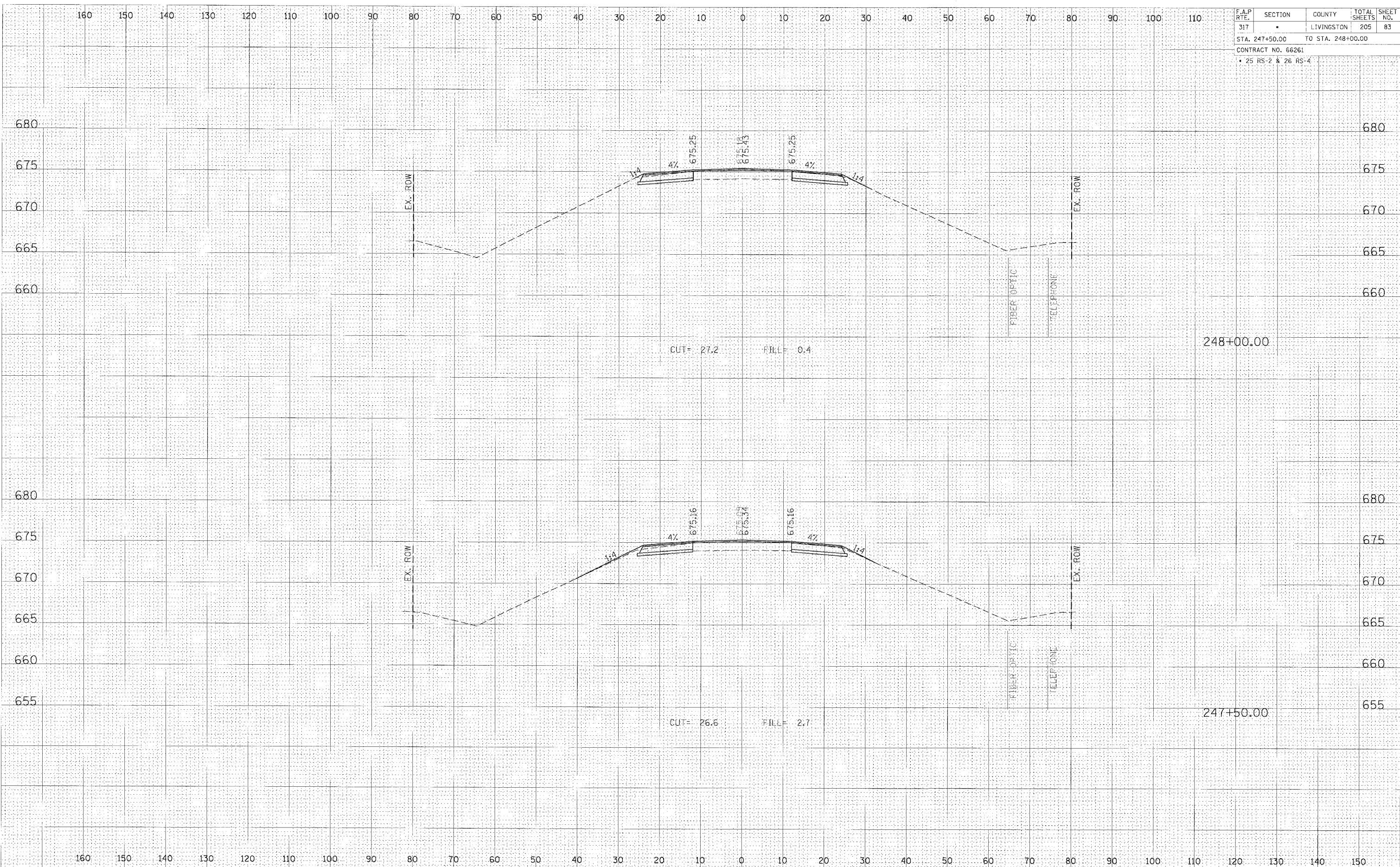
DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY



CROSS SECTION, STA 246+50.00 TO 247+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	83
STA. 247+50.00		TO STA. 248+00.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



DATE: _____ BY: _____
 ORIGINAL SURVEYED FROM U.S. PLANS AREAS CHECKED
 SURVEY PLOTTED DATE: _____
 NOTE BOOK NO. _____

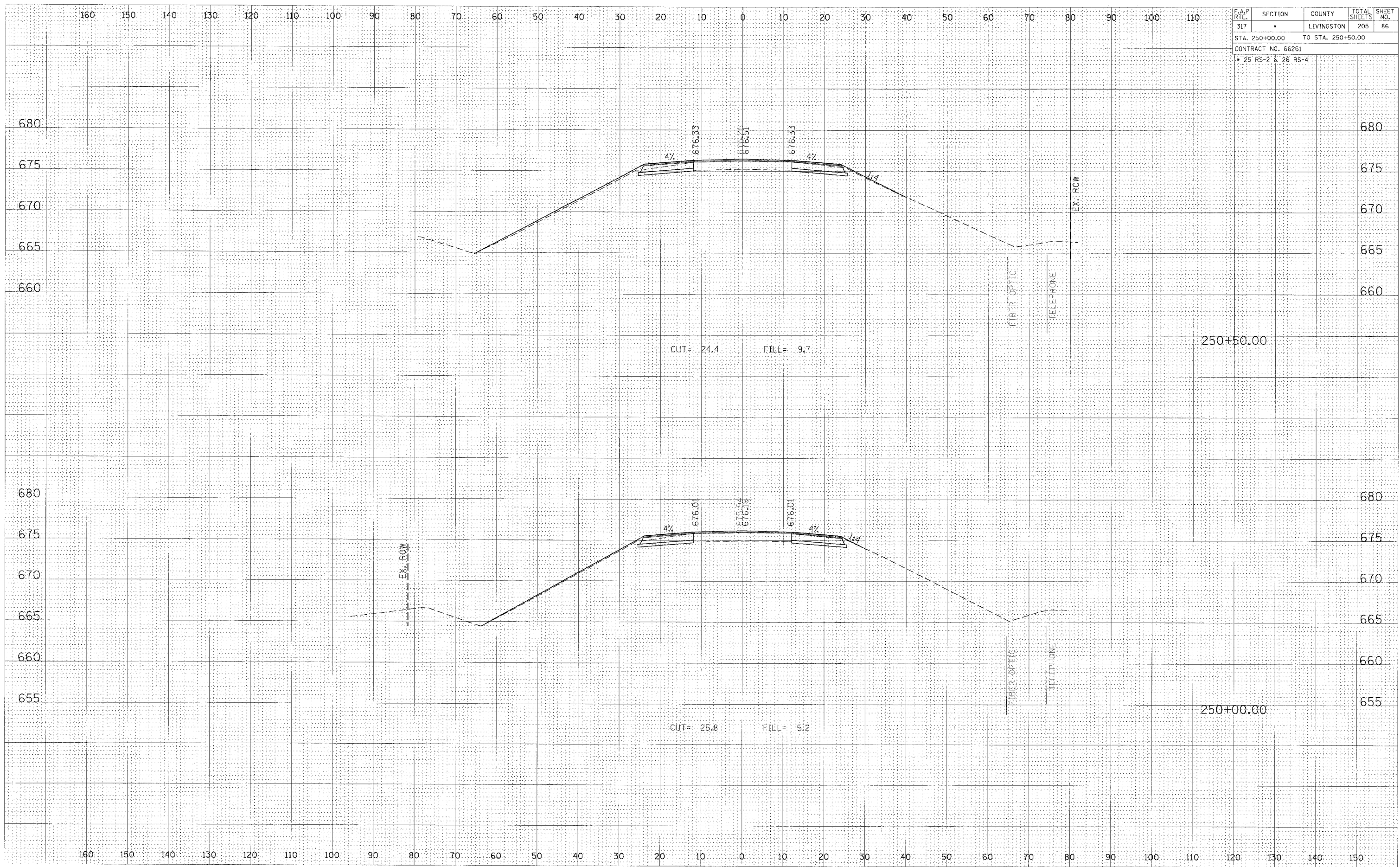
DATE: _____ BY: _____
 ORIGINAL SURVEYED FROM U.S. PLANS AREAS CHECKED
 SURVEY PLOTTED DATE: _____
 NOTE BOOK NO. _____

CROSS SECTION, STA 247+50.00 TO 248+00.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	86
STA. 250+00.00 TO STA. 250+50.00				
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				

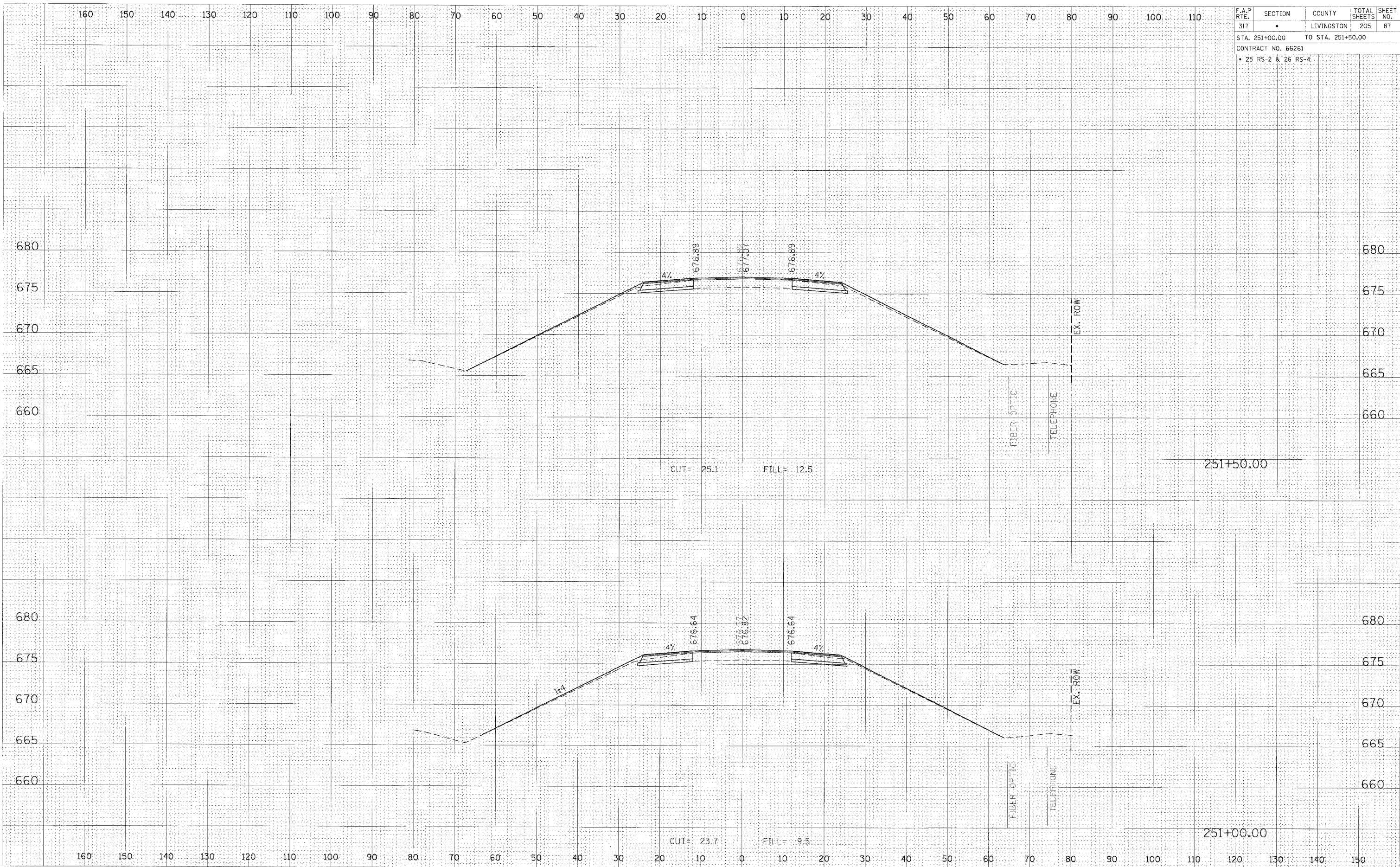
FINAL SURVEY	DATE
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

ORIGINAL SURVEY	DATE
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	



CROSS SECTION, STA 250+00.00 TO 250+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	87
STA. 251+00.00		TO STA. 251+50.00		
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				



FINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
NOTED	
AREAS CHECKED	
NO.	

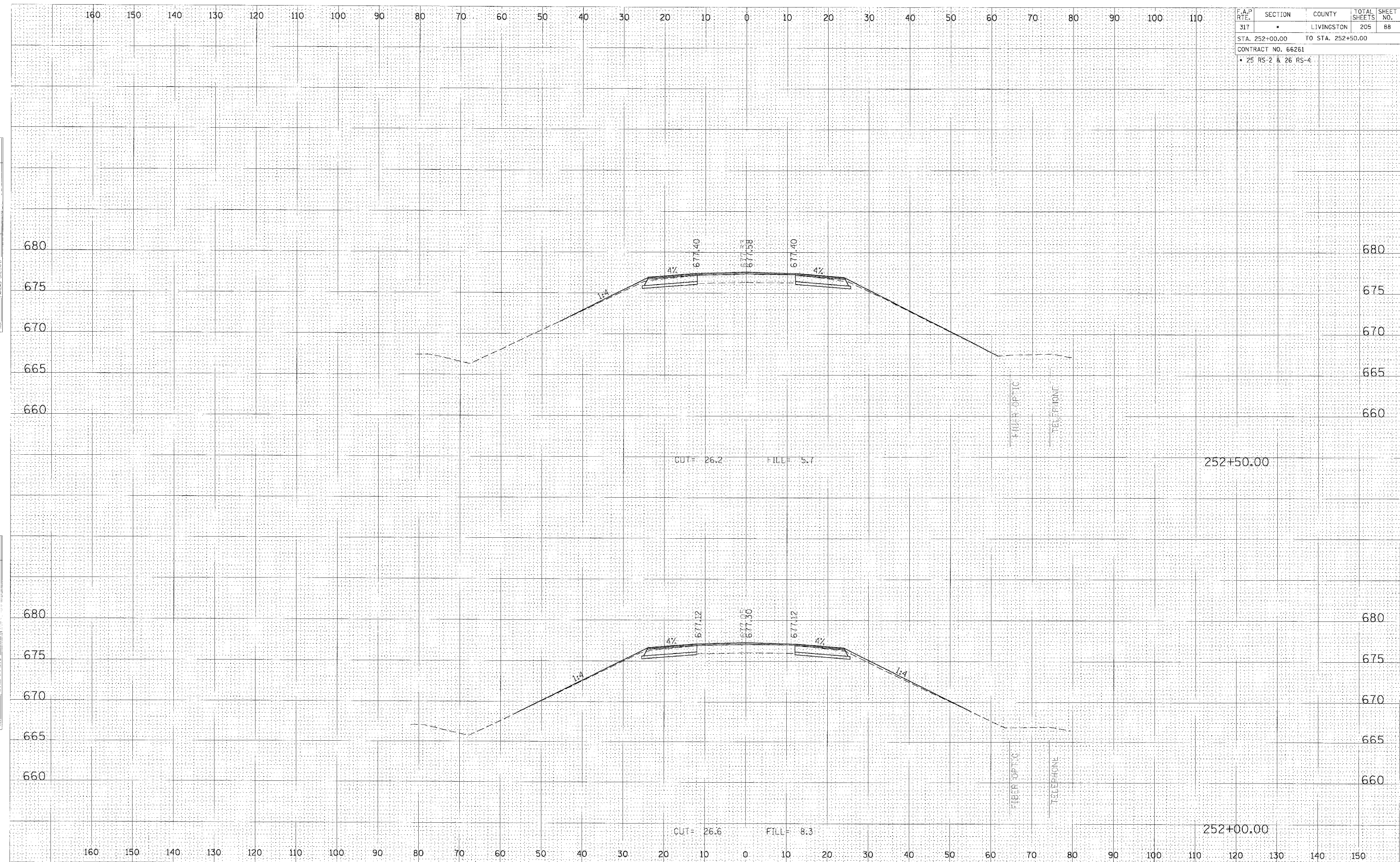
ORIGINAL SURVEY	DATE
SURVEYED	BY
PLOTTED	
NOTED	
AREAS CHECKED	
NO.	

CROSS SECTION, STA 251+00.00 TO 251+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	88
STA. 252+00.00		TO STA. 252+50.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

DATE _____
 BY _____
 SURVEYED _____
 CHECKED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____

DATE _____
 BY _____
 SURVEYED _____
 CHECKED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____

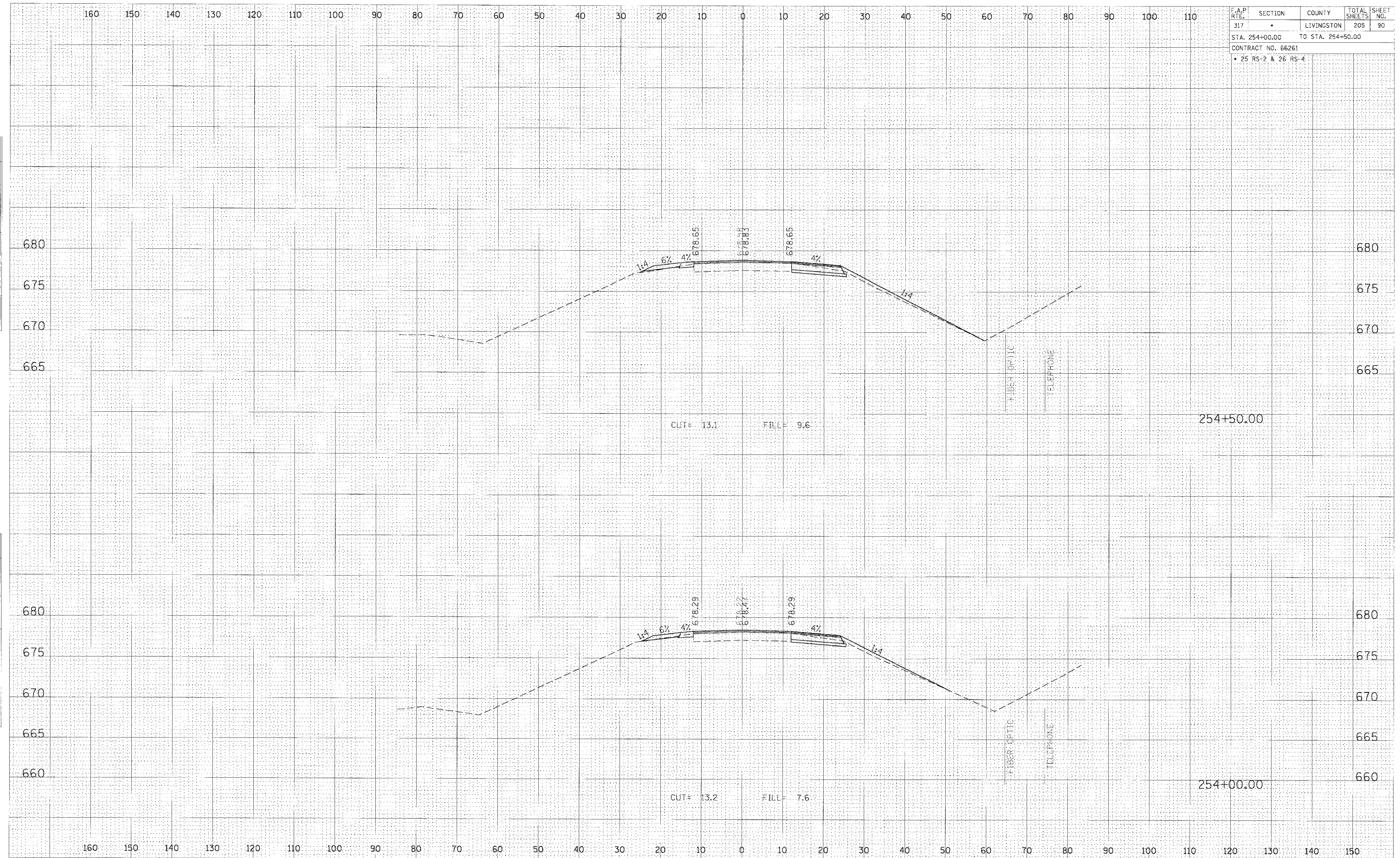


CROSS SECTION, STA 252+00.00 TO 252+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	90
STA. 254+00.00 TO STA. 254+50.00				
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				

DATE	
BY	
FINAL SURVEY	
REVISION	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
REVISION	
NOTE BOOK	
AREAS CHECKED	

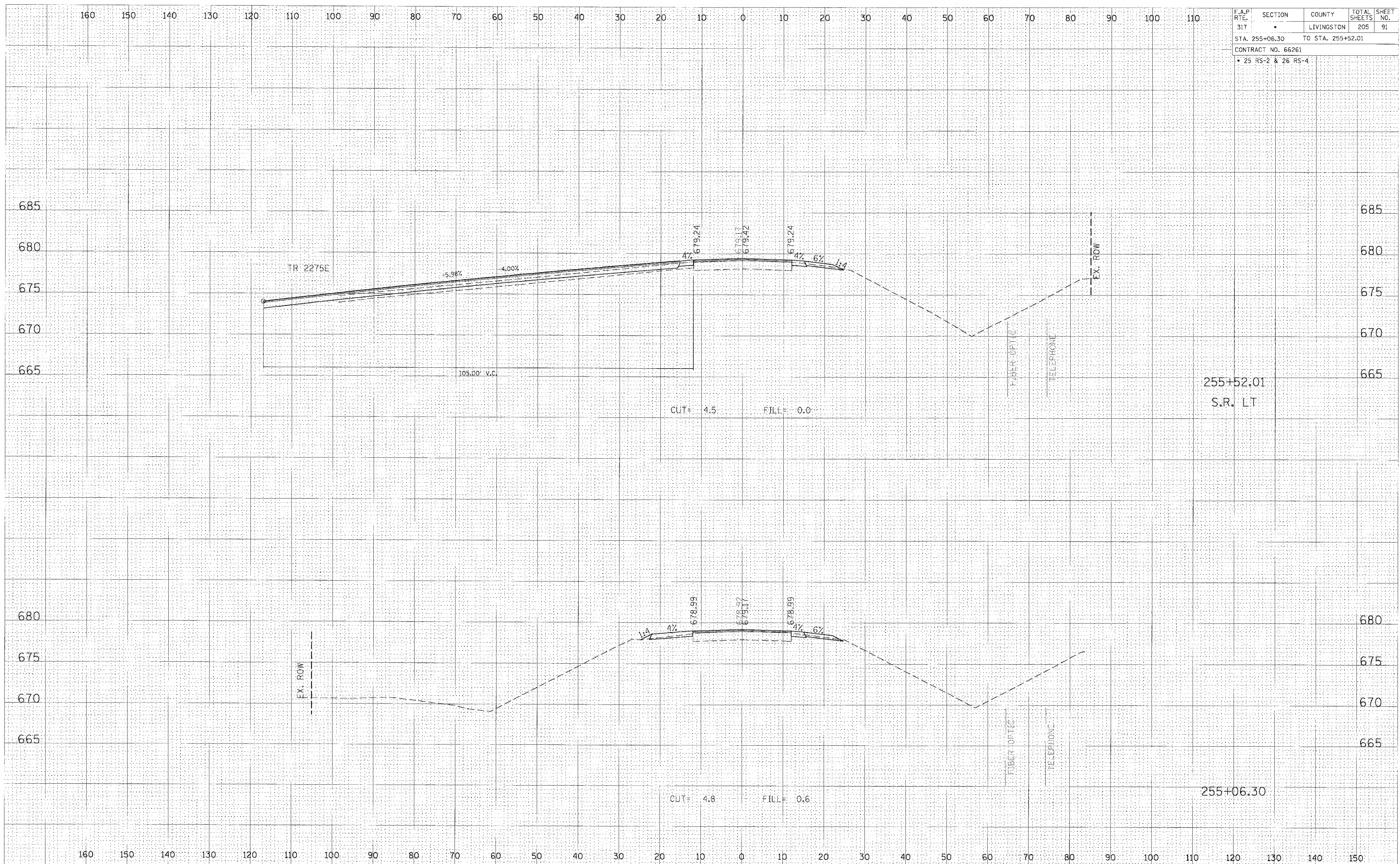


CROSS SECTION, STA 254+00.00 TO 254+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	91
STA. 255+06.30		TO STA. 255+52.01		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
TEMP. AT	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
SURVEYED	
PLOTTED	
TEMP. AT	
AREAS CHECKED	

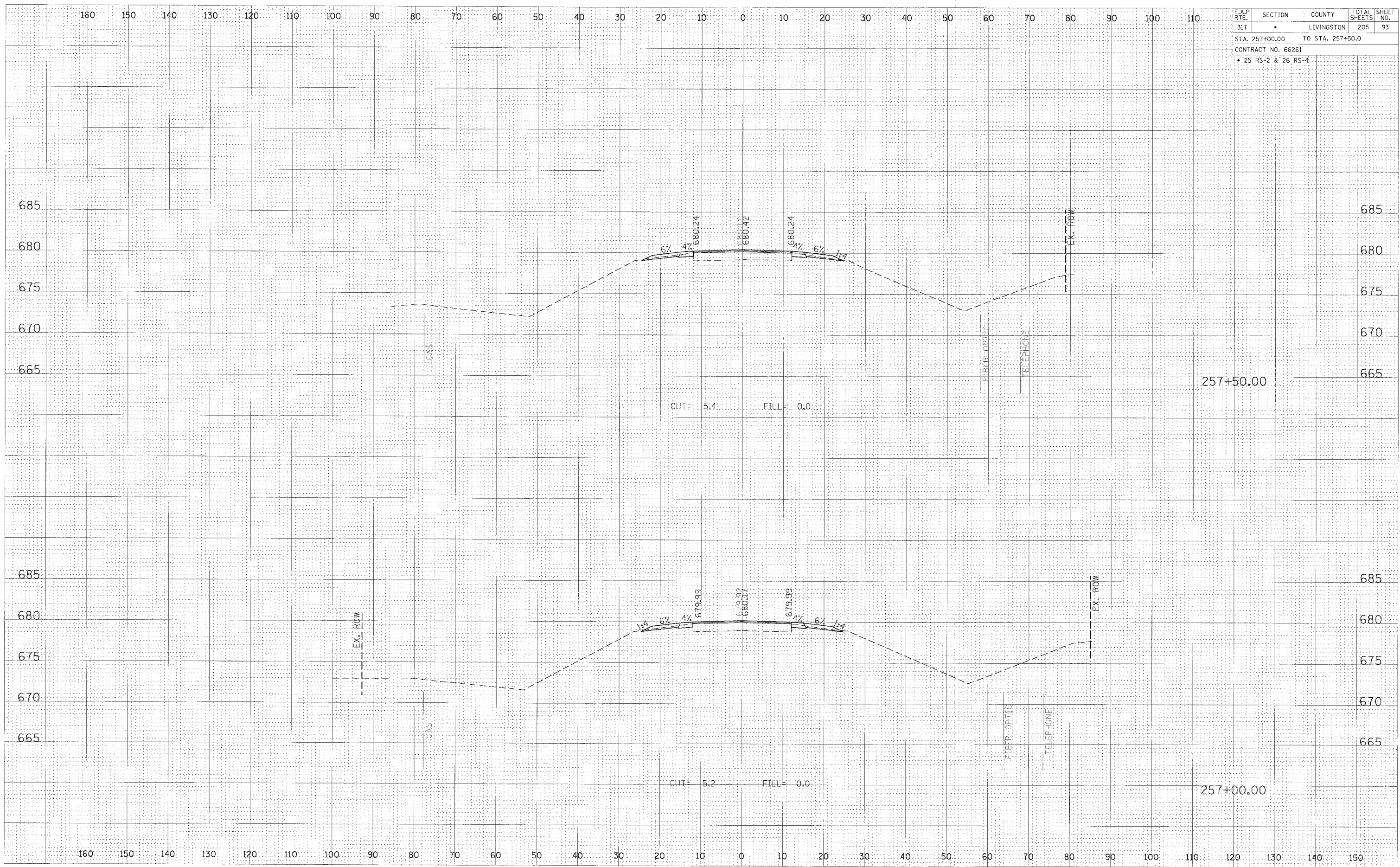


CROSS SECTION, STA 255+06.30 TO 255+52.01, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	93
STA. 257+00.00 TO STA. 257+50.0				
CONTRACT NO. 66261				
* 25 RS-2 & 26 RS-4				

FINAL SURVEY	SUBMITTED	DATE
NO. E. BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	

ORIGINAL SURVEY	SUBMITTED	DATE
NO. E. BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	

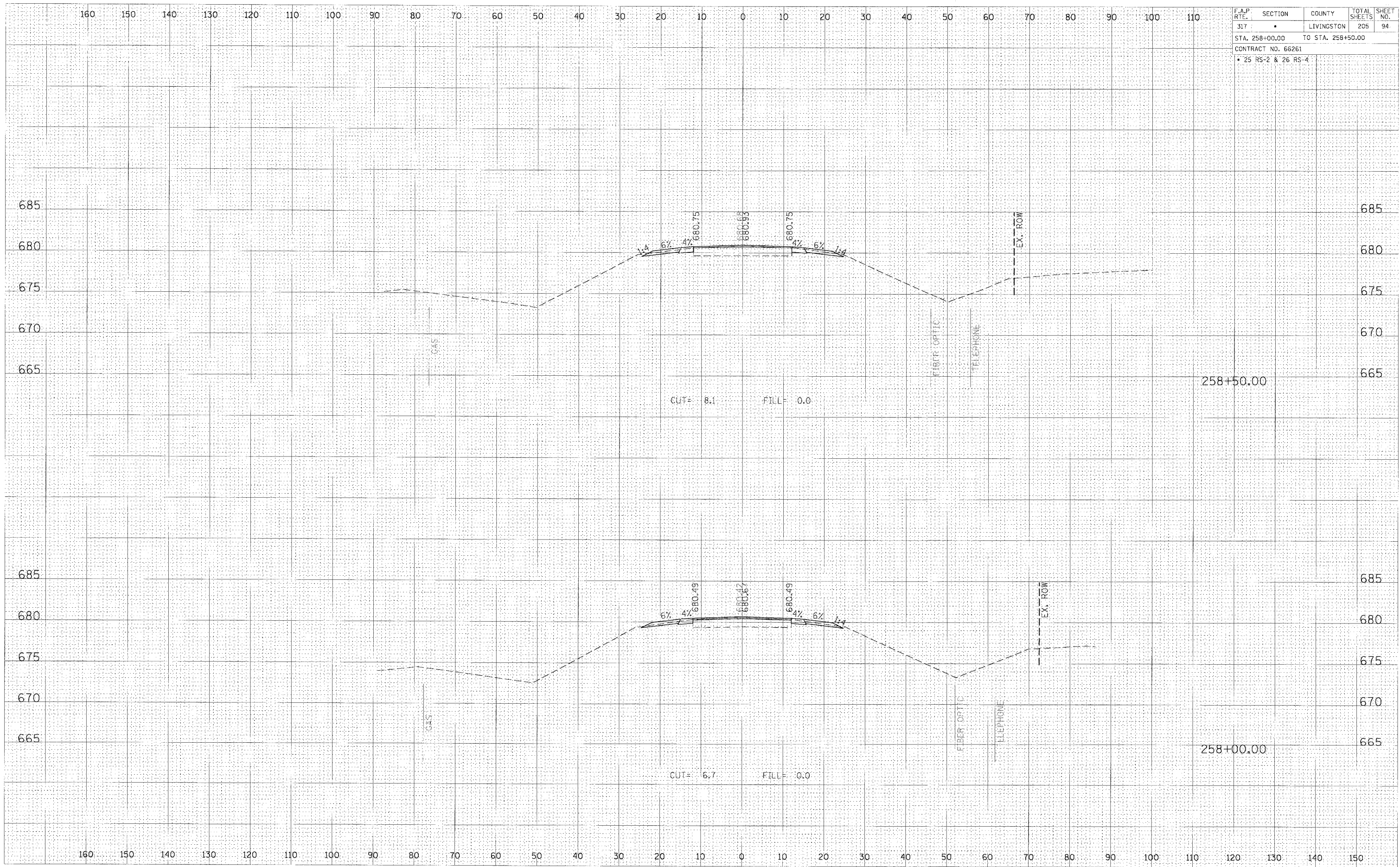


CROSS SECTION, STA 257+00.00 TO 257+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	94
STA. 258+00.00 TO STA. 258+50.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS CHECKED	

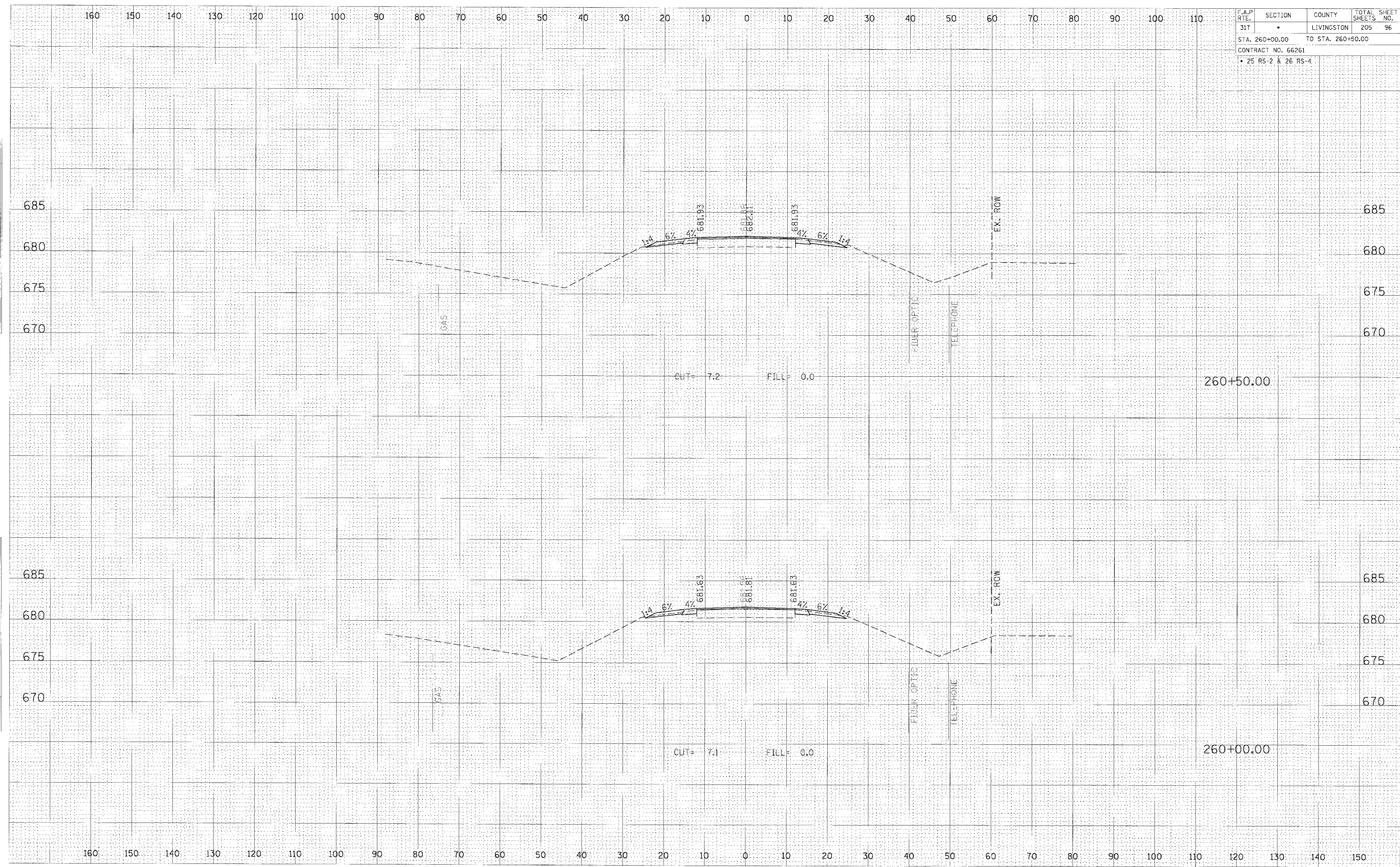


CROSS SECTION, STA 258+00.00 TO 258+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	96
STA. 260+00.00		TO STA. 260+50.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

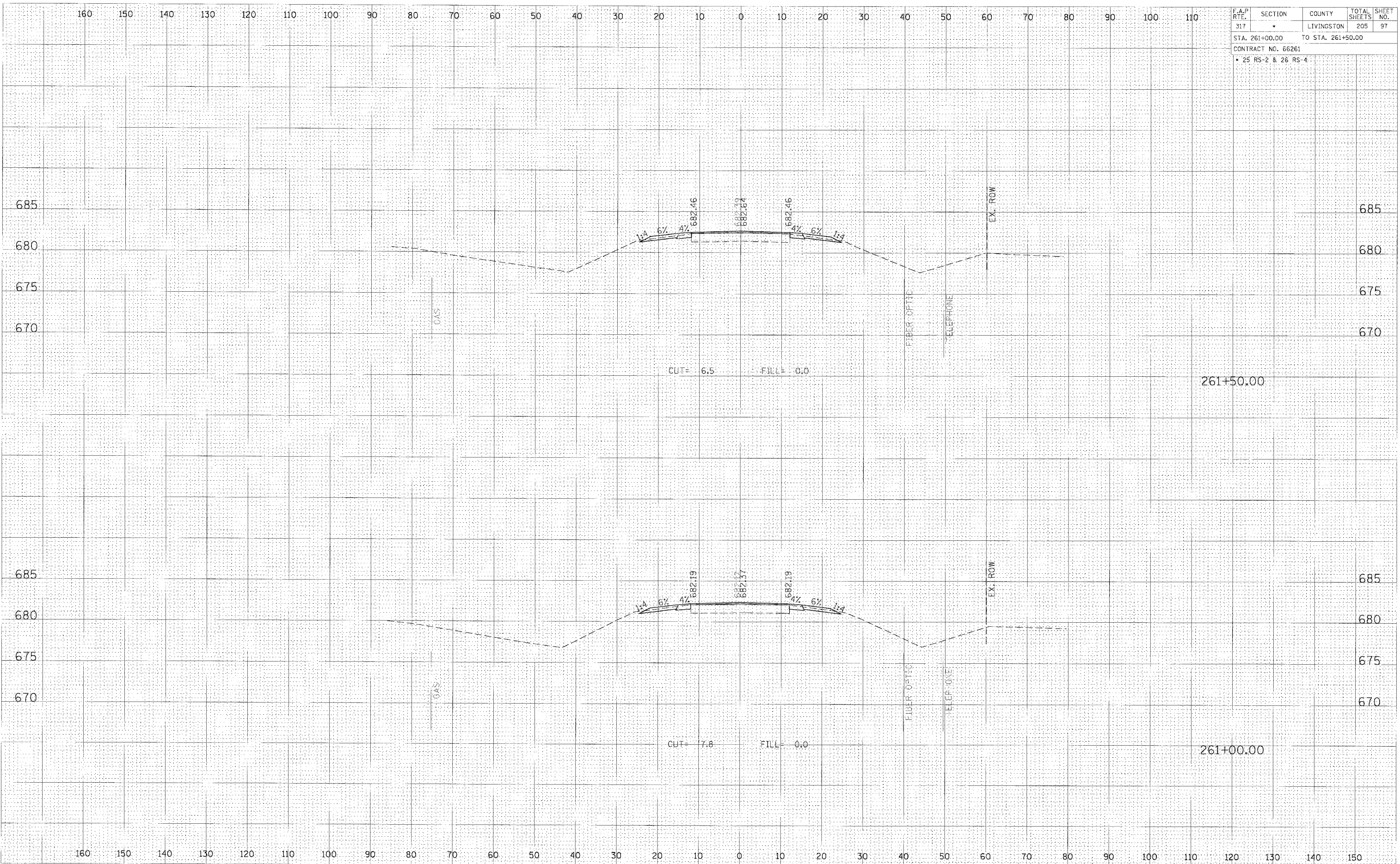
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		



CROSS SECTION, STA 260+00.00 TO 260+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	LIVINGSTON	205	97
STA. 261+00.00		TO STA. 261+50.00		
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				



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

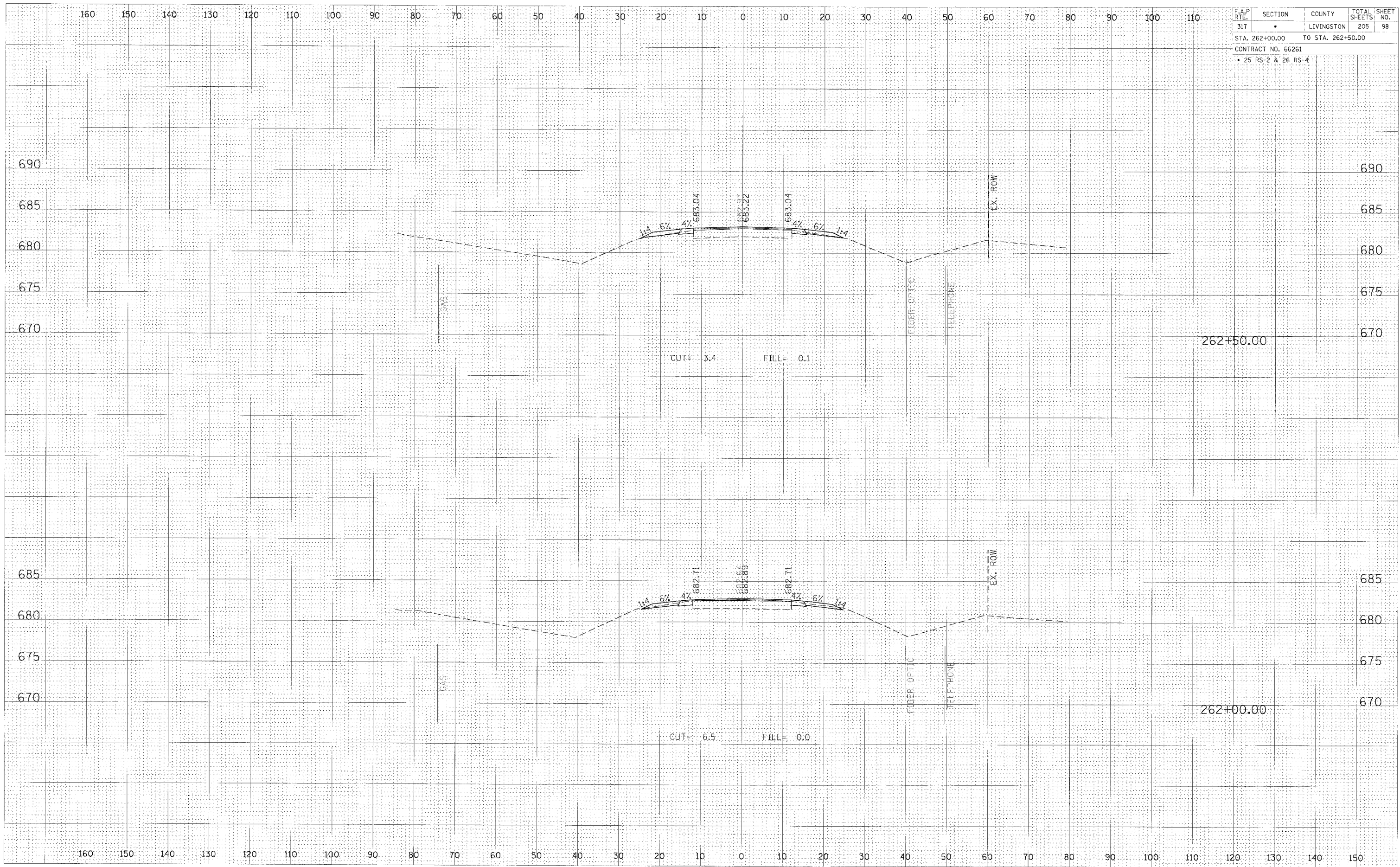
ORIGINAL SURVEY BY DATE
 SURVEY PLOTTED BY DATE
 NOTE BOOK NO. DATE
 AREAS CHECKED

CROSS SECTION, STA 261+00.00 TO 261+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	98
STA. 262+00.00 TO STA. 262+50.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

FINAL SURVEY	REVIEWED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS CHECKED	

ORIGINAL SURVEY	REVIEWED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS CHECKED	

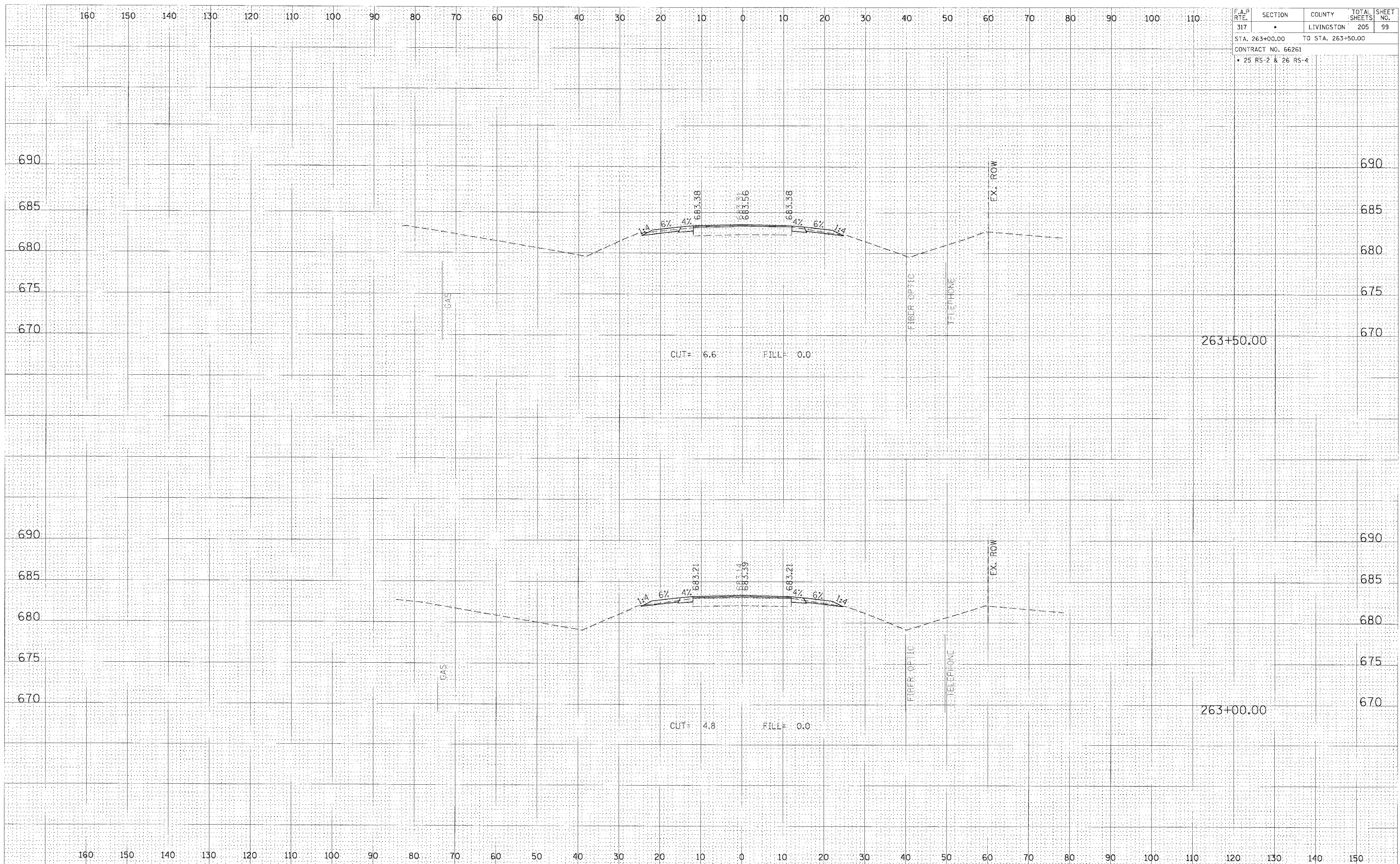


CROSS SECTION, STA 262+00.00 TO 262+50.00, FAP 317 (US ROUTE 24)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	LIVINGSTON	205	99
STA. 263+00.00 TO STA. 263+50.00				
CONTRACT NO. 66261				
• 25 RS-2 & 26 RS-4				

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

ORIGINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



CROSS SECTION, STA 263+00.00 TO 263+50.00, FAP 317 (US ROUTE 24)

