2/7/2006

DESIGNER: JUSTIN CEARLOCK SQUAD LEADER: JAY EDWARDS PROJECT ENGINEER: TIM BRANDENBURG (217)465-4181

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	1
F.H.W.A. REG.	ILLINOIS	PROJECT		

* 14RS-2,122RS-3&(123NRS,14)BR

CONTRACT NO. 70134
D-95-064-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED HIGHWAY IMPROVEMENT

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 4 - 6

SCALES
- PLAN 1:20
- PROFILE HORIZ. 1:20
- PROFILE VERT. 1:2
- CROSS SECTIONS 1:5 HORIZONTAL 1:2 VERTICAL

F.A.P. ROUTE 749 (IL ROUTE 133)
SECTION 14RS-2,122RS-3&(123NRS,14)BR
EDGAR COUNTY
PROJECT F-0749(019)

RESURFACING (3P) AND CULVERT REPLACEMENTS FROM IL 49 TO IL 16 IN PARIS

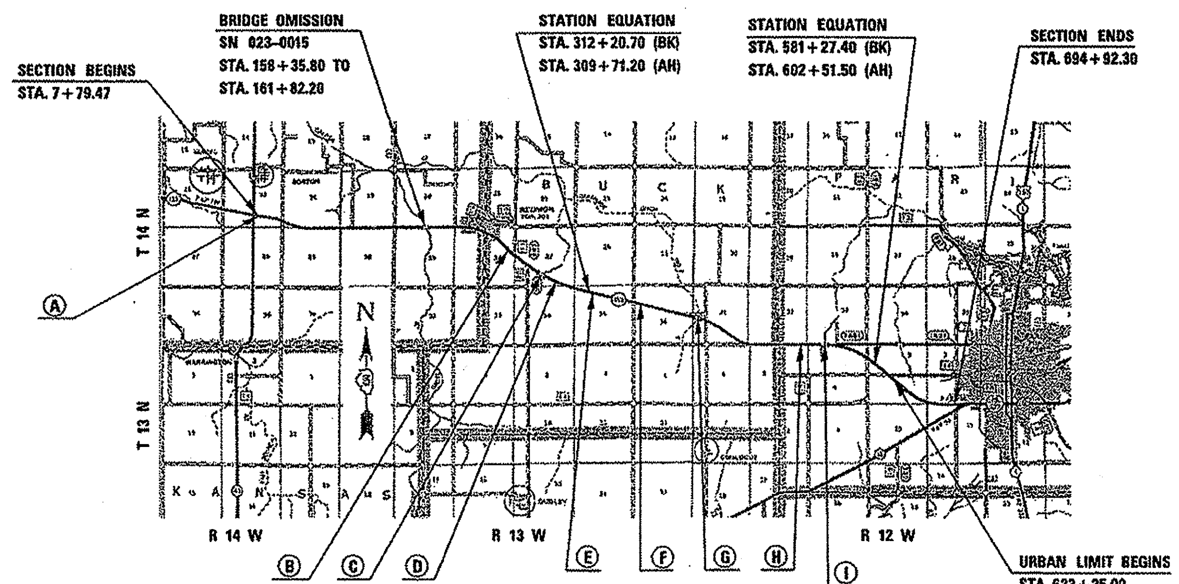
C-95-126-00

(A) CULVERT REPLACEMENT; SN 023-8302 (EX); SN 023-8313 (PR), STA 8+76.00
(B) CULVERT INLAY; SN 023-2011; STA 232+00.00
(C) CULVERT REPLACEMENT; SN 023-2012 (EX); SN 023-2015 (PR); STA 280+24.00
(D) CULVERT INLAY; SN 023-8303; STA 290+52.08
(E) CULVERT INLAY; SN 023-8304; STA 322+00.00
(F) CULVERT REPLACEMENT; SN 023-8305 (EX); SN 023-8314 (PR); STA 367+52.00
(G) BRIDGE INLAY; SN 023-0016; STA 418+26.00
(H) CULVERT INLAY; SN 023-8306; STA 513+80.00
(I) CULVERT REPLACEMENT; SN 023-2009 (EX); SN 023-2016 (PR); STA 539+68.00

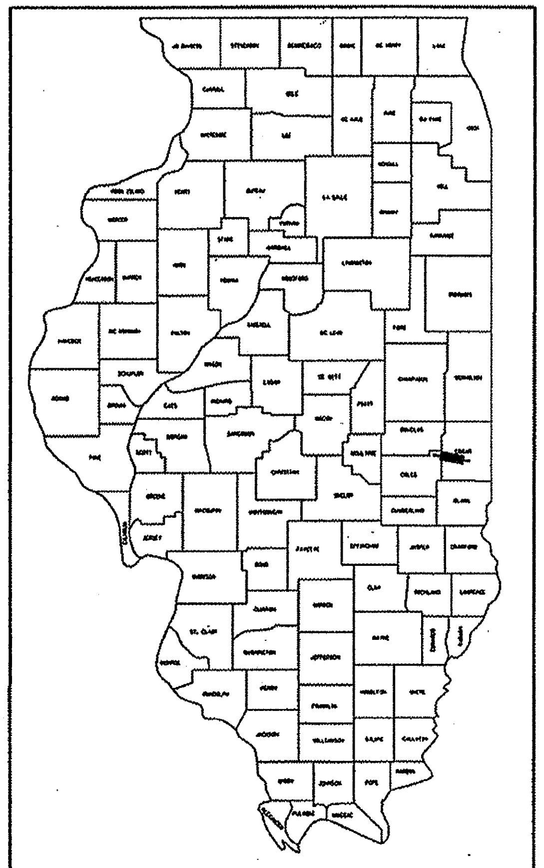
TRAFFIC DATA

	IL 49 TO SPRINGFIELD AVE. LEG A	SPRINGFIELD AVE. TO IL 16 LEG A
CURRENT ADT	2,150	4,850
20 YEAR ADT	2,800	5,300
P.U. + P.C. %	79.8	88.5
S.U. %	5.7	3.9
M.U. %	14.5	7.6

DESIGN DESIGNATION
MINOR ATERIAL



MAP SCALE:
1 INCH = 3 MILES



LOCATION OF SECTION INDICATED THUS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Feb 10 2006
DEPUTY DIRECTOR OF HIGHWAYS, REGIONAL ENGINEER

EXAMINED May 12, 2006 Mike Hine
ENGINEER OF DESIGN AND ENVIRONMENT

APPROVED May 12, 2006 Milton R. Sees P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

FOR UNDERGROUND UTILITY LOCATIONS CALL
TOLL FREE J.U.L.I.E. TELEPHONE NO.
1-800-892-0123

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

CONTRACT NO. 70134

TOTAL LENGTH OF SECTION & PROJECT = 66,838.23 FEET = 12.659 MILES
NET LENGTH OF SECTION & PROJECT = 66,491.83 FEET = 12.593 MILES

PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS

c:\projects\d506400 (v8)\details.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	2

CONTRACT NO. 70134
* 14RS-2,122RS-3 & (123NRS,14)BR

HIGHWAY STANDARDS

Standard No.	Description
000001-04	Standard Symbols, Abbreviations, and Patterns
001001	Areas of Reinforcement Bars
001006	Decimal of an Inch and of a Foot
280001-02	Temporary Erosion Control Systems
442201-01	Class C and D Patches
482011-01	Bit. Shoulder Strips/Shoulders With Resurfacing or Widening and Resurfacing Projects.
515001-02	Name Plate for Bridges
542301	Precast Reinforced Concrete Flared End Section
542401	Metal End Section For Pipe Culverts
630001-06	Steel Plate Beam Guardrail
630101-06	Guardrail Mounted on Existing Culverts
630301-03	Shoulder Widening for Type 1, (Special) Guardrail Terminals
635006-02	Reflector and Terminal Marker Placement
635011-01	Reflector Marker and Mounting Details
701006-02	Traffic Control and Protection
701011-01	Traffic Control and Protection
701201-02	Traffic Control and Protection
701206-01	Traffic Control and Protection
701301-02	Traffic Control and Protection
701306-01	Traffic Control and Protection
701311-02	Traffic Control and Protection
702001-06	Traffic Control Devices
780001-01	Typical Pavement Markings
781001-02	Typical Applications Raised Reflective Pavement Markers

INDEX OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	3

CONTRACT NO. 70134
* 14RS-2,122RS-3 & (123NRS,14)BR

GENERAL NOTES

G.N.-100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G.N.-107.31
UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.

UTLILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800)892-0123.

G.N.-202
GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE AS DIRECTED BY THE ENGINEER.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-250C
SEEDING, CLASS 7 AND MULCH, METHOD 2 IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE CLASS 7 SEEDING AND MULCH WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.

G.N.-406
THE QUANTITIES INCLUDED IN THE PLANS FOR BITUMINOUS CONCRETE RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE BITUMINOUS MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406.16
THE BOTTOM LIFT OF THE BITUMINOUS SAFETY SHOULDER SHALL BE COMPACTED TO A MINIMUM OF 85% OF THE THEORETICAL MAXIMUM DENSITY.

G.N.-406D
ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-406H

MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location(s):	IL 133	IL 133	IL 133	IL 133
Mixture Use(s):	Surf. & Incidental	Patching (FD & PD)	BIT SHLD 8"* & REM & REP	Level Binder
AC/PG:	PG64-22	PG64-22	PG58-22	PG64-22
RAP %: (Max)**	15%	25%	30%	25%
Design Air Voids:	4.0% @ Ndes=50	4.0% @ Ndes=50	2.0% @ Ndes=30	4.0% Ndes=50
Mixture Composition: (Gradation Mixture)	IL 9.5	IL 19.0	B.A.M.	IL 9.5
Friction Aggregate:	Mix C	N/A	N/A	Mix C

* TOP LIFT OF BIT SHLDR 8", SHALL BE SURFACE MIXTURE N 50 C

G.N.-408B
WHEN USING SUPERPAVE MIXTURES, THE INCIDENTAL BITUMINOUS SURFACING SHALL BE COMPACTED AS REQUIRED BY THE SPECIFICATIONS FOR DESIGN NUMBER OF GYRATIONS BEING USED.

AT THE FOLLOWING LOCATIONS:

6th Street	Sta. 206+00 Lt. (In Redmon)
600 E	Sta. 246+08 Lt. (Shiloh Rd)
625 E	Sta. 263+82 Rt. (Dudley Rd)
950 N	Sta. 622+85 Lt. & Rt. (Springfield Rd)
1150 E	Sta. 549+41 Lt.

G.N.-442B -- PATCHING SCHEDULES
THE PATCHING SCHEDULES INCLUDED IN THE PLANS REPRESENT THE BEST INFORMATION AVAILABLE AT THE TIME OF COMPLETION OF THE PLANS FOR LETTING. VARIATIONS IN LOCATION AND SIZES OF BOTH FULL-DEPTH AND PARTIAL-DEPTH PATCHES MAY OCCUR.

G.N.-442C -- PARTIAL DEPTH PATCHING DIMENSIONS
FOR PARTIAL DEPTH PAVEMENT PATCHING, THE MINIMUM SIZE OF ANY PATCH SHALL BE 4 FT BY 4 FT. IF THE REPAIR OF ANY SMALLER AREAS IS REQUIRED, THAT WORK SHALL BE DESIGNATED AS "PAVEMENT CLEANING" AND WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

G.N.-482
ALL MATERIAL PLACED AS BITUMINOUS SHOULDERS SUPERPAVE SHALL BE COMPACTED TO 94.0 - 98.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY. THIS REQUIREMENT SHALL APPLY TO BOTH B.A.M. AND IL 9.5L GRADATION SHOULDER MIXES. THIS MAXIMUM DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE OF FOUR TESTS AS IN OTHER QC/QA TESTING. A NUCLEAR GAUGE DENSITY/CORE CORRELATION SHALL BE PERFORMED FOR BOTH THE B.A.M. AND IL 9.5L MIXES USING STANDARD CORRELATION PROCEDURES.

G.N.-502.10
THE CUBICAL DEPOSIT OF COARSE AGGREGATE SHALL BE COMPLETELY ENCLOSED IN A FABRIC ENVELOPE. THE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF THE APPLICABLE PORTIONS OF SECTION 1080 AND SECTION 282 WITH EITHER THE 6 OZ. OR 8 OZ. PER SQUARE YARD MATERIAL ALLOWED. FREE EDGES SHALL OVERLAP BY 12 inches.

THIS REQUIREMENT WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE VARIOUS ITEMS REQUIRING PLACEMENT OF THE CUBICAL DEPOSITS OF COARSE AGGREGATE.

G.N.-540
THE CONTRACTOR SHALL ASSEMBLE AND MATCH-MARK THE PRECAST BOX CULVERT SECTIONS AND END SECTIONS PRIOR TO SHIPMENT OF THESE COMPONENTS FROM THE MANUFACTURER, AND AS DIRECTED BY THE ENGINEER IN ORDER TO SECURE A PROPER FIT ON EACH JOINT. ANY SECTIONS OR END SECTIONS WHICH DO NOT PROVIDE A PROPER FIT AT THE JOINT SHALL BE REJECTED BY THE ENGINEER AND REPLACED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION BEING ALLOWED.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PRECAST CONCRETE BOX CULVERTS OF THE SIZE SPECIFIED.

G.N.-540A
CAST IN PLACE END SECTIONS, HEADWALLS, AND COLLARS ARE REQUIRED FOR PRECAST BOX CULVERTS. SHOP PLANS WILL NOT BE REQUIRED WITH CAST IN PLACE ITEMS CONSTRUCTED AS SHOWN IN THE PLANS. SHOP PLANS SHALL BE SUBMITTED FOR CHANGED OR MODIFIED CAST IN PLACE DETAILS IN ACCORDANCE WITH ARTICLE 540.06.

G.N.-542
BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.

G.N.-542.07
AT LOCATIONS WHERE END SECTIONS ARE SPECIFIED, CAST-IN-PLACE CONCRETE HEADWALLS WILL NOT BE ALLOWED.

G.N.-542B
ALL THE ENTRANCE CULVERTS LENGTHS SHOWN IN THE PLANS WERE CALCULATED WITH THE ASSUMPTION THAT METAL PIPES AND METAL END SECTIONS WOULD BE USED.

G.N.-667
THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO THE SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS AND TO DETERMINE IF IT WILL BE NECESSARY FOR THE CONTRACTOR TO HIRE AN ILLINOIS LAND SURVEYOR.

G.N.-703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N.-781
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPENCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

G.N.-1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

G.N.-1004.03
REVISE ARTICLE 1004.03(c) NOTE 5/ OF THE STANDARD SPECIFICATIONS TO READ:

'5/ GRADATION CA-16 SHALL BE USED IN LIEU OF CA-13 WHEN THE SURFACE COURSE IS LESS THAN 1 3/4 INCHES IN THICKNESS. CA-13 OR CA-16 MAY BE USED WHEN THE SURFACE COURSE IS 1 3/4 INCHES OR MORE IN THICKNESS.'

NO COMMITMENTS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	4

CONTRACT NO. 70134
* 14RS-2,122RS-3 & (123NRS,14)BR

SUMMARY OF QUANTITIES

LOCATION OF WORK: FAP ROUTE 749 (IL ROUTE 133)
SECTION 14RS-2, 122RS-3&(123NRS, 14)BR
EDGAR COUNTY

CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	STA 7+79.47 TO STA 623+25.00 80% FED 20% STATE 1000 RURAL TWO-LANE	SN 023-2015 STA 280+24.00 80% FED 20% STATE X028-2A RURAL TWO-LANE	SN 023-2016 STA 539+68.00 80% FED 20% STATE X028-2A RURAL TWO-LANE	STA 623+25.00 TO STA 694+92.30 80% FED 20% STATE 1000 URBAN TWO-LANE
20200100	EARTH EXCAVATION	CU YD	471	173.8	81.3	215.9	0.0
20400800	FURNISHED EXCAVATION	CU YD	700.0	293.8	350.0	56.2	0.0
20900110	POROUS GRANULAR BACKFILL	CU YD	518.0	144.7	163.7	209.6	0.0
25000200	SEEDING, CLASS 2	ACRE	2.5	1.2	0.6	0.7	0.0
25000350	SEEDING, CLASS 7	ACRE	2.5	1.2	0.6	0.7	0.0
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	225.0	103.6	56.9	64.5	0.0
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	225.0	103.6	56.9	64.5	0.0
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	225.0	103.6	56.9	64.5	0.0
25100115	MULCH, METHOD 2	ACRE	5.0	3.7	0.6	0.7	0.0
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	250.0	115.1	63.2	71.7	0.0
28000300	TEMPORARY DITCH CHECKS	EACH	15.0	7.0	4.0	4.0	0.0
28000400	PERIMETER EROSION BARRIER	FOOT	556.0	196.0	188.0	172.0	0.0
28000500	INLET AND PIPE PROTECTION	EACH	7.0	5.0	1.0	1.0	0.0
28101700	RIPRAP, SPECIAL	TON	519.0	127.9	101.3	289.8	0.0
28200200	FILTER FABRIC	SQ YD	1,120.0	329.0	404.6	386.4	0.0
35101400	AGGREGATE BASE COURSE, TYPE B	TON	18.0	18.0	0.0	0.0	0.0
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	68.0	68.0	0.0	0.0	0.0
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	18,789.0	16,701.0	0.0	0.0	2,088.0
40600300	AGGREGATE (PRIME COAT)	TON	376.0	334.2	0.0	0.0	41.8
40600895	CONSTRUCTING TEST STRIP	EACH	1.0	1.0	0.0	0.0	0.0
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	374.0	290.7	0.0	0.0	83.3
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	559.0	0.0	0.0	0.0	559.0
40600990	TEMPORARY RAMP	SQ YD	60.0	46.1	0.0	0.0	13.9
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	532.0	430.0	0.0	0.0	102.0
40800030	AGGREGATE (PRIME COAT)	TON	11.0	8.9	0.0	0.0	2.1
40800040	INCIDENTAL BITUMINOUS SURFACING	TON	487.0	396.5	0.0	0.0	90.5
44000003	BITUMINOUS SURFACE REMOVAL 3/4"	SQ YD	184,720.0	164,810.8	0.0	0.0	19,909.2
44000025	BITUMINOUS SURFACE REMOVAL (SPECIAL)	SQ YD	1,781.0	1,552.9	0.0	0.0	228.1
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	1,957.0	1,957.0	0.0	0.0	0.0
44201815	CLASS D PATCHES, TYPE II, 14"	SQ YD	2,049.0	2,013.0	0.0	0.0	36.0
44201819	CLASS D PATCHES, TYPE III, 14"	SQ YD	128.0	128.0	0.0	0.0	0.0
44201821	CLASS D PATCHES, TYPE IV, 14"	SQ YD	649.0	236.4	213.4	199.2	0.0
48101200	AGGREGATE SHOULDERS, TYPE B	TON	4,159.0	3,752.3	0.0	0.0	406.7
48202600	BITUMINOUS SHOULDERS, SUPERPAVE 8"	SQ YD	100.0	100.0	0.0	0.0	0.0
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1.0	1.0	0.0	0.0	0.0

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	5

CONTRACT NO. 70134
* 14RS-2,122RS-3 & (123NRS,14)BR

LOCATION OF WORK: FAP ROUTE 749 (IL ROUTE 133)
SECTION 14RS-2, 122RS-3&(123NRS, 14) BR
EDGAR COUNTY

CODE NO	ITEM	UNIT	TOTAL QUANTITY	STA 7+79.47 TO STA 623+25.00 80% FED 20% STATE 1000 RURAL TWO-LANE	SN 023-2015 STA 280+24.00 80% FED 20% STATE X028-2A RURAL TWO-LANE	SN 023-2016 STA 539+68.00 80% FED 20% STATE X028-2A RURAL TWO-LANE	STA 623+25.00 TO STA 694+92.30 80% FED 20% STATE 1000 URBAN TWO-LANE
	CONSTRUCTION TYPE CODE:						
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1.0	0.0	1.0	0.0	0.0
50100500	REMOVAL OF EXISTING STRUCTURES NO. 3	EACH	1.0	1.0	0.0	0.0	0.0
50100600	REMOVAL OF EXISTING STRUCTURES NO. 4	EACH	1.0	0.0	0.0	1.0	0.0
50105210	REMOVE EXISTING CULVERTS	FOOT	67.0	67.0	0.0	0.0	0.0
51500100	NAME PLATES	EACH	4.0	2.0	1.0	1.0	0.0
54001001	BOX CULVERT END SECTION, CULVERT NO. 1	EACH	2.0	2.0	0.0	0.0	0.0
54001002	BOX CULVERT END SECTION, CULVERT NO. 2	EACH	2.0	0.0	2.0	0.0	0.0
54001003	BOX CULVERT END SECTION, CULVERT NO. 3	EACH	2.0	2.0	0.0	0.0	0.0
54001004	BOX CULVERT END SECTION, CULVERT NO. 4	EACH	2.0	0.0	0.0	2.0	0.0
54002060	EXPANSION BOLTS 3/4" X 12"	EACH	4.0	4.0	0.0	0.0	0.0
54020602	PRECAST CONCRETE BOX CULVERT 6' X 2' (M273)	FOOT	108.0	108.0	0.0	0.0	0.0
54020903	PRECAST CONCRETE BOX CULVERT 9' X 3' (M273)	FOOT	84.0	84.0	0.0	0.0	0.0
54021004	PRECAST CONCRETE BOX CULVERT 10' X 4' (M273)	FOOT	162.0	0.0	162.0	0.0	0.0
54021204	PRECAST CONCRETE BOX CULVERT 12' X 4' (M273)	FOOT	126.0	0.0	0.0	126.0	0.0
54213450	END SECTIONS 15"	EACH	4.0	4.0	0.0	0.0	0.0
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1.0	1.0	0.0	0.0	0.0
54248510	CONCRETE COLLAR	CU YD	0.3	0.3	0.0	0.0	0.0
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	12.0	12.0	0.0	0.0	0.0
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	89.0	89.0	0.0	0.0	0.0
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	2,075.0	1,075.0	475.0	525.0	0.0
* 63000005	STEEL PLATE BEAM GUARD RAIL, TYPE B	FOOT	400.0	200.0	100.0	100.0	0.0
* 63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	275.0	75.0	100.0	100.0	0.0
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	16.0	8.0	4.0	4.0	0.0
63200310	GUARDRAIL REMOVAL	FOOT	1,212.0	812.0	0.0	400.0	0.0
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10.0	10.0	0.0	0.0	0.0
67100100	MOBILIZATION	L SUM	1.0	0.9	0.0	0.0	0.1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0	0.9	0.0	0.0	0.1
70100455	TRAFFIC CONTROL AND PROTECTION, STANDARD 701206	L SUM	1.0	1.0	0.0	0.0	0.0
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1.0	0.9	0.0	0.0	0.1
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1.0	1.0	0.0	0.0	0.0
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	20,028.0	17,808.0	0.0	0.0	2,220.0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	153,567.0	133,480.5	0.0	0.0	20,086.5
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,237.0	1,978.8	0.0	0.0	258.2
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	154,348.0	134,261.0	0.0	0.0	20,087.0
* SPECIALTY ITEMS					0.0	0.0	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	6

CONTRACT NO. 70134
* 14RS-2,122RS-3 & (123NRS,14)BR

SUMMARY OF QUANTITIES

LOCATION OF WORK: FAP ROUTE 749 (IL ROUTE 133)
SECTION 14RS-2, 122RS-3&(123NRS, 14)BR
EDGAR COUNTY

CODE NO	ITEM	UNIT	TOTAL QUANTITY	STA 7+79.47 TO STA 623+25.00 80% FED 20% STATE 1000 RURAL TWO-LANE	SN 023-2015 STA 280+24.00 80% FED 20% STATE X028-2A RURAL TWO-LANE	SN 023-2016 STA 539+68.00 80% FED 20% STATE X028-2A RURAL TWO-LANE	STA 623+25.00 TO STA 694+92.30 80% FED 20% STATE 1000 URBAN TWO-LANE
CONSTRUCTION TYPE CODE:							
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	881.0	742.0	0.0	0.0	139.0
* 78200410	GUARDRAIL MARKER, TYPE A	EACH	46.0	22.0	12.0	12.0	0.0
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	16.0	8.0	4.0	4.0	0.0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	881.0	742.0	0.0	0.0	139.0
X0301232	SURVEY MARKER VAULT	EACH	2.0	2.0	0.0	0.0	0.0
X4032500	BITUMINOUS MATERIALS COVER AND SEAL COAT (SPECIAL)	GALLON	1,820.0	1,638.0	0.0	0.0	182.0
X4040100	SEAL COAT AGGREGATE (SPECIAL)	TON	61.0	54.9	0.0	0.0	6.1
X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	15,789.0	14,034.7	0.0	0.0	1,754.3
X4066765	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50	TON	7,851.0	7,014.8	0.0	0.0	836.2
X4401705	PARTIAL DEPTH REMOVAL	SQ YD	650.0	650.0	0.0	0.0	0.0
X4409914	BITUMINOUS SHOULDER REMOVAL AND REPLACEMENT (SPECIAL)	SQ YD	15,400.0	13,710.8	0.0	0.0	1,689.2
X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	48.0	48.0	0.0	0.0	0.0
XZ193400	SURVEY MARKER, TYPE 2 (SPECIAL)	EACH	13.0	13.0	0.0	0.0	0.0
Z0004800	BITUMINOUS MIXTURE FOR PATCHING	TON	300.0	300.0	0.0	0.0	0.0
Z0070100	SURVEY MONUMENT COVER ASSEMBLY	EACH	7.0	7.0	0.0	0.0	0.0

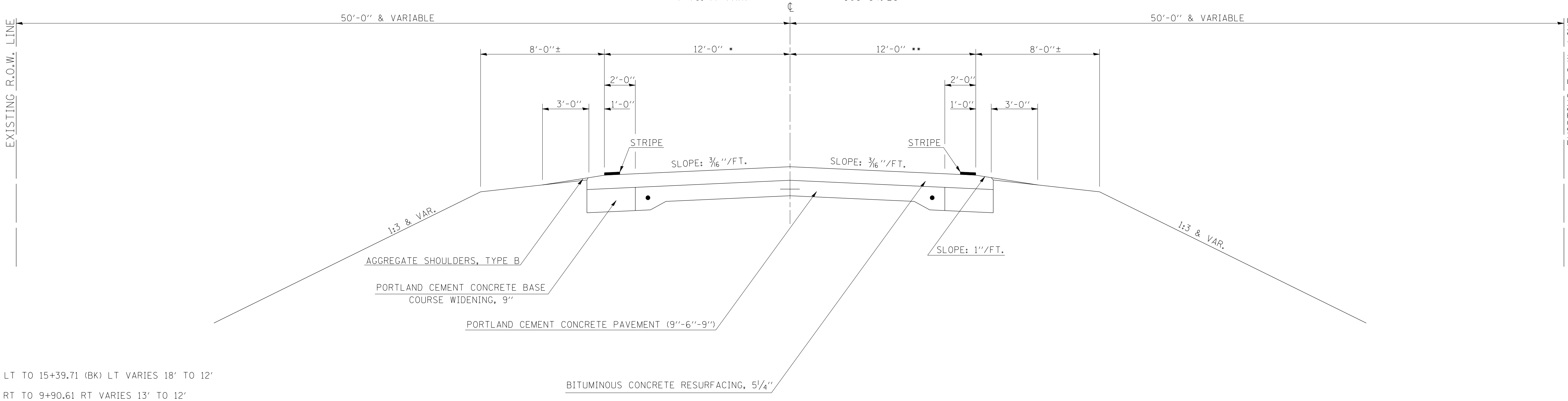
* SPECIALTY ITEMS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	7

CONTRACT NO. 70134
•14RS-2, 122RS-3 & (123NRS,14)BR

EXISTING TYPICAL CROSS SECTION

STATION	TO	STATION
1080+50.00 (BK)		7+79.47 (AH)
7+79.47 (AH)		190+64.20

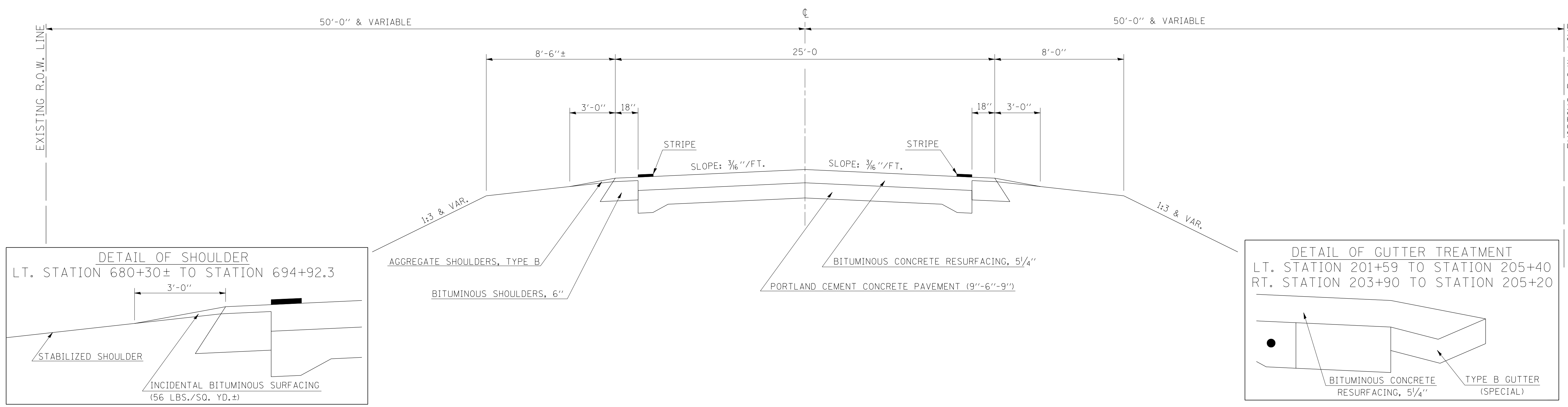


• 7+79.47 LT TO 15+39.71 (BK) LT VARIES 18' TO 12'

•• 7+79.47 RT TO 9+90.61 RT VARIES 13' TO 12'

EXISTING TYPICAL CROSS SECTION

STATION	TO	STATION
190+64.20		312+20.70 (BK.)
309+71.20 (AH.)		581+27.40 (BK.)
602+51.50 (AH.)		636+00.00
657+00.00		694+92.30



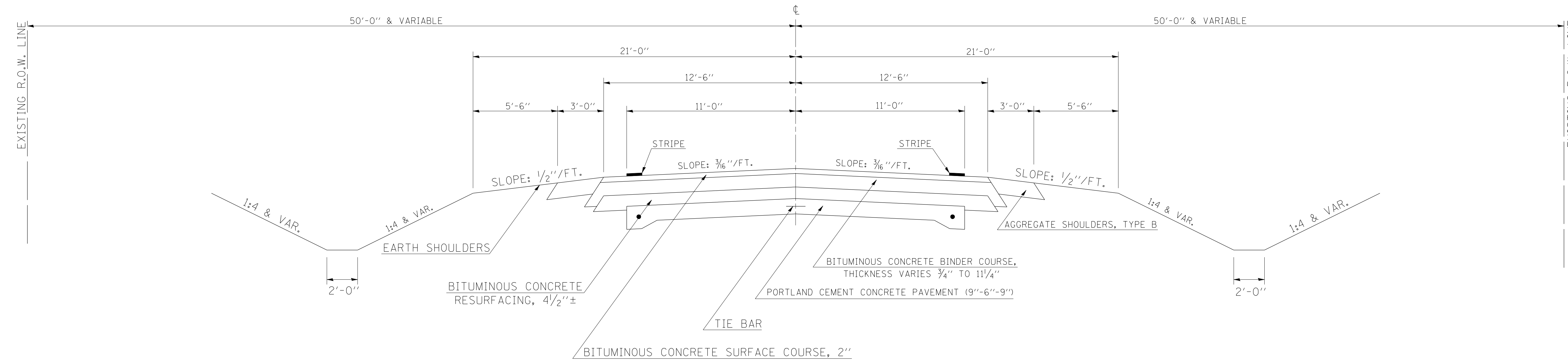
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	8

CONTRACT NO. 70134
*14RS-2, 122RS-3 & (123NRS,14)BR

EXISTING TYPICAL CROSS SECTION

OMISSION FROM PATCHING

STATION	TO	STATION
636+00.00		638+85.00
655+00.00		657+00.00

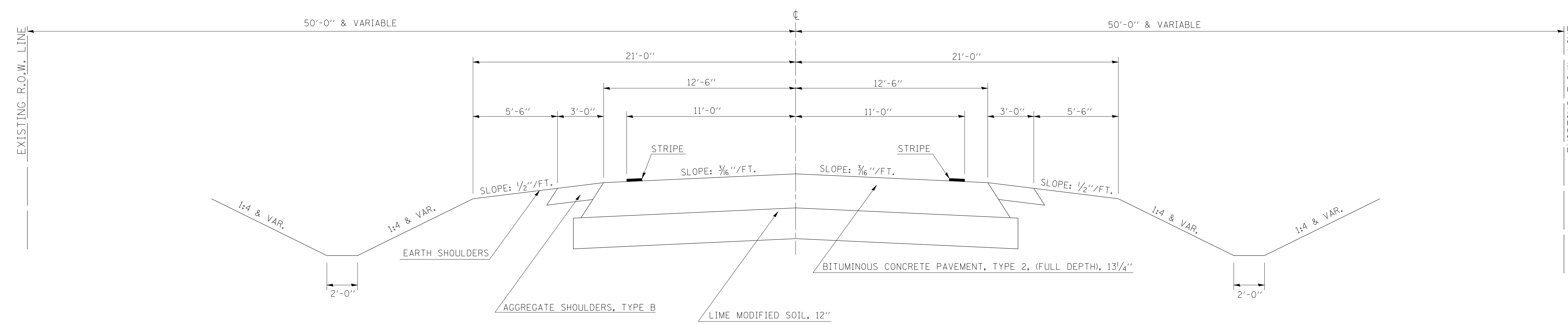


* NOTE:
SLOPE: 3/16"/FT. STATION 636+00 TO STATION 638+85
S.E. RATE LT. -2.75%, RT. 1.25% STATION 655+00TO STATION 657+00

EXISTING TYPICAL CROSS SECTION

OMISSION FROM PATCHING

STATION	TO	STATION
638+85.00		648+47.50



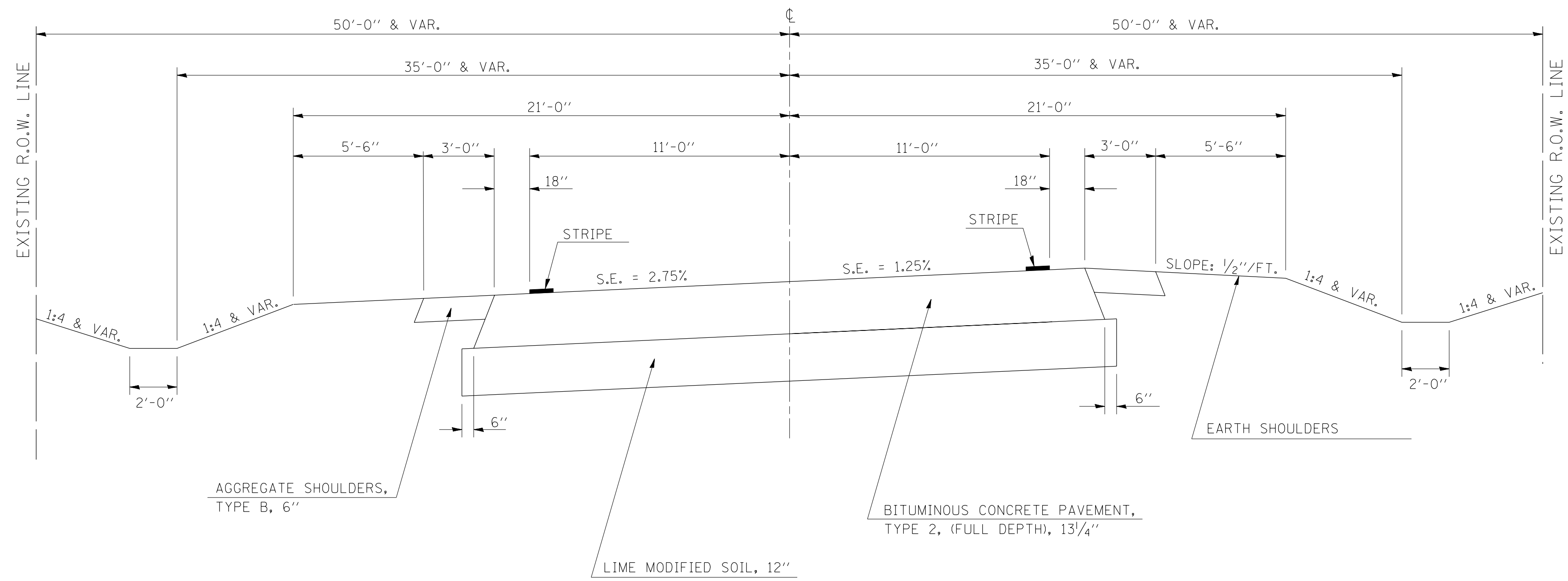
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	9

CONTRACT NO. 70134
*14RS-2, 122RS-3 & (123NRS,14)BR

EXISTING TYPICAL CROSS SECTION

OMISSION FROM PATCHING

STATION	TO	STATION
648+47.50		655+00.00

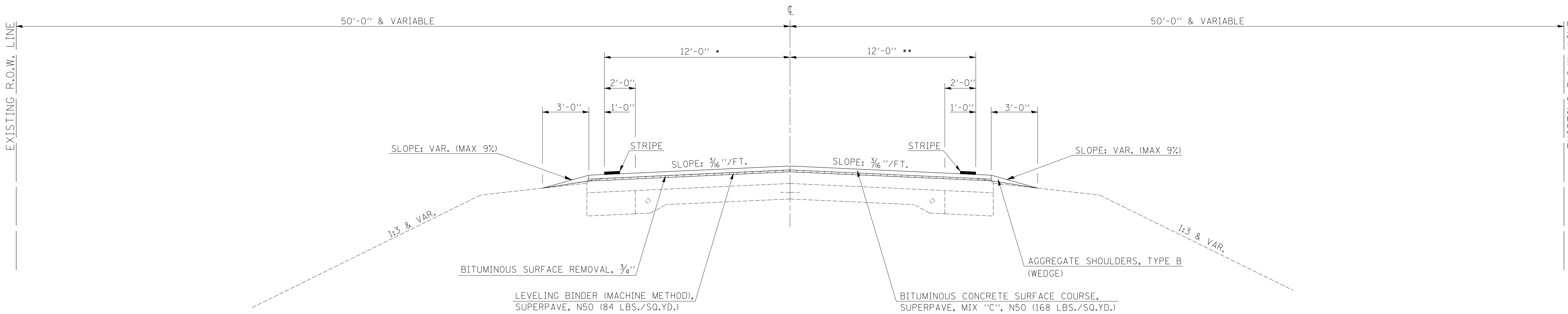


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	10

CONTRACT NO. 70134
•14RS-2, 122RS-3 & (123NRS,14)BR

1 PROPOSED TYPICAL CROSS SECTION

	STATION	TO	STATION
	1080+50.00 (BK)		7+79.47 (AH)
	7+79.47 (AH)		158+35.80 (BRIDGE OMISSION)
(BRIDGE OMISSION)	161+82.20		190+64.20 (2)



• 7+79.47 LT TO 15+39.71 (BK) LT VARIES 18' TO 12'

•• 7+79.47 RT TO 9+90.61 RT VARIES 13' TO 12'

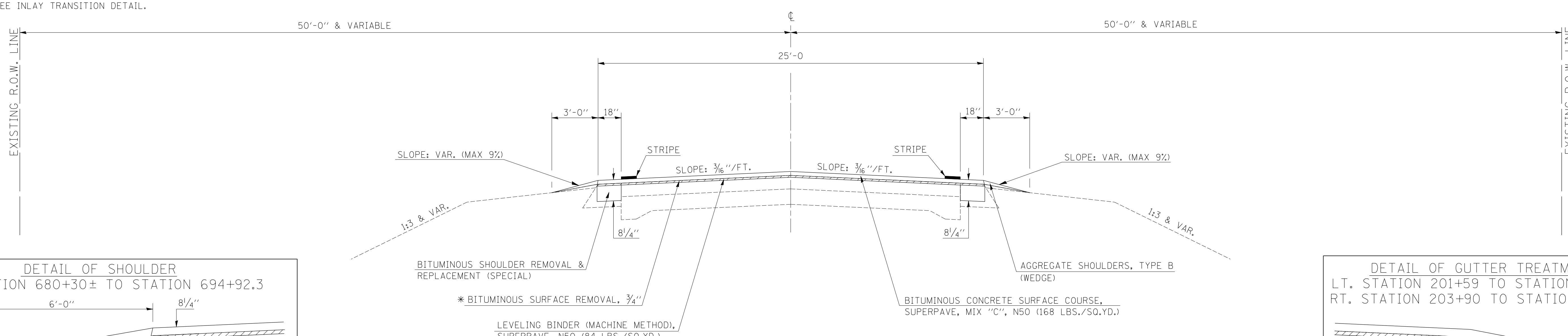
∗ BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

STA.	TO	STA.
231+29.85		232+70.15 (B)
289+84.00		291+20.00 (D)
321+31.00		322+69.00 (E)
417+54.50		418+97.50 (G)
513+12.00		514+48.00 (H)

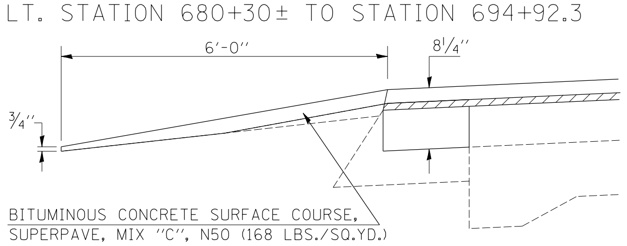
BITUMINOUS SURFACE REMOVAL-VARIABLE DEPTH
IN PLACE OF 3/4" BITUMINOUS SURFACE REMOVAL.
SEE INLAY TRANSITION DETAIL.

2 PROPOSED TYPICAL CROSS SECTION

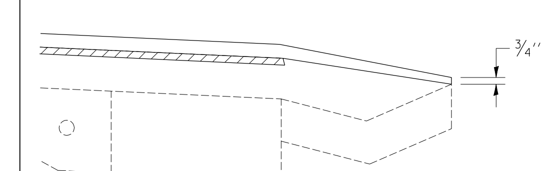
STATION	TO	STATION
(1) 190+64.20		244+00.00 (3)
(3) 247+00.00		312+20.70 (BK.)
309+71.20 (AH.)		581+27.40 (BK.)
602+51.50 (AH.)		636+00.00 (4)
(4) 657+00.00		694+92.30



DETAIL OF SHOULDER
LT. STATION 680+30± TO STATION 694+92.3



DETAIL OF GUTTER TREATMENT
LT. STATION 201+59 TO STATION 205+40
RT. STATION 203+90 TO STATION 205+20

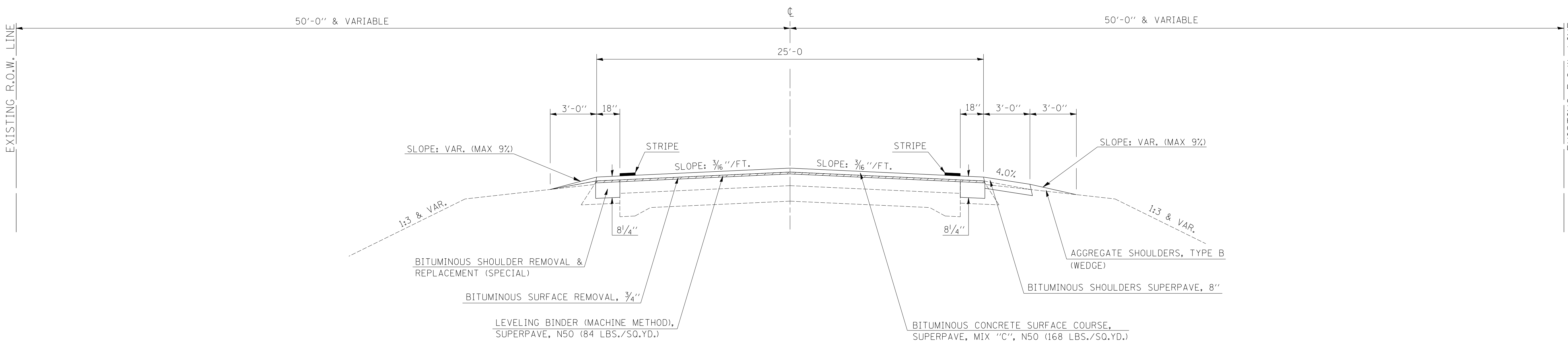


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	11

CONTRACT NO. 70134
•14RS-2, 122RS-3 & (123NRS,14)BR

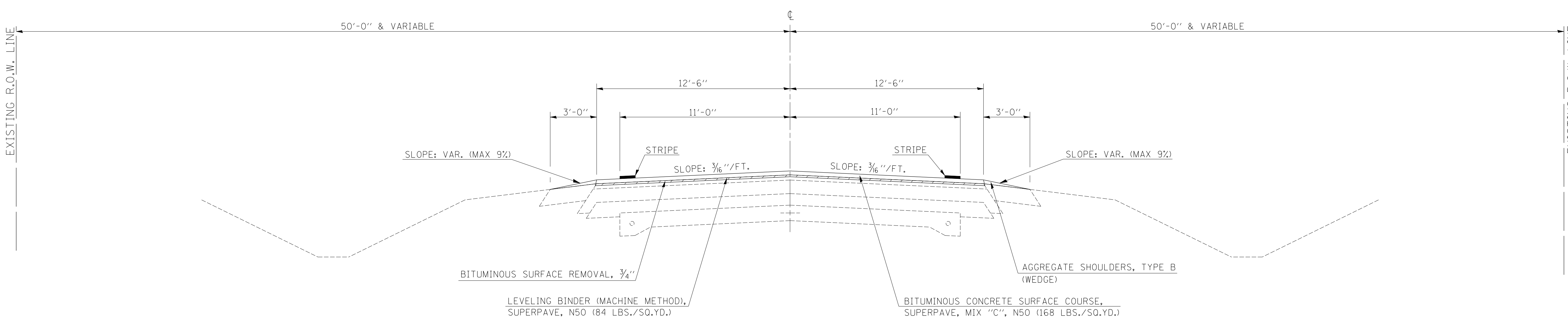
3 PROPOSED TYPICAL CROSS SECTION

STATION	TO	STATION
(2) 244+00.00		247+00.00 (2)



4 PROPOSED TYPICAL CROSS SECTION

STATION	TO	STATION
(2) 636+00.00		638+85.00 (5)
(6) 655+00.00		657+00.00 (2)



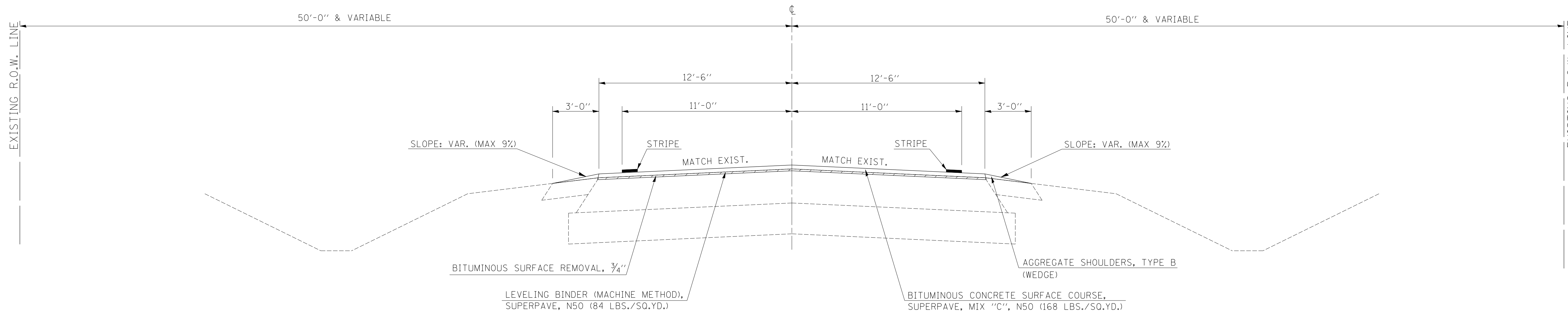
• NOTE:
SLOPE 3/16"/FT. STA. 636+00 TO STA. 638+85
S.E. RATE LT. = 2.75%, RT. = 1.25%: STA. 655+00 TO STA. 657+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	12

CONTRACT NO. 70134
•14RS-2, 122RS-3 & (123NRS,14)BR

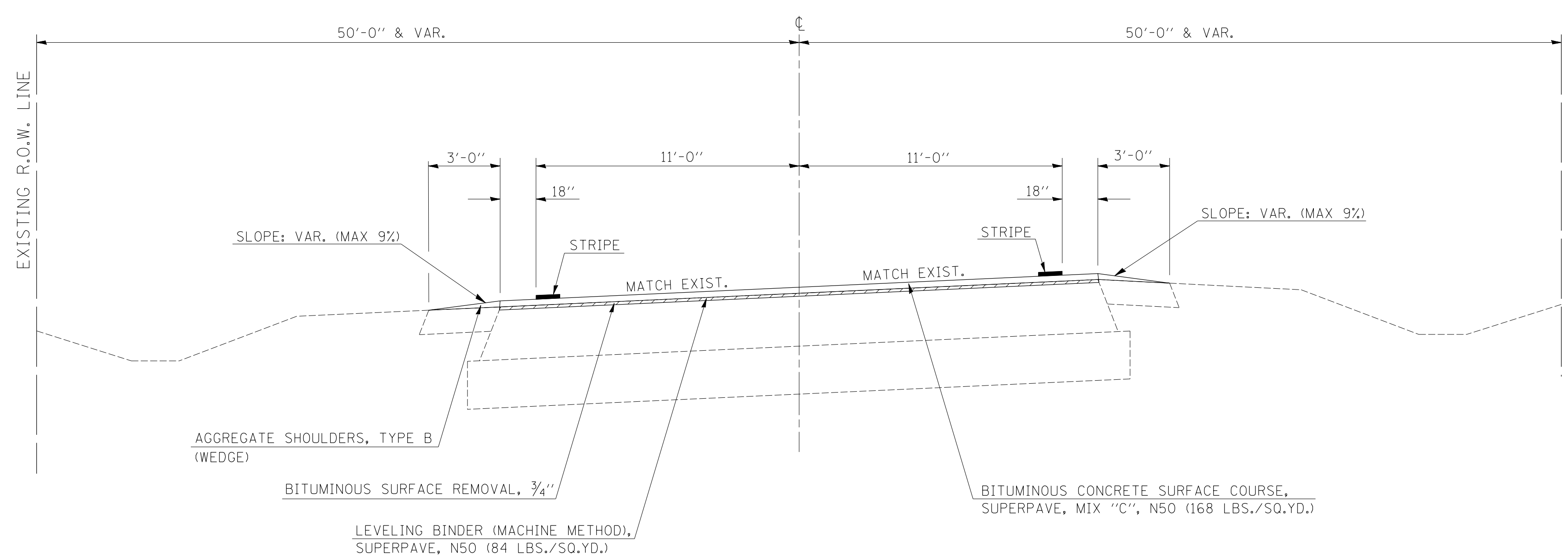
5 PROPOSED TYPICAL CROSS SECTION

STATION 4 638+85.00 TO STATION 648+47.50 6



6 PROPOSED TYPICAL CROSS SECTION

STATION 5 648+47.50 TO STATION 655+00.00 4



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	13

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

SCHEDULES OF QUANTITIES

EARTHWORK ANALYSIS

LOCATION	EARTH EXCAVATION CU. YD.	EARTH EX. ADJ. FOR SHRINK CU. YD.	EMBANKMENT CU. YD.	BALANCE WASTE (+) SHORTAGE (-) CU. YD.
8+00 TO 9+50	49.3	37.0	22.0	+15
123+00 TO 129+00	0.0	0.0	110.9	-110.9
SHILOH ROAD	0.0	0.0	19.2	-19.2
279+00 TO 281+50	81.3	61.0	411.0	-350.0
366+00 TO 368+50	123.6	92.7	12.0	+80.7
415+00 TO 421+50	0.0	0.0	259.0	-259.0
536+00 TO 543+00	215.9	161.9	218.1	-56.2
TOTALS =	470.1	352.6	1,052.2	-699.6
USE =	471	353	1053	-700

20200100 EARTH EXCAVATION = 471 CU. YD.
20400800 FURNISHED EXCAVATION = 700 CU. YD.

SEEDING SUMMARY

LOCATION	25000200 SEEDING, CL 2 (ACRE)	25000350 SEEDING, CL 7 (ACRE)	25000400 NITROGEN (POUND)	25000500 PHOSPHOROUS (POUND)	25000600 POTASSIUM (POUND)	25100115 MULCH METHOD (ACRE)	28000250 TEMP. EROS. CONTR. SEEDING (POUND)
BOX CUL. NO. 1 (LEFT SIDE)	0.077	0.077	6.93	6.93	6.93	0.077	7.7
BOX CUL. NO. 1 (RIGHT SIDE)	0.068	0.068	6.12	6.12	6.12	0.068	6.8
G. RAIL @ STA. 126+54 RT.	0.137	0.137	12.33	12.33	12.33	0.137	13.7
G. RAIL @ STA. 126+54 LT.	0.098	0.098	8.82	8.82	8.82	0.098	9.8
BOX CUL. NO. 2 (RIGHT SIDE)	0.357	0.357	32.13	32.13	32.13	0.357	35.7
BOX CUL. NO. 2 (LEFT SIDE)	0.275	0.275	24.75	24.75	24.75	0.275	27.5
BOX CUL. NO. 3 (RIGHT SIDE)	0.137	0.137	12.33	12.33	12.33	0.137	13.7
BOX CUL. NO. 3 (LEFT SIDE)	0.096	0.096	8.64	8.64	8.64	0.096	9.6
G. RAIL @ STA. 418+26 RT.	0.251	0.251	22.59	22.59	22.59	0.251	25.1
G. RAIL @ STA. 418+26 LT.	0.288	0.288	25.92	25.92	25.92	0.288	28.8
BOX CUL. NO. 4 (RIGHT SIDE)	0.384	0.384	34.56	34.56	34.56	0.384	38.4
BOX CUL. NO. 4 (LEFT SIDE)	0.333	0.333	29.97	29.97	29.97	0.333	33.3
TOTALS =	2.501	2.501	225.09	225.09	225.09	2.501	250.1
						X 2 APPLICATIONS	
USE =	2.5	2.5	225	225	225	5	250

20900110 POROUS GRANULAR BACKFILL

STATION	CU. YD.
8+76	71.1
280+24	163.7
367+52	73.3
539+68	209.6
TOTAL =	517.7

USE = 518 CU. YD.

28000300 TEMPORARY DITCH CHECKS

STATION	EACH
8+38 RT.	1
9+13 LT.	1
9+13 RT.	1
279+35 RT.	1
279+98 LT.	1
280+50 RT.	1
281+10 LT.	1
366+76 RT.	1
367+01 LT.	1
368+01 RT.	1
368+01 LT.	1
539+00 RT.	1
539+14 LT.	1
540+28 RT.	1
540+39 LT.	1
TOTAL =	15

USE = 15 EACH

28000400 PERIMETER EROSION BARRIER

STATION	TO STATION	LENGTH (FT)
8+53 61' LT.	8+97 55' LT.	44
8+53 50' RT.	8+97 50' RT.	44
279+35 50' RT.	280+29 50' RT.	94
280+16 50' LT.	281+10 50' LT.	94
367+25 50' LT.	367+79 50' LT.	54
367+25 50' RT.	367+79 50' RT.	54
538+99 50' RT.	539+85 50' RT.	86
539+43 50' LT.	540+29 50' LT.	86
	TOTAL =	556

USE = 556 FEET

28000500 INLET & PIPE PROTECTION

STATION	EACH
7+97 39' LT.	1
8+76 35' LT.	1
9+16 42' LT.	1
276+29 35' RT.	1
280+00 30' RT.	1
367+52 27' RT.	1
539+56 28' RT.	1
TOTAL =	7

USE = 7 EACH

28101700 RIPRAP, SPECIAL

STATION	CU. YD.	TON
8+76	24.8	37.2
280+24	67.5	101.25
367+52	59.9	89.85
539+68	193.2	289.8
TOTAL =	345.4	518.1

USE = 519 TONS

28200200 FILTER FABRIC FOR USE WITH RIPRAP

CULVERT NO.	STATION	SQ YD
1	8+76	148.49
2	280+24	404.62
3	367+52	179.62
4	539+68	386.39
		1,119.12

USE 1,120 SQ YD

35101400 AGGREGATE BASE COURSE, TYPE B

LOCATION	SQ YD	CU YD	TON
FE @ 8+20.1 LT.	12.0	2	3.9
SHILOH ROAD @ STA. 246+08 LT.	30.9	5.3	10.3
FE @ 276+50.0 RT.	11.4	1.9	3.7
TOTALS =	54.3	9.2	17.9

USE = 18 TON

40200800 AGGREGATE SURFACE COURSE, TYPE B

STATION	WIDTH (FT)	CU. YD.	TON
8+20.1 LT.	26.0	19.3	37.6
276+50.0 RT.	24.0	15.6	30.3
		TOTAL =	67.9

USE = 68 TON

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	14

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

SCHEDULES OF QUANTITIES

40600980 BITUMINOUS SURFACE REMOVAL - BUTT JOINT

STATION	STATION	LENGTH (FT)	WIDTH (FT)	SQ YD
7+49.47	7+79.47	30.0	35.0	116.7
158+05.80	158+35.80	30.0	26.0	86.7
161+82.20	162+12.20	30.0	26.0	86.7
694+62.30	694+92.30	30.0	25.0	83.3
			TOTAL =	373.4

USE = 374 SQ YD

40600985 PCC SURFACE REMOVAL BUTT-JOINT

STATION	TYPE	SQ. YD.
664+60 LT.	CE	67.6
668+50 RT.	CE	81.8
674+77 LT.	SR	141.7
680+13 LT.	CE	74.1
681+29 LT.	CE	56.9
683+71 LT.	CE	68.1
686+73 LT.	CE	68.7
	TOTAL =	558.9

USE = 559 SQ YD

40600990 TEMPORARY RAMP

STATION	STATION	LENGTH (FT)	WIDTH (FT)	SQ YD
7+49.47	7+54.47	5.00	30.00	16.7
158+30.80	158+35.80	5.00	26.00	14.4
161+82.20	161+87.20	5.00	26.00	14.4
694+87.30	694+92.30	5.00	25.00	13.9
			TOTAL =	59.4

USE = 60 SQ YD

INCIDENTAL SCHEDULE

• SEE SIDE ROAD IMPROVEMENT DETAIL

STATION		TYPE	WIDTH (FT)	AREA (SQ YD)	DENSITY (LB/SQYD)	40800040 INCID BIT SURFACE (TON)	44000025 BIT SURF REM (SPL) (SQ YD)
8+20	LT.	FE	26	12.00	252.0	1.51	0
12+09	RT.	FE	28	12.67	168.0	1.06	0
12+52	LT.	FE	25	11.67	168.0	0.98	0
12+84	RT.	PE	12	32.22	168.0	2.71	0
13+30	LT.	MB	-	35.00	168.0	2.94	0
13+88	RT.	PE	11	30.00	168.0	2.52	0
20+00	LT.	FE	15	8.33	168.0	0.70	0
28+76	RT.	SR	17	52.68	210.0	5.53	52.68
28+76	LT.	SR	16	33.42	168.0	2.81	0
32+00	LT.	MB	-	20.00	168.0	1.68	0
32+25	LT.	PE	24	36.11	168.0	3.03	0
32+25	RT.	FE	15	8.33	168.0	0.70	0
39+77.5	LT.	PE	15	35.56	168.0	2.99	0
43+52	RT.	FE	15	8.33	168.0	0.70	0
55+78	LT.	FE	15	8.33	168.0	0.70	0
56+62	RT.	FE	24	11.33	168.0	0.95	0
63+40	RT.	PE	22	43.33	168.0	3.64	0
64+00	RT.	MB	-	20.00	168.0	1.68	0
64+70	RT.	PE	11	34.44	168.0	2.89	0
66+64	LT.	FE	40	16.67	168.0	1.40	0
69+88	RT.	FE	16	8.67	168.0	0.73	0
78+44	LT.	FE	15	8.33	168.0	0.70	0
83+08	RT.	FE	15	8.33	168.0	0.70	0
89+00	RT.	FE	15	8.33	168.0	0.70	0
90+14	LT.	PE	10	30.00	168.0	2.52	0
93+96	RT.	FE	10	6.67	168.0	0.56	0
94+00	LT.	SR	14	33.52	168.0	2.82	0
97+43	RT.	FE	30	13.33	168.0	1.12	0
101+15	LT.	FE	16	8.67	168.0	0.73	0
104+41	LT.	FE	12	7.33	168.0	0.62	0
115+10	RT.	FE	12	7.33	168.0	0.62	0
118+77	LT.	FE	18	9.33	168.0	0.78	0
127+83	LT.	PE	12	32.22	168.0	2.71	0
131+68	LT.	SR	17	56.85	210.0	5.97	56.85
131+68	RT	SR	17	56.85	210.0	5.97	56.85
134+93	LT.	FE	8	6.00	168.0	0.50	0
144+70	LT.	FE	15	8.33	168.0	0.70	0
144+86	RT	FE	15	8.33	168.0	0.70	0
145+95	RT	PE	10	30.00	168.0	2.52	0
147+00	RT	PE	10	30.00	168.0	2.52	0
148+92	RT	FE	15	8.33	168.0	0.70	0
148+93	LT.	FE	15	8.33	168.0	0.70	0
166+04	LT.	PE	14	34.44	168.0	2.89	0
169+46	LT.	FE	20	10.00	168.0	0.84	0
171+70	RT	FE	27	12.33	168.0	1.04	0
181+50	LT.	FE	12	7.33	168.0	0.62	0
183+90	LT.	PE	10	30.00	168.0	2.52	0
185+15	RT	FE	50	20.00	168.0	1.68	0
185+31	LT.	SR	16	54.63	210.0	5.74	54.63
198+50	RT	FE	12	7.33	168.0	0.62	0
200+66	LT.	PE	22	43.33	168.0	3.64	0
205+84	RT	PE	13	53.83	210.0	5.65	53.83
206+00	LT.	SR	25	64.44	210.0	6.77	64.44
212+35	RT	SR	15.5	45.12	210.0	4.74	45.12
212+35	LT.	SR	16	47.58	210.0	5.00	47.58
216+67	LT.	PE	16	36.67	168.0	3.08	0
216+90	RT	FE	20	10.00	168.0	0.84	0
218+84	LT.	FE	16	8.67	168.0	0.73	0
219+90	LT.	FE	22	10.67	168.0	0.90	0
220+43	RT	FE	22	10.67	168.0	0.90	0
224+30	RT	FE	22	10.67	168.0	0.90	0
225+15	LT.	FE	40	16.67	168.0	1.40	0
236+11	RT	FE	40	16.67	168.0	1.40	0
236+11	LT.	FE	40	16.67	168.0	1.40	0
246+08	LT.	SR	-	294.66	•	31.59	263.81
246+55	RT	FE	24	11.33	168.0	0.95	0
255+33	RT	PE	14	37.78	168.0	3.17	0
262+90	LT.	FE	18	9.33	168.0	0.78	0

STATION		TYPE	WIDTH (FT)	AREA (SQ YD)	DENSITY (LB/SQYD)	40800040 INCID BIT SURFACE (TON)	44000025 BIT SURF REM (SPL) (SQ YD)
263+82	RT	SR	22	61.11	210.0	6.42	61.11
276+50	RT	FE	24	11.33	252.0	1.43	0
278+51	LT.	PE	14	37.78	168.0	3.17	0
278+83	LT.	MB	-	22.50	168.0	1.89	0
293+30	LT.	FE	25	11.67	168.0	0.98	0
293+40	RT	FE	13	7.67	168.0	0.64	0
307+25	RT	FE	20	10.00	168.0	0.84	0
308+14	LT.	FE	15	8.33	168.0	0.70	0
311+46	LT.	FE	14	8.00	168.0	0.67	0
313+38	LT.	FE	100	36.67	168.0	3.08	0
318+27	RT	FE	18	9.33	168.0	0.78	0
329+16	RT	PE	18	38.89	168.0	3.27	0
329+82	LT.	MB	-	67.50	168.0	5.67	0
331+78	LT.	FE	36	15.33	168.0	1.29	0
332+07	RT	FE	20	10.00	168.0	0.84	0
340+84	LT.	FE	36	15.33	168.0	1.29	0
345+56	RT	FE	18	9.33	168.0	0.78	0
358+90	RT	SR	16	56.62	168.0	4.76	0
358+90	LT.	SR	16	48.69	210.0	5.11	48.69
359+14	LT.	PE	22	46.67	168.0	3.92	0
360+15	LT.	PE	23	44.44	168.0	3.73	0
372+78	RT	FE	19	9.67	168.0	0.81	0
373+61	RT	MB	-	52.50	168.0	4.41	0
373+69	LT.	PE	35.5	58.33	168.0	4.90	0
386+47	RT	FE	16	8.67	168.0	0.73	0
389+67	LT.	FE	18	9.33	168.0	0.78	0
390+00	RT	PE	18	38.89	168.0	3.27	0
390+27	RT	MB	-	46.50	168.0	3.91	0
400+12	RT	FE	23	11.00	168.0	0.92	0
403+40	LT.	SR	16.5	30.00	168.0	2.52	0
408+66	RT	FE	23	11.00	168.0	0.92	0
411+61	RT	PE	10	20.56	168.0	1.73	0
411+92	RT	MB	-	53.83	168.0	4.52	0
412+24	RT	PE	10	20.56	168.0	1.73	0
413+41	LT.	FE	15	8.33	168.0	0.70	0
425+99	RT	FE	17	9.00	168.0	0.76	0
426+33	RT	SR	20	41.30	168.0	3.47	0
426+33	LT.	SR	20	63.52	210.0	6.67	63.52
426+83	RT	FE	22	10.67	168.0	0.90	0
439+61	LT.	FE	36	15.33	168.0	1.29	0
441+36	LT.	PE	28	50.00	168.0	4.20	0
442+15	LT.	PE	11	31.11	168.0	2.61	0
442+28	RT	FE	15	8.33	168.0	0.70	0
442+39	RT	MB	-	26.67	168.0	2.24	0
455+76	LT.	PE	12	32.22	168.0	2.71	0
456+14	RT	FE	22	10.67	168.0	0.90	0
457+07	RT	PE	15	38.89	168.0	3.27	0
457+17	LT.	FE	21	10.33	168.0	0.87	0
457+37	RT	MB	-	47.50	168.0	3.99	0
467+87	RT	SR	16	54.44	168.0	4.57	0
469+54	LT.	FE	36	15.33	168.0	1.29	0
470+73	LT.	PE	20	41.11	168.0	3.45	0
471+65	RT	FE	28.5	12.83	168.0	1.08	0
471+77	LT.	PE	20	41.11	168.0	3.45	0
473+33	LT.	PE	10	33.33	168.0	2.80	0
473+73	RT	MB	-	42.50	168.0	3.57	0
483+28	LT.	FE	15	8.33	168.0	0.70	0
484+55	RT	FE	42	17.33	168.0	1.46	0
495+84	LT.	PE	20	41.11	168.0	3.45	0
496+72	LT.	PE	12.5	32.78	168.0	2.75	0
497+33	RT	MB	-	28.33	168.0	2.38	0
497+80	RT	SR	23	37.41	210.0	3.93	37.41
517+19	RT	FE	27	12.33	168.0	1.04	0
523+07	LT.	FE	27	12.33	168.0	1.04	0
535+95	LT.	FE	24	11.33	168.0	0.95	0
542+83	RT	FE	18	9.33	168.0	0.78	0
548+44	RT	FE	18	9.33	168.0	0.78	0
549+41	LT.	SR	-	380.00	210.0	39.90	380.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	15

CONTRACT NO. 70134
* 14RS-2,122RS-3 & (123NRS,14)BR

SCHEDULES OF QUANTITIES

INCIDENTAL SCHEDULE (cont.)

STATION	TYPE	WIDTH (FT)	AREA (SQ YD)	DENSITY (LB/SQYD)	40800040 INCID BIT SURFACE (TON)	44000025 BIT SURF REM (SPL) (SQ YD)
555+50 LT.	FE	24	11.33	168.0	0.95	0
555+50 RT	FE	24	11.33	168.0	0.95	0
579+11 RT	SR	17	37.78	210.0	3.97	37.78
579+11 LT.	SR	18.5	39.44	210.0	4.14	39.44
613+56 LT.	FE	27	12.33	168.0	1.04	0
614+24 RT	FE	24	11.33	168.0	0.95	0
617+19 LT.	FE	18	9.33	168.0	0.78	0
622+85 RT	SR	22.5	92.31	210.0	9.69	92.31
622+85 LT.	SR	24	96.47	210.0	10.13	96.47
634+20 RT	FE	15	8.33	168.0	0.70	0
646+49 RT	PE	27	48.89	168.0	4.11	0
654+52 LT.	CE	14	34.44	210.0	3.62	34.44
656+03 LT.	CE	18	38.89	210.0	4.08	38.89
664+60 LT.	CE	34	67.58	168.0	5.68	0
667+09 LT.	FE	18	9.33	168.0	0.78	0
667+21 RT	PE	25	46.67	168.0	3.92	0
668+50 RT	CE	35	81.81	168.0	6.87	0
670+44 RT	PE	20	41.11	168.0	3.45	0
671+45 RT	PE	36	58.89	168.0	4.95	0
674+69 RT	FE	20	10.00	168.0	0.84	0
674+77 LT.	SR	24	141.72	168.0	11.90	0
680+13 LT.	CE	34	74.14	168.0	6.23	0
681+29 LT.	CE	34	56.85	168.0	4.78	0
683+71 LT.	CE	34.5	68.14	168.0	5.72	0
686+73 LT.	CE	35	68.69	168.0	5.77	0
688+03 LT.	CE	32	78.48	210.0	8.24	78.48
692+69 LT.	CE	32.5	76.27	210.0	8.01	76.27
693+36 RT	FE	18	9.33	168.0	0.78	0
		TOTALS =	5,320.02		486.55	1,780.60
			USE =		487	1,781

44000003 BITUMINOUS SURFACE REMOVAL, 3/4"

STATION	STATION	LENGTH (FT)	WIDTH (FT)	SQ YD
7+79.47	11+71.67	392.20	*30.3	1,320.4
11+71.67	158+05.80	14,634.13	26.0	42,276.4
162+12.20	190+64.20	2,852.00	26.0	8,239.1
190+64.20	231+29.85	4,065.65	25.0	11,293.5
232+70.15	289+84.00	5,713.85	25.0	15,871.8
291+20.00	312+20.70	2,100.70	25.0	5,835.3
309+71.20	321+31.00	1,159.80	25.0	3,221.7
322+69.00	417+54.50	9,485.50	25.0	26,348.6
418+97.50	513+12.00	9,414.50	25.0	26,151.4
514+48.00	539+54.00	2,506.00	25.0	6,961.1
539+76.00	581+27.40	4,151.40	25.0	11,531.7
602+51.50	694+92.30	9,240.80	25.0	25,668.9
	TOTAL =	65,716.53	TOTAL =	184,719.9

* AVERAGED VALUE

USE = 184,720 SQ YD

44000030 BITUMINOUS SURFACE REMOVAL, VARIABLE DEPTH

STATION	STATION	LENGTH (FT)	WIDTH (FT)	SQ YD
231+29.85	232+70.15	140.3	25.0	389.7
289+84.00	291+20.00	136.0	25.0	377.8
321+31.00	322+69.00	138.0	25.0	383.3
417+54.50	418+14.50	60.0	25.0	166.7
418+14.50	418+37.50	23.0	37.0	94.6
418+37.50	418+97.50	60.0	25.0	166.7
513+12.00	514+48.00	136.0	25.0	377.8
	TOTAL =	693.3	TOTAL =	1,956.6

USE = 1,957 SQ YD

44201815 CLASS D PATCH, TYPE II, 14"

STATION	DIRECTION	LENGTH (FT)	WIDTH (FT)	PATCH AREA TYPE II (SQ YD)
10+79	WB	6	13	8.7
10+79	EB	4	13	5.8
10+85	WB	20	6.5	14.4
15+14	EB	6	13	8.7
15+29	EB	6	13	8.7
16+34	WB	8	13	11.6
30+15	WB	6	13	8.7
30+15	EB	6	13	8.7
36+87	WB	6	13	8.7
42+40	WB	6	13	8.7
47+22	WB	6	13	8.7
47+22	EB	6	13	8.7
58+06	WB	6	13	8.7
58+06	EB	6	13	8.7
62+21	WB	6	13	8.7
69+01	WB	6	13	8.7
69+01	EB	6	13	8.7
75+90	WB	6	13	8.7
75+90	EB	6	13	8.7
84+26	WB	6	13	8.7
84+26	EB	6	13	8.7
95+58	WB	6	13	8.7
95+58	EB	6	13	8.7
102+12	WB	6	13	8.7
102+12	EB	6	13	8.7
106+25	WB	6	13	8.7
106+25	EB	6	13	8.7
111+73	WB	6	13	8.7
111+73	EB	6	13	8.7
113+78	WB	4	13	5.8
113+78	EB	8	13	11.6
114+07	WB	8	13	11.6
122+08	WB	6	13	8.7
122+08	EB	6	13	8.7
128+11	WB	6	13	8.7
136+75	WB	6	13	8.7
136+75	EB	6	13	8.7
141+45	WB	6	13	8.7
141+45	EB	6	13	8.7
151+86	EB	6	13	8.7
152+44	WB	6	13	8.7
152+44	EB	6	13	8.7
156+38	WB	6	13	8.7
156+38	EB	6	13	8.7
157+86	WB	6	13	8.7
157+86	EB	6	13	8.7
160+87	WB	6	13	8.7
160+87	EB	6	13	8.7
161+80	WB	4	13	5.8
161+87	EB	8	13	11.6
161+92	EB	4	13	5.8
162+35	WB	6	13	8.7
162+35	EB	10	13	14.4
162+84	WB	6	13	8.7
167+40	WB	8	13	11.6
167+40	EB	6	13	8.7
169+75	WB	6	13	8.7
169+75	EB	6	13	8.7
174+50	WB	6	13	8.7
174+50	EB	6	13	8.7
175+00	WB	6	13	8.7
175+00	EB	6	13	8.7
175+98	WB	6	13	8.7
175+98	EB	6	13	8.7
176+98	WB	6	13	8.7
176+98	EB	6	13	8.7
178+42	EB	6	13	8.7
178+36	WB	4	13	5.8
178+46	WB	4	13	5.8

STATION	DIRECTION	LENGTH (FT)	WIDTH (FT)	PATCH AREA TYPE II (SQ YD)
180+95	WB	6	13	8.7
180+95	EB	6	13	8.7
182+92	WB	6	13	8.7
182+92	EB	6	13	8.7
183+90	WB	6	13	8.7
183+90	EB	6	13	8.7
184+39	WB	6	13	8.7
184+39	EB	6	13	8.7
185+57	WB	6	13	8.7
185+57	EB	6	13	8.7
186+56	WB	6	13	8.7
186+56	EB	6	13	8.7
188+04	WB	8	13	11.6
188+04	EB	6	13	8.7
190+08	WB	8	13	11.6
191+62	WB	6	12.5	8.3
192+11	WB	6	12.5	8.3
192+53	EB	4	12.5	5.6
192+58	WB	4	12.5	5.6
193+09	WB	6	12.5	8.3
193+09	EB	10	12.5	13.9
193+58	WB	6	12.5	8.3
193+58	EB	10	12.5	13.9
194+08	WB	6	12.5	8.3
195+06	WB	8	12.5	11.1
198+45	WB	4	12.5	5.6
204+36	WB	6	12.5	8.3
204+36	EB	6	12.5	8.3
206+73	WB	6	12.5	8.3
206+73	EB	6	12.5	8.3
207+73	WB	4	12.5	5.6
208+70	WB	4	12.5	5.6
208+70	EB	4	12.5	5.6
209+66	WB	4	12.5	5.6
209+66	EB	4	12.5	5.6
211+15	WB	4	12.5	5.6
211+15	EB	4	12.5	5.6
212+35	WB	4	12.5	5.6
212+35	EB	4	12.5	5.6
213+12	WB	4	12.5	5.6
213+12	EB	4	12.5	5.6
215+07	WB	4	12.5	5.6
215+07	EB	4	12.5	5.6
223+80	WB	6	12.5	8.3
223+80	EB	6	12.5	8.3
224+87	WB	4	12.5	5.6
224+87	EB	4	12.5	5.6
237+00	WB	6	12.5	8.3
237+00	EB	6	12.5	8.3
239+53	WB	6	12.5	8.3
239+53	EB	6	12.5	8.3
245+09	WB	10	12.5	13.9
245+09	EB	6	12.5	8.3
245+59	WB	4	12.5	5.6
245+59	EB	4	12.5	5.6
247+06	WB	6	12.5	8.3
247+06	EB	6	12.5	8.3
281+45	WB	6	12.5	8.3
281+45	EB	6	12.5	8.3
296+35	WB	8	12.5	11.1
297+33	WB	6	12.5	8.3
311+60	EB	6	12.5	8.3
311+60	WB	6	12.5	8.3
315+02	WB	10	12.5	13.9
315+02	EB	6	12.5	8.3
317+02	WB	6	12.5	8.3
317+02	EB	6	12.5	8.3
317+47	WB	6	12.5	8.3
318+98	WB	4	12.5	5.6

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	16

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

SCHEDULES OF QUANTITIES

44201815 CLASS D PATCH, TYPE II, 14" (CONT.)

STATION	DIRECTION	LENGTH (FT)	WIDTH (FT)	PATCH AREA TYPE II (SQ YD)
319+54	WB	6	12.5	8.3
323+41	WB	6	12.5	8.3
323+41	EB	6	12.5	8.3
326+34	EB	6	12.5	8.3
326+84	WB	8	12.5	11.1
330+78	WB	6	12.5	8.3
333+22	WB	6	12.5	8.3
333+73	WB	6	12.5	8.3
333+73	EB	6	12.5	8.3
335+20	WB	8	12.5	11.1
335+68	WB	8	12.5	11.1
336+66	WB	10	12.5	13.9
336+66	EB	6	12.5	8.3
337+16	WB	6	12.5	8.3
337+16	EB	6	12.5	8.3
346+98	WB	8	12.5	11.1
347+49	WB	6	12.5	8.3
347+49	EB	6	12.5	8.3
358+29	WB	8	12.5	11.1
358+78	WB	6	12.5	8.3
377+80	WB	6	12.5	8.3
378+28	WB	6	12.5	8.3
378+77	EB	8	12.5	11.1
379+29	WB	8	12.5	11.1
379+29	EB	6	12.5	8.3
379+78	WB	6	12.5	8.3
380+26	WB	8	12.5	11.1
384+67	WB	6	12.5	8.3
384+67	EB	6	12.5	8.3
385+16	WB	8	12.5	11.1
386+63	WB	6	12.5	8.3
386+63	EB	6	12.5	8.3
393+98	WB	8	12.5	11.1
398+93	WB	6	12.5	8.3
398+93	EB	6	12.5	8.3
404+34	WB	8	12.5	11.1
411+12	WB	8	12.5	11.1
411+12	EB	4	12.5	5.6
411+61	WB	6	12.5	8.3
412+60	WB	6	12.5	8.3
412+60	EB	6	12.5	8.3
413+08	WB	8	12.5	11.1
413+08	EB	6	12.5	8.3
413+58	WB	8	12.5	11.1
413+58	EB	6	12.5	8.3
416+03	EB	8	12.5	11.1
416+48	WB	8	12.5	11.1
475+80	WB	8	12.5	11.1
477+32	WB	6	12.5	8.3
477+32	EB	6	12.5	8.3
478+79	WB	6	12.5	8.3
478+79	EB	6	12.5	8.3
479+25	WB	8	12.5	11.1
479+25	EB	6	12.5	8.3
485+11	WB	6	12.5	8.3
486+16	WB	8	12.5	11.1
486+60	WB	6	12.5	8.3
488+63	EB	6	12.5	8.3
489+13	WB	8	12.5	11.1
492+02	WB	8	12.5	11.1
492+54	WB	6	12.5	8.3
494+04	WB	6	12.5	8.3
498+43	WB	6	12.5	8.3
498+43	EB	6	12.5	8.3
503+84	EB	10	12.5	13.9
504+32	WB	6	12.5	8.3
504+32	EB	6	12.5	8.3
505+29	WB	6	12.5	8.3
505+29	EB	6	12.5	8.3
505+77	WB	6	12.5	8.3
506+28	WB	6	12.5	8.3
511+48	WB	4	12.5	5.6
511+48	EB	4	12.5	5.6
516+16	WB	8	12.5	11.1
516+16	EB	10	12.5	13.9
517+10	WB	8	12.5	11.1
517+10	EB	6	12.5	8.3
517+59	WB	6	12.5	8.3
517+59	EB	6	12.5	8.3
518+57	EB	6	12.5	8.3
519+56	WB	6	12.5	8.3
519+56	EB	6	12.5	8.3
520+54	WB	6	12.5	8.3
520+54	EB	6	12.5	8.3
522+98	WB	8	12.5	11.1
523+98	EB	6	12.5	8.3
533+28	WB	8	12.5	11.1
536+24	WB	10	12.5	13.9
536+24	EB	6	12.5	8.3
614+50	WB	6	12.5	8.3
622+83	WB	6	12.5	8.3
622+83	EB	6	12.5	8.3
623+80	WB	6	12.5	8.3
630+24	WB	8	12.5	11.1
634+18	WB	6	12.5	8.3
634+18	EB	6	12.5	8.3
			TOT	2,048.5
			USE =	2,049

44201819 CLASS D PATCH, TYPE III, 14"

STATION	DIRECTION	LENGTH (FT)	WIDTH (FT)	PATCH AREA TYPE II (SQ YD)
15+29	WB	12	13	17.3
147+05	WB	12	13	17.3
151+86	WB	15	13	21.7
346+58	WB	12	12.5	16.7
354+80	WB	12	12.5	16.7
389+98	WB	15	12.5	20.8
416+48	EB	12	12.5	16.7
			TOT	127.2
			USE =	128

44201821 CLASS D PATCH, TYPE IV, 14"

STATION	DIRECTION	LENGTH (FT)	WIDTH (FT)	PATCH AREA TYPE II (SQ YD)
145+80	EB	20	13	28.9
8+76	BOX CULVERT #1 REMOVAL (STAGE 1) =			50.6
8+76	BOX CULVERT #1 REMOVAL (STAGE 2) =			52.5
280+24	BOX CULVERT #2 REMOVAL =			213.4
367+52	BOX CULVERT #3 REMOVAL =			103.9
539+68	BOX CULVERT #4 REMOVAL =			199.2
			TOT	648.5
			USE =	649

PARTIAL DEPTH PATCHING

STATION	DIRECTION	EXISTING OVERLAY THICKNESS (INCHES)	LENGTH (FT)	WIDTH (FT)	X4401705 PARTIAL DEPTH REMOVAL (SQ YD)	Z0004800 BITUMINOUS MIXTURE FOR PATCHING (TON)
132+00	EB	5.25	120	6	80.0	37.0
136+70	WB	5.25	475	6	316.7	146.3
141+51	WB	5.25	131	6	87.3	40.3
145+80	WB	5.25	72	13.0	104.0	48.0
195+40	EB	5.25	92	6.0	61.3	28.3
				TOT	649.3	299.9
				USE =	650	300

48202600 BITUMINOUS SHOULDER SUPERPAVE 8"

STATION	STATION	LENGTH (FT)	WIDTH (FT)	SQ. YD.
244+00 RT.	247+00 RT.	300	3	100

USE = 100 SQ. YD.

50105210 REMOVE EXISTING CULVERTS

STATION	FEET
8+45 LT.	32.5
278+83 RT.	34.0
TOTAL =	66.5

USE = 67 FEET

51500100 NAME PLATES

STATION	EACH
8+76	1
280+24	1
367+52	1
539+68	1
TOTAL =	4

USE = 4 EACH

54213450 END SECTIONS 15"

STATION	EACH
7+97.3 39.4' LT	1
8+44.0 38.3' LT	1
276+29.0 35.0' RT.	1
276+71.0 35.0' RT.	1
TOTAL =	4

USE = 4 EACH

54213663 PRC FLARED END SECTIONS, 18"

STATION	EACH
245+35 34.6' LT.	1

TOTAL = 1

542A0223 PIPE CULVERT, CLASS A, TYPE 1, 18"

STATION	LENGTH (FT)
245+35 34.6' LT.	12.0

TOTAL = 12.0 FEET

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	17

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

SCHEDULES OF QUANTITIES

542D0220 PIPE CULVERT, CLASS D, TYPE 1, 15"

STATION	TO	STATION	LENGTH (FT)
7+97.3 39.4' LT.		8+44.0 38.3' LT.	46.7
276+29.0 35.0' RT.		276+71.0 35.0' RT.	42.0
		TOTAL =	88.7

USE = 89 FEET

63000000 STEEL PLATE BEAM GUARDRAIL TYPE A

STATION	STATION	LENGTH (FT)
124+64.0 RT.	126+26.5 RT.	162.5
125+56.6 LT.	126+19.1 LT.	62.5
126+81.6 LT.	127+19.1 LT.	37.5
126+89.0 RT.	127+51.5 RT.	62.5
277+67.2 RT.	279+54.7 RT.	187.5
279+57.1 LT.	279+94.6 LT.	37.5
280+54.7 RT.	281+17.2 RT.	62.5
280+94.6 LT.	282+82.1 LT.	187.5
415+57.9 RT.	417+82.9 RT.	225.0
416+44.1 LT.	417+94.1 LT.	150.0
418+57.9 RT.	420+07.9 RT.	150.0
418+69.1 LT.	420+94.1 LT.	225.0
537+19.7 RT.	539+07.2 RT.	187.5
538+53.2 LT.	539+28.2 LT.	75.0
540+07.2 RT.	540+82.2 RT.	75.0
540+28.2 LT.	542+15.7 LT.	187.5
	TOTAL =	2,075.0

USE = 2,075 FEET

63000005 STEEL PLATE BEAM GUARDRAIL TYPE B

STATION	STATION	LENGTH (FT)
126+19.1 LT.	126+44.1 LT.	25.0
126+26.5 RT.	126+51.5 RT.	25.0
126+56.6 LT.	126+81.6 LT.	25.0
126+64.0 RT.	126+89.0 RT.	25.0
279+54.7 RT.	279+79.7 RT.	25.0
279+94.6 LT.	280+19.6 LT.	25.0
280+29.7 RT.	280+54.7 RT.	25.0
280+69.6 LT.	280+94.6 LT.	25.0
417+82.9 RT.	418+07.9 RT.	25.0
417+94.1 LT.	418+19.1 LT.	25.0
418+32.9 RT.	418+57.9 RT.	25.0
418+44.1 LT.	418+69.1 LT.	25.0
539+07.2 RT.	539+32.2 RT.	25.0
539+28.2 LT.	539+53.2 LT.	25.0
539+82.2 RT.	540+07.2 RT.	25.0
540+03.2 LT.	540+28.2 LT.	25.0
	TOTAL =	400.0

USE = 400 FEET

63000025 STEEL PLATE BEAM GUARDRAIL ATTACHED TO STRUCTURE

STATION	STATION	LENGTH (FT)
126+44.1 LT.	126+56.6 LT.	12.5
126+51.5 RT.	126+64.0 RT.	12.5
279+79.7 RT.	280+29.7 RT.	50.0
280+19.6 LT.	280+69.6 LT.	50.0
418+07.9 RT.	418+32.9 RT.	25.0
418+19.1 LT.	418+44.1 LT.	25.0
539+32.2 RT.	539+82.2 RT.	50.0
539+53.2 LT.	540+03.2 LT.	50.0
	TOTAL =	275.0

USE = 275 FEET

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)

STATION	EACH
124+64.0 RT	1
125+56.6 LT	1
127+19.1 LT	1
127+51.5 RT	1
277+67.2 RT	1
279+57.1 LT	1
281+17.2 RT	1
282+82.1 LT	1
415+57.9 RT	1
416+44.1 LT	1
420+07.9 RT	1
420+94.1 LT	1
537+19.7 RT	1
538+53.2 LT	1
540+82.2 RT	1
542+15.7 LT	1
TOTAL =	16

USE = 16 EACH

63200310 GUARDRAIL REMOVAL

STATION	STATION	LENGTH (FT)
125+78 LT	127+78 LT	200.0
125+84 RT	127+84 RT	200.0
417+08 RT	418+11 RT	103.0
418+29 RT	419+32 RT	103.0
417+20 LT	418+23 LT	103.0
418+41 LT	419+44 LT	103.0
538+93 RT	540+93 RT	200.0
539+17 LT	541+17 LT	200.0
	TOTAL =	1,212.0

USE = 1,212 FEET

78200410 GUARDRAIL MARKER, TYPE A

STATION	STATION	LENGTH (FT)	NO. OF MARKERS	USE
124+64.0 RT	127+51.5 RT	287.50	4.6	5
125+56.6 LT	127+19.1 LT	162.50	3.0	3
277+67.2 RT	281+17.2 RT	350.00	5.4	6
279+57.1 LT	282+82.1 LT	325.00	5.1	6
415+57.9 RT	420+07.9 RT	450.00	6.6	7
416+44.1 LT	420+94.1 LT	450.00	6.6	7
537+19.7 RT	540+82.2 RT	362.50	5.5	6
538+53.2 LT	542+15.7 LT	362.50	5.5	6
			TOTAL =	46

USE = 46 EACH

78201000 TERMINAL MARKER - DIRECT APPLIED

STATION	EACH
124+14.0 RT	1
125+06.6 LT	1
127+69.1 LT	1
128+01.5 RT	1
277+17.2 RT	1
279+07.1 LT	1
281+67.2 RT	1
283+32.1 LT	1
415+07.9 RT	1
415+94.1 LT	1
420+57.9 RT	1
421+44.1 LT	1
536+69.7 RT	1
538+03.2 LT	1
541+32.2 RT	1
542+65.7 LT	1
TOTAL =	16

USE = 16 EACH

X0301232 SURVEY MARKER VAULT

STATION	EACH
131+68	1
522+99	1
TOTAL =	2

USE = 2 EACH

X4032500 BITUMINOUS MATERIALS COVER AND SEAL COAT (SPECIAL)

STATION	GALLONS
•	1,820.0

USE = 1,820 GALLONS

• PLAN LOCATIONS FOR BITUMINOUS MATERIALS COVER & SEAL COAT (SPECIAL) SHALL BE COORDINATED BY THE ENGINEER WITH THE BUREAU OF MATERIALS UPON COMPLETION OF BITUMINOUS SURFACE REMOVAL 3/4".

X4040100 SEAL COAT AGGREGATE (SPECIAL)

STATION	TON
•	61.0

USE = 61 TONS

• PLAN LOCATIONS FOR SEAL COAT AGGREGATE (SPECIAL) SHALL BE COORDINATED BY THE ENGINEER WITH THE BUREAU OF MATERIALS UPON COMPLETION OF BITUMINOUS SURFACE REMOVAL 3/4".

X4409914 BITUMINOUS SHOULDER REMOVAL AND REPLACEMENT (SPECIAL)

STATION	STATION	LENGTH (FT)	WIDTH (FT)	SQ YD
190+64.2 LT	201+59.0 LT	1,094.8	1.5	182.5
190+64.2 RT	203+90.0 RT	1,325.8	1.5	221.0
205+40.0 LT	312+20.7 LT	10,680.7	1.5	1,780.1
205+20.0 RT	312+20.7 RT	10,700.7	1.5	1,783.5
309+71.2 LT	581+27.4 LT	27,156.2	1.5	4,526.0
309+71.2 RT	581+27.4 RT	27,156.2	1.5	4,526.0
602+51.5 LT	636+00.0 LT	3,348.5	1.5	558.1
602+51.5 RT	636+00.0 RT	3,348.5	1.5	558.1
657+00.0 LT	694+92.3 LT	3,792.3	1.5	632.1
657+00.0 RT	694+92.3 RT	3,792.3	1.5	632.1
	TOTAL =	92,396.0	TOTAL =	15,399.5

USE 15,400 SQ YD

XZ193400 SURVEY MARKER TYPE 2 SPECIAL

STATION	EACH
8+76	1
122+86	1
126+54	1
127+97	1
133+08	1
280+24	1
312+21	1
367+52	1
419+91	1
440+71	1
540+77	1
561+87	1
616+11	1
TOTAL =	13

USE = 13 EACH

Z0070100 SURVEY MONUMENT COVER ASSEMBLY

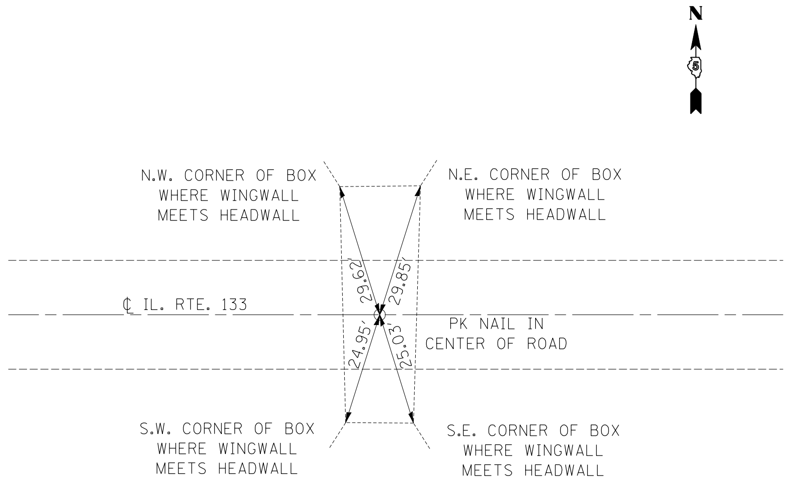
STATION	EACH
148+54	1
172+43	1
240+61	1
249+44	1
312+10	1
321+74	1
523+92	1
TOTAL =	7

USE = 7 EACH

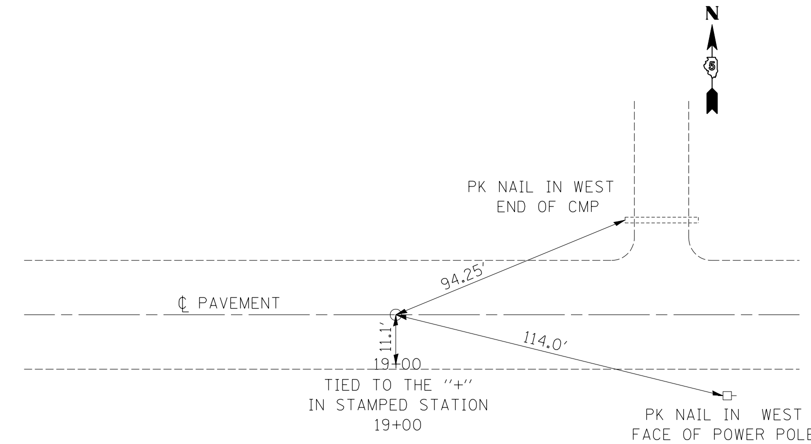
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	18

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

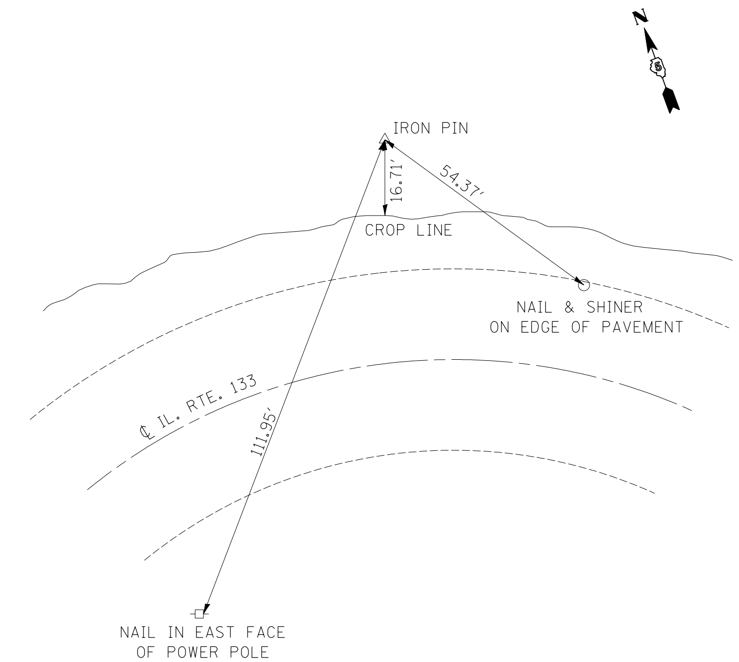
P.O.T.
STA. 8 + 76



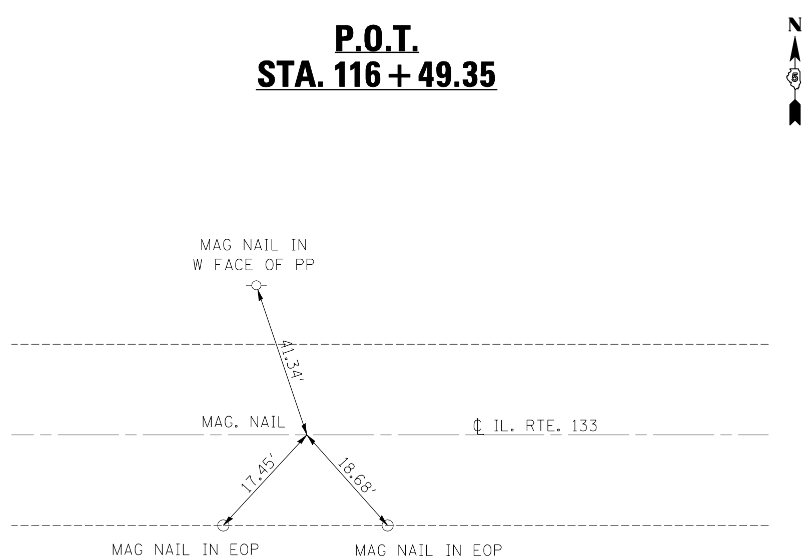
P.O.T.
STA. 19 + 00



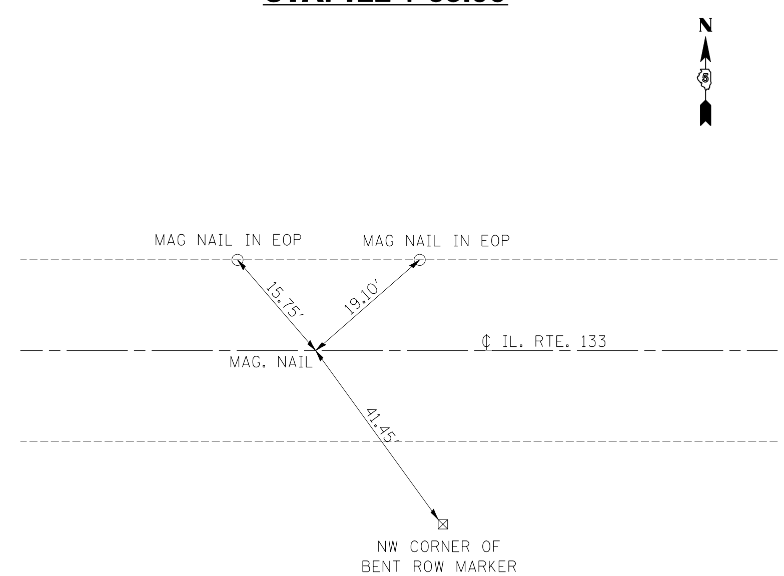
P.I.
STA. 26 + 48.81



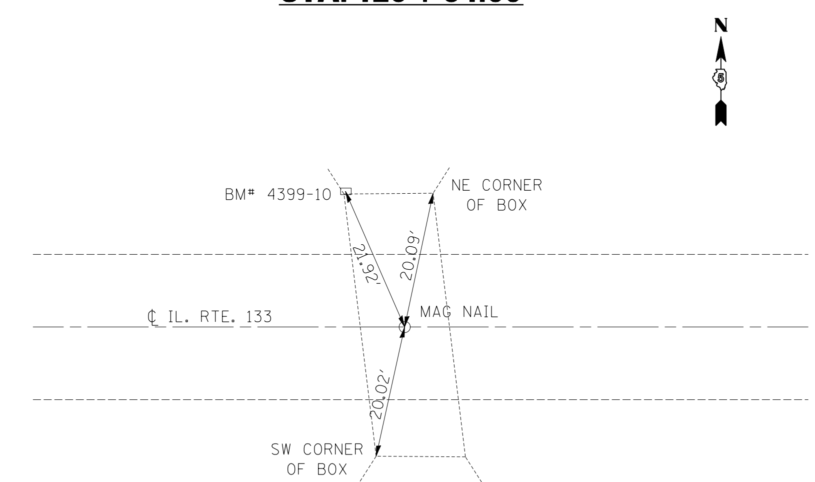
P.O.T.
STA. 116 + 49.35



P.C.
STA. 122 + 85.90



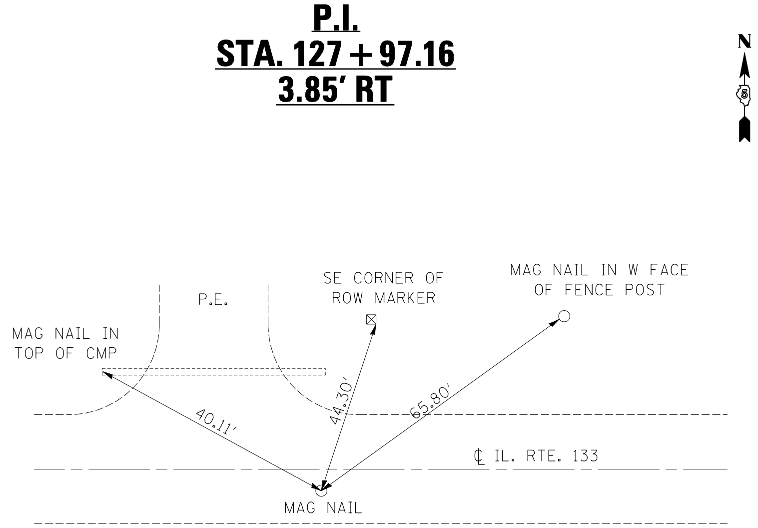
P.O.T.
STA. 126 + 54.00



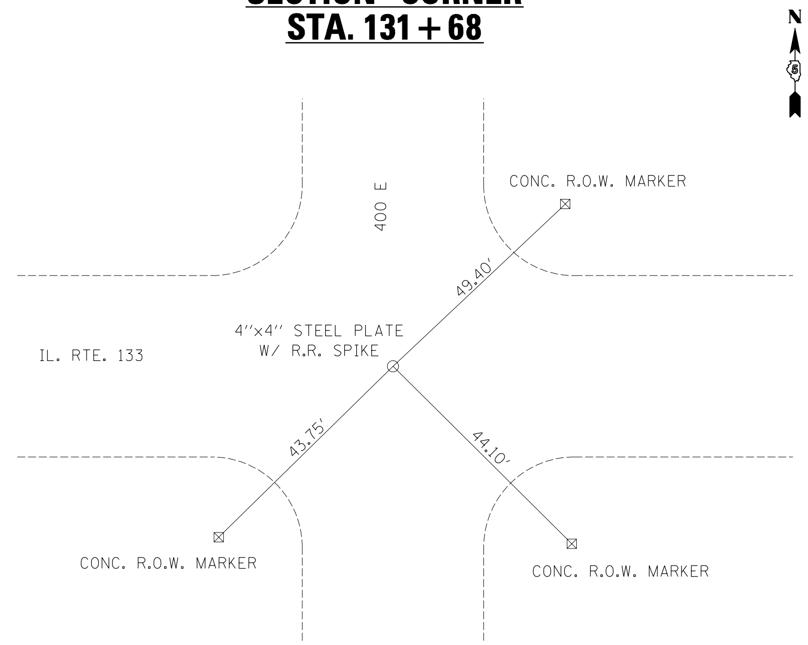
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	19

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

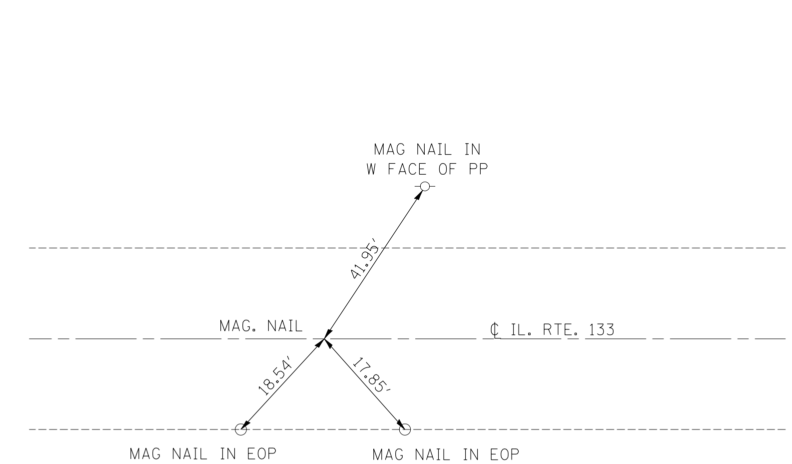
P.I.
STA. 127 + 97.16
3.85' RT



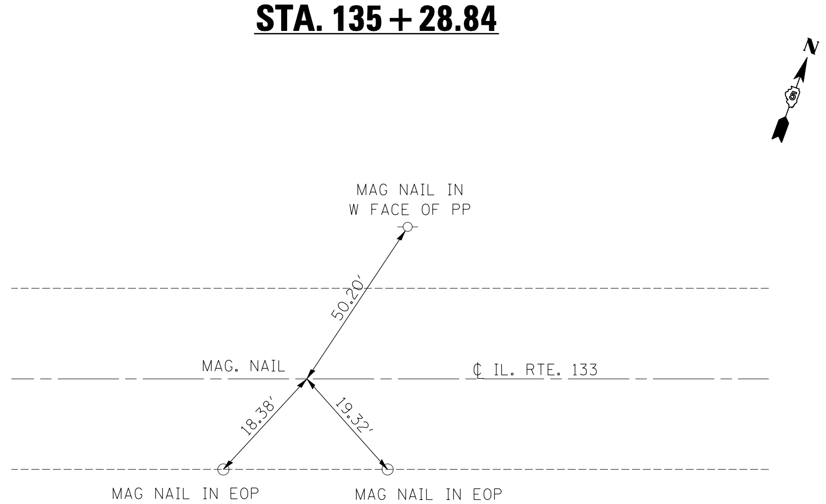
SECTION CORNER
STA. 131 + 68



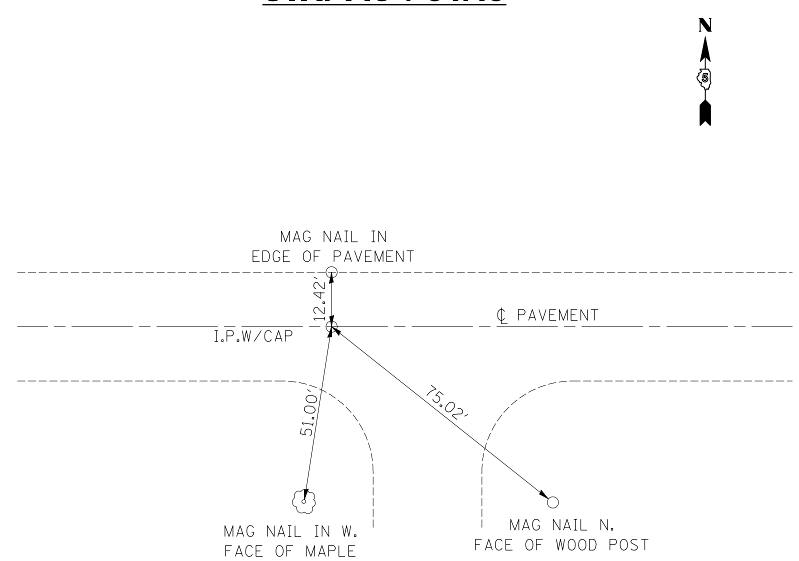
P.T.
STA. 133 + 08.33



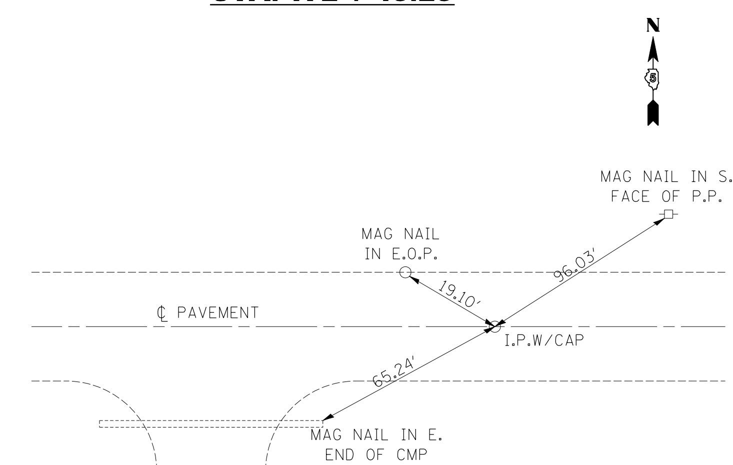
P.O.T.
STA. 135 + 28.84



P.O.T.
STA. 148 + 54.45



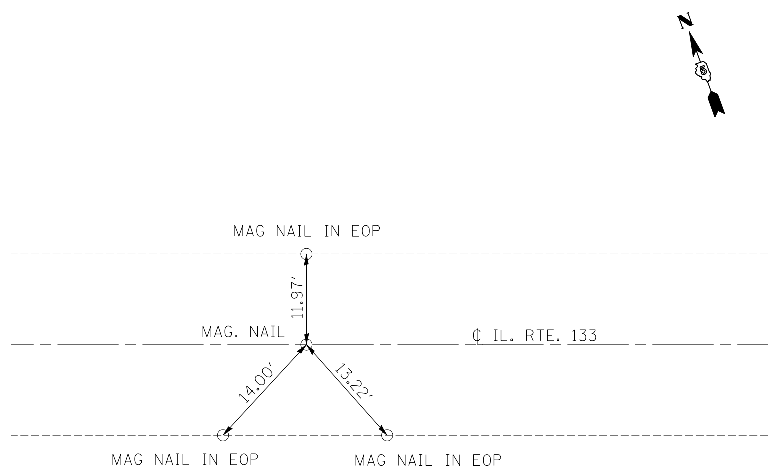
P.O.T.
STA. 172 + 43.23



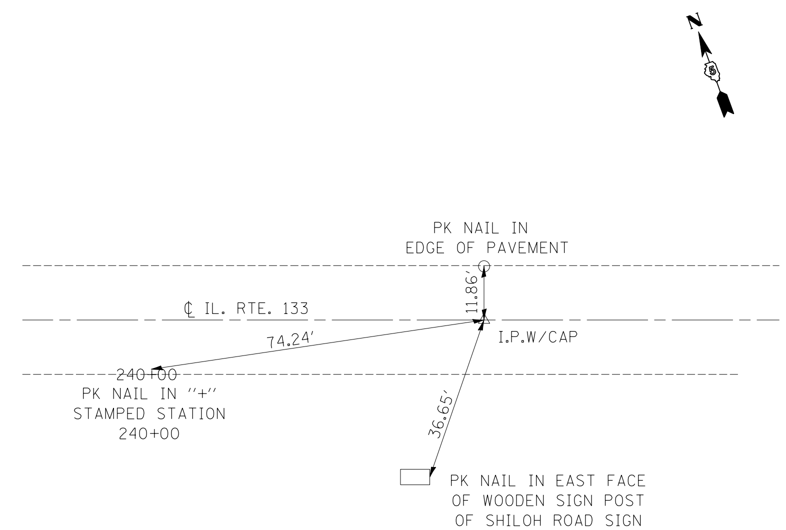
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	20

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

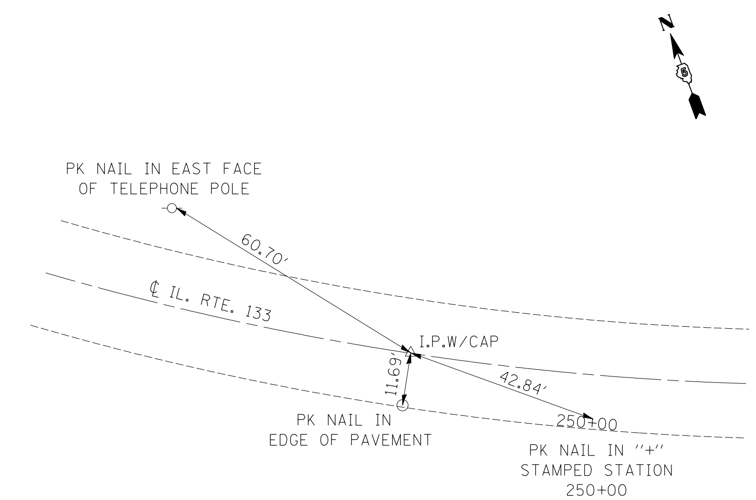
P.O.T.
STA. 226 + 99.48



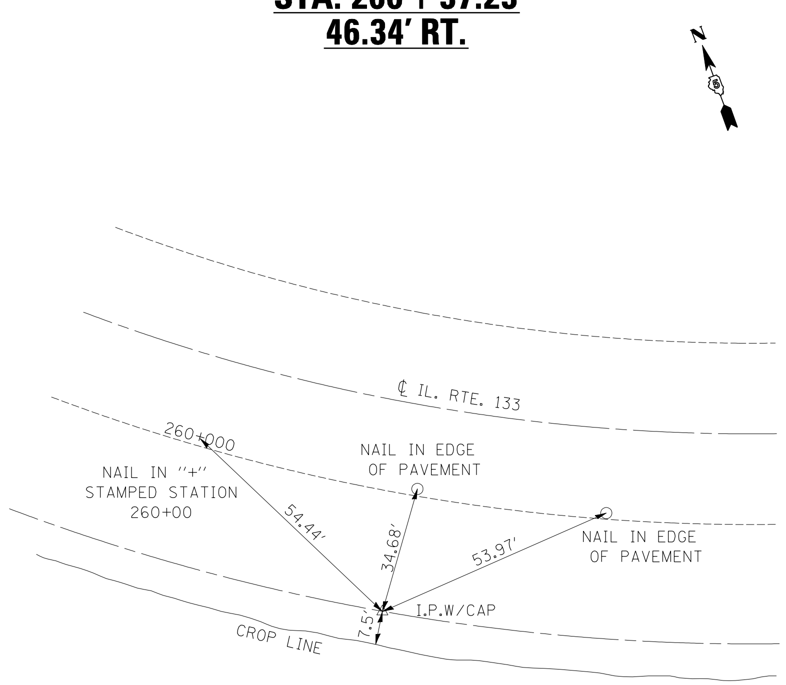
P.O.T.
STA. 240 + 61.14



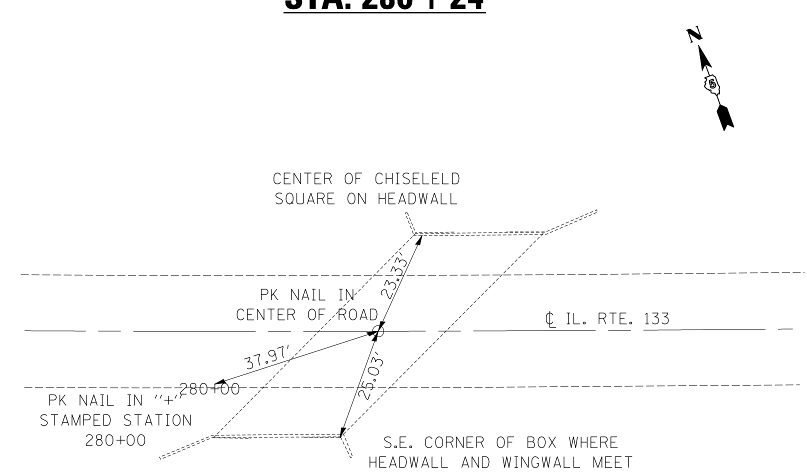
P.C.
STA. 249 + 44.21



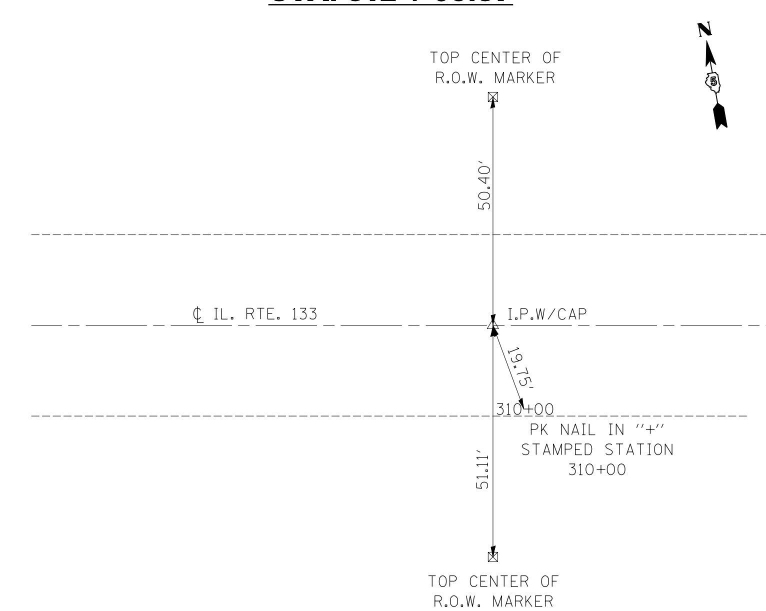
P.O.F. TANGENT
STA. 260 + 37.23
46.34' RT.



P.O.C.
STA. 280 + 24



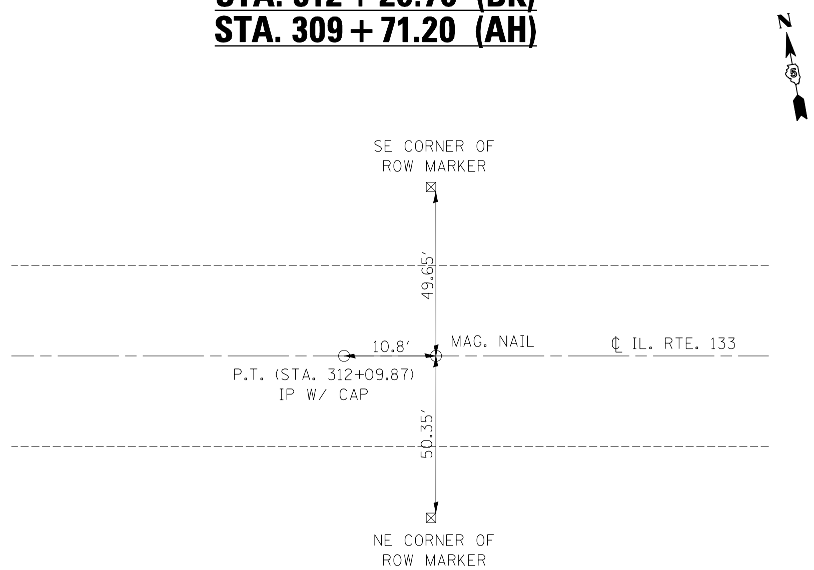
P.T.
STA. 312 + 09.87



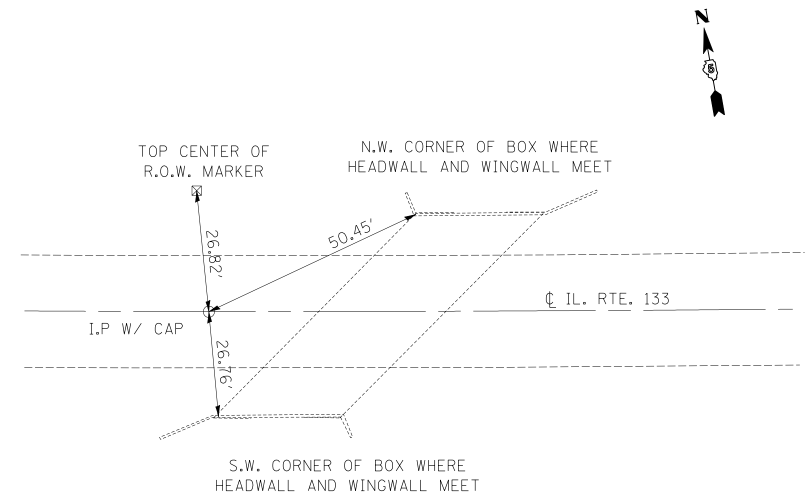
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	21

CONTRACT NO. 70134
* 14RS-2,122RS-3 & (123NRS,14)BR

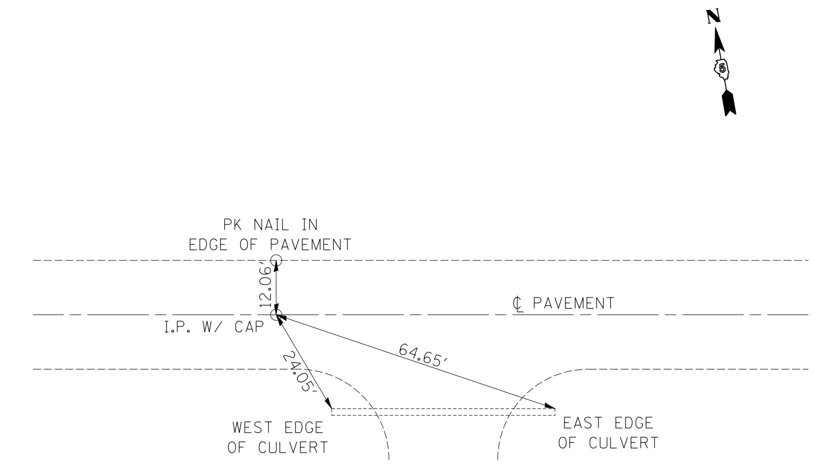
P.O.T.
STA. 312 + 20.70 (BK)
STA. 309 + 71.20 (AH)



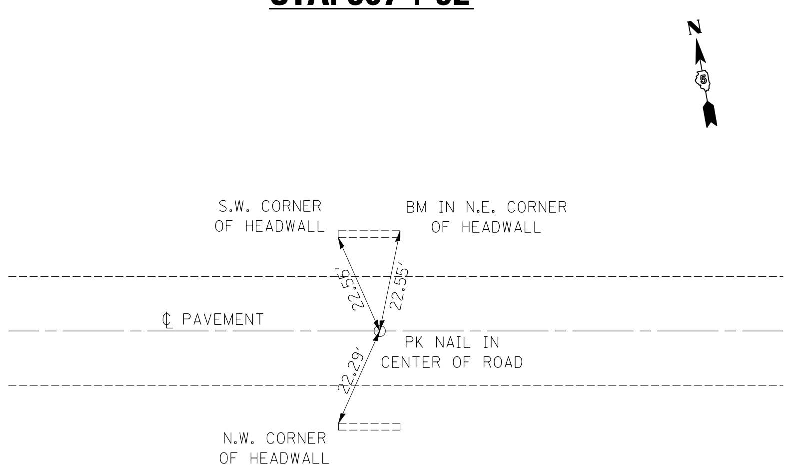
P.I. KINK
321 + 73.58



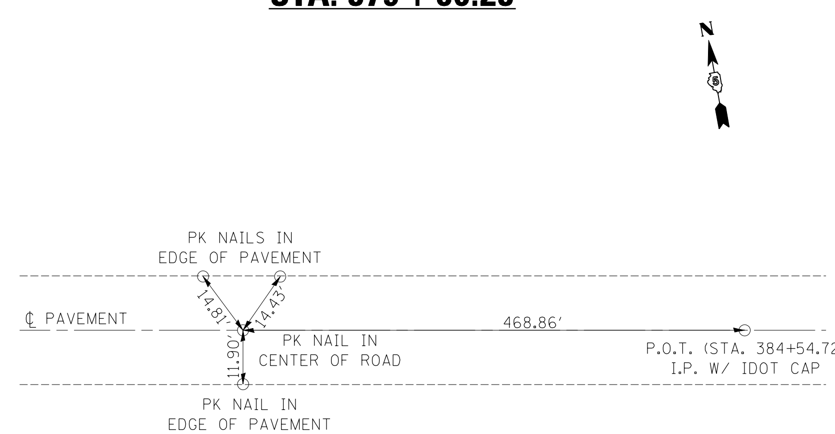
P.O.T.
STA. 345 + 01.92



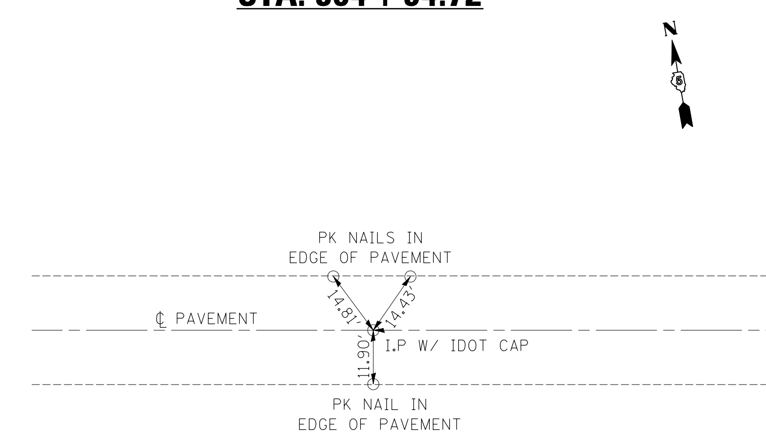
P.O.T.
STA. 367 + 52



P.O.T.
STA. 379 + 86.23



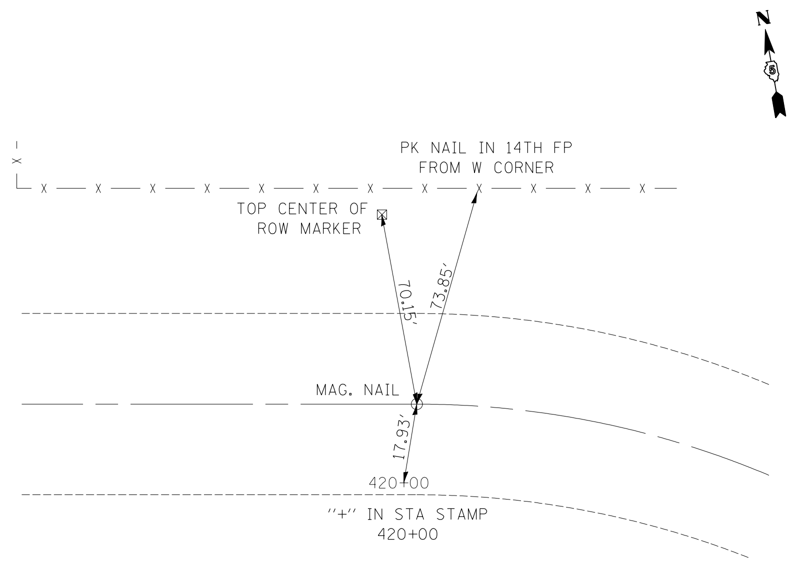
P.O.T.
STA. 384 + 54.72



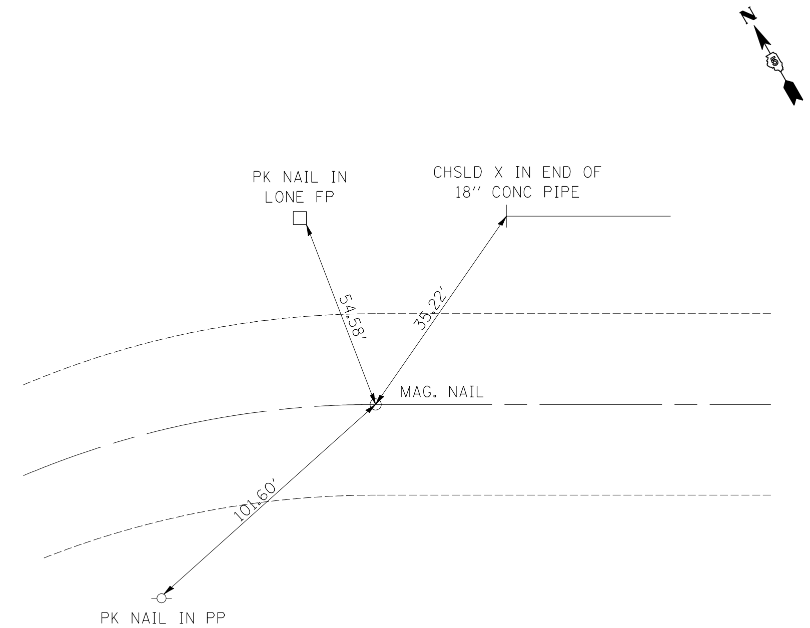
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	22

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

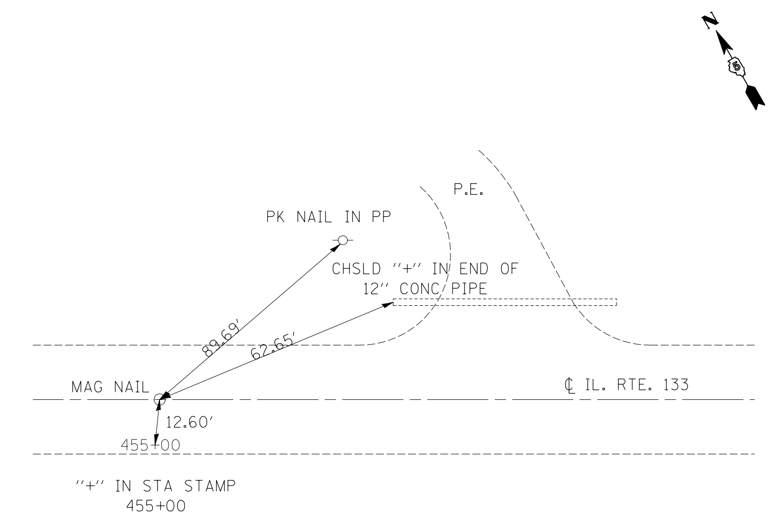
P.C.
STA. 419 + 91.00



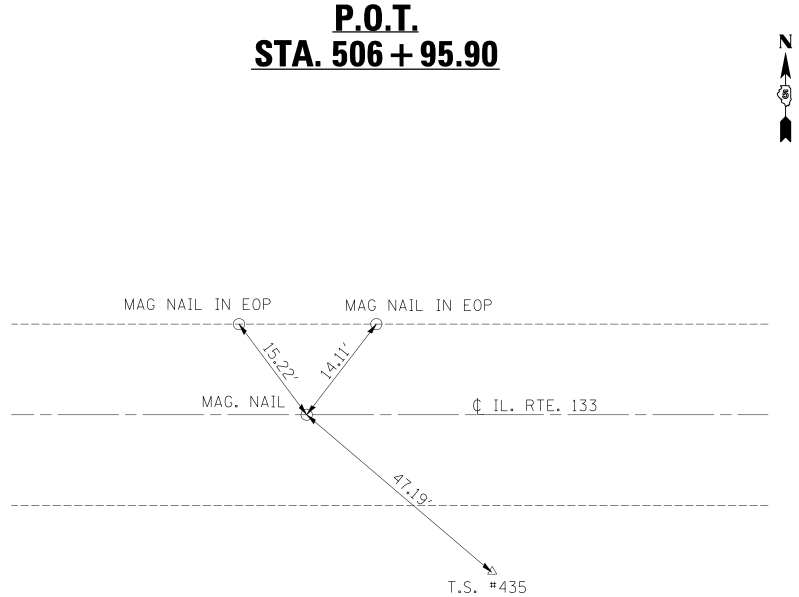
P.T.
STA. 440 + 70.80



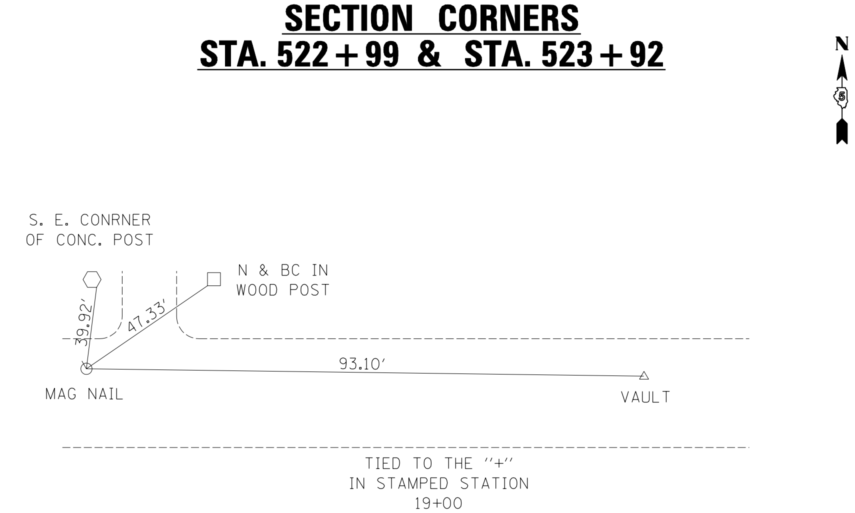
P.O.T.
STA. 454 + 35.59



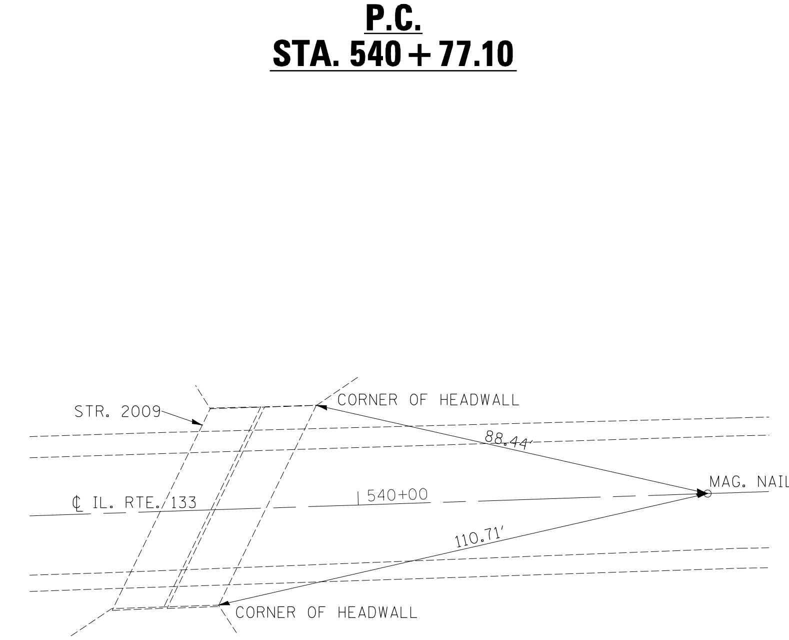
P.O.T.
STA. 506 + 95.90



SECTION CORNERS
STA. 522 + 99 & STA. 523 + 92



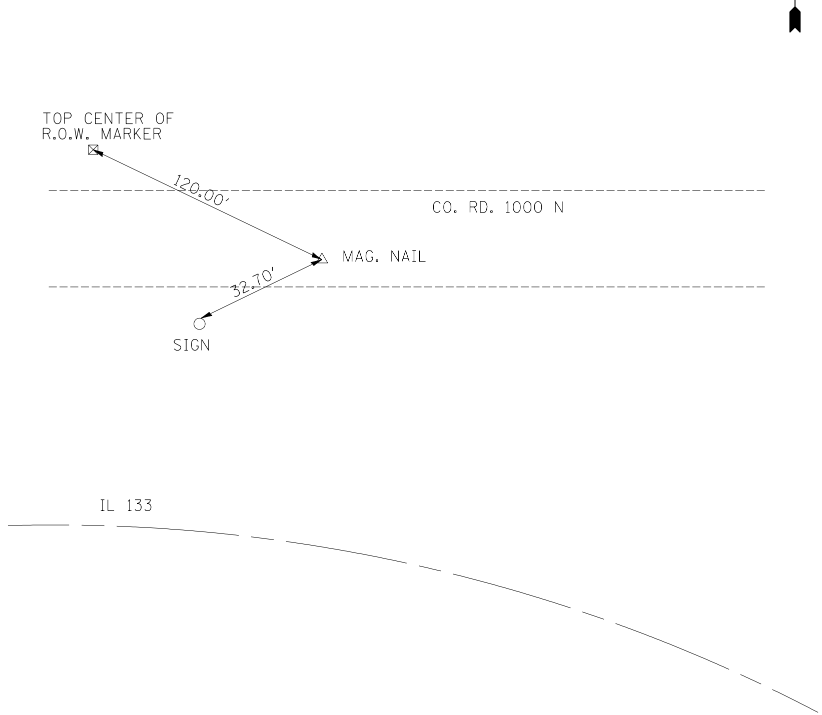
P.C.
STA. 540 + 77.10



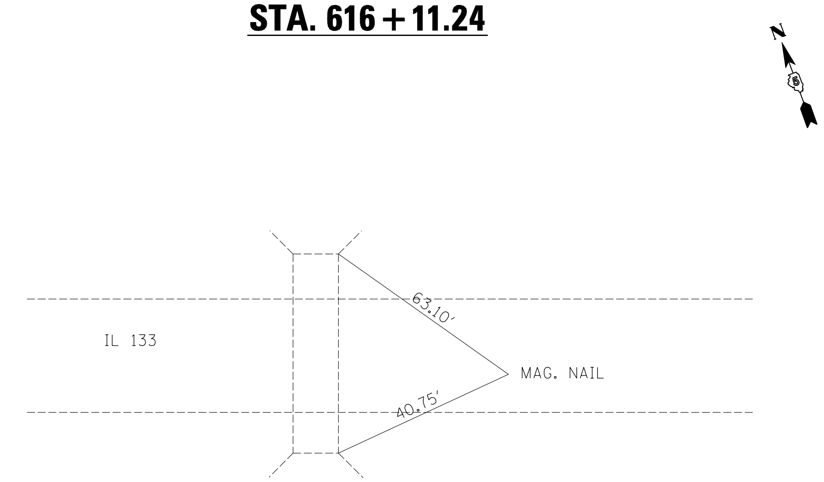
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	23

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

P.I.
STA. 561 + 87.30



P.O.T.
STA. 616 + 11.24



BENCHMARK DESCRIPTIONS

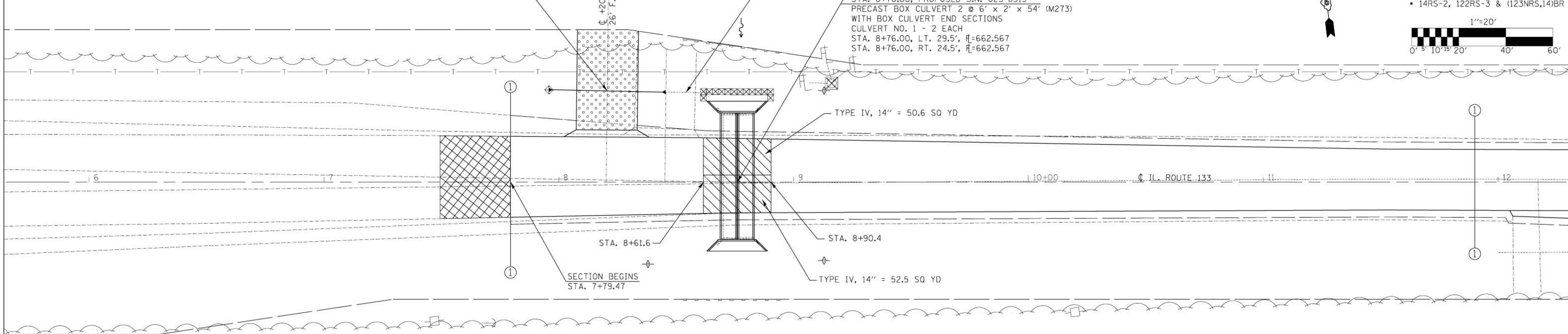
BM #	STATION	ELEVATION	DESCRIPTION
4399-1	1+64.84 49.89' RT.	664.86	Chiseled □ on NW corner of headwall on SE corner of Rt. 49 & IL 133 intersection.
4399-2	8+82.79 23.59' RT.	665.76	Chiseled □ on NE corner of headwall on Structure No. 023-8302.
4399-10	126+46.6 20.76' LT.	667.91	Chiseled □ on NW corner of headwall.
4399-12	159+34.6 19.21' RT.	665.20	Chiseled □ on SE corner of the SW wingwall of bridge.
4399-16	231+89.9 21.60' RT.	677.12	Chiseled □ on SW corner of headwall on Structue No. 023-2011.
4393-17	246+04.7 34.40' LT.	677.72	Chiseled □ on headwall in the NE corner of the intersection of IL 133 and 600E.
4399-19	280+32.4 21.53' LT.	677.43	Chiseled □ on NW corner of headwall of Structure No. 023-2012.
4399-20	290+43.6 24.80' RT.	676.91	Chiseled □ on SW corner of headwall.
4399-23	321+96.3 21.82' LT.	680.01	Chiseled □ on center of headwall on Structure No. 023-8304.
4399-26	367+57.6 21.78' LT.	681.27	Chiseled □ on NE corner of headwall on Structure No. 023-8305.
4399-28	396+93.3 21.29' RT.	683.13	Chiseled □ on SE corner of headwall.
4399-29	418+02.8 25.78' RT.	689.99	Chiseled □ on SE corner of SW wingwall.
4399-35	513+87.4 21.49' RT.	704.42	Chiseled □ on SE corner of headwall.
4399-37	539+68.2 20.97' RT.	703.90	Chiseled □ on SE corner of headwall on Structure No. 023-2009.

2/7/2006

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 70134
• 14RS-2, 122RS-3 & (123NRS,14)BR

SEC. 23, T.14 N., R.14 W., 3RD P.M.



CLASS D PATCHING

BITUMINOUS SURFACE REMOVAL - BUTT JOINT

AGGREGATE SURFACE COURSE, TYPE B

BENCHMARK 4399-2
A CHISELED SQUARE ON THE NORTH EAST CORNER OF THE SOUTH HEADWALL OF STRUCTURE NUMBER 023-8302
ELEVATION = 665.76

TEMPORARY DITCH CHECKS

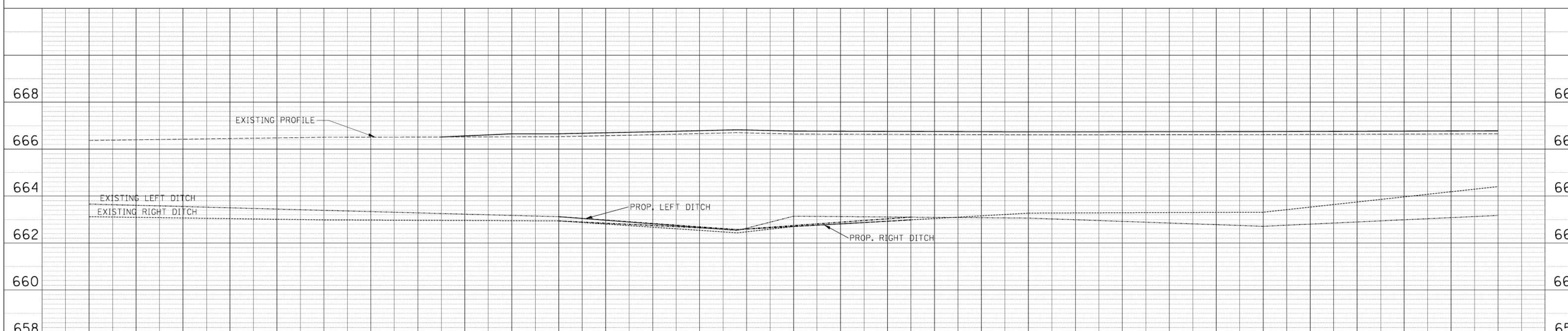
STATION	EACH
8+38 RT	1
9+13 LT	1
9+13 RT	1

INLET AND PIPE PROTECTION

STATION	EACH
7+97 39' LT	1
8+76 35' LT	1
9+16 42' LT	1

PERIMETER EROSION BARRIER

STATION	TO STATION	LENGTH
8+53 61' LT	8+97 55' LT	44'
8+53 50' RT	8+97 50' RT	44'



Station	RIGHT DITCH	LEFT DITCH	Profile
6+00	663.12	663.66	666.37
	663.08	663.59	666.40
6+50	663.05	663.52	666.44
	663.02	663.46	666.47
7+00	662.98	663.39	666.50
	662.97	663.32	666.51
7+50	662.96	663.25	666.52 666.51
	662.95	663.19	666.52 666.63
8+00	662.94 662.94	663.12 663.12	666.53 666.65
	662.77 662.82	662.93 662.94	666.58 666.70
8+50	662.60 662.69	662.73 662.76	666.63 666.76
	662.44 662.57	662.54 662.57	666.70 666.82
9+00	662.70 662.70	663.14 662.74	666.64 666.77
	662.84 662.84	663.12 662.92	666.63 666.76
9+50	662.98 662.98	663.10 663.10	666.62 666.75
	663.13	663.08	666.62 666.74
10+00	663.27	663.06	666.61 666.73
	663.28	662.97	666.61 666.73
10+50	663.29	662.89	666.61 666.74
	663.30	662.80	666.62 666.74
11+00	663.31	662.71	666.62 666.74
	663.58	662.83	666.63 666.75
11+50	663.86	662.94	666.64 666.76
	664.13	663.05	666.64 666.77
12+00	664.40	663.17	666.65 666.78

656
654

PLAN: SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.T. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE: SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

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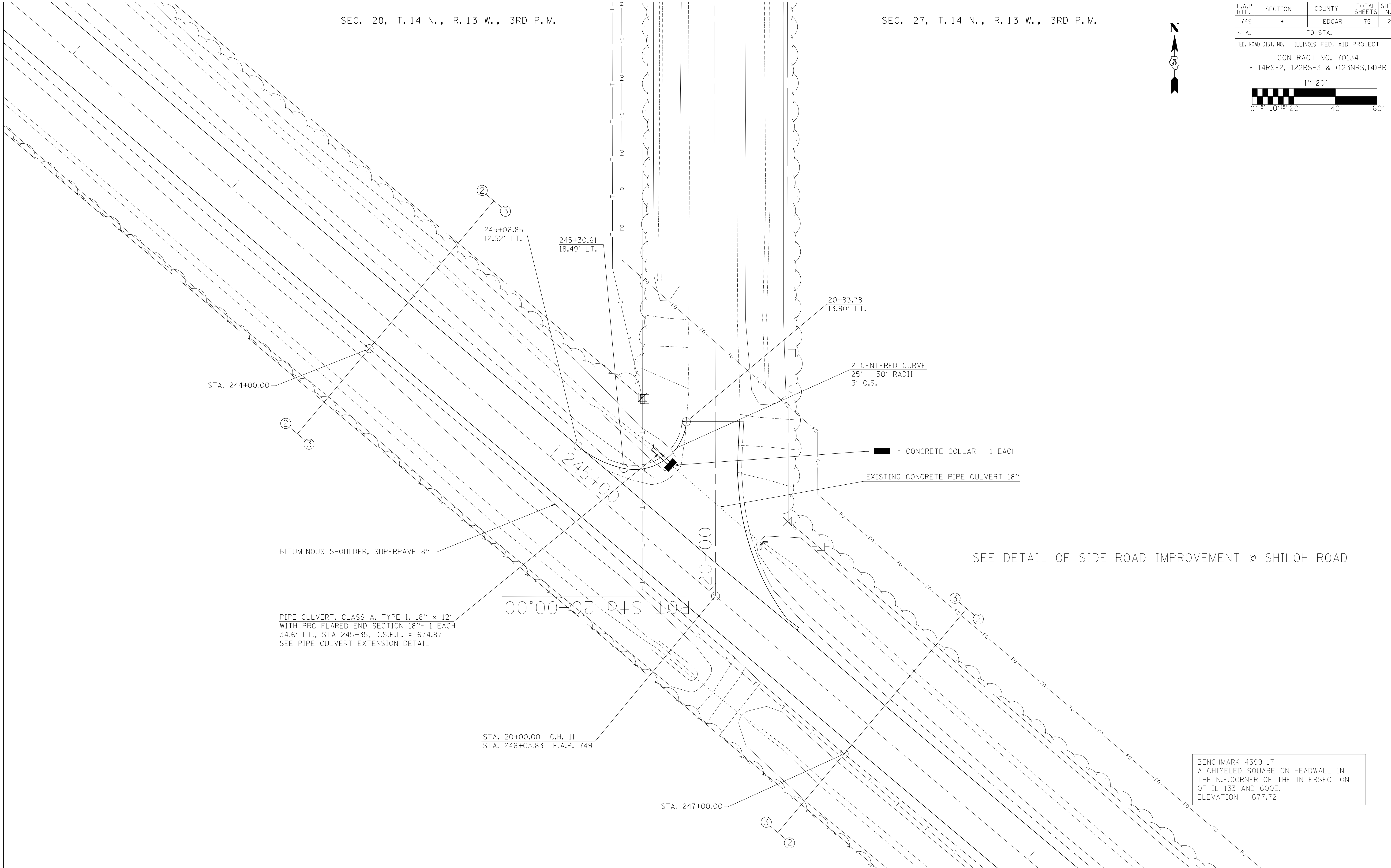
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	25
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 70134
• 14RS-2, 122RS-3 & (123NRS,14)BR



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PROFILE: NOTE BOOK ____ NO. ____ SURVEYED ____ PLOTTED ____ GRADES CHECKED ____ B.M. NOTED ____ STRUCTURE NOTATNS CHKD ____ BY ____ DATE ____

2/7/2006

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	26

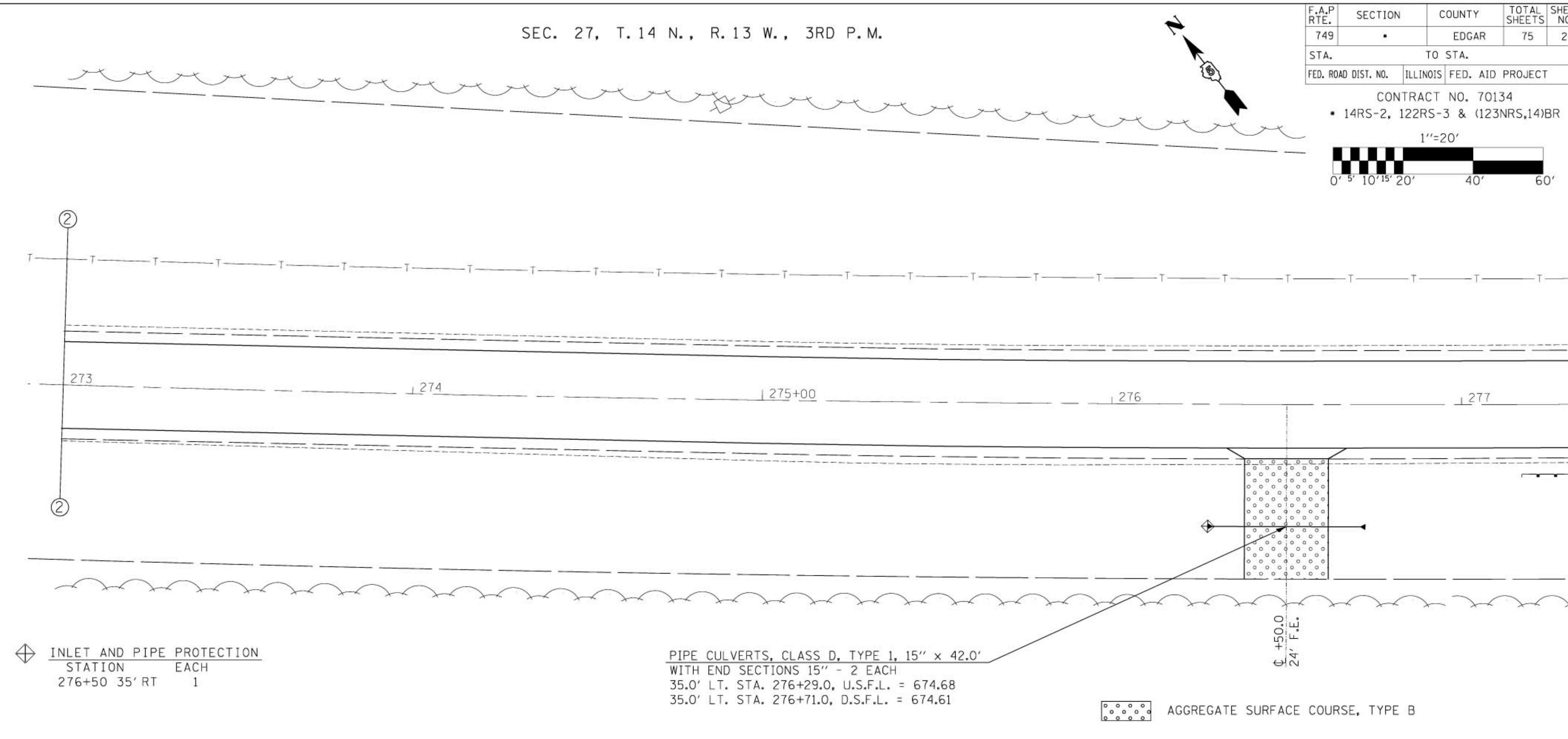
STA. TO STA.

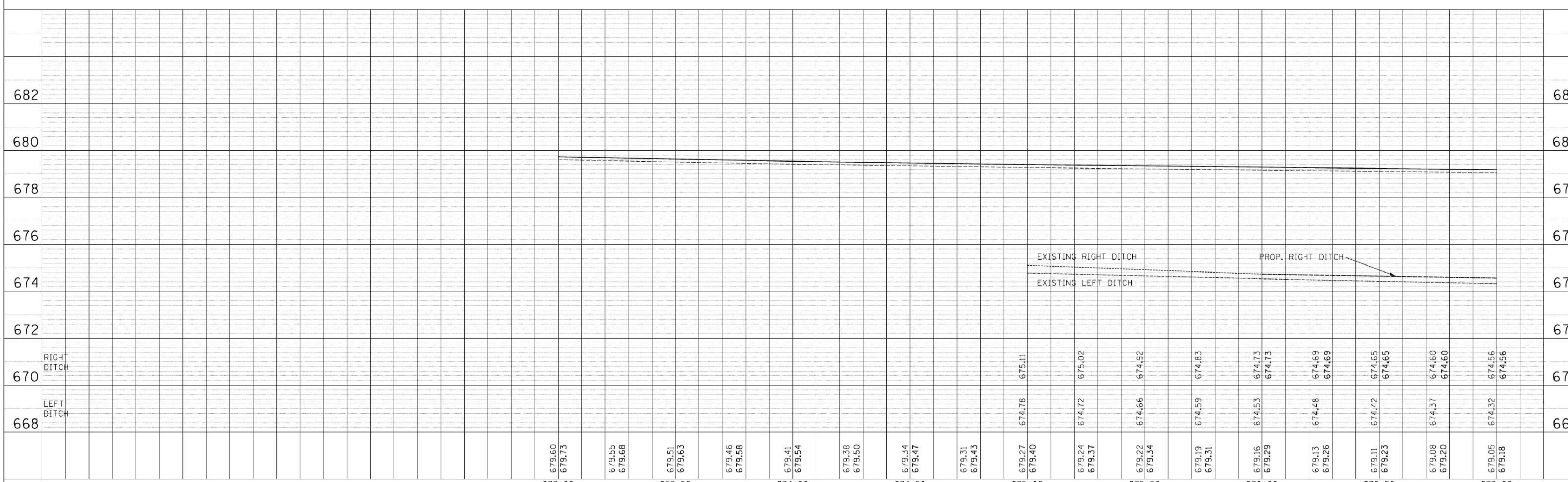
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

CONTRACT NO. 70134

• 14RS-2, 122RS-3 & (123NRS,14)BR

SEC. 27, T. 14 N., R. 13 W., 3RD P.M.





PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.T. OF WAY CHECKED, CADD FILE NAME; NOTE BOOK NO.; BY; DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATNS CHKD; NOTE BOOK NO.; BY; DATE

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2/7/2006

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	27

STA. TO STA.

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

CONTRACT NO. 70134
• 14RS-2, 122RS-3 & (123NRS,14)BR

SEC. 27, T.14 N., R.13 W., 3RD P.M.

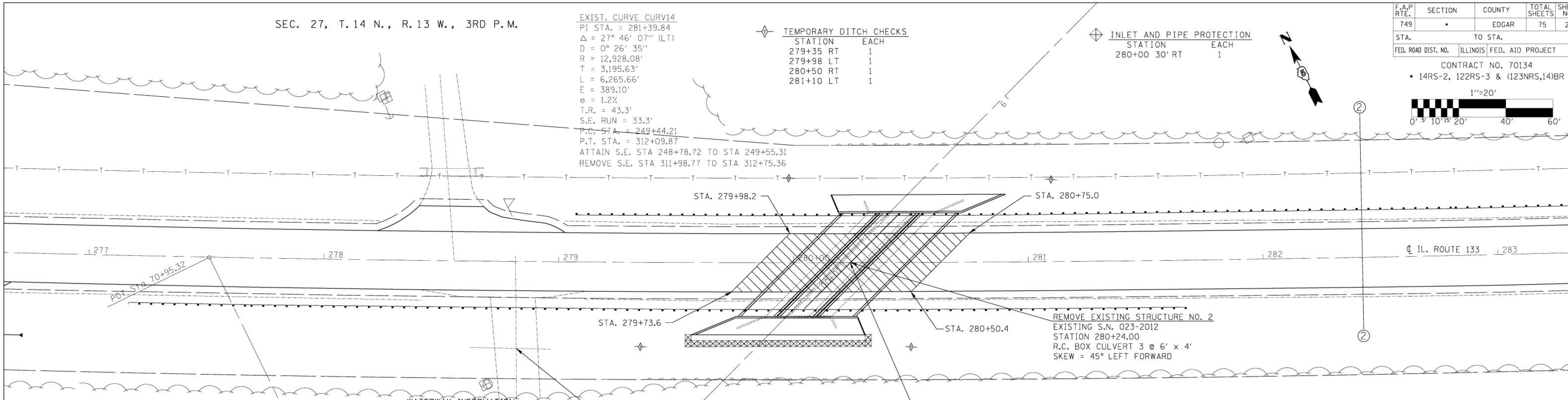
EXIST. CURVE CURV14
PI STA. = 281+39.84
Δ = 27° 46′ 07″ (LT)
D = 0° 26′ 35″
R = 12,928.08′
T = 3,195.63′
L = 6,265.66′
E = 389.10′
e = 1.2%
T.R. = 43.3′
S.E. RUN = 33.3′
P.C. STA. = 249+44.21
P.T. STA. = 312+09.87
ATTAIN S.E. STA 248+78.72 TO STA 249+55.31
REMOVE S.E. STA 311+98.77 TO STA 312+75.36

TEMPORARY DITCH CHECKS

STATION	EACH
279+35 RT	1
279+98 LT	1
280+50 RT	1
281+10 LT	1

INLET AND PIPE PROTECTION

STATION	EACH
280+00 30′ RT	1



REMOVE EXISTING STRUCTURE NO. 2
EXISTING S.N. 023-2012
STATION 280+24.00
R.C. BOX CULVERT 3 @ 6′ x 4′
SKEW = 45° LEFT FORWARD

REMOVE EXISTING CULVERT - 1 EACH
RCP 15″ X 34.0′, NO HEADWALLS

STA. 280+24.00, PROPOSED S.N. 023-2015
PRECAST BOX CULVERT 3 @ 10′ x 4′ x 54′
SKEW = 45° LEFT FORWARD
WITH BOX CULVERT END SECTIONS
CULVERT NO. 2 - 2 EACH
STA. 280+46.33, LT. 21.0′, ℄=672.500
STA. 280+00.33, RT. 23.0′, ℄=672.500

BENCHMARK 4399-19
A CHISELED SQUARE ON THE NORTH WEST CORNER OF THE NORTH HEADWALL OF STRUCTURE NUMBER 023-2012
ELEVATION = 677.43

WATERWAY INFORMATION
FIGURE 1-302.02 a

PROP. LOW GRADE ELEV. = 678.46 @ STA. 285+00

DRAINAGE AREA = 1.97 SQ MI   EXIST. LOW GRADE ELEV. = 678.33 @ STA. 285+00

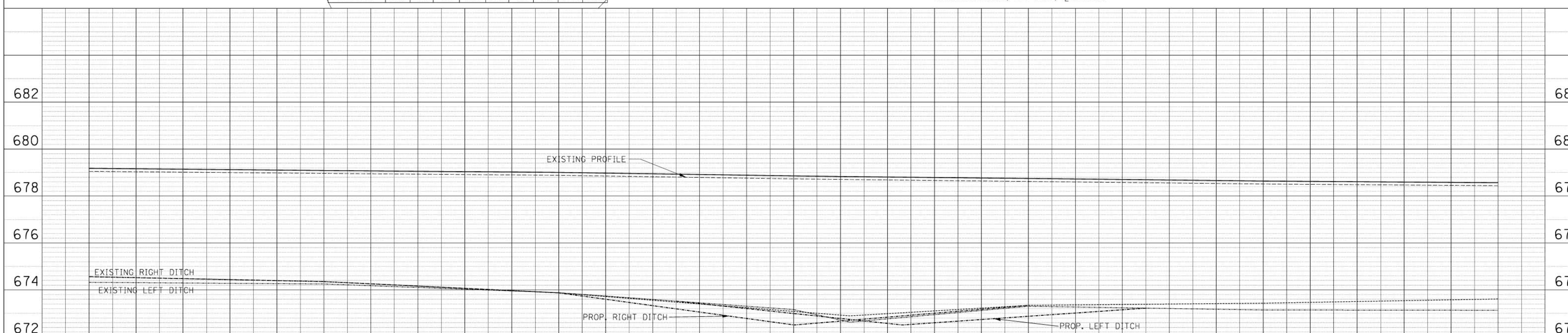
FLOOD	FREQ. YR.	Q C.F.S.	OPENING SQ. FT. EXIST.	OPENING SQ. FT. PROP.	NAT. H.W.E.	HEAD-FT. EXIST.	HEAD-FT. PROP.	HEADWATER EL. EXIST.	HEADWATER EL. PROP.
DESIGN	50	364	67.5	102.0	675.9	0.9	0.3	676.8	676.2
BASE	100	411	69.3	105.0	676.0	1.1	0.3	677.1	676.3
OVERTOPPING									
MAX. CALC.	500	520	72.0	114.0	676.3	1.5	0.5	677.8	676.8

PERIMETER EROSION BARRIER

STATION	TO STATION	LENGTH
279+35 50′ RT	280+29 50′ RT	94′
280+16 50′ LT	281+10 50′ LT	94′

CLASS D PATCHING, TYPE IV, 14″ = 213.4 SQ YD

PLAN



PROFILE

STATION	RIGHT DITCH (EXIST.)	RIGHT DITCH (PROP.)	LEFT DITCH (EXIST.)	LEFT DITCH (PROP.)	GRADE (EXIST.)	GRADE (PROP.)
277+00	674.56	674.56	674.32		679.05	679.18
	674.51	674.51	674.30		679.03	679.15
277+50	674.46	674.46	674.28		679.01	679.13
	674.40	674.40	674.27		678.98	679.11
278+00	674.35	674.35	674.25		678.96	679.09
	674.23	674.23	674.16		678.94	679.06
278+50	674.11	674.11	674.07		678.92	679.04
	673.99	673.99	673.97		678.90	679.03
279+00	673.87	673.87	673.88		678.88	679.00
	673.67	673.53	673.70		678.84	678.97
279+50	673.47	673.19	673.52	673.52	678.81	678.93
	673.28	672.85	673.34	673.26	678.77	678.89
280+00	673.08	672.50	673.16	672.99	678.73	678.86
	672.90	672.71	672.63	672.73	678.70	678.82
280+50	673.04	672.92	672.85	672.53	678.67	678.80
	673.19	673.13	673.08	672.70	678.65	678.77
281+00	673.34	673.34	673.30	672.87	678.62	678.74
	673.36		673.26	673.05	678.59	678.72
281+50	673.38		673.22	673.22	678.57	678.69
	673.41		673.18		678.54	678.66
282+00	673.43		673.14		678.51	678.64
	673.48		673.14		678.49	678.62
282+50	673.52		673.13		678.47	678.60
	673.57		673.13		678.46	678.58
283+00	673.61		673.13		678.44	678.56

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2/7/2006

SEC. 36, T.14 N., R.13 W., 3RD P.M.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	28
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 70134
• 14RS-2, 122RS-3 & (123NRS,14)BR

1″=20′
0′ 5′ 10′ 15′ 20′ 40′ 60′

TEMPORARY DITCH CHECKS

STATION	EACH
366+76 RT	1
367+01 LT	1
368+01 RT	1
368+01 LT	1

INLET AND PIPE PROTECTION

STATION	EACH
367+52 27′ RT	1

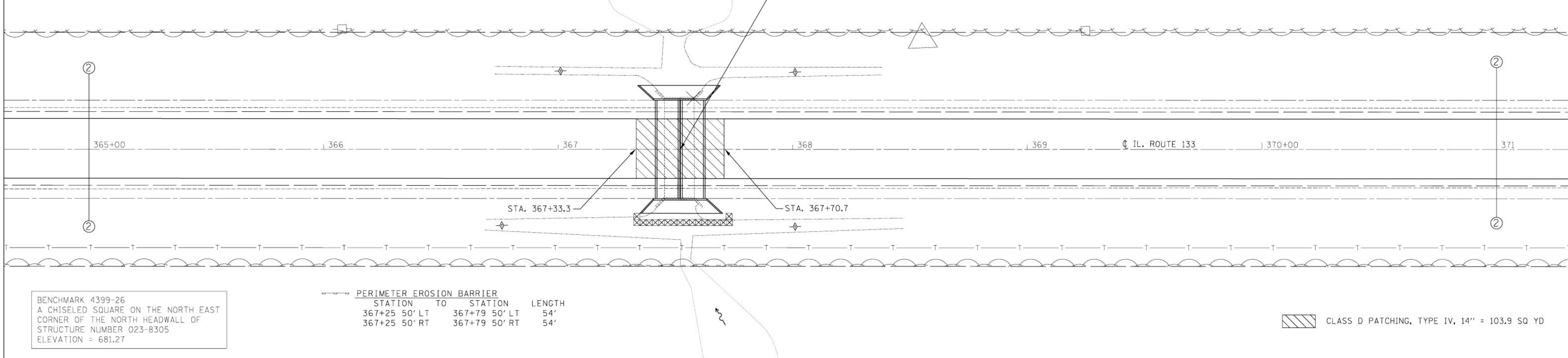
REMOVE EXISTING STRUCTURE NO. 3
EXISTING S.N. 023-8305
STATION 367+52.00
R.C. BOX CULVERT 2 @ 6′ x 3′

STA. 367+52.00, PROPOSED S.N. 023-8314
PRECAST BOX CULVERT 2 @ 9′ x 3′ x 42′
WITH BOX CULVERT END SECTIONS
CULVERT NO. 3 - 2 EACH
STA. 367+52.00, LT. 21.0′, ℄=677.200
STA. 367+52.00, RT. 21.0′, ℄=677.200

N

SURVEYED	PLOTTED	ALIGNMENT CHECKED	RT. OF WAY CHECKED	CADD FILE NAME	BY	DATE

PLAN
NOTE BOOK NO. ____



BENCHMARK 4399-26
A CHISELED SQUARE ON THE NORTH EAST CORNER OF THE NORTH HEADWALL OF STRUCTURE NUMBER 023-8305
ELEVATION = 681.27

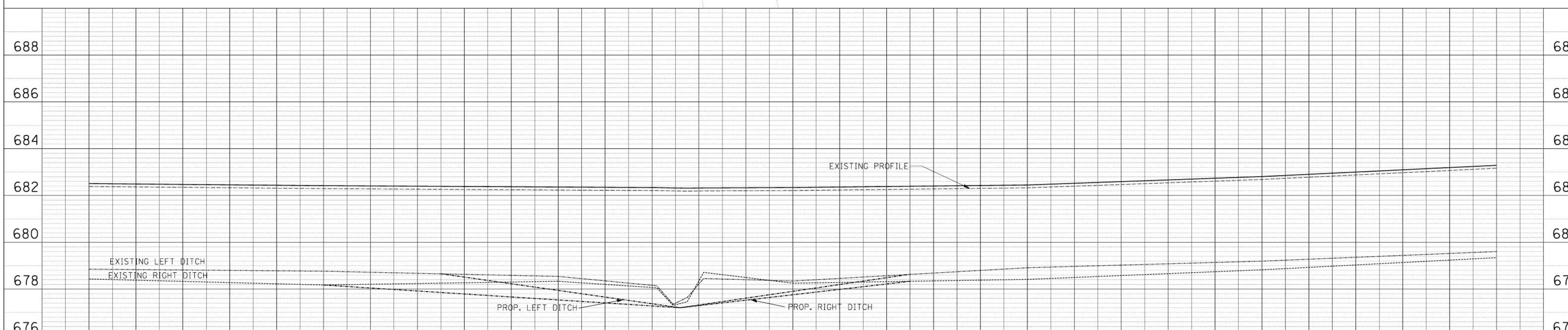
PERIMETER EROSION BARRIER

STATION	TO	STATION	LENGTH
367+25 50′ LT		367+79 50′ LT	54′
367+25 50′ RT		367+79 50′ RT	54′

CLASS D PATCHING, TYPE IV, 14″ = 103.9 SQ YD

SURVEYED	PLOTTED	GRADES CHECKED	B.M. NOTED	STRUCTURE NOTAT'NS CH'KD	BY	DATE

PROFILE
NOTE BOOK NO. ____



Station	RIGHT DITCH	LEFT DITCH	
365+00	678.43	678.85	682.38 682.51
	678.36	678.83	682.36 682.48
365+50	678.30	678.81	682.34 682.46
	678.23	678.78	682.31 682.44
366+00	678.17 678.17	678.76	682.29 682.42
	678.21 678.01	678.70	682.28 682.40
366+50	678.25 677.85	678.65 678.65	682.26 682.39
	678.29 677.69	678.60 678.29	682.25 682.37
367+00	678.33 677.53	678.54 677.94	682.23 682.36
	678.16 677.37	678.30 677.58	682.22 682.34
367+50	677.33 677.21	677.40 677.23	682.19 682.32
	678.55 677.47	678.41 677.54	682.20 682.32
368+00	678.25 677.75	678.34 677.90	682.21 682.34
	678.29 678.04	678.48 678.27	682.24 682.36
368+50	678.33 678.33	678.63 678.63	682.27 682.39
	678.37	678.77	682.29 682.42
369+00	678.41	678.91	682.32 682.45
	678.51	678.98	682.41 682.54
369+50	678.62	679.05	682.50 682.63
	678.72	679.12	682.59 682.72
370+00	678.82	679.19	682.68 682.81
	678.95	679.29	682.80 682.93
370+50	679.08	679.40	682.92 683.05
	679.21	679.50	683.04 683.17
371+00	679.34	679.60	683.16 683.29

2/7/2006

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	29
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 70134
• 14RS-2, 122RS-3 & (123NRS,14)BR

1″=20′
0′ 5′ 10′ 15′ 20′ 40′ 60′

SEC. 33, T.14 N., R.12 W., 3RD P.M.

TEMPORARY DITCH CHECKS

STATION	EACH
539+00 RT	1
539+14 LT	1
540+28 RT	1
540+39 LT	1

WATERWAY INFORMATION
FIGURE 1-302.02 a

PROP. LOW GRADE ELEV. = 704.80 @ STA. 538+00

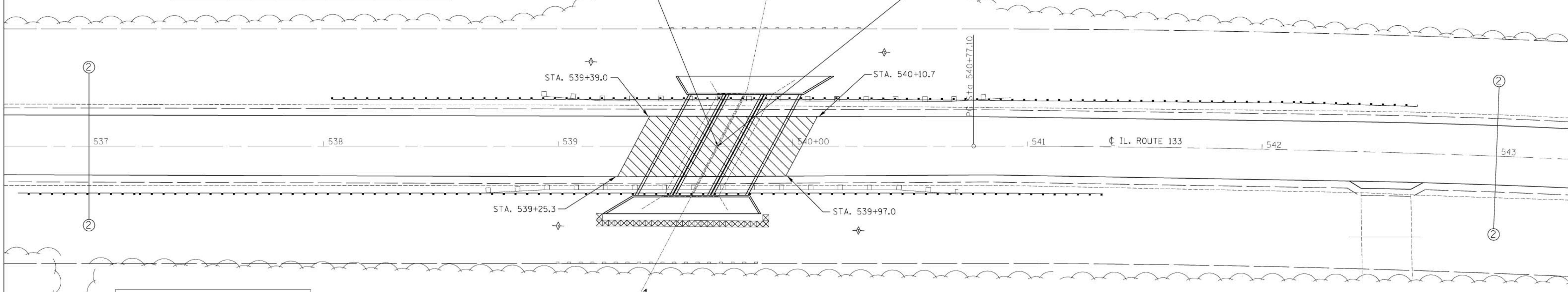
DRAINAGE AREA = 2.4 SQ MI	EXIST. LOW GRADE ELEV. = 704.67 @ STA. 538+00								
FLOOD	FREQ.	Q	OPENING SQ. FT.		NAT.	HEAD-FT.		HEADWATER EL.	
	YR.	C.F.S.	EXIST.	PROP.	H.W.E.	EXIST.	PROP.	EXIST.	PROP.
DESIGN	50	708	85	144	701.8	1.9	0.6	703.7	702.4
BASE	100	808	87	144	701.9	2.3	0.8	704.2	702.7
OVERTOPPING									
MAX. CALC.	500	1044							

REMOVE EXISTING STRUCTURE NO. 4
EXISTING S.N. 023-2009
℄ STATION 539+68
R.C. BOX CULVERT 2 @ 10′ × 5′
SKEW = 28° LEFT FORWARD

INLET AND PIPE PROTECTION

STATION	EACH
539+56 28′ RT	1

STA. 539+68.00, PROPOSED S.N. 023-2016
PRECAST BOX CULVERT 3 @ 12′ × 4′ × 42′
SKEW = 28° LEFT FORWARD
WITH BOX CULVERT END SECTIONS
CULVERT NO. 4 - 2 EACH
STA. 539+79.79, LT. 22.0′, ℄=697.81
STA. 539+56.21, RT. 21.0′, ℄=697.81



BENCH MARK 4399-37
A CHISLED SQUARE ON THE SOUTH EAST CORNER OF THE SOUTH HEADWALL OF STRUCTURE 023-2009
ELEVATION = 703.90

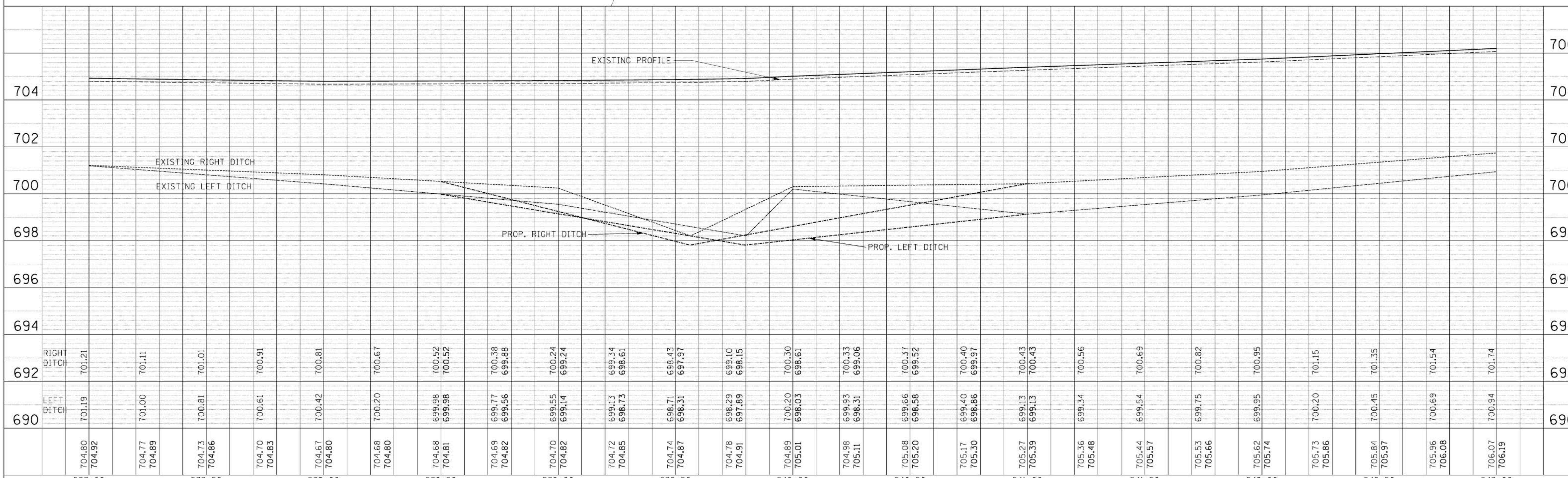
PERIMETER EROSION BARRIER

STATION	TO STATION	LENGTH
538+99 50′ RT	539+85 50′ RT	86′
539+43 50′ LT	540+29 50′ LT	86′

CLASS D PATCHING, TYPE IV, 14″ = 199.2 SQ YD

SEC. 4, T.13 N., R.12 W., 3RD P.M.

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE



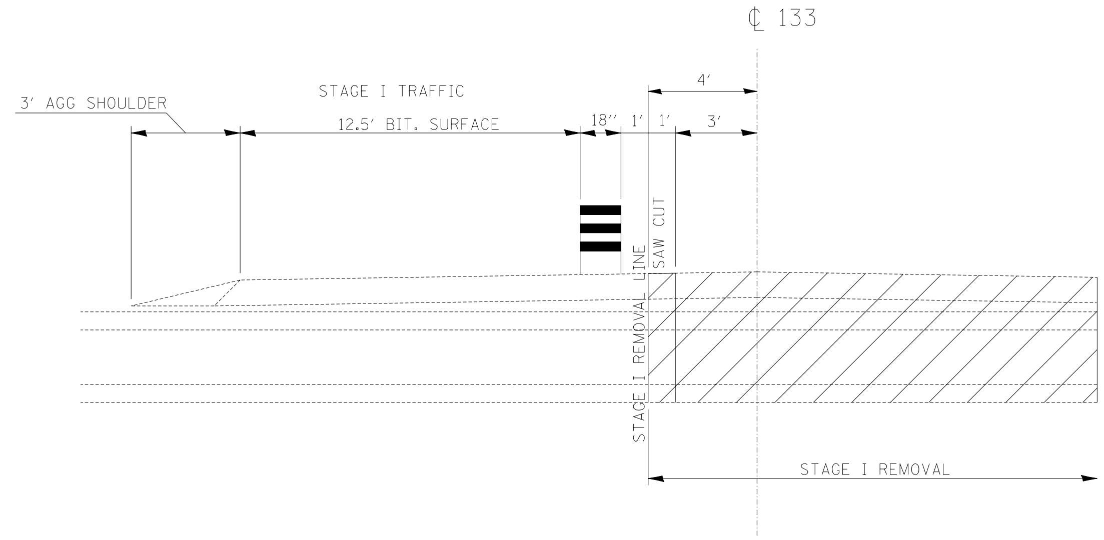
	RIGHT DITCH	LEFT DITCH	
537+00	701.21	701.19	704.80 704.92
	701.11	701.00	704.77 704.89
537+50	701.01	700.81	704.73 704.86
	700.91	700.61	704.70 704.83
538+00	700.81	700.42	704.67 704.80
	700.67	700.20	704.68 704.80
538+50	700.52 700.52	699.98 699.98	704.68 704.81
	700.38 699.88	699.77 699.56	704.69 704.82
539+00	700.24 699.24	699.55 699.14	704.70 704.82
	699.34 698.61	699.13 698.73	704.72 704.85
539+50	698.43 697.97	698.71 698.31	704.74 704.87
	699.10 698.15	698.29 697.89	704.78 704.91
540+00	700.30 698.61	700.20 698.03	704.89 705.01
	700.33 699.06	699.93 698.31	704.98 705.11
540+50	700.37 699.52	699.66 698.58	705.08 705.20
	700.40 699.97	699.40 698.86	705.17 705.30
541+00	700.43 700.43	699.13 699.13	705.27 705.39
	700.56	699.34	705.36 705.48
541+50	700.69	699.54	705.44 705.57
	700.82	699.75	705.53 705.66
542+00	700.95	699.95	705.62 705.74
	701.15	700.20	705.73 705.86
542+50	701.35	700.45	705.84 705.97
	701.54	700.69	705.96 706.08
543+00	701.74	700.94	706.07 706.19

PROFILE
SURVEYED
PLOTTED
GRADE CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

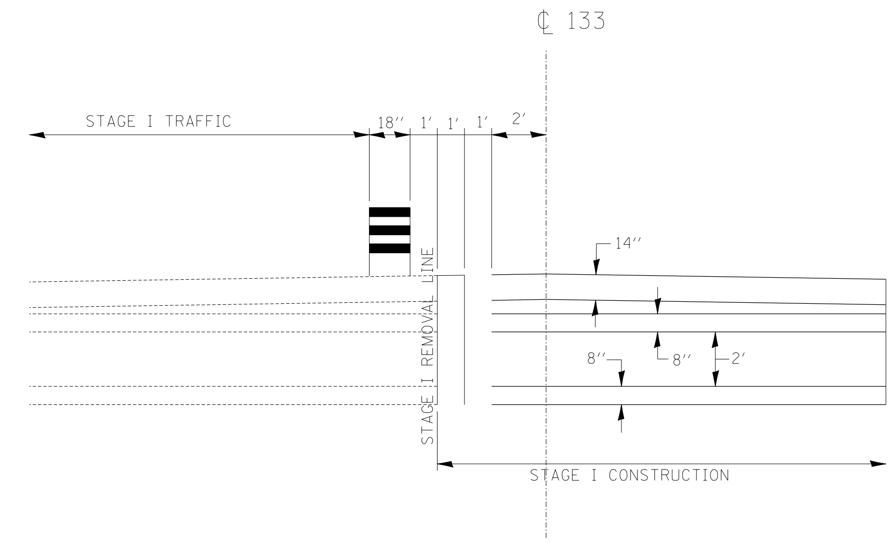
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	30

CONTRACT NO. 70134
* 14RS-2,122RS-3 & (123NRS,14)BR

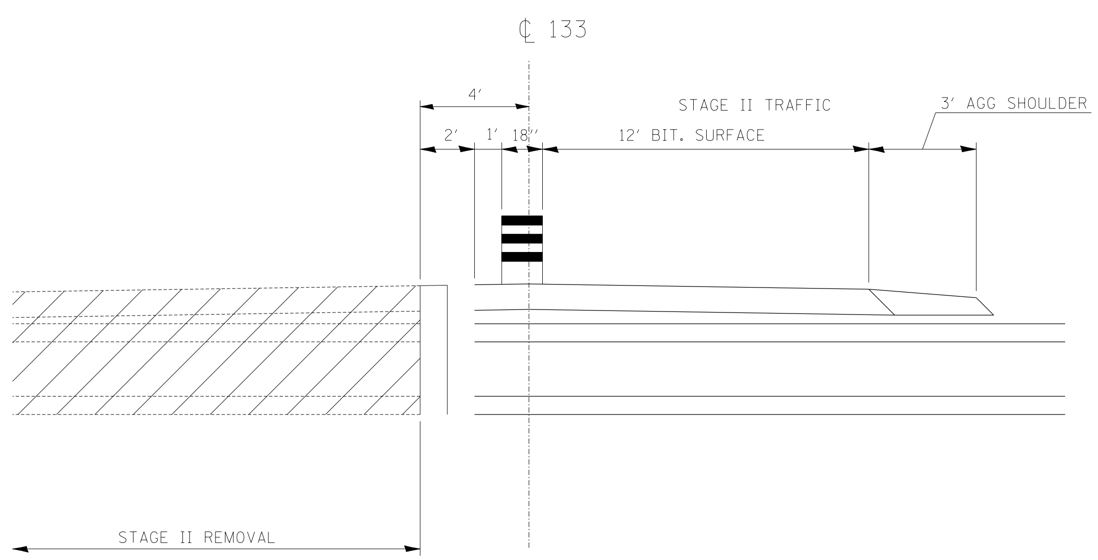
STAGE I REMOVAL DETAIL (STA. 8+76)



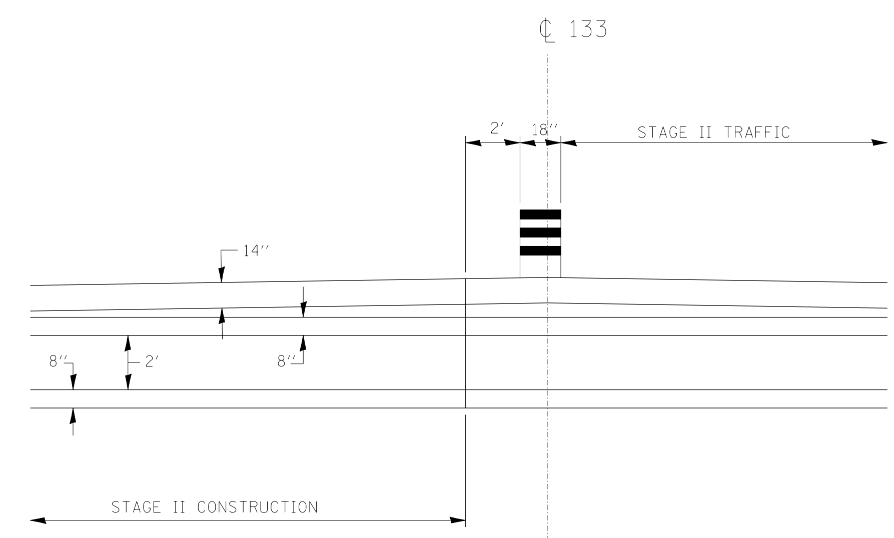
STAGE I CONSTRUCTION DETAIL (STA. 8+76)



STAGE II REMOVAL DETAIL (STA. 8+76)



STAGE II CONSTRUCTION DETAIL (STA. 8+76)



NOTES

1) USE TRAFFIC CONTROL STANDARD 701201.
2) ESTIMATED TIME IS 24 HOURS (2 - 12 HOUR DAYS).

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	31

* 14RS-2, 122RS-3 & (123NRS,14)BR

Illinois Department of Transportation
Division of Highways
IDOT - Dist 5

SOIL BORING LOG

Page 1 of 1

Date 9/15/02

ROUTE FAP Route 749 (IL 133) DESCRIPTION 2.5 Miles East of Redmon LOGGED BY CNA

SECTION 12NRS,14)BR LOCATION NW, SEC. 36, TWP. 14N, RNG. 13W, 2nd PM

COUNTY Edgar DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 023-8305
Station 367+52.2

BORING NO. 1 West Boring
Station 367+42
Offset 13.3 ft Rt.
Ground Surface Elev. 682.8 ft

Surface Water Elev. Dry ft
Stream Bed Elev. 678.7 ft

Groundwater Elev.:
First Encounter ______ ft
Upon Completion ______ ft
After ______ Hrs. ______ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Black Silty Clay Loam & Coarse Sand (Backfill)					
	678.8		2		
Gray/Brown Mottled Silty Clay			2		30
		-5	2		
	677.3				
Brown/Gray Mottled Sandy Clay Loam to Loam			0		
			2	0.7	28
			2	S	
	674.8				
Gray Sandy Clay Loam Till			1		
			1	1.7	13
		-10	3	B	
			1		
			3	1.4	14
			5	B	
			1		
			2	2.8	12
	667.8	-15	5	B	
End of Boring					
		-20			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

2/15/2005 9:42:35 AM S:\SOILS\BORING LOGS\EDGAR\70134.GPJ

Illinois Department of Transportation
Division of Highways
IDOT - Dist 5

SOIL BORING LOG

Page 1 of 1

Date 9/15/02

ROUTE FAP Route 749 (IL 133) DESCRIPTION 2.5 Miles East of Redmon LOGGED BY CNA

SECTION 12NRS,14)BR LOCATION NW, SEC. 36, TWP. 14N, RNG. 13W, 2nd PM

COUNTY Edgar DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 023-8305
Station 367+52.2

BORING NO. 2 East Boring
Station 367+60
Offset 13.9 ft Lt.
Ground Surface Elev. 683.0 ft

Surface Water Elev. Dry ft
Stream Bed Elev. 678.7 ft

Groundwater Elev.:
First Encounter 674.0 ft ▼
Upon Completion ______ ft
After ______ Hrs. ______ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Black Silty Clay Loam	683.0				
			2		
			4	2.9	21
			4	B	
			2		
			2	1.6	29
	678.0	-5	4	B	
Gray/Brown Mottled Silty Clay Gray Coarse Sand Seam			2		
	676.0		1	0.5	24
Brown Dirty Sand & Silt Mixed			2	E	
	674.0 ▼		2		
Gray Sandy Clay Loam Till			3		14
		-10	4		
			1		
			2	1.3	14
			5	B	
			2		
			3	1.6	13
		-15	6	B	
			2		
			5	3.0	12
	663.0	-20	7	B	
End of Boring					

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

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Illinois Department of Transportation
Division of Highways
IDOT - Dist 5

SOIL BORING LOG

Page 1 of 1

Date 10/15/02

ROUTE FAP Route 749 (IL 133) DESCRIPTION 1 Mile East of Redmon LOGGED BY CNA

SECTION 12NRS,14)BR LOCATION SW, SEC. 27, TWP. 14N, RNG. 13W, 2nd PM

COUNTY Edgar DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 023-2012
Station 280+24.3

BORING NO. 3 West Boring
Station 279+89
Offset 15.0 ft Rt.
Ground Surface Elev. 679.9 ft

Surface Water Elev. Dry ft
Stream Bed Elev. 674.3 ft

Groundwater Elev.:
First Encounter ______ ft
Upon Completion ______ ft
After ______ Hrs. ______ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Black Mottled Silty Clay Loam					
			3		
			3	3.9	14
		-5	4	S	
	674.4				
Dark Brown Silty Clay Loam			2		
			3	3.9	19
			4	B	
	671.9				
Brown/Gray Mottled Sandy Clay Loam			1		
			1	0.7	23
		-10	2	B	
	669.4				
Gray Clay Loam Till			2		
			3	3.0	11
			5	B	
			2		
			5	5.4	11
		-15	7	B	
			5		
			7	7.4	11
	659.9	-20	11	S	
End of Boring					

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE:
DATE 09-02-04
DRAWN BY CNA
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	32

* 14RS-2, 122RS-3 & (123NRS,14)BR

Illinois Department of Transportation
Division of Highways
IDOT - Dist 5

SOIL BORING LOG

Page 1 of 1
Date 10/15/02

ROUTE FAP Route 749 (IL 133) DESCRIPTION 1 Mile East of Redmon LOGGED BY CNA

SECTION 12NRS,14)BR LOCATION SW, SEC. 27, TWP. 14N, RNG. 13W, 2nd PM

COUNTY Edgar DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 023-2012
Station 280+24.3

BORING NO. 4 East Boring
Station 280+70
Offset 14.0 ft Lt.
Ground Surface Elev. 679.6 ft

Surface Water Elev. Dry ft
Stream Bed Elev. 674.3 ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion ____ ft
After ____ Hrs. ____ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Black Silty Clay to Silty Clay Loam (Backfill)			1		
			3	1.7	23
		-5	4	B	
	674.1				
Black Mottled Silty Clay Loam			1		
			1	1.4	23
			3	B	
	671.6				
Brown Mottled Sandy Clay Loam Till			1		
			2	3.2	13
	669.6	-10	4	B	
Gray Silty Clay Loam Till			2		
			2	1.9	13
			3	B	
			1		
	665.1		2	2.7	12
Gray Clay Loam Till		-15	11	B	
			3		
			5	3.3	12
	659.6	-20	7	B	
End of Boring					

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

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Illinois Department of Transportation
Division of Highways
IDOT - Dist 5

SOIL BORING LOG

Page 1 of 1
Date 10/15/02

ROUTE FAP Route 749 (IL 133) DESCRIPTION 4 Miles West of Redmon LOGGED BY CNA

SECTION 12NRS,14)BR LOCATION SE, SEC. 23, TWP. 14N, RNG. 14W, 3rd PM

COUNTY Edgar DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 023-8302
Station 8+76

BORING NO. 5 East Boring
Station 8+88
Offset 14.0 ft Rt.
Ground Surface Elev. 667.3 ft

Surface Water Elev. Dry ft
Stream Bed Elev. 663.7 ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion ____ ft
After ____ Hrs. ____ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Black Silty Clay			1		
			2		31
		-5	2		
	661.8				
Brown/Gray Mottled Silty Clay Loam to Silty Clay			1		
			2	1.4	22
			2	B	
	659.3				
Brown Sandy Clay Loam Till			1		
			1	2.3	15
		-10	3	B	
	656.8				
Gray Clay Loam Till			1		
			3	1.7	14
			4	B	
			1		
			3	2.3	12
	652.3	-15	6	B	
End of Boring					
		-20			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

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Illinois Department of Transportation
Division of Highways
IDOT - Dist 5

SOIL BORING LOG

Page 1 of 1
Date 10/15/02

ROUTE FAP Route 749 (IL 133) DESCRIPTION 4 Miles West of Redmon LOGGED BY CNA

SECTION 12NRS,14)BR LOCATION SE, SEC. 23, TWP. 14N, RNG. 14W, 3rd PM

COUNTY Edgar DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 023-8302
Station 8+76

BORING NO. 6 West Boring
Station 8+68
Offset 21.0 ft Lt.
Ground Surface Elev. 667.1 ft

Surface Water Elev. Dry ft
Stream Bed Elev. 663.7 ft

Groundwater Elev.:
First Encounter 649.1 ft ▼
Upon Completion ____ ft
After ____ Hrs. ____ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown/Gray Mottled Silty Clay Loam	667.1				
			1		
			2	1.3	24
		-5	3	B	
			1		
			2	1.0	23
			2	B	
			0		
			1	0.5	21
	657.1	-10	2	E	
Gray Clay Loam Till			1		
			2	1.2	13
			4	B	
			1		
			5	2.3	13
		-15	6	B	
Gray Coarse Sand Lens		▼			
			1		
			5	3.1	10
	647.1	-20	12	B	
End of Boring					

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE:
DATE 09-02-04
DRAWN BY CNA
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	33

* 14RS-2, 122RS-3 & (123NRS,14)BR

Illinois Department of Transportation

Division of Highways
IDOT – Dist 5

SOIL BORING LOG

Page 1 of 1

Date 2/3/05

ROUTE FAP 749 (IL 133) DESCRIPTION Box Culvert 2.9 Miles West of Paris on IL 133 LOGGED BY CNA

SECTION 14RS-2,122RS-3 & (123NRS, 14)BR LOCATION SW, SEC. 33, TWP. 13N, RNG. 12W, 3rd PM

COUNTY Edgar DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 023-2009
Station 539+65

BORING NO. 1 East Boring
Station 539+85
Offset 14.0 ft Lt.
Ground Surface Elev. 704.9 ft

Surface Water Elev. 709.9 ft
Stream Bed Elev. 698.5 ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Black Mottled Silty Clay Loam (Embankment)			3		
			3		18
		-5	4		
			3		
	697.9		3		32
Black Mottled Silty Clay Loam to Gray Sandy Clay Loam (Mixed)			2		
			1		
			1	0.8	23
		-10	1	B	
	693.9				
Gray Sandy Clay Loam Till			1		
			3		12
			5		
			1		
			3	2.1	12
		-15	6	B	
			2		
			5	2.1	11
			7	B	
			2		
			5	4.1	11
		-20	4	B	
Gray Sandy Clay Loam Till (continued)			2		
			4	2.1	13
	679.9	-25	6	B	
End of Boring					
		-30			
		-35			
		-40			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

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Illinois Department of Transportation

Division of Highways
IDOT – Dist 5

SOIL BORING LOG

Page 1 of 1

Date 2/3/05

ROUTE FAP 749 (IL 133) DESCRIPTION Box Culvert 2.9 Miles West of Paris on IL 133 LOGGED BY CNA

SECTION 14RS-2,122RS-3 & (123NRS, 14)BR LOCATION SW, SEC. 33, TWP. 13N, RNG. 12W, 3rd PM

COUNTY Edgar DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 023-2009
Station 539+65

BORING NO. 2 West Boring
Station 539+37
Offset 14.0 ft Rt.
Ground Surface Elev. 704.9 ft

Surface Water Elev. 709.9 ft
Stream Bed Elev. 698.5 ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown Mottled Silty Clay Loam to Loam (Embankment)	704.9				
			1		
			1	0.6	20
		-5	1	B	
	698.9				
Brown/Gray Mottled Sandy Clay Loam			0		
			1	0.9	23
			2	B	
			1		
			1	0.4	28
		-10	1	B	
(Trace of Free Water)	693.9				
Gray Sandy Clay Loam Till			4		
			4	3.9	11
			7	S	
			1		
			5	3.7	11
		-15	8	B	
			4		
			6	3.7	11
			6	B	
			2		
			4	2.1	13
		-20	6	B	
Gray Sandy Clay Loam Till (continued)			2		
			3	2.1	13
	679.9	-25	6	B	
End of Boring					
		-30			
		-35			
		-40			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

2/8/2005 9:05:19 AM S:\SOILS\BORING LOGS\EDGAR\023-2009BOXCULVERT.GPJ

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: DRAWN BY
DATE CHECKED BY

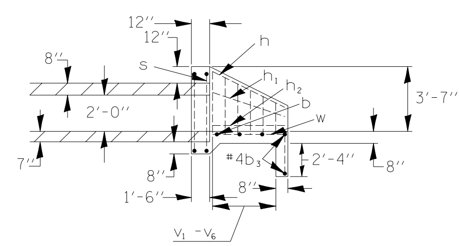
DETAIL OF BOX CULVERT END SECTION
A.R. BOX CULVERT TYPE 2 @ 6.0' X 2.0'
STA. 8 + 76 (CULVERT NO. 1)

CONTRACT NO.

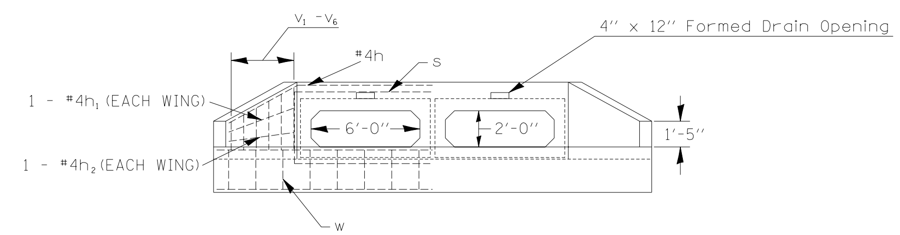
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	34
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 14RS-2,122RS-3 & (123NRS,14)BR

CONTRACT NO. 70134
D–95–064–00



SECTION A – A

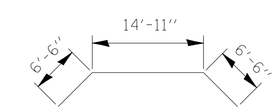


END VIEW

BILL OF MATERIAL (ONE HEADWALL)

Bar	No.	Size	Length (ft)	Shape
b	1	#4	17'-2''	——
b_1	1	#4	19'-8''	——
b_2	1	#4	22'-2''	——
b_3	2	#4	23'-10''	——
h	1	#4	27'-11''	/‾‾\
h_1	2	#4	6'-2''	——
h_2	2	#4	5'-11''	——
s	2	#4	40'-6''	▭
v_1	2	#4	5'-6''	┘
v_2	2	#4	5'-1''	┘
v_3	2	#4	4'-8''	┘
v_4	2	#4	4'-4''	┘
v_5	2	#4	3'-11''	┘
v_6	2	#4	3'-6''	┘
w	16	#4	6'-10''	┐
Reinforcement Bars		LB.		270
Class SI Conc. Hdwall.		CU. YD.		5.9

ITEM	UNIT	QUANT.
Box Culvert End Sec. Culvert No. 1	EACH	2



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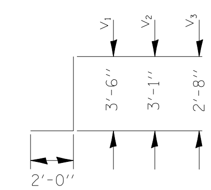
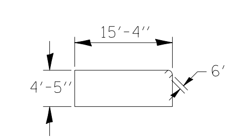
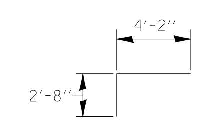


BARS v_1 , v_2 , v_3 , ect.



BAR s



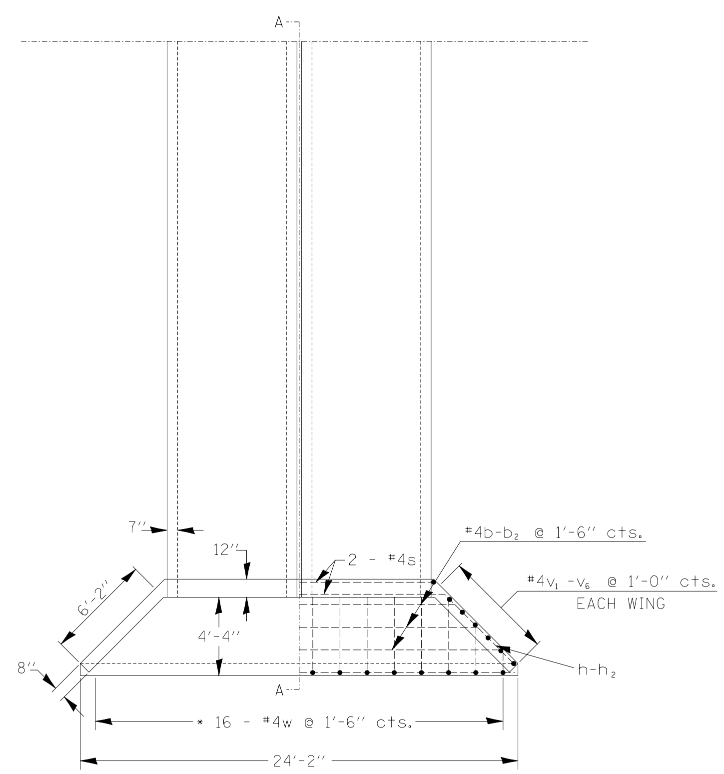
BAR w

F.A.P. RT. 749
SEC. 14RS-2,122RS-3&(123NRS,14)BR
LOADING HS20
STR. NO. 023-8313

NAME PLATE DETAIL

NOTES

- SEE HIGHWAY STANDARD 515001-02 FOR DIMENSIONS AND PLACEMENT.
- NAME PLATE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER "EACH" FOR "NAME PLATES"



* CUT TO FIT

PLAN

NOTES

- All bars should be rounded and shall conform to the requirements of Art. 1006.10 of Standard Specs.
- Class SI Concrete shall be used throughout.
- The Precast Concrete Box Culvert Sections shall conform to the requirements of AASHTO M273.
- All dimensions are in FEET (')-INCHES ('') unless otherwise noted.
- Concrete and Rebar quantities and lengths calculated for the cast-in-place End Sections will vary based on the precast box culverts supplied.
- End Sections will be paid for at the contract unit price each for BOX CULVERT END SECTION CULVERT NO.,as outlined in Art. 540.08, which prices shall include all concrete, rebar, and all other items necessary to complete the proposed work.
- Drawings not to scale.
- Drain holes shall be provided in accordance with Art. 503.12.

BOX CULVERT END SECTIONS (CAST IN PLACE)
2 @ 6.0' X 2.0'
STA. 8+76 NO SKEW
STRUCTURE NO. 023-8313

REINFORCED CONCRETE HEADWALL DETAILS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS

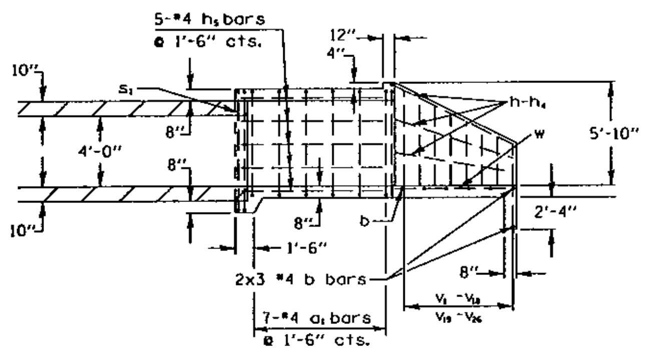
SCALE: VERT. HORIZ.
DATE 080604
DRAWN BY JDC
CHECKED BY

PLOT DATE = 2/7/2006
FILE NAME = c:\projects\d506400 (v8)\details.dgn
PLOT SCALE = 42.3529 ' / IN.
REFERENCE = REF

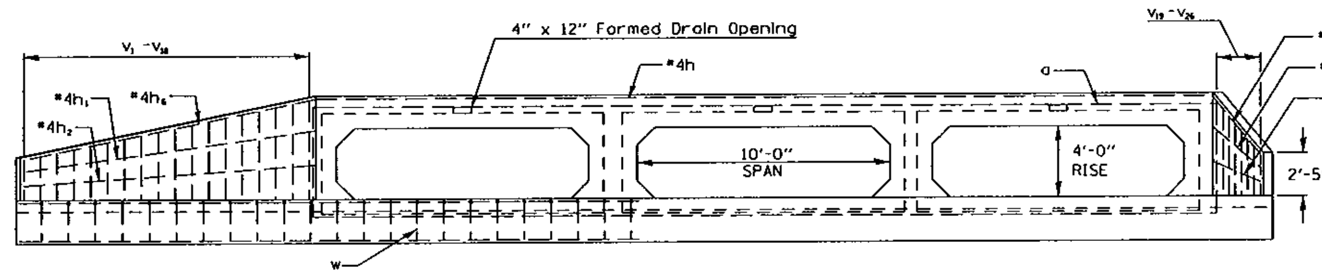
DETAIL OF BOX CULVERT END SECTION

A.R. BOX CULVERT TYPE 3 @ 10.0' X 4.0'

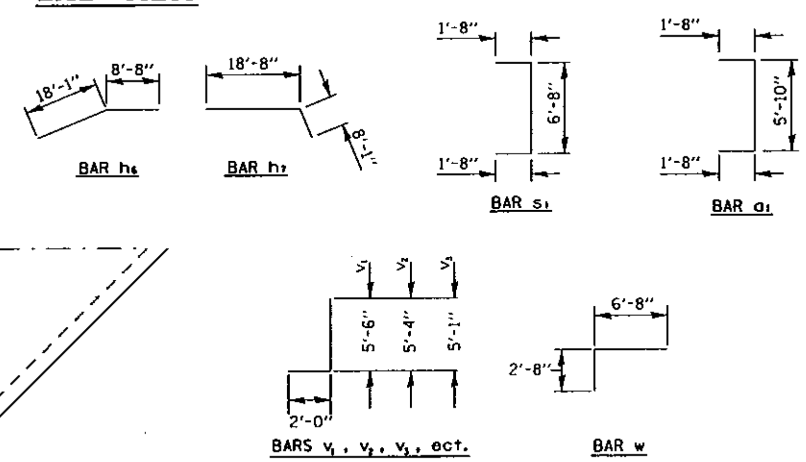
STA. 280 + 24 (CULVERT NO. 2)



SECTION A - A



END VIEW

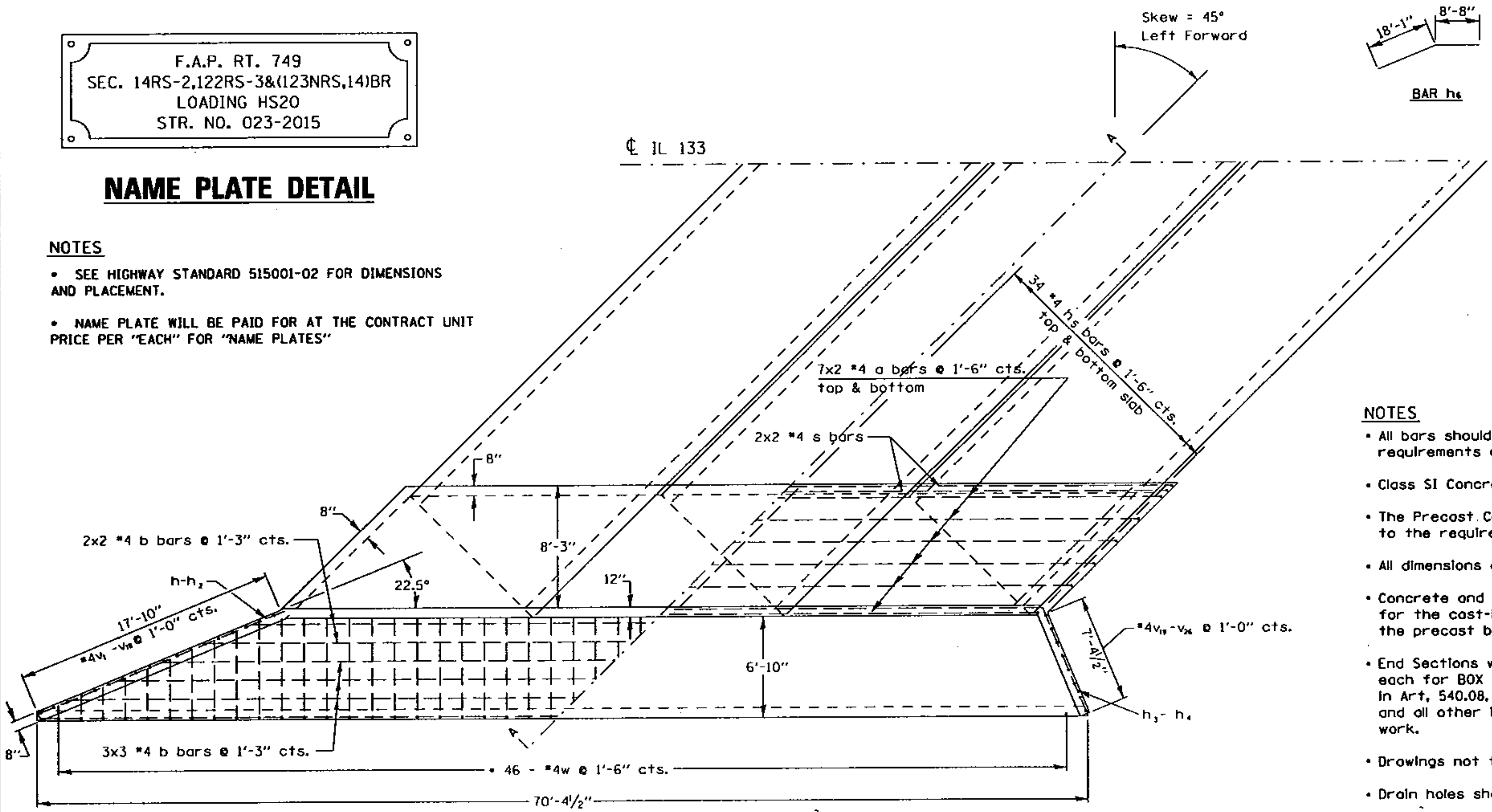


F.A.P. RT. 749
SEC. 14RS-2,122RS-3&(123NRS,14)BR
LOADING HS20
STR. NO. 023-2015

NAME PLATE DETAIL

NOTES

* SEE HIGHWAY STANDARD 515001-02 FOR DIMENSIONS AND PLACEMENT.
* NAME PLATE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER "EACH" FOR "NAME PLATES"



PLAN

* CUT TO FIT

NOTES

* All bars should be rounded and shall conform to the requirements of Art. 1006.10 of Standard Specs.
* Class SI Concrete shall be used throughout.
* The Precast Concrete Box Culvert Sections shall conform to the requirements of AASHTO M273.
* All dimensions are in FEET (')-INCHES (") unless otherwise noted.
* Concrete and Rebar quantities and lengths calculated for the cast-in-place End Sections will vary based on the precast box culverts supplied.
* End Sections will be paid for at the contract unit price each for BOX CULVERT END SECTION CULVERT NO.,as outlined in Art. 540.08, which prices shall include all concrete, rebar, and all other items necessary to complete the proposed work.
* Drawings not to scale.
* Drain holes shall be provided in accordance with Art. 503.12.
* The span demension on the End View give the opening span for the Box Culvert. Due to the Skew of the box The End Section opening is larger.
* Bars indicated thus 12x4 #4 etc., indicates 12 lines of bars with 4 lengths per line.

BILL OF MATERIAL (ONE HEADWALL)

Bar	No.	Size	Length (ft)	Shape
a	28	#4	26'-6"	—
a_1	14	#4	9'-2"	]
b	19	#4	29'-3"	—
h	2	#4	26'-9"	—
h_1	1	#4	17'-11"	—
h_2	1	#4	17'-10"	—
h_3	1	#4	7'-8"	—
h_4	1	#4	7'-5"	—
h_5	78	#4	12'-9"	—
h_6	2	#4	26'-9"	/—
h_7	2	#4	26'-9"	—\
s	8	#4	26'-6"	—
s_1	4	#4	10'-0"	]
V_1	1	#4	7'-6"	┘
V_2	1	#4	7'-4"	┘
V_3	1	#4	7'-1"	┘
V_4	1	#4	6'-11"	┘
V_5	1	#4	6'-8"	┘
V_6	1	#4	6'-6"	┘
V_7	1	#4	6'-4"	┘
V_8	1	#4	6'-1"	┘
V_9	1	#4	5'-11"	┘
V_{10}	1	#4	5'-8"	┘
V_{11}	1	#4	5'-6"	┘
V_{12}	1	#4	5'-4"	┘
V_{13}	1	#4	5'-1"	┘
V_{14}	1	#4	4'-11"	┘
V_{15}	1	#4	4'-8"	┘
V_{16}	1	#4	4'-6"	┘
V_{17}	1	#4	4'-4"	┘
V_{18}	1	#4	4'-1"	┘
V_{19}	1	#4	7'-6"	┘
V_{20}	1	#4	7'-0"	┘
V_{21}	1	#4	6'-6"	┘
V_{22}	1	#4	6'-0"	┘
V_{23}	1	#4	5'-7"	┘
V_{24}	1	#4	5'-1"	┘
V_{25}	1	#4	4'-7"	┘
V_{26}	1	#4	4'-1"	┘
w	46	#4	9'-4"	┐
Reinforcement Bars			LB.	3,445
Class SI Conc. Hdwall.			CU. YD.	47.7

ITEM	UNIT	QUANT.
Box Culvert End Sec. Culvert No. 2	EACH	2

BOX CULVERT END SECTIONS (CAST IN PLACE)
3 @ 10.0' X 4.0'
STA. 280+24 45° SKEW
STRUCTURE NO. 023-2015

REINFORCED CONCRETE HEADWALL DETAILS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS

SCALE: VERT. HORIZ.
DATE 050404
DRAWN BY JOC
CHECKED BY

PLOT DATE = 5/18/2005
FILE NAME = s:\projects\c95064 ...\dgn
PLOT SCALE = 43.2853 ' / IN.
REFERENCE = 69E78

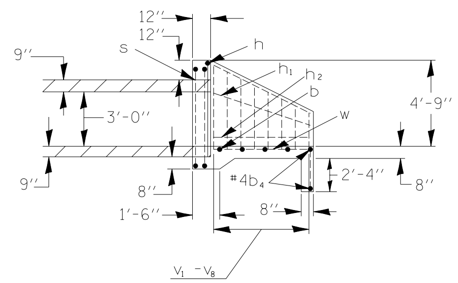
CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	36
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

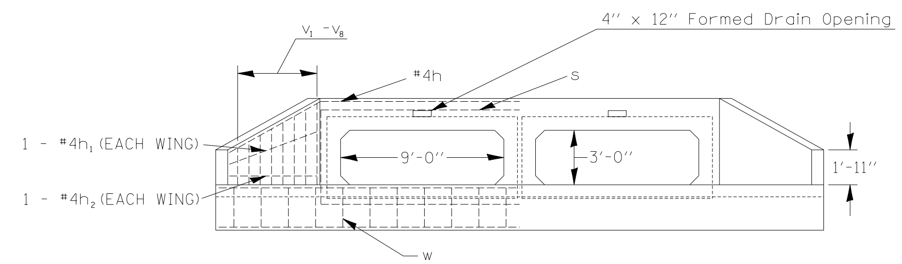
* 14RS-2,122RS-3 & (123NRS,14)BR

CONTRACT NO. 70134
D–95–064–00

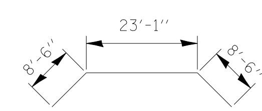
DETAIL OF BOX CULVERT END SECTION
A.R. BOX CULVERT TYPE 2 @ 9.0' X 3.0'
STA. 367 + 52 (CULVERT NO. 3)



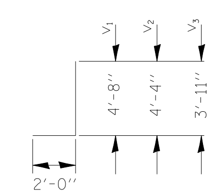
SECTION A – A



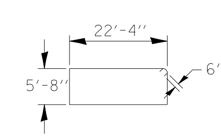
END VIEW



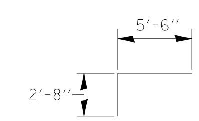
BAR h



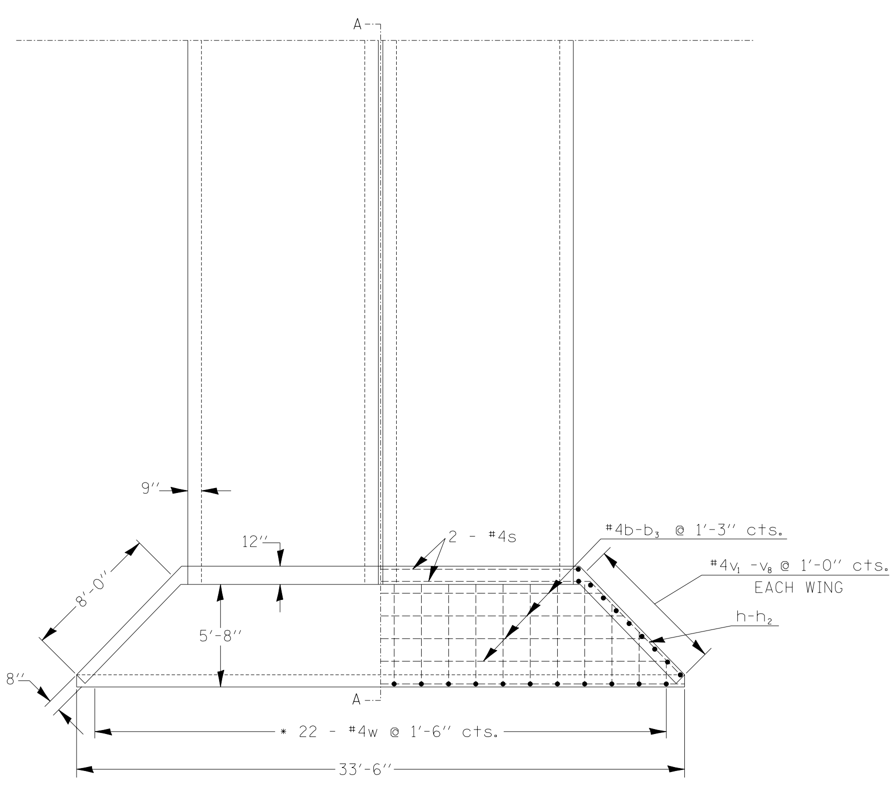
BARS v_1 , v_2 , v_3 , ect.



BAR s



BAR w

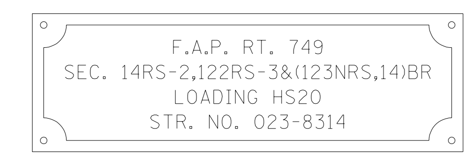


PLAN

BILL OF MATERIAL (ONE HEADWALL)

Bar	No.	Size	Length (ft)	Shape
b	1	#4	24'-5''	
b_1	1	#4	26'-10''	
b_2	1	#4	29'-2''	
b_3	1	#4	31'-7''	
b_4	2	#4	33'-6''	
h	1	#4	40'-1''	
h_1	2	#4	8'-2''	
h_2	2	#4	7'-10''	
s	2	#4	57'-0''	
v_1	2	#4	6'-8''	
v_2	2	#4	6'-4''	
v_3	2	#4	5'-11''	
v_4	2	#4	5'-6''	
v_5	2	#4	5'-2''	
v_6	2	#4	4'-8''	
v_7	2	#4	4'-5''	
v_8	2	#4	4'-0''	
w	22	#4	8'-2''	
Reinforcement Bars			LB.	421
Class SI Conc. Hdwall.			CU. YD.	9.4

ITEM	UNIT	QUANT.
Box Culvert End Sec. Culvert No. 3	EACH	2



NAME PLATE DETAIL

NOTES

- SEE HIGHWAY STANDARD 515001-02 FOR DIMENSIONS AND PLACEMENT.
- NAME PLATE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER "EACH" FOR "NAME PLATES"

NOTES

- All bars should be rounded and shall conform to the requirements of Art. 1006.10 of Standard Specs.
- Class SI Concrete shall be used throughout.
- The Precast Concrete Box Culvert Sections shall conform to the requirements of AASHTO M273.
- All dimensions are in FEET (')-INCHES ('') unless otherwise noted.
- Concrete and Rebar quantities and lengths calculated for the cast-in-place End Sections will vary based on the precast box culverts supplied.
- End Sections will be paid for at the contract unit price each for BOX CULVERT END SECTION CULVERT NO.,as outlined in Art. 540.08, which prices shall include all concrete, rebar, and all other items necessary to complete the proposed work.
- Drawings not to scale.
- Drain holes shall be provided in accordance with Art. 503.12.

BOX CULVERT END SECTIONS (CAST IN PLACE)
2 @ 9.0' X 3.0'
STA. 367+52 NO SKEW
STRUCTURE NO. 023-8314

REINFORCED CONCRETE HEADWALL DETAILS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS

SCALE: VERT.
HORIZ.
DATE 050404

DRAWN BY JDC
CHECKED BY

PLOT DATE = 2/7/2006
FILE NAME = c:\projects\d506400 (v8)\details.dgn
PLOT SCALE = 42.3529 ' / IN.
REFERENCE = REF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	37

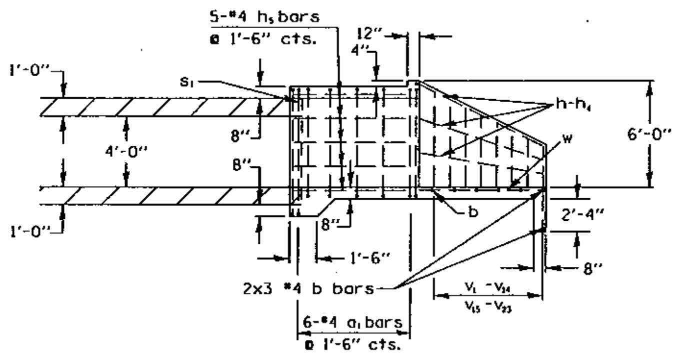
STA. TO STA.

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

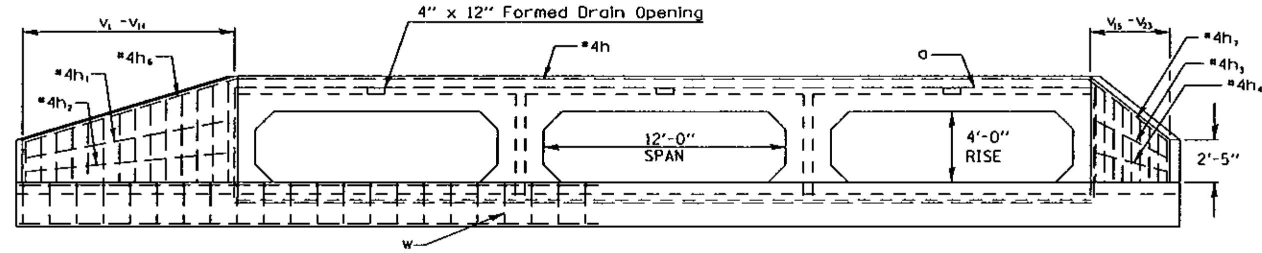
• 14RS-2,122RS-3 & (123NRS,14)BR

CONTRACT NO. 70134
D-95-064-00

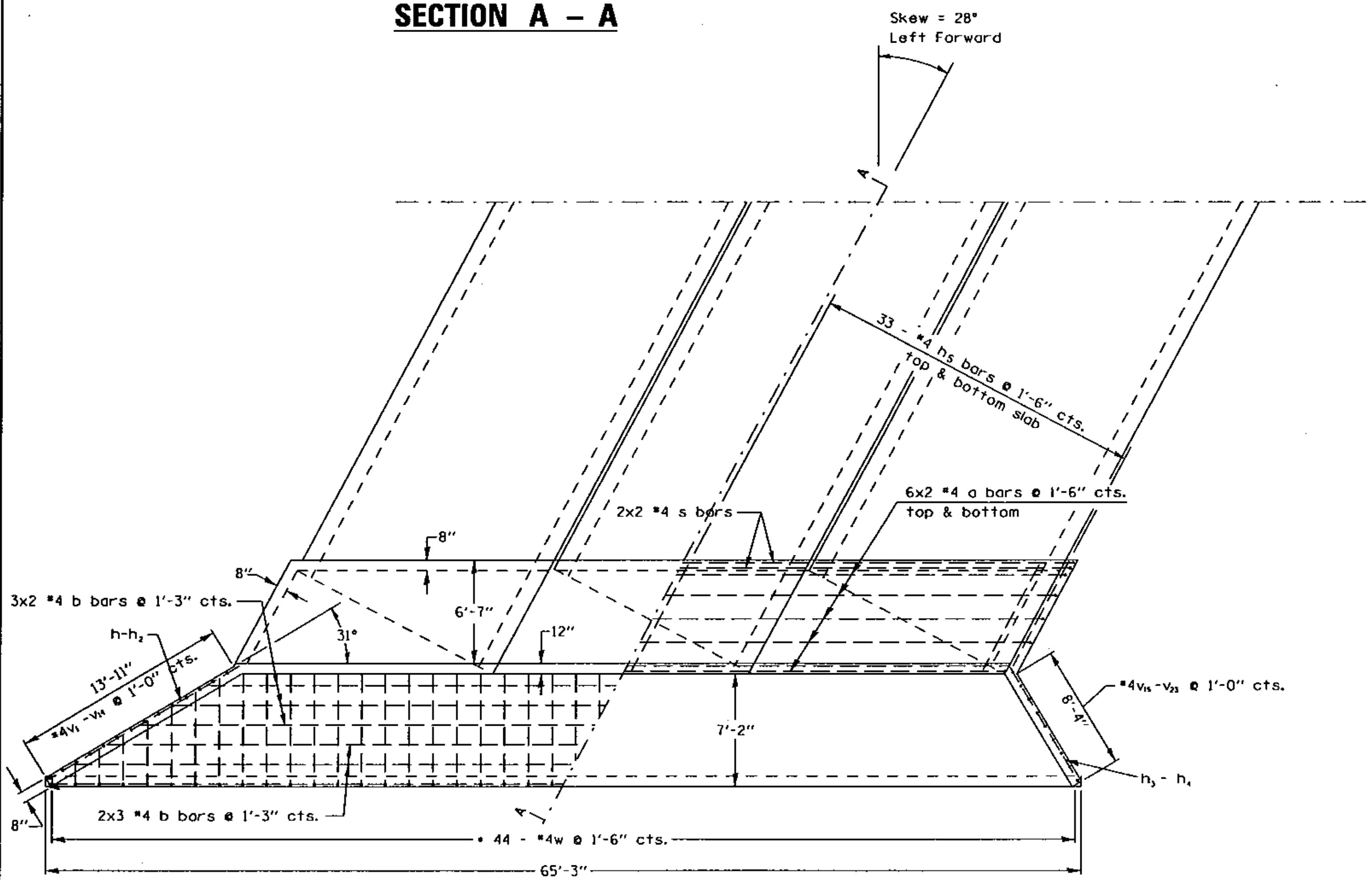
DETAIL OF BOX CULVERT END SECTION
A.R. BOX CULVERT TYPE 3 @ 12.0' X 4.0'
STA. 539 + 65 (CULVERT NO. 4)



SECTION A – A

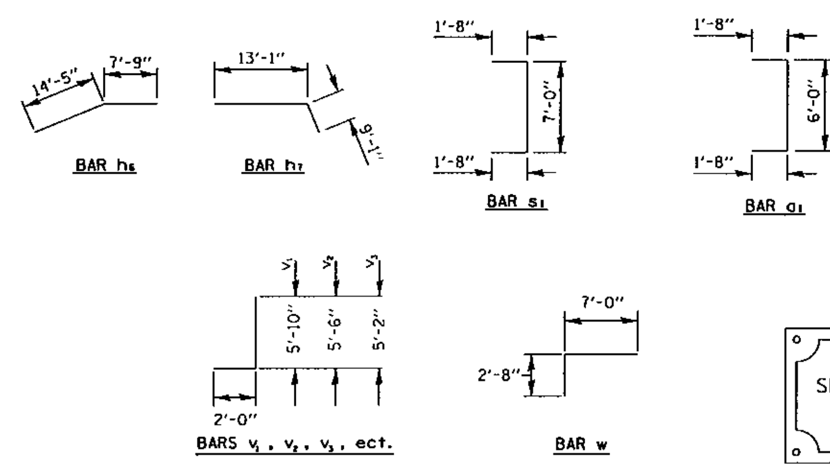


END VIEW



• CUT TO FIT

PLAN



NOTES

- All bars should be rounded and shall conform to the requirements of Art. 1006.10 of Standard Specs.
- Class SI Concrete shall be used throughout.
- The Precast Concrete Box Culvert Sections shall conform to the requirements of AASHTO M273.
- All dimensions are in FEET (')-INCHES (") unless otherwise noted.
- Concrete and Rebar quantities and lengths calculated for the cast-in-place End Sections will vary based on the precast box culverts supplied.
- End Sections will be paid for at the contract unit price each for BOX CULVERT END SECTION CULVERT NO.,os outlined in Art. 540.08, which prices shall include all concrete, rebar, and all other items necessary to complete the proposed work.
- Drawings not to scale.
- Drain holes shall be provided in accordance with Art. 503.12.
- The span demension on the End View give the opening span for the Box Culvert. Due to the Skew of the box The End Section opening is larger.
- Bars indicated thus 12x4 #4 etc., indicates 12 lines of bars with 4 lengths per line.

BILL OF MATERIAL (ONE HEADWALL)

Bar	No.	Size	Length (ft)	Shape
a	24	#4	25'-6"	
a_1	12	#4	9'-4"	
b	18	#4	29'-4"	
h	2	#4	22'-2"	
h_1	1	#4	14'-1"	
h_2	1	#4	13'-11"	
h_3	1	#4	8'-7"	
h_4	1	#4	8'-5"	
h_5	76	#4	8'-3"	
h_6	2	#4	22'-2"	
h_7	2	#4	22'-2"	
s	8	#4	25'-6"	
s_1	4	#4	10'-4"	
V_1	1	#4	7'-10"	
V_2	1	#4	7'-6"	
V_3	1	#4	7'-2"	
V_4	1	#4	6'-11"	
V_5	1	#4	6'-8"	
V_6	1	#4	6'-5"	
V_7	1	#4	6'-1"	
V_8	1	#4	5'-11"	
V_9	1	#4	5'-7"	
V_{10}	1	#4	5'-5"	
V_{11}	1	#4	5'-1"	
V_{12}	1	#4	4'-10"	
V_{13}	1	#4	4'-7"	
V_{14}	1	#4	4'-4"	
V_{15}	1	#4	7'-6"	
V_{16}	1	#4	7'-1"	
V_{17}	1	#4	6'-8"	
V_{18}	1	#4	6'-4"	
V_{19}	1	#4	5'-11"	
V_{20}	1	#4	5'-6"	
V_{21}	1	#4	5'-1"	
V_{22}	1	#4	4'-8"	
V_{23}	1	#4	4'-4"	
w	44	#4	9'-8"	
Reinforcement Bars			LB.	2,865
Class SI Conc. Hdwall.			CU. YD.	41.1

ITEM	UNIT	QUANT.
Box Culvert End Sec. Culvert No. 4	EACH	2

F.A.P. RT. 749
SEC. 14RS-2,122RS-3&(123NRS,14)BR
LOADING HS20
STR. NO. 023-2016

NAME PLATE DETAIL

NOTES

- SEE HIGHWAY STANDARD 515001-02 FOR DIMENSIONS AND PLACEMENT.
- NAME PLATE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER "EACH" FOR "NAME PLATES"

BOX CULVERT END SECTIONS (CAST IN PLACE)
3 @ 12.0' X 4.0'
STA. 539+65 28° SKEW
STRUCTURE NO. 023-2016

REINFORCED CONCRETE HEADWALL DETAILS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS

SCALE: VERT. HORIZ.
DATE 012805
DRAWN BY JDC
CHECKED BY

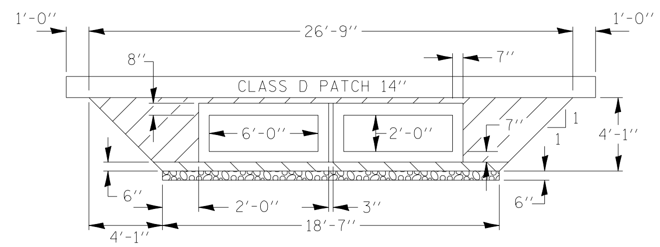
PLOT DATE : 5/18/2006
FILE NAME : c:\projects\d586408 (v8)\details.dgn
PLOT SCALE : 43.2353 ' / IN.
REFERENCE : @REF@

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	38

CONTRACT NO. 70474
• 123NRS(BR);(14BR);14S(BR);14BR

DETAIL OF POROUS GRANULAR BACKFILL AT A.R. CULVERTS

BOX CULVERT NO. 1
STA. 8+76

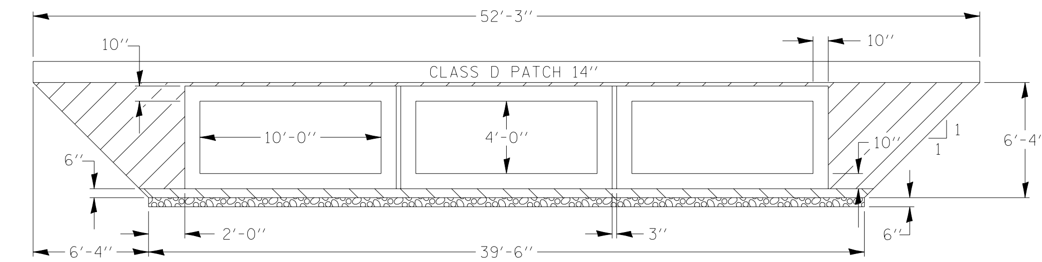


PAY LIMITS OF POROUS GRANULAR BACKFILL = 71.1 CU. YD.

POROUS GRANULAR MATERIAL INCLUDED IN PAY ITEM FOR BOX CULVERT

RIPRAP (SPECIAL)

BOX CULVERT NO. 2
STA. 280+24



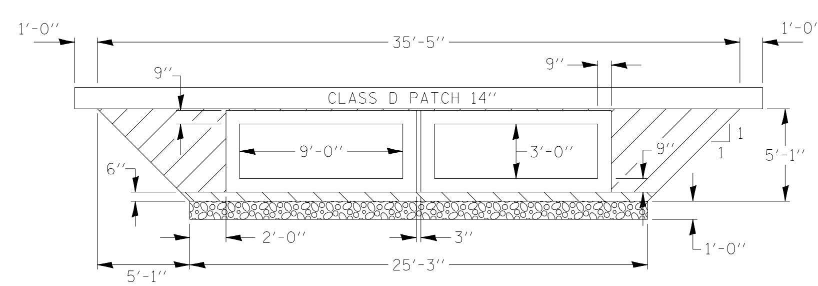
PAY LIMITS OF POROUS GRANULAR BACKFILL = 163.7 CU. YD.

POROUS GRANULAR MATERIAL INCLUDED IN PAY ITEM FOR BOX CULVERT

RIPRAP (SPECIAL)

THIS CROSS SECTION IS DRAWN PERPENDICULAR TO FLOW LINE OF CULVERT

BOX CULVERT NO. 3
STA. 367+52

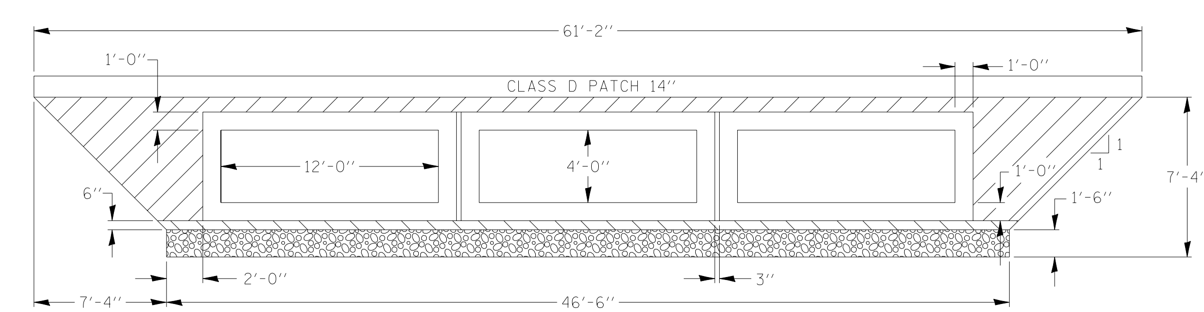


PAY LIMITS OF POROUS GRANULAR BACKFILL = 73.3 CU. YD.

POROUS GRANULAR MATERIAL INCLUDED IN PAY ITEM FOR BOX CULVERT

RIPRAP (SPECIAL)

BOX CULVERT NO. 4
STA. 539+68



PAY LIMITS OF POROUS GRANULAR BACKFILL = 209.6 CU. YD.

POROUS GRANULAR MATERIAL INCLUDED IN PAY ITEM FOR BOX CULVERT

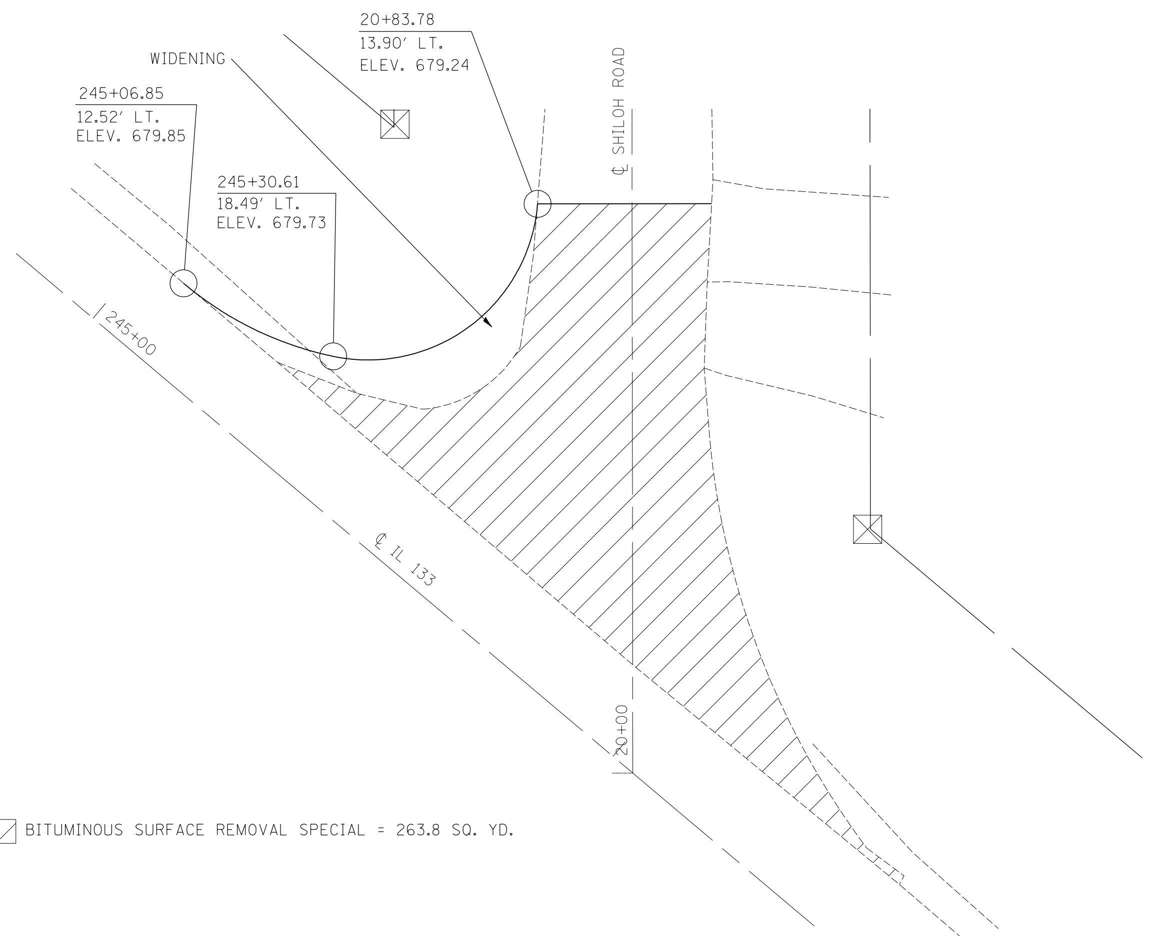
RIPRAP (SPECIAL)

THIS CROSS SECTION IS DRAWN PERPENDICULAR TO FLOW LINE OF CULVERT

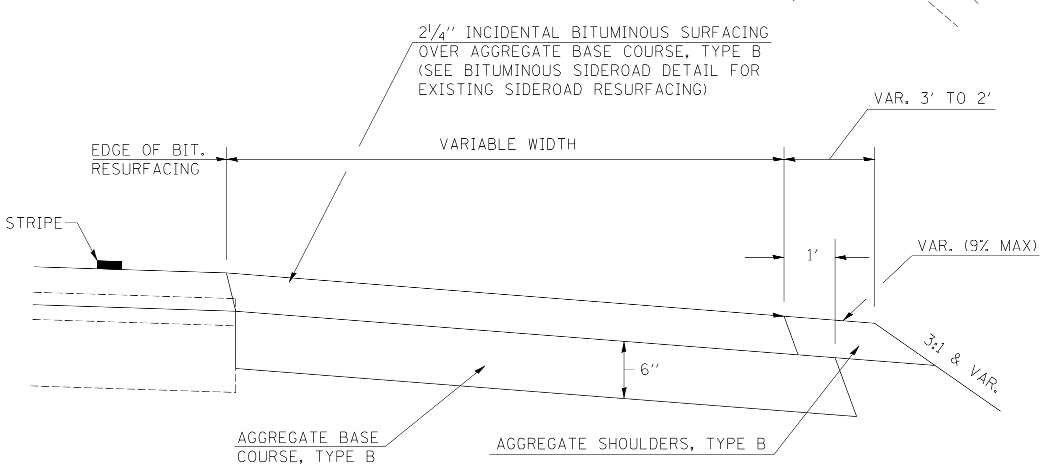
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	39

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

DETAIL OF SIDE ROAD IMPROVEMENT @ SHILOH ROAD



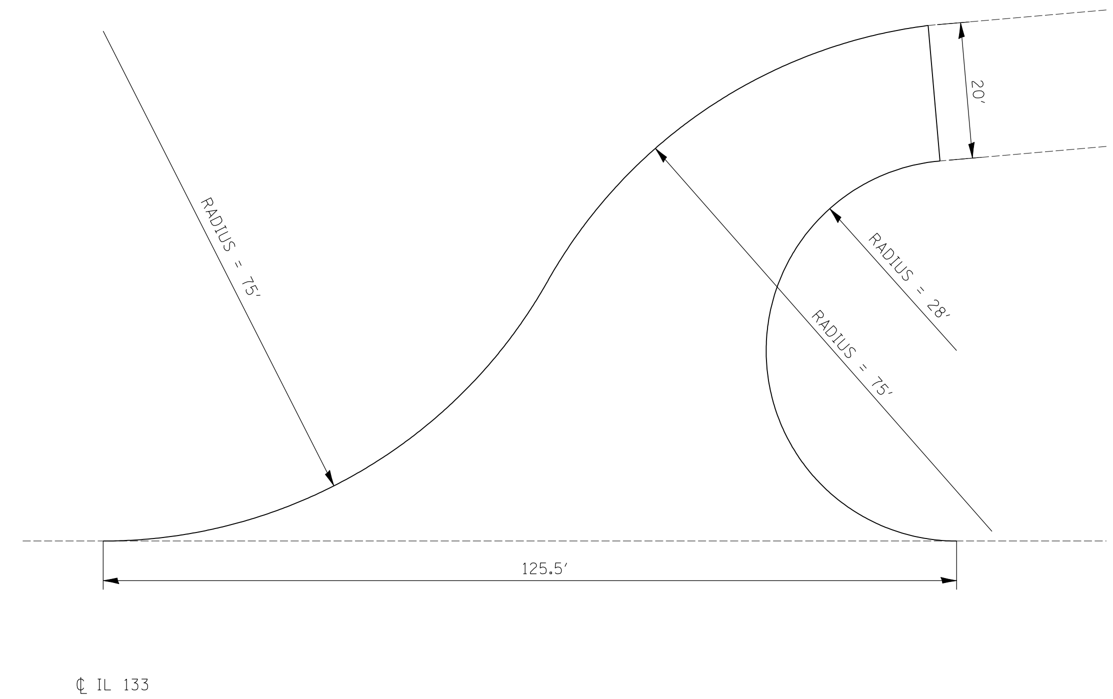
BITUMINOUS SURFACE REMOVAL SPECIAL = 263.8 SQ. YD.



CROSS SECTION OF PROPOSED WIDENING

INCIDENTAL RESURFACING DETAIL
FOR 1150 E. STA 549 + 41 LT.

BITUMINOUS SURFACE REMOVAL SPECIAL = 380 SQ. YD.



NOTES

THE DESIGNER'S INTENT IS TO RESURFACE THE EXISTING SURFACE, IN IT'S ENTIRETY, TO THE END OF THE RADII.

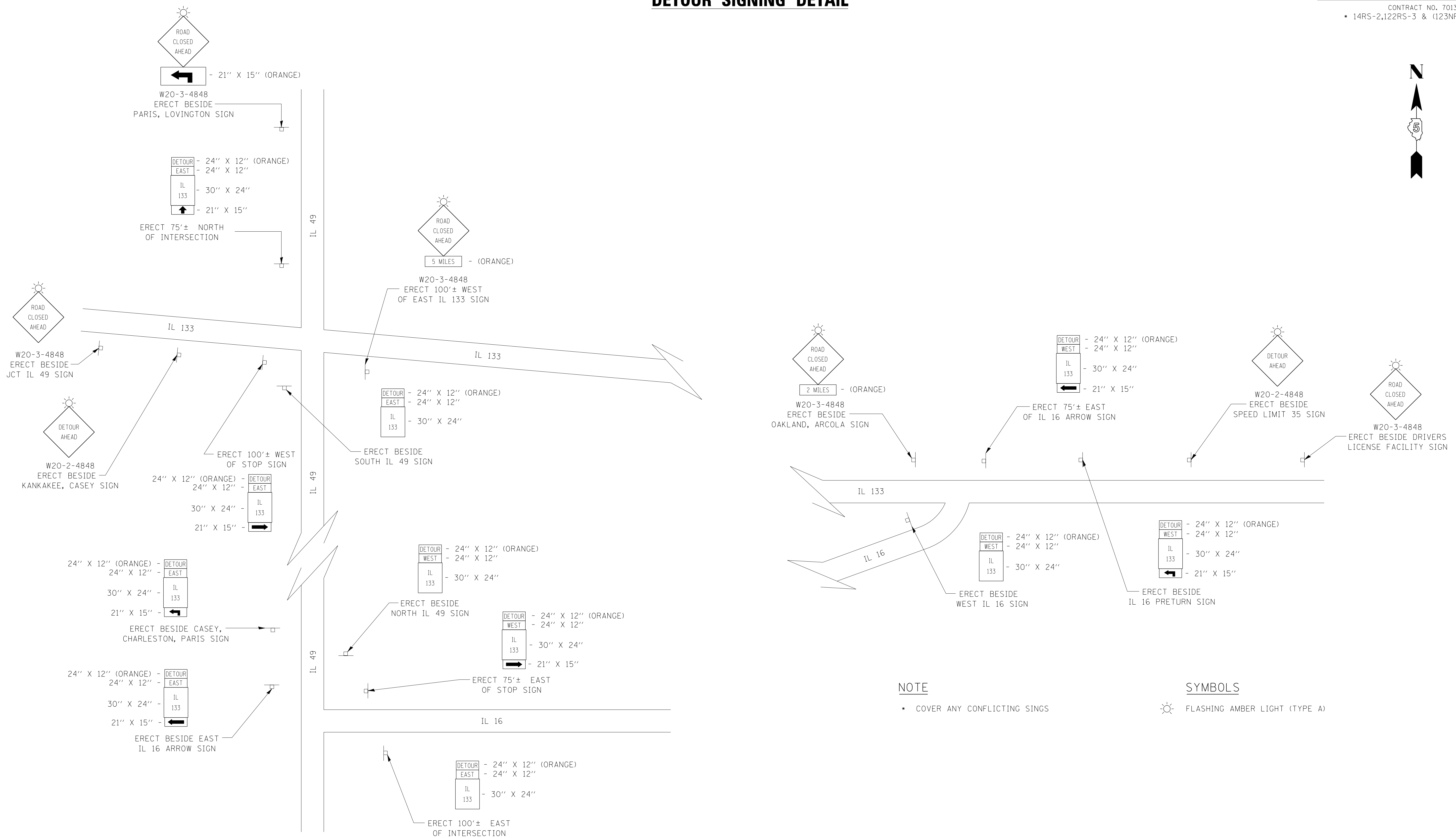
ALL DIMENSIONS AND AREAS ARE FROM AS-BUILTS.

SEE BITUMINOUS SIDEROAD DETAIL FOR TREATMENT OF SIDEROAD RESURFACING.

DETOUR SIGNING DETAIL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	40

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR



NOTE

- COVER ANY CONFLICTING SINGS

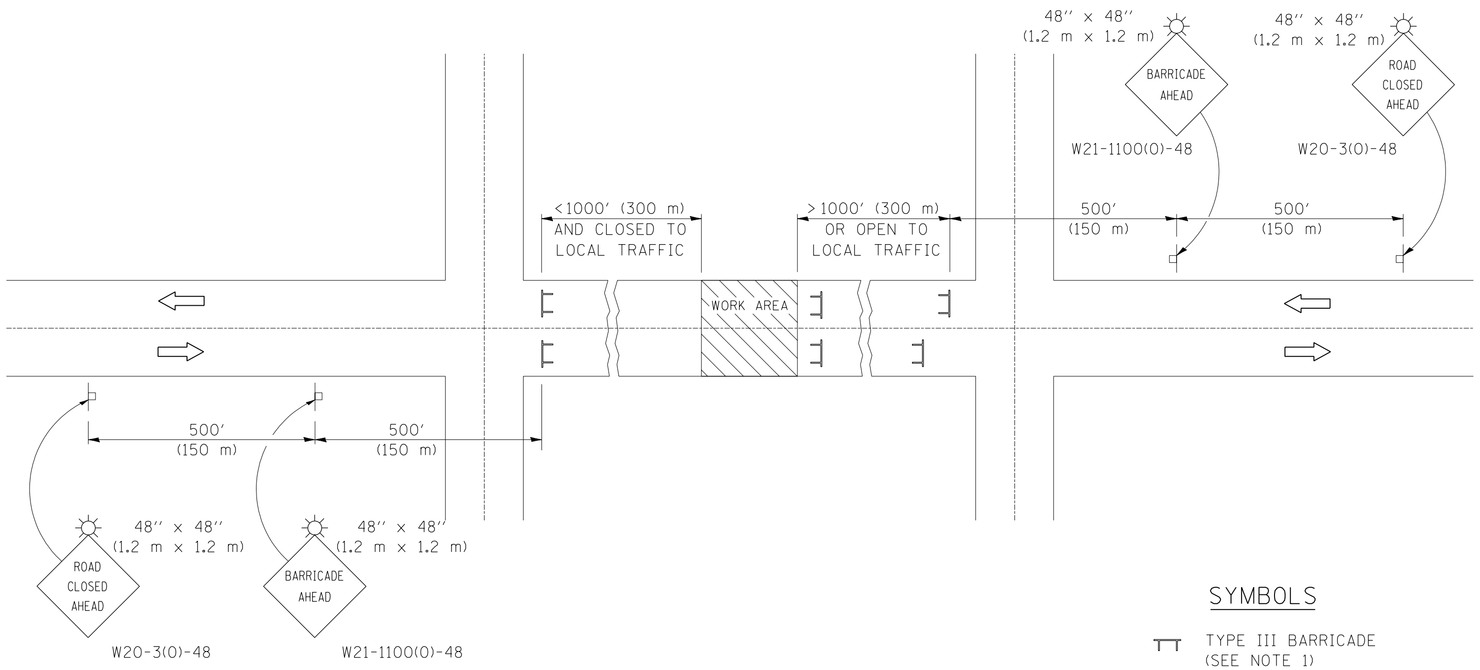
SYMBOLS

☼ FLASHING AMBER LIGHT (TYPE A)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	41

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR ROAD CLOSURE



SYMBOLS

TYPE III BARRICADE (SEE NOTE 1)

FLASHING AMBER LIGHT (TYPE A)

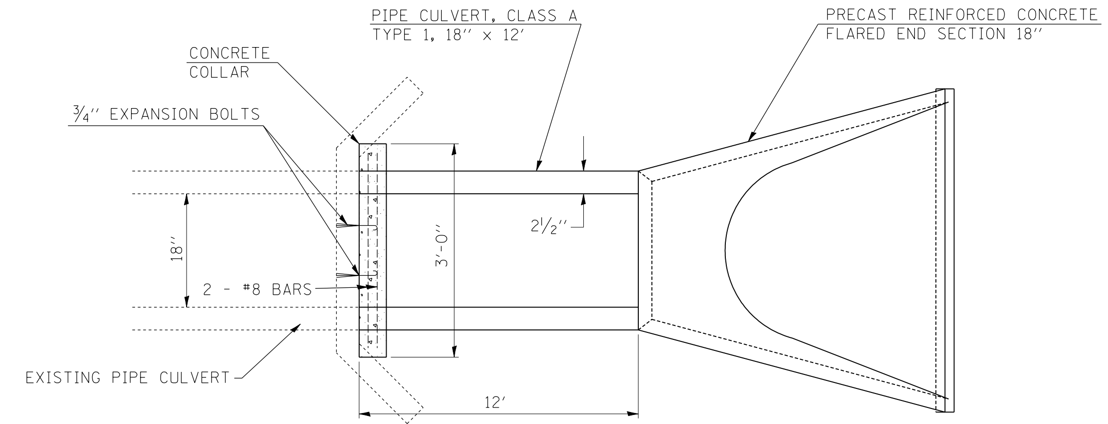
GENERAL NOTES

1. TYPE III BARRICADES SHALL BE AS SHOWN ON STANDARD 702001 "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
2. IF THE ROAD IS OPEN TO LOCAL TRAFFIC OR EXCEEDS 1000′ (300 m), ANOTHER SET OF TYPE III BARRICADES, EQUIPPED AS IN NOTE 1 ABOVE, SHALL BE PLACED AT EACH END OF THE WORK AREA.
3. WHEN A STOP CONDITION EXISTS, NO SIGNS ARE REQUIRED IN ADVANCE OF THE "STOP" SIGN WHEN THE ROAD IS CLOSED WITHIN 100′ (30 m) OF THE INTERSECTION.
4. STANDARD 702001 SHALL APPLY FOR THE PLACEMENT & DESIGN OF TYPE III BARRICADES.
5. IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON AN NCHRP 350 TEMPORARY SIGN SUPPORT DIRECTLY IN FRONT OF THE BARRICADE.
6. REFLECTORIZED STRIPING SHALL APPEAR ON BOTH SIDES OF THE TY III BARRICADES IF ROAD IS OPEN TO LOCAL TRAFFIC.
7. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
8. A MINIMUM OF TWO FLASHING LIGHTS SHALL BE USED AT NIGHT ON EACH APPROACH IN ADVANCE OF THE WORK AREA. FLASHING LIGHTS SHALL BE INSTALLED ABOVE THE FIRST TWO SIGNS IN THE SERIES.
9. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
10. FORMS BT. 725 AND BT. 726 ARE REQUIRED.
11. WHEN A SIDEROAD INTERSECTS THE HIGHWAY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC DEVICES SHALL BE ERECTED AND PROVIDED AS DIRECTED BY THE ENGINEER.
12. AN ADDITIONAL SIGN MAY BE REQUIRED AT A MAJOR INTERSECTING ROAD IN ADVANCE OF THE CLOSURE. THE ADDITIONAL SIGN SHALL GIVE THE DISTANCE TO THE BARRICADE IN MILES OR FRACTIONS OF A MILE.

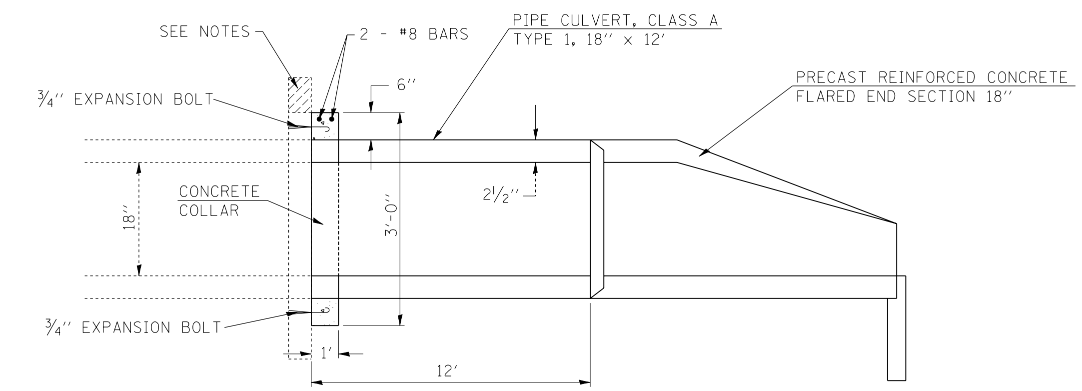
	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	J.H.M.	8-11-87		
CHECKED	P.E.K.	8-25-87	R.M.H.	12/97
CADD NO.	F-5.03		C.P./K.A.G.	01/05

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

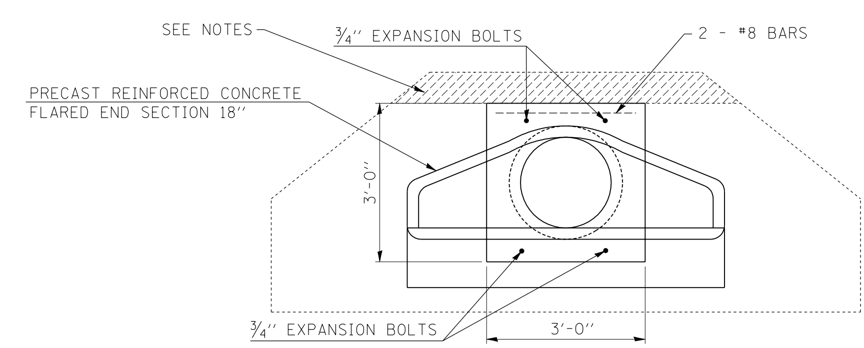
PIPE CULVERT EXTENSION DETAIL



PLAN VIEW



LONGITUDINAL SECTION



END VIEW

ESTIMATED QUANTITIES

CONCRETE COLLAR - 0.3 CU YD
EXPANSION BOLTS - 4 EACH
REINFORCEMENT BAR - 16 LBS

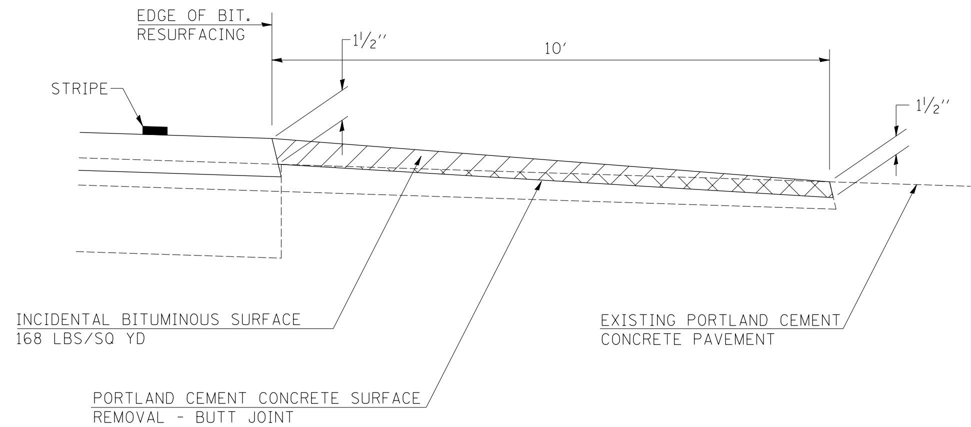
NOTES

- CLASS SI CONCRETE SHALL BE USED THROUGHOUT
- EXPANSION BOLTS SHALL CONSIST OF SELF-DRILLING EXPANSION SHIELD AND 3/4″ HOOK BAR. THE HOOKED BAR SHALL EXTEND 6″ MINIMUM INTO CONCRETE COLLAR AND EXISTING HEADWALL.
- THE CULVERT SHALL BE BACKFILLED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- EXISTING WING WALLS AND HEADWALL SHALL BE REMOVED AS INDICATED HERE ON OR AS OTHERWISE DIRECTED BY THE ENGINEER TO PROVIDE 9″ OF EARTH BETWEEN REMAINING CONCRETE AND FINISHED GRADE.
- THE CONTRACTOR SHALL REMOVE ADDITIONAL PORTIONS OF THE WING WALLS AS REQUIRED TO ALLOW THE PIPE CULVERT TO FIT TIGHTLY AGAINST THE HEADWALL, OR MAY PROVIDE BANDING OR OTHER APPROVED METHOD TO PREVENT CONCRETE FROM ENTERING THE INTERIOR OF THE PIPE CULVERT
- THE LENGTH OF THE PROPOSED CULVERT EXTENSION MAY BE ADJUSTED TO MEET FIELD CONDITIONS AND AT THE DIRECTION OF THE ENGINEER.
- THE COST OF CONCRETE REMOVAL AND REINFORCEMENT BARS WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICE CUBIC YARDS FOR CONCRETE COLLARS, AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	42

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

CONCRETE ENTRANCE OR SIDEROAD DETAIL

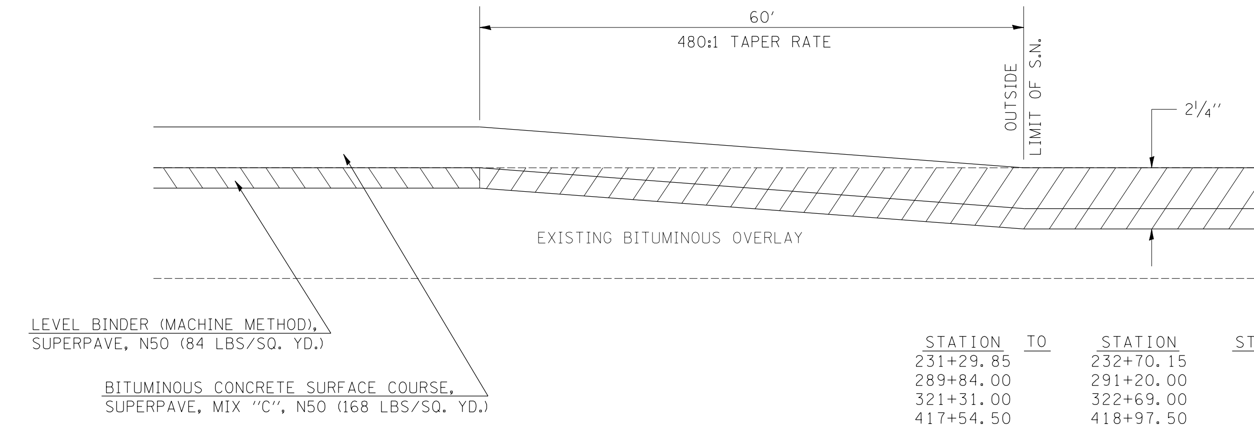


NOTES: THE INCIDENTAL BITUMINOUS SURFACING IS INTENDED TO RESURFACE THE EXISTING ENTRANCES IN THEIR ENTIRETY. THE EXISTING SIDEROADS SHOULD BE RESURFACED TO MAINTAIN THEIR CURRENT RADII.

INLAY TRANSITION DETAIL FOR ILLINOIS RT 133

BITUMINOUS SURFACE REMOVAL, $\frac{3}{4}''$

BITUMINOUS SURFACE REMOVAL, VARIABLE DEPTH



STATION TO	STATION	STRUCTURE NO.
231+29.85	232+70.15	023-2011 B
289+84.00	291+20.00	023-8303 D
321+31.00	322+69.00	023-8304 E
417+54.50	418+97.50	023-0016 G
513+12.00	514+48.00	023-8306 H

NOTES:

• THE INTENT OF THIS BITUMINOUS SURFACE REMOVAL - VARIABLE DEPTH IS TO TRANSITION 60', UP & DOWN STATION, FROM THE OUTSIDE LIMITS OF THE CORESPONDING STRUCTURE NUMBER.

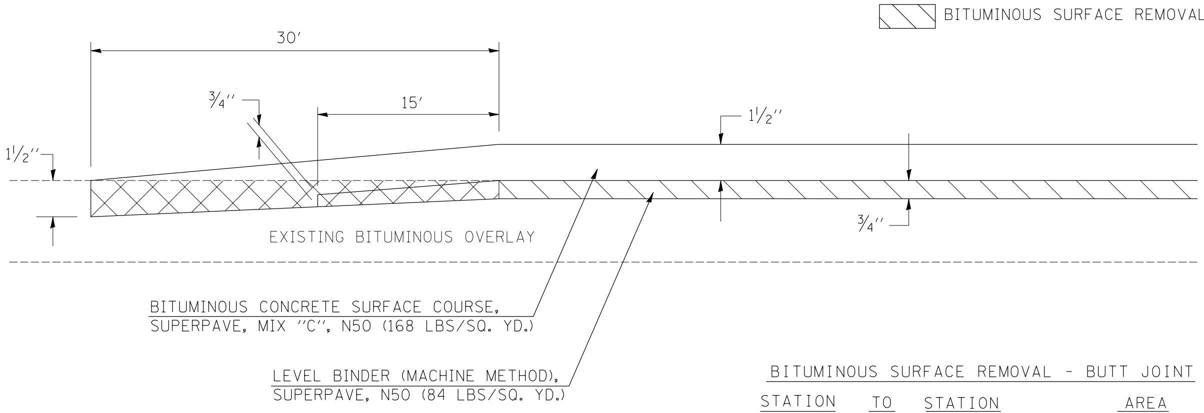
• THIS WORK WILL BE MEASURED FOR PAYMENT ACCORDING TO APPLICABLE PORTIONS OF ARTICLE 440.07 OF THE STANDARD SPECIFICATIONS.

• THIS WORK WILL BE PAID FOR ACCORDING TO THE APPLICABLE PORTIONS OF ARTICLE 440.08 OF THE STANDARD SPECIFICATIONS.

BUTT JOINT DETAIL FOR ILLINOIS RT 133

BITUMINOUS SURFACE REMOVAL - BUTT JOINT

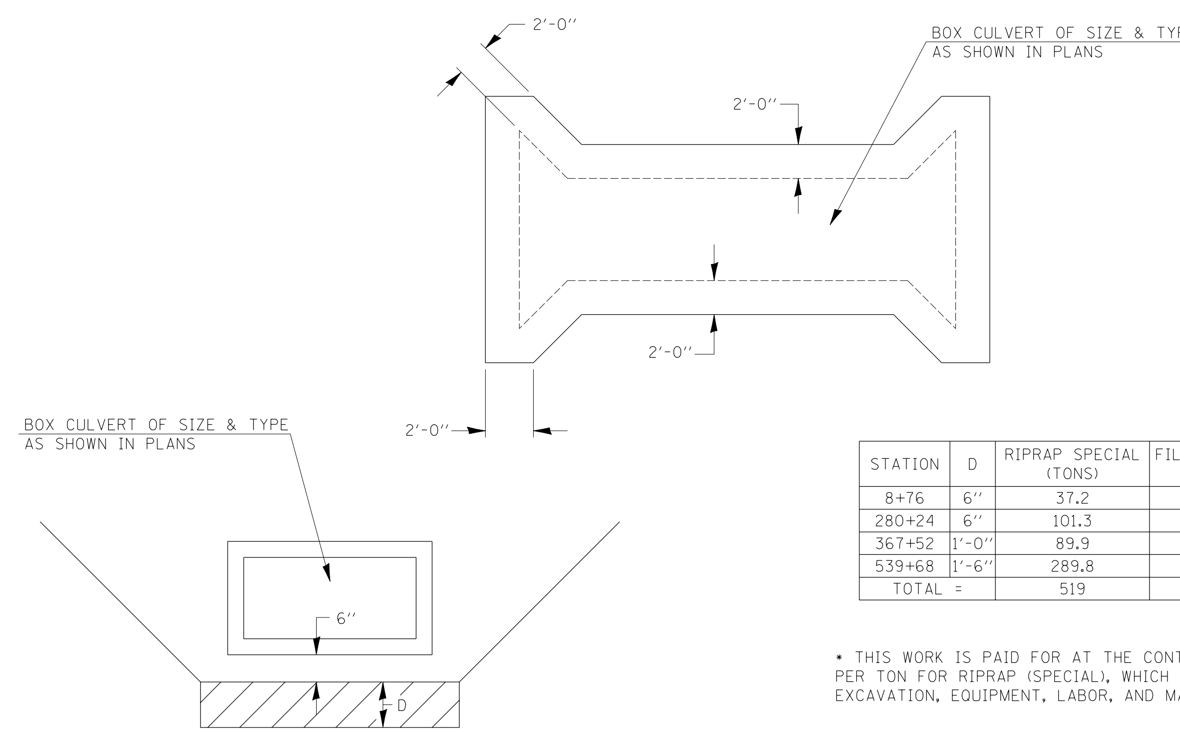
BITUMINOUS SURFACE REMOVAL, $\frac{3}{4}''$



BITUMINOUS SURFACE REMOVAL - BUTT JOINT

STATION TO	STATION	AREA
7+49.47	7+79.47	116.7
158+05.80	158+35.80	86.7
161+82.20	162+12.20	86.7
694+62.30	694+92.30	83.3
	TOTAL =	373.4 SQ. YD.
	USE =	374 SQ. YD.

BOX CULVERT UNDERCUTTING DETAIL



STATION	D	RIPRAP SPECIAL (TONS)	FILTER FABRIC (SQ. YD.)
8+76	6"	37.2	148.5
280+24	6"	101.3	404.6
367+52	1'-0"	89.9	179.6
539+68	1'-6"	289.8	386.4
TOTAL =		519	1120

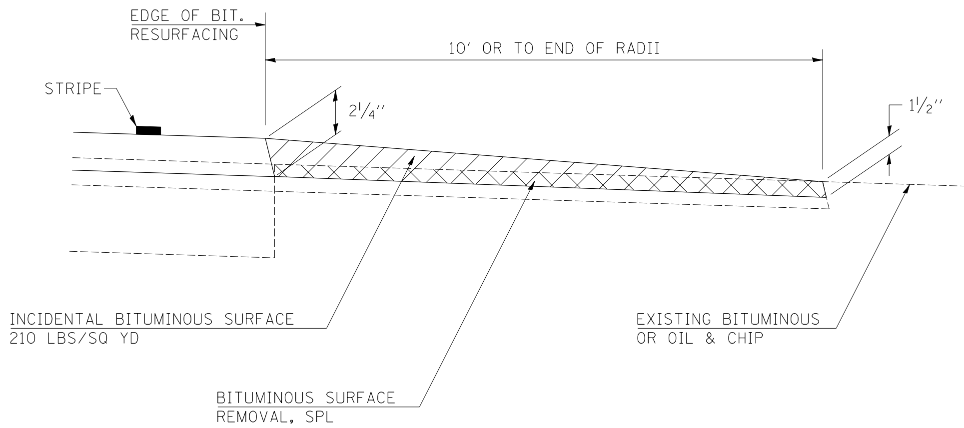
• THIS WORK IS PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR RIPRAP (SPECIAL), WHICH SHALL INCLUDE THE EXCAVATION, EQUIPMENT, LABOR, AND MATERIALS REQUIRED.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	43

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

PRIVATE ENTRANCE, COMMERCIAL ENTRANCE, OR SIDEROAD

(BITUMINOUS OR OIL & CHIP)



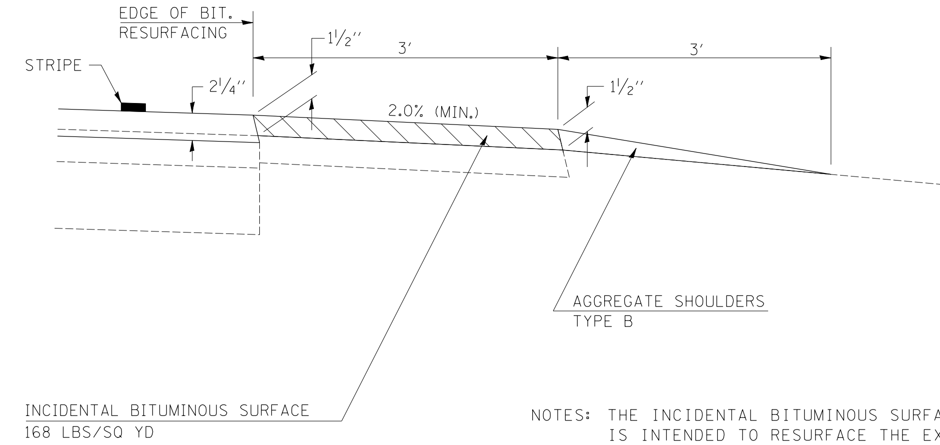
NOTES: THE INCIDENTAL BITUMINOUS SURFACING IS INTENDED TO RESURFACE THE EXISTING ENTRANCES IN THEIR ENTIRETY. THE EXISTING SIDEROADS SHOULD BE RESURFACED TO MAINTAIN THEIR CURRENT RADII.

	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	D.A.S.	7/98	K.A.G.	06/03
CHECKED	D.L.P.	7/98		
CADD NO.	C-1.27			

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

FIELD ENTRANCE

(BITUMINOUS OR OIL & CHIP)



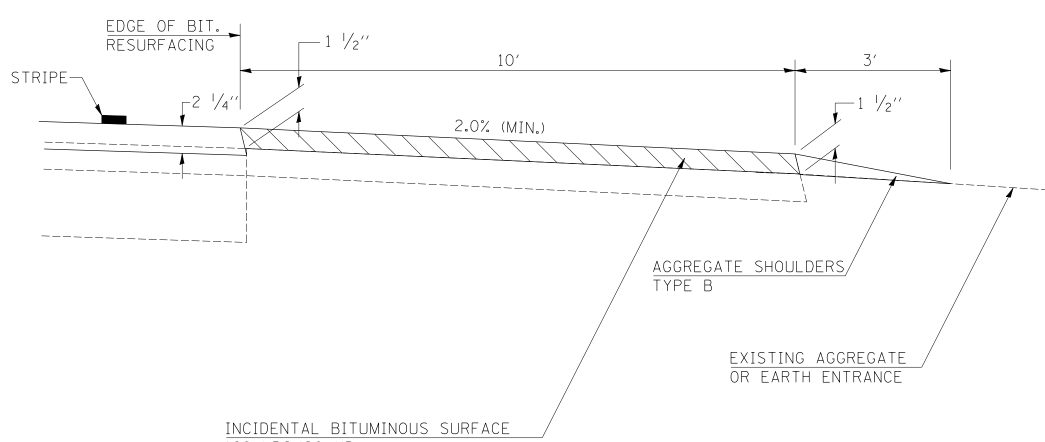
NOTES: THE INCIDENTAL BITUMINOUS SURFACING IS INTENDED TO RESURFACE THE EXISTING ENTRANCES IN THEIR ENTIRETY

	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	D.A.S.	07/98	K.A.G.	06/03
CHECKED	D.L.P.	07/98		
CADD NO.	C-1.29			

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

PRIVATE OR COMMERCIAL ENTRANCE

(AGGREGATE OR EARTH)



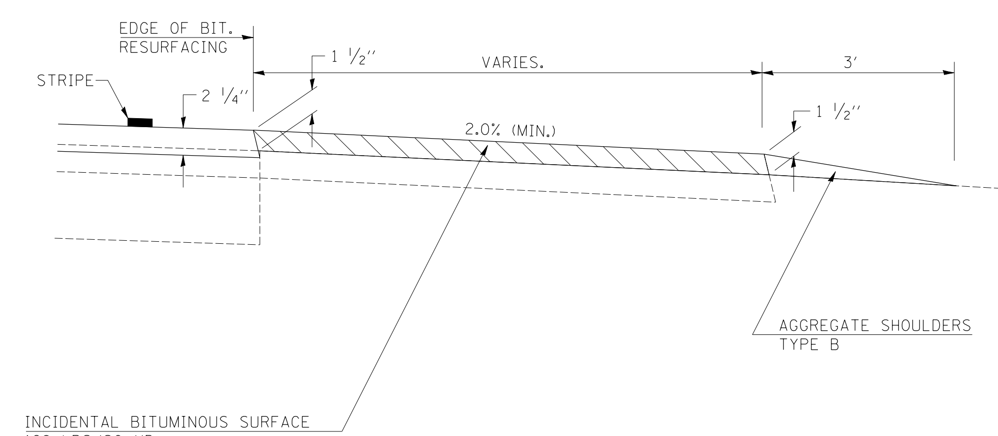
NOTES: THE INCIDENTAL BITUMINOUS SURFACING IS INTENDED TO RESURFACE THE EXISTING ENTRANCES IN THEIR ENTIRETY.

	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	D.A.S.	7/98	K.A.G.	06/03
CHECKED	D.L.P.	7/98		
CADD NO.	C-1.28			

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

MAILBOX TURNOUTS

(BITUMINOUS OR OIL & CHIP)



NOTES: THE INCIDENTAL BITUMINOUS SURFACING IS INTENDED TO RESURFACE THE EXISTING MAILBOX TURNOUTS IN THEIR ENTIRETY.

	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	D.A.S.	7/98	K.A.G.	06/03
CHECKED	D.L.P.	7/98		
CADD NO.	C-1.30			

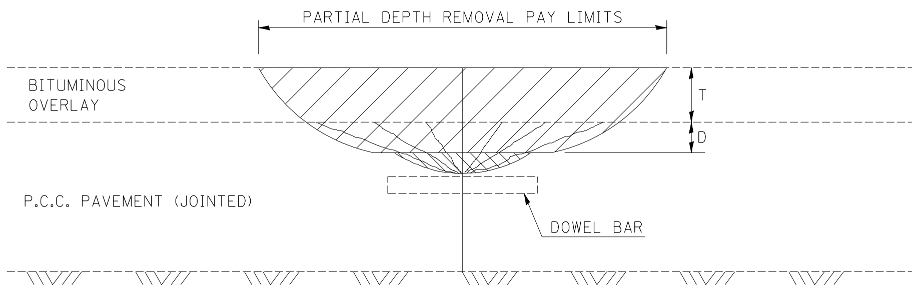
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

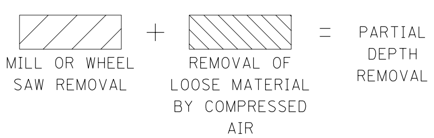
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	44

CONTRACT NO. 70134
* 14RS-2,122RS-3 & (123NRS,14)BR

PAVEMENT PATCHING (PARTIAL DEPTH)

(PREVIOUSLY RESURFACED JOINTED P.C.C. PAVEMENT)





GENERAL NOTES

ALL VOLUME OF REMOVAL LIMITS TO BE REPLACED WITH BITUMINOUS MIXTURE FOR PATCHING.

T = THICKNESS OF BITUMINOUS OVERLAY(S). SEE TYPICAL CROSS SECTIONS.

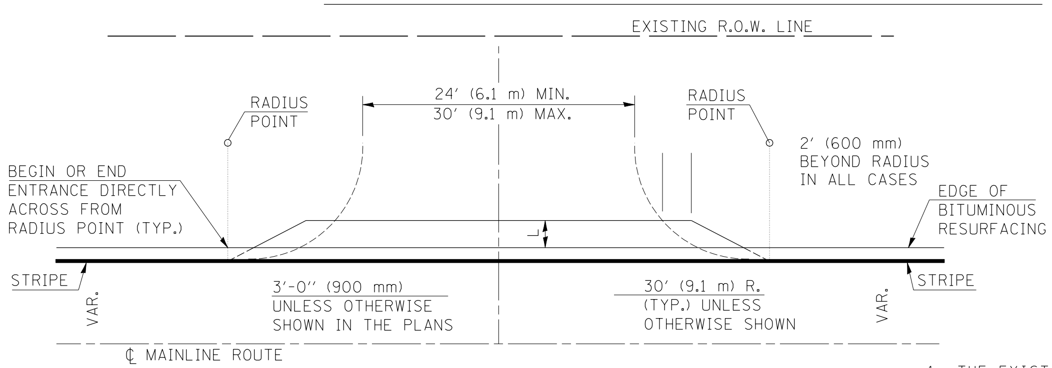
D = DEPTH OF MACHINE REMOVAL INTO EXISTING P.C.C. PAVEMENT (3″ (75 mm) ± OR TO SOUND CONCRETE).

JOINT LOCATION SHOWN - OTHER LOCATIONS SIMILAR.

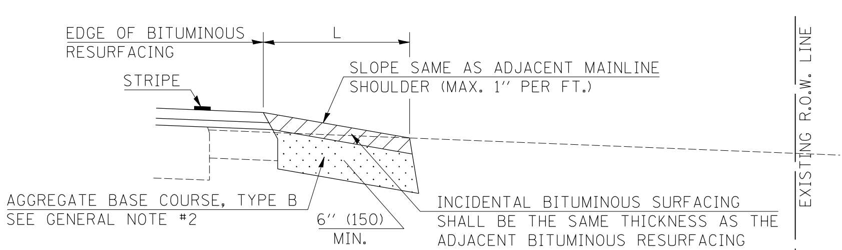
	NAME	DATE	REVISIONS	
			NAME	DATE
DESIGNED	D.L.P.	2/99	D.L.P.	03/99
CHECKED	J.M.S.	2/99	K.A.G.	06/03
CADD NO.	C-5.01			

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

TYPICAL DETAIL OF RURAL FIELD ENTRANCES



PLAN



PROFILE

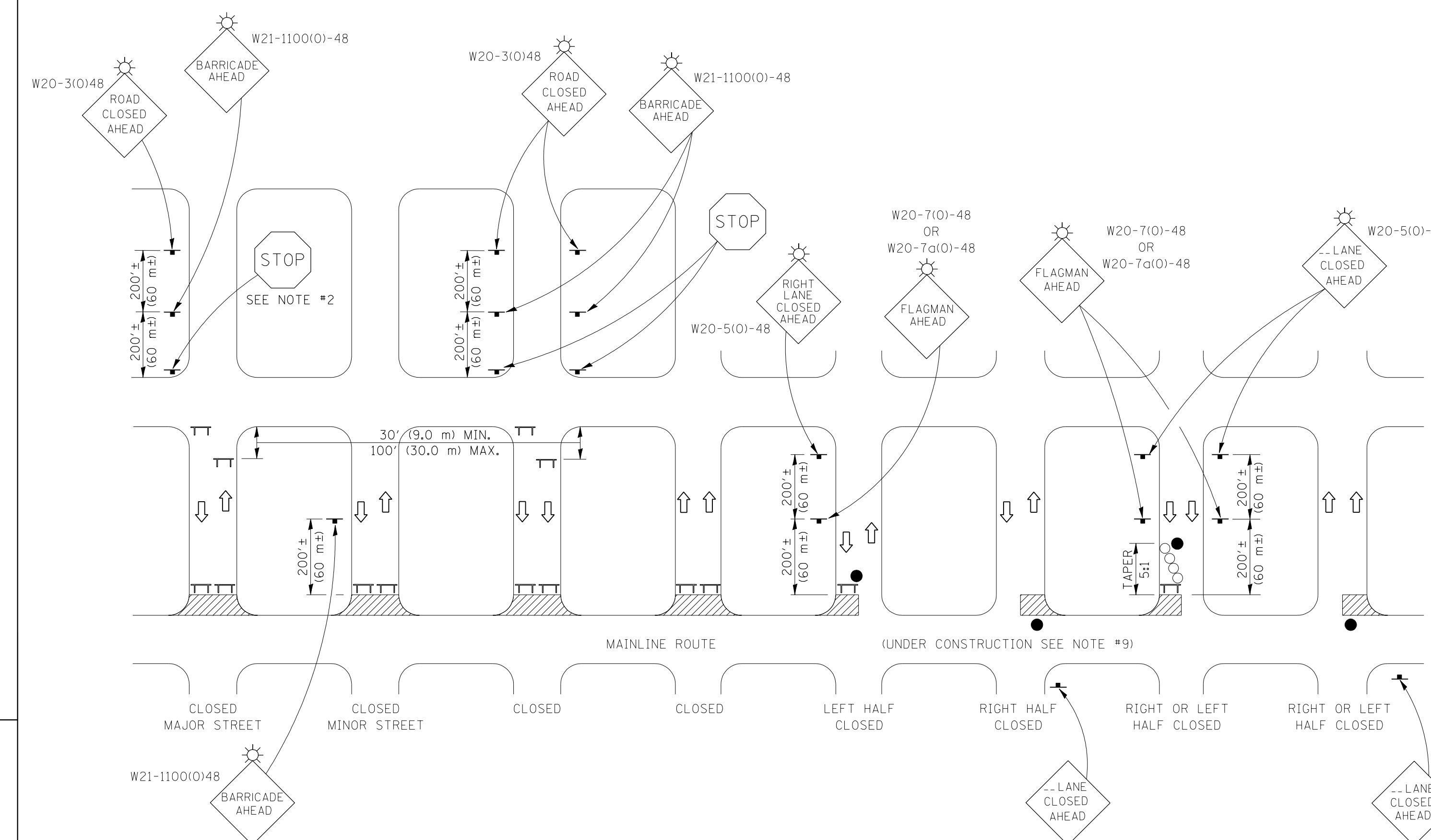
GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. AGGREGATE BASE COURSE, TYPE B, 6″ (150) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
3. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 1′ (0.3 m) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
4. ANY NECESSARY WORK BEHIND THE INCIDENTAL BITUMINOUS SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

	NAME	DATE	REVISIONS	
			NAME	DATE
DESIGNED	J.M.H.	12/88	D.L.P.	05/96
CHECKED	P.E.K.	12/88	K.A.G.	06/03
CADD NO.	C-1.26			

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

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR SIDE STREET CLOSURE



SYMBOLS

- TYPE III BARRICADE (SEE NOTE)
- FLASHING LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN (WHILE WORK IS BEING PERFORMED)
- CONE (DAYLIGHT HOURS ONLY), DRUM, TYPE I OR TYPE II BARRICADE
- WORK AREA
- TRAFFIC FLOW

GENERAL NOTES

1. TYPE III BARRICADES SHALL BE AS SHOWN ON "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
2. WHERE A STOP CONDITION EXISTS, AS SHOWN ABOVE, WARNING SIGNS MAY BE OMITTED IN ADVANCE OF THE "STOP" SIGN.
3. STANDARD 702001 SHALL APPLY FOR THE PLACEMENT & MANUFACTURE OF TYPE III BARRICADES.
4. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
5. ONE FLASHING LIGHT IS REQUIRED ABOVE EACH ADVANCE WARNING SIGN DURING HOURS OF DARKNESS.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
7. FORMS BT 725 AND BT 726 ARE REQUIRED.
8. THE MAINLINE ROUTE TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE PLANS, SPECIAL PROVISIONS AND STANDARD SPECIFICATIONS.
9. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS INVOLVING THE RECON- STRUCTION OF ALL APPLICABLE SIDE STREETS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

	NAME	DATE	REVISIONS	
			NAME	DATE
DESIGNED	J.H.M.	8-11-87	R.M.H.	12/97
CHECKED	P.E.K.	8-25-87	K.A.G.	08/03
CADD NO.	F-5.04			

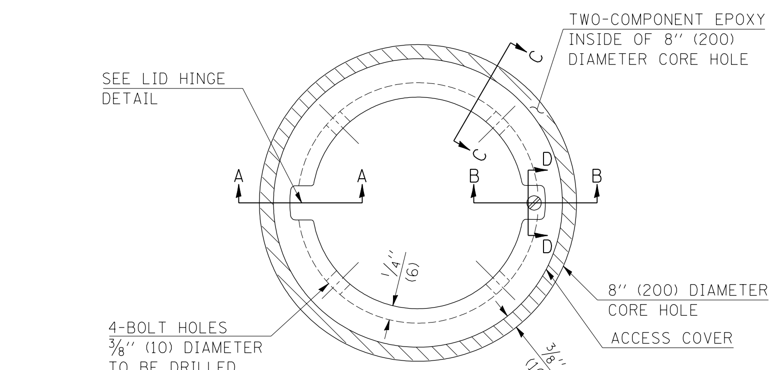
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	45

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

DETAIL OF SURVEY MONUMENT COVER ASSEMBLY

TO BE INSTALLED WHEN AN EXISTING LAND SURVEY MONUMENT IS
TO BE PRESERVED IN EXISTING RIGID AND COMPOSITE PAVEMENT

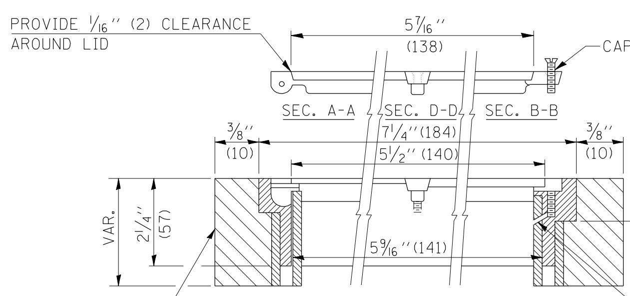


PLAN

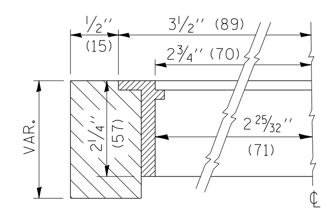
SPECIFICATIONS FOR ACCESS COVER FOR USE WITH SURVEY MARKER VAULT(S) AND SURVEY MARKER COVER ASSEMBLY(S): THE ACCESS COVER WILL BE CAST FROM A SPECIAL ALUMINUM ALLOY THAT IS COMPARABLE TO BRONZE IN HARDNESS. THE ACCESS COVER SHALL BE SPECIALLY ENGINEERED AND DESIGNED TO PROVIDE A SNUG FIT, INCORPORATING EQUIDISTANT LOCKING RIDGES, INSIDE A STANDARD 6″ (150 mm) DIAMETER, OR OUTSIDE A STANDARD 5″ (125 mm) DIAMETER, SCHEDULE 40 PVC PIPE. THE ACCESS COVER SHALL HAVE SPECIAL UNIFORM 1″ (25 mm) THICK TOP SURFACE TO PERMIT INFORMATION TO BE EASILY MACHINE-STAMPED INTO IT. THE ACCESS COVER SHALL INCLUDE A STAINLESS CAPTURED SCREW AND AN OPPOSING RECESSED HINGE ASSEMBLY AS ITS LOCKING MECHANISM. THE ACCESS COVER SHALL INCORPORATE A SPECIAL ACCESS HOLE FOR CLEANING AND DRAINAGE, DRILLED AT 30° INSIDE THE RING OF THE ACCESS COVER, TO THE DRILLED AND TAPPED HOLE PROVIDED FOR THE STAINLESS CAPTURED SCREW. COMPOSITION: ALUMINUM 92-93%; MAGNESIUM 6.5-7.5%. STRENGTH: YIELD - 19,000-21,000 PSI (131-145 MPa); TENSILE - 38,000-44,000 PSI (262-303 MPa); ELONGATION - 10-15% IN 2″ (50 mm). SPECIFICATIONS: ALLOY 535.0; QQ-A-601Es. NO EXCEPTIONS.

LEGEND

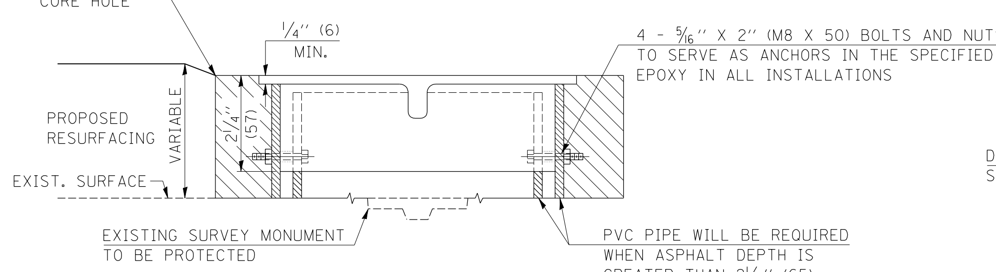
- ALUMINUM CASTING
- 5″ (125) OR 6″ (150) P.V.C. PIPE
- TWO-COMPONENT EPOXY



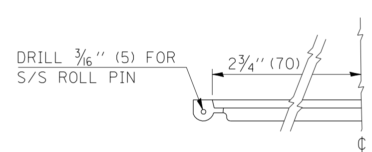
SEC. A-A SEC. D-D SEC. B-B



SECTION C-C



ELEVATION



LID HINGE DETAIL

GENERAL NOTES

1. WORK SHALL NOT START ON THIS ITEM UNTIL THE FINAL LIFT OF SURFACE HAS BEEN COMPLETED.
2. THE SURVEY MONUMENT COVER ASSEMBLY SHALL BE CENTERED ABOVE THE SURVEY MONUMENT TO BE PROTECTED.
3. MODIFICATION OF THE ALUMINUM CASTING SHALL BE DONE BY GRINDING OR SAWING WHEN HEIGHT REDUCTION IS REQUIRED.
4. ALL SURVEY MONUMENT COVER ASSEMBLIES SHALL BE PLACED 1/4″ (6 mm) ± BELOW THE FINAL SURFACE.
5. ALUMINUM CASTING SHALL BE PLACED OVER A 5″ (125 mm) P.V.C. PIPE OR INSIDE OF A 6″ (150 mm) P.V.C. PIPE WHEN AN INCREASE IN HEIGHT IS REQUIRED.
6. THE CASTING SHALL BE ANCHORED IN THE 8″ (200 mm) DIAMETER CORE HOLE WITH TWO-COMPONENT EPOXY CONFORMING TO APPLICABLE PORTIONS OF ARTICLE 1025.01 OF THE STANDARD SPECIFICATIONS.
7. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR SURVEY MONUMENT COVER ASSEMBLY WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED INCLUDING CORING THE NEW PAVEMENT SURFACE AND EPOXY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
8. THE 8″ (200 mm) DIAMETER CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

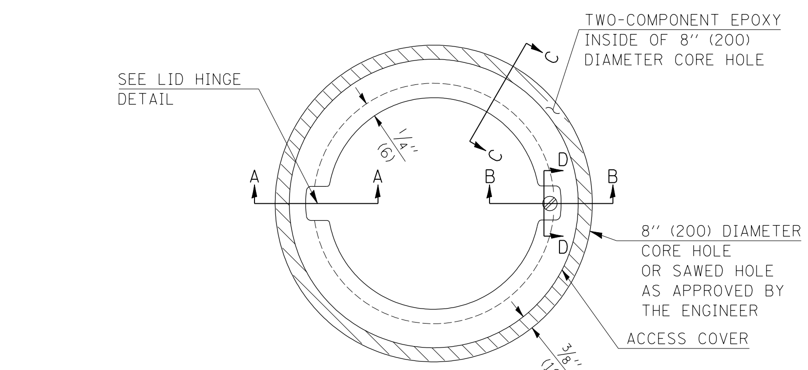
BILL OF MATERIAL
ALUMINUM CASTING OF THE DIMENSIONS AND SPECIFICATIONS SHOWN OR OTHER SUBJECT TO ENGINEER'S APPROVAL OF SHOP DRAWINGS, 4 EACH - 5/16″ X 2″ (M8 X 50) BOLTS WITH NUTS, EPOXY, 5″ OR 6″ (125 mm OR 150 mm) DIAMETER P.V.C. PIPE, SCHEDULE 40 (WHEN REQUIRED).

	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	A.W.H.	2-28-91	D.L.P.	10/96
CHECKED	J.H.M.	2-28-91	K.A.G.	06/03
CADD NO.	D-1.04			

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

DETAIL OF SURVEY MARKER VAULT

FOR RESETTING LAND SURVEY MONUMENTS IN RIGID AND COMPOSITE PAVEMENTS



PLAN

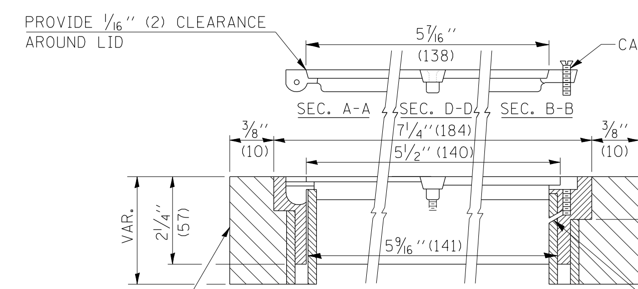
SPECIFICATIONS FOR ACCESS COVER FOR USE WITH SURVEY MARKER VAULT(S) AND SURVEY MARKER COVER ASSEMBLY(S): THE ACCESS COVER WILL BE CAST FROM A SPECIAL ALUMINUM ALLOY THAT IS COMPARABLE TO BRONZE IN HARDNESS. THE ACCESS COVER SHALL BE SPECIALLY ENGINEERED AND DESIGNED TO PROVIDE A SNUG FIT, INCORPORATING EQUIDISTANT LOCKING RIDGES, INSIDE A STANDARD 6″ (150 mm) DIAMETER, OR OUTSIDE A STANDARD 5″ (125 mm) DIAMETER, SCHEDULE 40 PVC PIPE. THE ACCESS COVER SHALL HAVE SPECIAL UNIFORM 1″ (25 mm) THICK TOP SURFACE TO PERMIT INFORMATION TO BE EASILY MACHINE-STAMPED INTO IT. THE ACCESS COVER SHALL INCLUDE A STAINLESS CAPTURED SCREW AND AN OPPOSING RECESSED HINGE ASSEMBLY AS ITS LOCKING MECHANISM. THE ACCESS COVER SHALL INCORPORATE A SPECIAL ACCESS HOLE FOR CLEANING AND DRAINAGE, DRILLED AT 30° INSIDE THE RING OF THE ACCESS COVER, TO THE DRILLED AND TAPPED HOLE PROVIDED FOR THE STAINLESS CAPTURED SCREW. COMPOSITION: ALUMINUM 92-93%; MAGNESIUM 6.5-7.5%. STRENGTH: YIELD - 19,000-21,000 PSI (131-145 MPa); TENSILE - 38,000-44,000 PSI (262-303 MPa); ELONGATION - 10-15% IN 2″ (50 mm). SPECIFICATIONS: ALLOY 535.0; QQ-A-601Es. NO EXCEPTIONS.

LEGEND

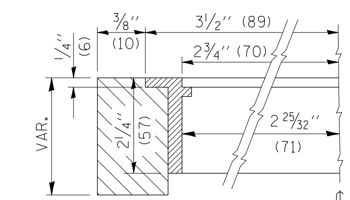
- ALUMINUM CASTING
- 5″ (125) OR 6″ (150) P.V.C. PIPE
- TWO-COMPONENT EPOXY

T = THICKNESS OF PAVEMENT STRUCTURE

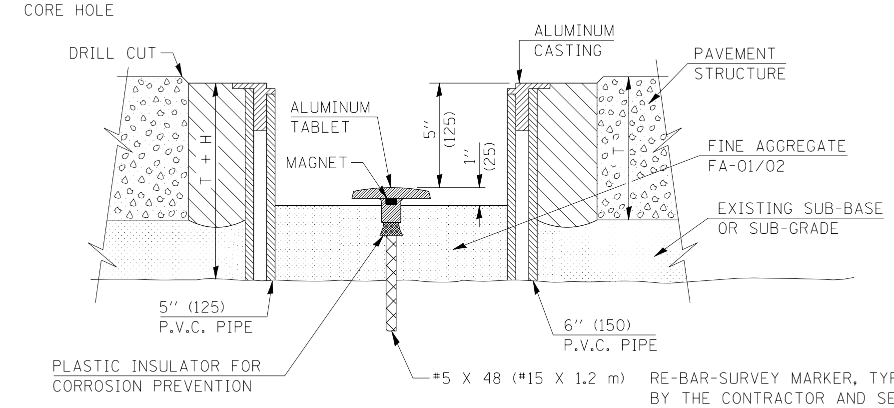
H = THE THICKNESS OF THE SUB-BASE GRANULAR + 1″ (25)



SEC. A-A SEC. D-D SEC. B-B

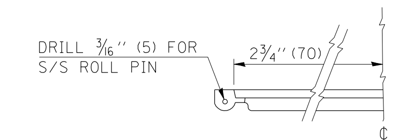


SECTION C-C



RE-BAR-SURVEY MARKER, TYPE I, (SPECIAL) TO BE FURNISHED BY THE CONTRACTOR AND SET BY AN ILLINOIS PROFESSIONAL LAND SURVEYOR (SEE SPECIAL DETAIL SHEET FOR ALUMINUM TABLET AND RE-BAR SPECIFICATIONS).

ELEVATION



LID HINGE DETAIL

GENERAL NOTES

1. ALUMINUM CASTING SHALL BE EITHER PLACED OVER A 5″ (125 mm) P.V.C. PIPE OR INSIDE OF A 6″ (150 mm) P.V.C. PIPE.
2. BACKFILL WITH FINE AGGREGATE - FA-01/02.
3. WORK SHALL NOT START ON THIS ITEM UNTIL THE FINAL LIFT OF SURFACE HAS BEEN COMPLETED.
4. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR SURVEY MARKER VAULT WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED INCLUDING CORING, EPOXY AND FA-01/02 AGGREGATE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. THE CASTING SHALL BE ANCHORED IN THE 8″ (200 mm) DIAMETER CORE HOLE WITH TWO-COMPONENT EPOXY CONFORMING TO APPLICABLE PORTIONS OF ARTICLE 1025.01 OF THE STANDARD SPECIFICATIONS.
6. ALL SURVEY MARKER (VAULTS) SHALL BE PLACED 1/4″ (6 mm) ± BELOW THE FINAL SURFACE.
7. THE 8″ (200 mm) DIAMETER CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

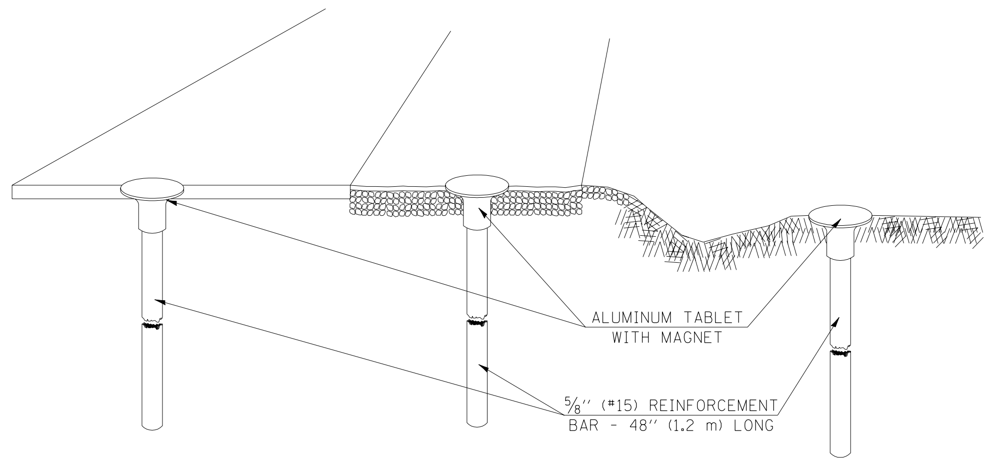
BILL OF MATERIAL
ALUMINUM CASTING OF THE DIMENSIONS AND SPECIFICATIONS SHOWN OR OTHER SUBJECT TO ENGINEER'S APPROVAL OF SHOP DRAWINGS, 5″ OR 6″ (125 mm OR 150 mm) DIAMETER P.V.C. PIPE, SCHEDULE 40, ALUMINUM TABLET, STAMPED IN ACCORDANCE WITH STANDARD 667101, 5/8″ X 48″ (#15 X 1.2 m) RE-BAR, EPOXY AND FA-01/02 AGGREGATE.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	46

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

XZ193300 – SURVEY MARKER, TYPE 1 (SPECIAL)

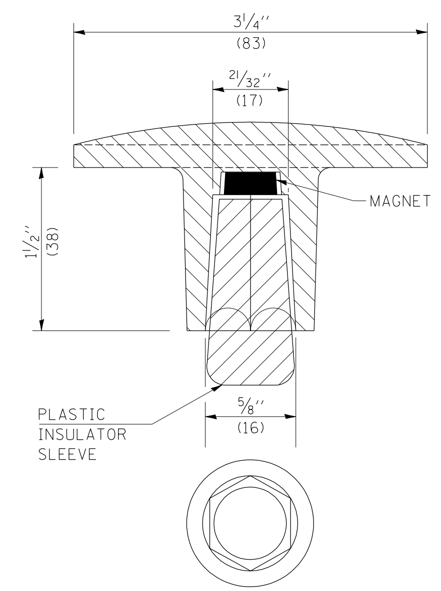
TO BE INSTALLED IN FLEXIBLE PAVEMENT OR SHOULDER, BITUMINOUS TREATED SURFACE AND TURF AREAS WITHIN THE RIGHT-OF-WAY FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S)

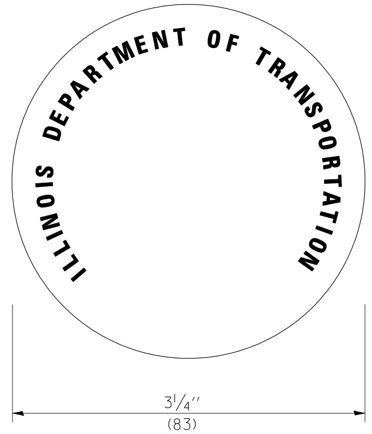


IN FLEXIBLE PAVEMENT OR SHOULDER

IN BITUMINOUS TREATED SURFACE

IN TURF AREAS WITHIN R.O.W.





THE DIMENSIONS SHOWN SHALL BE EXACT, OTHERS MAY VARY, BUT SHALL BE SHOWN ON SHOP DRAWINGS.

GENERAL NOTES

1. THE CONTRACT UNIT PRICE, EACH, FOR SURVEY MARKER, TYPE I, (SPECIAL) SHALL BE PAYMENT IN FULL FOR FURNISHING THE SURVEY MARKER.
2. ALL SURVEY MARKERS, TYPE I, (SPECIAL) SHALL BE PLACED ± 1/4" (6 mm) BELOW THE FINAL SURFACE.
3. WHEN THE TABLET AND REBAR ARE PLACED AS PART OF A SURVEY MARKER VAULT, THEY SHALL BE CONSIDERED AS INCLUDED IN THAT PAY ITEM AND THERE WILL BE NO PAYMENT FOR THE SURVEY MARKER, TYPE I, (SPECIAL).

SPECIFICATIONS FOR ALUMINUM TABLET

SURVEY CAP FOR REBAR. 3 1/4" (83 mm) CONVEX SURVEY CAP FOR 5/8" (15 mm) REBAR WITH ILLINOIS DEPARTMENT OF TRANSPORTATION LOGO. THIS LOGO SHALL PROVIDE LETTERS RECESSED INTO THE SURFACE A MINIMUM OF 1/32" (0.8 mm) FOR EASY AND LONG-TERM LEGIBILITY. THE ALUMINUM CAP FOR REBAR SHALL BE PRODUCED BY THE PROCESS OF ORBITAL FORGING TO PRODUCE A HIGH-STRENGTH AND DURABLE MARKER CAP WHICH WILL NOT CHIP OR BREAK AND PROVIDE A SMOOTH FINISH FOR STAMPING OF DATA IN THE FIELD. THE ALUMINUM CAP FOR REBAR SHALL BE TAPERED FOR A PERFECT COMPRESSION FIT. A SPECIAL PLASTIC INSULATOR SHALL BE INSTALLED TO PREVENT DISSIMILAR METAL CONTACT AND CORROSION. THE PLASTIC INSULATOR SHALL FORM READILY TO THE OUTER SHAPE OF THE REBAR AND TO THE INNER SHAPE OF THE ALUMINUM CAP SOCKET. THE PLASTIC INSULATOR SHALL BE LOW DENSITY POLYETHYLENE, A MINIMUM 1 1/2" (38 mm) LONG AND CONFORM TO FEDERAL SPECIFICATION L-P 390.

COMPOSITION: ALUMINUM 98.3-98.7%; OTHER 1.3-1.7%; STRENGTH: YIELD 28 KSI (193 MPa), ULTIMATE 32 KSI (221 MPa), ELONGATION 15% [IN 2" (50 mm)]. SPECIFICATIONS: ALUMINUM ALLOY 6101-0; ASTM B317-83 (EXCEPT TEMPER) AS FORGED. NO EXCEPTIONS.

SPECIFICATIONS FOR REBAR

REBAR FOR ALUMINUM TABLET. REINFORCEMENT BAR SHALL BE 5/8" (#15) X 48" (1.2 m) (DEFORMED).

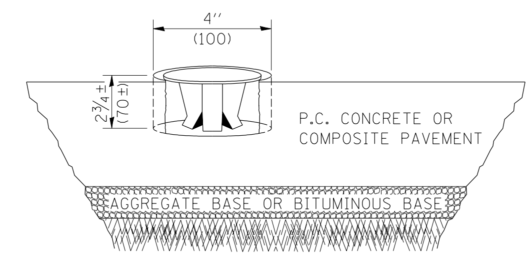
INSPECTION OF REINFORCEMENT BAR 5/8" (#15) SHALL BE DONE BY DISTRICT PERSONNEL OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS.

DESIGN NOTE

BDE 58-8.02 "PLACE MARKERS AT THE PT'S AND PC'S OF ALL HORIZONTAL CURVES AND SPACE THEM ALONG TANGENTS SO THAT TWO MARKERS ARE ALWAYS INTERVISIBLE."

XZ193400 – SURVEY MARKER, TYPE 2 (SPECIAL)

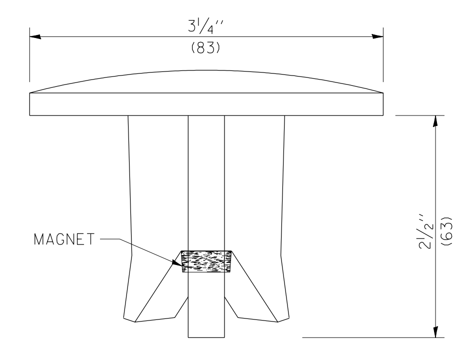
TO BE INSTALLED IN RIGID OR COMPOSITE PAVEMENT FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S)



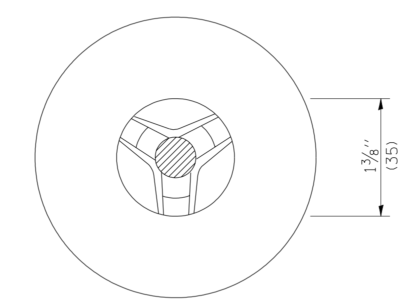
SPECIFICATIONS FOR ALUMINUM TABLET (FORKED)

ALUMINUM TABLET (FORKED) FOR USE WITH "SURVEY MARKER, TYPE 2, (SPECIAL)" SHALL BE AS SHOWN ON THE DETAIL FOR THE 3 1/4" (83 mm) CONVEX SURVEY TABLET WITH ILLINOIS DEPARTMENT OF TRANSPORTATION LOGO. THIS LOGO SHALL PROVIDE FOR LETTERS RECESSED INTO THE SURFACE A MINIMUM OF 1/32" (0.8 mm) FOR EASY AND LONG-TERM LEGIBILITY. THE ALUMINUM TABLET SHALL BE PRODUCED BY THE PROCESS OF ORBITAL FORGING TO PRODUCE A HIGH-STRENGTH AND DURABLE MARKER CAP WHICH WILL NOT CHIP OR BREAK AND PROVIDE A SMOOTH FINISH FOR STAMPING OF DATA IN THE FIELD. THE ALUMINUM TABLET SHALL BE DESIGNED NOT TO TURN OR ROTATE. THREE PRONGS ON A 2 1/2" (63 mm) STEM SHALL BE SUCH THAT THE ALUMINUM TABLET CANNOT BE EASILY REMOVED.

COMPOSITION: ALUMINUM 92-93%; MAGNESIUM 6.5-7.5%. STRENGTH: YIELD 19,000-21,000 PSI (131-145 MPa); TENSILE 38,000-44,000 PSI (262-303 MPa); ELONGATION 10-15% [IN 2" (50 mm)]. SPECIFICATIONS: ALLOY 535.0; QQ-A-601ES. NO EXCEPTIONS.



SIDE VIEW



BOTTOM VIEW

THE DIMENSIONS SHOWN SHALL BE EXACT, OTHERS MAY VARY, BUT SHALL BE SHOWN ON SHOP DRAWINGS.

GENERAL NOTES

1. WORK ON THIS ITEM SHALL NOT START UNTIL THE FINAL SURFACE IS COMPLETED.
2. THE ALUMINUM TABLET (FORKED) SHALL REST UPON THE BOTTOM OF THE 4" (100 mm) CORE HOLE. IF THE HOLE IS TOO DEEP, EPOXY GROUT MUST BE USED TO DECREASE THE DEPTH AND ALLOWED TO HARDEN BEFORE PROCEEDING.
3. THE ALUMINUM TABLET SHALL BE ANCHORED IN THE 4" (100 mm) DIAMETER HOLE IN THE NEW PAVEMENT WITH TWO-COMPONENT EPOXY CONFORMING TO APPLICABLE PORTIONS OF ARTICLE 1025.01 OF THE STANDARD SPECIFICATIONS.
4. THE 4" (100 mm) CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
5. THE CONTRACT PRICE, EACH, FOR SURVEY MARKER, TYPE 2 (SPECIAL) SHALL BE PAYMENT IN FULL FOR FURNISHING THE ALUMINUM TABLET AND ALL LABOR AND MATERIAL TO SET THE MARKER IN PLACE, AS SPECIFIED, INCLUDING CORING THE NEW PAVEMENT.
6. ALL SURVEY MARKERS, TYPE 2 (SPECIAL) SHALL BE PLACED ± 1/4" (6 mm) BELOW THE FINAL SURFACE.

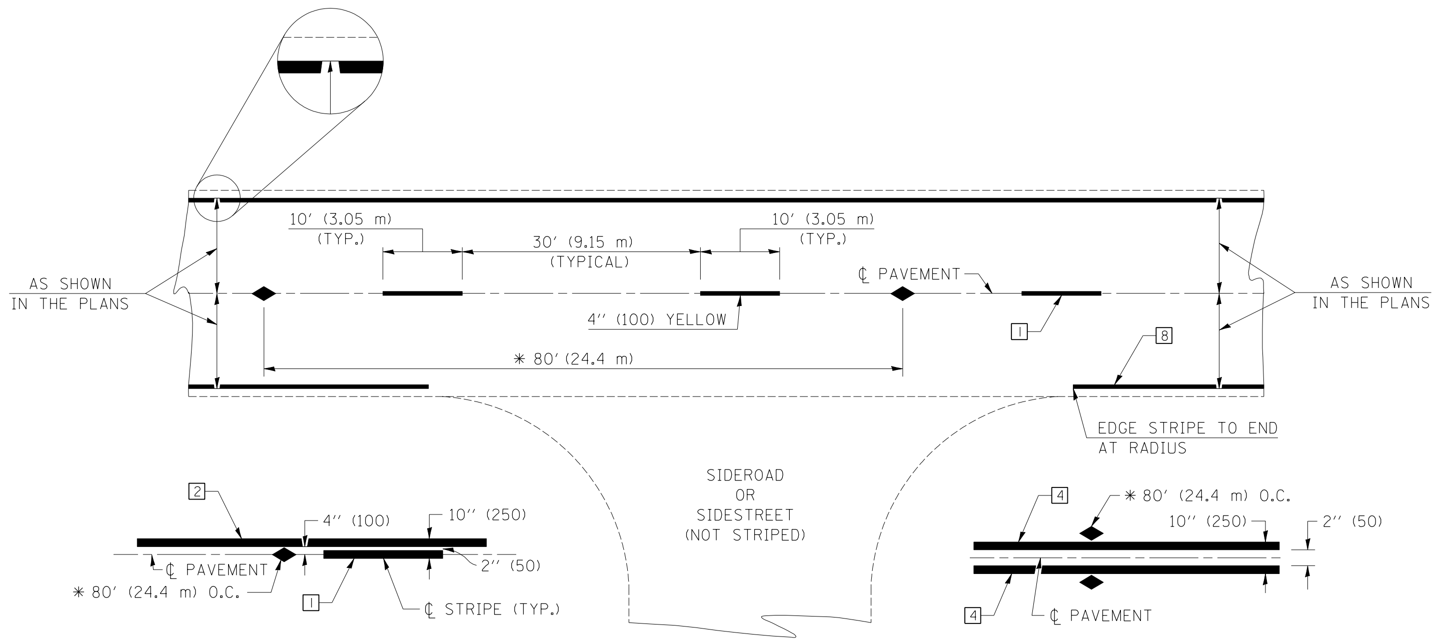
	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	AWH	8/17/91		
CHECKED	PEK	8/17/91	D.L.P.	10-96
CADD NO.	D-1.05		K.A.G.	08-04

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	47

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



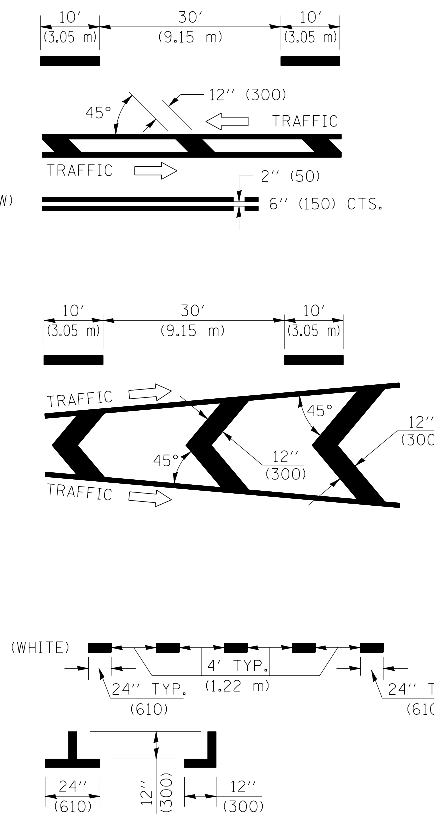
SINGLE NO PASSING

DOUBLE NO PASSING

∗ REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

TYPICAL PAVEMENT MARKING LEGEND

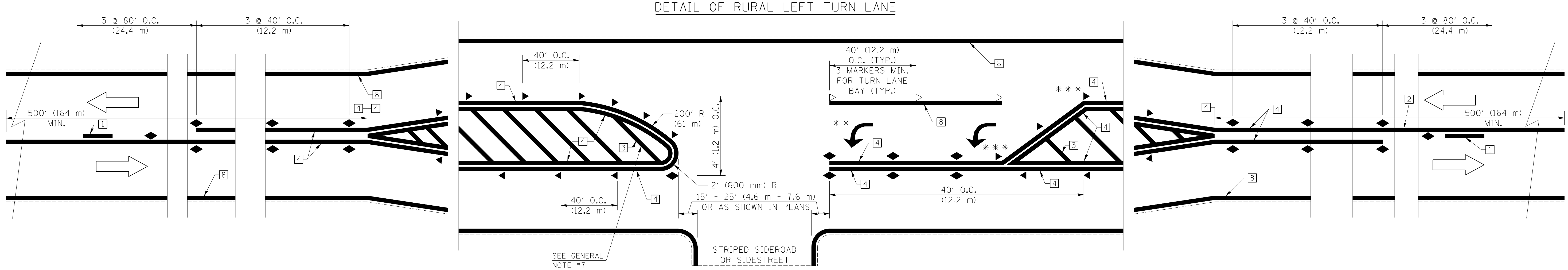
1 4" (100) SKIP-DASH (YELLOW)
2 4" (100) SOLID (YELLOW)
3 12" (300) DIAGONAL (YELLOW)
4 4" (100) DOUBLE YELLOW (NARROW)
5 RESERVED
6 RESERVED
7 4" (100) SKIP-DASH (WHITE)
8 4" (100) SOLID (WHITE)
9 12" (300) DIAGONAL (WHITE)
10 6" (150) CROSS WALK (WHITE)
11 24" (600) STOP BAR (WHITE)
12 8" (200) SOLID (WHITE)
13 4" (100) LANE LINE EXTENSIONS (WHITE)
14 4" (100) PARKING WHITE



TYPICAL PAVEMENT MARKERS LEGEND

◆ TWO-WAY AMBER MARKER
▶ ONE-WAY AMBER MARKER
▷ ONE-WAY CRYSTAL MARKER

DETAIL OF RURAL LEFT TURN LANE



∗∗∗ REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

∗∗ TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

SHEET 1 OF 4

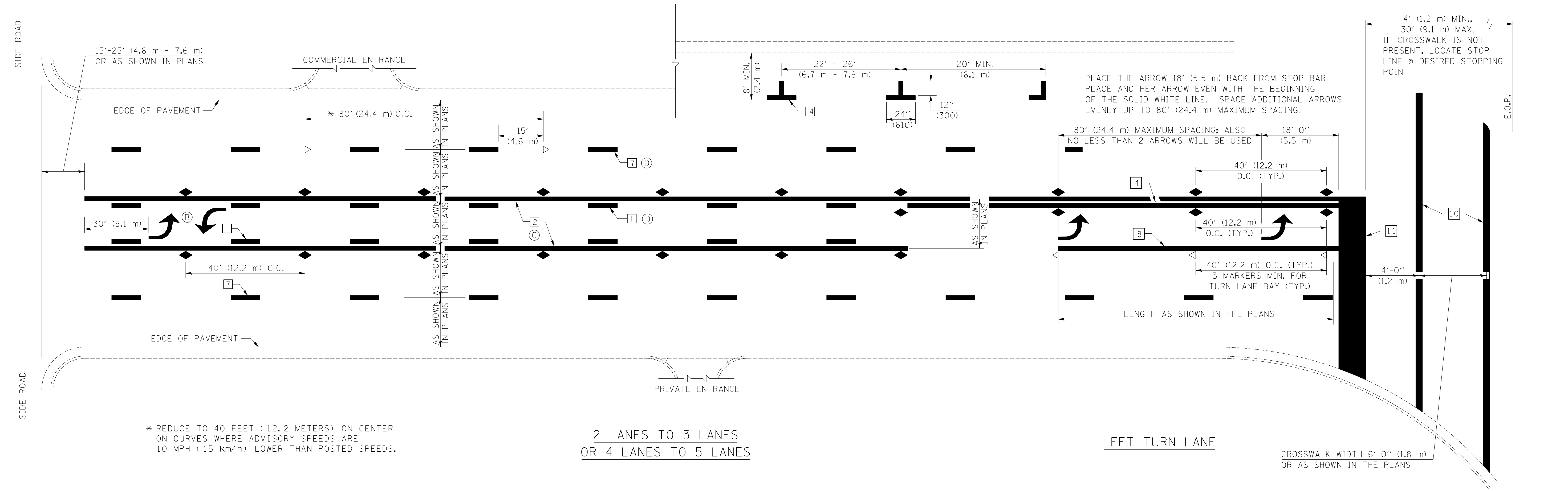
	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	J.M.H.	5/85 6/88		
CHECKED	FMS CTD	6/85 6/88	GEOMETRICS/K.A.G.	07/02
CADD NO.	F-5.25		K.A.G.	09/05

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	48

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



✱ REDUCE TO 40 FEET (12.2 METERS) ON CENTER
ON CURVES WHERE ADVISORY SPEEDS ARE
10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

2 LANES TO 3 LANES
OR 4 LANES TO 5 LANES

LEFT TURN LANE

SHEET 2 OF 4

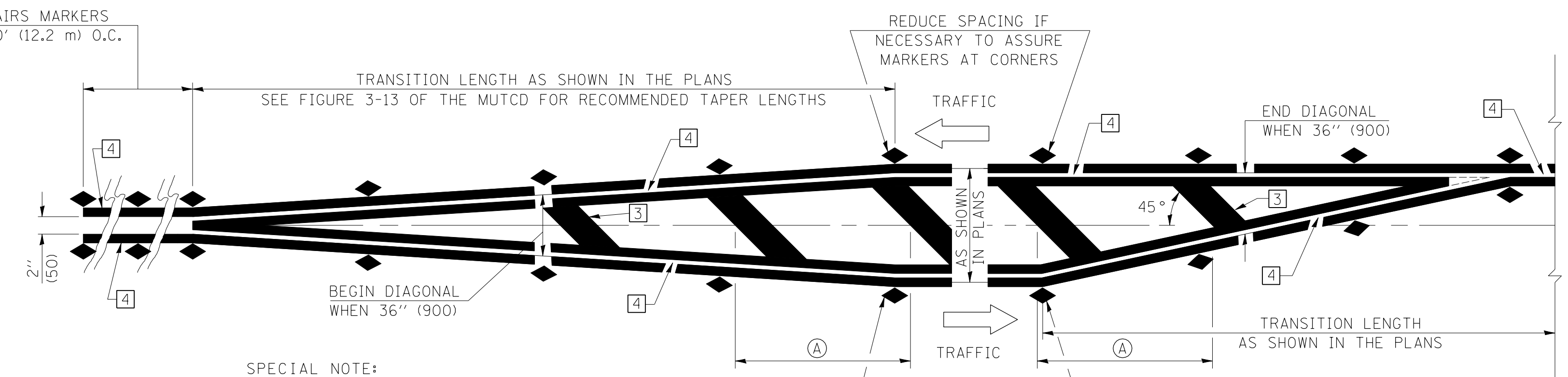
	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	J.M.H.	5/85 6/88		
CHECKED	FMS CTD	6/85 6/88	GEOMETRICS/K.A.G.	07/02
CADD NO.	F-5.25		K.A.G.	09/05

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	49

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



SPECIAL NOTE:

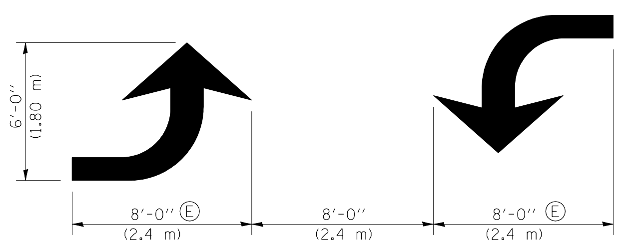
THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).

RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH 2 .

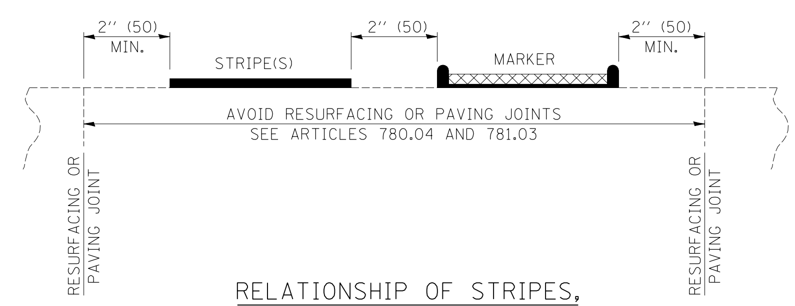
NOTE A

SEE GENERAL NOTE #7

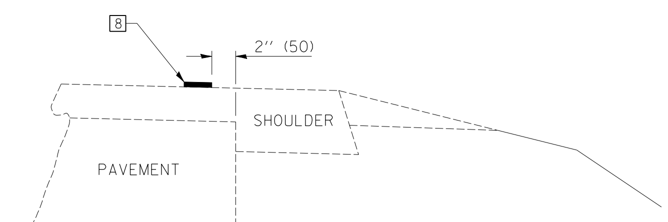
TYPICAL MEDIAN TRANSITIONS



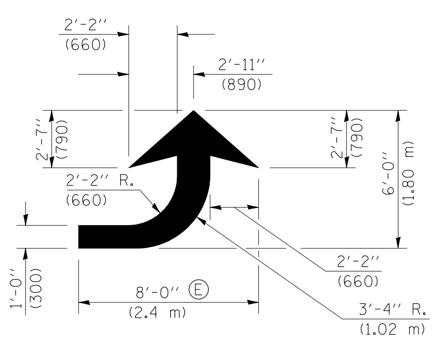
TYPICAL DOUBLE
TURN ARROWS (WHITE)



RELATIONSHIP OF STRIPES,
MARKERS AND JOINTS



RELATIONSHIP OF EDGE STRIPE TO
SAFETY SHOULDER OR PAVED SURFACE



LEFT ARROW

REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m^2)
(WHITE)

SPECIAL NOTES:

B TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.

C THE SOLID YELLOW PAVEMENT MARKINGS 2 SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.

D THE SKIP-DASH PAVEMENT MARKINGS 1 OR 7 SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.

E TURN ARROW SIZE DEPENDS ON THE LOCATION.
RURAL LOCATION - LARGE ARROW SIZE
URBAN LOCATION - SMALL ARROW SIZE

GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SCALE: NONE
3. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
4. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
5. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
6. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
7. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING.
<30 MPH USE 15' (<50 km/h USE 4.5 m)
30-45 MPH USE 20' (50-75 km/h USE 6.0 m)
>45 MPH USE 30' (>75 km/h USE 9.0 m)

SHEET 3 OF 4

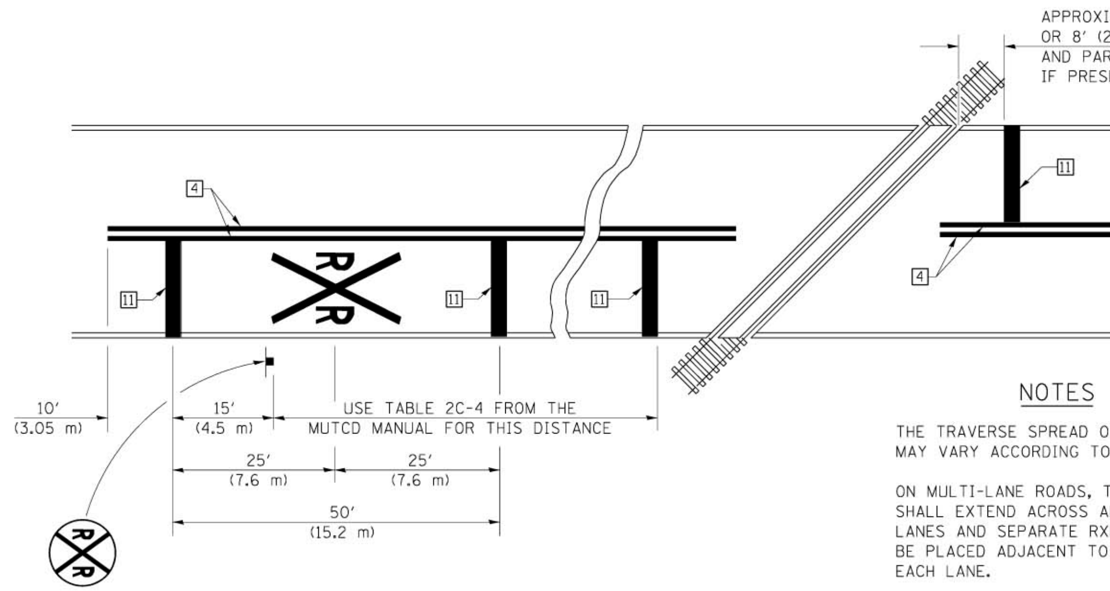
	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	J.M.H.	5/85 6/88		
CHECKED	FMS CTD	6/85 6/88	GEOMETRICS/K.A.G.	07/02
CADD NO.	F-5.25		K.A.G.	09/05

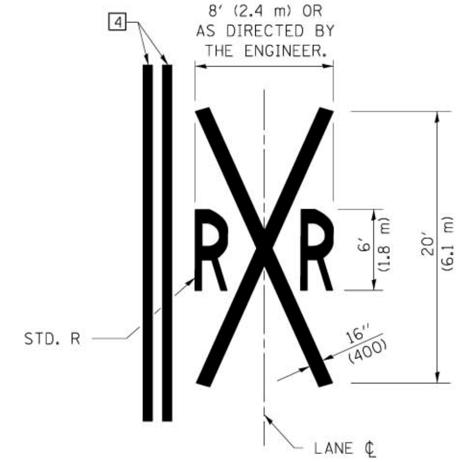
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	50

CONTRACT NO. 70134
• 14RS-2,122RS-3 & (123NRS,14)BR

TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS





NOTES

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

PAVEMENT MARKINGS AT
RAILROAD-HIGHWAY GRADE CROSSING

SHEET 4 OF 4

	NAME	DATE	REVISIONS NAME	DATE
DESIGNED	J.M.H.	5/85 6/88	NAME	DATE
CHECKED	FMS CTD	6/85 6/88	GEOMETRICS/K.A.G.	07/02
CADD NO.	F-5.25		K.A.G.	09/05

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

CONTRACT NO. 70134

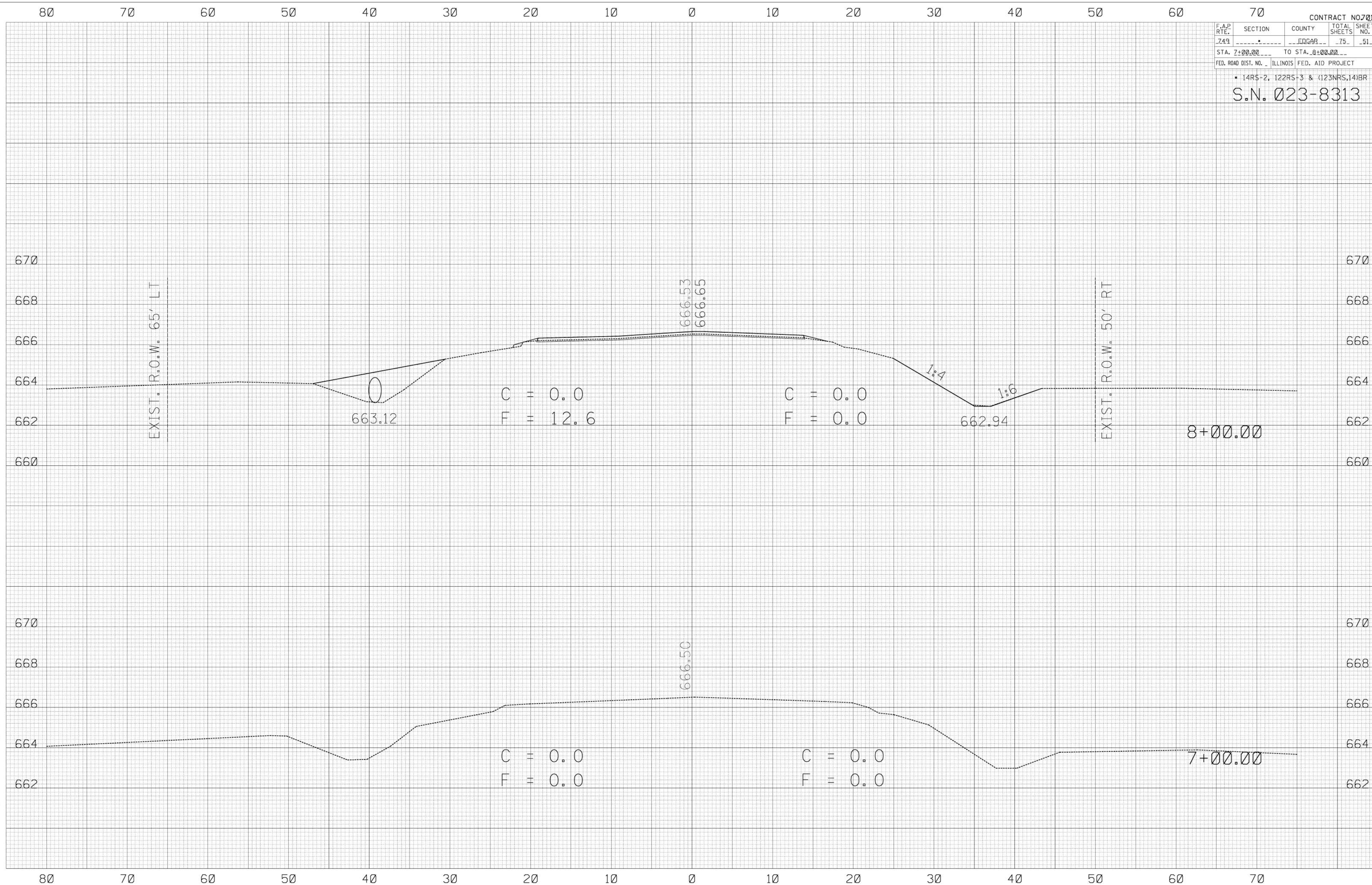
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	51

STA. 7+00.00 TO STA. 8+00.00

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

* 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-8313



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

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

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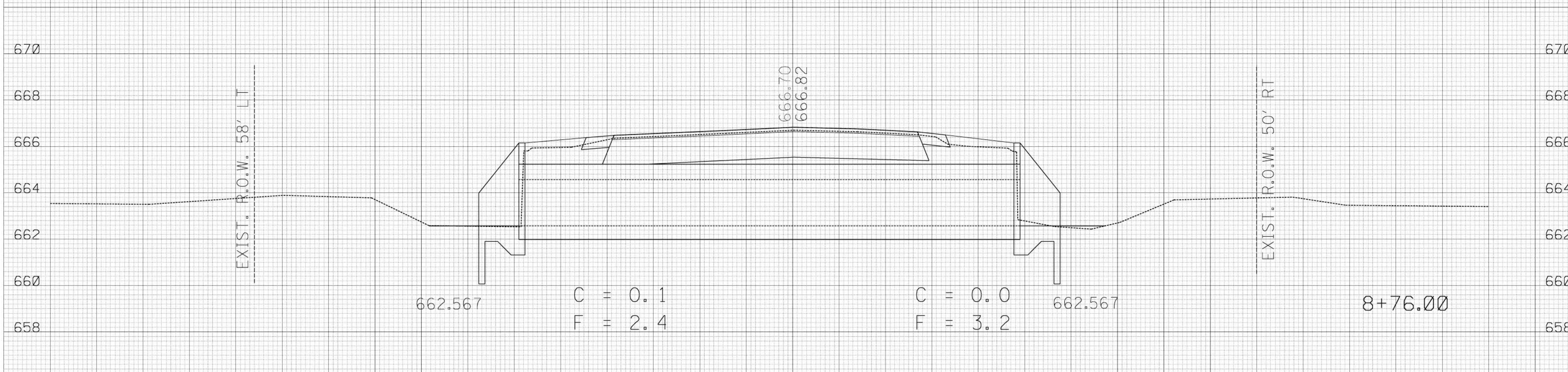
PLOT SCALE = 10.5882 ' / IN.
USER NAME = cearlockjd

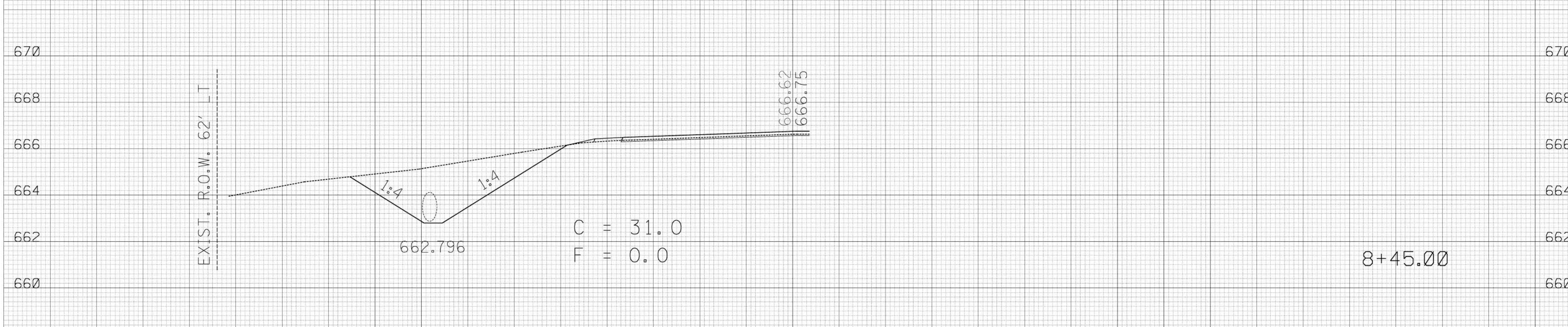
CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	52
STA. 8+45.00	TO STA. 8+76.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-8313





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

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FILE NAME = c:\projects\d506400 (v8)\133xs8302.dgn
PLOT SCALE = 10.5882 ' / IN.
USER NAME = csorlockjd

CONTRACT NO. 70134

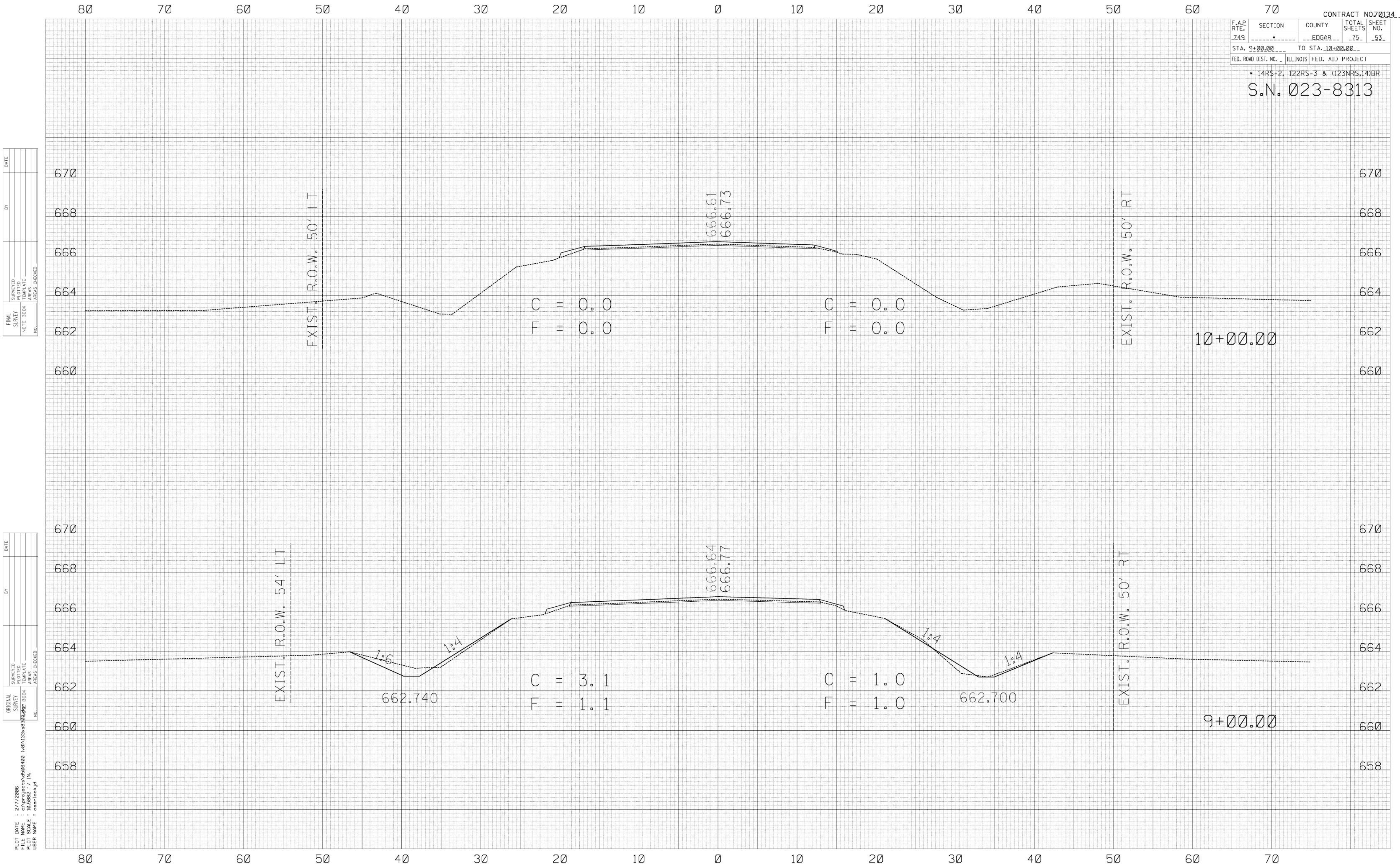
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	53

STA. 9+00.00 TO STA. 10+00.00

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

* 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-8313



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CONTRACT NO.70134

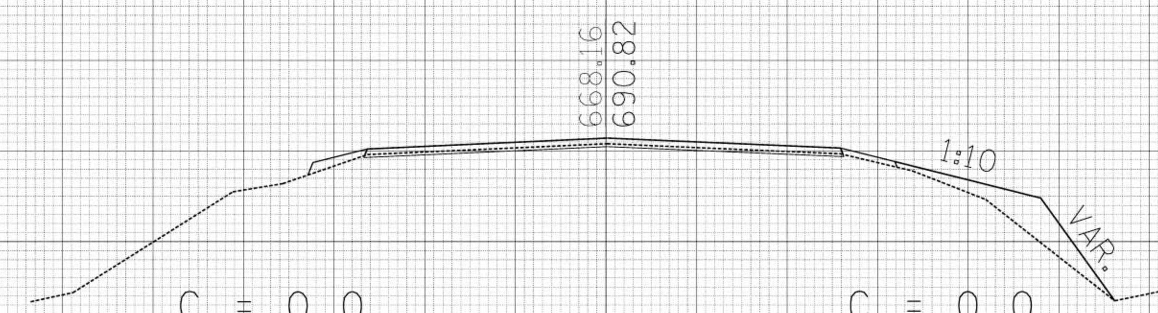
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	54

STA. 123+00.00 TO STA. 124+00.00

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

• 14RS-2, 122RS-3 & (123NRS,14)BR

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



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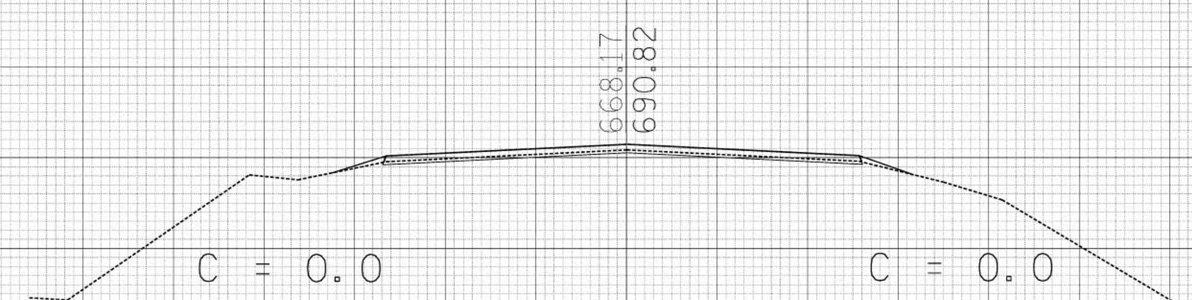
F = 0.0

C = 0.0
F = 5.0

124+00.00

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



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F = 0.0

123+00.00

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USER NAME = csarlockjd

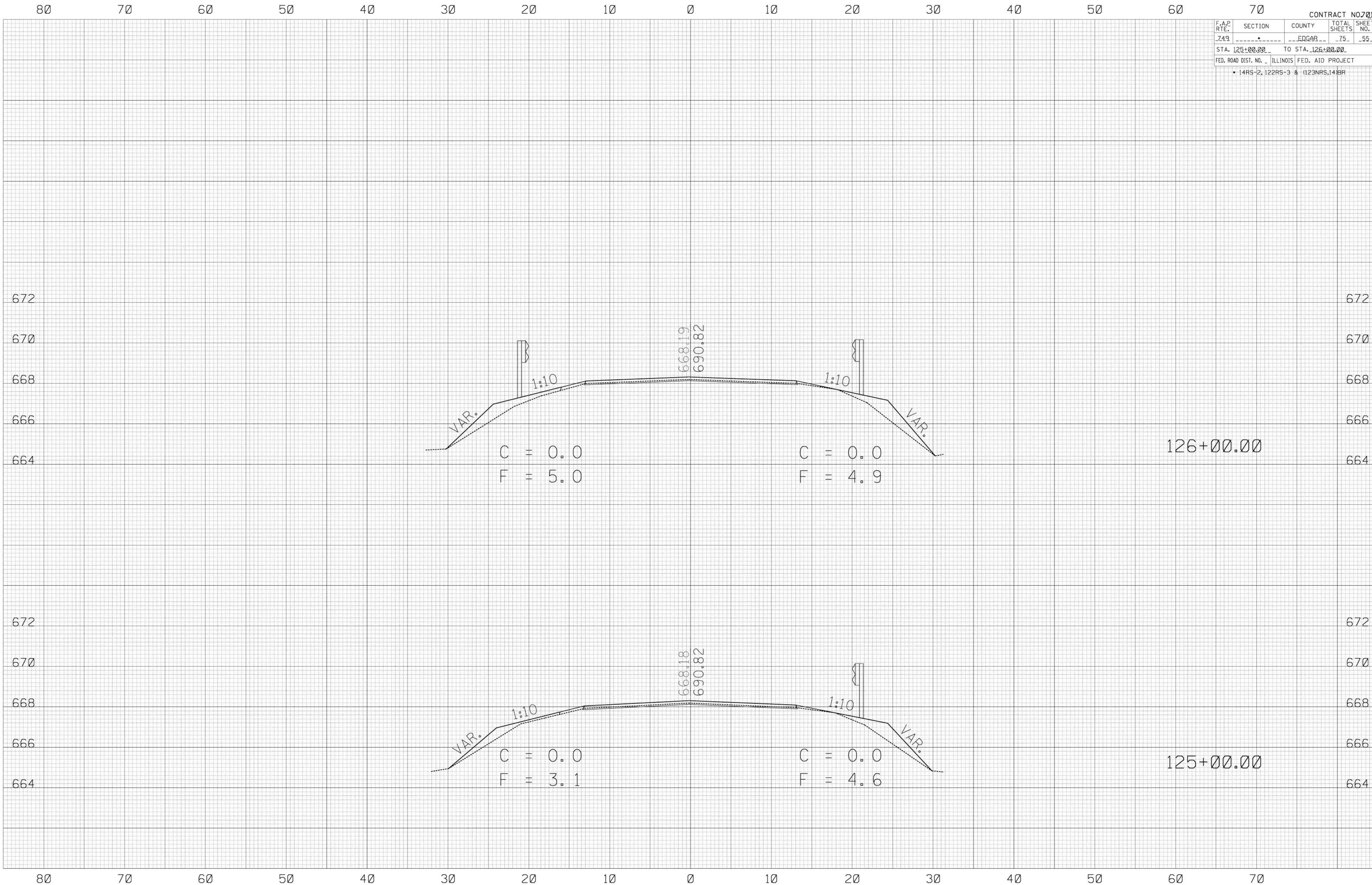
CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	55

STA. 125+00.00 TO STA. 126+00.00

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

• 14RS-2, 122RS-3 & (123NRS,14)BR



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

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

PLOT DATE = 2/7/2006
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USER NAME = csarlockjd

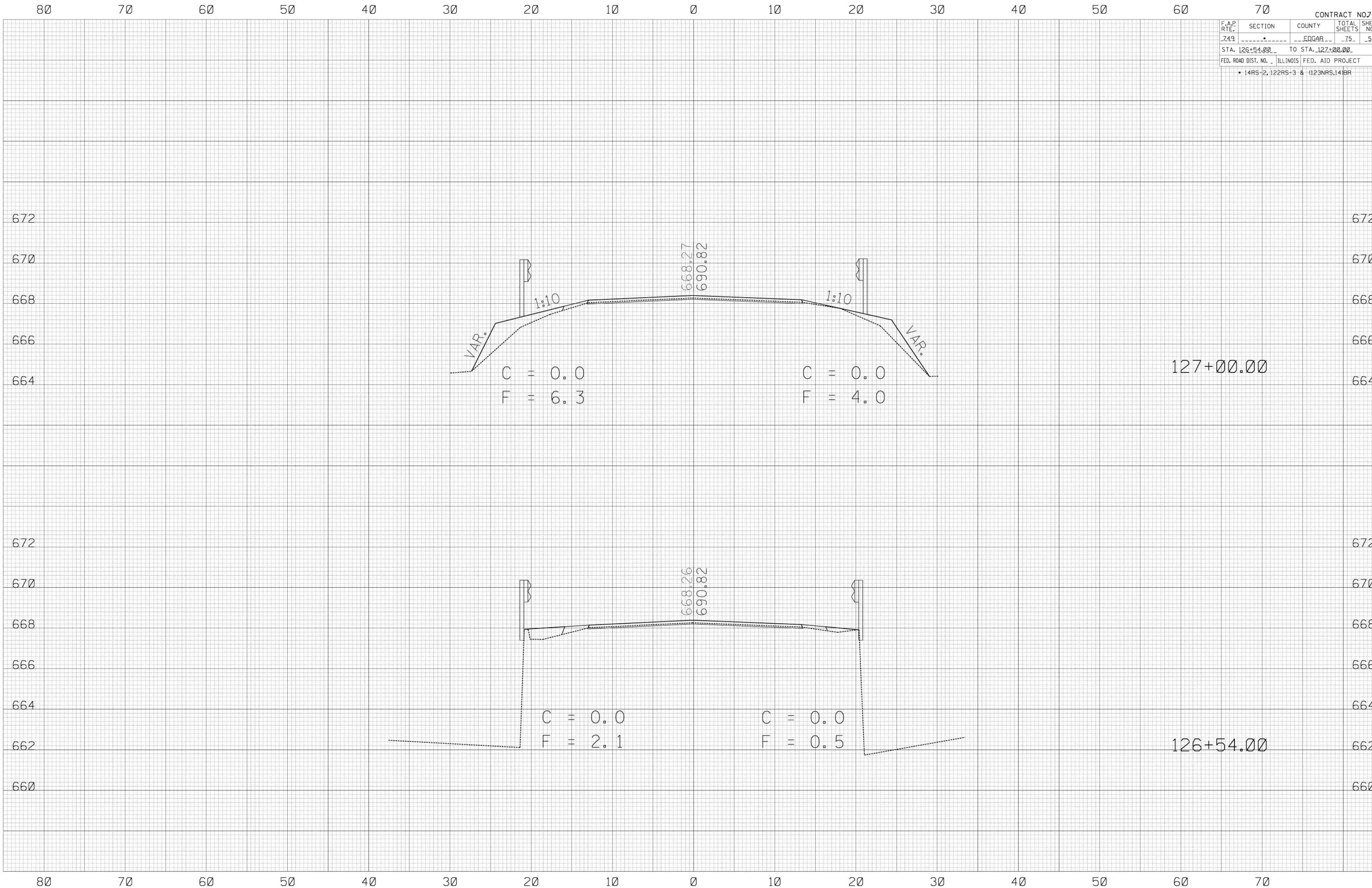
CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	56

STA. 126+54.00 TO STA. 127+00.00

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

• 14RS-2, 122RS-3 & (123NRS,14)BR



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

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

PLOT DATE = 2/7/2006
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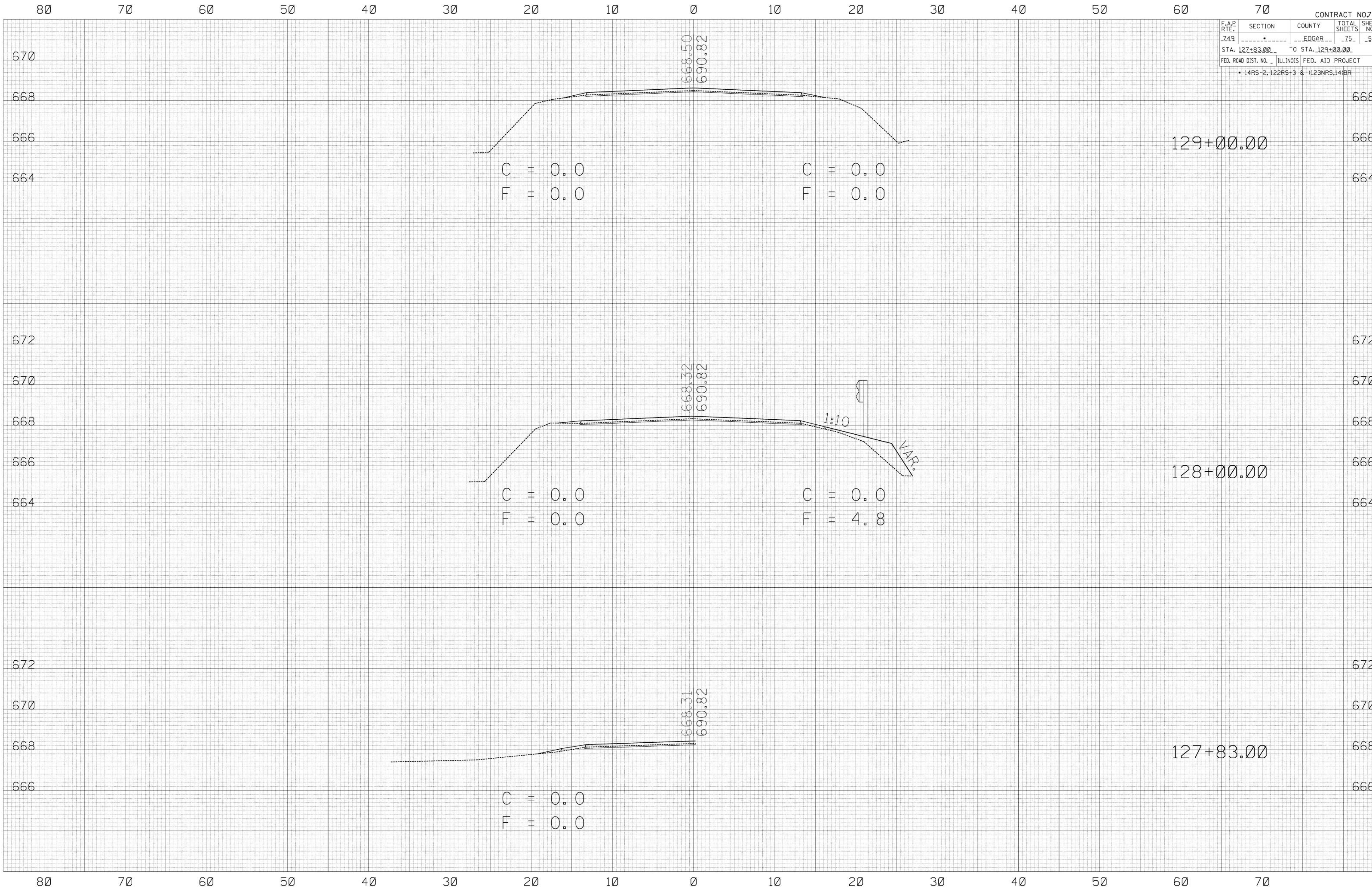
USER NAME = cearlock_jd

CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	57
STA. 127+83.00	TO STA. 129+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 14RS-2, 122RS-3 & (123NRS,14)BR



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

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

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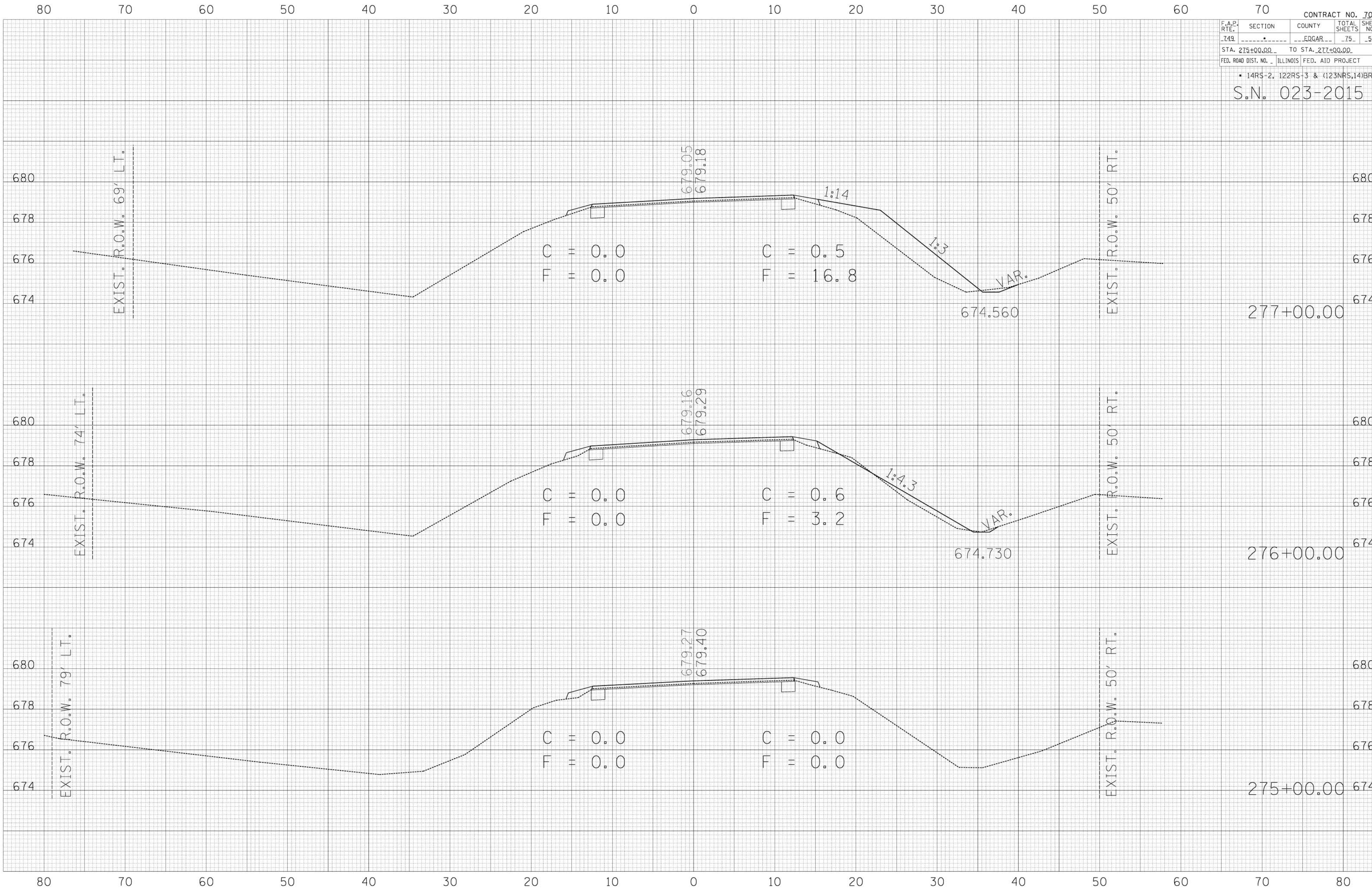
CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	58
STA. 275+00.00	TO STA. 277+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-2015



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

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

PLOT DATE = 2/7/2006
FILE NAME = c:\projects\d5064400 (v8)\133xs20
PLOT SCALE = 10.5882 ' / IN.
USER NAME = cearlockjd

CONTRACT NO. 70134

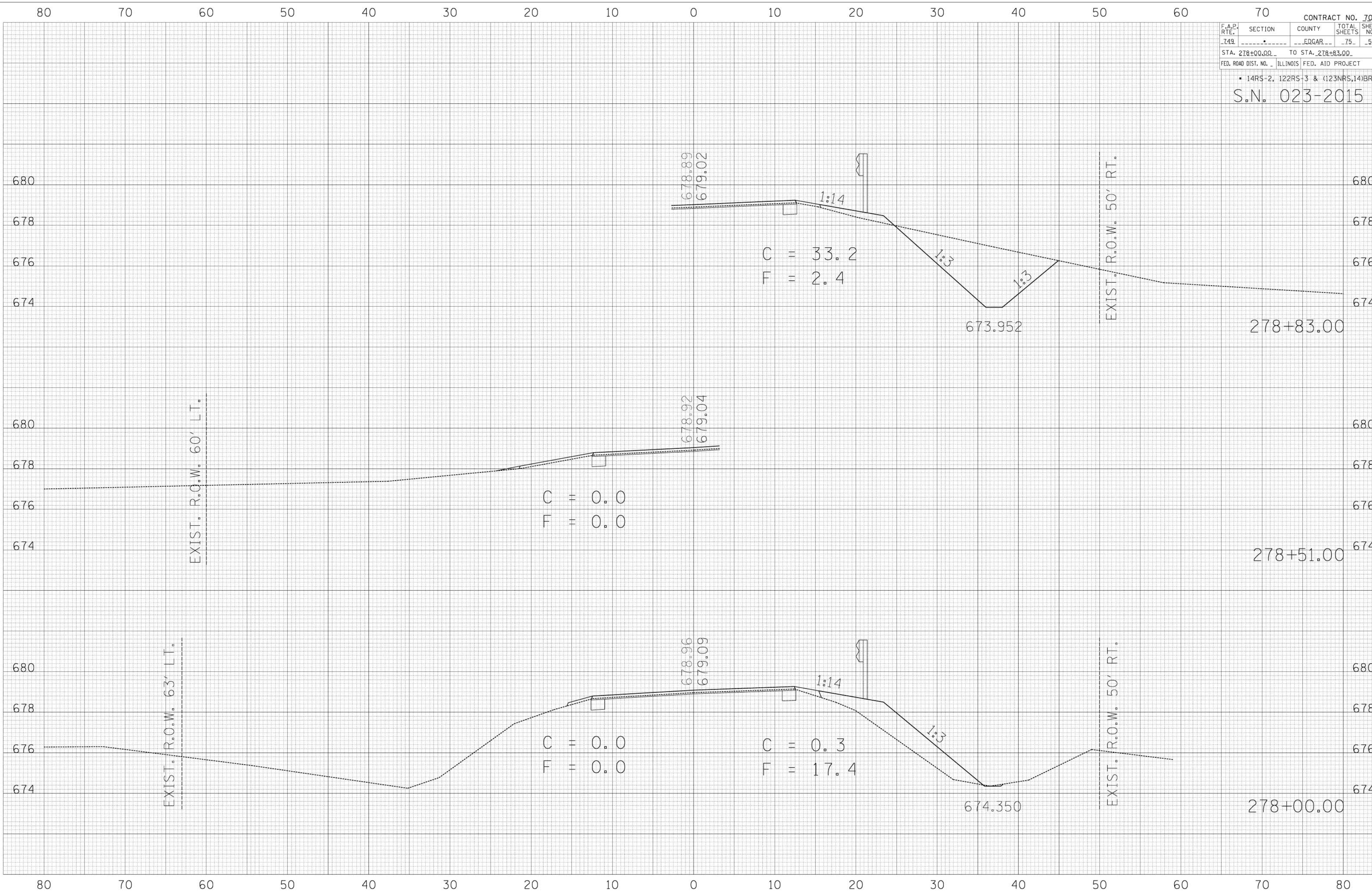
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	59

STA. 278+00.00 TO STA. 278+83.00

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

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-2015



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

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

PLOT DATE = 2/7/2006
FILE NAME = c:\projects\d5064000 (v8)\133xs
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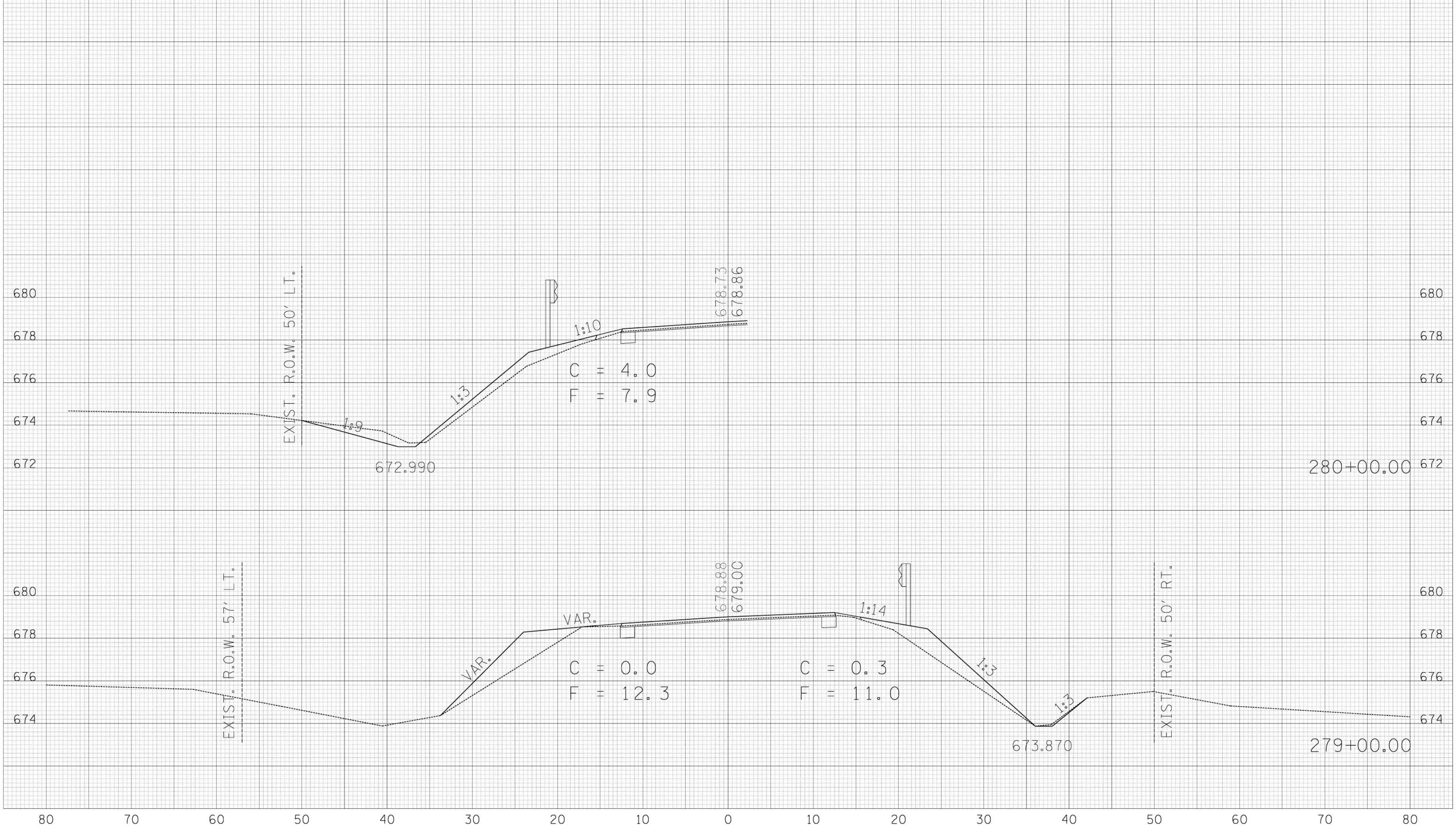
USER NAME = csorlockjd

CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	60
STA. 279+00.00 TO STA. 280+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-2015



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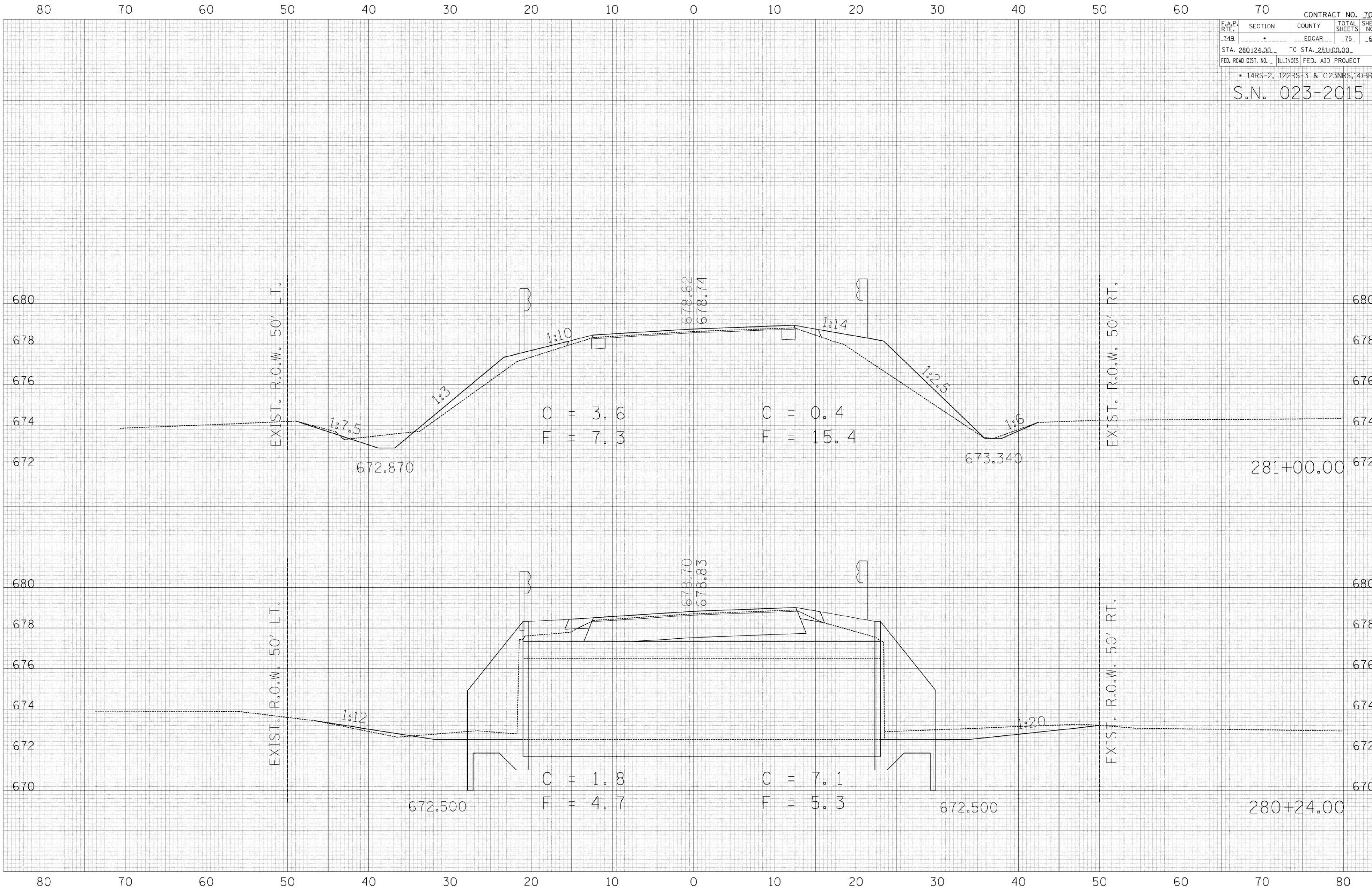
USER NAME = csorlockjd

CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	61
STA. 280+24.00	TO STA. 281+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-2015



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

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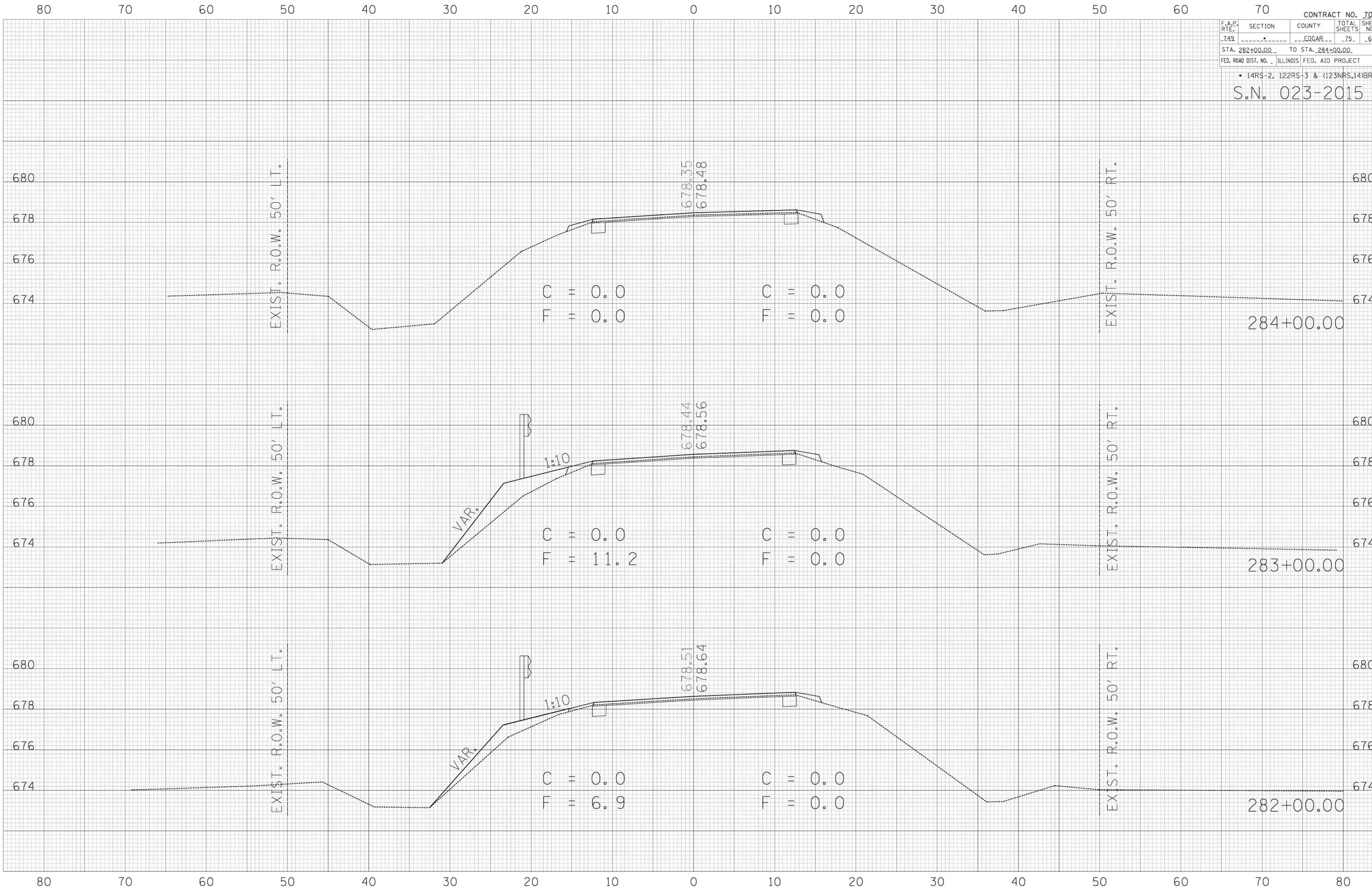
USER NAME = cearlock.jd

CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	62
STA. 282+00.00 TO STA. 284+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-2015



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PLOT DATE = 2/7/2006
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USER NAME = cearlockjd

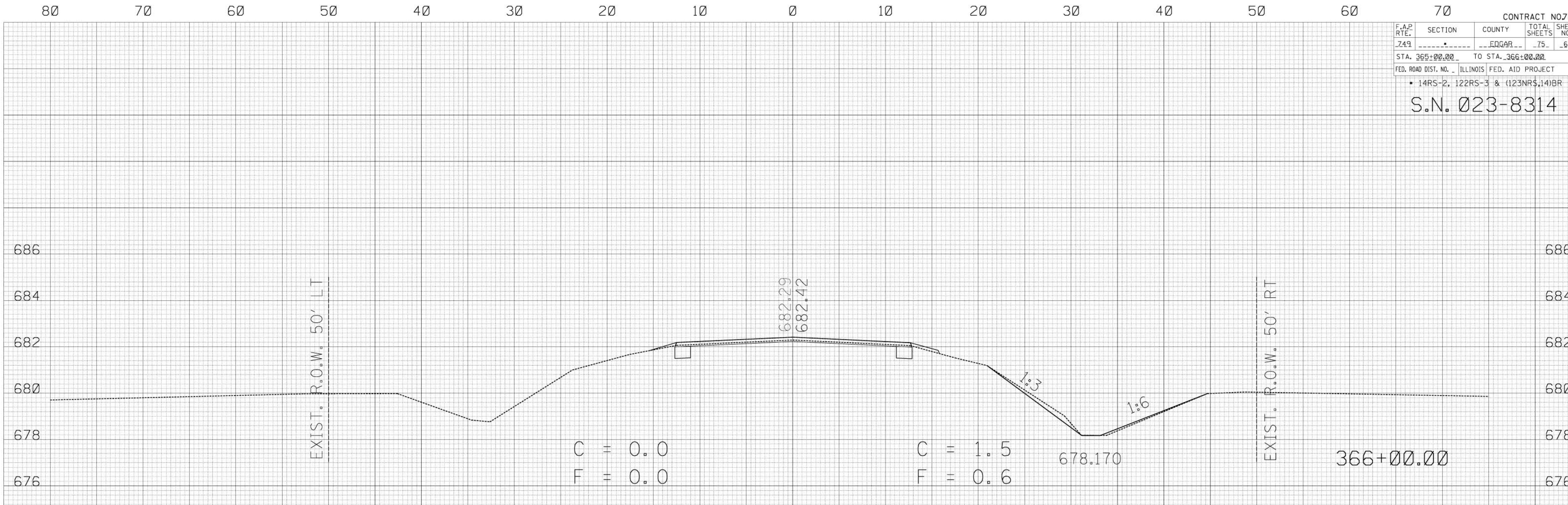
CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	63
STA. 365+00.00	TO STA. 366+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-8314

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



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SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
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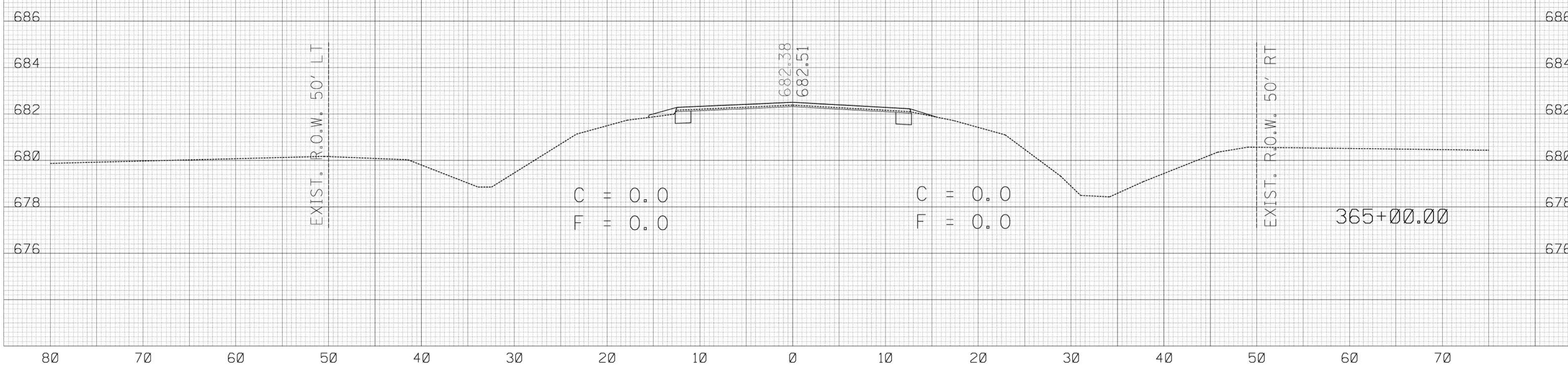
BY
DATE



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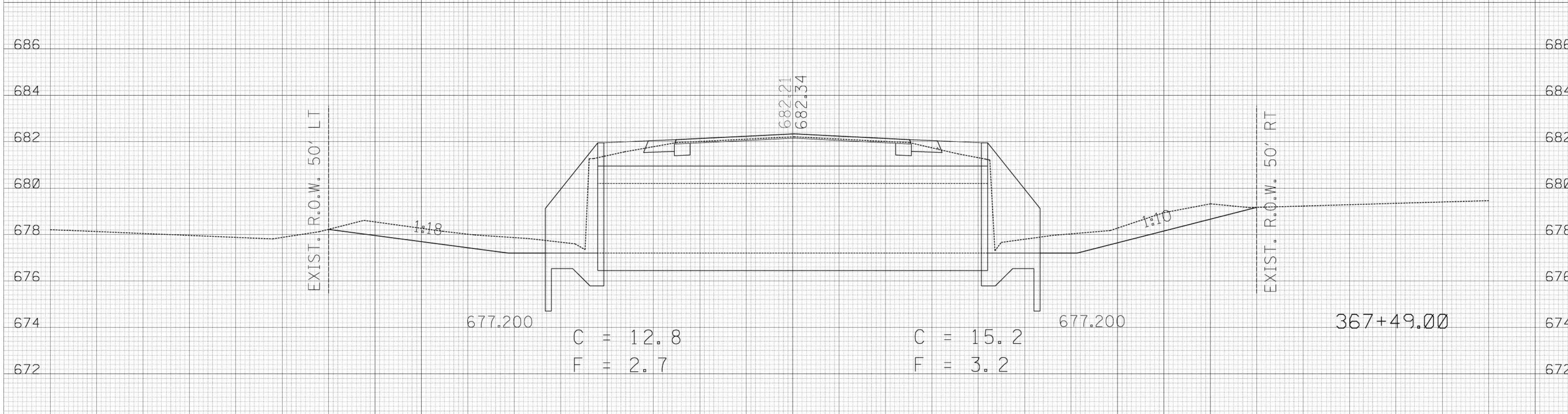
PLOT SCALE = 10.5882 ' / IN.
USER NAME = csorlockjd

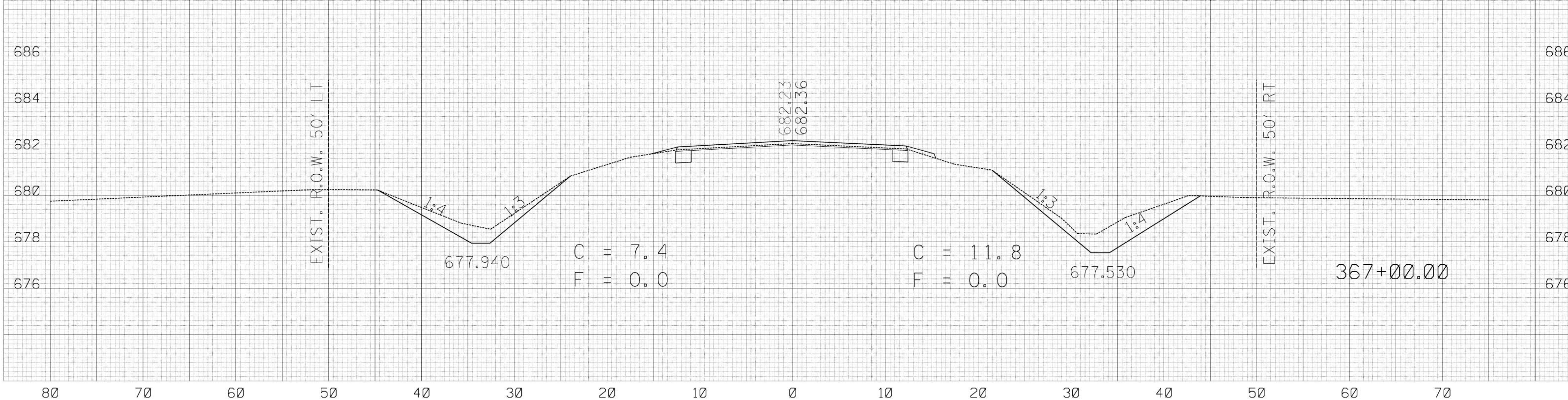
CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	64
STA. 367+00.00 TO STA. 367+49.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-8314





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

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

PLOT DATE = 2/7/2006
FILE NAME = c:\projects\d5064000 (v8)\i1133xs.dgn
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USER NAME = csorlock.jd

CONTRACT NO. 70134

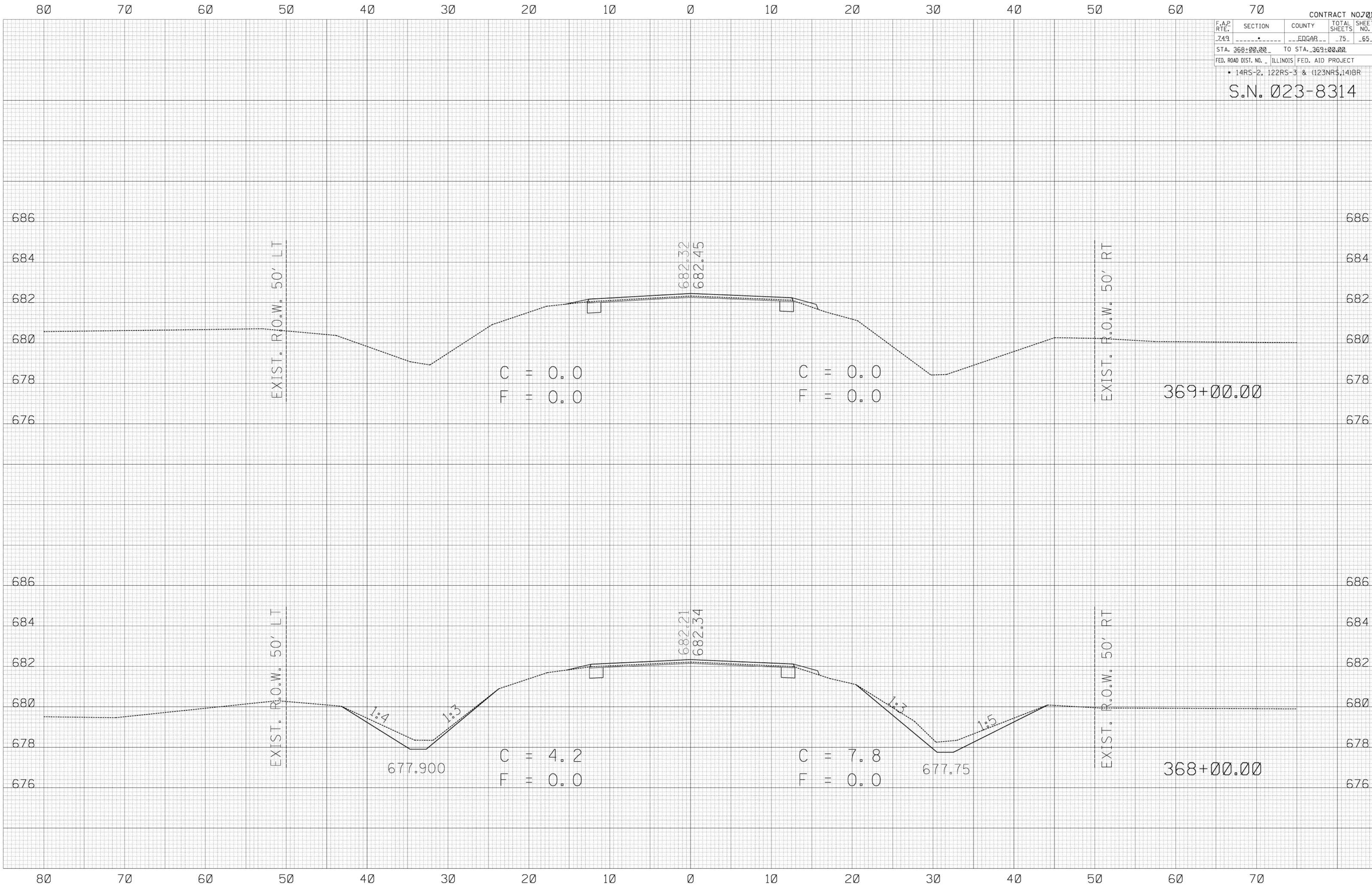
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	65

STA. 368+00.00 TO STA. 369+00.00

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

* 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-8314



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

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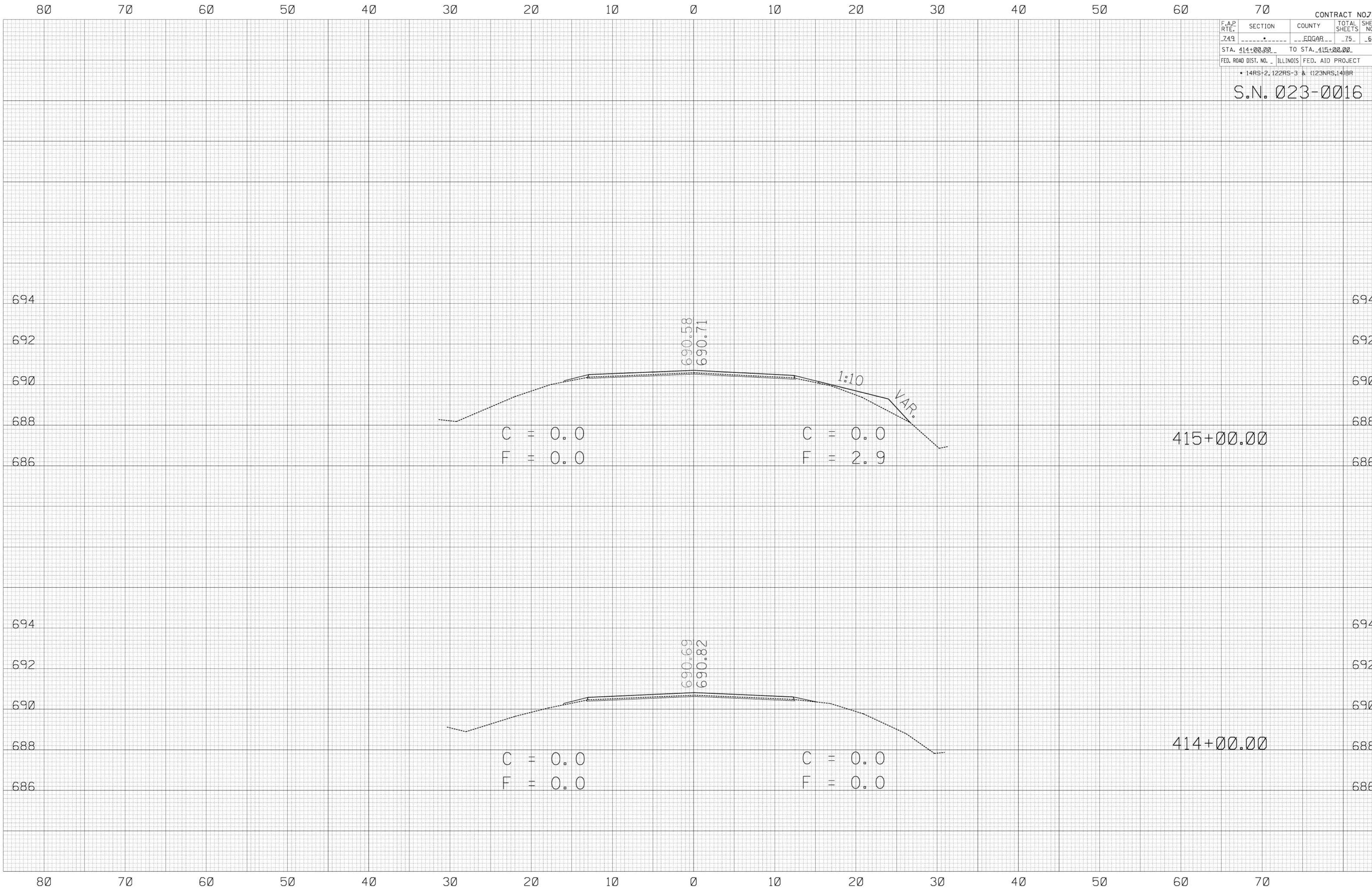
CONTRACT NO. 70134

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	66
STA. 414+00.00	TO STA. 415+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-0016



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

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PLOT DATE = 2/7/2006
FILE NAME = c:\projects\d5064000 (v8)\0016xs.dgn
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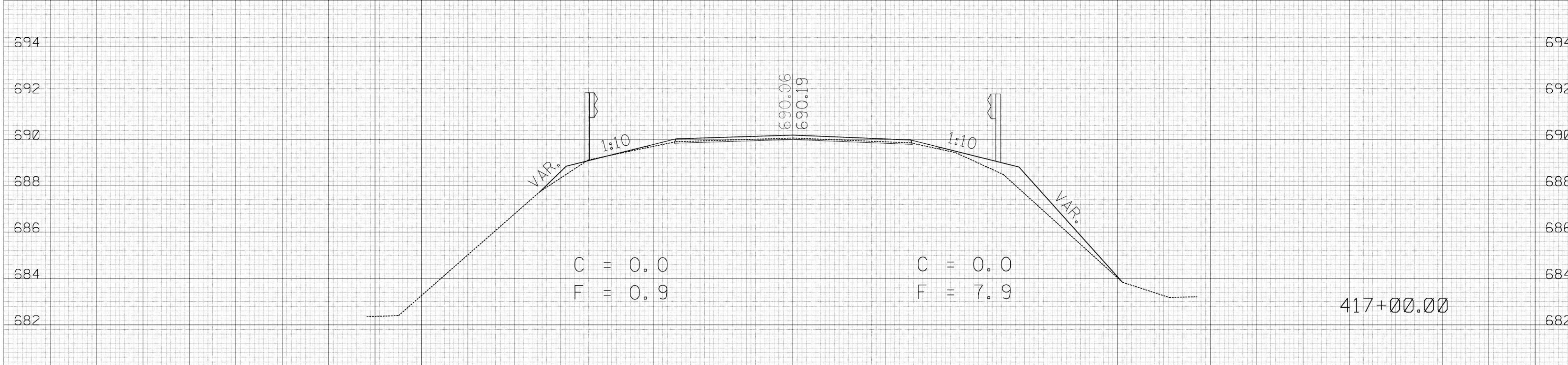
USER NAME = csorlockjd

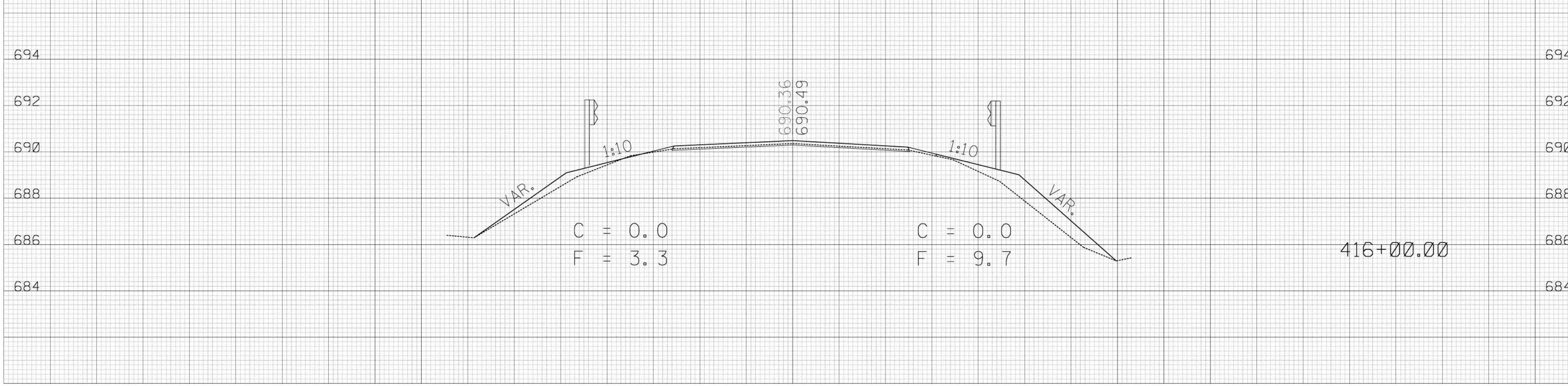
CONTRACT NO. 70134

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	67
STA. 416+00.00	TO STA. 417+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-0016





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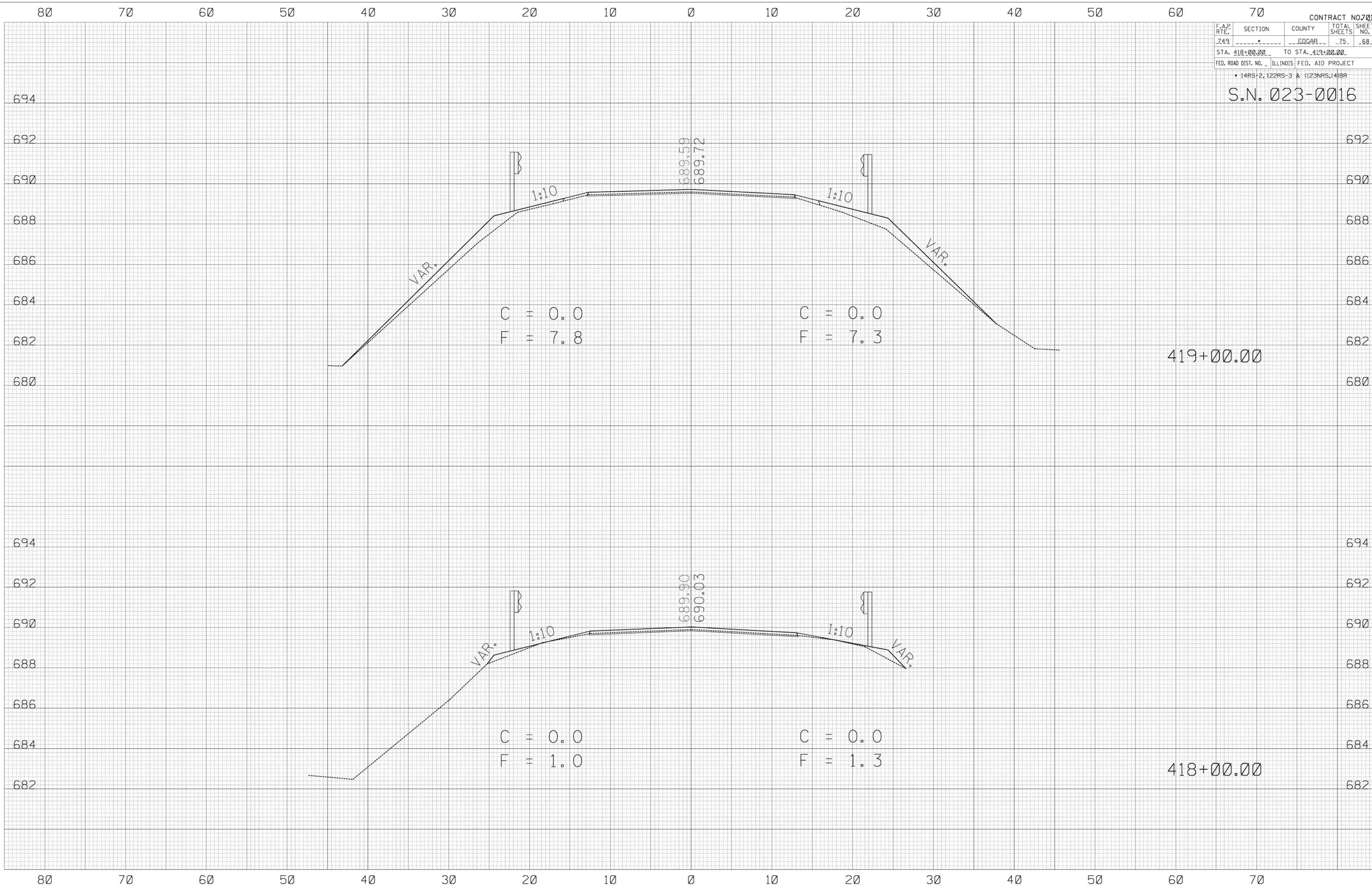
USER NAME = cearlockjd

CONTRACT NO.70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	68
STA. 418+00.00	TO STA. 419+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-0016



FINAL SURVEY
NOTE BOOK
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TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

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

PLOT DATE = 2/7/2006
FILE NAME = c:\projects\d5064000 (v8)\0016xs.dgn
PLOT SCALE = 10.5882 ' / IN.
USER NAME = csarlock.jd

CONTRACT NO. 70134

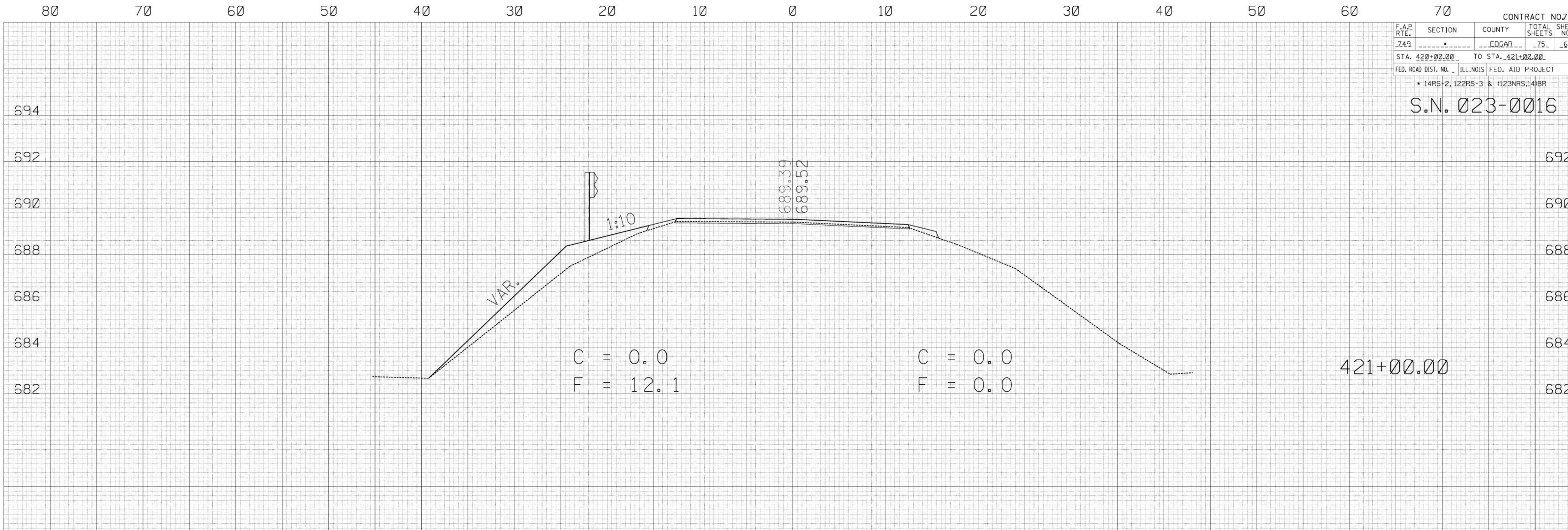
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	69

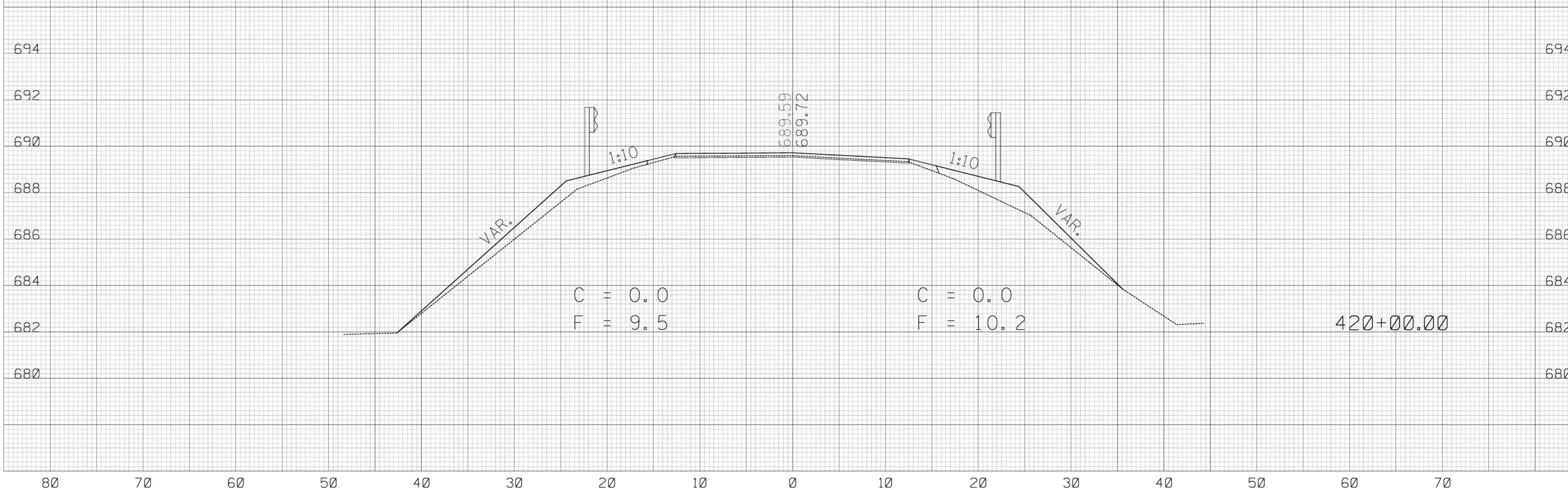
STA. 420+00.00 TO STA. 421+00.00

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

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-0016





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

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PLOT SCALE = 10.5882 ' / IN.
USER NAME = csarlockjd

CONTRACT NO. 70134

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	70
STA. 422+00.00	TO STA. 422+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-0016

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

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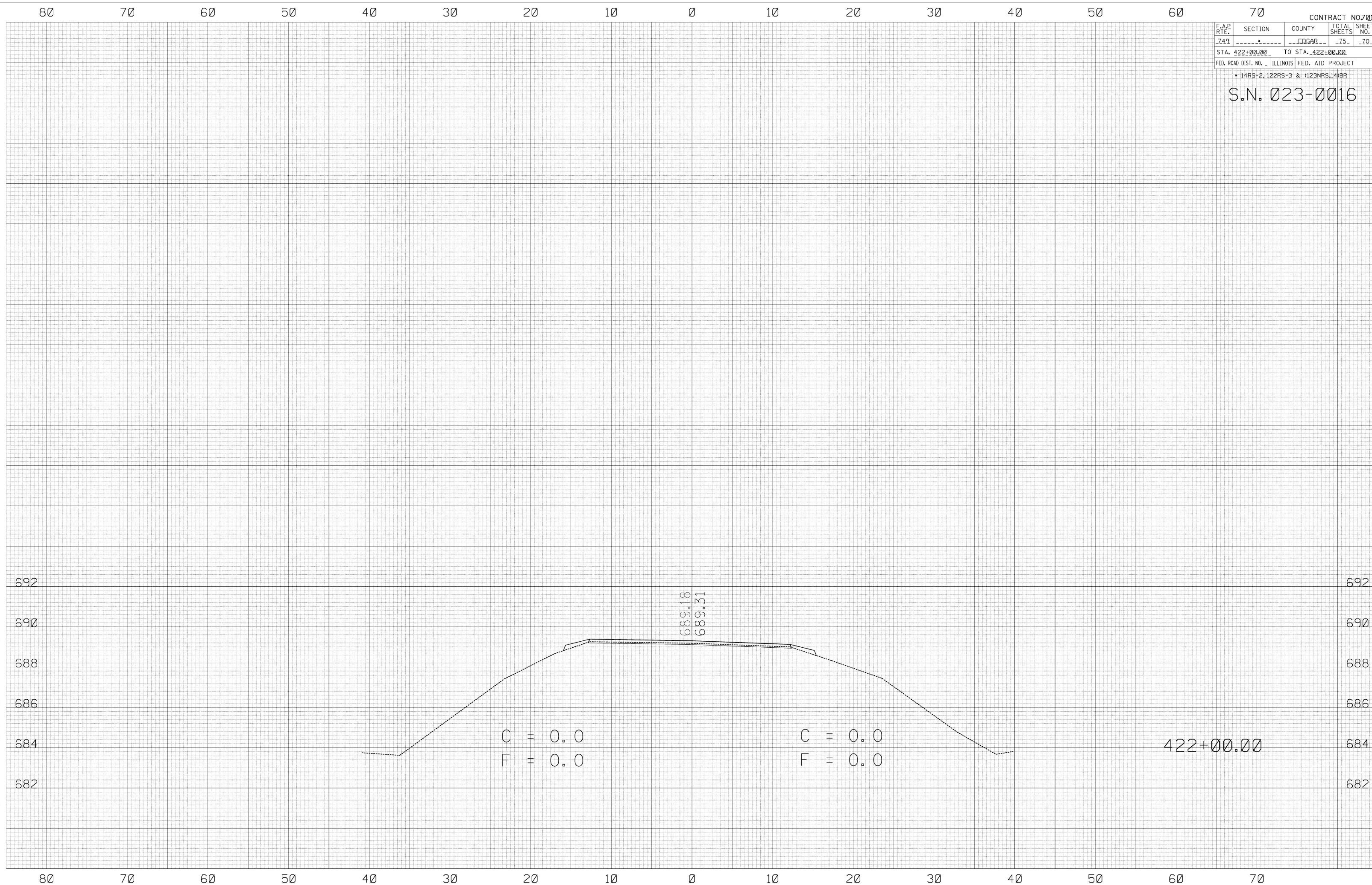

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USER NAME = cearlockjd

CONTRACT NO. 70134

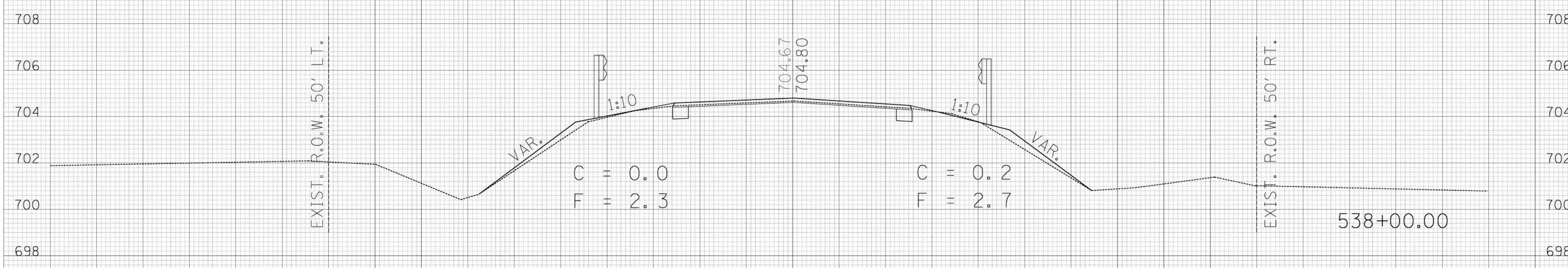
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	71

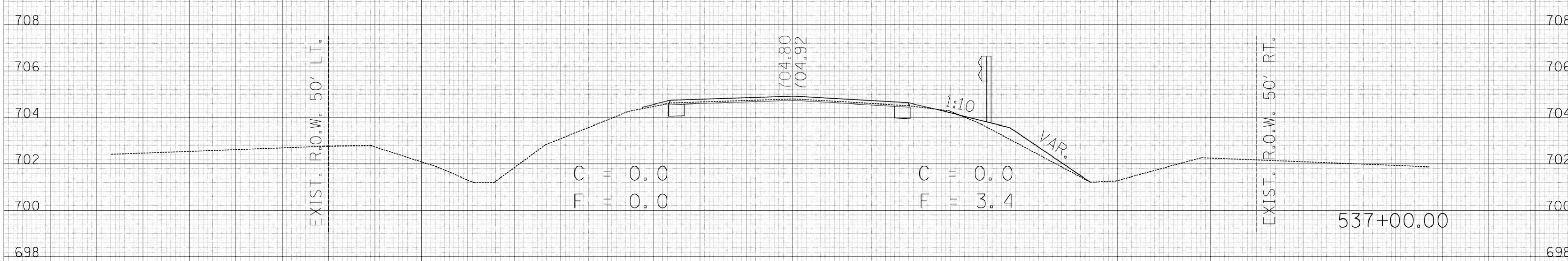
STA. 537+00.00 TO STA. 538+00.00

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

* 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-2016





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CONTRACT NO.70134

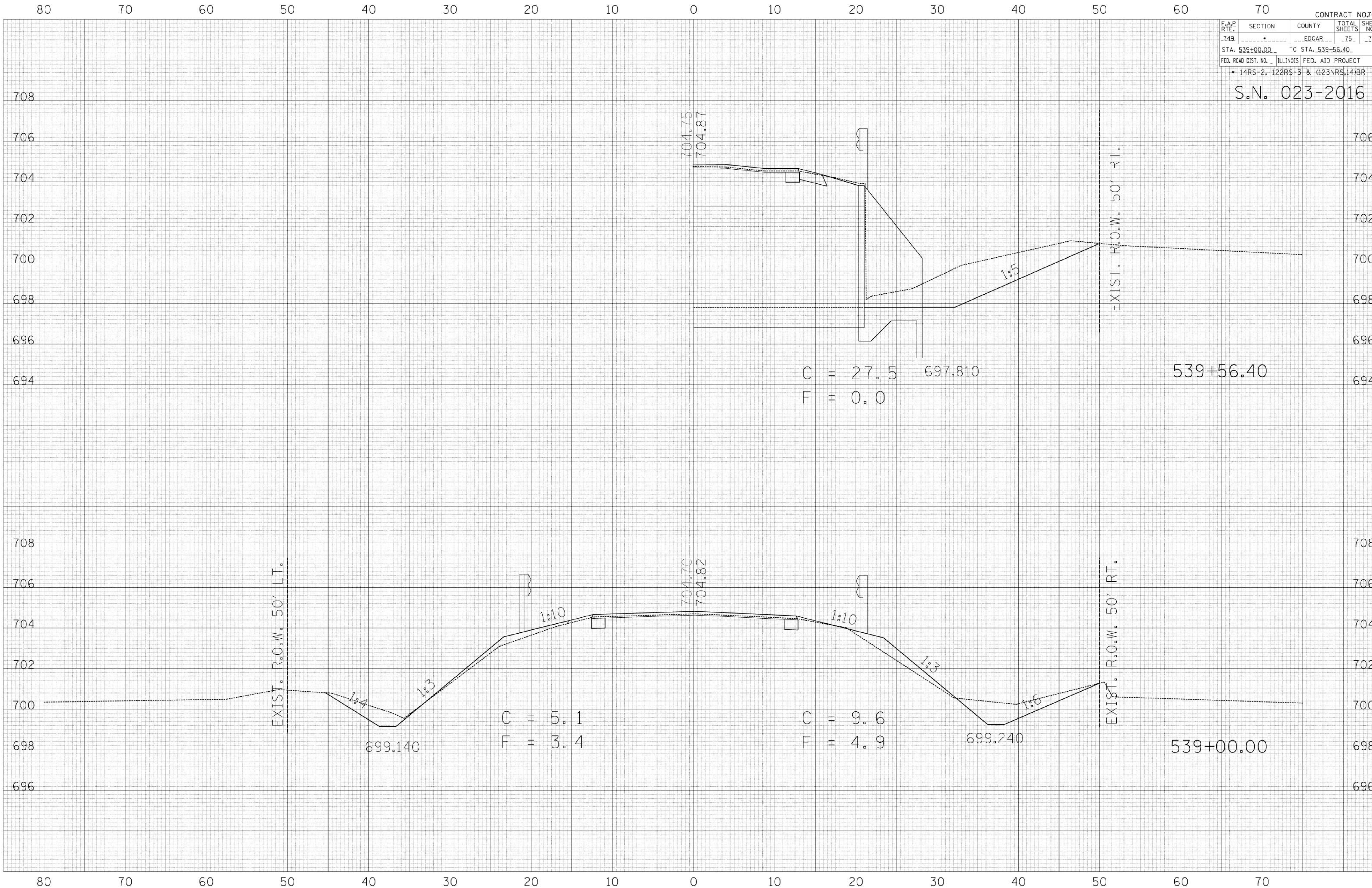
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	72

STA. 539+00.00 TO STA. 539+56.40

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

* 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-2016



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USER NAME = csorlockjd

CONTRACT NO. 70134

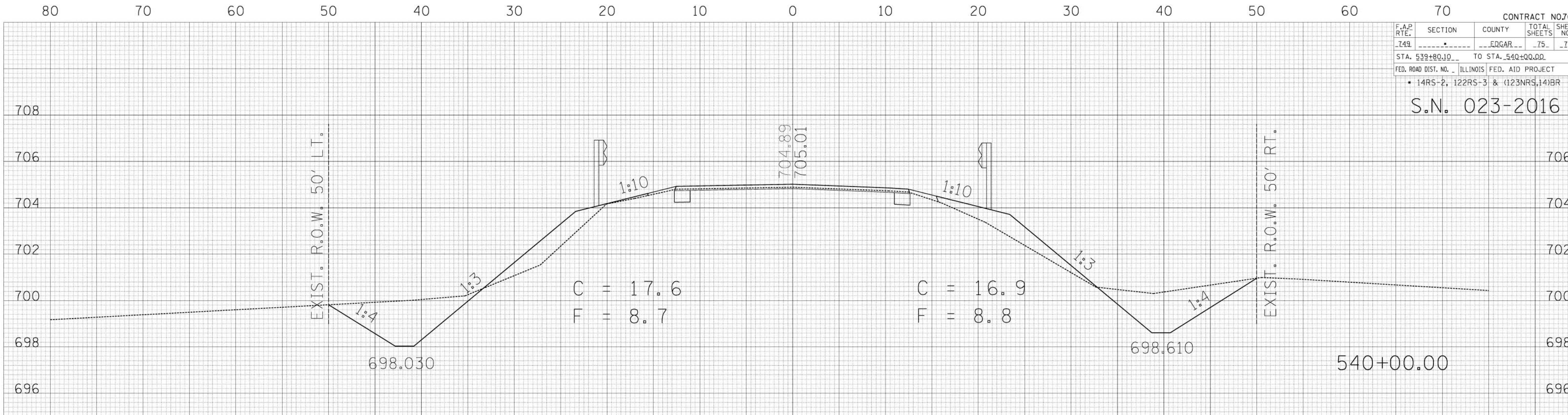
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	73

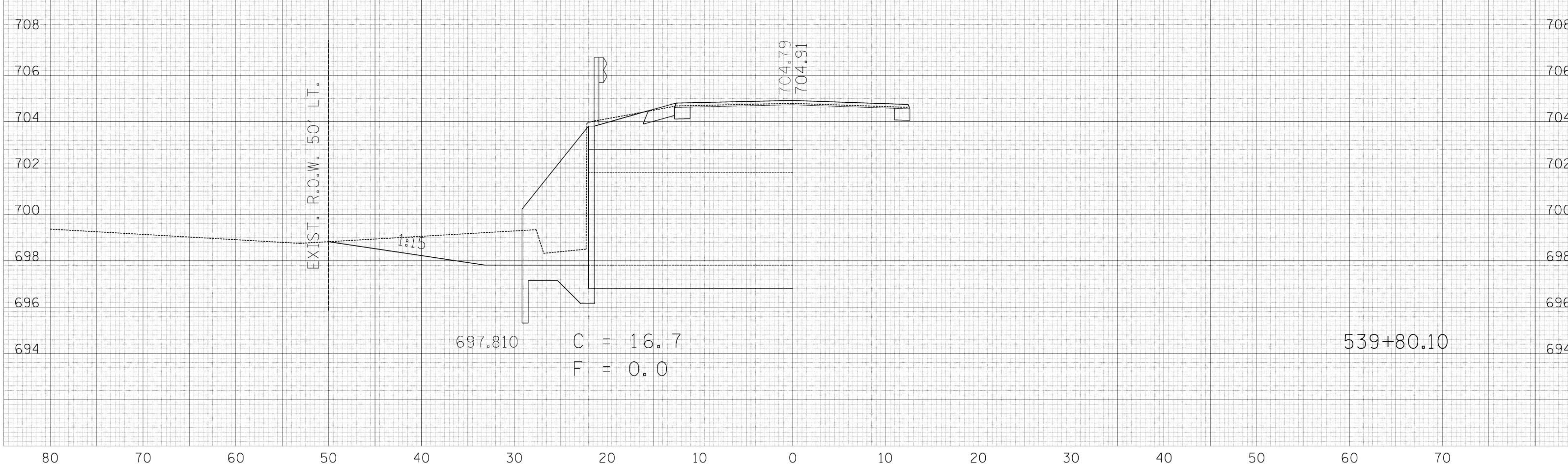
STA. 539+80.10 TO STA. 540+00.00

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

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-2016





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

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USER NAME = cearlockjd

CONTRACT NO. 70134

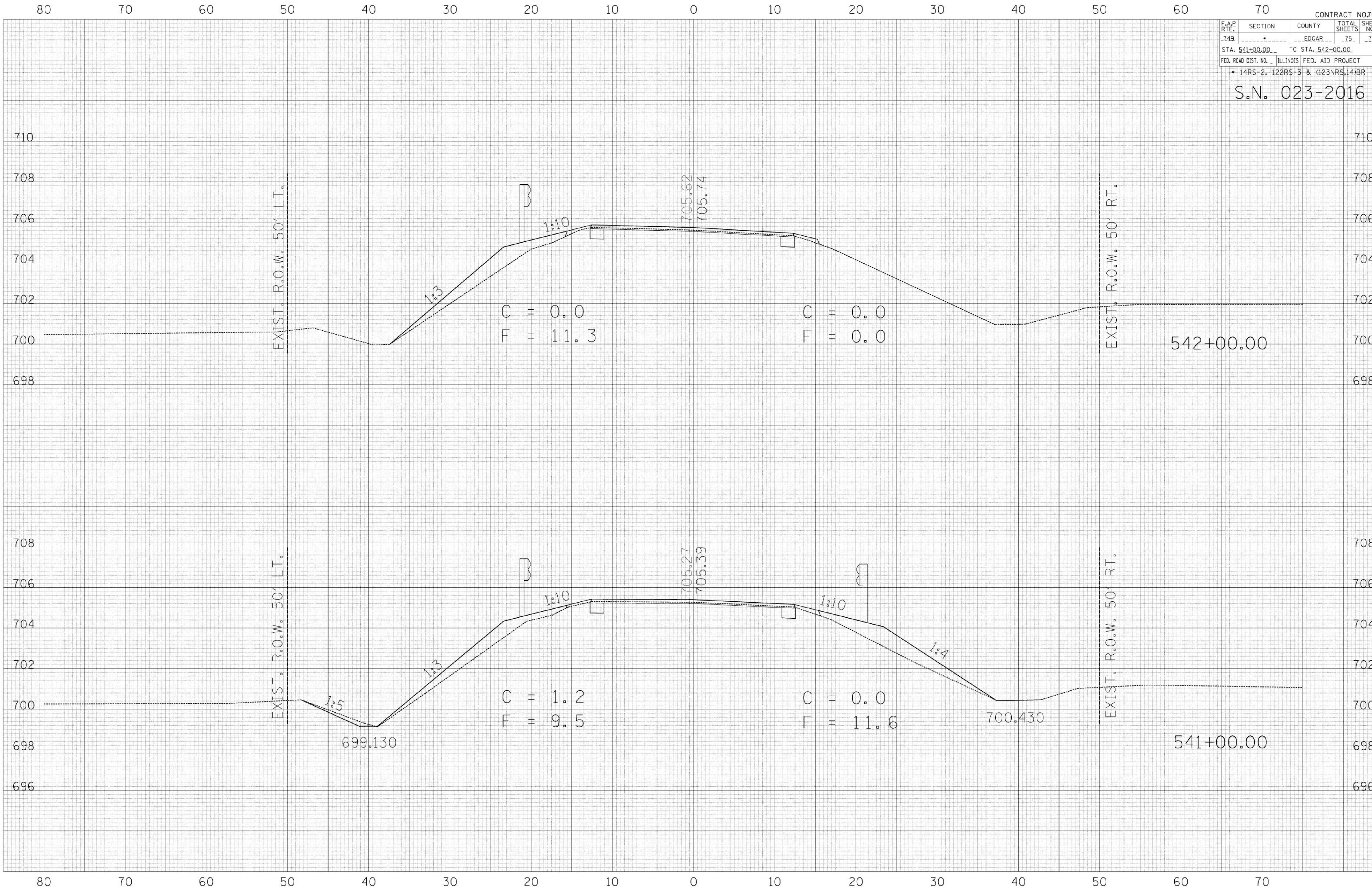
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	*	EDGAR	75	74

STA. 541+00.00 TO STA. 542+00.00

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

* 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-2016



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

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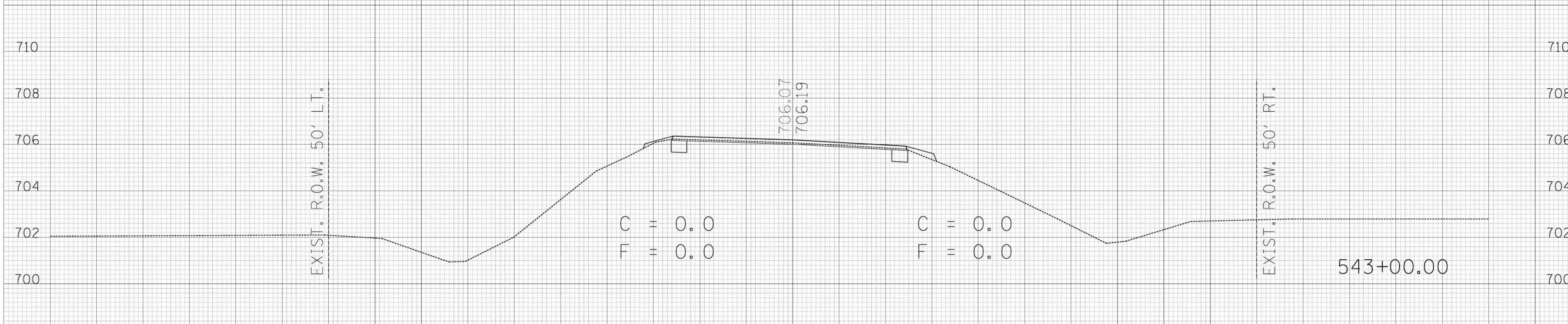
USER NAME = csorlockjd

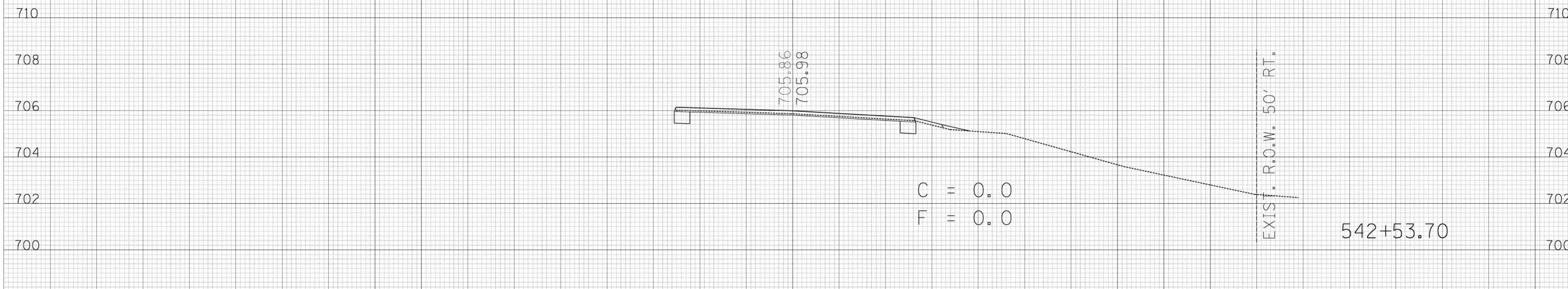
CONTRACT NO. 70134

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749	•	EDGAR	75	75
STA. 542+53.70 TO STA. 543+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 14RS-2, 122RS-3 & (123NRS,14)BR

S.N. 023-2016





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