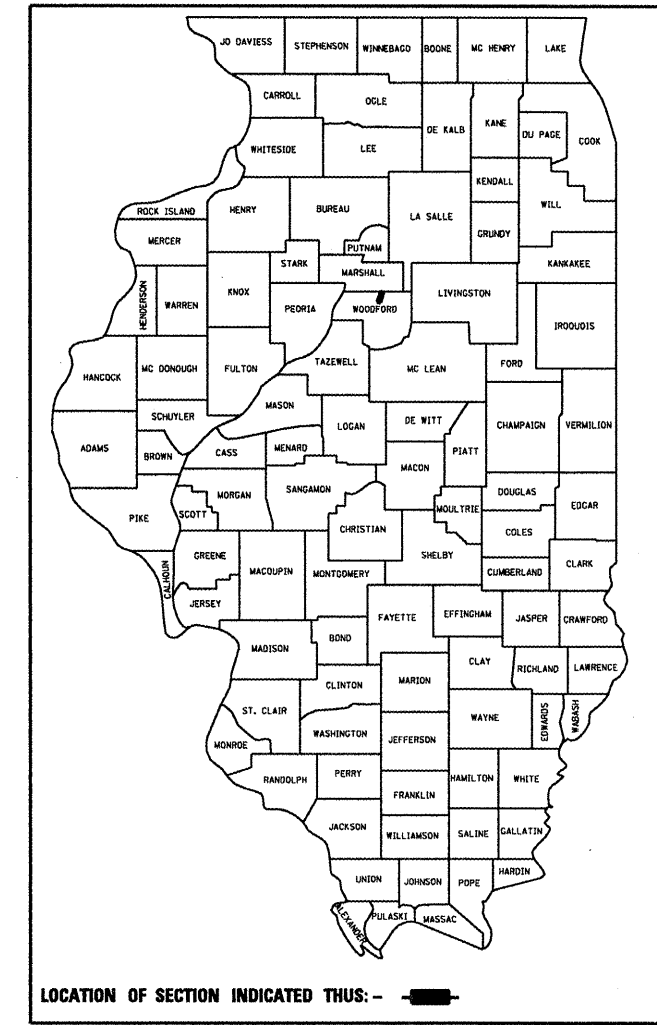


F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	1
		ILLINOIS	CONTRACT NO. 68960	

D-94-023-10



LOCATION OF SECTION INDICATED THUS: -

PROJECT DESCRIPTION

RESURFACING ON IL 89 FROM MARSHALL COUNTY LINE TO IL 116 IN METAMORA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *Jan 28, 2010*

John
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 19, 2010
Scott E. Still P.E. / RD
ENGINEER OF DESIGN AND ENVIRONMENT

March 19, 2010
Christine M. Reed / RD
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAP 698 ROUTE IL 89
SECTION (126,127) RS-3
WOODFORD & MARSHALL COUNTIES
PROJECT F-0698(031)
C-94-049-10

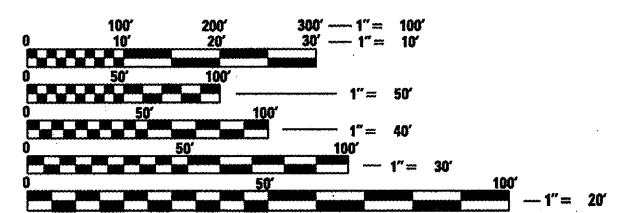
INDEX OF SHEETS

1. COVER SHEET
- 2-3. COMMITMENTS, GENERAL NOTES & JOB SPECIFIC NOTES
- 4-5. SUMMARY OF QUANTITIES
- 6-8. TYPICAL SECTIONS
- 9-10. RESURFACING QUANTITIES
- 11-12. SCHEDULE OF QUANTITIES
13. LINE DIAGRAM
14. ENTRANCES, SIDE ROADS AND MAILBOX TURNOUT DETAIL
15. INTERMITTENT RUMBLE STRIP DETAIL
- 16-22. CADD DISTRICT STANDARDS

HIGHWAY STANDARDS CADD DISTRICT STANDARDS

- | | |
|-----------|-----------|
| 442201-03 | 406101-D4 |
| 482011-03 | 406201-D4 |
| 701006-03 | 440001-D4 |
| 701011-02 | 780001-D4 |
| 701301-03 | |
| 701306-02 | |
| 701311-03 | |
| 701326-03 | |
| 701336-05 | |
| 701901-01 | |
| 780001-02 | |
| 781001-03 | |

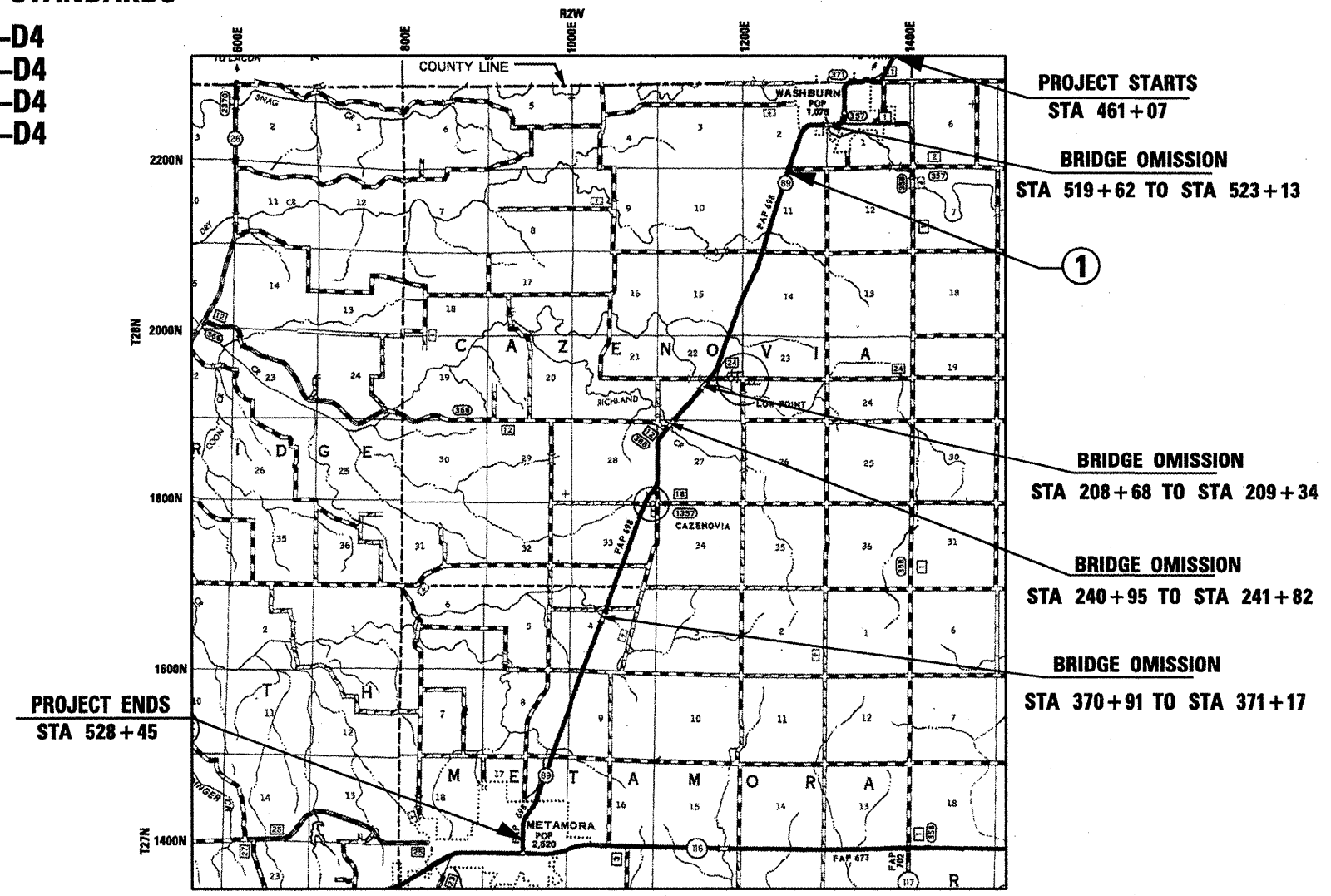
AADT = 3,850
MU = 6.49%
SU = 3.25%



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

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

PROJECT ENGINEER: MAUREEN ADDIS (309) 671-3454
SQUAD LEADER: ELIAS ELDERZI (309) 671-3459
CONTRACT NO. 68960
CATALOG NO. 034380-00D



STATION EQUATION: ① 556 + 19(BK) = 50 + 93(AH)

GROSS LENGTH = 57,264 FT. = 10.85 MILES
NET LENGTH = 56,734 FT. = 10.75 MILES

COMMITMENTS

Commitments are not to be altered without the written approval of all parties to which the commitment was made.

No Commitments have been made for this project

DESIGN CRITERIA

This project was designed in accordance with S.M.A.R.T. policies procedures, and guidelines.

GENERAL NOTES

Aggregate Shoulders, Type B

Aggregate Shoulders, Type B shall be required for all granular construction of side roads, entrances, and mailbox turnouts, whether or not portions of the surfaces thus constructed are to be covered with a bituminous surface, except where noted differently on the plans.

Paving Surface Course

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the bituminous surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

Butt Joint Cutting Restrictions

Butt Joints shall not be milled more than three (3) days prior to placement of the HMA surface course.

Reflective Crack Control Placement

Reflective crack control treatment shall be placed on the cold milled surface.

Engineer's Field Office

Add the following sentence to the end of paragraph 670.02 (i) and 670.04 (e):
All of the telephone lines provided shall have unpublished numbers.

No Passing Zone Verification

The resident shall contact Operations to verify the location of no passing zones prior to placement of centerline striping.

Environmental Reviews

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc.) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

Prior to any waste materials being removed from the construction site the required environmental resource surveys will need to be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

The required environmental resource documentation shall include the following:

- * BDE Form 2289 (Environmental Survey Request)
- * A location map showing the size limits and location of the use area
- * Signed property owner agreement form - D4 PI0100
- * Color photographs depicting the use area
- * Borrow Area Entry Agreement form - D4 PI0101

Please note that a minimum of two weeks shall be allowed for the District to obtain the required environmental clearances.

Pavement Station Numbers & Placement

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 inches wide, 5 inches high, and 5/8 inches deep. The pavement station numbers shall be installed as specified herein:

Interval - 200 feet

Bottom of Numbers - 6 inches from the inside edge of the pavement marking

Location:

- 2, 3, & 5 Lane Pavements - right edge of pavement in direction of increasing stations
- Multi-lane Divided Roadways - outside edge of pavement in both directions
- Ramps - along baseline edge of pavement

Position - stations shall be placed so they can be read from the adjacent shoulder

Format - pavement stations shall use this format XXX + XX, where X represents the pavement station

This work will not be paid separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

Crossing Existing Structures with Equipment

The Engineer shall contact the Bridge Office regarding which equipment will be allowed to cross the existing structure without being loaded onto a trailer.

FILE NAME = D468960-ahc-plan.dgn	USER NAME = mendeazp	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMMITMENTS AND GENERAL NOTES				F.A.P. RTE. 648	SECTION (126,127) RS-3	COUNTIES WOODFORD & MARSHALL	TOTAL SHEETS 22	SHEET NO. 2
	PLOT SCALE = 100,0000' / IN.	CHECKED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF	SHEETS	STA.	TO STA.	CONTRACT NO. 68960			
	PLOT DATE = 1/28/2010	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

Bituminous Mixture Requirements

The following mixture requirements are applicable to this project:

Mixture Use(s):	Surface Course	Level Binder 3/4"	CI D Patches	HMA Shoulders	HMA Shoulders	Incidental Surface Course
				(Top Lifts)	(Lower Lifts)	
AC/PG:	PG 64-22	SBS or SBR 70-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP% (Max): **	15%	10%	25%	30%	30%	15%
Design Air Voids:	4.0% @ N=50	3.0% @ N=50	4.0% @ N=50	3.0% @ N=30	4.0% @ N=30	4.0% @ N=50
Mixture Composition: (Gradation Mixture)	IL 9.5 or IL12.5	IL 4.75	IL 19.0	IL 9.5L	IL 19.0L	IL 9.5 or IL12.5
Friction Aggregate:	Mixture D	N.A.	N.A.	Mixture C	N.A.	Mixture C

** If the RAP option is selected, the asphalt cement grade may need to be adjusted, the adjustment to be determined by the Materials Engineer.

JOB SPECIFIC NOTES

Sideroads

Milling and Resurfacing limits need to be verified by the Resident Engineer prior to each operation.

Expansion Joints

Contractor shall saw cut the expansion joints immediately after placement of Hot-Mix Asphalt Surface Course and fill it with joint filler. This work will not be paid for separately but shall be included in the cost of Hot-Mix Asphalt Surface Course, Mix D, N50.

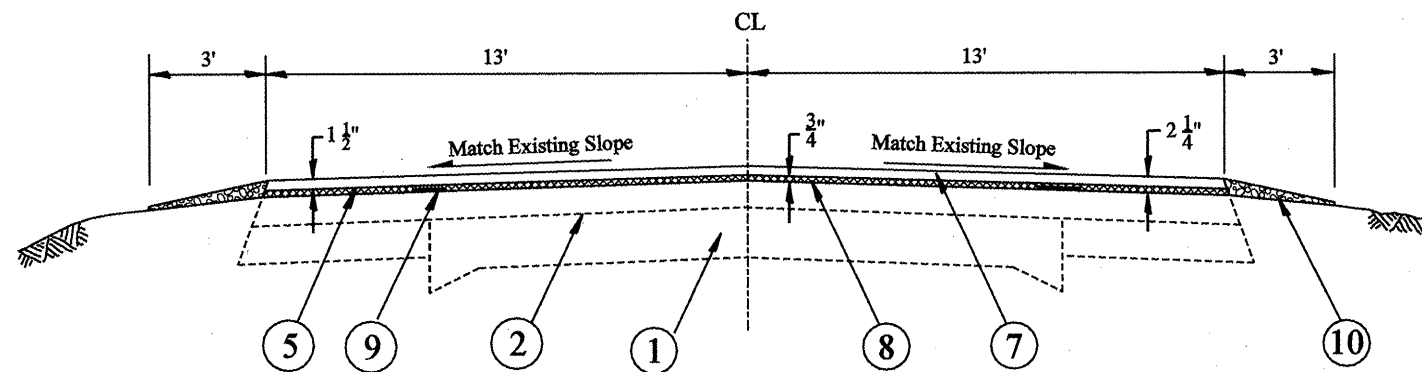
Hot-Mix Asphalt Shoulder 8"

Excavation for the placement of 8" Hot-Mix Asphalt Shoulder will not be paid for separately, but shall be included in the cost of Hot-Mix Asphalt Shoulder 8" pay item.

FILE NAME = 0468960-ahp-plan.dgn	USER NAME = mendezpj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND JOB SPECIFIC NOTES	F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			648	(126,127) RS-3	WOODFORD & MARSHALL	22	3	
		CHECKED -	REVISED -			CONTRACT NO. 68960					
		DATE -	REVISED -			SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES				MARSHALL COUNTY		WOODFORD COUNTY	
				CONSTRUCTION CODE		CONSTRUCTION CODE	
CODE	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 1000 RURAL	ROADWAY 1000 RURAL		
			80/20 FED/ST				
64200105	SHOULDER RUMBLE STRIP	FOOT	29,192		29,192		
67000200	ENGINEER'S FIELD OFFICE, TYPE A	EACH	4		4		
67100100	MOBILIZATION	L SUM	1		1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1		
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1		1		
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1		1		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	28,632	803	27,829		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	140,473	6,420	134,053		
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	77		77		
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	72		72		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,909	54	1,855		
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	140,473	6,420	134,053		
* 78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	77		77		
* 78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	72		72		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	848	29	819		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	670		670		
X0322729	MATERIAL TRANSFER DEVICE	TON	13,998	391	13,607		
Δ X2503100	MOWING	UNIT	568	16	552		
XZ013798	CONSTRUCTION STATION LAYOUT	L SUM	1		1		

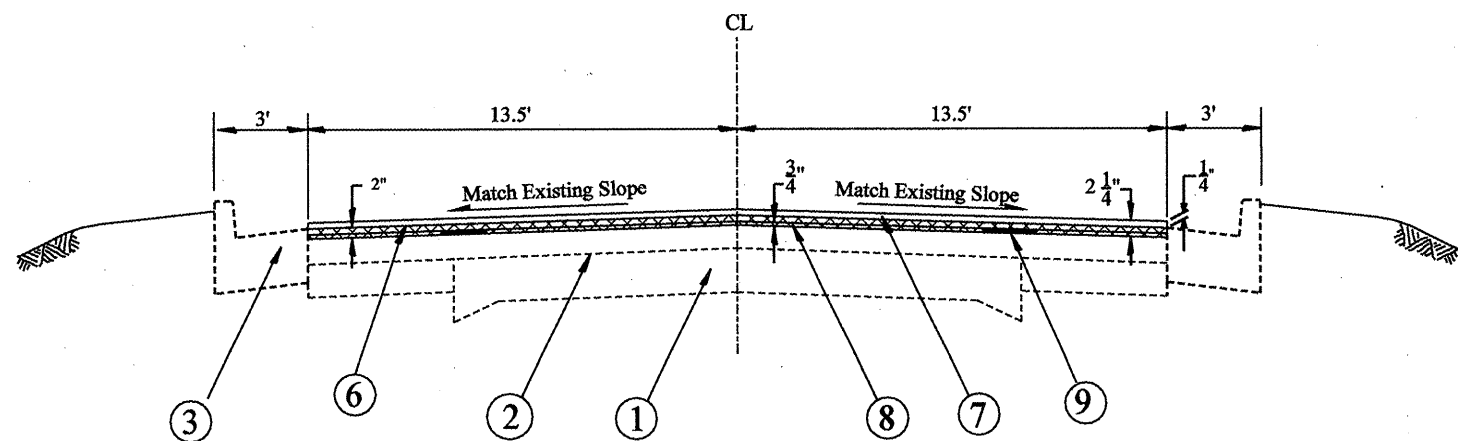
Δ NON-PART. (100% STATE) *SPECIALTY ITEM



STA 461+07 TO STA 490+65
 STA 534+40 TO STA 556+19
 STA EQ. 556+19 (BK) = 50+93 (AH)
 STA 50+93 TO STA 513+40

LEGEND

1. EXISTING PAVEMENT
2. EXISTING BITUMINOUS OVERLAY
3. EXISTING COMBINATION CURB AND GUTTER
4. EXISTING HOT-MIX ASPHALT SHOULDER
5. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
6. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2"
7. PROPOSED HOT-MIX ASPHALT SURFACES CSE, MIX D, N50, 1 1/2"
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) N50, 3/4"
9. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
10. PROPOSED AGGREGATE SHOULDER TYPE B (WEDGE)
11. PROPOSED HOT-MIX ASPHALT SHOULDER 8"



STA 490+65 TO STA 503+80 (Washburn)
 STA 512+25 TO STA 534+40 (Washburn)
 STA EQ. 556+19 (BK) = 50+93 (AH)
 STA 513+40 TO STA 528+45 (Metamora)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

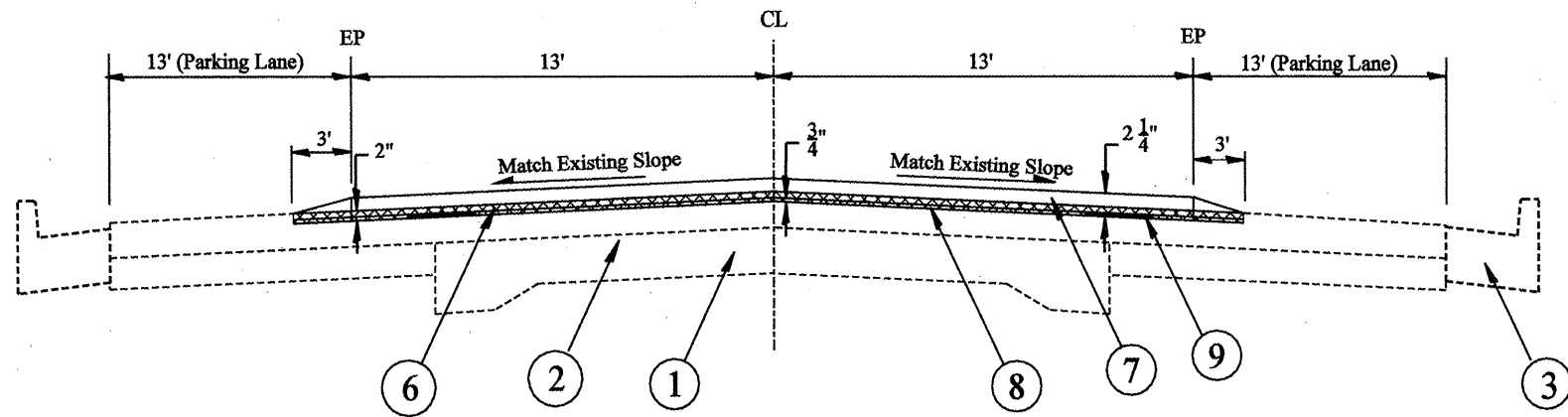
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F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	6
CONTRACT NO. 68960				
ILLINOIS FED. AID PROJECT				

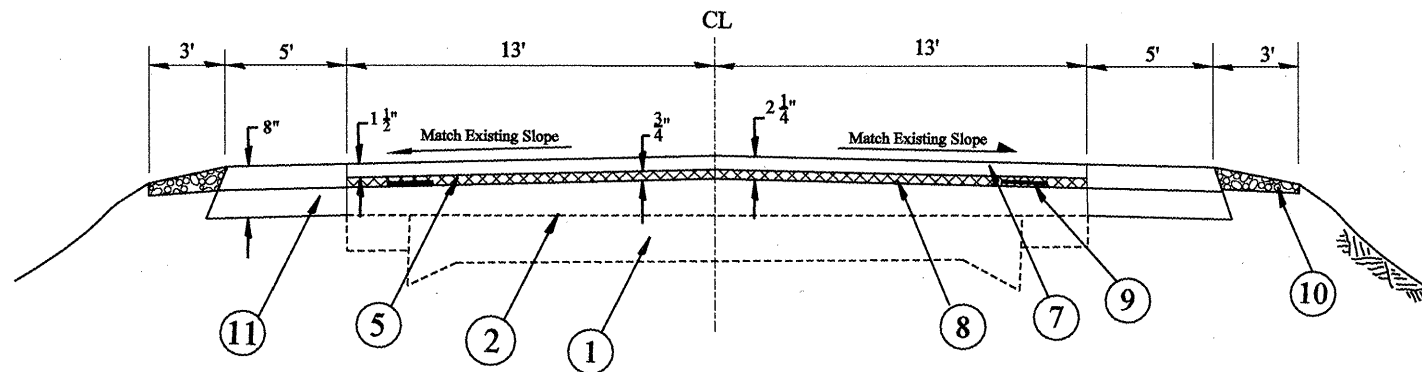
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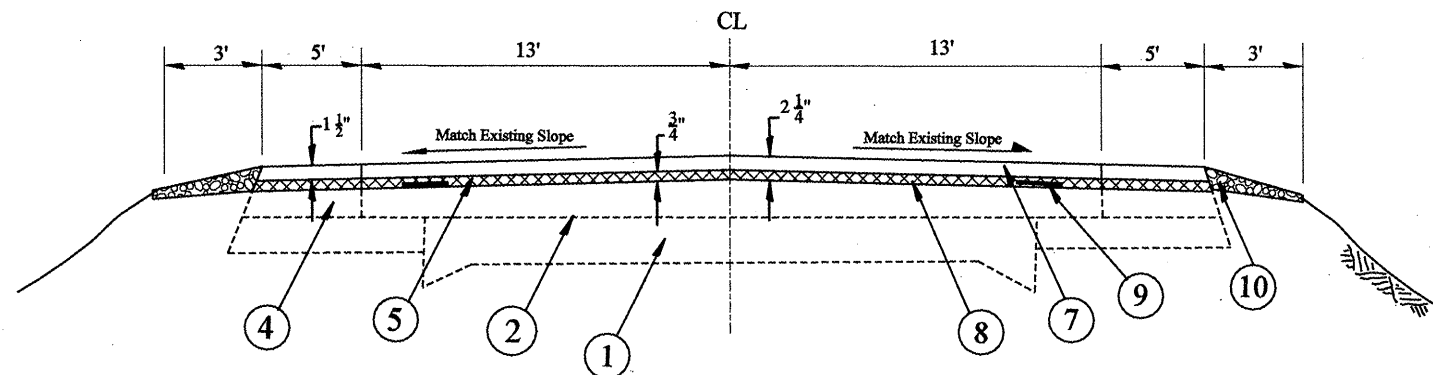
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CHECKED -	REVISED -
DATE -	REVISED -



STA 503+80 TO STA 512+25 (Washburn)



STA 193+90 TO STA 202+88
STA 202+88 TO STA 203+93 (LT BIT SHOULDER)

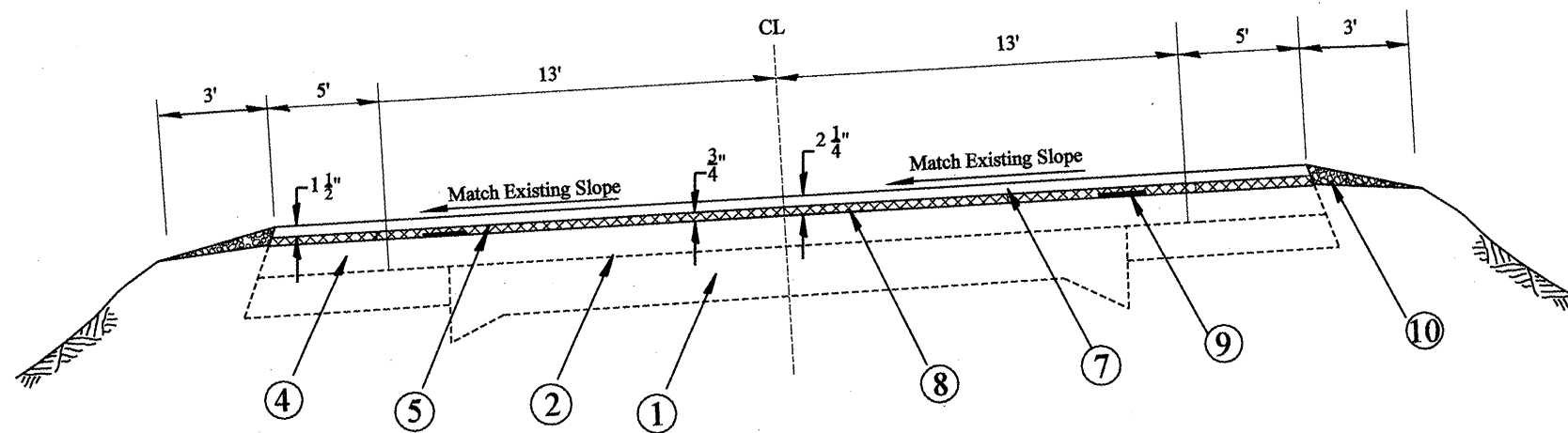


STA EQ. 556+19 (BK) = 50+93 (AH)
STA 202+88 TO STA 203+93 (RT BIT SHOULDER)
STA 203+93 TO STA 208+68
BRIDGE OMISSION: STA 208+68 TO STA 209+34
STA 209+34 TO STA 240+95
BRIDGE OMISSION: STA 240+95 TO STA 241+82
STA 241+82 TO STA 339+86

LEGEND

1. EXISTING PAVEMENT
2. EXISTING BITUMINOUS OVERLAY
3. EXISTING COMBINATION CURB AND GUTTER
4. EXISTING HOT-MIX ASPHALT SHOULDER
5. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, $\frac{3}{4}$ "
6. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2"
7. PROPOSED HOT-MIX ASPHALT SURFACES CSE, MIX D, N50, $1\frac{1}{2}$ "
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) N50, $\frac{3}{4}$ "
9. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
10. PROPOSED AGGREGATE SHOULDER TYPE B (WEDGE)
11. PROPOSED HOT-MIX ASPHALT SHOULDER 8"

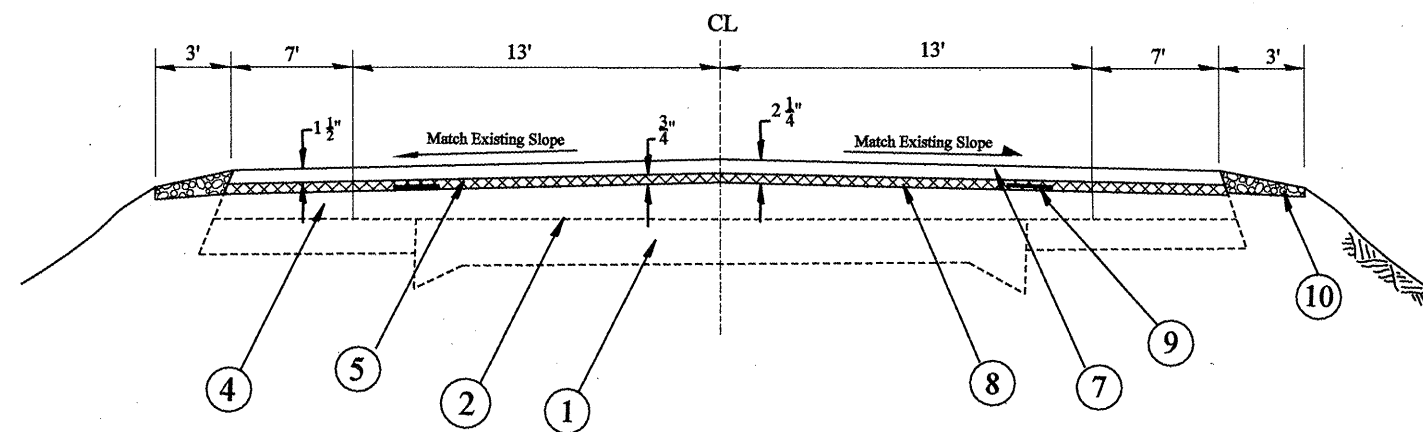
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	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -					648	(126,127) RS-3	WOODFORD & MARSHALL	22	7
PLOT DATE = 1/27/2010	CHECKED -	REVISED -	SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 68960						
	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									



STA EQ. 556+19 (BK) = 50+93 (AH)
 STA 194+01 TO STA 203+99.28
 STA 248+23.71 TO STA 258+36.29
 STA 281+07.33 TO STA 289+87.77
 STA 292+32.12 TO STA 302+02.18

LEGEND

1. EXISTING PAVEMENT
2. EXISTING BITUMINOUS OVERLAY
3. EXISTING COMBINATION CURB AND GUTTER
4. EXISTING HOT-MIX ASPHALT SHOULDER
5. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, $\frac{3}{4}$ "
6. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2"
7. PROPOSED HOT-MIX ASPHALT SURFACES CSE, MIX D, N50, $1\frac{1}{2}$ "
8. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) N50, $\frac{3}{4}$ "
9. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
10. PROPOSED AGGREGATE SHOULDER TYPE B (WEDGE)
11. PROPOSED HOT-MIX ASPHALT SHOULDER 8"



STA EQ. 556+19 (BK) = 50+93 (AH)
 STA 456+53 TO STA 463+60
 STA 463+60 TO STA 463+66 (Rt Bit Shoulder)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	8
CONTRACT NO. 68960				
ILLINOIS FED. AID PROJECT				

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USER NAME = mendezp.j
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 PLOT DATE = 1/27/2010

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL WIDTH	LENGTH	AREA	HOT-MX ASPHALT SURFACE REMOVAL BUTT JOINT	TEMPORARY RAMP	HOT-MX ASPHALT SURFACE REMOVAL 0.75 IN	HOT-MX ASPHALT SURFACE REMOVAL 2.0 IN	POL. BITUMINOUS MATERIALS PRIME COAT	AGGREGATE (PRIME COAT)	POL. LEVELING BINDER (MM) 0.75 IN	INCIDENTAL HOT-MX ASPHALT SURFACING	HOT-MX ASPHALT SURFACE CSE MX D, N50 1.5 IN	HOT-MX ASPHALT SURFACE COURSE MIX C, N30 BITUMINOUS SHOULDERS			
													LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
													SQ YD	TON	SQ YD	TON
STA 461 + 07 TO 461 + 37	26.00	30.00	86.67	86.67	14.44			0.05	0.26	3.65		7.32				
STA 461 + 37 TO 477 + 12	26.00	1,575.00	4,550.00			4,550.00		2.37	13.65	191.56		384.04				
STA 477 + 12 TO 490 + 65	26.00	1,353.00	3,908.67			3,908.67		2.03	11.73	164.56		329.91				
STA 490 + 65 TO 503 + 80	27.00	1,315.00	3,945.00				3,945.00	2.05	11.84	166.07		332.91				
STA 503 + 80 TO 512 + 25	32.00	845.00	3,004.44				3,044.44	1.56	9.01	126.43		253.36				
STA 512 + 25 TO 519 + 62	27.00	737.00	2,211.00				2,211.00	1.15	6.63	93.08		186.58				
BRIDGE OMISSION STA 519+62 to STA 523+13																
STA 523 + 13 TO 534 + 48	27.00	1,135.00	3,405.00				3,405.00	1.77	10.22	143.34		287.34				
STA 534 + 48 TO 556 + 19	26.00	2,171.00	6,271.78			6,271.78		3.26	18.82	264.05		529.36				
STA EQ 556+19 (BK) = 50+93 (AH)																
STA 50 + 93 TO 202 + 88	26.00	15,195.00	43,896.67			43,896.67		22.83	131.69	1,848.09		3,705.05				
STA 202 + 88 TO 203 + 93	26.00	105.00	303.33			361.67		0.18	1.03	12.77		25.60			58.33	7.49
STA 203 + 93 TO 208 + 38	26.00	445.00	1,285.56			1,780.00		0.87	4.85	54.12		108.51	247.22	31.73	247.22	31.73
STA 208 + 38 TO 208 + 68	26.00	30.00	86.67	86.67	14.44			0.60	0.33	3.65		7.32	16.67	2.14	16.67	2.14
BRIDGE OMISSION STA 208+68 to STA 209+34																
STA 209 + 34 TO 209 + 64	26.00	30.00	86.67	86.67	14.44			0.06	0.33	3.65		7.32	16.67	2.14	16.67	2.14
STA 209 + 64 TO 240 + 65	26.00	3,100.50	8,957.00			12,402.00		6.04	33.76	377.10		756.01	1,722.50	221.10	1,722.50	221.10
STA 240 + 65 TO 240 + 95	26.00	30.00	86.67	86.67	14.44			0.06	0.33	3.65		7.32	16.67	2.14	16.67	2.14
BRIDGE OMISSION STA 240+95 to STA 241+82																
STA 241 + 82 TO 242 + 12	26.00	30.00	86.67	86.67	14.44			0.06	0.33	3.65		7.32	16.67	2.14	16.67	2.14
STA 242 + 12 TO 339 + 86	26.00	9,774.00	28,236.00			39,096.00		19.03	106.43	1,188.76		2,383.23	5,430.00	697.01	5,430.00	697.01
STA 339 + 86 TO 370 + 61	26.00	3,075.00	8,883.33			8,883.33		4.62	26.65	374.00		749.79				
STA 370 + 61 TO 370 + 91	26.00	30.00	86.67	86.67	14.44			0.05	0.26	3.65		7.32				
BRIDGE OMISSION STA 370+91 to STA 371+17																
STA 371 + 17 TO 371 + 47	26.00	30.00	86.67	86.67	14.44			0.05	0.26	3.65		7.32				
STA 371 + 47 TO 456 + 53	26.00	8,506.00	24,572.89			24,572.89		12.78	73.72	1,034.54		2,074.05				
STA 456 + 53 TO 463 + 60	26.00	707.00	2,042.44			3,142.22		1.50	8.33	85.99		172.39	549.89	70.21	549.89	70.21
STA 463 + 60 TO 463 + 66	26.00	6.00	17.33			22.00		0.01	0.06	0.73		1.46			4.67	0.60
STA 463 + 66 TO 513 + 40	26.00	4,974.00	14,369.33			14,369.33		7.47	43.11	604.96		1,212.83				
STA 513 + 40 TO 528 + 15	27.00	1,475.00	4,425.00				4,425.00	2.30	13.28	186.28		373.42				
STA 528 + 15 TO 528 + 45	26.00	30.00	86.67	86.67	14.44			0.05	0.26	3.65		7.32				
SUB-TOTAL				693	116	163,257	17,030	93	527	6,946	0	13,924	8,016	1,029	8,079	1,037

SURFACE TYPE	BIT PR COAT (GAL/SQ YD)	AGG PR COAT (LB/SQ YD)
COLD MILLED SURFACES	0.1	4
EXISTING PAVEMENT	0.05	4
NEW BITUMINOUS COURSES	0.03	2

SURFACE TYPE	CONVERSION FACTOR
BIT. SURF. COURSES	112 LB /SQ YD/IN
ALL OTHER BIT.	112 LB /SQ YD/IN
AGGREGATE SHOULDERS	2.05 TONS/CUYD

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL WIDTH FT	LENGTH FT	AREA SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT SQ YD	TEMPORARY RAMP SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL 0.75 IN SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL 2.0 IN SQ YD	POL. BITUMINOUS MATERIALS PRIME COAT TON	AGGREGATE (PRIME COAT) TON	POL. LEVELING BINDER (MM) 0.75 IN TON	INCIDENTAL HOT-MIX ASPHALT SURFACING	HOT-MIX ASPHALT SURFACE CSE MIX D, N50 1.5 IN TON	HOT-MIX ASPHALT SURFACE COURSE MIX C, N30			
													BITUMINOUS SHOULDERS			
													LEFT AREA SQ YD	LEFT SIDE TON	RIGHT AREA SQ YD	RIGHT SIDE TON
SIDE ROADS																
2300 N RD		12.00	349.64	349.64	143.89			0.18	1.05		36.71					
MADISON ST (1)		21.00	104.47	104.47	13.33			0.05	0.31		10.97					
STATE ST (1)		109.00	169.39	63.11	15.89	106.28		0.09	0.51		17.79					
JEFFERSON ST		131.00	252.08	82.46	17.50	169.62		0.13	0.76		26.47					
WOODFORD ST (1)		21.00	69.12	64.35	11.67	4.77		0.04	0.21		7.26					
WOODFORD ST (2)		17.00	52.40	52.40	11.39			0.03	0.16		5.50					
WATER ST (1)		18.00	68.90	68.90	16.67			0.04	0.21		7.23					
WATER ST (2)		18.00	53.81	53.81	10.56			0.03	0.16		5.65					
CHURCH ST (1)		19.00	79.33	79.33	16.67			0.04	0.24		8.33					
CHURCH ST (2)		19.50	60.89	60.89	11.39			0.03	0.18		6.39					
MAGNOLIA ST (1)		13.00	42.91	42.91	11.39			0.02	0.13		4.51					
MAGNOLIA ST (2)		24.50	79.10	58.82	11.67	20.27		0.04	0.24		8.31					
CHESNUT ST (1)		23.50	71.99	58.52	12.78	14.14		0.04	0.22		7.56					
CHESNUT ST (2)		24.00	85.76	71.11	17.78	14.65		0.04	0.26		9.01					
WALNUT ST (1)		27.00	111.19	82.22	20.56	28.97		0.06	0.33		11.68					
WALNUT ST (2)		10.50	41.28	41.28	16.67			0.02	0.12		4.33					
MADISON ST (2)		5.00	42.52	42.52	22.23			0.02	0.13		4.46					
MAPLE ST		12.00	109.82	109.82	33.06			0.06	0.33		11.53					
PARKSIDE RD		5.00	49.54	49.54	26.17			0.03	0.15		5.20					
MEMORIAL PARK		5.00	26.29	26.29	12.47			0.01	0.08		2.76					
PARKVIEW CIR (1)		24.50	70.98	51.26	9.44	19.72		0.04	0.21		7.45					
PARKVIEW CIR (2)		18.50	63.49	63.49	10.56			0.03	0.19		6.67					
MAIN ST (1)		41.00	172.37	59.99	13.33	112.38		0.09	0.52		18.10					
HILCREST ST		24.50	84.97	60.69	10.28	24.28		0.04	0.25		8.92					
SNIDER COURT		47.00	226.47	60.01	12.50	166.45		0.12	0.68		23.78					
2200 N RD		22.00	103.47	87.55	13.33	15.91		0.05	0.31		10.86					
2100 N RD (1)		26.50	118.83	73.15	11.67	45.68		0.06	0.36		12.48					
2100 N RD (2)		29.00	116.87	63.71	11.67	53.16		0.06	0.35		12.27					
CLARK ST (1)		53.00	493.18	112.65	23.33	380.53		0.26	1.48		51.78					
CLARK ST (2)		41.00	242.69	73.77	14.44	168.92		0.13	0.73		25.48					
BANTA RD		42.50	217.91	67.37	13.89	150.54		0.11	0.65		22.88					
STATE ST (2)		26.00	304.19	224.36	51.67	79.82		0.16	0.91		31.94					
MAIN ST (2)		34.00	167.41	66.92	12.22	100.49		0.09	0.50		17.58					
MAIN ST (3)		30.00	160.52	81.30	14.17	79.22		0.08	0.48		16.85					
BLACK PARTRIDGE (1)		29.00	96.32	53.99	10.56	42.33		0.05	0.29		10.11					
BLACK PARTRIDGE (2)		35.00	184.90	71.21	12.78	113.69		0.10	0.55		19.41					
1675 N RD (1)		19.00	77.88	77.88	16.11			0.04	0.23		8.18					
1675 N RD (2)		33.00	154.35	61.64	10.56	92.71		0.08	0.46		16.21					
1600 N RD (1)		35.00	193.29	72.26	13.89	121.03		0.10	0.58		20.30					
1600 N RD (2)		26.00	128.82	80.95	13.89	47.87		0.07	0.39		13.53					
1500 N RD (1)		36.00	158.07	62.66	13.89	95.41		0.08	0.47		16.60					
1500 N RD (2)		31.00	141.96	75.26	16.11	66.71		0.07	0.43		14.91					
WEIDMAN ST		24.00	280.00	226.82	52.22	53.18		0.15	0.84		29.40					
MADISON ST (3)		31.00	160.71	81.42	16.67	79.29		0.08	0.48		16.87					
MADISON ST (4)		32.50	179.88	81.23	16.11	98.65		0.09	0.54		18.89					
MONROE ST (1)		31.50	159.68	79.54	16.67	80.15		0.08	0.48		16.77					
MONROE ST (2)		30.00	154.80	82.25	16.67	72.55		0.08	0.46		16.25					
CHATHAM ST (1)		36.00	167.01	64.16	13.33	102.85		0.09	0.50		17.54					
CHATHAM ST (2)		31.00	161.80	81.54	16.67	80.26		0.08	0.49		16.99					
PARTRIDGE ST (1)		7.50	65.33	65.33	27.22			0.03	0.20		6.86					
PARTRIDGE ST (2)		16.50	96.69	96.69	18.33			0.05	0.29		10.15					
ENTRANCES																
C.E. & P.E. (44 TOTAL)			1,726.83					0.90	5.18		86.29					
MAILBOX TURNOUTS (7 TOTAL)			565.56					0.29	1.70		71.26					
MAILBOX TURNOUTS + ENTRANCE (9 TOTAL)			589.40					0.31	1.77		74.26					
SUB-TOTAL				4,123	978	2,902	0	5	30	0	969	0	0	0	0	
SUB-TOTAL (FROM SHEET 1)				693	116	163,257	17,030	93	527	6,946	0	13,924	8,016	1,029	8,079	1,037
GRAND-TOTAL				4,817	1,093	166,159	17,030	98	557	6,946	969	13,924	8,016	1,029	8,079	1,037
												TOTAL	16,096	2,066		

RAISED REFLECTIVE PAVEMENT MARKERS	
LOCATION STATION TO STATION	78100100 EACH
STA 461+07 TO STA 469+36	10
STA 469+36 TO STA 477+12	19
STA 477+12 TO STA 479+55.9	6
STA 479+55.9 TO STA 488+33	11
STA 488+33 TO STA 492+37	10
STA 492+37 TO STA 509+09	21
STA 509+09 TO STA 515+44	16
STA 515+44 TO STA 532+70.55	22
STA 532+70.55 TO STA 545+05.45	31
STA 545+05.45 TO STA 556+19	14
STA EQ 556+19 = 50+93	
STA 50+93 TO STA 248+23.71	247
STA 248+23.71 TO STA 258+36.29	25
STA 258+36.29 TO STA 281+07.33	28
STA 281+07.33 TO STA 289+87.77	22
STA 289+87.77 TO STA 582+45	366
TOTAL	848

SHOULDER RUMBLE STRIPS		
LOCATION STATION TO STATION	LENGTH FOOT	64200105 FOOT
LT&RT STA 193+90 TO STA 339+86	29,192.0	29,192.0
TOTAL		29,192

AGGREGATE SHOULDER, TYPE B		
LOCATION STATION TO STATION	LENGTH FOOT	48101200 TON
LT&RT STA 461+07 TO STA 556+19	9,512.00	586
STA EQ 556+19 = 50+93		
LT&RT STA 50+93 TO STA 513+40	46,247.00	2851
TOTAL		3,438

CLASS D PATCHES, 14 INCH			
LOCATION FROM TO	44201815 TYPE II (SQ YD)	44201819 TYPE III (SQ YD)	44201821 TYPE IV (SQ YD)
120' N OF IL116/IL89 TO MADISON ST	49	23	87
MADISON ST TO 1500N RD	468	17	144
1500N RD TO 1600N RD	272	237	1,676
1600N RD TO 1675N RD	358	173	316
1675N RD TO BLACK PARTRIDGE ST	352	156	0
BLACK PARTRIDGE TO MAIN ST(CAZENOVIA)	347	35	0
MAIN ST(CAZENOVIA) TO BANTA RD	439	104	173
BANTA RD TO CLARK ST	312	173	289
CLARK ST TO 2100N RD	696	104	0
2100N RD TO 2200N RD	416	116	213
2200N RD TO END OF PROJECT	497	0	40
TOTAL	4,206	1,138	2,918

STRIP REFLECTIVE CRACK CONTROL	
LOCATION STATION TO STATION	44300200 FT
STA 461+07 TO STA 477+12	1,605
STA 477+12 TO STA 556+19	7,907
STA EQ 556+19 = 50+93	
STA 50+93 TO STA 528+45	47,752
SUB-TOTAL	57,264
TOTAL (Entire Project)	85,896

RAISED REFLECTIVE PAVEMENT MARKERS REMOVAL	
LOCATION STATION TO STATION	78300200 EACH
ENTIRE PROJECT	670
TOTAL	670

MOBILIZATION	
LOCATION	67100100 L SUM
ENTIRE PROJECT	1
TOTAL	1

CONSTRUCTING TEST STRIP	
LOCATION	40600895 EACH
ENTIRE PROJECT	1
TOTAL	1

HOT-MIX ASPHALT SHOULDER, 8"			
LOCATION STATION TO STATION	WIDTH FT	AREA SQ FT	48203029 SQ YD
STA EQ 556+19 = 50+93			
LT&RT STA 193+90 TO STA 202+88	5	8,980.00	997.78
LT STA 202+88 TO STA 203+93	5	525	58.33
TOTAL			1,056

TRAFFIC CONTROL SCHEDULE			
LOCATION	70100500 TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 L SUM	70100460 TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 L SUM	70100600 TRAFFIC CONTROL AND PROTECTION, STANDARD 701336 L SUM
ENTIRE PROJECT	1	1	1
TOTALS	1	1	1

MOWING	
LOCATION	X2503100 UNIT
ENTIRE PROJECT	568
TOTAL	568

FILE NAME =
0468960-shr-plan.dgn

USER NAME = mendej
DESIGNED -
DRAWN -
PLOT SCALE = 1/8" = 100.0000' / IN.
CHECKED -
PLOT DATE = 1/12/2010
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	11
CONTRACT NO. 68960				
ILLINOIS FED. AID PROJECT				

SHORT-TERM PAVEMENT MARKING		
LOCATION STATION	LENGTH FOOT	70300100 FOOT
STA 461+07 TO STA 477+12	1,605	803
STA 477+12 TO STA 556+19	7,907	3,954
STA EQ 556+19 = 50+93		
STA 50+93 TO STA 528+45	47,752	23,876
TOTAL		28,632

* Note: 5 Applications

WORK ZONE PAVEMENT MARKING REMOVAL	
LOCATION	70301000 SQ FT
ENTIRE PROJECT	1,909
TOTAL	1,909

TEMPORARY PAVEMENT MARKING - LINE 6"		
EPOXY PAVEMENT MARKING - LINE 6"		
LOCATION	LENGTH FOOT	QUANTITY FOOT
CROSSWALK LT OF CHATHAM ST(1)	77	77
TOTAL		77

TEMPORARY PAVEMENT MARKING - LINE 12"		
EPOXY PAVEMENT MARKING - LINE 12"		
LOCATION	LENGTH FOOT	QUANTITY FOOT
CROSSWALK LT OF CHATHAM ST(1)	71.5	71.5
TOTAL		71.5

MATERIAL TRANSFER DEVICE	
LOCATION	X0322729 TON
ENTIRE PROJECT	13,998
TOTAL	13,998

ENGINEER'S FIELD OFFICE	
LOCATION	67000400 CAL MO
JOBSITE	4
TOTAL	4

TEMPORARY PAVEMENT MARKING - LINE 4"						
EPOXY PAVEMENT MARKING - LINE 4"						
LOCATION STATION TO STATION	NO PASSING ZONE	LENGTH FOOT	WHITE SOLID LINE FOOT	YELLOW SKIP DASH FOOT	YELLOW SOLID FOOT	DOUBLE YELLOW FOOT
STA 461+07 TO STA 477+12		1,605	3,210			3,210
STA 477+12 TO STA 479+56		244	488			488
STA 479+56 TO STA 490+65	LT	1,109	2,218	280	1,109	
STA 490+65 TO STA 525+13		3,448	6,896	860		
STA 525+13 TO STA 533+67	RT	854	1,708	210	854	
STA 533+67 TO STA 541+52		785	1,570			1,570
STA 541+52 TO STA 552+64	LT	1,112	2,224	280	1,112	
STA 552+64 TO STA 556+19		355	710	90		
STA EQ 556+19 = 50+93						
STA 50+93 TO STA 114+41		6,348	12,696	1,590		
STA 114+41 TO STA 123+70	RT	929	1,858	230	929	
STA 123+70 TO STA 133+50	LT	980	1,960	250	980	
STA 133+50 TO STA 144+04		1,054	2,108	260		
STA 144+04 TO STA 152+00	RT	796	1,592	200	796	
STA 152+00 TO STA 160+00		800	1,600			1,600
STA 160+00 TO STA 170+00	LT	1,000	2,000	250	1,000	
STA 170+00 TO STA 190+00		2,000	4,000	500		
STA 190+00 TO STA 199+20	RT	920	1,840	230	920	
STA 199+20 TO STA 204+39		519	1,038			1,038
STA 204+39 TO STA 211+00	LT	661	1,322	170	661	
STA 211+00 TO STA 217+12		612	1,224	150		
STA 217+12 TO STA 226+50	RT	938	1,876	240	938	
STA 226+50 TO STA 228+75		225	450			450
STA 228+75 TO STA 237+90	LT	915	1,830	230	915	
STA 237+90 TO STA 239+60		170	340	40		
STA 239+60 TO STA 244+20	RT	460	920	120	460	
STA 244+20 TO STA 256+40		1,220	2,440			2,440
STA 256+40 TO STA 265+00	LT	860	1,720	220	860	
STA 265+00 TO STA 273+70		840	1,680	210		
STA 273+40 TO STA 282+20	RT	880	1,760	220	880	
STA 282+20 TO STA 286+10		390	780			780
STA 286+10 TO STA 296+91	LT	1,081	2,162	270	1,081	
STA 296+91 TO STA 373+03		7,612	15,224	1,900		
STA 373+03 TO STA 380+80	RT	777	1,554	190	777	
STA 380+80 TO STA 382+00		120	240	30		
STA 382+00 TO STA 389+25	LT	785	1,570	200	785	
STA 389+25 TO STA 444+00		5,475	10,950	1,370		
STA 444+00 TO STA 450+08	RT	608	1,216	150	608	
STA 450+08 TO STA 451+25		117	234	30		
STA 451+25 TO STA 466+52	LT	1,527	3,054	380	1,527	
STA 466+52 TO STA 528+45		6,193	12,386	1,550		
			0			
SUB-TOTAL			102,262	10,970	15,665	11,576
TOTAL						140,473

FILE NAME = 0468968-shr-plan.dgn

USER NAME = mendezp.j

PLOT SCALE = 100.0000' / IN.
PLOT DATE = 1/27/2010

DESIGNED -
DRAWN -
CHECKED -
DATE -

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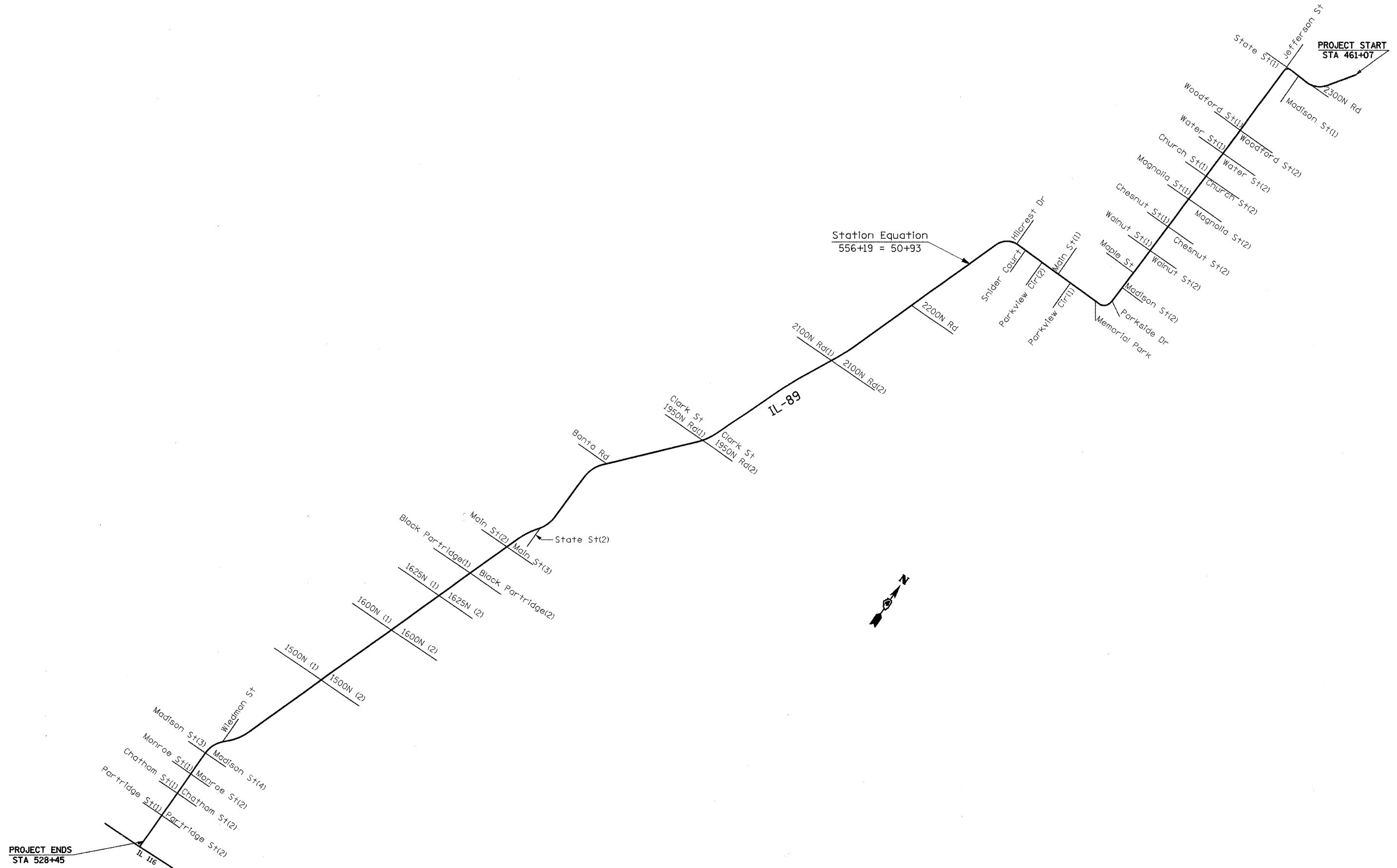
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	12

CONTRACT NO. 68960
ILLINOIS FED. AID PROJECT

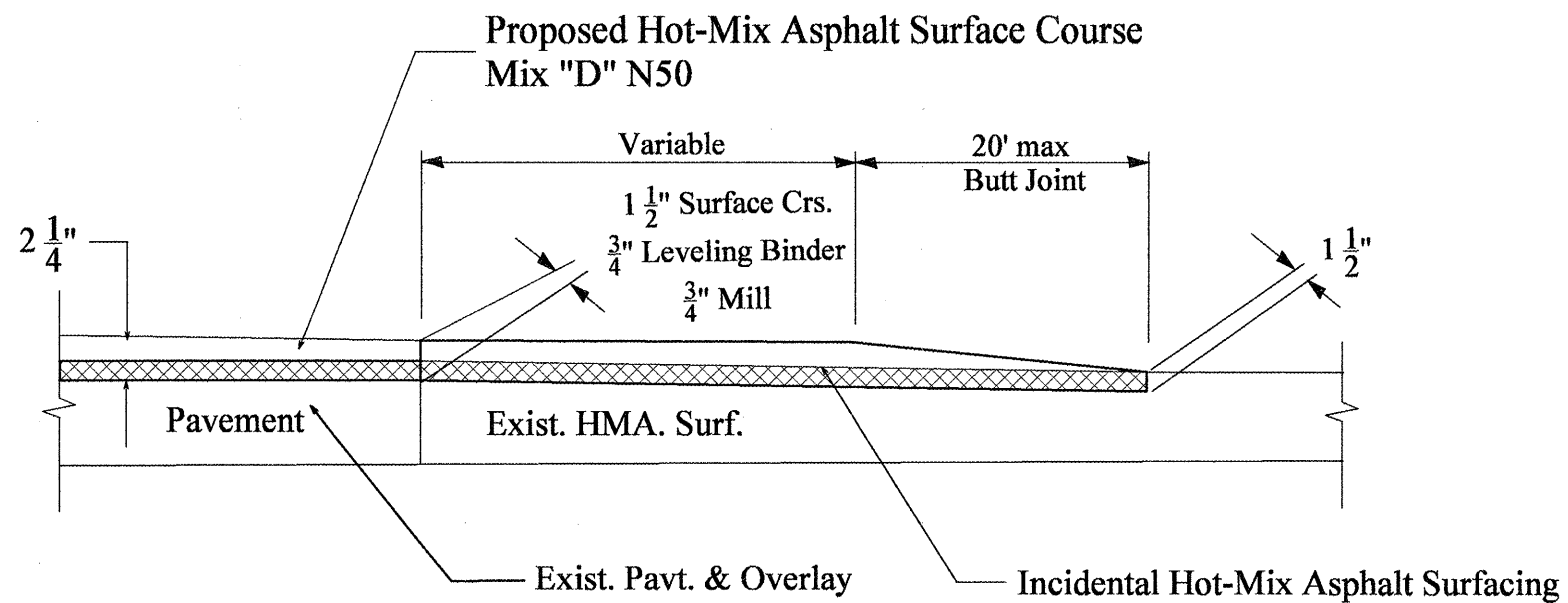


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	PLLOT DATE = 1/12/2010	DATE -	REVISED -

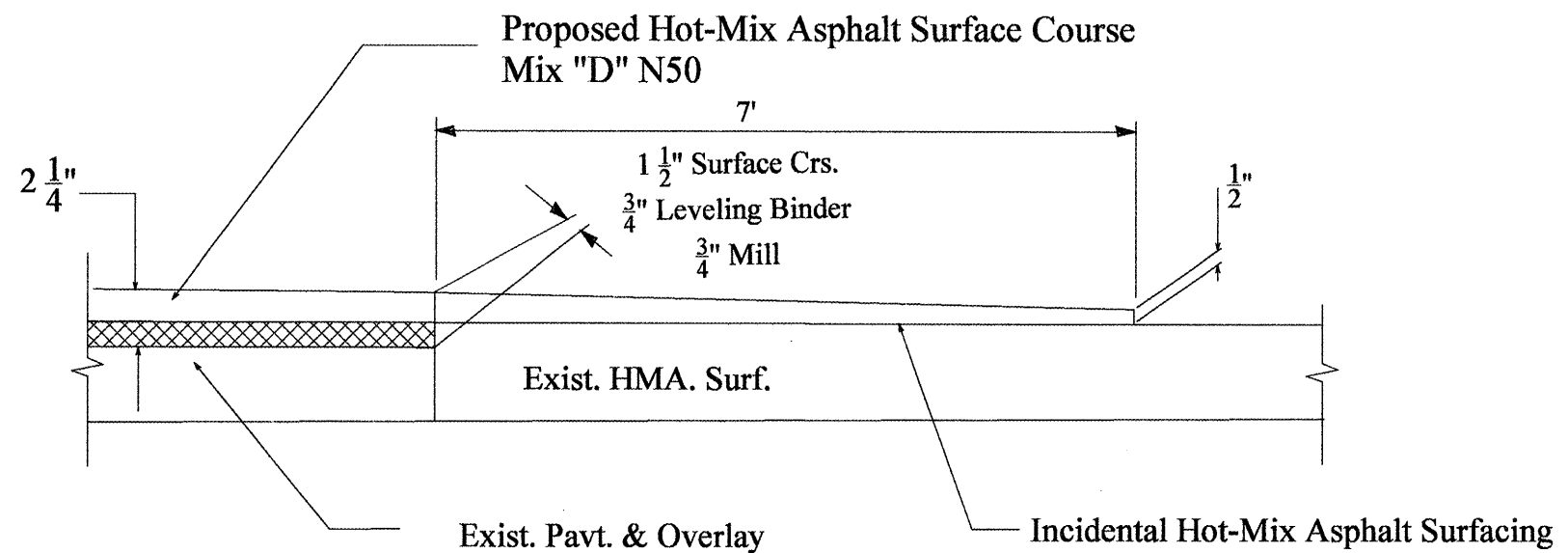
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LINE DIAGRAM			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE. 648	SECTION (126,127) RS-3	COUNTIES WOODFORD & MARSHALL	TOTAL SHEETS 22	SHEET NO. 13
CONTRACT NO. 68960				
ILLINOIS FED. AID PROJECT				



SIDEROADS DETAIL



ENTRANCES

FILE NAME =
D468960-sht-plan.dgn

USER NAME = mendexpj
PLOT SCALE = 100.0000' / IN.
PLOT DATE = 1/12/2010

DESIGNED -
DRAWN -
CHECKED -
DATE -

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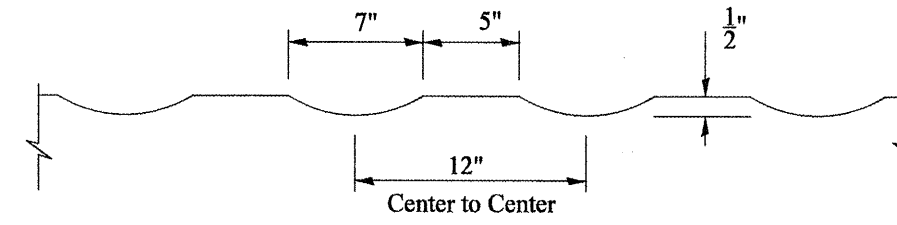
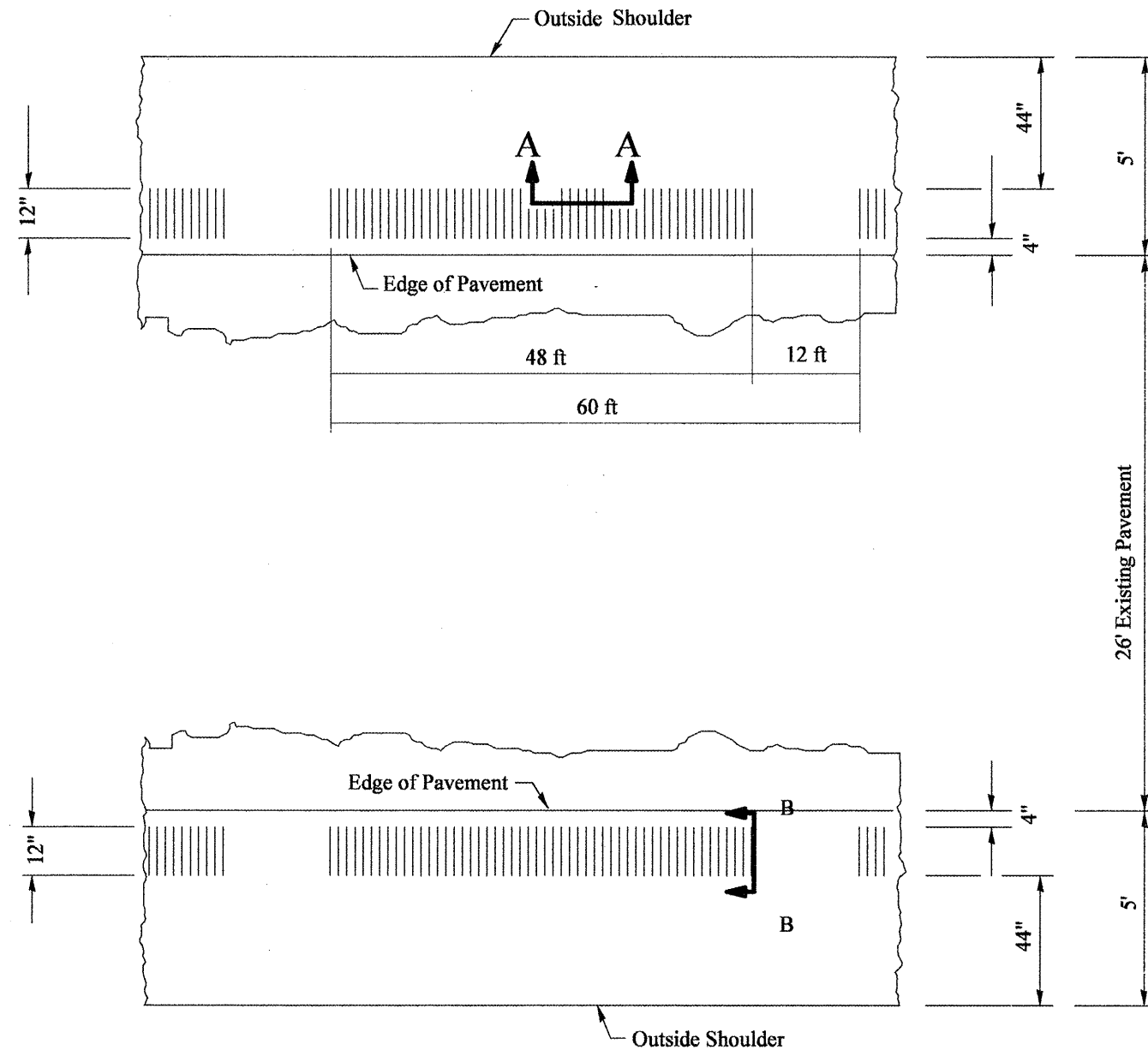
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIDE ROAD, ENTRANCES & MAILBOX TURNOUT DETAIL
SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

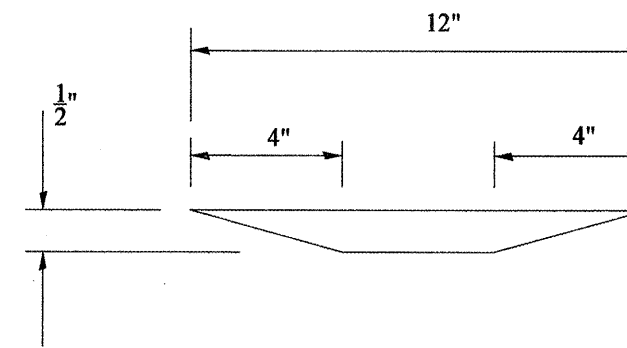
F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	14
CONTRACT NO. 68960				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. THIS STANDARD GIVES CONSTRUCTION INSTALLATION DETAILS ONLY AND DOES NOT DETERMINE WHEN OR WHERE RUMBLE STRIPS ARE TO BE USED.
2. RUMBLE STRIPS SHALL BE OMITTED AT TURN AND AUXILIARY LANES, ROAD APPROACHES, RESIDENCE, 250 FT. BEFORE ROAD INTERSECTIONS, AND OTHER INTERRUPTIONS AS DIRECTED BY THE PROJECT ENGINEER.



SECTION A-A
(Not to Scale)



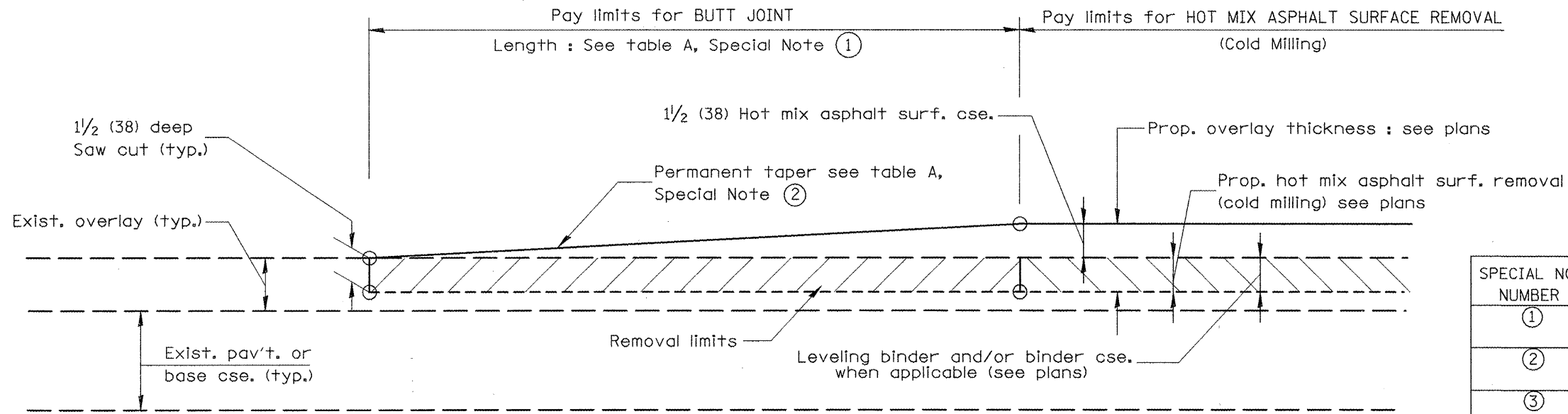
SECTION B-B
(Not to Scale)

INTERMITTENT RUMBLE STRIP

(Not to Scale)

FILE NAME = D468960-sht-plan.dgn	USER NAME = mendezipj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERMITTENT RUMBLE STRIP DETAIL			F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -					648	(126,127) RS-3	WOODFORD & MARSHALL	22	15
PLOT DATE = 1/12/2010	CHECKED -	REVISIED -	REVISIED -	SCALE: NONE	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 68960 ILLINOIS FED. AID PROJECT		

DESIGNER NOTES:
 1. Include District Special Provision for Butt Joints & for Hot Mix Asphalt Removal (Cold Milling).
 2. The butt joints pay item includes the saw cut & temporary ramp. Payment for the Butt Joint applies whether or not the project features Hot Mix Asphalt Removal (Cold Milling).



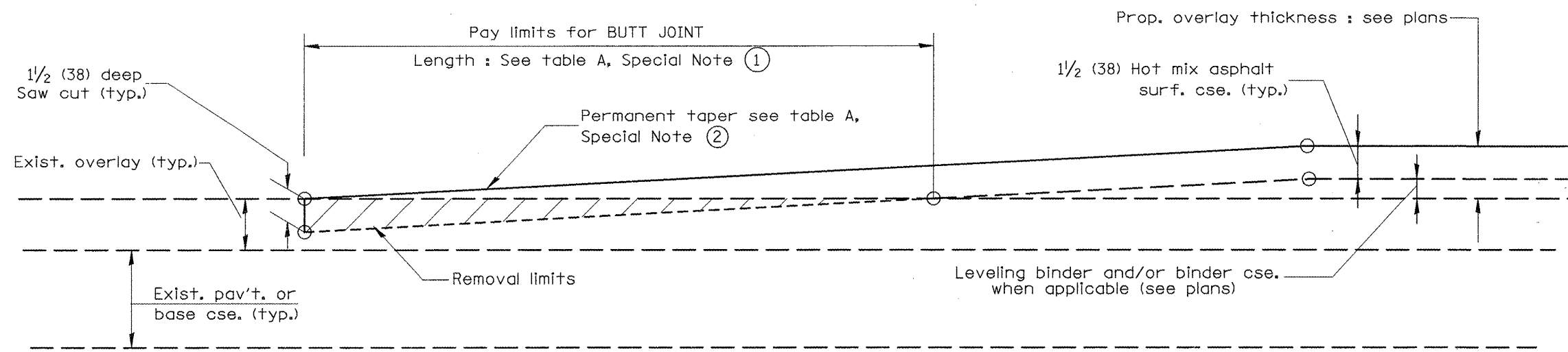
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	LENGTH OF BUTT JOINT	60'(18.0 m)	30'(9.0 m)
②	PERMANENT TAPER RATE	1:480	1:240
③	TEMPORARY RAMP TAPER RATE	1:80	1:40
④	TEMPORARY RAMP LENGTH	10'(3.0 m)	5'(1.5 m)
⑤	LENGTH OF BUTT JOINT	10'(3.0 m)	10'(3.0 m)

GENERAL NOTES

- The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
- The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
- The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.



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

All dimensions are in inches (millimeters) unless otherwise noted.

01-01-97	RENUM. C-23.01, NEW REVISION BOX	T.P.			
04-01-97	CORRECTION TO DEPTH	J.A.			
09-15-05	REVISED DESIGNER NOTE	M.M.A.			
10-16-06	REVISED TO 2007 SPEC.	M.A.			

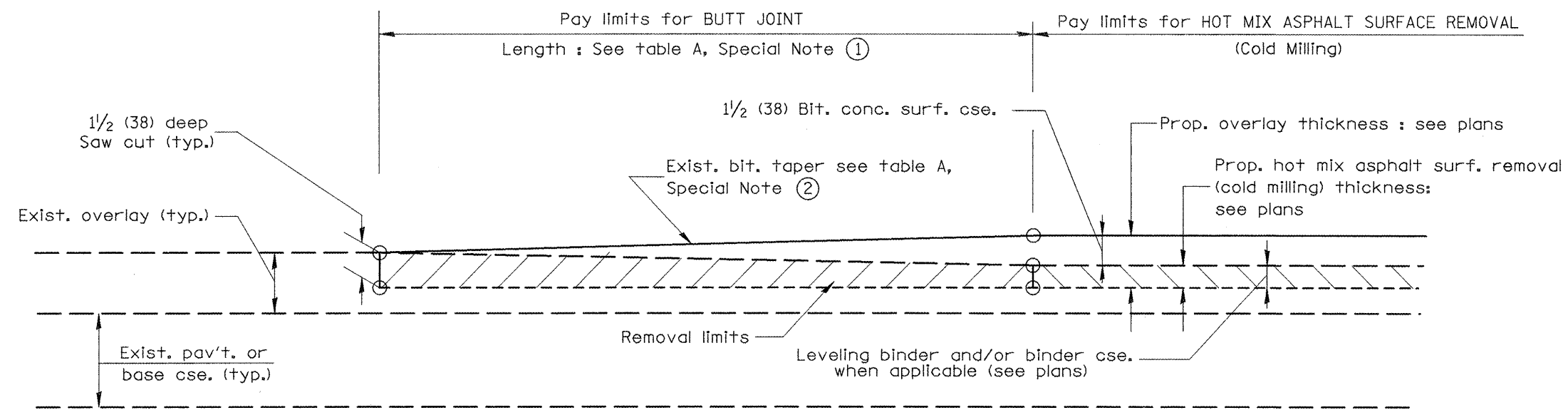
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

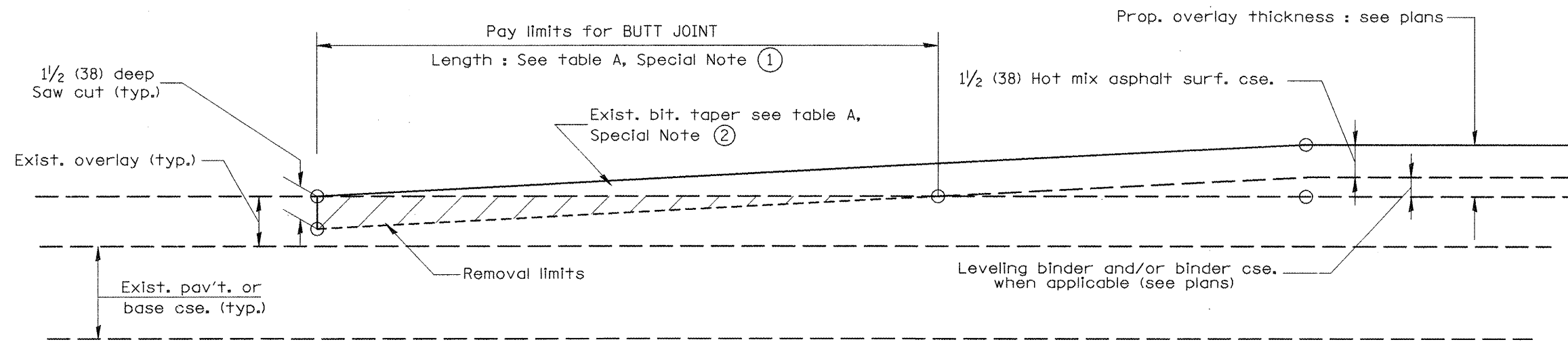
NOT TO SCALE

SHT. 1 OF 3
CADD STD. 406101-D4

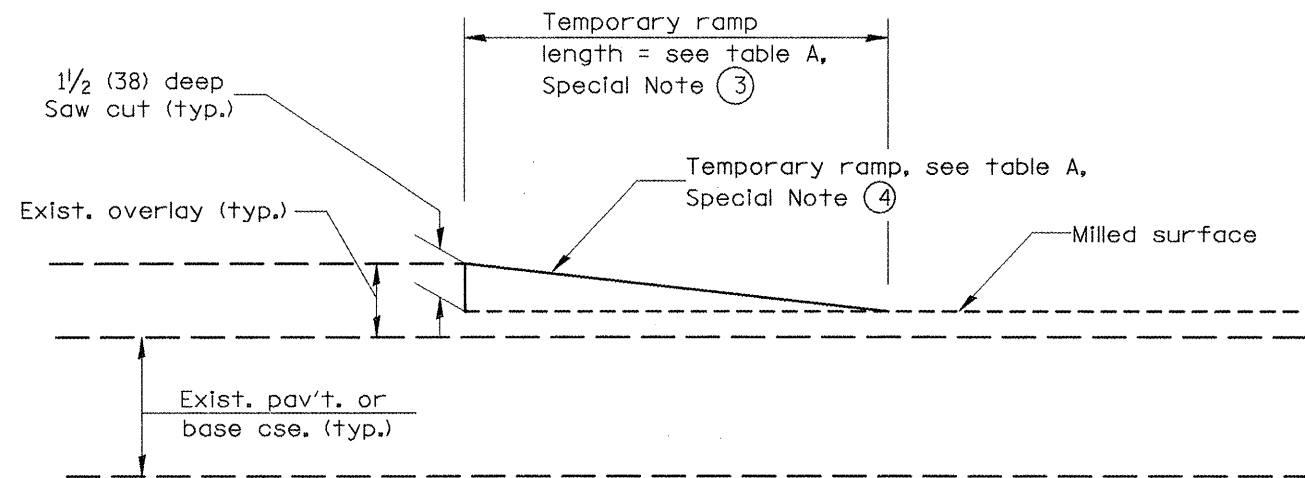
F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	16
CONTRACT NO. 68960				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



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



**CASE 4 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



DETAIL TEMPORARY RAMP

All dimensions are in inches (millimeters) unless otherwise noted.

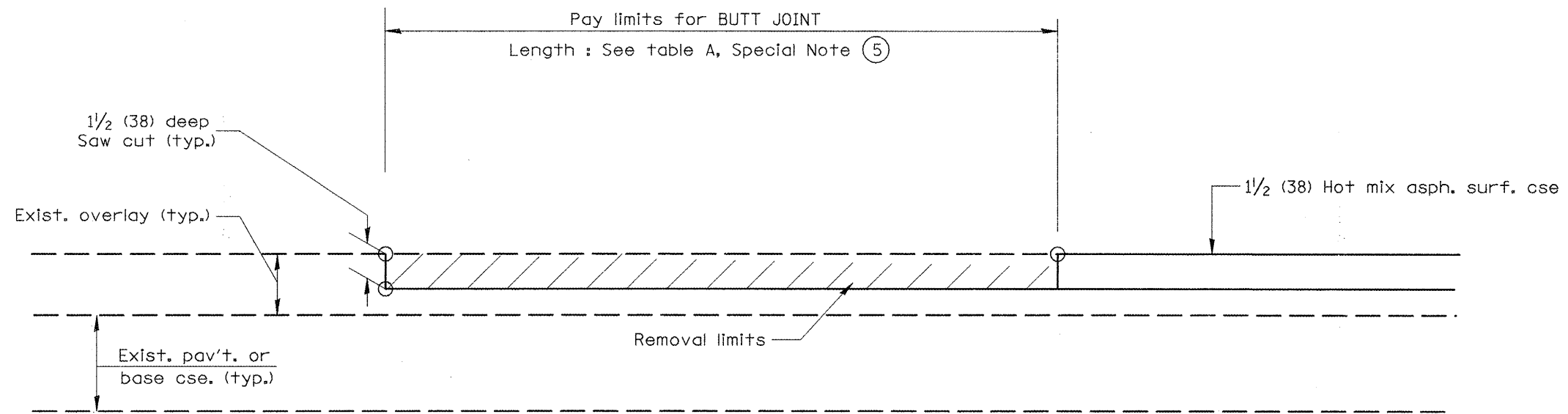
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

NOT TO SCALE

SHT. 2 OF 3
CADD STD. 406101-D4

F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	17
CONTRACT NO. 68960				
ILLINOIS FED. AID PROJECT				



**CASE 5 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**

All dimensions are in inches (millimeters) unless otherwise noted.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

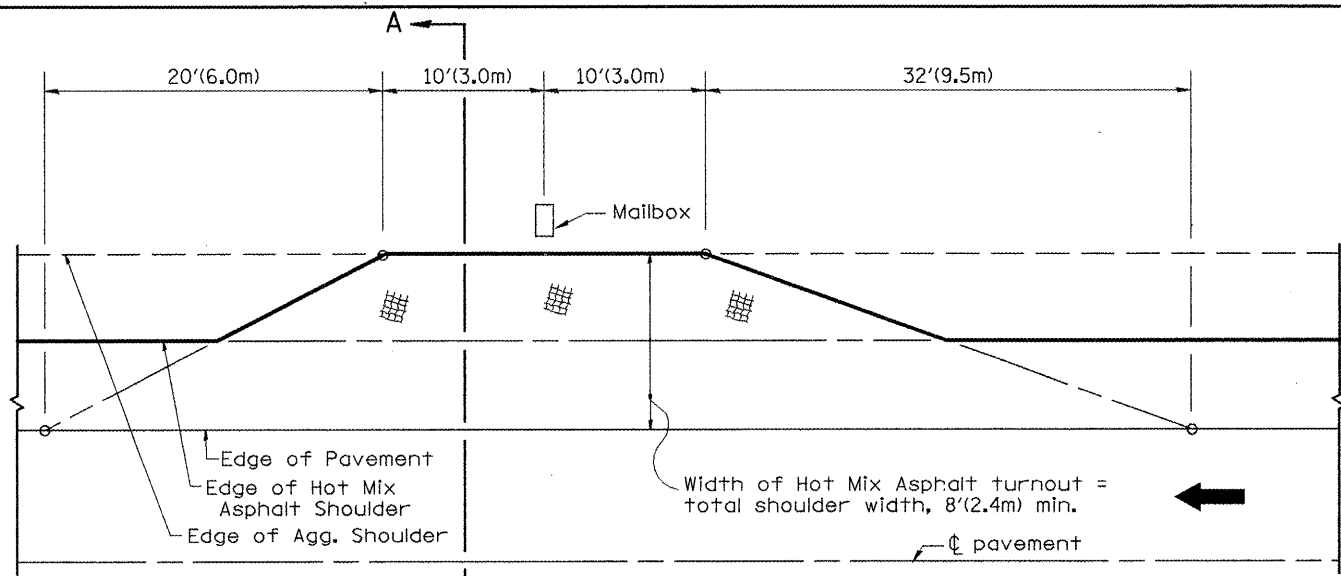
BUTT JOINTS

NOT TO SCALE

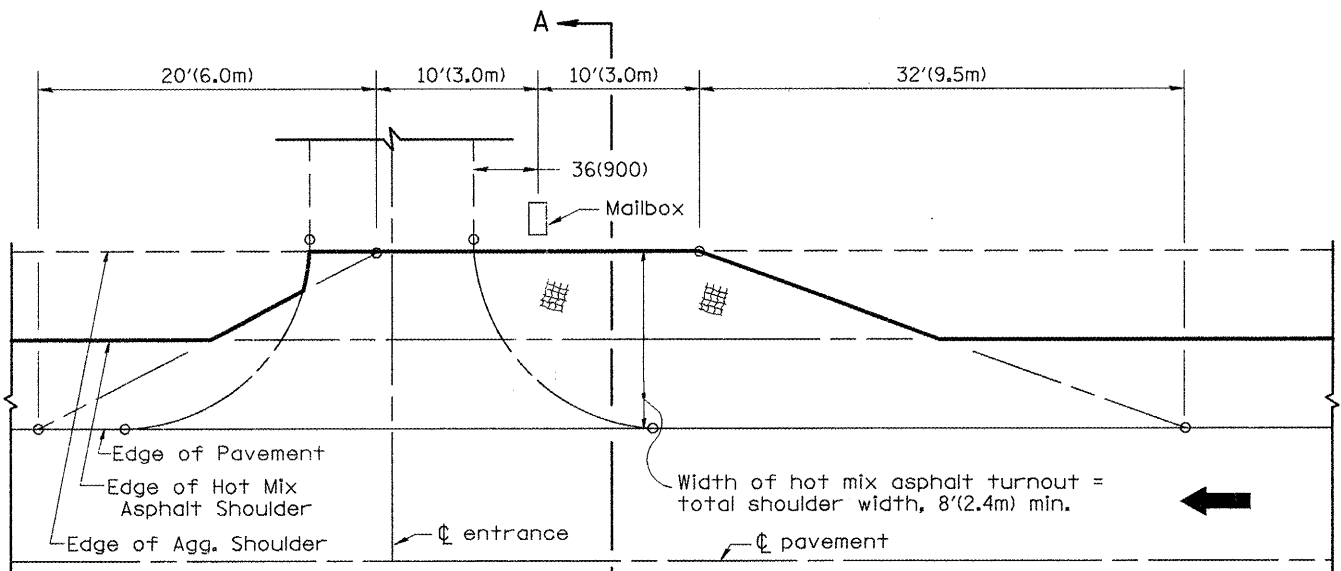
SHT. 3 OF 3
CADD STD. 406101-D4

F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	18
CONTRACT NO. 68960				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

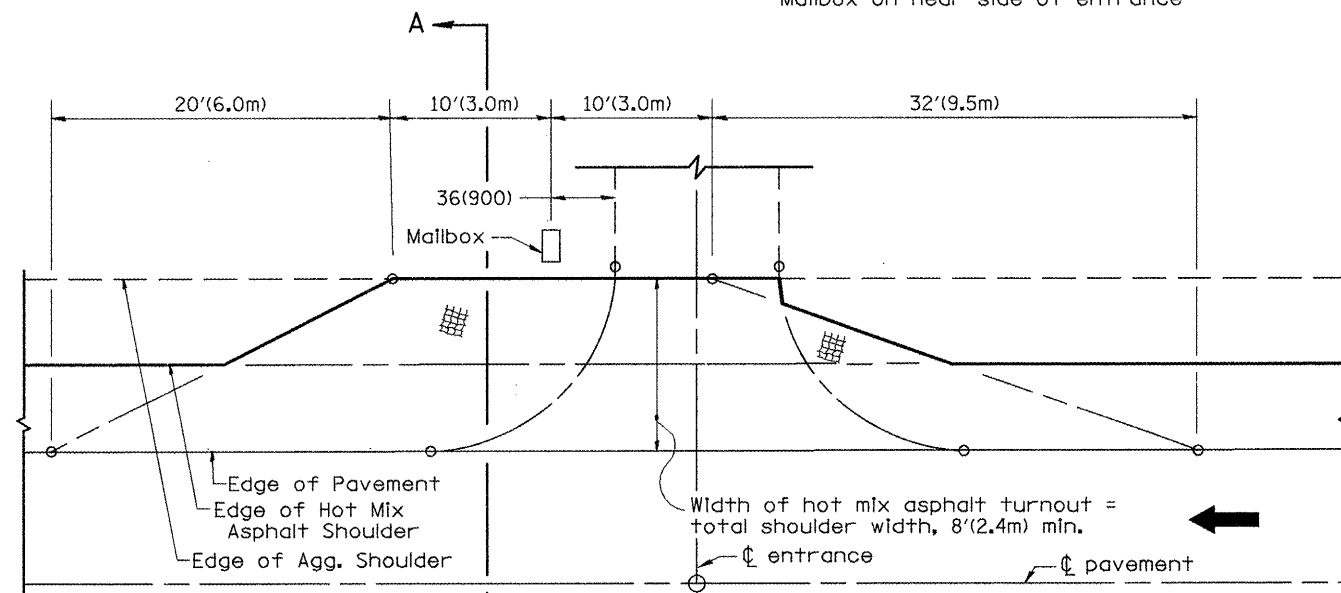
DESIGNER NOTES:
1. THIS DRAWING REPLACES STATE STANDARD 406201
2. DESIGNER SHOULD CONSULT CHAPTER 49 OF THE BDE MANUAL



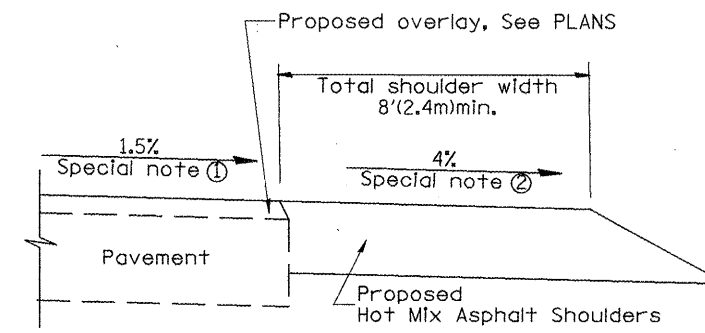
METHOD "T"
Typical Application



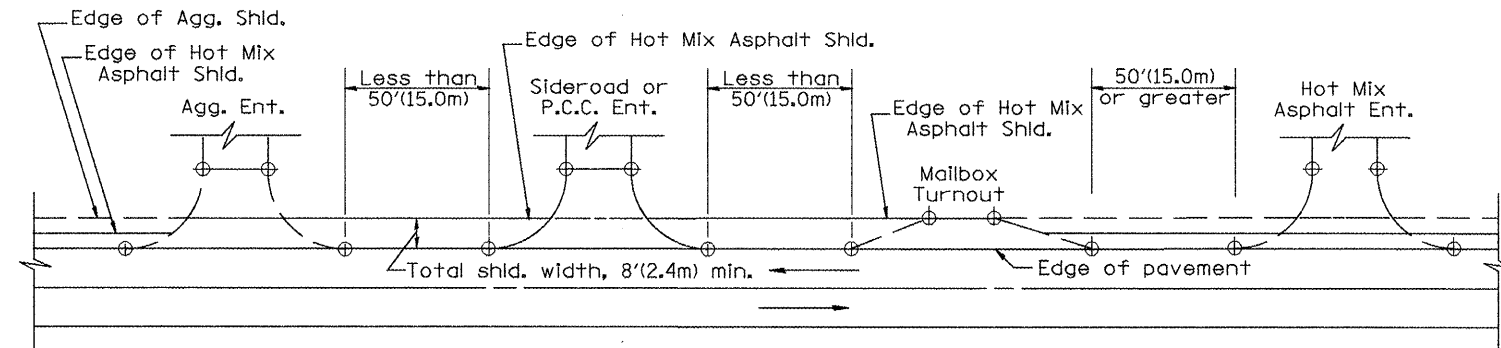
METHOD "N"
Mailbox on near side of entrance



METHOD "F"
Mailbox on far side of entrance



SECTION A-A



DETAIL A

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

GENERAL NOTES

- Mailbox turnouts shall slope away from the pavement edge at a rate equal to the shoulder slope. See SECTION A-A.
- The total shoulder width, 8'(2.4m) minimum, shall be paved between sideroads entrances and/or mailbox turnouts at locations where the distance between radius or taper control points is less than 50'(15.0m). See DETAIL A.
- Mailboxes shall be mounted such that the face of the mailbox is 6(150) to 12(300) and the post a minimum of 24(600) from the edge of the turnout surfacing.

SPECIAL NOTES

- The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.
- The shoulder slope shall control the turnout slope. The standard cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6'(1.8m) and wider and 12% for shoulders 4'(1.2m) and less. Where 12(300) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All dimensions are in Inches (millimeters) unless otherwise noted.

01-01-97	RENUM. C-90.01, NEW REVISION BOX	T.P.			
07-01-97	REVISE DESIGNER NOTES	J.A.			
09-15-05	REVISED DESIGNER NOTE	M.M.A.			
10-16-06	REVISED TO 2007 SPEC.	M.A.			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

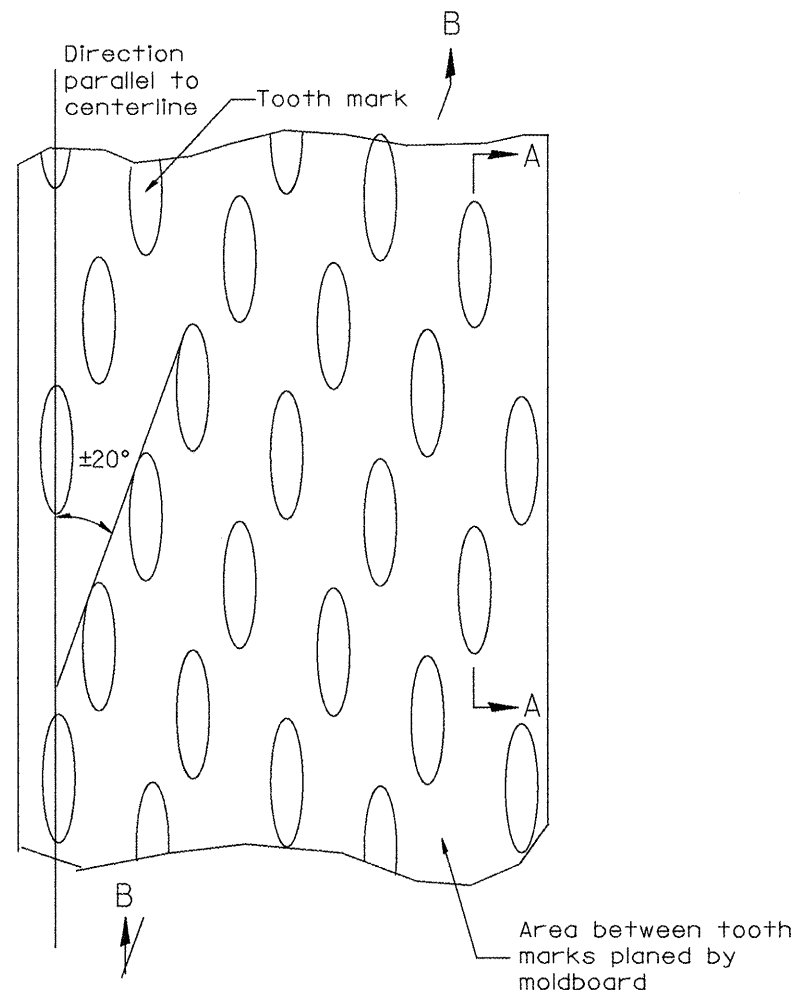
MAILBOX TURNOUTS FOR "3R" PROJECTS

NOT TO SCALE

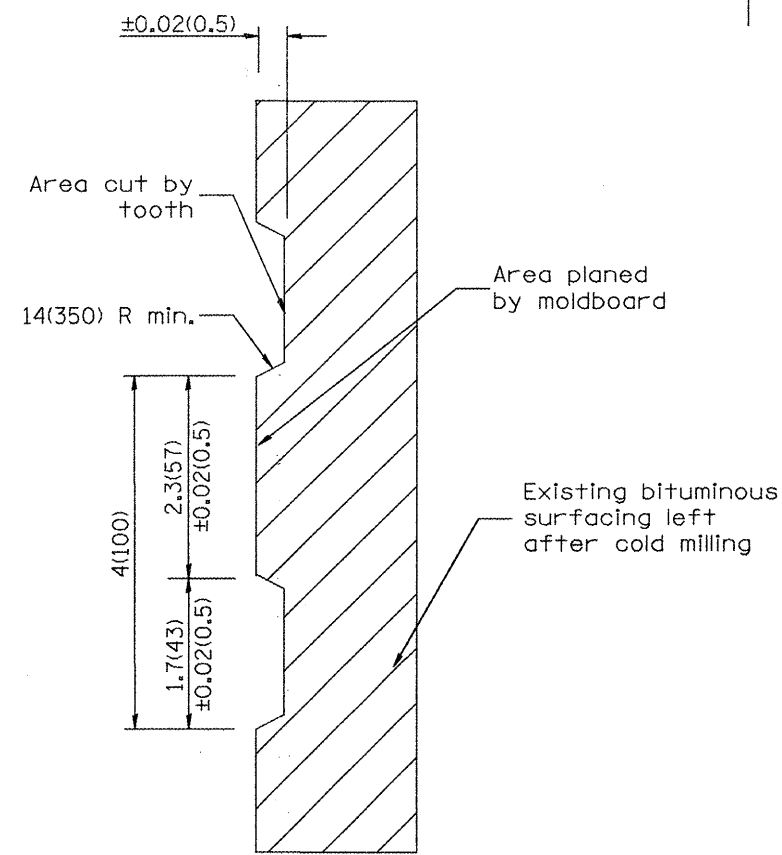
CADD STD. 406201-D4

F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	19
CONTRACT NO. 68960				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

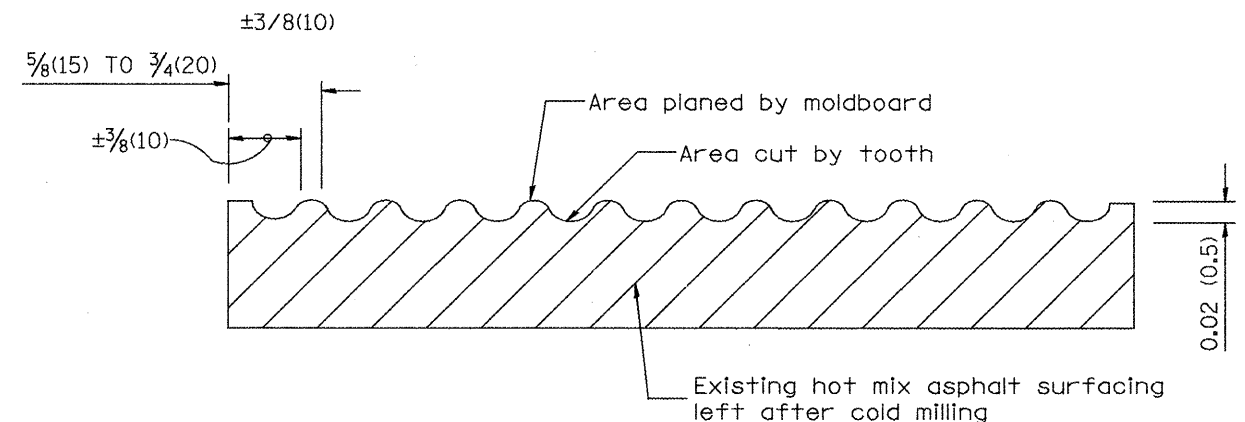
DESIGNER NOTES:
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.



PLAN



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.

All dimensions are in inches (millimeters) unless otherwise noted.

01-01-97	RENUM. C-104.01, NEW REVISION BOX	T.P.
04-20-98	REMOVED MILLING DETAIL FROM STANDARD	J.A.
09-08-98	CORRECT NOTE LEADER PLACEMENT	R.W.
10-16-06	REVISED TO 2007 SPEC.	M.A.

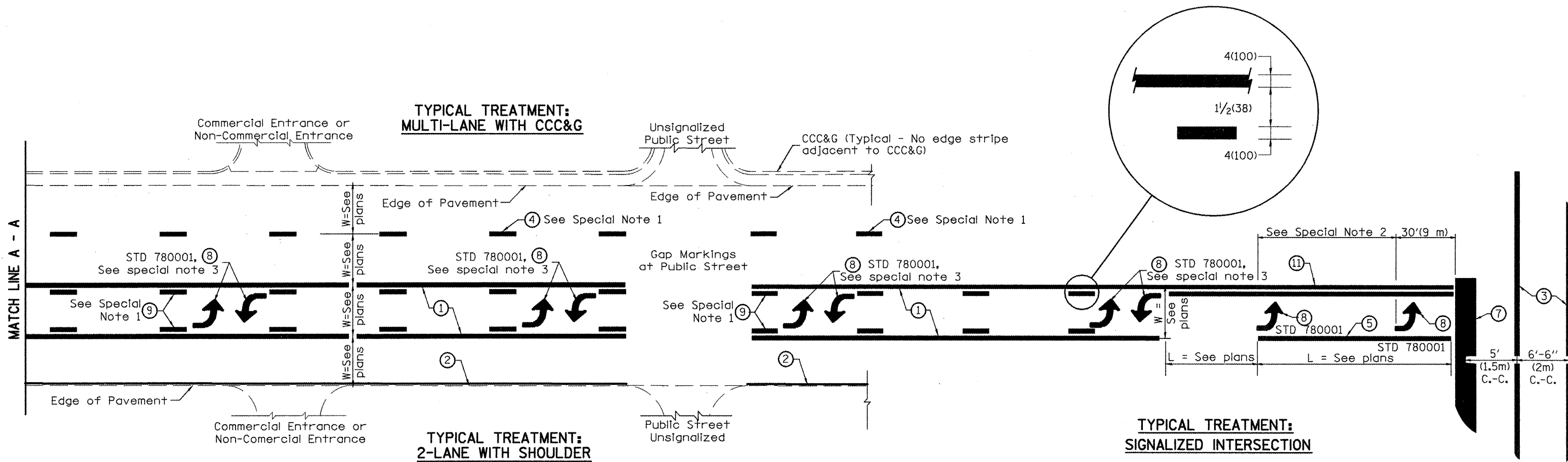
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
NOT TO SCALE

F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	20
CONTRACT NO. 68960				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

CADD STD. 440001-D4

DESIGNER NOTES:
1. Include State Standard 780001 (Typical Pavement Markings)



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

TYPICAL PAVEMENT MARKING LEGEND

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

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A)
- ⑪ 4(100) Double Solid (Yellow) (See Table A)

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
 - A. A minimum of two (2) arrows is required.
 - B. The maximum spacing between arrows is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 200' (61 m).
 - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
 - D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed Islands and medians, and through lane reductions.

01-01-97	RENUM. F-8.03, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.		
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.		
08-02	ADD CROSSWALK DWNS. WITH T.S.	M.A.		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL PAVEMENT MARKINGS
NOT TO SCALE

F.A.P. RTE.	SECTION	COUNTIES	TOTAL SHEETS	SHEET NO.
648	(126,127) RS-3	WOODFORD & MARSHALL	22	21
CONTRACT NO. 68960				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

SHT. 1 OF 2
CADD STD. 780001-D4

