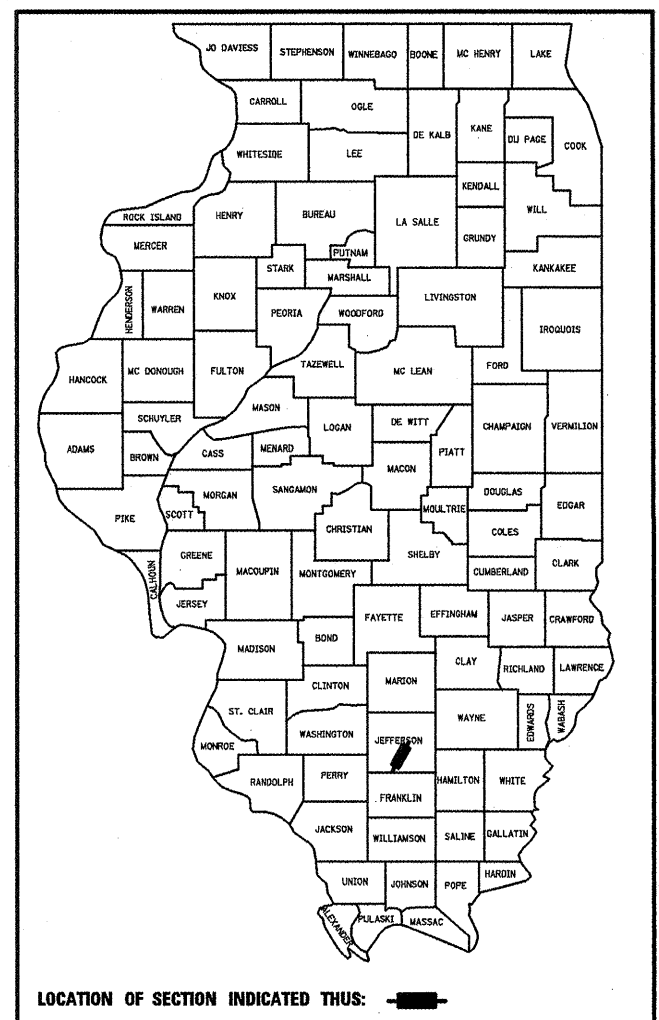


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
726	(119,120)RS-3	JEFFERSON	16	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 78044		

D-99-018-08



FOR INDEX OF SHEETS, SEE SHEET NO. 3

IL 148 (FAP 726)
TRAFFIC DATA

	(2007)	(2028)
PC =	2,595	3,300
SU =	125	160
MU =	30	40
ADT =	2,750	3,530

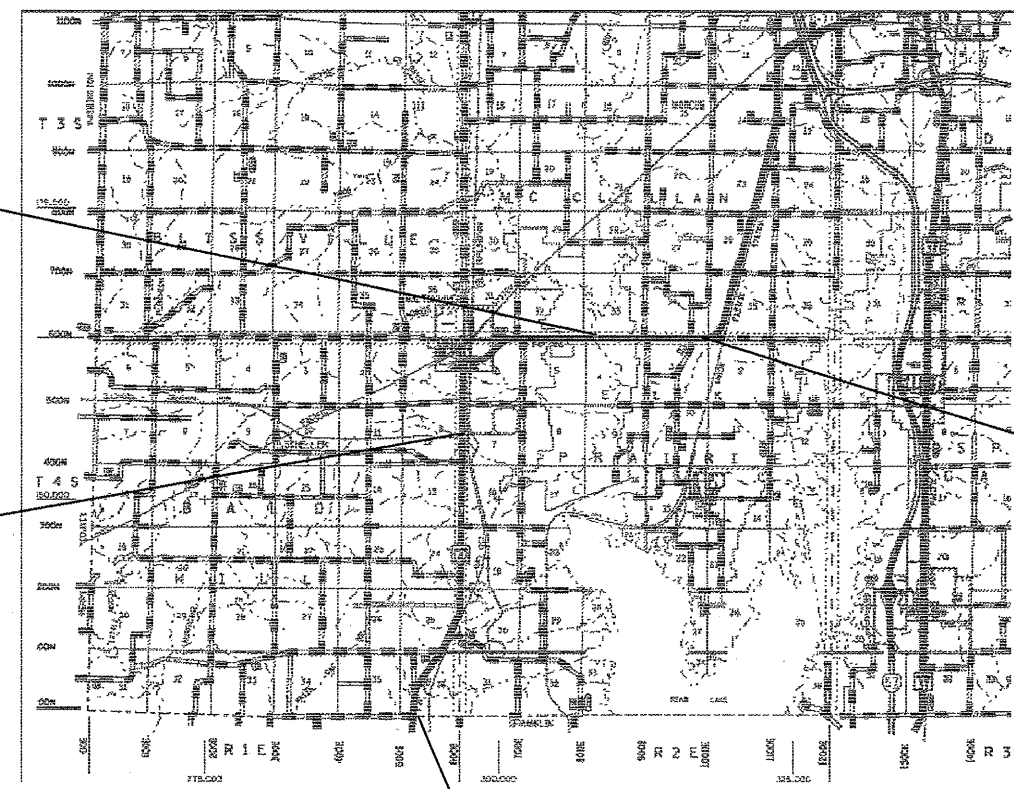
STATION EQUATIONS:

- 153+41.33 BK = 153+99.30 AH
- 188+71.88 BK = 187+45.50 AH
- 222+94.85 BK = 223+03.90 AH
- 399+56.83 BK = 0+00 AH
- 42+41.29 BK = 44+46.20 AH
- 62+28.48 BK = 62+77.20 AH
- 86+03.40 BK = 39+77.20 AH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.P. ROUTE 726 (IL 148)
SECTION (119,120)RS-3
PROJECT :ACF-0726(056)
JEFFERSON COUNTY
C-99-025-08



OMISSION
SN 041-0096 - STA. 107+53.4 TO STA. 114+00.4

OMISSION
SN 041-9900 - STA. 369+74 TO STA. 371+11

PROJECT ENDS
STA. 192+32
NASON RD.

PROJECT BEGINS
STA. 120+91
FRANKLIN/JEFFERSON CO. LINE

TOWNSHIPS: BALDHILL, ELK PRAIRIE, MCCLELLAN

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

PROJECT ENGINEER: CHARLES STEIN (618) 351-5210
DESIGNER: MELISSA COLE

CONTRACT NO. 78044

NET LENGTH OF PROJECT: 50,745.8 FT (9.61 MI)
GROSS LENGTH OF PROJECT: 51,529.8 FT (9.76 MI)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 3-14 20 08
Max C. Harris
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

May 9, 20 08
Eric E. Horn
ENGINEER OF DESIGN AND ENVIRONMENT

May 9, 20 08
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

Prepared By: Joe Zlaniewicz
DISTRICT STUDIES & PLANS ENGINEER

Examined By: [Signature]
DISTRICT LAND ACQUISITION ENGINEER

Examined By: Carrie Nelson
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: Kevin Hammer
DISTRICT OPERATIONS ENGINEER

Examined By: Joseph Lynn
DISTRICT CONSTRUCTION ENGINEER

Examined By: Bruce W. Peebles
DISTRICT MATERIALS ENGINEER

Examined By: [Signature]
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: Dan Clayton
ASSISTANT REGIONAL ENGINEER

Approved By: Max C. Rami
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

March 14 20 08
DATE

FILE NAME = c:\proj\jeota\78844\78844-mso.dgn	USER NAME = colemm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNATURE SHEET			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	726	(119,120)RS-3	JEFFERSON	16	2
	PLOT DATE = 3/11/2008	CHECKED -	REVISED -		CONTRACT NO. 78044									
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SIGNATURE SHEET
3	INDEX OF SHEETS AND STANDARDS, MIX DESIGN, AND GENERAL NOTES
4	SUMMARY OF QUANTITIES
5	PAVEMENT MARKING SCHEDULE
6	RESURFACING AND SIDEROAD SCHEDULES
7	ENTRANCE AND GUARDRAIL SCHEDULES
8-9	TYPICAL SECTIONS
10	SIDEROAD DETAILS
11-12	ENTRANCE & P. C. C. BUTT JOINT DETAILS
13	MILLING AND RESURFACING DETAIL (RR TRACKS)
14	MILLING TAPER, TRANSITION, AND TEMPORARY RAMP DETAILS
15	STEEL PLATE BEAM GUARDRAIL, SHORT RADIUS DETAIL
16	ROUGH GROOVED SURFACE SIGN, TEMPORARY HOT-MIX ASPHALT TRANSITIONS, AND UNEVEN PAVEMENT SIGN DETAILS

STANDARDS

000001-05	701301-02
442201-03	701306-01
630001-07	701311-02
631011-04	701336-04
635006-02	701901
635011-01	780001-01
701006-02	781001-02
701011-01	

MIX DESIGN

Location(s):	Hot-Mix Asphalt Surface Course, Leveling Binder, and Incidental Hot-Mix Asphalt Resurfacing
Mixture Use(s)	Hot-Mix Asphalt Surface Course, Mix "C", N90
AC/PG	PG64-22
RAP% (Max):	10
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition (Gradation Mixture)	IL-9.5 mm or IL 12.5 mm
Friction Aggregate:	C Surface

Location(s):	Pavement Patching, 14"
Mixture Use(s)	Hot-Mix Asphalt Binder Course, IL-19.0, N90
AC/PG	PG64-22
RAP% (Max):	10
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition (Gradation Mixture)	IL-19.0 mm
Friction Aggregate:	None

GENERAL NOTES

THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES.

ALL HOT-MIX ASPHALT	2.016 TON/CU YD
ALL AGGREGATE	2.05 TON/CU YD
HOT-MIX ASPHALT MATERIALS:	
ON PAVEMENT	0.09 GAL/SQ YD
ON AGGREGATE	0.32 GAL/SQ YD
AGGREGATE (PRIME COAT)	0.0015 TON/SQ YD
MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	2 TON/MILE

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUT DOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE BITUMINOUS SURFACE REMOVAL, BINDER COURSE, AND SURFACE COURSE.

A TEST STRIP WILL BE REQUIRED FOR THE SURFACE MIX.

ANY MIXING OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

THERE ARE NO AVAILABLE WASTE SITES WITHIN THE PROJECT LIMITS.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

QUANTITIES SHOWN IN THE PLANS FOR MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS ARE ESTIMATES. THE ACTUAL AMOUNT DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ALTERNATING SIDES ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

UTILITIES HAVE NOT BEEN LOCATED FOR THIS PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL J. U. L. I. E. BEFORE BEGINNING GUARDRAIL WORK.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT MIX ASPHALT SURFACE REMOVAL OR HOT MIX ASPHALT BINDER COURSE OR LEVELING BINDER, WHEN SPECIFIED.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

COMMITMENTS

NONE

STRUCTURES WITHIN PROJECT LIMITS

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
041-0096	40.2	24.4	NONE
041-2011	39.7	21.1	NONE

FILE NAME =	USER NAME = oolamm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS AND STANDARDS, MIX DESIGN, AND GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
o:\projects\78044\78044-misc.dgn		DRAWN -	REVISED -			726	(119,120)RS-3	JEFFERSON	16	3	
PLOT SCALE = 1/8" = 1' IN.		CHECKED -	REVISED -			CONTRACT NO. 78044					
PLOT DATE = 3/14/2008		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	JEFFERSON CO.
				ROADWAY RURAL 80% FED/20% ST
CONSTRUCTION TYPE CODE				1000
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	1,865	1,865
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	26,782	26,782
40600300	AGGREGATE (PRIME COAT)	TON	447	447
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	20	20
40600645	LEVELING BINDER (MACHINE METHOD), N90	TON	6,335	6,335
40600895	CONSTRUCTING TEST STRIP	EACH	1	1
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	158	158
40600990	TEMPORARY RAMP	SQ YD	336	336
40603320	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90	TON	13,025	13,025
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	387	387
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	132,358	132,358
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	14,241	14,241
44200164	PAVEMENT PATCHING, TYPE I, 14 INCH	SQ YD	101	101
44200168	PAVEMENT PATCHING, TYPE II, 14 INCH	SQ YD	2,041	2,041
44200172	PAVEMENT PATCHING, TYPE III, 14 INCH	SQ YD	18	18
48101200	AGGREGATE SHOULDERS, TYPE B	TON	2,064	2,064
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	1,263	1,263
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	7	7
63200310	GUARDRAIL REMOVAL	FOOT	225	225
63300725	STEEL PLATE BEAM GUARD RAIL (SHORT RADIUS)	FOOT	40	40
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5
67100100	MOBILIZATION	L SUM	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	13,840	13,840
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	122.4	122.4
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	128,595	128,595
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	24	24
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	47,650	47,650
* 78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	122.4	122.4
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	128,595	128,595
* 78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	24	24
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	635	635
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	20	20
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	8
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	635	635
X0322729	MATERIAL TRANSFER DEVICE	TON	19,360	19,360
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1

**SPECIALTY ITEMS*

FILE NAME = c:\projects\78044\78044.mso.dgn	USER NAME = colemm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 100,0000' / IN.	CHECKED -	REVISED -	726			(119,120)RS-3	JEFFERSON	16	4		
PLOT DATE = 3/17/2008	DATE -	REVISED -	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			CONTRACT NO. 78044					
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

PAINT PAVEMENT MARKING SCHEDULE

LOCATION STATION TO STATION				PAINT PAVEMENT MARKING					
				LINE - 4" YELLOW			LINE - 4" WHITE	LINE - 24" WHITE	LETTERS AND SYMBOLS
				LEFT SOLID	CENTER DASHED	RIGHT SOLID	SOLID	SOLID	WHITE
				FEET	FEET **	FEET	SQ FT		
STA. 120+91	TO	STA. 131+06		253.75		2030			
STA. 131+06	TO	STA. 142+75		292.25	1169	2338			
STA. 142+75	TO	STA. 149+58	683		683	1366			
STA. 149+58	TO	STA. 153+41.33 BK =	383.3	95.8		766.6			
STA. 153+99.30 A	TO	STA. 160+25	625.7	156.4		1,251.4			
STA. 160+25	TO	STA. 173+06		320.3		2,562.0			
STA. 173+06	TO	STA. 182+77		242.8	971.0	1,942.0			
STA. 182+77	TO	STA. 188+71.88 BK =	594.9		594.9	1,189.8			
STA. 187+45.50 A	TO	STA. 194+60	714.5		714.5	1,429.0			
STA. 194+60	TO	STA. 205+25	1,065.0	266.3		2,130.0			
STA. 205+25	TO	STA. 209+22		99.3		794.0			
STA. 209+22	TO	STA. 219+04		245.5	982.0	1,964.0			
STA. 219+04	TO	STA. 220+40	136.0		136.0	272.0			
STA. 220+40	TO	STA. 222+94.85 BK =	254.8	63.7		509.6			
STA. 223+03.90 A	TO	STA. 230+91	787.1	196.8		1,574.2			
STA. 230+91	TO	STA. 269+82		972.8		7,782.0			
STA. 269+82	TO	STA. 276+27		161.3	645.0	1,290.0			
STA. 276+27	TO	STA. 279+12		71.3	285.0				
STA. 279+12	TO	STA. 280+34	122.0		122.0				
STA. 280+34	TO	STA. 287+67	733.0	183.3		6.0			
STA. 287+67	TO	STA. 289+37	170.0	42.5		340.0			
STA. 289+37	TO	STA. 290+36		24.8		198.0			
STA. 290+36	TO	STA. 305+32		374.0		9.0			
STA. 305+32	TO	STA. 338+88		839.0		6,712.0			
STA. 338+88	TO	STA. 346+14		181.5	726.0	1,452.0			
STA. 346+14	TO	STA. 348+43	229.0		229.0	458.0			
STA. 348+43	TO	STA. 348+93	50.0	12.5		100.0			
STA. 348+93	TO	STA. 357+82	889.0	222.3					
STA. 357+82	TO	STA. 362+84		125.5		81.0			
STA. 362+84	TO	STA. 385+43		564.8		4,518.0			
STA. 385+43	TO	STA. 390+25		120.5	482.0	964.0			
STA. 390+25	TO	STA. 394+47		105.5		844.0			
STA. 394+47	TO	STA. 399+33	486.0	121.5		972.0			
STA. 399+33	TO	STA. 399+56.83 BK =		6.0		47.7			
STA. 0+00 AH	TO	STA. 34+29		857.3		6,858.0			
STA. 34+29	TO	STA. 38+48		104.8		419.0			
STA. 38+48	TO	STA. 42+41.29 BK =		98.3	393.3	393.3			
STA. 44+46.2 AH	TO	STA. 45+37		22.7	90.8	90.8	12.0 61.2 *		
STA. 45+37	TO	STA. 49+93	456.0	114.0		912.0	12.0 61.2 *		
STA. 49+93	TO	STA. 51+32	139.0	34.8		278.0			
STA. 51+32	TO	STA. 52+66	134.0		134.0	268.0			
STA. 52+66	TO	STA. 59+40		168.5	674.0	1,348.0			
STA. 59+40	TO	STA. 60+74	134.0		134.0	268.0			
STA. 60+74	TO	STA. 62+28.48 BK =	154.5	38.6		309.0			
STA. 62+77.20 AH	TO	STA. 70+16	738.8	184.7		1,477.6			
STA. 70+16	TO	STA. 70+46		7.5		60.0			
STA. 70+46	TO	STA. 80+53	1,007.0	251.8		2,014.0			
STA. 80+53	TO	STA. 84+46	393.0		393.0	786.0			
STA. 84+46	TO	STA. 86+03.40 BK =	157.4		157.4	314.8			
STA. 39+77.20 AH	TO	STA. 47+69	791.8		791.8	1,583.6			
STA. 47+69	TO	STA. 192+32		3,615.8		28,926.0			
SUBTOTAL				12,028.8	11,860.1	10,507.7	94,198.3	24.0	0.0
TOTAL				128,595			24	0.0	

* RR crossing symbols
 ** Accounts for double edge line striping

FILE NAME = c:\pro\jocote\78044\78044-misc.dgn	USER NAME = ccolemm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING SCHEDULE	F.A.P. RTE. 726	SECTION (119,120)RS-3	COUNTY JEFFERSON	TOTAL SHEETS 16	SHEET NO. 5
PLOT SCALE = 100,0000' / IN.		CHECKED -	REVISED -	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		CONTRACT NO. 78044				
PLOT DATE = 3/13/2008		DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

RESURFACING SCHEDULE

LOCATION			LENGTH	WIDTH	HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"	HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"	AVERAGE DEPTH SURFACE	VOLUME SURFACE	HOT-MIX ASPHALT SURFACE COURSE	AVERAGE DEPTH BINDER	VOLUME BINDER	LEVELING BINDER	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	AGGREGATE SHOULDERS, TYPE B	
					SQ YD	SQ YD	INCH	CU YD	TON	INCH	CU YD	TON	GAL	TON	TON	
STA. 120+91	TO STA. 153+41.33 BK =	3,250.33	26	9,389.8		1.5	391.2	834.3	0.75	195.6	405.7	1,690.2	28.2	143.1		
STA. 153+99.3 AH	TO STA. 188+71.88 BK =	3,472.58	26	10,031.9		1.5	418.0	891.3	0.75	209.0	433.5	1,805.7	30.1	152.9		
STA. 187+45.5 AH	TO STA. 222+94.85 BK =	3,549.35	26	10,253.7		1.5	427.2	911.0	0.75	213.6	443.1	1,845.7	30.8	156.3		
STA. 223+03.9 AH	TO STA. 276+27	5,323.10	26	15,377.8		1.5	640.7	1,366.3	0.75	320.4	664.5	2,768.0	46.1	234.4		
STA. 276+27	TO STA. 287+67	1,140.00	26		3,293.3	1.5	137.2	292.6	0.75	68.6	142.3	592.8	9.9	0.2		
STA. 287+67	TO STA. 290+36	269.00	26	777.1		1.5	32.4	69.0	0.75	16.2	33.6	139.9	2.3	11.8		
STA. 290+36	TO STA. 305+32	1,496.00	26		4,321.8	1.5	180.1	384.0	0.75	90.0	186.8	777.9	13.0	0.2		
STA. 305+32	TO STA. 348+93	4,361.00	26	12,598.4		1.5	524.9	1,119.3	0.75	262.5	544.4	2,267.7	37.8	192.0		
STA. 348+93	TO STA. 362+84	1,391.00	26		4,018.4	1.5	167.4	357.0	0.75	83.7	173.6	723.3	12.1	1.8		
STA. 362+84	TO STA. 369+74	690.00	26	1,993.3		1.5	83.1	177.1	0.75	41.5	86.1	358.8	6.0	30.4		
STA. 369+74	TO STA. 371+11															
STA. 371+11	TO STA. 399+56.83 BK =	2,845.83	26	8,221.3		1.5	342.6	730.4	0.75	171.3	355.3	1,479.8	24.7	125.3		
STA. 0+00 AH	TO STA. 34+29	3,429.00	26	9,906.0		1.5	412.8	880.1	0.75	206.4	428.1	1,783.1	29.7	151.0		
STA. 34+29	TO STA. 42+41.29 BK =	812.29	26		2,346.6	1.5	97.8	208.5	0.75	48.9	101.4	422.4	7.0	17.9		
STA. 44+46.2 AH	TO STA. 45+36.5	90.30	26		260.9	1.5	10.9	23.2	0.75	5.4	11.3	47.0	0.8	0.2		
STA. 45+36.5	TO STA. 62+28.48 BK =	1,691.98	26	4,887.9		1.5	203.7	434.3	0.75	101.8	211.2	879.8	14.7	74.5		
STA. 62+28.48 AH	TO STA. 86+03.4 BK =	2,326.20	26	6,720.1		1.5	280.0	597.1	0.75	140.0	290.4	1,209.6	20.2	102.4		
STA. 39+77.2 AH	TO STA. 107+53.4	6,776.20	26	19,575.7		1.5	815.7	1,739.2	0.75	407.8	845.9	3,523.6	58.7	298.4		
STA. 107+53.4	TO STA. 114+00.4															
STA. 114+00.4	TO STA. 192+32	7,831.60	26	22,624.6		1.5	942.7	2,010.1	0.75	471.3	977.6	4,072.4	67.9	344.9		
TOTALS:			50,745.8		132,358	14,241					13,025		6,335	26,388	440	2,038

SIDEROAD SCHEDULE

SIDEROAD	STATION	EXISTING PAVEMENT TYPE	PROPOSED PAVEMENT TYPE	WIDTH 1	WIDTH 2	LENGTH	AREA OF SIDEROAD	AVERAGE DEPTH	INCIDENTAL HOT-MIX ASPHALT SURFACING	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	PCC SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP	AGGREGATE BASE COURSE, TYPE B, 8 INCH
				FOOT	FOOT		FOOT	SQ YD	INCH	TON	GAL	TON	SQ YD	SQ YD
STATUE LANE	144+38 LT	O & C	HMA	92.5	27	19	126.1	3.0	21.2	11.4	0.2			126.1
EMERSON CITY RD	184+74 RT	O & C	HMA	96	35	19	138.3	3.0	23.2	12.4	0.2			138.3
EMERSON CITY RD	199+84 LT	PCC	HMA	217	138	8	157.8	1.5	13.3	14.2	0.2			
FLAGG RD	255+08 LT	O & C	HMA	94	31.5	19	132.5	3.0	22.3	11.9	0.2	158	121	132.5
BONNIE RD	0+49 RT	O & C	HMA	98	39	19	144.6	3.0	24.3	13.0	0.2			144.6
BONNIE RD (500 N)	2+36 LT	O & C	HMA	68	24.5	19	97.6	3.0	16.4	8.8	0.1			97.6
PARK RD	26+42 LT	O & C	HMA	46	15.5	19	64.9	3.0	10.9	5.8	0.1			64.9
WALNUT ST	29+59 RT	O & C	HMA	28	19	19	49.6	3.0	8.3	4.5	0.1			49.6
MAPLE STREET	47+97 RT	O & C	HMA	38	18	19	59.1	3.0	9.9	5.3	0.1			59.1
MAPLE STREET	47+97 LT	O & C	HMA	58	37	19	100.3	3.0	16.8	9.0	0.2			100.3
CHERRY ST	50+64 RT	O & C	HMA	31	16	19	49.6	3.0	8.3	4.5	0.1			49.6
CHERRY ST	50+64 LT	O & C	HMA	34	15	19	51.7	3.0	8.7	4.7	0.1			51.7
KNOB RD (600 N)	83+13 LT	O & C	HMA	190	130	19	337.8	3.0	56.7	30.4	0.5			337.8
SPRUCE LANE	46+30 RT	O & C	HMA	55	23	19	82.3	3.0	13.8	7.4	0.1			82.3
SPRUCE LANE	50+96 LT	O & C	HMA	70	30	19	105.6	3.0	17.7	9.5	0.2			105.6
ACCESS RD	103+58 RT	O & C	HMA	51	22	19	77.1	3.0	12.9	6.9	0.1			77.1
NORTH CHERRYVILLE RD	156+30 RT	O & C	HMA	76	38	19	120.3	3.0	20.2	10.8	0.2			120.3
NORTH CHERRYVILLE RD	154+07 LT	O & C	HMA	82	38	19	126.7	3.0	21.3	11.4	0.2			126.7
									327	182	4	158	121	1865

PRIVATE AND FIELD ENTRANCE SCHEDULE

SIDEROAD	QUANTITY	EXISTING PAVEMENT TYPE	PROPOSED PAVEMENT TYPE	WIDTH	LENGTH	AREA OF ENTRANCE	AVERAGE DEPTH HOT-MIX ASPHALT	AVERAGE DEPTH AGGREGATE	INCIDENTAL HOT-MIX ASPHALT SURFACING	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	AGGREGATE SHOULDERS, TYPE B
				FOOT	FOOT	SQ YD	INCH	INCH	TON	GAL	TON	TON
FIELD ENTRANCES RT	14	AGG.	AGG.	15	4	6.7	N/A	0.75	N/A	29.9	0.1	3.9
FIELD ENTRANCES LT	11	AGG.	AGG.	15	4	6.7	N/A	0.75	N/A	23.5	0.1	3.1
FIELD ENTRANCES LT	1	AGG. W/ APRON	HMA	15	4	6.7	1.00	0.75	0.4	0.6	0.0	0.3
FIELD ENTRANCES RT	4	EARTH	AGG.	15	4	6.7	N/A	0.75	N/A	8.5	0.0	1.1
FIELD ENTRANCES LT	5	EARTH	AGG.	15	4	6.7	N/A	0.75	N/A	10.7	0.1	1.4
PRIVATE ENTRANCES LT	2	PCC	HMA	53	4	23.6	1.00	N/A	2.6	4.2	0.1	N/A
PRIVATE ENTRANCES RT	1	HMA	HMA	40	4	17.8	1.00	N/A	1.0	1.6	0.0	N/A
PRIVATE ENTRANCES LT	4	HMA	HMA	40	4	17.8	1.00	N/A	4.0	6.4	0.1	N/A
PRIVATE ENTRANCES RT	13	AGG.	HMA	20	4	8.9	2.25	0.75	14.6	37.0	0.2	4.9
PRIVATE ENTRANCES LT	24	AGG.	HMA	20	4	8.9	2.25	0.75	26.9	68.3	0.3	9.0
TOTALS:									50	191	2	24

COMMERCIAL ENTRANCE SCHEDULE

SIDEROAD	EXISTING PAVEMENT TYPE	PROPOSED PAVEMENT TYPE	WIDTH 1	WIDTH 2	LENGTH	AREA OF ENTRANCE	AVERAGE DEPTH HOT-MIX ASPHALT	AVERAGE DEPTH AGGREGATE	INCIDENTAL HOT-MIX ASPHALT SURFACING	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	AGGREGATE SHOULDERS, TYPE B
			FOOT	FOOT	FOOT	SQ YD	INCH	INCH	TON	GAL	TON	TON
PARKING LOT (NEAR MINE ENT.)	AGG.	HMA	86	64	4	33.3	2.25	0.75	4.2	10.7	0.1	1.4
NEWELL FUNERAL HOME #1	HMA	HMA	136	128	4	58.7	1.00	N/A	3.3	5.3	0.1	N/A
NEWELL FUNERAL HOME #2	AGG.	HMA	36	26	4	13.8	2.25	0.75	1.7	4.4	0.0	0.6
TOTALS:									10	21	1	2

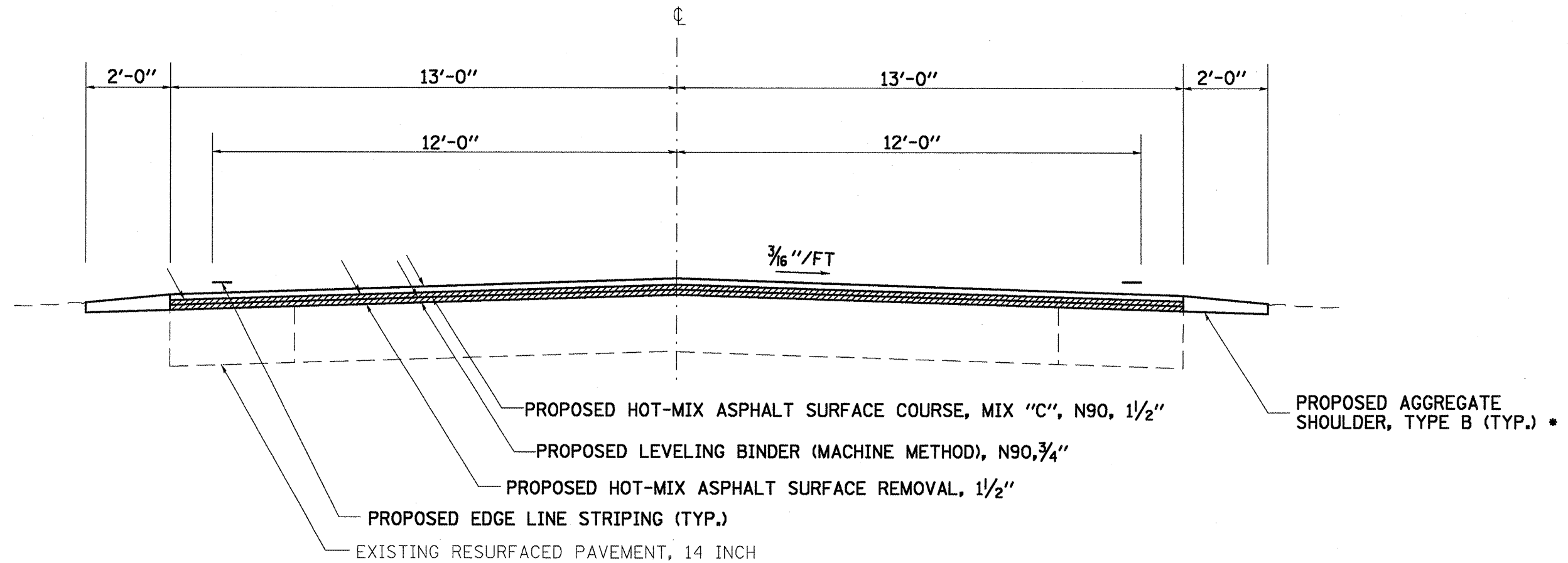
GUARDRAIL SCHEDULE

LOCATION	STATION TO STATION	GUARDRAIL REMOVAL	SPBGR TYPE A	SPBGR SHORT RADIUS	TRAFFIC BARRIER TERMINAL		GUARDRAIL MARKERS	TERMINAL MARKERS DIRECT APPLIED	REMARKS
					TYPE 1 SPECIAL (TAN)	TYPE 2			
		FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	
041-9900	NE QUAD	25.0	181.3		1		3	1	ADD GUARDRAIL/UPDATE TERMINALS
	SE QUAD	25.0	350.0		1		5	1	ADD GUARDRAIL/UPDATE TERMINALS
	SW QUAD	50.0	262.5		1		4	1	ADD GUARDRAIL/UPDATE TERMINALS
	NW QUAD	25.0		40.0		1	0	1	USE 25'-6" RADIUS AT FE
041-2011	NE QUAD	25.0	100.0		1		2	1	ADD GUARDRAIL/UPDATE TERMINALS
	SE QUAD	25.0	193.8		1		3	1	ADD GUARDRAIL/UPDATE TERMINALS
	SW QUAD	25.0	75.0		1		1	1	ADD GUARDRAIL/UPDATE TERMINALS
	NW QUAD	25.0	100.0		1		2	1	ADD GUARDRAIL/UPDATE TERMINALS
TOTALS:		225	1263	40	7	1	20	8	

TYPICAL SECTION

FAP 726 (IL 148)

NOT TO SCALE



TO BE USED:
 STA. 120+91 TO STA. 153+41.33 BK =
 STA. 153+99.3 AH TO STA. 188+71.88 BK =
 STA. 187+45.5 AH TO STA. 222+94.85 BK =
 STA. 223+03.9 AH TO STA. 276+27
 STA. 287+67 TO STA. 290+36
 STA. 305+32 TO STA. 348+93
 STA. 362+84 TO STA. 369+74
 STA. 371+11 TO STA. 399+56.83 BK =
 STA. 0+00 TO STA. 34+29
 STA. 45+36.5 TO STA. 62+28.48 BK =
 STA. 62+77.2 AH TO STA. 86+03.4 BK =
 STA. 39+77.2 AH TO STA. 107+53.4
 STA. 114+00.4 TO STA. 192+32

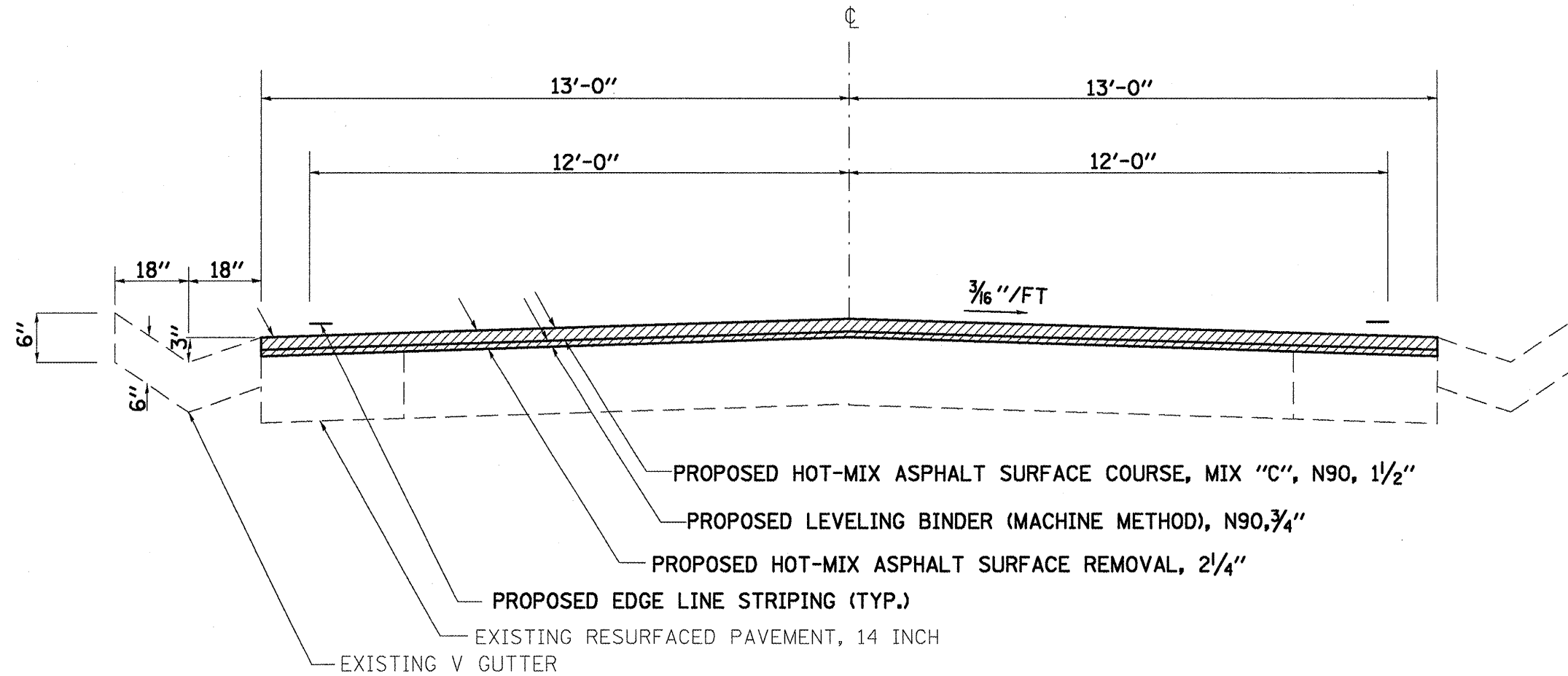
* LOW EXISTING SHOULDER CONDITIONS

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		DRAWN -	REVISED -			726	(119,120)RS-3	JEFFERSON	16	8	
		CHECKED -	REVISED -			CONTRACT NO. 78044					
		DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

TYPICAL SECTION

FAP 726 (IL 148)

NOT TO SCALE

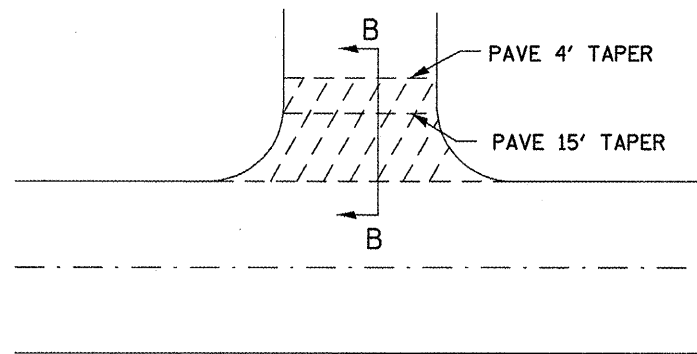


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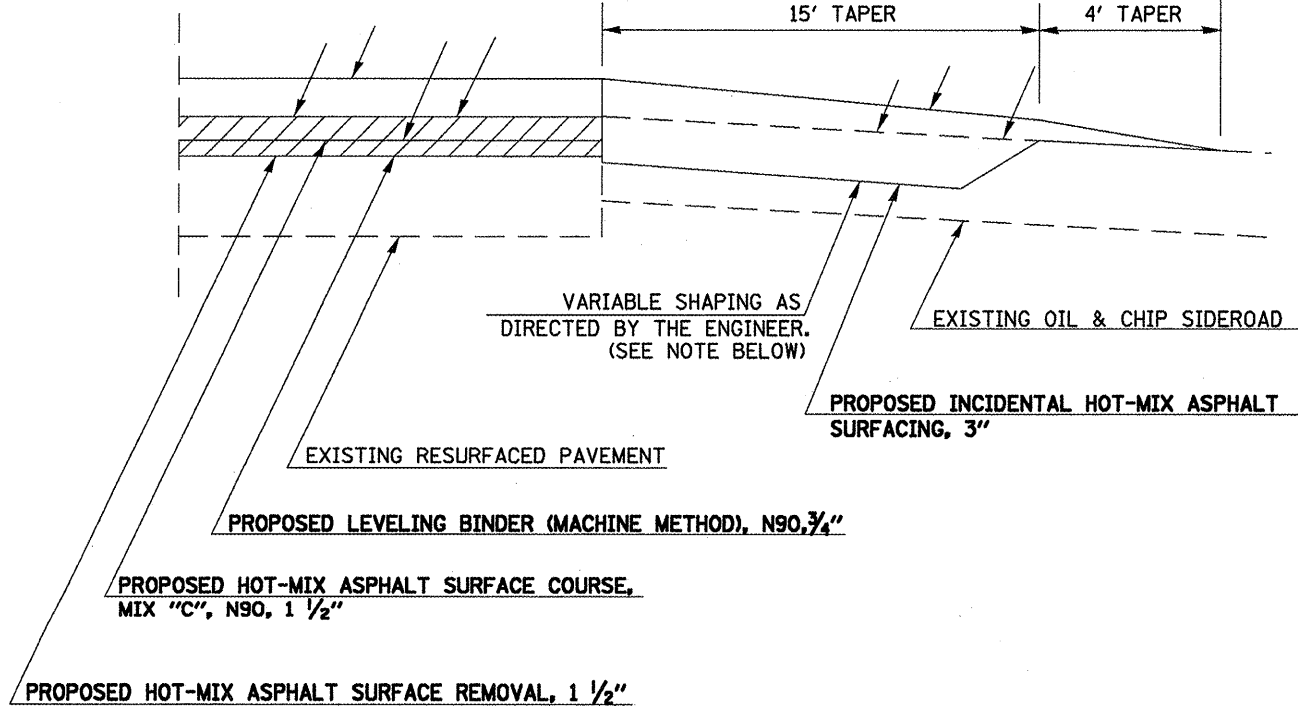
RT STA. 276+27 TO RT STA. 287+61
 LT STA. 276+27 TO LT STA. 287+67
 LT STA. 290+36 TO LT STA. 305+32
 RT STA. 290+45 TO RT STA. 305+32
 LT STA. 348+93 TO LT STA. 362+03
 RT STA. 348+93 TO STA. RT 362+84
 RT STA. 34+29 TO RT STA. 42+41.29 BK =
 RT STA. 44+36.5 AH TO RT STA. 45+36.5

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		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 78044			
		CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

DETAIL OF OIL & CHIP SIDE ROAD



SECTION B-B

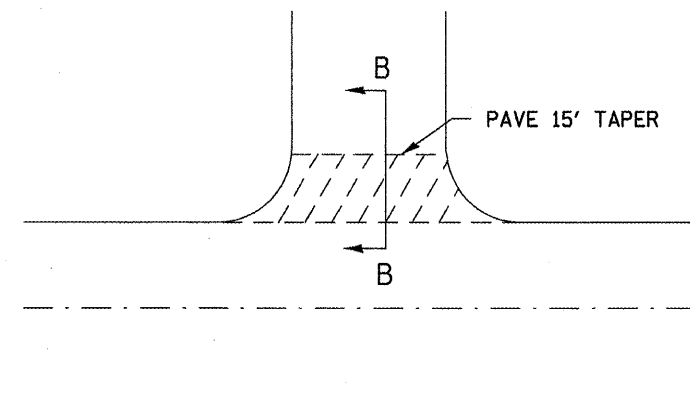


IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE SUB-BASE, TYPE B SHALL BE PLACE FOR BASE. THE COST OF CORING OUT THE SIDEROAD SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATGE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.

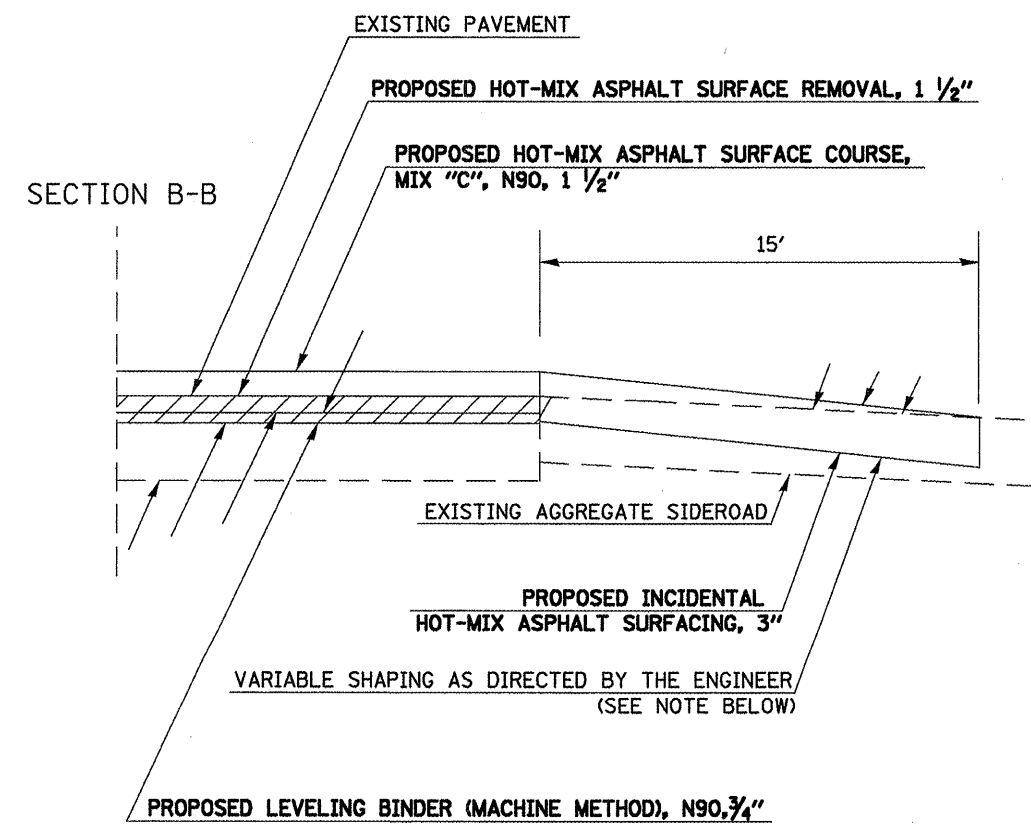
VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

DETAIL OF AGGREGATE SIDE ROAD



SECTION B-B



IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE SUB-BASE, TYPE B SHALL BE PLACE FOR BASE. THE COST OF CORING OUT THE SIDEROAD SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATGE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.

VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL BITUMINOUS SURFACING.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

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	PLOT DATE = 3/11/2008	DATE -	REVISED -

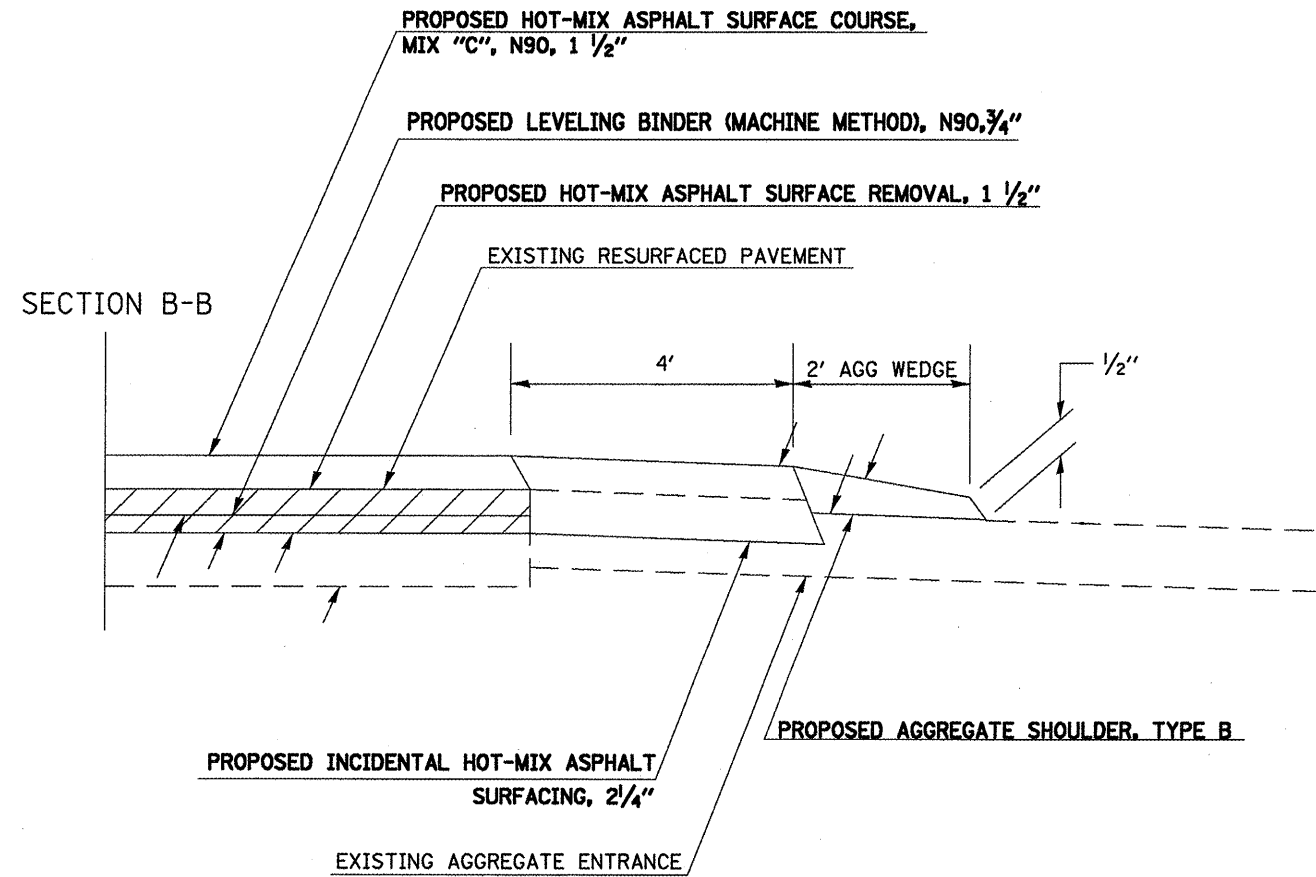
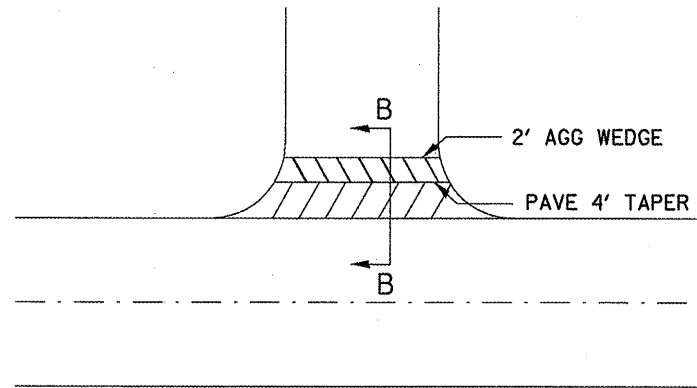
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIDEROAD DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
726	(119.120)RS-3	JEFFERSON	16	10
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78044	

DETAIL OF AGGREGATE PRIVATE OR COMMERCIAL ENTRANCE

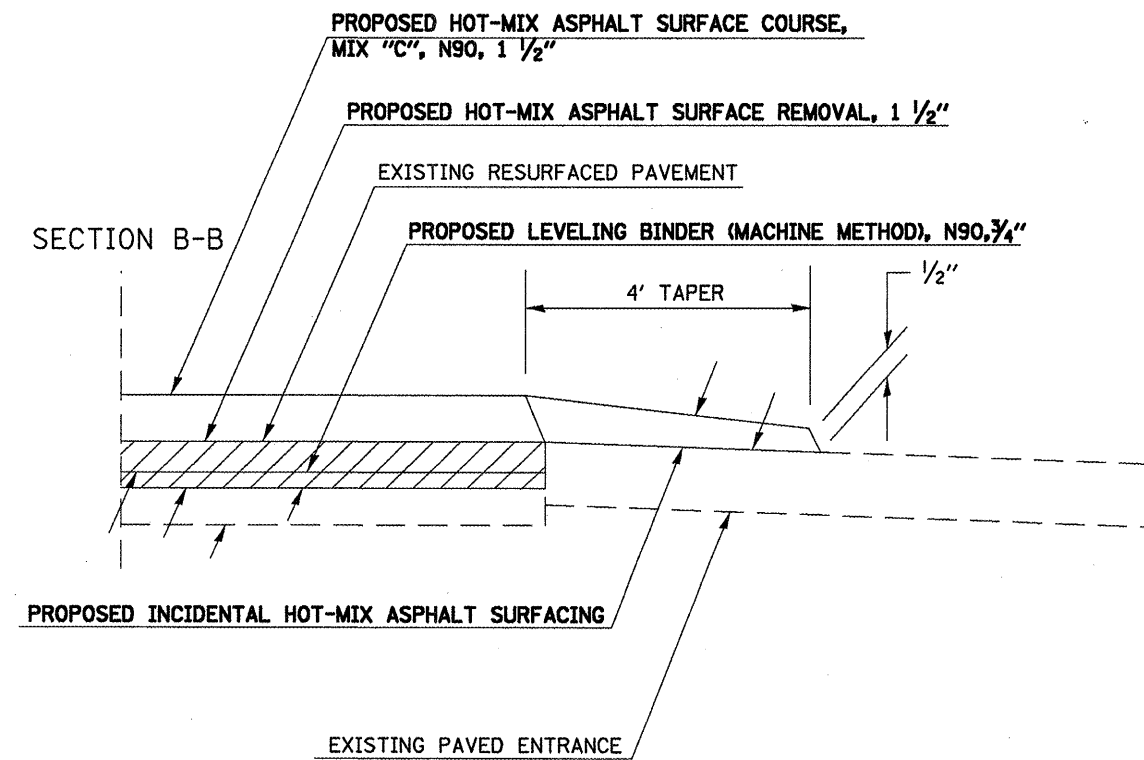
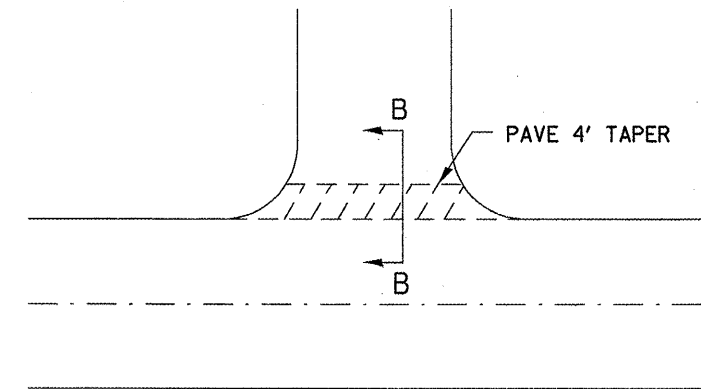


VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.

PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD SPECIFICATIONS.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

DETAIL OF HOT-MIX ASPHALT OR P.C.C. PRIVATE OR COMMERCIAL ENTRANCE



PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD OF SPECIFICATIONS.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

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USER NAME = eolmm

DESIGNED -

REVISED -

DRAWN -

REVISED -

PLOT SCALE = 100.0000' / IN.

CHECKED -

REVISED -

PLOT DATE = 3/11/2008

DATE -

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ENTRANCE DETAILS

SCALE: NONE

SHEET NO. 1 OF 2 SHEETS

STA.

TO STA.

F.A.P.
RTE.

726

SECTION

(119,120)RS-3

COUNTY

JEFFERSON

TOTAL
SHEETS

16

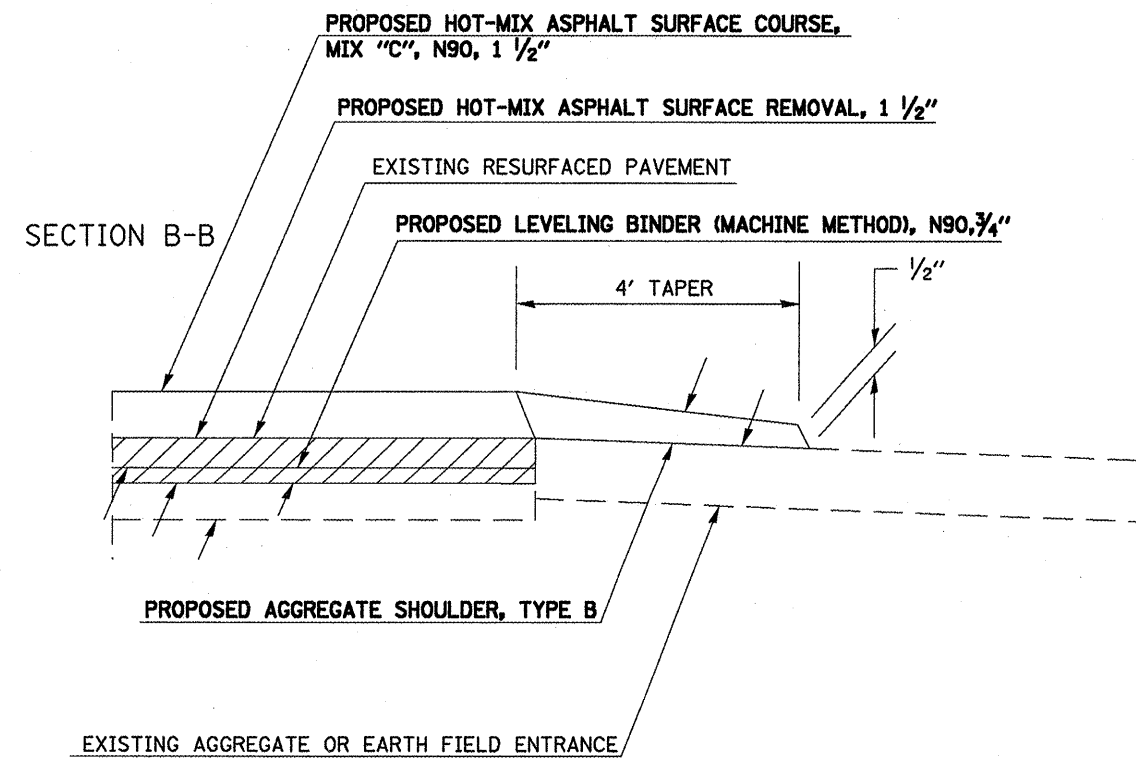
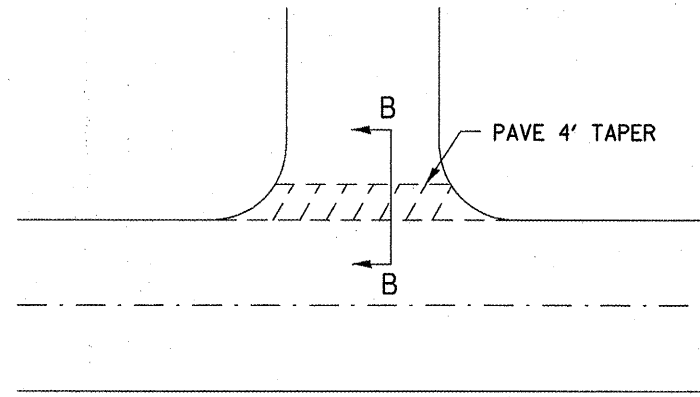
SHEET
NO.

11

CONTRACT NO. 78044

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

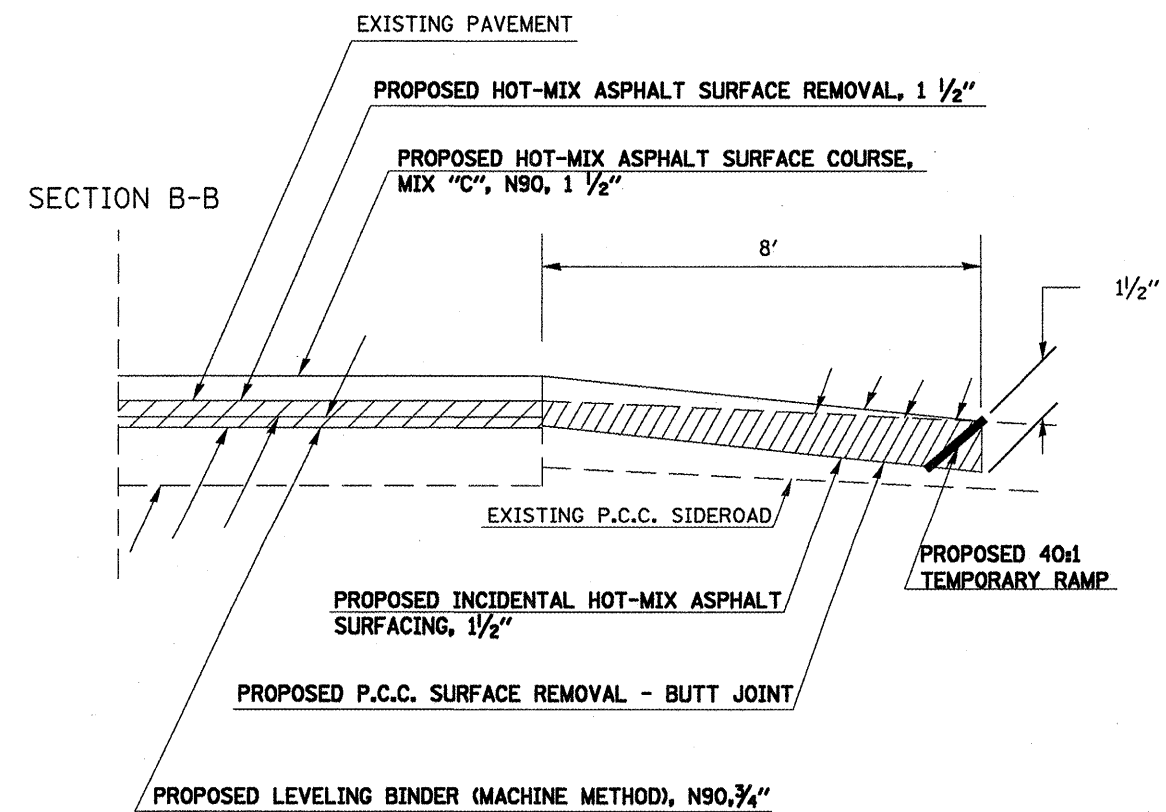
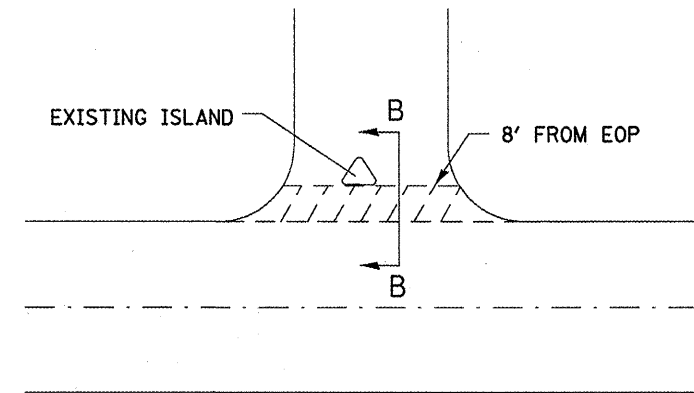
DETAIL OF AGGREGATE OR EARTH FIELD ENTRANCE



PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD OF SPECIFICATIONS.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

PCC BUTT JOINT DETAIL



PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD OF SPECIFICATIONS.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

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PLOT SCALE = 100.0000' / IN.
PLOT DATE = 3/11/2008

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CHECKED -	REVISED -
DATE -	REVISED -

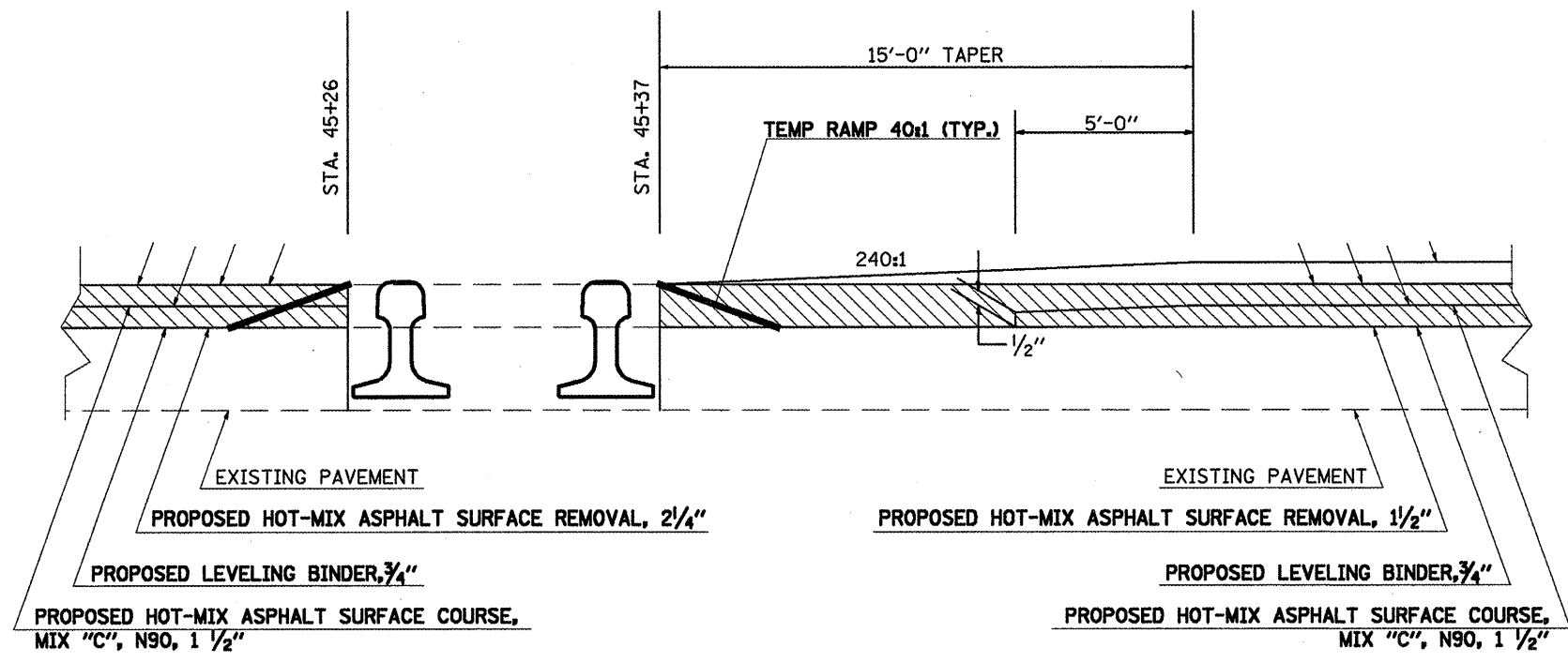
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ENTRANCE AND P.C.C. BUTT JOINT DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
726	(119,120)RS-3	JEFFERSON	16	12
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78044	

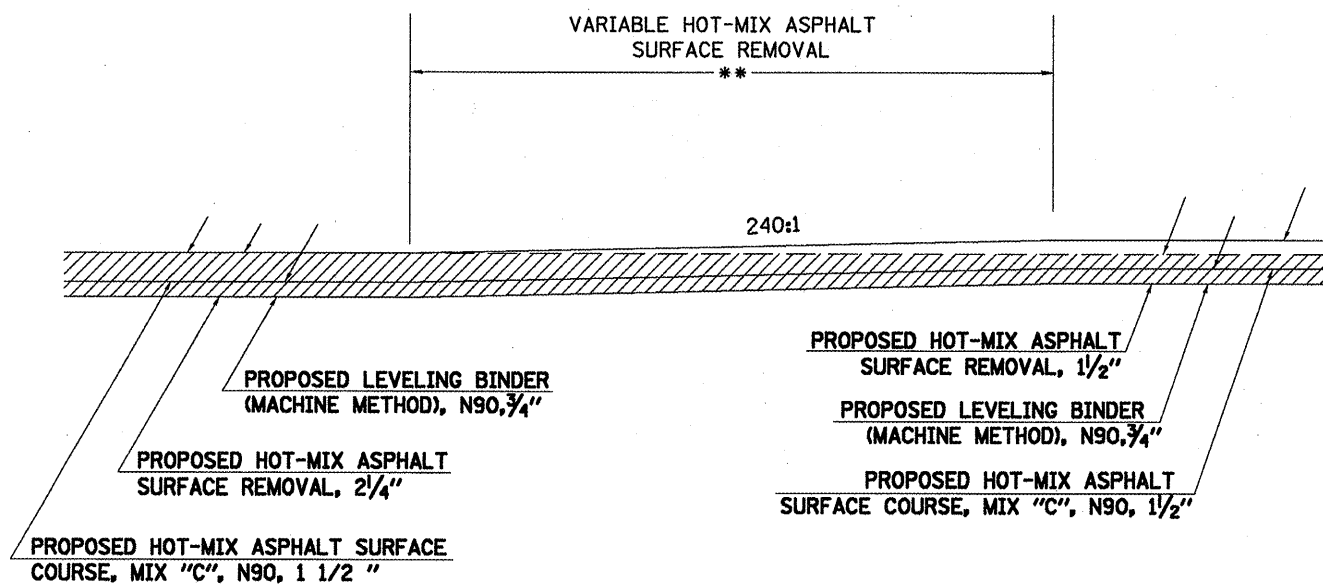
MILLING AND RESURFACING DETAIL



TO BE USED:
SEE STATIONS ABOVE
BSNF RAILROAD TRACKS
WALTONVILLE

FILE NAME = c:\projects\78044\78044.mxd	USER NAME = oolemm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MILLING AND RESURFACING DETAIL	F.A.P. RTE. 726	SECTION 019,120RS-3	COUNTY JEFFERSON	TOTAL SHEETS 16	SHEET NO. 13
PLOT SCALE = 1/8" = 1' IN.	PLOT DATE = 3/17/2008	DRAWN -	REVISED -	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		CONTRACT NO. 78044 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

MILLING TAPER DETAIL TRANSITION INTO AND OUT OF INLAY SECTIONS

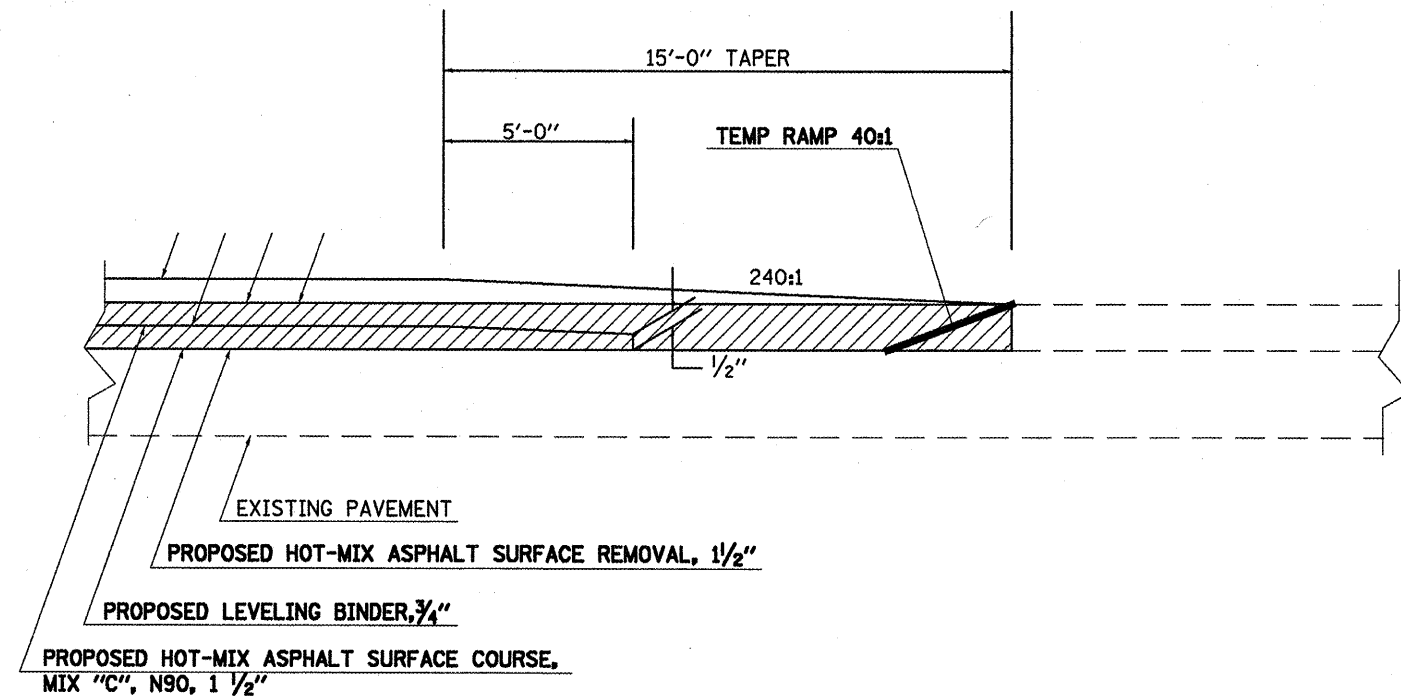


* VARIABLE DEPTH HOT-MIX ASPHALT SURFACE REMOVAL WILL BE PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"

** TAPER LENGTH AS DIRECTED BY THE ENGINEER TO MAINTAIN 240:1 TAPER RATIO.

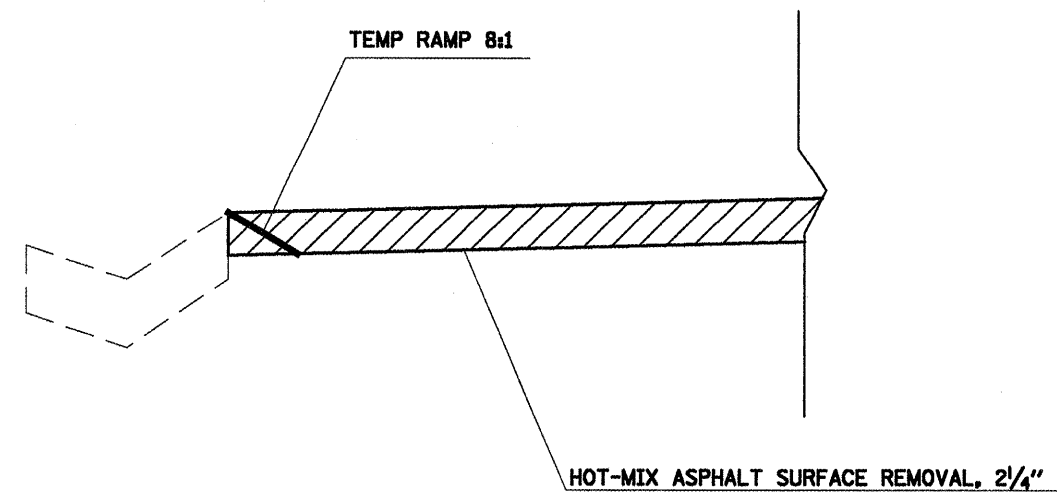
TO BE USED:
 STA. 16+65 BEGINNING OF INLAY
 STA. 35+62 END OF INLAY
 STA. 87+55 BEGINNING OF INLAY
 STA. 89+56 END OF INLAY
 STA. 90+56 BEGINNING OF INLAY
 STA. 96+25 END OF INLAY
 STA. 106+81 BEGINNING OF INLAY
 STA. 116+03 END OF INLAY
 STA. 119+90 BEGINNING OF INLAY
 STA. 125+39 END OF INLAY
 STA. 276+27 BEGINNING OF INLAY
 STA. 287+67 END OF INLAY
 STA. 290+36 BEGINNING OF INLAY
 STA. 305+32 END OF INLAY
 STA. 348+93 BEGINNING OF INLAY
 STA. 362+84 END OF INLAY
 STA. 34+29 BEGINNING OF INLAY
 STA. 45+20.1 END OF INLAY

TRANSITION DETAIL



TO BE USED:
 STA. 369+59 TO STA. 369+74 (RR OVERPASS)
 STA. 371+11 TO STA. 371+26 (RR OVERPASS)
 STA. 107+38.4 TO STA. 107+53.4 (SN 041-0096)
 STA. 114+00.4 TO STA. 114+15.4 (SN 041-0096)

TEMPORARY RAMP DETAIL FOR INLAY SECTIONS



TO BE USED:
 CASPER RD. RT.
 FREEMAN RD. LT
 WALNUT ST. RT
 HIRONS ST. LT
 BROADWAY AVE. LT
 BROADWAY AVE. RT
 MAIN/WALTONVILLE RD. LT

FILE NAME =
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USER NAME = eolemm

DESIGNED -

REVISED -

DRAWN -

REVISED -

PLOT SCALE = 100.0000' / IN.

CHECKED -

REVISED -

PLOT DATE = 3/11/2008

DATE -

REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MILLING TAPER, TRANSITION, AND TEMPORARY RAMP DETAILS

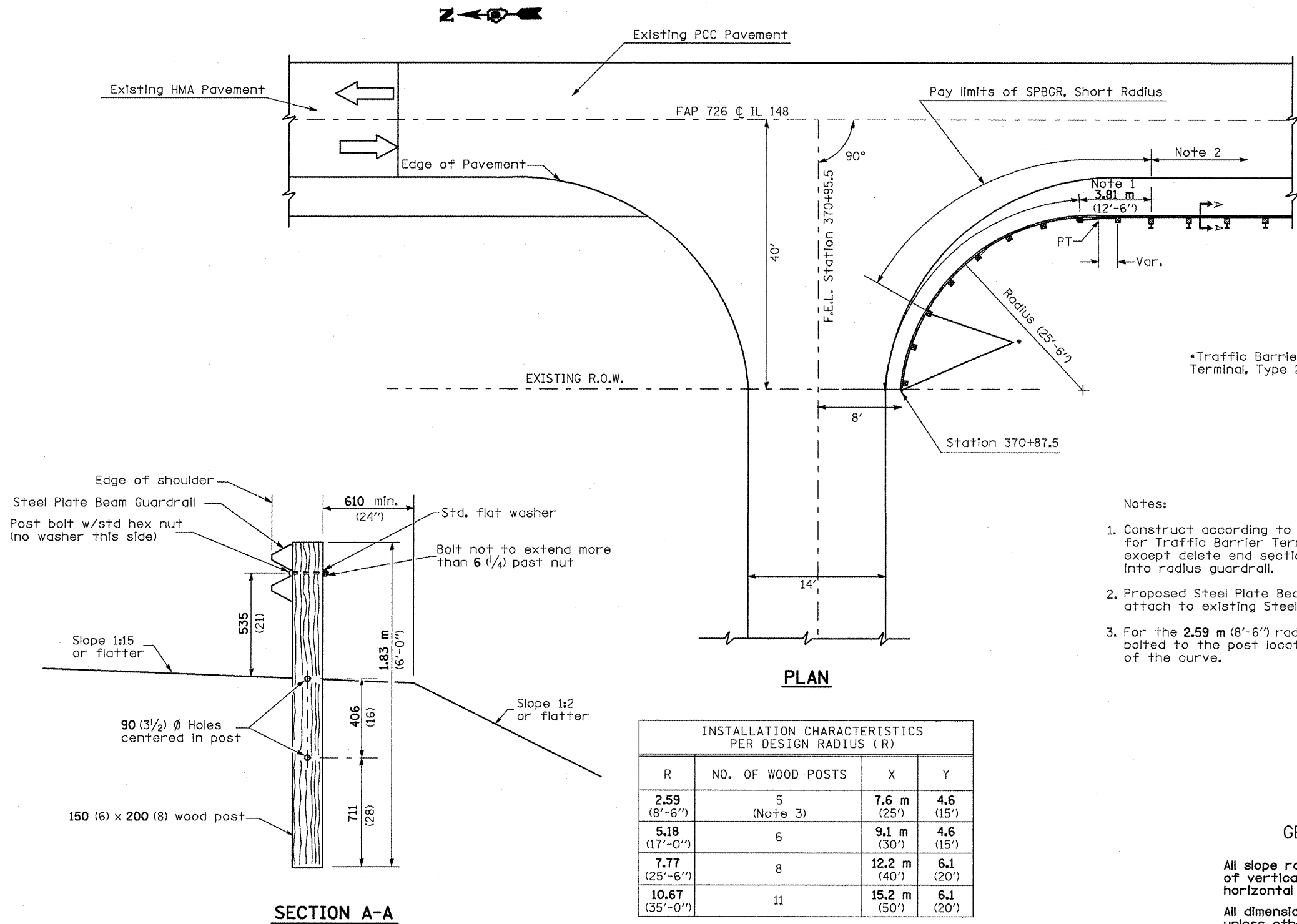
SCALE: NONE

SHEET NO. 1 OF 1 SHEETS

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
726	(119.120)RS-3	JEFFERSON	16	14
CONTRACT NO. 78044				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STEEL PLATE BEAM GUARDRAIL, SHORT RADIUS DETAIL



*Traffic Barrier Terminal, Type 2

Notes:

1. Construct according to Standard 631011 for Traffic Barrier Terminal Type 2, except delete end section and splice into radius guardrail.
2. Proposed Steel Plate Beam Guardrail Type A to attach to existing Steel Plate Beam Guardrail Type A
3. For the 2.59 m (8'-6") radius, the rail is not bolted to the post located at the midpoint of the curve.

INSTALLATION CHARACTERISTICS PER DESIGN RADIUS (R)

R	NO. OF WOOD POSTS	X	Y
2.59 (8'-6")	5 (Note 3)	7.6 m (25')	4.6 (15')
5.18 (17'-0")	6	9.1 m (30')	4.6 (15')
7.77 (25'-6")	8	12.2 m (40')	6.1 (20')
10.67 (35'-0")	11	15.2 m (50')	6.1 (20')

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

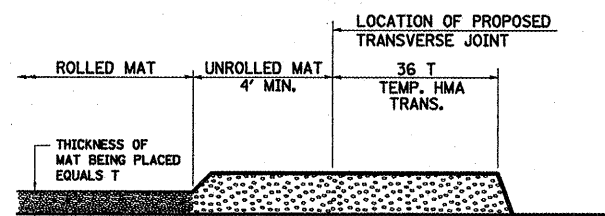
All dimensions are in millimeters (Inches) unless otherwise shown.

Cut Steel Plate Beam Guardrail so that the Traffic Barrier Terminal, Type 2 stays within existing R.O.W.

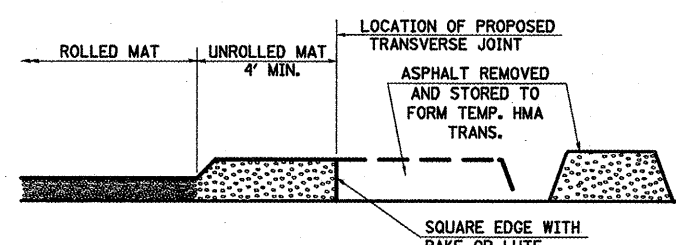
Wood posts in radius of shall have a spacing of no greater than 6'-3".

TO BE USED:
SN 041-9900 (NW QUADRANT)

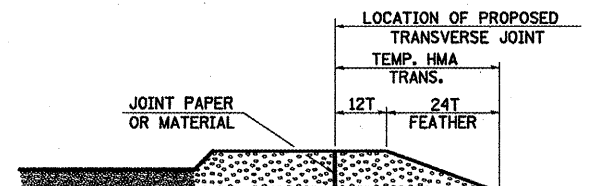
TEMPORARY HOT-MIX ASPHALT TRANSITIONS



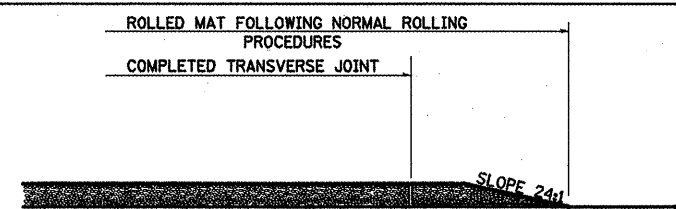
- STEP I**
1. PLACE HOT-MIX ASPHALT MAT, LENGTH 36 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
 2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



- STEP II**
1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
 2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
 3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



- STEP III**
1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
 2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.

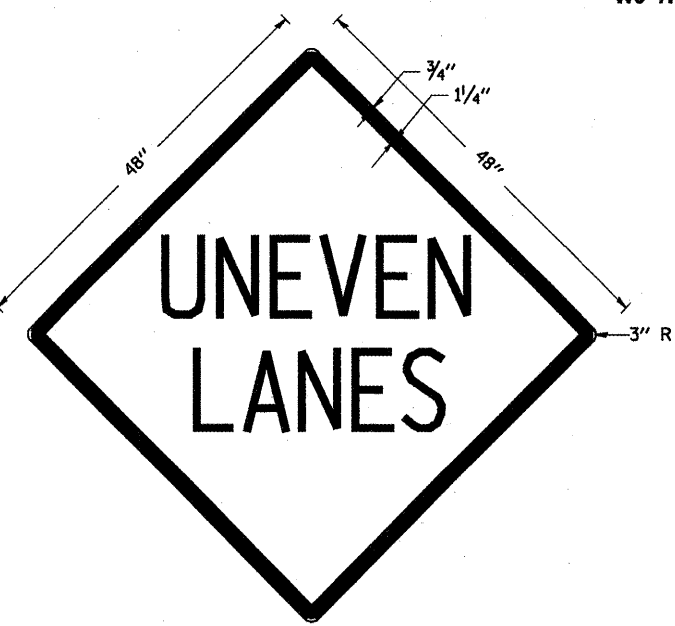


- STEP IV**
1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
 2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
 3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

REVISIONS
 REDRAWN 2-15-89
 REVISED 8-16-94
 REVISED 01-29-01
 STD. 9-26

UNEVEN LANES SIGN

W8-11 (48" x 48")



COLORS:
 LEGEND AND BORDER - BLACK NON-REFLECTORIZED
 BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

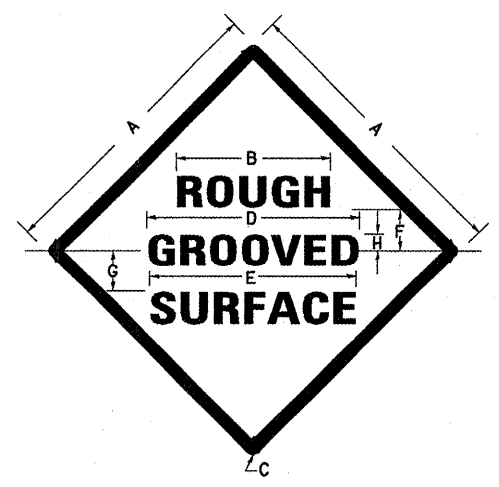
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS
 DRAWN 2-15-89
 REVISED 4-6-93
 REVISED 12-25-01
 STD. 9-41

ILLINOIS STANDARD

W8-1106



COLORS:
 LEGEND AND BORDER- BLACK NON-REFLECTORIZED
 BACKGROUND- ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES LINES			MAR-GIN	BOR-DER	BLANK STD.
	1	2	3			
48X48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES

NOTES:

PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED, THE CONTRACTOR SHALL HAVE ERECTED "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "ROUGH GROOVED SURFACE" SIGNS UNTIL THE COLDMILLED SURFACE IS COVERED WITH LEVELING BINDER OR SURFACE COURSE.

IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS
 REDRAWN 2-15-89
 REVISED 4-6-93
 REVISED
 STD. 9-39

FILE NAME =
 c:\proj\joets\78844\78844-miso.dgn

USER NAME = colemm
 DESIGNED -
 DRAWN -
 CHECKED -
 PLOT SCALE = 100.0000' / IN.
 PLOT DATE = 3/11/2008

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUGH GROOVED SURFACE SIGN, TEMPORARY HOT-MIX ASPHALT TRANSITIONS, AND UNEVEN PAVEMENT SIGN DETAILS
 SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
726	(119,120)RS-3	JEFFERSON	16	16
CONTRACT NO. 78044				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				