

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2826	(106,107,108,109)RS-4	MARION	14	1
ILLINOIS CONTRACT NO. 76N06				

D-98-032-20



# PROPOSED HIGHWAY PLANS

FAS ROUTE 2826 (IL 37)  
SECTION (106,107,108,109)RS-4  
PROJECT STP-HSIP-6SKZ(406)  
SMART RESURFACING & HSIP SHOULDERS  
0.4 MI S OF CROSS ST TO JEFFERSON CO LINE  
MARION COUNTY

C-98-046-20

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**TRAFFIC DATA**

FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL

CROSS ST. TO CHURCH RD.

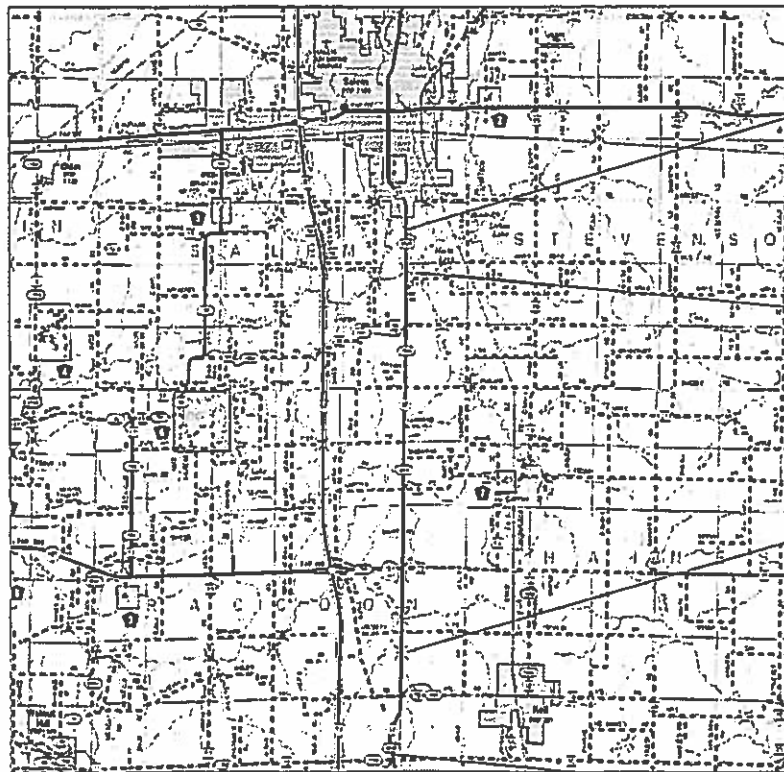
2019 ADT (ACTUAL): 4350  
2020 ADT (ESTIMATED): 4400  
2040 ADT (ESTIMATED): 5400  
SU: 3.9%  
MU: 3.0%

CHURCH RD. TO IL ROUTE 161

2019 ADT (ACTUAL): 3450  
2020 ADT (ESTIMATED): 3500  
2040 ADT (ESTIMATED): 4250  
SU: 2.6%  
MU: 1.7%

IL ROUTE 161 TO JEFFERSON CO LINE

2019 ADT (ACTUAL): 2700  
2020 ADT (ESTIMATED): 2750  
2040 ADT (ESTIMATED): 3300  
SU: 2.9%  
MU: 0.7%



END IMPROVEMENT  
STA 452+00  
LAT: 38.599931  
LONG: -88.940147  
(0.4 MI S OF CROSS ST)

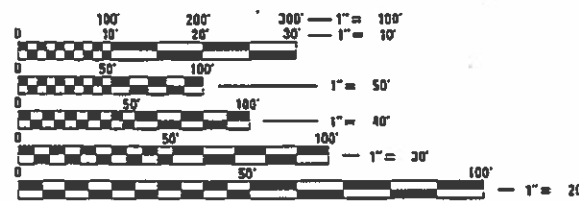
STRUCTURE OMISSION  
SN 061-0089  
CROOKED CREEK  
STA. 411+97.31 TO STA. 414+05.51

STRUCTURE OMISSION  
SN 061-0087  
RACCOON CREEK MIDDLE  
STA. 120+58 TO STA. 121+19

BEGIN IMPROVEMENT  
STA 0+00  
LAT: 38.476631  
LONG: -88.943286  
(JEFFERSON COUNTY LINE)

GROSS LENGTH = 45200.00 FT. = 8.561 MILE  
NET LENGTH = 44930.80 FT. = 8.510 MILE

SEE LOCATION MAP FOR THE LOCATION OF ADDITIONAL  
STRUCTURES WITHIN THE PROJECT LIMITS



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 EXCAVATORS  
1-800-892-0123  
OR 811

PROJECT ENGINEER TIM PADGETT (618)346-3325  
PROJECT MANAGER DREW RUHOLL (618)346-3454

CONTRACT NO. 76N06

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED Dec 4, 2019  
Keith Roberts  
REGIONAL ENGINEER

Jim Blum  
ENGINEER OF DESIGN AND ENVIRONMENT

Jan 31, 2020  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

**INDEX OF SHEETS**

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12	STORM WATER POLLUTION PREVENTION PLAN
13-14	RESURFACING DETAILS

**GENERAL NOTES:**

- ① ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE TO BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

	AERIAL	BURIED
*AMEREN ILLINOIS (GAS & ELECTRIC)	X	X
*AT&T ILLINOIS (COMMUNICATIONS)	X	X
*CHARTER COMMUNICATIONS, INC. (CABLE TV)	X	X
*COUNTY MARK COOPERATIVE, LLP (PIPELINE)		X
*DIX-KELL WATER & SEWER COMMISSION (WATER & SANITARY SEWER)		X
*ENABLE MIDSTREAM PARTNERS (PIPELINE)		X
*LIBERTY UTILITIES (GAS)		X
*RACCOON WATER COMPANY (WATER)		X
*CITY OF SALEM (WATER & SANITARY SEWER)		X
*CITY OF SALEM (GAS)		X
*TRI-COUNTY ELECTRIC COOPERATIVE, INC (ELECTRIC)	X	X
*WABASH PIPELINE CO. (COMMUNICATIONS)	X	X

MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY \*. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

- ② THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT NO SURVEY WAS PERFORMED FOR THIS PROJECT. THE STATIONING, TOPOGRAPHY, AND QUANTITIES SHOWN IN THE PLANS WERE CREATED USING MICROFILM AND FIELD MEASUREMENTS. ALL SHALL BE ASSUMED TO BE APPROXIMATE. THE CONTRACTOR SHALL VERIFY DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- ③ THE THICKNESS OF HOT-MIX-ASPHALT SURFACE MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- ④ AN ESTIMATED QUANTITY OF 9920 TONS OF CUTTINGS FROM HMA REMOVAL IS ANTICIPATED.
- ⑤ NO OVERNIGHT LANE CLOSURES WILL BE PERMITTED.
- ⑥ THE PROPOSED PAVEMENT MARKINGS SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKINGS, AS DIRECTED BY THE ENGINEER.
- ⑦ THE USE OF VIBRATORY ROLLERS SHALL NOT BE PERMITTED WITHIN URBAN AREAS. THIS DOES NOT RELIEVE THE CONTRACTOR OF DENSITY REQUIREMENTS FOR THE CONSTRUCTION OF THE BITUMINOUS PAVEMENTS AS SPECIFIED IN SECTIONS 406 & 407 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE MATERIAL TRANSFER DEVICE CAN CROSS IN AN UNLOADED CONDITION ON SN 061-022, SN 061-0087, SN 061-2419, AND SN 061-0089. THE MATERIAL TRANSFER DEVICE CANNOT CROSS SN 061-2418 AND SN 061-2419. SEE THE LOCATION MAP FOR THE STRUCTURES LOCATION.
- ⑨ PAVEMENT PATCHING AND EXCAVATING AND GRADING EXISTING SHOULDER MAY OCCUR ABOVE EXISTING CULVERTS. THE DEPTH OF THE PAVEMENT PATCHING AND EXCAVATING AND GRADING EXISTING SHOULDER SHALL BE TO THE DEPTH SPECIFIED IN THE PLANS OR TO THE TOP OF THE EXISTING CULVERT, WHICHEVER IS LESS.
- ⑩ ALL SHOULDER IMPROVEMENTS ADJACENT TO THE EXISTING GUARDRAIL SHALL BE PERFORMED WITHOUT GUARDRAIL REMOVAL. MATERIAL REMOVED BEYOND THE FACE OF THE EXISTING GUARDRAIL SHALL BE REPLACED WITH AGGREGATE WEDGE SHOULDER, TYPE B MATERIAL.
- ⑪ IF THE SURFACE REMOVAL ON THIS PROJECT PRODUCES A MILLED EDGE ANYWHERE GREATER THAN 1.5 INCHES BETWEEN ADJACENT OPEN LANES OF TRAFFIC, ONE OF THE FOLLOWING SHALL APPLY:
  - THE CONTRACTOR SHALL ORGANIZE THE WORK TO AVOID THE MILLED EDGE.
  - THE CONTRACTOR SHALL CONSTRUCT A TEMPORARY HOT MIX ASPHALT WEDGE ALONG THE MILLED EDGE.
  - THE CONTRACTOR SHALL CONSTRUCT A MILLED SLOPED EDGE (MINIMUM 1:3) ALONG THE MILLED EDGE.

THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST PER SQUARE YARD FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED.

**HIGHWAY STANDARDS**

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
406201-01	MAILBOX TURNOUT
420001-09	PAVEMENT JOINTS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHOULDERS STRIPS/SHOULDERS WITH RESURFACING OR WIDENING PROJECTS
642006	SHOULDER RUMBLE STRIPS, 8 INCH
701001-02	OFF-RD OPEATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701336-07	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

**MIXTURE REQUIREMENTS**

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

ROUTE	FAS 2826 (IL 37)
SECTION	(106,107,108,109)RS-4
COUNTY	MARION
CONTRACT	76N06

DESCRIPTION	SMART - RESURFACING & HSIP SHOULDER ALONG IL 37 FROM 0.4 MI S OF CROSS ST TO JEFFERSON CO LINE
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ADT (CONSTRUCTION YR.):	4400
MU%	3
SU%	3.9
20 YR. ESAL'S	0.95

MIXTURE USE	SURFACE	PATCHING
AC/PG	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70
MIX COMPOSITION (Gradation)	IL 9.5	IL 19.0
FRICTION AGG	MIXTURE "D"	MIXTURE "B"
QUALITY MGMT PROGRAM	QCP	QC/QA

MIXTURE USE	SHOULDERS ≥ 2.25"	SHOULDERS < 2.25"
AC/PG	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION
DESIGN AIR VOIDS	4.0% @ Ndes=30	4.0% @ Ndes=30
MIX COMPOSITION (Gradation)	IL 19.0L	IL 9.5L
FRICTION AGG		
QUALITY MGMT PROGRAM	QC/QA	QC/QA

PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN

**COMMITMENTS**

NONE

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, HIGHWAYS STANDARDS, GENERAL NOTES  
AND COMMITMENTS**

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2826	(106,107,108,109)RS-4	MARION	14	2
CONTRACT NO. 76N06				
ILLINOIS		FED. AID PROJECT		

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

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED 20% STATE	80% FED 20% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	ROADWAY	ROADWAY	ROADWAY
				0005 RURAL	0005 URBAN	0021 RURAL	0021 URBAN
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	857			799	58
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	70720	49147	3664	16633	1276
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	91	79	12		
40600990	TEMPORARY RAMP	SQ YD	458	446	12		
40604062	HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N70	TON	9858	9174	684		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	118080	109011	8141	928	
44000400	GUTTER REMOVAL	FOOT	2197	2197			
44200168	PAVEMENT PATCHING, TYPE II, 14 INCH	SQ YD	435	408	27		
44200172	PAVEMENT PATCHING, TYPE III, 14 INCH	SQ YD	36	36			
44200174	PAVEMENT PATCHING, TYPE IV, 14 INCH	SQ YD	111	111			
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1077			1005	72
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	39065			36229	2836
48203100	HOT-MIX ASPHALT SHOULDERS	TON	79			79	
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	80670			76100	4570

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

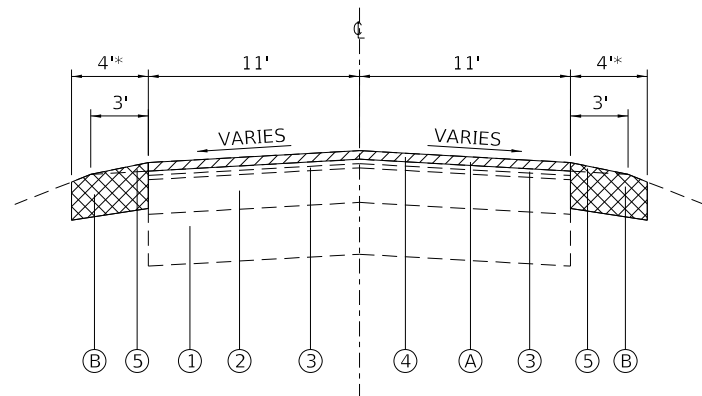
**SUMMARY OF QUANTITIES**

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2826	(106,107,108,109)RS-4	MARION	14	3
CONTRACT NO. 76N06			ILLINOIS FED. AID PROJECT	

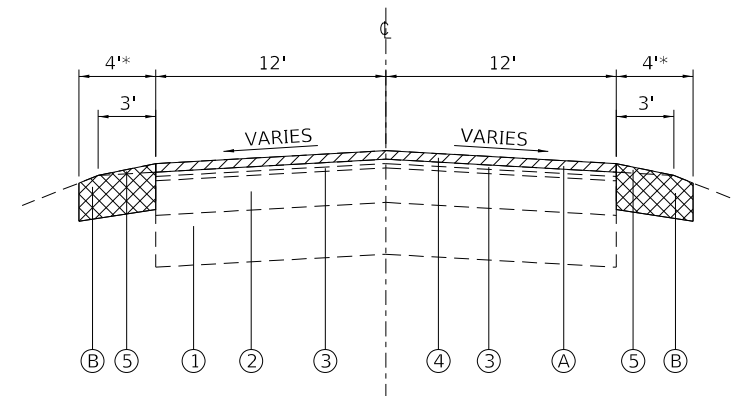






**EXISTING TYPICAL SECTION**

STA. 0+00 TO STA. 14+61.6  
 STA. 27+62.9 TO STA. 38+11.6  
 STA. 47+07.2 TO STA. 120+58  
 STA. 120+58 TO STA. 121+19 (STRUCTURE OMISSION)  
 STA. 121+19 TO STA. 160+00



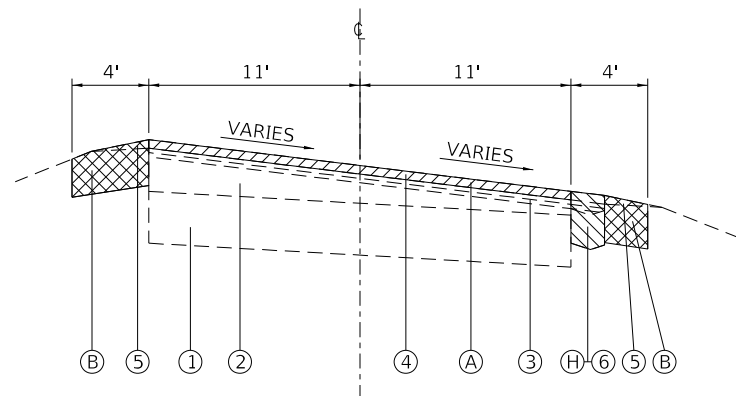
**EXISTING TYPICAL SECTION**

STA. 160+00 TO STA. 411+97.31  
 STA. 411+97.31 TO STA. 414+05.51 (STRUCTURE OMISSION)  
 STA. 414+05.51 TO STA. 452+00

**NOTES**

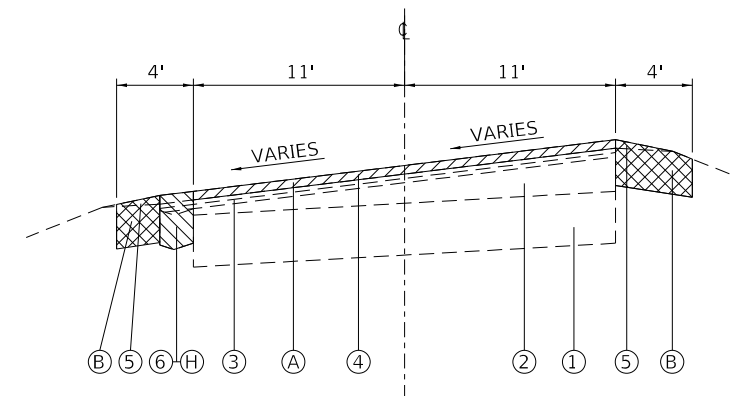
\*THE PROPOSED HMA SHOULDER 8" AND PROPOSED EXCAVATING AND GRADING EXISTING SHOULDER WIDTH SHALL BE 8FT AT MAILBOX TURNOUTS. SEE THE ENTRANCE AND MAILBOX TURNOUT SCHEDULE FOR LOCATIONS.

THE EXISTING SHOULDERS ADJACENT TO STRUCTURES SHALL BE RESURFACED. SEE THE SHOULDER SCHEDULE FOR THE LOCATION OF SHOULDER RESURFACING.



**EXISTING TYPICAL SECTION**

STA. 14+61.8 TO STA. 27+62.9



**EXISTING TYPICAL SECTION**

STA. 38+11.6 TO STA. 47+07.2

**LEGEND**

- ① EXISTING PAVEMENT
- ② EXISTING HMA RESURFACING
- ③ EXISTING LEVELING BINDER (MM), N70M 3/4"
- ④ EXISTING HMA SURFACE COURSE, MIX D, N70, 1 1/2"
- ⑤ EXISTING AGGREGATE WEDGE SHOULDER, TYPE B
- ⑥ EXISTING GUTTER
- Ⓐ PROPOSED HMA SURFACE REMOVAL 1 1/2"
- Ⓑ PROPOSED EXCAVATING AND GRADING EXISTING SHOULDERS
- Ⓒ PROPOSED HMA SURFACE COURSE, IL-9.5, MIX D, N70, 1 1/2"
- Ⓓ PROPOSED HMA SHOULDERS 8"
- Ⓔ PROPOSED LONGITUDINAL JOINT SEALANT
- Ⓕ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- Ⓖ PROPOSED BITUMINOUS MATERIALS (TACK COAT) - BETWEEN HMA LIFTS
- Ⓗ PROPOSED GUTTER REMOVAL
- ① PROPOSED SHOULDER RUMBLE STRIPS, 8 INCH
- Ⓙ PROPOSED THERMOPLASTIC PAVEMENT MARKING - LINE 4"

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PLOT DATE = 12/9/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2826	(106,107,108,109)RS-4	MARION	14	6
CONTRACT NO. 76N06			ILLINOIS FED. AID PROJECT	







ENTRANCE AND MAILBOX TURNOUT SCHEDULE <sup>1</sup>													
LOCATION		DESCRIPTION		WIDTH	HMA SHOULDERS 8"	BITUMINOUS MATERIALS (TACK COAT) <sup>3</sup>	LOCATION		DESCRIPTION		WIDTH	HMA SHOULDERS 8"	BITUMINOUS MATERIALS (TACK COAT) <sup>3</sup>
STA	SIDE			(FT)	(SQ YD)	(POUND)	STA	SIDE			(FT)	(SQ YD)	(POUND)
0+63	RT	ENTRANCE	AGGREGATE	30			307+11	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
6+50	RT	ENTRANCE	AGGREGATE	35			313+74	LT	ENTRANCE	AGGREGATE	25		
6+50	LT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6	319+21	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
10+40	RT	ENTRANCE	AGGREGATE	45			326+01	LT	ENTRANCE	AGGREGATE	15		
11+01	LT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6	327+21	LT	ENTRANCE W/ MB	BITUMINOUS	72	8.0	3.6
11+44	RT	ENTRANCE	AGGREGATE	25			332+45	LT	ENTRANCE	AGGREGATE	25		
18+08	RT	ENTRANCE	AGGREGATE	25			333+50	LT	ENTRANCE	AGGREGATE	25		
26+65	LT	ENTRANCE	AGGREGATE	70			337+97	LT	ENTRANCE	AGGREGATE	20		
29+08	LT	ENTRANCE	AGGREGATE	45			341+75	LT	ENTRANCE	AGGREGATE	30		
32+68	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	342+58	RT	ENTRANCE	AGGREGATE	50		
40+26	LT	ENTRANCE	AGGREGATE	30			342+88	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
41+29	LT	ENTRANCE	AGGREGATE	35			355+38	LT	ENTRANCE	CONCRETE	110		
41+29	RT	ENTRANCE	AGGREGATE	30			365+62	LT	ENTRANCE W/ MB	CONCRETE	72	8.0	3.6
43+98	RT	ENTRANCE	AGGREGATE	30			366+84	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
43+98	LT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6	372+83	RT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
46+42	RT	ENTRANCE	AGGREGATE	40			374+81	RT	ENTRANCE	AGGREGATE	25		
46+42	LT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6	375+46	RT	ENTRANCE	AGGREGATE	25		
49+15	RT	ENTRANCE	AGGREGATE	40			375+92	RT	ENTRANCE	AGGREGATE	25		
49+15	LT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6	378+08	RT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
52+18	RT	ENTRANCE	AGGREGATE	50			379+84	RT	ENTRANCE	AGGREGATE	20		
53+52	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	381+33	RT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
54+10	RT	ENTRANCE	AGGREGATE	125			383+75	RT	ENTRANCE	CONCRETE	65		
58+23	RT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	384+54	RT	ENTRANCE	BITUMINOUS	55		
61+31	RT	ENTRANCE	AGGREGATE	20			391+38	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
72+71	RT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6	400+68	LT	ENTRANCE	AGGREGATE	50		
72+71	LT	ENTRANCE	AGGREGATE	35			401+22	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
81+77	LT	ENTRANCE	AGGREGATE	25			402+15	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
81+77	RT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	404+65	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
83+80	RT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6	407+07	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
83+80	LT	ENTRANCE	AGGREGATE	30			407+65	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
86+27	RT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6	409+62	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
86+27	LT	ENTRANCE	AGGREGATE	25					RURAL SUBTOTAL	- 2		221.8	99.6
101+66	RT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6			RURAL TOTAL			741	333
101+66	LT	ENTRANCE	AGGREGATE	40									
121+96	RT	ENTRANCE	AGGREGATE	30			425+91	RT	ENTRANCE	CONCRETE	60		
123+92	RT	ENTRANCE	AGGREGATE	50			427+45	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
125+34	RT	ENTRANCE W/ MB	BITUMINOUS	72	10.2	4.6	428+43	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
129+93	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	429+73	RT	ENTRANCE	AGGREGATE	30		
134+74	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	429+90	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
135+85	RT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	431+01	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
136+63	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	433+34	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
139+09	RT	ENTRANCE W/ MB	CONCRETE	72	8.0	3.6	435+52	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
140+20	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	436+32	LT	ENTRANCE	AGGREGATE	20		
142+93	RT	ENTRANCE W/ MB	BITUMINOUS	72	8.0	3.6	436+95	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
146+06	RT	ENTRANCE W/ MB	CONCRETE	72	8.0	3.6	437+76	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
148+48	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	438+58	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
151+38	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	439+86	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
153+87	RT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	441+07	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
161+07	RT	ENTRANCE	AGGREGATE	54			441+72	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
161+94	RT	ENTRANCE	AGGREGATE	45			442+15	RT	ENTRANCE	BITUMINOUS	50		
166+89	LT	ENTRANCE	AGGREGATE	50			443+98	LT	ENTRANCE W/ MB	CONCRETE	72	8.0	3.6
168+41	LT	ENTRANCE	AGGREGATE	45			446+43	LT	ENTRANCE W/ MB	BITUMINOUS	72	8.0	3.6
170+04	RT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6	447+12	LT	ENTRANCE	AGGREGATE	30		
170+04	LT	ENTRANCE	CONCRETE	30			448+18	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
176+05	LT	ENTRANCE	CONCRETE	25			449+16	RT	ENTRANCE	AGGREGATE	50		
205+93	RT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6	449+71	LT	ENTRANCE W/ MB	BITUMINOUS	72	14.7	6.6
207+25	LT	ENTRANCE	AGGREGATE	46			450+36	LT	ENTRANCE W/ MB	BITUMINOUS	72	14.7	6.6
217+70	RT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6	453+14	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
217+70	LT	ENTRANCE	AGGREGATE	35					URBAN SUBTOTAL			251.2	112.8
218+20	RT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6			URBAN TOTAL			251	113
218+20	LT	ENTRANCE	AGGREGATE	30									
220+98	LT	ENTRANCE	AGGREGATE	25					GRAND TOTAL			992	446
224+19	RT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6							
224+19	LT	ENTRANCE	AGGREGATE	25									
224+83	LT	ENTRANCE	AGGREGATE	20									
226+11	RT	ENTRANCE	AGGREGATE	30									
283+38	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6							
289+64	RT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6							
293+27	LT	ENTRANCE	AGGREGATE	30									
293+27	LT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6							
293+84	LT	ENTRANCE	AGGREGATE	35									
297+72	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6							
300+73	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6							
204+02	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6							
305+33	RT	ENTRANCE	AGGREGATE	35									
305+33	LT	MAILBOX TURNOUT	AGGREGATE	72	14.7	6.6							
			RURAL SUBTOTAL	- 1		519.3							233.2

SIDE ROAD SCHEDULE <sup>4</sup>				
LOCATION		NAME	DESCRIPTION	WIDTH (FT)
STA	SIDE			
55+66	LT/RT	KELL RD	BITUMINOUS	60
109+29	LT/RT	CROWLEY RD	BITUMINOUS	70
162+84	LT/RT	IL ROUTE 161	BITUMINOUS	190
189+38	RT	SHORT RD	BITUMINOUS	65
229+29	LT/RT	CARTTER RD	BITUMINOUS	85
255+84	RT	SASSAFRAS RD	BITUMINOUS	60
269+16	LT	LEVEE RD	BITUMINOUS	70
282+61	RT	HARRIS RD	BITUMINOUS	60
315+06	LT/RT	ENGLAND RD	BITUMINOUS	65
328+41	LT	BROWN LN	BITUMINOUS	50
367+83	LT/RT	CHURCH RD	BITUMINOUS	65
369+37	RT	FAIRSIDE LN	AGGREGATE	75
370+78	RT	NANCY LN	AGGREGATE	50
389+70	RT	PINEWOOD PL	CONCRETE	80
394+26	RT	LAKESHORE DR	BITUMINOUS	75
399+18	RT	HILLCREST CT	BITUMINOUS	70
407+10	RT	CJ HECK RD	BITUMINOUS	80

<sup>4</sup> THE SIDE ROAD SCHEDULE SHOWS THE APPROXIMATE LENGTH OF THE SIDE ROAD OMISSIONS AND IS FOR INFORMATION ONLY.

ENTRANCE W/ MB = ENTRANCE WITH A MAILBOX TURNOUT

<sup>1</sup> THE REMOVAL REQUIRED FOR THE MAILBOX TURNOUT CONSTRUCTION IS INCLUDED IN EXCAVATING AND GRADING EXISTING SHOULDERS. SEE THE MAINLINE RESURFACING SCHEDULE AND THE PROPOSED TYPICAL SECTIONS.

<sup>2</sup> SEE SHOULDER SCHEDULE FOR ADDITIONAL QUANTITIES

<sup>3</sup> SEE SHOULDER SCHEDULE AND MAINLINE RESURFACING SCHEDULE FOR ADDITIONAL QUANTITIES

MODEL: Default  
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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

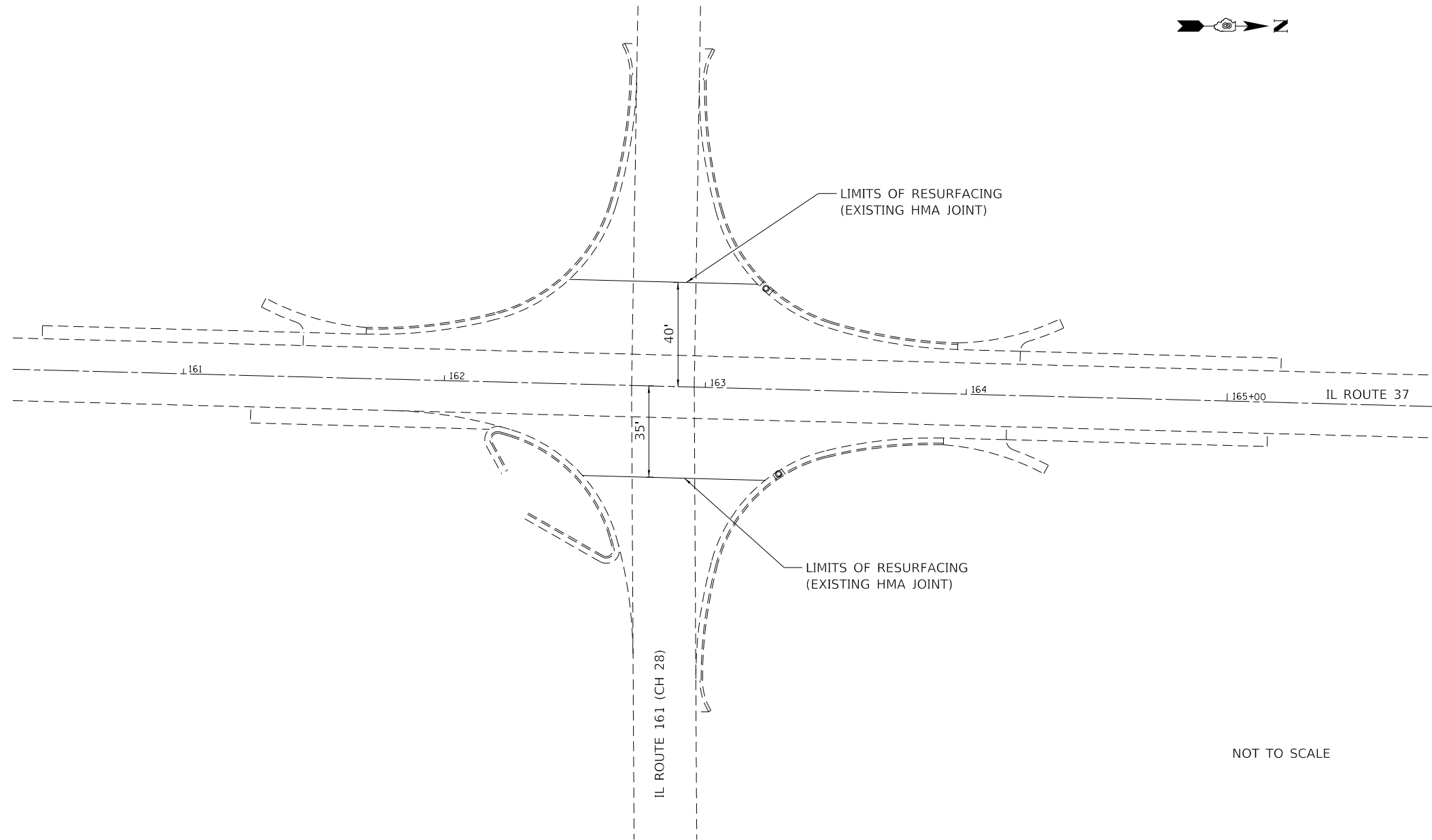
SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2826	(106,107,108,109)RS-4	MARION	14	9
CONTRACT NO. 76N06				
ILLINOIS FED. AID PROJECT				









NOT TO SCALE

INTERSECTION OF IL ROUTE 37 & IL ROUTE 161

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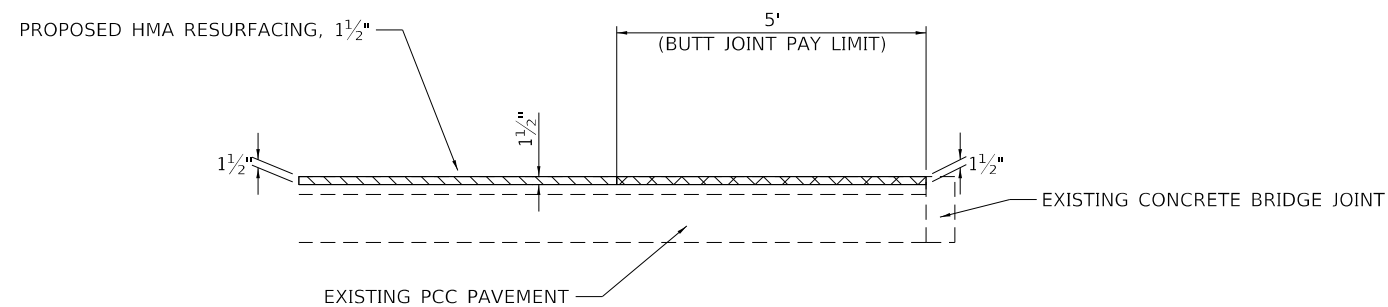
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	DRAWN -	REVISED -
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PLOT DATE = 12/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

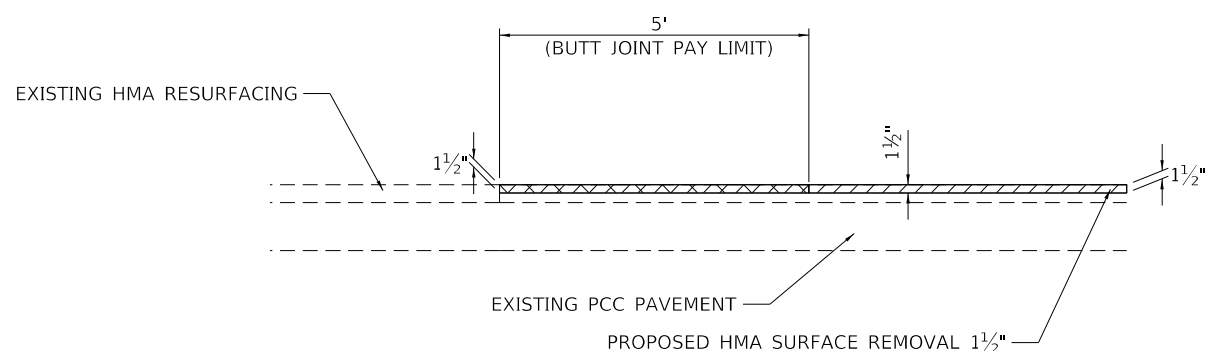
**RESURFACING DETAILS**

SCALE: N.T.S. SHEET 1 OF 2 SHEETS STA. TO STA.

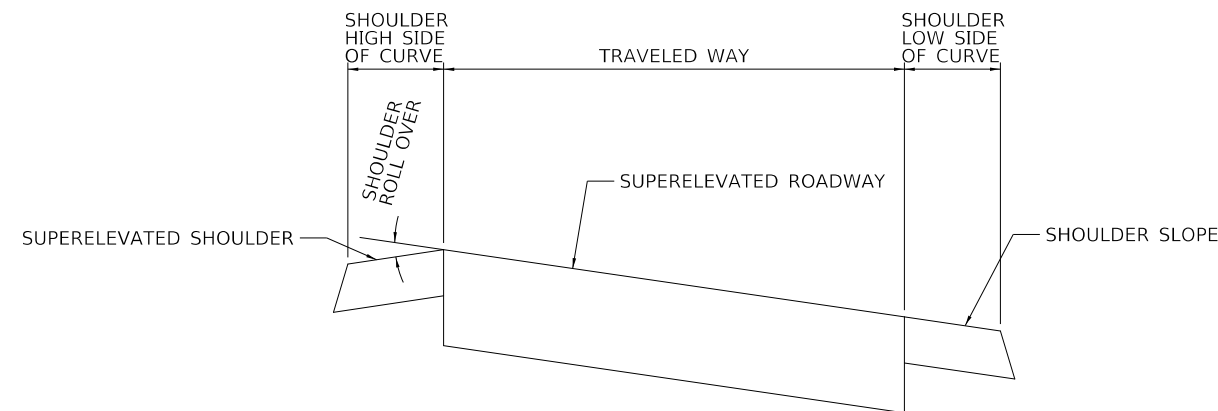
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2826	(106,107,108,109)RS-4	MARION	14	13
CONTRACT NO. 76N06			ILLINOIS FED. AID PROJECT	



**STRUCTURE OMISSION BUTT JOINT DETAIL**  
ELEVATION VIEW



**BEGIN/END BUTT JOINT DETAIL**  
ELEVATION VIEW



TRAVELED WAY	SHOULDER SLOPE		ROLLOVER
	HIGH SIDE	LOW SIDE	
(%)	(%)	(%)	(%)
3.5%	4.0%	4.0%	7.5%
4.0%	4.0%	4.0%	8.0%
4.5%	3.5%	4.5%	8.0%
5.0%	3.0%	5.0%	8.0%
5.5%	2.5%	5.5%	8.0%
6.0%	2.0%	6.0%	8.0%
6.5%	1.5%	6.5%	8.0%
7.0%	1.0%	7.0%	8.0%
7.5%	0.5%	7.5%	8.0%
8.0%	0.0%	8.0%	8.0%

NOTE: ANY CHANGES TO THE VALUES SHOWN MUST BE APPROVED BY THE RESIDENT ENGINEER. THE MAXIMUM ROLLOVER SHALL NOT EXCEED 8.0%.

**SHOULDER DETAIL FOR SUPERELEVATED CURVES**  
NOT TO SCALE

MODEL: Default  
FILE: Model\_PlanUploadRoom.dwg  
PROJECT: 106,107,108,109  
DRAWN: ruholids  
CHECKED: [blank]  
DATE: 12/4/2019

USER NAME = ruholids	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 12/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RESURFACING DETAILS**

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2826	(106,107,108,109)RS-4	MARION	14	14
CONTRACT NO. 76N06				
ILLINOIS FED. AID PROJECT				