

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	D7 PATCHING 2025-4	EFFINGHAM	8	1
		ILLINOIS	CONTRACT NO. 74D29	

*FAP 774/FAU 8363
D-97-068-24

FOR INDEX OF SHEETS, SEE SHEET NO. 2

ADT 18445-20290 (2023)

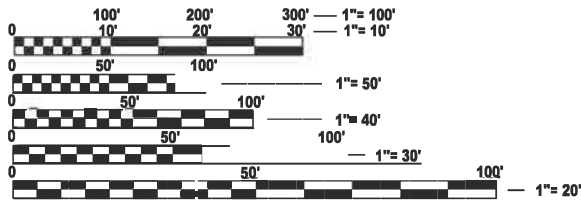
PROPOSED
HIGHWAY PLANS

FAP ROUTE 774/FAU 8363 (IL 32-33/US 40)
D7 PATCHING 2025-4
PAVEMENT PATCHING
EFFINGHAM COUNTY
C-97-103-24



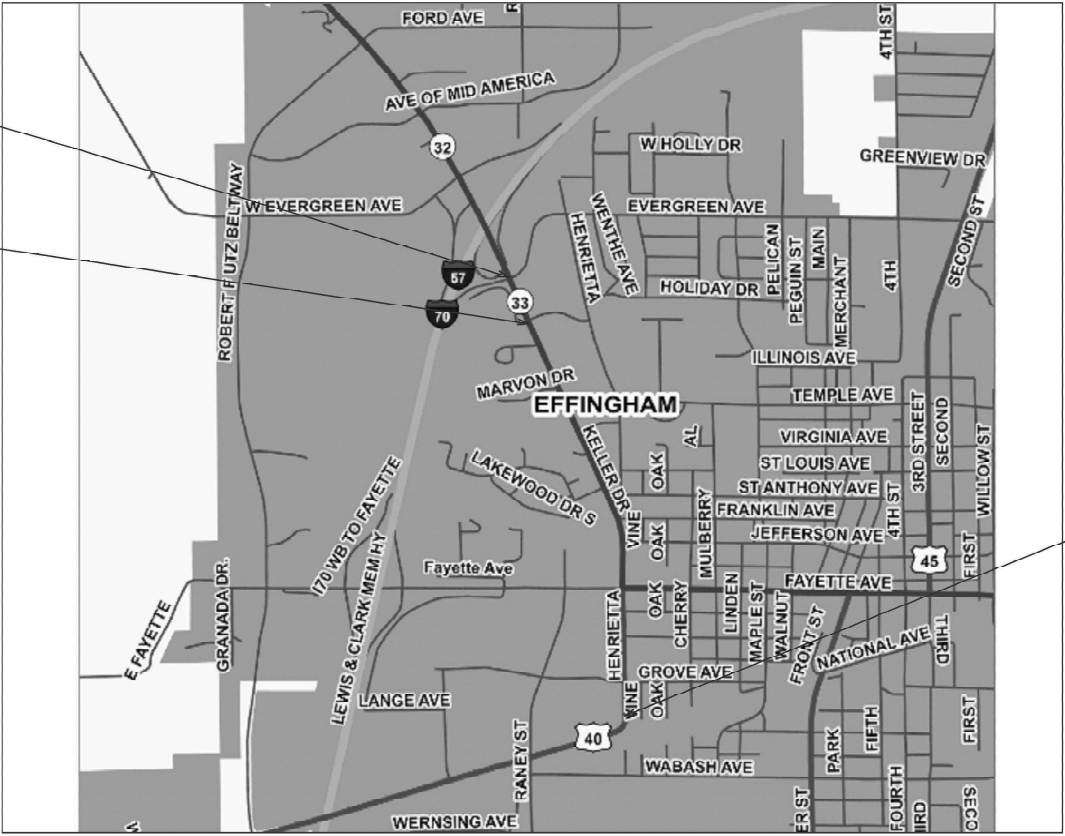
PROJECT ENDS
STA 101+80

STATION EQUATION:
STA 160+06.47 (BK) = STA 1160+06.47 (AH)



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.

JULIE
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811



PROJECT BEGINS
STA 1180+00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 28 20 25
Lora Rensing 16 REGIONAL ENGINEER

May 9 20 25
[Signature] ENGINEER OF DESIGN AND ENVIRONMENT

May 9 20 25
[Signature] 5 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PROJECT ENGINEER BENJAMIN DETERS
PROJECT MANAGER COLE MCKIMMY

GROSS LENGTH = 6705 FT. = 1.27 MILE
NET LENGTH = 6705 FT. = 1.27 MILE

CONTRACT NO. 74D29

MODEL: INDEX [Sheet]
FILE NAME: c:\pw_work\pwwork\state\effingham\kd1013159\0774D29-index.dgn

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	GENERAL NOTES, INDEX OF SHEETS & LIST OF STANDARDS
3	SUMMARY OF QUANTITIES
4	PATCHING SCHEDULE
5-8	DISTRICT 7 DETAIL 78000001

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 8:

STD. NO.	DESCRIPTION
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
420001-10	PAVEMENT JOINTS
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
442101-09	CLASS B PATCHES
701502-09	URBAN LANE CLOSURE, 2L, 2W, BI-DIRECTIONAL TURN LANE
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BI-DIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-10	TRAFFIC CONTROL DEVICES
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS
886001-01	DETECTOR LOOP INSTALLATIONS

GENERAL NOTES

THIS PROJECT IS LOCATED ON ILL 32/33/40 0.2 MILES SOUTH OF I-57/70 INTERCHANGE IN THE CITY OF EFFINGHAM IN EFFINGHAM COUNTY. PROJECT IS ALSO LOCATED ON KELLER DRIVE/HENRIETTA STREET IN TH CITY OF EFFINGHAM. THE WORK INCLUDED IN SECTION D7 PATCHING 2025-4 CONSISTS OF CLASS B PAVEMENT PATCHING, TRAFFIC CONTROL, AND ANY OTHER WORK NECESSARY TO COMPLETE THE SECTION.

THE ACTUAL LOCATIONS OF PAVEMENT PATCHING AND FINAL QUANTITIES WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

DETECTOR LOOPS DAMAGED DUE TO PATCHING WILL BE REPLACED IN KIND AND PAID FOR AS DETECTOR LOOP, TYPE 1.

* FAP 774/FAU 8363

REV - MS

	USER NAM E =benjamin.deters	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS AND GENERAL NOTES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CJM	REVISED -					*	D7 PATCHING 2025-4	EFFINGHAM	8	2
		CHECKED -	REVISED -					CONTRACT NO, 74D29				
	PLOT DATE = 3/28/2025	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE: 1"=50'		SHEET 2	OF 8 SHEETS	STA.	TO STA.			

				100% STATE	
				CONSTR. CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	
				0006	
				URBAN	
40604114	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "D", N90	TON	34	34	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	300	300	
44200050	WELDED WIRE REINFORCEMENT	SQ YD	673	673	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	1154	1154	
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	93	93	
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	577	577	
44201299	DOWEL BARS 1 1/2"	EACH	3118	3118	
44213200	SAW CUTS	FOOT	8521	8521	
44213204	TIE BARS 3/4"	EACH	227	227	
67100100	MOBILIZATION	L SUM	1	1	
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1	
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28	

				100% STATE
				CONSTR. CODE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY
				0006
				URBAN
	70200100 NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1
*	78009004 MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	600	600
*	78100100 RAISED REFLECTIVE PAVEMENT MARKER	EACH	10	10
*	88600100 DETECTOR LOOP, TYPE I	FOOT	841	841

* SPECIALTY ITEM

MODEL: soq [Sheet]
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MODEL: soq [Sheet]
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REV - MS

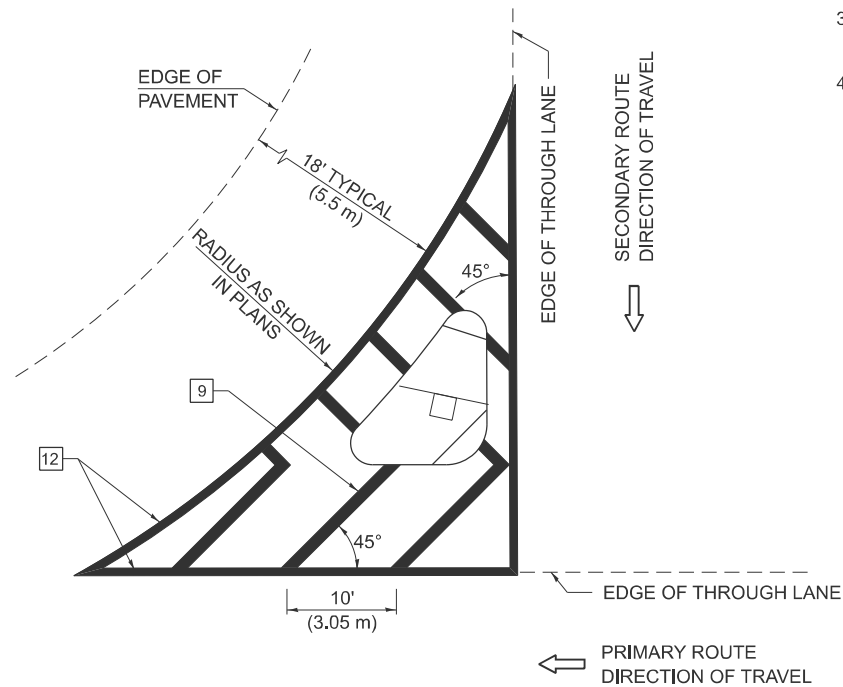
FILE NAME:	USER NAME = benjamin.deters	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		DRAWN -	REVISED -			#	D7 PATCHING 2025-4	EFFINGHAM	8	3		
		CHECKED -	REVISED -			CONTRACT NO. 74D29						
	PLOT DATE = 3/28/2025	DATE -	REVISED -			SCALE: 1"=50'	SHEET SOQ OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT			

MODEL: Patching Schedule (Sheet)
FILE NAME: c:\p\p_work\kwl\stefanmk4d1013155\0714D29-schedule.dgn

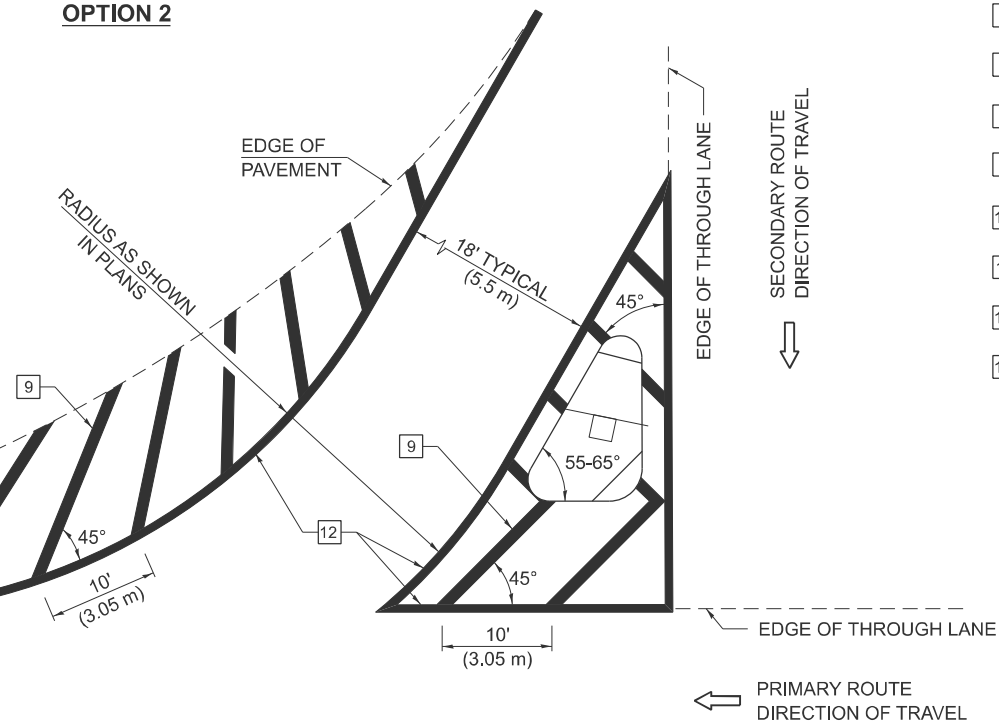
Adjacent Patch Y or blank	Agg Shlds Y or blank	Pay Y or blank	Patch Number	Lane	Station	Length ft	Width ft	Plan Depth in	Measured Depth in	% Change Thickness	Type 1 sy	44200050 Type 2 sy	44200974 Type 3 sy	44200976 Type 4 sy	44213204 Tie Bars ea	44200050 Pavt Fab sy	44213200 Saw Cut ft	44201299 Dowels ea	CL B Expan ft	Barricade	
			Henrietta from 800' south of Grove to 600' north of Grove (Note: Patches with Detector Loops at Grove) South limit roughly at south curve 101+80 north to 113+20 new concrete from Fayette ave project 2024																		Notes:
	Y		1	NBDL	101+80	90.0	14.0	10.0	10.0	0.00%					140.0	44	140.0	223.5	24.00		NONE
	Y		2	NBPL	101+80	90.0	12.0	10.0	10.0	0.00%					120.0	44	120.0	217.5	20.00		NONE
	Y		3	NBPL	102+65	10.0	16.0	10.0	10.0	0.00%			17.8				17.8	69.5	28.00		NONE
	Y		4	NBDL	102+65	38.0	12.0	10.0	10.0	0.00%				50.7	18	50.7	113.5	20.00			NONE
	Y		5	NBPL	102+95	10.0	16.0	10.0	10.0	0.00%			17.8				17.8	69.5	28.00		NONE
	Y		6	NBDL	103+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		7	NBPL	103+75	6.0	16.0	10.0	10.0	0.00%		10.7						61.5	28.00		NONE
	Y		8	NBDL	130+85	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		9	NBPL	130+85	6.0	16.0	10.0	10.0	0.00%		10.7						61.5	28.00		NONE
	Y		10	NBPL	104+20	6.0	16.0	10.0	10.0	0.00%		10.7						61.5	28.00		NONE
	Y		11	NBDL	104+30	10.0	12.0	10.0	10.0	0.00%		13.3						57.5	20.00		NONE
	Y		12	NBDL	104+76	10.0	12.0	10.0	10.0	0.00%		13.3						57.5	20.00		NONE
	Y		13	NBDL	107+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		14	NBPL	107+70	6.0	16.0	10.0	10.0	0.00%		10.7						61.5	28.00		NONE
	Y		15	NBDL	108+20	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		16	NBDL	108+50	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		17	NBPL	108+50	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		18	Center	108+50	100.0	6.0	10.0	10.0	0.00%				66.7	49	66.7	219.5	10.00			OLD Median area
	Y		19	NBDL	110+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		20	NBDL	111+55	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		21	NBDL	111+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		22	NBDL	111+90	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		23	NBDL	112+20	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		24	NBDL	112+55	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		25	NBPL	112+55	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		26	NBPL	112+80	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		27	NBPL	112+80	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
			113+20 meet new concrete from 2024 Fayette Ave Project																		
	Y		28	SBPL	112+35	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		29	SBPL	111+90	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		30	SBThru	110+75	18.0	12.0	10.0	10.0	0.00%			24.0		8	24.0		73.5	20.00		NONE
	Y		31	SBTLTurn	110+10	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		32	SBThru	110+10	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		33	SBThru	109+75	12.0	12.0	10.0	10.0	0.00%			16.0			16.0		61.5	20.00		NONE
	Y		34	SBThru	109+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		35	SBTLTurn	109+30	6.0	12.0	10.0	10.0	0.00%		8.7						52.5	24.00		NONE
	Y		36	SBTLTurn	108+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		37	SBThru	108+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		38	NBLTurn	108+20	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		39	SBThru	108+20	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		40	SBThru	107+55	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		41	SB	106+20	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		42	SB	105+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		43	centerTL	105+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		44	SB	105+50	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		45	SB	105+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		46	centerTL	105+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00		NONE
	Y		47	SB	104+75	6.0	14.0	10.0	10.0	0.00%		9.3						55.5	24.00		NONE
	Y		48	SB	104+25	6.0	14.0	10.0	10.0	0.00%		9.3						55.5	24.00		NONE
	Y		49	SB	103+80	20.0	14.0	10.0	10.0	0.00%			31.1		9	31.1		83.5	24.00		NONE
	Y		50	SB	103+40	6.0	14.0	10.0	10.0	0.00%		9.3						55.5	24.00		NONE
	Y		51	SB	102+90	80.0	16.0	10.0	10.0	0.00%				142.2	39	142.2		209.5	28.00		NONE
			IL 32/33																		NONE

Adjacent Patch	Agg Shlds	Pay	Patch Number	Lane	Station	Length ft	Width ft	Plan Depth in	Measured Depth in	% Change Thickness	Type 1 sy	44200050 Type 2 sy	44200974 Type 3 sy	44200976 Type 4 sy	44213204 Tie Bars ea	44200050 Pavt Fab sy	44213200 Saw Cut ft	44201299 Dowels ea	
Y or blank	Y or blank	Y or blank	IL 32/33																
			Keller Drive (from Jefferson St north to north of Evergreen West)																
	Y		1	SBDL	158+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		2	SBPL	158+25	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		3	SBDL	158+25	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		4	SBDL	158+10	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		5	SBDL	157+60	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		6	SBDL	156+85	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		7	SBPL	156+85	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		8	SBPL	156+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		9	SBDL	154+80	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		10	SBPL	154+80	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		11	SBPL	151+55	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		12	SBPL	150+80	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		13	SBPL	150+40	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		14	SBDL	150+05	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		15	SBDL	149+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		16	SBPL	149+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		17	SBDL	149+35	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		18	SBPL	149+35	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		19	SBDL	148+95	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		20	SBPL	148+55	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		21	SBDL	147+50	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		22	SBDL	146+50	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		23	SBDL	145+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		24	SBDL	144+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		25	SBPL	144+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		26	SBPL	141+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		27	SBDL	136+95	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		28	SBDL	138+45	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		29	SBDL	138+20	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		30	SBPL	136+80	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		31	SBPL	136+95	15.0	12.0	10.0	10.0	0.00%			20.0		7	20.0	67.5	20.00	
	Y		32	SBDL	135+95	20.0	12.0	10.0	10.0	0.00%				26.7	9	26.7	77.5	20.00	
	Y		33	SBPL	135+15	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		34	SBDL	134+15	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		35	SBPL	134+15	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		36	SBPL	133+45	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		37	NBPL	132+95	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		38	CTL	132+95	6.0	16.0	10.0	10.0	0.00%		10.7						61.5	28.00
	Y		39	NBDL	134+00	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		40	NBDL	135+50	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		41	CTL	136+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		42	CTL	137+20	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		43	CTL	137+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		44	NBPL	137+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		45	NBDL	137+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		46	CTL	139+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		47	NBDL	140+50	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		48	NBPL	140+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		49	NBDL	141+25	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		50	NBDL	143+40	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		51	NBDL	143+95	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		52	NBDL	144+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		53	NBPL	144+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		54	NBDL	144+70	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		55	NBDL	145+20	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		56	NBPL	146+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		57	NBPL	144+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		58	NBDL	144+85	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		59	NBPL	144+85	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		60	NBDL	146+10	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		61	NBPL	146+10	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		62	NBDL	146+20	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		63	NBPL	146+20	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		64	NBDL	147+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		65	NBDL	148+05	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		66	NBDL	148+25	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		67	NBPL	148+25	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		68	NBDL	148+35	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		69	NBDL	149+00	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		70	NBDL	149+35	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		71	NBPL	149+35	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		72	CTL	150+80	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		73	NBPL	150+80	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		74	CTL	153+35	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		75	NBDL	155+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		76	NBDL	155+50	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		77	CTL	156+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		78	NBDL	156+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		79	CTL	157+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		80	NBPL	157+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		81	NBDL	157+75	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		82	NBDL	158+05	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		83	CTL	158+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		84	NBPL	158+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		85	NBDL	158+30	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		86	CTL	158+85	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		87	NBPL	158+85	6.0	12.0	10.0	10.0	0.00%		8.0						49.5	20.00
	Y		88	NBDL	158+85														

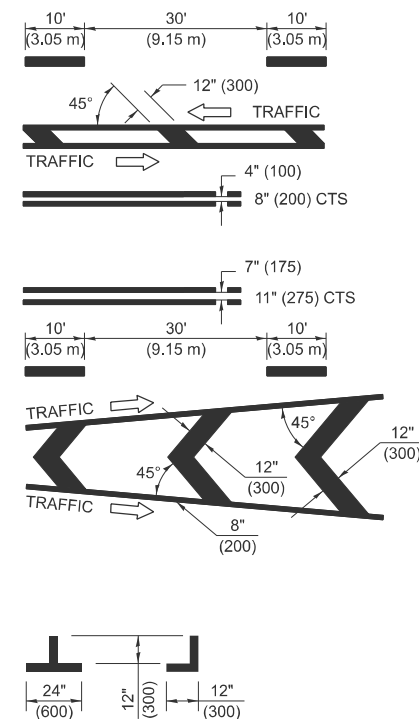
OPTION 1



OPTION 2



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



* PLACE AN ARROW 18' (5.5 m) BACK FROM END OF THE SOLID WHITE LINE. PLACE ANOTHER ARROW EVEN WITH THE BEGINNING OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING. USE MINIMUM OF 2 ARROWS.

NOT TO SCALE

Note: All dimensions are in INCHES
(millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

USER NAME = Mona.Steffen	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/28/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS RURAL AND URBAN APPLICATIONS

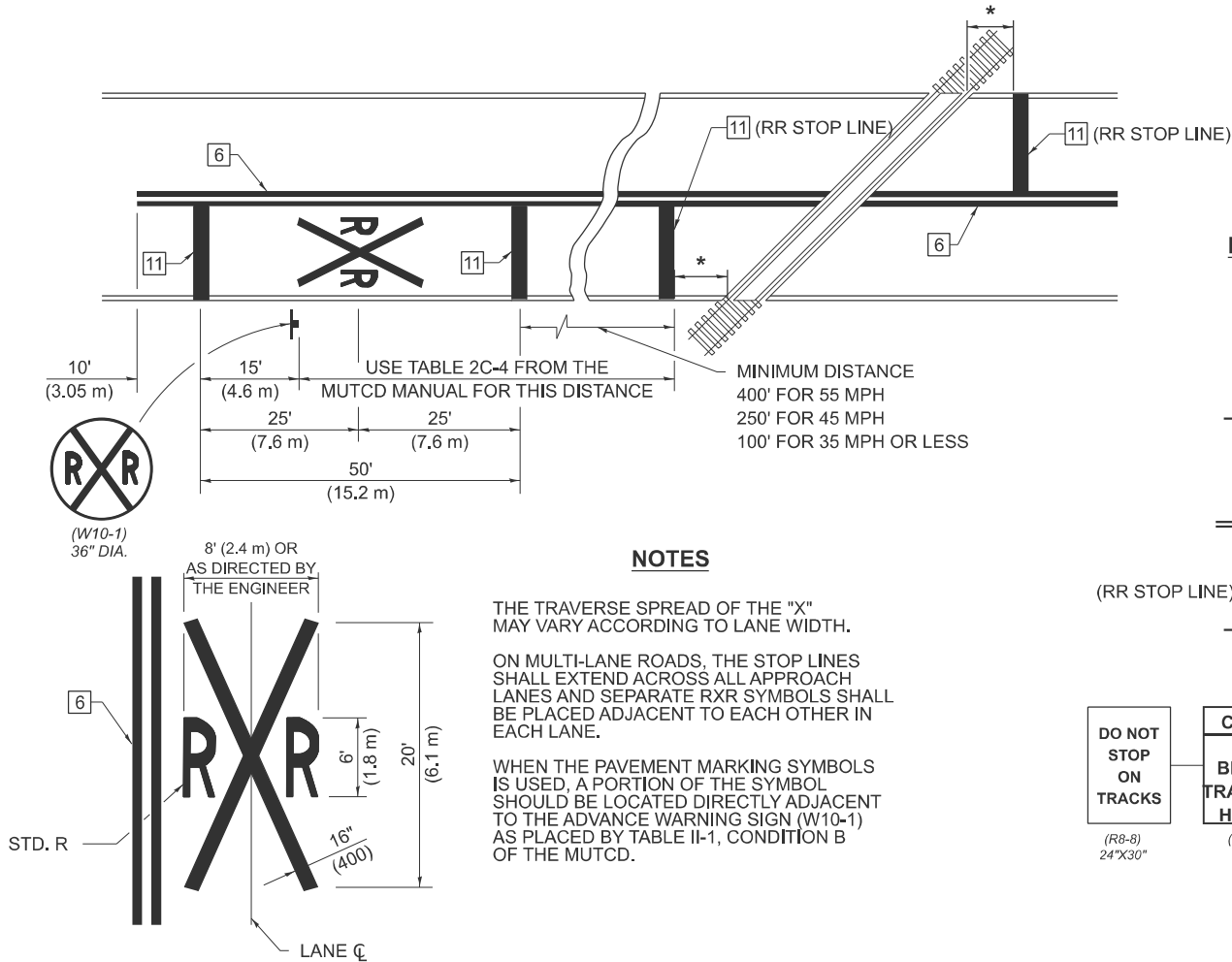
SCALE:	SHEET 3	OF 4	SHEETS	STA.	TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	D7 PATCHING 2025-4	EFFINGHAM	8	7
* FAP 774/FAU 8363		CONTRACT NO. 74D29		
ILLINOIS		FED. AID PROJECT		

MODEL: Pavt Marking-2 [Sheet]
FILE NAME: c:\pw work\pwidot\steffenmk\d1013155\PAVEMENT MARKINGS.dgn

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING



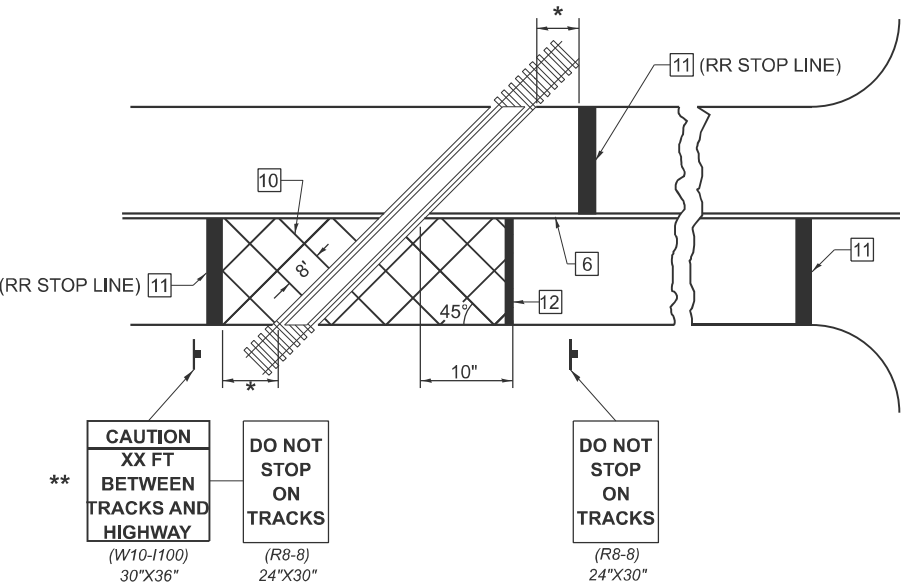
NOTES

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

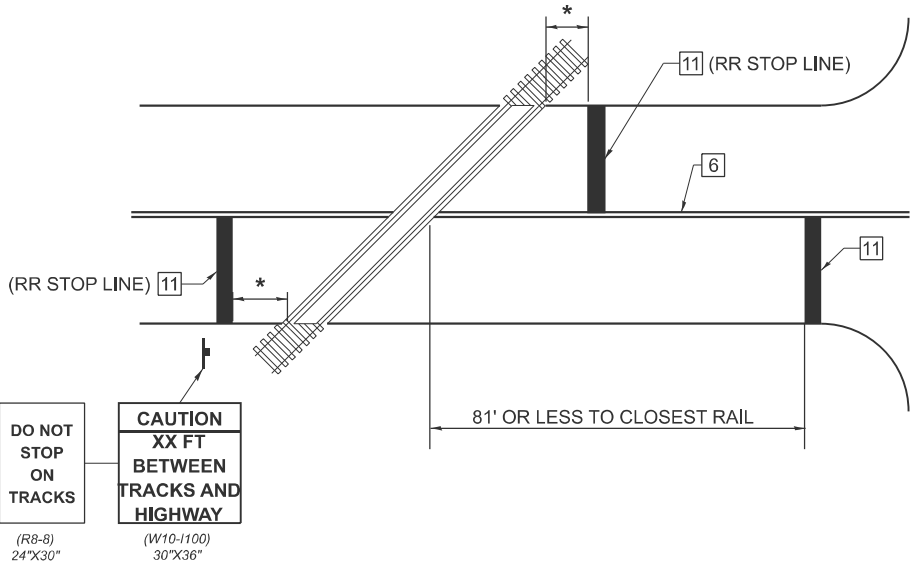
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

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

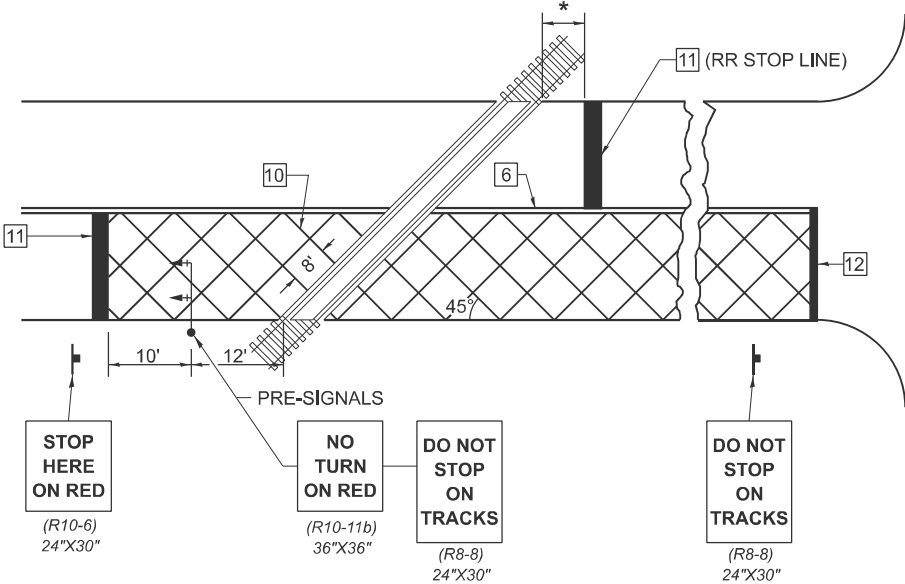
RAILROAD CROSSING WITH INTERCONNECT ONLY



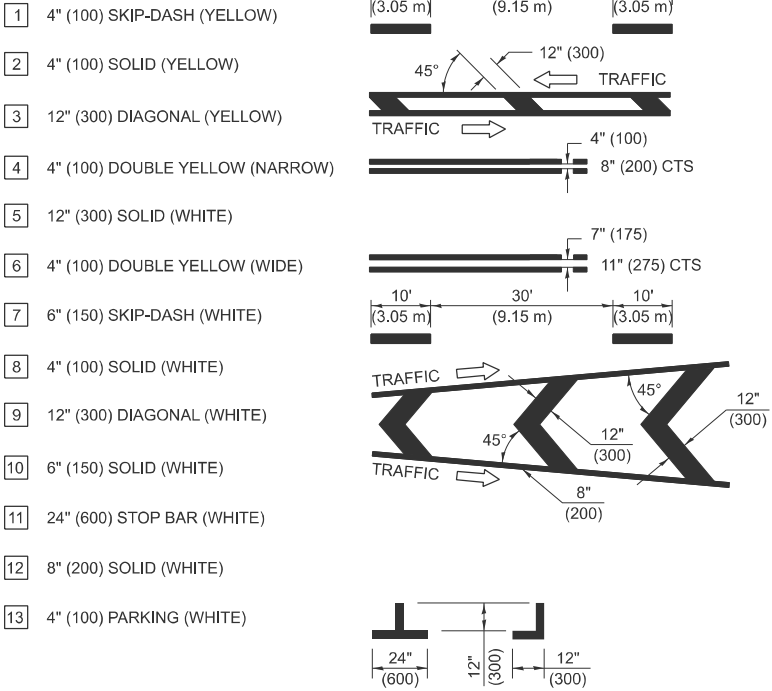
RAILROAD CROSSING WITH NON-SIGNALIZED INTERSECTION



RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



PAVEMENT MARKING LEGEND



GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE PRE-SIGNALS ARE USED.
- WHEN PEDESTRIAN SIGNALS ARE PRESENT WITH INTERCONNECTED SIGNALS, WARNING SIGN W10-1101 (18"X24") SHALL BE PLACED NEAR EACH PEDESTRIAN SIGNAL HEAD. COUNTDOWN PEDESTRIAN SIGNAL HEADS SHALL NOT BE UTILIZED ALONG WITH INTERCONNECTED SIGNALS.
- PLEASE REFER TO THE IDOT BUREAU OF OPERATION MEMO OPS T-06 DATED DECEMBER 1, 2020 FOR ADDITIONAL INFORMATION.

CAUTION
WALK TIME
SHORTENED
WHEN TRAIN
APPROACHES

(W10-1101)
18"X24"

- 15' FROM NEAR RAIL OR 8' FROM AND PARALLEL TO GATE IF PRESENT
- WARNING SIGN W10-1100 SHALL BE USED AS AN INTERIM MEASURE AT INTERCONNECTED SIGNAL LOCATIONS WHERE PRE-SIGNALS ARE TO BE INSTALLED IN THE FUTURE. THIS SIGN SHALL BE REMOVED WHEN THE PRE-SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS ARE EXTENDED TO THE INTERSECTION.

NOT TO SCALE
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	D7 PATCHING 2025-4	EFFINGHAM	8	7
* FAP 774/FAU 8363		CONTRACT NO. 74D29		
		ILLINOIS	FED. AID PROJECT	

MODEL: Pav Marking-3 [Sheet]
FILE NAME: c:\pav_work\pav\dist7\detail78000001.dgn

USER NAME = Mona.Steffen	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/28/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS
RURAL AND URBAN APPLICATIONS

SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.