

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 325 (IL 16)
SECTION (12)RS-7
PROJECT: F-0325(048)
BITUMINOUS RESURFACING
SHELBY COUNTY

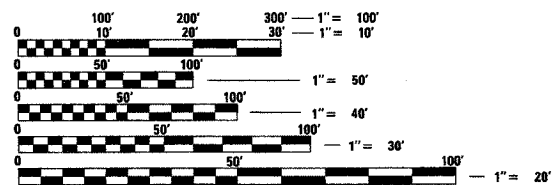
C-97-015-07

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
325	(12)RS-7	SHELBY	34	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 74227		

FOR INDEX OF SHEETS, SEE SHEET NO.

PAVING OMISSIONS
STA 941+39 TO STA 965+32
STA 972+91.99 TO STA 974+28.02

2006 ADT
URBAN = 12350
RURAL = 6200

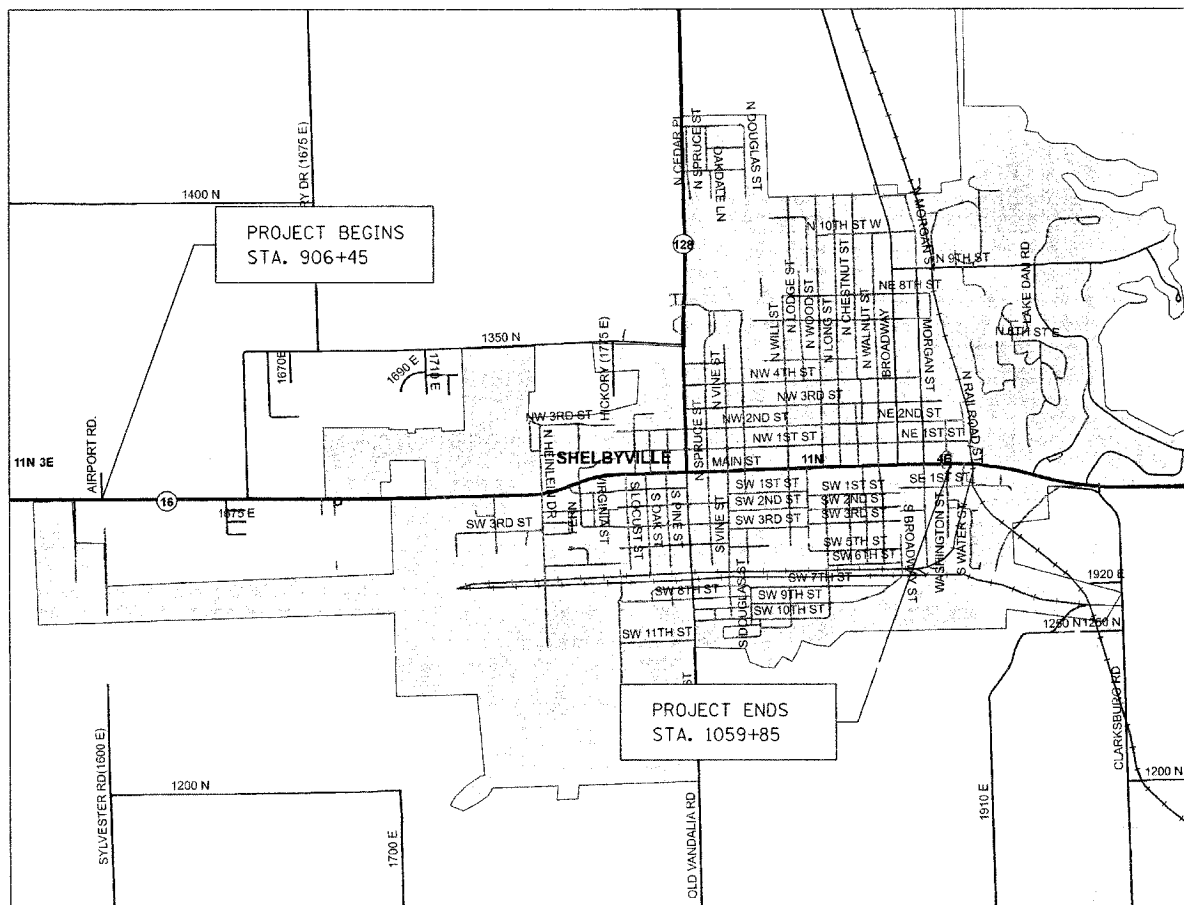


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

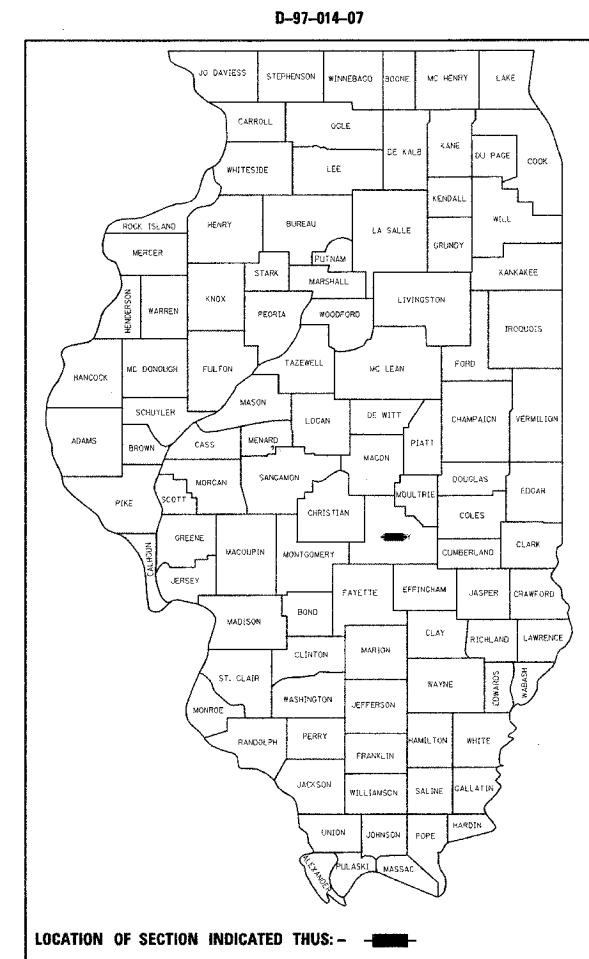
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: MARK DAUGHERTY
PROJECT MANAGER: JOYCE HEMMEN

CONTRACT NO. 74227



GROSS LENGTH = 15,340 FT (2.9 MILES)
NET LENGTH = 12,811 FT (2.4 MILES)



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED May 5th 20 08

Christine M. Reed
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 27, 20 08
Eric E. Harnick
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

June 27, 20 08
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

THIS PROJECT IS LOCATED ON ILLINOIS ROUTE 16 IN SHELBY COUNTY, FROM JUST WEST OF AIRPORT ROAD TO EAST WASHINGTON STREET IN SHELBYVILLE. THE WORK INCLUDED IN SECTION (12)RS-7 CONSISTS OF PAVEMENT PATCHING, MILLING, BITUMINOUS RESURFACING, AGGREGATE SHOULDERS, PAVEMENT MARKING, AND OTHER WORK NECESSARY TO COMPLETE THE SECTION.

PAVEMENT MARKING SHALL BE APPLIED IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED SURFACE, BITUMINOUS MATERIALS (PRIME COAT), LEVEL BINDER, AND BITUMINOUS SURFACE COURSE AS SPECIFIED IN SECTION 703 OF THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE AND PAINT SHALL BE USED ON MILLED SURFACES.

NEW PAVEMENT MARKING SHALL BE APPLIED OVER EXISTING DETERIORATED PAVEMENT MARKING, IN THE WALMART INTERSECTION PAVING OMISSION (STA. 941+39 TO 965+32) AS DETERMINED BY THE RESIDENT ENGINEER. THIS WORK WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE PAVEMENT MARKING ITEM.

PROPOSED PAVEMENT MARKING, THROUGHOUT THE ENTIRE PROJECT, SHALL BE PLACED IN THE SAME LOCATIONS AS THE EXISTING PAVEMENT MARKING. ATTACHED STANDARDS SHALL ONLY BE USED AS A GUIDE AND TURN LANE TAPERS ARE TO BE AS SHOWN ON THE PLANS.

THE TOTAL QUANTITY OF RAISED REFLECTIVE PAVEMENT MARKERS IS 397 2-WAY AMBER, 27 ONE WAY AMBER, AND 34 ONE WAY CRYSTAL.

AGGREGATE SHOULDERS, TYPE B SHALL BE USED FOR THE FIELD ENTRANCE LOCATED AT STATION 921+19 IN LIEU OF AGGREGATE SURFACE COURSE, TYPE B.

THE MATERIAL USED FOR AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE OR RAP.

THE DETECTOR LOOP, TYPE 1 PAY ITEM IS INCLUDED FOR REPLACEMENT OF LOOPS EXPECTED TO BE DESTROYED BY MILLING. THE REPLACEMENT LOOPS SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF THE SURFACE COURSE IN THE AREAS AFFECTED.

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. THE QUANTITY OF PATCHING SHOWN ON THE PLANS IS AN ESTIMATE ONLY AND THE FINAL LOCATIONS AND QUANTITY SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

BITUMINOUS MATERIALS (PRIME COAT) SHALL BE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-1HP.

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESS TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL BITUMINOUS ITEMS.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

MANHOLES, VALVE VAULTS AND OTHER APPURTENCES EXPOSED BY THE HOT-MIX ASPHALT SURFACE REMOVAL SHALL BE TEMPORARILY RAMPED AS DIRECTED BY THE ENGINEER. THE INSTALLATION AND SUBSEQUENT REMOVAL OF TEMPORARY RAMPS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF HOT MIX ASPHALT SURFACE REMOVAL PAY ITEMS.

THE ALIGNMENT USED ON THE PLANS WAS TAKEN FROM PREVIOUSLY BUILT PROJECTS AND IS NOT A SURVEYED ALIGNMENT. IT IS TO BE USED ONLY AS A REFERENCE.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:	LEVEL BINDER	SURFACE COURSE
PG GRADE:	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 90	4.0% @ NDESIGN = 90
MIXTURE COMPOSITION:	IL-9.5	IL-9.5
FRICTION AGGREGATE:	N/A	MIXTURE D
MIXTURE USE:	PAVEMENT PATCHING	INCIDENTAL HOT MIX ASPHALT SURFACING
PG GRADE:	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 70	4.0% @ NDESIGN = 50
MIXTURE COMPOSITION:	IL-19.0	IL-9.5
FRICTION AGGREGATE:	N/A	MIXTURE C

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

AGGREGATE SURFACE COURSE	2.05 TONS/CU YD
AGGREGATE SHOULDERS	3.24 TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.10 GAL/SQ YD
AGGREGATE (PRIME COAT)	4 LBS/SQ YD
HOT MIX ASPHALT	112 LBS/SQ YD/INCH

INDEX OF SHEETS

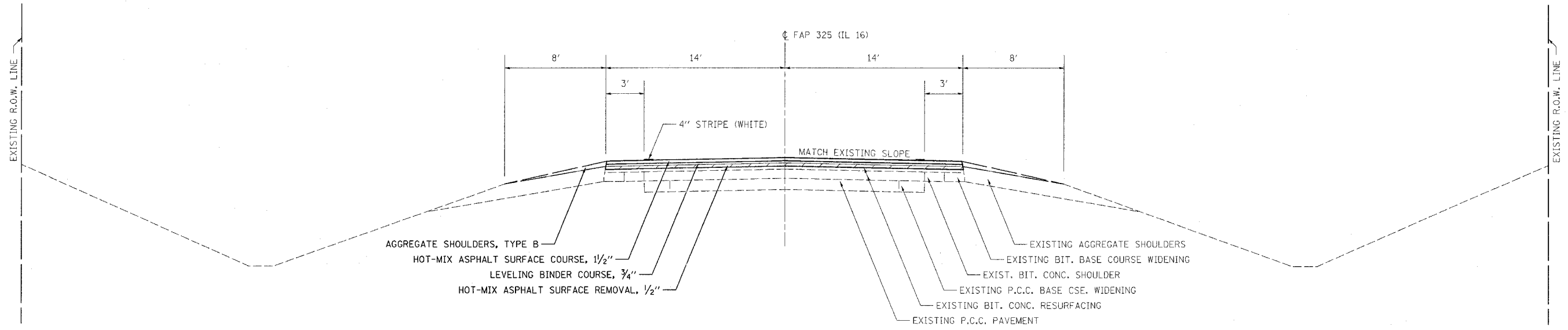
SHEET NO.	ITEM
1	COVER SHEET
2	INDEX OF SHEETS, LIST OF APPLICABLE HIGHWAY STANDARDS, GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-6	TYPICAL SECTIONS
7	MILLING DETAILS
8	MISCELLANEOUS SCHEDULES
9	ENTRANCE SCHEDULE AND MAILBOX TURNOUT DETAIL
10-20	PLAN SHEETS
21-31	PAVEMENT MARKING DETAILS & DETECTOR LOOPS
32	TYPICAL APPLICATION OF DETECTOR LOOPS
33-34	TYPICAL APPLICATIONS OF PAVEMENT MARKING

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 34:

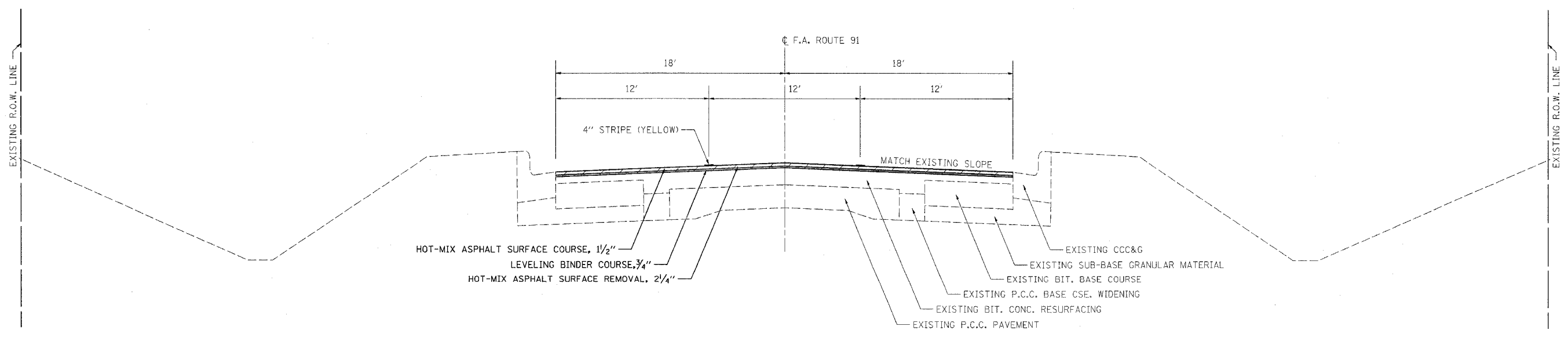
STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
406201-01	MAILBOX TURNOUT
442201-03	CLASS C AND D PATCHES
630001-07	STEEL PLATE BEAM GUARDRAIL
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
667101	PERMANENT SURVEY MARKERS
701011-01	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >=45 MPH
701311-02	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701336-04	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS >=45 MPH
701501-04	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-02	URBAN LANE CLOSURE 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701901	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTOR LOOPS

FILE NAME: es:\projects\74227d\shcover_74227.dgn	USER NAME: steffrank	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, LIST OF STANDARDS, AND GENERAL NOTES	F.A.P. RTE.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:	
		DRAWN: -	REVISED: -			325	(12)RS-7	SHELBY	34	2	
		CHECKED: -	REVISED: -			CONTRACT NO. 74227					
		DATE: -	REVISED: -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE:	SHEET NO. OF SHEETS	STA. TO STA.					

PROPOSED TYPICAL CROSS SECTIONS
 STATION 906+45 TO STATION 941+39
 STATION 965+32 TO STATION 972+91.99

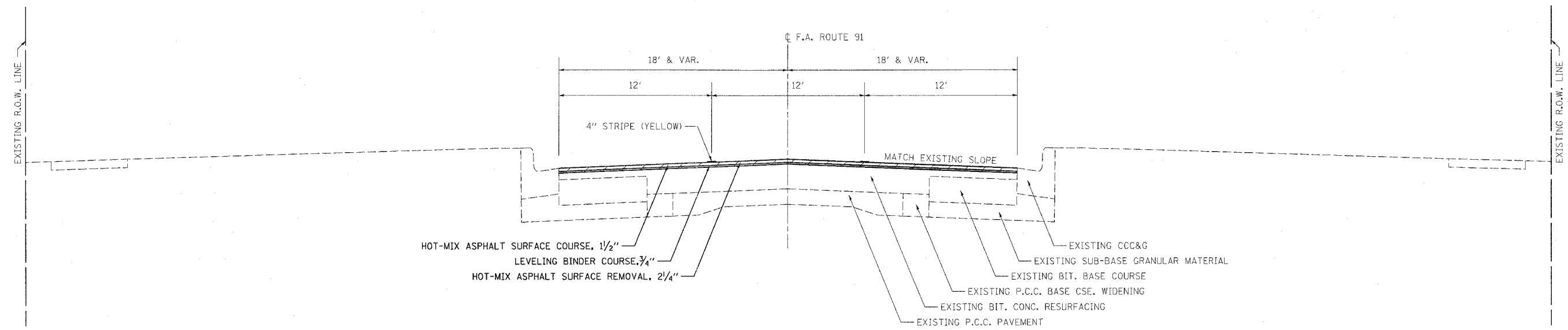


PROPOSED TYPICAL CROSS SECTIONS
 STATION 974+28.02 TO STATION 983+48.68

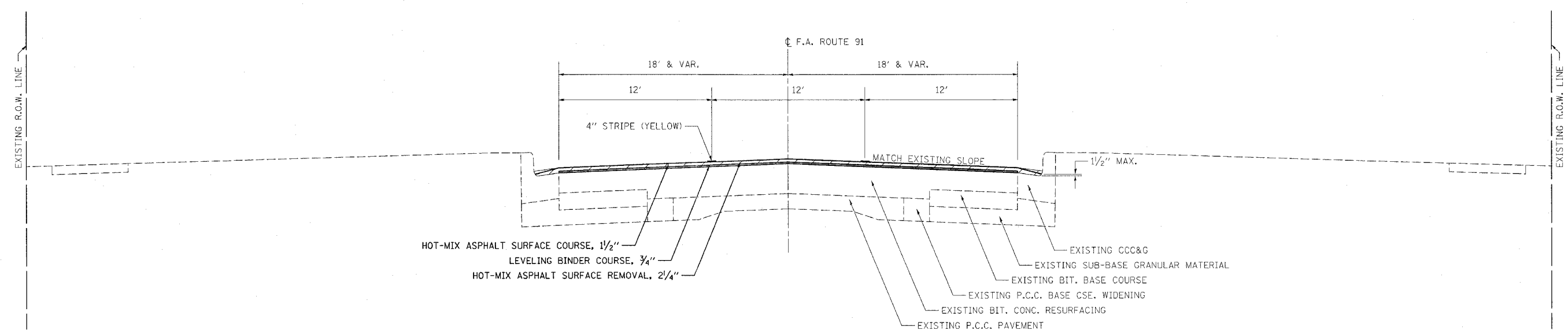


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PLOT DATE = 5/2/2008		DATE -	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

PROPOSED TYPICAL CROSS SECTIONS
 STATION 1000+70.79 TO STATION 1020+33
 STATION 1047+71 TO STATION 1059+85



PROPOSED TYPICAL CROSS SECTIONS
 STATION 1020+33 TO STATION 1047+71



FILE NAME =
 c:\projects\74227\d\sh\ttypicals_74227.dgn

USER NAME = steffannk
 PLOT SCALE = 28.0000' / IN.
 PLOT DATE = 5/2/2008

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
325	(12)RS-7	SHELBY	34	6
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74227	

PAVING SCHEDULE

STATION TO STATION	LENGTH	PAVEMENT WIDTH	AREA	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	HMA SURFACE COURSE, MIX "D", N90	LEVELING BINDER (MACHINE METHOD), N90	HMA SURFACE REMOVAL - BUTT JOINT	HMA SURFACE REMOVAL, 1/2	HMA SURFACE REMOVAL, 2 1/4	AGGREGATE SHOULDERS, TYPE B	TEMPORARY RAMP (SPECIAL)	TEMPORARY RAMP
	FEET	FEET	SQ YD	GALLON	TON	TON	TON	SQ YD	SQ YD	SQ YD	TON	SQ YD	SQ YD
906+45.00 TO 941+39.00	3494.0	28	10870	1087.0	21.7	913.1	456.5	280.0	10870.2		628.9		84.0
941+39.00 TO 965+32.00	2393.00	VARIABLE	-	OMIT WALMART									
965+32.00 TO 972+91.99	760.0	28	2364	236.4	4.7	198.6	99.3	280.0	2364.4		136.8		84.0
972+91.99 TO 974+28.02	136.0	-	-	OMIT BRIDGE									
974+28.02 TO 1011+02.50	3674.5	36	14698	1469.8	29.4	1234.6	617.3			14697.9		1391.6	54.0
1011+02.50 TO 1012+09.00	106.5	36 - 48	497	49.7	1.0	41.7	20.9			497.0		83.1	
1012+09.00 TO 1014+41.00	232.0	48	1237	123.7	2.5	103.9	52.0			1237.3		211.1	
1014+41.00 TO 1015+24.00	83.0	48 - 36	387	38.7	0.8	32.5	16.3			387.3		24.4	
1015+24.00 TO 1046+71.00	3147.0	36	12588	1258.8	25.2	1057.4	528.7			12628.0		1182.2	
1046+71.00 TO 1046+85.00	14.0	44	68	6.8	0.1	5.7	2.9			68.4		17.8	
1046+85.00 TO 1047+52.00	67.0	44 - 51	342	34.2	0.7	28.8	14.4			353.6		45.8	
1047+52.00 TO 1048+96.00	144.0	51	816	81.6	1.6	68.5	34.3			816.0		39.6	
1048+96.00 TO 1050+47.00	151.0	48	805	80.5	1.6	67.6	33.8			805.3			
1050+47.00 TO 1058+56.00	809.0	54	4854	485.4	9.7	407.7	203.9			4854.0		214.2	
1058+56.00 TO 1059+85.00	129.0	44	631	63.1	1.3	53.0	26.5			630.7			66.0
TOTALS				5016	101	4213	2107	560	13235	36976	766	3210	288

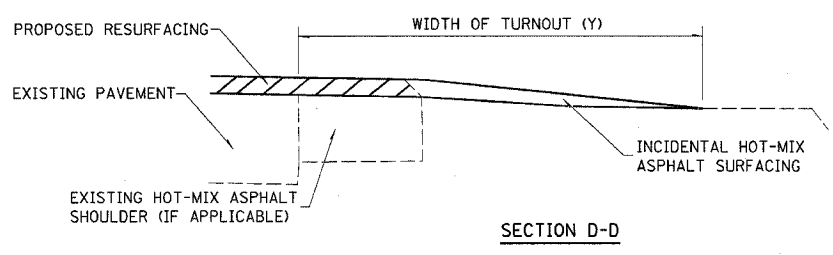
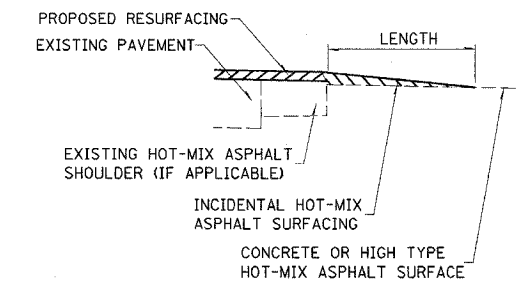
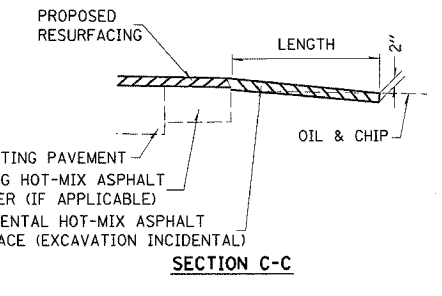
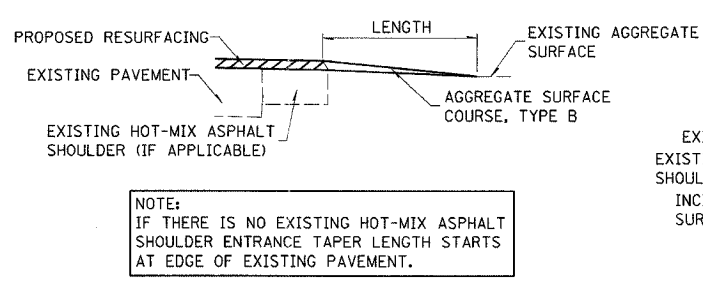
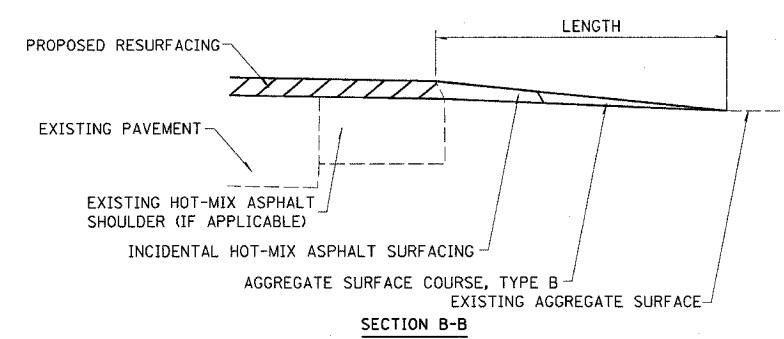
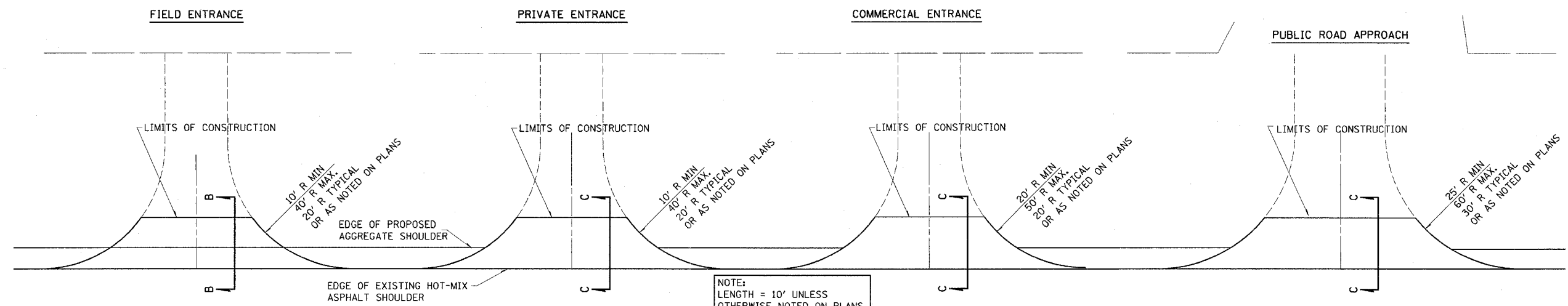
PAVEMENT MARKING SCHEDULE

STATION TO STATION	LENGTH	SHORT TERM PAVEMENT MARKING	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING - LINE 4"	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	TEMPORARY PAVEMENT MARKING - LINE 6"	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	TEMPORARY PAVEMENT MARKING - LINE 12"	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	TEMPORARY PAVEMENT MARKING - LINE 24"	WHITE	YELLOW	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	RAISED REFLECTIVE PAVEMENT MARKER
	FEET	FEET	FEET	FEET	FEET	FEET	FEET	FEET	FEET	FEET	FEET	FEET	SQ FT	SQ FT	EACH
906+45.00 to 941+39.00	3494	1397.6	10637.2	10637.2	0.0	0.0	0.0	0.0	0.0	0.0	13976	8696	0.0	0.0	43.7
965+32.00 to 974+28.02	896	358.4	2758.0	2758.0	0.0	0.0	0.0	0.0	0.0	0.0	3584	2290	0.0	0.0	9.5
974+28.02 to 978+22.00	393.98	118.4	1169.0	1169.0	0.0	0.0	57.0	57.0	0.0	0.0	0	2570	0.0	0.0	17.8
978+22.00 to 986+56.00	834	565.6	1792.0	1792.0	101.0	101.0	0.0	0.0	0.0	0.0	242	4109	124.8	124.8	40.4
986+56.00 to 1000+31.00	1375	992.0	3125.0	3125.0	100.0	100.0	0.0	0.0	0.0	0.0	240	7202	187.2	187.2	67.0
1000+31.00 to 1013+18.00	1287	860.4	2738.0	2738.0	203.0	203.0	0.0	0.0	30.0	30.0	547	6255	156.0	156.0	64.0
1013+18.00 to 1016+62.00	344	251.6	624.0	624.0	254.0	254.0	0.0	0.0	44.0	44.0	698	1398	78.0	78.0	21.0
1016+62.00 to 1020+33.00	371	240.8	602.5	602.5	0.0	0.0	0.0	0.0	0.0	0.0	0	1446	93.6	93.6	15.1
1020+33.00 to 1023+25.00	292	185.6	580.0	580.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1346	78.0	78.0	11.6
1023+25.00 to 1027+28.00	403	266.4	832.5	832.5	0.0	0.0	0.0	0.0	0.0	0.0	0	1931	109.2	109.2	16.6
1027+28.00 to 1031+20.00	392	256.8	802.5	802.5	0.0	0.0	0.0	0.0	0.0	0.0	0	1862	109.2	109.2	16.1
1031+20.00 to 1034+56.00	336	204.8	640.0	640.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1485	93.6	93.6	12.8
1034+56.00 to 1037+43.00	287	184.0	575.0	575.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1334	93.6	93.6	11.6
1037+43.00 to 1040+58.00	315	194.4	607.5	607.5	0.0	0.0	0.0	0.0	0.0	0.0	0	1409	62.4	62.4	12.2
1040+58.00 to 1044+50.00	392	200.0	625.0	625.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1450	93.6	93.6	12.5
1044+50.00 to 1051+05.00	655	444.4	1748.5	1748.5	533.0	533.0	0.0	0.0	32.0	32.0	1958	3113	140.4	140.4	32.8
1051+05.00 to 1055+61.00	456	286.0	815.0	815.0	804.0	804.0	0.0	0.0	63.0	63.0	2004	1646	109.2	109.2	27.2
1055+61.00 to 1058+61.00	300	157.6	860.0	860.0	515.0	515.0	47.0	47.0	32.0	32.0	1324	1741	46.8	46.8	25.0
1058+61.00 to 1059+85.00	124	80.0	448.0	448.0	179.0	179.0	0.0	0.0	0.0	0.0	815	519	31.2	31.2	1.0
TOTALS		7245	31980	31980	2689	2689	104	104	201	201	25389	51803	1607	1607	458

SURVEY MARKER SCHEDULE

LOCATION	STATION	OFFSET	DESCRIPTION	PERMANENT SURVEY MARKERS	FURNISHING AND INSTALLING PROPERTY MARKERS
				EACH	EACH
	908+50	0.6' RT	DISK IN VAULT @ NW CORNER SECTION 14 11N-3E		1
	*934+11	3.1' RT	PK NAIL @ N1/4 CORNER SECTION 14 11N-3E		1
	*959+63	0.45' RT	DISK IN VAULT @ NE CORNER SECTION 14 11N-3E		1
	*959+33.56	1.2' RT	P.I. (IRON PIN)	1	
	TOTAL			1	3

*THESE LOCATIONS FALL WITHIN PAVING OMISSION.

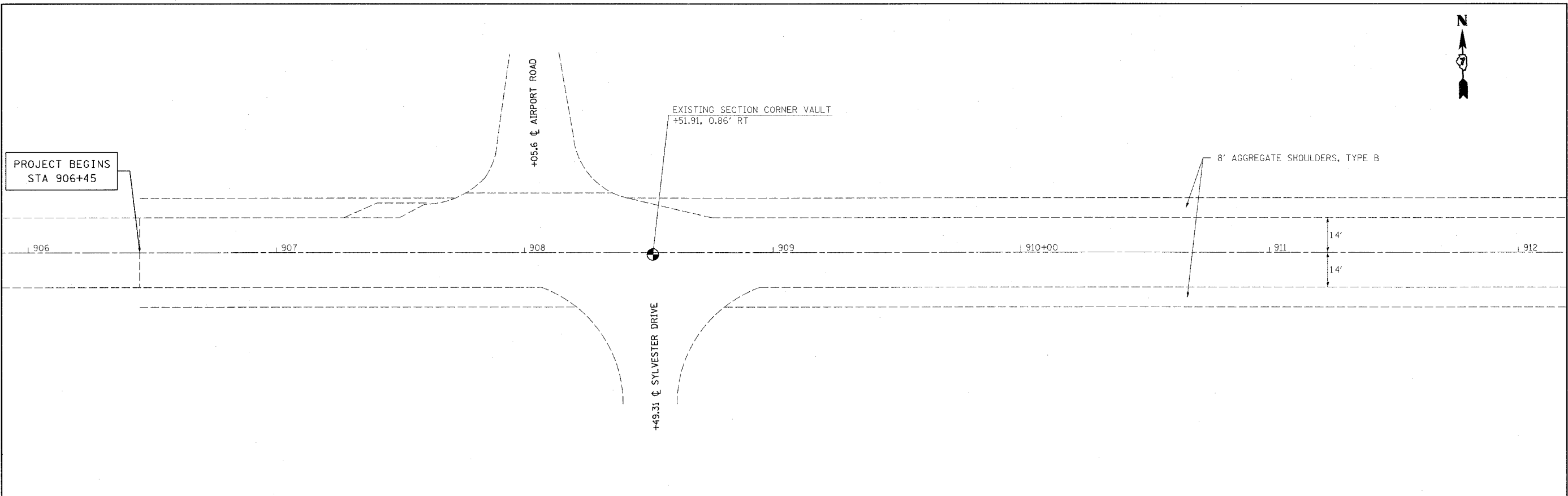


TYPICAL SECTION AT MAILBOX TURNOUT
NOTE: SEE STANDARD 406201 FOR MAILBOX TURNOUT DETAILS

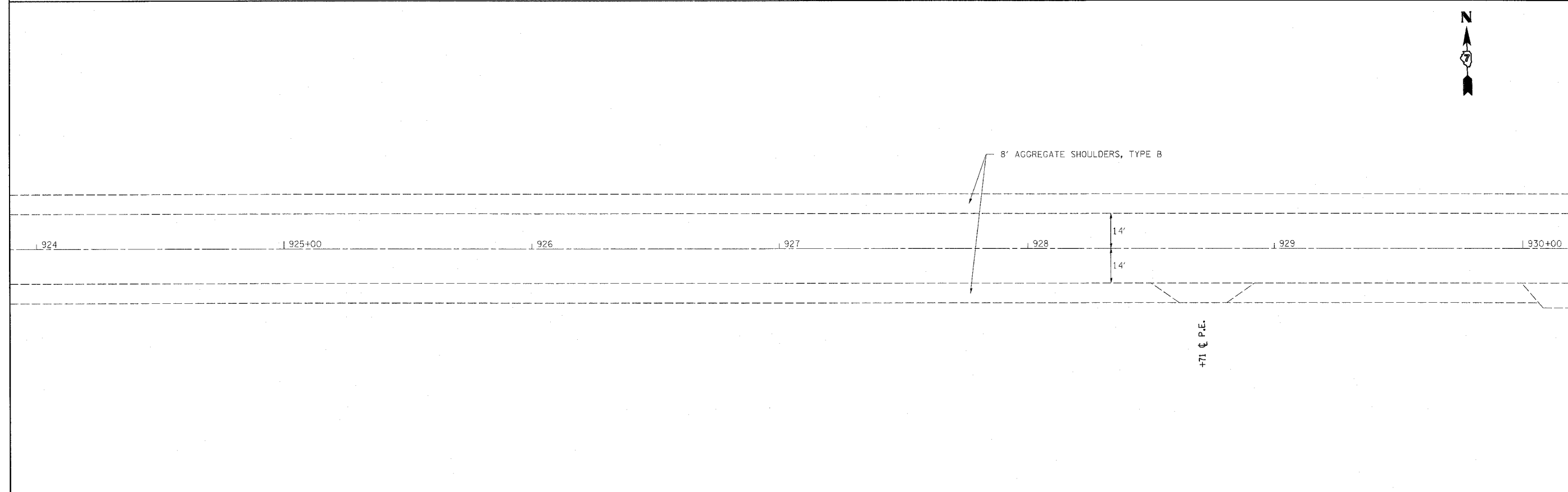
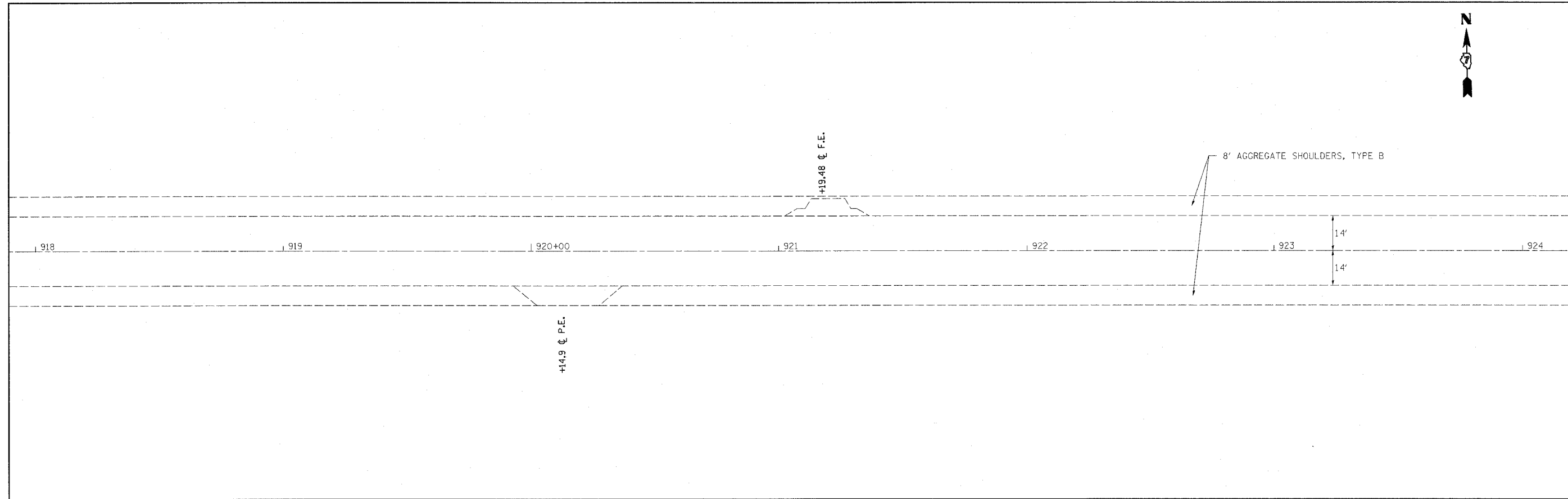
SIDE	STATION	TYPE	INCIDENTAL HOT-MIX ASPHALT SURFACING*		AGGREGATE SURFACE COURSE, TYPE B
			TON	TON	
LT	907+50	MBT	0.9		
LT	908+05	PRA	11.6		
RT	908+49	PRA	8.9		
RT	920+15	PE	3.4		
LT	921+19	FE	0.8	1.0**	
RT	928+71	PE	3.8		
RT	930+28	PE	5.8		
LT	934+14	PE	6.6		
RT	934+28	PE	3.6		
LT	934+81	MBT	1.3		
LT	965+86	PE	5.5		
RT	966+14	PE	3.4		
LT	966+81	PE	10.4		
RT	968+00	PE	4.7		
LT	968+25	MBT	1.6		
LT	968+81	PE	3.6		
LT	972+19	CE	10.6		
TOTALS:			86.5	1.0	

FE - FIELD ENTRANCE PRA - PUBLIC ROAD APPROACH
PE - PRIVATE ENTRANCE MBT - MAILBOX TURNOUT
CE - COMMERCIAL ENTRANCE

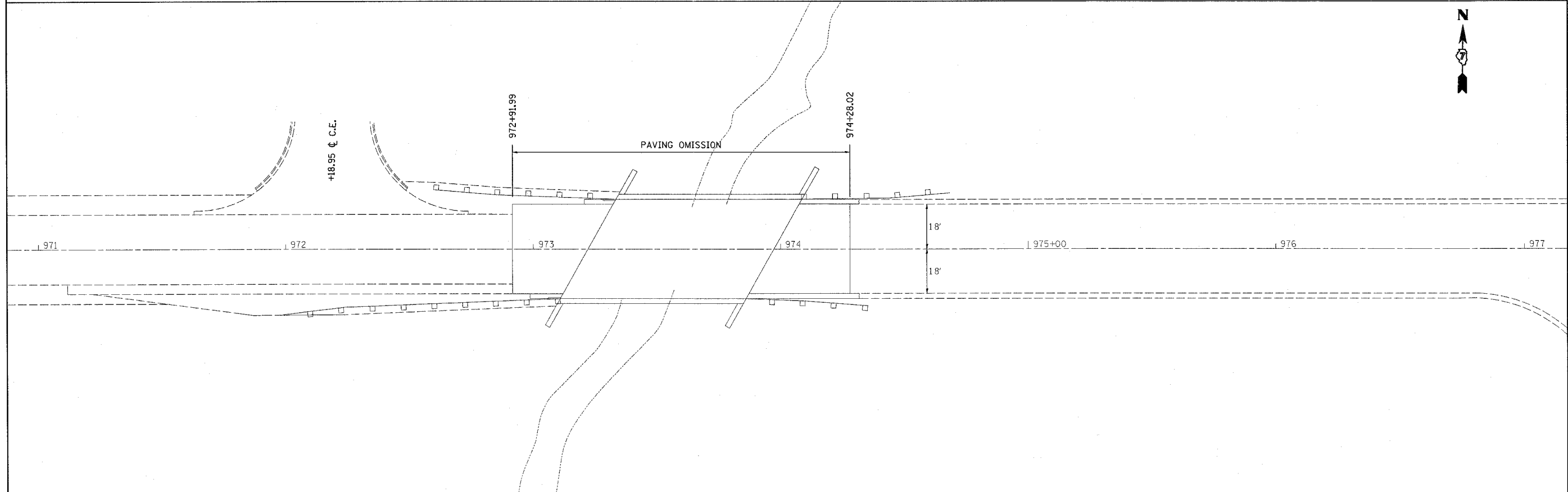
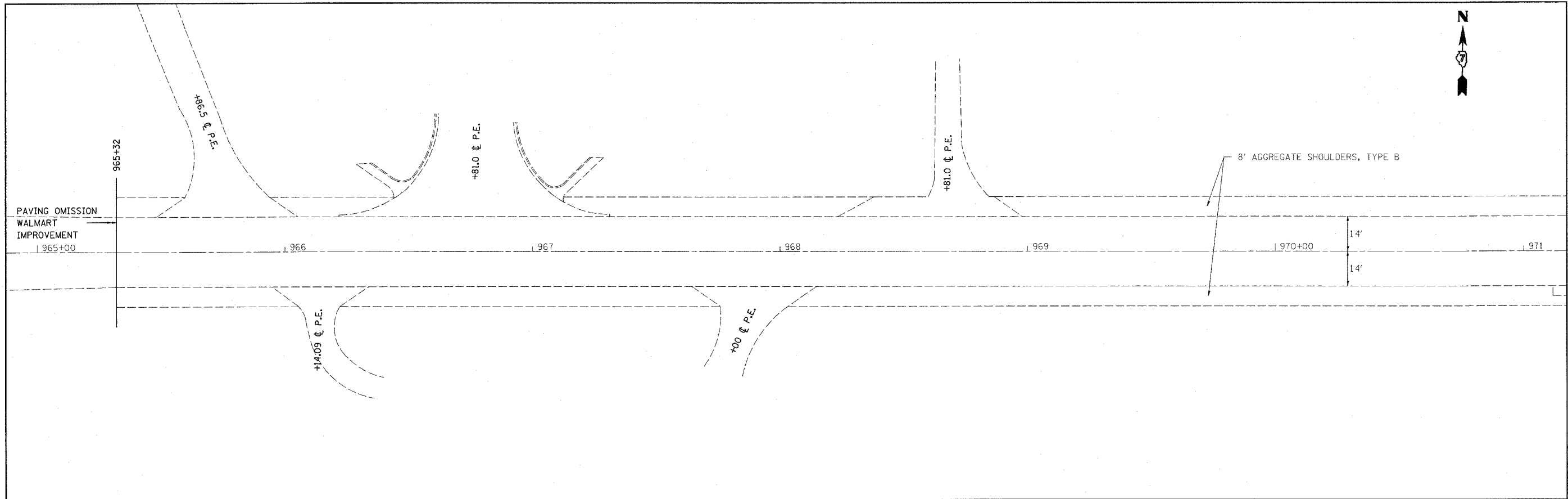
* BITUMINOUS MATERIALS AND AGGREGATE (PRIME COAT) FOR ENTRANCES AND PUBLIC ROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO INCIDENTAL HOT-MIX ASPHALT SURFACING.
** SEE GENERAL NOTE



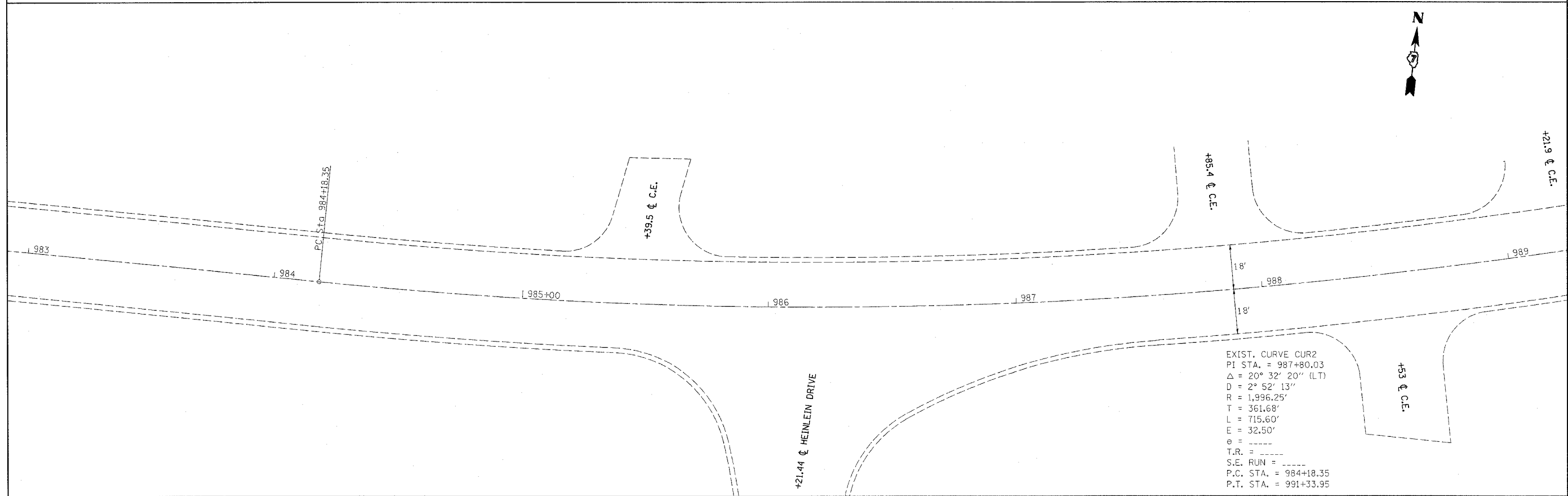
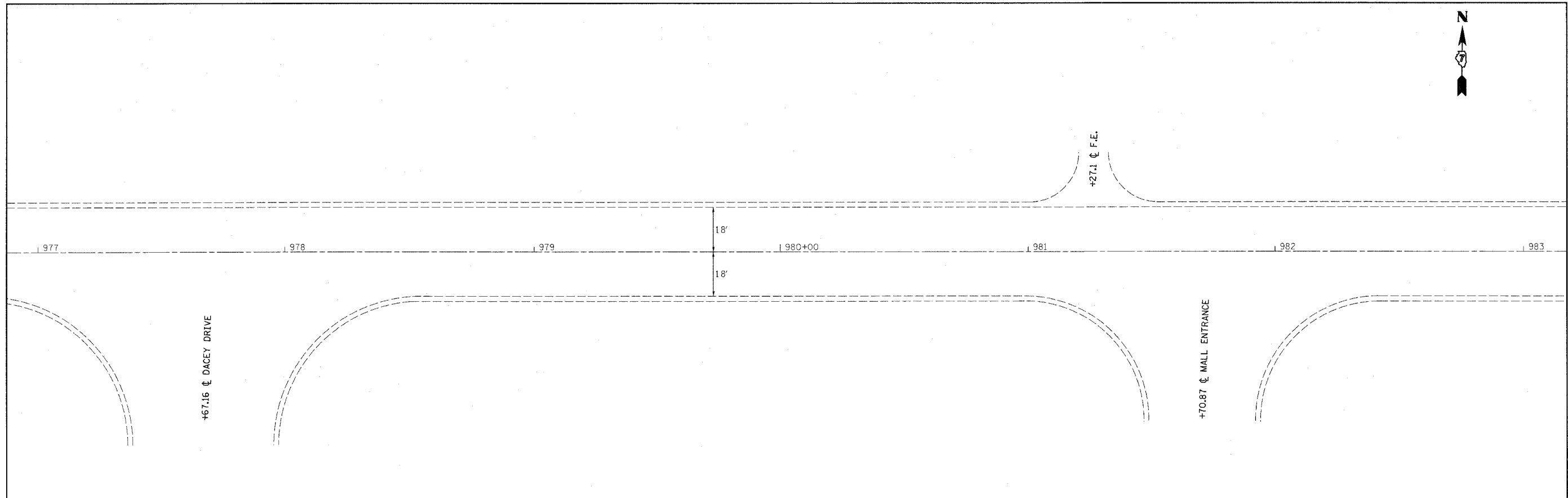
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		DRAWN -	REVISED -		STATION 906+00 TO STATION 918+00			325	(12)RS-7	SHELBY	34	10
		CHECKED -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
		DATE -	REVISED -									



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	PLOT DATE = 5/2/2008	CHECKED -	REVISED -									CONTRACT NO. 74227
		DATE -	REVISED -									

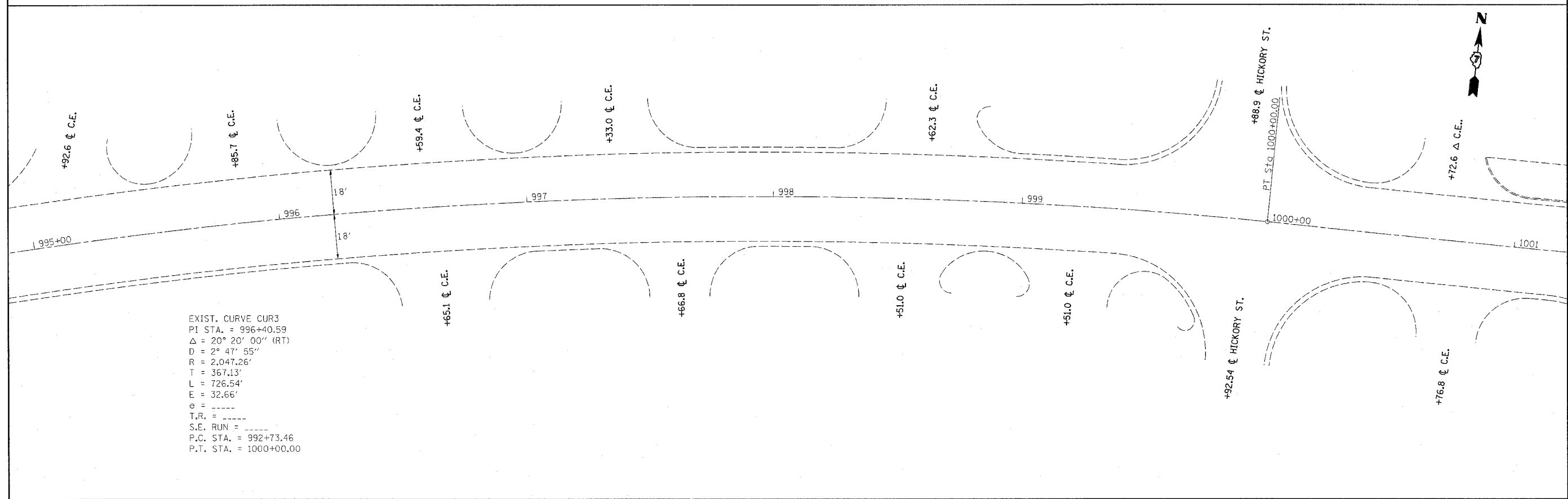
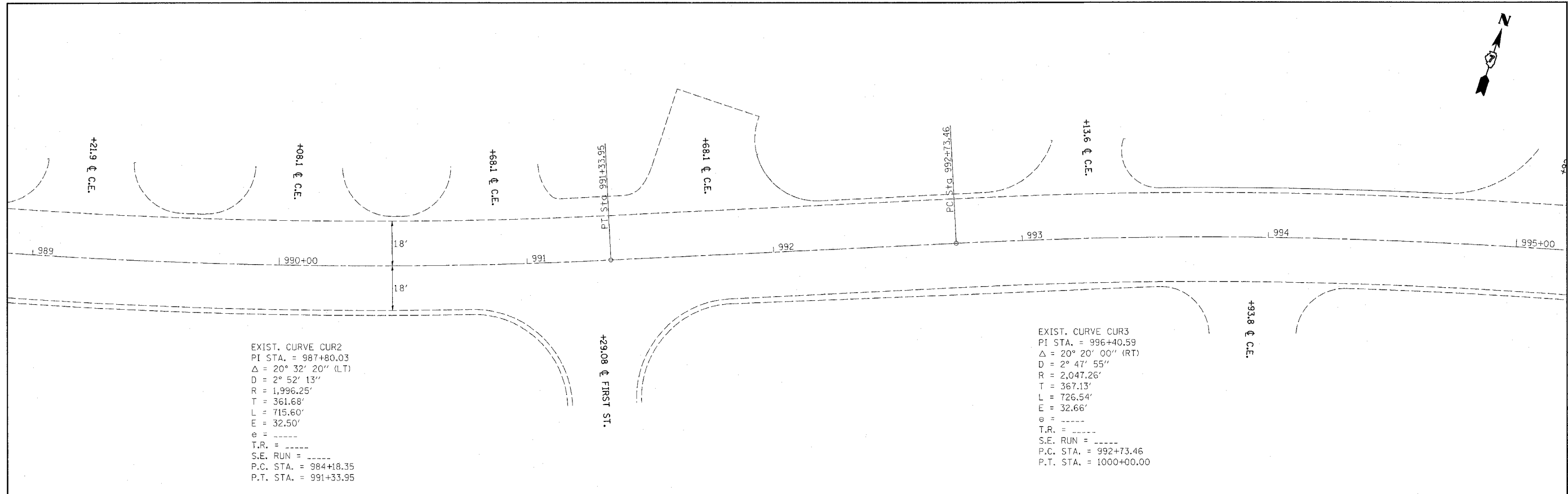


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	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -		STATION 965+00 TO STATION 977+00			CONTRACT NO. 74227				
PLT DATE = 5/2/2008	CHECKED -	REVISED -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
	DATE -	REVISED -	REVISED -									

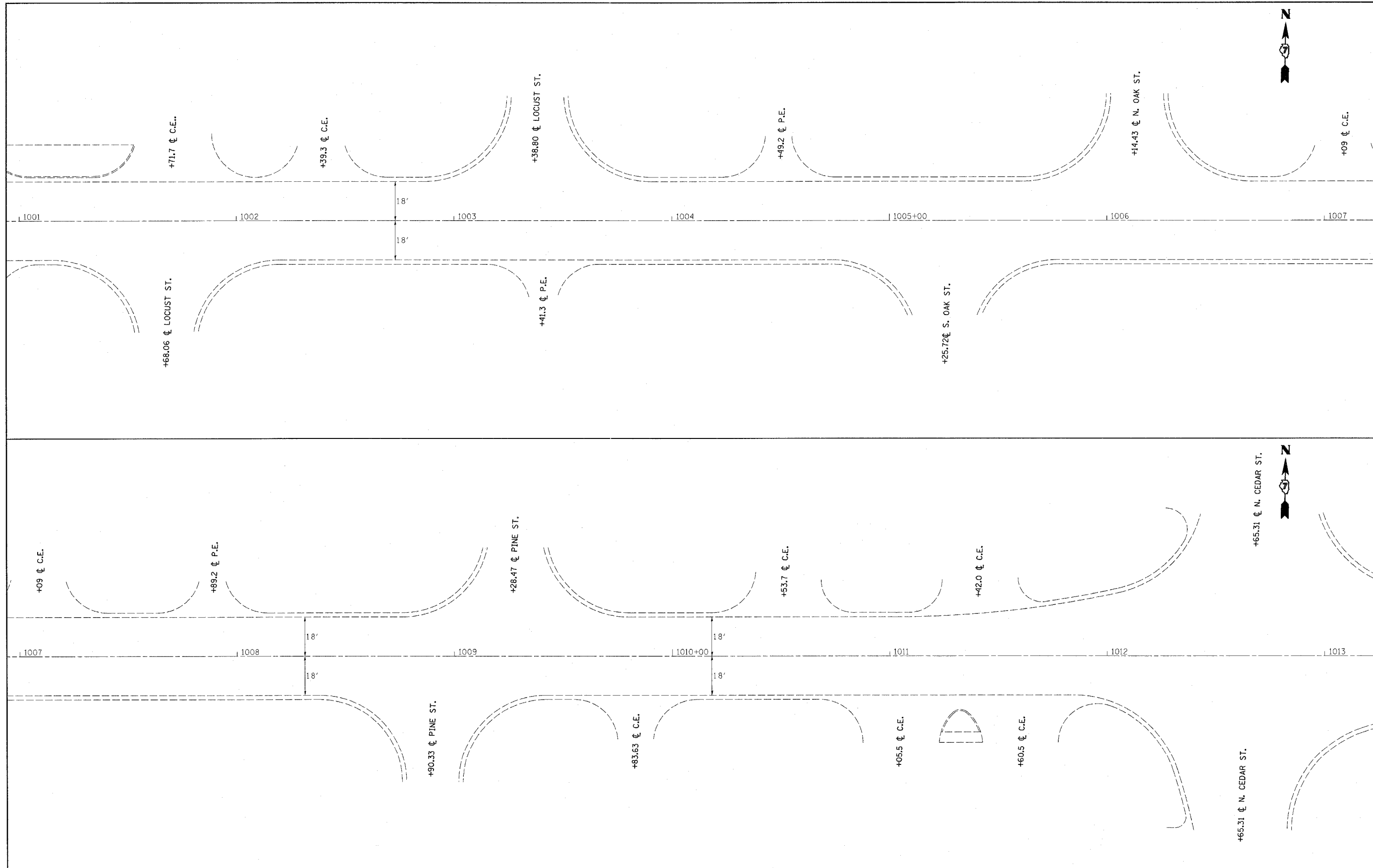


EXIST. CURVE CUR2
 PI STA. = 987+80.03
 $\Delta = 20^\circ 32' 20''$ (LT)
 $D = 2^\circ 52' 13''$
 $R = 1,996.25'$
 $T = 361.68'$
 $L = 715.60'$
 $E = 32.50'$
 $\theta =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 984+18.35$
 $P.T. STA. = 991+33.95$

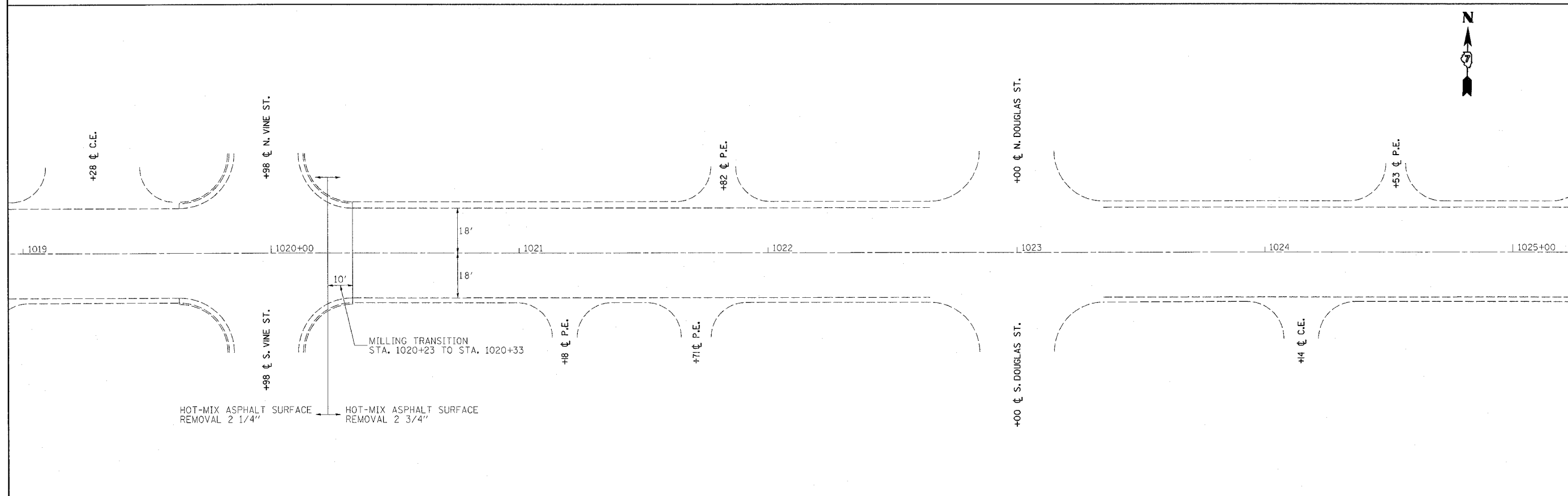
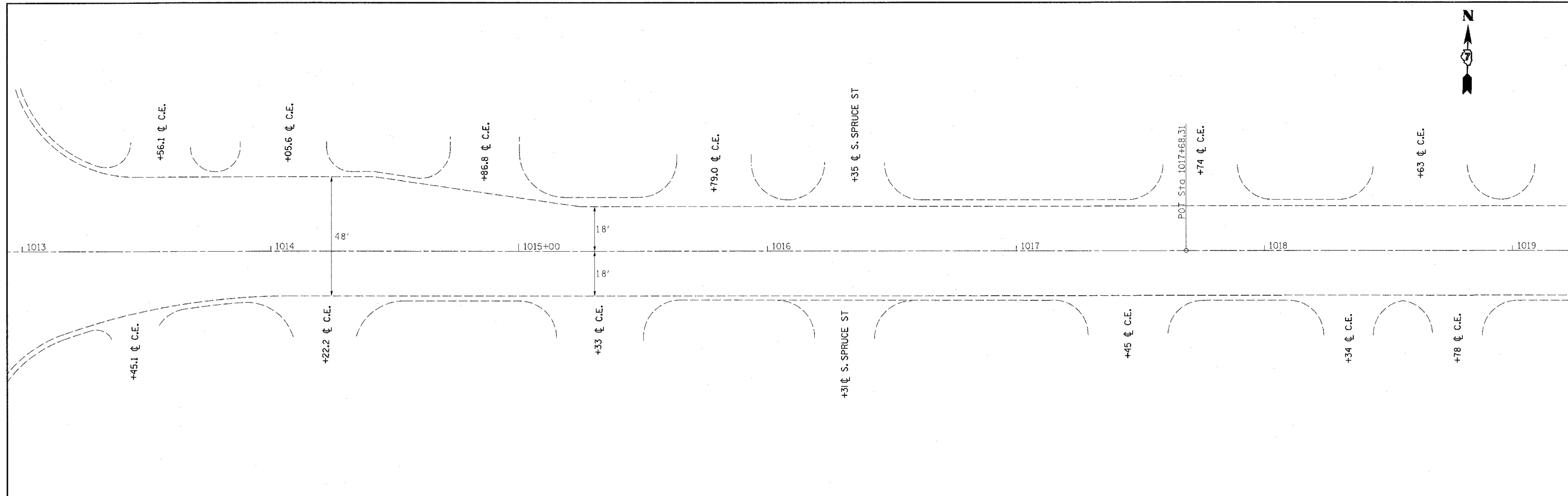
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PLOT DATE = 5/2/2008	DATE -	REVISED -	REVISED -									



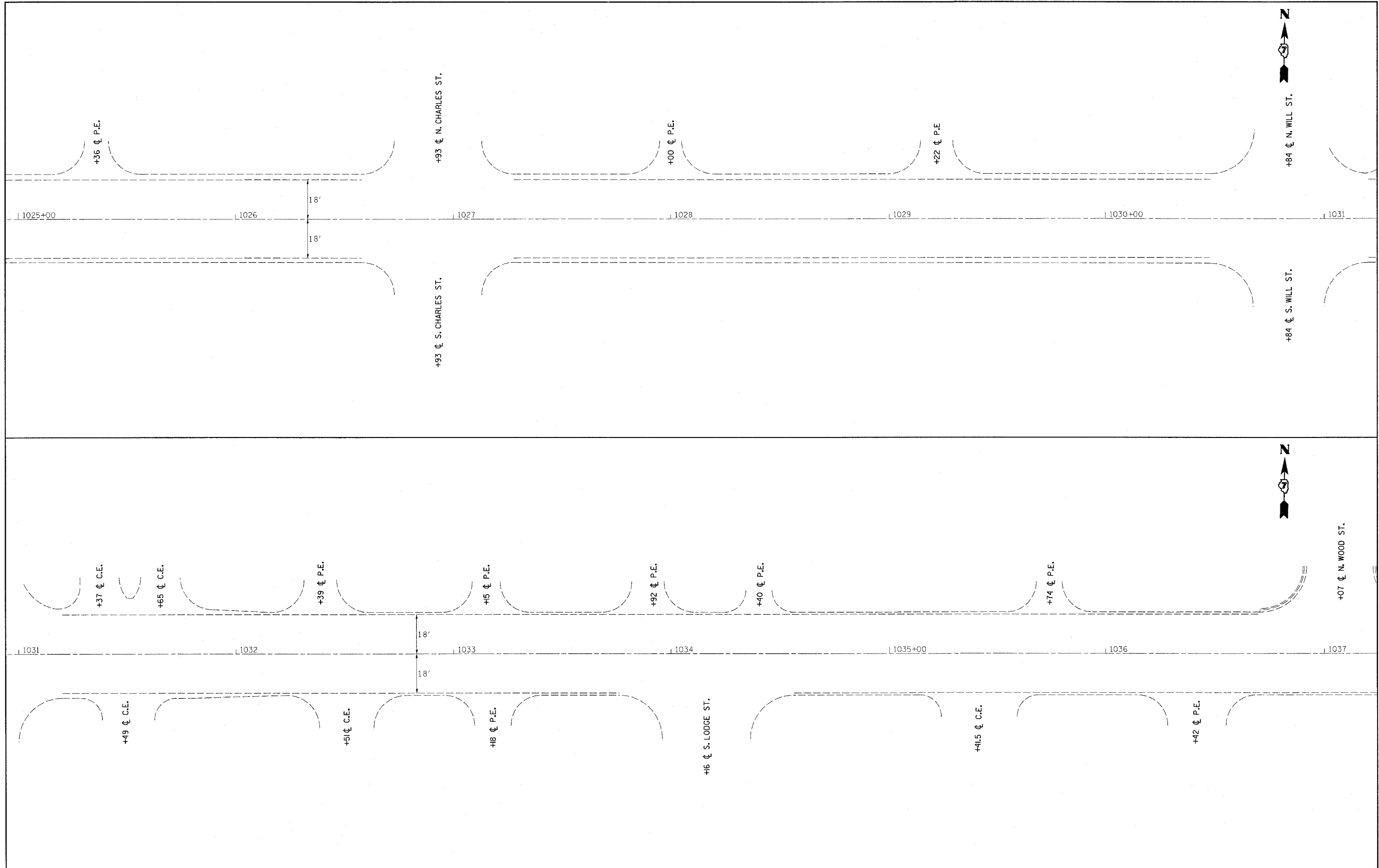
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PLOT DATE = 5/2/2008	DATE -	REVISED -									



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PLOT DATE = 5/2/2008	CHECKED -	REVISED -	REVISED -								
	DATE -	REVISED -	REVISED -								



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	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 74227		
PLOT DATE = 5/27/2008	DATE -	REVISED -	REVISED -									



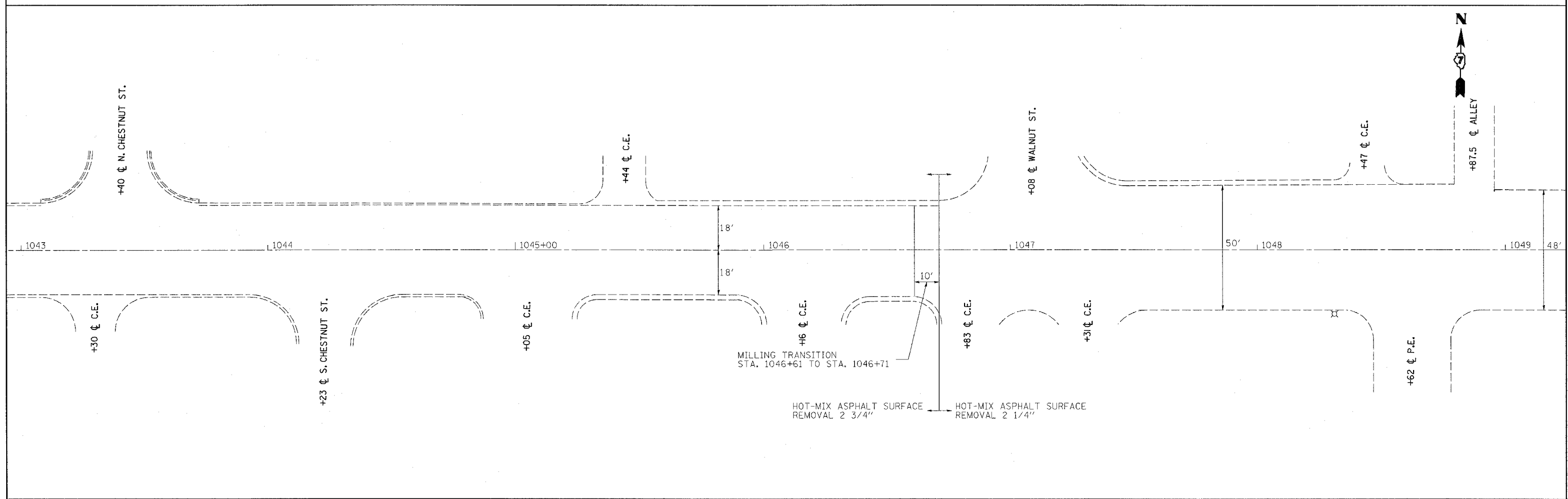
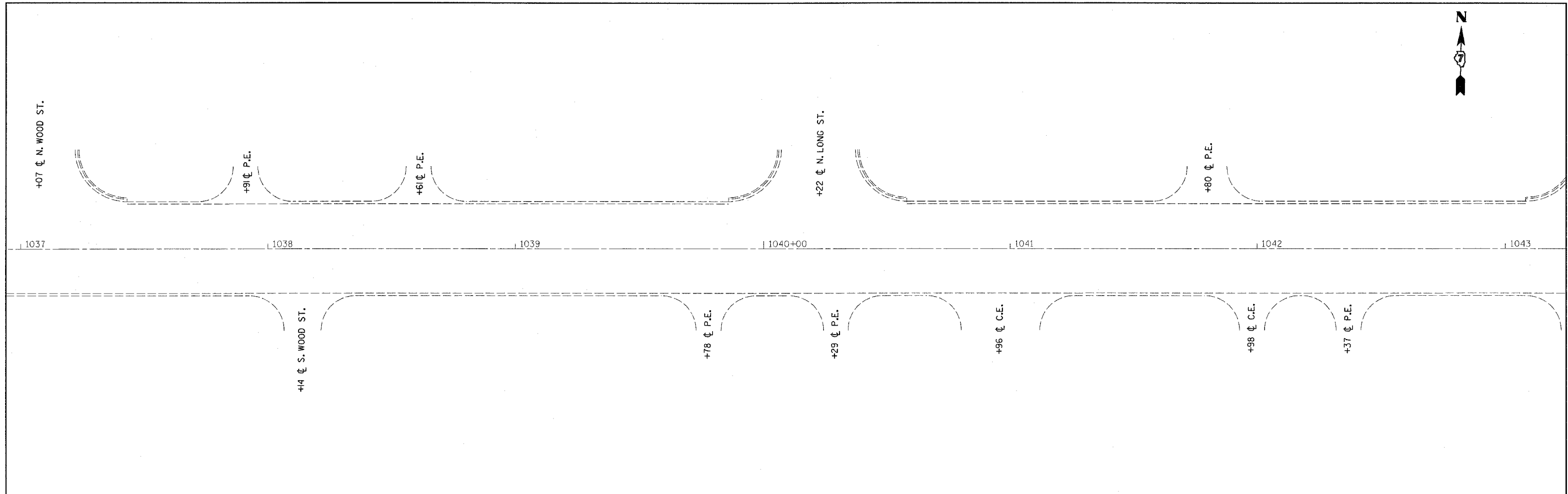
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PLOT DATE = 5/2/2008		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET
STATION 1025+00 TO STATION 1037+00**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
325	(12RS-7)	SHELBY	34	18
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74227	



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PLOT DATE = 5/2/2008

DESIGNED -
DRAWN -
CHECKED -
DATE -

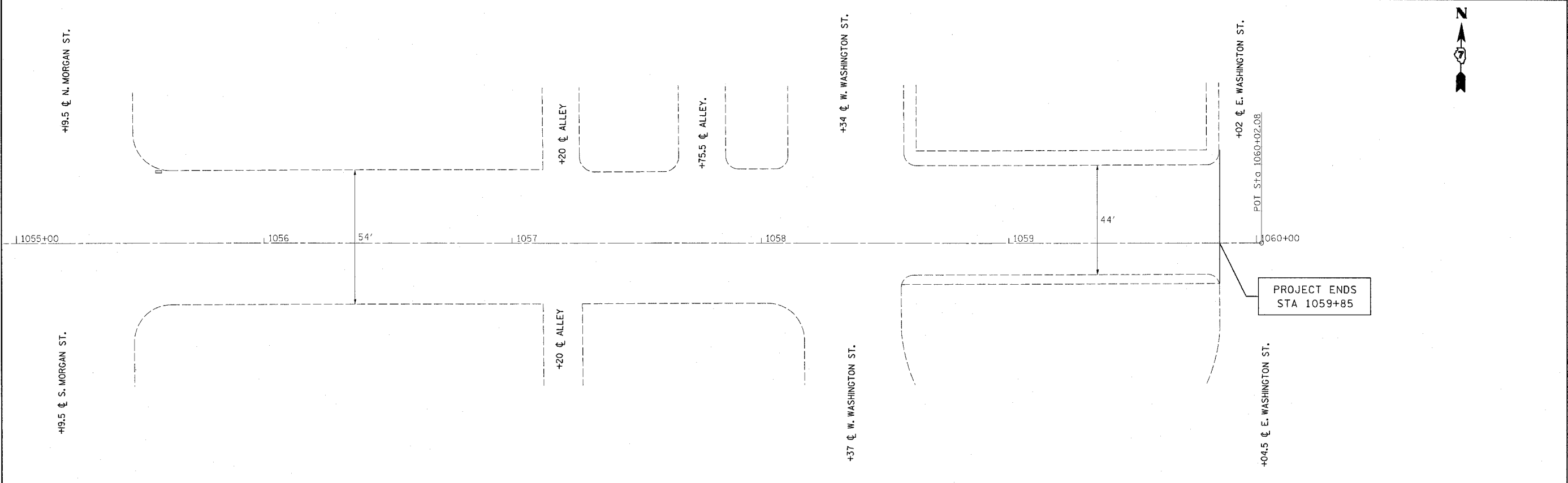
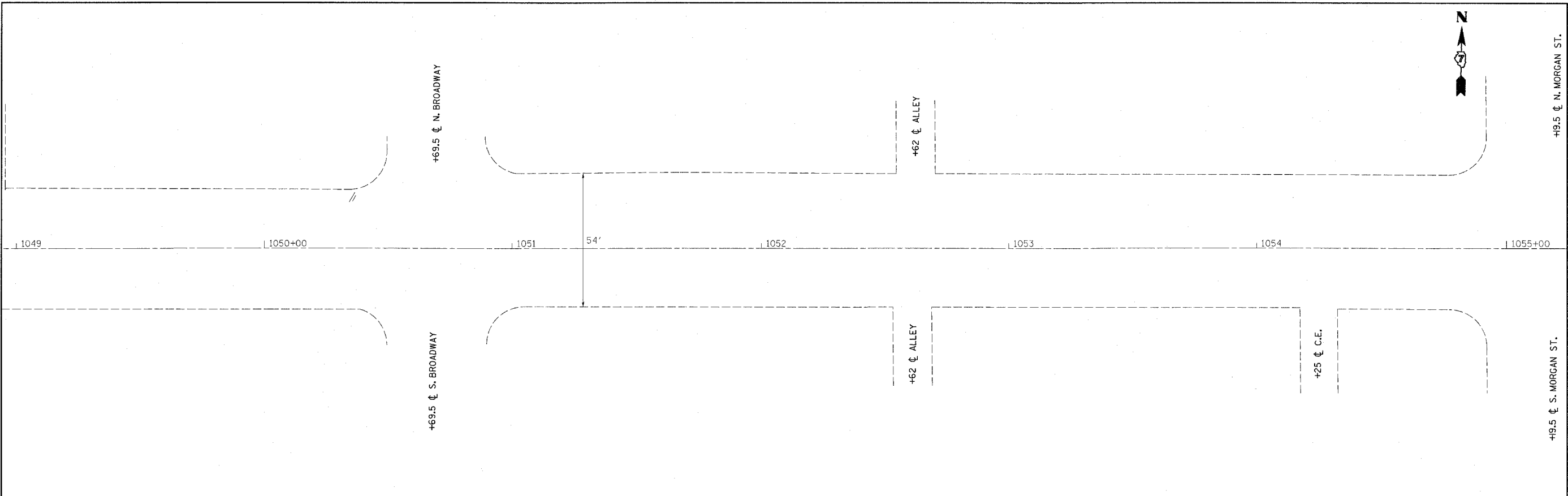
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEETS
STATION 1037+00 TO STATION 1049+00**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
325	(12)RS-7	SHELBY	34	19
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 74227				

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



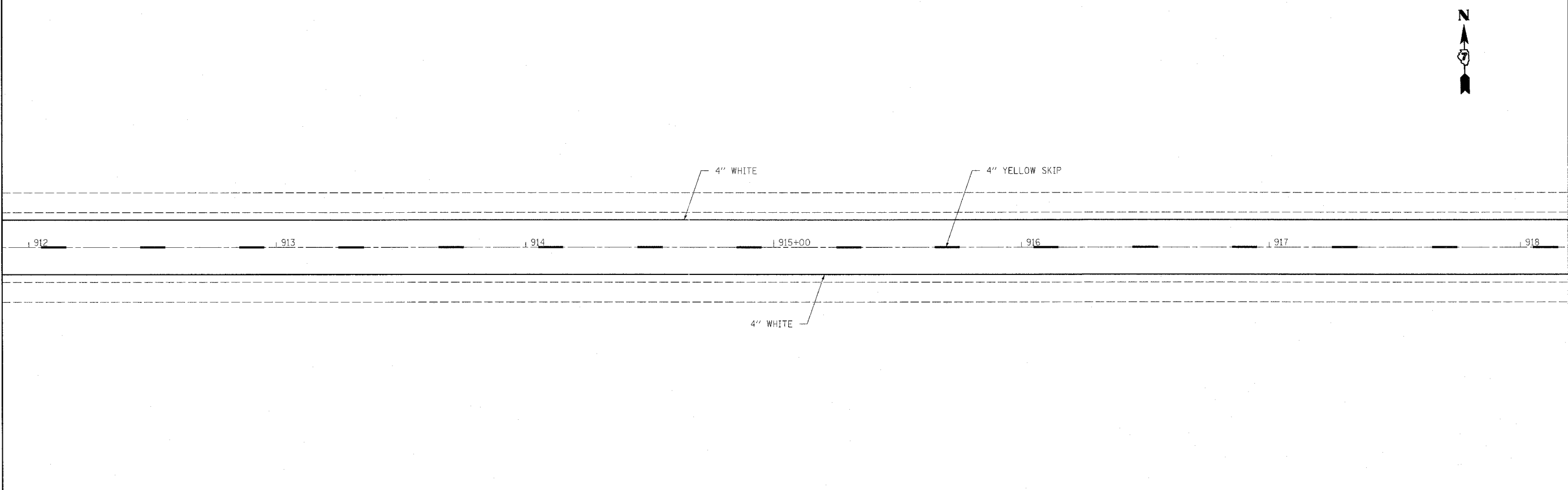
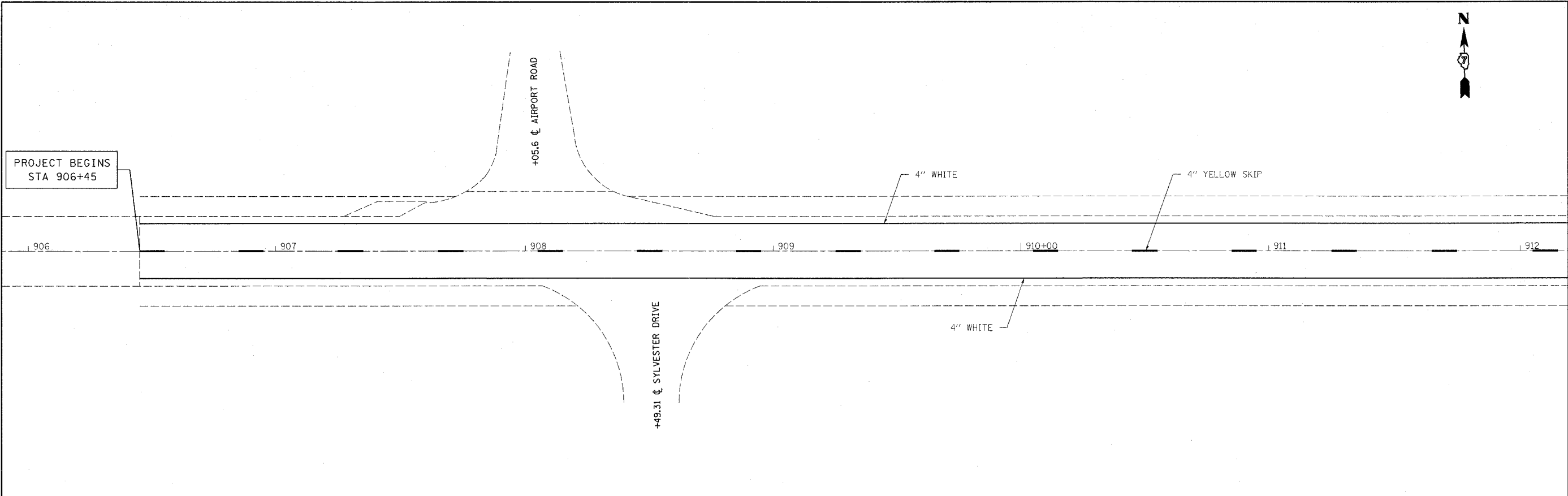
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

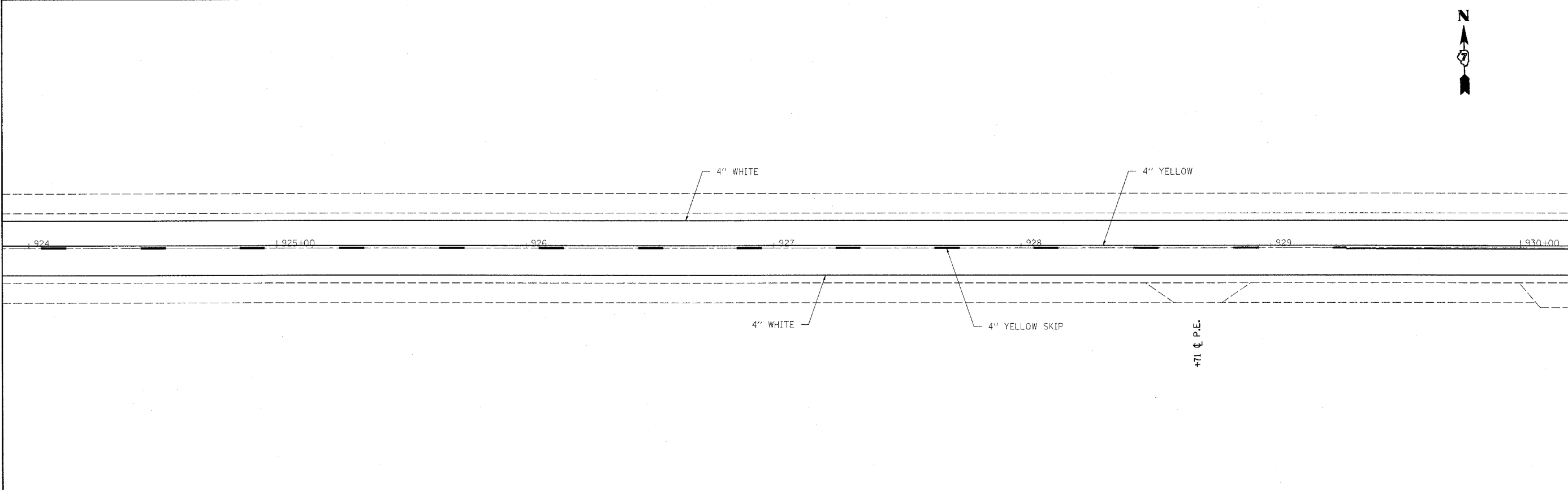
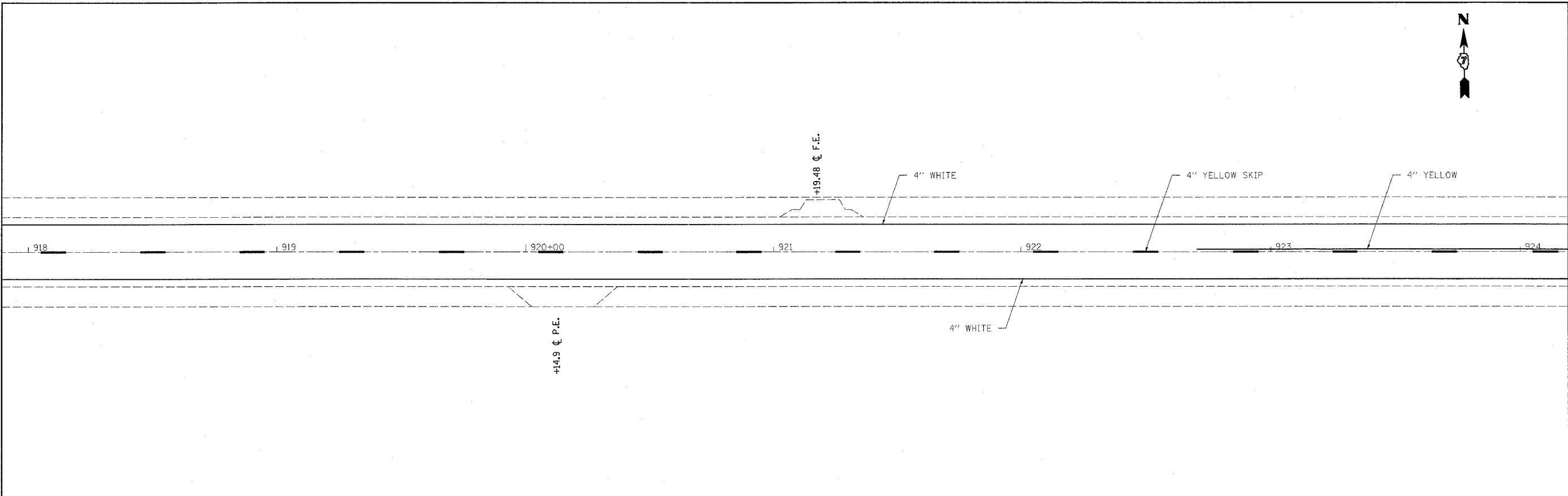
**PLAN SHEETS
STATION 1049+00 TO STATION 1060+00**

F.A.P. RTE. 325	SECTION (12)RS-7	COUNTY SHELBY	TOTAL SHEETS 34	SHEET NO. 20
SCALE:		SHEET NO. OF SHEETS STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

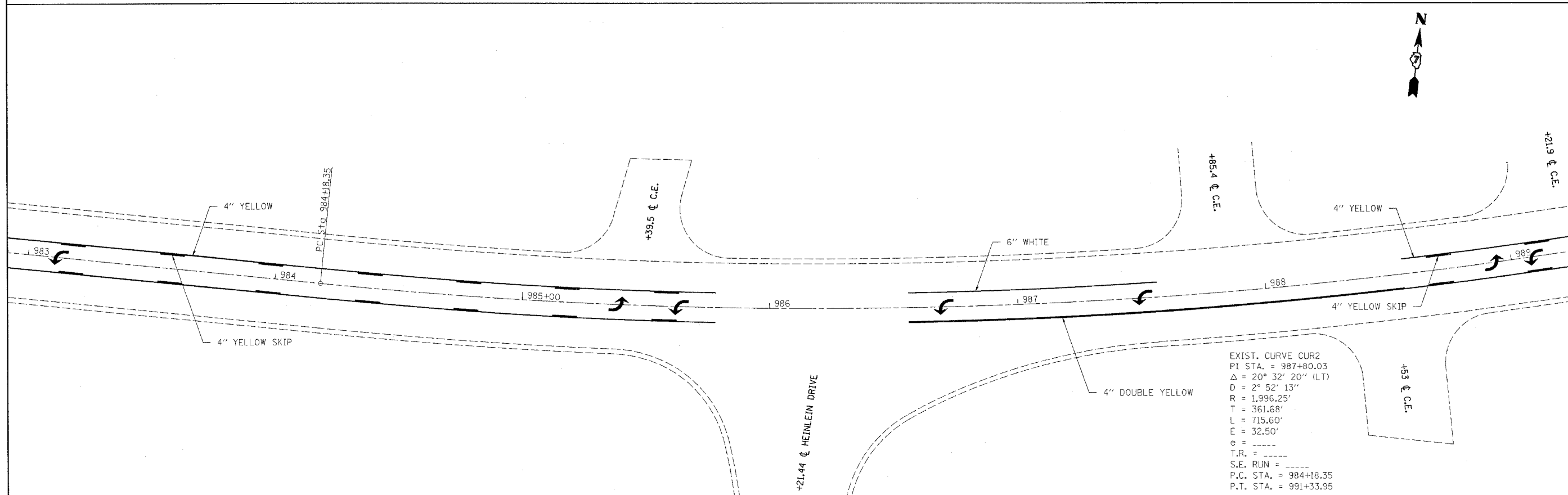
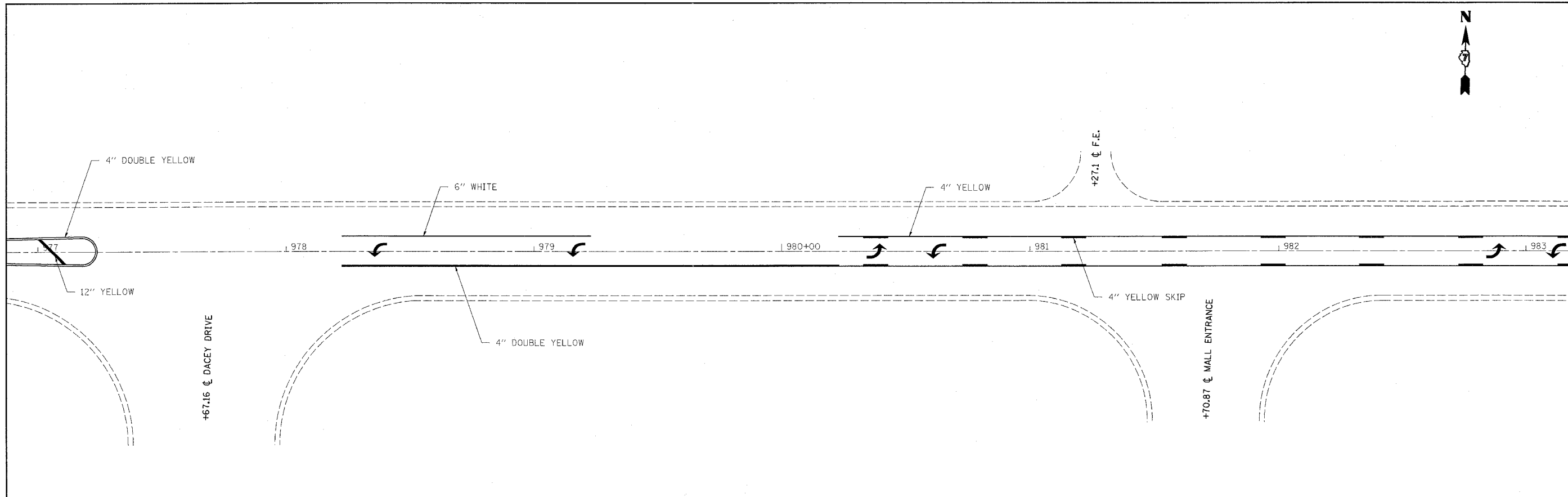
PROJECT BEGINS
STA 906+45



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PLOT SCALE = 20,000 ' / IN.	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
PLOT DATE = 5/2/2008	DATE -	REVISED -						CONTRACT NO. 74227			



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	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -					SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74227
	PLOT DATE = 5/2/2008	DATE -	REVISED -										



EXIST. CURVE CUR2
 PI STA. = 987+80.03
 Δ = 20° 32' 20" (LT)
 D = 2° 52' 13"
 R = 1,996.25'
 T = 361.68'
 L = 715.60'
 E = 32.50'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 984+18.35
 P.T. STA. = 991+33.95

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

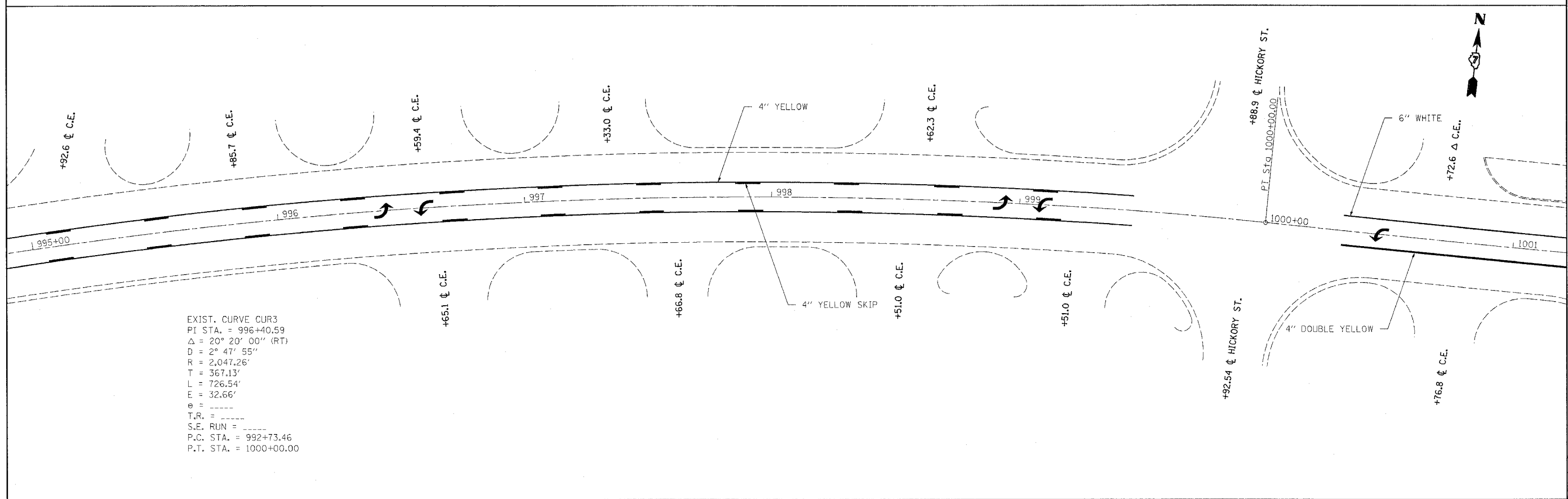
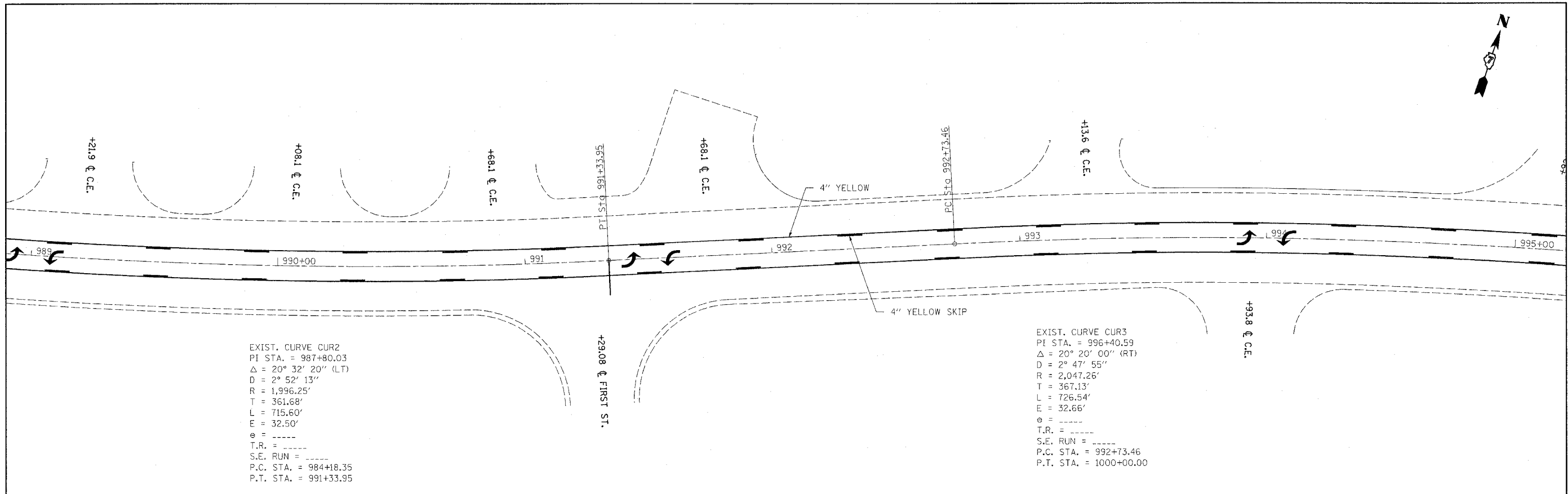
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PLOT DATE = 5/2/2008	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

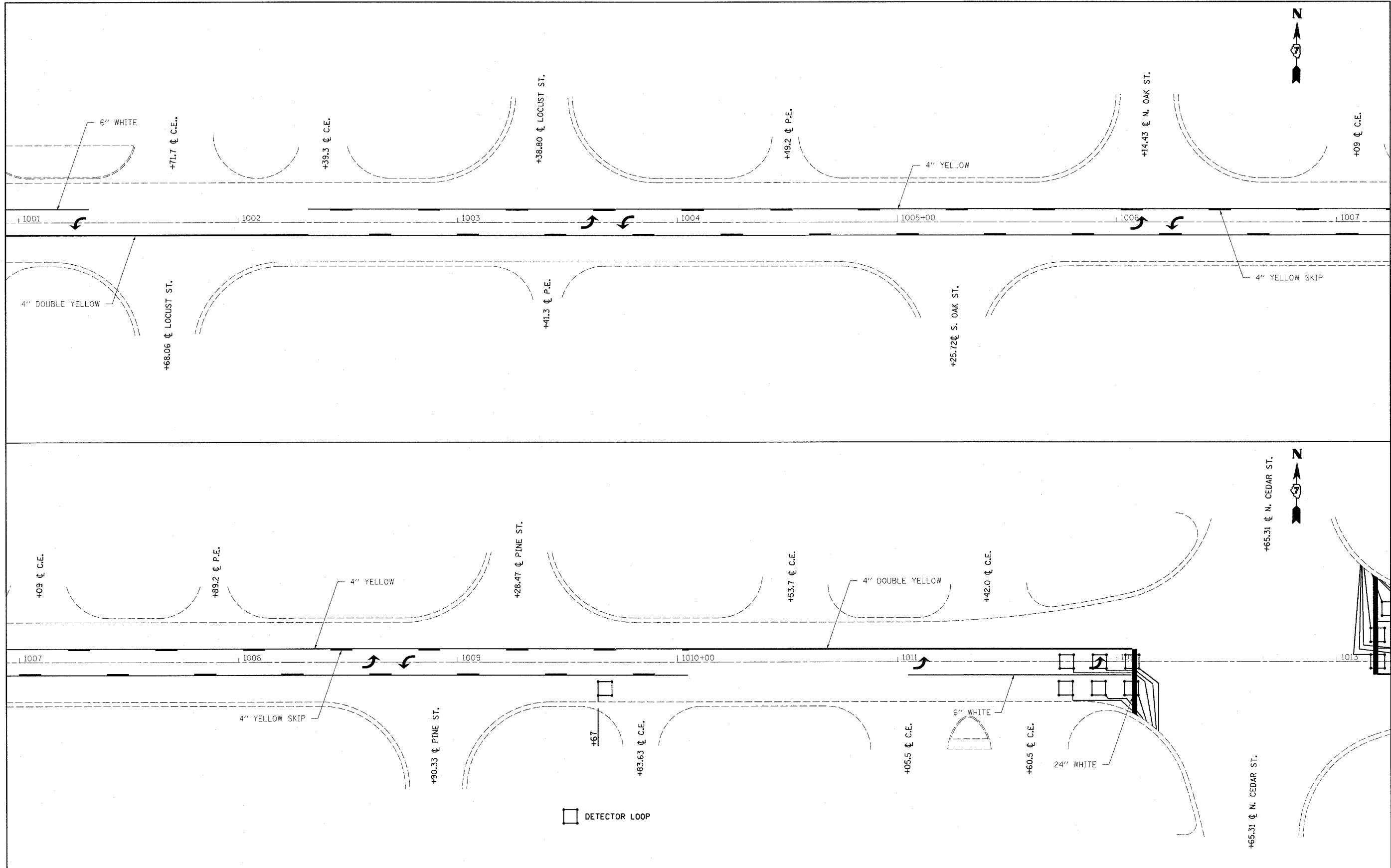
**PAVEMENT MARKING SHEET
 STATION 977+00 TO STATION 989+00**

F.A.P. RTE. 325	SECTION (12)RS-7	COUNTY SHELBY	TOTAL SHEETS 34	SHEET NO. 25
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

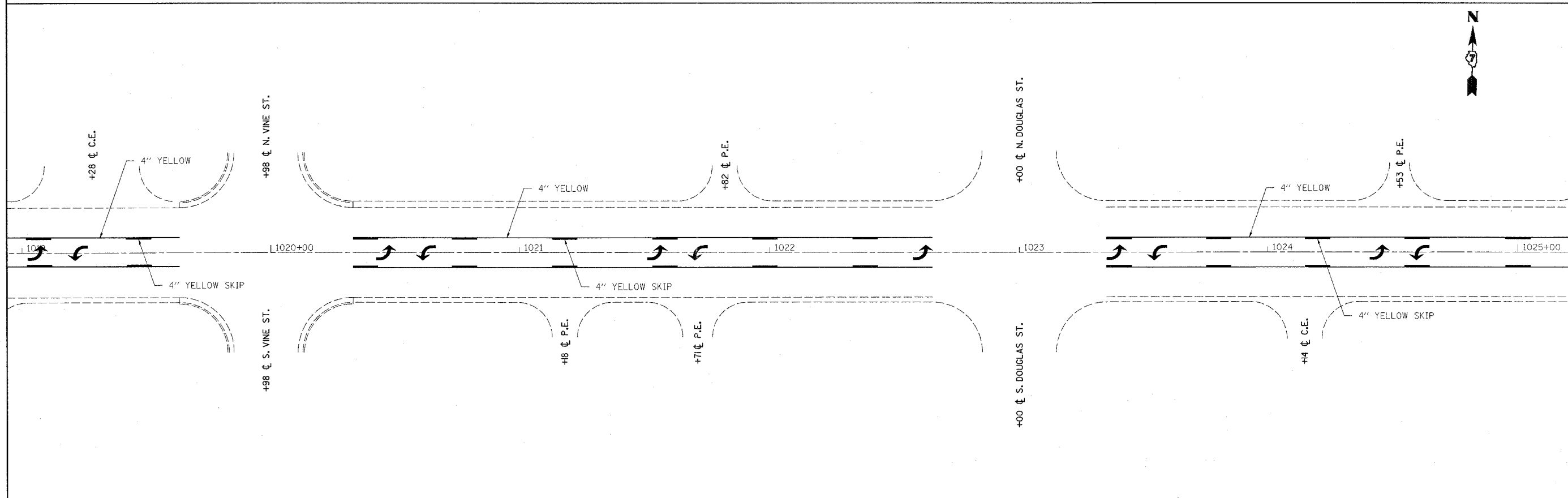
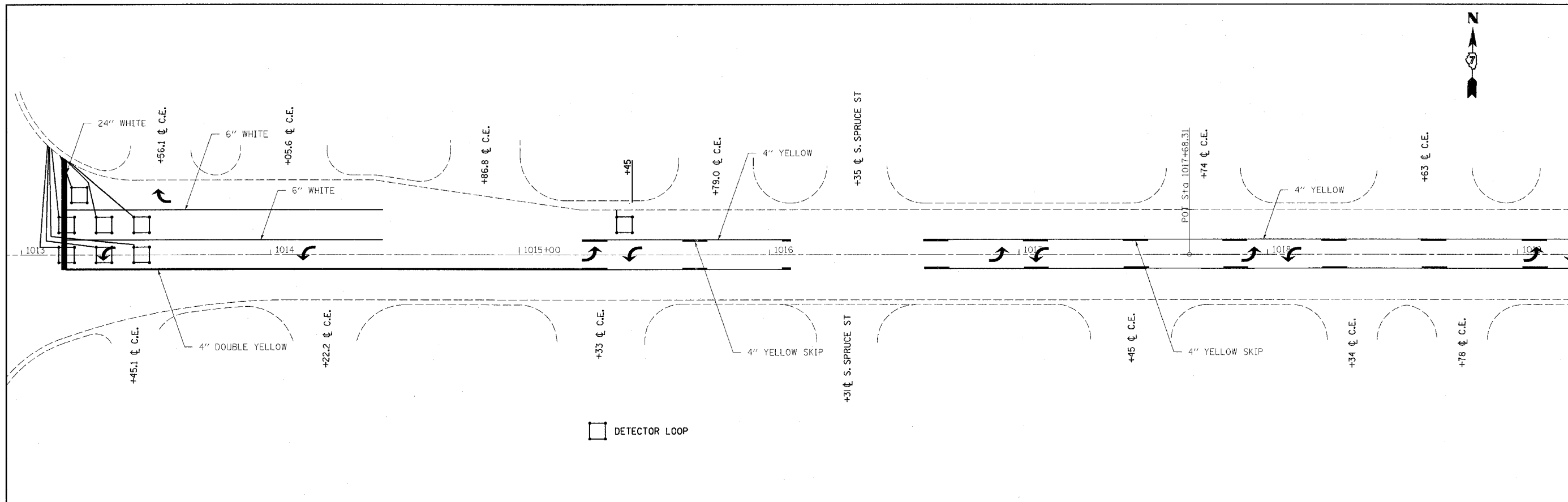
SCALE: SHEET NO. OF SHEETS STA. TO STA.



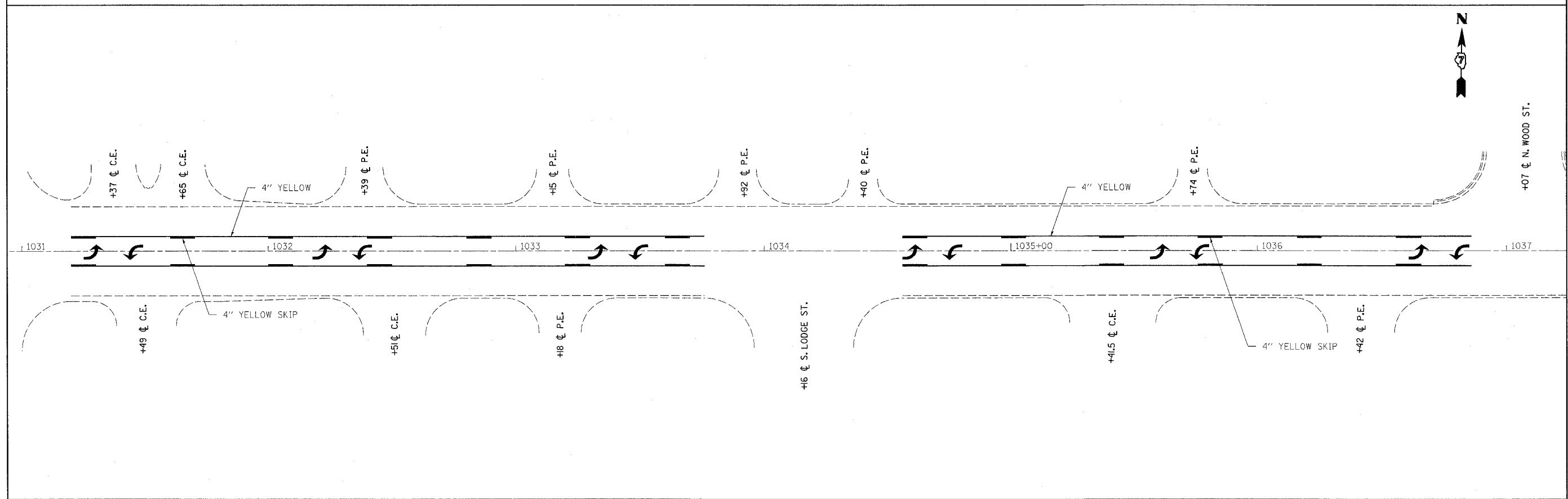
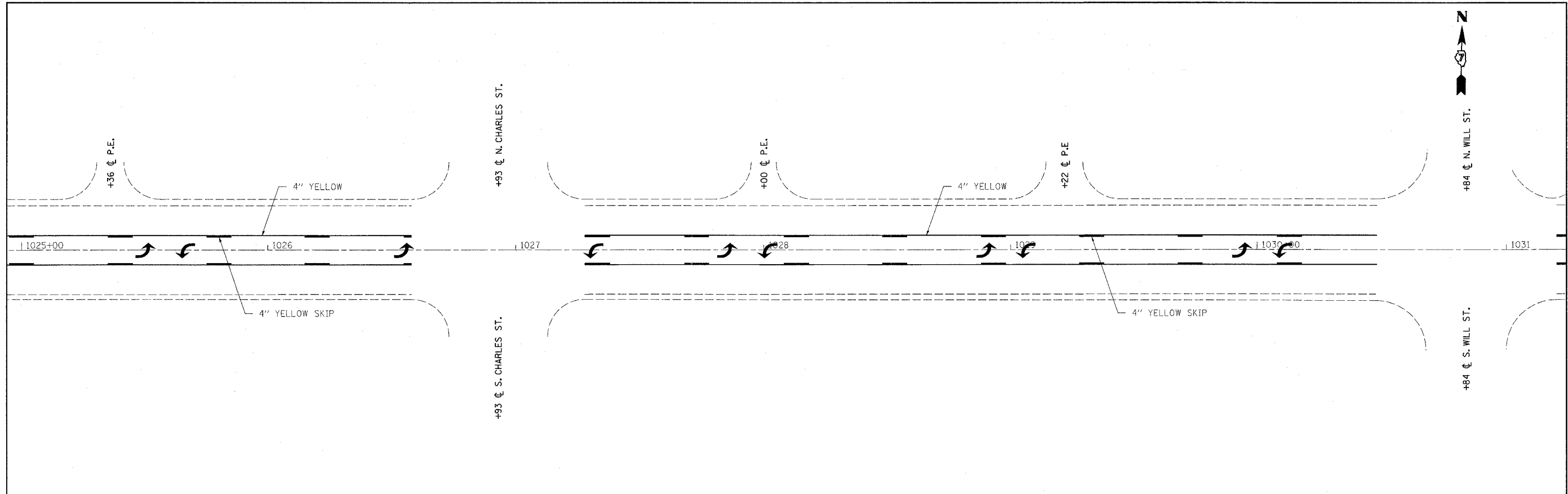
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PLOT SCALE = 20,0000 / / IN.	CHECKED -	REVISED -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLOT DATE = 5/2/2008	DATE -	REVISED -	REVISED -		CONTRACT NO. 74227							



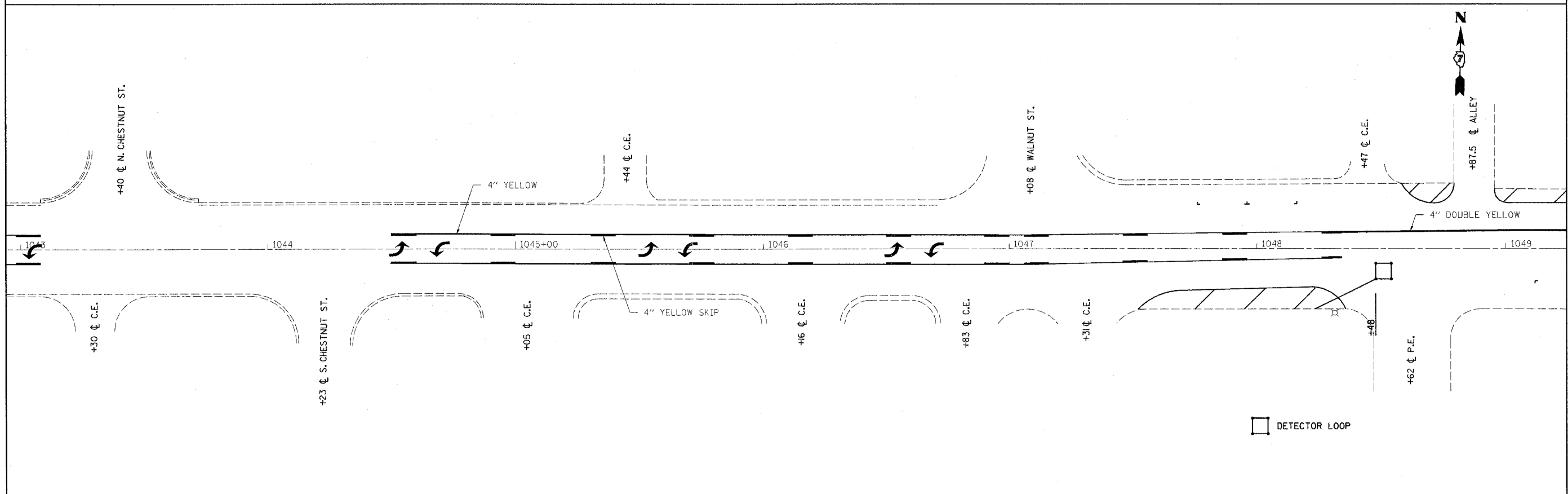
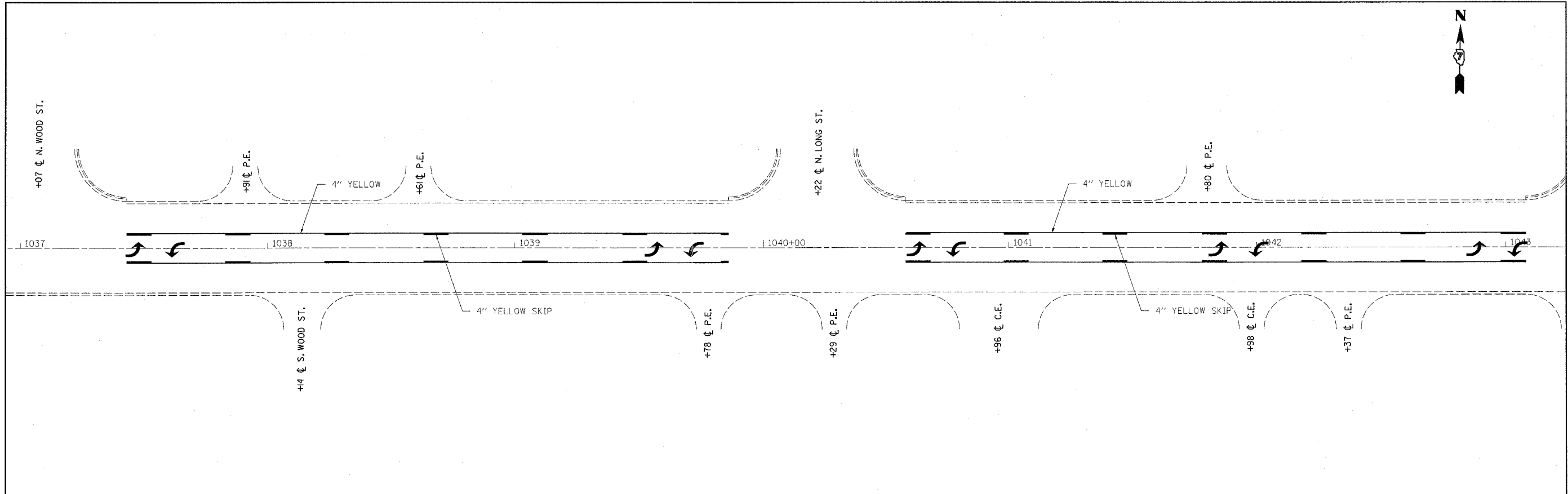
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	PLOT DATE = 5/2/2009	DATE -	REVISED -		CONTRACT NO. 74227						



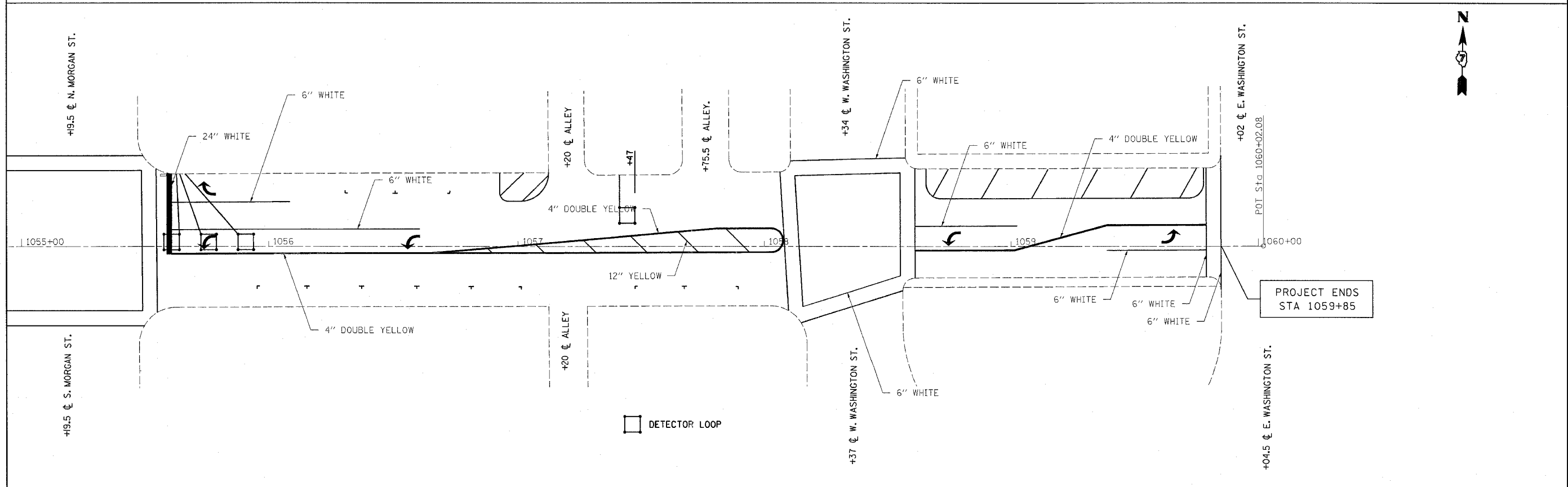
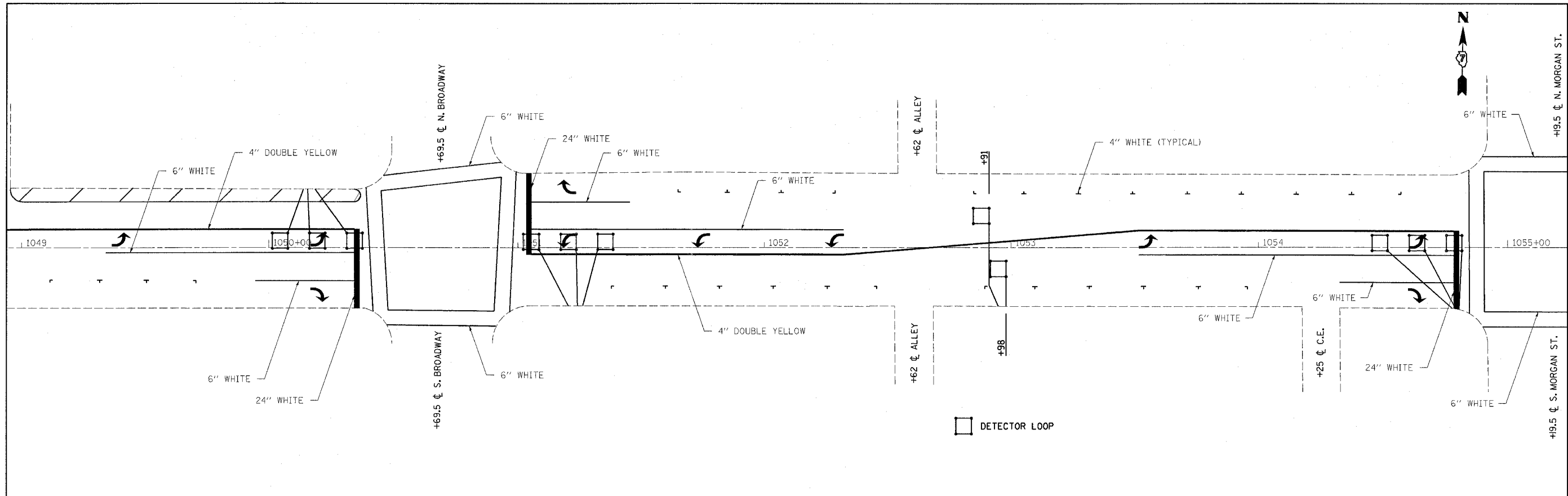
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	PLOT DATE = 5/2/2008	CHECKED -	REVISED -									
		DATE -	REVISED -									



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	PLOT DATE = 5/2/2009	DATE -	REVISED -								

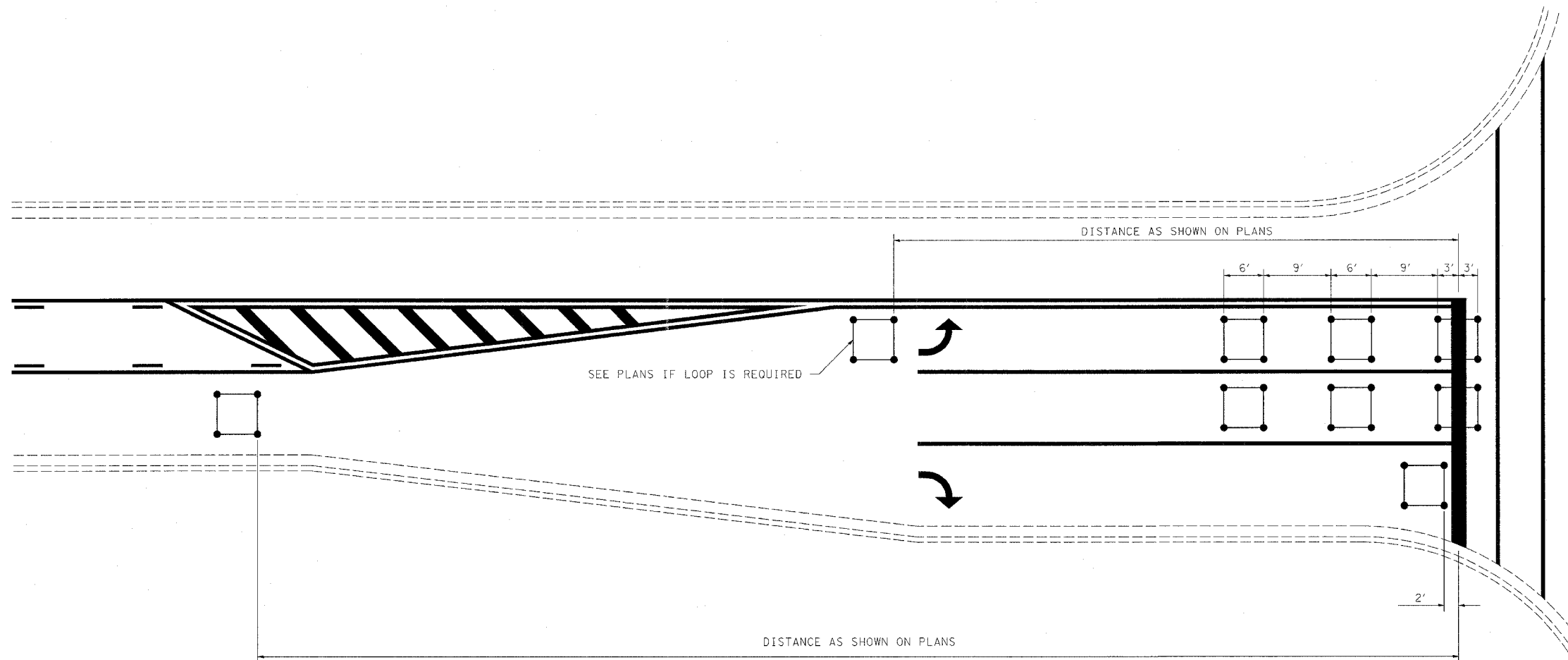


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	PLOT SCALE = 20.0000 "/td> <td>DRAWN -</td> <td>REVISED -</td> <td>325</td> <td>(12)RS-7</td> <td>SHELBY</td> <td>34</td> <td>30</td>	DRAWN -	REVISED -			325	(12)RS-7	SHELBY	34	30	
	PLOT DATE = 5/27/2008	CHECKED -	REVISED -			SCALE: SHEET NO. OF SHEETS STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -			CONTRACT NO. 74227					



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	PLOT DATE = 5/2/2008	DATE -	REVISED -		TO STA.	CONTRACT NO. 74227							

TYPICAL APPLICATION OF DETECTOR LOOPS



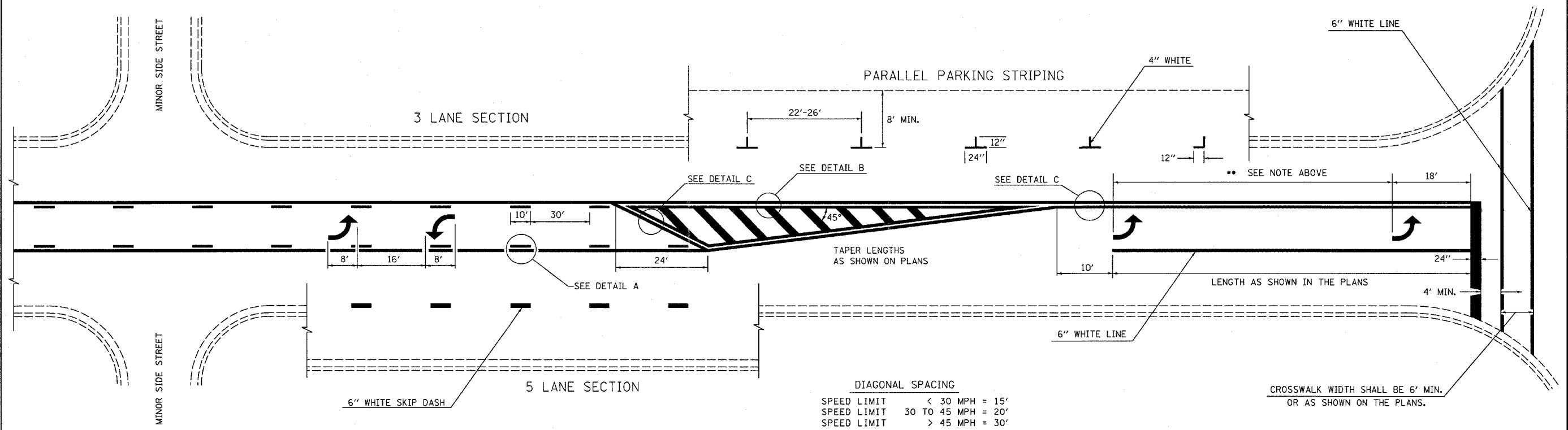
NOTE:

1. EACH LOOP SHALL HAVE ITS OWN HOMERUN TO THE GULFBOX/HANDHOLE.
2. LOOPS SHOULD BE CENTERED IN EACH LANE.
3. USE 6' BY 6' LOOPS FOR LANE WIDTHS OF 11' OR GREATER.
4. USE 5' BY 5' LOOPS IF LANE WIDTH IS LESS THAN 11'.

NOT TO SCALE

FILE NAME = c:\projects\74227d\ahstdet_74227.dgn	USER NAME = stef fannik	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATION OF DETECTOR LOOPS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 28,0000 "/ IN.	DRAWN -	REVISED -	325			(12)RS-7	SHELBY	34	32	
PLOT DATE = 5/2/2008	CHECKED -	REVISED -	CONTRACT NO. 74227			ILLINOIS	FED. AID PROJECT			
DATE -	REVISED -	REVISED -	SCALE:			SHEET NO.	OF	SHEETS	STA.	TO STA.

•• PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY.
 PLACE ANOTHER ARROW 18' BACK FROM THE STOP BAR. IF REQUIRED,
 ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80' SPACING.



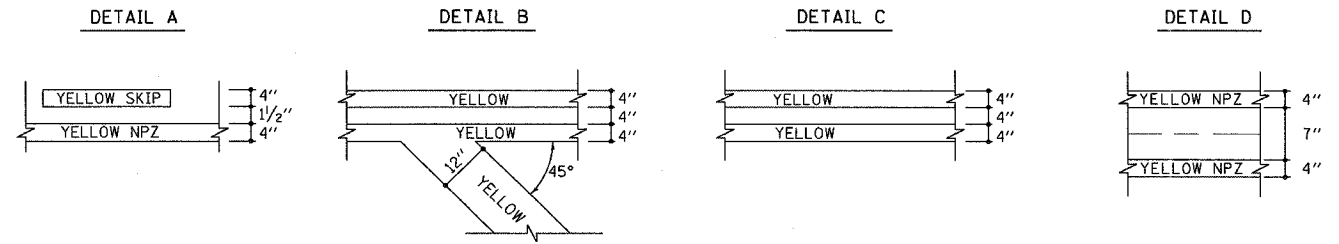
DIAGONAL SPACING

SPEED LIMIT	< 30 MPH	= 15'
SPEED LIMIT	30 TO 45 MPH	= 20'
SPEED LIMIT	> 45 MPH	= 30'

CROSSWALK WIDTH SHALL BE 6' MIN.
 OR AS SHOWN ON THE PLANS.

TYPICAL BI-DIRECTIONAL TURN LANE MARKINGS
 (SHOWING TRANSITION TO EXCLUSIVE LEFT TURN LANE)

- NOTE:
1. NO LESS THAN 2 ARROWS SHALL BE USED.
 2. TAPER RATES, LANE WIDTHS, AND STORAGE LENGTHS AS SHOWN ON THE PLANS.
 3. AVOID PLACING BI-DIRECTIONAL ARROWS IN INTERSECTIONS.
 4. BI-DIRECTIONAL ARROWS SHALL BE SPACED A MAXIMUM OF 250'.



NOT TO SCALE

FILE NAME = o:\projects\74227d\shdet.74227.dgn	USER NAME = steffennk	DESIGNED -	REVISED - MMD 12-99	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS OF PAVEMENT MARKING SHEET 2 OF 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 20,000' / IN.	DRAWN -	REVISED -			325	(12)RS-7	SHELBY	34	34	
	PLOT DATE = 5/2/2008	CHECKED -	REVISED -			CONTRACT NO. 74227					
		DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	