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GENERAL NOTES

① ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. (1-800-892-0123 OR 811) OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

UTILITY	ABOVE GROUND	BELOW GROUND
AMEREN ILLINOIS	X	X
EXXONMOBIL PIPELINE COMPANY		X
FRONTIER COMMUNICATIONS	X	X
VILLAGE OF HOYLETON		X
HOYLETON RURAL WATER COMPANY		X
CITY OF NASHVILLE - WATER & SANITARY SEWER		X
CITY OF NASHVILLE - GAS		X
VILLAGE OF NEW MINDEN		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 "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT EACH END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS AND RAMPS, AND WILL BE CONSIDERED INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE 48" X 48" FLUORESCENT ORANGE.
- ③ ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AND MULCHED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.
- ④ 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.
- ⑤ SIX CHANGEABLE MESSAGE BOARDS SHALL BE REQUIRED TO BE PLACED TWO WEEKS PRIOR TO THE RAMP CLOSURES, AS WELL AS DURING THE DURATION OF CLOSURE TO ADVISE MOTORISTS OF THE RAMP CLOSURE DATES.

⑥ THE VARIOUS THICKNESS OF BITUMINOUS SURFACE REMOVAL SHOWN ON THE PLANS ARE THE AVERAGE THICKNESSES BASED UPON CONTROLLING THICKNESS AS INDICATED. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE. BITUMINOUS SURFACE REMOVAL HAS BEEN INCLUDED IN THE PLANS FOR THE PURPOSE OF REMOVING HIGH IRREGULARITIES AND TO ESTABLISH CROSS SLOPE.

⑦ THE REMOVAL OF THE EXISTING AGGREGATE SHOULDER REQUIRED FOR THE CONSTRUCTION OF THE 3' HMA SHOULDERS WILL BE INCLUDED IN THE EARTH EXCAVATION QUANTITY.

⑧ 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.

⑨ AN ESTIMATED QUANTITY OF 7,536 TONS OF CUTTINGS FROM THE HMA SURFACE REMOVAL OPERATION IS ANTICIPATED.

⑩ NO OVERNIGHT LANE CLOSURES WILL BE PERMITTED.

⑪ THE PROPOSED PAVEMENT MARKING SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKING, AS DIRECTED BY THE ENGINEER.

⑫ MEDIAN REMOVAL PARTIAL DEPTH SHALL INCLUDE THE REMOVAL OF THE CORRUGATED PCC MEDIAN AT THE SOUTHERN END OF THE I-64 RAMP TERMINAL AT A DEPTH TO MATCH THE MAINLINE MILLING DEPTH. THIS AREA SHALL BE RESURFACED WITH HMA BINDER AND SURFACE COURSE TO MATCH THE MAINLINE RESURFACING DEPTH.

⑬ THE CONTRACTOR SHALL INSTALL THE PROPOSED ARCH CORRUGATED METAL PIPE CULVERT AT THE LOCATION SHOWN ON THE PLANS, WHICH SHALL BE PAID FOR AS PIPE CULVERTS, SPECIAL. THE PROPOSED CULVERT IS STORED BEHIND THE TRUCK REPAIR BUILDING NEXT TO SHELL GAS STATION. CONTACT KEITH BOYCE (NASHVILLE YARD) AT 618-327-3914.

⑭ THE FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT AT THE I-64 RAMP TERMINALS SHOWN ON THE PLANS SHALL BE PAID FOR AS CLASS B PATCHING.

⑮ THE PAVEMENT REPLACEMENT AT THE GAS STATION ENTRANCE SHALL BE PAID FOR AS HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT, 10 INCH.

COMMITMENTS

CLOSE NORTHERN SHELL GAS STATION ENTRANCE AT STA. 1537+67 FOR A MAXIMUM DURATION OF TWO DAYS TO ALLOW THE REMOVAL AND REPLACEMENT OF EXISTING ENTRANCE CULVERT. FOLLOWING THE CLOSURE, THE ENTRANCE WILL BE OPEN TO TRAFFIC THROUGH THE USE OF TEMPORARY AGGREGATE. THE REINFORCED CONCRETE ENTRANCE WILL BE REPLACED BY STAGE CONSTRUCTION WITHIN 30 DAYS AFTER THE TEMPORARY CLOSURE AND NO OVERNIGHT CLOSURES WILL BE PERMITTED DURING THIS WORK. ALL ENTRANCE WORK WILL BE COMPLETED BY MAY 31ST, 2017.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

ROUTE	FAP ROUTE 42
SECTION	102-RS-3
COUNTY	WASHINGTON
CONTRACT	76J10

DESCRIPTION:	3P RESURFACING ON IL 127 FROM IL 177 TO 0.4 MI N OF MOCKINGBIRD LANE IN NASHVILLE
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MIXTURE USE	SURFACE-2 1/4"	LEVEL BINDER	POLY SURF-(1 1/2")	SHOULDERS ≥ 2.25"	SHOULDERS ≤ 2.25"
AC/PG	PG 64-22	PG 64-22	SBS PG 76-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=90	4.0% @ Ndes=30	4.0% @ Ndes=30
MIX COMPOSITION (Gradation)	IL 9.5	IL 9.5FG	IL 9.5	IL 19.0L	IL 9.5L
FRICTION AGG	MIXTURE "D"	MIXTURE "C"	MIXTURE "D"		
QUALITY MGMT PROGRAM	OCP	QC/OA	QC/OA	QC/OA	QC/OA

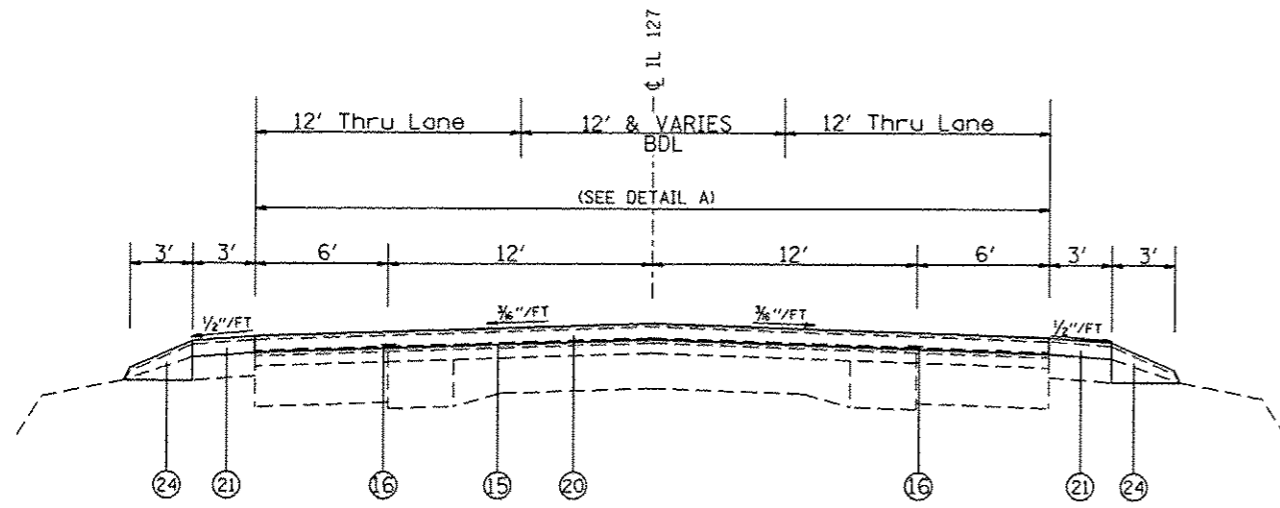
Plan quantities for Bituminous Surface Course items are calculated using a unit weight of 112 lb/sq yd/in (59.8 kg/sq m/25 mm thickness)

1 REVISION
1-6-17

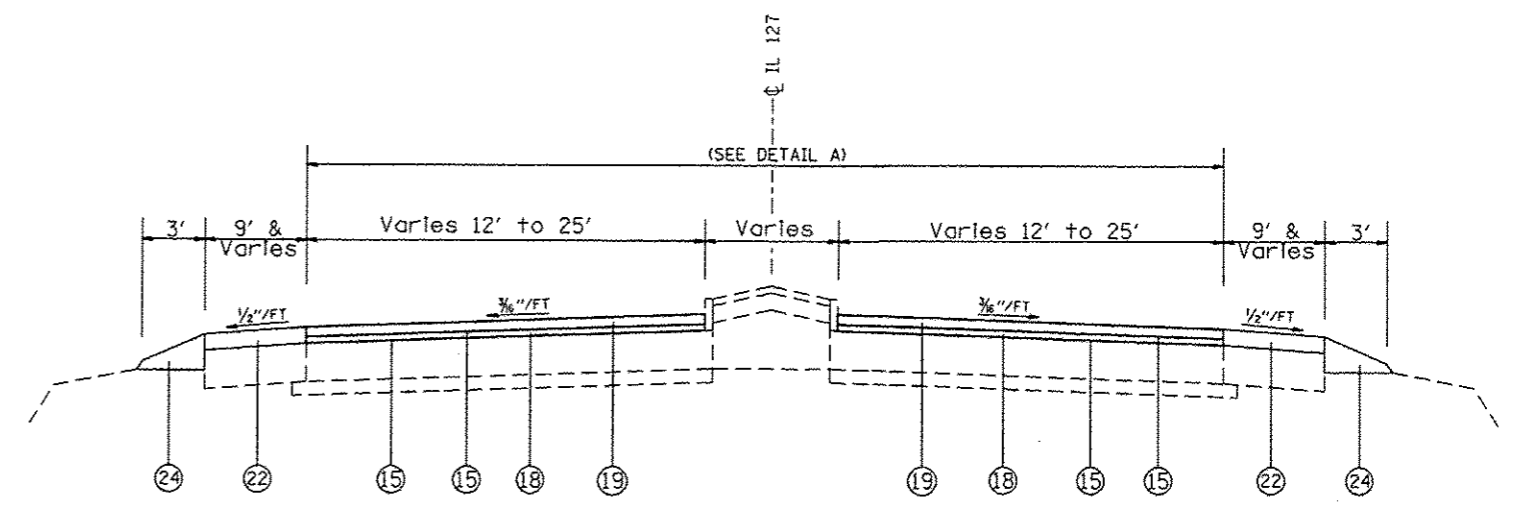
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				80% FED 20% STATE	ROADWAY 0005 RURAL
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	53723	53723	
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	16221	16221	
44000300	CURB REMOVAL	Foot	4	4	
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	1808	1808	
44200050	WELDED WIRE REINFORCEMENT	SQ YD	2081	2081	
44200144	PAVEMENT PATCHING, TYPE II, 12 INCH	SQ YD	246	246	
44200148	PAVEMENT PATCHING, TYPE III, 12 INCH	SQ YD	214	214	
44200150	PAVEMENT PATCHING, TYPE IV, 12 INCH	SQ YD	1224	1224	
44201000	CLASS B PATCHES, TYPE IV, 12 INCH	SQ YD	2081	2081	
44201299	DOWEL BARS 1 1/2"	EACH	84	84	
44213200	SAW CUTS	FOOT	1344	1344	
44213204	TIE BARS 3/4"	EACH	297	297	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	35358	35358	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	2113	2113	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	8550	8550	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	8573	8573	



⚠ REVISION
1-6-17

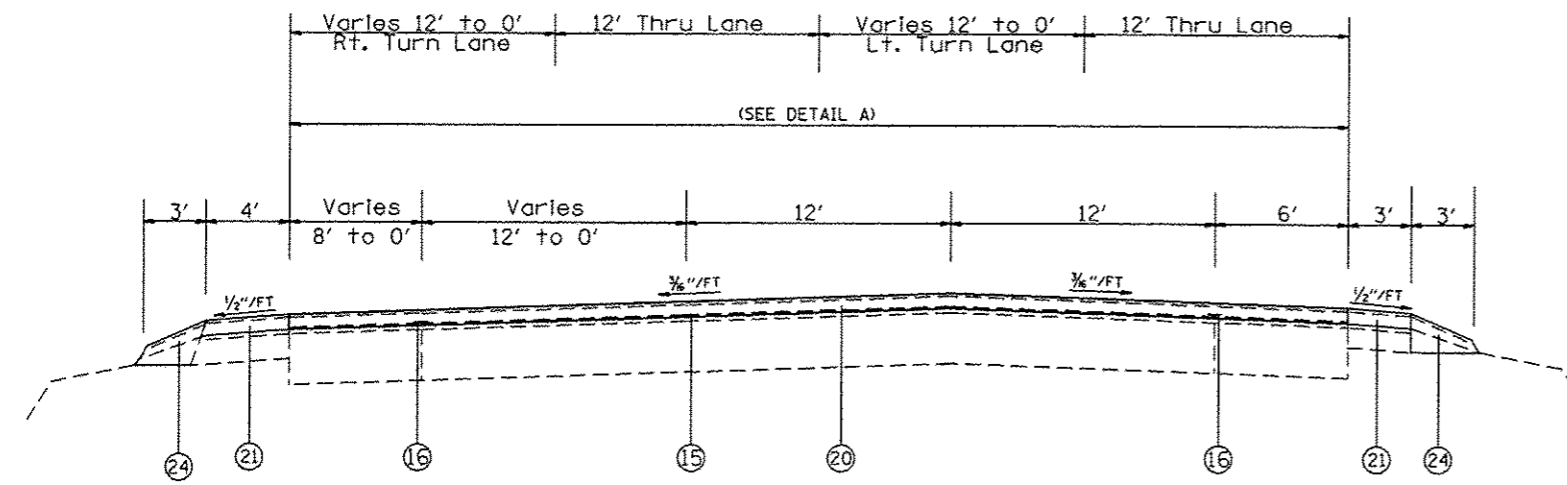


PROPOSED TYPICAL SECTION
STA. 1523+40.00 TO STA. 1537+10.00

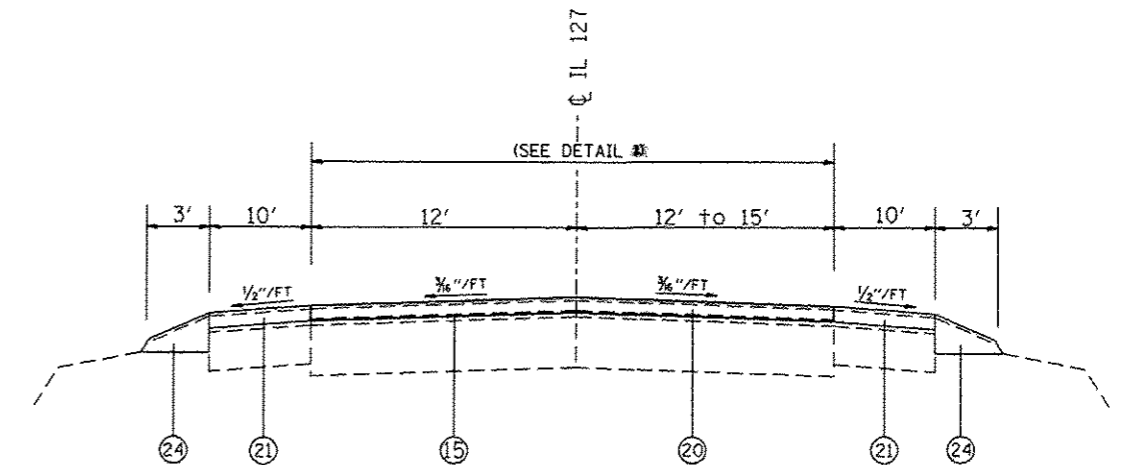


PROPOSED TYPICAL SECTION
STA. 1543+30.60 TO STA. 1572+17.00*
BRIDGE OMISSION: STA. 1541+39.40 TO STA. 1543+30.60

*RESURFACE MILLED CORRUGATED PCC MEDIAN AREA FROM STA. 1543+37 TO STA. 1545+01 WITH HMA BINDER AND SURFACE COURSE TO MATCH MAINLINE RESURFACING



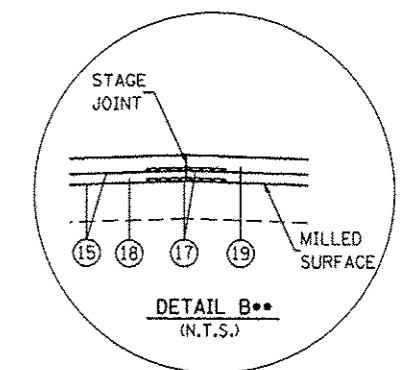
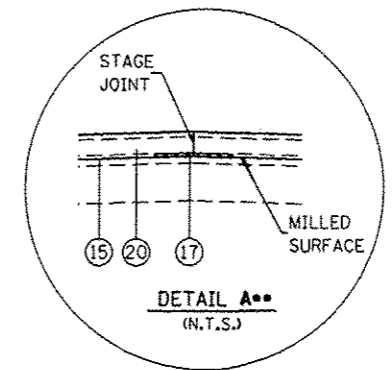
PROPOSED TYPICAL SECTION
STA. 1537+10.00 TO STA. 1543+30.60



PROPOSED TYPICAL SECTION
STA. 1572+17.00 TO STA. 1576+76.00

LEGEND

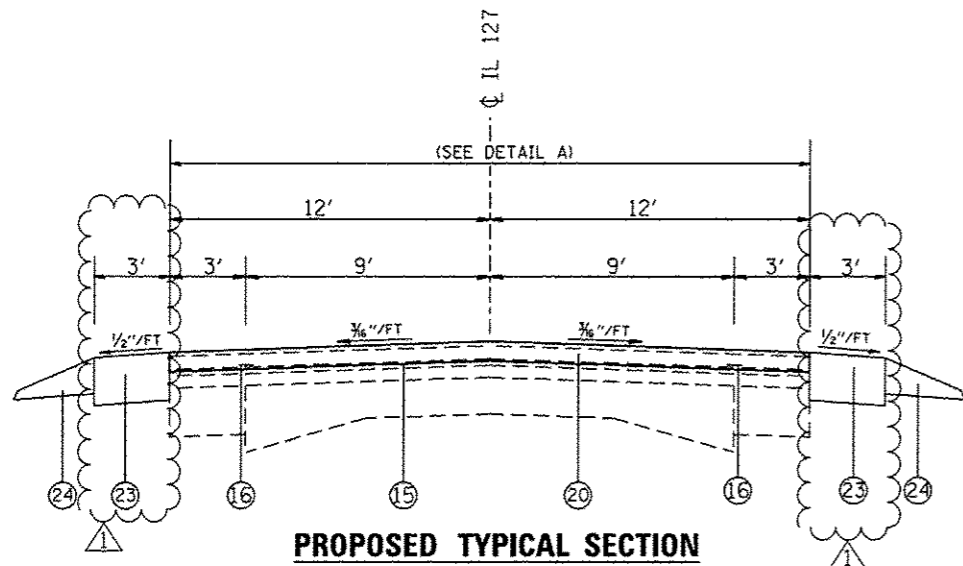
- ① EXISTING PCC PAVEMENT 9-6-9
- ② EXISTING PCC BASE COURSE 9"
- ③ EXISTING STABILIZED SUB-BASE, 4"
- ④ EXISTING WIDENING 8" PCC BASE COURSE
- ⑤ EXISTING BASE COURSE WIDENING 9"
- ⑥ EXISTING HMA RESURFACING, VARIES
- ⑦ EXISTING HMA LEVELING BINDER, 3/4" TO 1"
- ⑧ EXISTING HMA SURFACE COURSE, 1 1/2"
- ⑨ EXISTING HMA SHOULDER, VARIES
- ⑩ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑪ EXISTING AGGREGATE WEDGE SHOULDER, TYPE B
- ⑫ EXISTING PCC MEDIAN SURFACE, 4"
- ⑬ PROPOSED HMA SURFACE REMOVAL, 1 3/4"
- ⑭ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑮ PROPOSED BITUMINOUS MATERIALS (TACK COAT)
- ⑯ PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑰ PROPOSED LONGITUDINAL JOINT SEALANT
- ⑱ PROPOSED LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70, 1"
- ⑲ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX D, N90, 1 1/2"
- ⑳ PROPOSED HMA SURFACE COURSE, MIX D, N70, 2 1/4"
- ㉑ PROPOSED HMA SHOULDERS, 2 1/4"
- ㉒ PROPOSED HMA SHOULDERS, 2 1/2"
- ㉓ PROPOSED HMA SHOULDERS, 8"
- ㉔ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B



1 REVISION
1-6-17

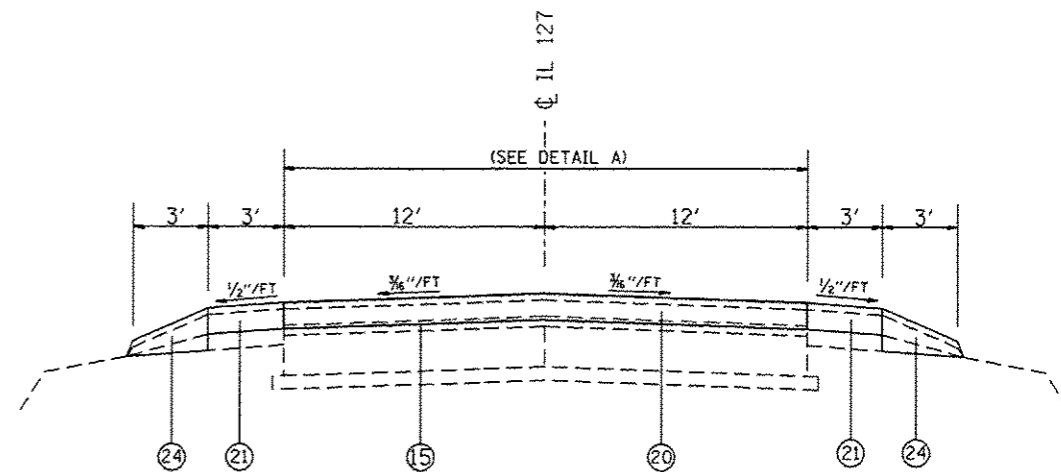
**DETAIL "A" AND "B" SHALL NOT BE APPLIED ALONG THE EDGE OF PAVEMENT

FILE NAME =	USER NAME = dursoierj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\IL084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 8\Projects\0875\DRAWING\GAD\Sheets\0875J18-ehc-pland		CHECKED -	REVISED -		42	102-RS-3	WASHINGTON	26	10		
Default		DATE -	REVISED -		SCALE:	SHEET 3 OF 4 SHEETS	STA. TO STA.	CONTRACT NO. 76J10			
								ILLINOIS FED. AID PROJECT			



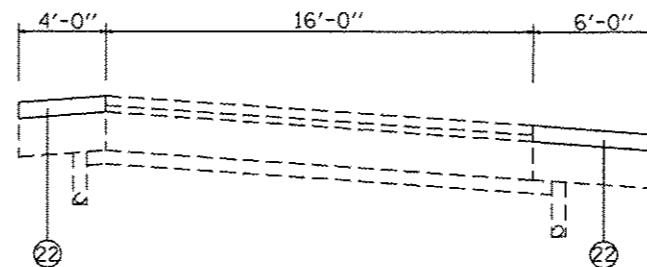
PROPOSED TYPICAL SECTION

STA. 1576+76.00 TO STA. 1596+50.00
STA. 1602+00.00 TO STA. 1713+22.00

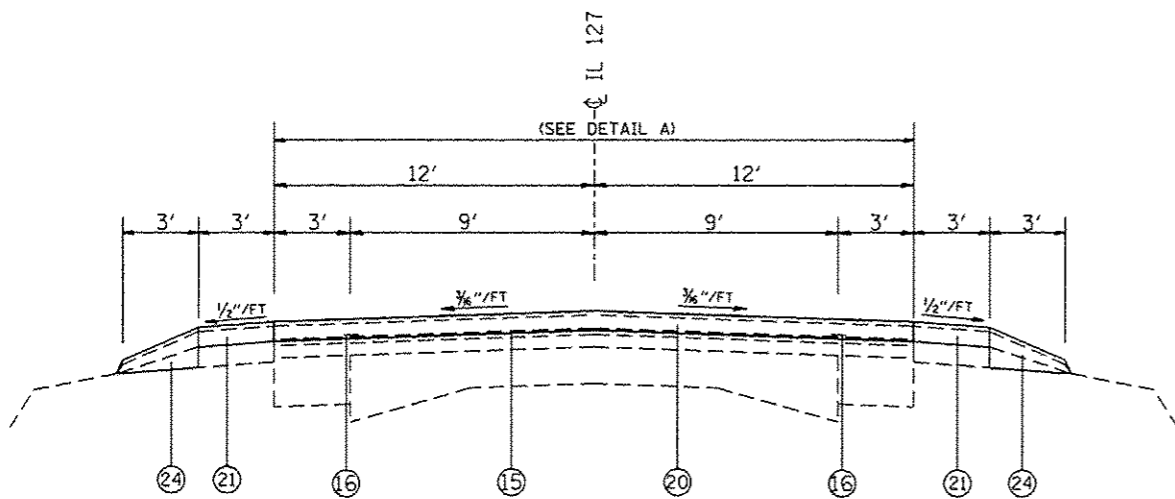


PROPOSED TYPICAL SECTION

STA. 1597+70.00 TO STA. 1600+79.50
BRIDGE OMISSION: STA. 1598+46.65 TO STA. 1600+01.65

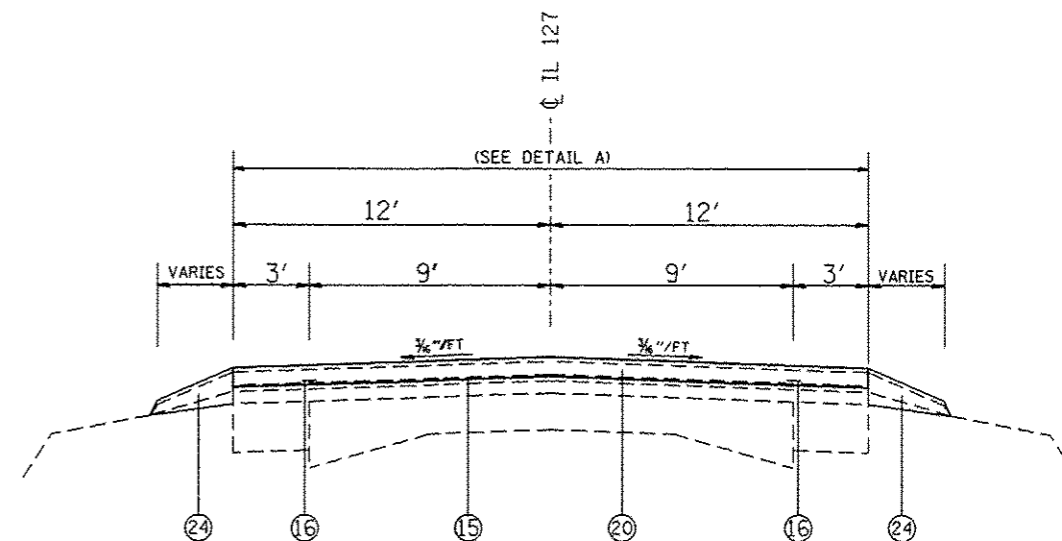


RAMP TYPICAL SECTION



PROPOSED TYPICAL SECTION

STA. 1596+50.00 TO STA. 1597+70.00
STA. 1600+79.50 TO STA. 1602+00.00

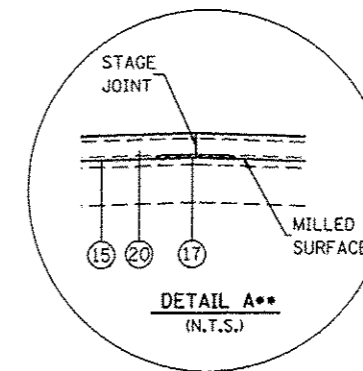


PROPOSED TYPICAL SECTION

STA. 1714+30.00 TO STA. 1738+65.00

LEGEND

- ① EXISTING PCC PAVEMENT 9-6-9
- ② EXISTING PCC BASE COURSE 9"
- ③ EXISTING STABILIZED SUB-BASE, 4"
- ④ EXISTING WIDENING 8" PCC BASE COURSE
- ⑤ EXISTING BASE COURSE WIDENING 9"
- ⑥ EXISTING HMA RESURFACING, VARIES
- ⑦ EXISTING HMA LEVELING BINDER, 3/4" TO 1"
- ⑧ EXISTING HMA SURFACE COURSE, 1 1/2"
- ⑨ EXISTING HMA SHOULDER, VARIES
- ⑩ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑪ EXISTING AGGREGATE WEDGE SHOULDER, TYPE B
- ⑫ EXISTING PCC MEDIAN SURFACE, 4"
- ⑬ PROPOSED HMA SURFACE REMOVAL, 1 3/4"
- ⑭ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑮ PROPOSED BITUMINOUS MATERIALS (TACK COAT)
- ⑯ PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑰ PROPOSED LONGITUDINAL JOINT SEALANT
- ⑱ PROPOSED LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70, 1"
- ⑲ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX D, N90, 1 1/2"
- ⑳ PROPOSED HMA SURFACE COURSE, MIX D, N70, 2 1/4"
- ㉑ PROPOSED HMA SHOULDERS, 2 1/4"
- ㉒ PROPOSED HMA SHOULDERS, 2 1/2"
- ㉓ PROPOSED HMA SHOULDERS, 8"
- ㉔ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B



1 REVISION
1-6-17

••DETAIL "A" SHALL NOT BE APPLIED ALONG THE EDGE OF PAVEMENT

FILE NAME =	USER NAME = drosierj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS		F.A.P. RTE. 42	SECTION 102-RS-3	COUNTY WASHINGTON	TOTAL SHEETS 26	SHEET NO. 11	
PROJECT =	PROJECT =	CHECKED -	REVISED -		SCALE:	SHEET 4 OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 76J10			
PLLOT SCALE = 1/8" = 1' - 0"	PLLOT DATE = 1/5/2017	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
Default												

MAINLINE RESURFACING											
LOCATION			HMA SURFACE REMOVAL 1 3/4"	HMA SURFACE REMOVAL 2 1/2"	MEDIAN REMOVAL PARTIAL DEPTH	BITUMINOUS MATERIALS (TACK COAT)	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70	POLY HMA SURFACE COURSE, MIX D N90	HMA SURFACE COURSE, MIX D N70	STRIP REFLECTIVE CRACK CONTROL TREATMENT	LONGITUDINAL JOINT SEALANT
STA	TO	STA	SQ YD	SQ YD	SQ FT	POUND	TON	TON	TON	FOOT	FOOT
1523+40	TO	1526+21	936.7			421.5			118.0	562	281
1526+21	TO	1539+26	5317.3			2392.8			670.0	2610	2878
1539+26	TO	1540+70	672.0			302.4			84.7	288	432
1540+70	TO	1541+39	262.2			118.0			33.0	139	139
1543+31	TO	1545+87		997.6	1807.5	673.4	55.9	83.8			485
1545+87	TO	1549+77		1286.9		868.7	72.1	108.1			
1549+77	TO	1553+23		1589.4		1072.9	89.0	133.5			439
1553+23	TO	1556+41		1193.4		805.6	66.8	100.2			278
1558+97	TO	1562+09		1169.1		789.1	65.5	98.2			272
1562+09	TO	1565+61		1588.0		1071.9	88.9	133.4			446
1565+61	TO	1572+17		2052.0		1385.1	114.9	172.4			
1572+17	TO	1576+76	1377.0			619.7			173.5		459
1576+76	TO	1598+47	5788.4			2604.8			729.3	4188	2171
1600+02	TO	1737+47	36654.3			16494.4			4618.4	27335	13745
1737+47	TO	1738+65	367.1			165.2			46.3	27571	118
TOTAL:			51375	9876	1807	29785	553	830	6473	62693	22143

SHOULDER RESURFACING									
LOCATION			HMA SURFACE REMOVAL, 1 3/4"	HMA SURFACE REMOVAL, 2 1/2"	BITUMINOUS MATERIALS (TACK COAT)	HOT MIX ASPHALT SHOULDERS	HOT MIX ASPHALT SHOULDERS, 8"	AGGREGATE WEDGE SHOULDER, TYPE B*	SHOULDER RUMBLE STRIPS, 8 INCH*
STA	TO	STA	SQ YD	SQ YD	POUND	TON	SQ YD	TON	FOOT
1523+40	TO	1536+59	835.3		375.9	81.9		133.1	
1536+59	TO	1537+14	18.3		8.3	1.8		3.1	
1538+53	TO	1541+39	211.1		95.0	20.7		31.2	
1543+31	TO	1549+11		1230.9	553.9	172.3		61.5	
1550+18	TO	1556+41		1385.2	623.4	193.9		69.3	
1558+97	TO	1565+27		1399.8	629.9	196.0		68.9	
1566+66	TO	1572+17		1224.4	551.0	171.4		60.1	
1572+17	TO	1576+76	1020.0		459.0	100.0		43.2	
1576+76	TO	1596+50					1247.7	196.6	3743.0
1596+50	TO	1598+47	131.1		59.0	12.8		21.8	393.3
1600+02	TO	1602+00	132.2		59.5	13.0		22.0	396.7
1602+00	TO	1713+22					7325.3	1194.2	21976.0
1712+87	TO	1738+65						211.8	
RAMP A				296.7	133.5	41.5			
RAMP B				256.7	115.5	35.9			
RAMP C				272.2	122.5	38.1			
RAMP D				278.9	125.5	39.0			
TOTAL:			2348	6345	3912	1118	8573.0	2117	26509

*INCLUDES SIDEROAD OMISSIONS

EARTH EXCAVATION*				
LOCATION			NB/SB	EARTH EXCAVATION
STA	TO	STA		CU YD
1576+76	TO	1607+95	NB	128.0
1608+78	TO	1660+23	NB	392.5
1660+23	TO	1713+22	NB	378.8
1576+76	TO	1579+57	SB	20.3
1580+38	TO	1606+58	SB	96.3
1607+23	TO	1659+79	SB	340.7
1660+59	TO	1713+22	SB	320.6
TOTAL:				1677.2

*REQUIRED FOR THE CONSTRUCTION OF THE HMA SHOULDER

1 REVISION
1-6-17