

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
773		CUMBERLAND	15	1
		ILLINOIS		
CONTRACT NO. 74692				

* D7 HMA SAFETY SHLD 2015-1

FOR INDEX OF SHEETS, SEE SHEET NO. 2

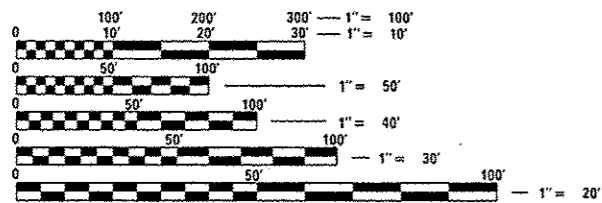
BRIDGE OMISSIONS:
 STA 90+46.17 TO STA 91+73.83
 STA 245+11.75 TO STA 248+10.25

STATION EQUATION:
 STA 160+84.70BK+STA 160+87.58AH

FAP ROUTE 773 (IL 121)
SECTION D7 HMA SAFETY SHLD 2015-1
PROJECT : ACHSIP-0773(010)
NEW SHOULDERS, SAFETY IMPROVEMENTS
CUMBERLAND COUNTY

C-97-004-15

2013 ADT = 2,900



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.

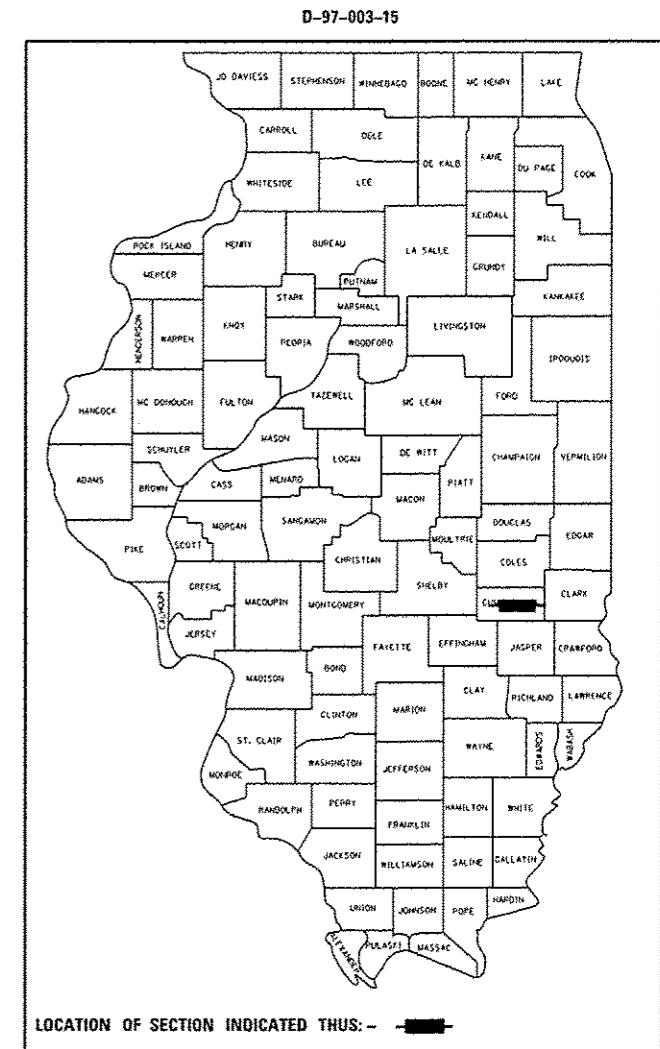
J.U.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 OR 811

PROJECT ENGINEER: MARK DAUGHERTY
PROJECT MANAGER: JOYCE HEMMEN

CONTRACT NO. 74692



GROSS LENGTH = 23,582.83 FT. = 4.466 MILE
 NET LENGTH = 23,159.55 FT. = 4.386 MILE



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED October 16, 2014
Roger C. Pruchalla
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 18, 2014
John D. Baranzelli, PE
 ENGINEER OF DESIGN AND ENVIRONMENT

Dec 18, 2014
Omer Osman, PE
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS. THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" INDICATED ON THE CHECK SHEET, AND "THE SPECIAL PROVISIONS" INCLUDED IN THE PROPOSAL.

THE WORK INCLUDED IN THIS SECTION CONSISTS OF PLACING HMA SAFETY SHOULDER, AGGREGATE WEDGE SHOULDER, RUMBLE STRIPS, PAVEMENT MARKING AND ANY OTHER WORK NECESSARY TO COMPLETE THIS SECTION.

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

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

THE MATERIAL EXCAVATED FOR THE CONSTRUCTION OF THE HMA SHOULDERS SHALL BE REMOVED FROM THE PROJECT ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THE REMOVAL OF THE EXCAVATED MATERIAL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER UNIT FOR EXCAVATING AND GRADING EXISTING SHOULDER.

HMA SHOULDERS SHALL BE OMITTED FROM LOCATIONS WHERE HMA SHOULDERS ALREADY EXIST. HOWEVER, RUMBLE STRIPS SHALL BE CONSTRUCTED AT THESE LOCATIONS.

OMIT RUMBLE STRIPS ON ALL SIDEROADS, FIELD, PRIVATE AND COMMERCIAL ENTRANCES AT RADIUS RETURNS. OMIT RUMBLE STRIPS AT MAILBOX TURNOUTS 60' BOTH SIDES OF THE MAILBOX OR AS DETERMINED BY THE ENGINEER. OMIT HOT-MIX ASPHALT SHOULDERS, 8" ON ALL HMA AND PCC SIDEROADS, ENTRANCES, AND CONCRETE GUTTER LOCATIONS.

THE TOTAL QUANTITY OF PAINT PAVEMENT MARKING - LINE 4" CONSISTS OF 42,707 FEET OF WHITE.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE: HMA SHOULDERS, 8" (BOTTOM 6" LIFT)
 APPLICATION: HOT-MIX ASPHALT SHOULDERS
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 30
 MIXTURE COMPOSITION: IL-19.0L
 FRICTION AGGREGATE: N/A

MIXTURE USE: HMA SHOULDERS, 8" (TOP 2" LIFT)
 APPLICATION: HOT-MIX ASPHALT SHOULDERS
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 30
 MIXTURE COMPOSITION: IL-9.5L
 FRICTION AGGREGATE: N/A

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS & GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-6	TYPICAL SECTIONS
7	SCHEDULE
8-15	STAGE CONSTRUCTION PLAN SHEETS

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

00001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND A FOOT
642006	SHOULDER RUMBLE STRIPS, 8 IN.
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH
701901-04	TRAFFIC CONTROL DEVICES

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES & INDEX OF SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
o:\p\work\p\dot\stefann\02486829\0	74692-shc-gennote.dgn	DRAWN	REVISED			773		CUMBERLAND	15	2	
Default		CHECKED	REVISED			* D7 HMA SAFETY SHLD 2015-1 CONTRACT NO. 74692					
		DATE	REVISED			ILLINOIS FED. AID PROJECT					

74692

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0021	
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	355	355	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	915	915	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	15770	15770	
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	36277	36277	
67100100	MOBILIZATION	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD	L SUM	1	1	
	701326				
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	20	20	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	42707	42707	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	28	28	

*

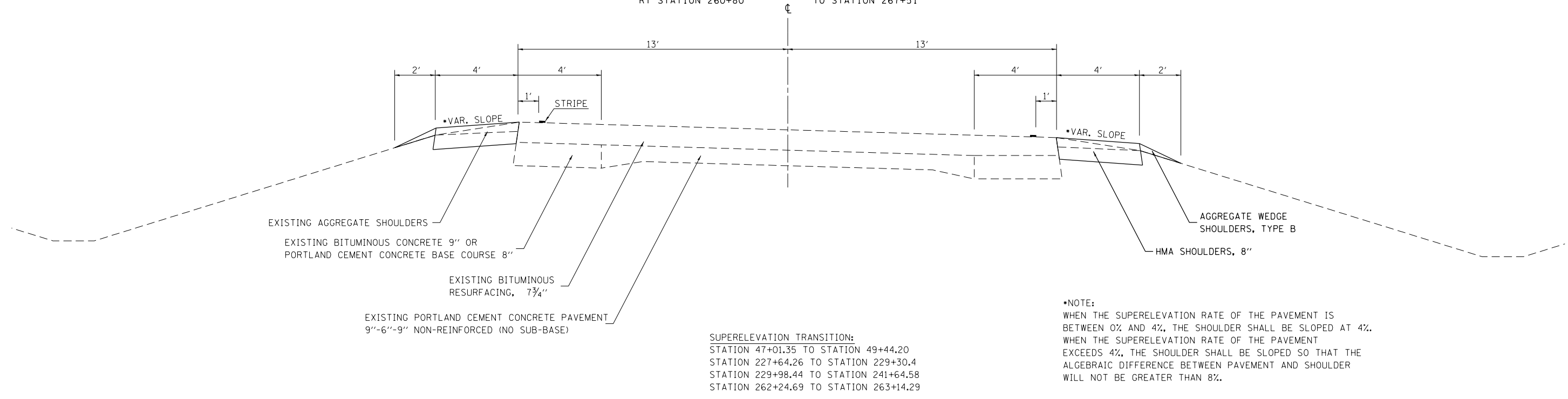
9

*Specialty Items

(A) TYPICAL CROSS SECTION

F.A.P. 773 (IL. 121)

RT STATION 31+80.47 (P.C.) TO RT STATION 47+69.52 (P.T.)^(B)
 LT STATION 32+84 TO LT STATION 47+69.52 (P.T.)^(B)
 LT STATION 228+87.80 (P.C.) TO LT STATION 240+41.04 (P.T.)^(B)
 LT STATION 260+51 TO LT STATION 267+45
 RT STATION 260+80 TO STATION 267+51



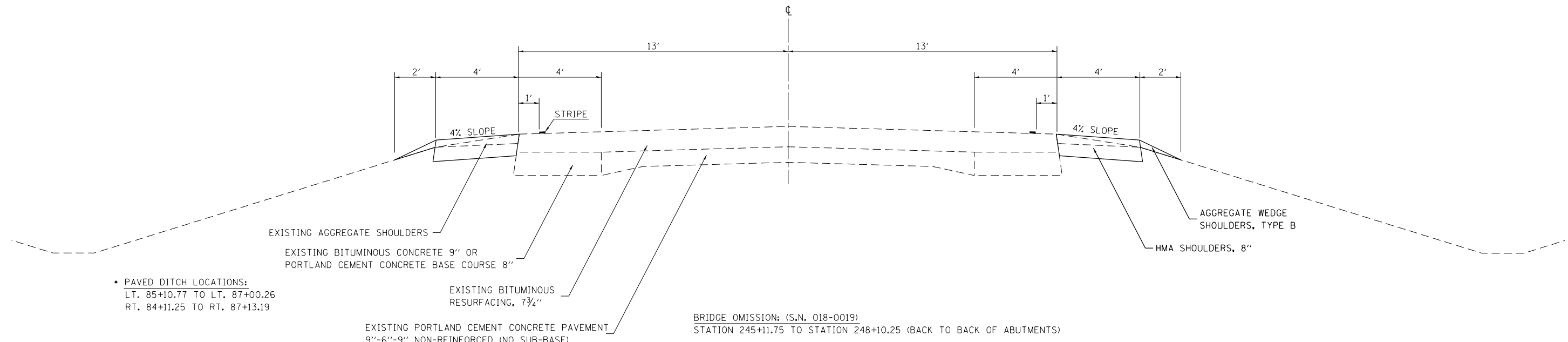
SUPERELEVATION TRANSITION:
 STATION 47+01.35 TO STATION 49+44.20
 STATION 227+64.26 TO STATION 229+30.4
 STATION 229+98.44 TO STATION 241+64.58
 STATION 262+24.69 TO STATION 263+14.29

•NOTE:
 WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4%, THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER WILL NOT BE GREATER THAN 8%.

(B) TYPICAL CROSS SECTION

F.A.P. 773 (IL. 121)

STATION 47+69.52 (P.T.) TO STATION 59+22.50 (P.C.)^(C)
 STATION 67+99.79 (P.T.) TO STATION 88+17.60^(D)
 STATION 111+93.60 TO STATION 172+00.00
 STATION 172+00.00 TO STATION 186+47.00 (HMA SHOULDER OMISSION)
 STATION 186+40.00 TO STATION 209+11.00
 STATION 209+11.00 TO STATION 222+55.00 (V-GUTTER OMISSION)
 STATION 222+55.00 TO STATION 228+87.80 (P.C.)^(A)
 STATION 240+41.04 (P.T.) TO STATION 248+10.25
 STATION 243+36.00 TO STATION 249+85.00 (HMA SHOULDER AND STRUCTURE OMISSION)
 STATION 262+41.76 (P.T.) TO STATION 265+76.70



BRIDGE OMISSION: (S.N. 018-0019)
 STATION 245+11.75 TO STATION 248+10.25 (BACK TO BACK OF ABUTMENTS)

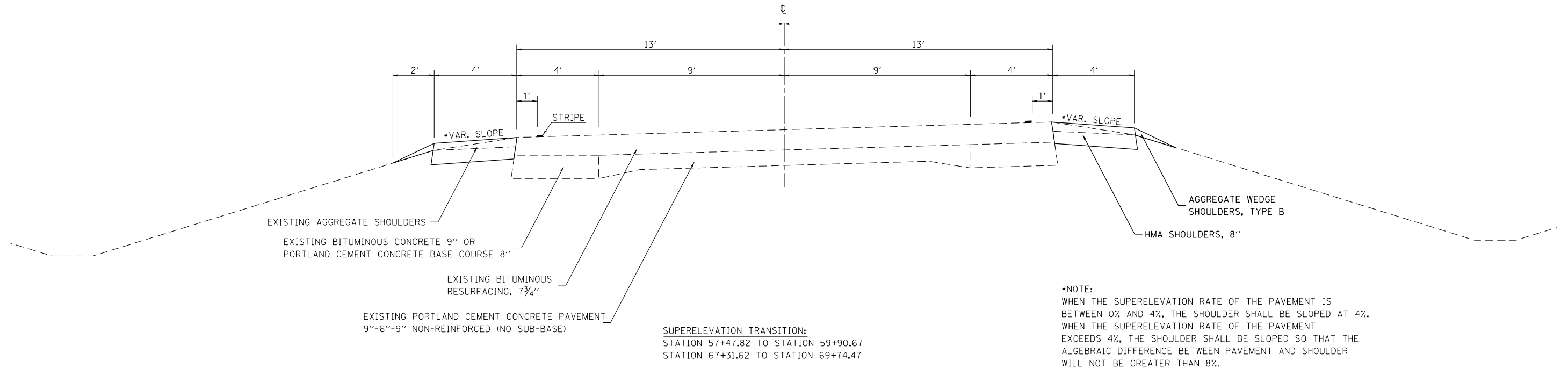
• PAVED DITCH LOCATIONS:
 LT. 85+10.77 TO LT. 87+00.26
 RT. 84+11.25 TO RT. 87+13.19

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	74692-sht-typical.dgn	DRAWN -	REVISED -					773		CUMBERLAND	15	4
	PLOT SCALE = 100.0000' / 1".	CHECKED -	REVISED -		• D7 HMA SAFETY SHLD 2015-1			CONTRACT NO. 74692				
	PLOT DATE = 10/16/2014	DATE -	REVISED -		SCALE:	SHEET 1	OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

Ⓒ TYPICAL CROSS SECTION

F.A.P. 773 (IL. 121)

STATION 59+22.50 (P.C.) TO STATION 67+99.79 (P.T.) Ⓒ

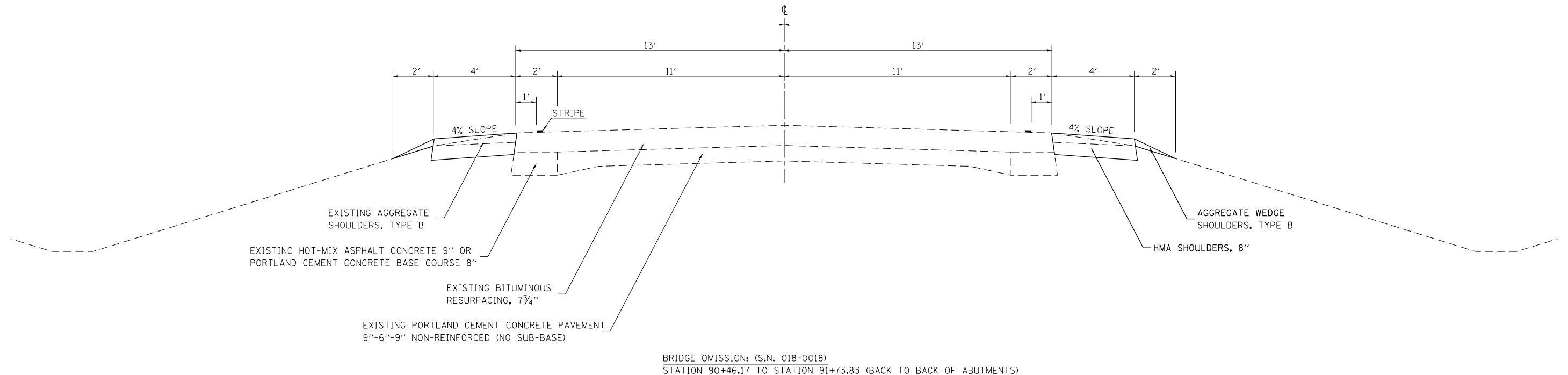


•NOTE:
WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS
WHEN THE SUPERELEVATION RATE OF THE PAVEMENT
EXCEEDS 4%, THE SHOULDER SHALL BE SLOPED SO THAT THE
ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER
WILL NOT BE GREATER THAN 8%.

Ⓓ TYPICAL CROSS SECTION

F.A.P. 773 (IL. 121)

STATION 88+17.60 TO STATION 100+61.68 (P.C.) Ⓔ
STATION 108+20.50 (P.T.) TO STATION 111+93.60 Ⓕ
RT STATION 249+85 TO RT STATION 251+32 Ⓖ
LT STATION 249+85 TO LT STATION 251+98 Ⓗ
RT STATION 251+32 TO RT STATION 260+80 (V-GUTTER OMISSION) Ⓐ
LT STATION 251+98 TO LT STATION 260+51 (V-GUTTER OMISSION) Ⓐ



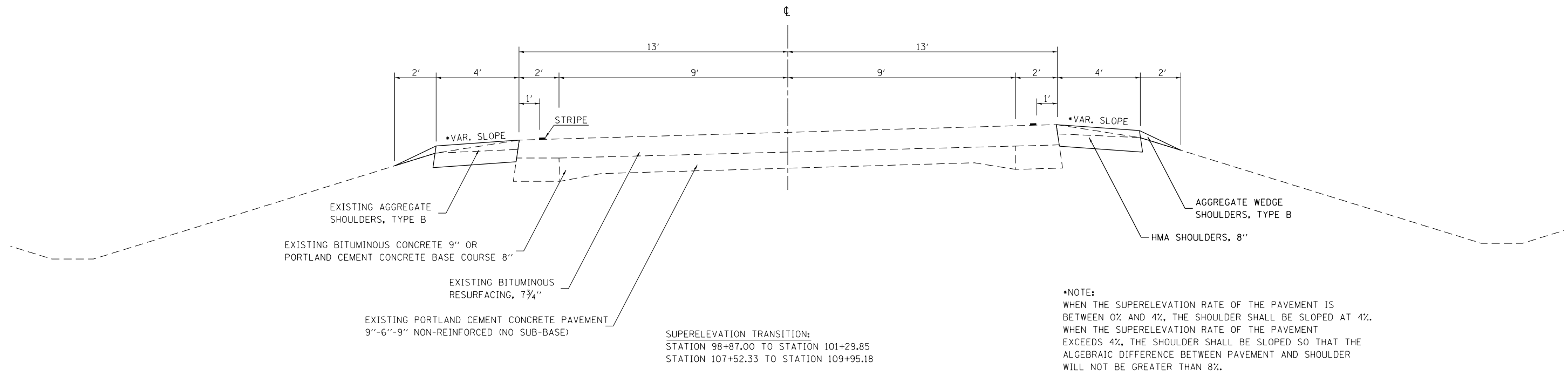
BRIDGE OMISSION: (S.N. 018-0018)
STATION 90+46.17 TO STATION 91+73.83 (BACK TO BACK OF ABUTMENTS)

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	74692-sht-typical.dgn	DRAWN -	REVISED -					773		CUMBERLAND	15	5
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.			• D7 HMA SAFETY SHLD 2015-1		CONTRACT NO. 74692		
	PLOT DATE = 10/16/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

(E) TYPICAL CROSS SECTION

F.A.P. 773 (IL. 121)

STATION 100+61.68 (P.C.) TO STATION 108+20.50 (P.T.) (D)

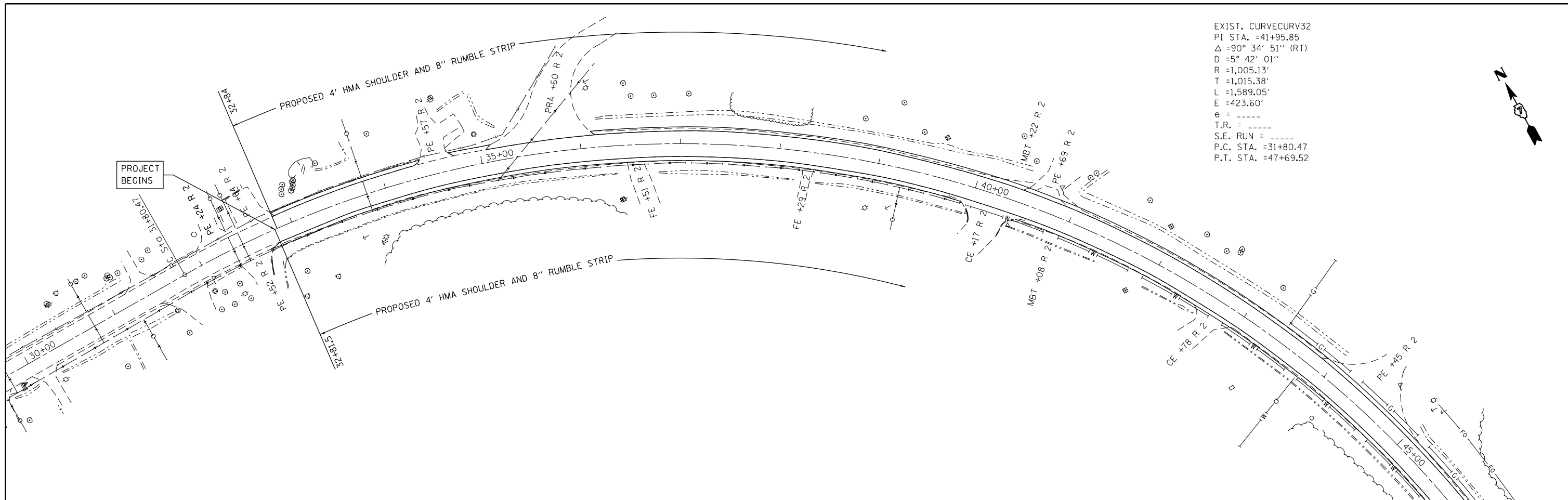


•NOTE:
 WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4%, THE SHOULDER SHALL BE SLOPED AT 4%.
 WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER WILL NOT BE GREATER THAN 8%.

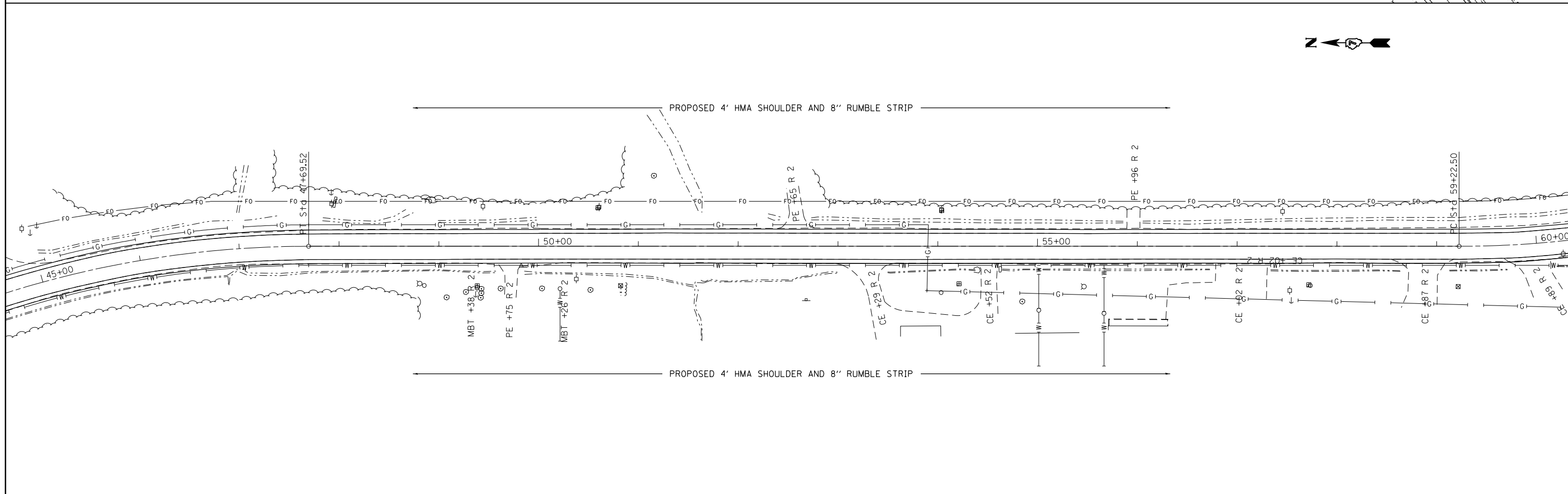
SUPERELEVATION TRANSITION:
 STATION 98+87.00 TO STATION 101+29.85
 STATION 107+52.33 TO STATION 109+95.18

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	74692-sht-typical.dgn	DRAWN -	REVISED -					773		CUMBERLAND	15	6
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		• D7 HMA SAFETY SHLD 2015-1			CONTRACT NO. 74692				
	PLOT DATE = 10/16/2014	DATE -	REVISED -		SCALE:	SHEET 3	OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

SCHEDULE OF QUANTITIES								
			20200600	48102100	48203029	64200108	78001110	DESCRIPTION
			EXCAVATING AND GRADING EXISTING SHOULDER	AGGREGATE WEDGE SHOULDER	HOT-MIX ASPHALT SHOULDERS, 8"	SHOULDER RUMBLE STRIP, 8"	PAINT PAVEMENT MARKING LINE, 4 INCH	
Right Shoulder			QUANTITY (UNIT)	QUANTITY (TON)	QUANTITY (SQ YD)	QUANTITY (FOOT)	QUANTITY (FOOT)	
32+81.50	62+83.00	3001.50	29.2	63.9	1298.4	2525.5	2525.5	EX AGG SHOULDER
62+83.00	66+12.50	329.50	0.0	8.3		329.5	329.5	EX HMA SHOULDER
66+12.50	87+47.00	2134.50	21.3	52.8	948.7	2086.5	2086.5	EX AGG SHOULDER
87+47.00	93+76.00	629.00	0.0				629.0	OMISSION GUARDRAIL AND BRIDGE
93+76.00	172+00.00	7824.00	76.8	191.3	3411.1	7558.0	7558.0	EX AGG. SHOULDER
172+00.00	186+40.00	1440.00	0.0	29.3		1440.0	1156.0	EX HMA SHOULDER
186+40.00	209+11.00	2271.00	21.5	43.6	955.6	1723.0	1723.0	EX AGG SHOULDER
209+11.00	222+55.00	1344.00	0.0				1344.0	EX V GUTTER OMISSION
222+55.00	243+36.00	2081.00	20.2	49.6	895.6	1961.0	1961.0	EX AGG SHOULDER
243+36.00	244+70.00	134.00	0.0	3.4		134.0	134.0	EX HMA SHOULDER
244+70.00	248+52.00	382.00	0.0				382.0	BRIDGE OMISSION
248+52.00	249+85.00	133.00	0.0	3.4		133.0	133.0	EX HMA SHOULDER
249+85.00	251+32.00	147.00	0.0	3.7	65.3	147.0	147.0	EX AGG SHOULDER
251+32.00	260+80.00	948.00	1.5				948.0	EX V GUTTER OMISSION
260+80.00	267+51.00	671.00	0.0	10.6	256.9	419.0	419.0	EX AGG SHOULDER
267+51.00	268+64.33	113.33	6				113.3	EX GUTTER OMISSION
SUB TOTALS			176.2	459.9	7831.6	18456.5	21588.8	
Left Shoulder								
32+84.00	88+45.00	5561.00	54.15	126	2406.7	4988.0	4988.0	EX AGG SHOULDER
88+45.00	94+74.00	629.00					629.0	OMISSION GUARDRAIL AND BRIDGE
94+74.00	172+00.00	7726.00	76.61	192	3404.9	7570.0	7570.0	EX AGG SHOULDER
172+00.00	186+40.00	1440.00		32		1184.0	1278.0	EX HMA SHOULDER
186+40.00	209+13.00	2273.00	20.41	28	907.1	1218.0	1124.0	EX AGG SHOULDER
209+13.00	222+28.00	1315.00					1315.0	EX V GUTTER OMISSION
222+28.00	243+36.00	2108.00	19.04	48	846.2	1904.0	1904.0	EX AGG SHOULDER
243+36.00	244+70.00	134.00		3		134.0	134.0	EX HMA SHOULDER
244+70.00	248+52.00	382.00					382.0	BRIDGE OMISSION
248+52.00	249+85.00	133.00		3		133.0	133.0	EX HMA SHOULDER
249+85.00	251+98.00	213.00	2.10	5	94.7	167.0	167.0	EX AGG SHOULDER
251+98.00	260+51.00	853.00					853.0	V GUTTER OMISSION
260+51.00	267+45.00	694.00	6.30	16	278.7	522.0	522.0	EX AGG SHOULDER
267+45.00	268+64.33	119.33					119.3	EX GUTTER OMISSION
SUB TOTALS			178.61	454.77	7938.22	17820.00	21118.33	
TOTALS			355	915	15770	36277	42707	

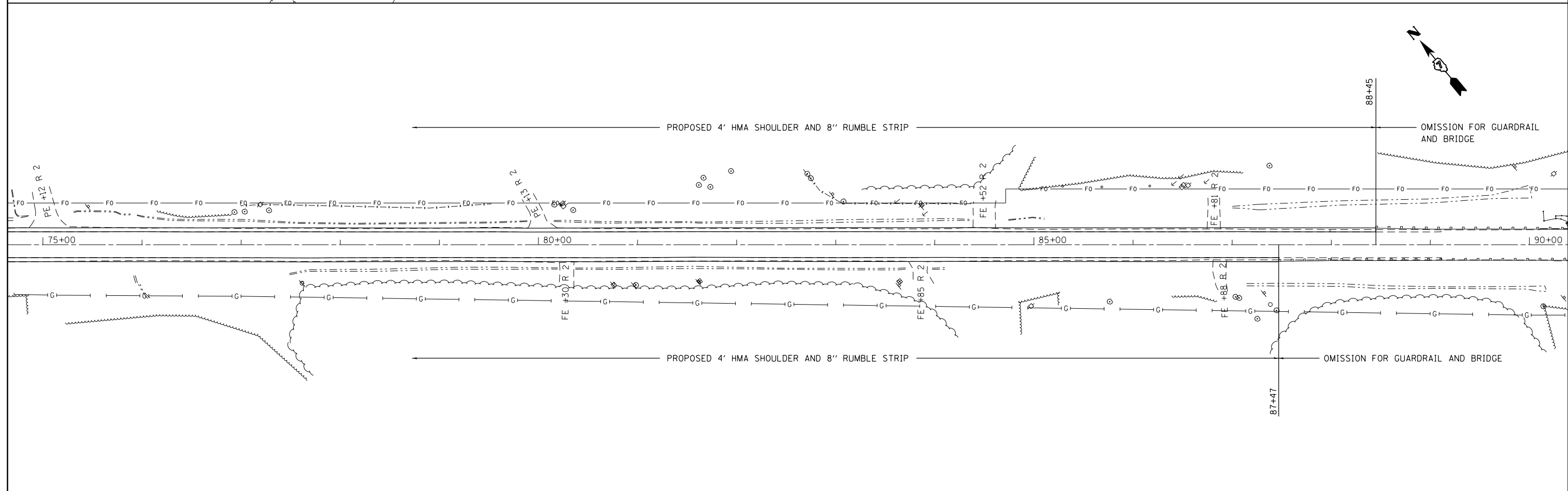
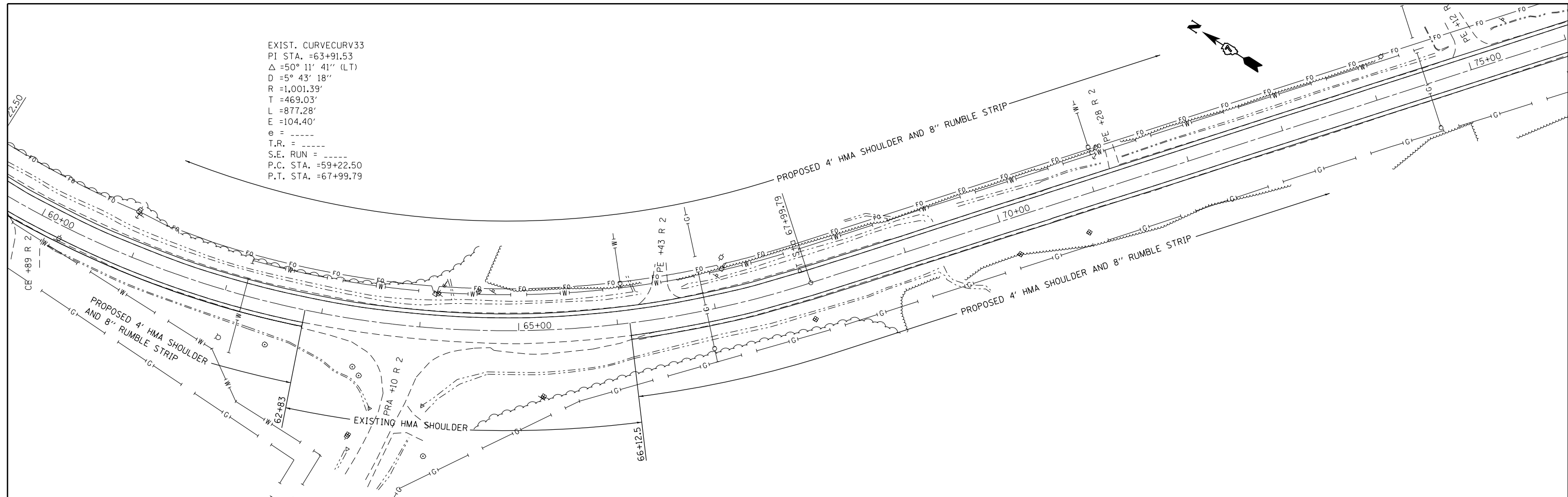


EXIST. CURVECURV32
 PI STA. =41+95.85
 $\Delta = 90^\circ 34' 51''$ (RT)
 $D = 5^\circ 42' 01''$
 $R = 1,005.13'$
 $T = 1,015.38'$
 $L = 1,589.05'$
 $E = 423.60'$
 $e = \dots$
 $T.R. = \dots$
 $S.E. RUN = \dots$
 P.C. STA. =31+80.47
 P.T. STA. =47+69.52

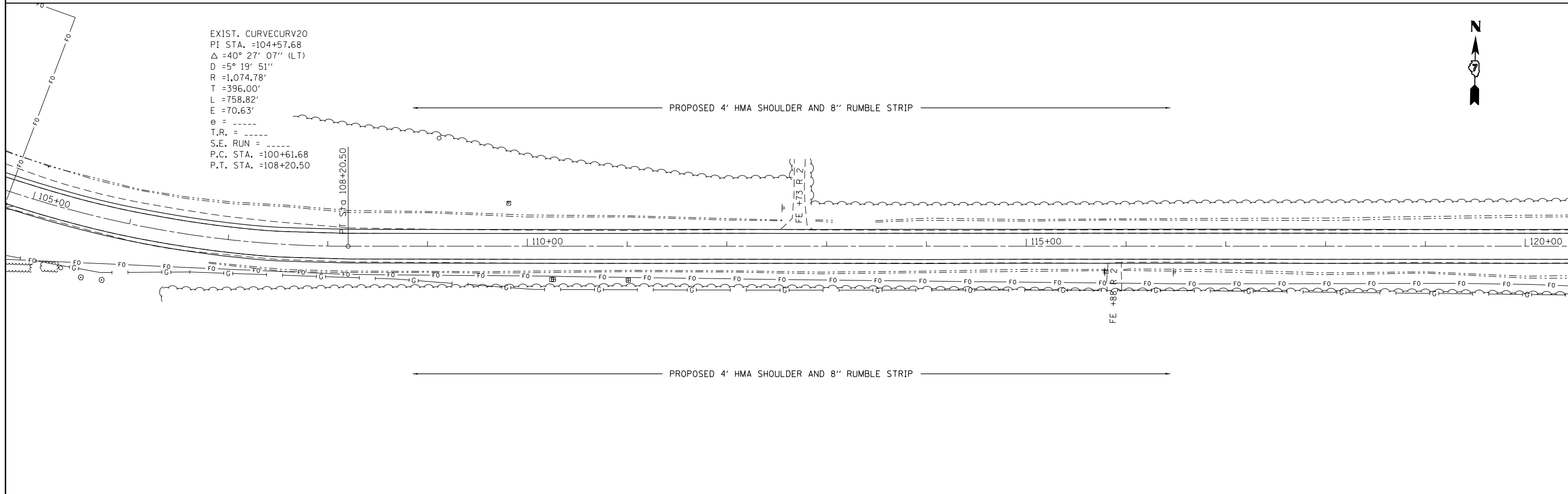
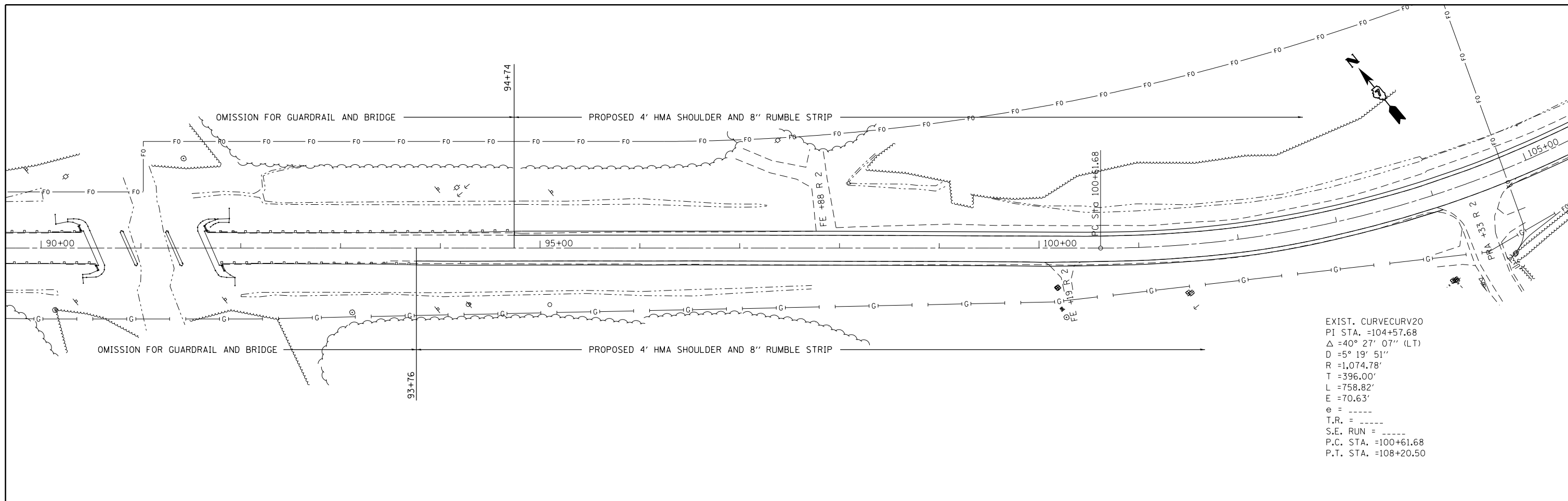


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Default	PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -		SCALE: 1"=50'	SHEET 1	OF 8 SHEETS	STA.	TO STA.	• D7 HMA SAFETY SHLD 2015-1		
	PLOT DATE = 10/16/2014	CHECKED -	REVISED -							CONTRACT NO. 74692		
		DATE -	REVISED -							ILLINOIS FED. AID PROJECT		

EXIST. CURVECURV33
 PI STA. =63+91.53
 Δ =50° 11' 41" (LT)
 D =5° 43' 18"
 R =1,001.39'
 T =469.03'
 L =877.28'
 E =104.40'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. =59+22.50
 P.T. STA. =67+99.79



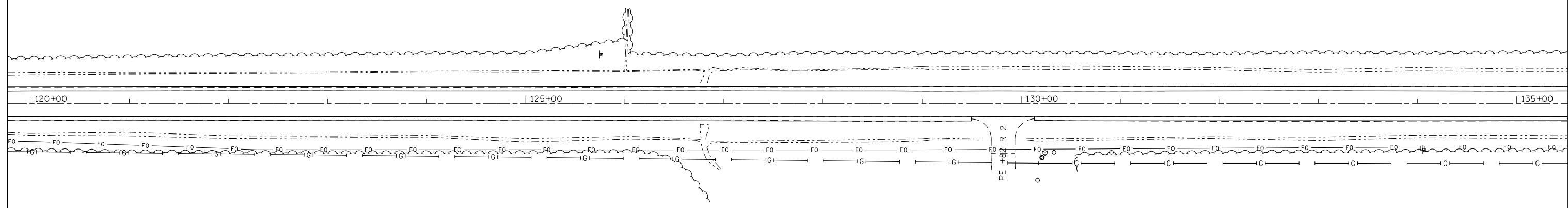
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Default	74692-sht-plan.dgn	DRAWN -	REVISED -		SCALE: 1"=50'	SHEET 2	OF 8 SHEETS	STA.	TO STA.	773		15	9
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -							• D7 HMA SAFETY SHLD 2015-1			CONTRACT NO. 74692
	PLOT DATE = 10/16/2014	DATE -	REVISED -							ILLINOIS FED. AID PROJECT			



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Default	74692-sht:plan.dgn	DRAWN -	REVISED -		SCALE: 1"=50'	SHEET 3	OF 8 SHEETS	STA.	TO STA.	CUMBERLAND	15	10	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -							• D7 HMA SAFETY SHLD 2015-1	CONTRACT NO. 74692		
	PLOT DATE = 10/16/2014	DATE -	REVISED -							ILLINOIS FED. AID PROJECT			



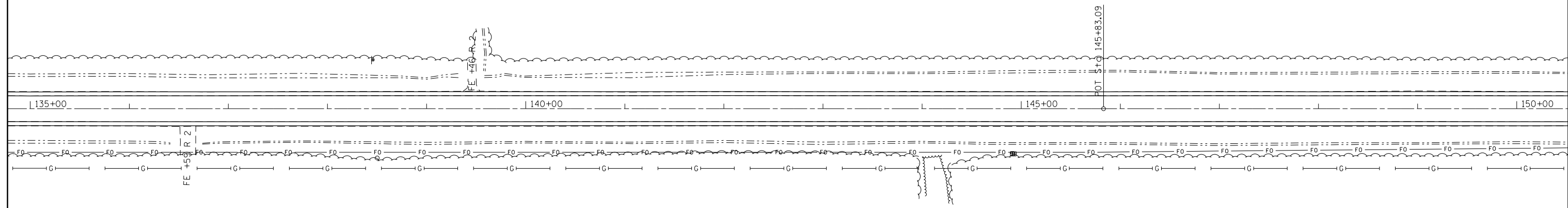
← PROPOSED 4' HMA SHOULDER AND 8" RUMBLE STRIP →



← PROPOSED 4' HMA SHOULDER AND 8" RUMBLE STRIP →

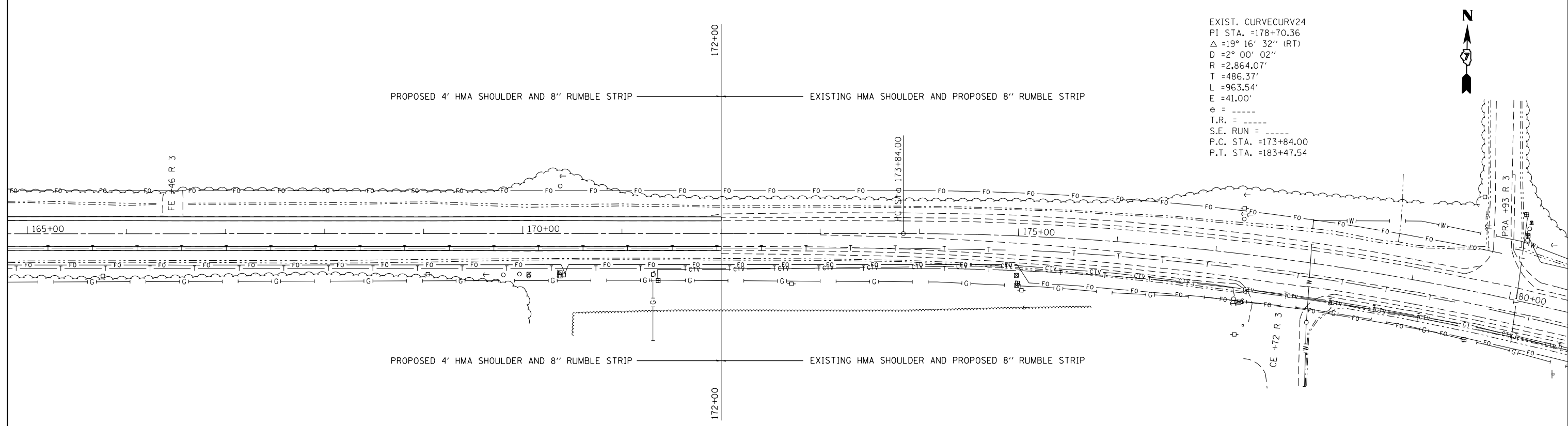
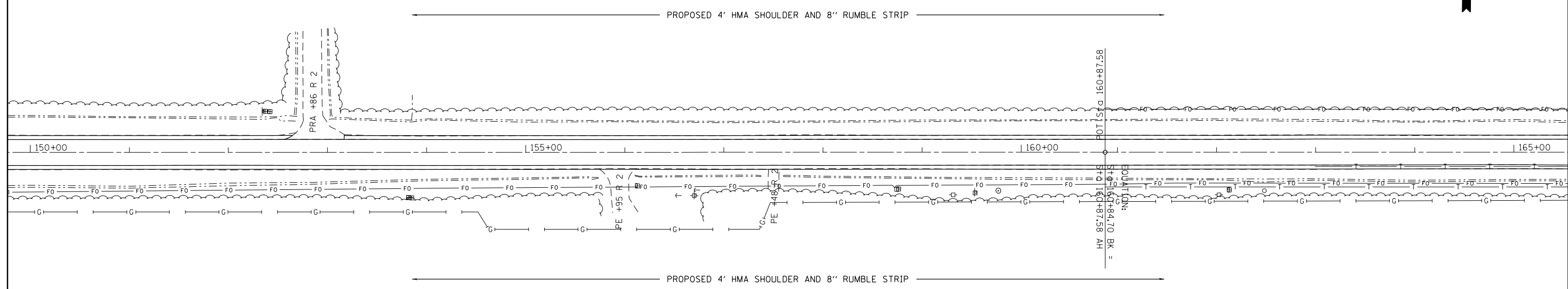


← PROPOSED 4' HMA SHOULDER AND 8" RUMBLE STRIP →



← PROPOSED 4' HMA SHOULDER AND 8" RUMBLE STRIP →

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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: 1"=50'	SHEET 4	OF 8 SHEETS	STA.	TO STA.	CONTRACT NO. 74692		
Default	PLOT DATE = 10/16/2014	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



EXIST. CURVE CURV24
 PI STA. = 178+70.36
 Δ = 19° 16' 32" (RT)
 D = 2° 00' 02"
 R = 2,864.07'
 T = 486.37'
 L = 963.54'
 E = 41.00'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 173+84.00
 P.T. STA. = 183+47.54



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/16/2014	DATE -	REVISED -

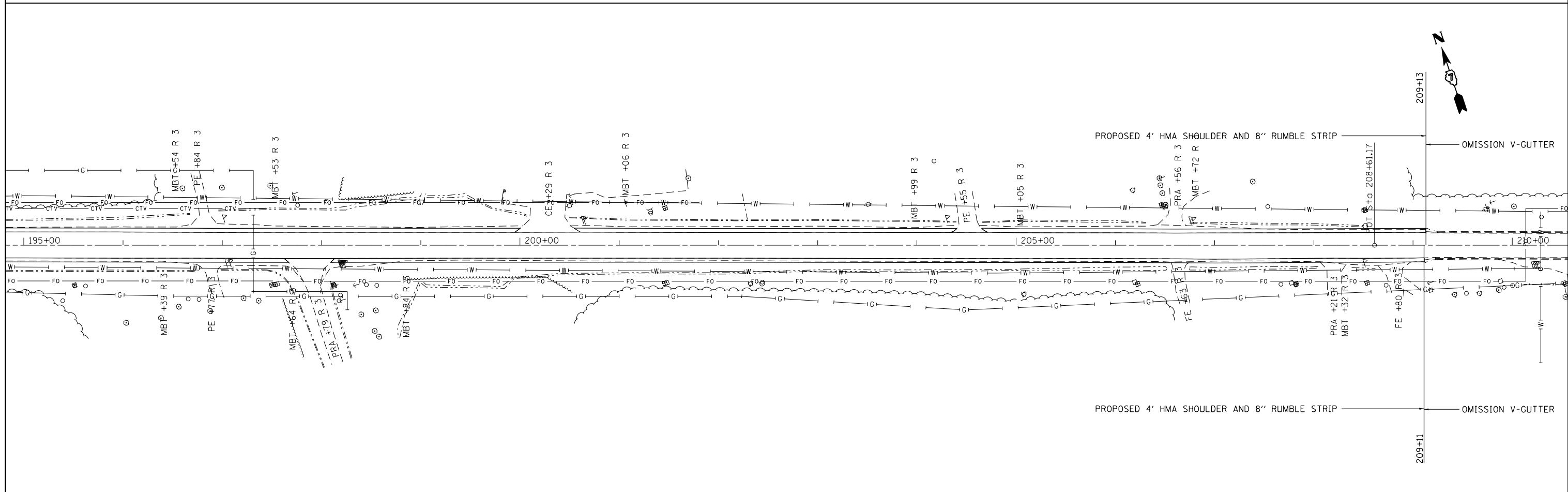
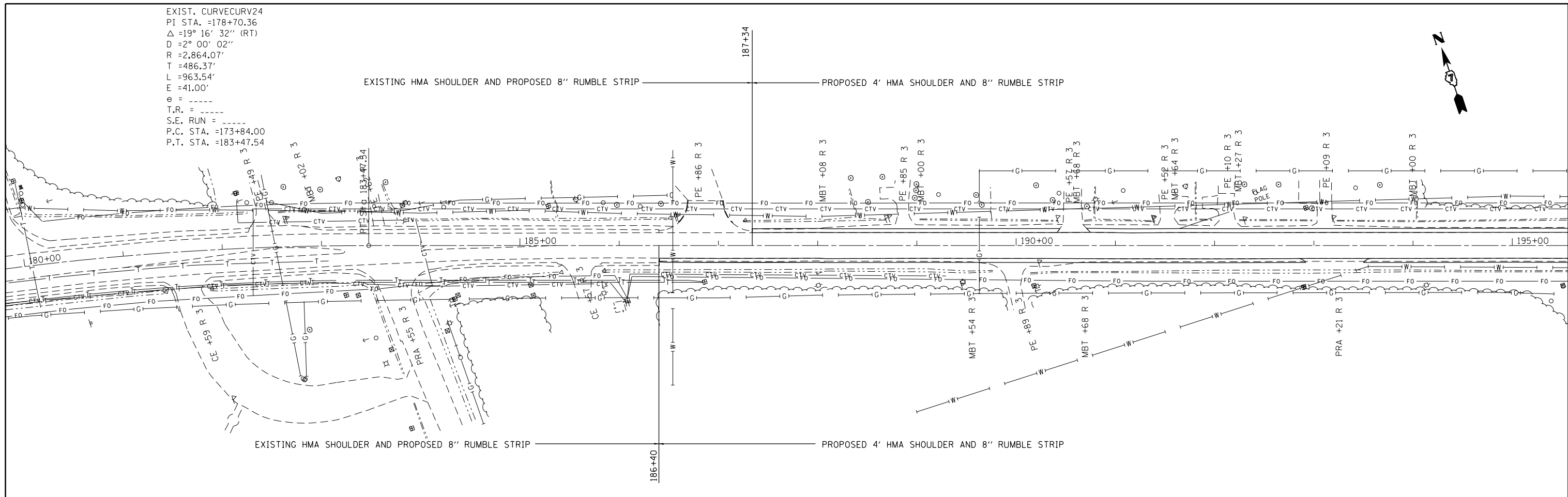
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN SHEETS

SCALE: 1"=50' SHEET 5 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
773		CUMBERLAND	15	12
• D7 HMA SAFETY SHLD 2015-1		CONTRACT NO. 74692		
ILLINOIS FED. AID PROJECT				

EXIST. CURVE CURV24
 PI STA. =178+70.36
 Δ =19° 16' 32" (RT)
 D =2° 00' 02"
 R =2,864.07'
 T =486.37'
 L =963.54'
 E =41.00'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. =173+84.00
 P.T. STA. =183+47.54



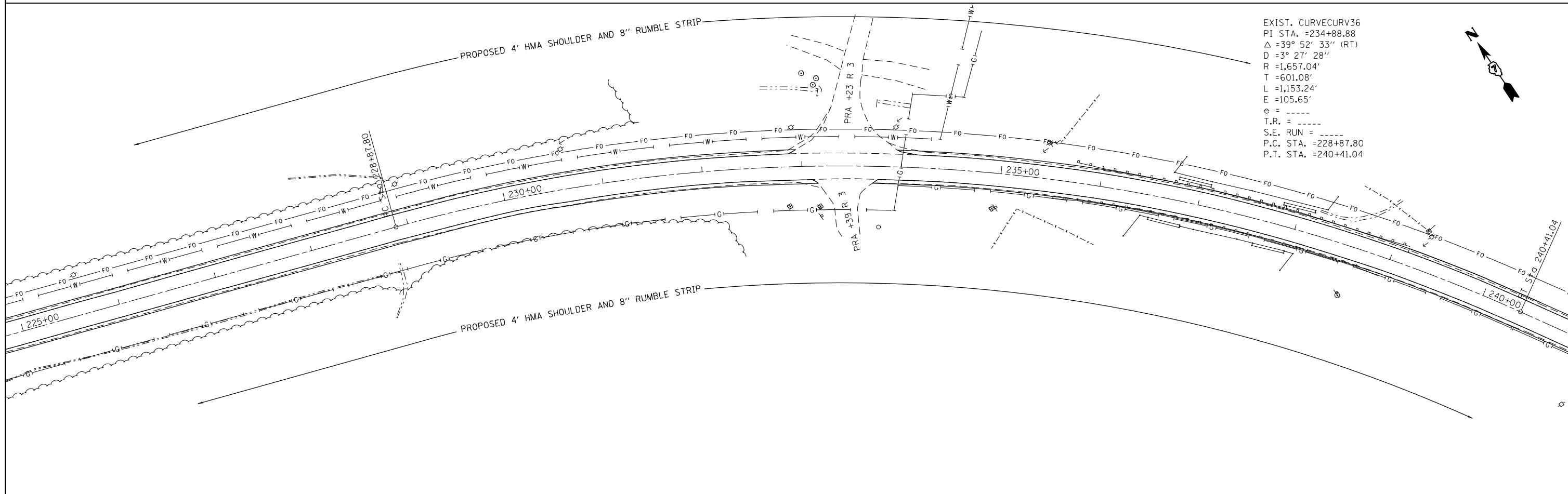
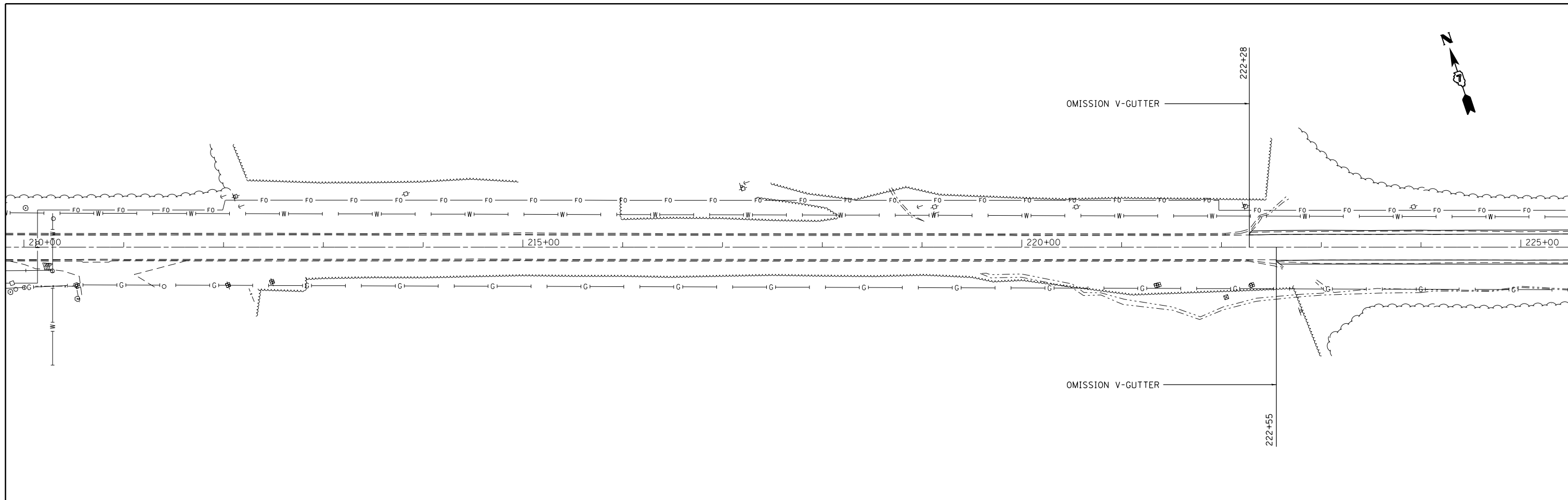
FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/16/2014	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN SHEETS

SCALE: 1"=50' SHEET 6 OF 8 SHEETS STA. TO STA.

F.A.P. RFE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
773	.	CUMBERLAND	15	13
• D7 HMA SAFETY SHLD 2015-1			CONTRACT NO. 74692	
ILLINOIS FED. AID PROJECT				



EXIST. CURVE CURV36
 PI STA. = 234+88.88
 Δ = 39° 52' 33" (RT)
 D = 3° 27' 28"
 R = 1,657.04'
 T = 601.08'
 L = 1,153.24'
 E = 105.65'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 228+87.80
 P.T. STA. = 240+41.04

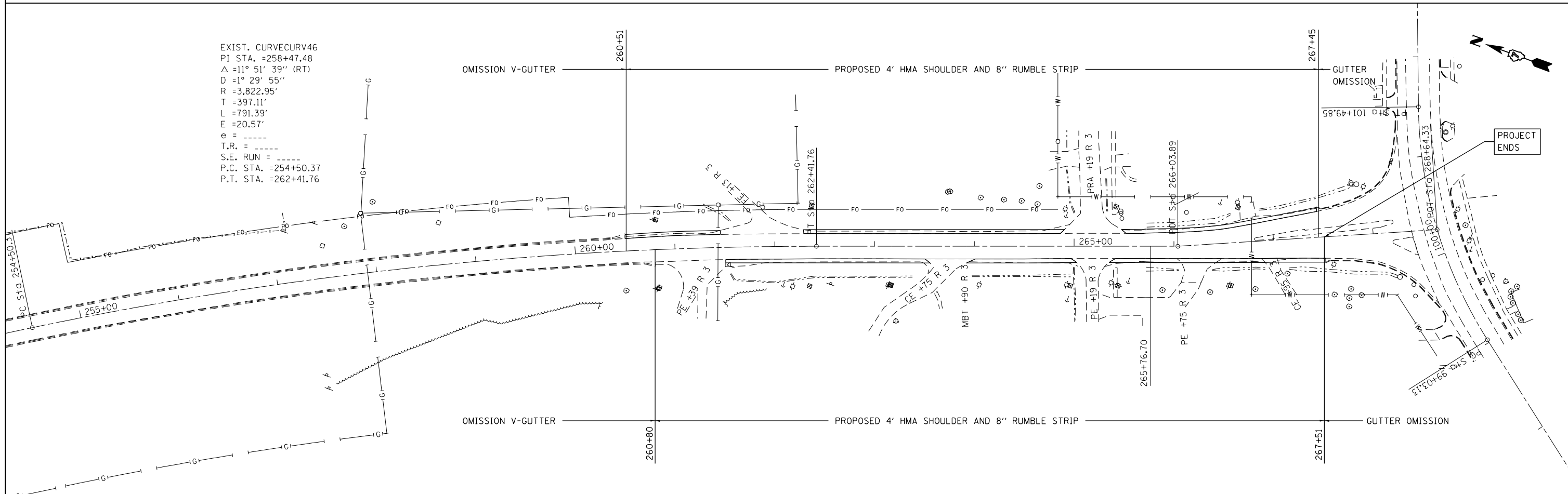
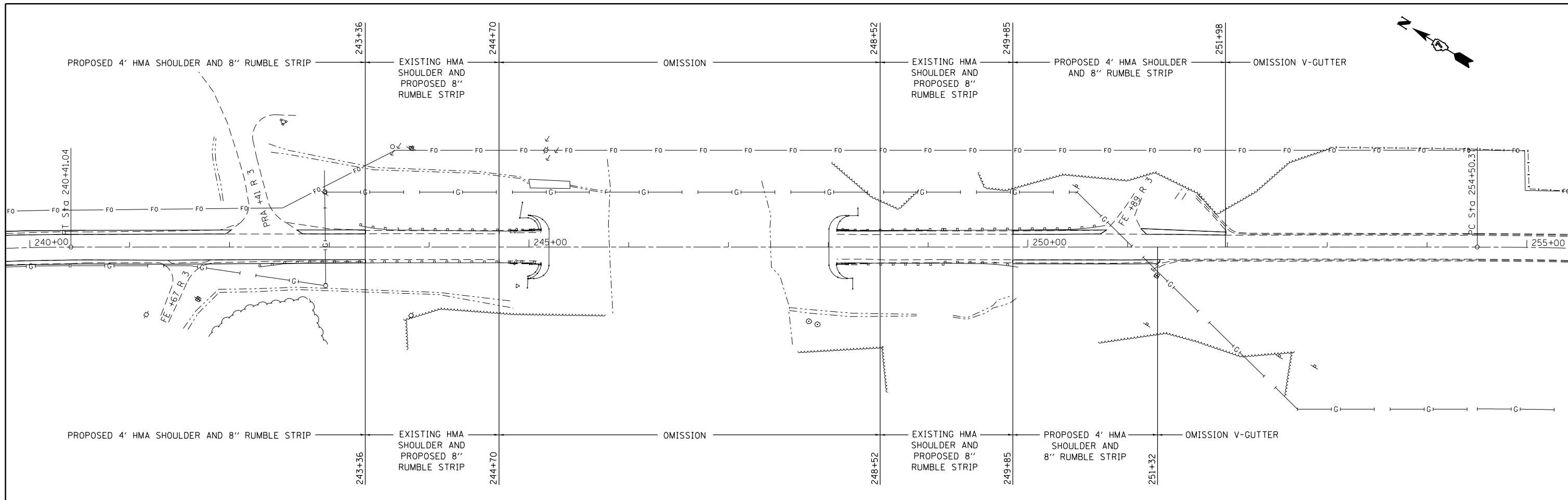
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/16/2014	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN SHEETS

SCALE: 1"=50' SHEET 7 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
773		CUMBERLAND	15	14
• D7 HMA SAFETY SHLD 2015-1		CONTRACT NO. 74692		
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEETS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw_work\p\idot\steffenmk\d0406629\074692-sht\plan.dgn		DRAWN -	REVISED -		773	.	CUMBERLAND	15	15			
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: 1"=50'			CONTRACT NO. 74692				
	PLOT DATE = 10/16/2014	DATE -	REVISED -		SHEET 8 OF 8 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT				