

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

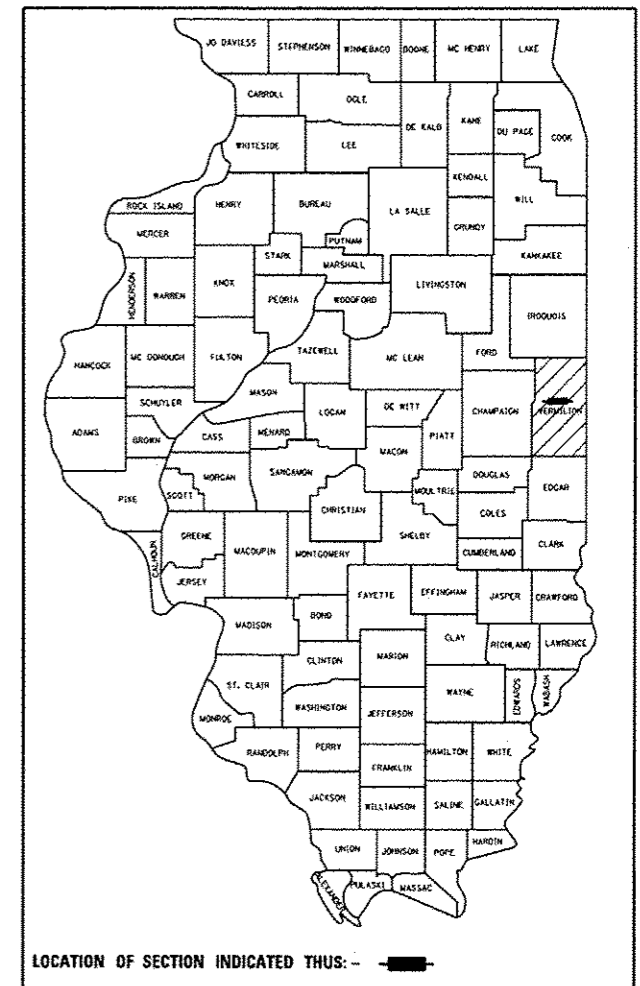
FAS ROUTE 1512 (US 150)  
SECTION (34,35)RS-3  
HALF SMART RESURFACING  
VERMILION COUNTY

C-95-018-15

STONY CREEK TO 700 E

| F.A.S. RTE. | SECTION     | COUNTY    | TOTAL SHEETS       | SHEET NO. |
|-------------|-------------|-----------|--------------------|-----------|
| 1512        | (34,35)RS-3 | VERMILION | 17                 | 1         |
|             |             | ILLINOIS  | CONTRACT NO. 70B22 |           |

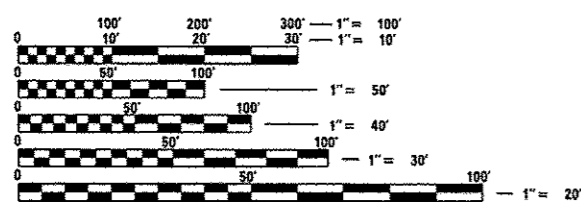
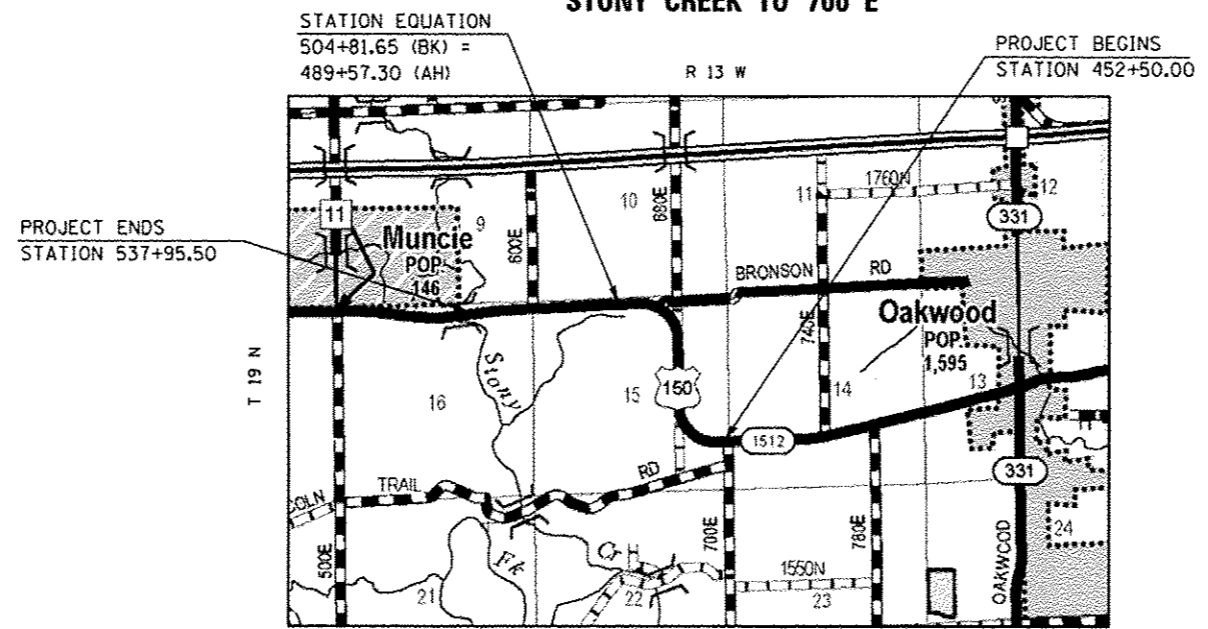
D95-018-15



FOR INDEX OF SHEETS, SEE SHEET NO. 2  
FOR SUMMARY OF QUANTITIES, SEE SHEETS NO. 4 & 5

**CURRENT ADT TRAFFIC DATA**  
1,050 - 1,100 (2013)  
MAJOR COLLECTOR

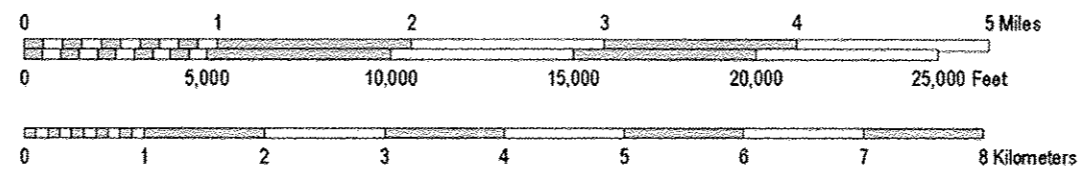
**DESIGN DESIGNATION**  
N/A



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 OAKWOOD TOWNSHIP

PROJECT ENGINEER: JASON STULTS  
SQUAD LEADER: RYAN CARROLL  
DESIGNER: AVOREE GORE  
(217)465-4181  
CONTRACT NO. 70B22



GROSS LENGTH = 10,069.85 FT. = 1.91 MILE  
NET LENGTH = 10,069.85 FT. = 1.91 MILE

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED March 12, 2015

*Paula James*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 3 ENGINEER

May 8, 2015  
*John D. Baranzelli, PE*  
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2015  
*Omer Osman, PE*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

## INDEX OF SHEETS

| SHEET NO. | DESCRIPTION   |
|-----------|---|
| 1         | COVER SHEET   |
| 2         | INDEX OF SHEETS & LIST OF STANDARDS                               |
| 3         | GENERAL NOTES   |
| 4-5       | SUMMARY OF QUANTITIES   |
| 6-9       | EXISTING AND PROPOSED TYPICAL CROSS SECTIONS                      |
| 10-11     | SCHEDULE OF QUANTITIES  |
| 12        | BUTT JOINT DETAILS  |
| 13-16     | PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS) DETAILS |
| 17        | SURVEY MONUMENT COVER ASSEMBLY DETAILS                            |

## LIST OF STANDARDS

| STANDARD NO. | DESCRIPTION   |
|--------------|---|
| 000001-06    | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS                                   |
| 001006       | DECIMAL OF AN INCH AND OF A FOOT  |
| 701011-04    | OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY                                      |
| 701301-04    | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS                                     |
| 701306-03    | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS $\geq$ 45 MPH |
| 701311-03    | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY                              |
| 701901-04    | TRAFFIC CONTROL DEVICES   |
| 780001-05    | TYPICAL PAVEMENT MARKINGS   |
| 781001-03    | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS                         |

|                                       |                             |                 |                 |   |  |   |             |           |                 |              |  |
|---------------------------------------|-----------------------------|-----------------|-----------------|---|--|---|-------------|-----------|-----------------|--------------|--|
| FILE NAME *                           | USER NAME * gorse           | DESIGNED - ASG  | REVISED - _____ | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>INDEX OF SHEETS &amp; LIST OF STANDARDS</b> | F.A.S.<br>RTE.  | SECTION     | COUNTY    | TOTAL<br>SHEETS | SHEET<br>NO. |  |
| c:\pwork\pvidot\gorse\102421236\05788 | 2-ht-gennote.dgn            | DRAWN - ASC     | REVISED - _____ |   |  | 1512  | (34,35)RS-3 | VERMILION | 17              | 2            |  |
| *MODELNAME*                           | PLOT SCALE = 40.0000 1/ in. | CHECKED - RTC   | REVISED - _____ |   |  | SCALE: N/A SHEET ____ OF ____ SHEETS STA. _____ TO STA. _____ |             |           |                 |              |  |
|                                       | PLOT DATE = 3/12/2015       | DATE - 01/20/15 | REVISED - _____ |   |  | ILLINOIS FED. AID PROJECT CONTRACT NO. 70B22                  |             |           |                 |              |  |

## GENERAL NOTES

G.N.-100  
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-100A  
ELECTRONIC FILES AND/OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.

G.N.-403A  
BITUMINOUS SURFACE TREATMENTS: THE RESULTING TARGET APPLICATION RATES ARE AS FOLLOWS:

MAINLINE AND SHOULDER:

| TYPE OF CONSTRUCTION | BITUMINOUS MATERIAL | APPLICATION RATE         | AGGREGATE       | APPLICATION RATE      |
|----------------------|---------------------|--------------------------|-----------------|-----------------------|
| A-1                  | HFP-CRSP            | 0.25 gal/yd <sup>2</sup> | FM-01 (SPECIAL) | 15 lb/yd <sup>2</sup> |
| A-1                  | HFP-CRSP            | 0.25 gal/yd <sup>2</sup> | FM-20 (SPECIAL) | 15 lb/yd <sup>2</sup> |

AGGREGATE GRADATION:

| SIEVE NUMBER | TOTAL PERCENT PASSING |                 |
|--------------|-----------------------|-----------------|
|              | FM-01 (SPECIAL)       | FM-20 (SPECIAL) |
| 3/8"         | 100                   | 100             |
| No.4         | 97+/-3                | 97+/-3          |
| No.8         | 85+/-15               | 70+/-20         |
| No.16        | 40+/-15               | 40+/-15         |
| No.50        | 12+/-12               | 12+/-12         |
| No.100       | 8+/-8                 | 8+/-8           |
| No.200       | 1.5+/-1               | 1.5+/-1         |

| DESCRIPTION | WET BOTTOM BOILER SLAG | CRUSHED GRAVEL |
|-------------|------------------------|----------------|
|-------------|------------------------|----------------|

NOTE: THE ENGINEER RESERVES THE RIGHT TO ADJUST THE TARGET APPLICATION RATES AND THE QUANTITIES.

G.N.-406  
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406H  
MIXTURE REQUIREMENTS

|                            |                                       |
|----------------------------|---------------------------------------|
| LOCATION                   | US 150                                |
| Mixture Use                | Fine Graded Level Binder & Incidental |
| AC/PG                      | PG 64-22                              |
| Design Air Voids           | 4.0% @ Ndes=50                        |
| Mix Comp(Gradation)        | IL 9.5 FG                             |
| Friction Aggregate         | Mix C                                 |
| Mixture Weight             | 112                                   |
| Quality Management Program | QC/QA                                 |
| Sublot Size                | N.A.                                  |

G.N.-667

THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTIONS AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS (PC'S, PT'S, AND PI'S). PROJECT IMPLEMENTATION PERSONEL WILL BE RESPONSIBLE FOR LAYOUT OF THESE MARKERS.

G.N.-703A

SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N.-781

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

G.N.-1004.01

COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

COMMITMENTS

THERE ARE NO COMMITMENTS ASSOCIATED WITH THIS PROJECT.

|   |             |            |           |   |                      |   |             |           |              |           |  |
|---|-------------|------------|-----------|---|----------------------|---|-------------|-----------|--------------|-----------|--|
| FILE NAME *   | USER NAME * | DESIGNED - | REVISOR - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>GENERAL NOTES</b> | F.A.S. RTE.   | SECTION     | COUNTY    | TOTAL SHEETS | SHEET NO. |  |
| c:\pwork\p\pidot\goreas\09421236\057892-shr-gennote.dgn | goreas      | ASG        |           |   |                      | 1512  | 134.351RS-3 | VERMILION | 17           | 3         |  |
| PLOT SCALE *  | PLOT DATE * | CHECKED -  | REVISOR - |   |                      | SCALE: N/A SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____ |             |           |              |           |  |
| 48.2020' / in.  | 3/12/2015   | RTC        |           |   |                      | ILLINOIS FED. AID PROJECT CONTRACT NO. 70B22                |             |           |              |           |  |

# SUMMARY OF QUANTITIES

LOCATION: FAS 1512 (US 150)  
 452+50.00 to 537+95.50  
 RURAL TWO-LANE  
 FUNDING BREAKOUT: 100% STATE  
 CONSTRUCTION CODE: 0005

| CODE NO. | DESCRIPTION                                     | UNIT   | TOTAL    |
|----------|---|--------|----------|
| 40300100 | BITUMINOUS MATERIALS (PRIME COAT)               | GALLON | 3,033.0  |
| 40300300 | BITUMINOUS MATERIALS (COVER AND SEAL COATS)     | GALLON | 7,582.0  |
| 40300600 | SEAL COAT AGGREGATE                             | TON    | 228.0    |
| 40600275 | BITUMINOUS MATERIALS (PRIME COAT)               | POUND  | 13,648.0 |
| 40600627 | LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N50 | TON    | 1,699.0  |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT    | SQ YD  | 120.0    |
| 40600990 | TEMPORARY RAMP                                  | SQ YD  | 24.0     |
| 40800025 | BITUMINOUS MATERIALS (PRIME COAT)               | POUND  | 260.0    |
| 40800050 | INCIDENTAL HOT-MIX ASPHALT SURFACING            | TON    | 32.0     |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B                | TON    | 485.0    |
| 67100100 | MOBILIZATION                                    | L SUM  | 1.0      |
| 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | L SUM  | 1.0      |
| 70300100 | SHORT TERM PAVEMENT MARKING                     | FOOT   | 1,007.0  |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4"            | FOOT   | 26,070.0 |

14 \*SPECIALTY ITEM

## SUMMARY OF QUANTITIES

LOCATION: FAS 1512 (US 150)

452+50.00 to 537+95.50

RURAL TWO-LANE

FUNDING BREAKOUT: 100% STATE

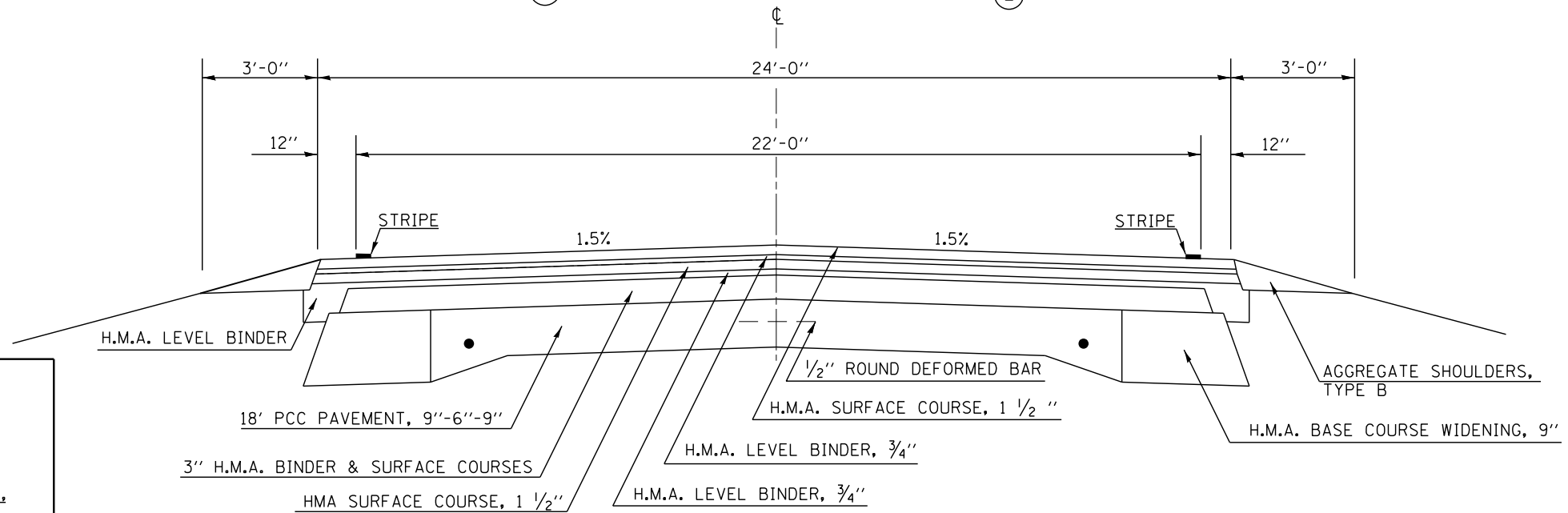
CONSTRUCTION CODE: 0005

| CODE NO.   | DESCRIPTION                               | UNIT  | TOTAL    |
|------------|---|-------|----------|
| 70301000   | WORK ZONE PAVEMENT MARKING REMOVAL        | SQ FT | 336.0    |
| * 78001110 | PAINT PAVEMENT MARKING - LINE 4"          | FOOT  | 26,070.0 |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER         | EACH  | 168.0    |
| 78300200   | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH  | 168.0    |
| X4400196   | HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL  | SQ YD | 569.0    |
| Z0070100   | SURVEY MONUMENT COVER ASSEMBLY            | EACH  | 5.0      |
|            |   |       |          |
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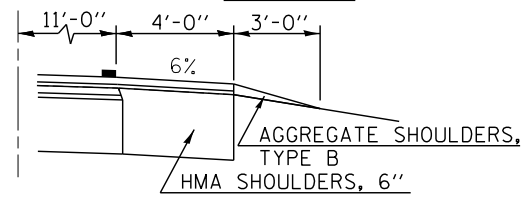
① \*SPECIALTY ITEM

# 1 EXISTING TYPICAL CROSS SECTION

STATION TO STATION  
 452+50.00 TO 454+21.00 (2)  
 (2) 472+09.00 TO 487+98.00 (2)



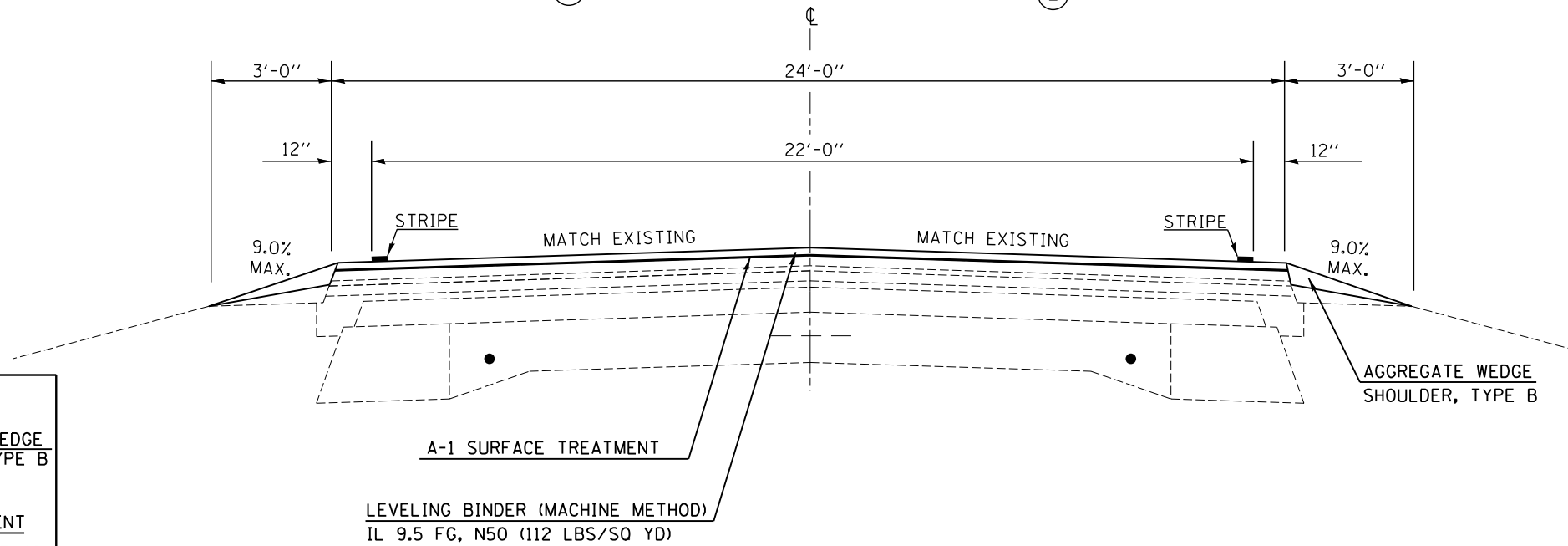
## DETAIL B



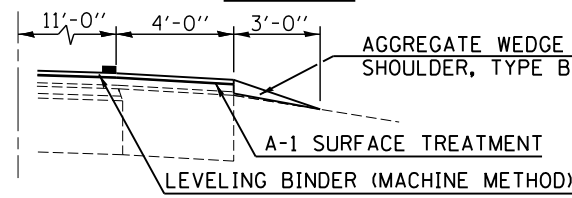
STA. LT. & RT. 472+09 TO STA. 472+22  
 STA. RT. 487+80 TO STA. 487+98  
 STA. LT. 487+95 TO STA. 487+98

# 1 PROPOSED TYPICAL CROSS SECTION

STATION TO STATION  
 452+50.00 TO 454+21.00 (2)  
 (2) 472+09.00 TO 487+98.00 (2)



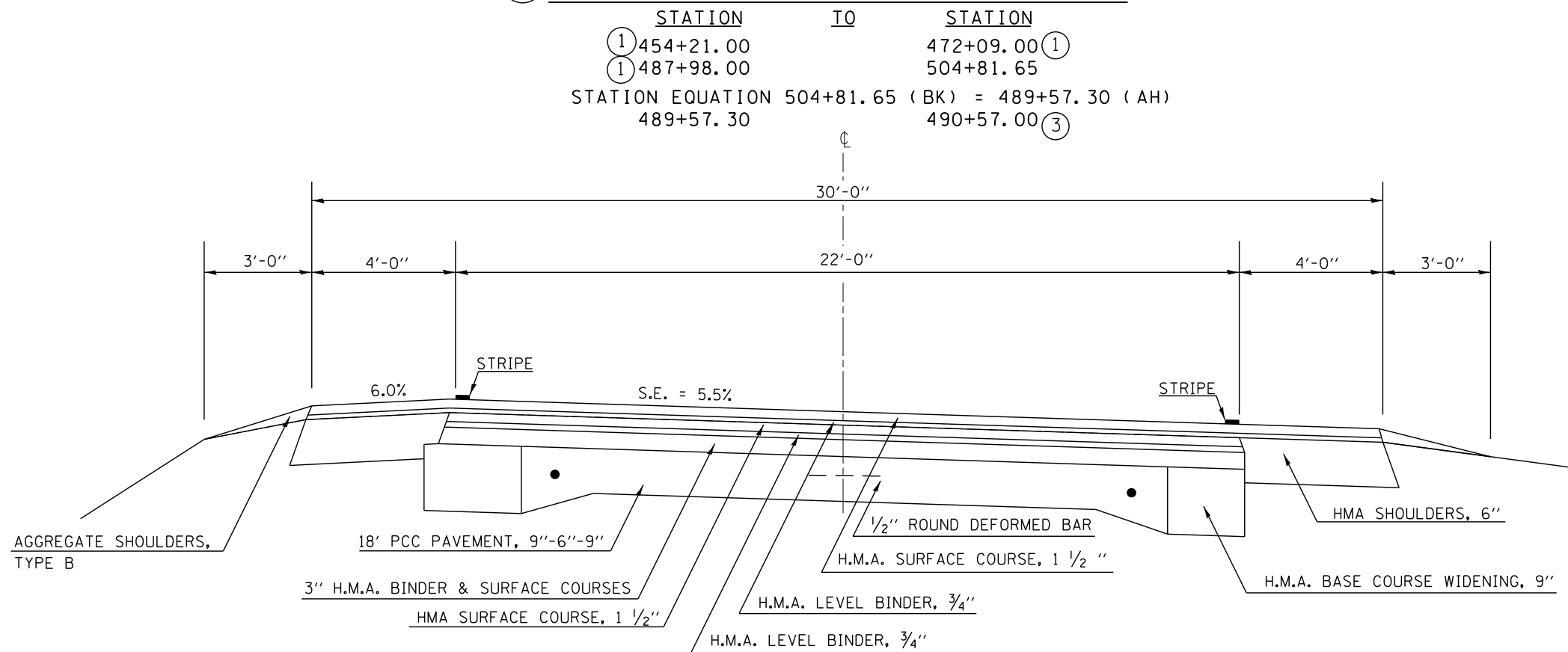
## DETAIL B



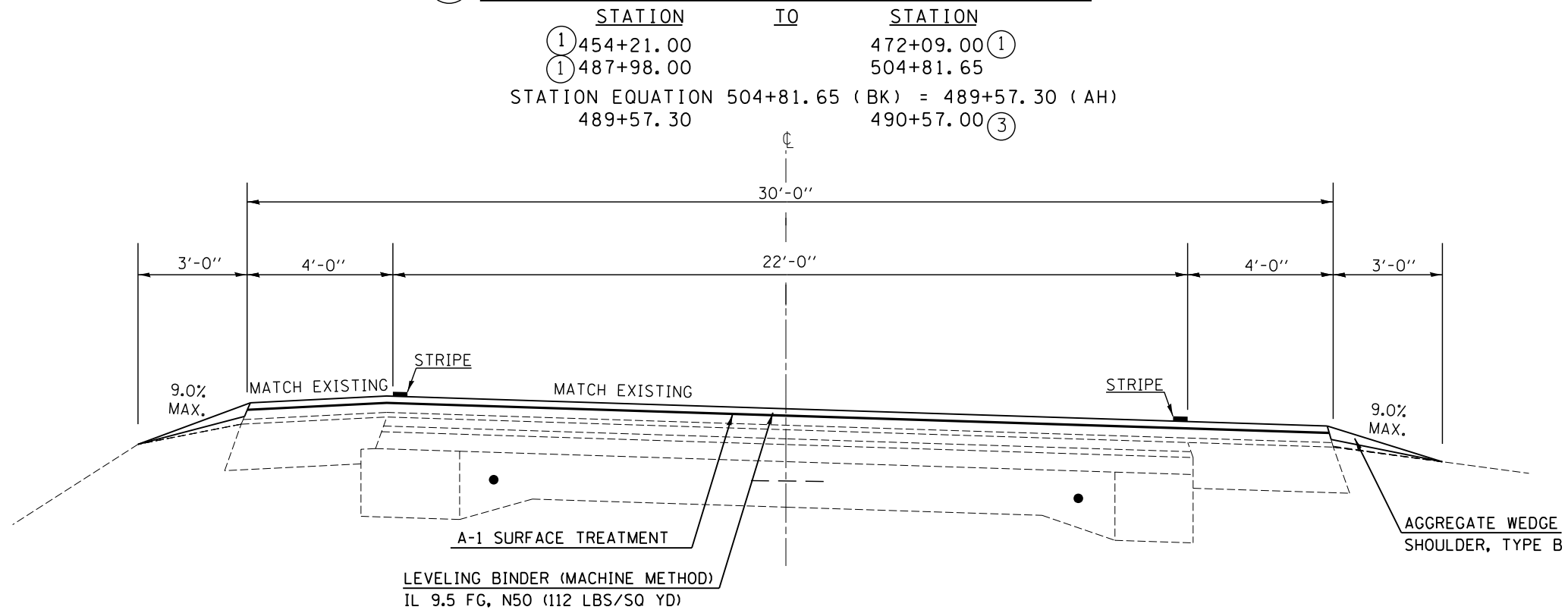
IL 9.5 FG, N50 (112 LBS/SQ YD)  
 STA. LT. & RT. 472+09 TO STA. 472+22  
 STA. RT. 487+80 TO STA. 487+98  
 STA. LT. 487+95 TO STA. 487+98

|   |                              |            |     |           |  |   |   |  |                    |             |                           |              |           |
|---|------------------------------|------------|-----|-----------|--|---|---|--|--------------------|-------------|---------------------------|--------------|-----------|
| FILE NAME =   | USER NAME = goreas           | DESIGNED - | ASG | REVISED - |  | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>EXISTING &amp; PROPOSED TYPICAL CROSS SECTIONS</b>             |  | F.A.S. RTE.        | SECTION     | COUNTY                    | TOTAL SHEETS | SHEET NO. |
| et:\pw\work\p\dot\goreas\d0421236\0570822-sht-typico1.dgn | PLOT SCALE = 40.0040 ' / in. | DRAWN -    | ASG | REVISED - |  |   |   |  | 1512               | (34,35)RS-3 | VERMILION                 | 17           | 6         |
| *MODELNAME*   | PLOT DATE = 3/12/2015        | CHECKED -  | RTC | REVISED - |  |   | SCALE: _____ SHEET 1 OF 4 SHEETS STA. 452+50.00 TO STA. 487+98.00 |  | CONTRACT NO. 70B22 |             | ILLINOIS FED. AID PROJECT |              |           |
|   |                              | DATE -     |     | REVISED - |  |   |   |  |                    |             |                           |              |           |

## 2 EXISTING TYPICAL CROSS SECTION

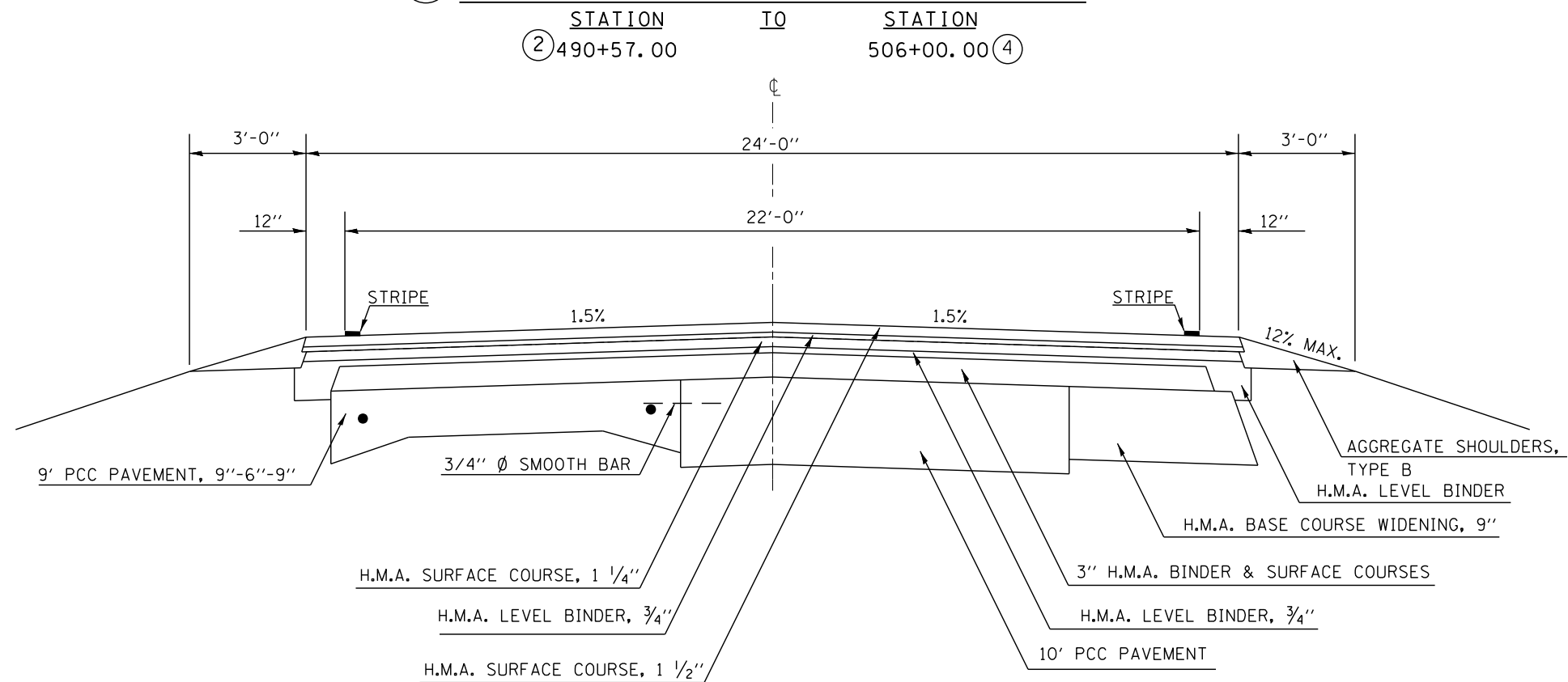


## 2 PROPOSED TYPICAL CROSS SECTION

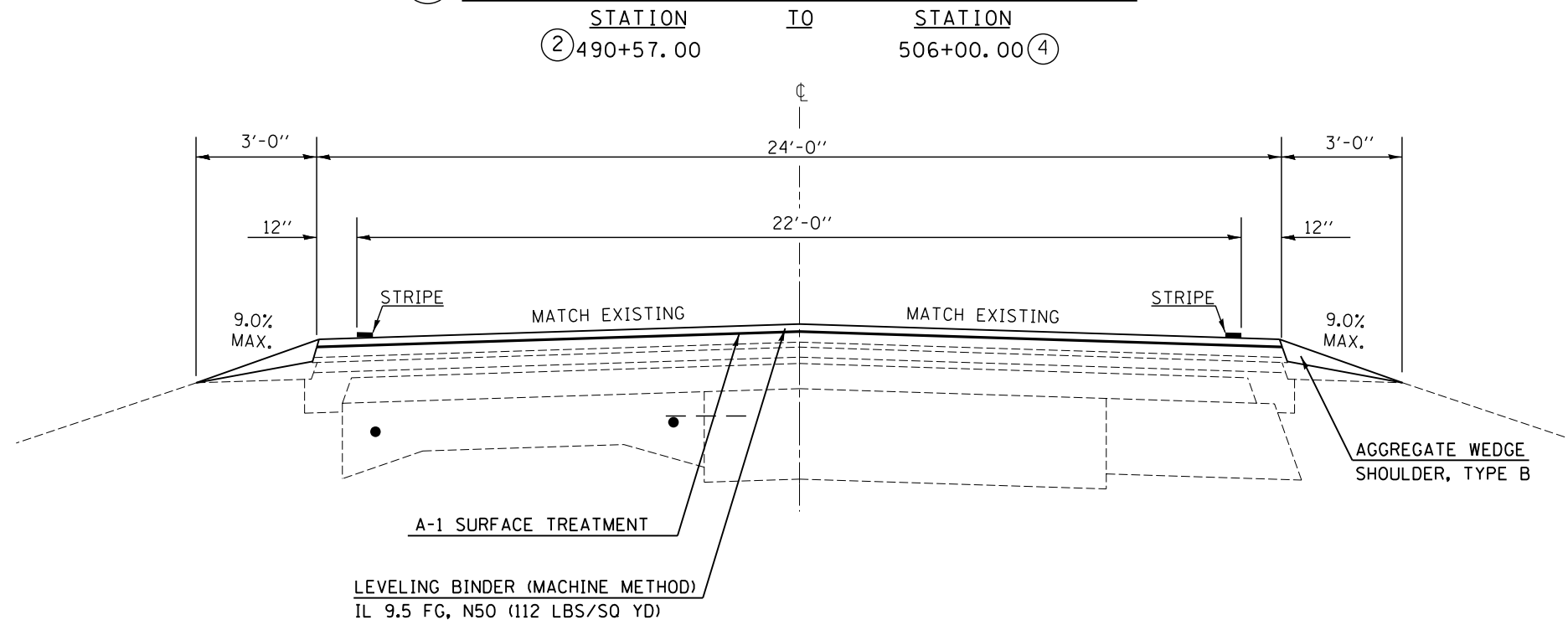


|   |                       |                 |                 |   |   |                                  |             |                                  |              |                           |  |
|---|-----------------------|-----------------|-----------------|---|---|----------------------------------|-------------|----------------------------------|--------------|---------------------------|--|
| FILE NAME =   | USER NAME = gorees    | DESIGNED - ASG  | REVISED - _____ | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>EXISTING &amp; PROPOSED TYPICAL CROSS SECTIONS</b> | F.A.S. RTE.                      | SECTION     | COUNTY                           | TOTAL SHEETS | SHEET NO.                 |  |
| ct:\pw\work\p\dot\gorees\0421236\0570822-sh-t-typico1.dgn | 22-sh-t-typico1.dgn   | DRAWN - ASG     | REVISED - _____ |   |   | 1512                             | (34,35)RS-3 | VERMILION                        | 17           | 7                         |  |
| PLOT SCALE = 40.0002' / in.                               | CHECKED - RTC         | REVISED - _____ | REVISED - _____ |   |   | CONTRACT NO. 70B22               |             |                                  |              |                           |  |
| #MODELNAME#   | PLOT DATE = 3/12/2015 | DATE - _____    | REVISED - _____ |   |   | SCALE: _____ SHEET 2 OF 4 SHEETS |             | STA. 454+21.00 TO STA. 490+57.00 |              | ILLINOIS FED. AID PROJECT |  |

### 3 EXISTING TYPICAL CROSS SECTION



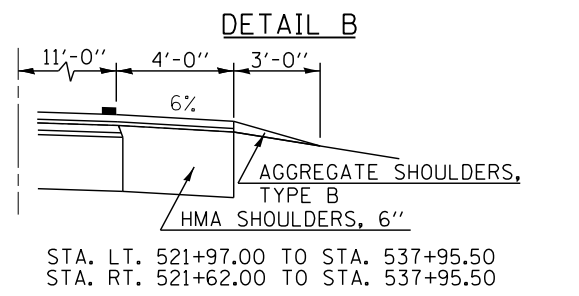
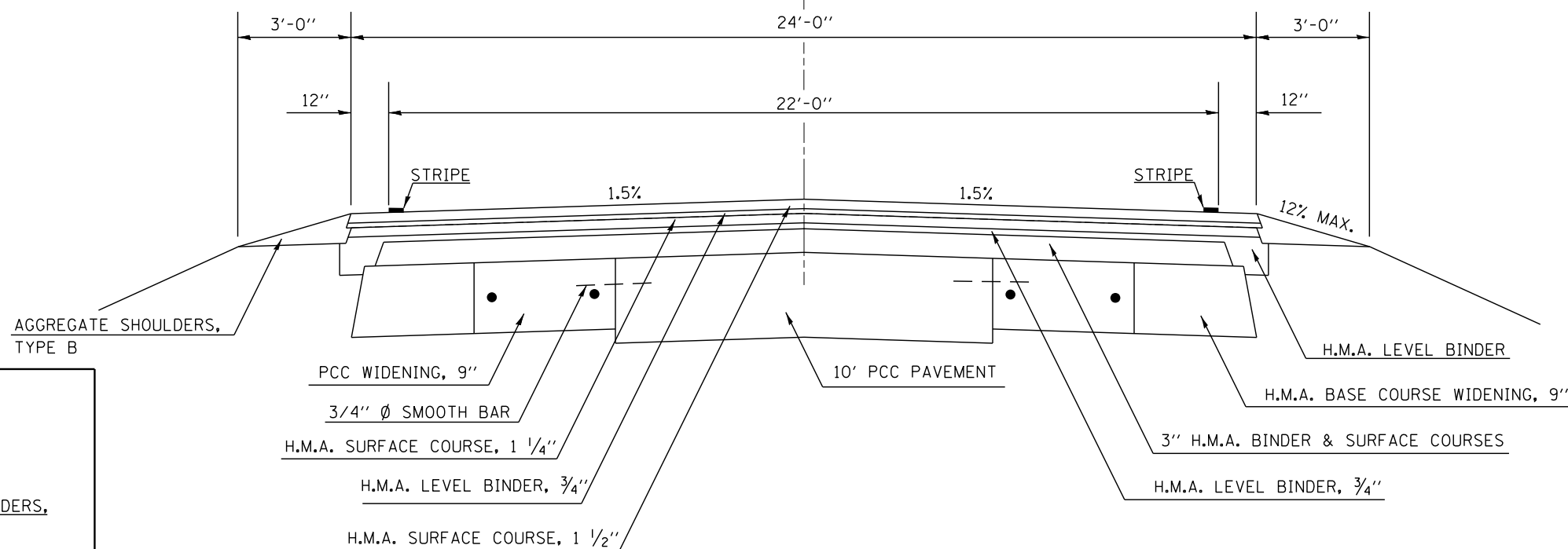
### 3 PROPOSED TYPICAL CROSS SECTION





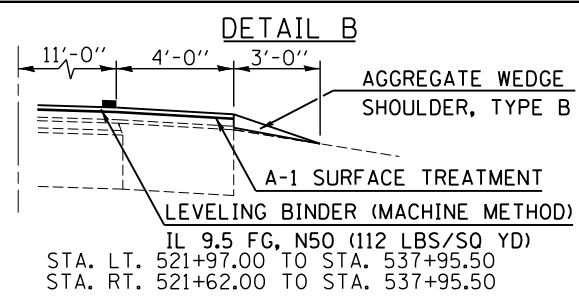
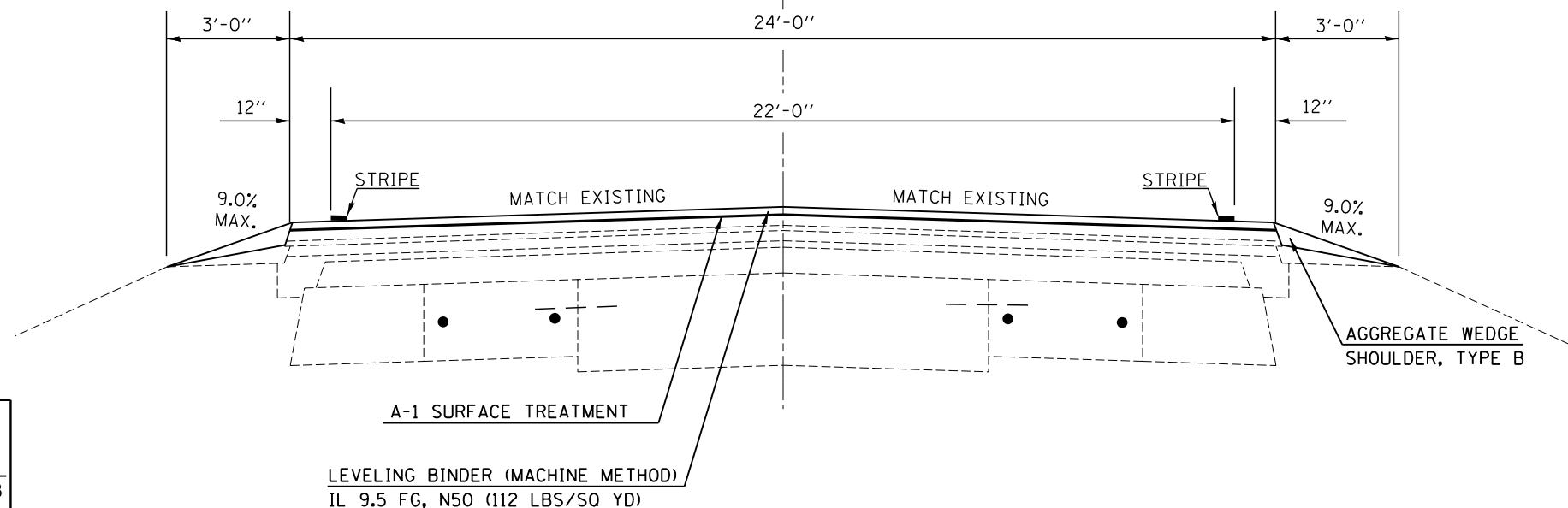
### 4 EXISTING TYPICAL CROSS SECTION

STATION TO STATION  
 ③ 506+00.00 537+95.50



### 4 PROPOSED TYPICAL CROSS SECTION

STATION TO STATION  
 ③ 506+00.00 537+95.50



|   |                             |                |                 |   |   |  |  |                    |             |           |              |           |
|---|-----------------------------|----------------|-----------------|---|---|--|--|--------------------|-------------|-----------|--------------|-----------|
| FILE NAME =   | USER NAME = goreas          | DESIGNED - ASG | REVISED - _____ | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>EXISTING &amp; PROPOSED TYPICAL CROSS SECTIONS</b>             |  |  | F.A.S. RTE.        | SECTION     | COUNTY    | TOTAL SHEETS | SHEET NO. |
| ci:\pwork\pwork\goreas\0421236\0570822-shit-typical.dgn | PLOT SCALE = 40.0006' / in. | DRAWN - ASG    | REVISED - _____ |   |   |  |  | 1512               | (34,35)RS-3 | VERMILION | 17           | 9         |
| #MODELNAME#   | PLOT DATE = 3/12/2015       | CHECKED - RTC  | REVISED - _____ |   | SCALE: _____ SHEET 4 OF 4 SHEETS STA. 506+00.00 TO STA. 537+95.50 |  |  | CONTRACT NO. 70B22 |             |           |              |           |
|   |                             | DATE - _____   | REVISED - _____ |   | ILLINOIS FED. AID PROJECT   |  |  |                    |             |           |              |           |

# SCHEDULE OF QUANTITIES

| SCHEDULE OF MAINLINE RESURFACING QUANTITIES      |    |           |                  |                            |                  |   |  |                            |   |  |
|--|----|-----------|------------------|----------------------------|------------------|---|--|----------------------------|---|--|
| LOCATION   |    |           | LENGTH<br>(FOOT) | AVERAGE<br>WIDTH<br>(FOOT) | AREA<br>(SQ YDS) | 40300100                                | 40300300   | 40300600                   | 40600275                                | 40600627   |
|  |    |           |                  |                            |                  | BITUMINOUS<br>MATERIALS<br>(PRIME COAT) | BITUMINOUS<br>MATERIALS<br>(COVER AND<br>SEAL COATS) | SEAL<br>COAT<br>AGGREGATE  | BITUMINOUS<br>MATERIALS<br>(PRIME COAT) | LEVELING<br>BINDER<br>(MACHINE METHOD)<br>IL-9.5FG,N50<br>1" |
| STATION  | TO | STATION   | (FOOT)           | (FOOT)                     | (SQ YDS)         | APP. RATE:<br>0.1 GAL/SQ YD             | APP. RATE:<br>0.25 GAL/SQ YD                         | APP. RATE:<br>15 LBS/SQ YD | APP. RATE:<br>0.05 LBS/SQ FT            | (TON)  |
| 452+50.00  |    | 454+21.00 | 171.0            | 24.0                       | 456.0            | 45.60                                   | 114.00   | 3.42                       | 205.20                                  | 25.5   |
| 454+21.00  |    | 472+09.00 | 1,788.0          | 30.0                       | 5,960.0          | 596.00                                  | 1490.00  | 44.70                      | 2682.00                                 | 333.8  |
| 472+09.00  |    | 472+22.00 | 13.0             | 30.0                       | 43.3             | 4.33                                    | 10.83  | 0.33                       | 19.50                                   | 2.4  |
| 472+22.00  |    | 487+80.00 | 1,558.0          | 24.0                       | 4,154.7          | 415.47                                  | 1038.67  | 31.16                      | 1869.60                                 | 232.7  |
| 487+80.00  |    | 487+95.00 | 15.0             | 27.0                       | 45.0             | 4.50                                    | 11.25  | 0.34                       | 20.25                                   | 2.5  |
| 487+95.00  |    | 487+98.00 | 3.0              | 30.0                       | 10.0             | 1.00                                    | 2.50   | 0.08                       | 4.50                                    | 0.6  |
| 487+98.00  |    | 504+81.65 | 1,683.7          | 30.0                       | 5,612.2          | 561.22                                  | 1403.04  | 42.09                      | 2525.48                                 | 314.3  |
| STATION EQUATION 504+81.65 (BK) = 489+57.30 (AH) |    |           |                  |                            |                  |   |  |                            |   |  |
| 489+57.30  |    | 490+57.00 | 99.7             | 30.0                       | 332.3            | 33.23                                   | 83.08  | 2.49                       | 149.55                                  | 18.6   |
| 490+57.00  |    | 506+00.00 | 1,543.0          | 24.0                       | 4,114.7          | 411.47                                  | 1028.67  | 30.86                      | 1851.60                                 | 230.4  |
| 506+00.00  |    | 521+62.00 | 1,562.0          | 24.0                       | 4,165.3          | 416.53                                  | 1041.33  | 31.24                      | 1874.40                                 | 233.3  |
| 521+62.00  |    | 521+97.00 | 35.0             | 27.0                       | 105.0            | 10.50                                   | 26.25  | 0.79                       | 47.25                                   | 5.9  |
| 521+97.00  |    | 537+95.50 | 1,598.5          | 30.0                       | 5,328.3          | 532.83                                  | 1332.08  | 39.96                      | 2397.75                                 | 298.4  |
| TOTAL =  |    |           |                  |                            |                  | 3,032.7                                 | 7,581.7  | 227.5                      | 13,647.1                                | 1,698.3  |
| USE =  |    |           |                  |                            |                  | 3,033                                   | 7,582  | 228                        | 13,648                                  | 1,699  |

| 40600982 HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT |           |    |           |                  |                 |                 |
|---|-----------|----|-----------|------------------|-----------------|-----------------|
| MAINLINE QUANTITIES                                   | STATION   | TO | STATION   | LENGTH<br>(FOOT) | WIDTH<br>(FOOT) | AREA<br>(SQ YD) |
| BEGINNING OF PROJECT                                  | 452+50.00 |    | 452+70.00 | 20.0             | 24.0            | 53.3            |
| END OF PROJECT  | 537+75.50 |    | 537+95.50 | 20.0             | 30.0            | 66.7            |
| TOTAL =   |           |    |           |                  |                 | 120.0           |
| USE =   |           |    |           |                  |                 | 120.0           |

| 48102100 AGGREGATE WEDGE SHOULDER, TYPE B        |           |           |                  |                 |                 |                                  |                   |       |
|--|-----------|-----------|------------------|-----------------|-----------------|----------------------------------|-------------------|-------|
|  | LOCATION  |           | LENGTH<br>(FOOT) | WIDTH<br>(FOOT) | AREA<br>(SQ FT) | AVERAGE<br>THICKNESS<br>(INCHES) | VOLUME<br>(CU YD) | (TON) |
|  | STATION   | STATION   |                  |                 |                 |                                  |                   |       |
| LT   | 452+50.00 | 466+40.00 | 1,390.0          | 3.0             | 4,170.0         | 1.50                             | 19.31             | 34.8  |
| LT   | 467+00.00 | 476+88.00 | 988.0            | 3.0             | 2,964.0         | 1.50                             | 13.72             | 24.7  |
| LT   | 477+38.00 | 486+30.00 | 892.0            | 3.0             | 2,676.0         | 1.50                             | 12.39             | 22.3  |
| LT   | 486+80.00 | 492+32.00 | 552.0            | 3.0             | 1,656.0         | 1.50                             | 7.67              | 13.8  |
| LT   | 492+82.00 | 503+92.00 | 1,110.0          | 3.0             | 3,330.0         | 1.50                             | 15.42             | 27.8  |
| LT   | 504+75.00 | 504+81.65 | 6.7              | 3.0             | 20.0            | 1.50                             | 0.09              | 0.2   |
| STATION EQUATION 504+81.65 (BK) = 489+57.30 (AH) |           |           |                  |                 |                 |                                  |                   |       |
| LT   | 489+57.30 | 518+92.00 | 2,934.7          | 3.0             | 8,804.1         | 1.50                             | 40.76             | 73.4  |
| LT   | 519+83.00 | 521+13.00 | 130.0            | 3.0             | 390.0           | 1.50                             | 1.81              | 3.3   |
| LT   | 522+00.00 | 523+37.50 | 137.5            | 3.0             | 412.5           | 1.50                             | 1.91              | 3.4   |
| LT   | 524+55.00 | 527+67.00 | 312.0            | 3.0             | 936.0           | 1.50                             | 4.33              | 7.8   |
| LT   | 528+40.00 | 537+95.50 | 955.5            | 3.0             | 2,866.5         | 1.50                             | 13.27             | 23.9  |
| LEFT SUB-TOTAL =                                 |           |           |                  |                 |                 |                                  |                   | 235.2 |
| RT   | 452+50.00 | 472+50.00 | 2,000.0          | 3.0             | 6,000.0         | 1.50                             | 27.78             | 50.0  |
| RT   | 473+00.00 | 486+25.00 | 1,325.0          | 3.0             | 3,975.0         | 1.50                             | 18.40             | 33.1  |
| RT   | 486+75.00 | 492+63.00 | 588.0            | 3.0             | 1,764.0         | 1.50                             | 8.17              | 14.7  |
| RT   | 489+57.40 | 492+63.00 | 305.6            | 3.0             | 916.8           | 1.50                             | 4.24              | 7.6   |
| RT   | 493+30.00 | 498+83.00 | 553.0            | 3.0             | 1,659.0         | 1.50                             | 7.68              | 13.8  |
| RT   | 499+88.00 | 504+81.65 | 493.7            | 3.0             | 1,481.0         | 1.50                             | 6.86              | 12.3  |
| STATION EQUATION 504+81.65 (BK) = 489+57.30 (AH) |           |           |                  |                 |                 |                                  |                   |       |
| RT   | 489+57.30 | 502+19.00 | 1,261.7          | 3.0             | 3,785.1         | 1.50                             | 17.52             | 31.5  |
| RT   | 502+73.00 | 518+54.00 | 1,581.0          | 3.0             | 4,743.0         | 1.50                             | 21.96             | 39.5  |
| RT   | 519+30.00 | 537+95.50 | 1,865.5          | 3.0             | 5,596.5         | 1.50                             | 25.91             | 46.6  |
| RIGHT SUB-TOTAL =                                |           |           |                  |                 |                 |                                  |                   | 249.3 |
| TOTAL =  |           |           |                  |                 |                 |                                  |                   | 484.5 |
| USE =  |           |           |                  |                 |                 |                                  |                   | 485.0 |

| INCIDENTAL HOT MIX ASPHALT SURFACING SCHEDULE |    |           |                  |                 |                 |   |  |   |       |         |
|---|----|-----------|------------------|-----------------|-----------------|---|--|---|-------|---------|
| LOCATON                                       |    |           | LENGTH<br>(FOOT) | WIDTH<br>(FOOT) | AREA<br>(SQ YD) | 40800025                                | 40800050                                 | X4400196  |       |         |
|   |    |           |                  |                 |                 | BITUMINOUS<br>MATERIALS<br>(PRIME COAT) | INCIDENTAL<br>HOT-MIX ASPHALT<br>SURFACE | HOT-MIX ASPHALT<br>SURFACE<br>REMOVAL,<br>SPECIAL |       |         |
| DESCRIPTION                                   |    | STATION   | TO               | STATION         | (FOOT)          | (FOOT)                                  | (SQ YD)                                  | (POUND)   | (TON) | (SQ YD) |
| SIDEROAD                                      | LT | 466+40.00 |                  | 467+00.00       | 46.5            | 7.0                                     | 36.17                                    | 16.28   | 2.03  | 36.17   |
| FE  | LT | 476+88.00 |                  | 477+38.00       | 41.5            | 3.0                                     | 13.83                                    | 6.23  | 0.77  | 13.83   |
| FE  | LT | 486+30.00 |                  | 486+80.00       | 41.5            | 3.0                                     | 13.83                                    | 6.23  | 0.77  | 13.83   |
| FE  | LT | 492+32.00 |                  | 492+82.00       | 41.5            | 3.0                                     | 13.83                                    | 6.23  | 0.77  | 13.83   |
| PE & MBTO                                     | LT | 503+92.00 |                  | 504+75.00       | 72.8            | 7.0                                     | 56.58                                    | 25.46   | 3.17  | 56.58   |
| PE & MBTO                                     | LT | 518+92.00 |                  | 519+83.00       | 65.5            | 7.0                                     | 50.94                                    | 22.93   | 2.85  | 50.94   |
| PE & MBTO                                     | LT | 521+13.00 |                  | 522+00.00       | 72.5            | 7.0                                     | 56.39                                    | 25.38   | 3.16  | 56.39   |
| SCHOOL ENT                                    | LT | 523+37.50 |                  | 524+55.00       | 112.8           | 7.0                                     | 87.69                                    | 39.46   | 4.91  | 87.69   |
| SCHOOL ENT                                    | LT | 527+67.00 |                  | 528+40.00       | 61.5            | 7.0                                     | 47.83                                    | 21.53   | 2.68  | 47.83   |
| FE  | RT | 472+50.00 |                  | 473+00.00       | 41.5            | 3.0                                     | 13.83                                    | 6.23  | 0.77  | 13.83   |
| FE  | RT | 486+25.00 |                  | 486+75.00       | 41.5            | 3.0                                     | 13.83                                    | 6.23  | 0.77  | 13.83   |
| SIDEROAD                                      | RT | 492+63.00 |                  | 493+30.00       | 54.5            | 7.0                                     | 42.39                                    | 19.08   | 2.37  | 42.39   |
| SIDEROAD                                      | RT | 498+83.00 |                  | 499+88.00       | 81.5            | 7.0                                     | 63.39                                    | 28.53   | 3.55  | 63.39   |
| FE  | RT | 502+19.00 |                  | 502+73.00       | 41.5            | 3.0                                     | 13.83                                    | 6.23  | 0.77  | 13.83   |
| SIDEROAD                                      | RT | 518+54.00 |                  | 519+30.00       | 56.5            | 7.0                                     | 43.94                                    | 19.78   | 2.46  | 43.94   |
| TOTAL =                                       |    |           |                  |                 |                 |   | 255.75                                   |   | 31.83 | 568.33  |
| USE =   |    |           |                  |                 |                 |   | 260                                      |   | 32    | 569     |

# SCHEDULE OF QUANTITIES

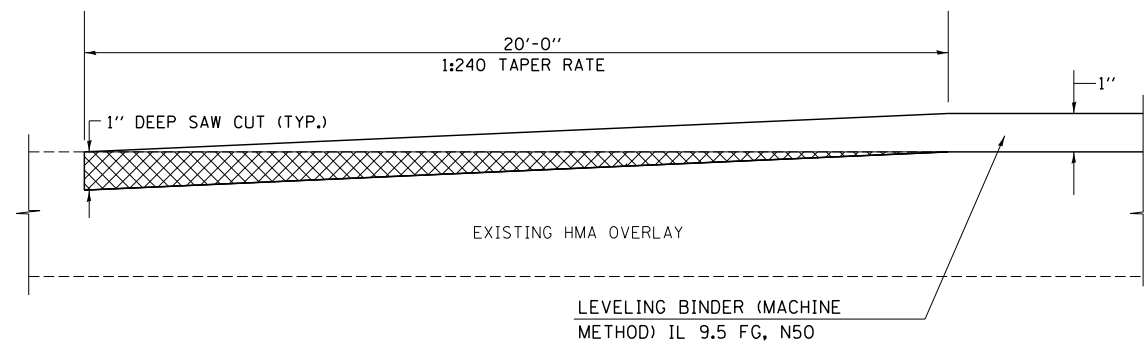
| WORK ZONE PAVEMENT MARKING                       |           |                  |                       |  |   |
|--|-----------|------------------|-----------------------|--|---|
| LOCATION   |           | LENGTH<br>(FOOT) | NUMBER<br>OF<br>LINES | 70301000   | 70301000  |
|  |           |                  |                       | SHORT-TERM<br>PAVEMENT<br>MARKING<br>(1-APP)<br>(FOOT) | WORKZONE<br>PAVEMENT<br>MARKING<br>REMOVAL<br>(SQ FT) |
| <b>MAINLINE QUANTITIES</b>                       |           |                  |                       |  |   |
| STATION  | STATION   |                  |                       |  |   |
| MAINLINE - 4" SKIP DASH LINES (YELLOW)           |           |                  |                       |  |   |
| CL   | 452+50.00 | 504+81.65        | 5,231.7               | 1.0  | 523.17  |
| STATION EQUATION 504+81.65 (BK) = 489+57.30 (AH) |           |                  |                       |  |   |
| CL   | 489+57.30 | 537+95.50        | 4,838.2               | 1.0  | 483.82  |
|  |           |                  |                       | TOTAL =  | 1,007.0   |
|  |           |                  |                       | USE =  | 1,007   |
|  |           |                  |                       |  | 335.6   |
|  |           |                  |                       |  | 336   |

| RAISE REFLECTIVE PAVEMENT MARKERS                |           |                  |   |  |
|--|-----------|------------------|---|--|
| LOCATION   |           | LENGTH<br>(FOOT) | 78100100  | 78300200   |
|  |           |                  | RAISED<br>REFLECTIVE<br>PAVEMENT<br>MARKERS<br>(EACH) | RAISED<br>REFLECTIVE<br>PAVEMENT<br>MARKERS<br>REMOVAL<br>(EACH) |
| STATION  | STATION   |                  |   |  |
| 452+50.00  | 455+21.29 | 271.3            | 4   | 4  |
| 455+21.29  | 471+09.25 | 1,588.0          | 40  | 40   |
| 471+09.25  | 488+98.16 | 1,788.9          | 23  | 23   |
| 488+98.16  | 504+81.65 | 1,583.5          | 40  | 40   |
| STATION EQUATION 504+81.65 (BK) = 489+57.30 (AH) |           |                  |   |  |
| 489+57.30  | 537+95.50 | 4,838.2          | 61  | 61   |
|  |           |                  | TOTAL =   | 168.0  |
|  |           |                  | USE =   | 168  |
|  |           |                  |   | 168.0  |
|  |           |                  |   | 168  |

| PAINT PAVEMENT MARKING SCHEDULE                  |           |                  |                       |   |   |  |
|--|-----------|------------------|-----------------------|---|---|--|
| LOCATION   |           | LENGTH<br>(FOOT) | NUMBER<br>OF<br>LINES | 78001110  | 70300220  |  |
|  |           |                  |                       | PAINT<br>PAVEMENT<br>MARKING<br>LINE 4"<br>(FOOT) | TEMPORARY<br>PAVEMENT<br>MARKING<br>LINE 4"<br>(FOOT) |  |
| <b>MAINLINE QUANTITIES</b>                       |           |                  |                       |   |   |  |
| STATION  | STATION   |                  |                       |   |   |  |
| MAINLINE - 4" SOLID (WHITE)                      |           |                  |                       |   |   |  |
| LT   | 452+50.00 | 466+40.00        | 1,390.0               | 1.0   | 1,390.0   |  |
| LT   | 467+00.00 | 504+81.65        | 3,781.7               | 1.0   | 3,781.7   |  |
| STATION EQUATION 504+81.65 (BK) = 489+57.30 (AH) |           |                  |                       |   |   |  |
| LT   | 489+57.30 | 537+95.50        | 4,838.2               | 1.0   | 4,838.2   |  |
| STATION EQUATION 504+81.65 (BK) = 489+57.30 (AH) |           |                  |                       |   |   |  |
| RT   | 452+50.00 | 492+63.00        | 4,013.0               | 1.0   | 4,013.0   |  |
| RT   | 489+57.40 | 492+63.00        | 305.6                 | 4.0   | 305.6   |  |
| RT   | 493+30.00 | 498+83.00        | 553.0                 | 1.0   | 553.0   |  |
| RT   | 499+88.00 | 504+81.65        | 493.7                 | 1.0   | 493.7   |  |
| STATION EQUATION 504+81.65 (BK) = 489+57.30 (AH) |           |                  |                       |   |   |  |
| RT   | 489+57.30 | 502+19.00        | 1,261.7               | 1.0   | 1,261.7   |  |
| RT   | 502+73.00 | 518+54.00        | 1,581.0               | 1.0   | 1,581.0   |  |
| RT   | 519+30.00 | 537+95.50        | 1,865.5               | 1.0   | 1,865.5   |  |
| MAINLINE - 4" SKIP DASH LINES (YELLOW)           |           |                  |                       |   |   |  |
| CL   | 452+50.00 | 504+81.65        | 5,231.7               | 1.0   | 1,307.9   |  |
| STATION EQUATION 504+81.65 (BK) = 489+57.30 (AH) |           |                  |                       |   |   |  |
| CL   | 489+57.30 | 527+05.00        | 3,747.7               | 1.0   | 936.9   |  |
| MAINLINE - 4" SOLID (YELLOW) - SINGLE NPZ        |           |                  |                       |   |   |  |
| EB   | 452+50.00 | 457+50.00        | 500.0                 | 1.0   | 500.0   |  |
| WB   | 516+50.00 | 527+00.00        | 1,050.0               | 1.0   | 1,050.0   |  |
| MAINLINE - 4" SOLID (YELLOW) - DOUBLE NPZ        |           |                  |                       |   |   |  |
| CL   | 527+00.00 | 537+95.50        | 1,095.5               | 2.0   | 2,191.0   |  |
|  |           |                  |                       | TOTAL =   | 26,069.1  |  |
|  |           |                  |                       | USE =   | 26,070  |  |
|  |           |                  |                       |   | 26,070  |  |

| Z0070100 SURVEY MONUMENT COVER ASSEMBLY |             |         |
|---|-------------|---------|
| STATION                                 | DESCRIPTION | EACH    |
| 455+21.29                               | P.C.        | 1.0     |
| 471+09.25                               | P.T.        | 1.0     |
| 488+98.16                               | P.C.        | 1.0     |
| 500+31.06                               | P.C.C.      | 1.0     |
| 504+81.64 (BK) = 489+57.30 (AH)         | P.T.        | 1.0     |
|   |             | TOTAL = |
|   |             | USE =   |
|   |             | 5       |

### BUTT JOINT DETAIL FOR BEGINNING /END MAINLINE TIE IN LOCATIONS

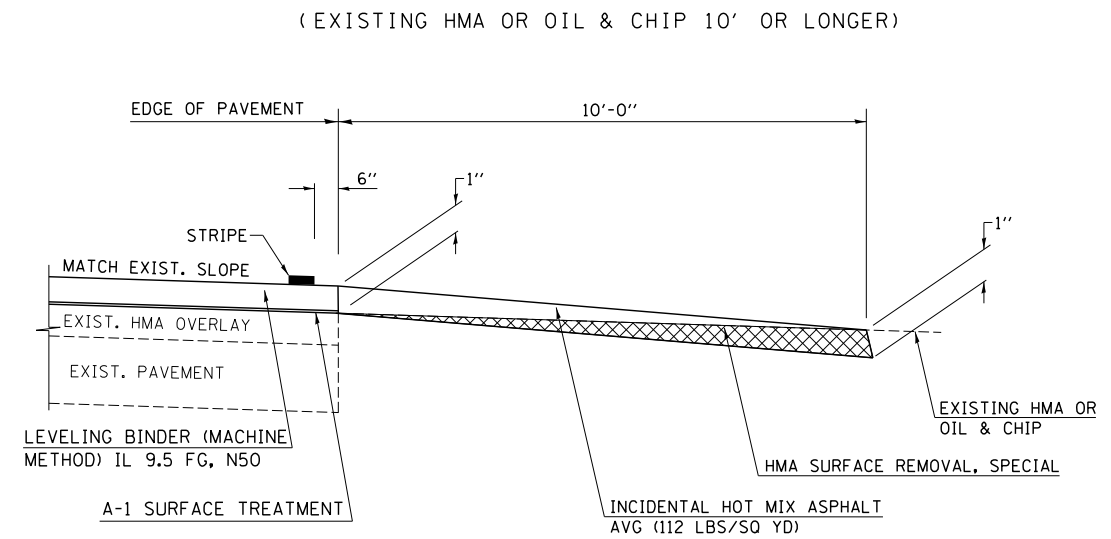


HMA SURFACE REMOVAL - BUTT JOINT

| STATION   | TO | STATION   |
|-----------|----|-----------|
| 452+50.00 |    | 452+70.00 |
| 537+75.50 |    | 537+95.50 |

NOTE:  
SAW CUT IS INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT

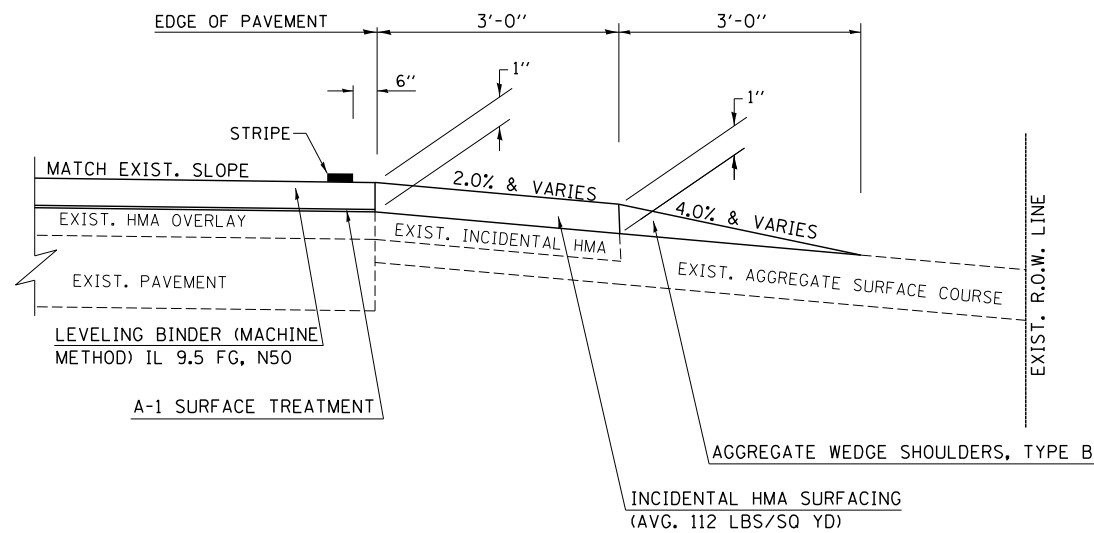
### BUTT JOINT DETAIL FOR PRIVATE & COMMERCIAL ENTRANCE OR SIDEROAD



NOTES: THE INTENT IS TO RESURFACE THE EXISTING CONFIGURATION OF THE ENTRANCES AND SIDEROADS TO A MAXIMUM OF 10' FROM THE EDGE OF PAVEMENT. EXISTING SIDEROADS SHOULD BE RESURFACED TO MAINTAIN THEIR CURRENT RADII.

### FIELD ENTRANCE DETAIL

(EXISTING HMA & AGGREGATE)



NOTES: THE INTENT IS TO RESURFACE THE EXISTING CONFIGURATION OF THE FIELD ENTRANCES.

### GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE HMA SHOULDER OR THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. EXISTING FIELD ENTRANCES OF AGGREGATE OR EARTH WITH NO HMA APRON SHALL NOT RECEIVE A NEW HMA APRON WITHOUT PROPER APPROVAL THROUGH THE BUREAU OF OPERATIONS "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS".
4. TO ASSURE APPROPRIATE ACCESS POLICIES ARE FOLLOWED ALL NEW ACCESS SHALL BE APPLIED FOR THROUGH THE BUREAU OF OPERATIONS PERMIT APPLICATION PROCESS. PLAN PREPARATION MEMORANDUMS 40-09 AND 40-11 ALONG WITH DISTRICT CONSTRUCTION MEMORANDUM 03/14 DISCUSS THIS PROCEDURE.
5. PROPOSED SIDEROAD GRADES SHALL BE AS DIRECTED BY THE ENGINEER.
6. AGGREGATE WEDGE SHOULDERS, TYPE B WILL BE WRAPPED AROUND THE SIDEROAD RETURNS. TAPER WIDTH FROM 3'-6" ALONG MAINLINE TO 2' AT BACK OF RETURN.

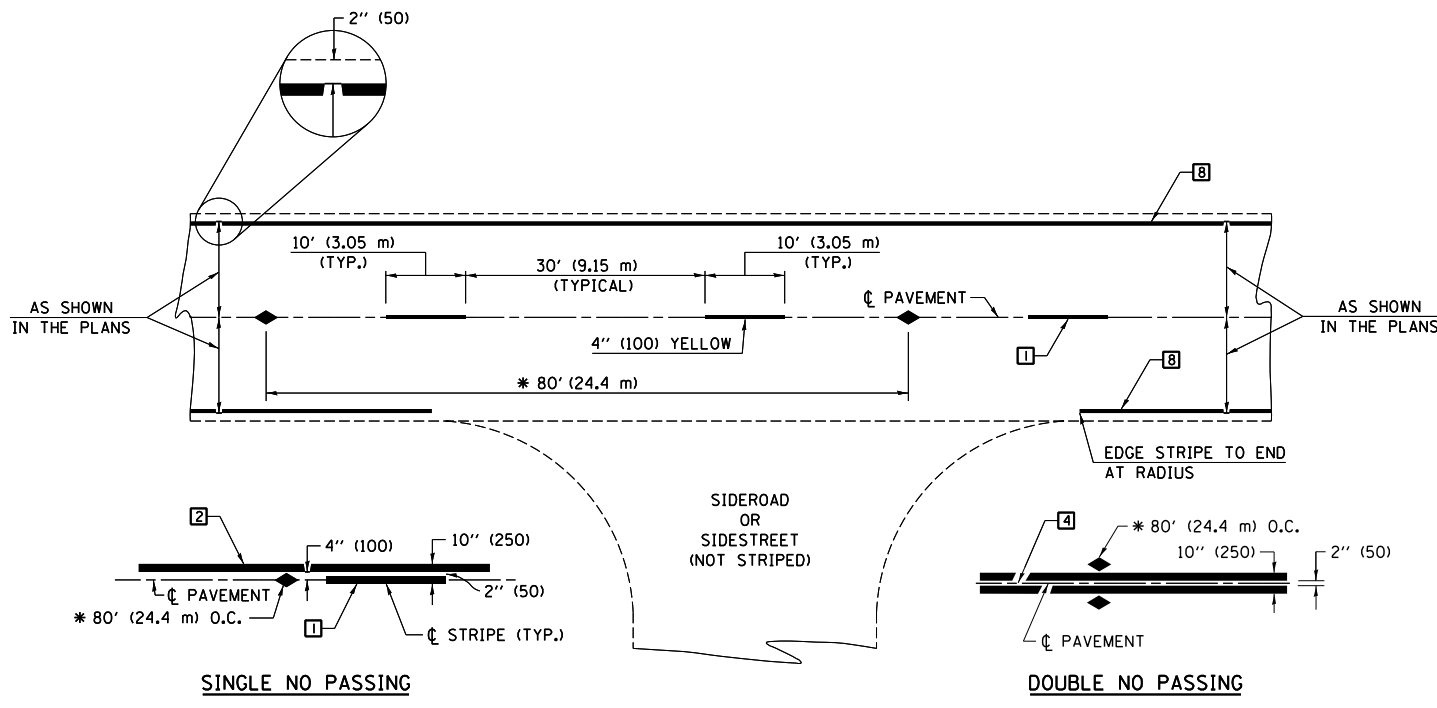
|  |                             |                 |                 |
|--|-----------------------------|-----------------|-----------------|
| FILE NAME =  | USER NAME = gorees          | DESIGNED - ASG  | REVISED - _____ |
| ct:\pw\work\p\dot\gorees\d0421236\10570822-sh1-details.dgn |                             | DRAWN - ASG     | REVISED - _____ |
| \$MODELNAME\$  | PLOT SCALE = 40.0000' / in. | CHECKED - RTC   | REVISED - _____ |
|  | PLOT DATE = 3/12/2015       | DATE - 01/20/15 | REVISED - _____ |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT DETAILS

SCALE: N/A SHEET 1 OF 1 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

| F.A.S. RTE.               | SECTION     | COUNTY    | TOTAL SHEETS | SHEET NO. |
|---------------------------|-------------|-----------|--------------|-----------|
| 1512                      | (34,35)RS-3 | VERMILION | 17           | 12        |
| CONTRACT NO. 70B22        |             |           |              |           |
| ILLINOIS FED. AID PROJECT |             |           |              |           |



\* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

**TWO LANE/TWO WAY**

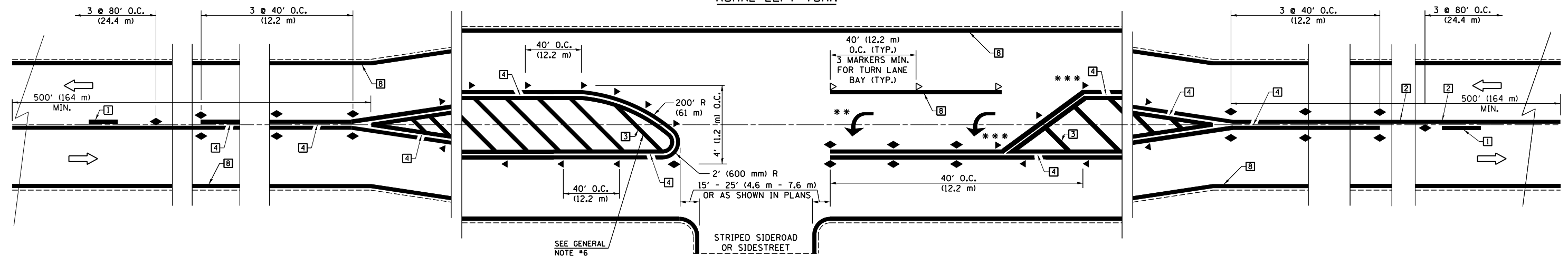
**TYPICAL PAVEMENT MARKING LEGEND**

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) 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) LANE LINE EXTENSIONS (WHITE)
- 14 4" (100) PARKING WHITE

**TYPICAL PAVEMENT MARKERS LEGEND**

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

**RURAL LEFT TURN**



\*\*\* REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.  
 \*\* TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

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

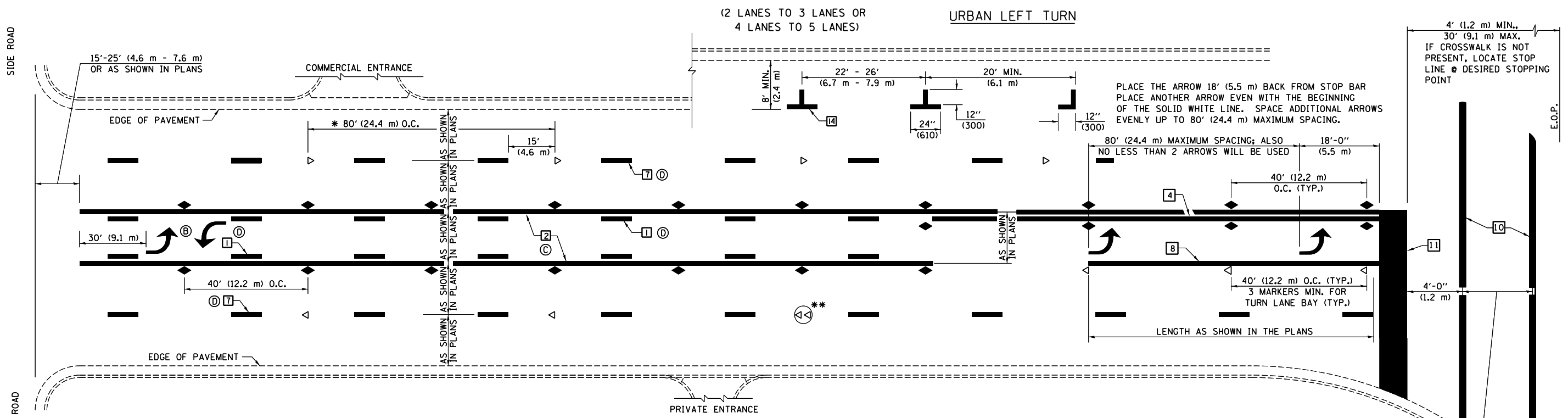
|  |                             |                 |           |
|--|-----------------------------|-----------------|-----------|
| FILE NAME =  | USER NAME = gorees          | DESIGNED - ASG  | REVISED - |
| ct:\pw\work\p\dot\gorees\d0421236\10570822-sh1-detail1.dgn |                             | DRAWN - ASG     | REVISED - |
|  | PLOT SCALE = 40.0000' / in. | CHECKED - RTC   | REVISED - |
| #MODELNAME#  | PLOT DATE = 3/12/2015       | DATE - 01/20/15 | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS  
(RURAL & URBAN APPLICATIONS)**

SCALE: N/A SHEET 1 OF 4 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

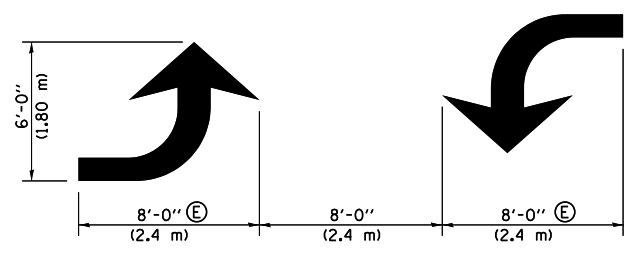
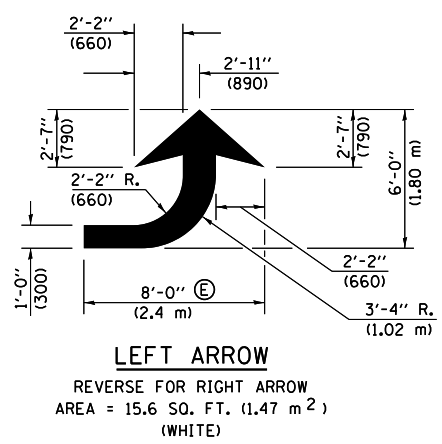
| DISTRICT 5 DETAIL NO. 7800AAA |             |           |              |           |
|-------------------------------|-------------|-----------|--------------|-----------|
| F.A.S. RTE.                   | SECTION     | COUNTY    | TOTAL SHEETS | SHEET NO. |
| 1512                          | (34,35)RS-3 | VERMILION | 17           | 13        |
| CONTRACT NO. 70B22            |             |           |              |           |
| ILLINOIS FED. AID PROJECT     |             |           |              |           |



\* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

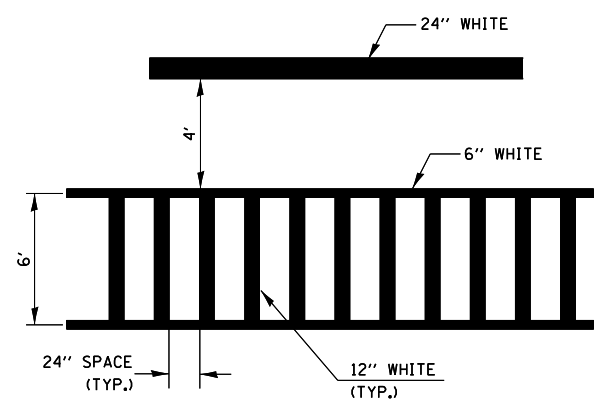
\*\* DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

- GENERAL NOTES:**
- ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
  - ⓒ THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
  - ⓓ THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
  - ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)

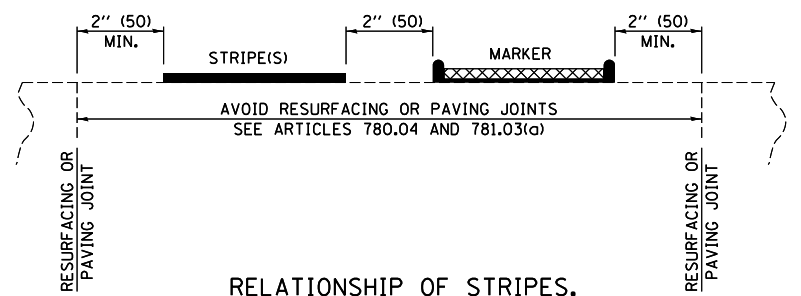


TYPICAL DOUBLE TURN ARROWS (WHITE)

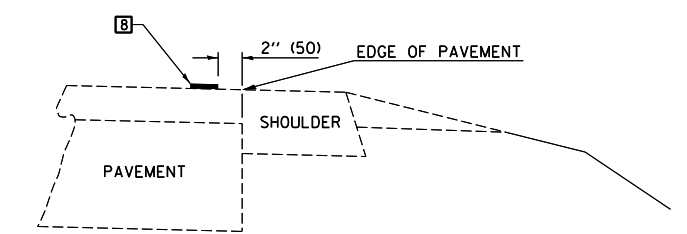
**BLOOMINGTON-NORMAL CITY LIMITS ONLY**



TYPICAL SPACING FOR CROSSWALKS & STOP BARS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS



RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT (SAFETY SHOULDER OR PAVED SURFACE) SEE ARTICLE 780.04

CROSSWALK WIDTH 6'-0" (1.8 m) OR AS SHOWN IN THE PLANS

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

**DISTRICT 5 DETAIL NO. 7800AAA**

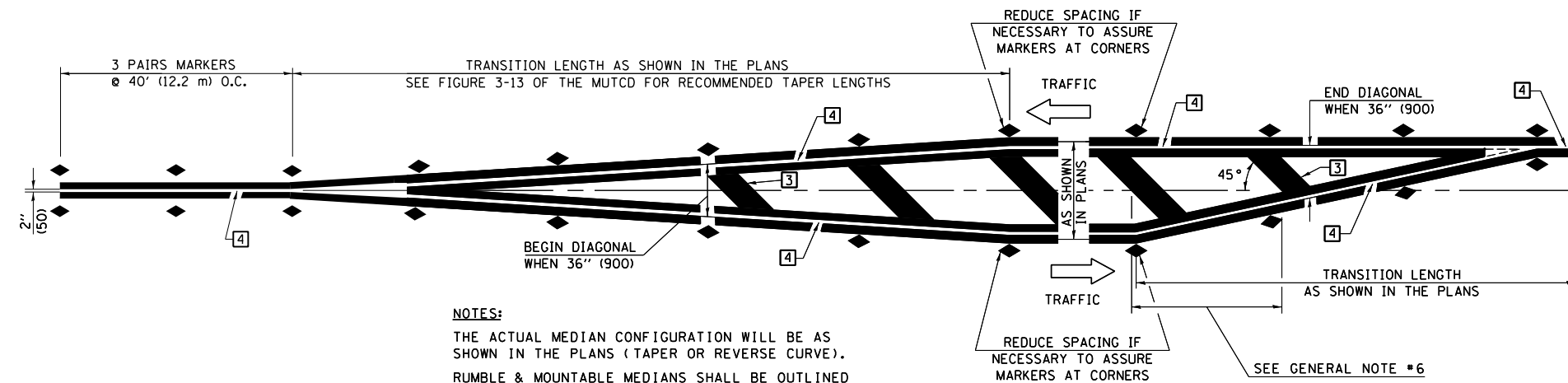
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| \$MODELNAME\$   | PLOT SCALE = 40.0000' / in. | CHECKED - RTC   | REVISED - |
|   | PLOT DATE = 3/12/2015       | DATE - 01/20/15 | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS  
(RURAL & URBAN APPLICATIONS)

SCALE: N/A SHEET 2 OF 4 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

| F.A.S. RTE.               | SECTION     | COUNTY    | TOTAL SHEETS | SHEET NO.          |
|---------------------------|-------------|-----------|--------------|--------------------|
| 1512                      | (34,35)RS-3 | VERMILION | 17           | 14                 |
|                           |             |           |              | CONTRACT NO. 70B22 |
| ILLINOIS FED. AID PROJECT |             |           |              |                    |

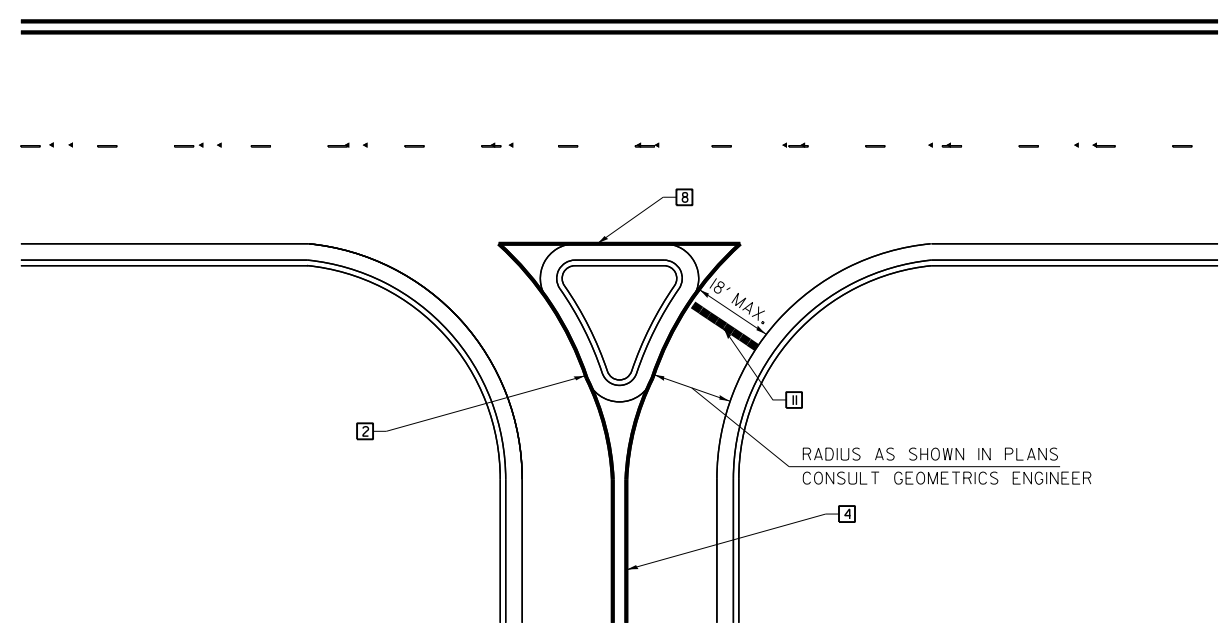


**NOTES:**  
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).  
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

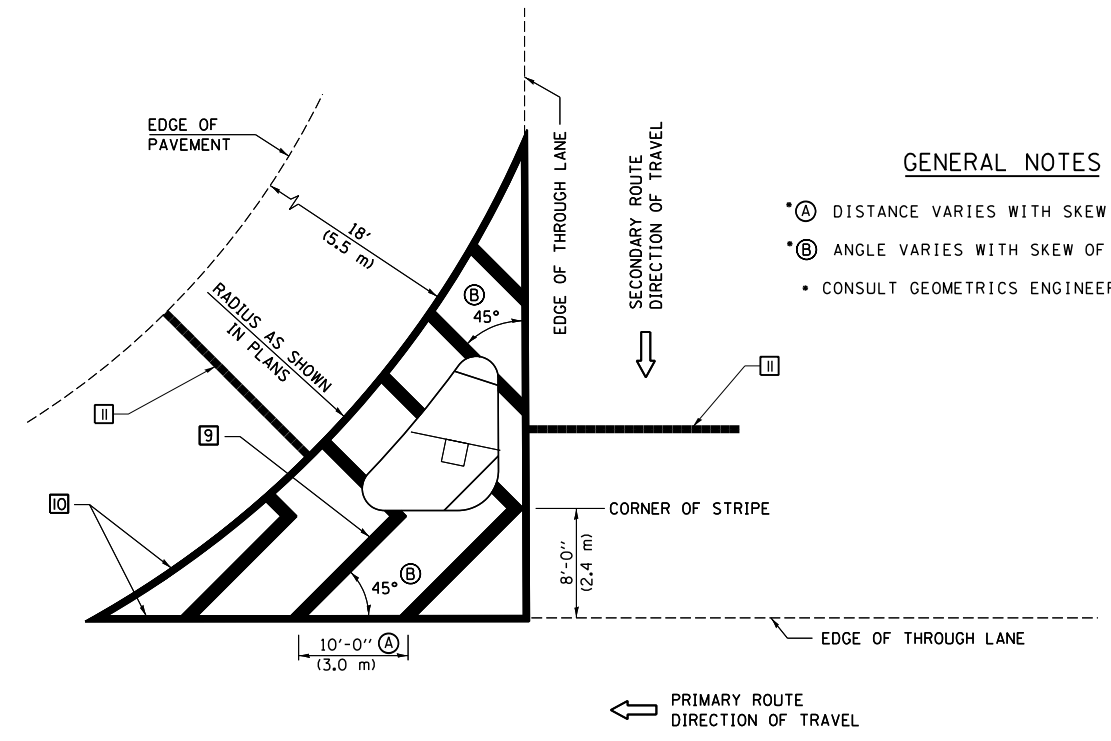
**TYPICAL MEDIAN TRANSITIONS**

**GENERAL NOTES**

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,  
 < 30 MPH USE 15' (< 50 km/h USE 4.5 m)  
 30-45 MPH USE 20' (50-75 km/h USE 6.0 m)  
 > 45 MPH USE 30' (> 75 km/h USE 9.0 m)



**RIGHT IN - RIGHT OUT ACCESS**



**GENERAL NOTES**

- (A) DISTANCE VARIES WITH SKEW OF INTERSECTION.
- (B) ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

**ISLAND**

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

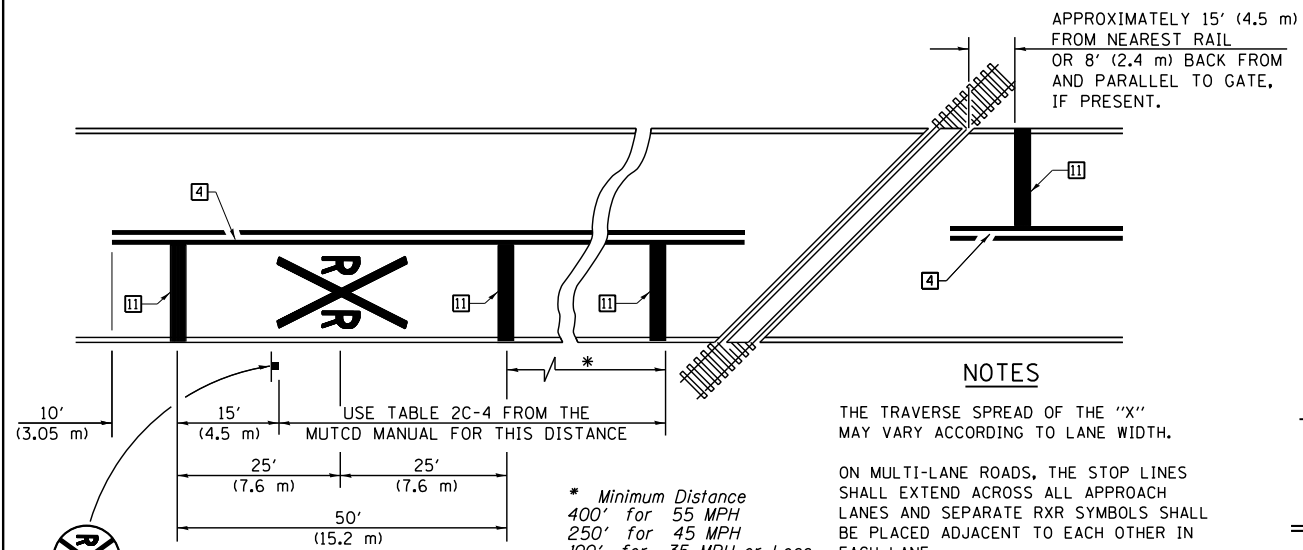
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|  | PLOT SCALE = 40.0000' / in. | CHECKED - RTC   | REVISED - _____ |
| \$MODELNAME\$  | PLOT DATE = 3/12/2015       | DATE - 01/20/15 | REVISED - _____ |

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS  
 (RURAL & URBAN APPLICATIONS)**

SCALE: N/A SHEET 3 OF 4 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

|                                       |             |           |              |           |
|---------------------------------------|-------------|-----------|--------------|-----------|
| <b>DISTRICT 5 DETAIL NO. 7800AAAA</b> |             |           |              |           |
| F.A.S. RTE.                           | SECTION     | COUNTY    | TOTAL SHEETS | SHEET NO. |
| 1512                                  | (34,35)RS-3 | VERMILION | 17           | 15        |
| CONTRACT NO. 70B22                    |             |           |              |           |
| ILLINOIS FED. AID PROJECT             |             |           |              |           |



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

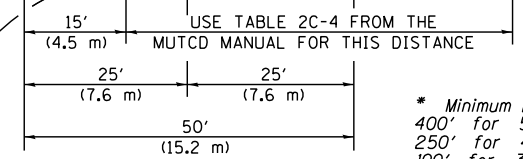
**NOTES**

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

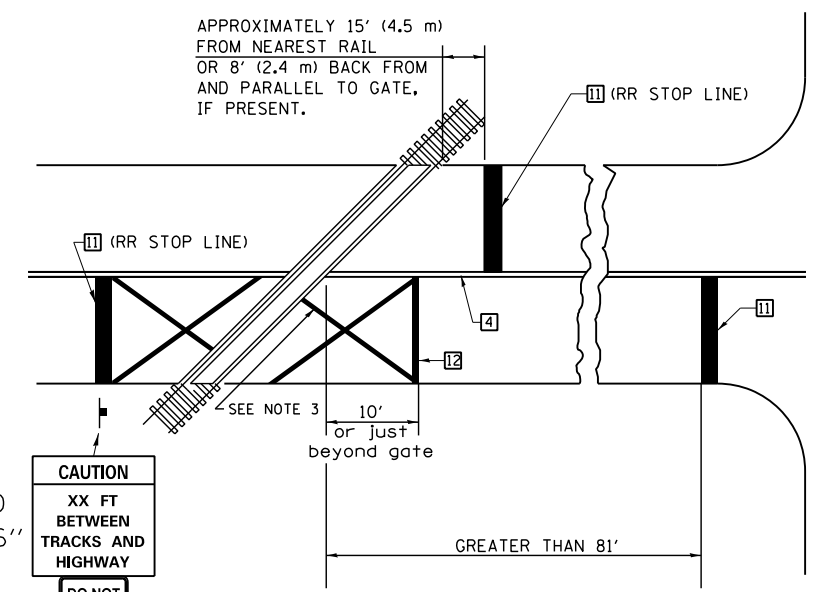
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL 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.

\* Minimum Distance  
400' for 55 MPH  
250' for 45 MPH  
100' for 35 MPH or Less



RAILROAD CROSSING WITH INTERCONNECT ONLY



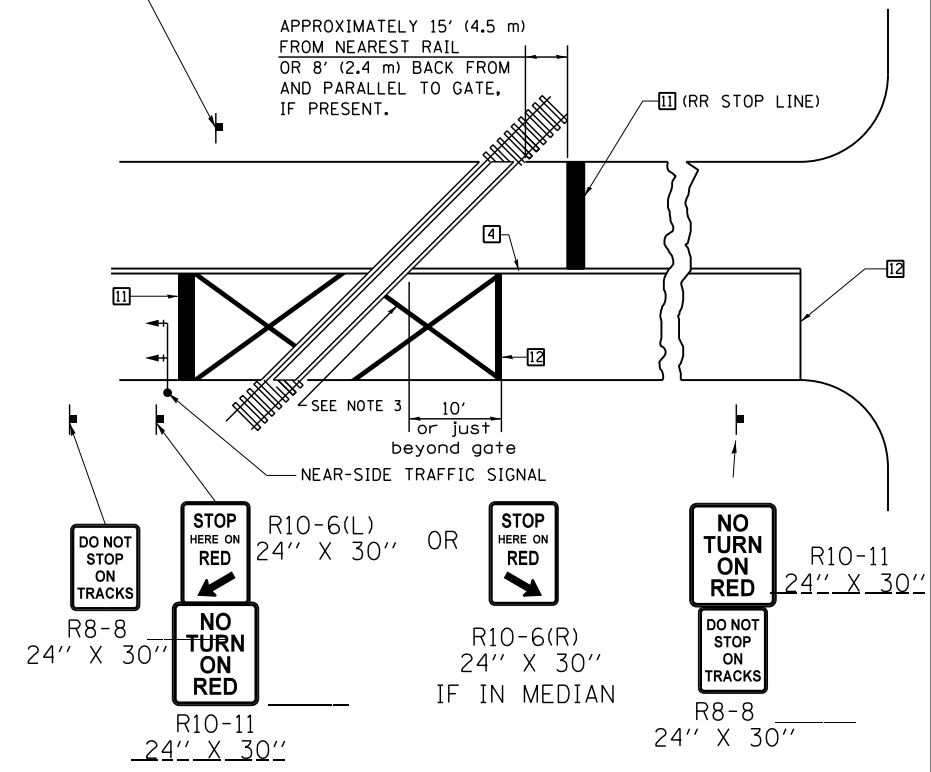
W10-1100  
30" X 36"

CAUTION  
XX FT  
BETWEEN  
TRACKS AND  
HIGHWAY

DO NOT  
STOP ON  
TRACKS  
R8-8  
24" X 30"

DO NOT  
STOP ON  
TRACKS  
(R8-8)  
24" X 30"

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



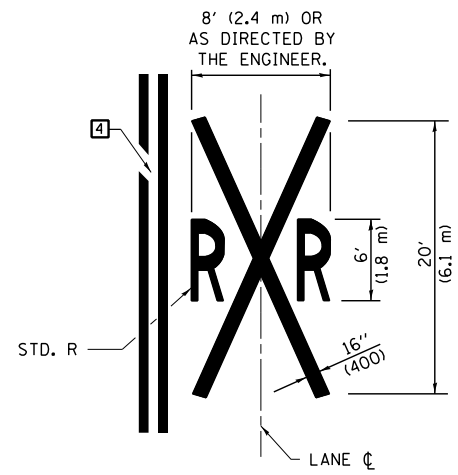
DO NOT  
STOP ON  
TRACKS  
R8-8  
24" X 30"

STOP  
HERE ON  
RED  
R10-6(L)  
24" X 30" OR  
NO  
TURN  
ON  
RED  
R10-11  
24" X 30"

STOP  
HERE ON  
RED  
R10-6(R)  
24" X 30"  
IF IN MEDIAN

NO  
TURN  
ON  
RED  
R10-11  
24" X 30"  
DO NOT  
STOP ON  
TRACKS  
R8-8  
24" X 30"

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING



ALTERNATE SIGNS

STOP  
HERE  
ON  
RED  
R10-6a(L)  
24" X 30"

STOP  
HERE  
ON  
RED  
R10-6a(R)  
24" X 30"

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 NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- 6" WHITE PAVEMENT MARKINGS AT 45° TO PAVEMENT, 8' CENTER TO CENTER.
- XX DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICH EVER IS CLOSEST, ROUNDED DOWN TO NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTENDED TO THE INTERSECTION.

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

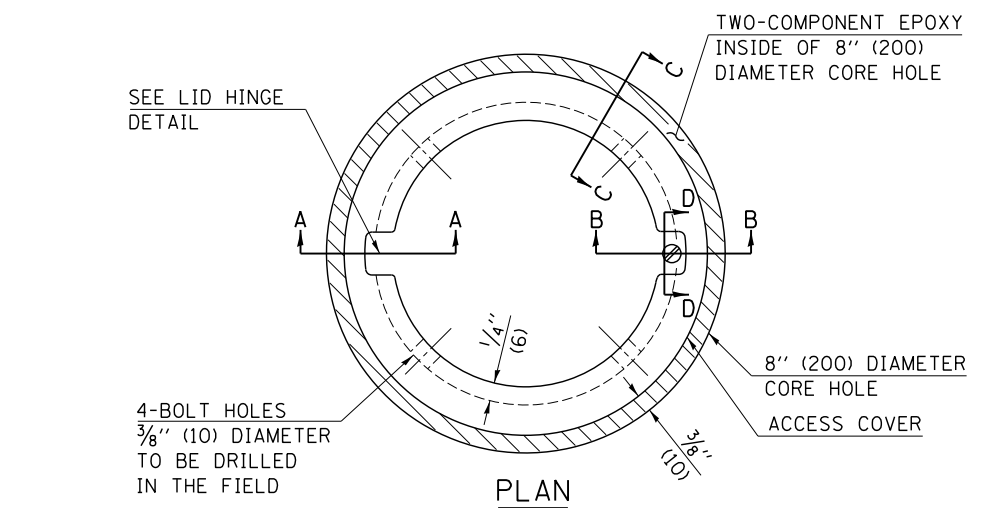
DISTRICT 5 DETAIL NO. 7800AAA

|  |  |                 |                 |   |  |  |  |                |         |             |                 |               |      |             |           |
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| FILE NAME =<br>c:\pw\work\p1dot\gorees\d0421236\105708 | USER NAME = gorees<br>22-sh1-details.dgn | DESIGNED - ASG  | REVISED - _____ | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PAVEMENT MARKING AND MARKERS<br/>(RURAL &amp; URBAN APPLICATIONS)</b> |  |  | F.A.S.<br>RTE. | SECTION | COUNTY      | TOTAL<br>SHEETS | SHEET<br>NO.  |      |             |           |
| \$MODELNAME\$  | PLOT SCALE = 40.0000' / in.              | DRAWN - ASG     | REVISED - _____ |   |  |  |  | SCALE: N/A     | SHEET 4 | OF 4 SHEETS | STA. _____      | TO STA. _____ | 1512 | (34,35)RS-3 | VERMILION |
|  | PLOT DATE = 3/12/2015                    | CHECKED - RTC   | REVISED - _____ |   |  |  |  |                |         |             |                 |               |      |             |           |
|  |  | DATE - 01/20/15 | REVISED - _____ |   |  |  |  |                |         |             |                 |               |      |             |           |

CONTRACT NO. 70B22  
ILLINOIS FED. AID PROJECT

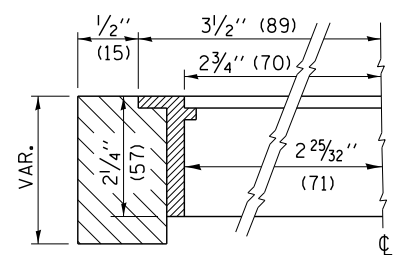


TO BE INSTALLED IN ALL PAVEMENT TYPES FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S) AND LAND SURVEY MONUMENTS (SECTION OR SUBSECTION CORNERS)

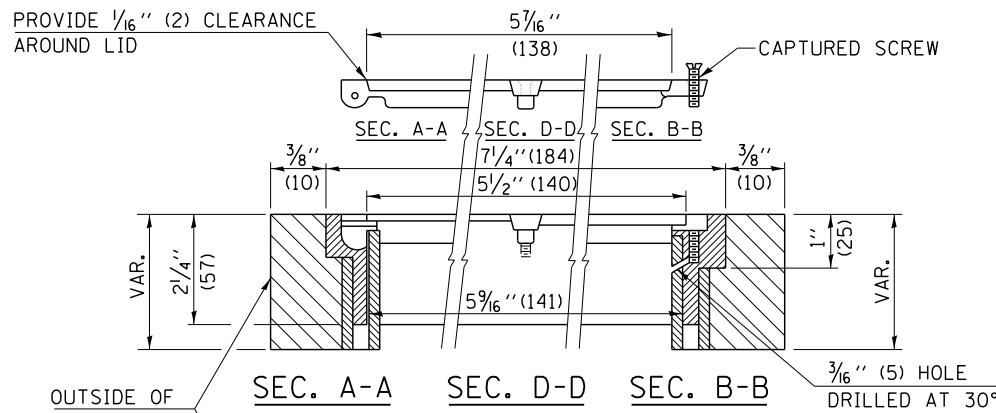


**LEGEND**

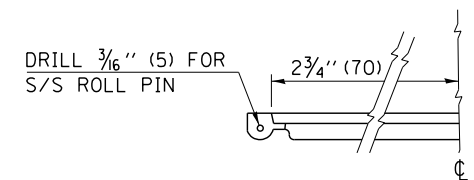
- ALUMINUM CASTING
- 5" (125) OR 6" (150) P.V.C. PIPE
- TWO-COMPONENT EPOXY



SECTION C-C



ELEVATION



LID HINGE DETAIL

SPECIFICATIONS FOR ACCESS COVER FOR USE WITH SURVEY MARKER VAULT(S) AND SURVEY MARKER COVER ASSEMBLY(S): THE ACCESS COVER WILL BE CAST FROM A SPECIAL ALUMINUM ALLOY THAT IS COMPARABLE TO BRONZE IN HARDNESS. THE ACCESS COVER SHALL BE SPECIALLY ENGINEERED AND DESIGNED TO PROVIDE A SNUG FIT, INCORPORATING EQUIDISTANT LOCKING RIDGES, INSIDE A STANDARD 6" (150 mm) DIAMETER, OR OUTSIDE A STANDARD 5" (125 mm) DIAMETER, SCHEDULE 40 PVC PIPE. THE ACCESS COVER SHALL HAVE SPECIAL UNIFORM 1" (25 mm) THICK TOP SURFACE TO PERMIT INFORMATION TO BE EASILY MACHINE-STAMPED INTO IT. THE ACCESS COVER SHALL INCLUDE A STAINLESS CAPTURED SCREW AND AN OPPOSING RECESSED HINGE ASSEMBLY AS ITS LOCKING MECHANISM. THE ACCESS COVER SHALL INCORPORATE A SPECIAL ACCESS HOLE FOR CLEANING AND DRAINAGE, DRILLED AT 30° INSIDE THE RING OF THE ACCESS COVER, TO THE DRILLED AND TAPPED HOLE PROVIDED FOR THE STAINLESS CAPTURED SCREW. COMPOSITION: ALUMINUM 92-93%; MAGNESIUM 6.5-7.5%. STRENGTH: YIELD - 19,000-21,000 PSI (131-145 MPa); TENSILE - 38,000-44,000 PSI (262-303 MPa); ELONGATION - 10-15% IN 2" (50 mm). SPECIFICATIONS: ALLOY 535.0; 00-A-601Es. NO EXCEPTIONS.

**BILL OF MATERIAL**

ALUMINUM CASTING OF THE DIMENSIONS AND SPECIFICATIONS SHOWN OR OTHER SUBJECT TO ENGINEER'S APPROVAL OF SHOP DRAWINGS, 4 EACH - 5/16" X 2" (M8 X 50) BOLTS WITH NUTS, EPOXY, 5" OR 6" (125 mm OR 150 mm) DIAMETER P.V.C. PIPE, SCHEDULE 40 (WHEN REQUIRED).

**GENERAL NOTES**

1. WORK SHALL NOT START ON THIS ITEM UNTIL THE FINAL LIFT OF SURFACE HAS BEEN COMPLETED.
2. THE SURVEY MONUMENT COVER ASSEMBLY SHALL BE CENTERED ABOVE THE SURVEY MONUMENT TO BE PROTECTED.
3. MODIFICATION OF THE ALUMINUM CASTING SHALL BE DONE BY GRINDING OR SAWING WHEN HEIGHT REDUCTION IS REQUIRED.
4. ALL SURVEY MONUMENT COVER ASSEMBLIES SHALL BE PLACED 1/4" (6 mm) ± BELOW THE FINAL SURFACE.
5. ALUMINUM CASTING SHALL BE PLACED OVER A 5" (125 mm) P.V.C. PIPE OR INSIDE OF A 6" (150 mm) P.V.C. PIPE WHEN AN INCREASE IN HEIGHT IS REQUIRED.
6. THE CASTING SHALL BE ANCHORED IN THE 8" (200 mm) DIAMETER CORE HOLE WITH TWO-COMPONENT EPOXY CONFORMING TO APPLICABLE PORTIONS OF ARTICLE 1025.01 OF THE STANDARD SPECIFICATIONS.
7. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR SURVEY MONUMENT COVER ASSEMBLY WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED INCLUDING CORING THE NEW PAVEMENT SURFACE AND EPOXY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
8. THE 8" (200 mm) DIAMETER CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

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

|   |                              |            |                 |
|---|------------------------------|------------|-----------------|
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|   | PLOT SCALE = 40.0000 ' / in. | CHECKED -  | REVISED -       |
|   | PLOT DATE = 3/12/2015        | DATE -     | REVISED -       |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SURVEY MONUMENT COVER ASSEMBLY

SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

| DISTRICT 5 DETAIL NO. Z0070100                  |             |           |              |
|---|-------------|-----------|--------------|
| F.A.S. RTE.                                     | SECTION     | COUNTY    | TOTAL SHEETS |
| 1512  | (34,35)RS-3 | VERMILION | 17           |
|   |             |           | SHEET NO. 17 |
| CONTRACT NO. 70B22                              |             |           |              |
| FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT |             |           |              |