D-98-032-20

LOCATION OF SECTION INDICATED THUS: - --

PROPOSED HIGHWAY PLANS

FAS ROUTE 2826 (IL 37) SECTION (106,107,108,109)RS-4 PROJECT STP-HSIP-6SKZ(406) **SMART RESURFACING & HSIP SHOULDERS** 0.4 MIS OF CROSS ST TO JEFFERSON CO LINE **MARION COUNTY**

C-98-046-20

GROSS LENGTH = 45200.00 FT. = 8.561 MILE

NET LENGTH = 44930.80 FT. = 8,510 MILE

END IMPROVEMENT STA 452+00 LAT: 38.599931 LONG: -88.940147 (0.4 ML 5 OF CROSS ST) - STRUCTURE OMISSION 5N 061-0089 CROOKED CREEK STA. 411+97.31 TO STA. 414+05.51 STRUCTURE OMISSION SN 061-0087 RACCOON CREEK MIDDLE STA. 120+58 TO STA. 121+19 BEGIN IMPROVEMENT R3E STA 0+00 LAT: 38.476631

LONG: -88,943286 (JEFFERSON COUNTY LINE)

SEE LOCATION MAP FOR THE LOCATION OF ADDITIONAL

STRUCTURES WITHIN THE PROJECT LIMITS

Dn 31,20

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

TRAFFIC DATA

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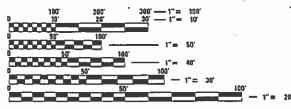
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL

FOR INDEX OF SHEETS, SEE SHEET NO. 2

CROSS ST. TO CHURCH RD. 2019 ADT (ACTUAL): 4350 2020 ADT (ESTIMATED): 4400 2040 ADT (ESTIMATED): 5400 SU: 3.9% MU: 3.0%

CHURCH RD. TO IL ROUTE 161 2019 ADT (ACTUAL): 3450 2020 ADT (EST(MATED): 3500 2040 ADT (ESTIMATED): 4250 SU: 2.6% MU: 1.7%

2019 ADT (ACTUAL): 2700



ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER TIM PADGETT PROJECT MANAGER DREW RUHOLL (618)346-3325 (618)346-3454

CONTRACT NO. 76N06

IL ROUTE 161 TO JEFFERSON CO LINE 2020 ADT (ESTIMATED): 2750 2040 ADT (ESTIMATED): 3300 SU: 2.9% MU: 0.7%

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD

INDEX OF SHEETS

- COVERSHEET
- INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES, AND COMMITMENTS
- 3-5 SUMMARY OF QUANTITIES
- 6-7 TYPICAL SECTIONS
- 8-10 SCHEDULE OF QUANTITIES
- 11 LOCATION MAP
- 12 STORM WATER POLLUTION PREVENTION PLAN
- 13-14 RESURFACING DETAILS

GENERAL NOTES:

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

	AERIAL	BURTED
*AMEREN ILLINOIS (GAS & ELECTRIC)	X	X
*AT&T ILLINOIS (COMMUNICATIONS)	X	X
*CHARTER COMMUNICATIONS, INC. (CABLE TV)	X	X
*COUNTY MARK COOPERATIVE, LLP (PIPELINE)		X
*DIX-KELL WATER & SEWER COMMISSION (WATER & SANITARY SEWER	₹)	Χ
*ENABLE MIDSTREAM PARTNERS (PIPELINE)		X
*LIBERTY UTILITIES (GAS)		X
*RACCOON WATER COMPANY (WATER)		X
*CITY OF SALEM (WATER & SANITARY SEWER)		X
*CITY OF SALEM (GAS)		X
*TRI-COUNTY ELECTRIC COOPERATIVE, INC (ELECTRIC)	X	X
*WABASH PIPELINE CO. (COMMUNICATIONS)	X	Χ

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) 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.
- 3 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.
- 4) AN ESTIMATED QUANTITY OF 9920 TONS OF CUTTINGS FROM HMA REMOVAL IS ANTICIPATED.
- 5 NO OVERNIGHT LANE CLOSURES WILL BE PERMITTED.
- (6) THE PROPOSED PAVEMENT MARKINGS SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKINGS, AS DIRECTED BY THE ENGINEER.
- THE USE OF VIBRATORY ROLLERS SHALL NOT BE PERMITTED WITHIN URBAN AREAS. THIS DOES NOT RELIEVE THE CONTRACTOR OF DENSITY REQUIREMENTS FOR THE CONSTRUCTION OF THE BITUMINOUS PAVEMENTS AS SPECIFIED IN SECTIONS 406 & 407 OF THE STANDARD SPECIFICATIONS.
- (8) THE MATERIAL TRANSFER DEVICE CAN CROSS IN AN UNLOADED CONDITION ON SN 061-022, SN 061-0087, SN 061-2419, AND SN 061-0089. THE MATERIAL TRANSFER DEVICE CANNOT CROSS SN 061-2418 AND SN 061-2419. SEE THE LOCATION MAP FOR THE STRUCTURES LOCATION.
- 9 PAVEMENT PATCHING AND EXCAVATING AND GRADING EXISTING SHOULDER MAY OCCUR ABOVE EXISTING CULVERTS. THE DEPTH OF THE PAVEMENT PATCHING AND EXCAVATING AND GRADING EXISTING SHOULDER SHALL BE TO THE DEPTH SPECIFIED IN THE PLANS OR TO THE TOP OF THE EXISTING CULVERT, WHICHEVER IS LESS.
- (1) ALL SHOULDER IMPROVEMENTS ADJACENT TO THE EXISTING GUARDRAIL SHALL BE PERFORMED WITHOUT GUARDRAIL REMOVAL. MATERIAL REMOVED BEYOND THE FACE OF THE EXISTING GUARDRAIL SHALL BE REPLACED WITH AGGREGATE WEDGE SHOULDER, TYPE B MATERIAL.
- I) IF THE SURFACE REMOVAL ON THIS PROJECT PRODUCES A MILLED EDGE ANYWHERE GREATER THAN 1.5 INCHES BETWEEN ADJACENT OPEN LANES OF TRAFFIC, ONE OF THE FOLLOWING SHALL APPLY:
 - -THE CONTRACTOR SHALL ORGANIZE THE WORK TO AVOID THE MILLED EDGE.
 - -THE CONTRACTOR SHALL CONSTRUCT A TEMPORARY HOT MIX ASPHALT WEDGE ALONG THE MILLED EDGE.
 - -THE CONTRACTOR SHALL CONSTRUCT A MILLED SLOPED EDGE (MINIMUM 1:3) ALONG THE MILLED EDGE.

THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST PER SQUARE YARD FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED.

HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
406201-01	MAILBOX TURNOUT
420001-09	PAVEMENT JOINTS
442201 - 03	CLASS C AND D PATCHES
482011-03	HMA SHOULDERS STRIPS/SHOULDERS WITH RESURFACING OR WIDENING PROJECTS
642006	SHOULDER RUMBLE STRIPS, 8 INCH
701001 - 02	OFF-RD OPEATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311 - 03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701336-07	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

MIXTURE REQUIREMENTS

701901-08 780001-05

781001-04

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

TRAFFIC CONTROL DEVICES

TYPICAL PAVEMENT MARKINGS

ROUTE FAS 2826 (IL 37)				
SECTION (106,107,108,109)RS-4				
COUNTY	MARION			
CONTRACT	76N06			

TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

DESCRIPTION	SMART - RESURFACING & HSIP SHOULDER ALONG IL 37 FROM
DESCRIPTION	0.4 MI S OF CROSS ST TO JEFFERSON CO LINE

ADT (CONSTRUCTION YR.):	4400
MU%	3
SU%	3.9
20 YR. ESAL'S	0.95

MIXTURE USE	SURFACE	PATCHING		
AC/PG	PG 64-22	PG 64-22		
RAP % (MAX)	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION		
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70		
MIX COMPOSITION (Gradation)	IL 9.5	IL 19.0		
FRICTION AGG	MIXTURE "D"	MIXTURE "B"		
QUALITY MGMT PROGRAM	QCP	QC/QA		

MIXTURE USE	SHOULDERS ≥ 2.25"	SHOULDERS < 2.25"		
AC/PG	PG 64-22	PG 64-22		
RAP % (MAX)	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION		
DESIGN AIR VOIDS	4.0% @ Ndes=30	4.0% @ Ndes=30		
MIX COMPOSITION (Gradation)	IL 19.0L	IL 9.5L		
FRICTION AGG				
QUALITY MGMT PROGRAM	QC/QA	QC/QA		

PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF $112\ \text{LB/SQ YD/IN}$

COMMITMENTS

NONE

USER NAME = ruhollds	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 12/4/2019	DATE -	REVISED -

STATE	0F	ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

		F.A.S. SECTION COUNTY		COUNTY	TOTAL SHEETS	SHEET NO.					
AND COMMITMENTS			2826 (106,107,108,109)RS-4		MARION	14	2				
AND COMMITTIVILIATS							CONTRACT	NO. 76	5N06		
	SHEET 1	OF	1	SHEETS	STA	TO STA.		TILLINOIS FED A	ID PROJECT		

				CONSTRUCTION COL		TON CODE	
				80% FED 20% STATE	80% FED 20% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	ROADWAY	ROADWAY	ROADWAY
CODE			TOTAL	0005	0005	0021	0021
NO.	ITEM	UNIT	QUANTITY	RURAL	URBAN	RURAL	URBAN
			,				
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	857			799	58
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	70720	49147	3664	16633	1276
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	91	79	12		
40600990	TEMPORARY RAMP	SQ YD	458	446	12		
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	9858	9174	684		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	118080	109011	8141	928	
44000400	GUTTER REMOVAL	FOOT	2197	2197			
44200168	PAVEMENT PATCHING, TYPE II,14 INCH	SQ YD	435	408	27		
44200172	PAVEMENT PATCHING, TYPE III, 14 INCH	SQ YD	36	36			
44200174	PAVEMENT PATCHING, TYPE IV,14 INCH	SQ YD	111	111			
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1077			1005	72
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	39065			36229	2836
48203100	HOT-MIX ASPHALT SHOULDERS	TON	79			79	
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	80670			76100	4570

MODEL: Default

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

CONSTRUCTION CODE

F.A.S. SECTION COUNTY TOTAL SHEETS NO.

2826 (106,107,108,109)RS-4 MARION 14 3

CONTRACT NO. 76N06

					CONSTRUC	TION CODE	
				80% FED 20% STATE	80% FED 20% STATE	90% FED 10% STATE	90% FED 10% STATE
				ROADWAY	ROADWAY	ROADWAY	ROADWAY
CODE			TOTAL	0005	0005	0021	0021
NO.	ITEM	UNIT	QUANT I TY	RURAL	URBAN	RURAL	URBAN
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	3	1		
67100100	MOBILIZATION	L SUM	1	0.8	0.2		
07100100	THOUSE TEAT TON	L 3014	1	0.0	0.2		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	0.5		0.5	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	0.5		0.5	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1			0.9	0.1
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1			
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1		0.5		0.5
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	12			10	2
70300100	SHORT TERM PAVEMENT MARKING	FOOT	11774	10970	804		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2562	2387	175		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	115477	107620	7857		
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	315	315			
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	186	186			
	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	48	48			
70300280	TEMPONANT PAVEMENT MANKING - LINE 24	1 001	1 70 1	70			

MODEL: Default

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	-					F.A.S. RTE	SECTION
	SI	JMMARY	OF QU	ANTITIES		2826	(106,107,108,109)
						-	
SCALE:	SHEET 2	OF 3	SHEETS	STA.	TO STA.		ILLINOI

CONSTRUCTION CODE

						CONSTRUCTION CODE		
					80% FED 20% STATE	80% FED 20% STATE	90% FED 10% STATE	90% FED 10% STATE
					ROADWAY	ROADWAY	ROADWAY	ROADWAY
	CODE			TOTAL	0005	0005	0021	0021
	NO.	ITEM	UNIT	QUANTITY	RURAL	URBAN	RURAL	URBAN
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	115477	107620	7857		
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	315	315			
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	186	186			
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	48	48			
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	561	523	38		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	561	523	38		
	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	38799	36180	2619		
Ø	Z0076600	TRAINEES	HOUR	1500	1500			
	Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	45310	42257	3053		
Ø	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1500	1500			
	Z0034105	MATERIAL TRANSFER DEVICE	TON	9858	9174	684		

CONSTRUCTION CODE

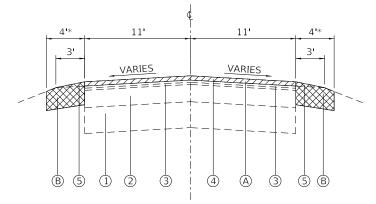
* SPECIALTY ITEM

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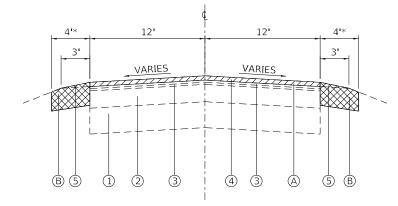
STATE	OF ILLINOIS
DEPARTMENT O	F TRANSPORTATION

					F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SI	JMMARY	OF QU	ANTITIES		2826	(106,107,108,109)RS-4	MARION	14	5
							CONTRACT	NO. 76	5N06
SHEET 3	OF 3	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		



EXISTING TYPICAL SECTION

STA. 0+00 TO STA. 14+61.6 STA. 27+62.9 TO STA. 38+11.6 STA. 47+07.2 TO STA. 120+58 STA. 120+58 TO STA. 121+19 (STRUCTURE OMISSION) STA. 121+19 TOSTA. 160+00



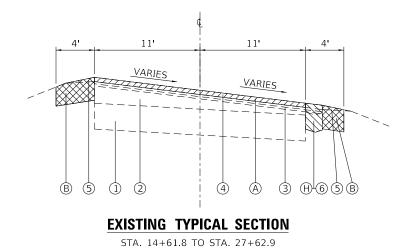
EXISTING TYPICAL SECTION

STA. 160+00 TO STA. 411+97.31 STA. 411+97.31 TO STA. 414+05.51 (STRUCTURE OMISSION) STA. 414+05.51TO STA. 452+00

OTES

*THE PROPOSED HMA SHOULDER 8" AND PROPOSED EXCAVATING AND GRADING EXISTING SHOULDER WIDTH SHALL BE 8FT AT MAILBOX TURNOUTS. SEE THE ENTRANCE AND MAILBOX TURNOUT SCHEDULE FOR LOCATIONS.

THE EXISTING SHOULDERS ADJACENT TO STRUCTURES SHALL BE RESURFACED. SEE THE SHOULDER SCHEDULE FOR THE LOCATION OF SHOULDER RESURFACING.



WARIES VARIES VA

EXISTING TYPICAL SECTION

STA. 38+11.6 TO STA. 47+07.2

LEGEND

1)	EXISTING PAVEMENT
2	EXISTING HMA RESURFACING
③	EXISTING LEVELING BINDER (MM), N70M $\frac{3}{4}$ "
(4)	EXISTING HMA SURFACE COURSE, MIX D, N70, $1\frac{1}{2}$ "
(5)	EXISTING AGGREGATE WEDGE SHOULDER, TYPE B
6	EXISTING PAVEMENT EXISTING HMA RESURFACING EXISTING LEVELING BINDER (MM), N70M 3/4" EXISTING LEVELING BINDER (MM), N70M 1/2" EXISTING HMA SURFACE COURSE, MIX D, N70, 11/2" EXISTING AGGREGATE WEDGE SHOULDER, TYPE B EXISTING GUTTER PROPOSED HMA SURFACE REMOVAL 11/2" PROPOSED EXCAVATING AND GRADING EXISTING SHOULDERS PROPOSED HMA SURFACE COURSE, IL-9.5, MIX D, N70, 11/2" PROPOSED HMA SHOULDERS 8" PROPOSED LONGITUDINAL JOINT SEALANT PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B PROPOSED BITUMINOUS MATERIALS (TACK COAT) - BETWEEN HMA LIFTS PROPOSED GUTTER REMOVAL PROPOSED SHOULDER RUMBLE STRIPS, 8 INCH PROPOSED THERMOPLASTIC PAVEMENT MARKING - LINE 4"
Ā	PROPOSED HMA SURFACE REMOVAL 1½"
$^{\mathbb{B}}$	PROPOSED EXCAVATING AND GRADING EXISTING SHOULDERS
0	PROPOSED HMA SURFACE COURSE, IL-9.5, MIX D, N70, $1\frac{1}{2}$ "
\bigcirc	PROPOSED HMA SHOULDERS 8"
$^{\odot}$	PROPOSED LONGITUDINAL JOINT SEALANT
Ð	PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
G	PROPOSED BITUMINOUS MATERIALS (TACK COAT) - BETWEEN HMA LIFTS
\oplus	PROPOSED GUTTER REMOVAL
1	PROPOSED SHOULDER RUMBLE STRIPS, 8 INCH
J)	PROPOSED THERMOPLASTIC PAVEMENT MARKING - LINE 4"

SCALE:

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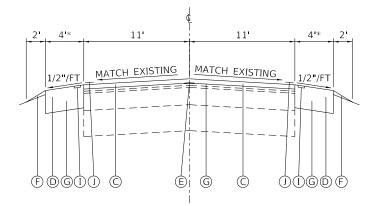
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS SHEET 1 OF 2 SHEETS STA. TO ST.		F.A.S. SECTION		COUNTY	TOTAL SHEETS							
	TYPICA	AL SECT	IONS		2826	(106,107,108,109)RS-4		MARION	14	6		
									CONTRAC	T NO. 76	5N06	
SHEET 1	OF 2	SHEETS	STA.	TO STA.		I	ILLINOIS	FED. AI	ID PROJECT			

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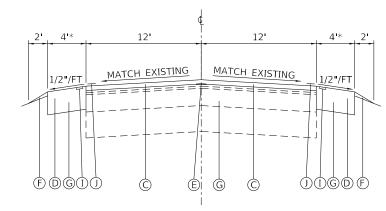
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PROPOSED TYPICAL SECTION

STA. 0+00 TO STA. 14+61.6 STA. 27+62.9 TO STA. 38+11.6 STA. 47+07.2 TO STA. 120+58 STA. 120+58 TO STA. 121+19 (STRUCTURE OMISSION) STA. 121+19 TOSTA. 160+00



PROPOSED TYPICAL SECTION

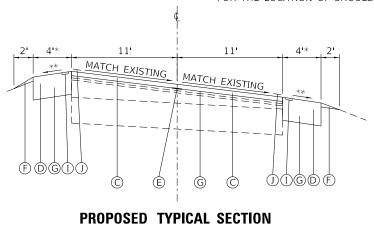
STA. 160+00 TO STA. 411+97.31 STA. 411+97.31 TO STA. 414+05.51 (STRUCTURE OMISSION) STA. 414+05.51TO STA. 452+00

NOTES

*THE PROPOSED HMA SHOULDER 8" AND PROPOSED EXCAVATING AND GRADING EXISTING SHOULDER WIDTH SHALL BE 8FT AT MAILBOX TURNOUTS. SEE THE ENTRANCE AND MAILBOX TURNOUT SCHEDULE FOR LOCATIONS.

** SEE THE SHOULDER DETAIL IN THE RESURFACING DETAILS FOR THE SHOULDER SLOPES.

THE EXISTING SHOULDERS ADJACENT TO STRUCTURES SHALL BE RESURFACED. SEE THE SHOULDER SCHEDULE FOR THE LOCATION OF SHOULDER RESURFACING.



STA. 14+61.8 TO STA. 27+62.9

2' 4'* 11' 11' 4'* 2'

MATCH EXISTING MATCH EXISTING **

F D G D F C G E C

PROPOSED TYPICAL SECTION
STA. 38+11.6 TO STA. 47+07.2

LEGEND

1	EXISTING PAVEMENT
(2)	EXISTING HMA RESURFACING
(3)	EXISTING LEVELING BINDER (MM), N70M $\frac{3}{4}$ "
(4)	EXISTING HMA SURFACE COURSE, MIX D, N70, $1\frac{1}{2}$ "
Q334 (5)	EXISTING AGGREGATE WEDGE SHOULDER, TYPE B
(6)	EXISTING GUTTER
(\tilde{A})	PROPOSED HMA SURFACE REMOVAL $1\frac{1}{2}$ "
(A) (B) (C)	PROPOSED EXCAVATING AND GRADING EXISTING SHOULDERS
Õ	PROPOSED HMA SURFACE COURSE, IL-9.5, MIX D, N70, $1\frac{1}{2}$ "
(E)	PROPOSED HMA SHOULDERS 8"
(E)	PROPOSED LONGITUDINAL JOINT SEALANT
(F)	PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
Ğ	PROPOSED BITUMINOUS MATERIALS (TACK COAT) - BETWEEN HMA LIFTS
(H)	PROPOSED GUTTER REMOVAL
(I)	PROPOSED SHOULDER RUMBLE STRIPS, 8 INCH
Ŏ	PROPOSED THERMOPLASTIC PAVEMENT MARKING - LINE 4"

SCALE:

USER NAME = ruhollds	DESIGNED -	REVISED -	
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PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -	
PLOT DATE = 12/9/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	= (210		CTIONS ETS STA. TO STA		F.A.S. RTE				COUNTY	TOTAL SHEETS	SHEET NO.
	TYPICA	AL SECT	IONS		2826	(106,107,10	8,109)R	S-4	MARION	14	7
									CONTRACT	NO. 76	5N06
SHEET 2	OF 2	SHEETS	STA.	TO STA.			ILLINOIS	FED. AI	D PROJECT		

	MAINLINE RESURFACING SCHEDULE										
LOCATION			HMA SURFACE REMOVAL 1.5"	BITUMINOUS MATERIALS (TACK COAT)	HMA SURFACE COURSE, IL-9.5, MIX D, N70	LONGITUDINAL JOINT SEALANT	MATERIAL TRANSFER DEVICE				
STA	TO	STA	(SQ YD)	(POUND)	(TONS)	(FT)	(TONS)				
0+00	TO	120+58	29450.7	13263.8	2475.9	12058	2475.9				
120+58	TO	121+19		BR	IDGE OMISSION						
121+19	TO	160+00	9474.7	4269.1	796.9	3881	796.9				
160+00	TO	161+89	504.0	226.8	42.3	189	42.3				
161+89	TO	163+79	1435.8	715.5	133.6	570	133.6				
163+79	TO	411+97.31	66182.2	29782.0	5559.3	24818	5559.3				
411+97	TO	414+05.51	BRIDGE OMISSION								
414+05.51	TO	421+47	1964.0	889.8	166.1	741	166.1				
RURAL	_ SUB	TOTAL	109011.4	49147.0	9174.1	42257.0	9174.1				
RUR.	AL TC	TAL	109011	49147	9174	42257	9174				
					•						
421+47	TO	452+00	8141.3	3663.6	683.9	3053	683.9				
URBAN	N SUB	TOTAL	8141.3	3663.6	683.9	3053.0	683.9				
URB.	AN TO	TAL	8141	3664	684	3053	684				
GRA	ND TC	TAL	117152	52811	9858	45310	9858				

SEE SHOULDER SCHEDULE AND ENTRANCE AND MAILBOX TURNOUT SCHEDULE FOR ADDITIONAL QUANTITIES

2	SEE	SHOULDER	SCHEDULE	FOR	ADDITIONAL	QUANTITIES
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BU	TT JOINT AN	D TEMP	ORARY	RAMP SCHEE	DULE
LOG	CATION	LENGTH	WIDTH	HMA SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP (1.5"
STA	NAME	(FT)	(FT)	(SQ YD)	(SQ YD)
0+00	IL 37	5	22	12.2	12.2
55+66	KELL RD ⁶	60	2		26.6
109+29	CROWLEY RD ⁶	70	2		31.2
120+58	IL 37	5	30	16.7	16.7
121+19	IL 37	5	30	16.7	16.7
162+84	IL ROUTE 161	70	5		77.8
189+38	SHORT RD ⁶	65	2		14.4
229+29	CARTTER RD°	85	2		37.8
255+84	SASSAFRAS RD	60	2		13.3
269+16	LEVEE RD	70	2		15.6
282+61	HARRIS RD°	60	2		13.3
315+06	ENGLAND RD°	65	2		28.8
328+41	BROWN LN°	50	2		11.1
367+83	CHURCH RD°	65	2		28.8
389+70	PINEWOOD PL°	80	2		17.8
394+26	LAKESHORE DR ⁶	75	2		16.7
399+18	HILLCREST CT ⁶	70	2		15.6
407+10	CJ HECK RD ⁶	80	2		17.8
411+94.31	IL 37	5	30	16.7	16.7
414+05.51	IL 37	5	30	16.7	16.7
	RURAL SUBTO			79.0	445.6
	RURAL TOTA	\L		79	446
452+00	IL 37	5	22	12.2	12.2
452+00	URBAN SUBTO			12.2	12.2
	URBAN TOTA			12.2	12.2
	ONBAN TOTA			1 12	1 12
	GRAND TOTA	\L		91	458

THE TEMPORARY RAMPS LOCATED AT THE SIDE ROAD CANNOT BE CONSTRUCTED AT A TAPER RATE OF 40:1 WITHOUT IMPACTING THE MAINLINE TRAFFIC. THE TEMPORARY RAMPS AT THE SIDE ROAD SHALL BE CONSTRUCTED TO 2FT TO MINIMIZE MAINLINE TRAFFIC IMPACTS.

				SHO	ULDER SCH	EDULE			
LC)CAT I	NC	HMA SURFACE REMOVAL 1.5"	BITUMINOUS MATERIALS (TACK COAT)	HMA SHOULDERS	HMA SHOULDERS	EXCAVATING AND GRADING EXISTING SHOULDERS	AGGREGATE SHOULDERS, TYPE B	SHOULDER RUMBLE, STRIPS
STA	TO	STA	(SQ YD)	(POUND)	(TONS)	(SQ YD)	(UNIT)	(TON)	(FT)
0+00	TO	118+43	` ` `	4655.2	,	10345	232.8	287.4	21660
118+43	TO	119+20	34.2	30.8	2.9	34	0.8	1.9	154
119+20	TO	120+58	118.2	55.2	10.3			3.4	276
120+58	TO	121+19				BRIDGE OMIS	SION		
121+19	TO	122+15	80.9	38.4	7.2			2.4	162
122+15	TO	123+41	56.0	50.4	4.7	56	1.3	3.1	252
123+41	TO	160+00		1463.6		3252	73.2	90.3	6404
160+00	TO	160+97		38.8		86	1.9	2.4	95
160+97	TO	164+39	380.0	76.0	31.9			3.8	304
164+39	TO	410+55		9538.4		21196	476.9	588.8	45025
410+55	TO	411+97.31	122.1	56.9	10.6			3.5	285
411+97.31	TO	414+05.51				BRIDGE OMIS	SION		
414+05.51	TO	415+64.00	136.4	63.4	11.8			3.9	317
415+64	TO	421+47		233.2		518	11.7	14.4	1166
RURAI	. SUB	TOTAL	927.8	16300.3	79.4	35488.3	798.6	1005.3	76100
RUR	AL TO	TAL	928	16300	79	35488	799	1005	76100
421+47	TO	452+00		1163.2		2585	58.2	71.8	4570
URBAN	I SUB	TOTAL	0.0	1163.2	0.0	2584.9	58.2	71.8	4570
URB	AN TO	TAL	0	1163	0	2585	58	72	4570
	TOTA	L	928	17463	79	38073	857	1077	80670

³ SEE MAINLINE RESUFACING SCHEDULE FOR ADDITIONAL QUANTITIES

OUT SCHEDULE FOR LOCATIONS

					PAVEMEI	NT PATCHIN	G	14 INC	H SC	HEDUI	F			
LOCA	ION	LENGTH	WIDTH	PAVEMENT PATCHING TYPE II	PAVEMENT PATCHING TYPE III	PAVEMENT PATCHING TYPE IV		LOCAT		LENGTH		PAVEMENT PATCHING TYPE II	PAVEMENT PATCHING TYPE III	PAVEMENT PATCHING TYPE IV
STA.	NB/SB	(FT)	(FT)	(SO YD)	(SO YD)	(SO YD)		STA.	NB/SB	(FT)	(FT)	(SO YD)	(SO YD)	(SO YD)
71+32	NB	6	12	8.0		, , ,	ŀ	52+00	SB	100	4		, , , ,	44.4
79+80	NB	6	12	8.0			-	79+80	SB	6	12	8.0		
97+77	NB	6	12	8.0			-	96+08	SB	6	12	8.0		
107+39	NB	6	12	8.0			-	97+77	SB	6	12	8.0		
119+97	NB	10	12	13.3				107+39	SB	6	12	8.0		
148+68	NB	6	12	8.0			f	119+97	SB	6	12	8.0		
149+20	NB	8	12	10.7			ŀ	149+20	SB	8	12	10.7		
157+35	NB	20	6	13.3			ŀ	165+50	SB	10	12	13.3		
181+45	NB	6	12	8.0			ŀ	181+45	SB	6	12	8.0		
183+56	NB	6	12	8.0			ŀ	183+56	SB	6	12	8.0		
191+00	NB	6	12	8.0			ŀ	191+00	SB	6	12	8.0		
193+00	NB	6	12	8.0			ŀ	193+00	SB	6	12	8.0		
200+00	NB	6	12	8.0			ŀ	200+00	SB	6	12	8.0		
220+10	NB	12	12	0.0	16.0		ŀ	225+80	SB	6	12	8.0		
225+80	NB	6	12	8.0	10.0		ŀ	230+76	SB	6	12	8.0		
230+76	NB	6	12	8.0			ŀ	232+63	SB	6	12	8.0		
232+63	NB	6	12	8.0			ŀ	241+53	SB	10	12	13.3		
241+53	NB	10	12	13.3			-	286+27	SB	6	12	8.0		
286+27	NB	6	12	8.0			ŀ	286+51	SB	6	12	8.0		
287+52	NB	10	12	13.3			-	287+52	SB	10	12	13.3		
317+31	NB	30	12	15.5		40.0	ŀ	319+80	SB	6	12	8.0		
319+80	NB	6	12	8.0		40.0	-	350+33	SB	6	12	8.0		
370+00	NB	6	12	8.0			-	370+00	SB	6	12	8.0		
390+24	NB	15	12	0.0	20.0		ŀ	389+33	SB	40	6	0.0		26.7
406+26	NB	8	12	10.7	20.0		-	406+26	SB	8	12	10.7		20.7
400+20	IND	0	12	10.7			ŀ	400+20	30	0	12	10.7		
NB I	RURAL	SUBTOT	AL	202.6	36.0	40.0		SB F	RURAL	SUBTOT	TAL	205.3	0.0	71.1
							ļ							
433+06	NB	12	10	13.3				433+06	SB	12	10	13.3		
NB U	JRBAN	SUBTOT	AL	13.3	0.0	0.0		SB URB	AN LA	NE SUB	TOTAL	13.3	0.0	0.0
							}	Q	URAL	ΤΟΤΔΙ		408	36	111
							ŀ			TOTAL		27	0	0
							ŀ			TOTAL		435	36	111
							L		JI (AIND	IOIAL		400	J 0	111

USER NAME = ruhollds	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/4/2019	DATE -	REVISED -

				_					F.A.S. RTE	SEC	CTION		COUNTY	TOTAL SHEETS	SHEET NO.
SCHEDULE OF QUANTITIES									2826	(106,107,1	08,109)R	.S-4	MARION	14	8
													CONTRACT	NO. 76	5N06
SHEET	1	OF	3		SHEETS	STA.	TO STA				ILLINOIS	FED. AI	ID PROJECT		

SEE ENTRANCE AND MAILBOX TURNOUT SCHEDULE AND MAINLINE RESUFACING SCHEDULE FOR ADDITIONAL QUANTITIES

SEE ENTRANCE AND MAILBOX TURNOUT SCHEDULE FOR ADDITIONAL QUANTITIES

TWO APPLICATIONS OF BITUMINOUS MATERIALS (TACK COAT) WERE ASSUMED FOR HMA SHOULDERS 8" BETWEEN LIFTS OF HMA
INCLUDES ENTRANCE, MAILBOX TURNOUT AND SIDE ROAD OMISSIONS. SEE SIDE ROAD SCHEDULE AND ENTRANCE AND MAILBOX TURN

Head Part	ENTRANCE	AND MAILB	OX TURN	OUT :	SCHEDULE ¹				
TROUBD STAL SIDE STAL SIDE STAL SIDE STAL LT STAL SIDE STAL LT STAL SIDE STAL LT STAL	НМА	BITUMINOUT MATERIALS				ΓΙΟΝ	WIDTH	HMA SHOULDERS 8"2	BITUMINOUT MATERIALS
3371-11 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 14.7					DESCRIT	11011	(==)		
14.7 6.6 319+21 IT ENTRANCE AGGREGATE 25 14.7 6.6 329+61 IT ENTRANCE AGGREGATE 72 14.7 6.6 329+61 IT ENTRANCE AGGREGATE 15 329+61 IT ENTRANCE AGGREGATE 25 3.0 3.6 329+61 IT ENTRANCE AGGREGATE 20 329+61 IT ENTRANCE AGGREGATE 30 3.6 342+58 IT ENTRANCE AGGREGATE 50 4.7 6.6 342+58 IT ENTRANCE AGGREGATE 50 4.7 6.6 342+58 IT ENTRANCE AGGREGATE 7.2 14.7 6.6 3.65+62 IT ENTRANCE AGGREGATE 7.2 14.7 6.6 3.65+62 IT ENTRANCE AGGREGATE 7.2 14.7 6.6 3.72+63 RT ENTRANCE AGGREGATE 2.5 4.7 6.6 3.72+64 RT ENTRANCE AGGREGATE 2.5 4.7 6.6 4.7 6.6 3.72+64 RT ENTRANCE AGGREGATE 2.5 4.7 6.6 4.7 6.6 3.72+64 RT ENTRANCE AGGREGATE 2.5 4.7 6.6	(SQ YD)	(POUND)			_				
14.7 6.6 339+21 LT ENTRANCE W/MB AGGREGATE 72 14.7 6.6 327+21 LT ENTRANCE AGGREGATE 75 329+45 LT ENTRANCE AGGREGATE 25 329+45 LT ENTRANCE AGGREGATE 25 333+50 LT ENTRANCE AGGREGATE 25 335+51 LT ENTRANCE AGGREGATE 25 347+51 LT ENTRANCE AGGREGATE 25 347+51 LT ENTRANCE AGGREGATE 25 14.7 6.6 374+51 LT ENTRANCE AGGREGATE 27 14.7 6.6 400+68 LT ENTRANCE AGGREGATE 27 14.7 6.6 400+68 LT ENTRANCE AGGREGATE 27 14.7 6.6 400+68 LT ENTRANCE AGGREGATE 27 14.7 6.6 400+69 LT ENTRANCE AGGREGATE 27 14.7 6.6 6 400+69 LT ENTRAN								14.7	6.6
14.7 6.6 327421 IT ENTRANCE MGGREGATE 15 3.0 3.6									
14.7 6.6 327+21 LT ENTRANCE W/ MB BITUMINOUS 72 8.0 3.6 333+50 LT ENTRANCE AGGREGATE 25 333+50 LT ENTRANCE AGGREGATE 25 333+50 LT ENTRANCE AGGREGATE 25 341+75 LT ENTRANCE AGGREGATE 20 355+82 LT ENTRANCE ENTRANCE 20 355+82 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 355+38 RT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 374+83 RT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 375+46 RT ENTRANCE AGGREGATE 72 4.7 6.6 375+92 RT ENTRANCE AGGREGATE 25 4.7 6.6 375+92 RT ENTRANCE AGGREGATE 25 4.7 6.6 375+92 RT ENTRANCE AGGREGATE 25 4.7 6.6 375+92 RT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 384+93 RT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 384+93 RT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 384+93 RT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 384+93 RT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 384+93 RT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 384+93 RT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 384+93 RT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 400+68 RT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 400+68 LT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 400+68 LT ENTRANCE W/ MB AGGREGATE 25 4.7 6.6 400+68 LT ENTRANCE W/ MB AGGREGATE 22 4.7 6.6 400+68 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 400+68 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 400+68 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+68 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+68 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 60 400+69 LT ENT	14.7	6.6						14.7	6.6
332+45 LT									
333-150 IT	14.7	6.6		LT	ENTRANCE W/ MB	BITUMINOUS		8.0	3.6
337+97 LT			332+45	LT		AGGREGATE			
14.7 6.6 342-58 TT ENTRANCE AGGREGATE 50 342-58 TT ENTRANCE AGGREGATE 50 342-58 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 352-58 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 372-83 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 372-83 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 372-83 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 372-83 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 372-83 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 372-83 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 372-83 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 372-83 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 372-83 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 372-83 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 384-54 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 384-54 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 400-68 TT E			333+50	LT	ENTRANCE	AGGREGATE	25		
14.7 6.6 342+58 RT ENTRANCE AGGREGATE 72 14.7 6.6 355+38 LT ENTRANCE CONCRETE 110 365+62 LT ENTRANCE CONCRETE 72 8.0 3.6 365+62 LT ENTRANCE WMB AGGREGATE 72 14.7 6.6 372+83 RT ENTRANCE WMB AGGREGATE 72 14.7 6.6 372+83 RT ENTRANCE WMB AGGREGATE 72 14.7 6.6 373+481 RT ENTRANCE WMB AGGREGATE 72 14.7 6.6 373+46 RT ENTRANCE WMB AGGREGATE 72 14.7 6.6 375+46 RT ENTRANCE AGGREGATE 25 4.7 6.6 375+46 RT ENTRANCE AGGREGATE 72 4.7 6.6 375+32 RT ENTRANCE AGGREGATE 72 4.7 6.6 41.7 6.6 334+33 RT ENTRANCE AGGREGATE 72 4.7 6.6 41.7 6.6 334+33 RT ENTRANCE AGGREGATE 72 4.7 6.6 41.7 6.6 334+34 RT ENTRANCE BITUMINOUS 55 391+33 LT ENTRANCE AGGREGATE 72 4.7 6.6 400+68 LT ENTRANCE AGGREGATE 72 4.7 6.6 401+65 LT ENTRANCE WMB AGGREGATE 72 4.7 6.6 404+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+67 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/ MB AGGREGATE 72 4.7 6.6 407+65 LT ENTRANCE W/			337+97	LT	ENTRANCE	AGGREGATE	20		
342+88			341+75	LT	ENTRANCE	AGGREGATE			
355+38 LT	14.7	6.6	342+58	RT	ENTRANCE	AGGREGATE	50		
365+62			342+88	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
14.7 6.6 372+83 RT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 374+81 RT ENTRANCE W/ MB AGGREGATE 25 14.7 6.6 375+66 RT ENTRANCE AGGREGATE 25 14.7 6.6 375+66 RT ENTRANCE AGGREGATE 25 14.7 6.6 375+92 RT ENTRANCE AGGREGATE 25 14.7 6.6 378+80 RT ENTRANCE AGGREGATE 25 14.7 6.6 381+33 RT ENTRANCE MB AGGREGATE 20 14.7 6.6 381+33 RT ENTRANCE MB AGGREGATE 20 14.7 6.6 381+33 RT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 384+54 RT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 381+34 RT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 400+68 LT ENTRANCE BITUMINOUS 55 6.6 401+22 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 401+22 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 401+22 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 402+15 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 407+65 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 407+65 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7			355+38	LT	ENTRANCE	CONCRETE	110		
14.7 6.6 372+83 RT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6.6 374+81 RT ENTRANCE W/ MB AGGREGATE 25 14.7 6.6 375+66 RT ENTRANCE AGGREGATE 25 14.7 6.6 375+66 RT ENTRANCE AGGREGATE 25 14.7 6.6 375+92 RT ENTRANCE AGGREGATE 25 14.7 6.6 378+80 RT ENTRANCE AGGREGATE 25 14.7 6.6 381+33 RT ENTRANCE MB AGGREGATE 20 14.7 6.6 381+33 RT ENTRANCE MB AGGREGATE 20 14.7 6.6 381+33 RT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 384+54 RT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 381+34 RT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 400+68 LT ENTRANCE BITUMINOUS 55 6.6 401+22 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 401+22 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 401+22 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 402+15 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 407+65 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 407+65 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7 6.6 6.6 409+62 LT ENTRANCE MB AGGREGATE 72 14.7			365+62	LT	ENTRANCE W/ MB	CONCRETE	72	8.0	3.6
14.7 6.6 374+83 RT ENTRANCE W MB AGGREGATE 72 14.7 6.6 6 14.7 6.6 375+46 RT ENTRANCE AGGREGATE 25 375+92 RT ENTRANCE AGGREGATE 20 375+94 RT ENTRANCE W MB AGGREGATE 20 375+95 RT ENTRANCE				LT					
14.7 6.6 375+46 RT ENTRANCE AGGREGATE 25	14 7	6.6							
14.7									
14.7 6.6 375+92 RT	14 7	6.6							
14.7	* ' . '	0.0							
14.7	1/1 7	6.6						1/1 7	6 6
14.7	17.7	0.0						14.7	0.0
383+75	1 / 7	6 6						1.4.7	6 6
14.7	14./	0.0						14.7	0.0
391+38	1.4.7	6 6							
14.7	14.7	0.0						1.4.7	C C
401+22 LT ENTRANCE W / MB AGGREGATE 72 14.7 6.6 14.7	1.4.7	C C						14.7	0.0
402+15	14./	6.6							
14.7 6.6 407+07 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 407+07 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 407+05 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 407+05 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 409+62 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 6 6 6 6 6 6 6 6									
14.7									
407+65									
14.7	14.7	6.6							
RURAL SUBTOTAL - 2									
RURAL TOTAL	14.7	6.6	409+62	LT			72		
A25+91 RT									
427+45	14.7	6.6			RURAL TOTAL	-		741	333
427+45									
10.2									
14.7									
14.7								14.7	6.6
14.7									
14.7		6.6		LT	ENTRANCE W/ MB				6.6
8.0 3.6 14.7 6.6 14.7 6.6 8.0 3.6 8.0 3.6 14.7 6.6 14.8 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 14.7 6.6 14.7 6.6 14.7 6.6 14.7 6.6 14.8 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 14.7 6.6 14.8 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6		6.6	431+01	LT	ENTRANCE W/ MB	AGGREGATE			6.6
14.7	14.7	6.6		LT		AGGREGATE			6.6
8.0 3.6 8.0 3.6 8.0 3.6 8.0 3.6 8.0 3.6 8.0 3.6 8.0 3.6 8.0 3.6 8.0 8.0 3.6 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0	8.0	3.6	435+52	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
8.0 3.6	14.7	6.6	436+32	LT		AGGREGATE	20		
8.0 3.6 14.7 6.6 14.7 15 15 15 15 15 15 15 15 15 15 15 15 15	8.0	3.6	436+95	LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
14.7	8.0	3.6		LT	ENTRANCE W/ MB	AGGREGATE	72	14.7	6.6
14.7									
14.7 6.6 441+07									
441+72	14.7		441+07	LT	ENTRANCE W/ MB		72	14.7	
442+15 RT ENTRANCE BITUMINOUS 50									
443+98									
14.7 6.6 446+43								8.0	3.6
14.7 6.6 447+12 LT									
448+18	14 7	6.6						J. J	2.0
14.7 6.6 449+16 RT ENTRANCE AGGREGATE 50	± · · · /	<u> </u>						14 7	6.6
14.7 6.6 449+71 LT ENTRANCE W/ MB BITUMINOUS 72 14.7 6.6 450+36 LT ENTRANCE W/ MB BITUMINOUS 72 14.7 6.6 453+14 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 453+14 LT ENTRANCE W/ MB AGGREGATE 72 14.7 6.6 14.7 6.6 12.8 14.7 6.6 12.8 13.8 14.7 14.7 14.7 15.8 14.7 15.8 14.7 15.8 15.8								4 /	<u> </u>
450+36	14 7	6.6						14 7	6 6
14.7 6.6 14.7 6.6 14.7 6.6 URBAN SUBTOTAL 251.2 URBAN TOTAL 251 GRAND TOTAL 992 446	17./	0.0							
14.7 6.6 URBAN SUBTOTAL 251.2 URBAN TOTAL 251 GRAND TOTAL 992 446	1/1 7	6.6							
14.7 6.6 URBAN TOTAL 251 113 GRAND TOTAL 992 446	14./	0.0	433+14	LI			1 / 2		
GRAND TOTAL 992 446	14 7	6 6							
	14./	0.0			UNDAN TUTAL	-			113
					CDAND TOTAL			002	116
	14 7	6.6			GRAND TOTAL	-		992	440

ENTRANCE W/ MB = ENTRANCE WITH A MAILBOX TURNOUT

SCALE:

STA	TION SIDE	NAME	DESCRIPTION	WIDTH (FT)
55+66	LT/RT	KELL RD	BITUMINOUS	60
109+29	LT/RT	CROWLEY RD	BITUMINOUS	70
162+84	LT/RT	IL ROUTE 161	BITUMINOUS	190
189+38	RT	SHORT RD	BITUMINOUS	65
229+29	LT/RT	CARTTER RD	BITUMINOUS	85
255+84	RT	SASSAFRAS RD	BITUMINOUS	60
269+16	LT	LEVEE RD	BITUMINOUS	70
282+61	RT	HARRIS RD	BITUMINOUS	60
315+06	LT/RT	ENGLAND RD	BITUMINOUS	65
328+41	LT	BROWN LN	BITUMINOUS	50
367+83	LT/RT	CHURCH RD	BITUMINOUS	65
369+37	RT	FAIRSIDE LN	AGGREGATE	75
370+78	RT	NANCY LN	AGGREGATE	50
389+70	RT	PINEWOOD PL	CONCRETE	80
394+26	RT	LAKESHORE DR	BITUMINOUS	75
399+18	RT	HILLCREST CT	BITUMINOUS	70
407+10	RT	CJ HECK RD	BITUMINOUS	80

SIDE ROAD SCHEDULE

USER NAME = ruhollds DESIGNED -REVISED DRAWN REVISED HECKED REVISED PLOT DATE = 12/4/2019 REVISED DATE

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

						F.A.S. RTE	SEC ⁻	ΓΙΟΝ		COUNTY	TOTAL SHEETS	SHEET NO.
	SCHED	JLE	OF QUA	ANTITIES		2826	(106,107,10	8,109)R	S-4	MARION	14	9
										CONTRACT	NO. 76	5N06
SHEET 2	OF	3	SHEETS	STA.	TO STA.			ILLINOIS	EED, AI	D PROJECT		

LOCATION

THE REMOVAL REQUIRED FOR THE MAILBOX TURNOUT CONSTRUCTION IS INCLUDED IN EXCAVATING AND GRADING EXISTING SHOULDERS. SEE THE MAINLINE RESURFACING SCHEDULE AND THE PROPOSED TYPICAL SECTIONS.

SEE SHOULDER SCHEDULE FOR ADDITIONAL QUANTITIES

SEE SHOULDER SCHEDULE AND MAINLINE RESURFACING SCHEDULE FOR ADDITIONAL QUANTITIES

THE SIDE ROAD OMISSIONS AND IS FOR INFORMATION ONLY.

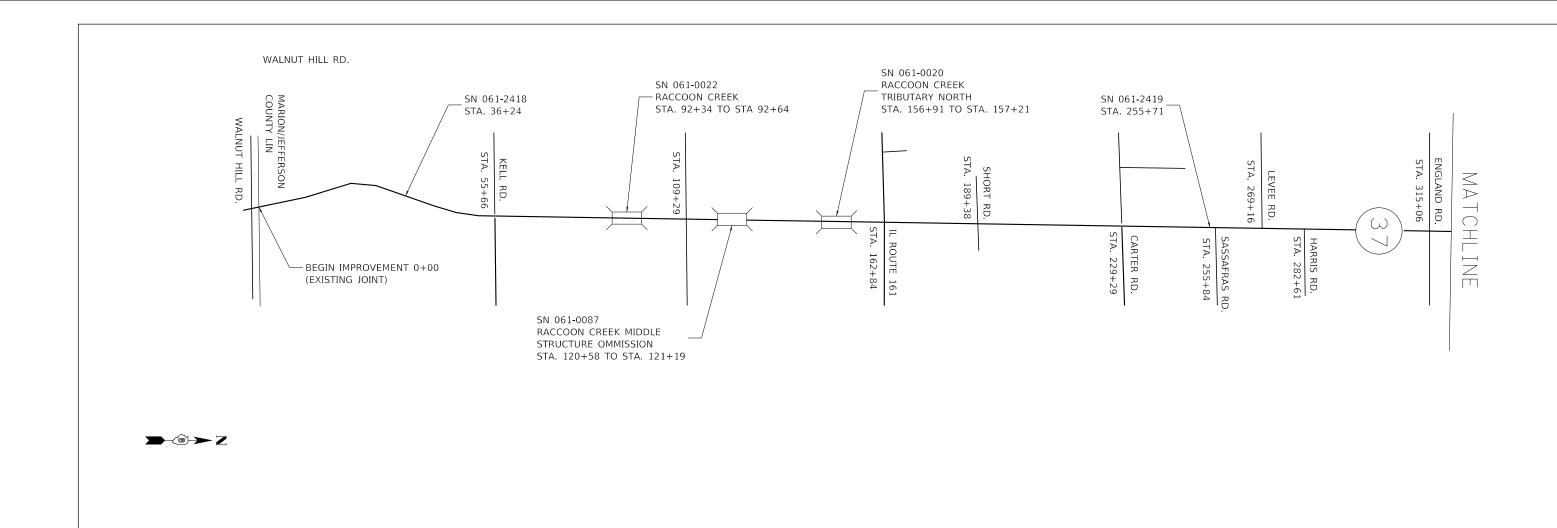
1										
1	INCLUDES	SIDE	ROAD	OMISSIONS.	SEE	SIDE	ROAD	SCHEDULE	FOR	LOCATIONS.

SHOF	RT TE	RM PAVE	MENT MAR	KING SCH	HEDULE ²
LC	OCATIO	ON	LINE SKIP-DASH YELLOW	- 4" WHITE DIAGONALS	SHORT TERM PAVEMENT MARKING REMOVAL
STA.	TO	STA.	(FT)	(FT)	(SQ FT)
0+00	TO	156+91	2852	1256	894.0
156+91	TO	157+21	STR	UCTURE OMI	SSON
157+21	TO	411+97.31	4632	2040	1452.0
411+97.31	TO	414+05.51	STR	UCTURE OMI	SSON
414+05.51	TO	421+47	134	56	41.0
RURAI	L SUB	TOTAL	7618	3352	2387.0
RUR	AL TO	TAL	109	970	2387
421+47	TO	452+00	556	248	175.3
URBAI	N SUB	TOTAL	556	248	175.3
URB	BAN TO	TAL	80	04	175
GRA	ND TO	TAL	11	774	2562

² 2 APPLICATIONS OF THE YELLOW SKIP-DASH AND 1 APPLICATION OF THE WHITE DIAGONALS WERE ASSUMMED. ONLY THE REMOVAL OF THE FINAL APPLICATION WILL BE PAID FOR.

	JAVC							
	LO	CATION		GUTTER REMOVAL				
STA	TO	STA	(NB/SB)	(FT)				
14+61.80	TO	27+62.90	NB	1301.1				
38+11.60	TO	47+07.20	SB	895.6				
	RURAL	SUBTOTAL		2196.7				
	2197							
'								
	GRAN	ID TOTAL		2197				

SCHEDULE OF QUANTITIES							SECTION	COUNTY	COUNTY TOTAL SHEETS	
	SCHED	ULE	OF QUA	ANTITIES		2826	(106,107,108,109)RS-4	MARION	14	10
								CONTRACT	NO. 70	5N06
SHEET 3	OF	OF 3 SHEETS STA. TO STA.					ILLINOIS FE	D. AID PROJECT		



SN 061-0089 CROOKED CREEK STRUCTURE OMISSIONS BROWN RD. STA. 328+41 STA. 411+97.31 TO STA. 414+05.51 STA. 367+83 CHURCH RD. MATCHLINE CJ HECK RD

STA 407+10 NOT TO SCALE - END IMPROVEMENT 452+00 FAIRSIDE LN. STA. 369+37 HILLCREST CT. STA. 399+18 LAKESHORE DR. NANCY LN. STA. 394+26 STA. 370+78 PINEWOOD PL. STA. 389+70

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL

- 1. THE WORK DESCRIBED ON THESE DRAWINGS ARE THE INTEGRAL PART OF THE STORM WATER POLLUTION PREVENTION PLAN USED TO OBTAIN THE NPDES FROM IEPA FOR THE CONSTRUCTION OF THIS PROJECT.
- 2. THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT OF ANY STORM WATER DISCHARGES THAT ORIGINATE ON THIS SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS OR DOWNSTREAM AREAS. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE SITE AT ALL TIMES.
- 3. TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN A MANNER THAT UNTREATED ON-SITE RUNOFF DOFS NOT MIX WITH THE OFF-SITE RUNOFF.
- 4. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.
- 5. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED USING PERMANENT MEASURES.
- 6. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT THE INSTALLAION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THE INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY SEVEN DAYS) AND AFTER RAINFALL EVENTS GREATER THAN 1/2 INCH.
- 7. THE CONTRACTOR SHALL REMOVE ALL EXCAVATED MATERIAL FOR THE CONSTRUCTION OF THE 4FT HMA SHOULDERS FROM THE JOB SITE UNLESS DIRECTED BY THE RESIDENT ENGINEER.
- 8. THE CONTRACTOR SHALL REPLACE THE MATERIAL REMOVED FOR THE CONSTRUCTION OF THE 4FT HMA SHOULDER WITH THE FIRST LIFT OF THE HMA SHOULDER WITHIN THE SAME DAY TO PREVENT SEDIMENT EROSION.
- 9. THE EXCAVATED MATERIAL FROM THE CONSTRUCTION OF THE 4FT HMA SHOULDERS SHALL NOT BE DEPOSITED ON THE SHOULDER UNLESS DIRECTED BY THE RESIDENT ENGINEER.

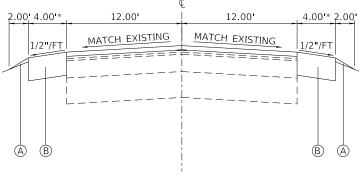
NOTES

* THE PROPOSED HMA SHOULDERS 8" AND THE PROPOSED EXCAVATING AND GRADING EXISTING SHOULDER WIDTH SHALL BE 8FT AT MAILBOX TURNOUTS. SEE THE MAILBOX TURNOUT SCHEDULE FOR LOCATIONS. SEE THE SHOULDER SCHEDULE FOR HMA SHOULDERS AND EXCAVATION AND GRADING OF EXISTING SHOULDERS OMISSIONS

** SEE THE SHOULDER DETAIL IN THE RESURFACING DETAILS FOR THE SHOULDER SLOPES

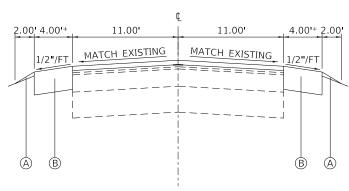
LEGEND

(A) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
(B) PROPOSED HMA SHOULDERS 8"



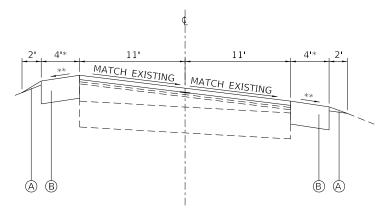
TYPICAL EROSION CONTROL SECTION

STA. 160+00 TO STA. 452+00



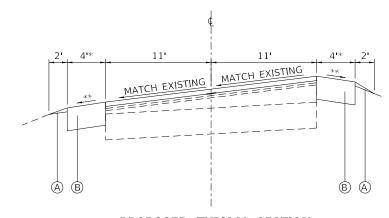
TYPICAL EROSION CONTROL SECTION

STA. 0+00 TO STA. 14+61.6 STA. 27+62.9 TO STA. 38+11.6 STA. 47+07.2 TO STA. 160+00



PROPOSED TYPICAL SECTION

STA. 14+61.8 TO STA. 27+62.9



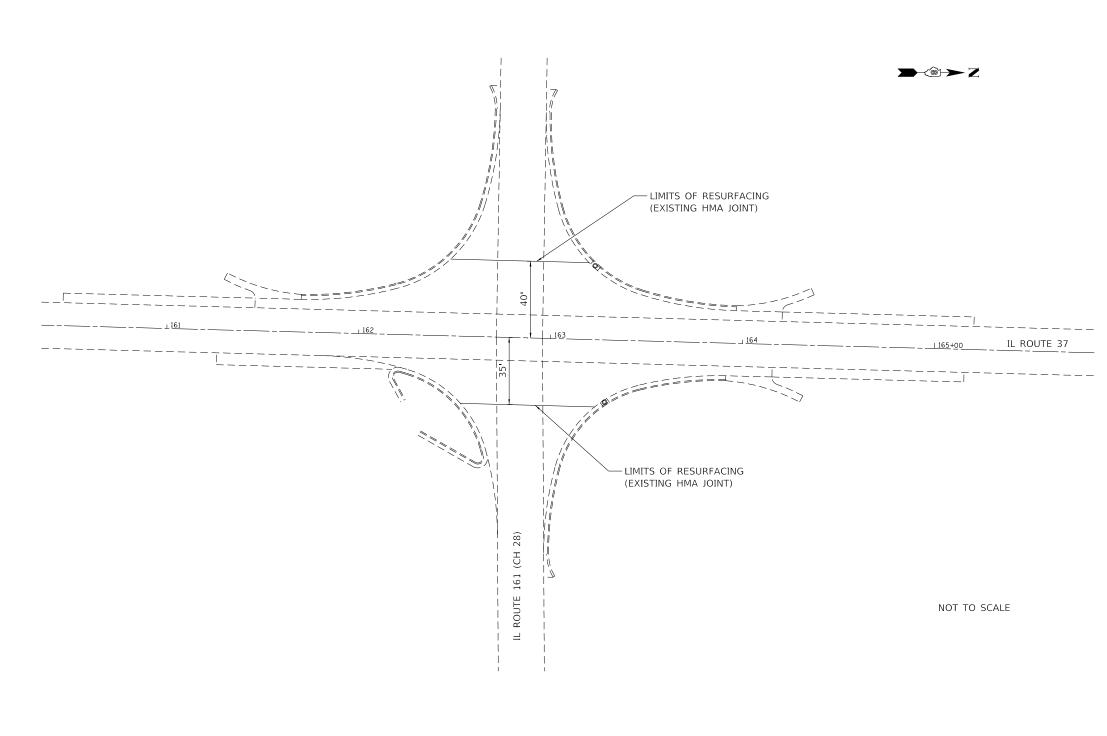
PROPOSED TYPICAL SECTION

STA. 38+11.6 TO STA. 47+07.2

USER NAME = ruhollds	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -
PLOT DATE = 12/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:



INTERSECTION OF IL ROUTE 37 & IL ROUTE 161

USER NAME = ruhollds	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -	
PLOT DATE = 12/4/2019	DATE -	REVISED -	

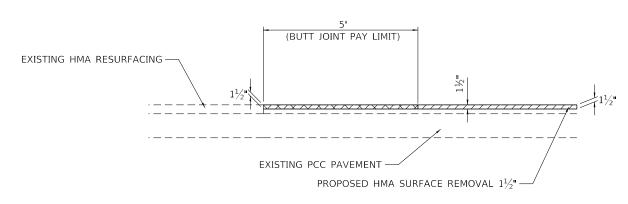
STATI	E OI	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

								F.A.S. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
	RESURFACING DETAILS							2826	2826 (106,107,108,109)RS-4 MARION			14	13
											CONTRACT	NO. 76	5N06
SC	CALE: N.T.S.	SHEET 1	OF	2	SHEETS		ILLINOIS F	FED. AID	PROJECT				

MODEL: Default

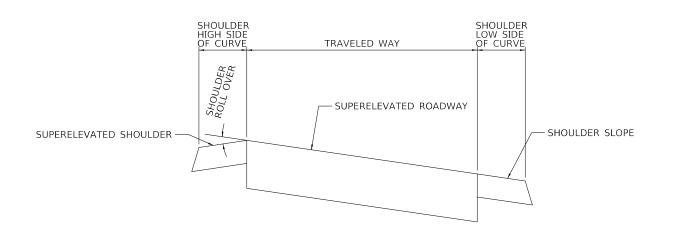
STRUCTURE OMISSION BUTT JOINT DETAIL

ELEVATION VIEW



BEGIN/END BUTT JOINT DETAIL

ELEVATION VIEW



	SHOULDER	R SLOPE	
TRAVELED WAY	HIGH SIDE	LOW SIDE	ROLLOVER
(%)	(%)	(%)	(%)
3.5%	4.0%	4.0%	7 . 5%
4.0%	4.0%	4.0%	8.0%
4.5%	3.5%	4.5%	8.0%
5.0%	3.0%	5.0%	8.0%
5 . 5%	2.5%	5.5%	8.0%
6.0%	2.0%	6.0%	8.0%
6 . 5%	1.5%	6.5%	8.0%
7.0%	1.0%	7.0%	8.0%
7 . 5%	0.5%	7.5%	8.0%
8.0%	0.0%	8.0%	8.0%

NOTE: ANY CHANGES TO THE VALUES SHOWN MUST BE APPROVED BY THE RESIDENT ENGINEER. THE MAXIMUM ROLLOVER SHALL NOT EXCEED 8.0%.

SHOULDER DETAIL FOR SUPERELEVATED CURVES

NOT TO SCALE

USER NAME = ruhollds	DESIGNED -	REVISED -	_
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 12/4/2019	DATE -	REVISED -	

STATE OI	F ILLINOIS
DEPARTMENT OF	TRANSPORTATION

							F.A.S. RTE	SECTION		COUNTY	TOTAL SHEETS	
	RESURFACING DETAILS							(106,107,108,109)R	S-4	MARION	14	14
										CONTRACT	NO. 76	5N06
	SHEET 2	OF	2	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT					