

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707		CUMBERLAND	34	5
		ILLINOIS	CONTRACT NO. 74542	

• (F-X,E-X)RS-1 & (CF-X)RS-2

D-97-004-12



PROPOSED HIGHWAY PLANS

FAS 1707 ROUTE US 40
SECTION (F-X,E-X) RS-1 & (CF-X) RS-2
PROJECT STP - HMMN(199)
RESURFACING (3P)
CUMBERLAND COUNTY

C-97-007-12

FOR INDEX OF SHEETS, SEE SHEET NO. 2

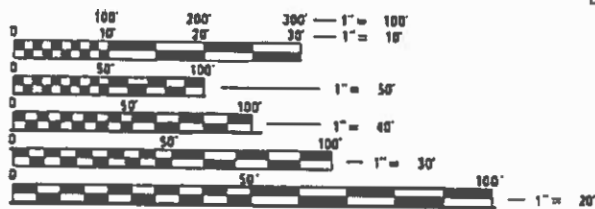
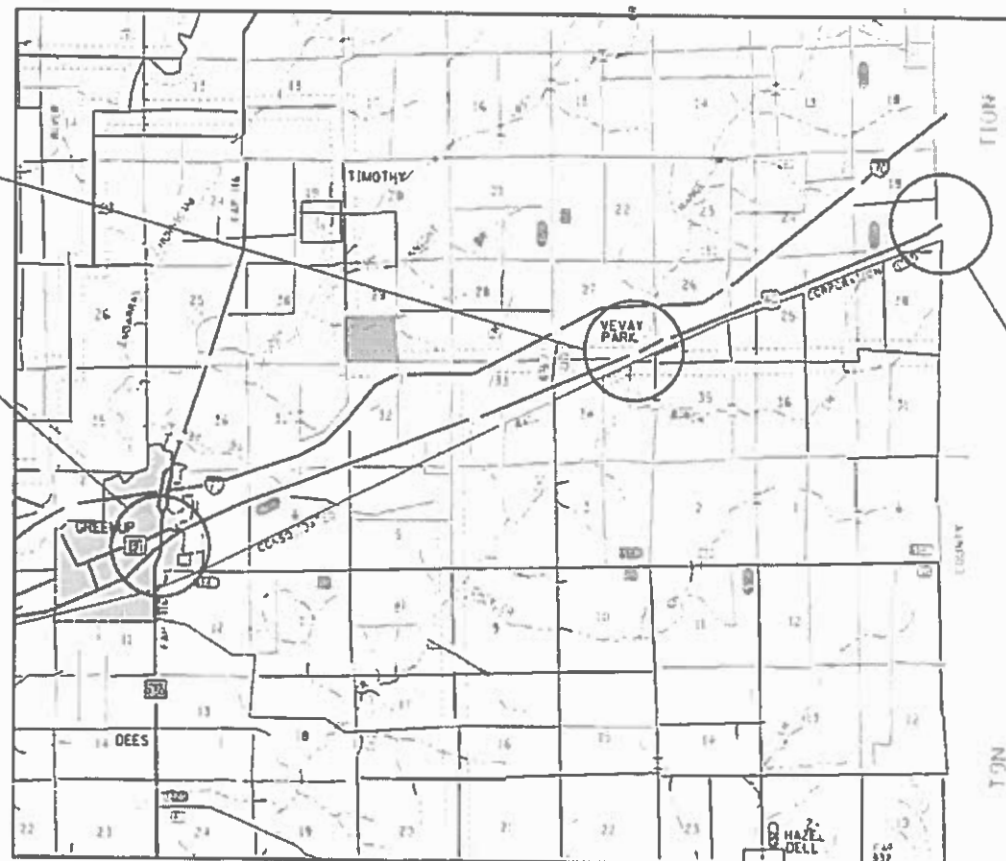
ADT = 2050

STATION EQUATION:
856 + 51(BACK) = 2034 + 04.7(AHEAD)

BRIDGE OMISSION:
STA. 2276+18.25 TO STA. 2278+21.75

PROJECT BEGINS:
STA. 826+00

PROJECT ENDS:
STA. 2447+78



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

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

PROJECT ENGINEER: TOM RONAN (217-342-8320)
PROJECT MANAGER: MATTHEW METTE

CONTRACT NO. 74542

GROSS LENGTH = 44,424.3 FT. = 8.414 MILE
NET LENGTH = 44,220.8 FT. = 8.375 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 1-31-2020
Jeffrey P. [Signature] REGIONAL ENGINEER
March 20 2020
[Signature] ENGINEER OF DESIGN AND ENVIRONMENT
March 20 2020
[Signature] DIRECTOR OF HIGHWAYS & TRANSPORTATION IMPLEMENTATION 13

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INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS & GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-8	SCHEDULE OF QUANTITIES
9	SURVEY TIE POINTS
10-24	PLAN SHEETS
25-34	DETAIL SHEETS

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

STD. NO.	DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
406201-01	MAILBOX TURNOUT
442201-03	CLASS C AND D PATCHES
642006	SHOULDER RUMBLE STRIP 8 INCH
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY FROM PAVEMENT EDGE
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
701336-07	LANE CLOSURE, 2L, 2W, WORK AREA IN SERIES FOR SPEEDS ≥ 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

THIS PROJECT IS LOCATED ON FAS ROUTE 1707 (US 40) IN CUMBERLAND COUNTY, FROM ILL 130 IN GREENUP TO THE CLARK CO LINE. THE WORK INCLUDED IN THIS SECTION CONSISTS OF PAVEMENT PATCHING, MILLING, PLACEMENT OF HOT-MIX ASPHALT BINDER AND SURFACE COURSE, REPLACEMENT OF A DOUBLE PIPE CULVERT, AGGREGATE WEDGE SHOULDERS, RUMBLE STRIPS, PAVEMENT MARKING, TRAFFIC CONTROL, AND ANY OTHER WORK NECESSARY TO COMPLETE THIS SECTION.

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

RUMBLE STRIPS SHALL BE OMITTED AT MAILBOX TURNOUTS 60' BOTH SIDES OF THE MAILBOX. THESE RUMBLE STRIP OMISSIONS WILL NOT BE MEASURED FOR PAYMENT.

THE CONTRACTOR SHALL BEGIN PLACING BINDER WITHIN 72 HOURS OF COMPLETING THE HOT-MIX ASPHALT SURFACE REMOVAL. THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER A MINIMUM OF 48 HOURS PRIOR TO A PAY FOR PERFORMANCE (PFP) OR QUALITY CONTROL FOR PERFORMANCE (QCP) START-UP.

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

THE HOT MIX ASPHALT PAY FOR PERFORMANCE (BMPR) SPECIAL PROVISION SHALL APPLY TO THE HOT-MIX ASPHALT BINDER COURSE AND HOT-MIX ASPHALT SURFACE COURSE LAID ON THE TWO THROUGH LANES. THE PAY FOR PERFORMANCE SPECIFICATION WILL NOT APPLY TO THE BINDER COURSE AND SURFACE COURSE LAID ON TOP OF THE HOT-MIX ASPHALT SHOULDERS.

WHEN APPLYING SHORT TERM PAVEMENT MARKINGS, TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE AND PAINT SHALL BE USED ON MILLED SURFACES.

THE TOTAL QUANTITY OF PAINT PAVEMENT MARKING-LINE 4" CONSISTS OF 85,710 FEET OF WHITE AND 18,078 FEET OF YELLOW.

LONGITUDINAL JOINT SEALANT SHALL BE PLACED ALONG THE CENTERLINE, BETWEEN THE LAYER OF BINDER AND SURFACE COURSE.

THE REMOVAL OF THE DOUBLE PIPE CULVERT'S END SECTIONS, TOE WALLS, WINGWALLS, & HEADWALLS SHALL BE INCLUDED WITH THE COST OF PIPE CULVERT REMOVAL.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

APPLICATION	AC/PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE	QUALITY MANAGEMENT
HMA SURFACE COURSE (2")	PG 64-22	4.0% @ Ndesign = 70	IL 9.5	MIXTURE C	PFP
HMA BINDER COURSE (1 1/2")	PG 64-22	4.0% @ 70	IL 9.5 FG	N/A	QCP
PAVEMENT PATCHING	PG 64-22	4.0% @ 70	IL 19.0	N/A	QC/QA
INCIDENTAL HOT-MIX ASPHALT SURFACING	PG 64-22	4.0% @ 70	IL 9.5	MIXTURE C	QC/QA

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

HOT MIX ASPHALT	112 LBS/SQ YD/IN
BITUMINOUS MATERIALS (TACK COAT)	
MILLED SURFACE	0.05 LBS/SQ FT
BETWEEN HMA LIFTS	0.025 LBS/SQ FT
GRANULAR MATERIAL	2.05 TONS/CU YD

80% FED
20% STATE

80% FED
20% STATE

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0005		
20700220	POROUS GRANULAR EMBANKMENT	CU YD	75.4	75.4		
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	52	52		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	132449	132449		
40600990	TEMPORARY RAMP	SO YD	324	324		
40602970	HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N70	TON	15248	15248		
40604052	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	TON	17610	17610		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	458	458		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SO YD	148631	148631		
44201798	CLASS D PATCHES, TYPE I, 13 INCH	SO YD	58	58		
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SO YD	7407	7407		
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SO YD	992	992		
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SO YD	324	324		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	4719	4719		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0005		
50105220	PIPE CULVERT REMOVAL	FOOT	90	90		
54001001	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	2	2		
54010802	PRECAST CONCRETE BOX CULVERTS 8' X 2'	FOOT	84	84		
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	81934	81934		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	76	76		
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1		
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1		
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	2	2		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8		
67100100	MOBILIZATION	LSUM	1	1		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1	1		

* SPECIALTY ITEM

REV. - MS

80% FED
20% STATE

80% FED
20% STATE

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0005		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD	LSUM	1	1		
	701306					
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD	LSUM	1	1		
	701336					
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	13258	13258		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	1473	1473		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	103788	103788		
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	26	26		
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	103788	103788		
* 78004374	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - INLAID - LINE 24"	FOOT	26	26		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	552	552		
X0326440	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)	SO YD	4089	4089		
X4060995	TEMPORARY RAMP, SPECIAL	SO YD	405	405		

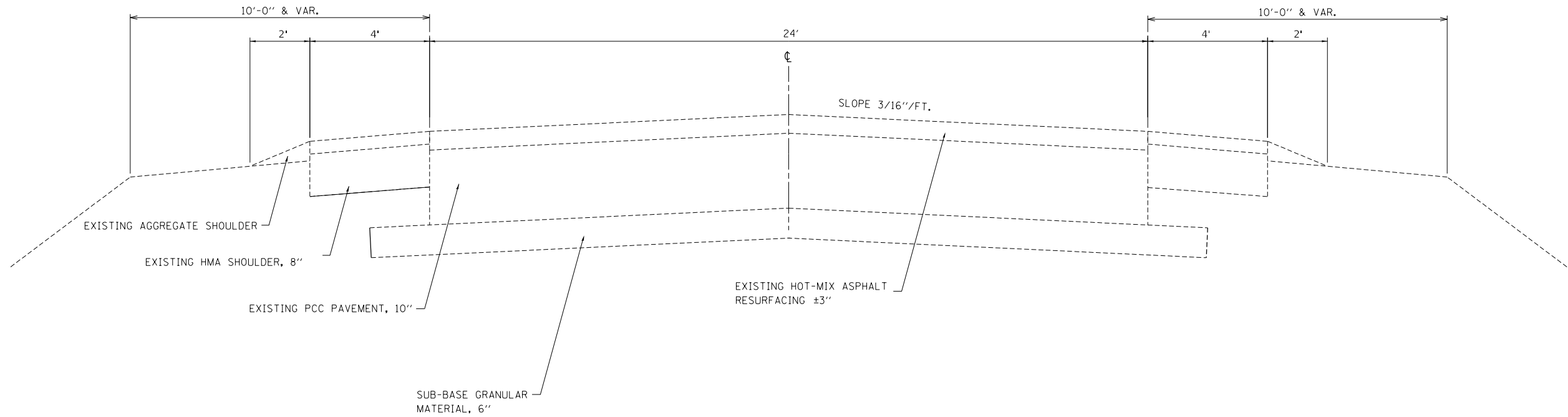
SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0005		
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SO FT	34648	34648		
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	44221	44221		
Z0049799	PROTECTING OR RESETTING SURVEY MARKERS	EACH	1	1		
Z0070202	SURVEY MARKER VAULT	EACH	1	1		

* SPECIALTY ITEM

EXISTING TYPICAL CROSS SECTION

TYPICAL SECTION

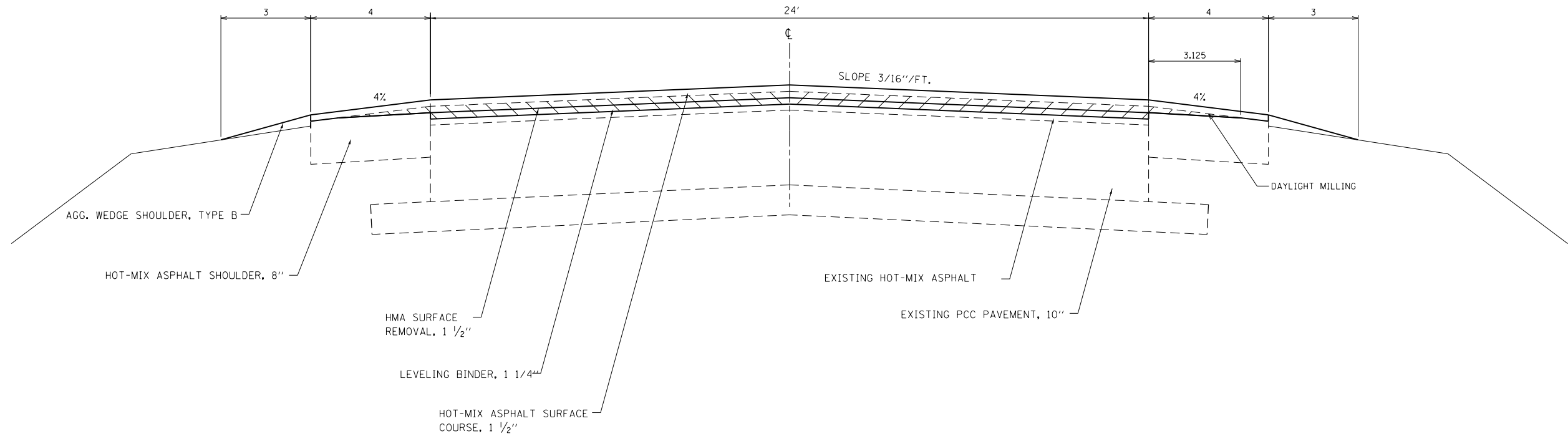
STATION 830+00 TO STATION 856+51
STATION 2034+04.7 TO STATION 2447+78



PROPOSED TYPICAL CROSS SECTION

TYPICAL SECTION

STATION 830+00 TO STATION 856+51
STATION 2034+04.7 TO STATION 2447+78



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\planroom.dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 7\Projects\74542\DRAWN\CADsheets\0774542-shr-typical.dgn		REVISIONS	REVISIONS		1707		CUMBERLAND	34	5			
Default	PLOT SCALE = 4.0000' / in.	CHECKED -	REVISIONS		SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.			• (F-X,E-X) RS-1 & (CF-X) RS-2		CONTRACT NO. 74542		
	PLOT DATE = 1/31/2020	DATE -	REVISIONS		ILLINOIS FED. AID PROJECT							

PAVING SCHEDULE			LENGTH	PAVEMENT WIDTH	SHOULDER WIDTH	AREA	AGGREGATE WEDGE SHOULDERS, TYPE B	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N70 (1 3/4")	HOT MIX ASPHALT SURFACE COURSE MIX "C", N70C (2")	LONGITUDINAL JOINT SEALANT	SHOULDER RUMBLE STRIPS, 8"
STATION	TO	STATION	FEET	FEET	FEET	SO YD	TON	POUND	SO. YD.	TON	TON	FOOT	FOOT
826+00.00	TO	826+30.00	30.0	24.0	8.0	107	0	74	101	0	12	30	0
826+30.00	TO	830+00.00	370.0	24.0	8.0	1,316	0	913	1,244	0	147	370	0
830+00.00	TO	830+30.00	30.0	24.0	8.0	107	3	90	101	5	12	30	60
830+30.00	TO	856+51.00	2,621.0	24.0	8.0	9,319	258	7,863	8,809	913	1,044	2,621	4,529
856+51.00	=	2034+04.70	STATION EQUATION										
2034+04.70	TO	2276+03.25	24,198.6	24.0	8.0	86,039	2,582	72,596	81,334	8,432	9,636	24,199	44,547
2276+03.25	TO	2276+18.25	15.0	24.0	8.0	53	2	45	50	0	6	15	30
2276+18.25	TO	2278+21.75	203.5	BRIDGE OMISSION									
2278+21.75	TO	2278+36.75	15.0	24.0	8.0	53	2	45	50	0	6	15	30
2278+36.75	TO	2447+63.00	16,926.3	24.0	8.0	60,182	1,870	50,779	56,891	5,898	6,740	16,926	32,708
2447+63.00	TO	2447+78.00	15.0	24.0	8.0	53	2	45	50	0	6	15	30
SHEET TOTALS			44,424			157,230	4,719	132,449	148,631	15,248	17,610	44,221	81,934

SURVEY MARKER SCHEDULE

POINT #	ELEVATION	PROTECT OR RESET	DESCRIPTION	SURVEY MARKER VAULT
		(EACH)		(EACH)
1000	616.128	1	P.O.T. (PK NAIL) #3 - IRON PIN FOUND	1
TOTAL=		1		1

TEMPORARY RAMP (SPECIAL) SCHEDULE

LOCATION			WIDTH	LENGTH	AREA
			FEET	FEET	SQ YD
839+17.00	LT	PRA - CUMBERLAND	1.5	25.0	4.2
847+51.00	LT	CE	1.5	105.0	17.5
2034+41.00	RT	PRA - EVAPCO	1.5	268.0	44.7
2047+55.00	LT	PE - PCC DRIVE	1.5	138.0	23.0
2053+95.00	LT	PE - PCC DRIVE	1.5	140.0	23.3
2116+69.00	RT	PRA - 1900E	1.5	91.0	15.2
2145+76.00	LT	PRA - 1950E	1.5	118.0	19.7
2159+62.00	RT	PRA - 1975E	1.5	78.0	13.0
2173+95.00	RT	PRA - 2000E	1.5	120.0	20.0
2174+04.00	LT	PRA - 2000E	1.5	100.0	16.7
2201+62.00	RT	PRA - 2050E	1.5	101.0	16.8
2230+65.00	LT	PRA - 2100E	1.5	170.0	28.3
2230+68.00	RT	PRA - 2100E	1.5	122.0	20.3
2260+17.00	RT	PRA - 2150E	1.5	120.0	20.0
2295+84.00	RT	PRA - 715N	1.5	110.0	18.3
2332+01.00	RT	PRA - 2275E	1.5	104.0	17.3
2332+03.00	LT	PRA - 2275E	1.5	106.0	17.7
2374+55.00	RT	PRA - 2350E	1.5	108.0	18.0
2374+57.00	LT	PRA - 2350E	1.5	105.0	17.5
2419+49.00	LT	PRA - 2425E	1.5	102.0	17.0
2419+50.00	RT	PRA - 2425E	1.5	98.0	16.3
TOTAL=					405

STATION		TO	STATION	LENGTH FOOT	SHORT-TERM PAVEMENT MARKING FOOT	SHORT-TERM PAVEMENT MARKING REMOVAL SQ FT	TEMPORARY PAVEMENT MARKING - LINE 4" (YELLOW - NO PASSING) FOOT	TEMPORARY PAVEMENT MARKING - LINE 4" (YELLOW SKIP-DASH) FOOT	TEMPORARY PAVEMENT MARKING - LINE 4" (WHITE - EDGE LINE) FOOT	TEMPORARY PAVEMENT MARKING - LINE 24" (WHITE) FOOT	TEMPORARY PAVEMENT MARKING REMOVAL SQ FT	PAINT PAVEMENT MARKING-LINE 4" (YELLOW - NO PASSING) FOOT	PAINT PAVEMENT MARKING-LINE 4" (YELLOW SKIP-DASH) FOOT	PAINT PAVEMENT MARKING-LINE 4" (WHITE - EDGE LINE) FOOT	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - INLAID, LINE 24" (WHITE) FOOT	RAISED REFLECTIVE PAVEMENT MARKER, BI-DIRECTIONAL (AMBER) EACH
826+00.00	TO	826+30.00	30.0	9.0	1.0	0.0	7.5	60.0	0.0	22.5	0.0	7.5	60.0	0.0	0	
826+30.00	TO	830+00.00	370.0	111.0	12.3	0.0	92.5	0.0	26.0	82.8	0.0	92.5	0.0	26.0	5	
830+30.00	TO	856+51.00	2,621.0	786.3	87.4	0.0	655.3	4,699.0	0.0	1,784.8	0.0	655.3	4,699.0	0.0	33	
856+51.00	=	2034+04.70	0.0	STATION EQUATION												
2034+04.70	TO	2276+03.25	24,198.6	7,259.6	806.5	5,625.0	6,049.6	47,601.1	0.0	19,758.6	5,625.0	6,049.6	47,601.1	0.0	302	
2276+03.25	TO	2276+18.25	15.0	4.5	0.5	0.0	3.8	30.0	0.0	11.3	0.0	3.8	30.0	0.0	0	
2276+18.25	TO	2278+21.75	203.5	BRIDGE OMISSION												
2278+21.75	TO	2278+36.75	15.0	4.5	0.5	0.0	3.8	30.0	0.0	11.3	0.0	3.8	30.0	0.0	0	
2278+36.75	TO	2447+63.00	16,926.3	5,077.9	564.2	1,405.0	4,231.6	33,259.5	0.0	12,965.4	1,405.0	4,231.6	33,259.5	0.0	212	
2447+63.00	TO	2447+78.00	15.0	4.5	0.5	0.0	3.8	30.0	0.0	11.3	0.0	3.8	30.0	0.0	0	
SHEET TOTALS				44,394	13,258	1,473	7,030	11,048	85,710	26	34,648	7,030	11,048	85,710	26	552

TEMPORARY RAMP SCHEDULE

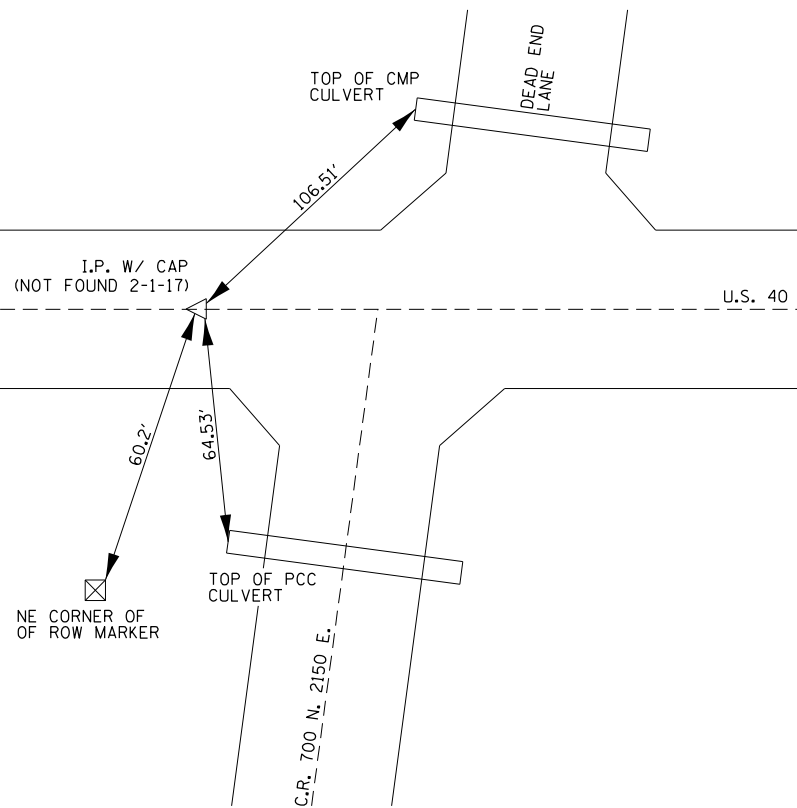
LOCATION			WIDTH	LENGTH	AREA
			FEET	FEET	SQ YD
826+00.00	BEGINNING OF PROJECT		5.0	24.0	13.3
828+27.00	RT	IL 130	5.0	180.0	100.0
828+27.00	LT	IL 130	5.0	170.0	94.4
839+17.00	LT	E CUMBERLAND ST	5.0	135.0	75.0
841+61.00	RT	PRAIRIEVIEW	5.0	50.0	27.8
2447+78.00	END OF PROJECT		5.0	24.0	13.3
TOTAL=					324

ENTRANCE SCHEDULE								
SIDE	STATION	ENTRANCE TYPE	WIDTH, W1	WIDTH, W2	LENGTH	AGGREGATE SURFACE COURSE, TYPE B	INCIDENTAL HOT-MIX ASPHALT SURFACING	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)
			EOP (FT)	(FT)	(FEET)	(TON)	(TON)	(SQ YD)
LT	828+27.6	PRA			SKIP			
RT	828+27.6	PRA			SKIP			
LT	839+17	PRA	325	25	60		130.7	1167
RT	839+21	FE	25	15	7	1.2		
RT	841+61	PRA	65		SKIP			
LT	847+51	CE	105		SKIP			
LT	2034+40	PRA	65	38	10		6.4	57
LT	2034+40	PRA	38	31	3	0.9		
RT	2034+41	PRA	268		SKIP			
LT	2040+50	PE/MBT	72	40	10		7	62
LT	2040+50	PE/MBT	40	20	3	0.8		
LT	2043+21	FE	25	15	7	1.2		
LT	2047+55	PE	85	53	10		8.6	77
LT	2047+55	PE	53	47	3	1.3		
LT	2049+29	PE	65	43	10		6.7	60
LT	2049+29	PE	43	32	3	1		
RT	2049+32	PE/MBT	87	50	10		8.5	76
RT	2049+32	PE/MBT	50	27	3	1		
LT	2053+95	PE	86	54	10		8.7	78
LT	2058+07	PE	25	15	7	1.2		
RT	2058+81	PE/MBT	72	35	10		6.7	59
RT	2058+81	PE/MBT	35	20	3	0.7		
LT	2059+75	PE	42	23	6		2.4	22
LT	2059+75	PE	23	18	3	0.5		
LT	2065+62	PE	45	29	6		2.8	25
LT	2065+62	PE	29	23	3	0.7		
LT	2069+47	PE	50	28	6		2.9	26
LT	2069+47	PE	28	20	3	0.6		
RT	2069+67	PE/MBT	86	56	10		8.8	79
RT	2074+82	PE	57	43	6		3.7	33
RT	2075+83	PE	50	29	7	2.4		
RT	2080+25	PE/MBT	72	44	6		4.3	39
RT	2080+25	PE/MBT	44	31	3	1		
LT	2080+36	FE	25	15	6	1.2		
LT	2088+95	PRA	99	59	10		9.8	88
LT	2088+95	PRA	59	44	3	1.3		
LT	2097+47	PE	57	35	6		3.4	31
LT	2097+47	PE	35	28	3	0.8		
RT	2097+59	FE	25	15	7	1.2		
RT	2099+10	MBT	72	20	3		1.7	15
RT	2103+37	MBT	72	20	3		1.7	15
RT	2103+87	FE	25	15	7	1.2		
LT	2103+87	PE	59	41	6		3.7	33
LT	2103+87	PE	41	36	3	1		
RT	2116+69	PRA	71	53	10		7.7	69
LT	2116+72	PRA/MBT	100	76	10		11	98
LT	2116+72	PRA/MBT	76	60	3	1.8		
RT	2123+87	MBT			SKIP			
RT	2123+87	MBT			SKIP			
LT	2123+95	FE	25	15	7	1.2		
RT	2130+25	FE/MBT	72	25	3		1.8	16
RT	2130+25	FE/MBT	25	15	3	0.5		
LT	2130+49	PE	42	28	6		2.6	23
LT	2130+49	PE	28	23	3	0.7		

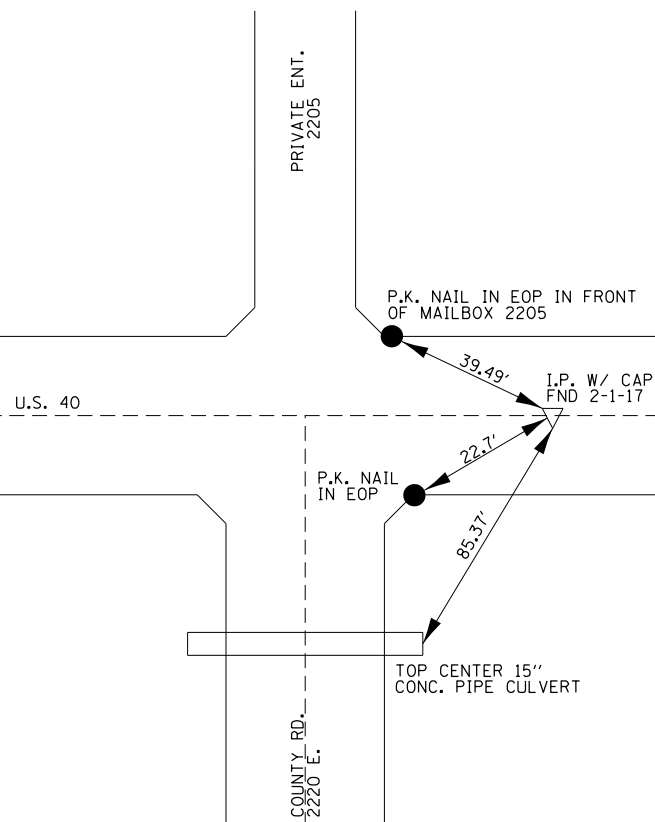
ENTRANCE SCHEDULE CONT'D								
SIDE	STATION	ENTRANCE TYPE	WIDTH, W1	WIDTH, W2	LENGTH	AGGREGATE SURFACE COURSE, TYPE B	INCIDENTAL HOT-MIX ASPHALT SURFACING	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)
			EOP (FT)	(FT)	(FEET)	(TON)	(TON)	(SQ YD)
LT	2145+76	PRA	98	78	10		11	98
RT	2145+83	PE/MBT	72	35	6		4	36
RT	2145+83	PE/MBT	35	25	3	0.8		
LT	2159+58	FE	25	15	7	1.2		
RT	2159+62	PRA	58	33	10		5.7	51
RT	2159+62	PRA	30	25				
RT	2160+45	MBT	72	20	7		4	36
LT	2160+82	PE	41	28	7	2.1		
RT	2173+95	PRA/MBT	100	65	10		10.3	92
LT	2174+04	PRA	80	50	10		8.1	72
RT	2178+65	PE	20	16	3	1.1		
LT	2184+32	FE	25	15	7	1.2		
RT	2189+62	PE/MBT	100	68	6		6.3	56
RT	2189+62	PE/MBT	68	32	3	1.3		
RT	2201+62	PRA/MBT	81	38	10		7.4	66
RT	2201+62	PRA/MBT	20	15	3	0.5		
LT	2201+64	PRA	59	41	6		3.7	33
LT	2201+64	PRA	41	36	3	1		
RT	2215+85	MBT	72	20	4		2.3	20
LT	2215+99	PE	70	43	6		4.2	38
LT	2215+99	PE	43	35	3	1		
RT	2216+00	FE	25	15	7	1.2		
LT	2230+65	PRA	145	100	10		15.2	136
RT	2230+68	PRA	102	77	10		11.1	99
LT	2245+98	FE	25	15	7	1.2		
RT	2245+98	FE	25	15	7	1.2		
RT	2260+17	PRA	100	68	10		10.5	93
LT	2260+26	PRA	96	59	10		9.6	86
LT	2260+26	PRA	59	46	3	1.4		
LT	2274+80	PE	77	60	6		5.1	46
LT	2274+80	PE	60	32	3	1.2		
LT	2286+17	PE	25	15	7	1.2		
LT	2289+78	PE	58	28	6		3.2	29
LT	2289+78	PE	28	21	3	0.6		
RT	2289+80	MBT	72	20	7		4	36
RT	2295+84	PRA	90	58	10		9.2	82
LT	2295+83	PE/MBT	92	67	6		5.9	53
LT	2295+83	PE/MBT	67	31	3	1.3		
LT	2297+50	PE/MBT	85	56	6		5.3	47
LT	2297+50	PE/MBT	56	30	3	1.1		
LT	2308+51	PE	69	40	6		4.1	36
LT	2308+51	PE	40	31	3	0.9		
RT	2308+52	PE	40	30	6		2.6	23
RT	2308+52	PE	30	20	3	0.7		
RT	2332+01	PRA	84	59	10		8.9	79
LT	2332+03	PRA	86	55	10		8.8	78
LT	2347+46	FE	25	15	7	1.2		
RT	2374+55	PRA	88	65	10		9.5	85
LT	2374+57	PRA	85	55	10		8.7	78
RT	2387+93	FE	25	15	7	1.2		
LT	2387+93	FE	25	15	7	1.2		
LT	2419+49	PRA	82	68	10		9.3	83
RT	2419+50	PRA	78	53	10		8.2	73

TOTALS 51.2 457.8 4088.8333

P. O. T. (PK NAIL) #1 U. S. 40



P. O. T. (PK NAIL) #3 U. S. 40



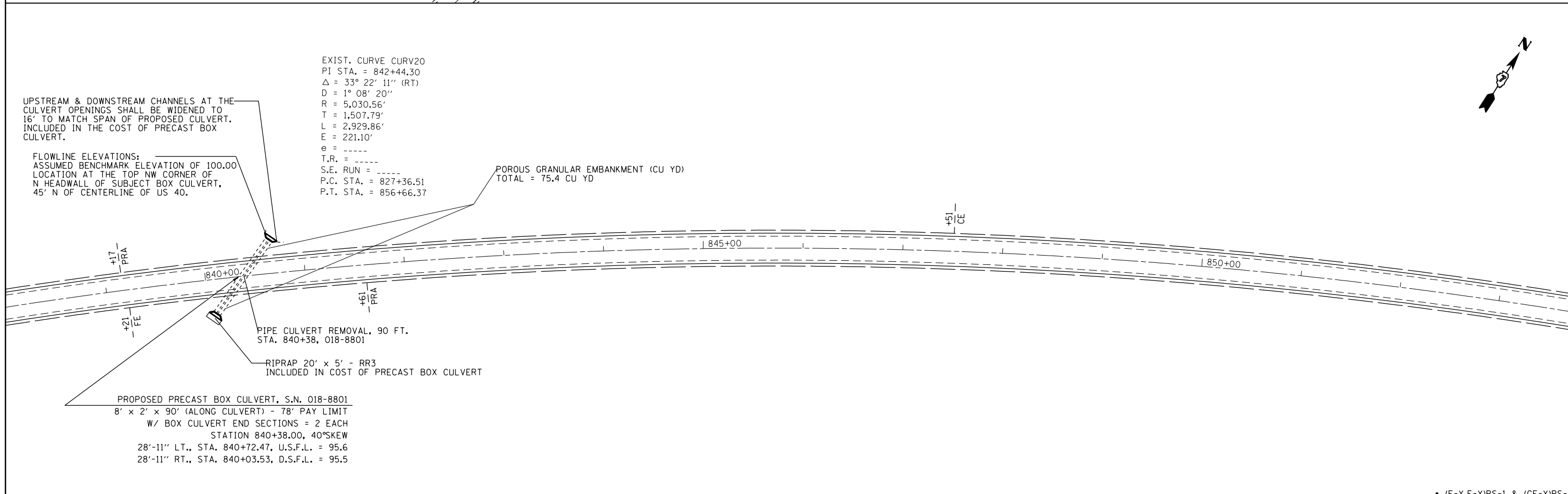
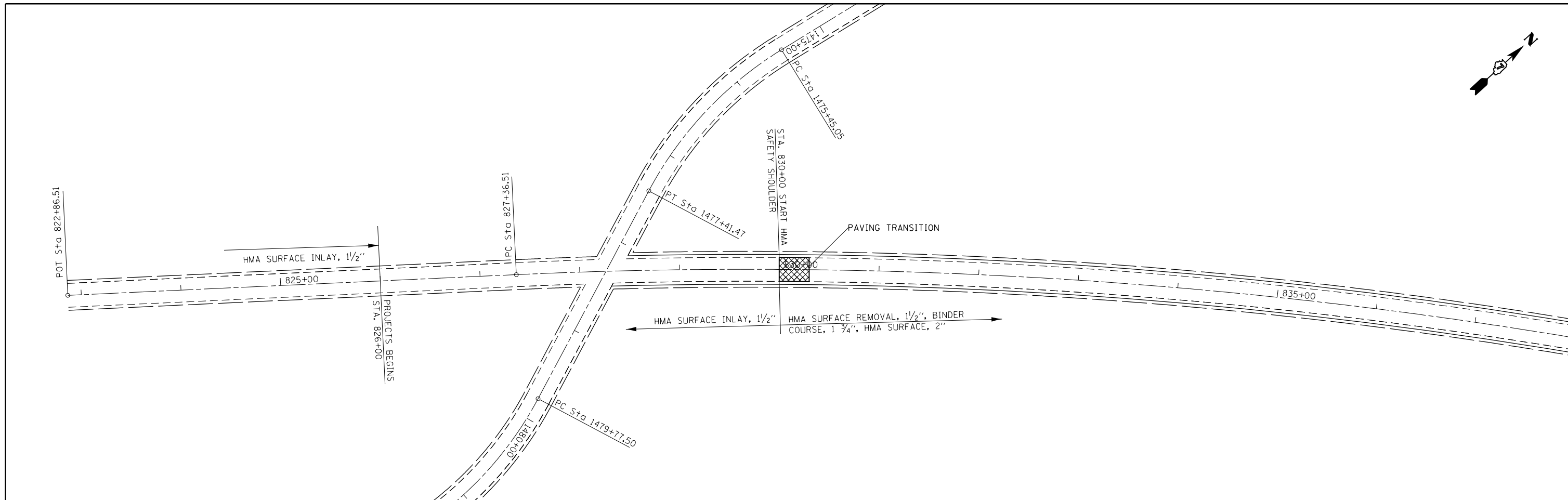
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	PLOT DATE = 1/31/2020		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TIE POINTS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(F-X,E-X)RS-1 & (CF-X)RS-2	CUMBERLAND	34	9
CONTRACT NO. 74542			ILLINOIS FED. AID PROJECT	



UPSTREAM & DOWNSTREAM CHANNELS AT THE CULVERT OPENINGS SHALL BE WIDENED TO 16' TO MATCH SPAN OF PROPOSED CULVERT. INCLUDED IN THE COST OF PRECAST BOX CULVERT.

FLOWLINE ELEVATIONS:
 ASSUMED BENCHMARK ELEVATION OF 100.00
 LOCATION AT THE TOP NW CORNER OF N HEADWALL OF SUBJECT BOX CULVERT, 45' N OF CENTERLINE OF US 40.

EXIST. CURVE CURV20
 PI STA. = 842+44.30
 $\Delta = 33^\circ 22' 11''$ (RT)
 D = 1° 08' 20"
 R = 5,030.56'
 T = 1,507.79'
 L = 2,929.86'
 E = 221.10'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 827+36.51
 P.T. STA. = 856+66.37

POROUS GRANULAR EMBANKMENT (CU YD)
 TOTAL = 75.4 CU YD

PIPE CULVERT REMOVAL, 90 FT.
 STA. 840+38, 018-8801

RIPRAP 20' x 5' - RR3
 INCLUDED IN COST OF PRECAST BOX CULVERT

PROPOSED PRECAST BOX CULVERT, S.N. 018-8801
 8' x 2' x 90' (ALONG CULVERT) - 78' PAY LIMIT
 W/ BOX CULVERT END SECTIONS = 2 EACH
 STATION 840+38.00, 40°SKEW
 28'-11" LT., STA. 840+72.47, U.S.F.L. = 95.6
 28'-11" RT., STA. 840+03.53, D.S.F.L. = 95.5

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
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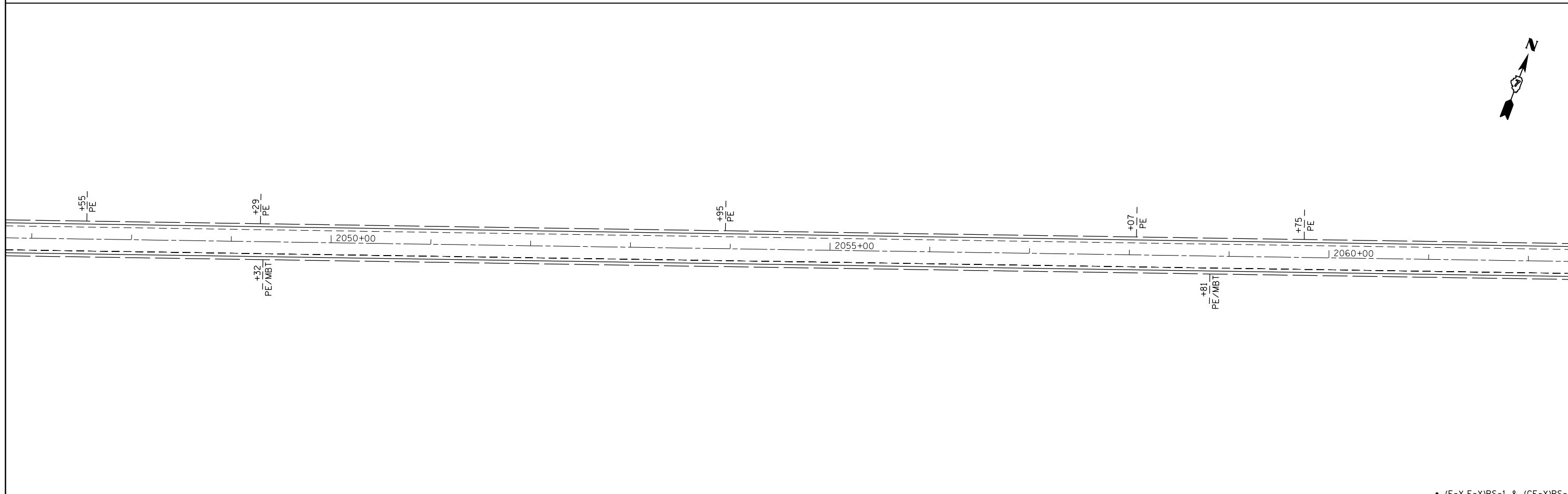
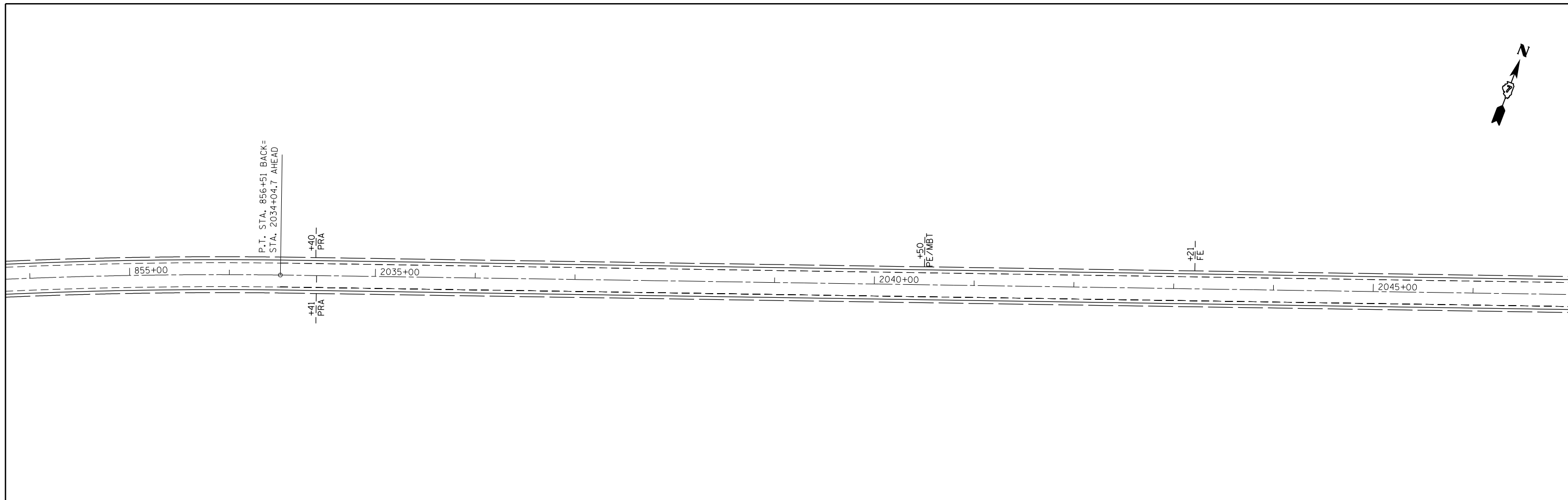
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN SHEET

SCALE: 50 SHEET 1 OF 15 SHEETS STA. 824+00 TO STA. 853+00

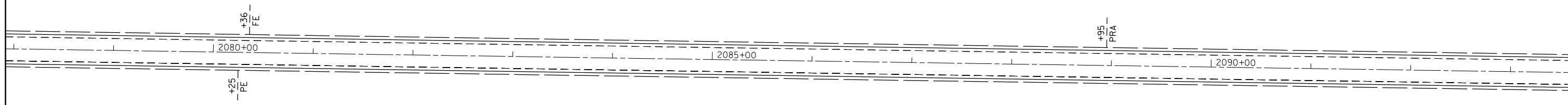
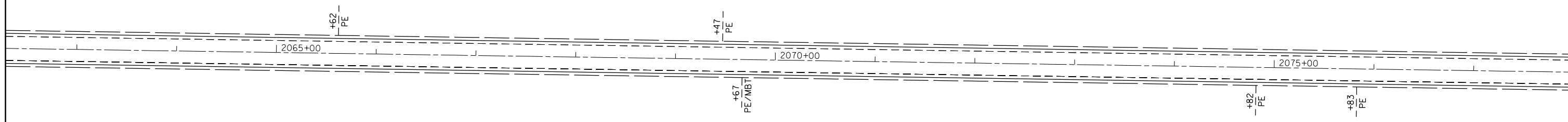
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707		CUMBERLAND	34	10
• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				

• (F-X,E-X)RS-1 & (CF-X)RS-2



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET			F.A.S. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE = 1/31/2020	DATE -	REVISED -		SCALE: 50 SHEET 2 OF 15 SHEETS STA. 853+00 TO STA. 2062+00			• (F-X, E-X) RS-1 & (CF-X) RS-2		CONTRACT NO. 74542		
							ILLINOIS FED. AID PROJECT					

• (F-X,E-X)RS-1 & (CF-X)RS-2



• (F-X,E-X)RS-1 & (CF-X)RS-2

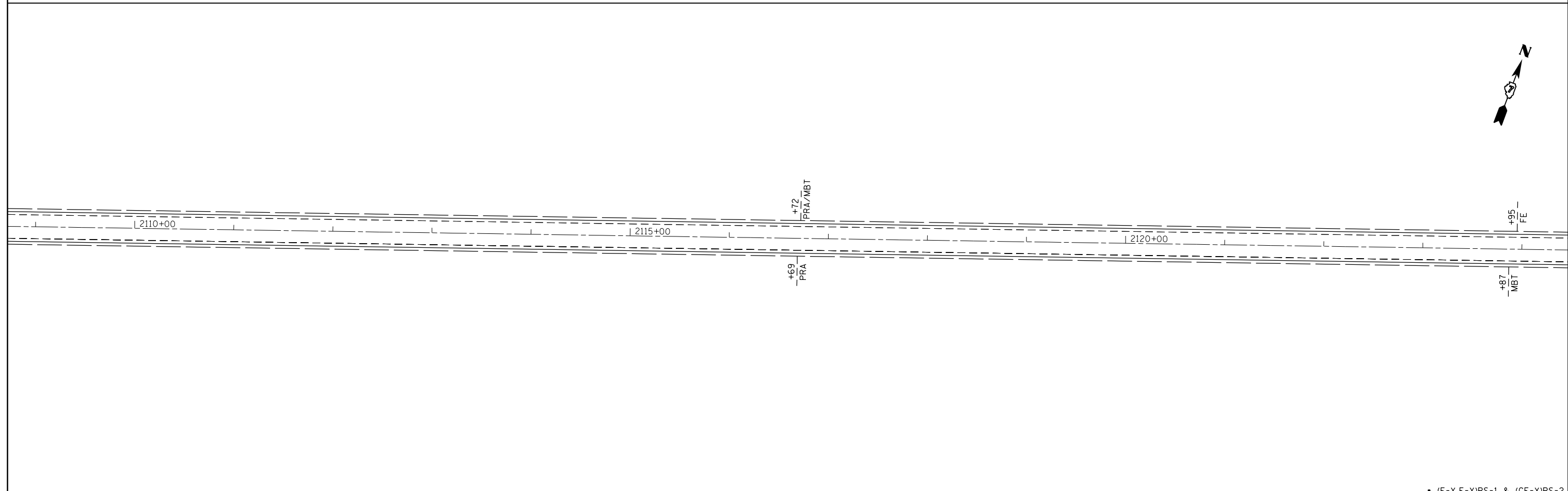
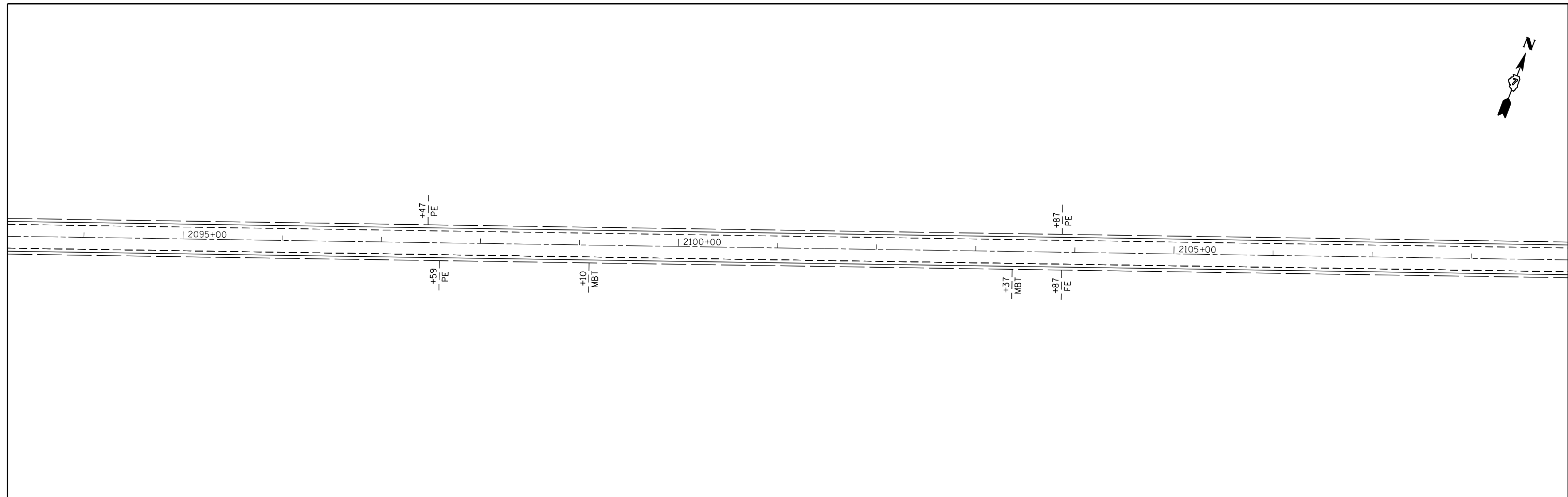
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Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -
	PLOT DATE = 1/31/2020		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET

SCALE: 50 SHEET 3 OF 15 SHEETS STA. 2062+00 TO STA. 2093+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	•	CUMBERLAND	34	12
• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				



• (F-X,E-X)RS-1 & (CF-X)RS-2

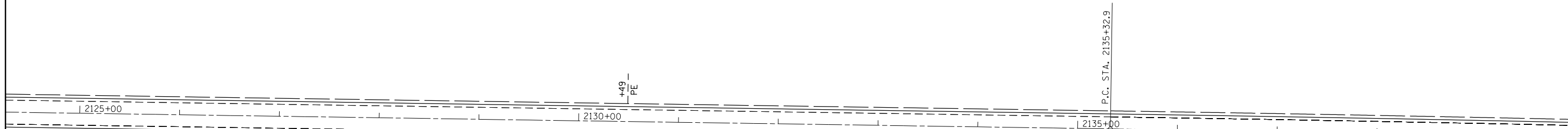
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	PLOT DATE = 1/31/2020		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

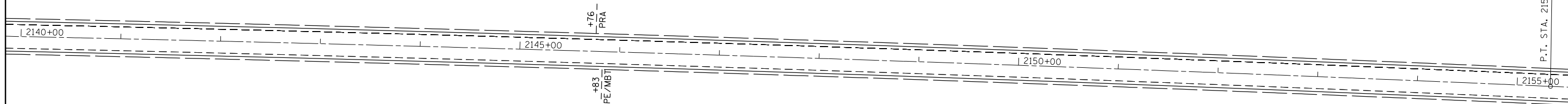
PLAN SHEET

SCALE: 50 SHEET 4 OF 15 SHEETS STA. 2093+00 TO STA. 2124+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	•	CUMBERLAND	34	13
• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				



EXIST. CURVE CURVE1
 PI STA. = 2145+33.27
 Δ = 1° 38' 00" (RT)
 D = 0° 04' 54"
 R = 70,179.30'
 T = 1,000.37'
 L = 2,000.60'
 E = 7.13'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 2135+32.90
 P.T. STA. = 2155+33.50



• (F-X,E-X)RS-1 & (CF-X)RS-2

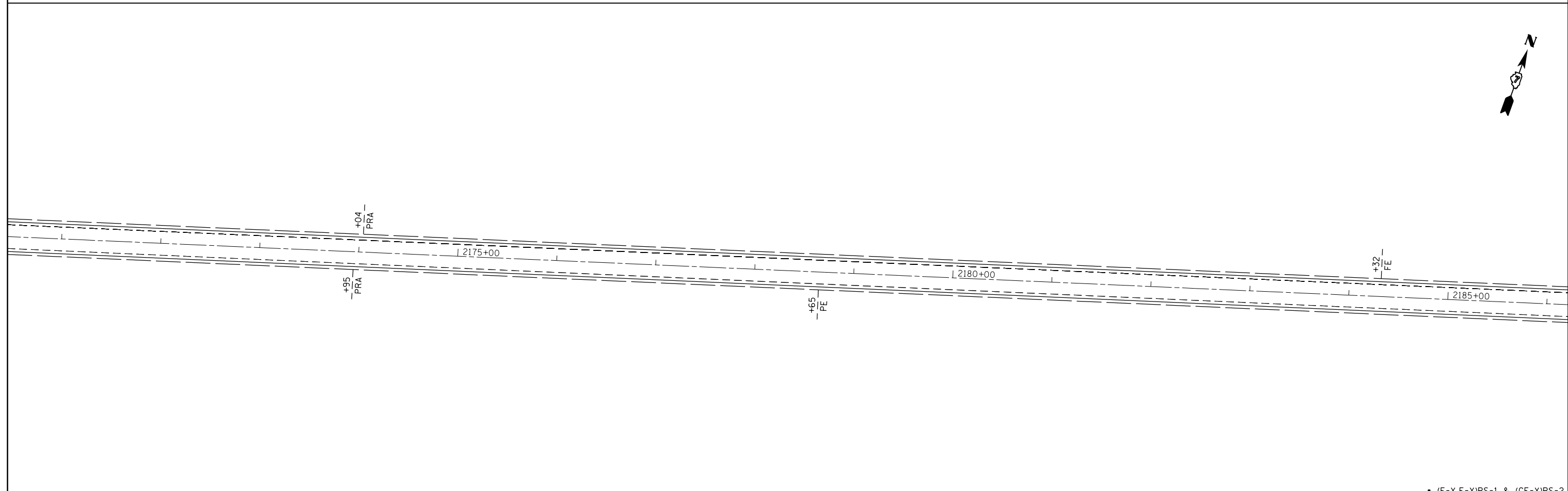
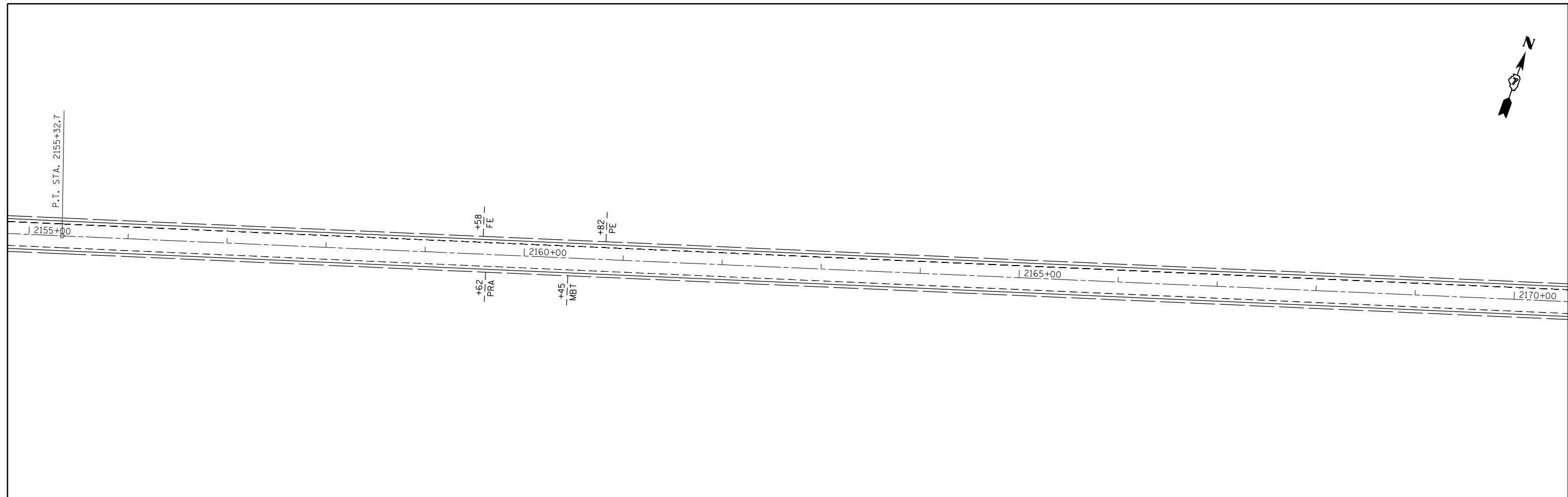
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 1/31/2020	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN SHEET

SCALE: 50 SHEET 5 OF 15 SHEETS STA. 2124+00 TO STA. 2155+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707		CUMBERLAND	34	14
• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				



• (F-X,E-X)RS-1 & (CF-X)RS-2

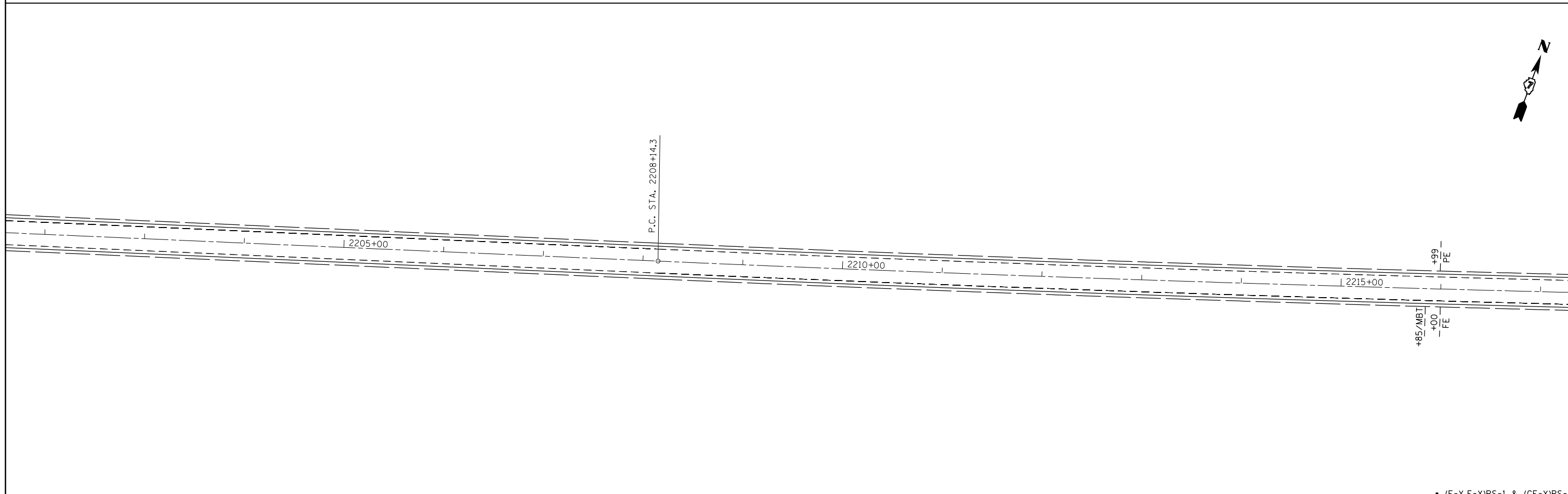
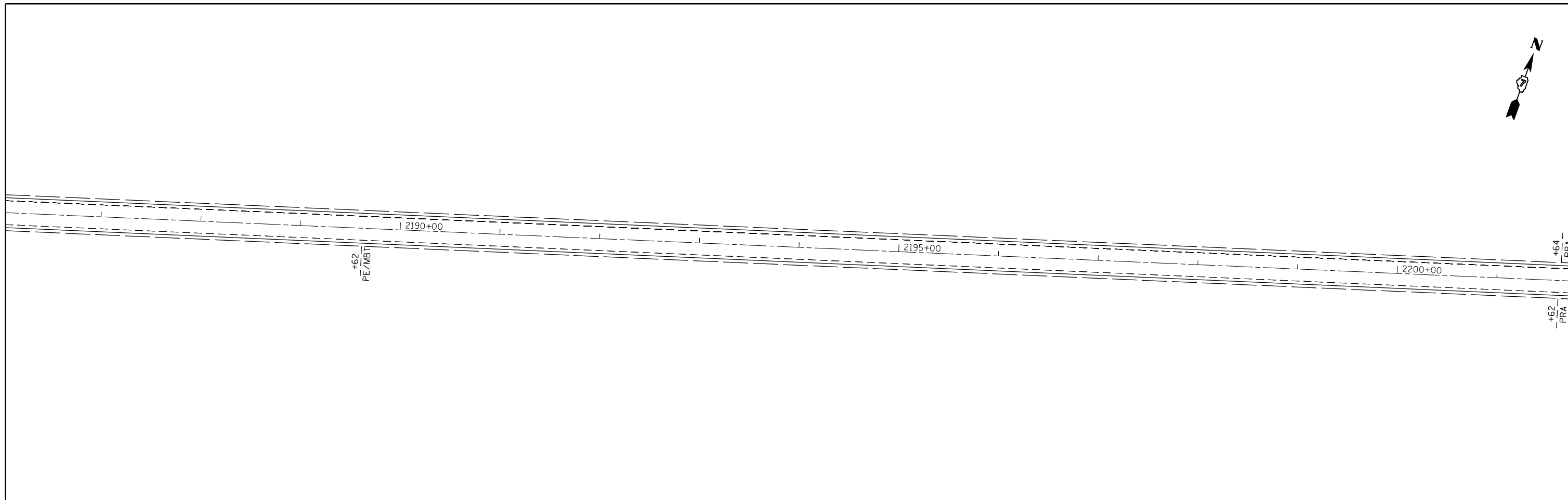
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	PLOT DATE = 1/31/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET

SCALE: 50 SHEET 6 OF 15 SHEETS STA. 2155+00 TO STA. 2186+00

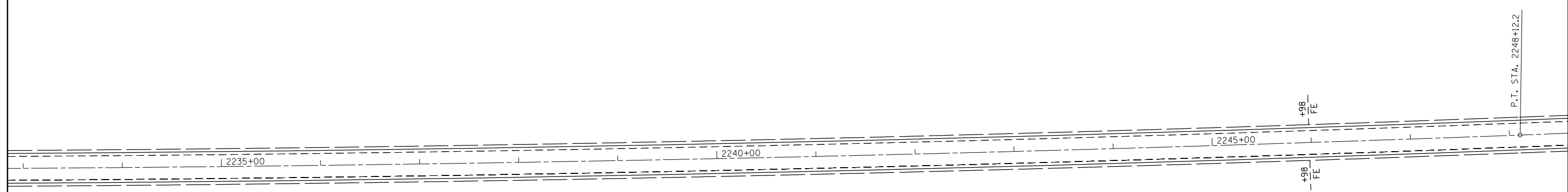
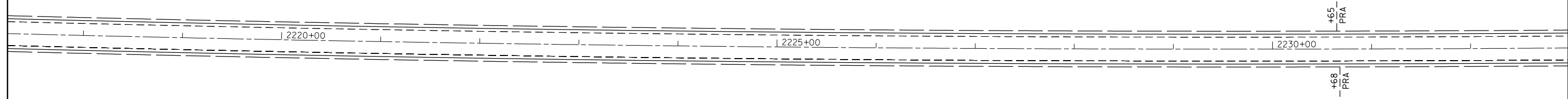
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	•	CUMBERLAND	34	15
• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET			F.A.S. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE = 1/31/2020	DATE -	REVISED -		SCALE: 50 SHEET 7 OF 15 SHEETS STA. 2186+00 TO STA. 2217+00			• (F-X, E-X) RS-1 & (CF-X) RS-2		CONTRACT NO. 74542		
								ILLINOIS FED. AID PROJECT				

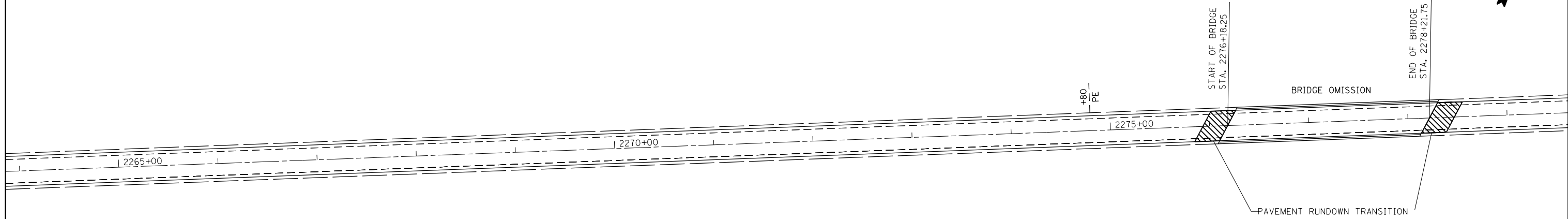
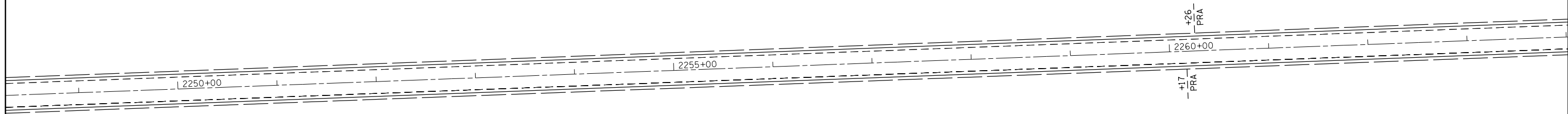
• (F-X,E-X)RS-1 & (CF-X)RS-2

EXIST. CURVE CURVE2
 PI STA. = 2228+14.07
 Δ = 4° 39' 00" (LT)
 D = 0° 06' 59"
 R = 49,234.30'
 T = 1,998.97'
 L = 3,995.75'
 E = 40.56'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 2208+15.10
 P.T. STA. = 2248+10.85



• (F-X,E-X)RS-1 & (CF-X)RS-2

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHEET PLAN			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		SCALE: 50 SHEET 8 OF 15 SHEETS STA. 2217+00 TO STA. 2248+00			• (F-X, E-X) RS-1 & (CF-X) RS-2		CONTRACT NO. 74542		
	PLOT DATE = 1/31/2020							ILLINOIS FED. AID PROJECT				



• (F-X,E-X)RS-1 & (CF-X)RS-2

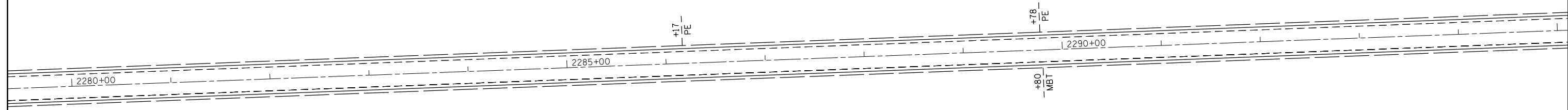
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Default	PLOT DATE = 1/31/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

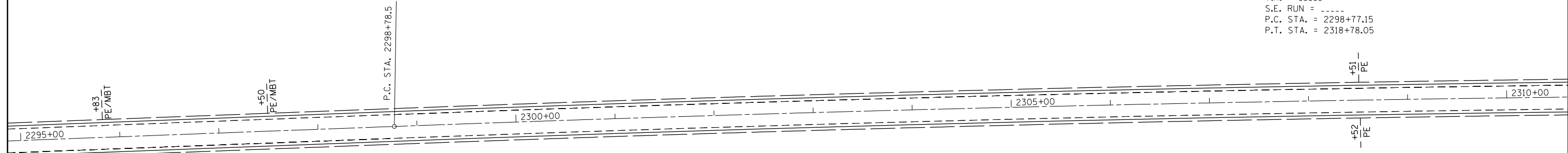
PLAN SHEET

SCALE: 50 SHEET 9 OF 15 SHEETS STA. 2248+00 TO STA. 2279+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707		CUMBERLAND	34	18
• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				



EXIST. CURVE CURVE3
 PI STA. = 2308+77.75
 Δ = 2° 25' 00" (RT)
 D = 0° 07' 15"
 R = 47,438.40'
 T = 1,000.60'
 L = 2,000.90'
 E = 10.55'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 2298+77.15
 P.T. STA. = 2318+78.05



• (F-X,E-X)RS-1 & (CF-X)RS-2

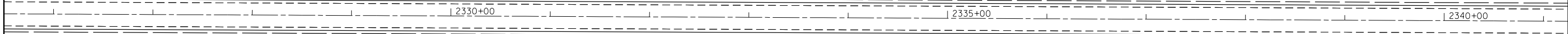
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Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -
	PLOT DATE = 1/31/2020		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN SHEET

SCALE: 50 SHEET 10 OF 15 SHEETS STA. 2279+00 TO STA. 2310+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707		CUMBERLAND	34	19
• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				



• (F-X,E-X)RS-1 & (CF-X)RS-2

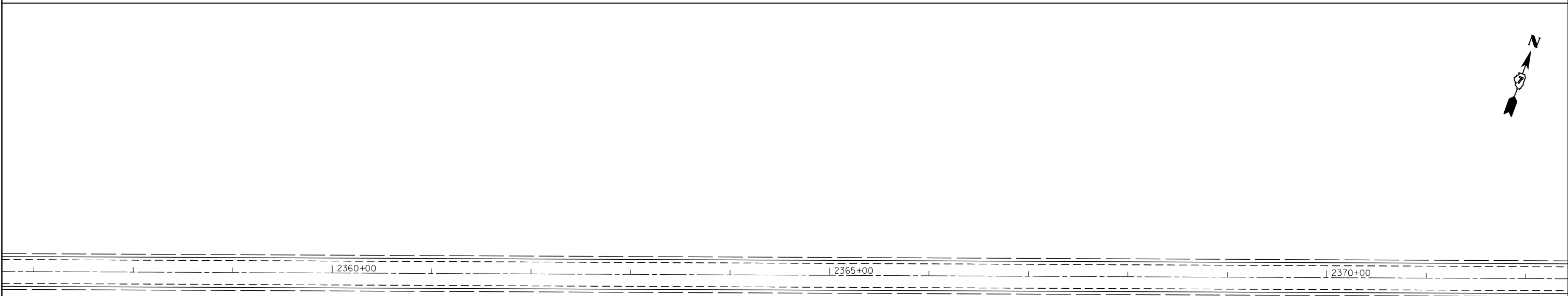
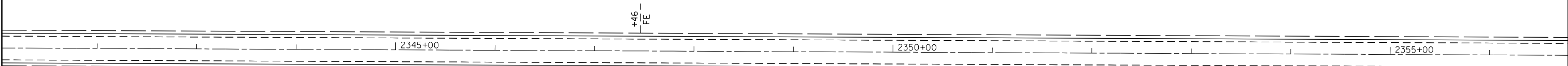
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Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET

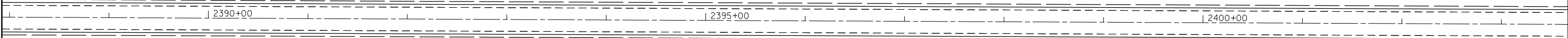
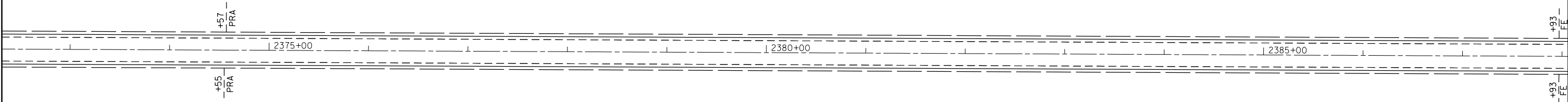
SCALE: 50 SHEET 11 OF 15 SHEETS STA. 2310+00 TO STA. 2341+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	•	CUMBERLAND	34	20
• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				



FILE NAME =		USER NAME = steffenmk		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLAN SHEET		F.A.S. RTE.		SECTION		COUNTY		TOTAL SHEETS		SHEET NO.	
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PLOT SCALE = 100.0000' / in.		CHECKED -		REVISED -		• (F-X, E-X) RS-1 & (CF-X) RS-2						CONTRACT NO. 74542		ILLINOIS FED. AID PROJECT							
Default		PLOT DATE = 1/31/2020		DATE -		REVISED -						SCALE: 50		SHEET 12 OF 15 SHEETS		STA. 2341+00 TO STA. 2372+00					

• (F-X,E-X)RS-1 & (CF-X)RS-2



• (F-X,E-X)RS-1 & (CF-X)RS-2

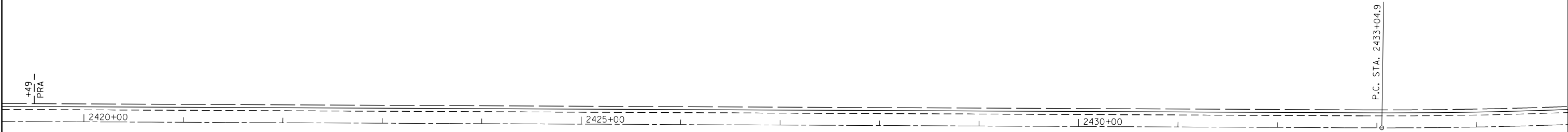
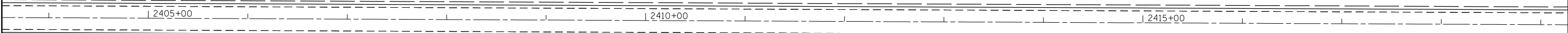
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Default	PLOT DATE = 1/31/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET

SCALE: 50 SHEET 13 OF 15 SHEETS STA. 2372+00 TO STA. 2403+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	•	CUMBERLAND	34	22
• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				



• (F-X,E-X)RS-1 & (CF-X)RS-2

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
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Default	PLOT DATE = 1/31/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

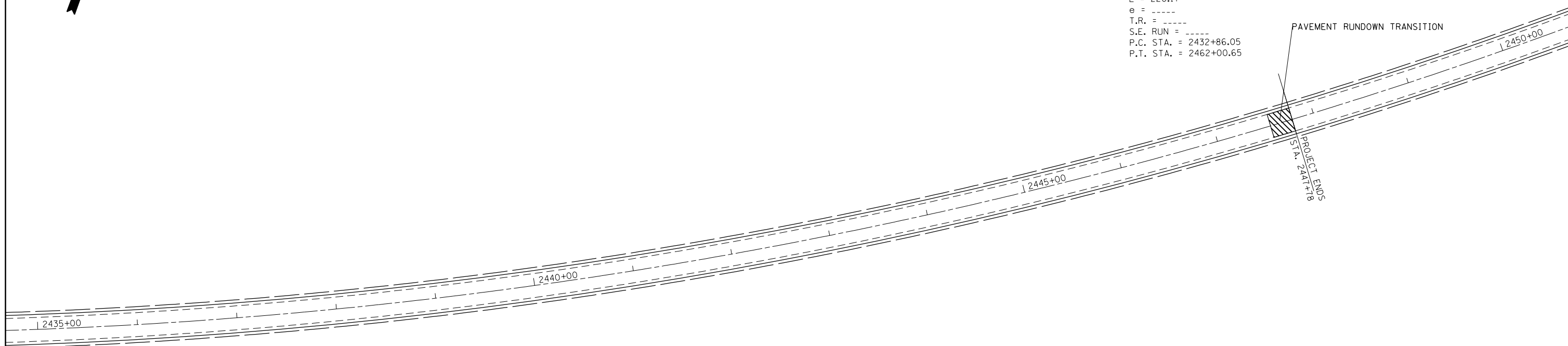
PLAN SHEET

SCALE: 50 SHEET 14 OF 15 SHEETS STA. 2403+00 TO STA. 2434+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	•	CUMBERLAND	34	23
• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				



EXIST. CURVE CURVE4
 PI STA. = 2447+86.07
 Δ = 33° 24' 02" (LT)
 D = 1° 08' 45"
 R = 4,999.76'
 T = 1,500.02'
 L = 2,914.60'
 E = 220.17'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 2432+86.05
 P.T. STA. = 2462+00.65



• (F-X,E-X)RS-1 & (CF-X)RS-2

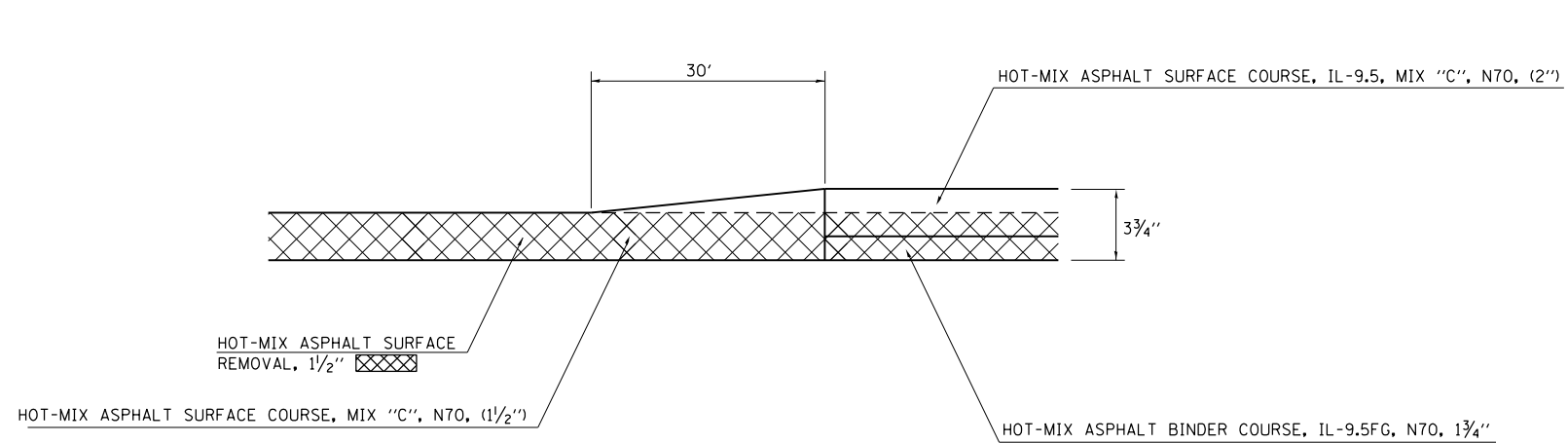
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Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -
	PLOT DATE = 1/31/2020		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN SHEET

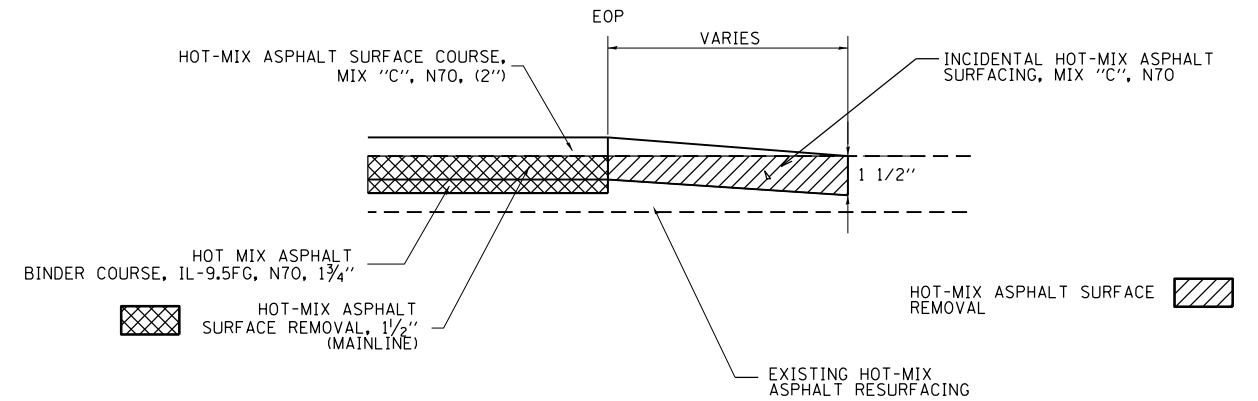
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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• (F-X, E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				



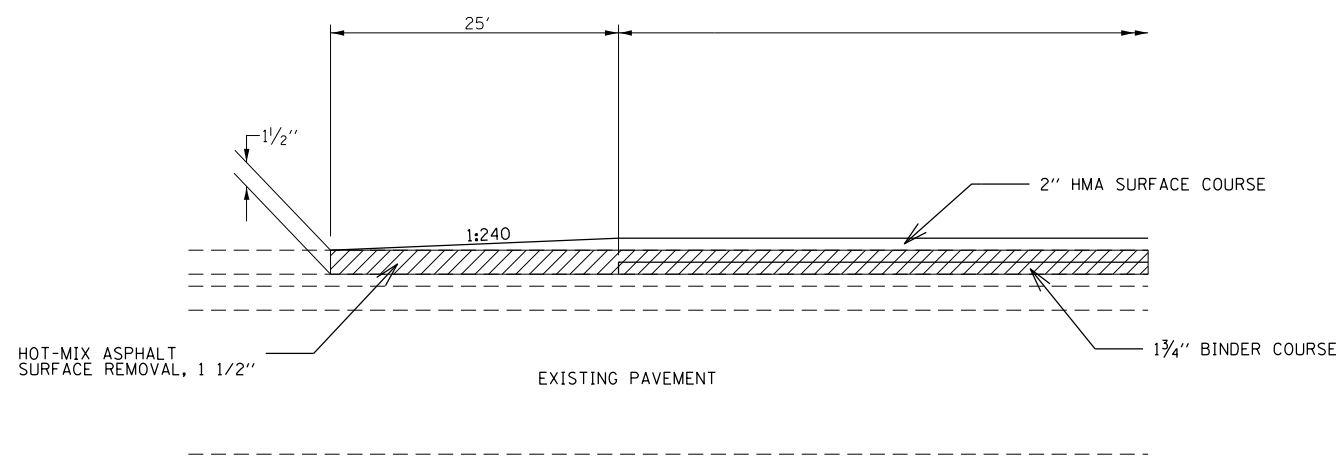
PAVING TRANSITION DETAIL

STA. 830+00 TO STA. 830+30



MILLING DETAIL FOR INCIDENTAL HMA RESURFACING

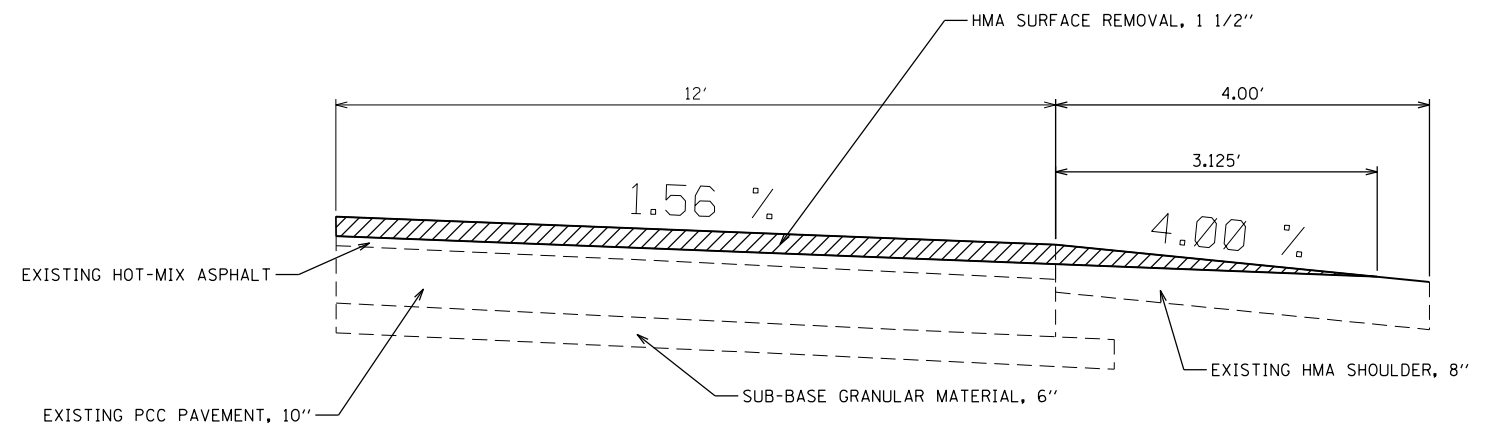
SEE ENTRANCE SCHEDULE FOR LOCATIONS



PAVING RUNDOWN DETAIL

STA. 2275+93.25 TO 2276+18.25
 STA. 2278+21.75 TO 2278+46.75
 STA. 2447+53.00 TO 2447+78.00

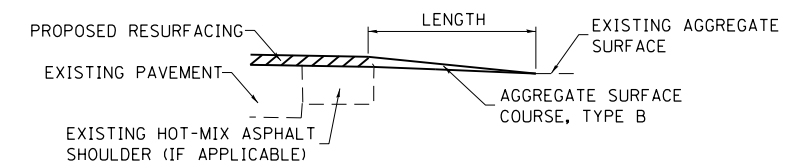
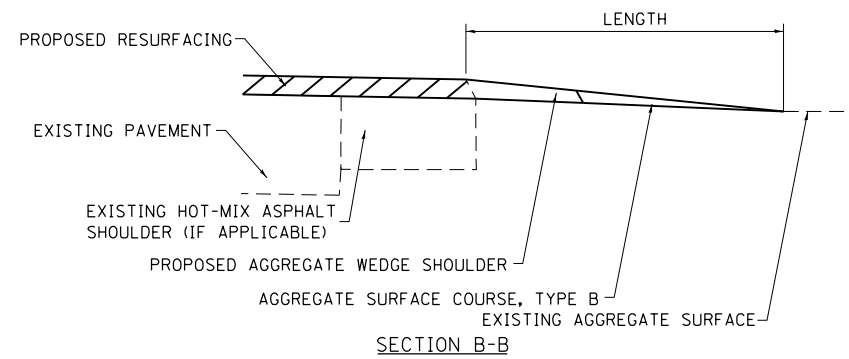
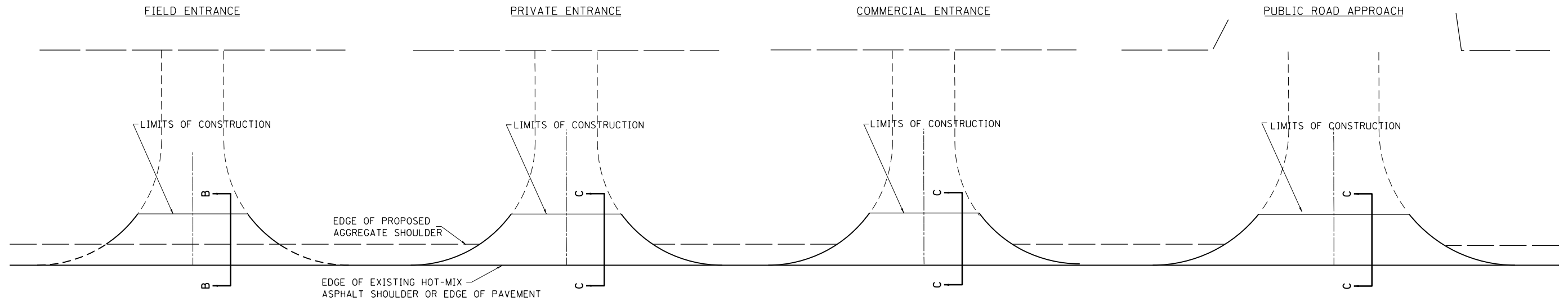
HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"



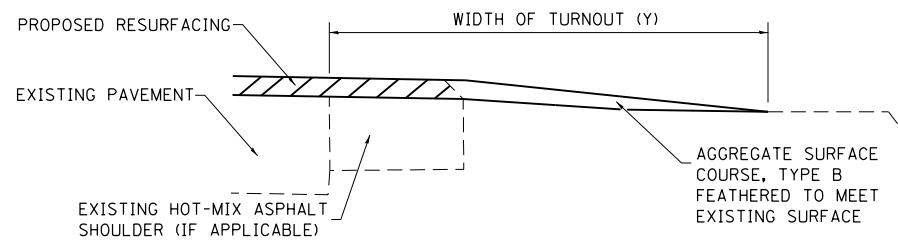
DAYLIGHT MILLING DETAIL

NOT TO SCALE

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE SCHEDULE AND DETAILS			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\planroom.dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 7\Projects\74542\DRAWING\CADsheets\0774542-shd-details.dgn		REVISION	REVISION					1707		CUMBERLAND	34	25
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	PLOT DATE = 1/31/2020	DATE -	REVISION		ILLINOIS FED. AID PROJECT							

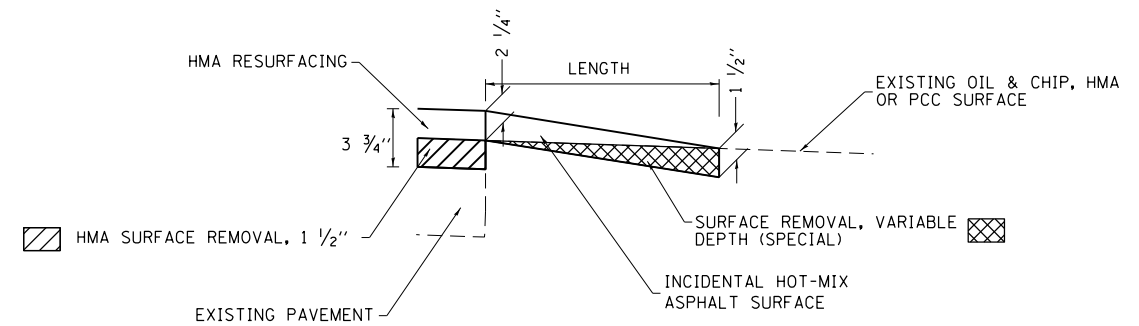


SECTION C-C



TYPICAL SECTION AT MAILBOX TURNOUT

NOTE: SEE STANDARD 406201 FOR MAILBOX TURNOUT DETAILS



SECTION C-C

NOTES

LENGTH = 10' UNLESS OTHERWISE NOTED ON PLANS

IF THERE IS NOT EXISTING HOT-MIX ASPHALT SHOULDER THEN THE ENTRANCE TAPER STARTS AT THE EDGE OF EXISTING PAVEMENT.

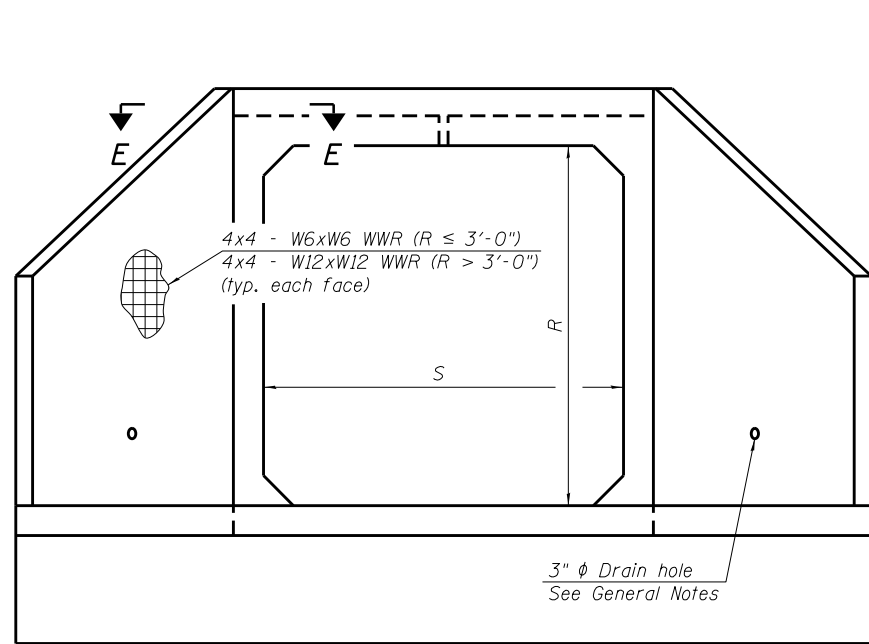
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Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/31/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

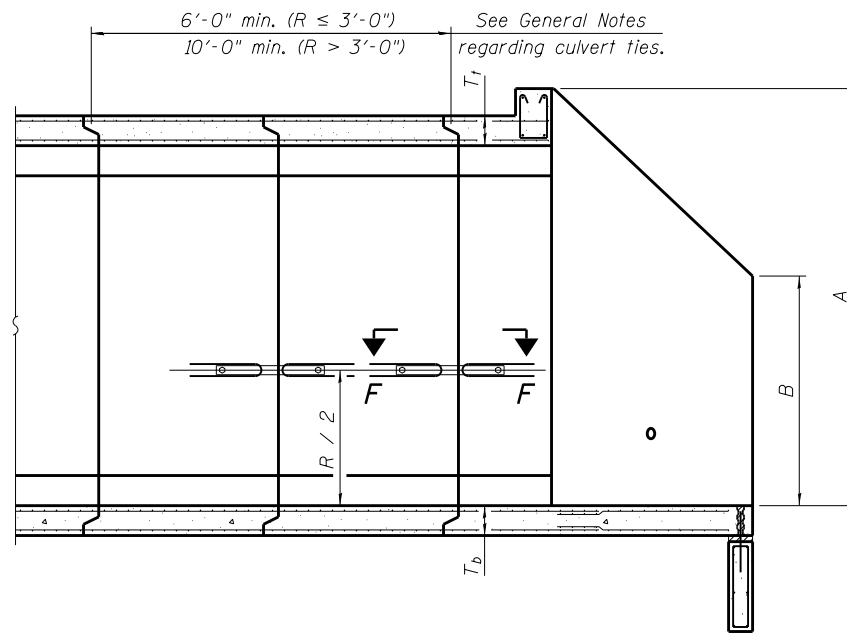
ENTRANCE SCHEDULE AND DETAILS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	•	CUMBERLAND	34	26
CONTRACT NO. 74542				
ILLINOIS FED. AID PROJECT				



END VIEW



SECTION A-A

GENERAL NOTES

Box Culvert End Sections shall be constructed according to the requirements of Section 540 of the Standard Specifications except as modified herein. End sections will be paid for at the contract unit price per each for Box Culvert End Sections.

The Contractor may furnish the end section as a single precast concrete piece or construct the end section in the field using cast-in-place (CIP) construction. For CIP construction, the bottom slab thickness shall be increased by 2" and the clear cover to the bottom mat of reinforcement shall be increased to 3".

Box section dimensions, materials, and reinforcement details for Box Culvert End Sections shall be according to the requirements for ASTM C 1577 as required for the design of the portion of the culvert within the limits of Precast Concrete Box Culverts except as modified herein.

The number of culvert ties shall be sufficient to engage the minimum length of culvert barrel shown within the pay limits for Precast Concrete Box Culverts and will be dependent upon the length of box culvert segments furnished by the Contractor. Culvert ties are not required for box culverts having a rise (R) less than or equal to 3 ft and a span (S) greater than or equal to 10 ft.

All costs associated with furnishing and installing or constructing the toewall and culvert ties will not be measured for payment but shall be included in the unit price for Box Culvert End Sections of the culvert number specified.

Shop drawings that detail slab thickness and reinforcement layout for the Box Culvert End Sections shall be provided to the Engineer for review and approval. Reinforcement bars not detailed herein shall be detailed with a clear distance at the end of the reinforcement not less than 1/2" nor more than 2". For the precast option, it shall be the Contractor's responsibility for determining a method of handling and a construction procedure shall be included on the shop drawings. The Contractor shall determine and detail in the shop drawings any necessary strengthening or stiffening provisions necessary to handle the precast segment. Any required modifications shall be at no extra charge.

All exposed concrete edges shall be chamfered 3/4" unless noted otherwise.

The Contractor may use reinforcement bars in lieu of welded wire reinforcement (WWR). Reinforcement bars shall be limited to the sizes of #3 through #5 bars, a maximum spacing of the lesser of 8" or the member thickness, and shall result in an area of reinforcement equal to or greater than that provided by the WWR. Minimum lap lengths detailed herein are applicable to WWR and reinforcement bars.

Reinforcement (circumferential and longitudinal) in the culvert barrel portion of the end section being lapped with reinforcement from the wingwalls or bottom slab of the end section shall not be less than that required by ASTM C 1577 for the design fill height or the reinforcement detailed for the end section, whichever is greater.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. Bonded construction joints shall be prepared according to Article 503.09 of the Standard Specifications.

One drain hole shall be provided in each wingwall for end sections of box culverts having an opening with a clear rise greater than 3 ft. The drain hole shall be located within the lower 1/3 of the clear rise of the box culvert and shall conform to the requirements of Article 503.11 of the Standard Specifications.

APRON END SECTION DIMENSIONS

Span (S)	Rise (R)	T ₁	T ₂	T ₃	A	B	C	D	E	Concrete Cu. Yd.	Culvert Ties Required
3'-0"	2'-0"	7"	6"	4"	3'-4"	2'-2"	2'-10 ⁵ / ₈ "	4'-1"	10'-4 ⁵ / ₈ "	2.8	Yes
3'-0"	2'-0"	4"	4"	4"	3'-1"	2'-1"	2'-7 ⁷ / ₈ "	3'-9"	9'-11"	2.3	Yes
3'-0"	3'-0"	7"	6"	4"	4'-4"	2'-8"	3'-10 ⁵ / ₈ "	5'-6"	12'-4 ⁵ / ₈ "	3.7	Yes
3'-0"	3'-0"	4"	4"	4"	4'-1"	2'-7"	3'-7 ⁷ / ₈ "	5'-2"	11'-11"	3.1	Yes
4'-0"	2'-0"	7.5"	6"	5"	3'-4 ¹ / ₂ "	2'-2 ¹ / ₂ "	2'-11 ³ / ₈ "	4'-2"	11'-8"	3.3	Yes
4'-0"	2'-0"	5"	5"	5"	3'-2"	2'-1"	2'-8 ¹ / ₂ "	3'-10"	11'-2 ³ / ₈ "	2.8	Yes
4'-0"	3'-0"	7.5"	6"	5"	4'-4 ¹ / ₂ "	2'-8 ¹ / ₂ "	3'-11 ³ / ₈ "	5'-7"	13'-8 ¹ / ₈ "	4.2	Yes
4'-0"	3'-0"	5"	5"	5"	4'-2"	2'-7"	3'-8 ¹ / ₂ "	5'-3"	13'-2 ³ / ₈ "	3.7	Yes
4'-0"	4'-0"	7.5"	6"	5"	5'-4 ¹ / ₂ "	3'-2 ¹ / ₂ "	4'-11 ³ / ₈ "	7'-0"	15'-8 ¹ / ₈ "	5.3	Yes
4'-0"	4'-0"	5"	5"	5"	5'-2"	3'-1"	4'-8 ⁵ / ₈ "	6'-8"	15'-2 ¹ / ₂ "	4.7	Yes
5'-0"	2'-0"	8"	7"	6"	3'-5"	2'-3"	2'-11 ³ / ₈ "	4'-2"	12'-10"	3.9	Yes
5'-0"	2'-0"	6"	6"	6"	3'-3"	2'-2"	2'-10"	4'-0"	12'-7 ¹ / ₄ "	3.5	Yes
5'-0"	3'-0"	8"	7"	6"	4'-5"	2'-9"	3'-11 ³ / ₈ "	5'-7"	14'-10 ¹ / ₈ "	4.9	Yes
5'-0"	3'-0"	6"	6"	6"	4'-3"	2'-8"	3'-10"	5'-5"	14'-7 ¹ / ₄ "	4.5	Yes
5'-0"	4'-0"	8"	7"	6"	5'-5"	3'-3"	4'-11 ³ / ₈ "	7'-0"	16'-10 ¹ / ₈ "	6.1	Yes
5'-0"	4'-0"	6"	6"	6"	5'-3"	3'-2"	4'-9 ¹ / ₄ "	6'-9"	16'-5 ⁷ / ₈ "	5.5	Yes
5'-0"	5'-0"	8"	7"	6"	6'-5"	3'-9"	5'-11 ³ / ₈ "	8'-5"	18'-10 ¹ / ₈ "	7.4	Yes
5'-0"	5'-0"	6"	6"	6"	6'-3"	3'-8"	5'-9 ¹ / ₄ "	8'-2"	18'-5 ⁷ / ₈ "	6.8	Yes
6'-0"	2'-0"	8"	7"	7"	3'-5"	2'-3"	2'-11 ³ / ₈ "	4'-2"	14'-0"	4.3	Yes
6'-0"	2'-0"	7"	7"	7"	3'-4"	2'-2"	2'-10 ⁵ / ₈ "	4'-1"	13'-10 ⁵ / ₈ "	4.2	Yes
6'-0"	3'-0"	8"	7"	7"	4'-5"	2'-9"	3'-11 ³ / ₈ "	5'-7"	16'-0 ¹ / ₈ "	5.4	Yes
6'-0"	3'-0"	7"	7"	7"	4'-4"	2'-8"	3'-10 ⁵ / ₈ "	5'-6"	15'-10 ⁵ / ₈ "	5.2	Yes
6'-0"	4'-0"	8"	7"	7"	5'-5"	3'-3"	4'-11 ³ / ₈ "	7'-0"	18'-0 ¹ / ₈ "	6.5	Yes
6'-0"	4'-0"	7"	7"	7"	5'-4"	3'-2"	4'-10 ³ / ₄ "	6'-11"	17'-10 ³ / ₄ "	6.5	Yes
6'-0"	5'-0"	8"	7"	7"	6'-5"	3'-9"	5'-11 ³ / ₈ "	8'-5"	20'-0 ¹ / ₈ "	8.0	Yes
6'-0"	5'-0"	7"	7"	7"	6'-4"	3'-8"	5'-10 ³ / ₄ "	8'-4"	19'-0 ¹ / ₈ "	7.8	Yes
6'-0"	6'-0"	8"	7"	7"	7'-5"	4'-3"	6'-11 ¹ / ₂ "	9'-10"	22'-0 ¹ / ₂ "	9.5	Yes
6'-0"	6'-0"	7"	7"	7"	7'-4"	4'-2"	6'-10 ³ / ₄ "	9'-9"	21'-10 ³ / ₄ "	9.3	Yes
7'-0"	2'-0"	8"	8"	8"	3'-5"	2'-3"	2'-11 ³ / ₈ "	4'-2"	15'-2"	4.9	Yes
7'-0"	3'-0"	8"	8"	8"	4'-5"	2'-9"	3'-11 ³ / ₈ "	5'-7"	17'-2 ¹ / ₈ "	6.1	Yes
7'-0"	4'-0"	8"	8"	8"	5'-5"	3'-3"	4'-11 ³ / ₈ "	7'-0"	19'-2 ¹ / ₈ "	7.4	Yes
7'-0"	5'-0"	8"	8"	8"	6'-5"	3'-9"	5'-11 ³ / ₈ "	8'-5"	21'-2 ¹ / ₈ "	8.9	Yes
7'-0"	6'-0"	8"	8"	8"	7'-5"	4'-3"	6'-11 ¹ / ₂ "	9'-10"	23'-2 ¹ / ₄ "	10.6	Yes
8'-0"	2'-0"	8"	8"	8"	3'-5"	2'-3"	2'-11 ³ / ₈ "	4'-2"	16'-2"	5.3	Yes
8'-0"	3'-0"	8"	8"	8"	4'-5"	2'-9"	3'-11 ³ / ₈ "	5'-7"	18'-2 ¹ / ₈ "	6.5	Yes
8'-0"	4'-0"	8"	8"	8"	5'-5"	3'-3"	4'-11 ³ / ₈ "	7'-0"	20'-2 ¹ / ₈ "	7.8	Yes
8'-0"	5'-0"	8"	8"	8"	6'-5"	3'-9"	5'-11 ³ / ₈ "	8'-5"	22'-2 ¹ / ₈ "	9.3	Yes
8'-0"	6'-0"	8"	8"	8"	7'-5"	4'-3"	6'-11 ¹ / ₂ "	9'-10"	24'-2 ¹ / ₄ "	11.0	Yes
9'-0"	2'-0"	9"	9"	9"	3'-6"	2'-3"	3'-0 ³ / ₄ "	4'-4"	17'-6 ⁷ / ₈ "	6.2	Yes
9'-0"	3'-0"	9"	9"	9"	4'-6"	2'-9"	4'-0 ³ / ₄ "	5'-9"	19'-6 ⁷ / ₈ "	7.5	Yes
9'-0"	4'-0"	9"	9"	9"	5'-6"	3'-3"	5'-0 ³ / ₄ "	7'-2"	21'-6 ⁷ / ₈ "	9.0	Yes
9'-0"	5'-0"	9"	9"	9"	6'-6"	3'-9"	6'-0 ⁷ / ₈ "	8'-7"	23'-7"	10.6	Yes
9'-0"	6'-0"	9"	9"	9"	7'-6"	4'-3"	7'-0 ⁷ / ₈ "	9'-11"	25'-5 ⁵ / ₈ "	12.4	Yes
10'-0"	2'-0"	10"	10"	10"	3'-7"	2'-4"	3'-1 ¹ / ₂ "	4'-5"	18'-10 ¹ / ₄ "	7.1	No
10'-0"	3'-0"	10"	10"	10"	4'-7"	2'-10"	4'-1 ¹ / ₂ "	5'-10"	20'-10 ¹ / ₄ "	8.6	No
10'-0"	4'-0"	10"	10"	10"	5'-7"	3'-4"	5'-1 ¹ / ₂ "	7'-3"	22'-10 ³ / ₈ "	10.2	Yes
10'-0"	5'-0"	10"	10"	10"	6'-7"	3'-10"	6'-1 ¹ / ₂ "	8'-8"	24'-10 ³ / ₈ "	12.0	Yes
10'-0"	6'-0"	10"	10"	10"	7'-7"	4'-4"	7'-1 ¹ / ₂ "	10'-1"	26'-10 ³ / ₈ "	13.9	Yes
11'-0"	2'-0"	11"	11"	11"	3'-8"	2'-4"	3'-2 ⁷ / ₈ "	4'-7"	20'-3 ¹ / ₈ "	8.2	No
11'-0"	3'-0"	11"	11"	11"	4'-8"	2'-10"	4'-2 ⁷ / ₈ "	6'-0"	22'-3 ¹ / ₈ "	9.8	No
11'-0"	4'-0"	11"	11"	11"	5'-8"	3'-4"	5'-2 ¹ / ₄ "	7'-4"	24'-1 ¹ / ₂ "	11.5	Yes
11'-0"	5'-0"	11"	11"	11"	6'-8"	3'-10"	6'-2 ¹ / ₄ "	8'-9"	26'-1 ¹ / ₂ "	13.3	Yes
11'-0"	6'-0"	11"	11"	11"	7'-8"	4'-4"	7'-2 ¹ / ₄ "	10'-2"	28'-1 ⁷ / ₈ "	15.5	Yes
12'-0"	2'-0"	12"	12"	12"	3'-9"	2'-5"	3'-3 ⁵ / ₈ "	4'-8"	21'-6 ¹ / ₂ "	9.3	No
12'-0"	3'-0"	12"	12"	12"	4'-9"	2'-11"	4'-3 ⁵ / ₈ "	6'-1"	23'-6 ¹ / ₂ "	11.1	No
12'-0"	4'-0"	12"	12"	12"	5'-9"	3'-5"	5'-3 ⁵ / ₈ "	7'-6"	25'-6 ⁵ / ₈ "	13.0	Yes
12'-0"	5'-0"	12"	12"	12"	6'-9"	3'-11"	6'-3 ⁵ / ₈ "	8'-11"	27'-6 ⁵ / ₈ "	14.1	Yes
12'-0"	6'-0"	12"	12"	12"	7'-9"	4'-5"	7'-3 ⁵ / ₈ "	10'-4"	29'-6 ⁵ / ₈ "	17.4	Yes

Note: Two sets of apron end section dimensions are shown above for some box culvert sizes due to the top and bottom slabs having different thicknesses per ASTM C 1577 for design fill heights less than 2 ft.

(Sheet 1 of 2)

SCB-AES

10-15-2016

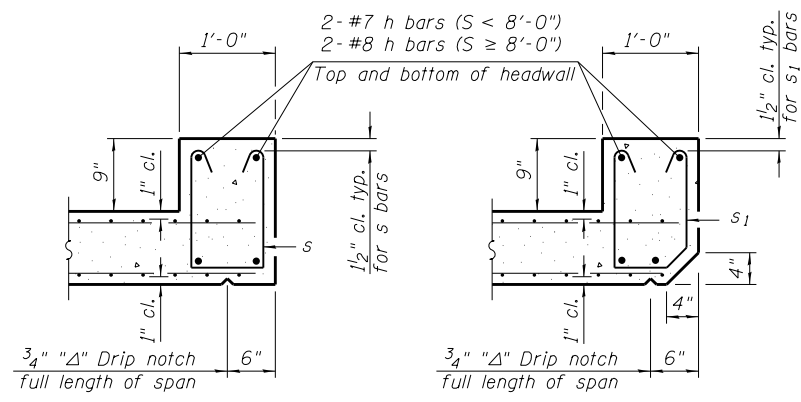
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	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISOR -
Default	PLOT DATE = 1/31/2020	DATE -	REVISOR -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE BOX CULVERT APRON END
SECTION DETAILS - STRUCTURE NO. 018-8801

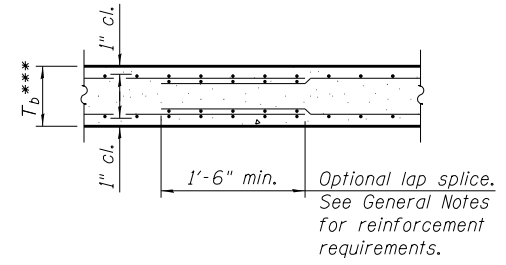
SCALE: SHEET 1 OF 2 SHEETS STA. 839+96 TO STA. 840+79

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707		CUMBERLAND	34	27
• (F-X,3-X) RS-1 & (CF-X) RS-2		CONTRACT NO. 74542		
ILLINOIS FED. AID PROJECT				

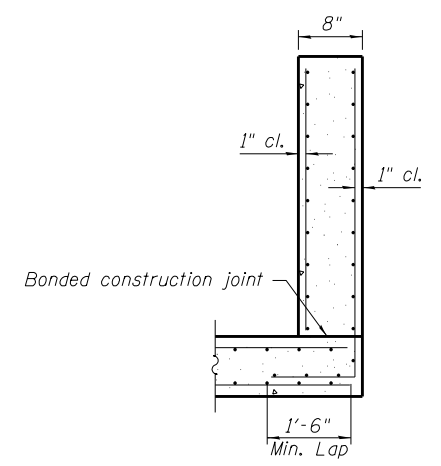


SECTION B-B
(Top slab at downstream end)

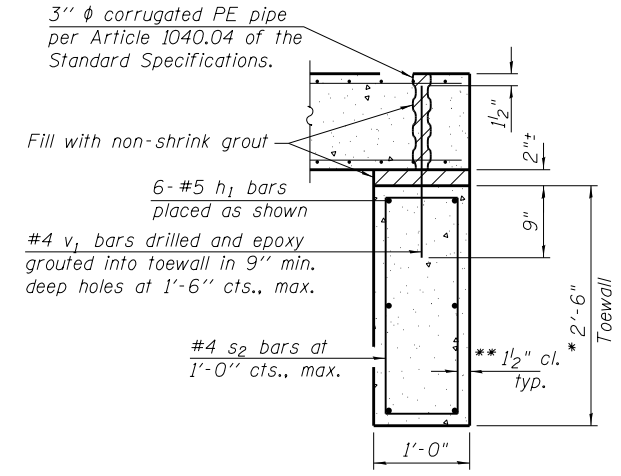
SECTION B-B
(Top slab at upstream end)



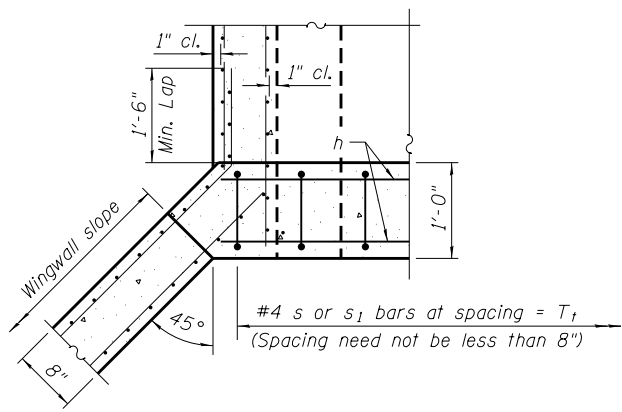
SECTION B-B
(Bottom Slab)



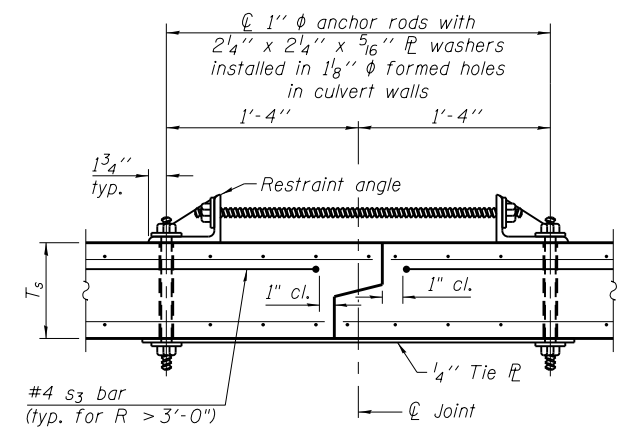
SECTION C-C



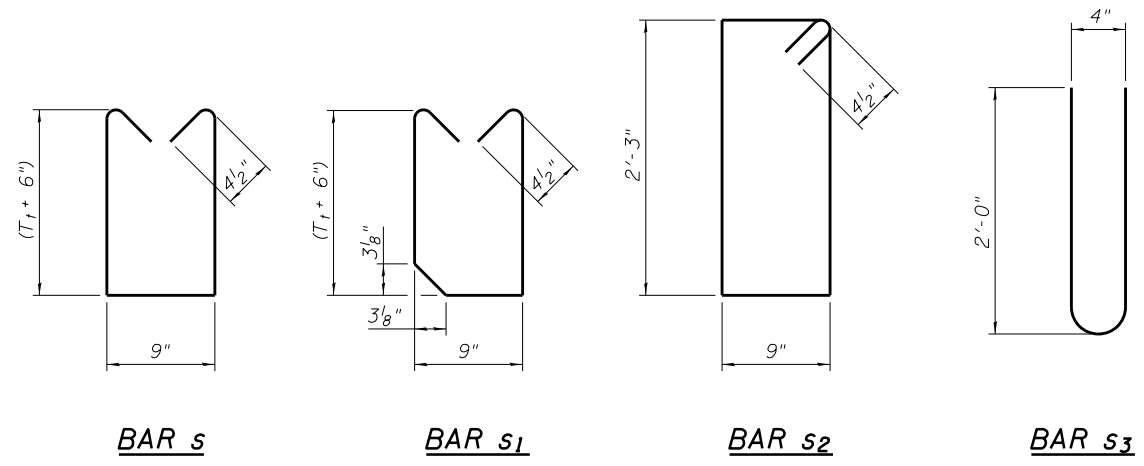
SECTION D-D



SECTION E-E



SECTION F-F
(Showing culvert tie details)

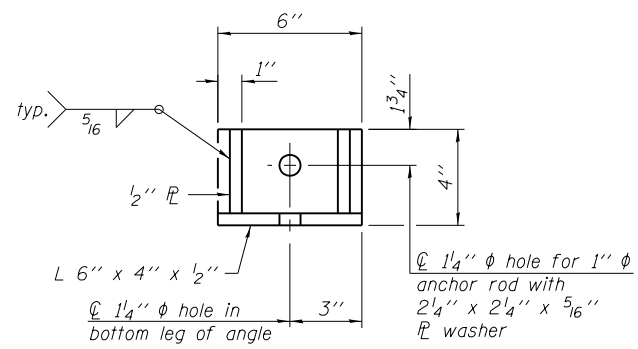


BAR s

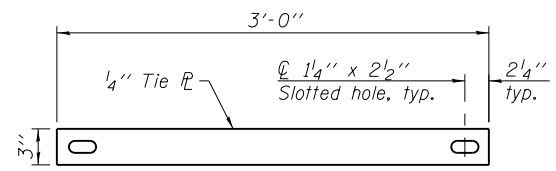
BAR s1

BAR s2

BAR s3



RESTRAINT ANGLE DETAIL



TIE PLATE DETAIL

TOEWALL CONSTRUCTION SEQUENCE

1. Perform excavation and construct toewall.
2. Backfill accordingly and place bedding for precast box culvert end sections.
3. Set precast box culvert end section.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids using non-shrink grout conforming to Section 1024 of the Standard Specifications.

* The Contractor may furnish a precast or cast-in-place toewall. The Contractor shall be responsible for the strength and stability of the precast toewall during handling. Additional lifting points may be required depending upon the length of the toewall or the Contractor may need to modify the design of the toewall for the proposed handling method.

** If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.

Notes:

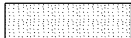
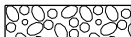
1" φ anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for the tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2 1/4" x 2 1/4" x 5/16" plate washers shall be provided under each nut required for the anchor rods. Anchor rods connecting precast sections shall be brought to a snug tight condition followed by an additional 1/2 turn on one of the nuts for anchor rods installed in the walls. Match marks shall be provided on the bolt and nut to verify relative rotation between the bolt and the nut. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of using formed holes.

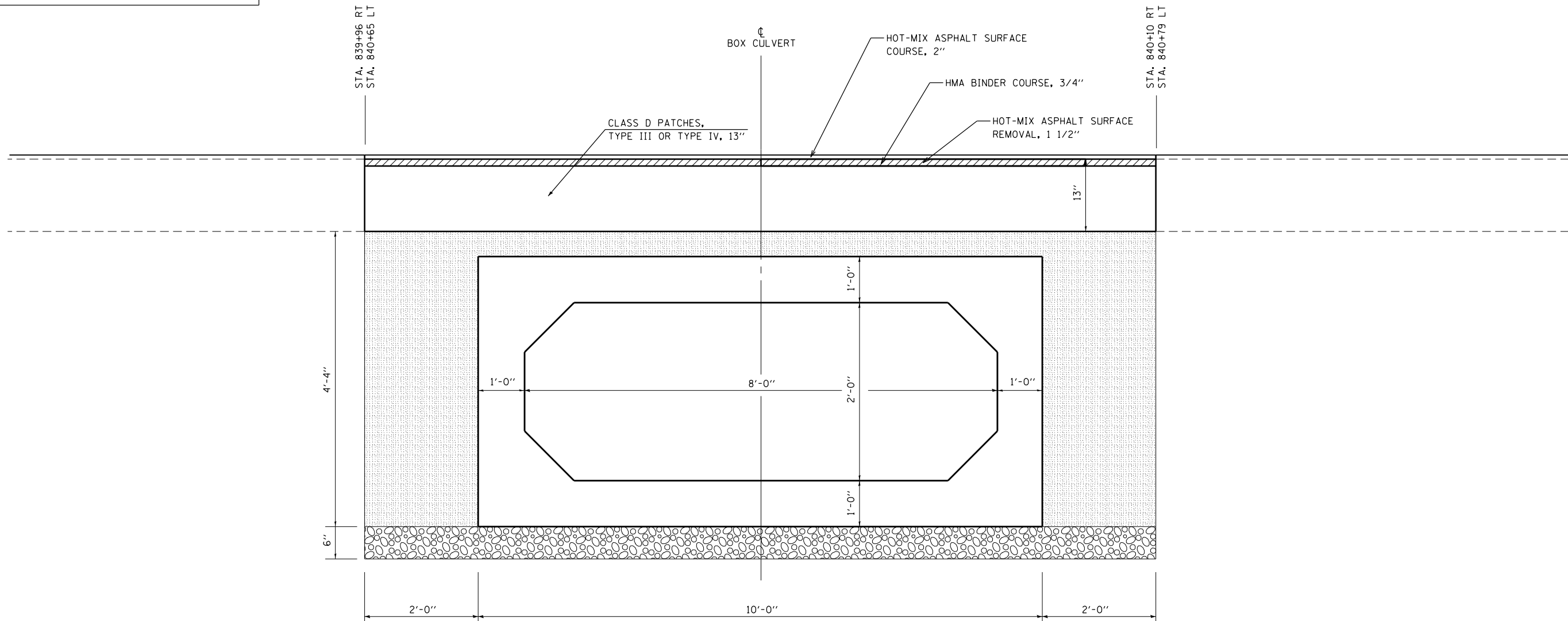
SCB-AES

10-15-2016

(Sheet 2 of 2)

FILE NAME =	USER NAME = steffennik	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRECAST CONCRETE BOX CULVERT APRON END SECTION DETAILS - STRUCTURE NO. 087-8662 & 087-8663	F.A.S. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\planroom.dot.illinois.gov\PWIDOT\Documents\IDOT Offices\District 7\Projects\74542\CD\DWG\CADsheets\0774542-sht-details.dwg		REVISIONS				1707		CUMBERLAND	34	28
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISIONS				• (F-X,3-X) RS-1 & (CF-X) RS-2		CONTRACT NO. 74542		
Default	PLOT DATE = 1/31/2020	DATE -	REVISIONS			SCALE:	SHEET 2 OF 2 SHEETS	STA. 839+96 TO STA. 840+79	ILLINOIS FED. AID PROJECT	

LEGEND	
	POROUS GRANULAR EMBANKMENT
	BOX CULVERT BEDDING (CA-7 OR CA-11)



POROUS GRANULAR EMBANKMENT SHALL EXTEND 2 FT. BEYOND THE AGGREGATE SHOULDER.

THE WORK SHOWN IN THIS DETAIL SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 207 AND ARTICLE 540 OF THE STANDARD SPECIFICATIONS.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD OF POROUS GRANULAR EMBANKMENT.

THE AREA TO BE EXCAVATED FOR THE PROPOSED BOX CULVERT SHALL NOT BE MEASURED FOR PAYMENT. THE COST OF THE EXCAVATION SHALL BE INCLUDED IN THE COST OF PRECAST CONCRETE BOX CULVERTS AND PRECAST CONCRETE BOX CULVERT END SECTIONS.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	75.4

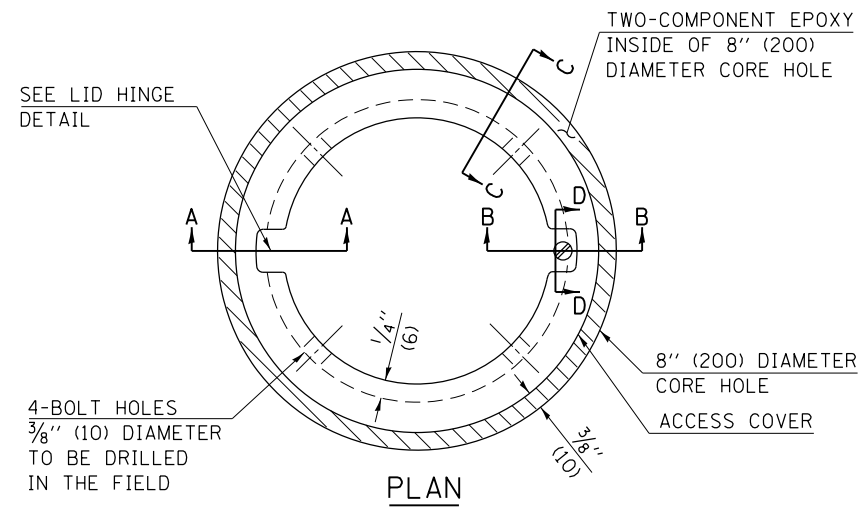
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	PLOT SCALE = 40.0000' / in.	DATE -	REVISED -
	PLOT DATE = 1/31/2020		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

POROUS GRANULAR EMBANKMENT DETAIL

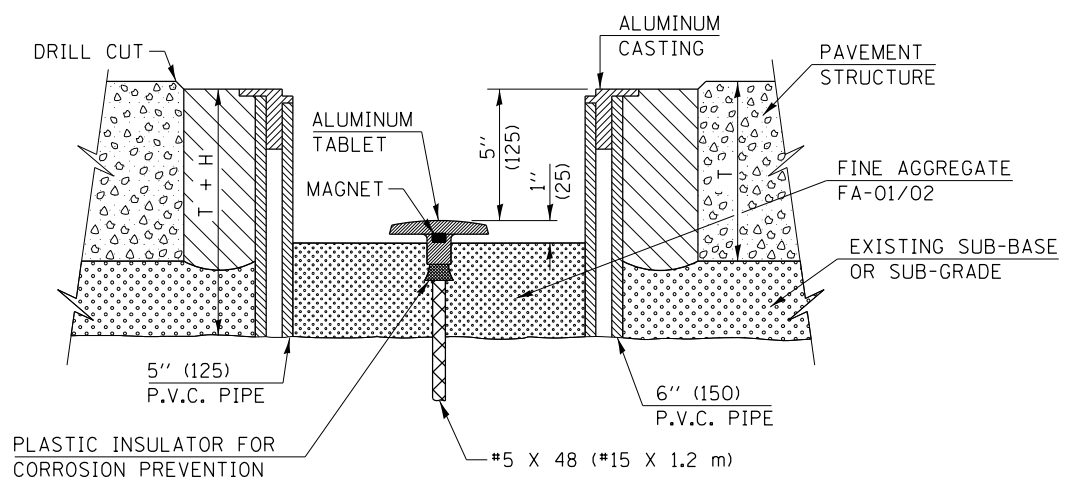
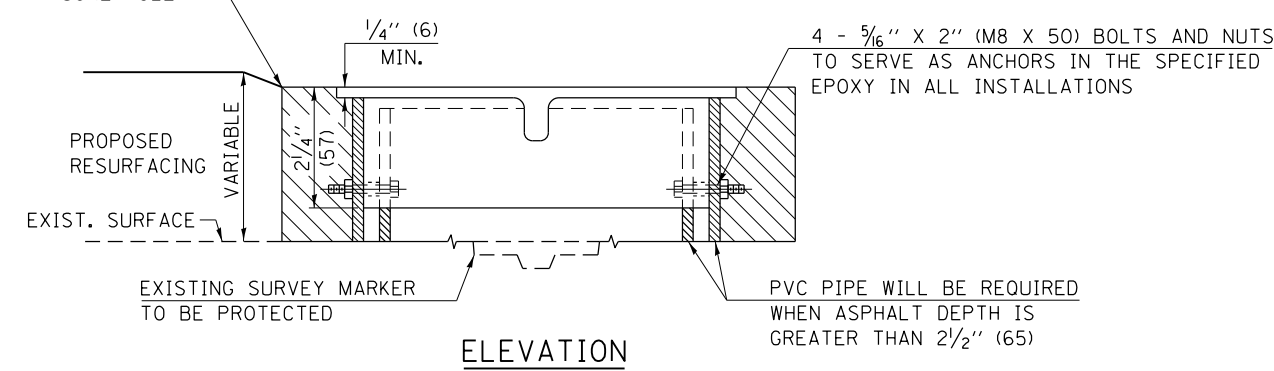
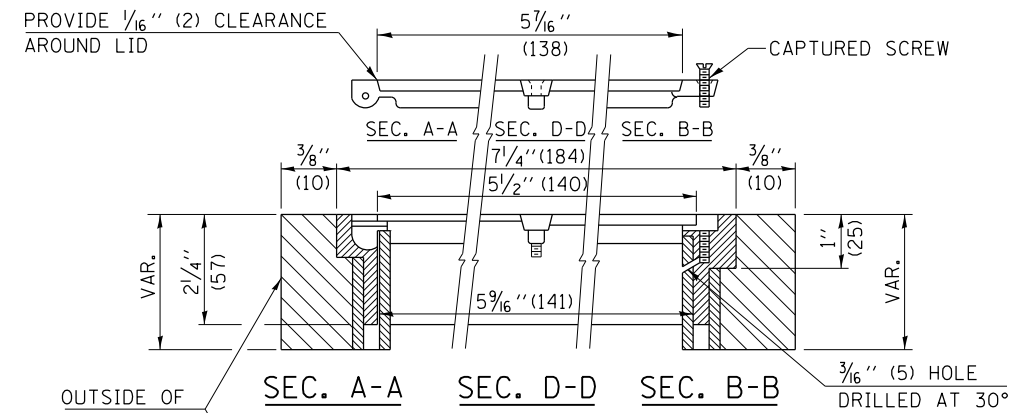
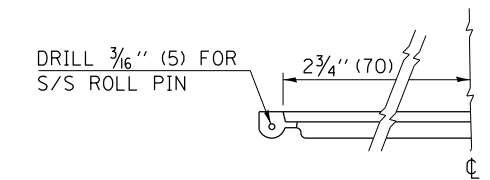
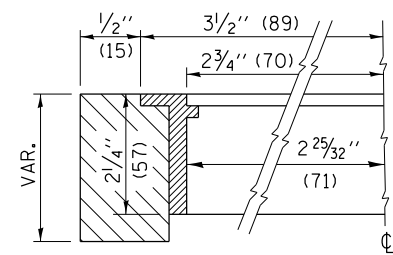
SCALE: SHEET NO. 1 OF 1 SHEETS STA. 839+96 TO STA. 840+79

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707		CUMBERLAND	34	29
• (F-X,3-X) RS-1 & (CF-X) RS-2		CONTRACT NO. 74542		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- LEGEND**
- ALUMINUM CASTING
 - 5" (125) OR 6" (150) P.V.C. PIPE
 - TWO-COMPONENT EPOXY
- T = THICKNESS OF PAVEMENT STRUCTURE
- H = THE THICKNESS OF THE SUB-BASE GRANULAR + 1" (25)

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).	



NOT TO SCALE

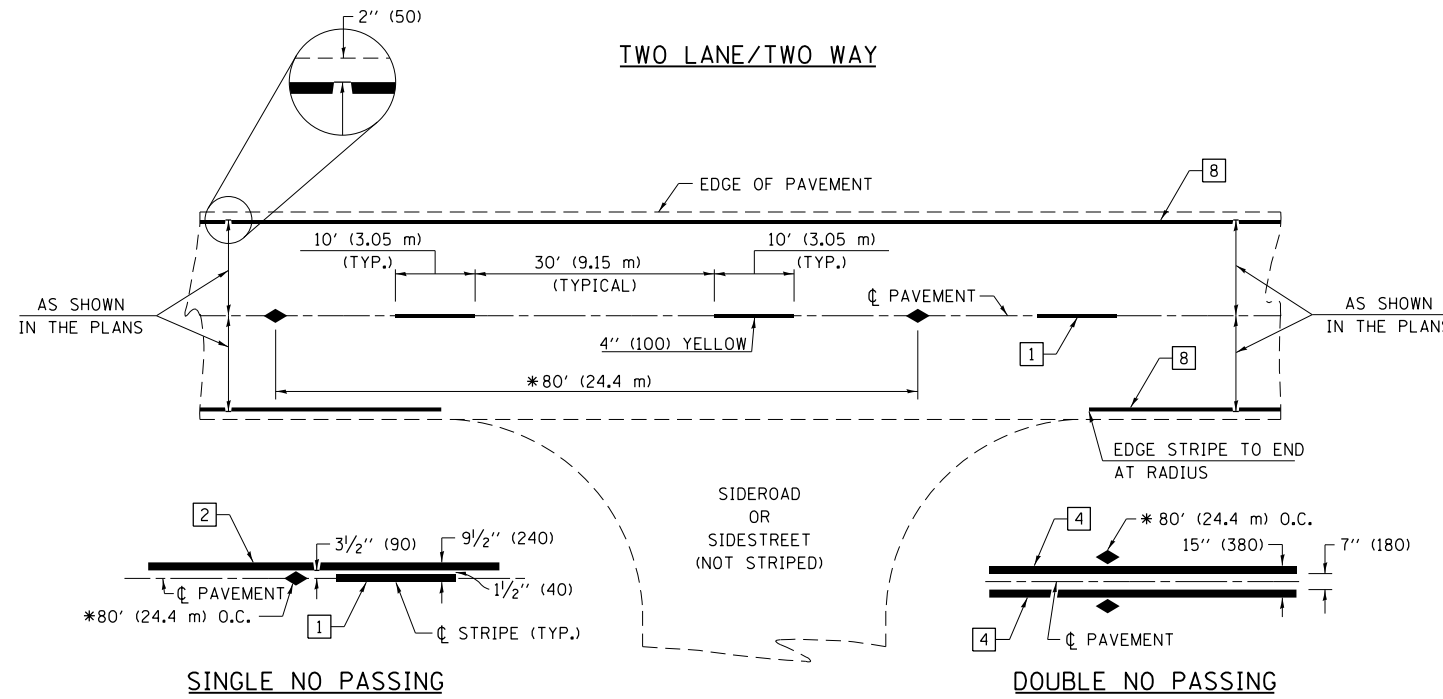
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		PLOT SCALE = 40.0000' / in.	REVISED -
		PLOT DATE = 1/31/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SURVEY MARKER VAULT DETAIL

SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.
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DISTRICT 7 DETAIL NO. 20070202				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707		CUMBERLAND	34	30
• (F-X,E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	



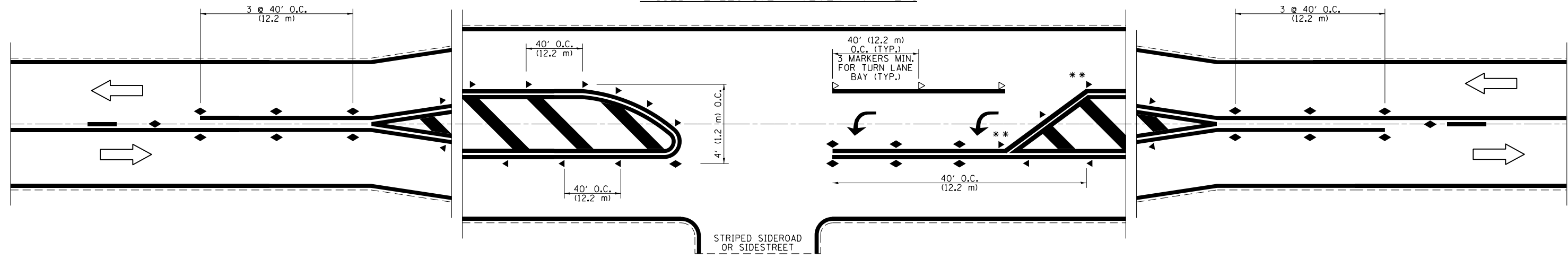
PAVEMENT MARKING LEGEND

- 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 6" (150) 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 6" (100) LANE LINE EXTENSIONS
- 14 4" (100) PARKING WHITE

TYPICAL PAVEMENT MARKERS LEGEND

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

RAISED REFLECTIVE PAVEMENT MARKERS

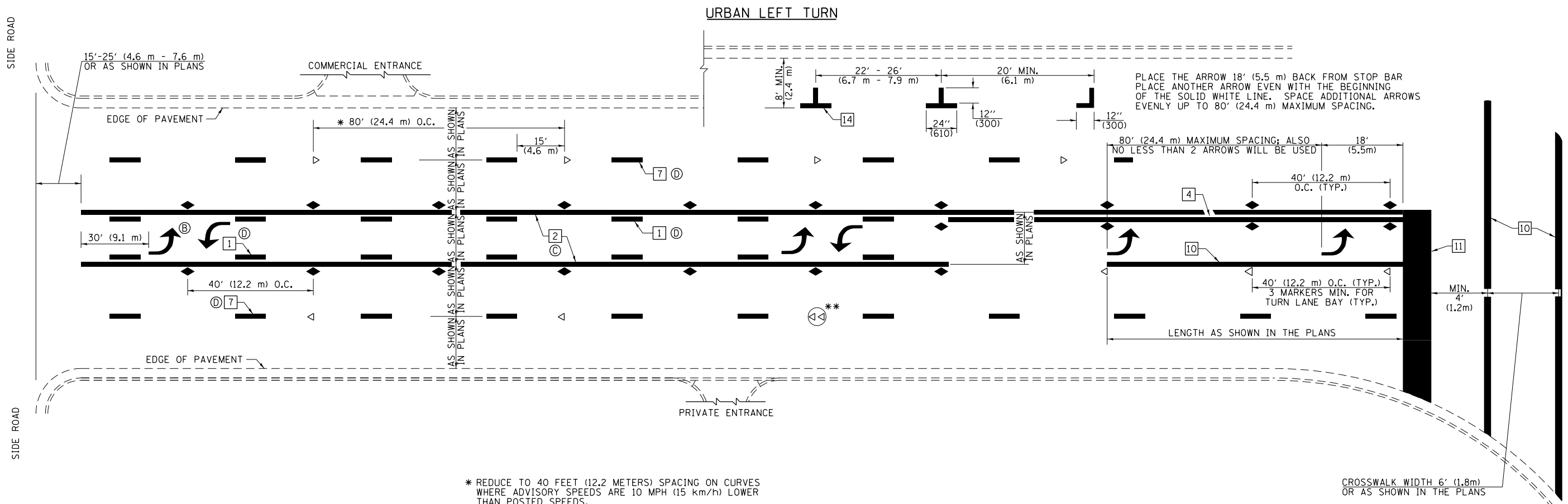


** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

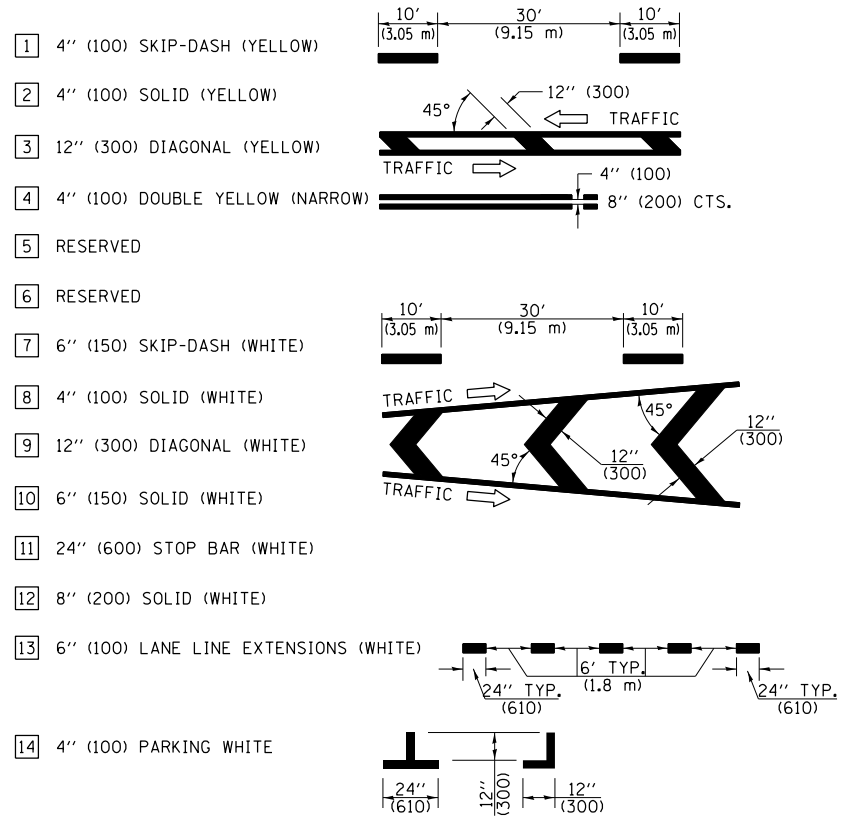
NOT TO SCALE
 Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)			F.A.S. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\planroom.dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 7\Projects\74542\DRAWN\CADsheets\0774542-sht-details.dgn	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -					1707		CUMBERLAND	34	31
PLOT DATE = 1/31/2020	DATE -	REVISED -	REVISED -		(F-X,E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542				
					ILLINOIS FED. AID PROJECT							



PAVEMENT MARKING LEGEND

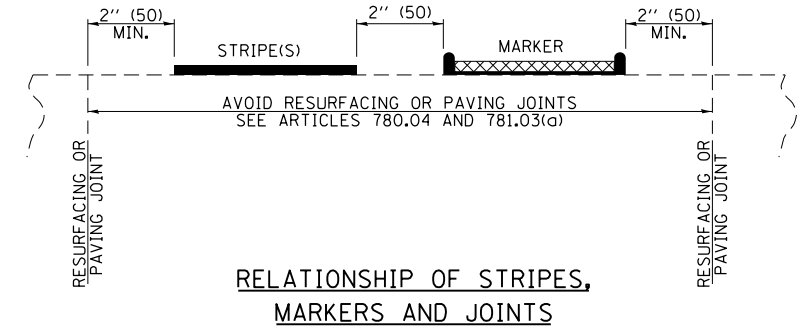


* REDUCE TO 40 FEET (12.2 METERS) SPACING ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

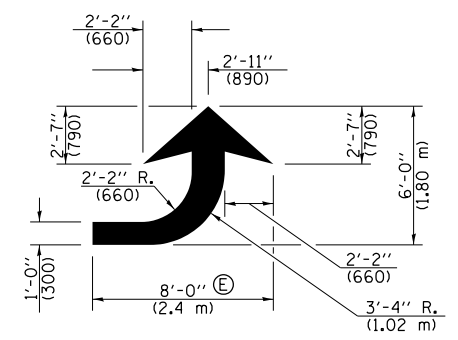
** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

GENERAL NOTES

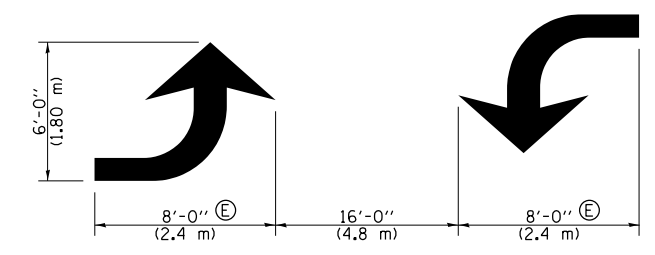
- Ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE. USE A MINIMUM OF TWO PAIRS PER BLOCK.
- Ⓒ THE SOLID YELLOW PAVEMENT MARKINGS 2 SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT 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.
- Ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS



LEFT ARROW
REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m²)
(WHITE)



TYPICAL DOUBLE TURN ARROWS (WHITE)

NOT TO SCALE

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

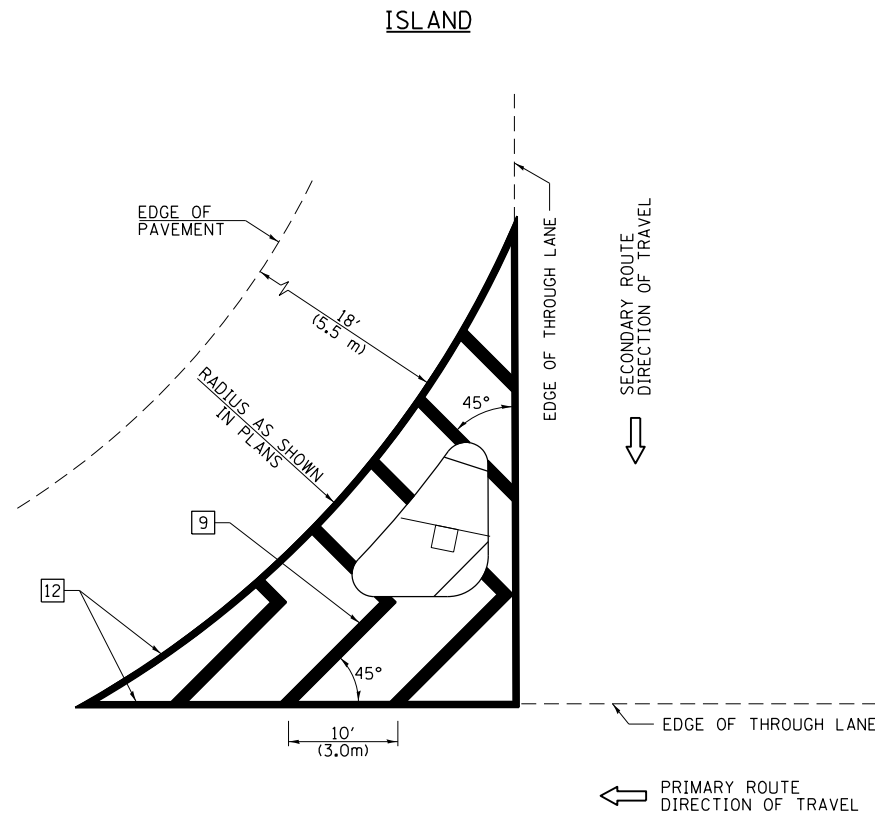
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	PLOT DATE = 1/31/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NA SHEET NO. 2 OF 4 SHEETS STA. TO STA.

DISTRICT 7 DETAIL NO. 7800001		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707				CUMBERLAND	34	32
• (F-X,E-X) RS-1 & (CF-X) RS-2				CONTRACT NO. 74542		
ILLINOIS FED. AID PROJECT						



GENERAL NOTES

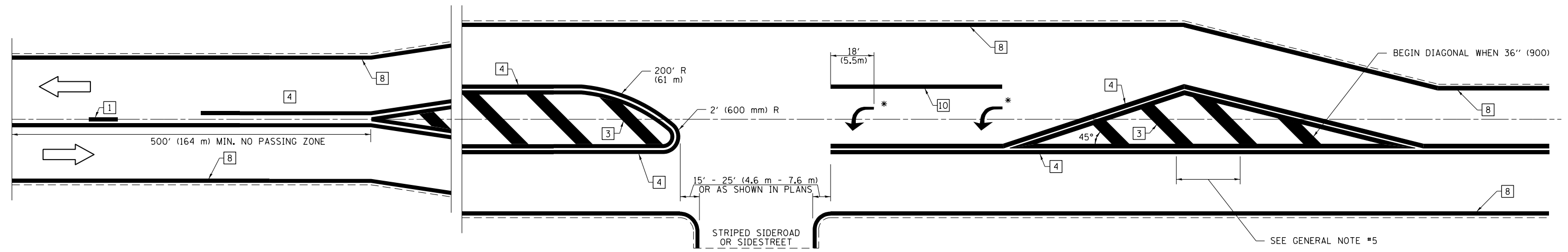
1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2] IF PRESENT.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
5. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING:

< 30 MPH (< 50 km/h)	15' (4.5 m)
30-45 MPH (50-75 km/h)	20' (6.0 m)
>45 MPH (>75 km/h)	30' (9.0 m)

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] 6" (150) 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] 6" (100) LANE LINE EXTENSIONS
- [14] 4" (100) PARKING WHITE

RURAL LEFT TURN STRIPING



* PLACE AN ARROW 18' (5.5 m) BACK FROM STOP BAR. PLACE ANOTHER ARROW EVEN WITH THE BEGINNING OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING. USE MINIMUM OF 2 ARROWS.

NOT TO SCALE
 Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
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	PLOT DATE = 1/31/2020	DATE -	REVISED -

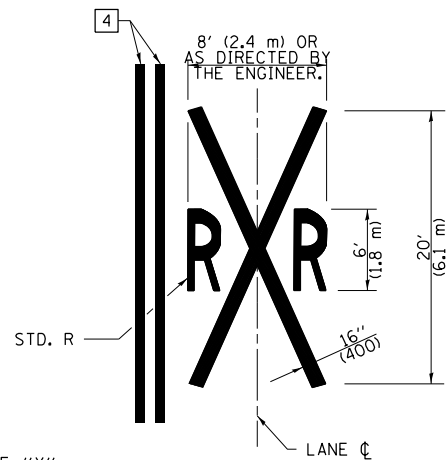
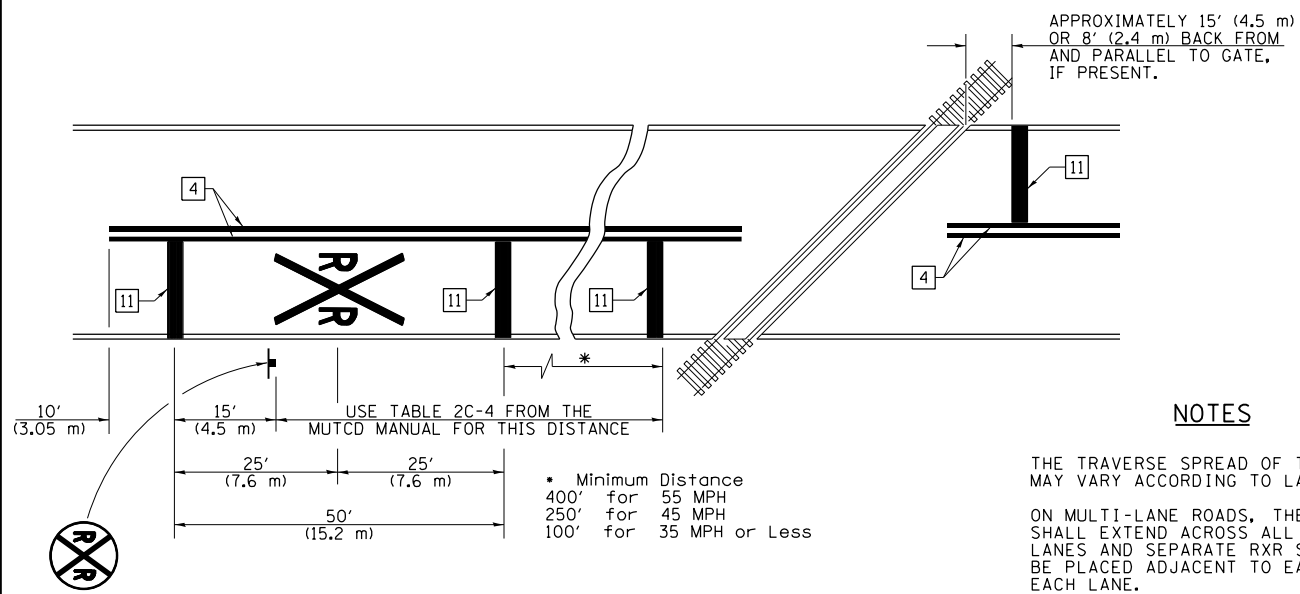
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

SCALE: NA SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707		CUMBERLAND	34	33
• (F-X,E-X) RS-1 & (CF-X) RS-2				CONTRACT NO. 74542
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING



NOTES

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

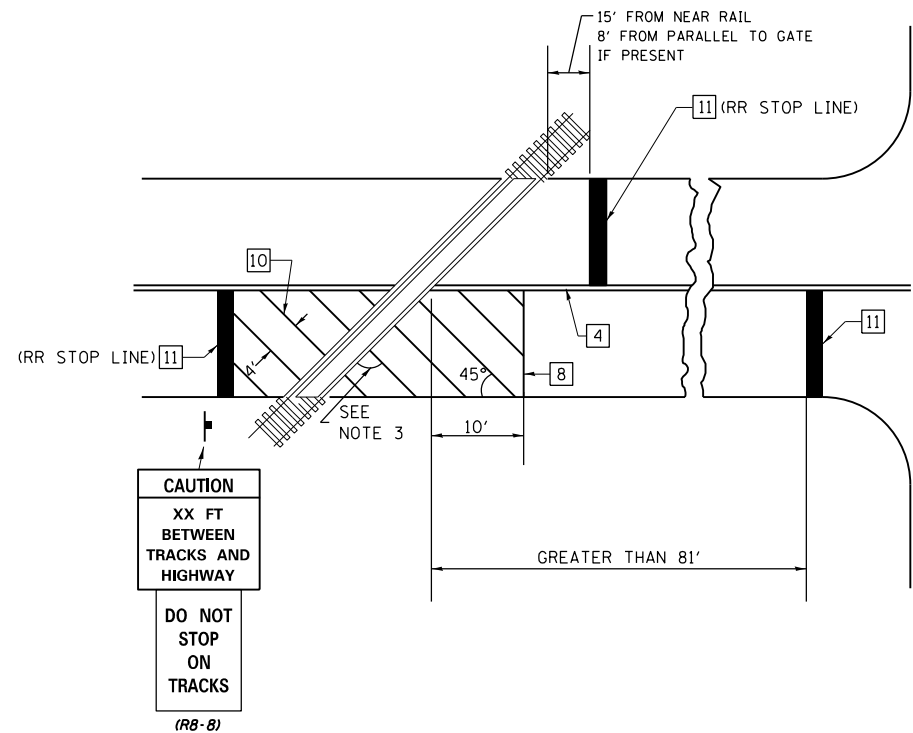
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

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.

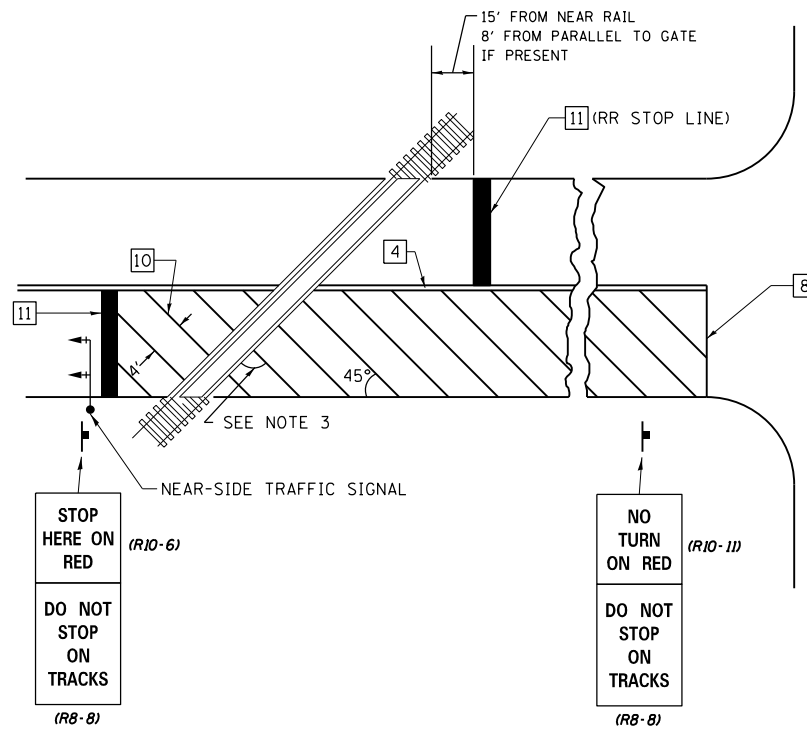
PAVEMENT MARKING LEGEND

- 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 6" (150) 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 6" (100) LANE LINE EXTENSIONS
- 14 4" (100) PARKING WHITE

RAILROAD CROSSING WITH INTERCONNECT ONLY



RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



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.
- WHERE THE ANGLE BETWEEN THE DIAGONAL PAVEMENT MARKINGS AND THE TRACK WOULD BE LESS THAN 20°, THE PAVEMENT MARKINGS SHOULD BE PLACED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

NOT TO SCALE

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

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
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	PLOT DATE = 1/31/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS
(RURAL & URBAN APPLICATIONS)

SCALE: NA SHEET NO. 4 OF 4 SHEETS STA. TO STA.

DISTRICT 7 DETAIL NO. 78000001				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707		CUMBERLAND	34	34
• (F-X,E-X) RS-1 & (CF-X) RS-2			CONTRACT NO. 74542	
ILLINOIS FED. AID PROJECT				