

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAS ROUTE 858 (ROOTS RD)
SECTION (12,13)RS

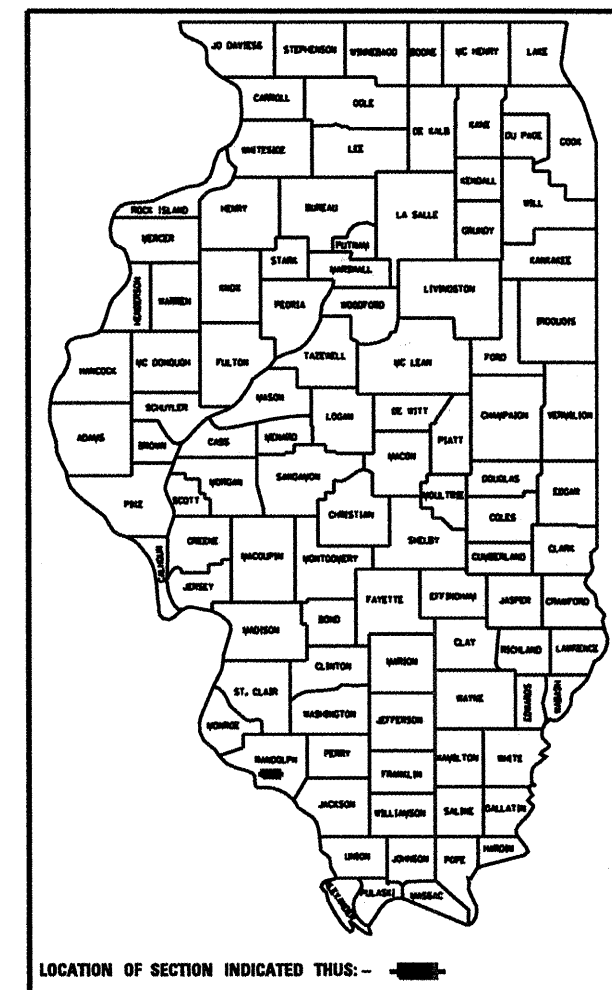
HOT-MIX ASPHALT OVERLAY
AND CLASS B PATCHING
RANDOLPH COUNTY

C-98-060-10

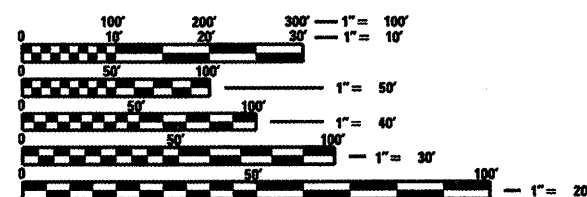
F.A.S. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
858	(12,13)RS	RANDOLPH	8	1
		ILLINOIS	CONTRACT NO. 76D79	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-98-047-10



2010 ADT- 625 (EST.)
2009 ADT- 600 (ACT.)
SU= 8.9%
MU= 4.4%

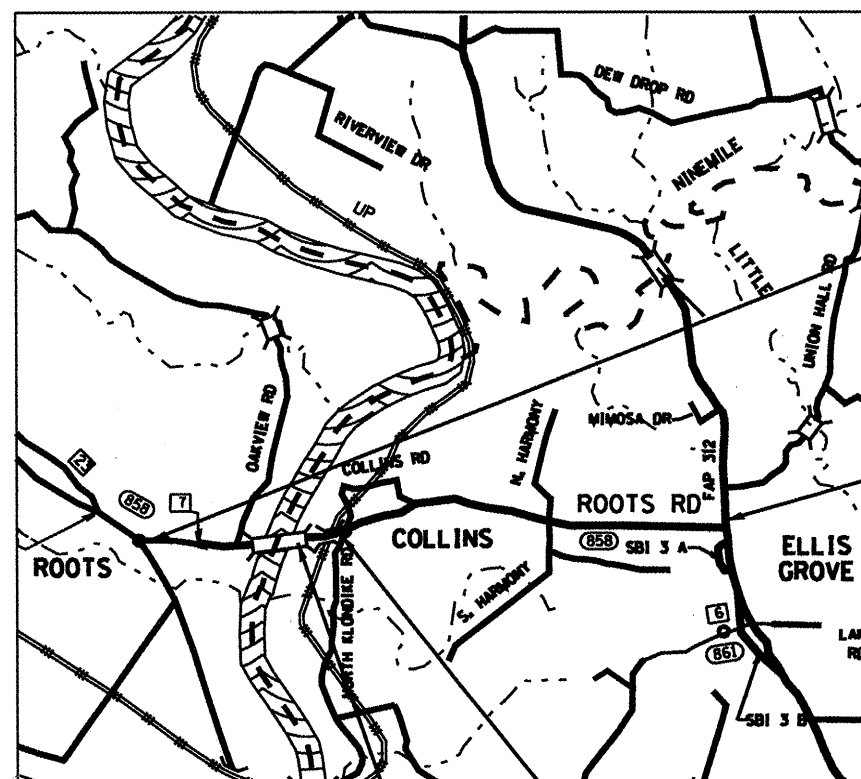


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: TIM PADGETT (618)346-3325
PROJECT MANAGER: JOHN BRANDON (618)346-3352

CONTRACT NO. 76D79



START CONST. AT
STATION 606+00
LAT.= 38.01632
LONG.= -89.96642

END CONST. AT
STA. 771+61
LAT= 38.01701
LONG.= -89.90829

OMISSION STA. 624+93-
TO STA. 638+26
SN 079-0019

OMISSION STA. 649+03
TO STA. 651+20
SN 079-0020

GROSS LENGTH = 16561 FT. = 3.137 MILE
NET LENGTH = 15011 FT. = 2.843 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 16, 2010
My C. Lamm
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 7, 2010
Scott E. Stitt, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

May 7, 2010
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

GENERAL NOTES

- EXCESS BITUMEN REMOVAL SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- THE THICKNESS OF THE BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES 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:

	ABOVE	BELOW
*VERIZON NORTH, INC., COMMUNICATIONS (ABOVE AND BURIED)	X	X
*AMERENIP, GAS & ELECTRIC (ABOVE AND BURIED)	X	X
*EGYPTIAN ELECTRIC CO-OP ASSOCIATION (ABOVE AND BURIED)	X	X
*EGYPTIAN TELEPHONE CO-OP ASSOCIATION (ABOVE AND BURIED)	X	X
*VILLAGE OF ELLIS GROVE (BURIED)		X
*HARRISONVILLE TELEPHONE CO. (ABOVE AND BURIED)	X	X

MEMBERS OF J.U.L.I.E. (800)-892-0123 ARE INDICATED BY *.
NON J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

- ALL TEMPORARY PAVEMENT MARKINGS WILL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- PAVEMENT MARKINGS SHALL MATCH EXISTING MARKINGS. SEE PAVEMENT MARKING SCHEDULE.
- EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE STANDARDS AND REVISION NUMBERS LISTED SHALL APPLY TO THIS PROJECT. ANY TRAFFIC CONTROL STANDARDS NOT USED SHALL BE DELETED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE EARTH EXCAVATION WILL BE INCIDENTAL FOR THE HMA SHOULDERS 6" AND PAID FOR AS HMA SHOULDERS 6".
- SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO PRIMED LEVEL BINDER, AND FINAL SURFACE. ONLY REMOVAL FROM FINAL SURFACE PAID AS WORK ZONE PAVEMENT MARING REMOVAL.

TRAFFIC CONTROL

- NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED.
- ALL EXCAVATION ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES AND APPROPRIATE LIGHTS.
- ROAD CONSTRUCTION AHEAD SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS, AND WILL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE. (48X48)
- FLAGMEN SHALL BE PRESENT DURING ALL CLOSURE HOURS, INCLUDING LUNCH HOUR, AND NO ADDITIONAL COMPENSATION SHALL BE APPLIED.

COMMITMENTS

NONE

INDEX OF SHEETS

- COVER SHEET
- INDEX OF SHEETS, STANDARDS, GENERAL NOTES AND COMMITMENTS
- SUMMARY OF QUANTITIES
- 4-5 TYPICAL SECTIONS
- LOCATION MAP
- SCHEDULE OF QUANTITIES
- MISCELLANEOUS DETAILS

STANDARDS

- 442101-07
- 701306-02
- 701311-03
- 701326-03
- 701336-05
- 701901-01
- 780001-02
- 781001-03

MIXTURE REQUIREMENTS

ROUTE	FAS 858
SECTION	(12.13)RS
COUNTY	RANDOLPH
CONTRACT	76D79

DESCRIPTION:	3P - ROOTS RD. FROM 0.2 MI N. OF OAKVIEW RD. TO IL 3.
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ADT (Construction Yr):	600
MU%:	4.4
SU%:	8.9
20 YR. ESAL'S:	0.22

MIXTURE USE	SURFACE	LEVEL BINDER	SHOULDERS
AC/PG	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE SPEC.	See Contract
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	RAP Special
MIX COMPOSITION			2.0% @ Ndes=30
(GRADATION MIXTURE)	IL 12.5/9.5	IL 9.5	
FRICTION AGG	MIXTURE "C"	MIXTURE "C"	BAM

MIXTURE USE
AC/PG
RAP % (MAX)
DESIGN AIR VOIDS
MIX COMPOSITION
(GRADATION MIXTURE)
FRICTION AGG

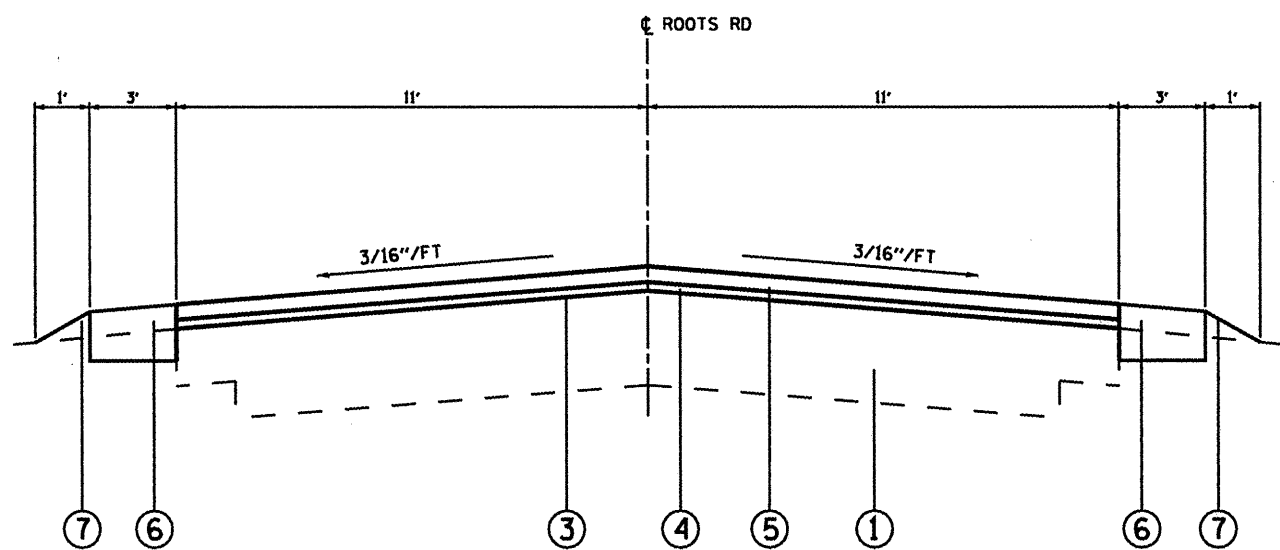
** Top Lift Shoulders - Design this mix at 2.0% voids and add asphalt to reduce voids to 1.5%.

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

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			100% STATE	CONSTRUCTION TYPE CODE			SUMMARY OF QUANTITIES			TOTAL	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	1000			CODE NO	ITEM	UNIT	TOTAL QUANTITIES			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	11.6	11.6									
40600300	AGGREGATE (PRIME COAT)	TON	55	55									
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	2054.8	2054.8									
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	468.9	468.9									
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SO YD	733.5	733.5									
40600990	TEMPORARY RAMP	SO YD	254.9	254.9									
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	3138.3	3138.3									
44200956	CLASS B PATCHES, TYPE II, 9 INCH	SO YD	329.9	329.9									
44213200	SAW CUTS	FOOT	1761	1761									
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	109.5	109.5									
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SO YD	7694.2	7694.2									
67100100	MOBILIZATION	L SUM	1	1									
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1									
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1									
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1									
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	46	46									
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3000	3000									
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	40537.5	40537.5									
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	500.4	500.4									
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	40537.5	40537.5									
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	187	187									
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	185	185									
Z0017202	DOWEL BARS 1 1/2"	EACH	900	900									

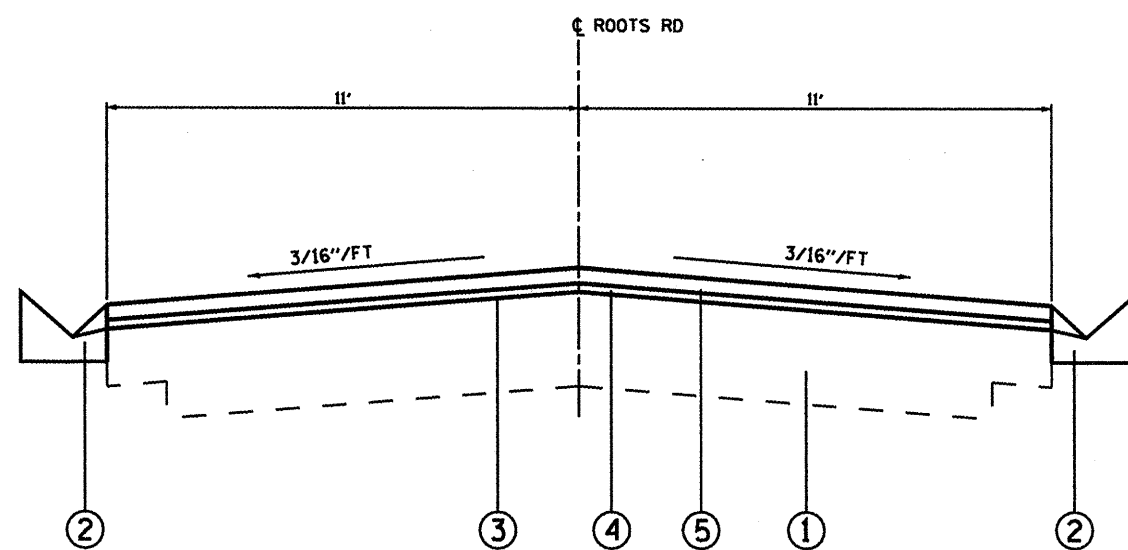
**Specialty Items*



STA. 606+00 TO 624+93
 STA. 651+20 TO 656+00
 STA. 669+00 TO 678+04
 STA. 696+45 TO 716+44
 STA. 726+68 TO 771+61

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING GUTTER
- ③ PROPOSED BITUMINOUS AND AGGREGATE PRIME COAT
- ④ PROPOSED LEVEL BINDER 1"
- ⑤ PROPOSED SURFACE COURSE 1 1/2"
- ⑥ PROPOSED 6" HMA SHOULDER 3'
- ⑦ PROPOSED AGGREGATE WEDGE SHOULDER 1'



STA. 656+00 TO 669+00

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING GUTTER
- ③ PROPOSED BITUMINOUS AND AGGREGATE PRIME COAT
- ④ PROPOSED LEVEL BINDER 1"
- ⑤ PROPOSED SURFACE COURSE 1 1/2"
- ⑥ PROPOSED 6" HMA SHOULDER 3'
- ⑦ PROPOSED AGGREGATE WEDGE SHOULDER 1'

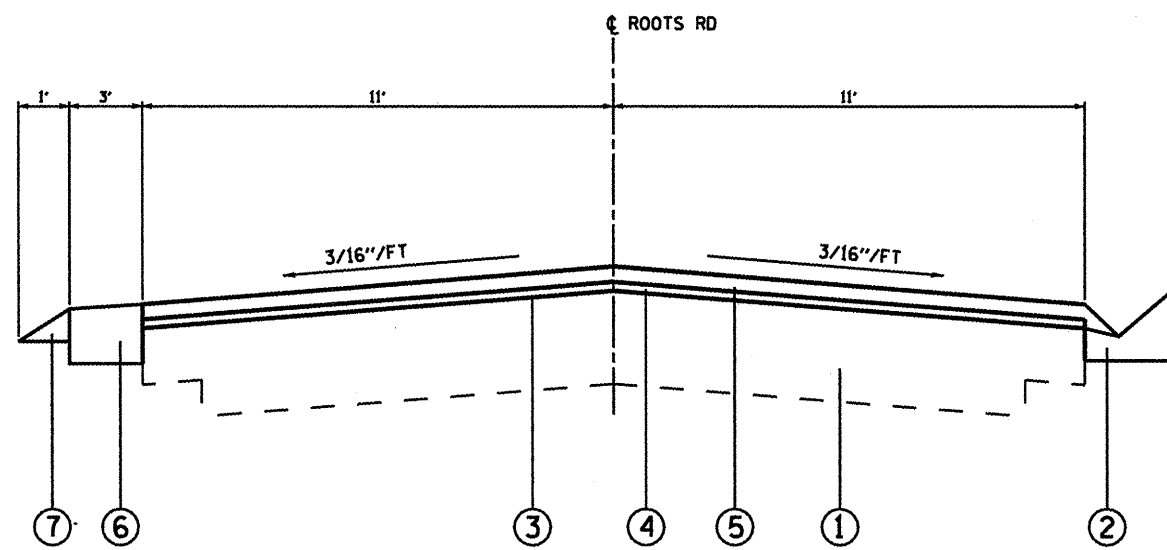
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al\pe_sork\PM1001\ALFORDB\08174849\08779-shc-plan.dgn		DRAWN -	REVISED -
	PLOT SCALE = 3/16" = 1" / IN.	CHECKED -	REVISED -
	PLOT DATE = 3/16/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

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

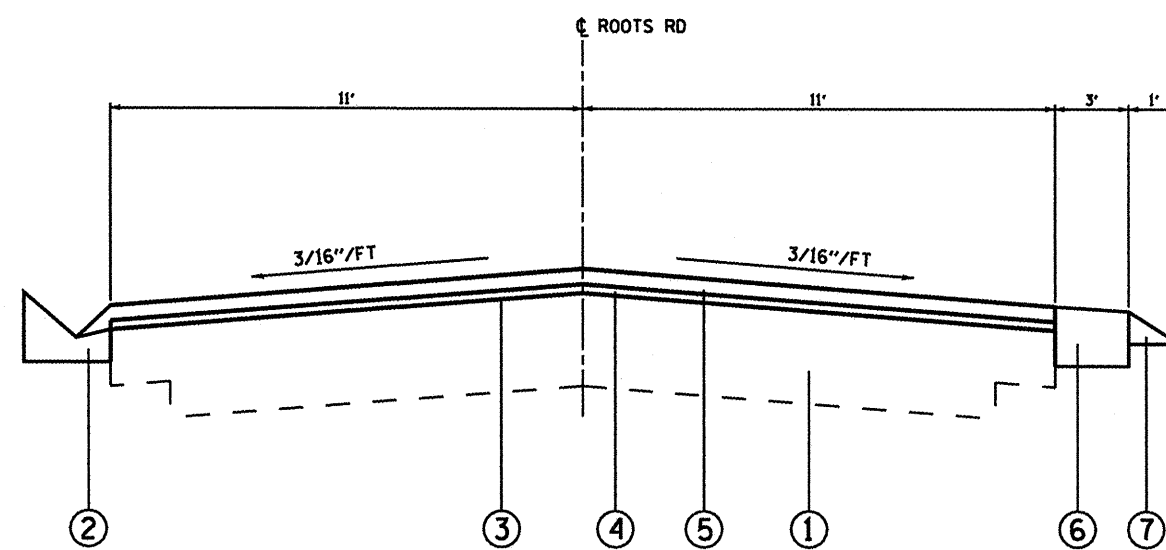
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
050	(12)DRS	RANDOLPH	8	4
FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT			CONTRACT NO. T6079	



STA. 678+04 TO 696+45

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING GUTTER
- ③ PROPOSED BITUMINOUS AND AGGREGATE PRIME COAT
- ④ PROPOSED LEVEL BINDER 1"
- ⑤ PROPOSED SURFACE COURSE 1 1/2"
- ⑥ PROPOSED 6" HMA SHOULDER 3'
- ⑦ PROPOSED AGGREGATE WEDGE SHOULDER 1'

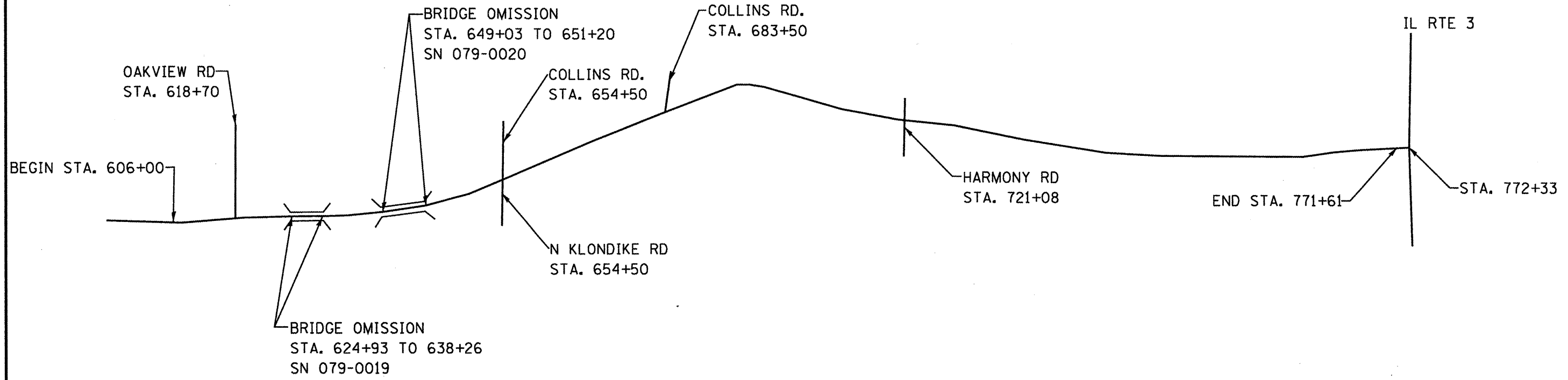


STA. 638+26 TO 649+03
STA. 716+44 TO 726+68

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING GUTTER
- ③ PROPOSED BITUMINOUS AND AGGREGATE PRIME COAT
- ④ PROPOSED LEVEL BINDER 1"
- ⑤ PROPOSED SURFACE COURSE 1 1/2"
- ⑥ PROPOSED 6" HMA SHOULDER 3'
- ⑦ PROPOSED AGGREGATE WEDGE SHOULDER 1'

FILE NAME *	USER NAME * alfordb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	P.A.S. RTE. 858	SECTION 1213RS	COUNTY RANDOLPH	TOTAL SHEETS 8	SHEET NO. 5	
al\pe_sork\p\101\ALFORDB\017484\097\079-shi-plandgn	PLOT SCALE * 1/8"=1'-0"	DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	PLOT DATE * 3/16/2010	CHECKED -	REVISED -								
		DATE -	REVISED -								CONTRACT NO. 76079



FILE NAME c:\p\work\p\WIDOT\ALFORD\08174849\d87	USER NAME = alford	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LOCATION MAP		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1/8" = 100.0000' / IN.	DRAWN -	REVISED -				056	12,1SR5	RANDOLPH	8	6
PLOT DATE = 3/16/2019	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.		FED. ROAD DIST. NO. ILL. HOVS/FED. AID PROJECT		CONTRACT NO. 76079				
	DATE -	REVISED -									

PATCHING SCHEDULE								
PATCH #	STA	RT/LT	WIDTH	LENGTH	TY 2	SAW CUTS	DOWEL BARS	
1	684+50	RT	11	6	7.33	45	20	*
2	691+50	RT	11	6	7.33	45	20	*
3	693+50	RT	11	6	7.33	45	20	*
4	694+50	RT	11	6	7.33	45	20	*
5	697+50	RT	11	6	7.33	39	20	
6	702+50	RT	11	6	7.33	39	20	
7	725+00	RT	11	6	7.33	39	20	
8	729+00	RT	11	6	7.33	39	20	
9	733+00	RT	11	6	7.33	39	20	
10	734+00	RT	11	6	7.33	39	20	
11	735+00	RT	11	6	7.33	39	20	
12	739+18	RT	11	6	7.33	39	20	
13	744+50	RT	11	6	7.33	39	20	
14	746+00	RT	11	6	7.33	39	20	
15	749+00	RT	11	6	7.33	39	20	
16	751+00	RT	11	6	7.33	39	20	
17	755+00	RT	11	6	7.33	39	20	
18	757+00	RT	11	6	7.33	39	20	
19	760+00	RT	11	6	7.33	39	20	
20	766+00	LT	11	6	7.33	39	20	
21	765+00	LT	11	6	7.33	39	20	
22	763+00	LT	11	6	7.33	39	20	
23	757+00	LT	11	6	7.33	33	20	
24	756+00	LT	11	6	7.33	39	20	
25	755+00	LT	11	6	7.33	33	20	
26	753+00	LT	11	6	7.33	39	20	
27	752+75	LT	11	6	7.33	39	20	
28	752+00	LT	11	6	7.33	39	20	
29	750+00	LT	11	6	7.33	39	20	
30	749+00	LT	11	6	7.33	33	20	
31	746+00	LT	11	6	7.33	33	20	
32	737+00	LT	11	6	7.33	39	20	
33	734+00	LT	11	6	7.33	33	20	
34	733+00	LT	11	6	7.33	33	20	
35	731+00	LT	11	6	7.33	39	20	
36	730+00	LT	11	6	7.33	39	20	
37	729+00	LT	11	6	7.33	33	20	
38	724+50	LT	11	6	7.33	45	20	*
39	721+50	LT	11	6	7.33	45	20	*
40	720+50	LT	11	6	7.33	45	20	*
41	719+50	LT	11	6	7.33	45	20	*
42	708+50	LT	11	6	7.33	39	20	
43	707+50	LT	11	6	7.33	39	20	
44	705+50	LT	11	6	7.33	39	20	
45	702+50	LT	11	6	7.33	39	20	
TOTALS					329.9	1761	900	

* INDICATES CUTTER SECTION

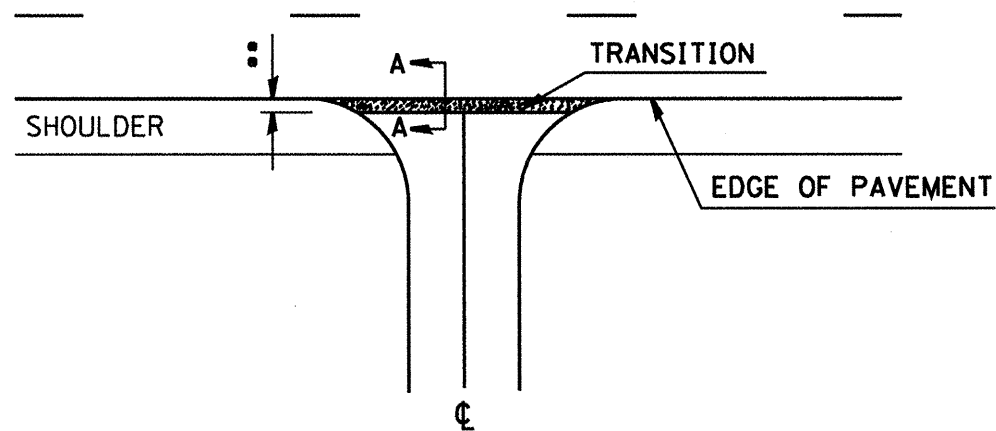
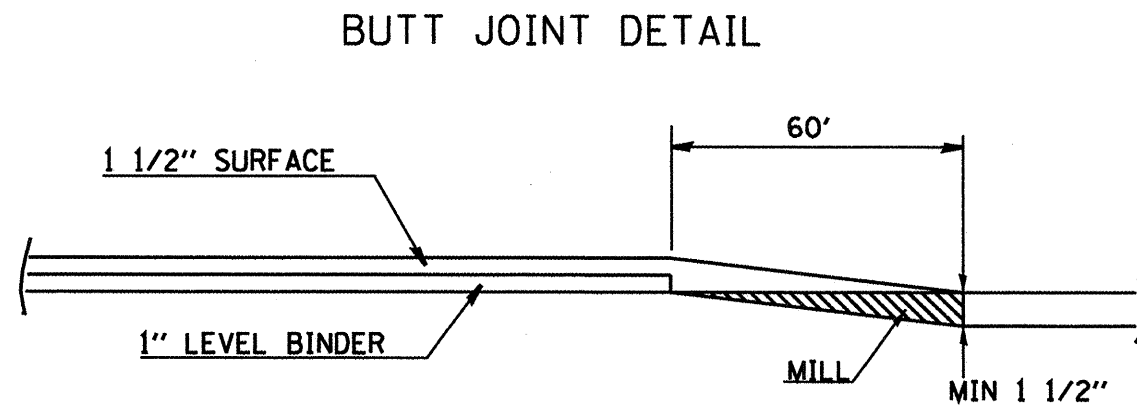
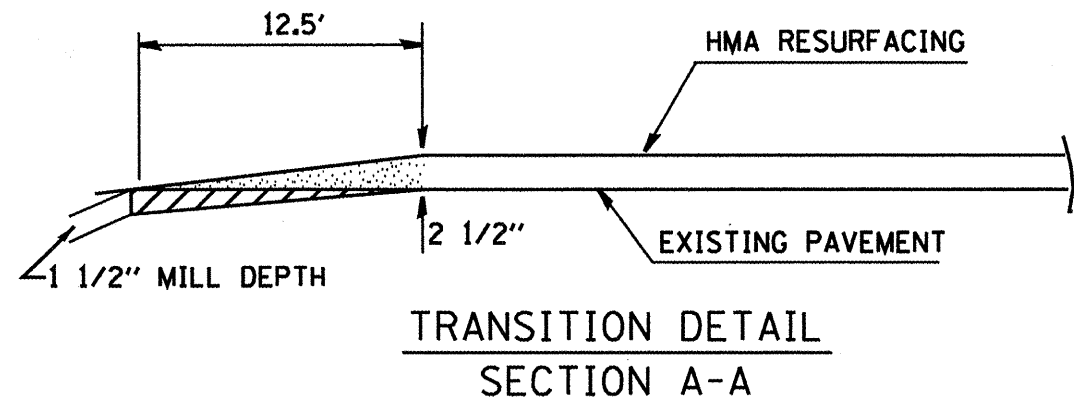
THERMOPLASTIC PAVEMENT MARKING-4"						
LOCATION		LINE 4 INCH				
		SOLID WHITE	SOLID YELLOW	SOLID YELLOW	YELLOW SKIP DASH	
STA	TO STA	(FOOT)	(FOOT)	(FOOT)	(FOOT)	
606+00	TO 606+08	16	8			
606+08	TO 624+93	3770			471.25	
638+26	TO 642+80	908		454	113.5	
642+80	TO 649+03	1246	623		155.75	
651+20	TO 654+14	588	294		73.5	
654+14	TO 658+00	772			96.5	
658+00	TO 668+58	2116		1058	264.5	
668+58	TO 678+11	1906	953	953		
678+11	TO 689+00	2129	1089		272.25	
689+00	TO 729+35	7952			1008.75	
729+35	TO 738+16	1762		881	220.25	
738+16	TO 740+36	440			55	
740+36	TO 748+93	1714	857		214.25	
748+93	TO 771+61	4536			567	
SUB TOTAL:		29855	3824	3346	3512.5	
TOTAL:		40537.5				

RAISED PAVEMENT MARKERS			
LOCATION		RAISED REFLECTOR PAVEMENT MARKERS TWO WAY AMBER	RAISED REFLECTOR PAVEMENT MARKERS REMOVAL
STA	TO STA	(EACH)	(EACH)
ROOTS RD			
606+00	TO 624+93	24	22
638+26	TO 649+03	13	13
651+20	TO 771+61	150	150
SUBTOTAL:		187	185

TEMPORARY RAMPS	
LOCATION/DESCRIPTION	TEMPORARY RAMPS (SQ YD)
Sta 606+00/ Begin Job	12.2
Sta 618+70 (LT)/ Oak view Rd.	33.3
Sta 624+93	12.2
Sta 638+26	12.2
Sta 649+03	12.2
Sta 651+20	12.3
Sta 654+50 (LT)/ Collins Rd.	35.0
Sta 654+50 (RT)/ N. Klondike Rd.	35.0
Sta 683+50 (LT)/ Collins Rd.	42.2
Sta 721+08 (RT)/ S. Harmony Rd.	36.1
Sta 771+61/ End Job	12.2
TOTAL:	255

SHOULDER SCHEDULE					
LOCATION			LT/RT	HOT-MIX ASPHALT SHOULDERS 6"	AGGREGATE WEDGE SHOULDERS, TYPE B
STA	TO STA	STA		(SQ YD)	(TON)
606+00	TO 624+93	RT		631	8.98
638+26	TO 649+03	RT		359	5.11
651+20	TO 654+18	RT		99.3	1.41
654+82	TO 656+00	RT		39.3	0.56
669+00	TO 678+04	RT		301.3	4.29
696+45	TO 720+75	RT		810	11.53
721+41	TO 770+99	RT		1652.7	23.53
771+17	TO 771+25	RT		2.7	0.04
606+00	TO 618+40	LT		413.3	5.88
619+00	TO 624+93	LT		197.7	2.81
651+20	TO 654+18	LT		99.3	1.41
654+82	TO 656+00	LT		39.3	0.56
669+00	TO 683+12	LT		471.3	6.7
683+88	TO 716+44	LT		1085	15.45
726+68	TO 771+47	LT		1493	21.26
TOTAL:				7694.2	109.5

HMA RESURFACING						
LOCATION STA:	HMA SURFACE REMOVAL BUTT JOINT (SQ YD)	CONCRETE SURFACE REMOVAL BUTT JOINT 1/2" (SQ YD)	BITUMINOUS MATERIALS (PRIME COAT) (TON)	AGGREGATE (PRIME COAT) (TON)	LEVELING BINDER 1" (TON)	HMA SURFACE COURSE 1.5" (TON)
606+00 (Begin)	146.7					
721+08 (RT)	63.9		0.02	0.10		7.20
683+50 (LT)	75.7		0.02	0.11		8.50
654+50 (LT)	61.1		0.02	0.09		6.80
654+50 (RT)	60.4		0.02	0.09		6.80
618+70 (LT)	61.1		0.02	0.09		6.80
606+00 to 624+93			1.50	6.90	259.1	388.70
638+26 to 649+03			0.82	3.95	147.4	221.10
651+20 to 771+61			9.20	44.15	1648.3	2472.40
624+93		146.7				
638+26		146.7				
649+036		146.7				
651+20		146.7				
771+61 (End)		146.7				
Add for dips @ 624+93						20
TOTALS	468.9	733.5	11.6	55.48	2054.8	3138.30



- BUTT JOINTS**
- STA. 606+00
 - STA. 624+93
 - STA. 638+26
 - STA. 649+03
 - STA. 651+20
 - STA. 771+61

SIDEROAD DETAIL
 STA. 618+70 LT
 STA. 654+50 RT
 STA. 683+50 LT
 STA. 721+08 RT

•EOP ELEVATION CHANGE	••TOTAL TRANSITION LENGTH
3/4"	3.5'
1"	5'
1-1/2"	7.5'
2"	10'
2-1/2"	12.5'
3"	15'
3-1/2"	17.5'
4"	20'
4-1/2"	22.5'
5"	25'
5-1/2"	27.5'
6"	30'

NOTE:
 WHERE THE HMA TRANSITION IS MATCHING INTO AN EXISTING HMA SIDE ROAD SURFACE, A MILLED BUTT JOINT SHALL BE CONSTRUCTED WITHIN THE LIMITS OF THE TOTAL TRANSITION LENGTH ON THE LOCAL ROUTE.