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<td>1</td>
<td>March 12, 2009</td>
<td>Sheet 29 of 48 - Added note about SAR procedures for structures.</td>
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<td>2</td>
<td>June 30, 2009</td>
<td>Sheet 1 of 48 - Included CADD Roadway Drafting Reference Guidelines.</td>
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<td>3</td>
<td>November 30, 2009</td>
<td>Sheet 5 of 48 - Added note for Radar Speed Trailers on Interstates.</td>
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<td>4</td>
<td>January 4, 2010</td>
<td>Sheet 12 of 49 - Added block with tie point table instructions.</td>
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<td>March 30, 2010</td>
<td>Sheet 1 of 49 - Revised IDOT web site instructions.</td>
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<td>6</td>
<td>January 21, 2011</td>
<td>Sheet 41 of 49 - Updated approach slab and traffic barrier terminal, replaced border.</td>
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<td>7</td>
<td>December 2, 2011</td>
<td>Sheet 6 of 49 - Updated Summary of Quantities to new BD &amp; E format.</td>
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<td>8</td>
<td>July 11, 2014</td>
<td>Sheet 3 of 49 - Showed new location of data due to removal of ftp sites.</td>
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<td>August 7, 2014</td>
<td>Sheet 1 of 49 - Updated IDOT web site information.</td>
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<td>Updated text styles with TrueType Font Text Styles.</td>
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<td>Sheet 1 of 50 - Updated path to CADD information on website, added signature block, and removed &quot;Division of Highways&quot; text.</td>
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<td>March 1, 2018</td>
<td>All sheets - Replaced all sheet borders with updated border cell and changed all text on sheets to use FDOT fonts.</td>
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Created information sheets 1, 3, 5, 7, 10, 12, 16, 17, 21, 24, 26, 30, 44, 48 and 50.
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAP ROUTE 123 (US 456)
SECTION 78RS, BR-3
PROJECT ________
3R RESURFACING AND BRIDGE REPLACEMENT
ANYWHERE COUNTY

C-93-000-08

INDEX OF SHEETS

1 COVER SHEET
2 STANDARDS LIST & GENERAL NOTES
3 SUMMARY OF QUANTITIES
4 - 6 TYPICAL SECTIONS
7 - 10 SCHEDULES OF QUANTITIES
11 ALIGNMENT, TIES, AND BENCHMARKS
12 - 21 PLAN SHEETS
22 - 24 STAGING PLANS
25 EROSION CONTROL PLAN
26 - 40 STRUCTURE PLANS
41 - 45 DETAILS
46 - 55 CROSS SECTIONS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

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.
OR 811
1-800-892-0123

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS
GENERAL NOTES

THE TOLERANCES OF HMA SHOWN ON THE PLANS IS THE NOMINAL TOLERANCE. EXCUSES FROM THE NOMINAL TOLERANCE WILL BE ALLOWED WHEN SUCH ERRORS OCCUR DUE TO IMPRACTICALITY OF CONSTRUCTION. THE HMA SURFACE OF ALL BOX OVERLAP, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE TO MATCH A WORKABLE HMA AND SHALL ACCURATELY CONFORM TO THE SHAPE AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IT IS REQUIRED BY THE ENGINEER THAT ALL HMA SHOWN IN THE COST OF THE HMA SURFACE. THE BASIC COST WINDING WILL BE CARRIED THROUGH ALL ENTRANCES. SIDE ROADS, AND MAILBOX TERRACES. EROSION CONTROL WILL BE SHOWN ON THE PLANS. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
Summary of Quantities

For the Summary of Quantities

Show the appropriate quantity breakdowns based on the construction and safety work type, project location, funding sources, etc. Check the project report for any agreement items. Quantities must be separated at all urban/rural splits and county lines. Use existing Structure numbers and note proposed number.

Provide the correct pay item code number, description, and pay unit exactly as shown.

Fill out the total quantities column.

Round all quantities according to Chapter 64 of the IGE Manual.

Do not rotate the Summary of Quantities on the sheet; use additional sheets instead if space pays items.

Indicate Specialty Items with a symbol such as an asterisk.

- NOT all items requiring a special provision are Specialty Items.
- Specialty Items are items of work requiring specialized knowledge, skills, or equipment which are typically outside the general contractor’s expertise (e.g., electrical work, traffic signals or permanent pavement markings on a paving contract, blasting on a bridge contract, paving work on an electrical contract, etc.).

Verify that quantities agree with schedules.

A list of pay items can be found at the IDOT web site:

www.idot.illinois.gov

Consultant Resources
Engineering, Architectural & Professional Services
Procurements
Highways
Consultant Resources

NOTE:

An item followed by an asterisk does not always require a special provision. It may be covered by throwing a dimension on a typical section, showing an area on a plan sheet, or by including a detail on the plans.

Place SUMMARY OF QUANTITIES here as description.

Information is same as cover sheet.

The following is a list of items that will be used during the plan review process. It contains district preferences to be considered during the plan preparation process:

- Items for traffic control
- Items for traffic signing
- Temporary quantities
- Required reflective pavement markers
- Need approval from district for rip rap or revetment mat
- Need approval from district for hydro mulch
- Use sod in urban areas rather than seeding
- Include supplemental watering for sod
- Do not specify pipe material without prior approval (requires an exception)
- Use elliptical RCCP instead of arch diameter
- Include a Construction Test Strip for each type of HMA with quantity over 3,000 tons
- Include Bridge Deck Grooving for proposed concrete decks
- Use HMA Surface Course on all side roads that are US and state routes
- Use Incidental HMA Surface for mailbox turnouts, entrances, and side roads less than 100'
- Include a Construction Test Strip for each type of HMA with quantity over 3,000 tons
- Use Bridge Deck Grooving for proposed concrete decks
- Use HMA Surface Course on all side roads that are US and state routes
- Use Incidental HMA Surface for mailbox turnouts, entrances, and side roads less than 100'
- Permanent survey markers and/or section markers
- Railroad protective liability insurance
- Need approval from district for reflective crack control
- Use Aggregate Base Course in tons
- Use Sub-base Granular Material, Type A in square yards
- Use Class SI Concrete Collar in each
- Use Temporary Sheet Railing in square feet or TDR System
- If earthwork quantities are small, measure by truck count
- Link incidental items to an appropriate pay item
- Use Short Term and Temporary Pavement Markings according to

State of Illinois Department of Transportation
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Typical Sections

Place mainline typical sections first, followed by other typical sections as they appear along the mainline. Alphabetize or number sequentially each typical section.

Note the title of the typical section and station locations directly below the typical section.

The station locations should be continuous through the project. If no work is proposed, show existing typical and no work.

Separate existing and proposed typical sections are only required when pavement is being replaced or when showing the proposed work on the existing typical is too cluttered.

Existing roadway information and/or old plans will be supplied by the district, also see project report.

Include the following on the typicals:
- Horizontal dimensions rounded to nearest 0.1 ft.
- Vertical dimensions rounded to nearest 1/4 in. for resurfacing.
- Profile grade line reference if different than the centerline.
- Types and depths of surface, base, and subbase courses.
- Side slopes expressed as a ratio of vertical to horizontal distances (e.g., 2V:4H).
- Cross slopes expressed in percent on pavement and shoulders.
- Super-elevations expressed in percent.
- Arrows showing direction of drainage for side slopes, cross slopes, and superelevation rates.
- Final striped width.
- All applicable pay items.

Show paved shoulders and delineators on 40-45 mph curves.

Extend subbase past proposed curb and gutter 6”.

For further guidance also see 64-2.06 and -2.07 of the BOE Manual and the pavement and shoulder highway standards.

Include the approved pavement design with the structural design information (If only doing policy resurfacing, this is not necessary).

For projects with HMA, include a Mixtures Table (Information will be provided by district).

Include the following on the typicals:
- Existing roadway information and/or old plans will be supplied by the district, also see project report.
- Separate existing and proposed typical sections are only required when pavement is being replaced or when showing the proposed work on the existing typical is too cluttered.
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  - Profile grade line reference if different than the centerline.
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  - Super-elevations expressed in percent.
  - Arrows showing direction of drainage for side slopes, cross slopes, and superelevation rates.
  - Final striped width.
  - All applicable pay items.
- Show paved shoulders and delineators on 40-45 mph curves.
- Extend subbase past proposed curb and gutter 6”.
- For further guidance also see 64-2.06 and -2.07 of the BOE Manual and the pavement and shoulder highway standards.
- Include the approved pavement design with the structural design information (If only doing policy resurfacing, this is not necessary).
- For projects with HMA, include a Mixtures Table (Information will be provided by district).
**TYPICAL SECTION A**

STA. 17+93 TO STA. 21+83

STA. 21+43 TO STA. 22+35
STA. 28+79 TO STA. 29+15

STA. 22+35 TO STA. 24+84 TO STA. 28+79

**MIXTURES TABLE**

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**TYPICAL SECTION B**

STA. 21+43 TO STA. 22+35
STA. 28+79 TO STA. 29+15

**TYPICAL SECTION C**

STA. 21+43 TO STA. 22+35
STA. 28+79 TO STA. 29+15

*LEVELING BINDER QUANTITY ADDED FROM STA. 28+79 TO STA. 29+75*

*LEVELING BINDER QUANTITY ADDED FROM STA. 21+83 TO STA. 22+35*

**STATE OF ILLINOIS**

DEPARTMENT OF TRANSPORTATION
**HALF SECTION SHOWING PROPOSED RESURFACING**

**PROPOSED TYPICAL SECTION**

**NORMAL CROWN AREAS**

- STA 100+00 to STA 120+65
- STA 147+60 to STA 184+85
- STA 245+90 to STA 294+58
- STA 351+73 to STA 500+00

**3½" POLYMERIZED HMA SURFACE**

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**HALF SECTION SHOWING PROPOSED REMOVAL**

**PROPOSED TYPICAL SECTION**

**SUPERELEVATION AREAS**

- STA 120+65 to STA 147+60
- STA 184+85 to STA 245+90
- STA 294+58 to STA 351+73

**MINIMUM HMA SHOULDER RESURFACING**

- VARY DEPTH TO ALLOW FOR 4" MINIMUM HMA SHOULDERS

**SHAPE**

- WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4%, THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER WILL NOT BE GREATER THAN 8%. SEE STAGING TYPICALS FOR ADDITIONAL PAVING DETAILS.

- 10' MINIMUM VERTICAL CLEARANCES SHALL BE MAINTAINED UNDER OVERHEAD STRUCTURES. SEE TAPER DETAILS.
Schedule of Quantities

Show all work items in schedules. Do NOT use the word "Contingent." Check for agreement with the Summary of Quantities. Include temporary fence for protection of wetlands, hazardous waste areas, property owner commitment areas, or any other areas that the Contractor is prohibited from utilizing during construction.

For clarification, provide an index of schedules for large projects where multiple pages of schedules are available.

Consider the long-term projects (i.e., projects longer than one construction season):

- Include temporary fence for protection of wetlands, hazardous waste areas, property owner commitment areas, or any other areas that the Contractor is prohibited from utilizing during construction.
- Include temporary fencing if the project will not be completed in one season, consider use of Temporary Mulch (Mulch Method II) for over winter break. Estimate the increase in patching quantities if the project will not be in the same year as the plans were developed or if the project will require more than one construction season.
- Include temporary sidewalks.
- Include temporary fencing for maintenance of temporary access.
- Address responsibility for maintenance of existing highway lighting.
- Include method of payment for drums, barricades, or barrier wall to be left in place and becoming the property of the state or another agency. Include method and location of delivery if required.
- Include maintenance responsibilities during a winter shut down.

Following is a list of schedules the plans might contain:

- Box Culverts
- Bridge Approach
- Building Removal
- Cleaning Culverts
- Curb and Gutter
- Dock Drain Extensions
- Delineators
- Detour Loops
- Driveways
- Earthwork
- Entrances and Side Roads
- Erosion Control
- Exploration Trench and other Field Tile Items
- Fence
- Grading and Shaping Ditches
- Guard Rail
- Hazardous Materials
- HMA
- HMA Surface Removal or Milling
- Impact Attenuators
- Landscape
- Lighting
- Lime Modified Soils
- Median and Islands
- Patching
- Paved Ditch
- Pavement
- Pavement Marking
- Pavement Removal
- Permanent Survey Markers
- Pipe Culverts
- Protective Coat
- Relief
- Removal and Disposal of Unsuitable Materials
- Right-of-way Markers
- Riprap
- Rock Excavation
- Rumble Strips
- Sanitary Sewer
- Seeding and Sowing
- Sidewalks
- Signs
- Storm Sewer Including Inlets and Manholes
- Structure Rehab
- Temporary Concrete Barrier
- Temporary Pavement
- Temporary Pavement Marking
- Temporary Ramps
- Topsoil
- Traffic Signs
- Tree Removal
- Trench Backfill
- Underrail
- Water Main
- Water Valves and/or Manhole Adjustment
- Protective Coat
- Pipe Culverts
- Pavement
- Pavement Marking
- Pavement Removal
- Permanent Survey Markers
- Pipe Culverts
- Protective Coat

On projects, where work is done in stages, separate quantities by each stage. Quantities that may need to be separated are temporary and/or proposed.

- earthwork
- pavement widening
- drainage items
- barriers and barrier walls
- pavement marking
- removal of pavement marking
guardrail and impact attenuators
- geotextile retaining walls
- other miscellaneous items

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Information is same as cover sheet
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**DATE:** 8/14/2019

Sheet 11 of 50
Alignment, Tie, and Benchmark sheet

1) **Alignment.** On all projects, a separate alignment sheet will be provided showing the existing and proposed horizontal alignment with the appropriate curve data, line bearings, centerline control points, and other pertinent information. The alignment drawing should be drawn to scale and include a north arrow.

2) **Reference Ties.** Reference ties will be required on every project. Figures illustrating the reference tie point locations may be simple or detailed schematics with the appropriate dimensions and tie points identified, including the station and offset and applicable control tie designation (e.g., POT, PI, PT, PC). Locating and referencing the centerline of survey will consist of establishing and referencing the control points of the centerline of surveys such as PC’s, PT’s and as many POT’s as are necessary to provide a line of sight. Show reference ties having locations tied to the mainline first, by increasing station, followed by ties to other points in the order they appear along the mainline. Clearly identify the feature to which the ties are referenced (e.g., iron pin 18 in. (0.5 m) deep, corner of wall). Tie figures are generally not drawn to scale. If too congested with the alignment drawing, transfer the tie figure to an insert directly under the point involved. At least three reference ties less than 100’ in length are required to each point. Note the tie distances to the nearest: 0.01 ft. (5 mm). State Plane Coordinates shall be provided for all control points and centerline control points.

3) **Benchmark Data.** Benchmark tabulations should show the station, location, description, and elevation of each benchmark. Show mainline benchmarks first, followed by benchmarks to other facilities in the order they appear along the mainline. Clearly identify the road or line to which a group of benchmarks is referenced. Show elevations in feet to two decimal places (i.e., 0.01 ft.), show elevations in meters to three decimal places (i.e., 0.001 m). Provide a detailed description to locate the benchmark used for the level datum source. The description should include the benchmark location, elevation, number, and any other pertinent information. Benchmarks will be established along the project outside of construction limits not exceeding 1000 ft. (300 m) intervals horizontally and 20 ft. (6 m) vertically. A minimum of two benchmarks will be required regardless of the project size.

Also include layout information for all streets and sideroads.

Point locations should be listed in a table with the following instructions:

- Engineer will re-establish monument (usually with in kind i.e. PK nail). The table information will be provided by the District Land Acquisition department.
- Professional land surveyor shall re-establish monument, record new monument record and provide copy to District Plats and Plans (usually paid for as Permanent Survey Marker).
- Engineer will re-establish monument and furnish tie sketches to District Plats and Plans (usually paid for as Permanent Survey Marker).

The table information will be provided by the District Land Acquisition department. Tie points for notes 1 and 2 will generally be for resurfacing projects. Tie points for note 3 will generally be for projects with major ROW purchases where existing topography is being destroyed.

Also include layout information for all streets and sideroads.
### TIE POINT LOCATION STA. | DESCRIPTION | EXISTING MONUMENT TYPE | PROPOSED MONUMENT TYPE | MONUMENT RECORD TO BE RECORDED | NOTE
--- | --- | --- | --- | --- | ---
45122 | NE CORNER SEC 22, T25N R7E (MONUMENT RECORD) | PSM | 1 | YES | 3
45122 | NW CORNER SEC 26, T25N R7E (MONUMENT RECORD) | PSM | 1 | YES | 3
30642.06 | SW CORNER SEC 26, T25N R7E (MONUMENT RECORD) | PSM | 1 | YES | 3
541100 | E CORNER SEC 24, T25N R7E (MONUMENT RECORD) | PSM | 1 | YES | 3
17100 | POT | PK NAIL | PK NAIL | NO | 1
223199 | SW CORNER SEC 27, T25N R7E (MONUMENT RECORD) | 3/8" HEARAA | 1 | YES | 2

**TOTALS**: 1 4

**MONUMENT RECORD**

1. ENGINEER WILL RE-ESTABLISH MONUMENT
2. ENGINEER WILL RE-ESTABLISH MONUMENT AND FURNISH TIE SKETCHES TO DISTRICT 3 PLATS & PLANS
3. PROFESSIONAL LAND SURVEYOR SHALL RE-ESTABLISH MONUMENT, RECORD NEW MONUMENT RECORD AND PROVIDE COPY TO DISTRICT 3 PLATS & PLANS

PSM = PERMANENT SURVEY MARKER
Plan and Profile Views

1. Provide the mainline plan and profile sheets first, followed by other plan and profile sheets as they appear along the centerline.
2. Plot existing and proposed facilities using proper levels. See the Computer Aided Design, Drafting, Modeling and Deliverables Manual.
3. Keep all notes brief, clear, and consistent.
4. Label sheet with applicable stations.

PLAN VIEW CHECK SHEET

5. Show mainline stationing increasing from left to right. Note where the centerline line is not coincident with the survey line.
6. Provide tic marks along the centerline at 100 ft (50 m) intervals and note the station.
7. Use mainline on sheet. Provide the correct district map arrow on each sheet.
8. On projects where a coordinate system has been set up, show the coordinates for all control points.
9. For rural facilities, use a plan view scale of 3 in = 50 ft (1:500 metric). For urban facilities, use a plan view scale of 3 in = 20 ft (1:250 metric).
10. For all control points along the centerline, provide a 0.1 in (2.5 mm) diameter circle on the centerline.
11. Place the horizontal curve data on the inside of the curve to which it applies. Present the curve data in accordance with the format and accuracy presented in Figure 63-4D of the BDE Manual.
12. Include the pavement edge elevations and superelevation rates for superelevated sections.
13. Show perpendicular lines from the centerline to the inside of the curve at all curve control points. Indicate the curve control point and station.
14. Where deflection angles are used, show the angle to nearest second of a degree. Include coordinates, if available.
15. Note all pavement widths at the beginning and end of each sheet and wherever there is a change in pavement width.
16. Show existing and proposed structures.
17. Ensure station call outs are provided at: beginning and end points of the project; mainlines with other projects; omissions from paving and station equations; 100 ft (50 m) station increments; horizontal curve points; beginning and ending polns of takes; construction limit locations; right-of-way alignment breaks; curb returns for entrances and intersections; entrance centers; special construction applications; side street intersections; permanent survey and right-of-way markers; section lines; and other necessary locations.
18. In general, do not show utility and drainage information on the plan and profile sheets, just show topography features. Provide other information on the drainage plan and profile sheets.
19. If separate right-of-way sheets are included with the plans, show the existing and proposed right-of-way limits on the plans. If the right-of-way plans are not included with the plans, also incorporate the following:
   - dimensions of the properties to be acquired,
   - station ties to property lines,
   - property ownership lines,
   - parcel numbers,
   - property owner names,
   - station locations at right-of-way alignment breaks,
   - temporary and permanent easement locations,
   - points where the control of access does not coincide with the right-of-way line,
   - location of right-of-way markers, and
   - any pertinent data that will affect right-of-way costs.
20. Show all approved points of entry or exit across central of access lines.
21. Show the locations for all new and existing guardrail installations.
22. For entrance and side road intersections, show the following:
   - the facility with the applicable street name, route number, or entrance type;
   - the existing surface material type;
   - the width of the intersecting facility;
   - for intersections with public roads, the angle of intersection from the side road centerline to the mainline centerline; and
   - direction of ditch drainage.
23. Properly label all additional constructed improvements.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Provided for the applicable stations here

This document is same as cover sheet

Have description of sheet here
Plan and Profile Views (continued)

Additional items the District is looking for on the plans sheets are:
- ADA compliance
- Locations of any traffic counter loops
- Locations of asbestos removal
- Locations of septic tank or well abandonment
- Locations of underground storage tanks
- Locations of protected areas such as wetlands, hazardous waste, or property owner commitments.

PLAN VIEW CHECK SHEET
24. Show the profile of the finished surface or top of the subgrade along the centerline for the proposed facility.
25. Use the same horizontal scale as shown for the plan view. The vertical scale is typically 3 in = 5 ft (1:50 metric) or 3 in = 10 ft (1:100 metric).
26. Show the existing ground line to the nearest 0.1 ft (30 mm) and existing pavement surfaces to the nearest 0.01 ft (3 mm).
27. Show the vertical curve data above the profile line for crest curves and below the profile line for sag curves. Include the following vertical data for each curve:
   - small triangle at the VPI,
   - small circles (0.1 in (2.5 mm diameter) at all other vertical curve control points,
   - the VPI station, including short segments of vertical tangents,
   - the vertical curve length,
   - the elevation at the VPI, and
   - the "M" distance between the VPI and roadway surface.
28. Show tangent grades to the nearest hundredth of a percent (i.e., 0.01%). Use a "+" prefix for positive grades and "-" prefix for negative grades.
29. Show the benchmark information on the top portion of the profile view.
30. Show the elevations for the survey line and proposed centerline vertically every 100 ft (25 m) for rural projects and every 50 ft (10 m) for urban projects. For vertical curves, use a closer interval.
31. Provide additional profiles, where necessary, for:
   - pavement edges,
   - drainage structures,
   - side roads, and
   - other situations.
32. Show locations of all undercutting for unsuitable materials with cross hatching and show this excavation to the top of subgrade. Note the applicable stations and depth of excavation on the profile sheet.
33. For bridges within the project, show elevations for:
   - abutments,
   - piers,
   - low vertical clearance points,
   - the high water level, and
   - stream bed.

Additional notes:
- Place station here
- Place existing elevation here
- Place proposed elevation here
- Information is same as cover sheet
- Place proposed elevation here
- Benchmark information locations
- Provide elevations to show scale of profile
Suggested Stages of Construction and Traffic Control

Determine which IDOT Highway Standards are applicable for the traffic control on the project.

Where necessary, provide plan view sheets showing:
- temporary roadway horizontal alignment,
- temporary pavement widths,
- temporary traffic lanes,
- proposed construction staging,
- temporary traffic signals,
- location of signing for work zones,
- temporary pavement markings,
- roadside safety layouts, and
- general notes for construction, closures, time frames, etc.

Where necessary, provide the temporary roadway profile grade line on the profile sheet.

The following is a list of items that will be used during the plan review process. It contains district preferences to be considered during the plan preparation process for Traffic Control/Staging plans.

Include temporary:
- Lighting
- Signals
- Bridge Rail
- Concrete Barriers
- Guardrail Earthwork
- Pavement Widening
- Sheet Piling
- Attenuators
- Rumble Strips (for mainline interstate, multiline, and high accident locations)
- Check for adequate lane widths.
- Check construction access for entrances, side roads, and streets.
- Check that there is adequate work space for contractor operations and access to work areas.
- Check interstate jobs for possible shoulder reconstruction or bridge deck repair.
- Use Material Transfer Device on Interstate projects.
- Paint yellow pavement marking line on concrete barrier (District Cadd detail) (use discretion - Highway Standards 701402 and 701416).
- Evaluate temporary lighting needs for interstate crossovers and ramps to see if existing lighting already meets requirements.
- Use District detail 701400 Special, revised of Standard 701400.
- Consider coordinating multiple temporary traffic signals with timing or interconnect cable.

Include temporary:
- Pavement Widening
- Rumble Strips (for mainline interstate, multilane, and high accident locations)
- Where necessary, provide the temporary roadway profile grade line on the profile sheet.
- Place description of sheet here
- Information is same as cover sheet
NOT TO SCALE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I

STATE CONSTRUCTION TRAFFIC CONTROL SN 005-0094

LEGEND

- TYPE III BARRICADE
- SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE
- MICROPHONE
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR

STAGING QUANTITIES

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NOTES:

PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT JULIE.

A TRUCK DETOUR IS REQUIRED DURING STAGE I CONSTRUCTION.

PROPOSED GUARDRAILS, ON THE SOUTH SIDE OF THE STRUCTURE SHALL BE INSTALLED PRIOR TO STAGE II CONSTRUCTION.

PROPOSED GUARDRAILS, ON THE NORTH SIDE OF THE STRUCTURE SHALL BE INSTALLED DURING STAGE III.

THE SURFACE COURSE SHALL BE PLACED AFTER STAGE III CONSTRUCTION.

SEE STANDARDS TO 121 AND TO 220 AND STRUCTURE DETAILS FOR ADDITIONAL INFORMATION.

* SIGNS INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR.

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</table>
Erosion and Sediment Control Details

Determine which IDOT Highway Standards are applicable for erosion and sediment control on the project.

Where necessary, provide any commitments or General Notes that relate to erosion and sediment control.

Where necessary, provide plan view sheets showing:
- proposed construction staging,
- location and protection of environmentally sensitive areas,
- location of erosion and sediment control items, and
- general notes for construction, pay items, etc.

Use double plan sheets as appropriate.
IDOT Example Roadway Plans

PLOT SCALE = 100.0000 ' / in.
PLOT DATE = 8/14/2019

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

1. TEMPORARY EROSION CONTROL SEEDING WILL BE PLACED ON ALL ERODIBLE EARTH AREAS AS DIRECTED BY THE ENGINEER AS PER THE SPECIFICATIONS.
2. CONTRACTOR MUST MULCH ALL AREAS DISTURBED AS A RESULT OF TEMPORARY PAVEMENT PLACEMENT IN PRE-STAGE 1. PAYMENT WILL ONLY BE MADE FOR THE 10' SHOWN. ADDITIONAL MULCH PLACED WILL BE DONE SO AT THE CONTRACTORS EXPENSE.
3. TEMPORARY MULCH WILL MEET REQUIREMENTS OF AND BE PAID FOR AS MULCH, METHOD 2.

NOTES:
- SEE NOTE 1
- SEE NOTE 2

Legend:
- Inlet and Pipe Protection
- Perimeter Erosion Barrier
- Temporary Mulch
- Temporary Ditch Check
2. For culverts, note the following on the drainage plan view sheet:
   - Centerline station for the ends, direction and distance of the ends from the centerline,
   - Culvert type (do not specify pipe material), pipe size and length, invert elevations for all pipes.
   - Plan View
   - Each run of pipe between manholes, catch basins, and inlets; pipe diameter and length, and invert elevations for all pipes.
   - Profile View
   - Diameter of pipe; type of pipe (do not specify pipe material), length, and gradient.
   - For manholes, catch basins, and inlets, show the following:
     - Plan View
     - Centerline station, direction from centerline, device type and size, invert elevations for all pipes.
     - Profile View
     - Centerline station, direction from centerline, device type and size, invert elevations for all pipes, and top of casting elevation.
     - For end sections, show the following:
       - Plan View
       - Centerline station and offset, type, and size.
       - Profile View
       - Centerline station, direction from centerline, device type and size, and outfall elevation at the bottom of pipe.

3. For storm drainage pipes, show the following:
   - Plan View
   - Centerline station, direction and distance from centerline, device type and size, and invert elevations for all pipes.
   - Profile View
   - Centerline station, direction from centerline, device type and size, invert elevations for all pipes, and top of casting elevation.

4. For any drainage structures, note the following:
   - Plan View
   - Centerline station, direction and distance from centerline, device type and size, and invert elevations at gradient changes.
   - Profile View
   - Centerline station, direction and distance from centerline, and all appropriate elevations.

5. For special ditch locations with invert elevations at 100 ft (30 m) intervals on the cross sections, note the following:
   - Plan View
   - Centerline station, beginning and ending elevations, and elevations at gradient changes.
   - Profile View
   - Invert elevations along the centerline, and all appropriate elevations.

6. Note all drainage direction arrows for all ditches, waterways, and streams.

7. Note all overhead utilities where they cross the centerline and the type of utility.

8. Note all underground utilities within the right-of-way limits affected by the construction with the following:
   - Plan View
   - Centerline station, direction and distance from the centerline, and all appropriate elevations.
   - Profile View
   - Type and size.
### Other Specialty Sheets and Details

Refer to the following locations in the BDE Manual for guidance:

- **63-4.11 Right-of-Way Plan Sheets**
- **63-4.12 Intersection Details**
- **63-4.13 Pavement Marking Details**
- **63-4.14 Special Plans**
  - 63-4.14(a) Landscaping Details
  - 63-4.14(b) Traffic Signal Plans
  - 63-4.14(c) Lighting Plans
  - 63-4.14(d) Structure Plans

**Include the following sheets and details when needed:**

<table>
<thead>
<tr>
<th>Sheet 30 of 50</th>
<th>8/14/2019</th>
<th>8/14/2019</th>
<th>Other Specialty Sheets and Details</th>
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<td><strong>Check for electrical supply</strong></td>
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</table>

**Wetland details**

**Culvert details**

---

**GBSP 67 and ABD 69.1 for information.**

---

**Information is same as cover sheet**

---

**Place description of sheet here**
MATCH LINE STA. 21 + 70
MATCH LINE STA. 26 + 70
MATCH LINE STA. 31 + 10

REMOVAL LEGEND
- SIDEWALK REMOVAL
- DRIVEWAY REMOVAL
- MEDIAN AND ISLAND GUTTER REMOVAL
- COMB. CONC. CURB & SIGN REMOVAL
- TREE REMOVAL
- HEDGE REMOVAL
- STORM SEWER REMOVAL
- MANHOLE REMOVAL
PAVEMENT MARKING TODD & BUCK STREETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FILE NAME: IDOT_Example_Roadway_Plan.dgn
MODEL:
FILE NAME:
MOD:

TYPICAL APPLICATION
LEFT TURN LANES

24" WHITE

6" WHITE

DETAIL FOR CROSSWALKS
AND STOP BARS

DETAIL A
MEDIAN STRIPING

DETAIL B
LEFT TURN LANE STRIPING

NOTE: See Typical Sections for: Centerline & No Passing Zone Lines

EDGE LINE - WHITE

NO PASSING ZONE LINE

YELLOW

(SEE TYPICAL SECTION)

PAVEMENT MARKING

NOTE: See Typical Sections for: Centerline & No Passing Zone Lines

EDGE LINE - WHITE

NO PASSING ZONE LINE

YELLOW

(SEE TYPICAL SECTION)
**CONTROL INSTALLATION**

**Front View**

- **Service head**
- **Guy and anchor**
- **Malleable iron conduit clamp**
- **2.5'-8'' (8 m) Class 5 wood pole**
- **3/4": #8 cables in 1/2" (30) Galvanized steel conduit.**

**Service Raceway - Rigid metal conduit, intermediate conduit and schedule 80 nonmetallic conduit are equally acceptable.**

- **Meter, when required**
- **1/2" (30) Conduit hub**
- **60 Amp fused disconnect switch with solid neutral**

**Service Raceway - Control**

- **23 x 149 x 130 (575 x 365 x 130) Installation mounting board**
- **Pocket for drawings**
- **Aluminum cabinet. Inside dimensions not less than 23x149x130 (575x360x330) with weather resistant lock.**

**Protocol**

- **24 x 24 x 30 (600 x 600 x 750) Concrete foundation**
- **Service wiring window.**
- **Polyethylene duct pipe 24 x 24 x 30 (600 x 600 x 750) to be placed in front of control cabinet.**

**General Notes**

- Lower case text used on district standards or highway standard only.

**CONTROL INSTALLATION**

**Foundation**

- **Concrete pad 24 x 24 x 8 (600 x 600 x 200) to be placed in front of control cabinet.**

---

**GENERAL NOTES**

- Locate service pole and control installation adjacent to R.O.W. line with a minimum distance of 30'-0'' (9 m) from the edge of pavement. Exact location shall be established by the Engineer.

- For 480 V. systems, a 480/120 V. control transformer shall not exceed 250' (76 m). Primary and underground service between the control installation and primary transformer shall not exceed 250' (76 m). For 480 V. systems, a 480/120 V. control transformer will be required.

- Where soil conditions permit, and where approved by the Engineer, a 4" dia. x 5'-0'' (150 mm dia. x 1.5 m) long metal screw in foundation may be used in lieu of a concrete foundation.
Traffic will be maintained utilizing stage construction. Support will be provided for existing structure. Portion of pier 1 and 2 to remain in place for support. Remove pier 1 and 2 for construction. Pier 2 is to be removed and replaced. Existing substructure to remain in place for construction. Existing superstructure is to be removed and replaced.

Soil Boring Logs

Bar Splicer Assembly Details

Steel H-Pile Details

Pier Details

Abutment Details

Structural Steel Details

Bridge Approach Slab Details

Diaphragm Details

Superstructure Details

Top of Approach Slab Elevations

Top of Slab Elevations

Temporary Concrete Barrier

Stage Construction Details

General Data

General Plan & Elevation

LOCATION SKETCH

EXPIRES 11-30-2016

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

ENGINEER OF BRIDGE DESIGN

ENGINEER OF BRIDGES AND STRUCTURES

DESIGNER - MICHAEL B. MOSSMAN

INSTRUMENT NO.: 0061-00800

DATE: 8/14/2019

SHEET 41 OF 50
### Dead Load Deflection Diagram

(Excludes weight of concrete only)

Note:
- The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheet 6 of 26.

#### Fillet Heights

- $B = 0.01t_{beam} \times 40$: Calculus, dimensions and notes
- $B = 0.01e_{beam} \times T^{2}$, Elev: Top of Slab Elevations
- $B = 0.01t_{beam} \times 20$: Tensile

#### Beam 5

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<thead>
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<th>Theoretical Grade Elevations</th>
<th>Theoretical Grade Elevations Adjusted For Dead Load Deflection</th>
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#### Beam 7

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The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).

- **Grey, Silty Clay to Silty Clay Loam**
  - Medium, very moist, brown mottled
  - Soft, very moist, grey mottled

- **Very soft, wet, grey, Silty Clay**
  - Medium, very moist, grey, Silty Clay
  - Soft, very moist, grey, Silty Clay A-6

- **Stiff, moist, brown, Silt Loam to Silt Loam**
  - Medium, very moist, brown mottled
  - Very dense, dry, grey, Sandstone

- **Dense, moist, brown and grey, Groundwater Elev.**
  - Very dense, dry, grey, Sandstone

- **Medium, very moist, brown mottled**
  - Very dense, dry, grey, Sandstone

- **Groundwater Elev.**
  - After Completion
  - Surface Water Elev.
  - Stream Bed Elev.

- **SURFACE WATER ELEV.**
  - 0.8 ft
  - 0.7 ft
  - 0.6 ft

- **FAP 881 (US 45) over So Fork Saline River**
  - 24 ft

- **TO SCALE, INCHES**
  - 1" = 100 ft

- **FIELD NO.**
  - 083-0011

- **LONGITUDE**
  - 89° 26' 36.00"
  - 89° 26' 36.00"
  - 89° 26' 36.00"

- **LATITUDE**
  - 39° 59' 30.00"
  - 39° 59' 30.00"
  - 39° 59' 30.00"

- **GROUND SURFACE ELEV.**
  - 388.8 ft
  - 397.5 ft
  - 398.3 ft

- **GROUNDWATER ELEV.**
  - Upon Completion
  - First Encounter

- **SPT (N value)**
  - The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

- **To convert “N” values to “N60”**
  - 1 FWK; Elevation = 398.1 feet

- **Groundwater Elev.**
  - After Completion
  - Surface Water Elev.
  - Stream Bed Elev.

- **SALINE**
  - 49
Where necessary, the following details may be included:

- Special drainage details that are not covered in the IDOT Highway Standards or on the drainage plan and profile sheets
- Field tile details
- Earthwork details for interchanges requiring significant earthwork
- Signing plans
- Superelevation transition diagrams
- Railroad crossing details
- District CADD details
- Butt joint details
- Transition details where there is a change in the roadway surface or base course width. These details should include:
  - beginning and ending stations,
  - distances and direction from the centerline, and
  - all necessary curve data
- Transition details where there is a change in roadway material's depth
- Any special designs not covered in the IDOT Highway Standards or elsewhere in the plans

Place description of sheet here

Information is same as cover sheet
ADA SIDEWALK ACCESSIBILITY RAMPS

**METHOD 1**

**METHOD 1 PERSPECTIVE WITH SIDE CURBS**

The maximum slope of the side flare for Type B ramps shall be 1:10. However, if the width of the landing area between the top of the ramp and an obstruction is less than 0” then the maximum slope shall be 1:12.

**METHOD 1 PERSPECTIVE WITH SIDE FLARES**

The maximum slope of the side flare for Type B ramps shall be 1:10. However, if the width of the landing area between the top of the ramp and an obstruction is less than 4'-0" then the maximum slope shall be 1:12.

**METHOD 1 PERSPECTIVE WITH SIDE CURBS AND SIDE FLARES**

ADA SIDEWALK ACCESSIBILITY RAMPS

**METHOD 1**

**ADA SIDEWALK ACCESSIBILITY RAMPS**

**METHOD 1 PERSPECTIVE WITH SIDE CURBS**

**METHOD 1 PERSPECTIVE WITH SIDE FLARES**

**METHOD 1 PERSPECTIVE WITH SIDE CURBS AND SIDE FLARES**

**TYPICAL CURB APPLICATIONS FOR METHOD 1**

---

**LEGEND**

- PLANTING OR OTHER NON-WALKING SURFACE
- SLOPE = 2% MAX.
- DETECTABLE WARNING

---

**FILE NAME:** IDOT_Example_Rdwy_dgn

**MODEL:** FDOT Vert, Rdwy_text120

**FONT:** Swiss_Bold

**SCALE:** 100.0000 ' / in.

**PLOT DATE:** 8/14/2019

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**FILE NAME:** IDOT_Example_Rdwy_dgn

**MODEL:** FDOT Vert, Rdwy_text120

**FONT:** Swiss_Bold

**SCALE:** 100.0000 ' / in.

**PLOT DATE:** 8/14/2019
SECTION A-A
DETAILS AT ENTRANCES & SIDE ROADS

THE COST OF REMOVAL AT EXISTING HMA OR C.C. LOCATIONS SHALL BE PAID FOR PER SQ. YD. BY THE APPROPRIATE PAY ITEM. A-3 REMOVAL AT THE SLEEPING AGG. LOCATIONS SHALL BE INCIDENTAL TO THE HMA. A-3 LOCATIONS SHALL BE FEATHER TAPERED.

SECTION B-B

DETAIL A

THE PRINTED EXCAVATION AS REQUIRED TO MEET HMA SURFACE

EDGE OF AGG. SHOULDER IS NOT TO BE PLACED AROUND SIDE ROAD BASE

HMA SURF. REM. - BUTT JOINT

END OF IMPROVEMENT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FILE NAME: FDOT Vert, Rdwy_text120
MODEL:

EXCAVATION FURNISHED EXIST. RADIUS OR HMA SHLD. EDGE OF PAV'T.

EDGE OF HMA - PLAN AT PRIVATE & COMMERCIAL ENTRANCES

EDGE OF AGG. SHOULDER

MATCH EXIST. RADIUS

MATCH EXIST. HMA FLARE OR EDGE, AGG. SHLD.

MATCH EXIST. HMA FLARE OR EDGE, AGG. SHLD.

HMA SURF. REM - BUTT JOINT

END OF IMPROVEMENT
Some guidelines for cross sections are:

1. Plot rural cross sections at 100 ft intervals and urban cross sections at 50 ft intervals.
2. Plot intermediate cross sections at all major grade breaks, pipe crossings, side streets, entrances, guardrail terminals, and other locations as necessary.
3. Ensure the spacings between cross sections do not overlap.
4. The mainline cross sections are placed first, by increasing stations, from the bottom of the sheet to top of the sheet. Provide the cross sections for other facilities after the mainline cross section in the order they appear along the mainline.
5. Note the stations of the cross section shown on the bottom of the sheet. Also note the name of the facility to which the cross sections apply.
6. Use a horizontal scale of 1 in = 5 ft or 1 in = 10 ft. The vertical scale is a 2:1 proportion of the horizontal scale. Show at least two elevation lines for each cross section.
7. Plot the existing cross section using a light, dashed line and show the existing:
   - ground line,
   - pavement structure,
   - drainage structures,
   - major utilities,
   - all affected structures,
   - existing and proposed right-of-way and easement lines, and
dodies of water near the right-of-way limits.
8. Plot the proposed cross section using a dark, solid line and show:
   - centerline (and the profile grade line, if different),
   - proposed pavement structure,
   - all side roads and entrances,
   - curb and gutter,
   - sidewalks locations and depth,
   - proposed side slopes,
   - special fill materials,
   - all new drainage structures, include the following:
     - centerline stations,
     - distance and direction from centerline,
     - description and size of structure,
     - top and bottom line elevations,
   - all underground utilities,
   - special ditch elevations and drainage direction,
   - proposed right-of-way and easement lines, and
   - any other special features.
9. Provide the proposed centerline pavement surface elevation vertically on each cross section.
10. Label the side slope on the first and last cross section of each sheet and where there are changes in the slope. Show the side slope using a vertical to horizontal ratio, e.g., 1V:3H.
11. Show the end area cut and fill amounts, in square feet, below each cross section.
12. Show all earthwork for temporary pavements.
13. Show all earthwork for temporary pavements.
14. Provide separate cross sections for all approaches including side roads and entrances, and note the approach type, direction from centerline, and station next to the cross section.
The IDOT Highway Standards will be the last sheets added to the project. The Bureau of Design and Environment will be responsible for adding these sheets to the plans. The sheets added will be based on the listing provided in the Index of Sheets.