

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE GALLATIN	22	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

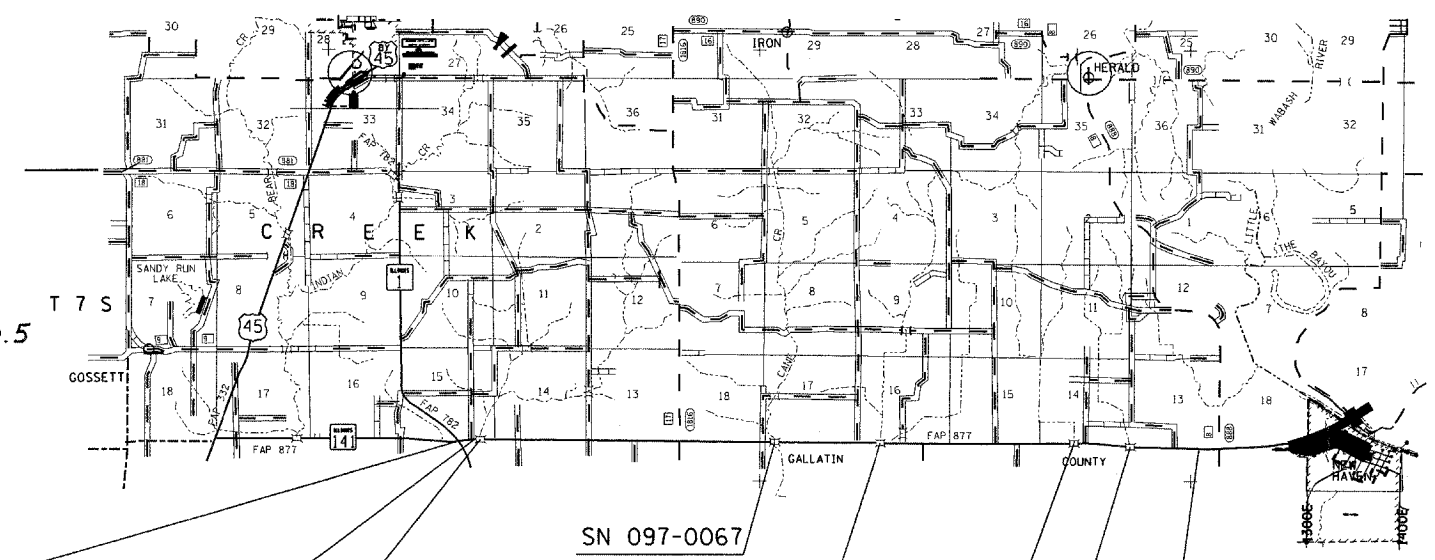
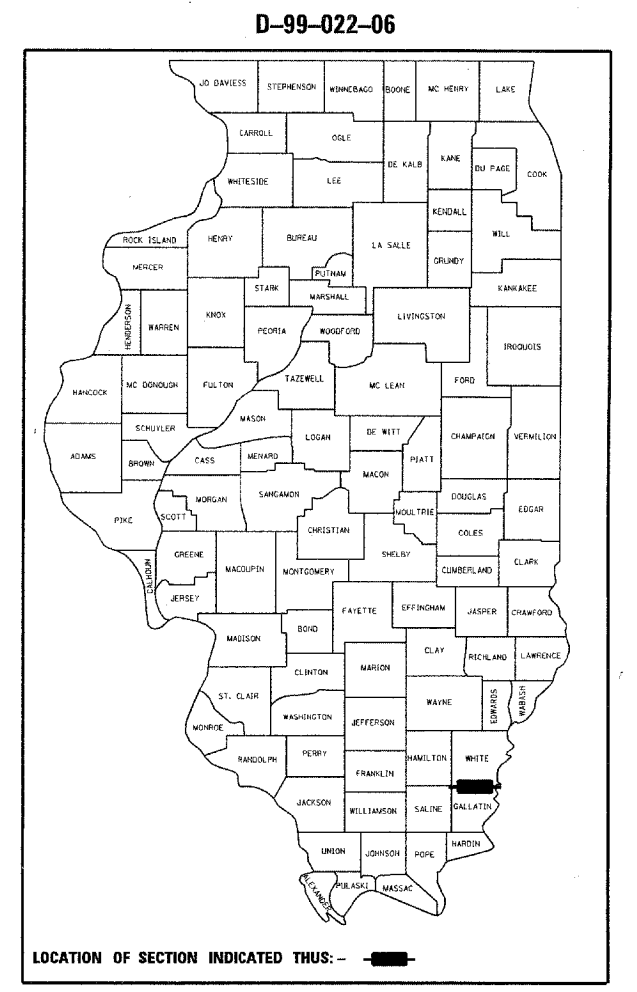
**PROPOSED
HIGHWAY PLANS**

F.A.P. 877 (ROUTE IL 141)
SECTION 101 RS-1
PROJECT: MA-DB77(012)
~~WHITE GALLATIN~~ COUNTIES
C-99-029-06

FOR INDEX OF SHEETS, SEE SHEET NO. 3
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 4

IL 141 (FAP 877)
TRAFFIC DATA

	(2005)	(2026)
PC=	1,900	2,345
SU=	275	340
MU=	225	275
ADT=	2,400	2,960



OMISSIONS
SN 097-0036 - STA. 7+10.5 TO STA. 7+53.5
SN 097-0067 - STA. 177+67.5 TO STA. 178+77.5
SN 097-0037 - STA. 239+64 TO STA. 240+06

PROPOSED IMPROVEMENT BEGINS
STA. 145+93 (INTERSECTION OF IL 1/141)

EQUATION STATION
STA. 154+48.58 BK = STA. 6+40.19 AH

SN 097-0067

SN 097-0037

SN 097-0064

SN 097-0029

PROPOSED IMPROVEMENT ENDS
STA. 425+38 (HERALD RD)

SN 097-0036

TOWNSHIPS: OMAHA, ASBURY, NEW HAVEN, INDIAN CREEK, HERALDS PRAIRIE, AND EMMA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Jan 10 2007
Mark Lami
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 23, 2007
Eric E. Harms
REGIONAL ENGINEER OF DESIGN AND ENVIRONMENT

March 23, 2007
Mitomp Sees, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

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

CONTRACT NO. 98964

NET LENGTH OF PROJECT: 42,558.39 FEET (8.06 MILES)
GROSS LENGTH OF PROJECT: 42,753.39 FEET (8.10 MILES)

PROJECT ENGINEER: CHARLES STEIN
DESIGNER: MELISSA COLE

Rev.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	2

Prepared By: Joe Zdanekiewicz
 DISTRICT STUDIES & PLANS ENGINEER

Examined By: James Kris Eney
 DISTRICT LAND ACQUISITION ENGINEER

Examined By: Carrie Nelson
 DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: Kevin Grammes
 DISTRICT OPERATIONS ENGINEER

Examined By: Joseph Lugin
 DISTRICT CONSTRUCTION ENGINEER

Examined By: Bruce W. Peebles
 DISTRICT MATERIALS ENGINEER

Examined By: Jim Brothers
 DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: Danny Clayton
 ASSISTANT REGIONAL ENGINEER

Approved By: May Lane
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Jan 10 2007
 DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	3

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SIGNATURE SHEET
3	INDEX OF SHEETS AND STANDARDS, MIX DESIGN, AND GENERAL NOTES
4	SUMMARY OF QUANTITIES AND PAVEMENT MARKING SCHEDULE
5	RESURFACING, ENTRANCE AND SIDEROAD SCHEDULES
6	GUARDRAIL SCHEDULE
7-10	TYPICAL SECTIONS
11-12	SIDEROAD DETAILS
12-13	ENTRANCE DETAILS
14	MILLING TAPER, TRANSITION, AND TEMPORARY RAMP DETAILS
15	BRIDGE TRANSITION DETAIL
16	ROUGH GROOVED SURFACE SIGN, TEMPORARY HOT-MIX ASPHALT TRANSITIONS, AND UNEVEN PAVEMENT SIGN DETAILS
17-22	GUARDRAIL DETAILS

STANDARDS

000001-04	701301-02
442201-01	701306-01
635006-02	701311-02
635011-01	701336-04
701006-02	702001-06
701011-01	780001-01
	781001-02

STRUCTURES WITHIN PROJECT LIMITS

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
097-0029	42.8	25.0	NONE
097-0036	46.3	28.8	NONE
097-0037	44.8	27.9	NONE
097-0064	31.1	19.4	NONE
097-0067	45.0	27.2	NONE

GENERAL NOTES

THE THICKNESS OF THE HOT-MIX ASPHALT 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 HOT-MIX ASPHALT MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES.

ALL HOT-MIX ASPHALT	2.016 TON/CU YD
ALL AGGREGATE	2.05 TON/CU YD
HOT-MIX ASPHALT MATERIALS:	
ON PAVEMENT	0.09 GAL/SQ YD
ON AGGREGATE	0.32 GAL/SQ YD
AGGREGATE (PRIME COAT)	0.0015 TON/SQ YD
MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	2 TON/MILE

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUT DOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE BITUMINOUS SURFACE REMOVAL, BINDER COURSE, AND SURFACE COURSE.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

QUANTITIES SHOWN IN THE PLANS FOR MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS ARE ESTIMATES. THE ACTUAL AMOUNT DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ALTERNATING SIDES ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

QUANTITIES SHOWN IN THE PLANS FOR STRIP REFLECTIVE CRACK CONTROL ARE ESTIMATES.

UTILITIES HAVE NOT BEEN LOCATED FOR THIS PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL J.U.L.I.E. BEFORE BEGINNING GUARDRAIL WORK.

MIX DESIGN

Location(s):	Hot-Mix Asphalt Surface Course, Leveling Binder, and Incidental Hot-Mix Asphalt Resurfacing
Mixture Use(s)	Hot-Mix Asphalt Surface Course, Mix "C", N90
AC/PG	PG64-22
RAP% (Max):	10
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-9.5 mm or IL 12.5 mm
Friction Aggregate:	C Surface

Location(s):	Pavement Patching, 14"
Mixture Use(s)	Hot-Mix Asphalt Binder Course, IL-19.0, N90
AC/PG	PG64-22
RAP% (Max):	10
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-19.0 mm
Friction Aggregate:	None

SUMMARY OF QUANTITIES

PAINT PAVEMENT MARKING SCHEDULE

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	WHITE COUNTY			
				ROADWAY RURAL 80% FED/20% ST	SN 097-0029 RURAL 80% FED/20% ST	SN 097-0036 RURAL 80% FED/20% ST	SN 097-0064 RURAL 80% FED/20% ST
	CONSTRUCTION TYPE CODE		1000		5FTY-2A	5FTY-2A	5FTY-2A
35102000	AGGREGATE BASE COURSE TYPE B, 8"	SO YD	400	400			
40600100	BITUMINOUS MATERIALS PRIME COAT	GALLON	21,872	21,838	19		15
40600300	AGGREGATE PRIME COAT	TON	365	363	1		1
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	33	33			
40600645	LEVELING BINDER (MACHINE METHOD), N90	TON	5253	5,244	5		4
40600895	CONSTRUCTING TEST STRIP	EACH	1	1			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	178	178			
40600990	TEMPORARY RAMP	SO YD	251	251			
40603320	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90	TON	10,803	10,786	9		8
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	98	98			
44000151	HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"	SO YD	103		103		80
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SO YD	93,018	93,018			
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	28,310	28,310			
44200164	PAVEMENT PATCHING, TYPE I, 14 INCH	SO YD	328	328			
44200168	PAVEMENT PATCHING, TYPE II, 14 INCH	SO YD	2,223	2,223			
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	85,203	85,203			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	873	873			
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	104	104			
* 63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	14	14			
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	19	4	3	8	4
63200310	GUARDRAIL REMOVAL	FOOT	526	126	75	225	100
67100100	MOBILIZATION	L SUM	1	1			
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1			
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	11,619	11,619			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	125,732	125,732			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	45,784	45,784			
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	125,732	125,732			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	533	533			
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	4	4			
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	19	4	3	8	4
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	533	533			
X0322729	MATERIAL TRANSFER DEVICE	TON	15,301	15,275	14		12

LOCATION STATION TO STATION		PAINT PAVEMENT MARKING			
		LINE - 4" YELLOW		LINE - 4" WHITE	
LEFT SOLID	CENTER DASHED	RIGHT SOLID	SOLID		
FEET					
FEET **					
STA. 145+93	TO STA. 154+48.58 BK =		213.9	1,711.2	
STA. 6+40.19 AH	TO STA. 10+70		107.5	859.6	
STA. 10+70	TO STA. 19+25		213.8	1,710.0	
STA. 19+25	TO STA. 53+45	3,420.0	855.0	6,840.0	
STA. 53+45	TO STA. 63+70	1,025.0	256.3	2,050.0	
STA. 63+70	TO STA. 67+60		97.5	780.0	
STA. 67+60	TO STA. 80+10		312.5	2,500.0	
STA. 80+10	TO STA. 90+65	1,055.0	1,055.0	2,110.0	
STA. 90+65	TO STA. 100+30		241.3	1,930.0	
STA. 100+30	TO STA. 106+50		155.0	1,240.0	
STA. 106+50	TO STA. 116+35		246.3	1,970.0	
STA. 116+35	TO STA. 130+50	1,415.0	1,415.0	2,830.0	
STA. 130+50	TO STA. 141+20	1,070.0	267.5	2,140.0	
STA. 141+20	TO STA. 153+97		319.3	2,554.0	
STA. 153+97	TO STA. 164+20		255.8	2,046.0	
STA. 164+20	TO STA. 165+05	85.0		170.0	
STA. 165+05	TO STA. 176+00	1,095.0	273.8	2,190.0	
STA. 176+00	TO STA. 177+67.5		41.9	335.0	
STA. 177+67.5	TO STA. 178+77.5				
STA. 178+77.5	TO STA. 239+64		1,521.6	12,173.0	
STA. 239+64	TO STA. 240+06				
STA. 240+06	TO STA. 244+30		106.0	848.0	
STA. 244+30	TO STA. 251+90		190.0	1,520.0	
STA. 251+90	TO STA. 252+40	50.0		100.0	
STA. 252+40	TO STA. 262+05	965.0	241.3	1,930.0	
STA. 262+05	TO STA. 269+70		191.3	1,530.0	
STA. 269+70	TO STA. 276+60		172.5	1,380.0	
STA. 276+60	TO STA. 279+60		75.0	600.0	
STA. 279+60	TO STA. 287+10	750.0	187.5	1,500.0	
STA. 287+10	TO STA. 299+50		310.0	2,480.0	
STA. 299+50	TO STA. 309+75		256.3	2,050.0	
STA. 309+75	TO STA. 331+04	2,129.0	2,129.0	4,258.0	
STA. 331+04	TO STA. 341+35	1,031.0	257.8	2,062.0	
STA. 341+35	TO STA. 398+96		1,440.3	11,522.0	
STA. 398+96	TO STA. 404+61		141.3	1,130.0	
STA. 404+61	TO STA. 408+84		105.8	846.0	
STA. 408+84	TO STA. 414+13	529.0	132.3	1,058.0	
STA. 414+13	TO STA. 423+67		238.5	1,908.0	
STA. 423+67	TO STA. 425+38		42.8	342.0	
SUBTOTAL		15,584.0	9,466.9	15,478.0	
TOTAL				125,732	

** Accounts for double edge line striping

* SPECIALTY ITEMS

RESURFACING SCHEDULE

LOCATION		LENGTH	WIDTH	HOT-MIX SURF REMOVAL 1/2"	HOT-MIX SURF REMOVAL 1 1/2"	HOT-MIX SURF REMOVAL 2 1/4"	AVG DEPTH SURF	VOLUME SURF	HOT-MIX SURF CRSE	AVG DEPTH BINDER	VOLUME BINDER	LEVELING BINDER	BIT PRIME COAT	AGG PRIME COAT	AGG SHLDRS. TY B
		FOOT	FOOT	SO YD	SO YD	SO YD	INCH	CU YD	TON	INCH	CU YD	TON	GAL	TON	TON
STA. 145+93	TO STA. 154+48.58 BK =	856	26		2,471.7		1.5	103.0	219.6	0.8	51.5	106.8	444.9	7.4	21.7
STA. 6+40.19 AH	TO STA. 7+10.5	70.3	26		203.1		1.5	8.5	18.0	0.8	4.2	8.8	36.6	0.6	1.8
STA. 7+10.5	TO STA. 7+53.5							OMISSION							
STA. 7+53.5	TO STA. 16+65	911.5	26		2,633.2		1.5	109.7	234.0	0.8	54.9	113.8	474.0	7.9	23.1
STA. 16+65	TO STA. 19+13	248	24			661.3	1.5	27.6	59.0	0.8	13.8	28.6	119.0	2.0	
STA. 19+13	TO STA. 27+09	796	24			2,122.7	1.5	88.4	189.4	0.8	44.2	91.9	382.1	6.4	10.1
STA. 27+09	TO STA. 34+80	771	24			2,056.0	1.5	85.7	183.5	0.8	42.8	89.1	370.1	6.2	
STA. 34+80	TO STA. 35+62	82	24			218.7	1.5	9.1	19.5	0.8	4.6	9.5	39.4	0.7	1.0
STA. 35+62	TO STA. 87+55	5,193	26		15,002.0		1.5	625.1	1,332.9	0.8	312.5	648.3	2,700.4	45.0	131.7
STA. 87+55	TO STA. 89+56	201	24			536.0	1.5	22.3	47.8	0.8	11.2	23.2	96.5	1.6	2.5
STA. 89+56	TO STA. 90+56	100	26		288.9		1.5	12.0	25.7	0.8	6.0	12.5	52.0	0.9	2.5
STA. 90+56	TO STA. 96+25	569	27			1,707.0	1.5	71.1	151.4	0.8	35.6	73.7	307.3	5.1	
STA. 96+25	TO STA. 106+81	1,056	26		3,050.7		1.5	127.1	271.0	0.8	63.6	131.8	549.1	9.2	26.8
STA. 106+81	TO STA. 116+03	922	27			2,766.0	1.5	115.3	245.3	0.8	57.6	119.4	497.9	8.3	
STA. 116+03	TO STA. 119+90	387	26		1,118.0		1.5	46.6	99.3	0.8	23.3	48.3	201.2	3.4	9.8
STA. 119+90	TO STA. 123+87	397	24			1,058.7	1.5	44.1	94.5	0.8	22.1	45.9	190.6	3.2	
STA. 123+87	TO STA. 125+39	152	24			405.3	1.5	16.9	36.2	0.8	8.4	17.6	73.0	1.2	1.9
STA. 125+39	TO STA. 130+60	521	26		1,505.1		1.5	62.7	133.7	0.8	31.4	65.0	270.9	4.5	13.2
STA. 130+60	TO STA. 131+50	90	24			240.0	1.5	10.0	21.4	0.8	5.0	10.4	43.2	0.7	1.1
STA. 131+50	TO STA. 143+00	1,150	24			3,066.7	1.5	127.8	273.7	0.8	63.9	132.8	552.0	9.2	
STA. 143+00	TO STA. 153+36	1,036	26		2,992.9		1.5	124.7	265.9	0.8	62.4	129.3	538.7	9.0	26.3
STA. 153+36	TO STA. 156+46	310	24			826.7	1.5	34.4	73.8	0.8	17.2	35.8	148.8	2.5	3.9
STA. 156+46	TO STA. 175+45	1,899	24			5,064.0	1.5	211.0	452.0	0.8	105.5	219.3	911.5	15.2	24.1
STA. 175+45	TO STA. 177+67.5	222.5	26		642.8		1.5	26.8	57.1	0.8	13.4	27.8	115.7	1.9	5.6
STA. 177+67.5	TO STA. 178+77.5							OMISSION							
STA. 178+77.5	TO STA. 239+64	6,086.5	26		17,583.2		1.5	732.6	1,562.2	0.8	366.3	759.8	3,165.0	52.7	154.3
STA. 239+64	TO STA. 240+06							OMISSION							
STA. 240+06	TO STA. 273+31	3,325	26		9,605.6		1.5	400.2	853.4	0.8	200.1	415.1	1,729.0	28.8	84.3
STA. 273+31	TO STA. 278+57	526	27			1,578.0	1.5	65.8	139.9	0.8	32.9	68.1	284.0	4.7	
STA. 278+57	TO STA. 304+30	2,573	26		7,433.1		1.5	309.7	660.4	0.8	154.9	321.2	1,338.0	22.3	65.2
STA. 304+30	TO STA. 308+62	432	27			1,296.0	1.5	54.0	114.9	0.8	27.0	55.9	233.3	3.9	
STA. 308+62	TO STA. 316+87	825	26		2,383.3		1.5	99.3	211.8	0.8	49.7	103.0	429.0	7.2	20.9
STA. 316+87	TO STA. 323+80	693	24			1,848.0	1.5	77.0	164.9	0.8	38.5	80.0	332.6	5.5	8.8
STA. 323+80	TO STA. 328+55	475	24			1,266.7	1.5	52.8	113.1	0.8	26.4	54.9	228.0	3.8	
STA. 328+55	TO STA. 352+65	2,410	26		6,962.2		1.5	290.1	618.6	0.8	145.0	300.8	1,253.2	20.9	61.1
STA. 352+65	TO STA. 352+87	22	33	80.7			1.5	3.4	7.1	0.8	1.7	3.5	14.5	0.2	
STA. 352+87	TO STA. 384+38	3,151	26		9,102.9		1.5	379.3	808.8	0.8	189.6	393.3	1,638.5	27.3	79.9
STA. 384+38	TO STA. 384+66	28	33	102.7			1.5	4.3	9.0	0.8	2.1	4.4	18.5	0.3	
STA. 384+66	TO STA. 415+75	3,109	26		8,981.6		1.5	374.2	798.0	0.8	187.1	388.1	1,616.7	26.9	78.8
STA. 415+75	TO STA. 416+22	47	24			125.3	1.5	5.2	11.2	0.8	2.6	5.4	22.6	0.4	0.6
STA. 416+22	TO STA. 421+34	512	24			1,365.3	1.5	56.9	121.9	0.8	28.4	59.1	245.8	4.1	
STA. 421+34	TO STA. 421+72	38	24			101.3	1.5	4.2	9.0	0.8	2.1	4.4	18.2	0.3	0.5
STA. 421+72	TO STA. 425+38	366	26		1,057.3		1.5	44.1	93.9	0.8	22.0	45.7	190.3	3.2	9.3
TOTALS:					183	93,018	28,310		10,803		5,253	21,872	365	872	

ENTRANCE SCHEDULE

SIDEROAD	QUANTITY	EXISTING PAVEMENT TYPE	PROPOSED PAVEMENT TYPE	WIDTH	LENGTH	AREA OF ENTRANCE	AVG DEPTH	INCIDENTAL HOT-MIX ASPHALT SURFACING	AGGREGATE SHOULDERS, TYPE B
				FOOT	FOOT	SO YD	INCH	TON	TON
FIELD ENTRANCES	20	AGG.	HMA	15	4	6.67	1.00	0.00	0.37
FIELD ENTRANCES	15	EARTH	HMA	15	4	6.67	1.00	0.00	0.37
PRIVATE ENTRANCES	2	HMA	HMA	20	4	8.89	1.00	1.00	
PRIVATE ENTRANCES	15	AGG.	HMA	20	4	8.89	2.25	16.80	0.15
COMMERCIAL ENTRANCES	2	AGG.	HMA	60	4	26.67	2.25	6.72	0.02
TOTALS:								24.52	0.92

SIDEROAD SCHEDULE

SIDEROAD	STATION	EXISTING PAVEMENT TYPE	PROPOSED PAVEMENT TYPE	WIDTH 1 AT EOP	WIDTH 2 AT LENGTH FROM EOP	LENGTH	AREA OF SIDEROAD	AVG DEPTH	INCIDENTAL HOT-MIX ASPHALT SURFACING	BIT SURF REMOVAL - BUTT JOINT	TEMPORARY RAMP	AGG BASE CRSE, TY B, 8 INCH
				FOOT	FOOT							SO YD
375 E	149+65 LT	O & C	HMA	60	33.5	19	98.69	3.0	16.58			98.69
HEALLY ROAD	28+22 RT	AGG.	HMA	29	18.5	15	39.58				5	
BLADES ROAD	68+69 RT	AGG.	HMA	36.5	15.5	15	43.33	3.0	7.28			43.33
BLADES ROAD	68+69 LT	HMA	HMA	43	24	15	55.83	1.5	4.69	55.83	14	55.83
DENIUM ROAD	95+85 RT	AGG.	HMA	36	16	15	43.33				7	
AWALT LANE	122+34 LT	AGG.	HMA	35	24	15	49.17				6	
AWALT LANE	122+53 RT	O & C	HMA	57	43	15	83.33				10	
700 E			HMA	55	30	15	70.83				10	
700 E			HMA	55	30	15	70.83				10	
800 E	225+82 LT	O & C	HMA	54	22	19	80.22	3.0	13.48			80.22
850 E	252+30 LT	HMA	HMA	51.5	25.5	15	64.17	1.5	5.39	64.17	15	
COTTONWOOD-NOEL ROAD	265+65 RT	HMA	HMA	48	20.5	15	57.08	1.5	4.80	57.08	12	
950 E	305+27 LT	O & C	HMA	44.5	23	15	56.25				8	
JONES ROAD	318+06 RT	AGG.	HMA	42.5	24	15	55.42				8	
1050 E	358+33 LT	AGG. W/HMA	HMA	56	23.5	15	66.25	3.0	11.13		14	66.25
1150 E	410+60 LT	AGG. W/HMA	HMA	46.1	20	15	55.08	3.0	9.25		12	55.08
TOTALS:											131	399.42

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	6

GUARDRAIL SCHEDULE

LOCATION STATION TO STATION	GUARDRAIL REMOVAL FOOT	SPBGR TYPE A FOOT	SPBGR ATTACHED TO STRUCTURES FOOT	TRAFFIC BARRIER TERMINAL	GUARDRAIL MARKERS EACH	TERMINAL MARKERS	REMARKS
				TYPE 1, SPECIAL (TAN)		DIRECT APPLIED	
				EACH		EACH	
LT SN 097-0036 WEST	25.0			1		1	REMOVE END SECTIONS WEST END
WEST	37.5			1		1	REMOVE END SECTIONS EAST END
EAST	25.0			1		1	REMOVE END SECTIONS WEST END
RT SN 097-0036 WEST	25.0			1		1	REMOVE END SECTIONS EAST END
WEST	37.5			1		1	REMOVE END SECTIONS WEST END
EAST	25.0			1		1	REMOVE END SECTIONS EAST END
RT CULVERT	50.0			2		2	REMOVE END SECTIONS WEST END
LT SN 097-0064	50.0			2		2	REMOVE END SECTIONS EAST END
RT SN 097-0064	50.0			2		2	TERMINAL UPDATE
LT SN 097-0029	50.0			2		2	TERMINAL UPDATE
RT SN 097-0029	25.0			2		2	TERMINAL UPDATE
LT SN 097-0037	8.0	58.0		1		1	TERMINAL UPDATE
RT SN 097-0037	4.0	29.0			2		REMOVE END SHOES AND FILL IN OPENINGS
LT CULVERT	64.0	17.4	14.0	2	1	2	REMOVE END SHOES AND FILL IN OPENINGS
TOTALS:	526	104	14	19	4	19	REMOVE EXISTING GUARDRAIL

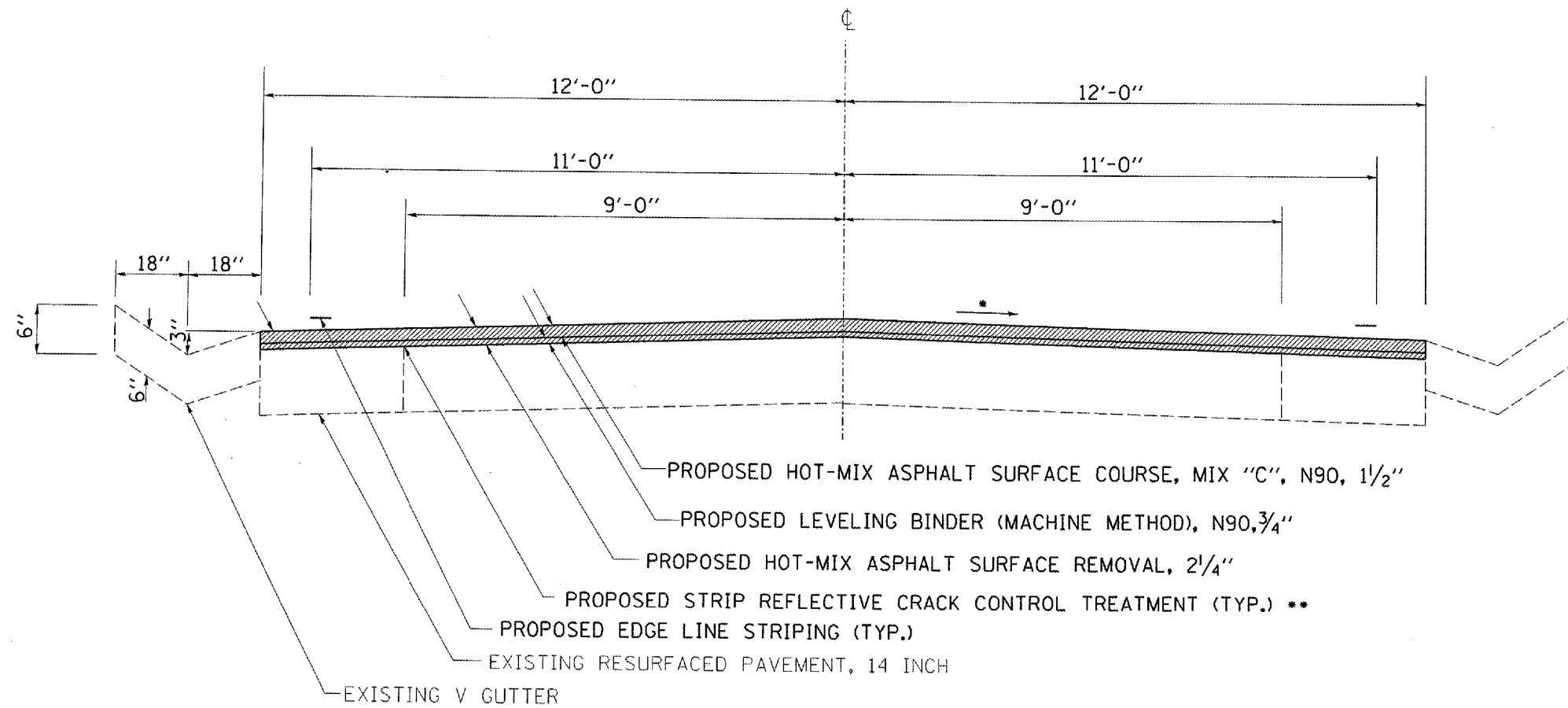
PLOT DATE : 3/20/2007
 FILE NAME : c:\projects\98964\98964.dwg
 USER : ecoburn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	8
STA.	TO STA.			

TYPICAL SECTION

FAP 877 (IL 141)

NOT TO SCALE



- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90, 1 1/2"
- PROPOSED LEVELING BINDER (MACHINE METHOD), N90, 3/4"
- PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT (TYP.) **
- PROPOSED EDGE LINE STRIPING (TYP.)
- EXISTING RESURFACED PAVEMENT, 14 INCH
- EXISTING V GUTTER

TO BE USED:

- STA. 16+65 TO STA. 19+13
- STA. 27+09 TO STA. 34+80
- STA. 90+56 TO STA. 96+25
- STA. 106+81 TO STA. 116+03
- STA. 119+90 TO STA. 123+87
- STA. 131+50 TO STA. 143+00
- STA. 156+46 TO STA. 175+45
- STA. 273+31 TO STA. 278+57
- STA. 304+30 TO STA. 308+62
- STA. 323+80 TO STA. 328+55
- STA. 416+22 TO STA. 421+34

- * MATCH EXISTING SLOPE
- ** ALONG WIDENING CRACK IN PAVEMENT

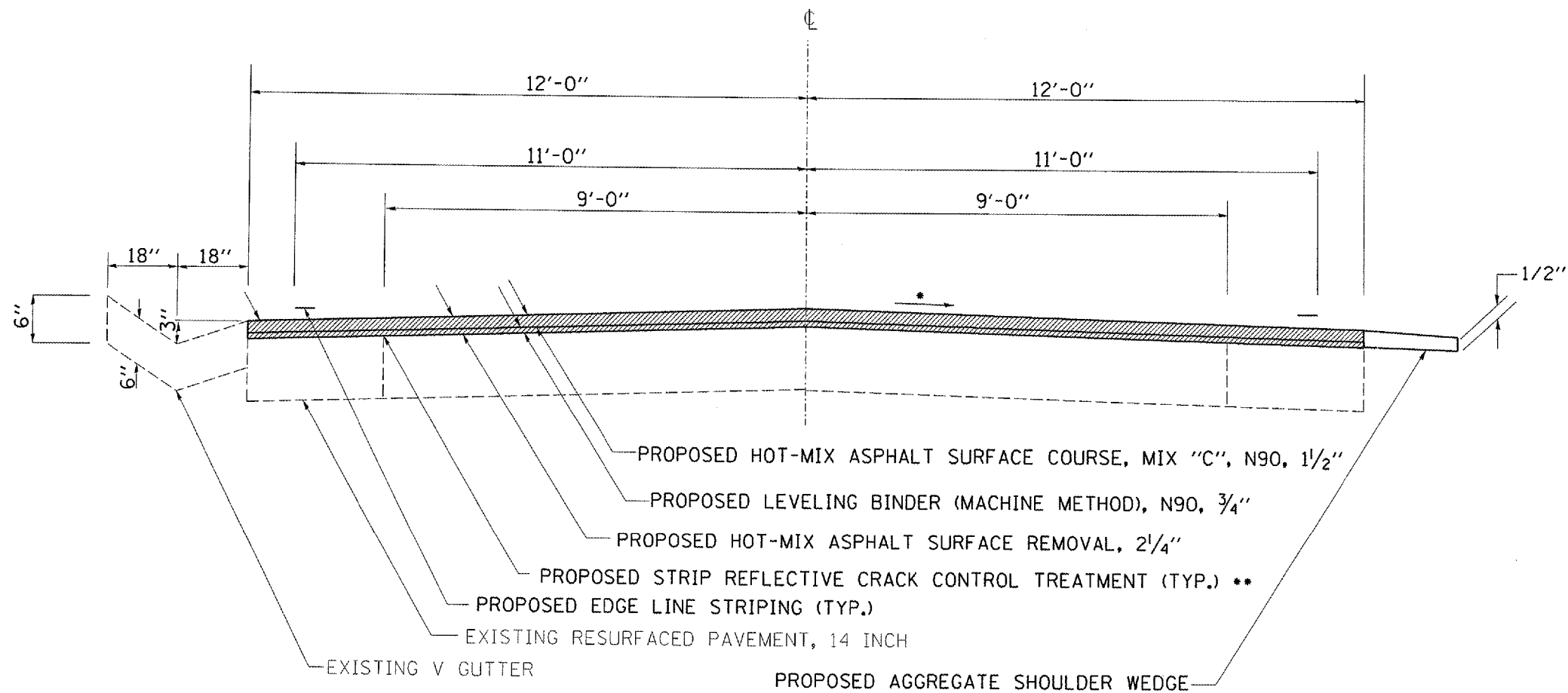
PLT DATE : 3/28/2007
 FILE NAME : c:\projects\98964\101RS-1\FAP877\INL
 USER NAME : colman

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	9

TYPICAL SECTION

FAP 877 (IL 141)

NOT TO SCALE



- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90, 1 1/2"
- PROPOSED LEVELING BINDER (MACHINE METHOD), N90, 3/4"
- PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT (TYP.) **
- PROPOSED EDGE LINE STRIPING (TYP.)
- EXISTING RESURFACED PAVEMENT, 14 INCH
- EXISTING V GUTTER
- PROPOSED AGGREGATE SHOULDER WEDGE

TO BE USED:

- STA. 19+13 TO STA. 27+09
- STA. 34+80 TO STA. 35+62
- STA. 87+55 TO STA. 89+56
- STA. 123+87 TO STA. 125+39
- STA. 130+60 TO STA. 131+50
- STA. 153+36 TO STA. 156+46
- STA. 316+87 TO STA. 323+80
- STA. 415+75 TO STA. 416+22
- STA. 421+34 TO STA. 421+72

PLOT DATE : 3/28/2007
 FILE NAME : c:\projects\98964\982286a.dwg
 USER : jrb
 USER NAME : custom

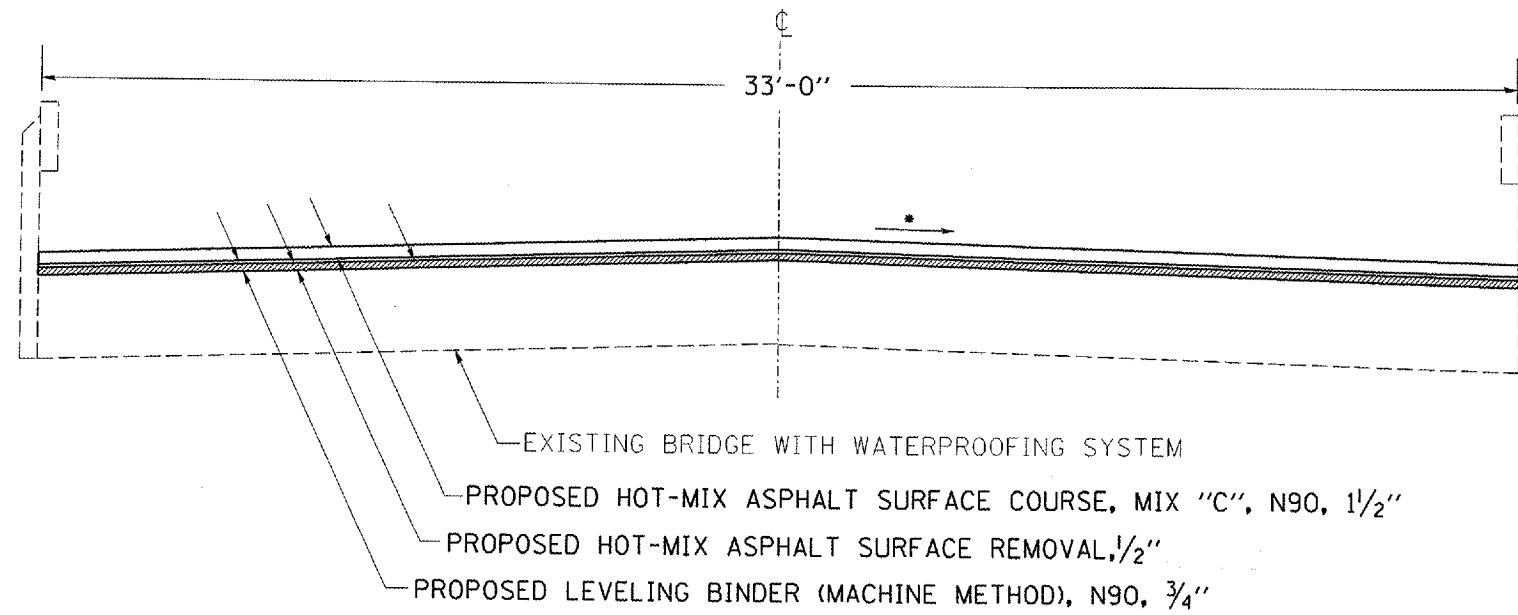
- * MATCH EXISTING SLOPE
- ** ALONG WIDENING CRACK IN PAVEMENT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	10

BRIDGE TYPICAL SECTION

FAP 877 (IL 141)

NOT TO SCALE



TO BE USED:

STA. 352+65 TO STA. 352+87 (SN 097-0064)

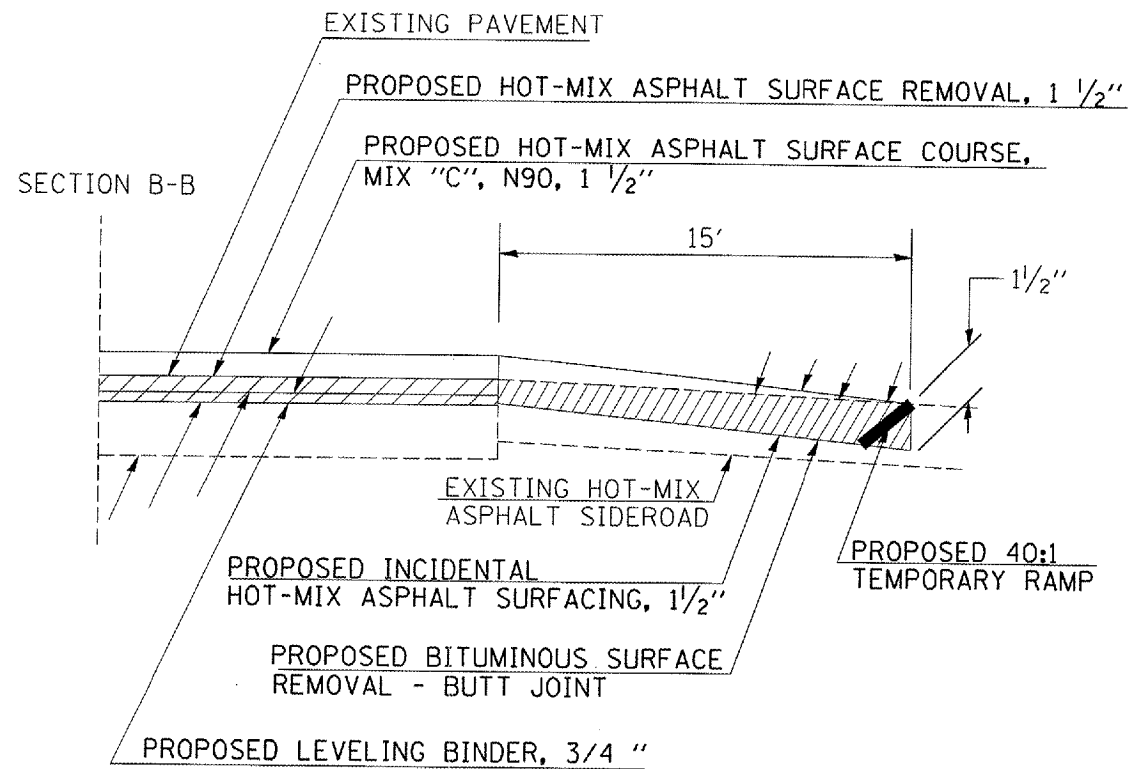
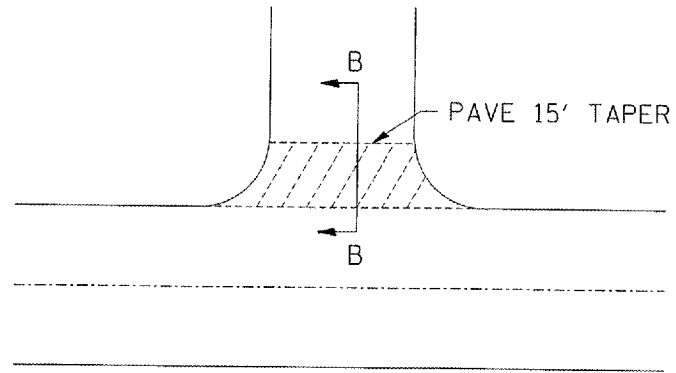
STA. 384+38 TO STA. 384+66 (SN 097-0029)

* MATCH EXISTING SLOPE

PLOT DATE = 3/21/2007
 PLOT SCALE = 1/4" = 1'-0"
 USER NAME = eolam

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	11

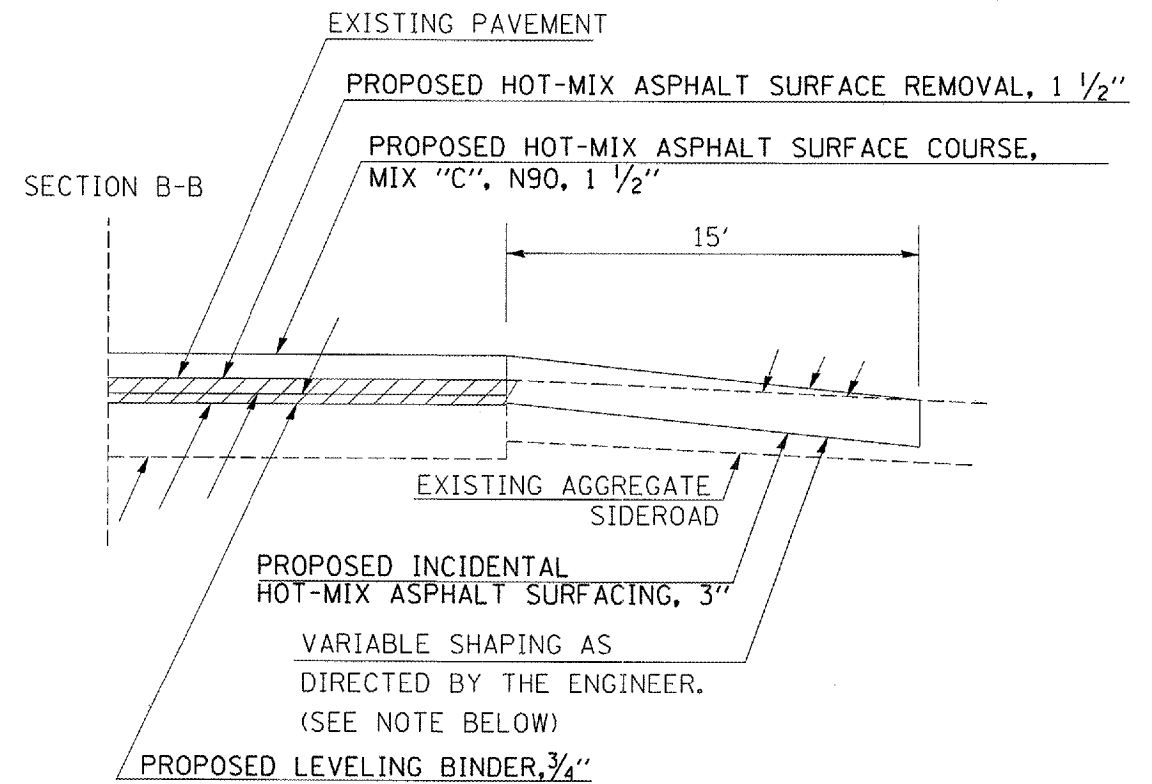
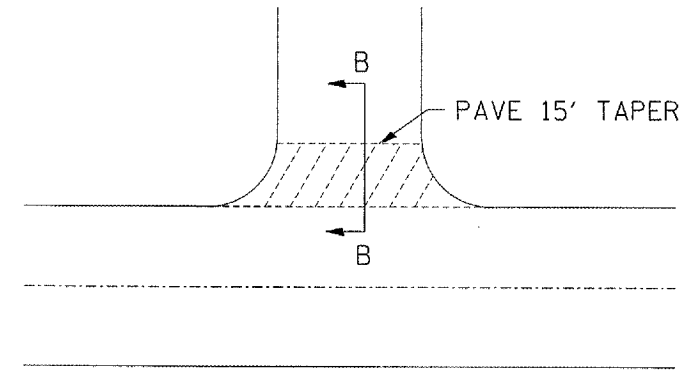
DETAIL OF HOT-MIX ASPHALT SIDE ROADS WITH BUTT JOINT



PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD SPECIFICATIONS.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

DETAIL OF AGGREGATE SIDE ROAD



VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL BITUMINOUS SURFACING.

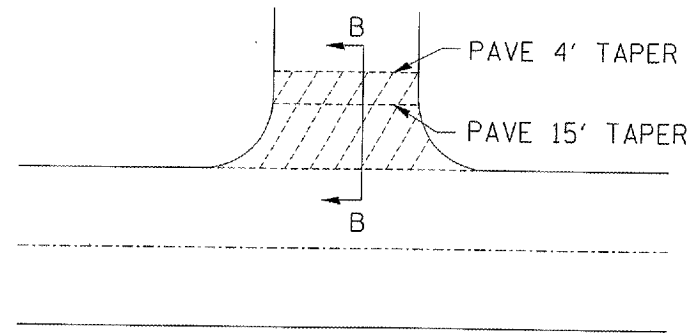
IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE SUB-BASE, TYPE B SHALL BE PLACE FOR BASE. THE COST OF CORING OUT THE SIDEROAD SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATGE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

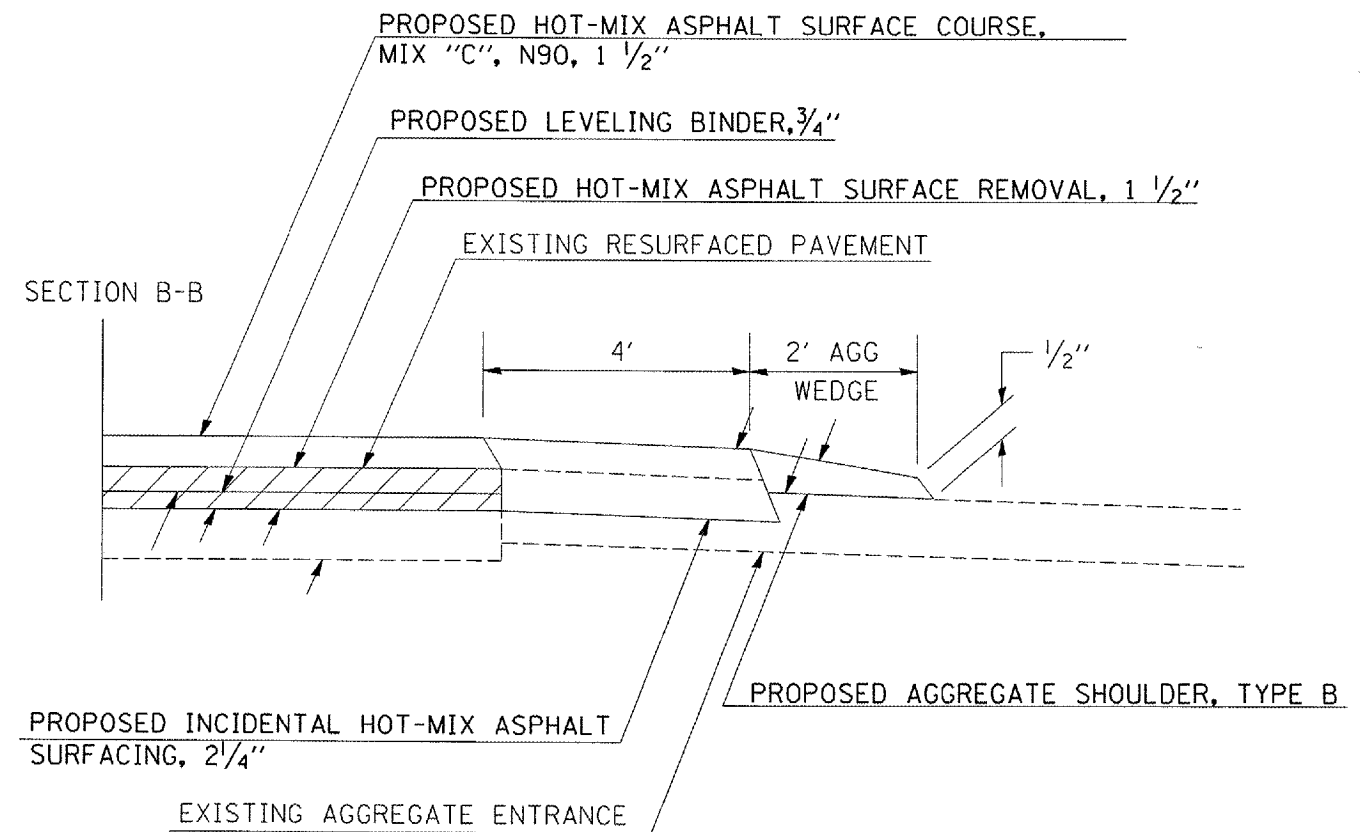
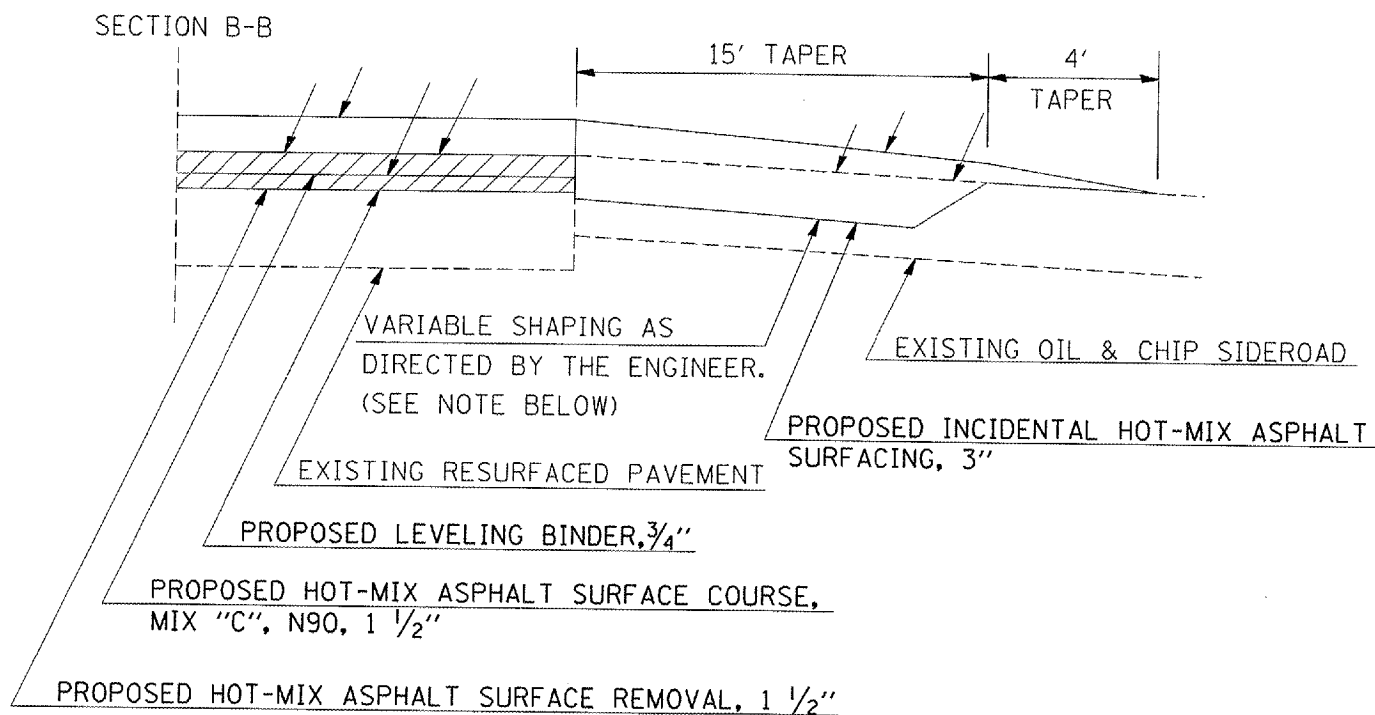
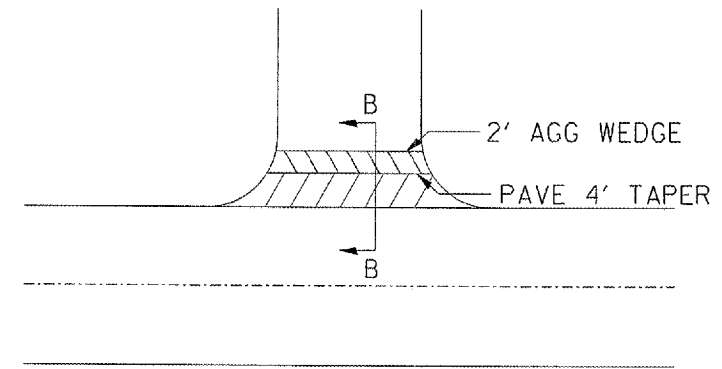
PLOT DATE : 3/21/2007
 FILE NAME : c:\projects\98964\98964.dwg
 USER : jmm
 PLOT SCALE : 1/8" = 1'

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	12

DETAIL OF OIL & CHIP SIDE ROAD



DETAIL OF AGGREGATE PRIVATE OR COMMERCIAL ENTRANCE



VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.

IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE SUB-BASE, TYPE B SHALL BE PLACE FOR BASE. THE COST OF CORING OUT THE SIDEROAD SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

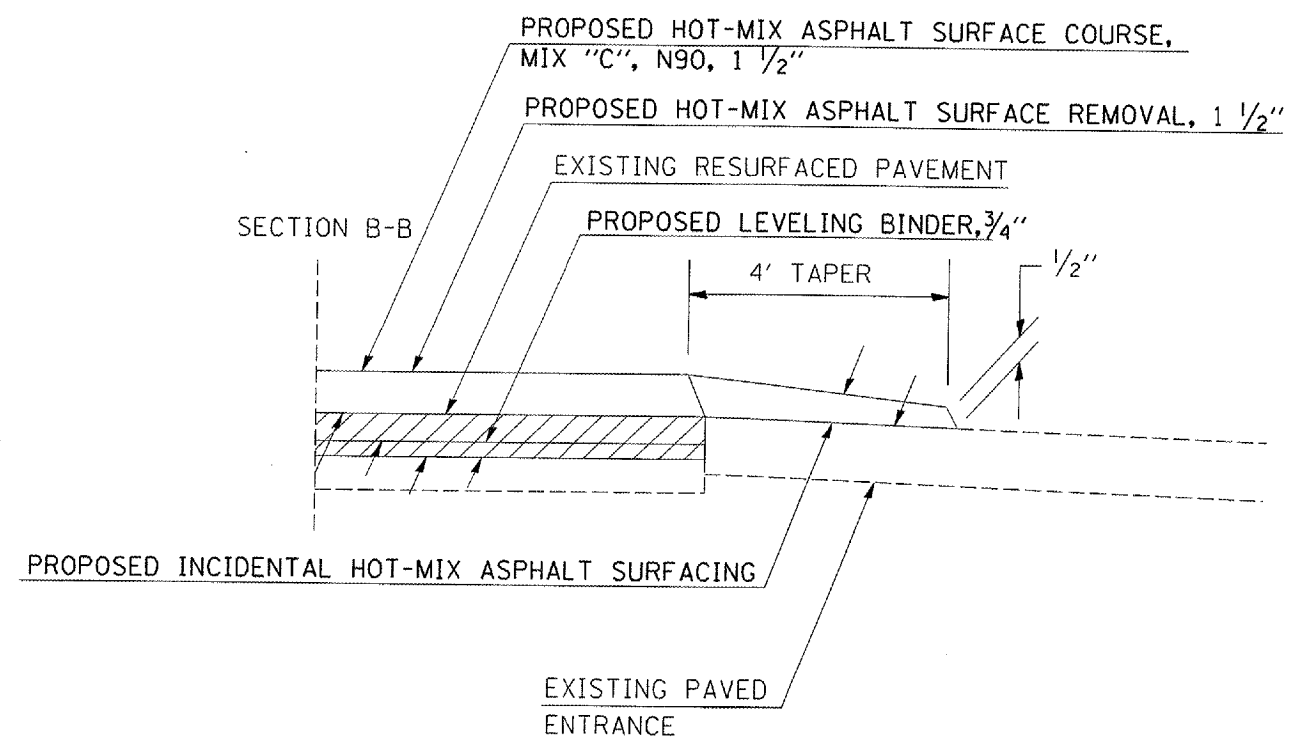
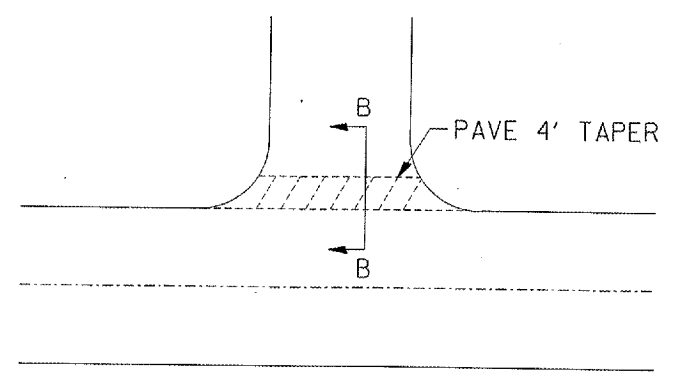
PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD SPECIFICATIONS.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

PLOT DATE : 3/21/2007
 PLOT NAME : c:\Users\jmc\Documents\98964\98964.mxd
 PLOT SCALE : 1/8" = 1'-0"
 USER NAME : jmc

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	13

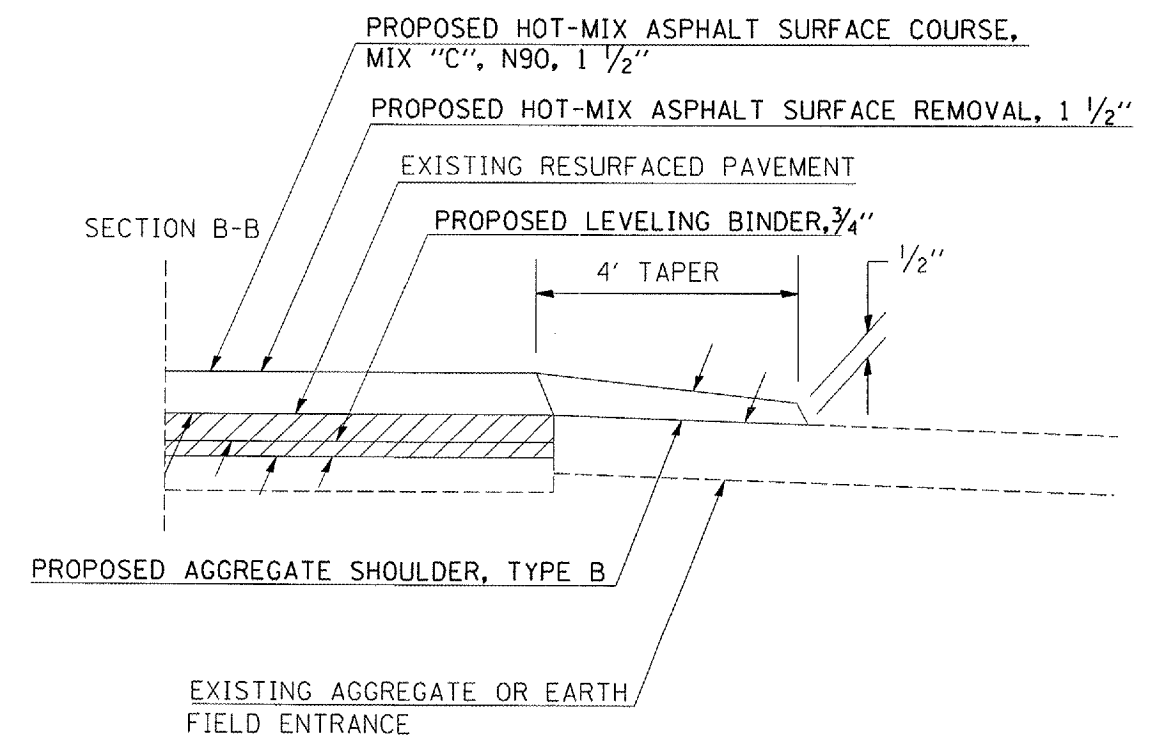
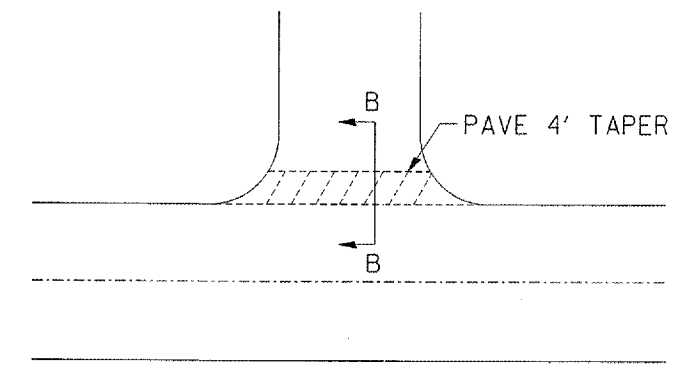
DETAIL OF HOT-MIX ASPHALT PRIVATE ENTRANCE



PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD OF SPECIFICATIONS.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

DETAIL OF AGGREGATE OR EARTH FIELD ENTRANCE



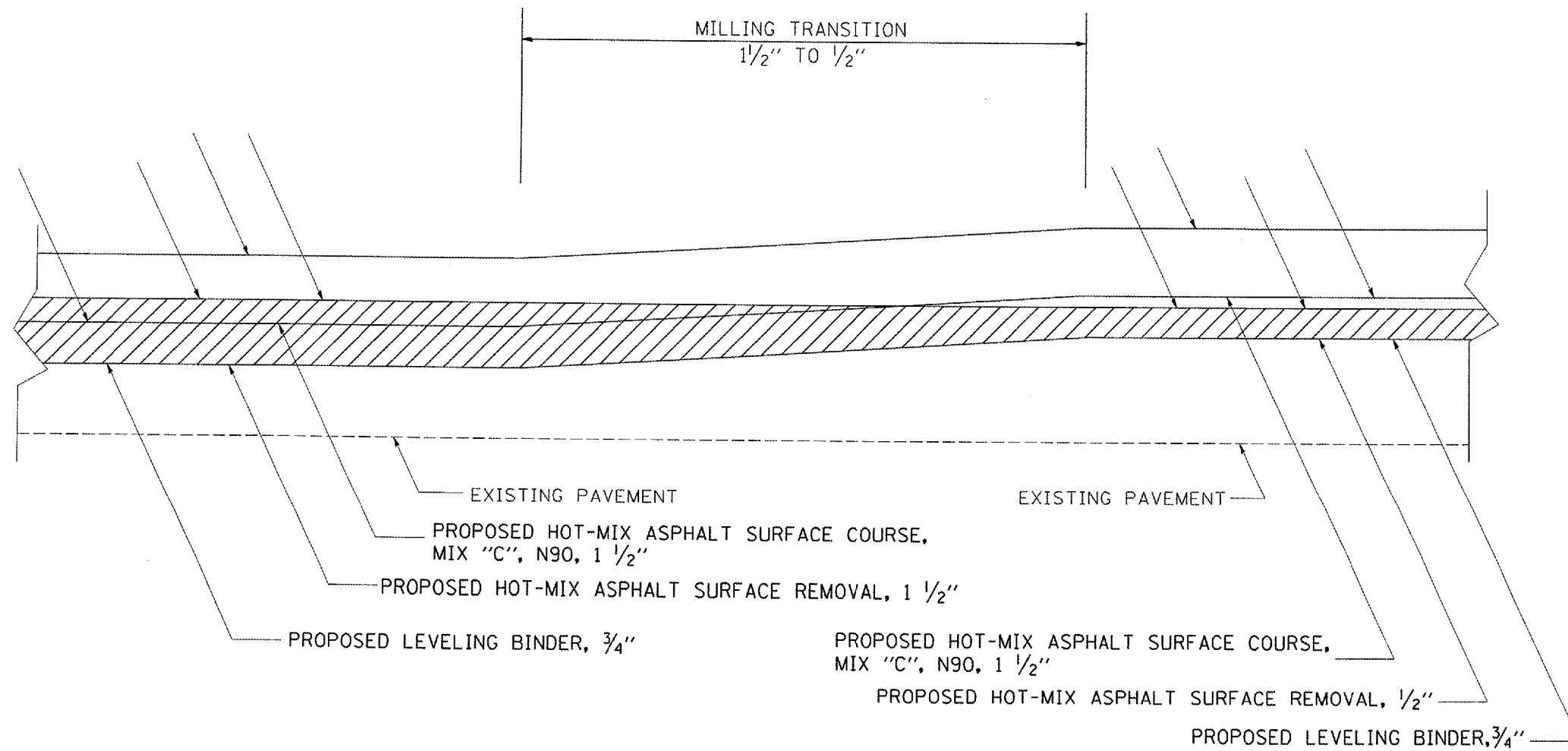
PREPARATION OF EXISTING SURFACE AND ANY EXCAVATION FOR ENTRANCES SHALL BE IN ACCORDANCE WITH ARTICLE 406.09 OF THE STANDARD OF SPECIFICATIONS.

THE ABOVE QUANTITIES HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

PLOT DATE : 3/21/2007
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 SCALE : 1/8" = 1'-0"
 USER : hmc

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	15

BRIDGE TRANSITION DETAIL



EXISTING PAVEMENT

PROPOSED HOT-MIX ASPHALT SURFACE COURSE,
MIX "C", N90, 1 1/2"

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

PROPOSED LEVELING BINDER, 3/4"

EXISTING PAVEMENT

PROPOSED HOT-MIX ASPHALT SURFACE COURSE,
MIX "C", N90, 1 1/2"

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

PROPOSED LEVELING BINDER, 3/4"

TO BE USED:

STA. 352+45 TO STA. 352+65 (SN 097-0064)

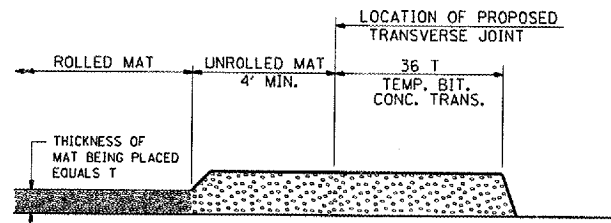
STA. 352+87 TO STA. 353+07 (SN 097-0064)

STA. 384+18 TO STA. 384+38 (SN 097-0029)

STA. 384+66 TO STA. 384+86 (SN 097-0029)

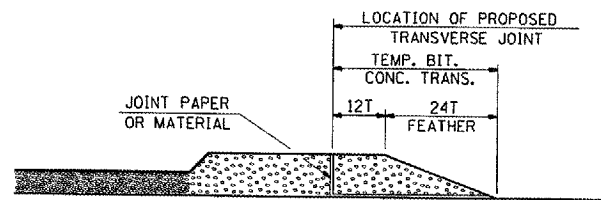
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	16

TEMPORARY BITUMINOUS CONCRETE TRANSITIONS



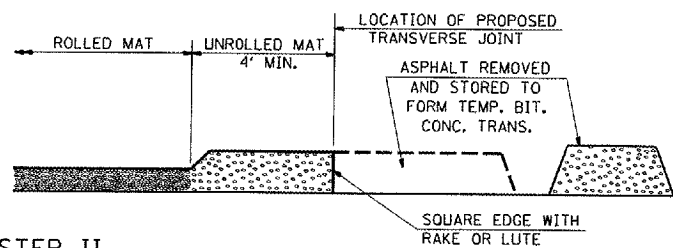
STEP I

1. PLACE BITUMINOUS MAT, LENGTH 36 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



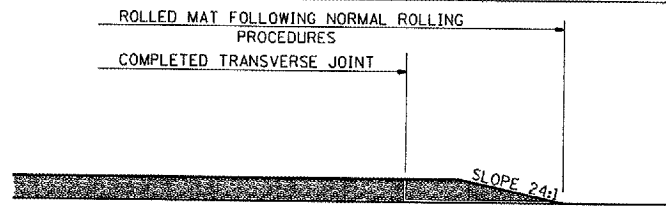
STEP III

1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



STEP II

1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY BITUMINOUS CONCRETE TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



STEP IV

1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE BITUMINOUS MATERIAL BEING PLACED.

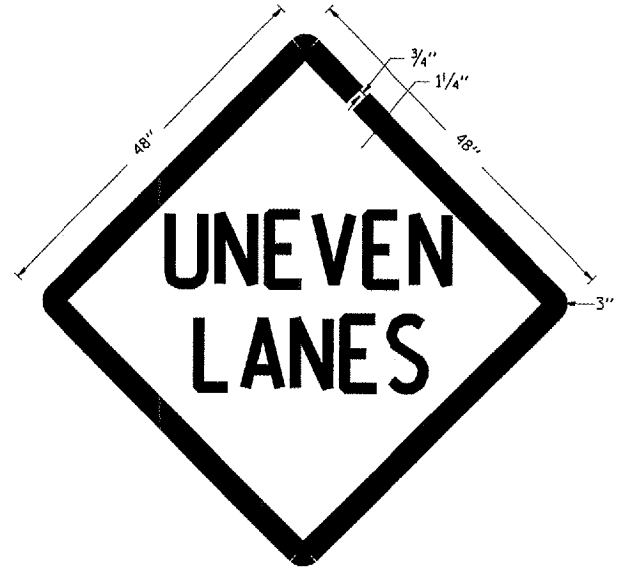
REVISIONS

REDESIGNED	2-15-89
REVISED	8-16-94
REVISED	
REVISED	

STD. 9-26

UNEVEN LANES SIGN

W8-11 (48" x 48")



COLORS:
 LEGEND AND BORDER - BLACK NON-REFLECTORIZED
 BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

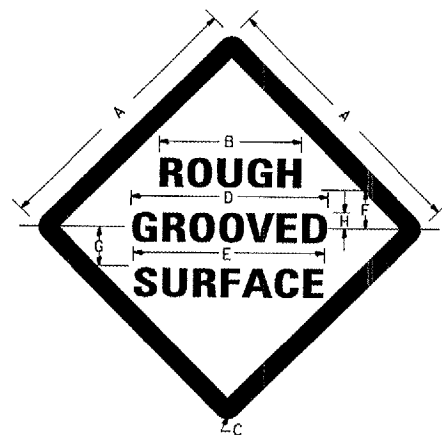
REVISIONS

DRAWN	2-15-89
REVISED	4-6-93
REVISED	7-23-94

STD. 9-41

ILLINOIS STANDARD

W8-1106



COLORS:

LEGEND AND BORDER- BLACK NON-REFLECTORIZED
 BACKGROUND- ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES LINES			MAR-GIN	BOR-DER	BLANK STD.
	1	2	3			
48X48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES

NOTES:

PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED, THE CONTRACTOR SHALL HAVE ERECTED "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "ROUGH GROOVED SURFACE" SIGNS UNTIL THE COLDMILLED SURFACE IS COVERED WITH LEVELING BINDER OR SURFACE COURSE.

IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

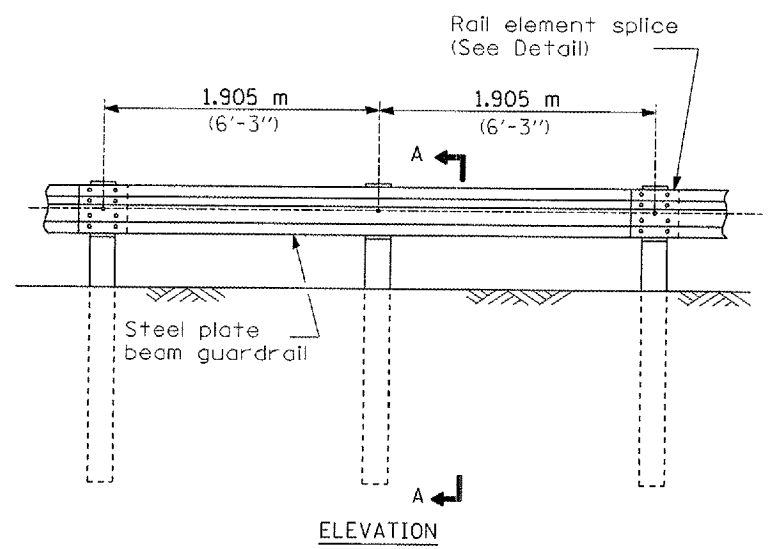
REVISIONS

REDESIGNED	2-15-89
REVISED	4-6-93
REVISED	
REVISED	

STD. 9-39

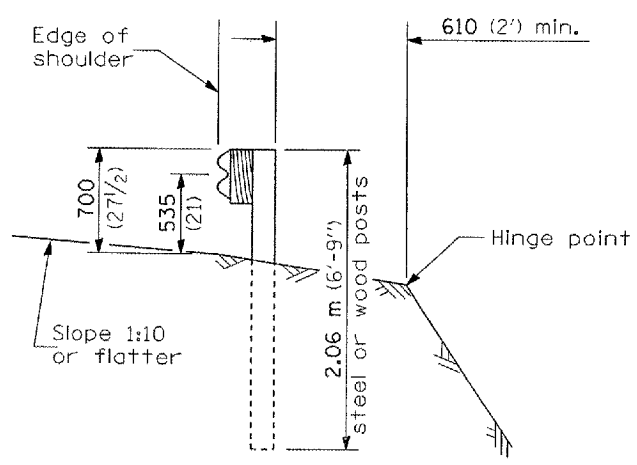
TEMPORARY BITUMINOUS TRANSITIONS, UNEVEN LANES SIGN, AND ROUGH GROOVED SURFACE DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B77	101 RS-1	WHITE/GALLATIN	22	17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

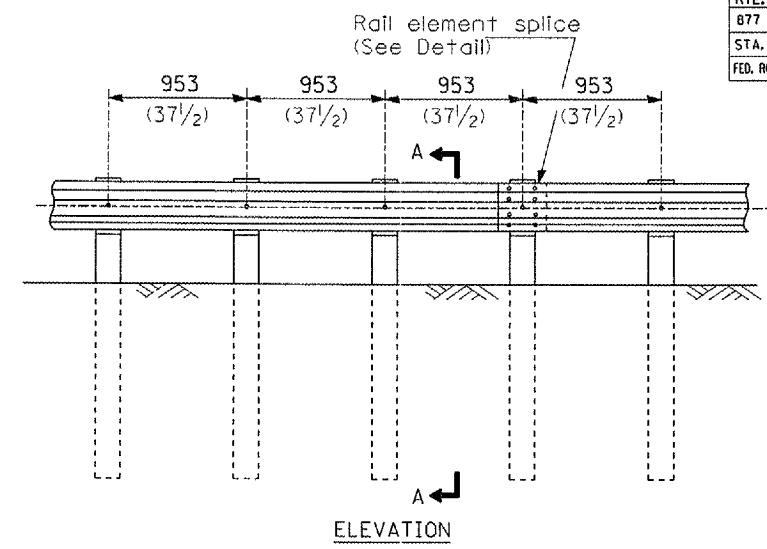


TYPE A

1.905 m (6'-3") Typical post spacing

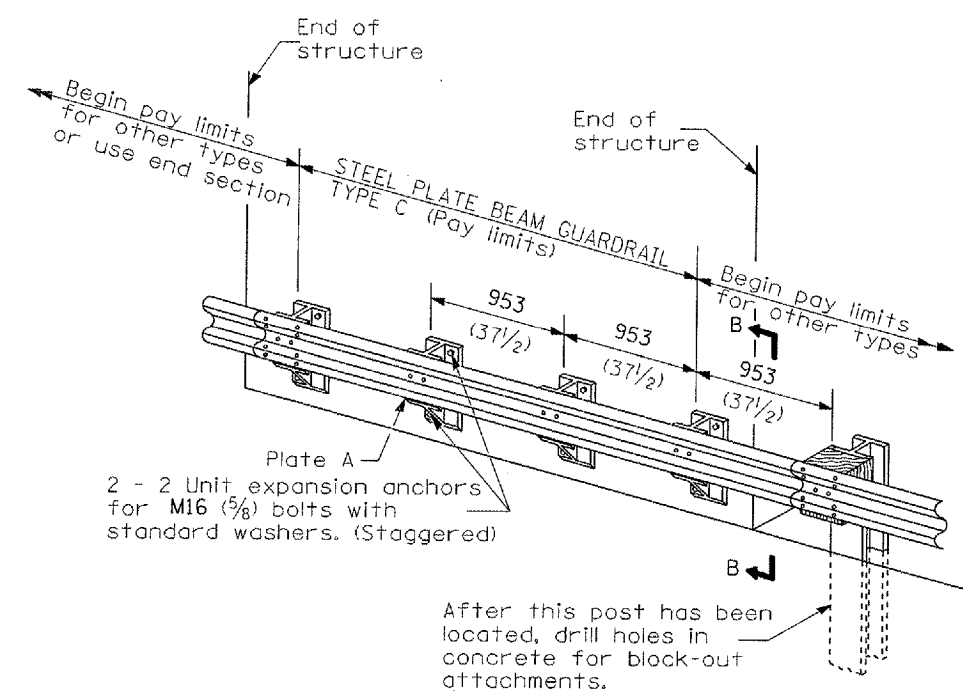


SECTION A-A



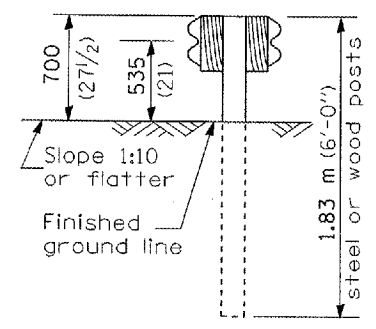
TYPE B

953 (37 1/2) Closed post spacing

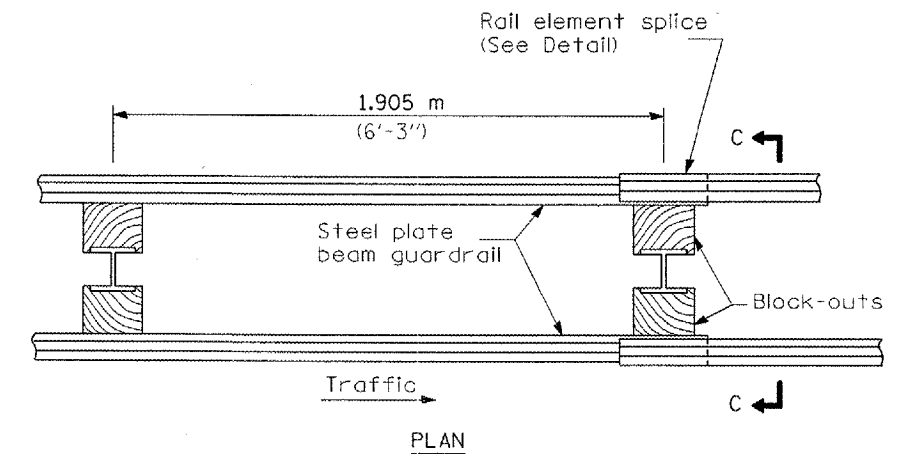


TYPE C

953 (37 1/2) Block-out spacing

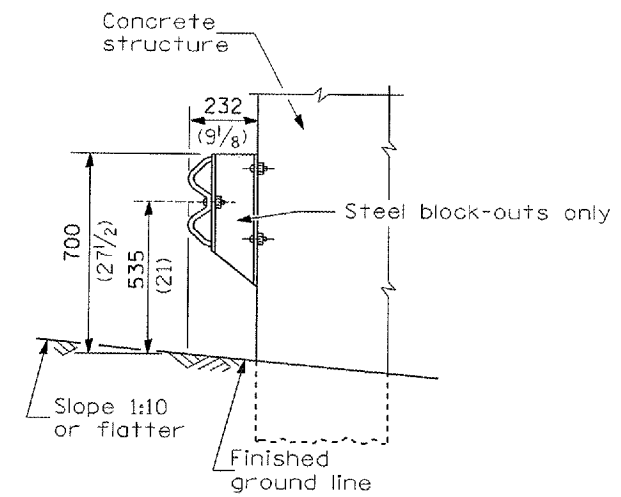


SECTION C-C



TYPE D

Double steel plate beam guardrail
1.905 m (6'-3") typical post spacing



SECTION B-B

GENERAL NOTES

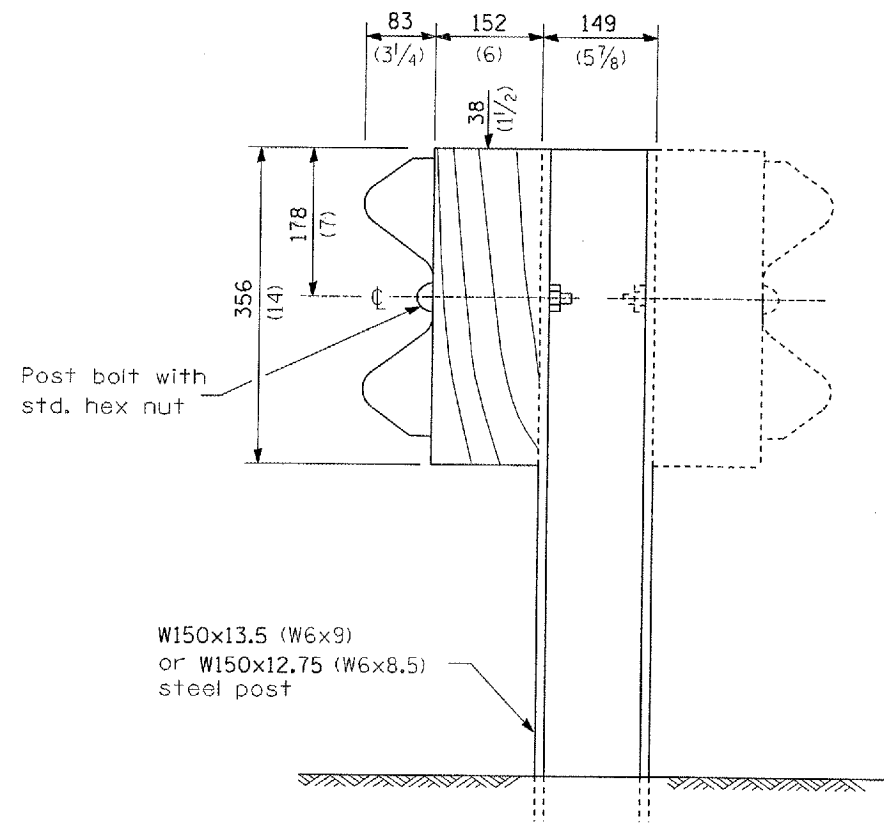
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in millimeters (inches) unless otherwise shown.

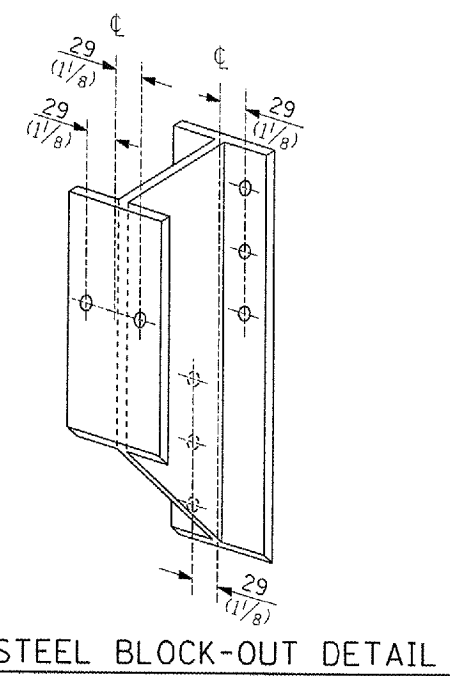
STEEL PLATE BEAM GUARDRAIL

PLOT DATE = 3/21/2007
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 USER NAME = coltine

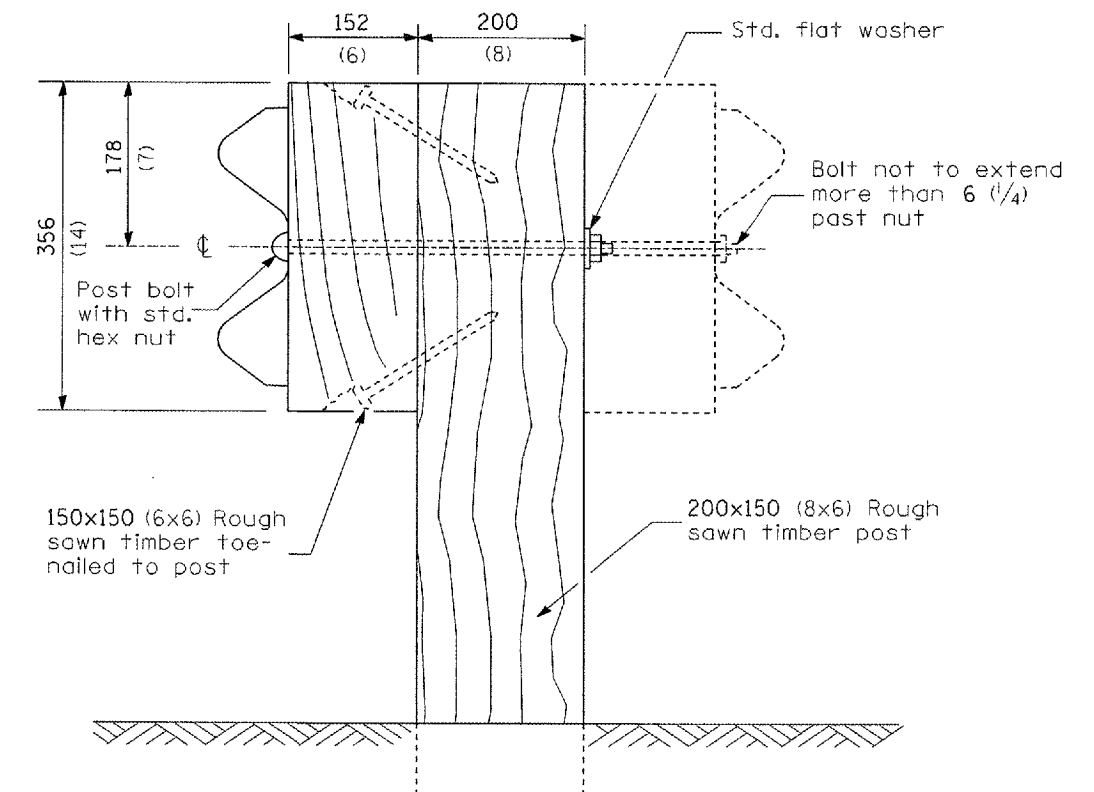
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



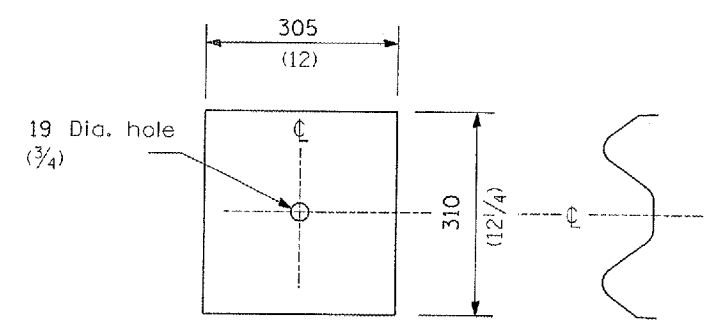
STEEL POST CONSTRUCTION



STEEL BLOCK-OUT DETAIL



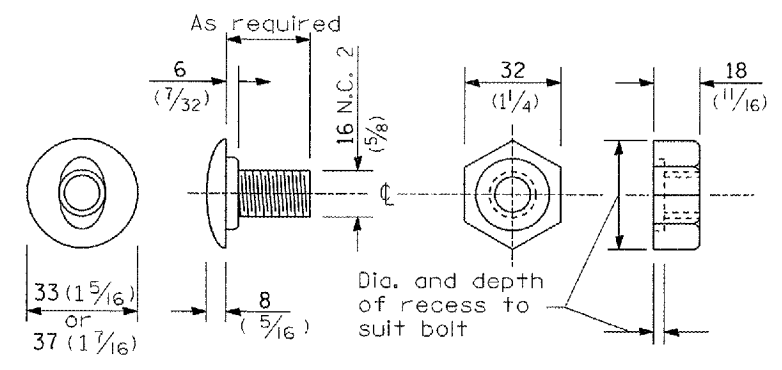
WOOD POST CONSTRUCTION



NOTE

Plate A shall be placed between rail element and block-out at non-splice mounting points only when steel block-outs are used.

PLATE A

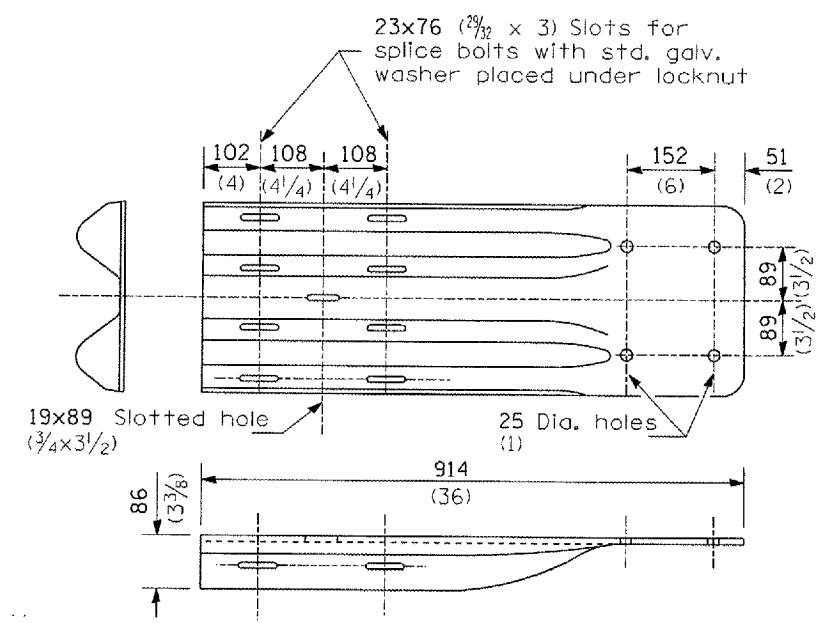
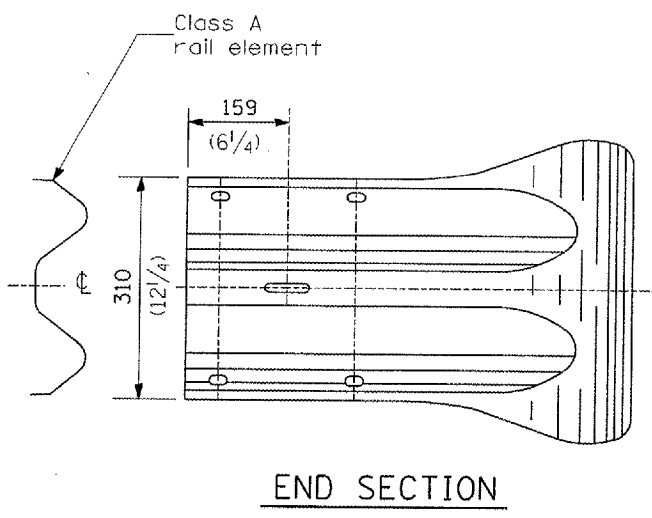
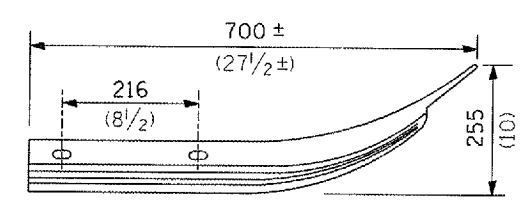
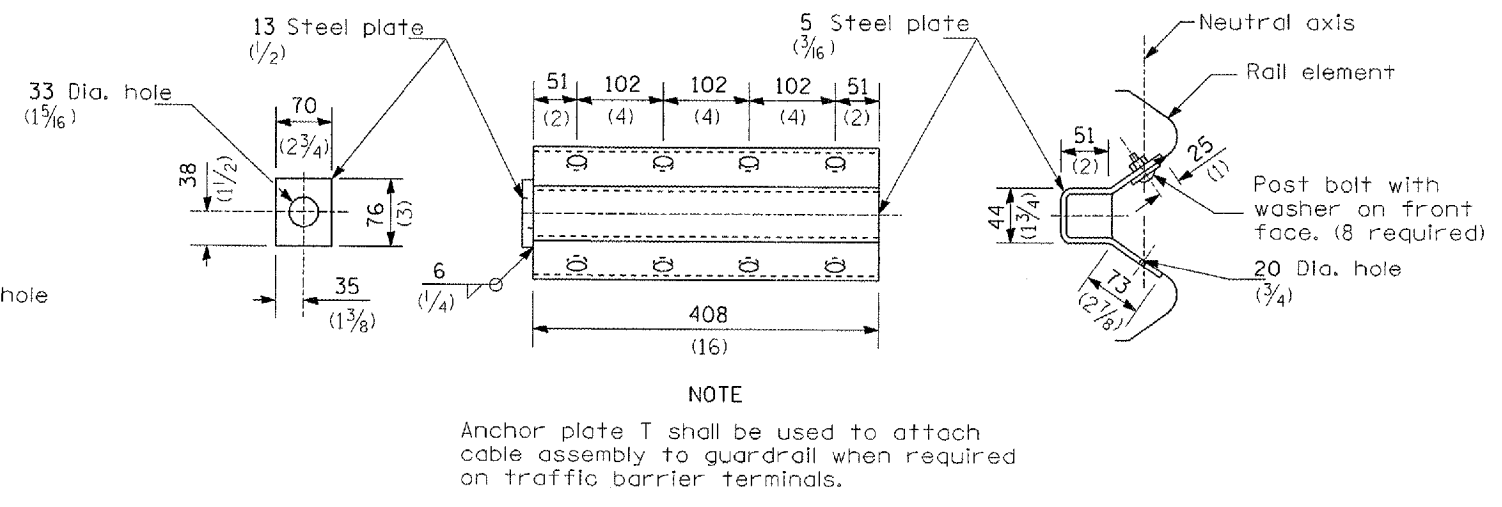
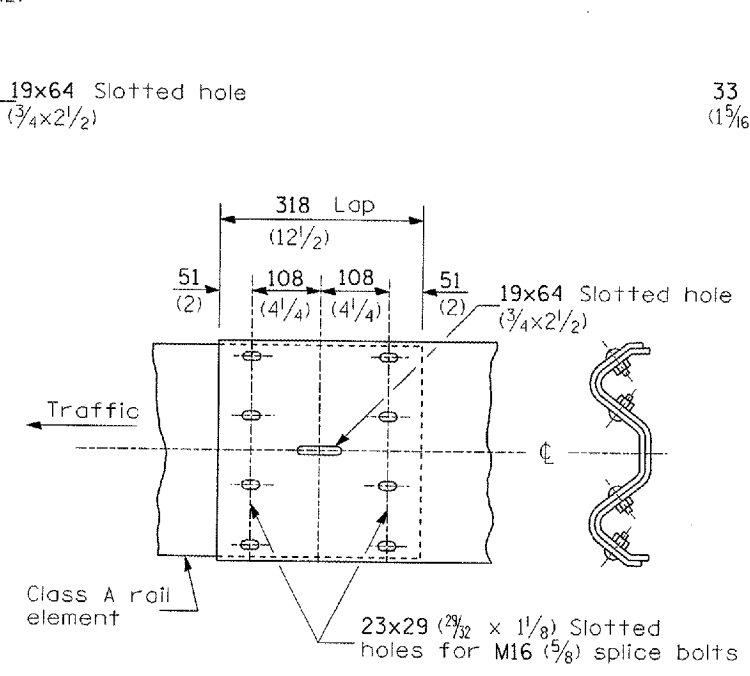
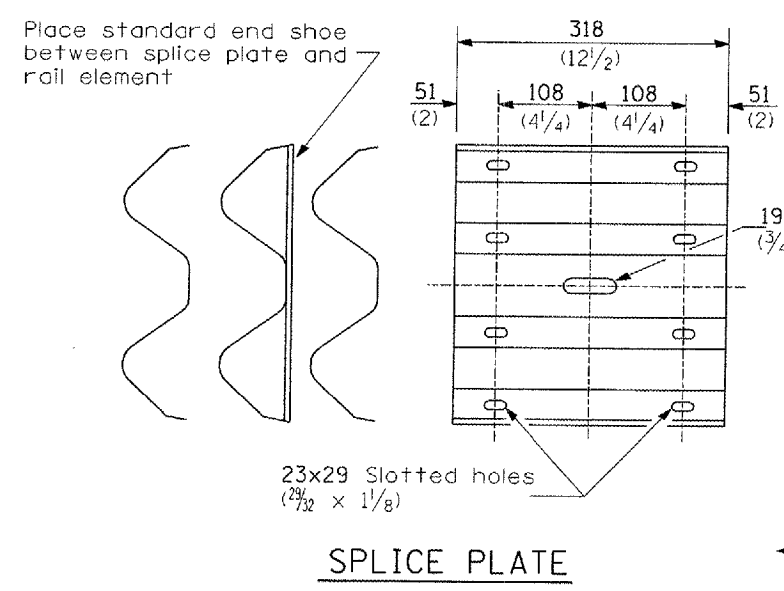


POST OR SPLICE BOLT & NUT

STEEL PLATE BEAM GUARDRAIL

PLOT DATE : 2/21/2007
 FILE NAME : c:\projects\98964\98964.dwg
 SCALE : 1/8" = 1'-0"
 USER NAME : column

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	19
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

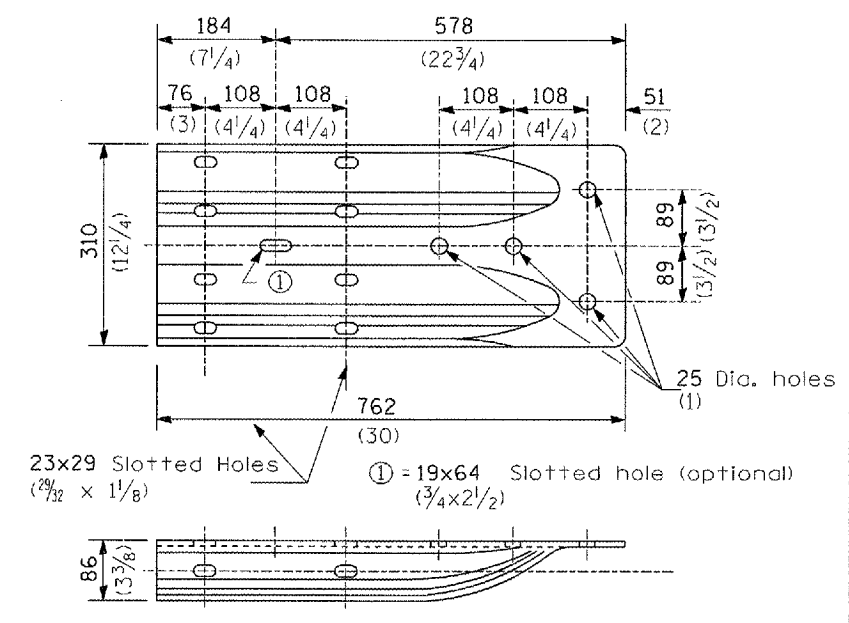


NOTE

When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

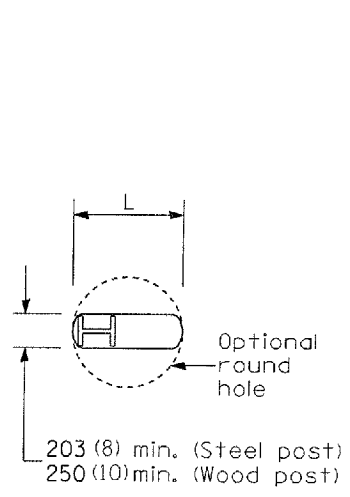


STEEL PLATE BEAM GUARDRAIL

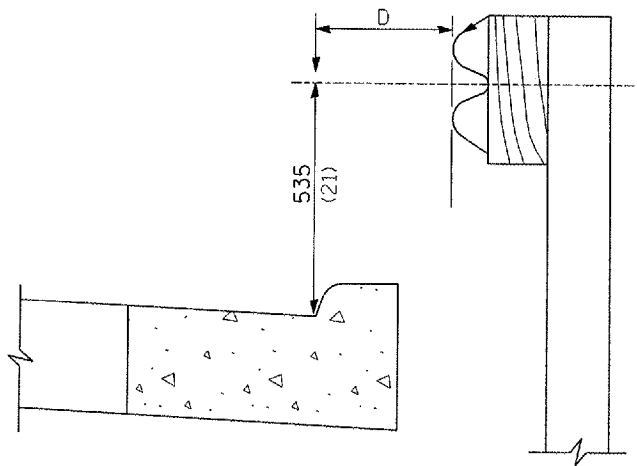
(Sheet 3 of 4)

PLOT DATE = 3/21/2007
 FILE NAME = c:\pwork\msta\072285.vp\02286.dwg.m32
 PLOT NAME = 1038824 - / IN.
 USER NAME = dclamm

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
877	101 RS-1	WHITE/GALLATIN	22	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



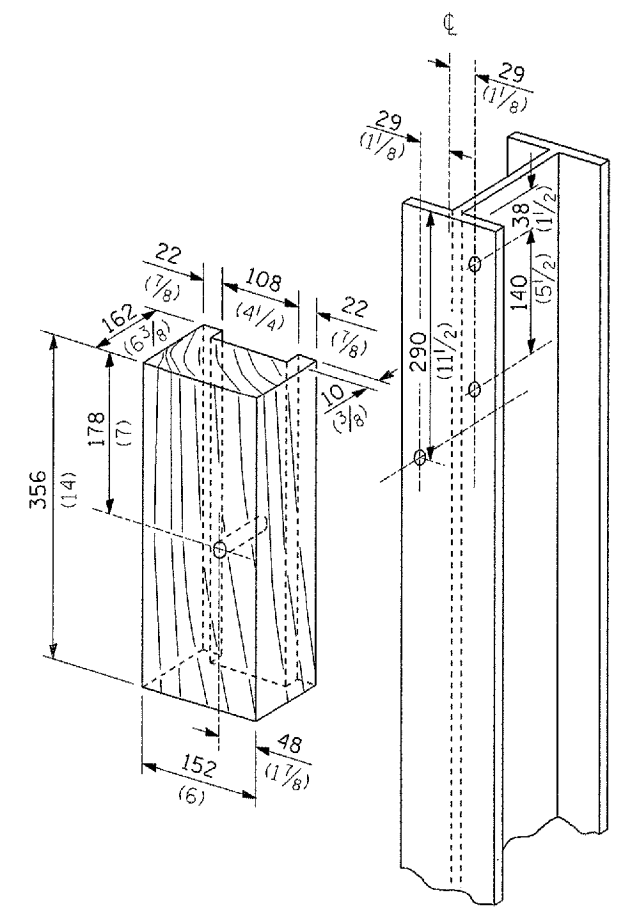
PLAN



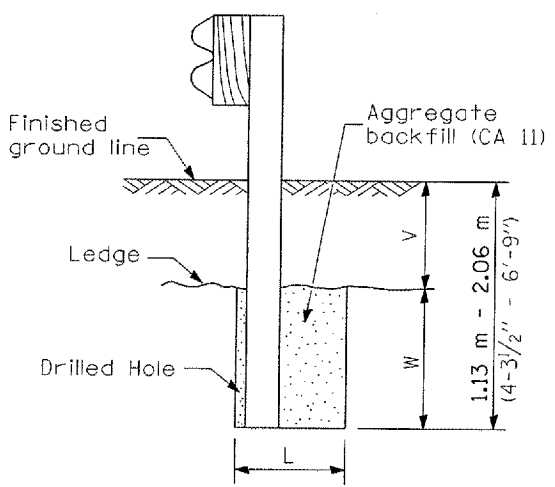
Note:
If it is necessary for D to be more than 300 (12) and less than 3.0 m (10'-0") type M-5 (M-2) curb and gutter (Std. 606001) shall be used in front of and in advance of the guardrail.

GUARDRAIL PLACED BEHIND CURB

(D = 0 desirable to 300 (12) maximum)



WOOD BLOCK-OUT AND STEEL POST DETAILS

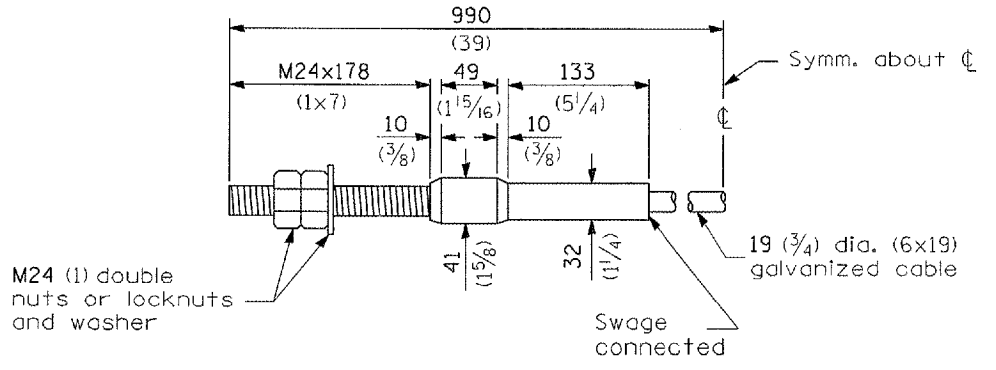


Note:
Ledge line is top of rock ledge or hard slag fill.

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

V	W	L	
		Steel Post	Wood Post
0 - 460 (0 - 18)	610 (24)	530 (21)	580 (23)
>460 - 825 (>18 - 41.5)	305 (12)	203 (8)	250 (10)
>825 - 1.13 m (>41.5 - 53.5)	305 - 0 (12 - 0)	203 (8)	250 (10)



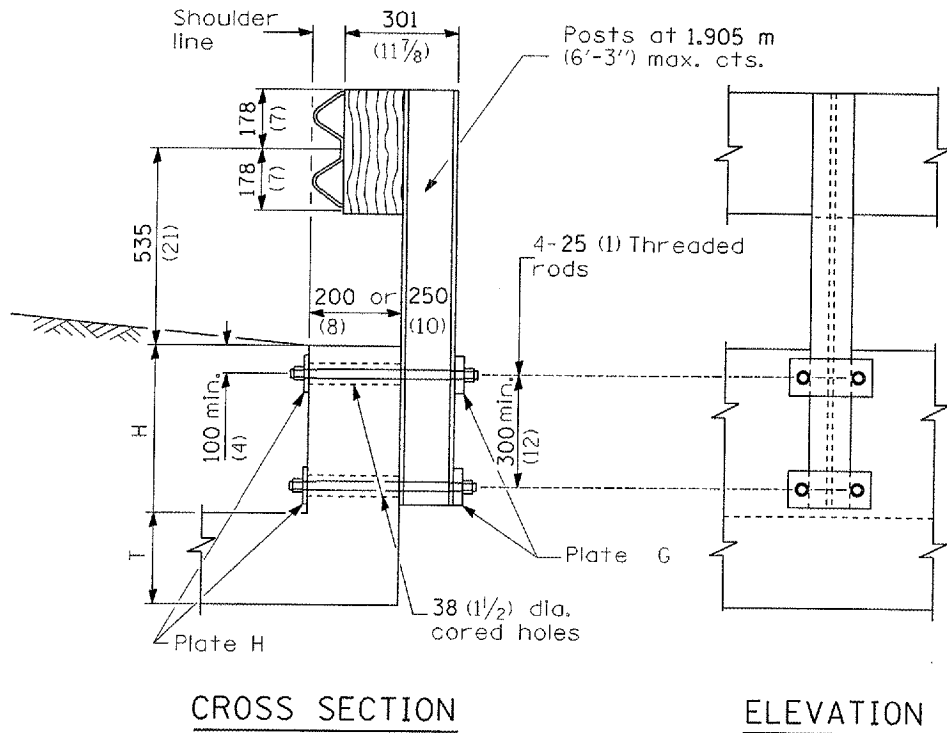
CABLE ASSEMBLY

(18,100 kg (40,000 lbs.) min. breaking strength)
Tighten to taut tension.

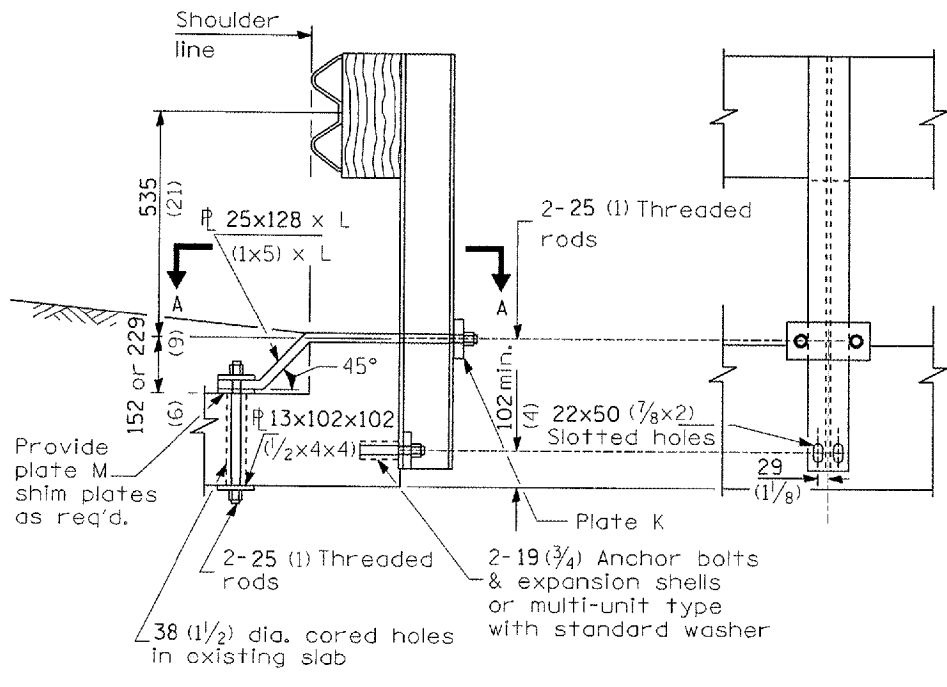
STEEL PLATE BEAM GUARDRAIL

PLOT DATE = 3/21/2007
 FILE NAME = c:\pwworkspace\98964\98964.dwg
 USER = j...
 PLOTTER = HP DesignJet 2400

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B77	101 RS-1	WHITE/GALLATIN	22	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

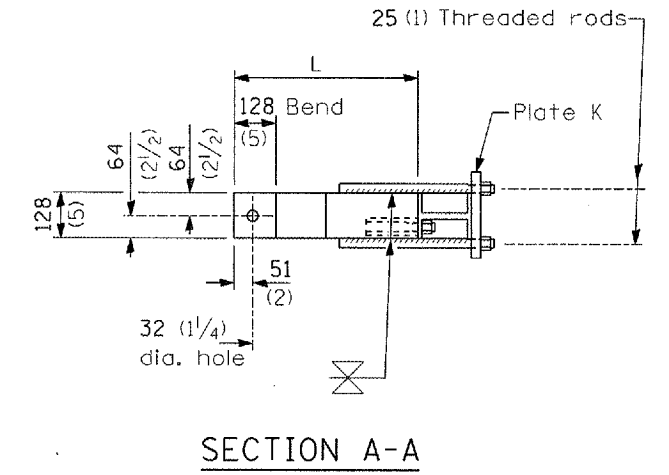


CROSS SECTION **ELEVATION**
CONDITION H > 450 (18)



CROSS SECTION **ELEVATION**
CASE II
MOUNTED ON TOP HEADWALL
WITH SQUARE TIP

PLATE DIMENSIONS								
Type	A	B	C	D	E	F	Hole Dia.	Thick-ness
G	230 (9)	100 (4)	40 (1 1/2)	150 (6)	75 (3)	50 (2)	29 (1 1/8)	25 (1)
H	230 (9)	100 (4)	40 (1 1/2)	150 (6)	75 (3)	50 (2)	29 (1 1/8)	13 (1/2)
J	230 (9)	126 (5)	40 (1 1/2)	150 (6)	75 (3)	31 (1 1/4)	22 (7/8)	25 (1)
K	230 (9)	100 (4)	40 (1 1/2)	150 (6)	75 (3)	50 (2)	29 (1 1/8)	32 (1 1/4)
M	100 (4)	100 (4)	50 (2)	N/A	N/A	50 (2)	32 (1 1/8)	13 (1/2)



SECTION A-A

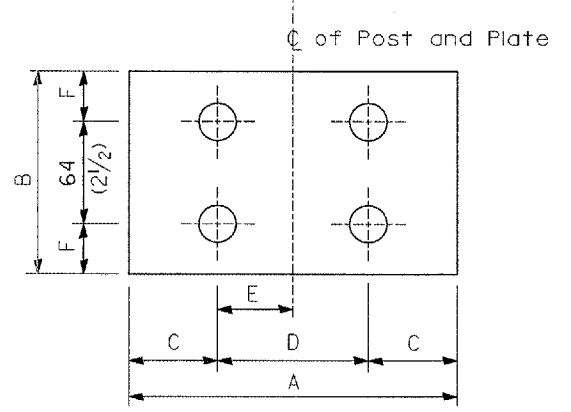
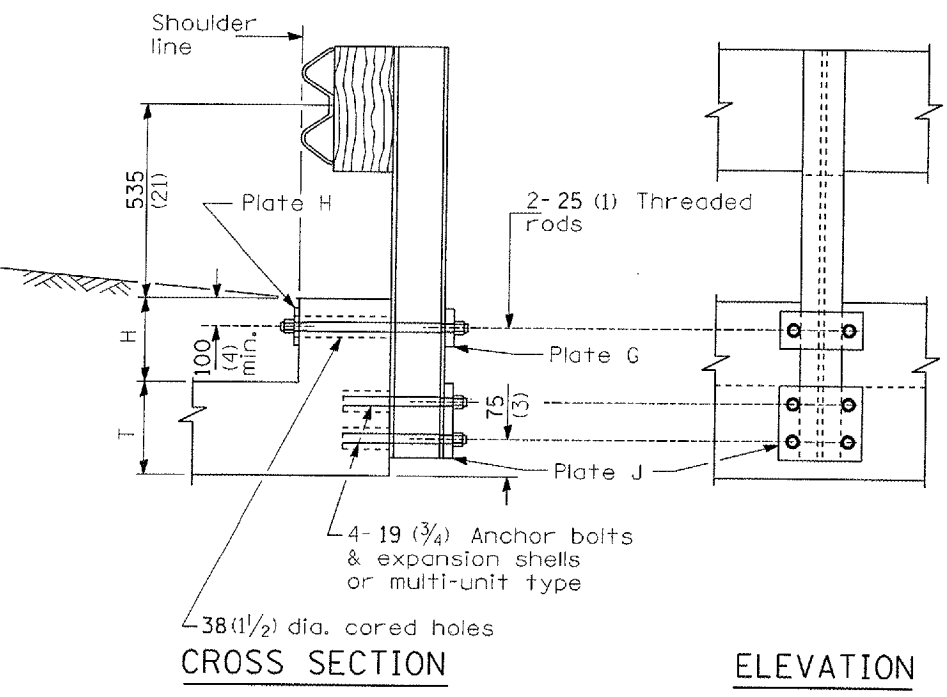


PLATE TYPE J



CROSS SECTION **ELEVATION**
CONDITION H < 450 (18) & H+T ≥ 510 (20)

CASE I
MOUNTED ON
RAISED HEADWALL

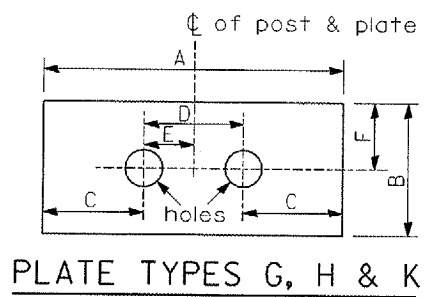


PLATE TYPES G, H & K

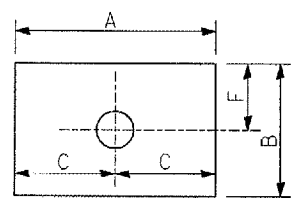


PLATE TYPE M

GENERAL NOTES

Except as noted, dimensions and notes specified for case II, III, and IV are the same as specified for case I.

For details of guardrail elements not shown, see Standard 630001.

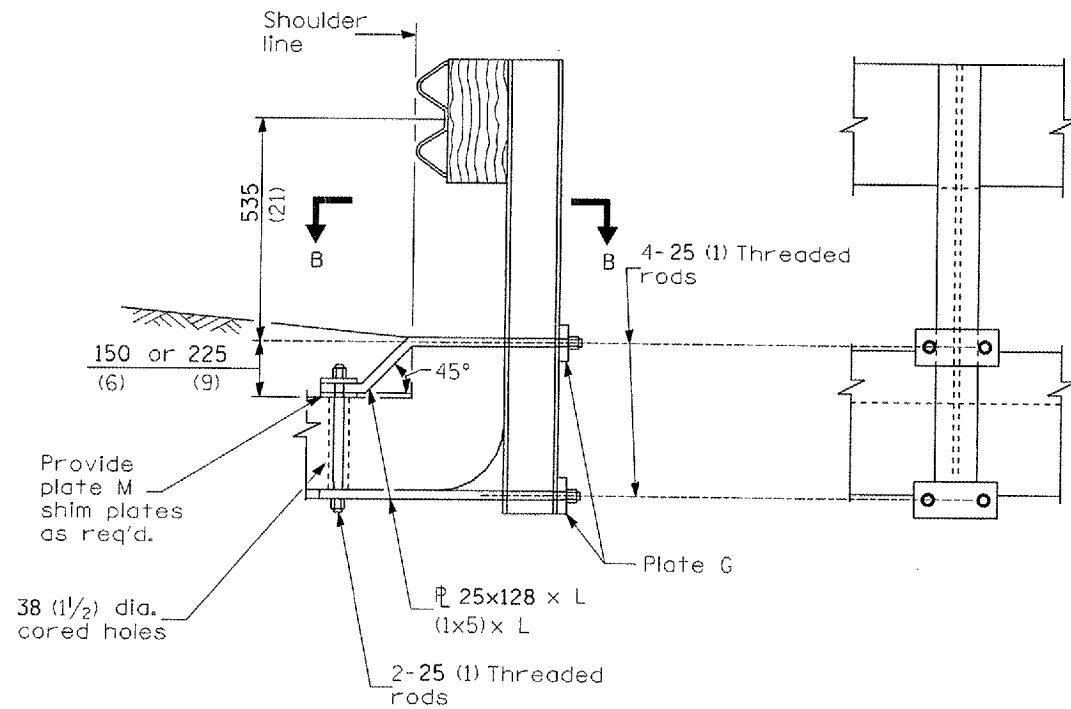
All threaded rods shall be installed with heavy hex nuts and standard washers.

All dimensions are in millimeters (inches) unless otherwise shown.

GUARDRAIL MOUNTED ON EXISTING CULVERTS

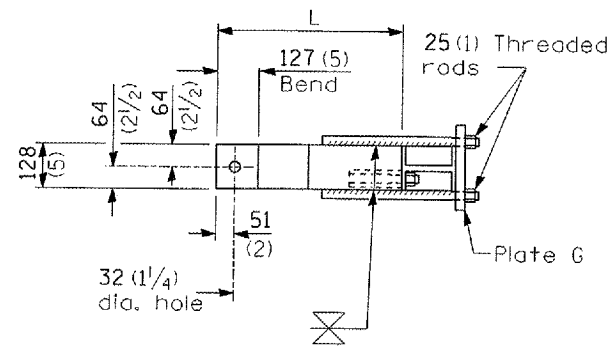
PLOT DATE = 3/21/2007
 FILE NAME = C:\G:\98964\98964R21\98964R21.dwg
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = colamm

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B77	101 RS-1	WHITE/GALLATIN	22	22
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



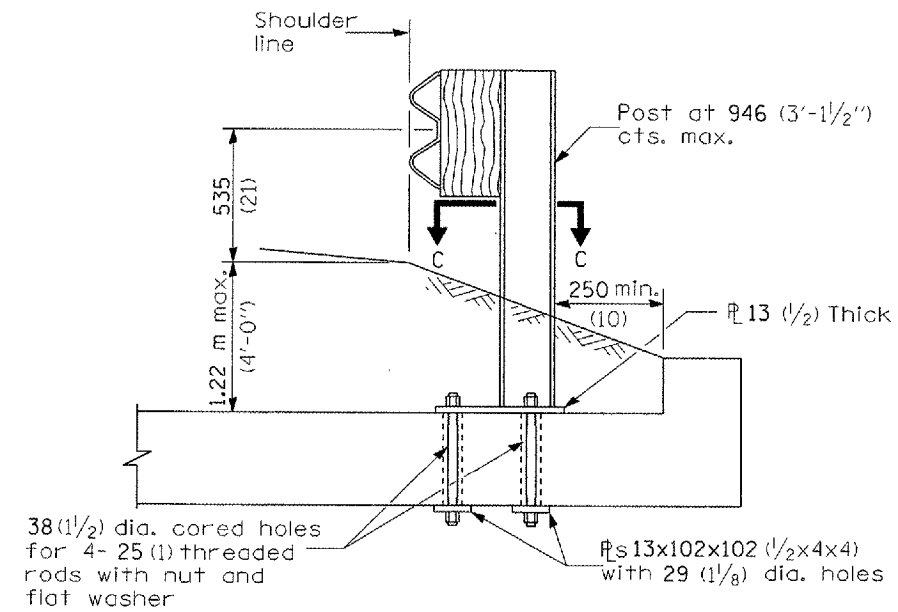
CROSS SECTION

ELEVATION

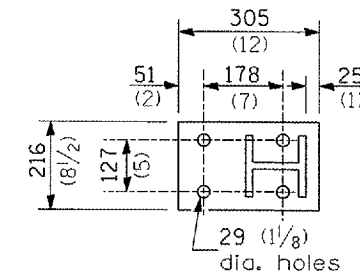


SECTION B-B

CASE III
MOUNTED ON HEADWALL
WITH CURVED OR DEMOLISHED TIP



CROSS SECTION



SECTION C-C

CASE IV
MOUNTED ON SLAB

All dimensions are in millimeters (inches) unless otherwise shown.

GUARDRAIL MOUNTED ON EXISTING CULVERTS

PLOT DATE = 3/21/2007
 PLOT USER = jay
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = column