F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150 +3	1
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3 = 153 total sheets
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED HIGHWAY

F.A.I. ROUTE 24 (I-24)
SECTION (44-5,6)RS, BSMART FY04-3
PROJECT NO. ACIM-024-1(099)014
JOHNSON COUNTY
C-99-017-04

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NOS. 4-6

EQUATION STATIONS

STA. 499+01.37 BK. (℄ MEDIAN) = P.C. STA. 78+90.80 AH. (℄ MEDIAN)
52' RT. STA. 236+52.37 BK. (℄ MEDIAN) = STA. 236+57.01 AH. (℄ EBL)
52' LT. STA. 236+52.37 BK. (℄ MEDIAN) = STA. 597+79.11 AH. (℄ WBL)
52' LT. STA. 403+54.97 BK. (℄ EBL) = STA. 403+52.86 AH. (℄ MEDIAN)
52' RT. STA. 766+19.20 BK. (℄ WBL) = STA. 403+52.86 AH. (℄ MEDIAN)

TRAFFIC DATA

2002 ADT	
TUNNEL HILL TO U.S. 45	15,600 WITH 32% TRUCKS
U.S. 45 TO ILLINOIS 146	15,200 WITH 32% TRUCKS
ILLINOIS 146 TO JOHNSON CO./MASSAC CO. LINE	15,600 WITH 33% TRUCKS

TOWNSHIPS

BLOOMFIELD
VIENNA
GRANTSBURG

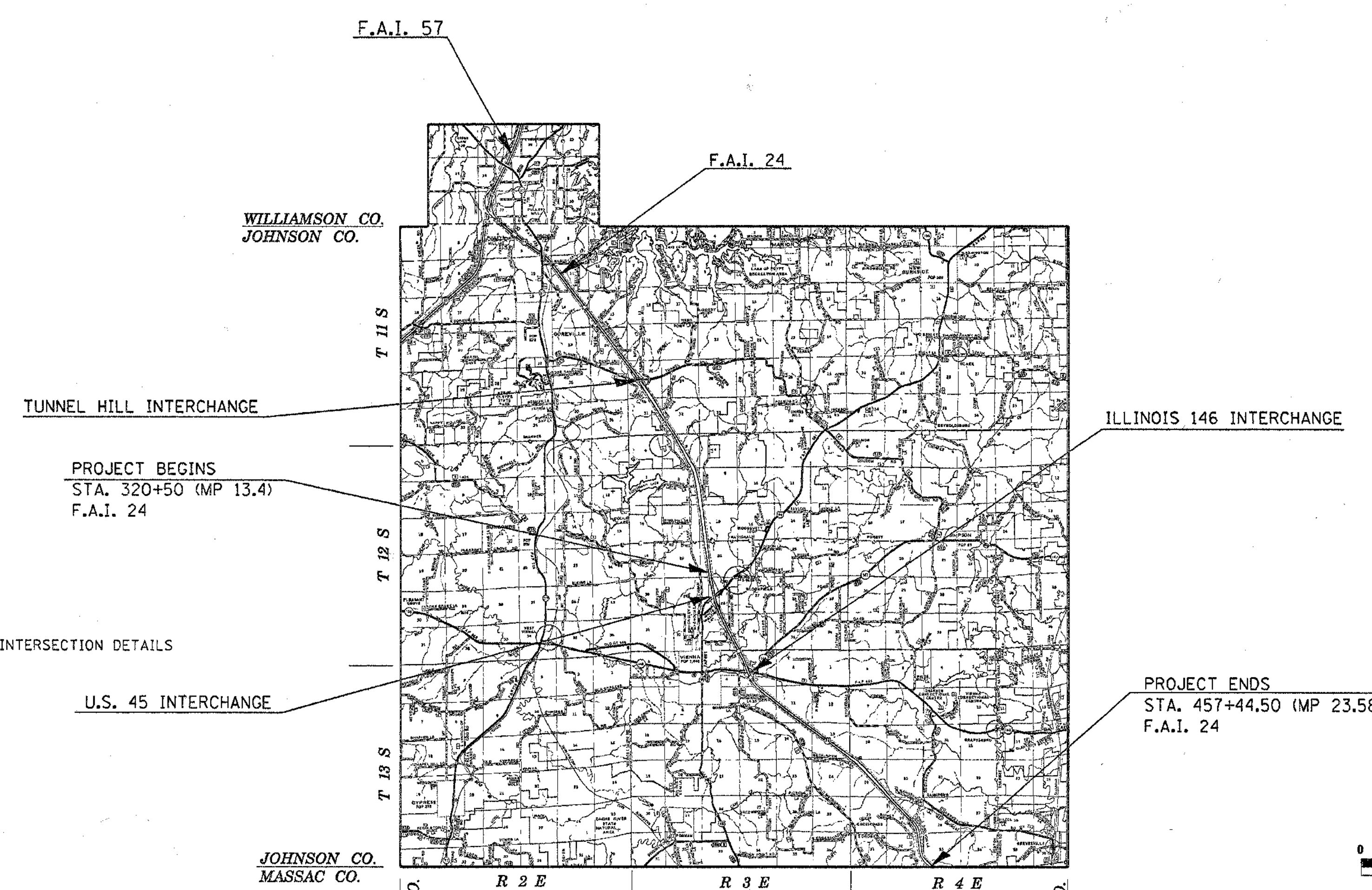
0 100' 200' 300' — 1" = 100' PLANS
0 5' 10' — 1" = 5' CROSS SECTIONS
0 50' 100' — 1" = 30' DETAILS
0 50' 100' — 1" = 20' INTERSECTION DETAILS

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.

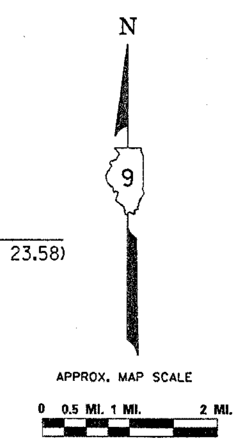
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
www.julie1call.com

CONTRACT NO. 98836

PROJECT ENGINEER: LARRY ANDERSON (618) 549-2171 CENTRAX: 782-4554
DESIGNER: RICHARD BRASEL (618) 549-2171



GROSS LENGTH OF PROJECT = 55,702.54 FT = 10.550 MILES
OMISSIONS = 0.0 FT = 0.000 MILES
NET LENGTH OF PROJECT = 55,702.54 FT = 10.550 MILES



D-99-021-02

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED February 9 2004
[signature]
DISTRICT ENGINEER

March 19 2004
[signature]
ENGINEER OF DESIGN AND ENVIRONMENT

March 19 2004
[signature]
DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	2

STA. TO STA.

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

* (44-5,6)RS, BSMART FY04-3

98836

INDEX OF SHEETS

1	TITLE SHEET
2	INDEX OF SHEETS; STANDARDS
3	GENERAL NOTES; COMMITMENTS; DESIGN MIXES
4-6	SUMMARY OF QUANTITIES
7-8	FAI 24 TYPICAL SECTIONS
9	FAI 24 AND RAMP TYPICAL SECTIONS
10	INTERCHANGE RAMP TYPICAL SECTIONS
11	SHOULDER WIDENING FOR INTERCHANGE RAMPS TYPICAL
12	CLEAR ZONES
13-53	SCHEDULES
54-55	GENERAL PLANS STA. 298+00 TO STA. 457+46
56	EXISTING FAI 24 CURVE DATA
57	EXISTING CURVE DATA - US RTE. 45 INTERCHANGE
58	EXISTING CURVE DATA - IL 146 INTERCHANGE
59-69	PLAN SHEETS - STA. 289+00 TO STA. 457+46 (MP 23.58)
70	PLAN SHEET - I-24 VIENNA/ HARRISBURG (US RTE. 45) INTERCHANGE
71	INTERSECTION DETAILS - US RTE. 45 INTERCHANGE (RAMPS A, B, C, D)
72	PLAN SHEET - I-24 VIENNA/GOLCONDA (IL 146) INTERCHANGE
73	INTERSECTION DETAILS - IL 146 INTERCHANGE (RAMPS A, B, C, D)
74-75	PATCHING PLANS
76	PLAN SHEET - WASTE LOCATION FOR EXCESS EARTH AND TEMPORARY EROSION CONTROL
77-87	TEMPORARY EROSION CONTROL SHEETS - STA. 289+00 TO STA. 457+46
88	TEMPORARY EROSION CONTROL I-24 - VIENNA/HARRISBURG (US RTE. 45) INTERCHANGE
89	TEMPORARY EROSION CONTROL I-24 - VIENNA/GOLCONDA (IL 146) INTERCHANGE
90-93	SAFETY PLANS - STA. 298+00 TO STA. 134+00
94	SAFETY PLANS - STA. 198+00 TO STA. 262+00
95-98	SAFETY PLANS - STA. 294+00 TO STA. 456+69.50
99	DETAILS: BUTT JOINTS AND THICKNESS TRANSITIONS
100	DETAILS: BUTT JOINTS AT BRIDGES
101	DETAIL: SEEDING AT EXISTING PAVED DITCH; PIPE CULVERT (EROSION CONTROL); GRANULAR SUB-SURFACE DRAINS; PROPOSED MEDIAN CROSSOVER
102	DETAILS: GABIONS
103	DETAIL: SCOUR REPAIR LT. STA. 282+40 CULVERT OUTLET (EBL) MP 20.6
104	DETAIL: SCOUR REPAIR LT. STA. 684+50 CULVERT OUTLET (WBL) MP 21.4
105	DETAIL: GABION REVETMENT; SCOUR REPAIR RT. STA. 412+17 (EBL) MP 23 AT THE END OF PAVED DITCH
106	DETAIL: SCOUR REPAIR LT. STA. 445+00 BOX CULVERT OUTLET (WBL) MP 23.7
107	DETAILS: STONE RIPRAP OUTLET RT. STA. 107+70 (EBL) MP 17.3; HEADWALL REPAIR LT. STA. 120+00 (WBL) MP 17.5
108	DETAILS: WINGWALL REPAIR
109	DETAILS: PERIMETER EROSION BARRIER; STONE RIPRAP DITCH LINING; ENERGY DISSIPATOR; STONE RIPRAP DITCH
110	DETAILS: TEMPORARY BITUMINOUS CONCRETE TRANSITIONS; TRAFFIC CONTROL AT ENTRANCE RAMPS; SHOULDER WORK FOR STAGED CONSTRUCTION AT MAINLINE BRIDGES
111	DETAILS: BITUMINOUS SIGN PADS; UNEVEN PAVEMENT SIGN
112	DETAILS: TYPICAL PAVEMENT MARKINGS AT ENTRANCE RAMPS; TYPICAL PAVEMENT MARKINGS FOR EXIT RAMPS
113	DETAILS: BITUMINOUS PATCHING (PARTIAL DEPTH); CLASS A PATCHES; THIN CIRCULAR DISK; CONCRETE COLLAR (PIPE TO PIPE)
114	DETAILS: EXISTING CRC PAVEMENT STANDARD 2224-8
115	OMITTED
116-117	DETAILS: WINGWALL MODIFICATION FOR TYPE 6 TERMINAL
118	DETAILS: DRAIN EXTENSION; CURB OUTLET; TYPICAL HOLE PATTERN FOR PAVEMENT UNDERSEALING
119-121	BRIDGE PLANS AND DETAILS FOR SN 044-0039 (WB) AND SN 044-0040 (EB)
122-132	BRIDGE PLANS AND DETAILS FOR SN 044-0041 (EB) AND SN 044-0042 (WB)
133-136	BRIDGE PLANS AND DETAILS FOR SN 044-0043 (WB) AND SN 044-0044 (EB)
137-140	BRIDGE PLANS AND DETAILS FOR SN 044-0045 (WB) AND SN 044-0046 (EB)
141-143	BRIDGE PLANS AND DETAILS FOR SN 044-0047 (EB) AND SN 044-0048 (WB)
144-150c	BRIDGE PLANS AND DETAILS FOR SN 044-0049 (EB) AND SN 044-0050 (WB)

STANDARDS

000001-04	542101	635011-01	701406-04 ⚠1
001006	542401	642001	701411-02
202001	601001	665001-01	701426-01
280001-02	601101	701001	702001-04
420001-05	606001-02	701006-01	720006
420101-02	630001-04	701011	780001-01
420701-01	631011-02	701101	781001-02
442001-02	631031-05	701106	
442101-05	635001	701201-01	
	635006-02	701301-01	
		701401-02	
		701400-01 ⚠1	

Prepared By: DISTRICT STUDIES & PLANS ENGINEER

Examined By: DISTRICT LAND ACQUISITION ENGINEER

Examined By: DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: DISTRICT OPERATIONS ENGINEER

Examined By: DISTRICT CONSTRUCTION ENGINEER

Examined By: DISTRICT MATERIALS ENGINEER

Examined By: DISTRICT PROJECT IMPLEMENTATION ENGINEER

Approved By: DISTRICT ENGINEER

February 9, 2004
DATE

⚠1 Revised 4/7/04

Wed Feb 4 15:45:36 2004
c:\projects\d902102\east124-2.dgn LV=1-62

INDEX OF SHEETS; STANDARDS

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3

98836

GENERAL NOTES

GENERAL CLEANING SHALL CONSIST OF THE REMOVAL OF SOIL AND/OR ROCK BUILD UPS, DEBRIS, AND OTHER CONSTRICTIONS PREVENTING STEADY FLOW OF PAVED DITCHES AND CULVERTS OUT 25' FROM THE ROADWAY DITCH OR TO THE R.O.W. LINE WHICHEVER COMES FIRST AS DIRECTED BY THE ENGINEER. GENERAL CLEARING SHALL BE IN ACCORDANCE WITH ARTICLE 201.01 (o) OF THE STANDARD SPECIFICATIONS. GENERAL CLEANING AND OR GENERAL CLEARING WILL ONLY BE MEASURED FOR PAYMENT WHEN IT IS THE CONTROLLING WORK AND IS NOTED FOR PAYMENT IN THE PLANS. WHEN PAYMENT IS MADE, IT SHALL BE IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECIFICATIONS.

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL EXISTING FIELD DIMENSIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

ALL OBSTRUCTIONS WHICH ARE WITHIN THE LIMITS SHOWN ON THE CLEAR ZONE SHEET AND WHICH ARE NOT SHIELDED BY GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4" OR MORE ABOVE THE GROUNDLINE, AND TREES WHICH WILL MATURE TO A DIAMETER OF 4" OR GREATER.

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

ALL BITUMINOUS CONCRETE	2.016 TONS/CU. YD.
STONE RIPRAP	1.50 TONS/CU. YD.
AGGREGATE PRIME COAT	0.0015 TONS/SQ. YD.
BITUMINOUS MATERIALS (PRIME COAT)	0.09 GALLONS/SQ. YD.
ALL AGGREGATE	2.05 TONS/CU. YD.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

FOR THE PURPOSE OF THIS CONTRACT, EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.

REPLACEMENT OF ALL CULVERTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS.

THE ENTIRE LENGTH OF ALL EXISTING CULVERTS SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE PAID ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

THE THICKNESS OF 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.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

THE QUANTITY SHOWN FOR MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS IS AN ESTIMATE. THE ACTUAL AMOUNT USED WILL BE DETERMINED BY THE ENGINEER.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS WAS BASED ON ONE APPLICATION EACH FOR THE PRIME COAT, SURFACE COURSE, AND BINDER COURSE.

THE CONTRACTOR SHALL STAMP ENGLISH STATIONING IN THE PROPOSED BITUMINOUS SURFACE AT 300' INTERVALS ALONG THE OUTSIDE EDGE OF THE PAVEMENT. ALSO, THE LETTER "H" SHALL BE STAMPED IN THE SHOULDER AT EVERY PIPE UNDERDRAIN OUTLET LOCATION AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2" TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE EDGES OF ALL PAVEMENT PATCHES SHALL BE SAWED TO THE FULL DEPTH OF THE EXISTING PAVEMENT. NO OVERSAWING WILL BE ALLOWED WHEN THE PATCH IS IN ONLY ONE LANE.

THE MACHINE OR EQUIPMENT USED FOR DRILLING DOWEL HOLES FOR THE FULL DEPTH P.C.C. PATCHES SHALL BE CAPABLE OF AND SHALL DRILL A MINIMUM OF 5 HOLES AT A TIME AT RIGHT ANGLES TO THE PAVEMENT. ALL DOWELS IN THIS PATCHING CONTRACT ARE AT RIGHT ANGLES TO THE PAVEMENT.

WHEN THE EXISTING PAVEMENT LANE WIDTH IS GREATER OR LESS THAN 12' THE NUMBER OF DOWELS IN EACH PATCH SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MAINTAIN AN EQUIVALENT DISTRIBUTION.

CLASS B PATCHING SHALL BE USED AT:

INTERCHANGE RAMP PAVEMENTS INCLUDING THE ACCELERATION/DECELERATION LANES. SEE PLAN SHEETS 70 AND 72.

SAWCUTS REQUIRED FOR BUTT JOINTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

EXPANSION JOINTS SHALL BE CLEANED AND FILLED IN ACCORDANCE WITH ARTICLE 406.06. FIELD MEASUREMENTS INDICATE THAT THERE ARE 48 JOINTS WITHIN THE IMPROVEMENT LIMITS OF JOHNSON COUNTY THAT ARE 24' IN WIDTH, OF WHICH 24 ARE IN THE EASTBOUND LANES AND 24 ARE IN THE WESTBOUND LANES. THE FINAL QUANTITY MAY BE ADJUSTED BY THE ENGINEER. FIELD SURVEY DATE DEC. 2, 2003..

THE CONTRACTOR SHALL COMPLETE BITUMINOUS SURFACE REMOVAL OPERATIONS IN AN AREA BEFORE BEGINNING PAVEMENT PATCHING IN THE SAME AREA.

THE COLOR OF THE DELINEATORS PLACED AT ANY LOCATION SHALL BE IN ACCORDANCE WITH STANDARD 635001 EXCEPT WHERE A CONFLICT EXISTS BETWEEN THE DELINEATOR AND THE PAVEMENT MARKING; THEN, THE DELINEATOR SHALL MATCH THE COLOR OF THE PAVEMENT MARKING.

THE ILLINOIS STATE POLICE, DISTRICT 22, BASED IN ULLIN, PHONE NO. 618-845-3740, SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THERMOPLASTIC PAVEMENT MARKING LINE 24" NOTED IN THE PAVEMENT MARKIING SCHEDULE.

THE REMOVAL OF EXISTING DELINEATORS, POSTS, AND REFLECTORS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. THE ELEVATION DIFFERENCE BETWEEN LANES SHALL BE ELIMINATED WITHIN TWELVE CALENDAR DAYS. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

RUMBLE STRIPS SHALL BE CONSTRUCTED ON ALL BITUMINOUS SHOULDERS IN ACCORDANCE WITH STANDARD 642001.

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST TEN WORKING DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS.

THE RESIDENT ENGINEER SHALL DETERMINE THE EXISTING CLEARANCE BENEATH OVERPASS STRUCTURES AND, IF NECESSARY, DIRECT THE CONTRACTOR TO TAPER THE THICKNESS OF THE BINDER AND/OR SURFACE COURSE AT A RATE OF 300:1 OR FLATTER TO MAINTAIN A MINIMUM CLEARANCE OF 16' AT OVERHEAD BRIDGES AND 17' AT SIGN TRUSSES.

AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°F.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

THE DEPARTMENT RESERVES THE RIGHT TO DELETE THE ENGINEER'S FIELD OFFICE AT NO ADDITIONAL COST.

THE EXCAVATED MATERIAL FROM CONSTRUCTING ENERGY DISSIPATORS, GABIONS, AND DITCH CLEANING SHALL BE PLACED AROUND CULVERTS AND OTHER AREAS WHERE EROSION PROBLEMS EXIST AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR IS TO CLEAN ALL MEDIAN INLETS OF GRASS CLIPPINGS, SILT, AND OTHER DEBRIS. THE COST FOR THIS WORK SHALL BE PAID FOR AS PER ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

ANY PRODUCTION OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

DUE TO THE EXTREMELY FLAT GRADES IN SOME AREAS OF THE PROJECT, THE REQUIREMENT FOR A MINIMUM LONGITUDINAL SLOPE OF 0.4% FOR PIPE UNDERDRAINS, AS SHOWN ON STANDARD 601001, IS WAIVED BETWEEN STA. 401+00 (MP 14.9) TO STA. 423+00 (MP 15.3); STA. 200+00 (MP 19.0) TO STA. 244+75 (MP 19.8); STA. 285+00 (MP 20.6) TO STA. 307+00 (MP 21.1); AND STA. 448+00 (MP 23.7) TO STA. 457+44.5 (MP 23.9).

EXCEPT FOR EARTH EXCESS, THERE ARE NO WASTE SITES AVAILABLE FOR USE BY THE CONTRACTOR WITHIN THIS CONTRACT. THE SURPLUS MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

THE MASTIC SEALANT TO SEAL EXISTING PAVED DITCH JOINTS NOTED IN THE PLANS SHALL MEET THE REQUIREMENT AS SPECIFIED IN SECTION 1055 OF THE STANDARD SPECIFICATIONS.

THE COST OF THE CA-16 BACKFILL MATERIAL FOR THE PROPOSED PIPE UNDERDRAINS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PIPE UNDERDRAINS, 4".

THERE WILL BE NO CALCIUM CHLORIDE ACCELERATORS ALLOWED.

ALL UNDERDRAIN 4" (SPECIAL) WILL BE CONNECTED TO THE UNDERDRAIN 4" BY USING ELBOWS. NO ON SITE BENDS IN THE UNDERDRAIN MATERIAL TO MAKE THE TRANSITION WILL BE ALLOWED.

ONE CHANGEABLE MESSAGE SIGN IN ADDITION TO THOSE SHOWN ON THE HIGHWAY STANDARDS WILL BE REQUIRED. ⚠1

COMMITMENTS: NONE

DESIGN MIXES

MIXTURE USE(S):	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N105
AC/PG	SBS PG76-22
RAP % (MAX)	0
DESIGN AIR VOIDS	4%, 105 GYRATIONS SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 mm OR IL-12.5 mm
FRICTION AGGREGATE:	D SURFACE

MIXTURE USE(S):	POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N105
AC/PG	SBS PG76-22
RAP % (MAX)	0
DESIGN AIR VOIDS	4%, 105 GYRATIONS SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0
FRICTION AGGREGATE:	NONE

MIXTURE USE(S):	BITUMINOUS SHOULDERS, SUPERPAVE, 8" (SQ. YD.) BITUMINOUS SIGN PADS (TON) BITUMINOUS SHOULDERS, BOTTOM LIFT (TON)
AC/PG	PG58-22
RAP % (MAX)	50
DESIGN AIR VOIDS	2%, 30 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	BITUMINOUS AGGREGATE MIXTURE, SUPERPAVE
FRICTION AGGREGATE:	NONE

LOCATION (S)	BITUMINOUS SHOULDER (TON) (TOP LIFT)
MIXTURE USE(S):	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX C, N70
AC/PG	PG64-22
RAP % (MAX)	10
DESIGN AIR VOIDS	3%, 70 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 mm OR IL-12.5 mm
FRICTION AGGREGATE:	C SURFACE

⚠1 Revised 4/7/04

Wed Feb 4 16:14:13 2004
c:\projects\d90202\east124-2.dgn LV=1-62

SUMMARY OF QUANTITIES

ROUTE:	FAI 24
FUNDING:	IM, S 10% STATE 90% FEDERAL
COUNTY:	JOHNSON
SECTION:	(44-5, 6)RS, BSMART FY04-3
LOCATION:	RURAL

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	WORK TYPE: ROADWAY CONSTRUCTION TYPE CODE: I000	WORK TYPE: BRIDGE CONSTRUCTION TYPE CODE: SFTY-2A SEE NOTE 1
XX000582	WINGWALL REPAIR COMPLETE	LSUM	1	1	
XZ193500	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/4"	SQ YD	7,927		7,927
X0300203	CLEAN AND FILL EXPANSION JOINTS	EACH	48	48	
X0301735	CONCRETE HEADWALL REPAIR	EACH	1	1	
X0320887	POLYMER CONCRETE	CU FT	89.8		89.8
X0321468	PLUG EXISTING DECK DRAINS	EACH	102		102
X0321476	PIPE ELBOW, 24"	EACH	2	2	
X0321744	SILICONE JOINT SEALER 2"	FOOT	85		85
X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQ FT	258		258
X0322653	BITUMINOUS SIGN PADS	TON	149	149	
X0322729	MATERIAL TRANSFER DEVICE	TON	67,789	67,789	
X0322879	GRADING AND SHAPING FORESLOPES	SQ YD	8,644	8,644	
X0322932	SILICONE JOINT SEALER 1 1/2"	FOOT	856		856
X0323665	RIPRAP SLURRY	SQ YD	557	557	
X0329857	POLYURETHANE MATERIAL	POUND	27,936	27,936	
X0329908	EXCAVATION TO REPAIR CULVERT	EACH	6	5	1
X0329911	GRADING AND SHAPING MEDIAN CROSSOVER	EACH	3	3	
X4066530	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D N105	TON	27,013	26,994	19
X4066660	POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N105	TON	40,776	40,748	28
X7015000	CHANGEABLE MESSAGE SIGNS	CAL MO	16	16	
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	51	51	
Z0002600	BAR SPLICERS	EACH	56		56
Z0012200	CONCRETE BRIDGE DECK SCARIFICATION (1/2 ")	SQ YD	7,927		7,927
Z0016200	DECK SLAB REPAIR (PARTIAL DEPTH)	SQ YD	160		160
Z0017202	DOWEL BARS 1 1/2"	EACH	1,832	1,832	
Z0040400	PIPE CULVERT (EROSION CONTROL)	FOOT	2,159	2,159	
Z0075310	TIE BARS 3/4"	EACH	211	211	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	1,356	1,356	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	84	84	
20100500	TREE REMOVAL, ACRES	ACRE	1.4	1.1	0.3
20200100	EARTH EXCAVATION	CU YD	2,166	448	1,718
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	61	61	
20700300	POROUS GRANULAR EMBANKMENT, SPECIAL	TON	960	960	
25000350	SEEDING, CLASS 7	ACRE	11.6	11.6	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1,877	1,877	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1,381	1,381	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1,381	1,381	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	30.3	30.3	
25001010	SEEDING CLASS 2 (MODIFIED)	ACRE	11.6	11.6	
25100115	MULCH, METHOD 2	ACRE	23.2	23.2	

GENERAL NOTES:

1. BRIDGES: STRUCTURE NUMBERS
   044-0039, 044-0040
   044-0041, 044-0042
   044-0043, 044-0044
   044-0045, 044-0046
   044-0047, 044-0048
   044-0049, 044-0050
   044-0051
   CULVERTS:
   044-2002

SHEET 1 OF 3

Tue Feb 10 14:46:52 2004
c:\projects\d90202\d90202sc2.m32 LV=2-63

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (44-5, 6)RS, BSMART FY04-3
98836

SUMMARY OF QUANTITIES

			ROUTE:	FAI 24	
			FUNDING:	IM, S: 10% STATE 90% FEDERAL	
			COUNTY:	JOHNSON	
			SECTION:	(44-5, 6)RS, BSMART FY04-3	
			LOCATION:	RURAL	
			WORK TYPE:	ROADWAY	BRIDGE
		CONSTRUCTION TYPE CODE:		1000	SFTY-2A
CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY		SEE NOTE 1
25100630	EROSION CONTROL BLANKET	SQ YD	19,753	19,753	
25101005	HEAVY DUTY EXCELSIOR BLANKET	SQ YD	7,845	7845	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1,160	1,160	
28000400	PERIMETER EROSION BARRIER	FOOT	4,300	4300	
28000500	INLET AND PIPE PROTECTION	EACH	24	24	
28000900	FENCE (EROSION CONTROL)	FOOT	675	675	
28001000	AGGREGATE (EROSION CONTROL)	TON	74	74	
28100205	STONE RIPRAP, CLASS A3	TON	1,861	1,861	
28100207	STONE RIPRAP, CLASS A4	TON	130	130	
28100707	STONE DUMPED RIPRAP, CLASS A4	SQ YD	426	426	
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	71	71	
28100809	STONE DUMPED RIPRAP, CLASS A5	TON	134	134	
28102600	STONE RIPRAP DITCH	TON	5,317	5,317	
28200100	FILTER FABRIC FOR USE WITH RIPRAP	SQ YD	1,319	1,319	
28400100	GABIONS	CU YD	259	259	
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	1,065	1,065.0	
31100910	SUB-BASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	752	752.0	
40600100	BITUMINOUS MATERIAL (PRIME COAT)	GALLON	100,756	100,756	
40600300	AGGREGATE (PRIME COAT)	TON	1024	1024	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	43	43	
40600895	CONSTRUCTING TEST STRIP	EACH	2	2	
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	1,478	1,478	
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT	SQ YD	374	374	
40600990	TEMPORARY RAMP	SQ YD	1,245	1,245	
42000300	PORTLAND CEMENT CONCRETE PAVEMENT 8"	SQ YD	752	752	
42001200	PAVEMENT FABRIC	SQ YD	36	36	
44000004	BITUMINOUS SURFACE REMOVAL 1"	SQ YD	17,471	17,471	
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	631	631	
44000100	PAVEMENT REMOVAL	SQ YD	752	752	
44004250	PAVED SHOULDER REMOVAL	SQ YD	2,551	2,551	
44200525	CLASS A PATCHES, TYPE I, 8 INCH	SQ YD	196	196	
44200529	CLASS A PATCHES, TYPE II, 8 INCH	SQ YD	643	643	
44200533	CLASS A PATCHES, TYPE III, 8 INCH	SQ YD	171	171	
44200535	CLASS A PATCHES, TYPE IV, 8 INCH	SQ YD	676	676	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	599	599	
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	36	36	
44212900	PAVEMENT PATCHING (PARTIAL DEPTH)	SQ YD	1,323	1,323	
44213000	PATCHING REINFORCEMENT	SQ YD	1,686	1,686	
44213200	SAW CUTS	FOOT	11,586	11,586	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	14,666	14,666	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	8,050	8,050	
48202000	BITUMINOUS SHOULDERS, SUPERPAVE	TON	40,743	40,716	27
48202600	BITUMINOUS SHOULDERS, SUPERPAVE, 8"	SQ YD	5,817	5,817	
50102400	CONCRETE REMOVAL	CU YD	31.4		31.4
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1	
50105220	PIPE CULVERT REMOVAL	FOOT	1,639	1,639	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	40.1		40.1
50300260	BRIDGE DECK GROOVING	SQ YD	7,518		7,518
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	48		48
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12		12
50300530	FLOOR DRAIN EXTENSION	EACH	48		48
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	11,010		11,010
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	60		60

GENERAL NOTES:

1. BRIDGES: STRUCTURE NUMBERS
   044-0039, 044-0040
   044-0041, 044-0042
   044-0043, 044-0044
   044-0045, 044-0046
   044-0047, 044-0048
   044-0049, 044-0050
   044-0051

   CULVERTS:
   044-2002

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

SUMMARY OF QUANTITIES

GENERAL NOTES:
1. BRIDGES: STRUCTURE NUMBERS
044-0039, 044-0040
044-0041, 044-0042
044-0043, 044-0044
044-0045, 044-0046
044-0047, 044-0048
044-0049, 044-0050
044-0051
CULVERTS:
044-2002

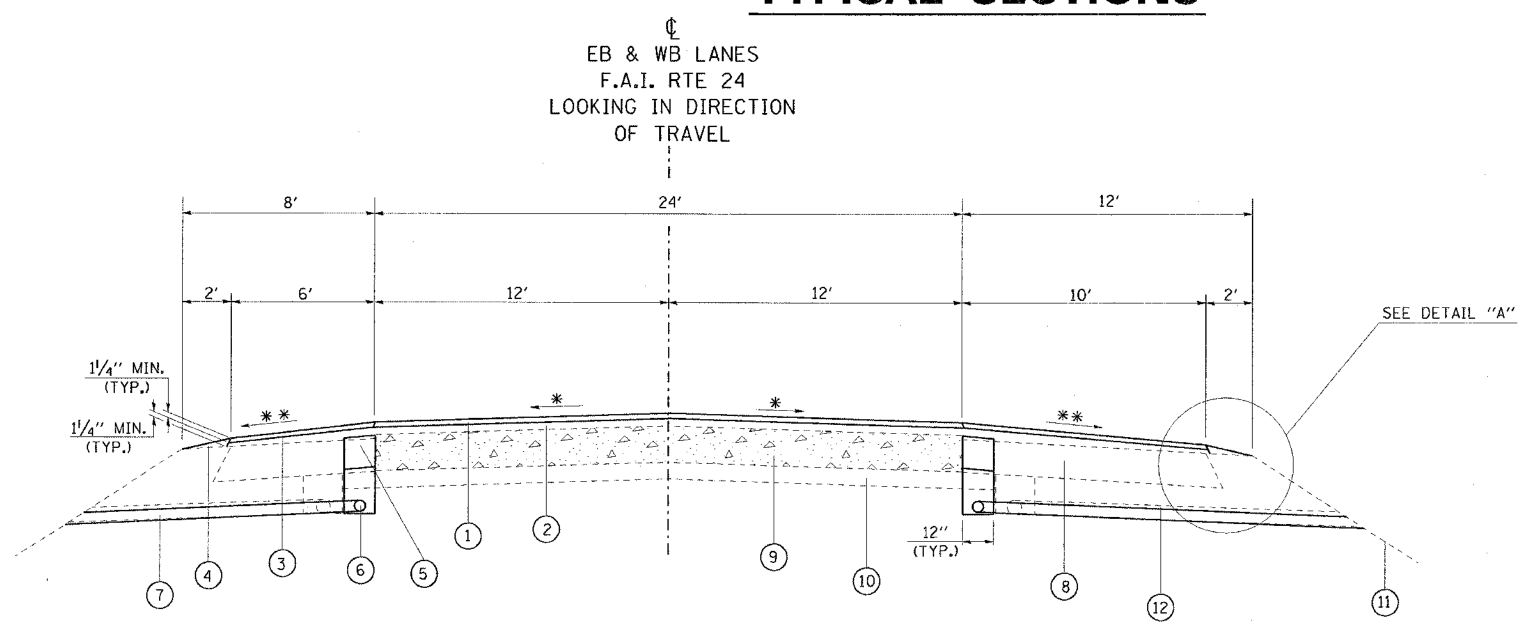
			ROUTE:	FAI 24	
			FUNDING:	IM, S: 10% STATE 90% FEDERAL	
			COUNTY:	JOHNSON	
			SECTION:	(44-5,6)RS, BSMART FY04-3	
			LOCATION:	RURAL	
			WORK TYPE:	ROADWAY	BRIDGE
CODE NUMBER	ITEM DESCRIPTION	CONSTRUCTION TYPE CODE:		1000	SFTY-2A
		UNIT	QUANTITY		SEE NOTE 1
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	4,252	852	3,400
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	80	80	
54213443	END SECTIONS 8"	EACH	37	37	
54215424	CAST - IN - PLACE REINFORCED CONCRETE END SECTION 24"	EACH	1	1	
54248510	CONCRETE COLLAR	CU YD	0.88	0.88	
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	406	406	
60100074	SHOULDER REMOVAL AND REPLACEMENT 8"	FOOT	176,101	176,101	
60107600	PIPE UNDERDRAINS 4"	FOOT	173,564	173,564	
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	5,683	5,683	
60500060	REMOVING INLETS	EACH	18	18	
60609200	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12	FOOT	3,621	3,621	
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	10,975	10,975	
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	7	7	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	24	24	
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	19	19	
63100169	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)	EACH	12	12	
63200305	STEEL PLATE BEAM GUARD RAIL REMOVAL	FOOT	10,413	10,413	
63500105	DELINEATORS	EACH	644	644	
64200105	SHOULDER RUMBLE STRIP	FOOT	219,361	219,361	
66500105	WOVEN WIRE FENCE 4'	FOOT	980	980	
66501200	WOVEN WIRE GATES, 4' X 8' DOUBLE	EACH	1	1	
66502300	WOVEN WIRE FENCE REMOVAL	FOOT	980	980	
66502700	WOVEN WIRE GATES REMOVAL	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	16	16	
67100100	MOBILIZATION	L SUM	1	0.9	0.1
70100305	TRAFFIC CONTROL AND PROTECTION, STANDARD 701400	L SUM	1	1	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	8	8	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	0.7	0.3
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	0.5	0.5
70103810	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE	CAL DA	201	116	85
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	19,462	19,462	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	241,095	241,095	
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	2,243	2,243	
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	214	214	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	120	120	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	6,588	6,588	
72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	3	3	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	218,965	218,965	
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2,406	2,406	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	214	214	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	120	120	
* 78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, LINE 4"	FOOT	24,490	24,490	
* 78808310	POLYUREA PAVEMENT MARKING TYPE II 4"	FOOT	4,248		4,248
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,586	1,586	
78200420	GUARDRAIL MARKERS, TYPE B	EACH	146	146	
78200520	BARRIER WALL MARKERS, TYPE B	EACH	50	50	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	32	32	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	17	17	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,586	1,586	

* SPECIALTY ITEMS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

TYPICAL SECTIONS



THE EXISTING SHOULDER SLOPE VARIES
EB 3.5% TO 6.0%
WB 2.6% TO 5.1%
(FIELD MEASUREMENTS DATED
AUG. 19, 25, 27, 2003)

THE EXISTING SHOULDER SLOPE VARIES
EB 2.9% TO 5.6%
WB 4.2% TO 6.0%
(FIELD MEASUREMENTS DATED
AUG. 19, 25, 27, 2003)

TO BE USED:

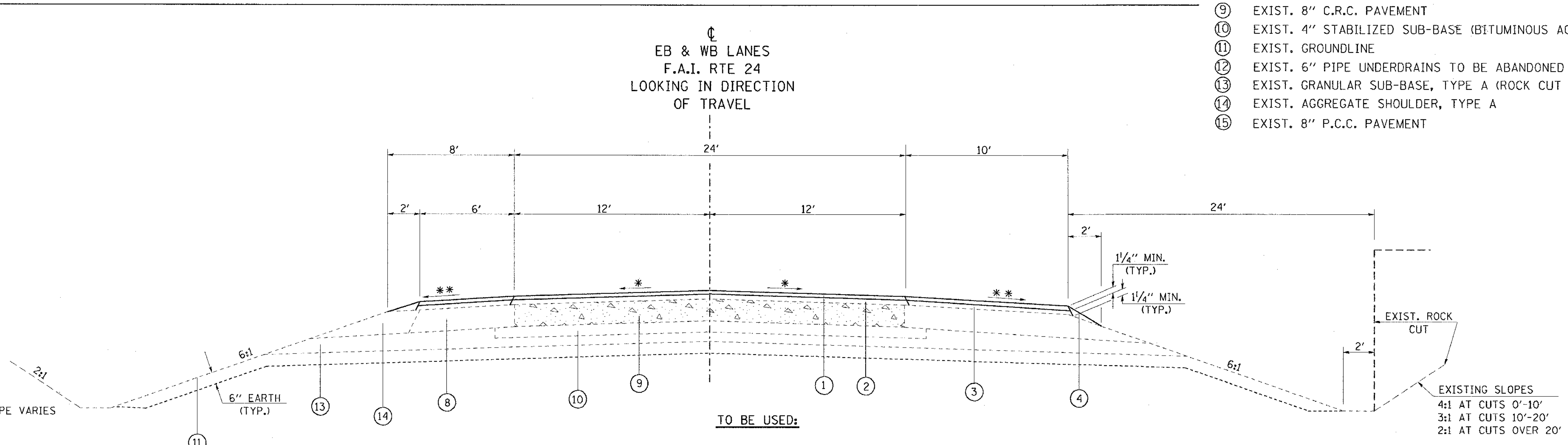
E.B. STA. 320+50 (MP 13.4) TO STA. 321+60 (MP 13.4)
E.B. STA. 337+68.04 (MP 13.7) TO STA. 348+68.61 (MP 13.9)
E.B. STA. 350+50.11 (MP 13.9) TO STA. 361+07.57 (14.1)
E.B. STA. 409+18.70 (MP 15.0) TO STA. 418+18.90 (MP 15.2)
E.B. STA. 419+78.88 (MP 15.2) TO STA. 427+00 (MP 15.4)
E.B. STA. 429+00 (MP 15.4) TO STA. 438+00 (MP 15.6)
E.B. STA. 463+00 (MP 16.0) TO STA. 473+09.78 (MP 16.2)
E.B. STA. 479+00 (MP 16.4) TO STA. 483+78.86 (MP 16.4)

W.B. STA. 320+50 (MP 13.4) TO STA. 323+90.93 (MP 13.3)
W.B. STA. 335+82.45 (MP 13.7) TO STA. 348+17.89 (MP 13.9)
W.B. STA. 349+99.39 (MP 13.9) TO STA. 361+48.42 (MP 14.1)
W.B. STA. 409+18.70 (MP 15.0) TO STA. 417+83.90 (MP 15.2)
W.B. STA. 419+42.26 (MP 15.2) TO STA. 427+00 (MP 15.4)
W.B. STA. 429+00 (MP 15.4) TO STA. 438+00 (MP 15.6)
W.B. STA. 468+03.68 (MP 16.0) TO STA. 473+62.80 (MP 16.2)
W.B. STA. 479+00 (MP 16.4) TO STA. 487+39.58 (MP 16.5)

* MATCH EXISTING SLOPE, 1.5% MIN.
** 6% DESIRABLE AND MAX.

DRAWING NOT TO SCALE

1. PROP. POLY. BIT. CONC. SURF. CSE., SUPERPAVE, MIX. D, N105, 1½"
2. PROP. POLY. BIT. CONC. BINDER CSE., SUPERPAVE, IL 19.0, N105, 2¼"
3. PROP. BITUMINOUS SHOULDERS, SUPERPAVE (CONSTRUCT IN TWO LIFTS)
4. PROP. AGGREGATE SHOULDERS, TYPE B (WEDGE)
5. PROP. SHOULDER REMOVAL AND REPLACEMENT, 8"
6. PROP. PIPE UNDERDRAINS 4"
7. PROP. PIPE UNDERDRAINS 4" (SPECIAL)
8. EXIST. BITUMINOUS SHOULDERS
9. EXIST. 8" C.R.C. PAVEMENT
10. EXIST. 4" STABILIZED SUB-BASE (BITUMINOUS AGGREGATE MIXTURE)
11. EXIST. GROUNDLINE
12. EXIST. 6" PIPE UNDERDRAINS TO BE ABANDONED
13. EXIST. GRANULAR SUB-BASE, TYPE A (ROCK CUT LOCATIONS)
14. EXIST. AGGREGATE SHOULDER, TYPE A
15. EXIST. 8" P.C.C. PAVEMENT



THE EXISTING SHOULDER SLOPE VARIES
EB 3.4% TO 5.1%
WB 3.0% TO 5.5%
(FIELD MEASUREMENTS DATED
AUG. 19, 25, 27, 2003)

TO BE USED:

E.B. STA. 321+60 (MP 13.4) TO STA. 331+31.49 (MP 13.7)
E.B. STA. 372+77.18 (MP 14.3) TO STA. 380+68 (MP 14.5)
E.B. STA. 444+13.0 (MP 15.7) TO STA. 452+50 (MP 15.8)
E.B. STA. 90+53 (MP 17.0) TO STA. 105+50 (MP 17.2)
E.B. STA. 124+00 (MP 17.6) TO STA. 130+00 (MP 17.7)
E.B. STA. 197+00 (MP 19.0) TO STA. 204+00 (MP 19.1)
E.B. STA. 239+60 (MP 19.7) TO STA. 253+25 (MP 20.0)
E.B. STA. 295+00 (MP 20.8) TO STA. 303+75 (MP 21.0)
E.B. STA. 312+54 (MP 21.2) TO STA. 318+00 (MP 21.3)
E.B. STA. 388+00 (MP 22.6) TO STA. 409+00 (MP 23.0)
E.B. STA. 423+00 (MP 23.2) TO STA. 431+60 (MP 23.4)

W.B. STA. 368+15.18 (MP 14.2) TO STA. 380+10 (MP 14.5)
W.B. STA. 444+18.33 (MP 15.7) TO STA. 452+50 (MP 15.8)
W.B. STA. 90+53 (MP 17.0) TO STA. 105+50 (MP 17.2)
W.B. STA. 197+00 (MP 19.0) TO STA. 204+00 (MP 19.1)
W.B. STA. 602+50 (MP 19.8) TO STA. 615+70 (MP 20.0)
W.B. STA. 752+00 (MP 22.6) TO STA. 766+19.20 BK. (MP 23.0)
W.B. STA. 403+52.86 AH. (MP 22.9) TO STA. 410+00 (MP 23.0)
W.B. STA. 422+52 (MP 23.2) TO STA. 433+00 (MP 23.4)

THE EXISTING SHOULDER SLOPE VARIES
EB 3.9% TO 5.6%
WB 3.9% TO 5.5%
(FIELD MEASUREMENTS DATED
AUG. 19, 25, 27, 2003)

* MATCH EXISTING SLOPE, 1.5% MIN.
** 6% DESIRABLE AND MAX.

DRAWING NOT TO SCALE

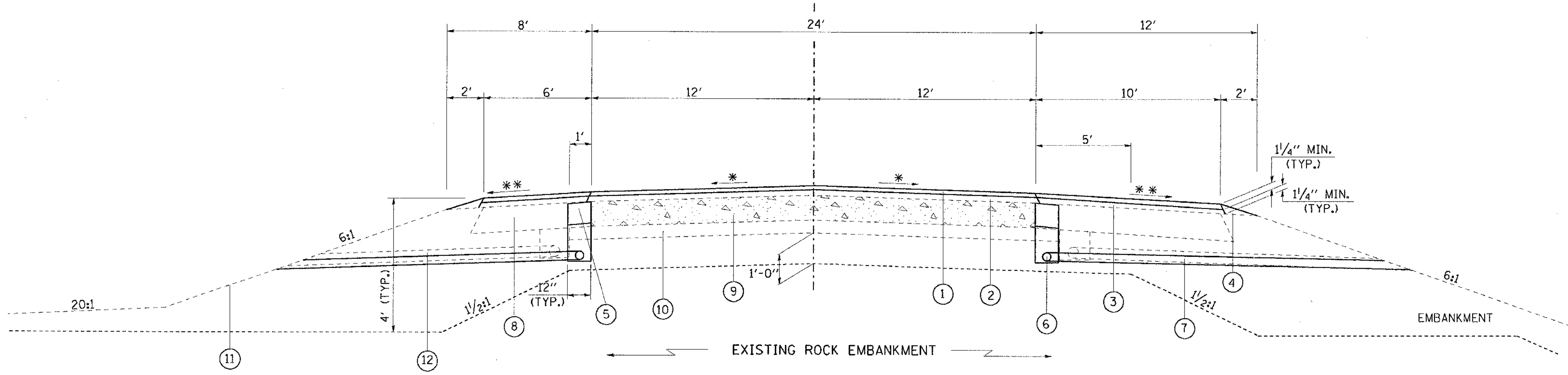
Sat Jan 17 10:04:45 2004
c:\projects\d90202\eas-f24-2.dgn LV-11-62

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

TYPICAL SECTIONS

℄
EB & WB LANES
F.A.I. RTE 24
LOOKING IN DIRECTION
OF TRAVEL



THE EXISTING SHOULDER SLOPE VARIES
EB 3.6% TO 5.6%
WB 4.6% TO 4.9%
(FIELD MEASUREMENTS DATED
AUG. 19, 25, 27, 2003)

* MATCH EXISTING SLOPE, 1.5% MIN.
** 6% DESIRABLE AND MAX.

DRAWING NOT TO SCALE

THE EXISTING SHOULDER SLOPE VARIES
EB 3.5% TO 6.2%
WB 3.2% TO 5.1%
(FIELD MEASUREMENTS DATED
AUG. 19, 25, 27, 2003)

TO BE USED:

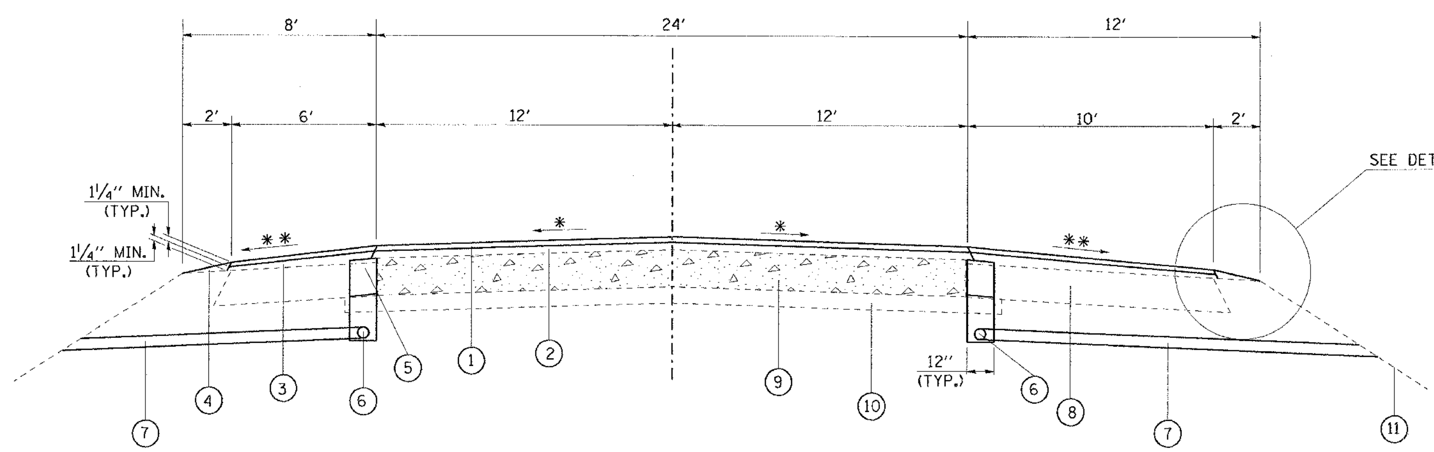
E.B. STA. 380+68 (MP 14.5) TO STA. 408+05.70 (MP 15.0)
E.B. STA. 427+00 (MP 15.4) TO STA. 429+00 (MP 15.4)
E.B. STA. 438+00 (MP 15.6) TO STA. 442+43.90 (MP 15.6)
E.B. STA. 452+50 (MP 15.8) TO STA. 463+00 (MP 16.0)
E.B. STA. 474+98.61 (MP 16.3) TO STA. 479+00 (MP 16.4)
E.B. STA. 495+00 (MP 16.6) TO STA. 499+01.37 (MP 16.7)

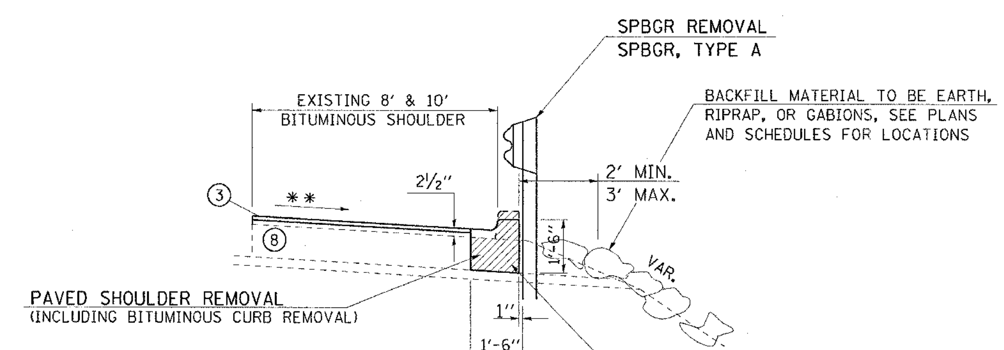
EQ. STA. 499+01.37 BK. (MP 16.7) (℄ MEDIAN) = STA. 78+90.80 AH. (MP 16.7) (℄ MEDIAN)

W.B. STA. 380+10 (MP 14.5) TO STA. 408+05.70 (MP 15.0)
W.B. STA. 427+00 (MP 15.4) TO STA. 429+00 (MP 15.4)
W.B. STA. 438+00 (MP 15.6) TO STA. 442+40.13 (MP 15.6)
W.B. STA. 452+50 (MP 15.8) TO STA. 456+46.80 (MP 16.0)
W.B. STA. 475+65.83 (MP 16.3) TO STA. 479+00 (MP 16.4)
W.B. STA. 493+92.71 (MP 16.6) TO STA. 499+01.37 (MP 16.7)

① PROP. POLY. BIT. CONC. SURF. CSE., SUPERPAVE, MIX. D, N105, 1½"
② PROP. POLY. BIT. CONC. BINDER CSE., SUPERPAVE, IL 19.0, N105, 2¼"
③ PROP. BITUMINOUS SHOULDERS, SUPERPAVE (CONSTRUCT IN TWO LIFTS)
④ PROP. AGGREGATE SHOULDERS, TYPE B (WEDGE)
⑤ PROP. SHOULDER REMOVAL AND REPLACEMENT, 8"
⑥ PROP. PIPE UNDERDRAINS 4"
⑦ PROP. PIPE UNDERDRAINS 4" (SPECIAL)
⑧ EXIST. BITUMINOUS SHOULDERS
⑨ EXIST. 8" C.R.C. PAVEMENT
⑩ EXIST. 4" STABILIZED SUB-BASE (BITUMINOUS AGGREGATE MIXTURE)
⑪ EXIST. GROUNDLINE
⑫ EXIST. 6" PIPE UNDERDRAINS TO BE ABANDONED
⑬ EXIST. GRANULAR SUB-BASE, TYPE A
⑭ EXIST. AGGREGATE SHOULDER, TYPE A
⑮ EXIST. 8" P.C.C. PAVEMENT

℄
EB & WB LANES
F.A.I. RTE 24
LOOKING IN DIRECTION
OF TRAVEL





DETAIL "A"
EXIST. BITUMINOUS CURB LOCATIONS

THE EXISTING SHOULDER SLOPE VARIES
EB 3.9% TO 8.5%
WB 4.0% TO 5.5%
(FIELD MEASUREMENTS DATED
AUG. 19, 25, 27, 2003)

TO BE USED:

EQ. STA. 499+01.37 BK. (MP 16.7) (℄ MEDIAN) = STA. 78+90.80 AH. (MP 16.7) (℄ MEDIAN)

E.B. STA. 78+90.80 (MP 16.7) TO STA. 90+53 (MP 17.0)
E.B. STA. 105+50 (MP 17.2) TO STA. 124+00 (MP 17.6)
E.B. STA. 130+00 (MP 17.7) TO STA. 197+00 (MP 19.0)
E.B. STA. 204+00 (MP 19.1) TO STA. 239+60 (MP 19.7)
E.B. STA. 253+25 (MP 20.0) TO STA. 258+37.13 (MP 20.1)
E.B. STA. 259+44.29 (MP 20.2) TO STA. 295+00 (MP 20.8)
E.B. STA. 303+75 (MP 21.0) TO STA. 312+54 (MP 21.2)
E.B. STA. 318+00 (MP 21.3) TO STA. 388+00 (MP 22.6)
E.B. STA. 409+00 (MP 23.0) TO STA. 423+00 (MP 23.2)
E.B. STA. 431+60 (MP 23.4) TO STA. 457+44.50 (MP 23.9)

W.B. STA. 78+90.80 (MP 16.7) TO STA. 90+53 (MP 17.0)
W.B. STA. 105+50 (MP 17.2) TO STA. 197+00 (MP 19.0)
W.B. STA. 204+00 (MP 19.1) TO STA. 236+52.97 BK. (MP 19.7)
W.B. STA. 597+79.11 AH. (MP 19.7) TO STA. 602+50 (MP 19.8)
W.B. STA. 615+70 (MP 20.0) TO STA. 619+68.69 (MP 20.1)
W.B. STA. 620+84.19 (MP 20.1) TO STA. 752+00 (MP 22.6)
W.B. STA. 410+00 (MP 23.0) TO STA. 422+52 (MP 23.2)
W.B. STA. 433+00 (MP 23.4) TO STA. 457+46 (MP 23.9)

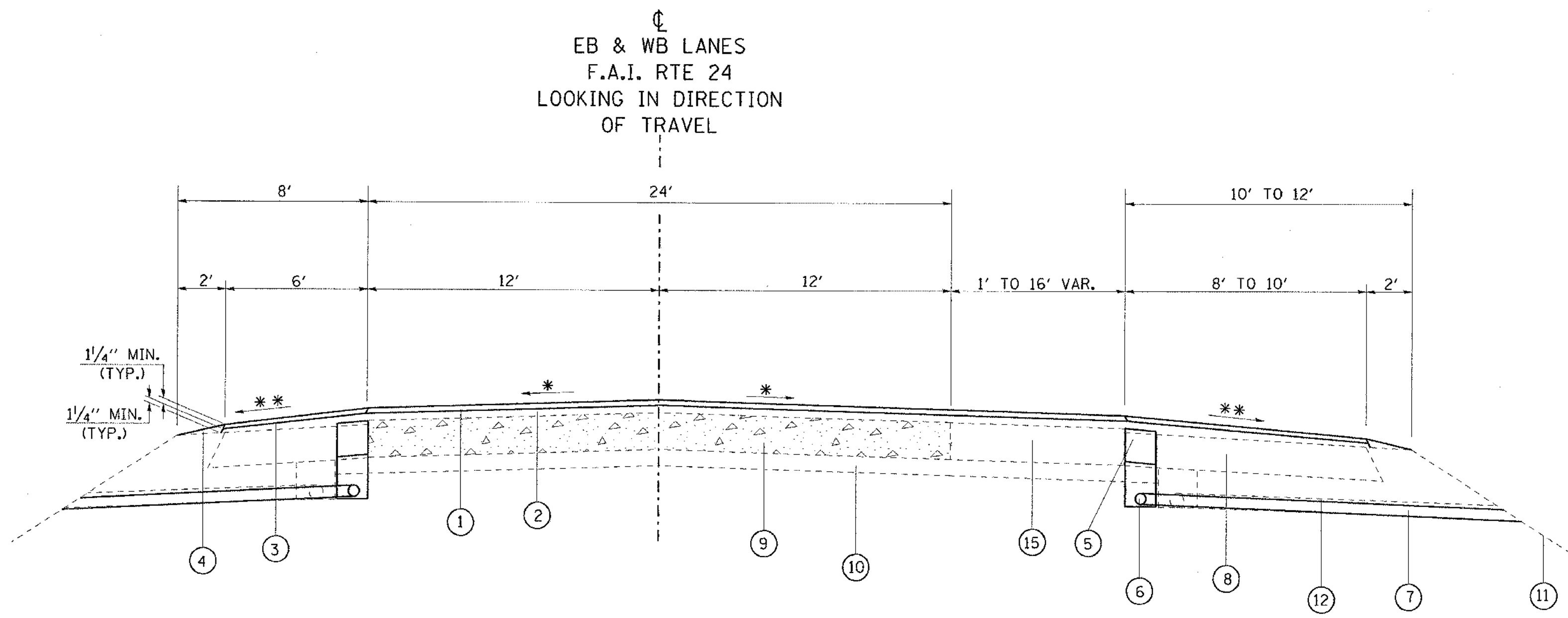
THE EXISTING SHOULDER SLOPE VARIES
EB 4.3% TO 6.2%
WB 4.3% TO 5.2%
(FIELD MEASUREMENTS DATED
AUG. 19, 25, 27, 2003)

Sat Jan 17 10:18:13 2004
c:\projects\d902102\east124-2.dgn LV=1-62

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

TYPICAL SECTIONS



TO BE USED:

VIENNA/HARRISBURG (US 45) INTERCHANGE

E.B. STA. 331+31.49 (MP 13.7) TO STA. 336+62.31 (MP 13.7)
E.B. STA. 363+26.79 (MP 14.2) TO STA. 372+77.18 (MP 14.3)

W.B. STA. 323+90.93 (MP 13.3) TO STA. 333+40.71 (MP 13.6)
W.B. STA. 362+85.91 (MP 14.1) TO STA. 368+15.18 (MP 14.2)

VIENNA/GOLCONDA (IL 146) INTERCHANGE

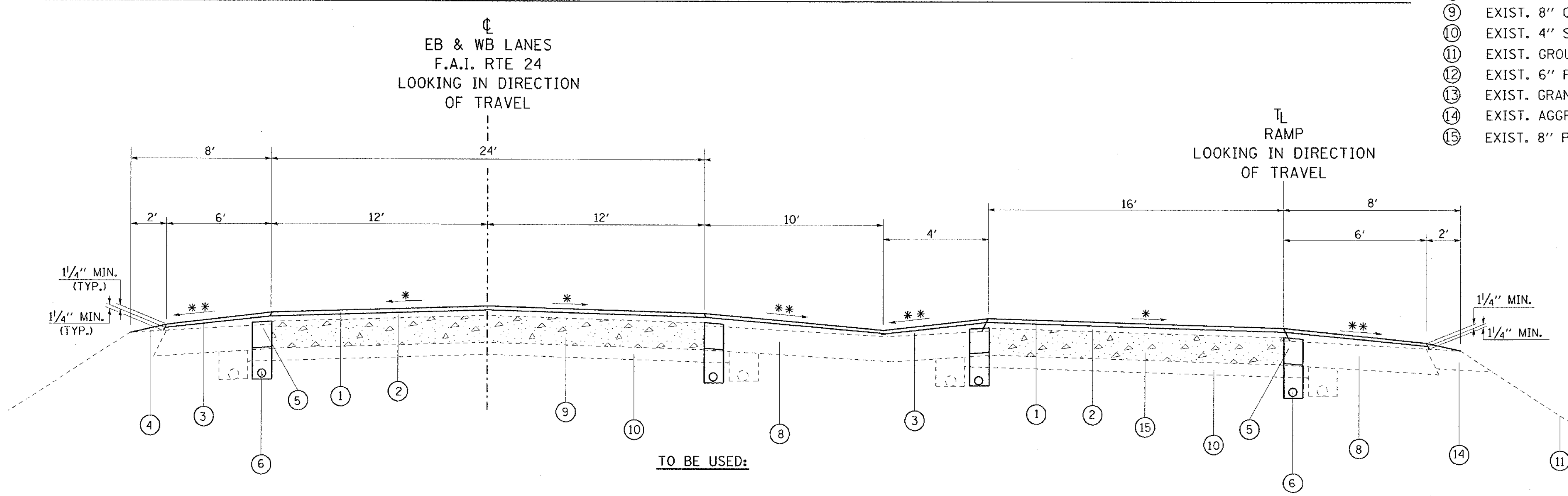
E.B. STA. 453+71.23 (MP 15.8) TO STA. 456+33.68 (MP 15.9)
E.B. STA. 485+41.40 (MP 16.5) TO STA. 495+00 (MP 16.6)

W.B. STA. 456+46.80 (MP 15.9) TO STA. 463+62.28 (MP 16.0)
W.B. STA. 491+37.89 (MP 16.6) TO STA. 493+92.71 (MP 16.6)

* MATCH EXISTING SLOPE, 1.5% MIN.
** 6% DESIRABLE AND MAX.

DRAWING NOT TO SCALE

1. PROP. POLY. BIT. CONC. SURF. CSE., SUPERPAVE, MIX. D, N105, 1½"
2. PROP. POLY. BIT. CONC. BINDER CSE., SUPERPAVE, IL 19.0, N105, 2¼"
3. PROP. BITUMINOUS SHOULDERS, SUPERPAVE (CONSTRUCT IN TWO LIFTS)
4. PROP. AGGREGATE SHOULDERS, TYPE B (WEDGE)
5. PROP. SHOULDER REMOVAL AND REPLACEMENT, 8"
6. PROP. PIPE UNDERDRAINS 4"
7. PROP. PIPE UNDERDRAINS 4" (SPECIAL)
8. EXIST. BITUMINOUS SHOULDERS
9. EXIST. 8" C.R.C. PAVEMENT
10. EXIST. 4" STABILIZED SUB-BASE (BITUMINOUS AGGREGATE MIXTURE)
11. EXIST. GROUNDLINE
12. EXIST. 6" PIPE UNDERDRAINS TO BE ABANDONED
13. EXIST. GRANULAR SUB-BASE, TYPE A
14. EXIST. AGGREGATE SHOULDER, TYPE A
15. EXIST. 8" P.C.C. PAVEMENT



TO BE USED:

VIENNA/HARRISBURG (US 45) INTERCHANGE

E.B. STA. 336+62.31 (MP 13.7) TO STA. 337+68.04 (MP 13.7)
RAMP "D" INCLUDED W/EBL
E.B. STA. 361+07.51 (MP 14.1) TO STA. 363+26.79 (MP 14.2)
RAMP "C" STA. 20+03.41 TO STA. 22+20

W.B. STA. 333+40.71 (MP 13.6) TO STA. 335+82.45 (MP 13.7)
RAMP "A" STA. 21+72.15 TO STA. 24+11
W.B. STA. 361+48.42 (MP 14.1) TO STA. 362+85.91 (MP 13.7)
RAMP "B" INCLUDED W/WBL

VIENNA/GOLCONDA (IL 146) INTERCHANGE

E.B. STA. 456+33.68 (MP 15.9) TO STA. 460+33.97 (MP 16.0)
USE FOR RAMP "D" INCLUDED W/EBL
E.B. STA. 483+78.86 (MP 16.4) TO STA. 485+41.40 (MP 16.5)
RAMP "C" STA. 25+49.99 TO STA. 27+11.88

W.B. STA. 463+62.28 (MP 16.0) TO STA. 468+03.68 (MP 16.1)
RAMP "A" STA. 22+26.19 TO STA. 26+63
W.B. STA. 487+39.58 (MP 16.5) TO STA. 491+37.89 (MP 16.6)
RAMP "B" STA. 5+98 TO STA. 9+90.36

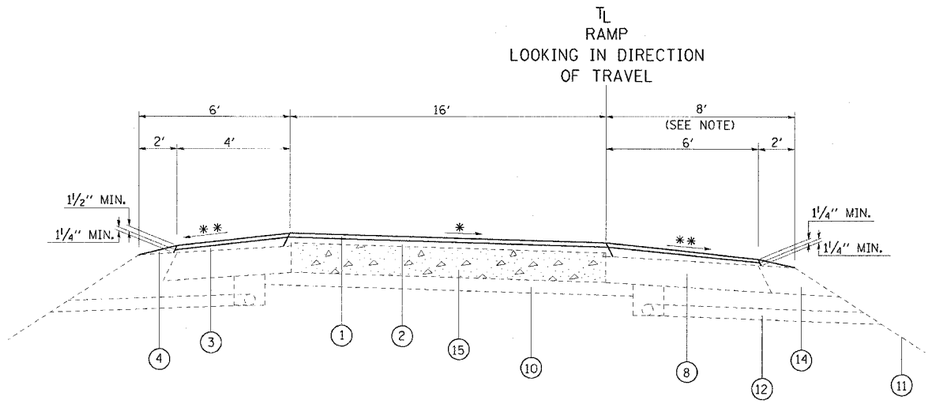
* MATCH EXISTING SLOPE, 1.5% MIN.
** 6% DESIRABLE AND MAX.

DRAWING NOT TO SCALE

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

TYPICAL SECTIONS



TO BE USED:

VIENNA/HARRISBURG (US 45) INTERCHANGE

RAMP "A" STA. 11+09.54 TO STA. 21+72.15
RAMP "B" STA. 10+04.36 TO STA. 25+25.35
RAMP "C" STA. 11+50 TO STA. 20+03.41
RAMP "D" STA. 9+78.03 TO STA. 25+20

VIENNA/GOLCONDA (IL 146) INTERCHANGE

RAMP "A" STA. 11+10 TO STA. 22+26.19
RAMP "B" STA. 9+90.36 TO STA. 18+96
RAMP "C" STA. 11+05 TO STA. 25+49.99
RAMP "D" STA. 10+01 TO STA. 20+81

NOTE:
FOR SHOULDER WIDENING LIMITS,
SEE SHEET 11.

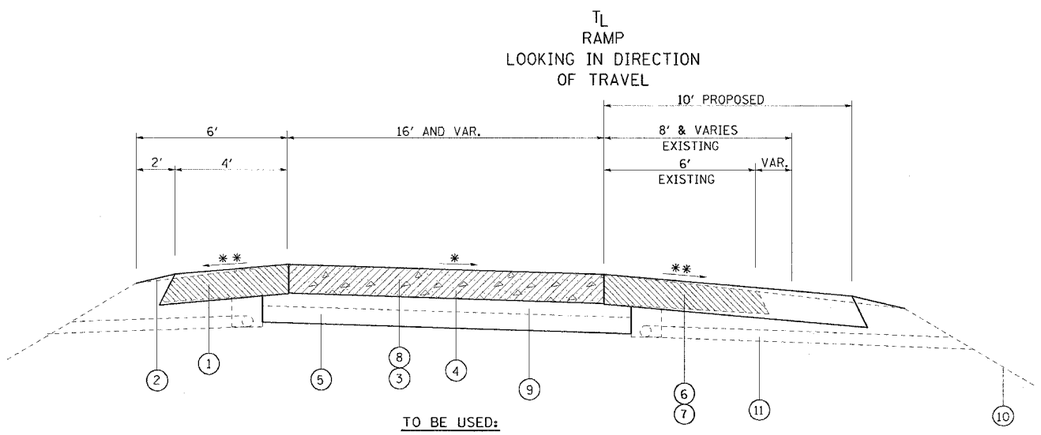
1. PROP. POLY. BIT. CONC. SURF. CSE., SUPERPAVE, MIX. D, N105, 1½"
2. PROP. POLY. BIT. CONC. BINDER CSE., SUPERPAVE, IL 19.0, N105, 2¼"
3. PROP. BITUMINOUS SHOULDERS, SUPERPAVE (CONSTRUCT IN TWO LIFTS)
4. PROP. AGGREGATE SHOULDERS, TYPE B (WEDGE)
5. PROP. SHOULDER REMOVAL AND REPLACEMENT, 8"
6. PROP. PIPE UNDERDRAINS 4"
7. PROP. PIPE UNDERDRAINS 4" (SPECIAL)
8. EXIST. BITUMINOUS SHOULDERS
9. EXIST. 8" C.R.C. PAVEMENT
10. EXIST. 4" STABILIZED SUB-BASE (BITUMINOUS AGGREGATE MIXTURE)
11. EXIST. GROUNDLINE
12. EXIST. 6" PIPE UNDERDRAINS TO REMAIN
13. EXIST. GRANULAR SUB-BASE, TYPE A
14. EXIST. AGGREGATE SHOULDER, TYPE A
15. EXIST. 8" P.C.C. PAVEMENT

* MATCH EXISTING SLOPE, 1.5% MIN.
** 6% DESIRABLE AND MAX.

DRAWING NOT TO SCALE

TYPICAL SECTIONS

(P.C.C. PAVEMENT REPLACEMENT)



TO BE USED:

VIENNA/HARRISBURG (US 45) INTERCHANGE

RAMP "C" STA. 10+25 TO STA. 11+50
RAMP "D" STA. 25+20 TO STA. 25+92.13

1. PROP. BITUMINOUS SHOULDERS, SUPERPAVE, 8"
2. PROP. AGGREGATE SHOULDERS, TYPE B (WEDGE)
3. PAVEMENT REMOVAL
4. PORTLAND CEMENT CONCRETE PAVEMENT, 8"
5. PROP. SUB-BASE GRANULAR MATERIAL, TYPE A 12"
6. PAVED SHOULDER REMOVAL
7. EXIST. BITUMINOUS SHOULDERS
8. EXIST. 8" P.C.C. PAVEMENT
9. EXIST. 4" STABILIZED SUB-BASE (BITUMINOUS AGGREGATE MIXTURE)
10. EXIST. GROUNDLINE
11. EXIST. 6" PIPE UNDERDRAINS TO REMAIN

NOTE:
15' JOINT SPACING AS NOTED IN STANDARD 420101
AND 420001 SHALL BE USED AT THESE LOCATIONS.

* MATCH EXISTING SLOPE, 1.5% MIN.
** 6% DESIRABLE AND MAX.

DRAWING NOT TO SCALE

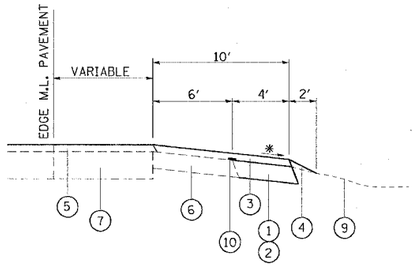
Thu Feb 5 15:52:45 2004
c:\projects\d92202\xsst124-2.dgn LVH-62

INTERCHANGE RAMP TYPICAL SECTIONS

TYPICAL SECTIONS

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	11
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836



TO BE USED:

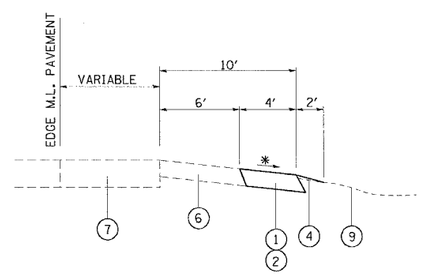
US 45 (VIENNA/HARRISBURG) INTERCHANGE:

RAMP A: RT. STA. 11+09.54 (℄_L RAMP) TO RT. STA. 17+00 (℄_L RAMP)
RAMP B: RT. STA. 15+00 (℄_L RAMP) TO LT. STA. 25+25.35 (℄_L RAMP)
RAMP C: RT. STA. 11+50 (℄_L RAMP) TO RT. STA. 17+00 (℄_L RAMP)
RAMP D: RT. STA. 16+00 (℄_L RAMP) TO LT. STA. 25+20 (℄_L RAMP)

IL 146 (VIENNA/GOLCONDA) INTERCHANGE:

RAMP A: LT. STA. 10+65 (℄_L RAMP) TO RT. STA. 23+54 (℄_L RAMP)
RAMP B: RT. STA. 17+00 (℄_L RAMP) TO RT. STA. 19+41 (℄_L RAMP)
RAMP C: RT. STA. 10+60 (℄_L RAMP) TO RT. STA. 20+00 (℄_L RAMP)

(1) PROP. BITUMINOUS SHOULDERS, SUPERPAVE, 8" (CONSTRUCT IN 2 LIFTS)
(2) PROP. EXCAVATING AND GRADING EXISTING SHOULDER
(3) PROP. BITUMINOUS SHOULDERS, SUPERPAVE (CONSTRUCT IN 2 LIFTS)
(4) PROP. AGGREGATE SHOULDERS, TYPE B (WEDGE)
(5) PROP. BITUMINOUS CONCRETE BINDER AND SURFACE COURSE (CONSTRUCT IN ACCORDANCE WITH MAINLINE TYPICAL SECTION)
(6) EXIST. BITUMINOUS SHOULDERS
(7) EXIST. 8" P.C.C. PAVEMENT
(8) EXIST. 4" AGGREGATE SUB-BASE
(9) EXIST. GROUNDLINE
(10) PROP. STRIP REFLECTIVE CRACK CONTROL TREATMENT



TO BE USED:

US 45 (VIENNA/HARRISBURG) INTERCHANGE:

RAMP A: RT. STA. 1617+98.35 (℄ US 45) TO RT. STA. 11+09.54 (℄_L RAMP)
RAMP B: RT. STA. 25+25.35 (℄_L RAMP) TO LT. STA. 1617+89.68 (℄ US 45)

IL 146 (VIENNA/GOLCONDA) INTERCHANGE:

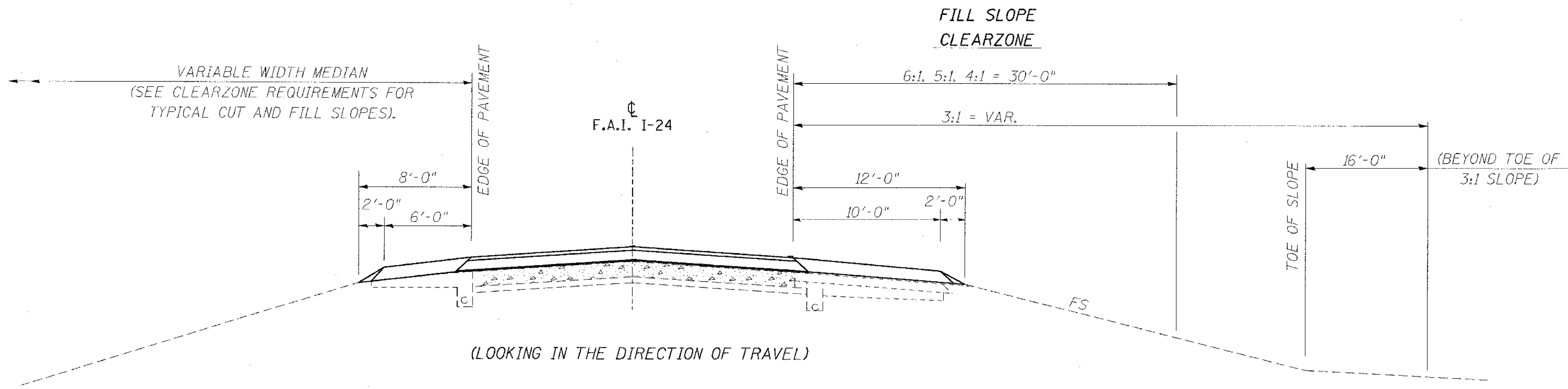
RAMP A: LT. STA. 100+98 (℄ IL 146) TO RT. STA. 10+65 (℄_L RAMP)
RAMP B: RT. STA. 19+41 (℄_L RAMP) TO RT. STA. 101+18 (℄ IL 146)
RAMP C: RT. STA. 86+05 (℄ IL 146) TO RT. STA. 10+60 (℄_L RAMP)

Wed Jan 28 13:26:41 2004
c:\projects\d902602-xcst124-2.dgn LV=62

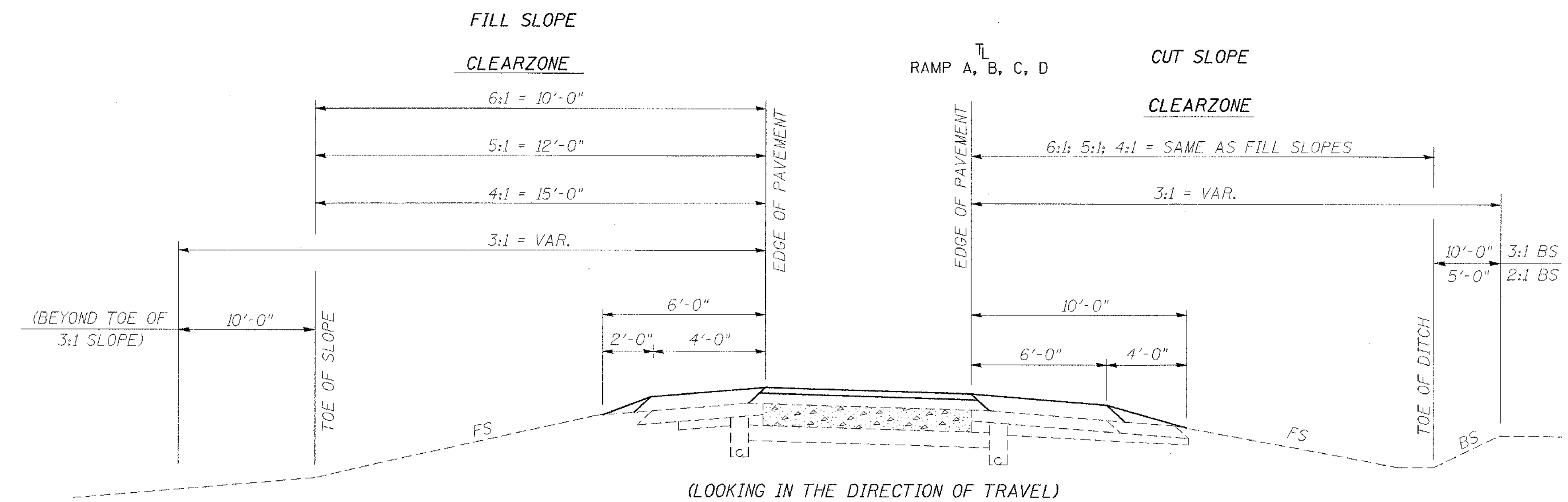
SHOULDER WIDENING FOR INTERCHANGE RAMPS TYPICAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

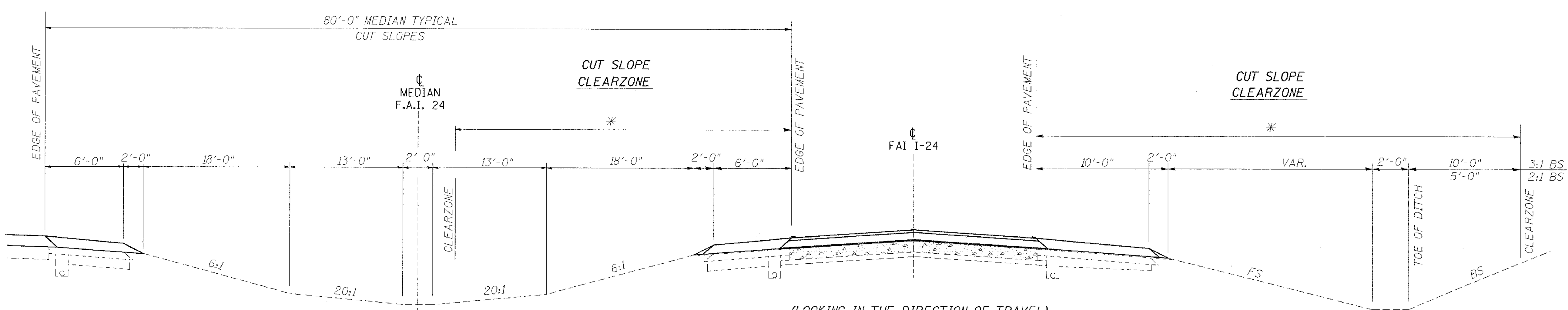
* (44-5,6)RS, BSMART FY04-3
98836



DESIGN SPEED 40 MPH



TYPICAL FOR RAMPS AT US RTE. 45 AND IL 146 INTERCHANGE



* 30'-0" CLEAR ZONE
FOR 6:1 TO 4:1 FORESLOPES

TYPICAL FOR MAINLINE I-24 LANES

Design Speed = 70 mi./hr.

Sat Jan 17 10:28:10 2004
c:\projects\d90202\east124-2.dgn LVH-62

CLEAR ZONES

SHEET NO	
13	INDEX OF SCHEDULES
14	BRIDGE BILL OF MATERIALS
14	TRIPLE BOX CULVERT
14	CULVERT REPAIR
15	SURFACE REMOVAL
15	APPROACH SLAB REPAIR (PARTIAL)
16	EARTHWORK
17	GRANULAR SUB-SURFACE DRAINS
17	INLET AND PIPE CULVERT REMOVAL
17	PCC ITEMS
17	GRADING AND SHAPING EXIST. MEDIAN CROSS-OVERS
18-22	PIPE UNDERDRAINS, 4"
23	BITUMINOUS SIGN PADS
23	CONCRETE CURB
23	FENCING
24	POLYURETHANE MATERIAL
25-29	SHOULDERS
30-31	STRIP REFLECTIVE CRACK CONTROL
32	BITUMINOUS MIXTURES
32	POLYUREA PAVEMENT MARKINGS
32	EXCAVATING AND GRADING EXISTING SHOULDER
32	DRAINAGE ITEMS
33-34	SURFACING
35	TRAFFIC BARRIER
36	BARRIER DELINEATION
36	TEMPORARY RAMP
37-38	TREE REMOVAL
39-42	EROSION REPAIR
43-44	RIPRAP
45-47	SEEDING
48-49	DELINEATOR
50-52	PAVEMENT MARKING
53	RAISED REFLECTIVE PAVEMENT MARKER

Feb 6 16:08:29 2004
..\projects\d90202\d90202sc2.m32 LV2-63

INDEX OF SCHEDULES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

BRIDGE BILL OF MATERIALS

PAY CODE NO.	XZ193500	X0320887	X0321468	X0321744	X0322194	X0322932	Z0002600	Z0012200	Z0016200
BRIDGE NOS.	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/4 IN	POLYMER CONCRETE	PLUG EXISTING DECK DRAINS	SILICONE JOINT SEALER 2 IN	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SILICONE JOINT SEALER 1 1/2 IN	BAR SPLICERS	CONCRETE BRIDGE DECK SCARIFICATION (1/2 IN)	DECK SLAB REPAIR (PARTIAL DEPTH)
	SQ YD	CU FT	EACH	FOOT	SQ FT	FOOT	EACH	SQ YD	SQ YD
044-0039	764.0	8.30	4		11.0	89.5		764.0	15.5
044-0040	764.0	8.30	4		.5	89.5		764.0	15.5
044-0041	466.5	7.75	12		9.0	80.0	8	466.5	10.0
044-0042	466.5	7.75	12		34.0	80.0	8	466.5	10.0
044-0043	666.0	8.25	10	42.5	35.5	42.5	8	666.0	13.7
044-0044	666.0	8.25	10	42.5	23.5	42.5	8	666.0	13.3
044-0045	768.0	7.90	13		33.0	81.0	8	768.0	15.0
044-0046	723.0	7.90	13		22.0	81.0	8	723.0	15.0
044-0047	810.0	8.60	2		20.0	93.0		810.0	16.0
044-0048	853.0	8.60	2		60.0	93.0		853.0	17.0
044-0049	471.0	4.10	10			42.0	4	471.0	9.0
044-0050	509.0	4.10	10		9.0	42.0	4	509.0	10.0
044-0051(SEE NOTE)									
SUB-TOTAL									
PROJECT TOTAL	7,927.0	89.80	102	85.0	258.0	856.0	56	7,927.0	160.0

PAY CODE NO.	50102400		50300255		50300260	50300310	50300320	50300530	50500405	50500715	50800205		70100700	70100800
BRIDGE NOS.	CONCRETE REMOVAL		CONCRETE SUPERSTRUCTURE		BRIDGE DECK GROOVING	ELASTOMERIC BEARING ASSEMBLY, TYPE I	ELASTOMERIC BEARING ASSEMBLY, TYPE II	FLOOR DRAIN EXTENSION	FURNISHING AND ERECTING STRUCTURAL STEEL	JACK AND REMOVE EXISTING BEARINGS	REINFORCEMENT BARS, EPOXY COATED		TRAFFIC CONTROL AND PROTECTION 701406	TRAFFIC CONTROL AND PROTECTION 701401
	*	**	*	**							*	**		
	CU YD	CU YD	CU YD	CU YD	SQ YD	EACH	EACH	EACH	POUND	EACH	POUND	POUND	LSUM	LSUM
044-0039		0.2		0.4	724.5							58	0.025	0.04
044-0040		0.2		0.4	724.5							58	0.025	0.04
044-0041	4.15		4.60	0.6	442.0	18		8	3,185	18	475	70	0.025	0.04
044-0042	4.15		4.60	0.6	442.0	18		8	3,185	18	475	70	0.025	0.04
044-0043	4.85		5.30	0.6	631.5						500	90	0.025	0.04
044-0044	4.85		5.30	0.6	631.5						500	90	0.025	0.04
044-0045	4.10		4.55	0.6	729.0						475	80	0.025	0.04
044-0046	4.10		4.55	0.6	685.0						475	80	0.025	0.04
044-0047		0.2		0.4	768.0							58	0.025	0.04
044-0048		0.2		0.4	809.0							58	0.025	0.04
044-0049	2.20		2.40	0.6	448.0	6	6	8	2,320	12	250	70	0.025	0.05
044-0050	2.20		2.40	0.6	483.0	6	6	8	2,320	12	250	70	0.025	0.05
044-0051(SEE NOTE)								16						
SUB-TOTAL	30.60	0.8	33.70	6.4							3,400	852		
PROJECT TOTAL	31.4		40.10		7,518.0	48	12	48	11,010	60	4,252		0.300	0.50

NOTE: FOR DETAIL, SEE SHEET # 118.

* BSMART
* * WINGWALL MODIFICATION

SUMMARY - TRIPLE BOX CULVERT

CULVERT NO.	EXCAVATION TO REPAIR CULVERT	P BCSC SUPER "D" N105	P BCBC SUP IL 19 N105	TREE REMOVAL ACRES	EARTH EXCAVATION	BIT SHOULDERS SUPER
	SEE NOTE 1	SEE NOTE 2	SEE NOTE 2	SEE NOTE 3	SEE NOTE 4	SEE NOTE 5
	EACH	TON	TON	ACRE	CU. YD.	TON
SN 044-2002						
EAST BOUND		9	13	0.3		14
WEST BOUND		10	15			13
MEDIAN	1				1,718	
CULVERT TOTAL :	1	19	28	0.3	1,718	27

NOTE:
1) FOR PROJECT TOTAL SEE SHEET # 32.
2) FOR PROJECT TOTAL SEE SHEET # 33 - 34.
3) FOR PROJECT TOTAL SEE SHEET # 37 - 38.
4) FOR PROJECT TOTAL SEE SHEET # 16.
5) FOR PROJECT TOTAL SEE SHEETS # 25 - 29.

CULVERT REPAIR

LOCATION STATION TO STATION	WINGWALL REPAIR COMPLETE	CONCRETE HEADWALL REPAIR	INFORMATION ONLY: CLASS SI CONCRETE	INFORMATION ONLY: CONCRETE REMOVAL	INFORMATION ONLY: EXPANSION BOLTS 1/2 IN	INFORMATION ONLY: REINFORCEMENT BARS EPOXY COATED	INFORMATION ONLY: SAW CUTS	REMARKS
	LSUM	EACH	CU YD	CU YD	EACH	POUND	FOOT	
FAI 24								
JOHNSON								
EB LANES								
LT STA 334 + 20 MP(21.6)	0.5		0.2	0.2	1	29	16' - 8"	NORTH WINGWALL
LT STA 334 + 20 MP(21.6)	0.5		0.8	0.8	0	107	8' - 0"	SOUTH WINGWALL
WB LANES								
LT STA 120 + 00 MP(17.5)		1	0.1	0.1	9		7' - 7"	HEADWALL PLUS 1 FOOT DOWN EACH WINGWALL
PROJECT TOTAL	1	1						

SCHEDULE : BRIDGE BILL OF MATERIALS; TRIPLE BOX CULVERT; CULVERT REPAIR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*(44-5,6)RS, BSMART FY04-3
98836

SURFACE REMOVAL

LOCATION STA TO STA	BIT. SURFACE REMOVAL (VARIABLE DEPTH)	BIT. SURFACE REMOVAL BUTT-JOINT	PCC SURFACE REMOVAL BUTT- JOINT	REMARKS
	SQ YD	SQ YD	SQ YD	
FAI 24				
JOHNSON CO.				
EB LANES				
STA 320 + 50 (MP 13.3)		53.3	80.4	
STA 360 + 85 TO 361 + 25 (MP 14.1)	107			VAR. DEPTH PATCH IN PASSING AND DRIVING LANE
STA 477 + 81 TO 478 + 41 (MP 16.3)	80			VAR. DEPTH PATCH IN PASSING LANE
STA 256 + 70 TO 256 + 80 (MP 20.1)	14			VAR. DEPTH PATCH IN DRIVING LANE
STA 457 + 46 (MP 23.6)		288.9		
WB LANES				
STA 320 + 50 (MP 13.3)		53.3	80.4	
STA 445 + 26 TO 445 + 71 (MP 15.7)	120			VAR. DEPTH PATCH IN PASSING AND DRIVING LANE
STA 454 + 26 TO 454 + 92 (MP 15.9)	176			VAR. DEPTH PATCH IN PASSING AND DRIVING LANE
STA 478 + 40 TO 478 + 90 (MP 16.3)	134			VAR. DEPTH PATCH IN PASSING AND DRIVING LANE
STA 457 + 46 (MP 23.6)		288.9		
U.S. 45 RAMPS				
RAMP A				
STA 11 + 9.54		33.3	53.3	
STA 1617 + 98.35 (U.S. 45)		20.1		
STA 1619 + 37.35 (U.S. 45)		20.1		
RAMP B				
STA 25 + 25.4		33.3	53.3	
STA 1617 + 89.68 (U.S. 45)		20.1		
STA 1619 + 44.67 (U.S. 45)		20.1		
RAMP C				
STA 11 + 50		33.3	53.3	
RAMP D				
STA 25 + 20		33.3	53.3	
ILL 146 RAMPS				
RAMP A				
STA 10 + 65		150.0		
RAMP B				
STA 19 + 41		150.0		
RAMP C				
STA 11 + 60		150.0		
RAMP D				
STA 21 + 26		130.0		
PROJECT TOTAL	631	1,478	374	

APPROACH SLAB REPAIR (PARTIAL)

LOCATION STRUCTURE NUMBERS	APPROACH SLAB REPAIR (PARTIAL DEPTH) APPROACH END	APPROACH SLAB REPAIR (PARTIAL DEPTH) DEPARTURE END
	SQ YD	SQ YD
FAI 24		
JOHNSON CO.		
044 - 0041 (MP 15.0) EB		3
044 - 0043 (MP 15.2) WB		12
044 - 0044 (MP 15.2) EB	2	1
044 - 0045 (MP 15.7) WB		3
044 - 0046 (MP 15.7) EB	8	
044 - 0047 (MP 16.3) EB	5	
044 - 0048 (MP 16.3) WB		7
044 - 0049 (MP 20.2) EB	5	
044 - 0050 (MP 20.2) WB		5
PROJECT TOTAL	51	

Feb. 6 14:09:30 2004 rojects\d90202\d90202sc2.m32 LV-2-63

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5.6)RS, BSMART FY04-3
98836

EARTHWORK

LOCATION STATION TO STATION	WORK OFFSET FROM E.P. FOOT	EARTH EXCAVATION CU YD	FOR INFORMATION ONLY: AVERAGE SHRINKAGE FACTOR %	EARTH EXCAVATION (ADJUSTED) CU YD	EMBANKMENT CU YD	EARTHWORK BALANCE WASTE (+) SHORTAGE (-) CU YD	BORROW SWELL FACTOR %	BORROW EXCAVATION CU YD	REMARKS
FAI 24:									
JOHNSON COUNTY:									
EB LANES:									
RT 397 + 80 MP(14.8)	100	9	N/A	9		9	N/A		
RT 407 + 85 MP(15.0)	105	5	N/A	5		5	N/A		
RT 445 + 00 MP(15.7)	40	5	N/A	5		5	N/A		
RT 460 + 82 MP(16.0)	120	3	N/A	3			N/A		USE AS DITCH FILL MATERIAL AT LT STA 16+90 (TL RAMP D) AROUND PAVED DITCH AND INLET
RT 495 + 52 MP(16.7)	100	28	N/A	28		28	N/A		PLACE EXCESS ON FORESLOPE WITHIN TREE REMOVAL LIMITS
RT 162 + 25 MP(18.3)	75	16	N/A	16		16	N/A		PLACE EXCESS AROUND PAVED DITCHES WITHIN GENERAL CLEARING LIMITS
RT 258 + 67 MP(20.1)	50	1	N/A	1		1	N/A		PLACE EXCESS AROUND HEADWALL
RT 258 + 78 MP(20.1)	50	1	N/A	1		1	N/A		PLACE EXCESS AROUND HEADWALL
RT 267 + 50 MP(20.3)	110	20	N/A	20		20	N/A		PLACE EXCESS AROUND HEADWALL LT. STA. 639 + 54 CL W.B. LANES
RT 274 + 45.5 MP(20.4)	100	15	N/A	15			N/A		MATERIAL TO BE PLACED BEHIND SOUTH WINGWALL AT THIS LOCATION
RT 278 + 05 MP(20.5)	60	3	N/A	3			N/A		MATERIAL TO BE PLACED BEHIND SOUTH WINGWALL AT THIS LOCATION
RT 282 + 35 MP(20.6)	70	15	N/A	15		15	N/A		PLACE EXESS AROUND STONE RIPRAP DITCH FOR RESHAPING
RT 282 + 45 MP(20.6)	70	2	N/A	2		2	N/A		PLACE EXCESS IN GENERAL CLEARING AROUND PAVED DITCHES
RT 290 + 20 MP(20.7)	50	22	N/A	22		22	N/A		PLACE EXESS IN EROSION AREA LT STA 219 + 27 CL E.B. LANES
RT 325 + 71 MP(21.4)	40	8	N/A	8		8	N/A		
RT 334 + 52 MP(21.6)	45	12	N/A	12		12	N/A		PLACE EXCESS IN EROSION AREA BEHIND HEADWALL
RT 346 + 30 MP(21.8)	45	7	N/A	7		7	N/A		
RT 358 + 82 MP(22.0)	45	7	N/A	7		7	N/A		
RT 365 + 75 MP(22.1)	50	9	N/A	9			N/A		PLACE EXCESS IN MEDIAN AROUND INLET AT STA 366+45, MILE POST 22.1
RT 367 + 00 MP(22.2)	50	9	N/A	9		9	N/A		PLACE EXESSS IN MEDIAN AROUND INLET AT STA 366 + 45 MILE POST 22.2
RT 369 + 84 MP(22.2)	50	9	N/A	9		9	N/A		PLACE EXCESS IN MEDIAN AROUND INLET AT STA 369 + 58 MILE POST 22.2
RT 386 + 76 MP(22.6)	60	11	N/A	11		11	N/A		
RT 444 + 65 MP(23.7)	100	88	N/A	88			N/A		MATERIAL TO BE PLACED BEHIND SOUTH WINGWALL AT THIS LOCATION
MEDIAN:									
483 + 83 MP(16.5)			N/A		9	-9	25%	11	
485 + 94 MP(16.5)		859	N/A	859		859	N/A		NORTH CELL OF TRIPLE BOX CULVERT
485 + 94 MP(16.5)		859	N/A	859		859	N/A		SOUTH CELL OF TRIPLE BOX CULVERT
487 + 08 MP(16.5)			N/A		2	-2	25%	2	
496 + 95 MP(16.7)			N/A		9	-9	25	11	
119 + 98 MP(17.5)			N/A		2	-2	25%	2	
WB LANES:									
RT 639 + 45 MP(20.5)	70		N/A		44	-44	25%	55	ESTIMATED 4' AVERAGE DEPTH ALONG WINGWALL REMOVE RIPRAP AND REPLACE WITH EARTH
RT 643 + 00 MP(20.5)	70	17	N/A	17		17	N/A		PLACE EXCESS IN EROSION AREA RT STA 369 + 45 CL WBL
RT 653 + 00 MP(20.7)	85	33	N/A	33			N/A		PLACE EXCESS BEHIND BOTH WINGWALLS AT THIS LOCATION
RT 676 + 62 MP(21.2)	40	4	N/A	4			N/A		PLACE EXCESS BEHIND HEADWALL AT THIS LOCATION
RT 684 + 53 MP(21.3)	45	6	N/A	6			N/A		PLACE EXCESS BEHIND NORTH WINGWALL AT THIS LOCATION
RT 693 + 83 MP(21.5)	50	4	N/A	4			N/A		PLACE EXCESS BEHIND SOUTH WINGWALL AT THIS LOCATION
RT 707 + 15 MP(21.8)	40	8	N/A	8		8	N/A		
							N/A		
LT 381 + 50 MP(14.5)	45	2	N/A	2		2	N/A		
LT 394 + 32 MP(14.7)	93	2	N/A	2		2	N/A		PLACE EXCESS AROUND STONE RIPRAP DITCH
LT 407 + 80 MP(15.0)	85	10	N/A	10		10	N/A		PLACE EXCESS AROUND STONE RIPRAP DITCH
LT 427 + 00 MP(15.4)	35	2	N/A	2		2	N/A		
LT 461 + 12 MP(16.0)	60	8	N/A	8		8	N/A		PLACE EXCESS AROUND STONE RIPRAP DITCH
LT 467 + 28 MP(16.1)	70	3	N/A	3		3	N/A		PLACE EXCESS IN EROSION ON FORESLOPE
LT 80 + 37 MP(16.7)	105	6	N/A	6		6	N/A		PLACE EXCESS AROUND STONE RIPRAP DITCH
LT 111 + 05 MP(17.3)	95	2	N/A	2		2	N/A		PLACE EXCESS IN EROSION ON FORESLOPE
LT 111 + 15 MP(17.3)	95	4	N/A	4		4	N/A		PLACE EXCESS IN EROSION ON FORESLOPE
LT 212 + 98 MP(19.3)	55	7	N/A	7			N/A		PLACE EXCESS BEHIND BOTH WINGWALLS AT THIS LOCATION
LT 706 + 91 MP(21.8)	50	11	N/A	11		11	N/A		
VIENNA/HARRISBURG (US 45) INTERCHANGE:									
RT 14 + 40 RAMP D	50	14	N/A	14			N/A		PLACE EXCESS BEHIND WEST WINGWALL AT THIS LOCATION
PROJECT TOTALS:		2,166							

NOTE: THE EXCESS MATERIAL FROM THE FLOWLINE CLEANING OF CULVERTS IS TO BE USED WITHIN THE JOB SITE AT THE GRADING AND SHAPING OF FORESLOPE LOCATIONS AS NOTED IN THE PLANS BETWEEN MILEPOST 13.4 AND 23.58. AFTER THE GRADING AND SHAPING IS COMPLETED WITHIN THESE LIMITS, THEN ANY EXCESS SHALL BE USED LT STA. 522+50 TO LT STA 523+85 (MP 9.2) CL OF THE W.B. LANES FOR EROSION REPAIR AS DIRECTED BY THE ENGINEER.

THE AVERAGE SHRINKAGE AND SWELL FACTORS DO NOT APPLY TO THIS CONTRACT DUE TO THE MAJORITY IS FOR CLEANING CULVERTS, DITCHES, AND IS PLACED ON SLOPES FOR EROSION REPAIR.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

GRANULAR SUB - SURFACE DRAINS

LOCATION STATION	POROUS GRANULAR EMBANKMENT, SPECIAL TON RT	POROUS GRANULAR EMBANKMENT, SPECIAL TON LT	GEOTECHNICAL FABRIC FOR FRENCH DRAINS (INFO. ONLY) SQ YD RT	GEOTECHNICAL FABRIC FOR FRENCH DRAINS (INFO. ONLY) SQ YD LT
FAI 24				
JOHNSON				
EB LANES				
STA 326 + 45 MP(13.5)	10	10	16	16
STA 331 + 31 MP(13.6)	10	10	16	16
STA 376 + 73 MP(14.4)	10	10	16	16
STA 380 + 68 MP(14.5)	10	10	16	16
STA 444 + 13 MP(15.7)	10	10	16	16
STA 448 + 32 MP(15.8)	10	10	16	16
STA 90 + 53 MP(17.0)	10	10	16	16
STA 95 + 53 MP(17.0)	10	10	16	16
STA 100 + 50 MP(17.1)	10	10	16	16
STA 124 + 00 MP(17.6)	10	10	16	16
STA 127 + 00 MP(17.6)	10	10	16	16
STA 197 + 00 MP(19.0)	10	10	16	16
STA 200 + 50 MP(19.0)	10	10	16	16
STA 243 + 25 MP(19.8)	10	10	16	16
STA 248 + 25 MP(19.9)	10	10	16	16
STA 253 + 25 MP(20.0)	10	10	16	16
STA 299 + 38 MP(20.9)	10	10	16	16
STA 303 + 75 MP(21.0)	10	10	16	16
STA 312 + 54 MP(21.1)	10	10	16	16
STA 315 + 27 MP(21.2)	10	10	16	16
STA 392 + 20 MP(22.7)	10	10	16	16
STA 396 + 40 MP(22.7)	10	10	16	16
STA 400 + 60 MP(22.8)	10	10	16	16
STA 404 + 80 MP(22.9)	10	10	16	16
STA 409 + 00 MP(23.0)	10	10	16	16
STA 427 + 30 MP(23.3)	10	10	16	16
STA 431 + 60 MP(23.4)	10	10	16	16
WB LANES				
STA 368 + 15 MP(14.3)	10	10	16	16
STA 375 + 55 MP(14.4)	10	10	16	16
STA 380 + 10 MP(14.5)	10	10	16	16
STA 444 + 18 MP(15.7)	10	10	16	16
STA 448 + 34 MP(15.8)	10	10	16	16
STA 90 + 53 MP(17.0)	10	10	16	16
STA 95 + 53 MP(17.0)	10	10	16	16
STA 100 + 50 MP(17.1)	10	10	16	16
STA 197 + 00 MP(19.0)	10	10	16	16
STA 200 + 50 MP(19.0)	10	10	16	16
STA 606 + 90 MP(19.9)	10	10	16	16
STA 611 + 30 MP(19.9)	10	10	16	16
STA 615 + 70 MP(20.0)	10	10	16	16
STA 756 + 13 MP(22.7)	10	10	16	16
STA 760 + 26 MP(22.8)	10	10	16	16
STA 764 + 39 MP(22.8)	10	10	16	16
STA 405 + 87 MP(22.9)	10	10	16	16
STA 410 + 00 MP(23.0)	10	10	16	16
STA 426 + 00 MP(23.3)	10	10	16	16
STA 429 + 50 MP(23.4)	10	10	16	16
STA 433 + 00 MP(23.4)	10	10	16	16
PROJECT TOTAL	960			

INLET AND PIPE CULVERT REMOVAL

LOCATION STATION	REMOVING INLETS EACH	PIPE CULVERT REMOVAL FOOT
FAI 24		
JOHNSON CO.		
EB LANES		
RT 411 + 00 MP (15.1)		80
RT 106 + 00 MP (17.2)	1	79
RT 111 + 00 MP (17.3)	1	63
RT 128 + 30 MP (17.6)	1	0
RT 132 + 00 MP (17.7)	1	0
RT 305 + 55 MP (21.0)	1	83
LT 305 + 55 MP (21.0)	1	83
LT 306 + 99 MP (21.1)	1	135
RT 307 + 99 MP (21.1)	1	137
LT 309 + 02 MP (21.3)	1	73
RT 413 + 22 MP (23.1)	1	117
RT 418 + 22 MP (23.2)	1	150
RT 421 + 47 MP (23.2)	1	120
WB LANES		
LT 109 + 53 MP (17.3)	1	92
LT 666 + 05 MP (21.0)	1	90
RT 666 + 04 MP (21.0)	1	80
RT 667 + 79 MP (21.2)	1	97
LT 415 + 53 MP (23.1)	1	103
LT 418 + 96 MP (23.2)	1	57
PROJECT TOTAL:	18	1639

PCC ITEMS

LOCATION STATION	SUB-BASE GRANULAR MATERIAL TYPE A, 12" SQ YD	PCC PAVEMENT 8" SQ YD	PAVEMENT REMOVAL SQ YD
FAI 24			
JOHNSON			
U.S. 45 INTERCHANGE			
RAMP C			
STA 11 + 50	434.7	434.7	434.7
RAMP D			
STA 21 + 26	317.3	317.3	317.3
PROJECT TOTAL	752.0	752.0	752.0

GRADING AND SHAPING EXIST MEDIAN CROSS-OVERS

LOCATION STATION	PAY ITEM GRADE AND SHAPE MED. CROSS-OVERS EACH	INFORMATION ONLY APPROXIMATE EARTHWORK QUANTITIES EXCAV CU YD	EMBANK CU YD	EXCESS CU YD	ADD EARTH CU YD	RELOCATE SIGN PANEL TYPE B EACH
FAI 24						
JOHNSON						
CROSSOVERS:						
STA 322 + 41 MP(13.4)	1	46	133		122	1
STA 88 + 65.5 MP(16.9)	1	46	208		214	1
STA 231 + 46 MP(19.6)	1	61	241		240	1
PROJECT TOTAL	3					3

THE EARTH EXCAVATION QUANTITY SHOWN WILL CONTAIN SOME AGGREGATE GRANULAR SUB-BASE MATERIAL. THIS MATERIAL, IF USED TO CONSTRUCT THE SUB-BASE AT THE PROPOSED CROSS-OVER LOCATION, MAY RESULT IN A NEED FOR ADDITIONAL EARTH TO COMPLETE THE GRADING AND SHAPING OF THE CROSS-OVER.

Fri Feb 6 14:02:32 2004
c:\projects\d90202\d90202sc2.m32 LV=2-63

SCHEDULE: GRANULAR SUB-SURFACE DRAINS; INLET AND PIPE CULVERT REMOVAL; PCC ITEMS; GRADING AND SHAPING EXIST MEDIAN CROSS-OVERS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

PIPE UNDERDRAINS, 4"

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	PIPE UNDERDRAINS 4" FOOT		PIPE UNDERDRAINS 4" (SPECIAL) FOOT		CONCRETE HEADWALLS FOR PIPE DRAINS EACH	SHOULDER REMOVAL & REPLACEMENT 8" FOOT	COMMENTS
	LT.	RT.	LT.	RT.			
FAI 24							
JOHNSON CO.							
EB LANES							
STA 320+50 TO 321+60 (MP 13.4)	110.0	110.0				220	
STA 321+60			12	16	2	14	
GAP EXISTING ROCK CUT							
331+31 TO 336+62.3 (MP 13.7)	530.8					531	US 45 INTERCHANGE (RAMP "D")
STA 331+31.5			12		1	5	
STA 335+00			12		1	5	
336+62 TO 337+68 (MP 13.7)	105.7					106	US 45 INTERCHANGE (RAMP "D") NO OUTLETS
337+68 TO 348+68.6 (MP 13.9)	1,100.6					1,101	US 45 INTERCHANGE SAG LOCATION
STA 340+00			24		2	5	
STA 345+00			12		1	5	
STA 348+68			12		1	5	
338+50 TO 348+68.6 (MP 13.9)		1,018.6				1,019	
STA 338+50				16	1	9	
STA 343+00				16	1	9	
STA 348+68				16	1	9	
GAP STRUCTURE #044-0040							
350+50 TO 361+07.57 (MP 14.1)	1,057.5	1,057.5				2,115	US 45 INTERCHANGE
STA 350+50.11			12	16	2	9	
STA 355+00			12	16	2	9	
STA 361+07			12	16	2	9	
361+07.57 TO 363+26.8 (MP 14.2)	219.2					219	US 45 INTERCHANGE (RAMP "C") NO OUTLETS
363+27 TO 372+77.2 (MP 14.3)	950.4					950	US 45 INTERCHANGE (RAMP "C")
STA 365+00			12		1	5	
STA 370+00			12		1	5	
GAP EXISTING ROCK CUT							
380+86 TO 408+05.70 (MP 15.0)	2,719.7	2,719.7				5,439	
STA 385+00			12	16	2	14	
STA 390+00			12	16	2	14	
STA 395+00			12	16	2	14	
STA 400+00			12	16	2	14	
STA 404+50			24	32	4	14	SAG LOCATION
GAP STRUCTURE #044-0041							
409+19 TO 418+18.90 (MP 15.2)	900.2	900.2				1,800	
STA 409+19			12	16	2	14	
STA 415+00			12	16	2	14	
GAP STRUCTURE #044-0044							
419+79 TO 427+00 (MP 15.4)	721.1	721.1				1,442	
STA 419+79			12	16	2	14	
STA 425+00			12	16	2	14	
427+00 TO 429+00 (MP 15.4)	200.0	200.0				400	
429+00 TO 438+00 (MP 15.6)	900.0	900.0				1,800	
STA 430+00			12	16	2	14	
STA 435+00			12	16	2	14	
438+00 TO 442+43.90 (MP 15.6)	443.9	443.9				888	
STA 439+00			12	16	2	14	
GAP STRUCTURE #044-0047 AND EXIST. ROCK CUT							
452+50 TO 463+00 (MP 16.0)	1,050.0					1,050	IL 146 INTERCHANGE (RAMP "D")
STA 452+50			12		1	5	
STA 455+00			12		1	5	NO OUTLETS 456+33.68 TO 460+33.97
STA 460+50			12		1	5	
452+50 TO 453+50 (MP 16.0)		100.0					
STA 452+50				16	1	9	
STA 453+50				16	1	9	

SHEET 1 OF 5

Fri Feb 6 14:05:48 2004
G:\projects\d9\02\d902s02sc2.m32 LV:2-63

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*(44-5,6)RS, BSMART FY04-3
98836

PIPE UNDERDRAINS, 4"

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	PIPE UNDERDRAINS 4" FOOT		PIPE UNDERDRAINS 4" (SPECIAL) FOOT		CONCRETE HEADWALLS FOR PIPE DRAINS	SHOULDER REMOVAL & REPLACEMENT 8"	COMMENTS
	LT.	RT.	LT.	RT.	EACH	FOOT	
463+00 TO 473+09.78 (MP 16.2)	1,009.8	1,009.8				2,020	IL 146 INTERCHANGE
STA 463+00			12	16	2	14	
STA 468+00			12	16	2	14	
GAP STRUCTURE #044-0047							
474+98.61 TO 479+00 (MP 16.4)	401.4	401.4				803	IL 146 INTERCHANGE
STA 475+00			12	16	2	14	
479+00 TO 483+78.86 (MP 16.4)	478.9	478.9				958	IL 146 INTERCHANGE
STA 480+00			12	16	2	14	
STA 482+50			12	72	2	24	
483+78.86 TO 485+38 (MP 16.5)	159.1					159	IL 146 INTERCHANGE (RAMP "C") NO OUTLETS
485+38 TO 485+80 (MP 16.5)	42.0					42	STRUCTURE #044-2002
STA 485+50			12	16	2	14	
485+80 TO 495+00 (MP 16.6)	920.0	920.0				1,840	IL 146 INTERCHANGE (RAMP "C")
STA 490+00			24	32	4	14	SAG LOCATION
STA 495+00			12	16	2	14	
495+00 TO 499+01.37 (MP 16.7)	401.4	401.4				803	
STATION EQUATION							
78+90.80 TO 90+53 (MP 17.0)	1,162.2	1,162.2				2,324	
STA 80+00			12	16	2	14	
STA 85+00			12	16	2	14	
STA 90+50			12	16	2	14	
GAP EXISTING ROCK CUT							
105+50 TO 124+00 (MP 17.6)	1,850.0	1,850.0				3,700	
STA 105+50			12	14	2	14	
STA 110+00			12	13	2	14	
STA 115+00			12	13	2	14	
STA 120+00			12	16	2	14	
GAP EXISTING ROCK CUT							
130+00 TO 197+00 (MP 19.0)	6,700.0	6,700.0				13,400	
STA 130+00			12	16	2	14	
STA 135+00			12	16	2	14	CREST AT STA. 138+00
STA 140+00			12	16	2	14	
STA 145+00			12	16	2	14	
STA 150+00			12	16	2	14	
STA 155+00			12	16	2	14	
STA 160+00			12	16	2	14	
STA 165+00			12	16	2	14	
STA 168+50			24	32	4	14	SAG LOCATION
STA 175+00			12	16	2	14	
STA 180+00			12	16	2	14	
STA 185+00			12	16	2	14	
STA 190+00			12	16	2	14	
STA 195+00			12	16	2	14	
GAP EXISTING ROCK CUT							
204+00 TO 239+60 (MP 19.7)	3,560.0	3,560.0				7,120	
STA 204+00			12	16	2	14	
STA 210+00			12	16	2	14	
STA 215+00			12	16	2	14	
STA 220+00			12	16	2	14	
STA 225+00			12	16	2	14	CREST AT STA. 228+00
STA 230+00			12	16	2	14	
STA 235+00			12	16	2	14	
STA 239+60			12	16	2	14	
GAP EXISTING ROCK CUT							
253+25 TO 258+35.92 (MP 20.1)	510.9	510.9				1,022	
STA 258+35			12	16	2	14	
GAP STRUCTURE#044-0049							
259+51.42 TO 295+00 (MP 20.8)	3,548.6	3,548.6				7,097	
STA 265+00			12	16	2	14	
STA 270+00			12	16	2	14	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

PIPE UNDERDRAINS, 4"

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	PIPE UNDERDRAINS 4" FOOT		PIPE UNDERDRAINS 4" (SPECIAL) FOOT		CONCRETE HEADWALLS FOR PIPE DRAINS	SHOULDER REMOVAL & REPLACEMENT 8"	COMMENTS
	LT.	RT.	LT.	RT.	EACH	FOOT	
STA 275+00			12	16	2	14	
STA 280+00			12	16	2	14	
STA 285+00			12	16	2	14	
STA 290+00			12	16	2	14	
STA 295+00			12	16	2	14	
GAP EXISTING ROCK CUT							
303+75 TO 312+54 (MP 21.2)	879.0	879.0				1,758	
STA 305+50			20	28	4	14	SAG LOCATION
STA 309+00			9	13	2	14	
GAP EXISTING ROCK CUT							
318+00 TO 388+00 (MP 22.6)	7,000.0	7,000.0				14,000	
STA 318+00			12	16	2	14	
STA 320+00			12	16	2	14	
STA 325+00			12	16	2	14	
STA 330+00			12	16	2	14	
STA 335+00			12	16	2	14	
STA 340+00			12	16	2	14	
STA 345+00			12	16	2	14	
STA 350+00			12	16	2	14	
STA 355+00			12	16	2	14	
STA 360+00			12	16	2	14	
STA 365+00			12	16	2	14	
STA 370+00			12	16	2	14	
STA 375+00			12	16	2	14	
STA 380+00			12	16	2	14	
STA 385+00			12	16	2	14	CREST AT STA 386+00
STA 388+00			12	16	2	14	
GAP EXISTING ROCK CUT							
409+00 TO 423+00 (MP 23.2)	1,400.0	1,400.0				2,800	
STA 415+00			12	16	2	14	
STA 420+00			12	16	2	14	
STA 423+00			12	16	2	14	
GAP EXISTING ROCK CUT							
431+60 TO 457+44.50 (MP 23.9)	2,584.5	2,584.5				5,169	
STA 435+00			12	15	2	14	
STA 440+00			12	13	2	14	
STA 445+00			12	16	2	14	
STA 451+50			24	32	4	14	SAG LOCATION
STA 455+00			12	16	2	14	
EASTBOUND SUBTOTALS	43,616.9	40,577.7	1,229	1,589	200	85,403	
EASTBOUND TOTALS	84,195.0		2,818		200	85,403	
WB LANES							
STA 320+50 TO 323+90.9 (MP 13.3)	340.9	340.9				682	
STA 323+90			16	12	2	5	
323+91 TO 333+40.7 (MP 13.6)		949.8				950	US 45 INTERCHANGE (RAMP "A")
STA 326+50				12	1	5	
STA 330+00				12	1	5	
333+41 TO 335+82.5 (MP 13.7)		241.8				242	US 45 INTERCHANGE (RAMP "A")
STA 334+00				12	1	5	
335+82 TO 348+12.9 (MP 13.9)	1,230.4	1,230.4				2,461	US 45 INTERCHANGE
STA 336+50			16	12	2	14	
STA 341+00.0			32	24	4	14	SAG LOCATION
STA 345+00			16	12	2	14	
GAP STRUCTURE#044-0039							
349+99 TO 361+48.4 (MP 14.1)	1,149.0	1,149.0				2,298	US 45 INTERCHANGE
STA 350+00			16	12	2	14	
STA 353+50			16	12	2	14	
STA 359+00			16	12	2	14	
STA 361+48			16	12	2	14	
361+48 TO 362+85.2 (MP 14.1)	136.8	136.8				274	US 45 INTERCHANGE (RAMP "B")
362+85 TO 368+15.2 (MP 14.2)	530.0	530.0				1,060	US 45 INTERCHANGE (RAMP "B")

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	21
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*(44-5,6)RS, BSMART FY04-3
98836

PIPE UNDERDRAINS, 4"

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	PIPE UNDERDRAINS 4" FOOT LT.	PIPE UNDERDRAINS 4" FOOT RT.	PIPE UNDERDRAINS 4" (SPECIAL) FOOT LT.	PIPE UNDERDRAINS 4" (SPECIAL) FOOT RT.	CONCRETE HEADWALLS FOR PIPE DRAINS EACH	SHOULDER REMOVAL & REPLACEMENT 8" FOOT	COMMENTS
STA 364+00			16	12	2	14	
STA 368+00			16	12	2	14	
GAP EXISTING ROCK CUT							
380+10 TO 408+05 (MP 15.0)	2,795.0	2,795.0				5,590	
STA 385+00			16	12	2	14	
STA 390+00			16	12	2	14	
STA 395+00			16	12	2	14	
STA 400+00			16	12	2	14	
STA 405+50			32	24	4	14	SAG LOCATION
GAP STRUCTURE *044-0042							
409+18 TO 417+83.90 (MP 15.2)	865.9	865.9				1,732	
STA 409+18			16	12	2	14	
STA 412+50			16	12	2	14	
STA 417+00			16	12	2	14	
GAP STRUCTURE *044-0043							
419+42.26 TO 427+00 (MP 15.4)	757.7	757.7				1,515	
STA 423+00			16	12	2	14	
STA 427+00			16	12	2	14	
427+00 TO 429+00 (MP 15.4)	200.0	200.0				400	
429+00 TO 438+00 (MP 15.6)	900.0	900.0				1,800	
STA 432+00			16	12	2	14	
STA 437+00			16	12	2	14	
438+00 TO 442+40.13 (MP 15.6)	440.1	440.1				880	
STA 441+50			32	24	4	14	SAG LOCATION
GAP STRUCTURE*044-0045 AND EXISTING ROCK CUT							
452+50 TO 456+00 (MP 16.0)	350.0					350	IL 146 INTERCHANGE (RAMP "A")
STA 455+00			16		1	9	456+46.80 TO 463+62.28 (NO OUTLETS LT.)
452+50 TO 463+62.28 (MP 16.0)		1,112.3				1,112	
STA 455+00				12	1	5	
STA 460+00				12	1	5	
463+62.28 TO 473+62.80 (MP 16.2)		1,000.5				1,001	IL 146 INTERCHANGE
STA 463+63				12	1	5	
STA 465+00				12	1	5	NO OUTLETS LT. 463+62.28 TO 468+03.68
STA 470+00				12	1	5	
468+00 TO 473+62.80 (MP 16.2)	562.8					563	
STA 470+00			16		1	9	
STA 473+62			16		1	9	
475+65.83 TO 479+00 (MP 16.4)	334.2	334.2				668	IL 146 INTERCHANGE
STA 475+65.83			16	12	2	14	
479+00 TO 487+39.58 (MP 16.5)	839.6	839.6				1,679	IL 146 INTERCHANGE
STA 480+00			16	12	2	14	
STA 485+00			16	12	2	14	
487+39.58 TO 491+37.89 (MP 16.6)		398.3				398	IL 146 INTERCHANGE (RAMP "B") NO OUTLETS LT.
STA 490+00				12	1	5	
491+37.89 TO 493+92.71 (MP 16.6)		254.8				255	IL 146 INTERCHANGE (RAMP "B") NO OUTLETS LT.
STA 492+00				24	2	5	SAG LOCATION
493+92.71 TO 499+00.66 (MP 16.7)		508.0				508	
STA 495+00				12	1	5	
494+50 TO 499+00.66 (MP 16.7)	450.7					451	
STA 495+00			16		1	9	
STATION EQUATION							
78+90.80 TO 90+53 (MP 17.0)	1,162.2	1,162.2				2,324	
STA 80+00			16	12	2	14	
STA 85+00			16	12	2	14	
GAP EXISTING ROCK CUT							
105+50 TO 197+00 (MP 19.0)	9,150.0	9,150.0				18,300	

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

PIPE UNDERDRAINS, 4"

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	PIPE UNDERDRAINS 4" FOOT		PIPE UNDERDRAINS 4" (SPECIAL) FOOT		CONCRETE HEADWALLS FOR PIPE DRAINS	SHOULDER REMOVAL & REPLACEMENT 8"	COMMENTS
	LT.	RT.	LT.	RT.	EACH	FOOT	
STA 110 + 00			16	12	2	14	
STA 115 + 00			16	12	2	14	
STA 120 + 00			16	12	2	14	
STA 125 + 00			16	12	2	14	
STA 130 + 00			16	12	2	14	
STA 135 + 00			16	12	2	14	
STA 140 + 00			16	12	2	14	
STA 145 + 00			16	12	2	14	
STA 150 + 00			16	12	2	14	
STA 155 + 00			16	12	2	14	
STA 160 + 00			16	12	2	14	
STA 165 + 00			16	12	2	14	
STA 168 + 50			32	24	4	14	SAG LOCATION
STA 171 + 00			16	12	2	14	
STA 175 + 00			16	12	2	14	
STA 180 + 00			16	12	2	14	
STA 185 + 00			16	12	2	14	
STA 190 + 00			16	12	2	14	
STA 195 + 00			16	12	2	14	
GAP EXISTING ROCK CUT							
204 + 00 TO 236 + 57 (MP 19.7)	3,257.0	3,257.0				6,514	
STA 204 + 00			16	12	2	14	
STA 210 + 00			16	12	2	14	
STA 215 + 00			16	12	2	14	
STA 220 + 00			16	12	2	14	
STA 225 + 00			16	12	2	14	
STA 230 + 00			16	12	2	14	
STA 236 + 50			16	12	2	14	
STATION EQUATION							
597 + 79.11 TO 602 + 50 (MP 19.8)	470.9	470.9				942	
STA 602 + 50			16	12	2	14	
GAP EXISTING ROCK CUT							
615 + 70 TO 619 + 68.7 (MP 20.1)	398.7	398.7				797	
STA 619 + 68			16	12	2	14	
GAP STRUCTURE #044-0050							
620 + 84 TO 752 + 00 (MP 22.6)	13,115.8	13,115.8				26,232	
STA 625 + 00			16	12	2	14	
STA 630 + 00			16	12	2	14	
STA 635 + 00			16	12	2	14	
STA 640 + 00			16	12	2	14	
STA 645 + 00			32	24	4	14	SAG LOCATION
STA 650 + 00			16	12	2	14	
STA 655 + 00			16	12	2	14	
STA 660 + 00			10	15	2	14	
STA 665 + 00			16	12	2	14	
STA 675 + 00			16	12	2	14	
STA 680 + 00			16	12	2	14	
STA 685 + 00			16	12	2	14	
STA 690 + 00			16	12	2	14	
STA 695 + 00			16	12	2	14	
STA 700 + 00			16	12	2	14	
STA 705 + 00			16	12	2	14	
STA 710 + 00			16	12	2	14	
STA 715 + 00			16	12	2	14	
STA 720 + 00			16	12	2	14	
STA 725 + 00			16	12	2	14	
STA 730 + 00			16	12	2	14	
STA 735 + 00			16	12	2	14	
STA 740 + 00			16	12	2	14	CREST AT STA 745+00
STA 750 + 00			16	12	2	14	
STA 752 + 00			16	12	2	14	
GAP EXISTING ROCK CUT							
410 + 00 TO 422 + 52 (MP 23.2)	1,250.0	1,250.0				2,500	
STA 415 + 00			16	12	2	14	
STA 420 + 00			16	12	2	14	
STA 422 + 50			16	12	2	14	
GAP EXISTING ROCK CUT							
433 + 00 TO 457 + 46 (MP 23.9)	2,446.0	2,446.0				4,892	
STA 435 + 00			16	12	2	14	
STA 440 + 00			16	12	2	14	
STA 445 + 00			16	12	2	14	
STA 450 + 00			16	12	2	14	
STA 452 + 50			32	24	4	14	SAG LOCATION
WESTBOUND SUBTOTALS	43,133.7	46,235.7	1,578	1,287	206	90,698	
WESTBOUND TOTALS	89,369.0		2,865		206	90,698	
PROJECT TOTALS	173,564.0		5,683		406	176,101	

SHEET 5 OF 5

Fri Feb 6 14:06:31 2004
G:\proj\ects\d9\0202\d9020202c2.m32 LV2-63

SCHEDULE: PIPE UNDERDRAINS, 4"

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

BITUMINOUS SIGN PADS

LOCATION STATION (SEE NOTE BELOW)		PAD DIMENSIONS W X H FOOT	BITUMINOUS SIGN PADS TON
FAI 24			
JOHNSON COUNTY			
EB LANES:			
331 + 00	(MP 13.5)	18.5 x 8.0	5.0
386 + 70	(MP 14.6)	18.5 x 8.0	5.0
394 + 68	(MP 14.8)	19.0 x 8.0	5.3
403 + 00	(MP 14.9)	16.5 x 8.0	4.2
433 + 00	(MP 15.5)	16.0 x 8.0	4.3
453 + 70	(MP 15.9)	16.0 x 8.0	4.3
99 + 00	(MP 17.1)	18.0 x 8.0	5.0
118 + 00	(MP 17.5)	19.0 x 8.0	5.3
WB LANES:			
358 + 15	(MP 13.5)	18.5 x 8.0	4.6
388 + 00	(MP 13.5)	18.5 x 8.0	5.0
422 + 00	(MP 13.5)	18.5 x 8.0	4.8
493 + 60	(MP 13.5)	16.0 x 8.0	4.3
89 + 05	(MP 16.9)	16.0 x 8.0	4.5
101 + 20	(MP 17.2)	19.0 x 8.0	5.1
125 + 00	(MP 17.6)	16.0 x 8.0	4.4
137 + 20	(MP 17.8)	19.0 x 8.0	5.3
151 + 63	(MP 18.1)	19.0 x 8.0	5.4
166 + 00	(MP 18.4)	19.0 x 8.0	5.4
U.S. 45			
1630 + 83		14.5 x 8.0	4.1
1633 + 05		18.0 x 8.0	5.1
IL 146			
85 + 30		18.0 x 8.0	5.0
87 + 95		14.5 x 8.0	4.1
U.S. 45 INTERCHANGE			
23 + 95	(RAMP B)	14.0 x 8.0	3.8
19 + 96	(RAMP D)	13.5 x 8.0	3.8
21 + 95	(RAMP D)	13.5 x 8.0	3.8
24 + 00	(RAMP D)	14.0 x 8.0	3.8
IL 146 INTERCHANGE			
13 + 00	(RAMP B)	16.5 x 8.0	4.7
14 + 65	(RAMP B)	16.5 x 8.0	4.7
16 + 37	(RAMP B)	14.0 x 8.0	4.7
18 + 00	(RAMP B)	12.0 x 8.0	3.3
13 + 05	(RAMP D)	13.5 x 8.0	3.8
15 + 98	(RAMP D)	13.5 x 8.0	3.8
20 + 00	(RAMP D)	12.0 x 8.0	3.3
	PROJECT TOTAL		149.0

NOTE: SEE DETAIL SHEET * 111

CONCRETE CURB

LOCATION STA TO STA (MP IS THE LAST STA. UNLESS OTHERWISE NOTED)					COMB. CONC. C&G TY M-6.12 FOOT
FAI 24					
EB LANES					
	106 +07	TO	115+ 54	(MP 17.4)	947
LT	305 +57	TO	310+ 00	(MP 21.0)	443
RT	305+00	TO	310+ 03	MP (21.0)	503
WB LANES					
	109+55	TO	114+ 03	(MP 17.4)	448
LT	666+07	TO	669+00	(MP 21.0)	293
RT	666+08	TO	669+00	(MP 21.0)	292
	412+00	TO	418+ 95	(MP 23.2)	695
				PROJECT TOTAL	3,621

FENCING

LOCATION STATION				WOVEN WIRE FENCE 4' FOOT	WOVEN WIRE FENCE REMOVAL FOOT	WOVEN WIRE GATE, 4' X 8' DOUBLE EACH	GATE REMOVAL EACH
FAI 24							
JOHNSON							
EB LANES							
RT	STA	407 + 95	MP(15.0)	50	50		
RT	STA	457 + 00	MP(15.9)	20	20		
RT	STA	484 + 75	MP(16.5)	30	30		
RT	STA	107 + 75	MP(17.3)	80	80		
RT	STA	161 + 25	MP(18.3)	50	50		
RT	STA	282 + 40	MP(20.6)	20	20		
RT	STA	290 + 20	MP(20.7)	100	100		
RT	STA	308 + 00	MP(21.1)	20	20		
RT	STA	325 + 71	MP(21.4)	50	50		
RT	STA	334 + 52	MP(21.6)	40	40		
RT	STA	419 + 11	MP(23.2)	20	20		
LT	STA	307 + 50	MP(21.0)	20	20		
WB LANES							
RT	STA	667 + 50	MP(21.0)	110	110		
LT	STA	394 + 22	MP(14.8)	30	30		
LT	STA	407 + 75	MP(15.0)	20	20		
LT	STA	438 + 00	MP(15.5)	40	40		
LT	STA	486 + 50	MP(16.5)	20	20		
LT	STA	487 + 60	MP(16.5)	30	30		
LT	STA	80 + 70	MP(16.8)	30	30		
LT	STA	619 + 70	MP(20.1)	20	20		
LT	STA	640 + 30	MP(20.5)	70	70		
LT	STA	667 + 15	MP(21.0)	20	20		
LT	STA	445 + 00	MP(23.7)	30	30		
VIENNA/HARRISBURG (US 45) INTERCHANGE							
RT	STA	16 + 60	RAMP A	60	60	1	1
			PROJECT TOTAL	980	980	1	1

SCHEDULE: BITUMINOUS SIGN PADS; CONCRETE CURB; FENCING

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

POLYURETHANE MATERIAL

LOCATION STA TO STA (MP)	LANE	WIDTH FEET	LENGTH FEET	MAX DEPTH INCHES	POLYURETHANE MATERIAL POUND	REMARKS
FAI 24						
JOHNSON						
EASTBOUND						
322+50 TO 323+86 (MP13.4)	DRIVING	12	136	0.75	1,175	ROADWAY
SN 044-0046:						
441+80 TO 442+50 (MP15.6)	DRIVING	12	70	2.30	2,487	APPROACH END
441+80 TO 442+50 (MP15.6)	PASSING	12	70	1.70	2,487	APPROACH END
121+24 TO 122+03 (MP17.5)	DRIVING	12	79	1.70	1,185	ROADWAY
SN 044-0049:						
257+95 TO 258+35 (MP20.1)	DRIVING	12	40	4.00	1,421	APPROACH END
WESTBOUND						
SN 044-0048:						
473+07 TO 474+50 (MP16.25)	DRIVING	12	143	2.00	5,037	DEPARTURE / BITUMINOUS OVERLAY TO BE REMOVED
473+07 TO 474+50 (MP16.25)	PASSING	12	143	2.00	5,037	DEPARTURE / BITUMINOUS OVERLAY TO BE REMOVED
122+00 TO 122+75 (MP17.5)	DRIVING	12	75	0.90	648	ROADWAY
122+00 TO 122+75 (MP17.5)	PASSING	12	75	1.30	1,125	ROADWAY
180+97 TO 181+75 (MP18.7)	DRIVING	12	78	1.80	1,170	ROADWAY
180+97 TO 181+75 (MP18.7)	PASSING	12	78	1.00	674	ROADWAY
186+15 TO 187+15 (MP18.7)	DRIVING	12	100	1.50	1,500	ROADWAY
602+12 TO 603+25 (MP19.8)	DRIVING	12	113	1.30	1,995	ROADWAY
602+12 TO 603+25 (MP19.8)	PASSING	12	113	2.90	1,995	ROADWAY
PROJECT TOTAL:					27,936	

Fri Feb 6 13:57:35 2004

SCHEDULE: POLYURETHANE MATERIAL

SHOULDERS

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	BITUMINOUS SURFACE REMOVAL 1" SQ YD	PAVED SHOULDER REMOVAL SEE NOTE 1 SQ YD	BITUMINOUS SHOULDERS, SUPERPAVE TON	BITUMINOUS SHOULDERS SUPERPAVE 8" SQ YD	AGGREGATE SHOULDERS TYPE B TON	BITUMINOUS MATERIALS (PRIME COAT) SEE NOTE 2 GALLONS	SUB-BASE GRANULAR MATERIAL TYPE A, 4" SQ YD	SHOULDER RUMBLE STRIP FOOT	REMARKS
FAI 24									
JOHNSON CO.									
EB LANES									
RT 320 + 50 TO 321 + 60 (MP 13.4)			21		3	22		110	
RT 322 + 25 TO 322 + 45 (MP 13.4)		9		9		2			FULL DEPTH PATCH (20 X 4)
RT 321 + 60 TO 331 + 31.49 (MP 13.7)			189		31	194		971	
RT 331 + 31.49 TO 336 + 62.31 (MP 13.7)			103		17	106		531	
RT 336 + 62.31 TO 337 + 68.04 (MP 13.7)			27			30		106	THE MAINLINE AND RAMP SHOULDER ARE CONNECTED
RT 337 + 68.04 TO 348 + 77 (MP 13.9)			216		35	222		1,109	
RT 340 + 16 TO 340 + 18 (MP 13.7)		3		3		2			FULL DEPTH PATCH (2 X 10)
RT 342 + 17 TO 348 + 77 (MP 13.9)	734		83			132			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0040									
RT 350 + 58 TO 352 + 18 (MP 13.9)	178		20			32		1,050	REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 350 + 58 TO 361 + 7.51 (MP 14.1)			204		33	210			
RT 361 + 07.51 TO 363 + 26.79 (MP 14.2)			72			62		219	THE MAINLINE AND RAMP SHOULDER ARE CONNECTED
RT 363 + 26.79 TO 372 + 77.18 (MP 14.3)			192		30	190		950	
RT 363 + 48 TO 364 + 24 (MP 14.2)		68		68		12			FULL DEPTH PATCH (76 X 8)
RT 372 + 77.18 TO 380 + 68 (MP 14.5)			159		25	158		791	
RT 380 + 24 TO 380 + 62 (MP 14.5)		26		26		4			FULL DEPTH PATCH (38 X 6)
RT 380 + 68 TO 408 + 06 (MP 15.0)			557		87	548		2,738	
RT 401 + 46 TO 408 + 06 (MP 15.0)	734		83			132			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0041									
RT 409 + 19 TO 410 + 79 (MP 15.1)	178		20			32			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 409 + 19 TO 418 + 18.90 (MP 15.2)			175		28	180		900	
RT 411 + 65 TO 418 + 25 (MP 15.2)	734		83			132			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0044									
RT 419 + 85 TO 421 + 45 (MP 15.3)	178		20			32			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 419 + 85 TO 427 + 00 (MP 15.4)			139		23	144		715	
RT 427 + 00 TO 429 + 00 (MP 15.4)			39		6	40		200	
RT 429 + 00 TO 438 + 00 (MP 15.6)			175		28	180		900	
RT 435 + 84 TO 442 + 44 (MP 15.6)	734		83			132			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 438 + 00 TO 442 + 44 (MP 15.6)			86		14	88		444	
GAP STRUCTURE # 044 - 0046									
RT 444 + 13 TO 445 + 73 (MP 15.7)	178		20			32			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 444 + 13 TO 452 + 50 (MP 15.8)			163		26	168		837	
RT 452 + 34 TO 453 + 35 (MP 15.9)		113		113		20			FULL DEPTH PATCH (101 X 10)
RT 452 + 50 TO 453 + 71.23 (MP 15.9)			24		4	24		121	
RT 453 + 71.23 TO 456 + 33.97 (MP 15.9)			51		8	52		263	
RT 456 + 33.97 TO 460 + 34 (MP 15.9)			131			112		400	THE MAINLINE AND RAMP SHOULDER ARE CONNECTED
RT 460 + 34 TO 463 + 00 (MP 16.0)			52		8	54		266	
RT 463 + 00 TO 473 + 01 (MP 16.2)			195		32	200		1,001	
RT 466 + 41 TO 473 + 01 (MP 16.2)	734		83			132			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0047									
RT 474 + 90 TO 476 + 50 (MP 16.3)	178		20			32			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 474 + 90 TO 479 + 00 (MP 16.4)			95		13	82		410	
RT 479 + 00 TO 483 + 78.86 (MP 16.4)			111		15	96		479	
RT 483 + 78.86 TO 485 + 38 (MP 16.5)			52			44		159	THE MAINLINE AND RAMP SHOULDER ARE CONNECTED
RT 485 + 38 TO 485 + 41.40 (MP 16.5)			1			2		3	THE MAINLINE AND RAMP SHOULDER ARE CONNECTED - OVER SN. 044 - 2002 (TRIPLE BOX)
RT 485 + 41.40 TO 485 + 80 (MP 16.5)			9		1	8		39	OVER SN. 044 - 2002 (TRIPLE BOX)
RT 485 + 80 TO 495 + 00 (MP 16.6)			213		29	184		920	
RT 495 + 00 TO 499 + 01.37 (MP 16.7)			96		13	80		401	
RT 78 + 90.80 TO 90 + 53 (MP 17.0)			278		37	232		1,162	
RT 90 + 53 TO 105 + 50 (MP 17.2)			291		47	300		1,497	
RT 93 + 50 TO 97 + 25 (MP 17.1)					15				TO BRING AGGREGATE SHOULDER UP TO GRADE
RT 105 + 50 TO 106 + 07 (MP 17.2)			11		2	12		57	
RT 106 + 07 TO 115 + 54 (MP 17.4)		158	184			190		947	BITUMINOUS CURB REMOVAL SEE TYPICAL SECTION AND SAFETY PLAN SHEETS
RT 107 + 20 TO 108 + 00 (MP 17.3)		89		89		16			FULL DEPTH PATCH (80 X 10)
RT 115 + 54 TO 124 + 00 (MP 17.6)			165		27	170		846	
RT 124 + 00 TO 130 + 00 (MP 17.7)			117		19	120		600	
RT 128 + 00 TO 133 + 40 (MP 17.8)					41			6,700	TO BRING AGGREGATE SHOULDER UP TO GRADE
RT 130 + 00 TO 197 + 00 (MP 19.0)			1313		212	1340			
RT 132 + 96 TO 134 + 50 (MP 17.8)		86		86		16			FULL DEPTH PATCH (154 X 5)
RT 135 + 00 TO 145 + 00 (MP 18.0)					51				TO BRING AGGREGATE SHOULDER UP TO GRADE
RT 147 + 00 TO 149 + 00 (MP 18.1)					8				TO BRING AGGREGATE SHOULDER UP TO GRADE
RT 197 + 00 TO 204 + 00 (MP 19.0)			136		22	140		700	
RT 204 + 00 TO 239 + 60 (MP 19.7)			692		113	712		3,560	
RT 235 + 00 TO 240 + 50 (MP 19.8)					28				TO BRING AGGREGATE SHOULDER UP TO GRADE
RT 239 + 60 TO 253 + 25 (MP 20.0)			296		43	274		1,365	
RT 241 + 13 TO 241 + 68 (MP 19.8)		37		37		6			FULL DEPTH PATCH (55 X 6)
RT 243 + 00 TO 251 + 00 (MP 20.0)					41				TO BRING AGGREGATE SHOULDER UP TO GRADE
RT 251 + 76 TO 258 + 36 (MP 20.1)	880		99			160			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 253 + 25 TO 258 + 36 (MP 20.1)			111		16	102		511	
GAP STRUCTURE # 044 - 0049									
RT 259 + 43 TO 261 + 03 (MP 20.8)	214		24			40			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 259 + 43 TO 295 + 00 (MP 20.8)			724		113	712		3,557	
RT 295 + 00 TO 302 + 00 (MP 21.0)					36				TO BRING AGGREGATE SHOULDER UP TO GRADE
RT 295 + 00 TO 303 + 75 (MP 21.0)			170		28	176		875	
RT 303 + 75 TO 305 + 00 (MP 21.0)			24		4	26		125	
RT 305 + 00 TO 310 + 03 (MP 21.1)		84	98			100		503	BITUMINOUS CURB REMOVAL SEE TYPICAL SECTION AND SAFETY PLAN SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	26
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

SHOULDERS

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	BITUMINOUS SURFACE REMOVAL 1" SQ YD	PAVED SHOULDER REMOVAL *SEE NOTE 1* SQ YD	BITUMINOUS SHOULDERS, SUPERPAVE TON	BITUMINOUS SHOULDERS SUPERPAVE 8" SQ YD	AGGREGATE SHOULDERS TYPE B TON	BITUMINOUS MATERIALS (PRIME COAT) *SEE NOTE 2* GALLONS	SUB-BASE GRANULAR MATERIAL TYPE A, 4" SQ YD	SHOULDER RUMBLE STRIP FOOT	REMARKS
RT 310 + 03 TO 312 + 54 (MP 21.2)			49		8	50		251	
RT 312 + 54 TO 318 + 00 (MP 21.3)			106		17	110		546	
RT 318 + 00 TO 388 + 00 (MP 22.6)			1361		221	1400		7,000	
RT 388 + 00 TO 409 + 00 (MP 23.0)			431		66	420		2,100	
RT 395 + 00 TO 397 + 50 (MP 22.8)					19				TO BRING AGGREGATE SHOULDER UP TO GRADE
RT 398 + 50 TO 406 + 00 (MP 22.9)					57				TO BRING AGGREGATE SHOULDER UP TO GRADE
RT 409 + 00 TO 421 + 96 (MP 23.2)		216		216					LOCATION OF BITUMINOUS CURB TO BE REMOVED AND NOT REPLACED
RT 409 + 00 TO 423 + 00 (MP 23.2)			277		44	280		1,400	
RT 423 + 00 TO 427 + 00 (MP 23.3)					16				TO BRING AGGREGATE SHOULDER UP TO GRADE
RT 423 + 00 TO 431 + 60 (MP 23.4)			186		27	172		860	
RT 427 + 91 TO 428 + 41 (MP 23.4)		23		23		4			FULL DEPTH PATCH (50 X 4)
RT 431 + 60 TO 457 + 44.50 (MP 23.9)			503		82	516		2,585	
LT 320 + 50 TO 321 + 60 (MP 13.4)			13		3	14		110	
LT 321 + 60 TO 348 + 62 (MP 13.9)			317		85	324		2,702	
LT 327 + 20 TO 328 + 38 (MP 13.5)	79		5			14			PARTIAL DEPTH PATCH (118 X 6); REPLACEMENT WITH 1 1/2" UNIFORM THICKNESS
LT 342 + 32 TO 348 + 62 (MP 13.9)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0040									
LT 350 + 43 TO 351 + 73 (MP 13.9)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 350 + 43 TO 380 + 68 (MP 14.5)			353		96	364		3,025	
LT 380 + 65 TO 380 + 89 (MP 14.5)		16		16		2		2,738	FULL DEPTH PATCH (24 X 6)
LT 380 + 68 TO 408 + 06 (MP 15.0)			319		87	328			
LT 384 + 69 TO 384 + 87 (MP 14.6)		6		6		2			FULL DEPTH PATCH (18 X 3)
LT 401 + 76 TO 408 + 06 (MP 15.0)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0041									
LT 409 + 19 TO 410 + 49 (MP 15.1)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 409 + 19 TO 418 + 14 (MP 15.2)			104		28	108		895	
LT 411 + 84 TO 418 + 14 (MP 15.2)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0044									
LT 419 + 74 TO 421 + 04 (MP 15.3)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 419 + 74 TO 427 + 00 (MP 15.4)			85		23	88		726	
LT 427 + 00 TO 429 + 00 (MP 15.4)			27		6	24		200	
LT 429 + 00 TO 438 + 00 (MP 15.6)			121		28	108		900	
LT 436 + 14 TO 442 + 44 (MP 15.6)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 438 + 00 TO 442 + 44 (MP 15.6)			54		14	54		444	
GAP STRUCTURE # 044 - 0046									
LT 444 + 13 TO 445 + 43 (MP 15.8)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 444 + 13 TO 452 + 50 (MP 15.8)			98		26	100		837	
LT 452 + 50 TO 463 + 00 (MP 16.0)			123		33	126		1,050	
LT 463 + 00 TO 473 + 18 (MP 16.2)			127		32	122		1,018	
LT 466 + 88 TO 473 + 18 (MP 16.2)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0047									
LT 475 + 07 TO 476 + 37 (MP 16.3)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 475 + 07 TO 479 + 00 (MP 16.4)			53		12	48		393	
LT 479 + 00 TO 485 + 38 (MP 16.5)			79		20	76		638	
LT 485 + 38 TO 485 + 80 (MP 16.5)			5		1	6		42	OVER SN. 044 - 2002 (TRIPLE BOX)
LT 485 + 80 TO 499 + 01.37 (MP 16.7)			163		42	158		1,321	
LT 78 + 90.80 TO 90 + 53 (MP 17.0)			138		37	140		1,162	
LT 90 + 53 TO 105 + 50 (MP 17.2)			179		47	180		1,497	
LT 105 + 50 TO 124 + 00 (MP 17.6)			216		59	222		1,850	
LT 124 + 00 TO 130 + 00 (MP 17.7)			73		19	72		600	
LT 130 + 00 TO 197 + 00 (MP 19.0)			816		212	804		6,700	
LT 197 + 00 TO 204 + 00 (MP 19.0)			83		22	84		700	
LT 204 + 00 TO 239 + 60 (MP 19.7)			434		113	428		3,560	
LT 239 + 60 TO 253 + 25 (MP 20.0)			167		43	164		1,365	
LT 252 + 08 TO 258 + 38 (MP 20.1)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 253 + 25 TO 258 + 38 (MP 20.1)			63		16	62		513	
GAP STRUCTURE # 044 - 0049									
LT 259 + 45 TO 260 + 75 (MP 20.2)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 259 + 45 TO 295 + 00 (MP 20.8)			617		112	426		3,555	
LT 295 + 00 TO 303 + 75 (MP 21.0)			107		28	106		875	
LT 303 + 75 TO 305 + 57 (MP 21.0)			22		6	22		182	
LT 305 + 57 TO 310 + 00 (MP 21.1)		74	86			88		443	10' SHOULDER NEXT TO GUARDRAIL INCLUDING REMOVAL OF BITUMINOUS CURB
LT 310 + 00 TO 312 + 54 (MP 21.2)			31		8	30		254	
LT 312 + 54 TO 318 + 00 (MP 21.3)			67		17	66		546	
LT 318 + 00 TO 388 + 00 (MP 22.6)			839		221	840		7,000	
LT 388 + 00 TO 409 + 00 (MP 23.0)			245		66	252		2,100	
LT 409 + 00 TO 423 + 00 (MP 23.2)			172		44	168		1,400	
LT 423 + 00 TO 431 + 60 (MP 23.4)			109		27	104		860	
LT 431 + 60 TO 457 + 44.50 (MP 23.9)			322		82	310		2,585	
WB LANES									
RT 320 + 50 TO 348 + 25 (MP 13.9)			324		88	334		2,775	
RT 346 + 95 TO 348 + 25 (MP 13.9)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0039									
RT 350 + 06 TO 356 + 36 (MP 14.0)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 350 + 06 TO 380 + 10 (MP 14.5)			394		95	360		3,004	
RT 380 + 10 TO 408 + 06 (MP 15.0)			350		88	336		2,796	
RT 406 + 76 TO 408 + 06 (MP 15.0)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0042									
RT 409 + 19 TO 415 + 49 (MP 15.1)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 409 + 19 TO 417 + 89 (MP 15.2)			112		28	104		870	
RT 416 + 59 TO 417 + 89 (MP 15.2)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS

SHOULDERS

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	BITUMINOUS SURFACE REMOVAL 1" SQ YD	PAVED SHOULDER REMOVAL *SEE NOTE 1* SQ YD	BITUMINOUS SHOULDERS, SUPERPAVE TON	BITUMINOUS SHOULDERS SUPERPAVE 8" SQ YD	AGGREGATE SHOULDERS TYPE B TON	BITUMINOUS MATERIALS (PRIME COAT) *SEE NOTE 2* GALLONS	SUB-BASE GRANULAR MATERIAL TYPE A, 4" SQ YD	SHOULDER RUMBLE STRIP FOOT	REMARKS
GAP STRUCTURE * 044 - 0043									
RT 419 + 47 TO 425 + 77 (MP 15.3)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 419 + 47 TO 427 + 00 (MP 15.4)			105		24	90		753	
RT 427 + 00 TO 429 + 00 (MP 15.4)			28		6	24		200	
RT 429 + 00 TO 438 + 00 (MP 15.6)			124		28	108		900	
RT 438 + 00 TO 442 + 40 (MP 15.6)			53		14	52		440	
RT 441 + 10 TO 442 + 40 (MP 15.6)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE * 044 - 0045									
RT 444 + 18 TO 450 + 48 (MP 15.8)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 444 + 18 TO 452 + 50 (MP 15.8)			97		26	100		832	
RT 452 + 50 TO 473 + 55 (MP 16.2)			259		67	252		2,105	
RT 472 + 25 TO 473 + 55 (MP 16.2)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE * 044 - 0048									
RT 475 + 58 TO 481 + 88 (MP 16.4)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 475 + 58 TO 479 + 00 (MP 16.4)			42		11	42		342	
RT 479 + 00 TO 486 + 10 (MP 16.5)			86		22	86		710	
RT 486 + 10 TO 486 + 52 (MP 16.5)			5		1	6		42	OVER SN. 044 - 2002 (TRIPLE BOX)
RT 486 + 52 TO 499 + 01.37 (MP 16.7)			152		40	148		1,249	
RT 78 + 90.80 TO 90 + 53 (MP 17.0)			136		37	140		1,162	
RT 90 + 53 TO 105 + 50 (MP 17.2)			175		47	180		1,497	
RT 105 + 50 TO 197 + 00 (MP 19.0)			1068		289	1098		9,150	
RT 197 + 00 TO 204 + 00 (MP 19.1)			82		22	84		700	
RT 204 + 00 TO 236 + 52.97 (MP 19.7)			388		103	390		3,253	
RT 597 + 79.11 TO 602 + 50 (MP 19.8)			60		15	56		471	
RT 602 + 50 TO 615 + 70 (MP 20.0)			175		42	158		1,320	
RT 615 + 70 TO 619 + 68 (MP 20.1)			53		13	48		398	
RT 618 + 38 TO 619 + 68 (MP 20.1)	87		10			16			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE * 044 - 0050									
RT 620 + 83 TO 627 + 13 (MP 20.9)	420		47			76			REPLACEMENT WITH UNIFORM 2" THICKNESS
RT 620 + 83 TO 666 + 08 (MP 20.9)			533		143	544		4,525	
RT 666 + 08 TO 669 + 00 (MP 21.0)		49	57			58		292	10' SHOULDER NEXT TO GUARDRAIL INCLUDING REMOVAL OF BITUMINOUS CURB
RT 669 + 00 TO 752 + 00 (MP 22.6)			978		263	996		8,300	
RT 752 + 00 TO 766 + 19.20 (MP 23.0)			166		45	170		1,419	
RT 403 + 52.86 TO 410 + 00 (MP 23.0)			81		20	78		647	
RT 410 + 00 TO 422 + 52 (MP 23.2)			147		40	150		1,252	
RT 422 + 52 TO 433 + 00 (MP 23.4)			122		33	126		1,048	
RT 433 + 00 TO 457 + 46 (MP 23.9)			285		77	294		2,446	
LT 320 + 50 TO 323 + 90.93 (MP 13.3)			66		11	68		341	
LT 323 + 90.93 TO 333 + 40.71 (MP 13.6)			185		30	190		950	
LT 333 + 40.71 TO 335 + 82.45 (MP 13.7)			79			68		242	THE MAINLINE AND RAMP SHOULDER ARE CONNECTED
LT 335 + 82.45 TO 348 + 10 (MP 13.9)			239		39	246		1,228	
LT 346 + 50 TO 348 + 10 (MP 13.9)	178		20			32			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE * 044 - 0039									
LT 349 + 91 TO 356 + 51 (MP 14.0)	734		83			132			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 349 + 91 TO 361 + 48.42 (MP 14.1)			225		37	232		1,157	
LT 361 + 48.42 TO 362 + 85.91 (MP 14.1)			45			38		138	THE MAINLINE AND RAMP SHOULDER ARE CONNECTED
LT 362 + 85.91 TO 368 + 15.18 (MP 14.2)			103		17	106		529	
LT 368 + 15.18 TO 380 + 10 (MP 14.5)			232		38	238		1,195	
LT 380 + 10 TO 408 + 06 (MP 15.0)			544		88	560		2,796	
LT 406 + 46 TO 408 + 06 (MP 15.0)	178		20			32			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE * 044 - 0042									
LT 409 + 19 TO 415 + 79 (MP 15.2)	734		83			132			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 409 + 19 TO 417 + 78 (MP 15.2)			167		27	172		859	
LT 416 + 18 TO 417 + 78 (MP 15.2)	178		20			32			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE * 044 - 0043									
LT 419 + 36 TO 425 + 96 (MP 15.4)	734		83			132			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 419 + 36 TO 427 + 00 (MP 15.4)			149		24	152		764	
LT 427 + 00 TO 429 + 00 (MP 15.4)			39		6	40		200	
LT 429 + 00 TO 438 + 00 (MP 15.6)			175		28	180		900	
LT 438 + 00 TO 442 + 40 (MP 15.6)			86		14	88		440	
LT 440 + 80 TO 442 + 40 (MP 15.6)	178		20			32			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE * 044 - 0045									
LT 444 + 18 TO 450 + 78 (MP 15.8)	734		83			132			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 444 + 18 TO 452 + 50 (MP 15.8)			162		26	166		832	
LT 452 + 50 TO 456 + 46.80 (MP 16.0)			77		13	80		397	
LT 456 + 46.80 TO 463 + 62.28 (MP 16.0)			139		23	144		716	
LT 463 + 62.28 TO 468 + 03.68 (MP 16.1)			144			124		441	THE MAINLINE AND RAMP SHOULDER ARE CONNECTED
LT 468 + 03.68 TO 473 + 72 (MP 16.2)			111		18	114		568	
LT 472 + 12 TO 473 + 72 (MP 16.2)	178		20			32			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE * 044 - 0048									
LT 475 + 75 TO 479 + 00 (MP 16.4)			63		10	66		325	
LT 475 + 75 TO 482 + 35 (MP 16.4)	734		83			132			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 479 + 00 TO 486 + 10 (MP 16.5)			140		22	142		710	
LT 486 + 10 TO 486 + 52 (MP 16.5)			8		1	8		42	OVER SN. 044 - 2002 (TRIPLE BOX)
LT 486 + 52 TO 487 + 39.58 (MP 16.5)			17		3	18		88	
LT 487 + 39.58 TO 491 + 37.89 (MP 16.6)			130			112		398	THE MAINLINE AND RAMP SHOULDER ARE CONNECTED
LT 491 + 37.89 TO 493 + 92.71 (MP 16.6)			50		8	50		255	
LT 493 + 92.71 TO 499 + 01.37 (MP 16.7)			101		16	102		509	
LT 78 + 90.80 TO 90 + 53 (MP 17.0)			226		37	232		1,162	
LT 79 + 34 TO 79 + 57 (MP 16.7)		16		16		2			FULL DEPTH PATCH (23 X 6)
LT 90 + 53 TO 105 + 50 (MP 17.2)			296		47	300		1,497	
LT 105 + 50 TO 109 + 55 (MP 17.3)			82		13	82		405	

SHOULDERS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	28
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (44-5, 6)RS, BSMART FY04-3
98836

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	BITUMINOUS SURFACE REMOVAL 1" SQ YD	PAVED SHOULDER REMOVAL SEE NOTE 1 SQ YD	BITUMINOUS SHOULDERS, SUPERPAVE TON	BITUMINOUS SHOULDERS SUPERPAVE 8" SQ YD	AGGREGATE SHOULDERS TYPE B TON	BITUMINOUS MATERIALS (PRIME COAT) SEE NOTE 2 GALLONS	SUB-BASE GRANULAR MATERIAL TYPE A, 4" SQ YD	SHOULDER RUMBLE STRIP FOOT	REMARKS
LT 109 + 55 TO 114 + 03 (MP 17.4)		75	90			90		448	BITUMINOUS CURB REMOVAL SEE TYPICAL SECTIONS AND SAFETY PLANS
LT 114 + 03 TO 197 + 00 (MP 19.0)			1673		262	1660		8,297	
LT 119 + 00 TO 136 + 00 (MP 17.8)					86				TO BRING AGGREGATE SHOULDER UP TO GRADE
LT 130 + 00 TO 137 + 00 (MP 17.8)					45				TO BRING AGGREGATE SHOULDER UP TO GRADE
LT 195 + 50 TO 197 + 25 (MP 19.0)					7				TO BRING AGGREGATE SHOULDER UP TO GRADE
LT 197 + 00 TO 204 + 00 (MP 19.1)			149		22	140		700	
LT 203 + 00 TO 203 + 50 (MP 19.1)		23		23		4			FULL DEPTH PATCH (50 X 4)
LT 203 + 50 TO 203 + 78 (MP 19.1)		22		22		4			FULL DEPTH PATCH (28 X 7)
LT 203 + 78 TO 204 + 00 (MP 19.1)		13		13		2			FULL DEPTH PATCH (22 X 5)
LT 204 + 00 TO 236 + 52.37 (MP 19.7)			662		103	650		3,252	
LT 227 + 00 TO 235 + 50 (MP 19.7)					43				TO BRING AGGREGATE SHOULDER UP TO GRADE
LT 597 + 79.11 TO 602 + 50 (MP 19.8)			96		15	94		471	
LT 602 + 50 TO 615 + 70 (MP 20.0)			257		42	264		1,320	
LT 602 + 88 TO 603 + 91 (MP 19.8)		81		81		14			FULL DEPTH PATCH (103 X 7)
LT 615 + 70 TO 619 + 70 (MP 20.1)			78		13	80		400	
LT 618 + 10 TO 619 + 70 (MP 20.1)	214		24			40			REPLACEMENT WITH UNIFORM 2" THICKNESS
GAP STRUCTURE # 044 - 0050									
LT 620 + 86 TO 627 + 46 (MP 21.0)	880		99			160			REPLACEMENT WITH UNIFORM 2" THICKNESS
LT 620 + 86 TO 666 + 07 (MP 21.0)			879		143	904		4,521	
LT 666 + 07 TO 669 + 00 (MP 21.0)		49	57		9	58		293	BITUMINOUS CURB REMOVAL SEE TYPICAL SECTIONS AND SAFETY PLANS
LT 669 + 00 TO 752 + 00 (MP 22.6)			1614		263	1660		8,300	
LT 724 + 00 TO 727 + 00 (MP 22.1)					12				TO BRING AGGREGATE SHOULDER UP TO GRADE
LT 732 + 15 TO 738 + 22 (MP 22.4)					31				TO BRING AGGREGATE SHOULDER UP TO GRADE
LT 739 + 37 TO 742 + 80 (MP 22.4)					20				TO BRING AGGREGATE SHOULDER UP TO GRADE
LT 744 + 60 TO 746 + 75 (MP 22.5)					9				TO BRING AGGREGATE SHOULDER UP TO GRADE
LT 752 + 00 TO 766 + 19.20 (MP 23.0)			299		45	284		1,419	
LT 403 + 52.86 TO 410 + 00 (MP 23.0)			126		20	130		647	
LT 410 + 00 TO 412 + 00 (MP 23.0)			39		6	40		200	
LT 412 + 00 TO 418 + 95 (MP 23.2)		116	135			140		695	BITUMINOUS CURB REMOVAL SEE TYPICAL SECTIONS AND SAFETY PLANS
LT 418 + 95 TO 422 + 52 (MP 23.2)			69		11	72		357	
LT 422 + 25 TO 422 + 60 (MP 23.2)					2				TO BRING AGGREGATE SHOULDER UP TO GRADE
LT 422 + 52 TO 433 + 00 (MP 23.4)			204		33	210		1,048	
LT 433 + 00 TO 457 + 46 (MP 23.9)			476		77	490		2,446	
US 45 INTERCHANGE									
RT 1617 + 98.35 TO 17 + 00 RAMP A				321					WIDENING OF RAMP SHOULDER
RT 1617 + 98.35 TO 11 + 09.54 RAMP A					4				STARTS ON US 45
RT 11 + 09.54 TO 17 + 00 RAMP A			138		19	118			
RT 11 + 20 TO 15 + 77 RAMP A		153		153		28			FULL DEPTH PATCH (457 X 3)
RT 17 + 00 TO 22 + 33 RAMP A			75		17	64			
RT 22 + 33 TO 22 + 98 RAMP A			12		2	10			TRANSITION FROM 6' TO 10' SHOULDER
RT 22 + 98 TO 24 + 11 RAMP A			26		4	22			
RT 8 + 67 TO 10 + 25 RAMP B			37		5	32			
RT 10 + 25 TO 10 + 90 RAMP B			12		2	10			TRANSITION FROM 10' TO 6' SHOULDER
RT 10 + 90 TO 15 + 00 RAMP B			57		13	50			
RT 15 + 00 TO 21 + 00 RAMP B		200		200		36			FULL DEPTH PATCH (600 X 3)
RT 15 + 00 TO 25 + 25.35 RAMP B			239		32	206			
RT 25 + 25.35 TO 1617 + 89.68 RAMP B					5				ENDS ON US 45
RT 15 + 00 TO 1617 + 89.68 RAMP B				514					WIDENING OF RAMP SHOULDER
RT 1632 + 90.21 TO 11 + 50 RAMP C		114		189	5				RECONSTRUCT INTERSECTION PAVEMENT
RT 11 + 50 TO 17 + 00 RAMP C				245					WIDENING OF RAMP SHOULDER
RT 11 + 50 TO 17 + 00 RAMP C			128		17	110			
RT 13 + 21 TO 15 + 27 RAMP C		69		69		12			FULL DEPTH PATCH (206 X 3)
RT 17 + 00 TO 20 + 41 RAMP C			48		11	40			
RT 20 + 41 TO 21 + 06 RAMP C			12		2	10			TRANSITION FROM 6' TO 10' SHOULDER
RT 21 + 06 TO 22 + 20 RAMP C			27		4	22			
RT 8 + 75 TO 10 + 25 RAMP D			35		5	30			
RT 10 + 00 TO 10 + 22 RAMP D		8		8		2			FULL DEPTH PATCH (22 X 3)
RT 10 + 25 TO 10 + 90 RAMP D			12		2	10			TRANSITION FROM 10' TO 6' SHOULDER
RT 10 + 90 TO 16 + 00 RAMP D			71		16	62			
RT 16 + 00 TO 25 + 20 RAMP D				408					WIDENING OF RAMP SHOULDER
RT 16 + 00 TO 25 + 20 RAMP D			215		29	184			
RT 25 + 20 TO 1631 + 92.72 RAMP D		100		146	5				RECONSTRUCT INTERSECTION PAVEMENT
LT 1619 + 37.35 TO 1619 + 17 RAMP A					1				ON US 45
LT 1619 + 17 TO 11 + 09.54 RAMP A					3				GOING FROM US 45 TO RAMP A
LT 11 + 09.54 TO 21 + 72.15 RAMP A			99		34	86			
LT 10 + 04.36 TO 25 + 25.35 RAMP B			142		48	122			
LT 25 + 25.35 TO 1619 + 28 RAMP B					2				GOING FROM RAMP B TO US 45
LT 1619 + 28 TO 1619 + 44.67 RAMP B					1				ON US 45
LT 1631 + 45.20 TO 1631 + 66 RAMP C		24		24	1				RECONSTRUCT INTERSECTION PAVEMENT
LT 1631 + 66 TO 11 + 50 RAMP C		54		54	4				RECONSTRUCT INTERSECTION PAVEMENT
LT 11 + 50 TO 20 + 03.41 RAMP C			80		27	68			
LT 9 + 78.03 TO 25 + 20 RAMP D			144		49	124			
LT 25 + 20 TO 1631 + 56 RAMP D		24		24	2				RECONSTRUCT INTERSECTION PAVEMENT
LT 1631 + 56 TO 1631 + 35.63 RAMP D		23		23	1				RECONSTRUCT INTERSECTION PAVEMENT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

SHOULDERS

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	BITUMINOUS SURFACE REMOVAL 1" SQ YD	PAVED SHOULDER REMOVAL *SEE NOTE 1* SQ YD	BITUMINOUS SHOULDERS, SUPERPAVE TON	BITUMINOUS SHOULDERS SUPERPAVE 8" SQ YD	AGGREGATE SHOULDERS TYPE B TON	BITUMINOUS MATERIALS (PRIME COAT) *SEE NOTE 2* GALLONS	SUB-BASE GRANULAR MATERIAL TYPE A, 4" SQ YD	SHOULDER RUMBLE STRIP FOOT	REMARKS
IL 146 INTERCHANGE									
RT 100 + 98 TO 23 + 50 RAMP A				607					WIDENING OF RAMP SHOULDER
RT 100 + 98 TO 10 + 65 RAMP A					2				STARTS ON IL 146
RT 10 + 65 TO 26 + 63 RAMP A			373		51	320			
RT 20 + 00 TO 22 + 50 RAMP A		56		56		10			FULL DEPTH PATCH (250 X 2)
RT 22 + 50 TO 22 + 60 RAMP A		7		7		2			FULL DEPTH PATCH (10 X 6)
RT 5 + 98 TO 10 + 10 RAMP B			96		13	82			
RT 7 + 67 TO 8 + 10 RAMP B		24		24		4			FULL DEPTH PATCH (43 X 5)
RT 8 + 45 TO 8 + 55 RAMP B		5		5		2			FULL DEPTH PATCH (10 X 4)
RT 10 + 10 TO 10 + 75 RAMP B			12		2	10			TRANSITION FROM 6' TO 10' SHOULDER
RT 10 + 75 TO 17 + 00 RAMP B			88		20	76			
RT 17 + 00 TO 19 + 41 RAMP B			56		8	48			
RT 19 + 41 TO 101 + 18 RAMP B					3				ENDS ON IL 146
RT 17 + 00 TO 101 + 18 RAMP B				150					WIDENING OF RAMP SHOULDER
RT 86 + 05 TO 20 + 00 RAMP C				440					WIDENING OF RAMP SHOULDER
RT 86 + 05 TO 10 + 60 RAMP C					2				
RT 10 + 60 TO 20 + 00 RAMP C			219		30	188			
RT 13 + 50 TO 17 + 20 RAMP C		124		124		22			FULL DEPTH PATCH (370 X 3)
RT 17 + 20 TO 20 + 17 RAMP C		66		66		12			FULL DEPTH PATCH (297 X 2)
RT 20 + 00 TO 25 + 30 RAMP C			74		17	64			
RT 25 + 30 TO 25 + 95 RAMP C			12		2	10			TRANSITION FROM 10' TO 6' SHOULDER
RT 25 + 95 TO 27 + 11.88 RAMP C			27		4	24			
RT 6 + 02 TO 10 + 10 RAMP D			95		13	82			
RT 10 + 10 TO 10 + 75 RAMP D			12		2	10			TRANSITION FROM 6' TO 10' SHOULDER
RT 10 + 75 TO 21 + 26 RAMP D			147		33	126			
RT 13 + 85 TO 16 + 00 RAMP D		48		48		8			FULL DEPTH PATCH (215 X 2)
LT 10 + 65 TO 22 + 26.19 RAMP A			108		37	92			
LT 9 + 90.36 TO 19 + 41 RAMP B			89		30	76			
LT 10 + 60 TO 25 + 49.99 RAMP C			139		47	120			
LT 10 + 01 TO 21 + 26 RAMP D			105		36	90			
MEDIAN CROSSOVER									
322 + 41 (MP 13.4)				355			355		
88 + 65.5 (MP 16.9)				355			355		
231 + 46 (MP 19.6)				355			355		
PROJECT TOTALS	17,471	2,551	40,743	5,817	8,050	41,552	1,065	219,361	

NOTE:
1) THE REQUIRED SAW CUTS FOR SHOULDER PATCHING SHALL BE INCLUDED IN THE COST PER SQ YD FOR PAVED SHOULDER REMOVAL AS PER SECTION 440 OF THE STANDARD SPECIFICATIONS.
2) FOR PROJECT TOTALS OF BITUMINOUS MATERIAL (PRIME COAT), SEE SURFACING SCHEDULE SHEETS # 33 - 34

Tuesday, May 04, 2004 @ 8:36:30 AM
d:\projects\d402102\d402102e2.m32 LV=1.3-18,20-63

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	30
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5.6)RS, BSMART FY04-3
98836

STRIP REFLECTIVE CRACK CONTROL

LOCATION STA TO STA	STRIP REFLECTIVE CRACK CONTROL TREATMENT							REMARK
	WBL			EBL			RAMP	
	PASS FOOT	DRIVE FOOT	CENTERLINE FOOT	PASS FOOT	DRIVE FOOT	CENTERLINE FOOT	EDGELINE FOOT	
FAI 24								
EB LANES								
320 + 50 TO 320 + 70 (MP 13.4)				20				
322 + 50 TO 322 + 60 (MP 13.4)				10				
325 + 00 TO 325 + 64 (MP 13.4)					64			
328 + 22 TO 328 + 35 (MP 13.5)						13		
329 + 90 TO 330 + 05 (MP 13.5)						15		
334 + 08 TO 334 + 60 (MP 13.6)						52		
337 + 10 TO 338 + 82 (MP 13.7)				40	132			USE AS DIRECTED BY THE ENGINEER
340 + 50 TO 343 + 88 (MP 13.8)				137	31	190		USE AS DIRECTED BY THE ENGINEER
345 + 38 TO 345 + 65 (MP 13.8)				27				
352 + 93 TO 353 + 12 (MP 13.9)				11	8			USE AS DIRECTED BY THE ENGINEER
353 + 73 TO 354 + 25 (MP 13.9)					52			
354 + 37 TO 354 + 64 (MP 14.0)					27			
358 + 76 TO 359 + 15 (MP 14.1)						39		
380 + 20 TO 380 + 71 (MP 14.5)				8		43		USE AS DIRECTED BY THE ENGINEER
380 + 95 TO 381 + 90 (MP 14.5)						95		
391 + 80 TO 392 + 50 (MP 14.7)				70				
411 + 80 TO 413 + 30 (MP 15.1)						150		
413 + 70 TO 416 + 20 (MP 15.2)						250		
422 + 61 TO 424 + 30 (MP 15.3)						169		
426 + 30 TO 428 + 16 (MP 15.4)						186		
433 + 70 TO 438 + 30 (MP 15.6)						460		
440 + 56 TO 442 + 07 (MP 15.6)						151		
444 + 60 TO 445 + 80 (MP 15.7)						120		
453 + 48 TO 454 + 88 (MP 15.9)						140		
479 + 40 TO 481 + 00 (MP 16.4)						160		
486 + 09 TO 488 + 28 (MP 16.5)						219		
489 + 10 TO 491 + 85 (MP 16.6)						275		
494 + 20 TO 495 + 00 (MP 16.6)						80		
264 + 64 TO 266 + 11 (MP 20.3)						147		
266 + 46 TO 266 + 62 (MP 20.3)					16			
267 + 01 TO 267 + 95 (MP 20.3)					31	63		USE AS DIRECTED BY THE ENGINEER
268 + 55 TO 268 + 75 (MP 20.3)					20			
303 + 17 TO 303 + 88 (MP 21.0)				16	18	14		USE AS DIRECTED BY THE ENGINEER
305 + 60 TO 305 + 78 (MP 21.0)				18				
311 + 13 TO 311 + 26 (MP 21.1)				13				
311 + 97 TO 312 + 07 (MP 21.1)				10				
312 + 63 TO 313 + 20 (MP 21.1)				35		22		USE AS DIRECTED BY THE ENGINEER
313 + 39 TO 314 + 90 (MP 21.2)				33	11	107		USE AS DIRECTED BY THE ENGINEER
315 + 45 TO 315 + 58 (MP 21.2)				13				
322 + 36 TO 322 + 57 (MP 21.3)				21				
334 + 93 TO 335 + 33 (MP 21.6)					40			
394 + 45 TO 396 + 07 (MP 22.7)				11	80	71		USE AS DIRECTED BY THE ENGINEER
398 + 35 TO 398 + 60 (MP 22.7)						25		
399 + 18 TO 399 + 38 (MP 22.8)					20			
399 + 68 TO 399 + 91 (MP 22.8)						23		
402 + 63 TO 403 + 10 (MP 22.8)					47			
403 + 37 TO 403 + 55 (MP 22.8)				18				
424 + 52 TO 426 + 09 (MP 23.3)					124	33		USE AS DIRECTED BY THE ENGINEER

STRIP REFLECTIVE CRACK CONTROL

LOCATION STA TO STA	STRIP REFLECTIVE CRACK CONTROL TREATMENT							REMARK
	WBL			EBL			RAMP	
	PASS FOOT	DRIVE FOOT	CENTERLINE FOOT	PASS FOOT	DRIVE FOOT	CENTERLINE FOOT	EDGELINE FOOT	
WB LANES								
327 + 73 TO 329 + 45 (MP 13.5)			172					
339 + 37 TO 340 + 43 (MP 13.7)	106							USE AS DIRECTED BY THE ENGINEER
341 + 58 TO 342 + 38 (MP 13.7)	12	80						USE AS DIRECTED BY THE ENGINEER
342 + 71 TO 343 + 46 (MP 13.7)	75							
357 + 85 TO 359 + 70 (MP 14.1)	123	32	44					USE AS DIRECTED BY THE ENGINEER
390 + 24 TO 319 + 29 (MP 14.6)			115					
391 + 62 TO 391 + 87 (MP 14.6)			25					
392 + 25 TO 393 + 00 (MP 14.7)			75					
396 + 67 TO 397 + 20 (MP 14.8)			53					
397 + 66 TO 398 + 78 (MP 14.8)			112					
413 + 62 TO 415 + 00 (MP 15.1)	51	11	87					USE AS DIRECTED BY THE ENGINEER
435 + 08 TO 435 + 79 (MP 15.5)			71					
438 + 80 TO 439 + 05 (MP 15.6)			25					
478 + 95 TO 480 + 15 (MP 16.3)			120					
481 + 59 TO 482 + 86 (MP 16.4)			127					
485 + 60 TO 485 + 79 (MP 16.4)		19						
486 + 80 TO 494 + 65 (MP 16.6)			785					
495 + 00 TO 495 + 85 (MP 16.6)			85					
80 + 00 TO 81 + 11 (MP 16.7)			111					
81 + 40 TO 82 + 09 (MP 16.7)			69					
85 + 73 TO 86 + 19 (MP 16.8)			46					
210 + 90 TO 212 + 50 (MP 19.2)			160					
213 + 54 TO 214 + 41 (MP 19.3)			88					
214 + 79 TO 215 + 06 (MP 19.3)			27					
215 + 34 TO 215 + 78 (MP 19.3)			44					
225 + 68 TO 226 + 35 (MP 19.5)			67					
226 + 68 TO 227 + 50 (MP 19.5)			82					
228 + 58 TO 229 + 50 (MP 19.5)			92					
612 + 81 TO 613 + 28 (MP 19.9)	34	13						USE AS DIRECTED BY THE ENGINEER
424 + 80 TO 425 + 10 (MP 23.2)			30					
426 + 50 TO 427 + 50 (MP 23.3)	12		88					USE AS DIRECTED BY THE ENGINEER
428 + 26 TO 428 + 42 (MP 23.3)			16					
428 + 97 TO 429 + 32 (MP 23.3)			35					
429 + 74 TO 430 + 10 (MP 23.3)		26	10					USE AS DIRECTED BY THE ENGINEER
431 + 80 TO 434 + 43 (MP 23.4)			263					
U.S. 45 INTERCHANGE								
RAMP A								
RT 1617 + 98.35(US 45)TO 17 + 00							696	SHOULDER WIDENING LOCATION
RAMP B								
RT 1617 + 89.68(US 45)TO 25 + 25.35							1,160	
RAMP C								
RT 1632 + 90.21(US 45)TO 17 + 00							697	
RAMP D								
RT 1632 + 92.72(US 45)TO 25 + 01.4							1,035	
ILL 146 INTERCHANGE								
RAMP A								
RT 100 + 98(ILL146) TO 23 + 54							1,420	
RAMP B								
RT 101 + 18(ILL146) TO 18 + 90							355	
RAMP C								
RT 86 + 05(ILL146) TO 20 + 00							1,041	
LOCATION SUBTOTAL	413	181	3,124	511	721	3,312	6,404	
LOCATION TOTAL	3,718			4,544			6,404	
PROJECT TOTAL	14,666							

SHEET 2 OF 2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	32
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5, 6)RS, BSMART FY04-3
98836

EXCAVATING AND GRADING EXISTING SHOULDER

LOCATION STA TO STA (MP IS THE LAST STA. UNLESS OTHERWISE NOTED)					EXCAVATING AND GRADING EXISTING SHOULDER UNIT
FAI 24					
JOHNSON					
US 45 INTERCHANGE					
RT STA	1617 + 98.35 (US 45)	TO RT STA	17 + 00	RAMP A	7.3
RT STA	15 + 00	TO LT STA	1617 + 89.68 (US 45)	RAMP B	11.8
RT STA	11 + 50	TO RT STA	17 + 00	RAMP C	5.6
RT STA	16 + 00	TO STA	25 + 01.4	RAMP D	9.1
IL 146 INTERCHANGE					
RT STA	100 + 98 (IL 146)	TO LT STA	23 + 54	RAMP A	13.7
RT STA	17 + 00	TO RT STA	101 + 18 (IL 146)	RAMP B	3.5
RT STA	86 + 05 (IL 146)	TO STA	20 + 00	RAMP C	10.0
PROJECT TOTAL					61.0

BITUMINOUS MIXTURES

ITEM	MATERIAL TRANSFER DEVICE
	TON
POLYMERIZED BIT. CONC. SURFACE COURSE, SUPERPAVE MIX D N105	27,013
POLYMERIZED BIT. CONC. BINDER COURSE, SUPERPAVE IL-19.0 N105	40,776
PROJECT TOTALS	67,789

POLYUREA MARKINGS

LOCATION				POLYUREA PAVEMENT MARKING TYPE II 4"	
				WHITE	YELLOW
				FOOT	FOOT
FAI 24					
JOHNSON COUNTY					
EASTBOUND LANES					
S. N. 044 - 0040	STA 348 + 68.61	TO 350 + 50.11	(MP 13.9)	232	182
S. N. 044 - 0041	STA 408 + 05.70	TO 409 + 18.70	(MP 15.0)	143	113
S. N. 044 - 0044	STA 418 + 18.90	TO 419 + 78.88	(MP 15.2)	200	160
S. N. 044 - 0046	STA 442 + 43.90	TO 444 + 13	(MP 15.7)	209	169
S. N. 044 - 0047	STA 473 + 09.78	TO 474 + 98.61	(MP 16.3)	239	189
S. N. 044 - 0049	STA 258 + 35.92	TO 259 + 51.42	(MP 20.1)	146	116
WESTBOUND LANES					
S. N. 044 - 0039	STA 348 + 17.89	TO 349 + 99.39	(MP 13.9)	232	182
S. N. 044 - 0042	STA 408 + 05	TO 409 + 18	(MP 15.0)	143	113
S. N. 044 - 0043	STA 417 + 83.90	TO 419 + 42.26	(MP 15.2)	198	158
S. N. 044 - 0045	STA 442 + 40.13	TO 444 + 18.33	(MP 15.7)	228	178
S. N. 044 - 0048	STA 473 + 62.80	TO 475 + 65.83	(MP 16.3)	253	203
S. N. 044 - 0050	STA 619 + 68.69	TO 620 + 84.19	(MP 20.1)	146	116
PROJECT SUBTOTALS				2,369	1,879
PROJECT TOTALS				4,248	

FOR OTHER PAVEMENT MARKINGS SCHEDULES, SEE SHEETS * 50 - 52.

DRAINAGE ITEMS

LOCATION STA TO STA (MP IS THE LAST STA. UNLESS OTHERWISE NOTED)			PIPE ELBOW 24"	CONCRETE HEADWALL REMOVAL			PIPE CULVERT CLASS D TYPE 1 24"	CAST - IN - PLACE REINFORCED END SECTION 24"	CONCRETE COLLAR	EXCAVATION TO REPAIR CULVERT		
				PAY ITEM	INFORMATION ONLY					PAY ITEM	INFORMATION ONLY	
					CONCRETE	REBAR					DEPTH	AREA
			EACH	EACH	CU YD	POUND	FOOT	EACH	CU YD	EACH	FEET	FEET
FAI 24												
JOHNSON CO.												
EB LANES												
RT STA	411 + 00	MP(15.0)	2	1	1	35	80	1	0.88			
MEDIAN												
STA	411 + 00	MP(15.0)								1	1	30 X 30
STA	445 + 95	MP(15.7)								1	1	30 X 30
STA	485 + 95	MP(16.5)								1	16	35 X 35
STA	490 + 92	MP(16.6)								1	1	20 X 40
STA	366 + 45	MP(22.2)								1	4	45 X 45
VIENNA/GOLCONDA (IL 146) INTERCHANGE												
LT STA	16 + 90	RAMP D								1	1	30 X 30
PROJECT TOTAL			2	1			80	1	0.88	6		

NOTE:
1. FOR 8" END SECTIONS SEE EROSION REPAIR SCHEDULE SHEET* 42

SCHEDULE: BITUMINOUS MIXTURES; POLYUREA PAVEMENT MARKINGS; EXCAVATING AND GRADING EXISTING SHOULDERS; DRAINAGE ITEMS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	33
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3 98836

SURFACING

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)				POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIX D, N105	POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE IL-19.0, N105	BITUMINOUS MATERIAL (PRIME COAT)	AGGREGATE (PRIME COAT)
				TON	TON	GALLONS	TON
FAI 24							
EB LANES							
RT 320 + 50	TO	321 + 60	(MP 13.4)	24.8	37.6	54.0	1.0
321 + 60	TO	331 + 31.49	(MP 13.7)	218.8	332.4	478.0	8.0
331 + 31.49	TO	336 + 62.31	(MP 13.7)	119.5	181.6	262.0	4.4
336 + 62.31	TO	337 + 68.04	(MP 13.7)	23.8	36.2	52.0	0.8
337 + 68.04	TO	348 + 68.61	(MP 13.9)	249.3	369.1	528.0	9.0
SN. 044-0040:							
350 + 50.11	TO	361 + 07.57	(MP 14.1)	239.6	354.4	508.0	8.8
361 + 07.57	TO	363 + 26.79	(MP 14.2)	49.4	75.0	108.0	1.8
363 + 26.79	TO	372 + 77.18	(MP 14.3)	214.0	325.2	456.0	7.8
372 + 77.18	TO	380 + 68	(MP 14.5)	178.1	270.6	390.0	6.4
380 + 68	TO	408 + 05.70	(MP 15.0)	618.0	929.4	1,314.0	22.4
SN. 044-0041:							
409 + 18.70	TO	418 + 18.90	(MP 15.2)	205.6	293.0	444.0	7.4
SN. 044-0044:							
419 + 78.88	TO	427 + 00	(MP 15.4)	163.8	239.3	356.0	6.0
427 + 00	TO	429 + 00	(MP 15.4)	45.0	68.4	98.0	1.6
429 + 00	TO	438 + 00	(MP 15.6)	202.7	308.0	444.0	7.4
438 + 00	TO	442 + 43.90	(MP 15.6)	101.4	144.4	218.0	3.6
SN. 044-0046:							
444 + 13.00	TO	452 + 50	(MP 15.8)	189.9	278.9	406.0	6.8
452 + 50	TO	463 + 00	(MP 16.0)	236.5	359.3	518.0	8.6
463 + 00	TO	473 + 09.78	(MP 16.2)	228.8	338.1	484.0	8.4
SN. 044-0047:							
474 + 98.61	TO	479 + 00	(MP 16.4)	91.9	129.9	182.0	3.8
479 + 00	TO	483 + 78.86	(MP 16.4)	107.8	163.9	236.0	4.0
483 + 78.86	TO	485 + 41.40	(MP 16.5)	36.6	55.6	80.0	1.4
SN. 041-2002:							
485 + 41.40	TO	485 + 80	(MP 16.6)	9.0	13.2	18.0	0.4
485 + 80	TO	495 + 00	(MP 16.6)	207.2	314.8	442.0	7.6
495 + 00	TO	499 + 01.37	(MP 16.7)	90.4	137.3	198.0	3.2
EQ STA 499+01.37 BK = 78+90.80 AH							
78 + 90.80 AH	TO	90 + 53	(MP 17.0)	261.7	398.0	572.0	9.6
90 + 53	TO	105 + 50	(MP 17.2)	337.1	512.3	738.0	12.2
105 + 50	TO	124 + 00	(MP 17.6)	416.6	633.1	912.0	15.2
124 + 00	TO	130 + 00	(MP 17.7)	135.1	205.3	296.0	5.0
130 + 00	TO	197 + 00	(MP 19.0)	1,508.8	2,292.7	3,300.0	55.0
197 + 00	TO	204 + 00	(MP 19.0)	157.6	239.5	346.0	5.8
204 + 00	TO	239 + 60	(MP 19.7)	801.7	1,218.2	1,754.0	29.2
239 + 60	TO	253 + 25	(MP 20.0)	307.4	467.1	672.0	11.2
253 + 25	TO	258 + 37.13	(MP 20.1)	116.8	167.8	252.0	4.2
SN. 044-0049							
259 + 44.29	TO	295 + 00	(MP 20.8)	802.2	1,209.3	1,752.0	29.2
295 + 00	TO	303 + 75	(MP 21.0)	197.1	299.4	432.0	7.2
303 + 75	TO	312 + 54	(MP 21.2)	198.0	300.8	434.0	7.2
312 + 54	TO	318 + 00	(MP 21.3)	123.0	186.8	270.0	4.4
318 + 00	TO	388 + 00	(MP 22.6)	1,576.4	2,395.4	3,448.0	57.4

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)				POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIX D, N105	POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE IL-19.0, N105	BITUMINOUS MATERIAL (PRIME COAT)	AGGREGATE (PRIME COAT)
				TON	TON	GALLONS	TON
388 + 00	TO	409 + 00	(MP 23.0)	472.9	718.6	1,034.0	17.2
409 + 00	TO	423 + 00	(MP 23.2)	315.3	479.1	690.0	11.4
423 + 00	TO	431 + 60	(MP 23.4)	193.7	294.3	424.0	7.0
431 + 60	TO	457 + 44.50	(MP 23.9)	582.0	884.4	1,274.0	21.2
WB LANES							
LT 320 + 50	TO	323 + 90.93	(MP 13.3)	76.8	116.7	168.0	2.8
323 + 90.93	TO	333 + 40.71	(MP 13.6)	213.9	325.0	468.0	7.8
333 + 40.71	TO	335 + 82.45	(MP 13.7)	54.4	82.7	120.0	2.0
335 + 82.45	TO	348 + 17.89	(MP 13.9)	279.6	415.4	608.0	10.2
SN. 044-0039							
349 + 99.39	TO	361 + 48.42	(MP 14.1)	260.2	385.7	552.0	9.6
361 + 48.42	TO	362 + 85.91	(MP 14.1)	31.0	47.0	68.0	1.2
362 + 85.91	TO	368 + 15.18	(MP 14.2)	119.4	181.1	262.0	4.4
368 + 15.18	TO	380 + 10	(MP 14.5)	269.1	408.9	588.0	9.8
380 + 10	TO	408 + 05.70	(MP 15.0)	631.0	949.2	1,378.0	23.0
SN. 044-0042							
409 + 18.70	TO	417 + 83.90	(MP 15.2)	197.7	274.9	416.0	7.2
SN. 044-0043							
419 + 42.26	TO	427 + 00	(MP 15.4)	172.1	251.8	374.0	6.2
427 + 00	TO	429 + 00	(MP 15.4)	45.0	68.4	98.0	1.6
429 + 00	TO	438 + 00	(MP 15.6)	202.7	308.0	444.0	7.4
438 + 00	TO	442 + 40.13	(MP 15.6)	100.5	143.1	218.0	3.6
SN. 044-0045							
444 + 18.33	TO	452 + 50	(MP 15.8)	188.7	290.8	410.0	6.8
452 + 50	TO	456 + 46.80	(MP 15.9)	89.4	135.8	190.0	3.2
456 + 46.80	TO	463 + 62.28	(MP 16.0)	161.1	244.8	344.0	14.4
463 + 62.28	TO	468 + 03.68	(MP 16.1)	99.4	151.1	212.0	3.6
468 + 03.68	TO	473 + 62.80	(MP 16.2)	125.9	183.8	268.0	4.6
SN. 044-0048							
475 + 65.83	TO	479 + 00	(MP 16.4)	76.7	106.9	160.0	2.8
479 + 00	TO	485 + 38.0	(MP 16.4)	143.6	218.3	306.0	5.2
SN. 044-2002 TRIPLE BOX CULV.							
485 + 38	TO	485 + 80.0	(MP 16.4)	9.5	14.4	20.0	0.4
485 + 80	TO	487 + 39.58	(MP 16.5)	35.9	54.6	76.0	1.4
487 + 39.58	TO	491 + 37.89	(MP 16.6)	89.7	136.3	196.0	3.2
491 + 37.89	TO	493 + 92.71	(MP 16.6)	57.4	87.2	126.0	2.0
493 + 92.71	TO	499 + 01.37BK	(MP 16.7)	114.5	174.1	250.0	4.2
EQ. STA. 499+01.37 BK = STA. 78+90 AH							
78 + 90.80AH	TO	90 + 53	(MP 17.0)	261.7	397.7	572.0	9.6
90 + 53	TO	105 + 50	(MP 17.2)	337.1	512.3	738.0	12.2
105 + 50	TO	197 + 00	(MP 19.0)	2,060.6	3,131.1	4,506.0	75.2
197 + 00	TO	204 + 00	(MP 19.1)	157.6	239.5	346.0	5.8
204 + 00	TO	236 + 52.37BK	(MP 19.7)	732.4	1,113.0	1,562.0	26.8
EQ. STA. 236+52.97 BK = STA. 597+79.11 AH							
597 + 79.11AH	TO	602 + 50	(MP 19.8)	106.0	161.1	232.0	3.8
602 + 50	TO	615 + 70	(MP 20.0)	297.3	451.7	650.0	10.8
615 + 70	TO	619 + 68.69	(MP 20.1)	91.2	128.9	196.0	3.2
SN. 044-0050							
620 + 84.19	TO	752 + 00	(MP 22.6)	2,955.1	4,480.7	6,460.0	107.6
752 + 00	TO	766 + 19.20BK	(MP 23.0)	319.6	485.7	682.0	11.6
EQ. STA. 766+19.20 BK = STA. 403+52.86 AH							
403 + 52.86AH	TO	410 + 00	(MP 23.0)	145.7	221.5	320.0	5.4

SHEET 1 OF 2

SCHEDULE: SURFACING

SURFACING

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIX D, N105 TON	POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE IL-19.0, N105 TON	BITUMINOUS MATERIAL (PRIME COAT) GALLONS	AGGREGATE (PRIME COAT) TON
410+00 TO 422+52 (MP 23.2)	282.0	428.4	616.0	10.2
422+52 TO 433+00 (MP 23.4)	236.0	358.6	516.0	8.6
433+00 TO 457+46 (MP 23.9)	550.8	837.0	1,204.0	20.0
U.S. 45 INTERCHANGE				
RAMP A				
11+09.54 TO 21+72.15	159.0	238.5	342.0	5.6
21+72.15 TO 24+11	35.7	53.6	76.0	1.2
323+90.93 TO 333+40.71(FAI 24)(MP 13.6)	95.5	143.2	304.0	7.8
RAMP B				
10+04.36 TO 25+25.35	227.0	340.4	486.0	8.2
361+48.42 TO 362+85.91(FAI 24)	22.9	34.3	66.0	0.8
362+85.91(FAI 24) TO 368+15.18(FAI 24)	73.6	110.3	158.0	4.4
RAMP C				
11+50 TO 20+03.41	127.9	191.9	274.0	4.6
20+03.41 TO 22+20	31.1	46.7	66.0	1.2
363+26.79(FAI 24) TO 372+03.61(FAI 24)	86.5	129.7	282.0	7.2
RAMP D				
9+78.03 TO 25+20	229.9	344.9	494.0	8.2
336+62.31(FAI 24) TO 337+68.04(FAI 24)	17.2	25.8	34.0	0.8
331+31.49(FAI24) TO 336+62.31(FAI 24)	71.4	107.0	170.0	2.6
ILL 146 INTERCHANGE				
RAMP A				
10+65 TO 22+26.19	174.5	248.8	372.0	9.6
22+26.19 TO 26+63	65.3	97.8	140.0	2.4
456+46.80 TO 463+62.28(FAI 24)	54.2	81.2	230.0	5.8
RAMP B				
491+37.89 TO 493+92.91(FAI 24)	21.3	31.9	82.0	2.2
5+98 TO 9+90.36	58.6	87.9	126.0	2.2
9+90.36 TO 19+41	143.1	218.8	304.0	7.8
RAMP C				
10+60 TO 25+49.99	224.2	342.8	478.0	12.2
25+49.99 TO 27+11.88	24.3	36.4	52.0	0.8
485+41.40 TO 495+00(FAI 24)	87.6	131.5	308.0	7.8
RAMP D				
453+71.23(FAI 24) TO 456+33.68(FAI 24)	19.5	23.3	84.0	2.0
456+33.68 TO 460+33.97(ILL146)	59.8	89.6	128.0	3.2
10+01 TO 21+06	169.3	258.8	354.0	5.8
TOTAL FROM SHOULDER SCHEDULE (SEE NOTE)			41,552.0	
PROJECT TOTAL:	27,013.0	40,776.0	100,756.0	1,024.0

NOTE:
1. SEE SHOULDER SCHEDULE SHEETS # 25 - 29 FOR LOCATIONS OF BITUMINOUS MATERIAL (PRIME COAT).

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	35
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

TRAFFIC BARRIER

LOCATION STATION TO STATION*	S.P.B.G.R. REMOVAL	S.P.B.G.R. TYPE A	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT)	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (FLARED)	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 6	REMARKS
(MP IS THE FIRST STATION UNLESS OTHERWISE NOTED)	FOOT	FOOT	EACH	EACH	EACH	EACH	
FAI 24:							
JOHNSON							
EB LANES							
LT 345+91.85 TO 348+60.00 (MP 13.9)	176	200.0		1		1	REPLACE TY 5 W/ TY 6
RT 345+72.35 TO 348+78.00 (MP 13.9)	103	237.5	1			1	REPLACE TY 5 W/ TY 6
RT 404+93.35 TO 407+99.00 (MP 15.0)	104	237.5	1			1	REPLACE TY 5 W/ TY 6
LT 405+31.85 TO 408+00.00 (MP 15.0)	172	200.0		1		1	REPLACE TY 5 W/ TY 6
LT 415+32.85 TO 418+01.00 (MP 15.2)	171	200.0		1		1	REPLACE TY 5 W/ TY 6
RT 415+08.35 TO 418+14.00 (MP 15.2)	101	237.5	1			1	REPLACE TY 5 W/ TY 6
LT 439+76.35 TO 442+32.00 (MP 15.7)	172	187.5		1		1	REPLACE TY 5 W/ TY 6
RT 439+26.35 TO 442+32.00 (MP 15.7)	102	237.5	1			1	REPLACE TY 5 W/ TY 6
RT 469+89.35 TO 472+95.00 (MP 16.3)	102	237.5	1			1	REPLACE TY 5 W/ TY 6
LT 470+58.35 TO 473+14.00 (MP 16.3)	172	187.5		1		1	REPLACE TY 5 W/ TY 6
RT 101+92.19 TO 115+60.94 (MP 17.3)	1,300	1,325.0	1		1		REPLACING DAMAGED AND/OR OUT OF SPEC. GUARDRAIL
RT 255+49.35 TO 258+30.00 (MP 20.1)	101	212.5	1			1	REPLACE TY 5 W/ TY 6
LT 255+60.85 TO 258+29.00 (MP 20.1)	151	200.0		1		1	REPLACE TY 5 W/ TY 6
RT 302+14.58 TO 309+70.83 (MP 21.1)	699	712.5	1		1		REPLACING DAMAGED AND/OR OUT OF SPEC. GUARDRAIL
LT 301+39.58 TO 309+70.83 (MP 21.1)	703	787.5	1		1		REPLACING DAMAGED AND/OR OUT OF SPEC. GUARDRAIL
RT 408+09.00 TO 423+00.00 (MP 23.1)	1,491						REMOVING UNNEEDED GUARDRAIL
EASTBOUND TOTALS	5,820	5,400.0	9	6	3	12	
WB LANES							
LT 349+97.00 TO 353+02.65 (MP 13.9)	103	237.5	1			1	REPLACE TY 5 W/ TY 6
RT 350+15.00 TO 352+83.15 (MP 13.9)	178	200.0		1		1	REPLACE TY 5 W/ TY 6
RT 409+26.00 TO 411+94.15 (MP 15.0)	171	200.0		1		1	REPLACE TY 5 W/ TY 6
LT 409+26.00 TO 412+31.65 (MP 15.0)	103	237.5	1			1	REPLACE TY 5 W/ TY 6
LT 419+49.00 TO 422+54.65 (MP 15.2)	102	237.5	1			1	REPLACE TY 5 W/ TY 6
RT 419+55.00 TO 422+10.65 (MP 15.2)	175	187.5		1		1	REPLACE TY 5 W/ TY 6
LT 444+25.00 TO 447+18.15 (MP 15.7)	102	225.0	1			1	REPLACE TY 5 W/ TY 6
RT 444+25.00 TO 446+93.15 (MP 15.7)	172	200.0		1		1	REPLACE TY 5 W/ TY 6
RT 475+56.00 TO 478+24.15 (MP 16.3)	172	200.0		1		1	REPLACE TY 5 W/ TY 6
LT 475+78.00 TO 478+83.65 (MP 16.3)	102	237.5	1			1	REPLACE TY 5 W/ TY 6
LT 109+46.83 TO 117+03.08 (MP 17.3)	702	712.5	1		1		REPLACING DAMAGED AND/OR OUT OF SPEC. GUARDRAIL
RT 620+90.00 TO 623+58.15 (MP 20.1)	152	200.0		1		1	REPLACE TY 5 W/ TY 6
LT 620+93.00 TO 623+73.65 (MP 20.1)	101	212.5	1			1	REPLACE TY 5 W/ TY 6
RT 665+84.96 TO 672+53.71 (MP 21.1)	601	625.0	1		1		REPLACING DAMAGED AND/OR OUT OF SPEC. GUARDRAIL
LT 665+90.30 TO 672+34.05 (MP 21.1)	600	600.0	1		1		REPLACING DAMAGED AND/OR OUT OF SPEC. GUARDRAIL
LT 706+61.00 TO 707+61.00 (MP 21.8)	100						REMOVING UNNEEDED GUARDRAIL
LT 411+41.38 TO 422+47.63 (MP 23.1)	957	1,062.5	1		1		REPLACING DAMAGED AND/OR OUT OF SPEC. GUARDRAIL
WESTBOUND TOTALS	4,593	5,575.0	10	6	4	12	
PROJECT TOTALS:	10,413	10,975.0	19	12	7	24	

* STATION LIMITS ARE FOR THE ACTUAL LENGTH OF NEED AND DOES NOT INCLUDE THE EXTRA LENGTH FOR CRASH TERMINALS

Fri Feb 6 13:56:20 2004 c:\projects\d99202\d99202ec2.m32 LV=2-63

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	36
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

BARRIER DELINEATION

LOCATION STA TO STA (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	GUARDRAIL MARKERS, TYPE B		BARRIER WALL MARKERS, TYPE B		TERMINAL MARKERS DIRECT APPLIED
	AMBER	CRYSTAL	AMBER	CRYSTAL	
	EACH	EACH	EACH	EACH	EACH
FAI 24					
JOHNSON CO.					
EB LANES					
LT STA 345+91.85 TO STA 350+11 (MP 13.9)	4		2		1
RT STA 345+72.35 TO STA 350+50 (MP 13.9)		4		2	1
RT STA 404+93.35 TO STA 409+19 (MP 15.0)		4		2	1
LT STA 405+31.85 TO STA 409+19 (MP 15.0)	4		2		1
LT STA 415+32.85 TO STA 419+78 (MP 15.2)	4		2		1
RT STA 415+08.35 TO STA 419+78 (MP 15.2)		4		2	1
LT STA 439+76.35 TO STA 444+13 (MP 15.7)	4		2		1
RT STA 439+26.35 TO STA 444+13 (MP 15.7)		4		2	1
RT STA 469+89.35 TO STA 474+98.61 (MP 16.3)		4		3	1
LT STA 470+58.35 TO STA 474+98.61 (MP 16.3)	4		3		1
RT STA 101+92.19 TO STA 115+60.94 (MP 17.3)		8			1
RT STA 255+49.35 TO STA 259+44.29 (MP 20.1)		4		1	1
LT STA 255+60.85 TO STA 259+44.29 (MP 20.1)	4		1		1
RT STA 302+14.58 TO STA 309+70.83 (MP 21.1)		7			1
LT STA 301+39.58 TO STA 309+70.83 (MP 21.1)	6				1
WB LANES					
LT STA 348+17 TO STA 353+02.65 (MP 13.9)		4		2	1
RT STA 348+17 TO STA 352+83.15 (MP 13.9)	4		2		1
RT STA 408+05 TO STA 411+94.15 (MP 15.0)	4			2	1
LT STA 408+06 TO STA 412+31.65 (MP 15.0)		4	2		1
LT STA 417+83 TO STA 422+54.65 (MP 15.2)		4		2	1
RT STA 417+83 TO STA 422+10.65 (MP 15.2)	4		2		1
LT STA 442+40 TO STA 447+18.15 (MP 15.7)		4		2	1
RT STA 442+40 TO STA 446+93.15 (MP 15.7)	4		2		1
RT STA 473+62 TO STA 478+24.15 (MP 16.3)	4		3		1
LT STA 473+62 TO STA 478+83.65 (MP 16.3)		4		3	1
LT STA 109+46.83 TO STA 117+03.08 (MP 17.3)	6				1
RT STA 619+68 TO STA 623+58.15 (MP 20.1)	4			2	1
LT STA 619+68 TO STA 623+73.65 (MP 20.1)		4	2		1
RT STA 665+84.96 TO STA 672+53.71 (MP 21.1)	9				1
LT STA 665+90.30 TO STA 672+34.05 (MP 21.1)		7			1
LT STA 706+61 TO STA 707+61 (MP 21.8)					1
LT STA 411+41.38 TO STA 422+47.63 (MP 23.1)		7			1
PROJECT TOTAL	146		50		32

TEMPORARY RAMP

LOCATION STATION		TEMPORARY RAMP
		SQ YD
FAI 24		
EB LANES		
STA.	320+50	26.8
STA.	348+92.86	32.2
STA.	350+17.86	32.2
STA.	408+5.7	32.2
STA.	409+18.7	32.2
STA.	418+18.9	32.2
STA.	419+78.88	32.2
STA.	442+43.9	32.2
STA.	444+13	32.2
STA.	473+62.8	32.2
STA.	475+32.25	32.2
STA.	258+37.13	32.2
STA.	259+44.29	32.2
STA.	457+46	67.0
WB LANES		
STA.	320+50	26.8
STA.	348+17.89	32.2
STA.	349+67.14	32.2
STA.	408+5.7	32.2
STA.	409+18.7	32.2
STA.	417+88.9	32.2
STA.	419+42.26	32.2
STA.	442+40.13	32.2
STA.	444+18.33	32.2
STA.	473+99.9	32.2
STA.	475+32.25	32.2
STA.	619+68.69	32.2
STA.	620+84.19	32.2
STA.	457+46	67.0
U.S. 45 RAMPS		
RAMP A		
STA.	11+9.54	17.8
STA.	1617+98.35(U.S. 45)	17.8
STA.	1619+37.35(U.S. 45)	17.8
RAMP B		
STA.	25+25.35	17.8
STA.	1617+89.68(U.S. 45)	17.8
STA.	1619+44.67(U.S. 45)	17.8
RAMP C		
STA.	11+50	17.7
RAMP D		
STA	25+20	17.7
ILL 146 RAMPS		
RAMP A		
STA.	10+65	35.6
RAMP B		
STA.	19+41	35.6
RAMP C		
STA.	11+60	35.6
RAMP D		
STA.	21+26	35.6
PROJECT TOTAL		1245

Fri Feb 6 14:56:02 2004
c:\projects\d902\d902\d902sc2.m32 LV-2-63

SCHEDULE: BARRIER DELINEATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	37
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (44-5,6)RS, BSMART FY04-3
98836

TREE REMOVAL

LOCATION STA TO STA (MP IS THE LAST STA. UNLESS OTHERWISE NOTED)	OFFSET FROM E.P.	TREE REMOVAL (6 TO 15 INCH)	TREE REMOVAL (OVER 15 INCH)	TREE REMOVAL ACRES	REMARKS
	FEET	UNITS	UNITS	ACRES	
FAI 24					
JOHNSON					
EB LANES					
RT 406 + 80 MP(15.0)	96	11			TREE WITHIN CLEAR ZONE - WILLOW
RT 406 + 80 MP(15.0)	100	6			TREE WITHIN CLEAR ZONE
RT 407 + 02 MP(15.0)	106	9			TREE WITHIN CLEAR ZONE
RT 407 + 25 MP(15.0)	96	7			TREE WITHIN CLEAR ZONE
RT 407 + 76 MP(15.0)	83	6			
RT 407 + 78 MP(15.0)	92	7			
RT 407 + 81 MP(15.0)	103	7			TREAT STUMP WITH HERBICIDE - WILLOW
RT 418 + 42 MP(15.2)	140	12			WILLOW
RT 439 + 00 MP(15.6)	93	7			
RT 439 + 04 MP(15.6)	85	9 6			TREAT STUMP WITH HERBICIDE - WILLOW
RT 439 + 14 MP(15.6)	93	8			TREAT STUMP WITH HERBICIDE - BIRCH
RT 446 + 15 MP(15.7)	42	10			BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 446 + 34 MP(15.7)	46	6			FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 446 + 46 MP(15.7)	50	8			BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 457 + 00 MP(15.9)	120 - 160			0.02	50' X 15' CENTERED ON DITCH
RT 484 + 75 MP(16.5)	55 -180			0.30	100' X 130' - OVER SN. 044-2002 (TRIPLE BOX)
RT 490 + 92 MP(16.6)	102	7			WILLOW
RT 490 + 92 MP(16.6)	107	10			
RT 490 + 92 MP(16.6)	110	7			WILLOW
RT 490 + 92 MP(16.6)	115	13			WILLOW
RT 495 + 52 MP(16.7)	20 - 110			0.05	100' X 20' CENTERED ON CULVERT
RT 85 + 70 TO 88 + 30 MP(16.9)	140 - 170			0.12	20' CENTERED ON PAVED DITCH
RT 87 + 95 MP(16.9)	111	8			TREAT STUMP WITH HERBICIDE
RT 88 + 00 MP(16.9)	121	6			TREAT STUMP WITH HERBICIDE
RT 89 + 15 MP(16.9)	80	8 8 6 6			5' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 105 + 75 MP(17.2)	70	12			FORESLOPE OF PAVED DITCH
RT 108 + 10 MP(17.3)	120	12			FORESLOPE OF PAVED DITCH - SWEET GUM
RT 108 + 21 MP(17.3)	118	6			FORESLOPE OF PAVED DITCH
RT 108 + 26 MP(17.3)	122	6			BACKSLOPE OF PAVED DITCH
RT 108 + 41 MP(17.3)	115	11			3' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 108 + 63 MP(17.3)	110	9			FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE - SWEET GUM
RT 108 + 65 MP(17.3)	115	9			2' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 108 + 69 MP(17.3)	110	8			FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE - SWEET GUM
RT 108 + 75 MP(17.3)	110	11			FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 108 + 75 MP(17.3)	114	8			1' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 108 + 96 MP(17.3)	114	7			1' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 109 + 00 MP(17.3)	114	7			1' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 109 + 00 MP(17.3)	116		21		2' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 109 + 11 MP(17.3)	120	7			6' UP BACKSLOPE OF PAVED DITCH - GUMBALL
RT 109 + 30 MP(17.3)	116	6			2' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 109 + 40 MP(17.3)	116	7 8			1.5' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 161 + 19 MP(18.3)	67	6 6			TREAT STUMP WITH HERBICIDE
RT 161 + 25 MP(18.3)	150	8			
RT 161 + 41 MP(18.3)	65	6 6			TREAT STUMP WITH HERBICIDE
RT 258 + 38 MP(20.0)	60	7 7 7 6			
RT 258 + 40 MP(20.0)	62	6			
RT 282 + 30 MP(20.6)	82	6			
RT 282 + 30 MP(20.6)	85	7			
RT 282 + 30 MP(20.6)	65	7 7			TREAT STUMP WITH HERBICIDE
RT 283 + 24 MP(20.6)	70	10			BACKSLOPE OF PAVED DITCH
RT 305 + 51 MP(21.0)	85	8			
RT 305 + 53 MP(21.0)	87	8			BIRCH
RT 305 + 85 MP(21.0)	60	6 8			TREE WITHIN CLEAR ZONE
RT 306 + 00 MP(21.0)	65	6			TREE WITHIN CLEAR ZONE
RT 307 + 57 MP(21.1)	10 - 110			0.03	46' X 30' CENTERED ON CULVERT
RT 307 + 99 MP(21.1)	10 - 120			0.04	90' X 20' CENTERED ON CULVERT
RT 308 + 09 TO 311 + 20 MP(21.1)	80 - 160			0.14	20' CENTERED ON PAVED DITCH
RT 334 + 72 MP(21.6)	43	7			
RT 408 + 98 MP(23.0)	61	11			
RT 409 + 65 TO 412 + 10 MP(23.0)	100 - 150			0.11	20' CENTERED ON PAVED DITCH
RT 418 + 30 MP(23.2)	50	7 6			REDBUD
RT 419 + 11 MP(23.2)	40 - 130			0.05	100' X 20' CENTERED ON CULVERT
RT 420 + 75 MP(23.2)	30 - 100			0.04	70' X 20' CENTERED ON CULVERT
RT 421 + 51 MP(23.2)	118	6			SILVER MAPLE
RT 421 + 55 MP(23.2)	90	8			SILVER MAPLE
RT 433 + 83 MP(23.5)	141	10			1' UP FORESLOPE OF PAVED DITCH
RT 434 + 30 MP(23.5)	146		16		TREAT STUMP WITH HERBICIDE
RT 434 + 30 MP(23.5)	123	8 10			
RT 434 + 35 MP(23.5)	117	8			
RT 444 + 65 MP(23.7)	52 - 127			0.06	75' X 35'
LT 269 + 34 MP(20.3)	120	6 6			1' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 273 + 57 MP(20.4)	110	10			6' NORTH OF PAVED DITCH AND 13' DOWNSTREAM OF APRON
LT 282 + 32 MP(20.6)	97	7 7			WILLOW
LT 282 + 32 MP(20.6)	100	12			WILLOW

Fri Feb 6 14:00:22 2004
c:\projects\d90202\d90202ac2.m32 LV:2-63

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	38
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

TREE REMOVAL

LOCATION STA TO STA (MP IS THE LAST STA. UNLESS OTHERWISE NOTED)	OFFSET FROM E.P.	TREE REMOVAL (6 TO 15 INCH)	TREE REMOVAL (OVER 15 INCH)	TREE REMOVAL ACRES	REMARKS
	FEET	UNITS	UNITS	ACRES	
LT 282 + 52 MP(20.6)	92	9			WILLOW
LT 282 + 52 MP(20.6)	94	8 9			WILLOW
LT 282 + 52 MP(20.6)	97	6			WILLOW
LT 305 + 15 MP(21.0)	50	6			TREE WITHIN CLEAR ZONE - PERSIMMON
LT 306 + 30 MP(21.0)	130	6			1' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 306 + 70 MP(21.0)	0 - 170			0.25	170' X 65' CENTERED ON CULVERT
LT 309 + 00 MP(21.1)	68	8			
LT 322 + 24 MP(21.3)	51	7 7 8			TREAT STUMP WITH HERBICIDE - WILLOW
LT 334 + 12 MP(21.6)	68	10			HAS FALLEN OVER PAVED DITCH
LT 353 + 50 MP(21.9)	40	7 6 6			TREAT STUMP WITH HERBICIDE - WILLOW
WB LANES					
RT 639 + 40 MP(20.5)	76	6			TREAT STUMP WITH HERBICIDE
RT 639 + 40 MP(20.5)	76	6			TREAT STUMP WITH HERBICIDE
RT 639 + 55 MP(20.5)	76	8			TREAT STUMP WITH HERBICIDE
RT 639 + 55 MP(20.5)	76	9			TREAT STUMP WITH HERBICIDE
RT 639 + 55 MP(20.5)	76	10			TREAT STUMP WITH HERBICIDE
RT 653 + 05 MP(20.8)	96	7			
RT 670 + 08 MP(21.0)	90		28		LAYING OVER PAVED DITCH
RT 707 + 07 MP(21.8)	36	8			TREAT STUMP WITH HERBICIDE
LT 321 + 98 MP(13.4)	47 - 100			0.02	53' X 10' CENTERED ON DITCH
LT 394 + 20 MP(14.7)	107	10 9 6 10			TREAT STUMP WITH HERBICIDE - WILLOW
LT 394 + 21 MP(14.7)	113	9			TREAT STUMP WITH HERBICIDE - SYCAMORE
LT 394 + 26 MP(14.7)	81	8			
LT 394 + 29 MP(14.7)	102	8 6			CEDAR
LT 394 + 30 MP(14.7)	101	7			CEDAR
LT 394 + 30 MP(14.7)	106	8			
LT 394 + 35 MP(14.7)	107	9			4' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE - SYCAMORE
LT 407 + 75 MP(15.0)	95	8 9 10			TREAT STUMP WITH HERBICIDE - WILLOW
LT 407 + 83 MP(15.0)	91	13 7			TREAT STUMP WITH HERBICIDE - WILLOW
LT 418 + 36 MP(15.2)	190	6 9			TREAT STUMP WITH HERBICIDE
LT 418 + 39 MP(15.2)	183	6			TREAT STUMP WITH HERBICIDE
LT 418 + 40 MP(15.2)	181	15			TREAT STUMP WITH HERBICIDE
LT 418 + 50 MP(15.2)	190	11			TREAT STUMP WITH HERBICIDE
LT 419 + 80 MP(15.2)	75	9 7			TREE IS WITHIN CLEAR ZONE
LT 486 + 95 MP(16.5)	113	7			
LT 486 + 94 MP(16.5)	113	7			
LT 486 + 93 MP(16.5)	113	10			
LT 80 + 37 MP(16.8)	70 - 110			0.03	50' X 20' CENTERED ON CULVERT
LT 80 + 47 MP(16.8)	120	9			TREAT STUMP WITH HERBICIDE
LT 80 + 70 TO 81 + 40 MP(16.8)	110 - 140			0.04	20' CENTERED ON PAVED DITCH
LT 85 + 83 MP(16.9)	60	8			8' UP FORESLOPE OF PAVED DITCH - CEDAR
LT 87 + 10 MP(16.9)	40	8			8' UP FORESLOPE OF PAVED DITCH - CEDAR
LT 110 + 25 MP(17.3)	60 - 92			0.04	70' X 20' CENTERED ON CULVERT
LT 110 + 37 MP(17.3)	102	12			3' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 110 + 81 MP(17.3)	100	8			FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 110 + 93 MP(17.3)	99	8			1' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 109 + 54 MP(17.9)	58	10			
LT 159 + 50 MP(18.3)	60 - 110			0.03	50' X 20' CENTERED ON CULVERT
LT 618 + 47 MP(20.1)	40	12 13			6' UP BACKSLOPE OF PAVED DITCH
LT 619 + 93 MP(20.1)	50	11 11			5' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 626 + 07 MP(20.2)	31	11			3' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 626 + 10 MP(20.2)	31	7			8' UP BACKSLOPE OF PAVED DITCH
LT 635 + 03 MP(20.4)	100	7			1' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 635 + 63 MP(20.4)	91	8			9' UP BACKSLOPE OF PAVED DITCH
LT 636 + 91 MP(20.4)	93	10			7' UP BACKSLOPE OF PAVED DITCH
LT 653 + 07 MP(20.8)	72	7 7 10			1' UP BACKSLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 657 + 15 MP(21.0)	116	7			WILLOW
LT 657 + 15 MP(21.0)	86	9			PINE
LT 657 + 16 MP(21.0)	66	10			
LT 666 + 05 MP(21.0)	74	9			
LT 666 + 05 MP(21.0)	60	6			
LT 684 + 61 MP(21.4)	60	7			TREAT STUMP WITH HERBICIDE
LT 684 + 69 MP(21.4)	60	7			TREAT STUMP WITH HERBICIDE
LT 684 + 71 MP(21.4)	60	7			TREAT STUMP WITH HERBICIDE
LT 415 + 50 MP(23.1)	101	13			
LT 415 + 53 MP(23.1)	99	7			
LT 417 + 82 MP(23.2)	65	8			MAPLE
LT 418 + 75 MP(23.2)	70	13			6' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE - SWEET GUM
LT 418 + 93 MP(23.2)	68	6			3' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE - SWEET GUM
LT 418 + 96 MP(23.2)	35	8			1' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 419 + 06 MP(23.2)	68	6			4' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE - SWEET GUM
LT 436 + 96 MP(23.5)	71	8			3' NORTH OF PAVED DITCH, 21' FROM MAIN PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 442 + 95 MP(23.6)	105	8			BACKSLOPE SIDE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 443 + 75 MP(23.6)	107	12			FORESLOPE SIDE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 444 + 38 MP(23.7)	115	8			FORESLOPE SIDE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
LT 444 + 96 TO 445 + 36 MP(23.7)	120 - 150			0.03	20' CENTERED ON PAVED DITCH
LT 445 + 40 MP(23.7)	64	10 10 10			
VIENNA/HARRISBURG (US 45) INTERCHANGE					
RT 16 + 81 RAMP A	50	10			5' UP FORESLOPE OF PAVED DITCH - TREAT STUMP WITH HERBICIDE
RT 24 + 03 RAMP B	59		19		10' FROM BEGINNING OF CONNECTING PAVED DITCH, ON SOUTH SIDE - TREAT STUMP WITH HERBICIDE
PROJECT TOTAL		1,356	84	1.40	

NOTE:

1) TREES WITHIN 5' FROM ANY STRUCTURE ARE TO BE CUT DOWN AND IT'S STUMP TREATED WITH HERBICIDE OR AS DIRECTED BY THE ENGINEER.

2) TREE REMOVAL FIELD NOTES FROM PIPE CULVERT SURVEY DATED APRIL & MAY 2003. PAVED DITCH CONDITION SURVEY DATED MAY, JUNE, JULY & AUGUST 2003. CLEAR ZONE SURVEY DATED DECEMBER 2003.

SHEET 2 OF 2

SCHEDULE: TREE REMOVAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	39
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

EROSION REPAIR

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	GRADE & SHAPE FORESLOPE	PIPE CULVERT (EROSION CONTROL)	EROSION CONTROL BLANKET	HD EXCELSIOR BLANKET	PERIM. EROSION BARRIER	INLET & PIPE PROTECTION	FENCE (EROSION CONTROL)	AGG. (EROSION CONTROL)	END SECTIONS 8"	REMARKS
	SQ YD	FOOT	SQ YD	SQ YD	FOOT	EACH	FOOT	TON	EACH	
FAI 24										
JOHNSON CO.										
EB LANES										
RT 383 + 90 TO 384 + 11 MP(14.6)			23							
RT 410 + 85 MP(15.1)		10						2	1	
RT 410 + 80 TO 411 + 20 MP(15.1)					120					3 ROWS OF PEB
RT 410 + 80 TO 411 + 20 MP(15.1)							40			1 ROW OF FEC
RT 410 + 85 TO 411 + 15 MP(15.1)	334		34							
RT 411 + 13 MP(15.1)		50						2	1	
RT 411 + 15 MP(15.1)		90						2	1	
RT 438 + 96 TO 439 + 11 MP(15.6)	34		34							
RT 443 + 65 TO 444 + 13 MP(15.7)			21							
RT 483 + 87 MP(16.5)		50						2	1	
RT 483 + 90 MP(16.5)		90						2	1	
RT 483 + 93 TO 485 + 23 MP(16.5)			283							
RT 484 + 05 TO 485 + 45 MP(16.5)					280					2 ROWS OF PEB
RT 495 + 55 TO 495 + 79 MP(16.7)			23							
RT 85 + 70 TO 87 + 56 MP(16.9)			434							
RT 87 + 56 TO 88 + 30 MP(16.9)			287							
RT 87 + 70 TO 88 + 05 MP(16.9)	45		45							
RT 88 + 30 TO 89 + 92 MP(16.9)			409							
RT 105 + 43 TO 105 + 73 MP(17.2)			67							
RT 105 + 85 TO 105 + 95 MP(17.2)				73						
RT 105 + 80 TO 105 + 95 MP(17.2)					45					3 ROWS OF PEB
RT 106 + 05 TO 106 + 15 MP(17.2)				78						
RT 106 + 05 TO 106 + 20 MP(17.3)					60					4 ROWS OF PEB
RT 107 + 38 MP(17.3)		118						2	1	
RT 107 + 40 MP(17.3)		95						2	1	
RT 107 + 42 MP(17.3)		73						2	1	
RT 107 + 44 MP(17.3)		50						2	1	
RT 107 + 46 MP(17.3)		25						2	1	
RT 107 + 58 TO 107 + 93 MP(17.3)					175					5 ROWS OF PEB
RT 107 + 58 TO 107 + 93 MP(17.3)							70			2 ROWS OF FEC
RT 107 + 63 TO 107 + 88 MP(17.3)	265			265						
RT 107 + 93 TO 111 + 37 MP(17.3)				1151						
RT 110 + 80 TO 110 + 95 MP(17.3)					60					4 ROWS OF PEB
RT 110 + 85 TO 110 + 95 MP(17.3)				78						
RT 111 + 05 TO 111 + 15 MP(17.3)				78						
RT 111 + 05 TO 111 + 20 MP(17.3)					60					4 ROWS OF PEB
RT 117 + 38 TO 117 + 63 MP(17.5)			50							
RT 117 + 63 TO 118 + 57 MP(17.5)			344							
RT 118 + 97 TO 120 + 98 MP(17.5)			96							
RT 123 + 43 TO 123 + 58 MP(17.6)			67							
RT 123 + 63 MP(17.6)	45									
RT 123 + 68 TO 123 + 83 MP(17.6)			67							
RT 127 + 75 TO 128 + 30 MP(17.7)			184							
RT 128 + 10 TO 128 + 25 MP(17.7)			92							
RT 128 + 30 MP(17.7)	62									
RT 128 + 35 TO 128 + 50 MP(17.7)			92							
RT 131 + 80 TO 131 + 95 MP(17.7)			84							
RT 132 + 00 MP(17.7)	56									
RT 132 + 05 TO 132 + 20 MP(17.7)			84							
RT 149 + 60 MP(18.3)						1				
RT 161 + 40 TO 162 + 61 MP(18.3)			49							
RT 185 + 67 TO 185 + 77 MP(18.8)			5							
RT 191 + 36 MP(18.9)			9							
RT 205 + 50 MP(19.1)	45									
RT 230 + 85 TO 231 + 73. MP(19.6)			45							
RT 239 + 75 MP(19.8)						1				
RT 258 + 48 TO 258 + 88 MP(20.1)				89						
RT 274 + 45 TO 274 + 75 MP(20.4)	100		100							
RT 278 + 05 TO 278 + 20 MP(20.5)	25		25							
RT 283 + 11 TO 283 + 63 MP(20.6)			70							
RT 305 + 40 TO 305 + 50 MP(21.0)				80						
RT 305 + 35 TO 305 + 50 MP(21.0)					45					3 ROWS OF PEB
RT 305 + 42 TO 305 + 68 MP(21.0)			45							
RT 305 + 60 TO 305 + 70 MP(21.0)				80						
RT 305 + 60 TO 305 + 75 MP(21.0)					45					3 ROWS OF PEB
RT 307 + 09 TO 307 + 52 MP(21.1)					80					2 ROWS OF PEB
RT 307 + 09 TO 307 + 70 MP(21.1)	306			332						
RT 307 + 10 MP(21.1)		100						2	1	
RT 307 + 20 MP(21.1)		123						2	1	
RT 307 + 30 TO 307 + 94 MP(21.1)							65			1 ROW OF FEC
RT 307 + 59 TO 307 + 94 MP(21.1)					215					5 ROWS OF PEB
RT 307 + 62 TO 307 + 94 MP(21.1)				384						
RT 307 + 99 MP(21.1)	512									
RT 308 + 04 TO 308 + 19 MP(21.1)				192						
RT 308 + 04 TO 308 + 24 MP(21.1)					100					5 ROWS OF PEB
RT 308 + 04 TO 308 + 24 MP(21.1)							20			1 ROW OF FEC

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	40
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

EROSION REPAIR

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	GRADE & SHAPE FORESLOPE	PIPE CULVERT (EROSION CONTROL)	EROSION CONTROL BLANKET	HD EXCELSIOR BLANKET	PERIM. EROSION BARRIER	INLET & PIPE PROTECTION	FENCE (EROSION CONTROL)	AGG. (EROSION CONTROL)	END SECTIONS 8"	REMARKS
	SQ YD	FOOT	SQ YD	SQ YD	FOOT	EACH	FOOT	TON	EACH	
RT 308 + 09 TO 312 + 35 MP(21.2)			1524							
RT 334 + 39 TO 334 + 65 MP(21.6)	70		28							
RT 351 + 30 TO 351 + 45 MP(21.9)	25		25							
RT 380 + 63 TO 380 + 87 MP(22.5)			23							
RT 409 + 65 TO 412 + 10 MP(23.0)			556							
RT 413 + 02 TO 413 + 17 MP(23.1)					45					3 ROWS OF PEB
RT 413 + 07 TO 413 + 17 MP(23.1)				78						
RT 413 + 27 TO 413 + 37 MP(23.1)				78						
RT 413 + 27 TO 413 + 42 MP(23.1)					45					3 ROWS OF PEB
RT 418 + 02 TO 418 + 17 MP(23.2)					75					5 ROWS OF PEB
RT 418 + 07 TO 418 + 17 MP(23.2)				95						
RT 418 + 22 MP(23.2)	100									
RT 418 + 27 TO 418 + 37 MP(23.2)				95						
RT 418 + 27 TO 418 + 42 MP(23.2)					75					5 ROWS OF PEB
RT 418 + 56 TO 419 + 12 MP(23.2)					150					5 ROWS OF PEB
RT 418 + 57 MP(23.2)		106						2	1	
RT 418 + 62 TO 419 + 12 MP(23.2)				223						
RT 418 + 70 TO 419 + 12 MP(23.2)							60			2 ROWS OF FEC
RT 418 + 61 MP(23.2)		82						2	1	
RT 418 + 69 MP(23.2)		61						2	1	
RT 418 + 80 MP(23.2)		39						2	1	
RT 418 + 90 MP(23.2)		22						2	1	
RT 420 + 60 TO 420 + 90 MP(23.2)					90					3 ROWS OF PEB
RT 420 + 60 TO 420 + 90 MP(23.2)							30			1 ROW OF FEC
RT 420 + 65 420 + 85 MP(23.2)				156						
RT 420 + 80 MP(23.2)		10						2	1	
RT 420 + 82 MP(23.2)		45						2	1	
RT 420 + 84 MP(23.2)		67						2	1	
RT 421 + 27 TO 421 + 42 MP(23.2)					60					4 ROWS OF PEB
RT 421 + 32 TO 421 + 42 MP(23.2)				112						
RT 421 + 52 TO 421 + 62 MP(23.2)				112						
RT 421 + 52 TO 421 + 67 MP(23.2)					60					4 ROWS OF PEB
RT 433 + 11. TO 434 + 40 MP(23.5)			67							
RT 433 + 30 TO 434 + 65 MP(23.5)			63							
RT 434 + 20 TO 434 + 40 MP(23.5)			23							
RT 444 + 45 TO 444 + 85 MP(23.7)	134		134							
LT 267 + 82 TO 269 + 62 MP(20.3)			160							
LT 273 + 45.5 MP(20.4)			52							
LT 277 + 95 TO 278 + 15 MP(20.5)			23							
LT 282 + 32 TO 282 + 52 MP(20.6)	89		23							
LT 291 + 17 TO 291 + 37 MP(20.8)			23							
LT 303 + 79 TO 306 + 57 MP(21.0)			1010							
LT 305 + 35 TO 305 + 50 MP(21.0)					45					3 ROWS OF PEB
LT 305 + 40 TO 305 + 50 MP(21.0)				80						
LT 305 + 60 TO 305 + 70 MP(21.0)				80						
LT 305 + 60 TO 305 + 75 MP(21.0)					45					3 ROWS OF PEB
LT 306 + 48 TO 306 + 94 MP(21.1)					175					5 ROWS OF PEB
LT 306 + 48 TO 306 + 94 MP(21.1)							45			1 ROW OF FEC
LT 306 + 48 TO 307 + 45 MP(21.1)				867						
LT 306 + 70 MP(21.1)	578									
LT 307 + 04 TO 307 + 24 MP(21.1)							20			1 ROW OF FEC
LT 307 + 04 TO 307 + 51 MP(21.1)					165					5 ROWS OF PEB
LT 308 + 82 TO 308 + 97 MP(21.1)					45					3 ROWS OF PEB
LT 308 + 87 TO 308 + 97 MP(21.1)				69						
LT 309 + 07 TO 309 + 17 MP(21.1)				69						
LT 309 + 07 TO 309 + 22 MP(21.1)					45					3 ROWS OF PEB
LT 310 + 15 TO 311 + 27 MP(21.1)			387							
LT 333 + 70 TO 334 + 00 MP(21.6)			67							
LT 334 + 45 TO 334 + 65 MP(21.6)			5							
LT 351 + 62 TO 351 + 77 MP(21.9)	25		25							
LT 366 + 23 TO 366 + 68 MP(22.2)	225		225							
LT 369 + 48 TO 369 + 68 MP(22.2)			45							
LT 374 + 48 TO 374 + 68 MP(22.3)			45							
MEDIAN										
342 + 26 TO 342 + 51 MP(13.8)			56							
342 + 28 MP(13.8)						1				
357 + 88 TO 358 + 13 MP(14.1)			56							
358 + 00 MP(14.1)						1				
406 + 10 TO 406 + 20 MP(15.0)			12							
406 + 10 MP(15.0)						1				
410 + 85 TO 411 + 15 MP(15.1)	100		100							
411 + 00 MP(15.1)						1				
438 + 35 TO 438 + 45 MP(15.6)			12							
438 + 47 MP(15.6)						1				
445 + 80 TO 446 + 10 MP(15.7)	100		100							
445 + 95 MP(15.7)						1				
455 + 85 TO 456 + 05 MP(15.9)			45							
455 + 95 MP(15.9)						1				
483 + 80 TO 484 + 00 MP(16.4)	145		145							
485 + 72 TO 486 + 07 MP(16.5)	137		137							
485 + 95 MP(16.5)						1				
487 + 00 TO 487 + 20 MP(16.5)	72		72							

SHEET 2 OF 4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	41
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

EROSION REPAIR

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)		GRADE & SHAPE FORESLOPE SQ YD	PIPE CULVERT (EROSION CONTROL) FOOT	EROSION CONTROL BLANKET SQ YD	HD EXCELSIOR BLANKET SQ YD	PERIM. EROSION BARRIER FOOT	INLET & PIPE PROTECTION EACH	FENCE (EROSION CONTROL) FOOT	AGG. (EROSION CONTROL) TON	END SECTIONS 8" EACH	REMARKS
490 + 82 TO 491 + 02	MP(16.6)	89		89							
490 + 92	MP(16.6)						1				
88 + 85 TO 89 + 15	MP(16.9)			34							
89 + 00	MP(16.9)						1				
160 + 43 TO 160 + 63	MP(18.3)			45							
160 + 53	MP(18.3)						1				
167 + 93 TO 168 + 08	MP(18.4)	17		17							
168 + 00	MP(18.4)						1				
181 + 07 TO 181 + 87	MP(18.7)	107		107							
181 + 45	MP(18.7)						1				
189 + 62 TO 191 + 22	MP(18.9)	214		214							
189 + 62	MP(18.8)						1				
205 + 42 TO 205 + 57	MP(19.1)	17		17							
205 + 50	MP(19.1)						1				
366 + 45	MP(22.2)						1				
369 + 58	MP(22.2)						1				
374 + 58	MP(22.3)						1				
420 + 33 TO 420 + 73	MP(23.2)	45		45							
420 + 73	MP(23.2)						1				
430 + 75 TO 431 + 05	MP(23.4)	34									
451 + 18 TO 451 + 63	MP(23.8)	50		50							
451 + 40	MP(23.8)						1				
MEDIAN CROSSOVER											
322 + 41	MP(13.4)			373							
88 + 65.5	MP(16.9)			373							
231 + 46	MP(19.6)			337							
WB LANES											
RT 639 + 52 TO 639 + 72	MP(20.5)	34			34						
RT 641 + 60 TO 642 + 62	MP(20.5)			165							
RT 642 + 45 TO 642 + 85	MP(20.5)	100		100							
RT 652 + 81 TO 652 + 91	MP(20.7)	12		12							
RT 653 + 05 TO 653 + 15	MP(20.7)	12		12							
RT 665 + 84 TO 665 + 99	MP(21.0)					45					3 ROWS OF PEB
RT 665 + 89 TO 665 + 99	MP(21.0)				72						
RT 666 + 09 TO 666 + 19	MP(21.0)				72						
RT 666 + 09 TO 666 + 24	MP(21.0)					45					3 ROWS OF PEB
RT 666 + 25 TO 667 + 51	MP(21.0)			437							
RT 667 + 11 TO 667 + 74	MP(21.0)					260					4 ROWS OF PEB
RT 667 + 10 TO 667 + 64	MP(21.0)	464			464						
RT 667 + 21 TO 667 + 74	MP(21.0)							135			2 ROWS OF FEC
RT 667 + 64 TO 667 + 69	MP(21.0)				112						
RT 667 + 75 TO 671 + 98	MP(21.1)			1450							
RT 667 + 79	MP(21.0)	224									
RT 667 + 84 TO 667 + 94	MP(21.0)				112						
RT 667 + 84 TO 667 + 99	MP(21.0)					75					5 ROWS OF PEB
RT 676 + 58 TO 676 + 68	MP(21.1)	12		12							
RT 684 + 43 TO 684 + 63	MP(21.3)	45		45							
RT 693 + 81 TO 693 + 91	MP(21.5)	12		12							
LT 522 + 50 TO 523 + 85	MP(9.2)	1275	37	1275		420			6		
LT 391 + 42 TO 391 + 77	MP(14.7)			16							
LT 467 + 09 TO 467 + 24	MP(16.0)	9		25							
LT 80 + 20 TO 80 + 50	MP(16.8)			23							
LT 81 + 55 TO 85 + 43	MP(16.9)			634							
LT 83 + 81 TO 84 + 01	MP(16.8)	67		23							
LT 85 + 43 TO 86 + 75	MP(16.9)			60							
LT 107 + 10 TO 107 + 75	MP(17.3)			227							
LT 109 + 32 TO 109 + 48	MP(17.3)					60					4 ROWS OF PEB
LT 109 + 38 TO 109 + 48	MP(17.3)				112						
LT 109 + 53	MP(17.3)	334									
LT 109 + 58 TO 109 + 68	MP(17.3)				112						
LT 109 + 58 TO 109 + 73	MP(17.3)					60					4 ROWS OF PEB
LT 109 + 68 TO 111 + 00	MP(17.3)			147							
LT 110 + 10 TO 111 + 25	MP(17.3)					120					4 ROWS OF PEB
LT 110 + 15 TO 111 + 20	MP(17.3)	267			267						
LT 110 + 47 TO 111 + 00	MP(17.3)			59							
LT 110 + 51	MP(17.3)		84						2	1	
LT 110 + 72	MP(17.3)		73						2	1	
LT 110 + 88	MP(17.3)		39						2	1	
LT 110 + 99	MP(17.3)		22						2	1	
LT 110 + 95 TO 111 + 25	MP(17.3)							30			1 ROW OF FEC
LT 113 + 95 TO 114 + 55	MP(17.4)					120					2 ROWS OF PEB
LT 113 + 98	MP(17.4)		10						2	1	
LT 114 + 00	MP(17.4)		56						2	1	
LT 114 + 00 TO 114 + 50	MP(17.4)				278						
LT 118 + 48 TO 118 + 66	MP(17.5)			45							
LT 119 + 15 TO 119 + 60	MP(17.5)			56							
LT 119 + 90 TO 120 + 10	MP(17.5)			45							
LT 119 + 98	MP(17.5)	9									
LT 154 + 78 TO 156 + 50	MP(18.2)			297							
LT 159 + 42 TO 159 + 62	MP(18.3)			23							

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	42
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*(44-5,6)RS, BSMART FY04-3
98836

EROSION REPAIR

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	GRADE & SHAPE FORESLOPE	PIPE CULVERT (EROSION CONTROL)	EROSION CONTROL BLANKET	HD EXCELSIOR BLANKET	PERIM. EROSION BARRIER	INLET & PIPE PROTECTION	FENCE (EROSION CONTROL)	AGG. (EROSION CONTROL)	END SECTIONS 8"	REMARKS
	SQ YD	FOOT	SQ YD	SQ YD	FOOT	EACH	FOOT	TON	EACH	
LT 192 + 00 TO 192 + 26 MP(18.9)			12							
LT 212 + 88 TO 213 + 08 MP(19.3)	45		23							
LT 215 + 30 TO 215 + 50 MP(19.3)			45							
LT 217 + 37 TO 217 + 47 MP(19.4)			12							
LT 227 + 02 TO 227 + 33 MP(19.5)			23							
LT 228 + 43 TO 228 + 87 MP(19.6)			23							
LT 523 + 81									1	
LT 523 + 83									1	
LT 523 + 85									1	
LT 600 + 28 TO 600 + 81 MP(19.7)			65							
LT 618 + 70 MP(20.1)			7							
LT 618 + 90 TO 619 + 10 MP(20.1)	23		9							
LT 625 + 72 TO 627 + 25 MP(20.3)			264							
LT 631 + 17 TO 632 + 14 MP(20.3)			124							
LT 631 + 30 TO 631 + 48 MP(20.3)			28							
LT 634 + 94 TO 636 + 40 MP(20.4)			167							
LT 665 + 25 TO 666 + 40 MP(21.0)			414							
LT 665 + 80 TO 666 + 00 MP(21.0)					60					3 ROWS OF PEB
LT 665 + 85 TO 666 + 00 MP(21.0)				109						
LT 666 + 05 MP(21.0)	363									
LT 666 + 10 TO 666 + 25 MP(21.0)				142						
LT 666 + 10 TO 666 + 30 MP(21.0)					80					4 ROWS OF PEB
LT 667 + 00 TO 667 + 40 MP(21.0)	243			243						
LT 667 + 00 TO 667 + 45 MP(21.0)							40			1 ROW OF FEC
LT 667 + 00 TO 667 + 45 MP(21.0)					160					4 ROWS OF PEB
LT 667 + 24 TO 671 + 16 MP(21.1)			1337							
LT 667 + 40 MP(21.0)		28						2	1	
LT 667 + 42 MP(21.0)		51						2	1	
LT 667 + 44 MP(21.0)		73						2	1	
LT 667 + 46 MP(21.0)		95						2	1	
LT 669 + 00 TO 671 + 00 MP(21.0)	67									
LT 685 + 91 TO 686 + 80 MP(21.4)			45							
LT 742 + 83 TO 742 + 93 MP(22.4)			12							
LT 413 + 06 TO 414 + 00 MP(23.1)			112							
LT 414 + 60 TO 416 + 00 MP(23.1)			156							
LT 415 + 33 TO 415 + 48 MP(23.1)					45					3 ROWS OF PEB
LT 415 + 38 TO 415 + 48 MP(23.1)				87						
LT 415 + 53 MP(23.1)	220									
LT 415 + 58 TO 415 + 68 MP(23.1)				87						
LT 415 + 58 TO 415 + 73 MP(23.1)					45					3 ROWS OF PEB
LT 415 + 60 MP(23.1)			34							
LT 417 + 50 TO 418 + 30 MP(23.2)							120			2 ROWS OF FEC
LT 417 + 50 TO 418 + 40 MP(23.2)					240					4 ROWS OF PEB
LT 417 + 55 TO 418 + 36 MP(23.2)	448			448						
LT 418 + 10 MP(23.2)		34						2	1	
LT 418 + 19 MP(23.2)		61						2	1	
LT 418 + 30 MP(23.2)		84						2	1	
LT 418 + 39 MP(23.2)		106						2	1	
LT 418 + 75 TO 419 + 18 MP(23.2)			112							
LT 418 + 76 TO 418 + 91 MP(23.2)					30					2 ROWS OF PEB
LT 418 + 81 TO 418 + 91 MP(23.2)				50						
LT 418 + 86 TO 419 + 06 MP(23.2)			67							
LT 419 + 01 TO 419 + 11 MP(23.2)				50						
LT 419 + 01 TO 419 + 16 MP(23.2)					30					2 ROWS OF PEB
LT 419 + 18 TO 419 + 52 MP(23.2)			45							
LT 435 + 85 MP(23.5)			67							
LT 439 + 22 MP(23.6)			34							
LT 441 + 68 MP(23.6)			12							
LT 444 + 94 TO 445 + 36 MP(23.7)			134							
LT 445 + 23 TO 445 + 58 MP(23.7)			110							
LT 450 + 70 TO 450 + 80 MP(23.8)			12							
LT 450 + 95 TO 451 + 05 MP(23.8)			12							
VIENNA/HARRISBURG (US 45) INTERCHANGE										
LT 16 + 74 TO 21 + 02 RAMP A			392							
RT 13 + 57 RAMP B			45							
RT 18 + 08 TO 18 + 80 RAMP B			165							
RT 24 + 00 RAMP B			45							
RT 14 + 35 TO 14 + 45 RAMP D	12		12							
VIENNA/GOLCONDA (IL 146) INTERCHANGE										
RT 10 + 53 TO 10 + 94 RAMP B			67							
LT 19 + 61 RAMP C	45		45			1				
LT 16 + 75 TO 17 + 05 RAMP D	100		100							
LT 16 + 90 RAMP D						1				
LT 21 + 25 RAMP D			28							
PROJECT TOTAL:	8,644	2,159	19,753	7,845	4,300	24	675	74	37	

SCHEDULE: EROSION REPAIR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	43
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

RIPRAP

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	STONE RIPRAP DITCH	STONE DUMPED RIPRAP CLASS A4	STONE DUMPED RIPRAP CLASS A4	STONE DUMPED RIPRAP CLASS A5	STONE RIPRAP CLASS A3	STONE RIPRAP CLASS A4	GABION PAY ITEM	GABION INFORMATION ONLY (SEE NOTE 1) AVERAGE LENGTH	WIDTH	HEIGHT	EST. NO. OF CELLS	FILTER FABRIC (SEE NOTE 2)	RIPRAP SLURRY	REMARKS
	TONS	SQ YD	TON	TON	TON	TON	CU YD	FT	FT	FT	CELLS	SQ YD	SQ YD	
FAI 24														
JOHNSON														
EB LANES														
RT 384 + 10 MP(14.6)		30												ENERGY DISSIPATOR
RT 397 + 80 MP(14.8)				16										PLACE AT THE END OF CULVERT
RT 435 + 13 TO 436 + 02 MP(15.5)	50													
RT 87 + 56 TO 88 + 30 MP(16.9)	48													
RT 106 + 00 MP(17.2)					37							74	74	CONCRETE CURB OUTLET LINING
RT 106 + 07 TO 115 + 54 MP(17.4)					221									PLACE BEHIND CONCRETE CURB
RT 107 + 30 MP(17.3)							14	9	27	3	27			DOWN FORESLOPE BEHIND GUARDRAIL - SEE SAFETY PLANS
RT 107 + 70 MP(17.3)				104										PLACE AT THE END OF CULVERT
RT 107 + 81 MP(17.3)						94								FILL IN EROSION HOLE AT END OF PAVED DITCH
RT 107 + 93 MP(17.3)							6	9	12	3	12			DOWN FORESLOPE BEHIND GUARDRAIL - SEE SAFETY PLANS
RT 107 + 93 TO 111 + 37 MP(17.3)	192													
RT 111 + 00 MP(17.3)					48							95		CONCRETE CURB OUTLET LINING
RT 117 + 35 MP(17.5)							30	30	3	9	30			SEE SCOUR REPAIR
RT 117 + 63 TO 118 + 97 MP(17.5)	84													
RT 127 + 75 TO 128 + 30 MP(17.7)					31									DITCH LINING
RT 156 + 87 TO 157 + 88 MP(18.2)	60													
RT 280 + 02 TO 282 + 32 MP(20.6)	132													
RT 305 + 00 TO 310 + 03 MP(21.1)					126									PLACE BEHIND CONCRETE CURB
RT 305 + 55 MP(21.0)					40							80		CONCRETE CURB OUTLET LINING
RT 305 + 55 MP(21.0)	11													20' LONG DOWN FORESLOPE
RT 307 + 99 MP(21.1)					64							127		CONCRETE CURB OUTLET LINING
RT 307 + 99 MP(21.1)	11													20' LONG DOWN FORESLOPE
RT 308 + 09 TO 312 + 35 MP(21.2)	254													
RT 412 + 17 MP(23.0)							16	SPECIAL DESIGN						SEE DETAIL SHEET
RT 413 + 22 MP(23.2)					28							56		SLOPE LINING
RT 418 + 22 MP(23.2)					39							77		SLOPE LINING
RT 419 + 11 MP(23.2)		54												ENERGY DISSIPATOR
RT 420 + 75 MP(23.2)			4											PLACE AT END OF CULVERT
RT 421 + 47 MP(23.2)					22							44		SLOPE LINING
LT 255 + 28 TO 258 + 38 MP(20.1)	172													
LT 282 + 40 MP(20.6)							43	SPECIAL DESIGN						SEE DETAIL SHEET
LT 303 + 79 TO 306 + 57 MP(21.0)	168													
LT 305 + 55 MP(21.0)					40							80		CONCRETE CURB OUTLET LINING
LT 305 + 55 MP(21.0)	14													25' LONG DOWN FORESLOPE
LT 305 + 57 TO 310 + 00 MP(21.1)					104									PLACE BEHIND CONCRETE CURB
LT 306 + 99 MP(21.0)					65							130		CONCRETE CURB OUTLET LINING
LT 306 + 99 MP(21.0)	9													15' LONG DOWN FORESLOPE
LT 309 + 02 MP(21.1)					35							69		CONCRETE CURB OUTLET LINING
LT 309 + 02 MP(21.1)	11													20' LONG DOWN FORESLOPE
LT 310 + 15 TO 311 + 27 MP(21.1)	64													
LT 333 + 90 MP(21.6)		54												ENERGY DISSIPATOR
LT 358 + 75 MP(22.0)			6											PLACE AT END OF CULVERT
MEDIAN														
483 + 30 TO 483 + 80 MP(16.4)					28									DITCH LINING
497 + 01 TO 497 + 78 MP(16.7)					43									DITCH LINING
498 + 58 TO 499 + 01.37 BK MP(16.7)					24									DITCH LINING
78 + 90.80 AH TO 81 + 82 MP(16.8)					162									DITCH LINING
430 + 75 TO 431 + 05 MP(23.4)					17									DITCH LINING

NOTE:
1) THE AVERAGE DIMENSIONS INDICATED WERE USED TO ESTIMATE PAY QUANTITIES ONLY AND ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES. ACTUAL DIMENSIONS TO BE DETERMINED BY THE ENGINEER.
2) TO BE USED AT CONCRETE CURB OUTLET LINING LOCATIONS.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	44
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

RIPRAP

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)			STONE RIPRAP DITCH	STONE DUMPED RIPRAP CLASS A4	STONE DUMPED RIPRAP CLASS A4	STONE DUMPED RIPRAP CLASS A5	STONE RIPRAP CLASS A3	STONE RIPRAP CLASS A4	GABION PAY ITEM	GABION INFORMATION ONLY (SEE NOTE 1) AVERAGE LENGTH	AVERAGE WIDTH	AVERAGE HEIGHT	EST. NO. OF CELLS	FILTER FABRIC (SEE NOTE 2)	RIPRAP SLURRY	REMARKS
			TONS	SQ YD	TON	TON	TON	TON	CU YD	FT	FT	FT	CELLS	SQ YD	SQ YD	
WB LANES																
RT 653 + 42	TO 655 + 42	MP(20.8)	115													
RT 666 + 04		MP(21.0)					35							70		CONCRETE CURB OUTLET LINING
RT 666 + 08	TO 669 + 00	MP(21.1)					73									PLACE BEHIND CONCRETE CURB
RT 666 + 25	TO 667 + 51	MP(21.0)	72													
RT 667 + 79		MP(21.1)					56							112		CONCRETE CURB OUTLET LINING
RT 667 + 75	TO 671 + 98	MP(21.1)	242													
RT 685 + 09	TO 686 + 41	MP(21.4)	75													
RT 685 + 87	TO 686 + 41	MP(21.4)						36								3' FILLER OF RIPRAP DITCH
RT 686 + 41	TO 686 + 77	MP(21.4)					21									DITCH LINING
LT 321 + 98		MP(13.4)			9											PLACE AT END OF CULVERT
LT 384 + 81	TO 394 + 40	MP(14.8)	520													
LT 405 + 00	TO 406 + 74	MP(15.0)	100													
LT 407 + 14	TO 407 + 72	MP(15.0)	33													
LT 434 + 12	TO 436 + 11.5	MP(15.5)	118													
LT 461 + 55	TO 463 + 16	MP(16.0)	90													
LT 80 + 70	TO 85 + 43	MP(16.9)	260													
LT 89 + 95		MP(16.9)							4	6	6	3	4			SEE DETAIL SHEET 102 AND PLAN SHEET 102
LT 107 + 10	TO 107 + 75	MP(17.3)	38												76	
LT 109 + 53		MP(17.3)					44							87	87	CONCRETE CURB OUTLET LINING
LT 109 + 53		MP(17.3)	11												23	20' LONG GOING UP FORESLOPE
LT 109 + 55	TO 114 + 03	MP(17.4)					105									PLACE BEHIND CONCRETE CURB
LT 119 + 98		MP(17.5)					3									LINING ON BACKSLOPE OF PAVED DITCH
LT 150 + 25		MP(18.1)		30												ENERGY DISSIPATOR
LT 154 + 78	TO 158 + 51	MP(18.2)	211													
LT 159 + 50		MP(18.3)		54												ENERGY DISSIPATOR
LT 159 + 77	TO 160 + 93	MP(18.3)	73													
LT 165 + 67	TO 168 + 00	MP(18.4)	132													
LT 180 + 82		MP(18.7)		30												ENERGY DISSIPATOR
LT 182 + 92		MP(18.7)		30												ENERGY DISSIPATOR
LT 215 + 40		MP(19.3)		30												ENERGY DISSIPATOR
LT 220 + 43		MP(19.6)			12											PLACE AT END OF CULVERT
LT 227 + 28		MP(19.6)			9											PLACE AT END OF CULVERT
LT 228 + 50		MP(19.6)		30												ENERGY DISSIPATOR
LT 625 + 72	TO 627 + 25	MP(20.3)	85												170	
LT 647 + 92		MP(20.6)			10											PLACE AT THE END OF CULVERT
LT 652 + 90		MP(20.7)		54												ENERGY DISSIPATOR
LT 665 + 25	TO 666 + 40	MP(21.0)	69													
LT 666 + 05		MP(21.0)					45							91		CONCRETE CURB OUTLET LINING
LT 666 + 07	TO 669 + 00	MP(21.1)					79									PLACE BEHIND CONCRETE CURB
LT 667 + 24	TO 671 + 16	MP(21.1)	223													
LT 684 + 57		MP(21.3)							43	SPECIAL DESIGN						SEE DETAIL SHEET 104
LT 720 + 20		MP(22.0)			3											PLACE AT END OF CULVERT
LT 735 + 60		MP(22.3)		30												ENERGY DISSIPATOR
LT 412 + 00	TO 418 + 95	MP(23.2)					162									PLACE BEHIND CONCRETE CURB
LT 415 + 53		MP(23.1)					37							74	74	CONCRETE CURB OUTLET LINING
LT 418 + 96		MP(23.2)					27							53	53	CONCRETE CURB OUTLET LINING
LT 438 + 50	TO 445 + 36	MP(23.7)	368													
LT 445 + 00		MP(23.7)							103	SPECIAL DESIGN						SEE DETAIL SHEET 106
LT 450 + 88.5		MP(23.8)			6											PLACE AT END OF CULVERT
VIENNA/HARRISBURG (US 45) INTERCHANGE																
RT 11 + 40		RAMP A			12											PLACE AT THE END OF CULVERT
RT 16 + 45		RAMP A				14										PLACE AT THE END OF CULVERT
RT 16 + 70	TO 18 + 08	RAMP B	80													
LT 18 + 40	TO 23 + 11	RAMP B	226													
RT 10 + 85	TO 18 + 24	RAMP C	406													
VIENNA/GOLCONDA (IL 146) INTERCHANGE																
RT 10 + 53	TO 14 + 60	RAMP B	202													
LT 20 + 16	TO 23 + 05	RAMP C	177													
LT 15 + 37	TO 16 + 38	RAMP D	56													
LT 20 + 18	TO 21 + 17	RAMP D	55													
		PROJECT TOTAL:	5,317	426	71	134	1,861	130	259					1,319	557	

NOTE:
1) THE AVERAGE DIMENSIONS INDICATED WERE USED TO ESTIMATE PAY QUANTITIES ONLY AND ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES. ACTUAL DIMENSIONS TO BE DETERMINED BY THE ENGINEER.
2) TO BE USED AT CONCRETE CURB OUTLET LINING LOCATIONS.

SCHEDULE : RIPRAP

SEEDING

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)			TEMPORARY EROSION CONTROL SEEDING	SEEDING CLASS 2 (MODIFIED)	SEEDING CLASS 7	NITROGEN FERT NUTR	PHOSPHORUS FERT NUTR	POTASSIUM FERT NUTR	AGR GROUND LIMESTONE	MULCH METHOD 2
			POUND	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE
FAI 24										
JOHNSON CO.										
EB LANES										
RT 383 + 60	TO 384 + 13	MP(14.6)	2	0.02	0.02	3	2	2	0.1	0.04
RT 410 + 84	TO 411 + 16	MP(15.1)	7	0.07	0.07	11	8	8	0.1	0.14
RT 435 + 13	TO 436 + 02	MP(15.5)	6	0.06	0.06	10	7	7	0.1	0.12
RT 438 + 96	TO 439 + 11	MP(15.6)	1	0.01	0.01	2	1	1	0.1	0.02
RT 443 + 65	TO 444 + 13	MP(15.7)	2	0.02	0.02	3	2	2	0.1	0.04
RT 483 + 93	TO 485 + 62	MP(16.5)	23	0.23	0.23	37	28	28	0.5	0.46
RT 495 + 41	TO 496 + 39	MP(16.7)	5	0.05	0.05	8	6	6	0.1	0.10
RT 85 + 70	TO 87 + 56	MP(16.9)	10	0.10	0.10	16	12	12	0.2	0.20
RT 87 + 56	TO 88 + 30	MP(16.9)	6	0.06	0.06	10	7	7	0.1	0.12
RT 87 + 70	TO 88 + 05	MP(16.9)	1	0.01	0.01	2	1	1	0.1	0.02
RT 88 + 30	TO 89 + 92	MP(16.9)	9	0.09	0.09	14	11	11	0.2	0.18
RT 105 + 43	TO 105 + 73	MP(17.2)	2	0.02	0.02	3	2	2	0.1	0.04
RT 105 + 81	TO 106 + 11	MP(17.2)	3	0.03	0.03	5	4	4	0.1	0.06
RT 107 + 63	TO 107 + 88	MP(17.3)	5	0.05	0.05	8	6	6	0.1	0.10
RT 107 + 93	TO 111 + 37	MP(17.3)	23	0.23	0.23	37	28	28	0.5	0.46
RT 110 + 83	TO 111 + 13	MP(17.3)	4	0.04	0.04	6	5	5	0.1	0.08
RT 117 + 38	TO 117 + 63	MP(17.5)	1	0.01	0.01	2	1	1	0.1	0.02
RT 117 + 63	TO 118 + 97	MP(17.5)	10	0.10	0.10	16	12	12	0.2	0.20
RT 118 + 97	TO 120 + 98	MP(17.5)	5	0.05	0.05	8	6	6	0.1	0.10
RT 123 + 43	TO 123 + 83	MP(17.6)	3	0.03	0.03	5	4	4	0.1	0.06
RT 127 + 75	TO 128 + 30	MP(17.7)	4	0.04	0.04	6	5	5	0.1	0.08
RT 128 + 10	TO 128 + 50	MP(17.7)	4	0.04	0.04	6	5	5	0.1	0.08
RT 131 + 80	TO 132 + 20	MP(17.7)	4	0.04	0.04	6	5	5	0.1	0.08
RT 156 + 87	TO 157 + 88	MP(18.2)	8	0.08	0.08	13	10	10	0.2	0.16
RT 161 + 40	TO 162 + 61	MP(18.3)	4	0.04	0.04	6	5	5	0.1	0.08
RT 185 + 67	TO 185 + 77	MP(18.8)	1	0.01	0.01	2	1	1	0.1	0.02
RT 191 + 36		MP(18.9)	1	0.01	0.01	2	1	1	0.1	0.02
RT 230 + 85	TO 231 + 73.5	MP(19.6)	3	0.03	0.03	5	4	4	0.1	0.06
RT 258 + 53	TO 258 + 73	MP(20.1)	2	0.02	0.02	3	2	2	0.1	0.04
RT 274 + 45	TO 274 + 75	MP(20.4)	2	0.02	0.02	3	2	2	0.1	0.04
RT 278 + 05	TO 278 + 20	MP(20.5)	1	0.01	0.01	2	1	1	0.1	0.02
RT 280 + 02	TO 282 + 32	MP(20.6)	16	0.16	0.16	26	19	19	0.3	0.32
RT 283 + 11	TO 283 + 63	MP(20.6)	2	0.02	0.02	3	2	2	0.1	0.04
RT 305 + 34	TO 305 + 64	MP(21.0)	3	0.03	0.03	5	4	4	0.1	0.06
RT 305 + 42	TO 305 + 68	MP(21.0)	1	0.01	0.01	2	1	1	0.1	0.02
RT 307 + 09	TO 307 + 70	MP(21.1)	7	0.07	0.07	11	8	8	0.1	0.14
RT 307 + 53	TO 308 + 16	MP(21.1)	11	0.11	0.11	18	13	13	0.2	0.22
RT 308 + 09	TO 312 + 35	MP(21.2)	31	0.31	0.31	50	37	37	0.6	0.62
RT 334 + 39	TO 334 + 63	MP(21.6)	2	0.02	0.02	3	2	2	0.1	0.04
RT 351 + 30	TO 351 + 45	MP(21.9)	1	0.01	0.01	2	1	1	0.1	0.02
RT 380 + 63	TO 380 + 87	MP(22.5)	1	0.01	0.01	2	1	1	0.1	0.02
RT 409 + 65	TO 412 + 10	MP(23.0)	13	0.13	0.13	21	16	16	0.3	0.26
RT 413 + 04	TO 413 + 34	MP(23.1)	2	0.02	0.02	3	2	2	0.1	0.04
RT 413 + 04	TO 413 + 34	MP(23.1)	3	0.03	0.03	5	4	4	0.1	0.06
RT 418 + 07	TO 418 + 37	MP(23.2)	2	0.02	0.02	3	2	2	0.1	0.04
RT 418 + 07	TO 418 + 37	MP(23.2)	4	0.04	0.04	6	5	5	0.1	0.08
RT 418 + 62	TO 419 + 13	MP(23.2)	5	0.05	0.05	8	6	6	0.1	0.10
RT 420 + 65	TO 420 + 85	MP(23.2)	4	0.04	0.04	6	5	5	0.1	0.08
RT 421 + 31	TO 421 + 61	MP(23.2)	3	0.03	0.03	5	4	4	0.1	0.06
RT 421 + 31	TO 421 + 61	MP(23.2)	3	0.03	0.03	5	4	4	0.1	0.06
RT 433 + 11.5	TO 434 + 40	MP(23.5)	4	0.04	0.04	6	5	5	0.1	0.08
RT 433 + 30	TO 434 + 65	MP(23.5)	4	0.04	0.04	6	5	5	0.1	0.08
RT 434 + 20	TO 434 + 40	MP(23.5)	2	0.02	0.02	3	2	2	0.1	0.04
RT 444 + 45	TO 444 + 85	MP(23.7)	3	0.03	0.03	5	4	4	0.1	0.06
LT 255 + 28	TO 258 + 38	MP(20.1)	21	0.21	0.21	34	25	25	0.4	0.42
LT 267 + 82	TO 269 + 62	MP(20.3)	9	0.09	0.09	14	11	11	0.2	0.18
LT 273 + 45.5		MP(20.4)	3	0.03	0.03	5	4	4	0.1	0.06
LT 277 + 95	TO 278 + 15	MP(20.5)	2	0.02	0.02	3	2	2	0.1	0.04
LT 282 + 32	TO 282 + 52	MP(20.6)	2	0.02	0.02	3	2	2	0.1	0.04
LT 291 + 17	TO 291 + 37	MP(20.8)	2	0.02	0.02	3	2	2	0.1	0.04
LT 303 + 79	TO 306 + 57	MP(21.0)	21	0.21	0.21	34	25	25	0.4	0.42
LT 305 + 40	TO 305 + 70	MP(21.0)	3	0.03	0.03	5	4	4	0.1	0.06
LT 305 + 45	TO 305 + 65	MP(21.0)	1	0.01	0.01	2	1	1	0.1	0.02
LT 306 + 40	TO 307 + 45	MP(21.1)	26	0.26	0.26	42	31	31	0.5	0.52
LT 308 + 87	TO 309 + 17	MP(21.1)	3	0.03	0.03	5	4	4	0.1	0.06
LT 310 + 15	TO 311 + 27	MP(21.1)	8	0.08	0.08	13	10	10	0.2	0.16
LT 333 + 70	TO 334 + 00	MP(21.6)	2	0.02	0.02	3	2	2	0.1	0.04
LT 334 + 45	TO 334 + 65	MP(21.6)	1	0.01	0.01	2	1	1	0.1	0.02
LT 351 + 62	TO 351 + 77	MP(21.9)	1	0.01	0.01	2	1	1	0.1	0.02

SEEDING

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	TEMPORARY EROSION CONTROL SEEDING POUND	SEEDING CLASS 2 (MODIFIED) ACRE	SEEDING CLASS 7 ACRE	NITROGEN FERT NUTR POUND	PHOSPHORUS FERT NUTR POUND	POTASSIUM FERT NUTR POUND	AGR GROUND LIMESTONE TON	MULCH METHOD 2 ACRE
366 + 23 TO 366 + 68 MP(22.2)	5	0.05	0.05	8	6	6	0.1	0.10
369 + 48 TO 369 + 68 MP(22.2)	1	0.01	0.01	2	1	1	0.1	0.02
374 + 48 TO 374 + 68 MP(22.3)	1	0.01	0.01	2	1	1	0.1	0.02
MEDIAN								
342 + 26 TO 342 + 51 MP(13.8)	1	0.01	0.01	2	1	1	0.1	0.02
357 + 88 TO 358 + 13 MP(14.1)	1	0.01	0.01	2	1	1	0.1	0.02
406 + 10 TO 406 + 20 MP(15.0)	1	0.01	0.01	2	1	1	0.1	0.02
410 + 85 TO 411 + 15 MP(15.1)	2	0.02	0.02	3	2	2	0.1	0.04
438 + 35 TO 438 + 45 MP(15.6)	1	0.01	0.01	2	1	1	0.1	0.02
445 + 80 TO 446 + 10 MP(15.7)	2	0.02	0.02	3	2	2	0.1	0.04
455 + 85 TO 456 + 05 MP(15.9)	1	0.01	0.01	2	1	1	0.1	0.02
483 + 80 TO 484 + 00 MP(16.4)	3	0.03	0.03	5	4	4	0.1	0.06
485 + 72 TO 486 + 07 MP(16.5)	3	0.03	0.03	5	4	4	0.1	0.06
487 + 00 TO 487 + 20 MP(16.5)	2	0.02	0.02	3	2	2	0.1	0.04
490 + 82 TO 491 + 02 MP(16.6)	2	0.02	0.02	3	2	2	0.1	0.04
88 + 85 TO 89 + 15 MP(16.9)	1	0.01	0.01	2	1	1	0.1	0.02
160 + 43 TO 160 + 63 MP(18.3)	1	0.01	0.01	2	1	1	0.1	0.02
167 + 93 TO 168 + 08 MP(18.4)	1	0.01	0.01	2	1	1	0.1	0.02
181 + 07 TO 181 + 87 MP(18.7)	3	0.03	0.03	5	4	4	0.1	0.06
189 + 62 TO 191 + 22 MP(18.9)	5	0.05	0.05	8	6	6	0.1	0.10
205 + 42 TO 205 + 57 MP(19.1)	1	0.01	0.01	2	1	1	0.1	0.02
420 + 33 TO 420 + 73 MP(23.2)	1	0.01	0.01	2	1	1	0.1	0.02
451 + 18 TO 451 + 63 MP(23.8)	1	0.01	0.01	2	1	1	0.1	0.02
MEDIAN CROSSOVERS								
322 + 41 MP(13.4)	8	0.08	0.08	13	10	10	0.2	0.16
88 + 65.5 MP(16.9)	8	0.08	0.08	13	10	10	0.2	0.16
231 + 46 MP(19.6)	7	0.07	0.07	11	8	8	0.1	0.14
WB LANES								
RT 639 + 52 TO 639 + 72 MP(20.5)	1	0.01	0.01	2	1	1	0.1	0.02
RT 641 + 60 TO 642 + 62 MP(20.5)	5	0.05	0.05	8	6	6	0.1	0.10
RT 642 + 45 TO 642 + 85 MP(20.5)	2	0.02	0.02	3	2	2	0.1	0.04
RT 652 + 81 TO 652 + 91 MP(20.7)	1	0.01	0.01	2	1	1	0.1	0.02
RT 653 + 05 TO 653 + 15 MP(20.7)	1	0.01	0.01	2	1	1	0.1	0.02
RT 653 + 42 TO 655 + 42 MP(20.8)	14	0.14	0.14	22	17	17	0.3	0.28
RT 665 + 89 TO 666 + 19 MP(21.0)	3	0.03	0.03	5	4	4	0.1	0.06
RT 666 + 25 TO 667 + 51 MP(21.0)	9	0.09	0.09	14	11	11	0.2	0.18
RT 667 + 10 TO 667 + 85 MP(21.0)	10	0.10	0.10	16	12	12	0.2	0.20
RT 667 + 64 TO 667 + 94 MP(21.0)	5	0.05	0.05	8	6	6	0.1	0.10
RT 667 + 75 TO 671 + 98 MP(21.1)	30	0.30	0.30	48	36	36	0.6	0.60
RT 676 + 58 TO 676 + 68 MP(21.1)	1	0.01	0.01	2	1	1	0.1	0.02
RT 684 + 43 TO 684 + 63 MP(21.3)	1	0.01	0.01	2	1	1	0.1	0.02
RT 685 + 09 TO 686 + 41 MP(21.4)	12	0.12	0.12	19	14	14	0.2	0.24
RT 693 + 81 TO 693 + 91 MP(21.5)	1	0.01	0.01	2	1	1	0.1	0.02
LT 522 + 50 TO 523 + 85 MP(9.2)	27	0.27	0.27	43	32	32	0.5	0.54
LT 384 + 81 TO 394 + 40 MP(14.7)	64	0.64	0.64	102	77	77	1.3	1.28
LT 391 + 42 TO 391 + 77 MP(14.7)	1	0.01	0.01	2	1	1	0.1	0.02
LT 405 + 00 TO 406 + 74 MP(15.0)	12	0.12	0.12	19	14	14	0.2	0.24
LT 407 + 14 TO 407 + 72 MP(15.0)	4	0.04	0.04	6	5	5	0.1	0.08
LT 434 + 12 TO 436 + 12 MP(15.5)	15	0.15	0.15	24	18	18	0.3	0.30
LT 461 + 55 TO 463 + 16 MP(16.0)	11	0.11	0.11	18	13	13	0.2	0.22
LT 467 + 09 TO 467 + 24 MP(16.1)	1	0.01	0.01	2	1	1	0.1	0.02
LT 79 + 80 TO 80 + 50 MP(16.8)	3	0.03	0.03	5	4	4	0.1	0.06
LT 80 + 70 TO 85 + 43 MP(16.9)	32	0.32	0.32	51	38	38	0.6	0.64
LT 85 + 43 TO 86 + 75 MP(16.9)	3	0.03	0.03	5	4	4	0.1	0.06
LT 83 + 81 TO 84 + 01 MP(16.8)	2	0.02	0.02	3	2	2	0.1	0.04
LT 107 + 10 TO 107 + 75 MP(17.3)	5	0.05	0.05	8	6	6	0.1	0.10
LT 109 + 38 TO 109 + 68 MP(17.3)	5	0.05	0.05	8	6	6	0.1	0.10
LT 109 + 68 TO 111 + 00 MP(17.3)	3	0.03	0.03	5	4	4	0.1	0.06
LT 110 + 47 TO 111 + 00 MP(17.3)	1	0.01	0.01	2	1	1	0.1	0.02
LT 110 + 16 TO 111 + 18 MP(17.3)	6	0.06	0.06	10	7	7	0.1	0.12
LT 114 + 00 TO 114 + 50 MP(17.4)	6	0.06	0.06	10	7	7	0.1	0.12
LT 118 + 48 TO 118 + 66 MP(17.5)	1	0.01	0.01	2	1	1	0.1	0.02
LT 119 + 15 TO 119 + 60 MP(17.5)	1	0.01	0.01	2	1	1	0.1	0.02
LT 119 + 90 TO 120 + 10 MP(17.5)	1	0.01	0.01	2	1	1	0.1	0.02
LT 154 + 78 TO 158 + 51 MP(18.2)	26	0.26	0.26	42	31	31	0.5	0.52
LT 159 + 42 TO 159 + 83 MP(18.3)	3	0.03	0.03	5	4	4	0.1	0.06

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	47
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

SEEDING

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)			TEMPORARY EROSION CONTROL SEEDING POUND	SEEDING CLASS 2 (MODIFIED) ACRE	SEEDING CLASS 7 ACRE	NITROGEN FERT NUTR POUND	PHOSPHORUS FERT NUTR POUND	POTASSIUM FERT NUTR POUND	AGR GROUND LIMESTONE TON	MULCH METHOD 2 ACRE
LT 159 + 77	TO 160 + 93	MP(18.3)	9	0.09	0.09	14	11	11	0.2	0.18
LT 165 + 67	TO 168 + 00	MP(18.4)	16	0.16	0.16	26	19	19	0.3	0.32
LT 189 + 05	TO 189 + 15	MP(18.8)	1	0.01	0.01	2	1	1	0.1	0.02
LT 192 + 00	TO 192 + 26	MP(18.9)	1	0.01	0.01	2	1	1	0.1	0.02
LT 212 + 88	TO 213 + 08	MP(19.3)	1	0.01	0.01	2	1	1	0.1	0.02
LT 215 + 30	TO 215 + 50	MP(19.3)	1	0.01	0.01	2	1	1	0.1	0.02
LT 217 + 37	TO 217 + 47	MP(19.4)	1	0.01	0.01	2	1	1	0.1	0.02
LT 227 + 02	TO 227 + 33	MP(19.5)	2	0.02	0.02	3	2	2	0.1	0.04
LT 228 + 43	TO 228 + 87	MP(19.6)	2	0.02	0.02	3	2	2	0.1	0.04
LT 600 + 28	TO 600 + 81	MP(19.7)	4	0.04	0.04	6	5	5	0.1	0.08
LT 618 + 70		MP(20.1)	1	0.01	0.01	2	1	1	0.1	0.02
LT 618 + 90	TO 619 + 10	MP(20.1)	1	0.01	0.01	2	1	1	0.1	0.02
LT 625 + 72	TO 627 + 25	MP(20.3)	11	0.11	0.11	18	13	13	0.2	0.22
LT 631 + 17	TO 632 + 14	MP(20.3)	3	0.03	0.03	5	4	4	0.1	0.06
LT 634 + 94	TO 636 + 40	MP(20.4)	3	0.03	0.03	5	4	4	0.1	0.06
LT 665 + 25	TO 666 + 40	MP(21.0)	9	0.09	0.09	14	11	11	0.2	0.18
LT 665 + 85	TO 666 + 25	MP(21.0)	5	0.05	0.05	8	6	6	0.1	0.10
LT 667 + 00	TO 667 + 40	MP(21.0)	5	0.05	0.05	8	6	6	0.1	0.10
LT 667 + 24	TO 671 + 16	MP(21.1)	28	0.28	0.28	45	34	34	0.6	0.56
LT 669 + 00	TO 671 + 00	MP(21.0)	3	0.03	0.03	5	4	4	0.1	0.06
LT 685 + 91	TO 686 + 80	MP(21.4)	3	0.03	0.03	5	4	4	0.1	0.06
LT 742 + 83	TO 742 + 93	MP(22.4)	1	0.01	0.01	2	1	1	0.1	0.02
LT 413 + 06	TO 414 + 00	MP(23.1)	3	0.03	0.03	5	4	4	0.1	0.06
LT 414 + 60	TO 416 + 00	MP(23.1)	4	0.04	0.04	6	5	5	0.1	0.08
LT 415 + 60		MP(23.1)	1	0.01	0.01	2	1	1	0.1	0.02
LT 415 + 38	TO 415 + 68	MP(23.1)	4	0.04	0.04	6	5	5	0.1	0.08
LT 417 + 55	TO 418 + 36	MP(23.2)	9	0.09	0.09	14	11	11	0.2	0.18
LT 418 + 81	TO 419 + 11	MP(23.2)	2	0.02	0.02	3	2	2	0.1	0.04
LT 418 + 86	TO 419 + 06	MP(23.2)	1	0.01	0.01	2	1	1	0.1	0.02
LT 418 + 75	TO 419 + 18	MP(23.2)	3	0.03	0.03	5	4	4	0.1	0.06
LT 419 + 18	TO 419 + 52	MP(23.2)	1	0.01	0.01	2	1	1	0.1	0.02
LT 435 + 85		MP(23.5)	1	0.01	0.01	2	1	1	0.1	0.02
LT 438 + 50	TO 445 + 36	MP(23.7)	46	0.46	0.46	74	55	55	0.9	0.92
LT 439 + 22		MP(23.6)	1	0.01	0.01	2	1	1	0.1	0.02
LT 441 + 68		MP(23.6)	1	0.01	0.01	2	1	1	0.1	0.02
LT 445 + 23	TO 445 + 58	MP(23.7)	3	0.03	0.03	5	4	4	0.1	0.06
LT 450 + 70	TO 450 + 80	MP(23.8)	1	0.01	0.01	2	1	1	0.1	0.02
LT 450 + 95	TO 451 + 05	MP(23.8)	1	0.01	0.01	2	1	1	0.1	0.02
VIENNA/HARRISBURG (US 45) INTERCHANGE										
RT 16 + 74	TO 21 + 02	RAMP A	22	0.22	0.22	35	26	26	0.4	0.44
RT 13 + 57		RAMP B	1	0.01	0.01	2	1	1	0.1	0.02
RT 16 + 70	TO 18 + 08	RAMP B	10	0.10	0.10	16	12	12	0.2	0.20
RT 18 + 08	TO 18 + 80	RAMP B	3	0.03	0.03	5	4	4	0.1	0.06
RT 24 + 00		RAMP B	1	0.01	0.01	2	1	1	0.1	0.02
LT 18 + 40	TO 23 + 11	RAMP B	27	0.27	0.27	43	32	32	0.5	0.54
RT 10 + 85	TO 18 + 24	RAMP C	51	0.51	0.51	82	61	61	1.0	1.02
RT 14 + 35	TO 14 + 45	RAMP D	1	0.01	0.01	2	1	1	0.1	0.02
VIENNA/GOLCONDA (ILL 146) INTERCHANGE										
RT 10 + 53	TO 14 + 60	RAMP B	25	0.25	0.25	40	30	30	0.5	0.50
LT 19 + 61		RAMP C	1	0.01	0.01	2	1	1	0.1	0.02
LT 20 + 16	TO 23 + 05	RAMP C	22	0.22	0.22	35	26	26	0.4	0.44
LT 15 + 37	TO 16 + 38	RAMP D	7	0.07	0.07	11	8	8	0.1	0.14
LT 16 + 75	TO 17 + 05	RAMP D	2	0.02	0.02	3	2	2	0.1	0.04
LT 20 + 18	TO 21 + 17	RAMP D	7	0.07	0.07	11	8	8	0.1	0.14
LT 21 + 25		RAMP D	1	0.01	0.01	2	1	1	0.1	0.02
		PROJECT TOTAL:	1,160	11.6	11.6	1,877	1,381	1,381	30.3	23.2

SHEET 3 OF 3

Fri Feb 6 14:0X:39 2004
g:\projects\d90202\d90202sc2.m32 LV:2-63

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	48
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

DELINEATOR

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	DELINEATORS DOUBLE WHITE	SINGLE WHITE	TRIPLE AMBER	DOUBLE AMBER	SINGLE AMBER
	EACH	EACH	EACH	EACH	EACH
FAI 24					
JOHNSON CO.					
EB LANES					
320+50 TO 320+75 (MP 13.4)		1			
320+75 TO 323+75 (MP 13.4)			1	1	
323+75 TO 331+31.49 (MP 13.6)		2			
331+31.49 TO 336+62.31 (MP 13.7)	6				
336+62.31 TO 337+68.04 (MP 13.7)	2				
337+68.04 TO 348+68.61 (MP 13.9)		3			
348+68.61 TO 350+50.11 (MP 13.9)		1			
350+50.11 TO 361+7.57 (MP 14.1)		3			
361+7.57 TO 363+26.79 (MP 14.2)	3				
363+26.79 TO 365+50 (MP 14.2)	3				
365+50 TO 372+77.18 (MP 14.3)	8				
372+77.18 TO 408+5.70 (MP 15.0)		9			
408+5.70 TO 409+18.7 (MP 15.0)		1			
409+18.7 TO 418+18.90 (MP 15.2)		3			
418+18.90 TO 419+78.88 (MP 15.2)		1			
419+78.88 TO 442+43.90 (MP 15.6)		6			
442+43.90 TO 444+13 (MP 15.7)		1			
444+13 TO 453+71.23 (MP 15.8)		3			
453+71.23 TO 456+46.80 (MP 15.9)	3				
456+46.80 TO 460+33.97 (MP 16.0)	4				
460+33.97 TO 473+09.78 (MP 16.2)		4			
473+09.78 TO 474+98.61 (MP 16.3)		1			
474+98.61 TO 483+78.86 (MP 16.4)		3			
483+78.86 TO 485+41.40 (MP 16.5)	2				
485+41.40 TO 489+00 (MP 16.5)	4				
489+00 TO 493+92.71 (MP 16.6)	5				
493+92.71 TO 495+00 (MP 16.6)		1			
495+00 TO 499+00.66 (MP 16.7)		2			
78+90.80 TO 87+30 (MP 16.8)		3			
87+30 TO 90+30 (MP 16.9)			1	1	
90+30 TO 230+00 (MP 19.6)		35			
230+00 TO 233+00 (MP 19.7)			1	1	
233+00 TO 236+57 (MP 19.7)		1			
236+57 TO 258+35.92 (MP 20.1)		6			
258+35.92 TO 259+51.42 (MP 20.1)		1			
259+51.42 TO 403+52.86 (MP 23.0)		37			
403+52.86 TO 457+44.50 (MP 23.9)		14			
EASTBOUND TOTALS	40	142	3	3	

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	DELINEATORS DOUBLE WHITE	SINGLE WHITE	TRIPLE AMBER	DOUBLE AMBER	SINGLE AMBER
	EACH	EACH	EACH	EACH	EACH
WB LANES					
320+50 TO 320+75 (MP 13.3)		1			
320 75 TO 323 75 (MP 13.4)			1	1	
323+75 TO 331+12 (MP 13.5)	8				
331+12 TO 333+40.71 (MP 13.6)	3				
333+40.71 TO 335+82.5 (MP 13.7)	3				
335+82.5 TO 348+17.89 (MP 13.9)		4			
348+17.89 TO 349+99.4 (MP 13.9)		1			
349+99.4 TO 361+48.4 (MP 14.1)		3			
361+48.4 TO 362+85.19 (MP 14.1)	2				
362+85.19 TO 368+15.2 (MP 14.2)	6				
368+15.2 TO 408+05 (MP 15.0)		10			
408+05 TO 409+18 (MP 15.0)		1			
409+18 TO 417+83.90 (MP 15.2)		3			
417+83.90 TO 419+42.26 (MP 15.2)		1			
419+42.26 TO 442+40.13 (MP 15.6)		6			
442+40.13 TO 444+18.33 (MP 15.7)		1			
444+18.33 TO 453+71.23 (MP 15.8)		3			
453+71.23 TO 456+46.80 (MP 15.9)		1			
456+46.80 TO 463+00 (MP 16.0)	7				
463+00 TO 463+62.26 (MP 16.0)	1				
463+62.26 TO 468+03.68 (MP 16.1)	5				
468+03.68 TO 473+62.80 (MP 16.2)		2			
473+62.80 TO 475+65.83 (MP 16.3)		1			
475+65.83 TO 487+39.58 (MP 16.5)		3			
487+39.58 TO 491+37.89 (MP 16.6)	4				
491+37.89 TO 493+92.71 (MP 16.6)	3				
493+92.71 TO 499+00.66 (MP 16.7)		2			
78+90.80 TO 87+30 (MP 16.8)		3			
87+30 TO 90+30 (MP 16.9)			1	1	
90+30 TO 230+00 (MP 19.6)		35			
230+00 TO 233+00 (MP 19.7)			1	1	
233+00 TO 236+52.37 (MP 19.7)		1			
597+79.11 TO 619+68.69 (MP 20.1)		6			
619+68.69 TO 620+84.19 (MP 20.1)		1			
620+84.19 TO 766+17.89 (MP 23.0)		37			
403+52.86 TO 457+46 (MP 23.9)		14			
WESTBOUND TOTALS	42	140	3	3	

SCHEDULE: DELINEATOR

DELINEATOR

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	DELINEATORS DOUBLE WHITE	SINGLE WHITE	TRIPLE AMBER	DOUBLE AMBER	SINGLE AMBER
	EACH	EACH	EACH	EACH	EACH
U.S. 45 INTERCHANGE					
RAMP A					
10+25 TO 19+78.78		1			1
19+78.78 TO 23+11.14		5			5
23+11.14 TO 24+11		2			2
RAMP B					
10+04.36 TO 13+50.84		5			5
13+50.84 TO 21+04.23		8			8
21+04.23 TO 24+11.35		5			5
24+11.35 TO 26+16.5		3			3
RAMP C					
10+25 TO 17+02.55		7			7
17+02.55 TO 21+19.41		6			6
21+19.41 TO 22+20		2			2
RAMP D					
9+78.03 TO 14+49.39		6			6
14+49.39 TO 19+58.25		6			6
19+58.25 TO 23+86.61		7			7
23+86.61 TO 25+92.5		3			3
IL 146 INTERCHANGE					
RAMP A					
11+10 TO 15+19.70		11			11
15+19.70 TO 17+37.20		3			3
17+37.20 TO 21+30.10		7			7
21+30.10 TO 23+30.10		3			3
23+30.10 TO 26+63		4			4
RAMP B					
5+98 TO 10+00		5			5
10+00 TO 15+04.59		7			7
15+04.59 TO 18+96		4			4
RAMP C					
11+05 TO 12+32		2			2
12+32 TO 18+00.27		9			9
18+00.27 TO 20+88.29		3			3
20+88.29 TO 26+11.88		7			7
RAMP D					
10+01 TO 13+15.73		4			4
13+15.73 TO 20+81		8			8
RAMP TOTALS		134			134
PROJECT SUBTOTALS	82	416	6	6	134
PROJECT TOTALS:			644		

SHEET 2 OF 2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	50
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*(44-5.6)RS, BSMART FY04-3
98836

PAVEMENT MARKINGS

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	TEMPORARY PAVEMENT MARKING						SHORT TERM PAVEMENT MARKING		THERMOPLASTIC PAVEMENT MARKING						PREF. PLASTIC PAVT. MARKING TYPE B - LINE 4"	PAVEMENT MARKING REMOVAL	WORKZONE PAVEMENT MARKING REMOVAL
	LINE 4"			LINE 8"	LINE 12"	LINE 24"			LINE 4"			LINE 8"	LINE 12"	LINE 24"			
	WHITE SKIP-DASH	SOLID WHITE	SOLID YELLOW	SOLID WHITE	SOLID WHITE	SOLID WHITE	WHITE	YELLOW	WHITE SKIP-DASH	SOLID WHITE	SOLID YELLOW	SOLID WHITE	SOLID WHITE	SOLID WHITE	WHT. SKIP-DASH		
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	SQ FT
FAI 24																	
JOHNSON CO.																	
EB LANES																	
320+50 TO 331+31.49 (MP 13.4)	270	1,081	1,081				152	44		1,081	1,081				270		65
331+31.49 TO 336+62.31 (MP 13.7)	140	531	531				80	24		531	531				140		35
336+62.31 TO 337+68.04 (MP 13.7)	30	106	106	212			32	8		106	106	212			30		13
337+68.04 TO 348+68.61 (MP 13.9)	280	1,101	1,101				156	44		1,101	1,101				280		67
348+68.61 TO 350+50.11 (MP 13.9)							58	8		182	182				50		22
350+50.11 TO 361+7.57 (MP 14.1)	270	1,057	1,057				152	44		1,057	1,057				270		65
361+7.57 TO 363+26.79 (MP 14.2)	60	438	219	219			56	12		438	219	219			60		23
363+26.79 TO 365+50 (MP 14.2)	120	223	223				36	12	60	223	223				60		16
365+50 TO 372+77.18 (MP 14.3)	180	727	727				108	32		727	727				180		47
372+77.18 TO 408+5.70 (MP 15.0)	880	3,529	3,529				500	144		3,529	3,529				880		215
408+5.70 TO 409+18.7 (MP 15.0)							38	8		113	113				30		15
409+18.7 TO 418+18.90 (MP 15.2)	230	900	900				128	36		900	900				230		55
418+18.90 TO 419+78.88 (MP 15.2)							48	8		160	160				40		19
419+78.88 TO 442+43.90 (MP 15.6)	570	2,265	2,265				320	92		2,265	2,265				570		137
442+43.90 TO 444+13 (MP 15.7)							48	8		169	169				40		19
444+13 TO 453+71.23 (MP 15.8)	240	958	958				136	40		958	958				240		59
453+71.23 TO 456+46.80 (MP 15.9)	70	276	276				40	12		276	276				70		17
456+46.80 TO 460+33.97 (MP 16.0)	100	387	387	774			88	16		387	387	774			100		35
460+33.97 TO 473+09.78 (MP 16.2)	320	1,276	1,276				180	52		1,276	1,276				320		77
473+09.78 TO 474+98.61 (MP 16.3)							58	8		189	189				50		22
474+98.61 TO 483+78.86 (MP 16.4)	220	880	880				124	36		880	880				220		53
483+78.86 TO 485+41.40 (MP 16.5)	40	326	163				32	8		326	163	163			40		13
485+41.40 TO 489+00 (MP 16.5)	180	359	359				52	16	90	359	359				90		23
489+00 TO 493+92.71 (MP 16.6)	130	493	493				72	20		493	493				130		31
493+92.71 TO 495+00 (MP 16.6)	30	107	107				20	8		107	107				30		9
495+00 TO 499+00.66 (MP 16.7)	100	401	401				56	16		401	401				100		24
78+90.80 TO 236+57 (MP 19.7)	3,940	15,766	15,766				2,212	632		15,766	15,766				3,940		948
138+55 (MP 17.9)						12								12			
145+20 (MP 18.0)						12								12			
236+57 TO 258+35.92 (MP 20.1)	550	2,179	2,179				308	88		2,179	2,179				550		132
258+35.92 TO 259+51.42 (MP 20.1)							38	8		116	116				30		15
259+51.42 TO 403+52.86 (MP 23.0)	3,600	14,401	14,401				2,016	576		14,401	14,401				3,600		864
403+52.86 TO 457+44.50 (MP 23.9)	1,350	5,392	5,392				756	216		5,392	5,392				1,350		324
EASTBOUND TOTALS	13,900	55,159	54,777	1,205		24	8,100	2,276	150	56,088	55,706	1,368		24	13,990		3,459
WB LANES																	
320+50 TO 323+90.93 (MP 13.3)	90	341	341				52	16		341	341				90		23
323+90.93 TO 331+12 (MP 13.5)	180	721	721				104	32		721	721				180		45
331+12 TO 333+40.71 (MP 13.6)	120	229	229				36	12	60	229	229				60		16
333+40.71 TO 335+82.45 (MP 13.7)	60	484	242	242			56	12		484	242	242			60		23

SCHEDULE : PAVEMENT MARKINGS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	51
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3 98836

PAVEMENT MARKINGS

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	TEMPORARY PAVEMENT MARKING LINE 4" WHITE SKIP-DASH FOOT	LINE 4" SOLID WHITE FOOT	LINE 4" SOLID YELLOW FOOT	LINE 8" SOLID WHITE FOOT	LINE 12" SOLID WHITE FOOT	LINE 24" SOLID WHITE FOOT	SHORT TERM PAVEMENT MARKING WHITE FOOT	SHORT TERM PAVEMENT MARKING YELLOW FOOT	THERMOPLASTIC PAVEMENT MARKING LINE 4" WHITE SKIP-DASH FOOT	LINE 4" SOLID WHITE FOOT	LINE 4" SOLID YELLOW FOOT	LINE 8" SOLID WHITE FOOT	LINE 12" SOLID WHITE FOOT	LINE 24" SOLID WHITE FOOT	PREF. PLASTIC PAVT. MARKING TYPE B - LINE 4" WHT. SKIP-DASH FOOT	PAVEMENT MARKING REMOVAL SQ FT	WORKZONE PAVEMENT MARKING REMOVAL SQ FT
335 + 82.45 TO 348 + 17.89 (MP 13.9)	310	1,235	1,235				176	52		1,235	1,235				310		76
348 + 17.89 TO 349 + 99.39 (MP 13.9)							58	8		182	182				50		22
349 + 99.39 TO 361 + 48.42 (MP 14.1)	290	1,149	1,149				164	48		1,149	1,149				290		71
361 + 48.42 TO 362 + 85.19 (MP 14.1)	40	137	137	274			36	8		137	137	274			40		15
362 + 85.19 TO 368 + 15.18 (MP 14.2)	140	530	530				80	24		530	530				140		35
368 + 15.18 TO 408 + 05 (MP 15.0)	1,000	3,990	3,990				560	160		3,990	3,990				1,000		240
408 + 05 TO 409 + 18 (MP 15.0)							38	8		113	113				30		15
409 + 18 TO 417 + 83.90 (MP 15.2)	220	866	866				124	36		866	866				220		53
417 + 83.90 TO 419 + 42.26 (MP 15.2)							48	8		158	158				40		19
419 + 42.26 TO 442 + 40.13 (MP 15.6)	580	2,298	2,298				324	92		2,298	2,298				580		139
442 + 40.13 TO 444 + 18.33 (MP 15.7)							58	8		178	178				50		22
444 + 18.33 TO 453 + 71.23 (MP 15.8)	240	953	953				136	40		953	953				240		59
453 + 71.23 TO 456 + 46.80 (MP 15.9)	70	276	276				40	12		276	276				70		17
456 + 46.80 TO 463 + 00 (MP 16.0)	170	653	653				96	28		653	653				170		41
463 + 00 TO 463 + 62.26 (MP 16.0)	40	62	62				12	4	20	62	62				20		5
463 + 62.26 TO 468 + 03.68 (MP 16.1)	110	882	441	441			100	20		882	441	441			110		40
468 + 03.68 TO 473 + 62.80 (MP 16.2)	140	559	559				80	24		559	559				140		35
473 + 62.80 TO 475 + 65.83 (MP 16.3)							58	8		203	203				50		22
475 + 65.83 TO 487 + 39.58 (MP 16.5)	300	1,174	1,174				168	48		1,174	1,174				300		72
487 + 39.58 TO 491 + 37.89 (MP 16.6)	100	398	398	796			88	16		398	398	796			100		35
491 + 37.89 TO 493 + 92.71 (MP 16.6)	70	255	255				40	12		255	255				70		17
493 + 92.71 TO 499 + 00.66 (MP 16.7)	130	508	508				76	24		508	508				130		33
78 + 90.80 TO 236 + 52.37 (MP 19.7)	3,940	15,762	15,762				2,208	632		15,762	15,762				3,940		947
597 + 79.11 TO 619 + 68.69 (MP 20.1)	550	2,190	2,190				308	88		2,190	2,190				550		132
619 + 68.69 TO 620 + 84.19 (MP 20.1)							38	8		116	116				30		15
620 + 84.19 TO 766 + 17.89 (MP 23.0)	3,640	14,534	14,534				2,040	584		14,534	14,534				3,640		875
659 + 70 (MP 20.9)						12								12			
663 + 10 (MP 20.9)						12								12			
403 + 52.86 TO 457 + 46 (MP 23.9)	1,350	5,393	5,393				756	216		5,393	5,393				1,350		324
WESTBOUND TOTALS	10,530	41,989	41,747	1,038		24	5,970	1,700	60	42,105	41,863	1,038		24	10,500		2,557
U.S. 45 INTERCHANGE																	
RAMP A																	
10 + 25 TO 11 + 09.54		130	90				8	4		130	90						4
11 + 09.54 TO 21 + 72.15		1,063	1,063				44	44		1,063	1,063						29
21 + 72.15 TO 24 + 11		239	239				12	12		239	239						8
RAMP B																	
10 + 04.36 TO 25 + 25.40		1,521	1,521				64	64		1,521	1,521						43
25 + 25.40 TO 26 + 16.5		295	85		114	36	228	4		295	85		114	36		17	178
RAMP C																	
10 + 25 TO 11 + 50		175	130				8	8		175	130						5
11 + 50 TO 20 + 03.41		853	853				36	36		853	853						24

PAVEMENT MARKINGS

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)	TEMPORARY PAVEMENT MARKING LINE 4" WHITE SKIP-DASH FOOT	TEMPORARY PAVEMENT MARKING LINE 4" SOLID WHITE FOOT	TEMPORARY PAVEMENT MARKING LINE 4" SOLID YELLOW FOOT	TEMPORARY PAVEMENT MARKING LINE 8" SOLID WHITE FOOT	TEMPORARY PAVEMENT MARKING LINE 12" SOLID WHITE FOOT	TEMPORARY PAVEMENT MARKING LINE 24" SOLID WHITE FOOT	SHORT TERM PAVEMENT MARKING WHITE FOOT	SHORT TERM PAVEMENT MARKING YELLOW FOOT	THERMOPLASTIC PAVEMENT MARKING LINE 4" WHITE SKIP-DASH FOOT	THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID WHITE FOOT	THERMOPLASTIC PAVEMENT MARKING LINE 4" SOLID YELLOW FOOT	THERMOPLASTIC PAVEMENT MARKING LINE 8" SOLID WHITE FOOT	THERMOPLASTIC PAVEMENT MARKING LINE 12" SOLID WHITE FOOT	THERMOPLASTIC PAVEMENT MARKING LINE 24" SOLID WHITE FOOT	PREF. PLASTIC PAVT. MARKING TYPE B - LINE 4" WHT. SKIP-DASH FOOT	PAVEMENT MARKING REMOVAL SQ FT	WORKZONE PAVEMENT MARKING REMOVAL SQ FT
20+03.41 TO 22+20		217	217				12	12		217	217						8
RAMP D																	
9+78.03 TO 25+20		1,542	1,542				64	64		1,542	1,542						43
25+20 TO 25+92.5		297	65		100	36	228	4		297	65		100	36			77
IL 146 INTERCHANGE																	
RAMP A																	
11+10 TO 22+26.19		1,116	1,116				48	48		1,116	1,116						32
22+26.19 TO 26+63		437	437				20	20		437	437						13
RAMP B																	
5+98 TO 9+90.36		392	392				16	16		392	392						11
9+90.36 TO 18+96		906	906				40	40		906	906						27
RAMP C																	
11+05 TO 25+49.99		1,445	1,445				60	60		1,445	1,445						40
25+49.99 TO 27+11.88		162	162				8	8		162	162						5
RAMP D																	
10+01 TO 20+81		1,080	1,080				44	44		1,080	1,080						29
RAMP TOTALS		11,740	11,253		214	72	932	484		11,740	11,253		214	72		17	572
PROJECT SUBTOTALS	24,430	108,888	107,777	2,243	214	120	15,002	4,460	210	109,933	108,822	2,406	214	120	24,490	17	6,588
PROJECT TOTALS:	241,095			2,243	214	120	19,462		218,965			2,406	214	120	24,490	17	6,588

FOR THE POLYUREA SCHEDULE, SEE SHEET # 32.

RAISED REFLECTIVE PAVEMENT MARKERS

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)				RAISED REFLECTIVE PAVEMENT MARKERS		
				REMOVAL EACH	AMBER EACH	CRYSTAL EACH
FAI 24						
JOHNSON CO.						
EB LANES						
320 + 50	TO	331 + 31.49	(MP 13.4)	14		14
331 + 31.49	TO	336 + 62.31	(MP 13.7)	21		21
336 + 62.31	TO	337 + 68.04	(MP 13.7)	9		9
337 + 68.04	TO	348 + 68.61	(MP 13.9)	14		14
348 + 68.61	TO	350 + 50.11	(MP 13.9)	3		3
350 + 50.11	TO	361 + 7.57	(MP 14.1)	14		14
361 + 7.57	TO	363 + 26.79	(MP 14.2)	3		3
363 + 26.79	TO	365 + 50	(MP 14.2)	3		3
365 + 50	TO	372 + 77.18	(MP 14.3)	10		10
372 + 77.18	TO	408 + 5.70	(MP 15.0)	45		45
408 + 5.70	TO	409 + 18.7	(MP 15.0)	2		2
409 + 18.7	TO	418 + 18.90	(MP 15.2)	12		12
418 + 18.90	TO	419 + 78.88	(MP 15.2)	3		3
419 + 78.88	TO	442 + 43.90	(MP 15.6)	29		29
442 + 43.90	TO	444 + 13	(MP 15.7)	3		3
444 + 13	TO	453 + 71.23	(MP 15.8)	12		12
453 + 71.23	TO	456 + 46.80	(MP 15.9)	11		11
456 + 46.80	TO	460 + 33.97	(MP 16.0)	33		33
460 + 33.97	TO	473 + 09.78	(MP 16.2)	16		16
473 + 09.78	TO	474 + 98.61	(MP 16.3)	3		3
474 + 98.61	TO	483 + 78.86	(MP 16.4)	12		12
483 + 78.86	TO	485 + 41.40	(MP 16.5)	3		3
485 + 41.40	TO	489 + 00	(MP 16.5)	5		5
489 + 00	TO	493 + 92.71	(MP 16.6)	7		7
493 + 92.71	TO	495 + 00	(MP 16.6)	2		2
495 + 00	TO	499 + 00.66	(MP 16.7)	6		6
78 + 90.80	TO	236 + 57	(MP 19.7)	198		198
236 + 57	TO	258 + 35.92	(MP 20.1)	28		28
258 + 35.92	TO	259 + 51.42	(MP 20.1)	2		2
259 + 51.42	TO	403 + 52.86	(MP 23.0)	181		181
403 + 52.86	TO	457 + 44.50	(MP 23.9)	68		68
		EASTBOUND TOTALS		772	0	772

LOCATION STATION TO STATION (MP IS THE LAST STA UNLESS OTHERWISE NOTED)				RAISED REFLECTIVE PAVEMENT MARKERS		
				REMOVAL EACH	AMBER EACH	CRYSTAL EACH
WB LANES						
320 + 50	TO	323 + 90.9	(MP 13.3)	5		5
323 + 90.9	TO	331 + 12	(MP 13.5)	10		10
331 + 12	TO	333 + 40.71	(MP 13.6)	3		3
333 + 40.71	TO	335 + 82.5	(MP 13.7)	4		4
335 + 82.5	TO	348 + 17.89	(MP 13.9)	16		16
348 + 17.89	TO	349 + 99.4	(MP 13.9)	3		3
349 + 99.4	TO	361 + 48.4	(MP 14.1)	15		15
361 + 48.4	TO	362 + 85.19	(MP 14.1)	12		12
362 + 85.19	TO	368 + 15.2	(MP 14.2)	21		21
368 + 15.2	TO	408 + 05	(MP 15.0)	50		50
408 + 05	TO	409 + 18	(MP 15.0)	2		2
409 + 18	TO	417 + 83.90	(MP 15.2)	11		11
417 + 83.90	TO	419 + 42.26	(MP 15.2)	2		2
419 + 42.26	TO	442 + 40.13	(MP 15.6)	29		29
442 + 40.13	TO	444 + 18.33	(MP 15.7)	3		3
444 + 18.33	TO	453 + 71.23	(MP 15.8)	12		12
453 + 71.23	TO	456 + 46.80	(MP 15.9)	4		4
456 + 46.80	TO	463 + 00	(MP 16.0)	9		9
463 + 00	TO	463 + 62.26	(MP 16.0)	1		1
463 + 62.26	TO	468 + 03.68	(MP 16.1)	6		6
468 + 03.68	TO	473 + 62.80	(MP 16.2)	7		7
473 + 62.80	TO	475 + 65.83	(MP 16.3)	3		3
475 + 65.83	TO	487 + 39.58	(MP 16.5)	15		15
487 + 39.58	TO	491 + 37.89	(MP 16.6)	33		33
491 + 37.89	TO	493 + 92.71	(MP 16.6)	11		11
493 + 92.71	TO	499 + 00.66	(MP 16.7)	7		7
78 + 90.80	TO	236 + 52.37	(MP 19.7)	198		198
597 + 79.11	TO	619 + 68.69	(MP 20.1)	28		28
619 + 68.69	TO	620 + 84.19	(MP 20.1)	2		2
620 + 84.19	TO	766 + 17.89	(MP 23.0)	182		182
403 + 52.86	TO	457 + 46	(MP 23.9)	68		68
		WESTBOUND TOTALS		772	0	772
U.S. 45 INTERCHANGE						
RAMP B						
10 + 04.36	TO	13 + 50.84		9	9	
RAMP D						
9 + 78.03	TO	14 + 49.39		12	12	
IL 146 INTERCHANGE						
RAMP B						
9 + 90.36	TO	15 + 04.59		13	13	
RAMP D						
10 + 01	TO	13 + 16.73		8	8	
		RAMP TOTALS		42	42	0
		PROJECT SUBTOTALS		1,586	42	1,544
		PROJECT TOTALS:		1,586	1,586	

Fri Feb 6 13:58:26 2004
c:\projects\d902102\d902102sc2.m32 LV=2-63

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	54
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (44-5,6)RS, BSMART FY04-3
98836

IMPROVEMENT BEGINS
STA. 320+50 (℄ WB LANES)

PROJECT BEGINS
STA. 320+50 (℄ EB LANES)

℄ US RTE. 45

EQ. STA. 349+30.0 (FAI 24) =
STA. 1625+42.40 (US RTE. 45)

MP 14

SN 044-0039

SN 044-0040

PROP. CURVE 6
PI STA. = 385+79.99
Δ = 28° 34′ 14″ (LT)
D = 0° 59′ 54″
R = 5,738.75′
T = 1,461.21′
L = 2,861.62′
E = 183.11′
S.E. = 2.9%
P.C. STA = 371+18.78
P.T. STA = 399+80.39

PC Sta 371+18.78

℄ W.B. LANES

℄ E.B. LANES

℄ MEDIAN F.A.I. 24

MP 15

TUNNEL HILL STATE TRAIL

PT Sta 399+80.39

PC Sta 409+83.55

TR 102

SN 044-0041

SN 044-0042

SN 044-0043

SN 044-0044

SN 044-0045

SN 044-0046

PT Sta 449+68.63

POT Sta 450+00.85

LITTLE CACHE CREEK

PROP. CURVE 7
PI STA. = 429+96.60
Δ = 20° 00′ 49″ (RT)
D = 0° 30′ 08″
R = 11,408.69′
T = 2,013.05′
L = 3,985.08′
E = 176.24′
S.E. = REMOVE CROWN
P.C. STA = 409+83.55
P.T. STA = 449+68.63

US RTE. 45
VIENNA/HARRISBURG
INTERCHANGE

N

400′ 0 200′ 400′

IL 146
VIENNA/GOLCONDA
INTERCHANGE

MP 16

℄ IL 146

SN 044-0048

SN 044-0047

EQ. STA. 474+35.52 (FAI 24) =
STA. 93+48.22 (IL 146)

PROP. CURVE 5
PI STA. = 484+84.38
Δ = 23° 53′ 06″ (LT)
D = 0° 49′ 49″
R = 6,899.88′
T = 1,459.38′
L = 2,876.37′
E = 152.65′
S.E. = 2.3%
P.C. STA = 470+25.00
P.T. STA = 499+01.37

EXIST. CURVE 4
PI STA. = 85+27.02
Δ = 10° 32′ 11″ (LT)
D = 0° 49′ 49″
R = 6,899.88′
T = 636.22′
L = 1,268.85′
E = 29.27′
S.E. = 2.3%
P.C. STA. = 78+90.80
P.T. STA. = 91+59.65

EQ. PT Sta 499+01.37 BK. = PC Sta 78+90.80 AH.

PT Sta 91+59.65

MP 17

℄ W.B. LANES

℄ E.B. LANES

℄ MEDIAN F.A.I. 24

MP 18

MP 19

EQ. 52′ LT. STA. 236+52.37
BK. (℄ MEDIAN) =
STA. 597+79.11 AH. (℄ WBL)

EQ. 52′ RT. STA. 236+52.37
BK. (℄ MEDIAN) =
STA. 236+57.01 AH. (℄ EBL)

PC Sta 238+73.65

POT Sta 238+52.37

℄ MEDIAN F.A.I. 24

MP 20

SN 044-0049

SN 044-0050

TR 173

PC Sta 632+65.14

PT Sta 271+17.67

℄ W.B. LANES

℄ E.B. LANES

EXIST. CURVE 2
PI STA. = 254+98.35
Δ = 8° 04′ 38″ (RT)
D = 0° 14′ 56″
R = 23,011.35′
T = 1,624.70′
L = 3,244.01′
E = 57.28′
S.E. = NORMAL CROWN
P.C. STA. = 238+73.65
P.T. STA. = 271+17.67

EXIST. CURVE 100
PI STA. = 657+08.77
Δ = 12° 06′ 31″ (RT)
D = 0° 14′ 55″
R = 23,039.64′
T = 2,443.63′
L = 4,869.06′
E = 129.23′
S.E. = NORMAL CROWN
P.C. STA. = 632+65.14
P.T. STA. = 681+34.20

GENERAL PLANS STA. 320+00 TO STA. 289+00 (EBL) & STA. 650+00 (WBL)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	55
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

MP 21

EXIST. CURVE 100
PI STA. = 657+08.77
Δ = 12° 06' 31" (RT)
D = 0° 14' 55"
R = 23,039.64'
T = 2,443.63'
L = 4,869.06'
E = 129.23'
S.E. = NORMAL CROWN
P.C. STA. = 632+65.14
P.T. STA. = 681+34.20

MP 22

℄ W.B. LANES

℄ E.B. LANES

SN 044-0051

TR 140

EXIST. CURVE 101
PI STA. = 753+25.43
Δ = 39° 25' 18" (RT)
D = 1° 27' 42"
R = 3,919.53'
T = 1,404.24'
L = 2,696.79'
E = 243.95'
S.E. = 4.2%
P.C. STA. = 739+21.19
P.T. STA. = 766+17.98

EQ. 52' RT. STA. 766+19.20
BK. (℄ WBL) =
STA. 403+52.86 AH. (℄ MEDIAN)

Sta 766+17.98

PC Sta 374+61.48

EXIST. CURVE 3
PI STA. = 389+82.56
Δ = 43° 27' 06" (RT)
D = 1° 30' 03"
R = 3,817.30'
T = 1,521.08'
L = 2,894.94'
E = 291.89'
S.E. =4.2%
P.C. STA. = 374+61.48
P.T. STA. = 403+56.42

POT Sta 403+52.86

EQ. 52' LT. STA. 403+54.97
BK. (℄ EBL) =
STA. 403+52.86 AH. (℄ MEDIAN)

PT Sta 403+56.42

MP 23

℄ MEDIAN F.A.I. 24

℄ MEDIAN F.A.I. 24

400' 0 200' 400'

EXIST. CURVE 1
PI STA. = 434+84.24
Δ = 48° 20' 06" (LT)
D = 1° 29' 55"
R = 3,823.47'
T = 1,715.73'
L = 3,225.49'
E = 367.31'
S.E. = 4.2%
P.C. STA. = 417+68.51
P.T. STA. = 449+94.00

PC Sta 417+68.51

℄ W.B. LANES

℄ E.B. LANES

POT Sta 449+94.00

JOHNSON COUNTY / MASSAC COUNTY

IMPROVEMENT ENDS
STA. 457+46 (℄ WB LANES)

PROJECT ENDS
STA. 457+44.50 (℄ EB LANES)

GENERAL PLANS STA. 289+00 (EBL) & STA. 650+00 (WBL) TO STA. 457+46

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	56
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

EXISTING I-24 CURVE DATA

MEDIAN

CURVE 6
PI STA. = 385+79.99
Δ = 28° 34′ 14″ (LT)
D = 0° 59′ 54″
R = 5,738.75′
T = 1,461.21′
L = 2,861.62′
E = 183.11′
S.E. = 2.9%
P.C. STA = 371+18.78
P.T. STA = 399+80.39

MEDIAN

CURVE 7
PI STA. = 429+96.60
Δ = 20° 00′ 49″ (RT)
D = 0° 30′ 08″
R = 11,408.69′
T = 2,013.05′
L = 3,985.08′
E = 176.24′
S.E. = REMOVE CROWN
P.C. STA = 409+83.55
P.T. STA = 449+68.63

FOR ATTAINING AND REMOVING SUPERELEVATION SEE TABLE BELOW

MEDIAN

CURVE 5
PI STA. = 484+84.38
Δ = 23° 53′ 06″ (LT)
D = 0° 49′ 49″
R = 6,899.88′
T = 1,459.38′
L = 2,876.37′
E = 152.65′
S.E. = 2.3%
P.C. STA = 470+25.00
P.T. STA = 499+01.37

MEDIAN

CURVE 4
PI STA. = 85+27.02
Δ = 10° 32′ 11″ (LT)
D = 0° 49′ 49″
R = 6,899.88′
T = 636.22′
L = 1,268.85′
E = 29.27′
S.E. = 2.3%
P.C. STA. = 78+90.80
P.T. STA. = 91+59.65

FOR ATTAINING AND REMOVING SUPERELEVATION SEE TABLE BELOW

EASTBOUND

CURVE 2
PI STA. = 254+98.35
Δ = 8° 04′ 38″ (RT)
D = 0° 14′ 56″
R = 23,011.35′
T = 1,624.70′
L = 3,244.01′
E = 57.28′
S.E. = NORMAL CROWN
P.C. STA. = 238+73.65
P.T. STA. = 271+17.67

WESTBOUND

CURVE 100
PI STA. = 657+08.77
Δ = 12° 06′ 31″ (RT)
D = 0° 14′ 55″
R = 23,039.64′
T = 2,443.63′
L = 4,869.06′
E = 129.23′
S.E. = NORMAL CROWN
P.C. STA. = 632+65.14
P.T. STA. = 681+34.20

FOR ATTAINING AND REMOVING SUPERELEVATION SEE TABLE BELOW

WESTBOUND

CURVE 101
PI STA. = 753+25.43
Δ = 39° 25′ 18″ (RT)
D = 1° 27′ 42″
R = 3,919.53′
T = 1,404.24′
L = 2,696.79′
E = 243.95′
S.E. = 4.2%
P.C. STA. = 739+21.19
P.T. STA. = 766+17.98

EASTBOUND

CURVE 3
PI STA. = 389+82.56
Δ = 43° 27′ 06″ (RT)
D = 1° 30′ 03″
R = 3,817.30′
T = 1,521.08′
L = 2,894.94′
E = 291.89′
S.E. = 4.2%
P.C. STA. = 374+61.48
P.T. STA. = 403+56.42

FOR ATTAINING AND REMOVING SUPERELEVATION SEE TABLE BELOW

MEDIAN

CURVE 1
PI STA. = 434+84.24
Δ = 48° 20′ 06″ (LT)
D = 1° 29′ 55″
R = 3,823.47′
T = 1,715.73′
L = 3,225.49′
E = 367.31′
S.E. = 4.2%
P.C. STA. = 417+68.51
P.T. STA. = 449+94.00

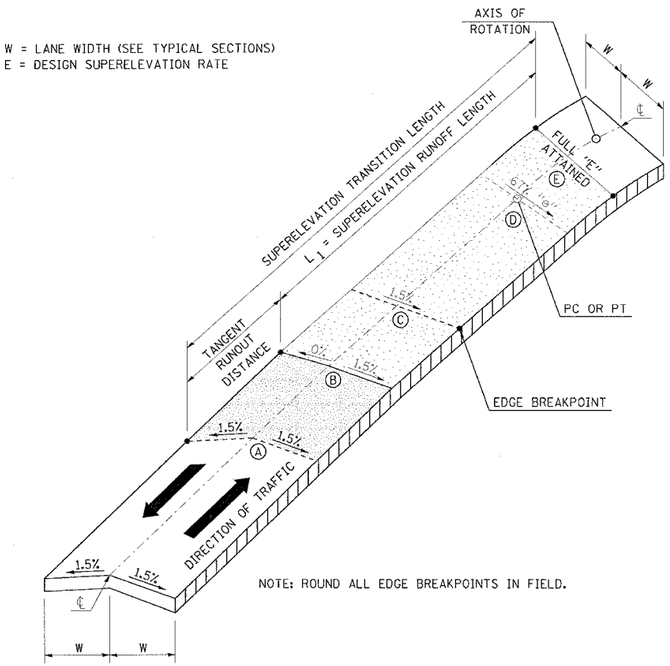
FOR ATTAINING AND REMOVING SUPERELEVATION SEE TABLE BELOW

Thu Jan 22 13:40:47 2004
d:\projects\d90202\west124-2.dgn LVH-62

ATTAINING SUPERELEVATION

ALIGNMENT	CURVE NAME / FULL SUPER. RATE	STA. Ⓐ LT.	STA. Ⓐ RT.	STA. Ⓑ LT.	STA. Ⓑ RT.	STA. Ⓒ LT.	STA. Ⓒ RT.	STA. Ⓓ LT.	STA. Ⓓ RT.	STA. Ⓔ LT.	STA. Ⓔ RT.
FAI 24	CURVE 6 I-24 ℄ MEDIAN PI STA. 385+79.99 (MP 14.6) S.E. = 2.9%	369+39.45		370+17.45		370+95.45		371+18.78		371+69.45	
		-1.5%	-1.5%	-1.5%	0%	-1.5%	+1.5%	-1.9%	+1.9%	-2.9%	+2.9%
	CURVE 7 I-24 ℄ MEDIAN PI STA. 429+96.60 (MP 15.4) S.E. = REMOVE CROWN	407+91.88		409+06.88		410+21.88		409+83.55		410+21.88	
		-1.5%	-1.5%	0%	-1.5%	+1.5%	-1.5%	+1.0%	-1.5%	+1.5%	-1.5%
	CURVE 5 I-24 ℄ MEDIAN PI STA. 484+84.38 (MP 16.5) S.E. = 2.3%	468+41.33		469+32.33		470+23.33		470+25.00		470+71.33	
		-1.5%	-1.5%	-1.5%	0%	-1.5%	+1.5%	-1.5%	+1.5%	-2.3%	+2.3%
	CURVE 2 I-24 ℄ EB LANES PI STA. 254+98.35 (MP 20.1) S.E. = NORMAL CROWN			NORMAL CROWN							
	CURVE 100 I-24 ℄ WB LANES PI STA. 657+08.77 (MP 20.9) S.E. = NORMAL CROWN			NORMAL CROWN							
	CURVE 101 I-24 ℄ WB LANES PI STA. 753+25.43 (MP 22.6) S.E. = 4.2%	737+47.52		738+08.52		738+69.52		739+21.19		739+77.52	
		-1.5%	-1.5%	0%	-1.5%	+1.5%	-1.5%	+2.8%	-2.8%	+4.2%	-4.2%
	CURVE 3 I-24 ℄ EB LANES PI STA. 389+82.56 (MP 22.5) S.E. = 4.2%	372+87.81		373+48.81		374+09.81		374+61.48		375+17.81	
		-1.5%	-1.5%	0%	-1.5%	+1.5%	-1.5%	+2.8%	-2.8%	+4.2%	-4.2%
	CURVE 1 I-24 ℄ MEDIAN PI STA. 434+84.24 (MP 22.6) S.E. = 4.2%	415+94.84		416+55.84		417+16.84		417+68.51		418+24.84	
		-1.5%	-1.5%	-1.5%	0%	-1.5%	+1.5%	-2.8%	+2.8%	-4.2%	+4.2%

W = LANE WIDTH (SEE TYPICAL SECTIONS)
E = DESIGN SUPERELEVATION RATE



NOTE: ROUND ALL EDGE BREAKPOINTS IN FIELD.

REMOVING SUPERELEVATION

ALIGNMENT	CURVE NAME / FULL SUPER. RATE	STA. Ⓔ LT.	STA. Ⓔ RT.	STA. Ⓓ LT.	STA. Ⓓ RT.	STA. Ⓒ LT.	STA. Ⓒ RT.	STA. Ⓑ LT.	STA. Ⓑ RT.	STA. Ⓐ LT.	STA. Ⓐ RT.
FAI 24	CURVE 6 I-24 ℄ MEDIAN PI STA. 385+79.99 (MP 14.6) S.E. = 2.9%	399+29.72		399+80.39		400+03.72		400+81.72		401+59.72	
		-2.9%	+2.9%	-1.9%	+1.9%	-1.5%	+1.5%	-1.5%	0%	-1.5%	-1.5%
	CURVE 7 I-24 ℄ MEDIAN PI STA. 429+96.60 (MP 15.4) S.E. = REMOVE CROWN	449+30.30		449+68.63		449+30.30		450+45.30		451+60.30	
		+1.5%	-1.5%	+1.0%	-1.5%	+1.5%	-1.5%	0%	-1.5%	-1.5%	-1.5%
	CURVE 4 I-24 ℄ MEDIAN PI STA. 85+27.02 (MP 16.8) S.E. = 2.3%	91+13.32		91+59.65		91+61.32		92+52.32		93+43.32	
		-2.3%	+2.3%	-1.5%	+1.5%	-1.5%	+1.5%	-1.5%	0%	-1.5%	-1.5%
	CURVE 2 I-24 ℄ EB LANES PI STA. 254+98.35 (MP 20.1) S.E. = NORMAL CROWN			NORMAL CROWN							
	CURVE 100 I-24 ℄ WB LANES PI STA. 657+08.77 (MP 20.9) S.E. = NORMAL CROWN			NORMAL CROWN							
	CURVE 101 I-24 ℄ WB LANES PI STA. 753+25.43 (MP 22.6) S.E. = 4.2%	765+61.65		766+17.98		766+69.65		767+30.65		767+91.65	
		+4.2%	-4.2%	+2.8%	-2.8%	+1.5%	-1.5%	0%	-1.5%	-1.5%	-1.5%
	CURVE 3 I-24 ℄ EB LANES PI STA. 389+82.56 (MP 22.5) S.E. = 4.2%	403+00.09		403+56.42		404+08.09		404+69.09		405+30.09	
		+4.2%	-4.2%	+2.8%	-2.8%	+1.5%	-1.5%	0%	-1.5%	-1.5%	-1.5%
	CURVE 1 I-24 ℄ MEDIAN PI STA. 434+84.24 (MP 22.6) S.E. = 4.2%	449+37.67		449+94.00		450+45.67		451+06.67		451+67.67	
		-4.2%	+4.2%	-2.8%	+2.8%	-1.5%	+1.5%	-1.5%	0%	-1.5%	-1.5%

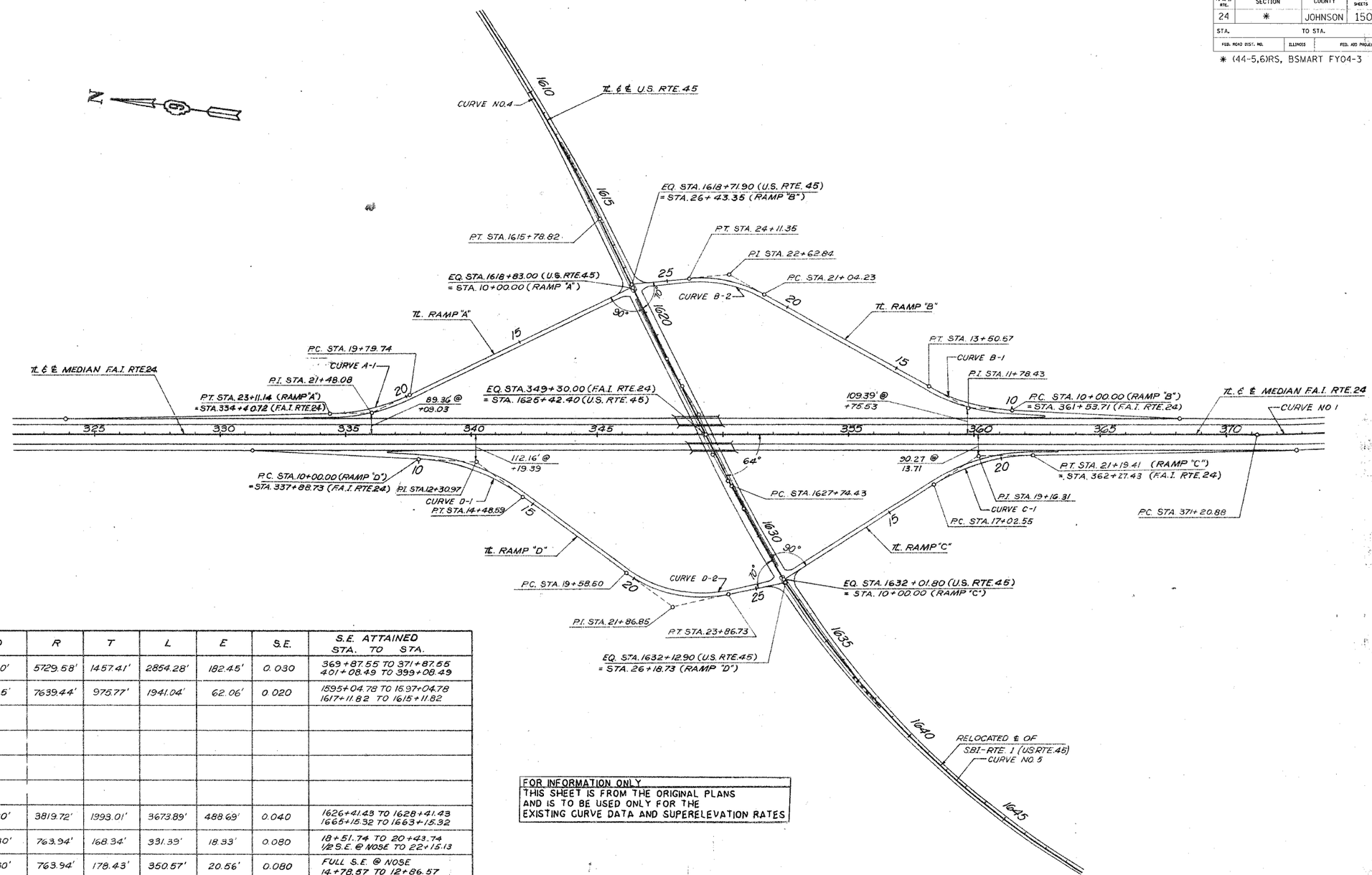
EXISTING F.A.I.–24 CURVE DATA

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-24	44-5HB-2 44-5VB	JOHNSON	123	19
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

98836

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	57
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

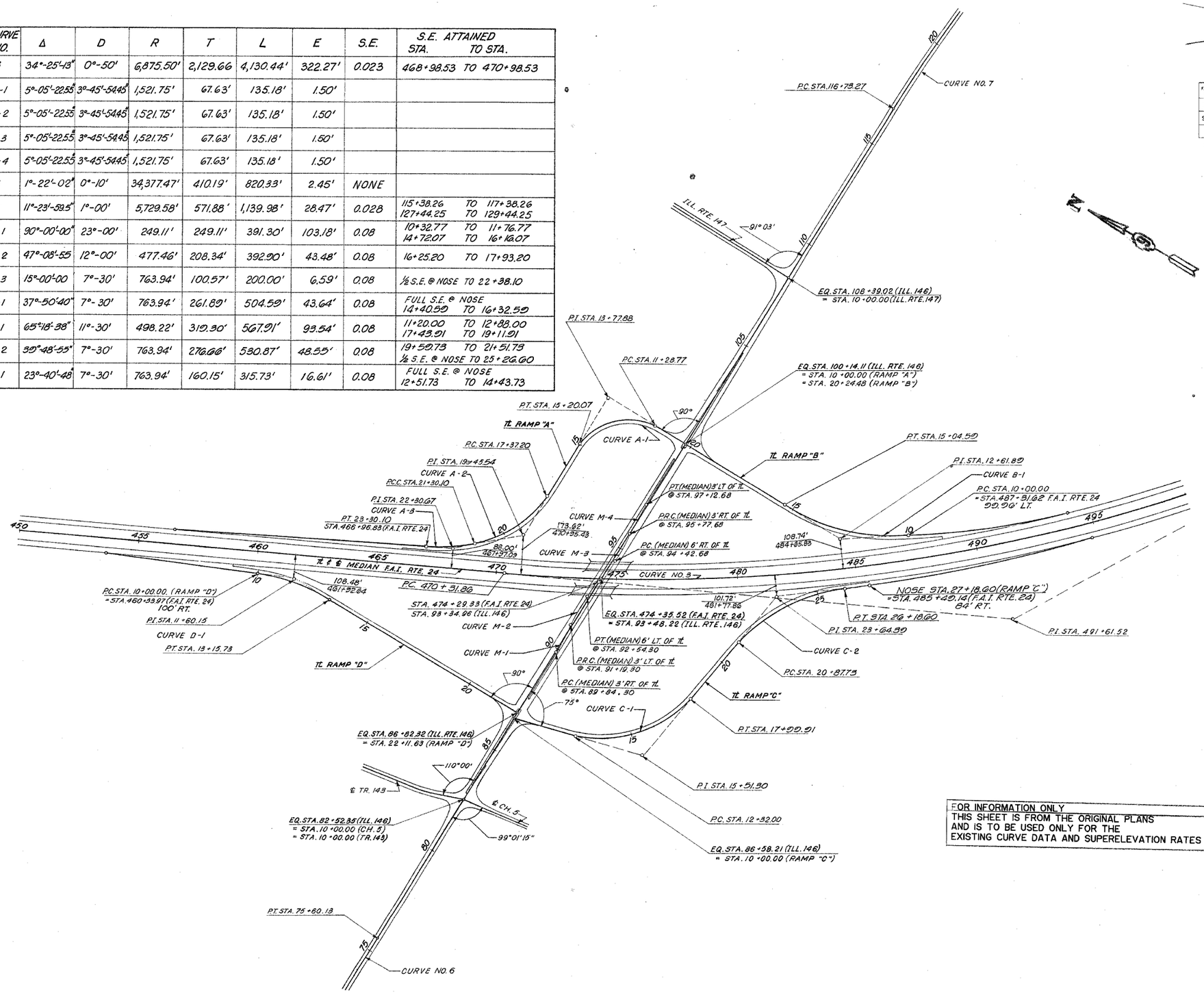
* (44-5,6)RS, BSMART FY04-3



ROUTE	P.I.	CURVE NO.	Δ	D	R	T	L	E	S.E.	S.E. ATTAINED STA. TO STA.
F.A.I.-24	385+78.29	1	28°32'34"	1°00'	5729.58'	1457.41'	2854.28'	182.45'	0.030	369+87.55 TO 371+87.55 401+08.49 TO 399+08.49
U.S. 45 ℄	1606+13.55	4	14°33'-28"	0°45'	7639.44'	975.77'	1941.04'	62.06'	0.020	1595+04.78 TO 1597+04.78 1617+11.82 TO 1615+11.82
U.S. 45 ℄	1647+67.44	5	55°06'-30"	1°30'	3819.72'	1993.01'	3673.89'	488.69'	0.040	1626+41.43 TO 1628+41.43 1665+15.32 TO 1663+15.32
RAMP "A"	21+48.09	A-1	24°51'15"	7°30'	763.94'	168.34'	331.39'	18.33'	0.080	18+51.74 TO 20+43.74 1/2 S.E. @ NOSE TO 22+15.13
RAMP "B"	11+78.43	B-1	26°17'35"	7°30'	763.94'	178.43'	350.57'	20.56'	0.080	FULL S.E. @ NOSE 14+78.57 TO 12+86.57
RAMP "B"	22+62.84	B-2	35°19'08"	11°30'	498.22'	158.61'	307.12'	24.64'	0.080	19+92.23 TO 21+60.23 25+23.35 TO 23+55.35
RAMP "C"	19+16.31	C-1	31°15'53"	7°30'	763.94'	213.76'	416.86'	29.34'	0.080	15+74.55 TO 17+66.55 1/2 S.E. @ NOSE TO 20+23.41
RAMP "D"	12+30.97	D-1	33°38'40"	7°30'	763.94'	230.97'	448.59'	34.15'	0.080	FULL S.E. @ NOSE 15+76.59 TO 19+84.59
RAMP "D"	21+86.85	D-2	49°14'50"	11°30'	498.22'	228.35'	428.23'	49.84'	0.080	18+46.50 TO 20+14.50 24+98.73 TO 23+90.73

FOR INFORMATION ONLY
THIS SHEET IS FROM THE ORIGINAL PLANS
AND IS TO BE USED ONLY FOR THE
EXISTING CURVE DATA AND SUPERELEVATION RATES

ROUTE	P.I. STA.	CURVE NO.	Δ	D	R	T	L	E	S.E.	S.E. ATTAINED STA. TO STA.
F.A.I. -24	491+61.52	3	34°-25'-48"	0°-50'	6,875.50'	2,129.66	4,130.44'	322.27'	0.023	468+98.53 TO 470+98.53
ILL.146(MED)		M-1	5°-05'-22.55"	3°-45'-54.45"	1,521.75'	67.63'	135.18'	1.50'		
ILL.146(MED)		M-2	5°-05'-22.55"	3°-45'-54.45"	1,521.75'	67.63'	135.18'	1.50'		
ILL.146(MED)		M-3	5°-05'-22.55"	3°-45'-54.45"	1,521.75'	67.63'	135.18'	1.50'		
ILL.146(MED)		M-4	5°-05'-22.55"	3°-45'-54.45"	1,521.75'	67.63'	135.18'	1.50'		
ILL. 146	71+50.00	6	1°-22'-02"	0°-10'	34,377.47'	410.19'	820.33'	2.45'	NONE	
ILL.146	122+45.15	7	11°-23'-59.5"	1°-00'	5,729.58'	571.88'	1,139.98'	28.47'	0.028	115+38.26 TO 117+38.26 127+44.25 TO 129+44.25
RAMP "A"	13+77.88	A-1	90°-00'-00"	23°-00'	249.11'	249.11'	391.30'	103.18'	0.08	10+32.77 TO 11+76.77 14+72.07 TO 16+16.07
RAMP "A"	19+45.54	A-2	47°-08'-55	12°-00'	477.46'	208.34'	392.90'	43.48'	0.08	16+25.20 TO 17+93.20
RAMP "A"	22+30.67	A-3	15°-00'-00	7°-30'	763.94'	100.57'	200.00'	6.59'	0.08	½ S.E. @ NOSE TO 22+38.10
RAMP "B"	12+61.89	B-1	37°-50'-40"	7°-30'	763.94'	261.89'	504.59'	43.64'	0.08	FULL S.E. @ NOSE 14+40.59 TO 16+32.59
RAMP "C"	15+51.30	C-1	65°18'-38"	11°-30'	498.22'	319.30'	567.91'	93.54'	0.08	11+20.00 TO 12+88.00 17+43.91 TO 19+11.91
RAMP "C"	23+04.39	C-2	35°-48'-55"	7°-30'	763.94'	276.66'	530.87'	48.55'	0.08	19+50.73 TO 21+51.73 ½ S.E. @ NOSE TO 25+26.60
RAMP "D"	11+60.15	D-1	23°-40'-48"	7°-30'	763.94'	160.15'	315.73'	16.61'	0.08	FULL S.E. @ NOSE 12+51.73 TO 14+43.73



ROUTE	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI-24	**	JOHNSON	223	35
			110	

** 44-5-1, 44-5B-1, 44-5HB-1, 110R & 110B-1

98836

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	58
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3

FOR INFORMATION ONLY
THIS SHEET IS FROM THE ORIGINAL PLANS AND IS TO BE USED ONLY FOR THE EXISTING CURVE DATA AND SUPERELEVATION RATES

F.A.I. RTE. 24 SEC. 44-5-1, 44-5B-1, 44-5HB-1, 110R & 110B-1 JOHNSON CO. (GEOMETRICS ILL. 146 INTERCHANGE)
EXISTING CURVE DATA - IL 146 INTERCHANGE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	59
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

LEGEND

- (#) MP — MILE POST
- TREE REMOVAL
- EXISTING EARTH DITCH CHECK
- EXISTING DITCH FLOW
- — x — x — WOVEN WIRE FENCE
- CLEARING OR GRADING LIMITS
- DISK AND RESEED
- GENERAL CLEANING
- RIPRAP

BM-1207 CHISELED "□" IN MEDIAN INLET
STA. 321+98 ℄ OF MEDIAN

℄ MEDIAN F.A.I. 24

℄ W.B. LANES

IMPROVEMENT BEGINS
STA. 320+50 (WBL)
FOR BUTT JOINT, SEE DETAIL SHEET 99

TREE REMOVAL, ACRES
53' X 10' LT. STA. 321+98 (℄WBL)
COST TO INCLUDE GENERAL
CLEANING OF DOWNSTREAM DITCH

STONE DUMPED RIPRAP, CLASS A4
12' X 10' X 16"
LT. STA. 321+98 (℄ WBL)

MP 13

7.0' X 6.0' BOX CULVERT

PROJECT BEGINS
STA. 320+50 (EBL)
FOR BUTT JOINT, SEE DETAIL SHEET 99

℄ E.B. LANES

GRADING AND SHAPING
MEDIAN CROSSOVER
STA. 322+41 (℄ MEDIAN)
SEE DETAIL SHEET 101

100' 0 50' 100'

N

STONE DUMPED RIPRAP, CLASS A5
12' X 10' X 2'
RT. STA. 16+45 (RAMP "A")

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4'

GENERAL CLEARING
RT. STA. 16+74 TO STA. 21+02 RAMP "A"

WOVEN WIRE GATES REMOVAL
WOVEN WIRE GATES, 4' X 8' DOUBLE

DISK AND RESEED 25' X 20'
STA. 342+38 (℄ MEDIAN)

TL RAMP "A"

℄ US RTE. 45

BM-1206 CHISELED "□" IN NW HANDRAIL
SN 044-0039, 19' W OF ℄ WBL I-24
STA. 348+30.

TL RAMP "B"

DISK AND RESEED 25' X 20'
CENTERED ON CULVERT
STA. 358+00 (℄ MEDIAN)

SN 044-0039

8.0' X 6.0' BOX CULVERT

SN 044-0040

EARTH EXCAVATION
24' X 8' X 2' RT. STA. 14+40 (RAMP "D")
EXCAVATED MATERIAL TO BE PLACED
BEHIND WEST WINGWALL
GRADING AND SHAPING FORESLOPES
BEHIND WEST WINGWALL 10' X 10'

TL RAMP "D"

GENERAL CLEARING
AROUND HEADWALL AND DITCH CLEANING
40' UPSTREAM FOR IMPROVED FLOW.
RT. STA. 343+15 (℄ EBL)

GENERAL CLEANING INCLUDING
SMALL TREE REMOVAL
RT. STA. 358+00 (℄ EBL)

TL RAMP "C"

FOR PROPOSED INTERCHANGE
WORK, SEE SHEET 70.

STA. 298+00 TO STA. 362+00

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	60
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

EXIST. CURVE 6
PI STA. = 385+79.99
Δ = 28° 34′ 14″ (LT)
D = 0° 59′ 54″
R = 5,738.75′
T = 1,461.21′
L = 2,861.62′
E = 183.11′
S.E. =2.9%
P.C. STA. = 371+18.78
P.T. STA. = 399+80.39

SEAL EXIST. JOINT W/MASTIC. COST
TO BE PAID FOR IN ACCORDANCE WITH
ARTICLE 109.04 OF THE STANDARD
SPECS. LT. STA. 392+50 (℄ EBL)
5′ FROM END OF PAVED DITCH
65′ FROM END OF PAVED DITCH

GENERAL CLEARING
LT. STA. 391+42 TO STA. 391+77 (℄ WBL)

EARTH EXCAVATION
13′ X 6′ X 10″ LT. STA. 381+50 (℄ WBL)
COST TO INCLUDE CLEANING OF
CULVERT

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 384+81 TO STA. 394+40 (℄ WBL)

℄ MEDIAN F.A.I. 24

PC Sta 371+18.78

℄ W.B. LANES

SEAL EXIST. JOINT W/MASTIC. COST
TO BE PAID FOR IN ACCORDANCE WITH
ARTICLE 109.04 OF THE STANDARD
SPECS.
RT. STA. 381+10 (℄ EBL)

GENERAL CLEANING OF DITCH
FOR IMPROVED FLOW
RT. STA. 381+95 TO STA. 382+25 (℄ EBL)

ENERGY DISSIPATOR TO BE PAID FOR AS
STONE DUMPED RIPRAP, CLASS A4
SEE DETAIL SHEET 109

℄ E.B. LANES

GENERAL CLEARING
AROUND HEADWALL, WINGWALLS,
AND FROM HEADWALL UP FORESLOPE
RT. STA. 384+00 (℄ EBL)

GENERAL CLEANING
CENTERED ON STREAM BED
RT. STA. 384+10 (℄ EBL)

N S 100′ 0 50′ 100′

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4′

EARTH EXCAVATION
12′ X 6′ X 8″ LT. STA. 394+32 (℄ WBL)
COST TO INCLUDE GENERAL CLEARING
AROUND HEADWALL

STONE DUMPED RIPRAP,
CLASS A5
24′ X 6′ X 2′
RT. STA. 397+80 (℄ EBL)

EARTH EXCAVATION
10′ X 25′ X 1′ RT. STA. 397+80 (℄ EBL)
COST TO INCLUDE GENERAL CLEARING
AROUND HEADWALL

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 405+00 TO STA. 406+74 (℄ WBL)
LT. STA. 407+14 TO STA. 407+72 (℄ WBL)

GENERAL CLEARING
LT. STA. 405+13 TO STA. 406+30 (℄ WBL)
LT. STA. 407+50 TO STA. 407+72 (℄ WBL)

PT Sta 399+80.39

℄ MEDIAN F.A.I. 24

SEAL EXIST. JOINT W/MASTIC. COST
TO BE PAID FOR IN ACCORDANCE WITH
ARTICLE 109.04 OF THE STANDARD
SPECS.
LT. STA. 395+43 (℄ WBL)
LT. STA. 397+53 (℄ WBL)

DISK AND RESEED 10′ X 10′
LT. STA. 406+05 TO
STA. 406+15 (℄ MEDIAN)

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE 4′

GENERAL CLEANING OF CULVERT
TO IMPROVE FLOW
RT. STA. 407+85 (℄ EBL)

EARTH EXCAVATION
8′ X 11′ X 1.5′
RT. STA. 407+85 (℄ EBL)

BM-1203 CHISELED "□" IN NW HANDRAIL
SN 044-0042, WBL I-24, STA. 407+98

BM-1203 CHISELED "□" IN NW HANDRAIL
SN 044-0043, WBL I-24, STA. 417+87

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4′

EARTH EXCAVATION
9′ X 15′ X 2′
LT. STA. 407+80 (℄ WBL)

GENERAL CLEARING AROUND SOUTH
WINGWALL AND THE FENCE THAT IS
BEING REPLACED
LT. STA. 407+90 (℄ WBL)

TR 102

PC Sta 409+83.55

SN 044-0042

MP 15

SN 044-0041

℄ W.B. LANES

GENERAL CLEANING OF USFL
LT. STA. 417+73 (℄ WBL)

EXCAVATION TO REPAIR CULVERT
GRADING AND SHAPING FORSLOPES
30′ X 30′ STA. 411+30 (℄ MEDIAN)

FILL EXISTING 4′ X 4′ X 6′ EROSION
WITH EMBANKMENT FROM
GRADING AND SHAPING FORSLOPES
100′ X 30′ RT. STA. 411+00 (℄ EBL)

RT. STA. 411+00 (℄ EBL)
PIPE CULVERT REMOVAL
PIPE CULVERTS, CLASS D, TYPE 1 24″
PIPE ELBOWS, 24″ (15° BEND)
10′ FROM END OF PIPE
CONCRETE COLLAR
CONCRETE HEADWALL REMOVAL
CAST-IN-PLACE REINFORCED
CONCRETE END SECTIONS 24″

TUNNEL HILL STATE TRAIL

PROP. CURVE 7
PI STA. = 429+96.60
Δ = 20° 00′ 49″ (RT)
D = 0° 30′ 08″
R = 11,408.69′
T = 2,013.05′
L = 3,985.08′
E = 176.24′
S.E. = REMOVE CROWN
P.C. STA = 409+83.55
P.T. STA = 449+68.63

SEAL EXIST. JOINT W/MASTIC. COST
TO BE PAID FOR IN ACCORDANCE WITH
ARTICLE 109.04 OF THE STANDARD
SPECS.
LT. STA. 421+28 (℄ WBL)
LT. STA. 422+93 (℄ WBL)
LT. STA. 423+45 (℄ WBL)

SN 044-0043

SN 044-0044

℄ E.B. LANES

GENERAL CLEANING OF DITCH 25′
DOWNSTREAM FOR IMPROVED FLOW
RT. STA. 418+92 (℄ EBL)

N S 100′ 0 50′ 100′

STA. 362+00 TO STA. 426+00

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	61

STA. TO STA.

FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

* (44-5,6)RS, BSMART FY04-3
98836

Tue Jan 20 09:50:42 2004
c:\projects\d902i02\d902i02p3.dgn LV=2,4-20,22,24-46,49-63
DMS_D902I02:d902I02aa.dgn,I23AA LV=2-19,22,25-35,37-48,50-62
DMS_D902I02:d902I02tp4.dgn,I23TP LV=1-29,31-59,61-63

Tue Jan 20 09:50:42 2004
c:\projects\d902i02\d902i02p3.dgn LV=2,4-20,22,24-46,48-63
DMS_D902I02:d902I02aa.dgn,I23AA LV=2-19,22,25-35,37-46,50-62
DMS_D902I02:d902I02tp4.dgn,I23TP LV=1-29,31-59,61-63

STA. 426+00 TO STA. 490+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	62
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

EXCAVATION TO REPAIR CULVERT
GRADING AND SHAPING FORESLOPES
20' X 40' RT. STA. 490+92

STONE RIPRAP DITCH LINING
TO BE PAID FOR AS
STONE RIPRAP, CLASS A3
SEE DETAIL SHEET 109
STA. 497+01 TO STA. 497+78 (℄ MEDIAN)

REMOVE RIPRAP, FILL EXIST. 10' X 12' X 2'
EROSION WITH EMBANKMENT, PUT RIPRAP BACK

EARTH EXCAVATION
5' X 30' X 1' LT. STA. 80+37 (℄ WBL)

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4'

TREE REMOVAL, ACRES
50' X 20' LT. STA. 80+37 (℄ WBL)

TREE REMOVAL, ACRES
LT. STA. 80+70 TO STA. 81+40 (℄ WBL)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 80+70 TO STA. 85+43 (℄ WBL)

GRADING AND SHAPING FORESLOPES
20' X 30' LT. STA. 83+91 (℄ WBL)
TO LEVEL OUT THE AREA AND FILL IN EXISTING 15' X 10' X 1' HOLE NEXT TO PAVED DITCH

GENERAL CLEARING
LT. STA. 84+74 TO STA. 86+75 (℄ WBL)

SEAL EXIST. JOINT W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
LT. STA. 97+25 (℄ WBL)

EXIST. CURVE 4
PI STA. = 85+27.02
Δ = 10° 32' 11" (LT)
D = 0° 49' 49"
R = 6,899.88'
T = 636.22'
L = 1,268.85'
E = 29.27'
S.E. = 2.3%
P.C. STA. = 78+90.80
P.T. STA. = 91+59.65

GENERAL CLEANING OF DITCH
FOR IMPROVED FLOW
LT. STA. 89+57 (℄ WBL)

GABIONS 6' X 6' (REVETMENT)
STAIR STEPPED INTO FORESLOPE EROSION
LT. STA. 89+95 (℄ WBL)
SEE GABION DETAIL SHEET 102

DISK AND RESEED
30' X 10' STA. 89+00 (℄ MEDIAN)

℄ MEDIAN F.A.I. 24

℄ W.B. LANES

℄ E.B. LANES

GENERAL CLEANING OF DITCH 25'
DOWNSTREAM FOR IMPROVED FLOW

EARTH EXCAVATION
20' X 25' X 1.5' RT. STA. 495+52 (℄ EBL)

TREE REMOVAL, ACRES
100' X 20' RT. STA. 495+52 (℄ EBL)

GENERAL CLEANING OF SOIL DEPOSITS THROUGHOUT CULVERT
STA. 497+78 (℄ MEDIAN)

PLACE STONE RIPRAP DITCH LINING
BETWEEN THE EXISTING RIPRAP DITCH
CHECKS TO BE PAID FOR AS
STONE RIPRAP, CLASS A3
SEE DETAIL SHEET 109
STA. 498+58 TO STA. 499+01.37 BK (℄ MEDIAN)
STA. 78+90.80 AH TO STA. 81+82 (℄ MEDIAN)

GRADING AND SHAPING MEDIAN CROSSOVER
STA. 86+65 (℄ MEDIAN)
SEE DETAIL SHEET 101

SEAL EXIST. JOINT W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
RT. STA. 86+19 (℄ EBL)
RT. STA. 86+33 (℄ EBL)

GENERAL CLEARING OF DITCH FOR IMPROVED FLOW RT. STA. 85+70 (℄ EBL)

TREE REMOVAL, ACRES
RT. STA. 85+70 TO STA. 88+30 (℄ EBL)
COST TO INCLUDE GENERAL CLEANING AROUND HEADWALL RT. STA. 88+00 (℄ EBL)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
RT. STA. 87+56 TO STA. 88+30 (℄ EBL)

PLACE 20 CU. YD. OF EARTH AND DO
GRADING AND SHAPING FORESLOPES
40' X 10' AROUND EXISTING HEADWALL

GENERAL CLEARING
RT. STA. 88+30 TO STA. 89+92 (℄ EBL)

DISK AND RESEED
RT. STA. 89+00 TO STA. 89+25 (℄ EBL)

GRADING AND SHAPING FORESLOPES
100' X 30' CENTERED ON CULVERT
COST TO INCLUDE GENERAL CLEARING FROM PAVED DITCH 20' X 20'
LT. STA. 109+53 (℄ WBL)

PIPE CULVERT REMOVAL
REPLACE WITH STONE RIPRAP
LINING TO BE PAID FOR AS
STONE RIPRAP, CLASS A3
SEE DETAIL SHEET 109
RIPRAP SLURRY
LT. STA. 109+53 (℄ WBL)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
RIPRAP SLURRY
LT. STA. 107+10 TO STA. 107+75 (℄ WBL)
78' X 10' LT. STA. 109+53

GENERAL CLEARING
LT. STA. 109+68 TO STA. 111+00 (℄ WBL)
LT. STA. 110+47 TO STA. 111+00 (℄ WBL)

DISK AND RESEED
LT. STA. 109+93 TO STA. 110+03 (℄ WBL)
LT. STA. 110+80 TO STA. 110+90 (℄ WBL)

EARTH EXCAVATION
5' X 5' X 2' LT. STA. 111+05 (℄ WBL)
25' X 6' X 8" LT. STA. 111+15 (℄ WBL)
COST TO INCLUDE GENERAL CLEARING AROUND PLUS 25' UPSTREAM
RT. STA. 111+10 (℄ WBL)

GRADING AND SHAPING FORESLOPES
120' X 20' CENTERED ON CULVERT
LT. STA. 110+25 (℄ WBL)

TREE REMOVAL, ACRES
70' X 20' CENTERED ON CULVERT
LT. STA. 110+25 (℄ WBL)

REMOVING INLETS
LT. STA. 109+53 (℄ WBL)

SEAL EXIST. JOINT W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
LT. STA. 108+09 (℄ WBL) & LT. STA. 109+00 (℄ WBL)

GENERAL CLEARING
LT. STA. 118+48 TO STA. 118+66 (℄ WBL)
LT. STA. 119+15 TO STA. 119+60 (℄ WBL)

TREE REMOVAL, ACRES
50' X 50'
LT. STA. 114+25 (℄ WBL)

FILL EXIST. 12' X 4' X 1' EROSION WITH EMBANKMENT
GRADING AND SHAPING FORESLOPES
15' X 5'
STONE RIPRAP, CLASS A3
BACK SIDE OF PAVED DITCH
LT. STA. 119+98 (℄ WBL)

CONCRETE HEADWALL REPAIR
SEE DETAIL SHEET 107

SEAL EXIST. JOINT W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
LT. STA. 119+05 (℄ WBL)
LT. STA. 120+14 (℄ WBL)

REMOVING INLETS
RT. STA. 106+00 (℄ EBL)

REMOVING INLETS
RT. STA. 111+00 (℄ EBL)

PIPE CULVERT REMOVAL
REPLACE WITH STONE RIPRAP
LINING TO BE PAID FOR AS
STONE RIPRAP, CLASS A3
SEE DETAIL SHEET 109
RT. STA. 111+00 (℄ EBL)

GENERAL CLEARING
RT. STA. 105+43 TO STA. 105+73 (℄ EBL)

GENERAL CLEARING
RT. STA. 107+93 TO STA. 109+68 (℄ EBL)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
RT. STA. 107+93 TO STA. 111+37 (℄ EBL)

GRADING AND SHAPING FORESLOPES
95' X 25' RT. STA. 107+75 (℄ EBL)

TREE REMOVAL, ACRES
RT. STA. 109+68 TO STA. 111+37 (℄ EBL)

GABIONS
SEE SCOUR REPAIR DETAIL SHEET 105

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
RT. STA. 117+63 TO STA. 118+97 (℄ EBL)

GENERAL CLEARING
RT. STA. 117+63 TO STA. 120+98 (℄ EBL)

SEAL EXIST. JOINT OR CRACK W/MASTIC.
COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
RT. STA. 119+11 (℄ EBL)
RT. STA. 119+86 (℄ EBL)
RT. STA. 120+90 (℄ EBL)
RT. STA. 121+98 (℄ EBL)
RT. STA. 122+85 (℄ EBL)
RT. STA. 123+82 (℄ EBL)
RT. STA. 125+98 (℄ EBL)
RT. STA. 126+60 (℄ EBL)
RT. STA. 126+89 (℄ EBL)

REMOVING INLETS
RT. STA. 128+30 (℄ EBL)
RT. STA. 132+00 (℄ EBL)

STONE RIPRAP DITCH LINING
TO BE PAID FOR AS
STONE RIPRAP, CLASS A3
SEE DETAIL SHEET 109
RT. STA. 127+75 TO STA. 128+30 (℄ EBL)

USE EXISTING RIPRAP FOR STONE RIPRAP DITCH LINING ALL TO BE PAID FOR BY
GRADING AND SHAPING FORESLOPES
40' X 10' RT. STA. 123+63 (℄ EBL)
55' X 10' RT. STA. 128+30 (℄ EBL)
50' X 10' RT. STA. 132+00 (℄ EBL)

PIPE CULVERT REMOVAL
REPLACE WITH STONE RIPRAP
LINING TO INCLUDE ANY GRADING AND SHAPING TO BE PAID FOR AS
STONE RIPRAP, CLASS A3
SEE DETAIL SHEET 109
RIPRAP SLURRY
RT. STA. 106+00 (℄ EBL)

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4'

SEE SHEET NO. 107
FOR DETAIL

FOR LOCATIONS OF BITUMINOUS CURB REMOVAL AND REPAIR, SEE SAFETY PLANS SHEET 93.

STA. 490+00 TO STA. 134+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	63
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3 78836

GENERAL CLEANING OF APRON
EXCAVATED MATERIAL TO BE PLACED BEHIND WINGWALLS
COST TO INCLUDE RESEEDING
LT. STA. 137+83 (℄ WBL)

GENERAL CLEARING AROUND HEADWALL AND WINGWALLS
LT. STA. 137+83 (℄ WBL)

℄ W.B. LANES

EXIST.

ENERGY DISSIPATOR TO BE PAID FOR AS
STONE DUMPED RIPRAP, CLASS A4
SEE DETAIL SHEET 109
COST TO IINCLUDE GENERAL CLEANIING
LT. STA. 150+25 (℄ WBL)

℄ MEDIAN F.A.I. 24

MP 18

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
GENERAL CLEARING
LT. STA. 154+78 TO STA. 158+51 (℄ WBL)

GENERAL CLEANING OF DITCH
FOR IMPROVED FLOW
LT. STA. 159+50 (℄ WBL)

TREE REMOVAL, ACRES
50' X 20' CENTERED ON CULVERT
LT. STA. 159+50 (℄ WBL)

ENERGY DISSIPATOR TO BE PAID FOR AS
STONE DUMPED RIPRAP, CLASS A4
SEE DETAIL SHEET 109
LT. STA. 159+50 (℄ WBL)

GENERAL CLEARING AND
STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 159+77 TO STA.160+93 (℄ WBL)

DISK AND RESEED 20' X 20'
FILL LOW AREAS AROUND INLET
TO DRAIN STA. 160+53 (℄ MEDIAN)

R.O.W.

GENERAL CLEARING AROUND HEADWALL AND WINGWALLS
LT. STA. 142+00 (℄ WBL)
RT. STA. 142+00 (℄ EBL)

GENERAL CLEANING OF RIPRAP AND BRUSH
RT. STA. 149+53 (℄ EBL)

RELOCATE DITCH CHECK TO ACQUIRE
10:1 SLOPE, COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
COST TO ALSO INCLUDE RESEEDING
RT. STA. 145+60 (℄ EBL)

R.O.W.
SEAL EXIST. JOINT W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
RT. STA. 155+30 (℄ EBL)
RT. STA. 156+08 (℄ EBL)
RT. STA. 156+60 (℄ EBL)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
RT. STA. 156+87 TO STA. 157+88 (℄ EBL)

GENERAL CLEANING OF DITCH
RT. STA. 157+88 TO STA. 161+25 (℄ EBL)

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4'

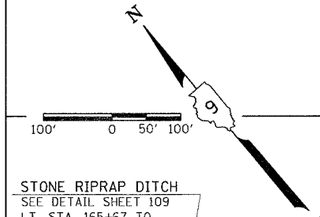
LINE

GENERAL CLEANING OF PAVED DITCH
RT. STA. 162+40 TO STA. 162+61 (℄ EBL)

GENERAL CLEARING
RT. STA. 161+64 TO STA. 162+61 (℄ EBL)

EARTH EXCAVATION
18' X 16' X 1.5' RT. STA. 162+25 (℄ EBL)

℄ E.B. LANES



STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 165+67 TO STA. 168+00 (℄ WBL)

GENERAL CLEANING OF APRON
EXCAVATED MATERIAL TO BE PLACED BEHIND BOTH WINGWALLS
COST TO INCLUDE RESEEDING
LT. STA. 168+19 (℄ WBL)

GENERAL CLEARING AROUND HEADWALL AND WINGWALLS
LT. STA. 168+19 (℄ WBL)

GENERAL CLEANING OF DITCH
TO R.O.W.
LT. STA. 173+40 (℄ WBL)

GENERAL CLEARING AROUND WINGWALLS LT. STA. 173+40 (℄ WBL)

SEAL EXIST. JOINT OR CRACK W/MASTIC.
COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
LT. STA. 173+96 (℄ WBL)
LT. STA. 174+67 (℄ WBL)
LT. STA. 174+87 (℄ WBL)

GENERAL CLEARING AROUND HEADWALL AND WINGWALLS LT. STA. 180+82 (℄ WBL)

ENERGY DISSIPATOR TO BE PAID FOR AS
STONE DUMPED RIPRAP, CLASS A4
SEE DETAIL SHEET 109
LT. STA. 180+82 (℄ WBL)

GENERAL CLEARING AROUND WINGWALLS
LT. STA. 182+92 (℄ WBL)

GENERAL CLEANING OF APRON
LT. STA. 182+92 (℄ WBL)

ENERGY DISSIPATOR TO BE PAID FOR AS
STONE DUMPED RIPRAP, CLASS A4
SEE DETAIL SHEET 109
LT. STA. 182+92 (℄ WBL)

GENERAL CLEANING OF DITCH
FOR IMPROVED FLOW
LT. STA. 188+15 (℄ WBL)

GENERAL CLEARING AROUND HEADWALL AND WINGWALLS
LT. STA. 188+15 (℄ WBL)

GENERAL CLEANING OF DITCH
LT. STA. 188+30 TO STA. 189+15 (℄ WBL)

GENERAL CLEARING
LT. STA.189+05 TO STA. 189+15 (℄ WBL)
LT. STA. 192+00 TO STA. 192+26 (℄ WBL)

SEAL EXIST. JOINT OR CRACK W/MASTIC.
COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
LT STA. 189+74, LT. STA. 190+82
LT. STA. 191+50, LT. STA. 192+34
LT. STA. 193+24, LT. STA. 194+88
(ALL ℄ WBL)

LINE

℄ W.B. LANES

EXIST.

℄ MEDIAN F.A.I. 24

R.O.W.

GENERAL CLEARING
AROUND HEADWALL AND WINGWALLS
RT. STA. 167+88 (℄ EBL)

GRADING AND SHAPING FORESLOPES
10' X 15'
STA. 168+00 (℄ MEDIAN)

GRADING AND SHAPING FORESLOPES
12' X 80'
STA. 181+47 (℄ MEDIAN)

GENERAL CLEANING
AROUND HEADWALL AND WINGWALLS
RT. STA. 182+00 (℄ EBL)

GENERAL CLEANING
AROUND HEADWALL AND WINGWALLS
INCLUDING REMOVAL OF SOME ROCK IN APRON AREA
RT. STA. 184+13 (℄ EBL)

SEAL EXIST. JOINT OR CRACK W/MASTIC.
COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS. RT. STA. 185+34 (℄ EBL)

GENERAL CLEANING OF DITCH
FOR IMPROVED FLOW
RT. STA. 186+25 TO STA. 186+35 (℄ EBL)

DISK AND RESEED
RT. STA. 185+67 TO STA. 185+78 (℄ EBL)

STRAIGHTEN DITCH FLOW BY GRADING AND SHAPING FORESLOPES
12' X 160' STA. 189+62 (℄ MEDIAN)

GENERAL CLEANING
RT. STA. 190+78 (℄ EBL)

GENERAL CLEANING OF DITCH
FOR IMPROVED FLOW
RT. STA. 190+87 TO STA. 191+05 (℄ EBL)

DISK AND RESEED
20' X 10' RT. STA. 191+36 (℄ EBL)

SEAL EXIST. JOINT OR CRACK W/MASTIC.
COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
RT. STA. 191+15 (℄ EBL)
RT. STA. 192+38 (℄ EBL)
RT. STA. 192+77 (℄ EBL)
RT. STA. 194+60 (℄ EBL)

LINE

STA. 134+00 TO STA. 198+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	64
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3 98836

GENERAL CLEANING OF APRON
LT. STA. 205+74 (℄ WBL)

GENERAL CLEARING AROUND
HEADWALL AND WINGWALLS
AND 10' UPSTREAM
LT. STA. 205+47 (℄ WBL)

℄ MEDIAN F.A.I. 24

℄ W.B. LANES

EARTH EXCAVATION
16' X 9' X 16" LT. STA. 212+98 (℄ WBL)
EXCAVATED MATERIAL TO BE PLACED
BEHIND WINGWALLS, ALSO TO
INCLUDE REMOVAL OF SMALL TREES
GRADING AND SHAPING FORESLOPES
20' X 20'

GENERAL CLEANING OF APRON
AND 10' DOWNSTREAM
LT. STA. 215+40 (℄ WBL)

GENERAL CLEARING
20' X 20' CENTERED ON CULVERT
LT. STA. 215+40 (℄ WBL)

ENERGY DISSIPATOR TO BE PAID FOR AS
STONE DUMPED RIPRAP, CLASS A4
SEE DETAIL SHEET 109
LT. STA. 215+40 (℄ WBL)

GENERAL CLEARING AROUND
HEADWALL AND 10' UP FORESLOPE
LT. STA. 217+42 (℄ WBL)

GENERAL CLEANING OF APRON
AND CULVERT TO IMPROVE FLOW
LT. STA. 217+42 (℄ WBL)

GENERAL CLEANING OF APRON
PLACE EXCAVATED MATERIAL
BEHIND WINGWALL, COST TO
INCLUDE RESEEDING
LT. STA. 220+43 (℄ WBL)

GENERAL CLEARING 20' X 20'
STONE DUMPED RIPRAP, CLASS A4
10' X 15' X 16"
LT. STA. 220+43 (℄ WBL)

ENERGY DISSIPATOR TO BE PAID FOR AS
STONE DUMPED RIPRAP, CLASS A4
SEE DETAIL SHEET 109
COST TO INCLUDE SHAPING AND CLEANING
OF DITCH TO R.O.W.
LT. STA. 228+50 (℄ WBL)

STONE DUMPED RIPRAP, CLASS A4
9' X 13' X 16"
LT. STA. 227+28 (℄ WBL)

GENERAL CLEARING
40' X 20' CENTERED ON CULVERT
LT. STA. 227+28 (℄ WBL)
LT. STA. 228+50 (℄ WBL)

EXIST.
R.O.W.
LINE
MP 19
℄ E.B. LANES

GRADING AND SHAPING FORESLOPES
15' X 10' STA. 205+50 (℄ MEDIAN)

GENERAL CLEARING AROUND
INLET
RT. STA. 205+48 (℄ WBL)

USE EXIST. RIPRAP FOR STONE RIPRAP
DITCH LINING ALL TO BE PAID FOR BY
GRADING AND SHAPING FORESLOPES
40' X 10' RT. STA. 205+50 (℄ EBL)

GENERAL CLEANING OF APRON
RT. STA. 215+81 (℄ EBL)

GENERAL CLEANING OF APRON
RT. STA. 217+49 (℄ EBL)

GENERAL CLEANING OF APRON
RT. STA. 221+10 (℄ EBL)

GENERAL CLEARING OF APRON AND
CLEARING OF BRUSH ON TOP OF CULVERT
RT. STA. 226+50 (℄ EBL)

N

100' 0 50' 100'

GENERAL CLEANING OF APRON
LT. STA. 235+68 (℄ WBL)

EQ. 52' LT. STA. 236+52.37
BK (℄ MEDIAN) =
STA. 597+79.11 AH (℄ WBL)

GENERAL CLEARING
LT. STA. 600+28 TO
STA. 600+80.5 (℄ WBL)

GENERAL CLEARING AND CLEANING AROUND
HEADWALL, WINGWALLS, AND BETWEEN THE
APRON AND PAVED DITCH, PLACE DIRT BEHIND
THE NORTH WING, AND RESEED. COST TO BE
PAID FOR IN ACCORDANCE WITH ARTICLE
109.04 (b) OF THE STANDARD SPECIFICATIONS.
LT. STA. 600+70 (℄ WBL)

GENERAL CLEARING 15' X 20'
LT. STA. 618+70 (℄ WBL)

GRADING AND SHAPING FORESLOPES
LT. STA. 618+90 TO STA. 619+10 (℄ WBL)
GENERAL CLEARING
LT. STA. 618+90 TO STA. 619+00 (℄ WBL)

WOVEN WIRE FENCE
REMOVAL
WOVEN WIRE FENCE, 4'

GENERAL CLEANING OF APRON
LT. STA. 620+08 (℄ WBL)

℄ MEDIAN F.A.I. 24

GENERAL CLEARING AROUND
HEADWALL AND WINGWALLS
LT. STA. 235+68 (℄ WBL)

POT STA. 236+52.37

℄ W.B. LANES

SEAL EXIST. JOINT W/MASTIC. COST
TO BE PAID FOR IN ACCORDANCE WITH
ARTICLE 109.04 (b) OF THE STANDARD
SPECS.
LT. STA. 618+49 (℄ WBL)
LT. STA. 619+54 (℄ WBL)

SN 044-0050

BM 1051 = "□" CUT IN PARAPET
WALL AT SE CORNER OF
BRIDGE SN 044-0050,
STA. 620+94 24' LT. WBL

EXIST.
R.O.W.
LINE
MP 20

GRADING AND SHAPING
MEDIAN CROSSOVER
STA. 231+46 (℄ MEDIAN)
SEE DETAIL SHEET 101

EQ. 52' RT. STA. 236+52.37
BK (℄ MEDIAN) =
STA. 236+57.01 AH (℄ WBL)

PC Sta 238+73.65

SEAL EXIST. JOINT W/MASTIC. COST
TO BE PAID FOR IN ACCORDANCE WITH
ARTICLE 109.04 (b) OF THE STANDARD
SPECS. LT. STA. 253+80 (℄ EBL)
LT. STA. 254+27 (℄ EBL)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 255+28 TO STA. 258+38 (℄ EBL)

SN 044-0049

GENERAL CLEARING OF INLET BOX
RT. STA. 239+73 (℄ EBL)

GENERAL CLEARING
RT. STA. 230+85 TO STA. 231+73.5 (℄ EBL)

GENERAL CLEANING OF APRON
RT. STA. 230+21 (℄ EBL)

RELOCATE DITCH CHECK TO ACQUIRE
10:1 SLOPE, COST TO BE PAID FOR IN
ACCORDANCE WITH ARTICLE 109.04 (b)
OF THE STANDARD SPECS.
COST TO ALSO INCLUDE RESEEDING
RT. STA. 239+75 (℄ EBL)

EXIST. CURVE 2
PI STA. = 254+98.35
Δ = 8° 04' 38" (RT)
D = 0° 14' 56"
R = 23,011.35'
T = 1,624.70'
L = 3,244.01'
E = 57.28'
S.E. = NORMAL CROWN
P.C. STA. = 238+73.65
P.T. STA. = 271+17.67

GENERAL CLEANING
LT. STA. 258+40 (℄ EBL)

GENERAL CLEARING
40' X 20' CENTERED ON CULVERT
RT. STA. 258+68 (℄ EBL)

GENERAL CLEANING OF DITCH
FOR IMPROVED FLOW
RT. STA. 258+68 (℄ EBL)

EARTH EXCAVATION
5' X 5' X 1' RT. STA. 258+67 (℄ EBL)
5' X 5' X 1' RT. STA. 258+78 (℄ EBL)

STA. 198+00 TO STA. 262+00 (EB)
STA. 198+00 TO STA. 623+00 (WB)

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	65
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*(44-5,6)RS, BSMART FY04-3
98836

SEAL EXIST. JOINT OR CRACK W/MASTIC.
COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
LT. STA. 628+45 (℄ WBL)
LT. STA. 629+60 (℄ WBL)
LT. STA. 630+03 (℄ WBL)
LT. STA. 630+26 (℄ WBL)
LT. STA. 630+70 (℄ WBL)
LT. STA. 631+15 TO STA. 631+20 (℄ WBL)
LT. STA. 631+17 (℄ WBL)
LT. STA. 633+12 (℄ WBL)
LT. STA. 633+34 (℄ WBL)
LT. STA. 633+85 (℄ WBL)
LT. STA. 634+92 (℄ WBL)
LT. STA. 634+92 TO STA. 634+95 (℄ WBL)
LT. STA. 636+65 (℄ WBL)
LT. STA. 636+91 (℄ WBL)
LT. STA. 637+05 (℄ WBL)
LT. STA. 637+37 (℄ WBL)
LT. STA. 638+20 (℄ WBL)
LT. STA. 638+80 (℄ WBL)
LT. STA. 639+16 (℄ WBL)

GENERAL CLEANING
BACKSLOPES OF PAVED DITCHES
LT. STA. 625+72 TO STA. 626+24 (℄ WBL)
LT. STA. 631+50 (℄ WBL)
LT. STA. 631+17 TO STA. 632+14 (℄ WBL)
LT. STA. 634+94 TO STA. 636+40 (℄ WBL)

GENERAL CLEANING OF STREAM OF CONSTRICTIONS
PREVENTING OF FLOW TO R.O.W.
LT. STA. 640+50 (℄ WBL)

GENERAL CLEANING OF THE AREA
IN FRONT OF THE NORTH WINGWALL, PLACE EXCAVATED MATERIAL BEHIND THE NORTH AND SOUTH WINGWALL
LT. STA. 640+50 (℄ WBL)

GENERAL CLEANING OF APRON
PLACE EXCAVATED MATERIAL BEHIND WINGWALLS, COST TO INCLUDE RESEEDING
LT. STA. 642+37 (℄ WBL)

GENERAL CLEARING
10' X 10' CENTERED ON DITCH
STONE DUMPED RIPRAP, CLASS A4
12' X 11' X 16"
LT. STA. 647+92 (℄ WBL)

GENERAL CLEANING OF APRON
EXCAVATED MATERIAL TO BE PLACED BEHIND WINGWALLS, COST TO INCLUDE RESEEDING
LT. STA. 647+92 (℄ WBL)

SEAL EXIST. JOINT OR CRACK W/MASTIC.
COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
LT. STA. 654+21 (℄ WBL)

ENERGY DISSIPATOR TO BE PAID FOR AS
STONE DUMPED RIPRAP, CLASS A4
SEE DETAIL SHEET 109
LT. STA. 652+90 (℄ WBL)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
RIPRAP SLURRY
LT. STA. 625+72 TO STA. 627+25 (℄ WBL)

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4'

GENERAL CLEARING
AROUND WINGWALLS
LT. STA. 642+37 (℄ WBL)

GENERAL CLEARING
AROUND WINGWALLS
LT. STA. 652+90 (℄ WBL)

GENERAL CLEARING OF SOD AND TREE ROOTS
STA. 633+12 (℄ WBL)

GENERAL CLEARING
LT. STA. 267+82 TO STA. 269+62±(℄ EBL)

9.0' X 7.0' BOX CULVERT
FILL EXISTING EROSION BEHIND WINGWALL WITH EARTH AS NEEDED
GRADING AND SHAPING FORESLOPES
15' X 20'
RT. STA. 639+45 (℄ WBL)

GENERAL CLEANING OF STREAM
FOR IMPROVED FLOW TO INCLUDE SMALL TREES
RT. STA. 639+45 (℄ WBL)

GENERAL CLEANING OF DITCH FOR IMPROVED FLOW
LT. STA. 278+05 (℄ EBL)

GENERAL CLEARING
RT. STA. 641+60 TO STA. 642+62 (℄ WBL)

GENERAL CLEANING OF APRON EXCAVATED MATERIAL TO BE PLACED BEHIND SOUTH WINGWALL, COST TO INCLUDE RESEEDING
LT. STA. 282+42 (℄ EBL)

GRADING AND SHAPING FORESLOPES
40' X 20' CENTERED ON CULVERT
COST TO INCLUDE GENERAL CLEARING
LT. STA. 282+42 (℄ EBL)

EARTH EXCAVATION
26' X 18' X 1' SOME OF THE EXCAVATED MATERIAL TO BE PLACED BEHIND NORTH WINGWALL
GRADING AND SHAPING FORESLOPES
30' X 30' BEHIND NORTH WINGWALL
COST TO INCLUDE GENERAL CLEARING AROUND WINGWALLS
RT. STA. 643+00 (℄ WBL)

GENERAL CLEANING OF APRON AND CULVERT, PLACE EXCAVATED MATERIAL BEHIND WINGWALLS
COST TO INCLUDE RESEEDING
LT. STA. 286+72 (℄ EBL)

GENERAL CLEARING
20' X 10' CENTERED ON DITCH
LT. STA. 286+72 (℄ EBL)

GENERAL CLEARING AROUND HEADWALL, 20' X 12' UPSTREAM
RT. STA. 648+00 (℄ WBL)

GENERAL CLEARING
20' X 12' ANY EXCAVATED MATERIAL TO BE PLACED BEHIND THE WINGWALLS
COST TO INCLUDE RESEEDING
RT. STA. 648+00 (℄ EBL)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
RT. STA. 653+42 TO STA. 655+42 (℄ WBL)

EARTH EXCAVATION
28' X 16' X 2' EXCAVATED MATERIAL TO BE PLACED BEHIND WINGWALLS
GRADING AND SHAPING FORESLOPES
BEHIND NORTH WINGWALL 10' X 10'
BEHIND SOUTH WINGWALL 10' X 10'
COST TO INCLUDE GENERAL CLEARING
RT. STA. 656+00 (℄ WBL)

GENERAL CLEARING
LT. STA. 273+68.5 (℄ EBL)

GENERAL CLEARING
60' X 20' CENTERED ON CULVERT
LT. STA. 278+05 (℄ EBL)

SEAL EXIST. JOINT OR CRACK W/MASTIC.
COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
LT. STA. 267+50 (℄ EBL)
LT. STA. 268+42(℄ EBL)
LT. STA. 269+25 (℄ EBL)

EARTH EXCAVATION
10' X 20' X 2' PLACE THE EXCAVATED MATERIAL BEHIND SOUTH WINGWALL
RT. STA. 274+45.5 (℄ EBL)

GRADING AND SHAPING FORESLOPES
30' X 30' AFTER EXCAVATED MATERIAL HAS BEEN PLACED
RT. STA. 274+60 (℄ EBL)

GENERAL CLEARING AROUND HEADWALL AND WINGWALLS
RT. STA. 278+05 (℄ EBL)

EARTH EXCAVATION
10' X 10' X 10" EXCAVATED MATERIAL TO BE PLACED BEHIND THE SOUTH WINGWALL
GRADING AND SHAPING FORESLOPES
15' X 15' BEHIND SOUTH WINGWALL
RT. STA. 278+05 (℄ EBL)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
RT. STA. 280+02 TO STA. 282+32 (℄ EBL)

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4'

EARTH EXCAVATION
20' X 10' X 2' RT. STA. 282+35 (℄ EBL)
7' X 3' X 2' RT. STA. 282+45 (℄ EBL)

GENERAL CLEARING AND CLEANING
RT. STA. 283+11 TO STA. 283+63 (℄ EBL)

GENERAL CLEANING
20' X 10'
RT. STA. 286+90 (℄ EBL)

GENERAL CLEANING OF DITCH FOR IMPROVED FLOW WHICH INCLUDES REMOVIING ROCK DAM
50' DOWNSTREAM, LT. STA. 282+40 (℄ EBL)

GABIONS
LT. STA. 282+40 (℄ EBL)
SEE SCOUR REPAIR DETAIL SHEET 103

EARTH EXCAVATION
20' X 15' X 2' COST TO INCLUDE GENERAL CLEARING
RT. STA. 290+20 (℄ EBL)

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4'

GENERAL CLEARING
30' X 20' CENTERED ON CULVERT
LT. STA. 291+27 (℄ EBL)

GENERAL CLEANING OF APRON, EXCAVATED MATERIAL TO BE PLACED BEHIND THE HEADWALL AND WINGWALLS, COST TO INCLUDE RESEEDING
LT. STA. 291+27 (℄ EBL)

GENERAL CLEARING AROUND WINGWALLS AND 20' UPSTREAM COST TO BE INCLUDED WITH
EARTH EXCAVATION
22' X 24' X 1'
RT. STA. 267+50 (℄ EBL)

GENERAL CLEARING OF DEBRIS FROM PREVENTING FLOW PLUS SMALL TREES AND SHRUBS AROUND HEADWALL AND WINGWALLS

℄ E.B. LANES
℄ W.B. LANES
EXIST.
R.O.W.
LINE
PC Sta 632+65.14
PT Sta 271+67
8.0' X 7.0' BOX CULVERT

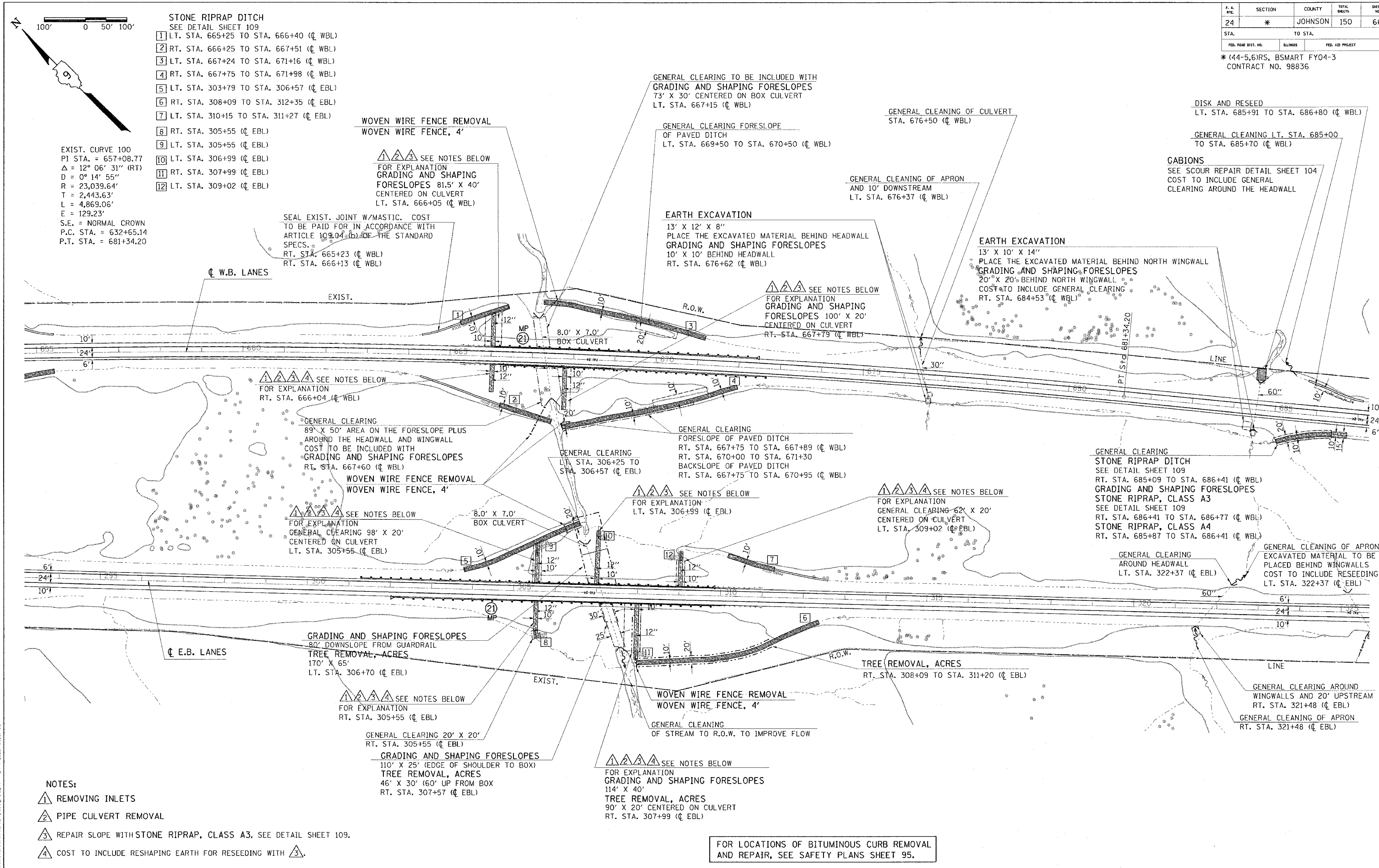
N

100' 0 50' 100'

Wed Feb 11 09:19:00 2004
d:\projects\d9020203\d9020203.dgn LV=2,4-20,22,24-46,49-63
DW=D9020203d9020203.dgn LV=2,4-19,22,24-35,37-46,50-62
DW=D9020203d9020203rps.dgn LV=2,5,31,55-63

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	66
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
CONTRACT NO. 98836



NOTES:

1. REMOVING INLETS
2. PIPE CULVERT REMOVAL
3. REPAIR SLOPE WITH STONE RIPRAP, CLASS A3. SEE DETAIL SHEET 109.
4. COST TO INCLUDE RESHAPING EARTH FOR RESEEDING WITH 3.

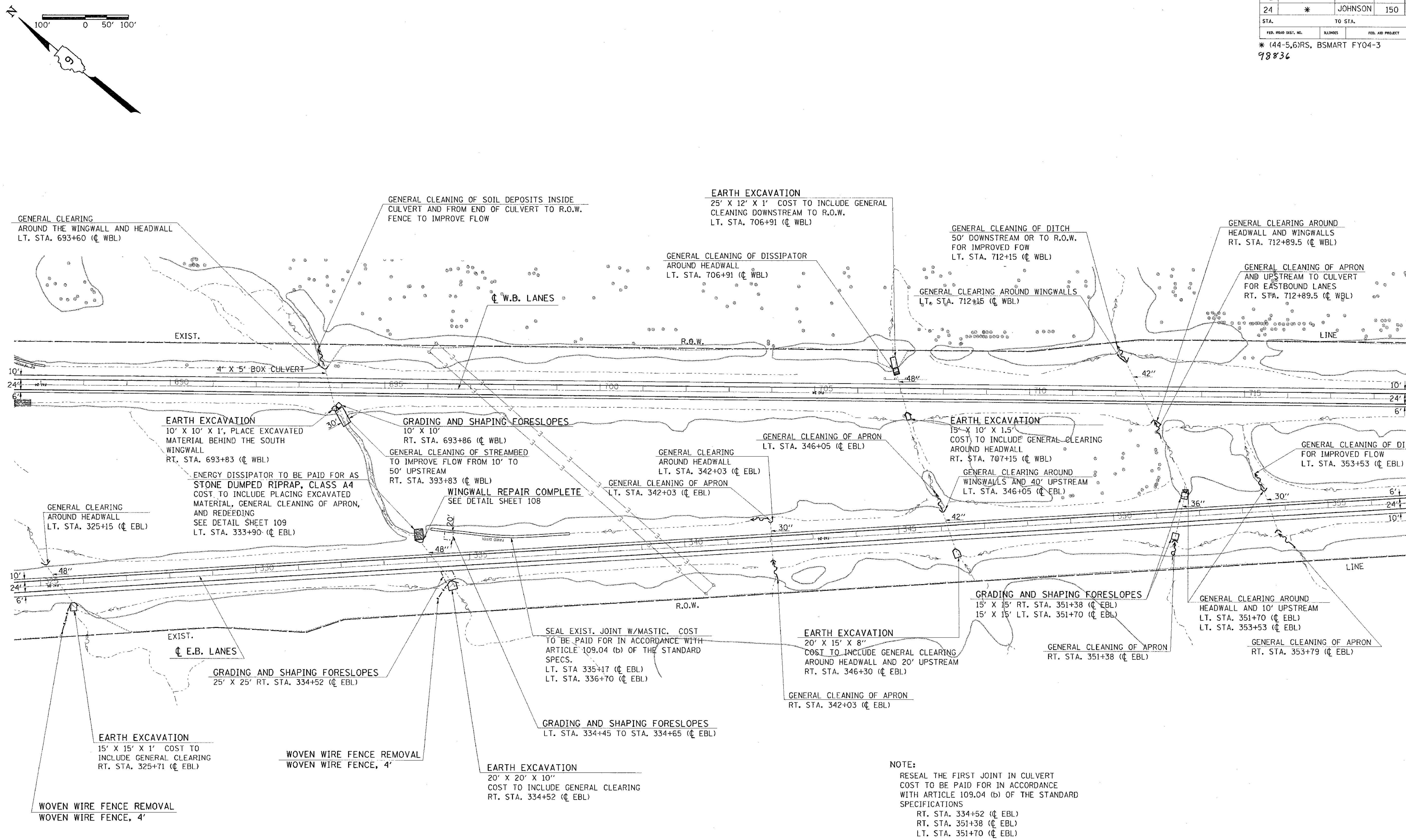
FOR LOCATIONS OF BITUMINOUS CURB REMOVAL AND REPAIR, SEE SAFETY PLANS SHEET 95.

STA. 294+00 TO STA. 325+00 (EB)
STA. 655+00 TO STA. 687+00 (WB)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	67
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3

98836



NOTE:
RESEAL THE FIRST JOINT IN CULVERT
COST TO BE PAID FOR IN ACCORDANCE
WITH ARTICLE 109.04 (b) OF THE STANDARD
SPECIFICATIONS
RT. STA. 334+52 (℄ EBL)
RT. STA. 351+38 (℄ EBL)
LT. STA. 351+70 (℄ EBL)

Tue Jan 20 14:56:08 2004

STA. 325+00 TO STA. 356+00 (EB)

STA. 687+00 TO STA. 718+00 (WB)

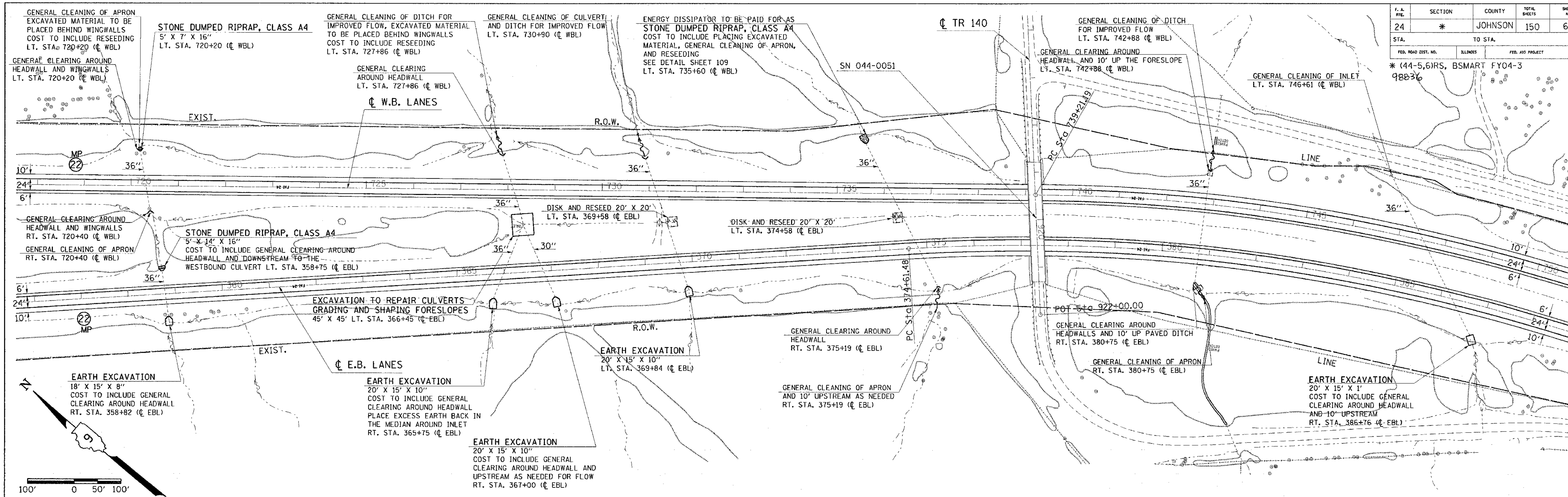
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	68

STA. TO STA.

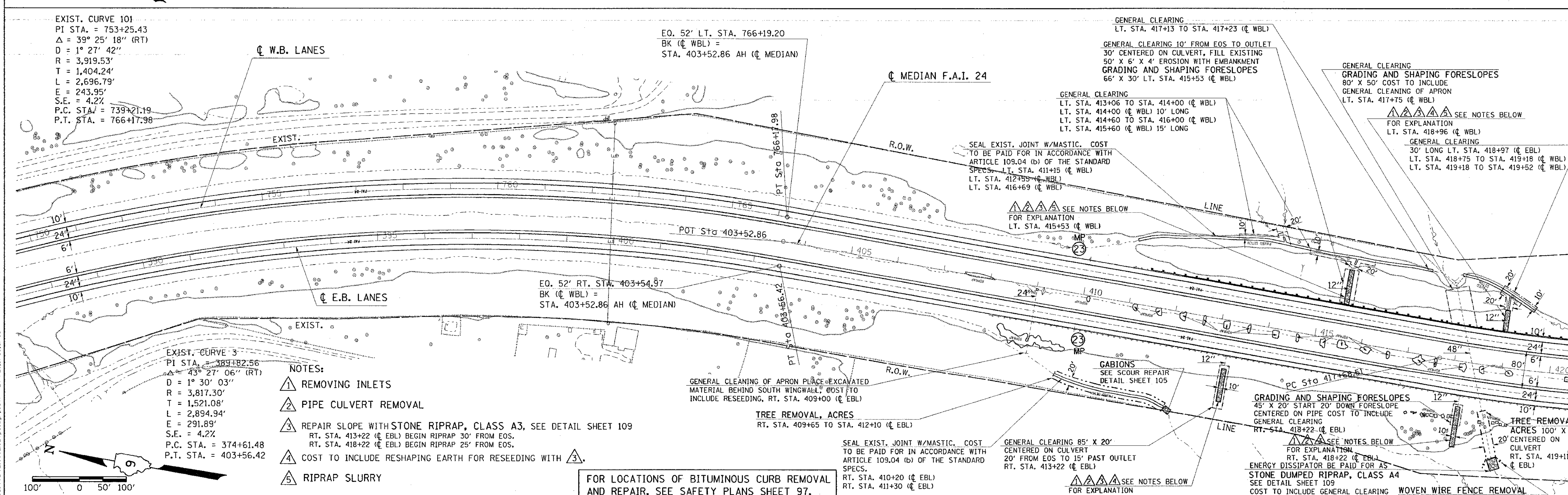
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

* (44-5,6)RS, BSMART FY04-3

98836



GENERAL CLEANING OF APRON EXCAVATED MATERIAL TO BE PLACED BEHIND WINGWALLS COST TO INCLUDE RESEEDING LT. STA. 720+20 (℄ WBL)
STONE DUMPED RIPRAP, CLASS A4 5' X 7' X 16" LT. STA. 720+20 (℄ WBL)
GENERAL CLEARING AROUND HEADWALL AND WINGWALLS LT. STA. 720+20 (℄ WBL)
GENERAL CLEANING OF DITCH FOR IMPROVED FLOW, EXCAVATED MATERIAL TO BE PLACED BEHIND WINGWALLS COST TO INCLUDE RESEEDING LT. STA. 727+86 (℄ WBL)
GENERAL CLEARING AROUND HEADWALL LT. STA. 727+86 (℄ WBL)
GENERAL CLEANING OF CULVERT AND DITCH FOR IMPROVED FLOW LT. STA. 730+90 (℄ WBL)
ENERGY DISSIPATOR TO BE PAID FOR AS STONE DUMPED RIPRAP, CLASS A4 COST TO INCLUDE PLACING EXCAVATED MATERIAL, GENERAL CLEANING OF APRON, AND RESEEDING SEE DETAIL SHEET 109 LT. STA. 735+60 (℄ WBL)
℄ TR 140
SN 044-0051
GENERAL CLEANING OF DITCH FOR IMPROVED FLOW LT. STA. 742+88 (℄ WBL)
GENERAL CLEARING AROUND HEADWALL AND 10' UP THE FORESLOPE LT. STA. 742+88 (℄ WBL)
GENERAL CLEANING OF INLET LT. STA. 746+61 (℄ WBL)
℄ W.B. LANES
EXIST.
R.O.W.
LINE
MP 22
PC Sta 739+21.19
36"
10'
24'
6'
GENERAL CLEARING AROUND HEADWALL AND WINGWALLS RT. STA. 720+40 (℄ WBL)
GENERAL CLEANING OF APRON RT. STA. 720+40 (℄ WBL)
STONE DUMPED RIPRAP, CLASS A4 5' X 14' X 16" COST TO INCLUDE GENERAL CLEARING AROUND HEADWALL AND DOWNSTREAM TO THE WESTBOUND CULVERT LT. STA. 358+75 (℄ EBL)
DISK AND RESEED 20' X 20' LT. STA. 369+58 (℄ EBL)
DISK AND RESEED 20' X 20' LT. STA. 374+58 (℄ EBL)
30"
PC Sta 374+61.48
POT Sta 922+00.00
EXCAVATION TO REPAIR CULVERTS GRADING AND SHAPING FORESLOPES 45' X 45' LT. STA. 366+45 (℄ EBL)
GENERAL CLEARING AROUND HEADWALL RT. STA. 375+19 (℄ EBL)
GENERAL CLEARING AROUND HEADWALLS AND 10' UP PAVED DITCH RT. STA. 380+75 (℄ EBL)
GENERAL CLEANING OF APRON RT. STA. 380+75 (℄ EBL)
EARTH EXCAVATION 18' X 15' X 8" COST TO INCLUDE GENERAL CLEARING AROUND HEADWALL RT. STA. 358+82 (℄ EBL)
℄ E.B. LANES
EARTH EXCAVATION 20' X 15' X 10" COST TO INCLUDE GENERAL CLEARING AROUND HEADWALL PLACE EXCESS EARTH BACK IN THE MEDIAN AROUND INLET RT. STA. 365+75 (℄ EBL)
EARTH EXCAVATION 20' X 15' X 10" LT. STA. 369+84 (℄ EBL)
GENERAL CLEANING OF APRON AND 10' UPSTREAM AS NEEDED RT. STA. 375+19 (℄ EBL)
EARTH EXCAVATION 20' X 15' X 1' COST TO INCLUDE GENERAL CLEARING AROUND HEADWALL AND 10' UPSTREAM RT. STA. 386+76 (℄ EBL)
EARTH EXCAVATION 20' X 15' X 10" COST TO INCLUDE GENERAL CLEARING AROUND HEADWALL AND UPSTREAM AS NEEDED FOR FLOW RT. STA. 367+00 (℄ EBL)
N
100' 0 50' 100'



EXIST. CURVE 101
PI STA. = 753+25.43
Δ = 39° 25' 18" (RT)
D = 1° 27' 42"
R = 3,919.53'
T = 1,404.24'
L = 2,696.79'
E = 243.95'
S.E. = 4.2%
P.C. STA. = 739+21.19
P.T. STA. = 766+17.98
℄ W.B. LANES
EQ. 52' LT. STA. 766+19.20 BK (℄ WBL) = STA. 403+52.86 AH (℄ MEDIAN)
℄ MEDIAN F.A.I. 24
PT Sta 766+17.98
POT Sta 403+52.86
GENERAL CLEARING LT. STA. 417+13 TO STA. 417+23 (℄ WBL)
GENERAL CLEARING 10' FROM EOS TO OUTLET 30' CENTERED ON CULVERT, FILL EXISTING 50' X 6' X 4' EROSION WITH EMBANKMENT GRADING AND SHAPING FORESLOPES 66' X 30' LT. STA. 415+53 (℄ WBL)
GENERAL CLEARING LT. STA. 413+06 TO STA. 414+00 (℄ WBL) LT. STA. 414+00 (℄ WBL) 10' LONG LT. STA. 414+60 TO STA. 416+00 (℄ WBL) LT. STA. 415+60 (℄ WBL) 15' LONG
GENERAL CLEARING GRADING AND SHAPING FORESLOPES 80' X 50' COST TO INCLUDE GENERAL CLEANING OF APRON LT. STA. 417+75 (℄ WBL)
1 2 4 5 SEE NOTES BELOW FOR EXPLANATION LT. STA. 418+96 (℄ WBL)
GENERAL CLEARING 30' LONG LT. STA. 418+97 (℄ EBL) LT. STA. 418+75 TO STA. 419+18 (℄ WBL) LT. STA. 419+18 TO STA. 419+52 (℄ WBL)
SEAL EXIST. JOINT W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS. LT. STA. 411+15 (℄ WBL) LT. STA. 412+55 (℄ WBL) LT. STA. 416+69 (℄ WBL)
1 2 4 5 SEE NOTES BELOW FOR EXPLANATION LT. STA. 415+53 (℄ WBL)
EXIST.
R.O.W.
LINE
MP 23
EQ. 52' RT. STA. 403+54.97 BK (℄ WBL) = STA. 403+52.86 AH (℄ MEDIAN)
PT Sta 403+56.42
℄ E.B. LANES
PC Sta 417+68.51
GENERAL CLEANING OF APRON PLACE EXCAVATED MATERIAL BEHIND SOUTH WINGWALL. COST TO INCLUDE RESEEDING. RT. STA. 409+00 (℄ EBL)
TREE REMOVAL, ACRES RT. STA. 409+65 TO STA. 412+10 (℄ EBL)
GABIONS SEE SCOUR REPAIR DETAIL SHEET 105
SEAL EXIST. JOINT W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS. RT. STA. 410+20 (℄ EBL) RT. STA. 411+30 (℄ EBL)
GENERAL CLEARING 85' X 20' CENTERED ON CULVERT 20' FROM EOS TO 15' PAST OUTLET RT. STA. 413+22 (℄ EBL)
3 4 5 SEE NOTES BELOW FOR EXPLANATION RT. STA. 413+22 (℄ EBL)
GRADING AND SHAPING FORESLOPES 45' X 20' START 20' DOWN FORESLOPE CENTERED ON PIPE COST TO INCLUDE GENERAL CLEARING RT. STA. 418+22 (℄ EBL)
3 4 5 SEE NOTES BELOW FOR EXPLANATION RT. STA. 418+22 (℄ EBL)
TREE REMOVAL, ACRES 100' X 20' CENTERED ON CULVERT RT. STA. 419+11 (℄ EBL)
ENERGY DISSIPATOR BE PAID FOR AS STONE DUMPED RIPRAP, CLASS A4 SEE DETAIL SHEET 109 COST TO INCLUDE GENERAL CLEARING OF APRON RT. STA. 419+11 (℄ EBL)
WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4' (LT. AND RT.)
EXIST. CURVE 3
PI STA. = 389+82.56
Δ = 43° 27' 06" (RT)
D = 1° 30' 03"
R = 3,817.30'
T = 1,521.08'
L = 2,894.94'
E = 291.89'
S.E. = 4.2%
P.C. STA. = 374+61.48
P.T. STA. = 403+56.42
N
100' 0 50' 100'

NOTES:

1. REMOVING INLETS
2. PIPE CULVERT REMOVAL
3. REPAIR SLOPE WITH STONE RIPRAP, CLASS A3, SEE DETAIL SHEET 109
   RT. STA. 413+22 (℄ EBL) BEGIN RIPRAP 30' FROM EOS.
   RT. STA. 418+22 (℄ EBL) BEGIN RIPRAP 25' FROM EOS.
4. COST TO INCLUDE RESHAPING EARTH FOR RESEEDING WITH 3.
5. RIPRAP SLURRY

FOR LOCATIONS OF BITUMINOUS CURB REMOVAL AND REPAIR, SEE SAFETY PLANS SHEET 97.

STA. 356+00 TO STA. 420+00 (EB)

STA. 718+00 TO STA. 420+00 (WB)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	69
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

REMOVE RIPRAP COST TO BE INCLUDED WITH
GRADING AND SHAPING FORESLOPES
40' X 10' NORTH SIDE OF INLET
RT. STA. 420+33 TO STA. 420+73 (℄ MEDIAN)

GRADING AND SHAPING FORESLOPES
STONE RIPRAP, CLASS A3
30' X 10' IN DITCH LINE
RT. STA. 430+75 TO STA. 431+05 (℄ MEDIAN)

EXIST. CURVE 1
PI STA. = 434+84.24
Δ = 48° 20' 06" (LT)
D = 1° 29' 55"
R = 3,823.47'
T = 1,715.73'
L = 3,225.49'
E = 367.31'
S.E. = 4.2%
P.C. STA. = 417+68.51
P.T. STA. = 449+94.00

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 438+50 TO STA. 445+36 (℄ WBL)

SEAL EXIST. JOINT OR CRACK W/MASTIC.
COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECS.
LT. STA. 434+93 (℄ WBL)
LT. STA. 435+20 (℄ WBL)
LT. STA. 435+44 (℄ WBL)
LT. STA. 435+67 (℄ WBL)
LT. STA. 436+17 (℄ WBL)
LT. STA. 436+81 (℄ WBL)

TREE REMOVAL, ACRES
CENTERED ON PAVE DITCH
LT. STA. 444+96 TO STA. 445+36 (℄ WBL)

WOVEN WIRE FENCE REMOVAL
WOVEN WIRE FENCE, 4'

GABIONS
SEE SCOUR REPAIR DETAIL SHEET 106
LT. STA. 445+00 (℄ WBL)

STONE DUMPED RIPRAP, CLASS A4
7' X 11' X 16"
LT. STA. 450+88.5 (℄ WBL)

GENERAL CLEANING OF SOUTH END OF DITCH
PLACE EXCAVATED MATERIAL BEHIND WINGWALLS
GRADING AND SHAPING FORESLOPES
10' X 10' BEHIND SOUTH WINGWALL
10' X 10' BEHIND NORTH WINGWALL

GENERAL CLEARING AROUND
HEADWALLS AND 10' DOWNSTREAM
LT. STA. 450+88.5 (℄ WBL)

GENERAL CLEARING AND CLEANING
CENTERED ON PAVED DITCH FROM BEGINNING TO 10' OUT
LT. STA. 441+52 (℄ WBL)

GENERAL CLEARING
CENTERED ON PAVED DITCH FROM BEGINNING OF PAVED DITCH TO 15' OUT
LT. STA. 435+85 (℄ WBL)
LT. STA. 439+22 (℄ WBL)

DISK AND RESEED
CENTERED ON PAVED DITCH FROM 15' OUT TO CONNECTING PAVED DITCH
LT. STA. 439+85 (℄ WBL)

GENERAL CLEARING AROUND
HEADWALL AND WINGWALLS PLUS 30' UP THE FORESLOPE
LT STA. 445+40 (℄ WBL)

12.0' X 9.0' BOX CULVERT

REMOVING INLETS
RT. STA. 421+47 (℄EBL)

TREE REMOVAL, ACRES
70' X 20'
RT. STA. 420+75 (℄ EBL)

PIPE CULVERT REMOVAL
REPLACE WITH STONE RIPRAP DITCH LINING TO INCLUDE ANY GRADING AND SHAPING NEEDED, TO BE PAID FOR AS
STONE RIPRAP, CLASS A3
BEGIN RIPRAP 35' FROM EOS
SEE DETAIL SHEET 109
RT. STA. 421+47 (℄ EBL)

STONE DUMPED RIPRAP, CLASS A4
10' X 5' X 16"
RT. STA. 420+75 (℄ EBL)

REMOVE RIPRAP COST TO BE INCLUDED WITH
GRADING AND SHAPING FORESLOPES
45' X 10' CENTERED ON INLET
STA. 451+18 TO STA. 451+63 (℄ MEDIAN)

GENERAL CLEARING AROUND HEADWALLS
RT. STA. 451+87 (℄ EBL)

GENERAL CLEARING AROUND
HEADWALL AND 40' UP FORESLOPE
20' WIDE CENTERED ON CULVERT
RT. STA. 434+30 (℄ EBL)

TREE REMOVAL, ACRES
75' X 35'
EARTH EXCAVATION
45' X 35' X 15'
PLACE EARTH IN EROSION BEHIND THE SOUTH WINGWALL 15' X 15' X 12' AREA
RT. STA. 444+65 (℄ EBL)

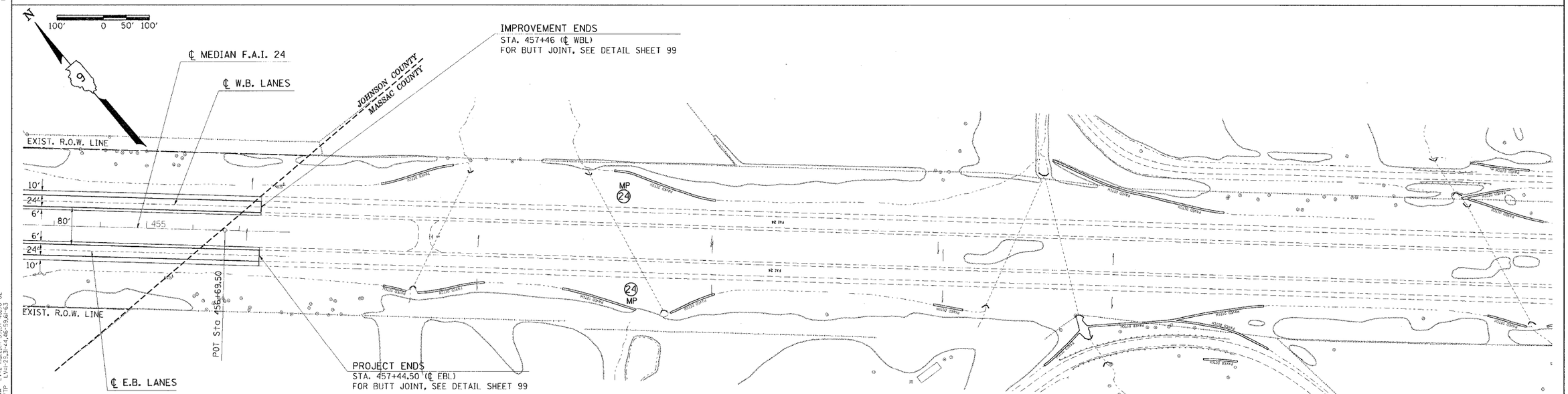
GRADING AND SHAPING FORESLOPES
30' X 40' (FENCE TO BOX)
RT. STA. 444+65 (℄ EBL)

GENERAL CLEANING OF APRON
RT. STA. 451+87 (℄ EBL)

GENERAL CLEANING OF PAVED DITCH
RT. STA. 433+15 TO STA. 433+85 (℄ EBL)
RT. STA. 434+15 TO STA. 434+67.5 (℄ EBL)

GENERAL CLEARING
RT. STA. 433+11.5 TO STA. 433+30 (℄ EBL)
RT. STA. 433+30 TO STA. 434+66 (℄ EBL)

℄ MEDIAN F.A.I. 24
℄ W.B. LANES
℄ E.B. LANES
EXIST.
R.O.W.
LINE
100' 0 50' 100'



STA. 420+00 TO STA. 457+45

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	70
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3 98836

SEAL EXIST. PAVED DITCH JOINT OR CRACK W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04(b) OF THE STANDARD SPECS.

RAMP "A"	RAMP "B"
RT. STA. 17+37	RT. STA. 11+05
RT. STA. 18+15	RT. STA. 11+88 (34' FORESLOPE)
RT. STA. 18+36	RT. STA. 12+64
RT. STA. 18+54	RT. STA. 14+05
RT. STA. 20+23	RT. STA. 15+45
	RT. STA. 23+58

℄ US RTE. 45

EQ. STA. 1618+83.00 (℄ US RTE. 45) =
STA. 10+00.00 (RAMP "A")

EQ. STA. 1618+71.90 (US RTE. 45) =
STA. 26+43.35 (RAMP "B")

GENERAL CLEARING AROUND HEADWALL
RT. STA. 10+77 (RAMP "A")

GENERAL CLEARING FROM CULVERT TO R.O.W. 20' CENTERED IN DITCH
RT. STA. 11+40 (RAMP "A")

STONE DUMPED RIPRAP, CLASS A4
10' X 5' X 4"
RT. STA. 11+40 (RAMP "A")

GENERAL CLEARING 20' X 20'
RT. STA. 24+00 (RAMP "B")

BITUMINOUS SHOULDER WIDENING
RT. STA. 15+00 (RAMP "B") TO
LT. STA. 1617+89.68 (℄ US RTE. 45)
4' WIDE

GENERAL CLEARING AND CLEANING AROUND CULVERT AND 30' NORTH AND SOUTH OF BOX FOR FLOW
RT. STA. 18+33 (RAMP "B")

EXIST. CURVE 45RPB-2
PI STA. = 22+62.85
Δ = 35° 19' 09" (LT)
D = 11° 30' 00"
R = 498.22'
T = 158.62'
L = 307.12'
E = 24.64'
P.C. STA. = 21+04.23
P.T. STA. = 24+11.35
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 19+63.23 TO STA. 21+59.23
REMOVE S.E. STA. 23+56.34 TO STA. 25+52.34

EXIST. CURVE 45RPA-1
PI STA. = 21+47.63
Δ = 24° 55' 37" (RT)
D = 7° 30' 00"
R = 763.94'
T = 168.85'
L = 332.36'
E = 18.44'
P.C. STA. = 19+78.78
P.T. STA. = 23+11.14
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 18+13.78 TO STA. 20+43.78
REMOVE S.E. STA. 22+47.14 TO STA. 24+77.14
(SEE SUPERELEVATION NOTE THIS SHEET)

BITUMINOUS SHOULDER WIDENING
RT. STA. 17+00 (RAMP "A") TO
RT. STA. 1617+98.35 (℄ US RTE. 45)
4' WIDE

TL RAMP "A"

GENERAL CLEANING OF APRON
LT. STA. 11+40 (RAMP "A")

GENERAL CLEANING OF APRON AND 10' INSIDE CULVERT
LT. STA. 25+58 (RAMP "B")

GENERAL CLEANING OF APRON
LT. STA. 20+07 (RAMP "B")

GENERAL CLEARING
RT. STA. 17+64 TO STA. 18+08 (RAMP "B")

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
RT. STA. 16+70 TO STA. 18+08 (RAMP "B")

EXIST. CURVE 45RPB-1
PI STA. = 11+78.57
Δ = 26° 18' 48" (RT)
D = 7° 30' 00"
R = 763.94'
T = 178.57'
L = 350.84'
E = 20.59'
P.C. STA. = 10+00.00
P.T. STA. = 13+50.84
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 8+34 TO STA. 10+64
(SEE SUPERELEVATION NOTE THIS SHEET)
REMOVE S.E. STA. 12+86.84 TO STA. 15+16.84

TL RAMP "B"

GENERAL CLEARING
RT. STA. 13+57 (RAMP "B")
BEGINNING 20'

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 18+40 TO STA. 23+11 (RAMP "B")

S.N. 044-0039

℄ W.B. LANE

BITUMINOUS SIGH PADS
(TYP.)

8.0' X 6.0' BOX CULVERT

5.0' X 5.0' BOX CULVERT

EQ. STA. 349+30.00 (℄ MED. FAI 24) =
STA. 1625+42.40 (℄ US RTE. 45)

S.N. 044-0040

℄ MEDIAN I-24

℄ E.B. LANE

BITUMINOUS SHOULDER WIDENING
RT. STA. 17+00 (RAMP "C") TO
RT. STA. 11+50 (RAMP "C")
4' WIDE

GENERAL CLEANING OF DITCH
RT. STA. 13+80 TO STA. 14+26 (RAMP "D")

GENERAL CLEANING OF DITCH FOR IMPROVED FLOW
LT. STA. 25+22 (RAMP "D")

GENERAL CLEANING OF ROCK IN BOX CULVERT

5' X 5' BOX CULVERT

TL RAMP "D"

TL RAMP "C"

BITUMINOUS SHOULDER WIDENING
RT. STA. 16+00 (RAMP "D") TO
RT. STA. 25+20 (RAMP "D")
4' WIDE

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
RT. STA. 10+85 TO STA. 18+24 (RAMP "C")

EQ. STA. 1632+01.80 (℄ US RTE. 45) =
STA. 10+00.00 (RAMP "C")

SEAL EXIST. PAVED DITCH JOINT OR CRACK W/MASTIC. COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04(b) OF THE STANDARD SPECS.

RAMP "C"	
LT. STA. 11+79	RAMP "D"
LT. STA. 12+63	RT. STA. 10+14
LT. STA. 13+46	RT. STA. 11+43
LT. STA. 15+14	RT. STA. 13+47
LT. STA. 17+05	RT. STA. 15+06
RT. STA. 20+09	RT. STA. 16+17
RT. STA. 21+70	

EXIST. CURVE 45RPD-1
PI STA. = 12+31.40
Δ = 33° 42' 15" (RT)
D = 7° 30' 00"
R = 763.94'
T = 231.40'
L = 449.39'
E = 34.28'
P.C. STA. = 10+00.00
P.T. STA. = 14+49.39
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 8+34 TO STA. 10+64
(SEE SUPERELEVATION NOTE THIS SHEET)
REMOVE S.E. STA. 13+85.39 TO STA. 16+15.39

EXIST. CURVE 45RPD-2
PI STA. = 21+86.68
Δ = 49° 15' 45" (LT)
D = 11° 30' 00"
R = 498.22'
T = 228.43'
L = 428.37'
E = 49.87'
P.C. STA. = 19+58.25
P.T. STA. = 23+86.61
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 18+17.25 TO STA. 20+13.25
REMOVE S.E. STA. 23+31.61 TO STA. 25+27.61

EQ. STA. 1632+12.90 (℄ US RTE. 45) =
STA. 26+18.73 (RAMP "D")

FOR RAMPS "A", "B", "C" AND "D" INTERSECTION DETAILS SEE SHEET 71

SUPERELEVATION NOTE:

WITHIN THE RAMP SUPERELEVATION TRANSITION LIMIT, THE I-24 MAINLINE PROPOSED EDGE OF PAVEMENT ELEVATION WILL GOVERN THE HIGH SIDE EDGE OF PAVEMENT OF THE RAMP

EXIST. CURVE RT45-1
PI STA. = 1630+26.89
Δ = 7° 30' 53" (LT)
D = 1° 30' 00"
R = 3,819.72'
T = 250.85'
L = 500.98'
E = 8.23'
P.C. STA. = 1627+76.04
P.T. STA. = 1632+77.02

EXIST. CURVE 45RPC-1
PI STA. = 19+16.31
Δ = 31° 15' 53" (RT)
D = 7° 30' 00"
R = 763.94'
T = 213.76'
L = 416.86'
E = 29.34'
P.C. STA. = 17+02.55
P.T. STA. = 21+19.41
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 15+36.55 TO STA. 17+66.55
REMOVE S.E. STA. 20+55.41 TO STA. 22+85.41
(SEE SUPERELEVATION NOTE THIS SHEET)

Wed Jan 28 10:56:56 2004
c:\projects\c062620\d0620205.dgn LV=2-20-22-63
DMS_0620205\d0620205.dgn,N12A LV=1-9-22-24-33-37-48-50-63
DMS_0620205\d0620205rp4.dgn,N12A LV=1-29-37-49-50-63

I-24 – VIENNA /HARRISBURG (US RTE. 45) INTERCHANGE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	71
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (44-5,6)RS, BSMART FY04-3
98836

20' 0 10' 20'

N

EXIST. B-9.12 CONBINATION CONCRETE CURB AND GUTTER

EXIST. 8" PCC PAVEMENT

EXIST. BITUMINOUS SHOULDERS

℄ RAMP "A"

RESURFACING BEGINS

PATCHING ONLY

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)

EQ. STA. 1618+83.00 (US RTE. 45) = STA. 10+00 RAMP A

75' R.

+09.54 PCC SURFACE REMOVAL-BUTT JOINT BIT. SURFACE REMOVAL-BUTT JOINT

3 CENTERED CURVE
180' - 60' - 180'
6.0' OFFSET

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)

+98.35

EXCAVATING AND GRADING EXISTING SHOULDERS

BITUMINOUS SHOULDERS, SUPERPAVE 8"

+99.68

EQ. STA. 1618+71.90 (US RTE. 45) = STA. 26+43.35 RAMP B

PAVEMENT MARKING REMOVAL
THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)

THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)

3 CENTERED CURVE
200' - 110' - 200'
5.344' OFFSET

+25.35 PCC SURFACE REMOVAL-BUTT JOINT BIT. SURFACE REMOVAL-BUTT JOINT

EXIST. PC CONCRETE MEDIAN SB-9.12

16201

℄ US RTE. 45

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)

PATCHING ONLY

RESURFACING ENDS

SIGN

PAVED DITCH

℄ RAMP "B"

EXIST. 8" PCC PAVEMENT

EXIST. BITUMINOUS SHOULDERS

℄ RAMP "D"

EXIST. 8" PCC PAVEMENT

EXIST. BITUMINOUS SHOULDERS

PROP. 1 STUB +01.4

RESURFACING - RADII PAVEMENT REPLACEMENT

EQ. STA. 1632+12.90 (US RTE. 45) = STA. 26+18.73 RAMP D

3 CENTERED CURVE
200' - 110' - 200'
5.344' OFFSET

EXIST. CONCRETE MEDIAN TYPE SB-9.12

PROP. 1 STUB +92.12

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)

PAVED DITCH

PROP. 1 STUB +90.21

PROP. 1 STUB +10.40

PAVED SHOULDER REMOVAL
BITUMINOUS SHOULDER SUPERPAVE 8"

3 CENTERED CURVE
180' - 60' - 180'
6.0' OFFSET

EXIST. B-9.12 COMBINATION CONCRETE CURB AND GUTTER

RADII PAVEMENT REPLACEMENT

RESURFACING

PCC SURFACE REMOVAL-BUTT JOINT
BIT. SURFACE REMOVAL-BUTT JOINT

℄ RAMP "C"

EXIST. BITUMINOUS SHOULDERS

EXIST. 8" PCC PAVEMENT

+50 SAW EXIST. PAVEMENT AND SHOULDERS FULL DEPTH RESURFACING BEGINS

EQ. STA. 1632+01.80 (US RTE. 45) = STA. 10+00 RAMP C

75' R.

PAVEMENT REMOVAL
PORTLAND CEMENT CONCRETE PAVMENT,8"

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)

+45.20

EXIST. PC CONCRETE MEDIAN SB-9.12

℄ US RTE. 45

+20 SAW EXIST. PAVEMENT AND SHOULDERS FULL DEPTH RESURFACING ENDS

PCC SURFACE REMOVAL-BUTT JOINT
BIT. SURFACE REMOVAL-BUTT JOINT

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)

+35.63

THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)

THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE)

RIPRAP

16230

16212

Wed Feb 4 16:00:46 2004
c:\projects\d9202d2\d9202d2s.dgn LV=2-20,27-63
DMS-D9202d2\d9202d2a.dgn,US45ID LV=1-5,7-19,22,24-48,50-63
DMS-D9202d2\d9202d2b.dgn,US45SB LV=1-5,7-19,22,24-48,50-63
DMS-D9202d2\d9202d2c.dgn,US45AB LV=1-5,7-19,22,24-48,50-63
DMS-D9202d2\d9202d2d-n4.dgn,M45AB LV=1-15,17-29,31-48,61-63

US RTE. 45 INTERCHANGE (RAMPS A, B, C, D)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	72
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

N

100' 0 3 ' 100'

EXIST. CURVE 46RPA-1
PI STA. = 13+77.50
Δ = 89° 54' 49" (LT)
D = 23° 00' 01"
R = 249.11'
T = 248.74'
L = 390.93'
E = 102.92'
P.C. STA. = 11+28.77
P.T. STA. = 15+19.70
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 10+31.77 TO STA. 11+76.70
REMOVE S.E. STA. 14+71.70 TO STA. 16+16.07
(MATCH EXISTING)

EXIST. CURVE 46RPA-2
PI STA. = 19+45.54
Δ = 47° 08' 55" (RT)
D = 12° 00' 00"
R = 477.46'
T = 208.34'
L = 392.90'
E = 43.48'
P.C. STA. = 17+37.20
P.T. STA. = 21+30.10
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 16+25.20 TO STA. 17+92.20
(MATCH EXISTING)

EXIST. CURVE 46RPA-3
PI STA. = 22+30.68
Δ = 15° 00' 00" (RT)
D = 7° 30' 00"
R = 763.94'
T = 100.58'
L = 200.00'
E = 6.59'
P.C. STA. = 21+30.10
P.T. STA. = 23+30.10
S.E. = 0.08 FT/FT
REMOVE S.E. STA. 22+66.10 TO STA. 24+86.10
(SEE SUPERELEVATION NOTE THIS SHEET)

EQ. STA. 100+14.11 (℄ IL 146) =
STA. 10+00.00 (RAMP "A") =
STA. 20+24.48 (RAMP "B")

EXIST. CURVE 46R2B-1
PI STA. = 12+61.89
Δ = 37° 47' 36" (RT)
D = 7° 30' 00"
R = 763.94'
T = 261.50'
L = 504.59'
E = 43.52'
P.C. STA. = 10+00.00
P.T. STA. = 15+04.59
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 8+34 TO STA. 10+64
(SEE SUPERELEVATION NOTE THIS SHEET)
REMOVE S.E. STA. 14+40 TO STA. 16+70.59

BITUMINOUS SHOULDER WIDENING
RT. STA. 17+00 (RAMP "B") TO
RT. STA. 101+18 (℄ IL 146)
4' WIDE

BITUMINOUS SHOULDER WIDENING
RT. STA. 23+54 (RAMP "A") TO
LT. STA. 100+98 (℄ IL 146)
4' WIDE

℄ IL 146

℄ RAMP "A"

℄ RAMP "B"

EQ. STA. 474+35.52 (℄ MEDIAN FAI 24) =
STA. 93+48.22 (℄ IL 146)

℄ W.B. LANE

S.N. 044-0048

℄ E.B. LANE

℄ MEDIAN I-24

S.N. 044-0047

℄ RAMP "D"

℄ RAMP "C"

NOTES FOR THIS CULVERT
ON MAINLINE PLAN SHEET NO. 61

GENERAL CLEARING AROUND
WINGWALL AND 15' UPSTREAM
LT. STA. 21+25 (RAMP "D")

GENERAL CLEANING OF APRON
LT. STA. 21+25 (RAMP "D")

BITUMINOUS SIGH PADS
(TYP.)

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 20+18 TO STA. 21+17 (RAMP "D")

GENERAL CLEANING OF APRON
AND 20' DOWNSTREAM
RT. STA. 21+25 (RAMP "D")

EQ. STA. 86+82.32 (℄ IL 146) =
STA. 22+11.63 (RAMP "D")

GENERAL CLEANING OF APRON
RT. STA. 11+15 (RAMP "C")

GRADING AND SHAPING FORESLOPES
40' X 10' CENTERED ON INLET COST
TO INCLUDE GENERAL CLEANING
LT. STA. 19+61 (RAMP "C")

EQ. STA. 86+58.21 (℄ IL 146) =
STA. 10+00.00 (RAMP "C")

GENERAL CLEANING OF APRON
LT. STA. 11+60 (RAMP "C")

GENERAL CLEARING AROUND
HEADWALL AND 5' UPSTREAM
LT. STA. 11+60 (RAMP "C")

STONE RIPRAP DITCH
SEE DETAIL SHEET 109
LT. STA. 20+16 TO STA. 23+05 (RAMP "C")

EXIST. CURVE 46RPC-2
PI STA. = 23+64.64
Δ = 39° 46' 25" (RT)
D = 7° 30' 00"
R = 763.94'
T = 276.34'
L = 530.31'
E = 48.45'
P.C. STA. = 20+88.29
P.T. STA. = 26+18.60
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 19+22.29 TO STA. 21+52.29
REMOVE S.E. STA. 25+54.60 TO STA. 27+84.60
(SEE SUPERELEVATION NOTE THIS SHEET)

EXIST. CURVE 46RPD-1
PI STA. = 11+60.15
Δ = 23° 40' 48" (RT)
D = 7° 30' 00"
R = 763.94'
T = 160.15'
L = 315.73'
E = 16.61'
P.C. STA. = 10+00.00
P.T. STA. = 13+15.73
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 8+34 TO STA. 10+64
(SEE SUPERELEVATION NOTE THIS SHEET)
REMOVE S.E. STA. 12+51.73 TO STA. 14+81.73

EXIST. CURVE 46RPC-1
PI STA. = 15+51.56
Δ = 65° 21' 07" (LT)
D = 11° 30' 00"
R = 498.22'
T = 319.56'
L = 568.27'
E = 93.67'
P.C. STA. = 12+32.00
P.T. STA. = 18+00.27
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 10+91 TO STA. 12+87
REMOVE S.E. STA. 17+45.27 TO STA. 19+41.27

BITUMINOUS SHOULDER WIDENING
RT. STA. 20+00 (RAMP "C") TO
RT. STA. 86+05 (℄ IL 146)
4' WIDE

SUPERELEVATION NOTE:

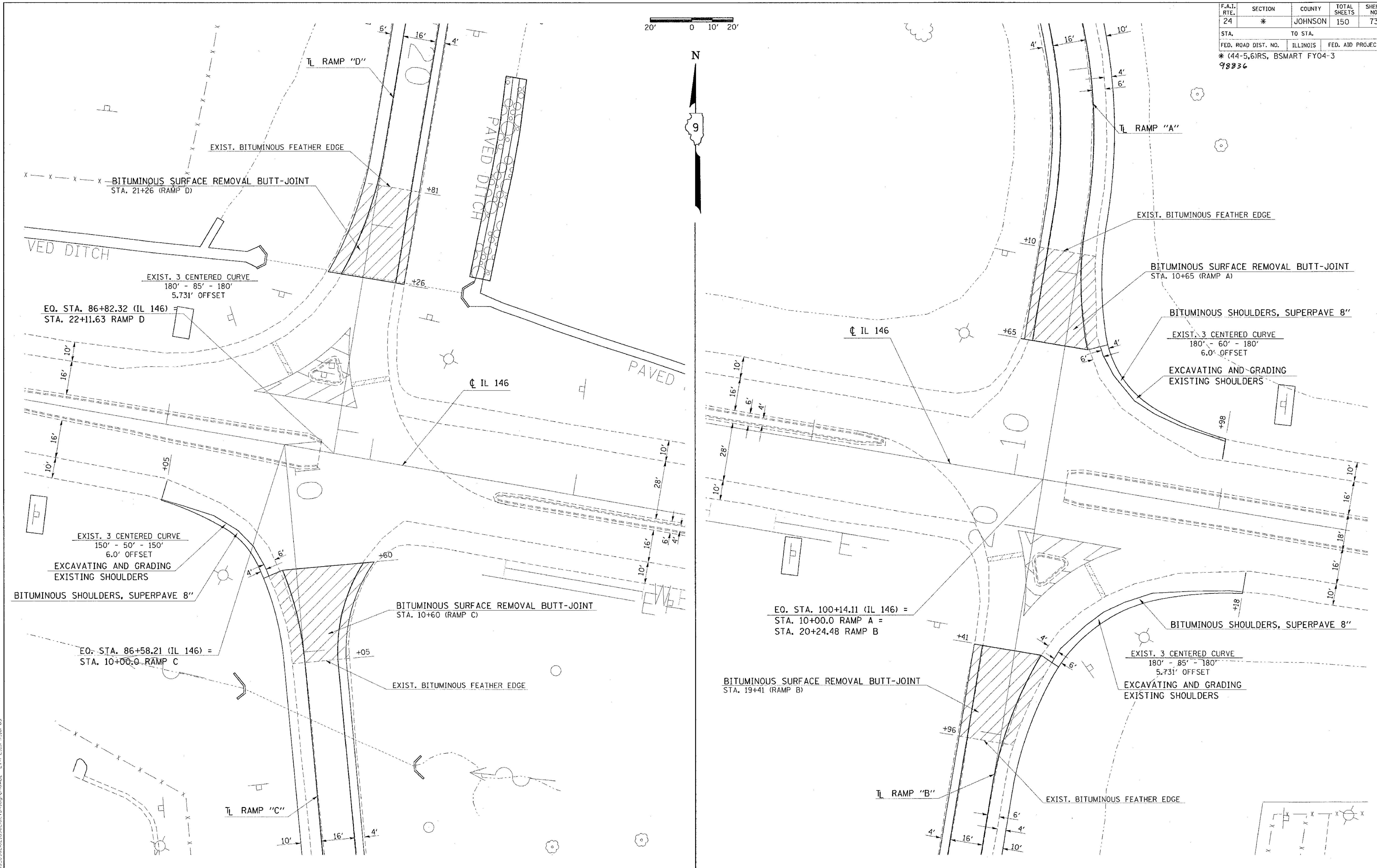
WITHIN THE RAMP SUPERELEVATION TRANSITION LIMIT, THE I-24 MAINLINE PROPOSED EDGE OF PAVEMENT ELEVATION WILL GOVERN THE HIGH SIDE EDGE OF PAVEMENT OF THE RAMP

FOR RAMPS "A", "B", "C" AND "D" INTERSECTION DETAILS SEE SHEET 73

Tue Jan 20 16:36:22 2004
c:\projects\d9202d\d9202d05.dgn LV=2,20,25,63
DMS_d9202d05#d9202d05.dgn LV=2,20,25,63,46,50-63
DMS_d9202d05#d9202d04.dgn LV=2,20,25,63,46,50-63
DMS_d9202d05#d9202d04p4.dgn LV=23,39,59,63

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	73
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (44-5,6)RS, BSMART FY04-3
98836

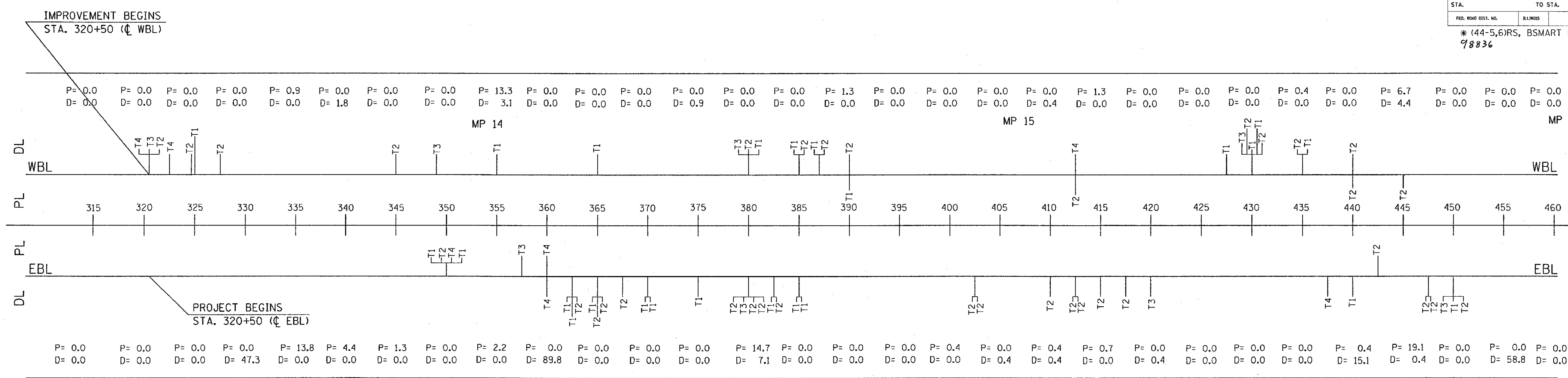


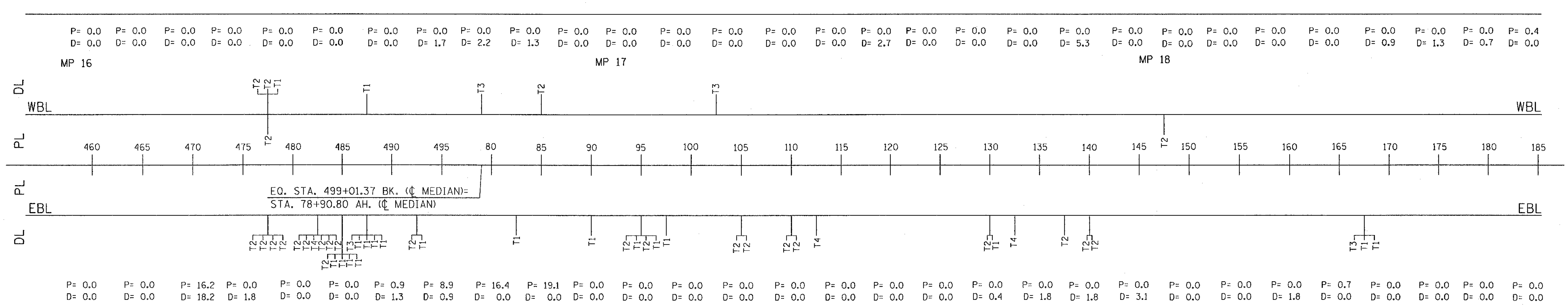
20' 0 10' 20'
N
9
℄ RAMP "D"
EXIST. BITUMINOUS FEATHER EDGE
BITUMINOUS SURFACE REMOVAL BUTT-JOINT
STA. 21+26 (RAMP D)
PAVED DITCH
VED DITCH
EXIST. 3 CENTERED CURVE
180' - 85' - 180'
5.731' OFFSET
EQ. STA. 86+82.32 (IL 146) =
STA. 22+11.63 RAMP D
℄ IL 146
PAVED
EXIST. 3 CENTERED CURVE
150' - 50' - 150'
6.0' OFFSET
EXCAVATING AND GRADING
EXISTING SHOULDERS
BITUMINOUS SHOULDERS, SUPERPAVE 8"
BITUMINOUS SURFACE REMOVAL BUTT-JOINT
STA. 10+60 (RAMP C)
EQ. STA. 86+58.21 (IL 146) =
STA. 10+00.0 RAMP C
EXIST. BITUMINOUS FEATHER EDGE
℄ RAMP "C"
℄ RAMP "A"
EXIST. BITUMINOUS FEATHER EDGE
BITUMINOUS SURFACE REMOVAL BUTT-JOINT
STA. 10+65 (RAMP A)
BITUMINOUS SHOULDERS, SUPERPAVE 8"
EXIST. 3 CENTERED CURVE
180' - 60' - 180'
6.0' OFFSET
EXCAVATING AND GRADING
EXISTING SHOULDERS
℄ IL 146
EQ. STA. 100+14.11 (IL 146) =
STA. 10+00.0 RAMP A =
STA. 20+24.48 RAMP B
BITUMINOUS SHOULDERS, SUPERPAVE 8"
EXIST. 3 CENTERED CURVE
180' - 85' - 180'
5.731' OFFSET
EXCAVATING AND GRADING
EXISTING SHOULDERS
BITUMINOUS SURFACE REMOVAL BUTT-JOINT
STA. 19+41 (RAMP B)
℄ RAMP "B"
EXIST. BITUMINOUS FEATHER EDGE

IL 146 INTERCHANGE (RAMPS A, B, C, D)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	74
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836





LEGEND:

WBL = WESTBOUND LANES
EBL = EASTBOUND LANES
P = PARTIAL DEPTH PATCHING QUANTITY, PASSING LANE, UNITS OF SQ. YD.
D = PARTIAL DEPTH PATCHING QUANTITY, DRIVING LANE, UNITS OF SQ. YD.

T1, T2, T3, T4 — FULL DEPTH PATCHING TYPE

PATCHING SURVEY DATE:

THIS INFORMATION IS BASED ON THE BEST INFORMATION AVAILABLE AT THE TIME OF PLAN PREPARATION. THE ENGINEER WILL DETERMINE ACTUAL PATCH LIMIT, LOCATIONS AND FINAL PATCHING QUANTITIES.

SHEET 1 OF 2

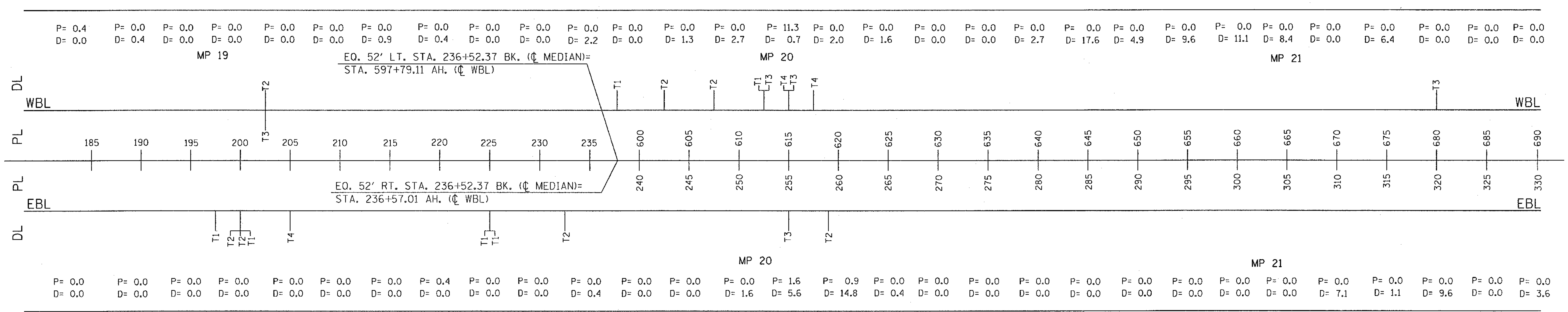
PATCHING PLAN STA. 315+00 (MP 13.5) TO STA. 185+00 (MP 18.7)

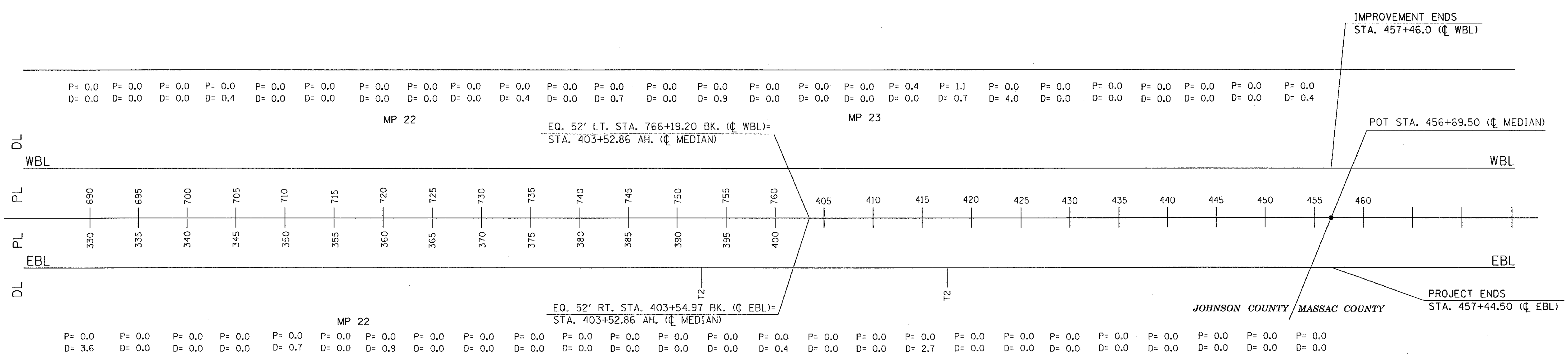
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	75

STA. TO STA.

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

* (44-5,6)RS, BSMART FY04-3
98836





LEGEND:

WBL = WESTBOUND LANES
EBL = EASTBOUND LANES
P = PARTIAL DEPTH PATCHING QUANTITY, PASSING LANE, UNITS OF SQ. YD.
D = PARTIAL DEPTH PATCHING QUANTITY, DRIVING LANE, UNITS OF SQ. YD.

T1, T2, T3, T4 — FULL DEPTH PATCHING TYPE

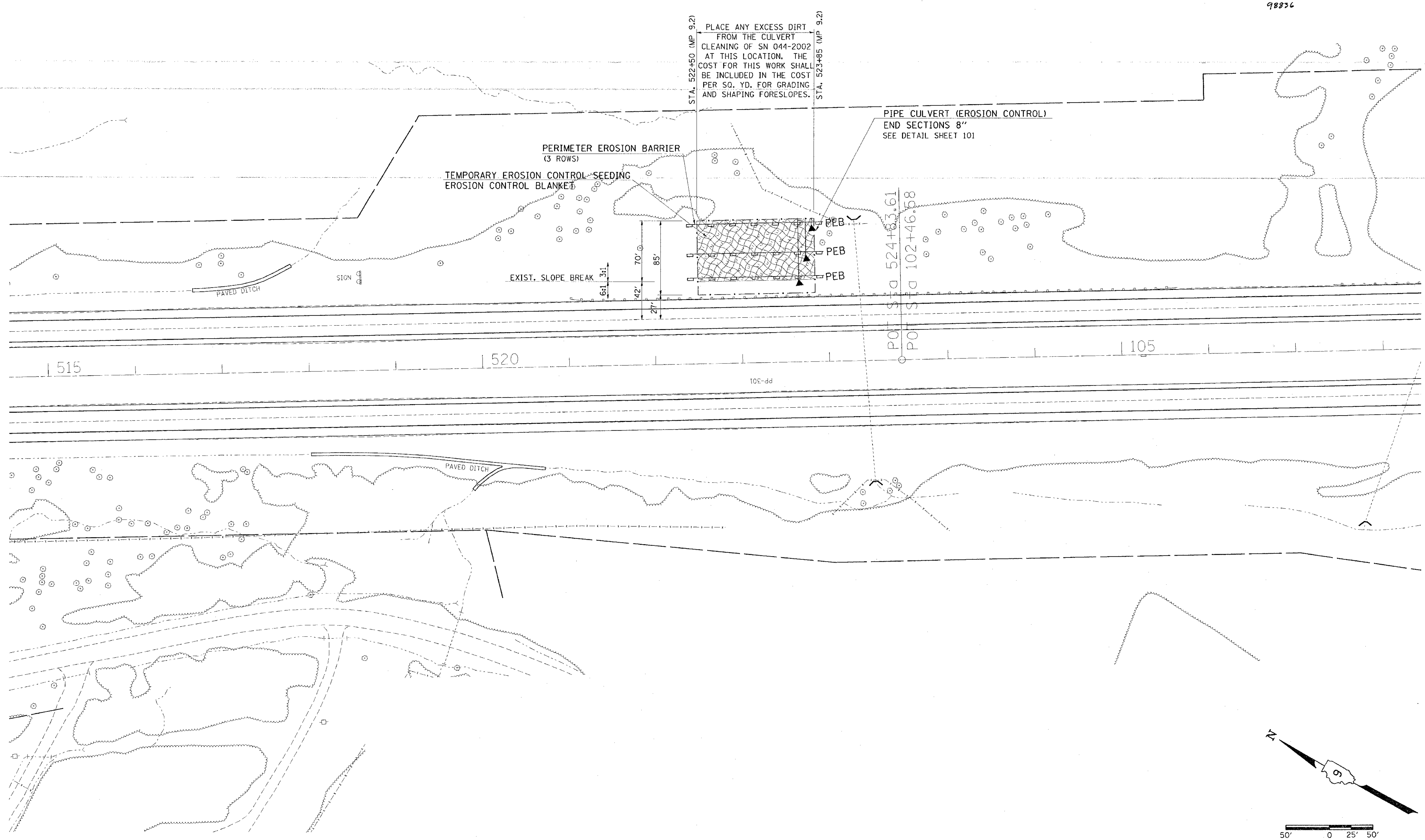
PATCHING SURVEY DATE:

THIS INFORMATION IS BASED ON THE BEST INFORMATION AVAILABLE AT THE TIME OF PLAN PREPARATION. THE ENGINEER WILL DETERMINE ACTUAL PATCH LIMIT, LOCATIONS AND FINAL PATCHING QUANTITIES.

PATCHING PLAN STA. 185+00 (MP 18.7) TO STA. 456+69.50 (MP 23.8)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	76
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836



PLACE ANY EXCESS DIRT FROM THE CULVERT CLEANING OF SN 044-2002 AT THIS LOCATION. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE COST PER SQ. YD. FOR GRADING AND SHAPING FORESLOPES.
STA. 522+50 (MP 9.2)
STA. 523+85 (MP 9.2)
PIPE CULVERT (EROSION CONTROL)
END SECTIONS 8"
SEE DETAIL SHEET 101
PERIMETER EROSION BARRIER
(3 ROWS)
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
PEB
PEB
PEB
EXIST. SLOPE BREAK
3:1
6:1
70'
85'
42'
27'
SIGN
PAVED DITCH
POT Sta 524+63.61
POT Sta 102+46.58
515
520
105
PAVED DITCH
N
50'
0
25'
50'

Tue Jan 27 10:54:04 2004

WASTE LOCATION FOR EXCESS EARTH AND TEMPORARY EROSION CONTROL

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	77
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

LEGEND

- MILE POST (MP)
- TREE REMOVAL
- EXISTING EARTH DITCH CHECK
- EXISTING DITCH FLOW
- WOVEN WIRE FENCE
- CLEARING OR GRADING LIMITS
- HEAVY DUTY EXCELSIOR BLANKET
- GENERAL CLEARING
- RIPRAP
- PERIMETER EROSION BARRIER
- FENCE (EROSION CONTROL)
- TEMPORARY EROSION CONTROL SEEDING
- EROSION CONTROL BLANKET

℄ MEDIAN F.A.I. 24

℄ W.B. LANES

IMPROVEMENT BEGINS
STA. 320+50 (WBL)
FOR BUTT JOINT, SEE DETAIL SHEET 99

MP 13

7.0' X 6.0' BOX CULVERT

PROJECT BEGINS
STA. 320+50 (EBL)
FOR BUTT JOINT, SEE DETAIL SHEET 99

℄ E.B. LANES

100' 0 50' 100'

N

BM-1206- CHISELED "□" IN NW HANDRAIL
SN 044-0039, 19' W OF ℄ WBL I-24
STA. 348+30

TL RAMP "B"

TL RAMP "A"

℄ US RTE. 45

INLET AND PIPE PROTECTION

℄ W.B. LANES

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

SN 044-0039

℄ MEDIAN F.A.I. 24

INLET AND PIPE PROTECTION

MP 14

8.0' X 6.0' BOX CULVERT

℄ E.B. LANES

SN 044-0040

MP 14

TEMPORARY EROSION CONTROL SEEDING
24" EROSION CONTROL BLANKET

TL RAMP "D"

FOR PROPOSED INTERCHANGE WORK, SEE SHEET 88.

TL RAMP "C"

TEMPORARY EROSION CONTROL STA. 298+00 TO STA. 362+00

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	78
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

EXIST. CURVE 6
PI STA. = 385+79.99
Δ = 28° 34′ 14″ (LT)
D = 0° 59′ 54″
R = 5,738.75′
T = 1,461.21′
L = 2,861.62′
E = 183.11′
S.E. =2.9%
P.C. STA. = 371+18.78
P.T. STA. = 399+80.39

℄ MEDIAN F.A.I. 24

PC Sta 371+18.78

℄ W.B. LANES

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

TEMPORARY EROSION CONTROL SEEDING

℄ E.B. LANES

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

TEMPORARY EROSION CONTROL SEEDING

100′ 0 50′ 100′

PROP. CURVE 7
PI STA. = 429+96.60
Δ = 20° 00′ 49″ (RT)
D = 0° 30′ 08″
R = 11,408.69′
T = 2,013.05′
L = 3,985.08′
E = 176.24′
S.E. = REMOVE CROWN
P.C. STA = 409+83.55
P.T. STA = 449+68.63

PT Sta 399+80.39

TEMPORARY EROSION CONTROL SEEDING

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
INLET AND PIPE PROTECTION

SN 044-0042

℄ W.B. LANES

SN 044-0043

℄ MEDIAN F.A.I. 24

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
INLET AND PIPE PROTECTION

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

SN 044-0041

TEMPORARY EROSION CONTROL SEEDING

PERIMETER EROSION BARRIER (3 ROWS)
FENCE (EROSION CONTROL) (1 ROW)
SEE DETAIL SHEET 109

SN 044-0044

℄ E.B. LANES

BM-1203 CHISELED "□" IN NW HANDRAIL
SN 044-0042, WBL I-24, STA. 407+98

BM-1203 CHISELED "□" IN NW HANDRAIL
SN 044-0043, WBL I-24, STA. 417+87

PIPE CULVERT (EROSION CONTROL)
AGGREGATE (EROSION CONTROL)
END SECTIONS 8″
SEE DETAIL SHEET 101

100′ 0 50′ 100′

TEMPORARY EROSION CONTROL STA. 362+00 TO STA. 426+00

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	79
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

PROP. CURVE 7
PI STA. = 429+96.60
Δ = 20° 00′ 49″ (RT)
D = 0° 30′ 08″
R = 11,408.69′
T = 2,013.05′
L = 3,985.08′
E = 176.24′
S.E. REMOVE CROWN
P.C. STA = 409+83.55
P.T. STA = 449+68.63

BM 1201 CHISELED "□" IN NW HANDRAIL
SN 044-0045, STA. 442+38

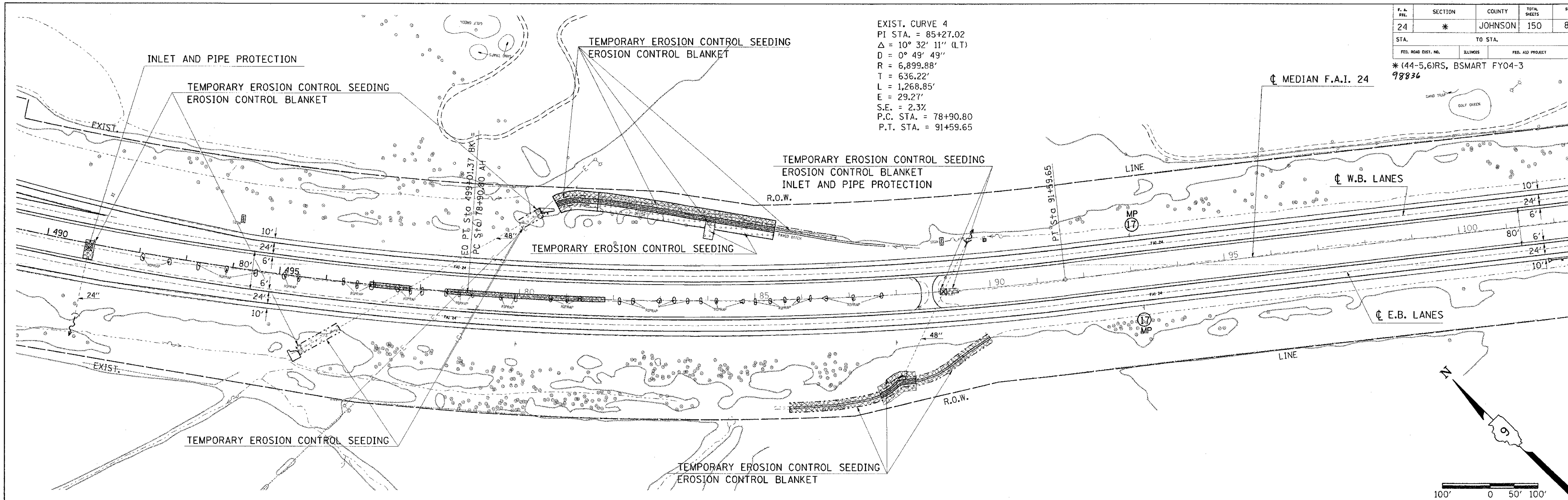
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
TEMPORARY EROSION CONTROL SEEDING
INLET AND PIPE PROTECTION
6.0′ X 4.0′ BOX CULVERT
LITTLE CACHE CREEK
SN 044-0045
R.O.W.
LINE
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
INLET AND PIPE PROTECTION
POT Sta 449+68.63
POT Sta 450+00.85
℄ W.B. LANES
EXIST.
℄ MEDIAN F.A.I. 24
℄ E.B. LANES
EXIST.
SN 044-0046
R.O.W.
LINE
TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET
100′ 0 50′ 100′
N

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
TEMPORARY EROSION CONTROL SEEDING
℄ MEDIAN F.A.I. 24
EXIST.
R.O.W.
LINE
FOR PROPOSED INTERCHANGE
WORK, SEE SHEET 89.
POT Sta 98+48.22
℄ IL 146
SN 044-0048
℄ W.B. LANES
℄ E.B. LANES
SN 044-0047
PC Sta 470+25.00
POT Sta 90+00.00
POT Sta 93+48.22
EXIST. CURVE 5
PI STA. = 484+84.38
Δ = 23° 53′ 06″ (LT)
D = 0° 49′ 49″
R = 6,899.88′
T = 1,459.38′
L = 2,876.37′
E = 152.65′
S.E. = 2.3%
P.C. STA. = 470+25.00
P.T. STA. = 499+01.37
TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
INLET AND PIPE PROTECTION
TEMPORARY EROSION
CONTROL SEEDING
LINE
R.O.W.
PERIMETER EROSION BARRIER
(2 ROWS)
SEE DETAIL SHEET 109
EXIST.
PIPE CULVERT (EROSION CONTROL)
AGGREGATE (EROSION CONTROL)
END SECTIONS 8″
SEE DETAIL SHEET 101
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

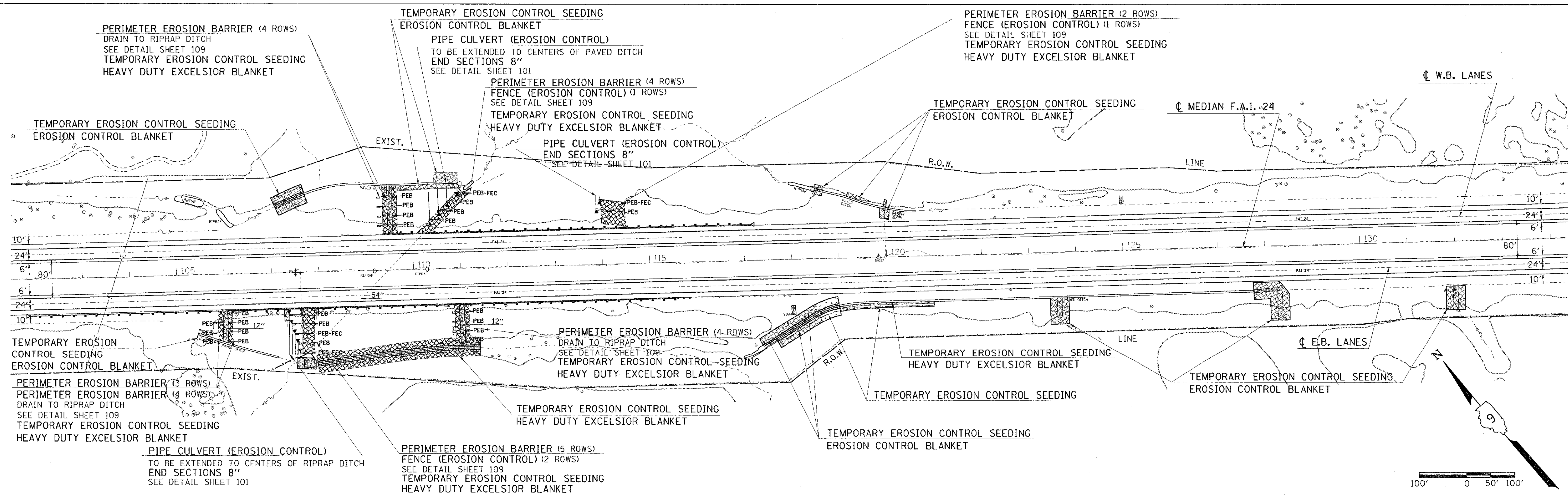
TEMPORARY EROSION CONTROL STA. 426+00 TO STA. 490+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	80
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836



EXIST. CURVE 4
PI STA. = 85+27.02
Δ = 10° 32′ 11″ (LT)
D = 0° 49′ 49″
R = 6,899.88′
T = 636.22′
L = 1,268.85′
E = 29.27′
S.E. = 2.3%
P.C. STA. = 78+90.80
P.T. STA. = 91+59.65
INLET AND PIPE PROTECTION
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
INLET AND PIPE PROTECTION
TEMPORARY EROSION CONTROL SEEDING
℄ MEDIAN F.A.I. 24
℄ W.B. LANES
℄ E.B. LANES
R.O.W.
LINE
EXIST.
MP 17
TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
100′ 0 50′ 100′

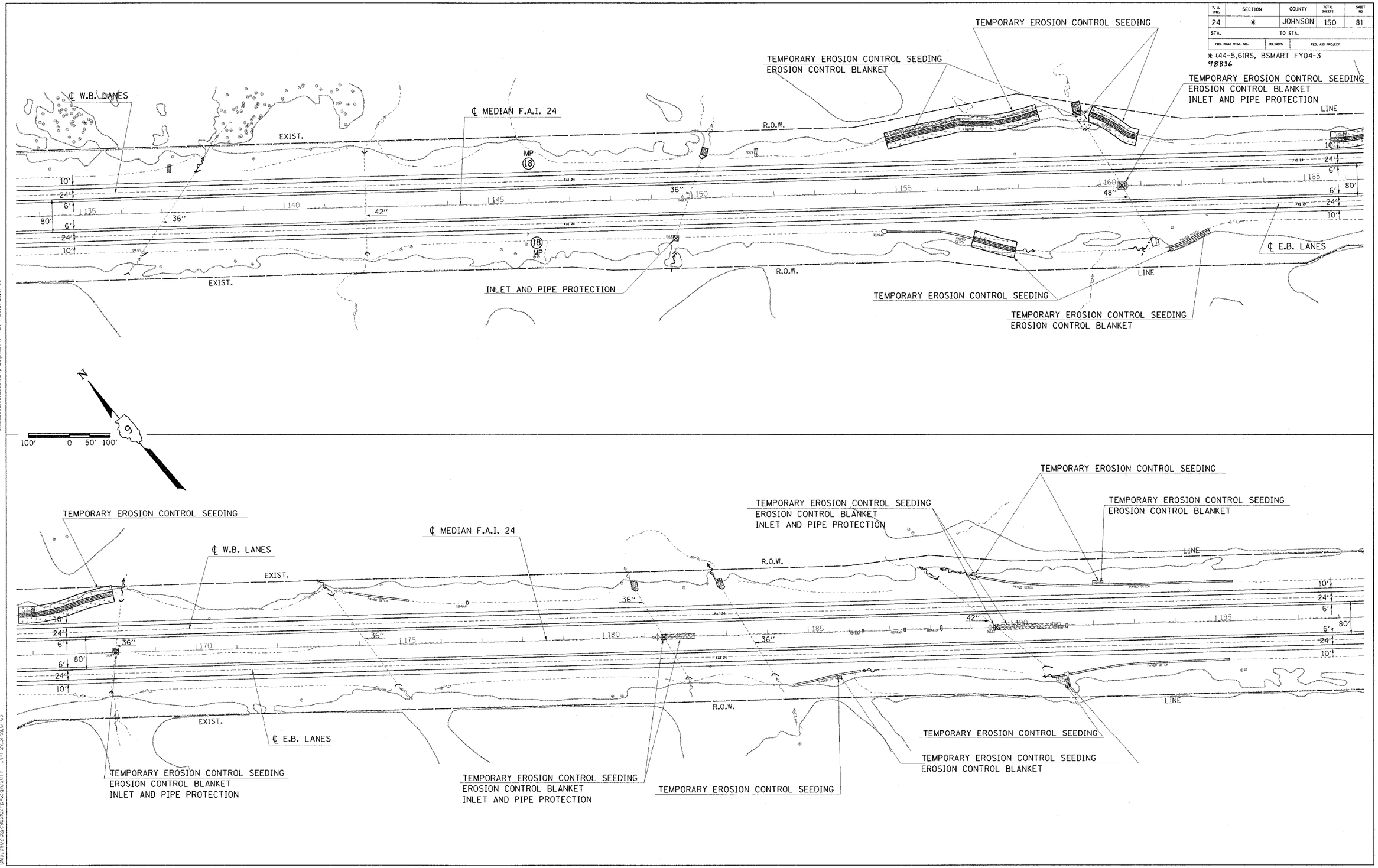


PERIMETER EROSION BARRIER (4 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109
TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
PIPE CULVERT (EROSION CONTROL)
TO BE EXTENDED TO CENTERS OF PAVED DITCH
END SECTIONS 8″
SEE DETAIL SHEET 101
PERIMETER EROSION BARRIER (4 ROWS)
FENCE (EROSION CONTROL) (1 ROWS)
SEE DETAIL SHEET 109
TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET
PIPE CULVERT (EROSION CONTROL)
END SECTIONS 8″
SEE DETAIL SHEET 101
PERIMETER EROSION BARRIER (2 ROWS)
FENCE (EROSION CONTROL) (1 ROWS)
SEE DETAIL SHEET 109
TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
℄ MEDIAN F.A.I. 24
℄ W.B. LANES
℄ E.B. LANES
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
PERIMETER EROSION BARRIER (3 ROWS)
PERIMETER EROSION BARRIER (4 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109
TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET
PIPE CULVERT (EROSION CONTROL)
TO BE EXTENDED TO CENTERS OF RIPRAP DITCH
END SECTIONS 8″
SEE DETAIL SHEET 101
PERIMETER EROSION BARRIER (5 ROWS)
FENCE (EROSION CONTROL) (2 ROWS)
SEE DETAIL SHEET 109
TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET
PERIMETER EROSION BARRIER (4 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109
TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET
TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET
TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET
TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
R.O.W.
LINE
EXIST.
100′ 0 50′ 100′

TEMPORARY EROSION CONTROL STA. 490+00 TO STA. 134+00

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	81
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

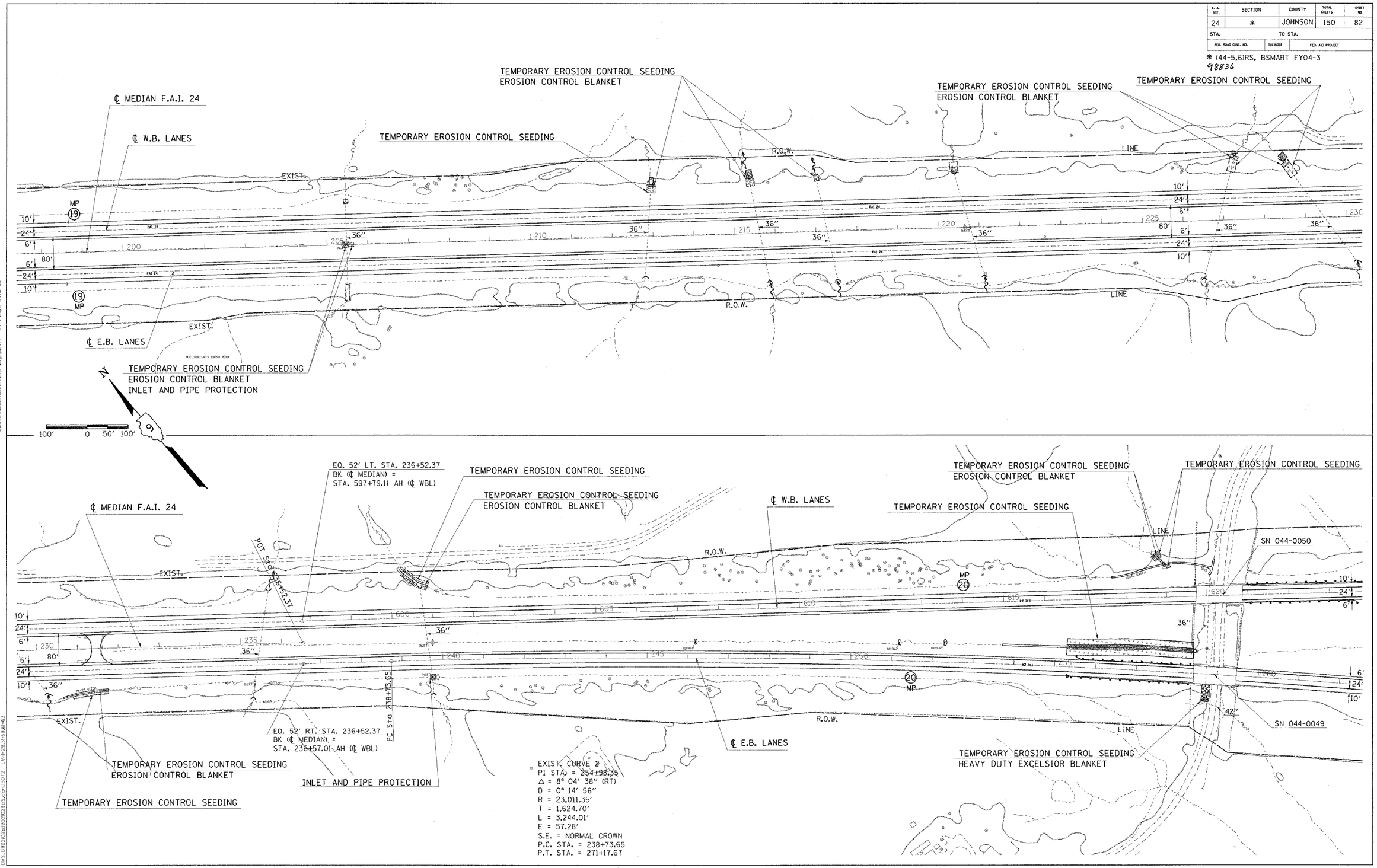
* (44-5,6)RS, BSMART FY04-3
98836



TEMPORARY EROSION CONTROL STA. 134+00 TO STA. 198+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	82
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

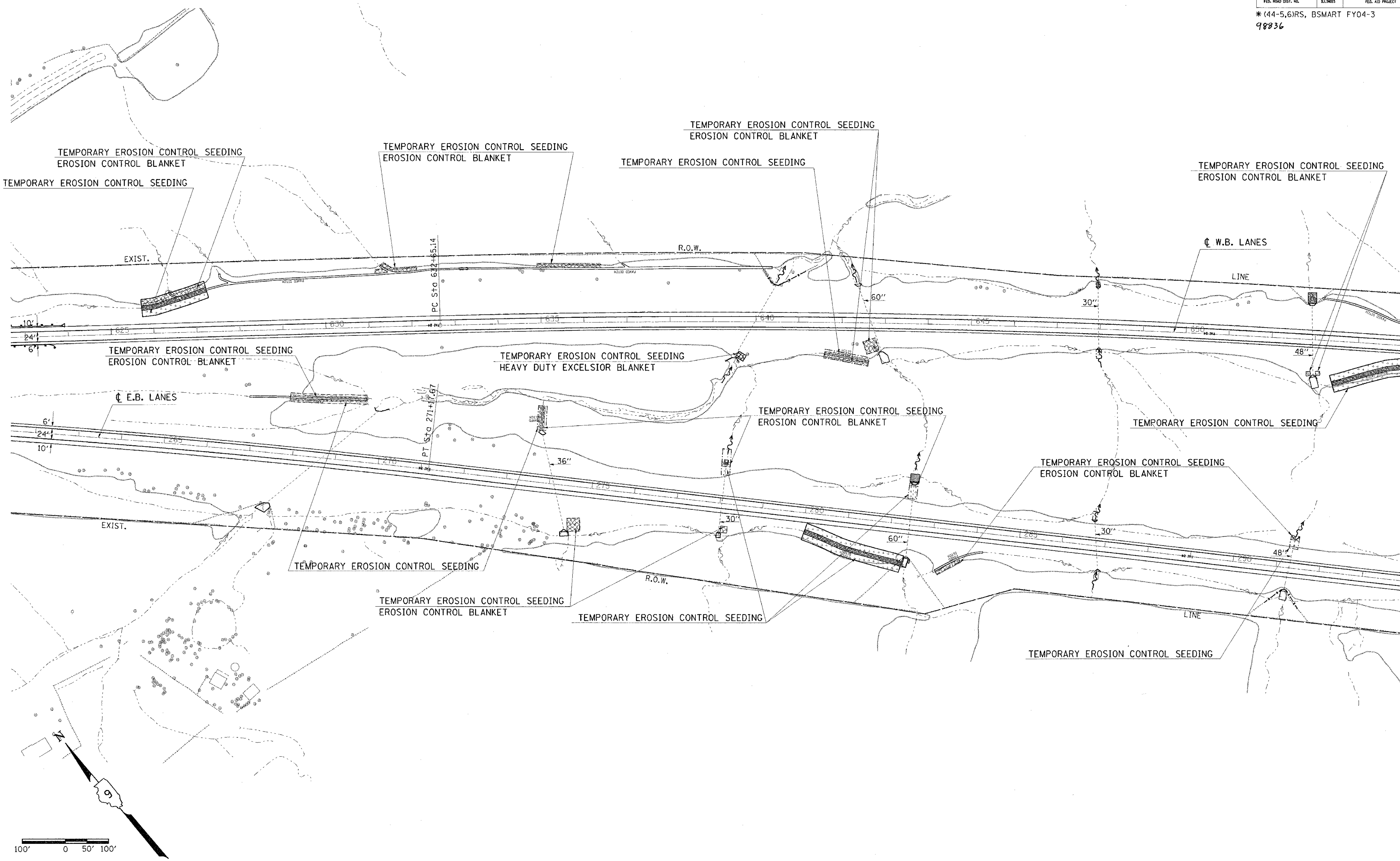


TEMPORARY EROSION CONTROL STA. 198+00 TO STA. 262+00 (EB)

TEMPORARY EROSION CONTROL STA. 198+00 TO STA. 623+00 (WB)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	83
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836



TEMPORARY EROSION CONTROL STA. 262+00 TO STA. 294+00 (EB)
TEMPORARY EROSION CONTROL STA. 623+00 TO STA. 655+00 (WB)

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	84
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
CONTRACT NO. 98836

N

100' 0 50' 100'

EXIST. CURVE 100
PI STA. = 657+08.77
Δ = 12° 06' 31" (RT)
D = 0° 14' 55"
R = 23,039.64'
T = 2,443.63'
L = 4,869.06'
E = 129.23'
S.E. = NORMAL CROWN
P.C. STA. = 632+65.14
P.T. STA. = 681+34.20

PERIMETER EROSION BARRIER (4 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET

PERIMETER EROSION BARRIER (4 ROWS)
FENCE (EROSION CONTROL) (1 ROW)
SEE DETAIL SHEET 109

PIPE CULVERT (EROSION CONTROL)
TO BE EXTENDED TO CENTER OF RIPRAP DITCH
END SECTIONS 8"
SEE DETAIL SHEET 101

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

PERIMETER EROSION BARRIER (3 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET

PERIMETER EROSION BARRIER (5 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

℄ W.B. LANES

EXIST.

R.O.W.

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

8.0' X 7.0'
BOX CULVERT

MP 21

PEB-FEC
PEB

TEMPORARY EROSION CONTROL SEEDING

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

PT Sta 681+34.20

LINE

30"

60"

10'
24'
6'

655 660 665 670 675 680 685

TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET

TEMPORARY EROSION CONTROL SEEDING

PERIMETER EROSION BARRIER (3 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

PERIMETER EROSION BARRIER (4 ROWS)
FENCE (EROSION CONTROL) (2 ROW)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

PERIMETER EROSION BARRIER (5 ROWS)
FENCE (EROSION CONTROL) (1 ROW)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

TEMPORARY EROSION CONTROL SEEDING

PERIMETER EROSION BARRIER (3 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

8.0' X 7.0'
BOX CULVERT

TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET

PERIMETER EROSION BARRIER (3 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

6'
24'
10'

295 300 305 310 315 320 325

50"

MP 21

12"
PEB
PEB-FEC

℄ E.B. LANES

TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

EXIST.

R.O.W.

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

LINE

PERIMETER EROSION BARRIER (2 ROWS)
SEE DETAIL SHEET 109

PIPE CULVERT (EROSION CONTROL)
AGGREGATE (EROSION CONTROL)
END SECTIONS 8"
SEE DETAIL SHEET 101

TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET

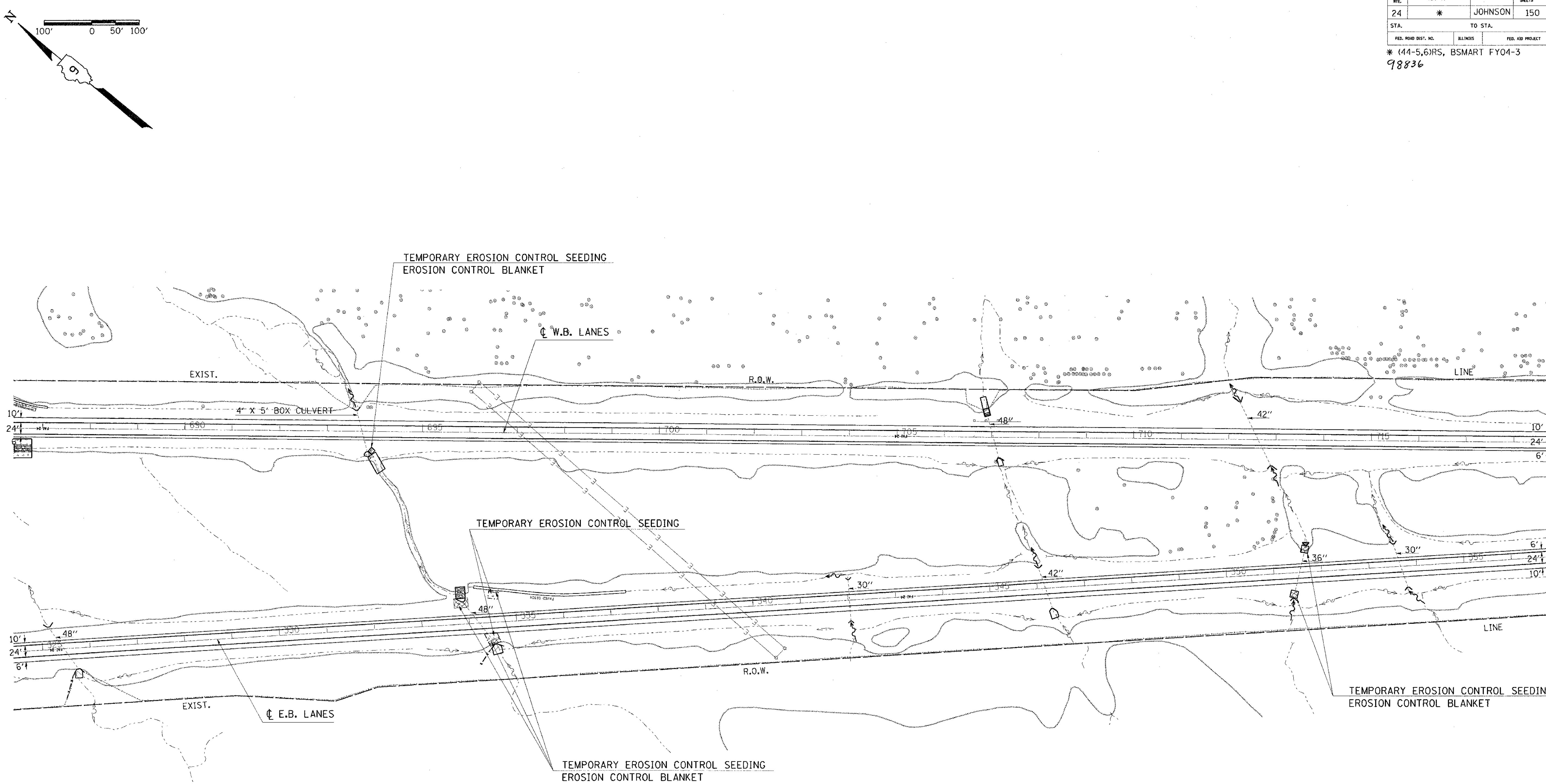
PERIMETER EROSION BARRIER (5 ROWS)
FENCE (EROSION CONTROL) (1 ROW)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

Mon Feb 9 13:34:49 2004
c:\projects\d5020202\d5020202s3.dgn LV=2,4-35,37-46,49,52-63
DMS D9020202d9502020a.dgn,032A LV=2-15,21-35,37-46,49-62
DMS D9020202d9502020t5-6g.032F LV=29,31-33,36-63

TEMPORARY EROSION CONTROL STA. 294+00 TO STA. 325+00 (EB)
TEMPORARY EROSION CONTROL STA. 655+00 TO STA. 687+00 (WB)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	85
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836



TEMPORARY EROSION CONTROL STA. 325+00 TO STA. 356+00 (EB)

TEMPORARY EROSION CONTROL STA. 687+00 TO STA. 718+00 (WB)

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	86
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98834

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
INLET AND PIPE PROTECTION

℄ TR 140

SN 044-0051

℄ W.B. LANES

EXIST.

R.O.W.

PC Sta 739+21.19

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

LINE

POT Sta 922+00.00

PC Sta 374+61.48

℄ E.B. LANES

EXIST.

R.O.W.

LINE

EXIST. CURVE 101
PI STA. = 753+25.43
Δ = 39° 25' 18" (RT)
D = 1° 27' 42"
R = 3,919.53'
T = 1,404.24'
L = 2,696.79'
E = 243.95'
S.E. = 4.2%
P.C. STA. = 739+21.19
P.T. STA. = 766+17.98

EQ. 52' LT. STA. 766+19.20
BK (℄ WBL) =
STA. 403+52.86 AH (℄ MEDIAN)

℄ MEDIAN F.A.I. 24

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
PIPE CULVERT (EROSION CONTROL)
TO BE EXTENDED TO CENTER OF PAVED DITCH
END SECTIONS 8"
SEE DETAIL SHEET 101

PERIMETER EROSION BARRIER (4 ROWS)
FENCE (EROSION CONTROL) (2 ROWS)
SEE DETAIL SHEET 109

TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET

PERIMETER EROSION BARRIER
(2 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

TEMPORARY EROSION
CONTROL SEEDING
HEAVY DUTY EXCELSIOR
BLANKET

PT Sta 766+17.98

R.O.W.

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

LINE

PERIMETER EROSION BARRIER (3 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

POT Sta 403+52.86

EQ. 52' RT. STA. 403+54.97
BK (℄ WBL) =
STA. 403+52.86 AH (℄ MEDIAN)

TEMPORARY EROSION CONTROL SEEDING

PT Sta 403+56.42

EXIST. CURVE 3
PI STA. = 389+82.56
Δ = 43° 27' 06" (RT)
D = 1° 30' 03"
R = 3,817.30'
T = 1,521.08'
L = 2,894.94'
E = 291.89'
S.E. = 4.2%
P.C. STA. = 374+61.48
P.T. STA. = 403+56.42

EXIST.

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

R.O.W.

PC Sta 417+03.61

TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET

PERIMETER EROSION BARRIER (3 ROWS)
DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

PERIMETER EROSION BARRIER
(5 ROWS) DRAIN TO RIPRAP DITCH
SEE DETAIL SHEET 109

LINE

TEMPORARY EROSION CONTROL SEEDING
HEAVY DUTY EXCELSIOR BLANKET

PIPE CULVERT (EROSION CONTROL)
AGGREGATE (EROSION CONTROL)
END SECTIONS 8"
SEE DETAIL SHEET 101

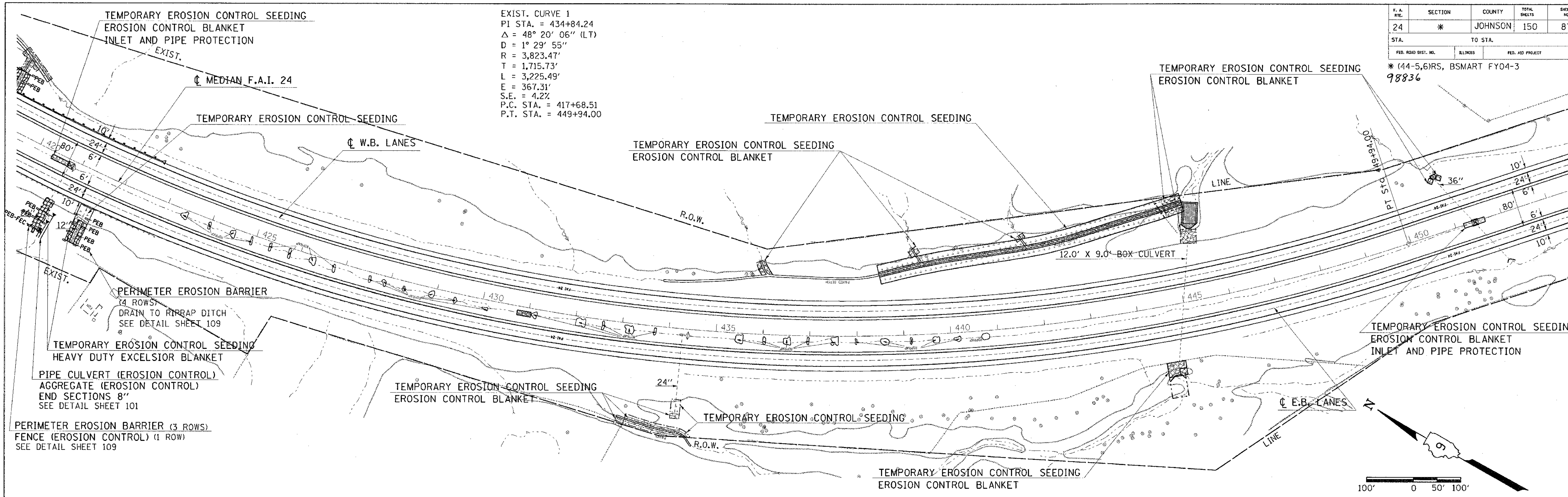
PERIMETER EROSION BARRIER (5 ROWS)
FENCE (EROSION CONTROL) (2 ROWS)
SEE DETAIL SHEET 109

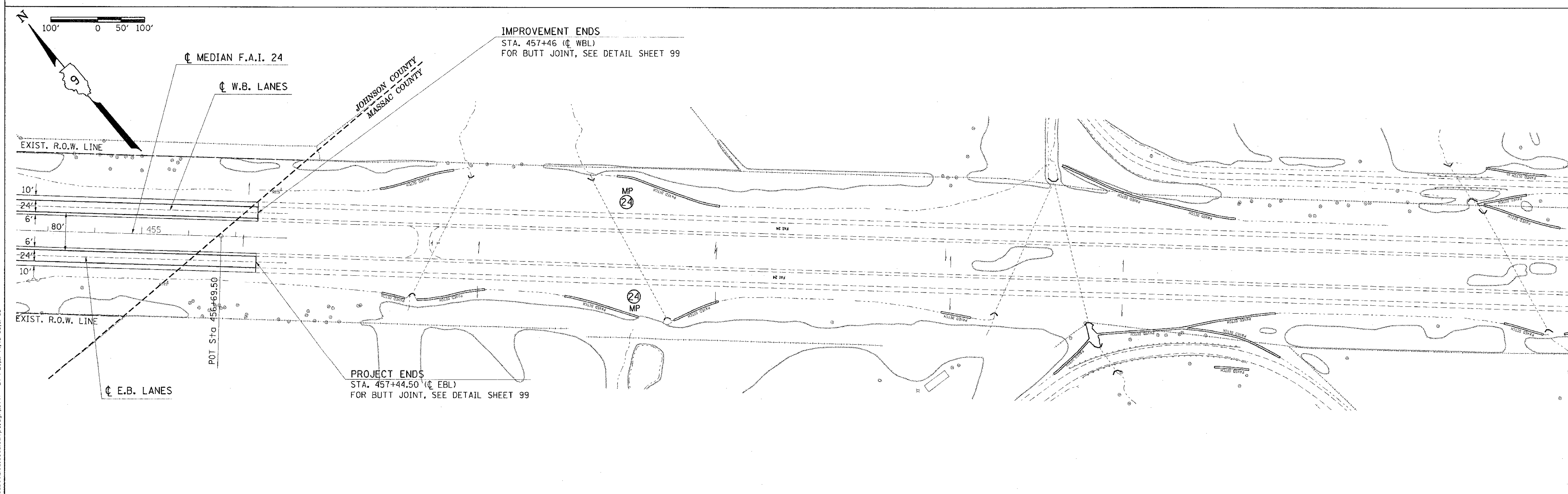
TEMPORARY EROSION CONTROL STA. 356+00 TO STA. 420+00 (EB)

TEMPORARY EROSION CONTROL STA. 718+00 TO STA. 420+00 (WB)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	87
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836





TEMPORARY EROSION CONTROL STA. 420+00 TO STA. 456+69.50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	88
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (44-5,6)RS, BSMART FY04-3
98836

N

100' 0 50' 100'

EO. STA. 1618+83.00 (℄ US RTE. 45) =
STA. 10+00.00 (RAMP "A")

℄ US RTE. 45

EO. STA. 1618+71.90 (US RTE. 45) =
STA. 26+43.35 (RAMP "B")

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

EXIST. CURVE 45RPA-1
PI STA. = 21+47.63
Δ = 24° 55' 37" (RT)
D = 7° 30' 00"
R = 763.94'
T = 168.85'
L = 332.36'
E = 18.44'
P.C. STA. = 19+78.78
P.T. STA. = 23+11.14
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 18+13.78 TO STA. 20+43.78
REMOVE S.E. STA. 22+47.14 TO STA. 24+77.14
(SEE SUPERELEVATION NOTE THIS SHEET)

TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET

TL RAMP "A"

TEMPORARY EROSION CONTROL SEEDING

TEMPORARY EROSION CONTROL SEEDING

TL RAMP "B"

℄ W.B. LANE

BITUMINOUS SIGH PADS
(TYP.)

S.N. 044-0039

8.0' X 6.0' BOX CULVERT

5.0' X 5.0' BOX CULVERT

EO. STA. 349+30.00 (℄ MED. FAI 24) =
STA. 1625+42.40 (℄ US RTE. 45)

S.N. 044-0040

℄ MEDIAN I-24

℄ E.B. LANE

TL RAMP "D"

5' X 5' BOX CULVERT

TL RAMP "C"

TEMPORARY EROSION CONTROL SEEDING

EO. STA. 1632+01.80 (℄ US RTE. 45) =
STA. 10+00.00 (RAMP "C")

EO. STA. 1632+12.90 (℄ US RTE. 45) =
STA. 26+18.73 (RAMP "D")

EXIST. CURVE 45RPB-2
PI STA. = 22+62.85
Δ = 35° 19' 09" (LT)
D = 11° 30' 00"
R = 498.22'
T = 158.62'
L = 307.12'
E = 24.64'
P.C. STA. = 21+04.23
P.T. STA. = 24+11.35
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 19+63.23 TO STA. 21+59.23
REMOVE S.E. STA. 23+56.34 TO STA. 25+52.34

EXIST. CURVE 45RPB-1
PI STA. = 11+78.57
Δ = 26° 18' 48" (RT)
D = 7° 30' 00"
R = 763.94'
T = 178.57'
L = 350.84'
E = 20.59'
P.C. STA. = 10+00.00
P.T. STA. = 13+50.84
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 8+34 TO STA. 10+64
(SEE SUPERELEVATION NOTE THIS SHEET)
REMOVE S.E. STA. 12+86.84 TO STA. 15+16.84

EXIST. CURVE 45RPD-1
PI STA. = 12+31.40
Δ = 33° 42' 15" (RT)
D = 7° 30' 00"
R = 763.94'
T = 231.40'
L = 449.39'
E = 34.28'
P.C. STA. = 10+00.00
P.T. STA. = 14+49.39
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 8+34 TO STA. 10+64
(SEE SUPERELEVATION NOTE THIS SHEET)
REMOVE S.E. STA. 13+85.39 TO STA. 16+15.39

EXIST. CURVE 45RPD-2
PI STA. = 21+86.68
Δ = 49° 15' 45" (LT)
D = 11° 30' 00"
R = 498.22'
T = 228.43'
L = 428.37'
E = 49.87'
P.C. STA. = 19+58.25
P.T. STA. = 23+86.61
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 18+17.25 TO STA. 20+13.25
REMOVE S.E. STA. 23+31.61 TO STA. 25+27.61

FOR RAMPS "A", "B", "C" AND "D"
INTERSECTION DETAILS
SEE SHEET 71

SUPERELEVATION NOTE:

WITHIN THE RAMP SUPERELEVATION TRANSITION LIMIT, THE I-24 MAINLINE PROPOSED EDGE OF PAVEMENT ELEVATION WILL GOVERN THE HIGH SIDE EDGE OF PAVEMENT OF THE RAMP

EXIST. CURVE RT45-1
PI STA. = 1630+26.89
Δ = 7° 30' 53" (LT)
D = 1° 30' 00"
R = 3,819.72'
T = 250.85'
L = 500.98'
E = 8.23'
P.C. STA. = 1627+76.04
P.T. STA. = 1632+77.02

EXIST. CURVE 45RPC-1
PI STA. = 19+16.31
Δ = 31° 15' 53" (RT)
D = 7° 30' 00"
R = 763.94'
T = 213.76'
L = 416.86'
E = 29.34'
P.C. STA. = 17+02.55
P.T. STA. = 21+19.41
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 15+36.55 TO STA. 17+66.55
REMOVE S.E. STA. 20+55.41 TO STA. 22+85.41
(SEE SUPERELEVATION NOTE THIS SHEET)

Sat Jan 17 13:34:41 2004
C:\Projects\d9202\d9202d9202p26.dgn LV=3,45,57,63
C:\Projects\d9202\d9202d9202p24.dgn LV=3,45,57,63
DVS:D9202d9202p26.dgn LV=-253,-9561-63
DVS:D9202d9202p24.dgn LV=-253,-9561-63

TEMPORARY EROSION CONTROL I-24 – VIENNA /HARRISBURG (US RTE. 45) INTERCHANGE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	89
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

N S

100' 0 3 ' 100'

EXIST. CURVE 46RPA-1
PI STA. = 13+77.50
Δ = 89° 54' 49" (LT)
D = 23° 00' 01"
R = 249.11'
T = 248.74'
L = 390.93'
E = 102.92'
P.C. STA. = 11+28.77
P.T. STA. = 15+19.70
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 10+31.77 TO STA. 11+76.70
REMOVE S.E. STA. 14+71.70 TO STA. 16+16.07
(MATCH EXISTING)

EXIST. CURVE 46RPA-2
PI STA. = 19+45.54
Δ = 47° 08' 55" (RT)
D = 12° 00' 00"
R = 477.46'
T = 208.34'
L = 392.90'
E = 43.48'
P.C. STA. = 17+37.20
P.T. STA. = 21+30.10
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 16+25.20 TO STA. 17+92.20
(MATCH EXISTING)

EXIST. CURVE 46RPA-3
PI STA. = 22+30.68
Δ = 15° 00' 00" (RT)
D = 7° 30' 00"
R = 763.94'
T = 100.58'
L = 200.00'
E = 6.59'
P.C. STA. = 21+30.10
P.T. STA. = 23+30.10
S.E. = 0.08 FT/FT
REMOVE S.E. STA. 22+66.10 TO STA. 24+86.10
(SEE SUPERELEVATION NOTE THIS SHEET)

EQ. STA. 100+14.11 (℄ IL 146) =
STA. 10+00.00 (RAMP "A") =
STA. 20+24.48 (RAMP "B")

EXIST. CURVE 46R2B-1
PI STA. = 12+61.89
Δ = 37° 47' 36" (RT)
D = 7° 30' 00"
R = 763.94'
T = 261.50'
L = 504.59'
E = 43.52'
P.C. STA. = 10+00.00
P.T. STA. = 15+04.59
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 8+34 TO STA. 10+64
(SEE SUPERELEVATION NOTE THIS SHEET)
REMOVE S.E. STA. 14+40 TO STA. 16+70.59

PC Sta 11+28.17
PT Sta 15+19.70
POT Sta 98+48.22
PC Sta 17+37.20
PT Sta 15+04.59
PC Sta 10+00.00
TL RAMP "A"
TL RAMP "B"
℄ IL 146
EQ. STA. 474+35.52 (℄ MEDIAN FAI 24) =
STA. 93+48.22 (℄ IL 146)
℄ W.B. LANE
S.N. 044-0048
PC Sta 21+30.10
PT Sta 23+30.10
℄ E.B. LANE
℄ MEDIAN I-24
S.N. 044-0047
PC Sta 470+25.00
TL RAMP "C"
TL RAMP "D"
PC Sta 10+00.00
PT Sta 13+15.73
POT Sta 90+00.00
PC Sta 20+88.29
PT Sta 18+00.27
PC Sta 12+32.00
TEMPORARY EROSION CONTROL SEEDING
BITUMINOUS SIGH PADS
(TYP.)
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
INLET AND PIPE PROTECTION
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
EQ. STA. 86+82.32 (℄ IL 146) =
STA. 22+11.63 (RAMP "D")
EQ. STA. 86+58.21 (℄ IL 146) =
STA. 10+00.00 (RAMP "C")
TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
INLET AND PIPE PROTECTION
TEMPORARY EROSION CONTROL SEEDING

EXIST. CURVE 46RPD-1
PI STA. = 11+60.15
Δ = 23° 40' 48" (RT)
D = 7° 30' 00"
R = 763.94'
T = 160.15'
L = 315.73'
E = 16.61'
P.C. STA. = 10+00.00
P.T. STA. = 13+15.73
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 8+34 TO STA. 10+64
(SEE SUPERELEVATION NOTE THIS SHEET)
REMOVE S.E. STA. 12+51.73 TO STA. 14+81.73

EXIST. CURVE 46RPC-2
PI STA. = 23+64.64
Δ = 39° 46' 25" (RT)
D = 7° 30' 00"
R = 763.94'
T = 276.34'
L = 530.31'
E = 48.45'
P.C. STA. = 20+88.29
P.T. STA. = 26+18.60
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 19+22.29 TO STA. 21+52.29
REMOVE S.E. STA. 25+54.60 TO STA. 27+84.60
(SEE SUPERELEVATION NOTE THIS SHEET)

EXIST. CURVE 46RPC-1
PI STA. = 15+51.56
Δ = 65° 21' 07" (LT)
D = 11° 30' 00"
R = 498.22'
T = 319.56'
L = 568.27'
E = 93.67'
P.C. STA. = 12+32.00
P.T. STA. = 18+00.27
S.E. = 0.08 FT/FT
ATTAIN S.E. STA. 10+91 TO STA. 12+87
REMOVE S.E. STA. 17+45.27 TO STA. 19+41.27

SUPERELEVATION NOTE:
WITHIN THE RAMP SUPERELEVATION TRANSITION LIMIT, THE I-24 MAINLINE PROPOSED EDGE OF PAVEMENT ELEVATION WILL GOVERN THE HIGH SIDE EDGE OF PAVEMENT OF THE RAMP

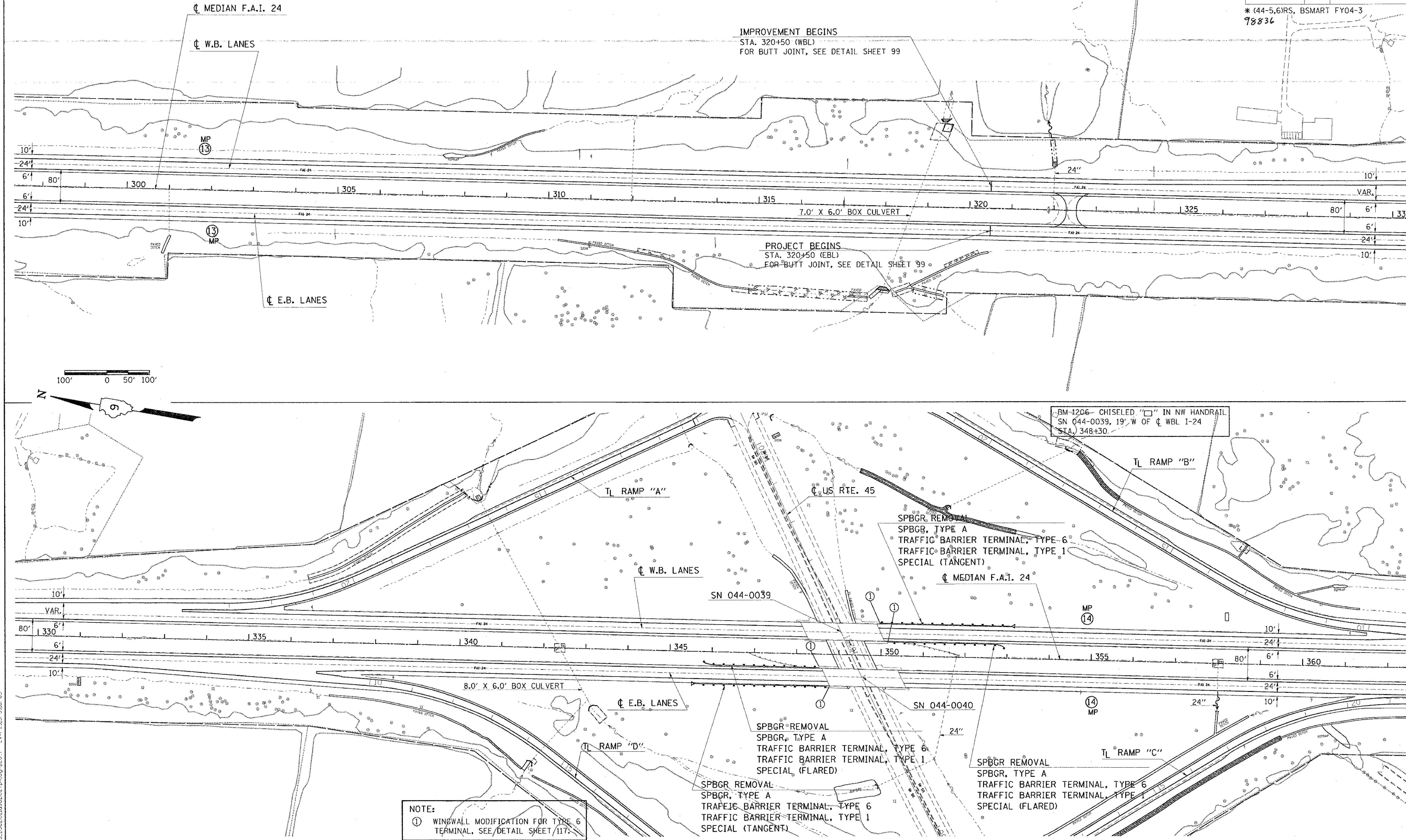
FOR RAMPS "A", "B", "C" AND "D" INTERSECTION DETAILS SEE SHEET 73

Wed Jun 26 12:22:06 2024
d:\projects\05200\c90\02\05-dgn LV=2-49,52-63
DMS_D1\05200\c90\02\05a.dgn LV=1-9,21-23,25-35,37-48,60-63
DMS_D1\05200\c90\02\07a.dgn LV=1-29,31-59,61-63

TEMPORARY EROSION CONTROL I-24 – VIENNA /GOLCONDA (IL 146) INTERCHANGE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	90
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

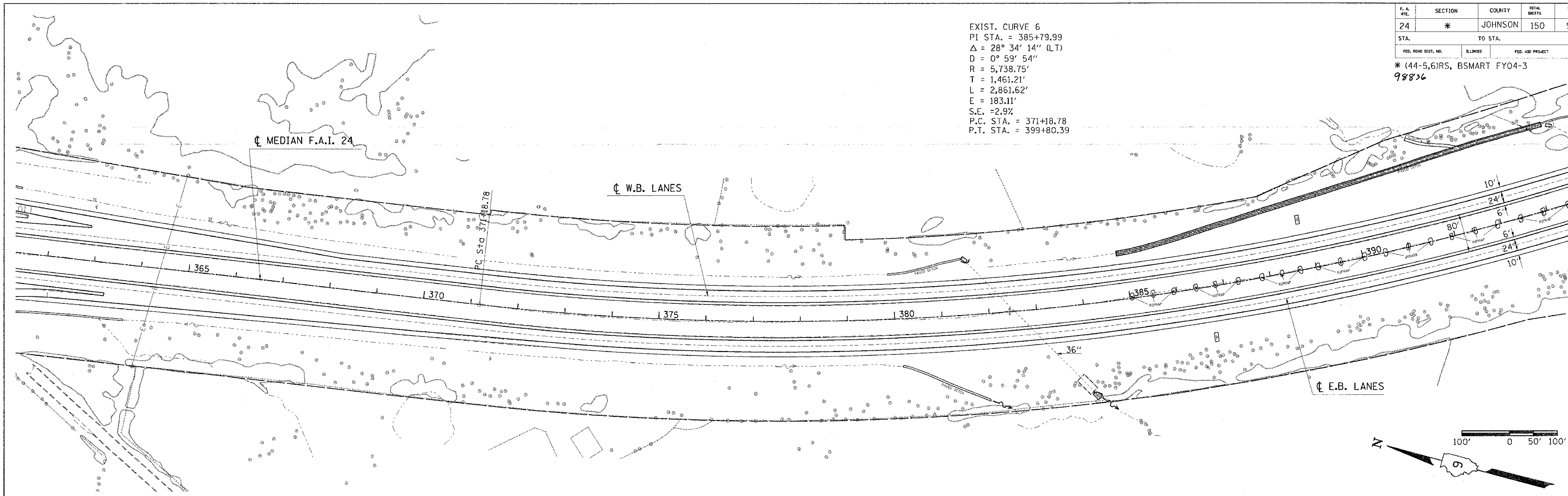


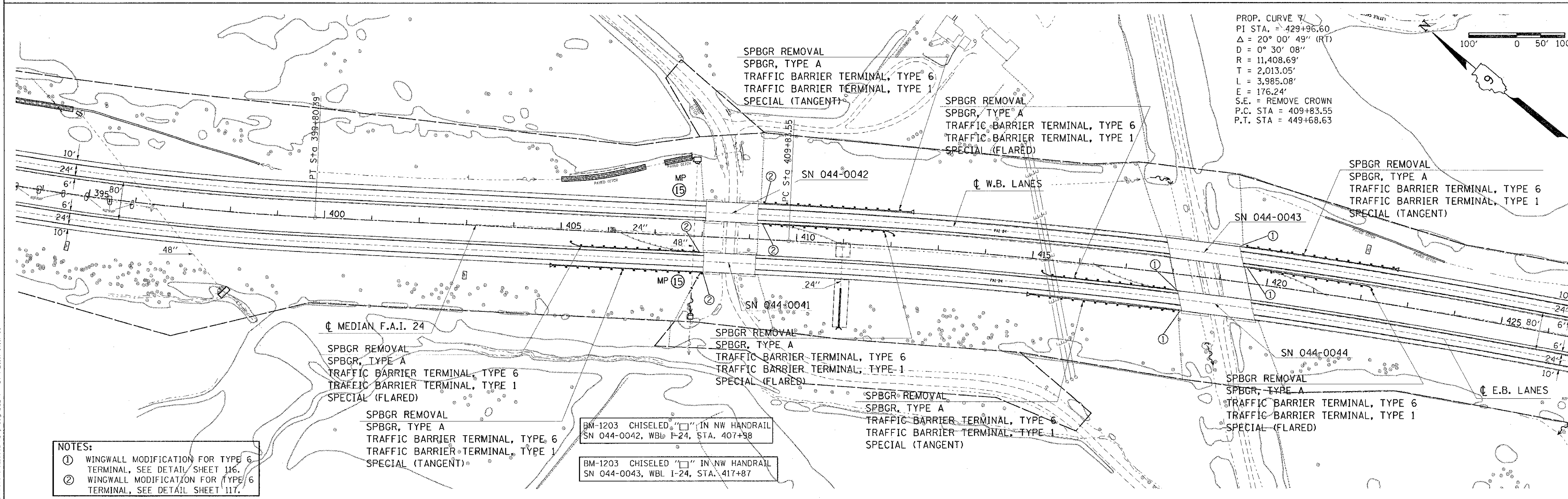
℄ MEDIAN F.A.I. 24
℄ W.B. LANES
IMPROVEMENT BEGINS
STA. 320+50 (WBL)
FOR BUTT JOINT, SEE DETAIL SHEET 99
MP 13
7.0' X 6.0' BOX CULVERT
PROJECT BEGINS
STA. 320+50 (EBL)
FOR BUTT JOINT, SEE DETAIL SHEET 99
℄ E.B. LANES
100' 0 50' 100'
N
BM 1206 CHISELED "□" IN NW HANDRAIL
SN 044-0039, 19' W OF ℄ WBL I-24
STA. 348+30
T_L RAMP "A"
T_L RAMP "B"
℄ US RTE. 45
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1
SPECIAL (TANGENT)
℄ MEDIAN F.A.I. 24
℄ W.B. LANES
SN 044-0039
MP 14
8.0' X 6.0' BOX CULVERT
℄ E.B. LANES
SN 044-0040
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1
SPECIAL (FLARED)
T_L RAMP "D"
T_L RAMP "C"
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1
SPECIAL (TANGENT)
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1
SPECIAL (FLARED)
NOTE:
① WINGWALL MODIFICATION FOR TYPE 6 TERMINAL, SEE DETAIL SHEET 117.

SAFETY PLANS: STA. 298+00 TO STA. 362+00

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	91
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836





SAFETY PLANS: STA. 362+00 TO STA. 426+00

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	92
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

PROP. CURVE 7
PI STA. = 429+96.60
Δ = 20° 00′ 49″ (RT)
D = 0° 30′ 08″
R = 11,408.69′
T = 2,013.05′
L = 3,985.08′
E = 176.24′
S.E. REMOVE CROWN
P.C. STA = 409+83.55
P.T. STA = 449+68.63

BM 1201 CHISELED "□" IN NW HANDRAIL
SN 044-0045, STA. 442+38

℄ W.B. LANES
EXIST.
6.0′ X 4.0′ BOX CULVERT
LITTLE CACHE CREEK
SN 044-0045
R.O.W.
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)
POT Sta 449+68.63
POT Sta 450+00.85
LINE
℄ MEDIAN F.A.I. 24
℄ E.B. LANES
EXIST.
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED)
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)
SN 044-0046
R.O.W.
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED)
LINE

NOTE:
① WINGWALL MODIFICATION FOR TYPE 6 TERMINAL, SEE DETAIL SHEET 116.

100′ 0 50′ 100′

SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED)
LINE
℄ MEDIAN F.A.I. 24
EXIST.
R.O.W.
POT Sta 98+48.22
℄ IL 146
SN 044-0048
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)
℄ W.B. LANES
SN 044-0047
℄ E.B. LANES
PC Sta 470+25.00
POT Sta 90+00.00
POT Sta 93+48.22
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)
EXIST.
LINE
R.O.W.
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED)
LINE

EXIST. CURVE 5
PI STA. = 484+84.38
Δ = 23° 53′ 06″ (LT)
D = 0° 49′ 49″
R = 6,899.88′
T = 1,459.38′
L = 2,876.37′
E = 152.65′
S.E. = 2.3%
P.C. STA. = 470+25.00
P.T. STA. = 499+01.37

NOTE:
② WINGWALL MODIFICATION FOR TYPE 6 TERMINAL, SEE DETAIL SHEET 117.

SAFETY PLANS: STA. 426+00 TO STA. 490+00

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	93
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

EXIST. CURVE 4
PI STA. = 85+27.02
Δ = 10° 32' 11" (LT)
D = 0° 49' 49"
R = 6,899.88'
T = 636.22'
L = 1,268.85'
E = 29.27'
S.E. = 2.3%
P.C. STA. = 78+90.80
P.T. STA. = 91+59.65

EQ PT Sta 499+01.37 BK
PC Sta 78+90.80 AH

PT Sta 91+59.65

℄ MEDIAN F.A.I. 24

℄ W.B. LANES

℄ E.B. LANES

EXIST.

R.O.W.

LINE

MP 17

490 495 100 105 110 115 120 125 130 80 85 90 95

10' 24' 6' 80' 6' 24' 10'

24" 48" 54" 12"

FAI 24

RIPRAP

PAVED DITCH

SAND TRAP

GOLF GREEN

N

100' 0 50' 100'

+55 BITUMINOUS CURB REMOVAL REPLACE WITH +03
COMBINATION CONCRETE CURB AND GUTTER TYPE M-6.12 BACKFILL BEHIND CURB WITH STONE RIPRAP CLASS A3
SEE TYPICAL SECTION SHEET 8.

SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 2
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)

GABION BASKETS
SEE SCHEDULE OF QUANTITIES

+30 +93

+07 BITUMINOUS CURB REMOVAL REPLACE WITH +54
COMBINATION CONCRETE CURB AND GUTTER TYPE M-6.12
BACKFILL BEHIND CURB WITH STONE RIPRAP CLASS A3, UNLESS NOTED OTHERWISE
SEE TYPICAL SECTION SHEET 8.

SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 2
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)

NOTES:
1. SEE PLAN SHEET 62 FOR STONE RIPRAP DITCH LINING OF CURB OUTLETS.
2. FOR CURB OUTLET DETAIL SEE SHEET 118.

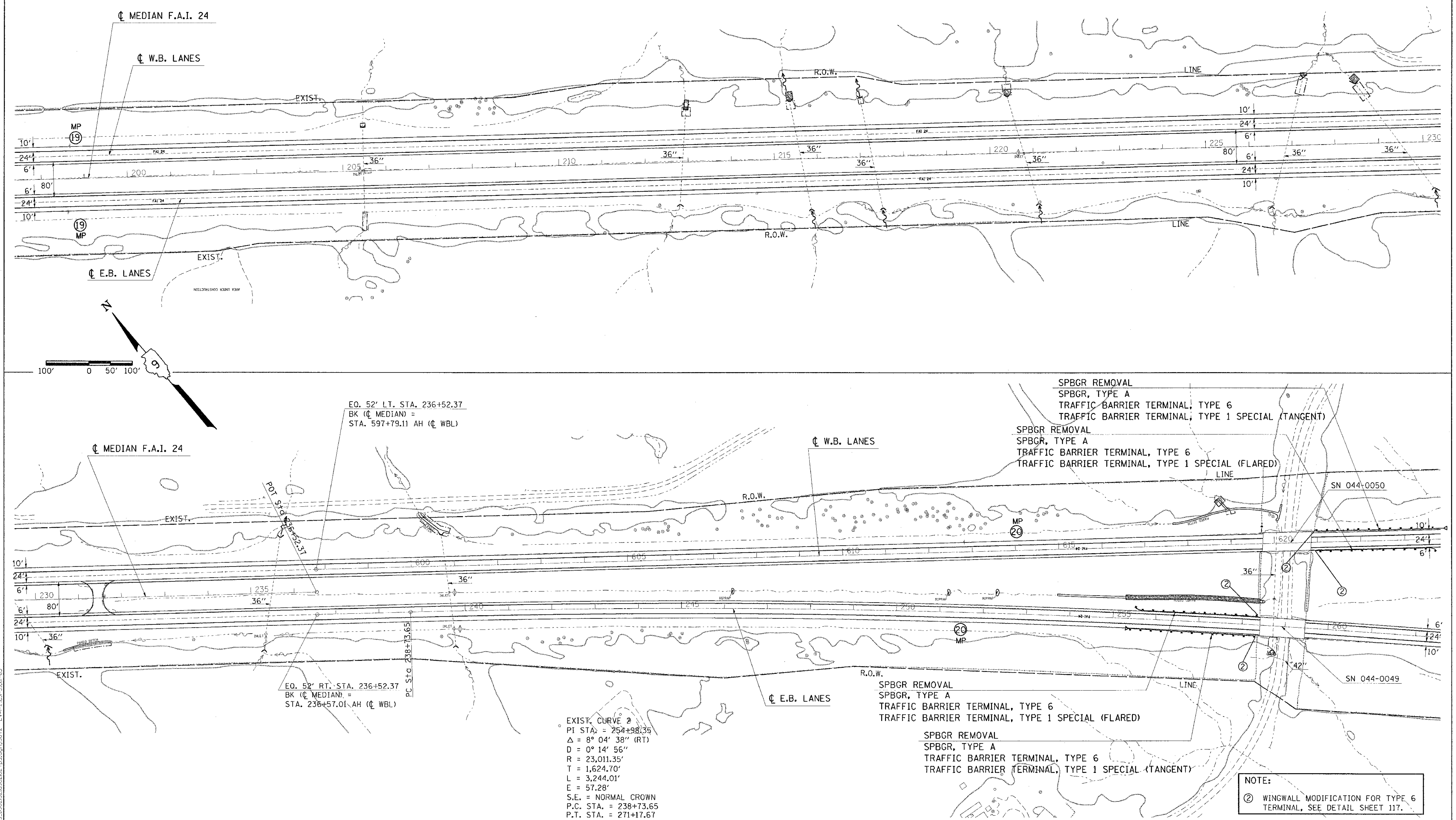
SAFETY PLANS: STA. 490+00 TO STA. 134+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	94

STA. TO STA.

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

* (44-5,6)RS, BSMART FY04-3
98836



℄ MEDIAN F.A.I. 24
℄ W.B. LANES
℄ E.B. LANES
EXIST.
R.O.W.
LINE
MP 19
MP 20
100' 0 50' 100'
EQ. 52' LT. STA. 236+52.37
BK (℄ MEDIAN) =
STA. 597+79.11 AH (℄ WBL)
EQ. 52' RT. STA. 236+52.37
BK (℄ MEDIAN) =
STA. 236+57.01 AH (℄ WBL)
POT Sta 236+52.37
PC Sta 238+73.65
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED)
SN 044-0050
SN 044-0049
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED)
SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 6
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)
EXIST. CURVE 2
PI STA. = 254+98.35
Δ = 8° 04' 38" (RT)
D = 0° 14' 56"
R = 23,011.35'
T = 1,624.70'
L = 3,244.01'
E = 57.28'
S.E. = NORMAL CROWN
P.C. STA. = 238+73.65
P.T. STA. = 271+17.67
NOTE:
② WINGWALL MODIFICATION FOR TYPE 6 TERMINAL, SEE DETAIL SHEET 117.

SAFETY PLANS: STA. 198+00 TO STA. 262+00 (EB)

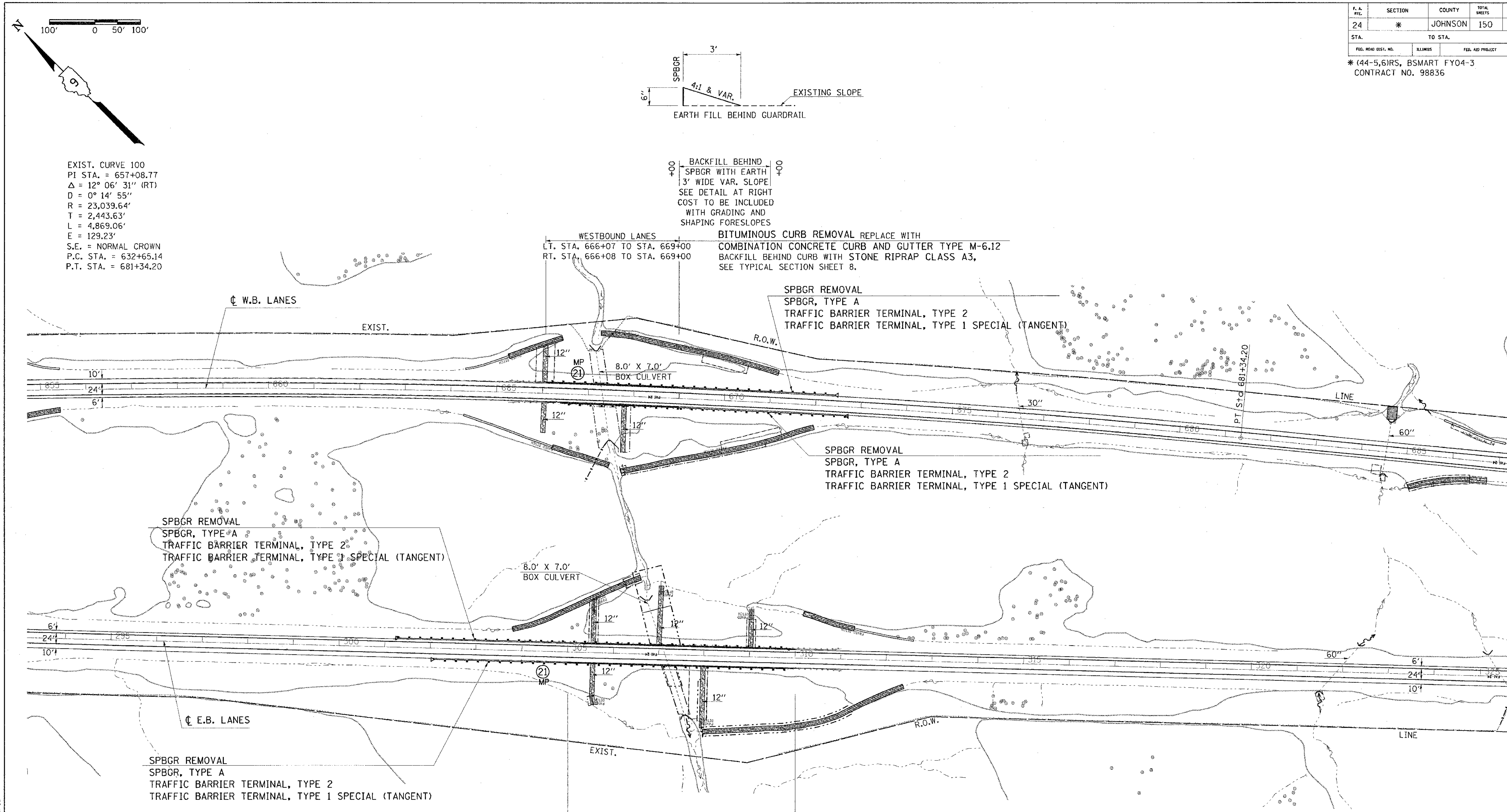
SAFETY PLANS: STA. 198+00 TO STA. 623+00 (WB)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	95

STA. TO STA.

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

* (44-5,6)RS, BSMART FY04-3
CONTRACT NO. 98836



EASTBOUND LANES
LT. STA. 305+57 TO STA. 310+00
RT. STA. 305+00 TO STA. 310+03

BITUMINOUS CURB REMOVAL REPLACE WITH
COMBINATION CONCRETE CURB AND GUTTER TYPE M-6.12
BACKFILL BEHIND CURB WITH STONE RIPRAP CLASS A3,
SEE TYPICAL SECTION SHEET 8.

NOTES:

1. SEE PLAN SHEET 66 FOR STONE RIPRAP DITCH LINING OF CURB OUTLETS.
2. FOR CURB OUTLET DETAIL SEE SHEET 118.

SAFETY PLANS: STA. 294+00 TO STA. 325+00 (EB)

SAFETY PLANS: STA. 655+00 TO STA. 687+00 (WB)

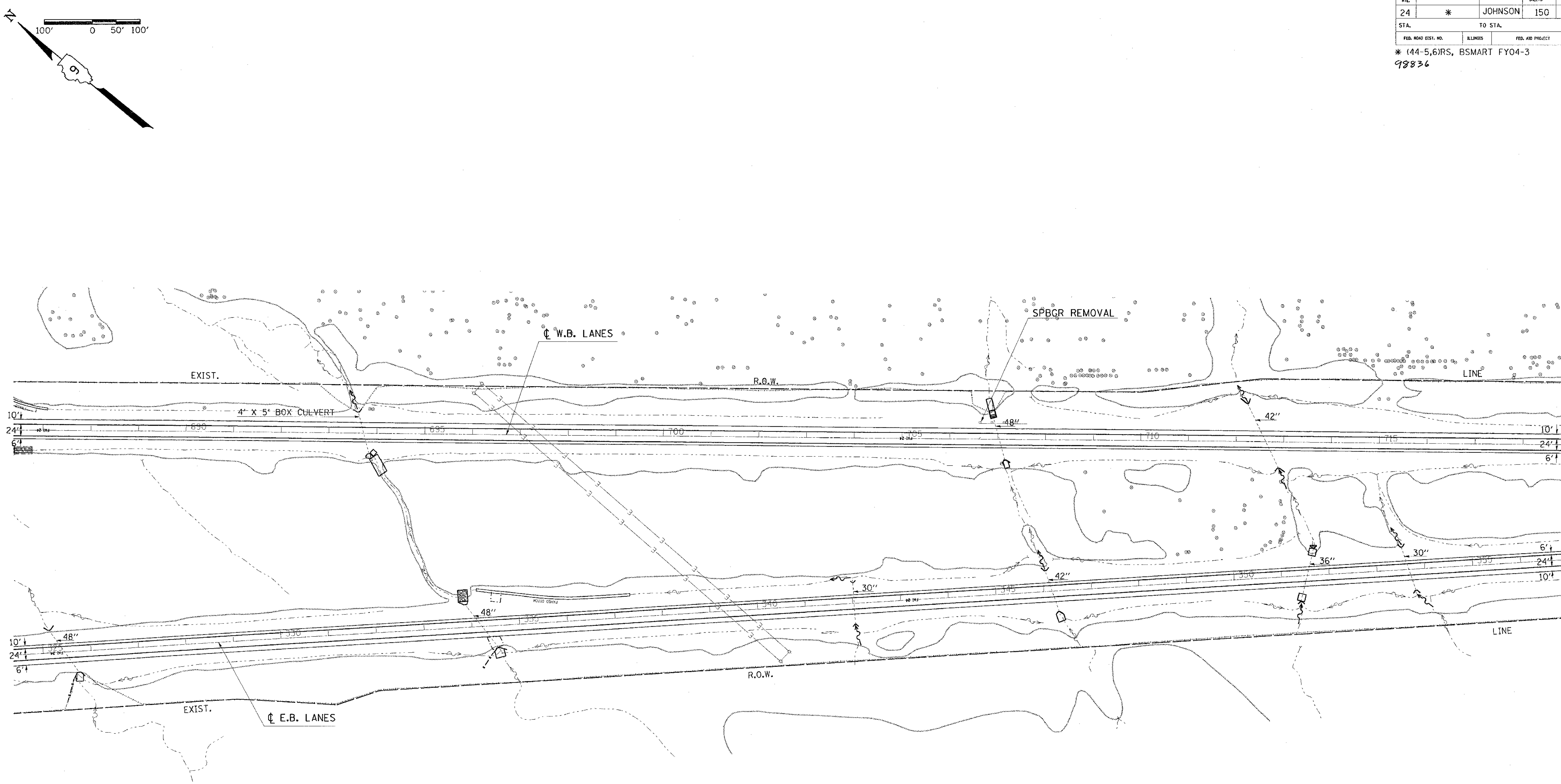
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	96

STA. TO STA.

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

* (44-5,6)RS, BSMART FY04-3

98836



Sat Jan 17 14:49:41 2004

SAFETY PLANS: STA. 325+00 TO STA. 356+00 (EB)
SAFETY PLANS: STA. 687+00 TO STA. 718+00 (WB)

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	97
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

℄ TR 140

SN 044-0051

℄ W.B. LANES

EXIST.

R.O.W.

MP 22

PC Sta 739+21.19

LINE

POT Sta 922+00.00

PC Sta 374+61.48

℄ E.B. LANES

EXIST.

R.O.W.

MP 22

LINE

N

100′ 0 50′ 100′

EXIST. CURVE 101
PI STA. = 753+25.43
Δ = 39° 25′ 18″ (RT)
D = 1° 27′ 42″
R = 3,919.53′
T = 1,404.24′
L = 2,696.79′
E = 243.95′
S.E. = 4.2%
P.C. STA. = 739+21.19
P.T. STA. = 766+17.98

℄ W.B. LANES

EQ. 52′ LT. STA. 766+19.20
BK (℄ WBL) =
STA. 403+52.86 AH (℄ MEDIAN)

℄ MEDIAN F.A.I. 24

SPBGR REMOVAL
SPBGR, TYPE A
TRAFFIC BARRIER TERMINAL, TYPE 2
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)

BITUMINOUS CURB REMOVAL REPLACE WITH COMBINATION CONCRETE CURB AND GUTTER TYPE M-6.12
BACKFILL BEHIND CURB WITH STONE RIPRAP CLASS A3,
SEE TYPICAL SECTION SHEET 8.

EXIST.

R.O.W.

PT Sta 766+17.98

LINE

POT Sta 403+52.86

MP 23

℄ E.B. LANES

EQ. 52′ RT. STA. 403+54.97
BK (℄ WBL) =
STA. 403+52.86 AH (℄ MEDIAN)

PT Sta 403+56.42

EXIST.

EXIST. CURVE 3
PI STA. = 389+82.56
Δ = 43° 27′ 06″ (RT)
D = 1° 30′ 03″
R = 3,817.30′
T = 1,521.08′
L = 2,894.94′
E = 291.89′
S.E. = 4.2%
P.C. STA. = 374+61.48
P.T. STA. = 403+56.42

MP 23

PC Sta 417+08.61

SPBGR REMOVAL

SAW THE EXISTING SHOULDER 10′ FROM THE EDGE OF PAVEMENT
REMOVE THE EXCESS INCLUDING THE BITUMINOUS CURB PRIOR TO THE RESURFACING, COST TO BE PAID FOR AS PAVED SHOULDER REMOVAL, SQ. YDS.

LINE

TO STA. 421+96

N

100′ 0 50′ 100′

NOTES:

1. THE RE SHALL ESTABLISH GRADE FOR A DRAINAGE SWALE TO BE CUT TO THE RIPRAP OUTLETS ON FORESLOPE. PRIOR TO THE REMOVAL OF THE BITUMINOUS CURB RT. STA. 409+00 TO STA. 423+00 (℄ EBL), COST TO BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECIFICATIONS.
2. SEE PLAN SHEET 68 FOR STONE RIPRAP DITCH LINING OF CURB OUTLETS.
3. FOR CURB OUTLET DETAIL SEE SHEET 118.

SAFETY PLANS: STA. 356+00 TO STA. 420+00 (EB)
SAFETY PLANS: STA. 718+00 TO STA. 420+00 (WB)

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	98
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

EXIST. CURVE 1
PI STA. = 434+84.24
Δ = 48° 20′ 06″ (LT)
D = 1° 29′ 55″
R = 3,823.47′
T = 1,715.73′
L = 3,225.49′
E = 367.31′
S.E. = 4.2%
P.C. STA. = 417+68.51
P.T. STA. = 449+94.00

EXIST.
℄ MEDIAN F.A.I. 24
℄ W.B. LANES
R.O.W.
LINE
P.T. Sta 449+94.00
36″
12.0′ X 9.0′ BOX CULVERT
℄ E.B. LANES
R.O.W.
LINE
24″
12″
PAVED SHOULDER REMOVAL
EXIST.
10′
24′
6′
80′
420
425
430
435
440
445
450
455
+96
N
S
100′ 0 50′ 100′

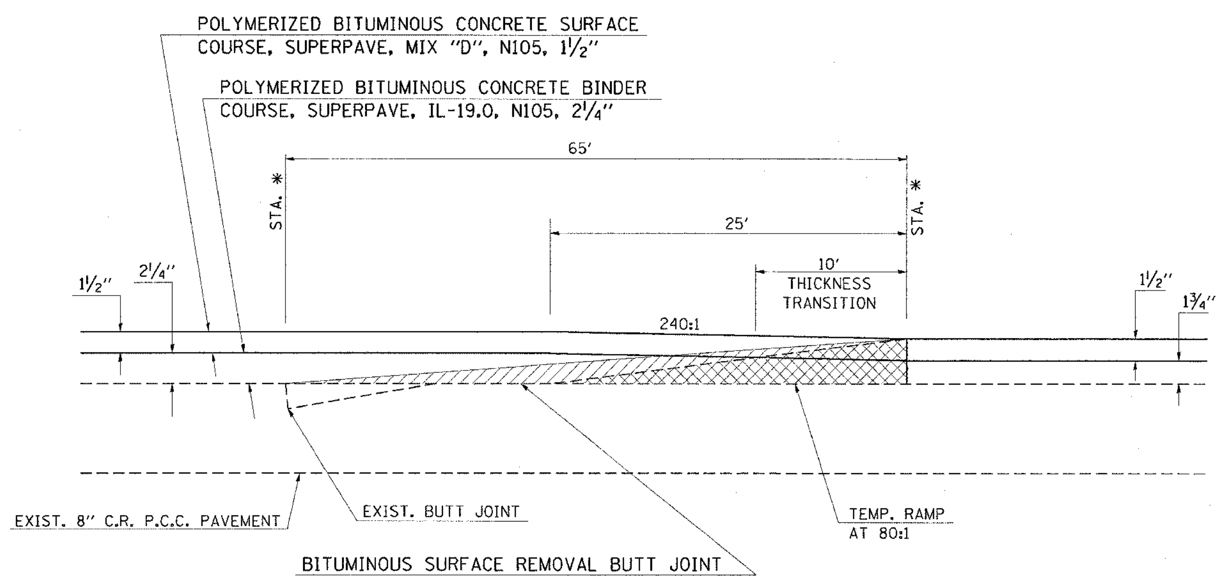
N
100′ 0 50′ 100′
℄ MEDIAN F.A.I. 24
℄ W.B. LANES
IMPROVEMENT ENDS
STA. 457+46 (℄ WBL)
FOR BUTT JOINT, SEE DETAIL SHEET 99
JOHNSON COUNTY
MASSAC COUNTY
EXIST. R.O.W. LINE
10′
24′
6′
80′
6′
24′
10′
455
MP 24
24 MP
EXIST. R.O.W. LINE
POT Sta 456+69.50
℄ E.B. LANES
PROJECT ENDS
STA. 457+44.50 (℄ EBL)
FOR BUTT JOINT, SEE DETAIL SHEET 99

SAFETY PLANS: STA. 420+00 TO STA. 456+69.50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	99
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

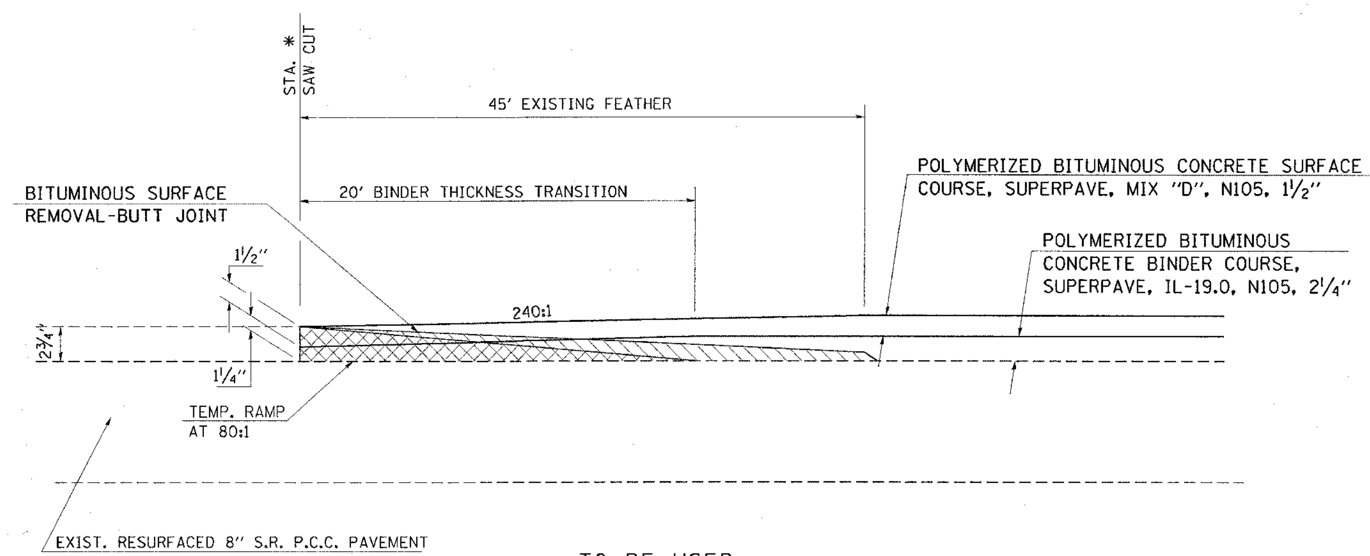
BITUMINOUS THICKNESS TRANSITIONS



*TO BE USED:

EB STA. 457+34.50 TO STA. 457+44.50 (MP 23.9)
WB STA. 457+36 TO STA. 457+46 (MP 23.9)

BUTT-JOINT



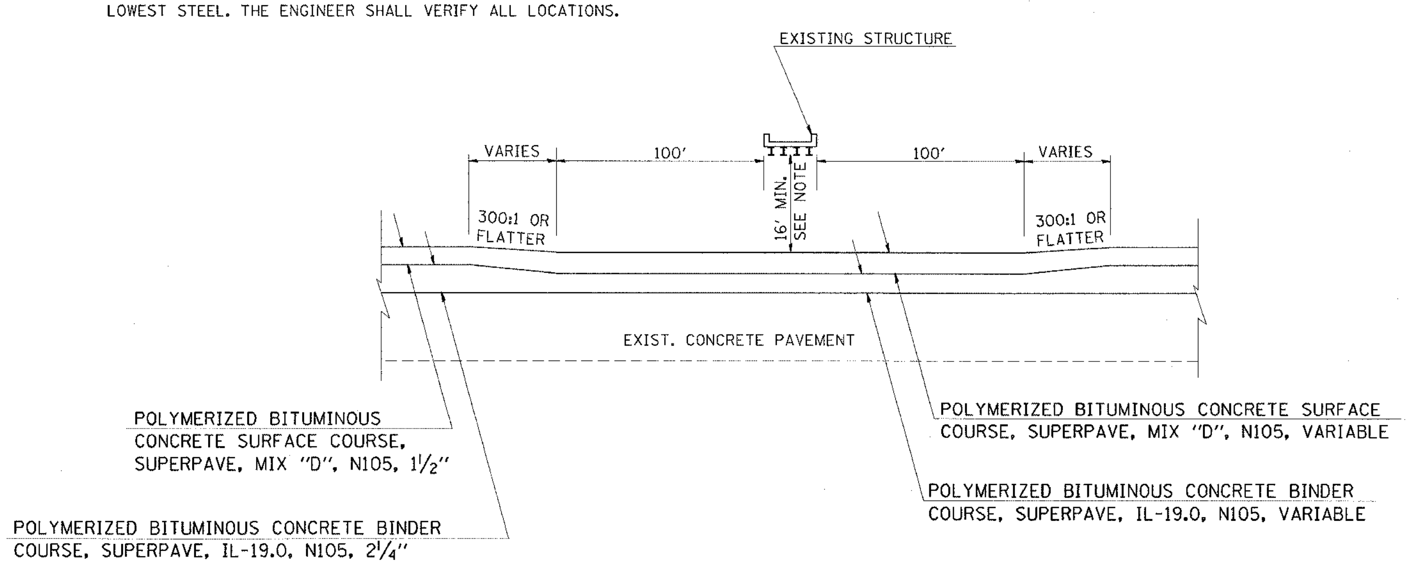
*TO BE USED:

VIENNA/GOLCONDA (IL 146) INTERCHANGE
RAMP "A" STA. 10+65
RAMP "B" STA. 19+41
RAMP "C" STA. 10+60
RAMP "D" STA. 21+26

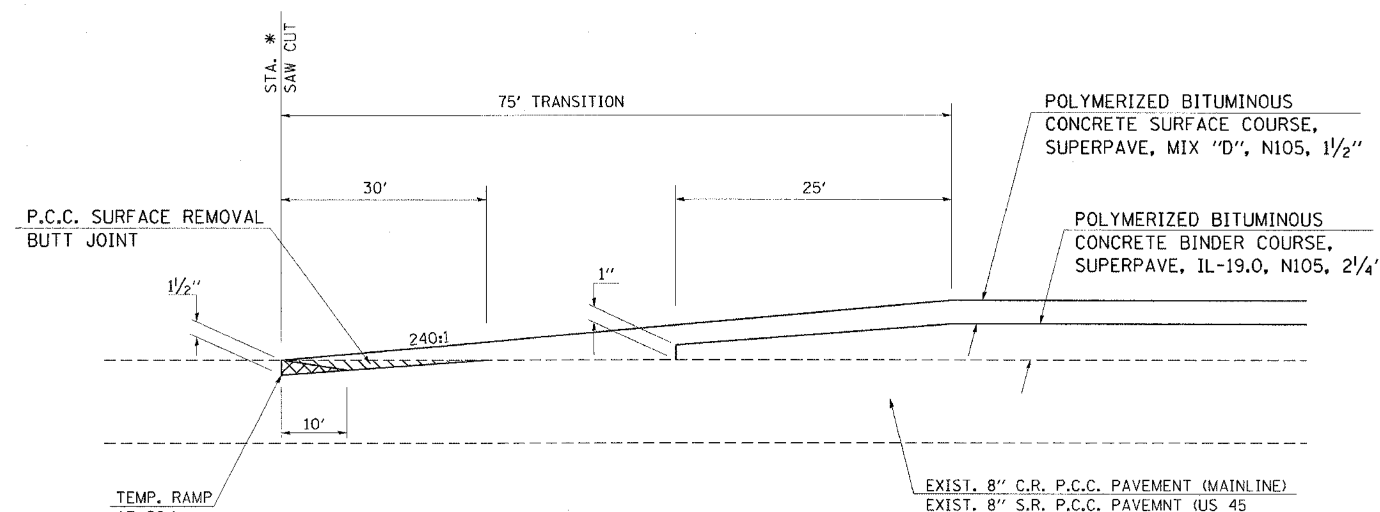
NOTE: AT THE SAWED BUTT JOINT LOCATIONS INDICATED, SIMILAR BUTT JOINTS SHALL BE CONSTRUCTED IN THE ADJACENT EXISTING BITUMINOUS SHOULDERS.

BITUMINOUS TRANSITIONS UNDER STRUCTURES

NOTE:
THE 16' MINIMUM APPLIES TO ALL OVERHEAD BRIDGES, 17' MINIMUM TO ALL SIGN TRUSSES, AND IS TO THE POINT OF LOWEST STEEL. THE ENGINEER SHALL VERIFY ALL LOCATIONS.



BUTT-JOINT



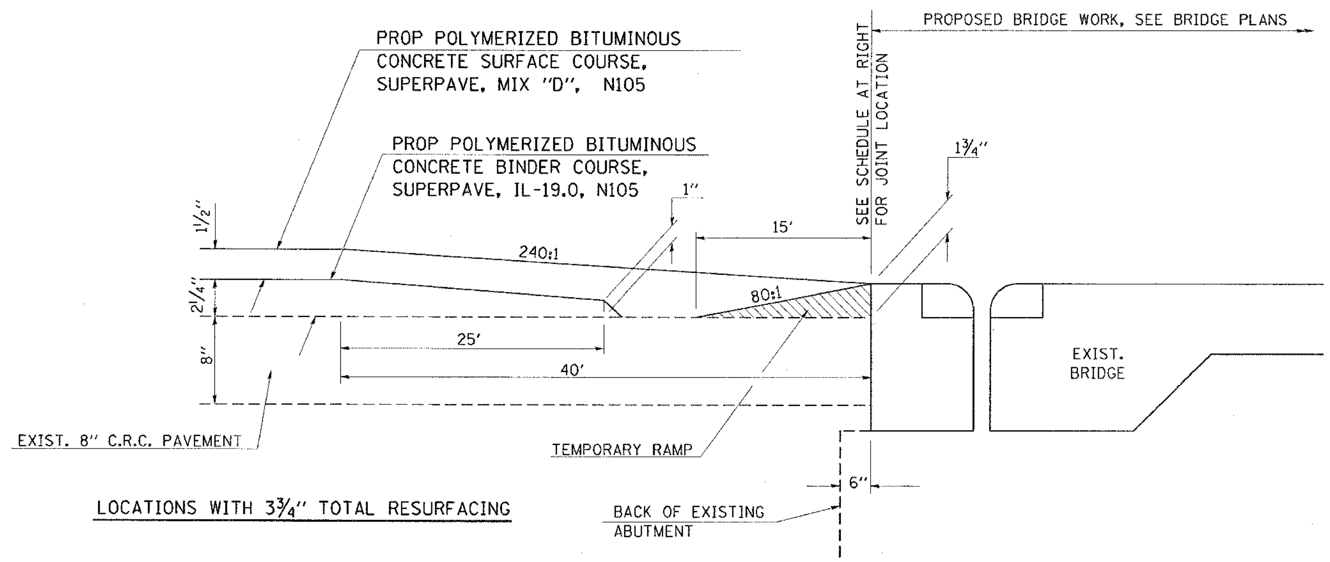
*TO BE USED:

EB STA. 320+50 (MP 13.4)
WB STA. 320+50 (MP 13.4)

VIENNA/HARRISBURG (US 45) INTERCHANGE
RAMP "A" STA. 11+09.54
RAMP "B" STA. 25+25.35
RAMP "C" STA. 11+50
RAMP "D" STA. 25+20

Wed Feb 4 15:52:01 2004
c:\projects\d90202\vaoat\24-2.dgn LVit-62

DETAILS: BUTT JOINTS & THICKNESS TRANSITIONS



LOCATIONS WITH 3¾" TOTAL RESURFACING

TO BE USED	BACK OF ABUTMENT	ACTUAL JOINT STATION
EASTBOUND LANES:		
SN 044-0040	348+68.61	348+68.11
	350+50.11	350+50.61
SN 044-0041	408+05.70	408+06.20
	409+18.70	409+18.20
SN 044-0044	418+18.90	418+19.40
	419+78.88	419+78.38
SN 044-0046	442+43.90	442+44.40
	444+13	444+12.50
SN 044-0047	473+09.78	473+10.28
	474+98.61	474+98.11
SN 044-0049	258+37.13	258+37.63
	259+44.29	259+43.79
WESTBOUND LANES:		
SN 044-0039	348+17.89	348+18.39
	349+99.39	349+98.89
SN 044-0042	408+05.70	408+06.20
	409+18.70	409+18.20
SN 044-0043	417+83.90	417+84.40
	419+42.26	419+41.76
SN 044-0045	442+40.13	442+40.63
	444+18.33	444+17.83
SN 044-0048	473+62.80	473+63.30
	475+65.83	475+65.33
SN 044-0050	619+68.68	619+69.19
	620+84.19	620+83.69

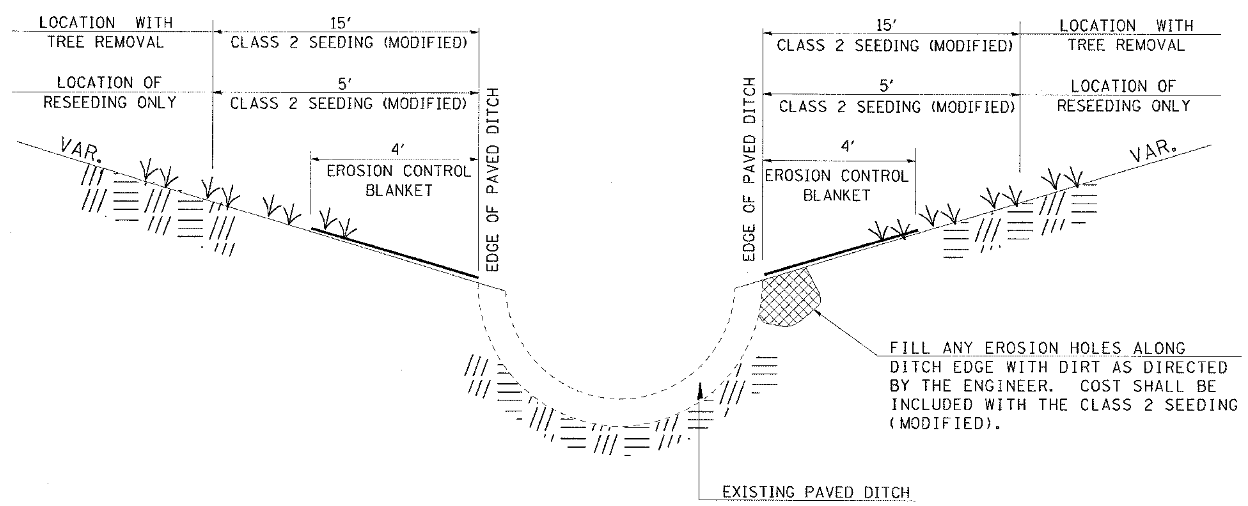
Sat Jan 17 10:37:38 2004
c:\projects\d92802\east124-2.dgn LV11-62

DETAILS: BUTT JOINTS AT BRIDGES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	101
STA.		TO STA.		

* (44-5,6)RS, BSMART FY04-3
98836

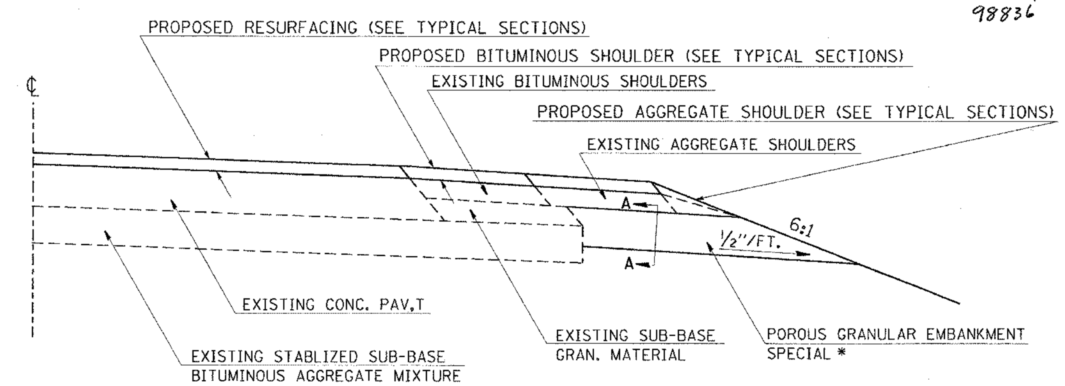
DETAIL SEEDING AT EXISTING PAVED DITCH



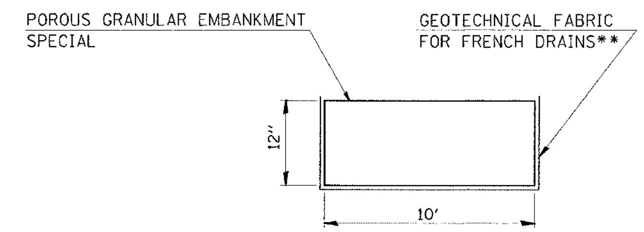
NOTES: THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER ACRE FOR CLASS 2 SEEDING (MODIFIED), AND PER SQ. YD. FOR EROSION CONTROL BLANKET, WHICH PRICE SHALL INCLUDE ALL MATERIAL, LABOR AND EQUIPMENT TO COMPLETE THE WORK IN PLACE AS SHOWN.

THE PROPOSED SEEDING SHALL CONTINUE TO AT LEAST 1' PAST THE UPSTREAM AND DOWNSTREAM ENDS OF THE EROSION CONTROL BLANKET.

DETAIL OF GRANULAR SUB-SURFACE DRAINS



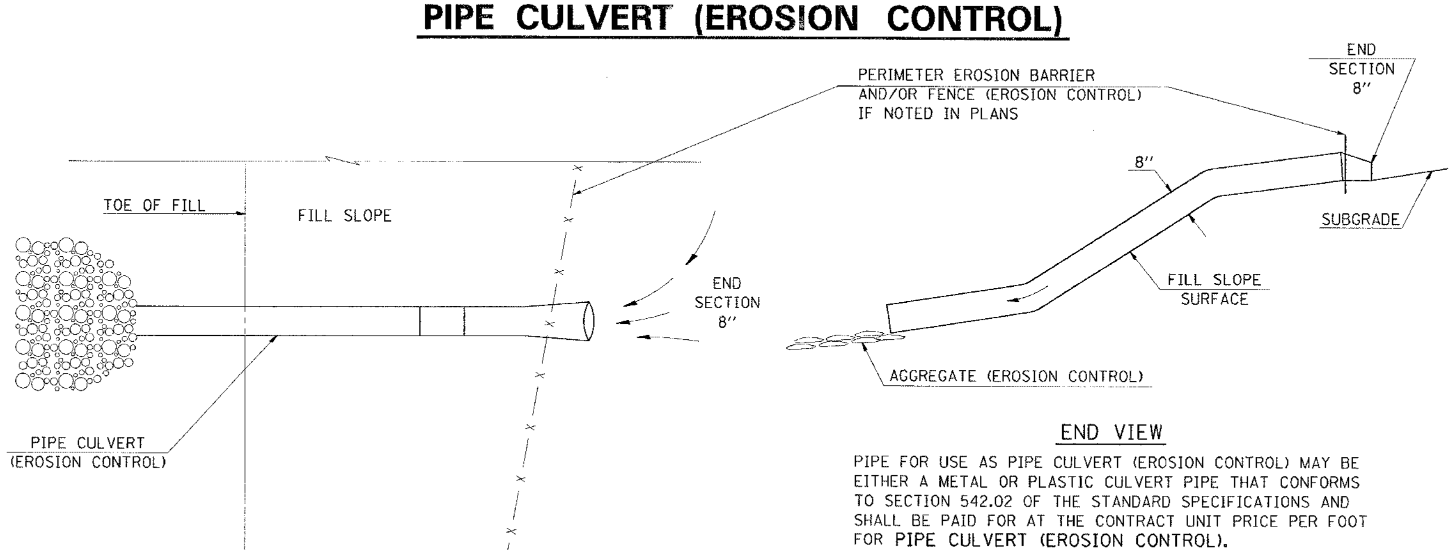
NOTE:
SEE SCHEDULE ON SHEET NO. 17 FOR LOCATIONS TO BE USED.



SECTION A-A

* SUB-SURFACE DRAINS SHALL BE CONSTRUCTED AS SHOWN AND AS DIRECTED BY THE ENGINEER.
** MATERIAL SHALL BE IN ACCORDANCE WITH ARTICLE 601.06 OF THE STANDARD SPECIFICATIONS. THE FABRIC TO WRAP THE TRENCH AS SHOWN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR POROUS GRANULAR EMBANKMENT, SPECIAL.

PIPE CULVERT (EROSION CONTROL)



PLAN VIEW

END VIEW

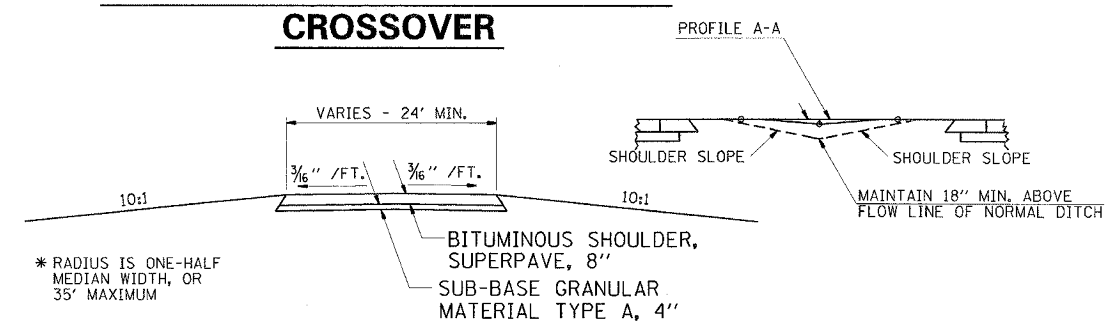
NOTE: REMOVAL OF PIPE CULVERT (EROSION CONTROL), END SECTION, PERIMETER EROSION BARRIER, FENCE (EROSION CONTROL) IF NOTED IN PLANS, AND AGGREGATE (EROSION CONTROL), SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR THE EROSION CONTROL ITEMS.

PIPE FOR USE AS PIPE CULVERT (EROSION CONTROL) MAY BE EITHER A METAL OR PLASTIC CULVERT PIPE THAT CONFORMS TO SECTION 542.02 OF THE STANDARD SPECIFICATIONS AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR PIPE CULVERT (EROSION CONTROL).
IN SOME CASES IT MAY BE NECESSARY TO SECURE PIPE TO THE FILL SLOPE TO OBTAIN PROPER ANCHORAGE. MATERIALS USED FOR THIS PURPOSE SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PIPE.

END SECTIONS SHALL BE INSTALLED AT THE INLET END. THIS ITEM SHALL BE PERFORMED AND PAID FOR AS SPECIFIED FOR END SECTIONS IN ARTICLES 542.07 AND 542.11 OF THE STANDARD SPECIFICATIONS; EXCEPT, ONLY METAL END SECTIONS AS SHOWN ON STANDARD 542401 WILL BE PERMITTED, AND THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR METAL END SECTIONS OF THE DIAMETER SPECIFIED IN THE PLANS.

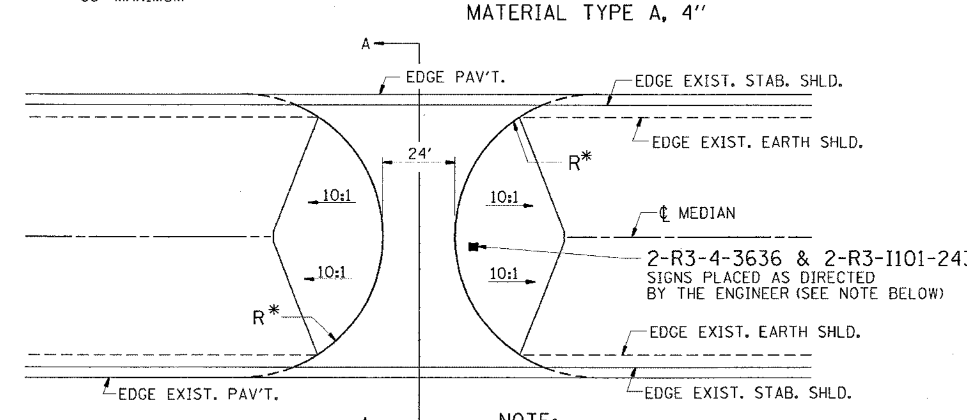
TEMPORARY RIPRAP AT THE OUTLET END MAY BE END DUMPED AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR AGGREGATE (EROSION CONTROL).

DETAIL OF PROPOSED MEDIAN CROSSOVER



* RADIUS IS ONE-HALF MEDIAN WIDTH, OR 35' MAXIMUM

TO BE USED:
STA. 322+41
STA. 88+65
STA. 231+46



NOTE:
THE PROPOSED CROSSOVER SURFACE SHALL BE BUTTED TO THE EDGE OF THE RESURFACED STABILIZED SHOULDER. SEE SHEET NO. 17 FOR SCHEDULE OF GRADING AND SHAPING EXISTING MEDIAN CROSS-OVERS.

EARTHWORK SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER.

NOTE:
THE SIGN ASSEMBLY FOR EACH LOCATION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "RELOCATE SIGN PANEL ASSEMBLY - TYPE B". EXISTING SIGN SUPPORTS SHALL BE USED FOR NEW INSTALLATION.

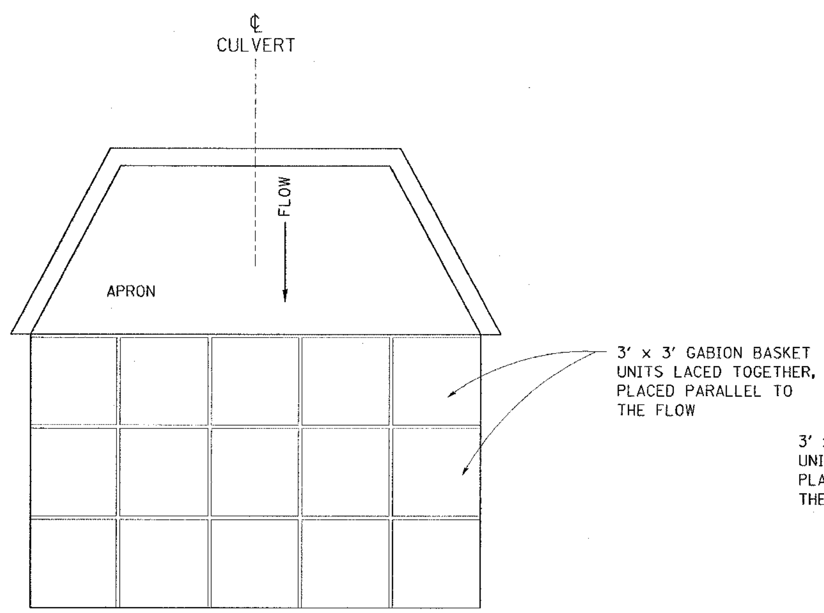
STD 9-55 MODIFIED

DETAILS: SEEDING AT EXISTING PAVED DITCH; PIPE CULVERT (EROSION CONTROL): GRANULAR SUB-SURFACE DRAINS; PROPOSED MEDIAN CROSSOVER

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	102
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

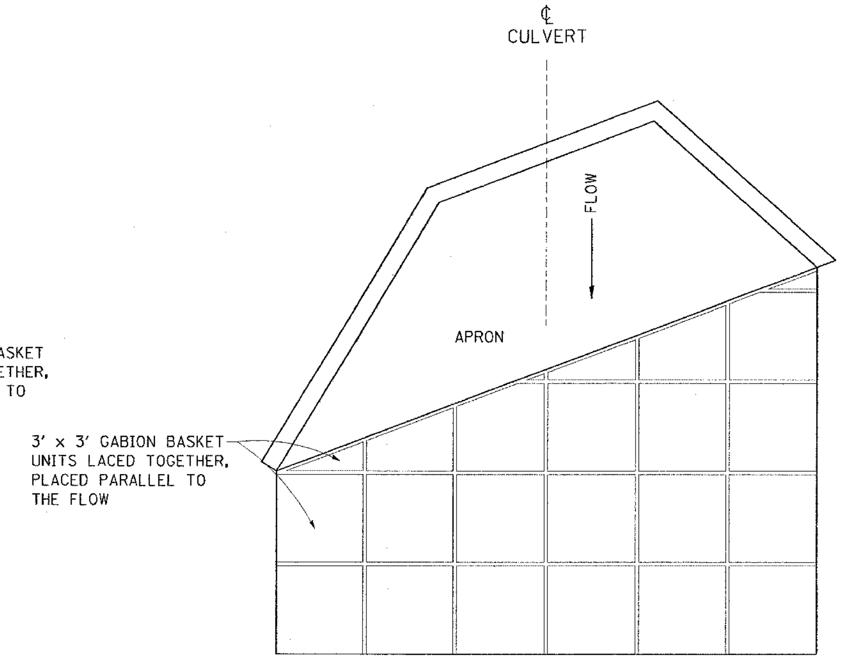
* (44-5,6)RS, BSMART FY04-3

98836

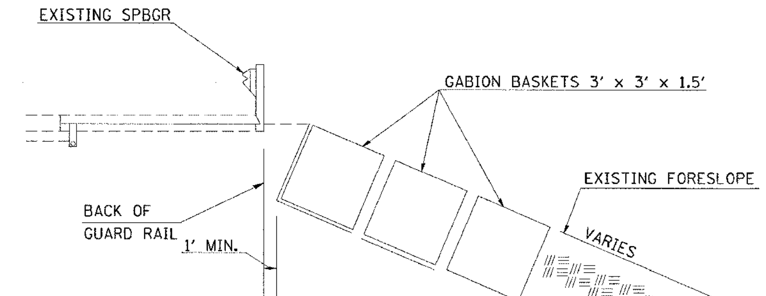


(FLARED END SECTIONS SIMILAR)

TYPICAL DETAIL FOR CULVERTS WITH APRON WITH 0° SKEW



TYPICAL DETAIL FOR SKEWED CULVERTS WITH APRON



GABION REVETMENT

NOTES:

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE DIMENSIONS AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT TO REPAIR ANY FORESLOPE EROSION, AS DIRECTED BY THE ENGINEER.

EARTHWORK WILL BE INCLUDED IN THE COST OF THE GABIONS.

THE LENGTH AND WIDTH OF THE GABION BASKET SHALL BE APPROVED BY THE ENGINEER. CELLS SHALL BE 3' X 3'.

THE GABION BASKET IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN SHEETS.

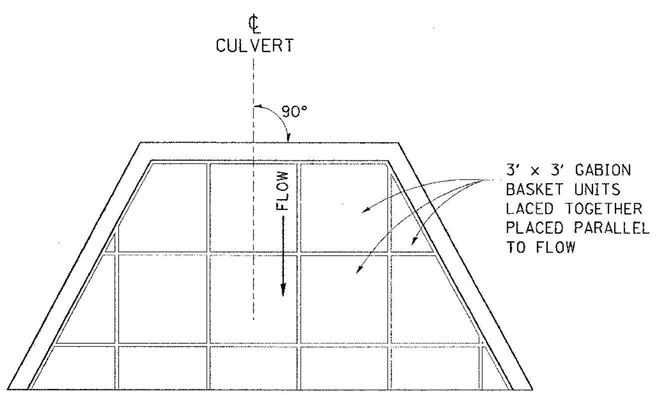
THE SIZE OF RIPRAP FOR GABION BASKETS SHALL BE IN ACCORDANCE WITH SECTION 284 OF THE STANDARD SPECIFICATIONS.

THE AVERAGE DIMENSIONS FOR GABIONS ARE AS INDICATED AND NOTED IN THE RIPRAP SCHEDULE.

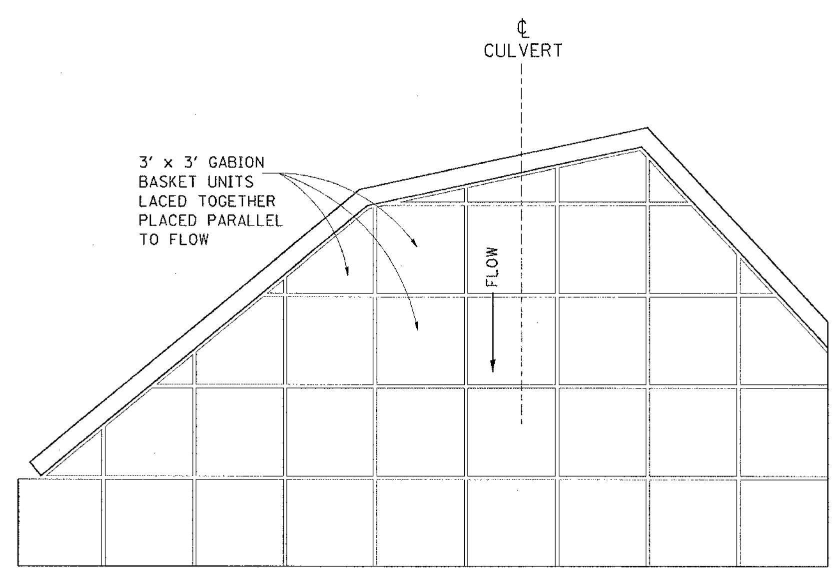
THE RIPRAP AND BASKETS SHALL BE PAID FOR PER CU. YD. FOR GABIONS.

BEDDING MATERIAL WILL NOT BE REQUIRED.

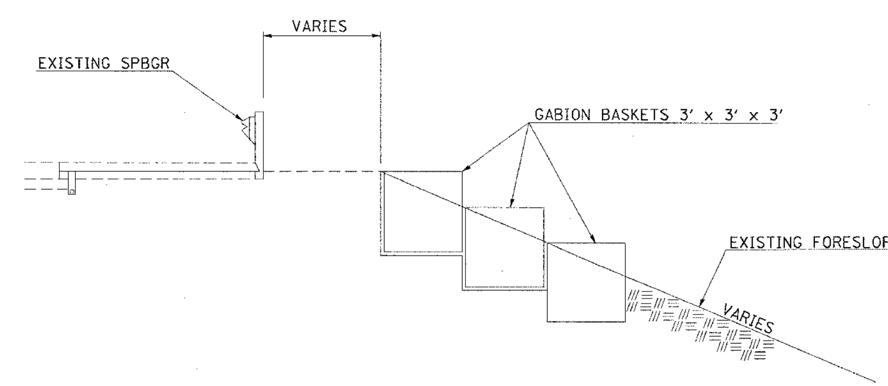
FILTER FABRIC WILL NOT BE REQUIRED.



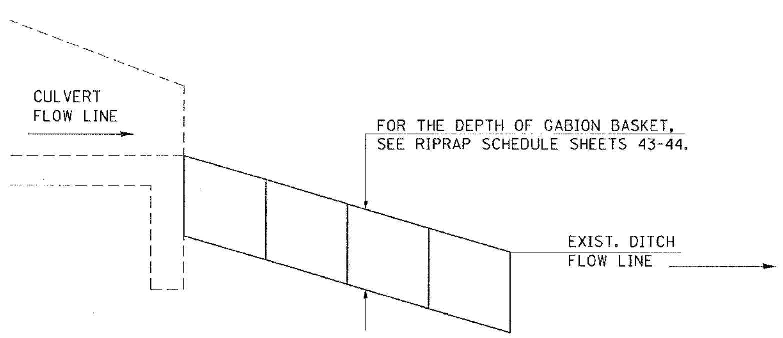
TYPICAL DETAIL FOR CULVERTS WITHOUT APRON WITH 0° SKEW



TYPICAL DETAIL FOR SKEWED CULVERTS WITHOUT APRON



GABION REVETMENT



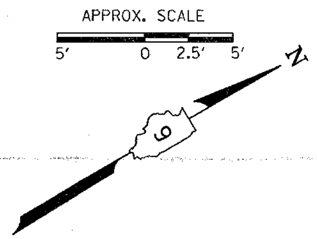
TYPICAL PROFILE

Sat Jan 17 10:41:56 2004
c:\projects\d90210\2\eas1124-t.dgn LV41-63

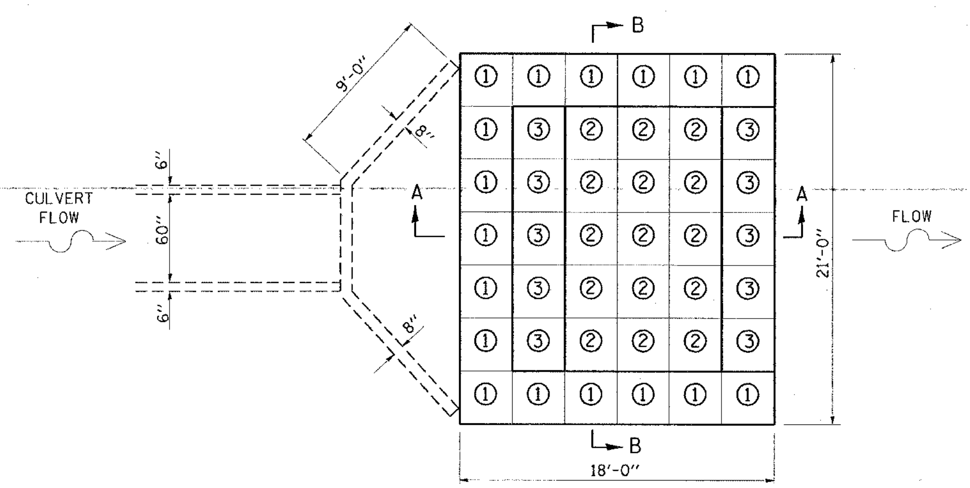
DETAILS: GABIONS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	103
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

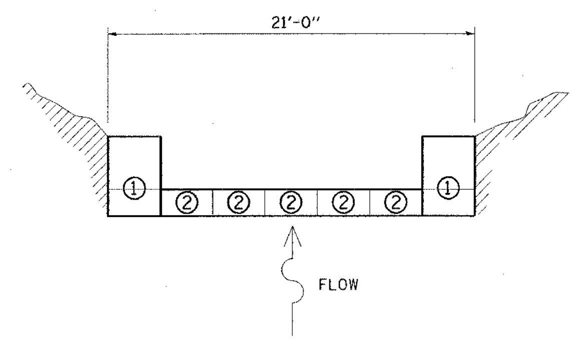
*(44-5,6)RS, BSMART FY04-3
98836



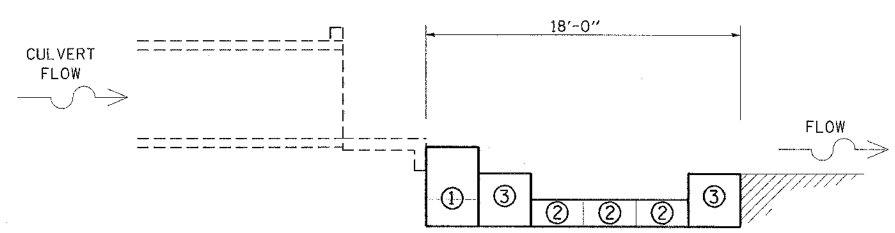
SCOUR REPAIR LT. STA. 282+40 CULVERT OUTLET (E.B.L.) MP 20.6



PLAN VIEW



SECTION B-B



SECTION A-A

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE DIMENSIONS AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT TO REPAIR ANY FORESLOPE EROSION, AS DIRECTED BY THE ENGINEER.

EARTHWORK WILL BE INCLUDED IN THE COST OF THE GABIONS.

THE LENGTH AND WIDTH OF THE GABION BASKET SHALL BE APPROVED BY THE ENGINEER. CELLS SHALL BE AS LABELED BY CELL NO.

THE GABION BASKET IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN SHEETS.

THE SIZE OF RIPRAP FOR GABION BASKETS SHALL BE IN ACCORDANCE WITH SECTION 284 OF THE STANDARD SPECIFICATIONS.

THE AVERAGE DIMENSIONS FOR GABIONS ARE AS INDICATED AND NOTED IN THE RIPRAP SCHEDULE.

THE RIPRAP AND BASKETS SHALL BE PAID FOR PER CU. YD. FOR GABIONS.

BEDDING MATERIAL WILL NOT BE REQUIRED.

FILTER FABRIC WILL NOT BE REQUIRED.

GABION BASKET CHART

CELL NO.	NO CELLS	BASKET SIZE	ESTIMATED NO. OF BASKETS
①	1	3'x3'x3'	17
	1	3'x3'x1.5"	17
②	1	3'x3'x1.5"	15
③	1	3'x3'x3'	10

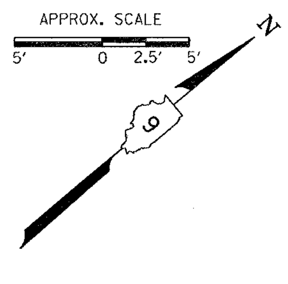
LEGEND

⊛ CELL NO. (SEE GABION BASKET CHART)

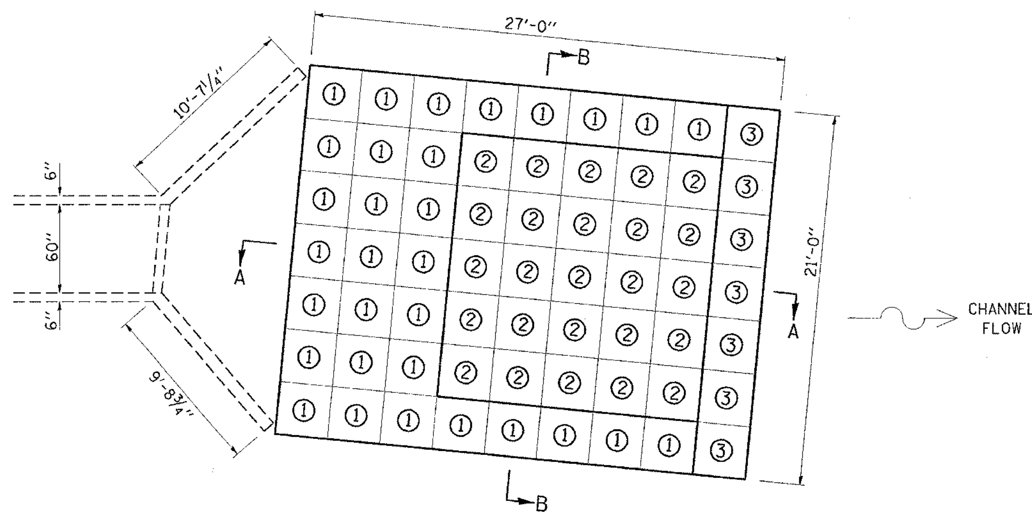
DETAIL: SCOUR REPAIR LT. STA. 282+40 CULVERT OUTLET (E.B.L.) MP 20.6

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	104
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

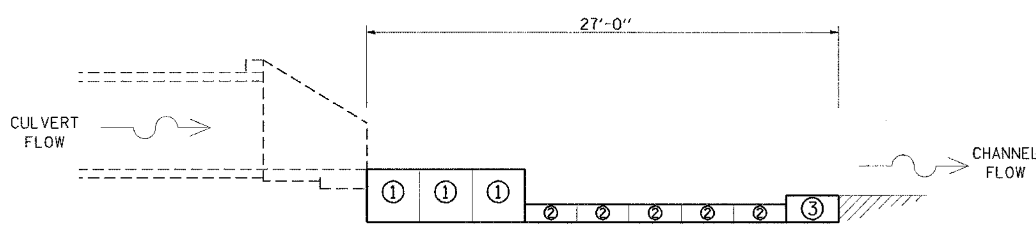
* (44-5,6)RS, BSMART FY04-3
98836



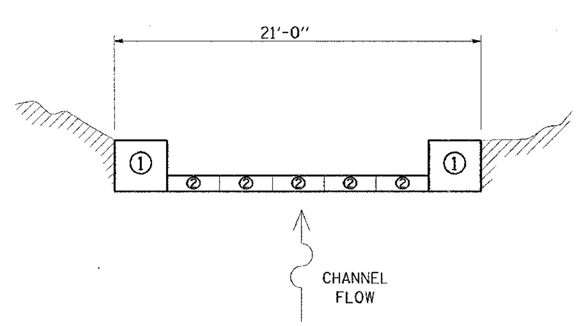
SCOUR REPAIR LT. STA. 684+50 CULVERT OUTLET (W.B.L.) MP 21.4



PLAN VIEW



SECTION A-A



SECTION B-B

GABION BASKET CHART

CELL NO.	NO CELLS	BASKET SIZE	ESTIMATED NO. OF BASKETS
①	1	3' x3' x3'	31
②	1	3' x3' x1'	25
③	1	3' x3' x1. 5"	7

LEGEND

(#) CELL NO. (SEE GABION BASKET CHART)

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE DIMENSIONS AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT TO REPAIR ANY FORESLOPE EROSION, AS DIRECTED BY THE ENGINEER.

EARTHWORK WILL BE INCLUDED IN THE COST OF THE GABIONS.

THE LENGTH AND WIDTH OF THE GABION BASKET SHALL BE APPROVED BY THE ENGINEER. CELLS SHALL BE AS LABELED BY CELL NO.

THE GABION BASKET IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN SHEETS.

THE SIZE OF RIPRAP FOR GABION BASKETS SHALL BE IN ACCORDANCE WITH SECTION 284 OF THE STANDARD SPECIFICATIONS.

THE AVERAGE DIMENSIONS FOR GABIONS ARE AS INDICATED AND NOTED IN THE RIPRAP SCHEDULE.

THE RIPRAP AND BASKETS SHALL BE PAID FOR PER CU. YD. FOR GABIONS.

BEDDING MATERIAL WILL NOT BE REQUIRED.

FILTER FABRIC WILL NOT BE REQUIRED.

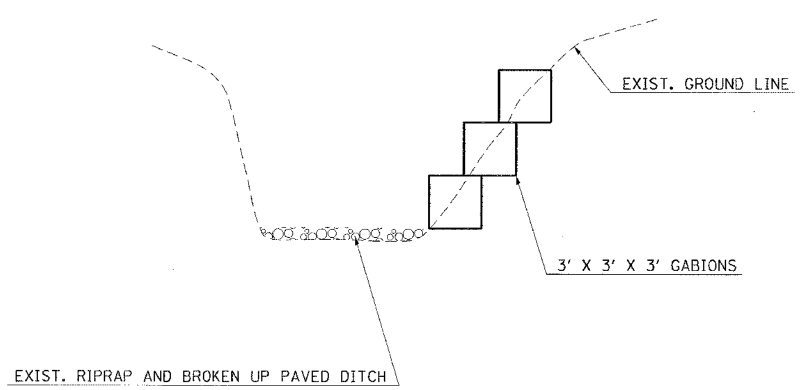
Sat Jan 17 2004
g:\projects\d90202\east124.dgn LVH-63

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	105
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

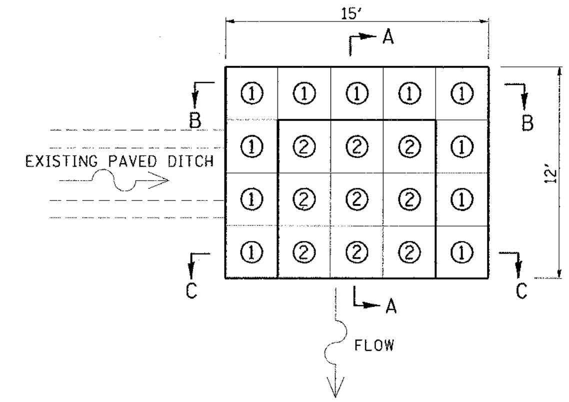
* (44-5,6)RS, BSMART FY04-3
98836

SLOPE REPAIR DETAIL - GABION REVETMENT

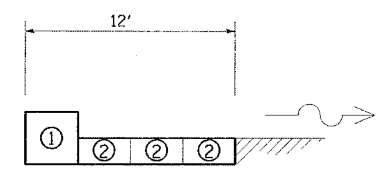
RT. OF EB STA. 117+35 TO STA. 117+63 MP 17.5
GABIONS ARE TO BE PLACED IN THE ERODED FORESLOPE OF DITCH, 30' LONG AND 9' UP FORESLOPE



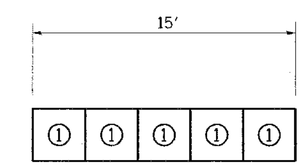
SCOUR REPAIR RT. STA. 412+17 (E.B.L.) MP 23 AT THE END OF PAVED DITCH



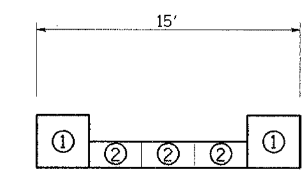
PLAN VIEW



SECTION A-A



SECTION B-B



SECTION C-C

GABION BASKET CHART

CELL NO.	NO CELLS	BASKET SIZE	ESTIMATED NO. OF BASKETS
①	1	3'x3'x3'	11
②	1	3'x3'x1.5"	9

LEGEND

⊛ CELL NO. (SEE GABION BASKET CHART)

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE DIMENSIONS AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT TO REPAIR ANY FORESLOPE EROSION, AS DIRECTED BY THE ENGINEER.

EARTHWORK WILL BE INCLUDED IN THE COST OF THE GABIONS.

THE LENGTH AND WIDTH OF THE GABION BASKET SHALL BE APPROVED BY THE ENGINEER. CELLS SHALL BE AS LABELED BY CELL NO.

THE GABION BASKET IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN SHEETS.

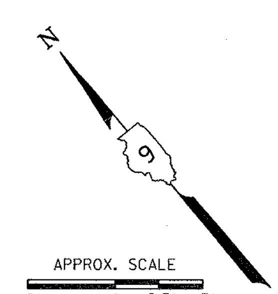
THE SIZE OF RIPRAP FOR GABION BASKETS SHALL BE IN ACCORDANCE WITH SECTION 284 OF THE STANDARD SPECIFICATIONS.

THE AVERAGE DIMENSIONS FOR GABIONS ARE AS INDICATED AND NOTED IN THE RIPRAP SCHEDULE.

THE RIPRAP AND BASKETS SHALL BE PAID FOR PER CU. YD. FOR GABIONS.

BEDDING MATERIAL WILL NOT BE REQUIRED.

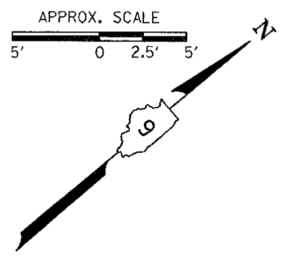
FILTER FABRIC WILL NOT BE REQUIRED.



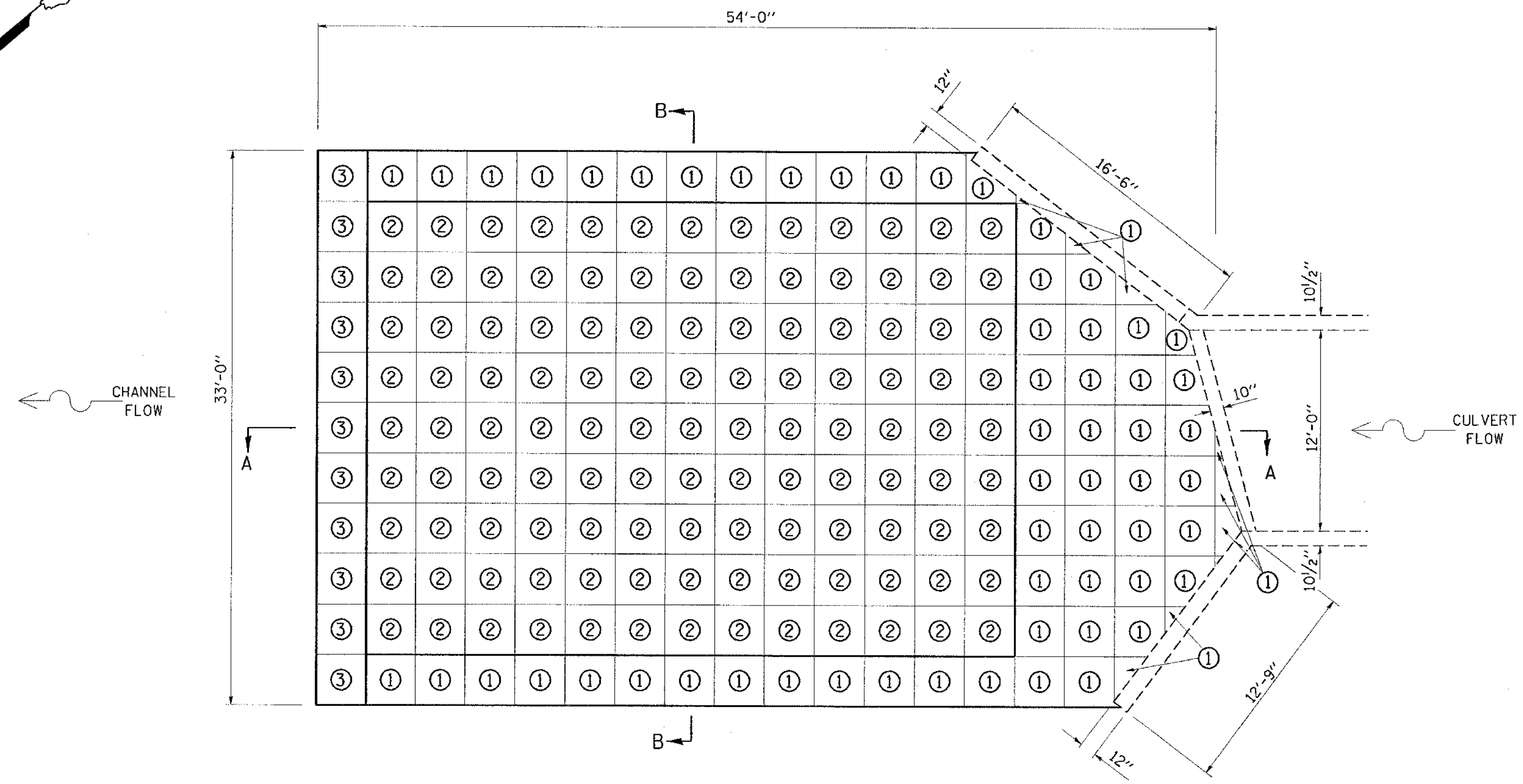
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	106
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3

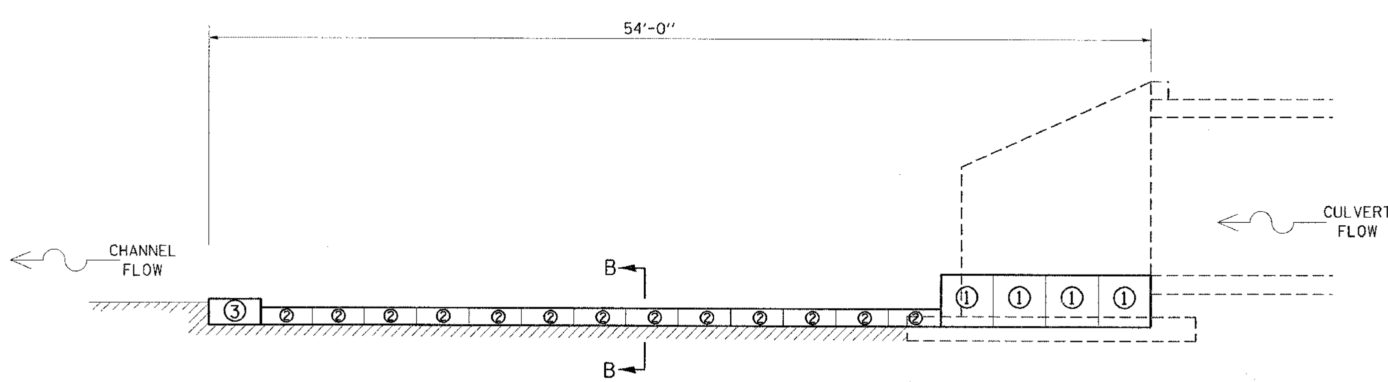
98836



SCOUR REPAIR LT. STA. 445+00 BOX CULVERT OUTLET (W.B.L.) MP 23.7



PLAN VIEW



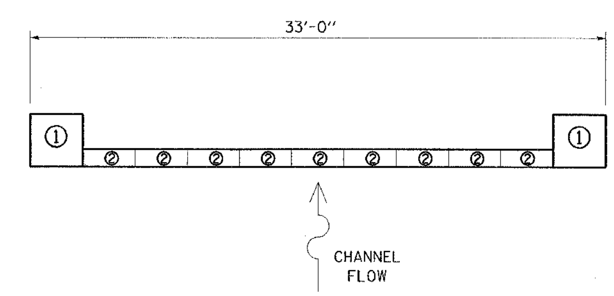
SECTION A-A

GABION BASKET CHART

CELL NO.	NO CELLS	BASKET SIZE	ESTIMATED NO. OF BASKETS
①	1	3' x3' x3'	66
②	1	3' x3' x1'	117
③	1	3' x3' x1. 5"	11

LEGEND

◉ CELL NO. (SEE GABION BASKET CHART)



SECTION B-B

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE DIMENSIONS AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT TO REPAIR ANY FORESLOPE EROSION, AS DIRECTED BY THE ENGINEER.

EARTHWORK WILL BE INCLUDED IN THE COST OF THE GABIONS.

THE LENGTH AND WIDTH OF THE GABION BASKET SHALL BE APPROVED BY THE ENGINEER. CELLS SHALL BE AS LABELED BY CELL NO.

THE GABION BASKET IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN SHEETS.

THE SIZE OF RIPRAP FOR GABION BASKETS SHALL BE IN ACCORDANCE WITH SECTION 284 OF THE STANDARD SPECIFICATIONS.

THE AVERAGE DIMENSIONS FOR GABIONS ARE AS INDICATED AND NOTED IN THE RIPRAP SCHEDULE.

THE RIPRAP AND BASKETS SHALL BE PAID FOR PER CU. YD. FOR GABIONS.

BEDDING MATERIAL WILL NOT BE REQUIRED.

FILTER FABRIC WILL NOT BE REQUIRED.

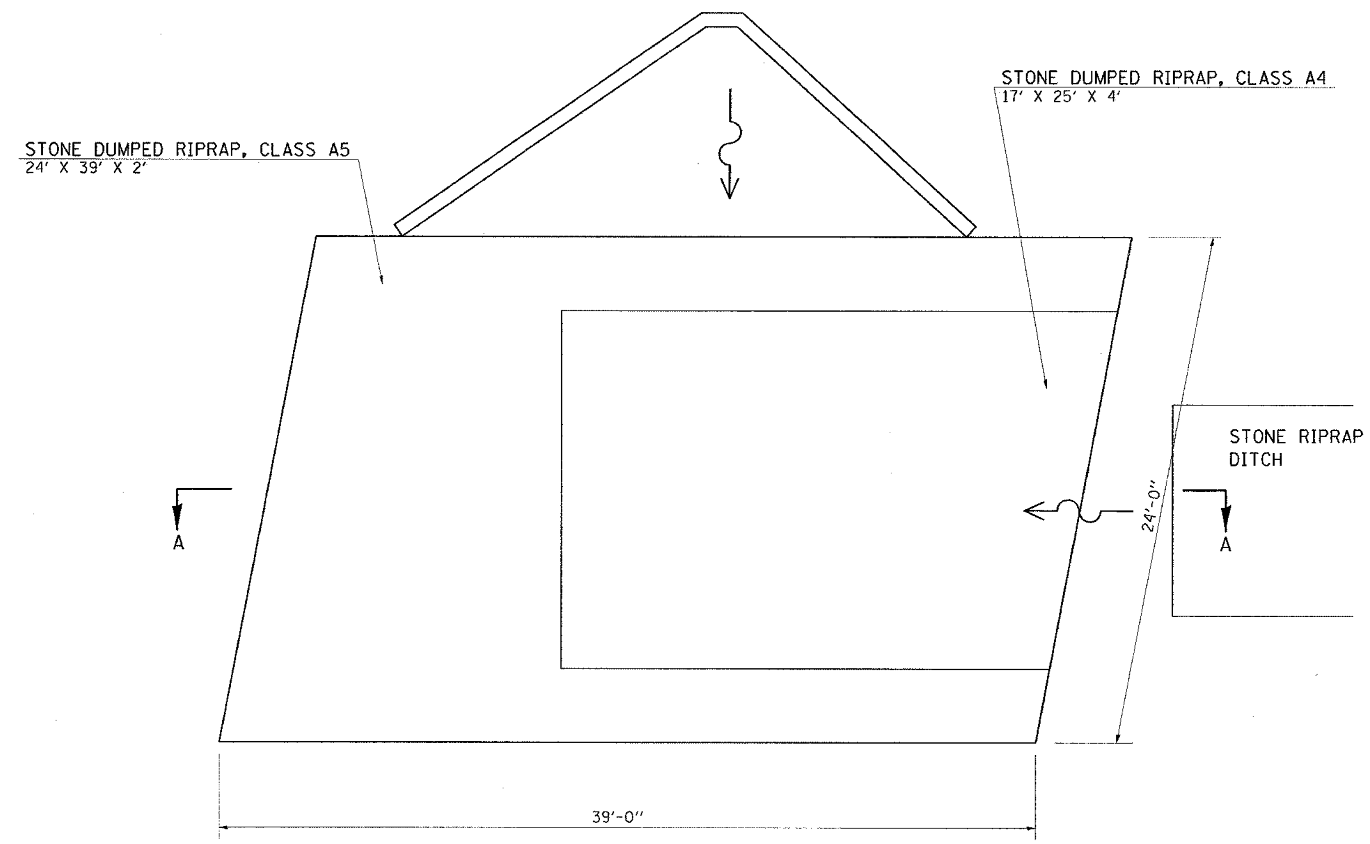
F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	107
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

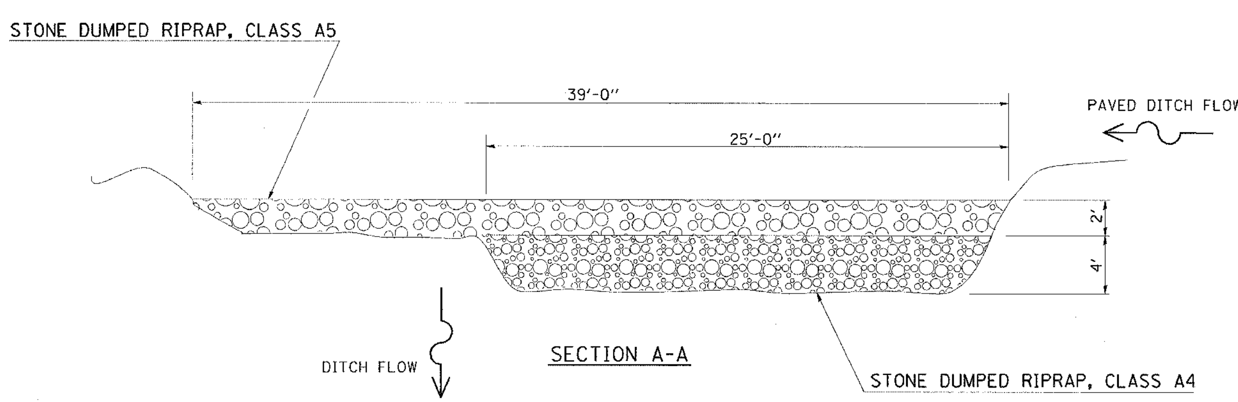
* (44-5,6)RS, BSMART FY04-3

98836

STONE RIPRAP OUTLET

RT. STA. 107+70 (℄ EBL) MP 17.3

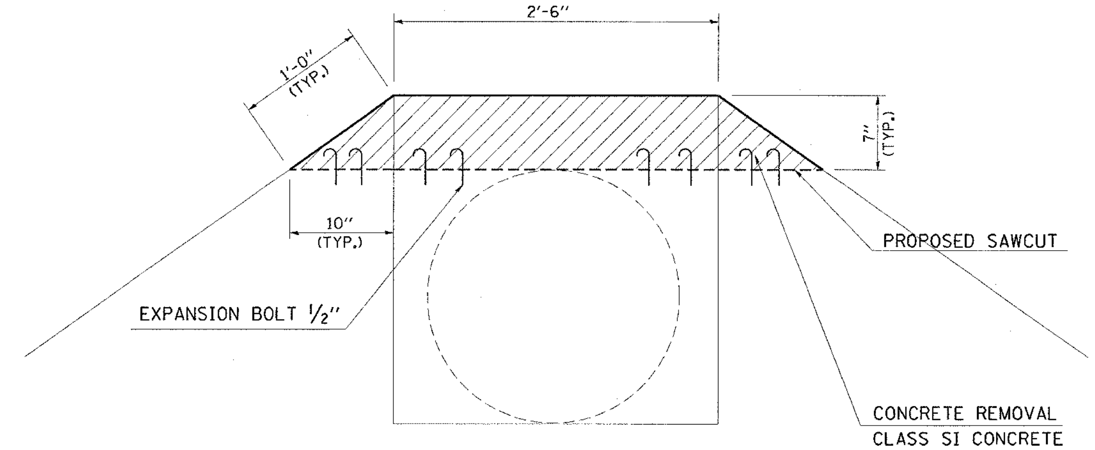




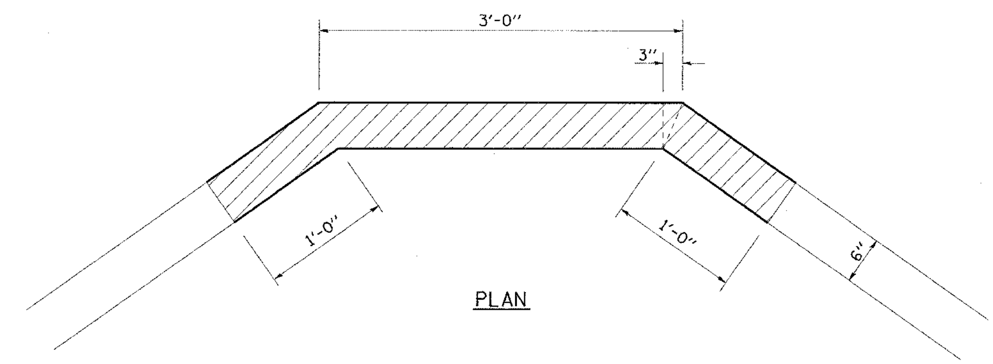
SECTION A-A

CONCRETE HEADWALL REPAIR

LT. STA. 120+00 (℄ WBL) MP 17.5



ELEVATION



PLAN

NOTES:

THIS WORK CONSIST OF THE REPAIR OF DAMAGED REINFORCED CONCRETE.

DAMAGED REINFORCED CONCRETE SHALL BE REMOVED DOWN TO SOUND CONCRETE IN ACCORDANCE WITH ARTICLE 501.03 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

ALL REMOVED CONCRETE SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL PLACE EXPANSION BOLTS ½" IN DIAMETER AT 7" CENTERS AND EPOXY GROUTED AS PER SECTION 584 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL PLACE ANY EXPANSION BOLTS AND CONCRETE TO THE DIMENSION SHOWN IN THIS DETAIL.

CONCRETE PLACEMENT SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 503 OF THE STANDARD SPECIFICATIONS.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

EXPOSED EDGES SHALL BE BEVELED ¾".

SEE THE CULVERT REPAIR SCHEDULE SHEET 14 FOR THE INFORMATIONAL QUANTITIES OF CONCRETE REMOVAL, SAW CUTS, EXPANSION BOLTS ½" AND CLASS SI CONCRETE ITEMS.

THIS WORK SHALL BE PAID FOR AS EACH FOR CONCRETE HEADWALL REPAIR WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIALS REQUIRED TO REPAIR THE EXISTING HEADWALL.

Sat Jan 17 11:14:12 2004
c:\projects\d902102\east124-2.dgn LV=1-62

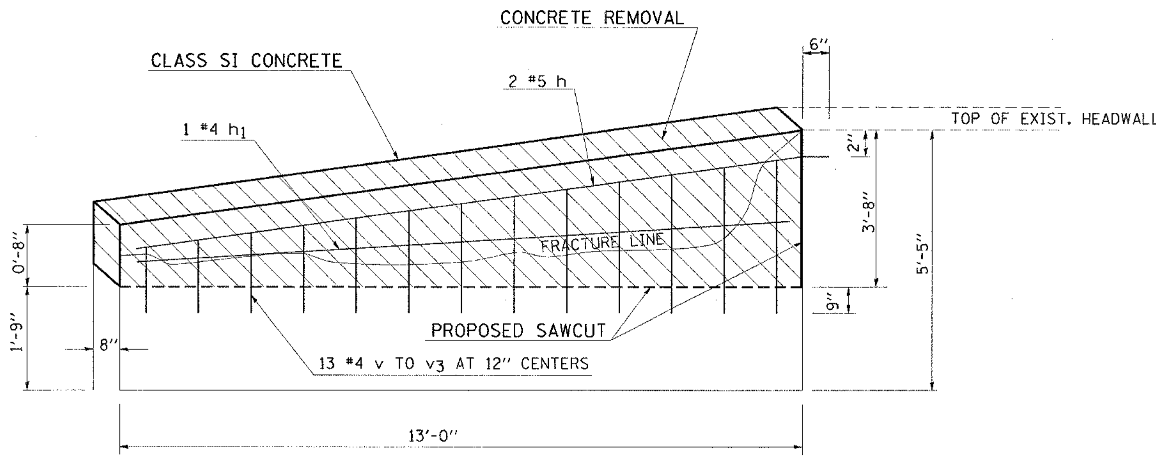
DETAILS: STONE RIPRAP OUTLET RT. STA. 107+70 (EBL) MP 17.3;
HEADWALL REPAIR LT. STA. 120+00 (WBL) MP 17.5

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	108
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

WINGWALL REPAIR COMPLETE

LT. STA. 334+20 (℄ EBL) MP 21.6 SOUTH WINGWALL



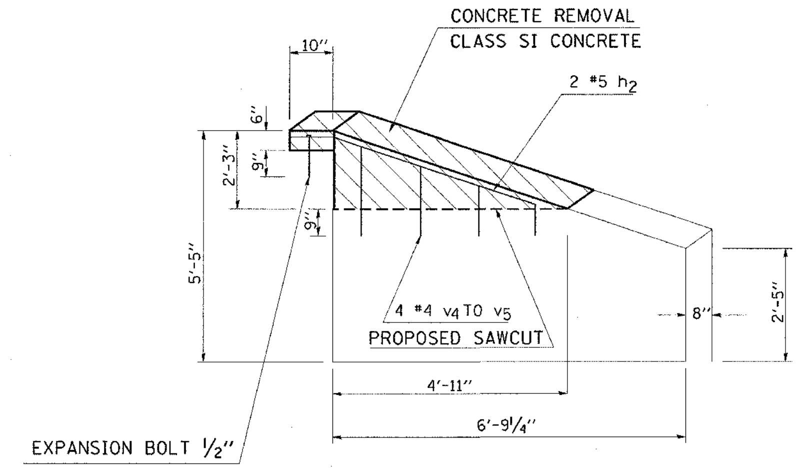
BILL OF MATERIAL

BAR	SIZE	NO.	LENGTH
h	#5	2	13'-6"
h_1	#4	1	12'-9"
v	#5	3	3'-9"
v_1	#5	3	4'-9"
v_2	#5	3	5'-6"
v_3	#5	4	6'-3"

CLASS SI CONCRETE	CU YDS	0.8
REINFORCEMENT BARS	LBS	107

WINGWALL REPAIR COMPLETE

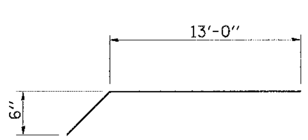
LT. STA. 334+20 (℄ EBL) MP 21.6 NORTH WINGWALL



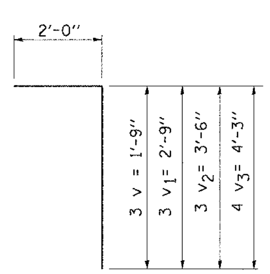
BILL OF MATERIAL

BAR	SIZE	NO.	LENGTH
h_2	#5	2	5'-0"
v_4	#5	2	3'-10"
v_5	#5	2	4'-10"

CLASS SI CONCRETE	CU YDS	0.2
REINFORCEMENT BARS	LBS	29
EXPANSION BOLT ½"	EACH	1



BAR #5 h



BAR #5 v

NOTES:

THIS WORK CONSIST OF THE REPAIR OF DAMAGED REINFORCED CONCRETE.

DAMAGED REINFORCED CONCRETE SHALL BE REMOVED DOWN TO SOUND CONCRETE IN ACCORDANCE WITH ARTICLE 501.03 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

ALL REMOVED CONCRETE SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. REBAR AND/OR EXPANSION BOLTS SHALL BE PLACED IN ACCORDANCE WITH ARTICLE 584 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL PLACE ANY NECESSARY REBAR, EXPANSION BOLTS AND CONCRETE TO THE DIMENSION SHOWN IN THIS DETAIL.

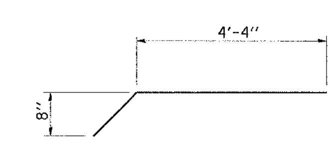
CONCRETE PLACEMENT SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 503 OF THE STANDARD SPECIFICATIONS.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

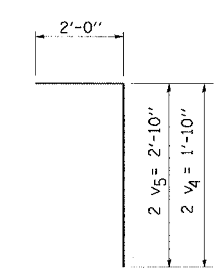
EXPOSED EDGES SHALL BE BEVELED ¾".

SEE THE CULVERT REPAIR SCHEDULE SHEET 14 FOR THE INFORMATIONAL QUANTITIES OF CONCRETE REMOVAL, SAW CUTS, EXPANSION BOLTS ½" AND CLASS SI CONCRETE ITEMS.

THIS WORK SHALL BE PAID FOR AS EACH FOR WINGWALL REPAIR COMPLETE WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIALS REQUIRED TO REPAIR THE EXISTING WINGWALLS.



BAR #5 h_2



BAR #5 v

DETAILS: WINGWALL REPAIRS

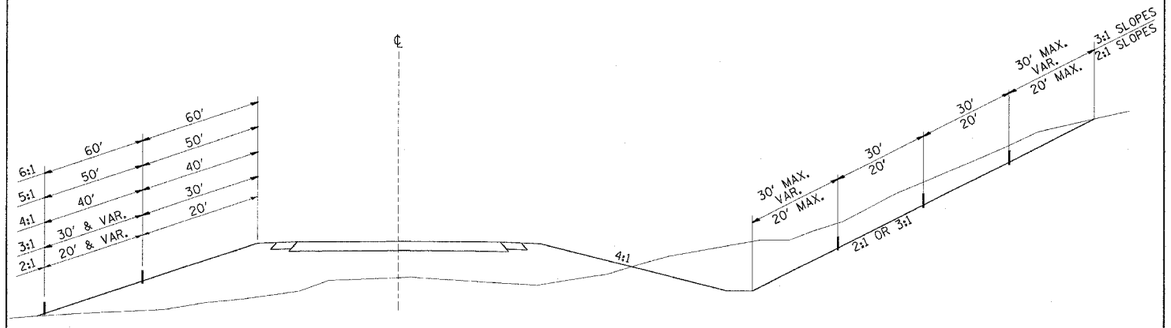
PERIMETER EROSION BARRIER

SEE SCHEDULE SHEETS 39-42 FOR LOCATIONS

&

FENCE (EROSION CONTROL)

SEE PLAN SHEETS 77-87, AND SCHEDULE SHEETS 39-42 FOR LOCATIONS



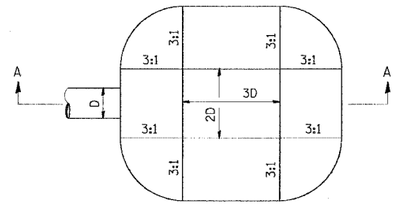
SECTIONAL VIEW OF INSTALLATION

THIS WORK SHALL COMPLY WITH ALL REQUIREMENTS OF SECTION 280 OF THE STANDARD SPECIFICATION FOR TEMPORARY EROSION CONTROL.

ENERGY DISSIPATOR

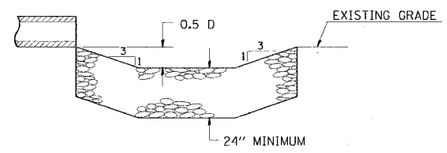
F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	109
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836



D= INSIDE DIAMETER OF PIPE CULVERT OR CLEAR HEIGHT OF BOX CULVERT

PLAN



SECTION A-A

EARTH EXCAVATION FOR ENERGY DISSIPATOR

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE LENGTH, WIDTH, AND DEPTH AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.

EARTHWORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE RIPRAP.

ENERGY DISSIPATOR IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN SHEETS.

RIPRAP FOR ENERGY DISSIPATOR

RIPRAP FOR ENERGY DISSIPATOR SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 281 OF THE STANDARD SPECIFICATIONS EXCEPT AS REVISED HEREIN.

THE LENGTH, WIDTH, AND DEPTH FOR RIPRAP PLACEMENT SHALL BE AS SPECIFIED IN THESE DETAILS, UNLESS OTHERWISE INDICATED IN THE PLANS.

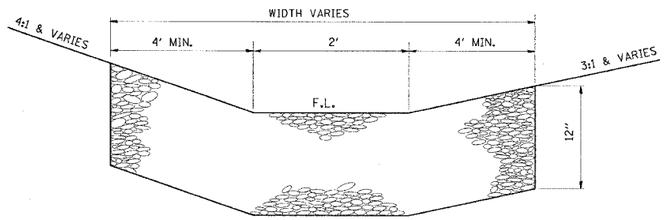
THE RIPRAP FOR THE ENERGY DISSIPATOR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR **STONE DUMPED RIPRAP, CLASS A4**

FILTER FABRIC AND BEDDING MATERIAL AS SPECIFIED IN SECTION 281 OF THE STANDARD SPECIFICATIONS WILL NOT BE REQUIRED.

REVISIONS	
REDRAWN	2-15-89
REVISED	11-3-93
REVISED	8-15-94

STD 9-6

TYPICAL DETAIL OF STONE RIPRAP DITCH LINING



NOTES

THIS WORK INCLUDES THE EARTH EXCAVATION REQUIRED TO PLACE THE RIPRAP AS SHOWN. THE MATERIAL RESULTING FROM THE EARTH EXCAVATION SHALL BE PLACED IN THE ROADWAY EMBANKMENT, OR WASTED AS DIRECTED BY THE ENGINEER. THE EARTHWORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE DITCH.

THE RIPRAP DITCH SHALL BE CONSTRUCTED AT THE LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. CONSTRUCTION OF THE STONE RIPRAP DITCH SHALL CONFORM TO THE REQUIREMENTS FOR CLASS A3 RIPRAP AS INDICATED IN SECTION 281 OF STANDARD SPECIFICATIONS.

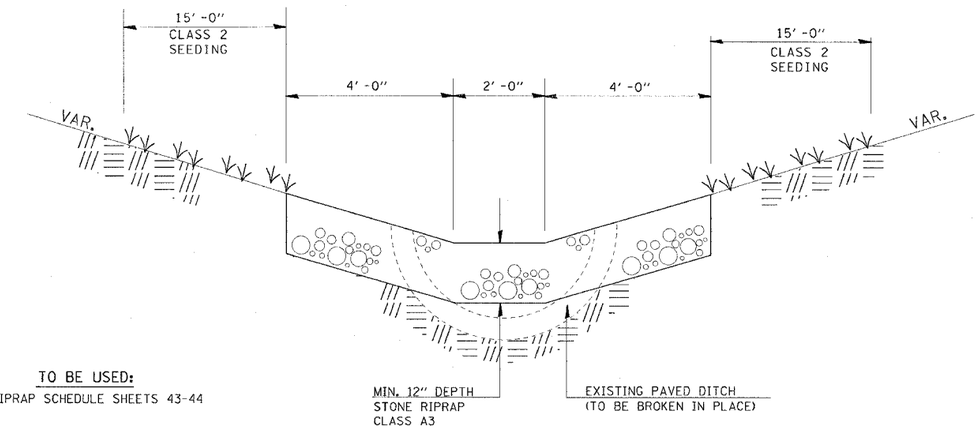
THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR **STONE RIPRAP, CLASS A3,** WHICH PRICE SHALL INCLUDE ALL MATERIAL, LABOR AND EQUIPMENT TO COMPLETE THE WORK IN PLACE AS SHOWN.

BEDDING MATERIAL AND FILTER FABRIC AS SPECIFIED IN SECTION 281 OF THE STANDARD SPECIFICATIONS WILL NOT BE REQUIRED.

THE WIDTH OF THE RIPRAP DITCH WILL BE AS SPECIFIED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

DETAIL STONE RIPRAP DITCH

(ON EXISTING PAVED DITCH)



TO BE USED:

SEE RIPRAP SCHEDULE SHEETS 43-44

NOTE: THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON, FOR **STONE RIPRAP DITCH,** WHICH PRICE SHALL INCLUDE ALL MATERIAL LABOR AND EQUIPMENT TO COMPLETE THE WORK IN PLACE AS SHOWN.

THE FINISHED SIDESLOPES OF THE STONE RIPRAP DITCH SHALL MATCH THE EXISTING GRADE.

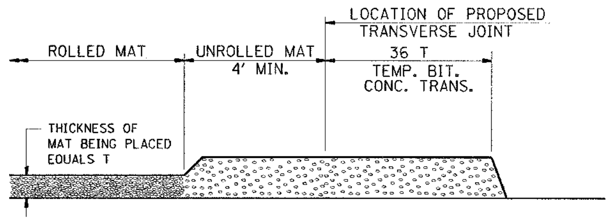
Tue Jan 27 13:47:46 2004
c:\projects\d502102\dgns1124-2.dgn LV=1-62

DETAILS: PERIMETER EROSION BARRIER; STONE RIPRAP DITCH LINING; ENERGY DISSIPATOR; STONE RIPRAP DITCH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	110
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

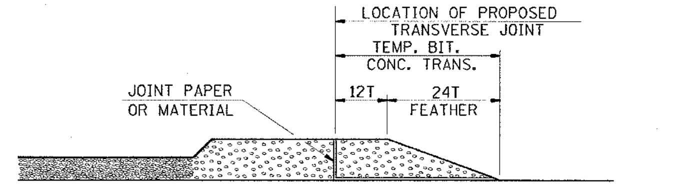
* (44-5,6)RS, BSMART FY04-3
98836

TEMPORARY BITUMINOUS CONCRETE TRANSITIONS



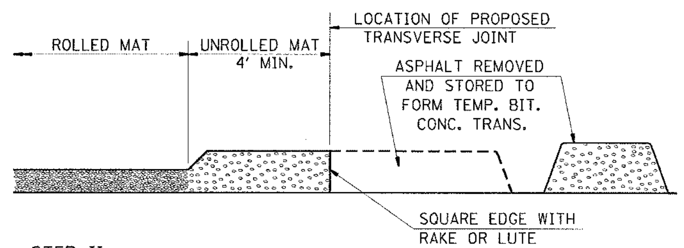
STEP I

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.



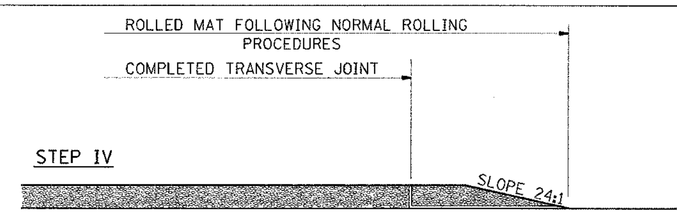
STEP III

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.



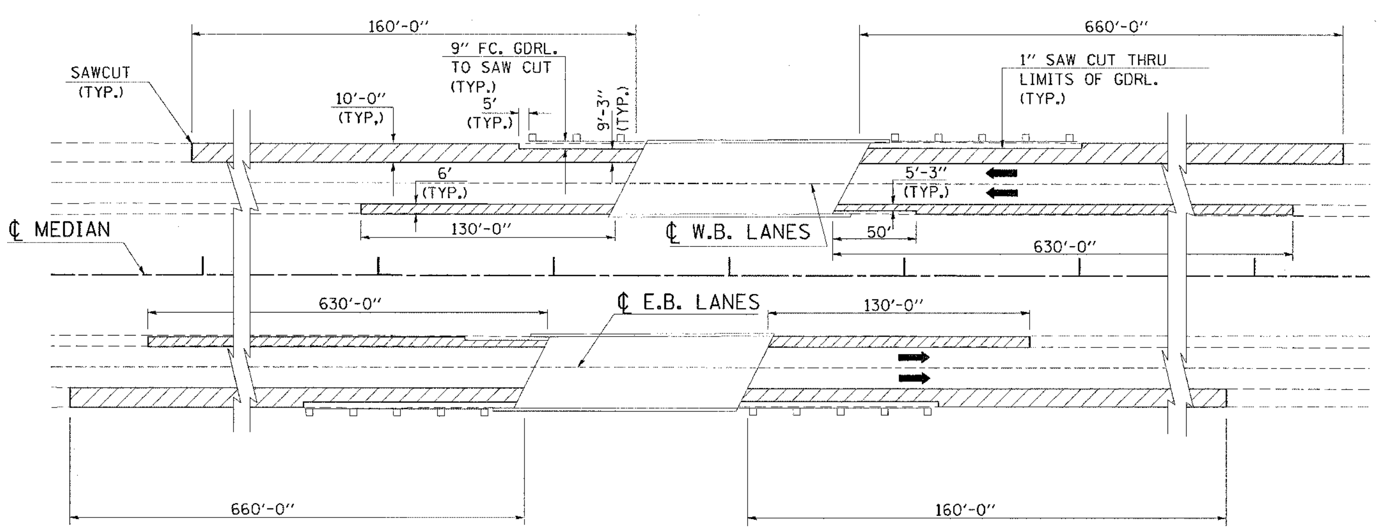
STEP IV

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 BE PAID FOR IN ACCORDANCE WITH ART. 406.24 OF THE STD. SPECS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-16-94

STD 9-26

SHOULDER WORK FOR STAGED CONSTRUCTION AT ALL MAINLINE BRIDGES

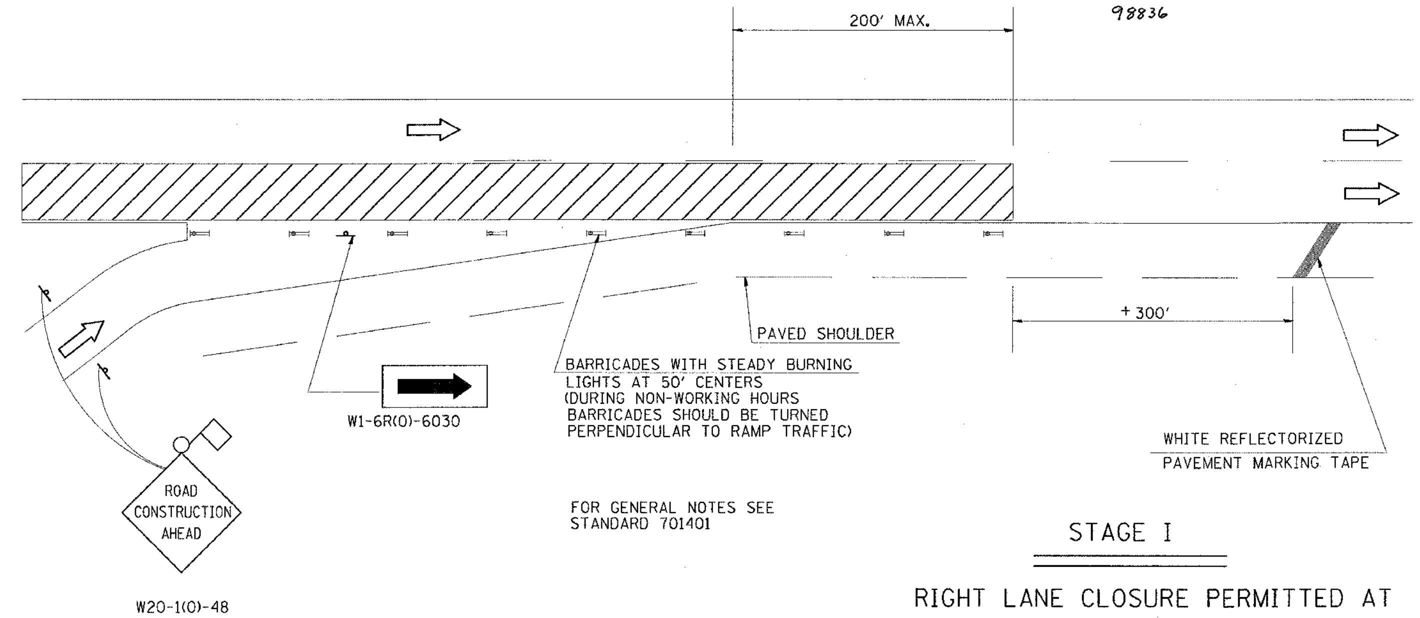


LEGEND:

BITUMINOUS SURFACE REMOVAL 1" AND BITUMINOUS SHOULDERS SUPERPAVE, 2"

NOTE:
IF THE EXISTING GUARDRAIL IS OFFSET FROM THE PAVEMENT BY A DISTANCE SUFFICIENT TO ALLOW FULL WIDTH SHOULDER (10') REMOVAL AND REPLACEMENT, THE 1" SAW CUTS SHOWN ON THIS DETAIL WILL NOT APPLY.

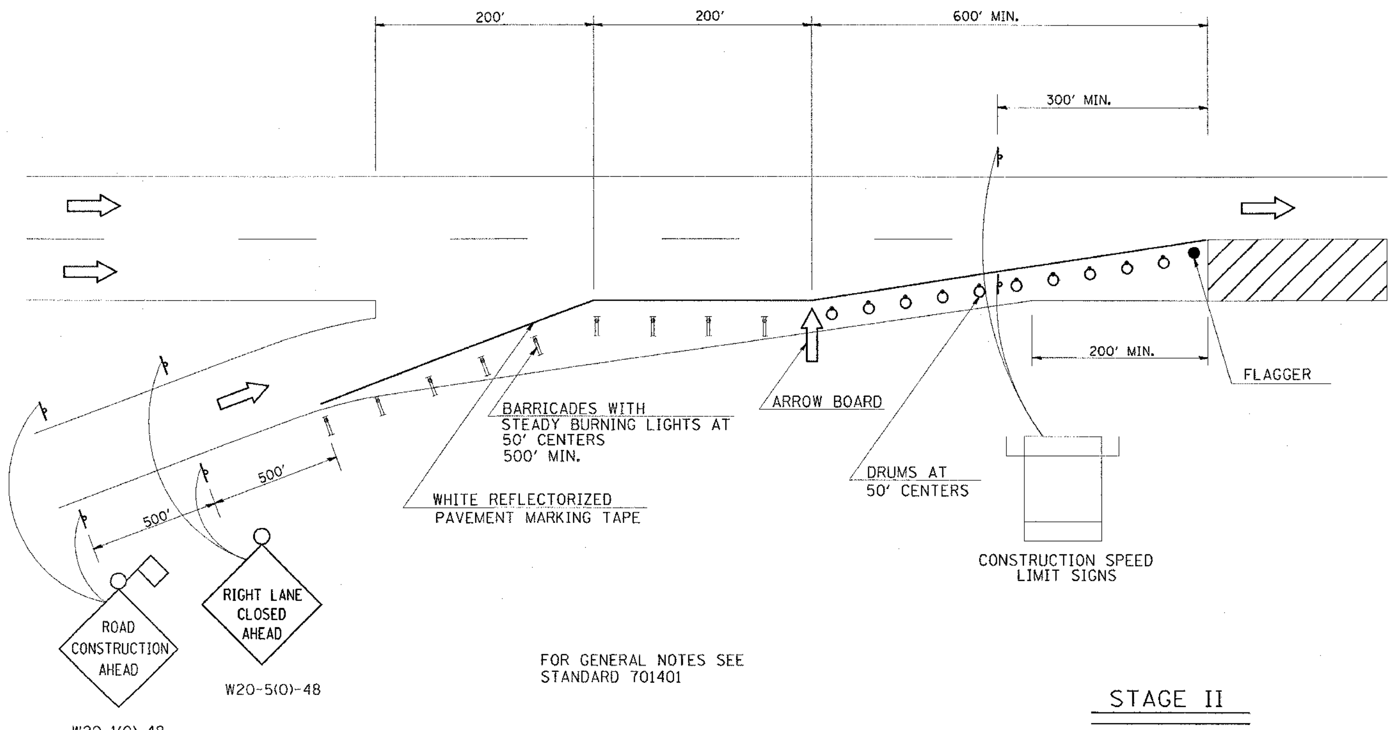
DETAIL OF TRAFFIC CONTROL AT ENTRANCE RAMPS



FOR GENERAL NOTES SEE STANDARD 701401

STAGE I

RIGHT LANE CLOSURE PERMITTED AT ENTRANCE RAMP



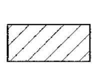
FOR GENERAL NOTES SEE STANDARD 701401

STAGE II

RIGHT LANE CLOSURE PERMITTED 200' BEYOND ENTRANCE RAMP

REVISIONS	
DRAWN	6-23-89

STD 9-43



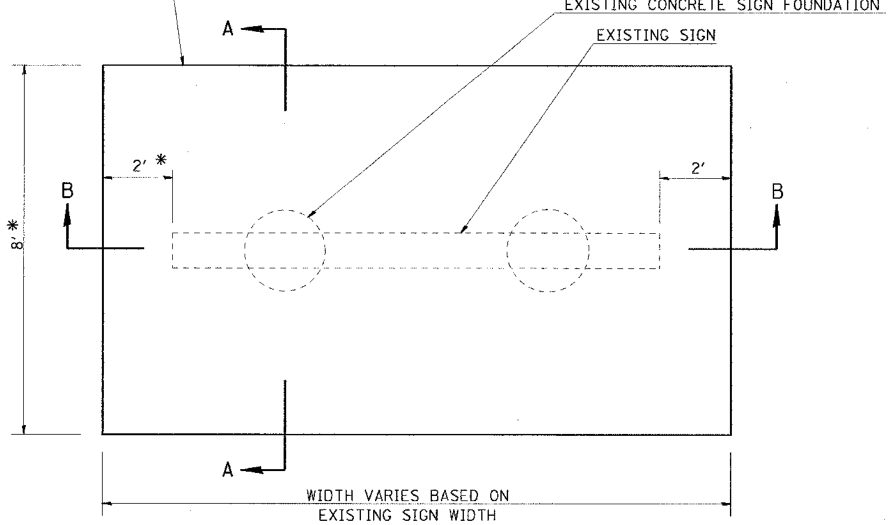
Sat Jan 17 8:36:53 2004
o:\projects\d90202\eost124-2.dgn LVH:62

DETAILS: TEMPORARY BITUMINOUS CONCRETE TRANSITIONS; TRAFFIC CONTROL AT ENTRANCE RAMPS; SHOULDER WORK FOR STAGED CONSTRUCTION AT MAINLINE BRIDGES

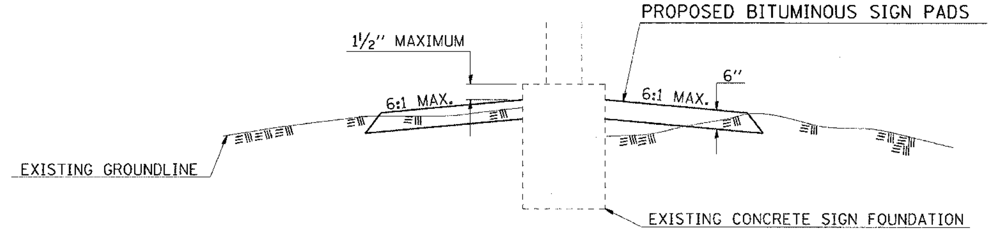
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	111
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

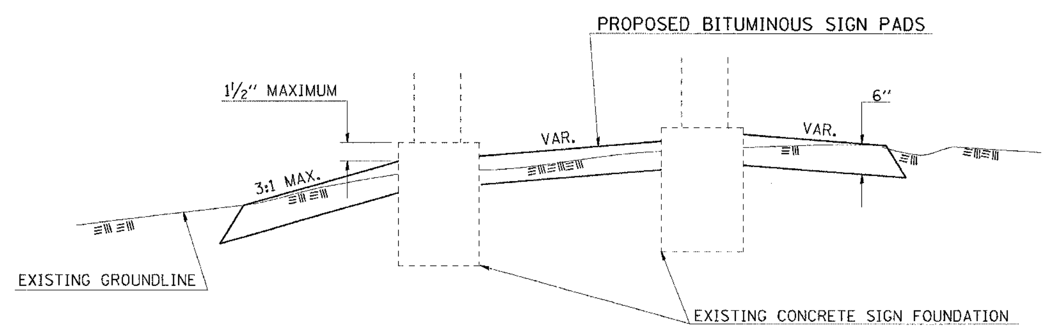
DETAIL OF BITUMINOUS SIGN PADS



* LENGTH MAY BE INCREASED TO FIT FIELD CONDITIONS AND SATISFY THE MAXIMUM SLOPES AS DETAILED BELOW UPON APPROVAL BY THE ENGINEER.



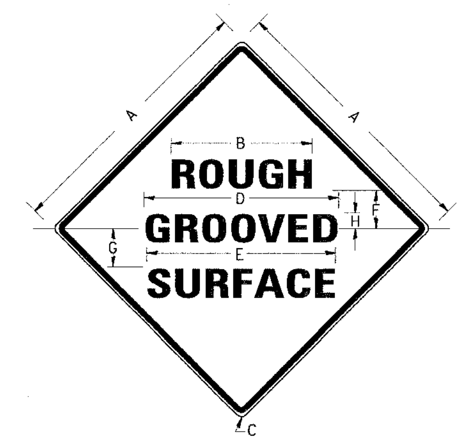
SECTION A-A



SECTION B-B

ILLINOIS STANDARD

W8-I106



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

NOTE: 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	
REDRAWN	2-15-89
REVISED	4-6-93

STD 9-39

UNEVEN PAVEMENT SIGN

W8-9a-(0)-48

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

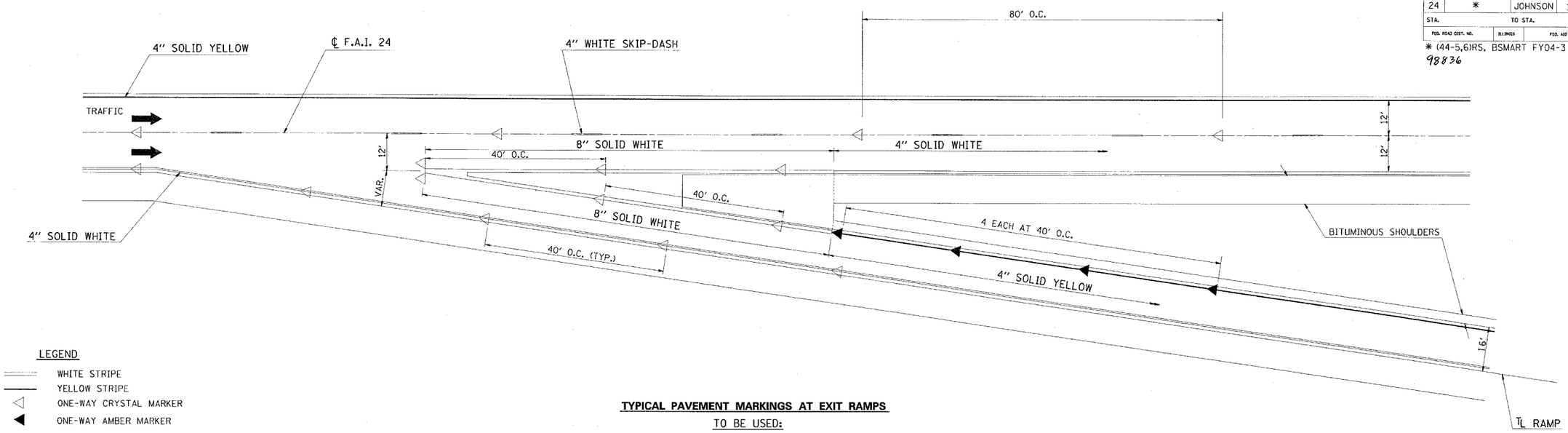
STD 9-41

Sat Jan 17 8:45:55 2004
c:\projects\d90202\eas1124-2.dgn LVI-62

DETAILS: BITUMINOUS SIGN PADS; ILLINOIS STANDARD W8-I106; UNEVEN PAVEMENT SIGN;

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	112
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* (44-5,6)RS, BSMART FY04-3
98836



LEGEND

- WHITE STRIPE
- YELLOW STRIPE
- ONE-WAY CRYSTAL MARKER
- ONE-WAY AMBER MARKER

TYPICAL PAVEMENT MARKINGS AT EXIT RAMPS

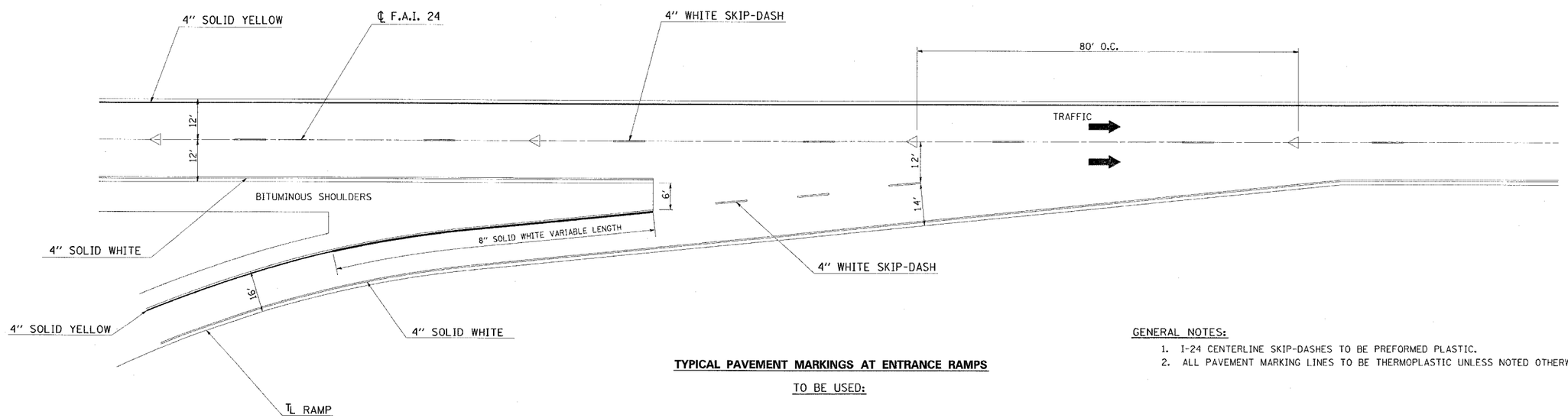
TO BE USED:

INTERCHANGE

RAMP "B" (16')
RAMP "D" (16')

GENERAL NOTES:

1. I-24 CENTERLINE SKIP-DASHES TO BE PREFORMED PLASTIC.
2. ALL PAVEMENT MARKING LINES TO BE THERMOPLASTIC UNLESS NOTED OTHERWISE.



TYPICAL PAVEMENT MARKINGS AT ENTRANCE RAMPS

TO BE USED:

INTERCHANGE

RAMP "A" (16')
RAMP "C" (16')

GENERAL NOTES:

1. I-24 CENTERLINE SKIP-DASHES TO BE PREFORMED PLASTIC.
2. ALL PAVEMENT MARKING LINES TO BE THERMOPLASTIC UNLESS NOTED OTHERWISE.

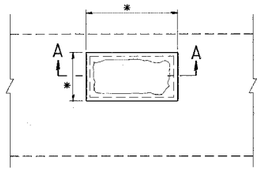
Sat Jan 17 14:47:05 2004
c:\projects\d9202\east124-2.dgn LV1=62

DETAILS – TYPICAL PAVEMENT MARKINGS AT ENTRANCE RAMPS; TYPICAL PAVEMENT MARKINGS AT EXIT RAMPS

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	113
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

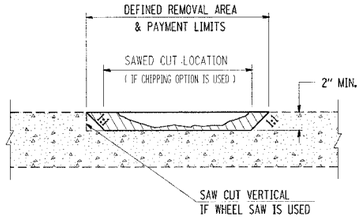
* (44-5,6)RS, BSMART FY04-3
98836

DETAILS OF BITUMINOUS PATCHING-PARTIAL DEPTH



PLAN

* LIMITS OF PARTIAL DEPTH PATCHING AS DIRECTED BY THE ENGINEER.



SECTION A-A

NOTES:

THE CONTRACTOR HAS THE OPTION OF SAWING THE PAVEMENT AND CHIPPING THE EDGES OR BY MILLING THE DEFINED AREA OF THE PATCH.

THE PAVEMENT SHALL BE SAWED A MINIMUM OF 2" DEPTH IF THE SAWING OPTION IS USED.

THE DIAMETER OF THE MILLING MACHINE SHALL BE OF SUFFICIENT SIZE TO MAINTAIN THE 1:1 SIDE SLOPE.

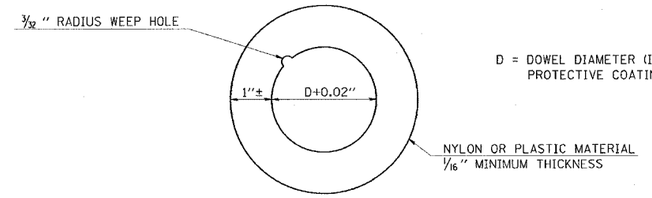
THE PATCHING MATERIAL SHALL BE **BITUMINOUS BINDER COURSE, TYPE 1 OR PORTLAND CEMENT CONCRETE** AT THE CONTRACTOR'S OPTION.

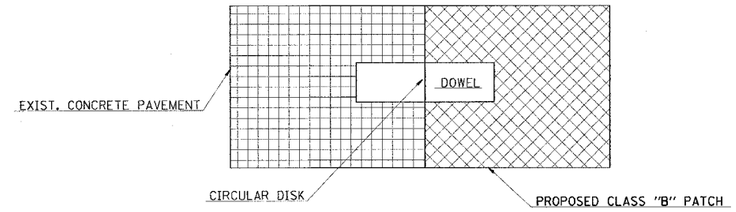
THIS ITEM WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR **PAVEMENT PATCHING (PARTIAL DEPTH).**

REVISIONS	
DRAWN	10-4-91
REVISED	10-20-93
REVISED	3-26-97

STD. 9M-91

DETAIL THIN CIRCULAR DISK

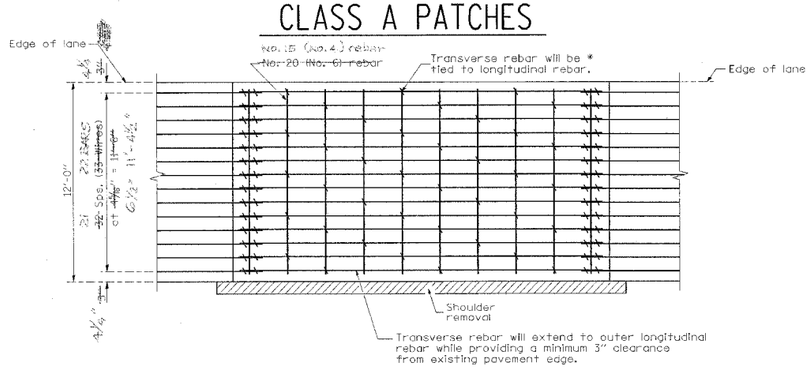




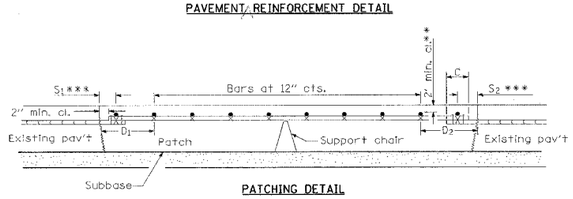
DETAIL "A"

NOTE: COST OF DISK SHALL BE INCLUDED IN CLASS "B" PATCHING.

CLASS A PATCHES



PAVEMENT REINFORCEMENT DETAIL



PATCHING DETAIL

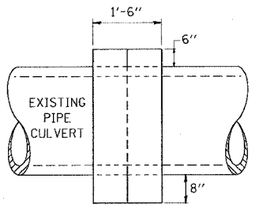
* Every 3rd intersection must be tied.

** When the minimum clearance cannot be obtained with the transverse bar on top then the transverse rebar shall be tied to the bottom of the longitudinal rebar.

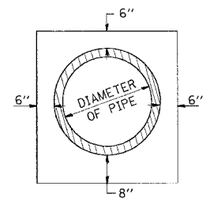
*** Variable: Where S_1 and S_2 are 2½" min. and 12" max. $D_1 = 2(S_1)$ and $D_2 = 2(S_2)$.

DETAILS OF CONCRETE COLLAR

PIPE TO PIPE



SIDE VIEW



END VIEW

TABULATION

DIAMETER OF PIPE	CL. SI CONC. CU. YDS. EST.
12"	0.24
15"	0.29
18"	0.32
24"	0.44
30"	0.56
36"	0.66
42"	0.80
48"	0.93
54"	1.07
60"	1.22
72"	1.55

THE CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR **CONCRETE COLLAR,** AS SHOWN ON THE PLANS, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS THE EXISTING HEADWALLS AS MAY BE REQUIRED.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

REVISIONS	
DRAWN	7-13-90
REVISED	8-22-94

STD. 9-79

Sat Jan 17 14:56:54 2004
d:\projects\d3202\east24-2.dgn LVH-62

DETAILS: BITUMINOUS PATCHING (PARTIAL DEPTH); CLASS A PATCHES; THIN CIRCULAR DISK; CONCRETE COLLAR (PIPE TO PIPE)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	114
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

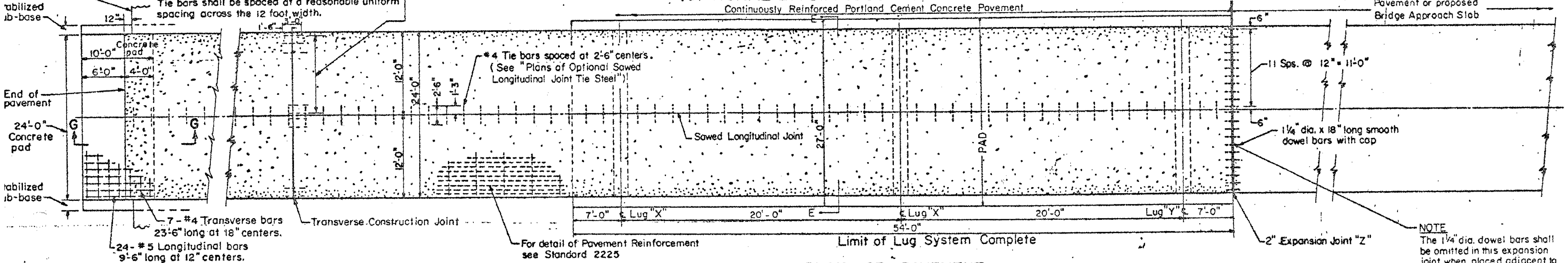
* (A4-5,6)RS, BSMART FY04-3 98836

FOR INFORMATION ONLY
THIS SHEET IS FROM THE ORIGINAL PLANS AND IS TO BE USED FOR REFERENCE ONLY

STANDARD DESIGN

24 FT.- CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT

(OPTIONAL BITUMINOUS AGGREGATE MIXTURE PAD)



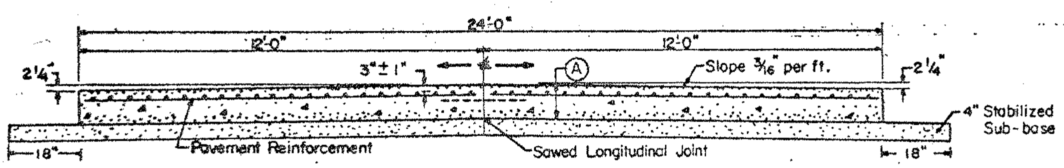
PLAN OF PAVEMENT

NOTE:
The 1¼" dia. dowel bars shall be omitted in this expansion joint when placed adjacent to existing pavement.

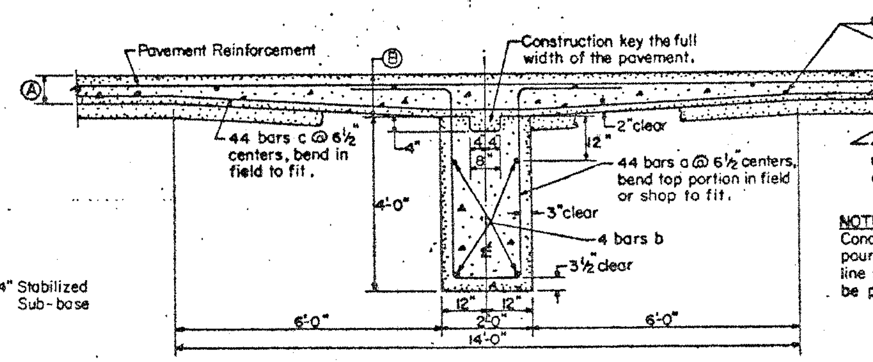
When pavement is adjacent to bridge approach slab, this expansion joint shall be provided in lieu of the 4" expansion joint shown on the Standard Drawings for Bridge Approaches.

NOTE:
When a slip form paver not equipped with approved automatic grade controls is to be used, it shall operate on the BAM pad which shall be extended so that the overall width is 6 inches greater than the width from outside to outside of the slip form paver's tracks. Such extended width will not be measured for payment but shall be considered incidental to the contract.

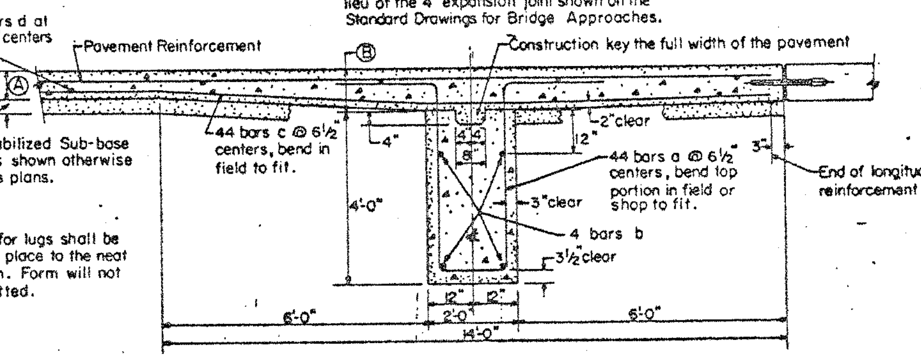
If the slip form paver is equipped with approved automatic grade controls that control the four corner supports of the paver and the Contractor elects to use these controls, the BAM pad shall be 12 inches wider than the design pavement width.



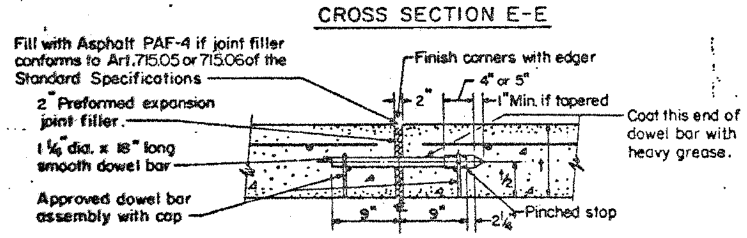
CROSS SECTION E-E



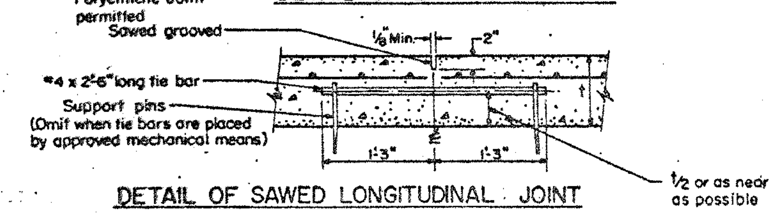
SECTION AT LUG "X"



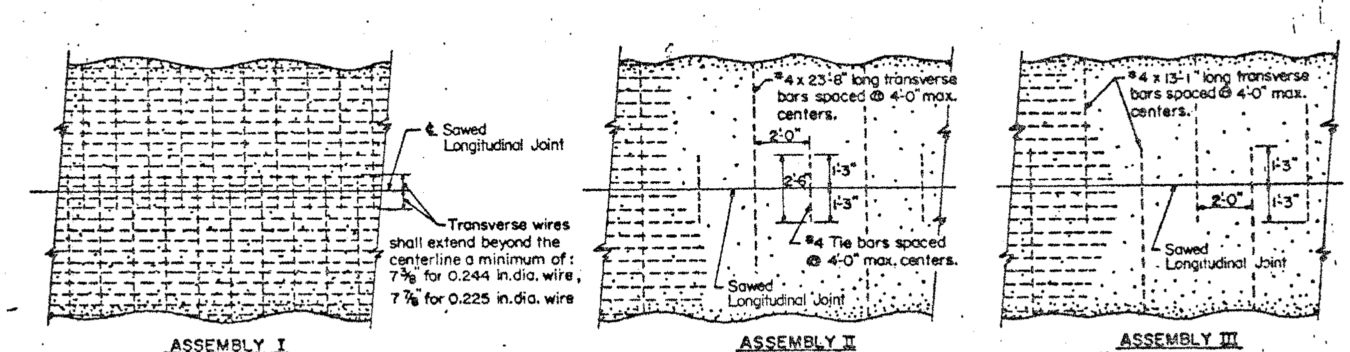
SECTION AT LUG "Y"



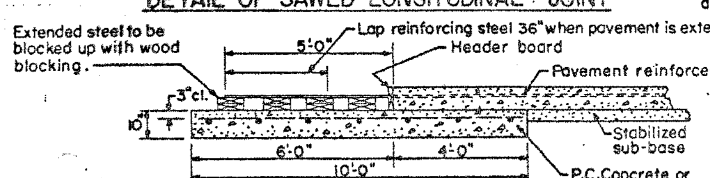
DETAIL OF EXPANSION JOINT



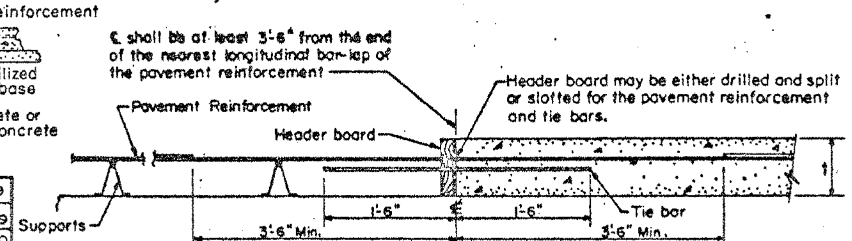
DETAIL OF SAWED LONGITUDINAL JOINT



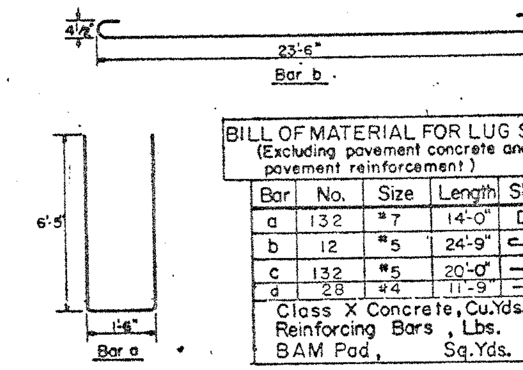
PLANS OF OPTIONAL SAWED LONGITUDINAL JOINT TIE STEEL



SECTION G-G



DETAIL OF TRANSVERSE CONSTRUCTION JOINT



BILL OF MATERIAL FOR LUG SYSTEM (Excluding pavement concrete and pavement reinforcement)				
Bar	No.	Size	Length	Shape
a	132	#7	14'-0"	
b	12	#5	24'-9"	
c	132	#5	20'-0"	
d	28	#4	11'-9"	
Class X Concrete, Cu.Yds. 20.85				
Reinforcing Bars, Lbs. 7062				
BAM Pad, Sq.Yds. 146				

Pav't. Thk's Ⓐ	Ⓑ	Ⓒ	Ⓓ
8"	12"	8	12
9"	14"	9	14

GENERAL NOTES

Sawed joints shall be sealed with hot poured material meeting the requirements of the Tentative Specifications for Concrete Joint Sealer, Hot-Poured Elastic Type, A.S.T.M. Designation: D1190-52 T, or sealed with a cold applied, ready-mixed concrete joint sealing compound meeting the requirements of Article 716.03

Lug end anchorages shall be constructed at the locations shown except that when the distance between two expansion joints marked "Z" is less than 1500 ft. the anchorage shall be as shown on the detailed construction plans.

The 54 feet as shown above of Bituminous Aggregate Mixture Pad, between and adjacent to the lugs will be considered incidental to the Lug System.

Expansion joint shall be considered incidental to the cost of Continuously Reinforced Concrete Pavement.

Details shown in Section G-G shall apply only at the end of the construction section; the 10" reinforced concrete pad, header board, wood blocking, and the 5 ft. of extended pavement reinforcement will be considered incidental to the cost of the C.R.C. Pavement.

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS	ISSUED 1-4-65		W.F.	3-10-69
PASSED Mar. 18, 1970	REVISIONS		JKP	10-15-69
[signature] Engineer of Road Plans And Contracts	W.F.	4-1-65	W.F.	3-18-70
APPROVED Mar. 18, 1970	W.F.	6-25-65		
[signature] Engineer of Design	W.F.	4-20-66		
	G.R.	8-1-68		
	G.R.	1-15-69		

DETAILS: EXISTING CRC PAVEMENT

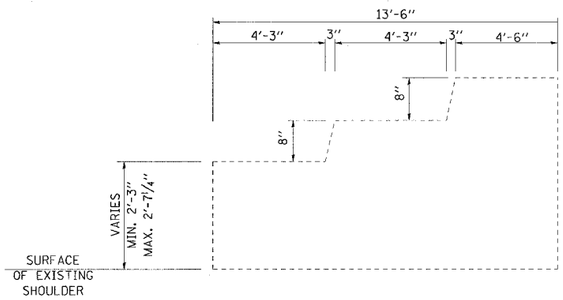
STANDARD 2224-8
(Full Size)

* pg 115 omitted

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	116
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

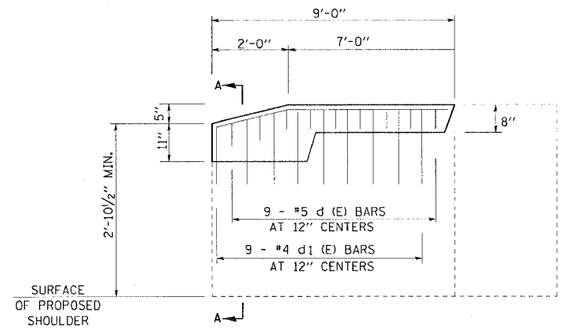
* (44-5,6)RS, BSMART FY04-3
98836

WINGWALL MODIFICATION FOR TYPE 6 TERMINAL

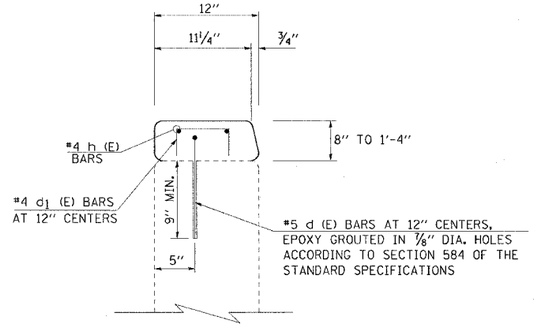


INSIDE ELEVATION (EXISTING)

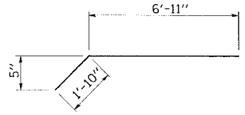
TO BE USED:
SN 044-0043
SN 044-0044



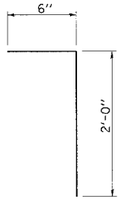
INSIDE ELEVATION (PROPOSED)



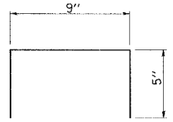
SECTION A-A



BAR h (E)



BAR d (E)



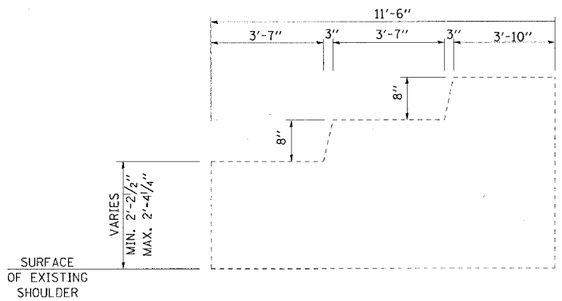
BAR d1 (E)

BILL OF MATERIAL

BAR	SIZE	NO.	LENGTH
d (E)	#5	9	2'-6"
d1 (E)	#4	9	1'-7"
h (E)	#4	2	8'-9"
CONCRETE SUPERSTRUCTURE		CU YDS	0.3
REINFORCEMENT BARS EPOXY COATED		LBS	45

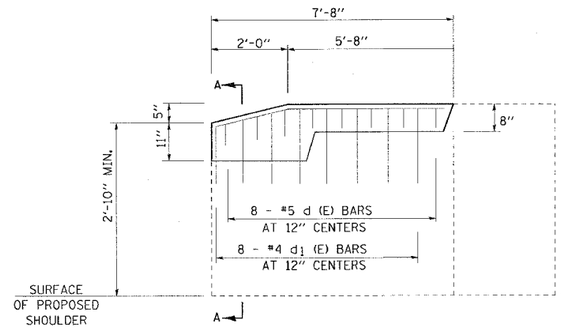
NOTES:
QUANTITIES ARE PER WING WALL
BARS DESIGNATED (E) SHALL BE EPOXY COATED.

WINGWALL MODIFICATION FOR TYPE 6 TERMINAL

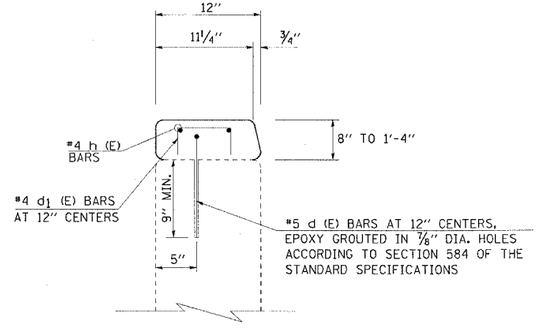


INSIDE ELEVATION (EXISTING)

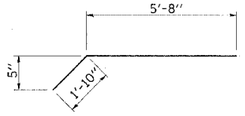
TO BE USED:
SN 044-0045
SN 044-0046



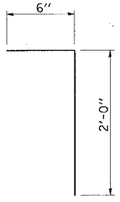
INSIDE ELEVATION (PROPOSED)



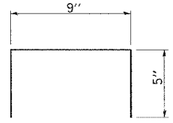
SECTION A-A



BAR h (E)



BAR d (E)



BAR d1 (E)

BILL OF MATERIAL

BAR	SIZE	NO.	LENGTH
d (E)	#5	8	2'-6"
d1 (E)	#4	8	1'-7"
h (E)	#4	2	7'-6"
CONCRETE SUPERSTRUCTURE		CU YDS	0.3
REINFORCEMENT BARS EPOXY COATED		LBS	40

NOTES:
QUANTITIES ARE PER WING WALL
BARS DESIGNATED (E) SHALL BE EPOXY COATED.

Thu Jan 29 10:08:12 2004
c:\projects\d9202\sds1124-2.dgn LV=1-62

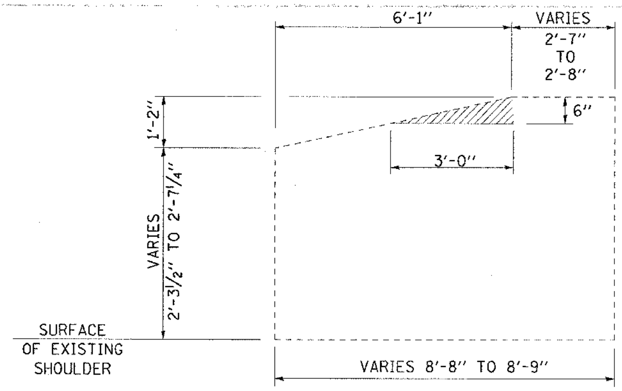
DETAILS: WINGWALL MODIFICATION FOR TYPE 6 TERMINAL

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	117
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

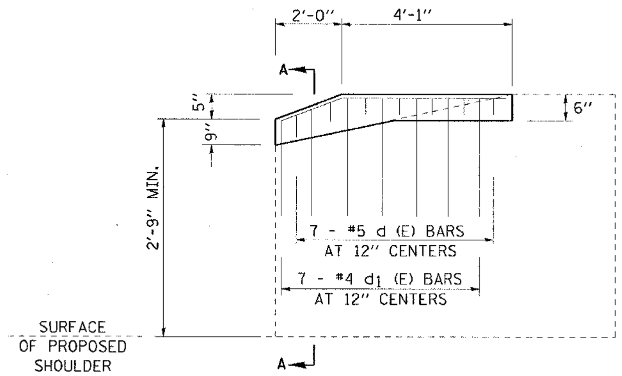
* (44-5,6)RS, BSMART FY04-3
98836

WINGWALL MODIFICATION FOR TYPE 6 TERMINAL

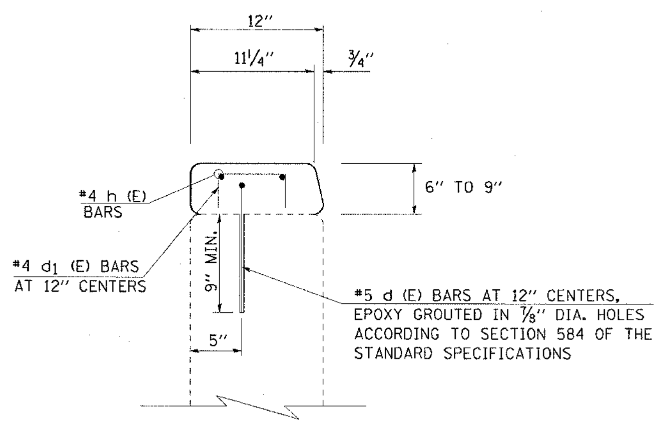
TO BE USED:
SN 044-0039
SN 044-0040
SN 044-0047
SN 044-0048



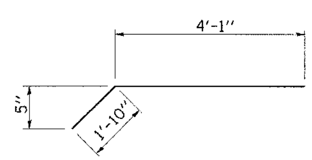
INSIDE ELEVATION (EXISTING)



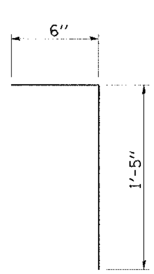
INSIDE ELEVATION (PROPOSED)



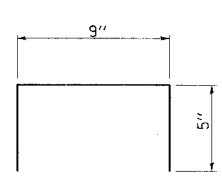
SECTION A-A



BAR h (E)



BAR d (E)



BAR d1 (E)

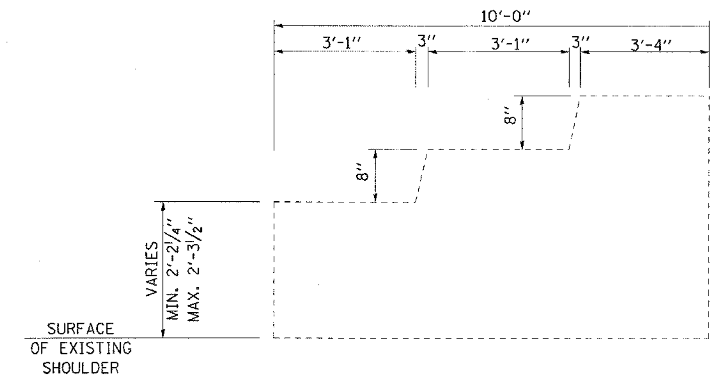
BILL OF MATERIAL

BAR	SIZE	NO.	LENGTH
d (E)	#5	7	1'-11"
d1 (E)	#4	7	1'-7"
h (E)	#4	2	5'-11"
CONCRETE REMOVAL		CU YDS	0.1
CONCRETE SUPERSTRUCTURE		CU YDS	0.2
REINFORCEMENT BARS EPOXY COATED		LBS	29

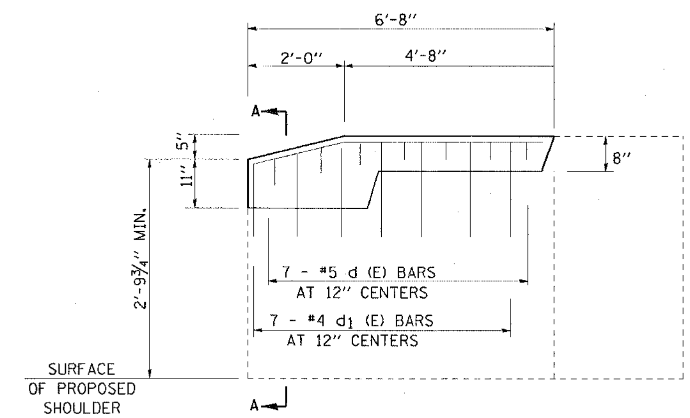
NOTES:
QUANTITIES ARE PER WING WALL
BARS DESIGNATED (E) SHALL BE EPOXY COATED.
HATCHED AREA INDICATES CONCRETE REMOVAL.

WINGWALL MODIFICATION FOR TYPE 6 TERMINAL

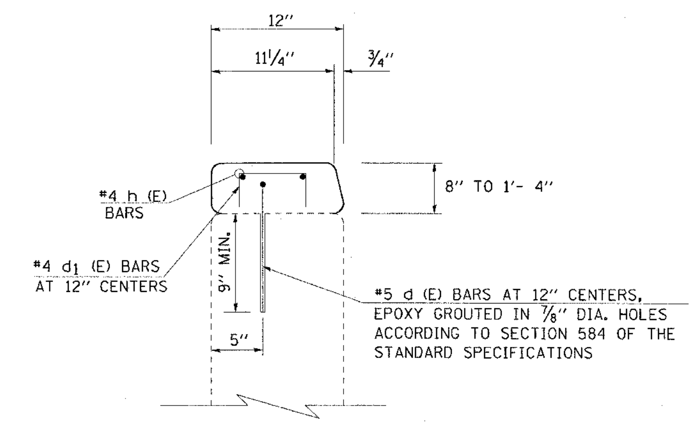
TO BE USED:
SN 044-0041
SN 044-0042
SN 044-0049
SN 044-0050



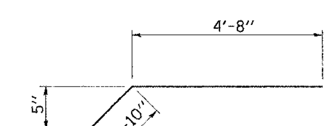
INSIDE ELEVATION (EXISTING)



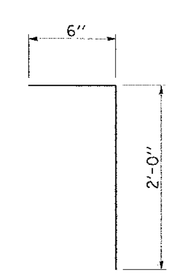
INSIDE ELEVATION (PROPOSED)



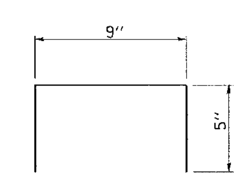
SECTION A-A



BAR h (E)



BAR d (E)



BAR d1 (E)

BILL OF MATERIAL

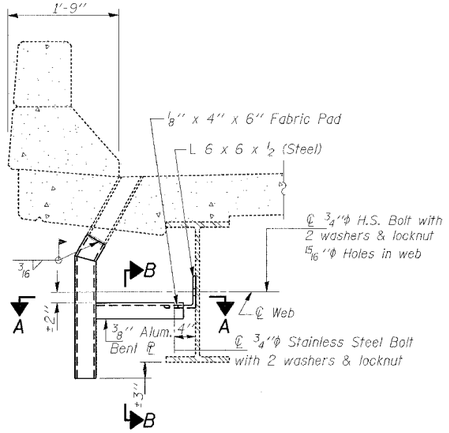
BAR	SIZE	NO.	LENGTH
d (E)	#5	7	2'-6"
d1 (E)	#4	7	1'-7"
h (E)	#4	2	6'-6"
CONCRETE SUPERSTRUCTURE		CU YDS	0.3
REINFORCEMENT BARS EPOXY COATED		LBS	35

NOTES:
QUANTITIES ARE PER WING WALL
BARS DESIGNATED (E) SHALL BE EPOXY COATED.

Thu Jan 29 09:37:03 2004 c:\projects\d90202\eos124+2.dgn 1.YI=62

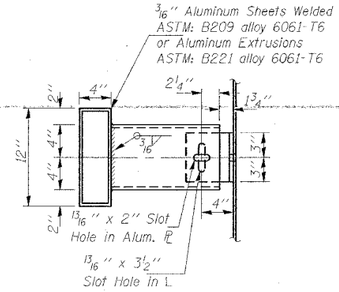
DETAILS: WINGWALL MODIFICATION FOR TYPE 6 TERMINAL

DRAIN EXTENSION DETAIL

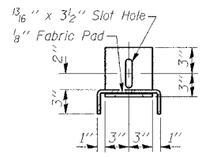


SECTION AT DRAIN

(16 REQUIRED)



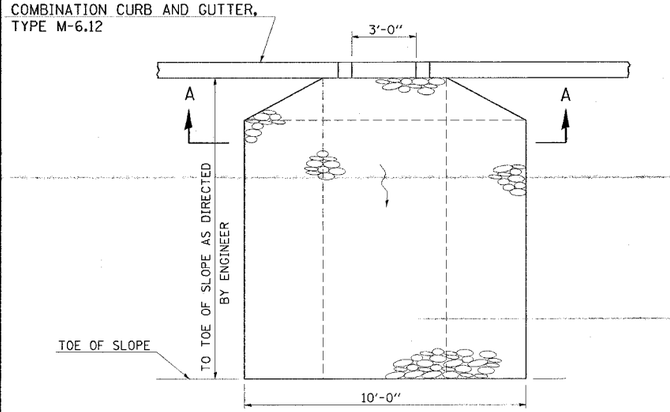
SECTION A-A

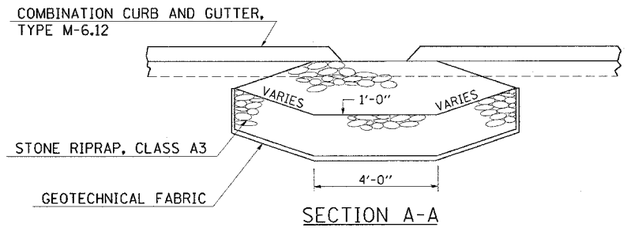


SECTION B-B

TO BE USED:
SN 044-0051

CURB OUTLET DETAIL





SECTION A-A

F. A. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	118
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (44-5,6)RS, BSMART FY04-3
98836

THE EXCESS EXCAVATION MAY BE WASTED IN NEARBY EROSION AREAS AS DIRECTED BY THE ENGINEER.

LOCATIONS

SEE RIPRAP SCHEDULE SHEETS 43 AND 44

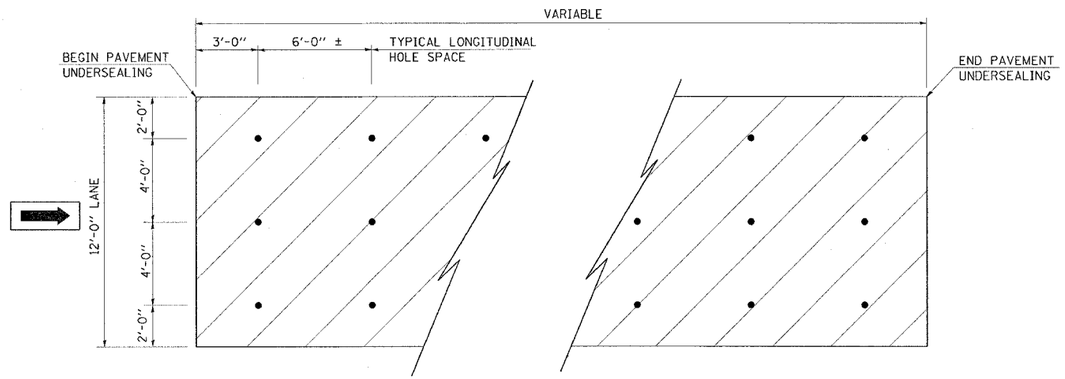
FINAL LOCATION AS DIRECTED BY THE ENGINEER.

NOTE:

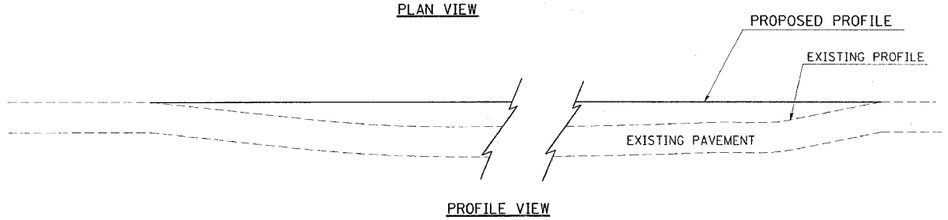
1. EARTH EXCAVATION IS INCLUDED IN THE COST OF STONE RIP RAP, CLASS A3.

MODIFIED STD. 9-95

TYPICAL HOLE PATTERN FOR PAVEMENT UNDERSEALING



PLAN VIEW



PROFILE VIEW

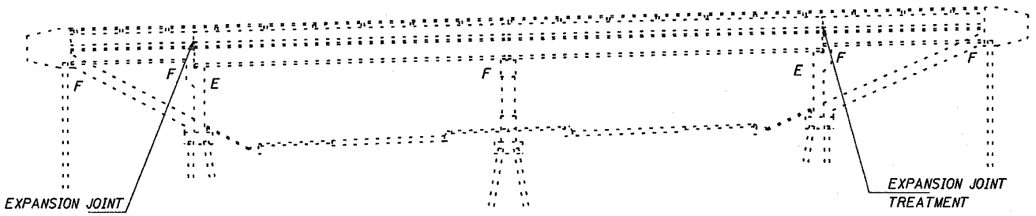
Tue Jan 27 10:04:00 2004
c:\projects\d9202\east124-2.dgn LV=1-63

DETAILS: DRAIN EXTENSION; CURB OUTLET DETAIL; TYPICAL HOLE PATTERN FOR PAVEMENT UNDERSEALING

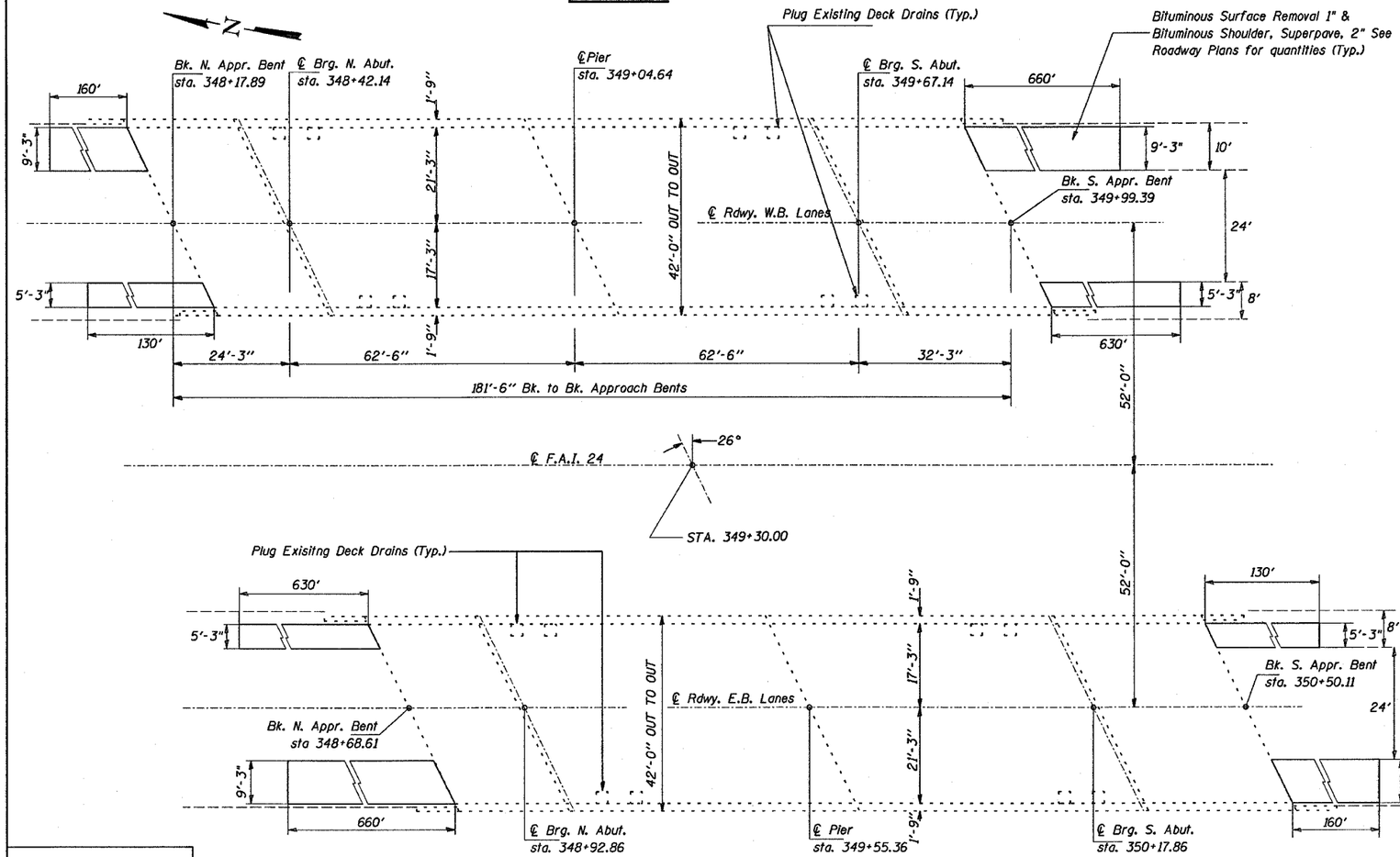
F.A. & RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	119
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



PLAN

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

Sequence of Construction

1. Scarify and Resurface Existing Shoulders
2. Remove Stage I Areas
3. Perform Stage I Repairs and Overlay
4. Remove Stage II Areas
5. Perform Stage II Repairs and Overlay

Scope of Work

Scarify existing ±9" thick bituminous shoulders and resurface with bituminous shoulder.
Scarify existing bare deck
Partial depth deck patching
Eliminate drains within 10' of abutments
Microsilica Concrete Overlay
Expansion Joint Treatment

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL	0039	0040
Concrete Bridge Deck Scarification (1/2 inch)	Sq. Yd.	1528	764	764
Deck Slab Repair (Partial Depth)	Sq. Yd.	31	15.5	15.5
Plug Existing Deck Drains	Each	8	4	4
Bridge Deck Microsilica Concrete Overlay (2¼ inch)	Sq. Yd.	1528	764	764
Polymer Concrete	Cu. Ft.	16.6	8.3	8.3
Silicone Joint Sealer (1½ inch)	Foot	179	89.5	89.5
Bridge Deck Grooving	Sq. Yd.	1449	724.5	724.5

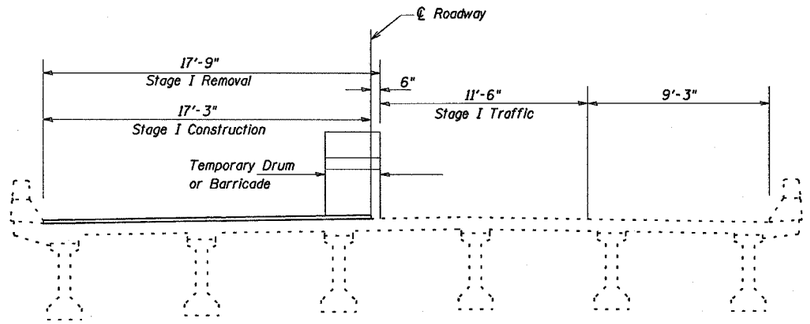
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	TWH TEB
CHECKED	MAS

GENERAL PLAN AND ELEVATION
FAI 24 OVER US 45
JOHNSON COUNTY
STA. 349+30.00
S.N. 044-0039 (W.B.)
S.N. 044-0040 (E.B.)

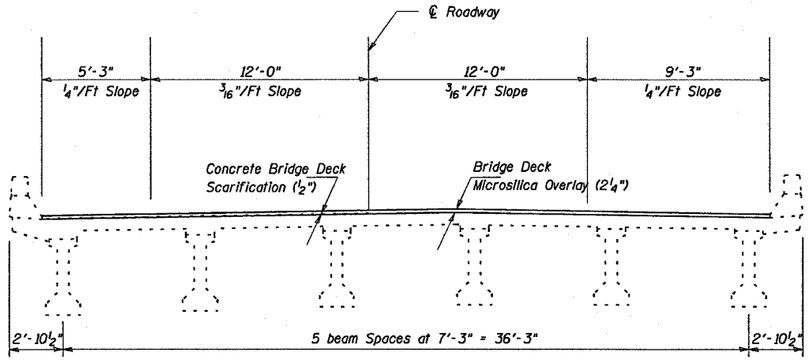
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	120
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836



STAGE I



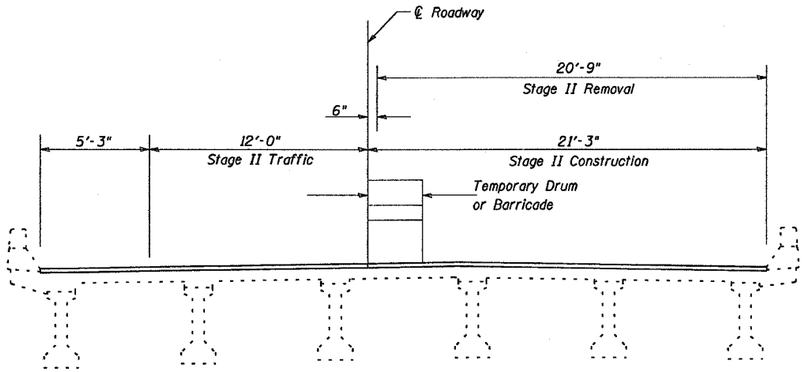
TYPICAL CROSS SECTION

(Proposed cross slope matches the existing normal crown)

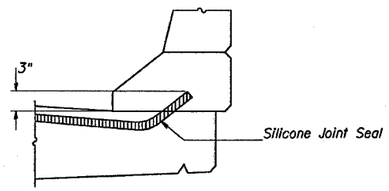
Notes: Cross sections are looking in direction of traffic

The temporary drums or barricades shall be located as shown on this sheet except when workers are present, when they may be temporarily moved over 2'-0" shifting traffic onto the existing bituminous shoulders.

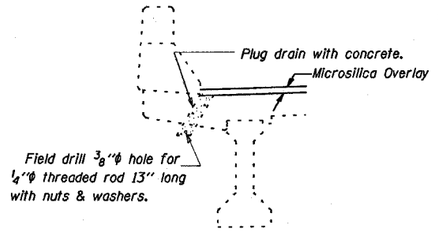
All abutments typical



STAGE II

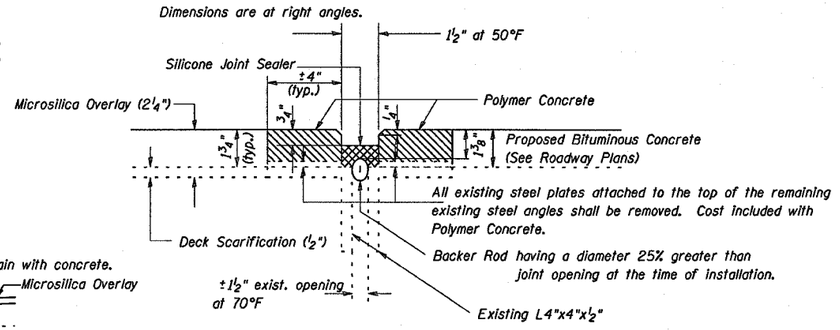


TYPICAL END OF SEAL TREATMENT
AT EXPANSION JOINT



SECTION AT DRAIN
DRAIN ELIMINATION DETAIL
(8 Locations)

Dimensions are at right angles.



JOINT TREATMENT AT ABUTMENTS

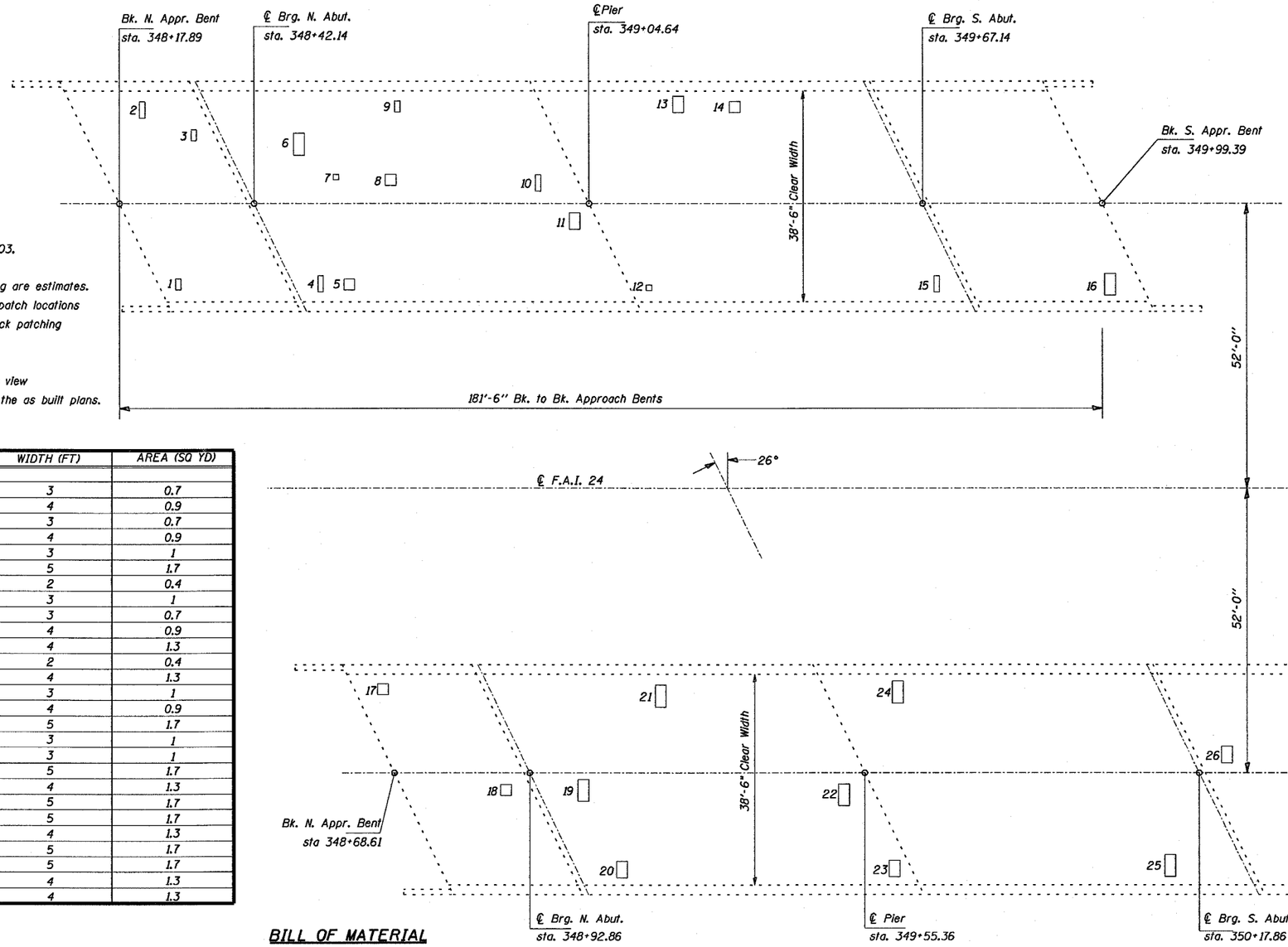
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	TWH TEB
CHECKED	MAS

STAGE CONSTRUCTION, JOINT TREATMENT & DRAIN ELIMINATION DETAILS
JOHNSON COUNTY
SN 044-0039 (W.B.)
SN 044-0040 (E.B.)

F.A. & RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	121
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes: Deck sounding was performed in July 2003.

Quantities shown in the plans for patching are estimates. The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin.

The Resident Engineer will mark the plan view for the deck repairs to be incorporated in the as built plans.

NUMBER	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
1	2	3	0.7
2	2	4	0.9
3	2	3	0.7
4	2	4	0.9
5	3	3	1
6	3	5	1.7
7	2	2	0.4
8	3	3	1
9	2	3	0.7
10	2	4	0.9
11	3	4	1.3
12	2	2	0.4
13	3	4	1.3
14	3	3	1
15	2	4	0.9
16	3	5	1.7
17	3	3	1
18	3	3	1
19	3	5	1.7
20	3	4	1.3
21	3	5	1.7
22	3	5	1.7
23	3	4	1.3
24	3	5	1.7
25	3	5	1.7
26	3	4	1.3
27	3	4	1.3

BILL OF MATERIAL

Item	Unit	Total	0039	0040
Deck Slab Repair (Partial Depth)	Sq. Yd.	31	15.5	15.5

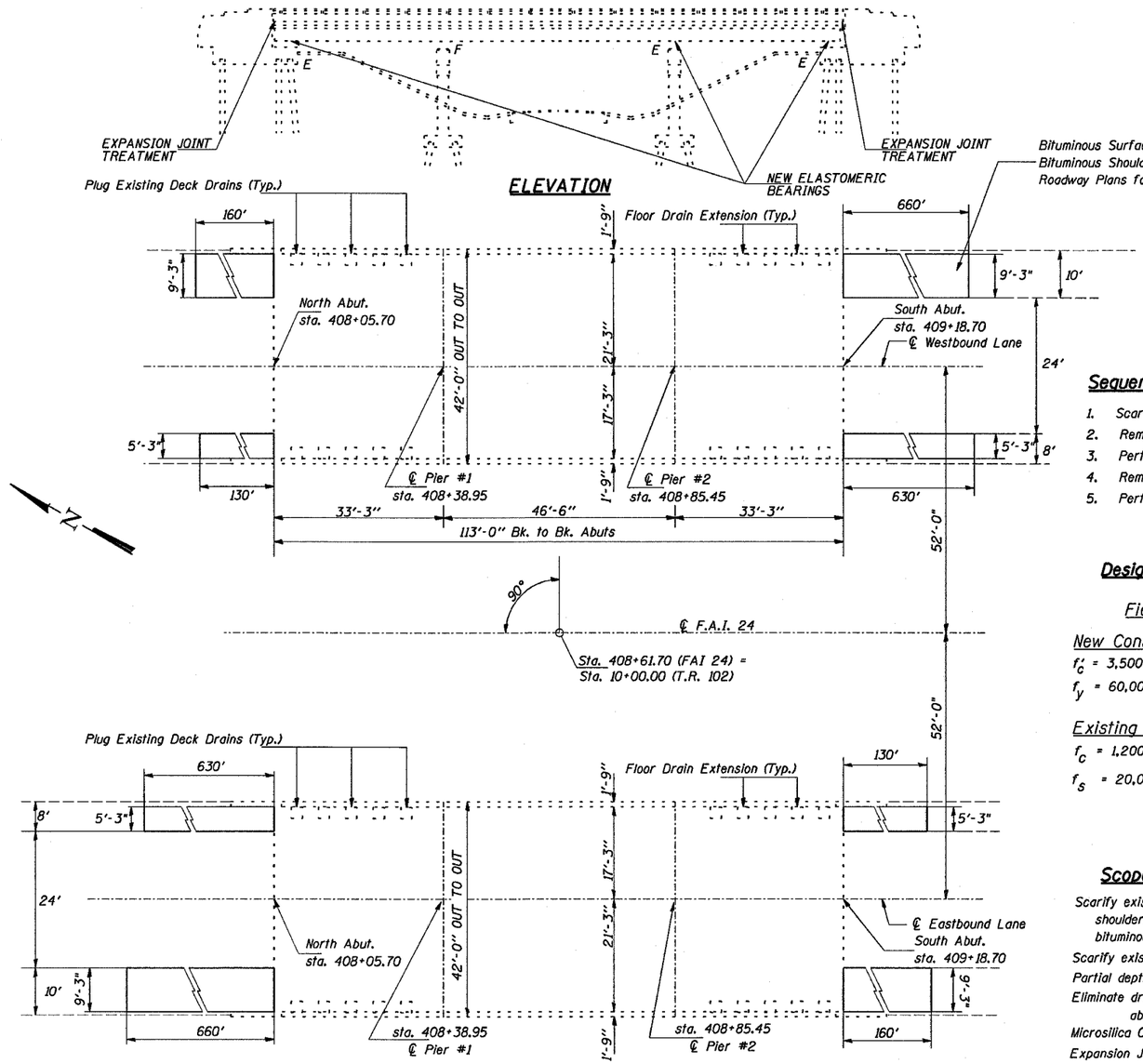
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	TWH TEB
CHECKED	MAS

DECK PATCHING DETAILS
JOHNSON COUNTY
SN 044-0039 (W.B)
SN 044-0040 (E.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	122
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836



PLAN

DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	JH TEB
CHECKED	MAS

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars shall conform to the requirements of AASHTO M-31, or M-322 Grade 60.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."

The inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the Acrylic finish coat shall be Interstate Green, Munsell # 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 F.

All structural steel shall conform to AASHTO M270 Grade 36.

Sequence of Construction

1. Scarify and Resurface existing shoulders
2. Remove Stage I Areas
3. Perform Stage I Repairs and Overlay
4. Remove Stage II Areas
5. Perform Stage II Repairs and Overlay

Design Stresses

Field Units

New Construction

f'_c = 3,500 psi

f_y = 60,000 psi (reinforcement)

Existing Structure

f_c = 1,200 psi (hatchblock)

f_s = 20,000 psi (reinforcement)

Scope of Work

Scarify existing ±9" thick bituminous shoulders and resurface with bituminous shoulder.
Scarify existing bare deck
Partial depth deck patching
Eliminate drains within 10' of abutments and piers
Microsilica Concrete Overlay
Expansion Joint Treatment
Replace bearings at abutments and Pier 2
Extend drains

TOTAL BILL OF MATERIAL

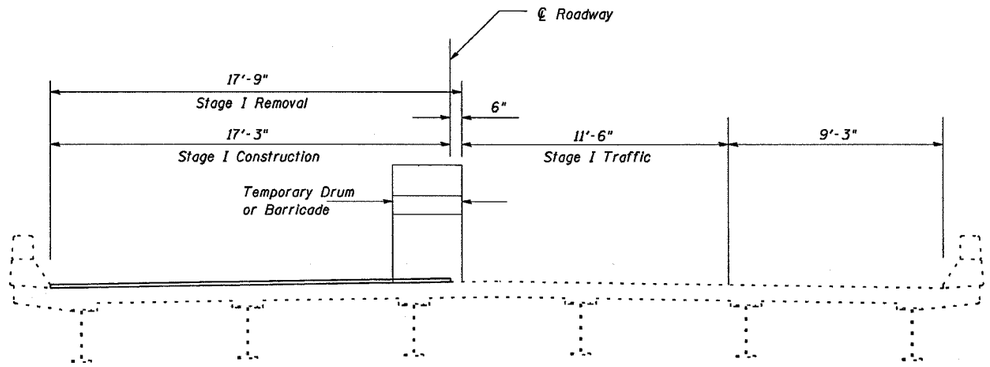
ITEM	UNIT	TOTAL	0041	0042
Concrete Bridge Deck Scarification (1/2 inch)	Sq. Yd.	933	466.5	466.5
Deck Slab Repair (Partial Depth)	Sq. Yd.	20	10	10
Plug Existing Deck Drains	Each	24	12	12
Bridge Deck Microsilica Concrete Overlay 2¼"	Sq. Yd.	933	466.5	466.5
Jack and Remove Existing Bearings	Each	36	18	18
Furnishing and Erecting Structural Steel	Pound	6370	3185	3185
Elastomeric Bearing Assembly, Type I	Each	36	18	18
Concrete Removal	Cu. Yd.	8.3	4.15	4.15
Reinforcement Bars, Epoxy Coated	Pound	950	475	475
Bar Splicers	Each	16	8	8
Concrete Superstructure	Cu. Yd.	9.2	4.6	4.6
Polymer Concrete	Cu. Ft.	15.5	7.75	7.75
Silicone Joint Sealer 1½"	Foot	160	80	80
Bridge Deck Grooving	Sq. Yd.	884	442	442
Floor Drain Extension	Each	16	8	8

GENERAL PLAN AND ELEVATION
FAI 24 OVER T.R. 102
JOHNSON COUNTY
STA. 408+61.70
S.N. 044-0041 (EB)
S.N. 044-0042 (WB)

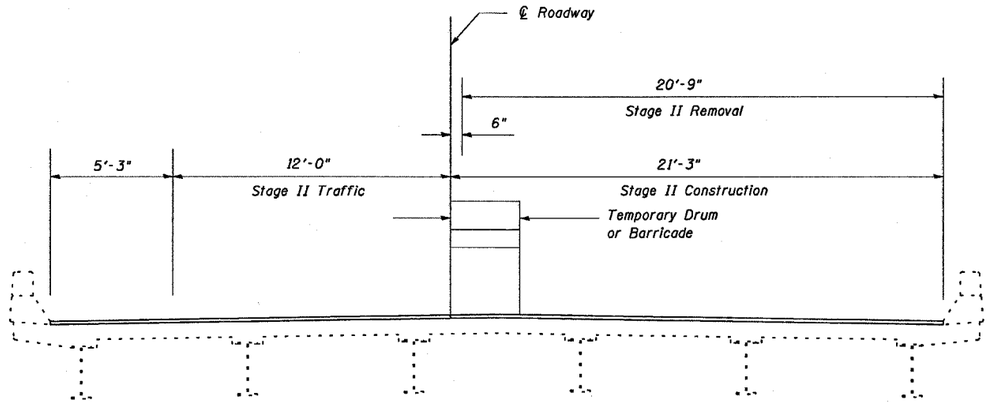
F.A.I. & SEC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	123
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*BSMART FY04-3
98836

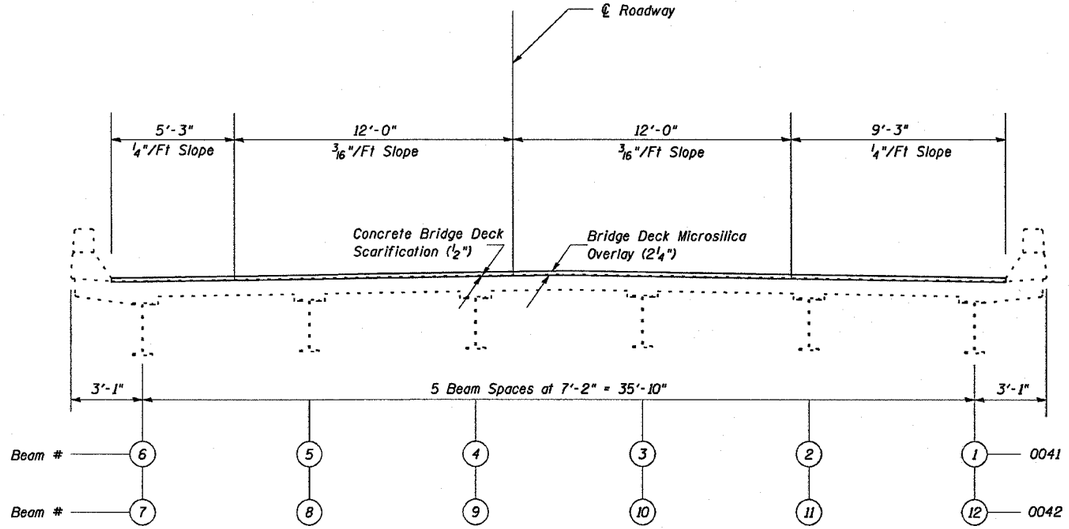
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE I



STAGE II



TYPICAL CROSS SECTION

(PROPOSED CROSS SLOPE MATCHES THE EXISTING NORMAL CROWN)

Notes: Cross sections are looking in direction of traffic

The temporary drums or barricades shall be located as shown on this sheet except when workers are present, when they may be temporarily moved over 2'-0" shifting traffic onto the existing bituminous shoulders.

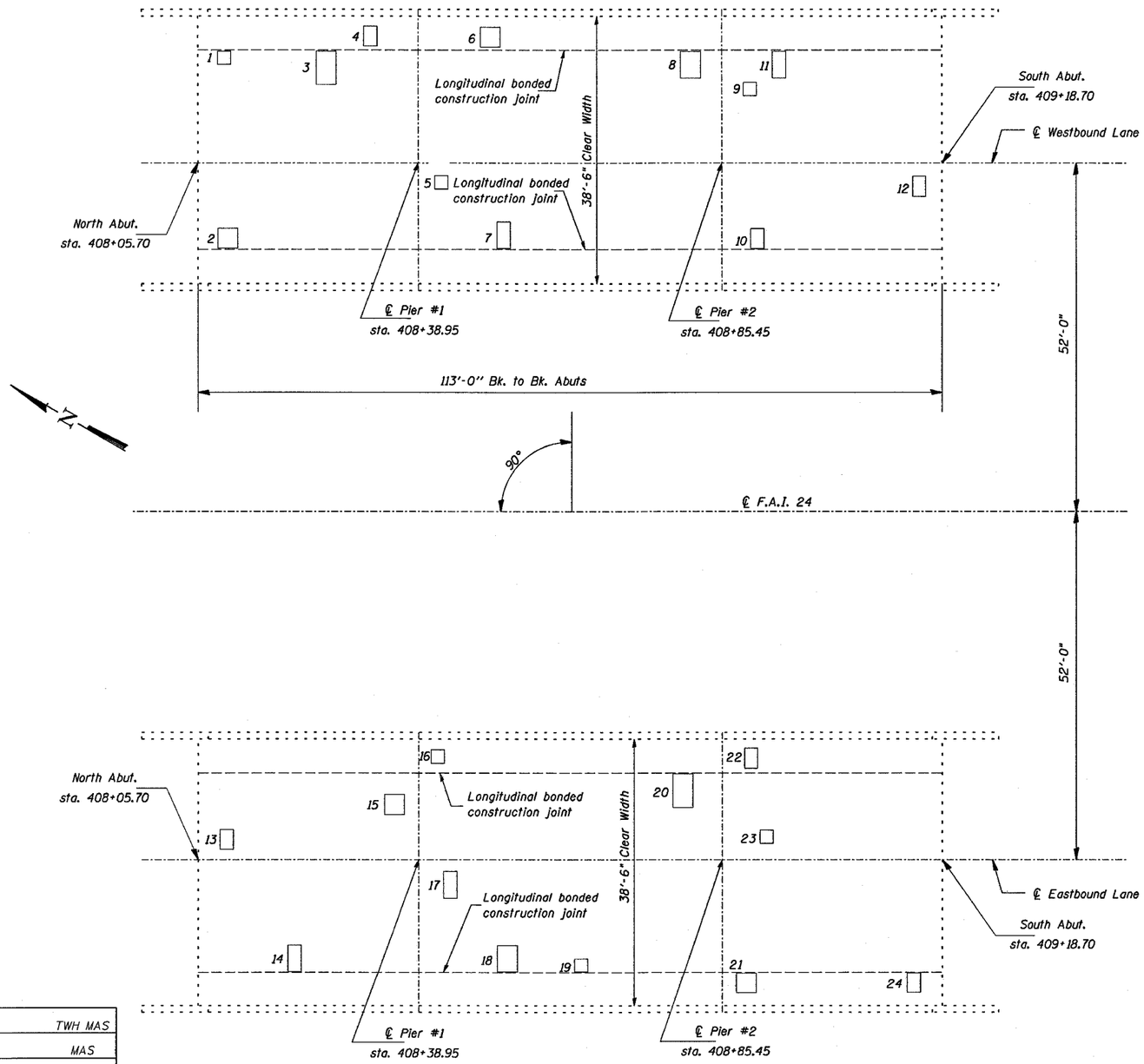
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	JH TEB
CHECKED	TWH MAS

STAGE CONSTRUCTION DETAILS
JOHNSON COUNTY
SN 044-0041 (EB)
SN 044-0042 (WB)

F.A. & STA.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	124
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



NUMBER	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
1	2	2	0.4
2	3	3	1
3	3	5	1.7
4	2	3	0.7
5	2	2	0.4
6	3	3	1
7	2	4	0.9
8	3	4	1.3
9	2	2	0.4
10	2	3	0.7
11	2	4	0.9
12	2	3	0.7
13	2	3	0.7
14	2	4	0.9
15	3	3	1
16	2	2	0.4
17	2	4	0.9
18	3	4	1.3
19	2	2	0.4
20	3	5	1.7
21	3	3	1
22	2	3	0.7
23	2	2	0.4
24	2	3	0.7

BILL OF MATERIAL

Item	Unit	Total	0041	0042
Deck Slab Repair (Partial Depth)	Sq. Yd.	20	10	10

Notes: Deck sounding was performed in July 2003.

Quantities shown in the plans for patching are estimates. The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin.

The Resident Engineer will mark the plan view for the deck repairs to be incorporated in the as built plans.

DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	JH TEB
CHECKED	TWH MAS

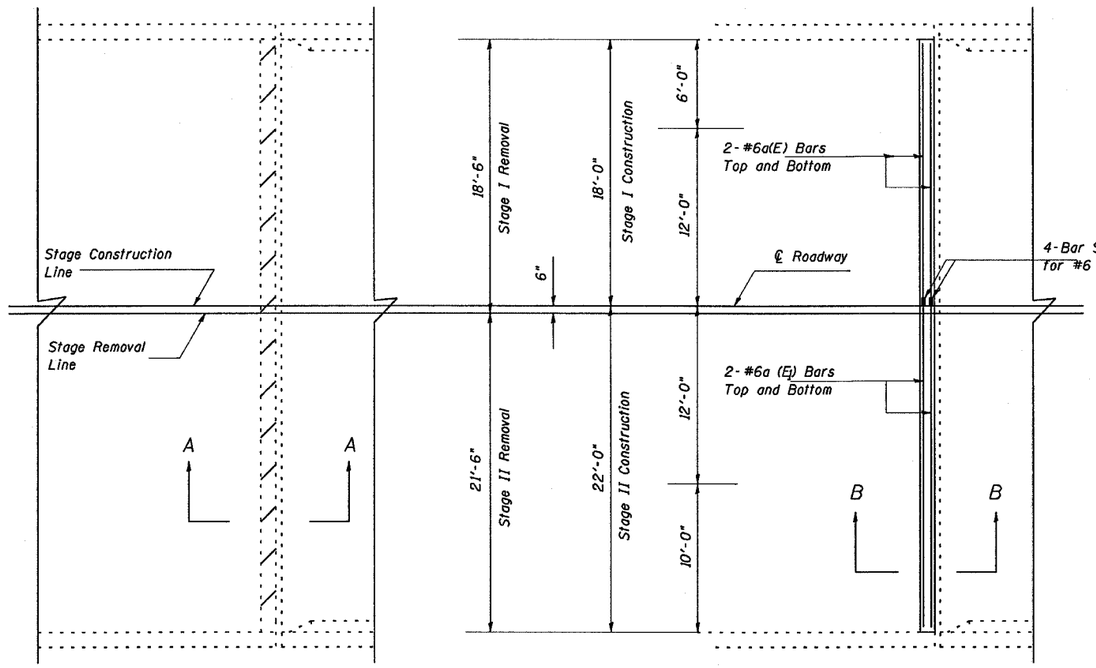
DECK PATCHING DETAILS
JOHNSON COUNTY
SN 044-0041 (EB)
SN 044-0042 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	125
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

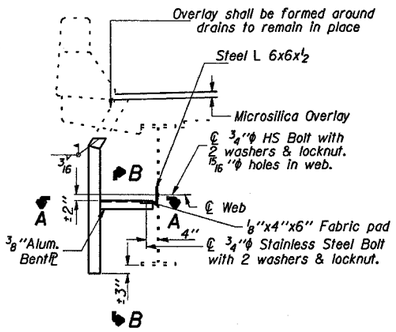
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Concrete Removal

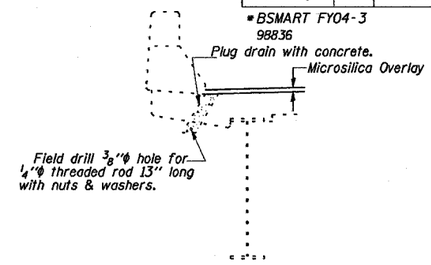


NORTH ABUTMENT PLAN - EB
SHOWING CONCRETE REMOVAL

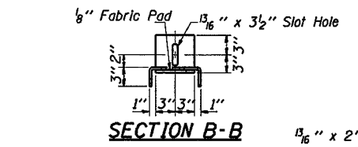
NORTH ABUTMENT PLAN - EB
SHOWING CONCRETE SUPERSTRUCTURE



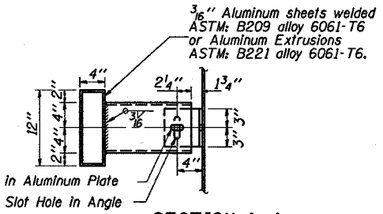
SECTION AT DRAIN



SECTION AT DRAIN
DRAIN ELIMINATION DETAIL
(24 Locations)

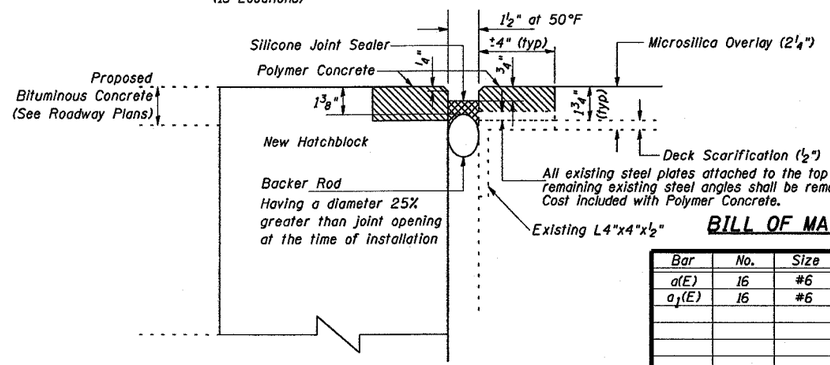


SECTION B-B



SECTION A-A

DRAIN EXTENSION DETAIL
(16 Locations)

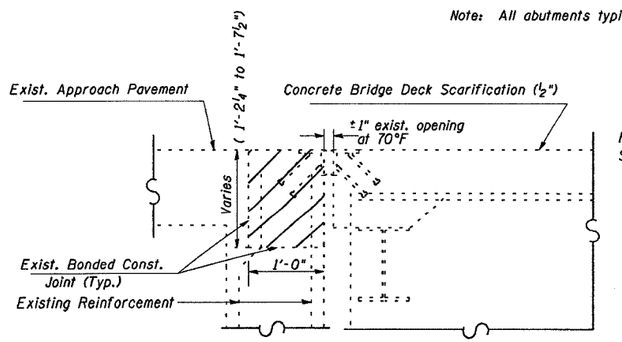


JOINT TREATMENT

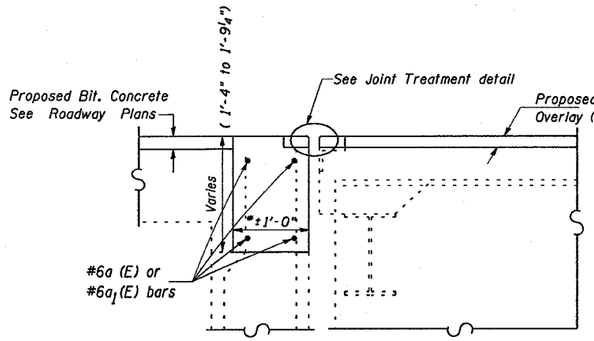
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	16	#6	17'-8"	———
a_1(E)	16	#6	21'-8"	———
Concrete Removal			CU YD	8.3
Concrete Superstructure			CU YD	9.2
Reinf Bars, Epoxy Ctd.			LBS	950
Bar Splicers			EACH	16
Polymer Concrete			CU FT	15.5
Silicone Joint Sealer, 1½"			FOOT	160

Note: All abutments typical

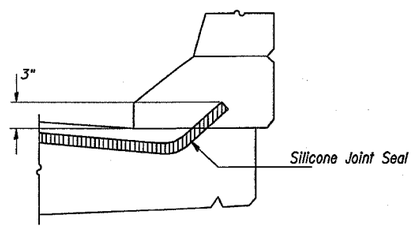


SECTION A-A
Dimensions are at right angles.



* Adjust width in field to provide the specified joint opening

SECTION B-B
Dimensions are at right angles.



TYPICAL END OF SEAL TREATMENT AT EXPANSION JOINT

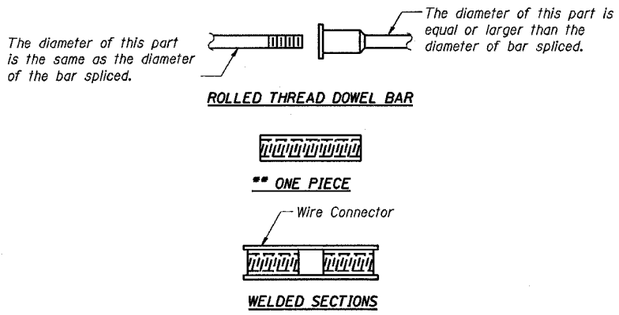
DESIGNED	MAS
CHECKED	MAS
DRAWN	TEB
CHECKED	MAS

JOINT & DRAIN TREATMENT DETAILS
JOHNSON COUNTY
SN 044-0041 (EB)
SN 044-0042 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	BSMART FY04-3	JOHNSON	150	126

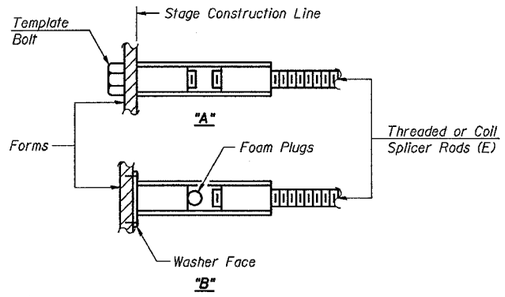
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

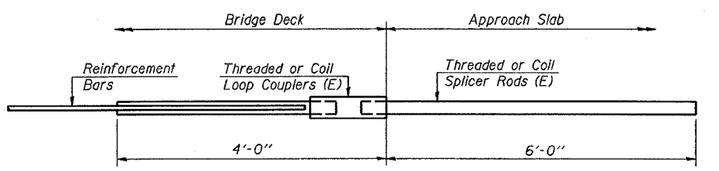
① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times fs_{allow} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

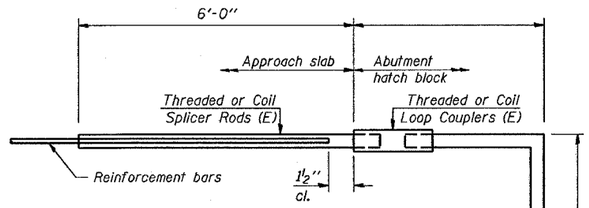
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



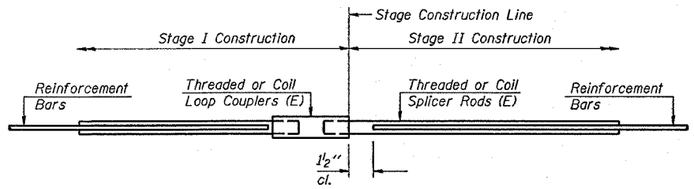
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#6	8	044-0041
#6	8	044-0042
#6	8	044-0043
#6	8	044-0044
#6	8	044-0045
#6	8	044-0046
#6	4	044-0049
#6	4	044-0050

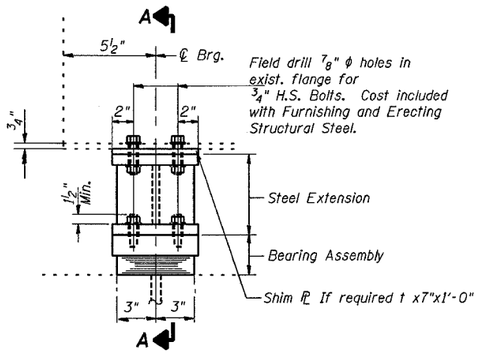
BAR SPLICER ASSEMBLY DETAILS

BSD-1 9-01-03

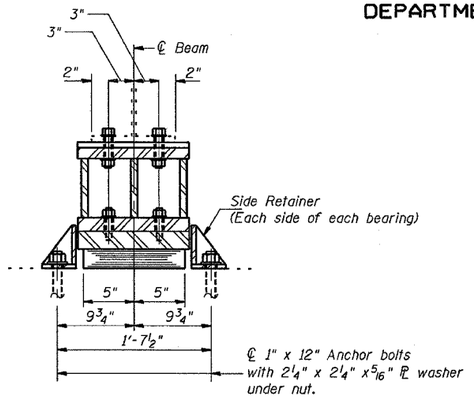
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 24	*	JOHNSON	150	127
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

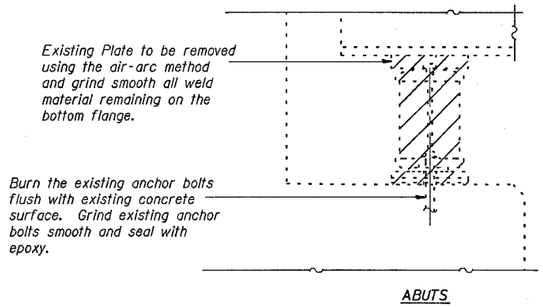
* BSMART FY 04-3
98836



ELEVATION AT N. ABUT.

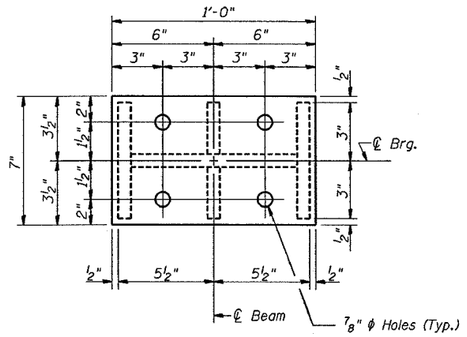


SECTION A-A



EXISTING BEARING REMOVAL DETAILS

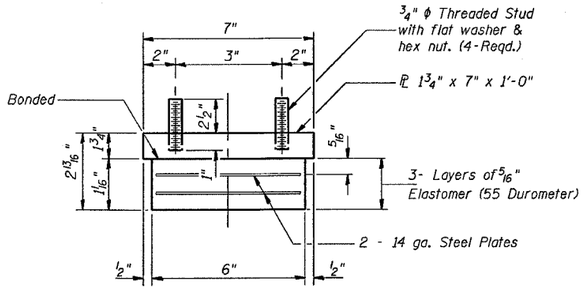
Cost is included with Jack and Remove Existing Bearings



PLAN-TOP & BOTTOM PLATE

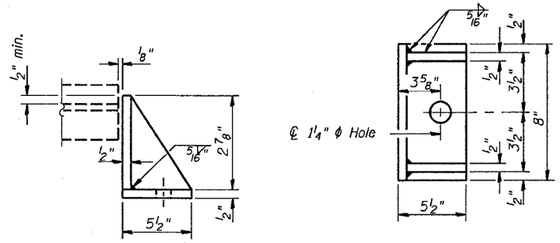
TYPE I ELASTOMERIC EXP. BRG.

Notes: See sheet 132 for Anchor Bolt Installation.



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.



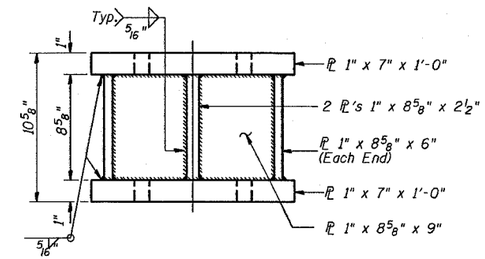
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Furnishing and Erecting Structural Steel.

DESIGNED:	MAS
CHECKED:	MAS
DRAWN:	JB
CHECKED:	MAS

GIRDER REACTIONS

Rℓ	(K)	11.8
Rt	(K)	31.0
Imp.	(K)	9.3
R (Total)	(K)	52.1



STEEL EXTENSION AT NORTH ABUT.

Notes: Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
The minimum jack capacity required is 30 Tons.
New steel extensions, side retainers, connection bolts, anchor bolts, and shim plates are included in "Furnishing and Erecting Structural Steel".
Hatched areas indicate Jack and Remove Existing Bearings.
Existing diaphragm removal may be required to provide clearance for the drill during drilling holes in the bottom flange for new bearing attachment. Cost shall be included in the cost of "Furnishing and Erecting Structural Steel".

BILL OF MATERIAL

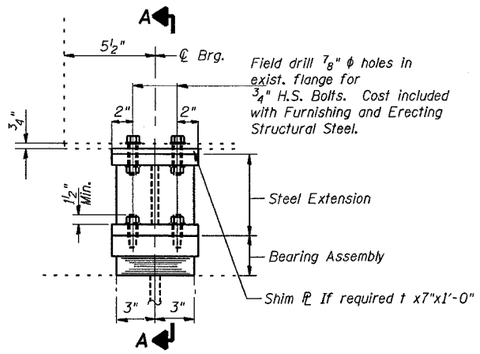
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Jack and Remove Existing Bearings	Each	6

NORTH ABUTMENT
TYPE I ELASTOMERIC BEARING
JOHNSON COUNTY
S.N. 044-0041 (E.B.)

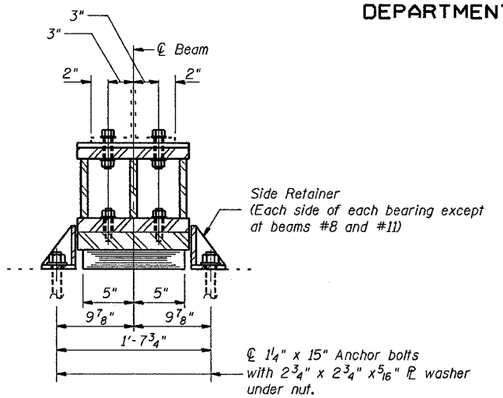
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 24	*	JOHNSON	150	128
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

* BSMART FY 04-3
98836



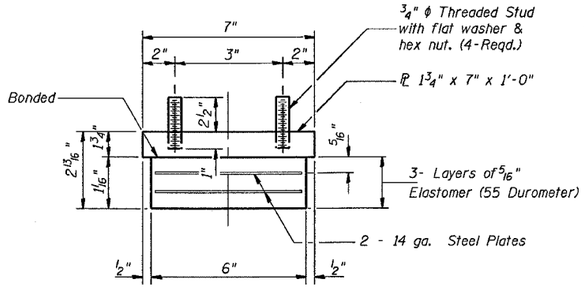
ELEVATION AT N. ABUT.



SECTION A-A

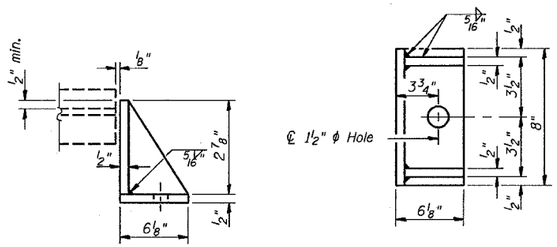
TYPE I ELASTOMERIC EXP. BRG.

Notes: See sheet 132 for Anchor Bolt installation.



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Furnishing and Erecting Structural Steel.

DESIGNED:	MAS
CHECKED:	MAS
DRAWN:	JB
CHECKED:	MAS

GIRDER REACTIONS

R℄	(K)	11.8
R℄	(K)	31.0
Imp.	(K)	9.3
R (Total)	(K)	52.1

Notes: Side retainers shall not be used with the new bearings at beams #8 and #11.

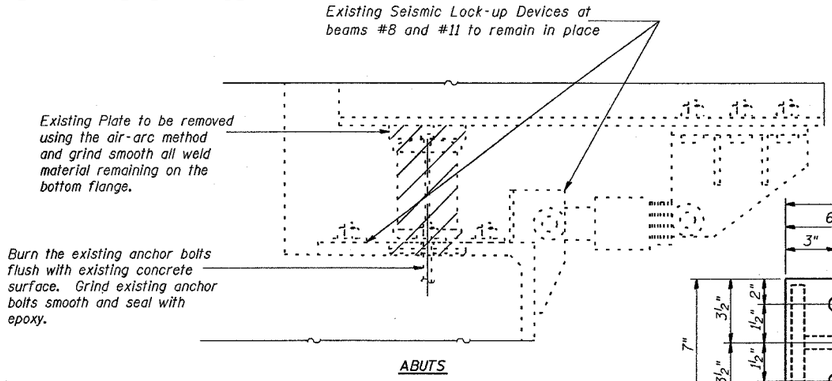
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

The minimum jack capacity required is 30 Tons.

New steel extensions, side retainers, connection bolts, anchor bolts, and shim plates are included in "Furnishing and Erecting Structural Steel".

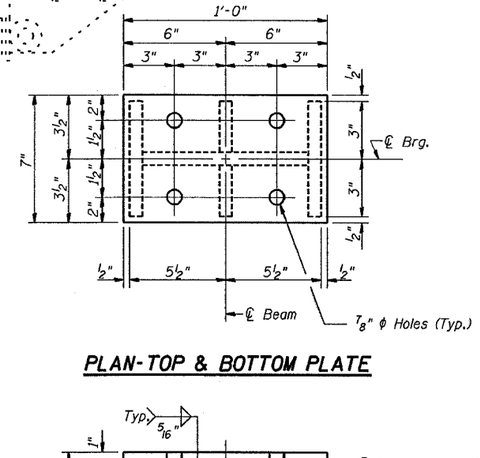
Hatched areas indicate Jack and Remove Existing Bearings.

Existing diaphragm removal may be required to provide clearance for the drill during drilling holes in the bottom flange for new bearing attachment. Cost shall be included in the cost of "Furnishing and Erecting Structural Steel".



EXISTING BEARING REMOVAL DETAILS

Cost is included with Jack and Remove Existing Bearings



PLAN-TOP & BOTTOM PLATE

STEEL EXTENSION AT NORTH ABUT.

BILL OF MATERIAL

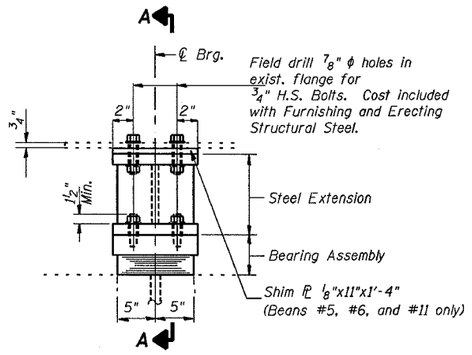
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Jack and Remove Existing Bearings	Each	6

NORTH ABUTMENT
TYPE I ELASTOMERIC BEARING
JOHNSON COUNTY
S.N. 044-0042 (W.B.)

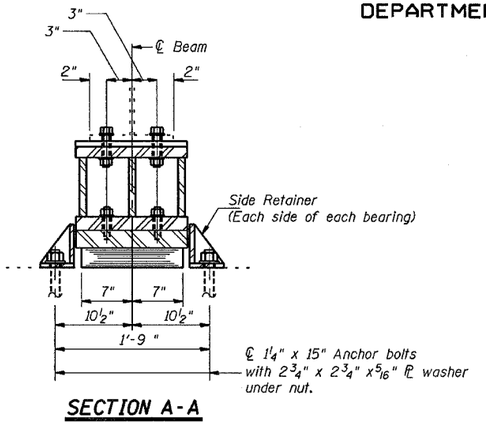
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 24	*	JOHNSON	150	129
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

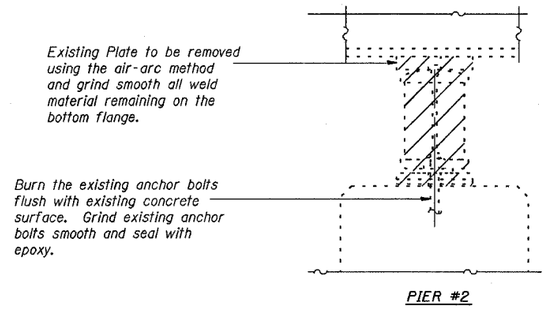
* BSMART FY 04-3
98836



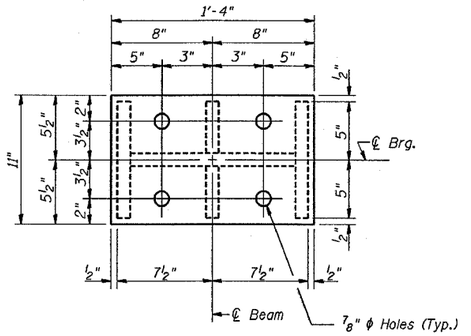
ELEVATION AT PIER #2



SECTION A-A



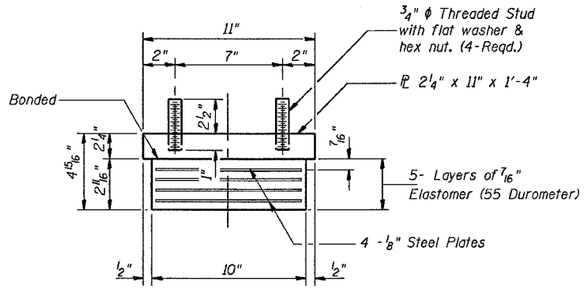
EXISTING BEARING REMOVAL DETAILS
Cost is included with Jack and Remove Existing Bearings



PLAN-TOP & BOTTOM PLATE

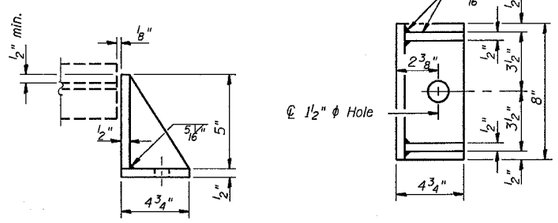
TYPE I ELASTOMERIC EXP. BRG.

Notes: See sheet 132 for Anchor Bolt installation.



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

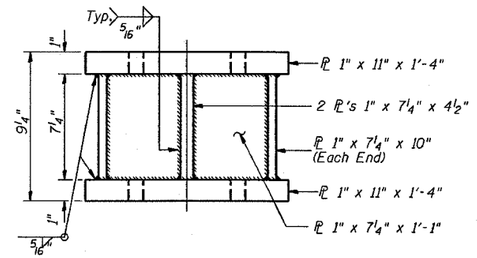
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Furnishing and Erecting Structural Steel.

DESIGNED:	MAS
CHECKED:	MAS
DRAWN:	JB
CHECKED:	MAS

GIRDER REACTIONS

Rℙ	(K)	50.5
Rℒ	(K)	42.9
Imp.	(K)	12.9
R (Total)	(K)	106.3

Notes: Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
The minimum jack capacity required is 60 Tons.
New steel extensions, side retainers, connection bolts, anchor bolts, and shim plates are included in "Furnishing and Erecting Structural Steel".
Hatched areas indicate Jack and Remove Existing Bearings.
Existing diaphragm removal may be required to provide clearance for the drill during drilling holes in the bottom flange for new bearing attachment. Cost shall be included in the cost of "Furnishing and Erecting Structural Steel".



STEEL EXTENSION AT PIER #2

BILL OF MATERIAL

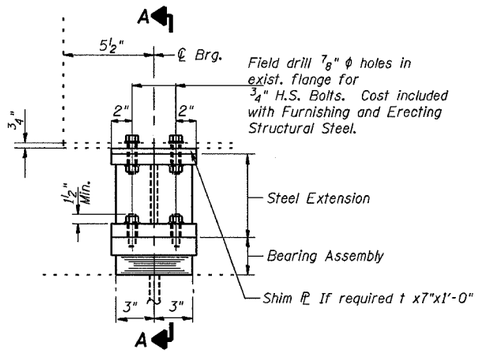
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Jack and Remove Existing Bearings	Each	12

PIER #2
TYPE I ELASTOMERIC BEARING
JOHNSON COUNTY
S.N. 044-0041 (E.B.)
S.N. 044-0042 (W.B.)

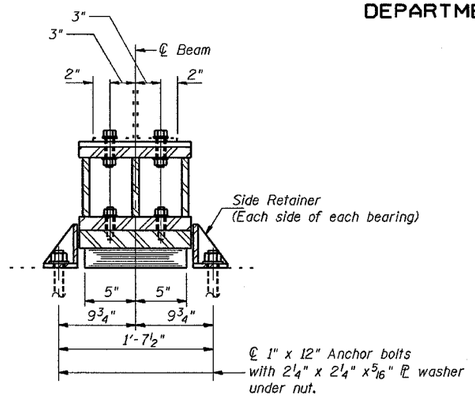
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 24	*	JOHNSON	150	130
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

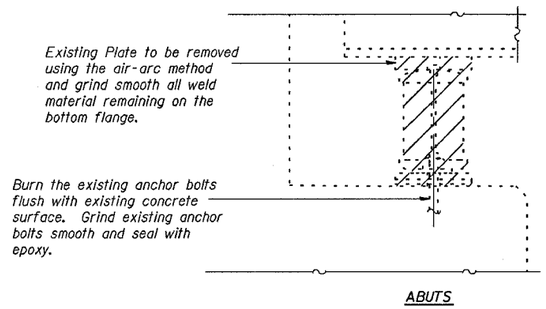
* BSMART FY Ø4-3
98836



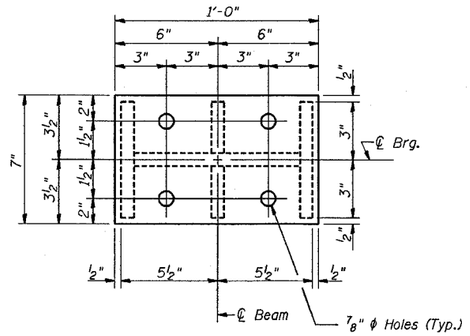
ELEVATION AT S. ABUT.



SECTION A-B



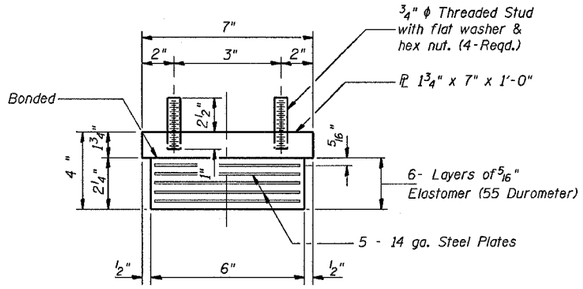
EXISTING BEARING REMOVAL DETAILS
Cost is included with Jack and Remove Existing Bearings



PLAN-TOP & BOTTOM PLATE

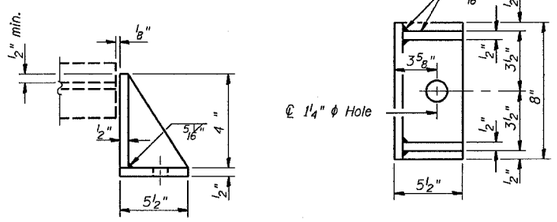
TYPE I ELASTOMERIC EXP. BRG.

Notes: See sheet 132 for Anchor Bolt Installation.



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.



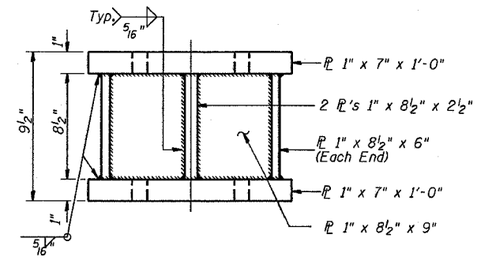
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Furnishing and Erecting Structural Steel.

GIRDER REACTIONS

Rℙ	(K)	11.8
Rℓ	(K)	31.0
Imp.	(K)	9.3
R (Total)	(K)	52.1

Notes: Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
The minimum jack capacity required is 30 Tons.
New steel extensions, side retainers, connection bolts, anchor bolts, and shim plates are included in "Furnishing and Erecting Structural Steel".
Hatched areas indicate Jack and Remove Existing Bearings.
Existing diaphragm removal may be required to provide clearance for the drill during drilling holes in the bottom flange for new bearing attachment. Cost shall be included in the cost of "Furnishing and Erecting Structural Steel".



STEEL EXTENSION AT SOUTH ABUT.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Jack and Remove Existing Bearings	Each	6

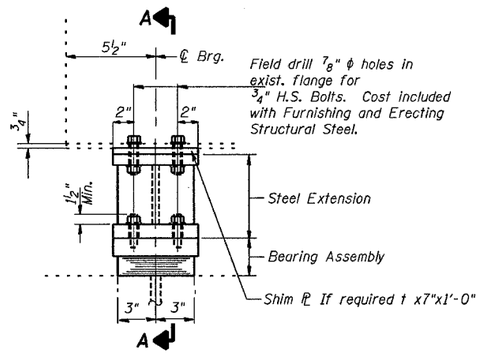
DESIGNED:	MAS
CHECKED:	MAS
DRAWN:	JB
CHECKED:	MAS

SOUTH ABUTMENT
TYPE I ELASTOMERIC BEARING
JOHNSON COUNTY
S.N. 044-0041 (E.B.)

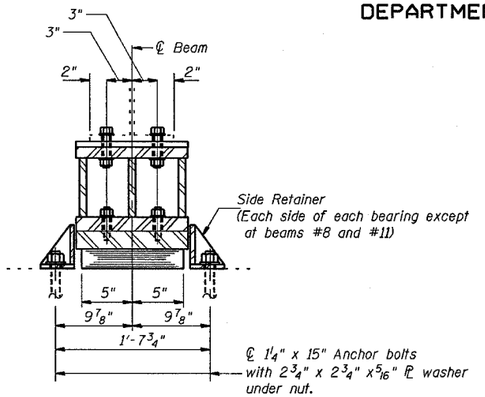
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 24	*	JOHNSON	150	131
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

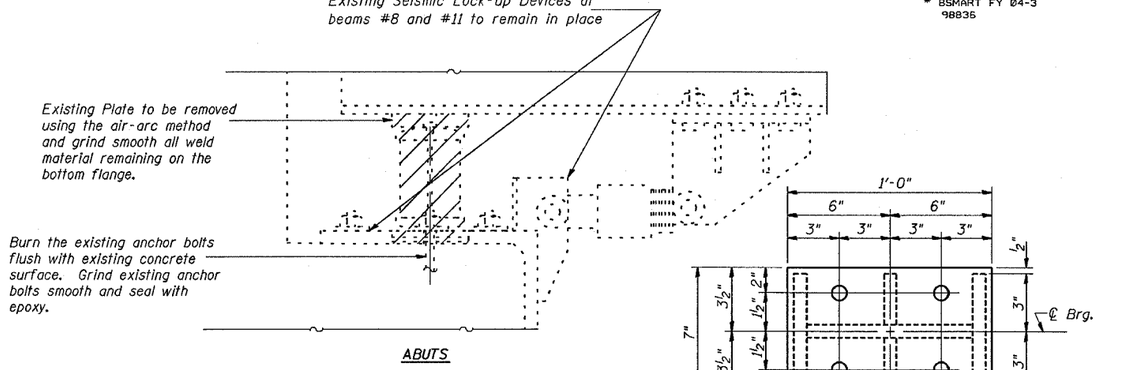
* BSMART FY 04-3
98836



ELEVATION AT S. ABUT.



SECTION A-A



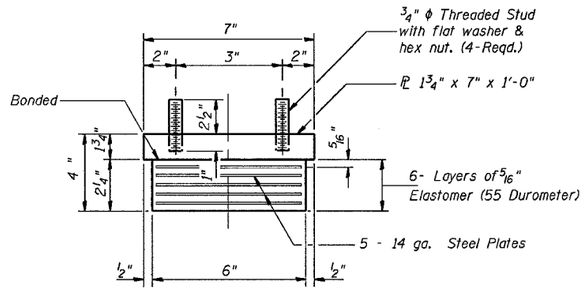
EXISTING BEARING REMOVAL DETAILS

Cost is included with Jack and Remove Existing Bearings

PLAN-TOP & BOTTOM PLATE

TYPE I ELASTOMERIC EXP. BRG.

Notes: See sheet 132 for Anchor Bolt installation.

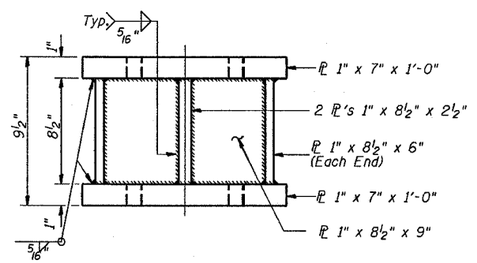


BEARING ASSEMBLY

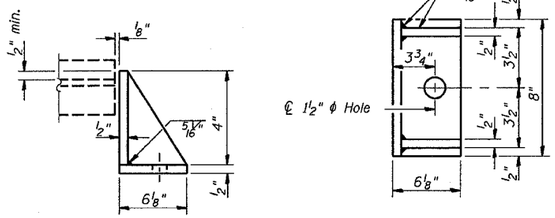
Note: Shim plates shall not be placed under Bearing Assembly.

GIRDER REACTIONS

R℄	(K)	11.8
R℄	(K)	31.0
Imp.	(K)	9.3
R (Total)	(K)	52.1



STEEL EXTENSION AT SOUTH ABUT.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Furnishing and Erecting Structural Steel.

Notes: Side retainers shall not be used with the new bearings at beams #8 and #11.

Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

The minimum jack capacity required is 30 Tons.

New steel extensions, side retainers, connection bolts, anchor bolts, and shim plates are included in "Furnishing and Erecting Structural Steel".

Hatched areas indicate Jack and Remove Existing Bearings.

Existing diaphragm removal may be required to provide clearance for the drill during drilling holes in the bottom flange for new bearing attachment. Cost shall be included in the cost of "Furnishing and Erecting Structural Steel".

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Jack and Remove Existing Bearings	Each	6

DESIGNED:	MAS
CHECKED:	MAS
DRAWN:	JB
CHECKED:	MAS

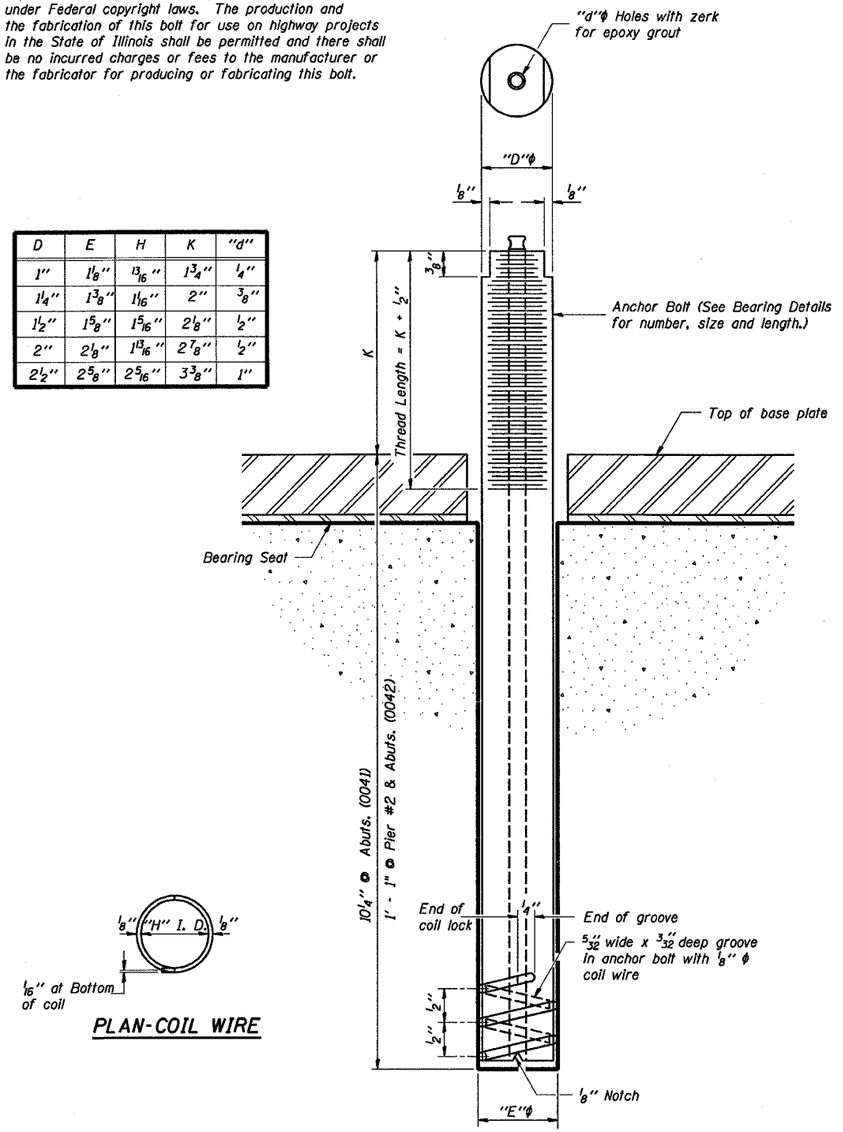
SOUTH ABUTMENT
TYPE I ELASTOMERIC BEARING
JOHNSON COUNTY
S.N. 044-0042 (W.B.)

F.A.P. RTE.		COUNTY	TOTAL SHEETS	SHEET NO.
24	BSMART_EY04-1	JOHNSON	150	132

98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

D	E	H	K	"d"
1"	$1\frac{1}{8}$"	$\frac{13}{16}$"	$1\frac{3}{4}$"	$\frac{1}{4}$"
$1\frac{1}{4}$"	$1\frac{3}{8}$"	$1\frac{1}{16}$"	2"	$\frac{3}{8}$"
$1\frac{1}{2}$"	$1\frac{5}{8}$"	$1\frac{5}{16}$"	$2\frac{1}{8}$"	$\frac{1}{2}$"
2"	$2\frac{1}{8}$"	$1\frac{13}{16}$"	$2\frac{7}{8}$"	$\frac{1}{2}$"
$2\frac{1}{2}$"	$2\frac{5}{8}$"	$2\frac{5}{16}$"	$3\frac{3}{8}$"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

PLAN-COIL WIRE

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutments	A 307
Pier 2	A 307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

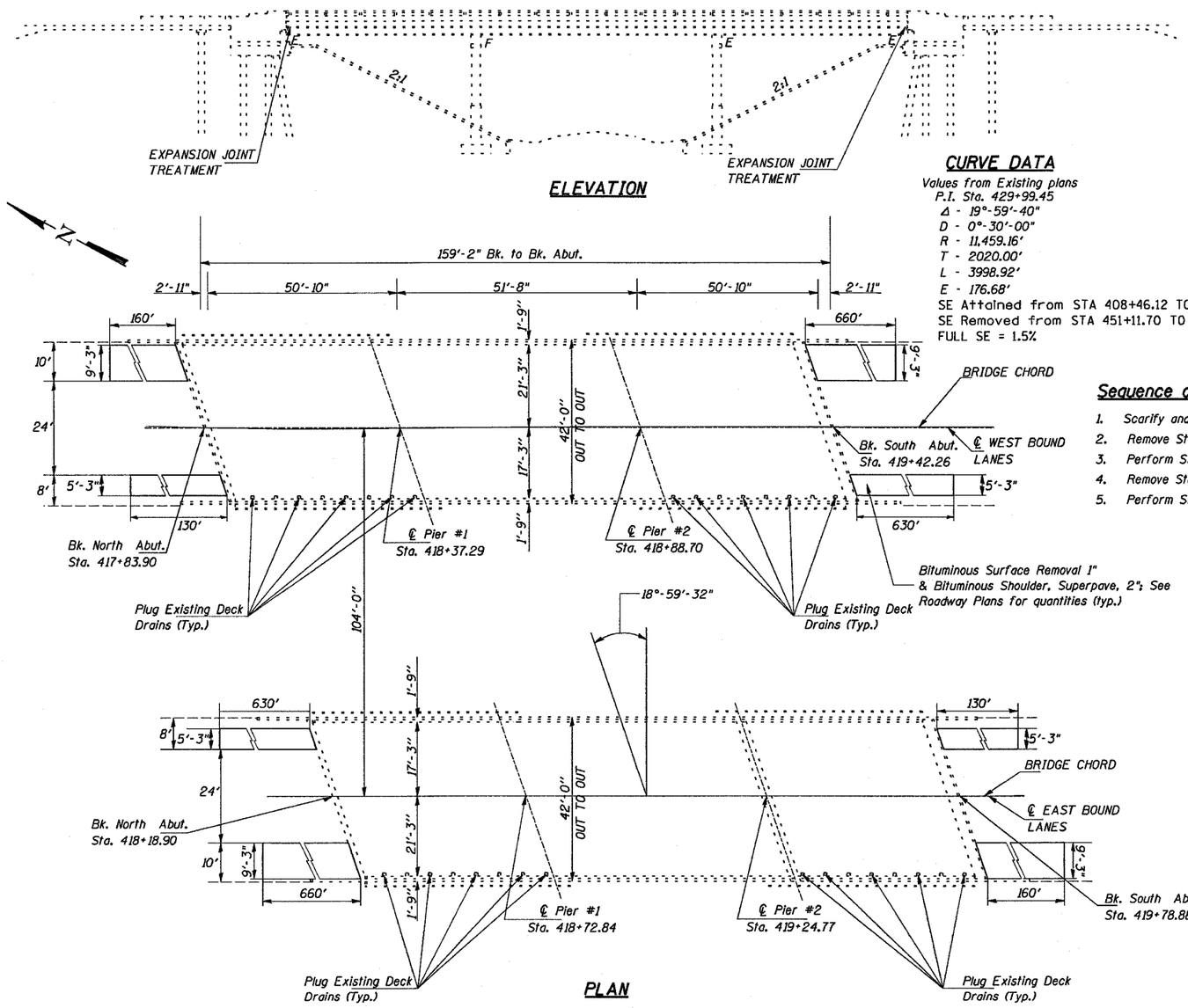
ANCHOR BOLT DETAILS FOR BEARINGS

ABB-1 4-30-99

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	133
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836



CURVE DATA

Values from Existing plans
P.I. Sta. 429+99.45
Δ - 19°-59'-40"
D - 0°-30'-00"
R - 11,459.16'
T - 2020.00'
L - 3998.92'
E - 176.68'
SE Attained from STA 408+46.12 TO STA 410+46.12
SE Removed from STA 451+11.70 TO STA 449+11.70
FULL SE = 1.5%

Sequence of Construction

1. Scarify and Resurface Existing Shoulders
2. Remove Stage I Areas
3. Perform Stage I Repairs and Overlay
4. Remove Stage II Areas
5. Perform Stage II Repairs and Overlay

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-322 Grade 60.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

Scope of Work

Scarify existing ±9" thick bituminous shoulders and resurface with bituminous shoulders.
Scarify existing bare deck
Partial depth deck patching
Eliminate every other drain and drains within 10' of abutments and piers
Microsilica Concrete Overlay
Expansion Joint Treatment

Design Stresses

Field Units
New Construction
f'_c = 3,500 psi
f_s = 60,000 psi (reinforcement)
Existing Structure
f_c = 1,200 psi (hatchblock)
f_s = 20,000 psi (reinforcement)

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL	0043	0044
Concrete Bridge Deck Scarification (1/2 inch)	Sq. Yd.	1332	666	666
Deck Slab Repair (Partial Depth)	Sq. Yd.	27	13.7	13.3
Plug Existing Deck Drains	Each	20	10	10
Bridge Deck Microsilica Concrete Overlay 2¼"	Sq. Yd.	1332	666	666
Concrete Removal	Cu. Yd.	9.7	4.85	4.85
Reinforcement Bars, Epoxy Coated	Pound	1000	500	500
Bar Splicers	Each	16	8	8
Concrete Superstructure	Cu. Yd.	10.6	5.3	5.3
Polymer Concrete	Cu. Ft.	16.5	8.25	8.25
Silicone Joint Sealer 1½	Foot	85	42.5	42.5
Silicone Joint Sealer 2"	Foot	85	42.5	42.5
Bridge Deck Grooving	Sq. Yd.	1263	631.5	631.5

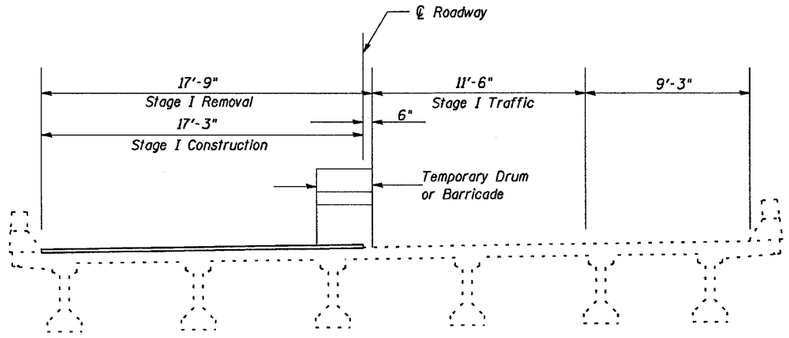
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	LD TEB
CHECKED	MAS

GENERAL PLAN AND ELEVATION
FAI 24 OVER TUNNEL HILL STATE TRAIL
JOHNSON COUNTY
STA. 418+80.47
SN 044-0043 (WB)
SN 044-0044 (EB)

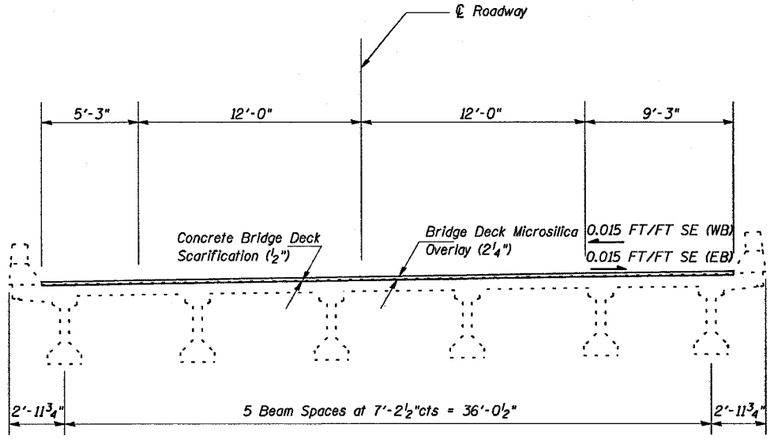
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	134
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

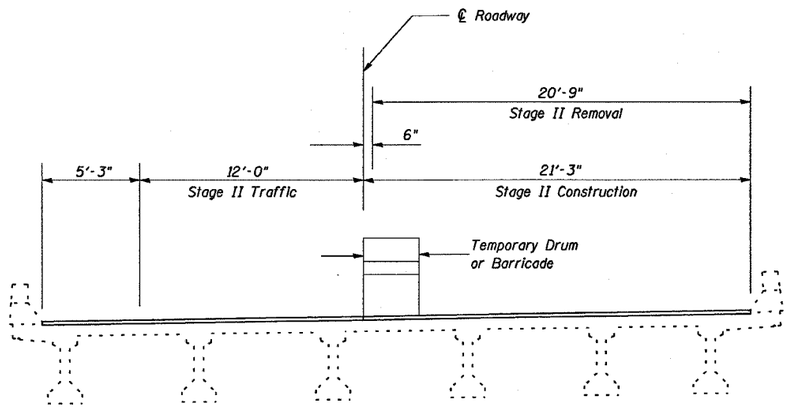


STAGE I



TYPICAL CROSS SECTION

(PROPOSED CROSS SLOPE MATCHES THE EXISTING 0.015 Ft/Ft SE)



STAGE II

Notes: Cross sections are looking in direction of traffic.

The temporary drums or barricades shall be located as shown on this sheet except when workers are present, when they may be temporarily moved over 2'-0" shifting traffic onto the existing bituminous shoulders.

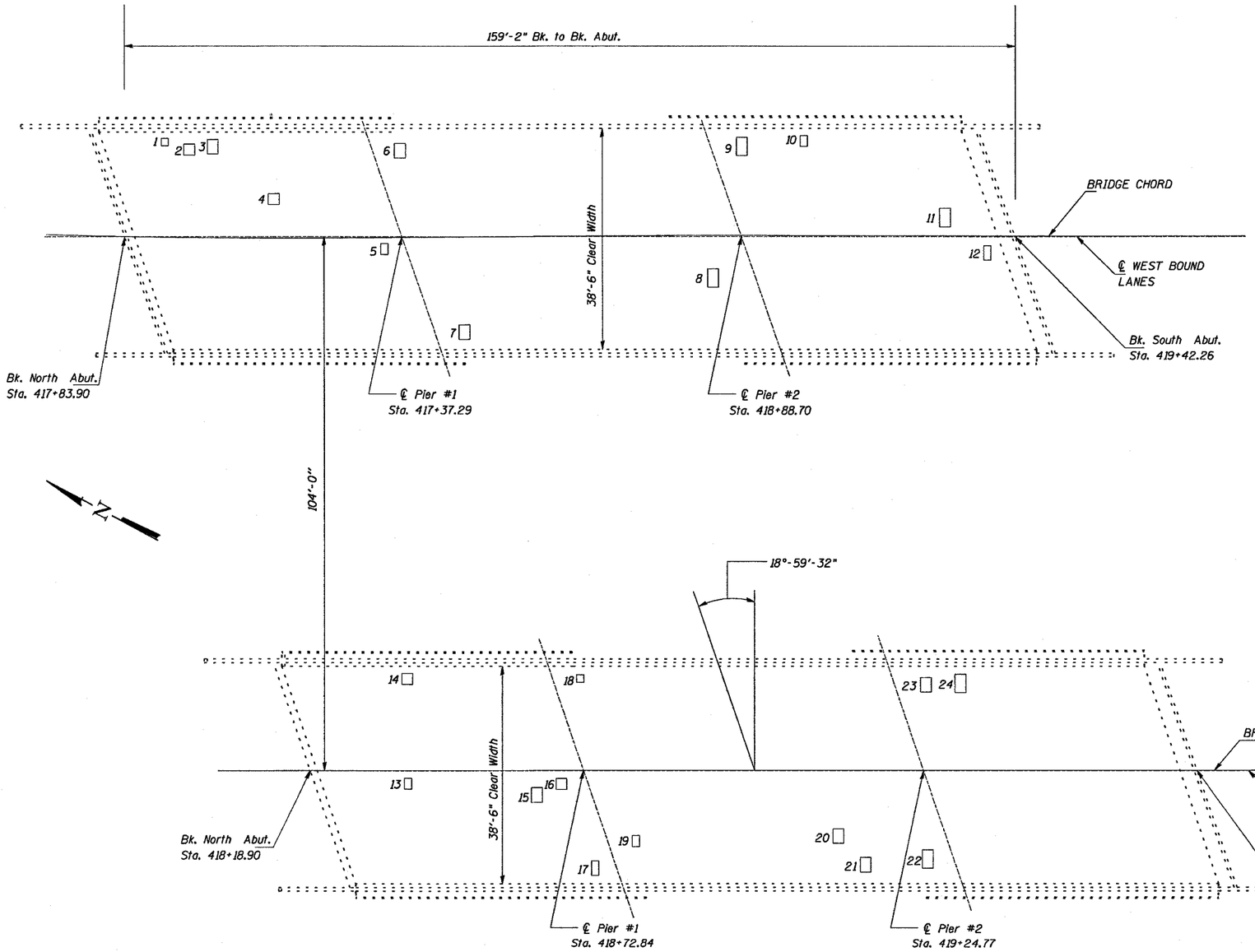
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	LD TEB
CHECKED	TWH MAS

STAGE CONSTRUCTION DETAILS
JOHNSON COUNTY
SN 044-0043 (WB)
SN 044-0044 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	135
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes: Deck sounding was performed in July 2003.

Quantities shown in the plans for patching are estimates. The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin.

The Resident Engineer will mark the plan view for the deck repairs to be incorporated in the as built plans.

NUMBER	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
1	2	2	0.4
2	3	3	1
3	3	4	1.3
4	3	3	1
5	2	3	0.7
6	3	4	1.3
7	3	4	1.3
8	3	5	1.7
9	3	5	1.7
10	2	3	0.7
11	3	5	1.7
12	2	4	0.9
13	2	3	0.7
14	3	3	1
15	3	4	1.3
16	3	3	1
17	2	4	0.9
18	2	2	0.4
19	2	3	0.7
20	3	4	1.3
21	3	4	1.3
22	3	5	1.7
23	3	4	1.3
24	3	5	1.7

BILL OF MATERIAL

Item	Unit	Total	0043	0044
Deck Slab Repair (Partial Depth)	Sq. Yd.	27	13.7	13.3

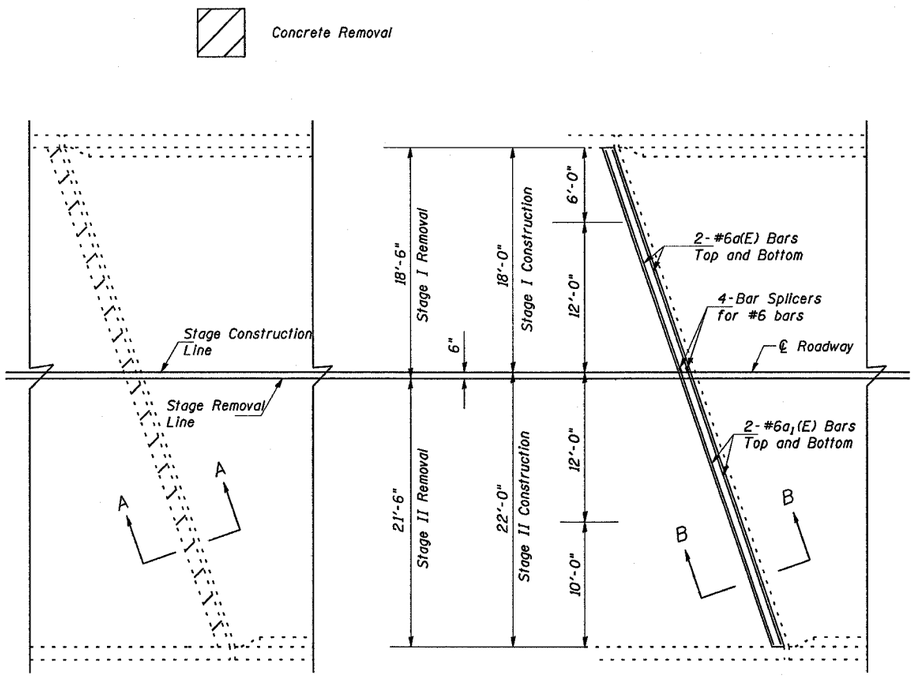
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	LD TEB
CHECKED	TWH MAS

DECK PATCHING DETAILS
JOHNSON COUNTY
SN 044-0043 (WB)
SN 044-0044 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	136
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

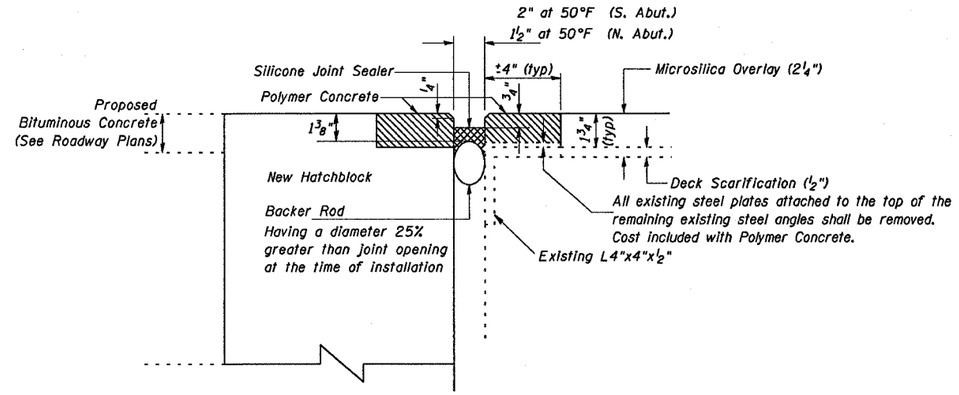
* BSMART FY04-3
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



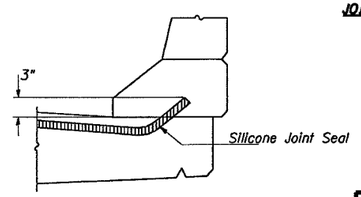
NORTH ABUTMENT PLAN-EB
SHOWING CONCRETE REMOVAL

NORTH ABUTMENT PLAN-EB
SHOWING CONCRETE SUPERSTRUCTURE



JOINT TREATMENT

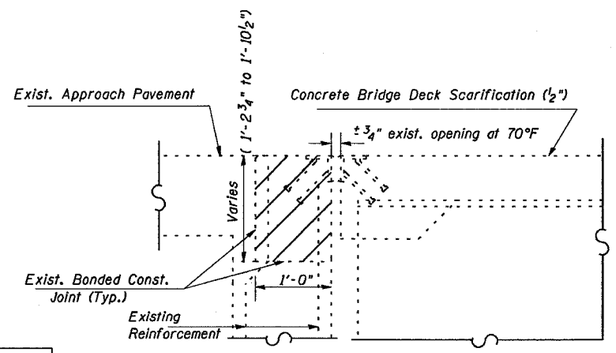
Note: All abutments typical



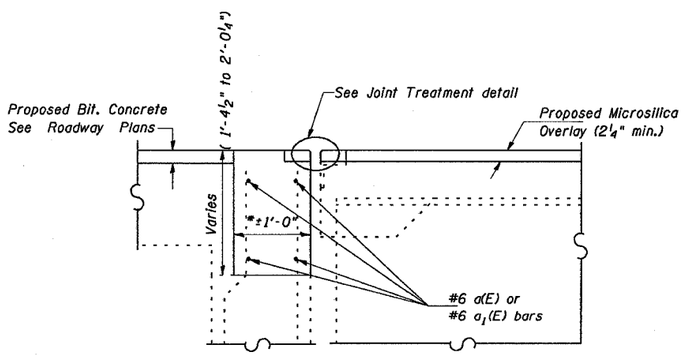
TYPICAL END OF SEAL TREATMENT AT EXPANSION JOINT

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	16	#6	18'-8"	———
a_1(E)	16	#6	22'-11"	———
Concrete Removal			CU YD	9.7
Concrete Superstructure			CU YD	10.6
Reinf Bars, Epoxy Ctd.			LBS	1000
Bar Splicers			EACH	16
Polymer Concrete			CU FT	16.5
Silicone Joint Sealer, 1½"			FOOT	85
Silicone Joint Sealer 2"			FOOT	85



SECTION A-A
Dimensions are at right angles.



* Adjust width in field to provide the specified joint openings

SECTION B-B
Dimensions are at right angles.

DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	TEB
CHECKED	MAS

JOINT TREATMENT DETAILS
JOHNSON COUNTY
SN 044-0043 (WB)
SN 044-0044 (EB)

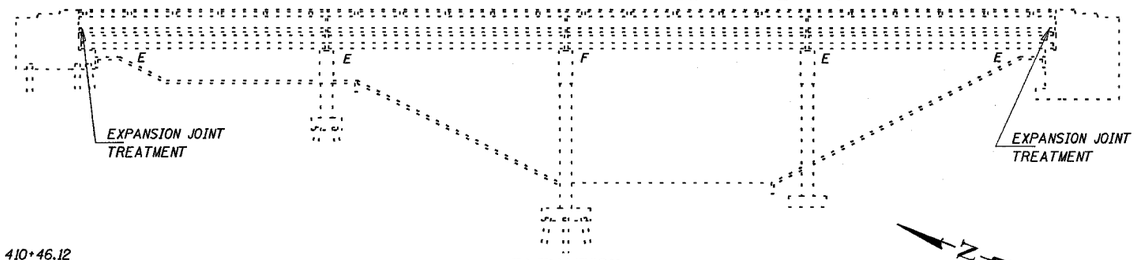
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	137
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

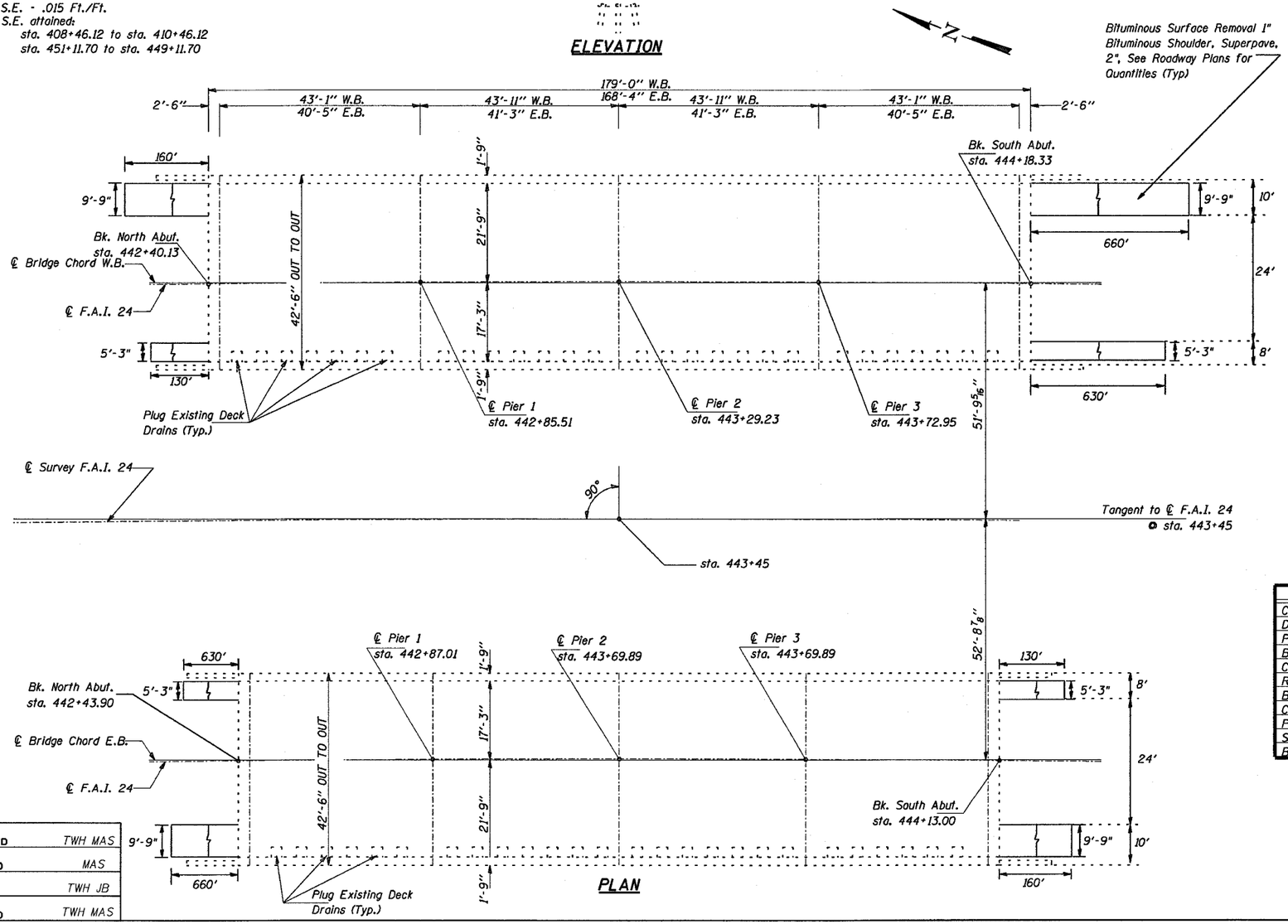
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURVE DATA

Values from Existing plans
Δ - 19°-59'-40"
D - 0°-30'-00"
R - 11,459.16'
T - 2020.00'
L - 3998.92'
E - 176.68'
S.E. - .015 Ft./Ft.
S.E. attained:
sta. 408+46.12 to sta. 410+46.12
sta. 451+11.70 to sta. 449+11.70



ELEVATION



PLAN

DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	TWH JB
CHECKED	TWH MAS

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars shall conform to the requirements of AASHTO M-31, or M-322 Grade 60.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

Sequence of Construction

1. Scarify and Resurface Existing Shoulders
2. Remove Stage I Areas
3. Perform Stage I Repairs and Overlay
4. Remove Stage II Areas
5. Perform Stage II Repairs and Overlay

Design Stresses

FIELD UNITS
NEW CONSTRUCTION
f'_c =3,500 psi
f_y =60,000 psi (reinforcement)
EXISTING STRUCTURE
f_c =1,200 psi (hatchblock)
f_s =20,000 (reinforcement)

Scope of Work

Scarify existing ±9" thick bituminous shoulders and resurface with bituminous shoulder
Scarify existing bare deck
Partial depth deck patching
Eliminate every other drain and drains within 10' of abutments and piers
Microsilica Concrete Overlay
Expansion Joint Treatment

TOTAL BILL OF MATERIAL

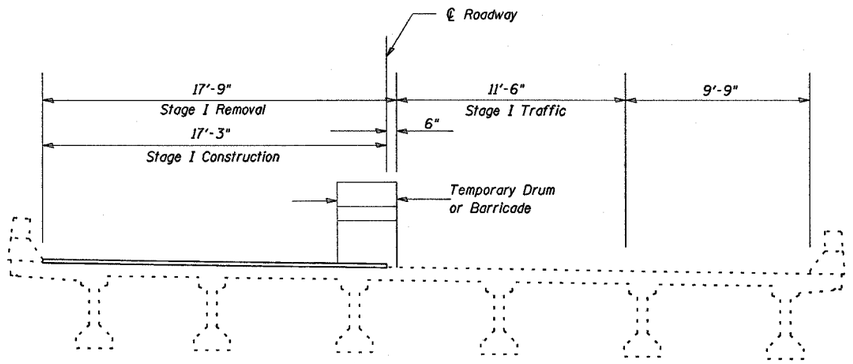
ITEM	UNIT	TOTAL	0045	0046
Concrete Bridge Deck Scarification (1/2 inch)	Sq. Yd.	1491	768	723
Deck Slab Repair (Partial Depth)	Sq. Yd.	30	15	15
Plug Existing Deck Drains	Each	26	13	13
Bridge Deck Microsilica Concrete Overlay 2¼"	Sq. Yd.	1491	768	723
Concrete Removal	Cu. Yd.	8.2	4.1	4.1
Reinforcement Bars, Epoxy Coated	Pound	950	475	475
Bar Splicers	Each	16	8	8
Concrete Superstructure	Cu. Yd.	9.1	4.55	4.55
Polymer Concrete	Cu. Ft.	15.8	7.9	7.9
Silicone Joint Sealer 1½"	Foot	162	81	81
Bridge Deck Grooving	Sq. Yd.	1414	729	685

GENERAL PLAN AND ELEVATION
FAI 24 OVER LITTLE CACHE CREEK
JOHNSON COUNTY
STA. 443+45
S.N. 044-0045 (W.B.)
S.N. 044-0046 (E.B.)

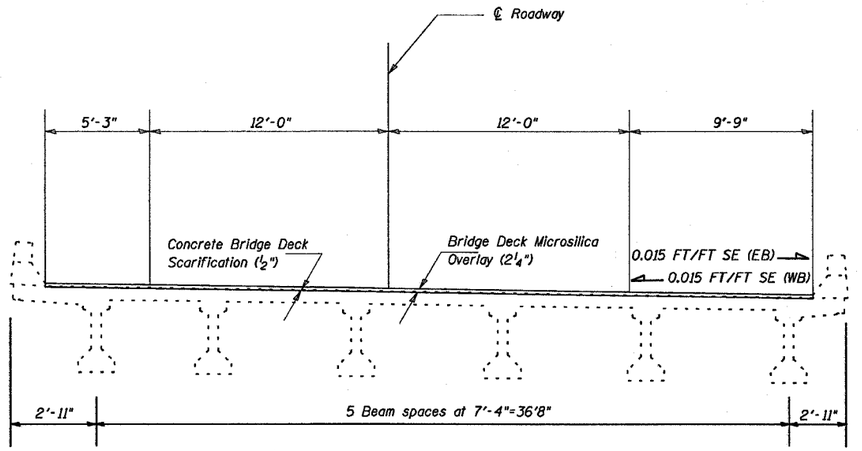
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. & RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	138
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

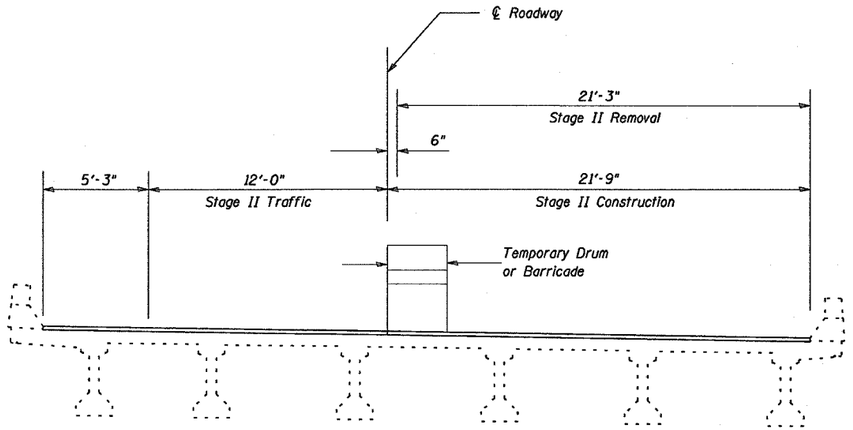


STAGE I



TYPICAL CROSS SECTION

(Proposed cross slope matches the existing 0.015 Ft/Ft SE)



STAGE II

Notes: Cross sections are looking in direction of traffic

The temporary drums or barricades shall be located as shown on this sheet except when workers are present, when they may be temporarily moved over 2'-0" shifting traffic onto the existing bituminous shoulders.

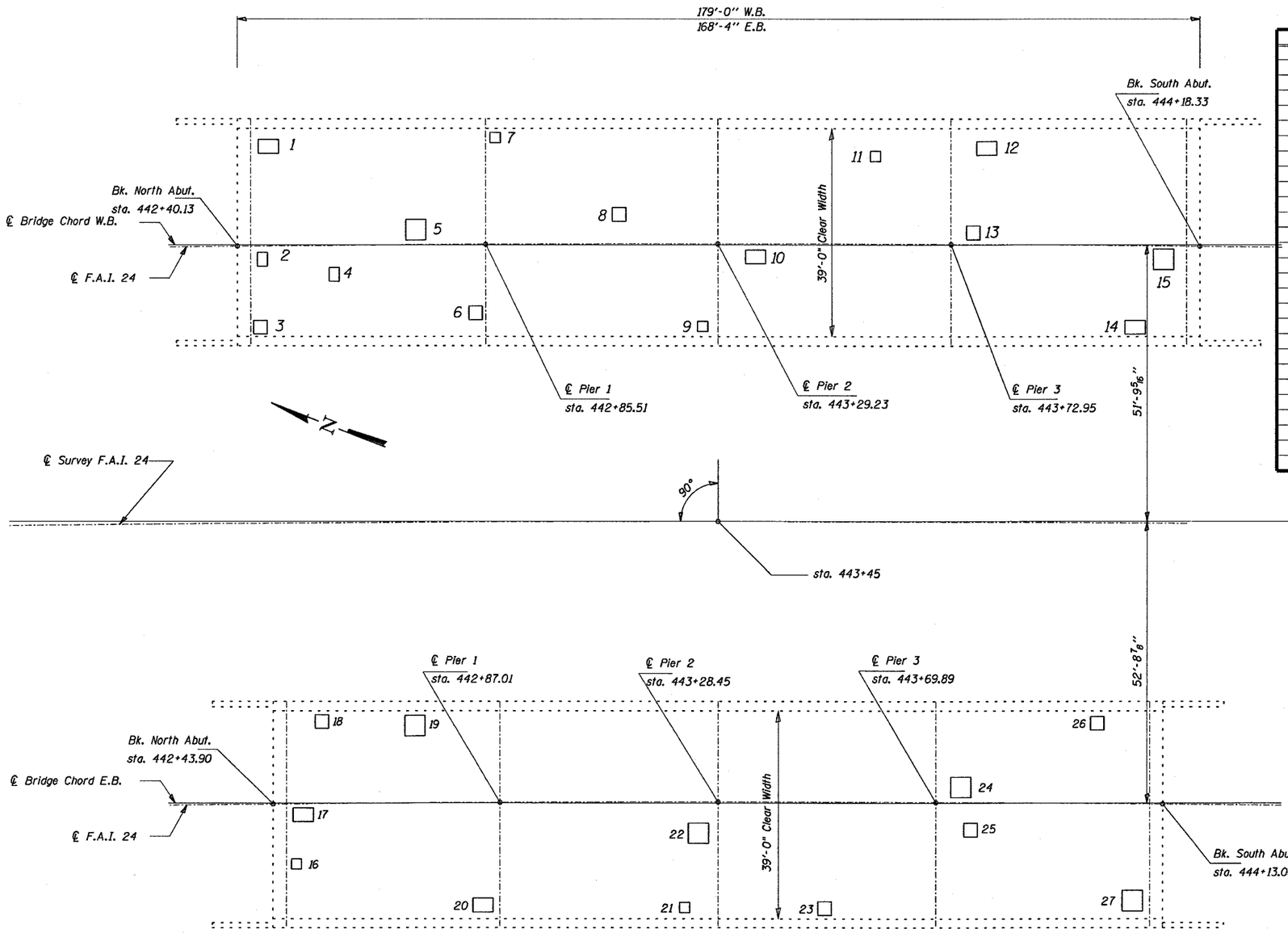
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	TWH JB
CHECKED	TWH MAS

STAGE CONSTRUCTION DETAILS
JOHNSON COUNTY
SN 044-0045 (W.B.)
SN 044-0046 (E.B.)

F.A. Rte.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	139
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



NUMBER	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
1	3	4	1.3
2	2	3	0.7
3	3	3	1.0
4	2	3	0.7
5	4	4	1.8
6	3	3	1.0
7	2	2	0.4
8	3	3	1.0
9	2	2	0.4
10	4	3	1.3
11	2	2	0.4
12	3	3	1.0
13	4	3	1.3
14	4	3	1.3
15	4	4	1.8
16	3	3	1.0
17	4	3	1.3
18	2	2	0.4
19	4	4	1.8
20	4	3	1.3
21	2	2	0.4
22	4	4	1.8
23	3	3	1.0
24	4	4	1.8
25	3	3	1.0
26	3	3	1.0
27	4	4	1.8

BILL OF MATERIAL

Item	Unit	Total	0045	0046
Deck Slab Repair (Partial Depth)	Sq. Yd.	30	15.4	14.6

Notes: Deck sounding was performed in July 2003.

Quantities shown in the plans for patching are estimates. The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin.

The Resident Engineer will mark the plan view for the deck repairs to be incorporated in the as built plans.

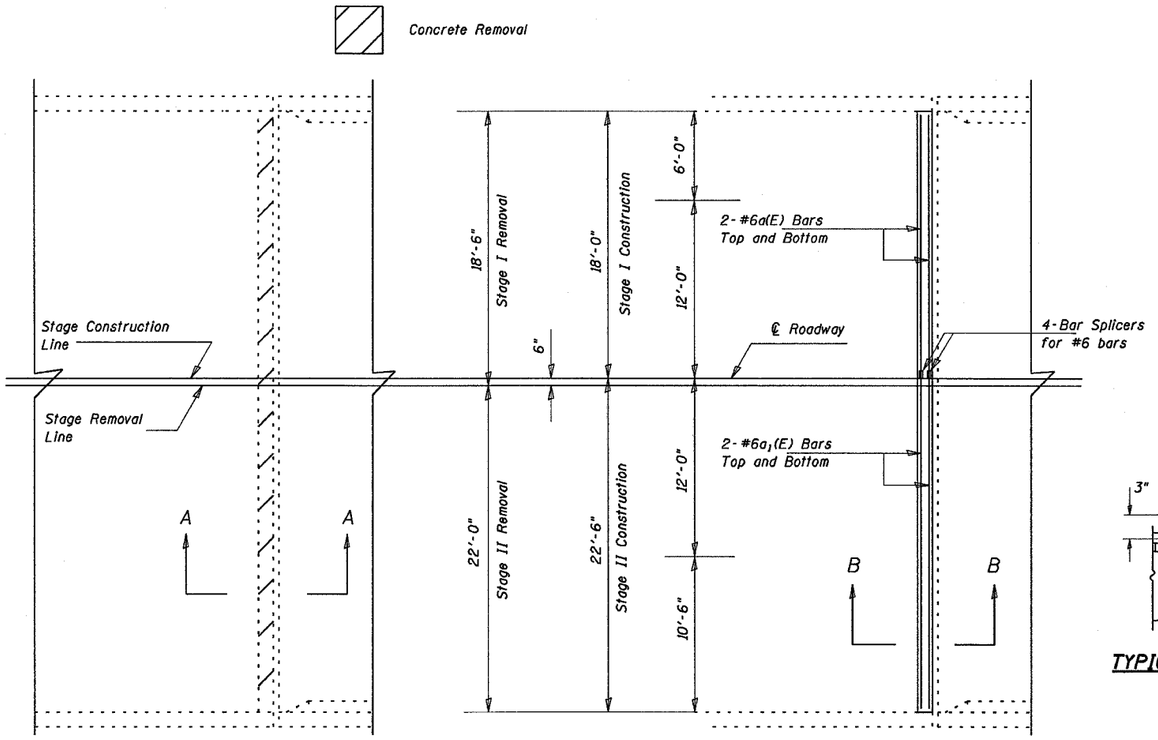
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	TWH JB
CHECKED	TWH MAS

DECK PATCHING DETAILS
JOHNSON COUNTY
SN 044-0045 (W.B)
SN 044-0046 (E.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

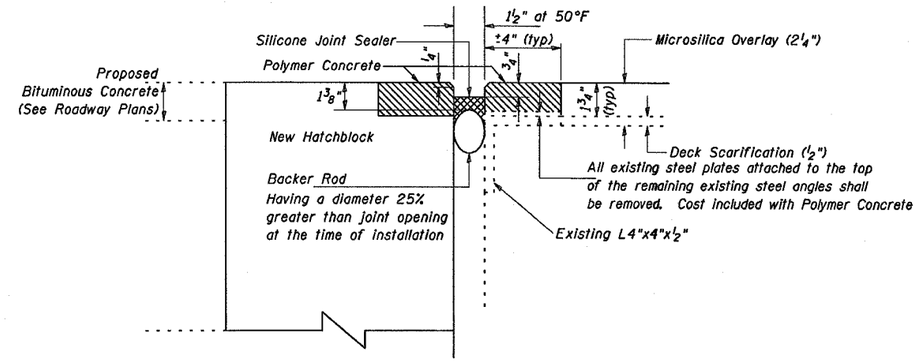
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	140
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*BSMART FY04-3
98836

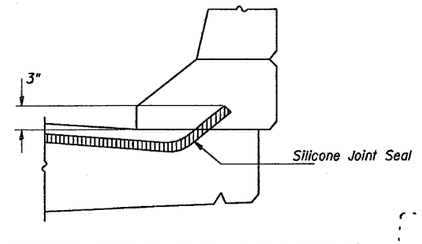


NORTH ABUTMENT PLAN - EB
SHOWING CONCRETE REMOVAL

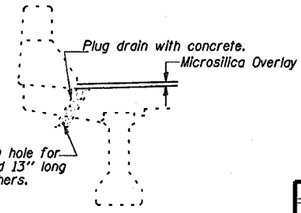
NORTH ABUTMENT PLAN - EB
SHOWING CONCRETE SUPERSTRUCTURE



JOINT TREATMENT



TYPICAL END OF SEAL TREATMENT AT EXPANSION JOINT

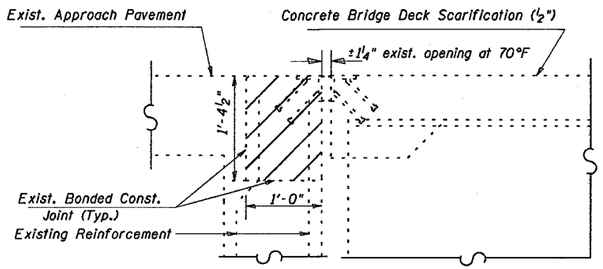


SECTION AT DRAIN
DRAIN ELIMINATION DETAIL
(26 Locations)

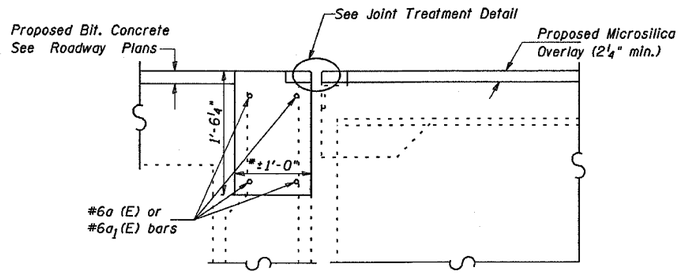
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	16	#6	17'-8"	——
a_1(E)	16	#6	21'-8"	——
Concrete Removal			CU YD	8.2
Concrete Superstructure			CU YD	9.1
Reinf Bars, Epoxy Ctd.			LBS	950
Bar Splicers			EACH	16
Polymer Concrete			CU FT	15.8
Silicone Joint Sealer, 1½"			FOOT	162

Note: All abutments typical



SECTION A-A
Dimensions are at right angles.



* Adjust width in field to provide the specified joint opening

SECTION B-B
Dimensions are at right angles.

DESIGNED	MAS
CHECKED	MAS
DRAWN	TEB
CHECKED	MAS

JOINT TREATMENT DETAILS
JOHNSON COUNTY
SN 044-0045 (W.B.)
SN 044-0046 (E.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

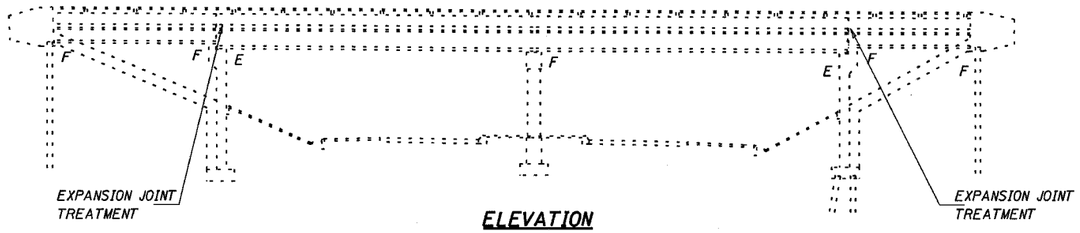
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	141
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*BSMART FY04-3
98836

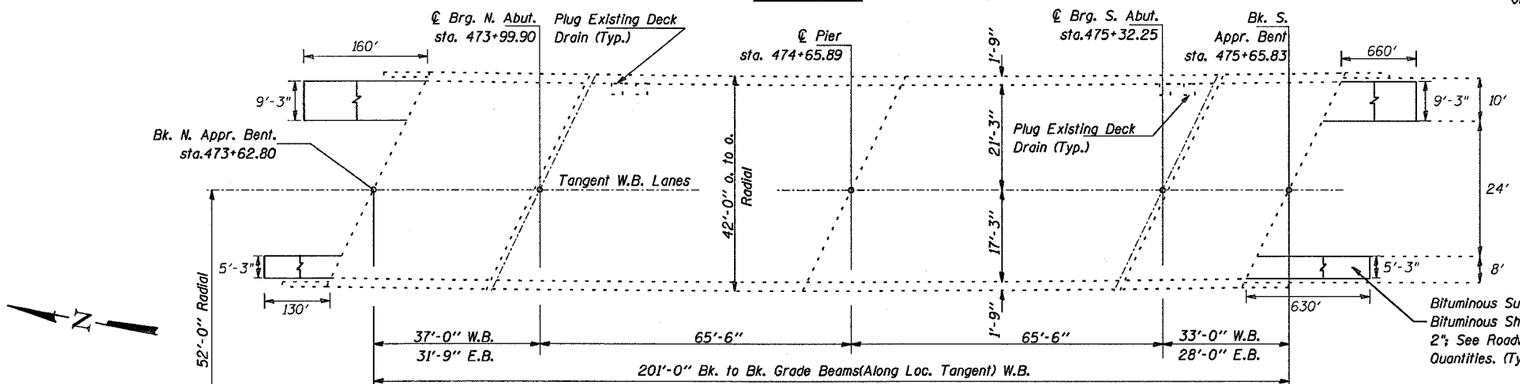
CURVE DATA

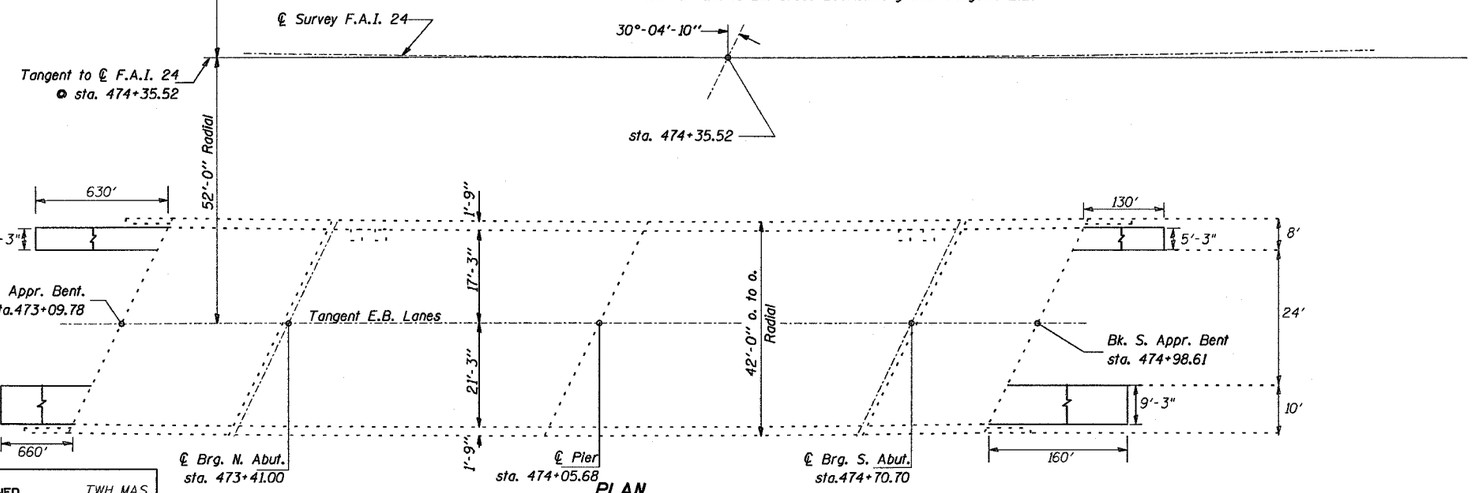
Values from Existing plans

Δ - 34°-25'-13"
D - 0°-50'-00"
R - 6875.50'
T - 2129.66'
L - 4130.44'
E - 322.27'
S.E. - .023 Ft./Ft.
P.I. - Sta. 491+61.52



ELEVATION





PLAN

DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	TWH TEB
CHECKED	TWH MAS

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

Sequence of Construction

1. *Scarify and Resurface Existing Shoulders*
2. *Remove Stage I Areas*
3. *Perform Stage I Repairs and Overlay*
4. *Remove Stage II Areas*
5. *Perform Stage II Repairs and Overlay*

Scope of Work

Scarify existing ±9" thick bituminuous shoulders and resurface with bituminous shoulder
Scarify existing bare deck
Partial depth deck patching
Eliminate drains within 10' of abutments
Microsilica Concrete Overlay
Expansion Joint Treatment

TOTAL BILL OF MATERIAL

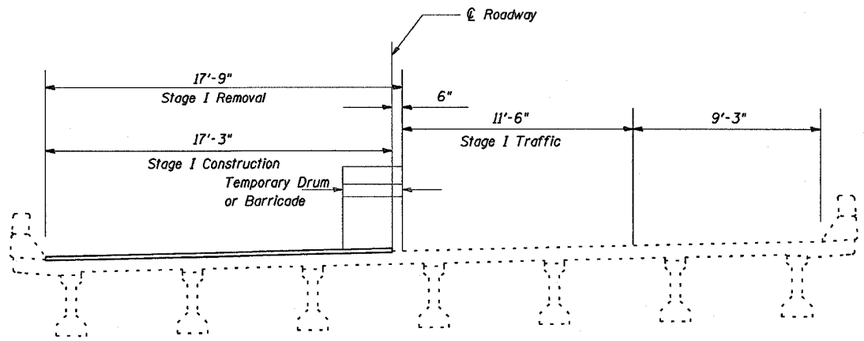
ITEM	UNIT	TOTAL	0047	0048
Concrete Bridge Deck Scarification (1/2 inch)	Sq. Yd.	1663	810	853
Deck Slab Repair (Partial Depth)	Sq. Yd.	33	16	17
Plug Existing Deck Drains	Each	4	2	2
Bridge Deck Microsilica Concrete Overlay (2¼inch)	Sq. Yd.	1663	810	853
Polymer Concrete	Cu. Ft.	17.2	8.6	8.6
Silicone Joint Sealer (1½inch)	Foot	186	93	93
Bridge Deck Grooving	Sq. Yd.	1577	768	809

GENERAL PLAN AND ELEVATION
FAI 24 OVER IL 146
JOHNSON COUNTY
STA. 474+35.52
S.N. 044-0047 (E.B.)
S.N. 044-0048 (W.B.)

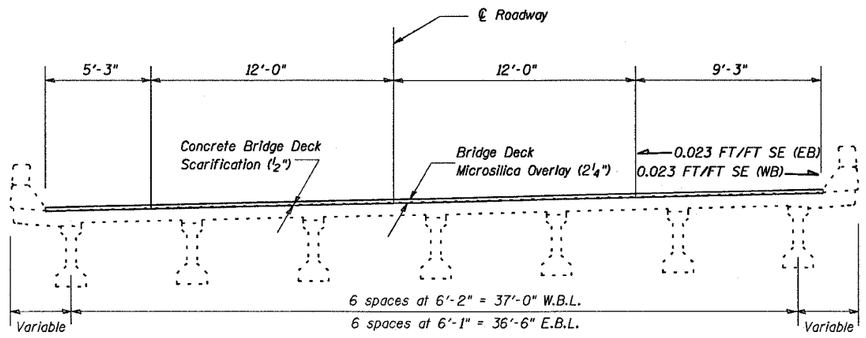
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	142
STA.		TO STA.		
FED. ROAD DIST. NO.,	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

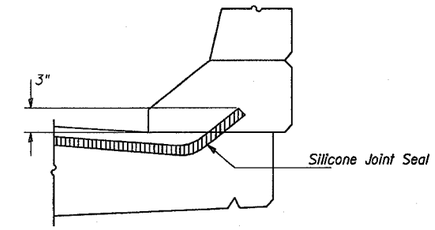


STAGE I



TYPICAL CROSS SECTION

(Proposed cross slope matches the existing 0.023 Ft/Ft SE)

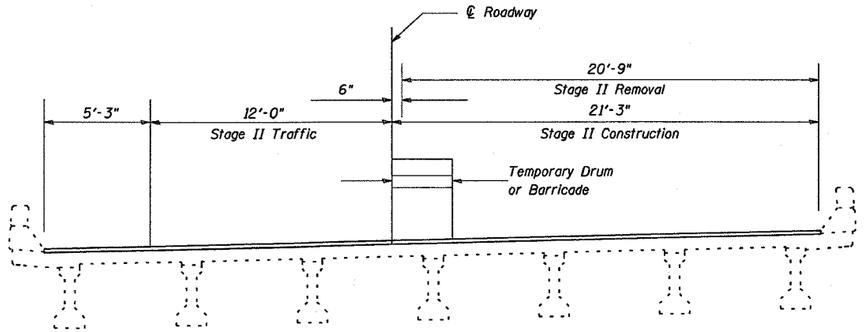


TYPICAL END OF SEAL TREATMENT
AT EXPANSION JOINT

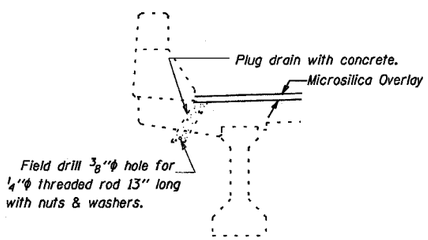
Notes: Cross sections are looking in direction of traffic

The temporary drums or barricades shall be located as shown on this sheet except when workers are present, when they may be temporarily moved over 2'-0" shifting traffic onto the existing bituminous shoulders.

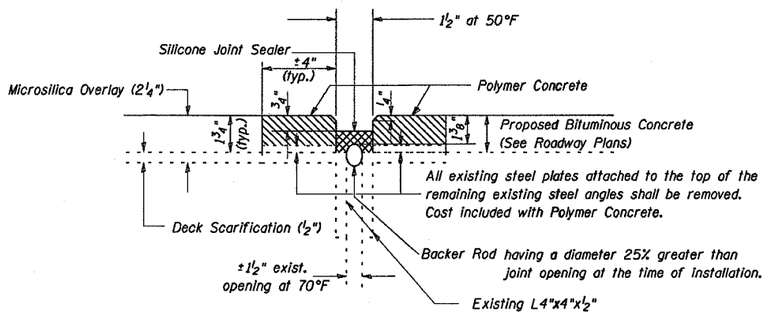
All abutments typical



STAGE II



SECTION AT DRAIN
DRAIN ELIMINATION DETAIL
(4 Locations)



JOINT TREATMENT

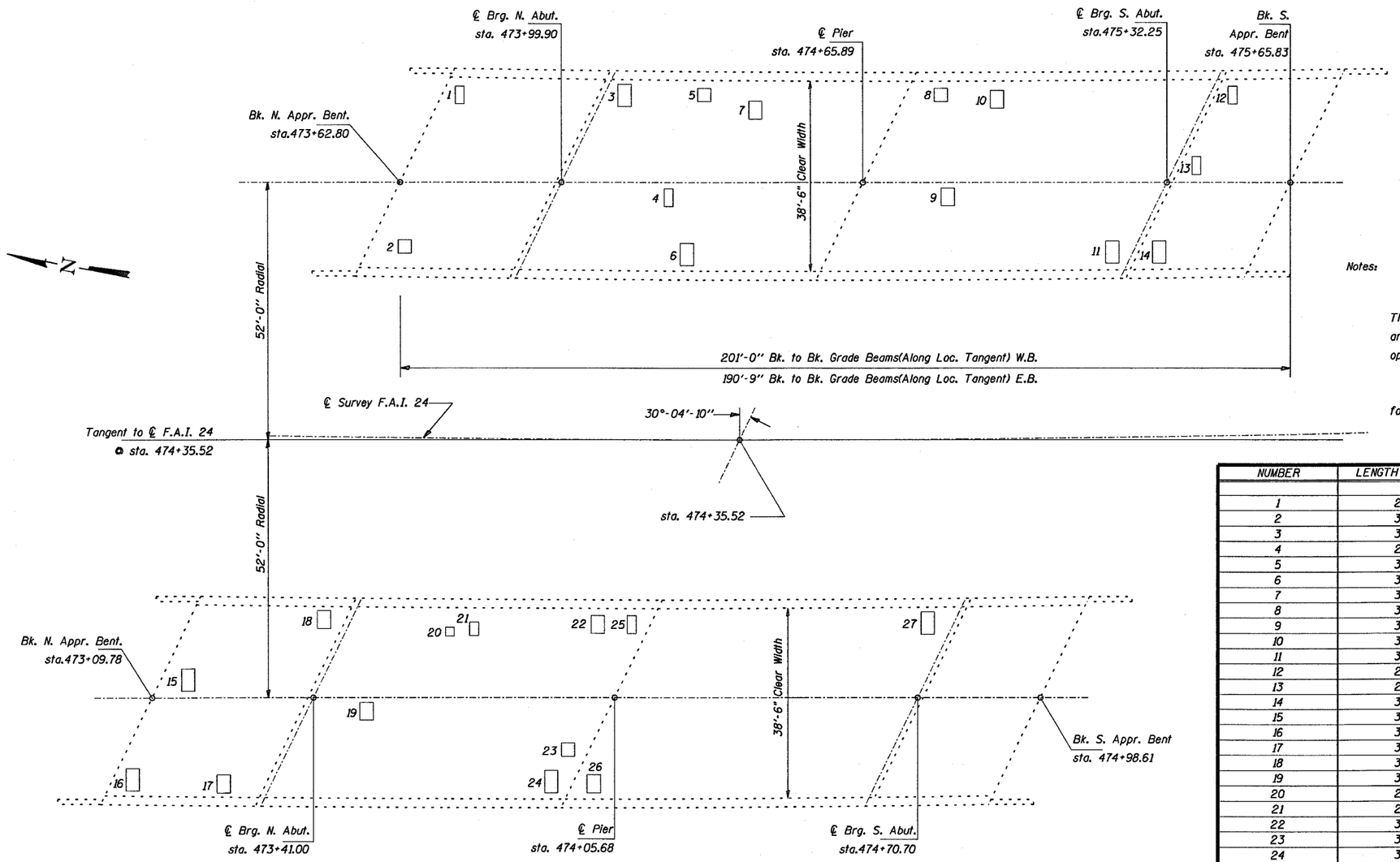
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	TWH TEB
CHECKED	TWH MAS

STAGE CONSTRUCTION, JOINT TREATMENT & DRAIN ELIMINATION DETAILS
JOHNSON COUNTY
SN 044-0047 (E.B.)
SN 044-0048 (W.B.)

F.A. & RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	143
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes: Deck sounding was performed in July 2003.

Quantities shown in the plans for patching are estimates. The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin.

The Resident Engineer will mark the plan view for the deck repairs to be incorporated in the as built plans.

NUMBER	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
1	2	4	0.9
2	3	3	1
3	3	5	1.7
4	2	4	0.9
5	3	3	1
6	3	5	1.7
7	3	4	1.3
8	3	3	1
9	3	4	1.3
10	3	4	1.3
11	3	5	1.7
12	2	4	0.9
13	2	4	0.9
14	3	5	1.7
15	3	5	1.7
16	3	5	1.7
17	3	4	1.3
18	3	4	1.3
19	3	4	1.3
20	2	2	0.4
21	2	3	0.7
22	3	4	1.3
23	3	3	1
24	3	5	1.7
25	2	4	0.9
26	3	4	1.3
27	3	5	1.7

BILL OF MATERIAL

Item	Unit	Total	0047	0048
Deck Slab Repair (Partial Depth)	Sq. Yd.	33.6	16.3	17.3

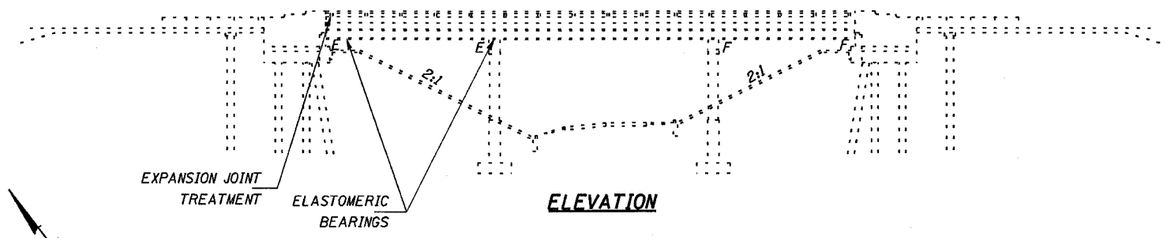
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	TWH TEB
CHECKED	TWH MAS

DECK PATCHING DETAILS
JOHNSON COUNTY
SN 044-0047 (E.B)
SN 044-0048 (W.B.)

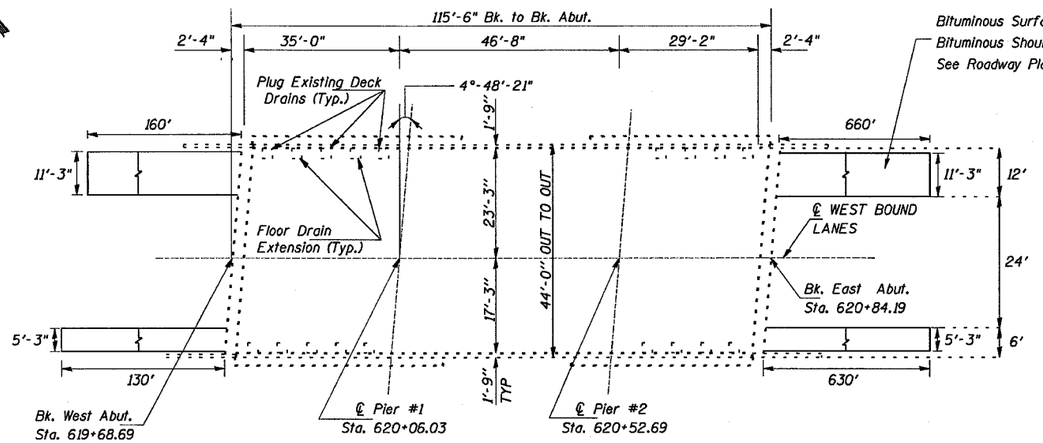
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

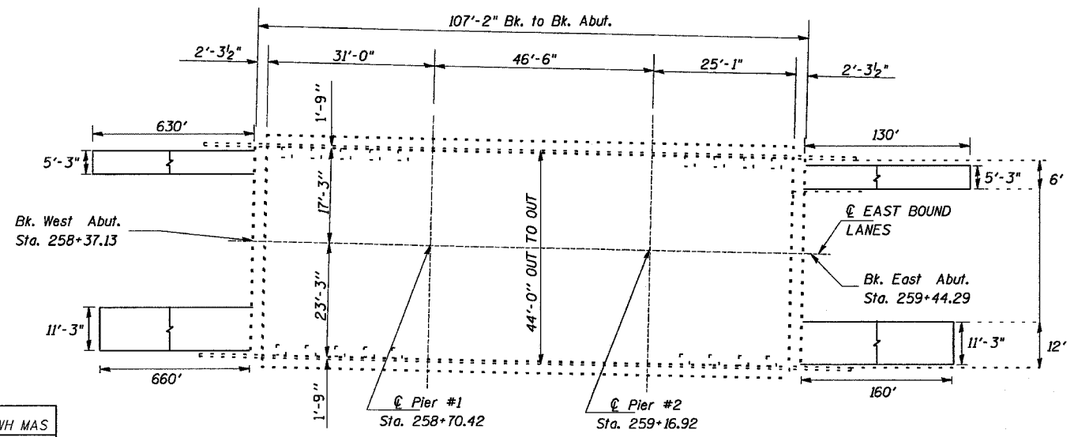
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	144
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836



ELEVATION





PLAN

DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	Kraatz/ Dickerson
CHECKED	TWH MAS

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars shall conform to the requirements of AASHTO M-31, or M-322 Grade 60.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

The inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the Acrylic finish coat shall be Interstate Green, Munsell # 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 F.

All structural steel shall conform to AASHTO M270 Grade 36.

Sequence of Construction

1. Scarify and Resurface Existing Shoulders
2. Remove Stage I Areas
3. Perform Stage I Repairs and Overlay
4. Remove Stage II Areas
5. Perform Stage II Repairs and Overlays

Design Stresses

Field Units

New Construction

f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement)

Existing Structure

f_c = 1,200 psi (hatchblock)
f_s = 20,000 (reinforcement)

Scope of Work

Scarify existing ±9" thick bituminous shoulders and resurface with bituminous shoulder.
Scarify existing bare deck
Partial depth deck patching
Eliminate drains within 10' of abutments and piers
Microsilica Concrete Overlay
Expansion Joint Treatment
Replace bearings at west abutments and pier 1
Extend drains

TOTAL BILL OF MATERIAL

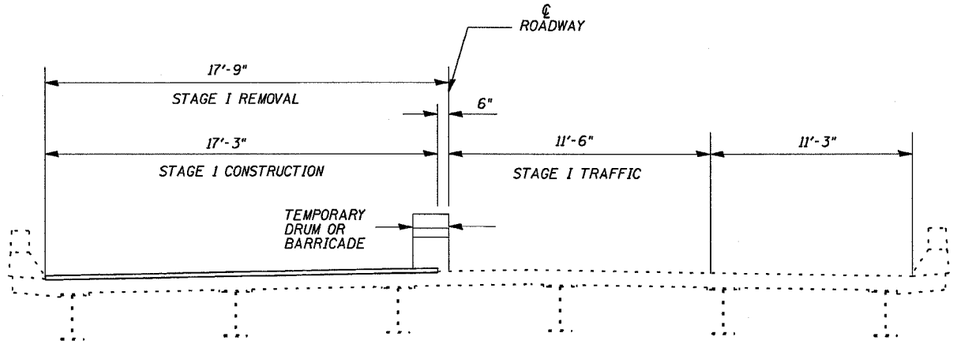
ITEM	UNIT	Total	0049	0050
Concrete Bridge Deck Scarification (1/2 inch)	Sq. Yd.	980	471	509
Deck Slab Repair (Partial Depth)	Sq. Yd.	19	9	10
Plug Existing Deck Drains	Each	20	10	10
Bridge Deck Microsilica Concrete Overlay 2¼"	Sq. Yd.	980	471	509
Jack and Remove Existing Bearings	Each	24	12	12
Furnishing and Erecting Structural Steel	Pound	4640	2320	2320
Elastomeric Bearing Assembly, Type I	Each	12	6	6
Elastomeric Bearing Assembly, Type II	Each	12	6	6
Concrete Removal	Cu. Yd.	4.4	2.2	2.2
Reinforcement Bars, Epoxy Coated	Pound	500	250	250
Bar Splicers	Each	8	4	4
Concrete Superstructure	Cu. Yd.	4.8	2.4	2.4
Polymer Concrete	Cu. Ft.	8.2	4.1	4.1
Silicone Joint Sealer 1½"	Foot	84	42	42
Bridge Deck Grooving	Sq. Yd.	931	448	483
Floor Drain Extension	Each	16	8	8

GENERAL PLAN AND ELEVATION
FAI 24 OVER T.R. 173
JOHNSON COUNTY
STA. 620+29.36 (W.B.L.)
STA. 258+93.67 (E.B.L.)
SN 044-0049 (EB)
SN 044-0050 (WB)

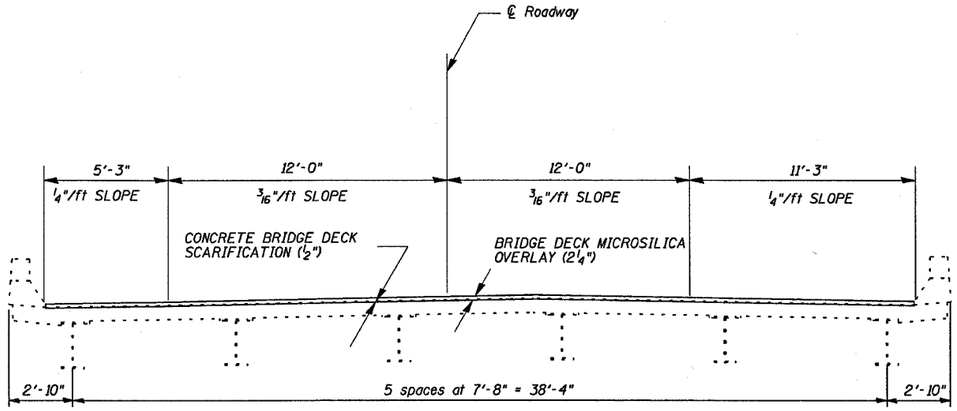
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	145
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

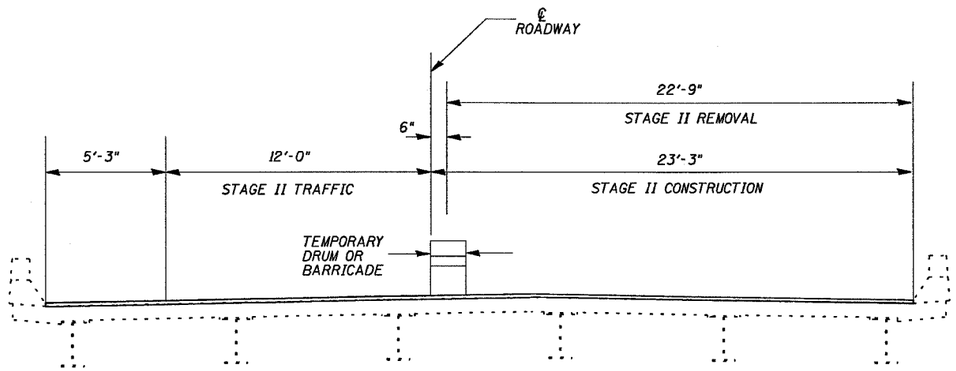


STAGE I



TYPICAL CROSS SECTION

(Proposed cross slope matches the existing normal crown)



STAGE II

Notes: Cross sections are looking in direction of traffic

The temporary drums or barricades shall be located as shown on this sheet except when workers are present, when they may be temporarily moved over 2'-0" shifting traffic onto the existing bituminous shoulders.

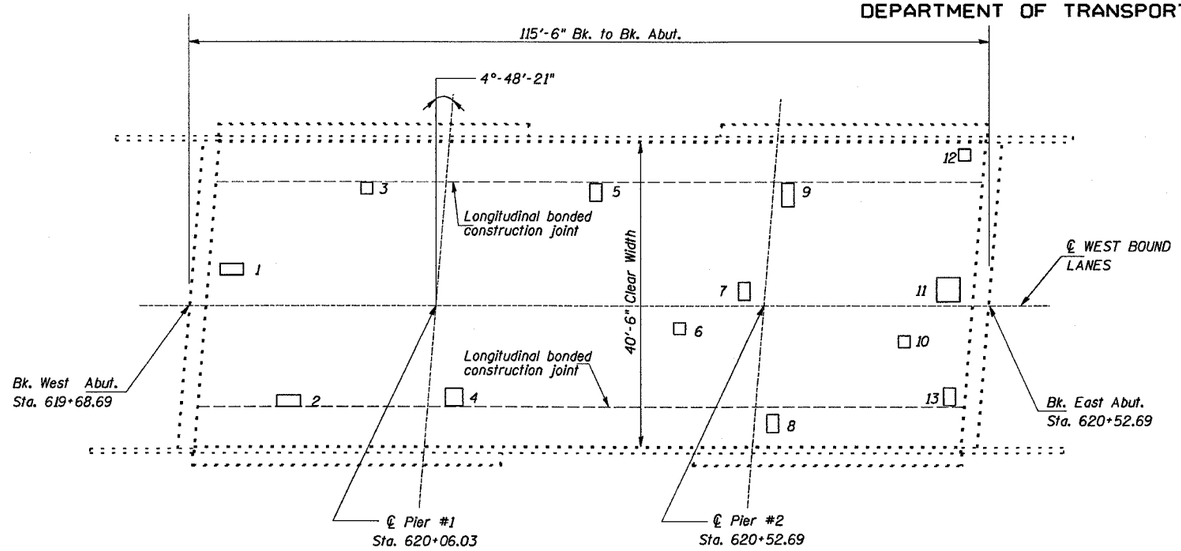
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	Kraatz/ Dickerson
CHECKED	TWH MAS

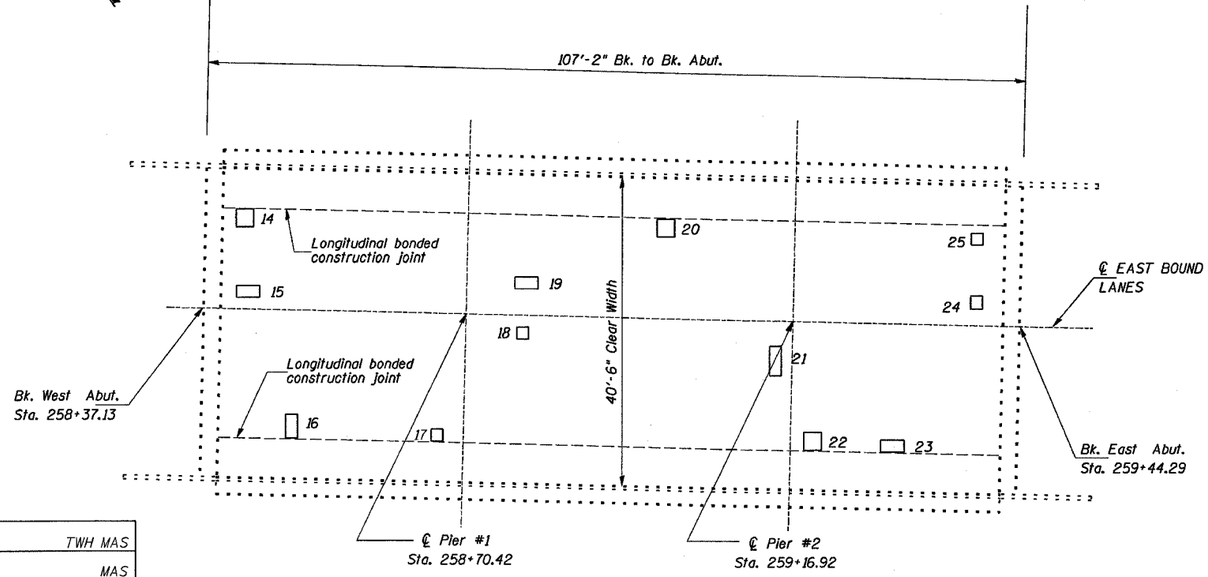
STAGE CONSTRUCTION DETAILS
JOHNSON COUNTY
SN 044-0049 (EB)
SN 044-0050 (WB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	146
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836





NUMBER	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
1	4	2	0.9
2	4	2	0.9
3	2	2	0.4
4	3	3	1.0
5	2	3	0.7
6	2	2	0.4
7	2	3	0.7
8	2	3	0.7
9	2	4	0.9
10	2	2	0.4
11	4	4	1.8
12	2	2	0.4
13	2	3	0.7
14	3	3	1.0
15	4	2	0.9
16	2	4	0.9
17	2	2	0.4
18	2	2	0.4
19	4	2	0.9
20	3	3	1.0
21	2	4	0.9
22	3	3	1.0
23	4	2	0.9
24	2	2	0.4
25	2	2	0.4

BILL OF MATERIAL

Item	Unit	Total	0049	0050
Deck Slab Repair (Partial Depth)	Sq. Yd.	19	9.1	9.9

Notes: Deck sounding was performed in July 2003.

Quantities shown in the plans for patching are estimates. The Resident Engineer will determine final patch locations and quantities in the field before bridge deck patching operations begin.

The Resident Engineer will mark the plan view for the deck repairs to be incorporated in the as built plans.

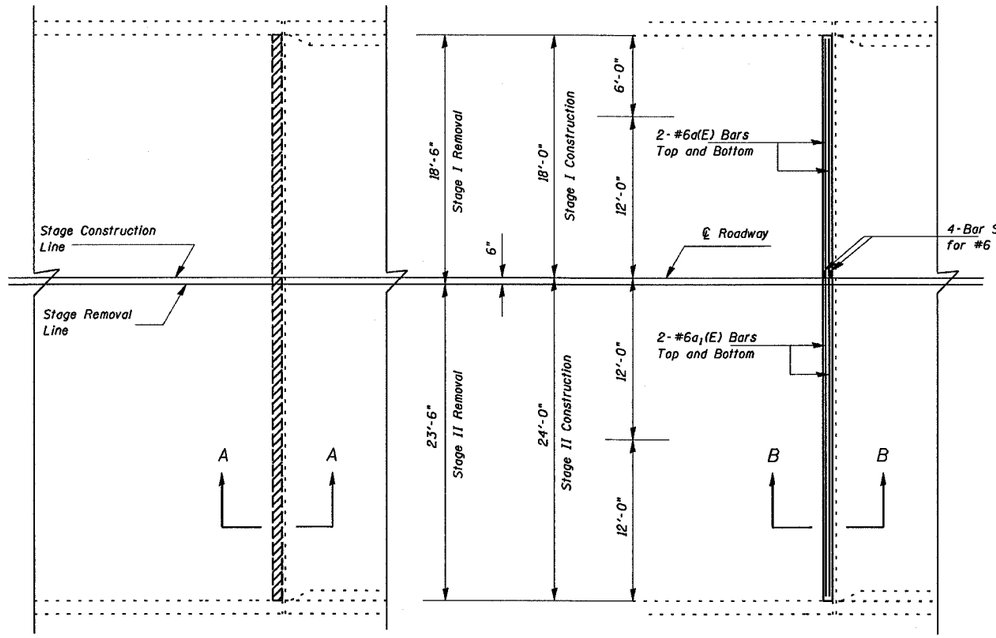
DESIGNED	TWH MAS
CHECKED	MAS
DRAWN	Kraatz/ Dickerson
CHECKED	TWH MAS

DECK PATCHING DETAILS
JOHNSON COUNTY
SN 044-0049 (EB)
SN 044-0050 (WB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	147
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

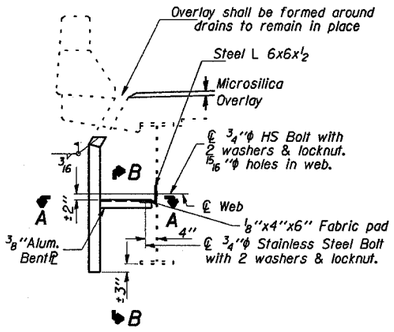
*BSMART FY04-3
98836

Concrete Removal

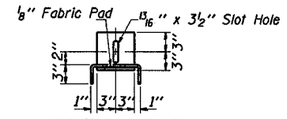


WEST ABUTMENT PLAN-EB

SHOWING CONCRETE REMOVAL



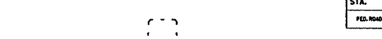
SECTION AT DRAIN



SECTION B-B

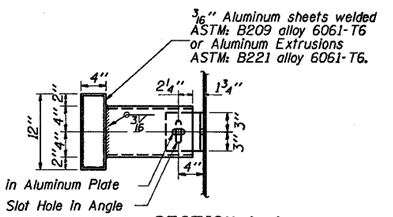
DRAIN EXTENSION DETAIL

(16 Locations)

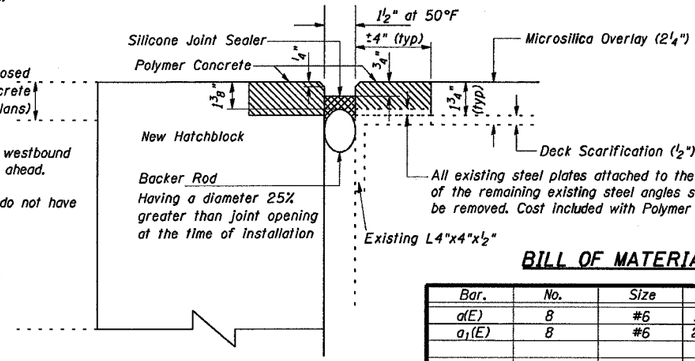


SECTION AT DRAIN
DRAIN ELIMINATION DETAIL

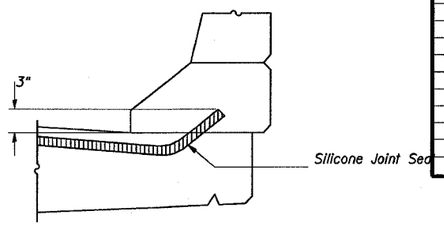
(20 Locations)



SECTION A-A



JOINT TREATMENT



TYPICAL END OF SEAL TREATMENT AT EXPANSION JOINT

BILL OF MATERIAL

Bar.	No.	Size	Length	Shape
a(E)	8	#6	17'-8"	——
a_1(E)	8	#6	23'-8"	——
Concrete Removal			CU YD	4.4
Concrete Superstructure			CU YD	4.8
Reinf. Bars, Epoxy Ctd.			LBS	500
Bar Splicers			EACH	8
Polymer Concrete			CU FT	8.2
Silicone Joint Sealer, 1 1/2"			FOOT	84

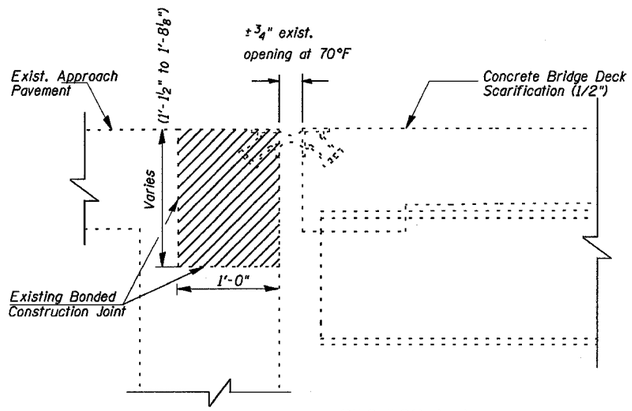
JOINT & DRAIN TREATMENT DETAILS
JOHNSON COUNTY
SN 044-0049 (EB)
SN 044-0050 (WB)

Note: Both west abutments typical except westbound west abutment is skewed 4°48' left ahead.

Both east abutments are fixed and do not have expansion joints.

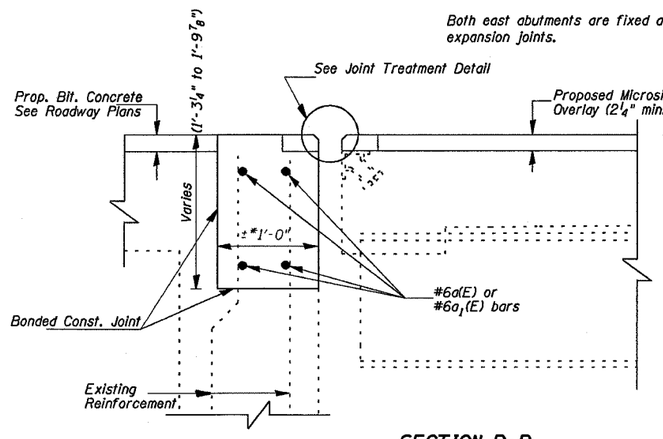
WEST ABUTMENT PLAN-EB

SHOWING CONCRETE SUPERSTRUCTURE



SECTION A-A

Dimensions are at right angles



* Adjust width in field to provide joint opening specified.

SECTION B-B

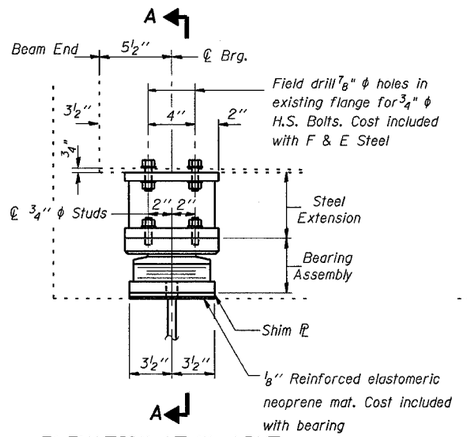
Dimensions are at right angles

DESIGNED	MAS
CHECKED	MAS
DRAWN	TEB
CHECKED	MAS

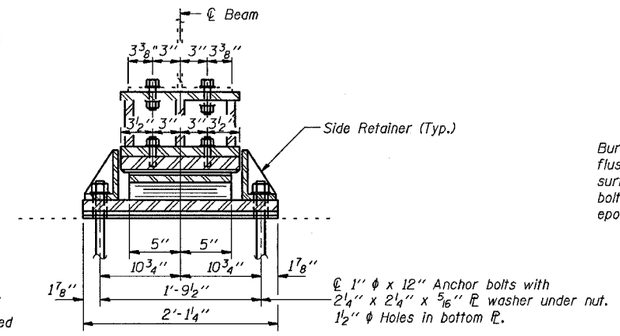
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 24	*	JOHNSON	150	148
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

* BSMART FY 04-3
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

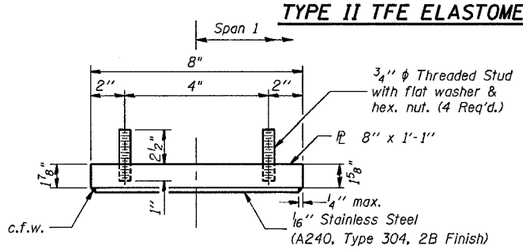


ELEVATION AT W. ABUT.

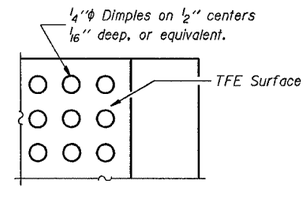


SECTION A-A

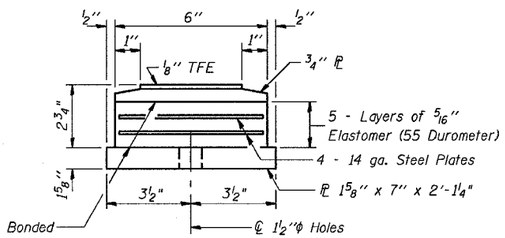
TYPE II TFE ELASTOMERIC EXP. BRG.



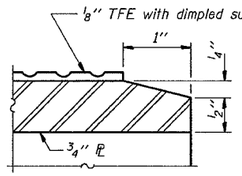
TOP BEARING ASSEMBLY



PLAN-TFE SURFACE



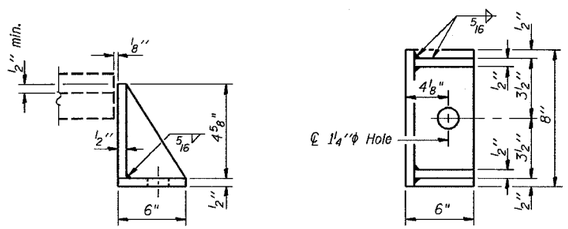
BOTTOM BEARING ASSEMBLY



SECTION THRU TFE

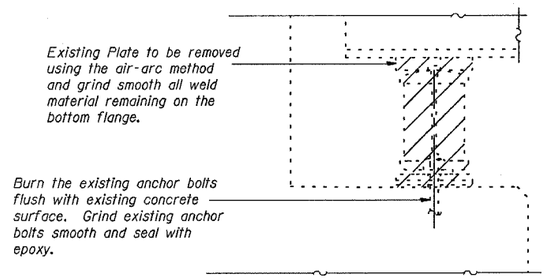
Note: The ⅛" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ⅛" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



ABUTS

EXISTING BEARING REMOVAL DETAILS

Cost is included with Jack and Remove Existing Bearings

Notes: Diaphram removal and replacement may be required to facilitate drilling holes. Cost shall be included in the cost of Furnishing and Erecting Sturctural Steel.

New steel extensions, side retainers, shim ℄'s, connection bolts and anchor bolts are included in Furnishing and Erecting Structural Steel.

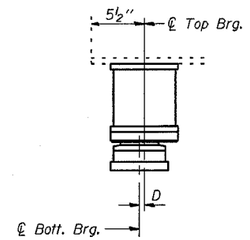
See Sheet 150 for Anchor Bolt installation.

Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

The minimum jack capacity required is 30 Tons.

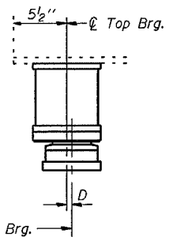
GIRDER REACTIONS

R℄	(K)	12.6
R℄	(K)	33.2
Imp.	(K)	10.0
R (Total)	(K)	55.8



BELOW 50°F.

(Move bott. brg. away from fixed brg.)

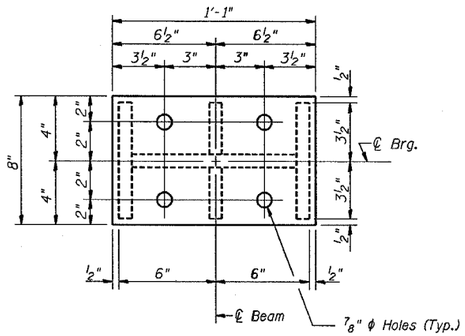


ABOVE 50°F.

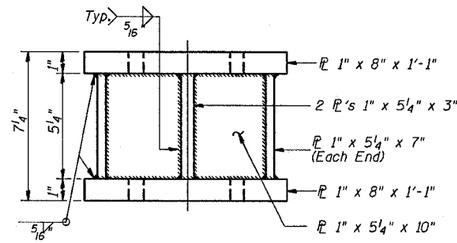
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



PLAN-TOP & BOTTOM PLATE



STEEL EXTENSION AT WEST ABUT.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	6
Jack and Remove Existing Bearings	Each	6

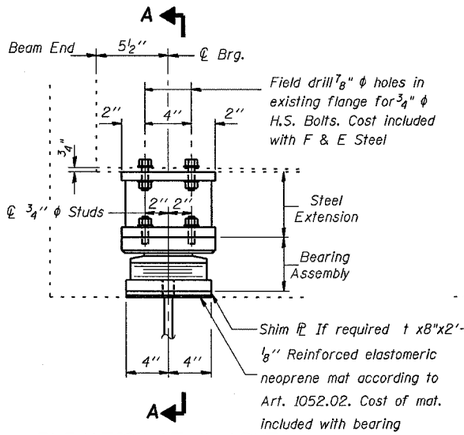
WEST ABUTMENT
TYPE II ELASTOMERIC BEARING
JOHNSON COUNTY
S.N. 044-0049 (F.B.)

DESIGNED:	MAS
CHECKED:	MAS
DRAWN:	JMB
CHECKED:	MAS

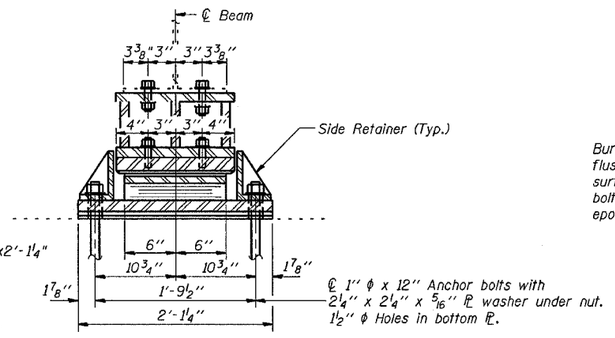
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 24	*	JOHNSON	150	148a
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

* BSMART FY 04-3 38836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



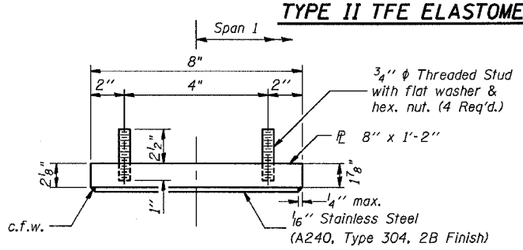
ELEVATION AT W. ABUT.



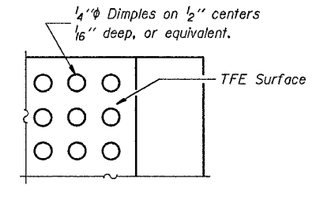
SECTION A-A

TYPE II TFE ELASTOMERIC EXP. BRG.

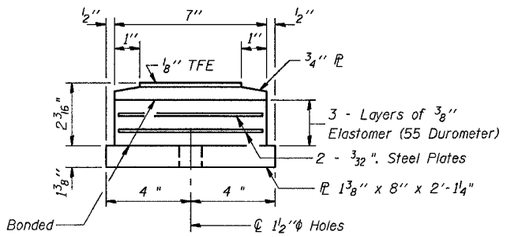
Notes: See sheet 150 for Anchor Bolt installation.



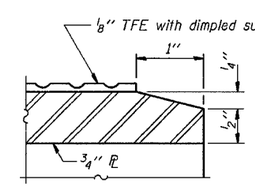
TOP BEARING ASSEMBLY



PLAN-TFE SURFACE



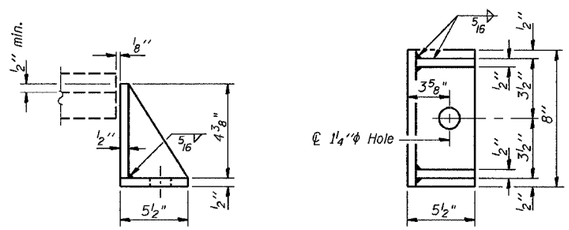
BOTTOM BEARING ASSEMBLY



SECTION THRU TFE

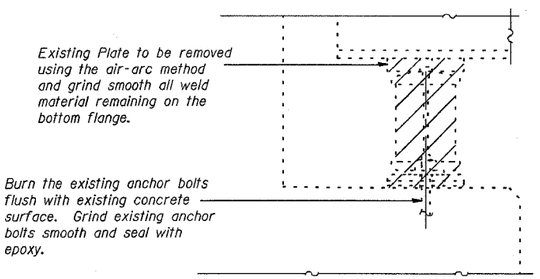
Note: The ⅛" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ⅛" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



ABUTS

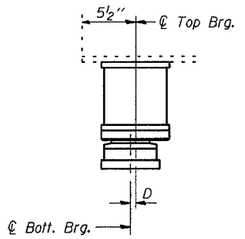
EXISTING BEARING REMOVAL DETAILS

Cost is included with Jack and Remove Existing Bearings

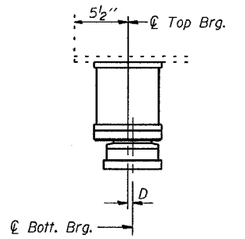
Notes: Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
The minimum jack capacity required is 30 Tons.
New steel extensions, side retainers, connection bolts, anchor bolts, and shim plates are included in "Furnishing and Erecting Structural Steel".
Hatched areas indicate Jack and Remove Existing Bearings.
Existing diaphragm removal may be required to provide clearance for the drill during drilling holes in the bottom flange for new bearing attachment. Cost shall be included in the cost of "Furnishing and Erecting Structural Steel".

GIRDER REACTIONS

R℄	(K)	15.4
R℄	(K)	34.7
Imp.	(K)	10.4
R (Total)	(K)	60.5



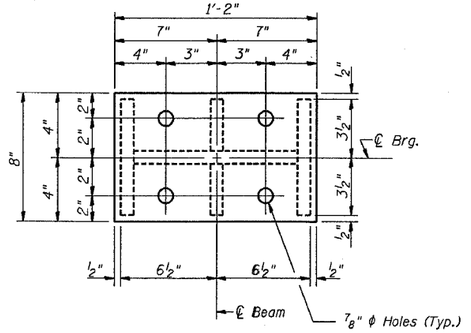
BELOW 50°F.
(Move bott. brg. away from fixed brg.)



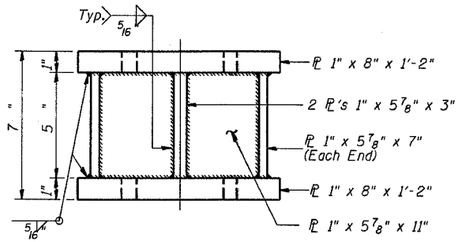
ABOVE 50°F.
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



PLAN-TOP & BOTTOM PLATE



STEEL EXTENSION AT WEST ABUT.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	6
Jack and Remove Existing Bearings	Each	6

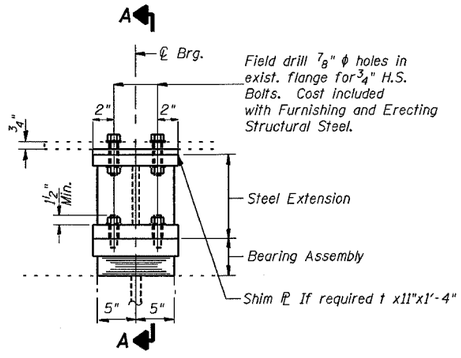
DESIGNED:	MAS
CHECKED:	MAS
DRAWN:	JMB
CHECKED:	MAS

WEST ABUTMENT
TYPE II ELASTOMERIC BEARING
JOHNSON COUNTY
S.N. 044-0050 (W.B.)

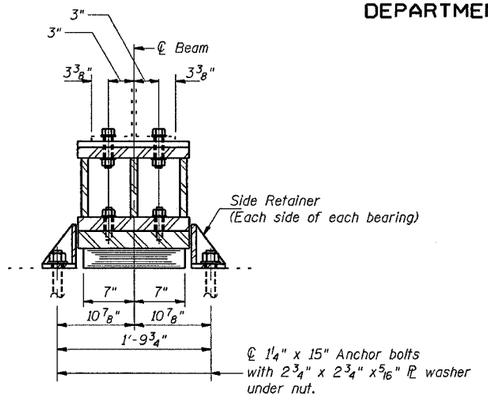
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 24	*	JOHNSON	150	149
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

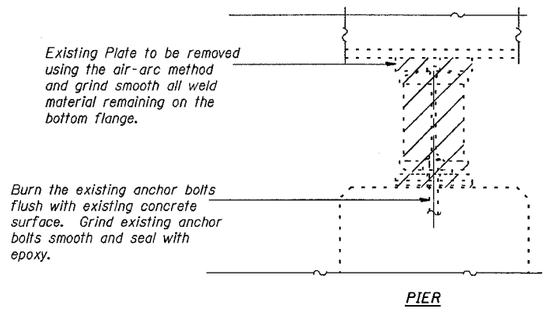
* BSMART FY 04-3
98836



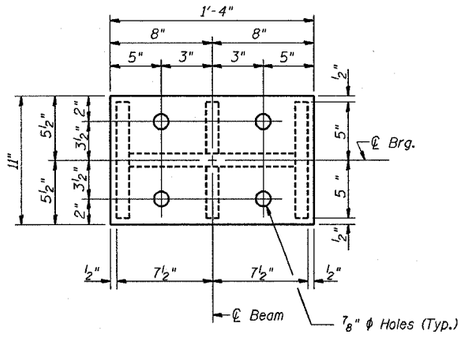
ELEVATION AT PIER 1



SECTION A-A



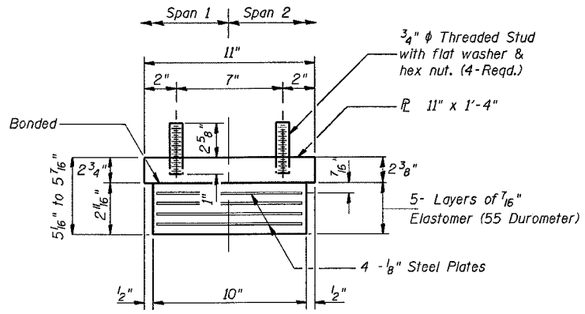
EXISTING BEARING REMOVAL DETAILS
Cost is included with Jack and Remove Existing Bearings



PLAN-TOP & BOTTOM PLATE

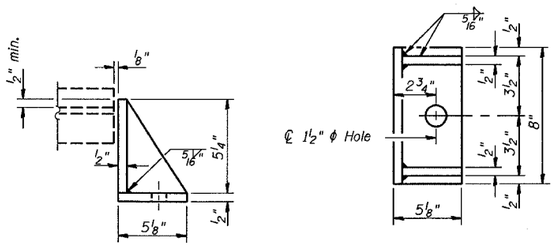
TYPE I ELASTOMERIC EXP. BRG.

Notes: See sheet 150 for Anchor Bolt installation.



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

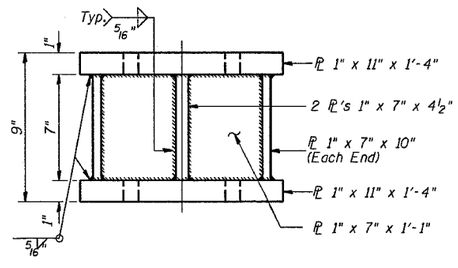
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Furnishing and Erecting Structural Steel.

DESIGNED:	MAS
CHECKED:	MAS
DRAWN:	JMB
CHECKED:	MAS

GIRDER REACTIONS

		SN 044-0049	SN 044-0050
R℄	(K)	54.9	57.3
R℄	(K)	44.8	45.4
Imp.	(K)	13.4	13.6
R (Total)	(K)	113.1	116.3

Notes:
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
The minimum jack capacity required is 65 Tons.
New steel extensions, side retainers, connection bolts, anchor bolts, and shim plates are included in "Furnishing and Erecting Structural Steel".
Hatched areas indicate Jack and Remove Existing Bearings.
Existing diaphragm removal may be required to provide clearance for the drill during drilling holes in the bottom flange for new bearing attachment. Cost shall be included in the cost of "Furnishing and Erecting Structural Steel".



STEEL EXTENSION AT PIER 1

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Jack and Remove Existing Bearings	Each	12

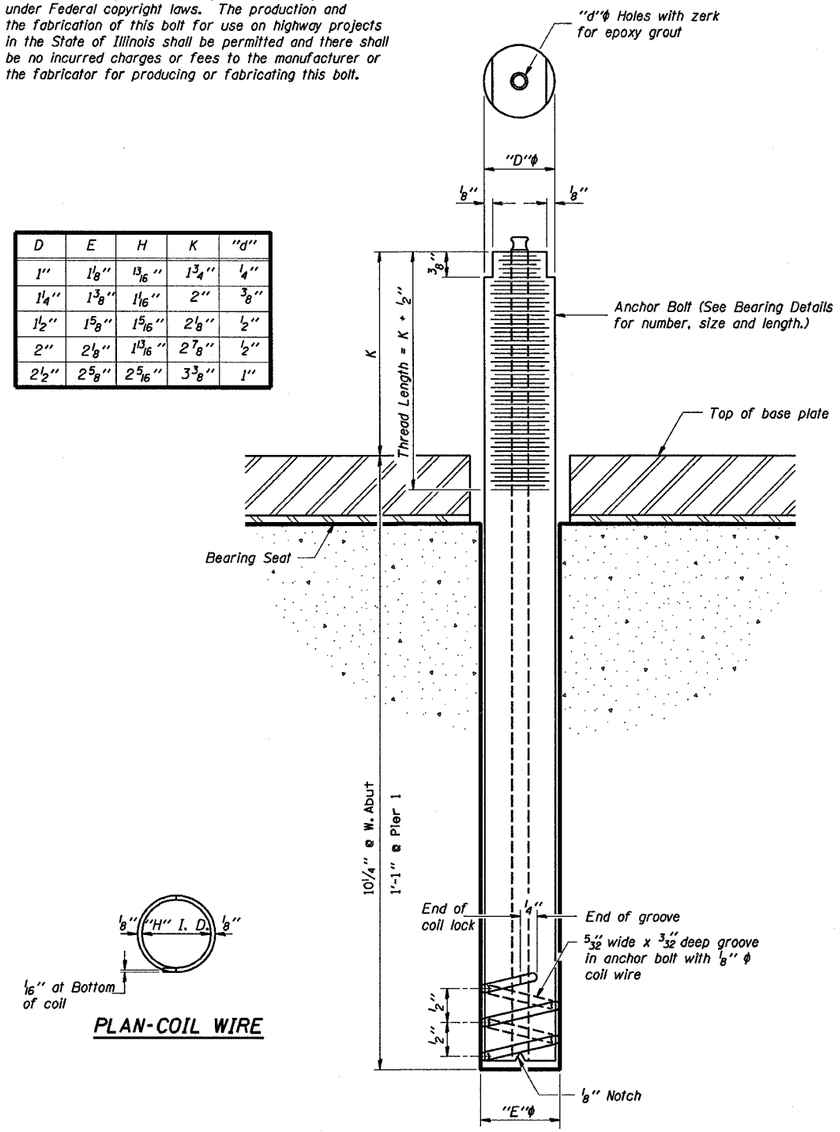
PIER 1
TYPE I ELASTOMERIC BEARING
JOHNSON COUNTY
S.N. 044-0049 (E.B.)
S.N. 044-0050 (W.B.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	BSMART FY04-3	JOHNSON	150	150

98836

D	E	H	K	"d"
1"	1 1/8"	13/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

PLAN-COIL WIRE

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutments	A 307
Pier	A 307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

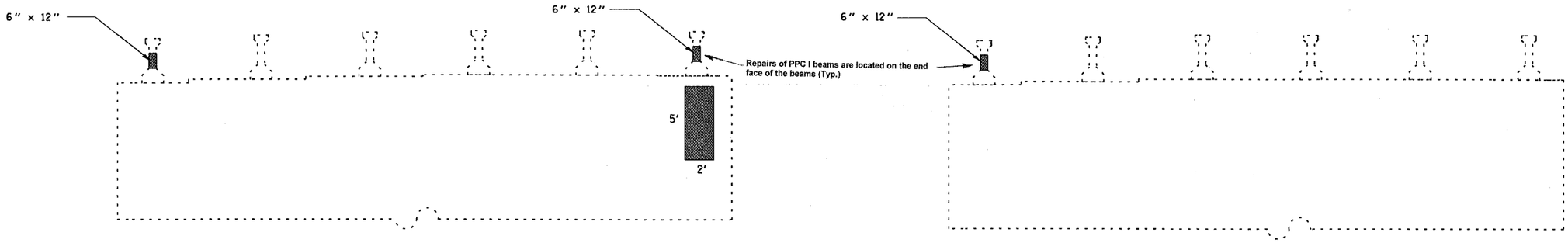
ANCHOR BOLT DETAILS FOR BEARINGS

ABB-1 4-30-99

P.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	Johnson	150	150a
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

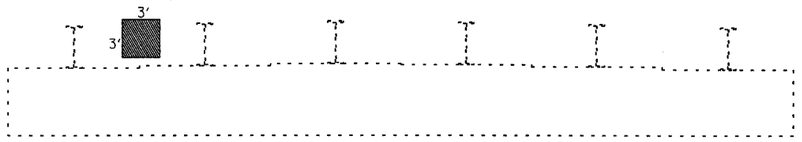
* BSMART FY04-3
98836

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

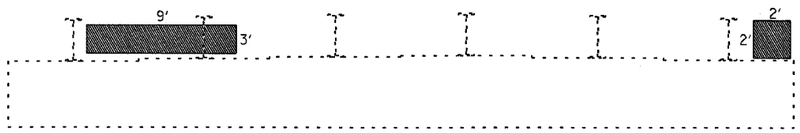


North Abut. of 044-0039 (Looking North)

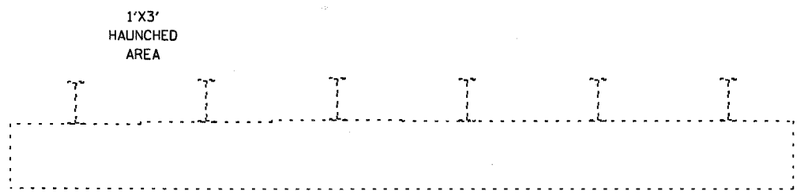
NORTH ABUT. OF 044-0040 (LOOKING NORTH)



NORTH ABUT. OF 044-0041 (LOOKING NORTH)



NORTH ABUT. OF 044-0042 (LOOKING NORTH)



SOUTH ABUT. OF 044-0042 (LOOKING SOUTH)

BILL OF MATERIAL

STRUCTURE NUMBER	POLYMER MODIFIED PORTLAND CEMENT (SQ FT)
044-0039	11
044-0040	0.5
044-0041	9
044-0042	34
044-0043	35.5
044-0044	23.5
044-0045	33
044-0046	22
044-0047	20
044-0048	60
044-0049	0
044-0050	9
TOTAL	258

Polymer Modified Portland Cement Mortar

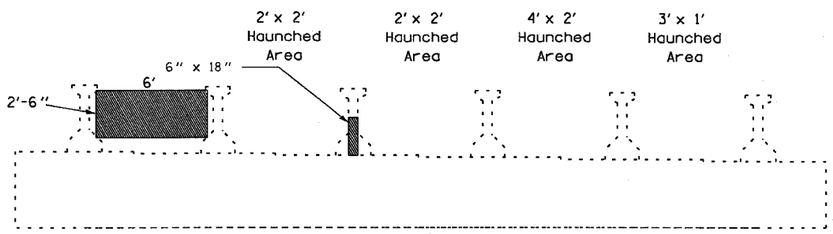
DESIGNED	MAS
CHECKED	MAS
DRAWN	JMB
CHECKED	MAS

CONCRETE REPAIR
JOHNSON COUNTY
SN 044-0039 & 0040
SN 044-0041 & 0042

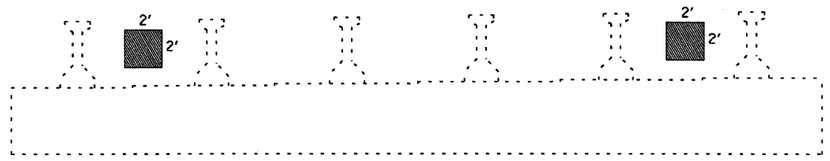
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	150b
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

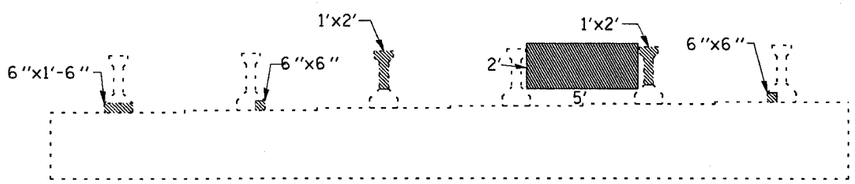
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



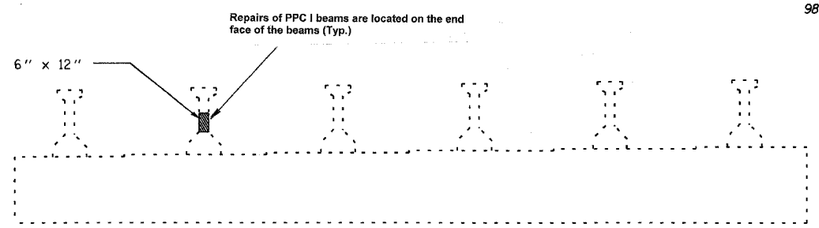
NORTH ABUT. OF 044-0043 (LOOKING NORTH)



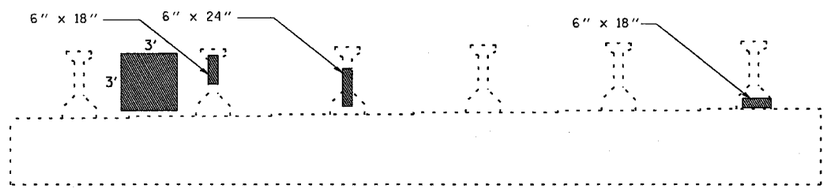
NORTH ABUT. OF 044-0044 (LOOKING NORTH)



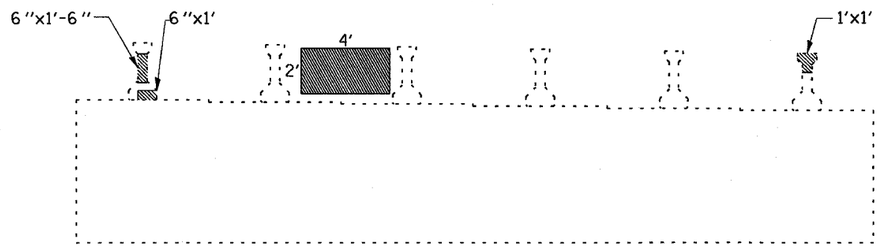
NORTH ABUT. STRUCTURE 044-0045 (LOOKING NORTH)



SOUTH ABUT. OF 044-0043 (LOOKING SOUTH)



SOUTH ABUT. OF 044-0044 (LOOKING SOUTH)



SOUTH ABUT. STRUCTURE 044-0045 (LOOKING SOUTH)

DESIGNED	MAS
CHECKED	MAS
DRAWN	TEB
CHECKED	MAS

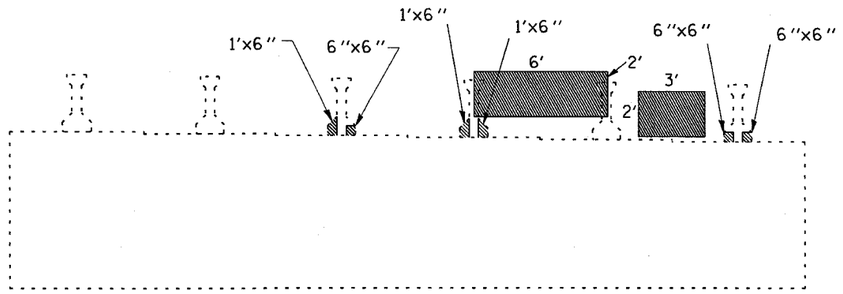
Polymer Modified Portland Cement Mortar

CONCRETE REPAIR
JOHNSON COUNTY
SN 044-0043
SN 044-0044
SN 044-0045

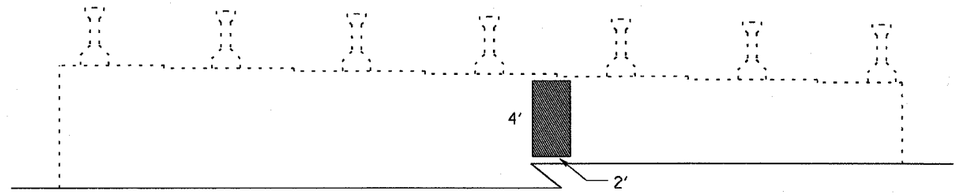
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
24	*	JOHNSON	150	150C
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* BSMART FY04-3
98836

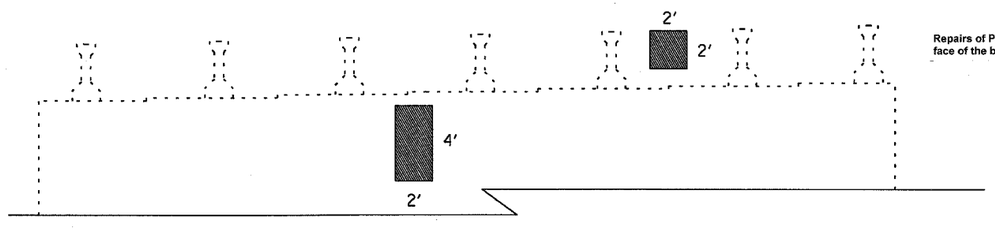
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOUTH ABUT. STRUCTURE 044-0046 (LOCKING SOUTH)

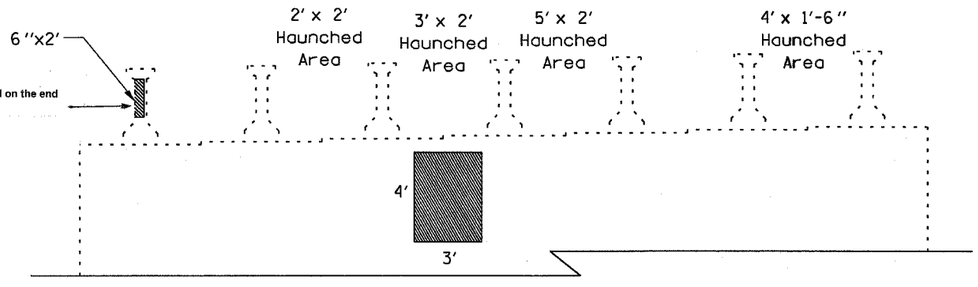


NORTH ABUT. STRUCTURE 044-0047 (LOOKING NORTH)

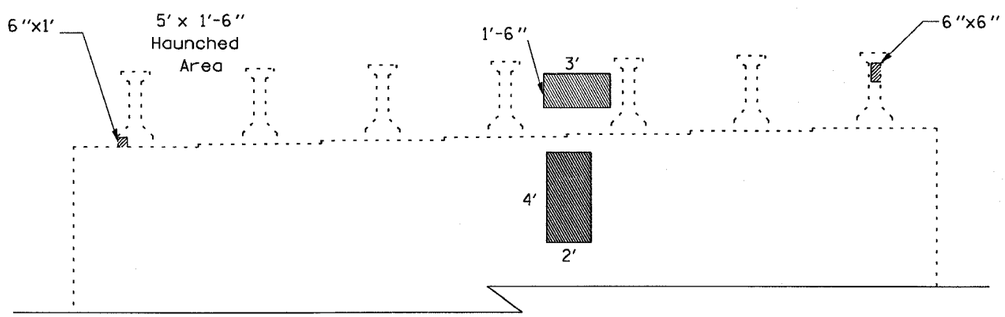


SOUTH ABUT. STRUCTURE 044-0047 (LOOKING SOUTH)

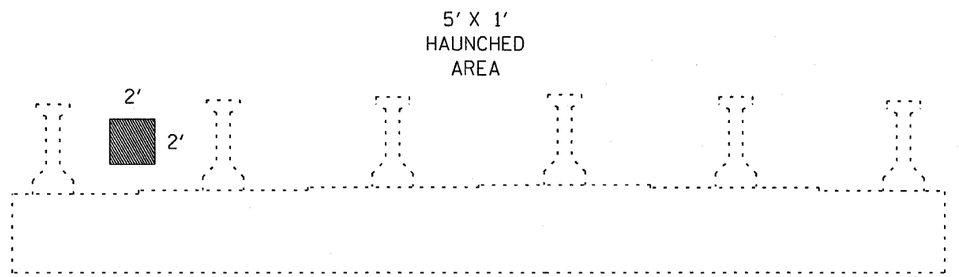
Repairs of PPC I beams are located on the end face of the beams (Typ.)



NORTH ABUT. STRUCTURE 044-0048 (LOOKING NORTH)



SOUTH ABUT. STRUCTURE 044-0048 (LOOKING SOUTH)



WEST ABUT. STRUCTURE 044-0050 (LOOKING WEST)

DESIGNED	MAS
CHECKED	MAS
DRAWN	TEB
CHECKED	MAS

Polymer Modified Portland Cement Mortar

CONCRETE REPAIR
JOHNSON COUNTY
SN 044-0046
SN 044-0047
SN 044-0048
SN 044-0050