

PROJECT ENGINEER: NANCY FASIG

LIAISON ENGINEER: JASON STULTS (217)465-4181

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 74
PROJECT: ACBRI - 074 - 6(153)195
SECTION (10,92-8 HB-1)BR
CHAMPAIGN COUNTY
C-95-074-07
BRIDGE REPLACEMENT

ADT = 24,100 (FAI 74) (2005)
6,400 (FAP 836) (2007)

% SU = 3.0 (FAS 518/836)
% MU = 11.5 (FAS 518/836)
TRAFFIC FACTOR = 3.805

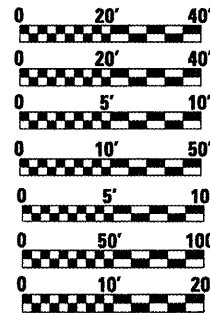
DESIGN DESIGNATION:
IL 49S FAP 836 - 600(20)ARTERIAL 3.805 FD-20

HIGHWAY CLASSIFICATION:
RURAL MINOR ARTERIAL - IL 49
INTERSTATE - F.A.I. ROUTE 74

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OF THE STATE OF ILLINOIS

SCALES

- PLAN 1" = 20'
- PROFILE HORIZ. 1" = 20'
- PROFILE VERT. 1" = 5'
- CROSS SECTION HORIZ. 1" = 10'
- CROSS SECTION VERT. 1" = 5'
- REMOVAL SHEET 1" = 50'
- INTERSECTION DETAIL 1" = 10'

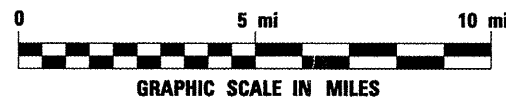
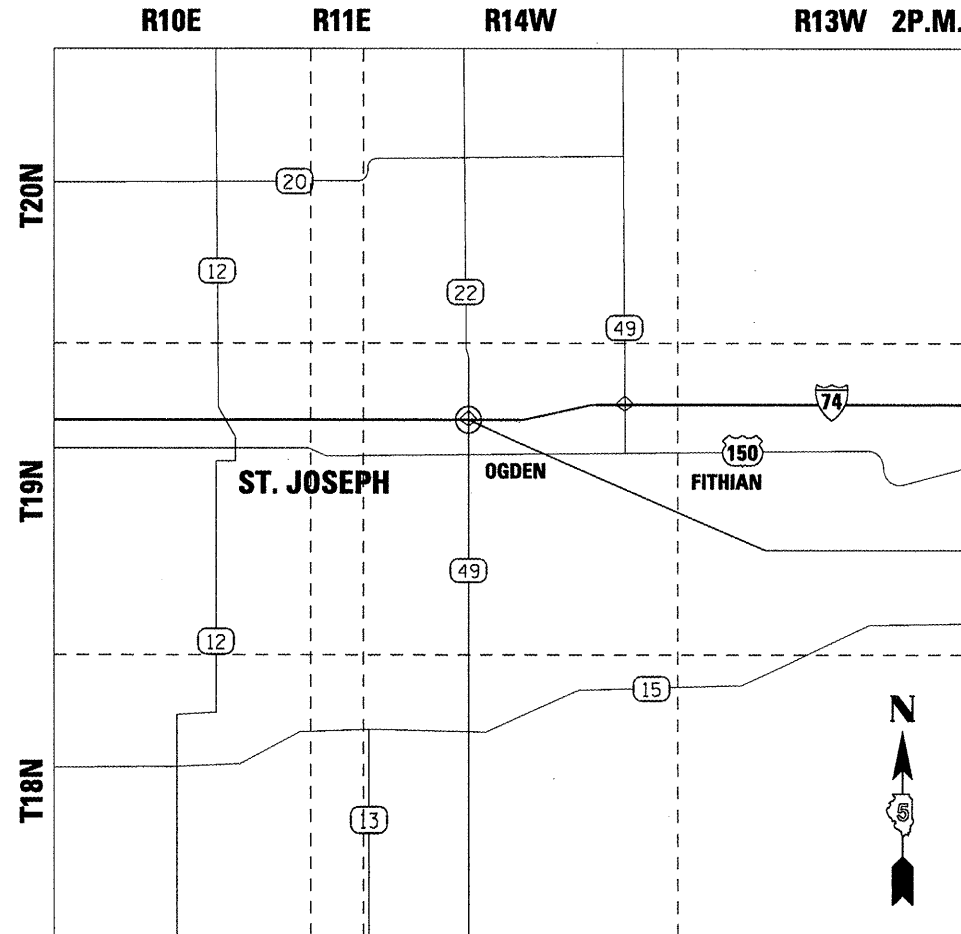


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

(OGDEN TOWNSHIP)

CONTRACT NO. 70695



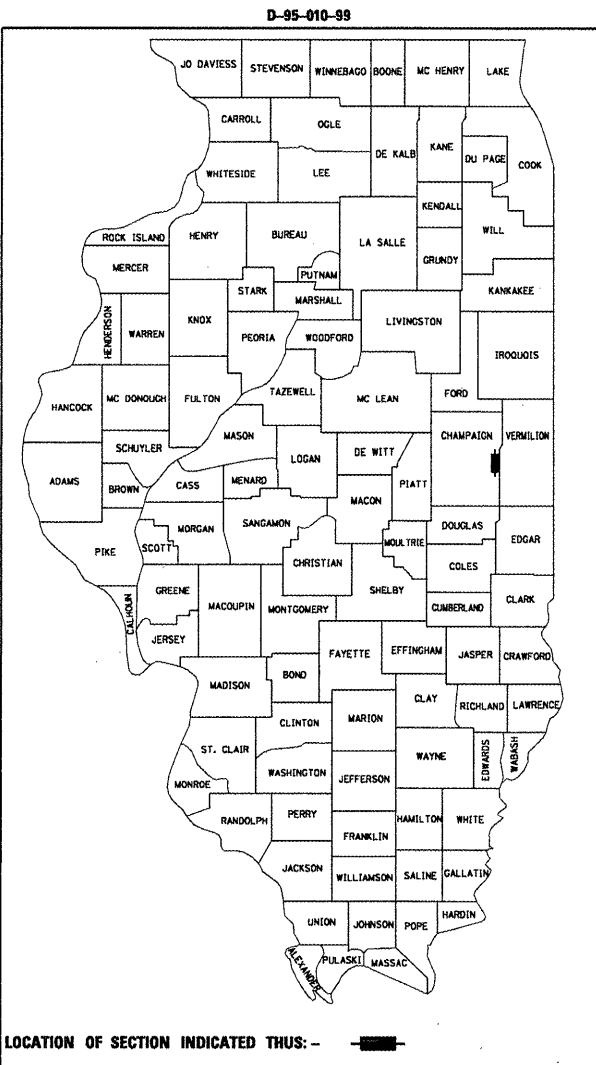
PROPOSED IMPROVEMENT
FAP 836 (IL 49 S7/CH 22):
STA. 306+23.50 TO STA. 326+81.50
EQUATION: STA. 307+77.50 BK.
=STA. 41+00.00 AH.
STA. 59+00.00 BK.
=STA. 325+79.80 AH.

FAI 74:
STA. 2294+00.00 TO STA. 1003+85.00
EQUATION: STA. 2297+21.00 BK
=STA. 1000+88.67 AH.

PROPOSED STRUCTURE (S.N. 010-0277)
CONSISTS OF TWO SPANS, 43'-2" O. TO O.
R.C. DECK ON SIX 42" DEEP PLATE
GIRDERS, 0°-10'-41" SKEW, ONE
MULTIPLE-COLUMN GRADE SEPARATION PIER,
AND 219' BK. TO BK. INTEGRAL ABUTMENTS.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(10,92-8 HB-1)BR	CHAMPAIGN	93	1

CONTRACT NO. 70695



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 3/10 20 08
Joseph E. Gaven
DEPUTY DIRECTOR OF HIGHWAYS, REGION THREE ENGINEER

May 9, 20 08
Eric E. Harm
ENGINEER OF DESIGN AND ENVIRONMENT

May 9, 20 08
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

GROSS LENGTH OF IMPROVEMENT = 219.0 FT. (0.041 MI.)
NET LENGTH OF IMPROVEMENT = 219.0 FT. (0.041 MI.)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(10,92-8 HB-1)BR	CHAMPAIGN	93	2
STA.		TO STA.		
FED. ROAD DIST. NO. .		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 70695				

HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-01	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
406201-01	MAILBOX TURNOUT
420001-07	PAVEMENT JOINTS
420401-06	BRIDGE APPROACH PAVEMENT
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-02	NAME PLATE FOR BRIDGES
542101-01	REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 375 MM (15") THRU 900 MM (36") DIAMETER AT RIGHT ANGLES WITH ROADWAY
542301-01	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401	METAL END SECTION FOR PIPE CULVERTS
601101	CONCRETE HEADWALL FOR PIPE DRAIN
602401-01	MANHOLE, TYPE A
602701-01	MANHOLE STEPS
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-03	PC CONCRETE ISLANDS AND MEDIANS
609006-03	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
610001-03	SHOULDER INLET WITH CURB
630001-07	STEEL PLATE BEAM GUARDRAIL
630301-04	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-06	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
642001	SHOULDER RUMBLE STRIPS
667101	PERMANENT SURVEY MARKERS
701101-01	OFF-ROAD OPERATIONS, MULTILANE, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701201-02	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH
701311-02	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701400-02	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-04	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-04	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
701426-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS >= 45 MPH
701901	TRAFFIC CONTROL DEVICES
704001-04	TEMPORARY CONCRETE BARRIER
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

INDEX OF SHEETS

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NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**INDEX OF SHEETS,
HIGHWAY STANDARDS**

SCALE: NONE
DATE: 06/2003

DRAWN BY: FML
CHECKED BY: YML

SUMMARY OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(10,92-B HB-1BR	CHAMPAIGN	93	4

CONTRACT NO. 70695

CODE NO	ITEM	UNIT	TOTAL QUANTITY FAI - RURAL 20% STATE 80% FED X271-2A
20200100	EARTH EXCAVATION	CU YD	925.0
20400800	FURNISHED EXCAVATION	CU YD	9,835.0
20600200	GRANULAR EMBANKMENT, SPECIAL	CU YD	3,395.0
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	108.0
•25000200	SEEDING, CLASS 2	ACRE	3.5
•25000400	NITROGEN FERTILIZER NUTRIENT	POUND	309.0
•25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	309.0
•25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	309.0
•25100115	MULCH, METHOD 2	ACRE	1.25
•25100630	EROSION CONTROL BLANKET	SQ YD	11,363.0
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	343.0
28000300	TEMPORARY DITCH CHECKS	EACH	42.0
28000400	PERIMETER EROSION BARRIER	FOOT	2,870.0
28000500	INLET AND PIPE PROTECTION	EACH	11.0
28100105	STONE RIPRAP, CLASS A3	SO YD	16.0
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SO YD	1,012.0
35101400	AGGREGATE BASE COURSE, TYPE B	TON	9.0
35400500	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"	SO YD	752.0
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	40.0
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,508.0
40600300	AGGREGATE (PRIME COAT)	TON	3.0
40600895	CONSTRUCTING TEST STRIP	EACH	1.0
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	4,976.0
40600990	TEMPORARY RAMP	SO YD	647.0
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1,259.0
40603100	HOT-MIX ASPHALT BINDER COURSE, IL-19.0L, N30	TON	2,523.0
40603245	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105	TON	600.0
40603305	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30	TON	493.0
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	650.0
40603575	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105	TON	323.0
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	4.0
40800030	AGGREGATE (PRIME COAT)	TON	3.0
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	4.0
42001165	BRIDGE APPROACH PAVEMENT	SO YD	271.0
42001300	PROTECTIVE COAT	SO YD	278.0
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	56.0
44000100	PAVEMENT REMOVAL	SO YD	229.0
44000400	GUTTER REMOVAL	FOOT	512.0
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,070.0
44000700	APPROACH SLAB REMOVAL	SO YD	279.0

• SPECIALTY ITEM

CODE NO	ITEM	UNIT	TOTAL QUANTITY FAI - RURAL 20% STATE 80% FED X271-2A
44002805	ISLAND REMOVAL	SO FT	174.0
44004250	PAVED SHOULDER REMOVAL	SO YD	366.0
48101200	AGGREGATE SHOULDERS, TYPE B	TON	221.0
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SO YD	2,605.0
48203100	HOT-MIX ASPHALT SHOULDERS	TON	441.0
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1.0
50104400	CONCRETE HEADWALL REMOVAL	EACH	3.0
50105220	PIPE CULVERT REMOVAL	FOOT	245.0
50157300	PROTECTIVE SHIELD	SO YD	429.0
50200100	STRUCTURE EXCAVATION	CU YD	148.0
50300225	CONCRETE STRUCTURES	CU YD	104.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	307.3
50300260	BRIDGE DECK GROOVING	SO YD	925.0
50300300	PROTECTIVE COAT	SO YD	1,152.0
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1.0
50500505	STUD SHEAR CONNECTORS	EACH	3,600.0
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	93,930.0
50800515	BAR SPLICERS	EACH	80.0
51100100	SLOPE WALL 4 INCH	SO YD	452.0
51200958	FURNISHING METAL SHELL PILES 14"X0.250"	FOOT	2,071.0
51202305	DRIVING PILES	FOOT	2,071.0
51203200	TEST PILE METAL SHELLS	EACH	1.0
51500100	NAME PLATES	EACH	1.0
54213453	END SECTIONS 18"	EACH	3.0
54215547	METAL END SECTIONS 12"	EACH	16.0
54215550	METAL END SECTIONS 15"	EACH	2.0
54215760	METAL END SECTIONS, EQUIVALENT ROUND-SIZE 15"	EACH	2.0
54248510	CONCRETE COLLAR	CU YD	1.1
54200433	PIPE CULVERTS, TYPE 1 RCCP 18"	FOOT	20.0
54200640	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM CULVERT PIPE 15"	FOOT	47.0
54205890	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL, EQUIVALENT ROUND-SIZE 15"	FOOT	30.0
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	10.0
60100915	PIPE DRAINS 6"	FOOT	516.0
60100945	PIPE DRAINS 12"	FOOT	642.0
60107700	PIPE UNDERDRAINS 6"	FOOT	300.0
60255500	MANHOLES TO BE ADJUSTED	EACH	1.0
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	907.5
60622354	CONCRETE MEDIAN, TYPE SM-6 (DOWELLED)	SO FT	175.0
60900315	TYPE D INLET BOX, STANDARD 609006	EACH	4.0
60900515	CONCRETE THRUST BLOCKS	EACH	16.0

SUMMARY OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(10,92-8 HB-1BR	CHAMPAIGN	93	5

CONTRACT NO. 70695

CODE NO	ITEM	UNIT	TOTAL QUANTITY FAI - RURAL 20% STATE 80% FED X271-2A
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	12.0
•63000005	STEEL PLATE BEAM GUARD RAIL, TYPE B	FOOT	2,050.0
•63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4.0
•63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4.0
63200310	GUARDRAIL REMOVAL	FOOT	2,103.0
63400105	GUARD POSTS	EACH	8.0
64200105	SHOULDER RUMBLE STRIP	FOOT	2,470.0
66101150	HOT-MIX ASPHALT SHOULDER CURB	FOOT	2,284.0
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12.0
67100100	MOBILIZATION	L SUM	1.0
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4.0
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1.0
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1.0
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1.0
70101900	TRAFFIC CONTROL AND PROTECTION (DETOUR 1)	L SUM	1.0
70102550	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1.0
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	568.0
70300200	TEMPORARY PAVEMENT MARKING	FOOT	10,856.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	3,808.0
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,860.0
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	4.0
•78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,857.0
•78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	514.0
•78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	72.0
•78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	1,116.0
•78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	32.0
•78200200	BIDIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	8.0
•78200410	GUARDRAIL MARKERS, TYPE A	EACH	18.0
•78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4.0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	32.0
•81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	100.0
•81603035	UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE). 1" DIA. POLYETHYLENE	FOOT	1,732.0
•81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1,590.0
•83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	32.0
•83800650	BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	24.0
•84200800	POLE FOUNDATION, REMOVED	EACH	6.0
•84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	6.0
X0323583	SPEED INDICATOR SIGN	CAL DA	396.0
X0932150	CURB AND GUTTER OUTLET, SPECIAL	EACH	16.0

CODE NO	ITEM	UNIT	TOTAL QUANTITY FAI - RURAL 20% STATE 80% FED X271-2A
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	424.0
Z0002005	ATTENUATOR BASE	SO YD	102.0
Z0030150	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2.0
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2.0
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULL REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2.0
Z0037300	PAVEMENT GROOVING	SO YD	254.0
Z0038700	PERMANENT BENCH MARKS	EACH	1.0

•SPECIALTY ITEM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	10,92-B HB-1BR	CHAMPAIGN	93	6
STA. TO STA.			ILLINOIS FED. AID PROJECT	
FED. ROAD DIST. NO. -			CONTRACT NO. 70695	

EARTHWORK & FURNISHED EXCAVATION

LOCATION	EARTH EXCAVATION (CUT)	EARTH EXCAV. ADJUSTED FOR SHRINKAGE*	EMBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STA TO STA	(CU YD)	(CU YD)	(CU YD)	(CU YD)
306+23.5 TO 49+44.9	500.8	375.6	6,092.3	-5,716.7
50+55.0 TO 326+81.5	404.8	303.6	4,265.8	-3,962.2
RAMP A	4.3	3.2	28.7	-25.5
RAMP B	4.8	3.6	43.7	-40.1
RAMP C	3.0	2.3	43.9	-41.7
RAMP D	3.3	2.5	48.7	-46.2
ACTUAL TOTAL	921.0	690.8	10,523.1	-9,832.4
USED TOTAL	925.0			-9,835.0

EARTH EXCAVATION: 925 CU YD

FURNISHED EXCAVATION 9835 CU YD

*BASED ON SHRINKAGE FACTOR OF 25%

LANDSCAPING

LOCATION	SEEDING CLASS 2	MULCH METHOD 2	EROSION CONTROL BLANKET	TEMP. EROSION CONTROL SEEDING	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
STATION TO STATION	ACRE	ACRE	SQ YD	POUND	POUND	POUND	POUND
IL 49							
306+23.5 TO 42+90.0 RT	0.20	0.20	0.0	20.0	18	18	18
42+90.0 TO 49+43.0 RT	0.66	0.00	3197.5	66.0	59.4	59.4	59.4
306+23.5 TO 42+90.0 LT	0.17	0.17	0.0	17.0	15.3	15.3	15.3
42+90.0 TO 49+43.0 LT	0.67	0.00	3243.0	67.0	60.3	60.3	60.3
50+56.0 TO 57+10.0 RT	0.49	0.00	2354.9	49.0	44.1	44.1	44.1
57+10.0 TO 326+81.5 RT	0.21	0.21	0.0	21.0	18.9	18.9	18.9
50+56.0 TO 57+10.0 LT	0.53	0.00	2567.3	53.0	47.7	47.7	47.7
57+10.0 TO 326+81.5 LT	0.16	0.16	0.0	16.0	14.4	14.4	14.4
I-74							
2294+00.0 TO 1003+85.0	0.34	0.34	0.0	34.0	30.6	30.6	30.6
ACTUAL TOTAL	3.43	1.08	11362.70	343.0	308.7	308.7	308.7
USED TOTAL	3.50	1.25	11363.0	343.0	309	309	309

EROSION CONTROL

LOCATION	PERIMETER EROSION BARRIER	TEMPORARY DITCH CHECKS	INLET & PIPE PROTECTION
STATION TO STATION	FOOT	EACH	EACH
CHAMPAIGN COUNTY	2870		
306+40 LT & RT		2	
43+50 TO 48+50 @ 100' LT & RT		12	
51+50.0 TO 56+50 @ 100' LT & RT		12	
RAMP A			
401+50 LT & RT		2	
402+50 LT & RT		2	
RAMP B			
299+00 LT & RT		2	
300+00 LT & RT		2	
RAMP C			
501+50 LT & RT		2	
502+50 LT & RT		2	
RAMP D			
99+50 LT & RT		2	
100+50 LT & RT		2	
43+05.00 LT			1
43+07.00 RT			1
56+97.00 RT			1
57+35.00 LT			1
58+51.00 RT			1
58+53.00 LT			1
RAMPA 402+24.7 RT			1
RAMPB 299+28.2 LT			1
RAMPC 502+31.9 LT			1
RAMPD 99+21.0 LT			1
I-74 2296+39.2			1
ACTUAL TOTAL	2870	42	11
USED TOTAL	2870	42	11

SUB-BASE GRANULAR MATERIAL, TYPE B 4"

LOCATION	AREA (SQ. YD.)
PCC BSE CSE WIDENING	752.0
RAMP A	71.0
RAMP B	66.0
RAMP C	62.5
RAMP D	60.5
ACTUAL TOTAL	1012.0
USED TOTAL	1012.0

ENTRANCES

LOCATION	AGGREGATE SURFACE COURSE TYPE B	AGGREGATE BASE COURSE TYPE B	INCIDENTAL HMA SURFACING
STATION TO STATION	TON	TON	TON
306+42.61 LT (P.E.)	8.9	8.9	3.3
306+63.25 RT (F.E.)	30.2		
ACTUAL TOTAL	39.1	8.9	3.3
USED TOTAL	40	9	4

P.C.C. BASE CSE. WIDENING 10"

STATION	SQ. YD.
RAMP A	
402+10.0 TO 403+32.4 RT	94.8
402+10.0 TO 402.91.5 LT	97.3
ISLAND	9.6
RAMP B	
298+32.1 TO 299+58.0 RT	84.6
298+58.7 TO 299+58.0 LT	89.3
RAMP C	
502+11 TO 503+30.6 RT	83.9
502+11 TO 299+58.0 LT	75.0
RAMP D	
98+74.0 TO 99+35.5 RT	69.0
98+14.0 TO 99+35.5 LT	138.9
ISLAND	9.6
ACTUAL TOTAL	752.0
USED TOTAL	752.0

STONE RIPRAP

LOCATION	STONE RIPRAP CLASS A3
STATION	SQ. YD.
43+00.0 LT & RT	2.0
45+00.0 LT & RT	2.0
46+76.5 LT & RT	2.0
48+76.5 LT & RT	2.0
51+23.5 LT & RT	2.0
53+23.5 LT & RT	2.0
55+00.0 LT & RT	2.0
56+96.0 LT & RT	2.0
ACTUAL TOTAL	16.0
USED TOTAL	16.0

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: 06/2003

DRAWN BY: FML
CHECKED BY: YML

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(10,92-8 HB-1)BR	CHAMPAIGN	93	7
STA. TO STA.			ILLINOIS FED. AID PROJECT	
FED. ROAD DIST. NO. -			CONTRACT NO. 70695	

HMA SURFACE REMOVAL - BUTT JOINT

STATION TO STATION	SO. YD.
IL49 S	
306+23.50 TO 307+30.00	331.3
326+21.50 TO 326+81.50	186.7
1-74	
2294+00.00 TO 2296+35.00 WB	992.2
2294+00.00 TO 2296+38.00 EB	1,004.9
1001+85.00 TO 1003+85.00 WB	844.4
1001+78.00 TO 1003+85.00 EB	874.0
RAMP A	
STA. 401+00.00 TO 401+65.00	183.0
RAMP B	
300+15.00 TO 300+75.00	185.0
RAMP C	
STA. 501+00.00 TO 501+60.00	185.0
RAMP D	
100+09.50 TO 100+75.00	189.0
ACTUAL TOTAL	4,975.5
USED TOTAL	4,976.0

PAVEMENT REMOVAL

STATION TO STATION	SO. YD.
STA. 48+60.5 TO 49+07.2	114.2
STA. 50+92.7 TO 51+39.5	114.4
ACTUAL TOTAL	228.6
USED TOTAL	229.0

CURB & GUTTER REMOVAL

LOCATION	COMBINATION CURB & GUTTER REMOVAL	GUTTER REMOVAL
STATION TO STATION	FOOT	FOOT
RAMP A		
402+08.8 TO 402+91.0 LT & 402+09.2 TO 403+19.9 RT	266.0	
RAMP B		
298+61.9 TO 299+57.1 LT & 298+39.8 TO 299+43.4 RT	259.0	
RAMP C		
502+15.1 TO 503+24.0 LT & 502+05.5 TO 503+00.8 RT	275.0	
RAMP D		
98+43.3 TO 99+53.2 LT & 98+74.0 TO 99+53.2 RT	270.0	
47+88.24 TO 49+07.33 (LT & RT)		248.7
50+92.7 TO 52+18.5 (LT & RT)		262.6
ACTUAL TOTAL	1,070.0	511.3
USED TOTAL	1,070.0	512.0

APPROACH SLAB REMOVAL

STATION TO STATION	SO. YD.
49+07.2 TO 49+42.9	136.9
50+56.9 TO 50+92.7	141.2
ACTUAL TOTAL	278.1
USED TOTAL	279.0

ISLAND REMOVAL

LOCATION	SO. FT.
RAMP A	86.5
RAMP D	86.7
ACTUAL TOTAL	173.2
USED TOTAL	174.0

PAVED SHOULDER REMOVAL

STATION TO STATION	SO. YD.
41+01.60 TO 41+48.07 LT	26.2
307+74.34 TO 41+63.64 RT	59.3
306+43.60 TO 306+84.75	7.6
42+61.00 TO 42+95.40 LT	25.0
42+58.06 TO 43+13.61 RT	51.6
56+91.16 TO 57+41.92 LT	46.6
56+90.66 TO 57+37.68 RT	35.8
58+36.43 TO 58+91.08 LT	44.9
58+43.15 TO 59+00.00 RT	47.2
RAMP B	
299+57.07 TO 299+58.02 LT	0.5
299+43.40 TO 299+58.02 RT	16.1
RAMP C	
502+11.00 TO 502+15.19 LT	4.3
ACTUAL TOTAL	365.1
USED TOTAL	366.0

CONCRETE HEADWALL REMOVAL

STATION	EACH
RAMP B	
299+28.2 LT	1
RAMP C	
502+31.9 RT	1
RAMP D	
99+21.0 RT	1
ACTUAL TOTAL	3
USED TOTAL	3

PIPE CULVERT REMOVAL

STATION	FOOT
306+42 LT	20.0
306+63 RT	36.0
47+84 LT	44.0
47+84 RT	44.5
52+19 LT	50.4
52+19 RT	49.7
ACTUAL TOTAL	244.6
USED TOTAL	245.0

GUARDRAIL REMOVAL

STATION TO STATION	FOOT
IL-49S	
46+00 TO 54+00 LT & RT	1,600.0
1-74	
STA. 2296+09.3 TO 2297+07.8 RT, EB	98.8
STA. 2296+08.3 TO 2297+59.0 LT, EB	150.7
STA. 2296+83.6 TO 1002+00.1 RT, WB	150.2
STA. 2297+32.8 TO 1002+02.8 LT, WB	103.1
ACTUAL TOTAL	2,102.8
USED TOTAL	2,103.0

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

STATION TO STATION	EACH
1-74	
2294+00 TO 1003+85 (WB)	16
2294+00 TO 1003+85 (EB)	16
ACTUAL TOTAL	32
USED TOTAL	32

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: 06/2003

DRAWN BY: IYL
CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(10,92-8 HB-1)BR	CHAMPAIGN	93	8
STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO. -		CONTRACT NO. 70695		

HOT-MIX ASPHALT PAVEMENT

LOCATION	HOT-MIX ASPHALT MATERIALS (PRIME COAT)	HOT-MIX ASPHALT SHOULDERS 6 1/2"	HOT-MIX ASPHALT SHOULDERS	HOT-MIX ASPHALT SURFACE COURSE MIX "C", N30	HOT-MIX ASPHALT SURFACE COURSE MIX D, N50	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50	HOT-MIX ASPHALT BINDER COURSE IL-19.0L N30	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX E, N105	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE IL-19.0, N105
STATION TO STATION	GAL.	SO. YD.	TON	TON	TON	TON	TON	TON	TON
IL 49S									
306+23.50 TO 307+30.00	12.7	74.9		9.3	32.8				
307+30.00 TO 307+72.66 LT	6.3	37.9		3.2	4.4	7.9			
307+30.00 TO 41+15.00 RT	9.5	20.8		1.8	6.4	12.8			
307+72.66 TO 42+90.00 LT	47.6	14.3		1.5	20.0	47.9	237.1		
41+15.00 TO 42+90.00 RT	44.4	53.4		4.5	18.0	43.0	231.1		
42+90.00 TO 48+54.50	187.3	1127.5		94.7	115.9	277.5			
51+45.50 TO 57+10.00	187.3	1127.5		94.7	115.9	277.5			
57+10.00 TO 58+84.00 LT	44.4	51.2		4.3	17.9	42.8	252.8		
57+10.00 TO 326+00.00 RT	50.8	30.9		2.2	21.6	51.7	260.3		
58+84.00 TO 326+21.50 LT	9.5	19.2		1.6	5.9	13.2			
326+00.00 TO 326+21.50 RT	3.2	7.2		0.6	2.2	4.3			
326+21.50 TO 326+81.50	9.5	40.0		6.0	18.5				
I-74									
2294+00.00 TO 1003+85.00 WB	203.2		174.8	94.1				161.3	299.6
2294+00.00 TO 1003+85.00 EB	203.2		174.8	94.1				161.3	299.6
RAMP A									
401+00.00 TO 401+65.00	9.5		16.8	13.3	15.5				
401+65.00 TO 402+10.00	9.5			5.0	5.9	13.6			
402+10.00 TO 403+14.26	101.6				45.2	110.2	403.5		
RAMP B									
298+41.29 TO STA. 299+58.00	101.6				45.0	105.1	383.0		
299+58.00 TO 300+15.00	12.7		24.6	6.8	8.0	15.2			
300+15.00 TO 300+75.00	9.5			13.8	16.1				
RAMP C									
501+00.00 TO 501+60.00	9.5			13.0	15.2				
501+60.00 TO 502+11.00	12.7		22.0	6.1	7.2	9.86			
502+11.00 TO 503+21.57	95.2				42.7	100.2	340.9		
RAMP D									
98+50.99 TO 99+35.53	101.6		27.6		44.1	106.8	413.4		
99+35.53 TO 100+09.50	15.9			8.2	9.7	19.3			
100+09.50 TO 100+75.00	9.5			13.3	15.6				
ACTUAL TOTAL	1,507.7	2,604.8	440.6	492.1	649.7	1,258.9	2,522.3	322.6	599.2
USED TOTAL	1,508.0	2,605.0	441.0	493.0	650.0	1,259.0	2,523.0	323.0	600.0

AGGREGATE

LOCATION	AGGREGATE (PRIME COAT)	AGGREGATE SHOULDERS TYPE B
STATION TO STATION	TON	TON
IL 49 S		
306+42.61 LT (P.E.)	0.1	
306+63.25 RT (F.E.)		
42+90.00 TO 48+60.50	1.4	
51+39.50 TO 57+10.00	1.4	
IL 49S		
306+23.5 TO 307+30.00 LT		7.7
306+87.00 TO 41+15.00 RT		17.1
58+84.00 TO 326+81.50 LT		19.6
326+00.00 TO 326+81.50 RT		14.4
RAMP A		
401+00.00 TO 402+10.00		14.7
RAMP B		
299+58.00 TO 300+75.00		10.3
RAMP C		
501+00.00 TO 502+11.00		14.8
RAMP D		
99+35.53 TO 100+75.00		18.6
I-74		
2294+00.00 TO 1003+85.00 WB		51.5
2294+00.00 TO 1003+85.00 EB		51.5
ACTUAL TOTAL	2.9	220.2
USED TOTAL	3.0	221.0

GRANULAR EMBANKMENT SPECIAL

STATION	(CU. YD.)
42+90 TO 43+00	21.1
43+00 TO 43+50	122.1
43+50 TO 44+00	151.0
44+00 TO 44+50	170.5
44+50 TO 45+00	173.4
45+00 TO 45+50	179.9
45+50 TO 46+00	185.5
46+00 TO 46+50	192.4
46+50 TO 46+76.5	98.7
46+76.5 TO 47+00	74.5
47+00 TO 47+50	138.5
47+50 TO 48+00	123.1
48+00 TO 48+60.5	135.8
51+39.5 TO 52+00	133.8
52+00 TO 52+50	115.2
52+50 TO 53+00	126.3
53+00 TO 53+23.5	64.5
53+23.5 TO 53+50	76.0
53+50 TO 54+00	148.8
54+00 TO 54+50	159.4
54+50 TO 55+00	168.2
55+00 TO 55+50	177.1
55+50 TO 56+00	178.8
56+00 TO 56+50	160.6
56+50 TO 56+96	116.4
56+96 TO 57+10	29.0
ACTUAL TOTAL	3,420.6
USED TOTAL	3,421.0

BRIDGE APPROACH

LOCATION	BRIDGE APPROACH PAVEMENT	PROTECTIVE COAT	PAVEMENT GROOVING
STATION TO STATION	SO. YD.	SO. YD.	SO. YD.
IL 49 S			200
48+60.5 TO 48+90.5	135.5	139.0	
51+09.5 TO 51+39.5	135.5	139.0	
ACTUAL TOTAL	271.0	278.0	254.0
USED TOTAL	271.0	278.0	254.0

TEMPORARY RAMP

STATION	LOCATION	AREA (SO YD)
2294+00.0	I-74 EB&WB	281.2
1003+85.0	I-74 EB&WB	281.2
306+23.5	IL 49	12.2
326+81.5	IL 49	12.2
401+00.0	RAMP A	14.4
300+75.0	RAMP B	15.6
501+00.0	RAMP C	15.6
100+75.0	RAMP D	14.4
ACTUAL TOTAL		646.8
USED TOTAL		647.0

CONCRETE MEDIAN, TYPE SM-6 (DOWELLED)

STATION	SO. FT.
RAMP D	70.4
RAMP A	104.3
ACTUAL TOTAL	174.7
USED TOTAL	175.0

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: 06/2003

DRAWN BY: FML
CHECKED BY: YML

PIPE UNDERDRAINS

STATION	CONCRETE HEADWALL FOR PIPE DRAINS	PIPE UNDERDRAINS, 6"	PIPE DRAINS, 6"
STATION	EACH	FOOT	FOOT
43+00	•	25	0.0
44+00	1	25	34.6
45+00	1	25	42.0
46+00	1	25	52.0
47+00	1	25	58.8
48+00	1	25	61.8
52+00	1	25	62.8
53+00	1	25	59.5
54+00	1	25	53.8
55+10	1	25	50.0
56+00	1	25	40.2
56+96	•	25	0.0
ACTUAL TOTAL	10	300	515.5
USED TOTAL	10	300	516.0

• TO BE OUTLET INTO TYPE E SHOULDER INLET

PIPE DRAINS, 12"

LOCATION	PIPE DRAINS, 12"	TYPE D INLET BOX, STD. 609006	TYPE E INLET BOX, STD. 610001	CONCRETE TRUST BLOCKS	METAL END SECTION 12"
STATION	FOOT	EACH	EACH	EACH	EACH
43+00.0 LT & RT	34.8	0	2	2	2
45+00.0 LT & RT	65.2	0	2	2	2
46+76.5 LT & RT	93.8	0	2	2	2
48+76.5 LT & RT	112.0	2	0	2	2
51+23.5 LT & RT	118.0	2	0	2	2
53+23.5 LT & RT	103.7	0	2	2	2
55+00.0 LT & RT	76.3	0	2	2	2
56+96.0 LT & RT	38.2	0	2	2	2
ACTUAL TOTAL	642.0	4	12	16	16
USED TOTAL	642.0	4	12	16	16

CULVERTS & INLETS

LOCATION	PIPE CULVERTS			CONCRETE COLLAR	METAL END SEC. EQUIVALENT ROUND 15"	METAL END SECTIONS 15"	END SECTIONS 18"	MANHOLE TO BE ADJUSTED
	TYPE 1 ERS 15"	TYPE 1 15"	TYPE 1 RCCP 18"					
STATION	FOOT	FOOT	FOOT	CU. YD.	EACH	EACH	EACH	EACH
306+42 LT 306+63 RT 57+50.80 LT	30.0	47.0			2	2		1
RAMP B 299+28.2			7.5	0.35			1	
RAMP C 502+31.9			6.5	0.35			1	
RAMP D 99+21.0			5.9	0.35			1	
ACTUAL TOTAL	30	47	19.9	1.1	2	2	3	1
USED TOTAL	30	47	20.0	1.1	2	2	3	1

CURBS & GUTTERS

LOCATION	COMBINATION CONCRETE CURB & GUTTER	HMA SHOULDER CURB	CURB & GUTTER OUTLET SPECIAL
	TY. B-6.24		
	FOOT	FOOT	EACH
RAMP A	248.1		4
RAMP B	230.3		4
RAMP C	217.9		4
RAMP D	211.1		4
42+97.3 LT TO 48+60.5 LT		563.2	
42+78.6 LT TO 48+60.5 LT		581.9	
51+39.5 LT TO 57+21.4 LT		581.9	
51+39.5 LT TO 56+96.4 LT		556.9	
ACTUAL TOTAL	907.4	2,283.9	16
USED TOTAL	907.5	2,284.0	16

LIGHTING

LOCATION	UNIT DUCT RUN LENGTH*	TRENCH & BACKFILL	LIGHT POLE FOUNDATION 30" DIAMETER	BREAKAWAY DEVICE, COUPLING, SS SCREEN	POLE FOUNDATION REMOVED	RELOCATE EXISTING LIGHTING UNIT
	FOOT	FOOT	FOOT	EACH	EACH	EACH
Ex. Citr						
110	234	178	5.25	4	1	1
109	299	293	5.25	4	1	1
108	296	290	5.25	4	1	1
107			5.25	4	1	1
106	261	255	5.25	4	1	1
105	315	309	5.25	4	1	1
105	28	22				
104	299	243				
104						
ACTUAL TOTAL	1732	1590	31.5	24	6	6
USED TOTAL	1732	1590	32.0	24	6	6

*Includes 6 feet of slack for each run. Lengths measured with CADD.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: 06/2003

DRAWN BY: FML
CHECKED BY: YML

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(10,92-8 HB-1)BR	CHAMPAIGN	93	10
STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO. -		CONTRACT NO. 70695		

GUARDRAIL

LOCATION	STEEL PLATE BEAM GUARDRAIL TYPE B	TRAFFIC BARRIER TERMINAL	
		TYPE 6	TYPE 1, SPECIAL (TANGENT)
STATION TO STATION	FOOT	EACH	EACH
43+47.35 TO 48+47.35, LT	500.0		
43+22.35 TO 48+47.35, RT	525.0		
51+52.65 TO 56+77.65, LT	525.0		
51+52.65 TO 56+52.65, RT	500.0		
48+47.35 TO 48+93.00, LT		1	
48+47.35 TO 48+93.00, RT		1	
51+07.00 TO 51+52.65, LT		1	
51+07.00 TO 51+52.65, RT		1	
42+97.35 TO 43+47.35, LT			1
42+72.35 TO 43+22.35, RT			1
56+77.65 TO 57+27.65, LT			1
56+52.65 TO 57+02.65, RT			1
ACTUAL TOTAL	2,050.0	4	4
USED TOTAL	2,050.0	4	4

WORK ZONE PAVEMENT MARKINGS

LOCATION	SHORT-TERM PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL
	FOOT	FOOT	SO. FT.
IL 49 S			1,928.2
306+23.5 TO 326+81.5		163.9	
306+23.5 TO 43+00.0 & 51+00.0 TO 326+81.5		298.0	
41+50.0 TO 43+00.0 & 57+00.0 TO 58+48.0		2,242.0	
43+00 TO 57+00		2,993.4	
306+23.5 TO 326+81.5			
306+23.5 TO 42+90.0	48.4		
57+10.0 TO 326+81.5	39.0		
RAMP A	95.5	712.4	269.3
RAMP B	33.1	490.4	174.5
RAMP C	31.0	431.4	154.1
RAMP D	98.0	746.5	281.5
I-74			
2294+00 TO 1003+85 (WB)	111.1	1,389.0	500.0
2294+00 TO 1003+85 (EB)	111.1	1,389.0	500.0
ACTUAL TOTAL	567.2	10,856.0	3,807.6
USED TOTAL	568.0	10,856.0	3,808.0

SHOULDER RUMBLE STRIP

STATION TO STATION	FOOT
I-74	
2294+00 TO 1003+85 (WB)	1234.7
2294+00 TO 1003+85 (EB)	1234.7
ACTUAL TOTAL	2,469.4
USED TOTAL	2,470.0

GUARDRAIL MARKERS

LOCATION	GUARDRAIL MARKERS TYPE A	BIDIRECTIONAL PRISMATIC BARRIER REFLECTOR	TERMINAL MARKER - DIRECT APPLIED
	EACH	EACH	EACH
43+50 RT	1		
44+30	2		
45+10 RT	1		
45+90	2		
46+70 RT	1		
47+50	2		
52+50	2		
53+30 LT	1		
54+10	2		
54+90 LT	1		
55+70	2		
56+50 LT	1		
48+95		2	
49+65		2	
50+35		2	
51+05		2	
42+78.6 RT			1
42+97.3 LT			1
56+96.4 RT			1
57+21.4 LT			1
ACTUAL TOTAL	18	8	4
USED TOTAL	18	8	4

PAVEMENT MARKINGS

LOCATION	THERMOPLASTIC PAVEMENT MARKING			EPOXY P.M. LINE 4"	RAISED REFLECTIVE PAVEMENT MARKER
	LINE 4"	LINE 12"	LINE 24"	FOOT	
STATION TO STATION	FOOT	FOOT	FOOT	FOOT	EACH
IL 49 S					
306+23.5 TO 43+00.0 & 51+00.0 TO 326+81.5	163.9				
41+50.0 TO 43+00.0 & 57+00.0 TO 58+48.0	298.0				
43+00 TO 57+00	2,242.0				
306+23.5 TO 326+81.5	2,993.4				
48+60.5 TO 51+39.5				1,116.0	
RAMP A	712.2	250.4	36.0		
RAMP B	490.2				16
RAMP C	431.4				16
RAMP D	746.5	262.8	36.0		
I-74					
2294+00 TO 1003+85 (WB)	1,389.2				
2294+00 TO 1003+85 (EB)	1,389.2				
ACTUAL TOTAL	10,857.0	513.2	72.0	1,116.0	32
USED TOTAL	10,857.0	514.0	72.0	1,116.0	32

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

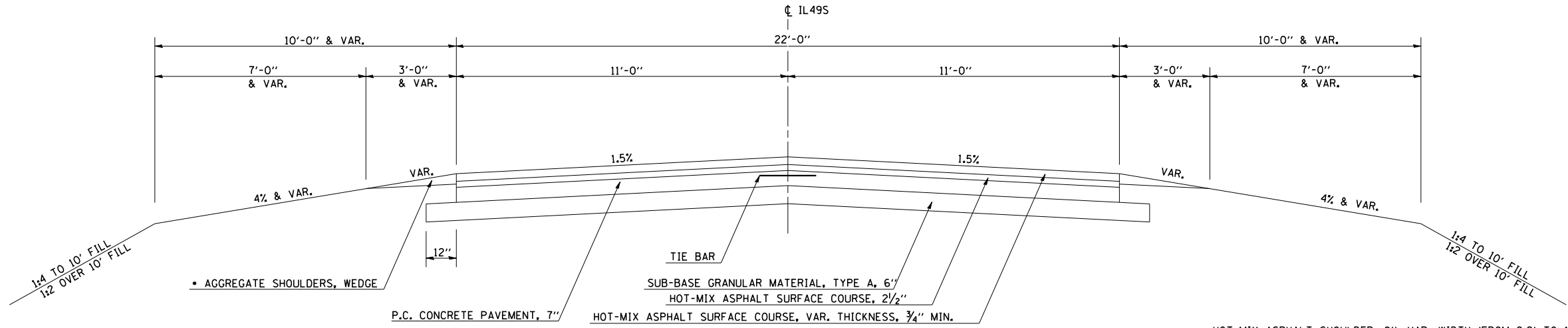
SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: 06/2003

DRAWN BY: FML
CHECKED BY: YML

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	CHAMPAIGN	93	11

• (10,92-8 HB-1)BR
CONTRACT NO. 70695

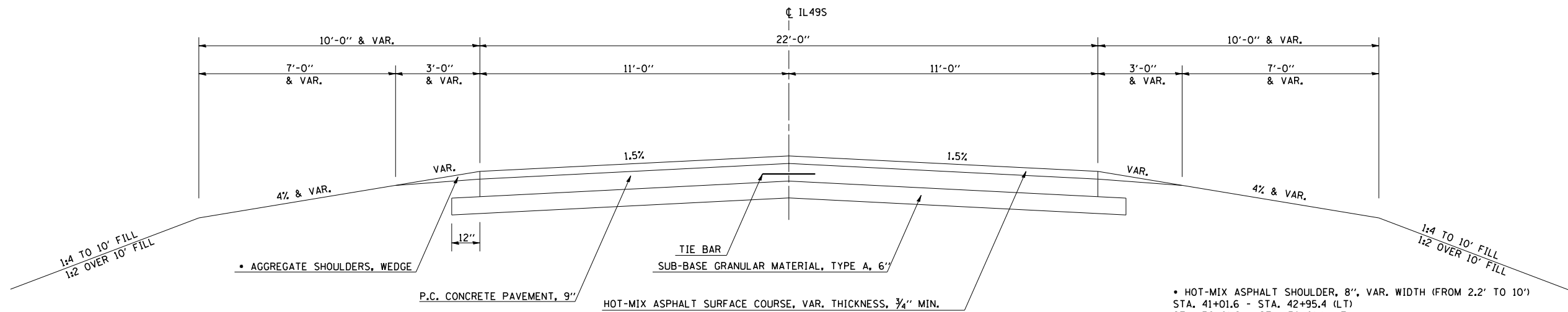


EXISTING TYPICAL CROSS SECTION

F.A.P. 836 (IL. RTE. 49 S.) / (C.H. 22)
STATION 306+23.50 TO STATION 41+10.00

• HOT-MIX ASPHALT SHOULDER, 8", VAR. WIDTH (FROM 2.2' TO 10')
STA. 41+01.6 - STA. 42+95.4 (LT)
STA. 56+91.2 - STA. 58+91.1 (LT)
STA. 307+74.4 - STA. 43+13.5 (RT)
STA. 56+91.0 - STA. 326+00.0 (RT)

NOTE:
STATION EQUATION: STA. 307+77.50(BK.) = STA. 41+00.00(AH.)



EXISTING TYPICAL CROSS SECTION

F.A.P. 836 (IL. RTE. 49 S.) / (C.H. 22)
STATION 41+10.00 TO STATION 47+81.50
STATION 52+18.50 TO STATION 59+00.00

• HOT-MIX ASPHALT SHOULDER, 8", VAR. WIDTH (FROM 2.2' TO 10')
STA. 41+01.6 - STA. 42+95.4 (LT)
STA. 56+91.2 - STA. 58+91.1 (LT)
STA. 307+74.4 - STA. 43+13.5 (RT)
STA. 56+91.0 - STA. 326+00.0 (RT)

NOTE:
STATION EQUATION: STA. 59+00.00(BK.) = STA. 325+79.80(AH.)

REVISIONS	
NAME	DATE

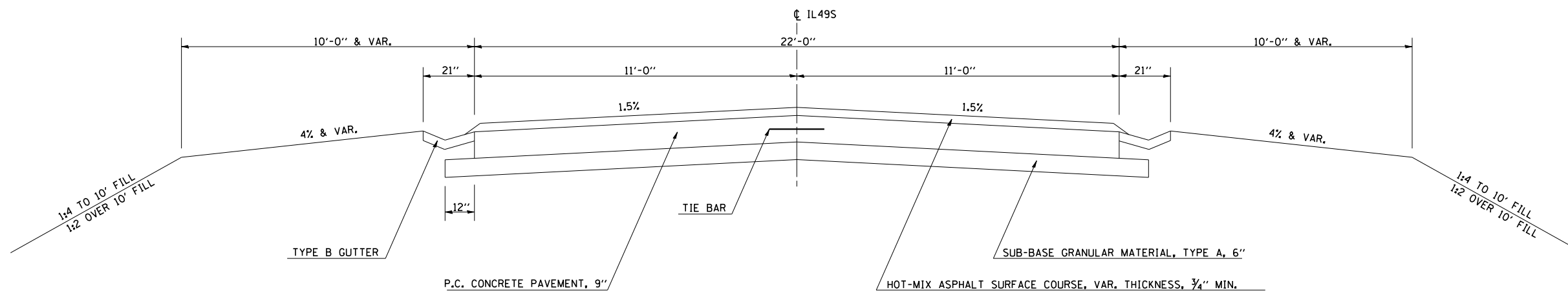
ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
FAP 836 (IL 49 S)/(CH 22)
OVER I-74
CHAMPAIGN COUNTY

SCALE: NONE
DATE: 06/2003

DRAWN BY: IYL
CHECKED BY: JH

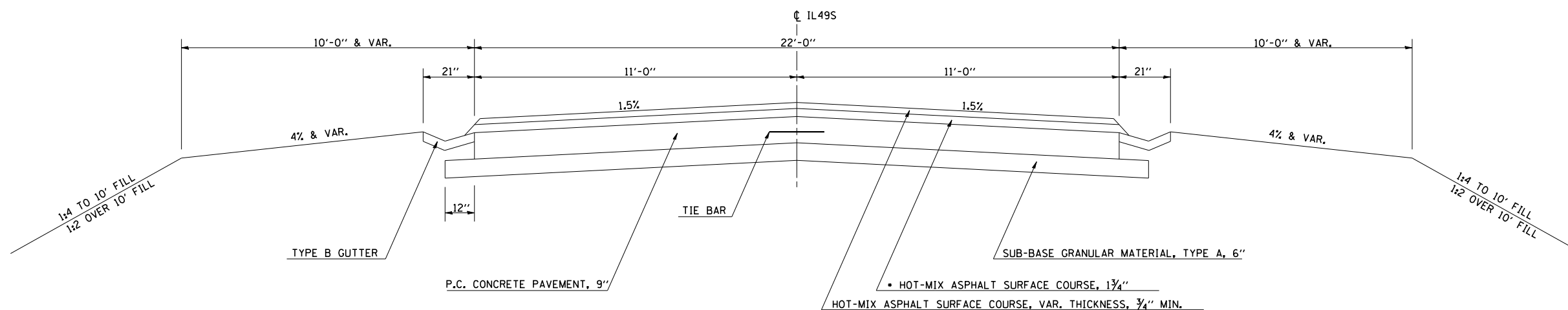
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	12

• (10,92-8 HB-1)BR
CONTRACT NO. 70695



EXISTING TYPICAL CROSS SECTION

F.A.P. 836 (IL. RTE. 49 S.) / (C.H. 22)
STATION 47+81.50 TO STATION 48+36.25
STATION 51+63.75 TO STATION 52+18.50



• VARIABLE DEPTH HOT-MIX ASPHALT RUNDOWN
STA. 48+36.25 - STA. 48+67.25
STA. 51+32.75 - STA. 51+63.75

EXISTING TYPICAL CROSS SECTION

F.A.P. 836 (IL. RTE. 49 S.) / (C.H. 22)
STATION 48+36.25 TO STATION 49+07.25 (EX. BRIDGE)
STATION 50+92.75 (EX. BRIDGE) TO STATION 51+63.75
EX. BRIDGE OMISSION: STATION 49+07.25 TO STATION 50+92.75

REVISIONS	
NAME	DATE

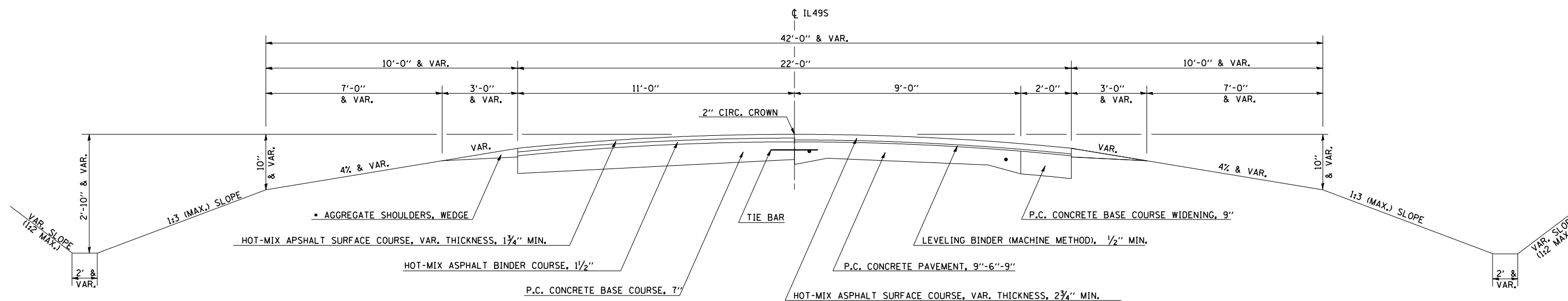
ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
FAP 836 (IL 49 S)/(CH 22)
OVER I-74
CHAMPAIGN COUNTY

SCALE: NONE
DATE: 06/2003

DRAWN BY: IYL
CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	13

• (10,92-8 HB-1)BR
CONTRACT NO. 70695



•HOT-MIX ASPHALT SHOULDER, 8", VAR. WIDTH (FROM 2.2' TO 10')
 STA. 41+01.6 - STA. 42+95.4 (LT)
 STA. 56+91.2 - STA. 58+91.1 (LT)
 STA. 307+74.4 - STA. 43+13.5 (RT)
 STA. 56+91.0 - STA. 326+00.0 (RT)

NOTE:

STATION EQUATION: STA. 59+00.00(BK.) = STA. 325+79.80(AH.)

EXISTING TYPICAL CROSS SECTION

F.A.P. 836 (IL. RTE. 49 S.) / (C.H. 22)
 STATION 325+79.80 TO STATION 326+81.50

REVISIONS	
NAME	DATE

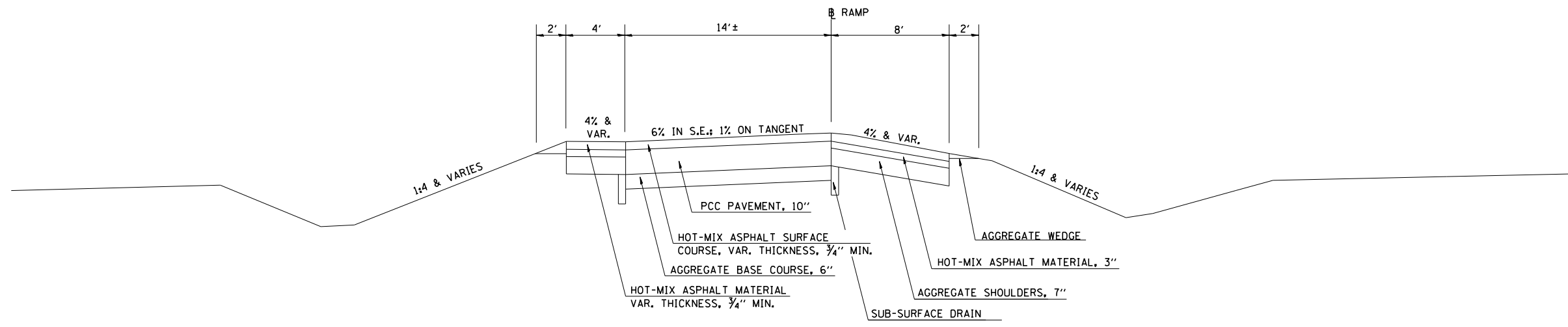
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS
 FAP 836 (IL 49 S)/(CH 22)
 OVER I-74
 CHAMPAIGN COUNTY

SCALE: NONE
 DATE: 06/2003

DRAWN BY: IYL
 CHECKED BY: JH

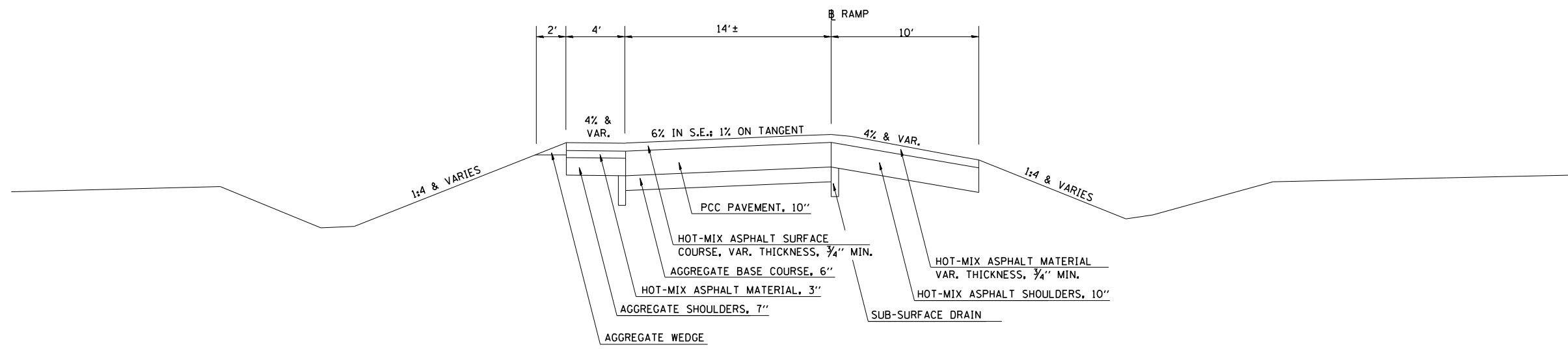
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	14

• (10,92-8 HB-1)BR
CONTRACT NO. 70695



EXISTING TYPICAL CROSS SECTION

STATION 401+00.00 TO STATION 402+10.00 (RAMP A)
STATION 99+35.53 TO STATION 100+75.00 (RAMP D)



EXISTING TYPICAL CROSS SECTION

STATION 299+58.00 TO STATION 300+75.00 (RAMP B)
STATION 501+00.00 TO STATION 502+11.00 (RAMP C)

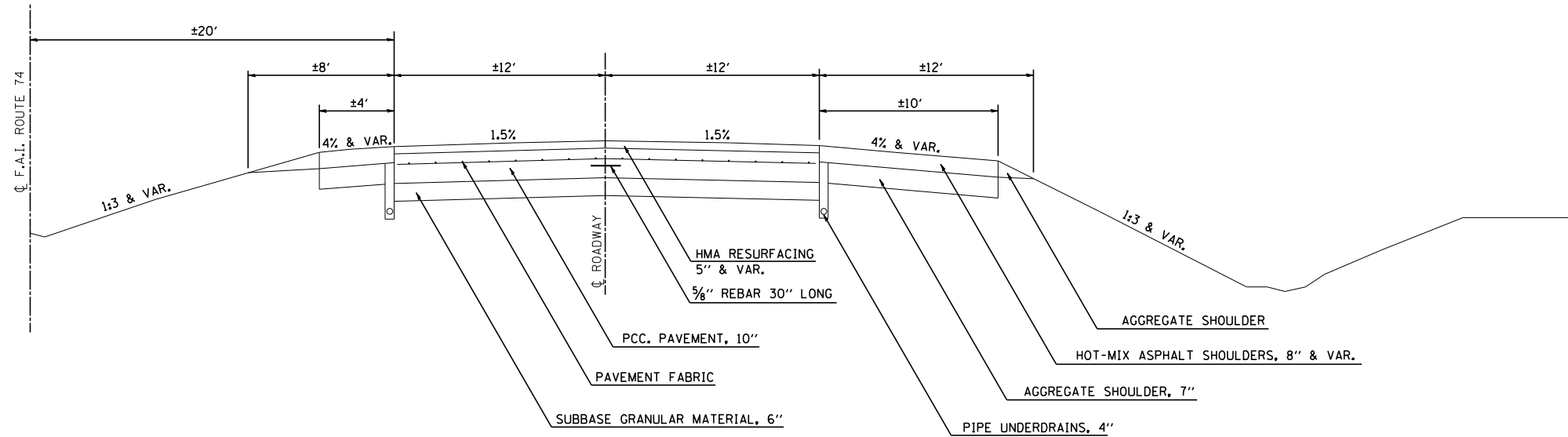
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
RAMP A, B, C & D
@ FAP 836 (IL 49 S)/(CH 22)
CHAMPAIGN COUNTY

SCALE: NONE
DATE: 06/2003
DRAWN BY: IYL
CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	**	93	15

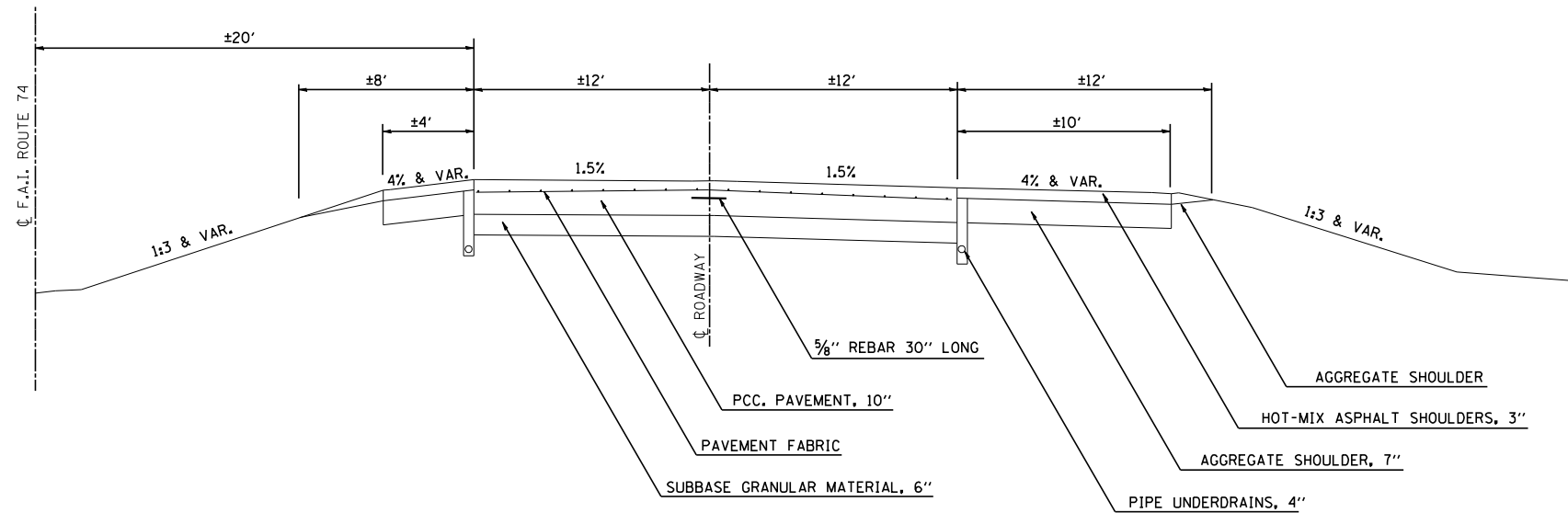
• (10-92-8) (HB-1,HB-4) BR
 ** CHAMPAIGN & VERMILION
 CONTRACT NO. 70695



EXISTING TYPICAL CROSS SECTION

F. A. I. - 74

STA 1157+10.00 TO STA 1159+10.00 & STA. 1161+10.00 TO STA 1163+10.00 (W.B. & E.B.)
 STA 2294+00.00 TO STA 2296+35.00 & STA. 1001+85.00 TO STA 1003+85.00 (W.B.)
 STA 2294+00.00 TO STA 2296+38.00 & STA. 1001+78.00 TO STA 1003+85.00 (E.B.)



EXISTING TYPICAL CROSS SECTION

F. A. I. - 74

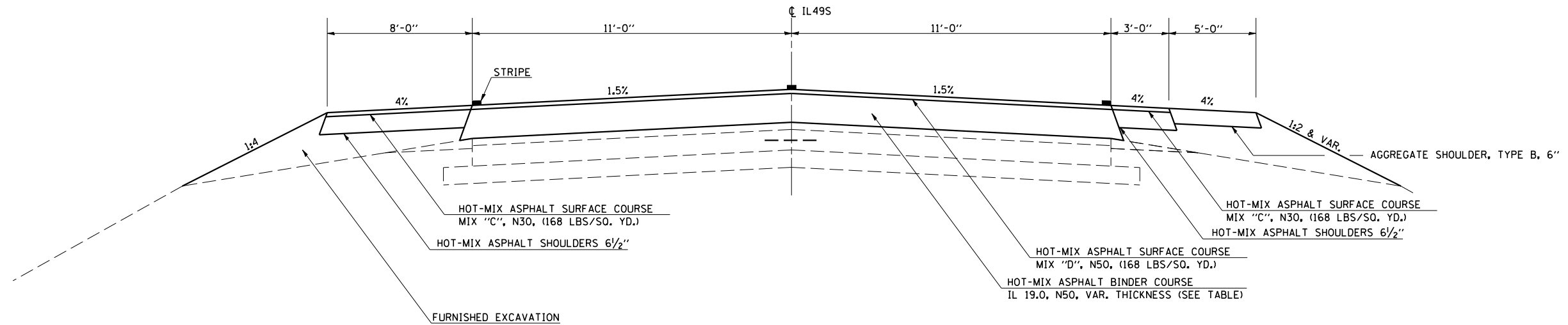
STA 1159+10.00 TO STA 1161+10.00 (W.B. & E.B.)
 STA 2296+35.00 TO STA. 1001+85.00 (W.B.)
 STA 2296+38.00 TO STA. 1001+78.00 (E.B.)

NOTE:
 STATION EQUATION: STA. 2297+21.00(BK.) = STA. 1000+88.67(AH.)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS
 F. A. I. - 74
 CHAMPAIGN
 COUNTY

SCALE: NONE
 DATE: 06/2003
 DRAWN BY: IYL
 CHECKED BY: JH



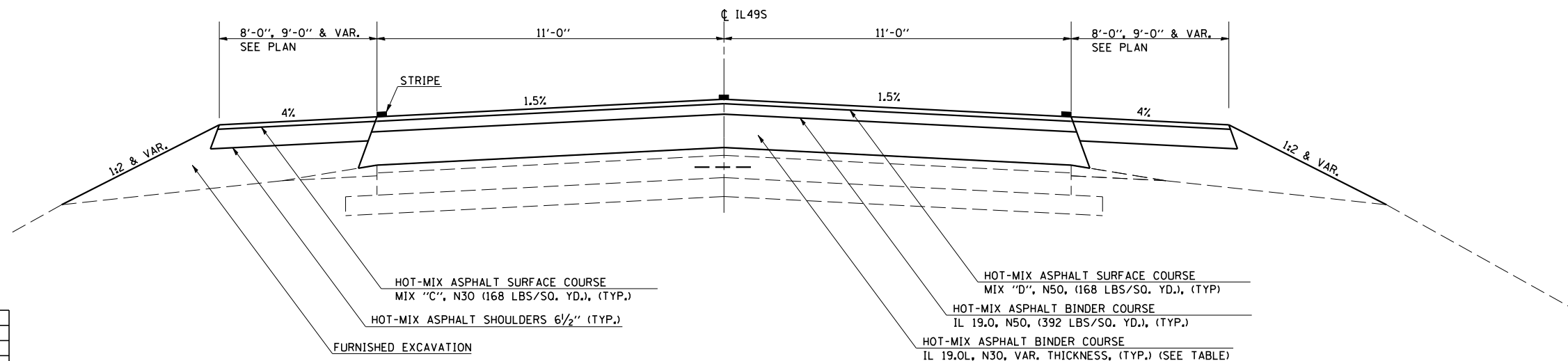
PROPOSED TYPICAL CROSS SECTION ①

F.A.P. 836 (IL. RTE. 49 S.) / (C.H. 22)
 STATION 307+30.00 TO STATION 307+72.66 (LT) ②
 STATION 307+30.00 TO STATION 41+15.00 (RT) ②
 ② STATION 58+84.00 TO STATION 326+21.50 (LT)
 ② STATION 326+00.00 TO STATION 326+21.50 (RT)
 BUTT JOINT: STA. 306+23.50 TO STA. 307+30.00 &
 STA. 326+21.50 TO STA. 326+81.50

NOTE:
 STATION EQUATION: STA. 307+77.50(BK.) = STA. 41+00.00(AH.)
 STATION EQUATION: STA. 59+00.00(BK.) = STA. 325+79.80(AH.)
 ALL HOT-MIX ASPHALT TO BE PLACED UTILIZING A STRINGLINE

HMA BINDER CSE.
IL 19.0, N50

STATION	THICKNESS
307+30 TO 307+50	1.2" TO 2.4"
307+50 TO 41+00	2.4" TO 5.1"
41+00 TO 41+15	5.1" TO 7.3"
58+84 TO 59+00	9.9" TO 7.7"
59+00 TO 326+00	7.7" TO 4.3"
326+00 TO 326+21.50	4.3" TO 1.5"



PROPOSED TYPICAL CROSS SECTION ②

F.A.P. 836 (IL. RTE. 49 S.) / (C.H. 22)
 ① STATION 307+72.66 TO STATION 42+90.00 (LT) ③
 ① STATION 41+15.00 TO STATION 42+90.00 (RT) ③
 ③ STATION 57+10.00 TO STATION 58+84.00 (LT) ①
 ③ STATION 57+10.00 TO STATION 326+00.00 (RT) ①

NOTE:
 STATION EQUATION: STA. 307+77.50(BK.) = STA. 41+00.00(AH.)
 STATION EQUATION: STA. 59+00.00(BK.) = STA. 325+79.80(AH.)
 ALL HOT-MIX ASPHALT TO BE PLACED UTILIZING A STRINGLINE

HOT-MIX ASPHALT BINDER CSE.
IL 19.0L N30

STATION	THICKNESS
307+72.66 TO 41+10	1.2" TO 1.6"
41+10 TO 41+15	1.6" TO 3.8"
41+15 TO 41+25	3.8" TO 5.4"
41+25 TO 41+50	5.4" TO 10.0"
41+50 TO 41+75	10.0" TO 13.2"
41+75 TO 42+00	13.2" TO 17.4"
42+00 TO 42+25	17.4" TO 20.4"
42+25 TO 42+50	20.4" TO 24.4"
42+50 TO 42+75	24.4" TO 27.7"
42+75 TO 42+90	27.7" TO 30.2"
57+10 TO 57+25	31.0" TO 28.5"
57+25 TO 57+50	28.5" TO 25.1"
57+50 TO 57+75	25.1" TO 21.3"
57+75 TO 58+00	21.3" TO 18.3"
58+00 TO 58+25	18.3" TO 14.8"
58+25 TO 58+50	14.8" TO 12.3"
58+50 TO 58+84	12.3" TO 6.3"
58+84 TO 59+00	6.3" TO 4.2"
59+00 TO 326+00	4.2" TO 1.2"

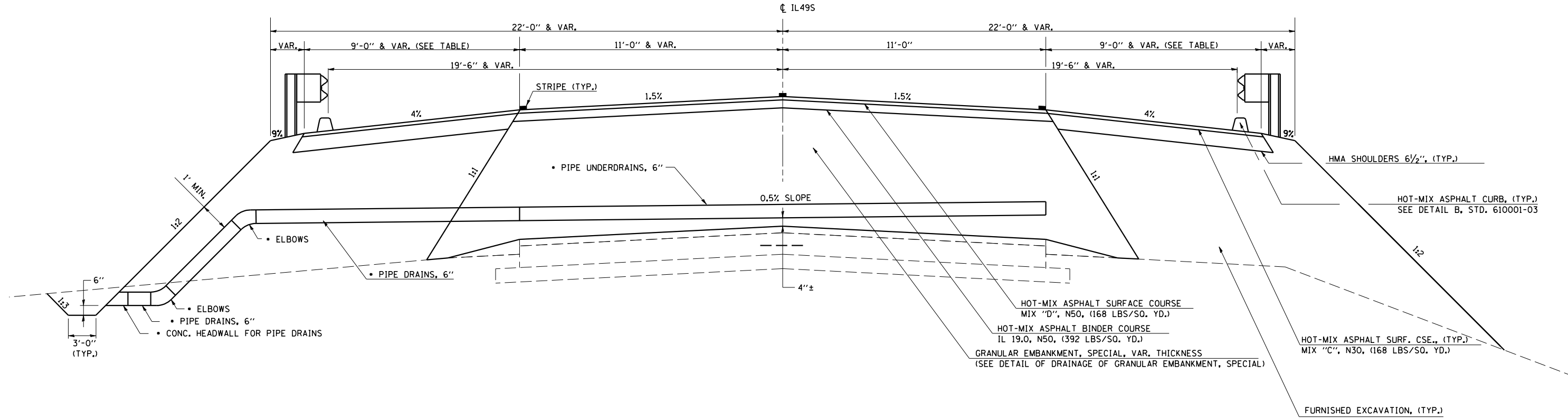
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS
 FAP 836 (IL 49 S)/(CH 22)
 OVER I-74
 CHAMPAIGN COUNTY

SCALE: NONE
 DATE: 06/2003
 DRAWN BY: IYL
 CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	17

(10,92-8 HB-1)BR
CONTRACT NO. 70695



PROPOSED TYPICAL CROSS SECTION ③
 F.A.P. 836 (IL. RTE. 49 S.) / (C.H. 22)
 ② STATION 42+90.00 TO STATION 48+60.50
 STATION 51+39.50 TO STATION 57+10.00 ②
 BRIDGE OMISSION: STATION 48+60.50 TO STATION 51+39.50

HMA SHOULDER WIDTH TRANSITION

RT STA 48+10.50 TO RT STA 48+60.50	9.0' TO 10.0'
RT STA 51+39.50 TO RT STA 51+64.50	10' TO 9.0'
LT STA 48+35.50 TO LT STA 48+60.50	9.0' TO 10.0'
LT STA 51+39.50 TO LT STA 51+89.50	10.0' TO 9.0'

NOTE: ALL HOT-MIX ASPHALT TO BE PLACED UTILIZING A STRINGLINE

• SEE DETAIL OF DRAINAGE OF GRANULAR EMBANKMENT, SPECIAL

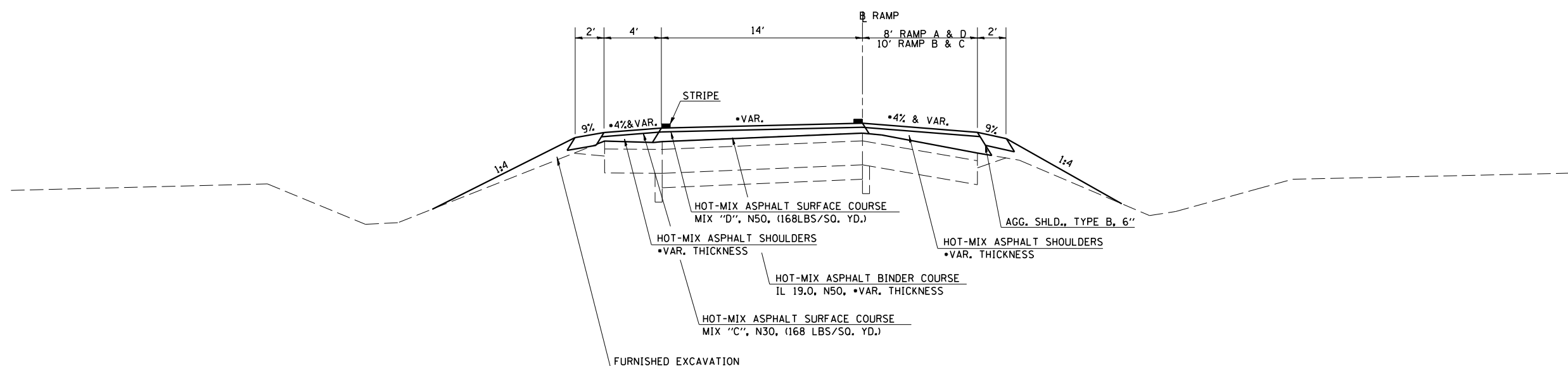
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS
 FAP 836 (IL 49 S)/(CH 22)
 OVER I-74
 CHAMPAIGN COUNTY

SCALE: NONE
 DATE: 06/2003
 DRAWN BY: IYL
 CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	18

• (10,92-8 HB-1)BR
CONTRACT NO. 70695



* SEE CROSS SECTIONS FOR DETAILS

PROPOSED TYPICAL CROSS SECTION ⑥

- ② STATION 401+65.00 TO STATION 402+10.00 (RAMP A) ②
- ② STATION 299+58.00 TO STATION 300+15.00 (RAMP B)
- ② STATION 501+60.00 TO STATION 502+11.00 (RAMP C) ②
- ② STATION 99+35.53 TO STATION 100+09.50 (RAMP D)
- BUTT JOINT: STA. 401+00.00 TO STA. 401+65.00 (RAMP A)
- BUTT JOINT: STA. 300+15.00 TO STA. 300+75.00 (RAMP B)
- BUTT JOINT: STA. 501+00.00 TO STA. 501+60.00 (RAMP C)
- BUTT JOINT: STA. 100+09.50 TO STA. 100+75.00 (RAMP D)

REVISIONS	
NAME	DATE

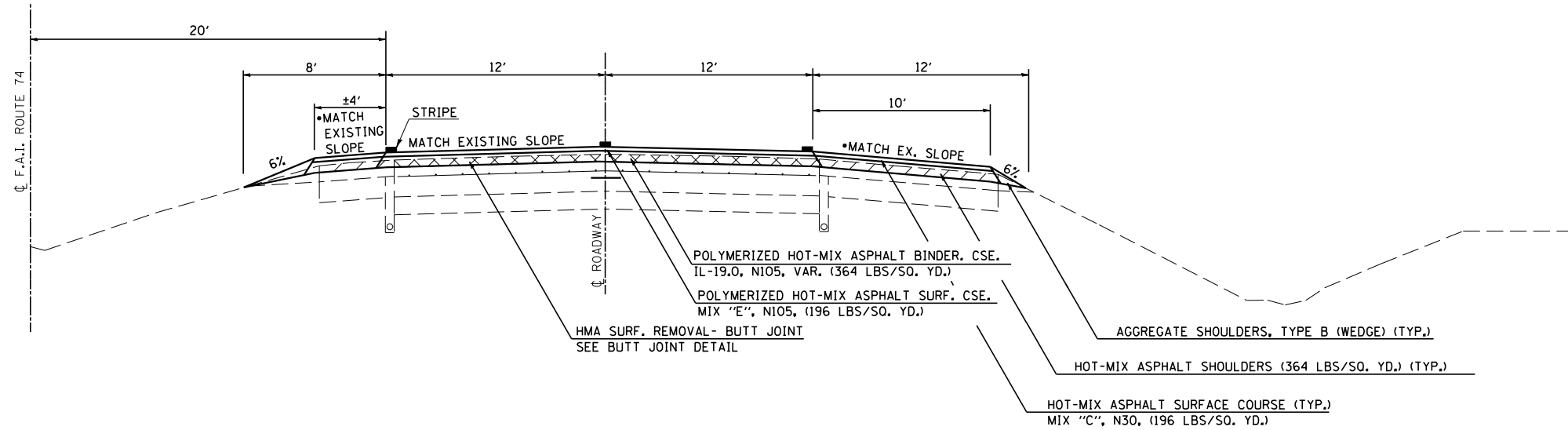
ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
RAMP A, B, C & D
⑥ FAP 836 (IL 49 S)/
(CH 22)
CHAMPAIGN COUNTY

SCALE: NONE
DATE: 06/2003

DRAWN BY: IYL
CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	19

(10-92-8 HB-1) BR
CONTRACT NO. 70695

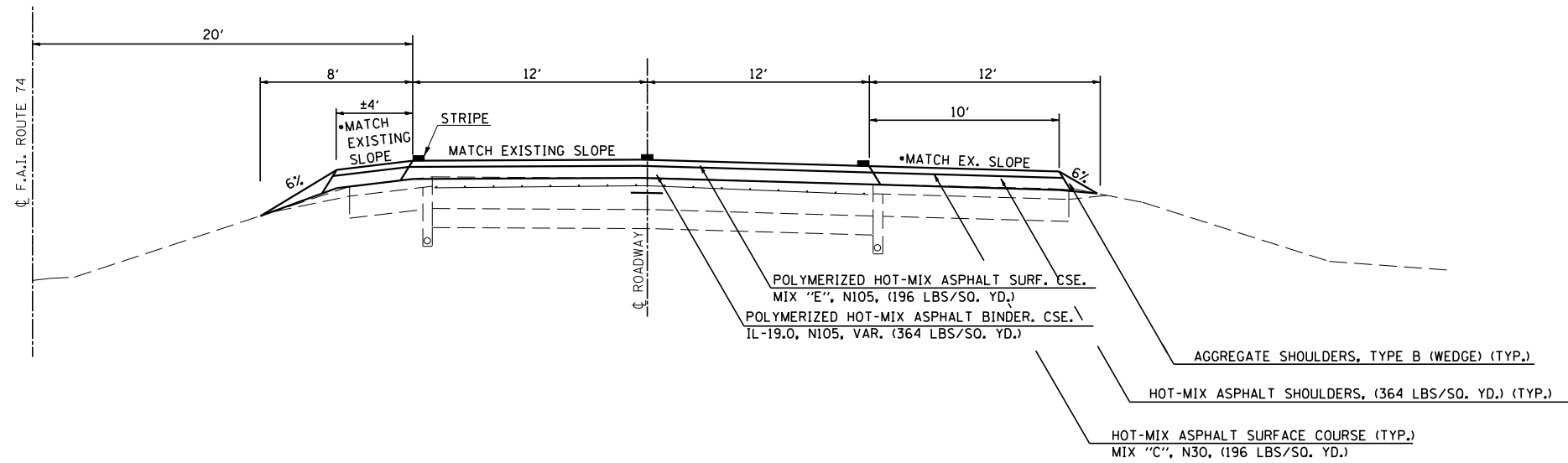


- ALLOWABLE MINIMUM SHOULDER SLOPE = 4.0%
- ALLOWABLE MAXIMUM SHOULDER SLOPE = 6.0%

PROPOSED TYPICAL CROSS SECTION ⑦

F. A. I. - 74

STA 2294+00.00 TO STA 2296+35.00 ⑧ & ⑧ STA. 1001+85.00 TO STA 1003+85.00 (W.B.)
STA 2294+00.00 TO STA 2296+38.00 ⑧ & ⑧ STA. 1001+78.00 TO STA 1003+85.00 (E.B.)



- ALLOWABLE MINIMUM SHOULDER SLOPE = 4.0%
- ALLOWABLE MAXIMUM SHOULDER SLOPE = 6.0%

NOTE:
STATION EQUATION: STA. 2297+21.00(BK.) = STA. 1000+88.67(AH.)

PROPOSED TYPICAL CROSS SECTION ⑧

F. A. I. - 74

⑦ STA 2296+35.00 TO STA. 1001+85.00 (W.B.) ⑦
⑦ STA 2296+38.00 TO STA. 1001+78.00 (E.B.) ⑦

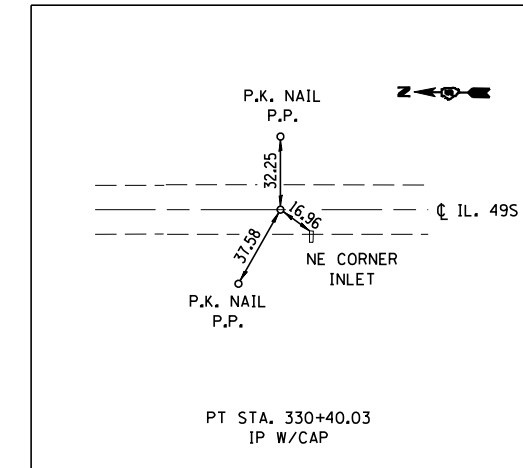
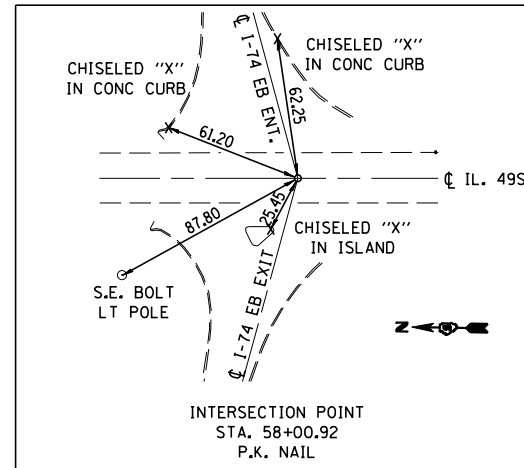
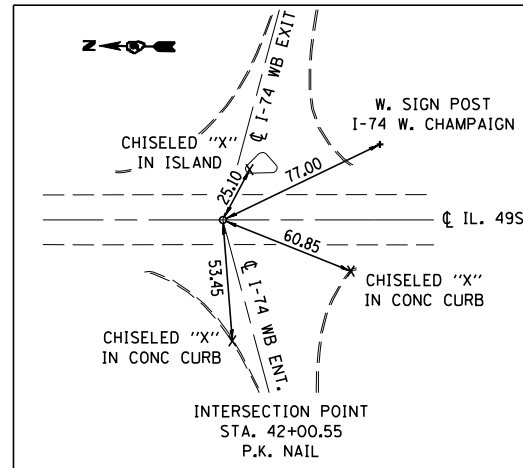
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
F. A. I. - 74
CHAMPAIGN COUNTY

SCALE: NONE
DATE: 06/2003

DRAWN BY: IYL
CHECKED BY: JH

LOCAL TIES



BENCH MARKS

BM #1	CHISELED "□" ON E. FOUNDATION OF SIGN FOR WB I-74 ON W. SIDE OF IL 49 S & N. OF NW RAMP (C), STA. 307+62.594, 33.25' RT, ELEV 667.975
BM #2	CHISELED "□" ON E. FOUNDATION OF SIGN FOR EB I-74 ON E. SIDE OF IL 49 S & S. OF SE RAMP (B), STA. 325+80.458, 33.70' LT, ELEV 666.960

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
LOCAL TIES & BENCH MARKS
 F.A.I. - 74
 CHAMPAIGN COUNTY

SCALE: NONE
 DATE: 06/2003

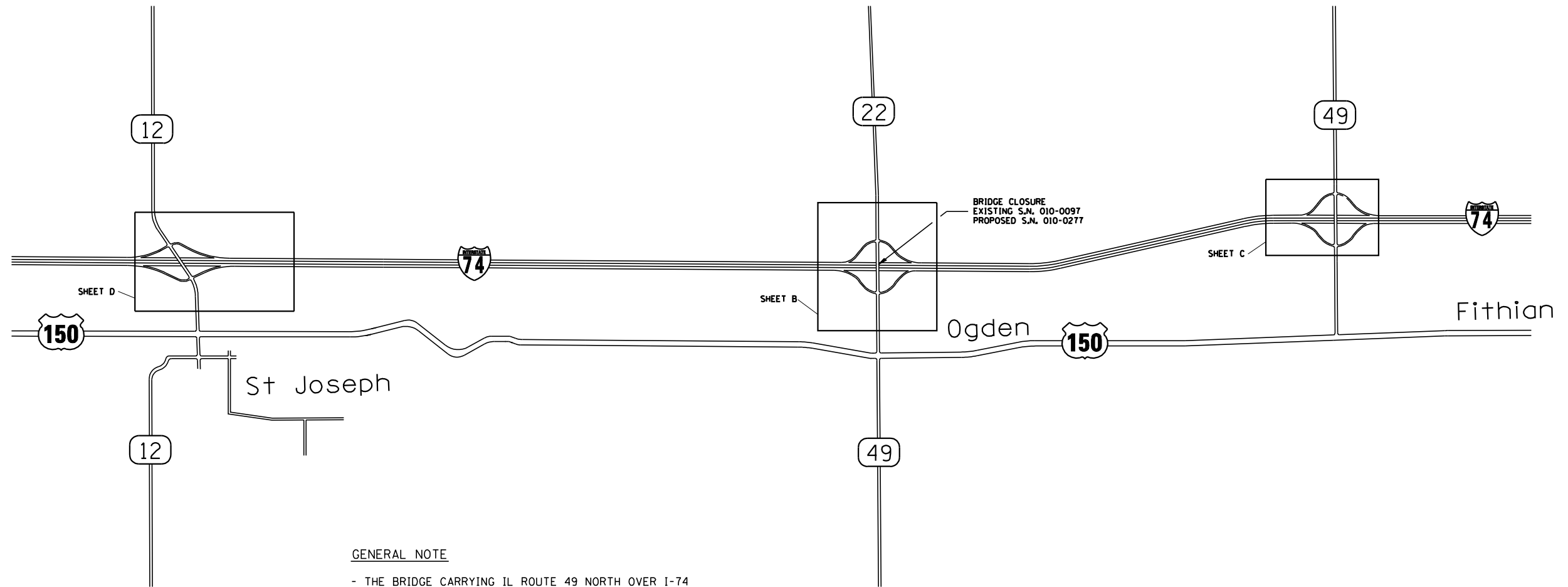
DRAWN BY: IYL
 CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	CHAMPAIGN	93	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		• (10,92-8 HB-1)BR		
		CONTRACT NO. 70695		
		SHEET A		

TRAFFIC CONTROL AND PROTECTION (DETOUR 1)
SHEET 1 OF 4

KEY MAP 1

COMPLETE BRIDGE CLOSURE OF FAP 836 (IL 49 SOUTH) OVER I-74 AT OGDEN

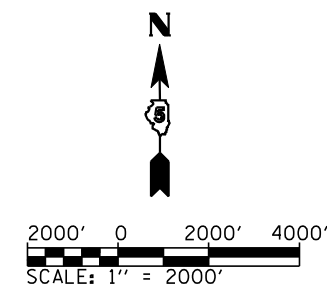


GENERAL NOTE

- THE BRIDGE CARRYING IL ROUTE 49 NORTH OVER I-74 NEAR FITHIAN SHALL BE OPEN.

TRAFFIC CONTROL PLAN

- TRAFFIC FROM N.B. IL 49 (S) TO W.B. I-74 IS TO BE ROUTED USING I-74 E.B. TO IL 49 (N) AT WHICH POINT THEY WILL EXIT AND ENTER I-74 W.B.
- TRAFFIC FROM N.B. IL 49 (S) TO E.B. I-74 IS TO BE UNRESTRICTED.
- TRAFFIC FROM S.B. FAS 518 (CH22) TO W.B. I-74 IS TO BE UNRESTRICTED.
- TRAFFIC FROM S.B. FAS 518 (CH22) TO E.B. I-74 IS TO BE ROUTED USING I-74 W.B. TO THE ST. JOSEPH EXIT AT WHICH POINT THEY WILL EXIT AND ENTER I-74 E.B.
- TRAFFIC FROM S.B. FAS 518 (CH22) TO IL 49 (S) IS TO BE ROUTED USING I-74 W.B. TO THE ST. JOSEPH EXIT AT WHICH POINT THEY WILL EXIT AND ENTER I-74 E.B. AND EXIT AT IL 49 (S).
- TRAFFIC FROM N.B. IL 49 (S) TO FAS 518 (CH22) IS TO BE ROUTED USING I-74 E.B. TO IL 49 (N) AT WHICH POINT THEY WILL EXIT AND ENTER I-74 W.B. AND EXIT AT FAP 518/IL 49 (S).

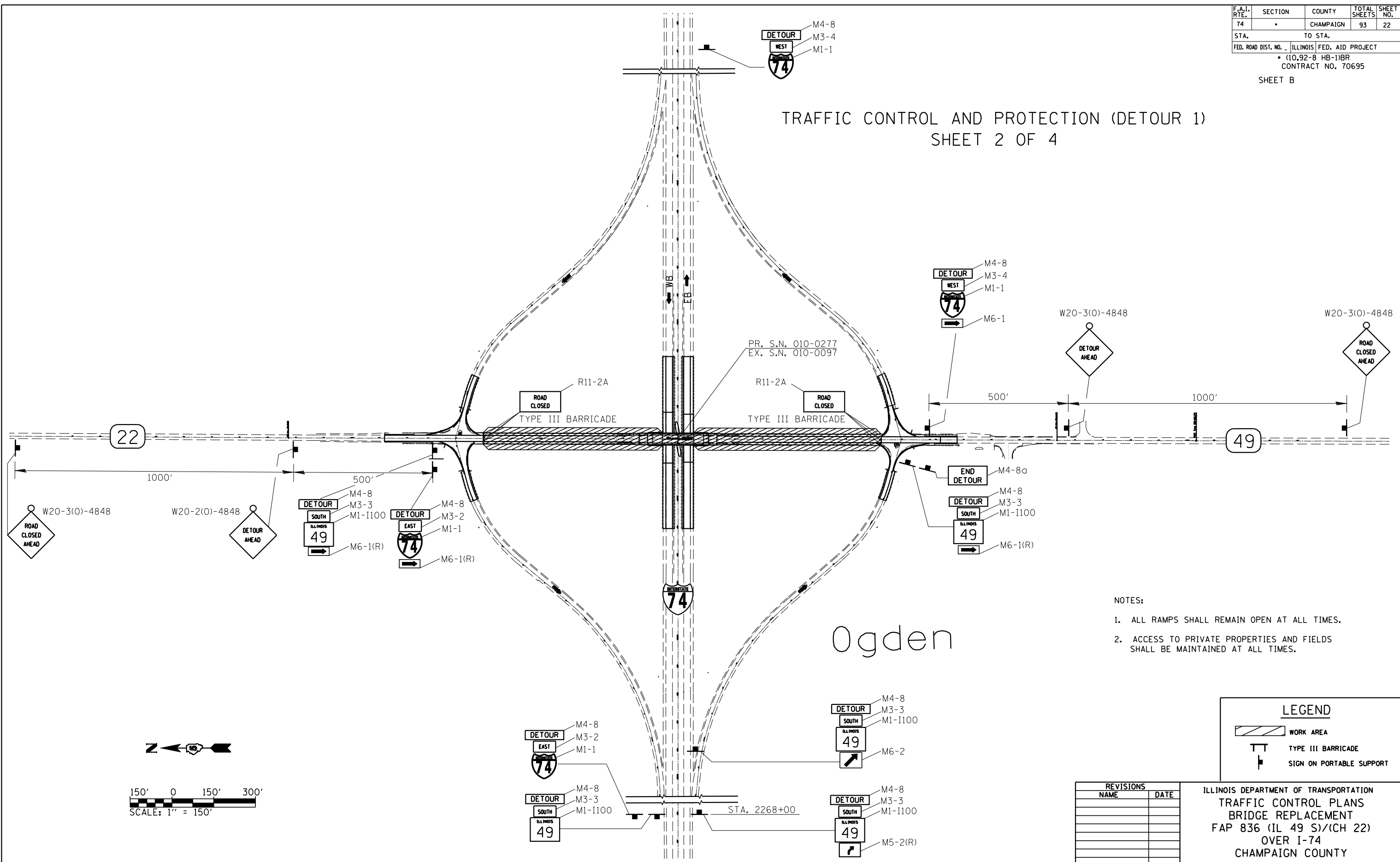


REVISIONS	
NAME	DATE

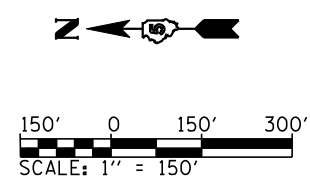
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLANS
BRIDGE REPLACEMENT
FAP 836 (IL 49 S)/(CH 22)
OVER I-74
CHAMPAIGN COUNTY
SCALE: 1" = 2000'
DATE: 06/2003
DRAWN BY: WJX
CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		• (10,92-8 HB-1)BR		
		CONTRACT NO. 70695		
SHEET B				

TRAFFIC CONTROL AND PROTECTION (DETOUR 1)
SHEET 2 OF 4



- NOTES:
1. ALL RAMPs SHALL REMAIN OPEN AT ALL TIMES.
 2. ACCESS TO PRIVATE PROPERTIES AND FIELDS SHALL BE MAINTAINED AT ALL TIMES.



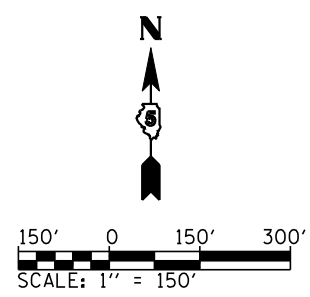
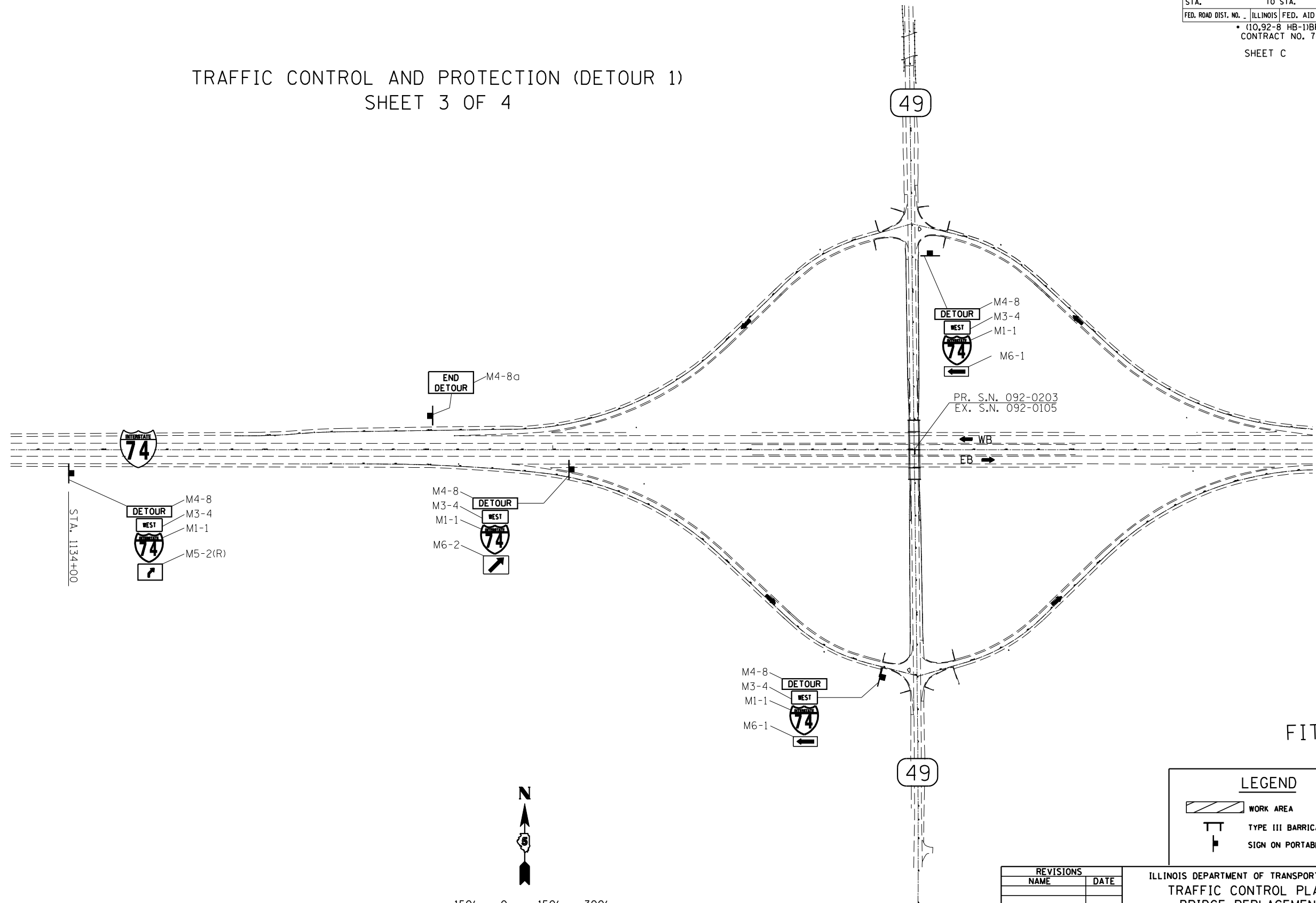
LEGEND	
	WORK AREA
	TYPE III BARRICADE
	SIGN ON PORTABLE SUPPORT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL PLANS
 BRIDGE REPLACEMENT
 FAP 836 (IL 49 S)/(CH 22)
 OVER I-74
 CHAMPAIGN COUNTY
 SCALE: 1" = 150'
 DATE: 06/2003
 DRAWN BY: WJX
 CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		• (10,92-8 HB-1)BR		
		CONTRACT NO. 70695		
SHEET C				

TRAFFIC CONTROL AND PROTECTION (DETOUR 1)
SHEET 3 OF 4



LEGEND	
	WORK AREA
	TYPE III BARRICADE
	SIGN ON PORTABLE SUPPORT

REVISIONS	
NAME	DATE

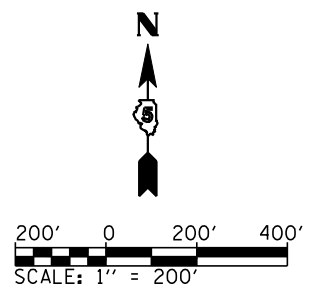
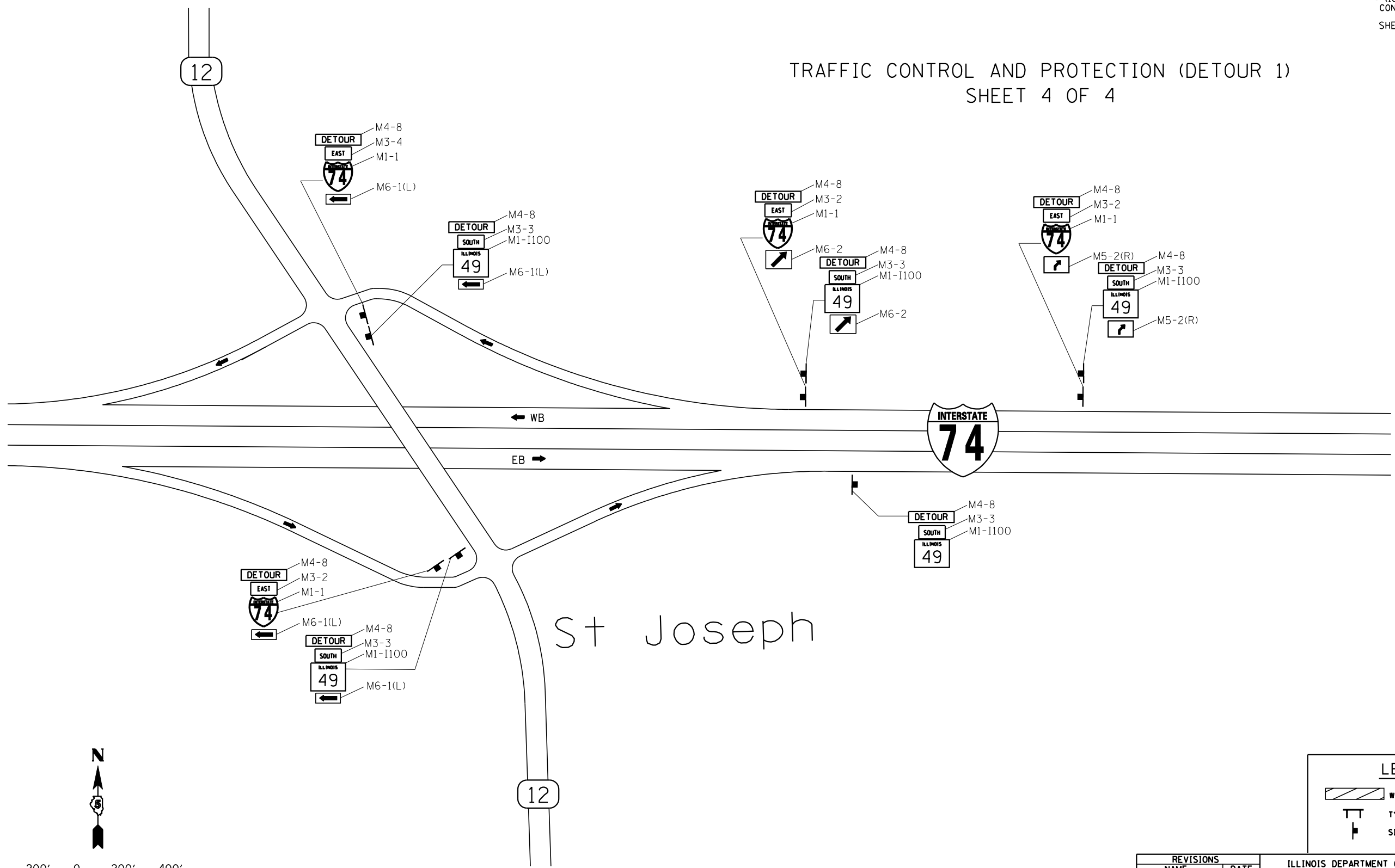
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL PLANS
 BRIDGE REPLACEMENT
 FAP 836 (IL 49 S)/(CH 22)
 OVER I-74
 CHAMPAIGN COUNTY

SCALE: 1" = 150'
 DATE: 06/2003

DRAWN BY: WJX
 CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		• (10,92-8 HB-1)BR		
		CONTRACT NO. 70695		
SHEET D				

TRAFFIC CONTROL AND PROTECTION (DETOUR 1)
SHEET 4 OF 4



LEGEND	
	WORK AREA
	TYPE III BARRICADE
	SIGN ON PORTABLE SUPPORT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLANS
BRIDGE REPLACEMENT
FAP 836 (IL 49 S)/(CH 22)
OVER I-74
CHAMPAIGN COUNTY

SCALE: 1" = 200'
DATE: 06/2003

DRAWN BY: WJX
CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	25
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		• (10,92-8 HB-1)BR		
		CONTRACT NO. 70695		

NOTES:

UTILIZE TRAFFIC CONTROL STANDARD 701406 FOR PLACEMENT OF TEMPORARY CONCRETE BARRIER.

TAPERED PORTIONS OF THE TEMPORARY CONCRETE BARRIER SHALL BE PLACED USING A 12:1 TAPER RATE AS SHOWN ON THE PLANS.

VERTICAL PANELS WITH MONODIRECTIONAL STEADY BURNING TYPE A LIGHTS SHALL BE MOUNTED ON THE TAPERED PORTIONS OF THE TEMPORARY CONCRETE BARRIER AT 20' CENTERS.

BARRIER WALL REFLECTORS, TYPE C, SHALL BE MOUNTED ON THE TANGENT PORTIONS OF THE TEMPORARY CONCRETE BARRIER AS SHOWN ON THE BARRIER WALL REFLECTOR DETAIL.

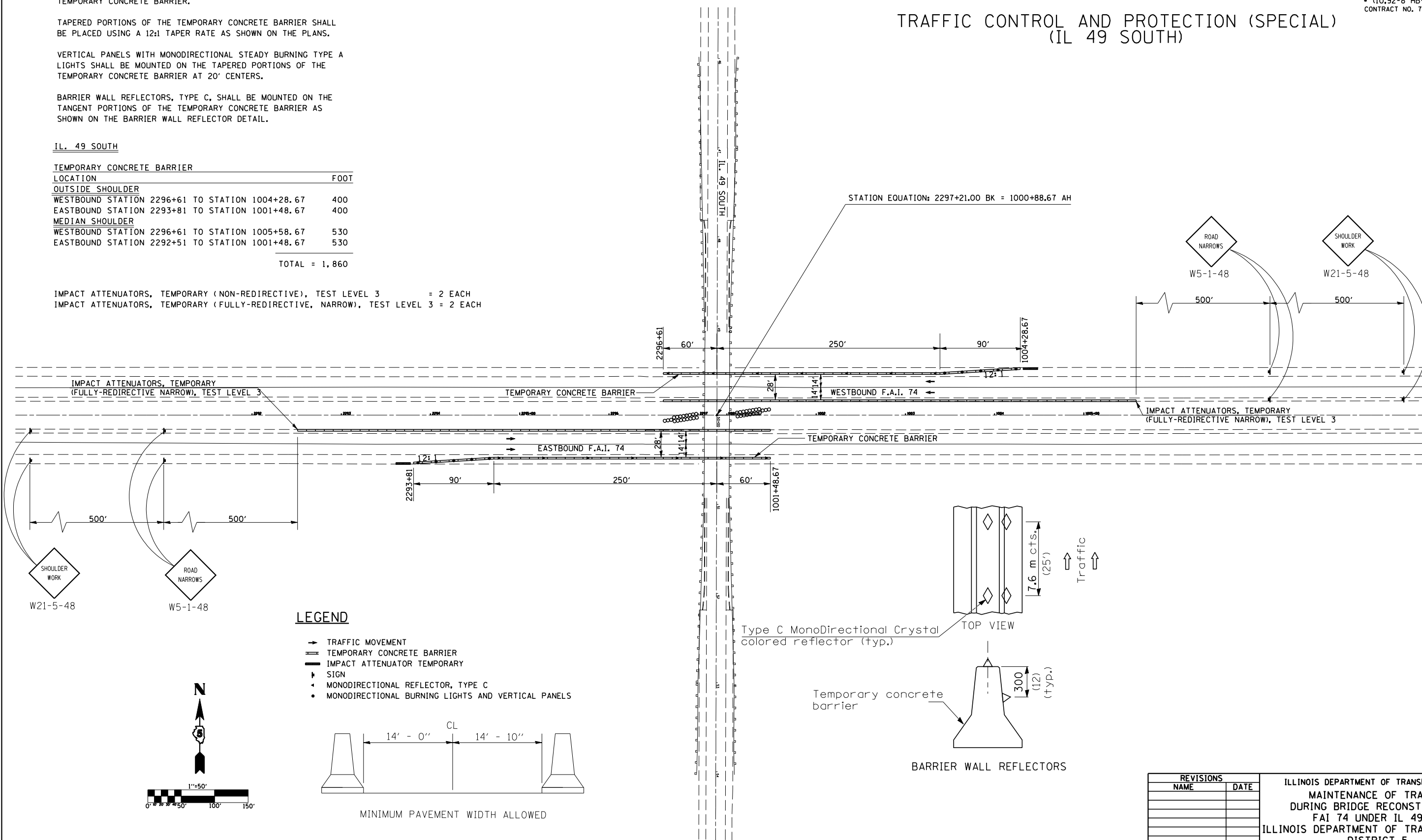
IL. 49 SOUTH

TEMPORARY CONCRETE BARRIER

LOCATION	FOOT
OUTSIDE SHOULDER	
WESTBOUND STATION 2296+61 TO STATION 1004+28.67	400
EASTBOUND STATION 2293+81 TO STATION 1001+48.67	400
MEDIAN SHOULDER	
WESTBOUND STATION 2296+61 TO STATION 1005+58.67	530
EASTBOUND STATION 2292+51 TO STATION 1001+48.67	530
TOTAL = 1,860	

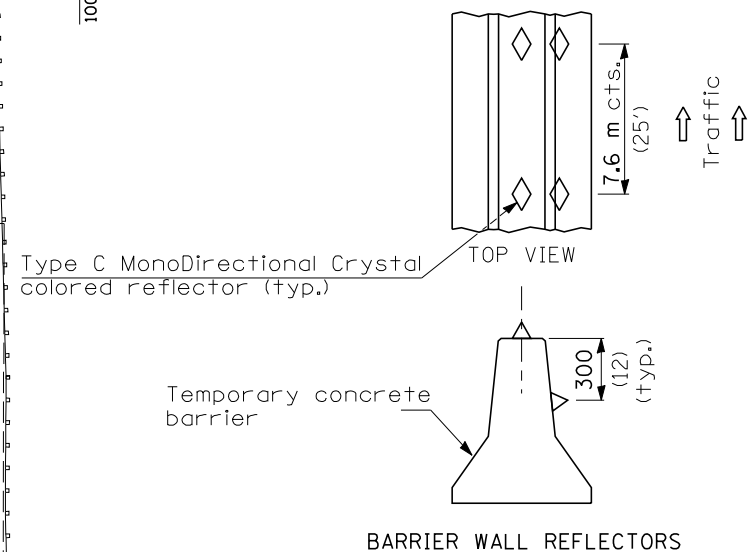
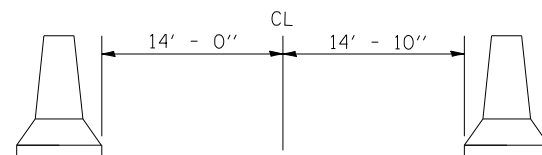
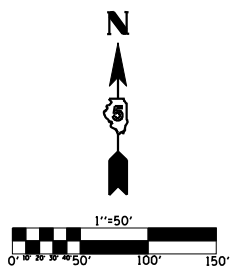
IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 = 2 EACH
 IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3 = 2 EACH

TRAFFIC CONTROL AND PROTECTION (SPECIAL)
(IL 49 SOUTH)



LEGEND

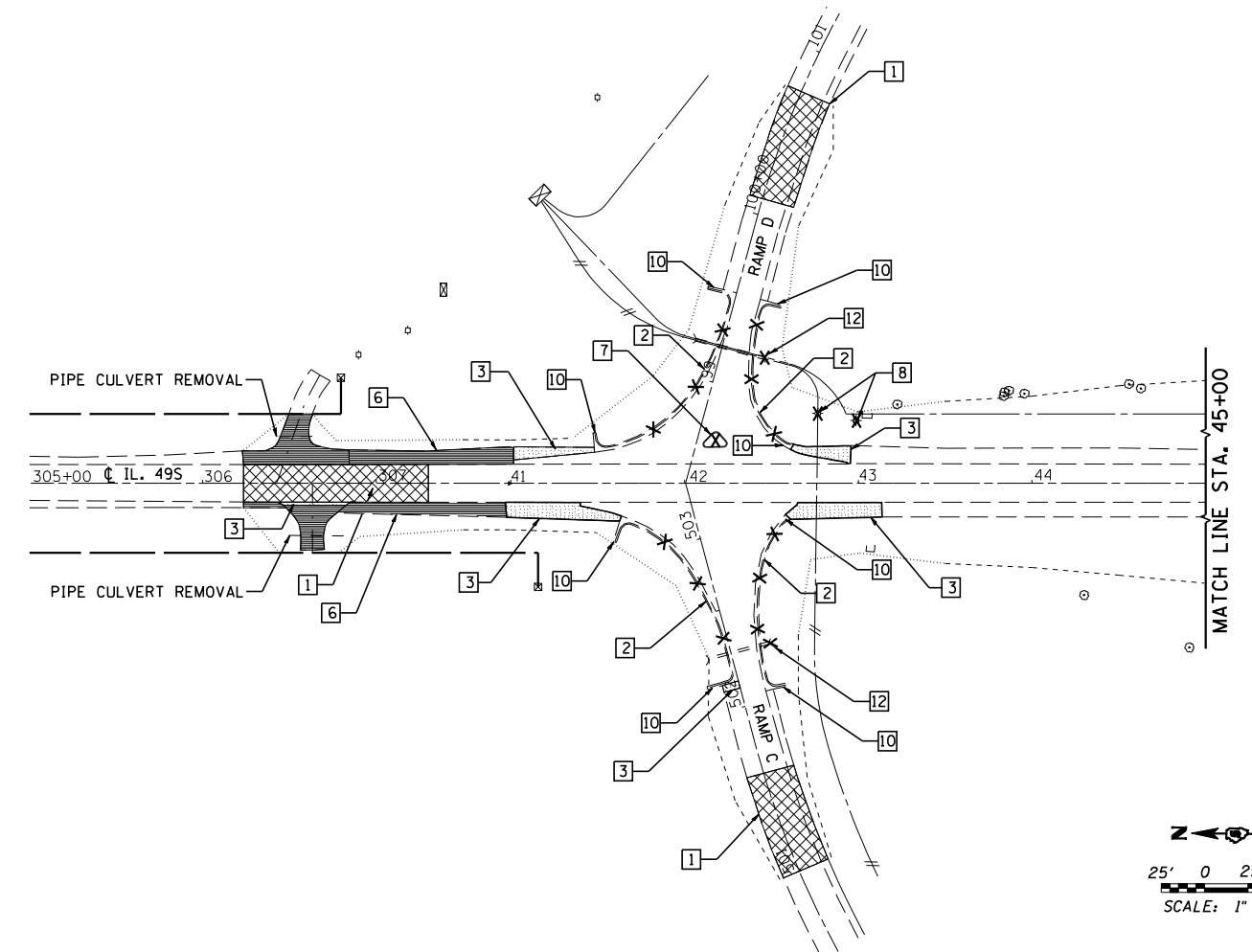
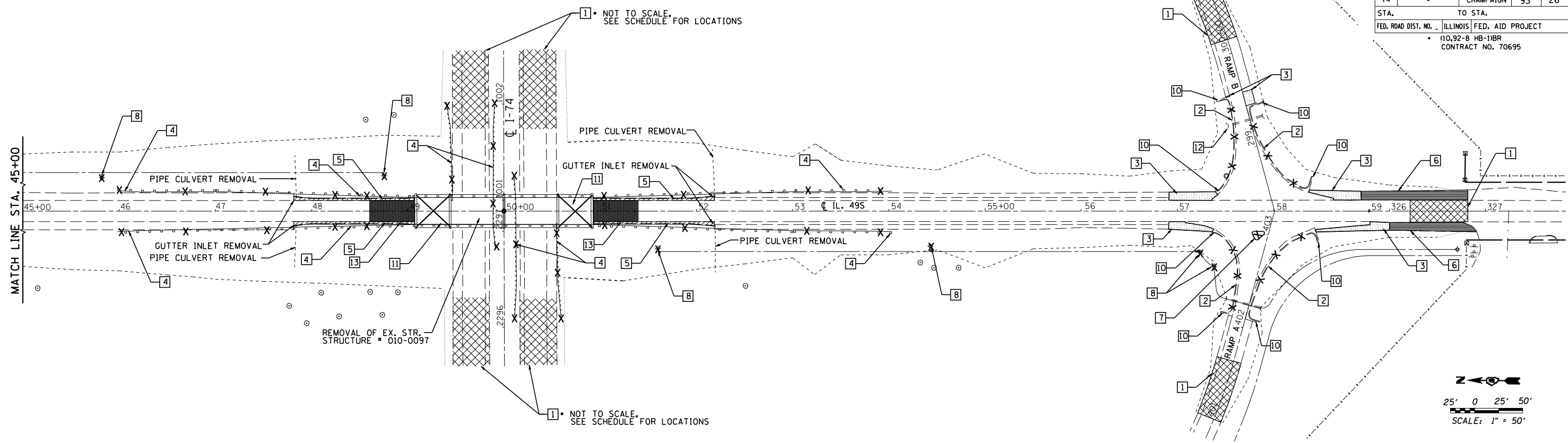
- TRAFFIC MOVEMENT
- ▬ TEMPORARY CONCRETE BARRIER
- ▬ IMPACT ATTENUATOR TEMPORARY
- ▬ SIGN
- MONODIRECTIONAL REFLECTOR, TYPE C
- MONODIRECTIONAL BURNING LIGHTS AND VERTICAL PANELS



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 MAINTENANCE OF TRAFFIC
 DURING BRIDGE RECONSTRUCTION
 FAI 74 UNDER IL 49 (S)
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 5
 CHAMPAIGN COUNTY
 SCALE: 1" = 50' DRAWN BY:
 DATE: 08/2004 CHECKED BY:

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	26
STA. 74		TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (10,92-8 HB-1)BR CONTRACT NO. 70695				



LEGEND FOR REMOVAL ITEMS:

- 1 [Hatched Box] HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- 2 [Crossed Box] COMBINATION CURB AND GUTTER REMOVAL
- 3 [Dotted Box] PAVED SHOULDER REMOVAL
- 4 [-X-X-] GUARDRAIL REMOVAL
- 5 [Diagonal Lines] GUTTER REMOVAL
- 6 [Solid Black Box] EARTH EXCAVATION (AGGREGATE SHOULDER REMOVAL)
- 7 [Circle with X] ISLAND REMOVAL
- 8 [*] LIGHT POLE FOUNDATION REMOVAL
- 9 [Circle with X] TREE REMOVAL
- 10 [Circle with X] GUTTER OUTLET REMOVAL
- 11 [X] APPROACH SLAB REMOVAL
- 12 [Crossed Box] CONCRETE HEADWALL REMOVAL
- 13 [Solid Black Box] PAVEMENT REMOVAL

NOTE:

1. CONTRACTOR SHALL SUBMIT REMOVAL PLANS FOR APPROVAL BY THE ENGINEER.
2. EXISTING SPBGR TRAFFIC BARRIER TERMINALS IN GOOD CONDITION SHALL BE SALVAGED. SEE SPECIAL PROVISIONS.
3. TRAFFIC BARRIER TERMINAL REMOVAL IS PAID FOR AS "GUARDRAIL REMOVAL".
4. GUTTER/INLET & OUTLET REMOVAL IS PAID FOR AS "GUTTER REMOVAL".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
REMOVAL ITEMS & EXISTING UTILITIES
 FAP 836 (IL 49 S)/(CH 22)
 OVER I-74
 CHAMPAIGN COUNTY

SCALE: 1:50
 DATE: 06/2003

DRAWN BY: WJX
 CHECKED BY: IYL

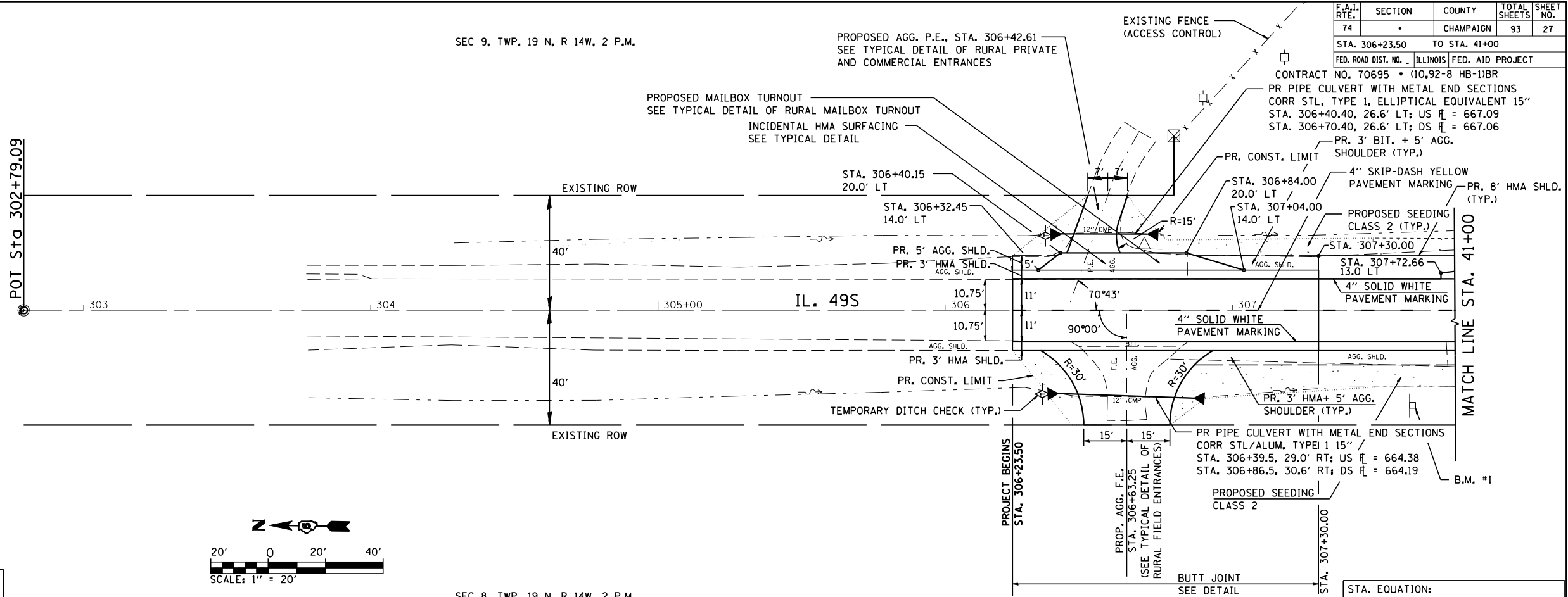
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	PLOTTED		
	CHECKED		
	BY		
	NO. OF WAY CHECKED		
	CADD FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	BY		
	STRUCTURE NOTATIONS CHKD		
	NO.		

SEC 9, TWP. 19 N, R 14W, 2 P.M.

SEC 8, TWP. 19 N, R 14W, 2 P.M.

POT Sta 302+79.09



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	CHAMPAIGN	93	27

STA. 306+23.50 TO STA. 41+00
 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
 CONTRACT NO. 70695 (10,92-8 HB-1)BR

PR PIPE CULVERT WITH METAL END SECTIONS
 CORR STL, TYPE 1, ELLIPTICAL EQUIVALENT 15"
 STA. 306+40.40, 26.6' LT; US \bar{r} = 667.09
 STA. 306+70.40, 26.6' LT; DS \bar{r} = 667.06

PR. CONST. LIMIT
 STA. 306+84.00, 20.0' LT
 STA. 307+04.00, 14.0' LT
 STA. 307+30.00
 STA. 307+72.66, 13.0' LT

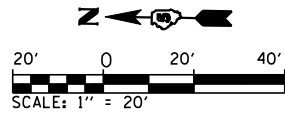
PR. 8' HMA SHLD. (TYP.)
 PROPOSED SEEDING CLASS 2 (TYP.)
 4" SOLID WHITE PAVEMENT MARKING

PR. 3' HMA + 5' AGG. SHOULDER (TYP.)
 PR. 3' BIT. + 5' AGG. SHOULDER (TYP.)

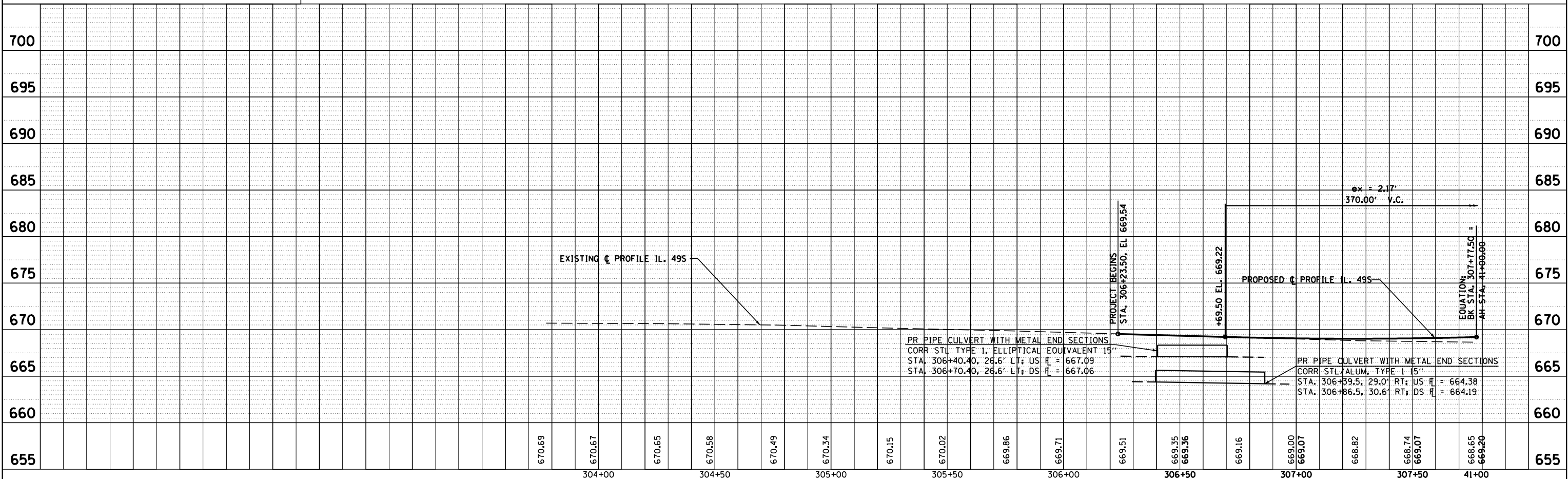
PR PIPE CULVERT WITH METAL END SECTIONS
 CORR STL/ALUM, TYPE 1 15"
 STA. 306+39.5, 29.0' RT; US \bar{r} = 664.38
 STA. 306+86.5, 30.6' RT; DS \bar{r} = 664.19

PROPOSED SEEDING CLASS 2
 BUTT JOINT SEE DETAIL
 STA. 307+30.00
 STA. 307+72.66

STA. EQUATION:
 Sta 307+77.50 BK = Sta 41+00.00 AH

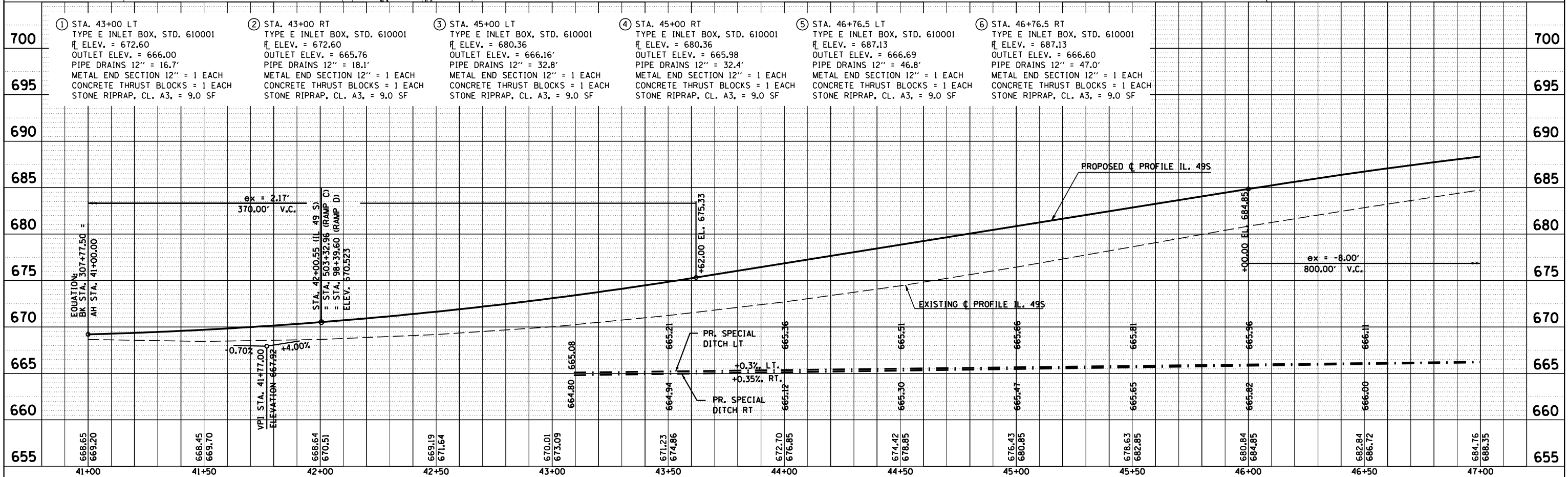
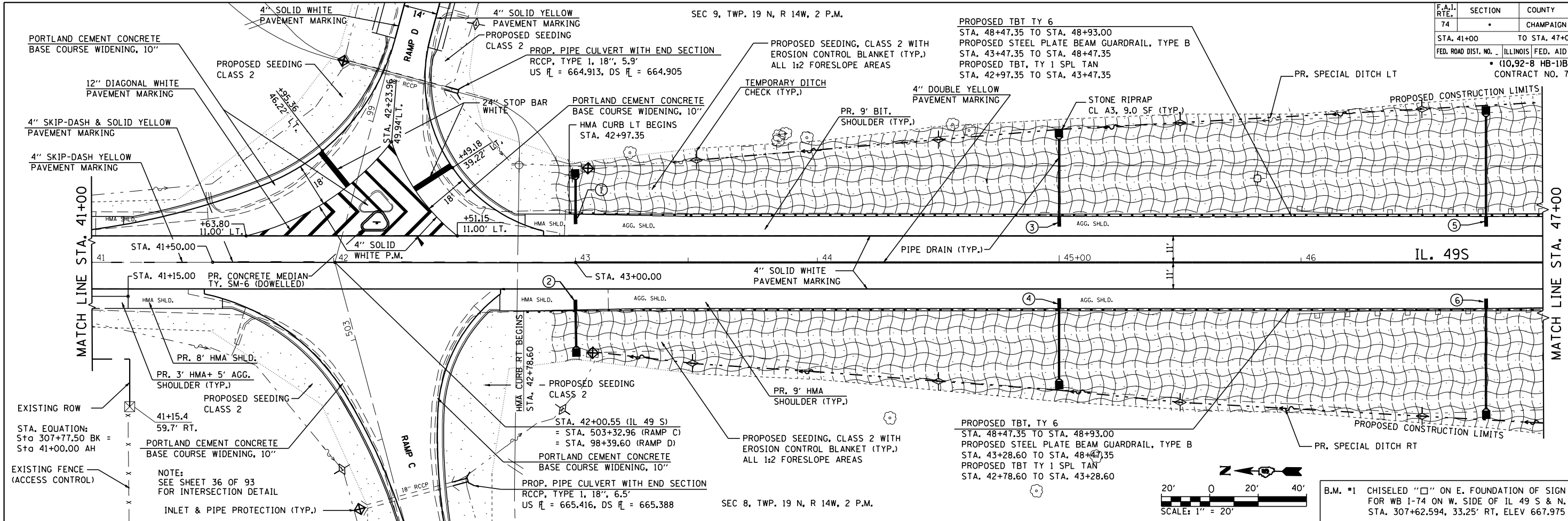


B.M. #1 CHISELED "□" ON E. FOUNDATION OF SIGN
 FOR WB 1-74 ON W. SIDE OF IL 49 S & N. OF NW RAMP
 STA. 307+62.594, 33.25' RT, ELEV 667.975



IL 49S STA. 306+23.50 TO STA. 41+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	28
STA. 41+00		TO STA. 47+00		
ILLINOIS FED. AID PROJECT				
CONTRACT NO. 70695				



IL 49S STA. 41+00 TO STA. 47+00

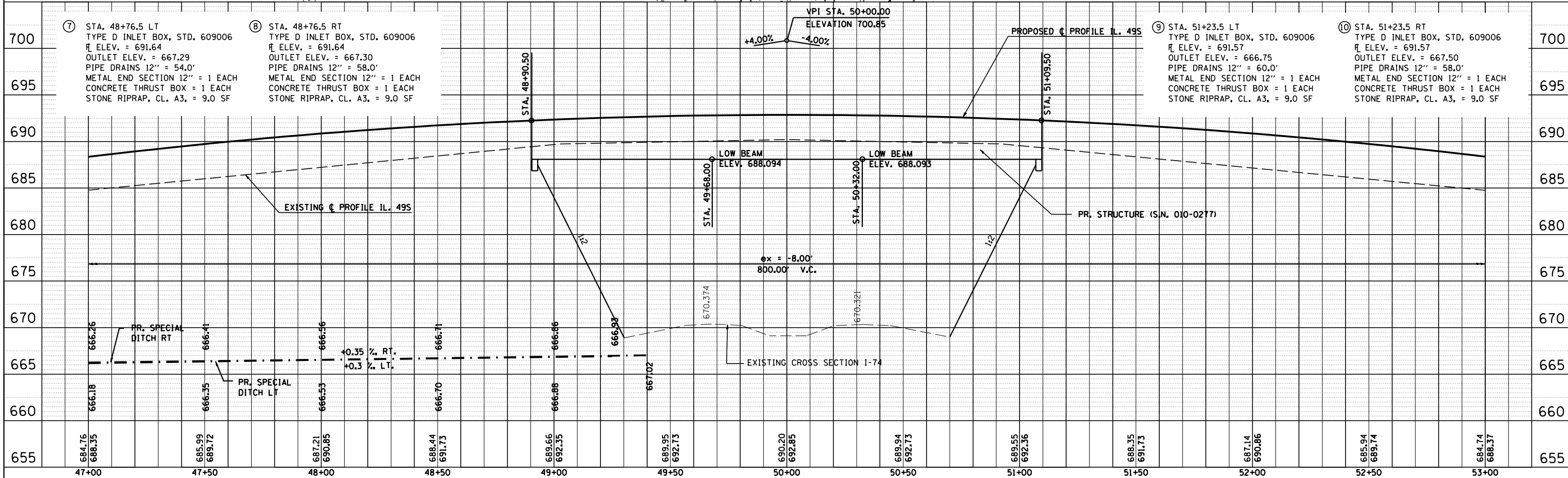
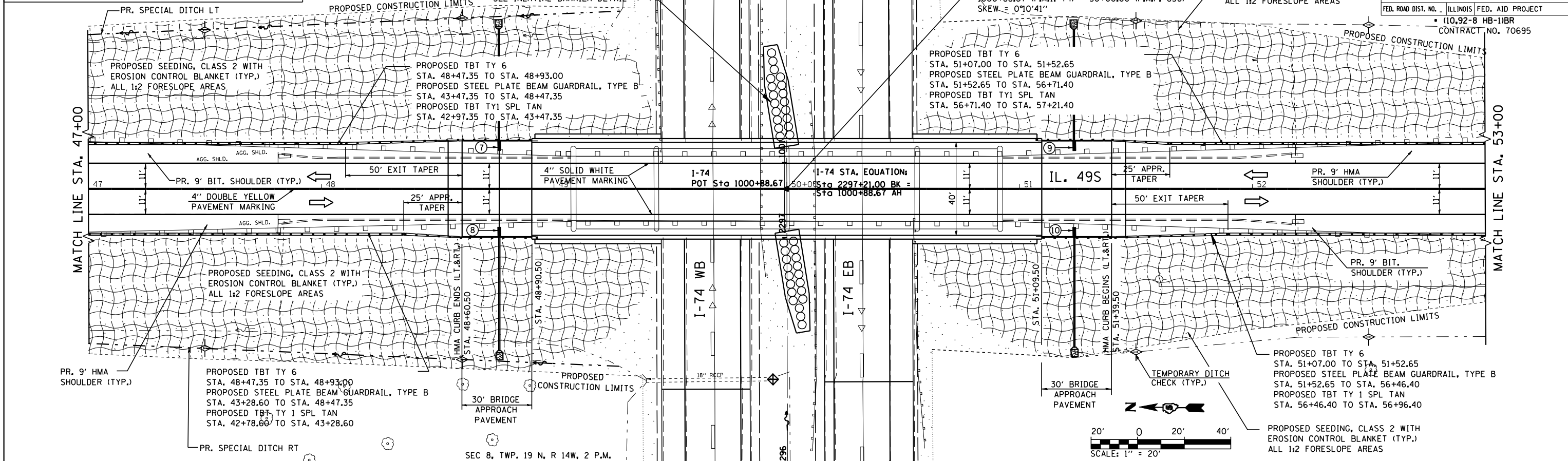
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	PLOTTED		
	CHECKED		
	NO. OF WAY CHECKED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	B.M. NOTED		
	STRUCTURE NOTATIONS CHKD		

B.M. #1 CHISELED "□" ON E. FOUNDATION OF SIGN FOR WB I-74 ON W. SIDE OF IL 49 S & N. OF NW RAMP STA. 307+62.594, 33.25' RT, ELEV 667.975

SEC 9, TWP. 19 N, R 14W, 2 P.M.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	29
STA. 47+00		TO STA. 53+00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
(10,92-8 HB-1)BR CONTRACT NO. 70695				



IL 49S STA. 47+00 TO STA. 53+00

PLAN	DATE
BY	
CHECKED	
NO. OF WAY CHECKED	
CADD FILE NAME	

PROFILE	DATE
BY	
CHECKED	
NO. NOTED	
STRUCTURE NOTATIONS CHKD	

B.M. #2 CHISELED "□" ON E. FOUNDATION OF SIGN FOR EB 1-74 ON E. SIDE OF IL 49 S & S. OF SE RAMP STA. 325+80.458, 33.70' LT, ELEV 666.960

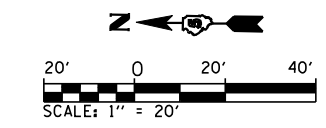
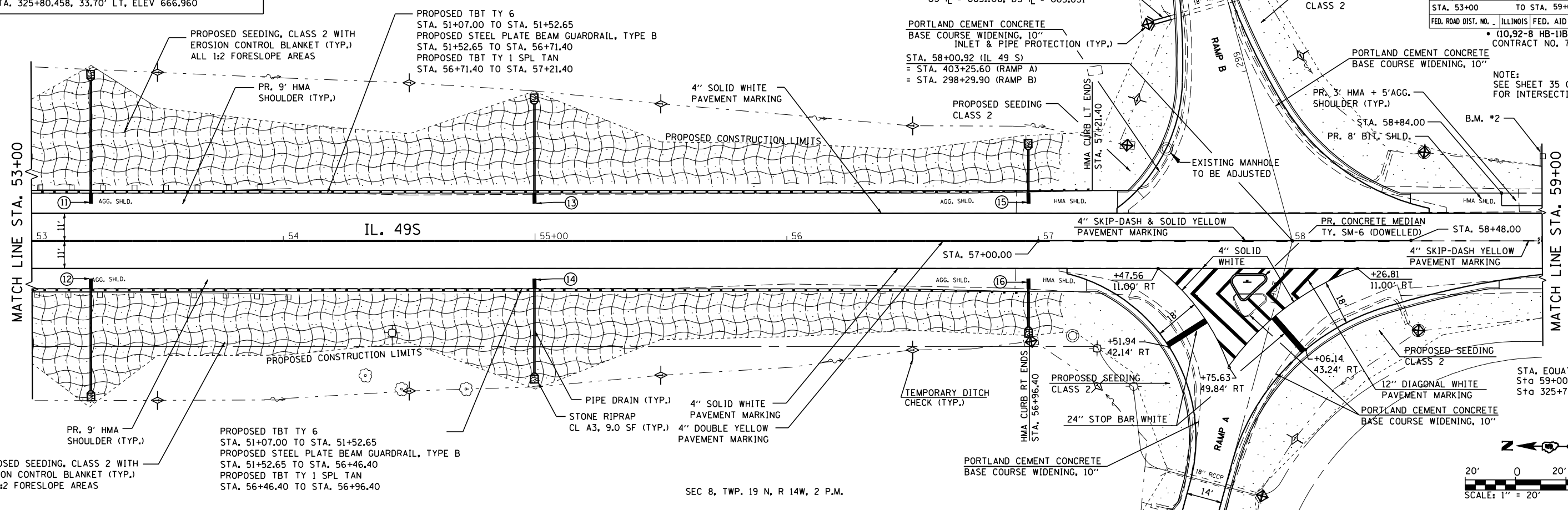
SEC 9, TWP. 19 N, R 14W, 2 P.M.

PROP. PIPE CULVERT WITH END SECTION RCCP, TY.1, 18", 7.5' US \bar{r} = 665.106, DS \bar{r} = 665.051

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	30

STA. 53+00 TO STA. 59+00
ILLINOIS FED. AID PROJECT
(10,92-8 HB-1)BR CONTRACT NO. 70695

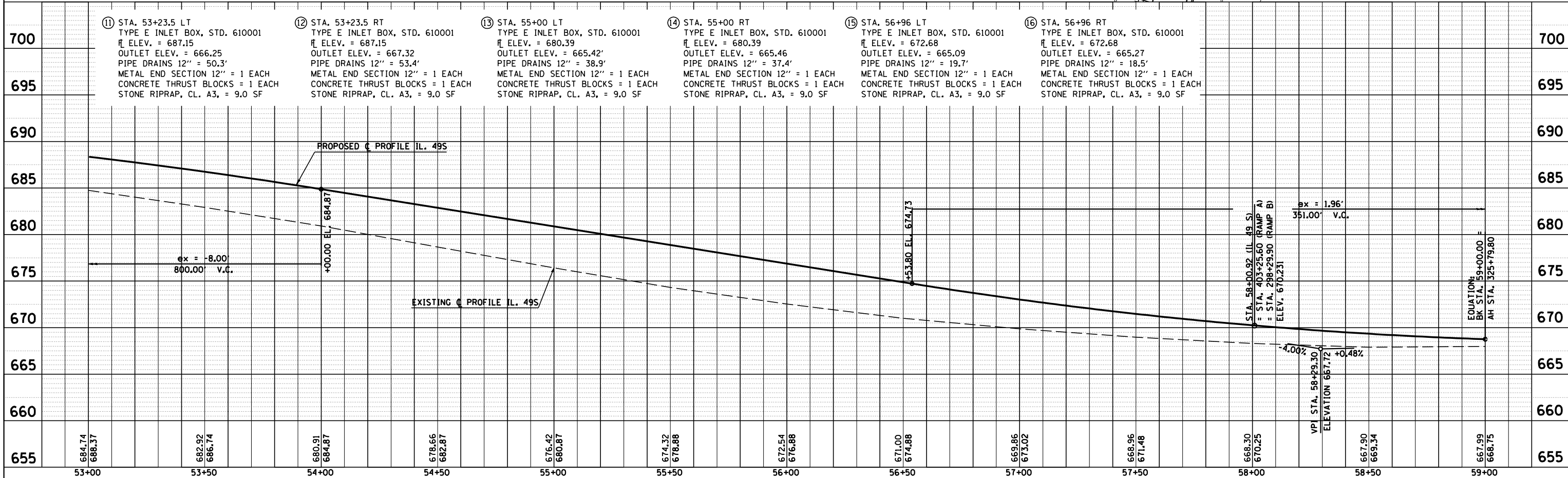
NOTE: SEE SHEET 35 OF 93 FOR INTERSECTION DETAIL



SEC 8, TWP. 19 N, R 14W, 2 P.M.

PLAN	SURVEYED	BY	DATE
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	CHECKED		
	NO. OF WAY CHECKED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	BY, NOTED		
	STRUCTURE NOTATIONS CHKD		



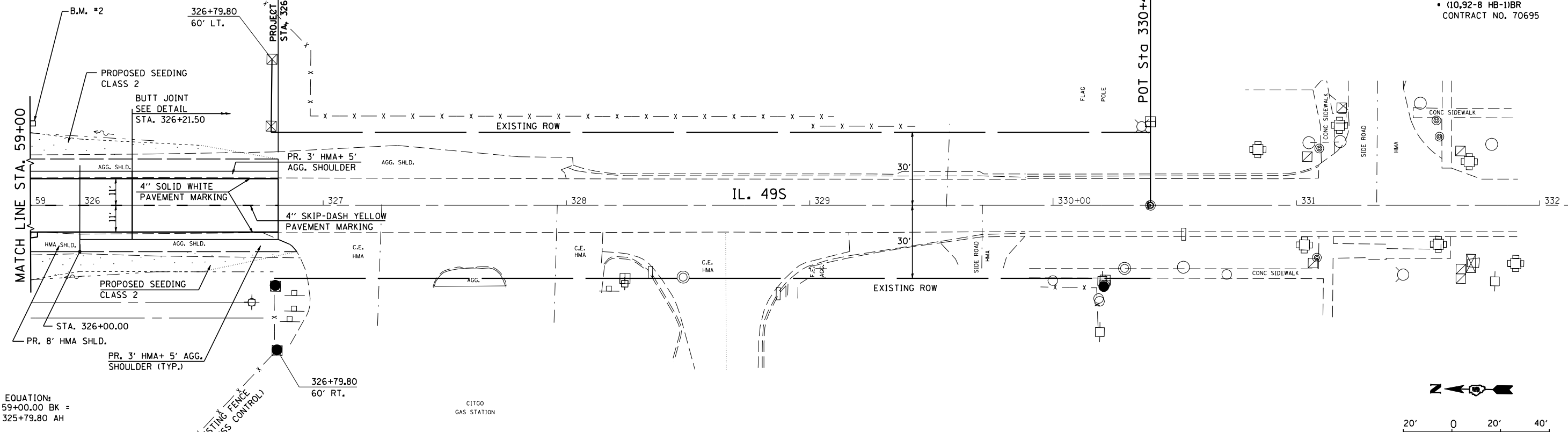
IL 49S STA. 53+00 TO STA. 59+00

B.M. #2 CHISELED "□" ON E. FOUNDATION OF SIGN FOR EB 1-74 ON E. SIDE OF IL 49 S & S. OF SE RAMP STA. 325+80.458, 33.70' LT, ELEV 666.960

SEC 9, TWP. 19 N, R 14W, 2 P.M.

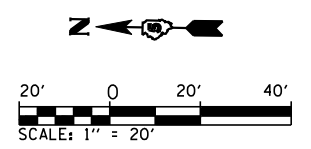
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	31
STA. 59+00		TO STA. 326+81.50		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• (10,92-8 HB-1)BR				
CONTRACT NO. 70695				

PLAN	DATE
SURVEYED	
PLOTTED	
CHECKED	
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NO.	

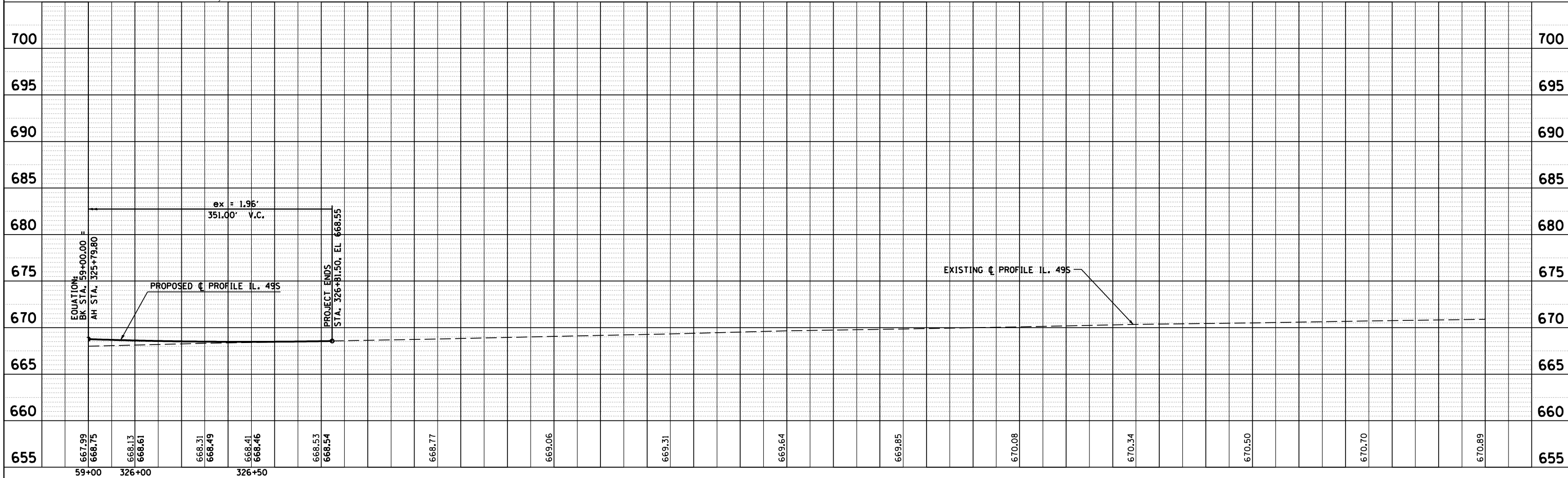


STA. EQUATION:
Sta 59+00.00 BK =
Sta 325+79.80 AH

SEC 8, TWP. 19 N, R 14W, 2 P.M.



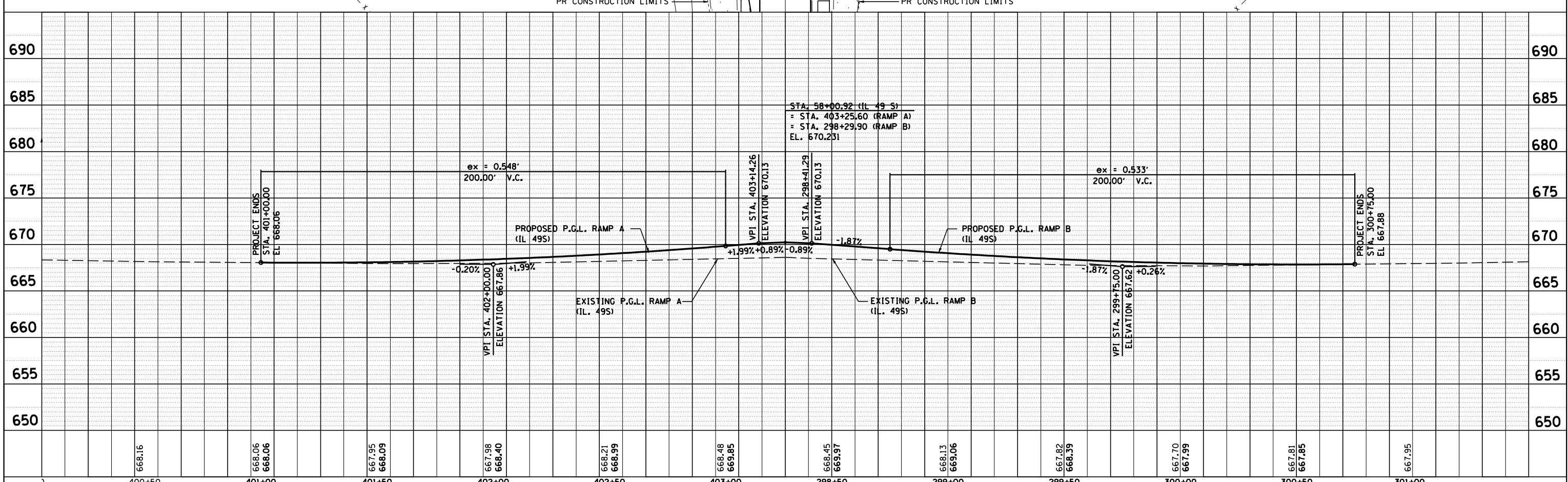
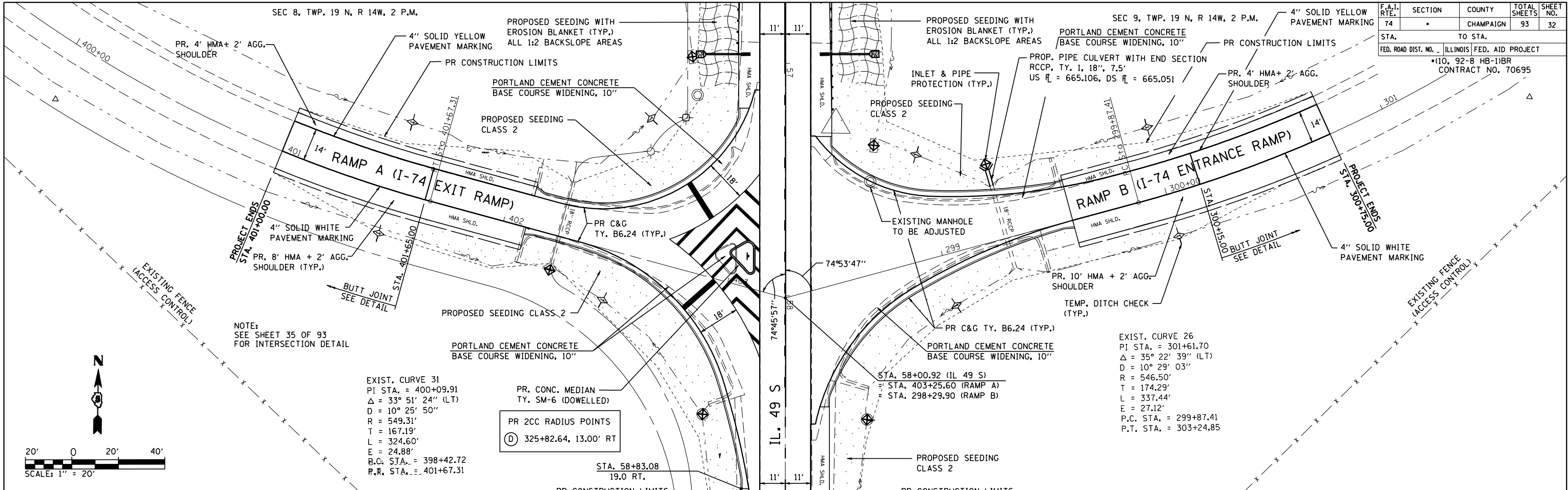
PROFILE	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NO.	



IL 49S STA. 59+00 TO STA. 326+81.50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	32

STA. TO STA.
 FEDERAL DIST. NO. ILLINOIS FED. AID PROJECT
 * (10, 92-8 HB-1) BR CONTRACT NO. 70695

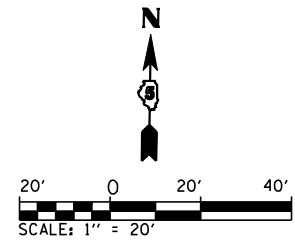


IL 49S RAMPS A & B

SEC 8, TWP. 19 N, R 14W, 2 P.M.

SEC 9, TWP. 19 N, R 14W, 2 P.M.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	CHAMPAIGN	93	33
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		*(10,92-8 HB-1)BR		
		CONTRACT NO. 70695		



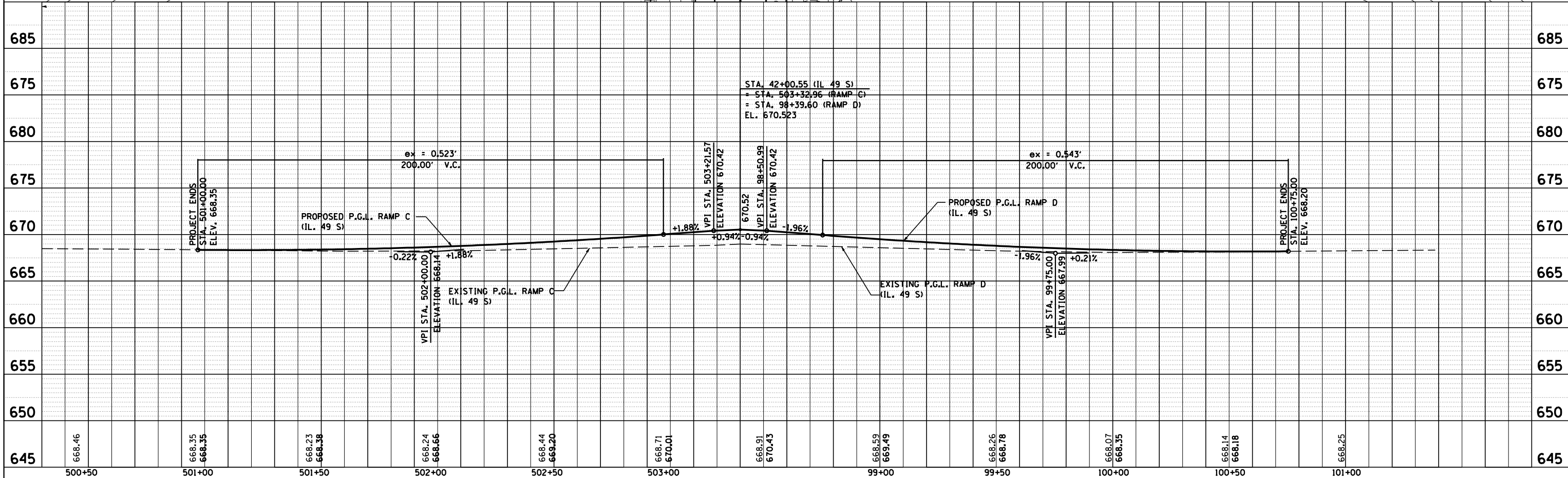
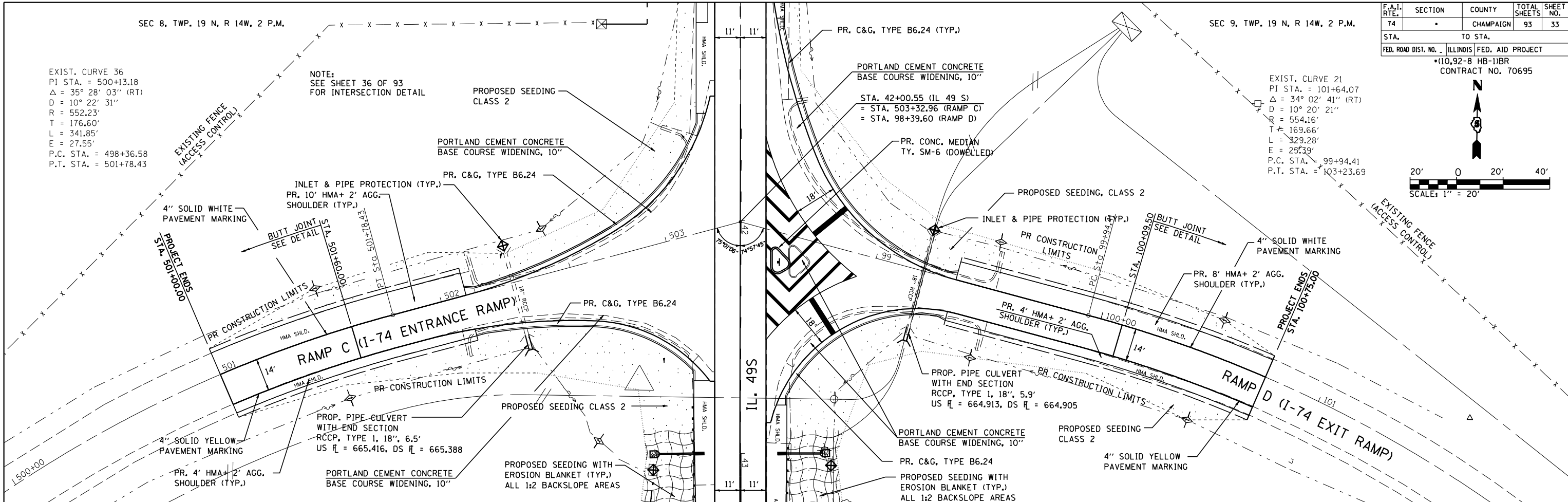
EXIST. CURVE 36
 PI STA. = 500+13.18
 $\Delta = 35^\circ 28' 03''$ (RT)
 $D = 10^\circ 22' 31''$
 $R = 552.23'$
 $T = 176.60'$
 $L = 341.85'$
 $E = 27.55'$
 P.C. STA. = 498+36.58
 P.T. STA. = 501+78.43

NOTE:
 SEE SHEET 36 OF 93
 FOR INTERSECTION DETAIL

EXIST. CURVE 21
 PI STA. = 101+64.07
 $\Delta = 34^\circ 02' 41''$ (RT)
 $D = 10^\circ 20' 21''$
 $R = 554.16'$
 $T = 169.66'$
 $L = 329.28'$
 $E = 25.39'$
 P.C. STA. = 99+94.41
 P.T. STA. = 103+23.69

PLAN	DATE
SURVEYED	
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PROFILE	DATE
SURVEYED	
PLOTTED	
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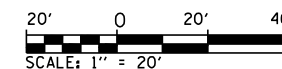


IL 49S RAMPS C & D

SEC 8, TWP. 19 N, R 14W, 2 P.M.

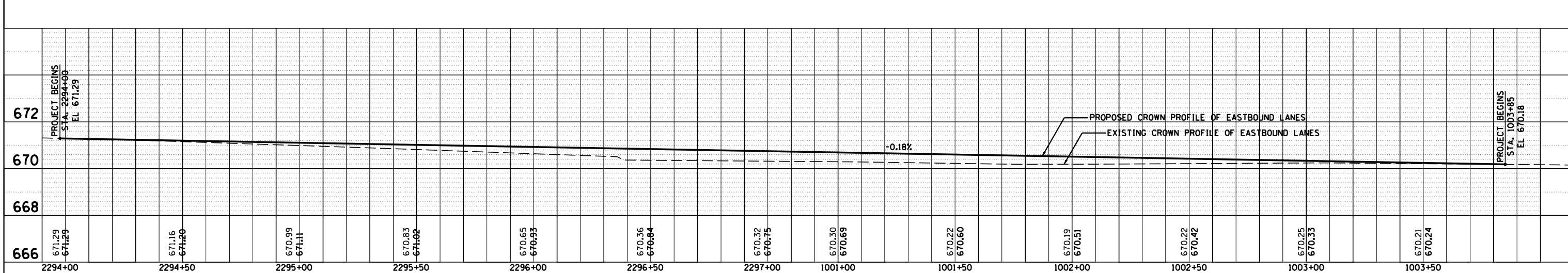
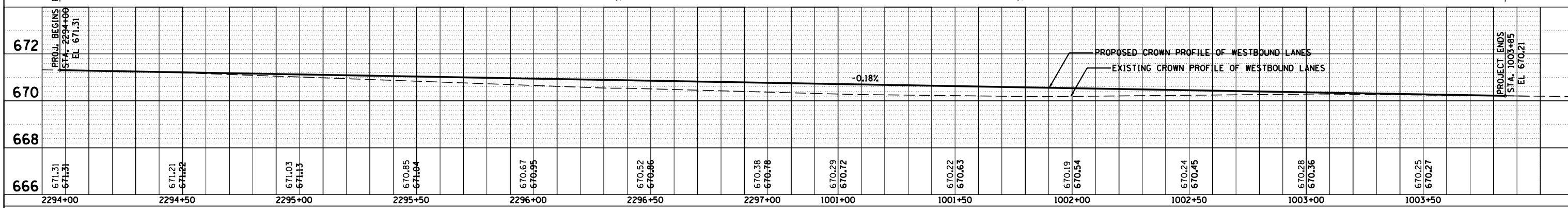
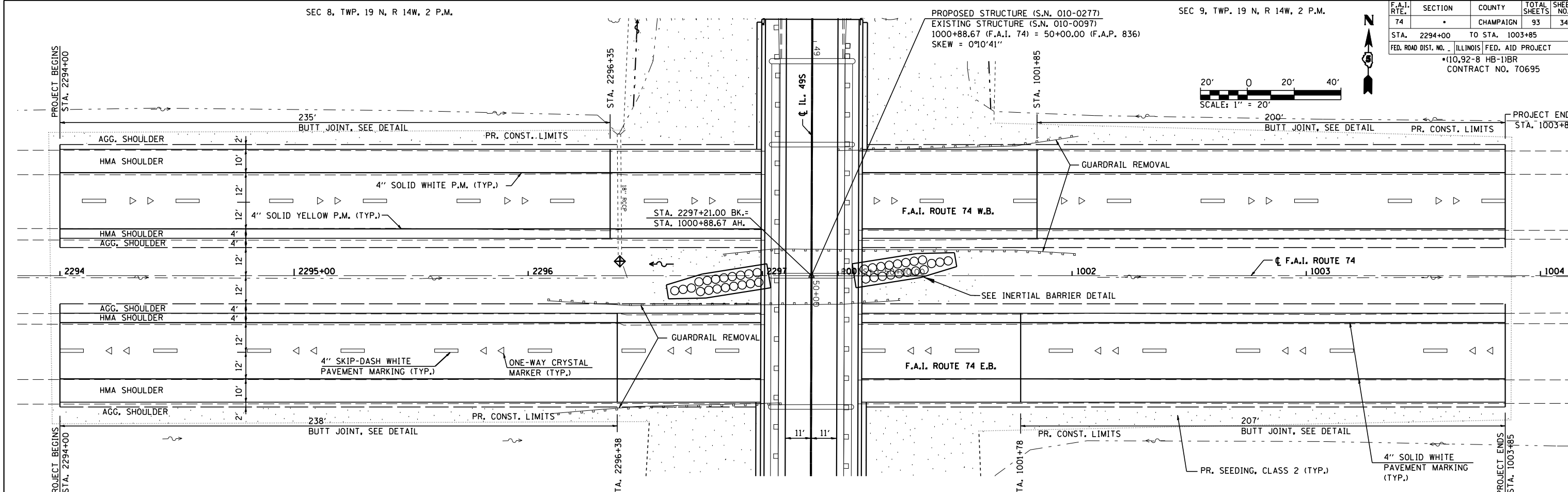
SEC 9, TWP. 19 N, R 14W, 2 P.M.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	CHAMPAIGN	93	34
STA. 2294+00 TO STA. 1003+85				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
*(10,92-8 HB-1)BR				
CONTRACT NO. 70695				



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	CHECKED		
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	NO. OF WAY CHECKED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	BY		
	STRUCTURE NOTATIONS CHKD		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	35
STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
*10,92-8 HB-1JBR				
CONTRACT NO. 70695				

PR 67.5 ft RADIUS POINTS
 (J) 57+11.38, 13.00' RT
 (K) 402+22.25, 14.00' LT

PR 1 - C.C.
 R = 67.5'

PR 2 - C.C.
 65 ft - 275 ft
 $\phi = 9.0'$

PR 2CC RADIUS POINTS
 (G) 299+81.79, 14.00' LT
 (H) 299+02.15, 25.79' LT
 (I) 57+31.23, 13.00' LT

PR ISLAND RADIUS POINTS
 (L) 57+88.78, 15.00' RT
 (M) 57+81.54, 21.79' RT
 (N) 57+79.34, 16.00' RT

PR 2 - C.C.
 90 ft - 350 ft
 $\phi = 4.8'$

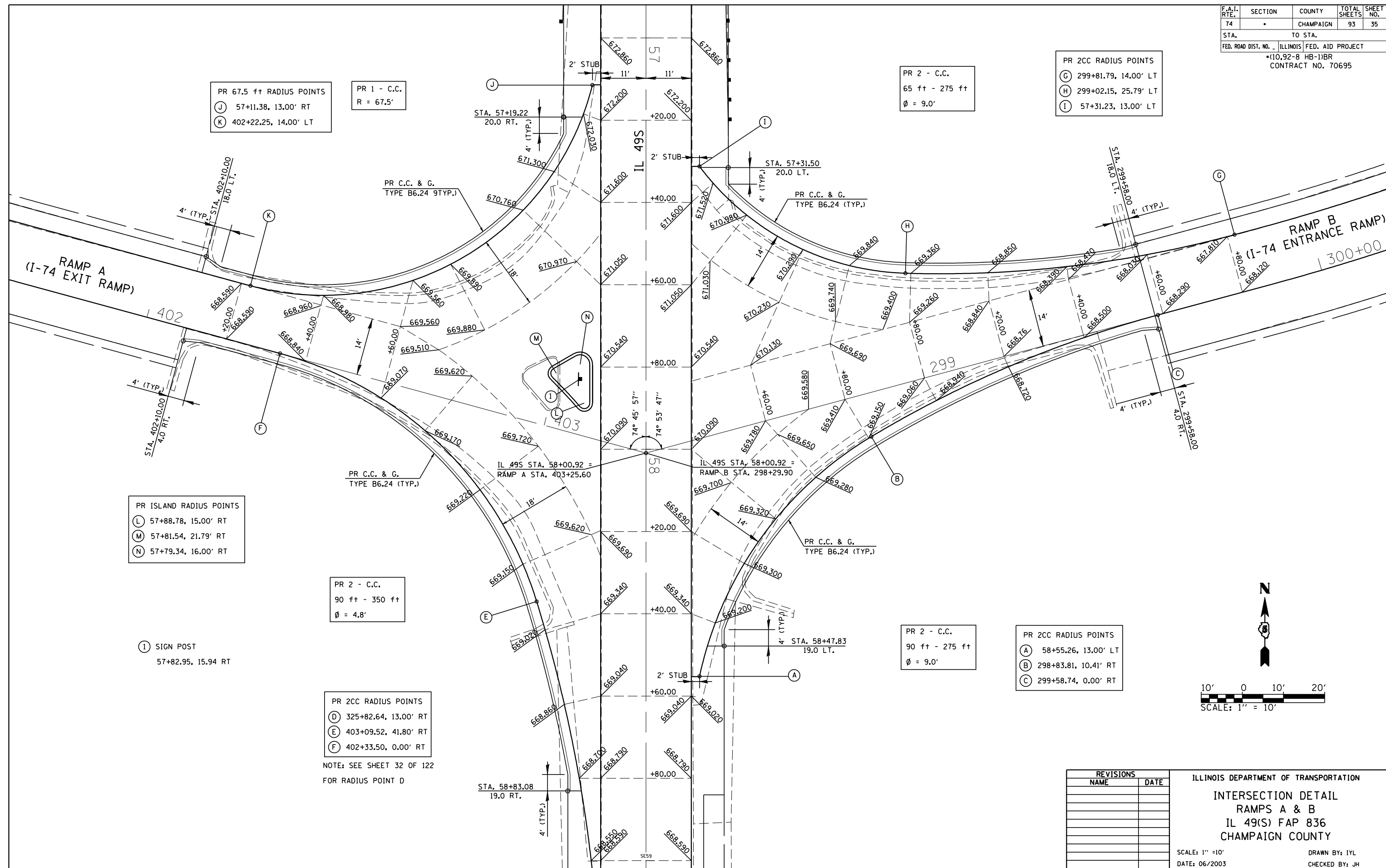
PR 2 - C.C.
 90 ft - 275 ft
 $\phi = 9.0'$

PR 2CC RADIUS POINTS
 (A) 58+55.26, 13.00' LT
 (B) 298+83.81, 10.41' RT
 (C) 299+58.74, 0.00' RT

PR 2CC RADIUS POINTS
 (D) 325+82.64, 13.00' RT
 (E) 403+09.52, 41.80' RT
 (F) 402+33.50, 0.00' RT

NOTE: SEE SHEET 32 OF 122 FOR RADIUS POINT D

(1) SIGN POST
 57+82.95, 15.94 RT



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 INTERSECTION DETAIL
 RAMPS A & B
 IL 49(S) FAP 836
 CHAMPAIGN COUNTY
 SCALE: 1" = 10'
 DATE: 06/2003
 DRAWN BY: IYL
 CHECKED BY: JH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	36
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		* (10,92-8 HB-1)BR		
		CONTRACT NO. 70695		

- PR ISLAND RADIUS POINTS
- (L) 42+13.38, 15.00' LT
 - (M) 42+18.45, 18.42' LT
 - (N) 42+19.85, 16.00' LT

- PR 2CC RADIUS POINTS
- (A) 41+46.55, 13.00' RT
 - (B) 502+79.62, 10.16' LT
 - (C) 502+09.08, 0.00' LT

- PR 2CC RADIUS POINTS
- (D) 307+72.66, 13.00' LT
 - (E) 98+63.49, 36.06' LT
 - (F) 99+35.53, 0.00' LT

(I) SIGN POST
42+17.83, 16.28 LT

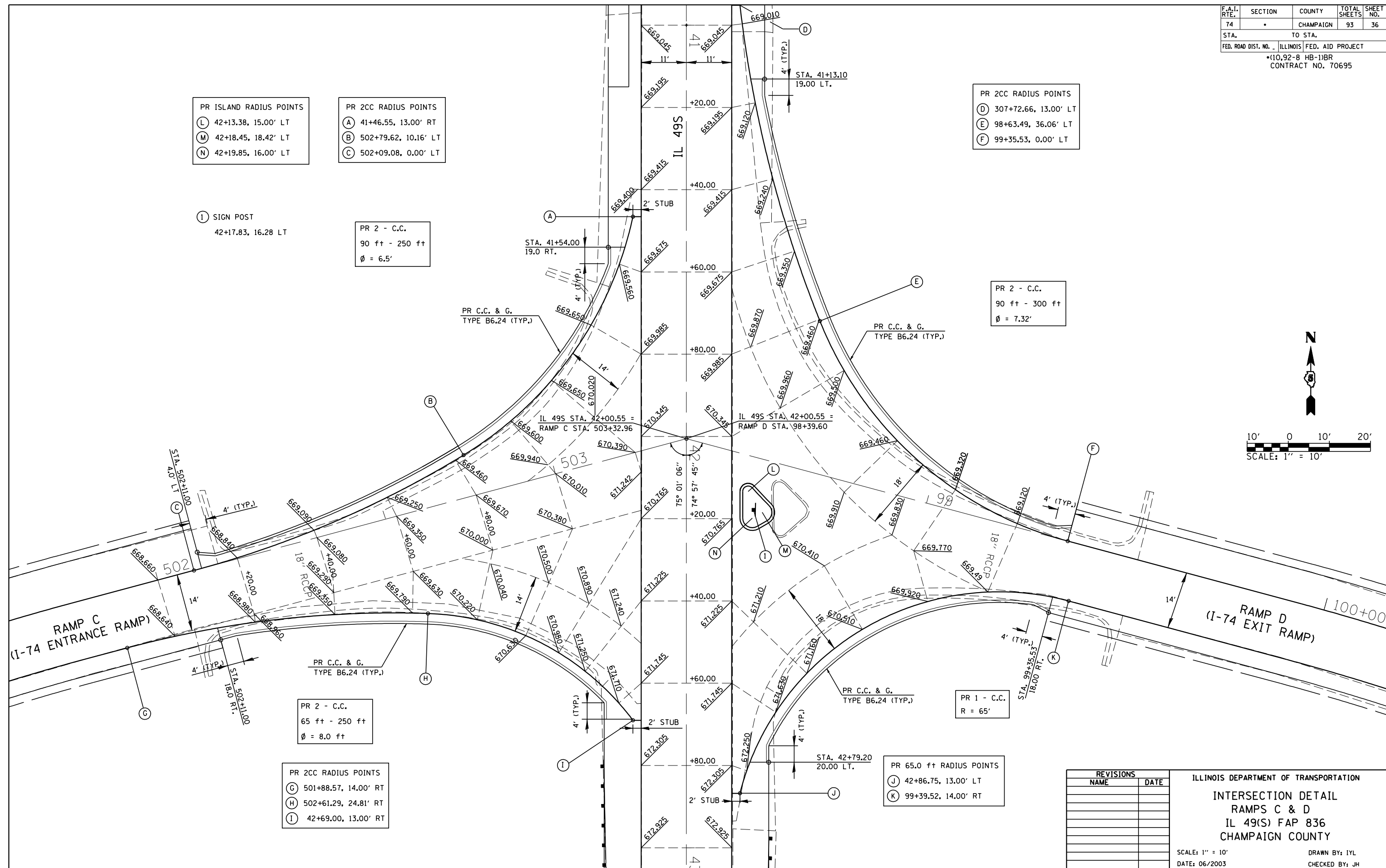
PR 2 - C.C.
90 ft - 250 ft
Ø = 6.5'

PR 2 - C.C.
90 ft - 300 ft
Ø = 7.32'

PR 2 - C.C.
65 ft - 250 ft
Ø = 8.0 ft

- PR 2CC RADIUS POINTS
- (G) 501+88.57, 14.00' RT
 - (H) 502+61.29, 24.81' RT
 - (I) 42+69.00, 13.00' RT

- PR 65.0 ft RADIUS POINTS
- (J) 42+86.75, 13.00' LT
 - (K) 99+39.52, 14.00' RT







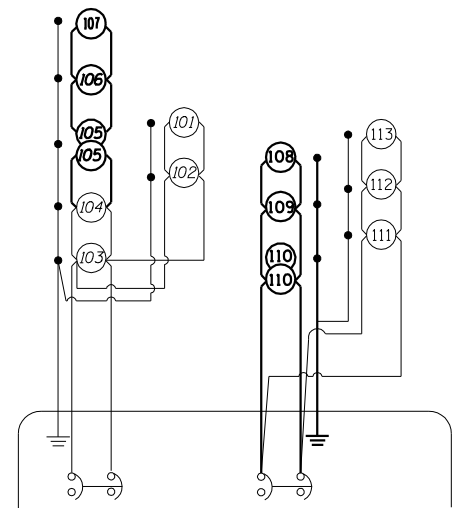
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERSECTION DETAIL
RAMPS C & D
IL 49(S) FAP 836
CHAMPAIGN COUNTY
 SCALE: 1" = 10'
 DATE: 06/2003
 DRAWN BY: IYL
 CHECKED BY: JH

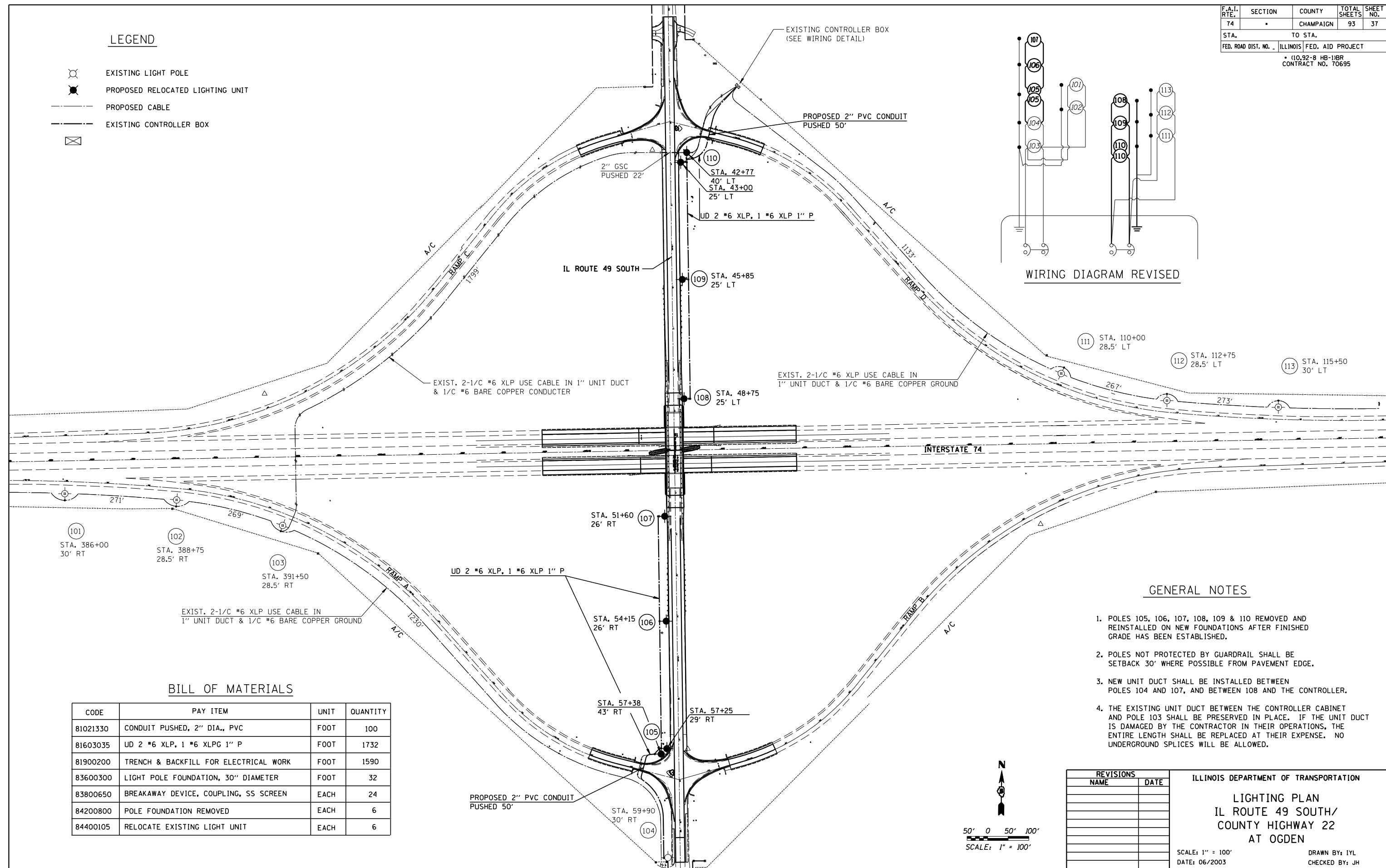
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	37
STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (10,92-8 HB-1)BR CONTRACT NO. 70695				

LEGEND

-  EXISTING LIGHT POLE
-  PROPOSED RELOCATED LIGHTING UNIT
-  PROPOSED CABLE
-  EXISTING CONTROLLER BOX



WIRING DIAGRAM REVISED



GENERAL NOTES

1. POLES 105, 106, 107, 108, 109 & 110 REMOVED AND REINSTALLED ON NEW FOUNDATIONS AFTER FINISHED GRADE HAS BEEN ESTABLISHED.
2. POLES NOT PROTECTED BY GUARDRAIL SHALL BE SETBACK 30' WHERE POSSIBLE FROM PAVEMENT EDGE.
3. NEW UNIT DUCT SHALL BE INSTALLED BETWEEN POLES 104 AND 107, AND BETWEEN 108 AND THE CONTROLLER.
4. THE EXISTING UNIT DUCT BETWEEN THE CONTROLLER CABINET AND POLE 103 SHALL BE PRESERVED IN PLACE. IF THE UNIT DUCT IS DAMAGED BY THE CONTRACTOR IN THEIR OPERATIONS, THE ENTIRE LENGTH SHALL BE REPLACED AT THEIR EXPENSE. NO UNDERGROUND SPLICES WILL BE ALLOWED.

BILL OF MATERIALS

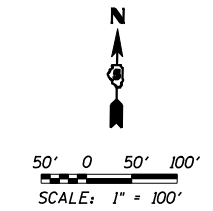
CODE	PAY ITEM	UNIT	QUANTITY
81021330	CONDUIT PUSHED, 2" DIA., PVC	FOOT	100
81603035	UD 2 #6 XLP, 1 #6 XLPG 1" P	FOOT	1732
81900200	TRENCH & BACKFILL FOR ELECTRICAL WORK	FOOT	1590
83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	32
83800650	BREAKAWAY DEVICE, COUPLING, SS SCREEN	EACH	24
84200800	POLE FOUNDATION REMOVED	EACH	6
84400105	RELOCATE EXISTING LIGHT UNIT	EACH	6

REVISIONS	
NAME	DATE

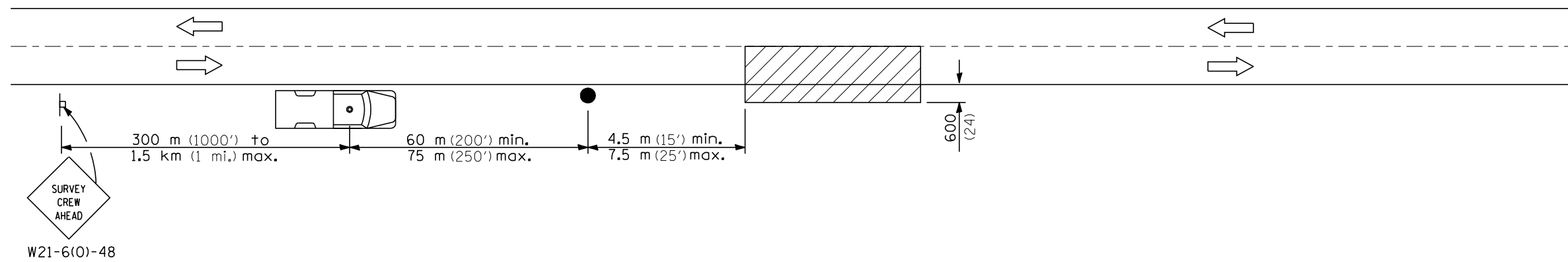
ILLINOIS DEPARTMENT OF TRANSPORTATION
LIGHTING PLAN
 IL ROUTE 49 SOUTH/
 COUNTY HIGHWAY 22
 AT OGDEN

SCALE: 1" = 100'
 DATE: 06/2003

DRAWN BY: IYL
 CHECKED BY: JH

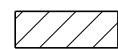


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	CHAMPAIGN	93	38
STA.		TO STA.		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
• (10,92-8 HB-1)BR CONTRACT NO. 70695				



W21-6(0)-48

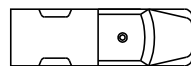
SYMBOLS



Work area



Sign on portable or permanent support



Truck with flashing amber light and dual emergency flashers



Flagger with traffic control sign

TYPICAL APPLICATIONS
Utility operations

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

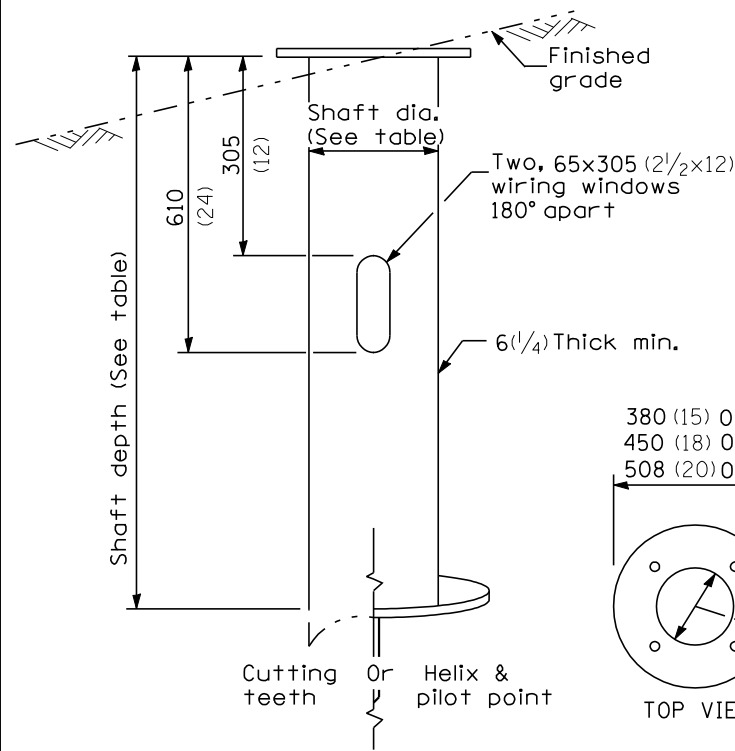
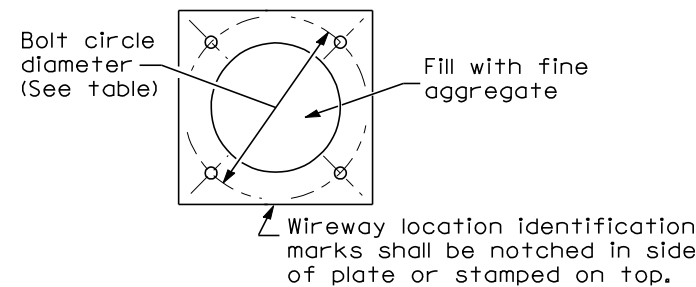
DATE	REVISIONS
11/06	REPLACED DETAIL F-5.07

NIGHT TIME INSPECTION
OF ROADWAY LIGHTING

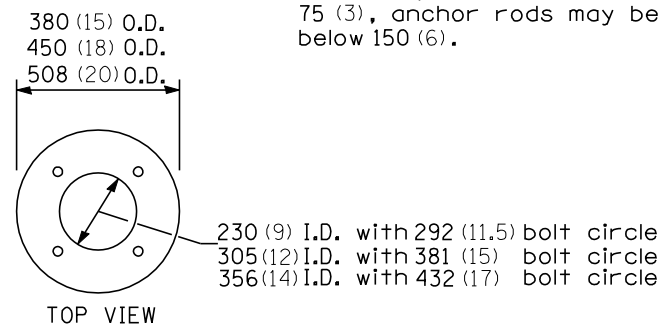
DISTRICT 5 DETAIL NO. 70100000

LIGHT POLE MOUNTING HEIGHT	BOLT CIRCLE DIAMETER	STEEL FOUNDATION			CONCRETE FOUNDATION		
		SHAFT DIAMETER	SHAFT DEPTH	TOP PLATE (min)	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH ①
<9.1 m (30')	292 (11.5)	220 (8 5/8)	1.83 m (6')	300 x 300 x 25 12 x 12 x 1	610 (24)	1.52 m (5'-0")	1.45 m (4'-9")
9.4 m - 10.7 m (31'-35')	292 (11.5)	220 (8 5/8)	1.83 m (6')	300 x 300 x 25 12 x 12 x 1	610 (24)	1.67 m (5'-6")	1.60 m (5'-3")
10.9 m - 12.2 m (36'-40')	381 (15) ③	220 (8 5/8)	1.83 m (6') ②	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	1.83 m (6'-0")	1.75 m (5'-9")
12.5 m - 13.7 m (41'-45')	381 (15) ③	220 (8 5/8)	1.83 m (6') ②	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	1.98 m (6'-6")	1.90 m (6'-3")
14.0 m - 15.2 m (46'-50')	381 (15) ③	220 (8 5/8)	2.44 m (8')	375 x 375 x 31 15 x 15 x 1 1/4	762 (30)	2.13m (7'-0")	2.00 m (6'-9")

- ① Length does not include 100(4)hook
 ② 220 mm x 2.44 m (8 5/8" x 8'-0") for Twin luminaires
 ③ Bolt circle diam. shall be 430 (17) when a TB3-17 transformer base is used



STEEL FOUNDATION



RING PLATE DETAIL
 (When rock is encountered and foundation is shallower)

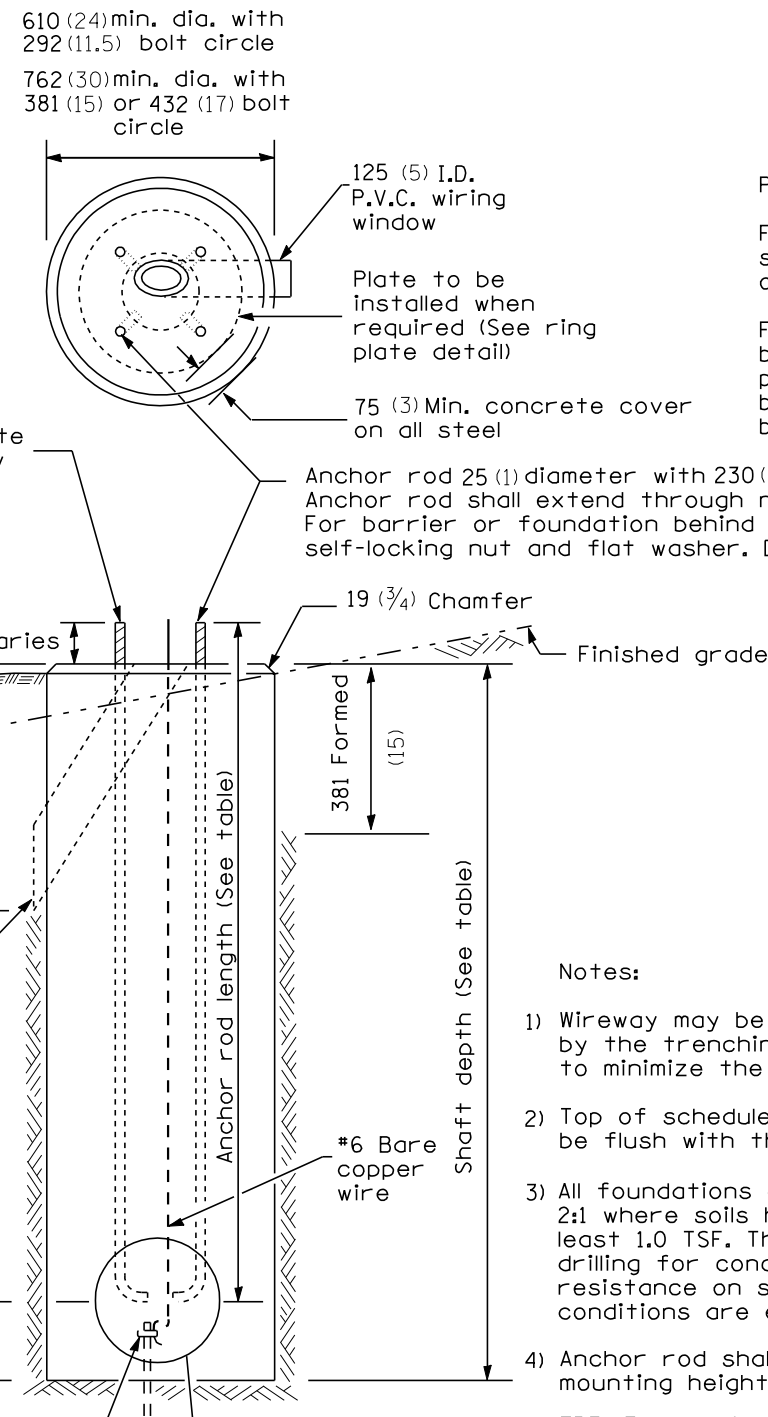
Length above foundation shall be adjusted to accommodate breakaway devices furnished by the contractor for a specific installation.

Use dirt removed from foundation to meet 1.52m (5 ft.) chord fill around foundation top. Grade dirt level with bottom of concrete chamfer.

- ④ If the required anchor rod length above top of foundation is less than 75 (3), anchor rods may be lowered below 150 (6).

Cast bronze clamp
 16 mm x 3 m (5/8" x 10') Copperclad grounding electrode. When foundation is set in rock, install ground electrode in cable trench.

CONCRETE FOUNDATION



Pole Foundation Setback:

For horizontal mounted luminaires, setback shall be a minimum of 6.1 m (20') from edge of pavement.

For vertical mount luminaires, setback shall be a minimum of 9 m (30') from edge of pavement. Poles shall be located 1.5 m (5') behind guardrail or other protective barriers, or as directed by the Engineer.

Notes:

- Wireway may be on front, back or side of foundation as required by the trenching. Place door of transformer base on wireway side to minimize the number of unit duct bends.
- Top of schedule 40 125 (5) I.D. PVC wiring window, shall be flush with the top of foundation for drainage.
- All foundations are designed to be located on slopes not exceeding 2:1 where soils have an unconfined compressive strength of at least 1.0 TSF. The contractor shall verify the soil strength during drilling for concrete foundations or by monitoring installation resistance on steel foundations and notify the engineer if other conditions are encountered.
- Anchor rod shall be increased to 31 (1 1/4) diameter for 15.24 (50') mounting height or above.
- TB3-17 transformer base is not to be used on metal foundation

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

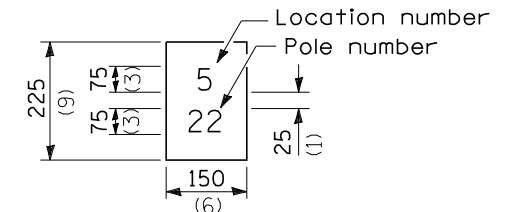
DATE	REVISIONS
10/7/02	Bridge Office depth calc.

LIGHT POLE FOUNDATION

LGT007-836

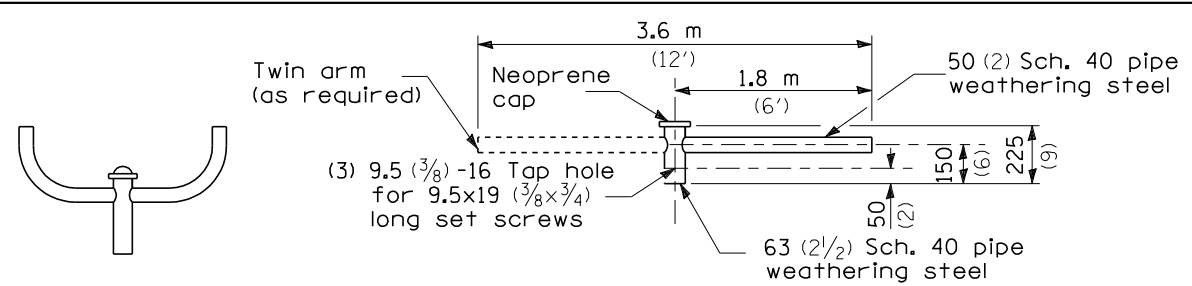
"Install and orient arm bracket over pole tenon and firmly hand tighten the two set screws. Use third hole in arm bracket as a guide to drill a 8.3 (2/4) diameter hole through tenon. Install and tighten self-tapping screw. Tighten set screws an additional (1/4 to 3/8) turn with hex key (not provided). Install locknuts on set screws if threaded projection allows."

Pole shall meet AASHTO Standard Specifications for 128.72 km (80 mph) wind loading and 40.82 kg (90 lb.), .37 m² (4.0 sq. ft.) E.P.A. luminaire.



The contractor shall furnish and install a light pole identification of each new light pole, as shown above, incidental to the respective light pole pay item. The numerals shall be 75 (3) series "D", black, screened on silver-white type B pressure sensitive reflective sheeting conforming to the requirements of section T602.01 of the Standard Specifications for Traffic Control Items. The numerals shall conform to the FHWA "Standard Alphabets for Highway Signs".

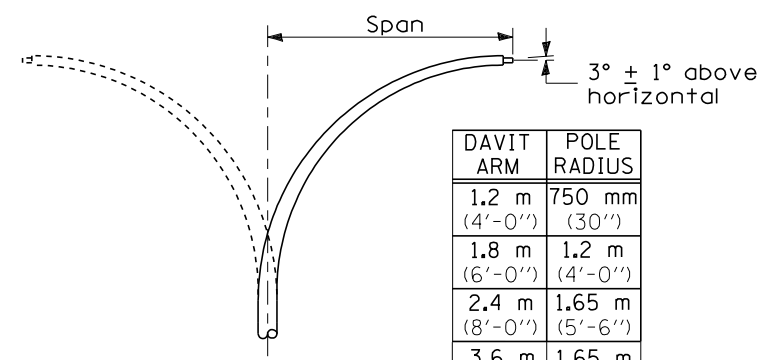
The light pole identification shall be applied to sign base material as specified in section 1085.05 of the Standard Specifications, approximately 180 (7) above the adjacent pavement grade visible to approaching traffic in accordance with Highway Standard 2319.



TWIN TENON

TENON MOUNT BRACKET ARM

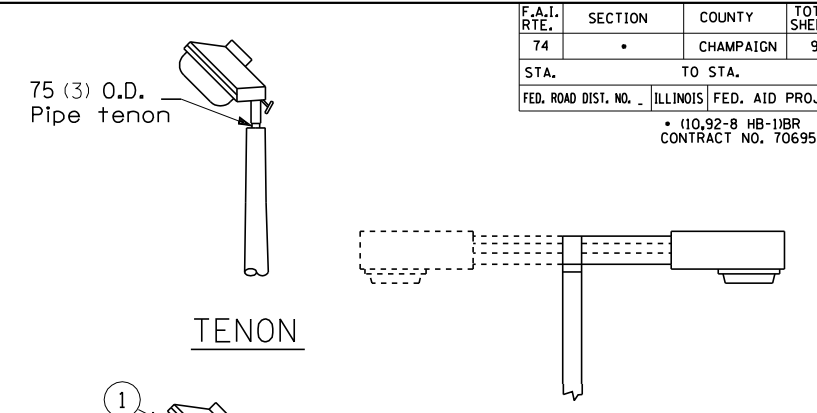
NOTE: Single or twin arm assembly shall be tilted 3° above horizontal.



DAVIT ARM

DAVIT ARM-TWIN

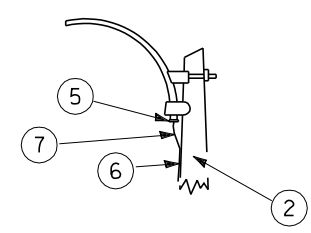
DAVIT ARM	POLE RADIUS
1.2 m (4'-0")	750 mm (30")
1.8 m (6'-0")	1.2 m (4'-0")
2.4 m (8'-0")	1.65 m (5'-6")
3.6 m (12'-0")	1.65 m (5'-6")



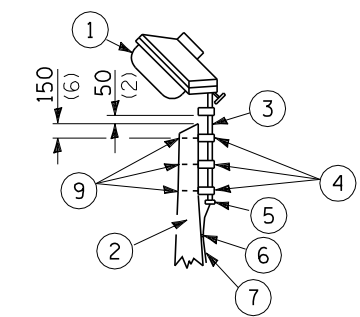
TENON

SHORT BRACKET

SHORT BRACKET - TWIN

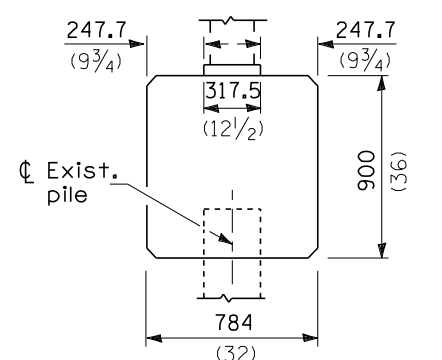
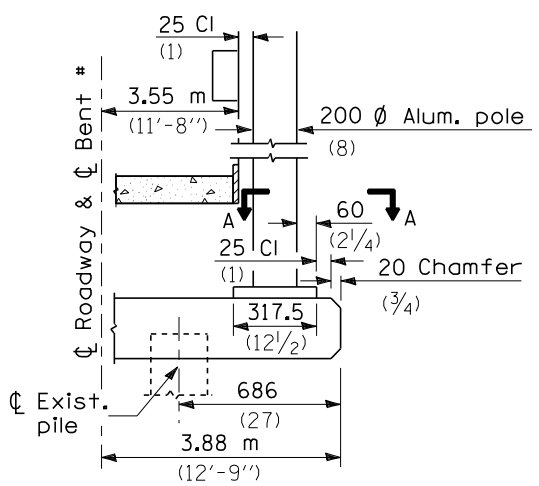


MAST ARM

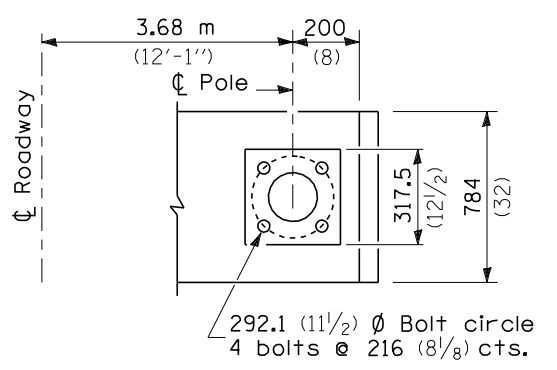


TENON

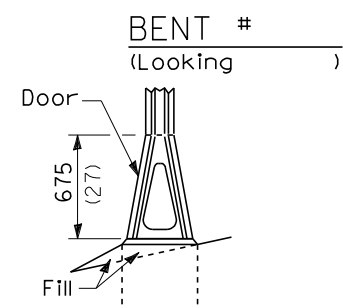
- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type use cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length
- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 900 (36) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



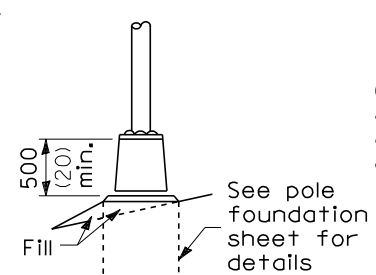
BRIDGE PIER MOUNT



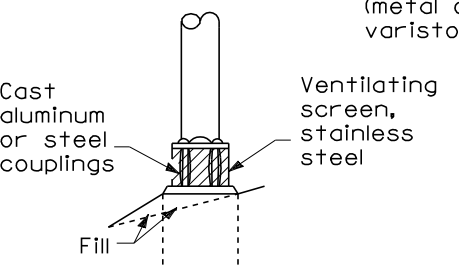
SECTION A-A



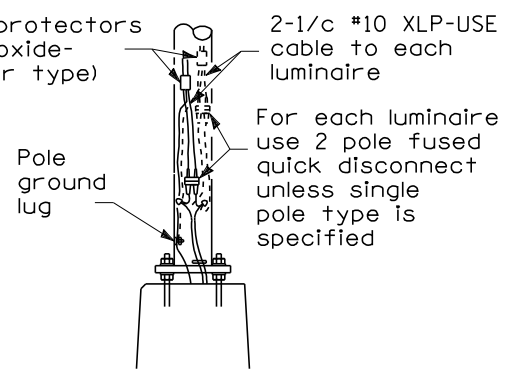
STAINLESS STEEL FLAIR BASE



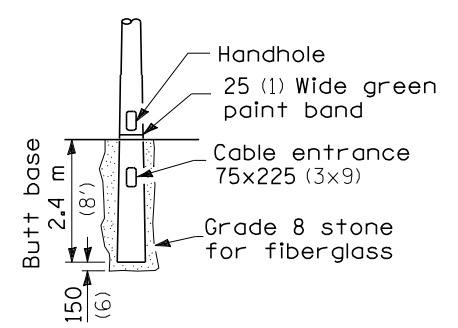
TRANSFORMER BASE



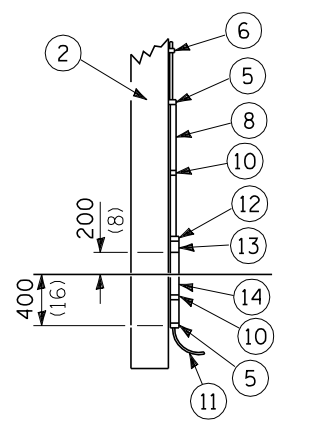
BREAKAWAY COUPLING



ANCHOR



BUTT BASE



POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

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

FRANGIBLE

METAL OR CONCRETE

Details for underground distribution if required

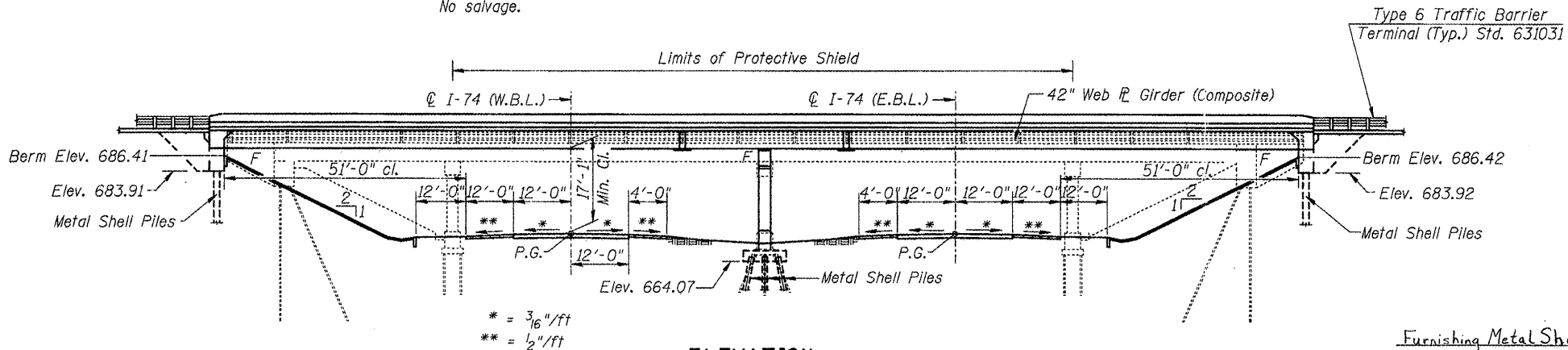
DATE	REVISIONS

POLE STANDARDS

B.M. Chiseled "□" on East Foundation of Sign for Eastbound I-74 on East Side of C.H. 22 (IL Rte 49S) and South of Southeast Ramp. Elev. = 666.96

Existing Structure: S.N. 010-0097 Built in 1959. Four Simple Spans R.C. Deck with P.P.C. I-Beams on R.C. Piers and Abutments. The Structure is 28'-0" wide between curbs and spans 185'-6" Back to Back Abutments. Structure is to be removed and replaced. The proposed structure allows for a third lane in each direction in anticipation of the future widening of I-74. Road will be closed and traffic detoured during construction. No salvage.

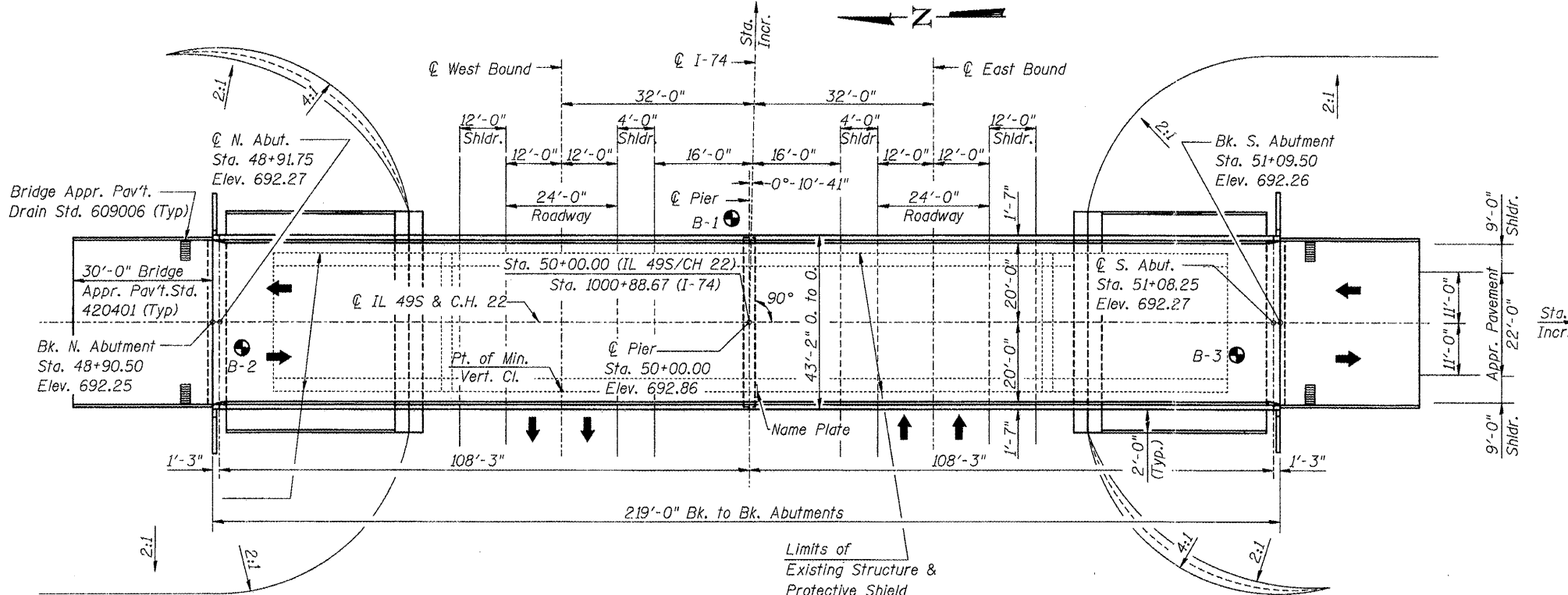
ROUTE NO.	SECTION	COUNTY	STATE	SHEET NO.	SHEET NO. 1
FAI 74	*	CHAMPAIGN	93	41	17 SHEETS
FED. ROAD DIST. NO. 7			ILLINOIS	FED. AID PROJECT	
* (10-92-8HB-1)BR			CONTRACT 70695		



ELEVATION
(Looking East)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. yd		108	108
Structure Excavation	Cu. yd		148	148
Concrete Structures	Cu. yd		104.5	104.5
Concrete Superstructure	Cu. yd	307.3		307.3
Bridge Deck Grooving	Sq. yd.	925		925
Reinforcement Bars, Epoxy coated	Pound	76830	17210	94040
Furnishing and Erecting Structural Steel	Lump Sum	1		1
Protective Coat	Sq. yd	1152		1152
Stud Shear Connectors	Each	3600		3600
Name Plates	Each		1	1
Furnishing Metal Pile Shells (14" Ø)	Foot		2071	2071
Driving and Filling Shells Piles	Foot		2071	2071
Test Pile Metal Shells	Each		1	1
Slope Wall, 4"	Sq. yd		452	452
Bar Splicers	Each	80		80
Removal of Existing Structures	Each	1		1
Protective Shield	Sq. yd.	429		429



PLAN

LOADING HL93 (STRUCT. STEEL, DECK & BEARINGS)

LOADING HS20-44 (SUBSTRUCTURE)

Allow 50 psf for future wearing surface.

DESIGN SPECIFICATIONS

Superstructure

1998 AASHTO LRFD Bridge Design Specifications with 1999 thru 2002 Interims.

Substructure

1996 AASHTO Standard Specifications with 1997 thru 2002 Interims.

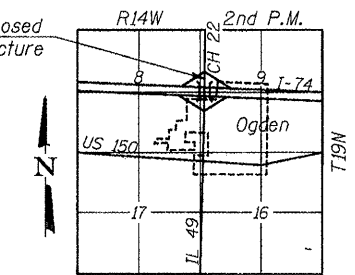
APPROVED

For Structural Adequacy Only

Ralph E. Anderson (T.S.)
Engineer of Bridges & Structures



Paul B. Lin 2/23/05
ILLINOIS STRUCTURAL NO. 4419 DATE



LOCATION SKETCH

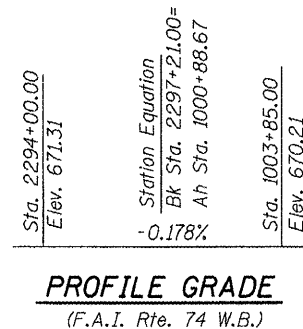
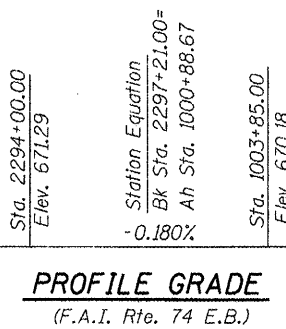
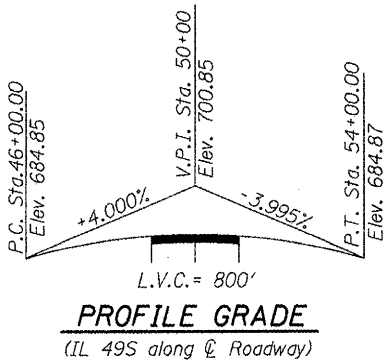
SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.048g
Site Coefficient (S) = 1.2

DESIGN STRESSES

FIELD UNITS

$f'_c = 3.5$ ksi
 $f_y = 60$ ksi (reinf.)
 $f_y = 50$ ksi (Struct. Steel, AASHTO M270 Gr. 36)
 $f_y = 50$ ksi (Struct. Steel, AASHTO M270 Gr. 50)



LIN ENGINEERING, LTD.
20 N. Chestnut, Champaign, Illinois 62529
(217) 483-4888 FAX (217) 483-4706
Designed By: MTH Checked By: STD Drawn By: JMD Date: 11/02 File: 000277.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN
FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
OVER FAI RTE 74 (I-74)
SECTION (10-92-8HB-1) BR
CHAMPAIGN COUNTY
STA. 1000+88.67 (I-74)
STA. 50+00.00 (IL 49S & C.H. 22)
STRUCTURE NO. 010-0277

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	★	CHAMPAIGN	93	42
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

★ (10-92-8HB-1)BR

GENERAL NOTES

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.
- Calculated weight of Structural Steel = 17,800 lbs. (AASHTO M270, Gr.36)
300,430 lbs. (AASHTO M270, Gr.50)
- Field welding of construction accessories will not be permitted to beams or girders.
- Anchor bolts shall be set before bolting diaphragms over supports.
- The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the tension flanges, webs and all splice plate material except fill plates.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions
- Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. Per 100 sq. ft.
- The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles..
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.
- All construction joints shall be bonded.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green (Munsell Color Standard 7.5G 4/8) -. See Special Provision for "Cleaning and Painting New Metal Structures".

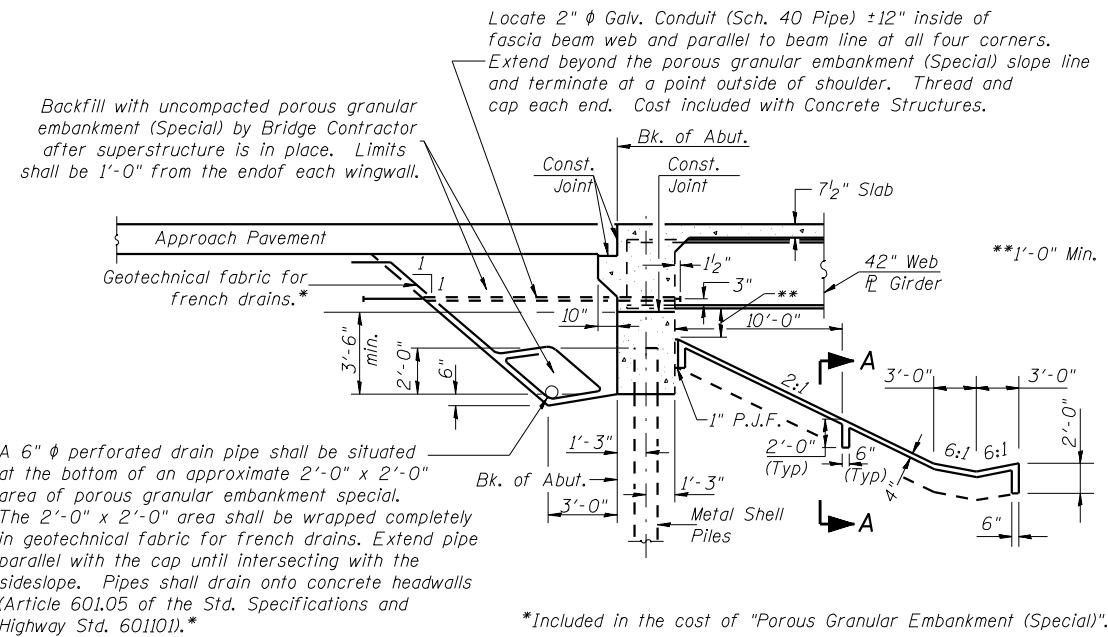
The contractor shall construct the parapets according to the F shape parapet detailed in the special provisions in lieu of the New Jersey parapet detailed in the contract plans.

STATION 1000+88.67
BUILT 200 BY
STATE OF ILLINOIS
F.A.I. RT. 74 SEC. (10-92-8HB-1)BR
LOADING HL93(HS20)
STR. NO. 010-0277

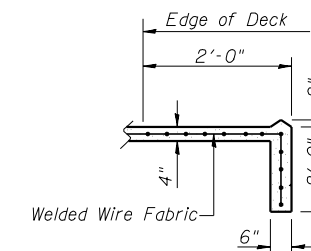
NAME PLATE

See Std. 515001

Note: Excavation for placing PGE (Special) is paid for as Structure Excavation.



INTEGRAL ABUTMENT & SLOPEWALL DETAILS



SECTION A-A

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES
FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
OVER FAI RTE 74 (I-74)
SECTION (10-92-8HB-1) BR
CHAMPAIGN COUNTY
STA. 1000+88.67 (I-74)
STA. 50+00.00 (IL 49S & C.H. 22)
STRUCTURE NO. 010-0277

REVISIONS	
NAME	DATE

210 N. Chestnut
Champaign, Illinois 62629
(217) 485-1668 FAX (217) 485-4706
 Designed By: MTH Checked By: STD Drawn By: JMD
 Date: 11/02 File: 0100277.DGN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	*	CHAMPAIGN	93	44
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

★ (10-92-8HB-1)BR

GIRDER #3

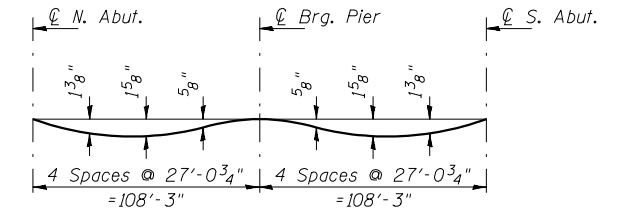
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	-3.708	692.194	692.194
☉ of N Abut.	48+91.750	-3.708	692.208	692.208
A	49+01.750	-3.708	692.311	692.362
B	49+11.750	-3.708	692.405	692.501
C	49+21.750	-3.708	692.488	692.614
D	49+31.750	-3.708	692.562	692.702
E	49+41.750	-3.708	692.625	692.762
F	49+51.750	-3.708	692.679	692.797
G	49+61.750	-3.708	692.722	692.811
H	49+71.750	-3.708	692.756	692.812
I	49+81.750	-3.708	692.779	692.806
J	49+91.750	-3.708	692.793	692.799
☉ Pier	50+00.000	-3.708	692.796	692.796
K	50+10.000	-3.708	692.792	692.801
L	50+20.000	-3.708	692.777	692.809
M	50+30.000	-3.708	692.752	692.814
N	50+40.000	-3.708	692.718	692.812
O	50+50.000	-3.708	692.673	692.795
P	50+60.000	-3.708	692.618	692.757
Q	50+70.000	-3.708	692.553	692.693
R	50+80.000	-3.708	692.479	692.601
S	50+90.000	-3.708	692.394	692.485
T	51+00.000	-3.708	692.299	692.339
☉ of S Abut.	51+08.250	-3.708	692.214	692.214
Bk. of S Abut.	51+09.500	-3.708	692.200	692.200

P.G. & ☉ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	0.000	692.252	692.252
☉ of N Abut.	48+91.750	0.000	692.266	692.266
A	49+01.750	0.000	692.369	692.420
B	49+11.750	0.000	692.463	692.559
C	49+21.750	0.000	692.546	692.672
D	49+31.750	0.000	692.620	692.760
E	49+41.750	0.000	692.683	692.820
F	49+51.750	0.000	692.737	692.855
G	49+61.750	0.000	692.780	692.869
H	49+71.750	0.000	692.814	692.870
I	49+81.750	0.000	692.837	692.864
J	49+91.750	0.000	692.851	692.857
☉ Pier	50+00.000	0.000	692.854	692.854
K	50+10.000	0.000	692.850	692.859
L	50+20.000	0.000	692.835	692.867
M	50+30.000	0.000	692.810	692.872
N	50+40.000	0.000	692.775	692.870
O	50+50.000	0.000	692.731	692.853
P	50+60.000	0.000	692.676	692.814
Q	50+70.000	0.000	692.611	692.750
R	50+80.000	0.000	692.537	692.658
S	50+90.000	0.000	692.452	692.542
T	51+00.000	0.000	692.357	692.397
☉ of S Abut.	51+08.250	0.000	692.272	692.272
Bk. of S Abut.	51+09.500	0.000	692.258	692.258

GIRDER #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	3.708	692.194	692.194
☉ of N Abut.	48+91.750	3.708	692.208	692.208
A	49+01.750	3.708	692.311	692.362
B	49+11.750	3.708	692.405	692.501
C	49+21.750	3.708	692.488	692.614
D	49+31.750	3.708	692.562	692.702
E	49+41.750	3.708	692.625	692.762
F	49+51.750	3.708	692.679	692.797
G	49+61.750	3.708	692.722	692.811
H	49+71.750	3.708	692.756	692.812
I	49+81.750	3.708	692.779	692.806
J	49+91.750	3.708	692.793	692.799
☉ Pier	50+00.000	3.708	692.796	692.796
K	50+10.000	3.708	692.792	692.801
L	50+20.000	3.708	692.777	692.809
M	50+30.000	3.708	692.752	692.814
N	50+40.000	3.708	692.718	692.812
O	50+50.000	3.708	692.673	692.795
P	50+60.000	3.708	692.618	692.757
Q	50+70.000	3.708	692.553	692.693
R	50+80.000	3.708	692.479	692.601
S	50+90.000	3.708	692.394	692.485
T	51+00.000	3.708	692.299	692.339
☉ of S Abut.	51+08.250	3.708	692.214	692.214
Bk. of S Abut.	51+09.500	3.708	692.200	692.200



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown.

GIRDER #5

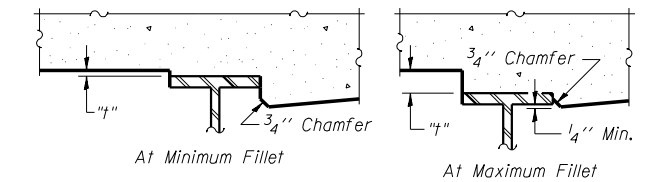
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	11.125	692.078	692.078
☉ of N Abut.	48+91.750	11.125	692.092	692.092
A	49+01.750	11.125	692.195	692.246
B	49+11.750	11.125	692.289	692.386
C	49+21.750	11.125	692.372	692.499
D	49+31.750	11.125	692.446	692.586
E	49+41.750	11.125	692.509	692.646
F	49+51.750	11.125	692.563	692.681
G	49+61.750	11.125	692.606	692.695
H	49+71.750	11.125	692.640	692.696
I	49+81.750	11.125	692.663	692.690
J	49+91.750	11.125	692.677	692.683
☉ Pier	50+00.000	11.125	692.680	692.680
K	50+10.000	11.125	692.676	692.685
L	50+20.000	11.125	692.661	692.693
M	50+30.000	11.125	692.636	692.698
N	50+40.000	11.125	692.602	692.696
O	50+50.000	11.125	692.557	692.679
P	50+60.000	11.125	692.502	692.641
Q	50+70.000	11.125	692.438	692.577
R	50+80.000	11.125	692.363	692.485
S	50+90.000	11.125	692.278	692.369
T	51+00.000	11.125	692.183	692.223
☉ of S Abut.	51+08.250	11.125	692.098	692.098
Bk. of S Abut.	51+09.500	11.125	692.084	692.084

WEST LONGITUDINAL BONDED CONSTRUCTION JOINT (OPTIONAL)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	13.000	692.044	692.044
☉ of N Abut.	48+91.750	13.000	692.057	692.057
A	49+01.750	13.000	692.161	692.212
B	49+11.750	13.000	692.254	692.351
C	49+21.750	13.000	692.338	692.464
D	49+31.750	13.000	692.411	692.552
E	49+41.750	13.000	692.475	692.612
F	49+51.750	13.000	692.528	692.646
G	49+61.750	13.000	692.572	692.661
H	49+71.750	13.000	692.605	692.662
I	49+81.750	13.000	692.629	692.656
J	49+91.750	13.000	692.642	692.649
☉ Pier	50+00.000	13.000	692.646	692.646
K	50+10.000	13.000	692.641	692.650
L	50+20.000	13.000	692.627	692.658
M	50+30.000	13.000	692.602	692.664
N	50+40.000	13.000	692.567	692.662
O	50+50.000	13.000	692.522	692.645
P	50+60.000	13.000	692.468	692.606
Q	50+70.000	13.000	692.403	692.542
R	50+80.000	13.000	692.328	692.450
S	50+90.000	13.000	692.244	692.334
T	51+00.000	13.000	692.149	692.188
☉ of S Abut.	51+08.250	13.000	692.063	692.063
Bk. of S Abut.	51+09.500	13.000	692.050	692.050

GIRDER #6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	18.542	691.928	691.928
☉ of N Abut.	48+91.750	18.542	691.942	691.942
A	49+01.750	18.542	692.045	692.097
B	49+11.750	18.542	692.139	692.236
C	49+21.750	18.542	692.222	692.349
D	49+31.750	18.542	692.296	692.437
E	49+41.750	18.542	692.359	692.497
F	49+51.750	18.542	692.413	692.532
G	49+61.750	18.542	692.456	692.546
H	49+71.750	18.542	692.490	692.547
I	49+81.750	18.542	692.513	692.541
J	49+91.750	18.542	692.527	692.533
☉ Pier	50+00.000	18.542	692.531	692.531
K	50+10.000	18.542	692.526	692.535
L	50+20.000	18.542	692.511	692.543
M	50+30.000	18.542	692.486	692.549
N	50+40.000	18.542	692.452	692.547
O	50+50.000	18.542	692.407	692.530
P	50+60.000	18.542	692.352	692.491
Q	50+70.000	18.542	692.288	692.427
R	50+80.000	18.542	692.213	692.335
S	50+90.000	18.542	692.128	692.219
T	51+00.000	18.542	692.034	692.073
☉ of S Abut.	51+08.250	18.542	691.948	691.948
Bk. of S Abut.	51+09.500	18.542	691.934	691.934



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown. These elevations subtracted from "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK ELEVATIONS
 FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
 OVER FAI RTE 74 (I-74)
 SECTION (10-92-8HB-1) BR
 CHAMPAIGN COUNTY
 STA. 1000+88.67 (I-74)
 STA. 50+00.00 (IL 49S & C.H. 22)
 STRUCTURE NO. 010-0277

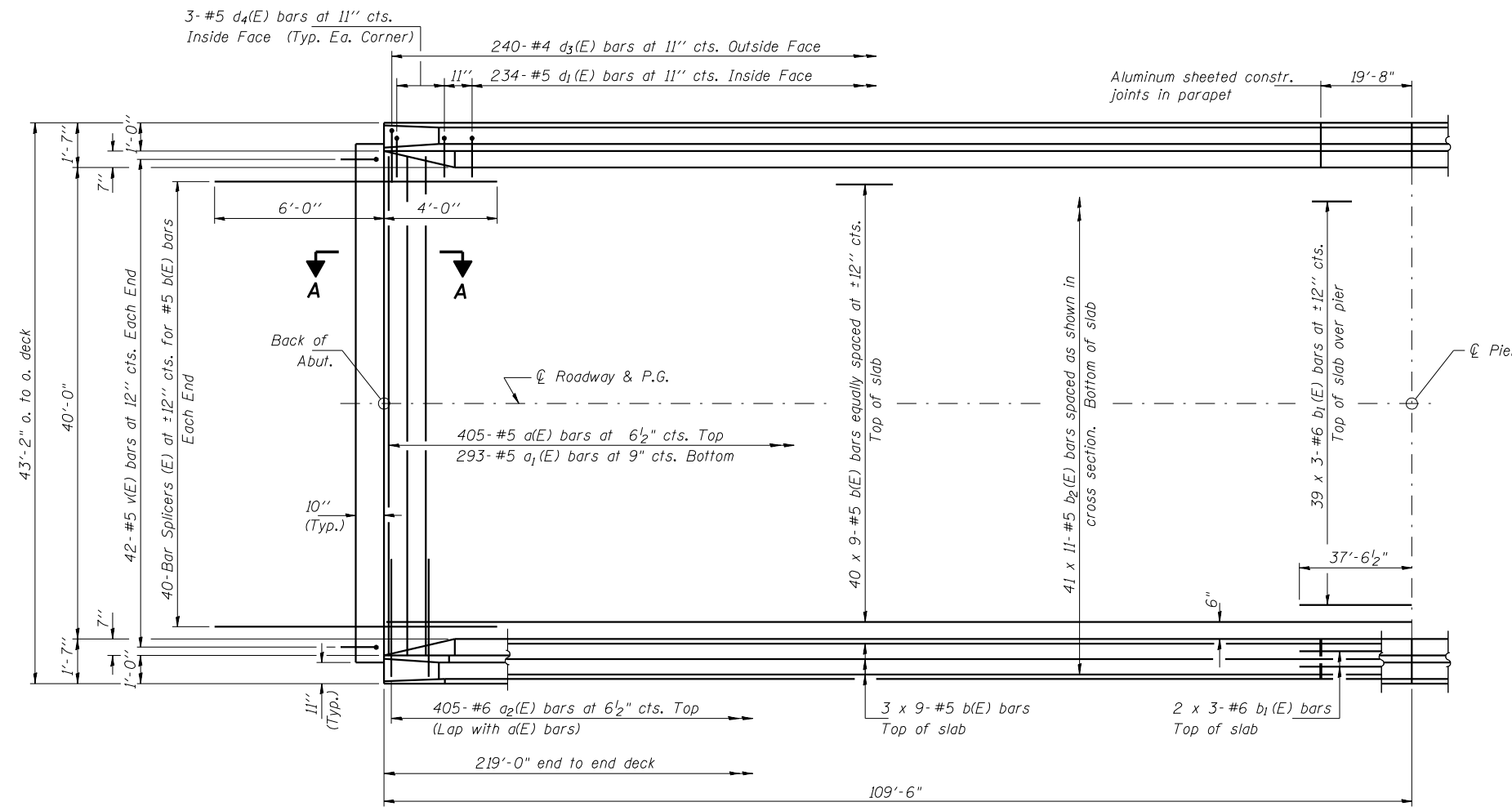
LIJ ENGINEERING, LTD.

210 W. Chestnut
 Champaign, Illinois 62629
 (217) 485-1088
 FAX (217) 485-4708
 Designed By: MTH
 Checked By: STD
 Drawn By: JMD
 Date: 11/02
 File: 0100277.DGN

REVISIONS	
NAME	DATE

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	★	CHAMPAIGN	93	45
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

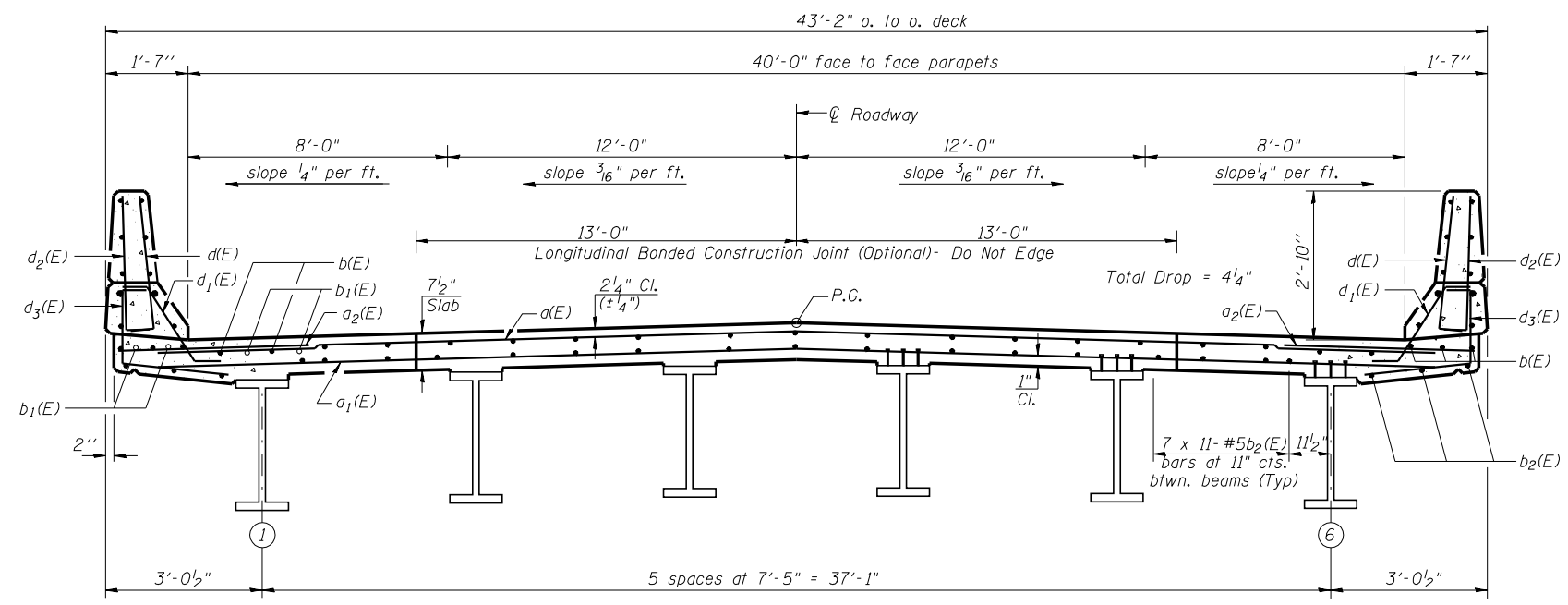
★ (10-92-8HB-1)BR



HALF PLAN

MIN. BAR LAP
 #5 bar = 1'-8"
 #6 bar = 2'-0"

- Notes: See Sheet 6 of 17 for superstructure details and Bill of Material.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 See Sheet 6 of 17 for parapet reinforcement.
 See Sheet 9 of 17 for Section A-A.
 See Sheet 13 of 17 for Bar Splicer Details.



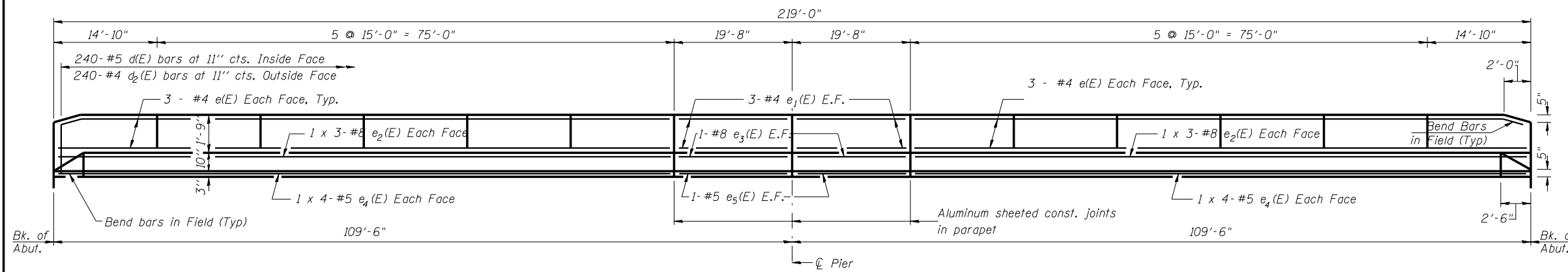
CROSS SECTION
(Looking South)

LIN ENGINEERING, LTD.
 210 N. Chestnut
 Champaign, Illinois 62629
 (217) 485-1668 FAX (217) 485-4708
 Designed By: MTH Checked By: STD Drawn By: JMD
 Date: 11/02 File: 0100277.DGN

REVISIONS	
NAME	DATE

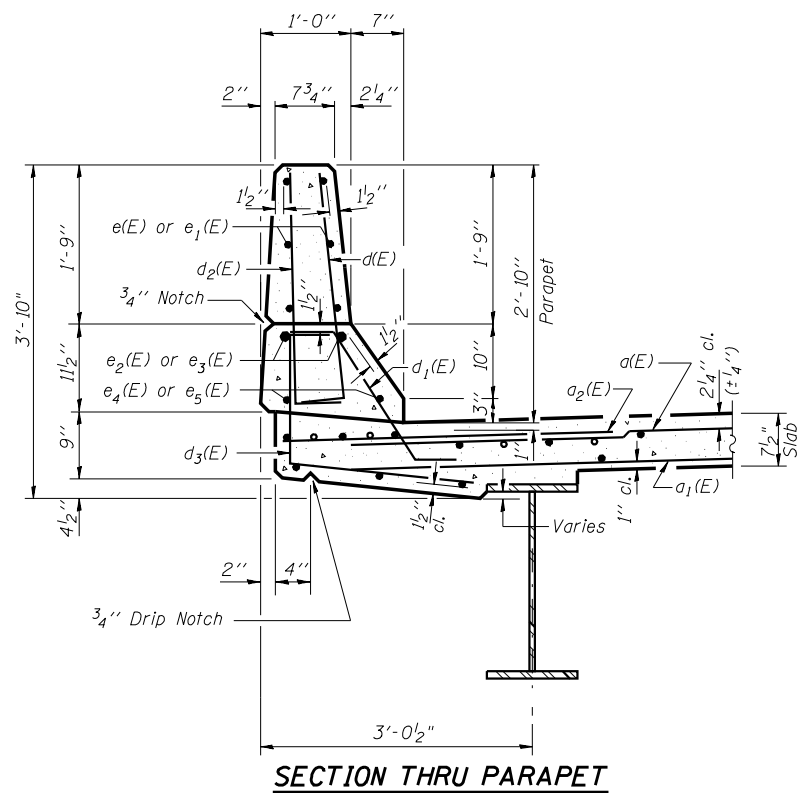
ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
 FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
 OVER FAI RTE 74 (I-74)
 SECTION (10-92-8HB-1) BR
 CHAMPAIGN COUNTY
 STA. 1000+88.67 (I-74)
 STA. 50+00.00 (IL 49S & C.H. 22)
 STRUCTURE NO. 010-0277

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	*	CHAMPAIGN	93	46
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
★ (10-92-8HB-1)BR				



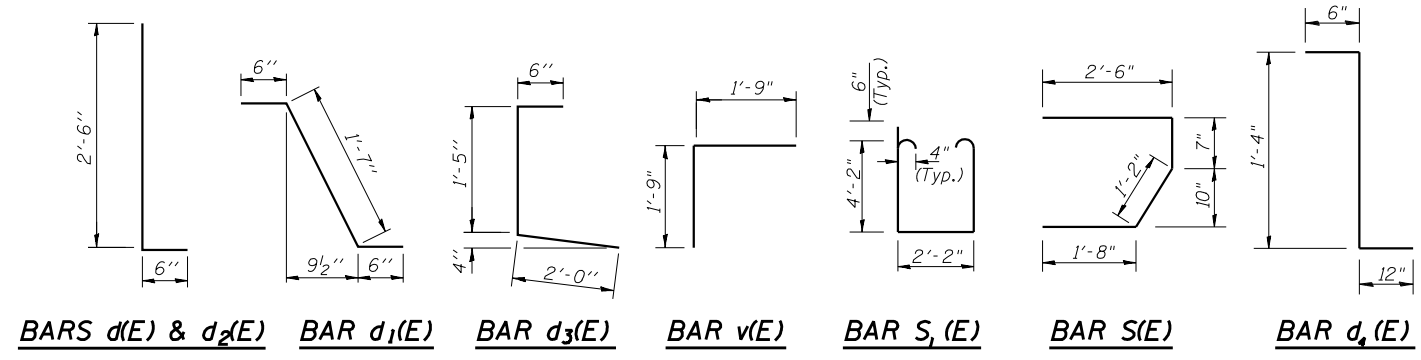
INSIDE ELEVATION OF PARAPET

MIN. BAR LAP
 #4 bars = 1'-4"
 #5 bars = 1'-8"
 #8 bars = 3'-5"

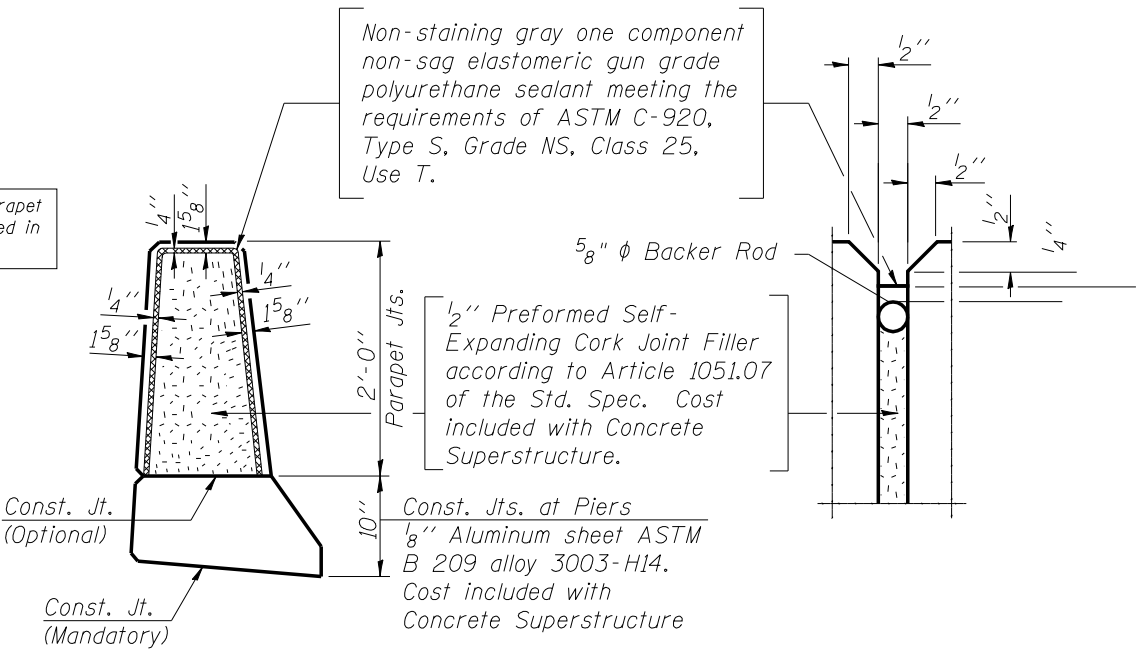


SECTION THRU PARAPET

The contractor shall construct the parapets according to the F shape parapet detailed in the special provisions in lieu of the New Jersey parapet detailed in the contract plans.



BARS d(E) & d₂(E) BAR d₁(E) BAR d₃(E) BAR v(E) BAR s₁(E) BAR s(E) BAR d₄(E)



PARAPET JOINT DETAILS

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	405	#5	42'-0"	—
a ₁ (E)	293	#5	41'-0"	—
a ₂ (E)	810	#6	6'-0"	—
b(E)	414	#5	25'-10"	—
b ₁ (E)	129	#6	26'-5"	—
b ₂ (E)	451	#5	21'-5"	—
d(E)	480	#5	3'-0"	┌
d ₁ (E)	468	#5	2'-7"	┌
d ₂ (E)	480	#4	3'-0"	┌
d ₃ (E)	480	#4	3'-11"	┌
d ₄ (E)	12	#5	2'-10"	┌
e(E)	144	#4	14'-8"	—
e ₁ (E)	24	#4	19'-5"	—
e ₂ (E)	24	#8	32'-3"	—
e ₃ (E)	8	#8	19'-5"	—
e ₄ (E)	32	#5	23'-9"	—
e ₅ (E)	8	#5	19'-5"	—
m(E)	4	#6	41'-0"	—
m ₁ (E)	6	#6	42'-11"	—
m ₂ (E)	24	#6	10'-2"	—
m ₃ (E)	10	#6	7'-3"	—
m ₄ (E)	4	#6	2'-10"	—
s(E)	92	#5	5'-11"	┌
s ₁ (E)	82	#4	11'-6"	┌
v(E)	84	#5	3'-6"	┌
Reinforcement Bars, Epoxy Coated			Pound	76,720
Concrete Superstructure			Cu. Yds.	307.3

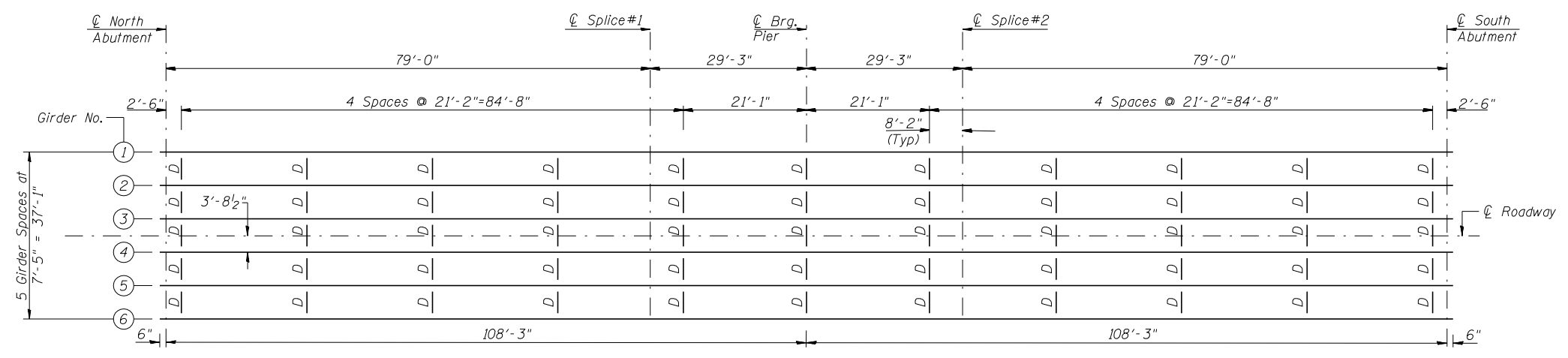
Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 1 x 2 - #5 etc. indicates 1 line of bars with 2 lengths per line.

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
 FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
 OVER FAI RTE 74 (I-74)
 SECTION (10-92-8HB-1) BR
 CHAMPAIGN COUNTY
 STA. 1000+88.67 (I-74)
 STA. 50+00.00 (IL 49S & C.H. 22)
 STRUCTURE NO. 010-0277

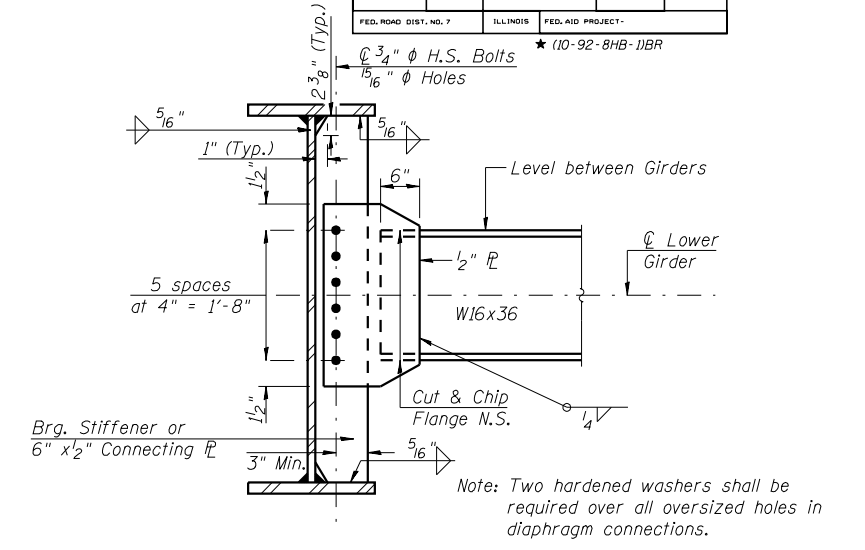
REVISIONS

NAME	DATE

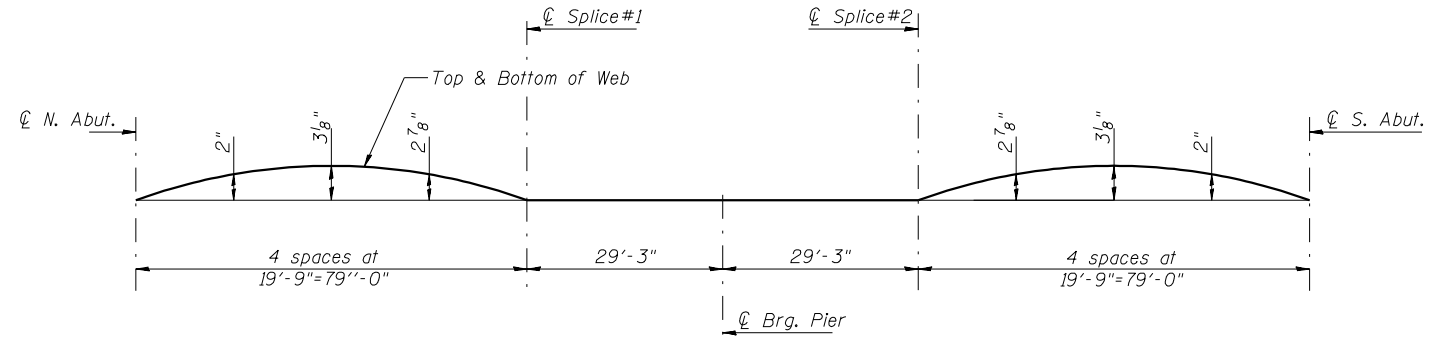
LIN ENGINEERING, LTD.
 210 N. CHESTNUT
 CHICAGO, ILLINOIS 60629
 (312) 483-4668
 DESIGNED BY: MTH
 CHECKED BY: STD
 DRAWN BY: JMD
 DATE: 11/02
 FILE: 0100277.DGN



FRAMING PLAN



INTERIOR DIAPHRAGM D

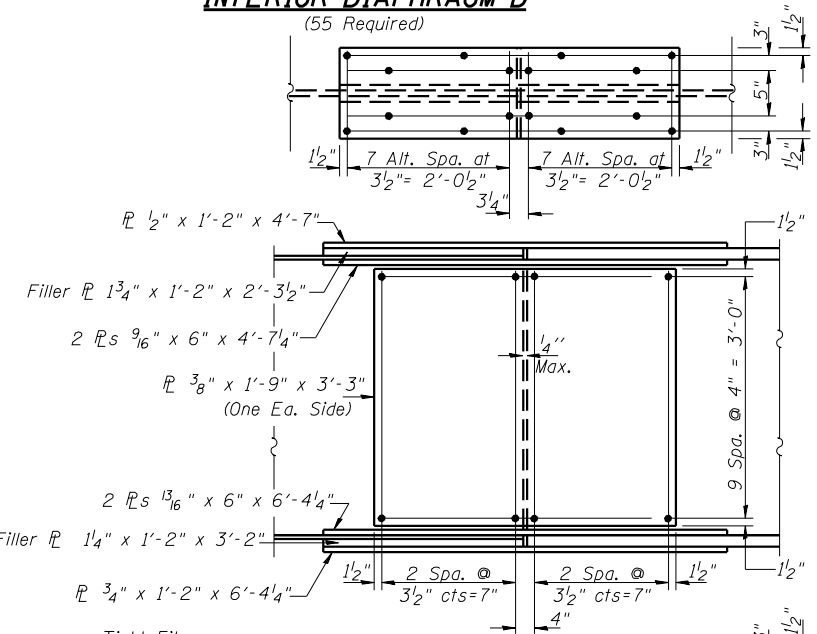


CAMBER DIAGRAM

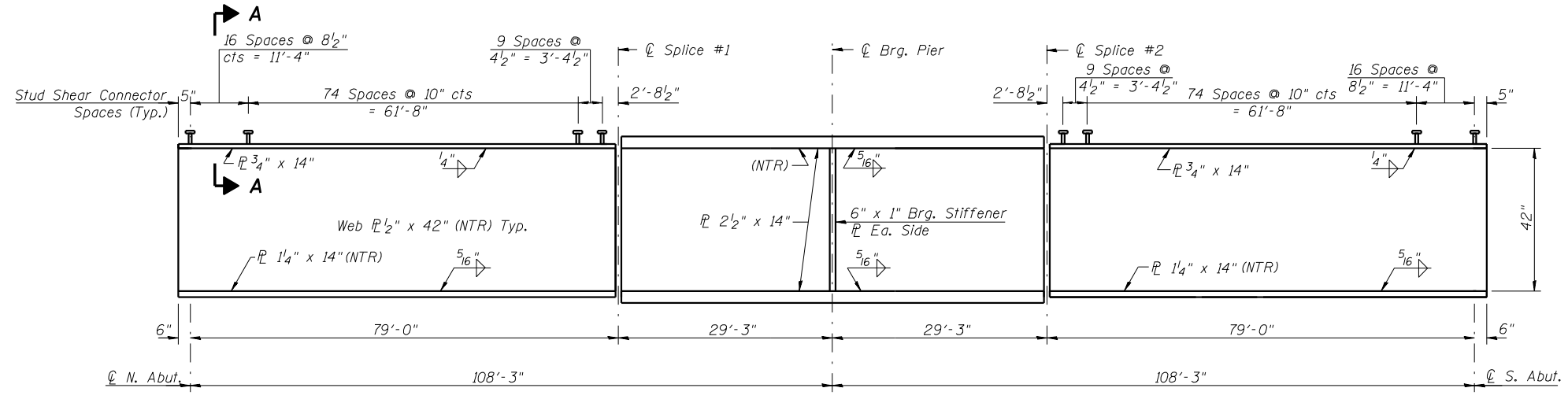
*** TOP OF WEB ELEVATIONS**

	Girder 1 & 6	Girder 2 & 5	Girder 3 & 4
℄ N. Abut.	691.192	691.342	691.458
℄ Splice #1	691.628	691.778	691.894
℄ Brg. Pier	691.625	691.775	691.891
℄ Splice #2	691.622	691.772	691.888
℄ S. Abut.	691.198	691.348	691.464

*For Fabrication Only



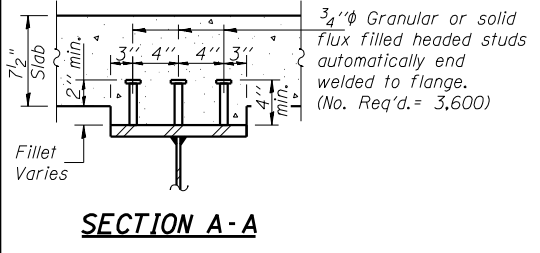
FIELD SPLICE DETAIL



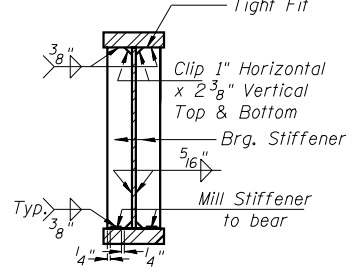
GIRDER ELEVATION

"NTR" denotes plates to which notch toughness requirements are applicable.

Notes: Girder plates, Brg. Stiffeners, and splice plates shall be AASHTO M270 Grade 50. Diaphragms and connecting plates shall be AASHTO M270 Grade 36.



SECTION A-A



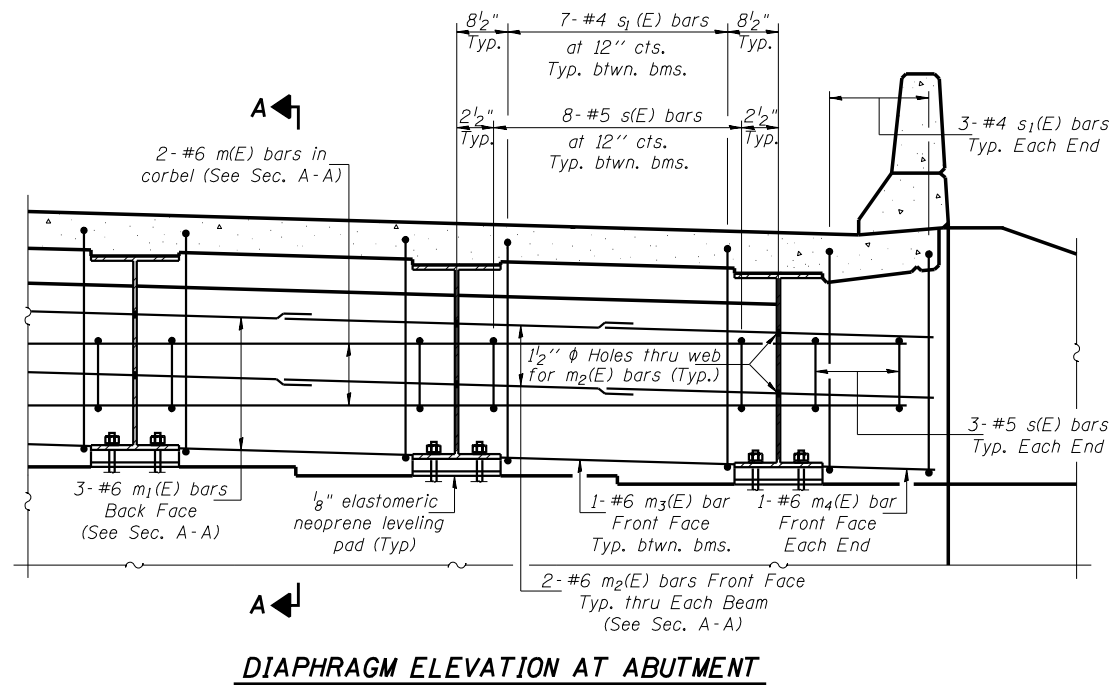
SECTION AT PIER

ILLINOIS DEPARTMENT OF TRANSPORTATION
FRAMING PLAN & GIRDER DETAILS
 FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
 OVER FAI RTE 74 (I-74)
 SECTION (10-92-8HB-1) BR
 CHAMPAIGN COUNTY
 STA. 100+88.67 (I-74)
 STA. 50+00.00 (IL 49S & C.H. 22)
 STRUCTURE NO. 010-0277

REVISIONS	
NAME	DATE

LIN ENGINEERING, LTD.
 20 S. Chestnut | Channahon, Illinois 61629
 (815) 483-4648 | Fax (815) 483-4706
 Designed By: MTH | Checked By: STD | Drawn By: JMD
 Date: 11/02 | File: 0100277.DWG

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	★	CHAMPAIGN	93	49
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
★ (10-92-8HB-1)BR				

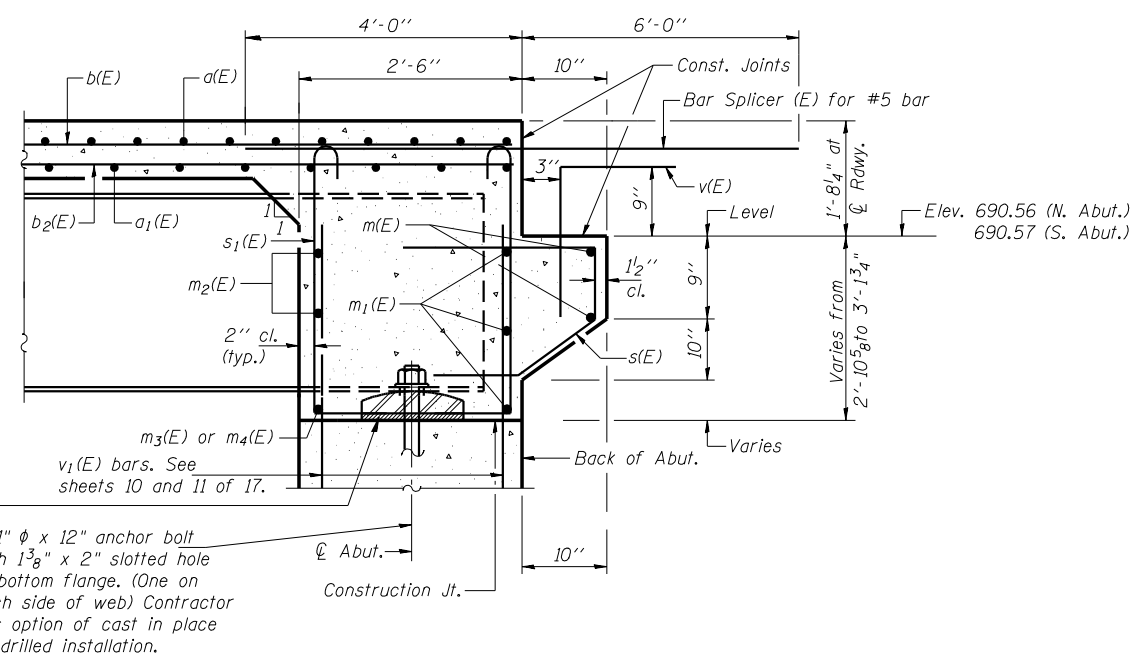


Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 6 of 17.
Concrete in diaphragm is included with Concrete Superstructure on sheet 6 of 17.
For details of bars s(E) & s1(E) see sheet 6 of 17.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
For anchor bolt details see sheet 14 of 17.
For location of holes through web. See Sheet 8 of 17.
See Sheet 13 of 17 for Bar Splicer Details.

MIN. BAR LAP
#6 bar = 2'-9"

1/8" elastomeric neoprene leveling pad according to Article 1052.02 of the Standard Specifications. Cost included with Structural Steel.

1" φ x 12" anchor bolt with 1 3/8" x 2" slotted hole in bottom flange. (One on each side of web) Contractor has option of cast in place or drilled installation.



SECTION A-A
Dimensions at right angles to abutment.
* Cost included with Concrete Structures.

ILLINOIS DEPARTMENT OF TRANSPORTATION
END DIAPHRAGM DETAILS
FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
OVER FAI RTE 74 (I-74)
SECTION (10-92-8HB-1) BR
CHAMPAIGN COUNTY
STA. 1000+88.67 (I-74)
STA. 50+00.00 (IL 49S & C.H. 22)
STRUCTURE NO. 010-0277

REVISIONS	
NAME	DATE

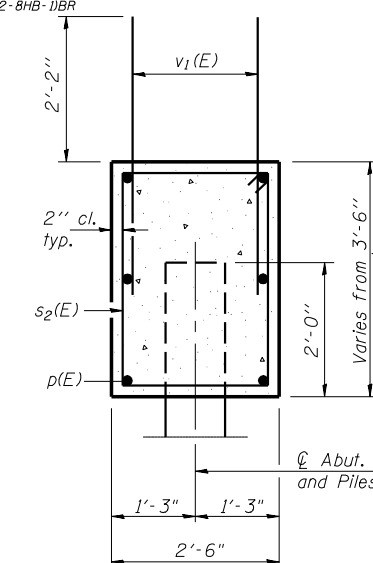
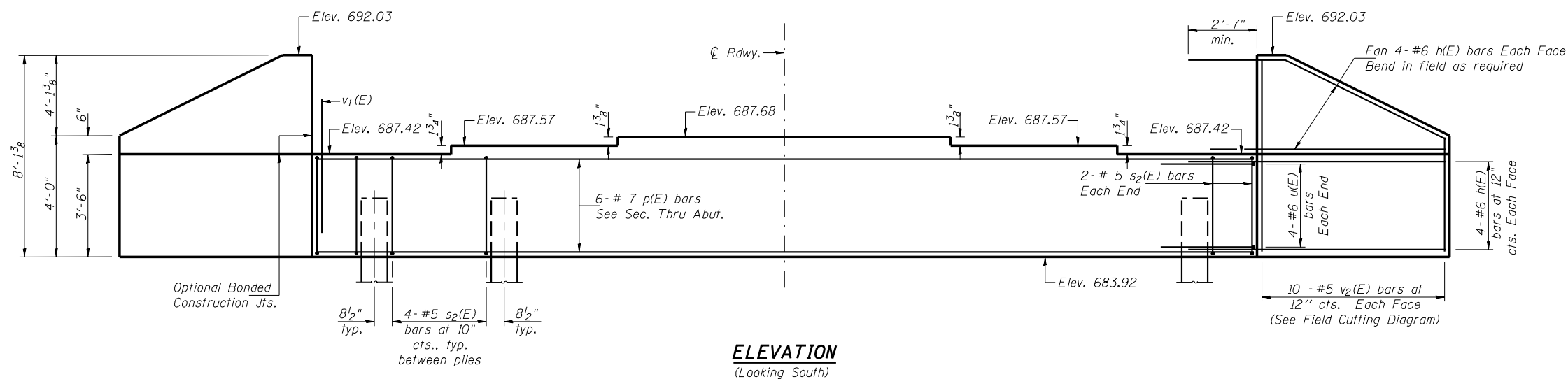
LIN ENGINEERING, LTD.
210 N. CHESTNUT
CHAMPAIGN, ILLINOIS 62629
DESIGNED BY: MTH
CHECKED BY: STD
DATE: 11/02
DRAWN BY: JMD
FILE: 0100277.DGN

Notes: Pour steps monolithically with cap.
Reinforcement bars designated (E) shall be epoxy coated.
Space reinforcement in cap to miss anchor bolts.

CONTRACT 70695

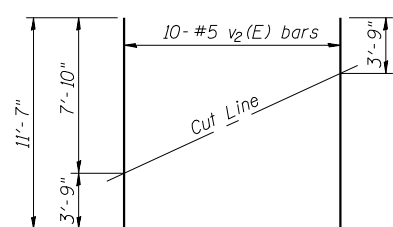
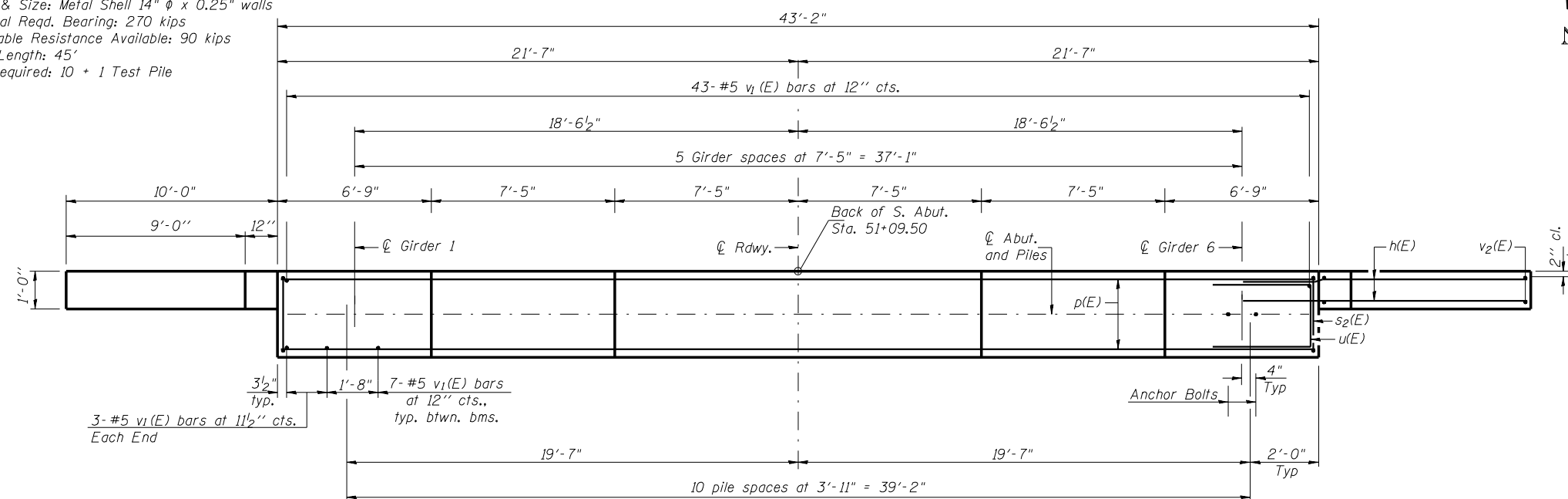
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	*	CHAMPAIGN	93	51
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		
★ (10-92-8HB-1)BR				

SHEET NO. 11
17 SHEETS



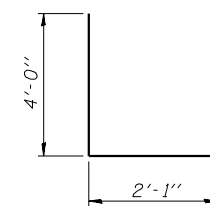
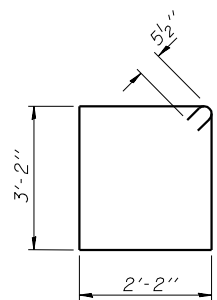
PILE DATA

Type & Size: Metal Shell 14" ϕ x 0.25" walls
Nominal Reqd. Bearing: 270 kips
Allowable Resistance Available: 90 kips
Est. Length: 45'
No. Required: 10 + 1 Test Pile



FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#6	12'-6"	—
p(E)	6	#7	42'-11"	—
s2(E)	44	#5	11'-7"	□
u(E)	8	#6	10'-1"	—
v1(E)	82	#5	4'-4"	—
v2(E)	20	#5	11'-7"	—
Concrete Structures		Cu. Yd.	18.3	
Reinforcement Bars, Epoxy Coated		Pound	2400	
Structure Excavation		Cu. Yd.	35.5	
Furnishing Metal Shell Piles 14" x 0.25"		Foot	450	
Driving Piles		Foot	450	
Test Pile Metal Shells		Each	1	

LIN ENGINEERING, LTD.

210 N. Chestnut
Chattanooga, Illinois 62629
Desiged By: MTH
Checked By: STD
Date: 11/02

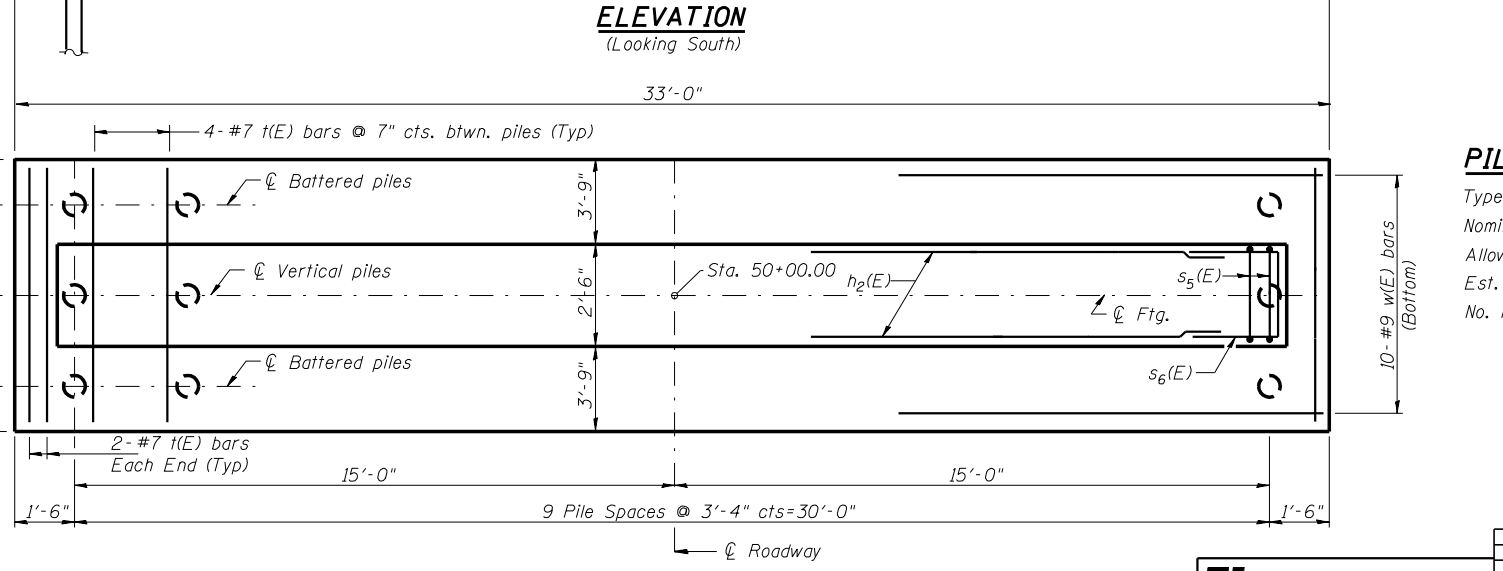
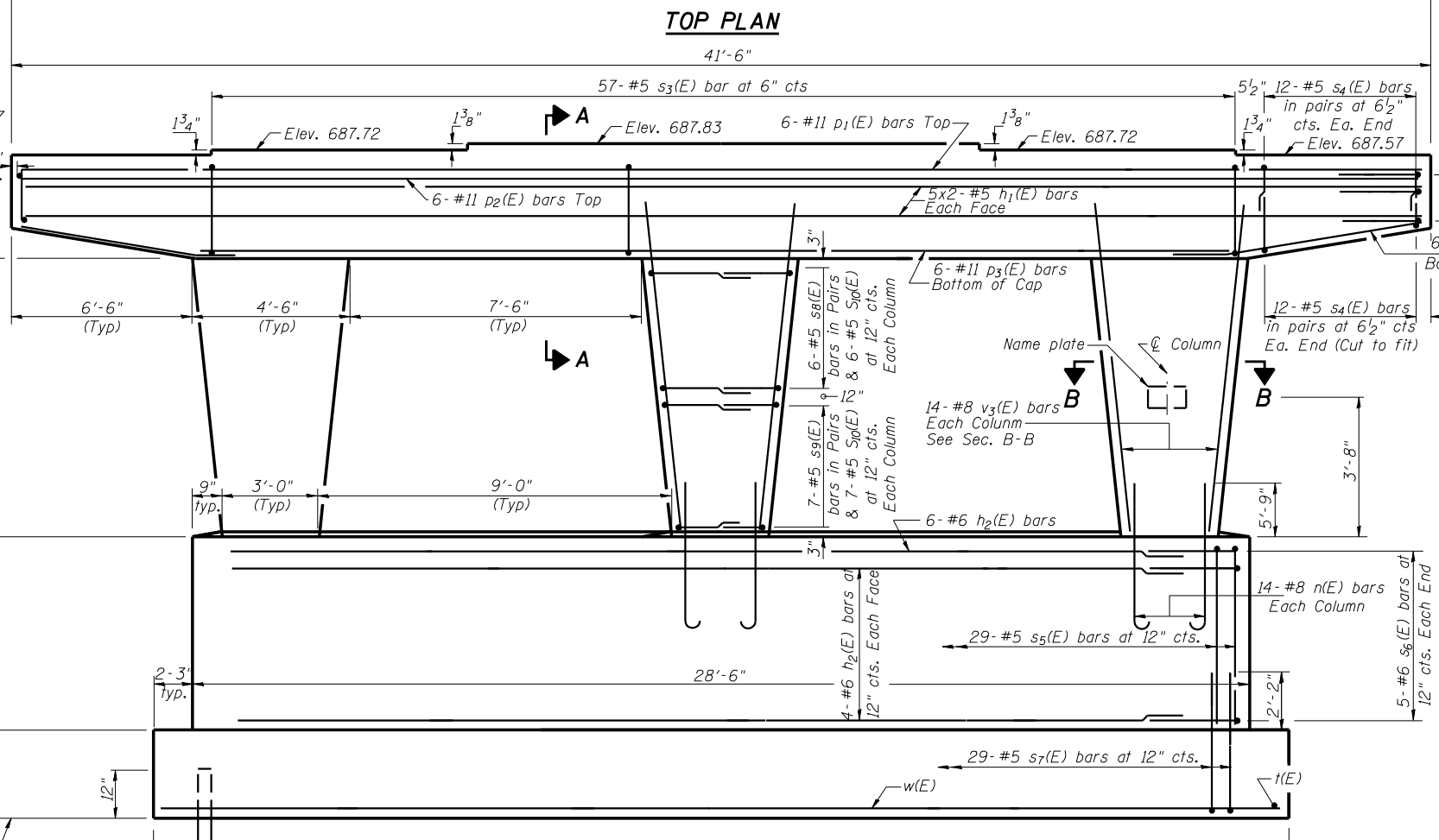
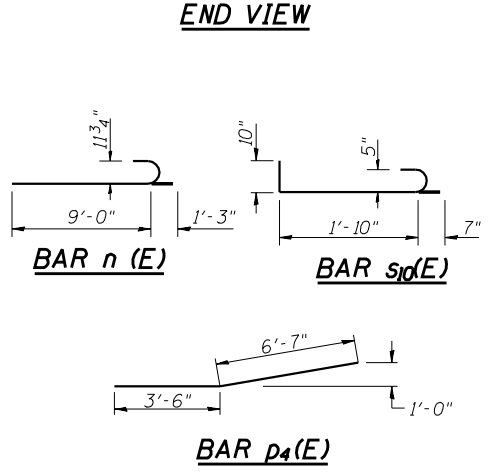
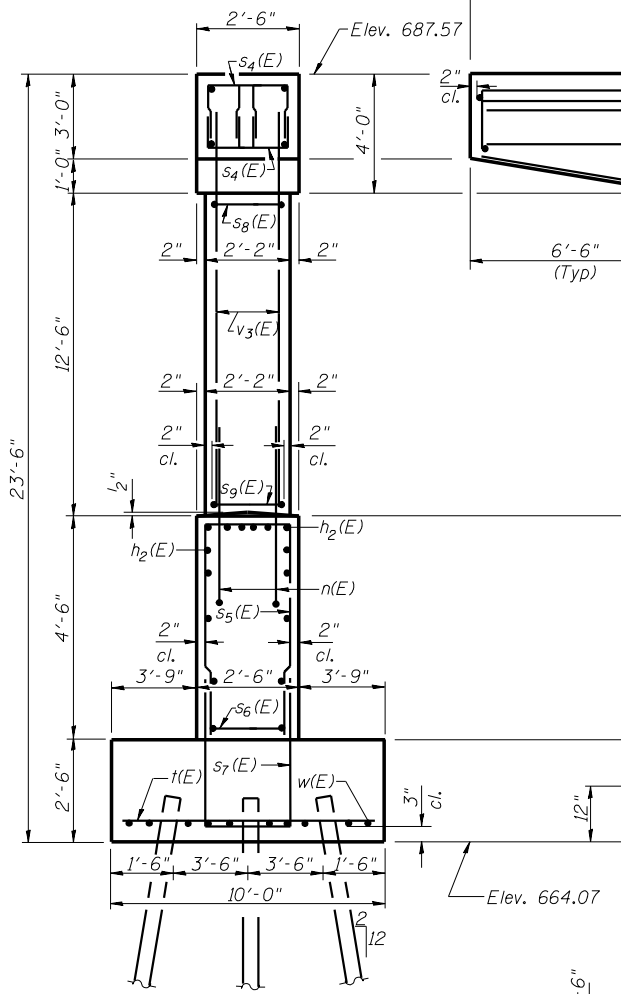
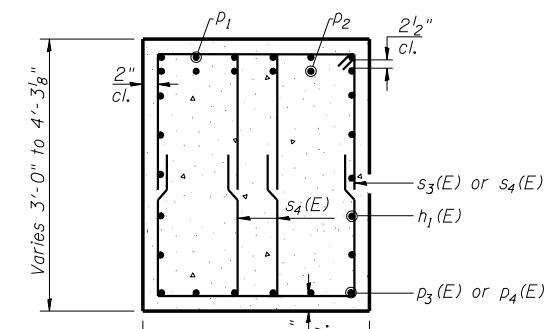
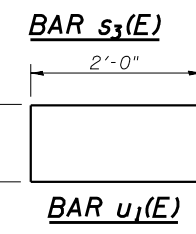
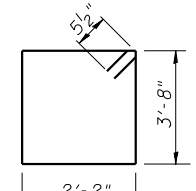
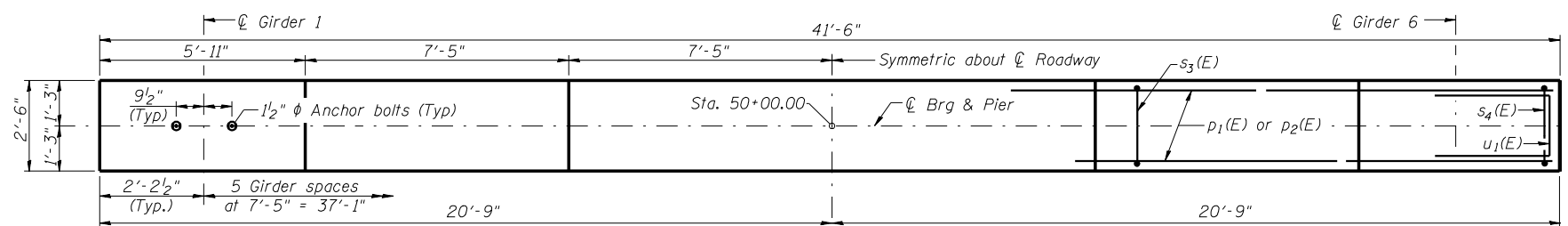
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOUTH ABUTMENT
FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
OVER FAI RTE 74 (I-74)
SECTION (10-92-8HB-1) BR
CHAMPAIGN COUNTY
STA. 1000+88.67 (I-74)
STA. 50+00.00 (IL 49S & C.H. 22)
STRUCTURE NO. 010-0277

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	*	CHAMPAIGN	93	52
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
* (10-92-8HB-1)BR		CONTRACT 70695		

- Notes:
1. Space reinforcement in cap to miss anchor bolts.
 2. Pour steps monolithically with cap.
 3. The existing Piles shall be cut off 1'-0" below the bottom of the new footing.

MIN BAR LAP
#5 = 2'-2"



BAR s3(E)

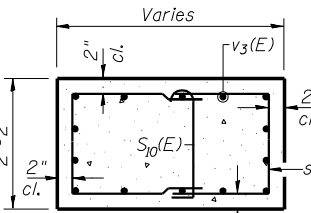
BAR u1(E)

SECTION A-A

BARS p1 & s4 THRU s9

A & B DIMENSIONS

Bar	A	B
p1(E)	41'-0"	2'-6"
s4(E)	1'-6"	2'-11"
s5(E)	2'-2"	4'-3"
s6(E)	2'-1"	2'-6"
s7(E)	2'-2"	4'-5"
s8(E)	1'-10"	3'-2"
s9(E)	1'-10"	2'-9"



SECTION B-B

PILE DATA

Type & Size - Metal shell - 14"φ x 0.25" walls
 Nominal Required Bearing: 270 kips
 Allowable Resistance Available: 90 kips
 Est. Length - 39'
 No. Req'd. - 30

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	20	#5	21'-8"	—
h2(E)	14	#6	28'-2"	—
n(E)	42	#8	10'-3"	—
p1(E)	6	#11	46'-0"	—
p2(E)	6	#11	41'-0"	—
p3(E)	6	#11	28'-0"	—
p4(E)	12	#6	10'-1"	—
s3(E)	57	#5	12'-7"	—
s4(E)	96	#5	7'-4"	—
s5(E)	29	#5	10'-8"	—
s6(E)	10	#6	7'-1"	—
s7(E)	29	#5	11'-0"	—
s8(E)	36	#5	8'-2"	—
s9(E)	42	#5	7'-4"	—
s10(E)	39	#5	3'-3"	—
t(E)	40	#7	9'-8"	—
u(E)	8	#6	6'-1"	—
u1(E)	8	#6	6'-1"	—
u2(E)	42	#8	14'-6"	—
w(E)	10	#9	32'-8"	—
Structure Excavation		Cu. Yd.	76.7	
Concrete Structures		Cu. Yd.	67.9	
Reinforcement Bars, Epoxy Coated		Pound	12410	
Furnishing Metal Shell Piles 14" x 0.25"		Foot	1170	
Driving Piles		Foot	1170	

Reinforcement Bars designated (E) shall be epoxy coated.

ILLINOIS DEPARTMENT OF TRANSPORTATION
PIER DETAILS
 FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
 OVER FAI RTE 74 (I-74)
 SECTION (10-92-8HB-1) BR
 CHAMPAIGN COUNTY
 STA. 1000+88.67 (I-74)
 STA. 50+00.00 (IL 49S & C.H. 22)
 STRUCTURE NO. 010-0277

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 (217) 485-4706
 Fax: (217) 485-4706
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 Checked By: STD
 Drawn By: JMD
 Date: 11/02
 File: 0100277.DGN

REVISIONS	
NAME	DATE

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	★	CHAMPAIGN	93	53
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
★ (10-92-8HB-1)BR				

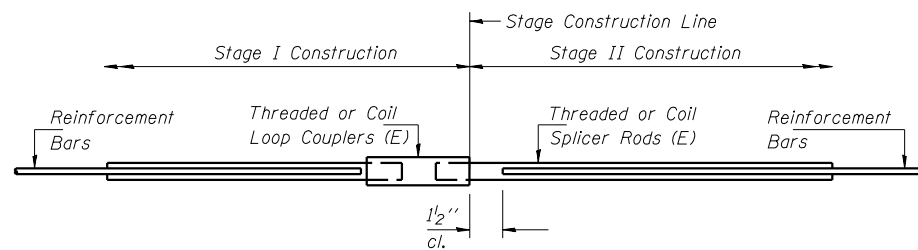
NOTES

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 = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

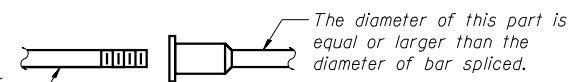
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



SPLICER DETAIL

Bar Size	No. Assemblies Required	Location

The diameter of this part is the same as the diameter of the bar spliced.

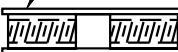


ROLLED THREAD DOWEL BAR



**** ONE PIECE**

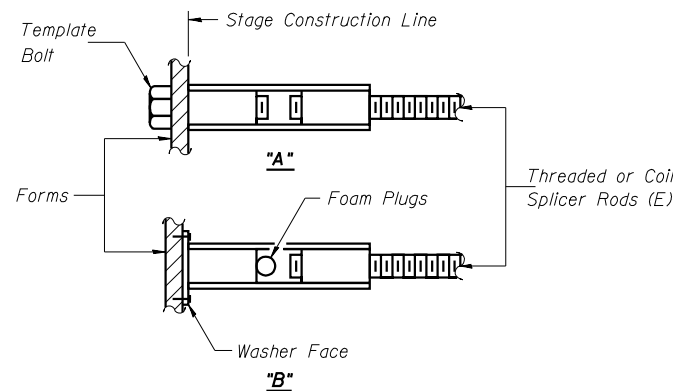
Wire Connector



WELDED SECTIONS

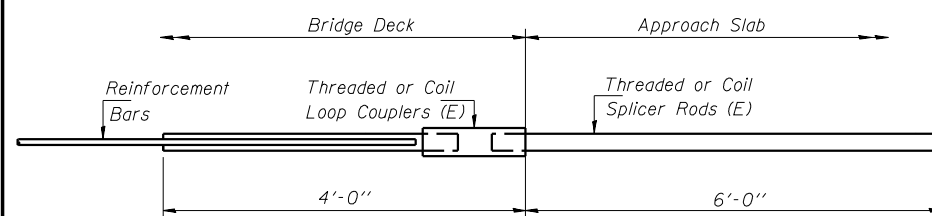
BAR SPLICER ASSEMBLY ALTERNATIVES

** 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.



**INTEGRAL ABUTMENT
BAR SPLICER ASSEMBLY DETAIL
FOR #5 BAR**

Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 80

BSD-1 4-30-99

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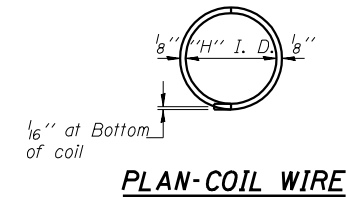
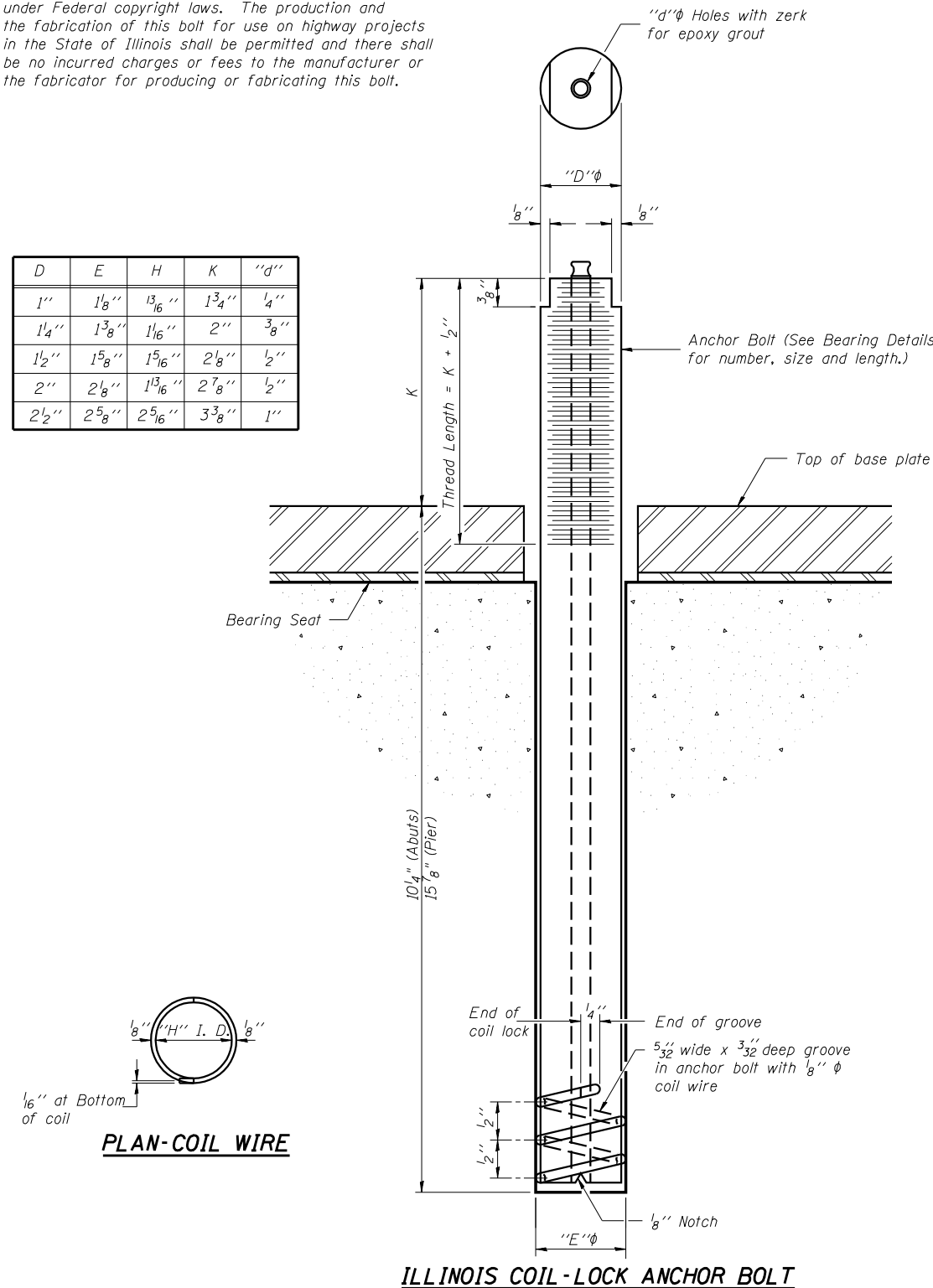
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BAR SPLICER DETAILS
 FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
 OVER FAI RTE 74 (I-74)
 SECTION (10-92-8HB-1) BR
 CHAMPAIGN COUNTY
 STA. 1000+88.67 (I-74)
 STA. 50+00.00 (IL 49S & C.H. 22)
 STRUCTURE NO. 010-0277

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	*	CHAMPAIGN	93	54
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
★ (10-92-8HB-1)BR				

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	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 3/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



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 I 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
Abut.	A307
Pier	A307

Note: Anchor Bolts shall be galvanized according to AASHTO M232.

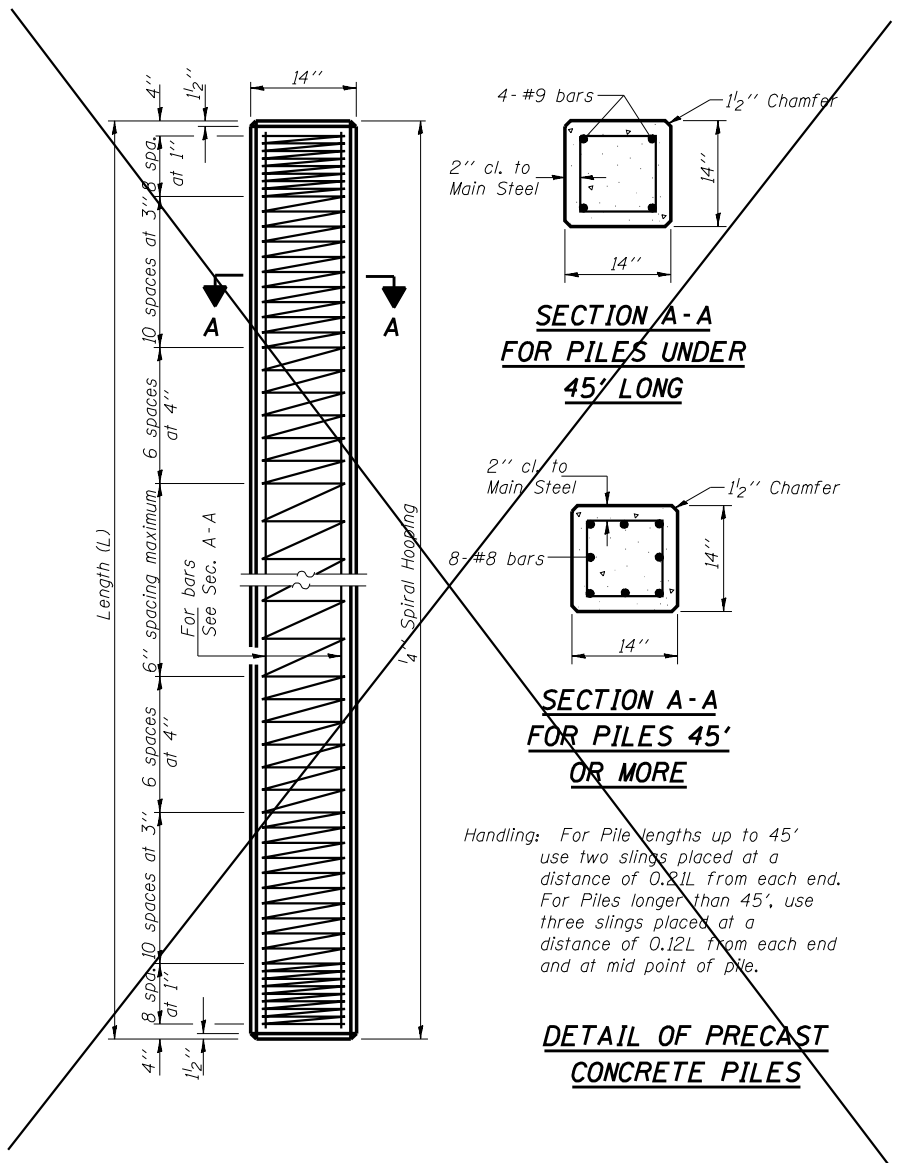
ILLINOIS DEPARTMENT OF TRANSPORTATION

ANCHOR BOLT DETAIL
 FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
 OVER FAI RTE 74 (I-74)
 SECTION (10-92-8HB-1) BR
 CHAMPAIGN COUNTY
 STA. 1000+88.67 (I-74)
 STA. 50+00.00 (IL 49S & C.H. 22)
 STRUCTURE NO. 010-0277

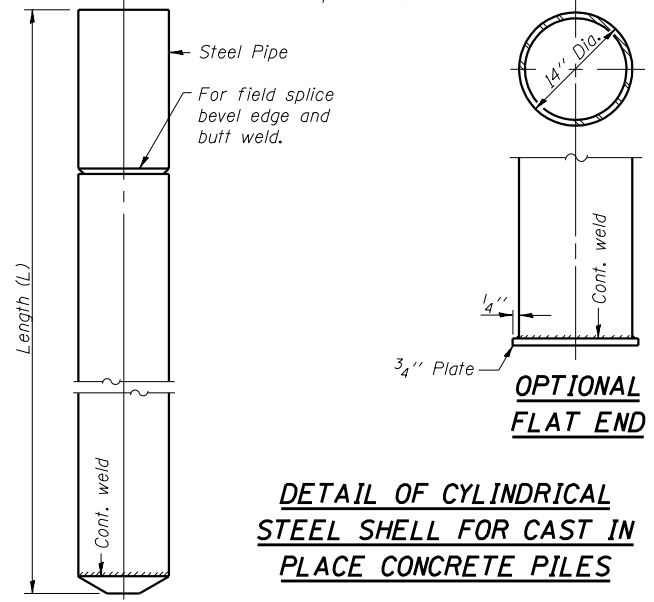
REVISIONS	
NAME	DATE

LIN ENGINEERING, LTD.
 210 N. Chestnut
 Champaign, Illinois 61829
 (217) 485-1668
 FAX (217) 485-4708
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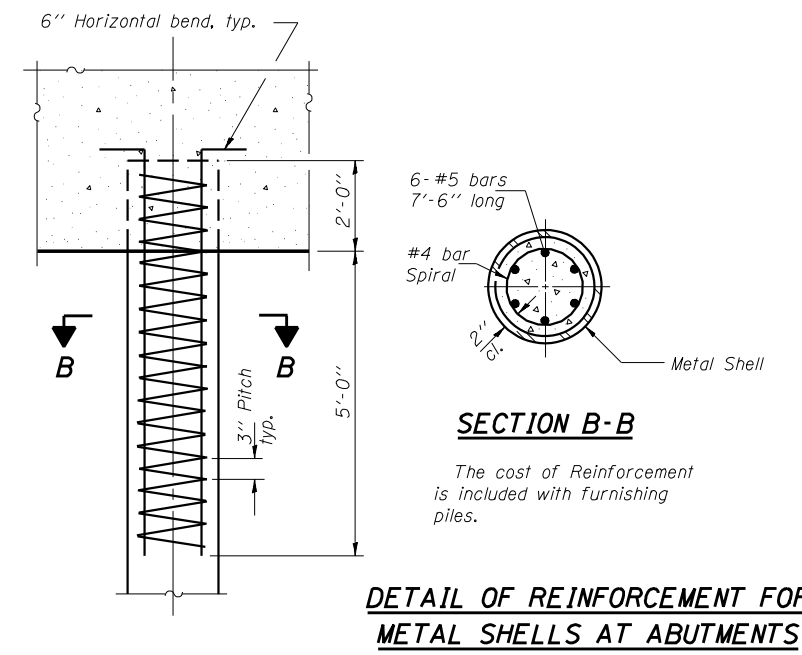
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	★	CHAMPAIGN	93	55
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		
★ (10-92-8HB-1)BR				



Notes: Driving and bearing ends of pipe shall be cut square. The thickness of the shell shall be 0.250 inches with a tolerance of 5%. The shell shall be according to Article 1006.05(a) of the Standard Specifications.



Note: Metal Shell Piles shall be according to ASTM A 252 Grade 3.



The cost of Reinforcement is included with furnishing piles.

X-PB 4-30-97

LIN ENGINEERING, LTD.
210 N. Chestnut
Chatham, Illinois 62629
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ILLINOIS DEPARTMENT OF TRANSPORTATION
PILE DETAIL
FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
OVER FAI RTE 74 (I-74)
SECTION (10-92-8HB-1) BR
CHAMPAIGN COUNTY
STA. 1000+88.67 (I-74)
STA. 50+00.00 (IL 49S & C.H. 22)
STRUCTURE NO. 010-0277

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	*	CHAMPAIGN	93	56
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
★ (10-92-8HB-1)BR				

Illinois Department of Transportation
SOIL BORING LOG

Page 1 of 2
Date 9/09

ROUTE FAI 74 DESCRIPTION Just North of Ogden LOGGED BY CNA
SECTION 10-92-8HB-1BR-4BR LOCATION NR. SEC. 8, TWP. 18N, RNG. 14W, 2nd PM
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	Station	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
010-0097	50+00	EL	LC	OS	IS	ft		EL	LC	OS	IS
BORING NO. 1 Mtd. Pile						Groundwater Elev. 669.2 ft					
Station 49+98						First Encounter 669.2 ft					
Offset 23.0 ft L						Upon Completion 669.2 ft					
Ground Surface Elev. 670.2 ft						After 669.2 ft					
Black Mottled Silty Clay						Gray Clay Loam Till (continued)					
1 1.2 30						668.2 3 5 1.4 21					
Brown/Gray Sil						668.2 9 5 1.1					
Brown Coarse Sand Soan						668.2 7 4.1 13					
Gray Clay Loam Till						668.2 11 8.0 10					
Gray Fine Well Sorted Sand & Sil						668.2 5 5 24					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Brigs, S-Shear, P-Plasticity)
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D1586)

EBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
SOIL BORING LOG

Page 2 of 2
Date 9/09

ROUTE FAI 74 DESCRIPTION Just North of Ogden LOGGED BY CNA
SECTION 10-92-8HB-1BR-4BR LOCATION NR. SEC. 8, TWP. 18N, RNG. 14W, 2nd PM
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	Station	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
010-0097	50+00	EL	LC	OS	IS	ft		EL	LC	OS	IS
BORING NO. 1 Mtd. Pile						Groundwater Elev. 669.2 ft					
Station 49+98						First Encounter 669.2 ft					
Offset 23.0 ft L						Upon Completion 669.2 ft					
Ground Surface Elev. 670.2 ft						After 669.2 ft					
Gray Fine Well Sorted Sand & Sil						668.2 11 8.0 10					
End of Boring						668.2 5 5 24					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Brigs, S-Shear, P-Plasticity)
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D1586)

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Illinois Department of Transportation
SOIL BORING LOG

Page 1 of 2
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ROUTE FAI 74 DESCRIPTION Just North of Ogden LOGGED BY CNA
SECTION 10-92-8HB-1BR-4BR LOCATION NR. SEC. 8, TWP. 18N, RNG. 14W, 2nd PM
COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	Station	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
010-0097	50+00	EL	LC	OS	IS	ft		EL	LC	OS	IS
BORING NO. 2 N. Abut.						Groundwater Elev. 669.5 ft					
Station 49+98						First Encounter 669.5 ft					
Offset 7.5 ft R						Upon Completion 669.5 ft					
Ground Surface Elev. 669.5 ft						After 669.5 ft					
Brown/Gray Mottled Silty Clay Loam (Rembankment)						Brown/Black Mottled Clay Loam (Rembankment) (continued)					
4 3 2.1 17						669.0 3 6 3.4 10					
Brown/Gray Sil Loam						668.5 1 3 0.8 11					
Brown Oxidized Dirty Coarse Sand						668.5 4 7					
Gray Clay Loam Till						668.5 11 22					
Brown/Gray/Black Mottled Silty Clay Loam (Rembankment)						671.5 2 2.9 17					
Brown/Gray Mottled Silty Clay Loam (Rembankment)						670.0 2 2.1 17					
Brown/Black Mottled Clay Loam (Rembankment)						671.5 1 3.3 12					
6 4.3 11						669.5 9 1.9 19					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Brigs, S-Shear, P-Plasticity)
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ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING DATA
FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
OVER FAI RTE 74 (I-74)
SECTION (10-92-8HB-1) BR
CHAMPAIGN COUNTY
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STRUCTURE NO. 010-0277

SOIL BORING LOG

Page 1 of 1

Date 08/02

ROUTE FAI 74 DESCRIPTION Just North of Ogden LOGGED BY CNA

SECTION (10-92-8)HB-1)BR LOCATION NR. SEC. & TWP. 18N. R10E. 14W. 2nd PM

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DRILLING METHOD				HAMMER TYPE					
						D	B	U	M	D	B	U	M		
010-0277	50+00	2 N. Abut.	49+08	7.5 ft	669.5										
Gray Clay Loam T3H (continued)						Gray Well Sorted Fine Sand (continued)									
						4									
						7 5.3 11									
						-4 18 B									
642.5						642.5									
Gray Sandy Clay Loam T3H						Gray Silty									
						3									
						6 3.2 13									
						-9 9 B									
627.5						627.5									
Pink Clay Loam T3H						Gray Varved Clay									
						4									
						10 5.2 11									
						-8 14 B									
622.0						622.0									
Gray Well Sorted Fine Sand															
						4									
						7 3 8.1 20									
						-8 11 B									

End of Boring
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (S-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D1586)

HBS, from 137 (Rev. 8-99)

SOIL BORING LOG

Page 1 of 1

Date 08/02

ROUTE FAI 74 DESCRIPTION Just North of Ogden LOGGED BY CNA

SECTION (10-92-8)HB-1)BR LOCATION NR. SEC. & TWP. 18N. R10E. 14W. 2nd PM

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DRILLING METHOD				HAMMER TYPE					
						D	B	U	M	D	B	U	M		
010-0277	50+00	2 S. Abut.	50+58	7.0 ft	669.5										
Brown Mottled Silty Clay (Embarkment)						Gray/Brown Mixed Mottled Silty Clay - Silty Clay Loam (Embarkment) (continued)									
						2									
						4 2.8 28									
						8 B									
						1									
						2									
						-4 2									
664.5						664.5									
Gray/Brown Mixed Mottled Silty Clay - Silty Clay Loam (Embarkment)						Brown/Gray Mottled Silty									
						2									
						6 3.3 12									
						-8 6 B									
626.5						626.5									
Brown/Red Oxidized Dirty Medium Sand															
						11									
						18									
						17									
622.5						622.5									
Gray Silty						Gray Silty									
						3									
						8 3.7 12									
						-8 7 B									
620.5						620.5									
Gray Clay Loam T3H															
						3									
						4 2.1 23									
						6 B									
616.5						616.5									
Gray Clay Loam T3H															
						2									
						4 3.5 13									
						-8 7 B									

End of Boring
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HBS, from 137 (Rev. 8-99)

SOIL BORING LOG

Page 1 of 1

Date 08/02

ROUTE FAI 74 DESCRIPTION Just North of Ogden LOGGED BY CNA

SECTION (10-92-8)HB-1)BR LOCATION NR. SEC. & TWP. 18N. R10E. 14W. 2nd PM

COUNTY Champaign DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	DRILLING METHOD				HAMMER TYPE					
						D	B	U	M	D	B	U	M		
010-0277	50+00	2 S. Abut.	50+58	7.0 ft	669.5										
Gray Clay Loam T3H (continued)						Pink Clay Loam T3H (continued)									
						3									
						6 2.9 28									
						8 B									
						1									
						3 1.7									
						-8 5 B									
644.5						644.5									
Gray Clay						Red of Boring									
						2									
						6 3.9 20									
						-8 8 B									
629.5						629.5									
Gray Clay Loam T3H															
						2									
						6 2.1 12									
						-8 10 B									
627.5						627.5									
Pink Clay Loam T3H															
						3									
						10 3.7 10									
						-8 10 B									

End of Boring
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (S-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D1586)

HBS, from 137 (Rev. 8-99)

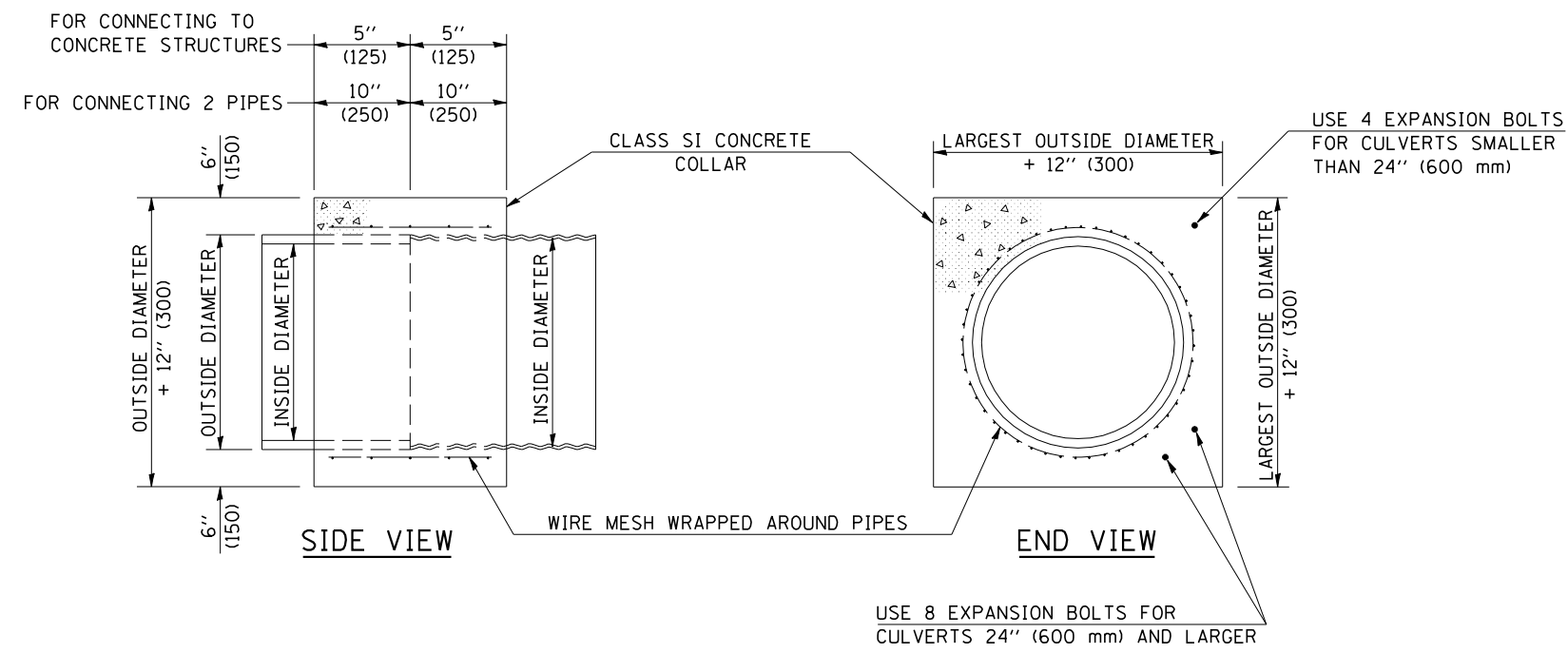
LIN ENGINEERING, LTD.
 210 N. Chestnut • Champaign, Illinois 61820
 (217) 485-1068 • FAX (217) 485-4708
 Designed By: MTH Checked By: STD Drawn By: JMD
 Date: 11/02 File: 0100277.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING DATA
 FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
 OVER FAI RTE 74 (I-74)
 SECTION (10-92-8HB-1) BR
 CHAMPAIGN COUNTY
 STA. 1000+88.67 (I-74)
 STA. 50+00.00 (IL 49S & C.H. 22)
 STRUCTURE NO. 010-0277

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	59
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		• (10,92-8 HB-1)BR		

CONTRACT NO. 70695



GENERAL NOTES

1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
2. WHEN CONCRETE COLLARS ARE USED TO CONNECT PIPES OF DIFFERENT OUTSIDE DIAMETERS, THE CONCRETE COLLAR SHALL BE FORMED USING THE LARGEST OUTSIDE DIAMETER (SEE END VIEW).
3. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54#/100 SQ. FT. (2.63 kg/m²).
4. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (HEADWALLS, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, EACH, FOR EXPANSION BOLTS OF THE SIZE SPECIFIED IN THE PLANS.
5. CONCRETE COLLARS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, PER CUBIC YARD (CUBIC METER), FOR CONCRETE COLLARS INCLUDING ALL MATERIAL AND LABOR SPECIFIED TO COMPLETE THE WORK IN PLACE.

INSIDE DIAMETER OF PIPE	ESTIMATED CLASS SI CONCRETE REQUIRED
INCH (mm)	20" (500 mm) WIDTH CU. YD. (m ³)
4" (100)	0.14 (0.11)
6" (150)	0.16 (0.12)
8" (200)	0.19 (0.14)
10" (250)	0.22 (0.17)
12" (300)	0.25 (0.19)
15" (375)	0.30 (0.23)
18" (450)	0.35 (0.27)
24" (600)	0.45 (0.35)
30" (750)	0.57 (0.43)
36" (900)	0.69 (0.53)
42" (1050)	0.83 (0.63)
48" (1200)	0.97 (0.74)
54" (1350)	1.12 (0.86)
60" (1500)	1.28 (0.98)

INSIDE DIAMETER OF PIPE	ESTIMATED CLASS SI CONCRETE REQUIRED
INCH (mm)	20" (500 mm) WIDTH CU. YD. (m ³)
4" (100)	0.12 (0.09)
6" (150)	0.14 (0.11)
8" (200)	0.16 (0.12)
10" (250)	0.19 (0.14)
12" (300)	0.21 (0.16)
15" (375)	0.25 (0.19)
18" (450)	0.29 (0.22)
24" (600)	0.38 (0.29)
30" (750)	0.47 (0.36)
36" (900)	0.59 (0.45)
42" (1050)	0.69 (0.53)
48" (1200)	0.81 (0.62)
54" (1350)	0.93 (0.71)
60" (1500)	1.05 (0.81)

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

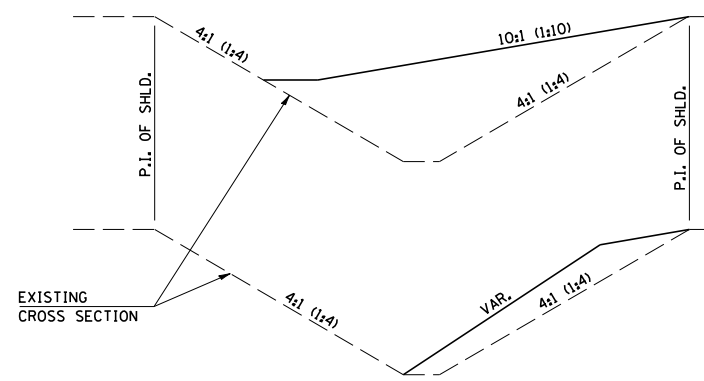
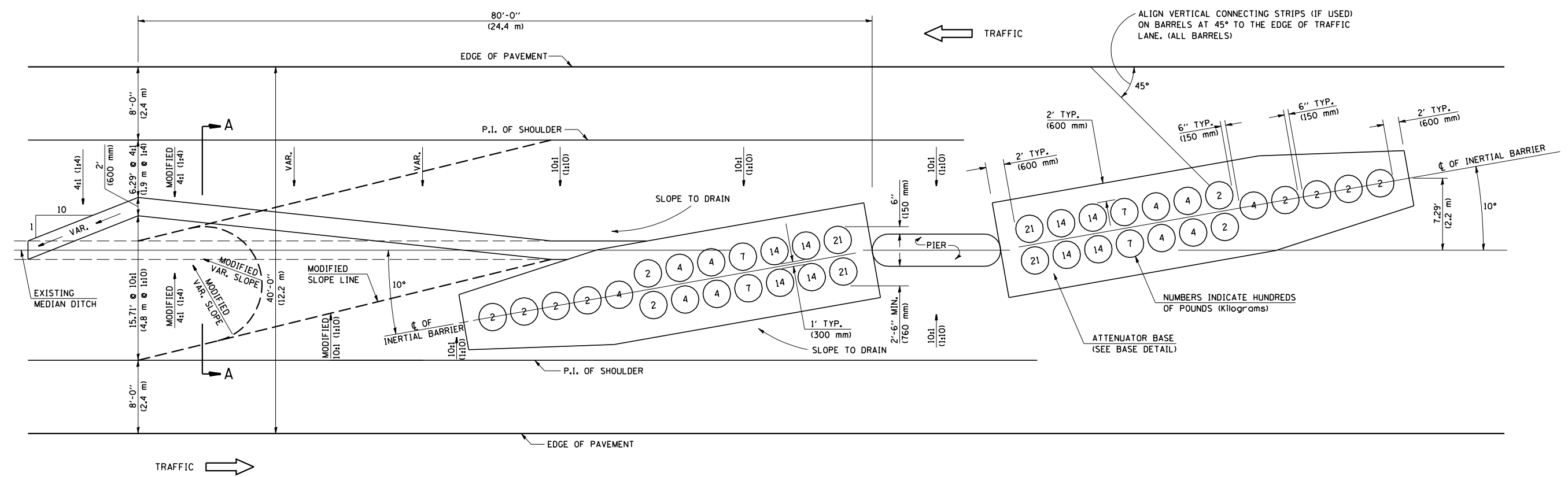
DATE	REVISIONS	NAME	ILLINOIS DEPARTMENT OF TRANSPORTATION
12/06	REPLACED DETAIL J-5.45	TJB	
			CONCRETE COLLAR
DISTRICT 5 DETAIL NO. 54248510			

PLOT DATE : 3/14/2008
 FILE NAME : c:\projects\0501099\structure 010-0097\detail\2007.dgn
 PLOT SCALE : 42.3525 / IN.
 USER NAME : collierb

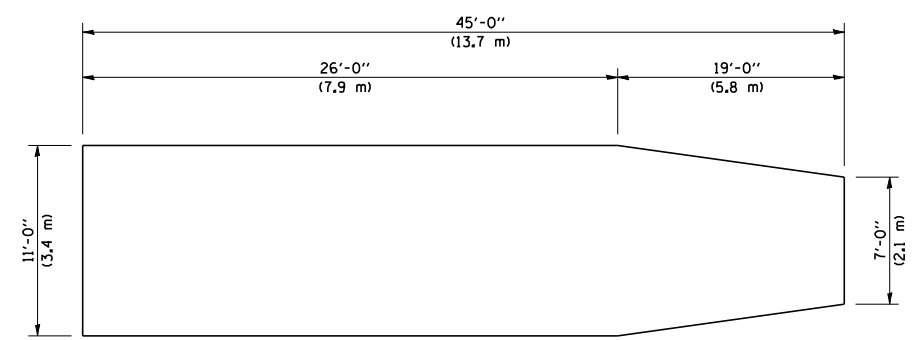
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	60
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	• (10,92-8 HB-1)BR			

CONTRACT NO. 70695

70 MPH (110 km/h) DESIGN - 40' (12 m) MEDIAN



GRADING AND SHAPING DETAIL



GENERAL NOTES

- ALL 10:1 (1:10) SLOPES SHOWN ON THIS DETAIL SHALL BE CONSTRUCTED 10:1 (1:10) OR FLATTER.
- ANY EXISTING DRAINAGE STRUCTURES LOCATED WITHIN THE 80' (24.4 m) WORKING AREA SHALL BE MODIFIED OR LEFT IN PLACE AS SHOWN ON THE PLANS. WHERE THE EXISTING DRAINAGE STRUCTURES ARE TO REMAIN IN PLACE, THE SLOPES ARE TO BE CONSTRUCTED AS SHOWN AS MODIFIED SLOPES ON THIS DETAIL AND AS DIRECTED BY THE ENGINEER.
- THE SLOPES AS SHOWN ON THIS DETAIL SHALL APPLY TO BOTH ENDS OF THE BRIDGE PIERS.
- THE LENGTH X WIDTH OF MODULE LAYOUT IS 41.0' x 7.0' : 19 MODULES - 14,400 LBS. (12.5 m x 2.1 m : 19 MODULES - 6532 kg).
- IN AREAS OF 10:1 (1:10) SLOPES PRECEDING THE ATTENUATOR IN THE MEDIAN INSTALLATION, FOUR WOOD POSTS SHALL BE PLACED AT 5' (1.5 m) INTERVALS IN THE MEDIAN \bar{C} . SEE SPECIAL PROVISIONS.

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

DATE	REVISIONS	NAME
11/06	Replaced Detail F-1.51A	TJB

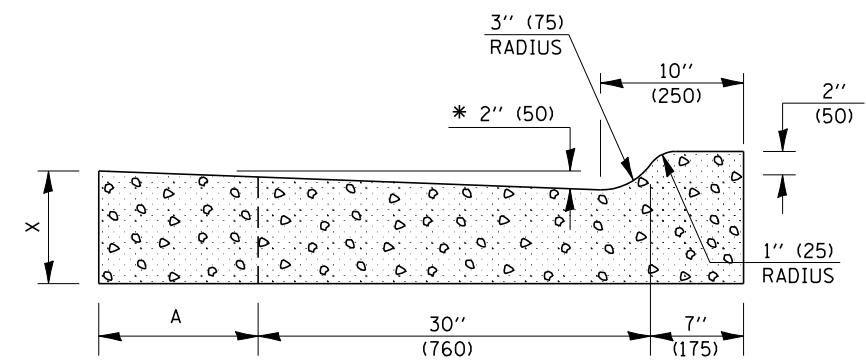
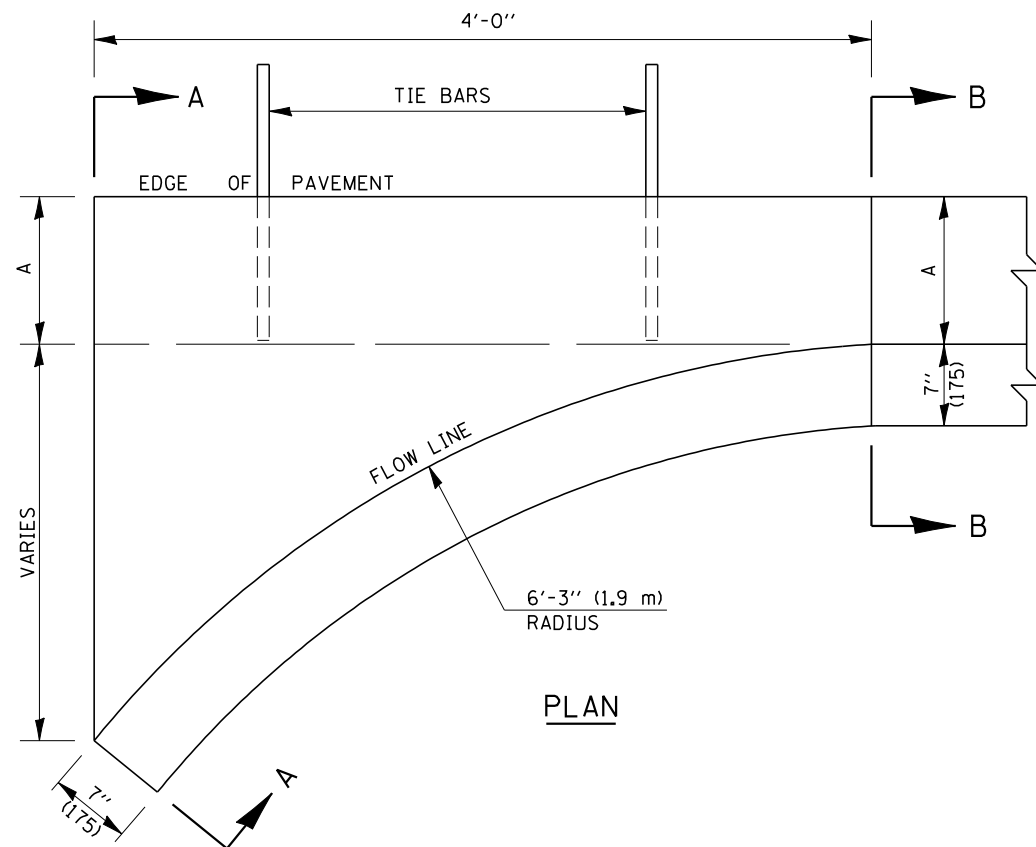
ILLINOIS DEPARTMENT OF TRANSPORTATION
**IMPACT ATTENUATORS
 (NON-REDIRECTIVE)
 TEST LEVEL 3**
DISTRICT 5 DETAIL NO. Z0030150B

PLOT DATE = 12/19/2007
 FILE NAME = c:\projects\05010991\structure 010-0097\detail\2007.dgn
 PLOT SCALE = 42.3525" / IN.
 USER NAME = collierb

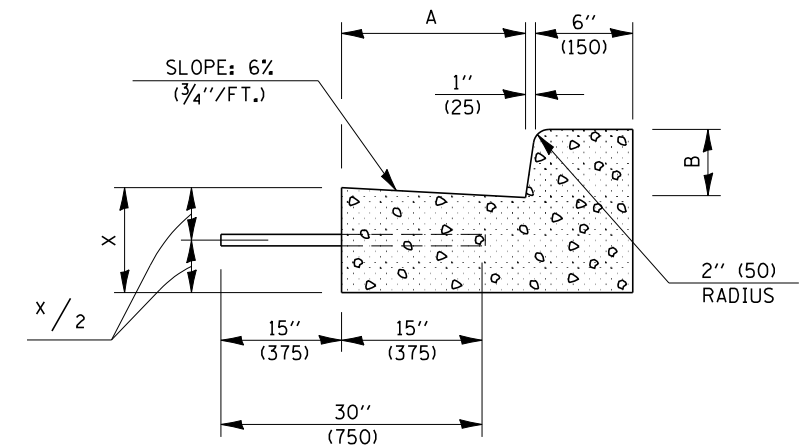
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	61
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		• (10,92-8 HB-1)BR		

CONTRACT NO. 70695

DETAIL OF CURB AND GUTTER OUTLET, SPECIAL



SECTION A-A



SECTION B-B

* INCREASE TO 1" (50 mm) AT LOCATIONS IN THE PLANS WHERE THESE SPECIAL OUTLETS ARE TO BE CONSTRUCTED AS INLETS. ALL INLET LOCATIONS WILL BE CONFIRMED BY THE ENGINEER.

GENERAL NOTES

1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
2. TIE BARS SHALL BE NO. 6 (NO. 20) AT 24" (600 mm) CENTERS UNLESS OTHERWISE SHOWN. SPECIAL INLETS AND OUTLETS SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.
3. TIE BARS SHOWN ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT PRICE (EACH) OF CURB AND GUTTER OUTLET, SPECIAL.
4. WHEN SPECIAL OUTLET IS CONSTRUCTED ADJACENT TO FLEXIBLE PAVEMENT, THE TIE BARS SHALL BE OMITTED AND ALL CONSTRUCTION JOINTS SHALL BE PROVIDED WITH A DOWEL BAR CONFORMING TO ARTICLE 1006.11(b).
5. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR CURB AND GUTTER OUTLET, SPECIAL WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

	B-6.12 (B-15.30)	B-9.12 (B-22.30)	B-6.18 (B-15.45)	B-9.18 (B-22.45)	B-6.24 (B-15.60)	B-9.24 (B-22.60)
A	12" (300)	12" (300)	18" (450)	18" (450)	24" (600)	24" (600)
B	6" (150)	6" (150)	9" (225)	9" (225)	6" (150)	9" (225)
X	9" (225)	10" (250)	9" (225)	10" (250)	9" (225)	10" (250)

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

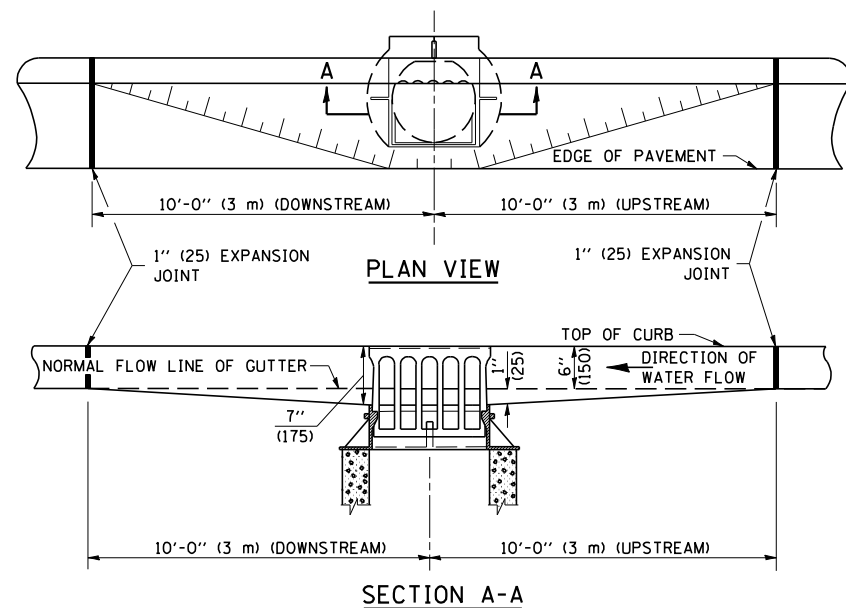
DATE	REVISIONS	NAME	ILLINOIS DEPARTMENT OF TRANSPORTATION
			CURB AND GUTTER OUTLET SPECIAL

PLOT DATE = 12/19/2007
 FILE NAME = c:\projects\4501099\structure 010-0097\detail2007.dgn
 PLOT SCALE = 42.3525 / IN.
 USER NAME = collierb

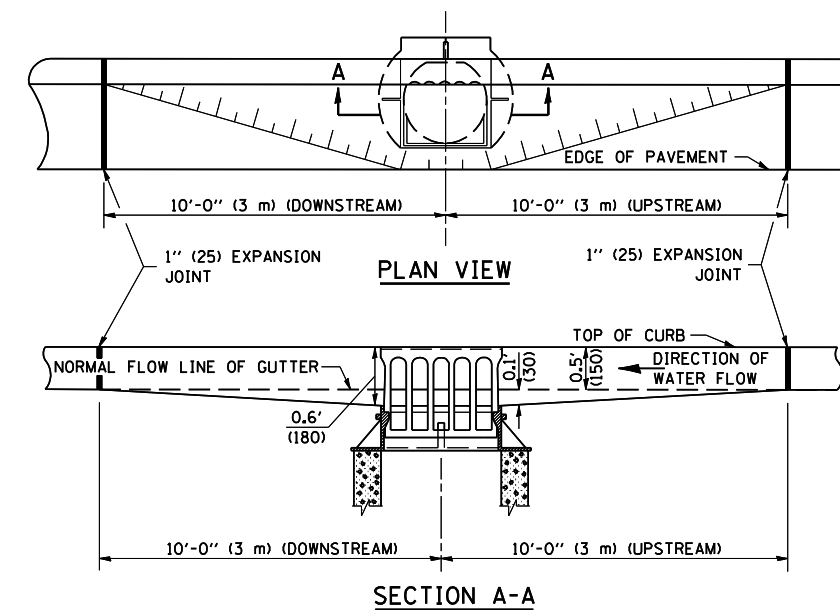
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	62
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	• (10,92-8 HB-1)BR			

CONTRACT NO. 70695

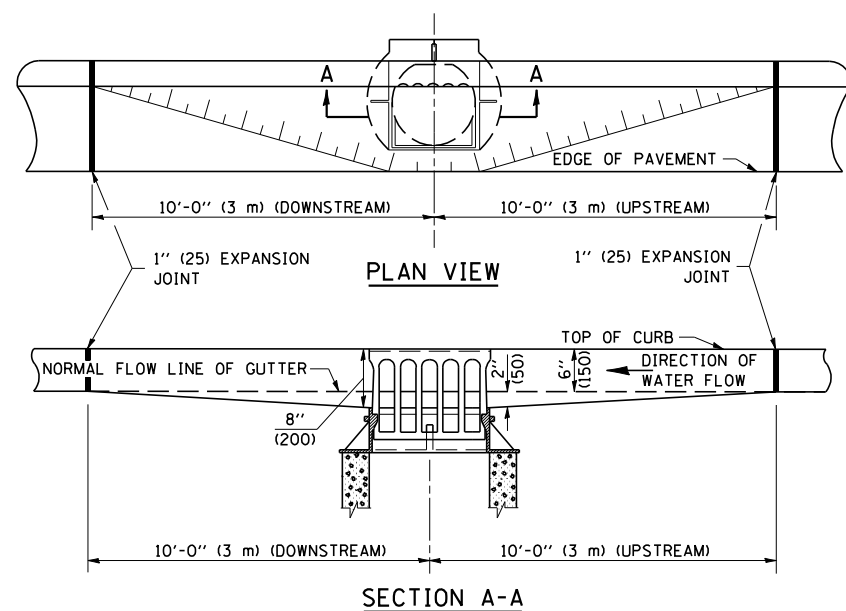
GUTTER DEPRESSION 1" (25mm)



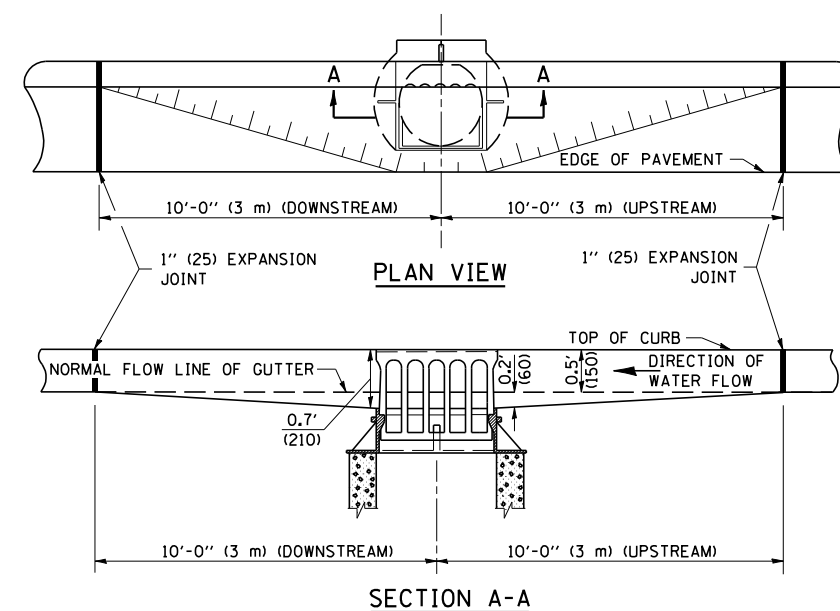
GUTTER DEPRESSION 0.1 FOOT (30mm)



GUTTER DEPRESSION 2" (50mm)



GUTTER DEPRESSION 0.2 FOOT (60mm)



GENERAL NOTES

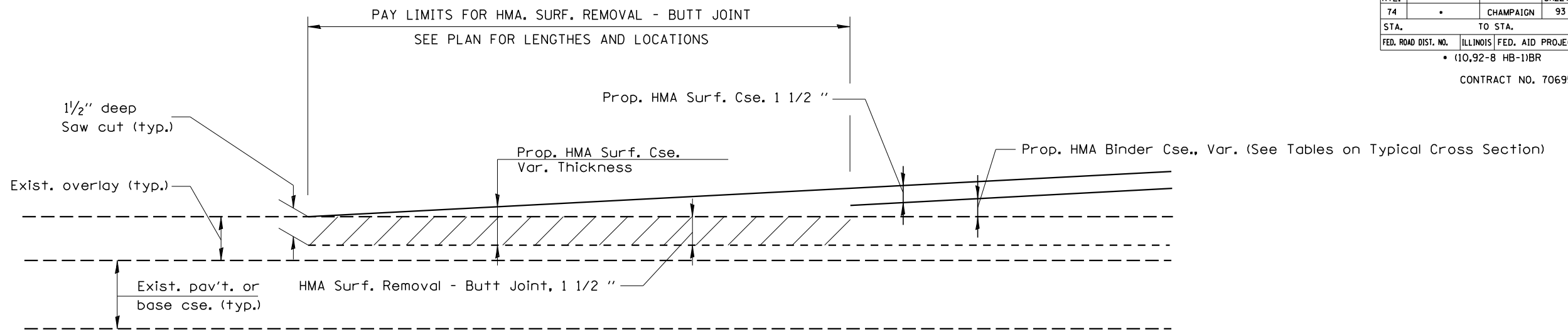
1. THE TWO EXPANSION JOINTS SHALL BE PLACED AS SHOWN IN STANDARD 606001.
2. THE GUTTER GRADE SHALL BE DEPRESSED AT ALL INLETS, CATCH BASINS AND MANHOLES UNLESS OTHERWISE SPECIFIED IN THE PLANS.
3. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE VARIOUS PAY ITEMS OF WORK INVOLVED.

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

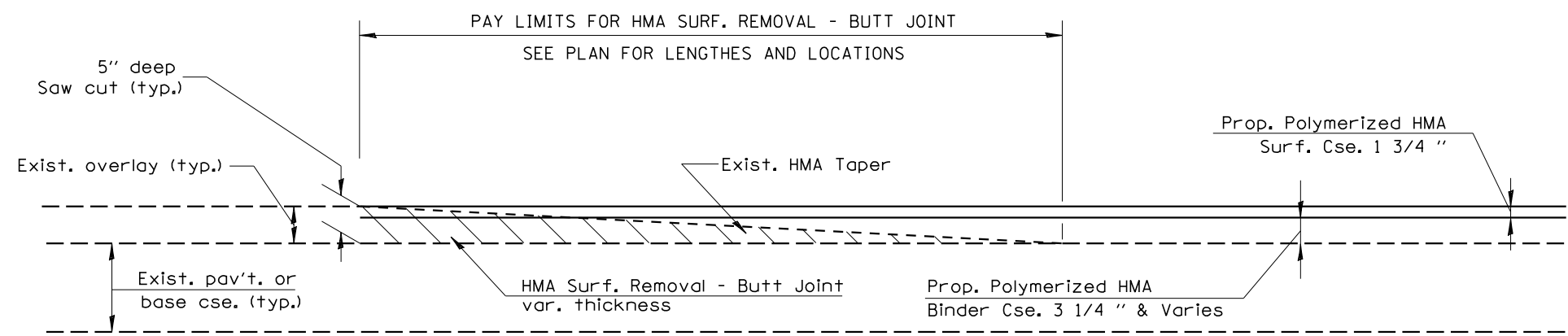
DATE	REVISIONS	NAME	ILLINOIS DEPARTMENT OF TRANSPORTATION
11/06	REPLACED DETAILS A-1.30, A-1.31, A-1.32, A-1.33	TJB	GUTTER DEPRESSION AT INLETS, CATCH BASINS AND MANHOLES
			DISTRICT 5 DETAIL NO. 606AAAAA

PLOT DATE = 12/19/2007
FILE NAME = c:\projects\05010991\structure 010-0097\detail2007.dgn
PLOT SCALE = 42.3525 / IN.
USER NAME = collierb

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	63
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		• (10,92-8 HB-1)BR		
CONTRACT NO. 70695				



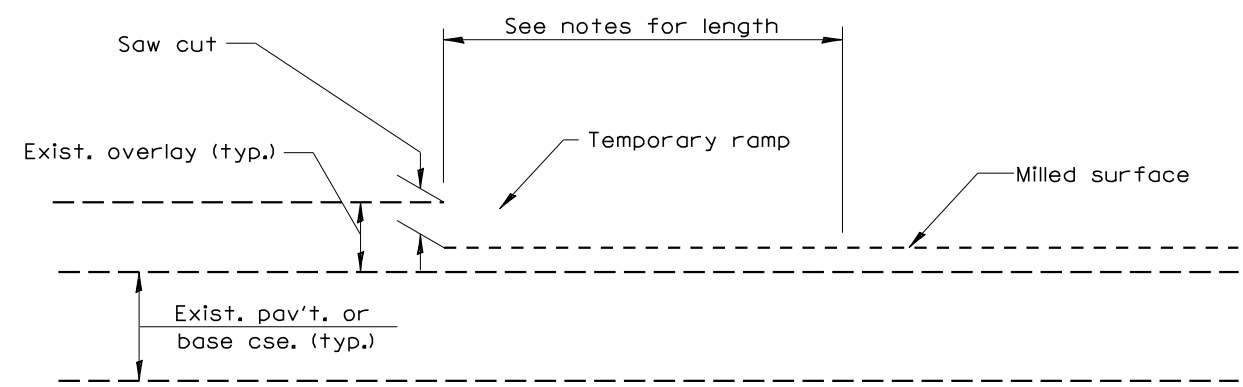
IL ROUTE 49 SOUTH, NORTH & RAMPS



INTERSTATE 74

GENERAL NOTES

1. The work shall be performed in accordance with Article 406.18 and the Special Provisions for Butt Joints.
2. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
3. The HMA Surf. Removal - Butt Joint pay item includes the saw cut.
4. Use a taper rate of 1:80 for temporary ramp on I-74 and 1:40 elsewhere.



TEMPORARY RAMP DETAIL

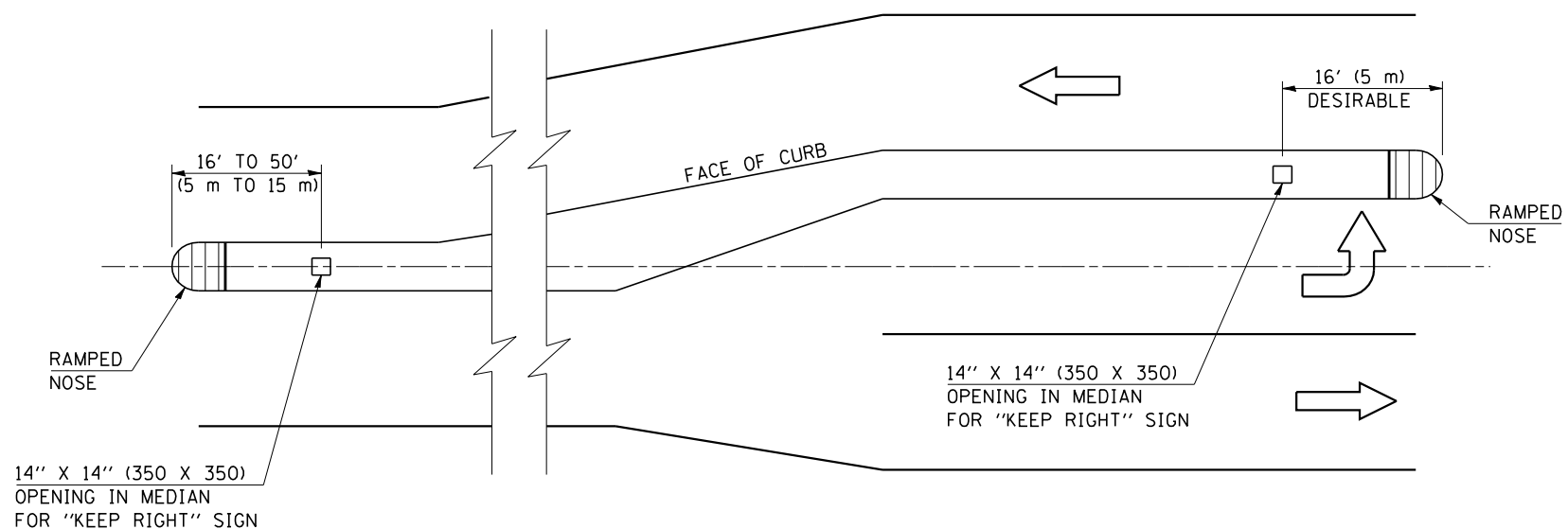
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT DETAIL

SCALE: NONE
DATE: 06/2003

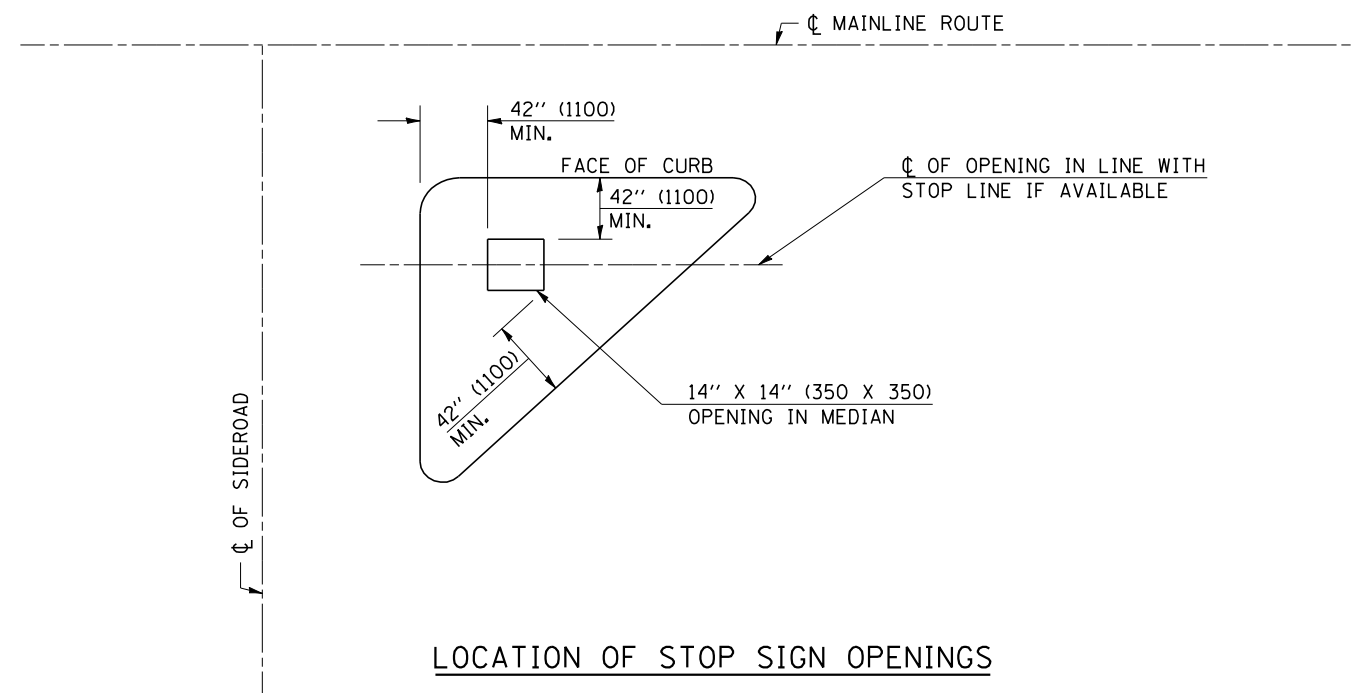
DRAWN BY: WJX
CHECKED BY: JH



LOCATION OF OPENINGS FOR "KEEP RIGHT" SIGNS

GENERAL NOTES

1. ALL SMALL ISLANDS SHALL BE CONSTRUCTED WITH THE STOP SIGN ISLANDS AS SHOWN, UNLESS OTHERWISE SPECIFIED.
2. OPENINGS FOR SIGNS IN MEDIANS SHALL BE AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE TYPE OF MEDIAN SPECIFIED IN THE PLANS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



LOCATION OF STOP SIGN OPENINGS

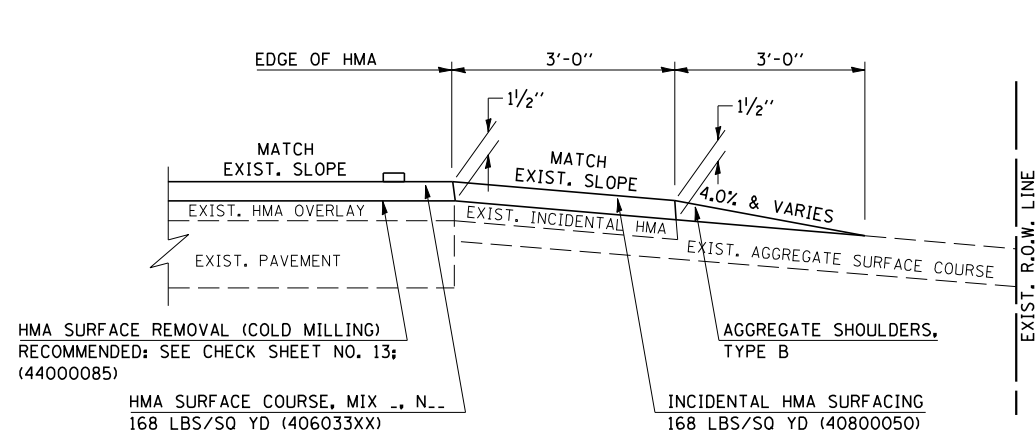
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DATE	REVISIONS	NAME	ILLINOIS DEPARTMENT OF TRANSPORTATION
11/06	REPLACED DETAIL A-5.03	TJB	
			SIGN POST BLOCKOUTS
			DISTRICT 5 DETAIL NO. 60623711

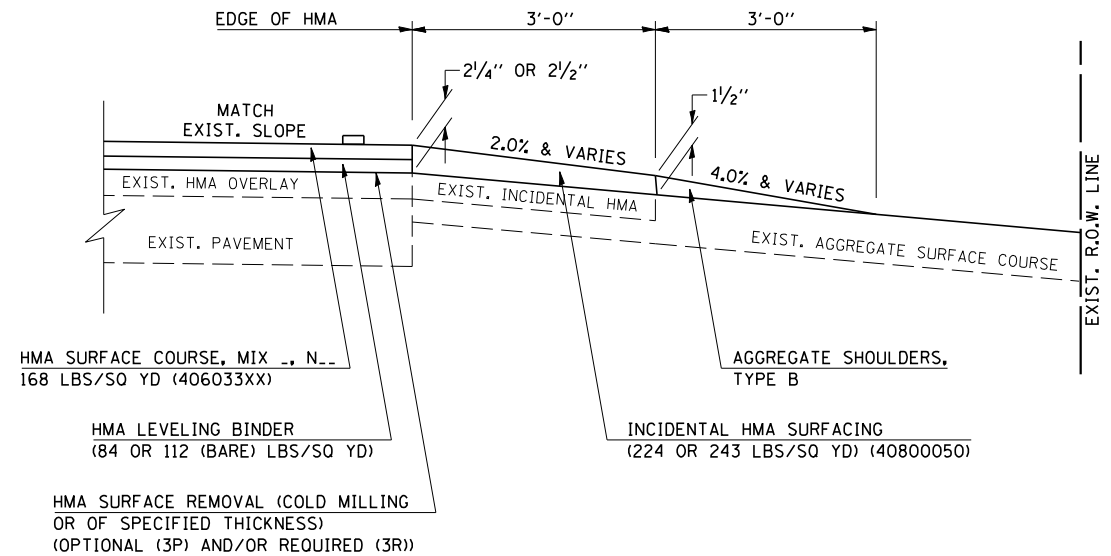
PROJECTS WITHOUT RECONSTRUCTION
 ("3R" WITHOUT RECONSTRUCTION, 3P, SMART AND CM)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	CHAMPAIGN	93	65
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• (10,92-8 HB-1)BR				
CONTRACT NO. 70695				

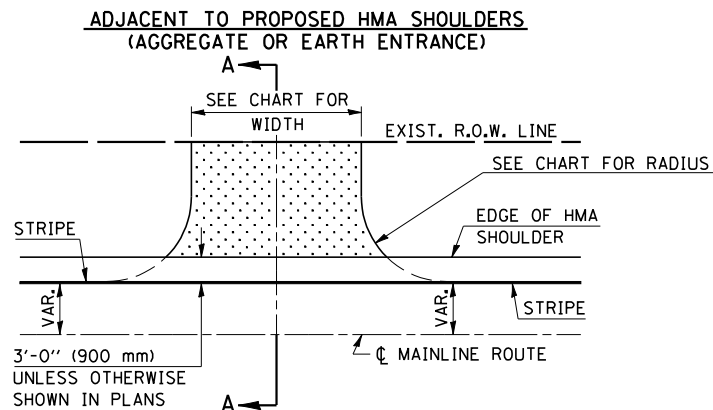
S.M.A.R.T. IMPROVEMENTS
 (POLICY RESURFACING; BDE 53-4.03; 1/2")



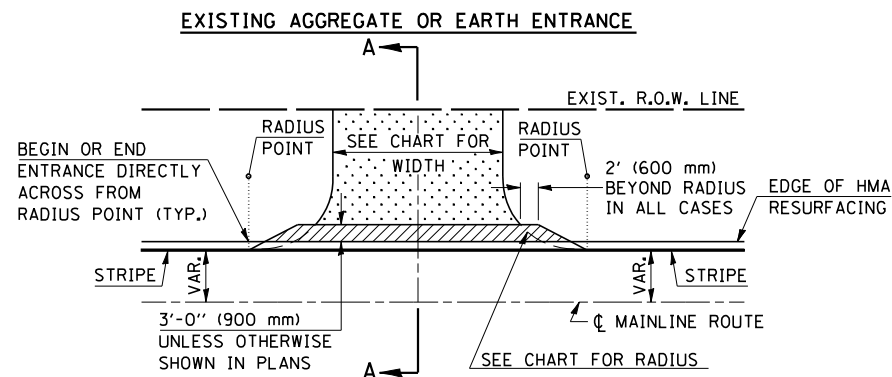
"3P" OR "3R" IMPROVEMENTS
 (POLICY RESURFACING; BDE 53-4.02; 2/4" OR 2/2" ON BARE CONCRETE)



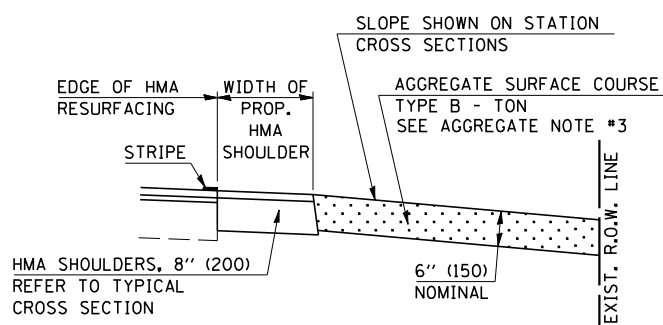
PROJECTS WITH RECONSTRUCTION
 ("3R" IMPROVEMENTS AND SMART/3P "SPOT" LOCATIONS)



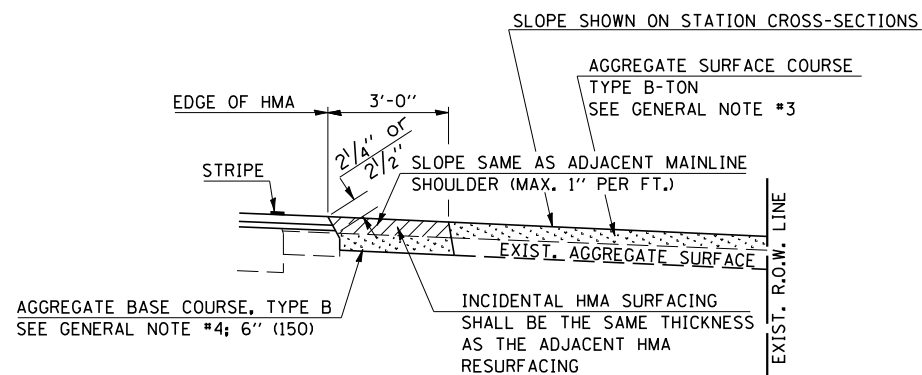
TYPICAL APPLICATION



TYPICAL APPLICATION



SECTION A-A



SECTION A-A

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

DATE	REVISIONS	NAME
12-01-06	RENUMBERED/COMBINED C-1.32 & C-1.26 WITH ADDITIONS OF S.M.A.R.T. & 3P & 3R IMPROV.	T.J.B.

ILLINOIS DEPARTMENT OF TRANSPORTATION

FIELD ENTRANCES
 (NONCOMMERCIAL RURAL)

DISTRICT 5 DETAIL NO. 40800050A

PLOT DATE : 12/15/2007
 FILE NAME : c:\p03\104691\104691.dwg
 PLOT SCALE : 42,352% / IN.
 USER NAME : collier-b

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	66
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (10,92-8 HB-1)BR
CONTRACT NO. 70695

GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE HMA SHOULDER OR THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE.
4. AGGREGATE BASE COURSE, TYPE B, 6" (150) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 1' (0.3 m) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
6. EXISTING FIELD ENTRANCES OF AGGREGATE OR EARTH WITH NO HMA APRON SHALL NOT RECEIVE A NEW HMA APRON WITHOUT PROPER APPROVAL THROUGH THE BUREAU OF OPERATIONS "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS".
7. TO ASSURE APPROPRIATE ACCESS POLICIES ARE FOLLOWED ALL NEW ACCESS SHALL BE APPLIED FOR THROUGH THE BUREAU OF OPERATIONS PERMIT APPLICATION PROCESS. PLAN PREPARATION MEMORANDUMS 40-09 AND 40-11 ALONG WITH DISTRICT CONSTRUCTION MEMORANDUM 03/14 DISCUSS THIS PROCEDURE.

RURAL ENTRANCE DESIGN STANDARDS (PPM 40-09)																
DESIGN ELEMENT	NEW CONSTRUCTION & 3R with RECONSTRUCTION						3R w/out RECONSTRUCTION, 3P, SMART & CM									
	NONCOMMERCIAL			FIELD W/ FARM IMPLEMENTS			COMMERCIAL			NONCOMMERCIAL			COMMERCIAL			
	PRIVATE & FIELD			FIELD W/ FARM IMPLEMENTS			COMMERCIAL			PRIVATE & FIELD			COMMERCIAL			
	min.	des.	max.	min.	max.	min.	des.	max.	min.	des.	max.	min.	des.	max.		
SURFACE WIDTH (FT)	12	16	24	24	30	1 LANE, 1 WAY						1 LANE, 1 WAY				
						14	16	24				2 LANE, 2 WAY				
						24	30	35				2 LANE, 2 WAY				
RADIUS (FT)	15	25	40	30		20	30	50	resurface existing configuration; existing aggregate or earth entrances shall have the continuation of aggregate shoulders placed behind them							
SHOULDER WIDTH (FT)	2	2		2		1	3									
SHOULDER SLOPE (%)	2	4	6	4		2	4	6								
ENTRANCE GRADE (%)	0	2 to 5	10 or 12	2 to 5	10 or 12	0	2 to 5	8 or 10								
SIDE SLOPE (FT)	4:1	6:1	10:1	4:1	6:1	4:1	6:1	10:1								
SURFACE TYPE																
INCIDENTAL HMA SURFACING (INCH)		2		2		3 or 4			taper from hma resurfacing thickness (2 1/2", 2 1/4" or 1 1/2") to 1 1/2" to minimize aggregate shoulder							
AGGREGATE SURFACE COURSE, TYPE A (INCH)		6		6		8			if applicable use items: Preparation of Base & Aggregate Base Repair; see PPM 30-02							
PCC DRIVEWAY PAVEMENT (INCH)		6						6 or 8								

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

DATE	REVISIONS	NAME
12-01-06	RENUMBERED/COMBINED C-1.32 & C-1.26 WITH ADDITIONS OF S.M.A.R.T. & 3P & 3R IMPROV.	T.J.B.

ILLINOIS DEPARTMENT OF TRANSPORTATION

**FIELD ENTRANCES
(NONCOMMERCIAL RURAL)**

DISTRICT 5 DETAIL NO. 40800050A

PLOT DATE : 12/19/2007
FILE NAME : c:\projects\40800050\structure 010-0097\detail2007.dgn
PLOT SCALE : 42,352% / IN.
USER NAME : collierb

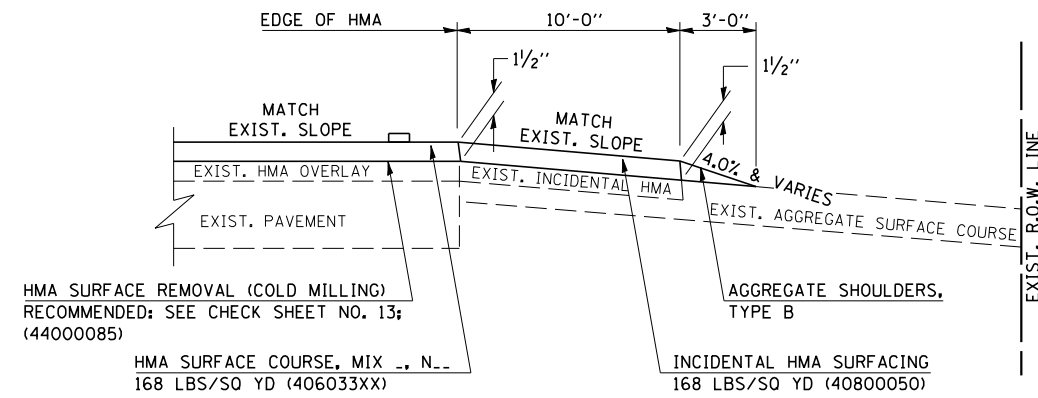
PROJECTS WITHOUT RECONSTRUCTION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	67
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

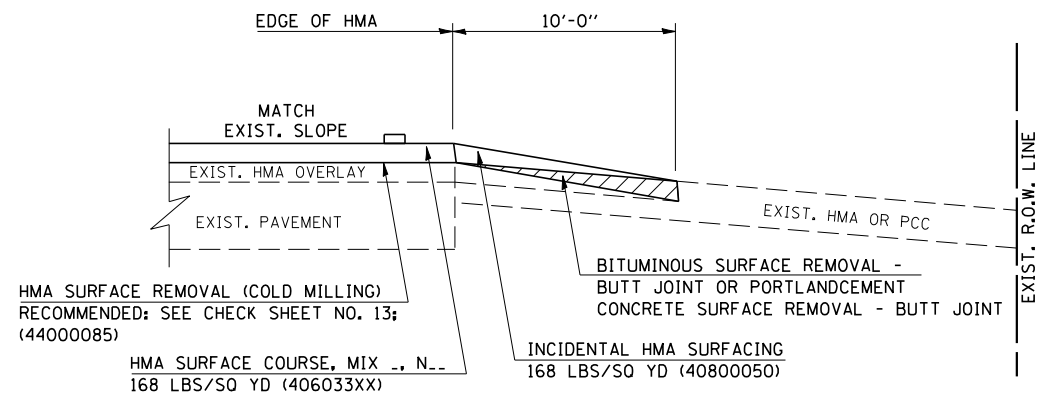
• (10,92-8 HB-1)BR

CONTRACT NO. 70695

S.M.A.R.T. IMPROVEMENTS (POLICY RESURFACING; BDE 53-4.03; 1/2")

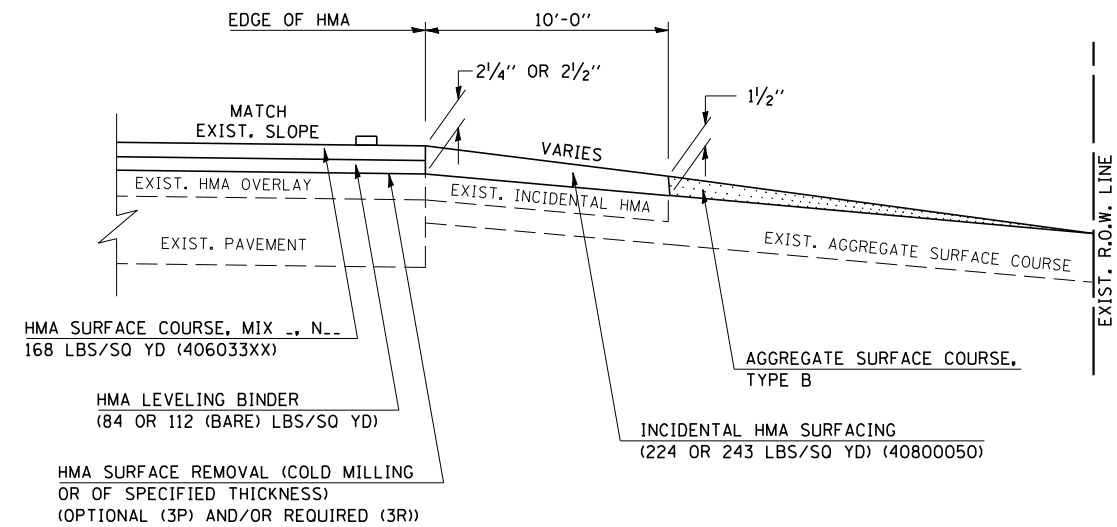


EXISTING AGGREGATE ENTRANCE

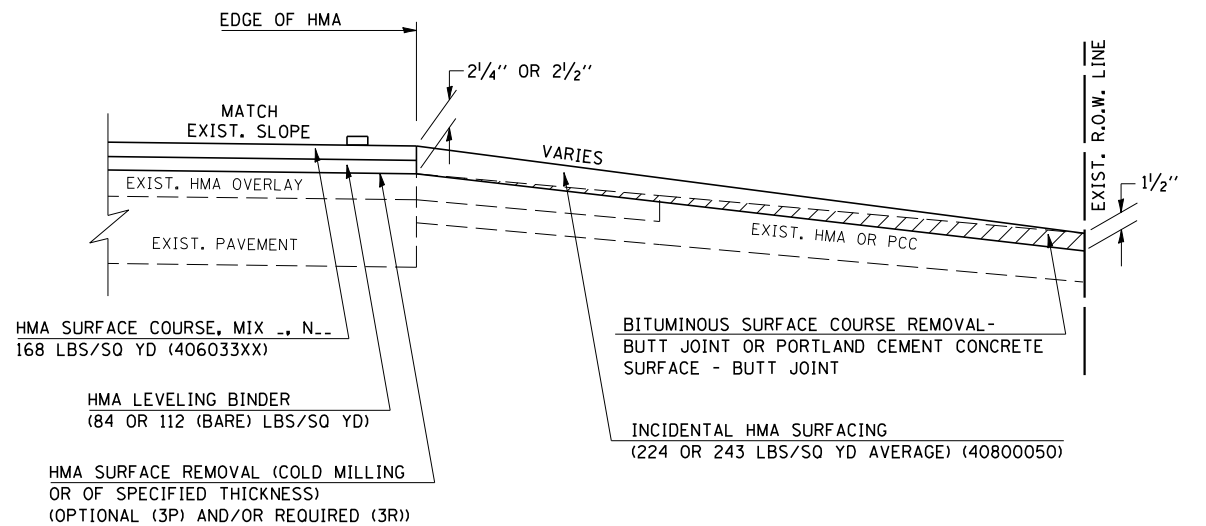


EXISTING HMA OR PCC ENTRANCE

"3P" OR "3R" IMPROVEMENTS (POLICY RESURFACING; BDE 53-4.02; 2/4" OR 2/2" ON BARE CONCRETE)



EXISTING AGGREGATE ENTRANCE



EXISTING HMA OR PCC ENTRANCE

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

DATE	REVISIONS	NAME	ILLINOIS DEPARTMENT OF TRANSPORTATION
12-08-06	RENUMBERED/COMBINED C-1.24 & C-1.33 WITH ADDITIONS OF S.M.A.R.T. & 3P & 3R IMPROV.	T.J.B.	PRIVATE AND COMMERCIAL ENTRANCES (NONCOMMERCIAL AND COMMERCIAL RURAL)
			DISTRICT 5 DETAIL NO. 40800050C

PLOT DATE = 12/19/2007
FILE NAME = c:\projects\450\1099\structure\10-0097\detail\2007.dgn
PLOT SCALE = 4.2352" / IN.
USER NAME = collierb

PROJECTS WITH RECONSTRUCTION

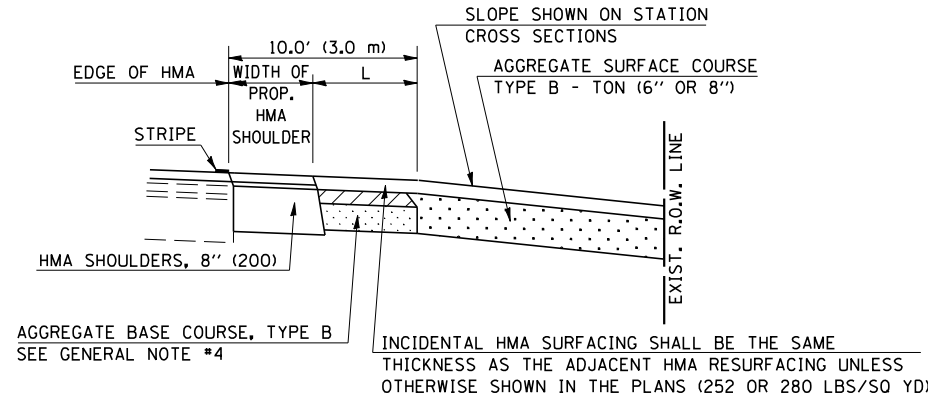
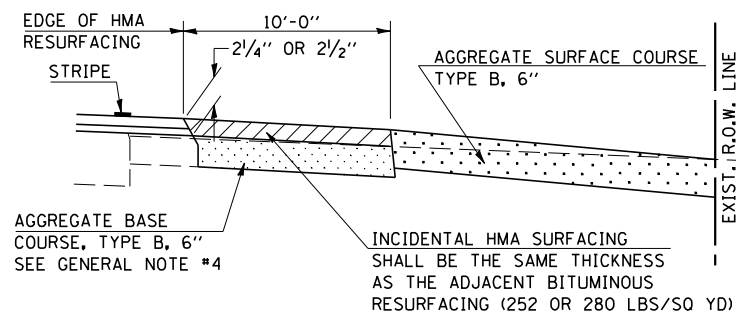
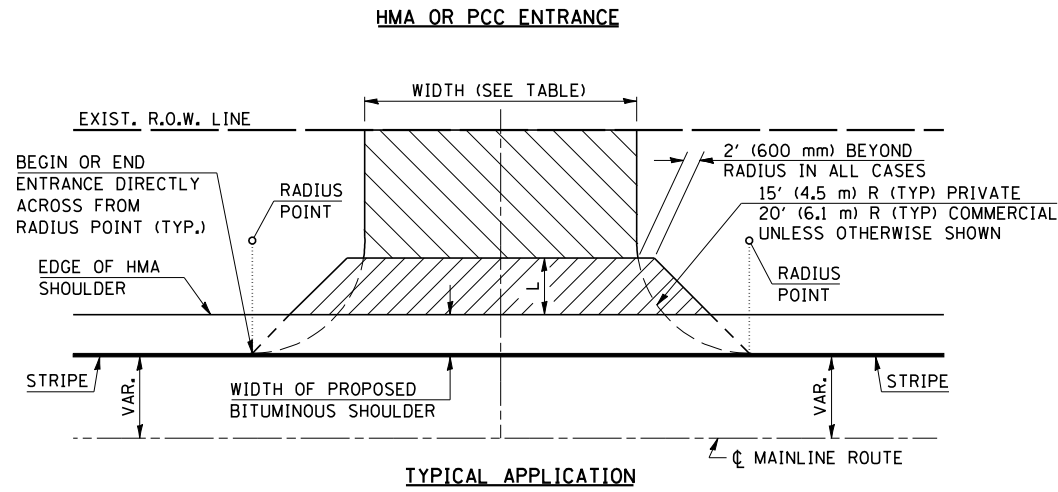
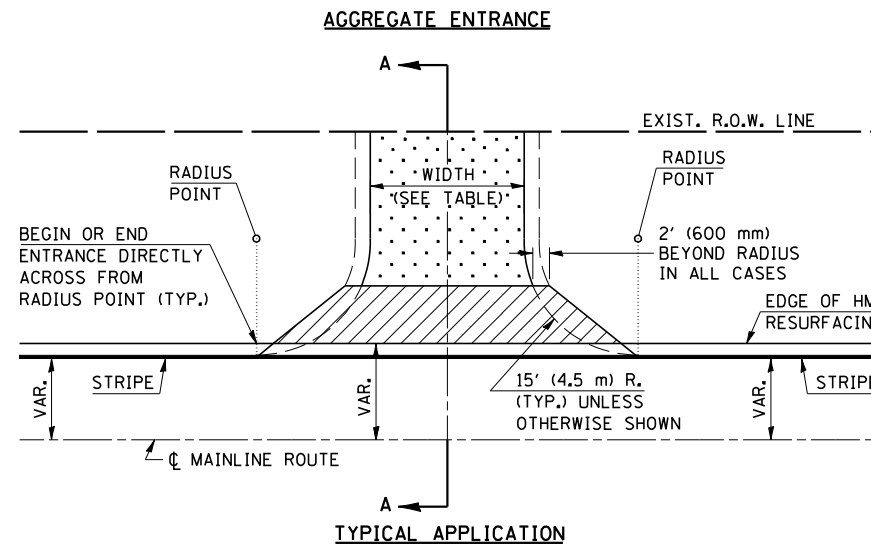
(3R IMPROVEMENTS)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	68
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	• (10,92-8 HB-1)BR			

CONTRACT NO. 70695

GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE HMA SHOULDER OR THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE.
4. AGGREGATE BASE COURSE, TYPE B, 6" (150) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 1' (0.3 m) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
6. EXISTING FIELD ENTRANCES OF AGGREGATE OR EARTH WITH NO HMA APRON SHALL NOT RECEIVE A NEW HMA APRON WITHOUT PROPER APPROVAL THROUGH THE BUREAU OF OPERATIONS "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS".
7. TO ASSURE APPROPRIATE ACCESS POLICIES ARE FOLLOWED ALL NEW ACCESS SHALL BE APPLIED FOR THROUGH THE BUREAU OF OPERATIONS PERMIT APPLICATION PROCESS. PLAN PREPARATION MEMORANDUMS 40-09 AND 40-11 ALONG WITH DISTRICT CONSTRUCTION MEMORANDUM 03/14 DISCUSS THIS PROCEDURE.



RURAL ENTRANCE DESIGN STANDARDS (PPM 40-09)															
DESIGN ELEMENT	NEW CONSTRUCTION & 3R with RECONSTRUCTION						3R w/out RECONSTRUCTION, 3P, SMART & CM								
	NONCOMMERCIAL			FIELD W/ FARM IMPLEMENTS			COMMERCIAL			NONCOMMERCIAL			COMMERCIAL		
	PRIVATE & FIELD						COMMERCIAL		PRIVATE & FIELD		COMMERCIAL				
	min.	des.	max.	min.	max.	min.	des.	max.	min.	des.	max.	min.	des.	max.	
SURFACE WIDTH (FT)	12	16	24	24	30	1 LANE, 1 WAY			1 LANE, 1 WAY			1 LANE, 1 WAY			
						14	16	24	2 LANE, 2 WAY			2 LANE, 2 WAY			
RADIUS (FT)	15	25	40	30		24	30	35	resurface existing configuration; existing hma or pcc entrances shall have "butt joints" constructed; existing aggregate or earth entrances shall have the continuation of aggregate shoulders placed behind them						
SHOULDER WIDTH (FT)	2	2		2		1	3		taper from hma resurfacing thickness (2 1/2", 2 1/4" or 1 1/2") to 1 1/2" for "butt joints" and to minimize aggregate shoulder						
SHOULDER SLOPE (%)	2	4	6	4		2	4	6	if applicable use items: Preparation of Base & Aggregate Base Repair; see PPM 30-02						
ENTRANCE GRADE (%)	0	2 to 5	10 or 12	2 to 5	10 or 12	0	2 to 5	8 or 10							
SIDE SLOPE (FT)	4:1	6:1	10:1	4:1	6:1	4:1	6:1	10:1							
SURFACE TYPE															
INCIDENTAL HMA SURFACING (INCH)		2		2		3 or 4									
AGGREGATE SURFACE COURSE, TYPE B (INCH)		6		6		8									
PCC DRIVEWAY PAVEMENT (INCH)		6						6 or 8							

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

DATE	REVISIONS	NAME	ILLINOIS DEPARTMENT OF TRANSPORTATION
12-08-06	RENUMBERED/COMBINED C-1.24 & C-1.33 WITH ADDITIONS OF S.M.A.R.T. & 3P & 3R IMPROV.		PRIVATE AND COMMERCIAL ENTRANCES (NONCOMMERCIAL AND COMMERCIAL RURAL)
			DISTRICT 5 DETAIL NO. 40800050C

PLOT DATE = 12/19/2007
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USER NAME = collierb

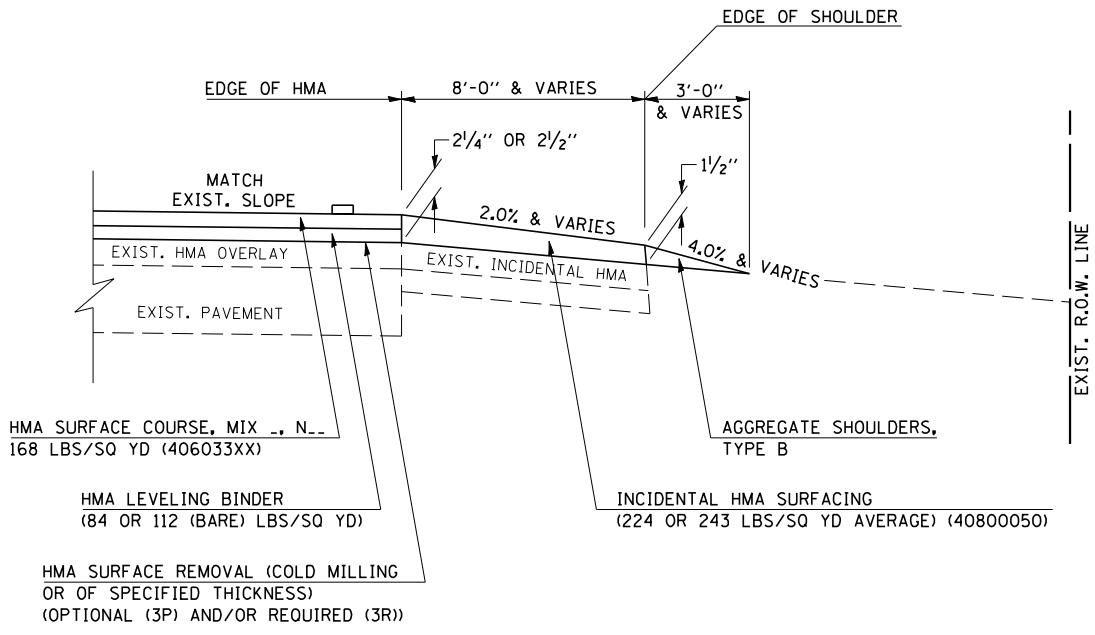
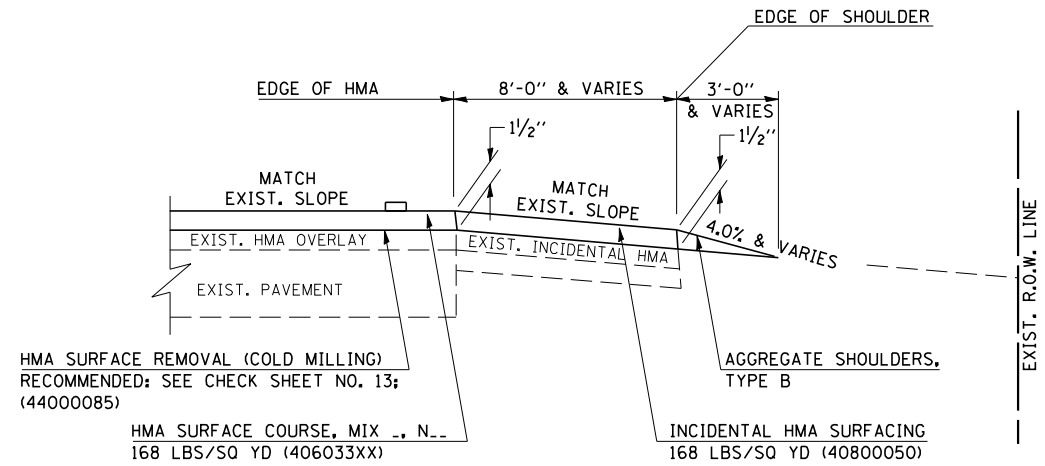
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	69
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		(10,92-8 HB-1)BR		

CONTRACT NO. 70695

PROJECTS WITHOUT RECONSTRUCTION

S.M.A.R.T. IMPROVEMENTS
(POLICY RESURFACING; BDE 53-4.03; 1 1/2")

"3P" OR "3R" IMPROVEMENTS
(POLICY RESURFACING; BDE 53-4.02; 2 1/4" OR 2 1/2" ON BARE CONCRETE)



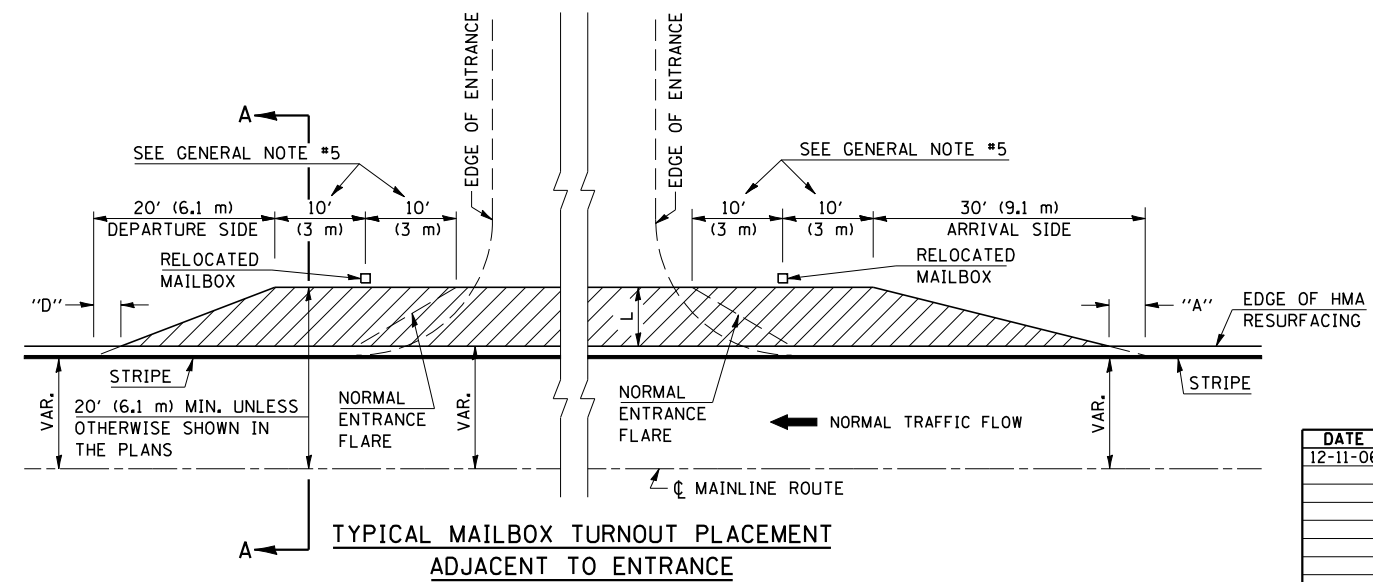
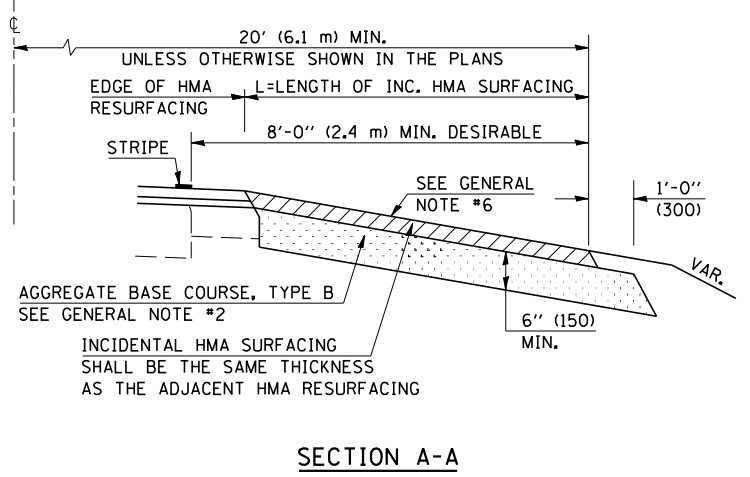
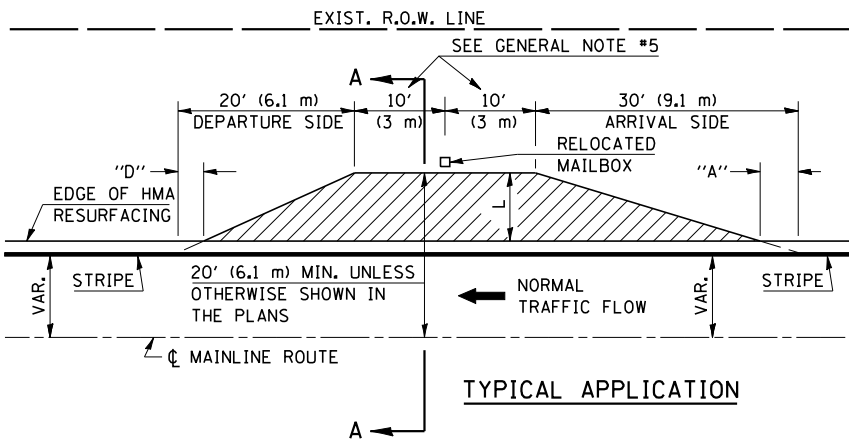
GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. AGGREGATE BASE COURSE, TYPE B, 6" (150) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED MAILBOX TURNOUTS. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ALL EXISTING MAILBOX TURNOUTS OR TO CONSTRUCT NEW MAILBOX TURNOUTS WHERE NONE NOW EXISTS.
3. ANY NECESSARY WORK BEHIND THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
4. THE TEMPORARY RELOCATION OF EXISTING MAILBOXES SHALL BE IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.
5. WHEN MORE THAN ONE RELOCATED MAILBOX IS INCLUDED IN A PARTICULAR LOCATION THE TWO 10' (3 m) DIMENSIONS AS SHOWN ABOVE SHALL BE FROM THE END MAILBOX.
6. CROSS SLOPE SHALL BE AS SHOWN ON THE STATION CROSS SECTIONS AND/OR AS DIRECTED BY THE ENGINEER. MINIMUM 4% (1/2"/') DESIRABLE; MAXIMUM 8% (1"/')
7. WHEN MAILBOX TURNOUTS ARE CONSTRUCTED ADJACENT TO FIELD ENTRANCES, THE WIDTH OF THE INCIDENTAL HMA SURFACING CONSTRUCTED FOR THE FIELD ENTRANCE SHALL MATCH THE WIDTH OF THE PROPOSED MAILBOX TURNOUT SURFACING.
8. THE TOTAL SHOULDER WIDTH, 2.4 m (8') MINIMUM, SHALL BE PAVED BETWEEN SIDEROADS ENTRANCES AND/OR MAILBOX TURNOUTS AT LOCATIONS WHERE THE DISTANCE BETWEEN RADIUS OR TAPER CONTROL POINTS IS LESS THAN 15.0 m (50').
9. MAILBOXES SHALL BE MOUNTED SUCH THAT THE FACE OF THE MAILBOX IS 150 (6) TO 300 (12) AND THE POST A MINIMUM OF 600 (24) FROM THE EDGE OF THE TURNOUT SURFACING.

PROJECTS WITH RECONSTRUCTION

("3R" IMPROVEMENTS)

DISTANCE FROM STRIPE TO HMA RESURFACING	"D"	DISTANCE FROM STRIPE TO HMA RESURFACING	"A"
1.0' (300 mm)	2.5'	1.0' (300 mm)	3.8'
1.5' (450 mm)	3.8'	1.5' (450 mm)	5.6'
2.0' (600 mm)	5.0'	2.0' (600 mm)	7.5'
2.5' (750 mm)	6.3'	2.5' (750 mm)	9.4'
3.0' (900 mm)	7.5'	3.0' (900 mm)	11.3'



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

DATE	REVISIONS	NAME
12-11-06	RENUMBERED/COMBINED C-1.25 WITH ADDITIONS OF S.M.A.R.T & 3P & 3R IMPROVEMENTS	T.J.B.

ILLINOIS DEPARTMENT OF TRANSPORTATION
MAILBOX TURNOUT (RURAL)
DISTRICT 5 DETAIL NO. 40800050B

PLOT DATE = 12/19/2007
FILE NAME = c:\projects\40800050\structure\010-0097\detail2007.dgn
PLOT SCALE = 42.3525 / IN.
USER NAME = collierb

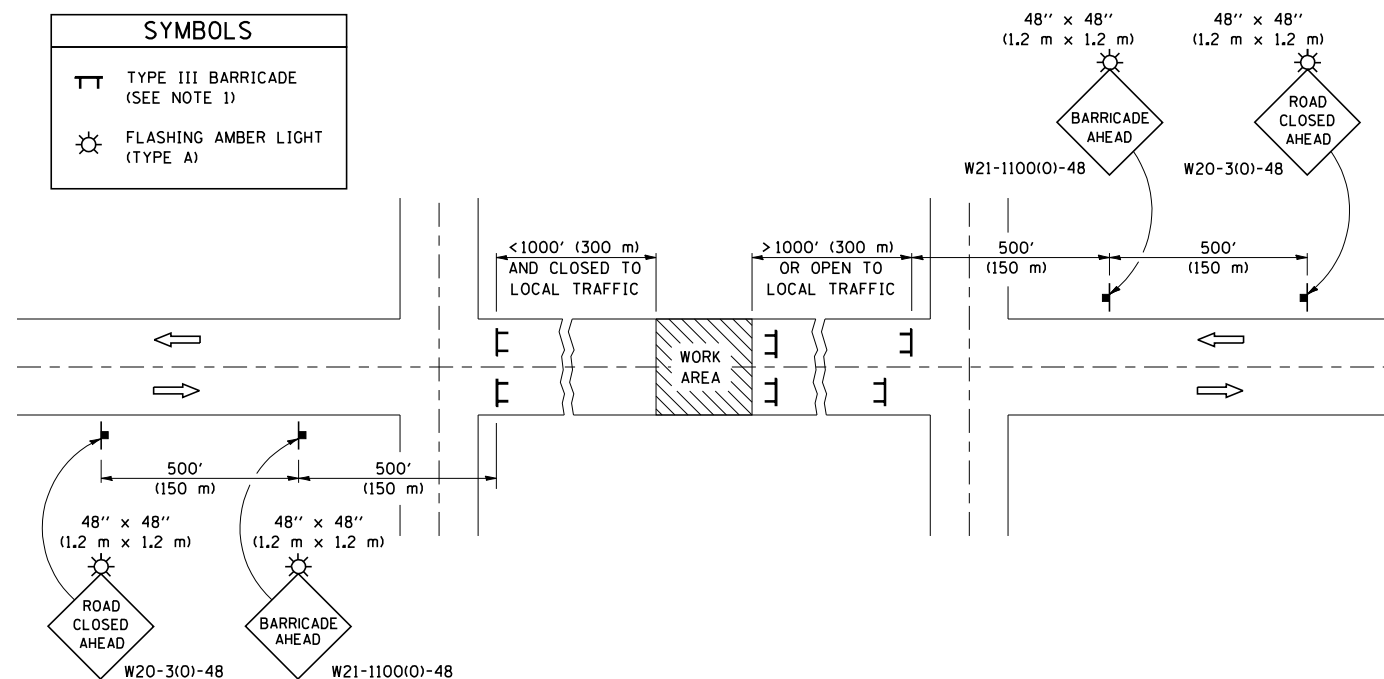
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	70
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		(10,92-8 HB-1)BR		

CONTRACT NO. 70695

ROAD CLOSURE

SIDEROAD / STREET CLOSURE

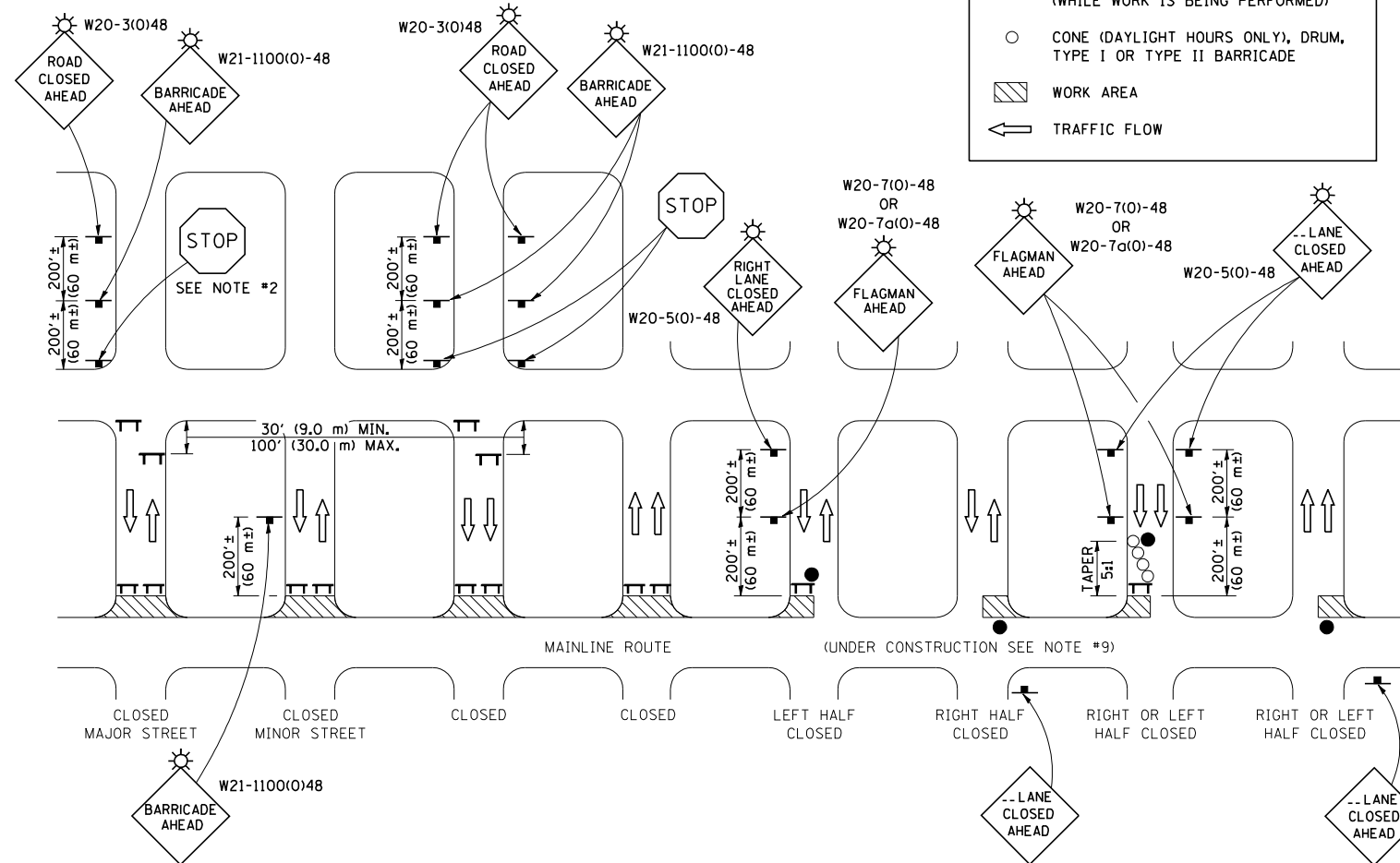
SYMBOLS	
	TYPE III BARRICADE (SEE NOTE 1)
	FLASHING AMBER LIGHT (TYPE A)



GENERAL NOTES

- TYPE III BARRICADES SHALL BE AS SHOWN ON STANDARD 701901 "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
- IF THE ROAD IS OPEN TO LOCAL TRAFFIC OR EXCEEDS 1000' (300 m), ANOTHER SET OF TYPE III BARRICADES, EQUIPPED AS IN NOTE 1 ABOVE, SHALL BE PLACED AT EACH END OF THE WORK AREA.
- WHEN A STOP CONDITION EXISTS, NO SIGNS ARE REQUIRED IN ADVANCE OF THE "STOP" SIGN WHEN THE ROAD IS CLOSED WITHIN 100' (30 m) OF THE INTERSECTION.
- STANDARD 701901 SHALL APPLY FOR THE PLACEMENT & DESIGN OF TYPE III BARRICADES.
- IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON AN NCHRP 350 TEMPORARY SIGN SUPPORT DIRECTLY IN FRONT OF THE BARRICADE.
- REFLECTORIZED STRIPING SHALL APPEAR ON BOTH SIDES OF THE TYPE III BARRICADES IF ROAD IS OPEN TO LOCAL TRAFFIC.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- A MINIMUM OF TWO FLASHING LIGHTS SHALL BE USED AT NIGHT ON EACH APPROACH IN ADVANCE OF THE WORK AREA. FLASHING LIGHTS SHALL BE INSTALLED ABOVE THE FIRST TWO SIGNS IN THE SERIES.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- FORMS BT. 725 AND BT. 726 ARE REQUIRED.
- WHEN A SIDEROAD INTERSECTS THE HIGHWAY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC DEVICES SHALL BE ERECTED AND PROVIDED AS DIRECTED BY THE ENGINEER.
- AN ADDITIONAL SIGN MAY BE REQUIRED AT A MAJOR INTERSECTING ROAD IN ADVANCE OF THE CLOSURE. THE ADDITIONAL SIGN SHALL GIVE THE DISTANCE TO THE BARRICADE IN MILES OR FRACTIONS OF A MILE.

SYMBOLS	
	TYPE III BARRICADE (SEE NOTE)
	FLASHING LIGHT
	FLAGGER WITH TRAFFIC CONTROL SIGN (WHILE WORK IS BEING PERFORMED)
	CONE (DAYLIGHT HOURS ONLY), DRUM, TYPE I OR TYPE II BARRICADE
	WORK AREA
	TRAFFIC FLOW



GENERAL NOTES

- TYPE III BARRICADES SHALL BE AS SHOWN ON "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
- WHERE A STOP CONDITION EXISTS, AS SHOWN ABOVE, WARNING SIGNS MAY BE OMITTED IN ADVANCE OF THE "STOP" SIGN.
- STANDARD 701901 SHALL APPLY FOR THE PLACEMENT & MANUFACTURE OF TYPE III BARRICADES.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ONE FLASHING LIGHT IS REQUIRED ABOVE EACH ADVANCE WARNING SIGN DURING HOURS OF DARKNESS.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- FORMS BT 725 AND BT 726 ARE REQUIRED.
- THE MAINLINE ROUTE TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE PLANS, SPECIAL PROVISIONS AND STANDARD SPECIFICATIONS.
- THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS INVOLVING THE RECONSTRUCTION OF ALL APPLICABLE SIDE STREETS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

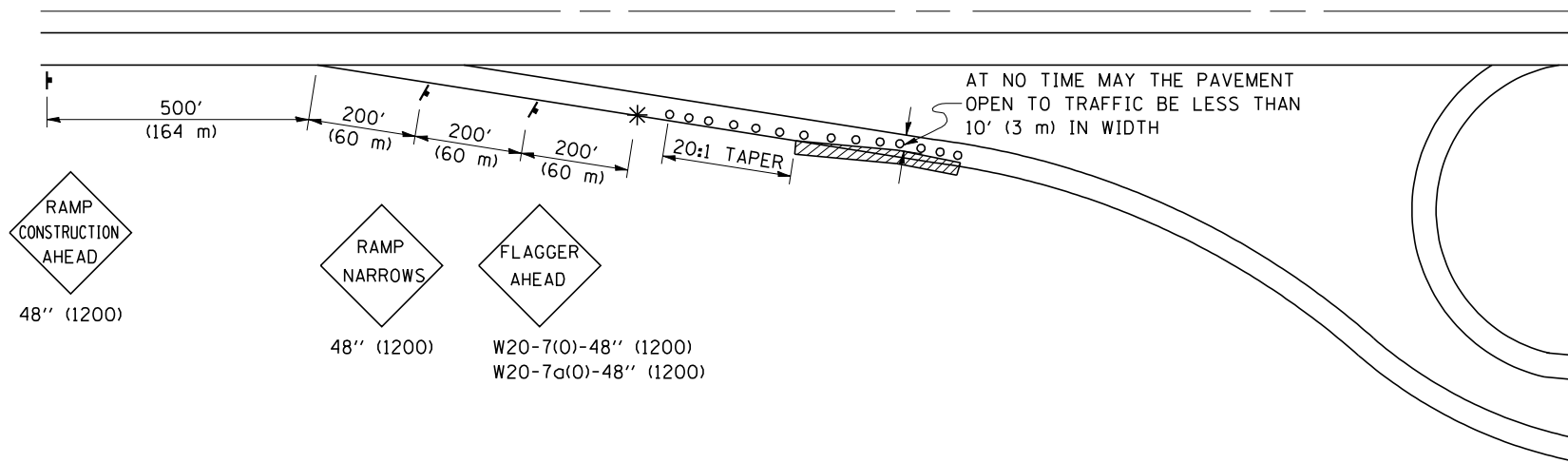
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DATE	REVISIONS	NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL & PROTECTION DEVICES
 (ROAD & SIDEROAD/STREET CLOSURES)
DISTRICT 5 DETAIL NO. 7020000

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	71
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		• (10,92-8 HB-1)BR		
CONTRACT NO. 70695				

**APPLICATION NO. 1
DAY OPERATION ONLY
PARTIAL RAMP CLOSURE**



- 48" (1200)
- 48" (1200)
- W20-7(0)-48" (1200)
W20-7a(0)-48" (1200)

GENERAL NOTES

CONSTRUCTION OPERATIONS SHALL BE CONFINED TO AN AREA NARROW ENOUGH THAT A MINIMUM OF 10' (3 m) OF PAVEMENT SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

FULL WIDTH PAVEMENT ON THE RAMPS SHALL BE OPEN TO TRAFFIC AT NIGHT.

WHEN NO WORK IS BEING PERFORMED, THE FLAGGER WILL NOT BE REQUIRED. IF THE FLAGGER IS NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.

ALL SIGNS SHALL BE POST MOUNTED IF WORK IN THE AREA EXCEEDS FOUR DAYS OF DAYTIME OPERATIONS.

LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.

ALL VEHICLES, EQUIPMENT, WORKERS (EXCEPT FLAGGER) AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE DISTRICT ENGINEER.

SYMBOLS

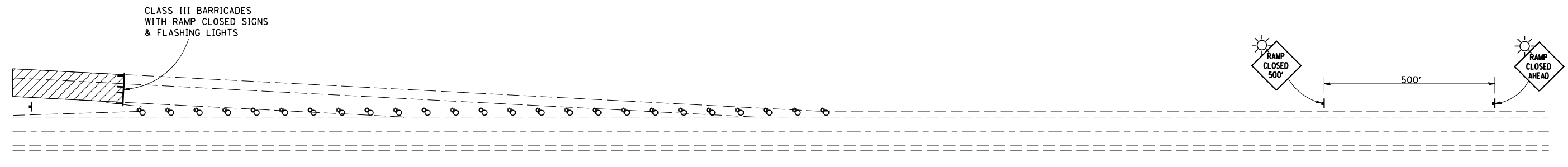
- (APPLICATION NO. 1) TYPE I OR II BARRICADES OR DRUMS @ 50' (15 m) CTS.
- ⦿ (APPLICATION NO. 2) TYPE I OR II BARRICADES OR DRUMS @ 25' (7.5 m) CTS. W/STEADY BURNING LIGHTS
- * (APPLICATION NO. 1) FLAGGER PLACED AS DIRECTED BY THE ENGINEER
- † SIGN ON PORTABLE OR PERMANENT SUPPORT
- ▨ WORK AREA

TYPICAL APPLICATIONS

- PAVEMENT PATCHING
- PIPE UNDERDRAINS
- HMA RESURFACING

Traffic Control for all ramps shall be in accordance with the appropriate application of plan detail TRAFFIC CONTROL FOR RAMPS and will not be paid for separately, but shall be included in the contract lump sum prices for Traffic Control and Protection, Standard 701401 and Traffic Control and Protection, Standard 701406.

**APPLICATION NO. 2
RAMP CLOSURE**



GENERAL NOTES

STEADY BURN LIGHTS ARE NOT REQUIRED FOR DAYTIME OPERATIONS.

CONTACT THE DISTRICT TRAFFIC OPERATIONS ENGINEER AT 217-465-4181, ONE WEEK PRIOR TO CLOSING THE RAMP.

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

DATE	REVISIONS	NAME	ILLINOIS DEPARTMENT OF TRANSPORTATION
11/06	REPLACED DETAIL F-5.01	TJB	TRAFFIC CONTROL FOR RAMPS
			DISTRICT 5 DETAIL NO. 70103710

PLOT DATE = 12/19/2007
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 PLOT SCALE = 42.3525' / IN.
 USER NAME = collierb

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	72
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		• (10,92-8 HB-1)BR		

CONTRACT NO. 70695

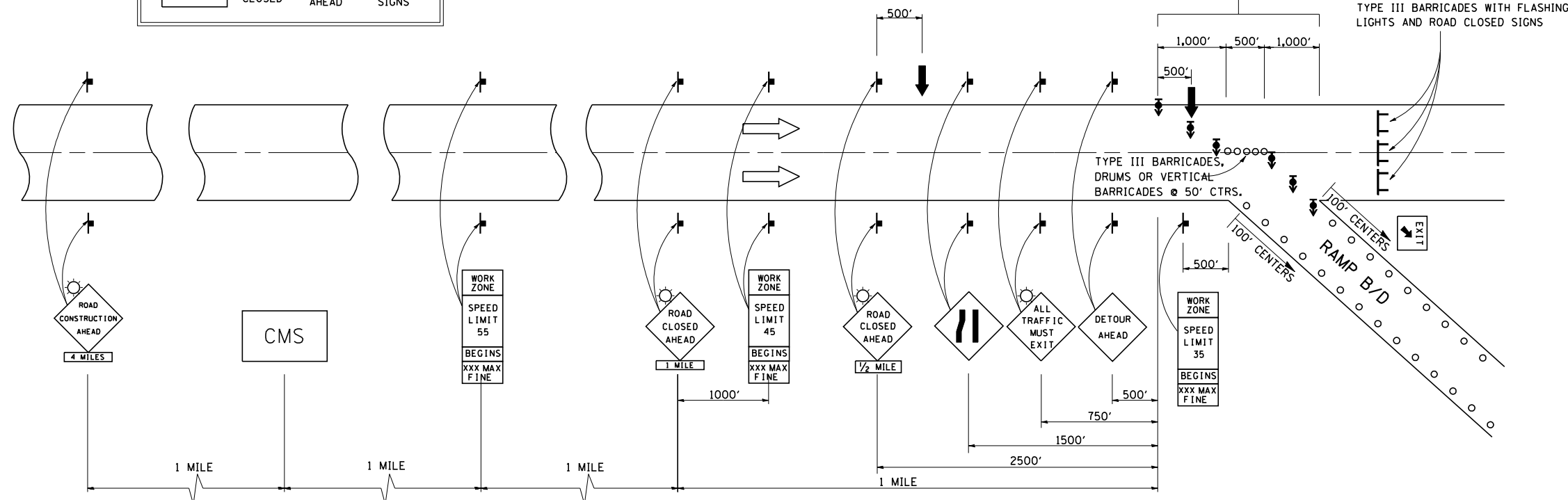
INTERSTATE DETOUR USING ENTRANCE AND EXIT RAMP

DIRECTIONAL BARRICADES WITH STEADY BURNING LIGHTS AT 50' (15 m) CTS. IN TAPER. DRUMS WITH STEADY BURNING LIGHTS IN TANGENT (BETWEEN TAPERS) AT 100' (30 m) CTS.

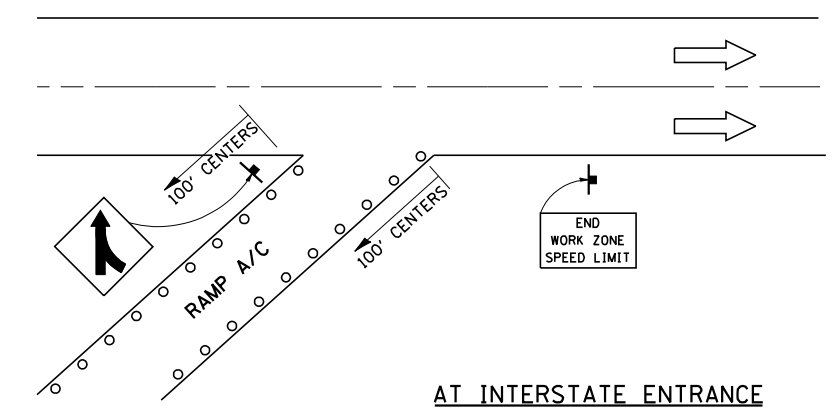
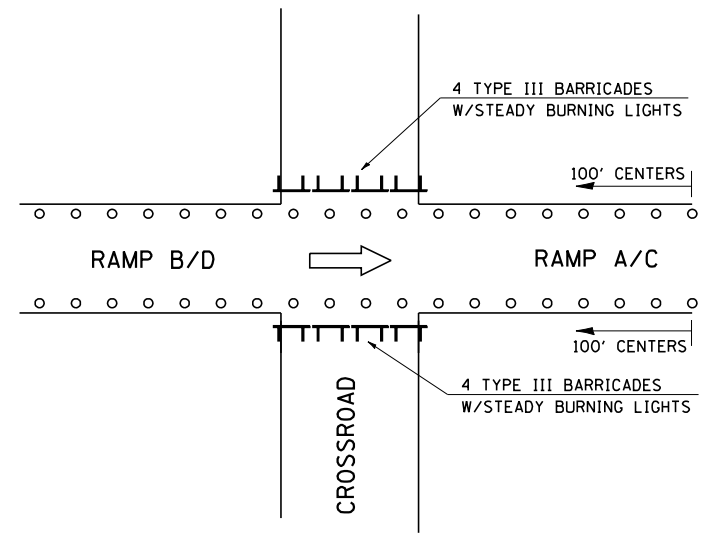
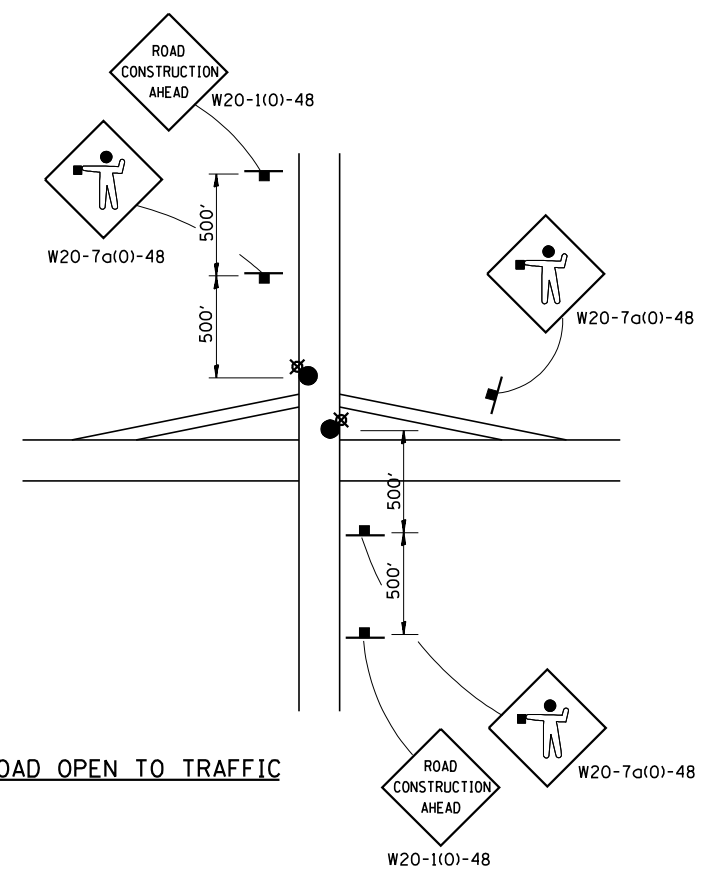
FOR OFF PEAK CLOSURES LESS THAN 24 HOURS, THE TANGENT SECTION MAY BE OMITTED BY APPROVAL OF THE ENGINEER.

A CHANGEABLE MESSAGE SIGN SHALL BE USED IN ADVANCE OF SIGNING TO WARN OF CLOSURE

CMS ROAD CLOSED 3 MILES AHEAD FOLLOW DETOUR SIGNS



SYMBOLS	
	ARROW BOARD
	SIGN
	DRUM W/STEADY BURNING LIGHT
	TYPE III BARRICADE
	DIRECTIONAL BARRICADE W/STEADY BURNING LIGHT
	LIGHTED FLAGGER STATIONS



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

DATE	REVISIONS	NAME

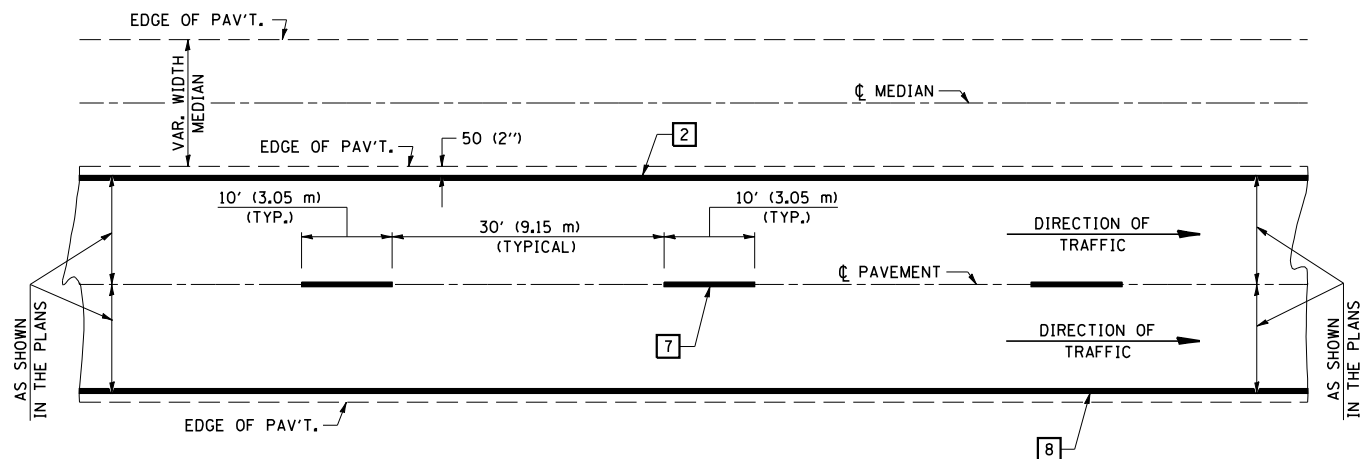
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL & PROTECTION FOR TEMPORARY DETOUR
DISTRICT 5 DETAIL NO. X7011005

PLOT DATE = 12/19/2007
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 PLOT SCALE = 42.3525' / IN.
 USER NAME = collierb

CROSSROAD OPEN TO TRAFFIC

CROSSROAD CLOSED TO TRAFFIC

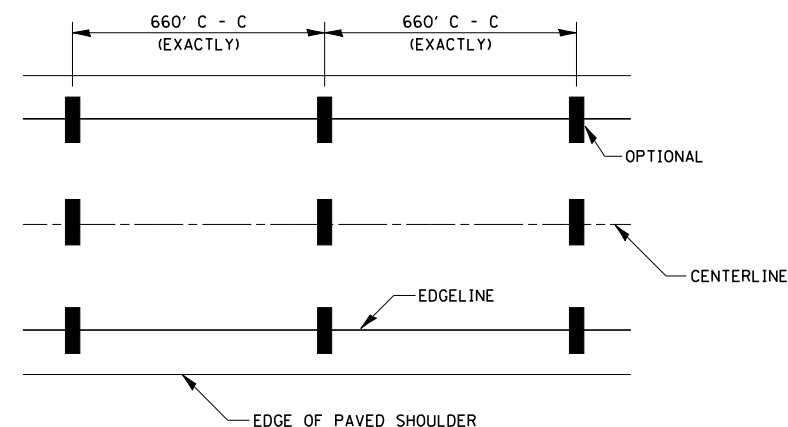
CENTERLINE INTERSTATE OR MULTI-LANE TWO WAY DIVIDED HIGHWAY



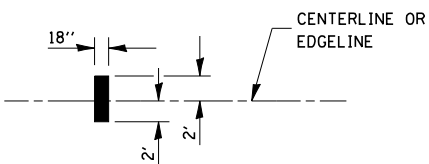
NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

NOTE: SEE ARTICLES 780.04 & 781.03 FOR LOCATION OF STRIPES AND MARKERS RELATIVE TO EDGES OR JOINTS.

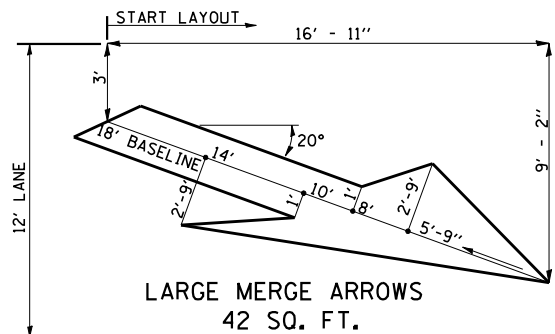
FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO STANDARD 781001.



IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF MEASUREMENT CAN BE ATTESTED TO IN COURT.

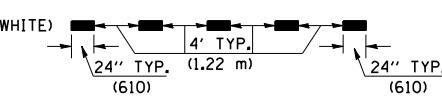
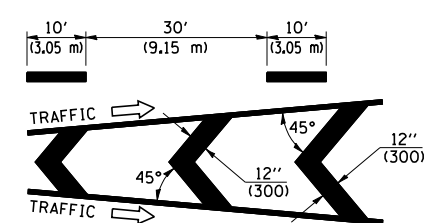
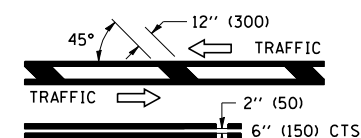
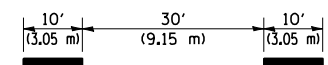


AERIAL SPEED CHECK ZONES



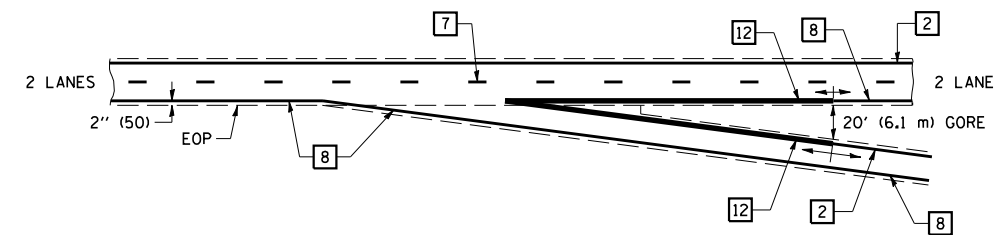
TYPICAL PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)

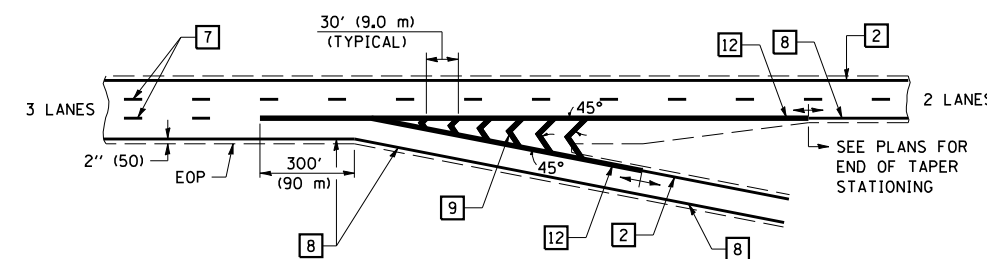


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	73
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	• (10,92-8 HB-1)BR			
CONTRACT NO. 70695				

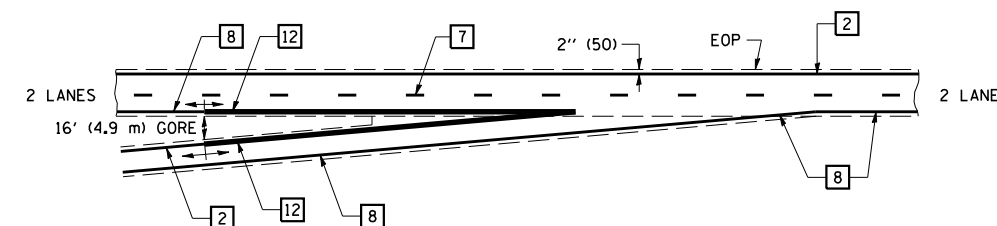
TYPICAL EXIT RAMP TERMINAL



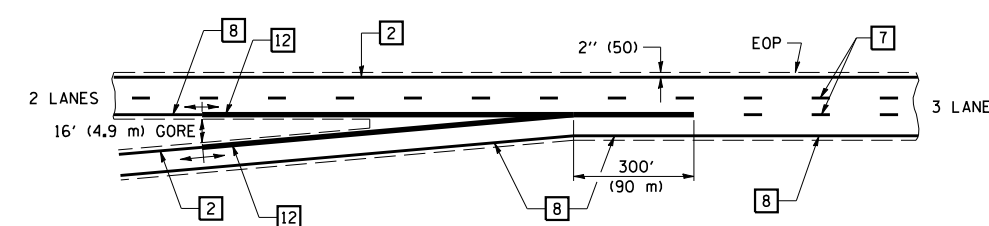
EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



TYPICAL ENTRANCE RAMP TERMINAL



ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE

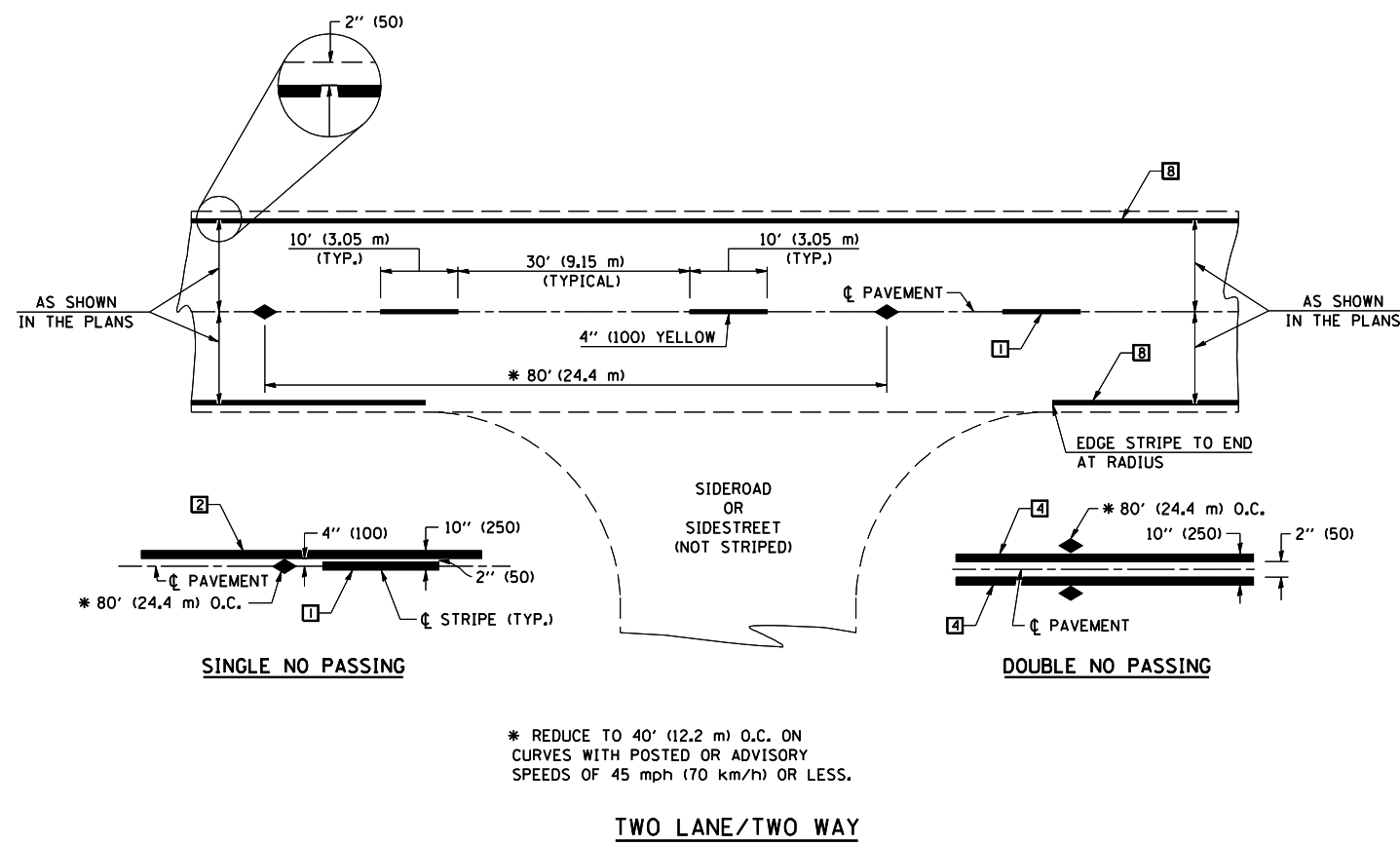


Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DATE	REVISIONS	NAME	ILLINOIS DEPARTMENT OF TRANSPORTATION
11/06	REPLACED DETAIL F-5.22	TJB	<p style="text-align: center;">PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATIONS)</p> <p style="text-align: center;">DISTRICT 5 DETAIL NO. 7800BBBB</p>

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	74
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		• (10,92-8 HB-1)BR		

CONTRACT NO. 70695



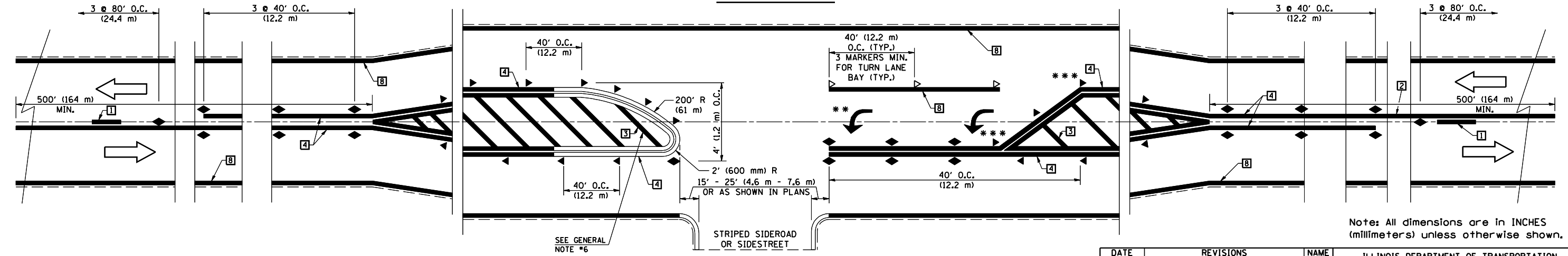
TYPICAL PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)
- 14 4" (100) PARKING WHITE

TYPICAL PAVEMENT MARKERS LEGEND

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

RURAL LEFT TURN



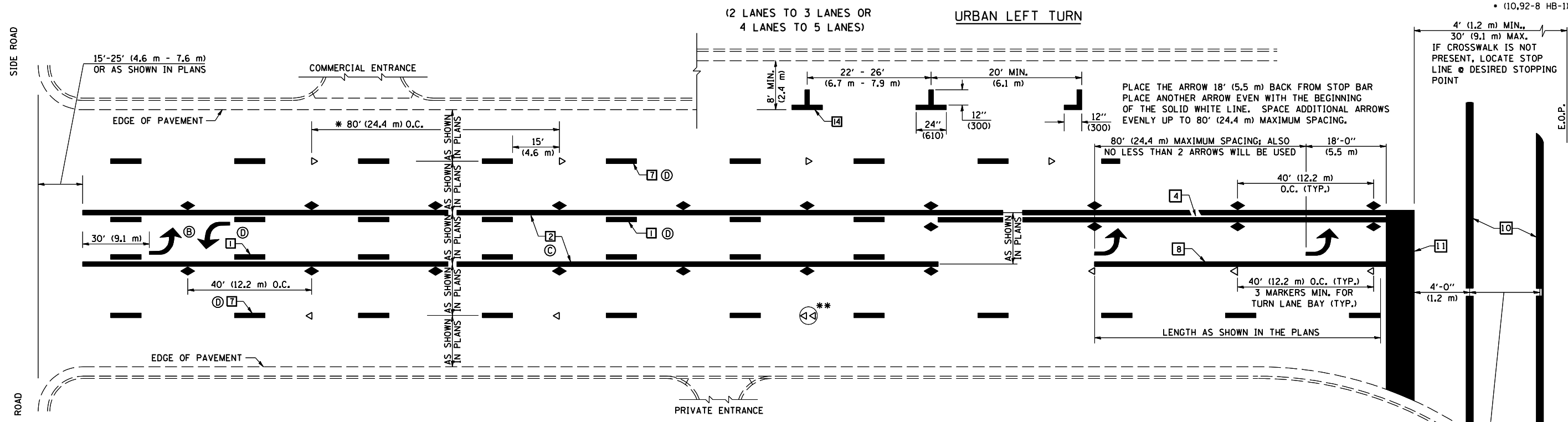
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.
 ** TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

DATE	REVISIONS	NAME
11/06	REPLACED DETAIL F-5.25	TJB

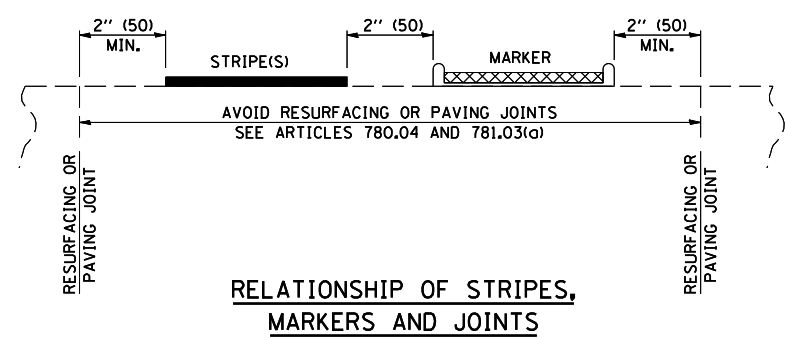
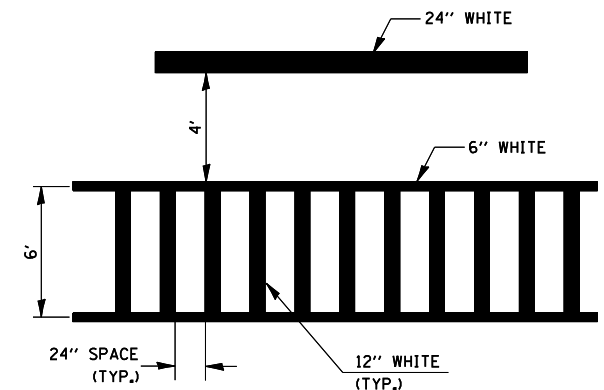
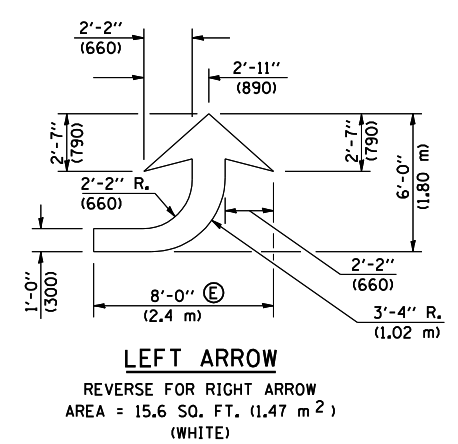
ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)
DISTRICT 5 DETAIL NO. 7800AAAA

PLOT DATE = 12/19/2007
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 USER NAME = collierb

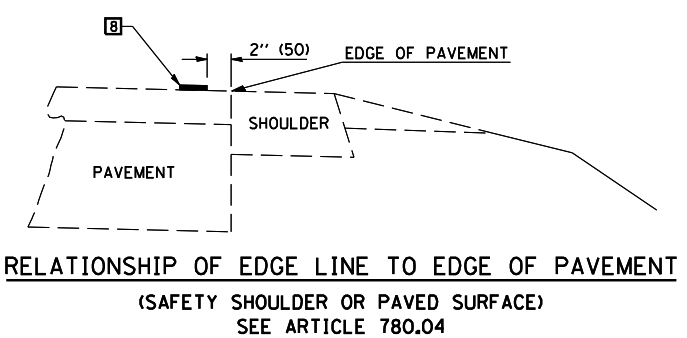
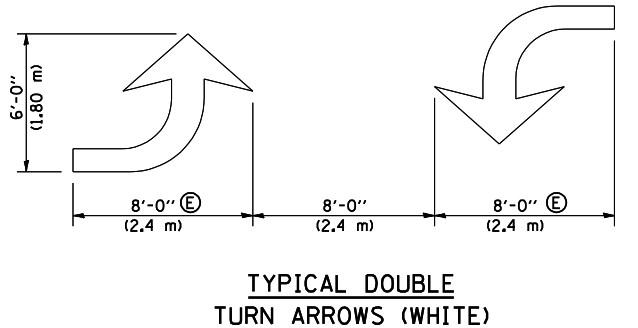


* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.
 ** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

BLOOMINGTON-NORMAL CITY LIMITS ONLY



- GENERAL NOTES:**
- Ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
 - Ⓒ THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
 - Ⓓ THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
 - Ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



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

DATE	REVISIONS	NAME
11/06	REPLACED DETAIL F-5.25	TJB

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)
DISTRICT 5 DETAIL NO. 7800AAA

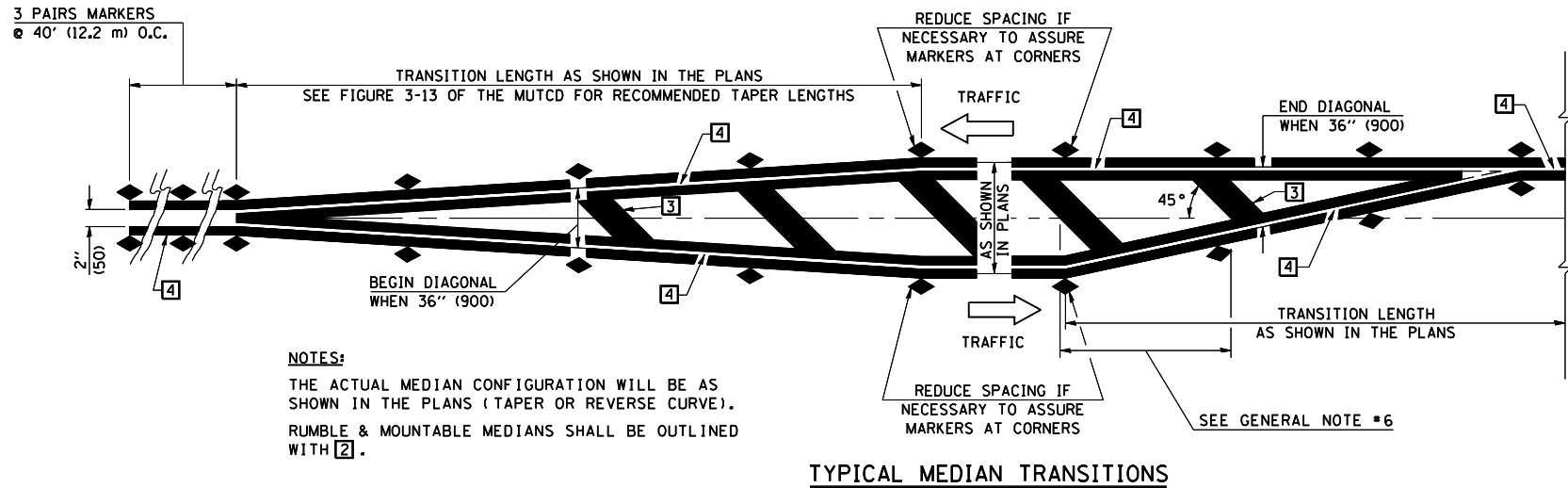
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	76
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		• (10,92-8 HB-1)BR		

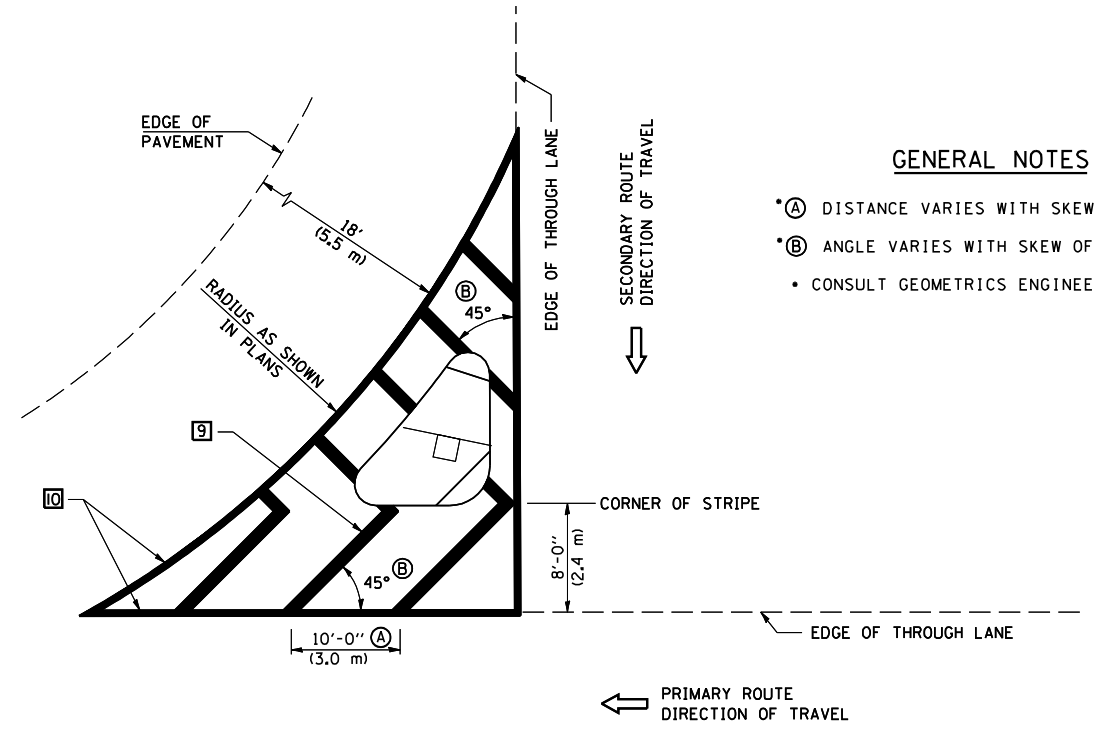
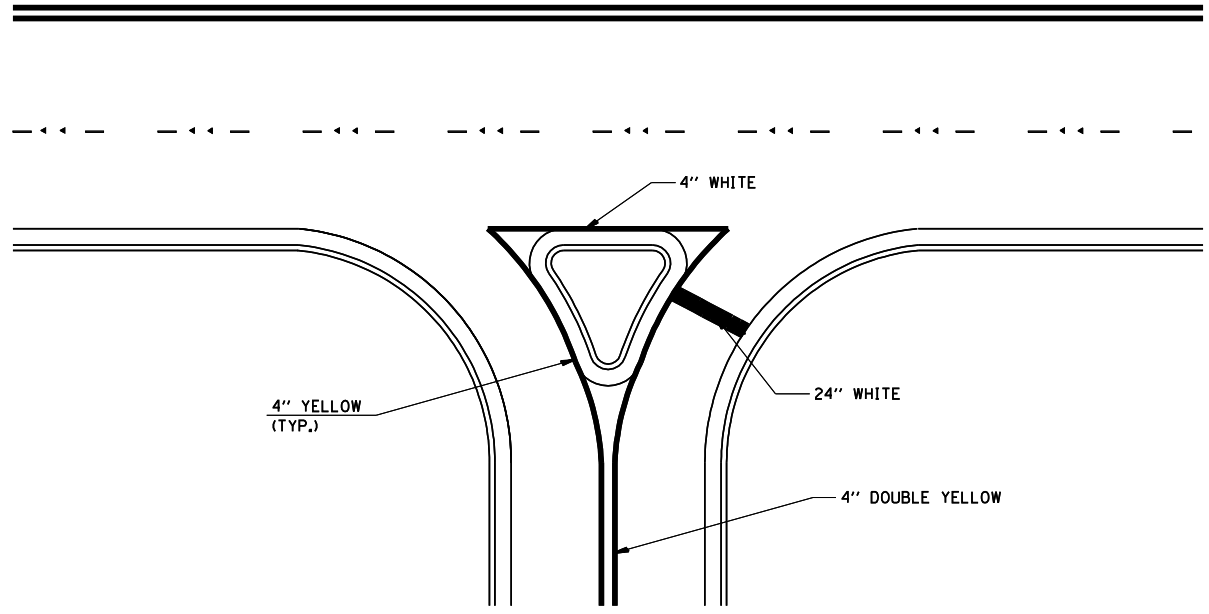
CONTRACT NO. 70695

GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,
 - < 30 MPH USE 15' (< 50 km/h USE 4.5 m)
 - 30-45 MPH USE 20' (50-75 km/h USE 6.0 m)
 - > 45 MPH USE 30' (> 75 km/h USE 9.0 m)



NOTES:
THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].



GENERAL NOTES

- (A) DISTANCE VARIES WITH SKEW OF INTERSECTION.
- (B) ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

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

DATE	REVISIONS	NAME
11/06	REPLACED DETAIL F-5.25	TJB

ILLINOIS DEPARTMENT OF TRANSPORTATION

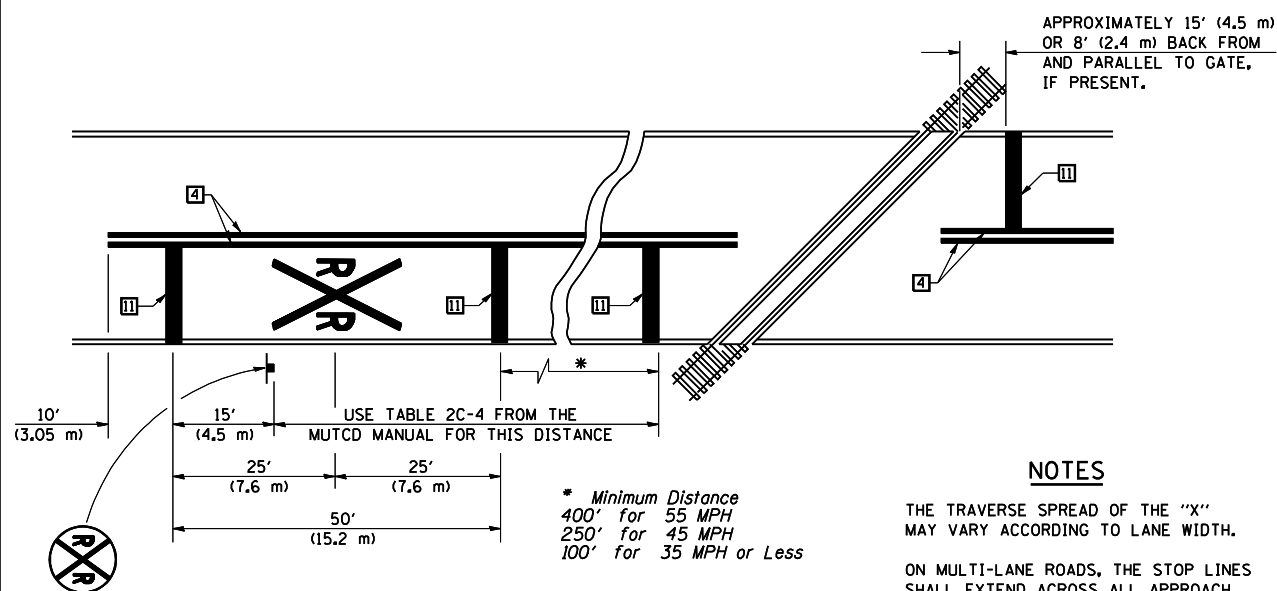
PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

DISTRICT 5 DETAIL NO. 7800AAAA

PLOT DATE = 12/19/2007
FILE NAME = c:\projects\05010001\structure 010-0097\detail2007.dgn
PLOT SCALE = 42.3525' / IN.
USER NAME = collierb

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



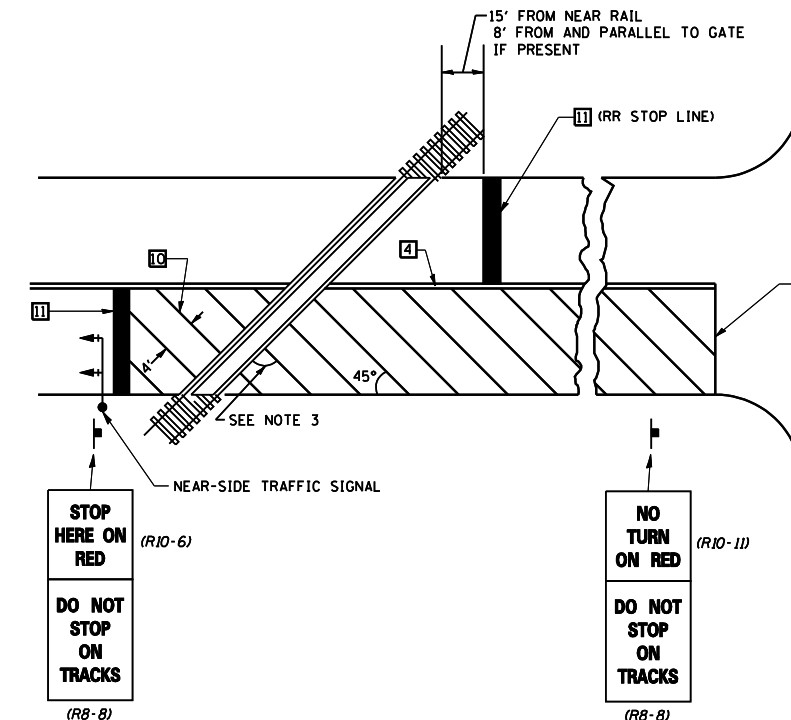
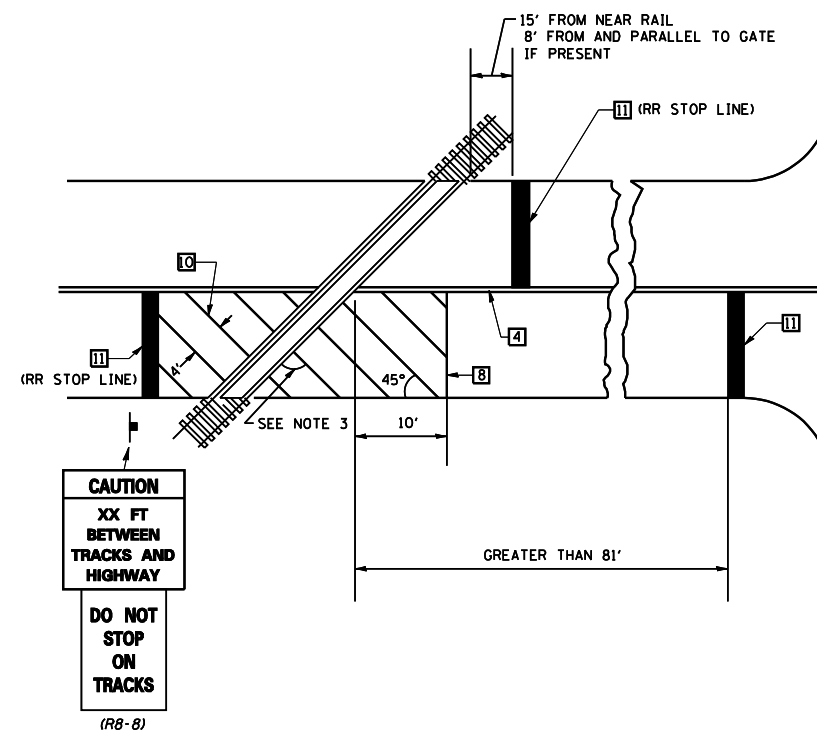
PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

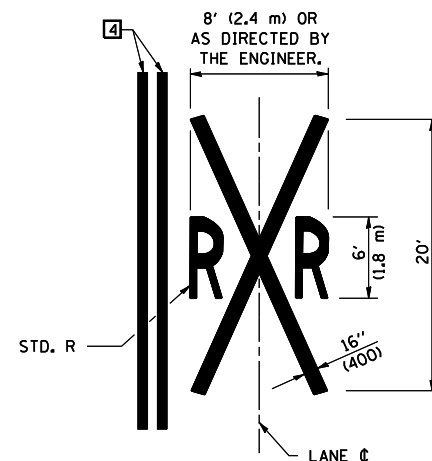
THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

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

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING



GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- WHERE THE ANGLE BETWEEN THE DIAGONAL PAVEMENT MARKINGS AND THE TRACK WOULD BE LESS THAN 20°, THE PAVEMENT MARKINGS SHOULD BE PLACED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

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

DATE	REVISIONS	NAME
11/06	REPLACED DETAIL F-5.25	TJB

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

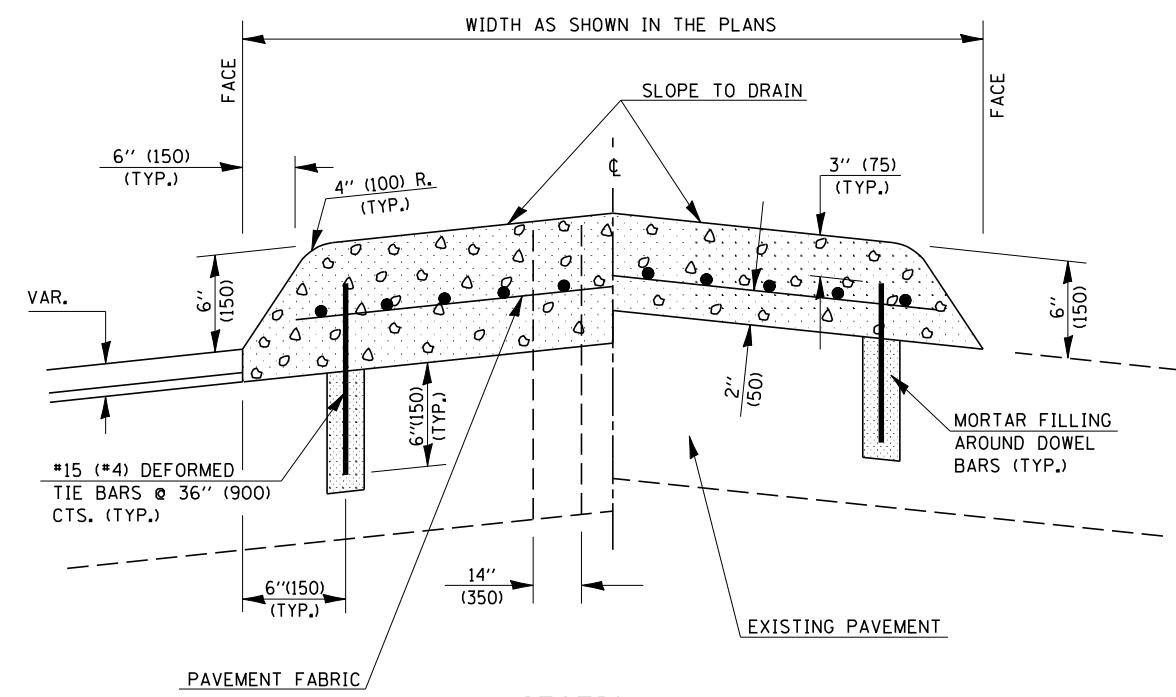
DISTRICT 5 DETAIL NO. 7800AAAA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	.	CHAMPAIGN	93	78
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	(10,92-8 HB-1)BR			

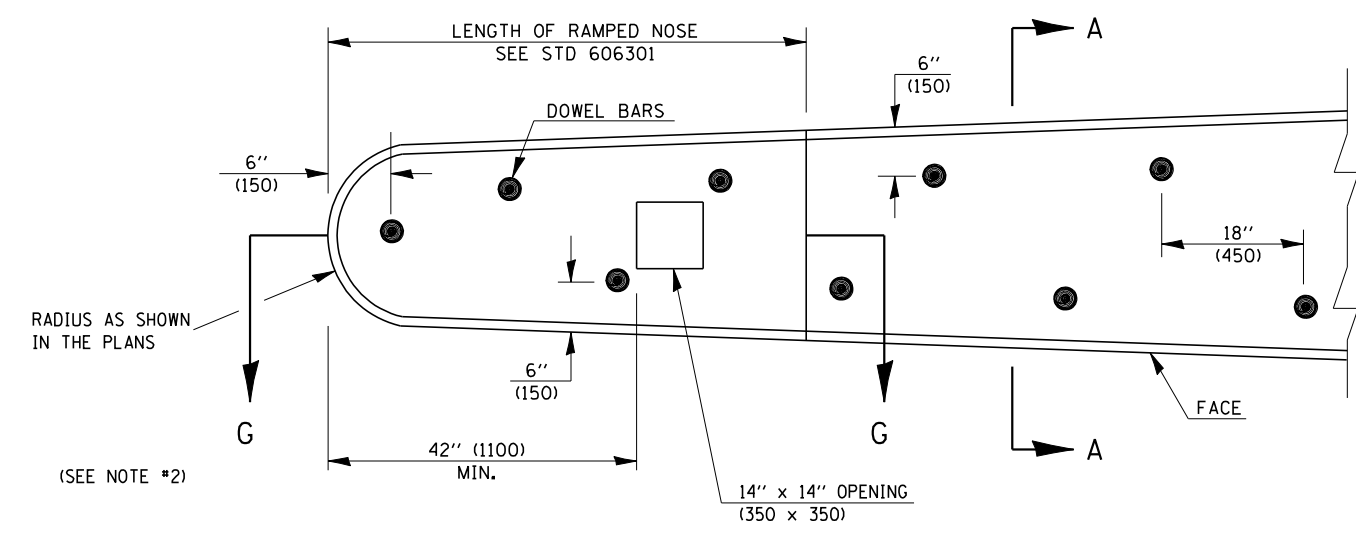
CONTRACT NO. 70695

GENERAL NOTES

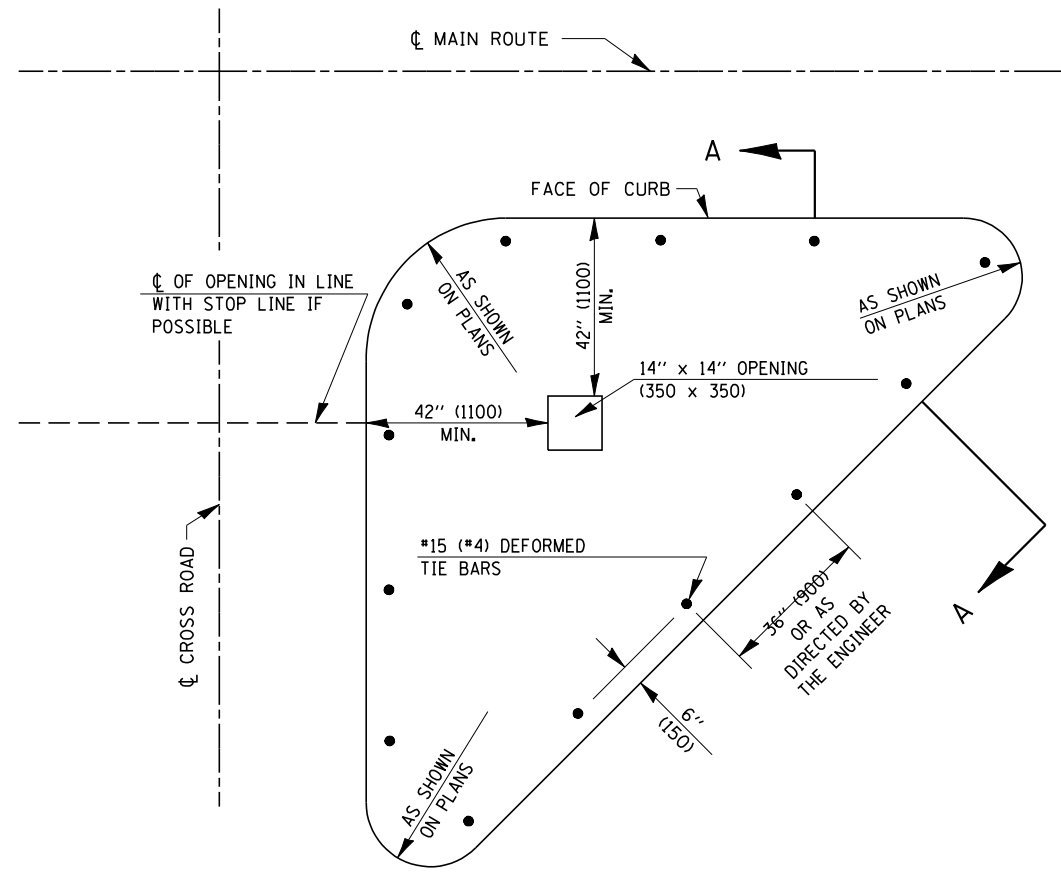
1. THE GENERAL NOTES FOR STANDARD 606301 SHALL APPLY.
2. DOWEL BARS @ 36" (900) CTS. OR AS DIRECTED BY THE ENGINEER.
3. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER 50 FOOT (m) FOR CONCRETE MEDIAN, TYPE SM-6 (SM-15) (DOWELED), INCLUDING THE COST OF FURNISHING AND INSTALLING THE DOWEL BARS, MORTAR FILLING, PAVEMENT FABRIC AND THE REMOVAL AND DISPOSAL OF THE EXISTING PAVEMENT FOR THE 14" x 14" (350 x 350) OPENING, IF REQUIRED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



SECTION A-A



PLAN OF MEDIAN



PLAN OF CORNER ISLAND

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

DATE	REVISIONS	NAME
11/06	REPLACED DETAIL A-5.07	TJB

ILLINOIS DEPARTMENT OF TRANSPORTATION

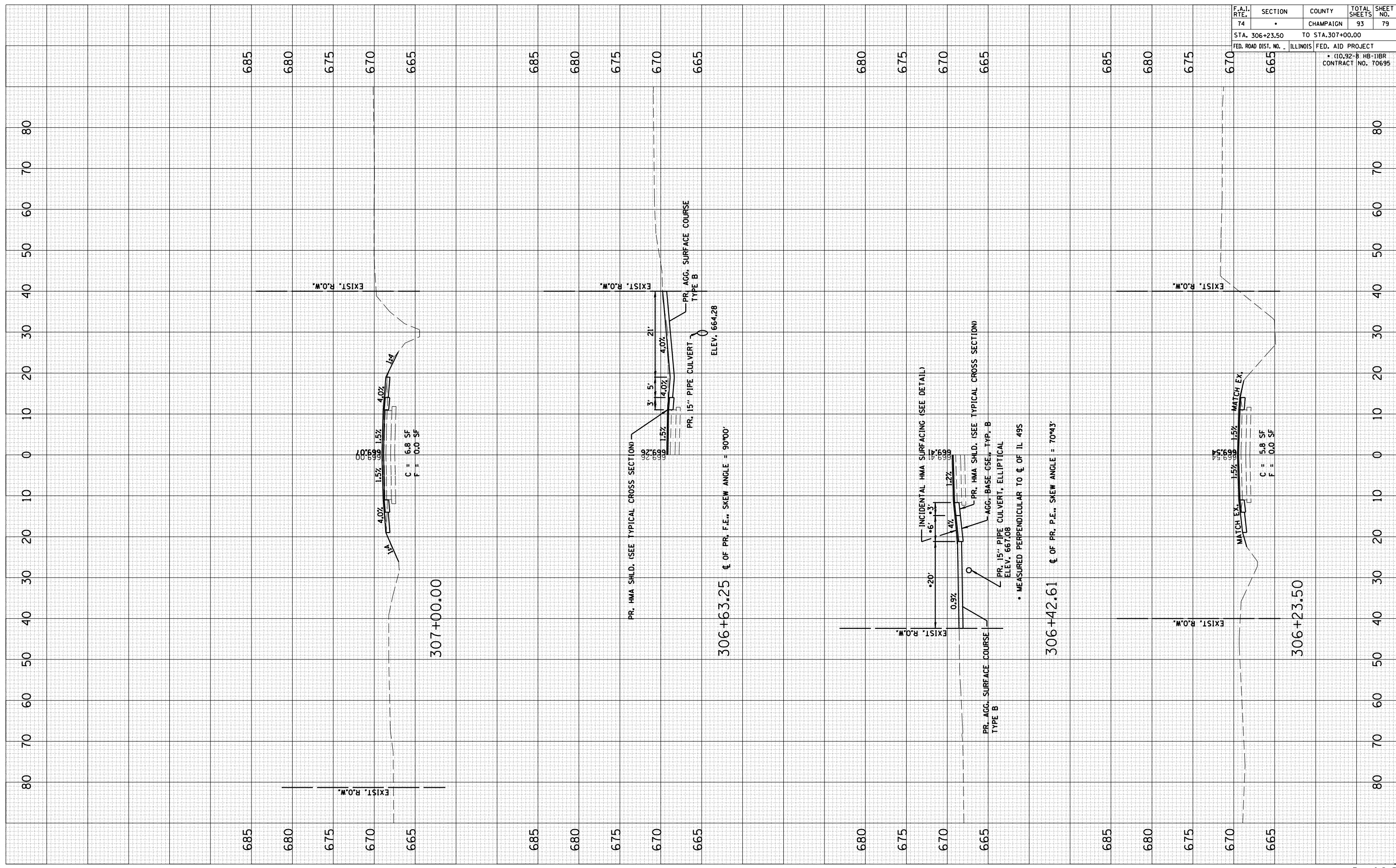
CONCRETE MEDIAN, TYPE SM-6 (SM-15) (DOWELED)

DISTRICT 5 DETAIL NO. 60622354

PLOT DATE = 12/19/2007
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 USER NAME = collierb

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AREAS	PLATE
PLOTTED	DATE
SURVEYED	BY
FINAL SURVEY	DATE

NO.	AREAS CHECKED
AREAS	PLATE
PLOTTED	DATE
SURVEYED	BY
ORIGINAL SURVEY	DATE

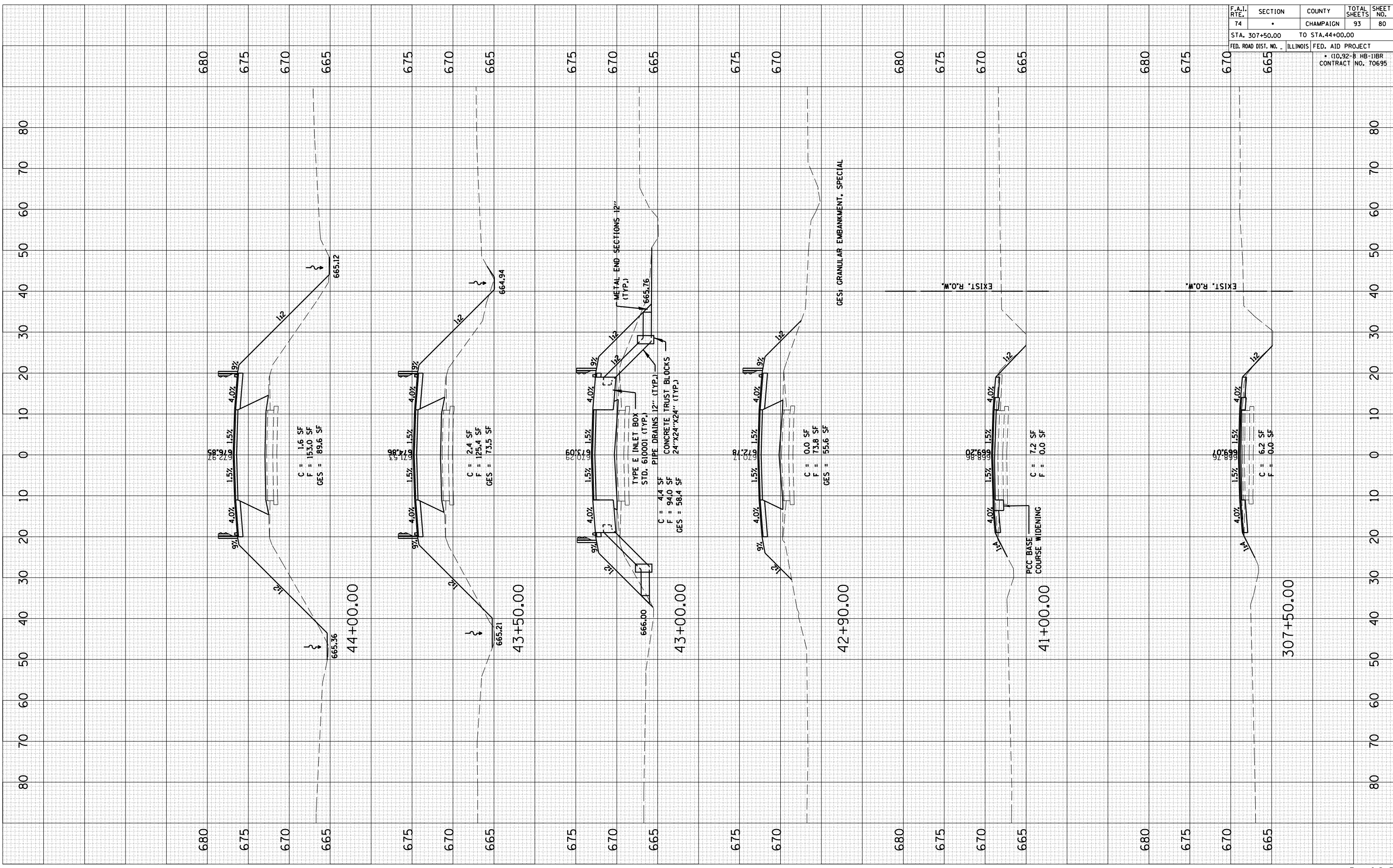


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	79
STA. 306+23.50		TO STA. 307+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		• (10,92-B HB-1)BR		
		CONTRACT NO. 70695		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS CHECKED		

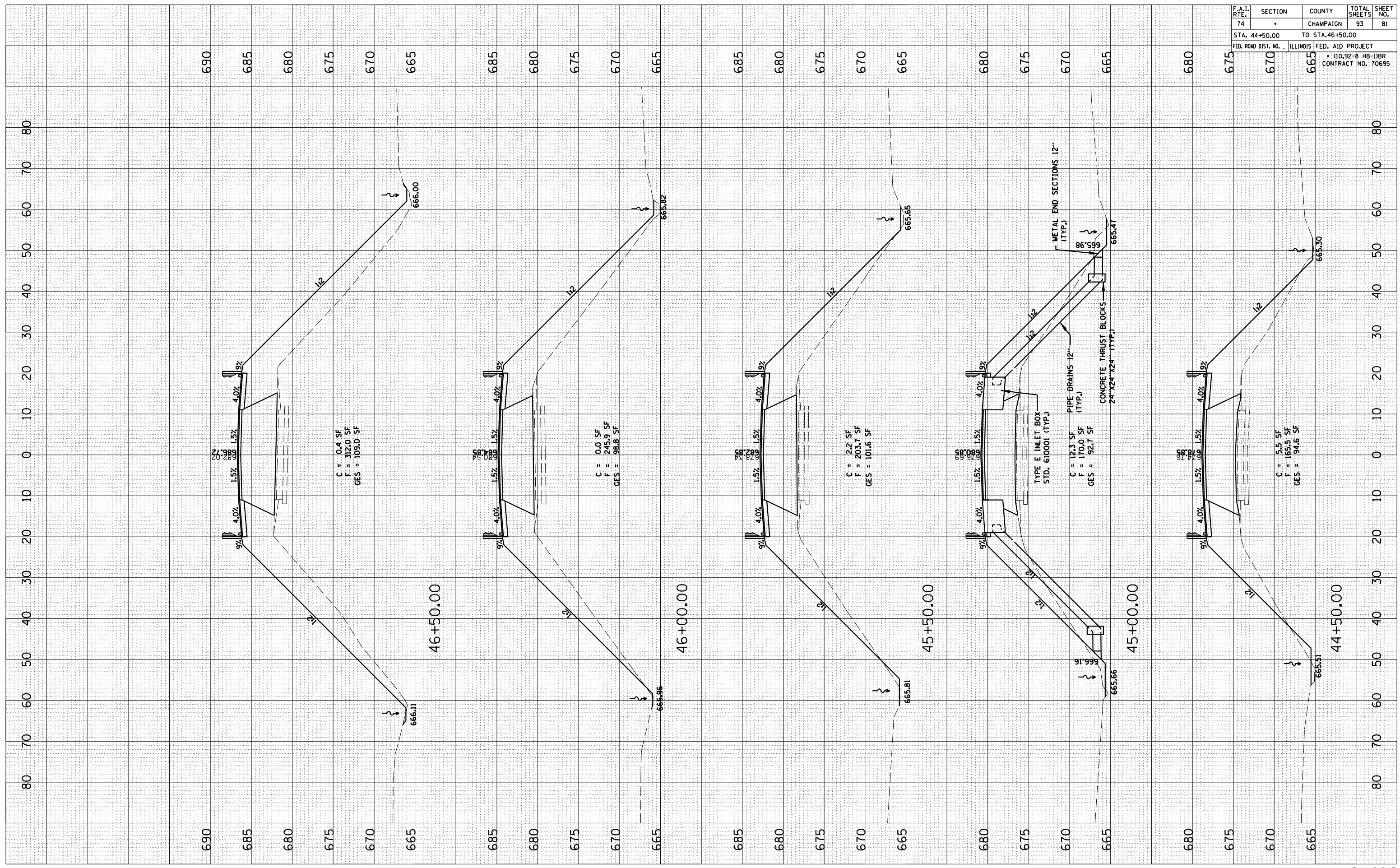
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	80
STA. 307+50.00		TO STA. 44+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		• (10,92-B HB-1)BR		
		CONTRACT NO. 70695		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	81
STA. 44+50.00		TO STA. 46+50.00		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 70695		

NO.	DATE	BY

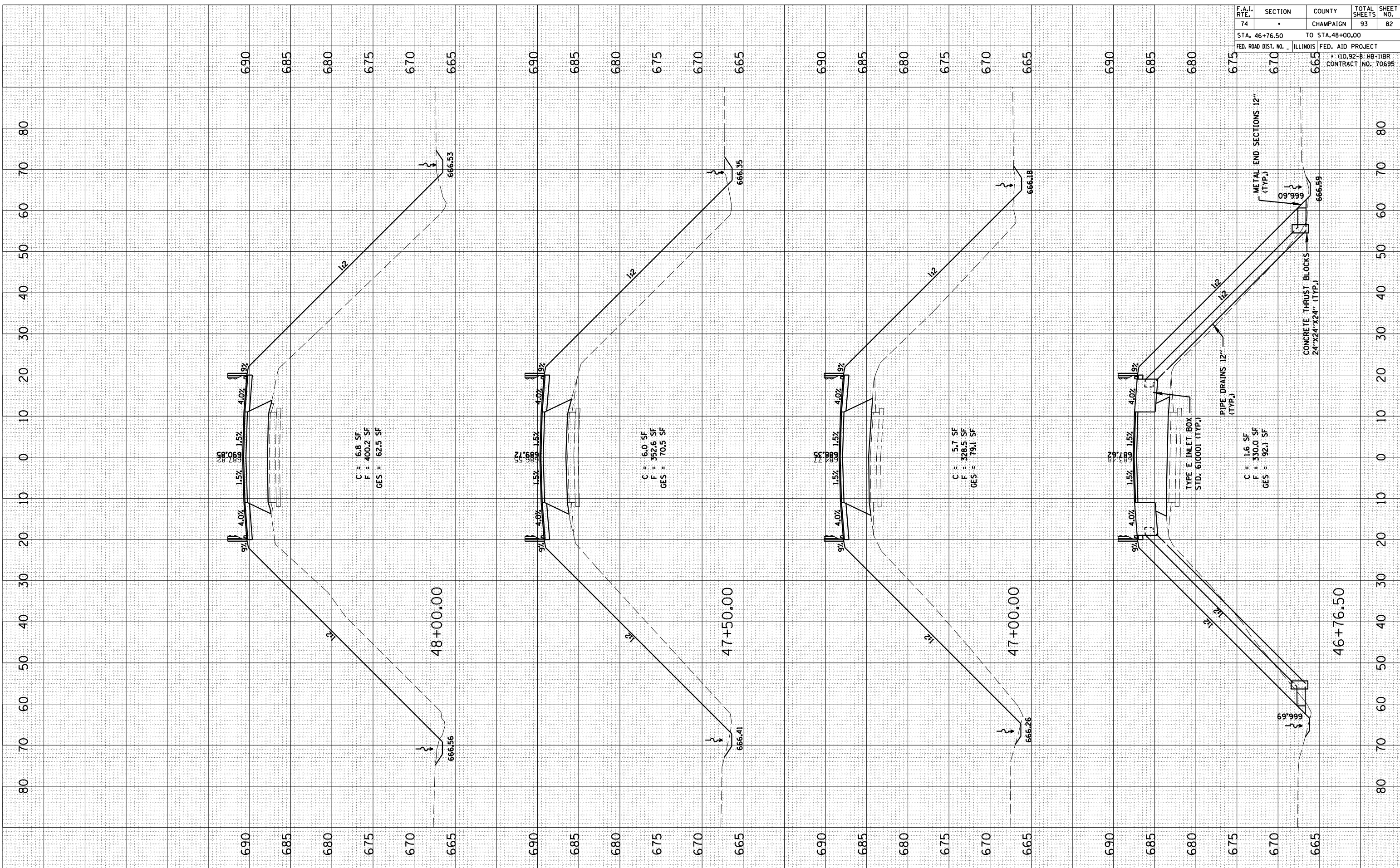
NO.	DATE	BY



NO.	AREAS CHECKED
AREAS	PLATE
NOTE BOOK	DATE
SURVEY	BY
FINAL SURVEY	DATE

NO.	AREAS CHECKED
AREAS	PLATE
NOTE BOOK	DATE
SURVEY	BY
ORIGINAL SURVEY	DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	82
STA. 46+76.50		TO STA. 48+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		• (10,92-B HB-1)BR		
		CONTRACT NO. 70695		



C = 6.8 SF
 F = 400.2 SF
 GES = 62.5 SF

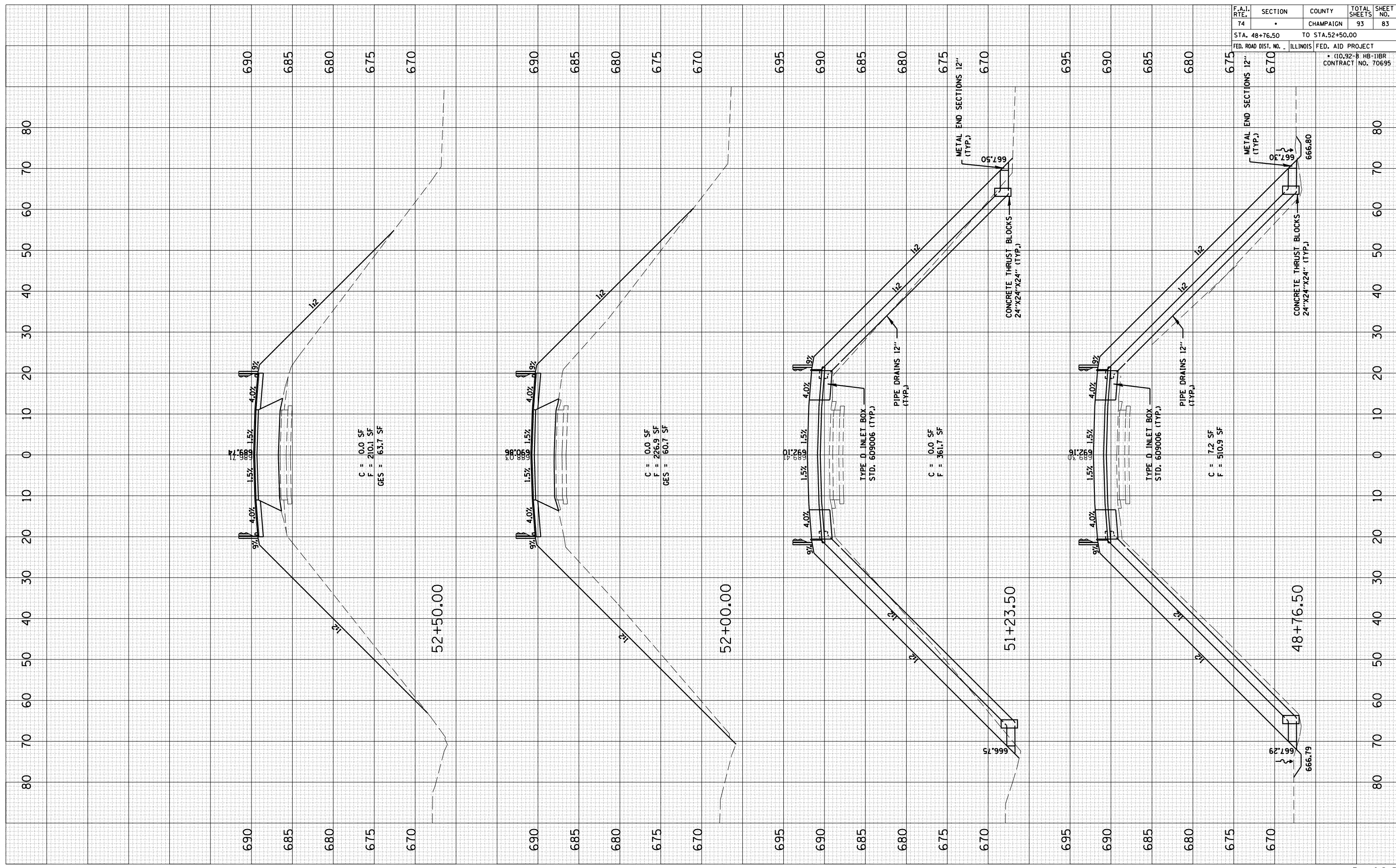
C = 6.0 SF
 F = 352.6 SF
 GES = 70.5 SF

C = 5.7 SF
 F = 328.5 SF
 GES = 79.1 SF

C = 1.6 SF
 F = 330.0 SF
 GES = 92.1 SF

FINAL SURVEY SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO. DATE
 AREAS CHECKED

ORIGINAL SURVEY SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO. DATE
 AREAS CHECKED

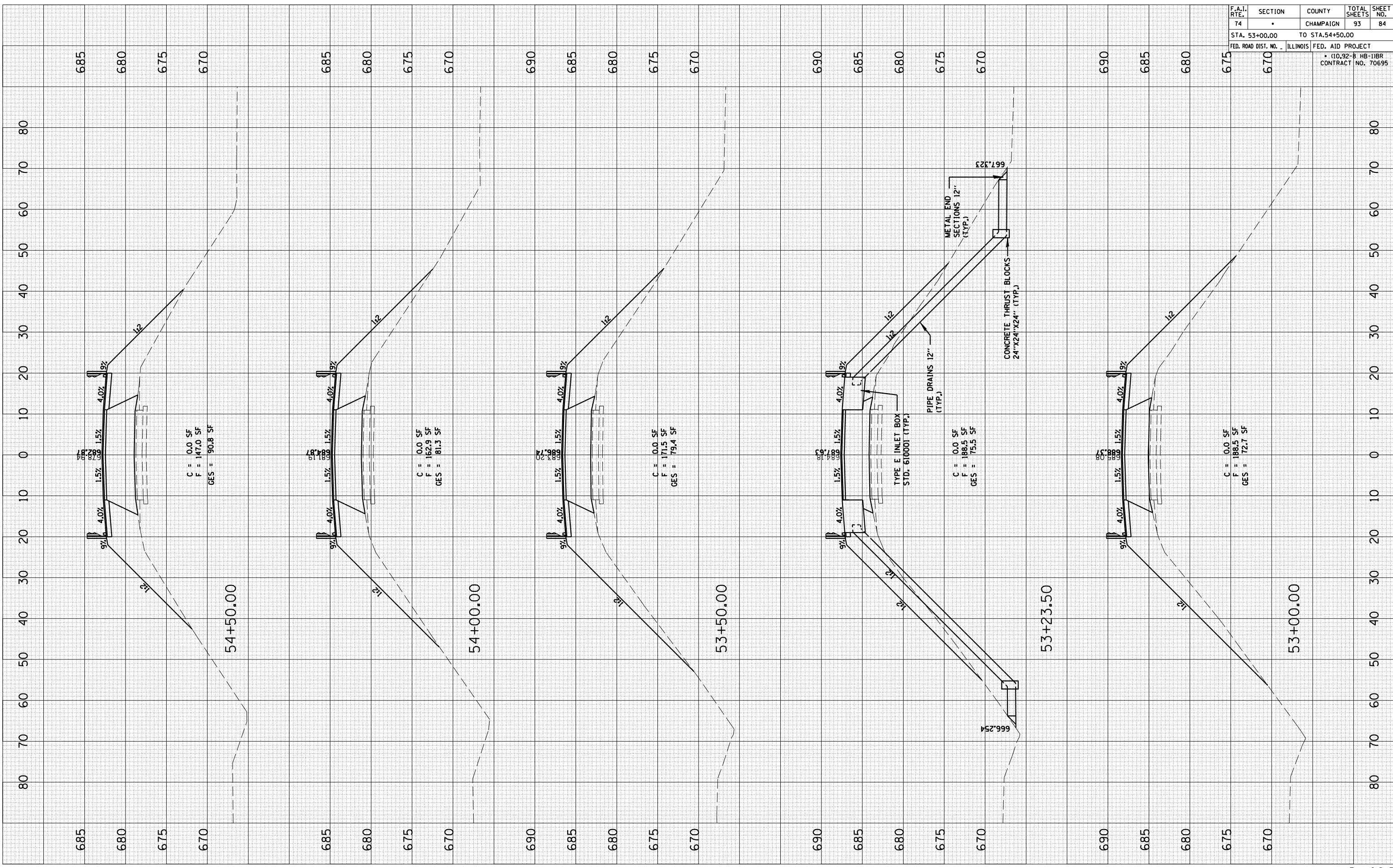


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	83
STA. 48+76.50		TO STA. 52+50.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		* (10,92-B HB-1)BR		
		CONTRACT NO. 70695		

BY _____ DATE _____
 ORIGINAL SURVEY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

BY _____ DATE _____
 ORIGINAL SURVEY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____
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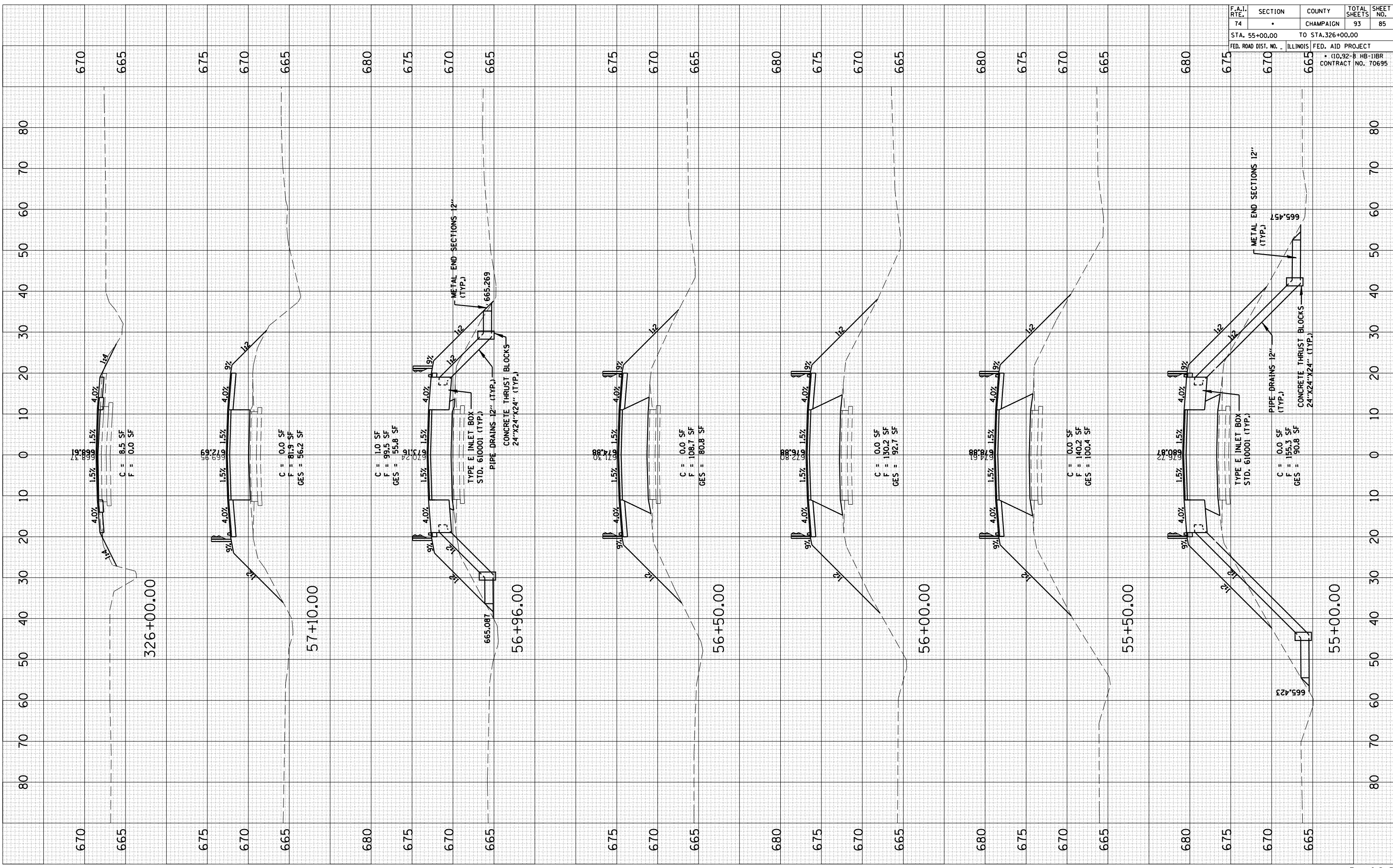
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	84
STA. 53+00.00		TO STA.54+50.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		• (10,92-B HB-1)BR		
		CONTRACT NO. 70695		



BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	85
STA. 55+00.00		TO STA. 326+00.00		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		
		• (10,92-B HB-1)BR		
		CONTRACT NO. 70695		



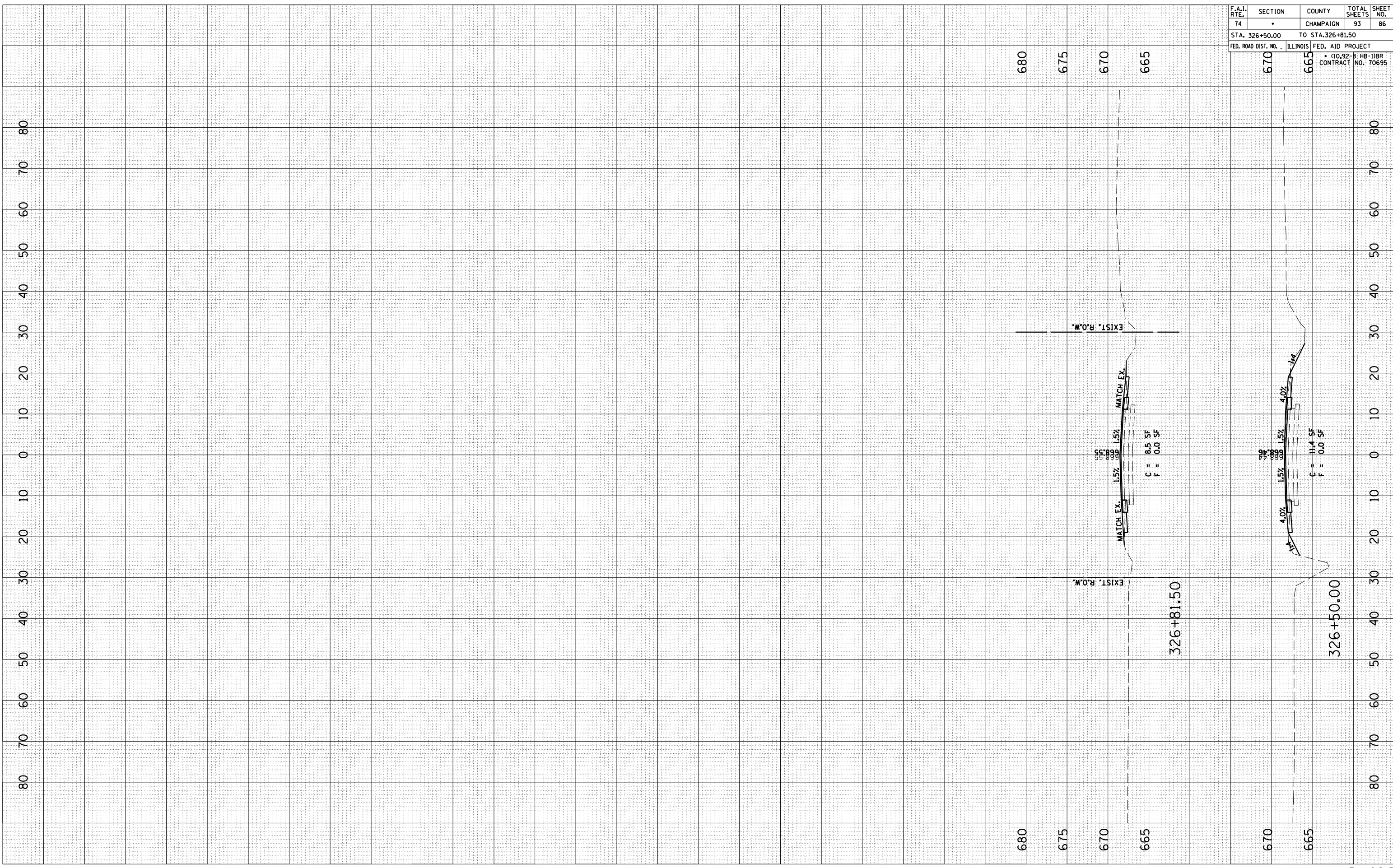
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	86
STA. 326+50.00		TO STA. 326+81.50		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		(10-92-B HB-1)BR		
		CONTRACT NO. 70695		

BY	DATE

NO.	AREAS CHECKED

BY	DATE

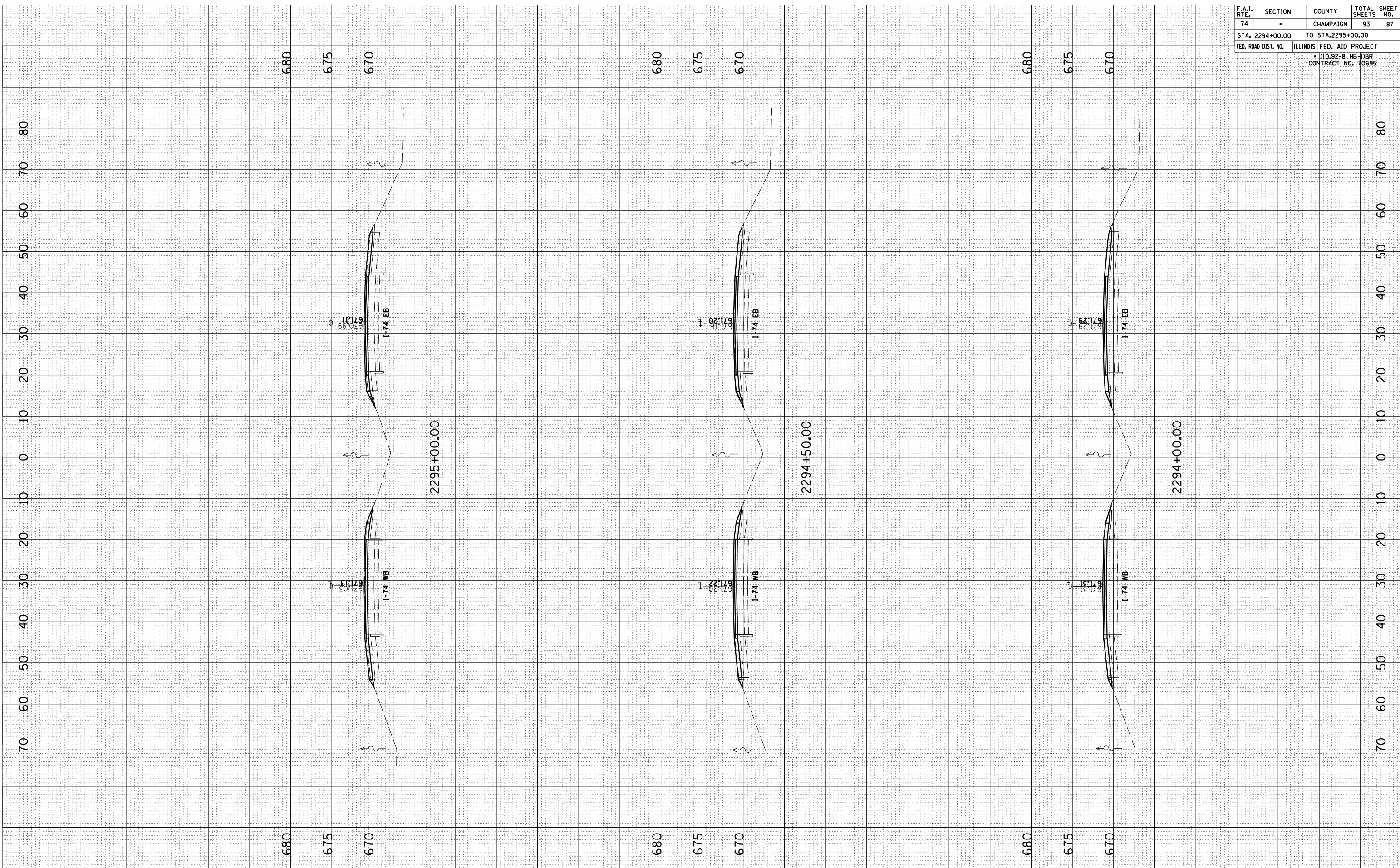
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FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS CHECKED		

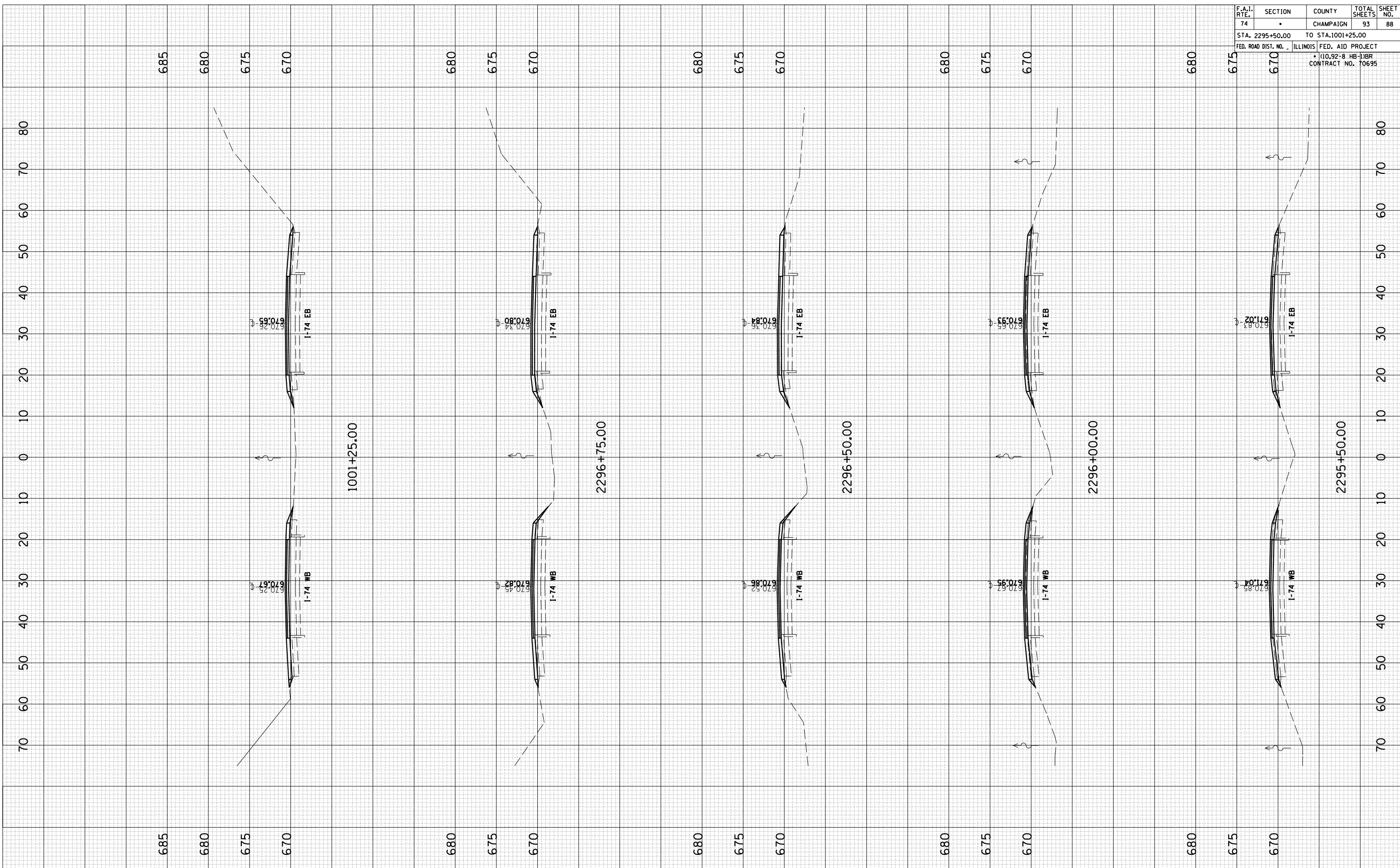
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	93	87
STA. 2294+00.00		TO STA. 2295+00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 10695				



BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

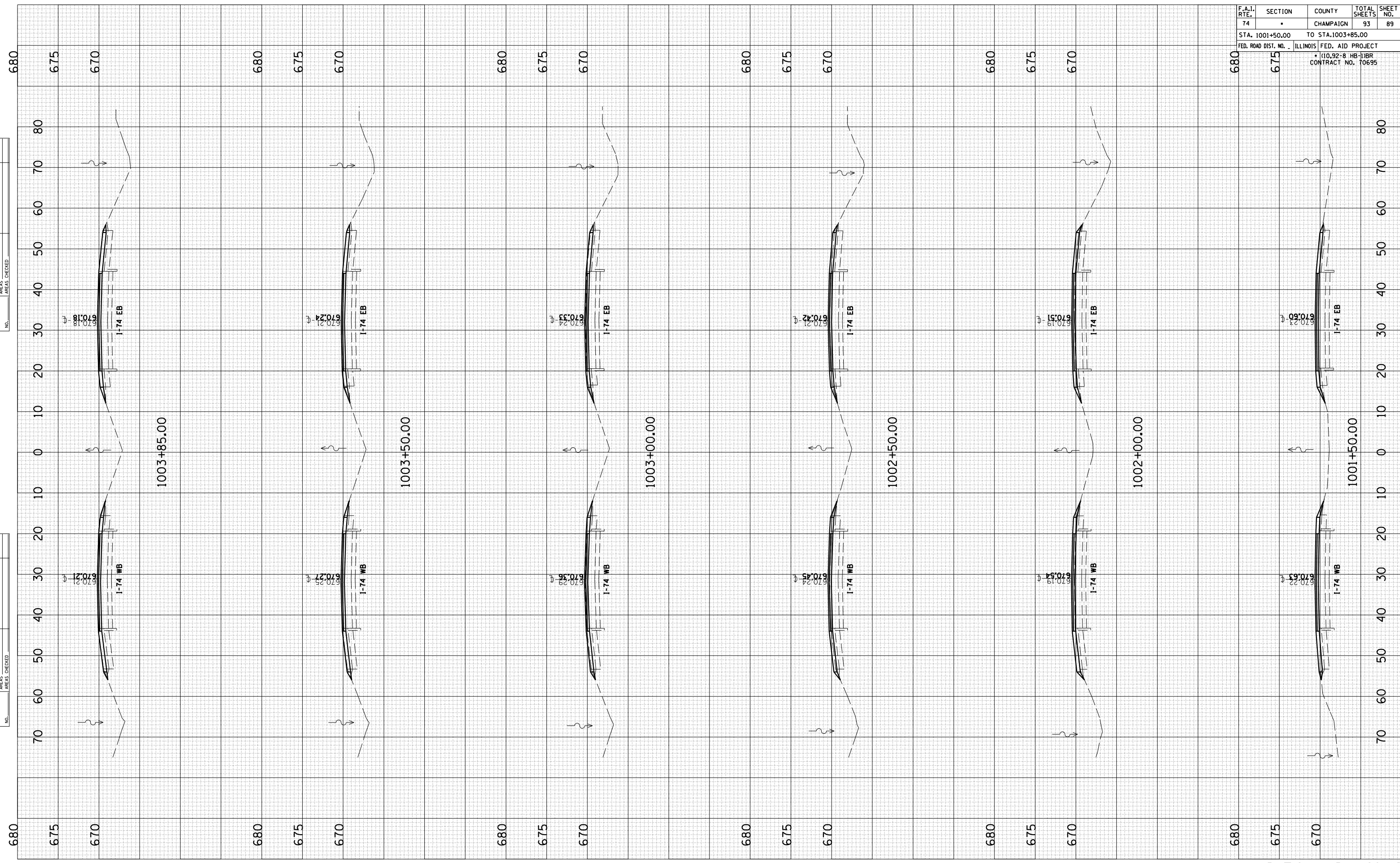
BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	88
STA. 2295+50.00		TO STA.1001+25.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• 110.92-8 HB-11BR				
CONTRACT NO. 70695				



FINAL SURVEY SURVEYED BY DATE
 SURVEY PLOTTED BY DATE
 NOTE BOOK NO. DATE
 AREAS AREAS CHECKED

ORIGINAL SURVEY SURVEYED BY DATE
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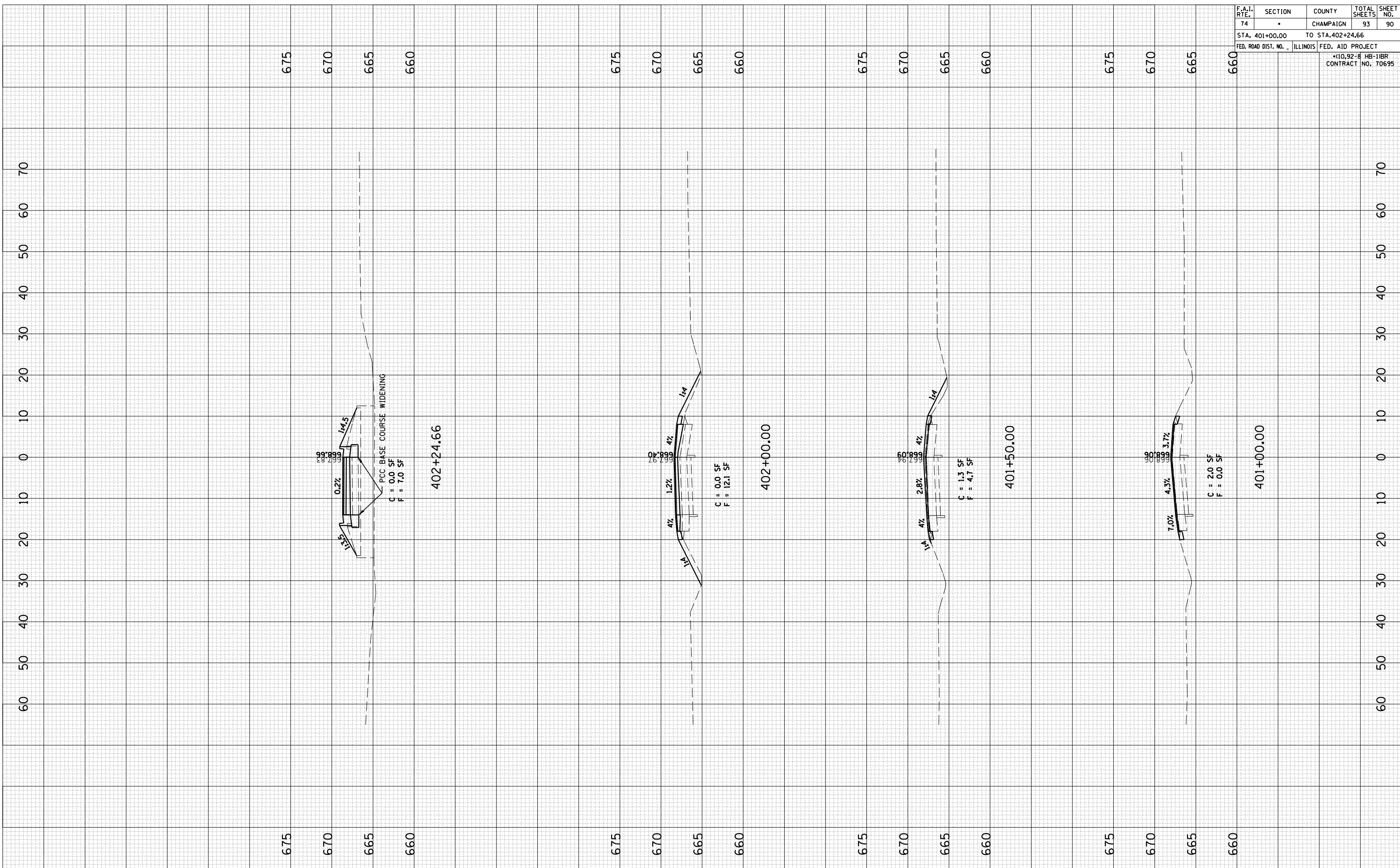


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	89
STA. 1001+50.00		TO STA.1003+85.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• 110.92-8 HB-11BR CONTRACT NO. 70695				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
AREAS CHECKED	DATE		

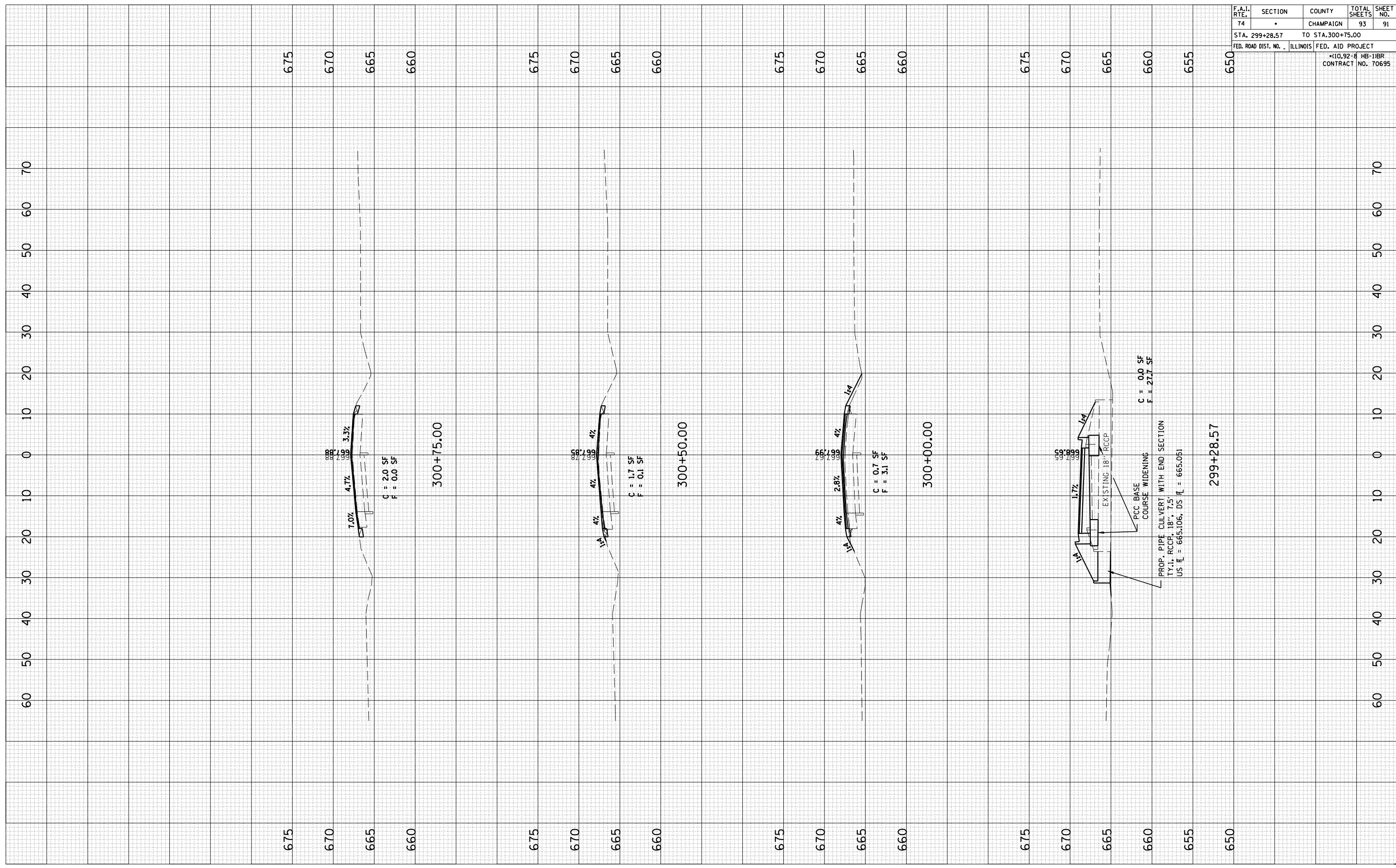
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
AREAS CHECKED	DATE		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	90
STA. 401+00.00		TO STA. 402+24.66		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
		*10.92-B HB-1BR CONTRACT NO. 70695		



FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
AREAS CHECKED	DATE		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
AREAS CHECKED	DATE		

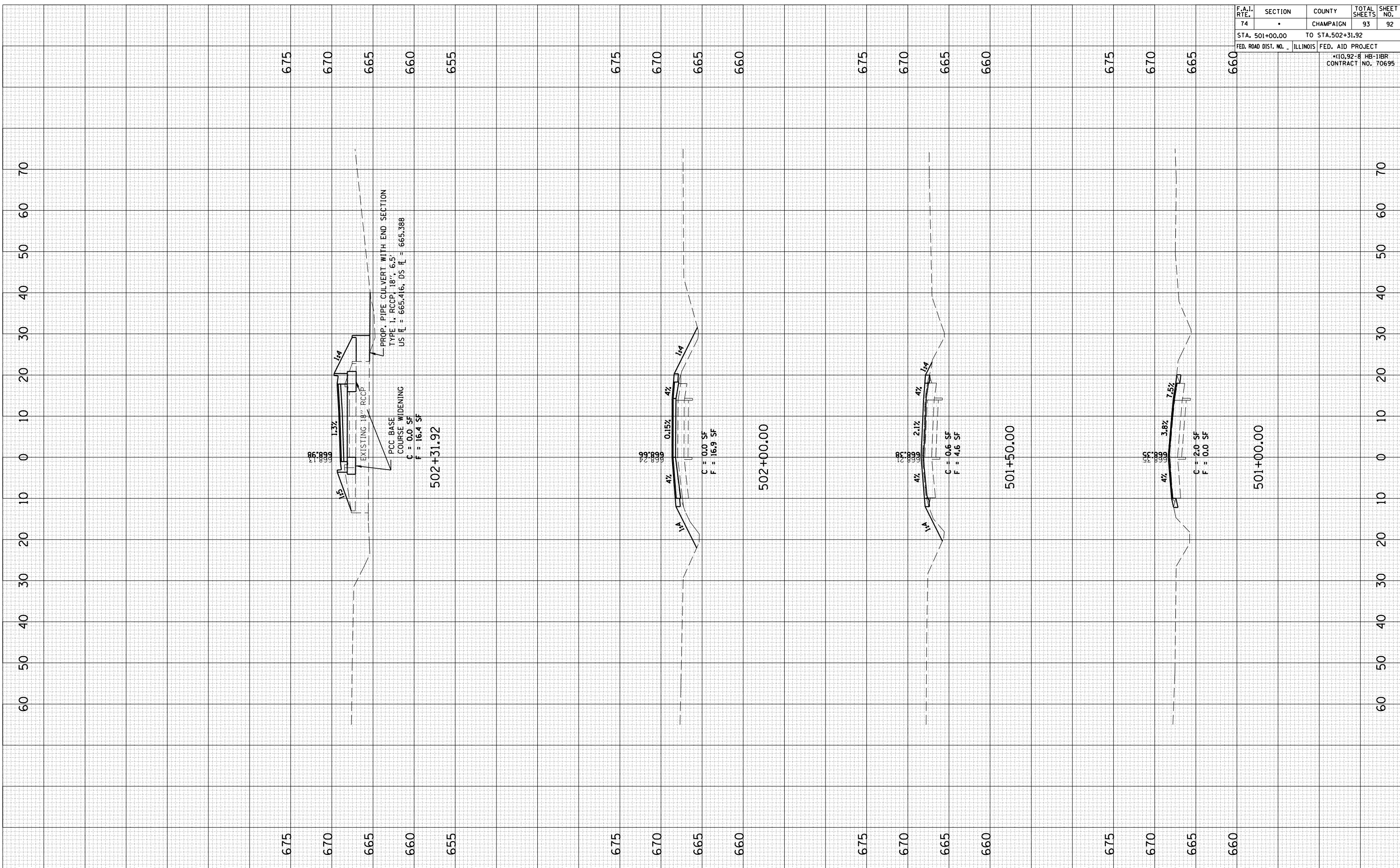


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	91
STA. 299+28.57		TO STA. 300+75.00		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
		*10.92-8 HB-1BR CONTRACT NO. 70695		

FINAL SURVEY SURVEYED BY DATE
 SURVEY PLOTTED BY DATE
 NOTE BOOK NO. DATE
 AREAS CHECKED NO.

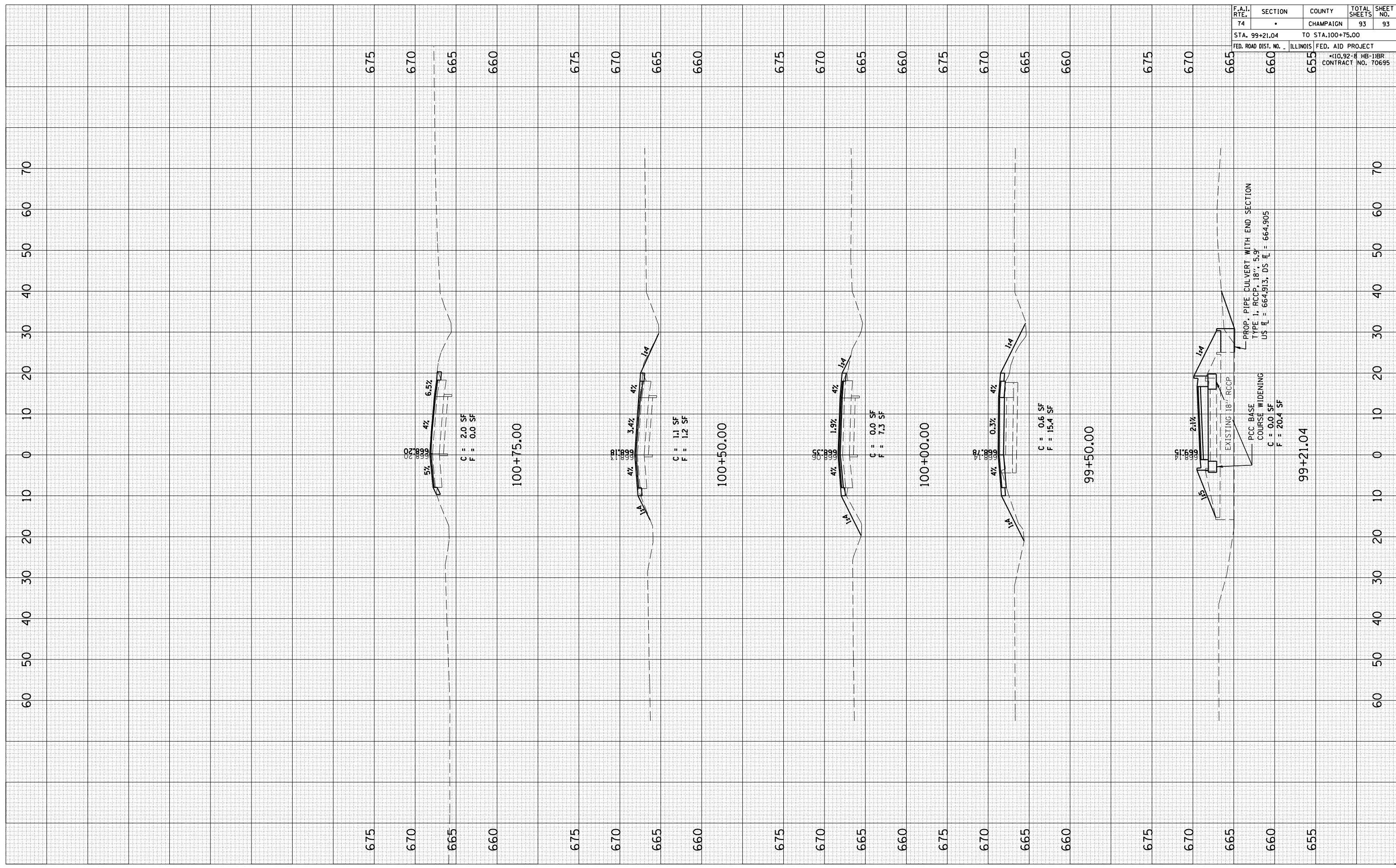
ORIGINAL SURVEY SURVEYED BY DATE
 SURVEY PLOTTED BY DATE
 NOTE BOOK NO. DATE
 AREAS CHECKED NO.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	92
STA. 501+00.00		TO STA. 502+31.92		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		
		*10.92-B HB-1BR CONTRACT NO. 70695		



FINAL SURVEY SURVEYED PLOTTED BY DATE
 NOTE BOOK NO. AREAS CHECKED

ORIGINAL SURVEY SURVEYED PLOTTED BY DATE
 NOTE BOOK NO. AREAS CHECKED



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	•	CHAMPAIGN	93	93
STA. 99+21.04		TO STA. 100+75.00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
		+10.92-B HB-11BR CONTRACT NO. 70695		