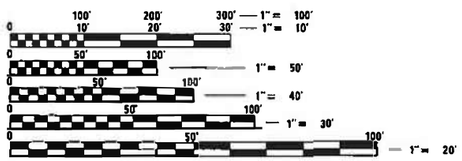
INDEX OF SHEETS

06-11-2021 LETTING ITEM 221



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	HENSLEY &
OR 811	CHAMPAIGN TOWNSHIPS

PROJECT ENGINEER: JASON STULTS
SQUAD LEADER: RYAN CARROLL
PHONE: (217) 465-4181

CONTRACT NO. 70B99

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

F.A.I. ROUTE 57 (I-57)
SECTION (10-34-1)HBK
PROJECT NHPP-MID2 (911)
INTERCHANGE RECONSTRUCTION
CHAMPAIGN COUNTY
C-95-049-18

S.N. 010-1004
STA. 414 + 78.50

END IMPROVEMENT
STA. 657 + 25.00
I-57

BEGIN IMPROVEMENT
STA. 1835 + 45.00
I-74

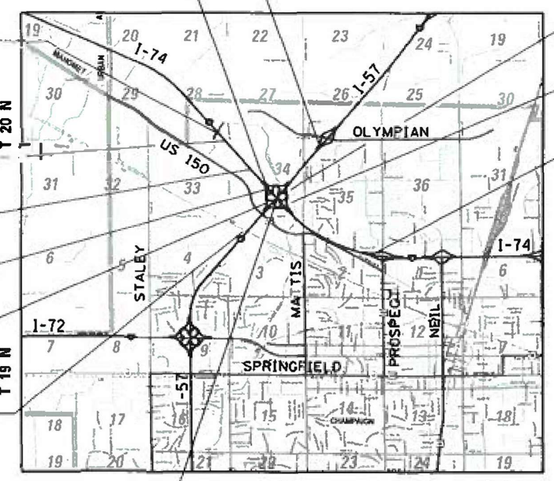
EQ. STA. 1845 + 92.22 BK =
STA. 1845 + 93.65 AH

EQ. STA. 1870 + 24.62 BK =
STA. 1035 + 05.17 AH

PR S.N. 010-1005
STA. 223 + 43.16

PR S.N. 010-1006
STA. 233 + 32.80

BEGIN IMPROVEMENT
STA. 545 + 00.00
I-57



S.N. 010-1001
STA. 516 + 05.45

PR S.N. 010-1003
STA. 733 + 14.83

PR S.N. 010-1002
STA. 724 + 26.33

END IMPROVEMENT
STA. 1148 + 33.24
I-74

LOCATION MAP

GROSS LENGTH = 24,318.02 FT. = 4.606 MILE
NET LENGTH = 24,318.02 FT. = 4.606 MILE

KEVIN REED CRIDER 062-057310 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

SIGNATURE:
DATE SIGNED: MARCH 12, 2021
LICENSE EXPIRATION DATE: 11/30/2021

MATTHEW OVERBEY 062-064044 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

SIGNATURE: Matthew J. Overbey
DATE SIGNED: March 12, 2021
LICENSE EXPIRATION DATE: 11/30/2021

STANLEY P. HANSEN 062-047278 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS

SIGNATURE:
DATE SIGNED: MARCH 12, 2021
LICENSE EXPIRATION DATE: 11/30/2021

1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34-1)HBK	CHAMPAIGN	1187*	1
	ILLINOIS	CONTRACT NO. 70B99		

* 1187 + 1 - 1188 TOTAL SHEETS

D-95-032-18

LOCATION OF SECTION INDICATED THUS: –

DESIGN DESIGNATION

I-57	I-74
INTERSTATE	INTERSTATE
SPEED LIMIT = 70 MPH	SPEED LIMIT = 70 MPH
ADT = 49,900 (2040)	ADT = 59,900 (2040)
P.V. = 71.6%	P.V. = 77.1%
S.U. = 3.9%	S.U. = 3.3%
M.U. = 24.5%	M.U. = 19.6%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 18 20 21
REGIONAL ENGINEER

May 7, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

May 7, 2021
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION 13

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

1 REV. 5/26/21 REV. 4/29/21

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
202001-01	EARTH MEDIAN DITCH CHECK
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
406001-06	ENTRANCE RAMP TERMINAL
406101-05	EXIT RAMP TERMINAL
420001-09	PAVEMENT JOINTS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
483001-05	PCC SHOULDER
515001-04	NAME PLATE FOR BRIDGES
542001-06	CONCRETE END SECTIONS FOR PIP CULVERTS 15" (375mm) THRU 84" (2100mm) DIAMETER
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
542506-03	INLET BOX TYPE 24 B
542511-02	INLET BOX TYPE 24 C
542521-02	INLET BOX TYPE 24 E
542531-04	INLET BOX TYPE 24 G
542546-01	FLUSH INLET BOX FOR MEDIAN
542606-02	REINFORCED CONCRETE PIPE TEE
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
602106-03	DRAINAGE STRUCTURES, TYPES 4 & 5
602301-04	INLET, TYPE A
602306-03	INLET, TYPE B
602401-07	PRECAST MANHOLE, TYPE A, 4' DIAMETER
602402-03	PRECAST MANHOLE, TYPE A, 5' DIAMETER
602406-11	PRECAST MANHOLE, TYPE A, 6' DIAMETER
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS, TYPE 1
604036-03	GRATE, TYPE 8
604046-03	FRAME AND GRATE, TYPE 10
604071-06	FRAME AND GRATE, TYPE 20
606201-04	TYPE B GUTTER (INLET, OUTLET, AND ENTRANCE)
610001-09	SHOULDER INLET WITH CURB
630001-12	STEEL PLATE BEAM GUARDRAIL
630101-10	STRONG POST GUARDRAIL ATTACHED TO CULVERT
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-06	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-02	DELINEATORS
637006-05	CONCRETE BARRIER, DOUBLE FACE, 44 IN. HEIGHT
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.
643001-02	SAND MODULE IMPACT ATTENUATORS
664001-02	CHAIN LINK FENCE
665001-02	WOVEN WIRE FENCE
666001-01	RIGHT-OF-WAY MARKERS
667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701400-10	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-12	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS $\geq$ 45 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS $\geq$ 45 MPH
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701451-05	RAMP CLOSURE FREEWAY/EXPRESSWAY
701456-05	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701501-06	URBAN LANE CLOSE, 2L, 2W, UNDIVIDED
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
720021-02	SIGN PANELS, EXTRUDED ALUMINUM TYPE
725001-01	OBJECT AND TERMINAL MARKERS
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
812001-01	RACEWAY EMBEDDED IN STRUCTURE
821001	UNDERPASS LIGHTING WALL MOUNT
821006	UNDERPASS LIGHTING SUSPENDED
821101-02	LUMINAIRE WIRING IN POLE
825026-04	LIGHTING CONTROLLER, BASE MOUNTED, 480V
830006-05	LIGHT POLE ALUMINUM DAVIT ARM
830026-01	TEMPORARY ROADWAY LIGHTING
836001-04	LIGHT POLE FOUNDATION
838001-01	BREAKAWAY DEVICES
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON 1

COMMITMENTS

1. A SECTION 106 MEMORANDUM OF AGREEMENT (MOA) WAS EXECUTED IN 2014 BETWEEN FHWA, IDOT, AND THE ILLINOIS SHPO. FHWA AND IDOT SHALL ENSURE THAT THE STIPULATIONS OF THE MOA ARE IMPLEMENTED IF AN ARCHAEOLOGICAL SITE NEAR THE PROJECT AREA CANNOT BE AVOIDED.

FILE NAME = …\D570899-sht-GenNotes-HWYSTD.dgn	USER NAME = Matt Overbey	DESIGNED - BJD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY STANDARDS AND COMMITMENTS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RAH	REVISED -			57	(10-34-1)HBK	CHAMPAIGN	1187	2
	PLOT SCALE = 200.0000 ' / in.	CHECKED - MJO/SPH	REVISED -					CONTRACT NO. 70B99		
Default	PLOT DATE = 3/17/2021 - 5:01:08 PM	DATE - MARCH 2021	REVISED -		SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

1 REV. 5/26/21 REV. 4/29/21

			URBAN	CONSTRUCTION CODE		
				I-57 - CHAMPAIGN COUNTY		
				90% FED	90% FED	90% FED
CODE	ITEM	UNIT	TOTAL QUANITITY	10% STATE	10% STATE	10% STATE
				ROADWAY	BRIDGE	LIGHTING
				0004	0008	0021
					1	
5421A018	PIPE CULVERTS, CLASS A, TYPE 1 18" (TEMPORARY)	FOOT	1,578	1,578		
5421A024	PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY)	FOOT	49	49		
5422A036	PIPE CULVERTS, CLASS A, TYPE 2 36" (TEMPORARY)	FOOT	176	176		
54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	4	4		
54245405	INLET BOX, STANDARD 542506	EACH	1	1		
54246405	INLET BOX, STANDARD 542531	EACH	3	3		
54248510	CONCRETE COLLAR	CU YD	32.6	19.6	13.0	
54261712	STEEL FLARED END SECTIONS 12"	EACH	13	13		
54261415	CONCRETE END SECTION, STANDARD 542001, 15", 1:4	EACH	2	2		
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	36	36		
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	144	144		
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	188	188		
542A1057	PIPE CULVERTS, CLASS A, TYPE 2 12"	FOOT	83	83		
542A1063	PIPE CULVERTS, CLASS A, TYPE 2 18"	FOOT	88	88		

* SPECIALTY ITEMS

			URBAN	CONSTRUCTION CODE		
				I-57 - CHAMPAIGN COUNTY		
CODE	ITEM	UNIT	TOTAL QUANITITY	90% FED 10% STATE ROADWAY 0004	90% FED 10% STATE BRIDGE 0008	90% FED 10% STATE LIGHTING 0021
542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	448	448		
542A1075	PIPE CULVERTS, CLASS A, TYPE 2 30"	FOOT	168	168		
542A1903	PIPE CULVERTS, CLASS A, TYPE 3 18"	FOOT	109	109		
542A1915	PIPE CULVERTS, CLASS A, TYPE 3 30"	FOOT	196	196		
542A4645	PIPE CULVERTS, CLASS A, TYPE 7 30"	FOOT	408	408		
542A4651	PIPE CULVERTS, CLASS A, TYPE 7 36"	FOOT	814	814		
• 542JA024	PIPE CULVERTS, CLASS A 24" (JACKED)	FOOT	134	134		
• 542JA036	PIPE CULVERTS, CLASS A 36" (JACKED)	FOOT	524	524		
~~• 542JA048~~	~~PIPE CULVERTS, CLASS A 48" (JACKED)~~	~~FOOT~~	~~350~~	~~350~~		
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	521	521		
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	6	6		
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	52	52		
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	16	16		
550A0130	STORM SEWERS, CLASS A, TYPE 1 27"	FOOT	131	131		

1

* SPECIALTY ITEMS

FILE NAME = ...\C-3\D570899-sht-SOQ-Axiom.dgn	USER NAME = Matt Overbey	DESIGNED - RDN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RDN	REVISED -			57	(10-34-1)HBK	CHAMPAIGN	1187	15
	PLOT SCALE = 100.0000 ' / in.	CHECKED - KRC/SPH	REVISED -					CONTRACT NO. 70B99		
Sheet 010	PLOT DATE = 3/18/2021 - 2:45:01 PM	DATE - MARCH 2021	REVISED -		SCALE: SHEET 10 OF 25 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

1 REV. 5/26/21 REV. 4/29/21

			URBAN	CONSTRUCTION CODE		
				I-57 - CHAMPAIGN COUNTY		
CODE	ITEM	UNIT	TOTAL QUANITITY	90% FED 10% STATE ROADWAY 0004	90% FED 10% STATE BRIDGE 0008	90% FED 10% STATE LIGHTING 0021
60100945	PIPE DRAINS 12''	FOOT	127	127		
60108100	PIPE UNDERDRAINS 4'' (SPECIAL)	FOOT	1,074	1,074		
60108104	PIPE UNDERDRAINS, TYPE 1, 4''	FOOT	32,296	32,296		
					1	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4		
60219510	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	8	8		
					1	
60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	3	3		
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8	8		
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	2	2		
60235300	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1		
60236700	INLETS, TYPE A, TYPE 10 FRAME AND GRATE	EACH	3	3		
60237420	INLETS, TYPE A, TYPE 20 FRAME AND GRATE	EACH	1	1		
60240301	INLETS, TYPE B, TYPE 8 GRATE	EACH	1	1		
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1		

* SPECIALTY ITEMS

FILE NAME = ...\C-3\D570899-sht-S00-Axiom.dgn	USER NAME = Matt Overbey	DESIGNED - RDN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RDN	REVISED -			57	(10-34-1)HBK	CHAMPAIGN	1187	17
	PLOT SCALE = 100.0000 ' / in.	CHECKED - KRC/SPH	REVISED -					CONTRACT NO. 70B99		
Sheet 012	PLOT DATE = 3/18/2021 - 2:45:02 PM	DATE - MARCH 2021	REVISED -		SCALE: SHEET 12 OF 25 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			

1 REV. 5/26/21 REV. 4/29/21

			URBAN	CONSTRUCTION CODE		
				I-57 - CHAMPAIGN COUNTY		
				90% FED	90% FED	90% FED
				10% STATE	10% STATE	10% STATE
CODE	ITEM	UNIT	TOTAL QUANITITY	ROADWAY	BRIDGE	LIGHTING
				0004	0008	0021
• 83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	75			75
• 84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	13			13
• 84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	22			22
• 84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	72			72
• 84200804	REMOVAL OF POLE FOUNDATION	EACH	94			94
• 84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	2			2
• 84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	2			2
84500130	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	2			2
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2	2		
• 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	87,360			87,360
X0323260	SEDIMENT BASIN	EACH	5	5		
X0324044	EROSION CONTROL, TEMPORARY PIPE SLOPE DRAIN	EACH	15	15		
X0324079	EXISTING FIELD TILE REMOVAL	FOOT	3,403	3,403		
X0325667	WEED CONTROL MOWING STRIP (SPECIAL)	SQ YD	1,947	1,947		
• X0326148	TEMPORARY WOOD POLE, 60 FT., CLASS 4, 15 FT. MAST ARM	EACH	79			79

1

* SPECIALTY ITEMS

FILE NAME = ...\C-3\D570899-sht-SOQ-Axiom.dgn	USER NAME = Matt Overbey	DESIGNED - RDN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RDN	REVISED -			57	(10-34-1)HBK	CHAMPAIGN	1187	25
	PLOT SCALE = 100.0000 ' / in.	CHECKED - KRC/SPH	REVISED -					CONTRACT NO. 70B99		
Sheet 020	PLOT DATE = 3/18/2021 - 2:45:05 PM	DATE - MARCH 2021	REVISED -		SCALE: SHEET 20 OF 25 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

1 REV. 5/26/21 REV. 4/29/21

				URBAN	CONSTRUCTION CODE		
					I-57 - CHAMPAIGN COUNTY		
					90% FED	90% FED	90% FED
					10% STATE	10% STATE	10% STATE
CODE	ITEM	UNIT	TOTAL QUANITITY		ROADWAY	BRIDGE	LIGHTING
					0004	0008	0021
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	15,490			15,490	
Z0030900	INSPECTION WELLS	EACH	6	6		1	
• Z0033024	MAINTAIN EXISTING LIGHTING SYSTEM	L SUM	1				1
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	5,000	5,000			
Z0034105	MATERIAL TRANSFER DEVICE	TON	56,ZZ1	56,ZZ1			
Z0034812	MODULAR EXPANSION JOINT-SWIVEL 12"	FOOT	74			74	
Z0034815	MODULAR EXPANSION JOINT-SWIVEL 15"	FOOT	83			83	
Z0038700	PERMANENT BENCH MARKS	EACH	11	11			
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	26,699	26,699			
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	1,660			1,660	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1			
• Z0049100	RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT	EACH	4,129	4,129			
* Z0054400	ROCK FILL	CU YD	9,145.4			9,145.4	
Z0065100	SETTLEMENT PLATFORMS	EACH	10			10	

* SPECIALTY ITEMS

FILE NAME = ...\C-3\D570899-sht-SOQ-Axiom.dgn	USER NAME = Matt Overbey	DESIGNED - RDN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RDN	REVISED -			57	(10-34-1)HBK	CHAMPAIGN	1187	29
	PLOT SCALE = 100.0000 ' / in.	CHECKED - KRC/SPH	REVISED -					CONTRACT NO. 70B99		
Sheet 024	PLOT DATE = 3/18/2021 - 2:45:07 PM	DATE - MARCH 2021	REVISED -		SCALE: SHEET 24 OF 25 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

1 REV. 5/26/21 REV. 5/6/21 REV. 4/29/21

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL COORDINATE MAINTENANCE OF TRAFFIC OF THIS PROJECT WITH OTHER PROJECTS IN ADJACENT SECTIONS. SEE TRAFFIC CONTROL SPECIAL PROVISIONS FOR COORDINATION REQUIREMENTS.

2. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AS REQUIRED OR AS DIRECTED BY THE ENGINEER THROUGHOUT THE CONSTRUCTION ZONE FOR THE PERIOD OF THE CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TEMPORARY DRAINAGE WORK. IN ADDITION TO THE PROPOSED TEMPORARY DRAINAGE STRUCTURES SHOWN ON THE PLANS, THE EXISTING DRAINAGE SYSTEM MAY ALSO BE USED THROUGHOUT CONSTRUCTION STAGING.

3. ALL ADVANCE "ROAD CONSTRUCTION" SIGNS, W20-1 SERIES, AS SHOWN ON THE PLANS, REFERENCED IN THE STANDARDS OR DIRECTED BY THE ENGINEER, SHALL BE EQUIPPED WITH A TYPE B MONODIRECTIONAL FLASHING LIGHT. THE COST OF THIS WORK SHALL BE IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

4. TEMPORARY, OFF-PEAK HOUR LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS. WHEN OFF-PEAK HOUR OR WEEKEND LANE CLOSURES ARE REQUIRED, A TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE WEEK PRIOR TO THE CLOSURE. COST TO BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL) THE MESSAGE SIGN WORDING AND LOCATION WILL BE DETERMINED BY THE ENGINEER.

5. LOCATIONS OF TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED BY THE ENGINEER.

6. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED OR MASKED USING AN APPROVED REMOVABLE PAVEMENT MARKING TAPE.

7. ALL TRAFFIC CONTROL DEVICES (BARREL/BARRICADES/PANELS) SHALL BE IN NEW OR LIKE NEW CONDITION. WHEN THE DEVICES BECOME WORN, DIRTY, FADED, OR OTHERWISE DEEMED NO LONGER IN LIKE NEW CONDITION BY THE ENGINEER, THE DEVICE WILL BE REFURBISHED, CLEANED, OR REPLACED.

8. ANY SIGNS THAT ARE TO BE IN PLACE FOR MORE THAN FOUR DAYS SHALL BE POST MOUNTED WHEN FEASIBLE AS DETERMINED BY THE ENGINEER.

9. ROUGH GROOVED SURFACE AND FRESH OIL SIGNS ARE REQUIRED WHERE APPLICABLE.

10. BARRIER DELINEATORS SHALL BE PLACED AT 25' C-C ON GUARDRAIL, PARAPETS AND ON MOVEABLE CONCRETE BARRIERS WHERE TRAFFIC WILL BE ADJACENT TO THESE BARRIERS BASED ON THE MAINTENANCE OF TRAFFIC STAGING. DEPENDING ON THE LOCATION OF ADJACENT TRAFFIC, THE BARRIER DELINEATORS WILL BE PAID FOR AS THE FOLLOWING:
    -BARRIER WALL REFLECTORS, TYPE C

11. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO HOST A TRAFFIC CONTROL MEETING TO ASCERTAIN THE EXACT SCHEDULING OF THE TRAFFIC STAGES AND ANY INTERMEDIATE CHANGES NECESSARY. IF AN ALTERNATE TRAFFIC PATTERN IS REQUIRED WITHIN THIS CONTRACT, THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC DEVIANCE PLAN FOR APPROVAL BY THE RESIDENT ENGINEER AND THE DISTRICT. FOR ADDITIONAL INFORMATION REGARDING COORDINATION SEE STANDARD SPECIFICATION ARTICLE 701.04.

12. TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY INCIDENTS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATIONS SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT, OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES. FAILURE TO RESPOND WITHIN THE ABOVE LIMIT WILL RESULT IN A PENALTY OF $2500 PER DAY PER OCCURRENCE, WHENEVER THE ENGINEER DETERMINES THAT THE CONTRACTOR OR HIS SUBCONTRACTOR HAS NOT COMPLIED.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING CONSTRUCTION ACCESS POINTS. THE PROPOSED LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE USE.

14. A 1:4 OR FLATTER EMBANKMENT FORESLOPE/BACKSLOPE TO THE CLEAR ZONE IS REQUIRED AT ALL LOCATIONS WHERE TEMPORARY LIGHTING OR OTHER OBSTACLES WILL BE PLACED DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE PROTECTION AS APPROVED BY THE ENGINEER IF THESE REQUIREMENTS CANNOT BE MET.

15. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. SANDBAGS CANNOT BE PLACED OVER BOTTOM HAZARD PANEL. THIS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

16. TEMPORARY BARRIER WALL SHALL BE INSTALLED AS DELINEATED ON THE M.O.T. PLAN SHEETS AND TYPICAL SECTIONS PRIOR TO THE START OF SUBSEQUENT STAGE WORK.

17. REMOVAL OF TEMPORARY CONCRETE BARRIER SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT COST PER FOOT FOR TEMPORARY CONCRETE BARRIER.

18. USE END SHOE CONNECTIONS OR TEMPORARY TERMINAL END TREATMENTS TO JOIN TEMPORARY CONCRETE BARRIER TO EXISTING CONCRETE BARRIER OR RAILING, WHERE APPLICABLE AT LOCATIONS APPROVED BY THE ENGINEER. COST FOR THESE TEMPORARY CONNECTIONS TO BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

19. UNLESS OTHERWISE APPROVED BY THE ENGINEER, ALL TEMPORARY CONCRETE BARRIER SHALL BE PLACED DURING OFF-PEAK HOURS UNDER TEMPORARY LANE CLOSURES.

20. ALL TEMPORARY BARRIER FLARES SHALL TRANSITION AWAY FROM TRAFFIC AT THE APPROACH END AT 12:1 OR FLATTER. ALL EXPOSED TEMPORARY BARRIER WALL TERMINALS SHALL BE PROTECTED WITH TEMPORARY ATTENUATION DEVICES ON THE APPROACH END.

21. EXCAVATION, INCLUDING SHOULDER BASE COURSE, FOR CONSTRUCTION OF TEMPORARY PAVEMENT SHALL BE PAID FOR AS EARTH EXCAVATION REGARDLESS OF SOIL TYPE OR SUITABILITY.

22. EMBANKMENT MATERIAL FOR TEMPORARY PAVEMENT WIDENING TO ACCOMMODATE A MAX 1:2 SLOPE SHALL BE INCLUDED IN THE COST FOR EARTH EXCAVATION.

23. THE CONTRACTOR SHALL RELOCATE OR COVER ALL EXISTING, TEMPORARY, AND PROPOSED SIGNS THAT CONFLICT WITH THE CURRENT CONSTRUCTION STAGE. SIGNS THAT DO NOT CONFLICT WITH THE CURRENT CONSTRUCTION STAGE AND ARE NOT MARKED FOR RELOCATION SHALL REMAIN AS PREVIOUSLY CONFIGURED. THIS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

24. ALL SIGNS SHALL BE MOUNTED IN LOCATIONS AND ELEVATIONS THAT PROVIDE AN UNOBSTRUCTED VIEW TO THE ROADWAY USERS.

25. A SUGGESTED SEQUENCE OF DRAINAGE INSTALLATIONS AND REMOVALS IS DESCRIBED IN THE STAGING PLANS TO PROVIDE TEMPORARY DRAINAGE THROUGHOUT EACH STAGE OF CONSTRUCTION. THE SUGGESTED DRAINAGE AND REMOVAL SEQUENCE SHALL BE VERIFIED BY THE CONTRACTOR. FOR DETAILED INFORMATION REGARDING THE INSTALLATION OF THE PROPOSED DRAINAGE SYSTEM, THE DRAINAGE PLAN AND PROFILE SHEETS SHALL BE REFERENCED.

26. TEMPORARY IMPACT ATTENUATOR SHALL BE TEST LEVEL 3.

27. SEE SPECIAL PROVISIONS FOR LANE RENTALS AND CLOSURE DURATIONS, ALLOTMENTS, AND DETAILS.

28. AT LOCATIONS WHERE FULL DEPTH TEMPORARY PAVEMENT IS TO BE PLACED IN AN EXISTING GORE OR SHOULDER, THE REMAINING GORE OR SHOULDER SHALL BE LEFT INTACT FOLLOWING CONSTRUCTION OF TEMPORARY PAVEMENT.

29. CHANGEABLE MESSAGE SIGNS REQUIRED PER STANDARDS SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

30. TEMPORARY RAMPS SHALL BE 80:1 MINIMUM RATIO.

31. WHEN PAVEMENT DROP-OFF IS TO REMAIN ADJACENT TO A LIVE TRAFFIC LANE, BARRICADES WITH PIPE EXTENSIONS SHALL BE USED TO ACHIEVE THE CORRECT ELEVATION.

32. ALL STAGE CONSTRUCTION LINES ON THE RAMPS SHALL MATCH PROPOSED JOINTING PLANS WHEN WITHIN THE PCC LIMITS.

33. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE IDOT SAFETY ENGINEERING POLICY MEMORANDUM 4-15. (SEE NEXT SHEET)

34. TEMPORARY MAINLINE TRAFFIC CONFIGURATIONS SHALL INCLUDE 2-12' WIDE LANES WITH 2' (MINIMUM) WIDE LEFT AND RIGHT SHOULDERS UNLESS SHOWN OTHERWISE HEREIN OR AS DIRECTED BY THE ENGINEER.

MAINTENANCE OF TRAFFIC INDEX OF SHEETS

1

37. CLEAR ZONES DURING STAGED CONSTRUCTION:

ROADWAY	CLEAR ZONE (FT)	
	EXISTING ALIGNMENT	PROPOSED ALIGNMENT
I-57	18	18
I-74	18	18
RAMP A	16	N/A
RAMP B	12	16
RAMP C	12	16
RAMP D	6	10
RAMP D/B	-	16
RAMP D/G	-	16
RAMP E/B	-	16
RAMP E/G	-	16
RAMP E	16	16
RAMP F	12	16
RAMP G	12	16
RAMP H	10	N/A

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	PLOT DATE = 3/18/2021 - 12:51:28 PM	DATE - MARCH 2021	REVISED -

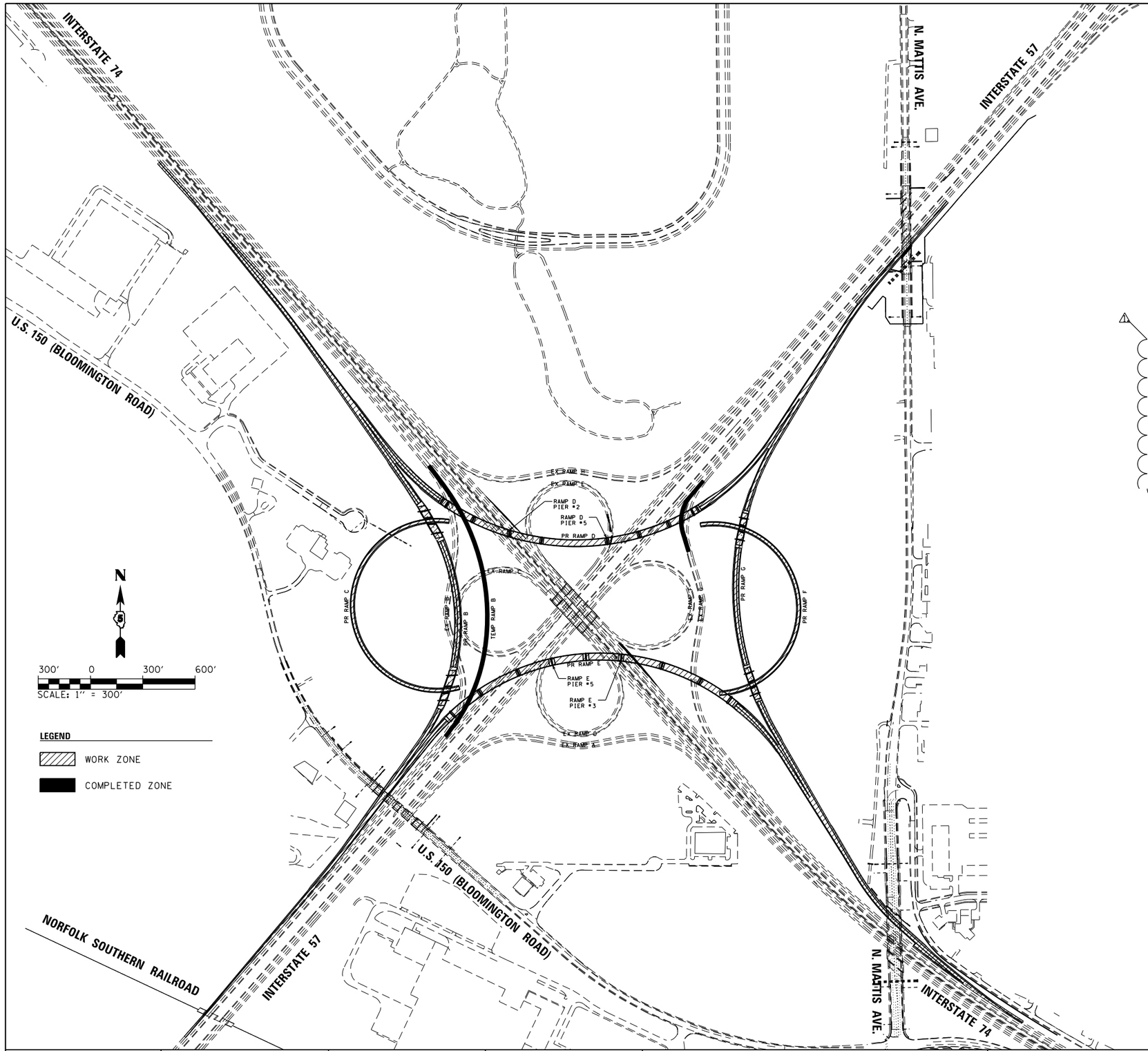
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
GENERAL NOTES & INDEX OF SHEETS

SCALE: N.T.S. | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34-1)HBK	CHAMPAIGN	1187	176
		CONTRACT NO. 70B99		
	ILLINOIS FED. AID PROJECT			

1 REV. 5/26/21



STAGE 3A

TRAFFIC

1. MAINTAIN TRAFFIC SIMILAR TO STAGE 3, EXCEPT I-74 WB IS SHIFTED FURTHER NORTH TO CONSTRUCT THE FOOTINGS AND SUBSTRUCTURE FOR RAMP D PIER #2 AND RAMP E PIER #3 IN THE I-74 MEDIAN.
2. A TWO WEEK CLOSURE OF RAMP D WITH A DETOUR IS ALLOWED WHILE CONSTRUCTING RAMP E PIER #5.
3. A TWO WEEK CLOSURE OF RAMP E WITH A DETOUR IS ALLOWED WHILE CONSTRUCTING RAMP D PIER #5.
4. A FOUR WEEK CLOSURE OF RAMP F WITH A DETOUR IS ALLOWED WHILE CONSTRUCTING RAMP E PIER #3.

ROADWAY CONSTRUCTION

1. CONSTRUCT THE FOOTINGS, PIERS, AND ABUTMENTS FOR THE RAMP D AND RAMP E FLYOVER BRIDGES.
2. PATCH EXISTING ROADWAY PAVEMENT UPON COMPLETION OF PIER CONSTRUCTION.

⚠1

RAMP CLOSURE NOTE:

THE ALLOWABLE CLOSURES ARE TO ASSIST THE CONTRACTOR IN COMPLETING A PORTION OF THE BASES FOR THE RAMP PIERS. MOST OF THE REQUIRED STRUCTURE EXCAVATION, PILE DRIVING OPERATIONS AND CONCRETE/REINFORCEMENT FOR THE PILE CAPS / FOOTINGS IS REQUIRED TO BE COMPLETED WHILE THE RAMPS REMAIN OPEN TO TRAFFIC. GIVEN THE PROXIMITY OF THE WORKZONE TO THE RAMP TRAVELLED WAY, A SHORT-TERM TEMPORARY CLOSURE IS ALLOWED FOR THE CONTRACTOR TO COMPLETE THE PILE CAP / FOOTING WORK THAT IS CLOSEST TO THE TRAVELLED WAY. ALL REMAINING PIER WORK ABOVE GROUND SHALL BE COMPLETED WHILE THE RAMPS REMAIN OPEN TO TRAFFIC.

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	PLOT DATE = 5/26/2021 - 3:54:03 PM	DATE - MARCH 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – OVERVIEW
STAGE 3A

SCALE: 1" = 300' | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34-1)HBK	CHAMPAIGN	1187	320
		CONTRACT NO. 70B99		
	ILLINOIS FED. AID PROJECT			

⚠1 REV. 5/27/21

LEGEND:

- PROPOSED TEMPORARY WOOD POLE
- PROPOSED TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
- PROPOSED TEMPORARY SPAN AND TETHER WIRE
- PROPOSED TEMPORARY PAVEMENT MARKING - LINE 24"
- PROPOSED TRAFFIC SIGNAL CONTROLLER
- EXISTING LIGHTING CONTROLLER

NOTES:

1. TEMPORARY TRAFFIC SIGNAL EQUIPMENT LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER PRIOR TO INSTALLATION BY THE CONTRACTOR.

GRAPHIC SCALE

METERS: 20 0 20 40 60 80 100

FEET: 50 0 50 100 150 200 250

FILE NAME =	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
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Default	PLOT DATE = 5/20/2021 - 2:53:41 PM	DATE - 05/20/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN
TEMPORARY TRAFFIC SIGNAL INSTALLATION – MARKET STREET

SCALE: 1" = 100' | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34-1)HBK	CHAMPAIGN	1187	384A
		CONTRACT NO. 70B99		
	ILLINOIS FED. AID PROJECT			

1 ADDED SHEET

INDEX OF SHEETS

GENERAL NOTES:

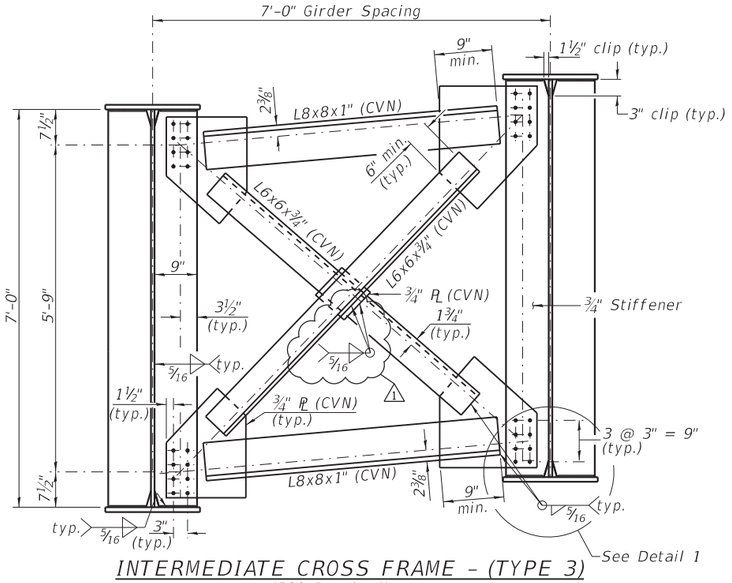
1. Fasteners shall be ASTM F3125, Grade A325 Type 1, hot dip galvanized bolts. Bolts $\frac{7}{8}$"Ø, holes $\frac{15}{16}$"Ø, unless otherwise noted.
2. Calculated weight of Structural Steel AASHTO M270 Gr. 50W 4,296,080 lbs. AASHTO M270 HPS 70W 1,137,270 lbs.
3. All structural steel shall be AASHTO M270 Grade 50W, except at flanges over the piers which shall be AASHTO M270 Grade HPS 70W, as shown in the plans.
4. All new structural steel shall be metallized according to the Special Provision for Metallizing of Structural Steel except for End Cross Frames (Type 1) and the steel for fixed and expansion HLMR bearing assemblies which shall be hot dip galvanized according to the Special Provision for Hot Dip Galvanizing for Structural Steel. The metallizing shall meet a Class A AASHTO slip coefficient (0.30 or greater) for bolted connection faying surfaces. The metallized area shall be painted with System 1. See Special Provision for Metallizing of Structural Steel and for Hot Dip Galvanizing for Structural Steel.
5. No field welding is permitted except as specified in the contract documents.
6. Reinforcement bars designated (E) shall be epoxy coated, (S) shall be stainless steel.
7. All bearing anchor rods shall be set before permanently bolting diaphragms or cross frames over supports.
8. Prior to placement of joint block-out, the Contractor shall coordinate with the Modular Joint Manufacturer to ensure that the joint will be properly supported and that the reinforcement bars will not interfere with the joint components. Any necessary adjustments to the reinforcement layout shall be submitted to the Engineer for approval.
9. No construction joints except those shown on the plans will be allowed unless approved by the Engineer.
10. It shall be the Contractor's responsibility to verify the location of utilities prior to starting construction. Contact J.U.L.I.E., 800-892-0123.
11. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
12. Concrete Sealer shall be applied to all exposed surfaces of the abutments and piers 3, 6 and 7.
13. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
14. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
15. Up to $\frac{1}{4}$" may be ground off the bridge deck and the bridge approach slabs.
16. Slipforming of the parapets is not allowed. (1)

STATION 516+05.45
BUILT BY
STATE OF ILLINOIS
RAMP E F.A.I. RTE. 74
SEC. (10-34-1) HBK
LOADING HL-93
STRUCTURE NO. 010-1001

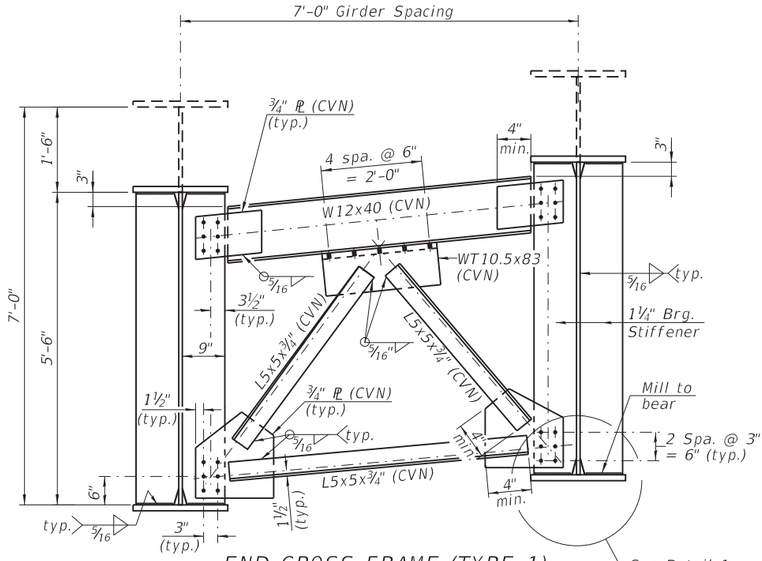
NAME PLATE
See Std. 515001

FILE NAME =	USER NAME = Joey Heger	DESIGNED - LM	REVISED - (1) JTH 5/27/2021	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 010-1001	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CMT		CHECKED - RJK	REVISED -			74 & 57	(10-34-1) HBK	CHAMPAIGN	1187	647
License No. 184-000613 © Copyright CMT, Inc.	PLOT SCALE = N.A.	DRAWN - GLD	REVISED -		SHEET NO. S-5 OF S-106 SHEETS			CONTRACT NO. 70B99		
	PLOT DATE = 05/27/2021	CHECKED - LM	REVISED -				ILLINOIS FED. AID PROJECT			

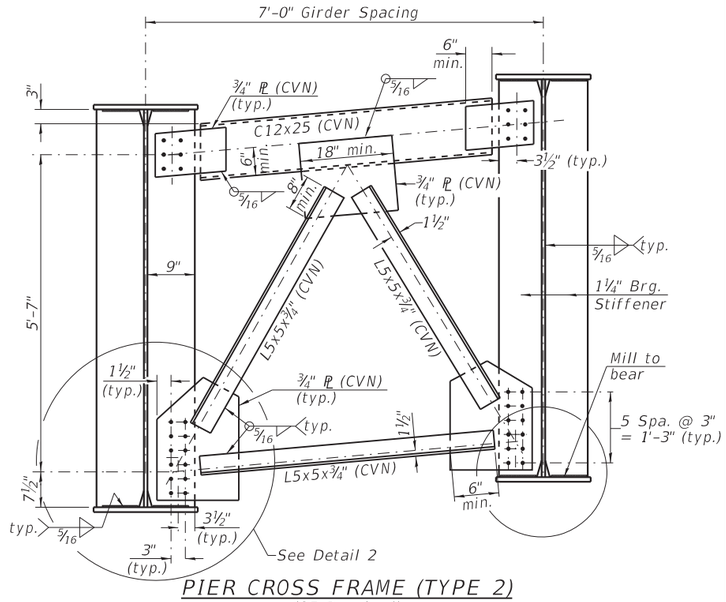
(1) REV. 5/28/21



INTERMEDIATE CROSS FRAME – (TYPE 3)
(500 Required)



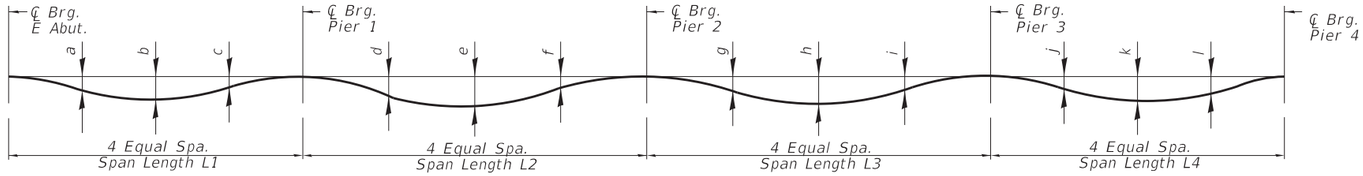
END CROSS FRAME (TYPE 1)
(10 Required)



PIER CROSS FRAME (TYPE 2)
(35 Required)

GIRDER DEFLECTION TABLE FOR CROSS FRAMES

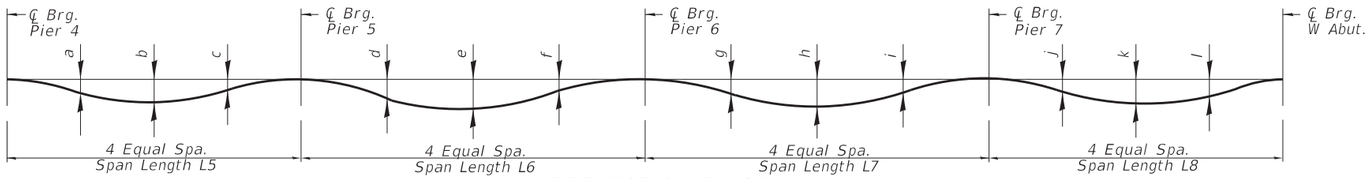
GIRDER NO.	SPAN 1				SPAN 2				SPAN 3				SPAN 4			
	L1	a	b	c	L2	d	e	f	L3	g	h	i	L4	j	k	l
1	196'-3⅝"	1¼"	1½"	⅝"	234'-1⅛"	¾"	1¼"	⅝"	234'-1⅛"	⅞"	1⅝"	1"	199'-11½"	¼"	¾"	⅜"
2	197'-5⅛"	1⅜"	1⅝"	¾"	235'-5¼"	¾"	1¼"	⅝"	235'-5¼"	1"	1¾"	1⅛"	201'-1¼"	¼"	⅝"	⅜"
3	198'-6⅝"	1½"	1⅞"	⅞"	236'-9⅜"	⅝"	1¼"	⅝"	236'-9⅜"	1⅛"	2"	1¼"	202'-3"	⅛"	⅝"	⅜"
4	199'-8⅛"	1⅝"	2"	1"	238'-1½"	⅝"	1¼"	⅝"	238'-1½"	1¼"	2¼"	1⅜"	203'-4¾"	⅛"	½"	¼"
5	200'-9⅝"	1¾"	2⅛"	1"	239'-5⅝"	⅝"	1¼"	⅝"	239'-5⅝"	1⅜"	2½"	1⅝"	204'-6⅞"	0"	⅜"	¼"
6	201'-11¼"	1⅞"	2⅜"	1⅛"	240'-9¾"	⅝"	1¼"	½"	240'-9¾"	1½"	2⅝"	1¾"	205'-8⅜"	⅛"	⅜"	⅛"



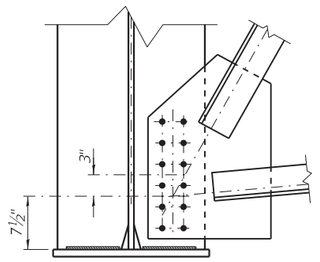
DEFLECTION DIAGRAM
(Steel self weight only)

GIRDER DEFLECTION TABLE FOR CROSS FRAMES

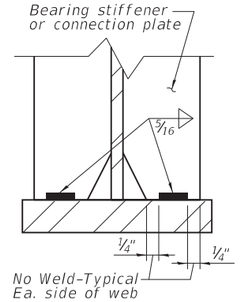
GIRDER NO.	SPAN 5				SPAN 6				SPAN 7				SPAN 8			
	L5	a	b	c	L6	d	e	f	L7	g	h	i	L8	j	k	l
1	195'-1"	½"	⅞"	½"	199'-11½"	⅜"	⅝"	¼"	243'-10¼"	1¼"	1⅞"	1"	197'-2⅜"	⅝"	1⅜"	1¼"
2	196'-2⅜"	⅝"	1"	⅝"	201'-1¼"	⅜"	⅝"	⅛"	245'-3"	1⅜"	2⅛"	1⅛"	198'-4"	⅝"	1½"	1¼"
3	197'-3⅞"	⅝"	1⅛"	⅝"	202'-3"	¼"	½"	⅛"	246'-7¾"	1½"	2⅜"	1¼"	199'-5½"	⅝"	1½"	1⅜"
4	198'-5¼"	¾"	1¼"	¾"	203'-4¾"	⅛"	⅜"	0"	248'-0⅝"	1⅝"	2½"	1⅜"	200'-7⅛"	⅝"	1½"	1⅜"
5	199'-6¾"	¾"	1⅜"	¾"	204'-6⅝"	⅛"	¼"	⅛"	249'-5⅜"	1⅞"	2¾"	1½"	201'-8¾"	⅝"	1⅝"	1⅜"
6	200'-8⅛"	⅞"	1½"	⅞"	205'-8⅜"	⅛"	⅛"	¼"	250'-10¼"	2"	3"	1⅝"	202'-10¼"	⅝"	1⅝"	1½"



DEFLECTION DIAGRAM
(Steel self weight only)



DETAIL 2



DETAIL 1
(Applies to Top & Bott. Flange)

NOTE:

The calculated deflections of the primary girders/beams under steel self-weight shall be used to detail the diagram, cross frame and lateral bracing connections, and to erect the structural steel such that the girders/beams will be plumb within a tolerance of ±⅛ in. per vertical ft. throughout when supporting their own weight.

NOTES:

1. ¹⁵⁄₁₆"Ø holes for ⅞" bolts.
2. See Sheets S-32 thru S-35 of S-106 for location of girder cross frames.
3. AASHTO M270 Grade 50W steel shall be used for all cross frames, connection plates, and bearing stiffeners, unless otherwise noted.
4. "CVN" denotes Charpy-V-Notch Impact energy requirements, Zone 2.
5. Bolt spacing shall be 3" min. & edge distances shall be 1½" min.
6. Erection shall be accomplished by a steel erection contractor or sub-contractor certified as an Advanced Certified Steel Erector (ACSE) by the American Institute of Steel Construction (AISC). See special provision for "Erection of Curved Steel Structures".
7. All cross frames between girders shall be installed with erection pins and bolts in accordance with erection plan submitted to and approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
8. The Contractor shall either:
   a. Ream cross frame connection holes during shop assembly, or
   b. Provide detailing and fabrication controls acceptable to the Engineer which ensures accuracy such that field reaming will not exceed the amount permitted in Article 505.08(1) of the Standard Specifications.

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	PLOT DATE = 05/24/2021	DRAWN - GLD	REVISED -	
		CHECKED - LM	REVISED -	

STRUCTURAL STEEL DETAILS – 1
STRUCTURE NO. 010-1001
SHEET NO. S-38 OF S-106 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74 & 57	(10-34-1) HBK	CHAMPAIGN	1187	680
		CONTRACT NO. 70B99		
	ILLINOIS	FED. AID PROJECT		

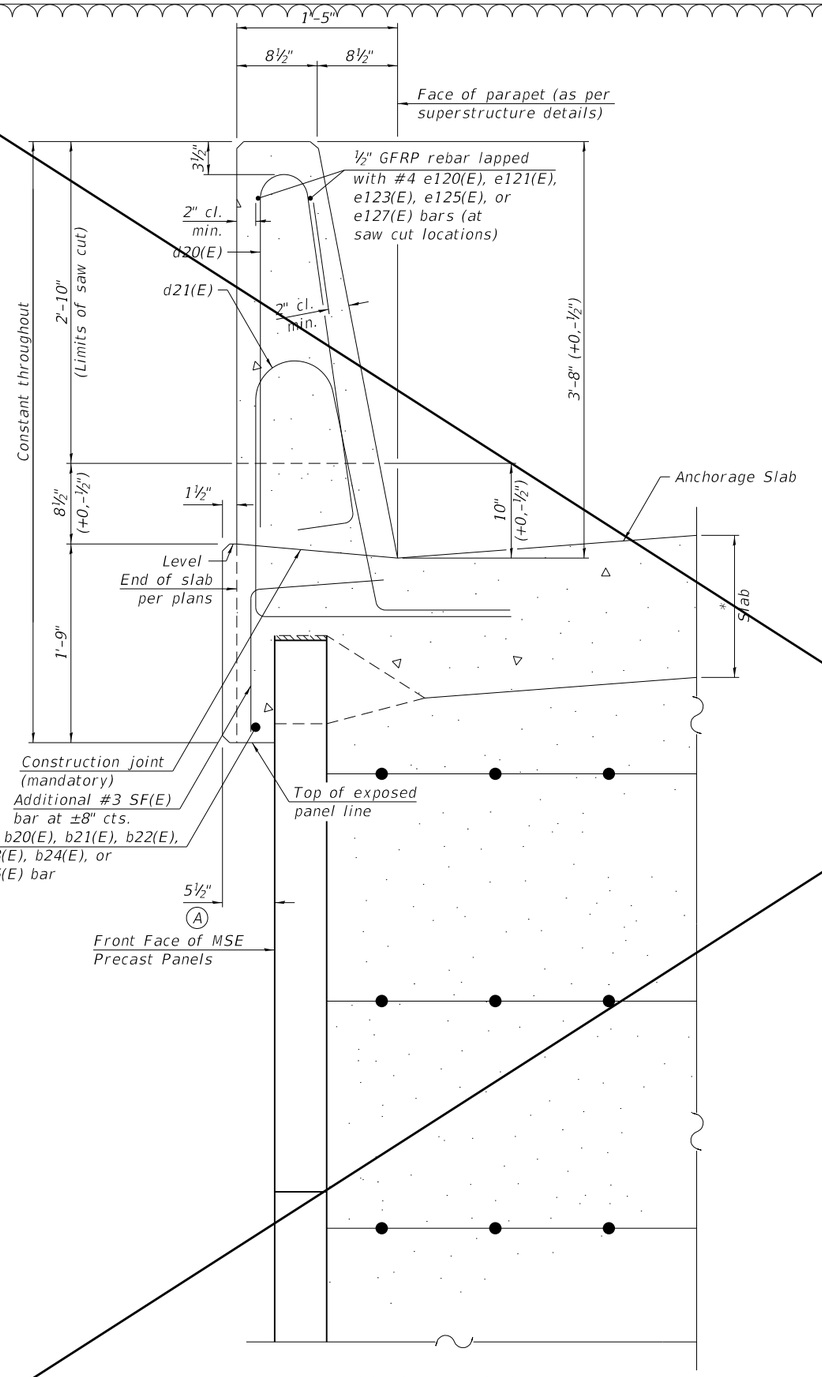
⚠1 REVISED ENTIRE SHEET 5/25/21

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.01 cu. yds./ft.

Place full depth aluminum sheets as shown on superstructure details.

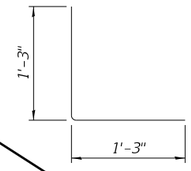
Replace all cork joint filler locations with a full thickness saw cut.



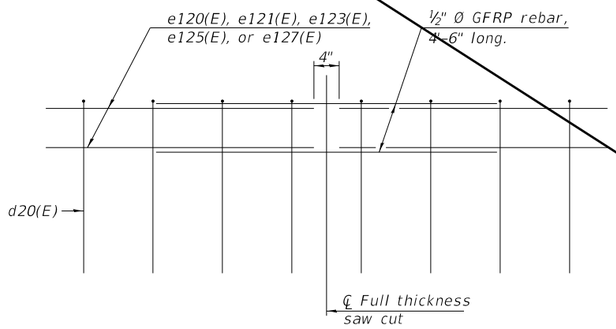
*See Anchorage Slab Details.

44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d20(E), d21(E) and ½" Ø GFRP rebar)
(Showing reinforcement clearances for slip forming and additional reinforcement)



#3 SF(E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

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5/27/2021 2:45:21 PM

QUIGG ENGINEERING INC

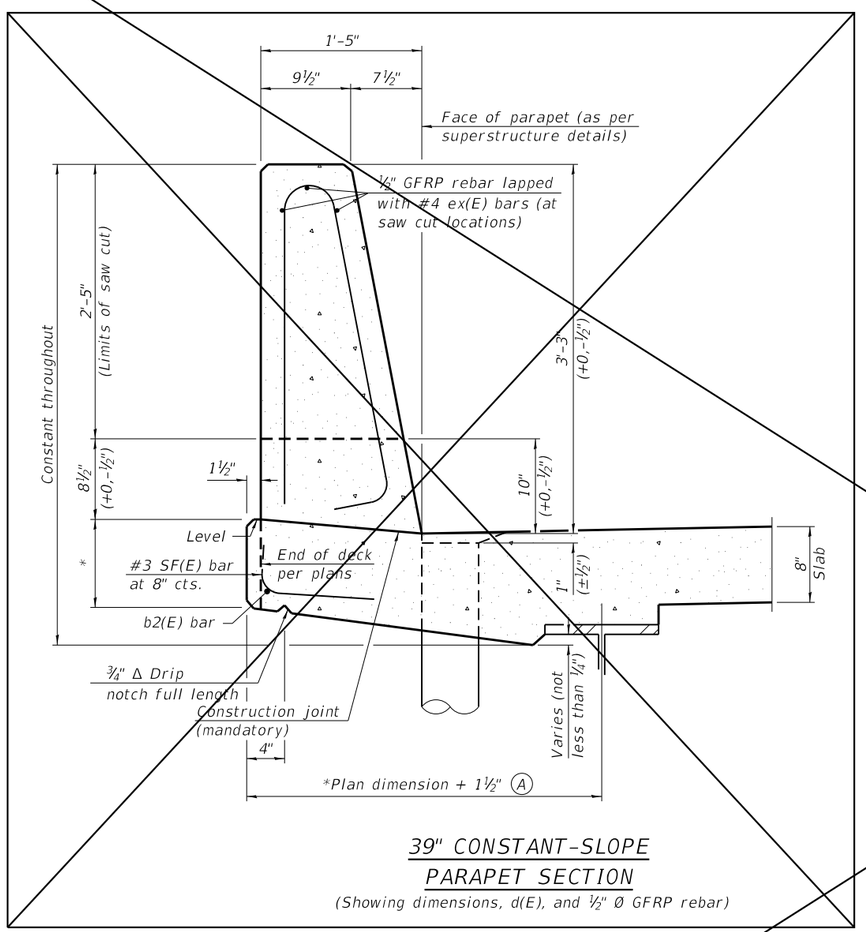
DESIGNED – KWB	REVISED –	⚠1 KWB 5/27/2021	
CHECKED – RPW	REVISED –		
DRAWN – LMC	REVISED –		
CHECKED – MDC	REVISED –		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 010-1001
SHEET NO. S-70 OF S-106 SHEETS

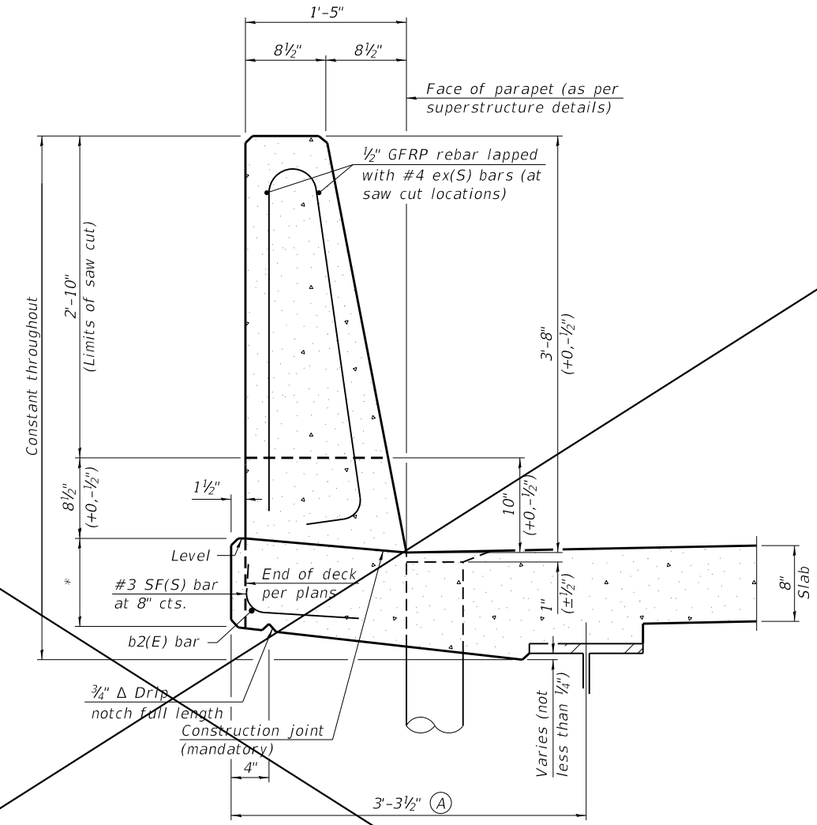
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74 & 57	(10-34-1) HBK	CHAMPAIGN	1187	712
		CONTRACT NO. 70B99		
	ILLINOIS FED. AID PROJECT			

⚠1 DELETED PAGE 5/28/21



39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(S), and ½" Ø GFRP rebar)

*See Superstructure Details.

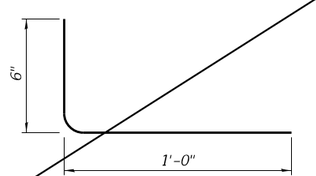
Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

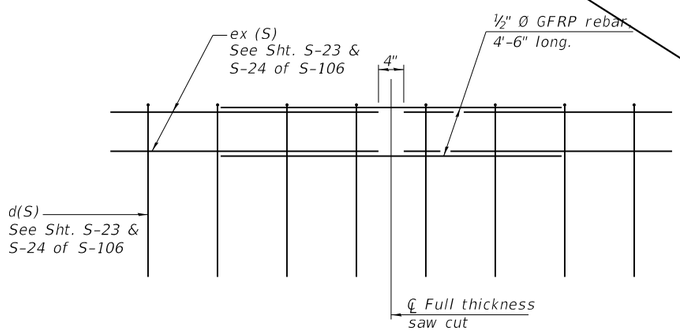
Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.



#3 SF (S) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

FILE NAME = CMT	USER NAME = Joey Heger	DESIGNED - LM	REVISED - 1 JTH 5/27/2021	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 010-1001
License No. 184-000613 © Copyright CMT, Inc.		CHECKED - RJK	REVISED -		SHEET NO. S-87 OF S-106 SHEETS
	PLOT SCALE = N.A.	DRAWN - GLD	REVISED -		
	PLOT DATE = 05/27/2021	CHECKED - LM	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74 & 57	(10-34-1) HBK	CHAMPAIGN	1187	729
		CONTRACT NO. 70B99		
	ILLINOIS	FED. AID PROJECT		

1 DELETED PAGE 5/28/21

INDEX OF SHEETS

GENERAL NOTES:

1. Fasteners shall be ASTM F3125, Grade A325 Type 1, hot dip galvanized bolts. Bolts $\frac{7}{8}$"Ø, holes $\frac{15}{16}$"Ø, unless otherwise noted.
2. Calculated weight of Structural Steel AASHTO M270 Gr. 50 = 3,858,360 lbs.
3. All structural steel shall be AASHTO M270 Grade 50.
4. All new structural steel shall be metallized according to the Special Provision for Metallizing of Structural Steel except for the End Cross Frames (Type 1) and the steel for fixed and expansion HLMR bearing assemblies which shall be hot dip galvanized according to the Special Provision for Hot Dip Galvanizing for Structural Steel. The metallizing and galvanizing shall meet a Class A AASHTO slip coefficient (0.30 or greater) for bolted connection faying surfaces. The metallized areas shall be painted with System 1. See Special Provisions for Metallizing of Structural Steel and for Hot Dip Galvanizing for Structural Steel.
5. Steel erection shall be accomplished by a steel erection contractor or sub-contractor certified as an Advanced Certified Steel Erector (ACSE) by the American Institute of Steel Construction (AISC). See Special Provision for "Erection of Curved Steel Structures".
6. No field welding is permitted except as specified in the contract documents.
7. Reinforcement bars designated (E) shall be epoxy coated, (S) shall be stainless steel.
8. All bearing anchor rods shall be set before permanently bolting diaphragms or cross frames over supports.
9. No construction joints except those shown on the plans will be allowed unless approved by the Engineer.
10. It shall be the Contractor's responsibility to verify the location of utilities prior to starting construction. Contact J.U.L.I.E., 800–892–0123.
11. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
12. Concrete Sealer shall be applied to all exposed surfaces of the abutments and piers 1, 2, 6 and 7.
13. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
14. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
15. Up to $\frac{1}{4}$" may be ground off the bridge deck and the bridge approach slabs.
16. The east and west abutment piles are located within the reinforced soil mass limits for SN 010-1004. Piles with pile sleeves shall be driven prior to the placement of the reinforced soil mass. See abutment and MSE wall sheets and Special Provisions.
17. Slipforming of the parapets is not allowed. 1

STATION 414+78.50
BUILT BY
STATE OF ILLINOIS
RAMP D F.A.I. RTE. 74
SEC. (10-34-1) HBK
LOADING HL-93
STRUCTURE NO. 010-1004

NAME PLATE
See Std. 515001

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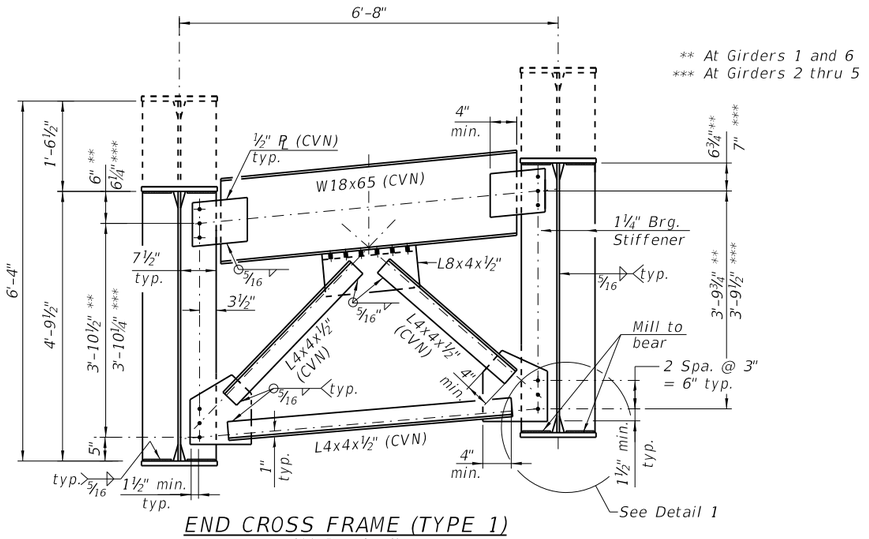
USER NAME = Joey Heger	DESIGNED - DH	REVISED - 1 JTH 5/27/2021	
	CHECKED - JTH	REVISED -	
PLOT SCALE = N/A	DRAWN - DH	REVISED -	
PLOT DATE = 5/27/2021 (3:44:21 PM)	CHECKED - JTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 010–1004
SHEET NO. 5 OF 94 SHEETS

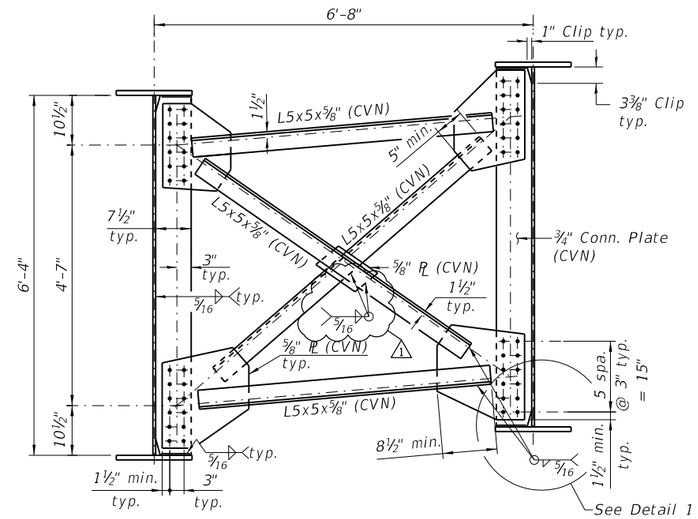
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74 & 57	(10-34-1) HBK	CHAMPAIGN	1187	813
		CONTRACT NO. 70B99		
	ILLINOIS FED. AID PROJECT			

1 REV. 5/28/21



END CROSS FRAME (TYPE 1)

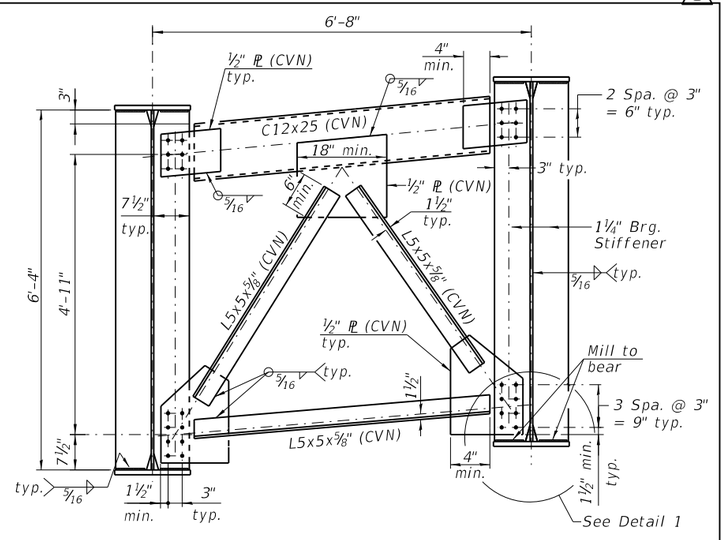
(10 Required)



INTERMEDIATE CROSS FRAME (TYPE 2)

(448 Required)

(Adjacent connection plates not shown.)

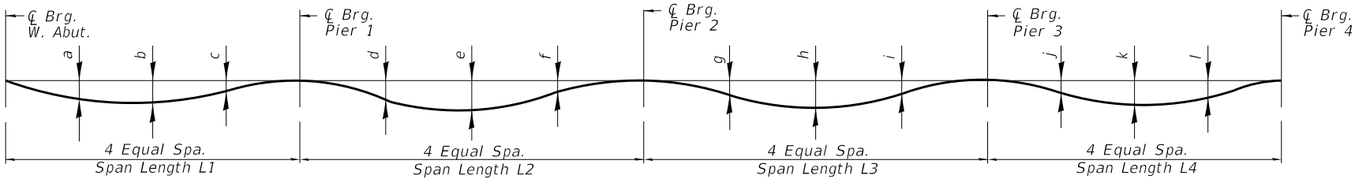


PIER CROSS FRAME (TYPE 3)

(35 Required)

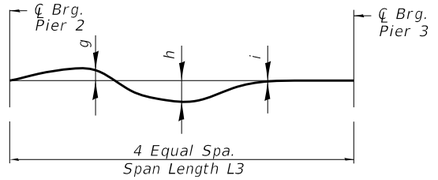
GIRDER DEFLECTION TABLE FOR CROSS FRAMES

Girder No.	Span 1				Span 2				Span 3				Span 4			
	L1	a	b	c	L2	d	e	f	L3	g	h	i	L4	j	k	l
1	171'-2⅞"	⅝"	¾"	⅜"	215'-4½"	½"	1⅛"	¾"	191'-4⅜"	1/16"	⅜"	⅜"	185'-11"	1/16"	½"	⅜"
2	172'-1¼"	⅝"	¾"	¼"	217'-8"	⅝"	1¼"	⅞"	191'-1½"	⅛"	⅜"	¼"	186'-10¼"	¼"	⅝"	½"
3	172'-11⅝"	¾"	¾"	¼"	219'-11½"	¾"	1½"	1"	190'-10⅜"	0"	¼"	¼"	187'-9½"	⅜"	⅝"	½"
4	173'-10"	¾"	¾"	¼"	222'-2⅞"	⅞"	1½"	1⅛"	190'-7⅞"	0"	¼"	⅛"	188'-8¾"	⅜"	¾"	½"
5	174'-8⅜"	¾"	¾"	¼"	224'-6⅜"	1"	1⅝"	1⅛"	190'-5"	0"	⅛"	⅛"	189'-8"	½"	¾"	½"
6	175'-6¾"	¾"	¾"	¼"	226'-9⅞"	1⅛"	1⅞"	1¼"	190'-2⅛"	⅛"	⅛"	0"	190'-7⅜"	½"	⅞"	½"



DEFLECTION DIAGRAM – GIRDERS 1 THRU 5

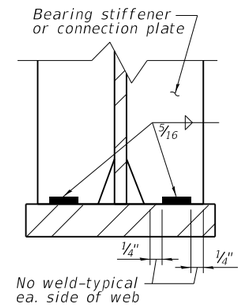
(Steel self weight only)



PARTIAL DEFLECTION DIAGRAM – GIRDER 6

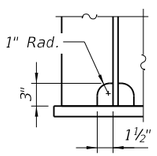
(Steel self weight only)

(Deflected shape in Span 3 only shown. For deflected shape in all other spans, see Deflection Diagram – Girders 1 Thru 5.)



DETAIL 1

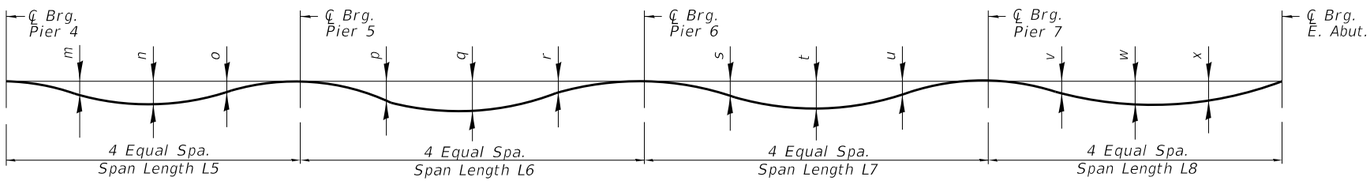
(applies to top & bott. flange)



ALTERNATE CLIP DETAIL

GIRDER DEFLECTION TABLE FOR CROSS FRAMES

Girder No.	Span 5				Span 6				Span 7				Span 8			
	L5	m	n	o	L6	p	q	r	L7	s	t	u	L8	v	w	x
1	185'-11"	⅛"	½"	½"	185'-11"	⅛"	½"	½"	177'-1⅜"	0"	¼"	⅜"	151'-4⅛"	0"	⅜"	⅝"
2	186'-10¼"	⅛"	½"	⅜"	186'-10¼"	⅛"	⅝"	½"	178'-0⅛"	0"	¼"	¼"	152'-1¼"	⅛"	½"	⅝"
3	187'-9½"	¼"	½"	⅜"	187'-9½"	¼"	⅜"	½"	178'-10¾"	⅛"	⅜"	¼"	152'-10½"	⅛"	⅝"	¾"
4	188'-8¾"	¼"	½"	⅜"	188'-8¾"	⅜"	¾"	½"	179'-9½"	⅛"	⅜"	¼"	153'-7⅝"	¼"	¾"	¾"
5	189'-8"	¼"	½"	¼"	189'-8"	⅜"	¾"	½"	180'-8¼"	⅛"	⅜"	⅛"	154'-4¾"	⅜"	¾"	¾"
6	190'-7⅜"	¼"	½"	¼"	190'-7⅜"	½"	⅞"	½"	181'-7"	⅛"	¼"	⅛"	155'-2"	½"	⅞"	¾"



DEFLECTION DIAGRAM – GIRDERS 1 THRU 5

(Steel self weight only)

NOTES:

1. 15/16"○ holes for ⅞" bolts.
2. See Sheets 33 thru 36 of 94 for location of girder cross frames.
3. AASHTO M270 Grade 50 steel shall be used for all cross frames, connection plates, bearing stiffeners, and jacking stiffeners unless otherwise noted.
4. "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
5. Bolt spacing shall be 3" min. & edge distances shall be 1½" min.
6. All cross frames between girders shall be installed with erection pins and bolts in accordance with erection plan submitted to and approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
7. The Contractor shall either:
   a. Ream cross frame connection holes during shop assembly, or
   b. Provide detailing and fabrication controls acceptable to the Engineer which ensures accuracy such that field reaming will not exceed the amount permitted in Article 505.08(I) of the Standard Specifications.
8. The calculated deflections of the primary girders under steel self-weight shall be used to detail the cross frame connections and to erect the structural steel such that the girders will be plumb within a tolerance of ±⅛ in. per vertical ft. throughout when supporting their own weight.

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USER NAME = Joey Heger	DESIGNED - DH	REVISED - ⚠1 JTH 5/24/2021
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS – 1
STRUCTURE NO. 010-1004
SHEET NO. 39 OF 94 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74 & 57	(10-34-1) HBK	CHAMPAIGN	1187	847
		CONTRACT NO. 70B99		
	ILLINOIS FED. AID PROJECT			

⚠1 REVISED ENTIRE SHEET 5/25/21

DESIGN SPECIFICATIONS

2017 AASHTO LRFD 8th Ed.
Bridge Design Specifications

DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)

PRECAST UNITS
f'c = 5,000 psi (Precast Panels)
fy = 60,000 psi (Reinforcement)

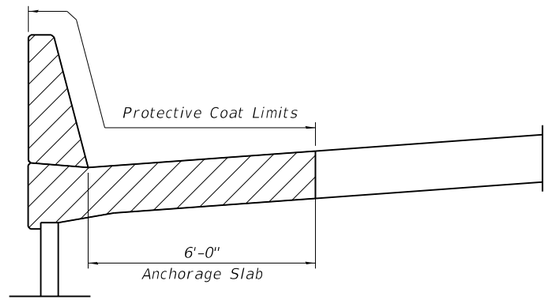
GENERAL NOTES:

1. Existing outer Ramp B and Ramp G will be relocated during during construction of MSE wall.
2. Wall Stations and Offsets are given to the F.F. (front face) of the MSE wall panels and are measured from Ramp D baseline.
3. Install Settlement Platforms according to the Special Provision and Art. 204.06 of the Standard Specifications.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the Engineer for variable subsurface conditions encountered in the field.
6. The gradations and capping of the Embankment used to replace the unsuitable material shall be approved by the Engineer.
7. The cost of the cast-in-place concrete coping, reinforcement bars, preformed joint filler, and dowel bars will be included with the bid pay item "Mechanically Stabilized Earth Wall." The Contractor may substitute a precast coping, the details of which must be included in the shop plans and approved by the Engineer, at no additional cost to the Department.
8. Conduit and electrical details shown in the MSE Wall Plans are for location and installation purposes only. Refer to Electrical and Lighting Plan for details, pay items, and quantities.
9. For borings, see Sheet No. 81-94 of 94 of the Bridge Plans.
10. Removal/relocation of utilities and roadway drains are included on the Roadway Bill of Materials.
11. The MSE wall supplier is alerted to the fact that 5.0 inches of settlement are anticipated from Stations 404+39 to 407+35 and 3.9 inches of settlement are anticipated from Stations 422+21 to 423+39 and shall take appropriate measures to accommodate this settlement in the wall design.
12. The MSE wall supplier shall design the abutment soil reinforcement at each abutment to resist a horizontal service force of 3.4 k/ft. of abutment.
13. See Special Provisions for Mechanically Stabilized Earth Retaining Wall.

INDEX OF SHEETS

MSE WALLS BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu Yd	341
Removal and Disposal of Unsuitable Material for Structures	Cu Yd	495
Concrete Superstructure	Cu Yd	205.8
Protective Coat	Sq Yd	475
Reinforcement Bars Epoxy Coated	Pound	32,210
Mechanically Stabilized Earth Retaining Wall	Sq Ft	7,386
Rock Fill	Cu Yd	2,045



PROTECTIVE COAT LIMITS

ANCHORAGE SLAB
PAY ITEM LEGEND

Paid as Concrete Superstructure

Kaskaskia Engineering Group, LLC
PROFESSIONAL REGISTRATIONS
Illinois Professional Design Firm
Professional Engineering Group
LICENSE NO.
184.006753
20-3680586
200 E. Main St., Suite 100
Mt. Vernon, Illinois 62220
618.233.5677 phone
618.233.5975 fax
www.kaskaskiaeng.com

USER NAME= Moshe Cohen	DESIGNED - MLC	REVISED - 1 5/27/2021 JW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MSE WALL – GENERAL DATA STRUCTURE NO. 010–1004	F.A.I RTE. 74 & 57
	CHECKED - JW	REVISED -			SECTION (10-34-1) HBK
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					SHEET NO. 863
					CONTRACT NO. 70B99
					ILLINOIS FED. AID PROJECT

1 REV. 5/28/21

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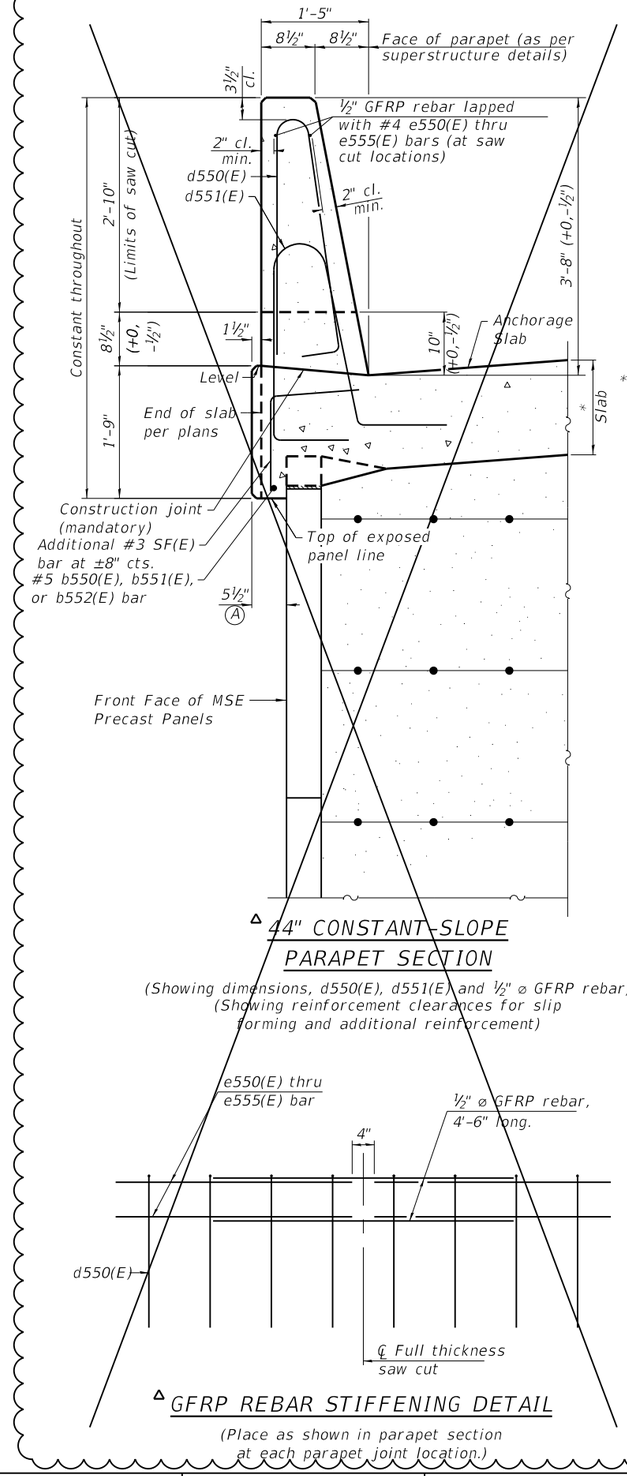
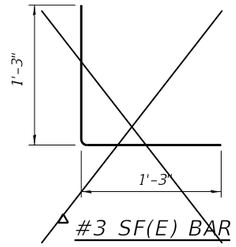


△ 44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d550(E), d551(E) and ½" ⌀ GFRP rebar)
(Showing reinforcement clearances for slip forming and additional reinforcement)

△ GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)



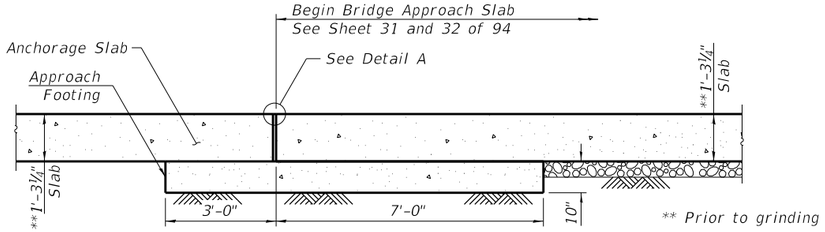
△ #3 SF(E) BAR

△ Items for the Slipforming Option. See Special Provisions.

* See Anchorage Slab Details on Sheet 61 of 94.

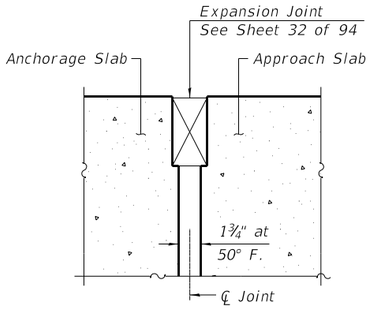
△ NOTES

1. All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.008 cu. yds./ft.
2. Place full depth aluminum sheets as shown on superstructure details.
3. Replace all cork joint filler locations with a full thickness saw cut.

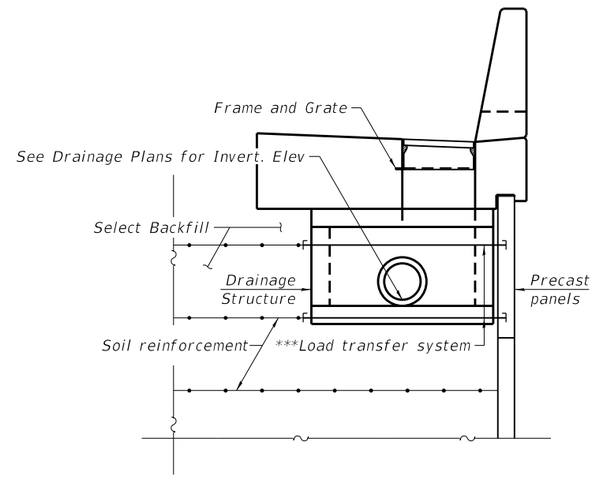


** Prior to grinding

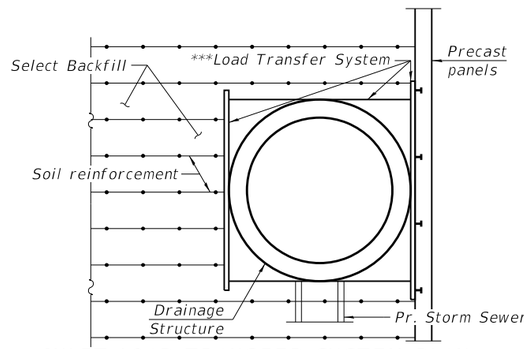
TYPICAL SECTION THROUGH ANCHORAGE AND BRIDGE APPROACH SLAB



DETAIL A



ANCHORAGE SLAB INLET SECTION



INLET LOAD TRANSFER SYSTEM PLAN

*** M.S.E. supplier to design load transfer system to accommodate concrete pipe and drainage structure.

Kaskaskia Engineering Group, LLC
200 E. Main St., Suite 300, Belleville, Illinois 62220
618.233.5077 phone
618.233.5977 fax
www.kaskaskiaeng.com
PROFESSIONAL REGISTRATIONS
Illinois Professional Design Firm 184.004773
Professional Engineering Group 20-5680186

USER NAME = Moshe Cohen	DESIGNED - MLC	REVISED - △1 5/27/2021 JW	
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PLOT DATE = 5/27/2021 (2:58:09 PM)	CHECKED - JW	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

△1 **MSE WALL – ~~PARAPET SLIPFORMING OPTION~~ & MISCELLANEOUS DETAILS**
STRUCTURE NO. 010-1004
SHEET 62 OF 94 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74 & 57	(10-34-1) HBK	CHAMPAIGN	1187	870
		CONTRACT NO. 70B99		
	ILLINOIS FED. AID PROJECT			

△1 REV. 5/28/21

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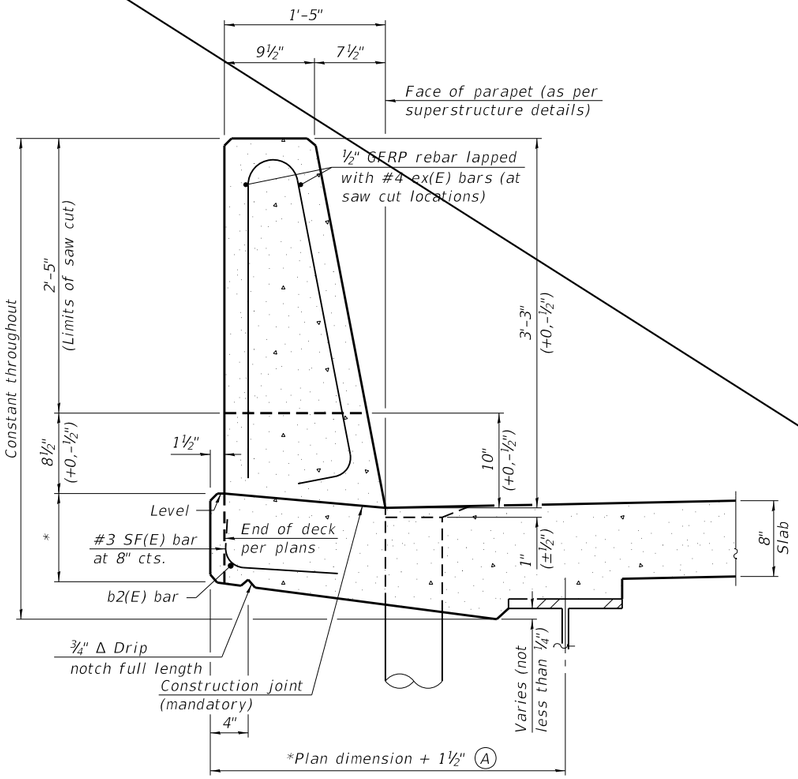
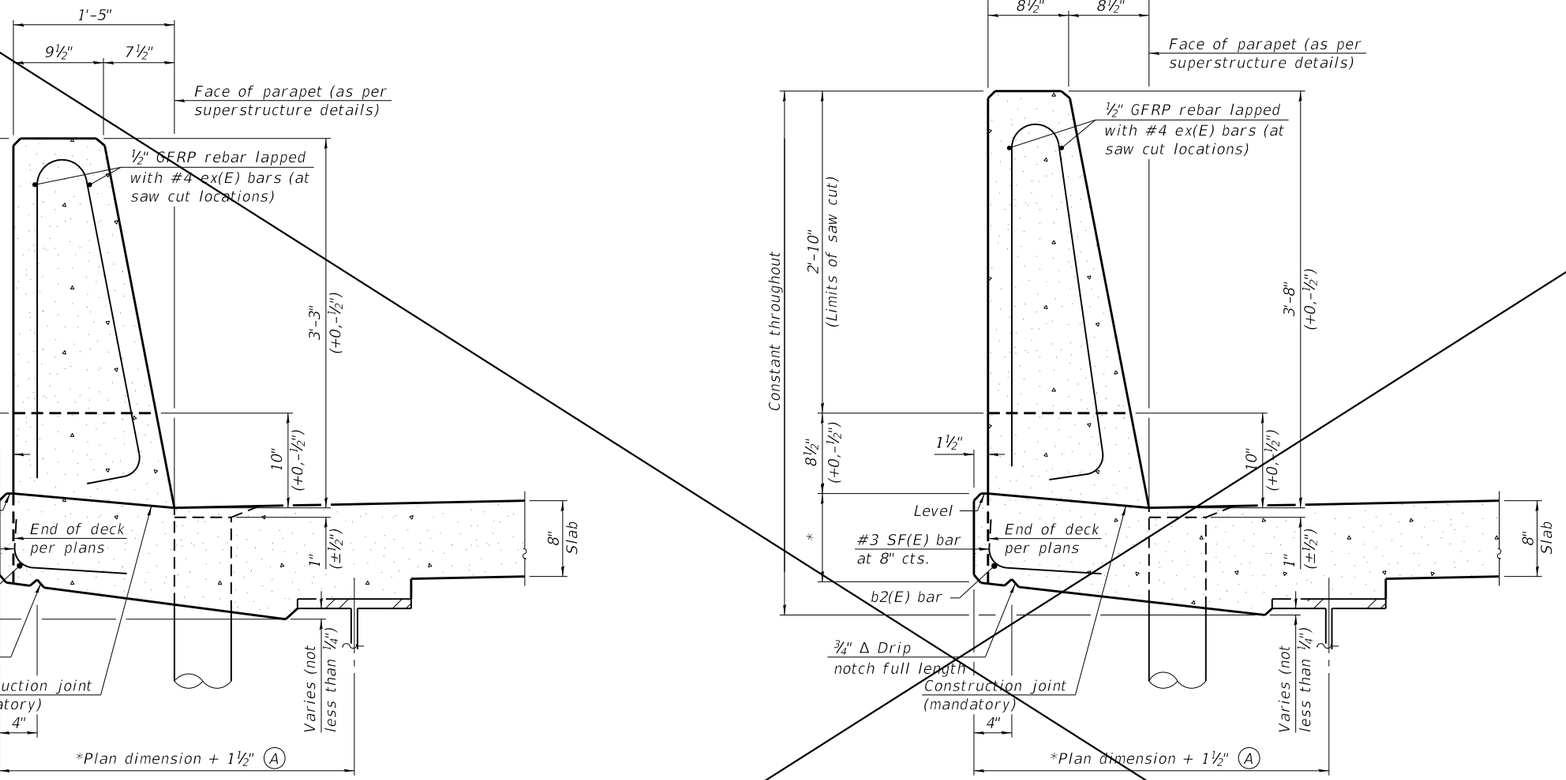


39" CONSTANT-SLOPE PARAPET SECTION

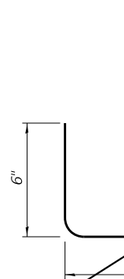
(Showing dimensions, d(E), and ½" Ø GFRP rebar)



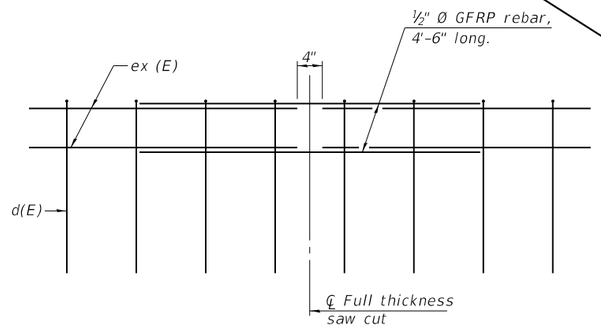
44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.



#3 SF(E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.

FILE NAME = pw:\\cmtengr-pw.bentley.com:cmt-projects\Documents\Projects\IDOT\150066-01\Draw\Structures\CADD_Sheets\RAMP_D\RAMPD-70B99-079-Parapet Slipforming.dgn

CMT	USER NAME = Joey Heger	DESIGNED - DH	REVISED - ⚠1 JTH 5/27/2021	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 010-1004
		CHECKED - JTH	REVISED -		
	PLOT SCALE = N/A	DRAWN - DH	REVISED -		SHEET NO. 79 OF 94 SHEETS
	PLOT DATE = 5/27/2021 (3:44:27 PM)	CHECKED - JTH	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74 & 57	(10-34-1) HBK	CHAMPAIGN	1187	887
		CONTRACT NO. 70B99		
		ILLINOIS FED. AID PROJECT		

⚠1 DELETED PAGE 5/28/21