06142024 LETTING ITEM 038

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166*	1
	ILLINOIS	CONTRACT NO. 68E35		

*166 + 1 = 167 TOTAL SHEETS

P-94-029-05
D-94-048-18
C-94-070-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAI ROUTE 74 (I–74)
SECTION (48–29B)BR
PROJECT NHPP–NQ29(512)
FAI–74 OVER SPOON RIVER AND KNOX RD 1800 E (TR 238A)
KNOX COUNTY

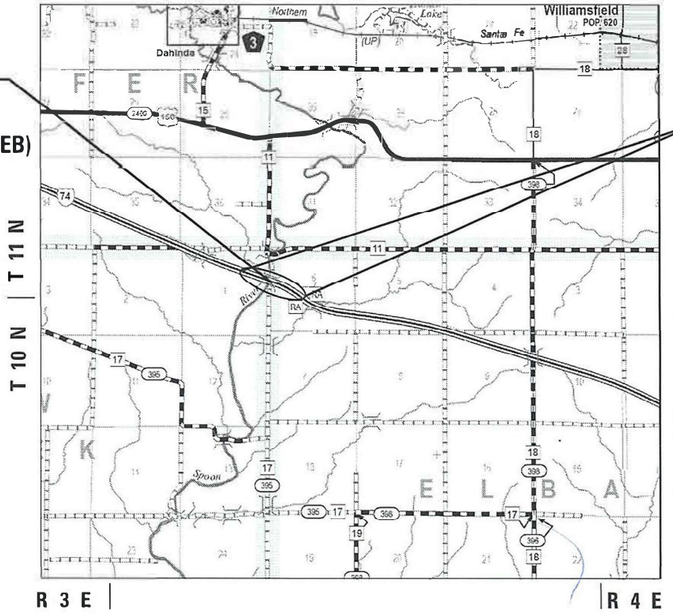
C–94–070–18

INDEX OF SHEETS

FUNCTIONAL CLASSIFICATION
INTERSTATE
2024 ADT = 17,700
P.V. = 66% S.U. = 6% M.U. = 29%

BRIDGE REHABILITATION

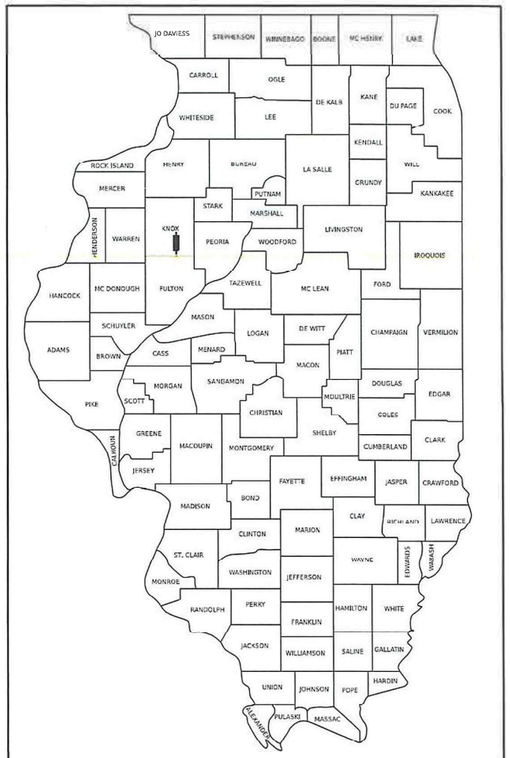
STA 1068 + 89.75
EXIST SN 048–0051 (WB)/048–0052 (EB)



LOCATION MAP

0 1 2
GRAPHIC SCALE IN MILES

GROSS LENGTH = 391.5 FT. = 0.074 MILE
NET LENGTH = 391.5 FT. = 0.074 MILE



LOCATION OF SECTION INDICATED THUS: –■–

THIS PROJECT CONSISTS OF REMOVAL AND RECONSTRUCTION OF BRIDGE DECKS, STEEL SUPERSTRUCTURES, BEARINGS, APPROACH SLABS AND SLOPEWALLS; PARTIAL REMOVAL AND RECONSTRUCTION OF ABUTMENT BACKWALLS AND WINGWALLS; REPAIR OF BRIDGE SUBSTRUCTURES; EARTHWORK; HMA SURFACE REMOVAL; HMA BINDER AND SMA SURFACE AND HMA PAVEMENT CONNECTOR; PAVEMENT EXPANSION JOINT REPLACEMENT; TEMPORARY PAVEMENT; GUARDRAIL; AGGREGATE SHOULDERS; EROSION CONTROL INCLUDING RIP RAP; PAVEMENT MARKING AND RRPM'S; LANDSCAPING; FIBER OPTIC; AND ALL INCIDENTAL AND COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT AS SHOWN ON THE PLANS AND AS DESCRIBED HEREIN.

100′ 200′ 300′ — 1″ = 100′
0 10′ 20′ 30′ — 1″ = 10′
0 50′ 100′ — 1″ = 50′
0 50′ 100′ — 1″ = 40′
0 50′ 100′ — 1″ = 30′
0 50′ 100′ — 1″ = 20′

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
OR 811

PROJECT MANAGER: RON NOLTE (309)671–3470

CATALOG NO. 033103–03D
CONTRACT NO. 68E35

DOUGLAS D. HANSEN
062-045293
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

DOUGLAS D. HANSEN, P.E.
IL. REG. NO. 062–045293

Expires: 11 / 30 2025

Date: 3 / 20 / 2024

APPLIES TO SHEET NOS 1–37, 55–62, AND 104–166
SEE ADDITIONAL SEALS ON SHEET 2

exp U.S. Services Inc.
Chicago, IL
BUILDINGS · EARTH & ENVIRONMENT · ENERGY
INDUSTRIAL · INFRASTRUCTURE · SUSTAINABILITY

EXP U.S. SERVICES INC IS ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184.006387–007

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Mar 21 2024
Kendal A Garnett (KSN)
REGIONAL ENGINEER

May 10, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

May 10, 2024
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV. 4/24/24

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
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
542401-04	METAL FLARED END SECTIONS FOR PIPE CULVERTS
542411	SLOPED METAL END SECTIONS FOR PIPE CULVERTS 15" (375mm) THRU 60" (1500mm) DIA.
542511-02	INLET BOX TYPE 24 (600) C
542546-01	FLUSH INLET BOX FOR MEDIAN
515001-04	NAME PLATE FOR BRIDGES
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALLS FOR PIPE UNDERDRAINS
602301-04	INLET - TYPE A
602306-03	INLET - TYPE B
602402-03	PRECAST MANHOLE TYPE A 5' (1.52 m) DIAMETER
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS TYPE 1
604036-03	GRATE TYPE 8
630001-13	STEEL PLATE BEAM GUARDRAIL
631006-08	TRAFFIC BARRIER TERMINAL, TYPE 1B
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
642001-03	SHOULDER RUMBLE STRIPS, 16 IN.
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
701401-13	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701402-12	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701416-11	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS > 45 MPH
701456-05	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
B.L.R. 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL HIGHWAYS

GENERAL NOTES

AVAILABILITY OF ELECTRONIC FILES

MICROSTATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR AFTER CONTRACT AWARD. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSABILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDNG THEM TO SIMILAR RESPONSIBILITIES.

PLAN ELEVATIONS U.S.G.S. MEAN SEA LEVEL DATUM

ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.

BRIDGE OVERLAY NOTIFICATION

AFTER PLACEMENT OF THE BRIDGE DECK OVERLAY, THE RESIDENT ENGINEER SHALL NOTIFY THE DISTRICT BRIDGE MAINTENANCE ENGINEER OF THE "AS CONSTRUCTED" MILLING DEPTH AND OVERLAY THICKNESS FOR UPDATING THE ILLINOIS HIGHWAY INFORMATION SYSTEM.

HOT - MIX ASPHALT MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S)	MAINLINE	SHOULDERS	SHOULDERS	CROSSOVERS	CROSSOVERS	TEMPORARAY RAMP
MIXTURE USE(S):	POLYMER SMA SURFACE COURSE (2")	SURFACE (2")	LOWER LIFTS (2") TOP LIFT (2")	POLYMER SURFACE 2"	CROSSOVER, 3" LIFTS	TEMPORARAY RAMP
AC/PG:	SBS or SBR 70-28	PG 58-28	PG 58-28	SBS or SBR 70-28	PG 58-28	PG 58-28
DESIGN AIR VOIDS:	4.0% @ N=80	4.0% @ N=50	4.0% @ N=50	4.0% @ N=70	4.0% @ N=70	4.0% @ N=50
MIXTURE COMPOSITION (MIXTURE GRADATION):	IL12.5	IL 9.5FG	IL 9.5	IL 9.5	IL 19.0	IL 9.5
FRICTION AGGREGATE:	MIX E	MIX C	N.A.	MIX E	N.A.	MIX C
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA
MATERIAL TRANSFER	YES	YES	YES	YES	YES	N.A.

NOTES
1. INDIVIDUAL LIFT THICKNESS OF EACH MIX TYPE WILL BE NO LESS THAN 3 TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN 6 TIMES NOMINAL MAXIMUM AGGREGATE SIZE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. FOR DESIGN PURPOSES, MIXTURE WEIGHT FOR ALL MIXES IS DETERMINED TO BE 112.0 LB/S.Y./IN., UNLESS OTHERWISE NOTED.
3. SUBLOT SIZES FOR PFP AND QCP MIXES WILL BE 1000 TONS, UNLESS OTHERWISE AGREED TO BY THE ENGINEER AND THE PAVING CONTRACTOR.

ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (BORROW SITE REVIEW)
- BDE FORM 2290 (WASTE/USE AREA REVIEW)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM D4 PI0101

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS SHALL BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

PLEASE NOTE THAT A MINIMUM OF FOUR WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED WASTE SITE ENVIRONMENTAL CLEARANCES AND SIX WEEKS FOR THE REQUIRED BORROW SITE ENVIRONMENTAL CLEARANCES.

PAVEMENT STATION NUMBERS & PLACEMENT

THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY ¾ INCH (20 MM) WIDE, 5 INCHES (125 MM) HIGH AND 5/8 INCH (15 MM) DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL 200 FEET (ENGLISH STATIONING) OR 100 METERS (METRIC STATIONING)

BOTTOM OF NUMBERS 6 INCHES (150 MM) FROM THE INSIDE EDE OF THE PAVEMENT MARKING

LOCATION:

- 2,3 & 5 LANE PAVEMENTS RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAYS OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS ALONG BASELINE EDGE OF PAVEMENT

POSITION STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX (XX+X00)" WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) RATES

SURFACE TYPE	RESIDUAL RATE
MILLED (HMA OR PCC)	0.08 LB/SF
EXISTING PAVEMENT	0.08 LB/SF
FOG COAT (BETWEEN LIFTS)	0.08 B/SF

PAVING SURFACE COURSE

CONTINOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

CROSSING EXISTING STRUCTURE WITH EQUIPMENT

THE FOLLOWING STRUCTURES, SN 072-0115 (40 TONS), SN 072-0114 (40 TONS), MAY BE CROSSED WITH AN EMPTY MTD OR WITH THE MAXIMUM TONNAGE LISTED.

ANY STRUCTURES NOT LISTED ABOVE SHALL BE VERIFIED BY THE RESIDENT PRIOR TO BEGINNING WORK.

ORDERING LENGTH CONFIRMATION DRAINAGE ITEMS

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

SECURING DRAINAGE STRUCTURE GRATES

PRIOR TO ROUTING TRAFFIC ONTO THE SHOULDERS AS SHOWN IN THE STAGING PLANS, THE CONTRACTOR SHALL SECURE GRATINGS ON SHOULDER INLETS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL PAY ITEM.

ADDITIONAL SUPPLEMENTAL TRAFFIC CONTROL

THE DEPARTMENT RESERVES THE RIGHT AT ANY TIME TO ADD ADDITIONAL TRAFFIC CONTROL SYSTEMS OR DEVICES WITHIN THE ACTIVE CONTRACT LIMITS, BY MEANS OF AN ADDITIONAL CONTRACT. ALL TERMS OF ARTICLE 105.08 OF THE STANDARD SPECIFICATIONS SHALL BE FOLLOWED BY EACH CONTRACTOR.

REMOVAL OF VEGETATION AND UNSUITABLE SOILS

THE CONTRACTOR SHALL REMOVE VEGETATION AND UNSUITABLE SOILS PRIOR TO CONSTRUCTION OF EMBANKMENTS FOR THE TEMPORARY CROSSOVERS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. THE QUANTITY FOR THIS ITEM WAS CALCULATED BASED AN ESTIMATED 3 INCH DEPTH OF REMOVAL.

STATUS OF UTILITIES

THERE IS AN EXISTING CONDUIT CARRYING IDOT CENTRAL MANAGEMENT SERVICES FIBER OPTIC ON THE I-74 WB BRIDGE. IDOT TO PROVIDE DIRECTION,

AGGREGATE SUBGRADE IMPROVEMENT

THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROBEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

EXISTING SUPERELEVATIONS

PRIOR TO MILLING, THE CONTRACTOR SHALL SURVEY THE EXISTING SUPERELEVATION RATES AND TRANSITIONS WITHIN THE LIMITS OF THE PROPOSED MILLING AND RESURFACING. THE RESIDENT ENGINEER SHALL DETERMINE THE AVERAGE RATE OF THE EXISTING PAVEMENT WHICH SHALL BE USED FOR THE PROPOSED MILLING AND RESURFACING UNLESS THE RATE IS OUTSIDE OF POLICY VALUES. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80

COMMITMENTS

NO COMMITMENTS

JOSEPH A. REGIS 062-047290 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS

Signed: Joseph A. Regis
Date: 3/20/2024
Expires: 11/30/2025

AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

APPLIES TO SHEET NOS 38-54

AMES ENGINEERING INC IS ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184.002888-0002

STATE OF ILLINOIS VINOD C. PATEL 081-004528 CHICAGO, IL LICENSED STRUCTURAL ENGINEER

Signed:
Date: 3/20/2024
Expires: 11/30/2024

exp U.S. Services Inc.
Chicago, IL
BUILDINGS·EARTH & ENVIRONMENT·ENERGY
INDUSTRIAL·INFRASTRUCTURE·SUSTAINABILITY

APPLIES TO SHEET NOS 63-101

EXP U.S. SERVICES INC IS ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184.006387-007

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-GENNOTE.DGN

exp

USER NAME = PARRAV		DESIGNED -	D. Hansen	REVISED -	
		DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666667 '/ IN.		CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 3/27/2024		DATE -	3/25/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HIGHWAY STANDARDS, GENERAL NOTES, AND COMMITMENTS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	2
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

REV. 4/9/24

					CONSTRUCTION CODE		
					RURAL NHPP FUNDS	RURAL NHPP FUNDS	RURAL NHPP FUNDS
					90% FED / 10% STATE	90% FED / 10% STATE	90% FED / 10% STATE
					0004	0013	0013
SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	RURAL	RURAL	RURAL
					I	II	III
	20200100	EARTH EXCAVATION	CU YD	10,208	10,208		
*	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,092	1,092		
	20400800	FURNISHED EXCAVATION	CU YD	5,355	5,355		
	21101610	TOPSOIL FURNISH AND PLACE, 3"	SQ YD	13,216	13,216		
	25000210	SEEDING, CLASS 2A	ACRE	2.8	2.8		
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	248	248		
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	248	248		
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	248	248		
**	25000750	MOWING	ACRE	14.0	14.0		
	25100630	EROSION CONTROL BLANKET	SQ YD	13,216	13,216		
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	173	173		
	28000400	PERIMETER EROSION BARRIER	FOOT	603	603		

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS

II = WB BRIDGE - STRUCTURE NUMBER 048-0051

III = EB BRIDGE - STRUCTURE NUMBER 048-0052

** THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/26/2024	DATE - 3/26/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	3
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

REV. 4/9/24

SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0004 RURAL I	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL II	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL III
	28000510	INLET FILTERS	EACH	2	2		
	28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	8,365	8,365		
	28100107	STONE RIPRAP, CLASS A4	SQ YD	804		186	618
	28100109	STONE RIPRAP, CLASS A5	SQ YD	1,361		671	690
	28200200	FILTER FABRIC	SQ YD	1,364		478	886
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	9,909	9,909		
	40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	11,223	11,223		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	290	290		
	40600990	TEMPORARY RAMP	SQ YD	376	376		
	40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	206	206		
	40605034	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80	TON	1,481	1,481		
	44000100	PAVEMENT REMOVAL	SQ YD	6,170	6,170		

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS

II = WB BRIDGE - STRUCTURE NUMBER 048-0051

III = EB BRIDGE - STRUCTURE NUMBER 048-0052

* THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKEXP\EXP-PW.BENTLEY.COM_EXP-PW-011D014348\D0468E35-SHT-SOQ-02.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	4
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0004 RURAL I	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL II	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL III
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	13,126	13,126		
	44004250	PAVED SHOULDER REMOVAL	SQ YD	5,400	5,400		
	48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	1,440	1,440		
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	22	22		
	48203005	HOT-MIX ASPHALT SHOULDERS, 2"	SQ YD	2,361	2,361		
	48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1,837	1,837		
	48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	508	508		
	50100300	REMOVAL OF EXISTING SUPERSTRUCTURE NO. 1	EACH	1		1	
	50100400	REMOVAL OF EXISTING SUPERSTRUCTURE NO. 2	EACH	1			1
	50102400	CONCRETE REMOVAL	CU YD	58.4		29.2	29.2
	50104650	SLOPE WALL REMOVAL	SQ YD	2,421		1,035	1,386
	50157300	PROTECTIVE SHIELD	SQ YD	438		219	219
	50200100	STRUCTURE EXCAVATION	CU YD	196		98	98

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS

II = WB BRIDGE - STRUCTURE NUMBER 048-0051

III = EB BRIDGE - STRUCTURE NUMBER 048-0052

* THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-SOQ-03.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	5
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

REV. 5/2/24

SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0004 RURAL I	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL II	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL III
	50300100	FLOOR DRAINS	EACH	72		36	36
	50300225	CONCRETE STRUCTURES	CU YD	45.8		22.9	22.9
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,136.8		568.4	568.4
	50300300	PROTECTIVE COAT	SQ YD	4,426		2,213	2,213
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1.0		0.5	0.5
	50500505	STUD SHEAR CONNECTORS	EACH	14,352		7,176	7,176
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	313,006	12,126	150,440	150,440
	51100100	SLOPE WALL 4 INCH	SQ YD	1,150		594	556
	51500100	NAME PLATES	EACH	2		1	1
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	152.0		76.0	76.0
	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	48		24	24
	52100520	ANCHOR BOLTS, 1"	EACH	144		72	72

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS

II = WB BRIDGE - STRUCTURE NUMBER 048-0051

III = EB BRIDGE - STRUCTURE NUMBER 048-0052

* THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKJEXP-PW.BENTLEY.COM_EXP-PW-01100143380D468E35-SHT-SOQ-04.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	6
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0004 RURAL I	RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL II	RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL III
	52100540	ANCHOR BOLTS, 1 1/2"	EACH	48		24	24
	54210182	PIPE ELBOW, 12"	EACH	2	2		
	5421A024	PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY)	FOOT	607	607		
	54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	2	2		
	54245205	INLET BOX, STANDARD 542511	EACH	1	1		
	54260618	SLOPED METAL END SECTION WITH GRATE, STANDARD 542411, 18", 1:4	EACH	3	3		
	54262712	METAL FLARED END SECTIONS 12"	EACH	2	2		
	54262724	METAL FLARED END SECTIONS 24"	EACH	2	2		
	550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	25	25		
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	130		65	65
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	78		39	39
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	15	15		

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS

II = WB BRIDGE - STRUCTURE NUMBER 048-0051

III = EB BRIDGE - STRUCTURE NUMBER 048-0052

* THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKJEXP-PW.BENTLEY.COM_EXP-PW-01\D0143380\D0468E35-SHT-SOQ-05.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 3/26/2024	DATE - 3/26/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	7
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0004 RURAL I	RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL II	RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL III
	60100070	SHOULDER REMOVAL AND REPLACEMENT	FOOT	77	77		
	60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	257	257		
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2		
	60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1		
	60240301	INLETS, TYPE B, TYPE 8 GRATE	EACH	1	1		
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	950	950		
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1		
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6		
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
	63200310	GUARDRAIL REMOVAL	FOOT	1,799	1,799		
*	63300575	REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	616	616		
	64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	15,039	15,039		

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS

II = WB BRIDGE - STRUCTURE NUMBER 048-0051

III = EB BRIDGE - STRUCTURE NUMBER 048-0052

* THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKEXP\EXP-PW.BENTLEY.COM_EXP-PW-011D014348\D0468E35-SHT-SOQ-06.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 3/26/2024	DATE - 3/26/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	8
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0004 RURAL I	RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL II	RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL III
*	66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	2	2		
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	33	33		
	67100100	MOBILIZATION	L SUM	1	1		
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	1,440	1,440		
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,072	1,072		
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	38,526	38,526		
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	FOOT	19,631	19,631		
	70307125	TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE	FOOT	10,856	10,856		
	70307140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE	FOOT	2,421	2,421		
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	11,712.5	11,712.5		
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	6,162.5	6,162.5		
	70500200	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE B	FOOT	504	504		
	70500615	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	2	2		
	70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	7	7		
	70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2		

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS

II = WB BRIDGE - STRUCTURE NUMBER 048-0051

III = EB BRIDGE - STRUCTURE NUMBER 048-0052

* THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW401D0143438D468E35-SHT-SOQ-07.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 3/26/2024	DATE - 3/26/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	9
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

REV. 4/24/24REV. 4/9/24

SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0004 RURAL I	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL II	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL III
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
*	78003111	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LINE 4"	FOOT	12,064	12,064		
*	78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	12,064	12,064		
*	78003141	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B -STANDARD - LINE 8"	FOOT	1,722	1,722		
*	78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	1,722	1,722		
*	78003151	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LINE 12"	FOOT	166	166		
*	78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	166	166		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	121	121		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	121	121		
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	7,018	7,018		
	X0325734	SLOTTED DRAIN REMOVAL	FOOT	366	366		
	X0326440	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)	SQ YD	1,783	1,783		
	X1200044	TEMPORARY STORM SEWER 12"	FOOT	820	820		
	X1200073	MANHOLE REMOVAL	EACH	1	1		
*	X1400301	FIBER OPTIC CABLE, MICRO, 96 FIBERS, SINGLE MODE	FOOT	1,450	1,450		

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS

II = WB BRIDGE - STRUCTURE NUMBER 048-0051

III = EB BRIDGE - STRUCTURE NUMBER 048-0052

* THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-2110014343810468E35-SHT-SQQ408.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/26/2024	DATE - 3/26/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	10
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

REV. 4/24/24 REV. 4/9/24

SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0004 RURAL I	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL II	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL III
	X4400196	HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)	SQ YD	415	415		
	X4404400	PAVEMENT REMOVAL (SPECIAL)	SQ YD	591	591		
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	2,944		1,419	1,525
	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	506		253	253
	X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	4,100		2,050	2,050
	X5080530	BAR TERMINATOR	EACH	344		172	172
	X5427602	REMOVE EXISTING FLARED END SECTION	EACH	2	2		
	X6015000	REMOVE CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	3	3		
	X6028300	INLETS TO BE REMOVED (SPECIAL)	EACH	1	1		
	X6050700	REMOVE INLET BOX	EACH	2	2		
	X6350204	LINEAR DELINEATOR PANELS, 4 INCH	EACH	14	14		
	X6420100	SHOULDER RUMBLE STRIP REMOVAL	SQ YD	2,316	2,316		

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS

II = WB BRIDGE - STRUCTURE NUMBER 048-0051

III = EB BRIDGE - STRUCTURE NUMBER 048-0052

* THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-ADMIN\D0014343810468E35-SHT-SQQ409.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 3/26/2024	DATE - 3/26/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	11
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0004 RURAL I	RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL II	RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL III
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
*	X8101100	UNDERGROUND CONDUIT, MULTI-DUCT, 7-16MM MICRODUCTS	FOOT	1,050	1,050		
	Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	529	529		
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	459	459		
	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	8		4	4
	Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	12		6	6
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	16		8	8
	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	3,744		1,819	1,925
*	Z0033052	COMMUNICATIONS VAULT	EACH	2	2		
	Z0034105	MATERIAL TRANSFER DEVICE	TON	1,745	1,745		
	Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	42	42		

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS

II = WB BRIDGE - STRUCTURE NUMBER 048-0051

III = EB BRIDGE - STRUCTURE NUMBER 048-0052

* THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PWG01\D0014343\BID468E35-SHT-SOO-10.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	12
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

REV. 4/24/24 REV. 4/9/24

SPL'TY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: RURAL NHPP FUNDS 90% FED / 10% STATE 0004 RURAL I	RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL II	RURAL NHPP FUNDS 90% FED / 10% STATE 0013 RURAL III
	Z0062456	TEMPORARY PAVEMENT	SQ YD	7,251	7,251		
	Z0065765	SLOTTED DRAIN 18" WITH VARIABLE SLOT	FOOT	366	366		
	X4201410	BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	SQ YD	330	330		
Ø	Z0076600	TRAINEES	HOUR	500	500		
	X5200024	DOUBLE EXPANSION JOINT 4"	SQ YD	101	101		
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500		
	X5030232	DOUBLE REINFORCED CONCRETE SLAB	CU YD	96.3	96.3		

Ø 0042

LEGEND

I = ROADWAY & NON-STRUCTURAL ITEMS
II = WB BRIDGE - STRUCTURE NUMBER 048-0051
III = EB BRIDGE - STRUCTURE NUMBER 048-0052

* THIS ITEM IS PAID FOR AS 100% STATE FUNDS.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW401\D0014343\D0468E35-SHT-SOQ-11.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/26/2024	DATE - 3/25/2024	REVISED -	

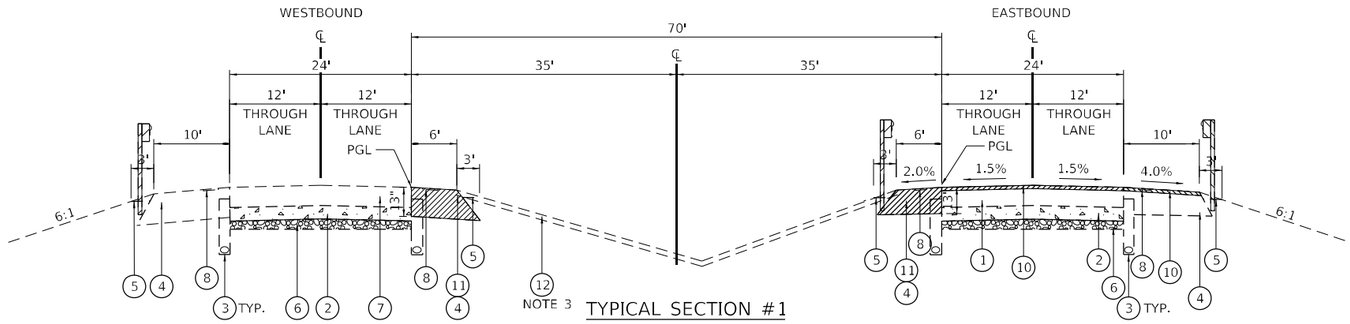
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

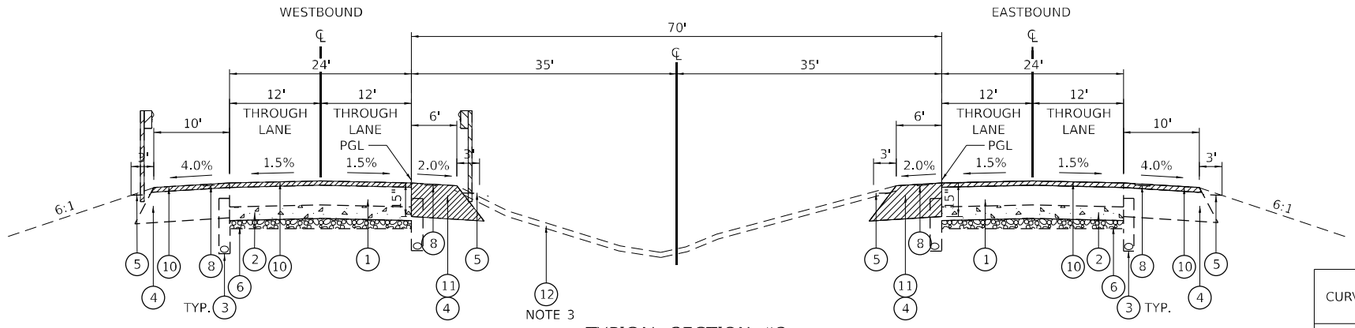
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	13
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

REV. 4/16/24 REV. 4/9/24



TYPICAL SECTION #1

STA. 1055+59.81 TO STA. 1066+64.57 (EB)
STA. 1055+28.73 TO STA. 1066+44.80 (WB)
STA. 1066+64.80 TO STA. 1071+14.88 (BRIDGE OMISSION) (NOTE 2)
(LOOKING EAST)

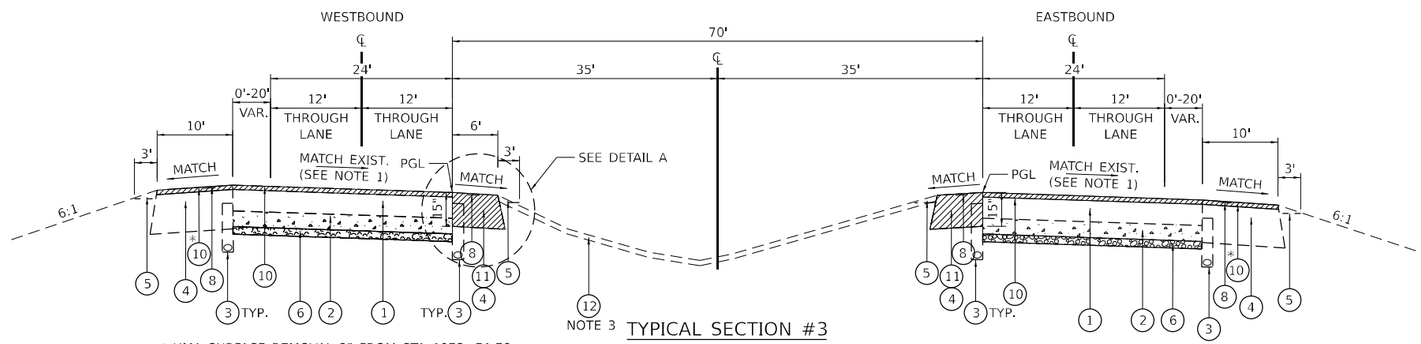


TYPICAL SECTION #2

STA. 1071+89.46 TO STA. 1073+71.78 (EB)
STA. 1071+89.30 TO STA. 1073+71.78 (WB)
STA. 1066+64.80 TO STA. 1071+14.88 (BRIDGE OMISSION)
(LOOKING EAST)

TABLE FOR SUPERELEVATION
(FROM PREVIOUS SET OF PLANS WHICH INCLUDED OVERLAY OF THIS SECTION)

CURVE NO.	S.E. TRANSITION ATTAINED STA. TO STA.	FULL SUPER STA. TO STA.	RATE	S.E. TRANSITION REMOVED STA. TO STA.
1	STA. 1072+02.52 TO STA. 1074+59.52	STA. 1074+59.53 TO STA. 1087+89.33	2%	STA. 1087+89.33 TO STA. 1090+44.33
2	STA. 1092+72.60 TO STA. 1095+27.60	STA. 1095+27.60 TO STA. 1113+68.87	2.8%	STA. 1113+68.87 TO STA. 1116+23.87

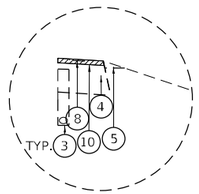


* HMA SURFACE REMOVAL 2" FROM STA 1073+71.78 TO STA 1077+40

TYPICAL SECTION #3

STA. 1073+71.78 TO STA. 1083+73.36 (EB)
STA. 1073+71.78 TO STA. 1087+62.10 (WB)
(LOOKING EAST)

* HMA SURFACE REMOVAL 2" FROM STA 1073+71.78 TO STA 1077+53



DETAIL A

STA. 1085+60.30 TO STA 1087+62.10 (WB)

NOTES

1. THE EXISTING CROSS SLOPES SHALL BE FIELD VERIFIED WHILE LANE IS CLOSED, PRIOR TO MILLING. THE RESIDENT ENGINEER SHALL DETERMINE THE AVERAGE RATE OF THE EXISTING PAVEMENT WHICH SHALL BE USED FOR THE PROPOSED MILL AND OVERLAY UNLESS RATE IS FOUND TO BE OUTSIDE OF POLICY VALUES, INDICATING A CORRECTION WOULD BE NEEDED.
2. SEE EXISTING CONDITION AND REMOVAL PLANS, PLAN AND PROFILE SHEETS, AND PAVEMENT DETAILS FOR SEGMENTS FROM BRIDGE APPROACH SLAB TO THE END OF DOUBLE EXPANSION JOINTS.
3. SEE GENERAL NOTES AND CROSS SECTIONS REGARDING LIMITS OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS.

EXISTING LEGEND

REMOVAL

1. EXIST. BIT. OVERLAY 6-9"
2. EXIST. P.C.C. PAVT. 7"
3. EXIST. PIPE UNDER DRAIN
4. EXIST. BIT. SHOULDER
5. EXIST. AGG. SHOULDER
6. EXIST. STABILIZED SUB BASE
7. EXIST. P.C.C. OVERLAY 9"
8. EXIST. SHOULDER RUMBLE STRIP
9. SURF REM VAR (SPL)
10. HMA SURFACE REMOVAL, 2"
11. PAVED SHOULDER REMOVAL
12. REM & DISP UNS MATL
13. PAVEMENT REMOVAL

PROPOSED LEGEND

15. HMA SHOULDERS 8"
16. P SC SMA 12.5E N80, 2"
17. AGGREGATE SUBGRADE IMPROVEMENT 12"
18. SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
19. AGGREGATE SHLDS B 6
20. P BIT MATLS TACK CT
21. TEMPORARY PAVEMENT
22. AGG WEDGE SHLD TYPE B
23. SHOULDER RUMBLE STRIPS, 16 INCH
24. EMBANKMENT
25. HMA SHOULDERS 2"
26. TOPSOIL FURNISH AND PLACE, 3"

MODEL: DEFAULT
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exp.

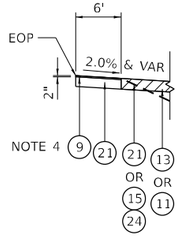
USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED - GW
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 20.0000 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS
I-74

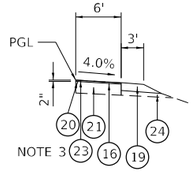
SCALE: N.T.S. | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	14
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	



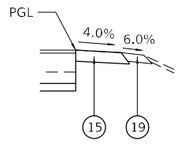
DETAIL A - STAGE 2A REMOVALS

STA 1056+59.05 TO STA 1063+81.09
STA 1073+88.49 TO STA 1082+31.79



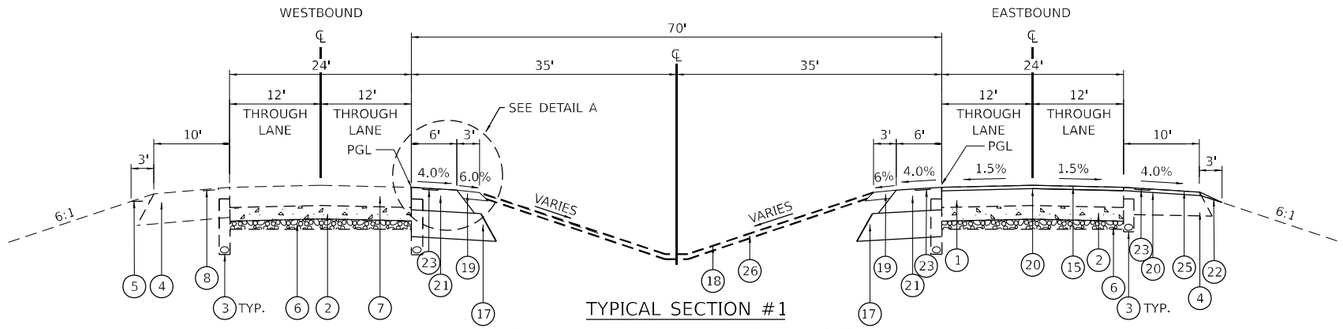
DETAIL A - PROPOSED

STA 1056+59.05 TO STA 1063+81.09
STA 1073+88.49 TO STA 1082+31.79



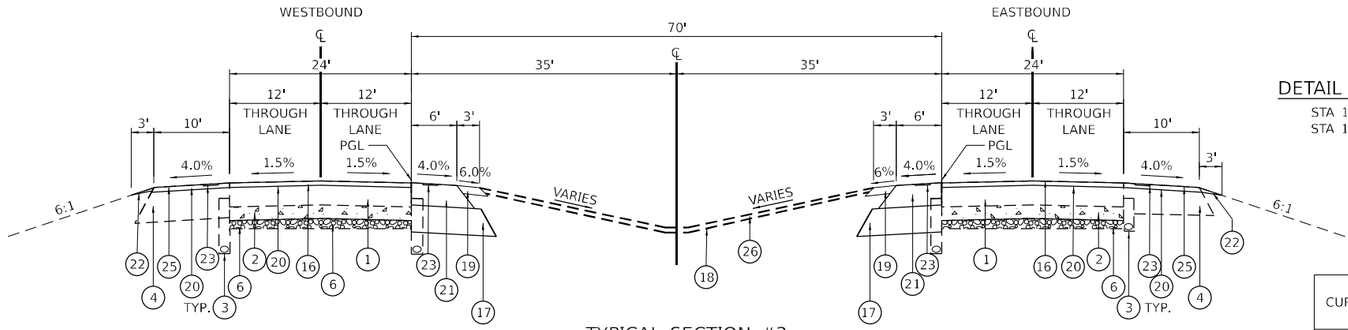
DETAIL B

STA 1078+15.15 TO STA 1079+92.90
STA 1076+08.81 TO STA 1079+41.59*
*INSIDE SHOULDER ALONG I-74 EB
-MIRROR IMAGE OF DETAIL B



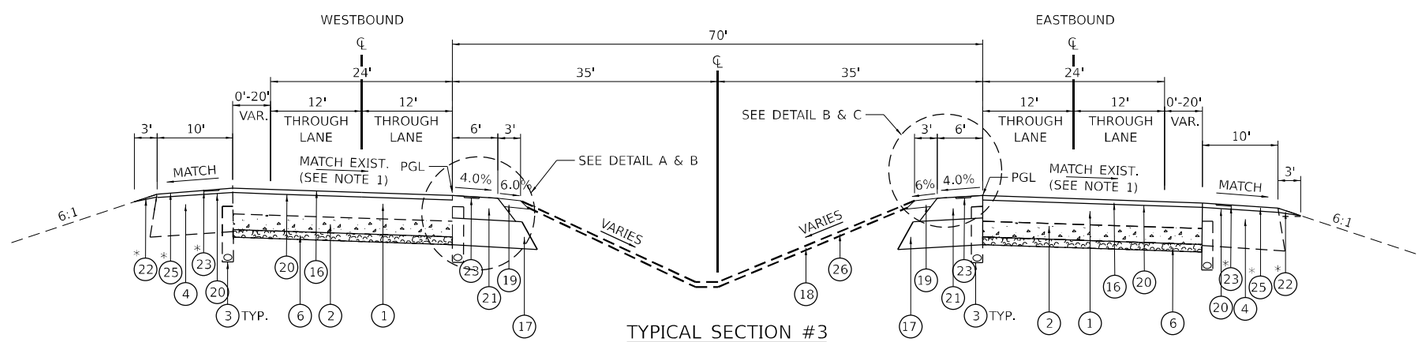
TYPICAL SECTION #1

STA. 1055+59.81 TO STA. 1066+64.57 (EB)
STA. 1055+28.73 TO STA. 1066+44.80 (WB)
STA. 1066+64.80 TO STA. 1071+14.88 (BRIDGE OMISSION) (NOTE 2)
(LOOKING EAST)



TYPICAL SECTION #2

STA. 1071+89.46 TO STA. 1073+71.78 (EB)
STA. 1071+89.30 TO STA. 1073+71.78 (WB)
STA. 1066+64.80 TO STA. 1071+14.88 (BRIDGE OMISSION)
(LOOKING EAST)



TYPICAL SECTION #3

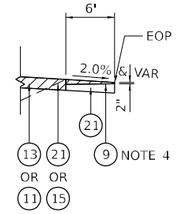
STA. 1073+71.78 TO STA. 1083+73.36 (EB)
STA. 1073+71.78 TO STA. 1087+62.10 (WB)
(LOOKING EAST)

* HMA SURFACE REMOVAL 2", SHOULDER RUMBLE STRIPS, 16 INCH AND AGG WEDGE SHLD TYPE B FROM STA 1073+71.78 TO STA 1077+40

* HMA SURFACE REMOVAL 2", SHOULDER RUMBLE STRIPS, 16 INCH AND AGG WEDGE SHLD TYPE B FROM STA 1073+71.78 TO STA 1077+53

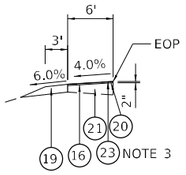
NOTES

1. THE EXISTING CROSS SLOPES SHALL BE FIELD VERIFIED WHILE LANE IS CLOSED, PRIOR TO MILLING. THE RESIDENT ENGINEER SHALL DETERMINE THE AVERAGE RATE OF THE EXISTING PAVEMENT WHICH SHALL BE USED FOR THE PROPOSED MILL AND OVERLAY UNLESS RATE IS FOUND TO BE OUTSIDE OF POLICY VALUES, INDICATING A CORRECTION WOULD BE NEEDED.
2. SEE EXISTING CONDITION AND REMOVAL PLANS, PLAN AND PROFILE SHEETS, AND PAVEMENT DETAILS FOR SEGMENTS FROM BRIDGE APPROACH SLAB TO THE END OF DOUBLE EXPANSION JOINTS.
3. SHOULDER RUMBLE STRIPS PER STANDARD 642001 SHALL BE CONSTRUCTED IN STAGE 2A.
4. SURF REM VAR DP (SPL) - MILL TO PROPOSED SLOPE.



DETAIL C - STAGE 2A REMOVALS

STA 1056+59.81 TO STA 1063+21.71
STA 1074+17.93 TO STA 1083+73.35



DETAIL C - PROPOSED

STA 1056+59.81 TO STA 1063+21.71
STA 1074+17.93 TO STA 1083+73.35

TABLE FOR SUPERELEVATION
(FROM PREVIOUS SET OF PLANS WHICH INCLUDED OVERLAY OF THIS SECTION)

CURVE NO.	S.E. TRANSITION ATTAINED STA. TO STA.	FULL SUPER STA. TO STA.	RATE	S.E. TRANSITION REMOVED STA. TO STA.
1	STA. 1072+02.52 TO STA. 1074+59.52	STA. 1074+59.53 TO STA. 1087+89.33	2%	STA. 1087+89.33 TO STA. 1090+44.33
2	STA. 1092+72.60 TO STA. 1095+27.60	STA. 1095+27.60 TO STA. 1113+68.87	2.8%	STA. 1113+68.87 TO STA. 1116+23.87

EXISTING LEGEND

REMOVAL

1. EXIST. BIT. OVERLAY 6-9"
2. EXIST. P.C.C. PAVT. 7"
3. EXIST. PIPE UNDER DRAIN
4. EXIST. BIT. SHOULDER
5. EXIST. AGG. SHOULDER
6. EXIST. STABILIZED SUB BASE
7. EXIST. P.C.C. OVERLAY 9"
8. EXIST. SHOULDER RUMBLE STRIP
9. SURF REM VAR (SPL)
10. HMA SURFACE REMOVAL, 2"
11. PAVED SHOULDER REMOVAL
12. REM & DISP UNS MATL
13. PAVEMENT REMOVAL

PROPOSED LEGEND

15. HMA SHOULDERS 8"
16. P SC SMA 12.5E N80, 2"
17. AGGREGATE SUBGRADE IMPROVEMENT 12"
18. SEEDING CLASS 2A WITH EROSION CONTROL BLANKET
19. AGGREGATE SHLDS B 6
20. P BIT MATLS TACK CT
21. TEMPORARY PAVEMENT
22. AGG WEDGE SHLD TYPE B
23. SHOULDER RUMBLE STRIPS, 16 INCH
24. EMBANKMENT
25. HMA SHOULDERS 2"
26. TOPSOIL FURNISH AND PLACE, 3"

MODEL: DEFAULT
FILE NAME: C:\PW_WORKEXP-PW\BENTLEY.COM.EXP-PW-01\D0143438\D0468E35-SHT-TYPICAL-02.DGN

exp.

USER NAME = SWANSONAL		DESIGNED -	D. Hansen	REVISED -	GW
		DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 20.0000 ' / IN.		CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 3/20/2024		DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	15
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

21101610 TOPSOIL FURNISH AND PLACE, 3" — TOTAL 13216 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
I-74 MEDIAN	1055+28.70	1066+64.79	6304.8
I-74 MEDIAN	1071+15.00	1083+72.00	6911.3

25000210 SEEDING, CLASS 2A — TOTAL 2.8 ACRE

ROADWAY	FROM STA	TO STA	SUBTOTALS
I-74 MEDIAN	1055+28.70	1066+64.79	1.30
I-74 MEDIAN	1071+15.00	1083+72.00	1.43

25000400 NITROGEN FERTILIZER NUTRIENT — TOTAL 248 POUND

FOR	AREA ACRE	APL RATE LBS/ACRE	SUBTOTALS
SEEDING, CLASS 2A	2.75	90	247.5

25000500 PHOSPHORUS FERTILIZER NUTRIENT — TOTAL 248 POUND

FOR	AREA ACRE	APL RATE LBS/ACRE	SUBTOTALS
SEEDING, CLASS 2A	2.75	90	247.5

25000600 POTASSIUM FERTILIZER NUTRIENT — TOTAL 248 POUND

FOR	AREA ACRE	APL RATE LBS/ACRE
SEEDING, CLASS 2A	2.75	90

25000750 MOWING — TOTAL 14 ACRE

LOCATION	FROM STA	TO STA	SUBTOTALS
Median	1035+59.00	1066+80.00	4.30
Median	1070+85.00	1107+61.00	5.06
I-74 EB OUTSIDE	1035+59.00	1066+75.00	1.07
I-74 EB OUTSIDE	1071+00.00	1107+61.00	1.26
I-74 WB OUTSIDE	1035+59.00	1066+70.00	1.07
I-74 WB OUTSIDE	1071+10.00	1107+61.00	1.26

25100630 EROSION CONTROL BLANKET — TOTAL 13216 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
I-74 MEDIAN	1055+28.70	1066+64.79	6304.8
I-74 MEDIAN	1071+15.00	1083+72.00	6911.3

28000250 TEMPORARY EROSION CONTROL SEEDING — TOTAL 173 POUND

ROADWAY	FROM STA	TO STA	SUBTOTALS
I-74 MEDIAN	1055+28.70	1065+11.00	80.7
I-74 MEDIAN	1072+87	1083+30	80.43
I-74 MEDIAN	1074+30.00	1084+00.00	11.75

28000400 PERIMETER EROSION BARRIER — TOTAL 603 FOOT

LOCATION	STATION	SUBTOTALS
WEST BANK OF RIVER	1067+73.00	312
EAST BANK OF RIVER	1070+20.00	291

28000510 INLET FILTERS — TOTAL 2 EACH

LOCATION	STATION	SUBTOTALS
MEDIAN	1062+16.00	1
MEDIAN	1073+20.00	1

28001100 TEMPORARY EROSION CONTROL BLANKET — TOTAL 8365 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
I-74 MEDIAN	1055+28.70	1065+11.00	3903.8
I-74 MEDIAN	1073+66.00	1082+33.00	3892.9
I-74 MEDIAN	1074+30.00	1084+00.00	568.6

40600295 POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) — TOTAL 11223 POUND

BENEATH COURSE	SUBTOTALS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX	9523
HOT-MIX ASPHALT SHOULDERS, 2"	1700

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT — TOTAL 290 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74	1065+82.55	1065+92.55	34.1
EB I-74	1071+89.46	1071+99.46	35.3
EB I-74	1083+63.28	1083+73.28	43.2
EB I-74	1055+59.81	1055+69.81	44.9
WB I-74	1071+89.30	1071+99.30	49.4
WB I-74	1087+52.10	1087+62.10	49.4
Ramp D	44+17.78	44+27.78	15.7
Ramp A	00+92.80	01+02.00	17.5

40600990 TEMPORARY RAMP — TOTAL 376 SQ YD

ROADWAY	FROM STA	DEPTH IN	LENGTH FEET	WIDTH FEET	SUBTOTALS
I-74 EB	1035+59.81	1.5	10.00	40	44.4
I-74 EB	1065+92.55	1.5	10.00	40	44.4
I-74 EB	1071+99.46	2	13.33	40	59.3
I-74 EB	1083+73.36	2	13.33	40	59.3
I-74 EB EXIT	1+02.00	2	13.33	16.1	23.9
I-74 WB	1071+89.30	2	13.33	40	59.3
I-74 WB	1107+60.85	2	13.33	40	59.3
I-74 WB ENT	44+27.78	2	13.33	17.4	25.8

40605034 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80 — TOTAL 1481 TON

ROADWAY	FROM STA	TO STA	DEPTH IN	SUBTOTALS
EB I-74 ML	1055+59.81	1065+92.46	2	308.0
EB I-74	1071+89.46	1083+71.00	2	399.3
WB I-74 ML	1071+89.30	1087+62.10	2	512.4
WB I-74 IN SHLD	1085+60.30	1087+62.10	2	15.4

6" OVERLAP QUANTITY AT LANE LINES - SAME AS HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL)

EB I-74	1055+59.81	1065+92.55	2	12.6
EB I-74	1071+89.46	1083+73.36	2	14.5
WB I-74	1071+89.30	1087+62.10	2	19.4
STAGE 2A				
EB I-74 IN SHLD	1056+59.81	1063+21.71	2	49.4
EB I-74 IN SHLD	1074+17.93	1076+08.81	2	14.3
EB I-74 IN SHLD	1079+41.59	1083+75.00	2	32.4
WB I-74 IN SHLD	1056+59.05	1063+81.09	2	53.9
WB I-74 IN SHLD	1073+88.49	1078+15.15	2	31.9
WB I-74 IN SHLD	1079+92.90	1082+31.79	2	17.8

44000100 PAVEMENT REMOVAL — TOTAL 6,170 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
WB I-74	1066+44.79	1066+64.49	52.7
	1055+28.73	1059+75.11	248
West	1060+96.29	1065+11.52	231
X-Over	1059+75.11	1060+96.26	862
	1079+41.59	1083+73.00	1438
	1072+86.12	1076+04.11	389
East	1076+04.11	1078+15.00	750
X-Over	1078+15.00	1079+41.59	70
Stage 1	1078+15.00	1079+41.59	70
	1071+15.50	1078+15.15	0
	1073+14.76	1076+08.81	359
East	1076+08.81	1077+26.17	104
X-Over	1076+08.81	1077+26.17	104
Stage 2	1077+26.17	1085+65.00	746
	1077+26.17	1085+65.00	746
	1071+14.50	1077+00.00	0

44000157 HOT-MIX ASPHALT SURFACE REMOVAL, 2" — TOTAL 13126 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74	1055+69.81	1065+82.46	3820.1
EB I-74	1072+01.25	1083+61.81	3717.8
EB I-74 GORE	1081+17.50	1083+68.23	365.2
WB I-74	1071+99.30	1087+52.10	4975.3
WB I-74 GORE	1085+55.70	1087+61.70	247.5

44004250 PAVED SHOULDER REMOVAL — TOTAL 5,400 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
WB I-74	1055+28.73	1066+44.80	747.3
WB I-74	1066+44.80	1066+64.57	11.8
WB I-74	1071+14.88	1071+89.06	42.8
WB I-74	1071+14.84	1071+89.30	47.3
WB I-74	1071+89.30	1085+65.00	954.3
EB I-74	1055+59.80	1065+92.50	692.3
EB I-74	1065+92.50	1071+91.23	60.5
EB I-74	1071+14.87	1071+91.28	51.8
EB I-74	1071+91.28	1083+62.90	781.4
EB I-74 EXIT GORE	1081+38.10	1083+71.30	374.3
WB I-74 ENTR GORE	1085+55.70	1087+61.70	247.5
WB I-74	1066+44.89	1066+64.56	12.5
EB I-74	1065+92.63	1066+64.57	46.0
EB I-74	1071+14.61	1071+91.23	56.0
STAGE 1			
WEST X-OVER	1055+28.73	1059+75.11	298
	1061+08.98	1063+41.09	155
	1059+75.11	1060+96.26	81
	1079+41.59	1083+73.00	288
EAST X-OVER	1072+86.12	1076+04.11	212
	1076+04.11	1078+15.00	141
STAGE 2			
EAST X-OVER	1074+57.93	1076+08.81	101

48101500 AGGREGATE SHOULDERS, TYPE B 6" — TOTAL 1440 SQ YD

ROADWAY	FROM STA	SUBTOTALS
WB I-74 INSIDE	1055+28.73	378.7
EB I-74 INSIDE	1055+59.81	266.2
EB I-74 INSIDE	1071+14.71	419.5
WB I-74 INSIDE	1074+34.78	375.2

48102100 AGGREGATE WEDGE SHOULDER, TYPE B — TOTAL 22 TON

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74 OUTSIDE	1055+59.81	1063+56.40	13.44
Ramp D OUTSIDE	44+17.60	47+33.10	5.32
WB I-74 INSIDE	1085+60.30	1087+62.10	3.41

48203005 HOT-MIX ASPHALT SHOULDERS, 2" — TOTAL 2361 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74 O/S	1055+59.10	1065+92.46	1151.2
EB I-74 O/S	1071+89.46	1077+53.00	615.2
WB I-74 O/S	1071+89.30	1077+40.00	594.7

48203029 HOT-MIX ASPHALT SHOULDERS, 8" — TOTAL 508 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
WB I-74	1066+44.79	1066+64.72	13.4
WB I-74	1071+14.71	1071+89.30	50.5
WB I-74	1078+15.15	1079+92.20	118.0
EB I-74	1065+92.46	1066+64.79	49.5
EB I-74	1071+14.71	1071+89.46	54.8
EB I-74	1076+08.81	1079+41.59	221.9

60100060 CONCRETE HEADWALLS FOR PIPE DRAINS — TOTAL 15 EACH

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74	1065+92.23	1066+04.90	4
EB I-74	1071+76.79	1071+89.46	4
WB I-74	1071+76.63	1071+89.30	4
	1075+03		1
	1075+03		1
	1080+15		1

60100070 SHOULDER REMOVAL AND REPLACEMENT — TOTAL 77 FOOT

ROADWAY	STA	SUBTOTALS
I-74 EB INSIDE	1066+00.00	12
I-74 EB OUTSIDE	1066+00.00	13.4
I-74 EB INSIDE	1071+83.00	12
I-74 EB OUTSIDE	1071+83.00	15
I-74 WB INSIDE	1071+83.00	12
I-74 WB OUTSIDE	1071+83.00	13

60108100 PIPE UNDERDRAINS 4" (SPECIAL) — TOTAL 257 FOOT

ROADWAY	FROM STA	SUBTOTALS
EB I-74	1065+98.00	37
EB I-74	1065+98.00	40
EB I-74	1071+83.00	31.4
EB I-74	1071+83.00	42.5
WB I-74	1071+83.00	32
WB I-74	1071+83.00	32
	1075+03	14
	1075+03	14
	1080+15	14

70300100 SHORT TERM PAVEMENT MARKING — TOTAL 1072 FOOT

ALIGNMENT	LINE TYPE	COLOR	STA FROM	STA TO	SUBTOTALS
WB I-74	4" SOLID	YELLOW	1054+85.00	1087+62.10	68
EB I-74	4" SOLID	YELLOW	1055+59.81	1083+73.37	60
WB I-74	4" SOLID	WHITE	1054+85.00	1074+02.05	40
Ramp D	4" SOLID	WHITE	44+17.00	47+58.94	8
EB I-74	4" SOLID	WHITE	1055+59.81	1076+50.00	44
Ramp A	4" SOLID	WHITE	0+00.00	1+02.00	4
WB I-74	4" DASH	WHITE	1054+85.00	1087+62.10	328
EB I-74	4" DASH	WHITE	1055+59.81	1083+73.37	284
EB I-74	SOLID	WHITE	1079+89.22	1083+70.00	32
Ramp A	SOLID	WHITE	3+73.13	7+10.40	28
Ramp D	SOLID	WHITE	33+94.60	37+57.07	32
WB I-74	SOLID	WHITE	1083+92.68	1087+60.70	32
WB I-74	SKIP DASH	WHITE	1076+19.67	1083+92.68	80
EB I-74	SKIP DASH	WHITE	1076+69.32	1079+89.22	32

70300150 SHORT TERM PAVEMENT MARKING REMOVAL — TOTAL 19,631 SQ FT

PAY ITEM			LENGTH FEET	LINE WIDTH FEET	SUBTOTALS
SHORT TERM PAVEMENT MARKING			1072	0.333	357.3
70307120 TEMPORARY PAVEMENT MARKING - 4" TYPE IV TAPE					
PRE-STAG					
EB	1055+03.30	1089+54.00	3451	0.33	1139
	1055+34.81	1083+93.90	2859	0.33	943
B/W PRE AND STAGE 1					
EB	1055+03.30	1089+54.00	3451	0.33	1139
	1055+34.81	1083+93.90	2859	0.33	943
B/W STAGE 1 AND STAGE 2					
EB	1070+03.76	1083+70.00	1366	0.33	451
	1053+39.00	1084+00.00	3061	0.33	1010
STAGE 1					
EB	1055+13.45	1062+61.54	748	0.33	247
	1055+90.00	1080+10.80	4421	0.33	1459
WB	1060+92.58	1085+99.67	2507	0.33	827
STAGE 2					
EB	1054+08.00	1076+30.00	3522	0.33	1162
	1056+08.00	1076+30.00	2022	0.33	667
WB	1054+84.00	1073+15.00	1831	0.33	604
	1056+20.00	1073+15.00	1695	0.33	559
STAGE 2A					
WB	1054+99.17	1085+89.82	3091	0.33	1020
EB	1055+34.81	1084+00.29	2865	0.33	946
70307125 TEMPORARY PAVEMENT MARKING - 5" TYPE IV TAPE					
STAGE 1					
	1062+61.54	1080+10.80	1749	0.42	735
	1060+99.00	1085+99.67	3801	0.42	1596
STAGE 2					
	1073+15.00	1081+76.93	2862	0.42	1202
	1073+15.00	1087+58.93	2444	0.42	1026
70307140 TEMPORARY PAVEMENT MARKING - 8" TYPE IV TAPE					
STAGE 1					
EB MAINLINE	1080+10.80	1083+70.00	718	0.66	474
EB RAMP	1080+10.80	1083+55.70	690	0.66	455
STAGE 2					
WB RAMP	1081+76.93	1086+97.12	520	0.66	343
	1084+81.80	1086+97.12	215	0.66	142
WB MAINLINE	1084+81.80	1087+58.93	277	0.66	183

70600250 IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3 — TOTAL 7 EACH

STAGE	STATION	RT/LT	SUBTOTALS
Prestage 1	1054+10	RT	1
Prestage 1	1077+01	RT	1
Prestage 1	1079+51	LT	1
Stage 1A	1069+52	RT	1
Stage 1A	1086+96	LT	1
Stage 2A	1054+10	RT	1
Stage 2A	1087+01	LT	1

78300202 PAVEMENT MARKING REMOVAL - WATER BLASTING — TOTAL 7018 SQ FT

LOCATION	COLOR	STYLE	SUBTOTALS
EB MAINLINE	WHITE	SKIP DASH	623.39
	YELLOW	INSIDE	1246.78
	WHITE	OUTSIDE	1246.78
WB MAINLINE	WHITE	SKIP DASH	474.3
	YELLOW	INSIDE	948.6
	WHITE	OUTSIDE	948.6
WB X-OVER	WHITE	SKIP DASH	85.85
	YELLOW	INSIDE	343.4
	WHITE	OUTSIDE	343.4
WB 474 RAMP TO WB 74	WHITE	SKIP DASH	68
	YELLOW	INSIDE	136
EB 74 RAMP TO EB 474	WHITE	SKIP DASH	110.5
	WHITE	OUTSIDE	442

63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS — TOTAL 950 FOOT

ROADWAY	FROM STA	TO STA	SUBTOTALS
WB I-74	1065+92.90	1066+42.90	50.0
WB I-74	1071+36.60	1073+49.10	212.5
WB I-74	1071+36.60	1073+61.60	225.0
EB I-74	1064+30.40	1066+42.90	212.5
EB I-74	1064+30.40	1066+42.90	212.5
EB I-74	1071+51.61	1071+89.11	37.5

63100045 TRAFFIC BARRIER TERMINAL, TYPE 2 — TOTAL 1 EACH

ROADWAY	FROM STA	TO STA	SUBTOTALS
WB I-74	1065+80.50	1065+93.00	1

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6 — TOTAL 6 EACH

ROADWAY	FROM STA	TO STA	SUBTOTALS
WB I-74 O/S	1066+43.00	1066+80.00	1
WB I-74 O/S	1070+99.70	1071+36.60	1
WB I-74 I/S	1070+99.30	1071+36.60	1
EB I-74 I/S	1066+42.90	1066+79.80	1
EB I-74 O/S	1066+42.90	1066+79.80	1
EB I-74 O/S	1070+99.30	1071+36.60	1

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT — TOTAL 4 EACH

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74	1063+80.40	1064+30.40	1
EB I-74	1063+80.40	1064+30.40	1
WB I-74	1073+49.00	1073+99.00	1
WB I-74	1073+61.60	1074+11.60	1

63200310 GUARDRAIL REMOVAL — TOTAL 1799 FOOT

ROADWAY	FROM STA	TO STA	SUBTOTALS
I-74 WB	1064+81	1066+81	200.0
I-74 WB	1070+98	1074+75	377.0
I-74 WB	1070+98	1074+73	375.0
I-74 EB	1063+46	1066+80	334.0
I-74 EB	1062+59	1066+81	422.0
I-74 EB	1070+98	1071+89	91.0

63300575 REMOVE AND REERECT RAIL ELEMENT OF EXISTING GUARDRAIL — TOTAL 616 FOOT

ROADWAY	FROM STA	TO STA	SUBTOTALS
I-74 EB	1071+37	1073+51	213.9
I-74 EB	1073+51	1077+53	402.5

64200116 SHOULDER RUMBLE STRIPS, 16 INCH — TOTAL 15039 FOOT

ROADWAY	FROM STA	TO STA	SUBTOTALS
WB	1071+15	1074+00	285
WB	1087+60	1107+61	2001
EB	1035+60	1066+65	3105
EB	1071+15	1076+20	505
WB	1055+29	1066+65	1136
WB	1071+15	1107+61	3646
EB	1035+60	1066+65	3105

66700205 PERMANENT SURVEY MARKERS, TYPE I — TOTAL 2 EACH

LOCATION	SUBTOTALS
I-74 EB Bridge	1
I-74 WB Bridge	1

70400100 TEMPORARY CONCRETE BARRIER — TOTAL 11712.5 FOOT

	STA FROM	STA TO	INITIAL LENGTH	AMOUNT RELOCATED (TCB RELOCATION)	SUBTOTALS
PRE-STAGE 1					
WB	1055+03.30	1079+51.39	2448.09	0	4,415
EB	1054+10.22	1066+84.81	1274.59		
EB	1077+01.56	1083+93.90	692.34		
STAGE 1					
WB I-74	1059+39.81	1078+14.29	1874	175	2,087
W X-OVER	1059+50.00	1061+25.00	175		
E X-OVER	1077+05.00	1079+17.50	213		
STAGE 1A					
WB	1070+03.76	1086+96.20	1692.44	2262	878
EB	1069+52.32	1084+00.18	1447.86		
STAGE 2	(A TOTAL OF 1864 FT OG TCB WILL BE RELOCATED INTO STAGE 2A)				
STAGE 2A					
WB	1054+99.17	1087+01.18	3202.01	1864	4,328
EB	1054+10.22	1084+00.29	2990.07		

78003111 PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LINE 4" — TOTAL 12064 FOOT

ALIGNMENT	STA FROM	STA TO	SUBTOTALS
WB I-74	1054+85.00	1087+62.10	3277.1
EB I-74	1055+59.81	1083+73.37	2813.6
WB I-74	1054+85.00	1074+02.05	1917.1
Ramp D	44+17.00	47+58.94	341.9
EB I-74	1055+59.81	1076+50.00	2090.2
Ramp A	0+00.00	1+02.00	102.0
WB I-74	1054+85.00	1087+62.10	819.3
EB I-74	1055+59.81	1083+73.37	703.4

78003141 PREFORMED PLASTIC PAVEMENT MARKING, TYPE B -STANDARD - LINE 8" — TOTAL 1722 FOOT

ALIGNMENT	STA FROM	STA TO	SUBTOTALS
EB I-74	1079+89.22	1083+70.00	380.8
Ramp A	3+73.13	7+10.40	337.3
Ramp D	33+94.60	37+57.07	362.5
WB I-74	1083+92.68	1087+60.70	368.0
WB I-74	1076+19.67	1083+92.68	193.3
EB I-74	107669.32	107989.22	80.0

78003151 PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LINE 12" — TOTAL 166 FOOT

LINE TYPE	COLOR	SUBTOTALS
SOLID	WHITE	3.4
SOLID	WHITE	6.8
SOLID	WHITE	10.0
SOLID	WHITE	12.7
SOLID	WHITE	15.4
SOLID	WHITE	17.7
SOLID	WHITE	20.6
SOLID	WHITE	23.5
SOLID	WHITE	26.3
SOLID	WHITE	29.9

78100100 RAISED REFLECTIVE PAVEMENT MARKER — TOTAL 121 EACH

LINE TYPE	COLOR	STA FROM	STA TO	SUBTOTALS
4" DASH	WHITE	1054+85.00	1087+62.10	41
4" DASH	WHITE	1055+59.81	1083+73.37	36
SOLID	WHITE	1079+89.22	1083+70.00	10
SOLID	WHITE	3+73.13	7+10.40	9
SOLID	WHITE	33+94.60	37+57.07	10
SOLID	WHITE	1083+92.68	1087+60.70	10
SOLID	WHITE	0+19.13	1+02.00	5

X4400196 HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL) — TOTAL 415 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74	1055+69.81	1065+82.55	112.5
EB I-74	1071+99.46	1083+63.36	129.3
WB I-74	1071+99.30	1087+62.10	173.6

X4404400 PAVEMENT REMOVAL (SPECIAL) — TOTAL 591 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
WB I-74	1071+14.88	1071+89.30	198.9
EB I-74	1065+92.55	1066+64.57	190.8
EB I-74	1071+14.84	1071+89.46	201.4

Z0001002 GUARDRAIL AGGREGATE EROSION CONTROL — TOTAL 529 TON

ROADWAY	FROM STA	TO STA	SUBTOTALS
WB I-74	1065+70.00	1066+64.79	33.7
WB I-74	1071+14.71	1074+46.18	117.9
WB I-74	1071+14.71	1074+50.09	119.2
EB I-74	1063+38.70	1066+64.79	115.9
EB I-74	1063+40.40	1066+64.79	115.3
EB I-74	1071+14.71	1071+89.11	26.5

Z0004552 APPROACH SLAB REMOVAL — TOTAL 459 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74	1066+64.57	1066+95.10	114.8
EB I-74	1070+84.30	1071+14.80	115.0
WB I-74	1066+64.50	1066+95.20	114.8
WB I-74	1070+84.40	1071+14.80	114.2

Z0034105 MATERIAL TRANSFER DEVICE — TOTAL 1745 TON

PAY ITEM	SUBTOTALS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80	1481
HOT-MIX ASPHALT SHOULDERS, 2"	264.4

X4201410 BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL) — TOTAL 330 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74	1066+05.13	1066+44.79	105.8
EB I-74	1071+34.71	1071+76.79	112.2
WB I-74	1071+34.71	1071+76.63	111.8

#4002299 DOUBLE EXPANSION JOINT 4" — TOTAL 101 SQ YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74	1065+92.23	1066+04.90	33.8
EB I-74	1071+76.79	1071+89.46	33.8
WB I-74	1071+76.63	1071+89.30	33.8

#4002300 DOUBLE REINFORCED CONCRETE SLAB — TOTAL 96.3 CU YD

ROADWAY	FROM STA	TO STA	SUBTOTALS
EB I-74	1066+44.79	1066+64.79	24.1
EB I-74	1071+14.71	1071+34.71	24.1
WB I-74	1066+44.79	1066+64.79	24.1
WB I-74	1071+14.71	1071+34.71	24.1

30300112 AGGREGATE SUBGRADE IMPROVEMENT 12" — TOTAL 9909 SQ YD

Starting STA	Ending STA	Length (FT)	SUBTOTALS
1055+28.73	1059+75.11	446.38	546
1060+96.29	1065+11.52	415.23	508
1059+75.11	1060+96.26	121.15	942
1079+41.59	1083+73.00	431.41	1726
1072+86.12	1076+04.11	317.99	601
1076+04.11	1078+15.00	210.89	890
1078+15.00	1079+41.59	126.59	155
1078+15.00	1079+41.59	126.59	155
1071+15.50	1078+15.15	699.65	466
1073+14.76	1076+08.81	294.05	555
1076+08.81	1077+26.17	117.36	183
1076+08.81	1077+26.17	117.36	183
1077+26.17	1085+65.00	838.83	1305
1077+26.17	1085+65.00	838.83	1305
1071+14.50	1077+00.00	585.50	390

40604050 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 — TOTAL 206 TON

Starting STA	Ending STA	SUBTOTALS
EAST CROSSOVER		
1072+86.15	1079+41.59	49
1078+15.15	1082+32.78	31
1073+14.76	1079+92.90	51
1076+08.81	1081+91.79	44
WEST CROSSOVER		
1056+99.05	1063+21.71	15
1056+99.05	1063+41.09	16

48203021 HOT-MIX ASPHALT SHOULDERS, 6" — TOTAL 1837 SQ YD

Starting STA	Ending STA	SUBTOTALS
	EAST CROSSOVER	
1072+86.15	1079+41.59	436.96
1078+15.15	1082+32.78	278.42
1073+14.76	1079+92.90	452.09
1076+08.81	1081+91.79	388.65
	WEST CROSSOVER	
1056+99.05	1063+21.71	138.37
1056+99.05	1063+41.09	142.68

5421A024 PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY) — TOTAL 607 FOOT

STARTING STATION	ENDING STATION	SUBTOTALS
1057+70	1062+16	446
1062+16	1063+77	161

54245205 INLET BOX, STANDARD 542511 — TOTAL 1 EACH

	STA	OFFSET	SUBTOTALS
FINAL STAGE	1080+30.00	0' RT	1

54260618 SLOPED METAL END SECTION WITH GRATE, STANDARD 542411, 18", 1:4 — TOTAL 3 EACH

Location	Quantity (EA)	SUBTOTALS
East Crossover	1	1
East Crossover	1	1
West Crossover	1	1

54262712 METAL FLARED END SECTIONS 12" — TOTAL 2 EACH

STA	SUBTOTALS
1073+45	1
1082+00	1

54262724 METAL FLARED END SECTIONS 24" — TOTAL 2 EACH

STA	QTY	SUBTOTALS
1057+70	1	1
1063+77	1	1

550A0120 STORM SEWERS, CLASS A, TYPE 1 24" — TOTAL 25 FOOT

	STARTING STA	ENDING STA	SUBTOTALS
FINAL STAGE	1080+05.00	1080+30.00	25

60221100 MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID — TOTAL 2 EACH

STA	QTY	SUBTOTALS
1062+16.00	1	1
1080+03.00	1	1

60236200 INLETS, TYPE A, TYPE 8 GRATE — TOTAL 1 EACH

STA	SUBTOTALS
1075+03	1

60240301 INLETS, TYPE B, TYPE 8 GRATE — TOTAL 1 EACH

STA	QTY	SUBTOTALS
1062+16	1	1

70307120 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE — TOTAL 38526 FOOT

STAGE	LOCATION	DIRECTION	STARTING STA	ENDING STA	SUBTOTALS
PRE-STAGE	LEFT SHOULDER	EB	1055+03.30	1089+54.00	3450.7
	RIGHT SHOULDER	EB	1055+34.81	1083+93.90	2859.09
B/W PRE AND 1	LEFT SHOULDER	EB	1055+03.30	1089+54.00	3450.7
	RIGHT SHOULDER	EB	1055+34.81	1083+93.90	2859.09
STAGE 1	LEFT SHOULDER	EB	1055+13.45	1083+70.00	2856.55
	RIGHT SHOULDER	EB	1053+39.00	1084+00.00	3061
B/W STAGE 1 AND STAGE 2	LEFT SHOULDER	EB	1070+03.76	1083+70.00	1366.24
	RIGHT SHOULDER	EB	1053+39.00	1084+00.00	3061
STAGE 2	LEFT SHOULDER	WB	1054+84.00	1081+76.93	2692.93
	RIGHT SHOULDER	WB	1056+28.00	1081+76.93	2548.93
	LEFT SHOULDER	EB	1053+47.00	1076+98.00	2351
	RIGHT SHOULDER	EB	1056+07.00	1076+20.00	2013
STAGE 2A	SHOULDER	WB	1054+99.17	1085+89.82	3090.65
	SHOULDER	EB	1055+34.81	1084+00.29	2865.48

70307125 TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE — TOTAL 10856 FOOT

	STARTING STA	ENDING STA	SUBTOTALS
STAGE 1	1062+61.54	1080+10.80	1749
	1060+99.00	1085+99.67	3801
STAGE 2	1073+15.00	1081+76.93	2862
	1073+15.00	1087+58.93	2444

70307140 TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE — TOTAL 2421 FOOT

	Starting STA	Ending STA	SUBTOTALS
STAGE 1			
EB MAINLINE	1080+10.80	1083+70.00	718
EB RAMP	1080+10.80	1083+55.70	690
STAGE 2			
WB RAMP	1081+76.93	1086+97.12	520
	1084+81.80	1086+97.12	215
WB MAINLINE	1084+81.80	1087+58.93	277

70400200 RELOCATE TEMPORARY CONCRETE BARRIER — TOTAL 6162.5 FOOT

STAGE	Starting STA	Ending STA	SUBTOTALS
STAGE 1	1059+50.00	1061+25.00	175
STAGE 1A	(A TOTAL OF 2262 FT OG TCB WILL BE RELOCATED INTO STAGE 1A)		2262
STAGE 2 EB I-74	1059+37.47	1078+01.33	1864
STAGE 2A	(A TOTAL OF 1864 FT OG TCB WILL BE RELOCATED INTO STAGE 2A)		1864

70500200 TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE B — TOTAL 504 FOOT

Stage	Starting STA	Ending STA	SUBTOTALS
Stage 1	1063+75.00	1066+63.10	288
Stage 2	1071+16.90	1073+32.50	216

70500615 TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1 — TOTAL 2 EACH

	STA	SUBTOTALS
Stage 1	1063+37.50	1
Stage 2	1073+32.50	1

70500665 TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6 — TOTAL 2 EACH

Stage	STA	SUBTOTALS
Stage 1	1067+06.00	1
Stage 2	1070+74.00	1

X1200073 MANHOLE REMOVAL — TOTAL 1 EACH

	STA	SUBTOTALS
FINAL	1062+16	1

X5427602 REMOVE EXISTING FLARED END SECTION — TOTAL 2 EACH

STA	SUBTOTALS
1057+70	1
1063+77	1

X6015000 REMOVE CONCRETE HEADWALLS FOR PIPE DRAINS — TOTAL 3 EACH

STAGE	STA	SUBTOTALS
PRE-STAGE		
	1075+03	1
	1075+03	1
	1080+15	1

X6028300 INLETS TO BE REMOVED (SPECIAL) — TOTAL 1 EACH

	STA	SUBTOTALS
PRE STAGE		
	1062+16	1

X6420100 SHOULDER RUMBLE STRIP REMOVAL — TOTAL 2316 SQ YD

	STARTING STA	ENDING STA	SUBTOTALS
EAST X-OVER	1071+14.50	1078+15.15	467
STAGE 1	1078+84.00	1083+73.00	326
EAST X-OVER	1071+14.50	1077+00.00	390
STAGE 2	1078+50.00	1085+65.00	477
WEST X-OVER STAGES 1 & 2	1055+28.00	1065+12.00	656

Z0040530 PIPE UNDERDRAIN REMOVAL — TOTAL 42 FOOT

STAGE	STA	SUBTOTALS
FINAL		
	1075+03	14
	1075+03	14
	1080+15	14

Z0062456 TEMPORARY PAVEMENT — TOTAL 7251 SQ YD

	Starting STA	Ending STA	SUBTOTALS
PRE-STAGE 2	1081+38.10	1083+71.30	374
GORE AREAS	1085+55.70	1087+61.70	247
STAGE 1	1055+28.73	1059+75.11	546
WEST X-OVER	1061+08.98	1063+41.09	284
	1059+75.11	1060+96.26	942
	1079+41.59	1083+73.00	1726
	1072+86.12	1076+04.11	989
EAST X-OVER	1076+04.11	1078+15.00	422
	1078+15.00	1079+41.59	253
STAGE 2	1074+57.93	1076+08.81	302
EAST X-OVER	1076+08.81	1077+26.17	235
	1077+26.17	1081+91.79	931

Z0065765 SLOTTED DRAIN 18" WITH VARIABLE SLOT — TOTAL 366 FOOT

Starting STA	Ending STA	SUBTOTALS
1059+75.11	1060+96.26	121.15
1078+15.00	1079+41.59	126.59
1077+26.17	1078+44.41	118.24

LOCATION		EARTH EXCAVATION			EXCAVATION AVAILABLE FOR EMBANKMENT (SHRINKAGE - 15%)			EMBANKMENT			EARTHWORK WASTE (+) OR SHORTAGE (-)			REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS		
STAGE		1	2	FINAL	1	2	FINAL	1	2	FINAL	1	2	FINAL	1	2	FINAL
ROAD SEGMENT		(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
WEST CROSSOVER																
START	1055+28.73	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1055+28.73	1055+50.00	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	-1.1	0.0	0.0	0.0	0.0	0.0
1055+50.00	1056+00.00	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	-6.4	0.0	0.0	6.7	0.0	0.0
1056+00.00	1056+50.00	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	-7.7	0.0	0.0	20.2	0.0	0.0
1056+50.00	1057+00.00	5.5	0.0	0.0	4.7	0.0	0.0	42.0	0.0	0.0	-37.3	0.0	0.0	26.9	0.0	0.0
1057+00.00	1057+50.00	16.2	0.0	0.0	13.8	0.0	0.0	98.3	0.0	0.0	-84.5	0.0	0.0	27.0	0.0	0.0
1057+50.00	1057+64.00	6.8	0.0	0.0	5.8	0.0	0.0	25.9	0.0	0.0	-20.1	0.0	0.0	17.3	0.0	0.0
1057+64.00	1057+66.58	1.5	0.0	0.0	1.3	0.0	0.0	3.0	0.0	0.0	-1.8	0.0	0.0	4.5	0.0	0.0
1057+66.58	1057+70.00	2.0	0.0	0.0	1.7	0.0	0.0	6.7	0.0	0.0	-5.0	0.0	0.0	1.6	0.0	0.0
1057+70.00	1058+00.00	17.9	0.0	0.0	15.2	0.0	0.0	94.2	0.0	0.0	-79.0	0.0	0.0	9.0	0.0	0.0
1058+00.00	1058+50.00	37.2	0.0	0.0	31.6	0.0	0.0	156.8	0.0	0.0	-125.2	0.0	0.0	21.6	0.0	0.0
1058+50.00	1059+00.00	38.8	0.0	0.0	33.0	0.0	0.0	133.1	0.0	0.0	-100.1	0.0	0.0	27.0	0.0	0.0
1059+00.00	1059+50.00	38.5	0.0	0.0	32.7	0.0	0.0	118.0	0.0	0.0	-85.3	0.0	0.0	27.0	0.0	0.0
1059+50.00	1060+00.00	40.2	0.0	0.0	34.2	0.0	0.0	93.3	0.0	0.0	-59.2	0.0	0.0	27.0	0.0	0.0
1060+00.00	1060+50.00	38.5	0.0	0.0	32.8	0.0	0.0	69.5	0.0	0.0	-36.7	0.0	0.0	26.9	0.0	0.0
1060+50.00	1061+00.00	39.8	0.0	0.0	33.8	0.0	0.0	55.8	0.0	0.0	-22.0	0.0	0.0	26.9	0.0	0.0
1061+00.00	1061+50.00	41.2	0.0	0.0	35.0	0.0	0.0	87.2	0.0	0.0	-52.2	0.0	0.0	26.9	0.0	0.0
1061+50.00	1062+00.00	37.8	0.0	0.0	32.2	0.0	0.0	160.7	0.0	0.0	-128.5	0.0	0.0	26.9	0.0	0.0
1062+00.00	1062+16.00	11.5	0.0	0.0	9.8	0.0	0.0	66.6	0.0	0.0	-56.8	0.0	0.0	17.7	0.0	0.0
1062+16.00	1062+50.00	23.6	0.0	0.0	20.0	0.0	0.0	145.9	0.0	0.0	-125.9	0.0	0.0	13.4	0.0	0.0
1062+50.00	1063+00.00	26.1	0.0	0.0	22.2	0.0	0.0	207.9	0.0	0.0	-185.7	0.0	0.0	22.5	0.0	0.0
1063+00.00	1063+50.00	9.7	0.0	0.0	8.3	0.0	0.0	219.2	0.0	0.0	-210.9	0.0	0.0	26.8	0.0	0.0
1063+50.00	1063+77.00	0.0	0.0	0.0	0.0	0.0	0.0	101.5	0.0	0.0	-101.5	0.0	0.0	20.6	0.0	0.0
1063+77.00	1063+80.42	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	-5.3	0.0	0.0	8.2	0.0	0.0
1063+80.42	1064+00.00	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	-2.7	0.0	0.0	6.2	0.0	0.0
1064+00.00	1064+50.00	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	-6.9	0.0	0.0	18.7	0.0	0.0
1064+50.00	1065+00.00	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	-5.9	0.0	0.0	20.2	0.0	0.0
1065+00.00	1065+11.53	2.8	0.0	0.0	2.4	0.0	0.0	0.6	0.0	0.0	1.8	0.0	0.0	6.7	0.0	0.0
	SUBTOTAL=	435.8	0.0	0.0	370.4	0.0	0.0	1922.3	0.0	0.0	-1551.9	0.0	0.0	484.5	0.0	0.0
EAST CROSSOVER																
START	400+91.16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
400+91.16	401+00.00	1.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.2	0.0	0.0
401+00.00	401+50.00	5.6	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	1.6	0.0	0.0
401+50.00	401+68.85	2.1	0.0	0.0	1.8	0.0	0.0	0.1	0.0	0.0	1.7	0.0	0.0	1.9	0.0	0.0
401+68.85	402+00.00	8.9	0.0	0.0	7.5	0.0	0.0	6.4	0.0	0.0	1.1	0.0	0.0	2.6	0.0	0.0
402+00.00	402+26.55	7.0	0.0	0.0	6.0	0.0	0.0	16.9	0.0	0.0	-10.9	0.0	0.0	5.6	0.0	0.0
402+26.55	402+28.31	0.5	0.0	0.0	0.4	0.0	0.0	2.3	0.0	0.0	-1.9	0.0	0.0	3.9	0.0	0.0
402+28.31	402+50.00	15.2	0.0	0.0	12.9	0.0	0.0	109.8	0.0	0.0	-96.9	0.0	0.0	5.1	0.0	0.0
402+50.00	403+00.00	16.2	0.0	0.0	13.7	0.0	0.0	140.3	0.0	0.0	-126.5	0.0	0.0	16.5	0.0	0.0
403+00.00	403+50.00	13.7	0.0	0.0	11.7	0.0	0.0	140.3	0.0	0.0	-128.7	0.0	0.0	23.6	0.0	0.0
403+50.00	403+80.76	7.4	0.0	0.0	6.3	0.0	0.0	78.9	0.0	0.0	-72.6	0.0	0.0	19.0	0.0	0.0
403+80.76	404+00.00	13.2	0.0	0.0	11.3	0.0	0.0	135.1	0.0	0.0	-123.8	0.0	0.0	12.0	0.0	0.0
404+00.00	404+50.00	14.2	0.0	0.0	12.1	0.0	0.0	158.6	0.0	0.0	-146.5	0.0	0.0	17.7	0.0	0.0
404+50.00	405+00.00	14.7	0.0	0.0	12.5	0.0	0.0	162.7	0.0	0.0	-150.2	0.0	0.0	26.3	0.0	0.0
405+00.00	405+50.00	15.0	0.0	0.0	12.8	0.0	0.0	159.5	0.0	0.0	-146.8	0.0	0.0	26.6	0.0	0.0
405+50.00	406+00.00	14.2	0.0	0.0	12.1	0.0	0.0	152.5	0.0	0.0	-140.4	0.0	0.0	26.5	0.0	0.0
406+00.00	406+50.00	14.3	0.0	0.0	12.1	0.0	0.0	143.7	0.0	0.0	-131.6	0.0	0.0	26.2	0.0	0.0
406+50.00	407+00.00	7.8	0.0	0.0	6.6	0.0	0.0	153.4	0.0	0.0	-146.8	0.0	0.0	25.1	0.0	0.0
407+00.00	407+50.00	1.3	0.0	0.0	1.1	0.0	0.0	162.7	0.0	0.0	-161.6	0.0	0.0	24.5	0.0	0.0
407+50.00	408+00.00	10.6	0.0	0.0	9.0	0.0	0.0	150.0	0.0	0.0	-141.0	0.0	0.0	26.6	0.0	0.0
408+00.00	408+50.00	21.4	0.0	0.0	18.2	0.0	0.0	155.5	0.0	0.0	-137.3	0.0	0.0	29.2	0.0	0.0
408+50.00	409+00.00	23.8	0.0	0.0	20.2	0.0	0.0	179.1	0.0	0.0	-158.8	0.0	0.0	29.6	0.0	0.0
409+00.00	409+50.00	22.0	0.0	0.0	18.7	0.0	0.0	192.6	0.0	0.0	-173.9	0.0	0.0	29.4	0.0	0.0
409+50.00	410+00.00	20.6	0.0	0.0	17.5	0.0	0.0	182.6	0.0	0.0	-165.1	0.0	0.0	29.3	0.0	0.0
410+00.00	410+50.00	16.9	0.0	0.0	14.4	0.0	0.0	154.8	0.0	0.0	-140.4	0.0	0.0	29.3	0.0	0.0

exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/26/2024	DATE - 3/25/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EARTHWORK SCHEDULE
I–74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	22
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

410+50.00	410+80.82	7.3	0.0	0.0	6.2	0.0	0.0	71.0	0.0	0.0	-64.8	0.0	0.0	23.7	0.0	0.0
410+80.82	410+82.42	0.2	0.0	0.0	0.1	0.0	0.0	1.4	0.0	0.0	-1.3	0.0	0.0	9.5	0.0	0.0
410+82.42	411+00.00	1.5	0.0	0.0	1.3	0.0	0.0	5.2	0.0	0.0	-3.9	0.0	0.0	4.3	0.0	0.0
411+00.00	411+50.00	12.6	0.0	0.0	10.7	0.0	0.0	29.8	0.0	0.0	-19.1	0.0	0.0	10.5	0.0	0.0
411+50.00	412+00.00	15.8	0.0	0.0	13.5	0.0	0.0	14.9	0.0	0.0	-1.4	0.0	0.0	11.8	0.0	0.0
412+00.00	412+50.00	13.5	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	7.9	0.0	0.0
412+50.00	412+54.64	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	2.9	0.0	0.0
	SUBTOTAL=	339.1	0.0	0.0	288.2	0.0	0.0	2860.1	0.0	0.0	-2571.9	0.0	0.0	508.8	0.0	0.0
EAST CROSSOVER																
START	303+61.64	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
303+61.64	304+00.00	0.0	6.3	0.0	0.0	5.3	0.0	0.0	0.3	0.0	0.0	5.0	0.0	0.0	1.4	0.0
304+00.00	304+50.00	0.0	11.5	0.0	0.0	9.7	0.0	0.0	2.7	0.0	0.0	7.0	0.0	0.0	4.2	0.0
304+50.00	305+00.00	0.0	14.6	0.0	0.0	12.4	0.0	0.0	8.4	0.0	0.0	4.0	0.0	0.0	7.1	0.0
305+00.00	305+50.00	0.0	17.2	0.0	0.0	14.6	0.0	0.0	14.6	0.0	0.0	0.0	0.0	0.0	9.8	0.0
305+50.00	305+64.27	0.0	3.3	0.0	0.0	2.8	0.0	0.0	5.0	0.0	0.0	-2.2	0.0	0.0	6.5	0.0
305+64.27	305+66.03	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0	-0.3	0.0	0.0	1.1	0.0
305+66.03	306+00.00	0.0	18.0	0.0	0.0	15.3	0.0	0.0	8.3	0.0	0.0	7.0	0.0	0.0	1.1	0.0
306+00.00	306+50.00	0.0	43.4	0.0	0.0	36.9	0.0	0.0	12.1	0.0	0.0	24.9	0.0	0.0	2.5	0.0
306+50.00	307+00.00	0.0	48.7	0.0	0.0	41.4	0.0	0.0	11.1	0.0	0.0	30.3	0.0	0.0	2.9	0.0
307+00.00	307+50.00	0.0	58.6	0.0	0.0	49.9	0.0	0.0	7.6	0.0	0.0	42.2	0.0	0.0	2.9	0.0
307+50.00	307+65.88	0.0	19.4	0.0	0.0	16.5	0.0	0.0	0.9	0.0	0.0	15.6	0.0	0.0	1.9	0.0
307+65.88	307+65.88	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0
307+65.88	308+00.00	0.0	47.1	0.0	0.0	40.0	0.0	0.0	2.1	0.0	0.0	37.9	0.0	0.0	1.1	0.0
308+00.00	308+50.00	0.0	96.7	0.0	0.0	82.2	0.0	0.0	8.9	0.0	0.0	73.3	0.0	0.0	2.7	0.0
308+50.00	308+79.99	0.0	71.9	0.0	0.0	61.1	0.0	0.0	4.2	0.0	0.0	56.9	0.0	0.0	1.9	0.0
308+79.99	309+00.00	0.0	48.7	0.0	0.0	41.4	0.0	0.0	0.7	0.0	0.0	40.7	0.0	0.0	0.4	0.0
309+00.00	309+50.00	0.0	105.8	0.0	0.0	89.9	0.0	0.0	6.1	0.0	0.0	83.8	0.0	0.0	1.4	0.0
309+50.00	310+00.00	0.0	47.1	0.0	0.0	40.1	0.0	0.0	5.5	0.0	0.0	34.6	0.0	0.0	3.1	0.0
310+00.00	310+50.00	0.0	23.0	0.0	0.0	19.6	0.0	0.0	0.4	0.0	0.0	19.2	0.0	0.0	3.5	0.0
310+50.00	311+00.00	0.0	40.4	0.0	0.0	34.3	0.0	0.0	6.8	0.0	0.0	27.6	0.0	0.0	3.4	0.0
311+00.00	311+50.00	0.0	31.9	0.0	0.0	27.1	0.0	0.0	13.5	0.0	0.0	13.6	0.0	0.0	3.5	0.0
311+50.00	312+00.00	0.0	23.9	0.0	0.0	20.3	0.0	0.0	16.0	0.0	0.0	4.3	0.0	0.0	4.1	0.0
312+00.00	312+50.00	0.0	15.9	0.0	0.0	13.5	0.0	0.0	17.9	0.0	0.0	-4.4	0.0	0.0	5.6	0.0
312+50.00	312+69.81	0.0	4.7	0.0	0.0	4.0	0.0	0.0	6.9	0.0	0.0	-2.9	0.0	0.0	4.7	0.0
312+69.81	313+00.00	0.0	5.0	0.0	0.0	4.3	0.0	0.0	5.0	0.0	0.0	-0.8	0.0	0.0	3.1	0.0
313+00.00	313+50.00	0.0	11.9	0.0	0.0	10.1	0.0	0.0	4.3	0.0	0.0	5.8	0.0	0.0	4.5	0.0
313+50.00	314+00.00	0.0	16.3	0.0	0.0	13.9	0.0	0.0	4.7	0.0	0.0	9.2	0.0	0.0	6.3	0.0
314+00.00	314+21.93	0.0	6.2	0.0	0.0	5.3	0.0	0.0	0.3	0.0	0.0	5.0	0.0	0.0	4.4	0.0
314+21.93	314+23.69	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.1	0.0
314+23.69	314+50.00	0.0	6.4	0.0	0.0	5.4	0.0	0.0	0.4	0.0	0.0	5.1	0.0	0.0	1.2	0.0
314+50.00	314+52.12	0.0	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	1.2	0.0
	SUBTOTAL=	0.0	845.1	0.0	0.0	718.3	0.0	0.0	175.3	0.0	0.0	543.1	0.0	0.0	98.9	0.0
	SLOPEWALL	887.0	887.0	0.0	0.0	0.0	0.0	887.0	887.0	0.0	-887.0	-887.0	0.0	0.0	0.0	0.0

LOCATION		EARTH EXCAVATION			EXCAVATION AVAILABLE FOR EMBANKMENT (SHRINKAGE - 15%)			EMBANKMENT			EARTHWORK WASTE (+) OR SHORTAGE (-)			REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS		
STAGE		1	2	FINAL	1	2	FINAL	1	2	FINAL	FINAL	2	FINAL	1	2	FINAL
ROAD SEGMENT		(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
START	1055+00.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1055+00.00	1055+28.73	0.0	0.0	6.2	0.0	0.0	5.3	0.0	0.0	1.4	0.0	0.0	3.9	0.0	0.0	0.0
1055+28.73	1055+50.00	0.0	0.0	8.7	0.0	0.0	7.4	0.0	0.0	2.2	0.0	0.0	5.2	0.0	0.0	0.0
1055+50.00	1056+00.00	0.0	0.0	148.7	0.0	0.0	126.4	0.0	0.0	3.1	0.0	0.0	123.4	0.0	0.0	0.0
1056+00.00	1056+50.00	0.0	0.0	275.7	0.0	0.0	234.4	0.0	0.0	0.4	0.0	0.0	233.9	0.0	0.0	0.0
1056+50.00	1057+00.00	0.0	0.0	256.8	0.0	0.0	218.3	0.0	0.0	0.4	0.0	0.0	217.9	0.0	0.0	0.0
1057+00.00	1057+50.00	0.0	0.0	239.8	0.0	0.0	203.8	0.0	0.0	0.4	0.0	0.0	203.4	0.0	0.0	0.0
1057+50.00	1058+00.00	0.0	0.0	247.6	0.0	0.0	210.4	0.0	0.0	0.4	0.0	0.0	210.0	0.0	0.0	0.0
1058+00.00	1058+50.00	0.0	0.0	242.7	0.0	0.0	206.3	0.0	0.0	0.4	0.0	0.0	205.9	0.0	0.0	0.0
1058+50.00	1059+00.00	0.0	0.0	219.1	0.0	0.0	186.3	0.0	0.0	0.4	0.0	0.0	185.9	0.0	0.0	0.0

1058+50.00	1059+00.00	0.0	0.0	219.1	0.0	0.0	186.3	0.0	0.0	0.4	0.0	0.0	185.9	0.0	0.0	0.0
1059+00.00	1059+50.00	0.0	0.0	206.5	0.0	0.0	175.5	0.0	0.0	0.4	0.0	0.0	175.1	0.0	0.0	0.0
1059+50.00	1060+00.00	0.0	0.0	204.7	0.0	0.0	174.0	0.0	0.0	0.4	0.0	0.0	173.6	0.0	0.0	0.0
1060+00.00	1060+50.00	0.0	0.0	207.3	0.0	0.0	176.2	0.0	0.0	0.4	0.0	0.0	175.7	0.0	0.0	0.0
1060+50.00	1061+00.00	0.0	0.0	213.6	0.0	0.0	181.6	0.0	0.0	0.4	0.0	0.0	181.2	0.0	0.0	0.0
1061+00.00	1061+50.00	0.0	0.0	223.5	0.0	0.0	189.9	0.0	0.0	0.4	0.0	0.0	189.5	0.0	0.0	0.0
1061+50.00	1062+00.00	0.0	0.0	241.9	0.0	0.0	205.6	0.0	0.0	0.4	0.0	0.0	205.2	0.0	0.0	0.0
1062+00.00	1062+50.00	0.0	0.0	253.5	0.0	0.0	215.5	0.0	0.0	0.4	0.0	0.0	215.1	0.0	0.0	0.0
1062+50.00	1063+00.00	0.0	0.0	243.4	0.0	0.0	206.9	0.0	0.0	0.4	0.0	0.0	206.5	0.0	0.0	0.0
1063+00.00	1063+50.00	0.0	0.0	231.2	0.0	0.0	196.5	0.0	0.0	0.4	0.0	0.0	196.1	0.0	0.0	0.0
1063+50.00	1064+00.00	0.0	0.0	219.7	0.0	0.0	186.7	0.0	0.0	0.4	0.0	0.0	186.3	0.0	0.0	0.0
1064+00.00	1064+50.00	0.0	0.0	203.2	0.0	0.0	172.7	0.0	0.0	0.4	0.0	0.0	172.3	0.0	0.0	0.0
1064+50.00	1065+00.00	0.0	0.0	97.6	0.0	0.0	83.0	0.0	0.0	11.5	0.0	0.0	71.5	0.0	0.0	0.0
1065+00.00	1065+50.00	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	30.9	0.0	0.0	-30.4	0.0	0.0	0.0
1065+50.00	1066+00.00	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	31.9	0.0	0.0	-31.4	0.0	0.0	0.0
1066+00.00	1066+50.00	0.0	0.0	2.9	0.0	0.0	2.4	0.0	0.0	19.1	0.0	0.0	-16.7	0.0	0.0	0.0
1066+50.00	1066+64.79	0.0	0.0	12.8	0.0	0.0	10.9	0.0	0.0	2.1	0.0	0.0	8.8	0.0	0.0	0.0
BRIDGE	1067+14.79	0.0	0.0	40.5	0.0	0.0	34.4	0.0	0.0	0.2	0.0	0.0	34.2	0.0	0.0	0.0
1067+14.79	1067+64.79	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1067+64.79	1068+14.79	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1068+14.79	1068+64.79	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1068+64.79	1069+14.79	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1069+14.79	1069+64.79	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1069+64.79	1070+14.79	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1070+14.79	1070+64.79	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1070+64.79	1071+14.71	0.0	0.0	56.7	0.0	0.0	48.2	0.0	0.0	1.5	0.0	0.0	46.7	0.0	0.0	0.0
1071+14.71	1071+50.00	0.0	0.0	46.2	0.0	0.0	39.2	0.0	0.0	1.2	0.0	0.0	38.0	0.0	0.0	0.0
1071+50.00	1072+00.00	0.0	0.0	15.4	0.0	0.0	13.1	0.0	0.0	1.5	0.0	0.0	11.5	0.0	0.0	0.0
1072+00.00	1072+50.00	0.0	0.0	22.9	0.0	0.0	19.4	0.0	0.0	1.9	0.0	0.0	17.5	0.0	0.0	0.0
1072+50.00	1073+00.00	0.0	0.0	31.7	0.0	0.0	27.0	0.0	0.0	2.1	0.0	0.0	24.8	0.0	0.0	0.0
1073+00.00	1073+50.00	0.0	0.0	35.2	0.0	0.0	29.9	0.0	0.0	3.5	0.0	0.0	26.4	0.0	0.0	0.0
1073+50.00	1074+00.00	0.0	0.0	40.9	0.0	0.0	34.8	0.0	0.0	5.1	0.0	0.0	29.6	0.0	0.0	0.0
1074+00.00	1074+50.00	0.0	0.0	46.9	0.0	0.0	39.9	0.0	0.0	7.6	0.0	0.0	32.2	0.0	0.0	0.0
1074+50.00	1075+00.00	0.0	0.0	69.2	0.0	0.0	58.8	0.0	0.0	5.2	0.0	0.0	53.6	0.0	0.0	0.0
1075+00.00	1075+50.00	0.0	0.0	96.0	0.0	0.0	81.6	0.0	0.0	1.4	0.0	0.0	80.3	0.0	0.0	0.0
1075+50.00	1076+00.00	0.0	0.0	116.6	0.0	0.0	99.1	0.0	0.0	1.3	0.0	0.0	97.8	0.0	0.0	0.0
1076+00.00	1076+50.00	0.0	0.0	175.4	0.0	0.0	149.1	0.0	0.0	0.9	0.0	0.0	148.2	0.0	0.0	0.0
1076+50.00	1077+00.00	0.0	0.0	224.6	0.0	0.0	191.0	0.0	0.0	1.2	0.0	0.0	189.7	0.0	0.0	0.0
1077+00.00	1077+50.00	0.0	0.0	221.8	0.0	0.0	188.6	0.0	0.0	1.2	0.0	0.0	187.3	0.0	0.0	0.0
1077+50.00	1078+00.00	0.0	0.0	210.5	0.0	0.0	178.9	0.0	0.0	5.6	0.0	0.0	173.3	0.0	0.0	0.0
1078+00.00	1078+50.00	0.0	0.0	190.4	0.0	0.0	161.8	0.0	0.0	9.1	0.0	0.0	152.7	0.0	0.0	0.0
1078+50.00	1079+00.00	0.0	0.0	159.3	0.0	0.0	135.4	0.0	0.0	5.6	0.0	0.0	129.9	0.0	0.0	0.0
1079+00.00	1079+36.33	0.0	0.0	108.6	0.0	0.0	92.3	0.0	0.0	1.5	0.0	0.0	90.8	0.0	0.0	0.0
1079+36.33	1079+50.00	0.0	0.0	43.3	0.0	0.0	36.8	0.0	0.0	0.2	0.0	0.0	36.6	0.0	0.0	0.0
1079+50.00	1080+00.00	0.0	0.0	100.6	0.0	0.0	85.5	0.0	0.0	0.6	0.0	0.0	84.9	0.0	0.0	0.0
1080+00.00	1080+03.00	0.0	0.0	2.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0
1080+03.00	1080+30.07	0.0	0.0	41.7	0.0	0.0	35.4	0.0	0.0	0.3	0.0	0.0	35.1	0.0	0.0	0.0
1080+30.07	1080+31.80	0.0	0.0	5.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0
1080+31.80	1080+50.00	0.0	0.0	61.8	0.0	0.0	52.5	0.0	0.0	0.2	0.0	0.0	52.3	0.0	0.0	0.0
1080+50.00	1081+00.00	0.0	0.0	153.0	0.0	0.0	130.0	0.0	0.0	0.6	0.0	0.0	129.5	0.0	0.0	0.0
1081+00.00	1081+50.00	0.0	0.0	125.1	0.0	0.0	106.3	0.0	0.0	0.6	0.0	0.0	105.8	0.0	0.0	0.0
1081+50.00	1082+00.00	0.0	0.0	88.3	0.0	0.0	75.1	0.0	0.0	0.6	0.0	0.0	74.5	0.0	0.0	0.0
1082+00.00	1082+50.00	0.0	0.0	43.8	0.0	0.0	37.3	0.0	0.0	0.6	0.0	0.0	36.7	0.0	0.0	0.0
1082+50.00	1083+00.00	0.0	0.0	19.5	0.0	0.0	16.6	0.0	0.0	0.9	0.0	0.0	15.7	0.0	0.0	0.0
1083+00.00	1083+50.00	0.0	0.0	12.9	0.0	0.0	11.0	0.0	0.0	4.3	0.0	0.0	6.7	0.0	0.0	0.0
SUBTOTAL=		0.0	0.0	6814.4	0.0	0.0	5792.2	0.0	0.0	175.6	0.0	0.0	5616.6	0.0	0.0	0.0
TOTAL		1661.86	1732.10	6814.38	658.63	718.34	5792.22	5669.46	1062.26	175.57	-5010.83	-343.92	5616.65	993.27	98.92	0.00

EARTHWORK SUMMARY BY STAGE

STAGE	EARTH EXCAVATION NOTE 1	EXCAVATION AVAILABLE FOR EMBANKMENT	EMBANKMENT	EARTHWORK WASTE (+) OR SHORTAGE (-)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
STAGE 1 SUBTOTAL=	1661.9	658.6	5669.5	-5010.8	993.3
STAGE 2 SUBTOTAL=	1732.1	718.3	1062.3	-343.9	98.9
FINAL=	6814.4	5792.2	175.6	5616.6	0.0
TOTALS=	10208.3			NOTE 2	1092.2

NOTES

1. STAGE 1 AND 2 INCLUDE 887.0 CU YD FOR SLOPEWALL EXCAVATION THAT IS CONSIDERED UNSUITABLE FOR EMBANKMENT.
2. FURNISHED EXCAVATION= ABSOLUTE VALUE OF EARTHWORK WASTE OR SHORTAGE FOR STAGE 1 + STAGE 2 = 5010.8 + 343.9 = 5354.8

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKSEXP-PW.BENTLEY.COM_EXP-PW-01100143438\D0468E35-SHT-SCHEDULE-EW-03.DGN

exp.

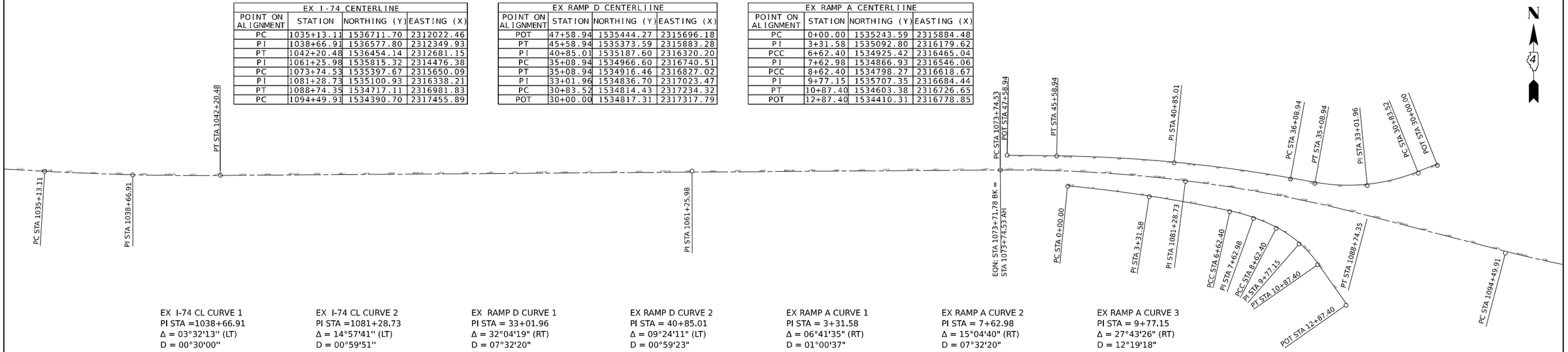
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**EARTHWORK SCHEDULE**
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**I-74**
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -		
PLOT DATE = 3/26/2024	DATE - 3/25/2024	REVISED -	SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	24
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

EX I-74 CENTERLINE			
POINT ON ALIGNMENT	STATION	NORTHING (Y)	EASTING (X)
PC	1035+13.11	1536711.70	2312022.46
PI	1038+66.91	1536577.80	2312349.93
PT	1042+20.48	1536454.14	2312681.15
PI	1061+25.98	1535815.32	2314476.38
PC	1073+74.53	1535397.67	2315650.09
PI	1081+28.73	1535100.93	2316338.21
PT	1088+74.35	1534717.11	2316981.83
PC	1094+49.91	1534390.70	2317455.89

EX RAMP D CENTERLINE			
POINT ON ALIGNMENT	STATION	NORTHING (Y)	EASTING (X)
POT	47+58.94	1535444.27	2315696.18
PT	45+58.94	1535373.59	2315883.28
PI	40+85.01	1535187.60	2316320.20
PC	35+08.94	1534966.60	2316740.51
PT	35+08.94	1534916.46	2316827.02
PI	33+01.96	1534836.70	2317023.47
PC	30+83.52	1534814.43	2317234.32
POT	30+00.00	1534817.31	2317317.79

EX RAMP A CENTERLINE			
POINT ON ALIGNMENT	STATION	NORTHING (Y)	EASTING (X)
PC	0+00.00	1535243.59	2315884.48
PI	3+31.58	1535092.80	2316179.62
PCC	6+62.40	1534925.42	2316465.04
PI	7+62.98	1534866.93	2316546.06
PCC	8+62.40	1534798.27	2316618.67
PI	9+77.15	1535707.35	2316684.44
PT	10+87.40	1534603.38	2316726.65
POT	12+87.40	1534410.31	2316778.85



EX I-74 CL CURVE 1
PI STA =1038+66.91
Δ = 03°32'13'' (LT)
D = 00°30'00''
R = 11,459,16'
T = 353.79'
E = 5.46'
PC STA = 1035+13.11
PT STA = 1042+20.48

EX I-74 CL CURVE 2
PI STA =1081+28.73
Δ = 14°57'41'' (LT)
D = 00°59'51''
R = 5,743,70'
T = 754.20'
E = 49.31'
PC STA = 1073+74.53
PT STA = 1088+74.35

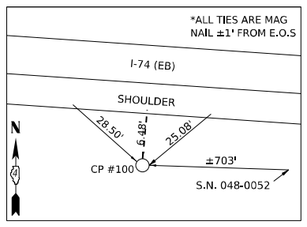
EX RAMP D CURVE 1
PI STA = 33+01.96
Δ = 32°04'19" (RT)
D = 07°32'20"
R = 760.00'
T = 218.44'
E = 30.77'
PC STA = 30+83.52
PT STA = 35+08.94

EX RAMP D CURVE 2
PI STA = 40+85.01
Δ = 09°24'11" (LT)
D = 00°59'23"
R = 5,788,58'
T = 476.07'
E = 19.54'
PC STA = 36+08.94
PT STA = 45+58.94

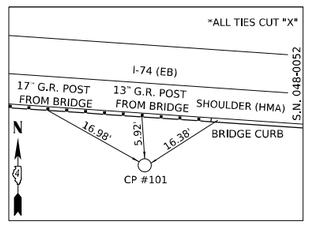
EX RAMP A CURVE 1
PI STA = 3+31.58
Δ = 06°41'35" (RT)
D = 01°00'37"
R = 5,670,58'
T = 331.58'
E = 9.69'
PC STA = 0+00.00
PT STA = 6+62.40

EX RAMP A CURVE 2
PI STA = 7+62.98
Δ = 15°04'40" (RT)
D = 07°32'20"
R = 760,00'
T = 100.58'
E = 6.63'
PC STA = 6+62.40
PT STA = 8+62.40

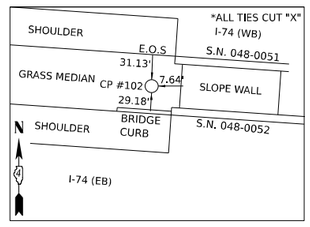
EX RAMP A CURVE 3
PI STA = 9+77.15
Δ = 27°43'26" (RT)
D = 12°19'18"
R = 465.00'
T = 114.75'
E = 13.95'
PC STA = 8+62.40
PT STA = 10+87.40



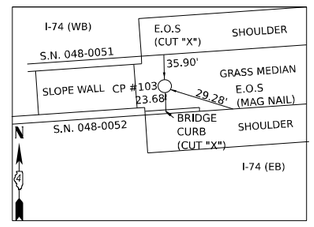
CONTROL POINT #100
SET 5/8'' REBAR W/ CAP
ELEV. 590,430



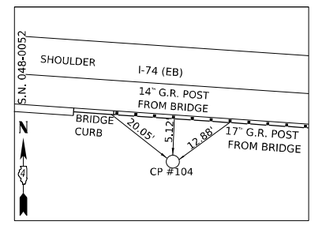
CONTROL POINT #101
SET 5/8'' REBAR W/ CAP
ELEV. 589,347



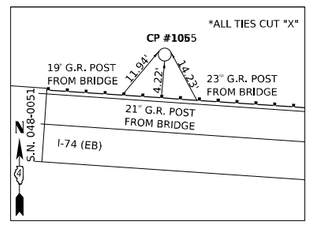
CONTROL POINT #102
SET 5/8'' REBAR W/ CAP
ELEV. 588,744



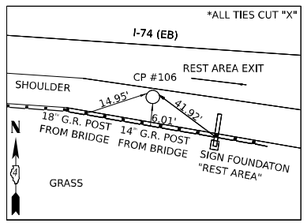
CONTROL POINT #103
SET 5/8'' REBAR W/ CAP
ELEV. 589,729



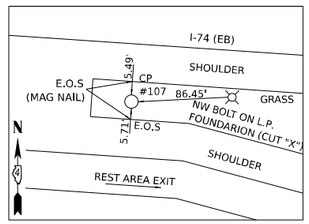
CONTROL POINT #104
SET 5/8'' REBAR W/ CAP
ELEV. 590,601



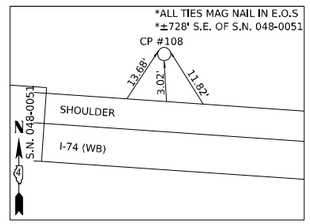
CONTROL POINT #105
SET 5/8'' REBAR W/ CAP
ELEV. 591,272



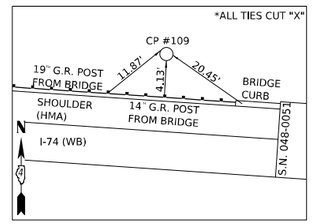
CONTROL POINT #106
SET 5/8'' REBAR W/ CAP
ELEV. 594,793



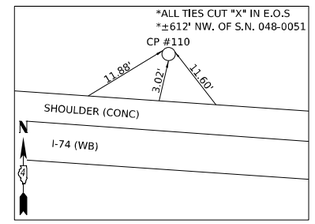
CONTROL POINT #107
SET 5/8'' REBAR W/ CAP
ELEV. 598,999



CONTROL POINT #108
SET 5/8'' REBAR W/ CAP
ELEV. 596,017



CONTROL POINT #109
SET 5/8'' REBAR W/ CAP
ELEV. 589,485



CONTROL POINT #110
SET 5/8'' REBAR W/ CAP
ELEV. 590.427

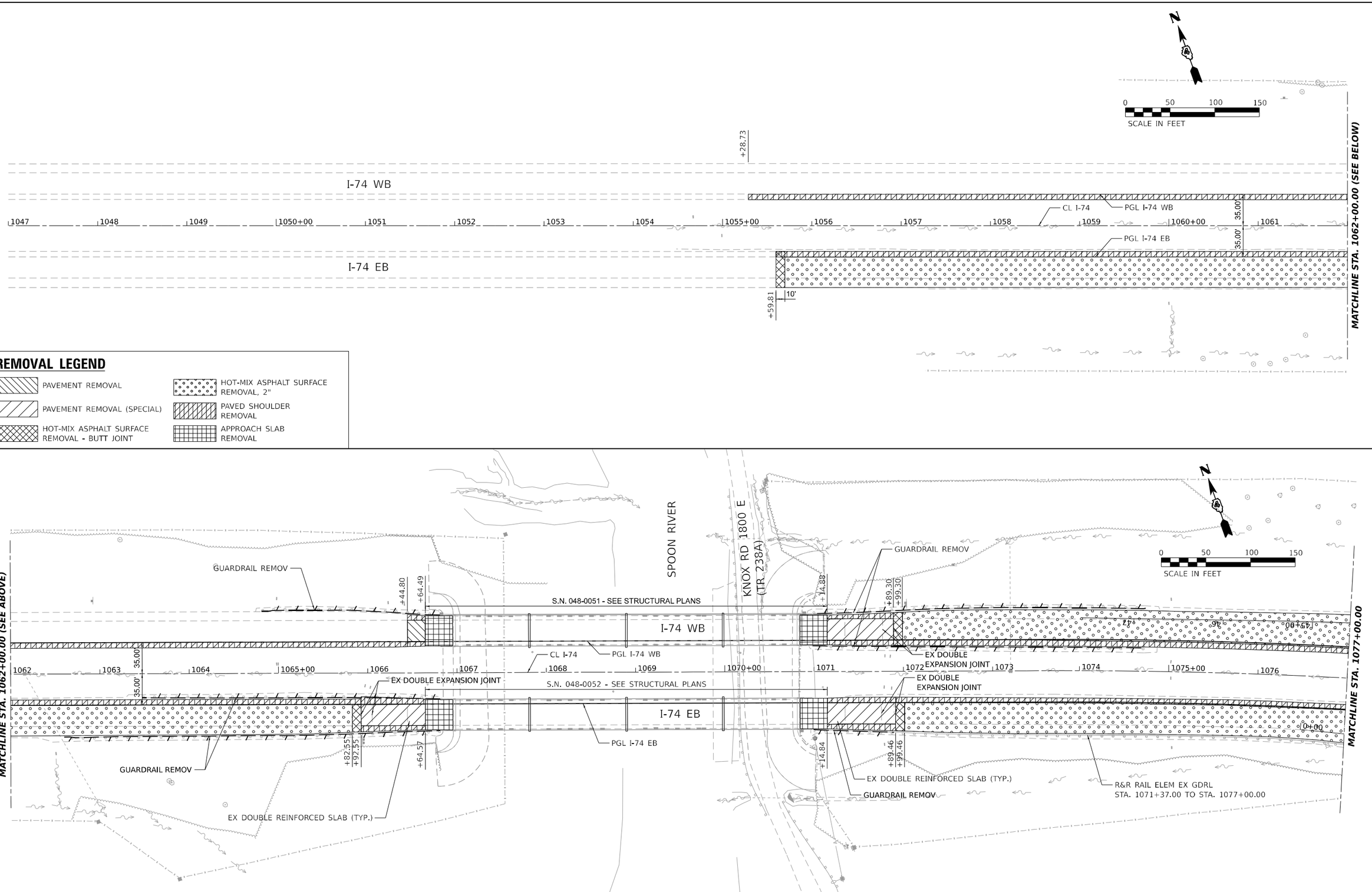
BENCHMARK 1
ELEV. 595.51
N 1535135.617
E 2316054.808
STA. 1078+51.84, 91.7' RT
CUT "X" ON NW BOLT OF GANTRY "REST AREA EXIT" SIGN POST FOUNDATION; ±750' SE OF SN 048-0052 ALONG I-74 EB; ±11' SW OF THE I-74 EB OUTSIDE EDGE OF SHOULDER

BENCHMARK 2
ELEV. 591.09
N 1535158.062
E 2315326,598
STA. 1071+47.34, 334.2' RT
SET RR SPIKE IN WEST SIDE OF POWER POLE; ±295' SOUTH OF SN 048*0052 ALONG KNOX ROAD; ±21' EAST OF THE CENTERLINE OF KNOX ROAD

MODEL: PLAN 1
FILE NAME: C:\PW_WORK\EXP-PW_BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-ABT.DGN

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES, AND BENCHMARKS
	DRAWN - V. Parra	REVISED -		
PLOT SCALE = 400.00000000 ' / IN.	CHECKED - K. Antonson	REVISED -		
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	25
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



MODEL: I-74 REM PLAN - I-74 REMOVAL
FILE NAME: C:\PW_WORKJEXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-REM-02.DGN

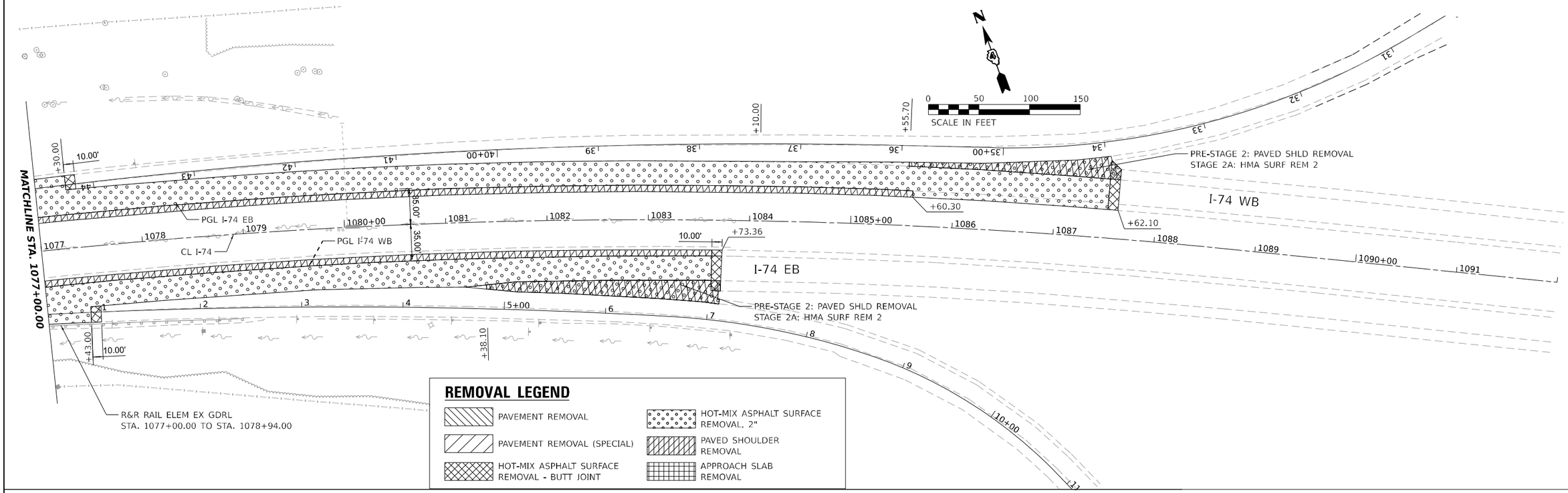
USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS AND REMOVAL PLANS
I–74

SCALE: 1"=50' | SHEET OF SHEETS | STA. 1047+00.00 TO STA. 1077+00.00

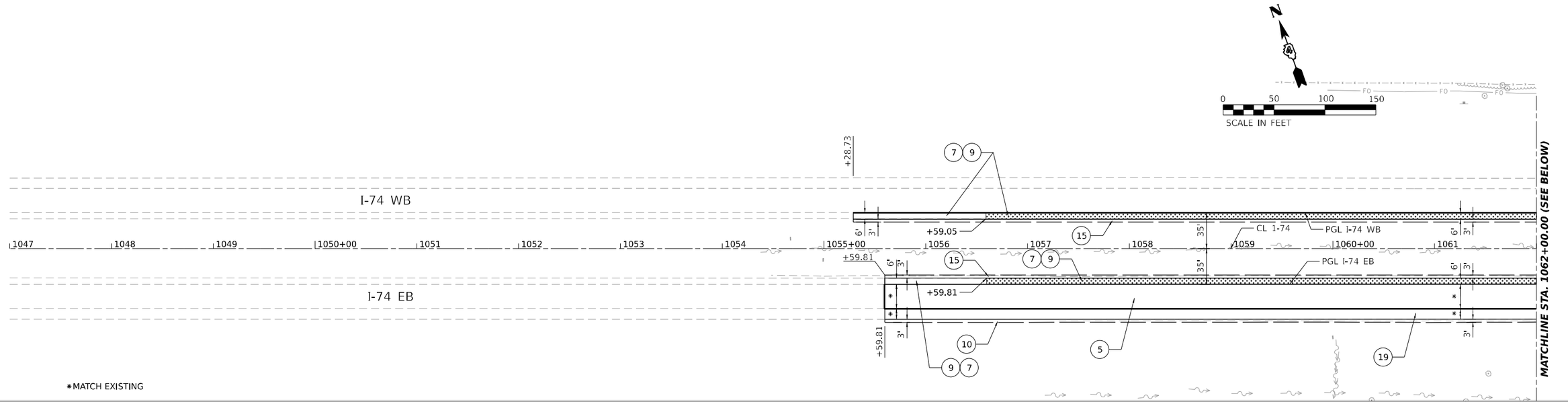
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	26
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	



MODEL: I-74 REM PLAN - I-74 REMOVAL-2-1 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35_SHT-REM-03.DGN

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**EXISTING CONDITIONS AND REMOVAL PLANS**
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**I–74**
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: 1"=50' SHEET OF SHEETS STA. 1077+00.00 TO STA. 1107+00.00
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -		

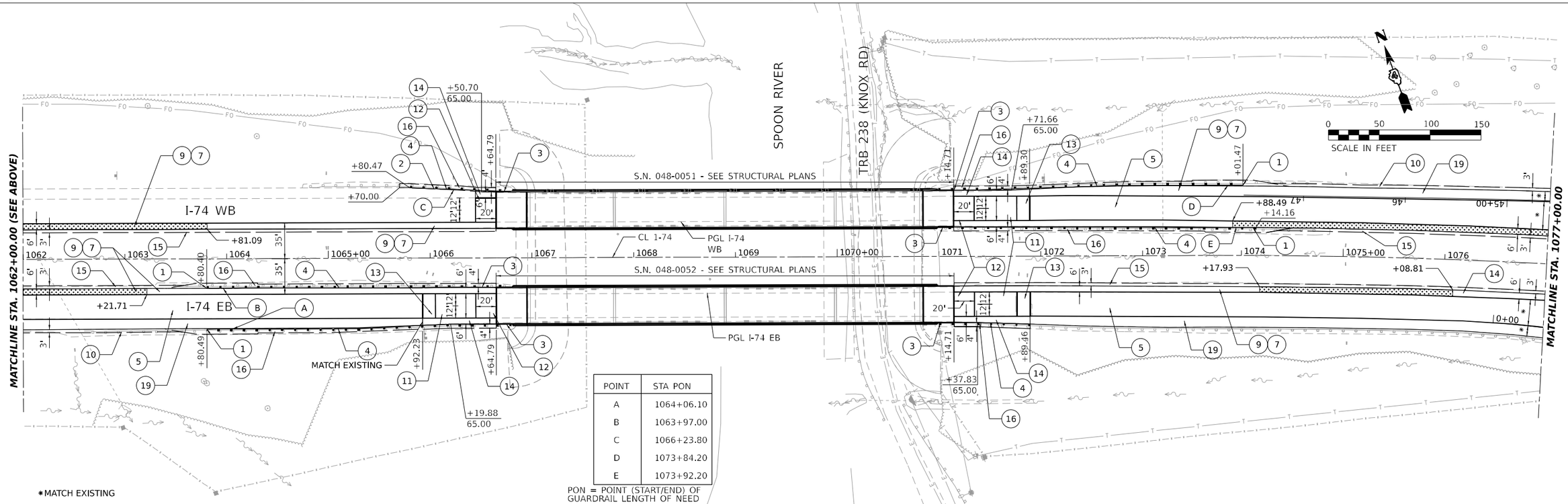
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	27
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



ROADWAY LEGEND

STAGE 2A: SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL) FOLLOWED BY POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80

1. TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
2. TRAFFIC BARRIER TERMINAL, TYPE 2
3. TRAFFIC BARRIER TERMINAL, TYPE 6
4. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
5. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80, 2"
6. NOT USED
7. AGGREGATE SUBGRADE IMPROVEMENT, 12"
8. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, N50, 1½"
9. TEMPORARY PAVEMENT
10. AGGREGATE WEDGE SHOULDER, TYPE B
11. BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)
12. DOUBLE REINFORCED CONCRETE SLAB
13. DOUBLE EXPANSION JOINT, 4"
14. HOT-MIX ASPHALT SHOULDERS, 8"
15. AGGREGATE SHOULDERS, TYPE B, 6"
16. GUARDRAIL AGGREGATE EROSION CONTROL
17. P HMA BC IL-9.5 N50
18. NOT USED
19. HOT-MIX ASPHALT SHOULDERS, 2"



POINT	STA PON
A	1064+06.10
B	1063+97.00
C	1066+23.80
D	1073+84.20
E	1073+92.20

PON = POINT (START/END) OF GUARDRAIL LENGTH OF NEED

MODEL: EXCL-I74_EXSL - PLAN 1
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01100143438\D0468E35-SHT-PLAN-02.DGN

exp.

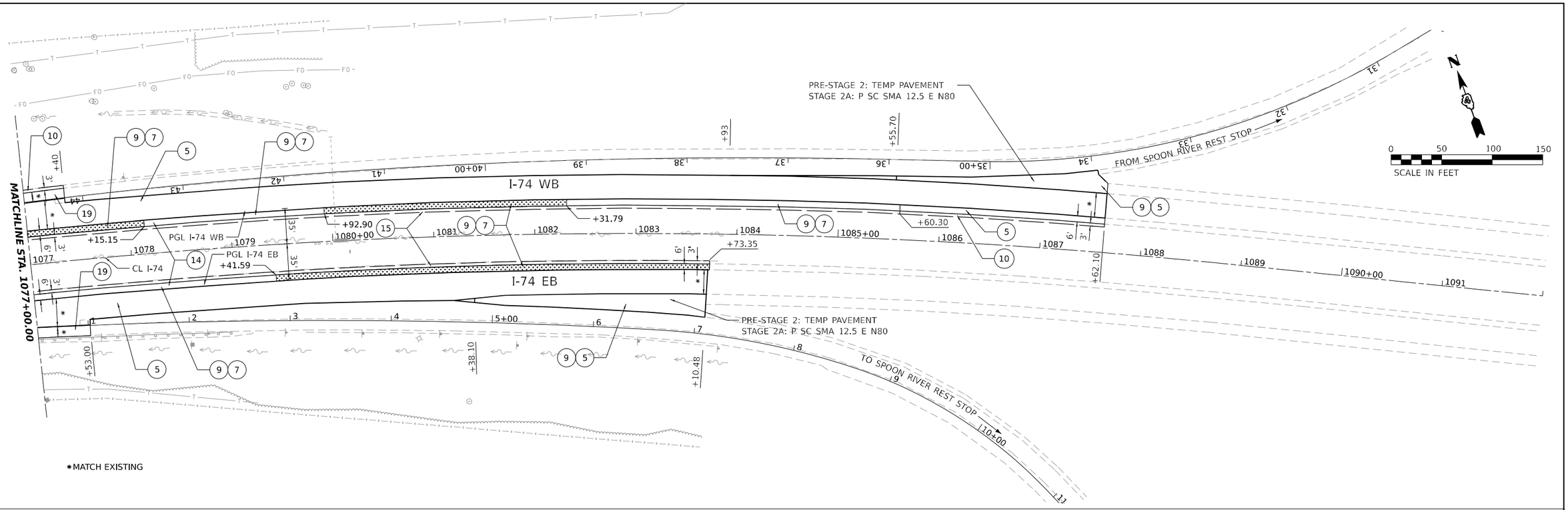
USER NAME = SWANSONAL		DESIGNED -	D. Hansen	REVISED -	
		DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.		CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 3/25/2024		DATE -	3/25/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
I–74

SCALE: 1":50' | SHEET OF SHEETS | STA. 1047+00.00 | TO STA. 1077+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	28
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



*MATCH EXISTING

ROADWAY LEGEND

STAGE 2A: SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL) FOLLOWED BY POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80

1. TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
2. TRAFFIC BARRIER TERMINAL, TYPE 2
3. TRAFFIC BARRIER TERMINAL, TYPE 6
4. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
5. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80, 2"
6. NOT USED
7. AGGREGATE SUBGRADE IMPROVEMENT, 12"
8. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, N50, 1½"
9. TEMPORARY PAVEMENT
10. AGGREGATE WEDGE SHOULDER, TYPE B
11. BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)
12. DOUBLE REINFORCED CONCRETE SLAB
13. DOUBLE EXPANSION JOINT, 4"
14. HOT-MIX ASPHALT SHOULDERS, 8"
15. AGGREGATE SHOULDERS, TYPE B, 6"
16. GUARDRAIL AGGREGATE EROSION CONTROL
17. P HMA BC IL-9.5 N50
18. NOT USED
19. HOT-MIX ASPHALT SHOULDERS, 2"

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/25/2024	DATE - 3/25/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
I–74

SCALE: 1":50' | SHEET OF SHEETS | STA. 1077+00.00 | TO STA. 1092+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	29
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

MODEL: EXCL-I74_EXSL - PLAN 3
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0114338\D0468E35-SHT-PLAN-03.DGN

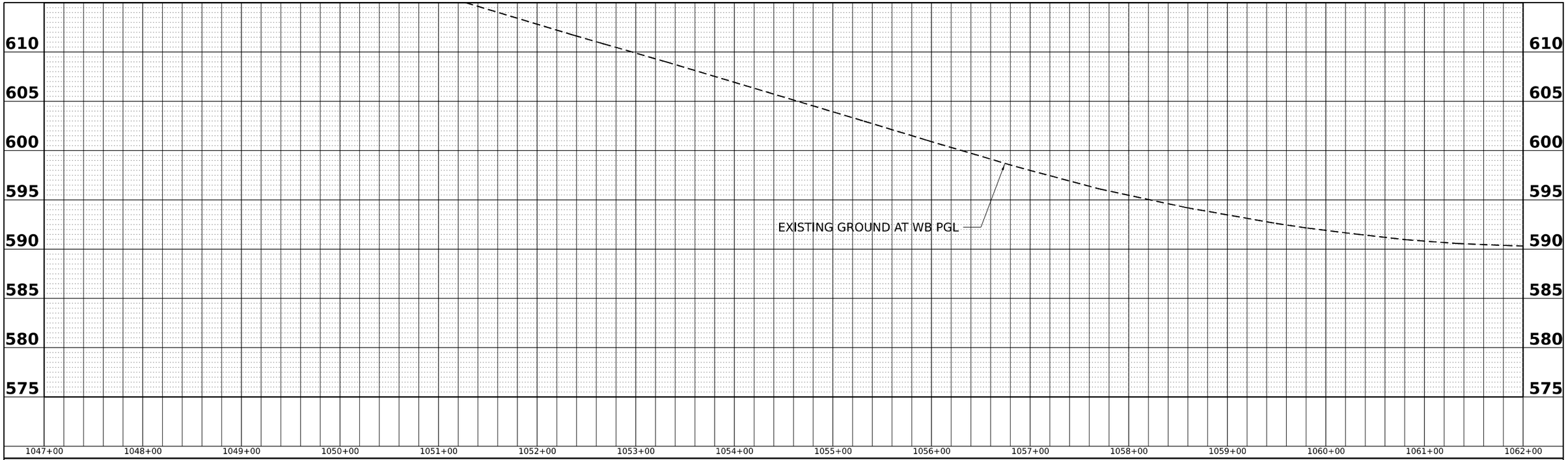
PLAN

SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME

NOTE BOOK
NO.

BY

DATE



I-74 WB PROFILE

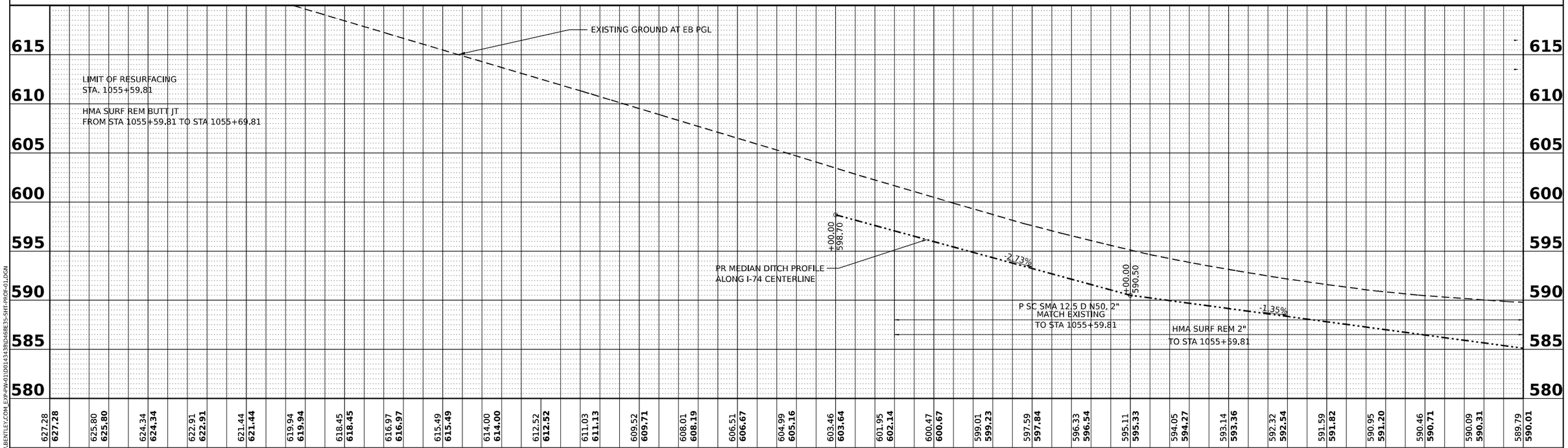
PROFILE

SURVEYED
PLOTTED
GRADES CHECKED
R.M. NOTED
STRUCTURE NOTATNS CHKD

NOTE BOOK
NO.

BY

DATE



I-74 EB PROFILE

MODEL: DEFAULT
FILE NAME: C:\PW_WORKLEX\P-FW.BENTLEY.COM_EXP-PW-01\D0143438\D468E35-SHT-PROF-01.DGN

exp.

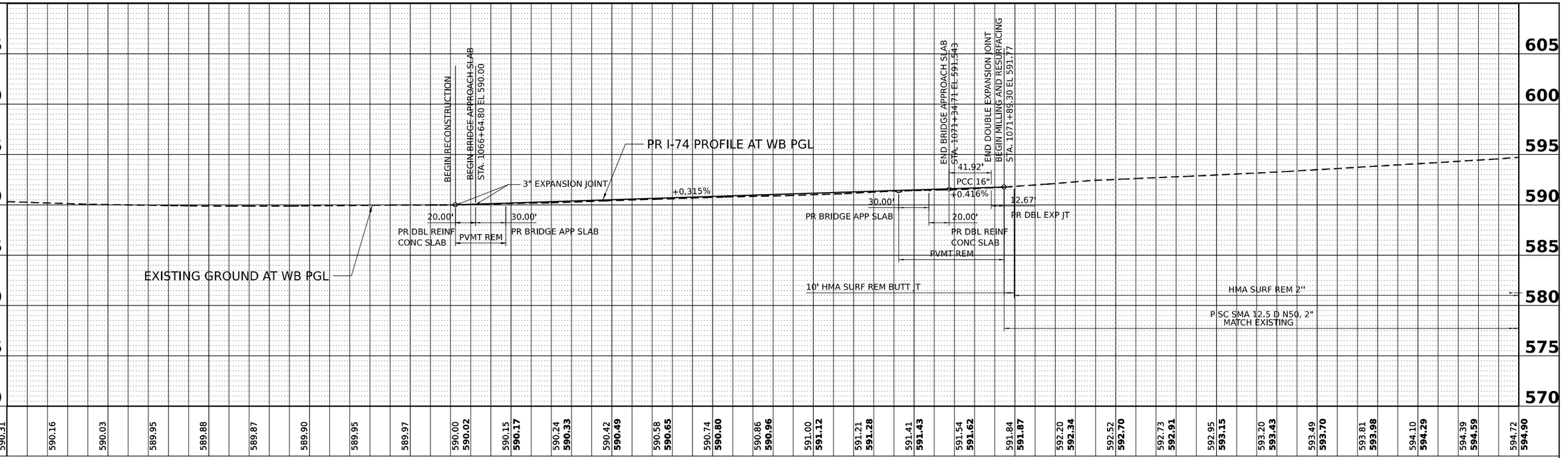
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/25/2024	DATE - 3/25/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

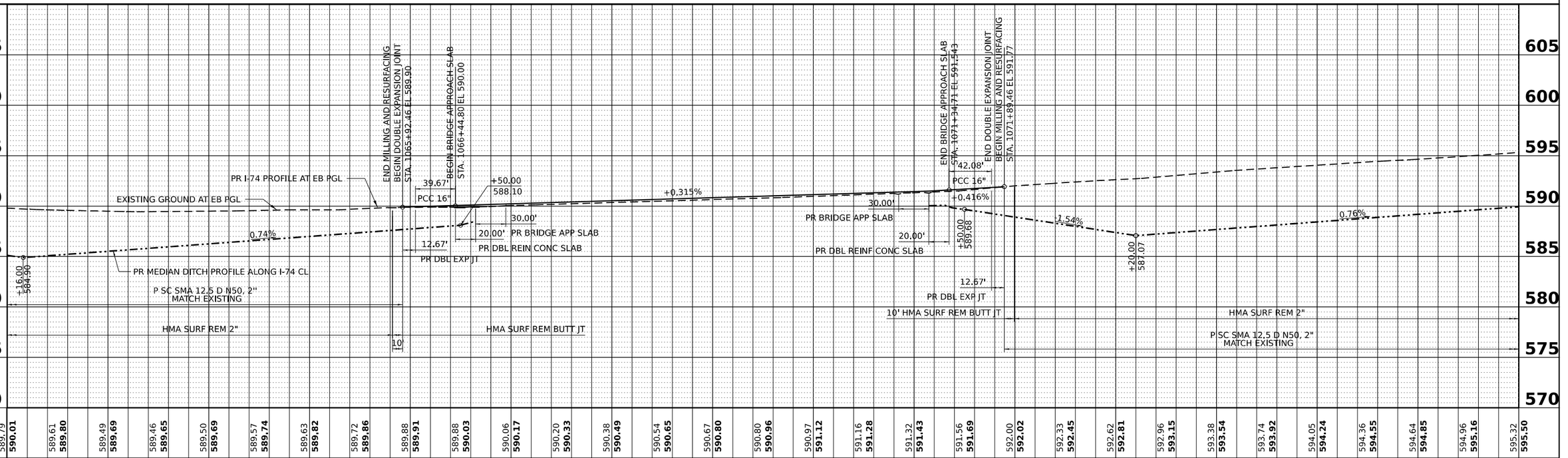
ROADWAY PROFILE
I–74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	30
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	



I-74 WB PROFILE



I-74 EB PROFILE

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SURVEYED
PLOTTED
ASSIGNMENT CHECKED
NOTE BOOK
NO.
RT. OF WAY CHECKED
CADD FILE NAME
BY
DATE

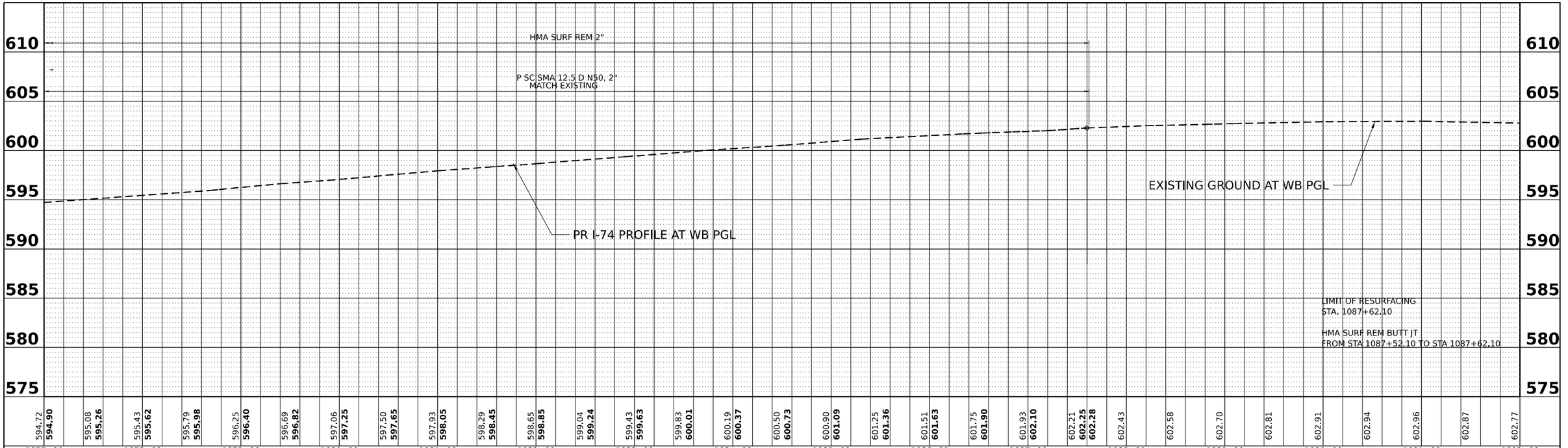
PROFILE
SURVEYED
PLOTTED
ASSIGNMENT CHECKED
NOTE BOOK
NO.
R.M. NOTED
STRUCTURE NO
STA
PNS
CHKD
BY
DATE

MODEL: DEFAULT
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM:_EXP-PW\-01\D0143438\D468E35-SHT-PROF-02.DGN

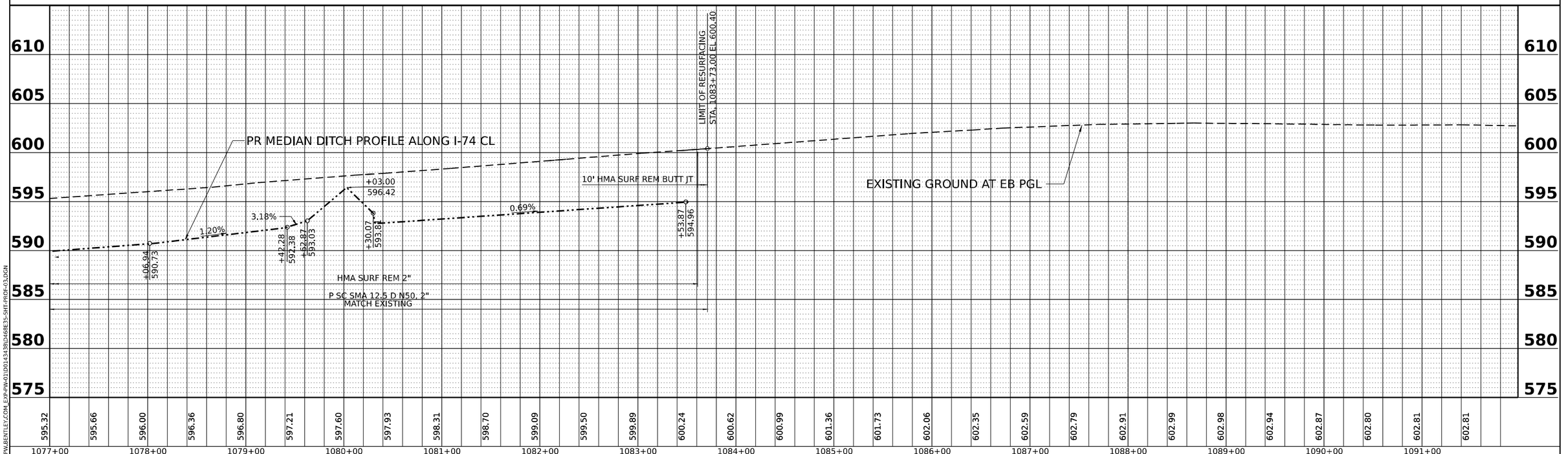
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**ROADWAY PROFILE**	
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**I–74**	
PLOT SCALE = 100.0000 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	
PLOT DATE = 3/25/2024	DATE - 3/25/2024	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	31
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



I-74 WB PROFILE



I-74 EB PROFILE

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NO'S/TYP'S CHKD
NOTE BOOK
NO.
BY
DATE

MODEL: DEFAULT
FILE NAME: C:\PW_WORKLEX\I-FW.BENTLEY.COM_EXP-FW-01\D0143438\D468E35-SHT-PROF-03.DGN

exp.

USER NAME = PARRAV		DESIGNED -	D. Hansen	REVISED -	
		DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 100.0000 ' / IN.		CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 3/25/2024		DATE -	3/25/2024	REVISED -	

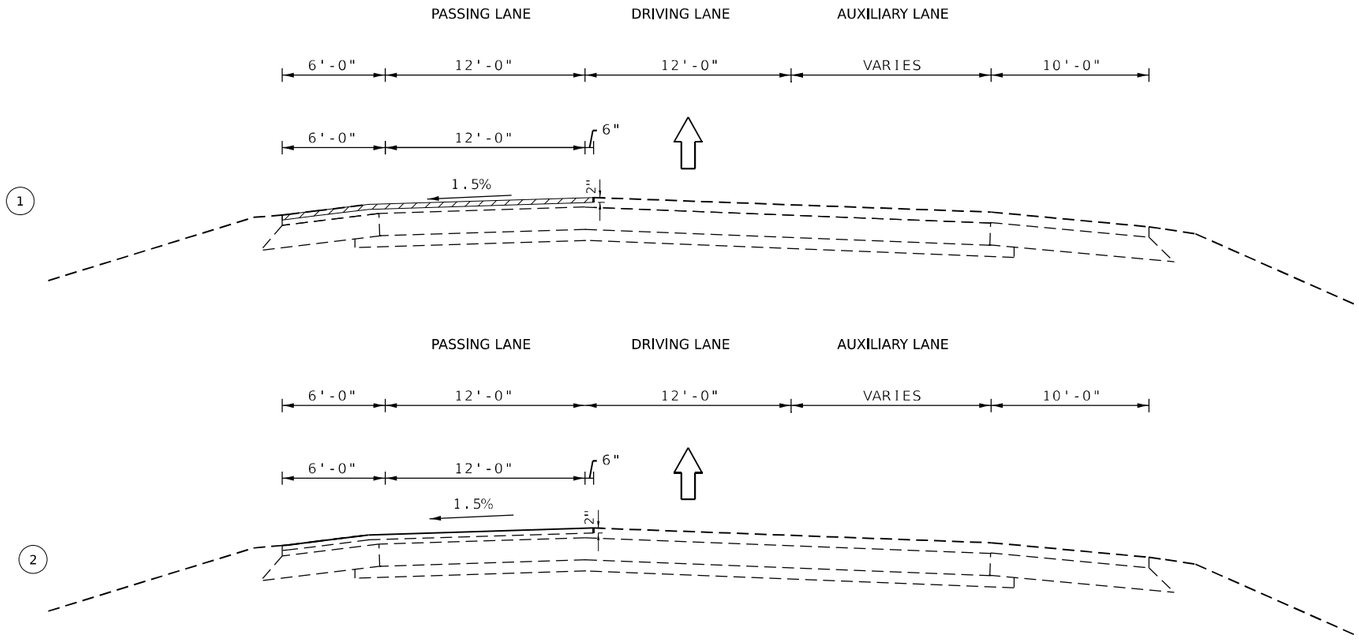
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PROFILE
I-74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	32
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	

SEQUENCE OF OPERATIONS, STAGE 2A - MILLING AND RESURFACING - PHASE 1



MILLING AND RESURFACING - PHASE 1 *

PURPOSE
COMPLETE THE MILLING AND RESURFACING OF PASSING LANE AND INSIDE SHOULDER AT THE LOCATIONS SHOWN ON THE PLANS. PLACE AGGREGATE WEDGE SHOULDERS ALONG THE INSIDE SHOULDER.

CONSTRUCTION
1. MILL ON INSIDE SHOULDER AND PASSING LANE EXTENDING 6" PAST THE LANE LINE.

2. PLACE TACK COAT AND SMA SURFACE COURSE ON INSIDE SHOULDER AND PASSING LANE EXTENDING 6" PAST THE LANE LINE. TOTAL WIDTH = 18'-6". PLACE AGGREGATE WEDGE SHOULDERS.

* THE SEQUENCE OF OPERATIONS - MILLING AND RESURFACING, W AUX LANES APPLIES ALONG THE WB ENTRANCE FROM AND EB EXIT TO THE REST AREA.

LEGEND

HMA SURFACE REMOVAL

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-STAGING-SEQUENCE-01.DGN

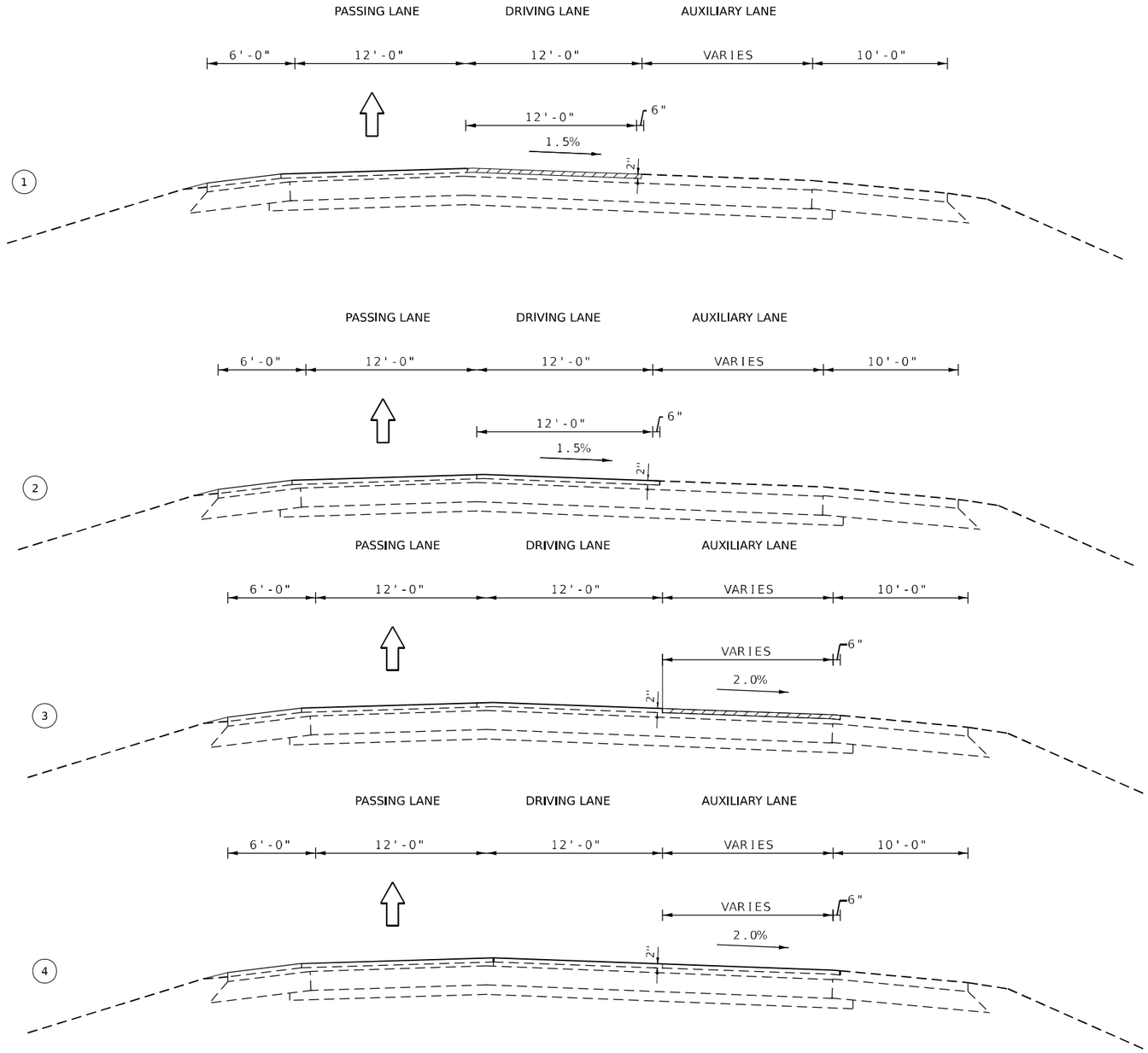
exp.	USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
		DRAWN - V. Parra	REVISED -	
	PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
	PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STAGING AND TRAFFIC CONTROL
SEQUENCE OF OPERATIONS – MILLING AND RESURF W AUX LANE

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	33
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATIONS, STAGE 2A - MILLING AND RESURFACING - PHASE 2



LEGEND

HMA SURFACE REMOVAL

MILLING AND RESURFACING - PHASE 2 *

PURPOSE

COMPLETE THE MILLING AND RESURFACING OF DRIVING LANE, AUXILIARY LANE, AND OUTSIDE SHOULDER AT THE LOCATIONS SHOWN ON THE PLANS. PLACE AGGREGATE WEDGE SHOULDERS ALONG THE OUTSIDE SHOULDERS.

CONSTRUCTION

1. MILL DRIVING LANE EXTENDING 6" ONTO THE AUXILIARY LANE. TOTAL WIDTH = 12'-6". THIS MILLING INCLUDES THE 6" PREVIOUSLY PLACED ON THE PASSING LANE AND DRIVING LANE JOINT.

2. PLACE TACK COAT AND SMA SURFACE COURSE ON DRIVING LANE EXTENDING 6" ONTO THE AUXILIARY LANE. TOTAL WIDTH = 12'-6".

3.** MILL THE AUXILIARY LANE EXTENDING 6" ONTO THE OUTSIDE SHOULDER. TOTAL WIDTH = 12'-6" AND VARIES. NOTE: MILLING INCLUDES THE 6" PREVIOUSLY PLACED OVER THE DRIVING LANE AND AUXILIARY LANE JOINT.

4.** PLACE TACK COAT AND SMA SURFACE COURSE ON THE AUXILIARY LANE EXTENDING 6" ONTO THE OUTSIDE SHOULDER. TOTAL WIDTH OF = 12'-6" AND VARIES.

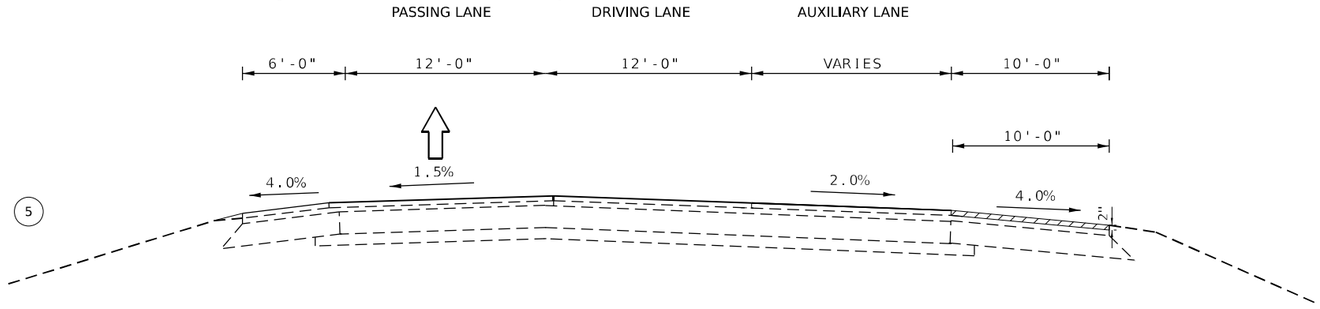
* THE SEQUENCE OF OPERATIONS - MILLING AND RESURFACING, W AUX LANES APPLIES ALONG THE WB ENTRANCE FROM AND EB EXIT TO THE REST AREA.

** IMPLEMENT STANDARD 701411 TO MAINTAIN TRAFFIC ENTERING I-74 WB FROM THE REST AREA AND I-74 EB TRAFFIC EXITING TO THE REST AREA.

exp.	USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGING AND TRAFFIC CONTROL SEQUENCE OF OPERATIONS – MILLING AND RESURF W AUX LANE
		DRAWN - V. Parra	REVISED -		
	PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
	PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	34
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATIONS, STAGE 2A - MILLING AND RESURFACING - PHASE 2



PHASE 2 (CONTINUED) *

PURPOSE
COMPLETE THE MILLING AND RESURFACING OF DRIVING LANE, AUXILIARY LANE, AND OUTSIDE SHOULDER AT THE LOCATIONS SHOWN ON THE PLANS. PLACE AGGREGATE WEDGE SHOULDERS ALONG THE OUTSIDE SHOULDERS.

CONSTRUCTION
5.**MILL OUTSIDE SHOULDER EXTENDING 6" INTO THE SMA SURFACE COURSE. TOTAL WIDTH = 10'-0". THIS MILLING INCLUDES THE 6" PREVIOUSLY PLACED WITH THE AUXILIARY LANE. ACTUAL MILLING DEPTH MAY VARY BUT PAID AS HMA SURF. REM 2".

6.**PLACE TACK COAT AND SMA SURFACE COURSE ON OUTSIDE SHOULDER. PLACE AGGREGATE WEDGE SHOULDER.

* THE SEQUENCE OF OPERATIONS - MILLING AND RESURFACING, W AUX LANES APPLIES ALONG THE WB ENTRANCE FROM AND EB EXIT TO THE REST AREA.

** IMPLEMENT STANDARD 701411 TO MAINTAIN TRAFFIC ENTERING I-74 WB FROM THE REST AREA AND I-74 EB TRAFFIC EXITING TO THE REST AREA.

LEGEND

HMA SURFACE REMOVAL

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143388\D0468E35-SHT-STAGING-SEQUENCE-03.DGN

USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

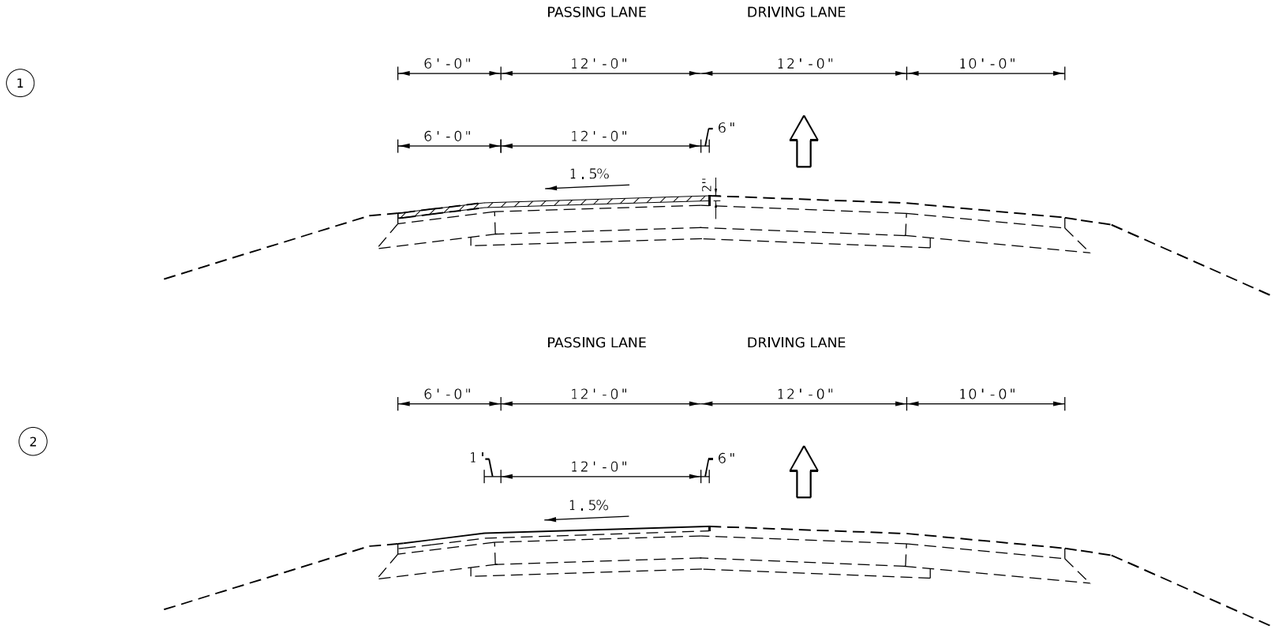
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
SEQUENCE OF OPERATIONS – MILLING AND RESURF W AUX LANE

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	35
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATIONS, STAGE 2A - MILLING AND RESURFACING - PHASE 1



MILLING AND RESURFACING - PHASE 1 *

PURPOSE
COMPLETE THE MILLING AND RESURFACING OF PASSING LANE AND INSIDE SHOULDER AT THE LOCATIONS SHOWN ON THE PLANS. PLACE AGGREGATE WEDGE SHOULDERS ALONG THE INSIDE SHOULDER.

CONSTRUCTION
1. MILL ON INSIDE SHOULDER AND PASSING LANE EXTENDING 6" PAST THE LANE LINE.

2. PLACE TACK COAT AND SMA SURFACE COURSE ON INSIDE SHOULDER AND PASSING LANE EXTENDING 6" PAST THE LANE LINE. TOTAL WIDTH OF 18'-6". PLACE AGGREGATE WEDGE SHOULDERS.

* THE SEQUENCE OF OPERATIONS - MILLING AND RESURFACING, 2 LANES APPLIES TO AREAS EAST OF THE BRIDGES WEST OF THE WB ENTRANCE FROM AND EB EXIT TO THE REST AREA AND ALL AREAS WEST OF THE BRIDGES.

LEGEND

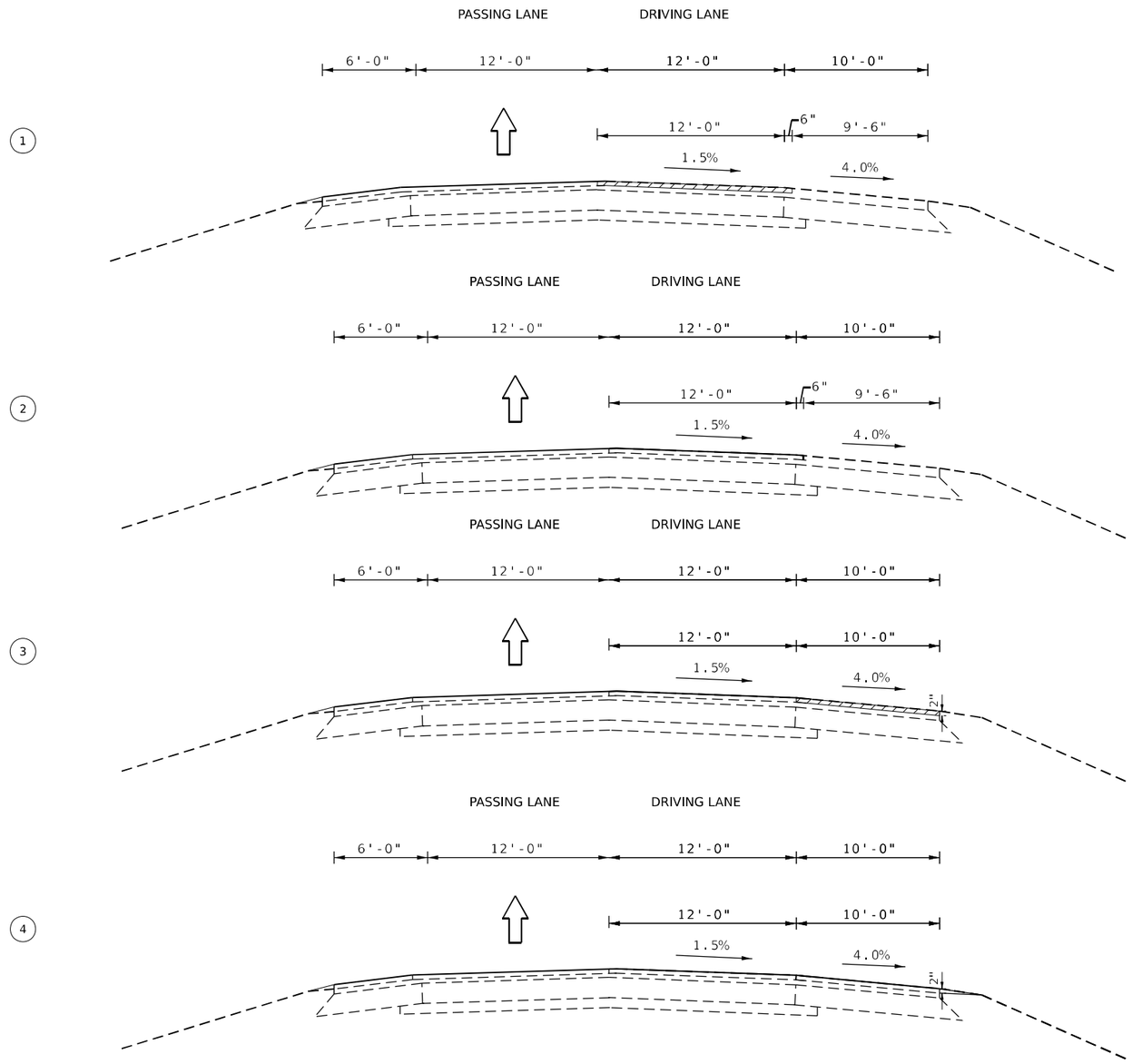
HMA SURFACE REMOVAL

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKAREA\EXP-PW_BENTLEY_COM_EXP-PW-001D0143438\D468E35-SHT-STAGING-SEQUENCE-04.DGN

exp.	USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGING AND TRAFFIC CONTROL SEQUENCE OF OPERATIONS – MILLING AND RESURF, 2 LANES
		DRAWN - V. Parra	REVISED -		
	PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -		
	PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	36
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATIONS, STAGE 2A - MILLING AND RESURFACING - PHASE 2



LEGEND

HMA SURFACE REMOVAL

MILLING AND RESURFACING - PHASE 2 *

PURPOSE

COMPLETE THE MILLING AND RESURFACING OF DRIVING LANE AND OUTSIDE SHOULDER AT THE LOCATIONS SHOWN ON THE PLANS. PLACE AGGREGATE WEDGE SHOULDERS ALONG THE OUTSIDE SHOULDERS.

CONSTRUCTION

1. MILL ON DRIVING LANE EXTENDING 6" ONTO THE OUTSIDE SHOULDER. TOTAL WIDTH = 12'-6". NOTE: MILLING INCLUDES THE 6" PREVIOUSLY PLACED ON THE DRIVING LANE AND AUXILIARY LANE JOINT.

2. PLACE TACK COAT AND SMA SURFACE COURSE ON THE DRIVING LANE EXTENDING 6" ONTO THE OUTSIDE SHOULDER. TOTAL WIDTH OF = 12'-6".

3. MILL OUTSIDE SHOULDER EXTENDING 6" INTO THE SMA SURFACE COURSE. TOTAL WIDTH = 10'-0". THIS MILLING INCLUDES THE 6" PREVIOUSLY PLACED WITH THE AUXILIARY LANE. ACTUAL MILLING DEPTH MAY VARY BUT PAID AS HMA SURF REM 1 1/2" WEST OF THE BRIDGES AND HMA SURF REM 2" EAST OF THE BRIDGES.

4. PLACE TACK COAT AND SMA SURFACE COURSE ON OUTSIDE SHOULDER. PLACE AGGREGATE WEDGE SHOULDER.

* THE SEQUENCE OF OPERATIONS - MILLING AND RESURFACING, 2 LANES APPLIES TO AREAS EAST OF THE BRIDGES WEST OF THE WB ENTRANCE FROM AND EB EXIT TO THE REST AREA AND ALL AREAS WEST OF THE BRIDGES.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-STAGING-SEQUENCE-05.DGN

exp.	USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	
		DRAWN - V. Parra	REVISED -	
	PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
	PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

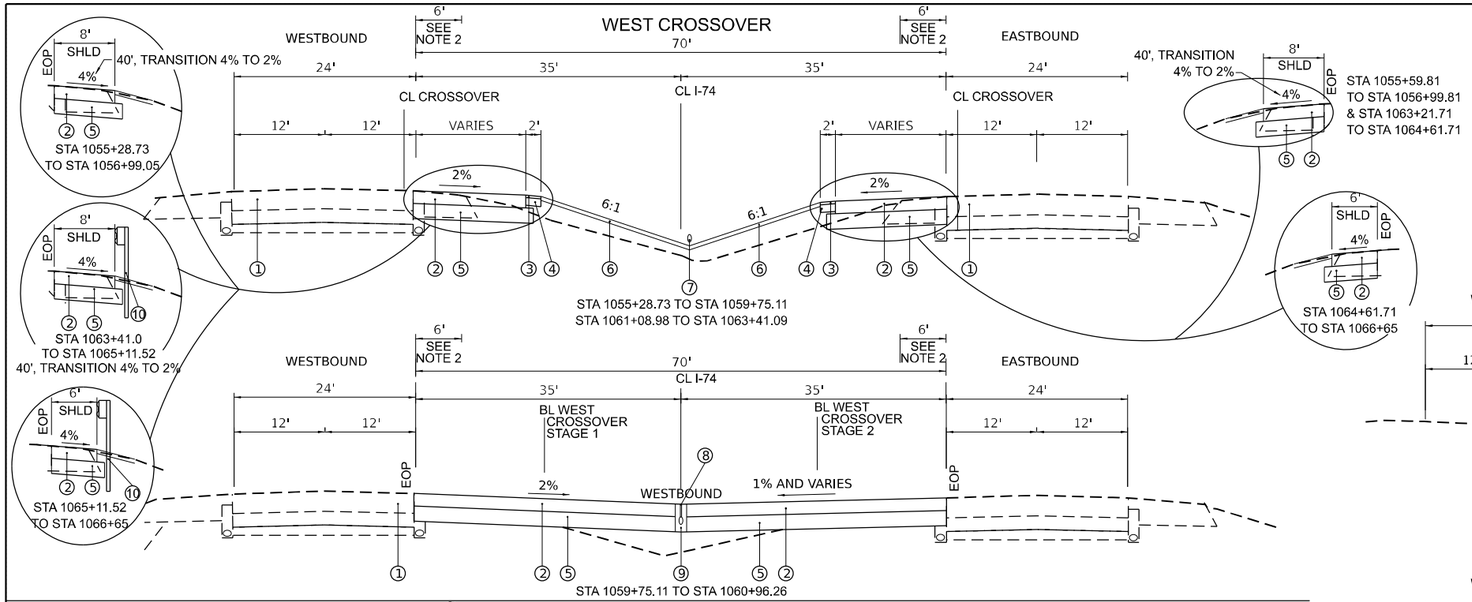
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
SEQUENCE OF OPERATIONS – MILLING AND RESURF, 2 LANES

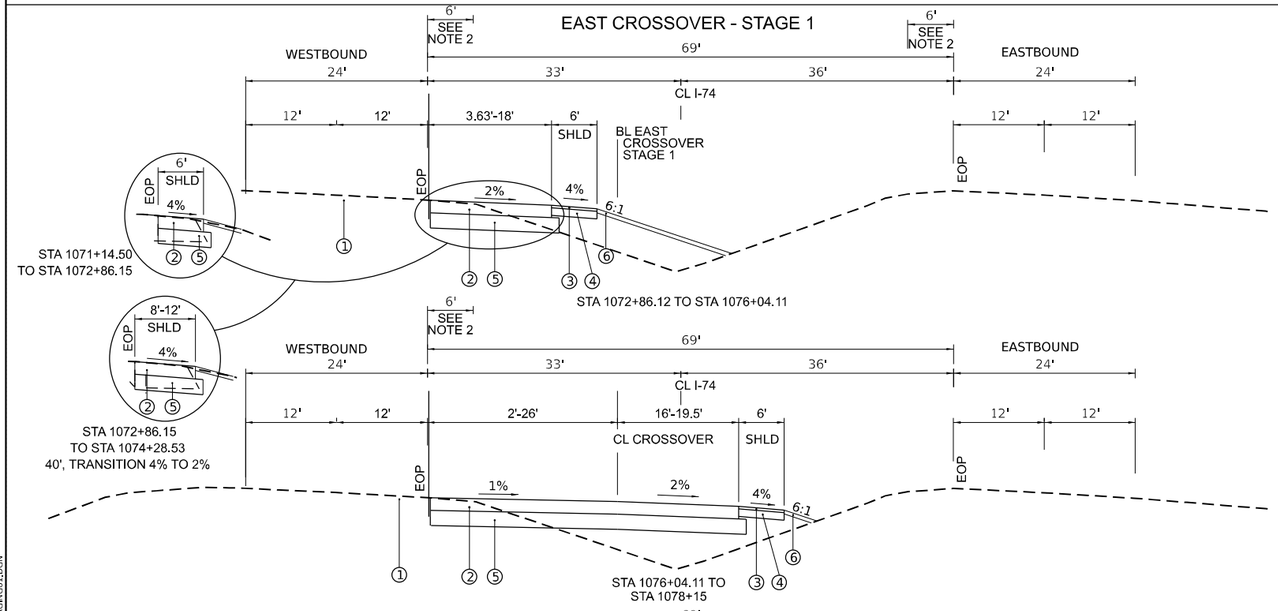
SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	37
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

WEST CROSSOVER



EAST CROSSOVER - STAGE 1

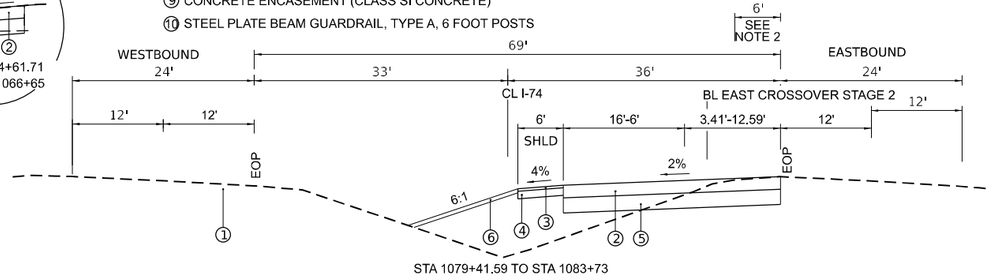


LEGEND

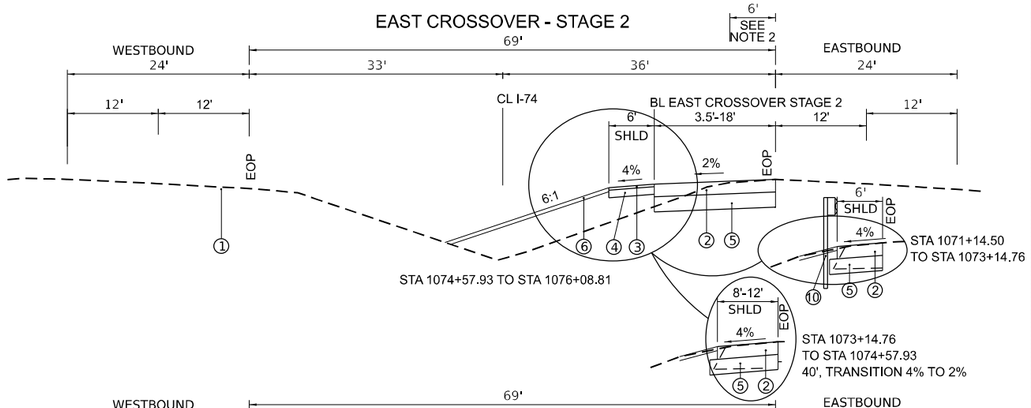
1. EXISTING PAVEMENT
2. TEMPORARY PAVEMENT
3. HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2"
4. HOT-MIX ASPHALT SHOULDERS, 6"
5. AGGREGATE SUBGRADE IMPROVEMENT, 12"
6. TOP SOIL EXCAVATION AND PLACEMENT
7. BEVELED PIPE AND GUARD *
8. 18" SLOTTED DRAIN WITH VARIABLE SLOT **
9. CONCRETE ENCASEMENT (CLASS SI CONCRETE)
10. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

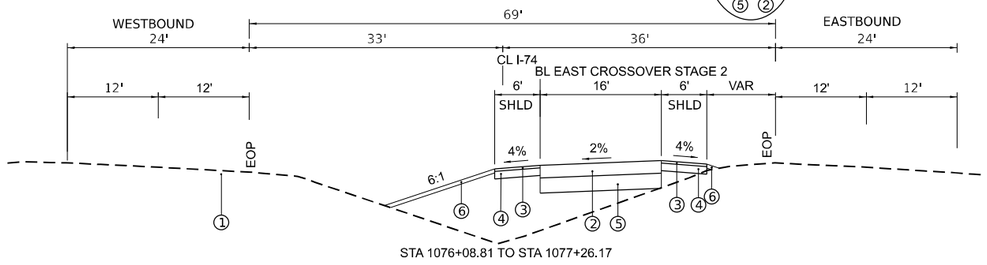
* SEE DISTRICT STANDARD 86.1 FOR DETAILS
** SEE DISTRICT STANDARD 61.2 OR 68.1 FOR DETAILS

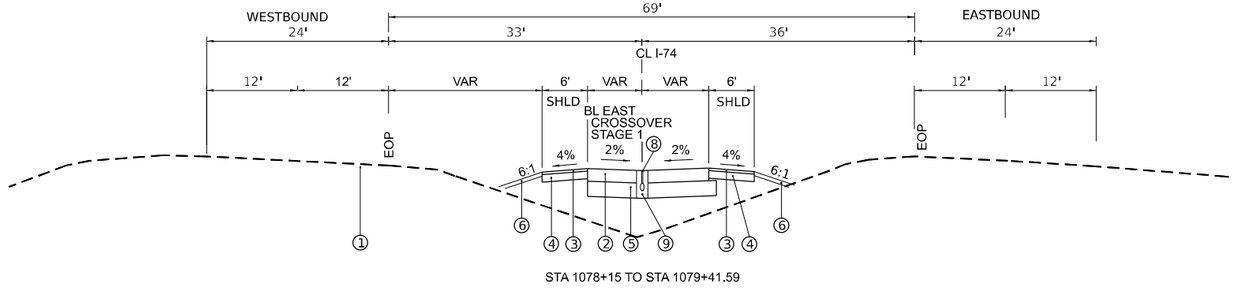
NOTE:
1. SEE STRUCTURAL SHEET FOR BRIDGE STAGING
2. TEMPORARY PAVEMENT WILL BE REMOVED TO 6' FROM EXISTING EOP

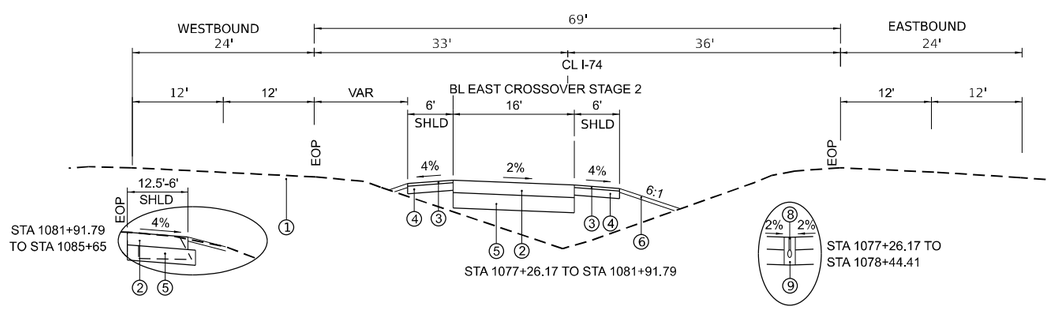


EAST CROSSOVER - STAGE 2









AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

USER NAME = SWANSONAL	DESIGNED - JR	REVISED -		
	DRAWN - MD	REVISED -		
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - AS	REVISED -		
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
CROSSOVER TYPICAL SECTION

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	38
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

MODEL: MOT TYP SECTION
FILE NAME: C:\PW_WORK\EXP-PW_BENTLEY.COM_EXP-PW\D1\D0143438\D0468835-SHT-STAGING01.DGN

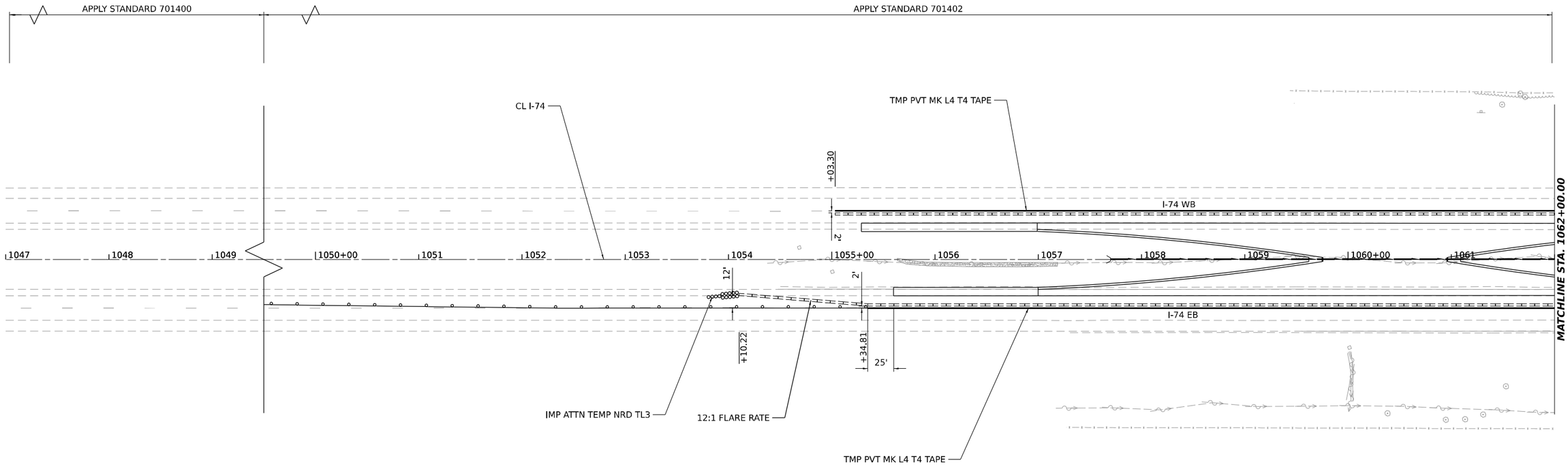
NOTES

1. THESE SHEETS SHOW TRAFFIC CONTROL DURING CONSTRUCTION OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVERS TO BE USED TO CARRY TRAFFIC DURING STAGE 1.
2. DIMENSIONS SHOWN FOR PLACEMENT OF THE TEMPORARY CONCRETE BARRIER ARE FROM THE LANE LINE OR FACE OF BRIDGE PARAPET TO THE FACE OF THE BARRIER.
3. TEMPORARY CONCRETE BARRIER FLARE RATES SHALL BE EQUAL TO OR FLATTER THAN RATES SPECIFIED ON THE PLANS.

N

0 50 100 150

SCALE IN FEET



LEGEND

TEMPORARY CONCRETE BARRIER

TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE

MODEL: SHEET PLAN 01
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D468E35-SHT-STAGING-PRESTAGE1-01.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. HANSEN	REVISED -
	DRAWN - A. SWANSON	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - D. HANSEN	REVISED -
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
PRE-STAGE 1

SCALE: 1:50 | SHEET OF SHEETS | STA. 1047+00.00 | TO STA. 1062+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	39
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

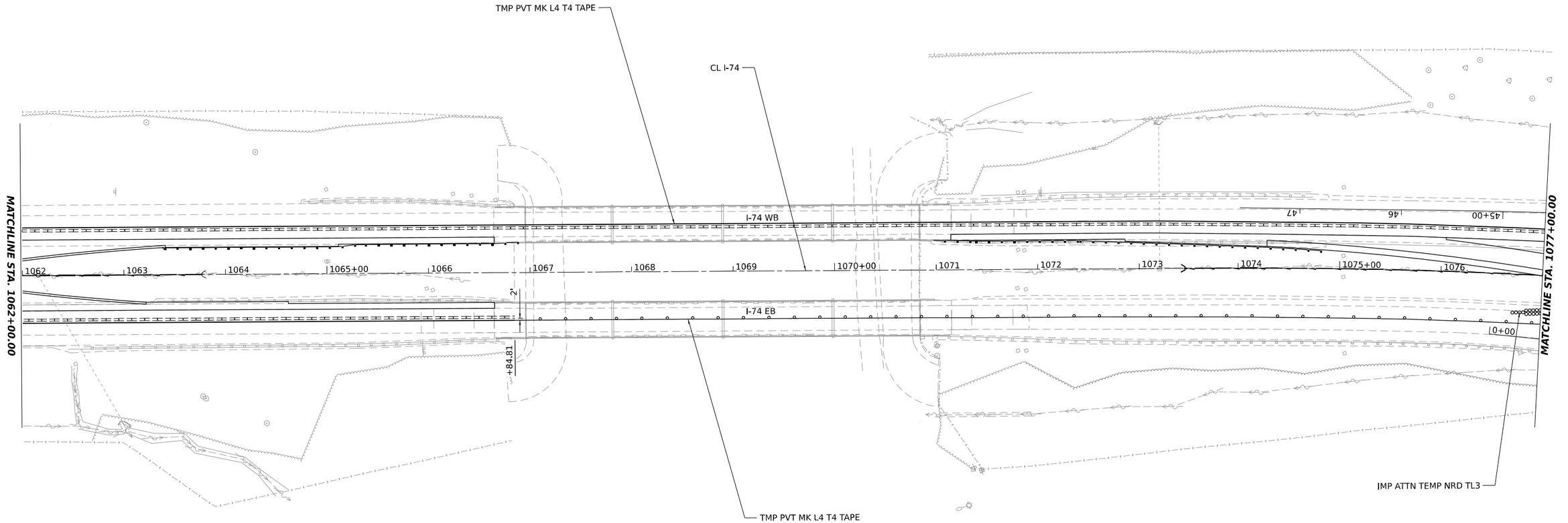
NOTES

1. THESE SHEETS SHOW TRAFFIC CONTROL DURING CONSTRUCTION OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVERS TO BE USED TO CARRY TRAFFIC DURING STAGE 1.
2. DIMENSIONS SHOWN FOR PLACEMENT OF THE TEMPORARY CONCRETE BARRIER ARE FROM THE LANE LINE OR FACE OF BRIDGE PARAPET TO THE FACE OF THE BARRIER.
3. TEMPORARY CONCRETE BARRIER FLARE RATES SHALL BE EQUAL TO OR FLATTER THAN RATES SPECIFIED ON THE PLANS.

N

0 50 100 150

SCALE IN FEET



LEGEND

TEMPORARY CONCRETE BARRIER

TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE

MODEL: SHEET PLAN 02
FILE NAME: C:\PW_WORKDIR\PW_BENTLEY.COM_EXP\PW401\D0143438\D0468E35\SHT\STAGING-PRESTAGE1+02.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. HANSEN	REVISED -	
	DRAWN - A. SWANSON	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - D. HANSEN	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
PRE–STAGE 1

SCALE: 1:50 | SHEET OF SHEETS | STA. 1062+00.00 | TO STA. 1077+00.00

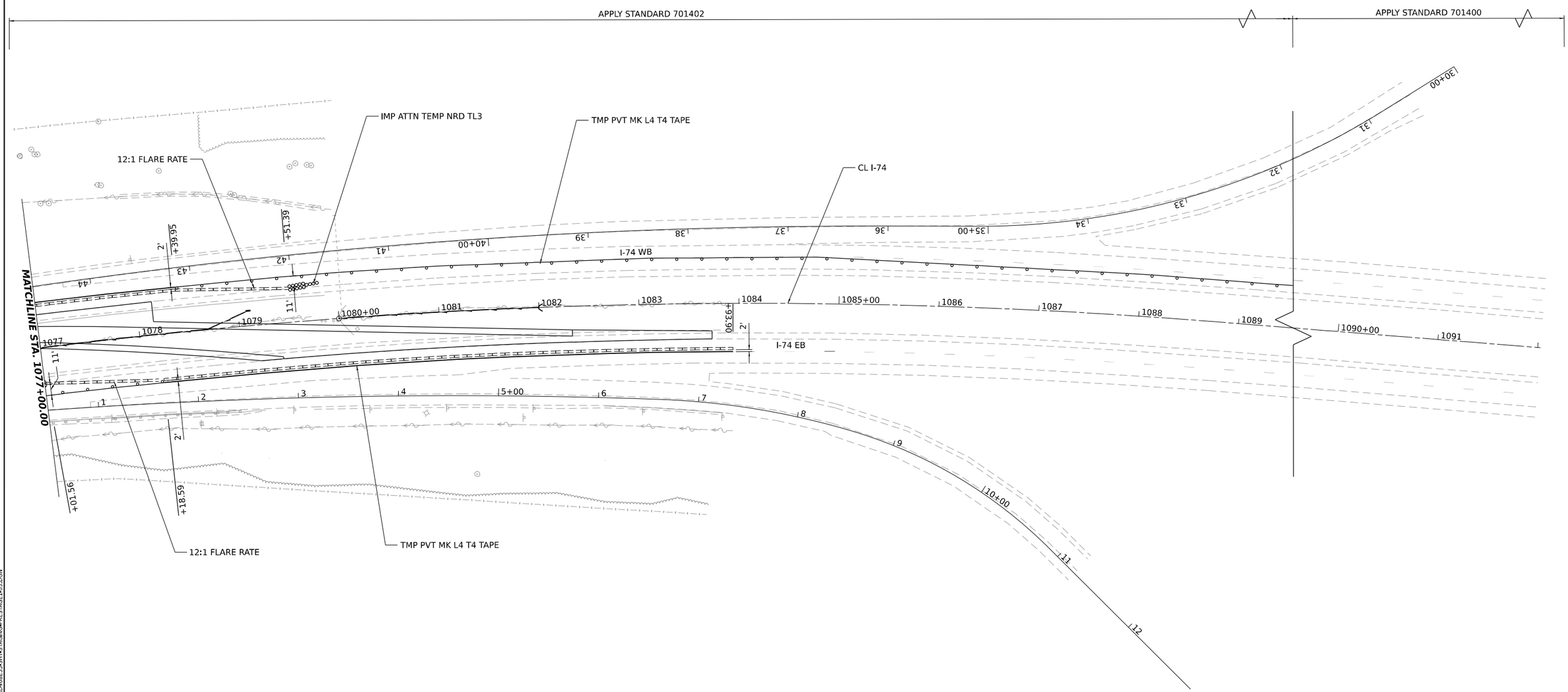
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	40
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

NOTES

1. THESE SHEETS SHOW TRAFFIC CONTROL DURING CONSTRUCTION OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVERS TO BE USED TO CARRY TRAFFIC DURING STAGE 1.
2. DIMENSIONS SHOWN FOR PLACEMENT OF THE TEMPORARY CONCRETE BARRIER ARE FROM THE LANE LINE OR FACE OF BRIDGE PARAPET TO THE FACE OF THE BARRIER.
3. TEMPORARY CONCRETE BARRIER FLARE RATES SHALL BE EQUAL TO OR FLATTER THAN RATES SPECIFIED ON THE PLANS.

N

0 50 100 150
SCALE IN FEET



LEGEND

TEMPORARY CONCRETE BARRIER

TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE

MODEL: SHEET PLAN 03
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143380\D468E35-SHT-STAGING-PRESTAGE1-03.DGN

exp.

USER NAME = SWANSONAL	DESIGNED -	D. HANSEN	REVISED -	
	DRAWN -	A. SWANSON	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED -	D. HANSEN	REVISED -	
PLOT DATE = 3/20/2024	DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
PRE–STAGE 1

SCALE: 1:50 | SHEET OF SHEETS | STA. 1077+00.00 | TO STA. 1092+00.00

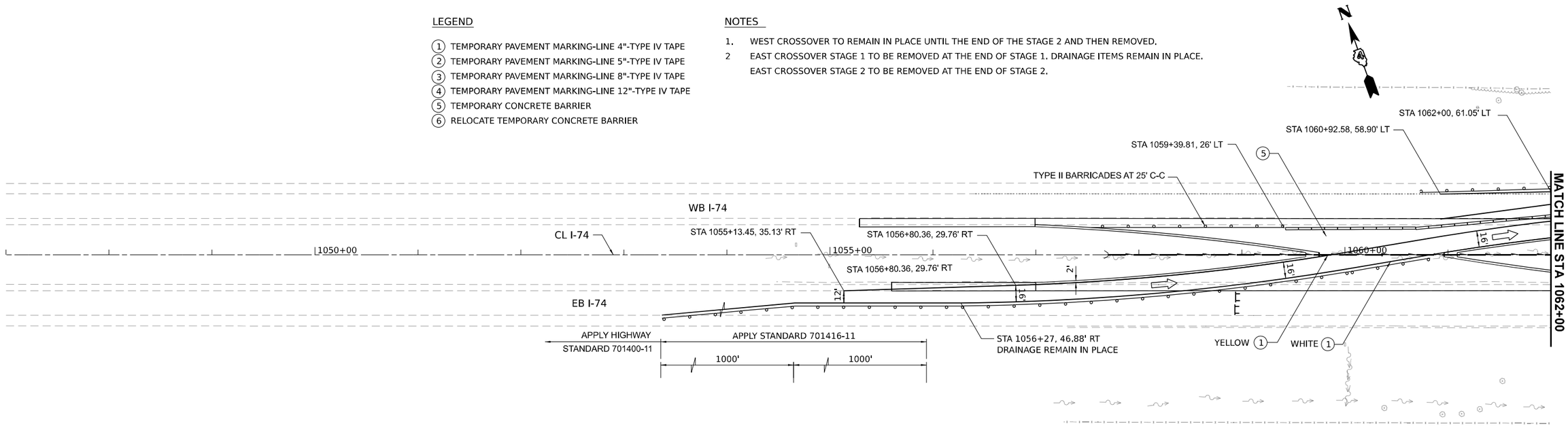
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	41
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

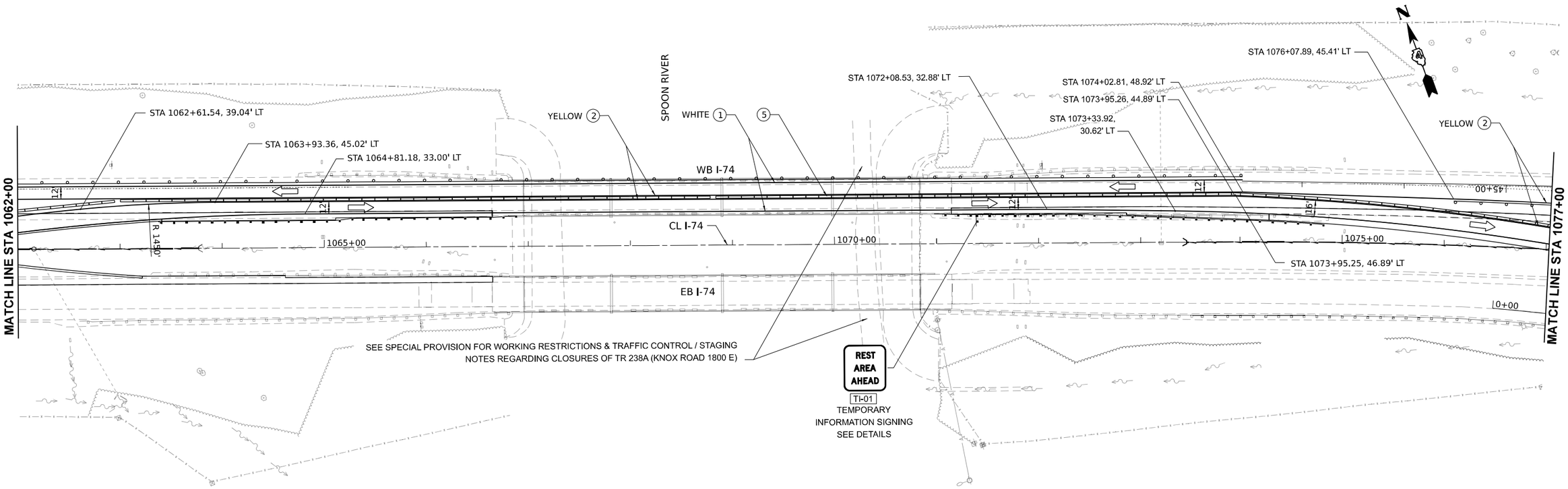
LEGEND

1. TEMPORARY PAVEMENT MARKING-LINE 4"-TYPE IV TAPE
2. TEMPORARY PAVEMENT MARKING-LINE 5"-TYPE IV TAPE
3. TEMPORARY PAVEMENT MARKING-LINE 8"-TYPE IV TAPE
4. TEMPORARY PAVEMENT MARKING-LINE 12"-TYPE IV TAPE
5. TEMPORARY CONCRETE BARRIER
6. RELOCATE TEMPORARY CONCRETE BARRIER

NOTES

1. WEST CROSSOVER TO REMAIN IN PLACE UNTIL THE END OF THE STAGE 2 AND THEN REMOVED.
2. EAST CROSSOVER STAGE 1 TO BE REMOVED AT THE END OF STAGE 1. DRAINAGE ITEMS REMAIN IN PLACE. EAST CROSSOVER STAGE 2 TO BE REMOVED AT THE END OF STAGE 2.





MODEL: STAGE 1 SHEET 1
FILE NAME: C:\PW_WORK\EXP-PW_BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-STAGING02.DGN

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6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

USER NAME = SWANSONAL		DESIGNED - JR	REVISED -		
		DRAWN - MD	REVISED -		
PLOT SCALE = 0.16666667 ' / IN.		CHECKED - AS	REVISED -		
PLOT DATE = 3/20/2024		DATE - 3/20/2024	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
STAGE 1 – I-74

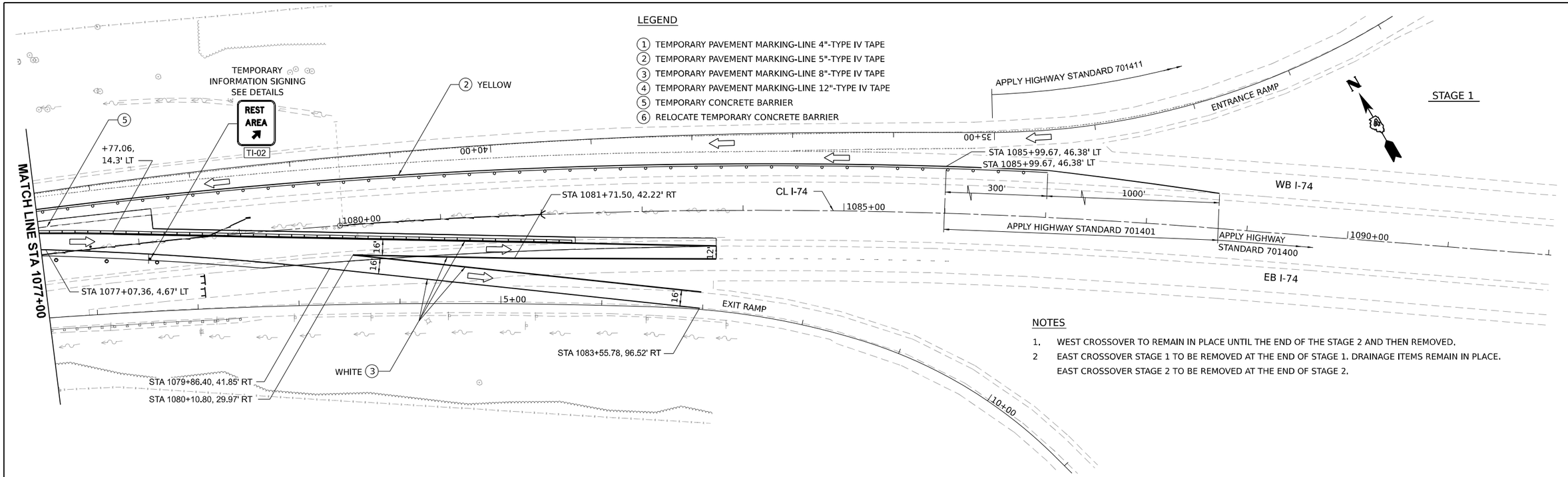
SCALE: 1"=50' | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	42
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

LEGEND

1. TEMPORARY PAVEMENT MARKING-LINE 4"-TYPE IV TAPE
2. TEMPORARY PAVEMENT MARKING-LINE 5"-TYPE IV TAPE
3. TEMPORARY PAVEMENT MARKING-LINE 8"-TYPE IV TAPE
4. TEMPORARY PAVEMENT MARKING-LINE 12"-TYPE IV TAPE
5. TEMPORARY CONCRETE BARRIER
6. RELOCATE TEMPORARY CONCRETE BARRIER

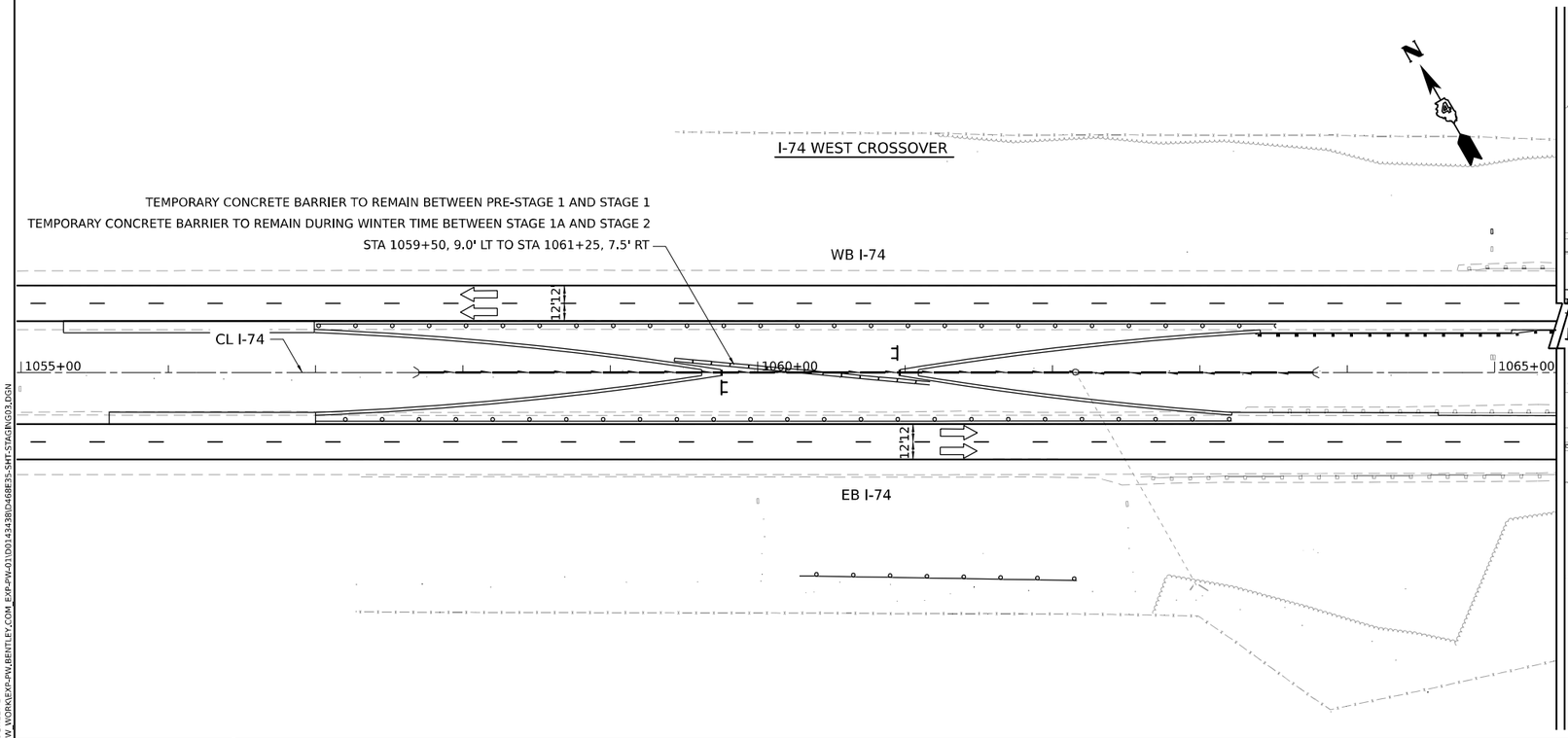
STAGE 1

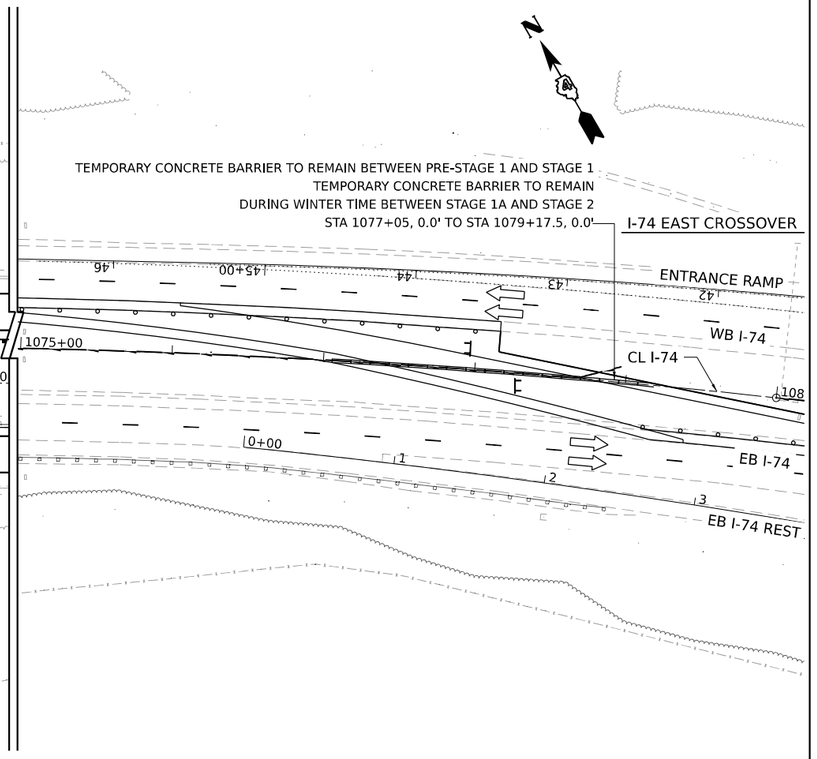


NOTES

1. WEST CROSSOVER TO REMAIN IN PLACE UNTIL THE END OF THE STAGE 2 AND THEN REMOVED.
2. EAST CROSSOVER STAGE 1 TO BE REMOVED AT THE END OF STAGE 1. DRAINAGE ITEMS REMAIN IN PLACE. EAST CROSSOVER STAGE 2 TO BE REMOVED AT THE END OF STAGE 2.

I-74 WEST CROSSOVER





MODEL: STAGE 1 SHEET 2
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-STAGING03.DGN

AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

USER NAME = SWANSONAL	DESIGNED - JR	REVISED -	
	DRAWN - MD	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - AS	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

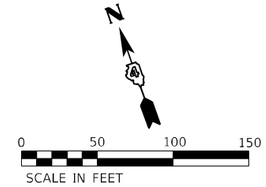
STAGING AND TRAFFIC CONTROL
STAGE 1 – I–74

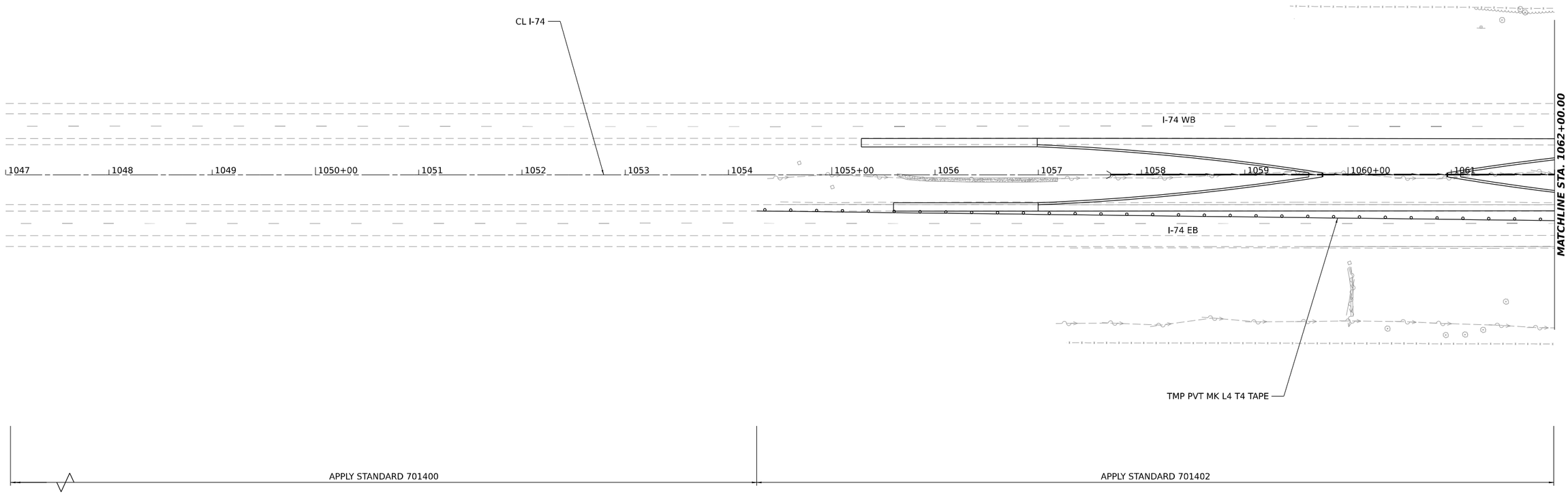
SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	43
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	

NOTES

1. THESE SHEETS SHOW TRAFFIC CONTROL DURING REMOVAL OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVER EAST OF THE BRIDGES THAT WAS USED TO CARRY TRAFFIC DURING STAGE 1 AND CONSTRUCTION OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVER IN THIS SAME AREA TO BE USED TO CARRY TRAFFIC DURING STAGE 2.
2. DIMENSIONS SHOWN FOR PLACEMENT OF THE TEMPORARY CONCRETE BARRIER ARE FROM THE LANE LINE OR FACE OF BRIDGE PARAPET TO THE FACE OF THE BARRIER.
3. TEMPORARY CONCRETE BARRIER FLARE RATES SHALL BE EQUAL TO OR FLATTER THAN RATES SPECIFIED ON THE PLANS.





LEGEND

TEMPORARY CONCRETE BARRIER

TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE

MODEL: SHEET PLAN 01
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0114343B\D468E35-SHT-STAGING-STAGE1A-01.DGN

USER NAME = SWANSONAL		DESIGNED - D. HANSEN	REVISED -	
		DRAWN - A. SWANSON	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.		CHECKED - D. HANSEN	REVISED -	
PLOT DATE = 3/20/2024		DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
STAGE 1A

SCALE: 1:50 | SHEET OF SHEETS | STA. 1047+00.00 | TO STA. 1062+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	44
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

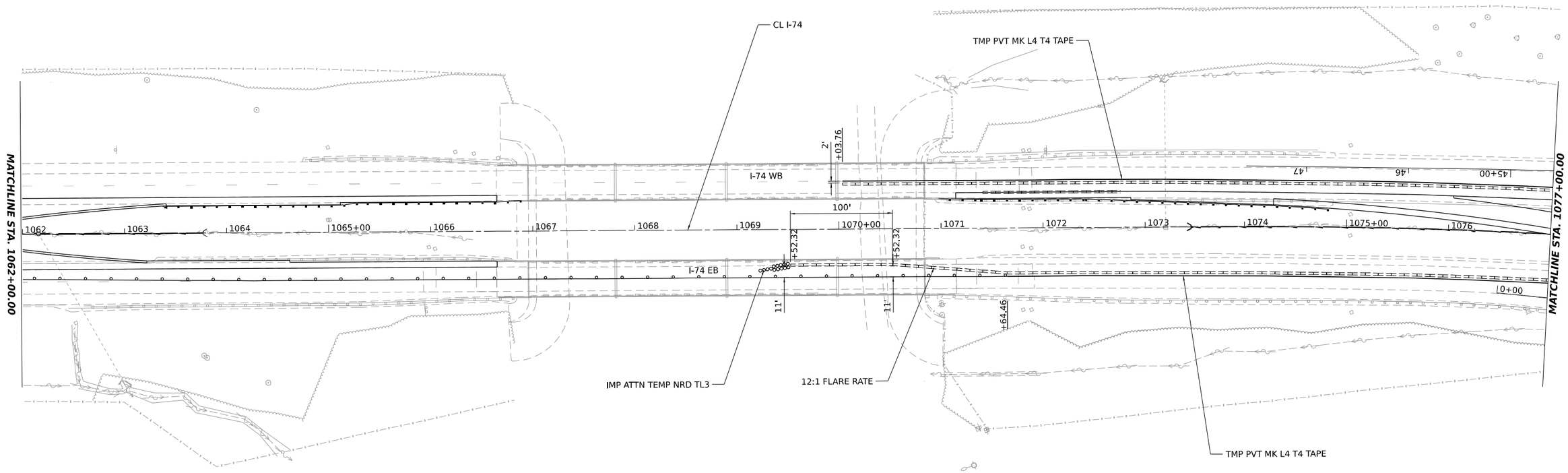
NOTES

1. THESE SHEETS SHOW TRAFFIC CONTROL DURING REMOVAL OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVER EAST OF THE BRIDGES THAT WAS USED TO CARRY TRAFFIC DURING STAGE 1 AND CONSTRUCTION OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVER IN THIS SAME AREA TO BE USED TO CARRY TRAFFIC DURING STAGE 2.
2. DIMENSIONS SHOWN FOR PLACEMENT OF THE TEMPORARY CONCRETE BARRIER ARE FROM THE LANE LINE OR FACE OF BRIDGE PARAPET TO THE FACE OF THE BARRIER.
3. TEMPORARY CONCRETE BARRIER FLARE RATES SHALL BE EQUAL TO OR FLATTER THAN RATES SPECIFIED ON THE PLANS.

N

0 50 100 150

SCALE IN FEET



LEGEND

TEMPORARY CONCRETE BARRIER

TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE

MODEL: SHEET PLAN 02
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW401\D0143438\D468E35-SHT-STAGING-STAGE1A-02.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. HANSEN	REVISED -	
	DRAWN - A. SWANSON	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - D. HANSEN	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
STAGE 1A

SCALE: 1:50 | SHEET OF SHEETS | STA. 1062+00.00 | TO STA. 1077+00.00

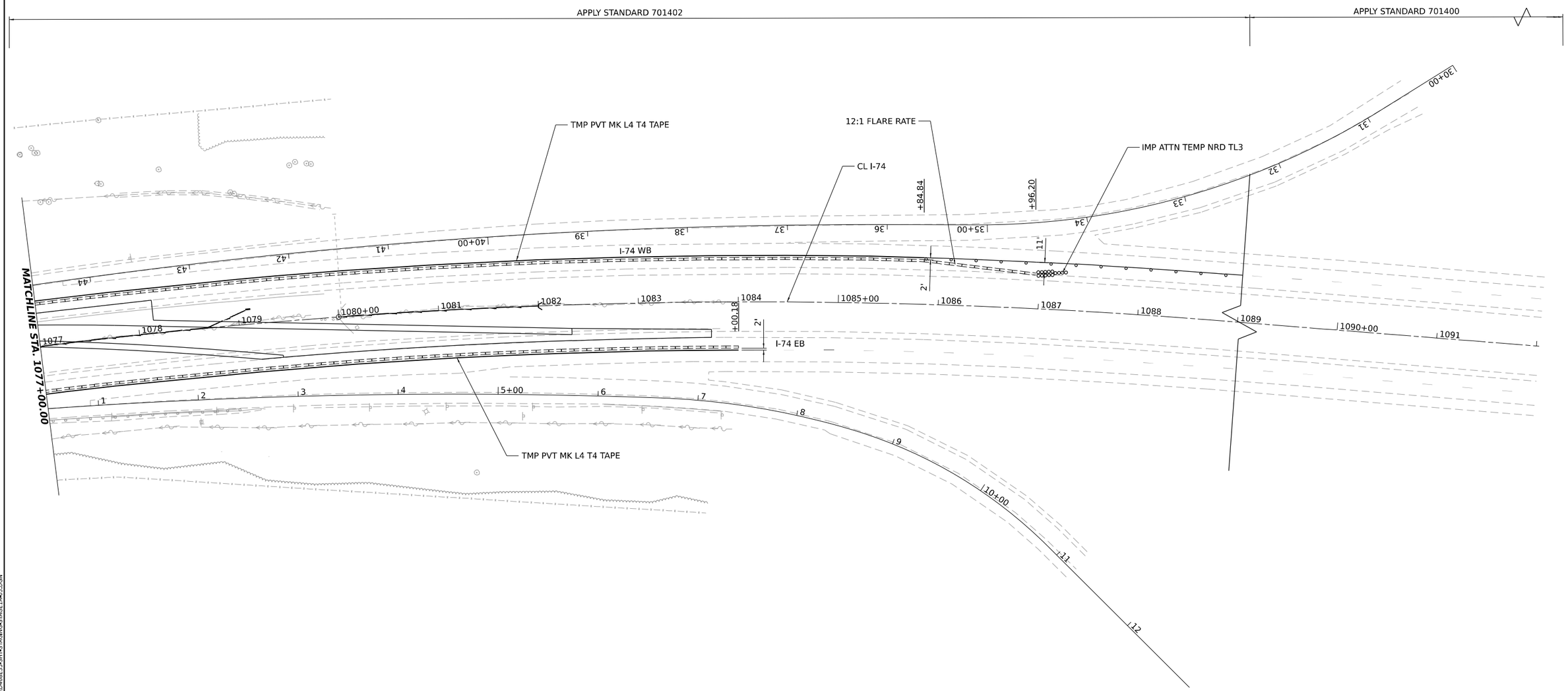
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	45
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

NOTES

1. THESE SHEETS SHOW TRAFFIC CONTROL DURING REMOVAL OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVER EAST OF THE BRIDGES THAT WAS USED TO CARRY TRAFFIC DURING STAGE 1 AND CONSTRUCTION OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVER IN THIS SAME AREA TO BE USED TO CARRY TRAFFIC DURING STAGE 2.
2. DIMENSIONS SHOWN FOR PLACEMENT OF THE TEMPORARY CONCRETE BARRIER ARE FROM THE LANE LINE OR FACE OF BRIDGE PARAPET TO THE FACE OF THE BARRIER.
3. TEMPORARY CONCRETE BARRIER FLARE RATES SHALL BE EQUAL TO OR FLATTER THAN RATES SPECIFIED ON THE PLANS.

N

0 50 100 150
SCALE IN FEET



LEGEND

TEMPORARY CONCRETE BARRIER

TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE

MODEL: SHEET PLAN 03
FILE NAME: C:\PW_WORKS\EXP-PW.BENTLEY.COM_EXP-PW\d0010143\BD468E35-SHT-STAGING-STAGE1A-03.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. HANSEN	REVISED -	**STATE OF ILLINOIS**	**STAGING AND TRAFFIC CONTROL**
	DRAWN - A. SWANSON	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**STAGE 1A**
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - D. HANSEN	REVISED -		
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -		

SCALE: 1:50 | SHEET OF SHEETS | STA. 1077+00.00 | TO STA. 1092+00.00

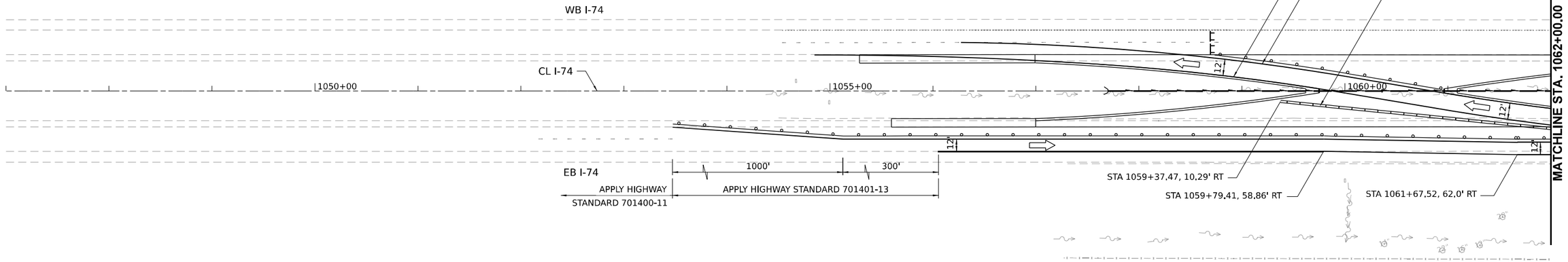
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	46
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

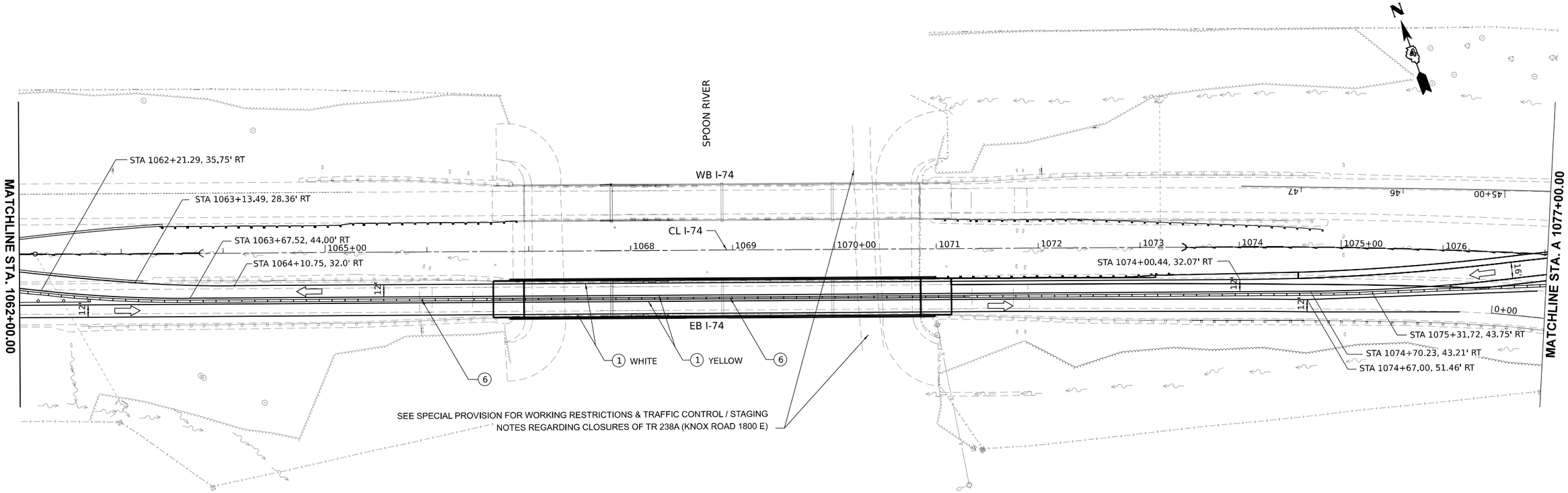
LEGEND

1. TEMPORARY PAVEMENT MARKING-LINE 4"-TYPE IV TAPE
2. TEMPORARY PAVEMENT MARKING-LINE 5"-TYPE IV TAPE
3. TEMPORARY PAVEMENT MARKING-LINE 8"-TYPE IV TAPE
4. TEMPORARY PAVEMENT MARKING-LINE 12"-TYPE IV TAPE
5. TEMPORARY CONCRETE BARRIER
6. RELOCATE TEMPORARY CONCRETE BARRIER

NOTES

1. WEST CROSSOVER TO REMAIN IN PLACE UNTIL THE END OF THE STAGE 2 AND THEN REMOVED.
2. EAST CROSSOVER STAGE 1 TO BE REMOVED AT THE END OF STAGE 1. DRAINAGE ITEMS REMAIN IN PLACE.
   EAST CROSSOVER STAGE 2 TO BE REMOVED AT THE END OF STAGE 2.





AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 48
Downers Grove, IL 60516

USER NAME = SWANSONAL	DESIGNED - JR	REVISED -	
	DRAWN - MD	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - AS	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
STAGE 2 – I–74

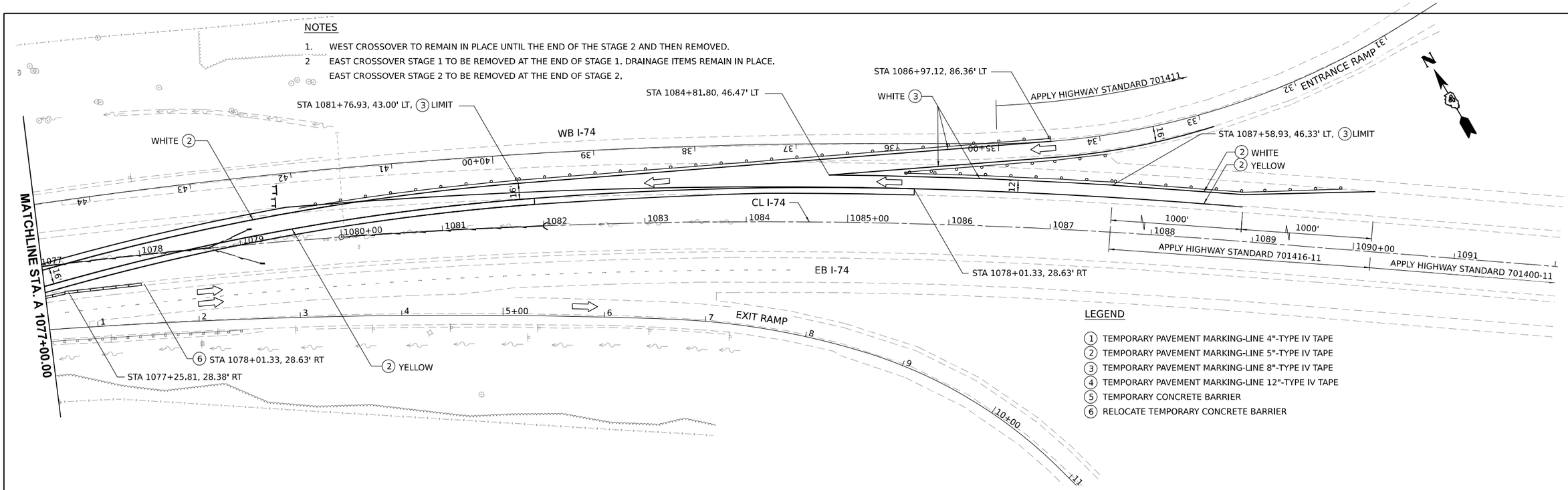
SCALE: 1"=50' | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	47
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

MODEL: STAGE 2 SHEET 1
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35_SHT-STAGING04.DGN

NOTES

1. WEST CROSSOVER TO REMAIN IN PLACE UNTIL THE END OF THE STAGE 2 AND THEN REMOVED.
2. EAST CROSSOVER STAGE 1 TO BE REMOVED AT THE END OF STAGE 1. DRAINAGE ITEMS REMAIN IN PLACE. EAST CROSSOVER STAGE 2 TO BE REMOVED AT THE END OF STAGE 2.



LEGEND

1. TEMPORARY PAVEMENT MARKING-LINE 4"-TYPE IV TAPE
2. TEMPORARY PAVEMENT MARKING-LINE 5"-TYPE IV TAPE
3. TEMPORARY PAVEMENT MARKING-LINE 8"-TYPE IV TAPE
4. TEMPORARY PAVEMENT MARKING-LINE 12"-TYPE IV TAPE
5. TEMPORARY CONCRETE BARRIER
6. RELOCATE TEMPORARY CONCRETE BARRIER

TEMPORARY INFORMATION SIGNING DETAILS

SIGN NUMBER	TI-01
WIDTH x HGHT.	5'-6" x 6'-0"
BORDER WIDTH	1.75"
CORNER RADIUS	9"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Blue
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/White

Panel Style: guide_exp_rest-scenic.ssi
Dimensions are in inches.tenths Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)							LENGTH	SERIES/SIZE	
R	E	S	T					D	2000
19.66	28.16	35.36	42.96				29.51	10	
A	R	E	A					D	2000
16.01	26.01	34.51	41.51				34.01	10	
A	H	E	A	D				D	2000
11.5	21.5	30.7	37.7	47.7			43.01	10	

SIGN NUMBER	TI-02
WIDTH x HGHT.	5'-0" x 6'-0"
BORDER WIDTH	1.75"
CORNER RADIUS	8"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Blue
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/White

SYMBOL	ROT	X	Y	WID	HT
AR_Type B	315	23.06	10.32	14.95	17.02

Panel Style: guide_exp_rest-scenic.ssi
Dimensions are in inches.tenths Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)						LENGTH	SERIES/SIZE	
R	E	S	T					D 2000
13	21.5	28.7	36.3			29.51	10	
A	R	E	A					D 2000
13	23	31.5	38.5			34.01	10	

MODEL: STAGE 2 SHEET 2
FILE NAME: C:\PW_WORK\EXT-PW.BENTLEY.COM_EXT-PW-011001434380\D468E35-SHT-STAGING05.DGN

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Downers Grove, IL 60516

USER NAME = SWANSONAL		DESIGNED - JR		REVISED -	
		DRAWN - MD		REVISED -	
PLOT SCALE = 0.16666667 ' / IN.		CHECKED - AS		REVISED -	
PLOT DATE = 3/20/2024		DATE - 3/20/2024		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

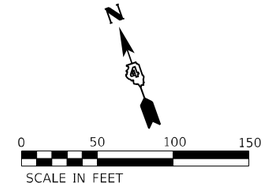
STAGING AND TRAFFIC CONTROL
STAGE 2 – I–74

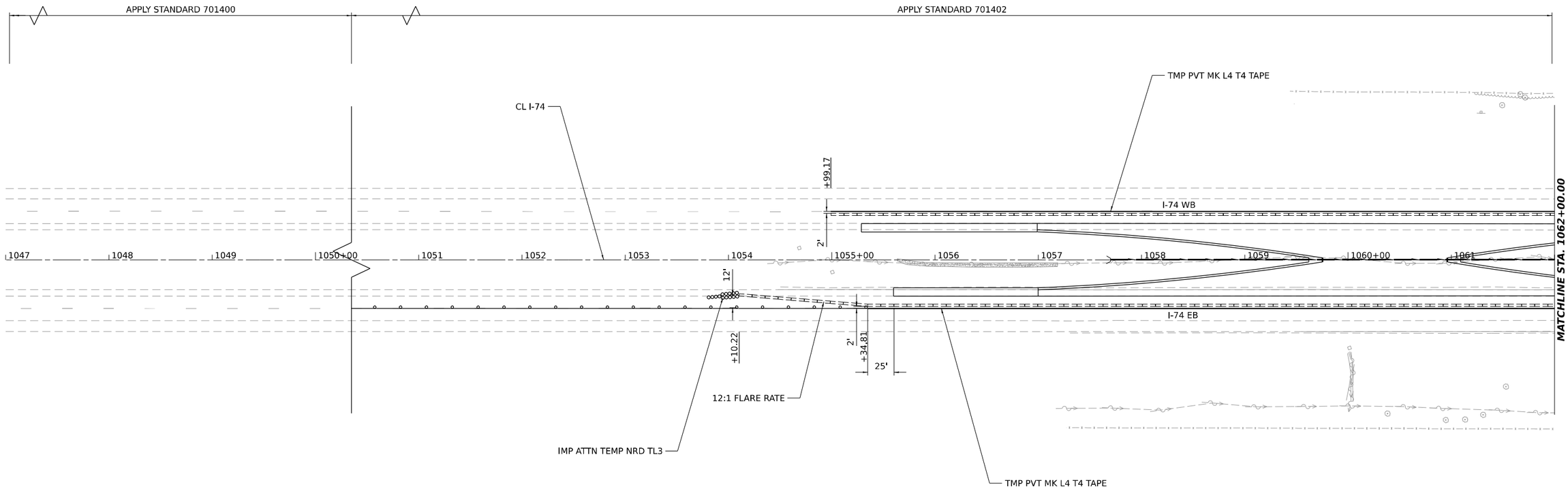
SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	48
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

NOTES

1. THESE SHEETS SHOW TRAFFIC CONTROL DURING REMOVAL OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVERS FOLLOWED BY FINAL GRADING, DRAINAGE AND GUARDRAIL INSTALLATION.
2. DIMENSIONS SHOWN FOR PLACEMENT OF THE TEMPORARY CONCRETE BARRIER ARE FROM THE LANE LINE OR FACE OF BRIDGE PARAPET TO THE FACE OF THE BARRIER.
3. TEMPORARY CONCRETE BARRIER FLARE RATES SHALL BE EQUAL TO OR FLATTER THAN RATES SPECIFIED ON THE PLANS.





LEGEND

TEMPORARY CONCRETE BARRIER

TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE

MODEL: SHEET PLAN 01
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-ADI0014343810\D468E35-SHT-STAGING-STAGE2A-01.DGN

exp.

USER NAME = SWANSONAL		DESIGNED -	D. HANSEN	REVISED -
		DRAWN -	A. SWANSON	REVISED -
PLOT SCALE = 0.16666633 ' / IN.		CHECKED -	D. HANSEN	REVISED -
PLOT DATE = 3/20/2024		DATE -	3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
STAGE 2A

SCALE: 1:50 | SHEET OF SHEETS | STA. 1047+00.00 | TO STA. 1062+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	49
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

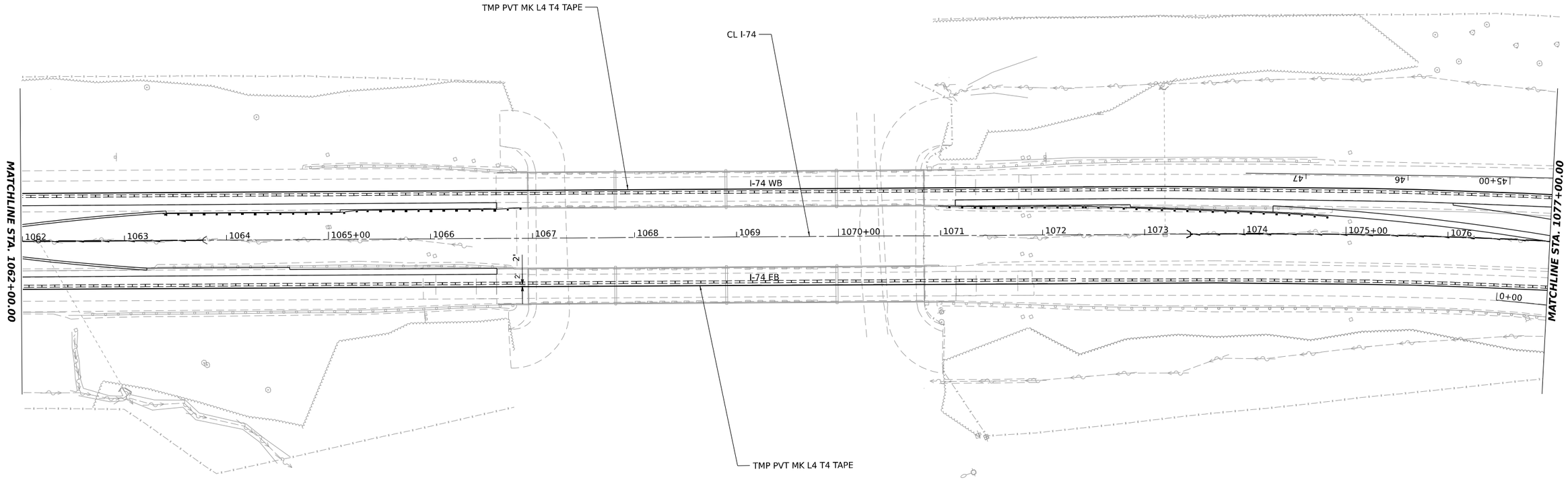
NOTES

1. THESE SHEETS SHOW TRAFFIC CONTROL DURING REMOVAL OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVERS FOLLOWED BY FINAL GRADING, DRAINAGE AND GUARDRAIL INSTALLATION.
2. DIMENSIONS SHOWN FOR PLACEMENT OF THE TEMPORARY CONCRETE BARRIER ARE FROM THE LANE LINE OR FACE OF BRIDGE PARAPET TO THE FACE OF THE BARRIER.
3. TEMPORARY CONCRETE BARRIER FLARE RATES SHALL BE EQUAL TO OR FLATTER THAN RATES SPECIFIED ON THE PLANS.

N

0 50 100 150

SCALE IN FEET



LEGEND

TEMPORARY CONCRETE BARRIER

TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE

MODEL: SHEET PLAN 02
FILE NAME: C:\PW_WORKSPACE\exp-PW.BENTLEY.COM_EXP-PWA01\D0143438\D0468E35-SHT-STAGING-STAGE2A-02.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. HANSEN	REVISED -	
	DRAWN - A. SWANSON	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - D. HANSEN	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
STAGE 2A

SCALE: 1:50 | SHEET OF SHEETS | STA. 1062+00.00 | TO STA. 1077+00.00

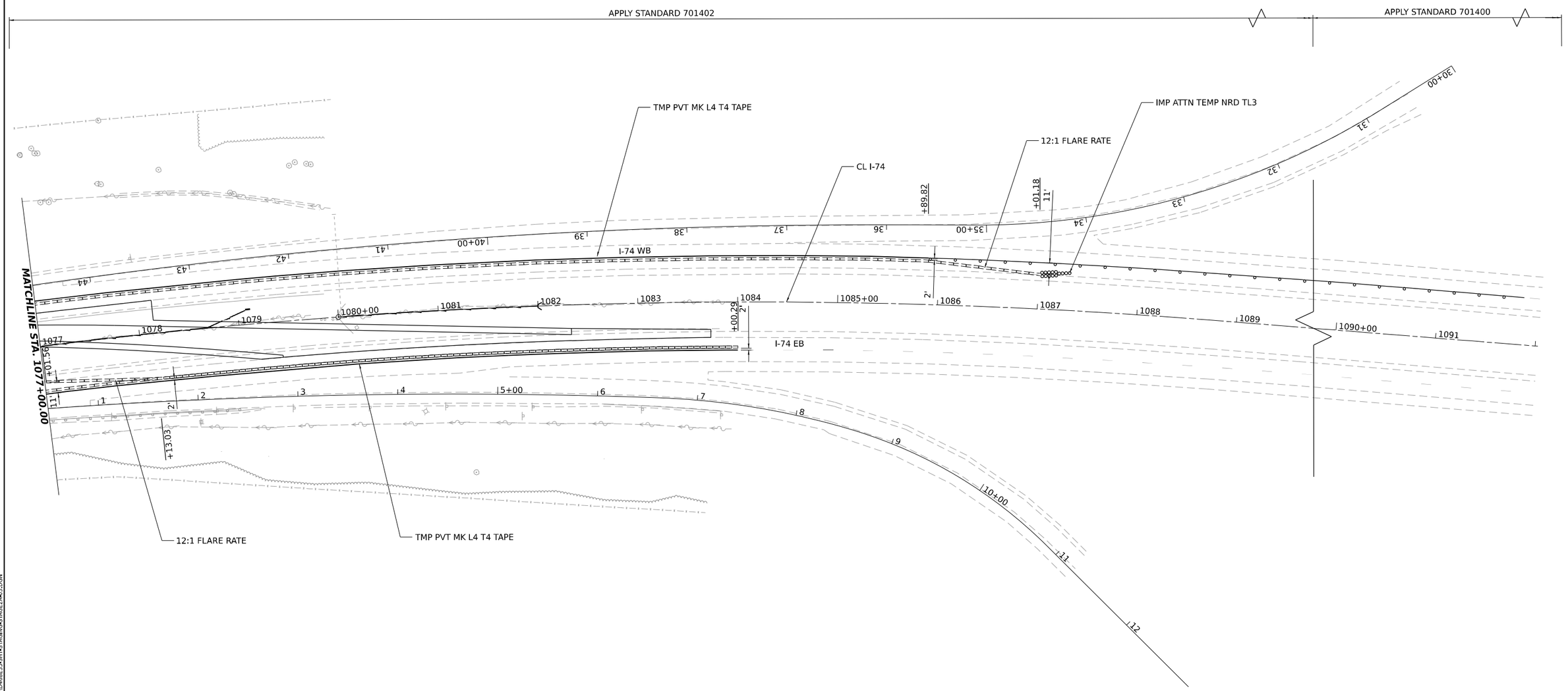
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	50
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

NOTES

1. THESE SHEETS SHOW TRAFFIC CONTROL DURING REMOVAL OF TEMPORARY PAVEMENT AND RELATED ITEMS FOR THE CROSSOVERS FOLLOWED BY FINAL GRADING, DRAINAGE AND GUARDRAIL INSTALLATION.
2. DIMENSIONS SHOWN FOR PLACEMENT OF THE TEMPORARY CONCRETE BARRIER ARE FROM THE LANE LINE OR FACE OF BRIDGE PARAPET TO THE FACE OF THE BARRIER.
3. TEMPORARY CONCRETE BARRIER FLARE RATES SHALL BE EQUAL TO OR FLATTER THAN RATES SPECIFIED ON THE PLANS.

N

0 50 100 150
SCALE IN FEET



LEGEND

TEMPORARY CONCRETE BARRIER

TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE

MODEL: SHEET PLAN 03
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP~PW(01)0014338\D468E35-SHT-STAGING-STAGE2A-03.DGN

exp.

USER NAME = SWANSONAL	DESIGNED - D. HANSEN	REVISED -	
	DRAWN - A. SWANSON	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - D. HANSEN	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
STAGE 2A

SCALE: 1:50 | SHEET OF SHEETS | STA. 1077+00.00 | TO STA. 1092+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	51
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

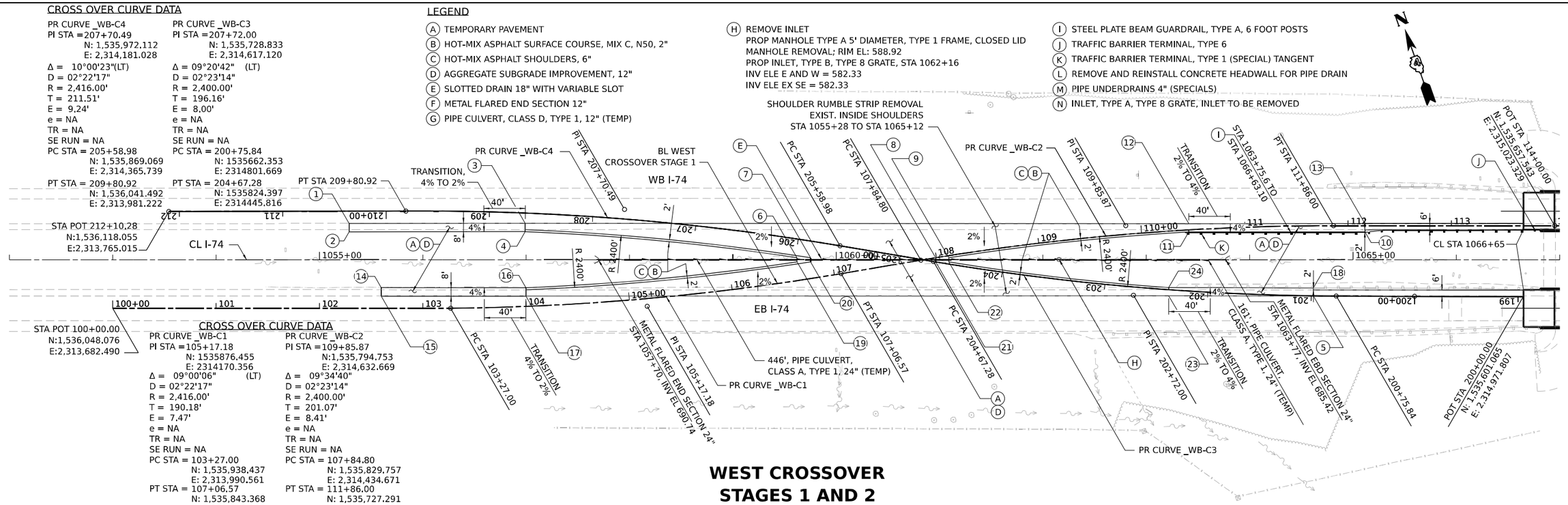
CROSS OVER CURVE DATA

PR CURVE _WB-C4
PI STA =207+70.49
N: 1,535,972.112
E: 2,314,181.028
Δ = 10°00'23"(LT)
D = 02°22'17"
R = 2,416.00'
T = 211.51'
E = 9.24'
e = NA
TR = NA
SE RUN = NA
PC STA = 205+58.98
N: 1,535,869.069
E: 2,314,365,739
PT STA = 209+80.92
N: 1,536,041.492
E: 2,313,981.222

PR CURVE _WB-C3
PI STA =207+72.00
N: 1,535,728.833
E: 2,314,617.120
Δ = 09°20'42" (LT)
D = 02°23'14"
R = 2,400.00'
T = 196.16'
E = 8.00'
e = NA
TR = NA
SE RUN = NA
PC STA = 200+75.84
N: 1535662.353
E: 2314801.669
PT STA = 204+67.28
N: 1535824.397
E: 2314445.816

LEGEND

(A) TEMPORARY PAVEMENT
(B) HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2"
(C) HOT-MIX ASPHALT SHOULDERS, 6"
(D) AGGREGATE SUBGRADE IMPROVEMENT, 12"
(E) SLOTTED DRAIN 18" WITH VARIABLE SLOT
(F) METAL FLARED END SECTION 12"
(G) PIPE CULVERT, CLASS D, TYPE 1, 12" (TEMP)
(H) REMOVE INLET
PROP MANHOLE TYPE A 5' DIAMETER, TYPE 1 FRAME, CLOSED LID
MANHOLE REMOVAL; RIM EL: 588.92
PROP INLET, TYPE B, TYPE 8 GRATE, STA 1062+16
INV ELE E AND W = 582.33
INV ELE EX SE = 582.33
(I) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
(J) TRAFFIC BARRIER TERMINAL, TYPE 6
(K) TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
(L) REMOVE AND REINSTALL CONCRETE HEADWALL FOR PIPE DRAIN
(M) PIPE UNDERDRAINS 4" (SPECIALS)
(N) INLET, TYPE A, TYPE 8 GRATE, INLET TO BE REMOVED



WEST CROSSOVER STAGES 1 AND 2

CROSS OVER CURVE DATA

PR CURVE _WB-C1
PI STA =105+17.18
N: 1535876.455
E: 2314170.356
Δ = 09°00'06" (LT)
D = 02°22'17"
R = 2,416.00'
T = 190.18'
E = 7.47'
e = NA
TR = NA
SE RUN = NA
PC STA = 103+27.00
N: 1,535,938,437
E: 2,313,990.561
PT STA = 107+06.57
N: 1,535,843.368
E: 2,314,357.635

PR CURVE _WB-C2
PI STA =109+85.87
N:1,535,794.753
E: 2,314,632.669
Δ = 09°34'40"
D = 02°23'14"
R = 2,400.00'
T = 201.07'
E = 8.41'
e = NA
TR = NA
SE RUN = NA
PC STA = 107+84.80
N: 1,535,829,757
E: 2,314,434.671
PT STA = 111+86.00
N: 1,535,727.291
E: 2,314,822.083

WEST CROSSOVER

POINT NO.	STATION	PROP ELE	OFFSET	RT OR LT
1	1055+28.73	603.06	35.1	LT
2	1055+28.73	602.68	26.94	LT
3	1056+99.05	598.02	35.21	LT
4	1056+99.05	597.86	27.19	LT
5	1064+61.71	589.60	35.03	RT
6	1059+61.97	591.73	2	LT
7	1059+75.11	591.58	2	LT
8	1060+96.29	590.20	2	LT
9	1061+08.98	590.05	2	LT
10	1065+11.52	589.59	26.99	LT
11	1063+41.09	589.77	26.93	LT
12	1063+41.09	589.97	34.92	LT
13	1065+11.52	589.91	34.98	LT
14	1055+59.81	601.27	26.94	RT
15	1055+59.81	601.67	35.16	RT
16	1056+99.81	597.40	27.05	RT
17	1056+99.81	597.60	35.19	RT
18	1064+61.71	589.26	27.11	RT
19	1059+61.94	591.44	2	RT
20	1059+75.11	591.29	2	RT
21	1060+96.29	589.91	2	RT
22	1061+08.98	589.70	2.13	RT
23	1063+21.71	589.45	34.84	RT
24	1063+21.71	589.25	26.95	RT

EB CROSSOVER-STAGE 1

POINT NO.	STATION	PROP ELE	OFFSET	RT OR LT
40	1072+86.15	592.46	35.12	LT
41	1072+86.15	592.14	26.56	LT
42	1074+28.57	593.04	33.6	LT
43	1074+28.53	592.92	27.49	LT
44	1076+04.11	594.04	31.38	LT
45	1077+75.89	595.10	12.27	LT
46	1078+15.15	595.49	33.32	LT
47	1074+28.49	592.68	21.44	LT
48	1077+07.36	594.27	4.67	LT
49	1078+84.68	596.41	30.03	RT
50	1079+41.59	597.05	33.83	RT
51	1082+32.78	598.96	23.67	RT
52	1083+73.00	600.16	29.38	RT
53	1082+32.78	599.32	23.67	RT
54	1083+73.00	600.36	35.37	RT
55	1082+32.78	599.20	29.68	RT

EB CROSSOVER-STAGE 2

POINT NO.	STATION	PROP ELE	OFFSET	RT OR LT
70	1073+14.76	592.39	27.52	RT
71	1073+14.76	592.71	35.52	RT
72	1074+57.93	593.47	24.73	RT
73	1074+57.98	593.82	36.43	RT
74	1074+57.95	593.71	30.73	RT
75	1076+67.11	594.48	9.34	RT
76	1076+66.13	594.24	3.42	RT
77	1076+08.81	594.66	34.07	RT
78	1076+69.74	594.80	25.12	RT
79	1076+38.76	594.89	36.02	RT
80	1079+48.02	596.64	33.44	LT
81	1079+92.90	596.93	31.49	LT
82	1081+91.79	598.47	27.59	LT
83	1081+91.79	598.23	21.59	LT
84	1081+91.79	598.60	33.97	LT
85	1085+65.00	601.34	34.48	LT
86	1084+11.42	600.04	28.06	LT

AMES Engineering, Inc.
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6330 Belmont Road, Suite 48
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USER NAME = SWANSONAL	DESIGNED - JR	REVISED -	
	DRAWN - MD	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - AS	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

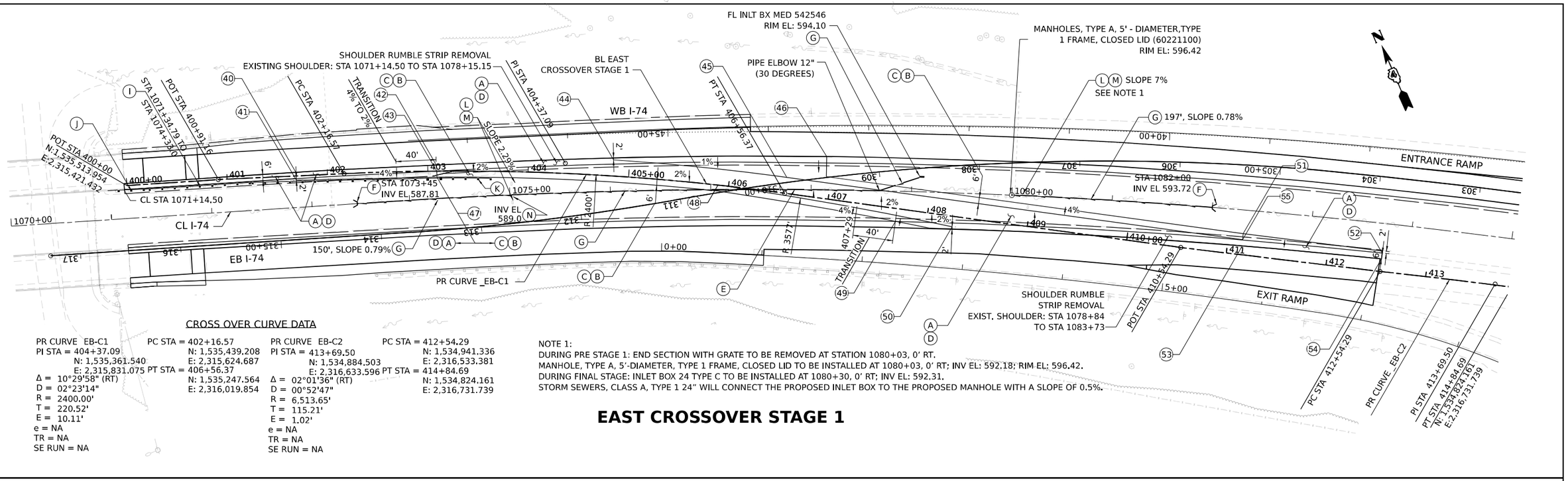
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
I-74 WEST CROSSOVERS

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	52
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

MODEL: CROSSOVER WB [SHEET]
FILE NAME: C:\PW_WORK\EXR-PW.BENTLEY.COM_EXR-PW-01\D0143438\D0468E35-SHT-STAGINGI07.DGN



CROSS OVER CURVE DATA

PR CURVE EB-C1
PI STA = 404+37.09
N: 1,535,361.540
E: 2,315,831.075
Δ = 10°29'58" (RT)
D = 02°23'14"
R = 2400.00'
T = 220.52'
E = 10.11'
e = NA
TR = NA
SE RUN = NA
PC STA = 402+16.57
N: 1,535,439.208
E: 2,315,624.687
PT STA = 406+56.37
N: 1,535,247.564
E: 2,316,019.854

PR CURVE EB-C2
PI STA = 413+69.50
N: 1,534,884.503
E: 2,316,633.596
Δ = 02°01'36" (RT)
D = 00°52'47"
R = 6,513.65'
T = 115.21'
E = 1.02'
e = NA
TR = NA
SE RUN = NA
PC STA = 412+54.29
N: 1,534,941.336
E: 2,316,533.381
PT STA = 414+84.69
N: 1,534,824.161
E: 2,316,731.739

NOTE 1:
DURING PRE STAGE 1: END SECTION WITH GRATE TO BE REMOVED AT STATION 1080+03, 0′ RT.
MANHOLE, TYPE A, 5′-DIAMETER, TYPE 1 FRAME, CLOSED LID TO BE INSTALLED AT 1080+03, 0′ RT; INV EL: 592.18; RIM EL: 596.42.
DURING FINAL STAGE: INLET BOX 24 TYPE C TO BE INSTALLED AT 1080+30, 0′ RT; INV EL: 592.31.
STORM SEWERS, CLASS A, TYPE 1 24″ WILL CONNECT THE PROPOSED INLET BOX TO THE PROPOSED MANHOLE WITH A SLOPE OF 0.5%.

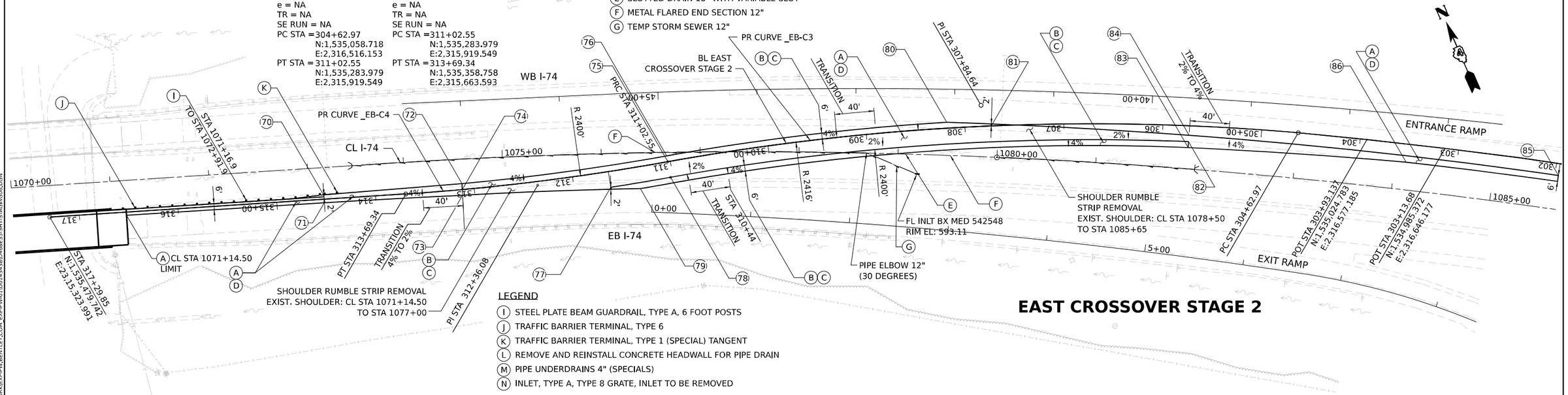
EAST CROSSOVER STAGE 1

CROSS OVER CURVE DATA

PR CURVE EB-C3
PI STA = 307+84.64
N: 1,535,211.065
E: 2,316,232.847
Δ = 15°10'04" (LT)
D = 02°22'17"
R = 2,416.00'
T = 321.67'
E = 21.32'
e = NA
TR = NA
SE RUN = NA
PC STA = 304+62.97
N:1,535,058.718
E:2,316,516.153
PT STA = 311+02.55
N:1,535,283.979
E:2,315,919.549

PR CURVE EB-C4
PI STA = 312+36.08
N:1,535,314.248
E:2,315,789.490
Δ = 06°22'09" (RT)
D = 02°23'14"
R = 2,400.00'
T = 133.53'
E = 3.71'
e = NA
TR = NA
SE RUN = NA
PC STA = 311+02.55
N:1,535,283.979
E:2,315,919.549
PT STA = 313+69.34
N:1,535,358.758
E:2,315,663.593

LEGEND
(A) TEMPORARY PAVEMENT
(B) HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2"
(C) HOT-MIX ASPHALT SHOULDERS, 6"
(D) AGGREGATE SUBGRADE IMPROVEMENT, 12"
(E) SLOTTED DRAIN 18" WITH VARIABLE SLOT
(F) METAL FLARED END SECTION 12"
(G) TEMP STORM SEWER 12"
(H) REMOVE INLET
PROP MANHOLE TYPE A 5' DIAMETER, TYPE 1 FRAME, CLOSED LID
MANHOLE REMOVAL
PROP INLET, TYPE B, TYPE 8 GRATE, STA 1062+16
INV ELE E AND W = 582.33
INV ELE EX SE = 582.33



LEGEND
(I) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
(J) TRAFFIC BARRIER TERMINAL, TYPE 6
(K) TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
(L) REMOVE AND REINSTALL CONCRETE HEADWALL FOR PIPE DRAIN
(M) PIPE UNDERDRAINS 4" (SPECIALS)
(N) INLET, TYPE A, TYPE 8 GRATE, INLET TO BE REMOVED

EAST CROSSOVER STAGE 2

AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

USER NAME = PARRAV	DESIGNED - JR	REVISED -	
	DRAWN - MD	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - AS	REVISED -	
PLOT DATE = 3/26/2024	DATE - 3/25/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
I–74 EAST CROSSOVERS

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

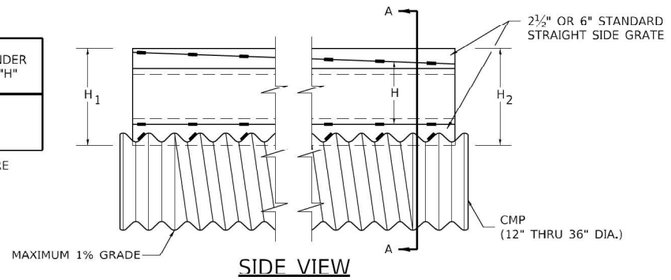
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	53
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

MODEL: CROSSOVER EB [SHEET]
FILE NAME: C:\PW_WORK\EXP-JNV\BENTLEY.COM_EXP-JNV-D1\D0143438\D0468E35-SHT-STAGING06.DGN

SLOTTED DRAIN PIPE

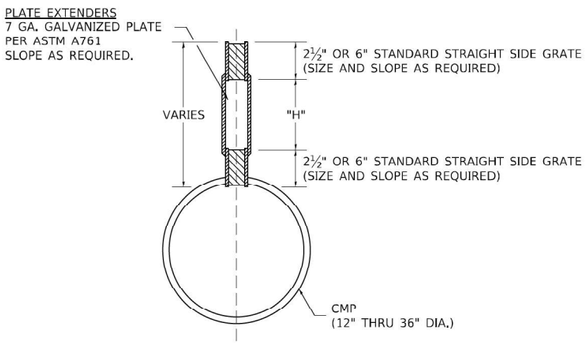
LOADING CONDITION	MAX. EXTENDER HEIGHT - "H"
H20/H25 * 750 PSI CONCRETE	19"

* 125 PSI TIRE PRESSURE



SIDE VIEW

DETAIL WITH VARIABLE HEIGHT GRATE



SECTION A-A

GENERAL

Class SI Concrete shall be used throughout.
This specification covers Slottted Drain used for the removal of water as shown on the plans.
The Slotted Drain shall be Corrugated Pipe Culvert with Integral Slotted Drains.
Before placing the concrete adjacent to the pipe, the slot shall be covered by either thin, flat metal sheeting or by a board notched to fit over the grate bars. This covering must fit closely in the slot to prevent entry of concrete into the pipe. Paving over the slotted drain will then be one continuous operation over the protected drain. The protection for the drain slot shall then be removed. The pipe shall drain into the side of the inlet. The opening where the slot is removed shall be covered to prevent concrete from entering the pipe.
The Corrugated Steel Pipe used in the Slotted Drain shall meet the requirements of AASHTO M36/ASTM A760.
The CMP shall be ALUMINIZED STEEL Type 2.
The diameter shall be as shown on the plans.
Steel grating shall meet the galvanizing requirements of AASHTO M111.
This work will be paid for at the contract unit price per foot for SLOTTED DRAIN of the pipe diameter specified WITH VARIABLE SLOT,or SLOTTED DRAIN, of the pipe diameter specified, WITH 6" SLOT, and shall include concrete and grating for depth specified on plans.
Use approved end cap to prevent concrete entry into the pipe during gutter construction on the upstream end of the pipe.

CONNECTIONS

The Corrugated Steel Pipe shall have a minimum of two rerolled annular ends.
The Slotted Drain bands shall be modified HUGGER Bands to secure the pipe and prevent infiltration of the backfill.
When the Slotted Drain is banded together, the adjacent grates shall have a maximum 3" gap.

GRATES

The grates shall be manufactured from ASTM A670, Grade 36 steel. The spacers and bearing bars (sides) shall be 3/16 " material ±0.008".
The spacers shall be on 6" centers and welded on both sides to each bearing bar (sides) with four (4) 1- 1/4 " long 3/16 " fillet welds on each side of the bearing bar.
The plate extender shall be 7 gage steel meeting ASTM A761.
The engineer may call for tensile strength tests on the grate if the grate is not in compliance with the above spacer specifications. If tensile strength tests are called for, minimum results for an in-place spacer pulled perpendicular to the bearing bar shall be:
T= 12,000 pounds for 2- 1/2 " grate
I= 15,000 pounds for 6" grate

GALVANIZING

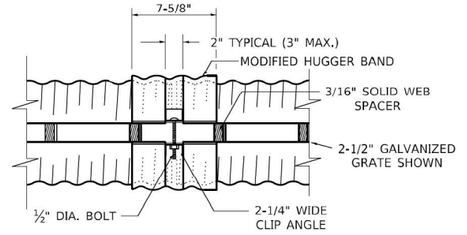
The grate and plate extenders shall be galvanized in accordance with ASTM A123 except with a 2 oz. galvanized coating.

GRATE ATTACHED TO CSP

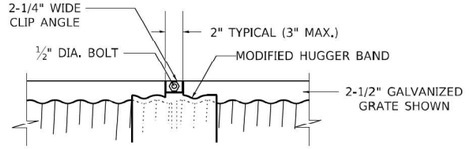
The grate shall be fillet welded with a minimum weld 1" long to the CSP on each side of the grate at every other corrugation.

TOLERANCES - FINISHED SLOTTED DRAIN - 20' LENGTHS

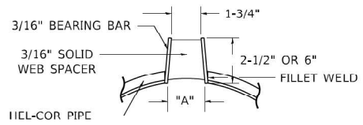
Vertical Bow= ± 3/8 "
Horizontal Bow= ± 5/8 "
Twist= ± 1/2 "



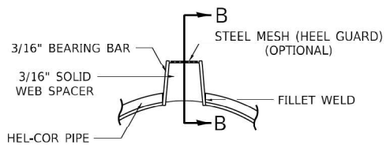
TOP VIEW



SIDE VIEW



SECTION A-A
STANDARD DETAIL



SECTION A-A
DETAIL WITH MESH

(TRAPEZOIDAL GALVANIZED GRATE SHOWN)

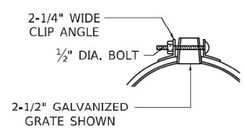
STANDARD SIZES						
GAGE OF PIPE	DIAMETER OF PIPE					
	12"	15"	18"	24"	30"	36"
16	X	X	X	X	X	X
14	X	X	X	X	X	X
12	N.A.	N.A.	N.A.	N.A.	X	X

GRATE TYPE	"A"
VERT	2-1/2"	1-3/4"
VERT	6"	1-3/4"
TRAP	2-1/2"	2-1/4"
TRAP	6"	3"

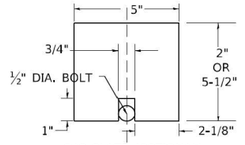
VERT = VERTICAL
TRAP = TRAPIZOIDAL

SLOTTED DRAIN NOTES

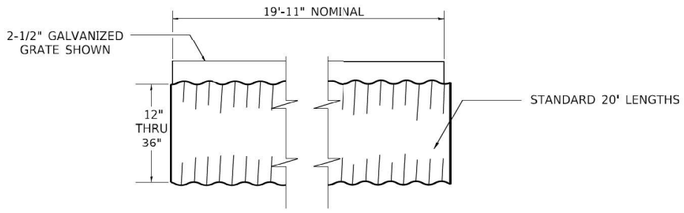
1. GRATING IS AVAILABLE IN DEPTHS OF 2-1/2" AND 6".
2. VERTICAL GRATING (STRAIGHT SIDES) WITH VERTICAL SPACERS IS ALSO AVAILABLE.
3. FOR 6" VERTICAL & TRAPIZOIDAL REQUIREMENTS. THE SLOTTED DRAIN BAND MAY BE FURNISHED WITH THE 4" TECHCO BAND ANGLE.
4. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
5. DIMENSIONS FOR H_1 AND H_2 AS REQUIRED.
6. H_1 AND H_2 MEASURED FROM TOP OF GRATE TO BOTTOM OF GRATE.



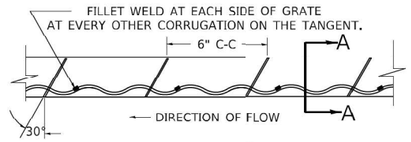
END VIEW



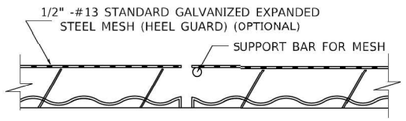
GAP PLATE (OPTIONAL)
MAY BE PLACED DIRECTLY OVER BAND BOLT TO PROVIDE CONTINUOUS FORM FOR GROUTING.



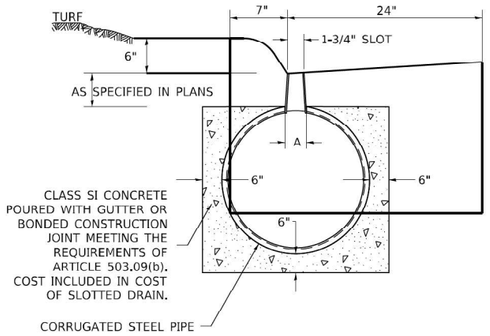
TYPICAL PIPE SECTION



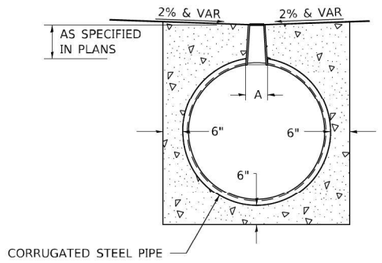
GRATE WELDING DETAIL



SECTION B-B



DETAIL FOR CURB & GUTTER



DETAIL FOR CROSSOVERS, DRIVEWAYS, OR PARKING LOTS

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-PW\d0100143438\D468E35-SHT-STAGING-DETAIL-01.DGN

AMES Engineering, Inc.
CONSULTING ENGINEERS
6300 Belmont Road, Suite 4B
Downers Grove, IL 60516

USER NAME	= SWANSONAL	DESIGNED	- JR	REVISED	-
		DRAWN	- MD	REVISED	-
PLOT SCALE	= 0.16666633 ' / IN.	CHECKED	- AS	REVISED	-
PLOT DATE	= 3/20/2024	DATE	- 3/20/2024	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
STAGING SLOTTED DRAIN DETAIL

SCALE: NTS | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	54
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

EROSION CONTROL NOTES

1) THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT OF ANY STORM WATER DISCHARGES THAT ORIGINATE ON THIS SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS ON DOWNSTREAM AREAS.

2) IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.

3) TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN A MANNER THAT UNTREATED ON-SITE RUNOFF DOES NOT MIX WITH THE OFF-SITE RUNOFF.

4) ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.

5) DISTRUBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN 7 CALENDAR DAYS. TEMPORARY STABILIZATION THROUGH USE OF GROUND COVER, MULCHING, OR OTHER APPROVED MEASURES WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. THE 7/14 DAY REQUIREMENT IS TAKEN TO MEAN THAT THE STABILIZATION OPERATION IS COMPLETE OR NEARING COMPLETION IN THE DEFINED TIME.

6) THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THIS INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER RAINFALL EVENTS GREATER THAN ½INCH OR EQUIVALENT SNOWFALL.

7) ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON AS WELL AS THE WINTER MONTHS AND OTHER TIMES WHEN THE PROJECT IS CLOSED DOWN. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE PROCEDURES AND STANDARDS FOR URBAN EROSION AND SEDIMENTATION CONTROL IN ILLINOIS AND THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUILDE FOR CONSTRUCTION INSPECTION.

8) SEEDING USAGE TEMPORARY EROSION CONTROL SEEDING TO BE USED ON SHORT TERM TEMPORARY SEEDING.

9) THE CONSTRUCTION LIMITS WILL BE STAKED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.

10) THE RESIDENT ENGINEER SHALL HAVE FINAL DETERMINATION OF THE PLACEMENT AND LOCATION OF THE PERIMETER EROSION BARRIER.

11) ALL ADJACENT STREETS/ROADWAYS MUST BE KEPT CLEAR OF DIRT OR CONSTRUCTION DEBRIS. THE ROADWAYS SHALL BY INSPECTED DAILY AND CLEANED WHEN NECESSARY.

12) THE PERMANENT SEEDING SHALL BE USED ON ALL DISTURBED AREAS WHENEVER POSSIBLE.

13) ALL TEMPORARY STOCKPILES SHALL HAVE SILT FENCE AT THE PERIMETER OF THE STOCKPILE, STOCKPILES SHALL NOT BE LOCATED CLOSER THAN 25 FEET TO A PAVED ROADWAY OR 100 FEET TO A DRAINAGE CHANNEL. STOCKPILES SHALL NOT BE LOCATED IN THE FLOODPLAIN, OVERFLOW ROUTES, RIPARIAN AREAS (VEGETATED FLOODPLAINS), WETLANDS, WATERS OF THE U.S., OR AREAS SUBJECT TO INUNDATION. TEMPORARY STOCKPILE LOCATIONS SHALL BE APPROVED BY THE ENGINEER. SEDIMENT CONTROL MEASURES MUST BE IN PLACE PRIOR TO THE BUILDING OR REMOVAL OF ANY STOCKPILE.

14) RUNOFF LEAVING THE JOB SITE MUST PASS THROUGH AN EROSION AND SEDIMENT CONTROL SYSTEM FOLLOWING IDOT STANDARDS AND AS SHOWN IN THE PLANS.

15) THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION.

16) TEMPORARY STABILIZED CONSTRUCTION ENTRANCES, GRAVEL ROADS, ACCESS DRIVES, AND PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH SHALL BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF THE WORKDAY OR SOONER AS DIRECTED BY THE ENGINEER.

17) SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPAIR OR REPLACE THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

18) SILT FENCE SHALL BE USED AS A PERIMETER SEDIMENT BARRIER TO FILTER RUNOFF LEAVING THE PROJECT LIMITS AS INDICATED ON THE EROSION AND SEDIMENT CONTROL PLAN. THE RESIDENT ENGINEER SHALL MAKE THE FINAL DETERMINATION ON PLACEMENT AND LOCATION OF THE PERIMETER EROSION BARRIER.

19) EXISTING AND PROPOSED DRAINAGE STRUCTURES RECEIVING RUNOFF SHALL BE PROTECTED BEFORE CONSTRUCTION COMMENCES UPSTREAM.

20) THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER EARTH AREAS MAY BE STABILIZED WITH FINAL VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING FINAL SEEDING AND EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET.

21) EROSION AND SEDIMENT CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ENSURE THAT SOIL EROSION AND SEDIMENT CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED TO CONTROL OFF-SITE SEDIMENT DISCHARGES.

22) TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE INSTALLED, EFFECTIVE, AND MAINTAINED THROUGHOUT ALL PHASES OF CONSTRUCTION, INCLUDING SHUTDOWN PERIODS.

23) THE CONTRACTOR SHALL CONFINE CONSTRUCTION ACTIVITIES WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. AREAS OUTSIDE THE SHOWN CONSTRUCTION LIMITS DISTURBED BY THE CONTRACTOR SHALL BE RESTORED AND STABILIZED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

24) TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ANY DEVIATION FROM THE TEMPORARY EROSION CONTROL PLAN OR SCHEDULE SHALL BE AT THE DISCRETION OF THE ENGINEER.

25) IN CASE OF CONFLICT BETWEEN THE EROSION CONTROL TABLES, EROSION CONTROL PLAN AND OVERVIEW DRAWINGS, CONTRACTOR SHALL NOTIFY THE ENGINEER AND RECEIVE CLARIFICATIONS BEFORE PROCEEDING WITH THE WORK.

26) THE CONTRACTOR SHALL SUBMIT AS PART OF THEIR SIGNED CONTRACTOR CERTIFICATION STATEMENT THE ITEMS SPECIFIED IN S.P. 111.2, STORM WATER POLLUTION PREVENTION PLAN (SWPPP).

27) FOR THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL PROTECT ALL ON-SITE, ADJACENT AND/OR DOWNSTREAM SEWERS, DITCHES, AND WATERCOURSES FROM CONTAMINATION BY WATERBORNE SILTS, SEDIMENTS, FUELS, SOLVENTS, LUBRICANTS, OR OTHER POLLUTANTS ORIGINATING FROM ANY WORK DONE ON OR IN SUPPORT OF THE PROJECT.

28) THE CONTRACTOR SHALL BE REQUIRED TO TREAT TRAVELED AND OTHER PROJECT AREAS TO CONTROL DUST. WATER SHALL BE APPLIED TO SUCH AREAS AS DIRECTED BY THE ENGINEER, CALCIUM CHLORIDE SHALL NOT BE USED FOR THIS PURPOSE. DUST SHALL BE CONTROLLED THROUGH A UNIFORM APPLICATION OF SPRAYED WATER IN A MANNER MEETING ENGINEER APPROVAL. THE NUMBER OF APPLICATIONS AND THE AMOUNT OF WATER SHALL BE BASED ON FIELD AND WEATHER CONDITIONS.

29) ALL TEMPORARY EROSION AND SEDIMENT CONTROLS SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND DISTURBED AREAS ARE PERMANENTLY STABILIZED.

30) ALL WATER REMOVED FROM EXCAVATED AREAS SHALL BE PASSED THROUGH AN APPROVED DEWATERING PRACTICE OR PUMPED TO A SEDIMENT TRAP OR BASIN PRIOR TO DISCHARGE TO A FUNCTIONAL STORM DRAIN SYSTEM OR TO STABLE GROUND SURFACE.

31) SOIL DISTURBANCE SHALL BE CONSTRUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES. TO THE MAXIMUM EXTENT POSSIBLE, EROSION SHALL BE MINIMIZED AT ITS SOURCE.

32) STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ON PUBLIC RIGHT-OF-WAY OR STREETS. STABILIZED CONSTRUCTION ENTRANCES SHALL ONLY BE CONSTRUCTED AT LOCATIONS APPROVED BY THE ENGINEER.

33) REMOVING AND RE-INSTALLING INLET PROTECTION DEVICES TO ACCOMMODATE DRAINAGE STRUCTURE ADJUSTMENT IS INCLUDED IN THE COST OF THE INLET PROTECTION DEVICE.

34) THE INSTALLATION, MAINTENANCE, REMOVAL, AND RESTORATION OF THE AREA DISTURBED BY THE PLACEMENT OF SILT FENCE IS INCLUDED IN THE CONTRATOR UNIT PRICE FOR SILT FENCE. AFTER THE REMOVAL OF SILT FENCE, THE AREAS DISTURBED BY THE FENCE INSTALLATION SHALL BE RESTORED.

35) THE LOCATIONS OF ALL EROSION CONTROL MEASURES SHOWN IN THE PLANS ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS. ALL INSTALLATION LOCATIONS ARE TO BE VERIFIED WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

36) THE CONTRACTOR IS RESPONSIBLE FOR STAGING WORK SO EROSION CONTROL MEASURES ARE PROVIDED AT ALL TIMES AT LOCATIONS WHERE ARTICULATED CONCRETE BLOCK IS TO BE INSTALLED, IF APPLICABLE. IF TEMPORARY RIPRAP IS REQUIRED PRIOR TO ARTICULATED CONCRETE BLOCK INSTALLATION, THE CONTRACTOR IS TO PROVIDE AND INSTALL AT NO ADDITIONAL COST.

INSPECTION AND MAINTENANCENCE

1) THE CONTRACTOR SHALL ASSIGN AN ESCM TO THE PROJECT. THIS PERSON IS REQUIRED TO HAVE TAKEN AN APPROVED SEDIMENT AND EROSION CONTROL TRAINING COURSE. THE SEDIMENT CONTROL MEASURES AND IMPLEMENTATION OF THIS PLAN.

2) A MAINTENANCE INSPECTION REPORT SHALL BE PREPARED AFTER EACH INSPECTION AND RETAINED FOR REVIEW BY THE IEPA OR OTHER REGULATORY AGENCIES. SEE NPDES GENERAL PERMIT ILR10 ISSUED BY THE IEPA.

3) INSPECTION SHALL BE CONDUCTED AT LEAST ONE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR THE EQUIVALENT SNOWFALL. INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. WEEKLY INSPECTIONS SHALL RECOMMENCE WHEN CONSTRUCTION ACTIVITIES ARE RESUMED.

4) ALL CONTROLS SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE GENERAL CONTRACTOR OR SUBCONTRACTOR. IF REPAIR IS WARRANTED IT SHALL BE INITIATED WITHIN 24 HOURS.

5) NEW CONTROL MEASURES NEEDED OR CONTROLS NEEDING MODIFICATION AS A RESULT OF AN INSPECTION SHALL BE IMPLEMENTED AS SOON AS PRACTICAL BUT NO LATER THAN 7 DAYS FOLLOWING INSPECTION.

6) REQUEST FOR REPAIRS TO EXISTING CONTROLS OR NEW CONTROLS MEASURES REQUESTED BY A REGULATORY AGENCY SHALL BE INITIATED WITHIN 24 HOURS.

7) INLET PROTECTION: REMOVE SEDIMENT FROM INLET FILTER BASKETS WHEN BASKET IS 25% FULL OR 50% OF THE FABRIC PORES ARE COVERED WITH SILT. CLEAN FILTER IF STANDING WATER IS PRESENT LONGER THAN ONE HOUR AFTER A RAIN EVENT. CLEAN SEDIMENT OR REPLACE SILT FENCE WHEN SEDIMENT ACCUMULATES TO ONE-THIRD THE HEIGHT OF THE FABRIC. REMOVE TRASH ACCUMULATED AROUND OR ON TOP OF PRACTICE. WHEN FILTER IS REMOVED FOR CLEANING, REPLACE FABRIC IF ANY TEAR IS PRESENT.

8) OUTLET PROTECTION/ TEMPORARY RIPRAP: RESTORE DISLOGED PROTECTION AND CORRECT EROSION THAT MAY OCCUR. REMEDY DEFICIENT AREAS PRONE TO INCREASED EROSION IMMEDIATELY TO PREVENT GREATER DEFICIENCIES.

9) TEMPORARY DITCH CHECKS: REMOVE SEDIMENT FROM UPSTREAM SIDE OF DITCH CHECKS WHEN SEDIMENT HAS REACHED 50% HEIGHT OF STRUCTURE. REPAIR OR REPLACE DITCH CHECKS WHENEVER TEARS, SPLITS, UNRAVEALING OR COMPRESSED EXCELSIOR IS APPARENT. REPLACE TORN FABRIC MAT THAT MAY ALLOW WATER TO UNDERMINE DITCH CHECK. REMOVE DEBRIS (GARBAGE, CROP RESIDUE, ETC.) WHEN OBSERVED. RESTABLISH THE FLOW OVER THE CENTER OF THE DITCH CHECK. WATER OR SEDIMENT GOING AROUND THE DITCH CHECK INDICATES INCORRECT INSTALLATION. DEVICE NEEDS LENGTHENING OR THE SELECTED DEVICE IS INAPPROPRIATE FOR THE SITE CONDITIONS. REMOVE DITCH CHEKS ONCE ALL UPSLOPE AREAS ARE STABILIZED AND SEED OR OTHERWISE STABILIZE TEMPORARY DITCH CHECK AREAS.

10) SILT FENCE: REPAIR TEARS, GAPS OR UNDERMINING. RESTORE LEANING SILT FENCE AND ENSURE TAUT. REPAIR OR REPLACE ANY MISSING OR BROKEN STAKES IMMEDIATELY. CLEAN FENCE LINE IF SEDIMENT REACHES ONE-THIRD HEIGHT OF BARRIER. REMOVE FENCE ONCE FINAL STABILIZATION IS ESTABLISHED. REPAIR FENCE IF UNDERMINING OCCURS ANYWHERE ALONG ITS ENTIRE LENGTH.

11) TEMPORARY STABILIZED CONSTRUCTION ENTRANCES: REPLENISH STONE OR REPLACE EXIT IF VEHICLES CONTINUE TO TRACK SEDIMENT ONTO THE ROADWAY FROM THE CONSTRUCTION SITE. SWEEP SEDIMENT ON ROADWAY FROM CONSTRUCTION ACTIVITIES IMMEDIATELY. ENSURE CULVERTS ARE FREE FROM DAMAGE.

12) STOCKPILE MANAGEMENT: REPAIR AND/OR REPLACE PERIMETER CONTROLS AND STABILIZATION MEASURES WHEN STOCKPILE MATERIAL HAS POTENTIAL TO BE DISCHARGED OR LEAVE THE LIMITS OF THE PROTECTION. REMOVE ALL OFF-TRACKED MATERIAL BY SWEEPING OR OTHER METHODS. UPDATE THE SWPPP ANY TIME A STOCKPILE LOCATION HAS BEEN REMOVED, RELOCATED, ADDED OR REQUIRED MAINTENANCE. DURING SUMMER MONTHS, STOCKPILES SHOULD BE WATERED TO MAINTAIN THE COVER CROP.

13) TEMPORARY SLOPE DRAINS: FILL ERODED AREA AT INLET WITH WELL-COMPACTED SOIL. STABILIZE OUTFALL TO ELIMINATE SCOUR. REPAIR LEAKS ALONG LENGTH OF PIPE AND RE-COMPACT SOIL TO STABILIZE PIPE. RECONNECT PIPE AT JOINTS WHEN SEPARATION OCCURS. RESTORE OR INCREASE ANCHORS ALONG LENGTH OF PIPE TO ENSURE PIPE STABILITY. IF SLOPE DRAIN WASHES OUT IT MAY BE NECESSARY TO USE AGGREGATE-LINED CHANNELS OR ADDITIONAL DRAINS.

14) LOCATIONS WHERE VEHICLES ENTER AND EXIT SITE - INSPECT FOR EVIDENCE OF OFF SITE SEDIMENT TRACKING, REMOVE SEDIMENT AS NECESSARY.

15) EROSION CONTROL BLANKET: REPAIR DAMAGE DUE TO WATER RUNNING BENEATH THE BLANKET AND RESTORE BLANKET WHEN DISPLACEMENT OCCURS. RESEEDING MAY BE NECESSARY. REPLACE ALL DISPLACED BLANKET AND RESTAPLE.

16) DEWATERING: ENSURE PROPER OPERATION AND COMPLIANCE WITH PERMITS OR WATER QUALITY STANDARDS. REMOVE ACCUMULATED SEDIMENT FROM THE FLOW AREA. DISPOSE OF SEDIMENT IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS. REMOVE AND REPLACE DEWATERING BAGS WHEN HALF FULL OF SEDIMENT OR WHEN DISCHARGE RATE IS IMPRACTICAL. IMMEDIATELY STOP DISCHARGE IF RECEIVING AREAS SHOW SIGNS OF CLOUDY WATER, EROSION, OR SEDIMENT ACCUMULATION.

17) TEMPORARY CONCRETE WASHOUT: DO NOT DISCHARGE WASTEWATER INTO THE ENVIRONMENT (NOTE: ACIDITY, NOT PARTICULATES, IS ENVIRONMENTALLY DETRIMENTAL). FACILITATE EVAPORATION OF LOW VOLUME WASHOUT WATER. CLEAN AND REMOVE ANY DISCHARGES WITHIN 24 HOURS OF DISCOVERY. IF EFFLUENT CANNOT BE REMOVED PRIOR TO ANTICIPATED RAINFALL EVENT, PLACE AND SECURE A NON-COLLAPSING, NON-WATER COLLECTING COVER OVER THE WASHOUT FACILITY TO PREVENT ACCUMULATION AND PRECIPITATION OVERFLOW. REPLACE DAMAGED LINER IMMEDIATELY. REMOVE WASHOUT WHEN NO LONGER NEEDED AND RESTORE DISTURBED AREAS TO ORIGINAL CONDITION. PROPERLY DISPOSE OF SOLIDIFIED CONCRETE WASTE.

exp.

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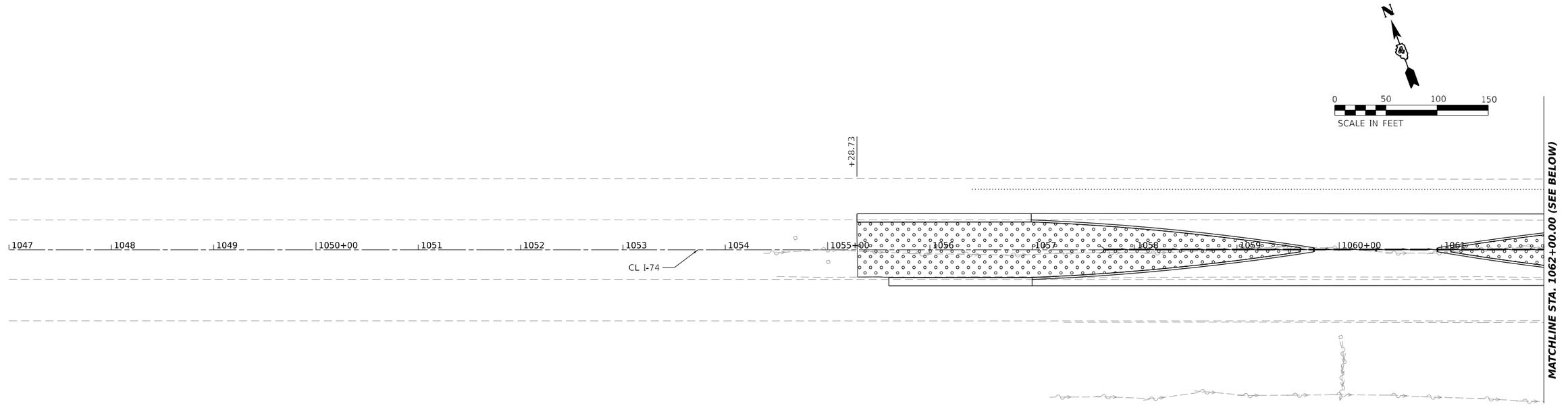
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL NOTES
I–74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	56
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

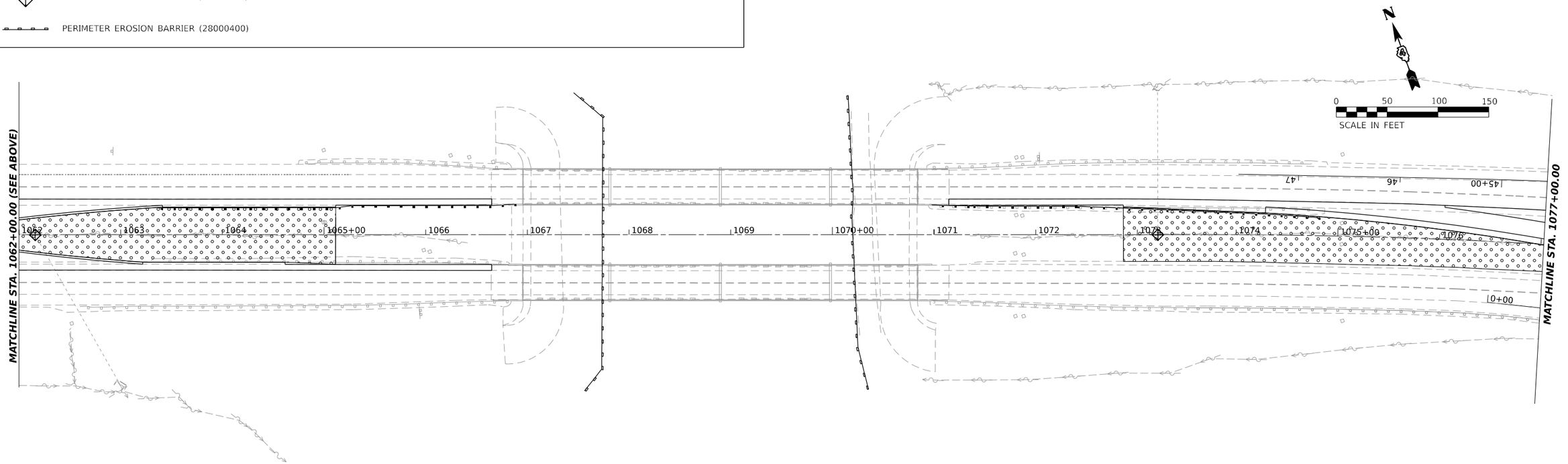


PROPOSED EROSION AND SEDIMENT CONTROL LEGEND

TEMPORARY SEEDING (28000250) AND TEMPORARY EROSION CONTROL BLANKET (28001100)

DRAINAGE INLET PROTECTION (28000510)

PERIMETER EROSION BARRIER (28000400)



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
STAGE 1

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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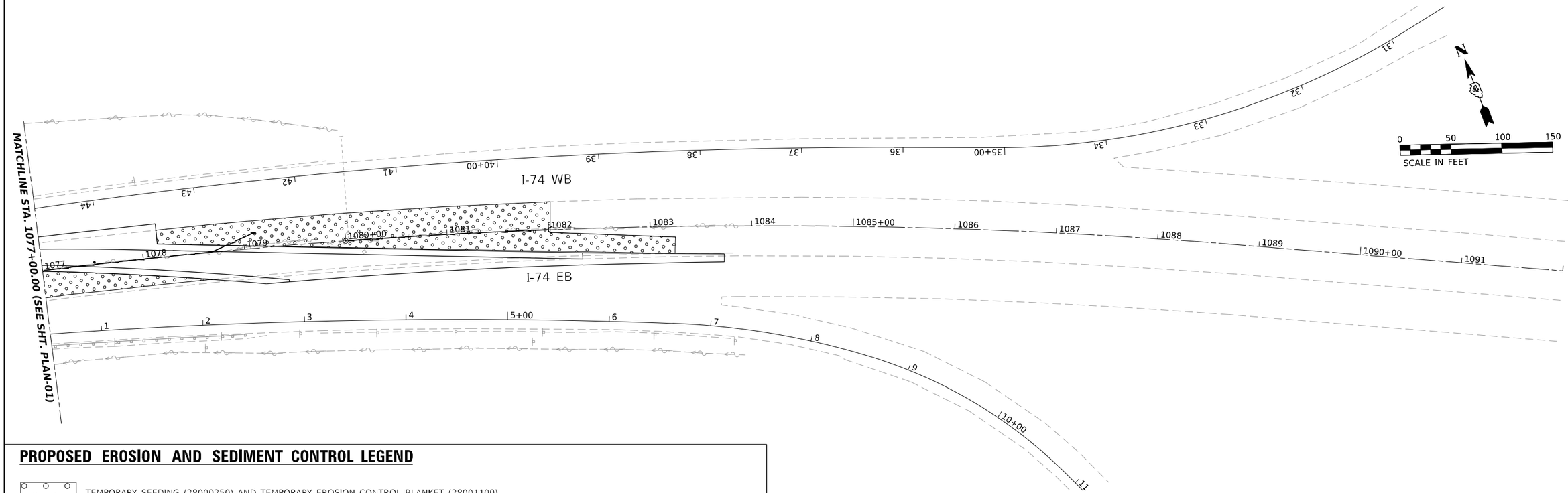
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	



PROPOSED EROSION AND SEDIMENT CONTROL LEGEND

TEMPORARY SEEDING (28000250) AND TEMPORARY EROSION CONTROL BLANKET (28001100)

DRAINAGE INLET PROTECTION (28000510)

PERIMETER EROSION BARRIER (28000400)

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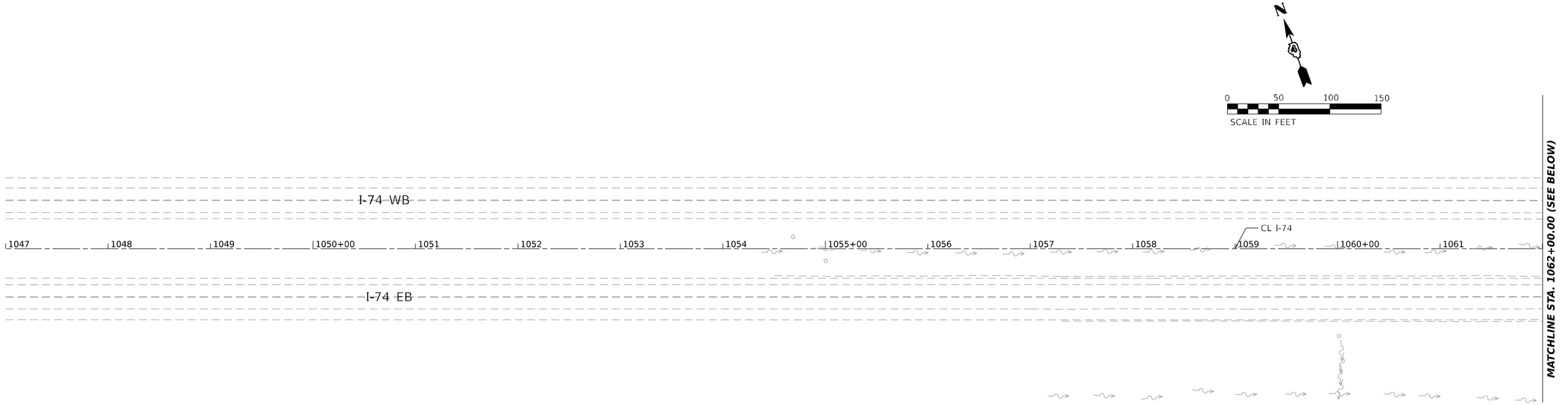
	PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

EROSION AND SEDIMENT CONTROL
STAGE 1

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	58
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

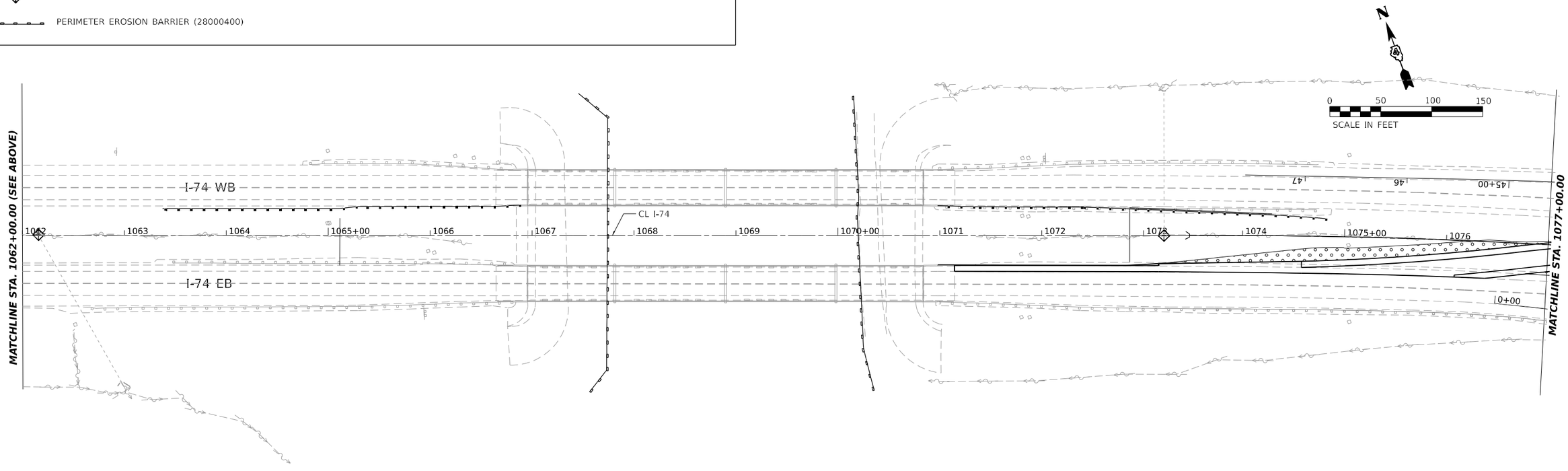


PROPOSED EROSION AND SEDIMENT CONTROL LEGEND

TEMPORARY SEEDING (28000250) AND TEMPORARY EROSION CONTROL BLANKET (28001100)

DRAINAGE INLET PROTECTION (28000510)

PERIMETER EROSION BARRIER (28000400)



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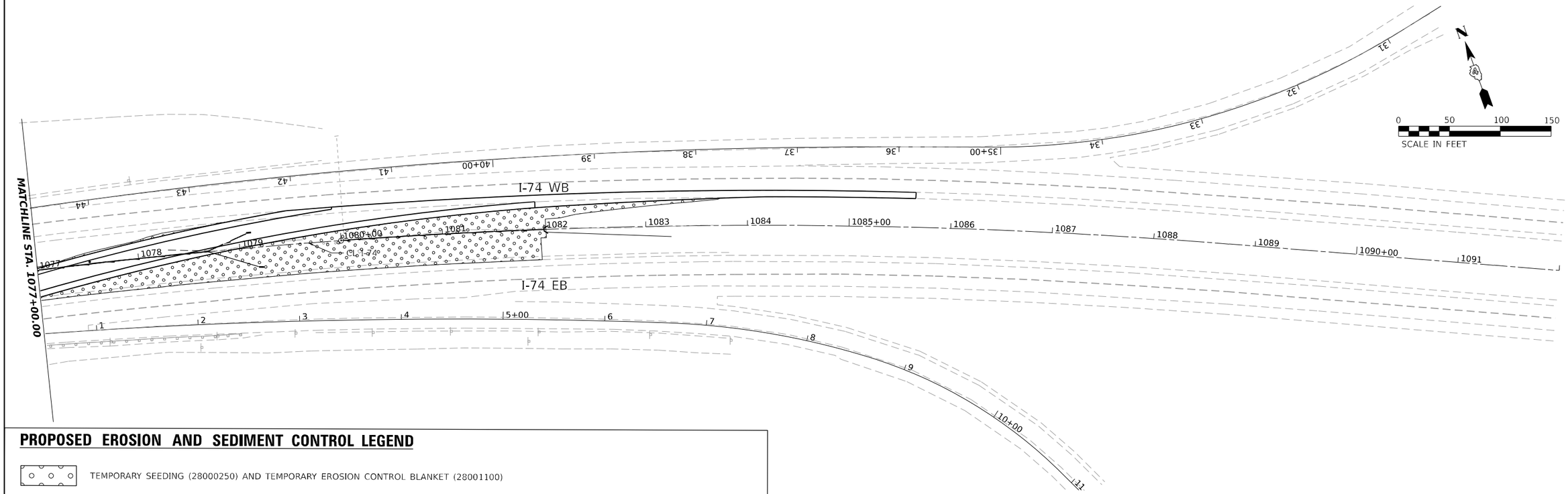
PLOT DATE = 3/20/2024	DATE -	3/20/2024	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
STAGE 2

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	59
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



PROPOSED EROSION AND SEDIMENT CONTROL LEGEND

TEMPORARY SEEDING (28000250) AND TEMPORARY EROSION CONTROL BLANKET (28001100)

DRAINAGE INLET PROTECTION (28000510)

PERIMETER EROSION BARRIER (28000400)

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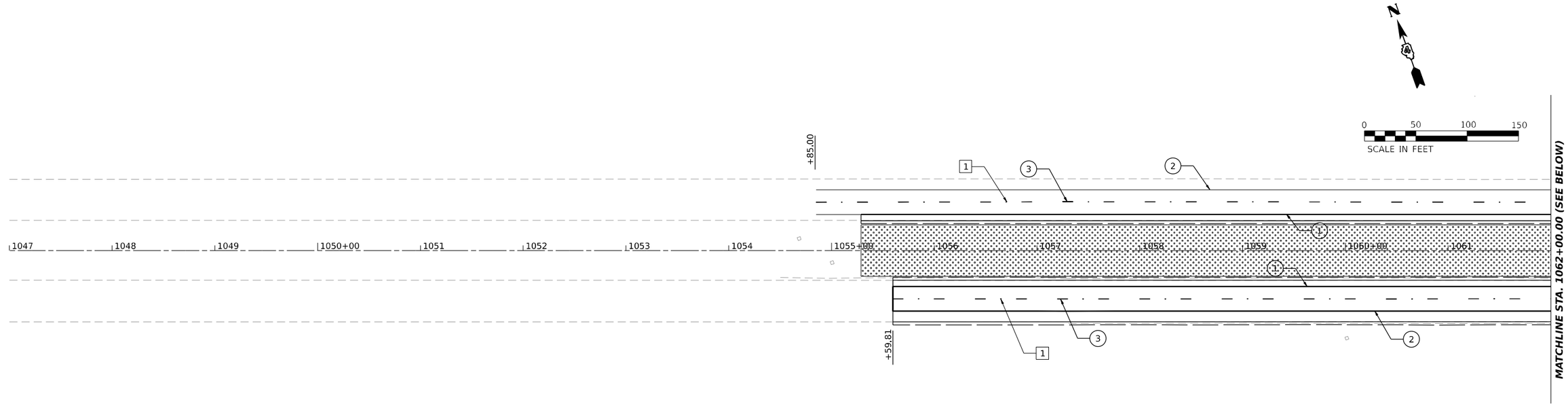
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL
STAGE 2

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	60
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



PAVEMENT MARKING LEGEND

1. 4" SOLID (YELLOW)
2. 4" SOLID (WHITE)
3. 4" SKIP DASH (WHITE) — 10' 30' 10'
4. 8" SOLID (WHITE)
5. 12" DIAGONAL (WHITE) — 45°; 30' (>45 MPH); 20' (<45 MPH)
6. 8" SKIP DASH (WHITE) — 3' 9' 3'

RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

1. ONE-WAY CRYSTAL MARKER AT 80' CENTERS
2. ONE-WAY CRYSTAL MARKER AT 40' CENTERS
3. ONE-WAY CRYSTAL MARKER AT 20' CENTERS

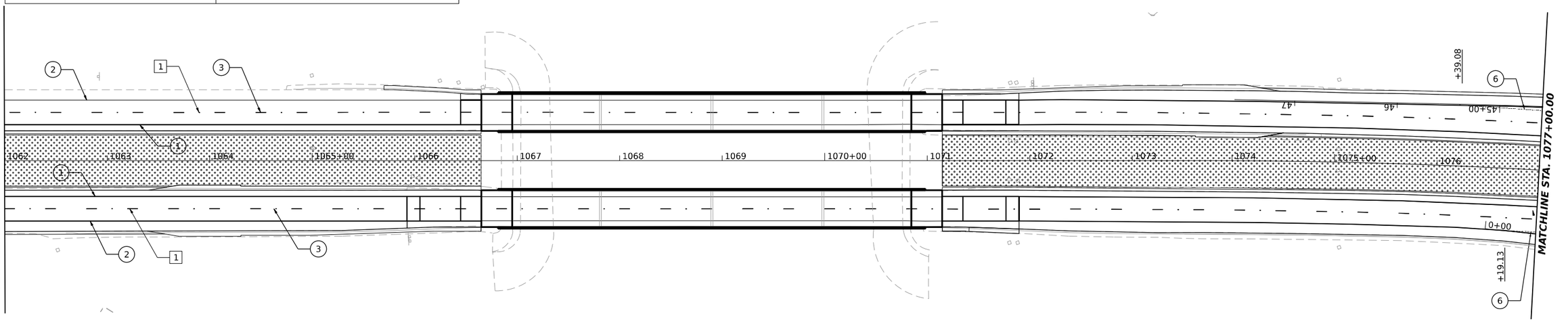
ONE-WAY CRYSTAL MARKER

10' 30' 10' 30' 10' 30' 10' — 80'

ONE WAY WHITE R.R.P.M

PROPOSED LANDSCAPING LEGEND

SEEDING CLASS 2A WITH EROSION CONTROL BLANKET



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	DRAWN - V. Parra	REVISED -	
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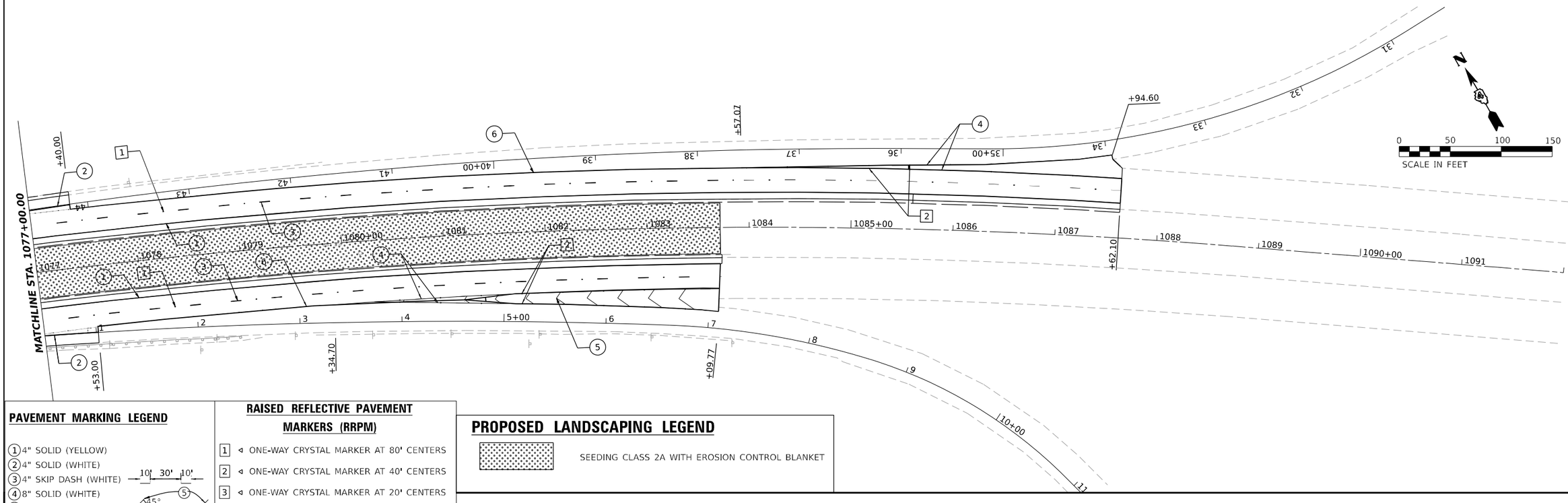
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND LANDSCAPING PLANS
I-74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	61
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



PAVEMENT MARKING LEGEND

1. 4" SOLID (YELLOW)
2. 4" SOLID (WHITE)
3. 4" SKIP DASH (WHITE) — 10' 30' 10'
4. 8" SOLID (WHITE)
5. 12" DIAGONAL (WHITE) — 45° — 30' (>45 MPH) / 20' (<45 MPH)
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RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

1. ONE-WAY CRYSTAL MARKER AT 80' CENTERS
2. ONE-WAY CRYSTAL MARKER AT 40' CENTERS
3. ONE-WAY CRYSTAL MARKER AT 20' CENTERS

ONE-WAY CRYSTAL MARKER

10' 30' 10' 30' 10' 30' 10' — 80'

ONE WAY WHITE R.R.P.M

PROPOSED LANDSCAPING LEGEND

SEEDING CLASS 2A WITH EROSION CONTROL BLANKET

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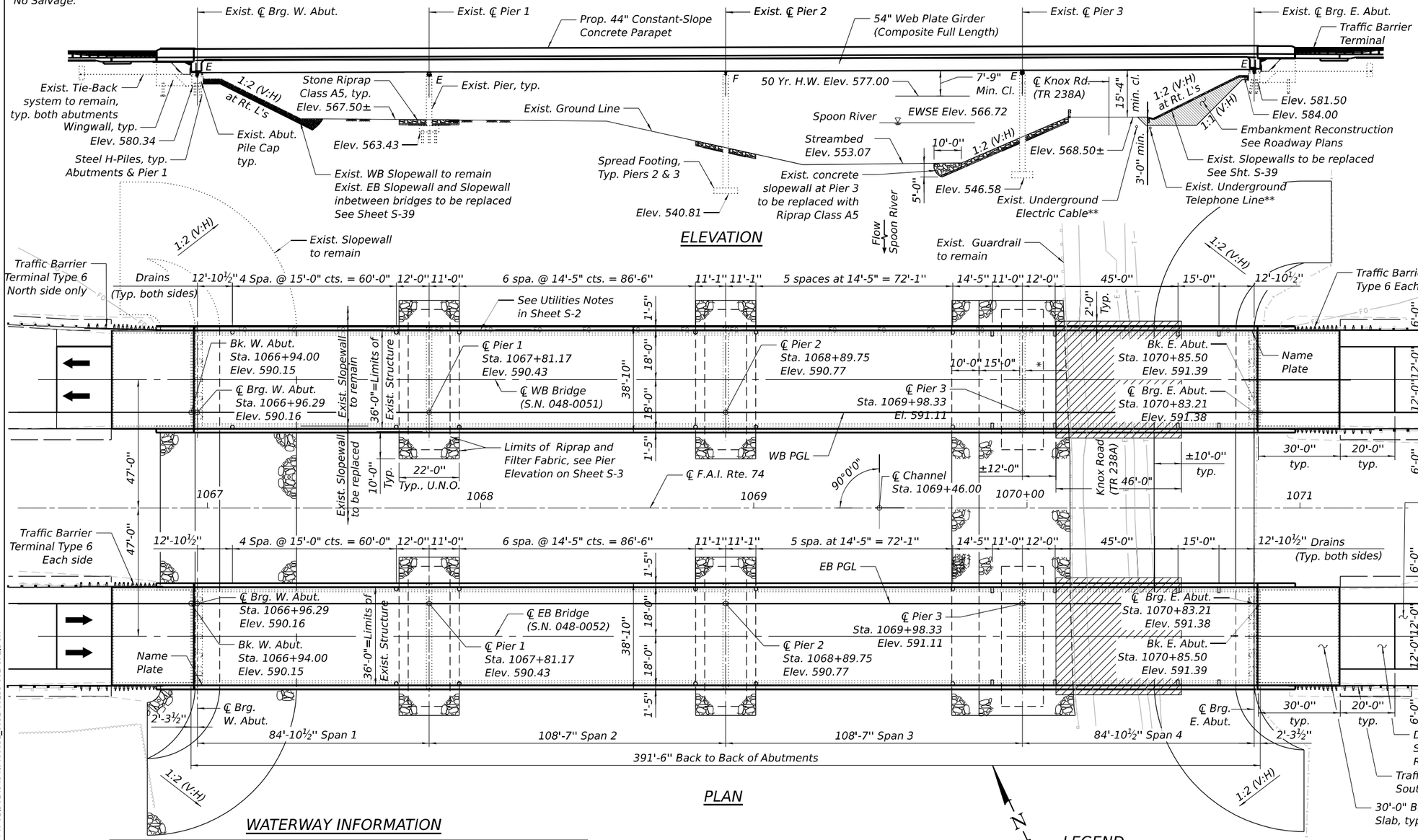
PAVEMENT MARKING AND LANDSCAPING PLANS
I–74

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	62
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

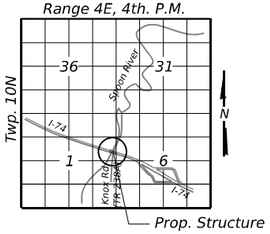
Bench Mark: Cut "X" on Northwest bolt of gantry "Rest Area Exit" sign post foundation. Sta. 1078+51.84, 91.7' RT. Elev. 595.51.

Existing Structure: 048-0051 (W.B.) 048-0052 (E.B) Built as F.A.I. Route 74. Sec. 48-29B in 1966 and repair works performed in 1995 and 2009 including a cathodic protection system installation in 1995. The structure length is 391'-6" back-to-back of abutments. The out-to-out deck width is 36'-0". Superstructure consists of R.C. deck supported on 4-span 54" web plate girders. Pier 1 is founded on pile foundations while Piers 2 and 3 are on spread footings. Superstructures and approach slabs to be removed and replaced. Abutments converted to semi-integral with new bearings.
Traffic to be maintained utilizing median cross overs.
No Salvage.



* Extend riprap up to existing guardrail.

** Existing utilities to remain in place. Protect during excavation, backfill and other construction activities and operations.



LOCATION SKETCH

Notes:

1. Up to ¼ inch to be ground off the bridge deck, the bridge approach slabs, and the adjoining roadway double reinforced concrete slabs and PCC pavement connectors.
2. The deck elevations are finished elevations after deck grinding.

WATERWAY INFORMATION

Drainage Area = 769.60 sq. mi. Low Grade Elev. 589.8 @ Sta. 1064+76.00

Flood	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.Ft.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El.Ft. Exist.	Headwater El.Ft. Prop.
	10	18,900	3,387.0	3,387.0	573.8	0.20	0.20	574.0	574.0
Design	50	28,400	4,291.0	4,291.0	576.5	0.50	0.50	577.0	577.0
Base	100	32,600	4,600.0	4,600.0	577.4	0.80	0.80	578.2	578.2
Check	200	36,773	4,912.0	4,912.0	578.3	1.0	1.0	579.3	579.3
Overtopping	>500	-	-	-	-	-	-	-	-
Max. Calc.	500	42,600	5,263.0	5,263.0	579.3	1.40	1.40	580.7	580.7

Existing & Proposed 10-Year River Velocity = 5.5 fps

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (Ft.) W. Abut.	Pier-1	Pier-2	Pier-3	E. Abut.	Item 113
Q100	–	557.8	545.1	558.4	–	7
Q200	–	557.6	544.9	558.2	–	
Design	580.3	563.4	540.8	546.6	581.5	
Check	580.3	563.4	540.8	546.6	581.5	

LEGEND

- Scupper DS-12
- Floor Drain
- E — Exist. Underground Electric Cable
- T — Exist. Underground Telephone Line
- FO — Exist. Fiber Optic Cable
- Limits of Protective Shield

STATE OF ILLINOIS
VINOD C. PATEL
081-004528
CHICAGO, IL
LICENSED STRUCTURAL ENGINEER

Signed:
Date: 03/20/2024
Expires: 11/30/2024

EXP is Illinois Professional Design Firm No. 184.006387-0007

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

GENERAL PLAN F.A.I. 74 OVER SPOON RIVER & KNOX RD. (TR 238A) SECTION (48-29B) BR KNOX COUNTY STATION 1068+89.75 STRUCTURE NOS. 048-0051 (W.B.) & 048-0052 (E.B.)

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	CHECKED - VP	REVISED -	
PLOT SCALE =	DRAWN - MTR	REVISED -	
PLOT DATE =	CHECKED - VP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-1 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	63
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	

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GENERAL NOTES

1. Fasteners shall be ASTM F 3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel". Bolts 7/8 in. diameter, holes 15/16 in. diameter, unless otherwise noted.

2. All structural steel shall be AASHTO M270 Grade 50, unless otherwise noted. All structural steel including steel bearing plates, steel extensions, fill and shim plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable. See Special Provision for "Hot Dip Galvanizing for Structural Steel".

3. Calculated weight of Structural Steel = 1,021,680 lbs. (AASHTO M270 Grade 50)
   99,060 lbs. (AASHTO M270 Grade 36)

4. No field welding is permitted except as specified in the contract documents.

5. Reinforcement bars designated (E) shall be epoxy coated.

6. If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

8. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

9. Plan dimensions and details relative to existing structure have been taken from existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

10. Apply protective coat to the top of bridge decks, approach slabs and top and traffic faces of parapets.

11. Girders have bearing stiffeners and connection plates as required by design. Additional stiffeners may be added at the Contractor's expense as necessary to prevent distortion of the girders during galvanizing. The Contractor shall coordinate with the fabricator and the galvanizer to determine if additional stiffeners are necessary, and where these should be placed. Any proposed changes shall be submitted to the Engineer for approval prior to making any changes and documented on the shop drawings.

12. Temporary stiffener angles shall be bolted to each side of the splice ends of each girder segment to prevent distortion during galvanizing. Temporary stiffener angles shall bolt or tight fit against top and bottom flanges and include spacer tubes to minimize damage to galvanizing during removal. Cost included with Furnishing and Erecting Structural Steel.

13. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost incidental to "Concrete Removal".

14. The actual repairs on existing abutments and piers (epoxy crack injection and structural concrete repairs) shall be identified and delineated by the Engineer in the field at the time of construction.

15. Removal of approach slabs shall be included in the cost of Removal of Existing Superstructures.

UTILITIES NOTES

1. There is an inactive cathodic protection system on existing bridges. The contractor shall coordinate with IDOT and the power company to deactivate and disconnect power at the control panel prior to removal of the superstructures. The cathodic protection system including conduits, junction boxes and control panels shall be removed with the removal of existing superstructures and the cost included with the Removal of Existing Superstructures.

2. There is an existing conduit carrying CMS Fiber Optic cables on the westbound bridge. The cables shall be permanently relocated off the bridge prior to removal of superstructure. See Sheets 102 & 103 for details. The conduit and junction boxes shall be removed with the removal of existing superstructure and the cost included with the Removal of Existing Superstructures.

INDEX OF SHEETS

DESIGN SPECIFICATIONS (New Const.)

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

SEISMIC DATA

Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.042g
Site Coefficient (S) = 1.2

LOADING HL 93 (New Const.)

Allow 25 #/sq. ft. for future wearing surface

DESIGN STRESSES

FIELD UNITS (New Const.)

f'c = 3,500 psi
f'c = 4,000 psi (superstructure)
fy = 60,000 psi (reinforcement)
fy = 50,000 psi (M270 Grade 50)

FIELD UNITS (Exist. Struct. 1966)

fc = 1,400 psi (Allow.)
fy = 20,000 psi (reinforcement) (Allow.)

FIELD UNITS (Exist. Struct. 1995)

f'c = 3,500 psi
fy = 60,000 psi (reinforcement)

TOTAL BILL OF MATERIAL

Item	Unit	WB	EB	Total
Stone Riprap, Class A4	Sq. Yd.	186	618	804
Stone Riprap, Class A5	Sq. Yd.	671	690	1361
Filter Fabric	Sq. Yd.	478	886	1,364
Removal Of Existing Superstructures No. 1	Each	1	-	1
Removal Of Existing Superstructures No. 2	Each	-	1	1
Concrete Removal	Cu. Yd.	29.2	29.2	58.4
Slope Wall Removal	Sq. Yd.	1,035	1,386	2,421
Protective Shield	Sq. Yd.	219	219	438
Structure Excavation	Cu. Yd.	98	98	196
Floor Drains	Each	36	36	72
Concrete Structures	Cu. Yd.	22.9	22.9	45.8
Concrete Superstructure	Cu. Yd.	568.4	568.4	1,136.8
Protective Coat	Sq. Yd.	2,213	2,213	4,426
Furnishing And Erecting Structural Steel	L Sum	0.5	0.5	1
Stud Shear Connectors	Each	7,176	7,176	14,352
Reinforcement Bars, Epoxy Coated	Pound	150,440	150,440	300,880
Slope Wall 4 Inch	Sq. Yd.	594	556	1,150
Name Plates	Each	1	1	2
Preformed Joint Strip Seal	Foot	76.0	76.0	152.0
Elastomeric Bearing Assembly, Type I	Each	24	24	48
Anchor Bolts, 1"	Each	72	72	144
Anchor Bolts, 1 1/2"	Each	24	24	48
Granular Backfill For Structures	Cu. Yd.	65	65	130
Geocomposite Wall Drain	Sq. Yd.	39	39	78
Bar Terminator	Each	172	172	344
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,419	1,525	2,944
Concrete Wearing Surface, 5"	Sq. Yd.	253	253	506
Precast Bridge Approach Slab	Sq. Ft.	2,050	2,050	4,100
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	4	4	8
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	6	6	12
Drainage Scuppers, DS-12	Each	8	8	16
Diamond Grinding (Bridge Section)	Sq. Yd.	1,819	1,925	3,744

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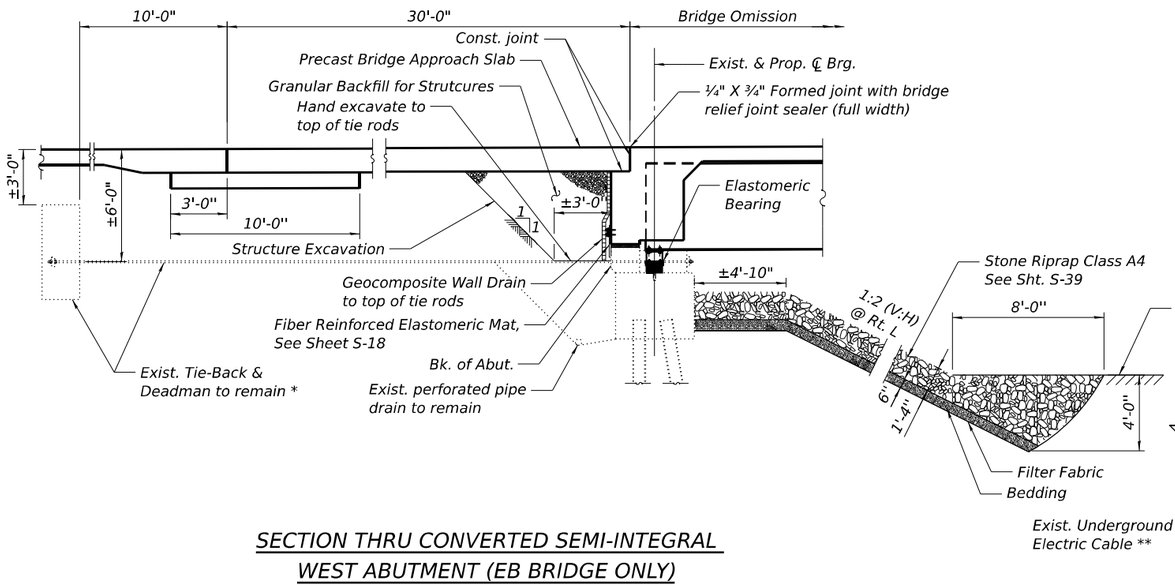
PLOT DATE =	CHECKED - VP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS AND BILL OF MATERIALS
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)

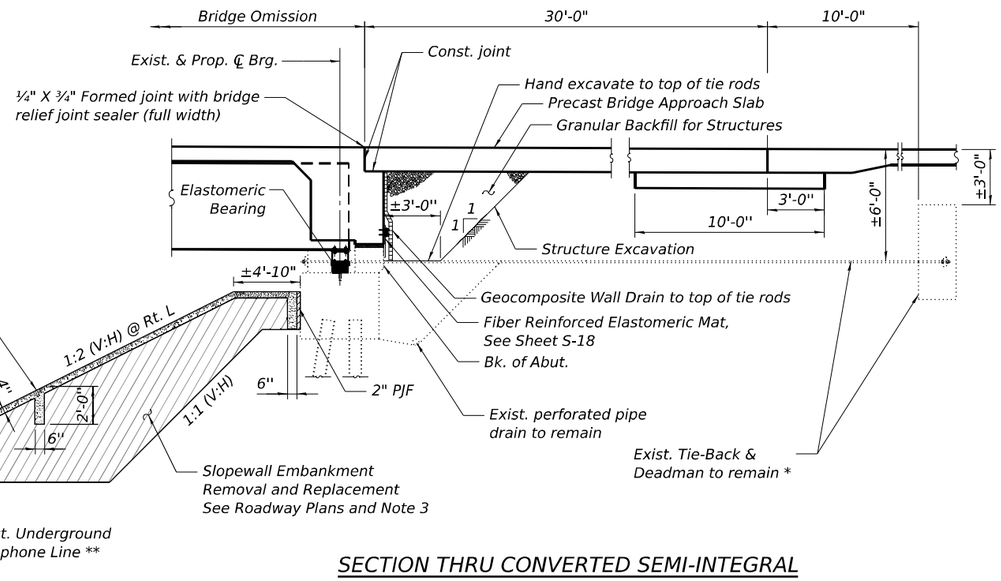
SHEET S-2 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	64
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



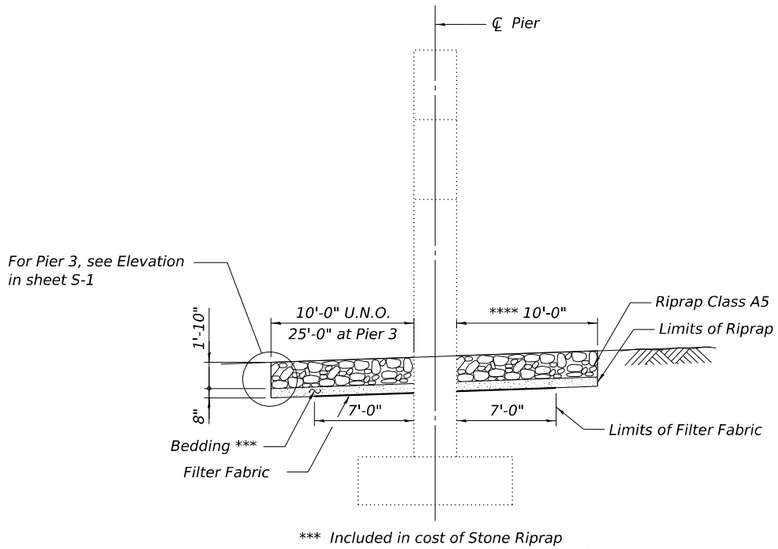
SECTION THRU CONVERTED SEMI-INTEGRAL WEST ABUTMENT (EB BRIDGE ONLY)

(Horiz. dimensions @ Rt. L's)



SECTION THRU CONVERTED SEMI-INTEGRAL (EAST ABUTMENTS)

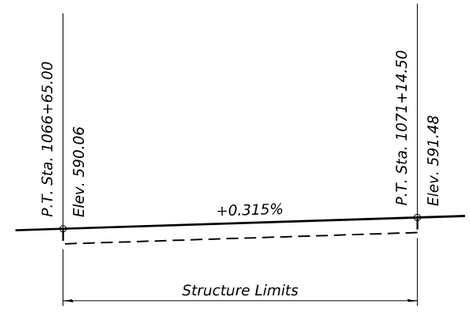
(Horiz. dimensions @ Rt. L's)



*** Included in cost of Stone Riprap
**** Varies from 14'-0" to 18'-0" at Pier 3

PIER ELEVATION

(Showing Slope Protection)
Pier 1 shown, Pier 2 similar



PROFILE GRADE I-74

Along PGL WB & EB

Up to ¼ inch to be ground off the bridge deck, the bridge approach slabs, and the adjoining roadway double reinforced concrete slabs and PCC pavement connectors. The Profile Grade shows the final elevations after grinding.

STATION 1068+89.75 RE-BUILT 20__ BY STATE OF ILLINOIS F.A.I. RTE. 74 SEC. (48-29B) BR LOADING HL-93 STRUCTURE NO. 048-0051	STATION 1068+89.75 RE-BUILT 20__ BY STATE OF ILLINOIS F.A.I. RTE. 74 SEC. (48-29B) BR LOADING HL-93 STRUCTURE NO. 048-0052

NAME PLATE

See Std. 515001

The two existing Name Plates shall be cleaned and relocated next to new Name Plates. Cost included with Name Plates.

* *Protect existing tie-back and deadman during excavation, backfill and other construction activities and operations.*

** *Existing utilities to remain in place. Protect during excavation, backfill and other construction activities and operations.*

Notes:

1. *Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.*
2. *Structure excavation required to remove the exist. slopewall is included in the cost of Slopewall Removal.*
3. *The slopewall embankment removal and replacement shall be performed after soil behind the abutment is excavated and prior to placing granular backfill.*
4. *Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the standard specifications.*

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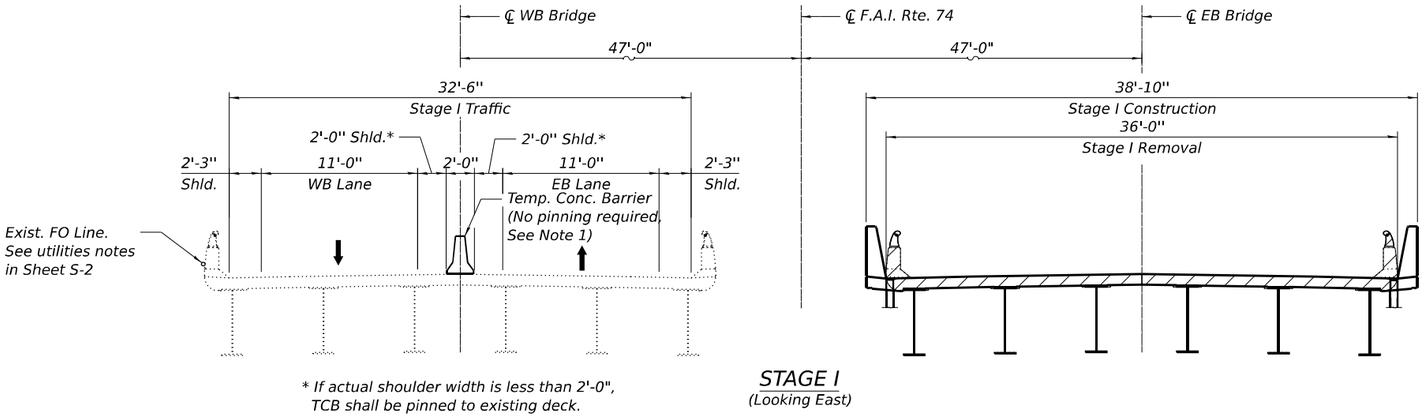
PLOT DATE =	CHECKED - VP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

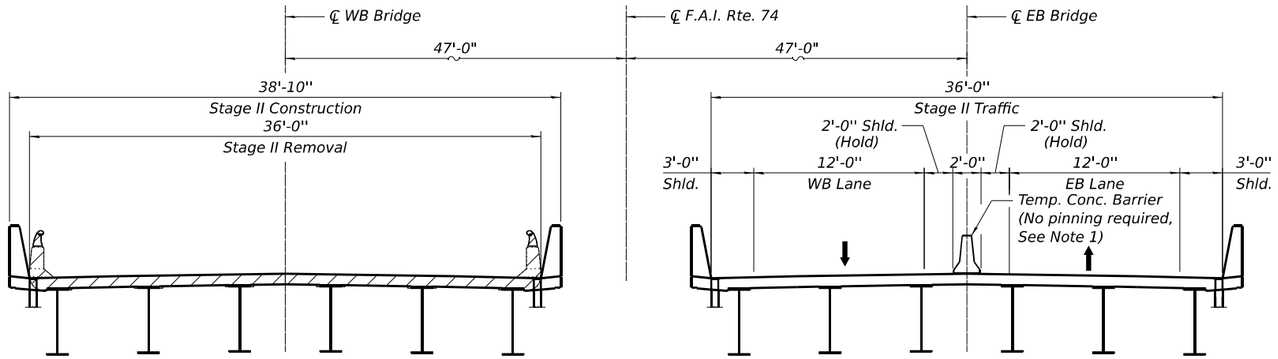
GENERAL DETAILS
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-3 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	65
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

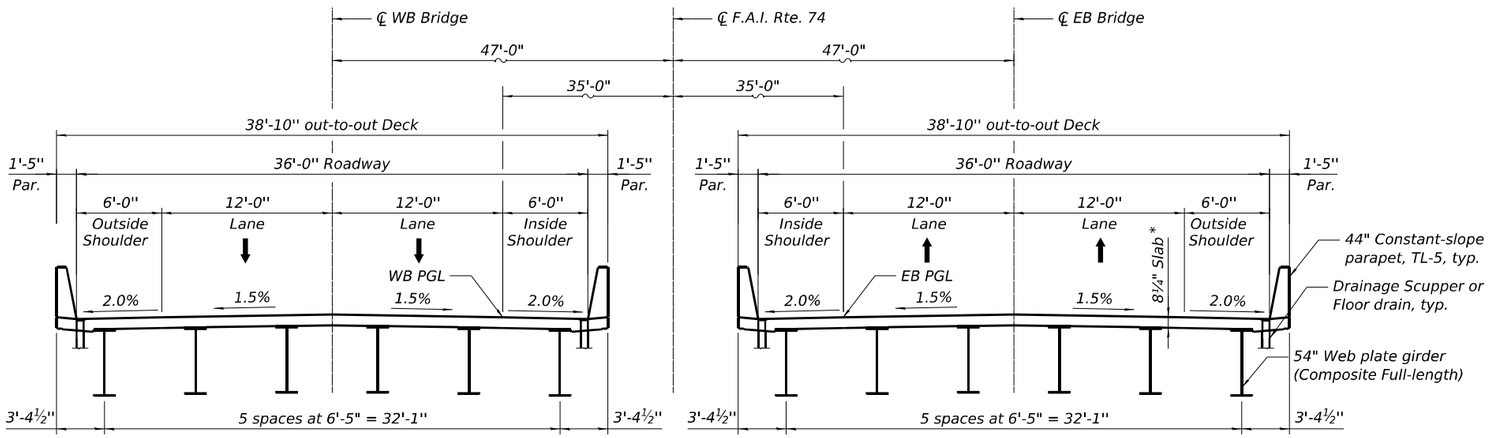


* If actual shoulder width is less than 2'-0", TCB shall be pinned to existing deck.

STAGE I
(Looking East)



STAGE II
(Looking East)



PROPOSED CROSS SECTION
(Looking East)

* Prior to grinding

Notes:

1. See Roadway Plans for the Temporary Concrete Barrier pay item and quantity.
2. Removal of bridge railings included with Removal of Existing Superstructures.

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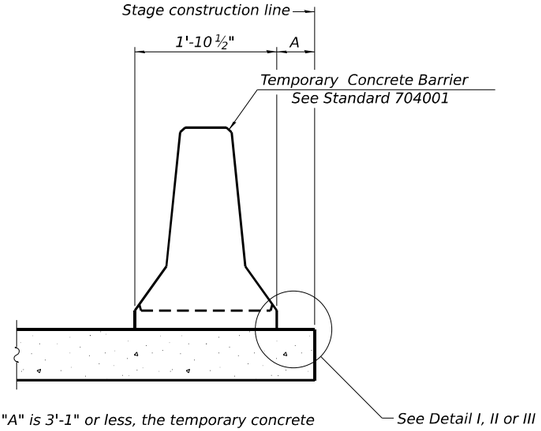
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

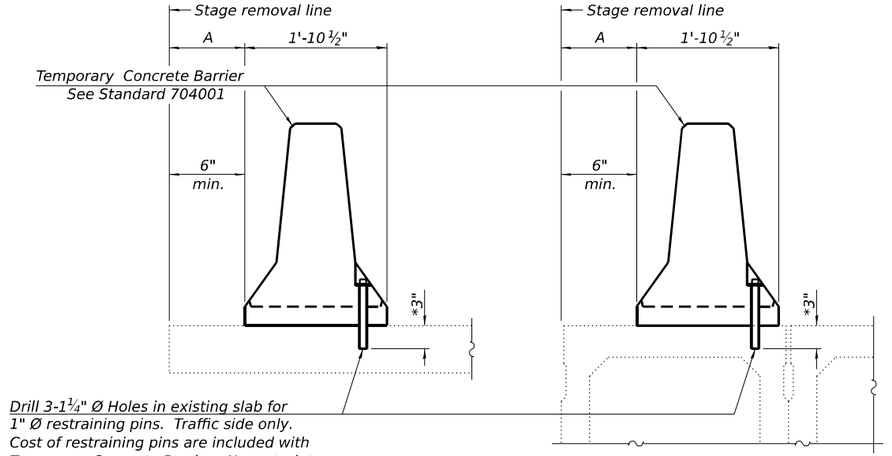
CONSTRUCTION STAGING
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-4 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	66
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

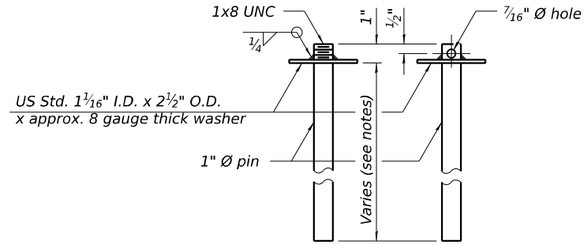


Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

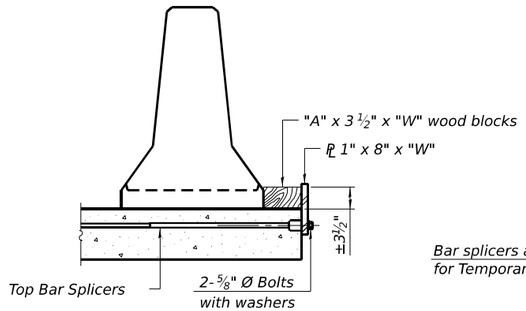
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

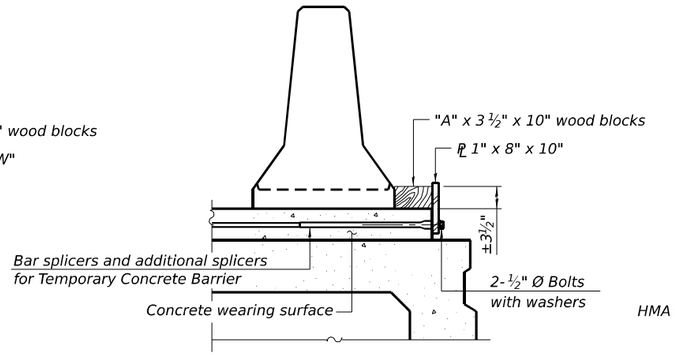


RESTRAINING PIN

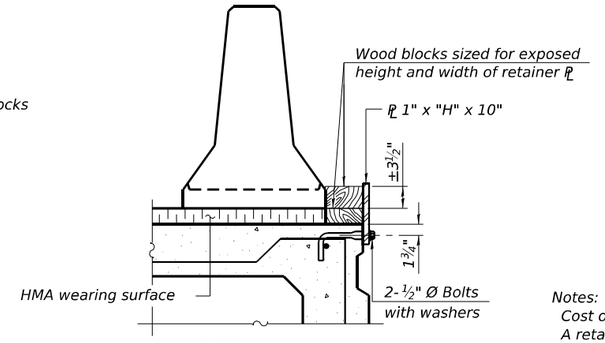
SECTIONS THRU SLAB OR DECK BEAM



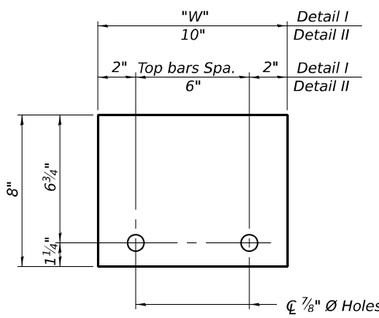
DETAIL I



DETAIL II

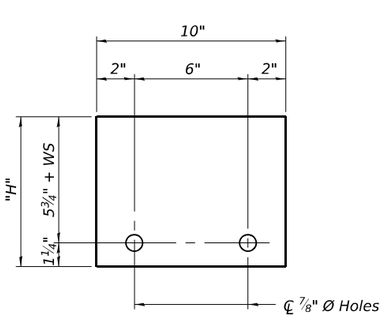


DETAIL III



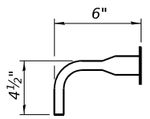
STEEL RETAINER ℄ 1" x 8" x "W"

(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"

(Detail III)



BAR SPLICER FOR #4 BAR - DETAIL III

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

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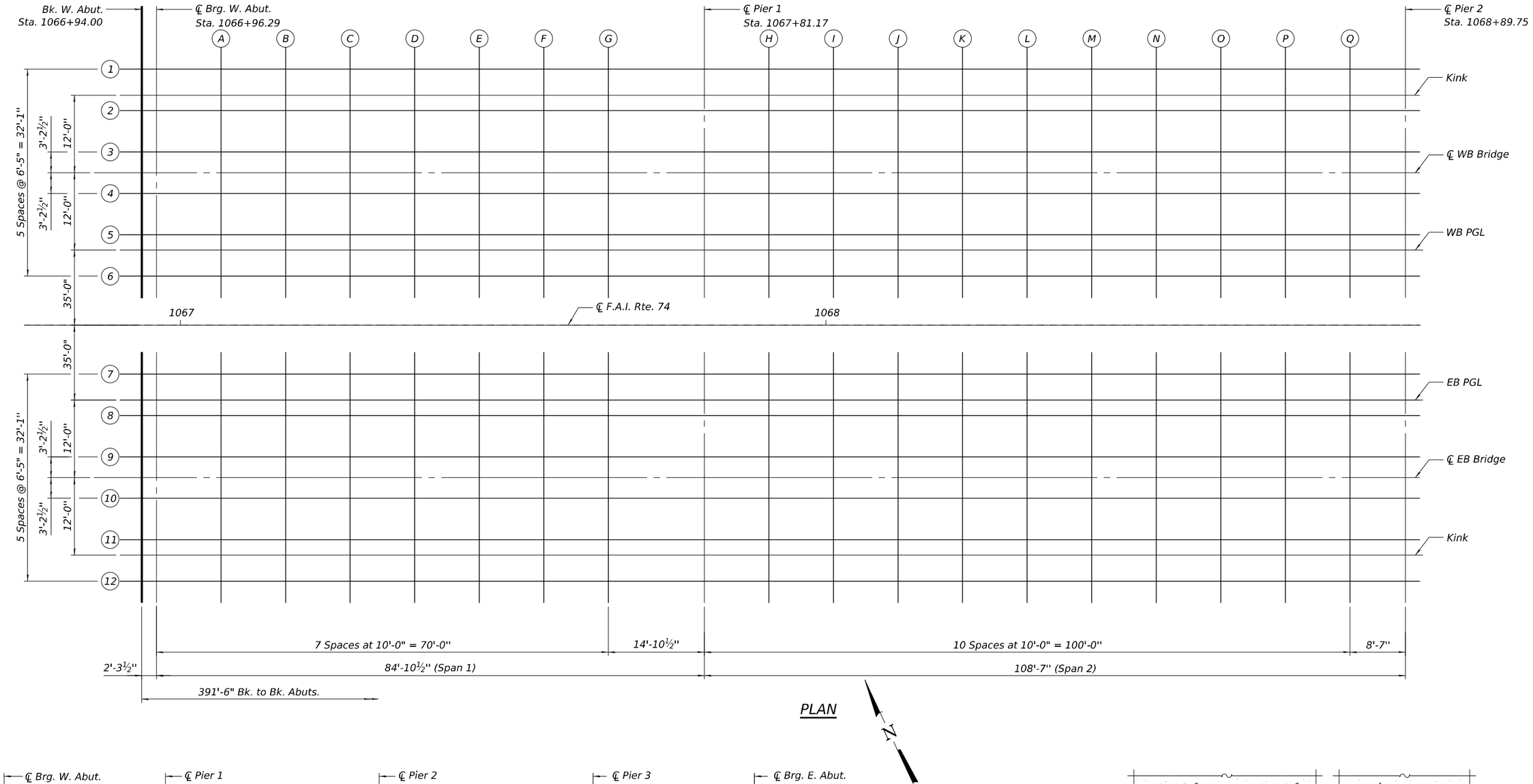
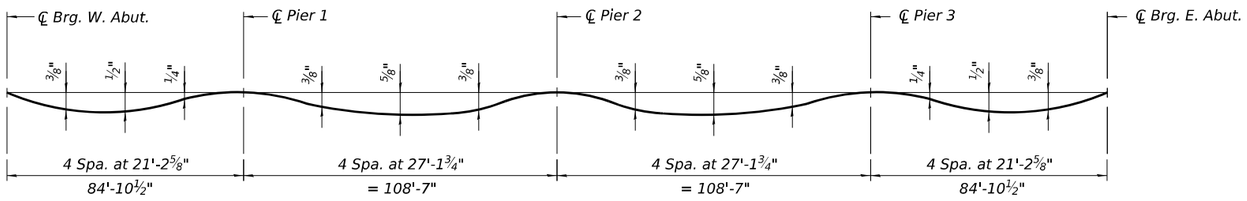
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-5 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	67
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



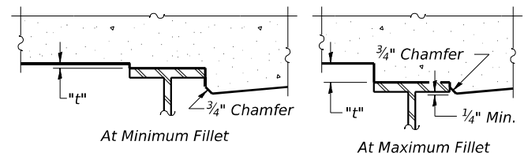
PLAN



GIRDER 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 and grinding as shown on Sheets S-8 thru S-10.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above and on Sheet S-7. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on Sheets S-8 thru S-10 minus the initial slab thickness prior to grinding, equals the fillet heights "t" above top flange of girders.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on Sheets S-8 thru S-10. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

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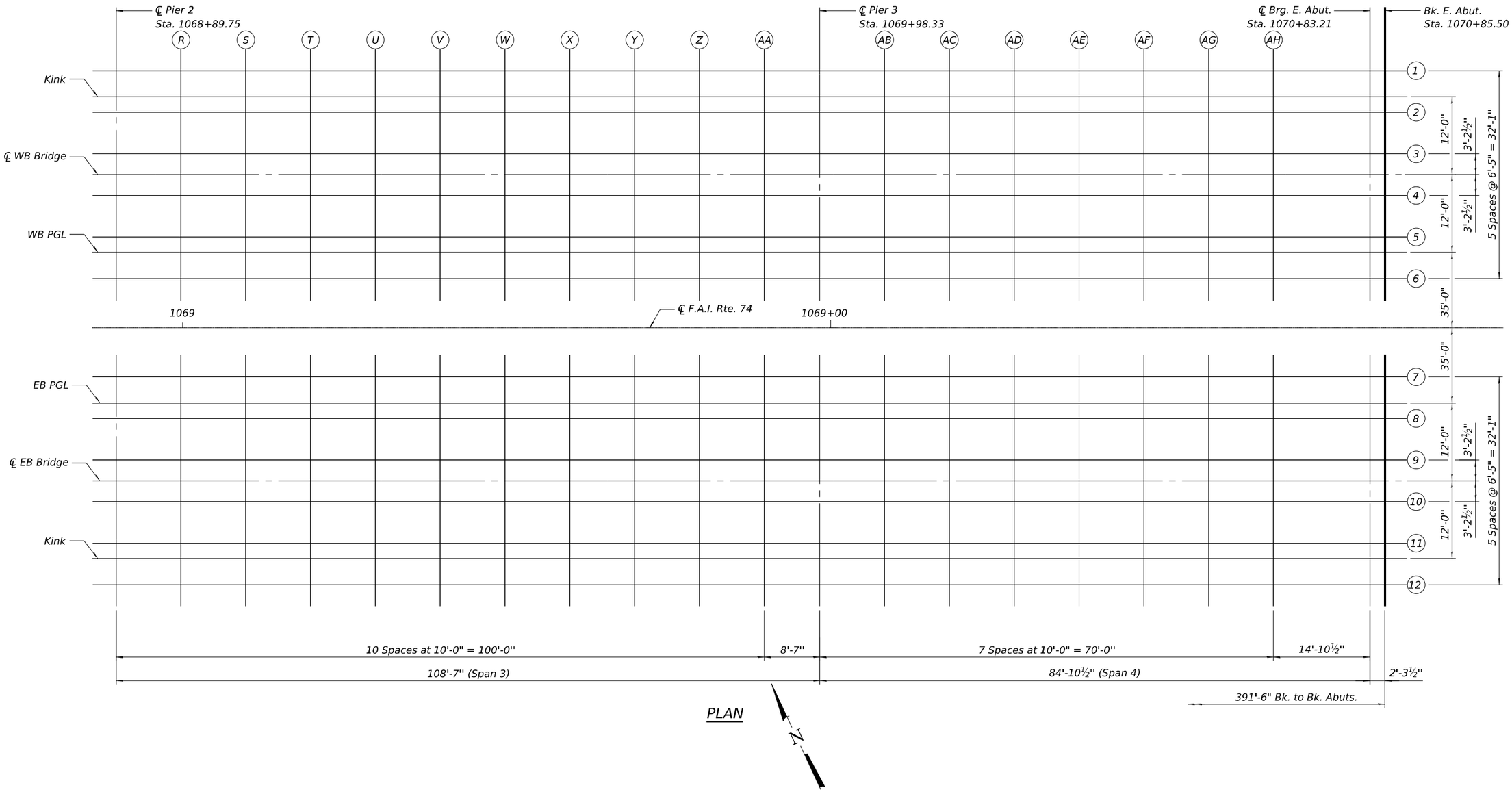
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LAYOUT 1
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-6 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	68
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



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PLOT DATE =	CHECKED - VP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LAYOUT 2
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-7 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	69
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

GIRDER 1 WB
GIRDER 12 EB

Location	Station	Offset from ℄ Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1066+94.00	-16.04	590.07	590.09
℄ Brg. W. Abut.	1066+96.29	-16.04	590.08	590.10
A	1067+06.29	-16.04	590.11	590.16
B	1067+16.29	-16.04	590.14	590.21
C	1067+26.29	-16.04	590.18	590.25
D	1067+36.29	-16.04	590.21	590.28
E	1067+46.29	-16.04	590.24	590.30
F	1067+56.29	-16.04	590.27	590.32
G	1067+66.29	-16.04	590.30	590.33
℄ Brg. Pier 1	1067+81.17	-16.04	590.35	590.37
H	1067+91.17	-16.04	590.38	590.41
I	1068+01.17	-16.04	590.41	590.46
J	1068+11.17	-16.04	590.44	590.51
K	1068+21.17	-16.04	590.47	590.55
L	1068+31.17	-16.04	590.51	590.59
M	1068+41.17	-16.04	590.54	590.62
N	1068+51.17	-16.04	590.57	590.64
O	1068+61.17	-16.04	590.60	590.66
P	1068+71.17	-16.04	590.63	590.67
Q	1068+81.17	-16.04	590.66	590.69
℄ Brg. Pier 2	1068+89.75	-16.04	590.69	590.71
R	1068+99.75	-16.04	590.72	590.75
S	1069+09.75	-16.04	590.75	590.80
T	1069+19.75	-16.04	590.79	590.85
U	1069+29.75	-16.04	590.82	590.89
V	1069+39.75	-16.04	590.85	590.93
W	1069+49.75	-16.04	590.88	590.96
X	1069+59.75	-16.04	590.91	590.99
Y	1069+69.75	-16.04	590.94	591.00
Z	1069+79.75	-16.04	590.97	591.02
AA	1069+89.75	-16.04	591.01	591.03
℄ Brg. Pier 3	1069+98.33	-16.04	591.03	591.05
AB	1070+08.33	-16.04	591.06	591.09
AC	1070+18.33	-16.04	591.10	591.14
AD	1070+28.33	-16.04	591.13	591.18
AE	1070+38.33	-16.04	591.16	591.23
AF	1070+48.33	-16.04	591.19	591.26
AG	1070+58.33	-16.04	591.22	591.29
AH	1070+68.33	-16.04	591.25	591.31
℄ Brg. E. Abut.	1070+83.21	-16.04	591.30	591.32
Bk. E. Abut.	1070+85.50	-16.04	591.31	591.33

KINK WB
KINK EB

Location	Station	Offset from ℄ Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1066+94.00	-12.00	590.15	590.18
℄ Brg. W. Abut.	1066+96.29	-12.00	590.16	590.18
A	1067+06.29	-12.00	590.19	590.24
B	1067+16.29	-12.00	590.23	590.29
C	1067+26.29	-12.00	590.26	590.33
D	1067+36.29	-12.00	590.29	590.36
E	1067+46.29	-12.00	590.32	590.38
F	1067+56.29	-12.00	590.35	590.40
G	1067+66.29	-12.00	590.38	590.41
℄ Brg. Pier 1	1067+81.17	-12.00	590.43	590.45
H	1067+91.17	-12.00	590.46	590.49
I	1068+01.17	-12.00	590.49	590.54
J	1068+11.17	-12.00	590.52	590.58
K	1068+21.17	-12.00	590.56	590.63
L	1068+31.17	-12.00	590.59	590.67
M	1068+41.17	-12.00	590.62	590.70
N	1068+51.17	-12.00	590.65	590.72
O	1068+61.17	-12.00	590.68	590.74
P	1068+71.17	-12.00	590.71	590.75
Q	1068+81.17	-12.00	590.74	590.77
℄ Brg. Pier 2	1068+89.75	-12.00	590.77	590.79
R	1068+99.75	-12.00	590.80	590.83
S	1069+09.75	-12.00	590.83	590.88
T	1069+19.75	-12.00	590.87	590.92
U	1069+29.75	-12.00	590.90	590.97
V	1069+39.75	-12.00	590.93	591.01
W	1069+49.75	-12.00	590.96	591.04
X	1069+59.75	-12.00	590.99	591.06
Y	1069+69.75	-12.00	591.02	591.08
Z	1069+79.75	-12.00	591.05	591.10
AA	1069+89.75	-12.00	591.09	591.11
℄ Brg. Pier 3	1069+98.33	-12.00	591.11	591.13
AB	1070+08.33	-12.00	591.14	591.17
AC	1070+18.33	-12.00	591.18	591.22
AD	1070+28.33	-12.00	591.21	591.26
AE	1070+38.33	-12.00	591.24	591.31
AF	1070+48.33	-12.00	591.27	591.34
AG	1070+58.33	-12.00	591.30	591.37
AH	1070+68.33	-12.00	591.33	591.39
℄ Brg. E. Abut.	1070+83.21	-12.00	591.38	591.40
Bk. E. Abut.	1070+85.50	-12.00	591.39	591.41

GIRDER 2 WB
GIRDER 11 EB

Location	Station	Offset from ℄ Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1066+94.00	-9.63	590.19	590.21
℄ Brg. W. Abut.	1066+96.29	-9.63	590.20	590.22
A	1067+06.29	-9.63	590.23	590.27
B	1067+16.29	-9.63	590.26	590.32
C	1067+26.29	-9.63	590.29	590.36
D	1067+36.29	-9.63	590.32	590.39
E	1067+46.29	-9.63	590.36	590.41
F	1067+56.29	-9.63	590.39	590.43
G	1067+66.29	-9.63	590.42	590.45
℄ Brg. Pier 1	1067+81.17	-9.63	590.47	590.49
H	1067+91.17	-9.63	590.50	590.52
I	1068+01.17	-9.63	590.53	590.57
J	1068+11.17	-9.63	590.56	590.62
K	1068+21.17	-9.63	590.59	590.66
L	1068+31.17	-9.63	590.62	590.70
M	1068+41.17	-9.63	590.65	590.73
N	1068+51.17	-9.63	590.69	590.75
O	1068+61.17	-9.63	590.72	590.77
P	1068+71.17	-9.63	590.75	590.79
Q	1068+81.17	-9.63	590.78	590.81
℄ Brg. Pier 2	1068+89.75	-9.63	590.81	590.83
R	1068+99.75	-9.63	590.84	590.87
S	1069+09.75	-9.63	590.87	590.91
T	1069+19.75	-9.63	590.90	590.96
U	1069+29.75	-9.63	590.93	591.00
V	1069+39.75	-9.63	590.96	591.04
W	1069+49.75	-9.63	591.00	591.07
X	1069+59.75	-9.63	591.03	591.10
Y	1069+69.75	-9.63	591.06	591.11
Z	1069+79.75	-9.63	591.09	591.13
AA	1069+89.75	-9.63	591.12	591.15
℄ Brg. Pier 3	1069+98.33	-9.63	591.15	591.17
AB	1070+08.33	-9.63	591.18	591.21
AC	1070+18.33	-9.63	591.21	591.25
AD	1070+28.33	-9.63	591.24	591.30
AE	1070+38.33	-9.63	591.28	591.34
AF	1070+48.33	-9.63	591.31	591.38
AG	1070+58.33	-9.63	591.34	591.40
AH	1070+68.33	-9.63	591.37	591.42
℄ Brg. E. Abut.	1070+83.21	-9.63	591.42	591.44
Bk. E. Abut.	1070+85.50	-9.63	591.42	591.44

Notes:

1. *All Elevations and Offsets are in feet.*
2. *Offsets provided in these tables are with reference to Centerline of the WB Bridge. Offsets for the EB Bridge, with reference to Centerline of the EB Bridge, are equal in magnitude but opposite in sign.*

GIRDER 3 WB
GIRDER 10 EB

Location	Station	Offset from ℄ Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1066+94.00	-3.21	590.29	590.31
℄ Brg. W. Abut.	1066+96.29	-3.21	590.29	590.31
A	1067+06.29	-3.21	590.33	590.37
B	1067+16.29	-3.21	590.36	590.42
C	1067+26.29	-3.21	590.39	590.46
D	1067+36.29	-3.21	590.42	590.49
E	1067+46.29	-3.21	590.45	590.51
F	1067+56.29	-3.21	590.48	590.53
G	1067+66.29	-3.21	590.51	590.55
℄ Brg. Pier 1	1067+81.17	-3.21	590.56	590.58
H	1067+91.17	-3.21	590.59	590.62
I	1068+01.17	-3.21	590.62	590.67
J	1068+11.17	-3.21	590.66	590.71
K	1068+21.17	-3.21	590.69	590.76
L	1068+31.17	-3.21	590.72	590.80
M	1068+41.17	-3.21	590.75	590.83
N	1068+51.17	-3.21	590.78	590.85
O	1068+61.17	-3.21	590.81	590.87
P	1068+71.17	-3.21	590.84	590.88
Q	1068+81.17	-3.21	590.88	590.90
℄ Brg. Pier 2	1068+89.75	-3.21	590.90	590.92
R	1068+99.75	-3.21	590.93	590.96
S	1069+09.75	-3.21	590.97	591.01
T	1069+19.75	-3.21	591.00	591.05
U	1069+29.75	-3.21	591.03	591.10
V	1069+39.75	-3.21	591.06	591.14
W	1069+49.75	-3.21	591.09	591.17
X	1069+59.75	-3.21	591.12	591.19
Y	1069+69.75	-3.21	591.16	591.21
Z	1069+79.75	-3.21	591.19	591.23
AA	1069+89.75	-3.21	591.22	591.25
℄ Brg. Pier 3	1069+98.33	-3.21	591.25	591.27
AB	1070+08.33	-3.21	591.28	591.30
AC	1070+18.33	-3.21	591.31	591.35
AD	1070+28.33	-3.21	591.34	591.39
AE	1070+38.33	-3.21	591.37	591.44
AF	1070+48.33	-3.21	591.40	591.47
AG	1070+58.33	-3.21	591.43	591.50
AH	1070+68.33	-3.21	591.47	591.52
℄ Brg. E. Abut.	1070+83.21	-3.21	591.51	591.53
Bk. E. Abut.	1070+85.50	-3.21	591.52	591.54

℄ BRIDGE WB
℄ BRIDGE EB

Location	Station	Offset from ℄ Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1066+94.00	0.00	590.33	590.36
℄ Brg. W. Abut.	1066+96.29	0.00	590.34	590.36
A	1067+06.29	0.00	590.37	590.42
B	1067+16.29	0.00	590.41	590.46
C	1067+26.29	0.00	590.44	590.50
D	1067+36.29	0.00	590.47	590.54
E	1067+46.29	0.00	590.50	590.56
F	1067+56.29	0.00	590.53	590.58
G	1067+66.29	0.00	590.56	590.59
℄ Brg. Pier 1	1067+81.17	0.00	590.61	590.63
H	1067+91.17	0.00	590.64	590.67
I	1068+01.17	0.00	590.67	590.71
J	1068+11.17	0.00	590.70	590.76
K	1068+21.17	0.00	590.74	590.81
L	1068+31.17	0.00	590.77	590.85
M	1068+41.17	0.00	590.80	590.88
N	1068+51.17	0.00	590.83	590.90
O	1068+61.17	0.00	590.86	590.92
P	1068+71.17	0.00	590.89	590.93
Q	1068+81.17	0.00	590.92	590.95
℄ Brg. Pier 2	1068+89.75	0.00	590.95	590.97
R	1068+99.75	0.00	590.98	591.01
S	1069+09.75	0.00	591.01	591.06
T	1069+19.75	0.00	591.05	591.10
U	1069+29.75	0.00	591.08	591.15
V	1069+39.75	0.00	591.11	591.19
W	1069+49.75	0.00	591.14	591.22
X	1069+59.75	0.00	591.17	591.24
Y	1069+69.75	0.00	591.20	591.26
Z	1069+79.75	0.00	591.23	591.27
AA	1069+89.75	0.00	591.27	591.29
℄ Brg. Pier 3	1069+98.33	0.00	591.29	591.31
AB	1070+08.33	0.00	591.32	591.35
AC	1070+18.33	0.00	591.36	591.39
AD	1070+28.33	0.00	591.39	591.44
AE	1070+38.33	0.00	591.42	591.48
AF	1070+48.33	0.00	591.45	591.52
AG	1070+58.33	0.00	591.48	591.55
AH	1070+68.33	0.00	591.51	591.56
℄ Brg. E. Abut.	1070+83.21	0.00	591.56	591.58
Bk. E. Abut.	1070+85.50	0.00	591.57	591.59

GIRDER 4 WB
GIRDER 9 EB

Location	Station	Offset from ℄ Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1066+94.00	3.21	590.29	590.31
℄ Brg. W. Abut.	1066+96.29	3.21	590.29	590.31
A	1067+06.29	3.21	590.33	590.37
B	1067+16.29	3.21	590.36	590.42
C	1067+26.29	3.21	590.39	590.46
D	1067+36.29	3.21	590.42	590.49
E	1067+46.29	3.21	590.45	590.51
F	1067+56.29	3.21	590.48	590.53
G	1067+66.29	3.21	590.51	590.55
℄ Brg. Pier 1	1067+81.17	3.21	590.56	590.58
H	1067+91.17	3.21	590.59	590.62
I	1068+01.17	3.21	590.62	590.67
J	1068+11.17	3.21	590.66	590.71
K	1068+21.17	3.21	590.69	590.76
L	1068+31.17	3.21	590.72	590.80
M	1068+41.17	3.21	590.75	590.83
N	1068+51.17	3.21	590.78	590.85
O	1068+61.17	3.21	590.81	590.87
P	1068+71.17	3.21	590.84	590.88
Q	1068+81.17	3.21	590.88	590.90
℄ Brg. Pier 2	1068+89.75	3.21	590.90	590.92
R	1068+99.75	3.21	590.93	590.96
S	1069+09.75	3.21	590.97	591.01
T	1069+19.75	3.21	591.00	591.05
U	1069+29.75	3.21	591.03	591.10
V	1069+39.75	3.21	591.06	591.14
W	1069+49.75	3.21	591.09	591.17
X	1069+59.75	3.21	591.12	591.19
Y	1069+69.75	3.21	591.16	591.21
Z	1069+79.75	3.21	591.19	591.23
AA	1069+89.75	3.21	591.22	591.25
℄ Brg. Pier 3	1069+98.33	3.21	591.25	591.27
AB	1070+08.33	3.21	591.28	591.30
AC	1070+18.33	3.21	591.31	591.35
AD	1070+28.33	3.21	591.34	591.39
AE	1070+38.33	3.21	591.37	591.44
AF	1070+48.33	3.21	591.40	591.47
AG	1070+58.33	3.21	591.43	591.50
AH	1070+68.33	3.21	591.47	591.52
℄ Brg. E. Abut.	1070+83.21	3.21	591.51	591.53
Bk. E. Abut.	1070+85.50	3.21	591.52	591.54

Notes:

1. *All Elevations and Offsets are in feet.*

2. *Offsets provided in these tables are with reference to Centerline of the WB Bridge. Offsets for the EB Bridge, with reference to Centerline of the EB Bridge, are equal in magnitude but opposite in sign.*

GIRDER 5 WB
GIRDER 8 EB

Location	Station	Offset from ℄ Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1066+94.00	9.63	590.19	590.21
℄ Brg. W. Abut.	1066+96.29	9.63	590.20	590.22
A	1067+06.29	9.63	590.23	590.27
B	1067+16.29	9.63	590.26	590.32
C	1067+26.29	9.63	590.29	590.36
D	1067+36.29	9.63	590.32	590.39
E	1067+46.29	9.63	590.36	590.41
F	1067+56.29	9.63	590.39	590.43
G	1067+66.29	9.63	590.42	590.45
℄ Brg. Pier 1	1067+81.17	9.63	590.47	590.49
H	1067+91.17	9.63	590.50	590.52
I	1068+01.17	9.63	590.53	590.57
J	1068+11.17	9.63	590.56	590.62
K	1068+21.17	9.63	590.59	590.66
L	1068+31.17	9.63	590.62	590.70
M	1068+41.17	9.63	590.65	590.73
N	1068+51.17	9.63	590.69	590.75
O	1068+61.17	9.63	590.72	590.77
P	1068+71.17	9.63	590.75	590.79
Q	1068+81.17	9.63	590.78	590.81
℄ Brg. Pier 2	1068+89.75	9.63	590.81	590.83
R	1068+99.75	9.63	590.84	590.87
S	1069+09.75	9.63	590.87	590.91
T	1069+19.75	9.63	590.90	590.96
U	1069+29.75	9.63	590.93	591.00
V	1069+39.75	9.63	590.96	591.04
W	1069+49.75	9.63	591.00	591.07
X	1069+59.75	9.63	591.03	591.10
Y	1069+69.75	9.63	591.06	591.11
Z	1069+79.75	9.63	591.09	591.13
AA	1069+89.75	9.63	591.12	591.15
℄ Brg. Pier 3	1069+98.33	9.63	591.15	591.17
AB	1070+08.33	9.63	591.18	591.21
AC	1070+18.33	9.63	591.21	591.25
AD	1070+28.33	9.63	591.24	591.30
AE	1070+38.33	9.63	591.28	591.34
AF	1070+48.33	9.63	591.31	591.38
AG	1070+58.33	9.63	591.34	591.40
AH	1070+68.33	9.63	591.37	591.42
℄ Brg. E. Abut.	1070+83.21	9.63	591.42	591.44
Bk. E. Abut.	1070+85.50	9.63	591.42	591.44

PGL WB
PGL EB

Location	Station	Offset from ℄ Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1066+94.00	12.00	590.15	590.18
℄ Brg. W. Abut.	1066+96.29	12.00	590.16	590.18
A	1067+06.29	12.00	590.19	590.24
B	1067+16.29	12.00	590.23	590.29
C	1067+26.29	12.00	590.26	590.33
D	1067+36.29	12.00	590.29	590.36
E	1067+46.29	12.00	590.32	590.38
F	1067+56.29	12.00	590.35	590.40
G	1067+66.29	12.00	590.38	590.41
℄ Brg. Pier 1	1067+81.17	12.00	590.43	590.45
H	1067+91.17	12.00	590.46	590.49
I	1068+01.17	12.00	590.49	590.54
J	1068+11.17	12.00	590.52	590.58
K	1068+21.17	12.00	590.56	590.63
L	1068+31.17	12.00	590.59	590.67
M	1068+41.17	12.00	590.62	590.70
N	1068+51.17	12.00	590.65	590.72
O	1068+61.17	12.00	590.68	590.74
P	1068+71.17	12.00	590.71	590.75
Q	1068+81.17	12.00	590.74	590.77
℄ Brg. Pier 2	1068+89.75	12.00	590.77	590.79
R	1068+99.75	12.00	590.80	590.83
S	1069+09.75	12.00	590.83	590.88
T	1069+19.75	12.00	590.87	590.92
U	1069+29.75	12.00	590.90	590.97
V	1069+39.75	12.00	590.93	591.01
W	1069+49.75	12.00	590.96	591.04
X	1069+59.75	12.00	590.99	591.06
Y	1069+69.75	12.00	591.02	591.08
Z	1069+79.75	12.00	591.05	591.10
AA	1069+89.75	12.00	591.09	591.11
℄ Brg. Pier 3	1069+98.33	12.00	591.11	591.13
AB	1070+08.33	12.00	591.14	591.17
AC	1070+18.33	12.00	591.18	591.22
AD	1070+28.33	12.00	591.21	591.26
AE	1070+38.33	12.00	591.24	591.31
AF	1070+48.33	12.00	591.27	591.34
AG	1070+58.33	12.00	591.30	591.37
AH	1070+68.33	12.00	591.33	591.39
℄ Brg. E. Abut.	1070+83.21	12.00	591.38	591.40
Bk. E. Abut.	1070+85.50	12.00	591.39	591.41

GIRDER 6 WB
GIRDER 7 EB

Location	Station	Offset from ℄ Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1066+94.00	16.04	590.07	590.09
℄ Brg. W. Abut.	1066+96.29	16.04	590.08	590.10
A	1067+06.29	16.04	590.11	590.16
B	1067+16.29	16.04	590.14	590.21
C	1067+26.29	16.04	590.18	590.25
D	1067+36.29	16.04	590.21	590.28
E	1067+46.29	16.04	590.24	590.30
F	1067+56.29	16.04	590.27	590.32
G	1067+66.29	16.04	590.30	590.33
℄ Brg. Pier 1	1067+81.17	16.04	590.35	590.37
H	1067+91.17	16.04	590.38	590.41
I	1068+01.17	16.04	590.41	590.46
J	1068+11.17	16.04	590.44	590.51
K	1068+21.17	16.04	590.47	590.55
L	1068+31.17	16.04	590.51	590.59
M	1068+41.17	16.04	590.54	590.62
N	1068+51.17	16.04	590.57	590.64
O	1068+61.17	16.04	590.60	590.66
P	1068+71.17	16.04	590.63	590.67
Q	1068+81.17	16.04	590.66	590.69
℄ Brg. Pier 2	1068+89.75	16.04	590.69	590.71
R	1068+99.75	16.04	590.72	590.75
S	1069+09.75	16.04	590.75	590.80
T	1069+19.75	16.04	590.79	590.85
U	1069+29.75	16.04	590.82	590.89
V	1069+39.75	16.04	590.85	590.93
W	1069+49.75	16.04	590.88	590.96
X	1069+59.75	16.04	590.91	590.99
Y	1069+69.75	16.04	590.94	591.00
Z	1069+79.75	16.04	590.97	591.02
AA	1069+89.75	16.04	591.01	591.03
℄ Brg. Pier 3	1069+98.33	16.04	591.03	591.05
AB	1070+08.33	16.04	591.06	591.09
AC	1070+18.33	16.04	591.10	591.14
AD	1070+28.33	16.04	591.13	591.18
AE	1070+38.33	16.04	591.16	591.23
AF	1070+48.33	16.04	591.19	591.26
AG	1070+58.33	16.04	591.22	591.29
AH	1070+68.33	16.04	591.25	591.31
℄ Brg. E. Abut.	1070+83.21	16.04	591.30	591.32
Bk. E. Abut.	1070+85.50	16.04	591.31	591.33

Notes:

1. *All Elevations and Offsets are in feet.*

2. *Offsets provided in these tables are with reference to Centerline of the WB Bridge. Offsets for the EB Bridge, with reference to Centerline of the EB Bridge, are equal in magnitude but opposite in sign.*

exp.

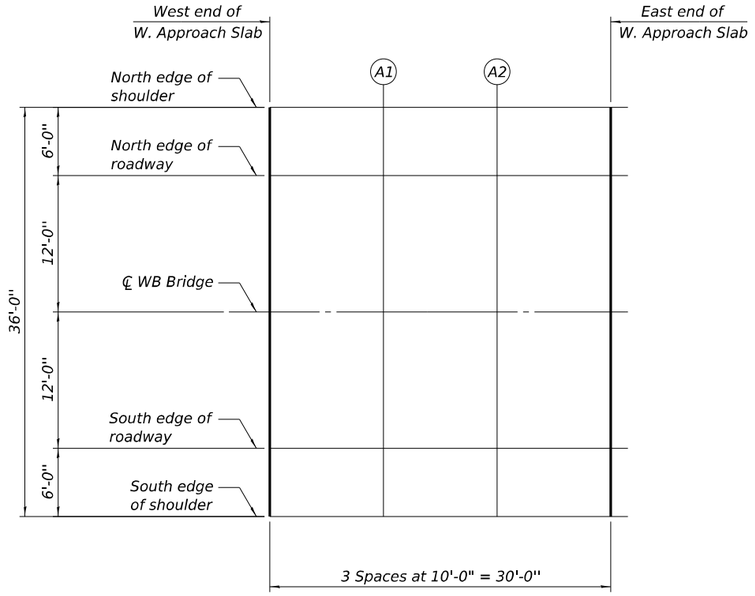
USER NAME =	DESIGNED - SH	REVISED -	
	CHECKED - VP	REVISED -	
PLOT SCALE =	DRAWN - MTR	REVISED -	
PLOT DATE =	CHECKED - VP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

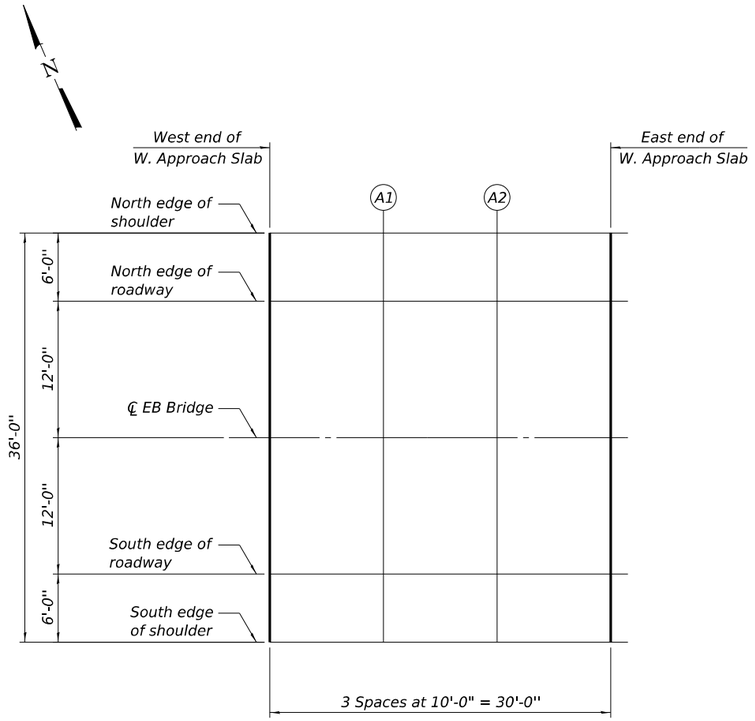
TOP OF SLAB ELEVATIONS 3
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)

SHEET S-10 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	72
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



WB BRIDGE WEST APPROACH PLAN



EB BRIDGE WEST APPROACH PLAN

NORTH EDGE OF SHOULDER (WB)
SOUTH EDGE OF SHOULDER (EB)

Location	Station	Offset from CL Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr Slab	1066+65.00	-18.00	589.94	589.96
A1	1066+75.00	-18.00	589.98	590.00
A2	1066+85.00	-18.00	590.01	590.03
E. End of W. Appr Slab	1066+95.00	-18.00	590.04	590.06

NORTH EDGE OF ROADWAY (WB)
SOUTH EDGE OF ROADWAY (EB)

Location	Station	Offset from CL Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr Slab	1066+65.00	-12.00	590.06	590.08
A1	1066+75.00	-12.00	590.10	590.12
A2	1066+85.00	-12.00	590.13	590.15
E. End of W. Appr Slab	1066+95.00	-12.00	590.16	590.18

℄ WB BRIDGE
℄ EB BRIDGE

Location	Station	Offset from CL Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr Slab	1066+65.00	0.00	590.24	590.26
A1	1066+75.00	0.00	590.28	590.30
A2	1066+85.00	0.00	590.31	590.33
E. End of W. Appr Slab	1066+95.00	0.00	590.34	590.36

SOUTH EDGE OF ROADWAY (WB)
NORTH EDGE OF ROADWAY (EB)

Location	Station	Offset from CL Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr Slab	1066+65.00	12.00	590.06	590.08
A1	1066+75.00	12.00	590.10	590.12
A2	1066+85.00	12.00	590.13	590.15
E. End of W. Appr Slab	1066+95.00	12.00	590.16	590.18

SOUTH EDGE OF SHOULDER (WB)
NORTH EDGE OF SHOULDER (EB)

Location	Station	Offset from CL Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of W. Appr Slab	1066+65.00	18.00	589.94	589.96
A1	1066+75.00	18.00	589.98	590.00
A2	1066+85.00	18.00	590.01	590.03
E. End of W. Appr Slab	1066+95.00	18.00	590.04	590.06

Notes:

1. *All Elevations and Offsets are in feet.*
2. *Offsets provided in these tables are with reference to Centerline of the WB Bridge. Offsets for the EB Bridge, with reference to Centerline of the EB Bridge, are equal in magnitude but opposite in sign.*

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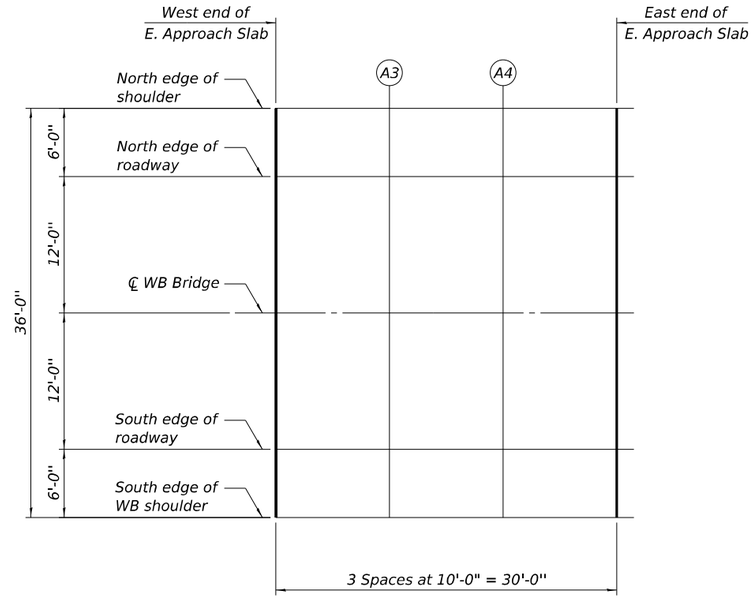
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

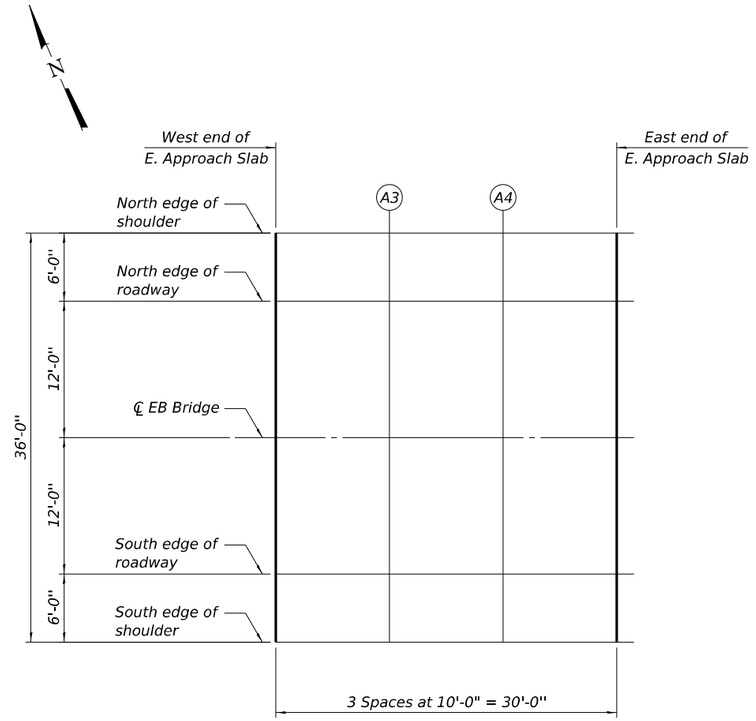
TOP OF APPROACH SLAB ELEVATIONS 1
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)

SHEET S-11 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	73
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



WB BRIDGE EAST APPROACH PLAN



EB BRIDGE EAST APPROACH PLAN

NORTH EDGE OF SHOULDER (WB)
SOUTH EDGE OF SHOULDER (EB)

Location	Station	Offset from CL Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr Slab	1070+84.50	-18.00	591.26	591.29
A3	1070+94.50	-18.00	591.30	591.32
A4	1071+04.50	-18.00	591.33	591.35
E. End of E. Appr Slab	1071+14.50	-18.00	591.36	591.38

NORTH EDGE OF ROADWAY (WB)
SOUTH EDGE OF ROADWAY (EB)

Location	Station	Offset from CL Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr Slab	1070+84.50	-12.00	591.38	591.41
A3	1070+94.50	-12.00	591.42	591.44
A4	1071+04.50	-12.00	591.45	591.47
E. End of E. Appr Slab	1071+14.50	-12.00	591.48	591.50

℄ WB BRIDGE
℄ EB BRIDGE

Location	Station	Offset from CL Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr Slab	1070+84.50	0.00	591.56	591.59
A3	1070+94.50	0.00	591.60	591.62
A4	1071+04.50	0.00	591.63	591.65
E. End of E. Appr Slab	1071+14.50	0.00	591.66	591.68

SOUTH EDGE OF ROADWAY (WB)
NORTH EDGE OF ROADWAY (EB)

Location	Station	Offset from CL Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr Slab	1070+84.50	12.00	591.38	591.41
A3	1070+94.50	12.00	591.42	591.44
A4	1071+04.50	12.00	591.45	591.47
E. End of E. Appr Slab	1071+14.50	12.00	591.48	591.50

SOUTH EDGE OF SHOULDER (WB)
NORTH EDGE OF SHOULDER (EB)

Location	Station	Offset from CL Bridge (Note 2)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Grinding
W. End of E. Appr Slab	1070+84.50	18.00	591.26	591.29
A3	1070+94.50	18.00	591.30	591.32
A4	1071+04.50	18.00	591.33	591.35
E. End of E. Appr Slab	1071+14.50	18.00	591.36	591.38

Notes:

1. *All Elevations and Offsets are in feet.*
2. *Offsets provided in these tables are with reference to Centerline of the WB Bridge. Offsets for the EB Bridge, with reference to Centerline of the EB Bridge, are equal in magnitude but opposite in sign.*

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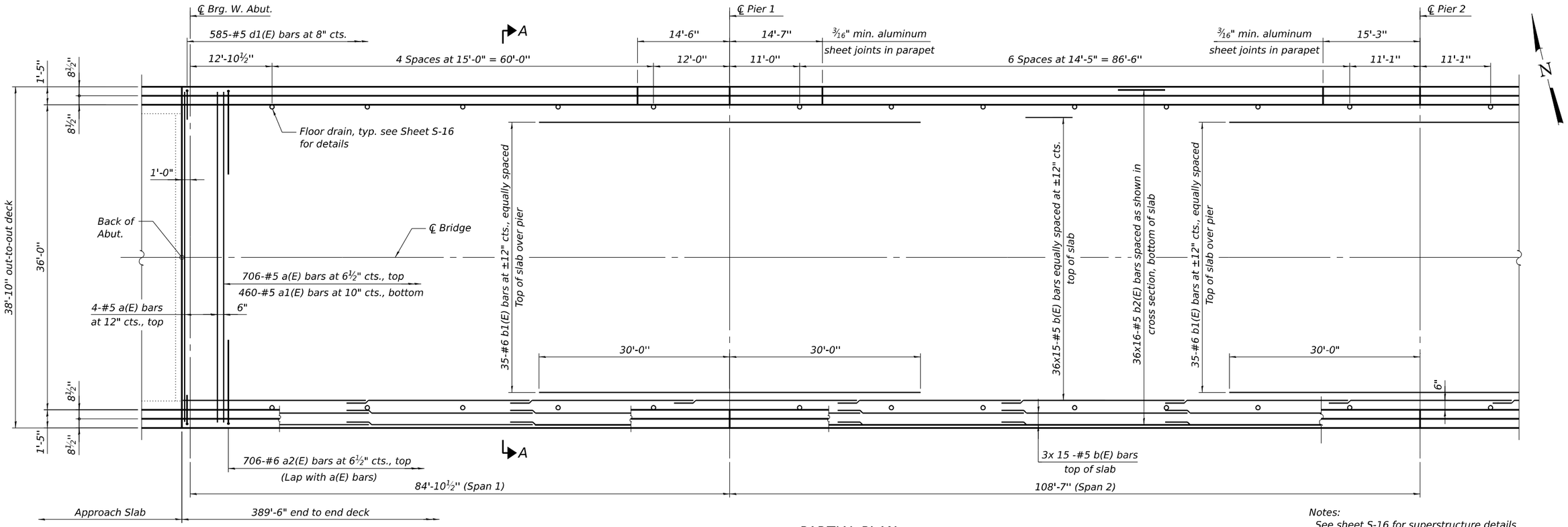
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS 2
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)

SHEET S-12 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	74
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



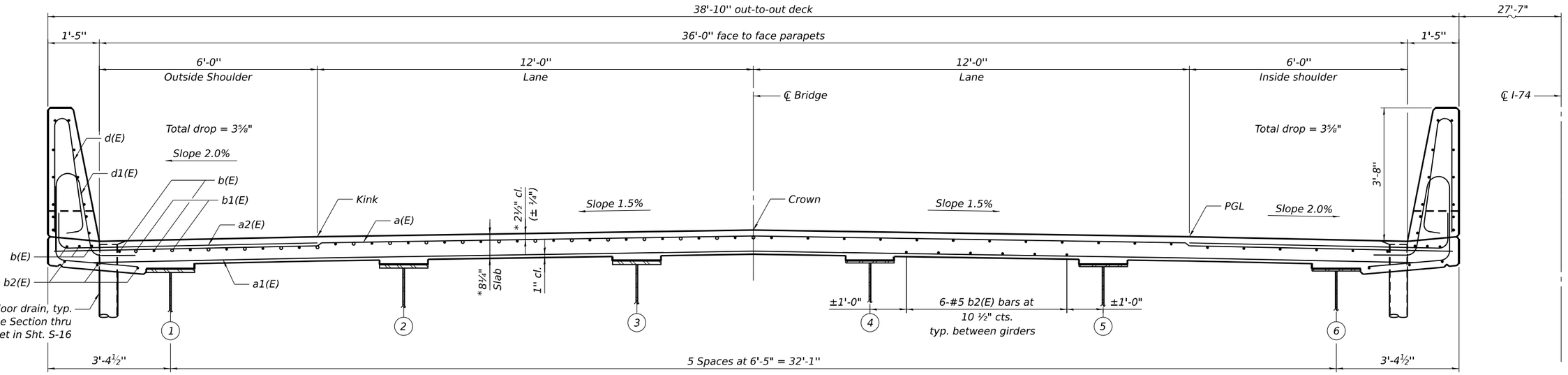
PARTIAL PLAN

(WB Bridge Deck Shown, EB Bridge Deck Opposite Hand)

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:
See sheet S-16 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR PIER

CROSS SECTION A-A

(Looking East)
(WB Bridge Deck Shown, EB Bridge Deck Opposite Hand)

NEAR MIDSPAN

* Prior to grinding. Up to ¼" will be ground off the bridge slab.

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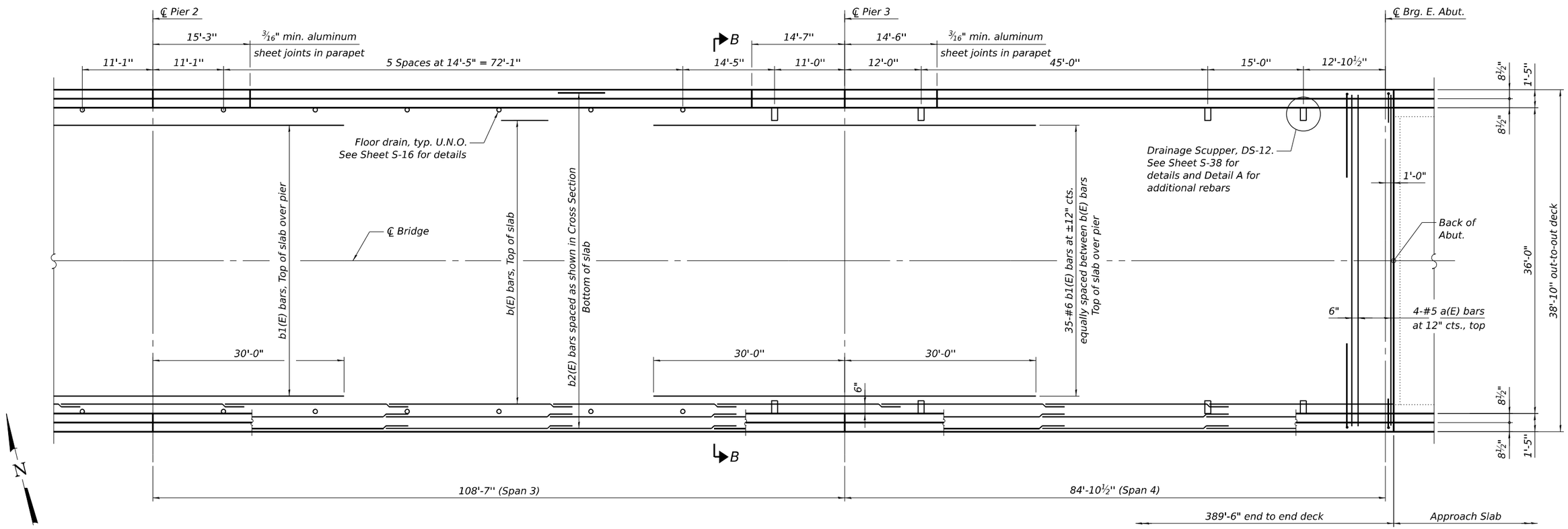
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

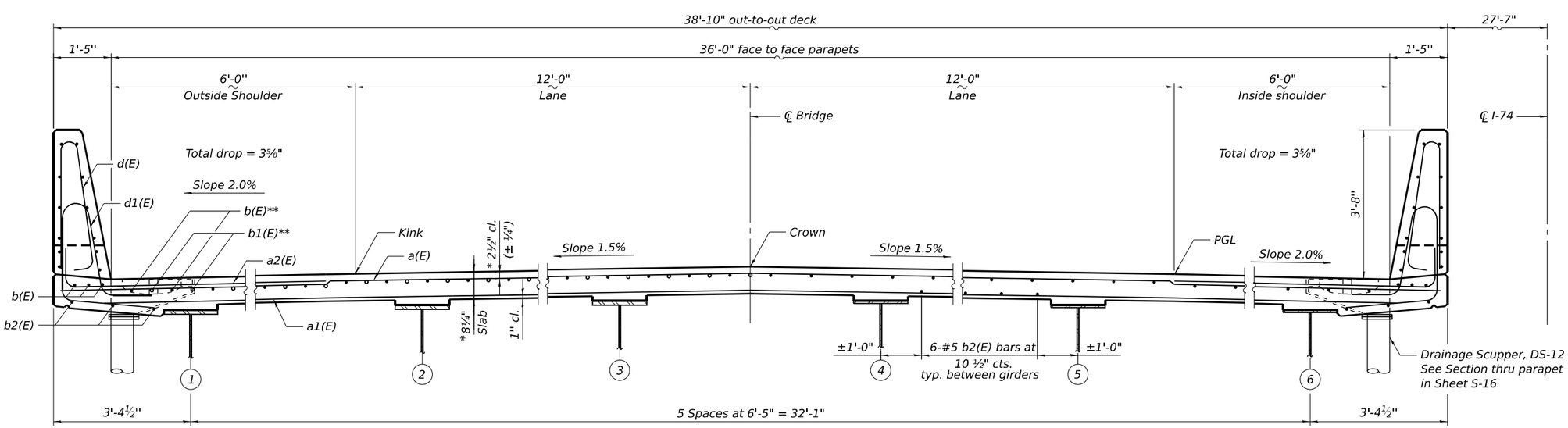
SUPERSTRUCTURE PLAN 1
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-13 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	75
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



PARTIAL PLAN

(WB Bridge Deck Shown, EB Bridge Deck Opposite Hand)



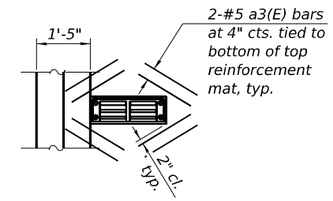
NEAR PIER

NEAR MIDSPAN

CROSS SECTION B-B

(Looking East)

(WB Bridge Deck Shown, EB Bridge Deck Opposite Hand)



DETAIL A - PLAN AT SCUPPER

(16 Thus)

** Cut longitudinal reinforcement to clear drainage scuppers.

LEGEND

- Floor Drain
- Drainage Scupper DS-12

* Prior to grinding. Up to ¼" will be ground off the bridge slab.

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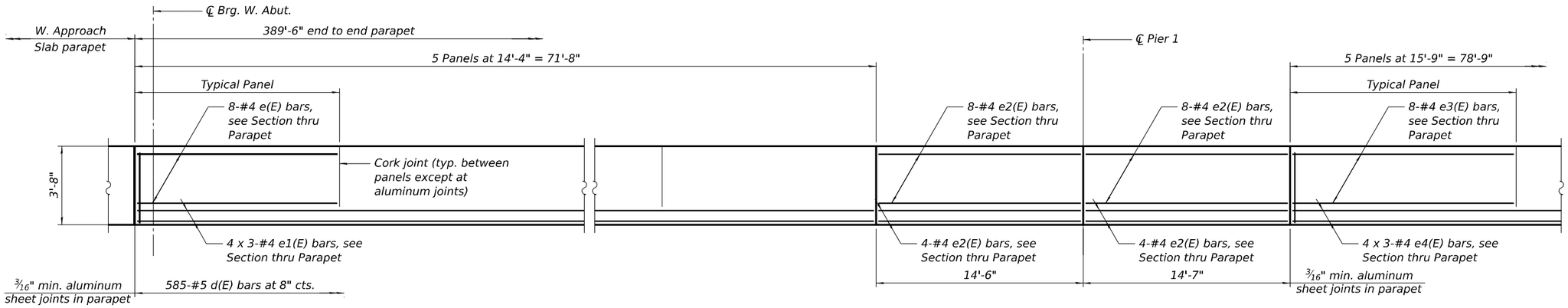
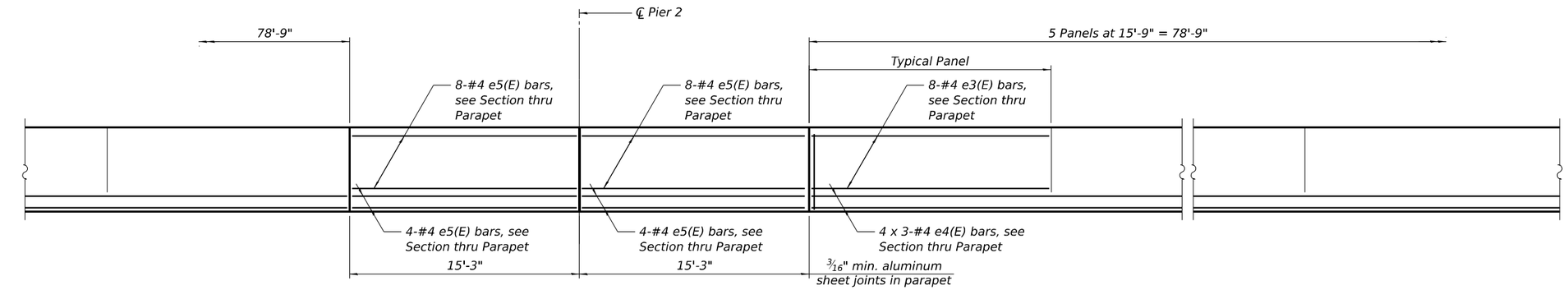
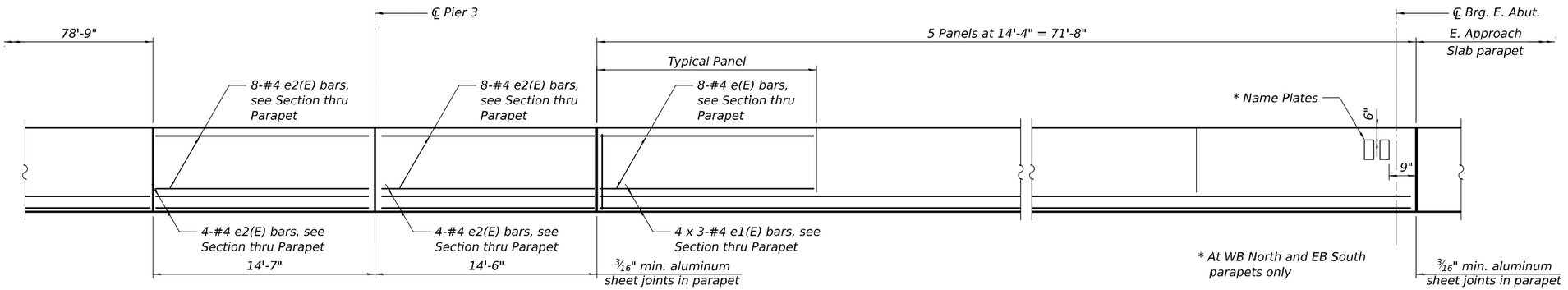
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE PLAN 2
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-14 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	76
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	







INSIDE ELEVATION OF PARAPET

(WB North parapet Shown, EB North parapet similar
WB South parapet and EB South parapet Opposite Hand)

MIN. BAR LAP

#4 = 2'-5"

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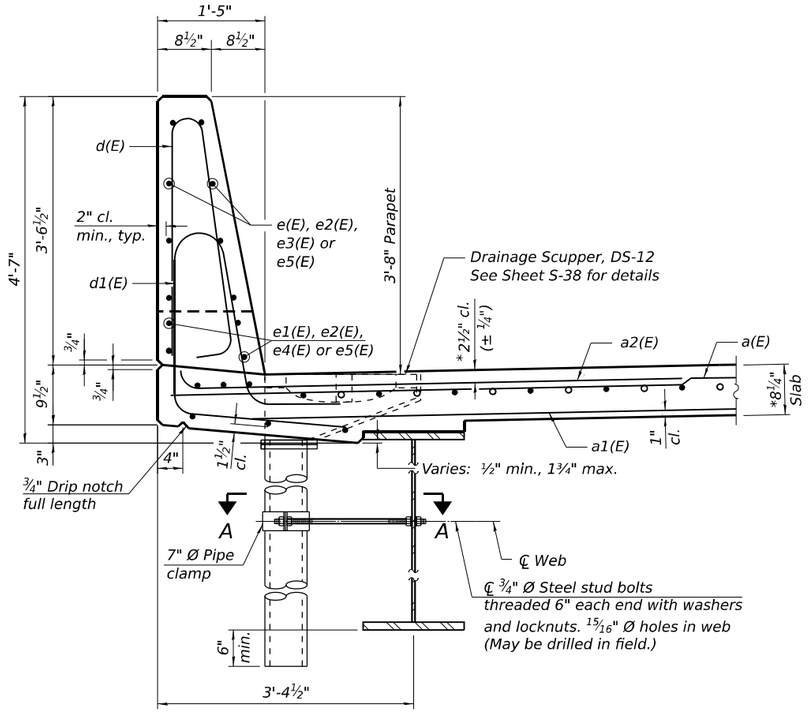
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

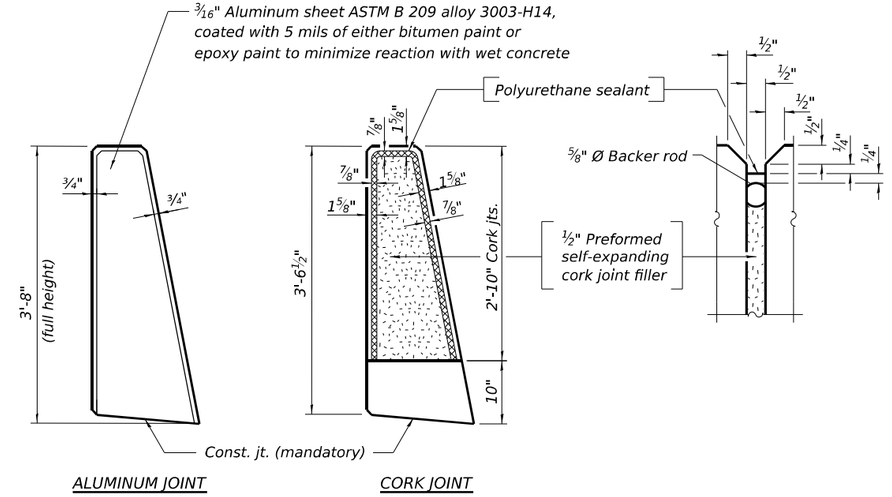
SUPERSTRUCTURE DETAILS 1
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-15 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	77
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



SECTION THRU PARAPET - SHOWING SCUPPER

* Prior to grinding



ALUMINUM JOINT

CORK JOINT

PARAPET JOINT DETAILS

Notes:

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

The exterior surfaces of the floor drains shall be painted according to Article 506 with the fiinish coat as specifiied. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

The top portion of aluminum floor drains shall be coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete.

The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains and Scuppers.

The 3⁄16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

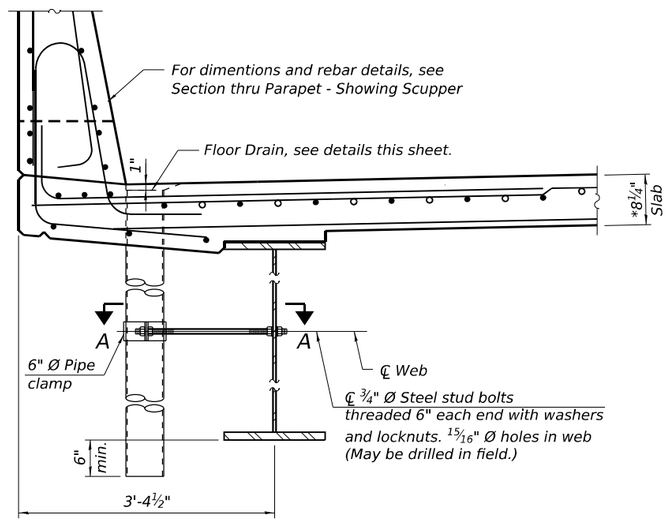
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Bar terminators, paid for seperately. See Total Bill of Material.

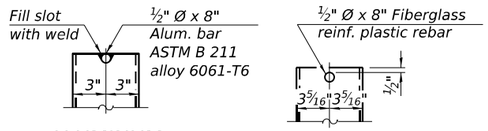
SUPERSTRUCTURE
BILL OF MATERIAL (WB & EB)

Bar	No. of Bars WB	No. of Bars EB	Size	Length	Shape
a (E)	714	714	#5	38'-6"	
a1(E)	460	460	#5	36'-8"	
a2(E)	1412	1412	#6	8'-4"	
a3(E)	64	64	#5	2'-0"	
b(E)	630	630	#5	29'-3"	
b1(E)	105	105	#6	60'-0"	
b2(E)	576	576	#5	27'-7"	
d(E)	1170	1170	#5	7'-0"	
d1(E)	1170	1170	#5	8'-6"	
e(E)	160	160	#4	14'-0"	
e1(E)	48	48	#4	25'-5"	
e2(E)	96	96	#4	14'-2"	
e3(E)	160	160	#4	15'-5"	
e4(E)	48	48	#4	27'-9"	
e5(E)	48	48	#4	14'-11"	
m(E)	8	8	#4	19'-0"	
m1(E)	24	24	#6	19'-10"	
m2(E)	20	20	#6	6'-1"	
m3(E)	40	40	#6	6'-1"	
m4(E)	8	8	#6	1'-8"	
m5(E)	16	16	#6	1'-8"	
s(E)	58	58	#5	9'-10"	
s1(E)	58	58	#5	12'-11"	
u(E)	58	58	#4	4'-11"	

Reinforcement Bars, Epoxy Coated	Pound	274,940
Concrete Supertructure	Cu. Yd.	1,120.8
Diamond Grinding (Bridge Sections)	Sq. Yd.	2,770
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	2,078
Floor Drains	Each	72

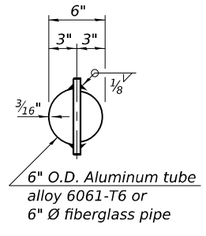


SECTION THRU PARAPET - SHOWING FLOOR DRAIN

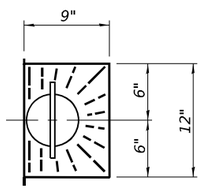


ALUMINUM TUBE

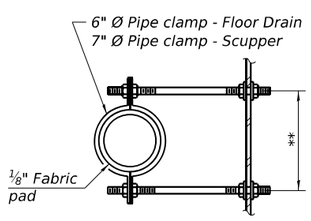
FIBERGLASS PIPE



TOP PLAN
(Showing aluminum tube)

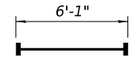


TOP PLAN

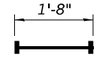


SECTION A-A

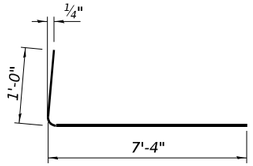
** Dimension as required by pipe clamp



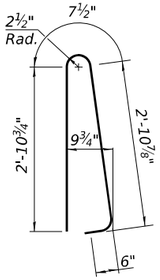
BAR m2(E)
(Headed. 80-#6 Bar terminators)



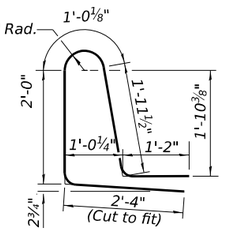
BAR m4(E)
(Headed. 32-#6 Bar terminators)



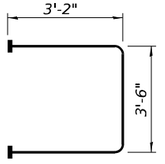
BAR a2(E)



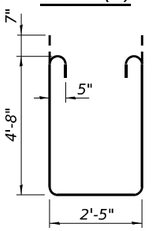
BAR d(E)



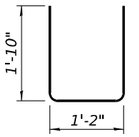
BAR d1(E)



BAR s(E)
(Headed. 232-#5 Bar terminators)



BAR s1(E)



BAR u(E)

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PLOT SCALE =	DRAWN - MTR	REVISED -	
PLOT DATE =	CHECKED - VP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS 2
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-16 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	78
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	

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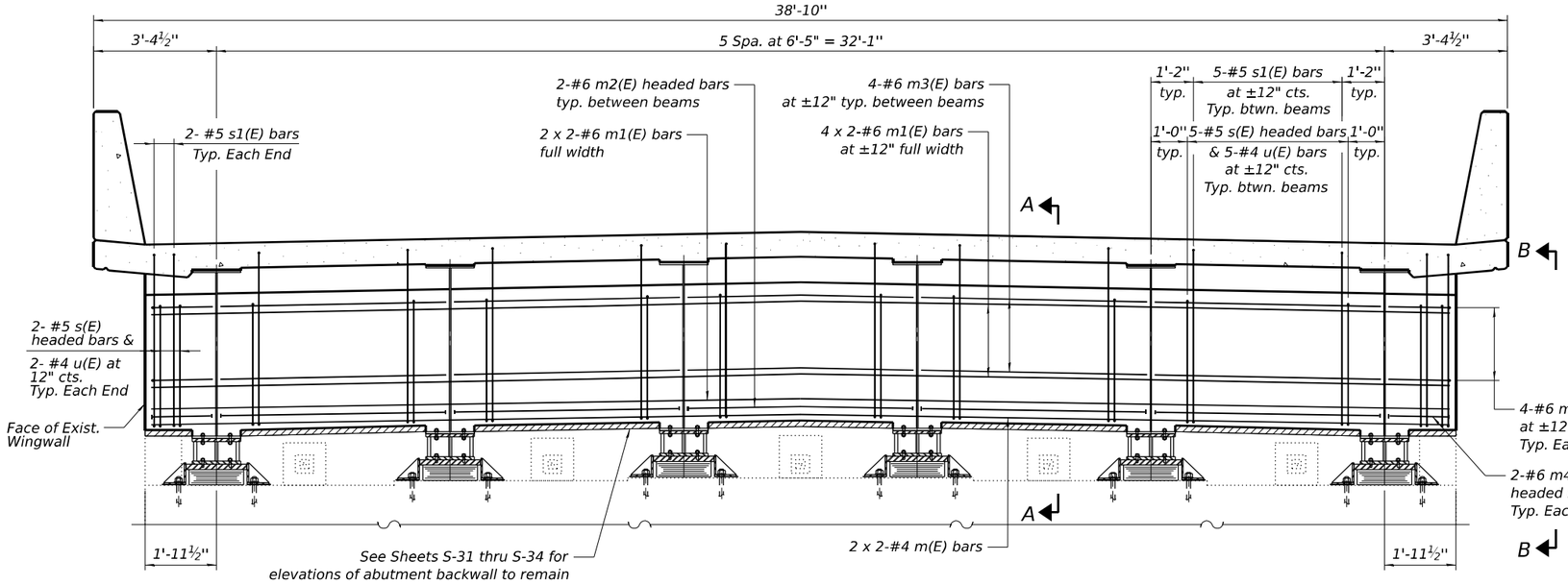
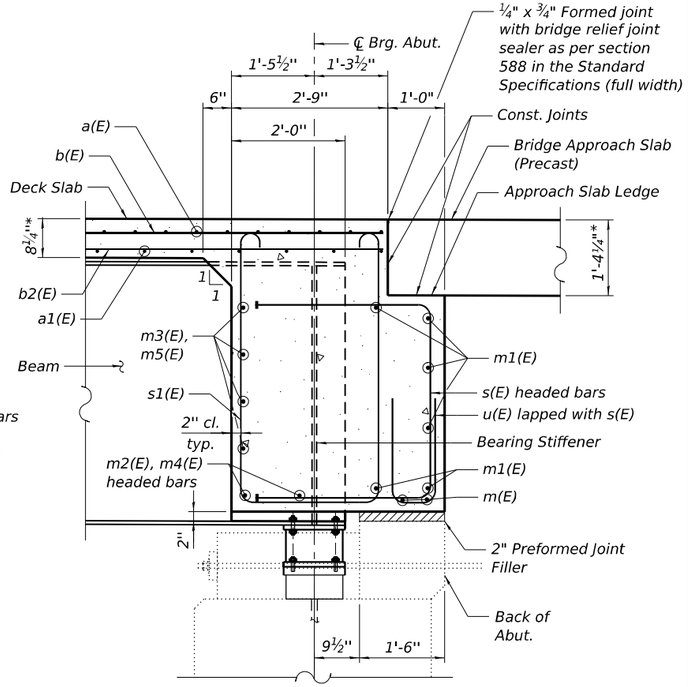


ABUTMENT DIAPHRAGM ELEVATION

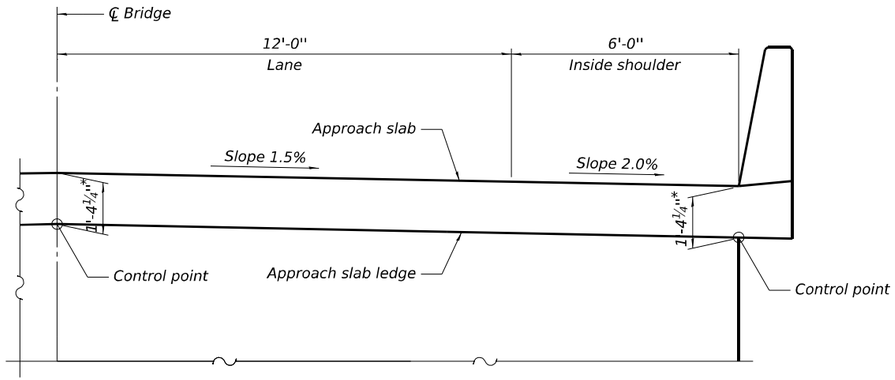
(4 Thus)



SECTION A-A

MINIMUM BAR LAP

#4 bar = 2'-5"
#6 bar = 4'-0"



Note:
The approach slab ledge shall have a constant slope determined from the control points shown.

APPROACH SLAB LEDGE ELEVATION

(Looking at back of Abutment)

* Prior to grinding

Notes:

1. Reinforcement bars in diaphragm are billed with superstructure on Sheet S-16.
2. Concrete in diaphragm is included with Concrete Superstructure on Sheet S-16.
3. For details of bars s(E), s1(E) and u(E) see Sheet S-16.
4. The s(E), s1(E) and u(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
5. Provide Preformed Joint Filler (per Article 1051.09 of the Standard Specifications) full width of abutment stub and end and top of wingwalls; bonded with suitable adhesive as recommended by supplier. See Sheet S-18.
6. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
7. Bearing Stiffener shall be placed at right angles to beam web at centerline of bearing.
8. For Section thru Abutments, See Sheet S-3.

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PLOT DATE =	CHECKED - VP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DIAPHRAGM DETAILS 1
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-17 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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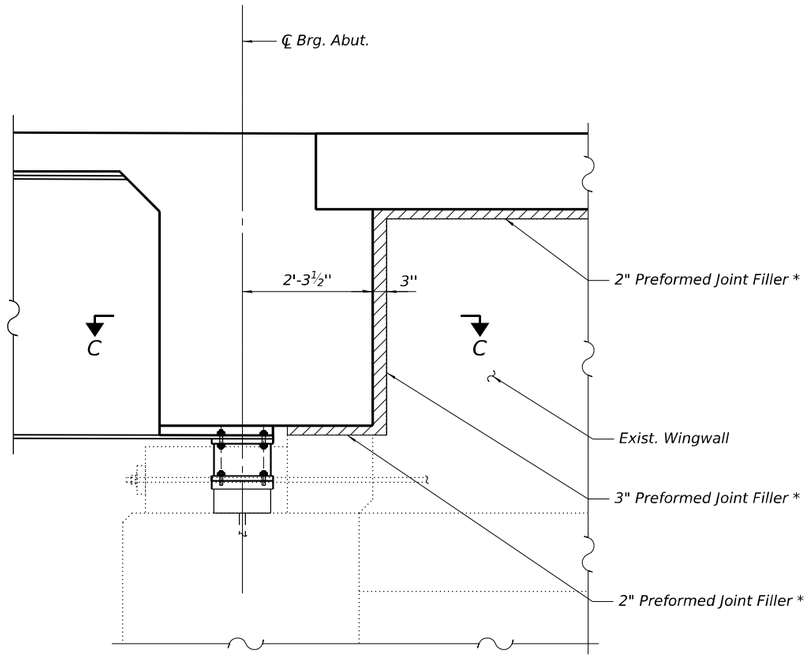
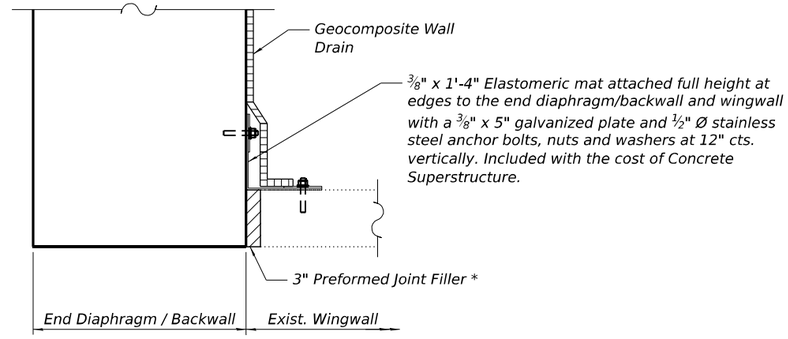
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

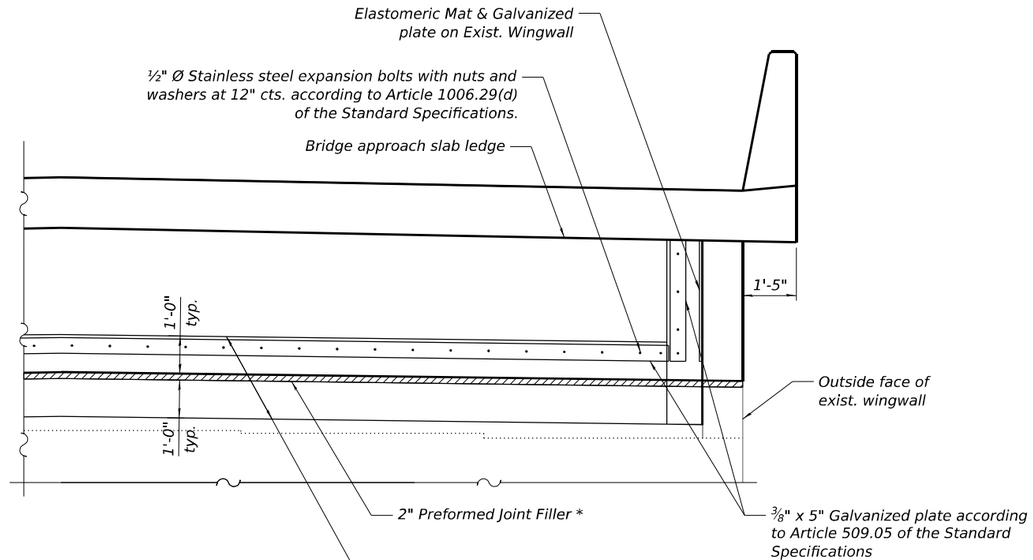


VIEW B-B



SECTION C-C

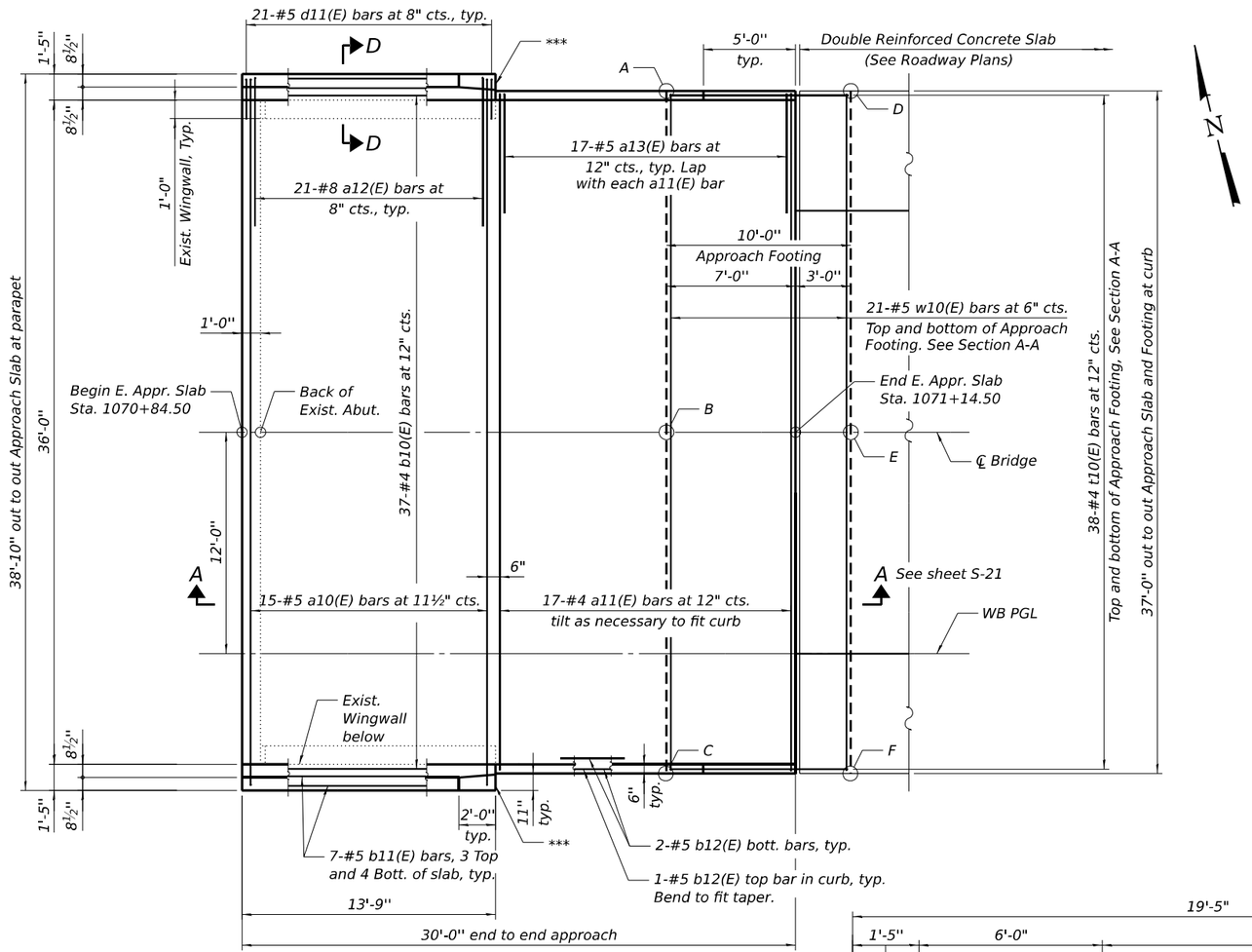
* Preformed Joint Filler (per Article 1051.09 of the Standard Specifications) bonded to abutment stub and wingwall with suitable adhesive as recommended by supplier.



Note:
Cost of preformed joint filler, fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

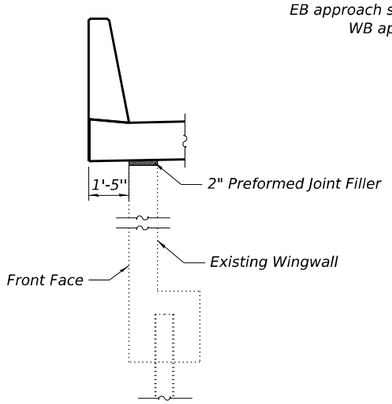
ABUTMENT JOINT ELEVATION

(Looking at back of Abutment)

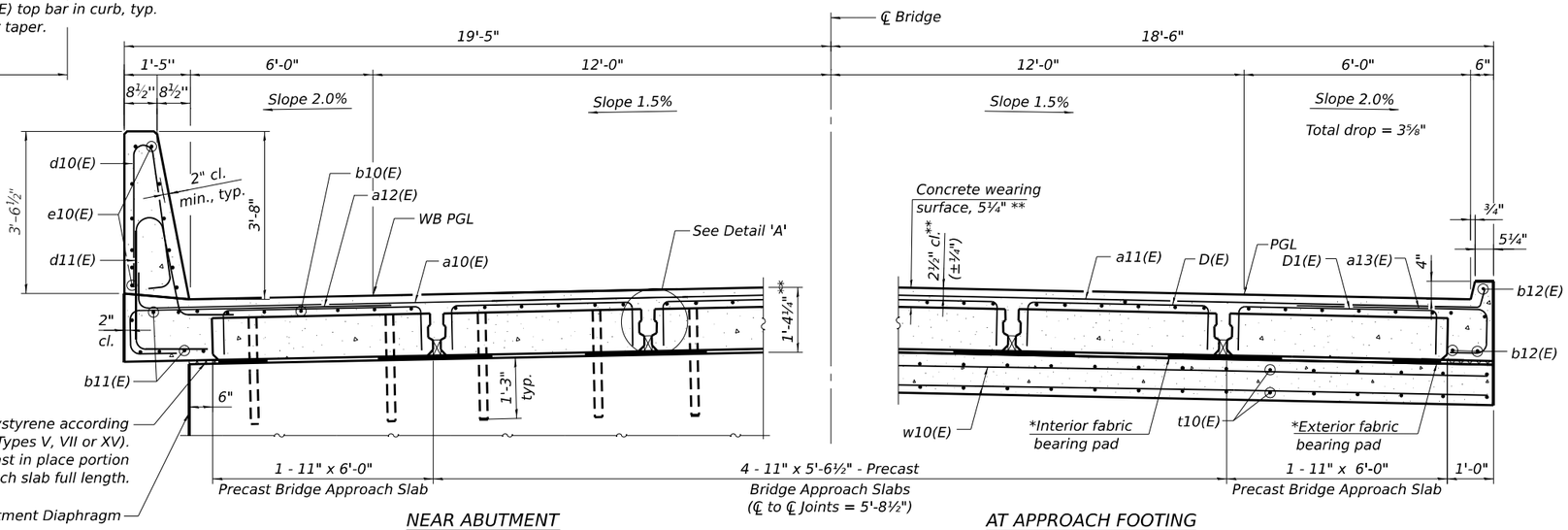


PLAN

(WB East approach slab shown,
WB West approach slab opposite hand,
EB approach slabs opposite hand to
WB approach slabs)



SECTION D-D

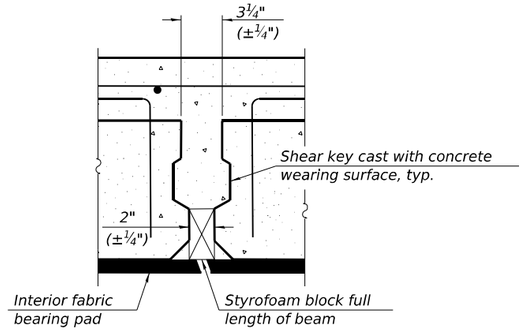


NEAR ABUTMENT

AT APPROACH FOOTING

CROSS SECTION

(Looking East)
(WB approach slab shown, EB approach slab opp. hand)



DETAIL 'A'

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

West Approach			East Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A-NE	588.58	587.75	A-NW	589.95	589.12
B-℄	588.89	588.06	B-℄	590.26	589.43
C-SE	588.58	587.75	C-SW	589.95	589.12
D-NW	588.55	587.72	D-NE	589.98	589.15
E-℄	588.86	588.03	E-℄	590.29	589.46
F-SW	588.55	587.72	F-SE	589.98	589.15

* Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

** Prior to grinding.

*** Match end of proposed parapet to end of existing wingwall below

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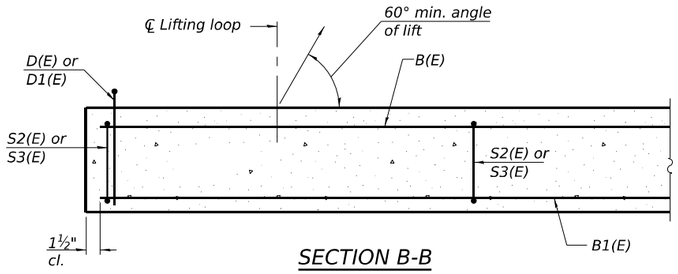
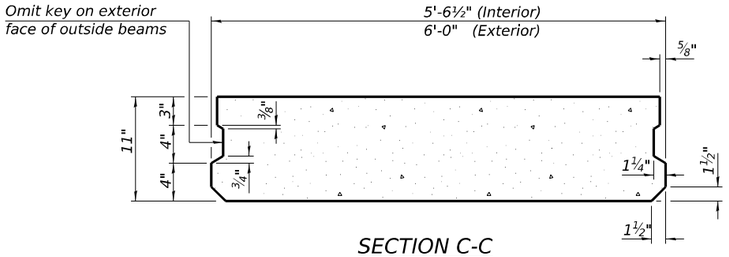
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB 1
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-19 OF S-39 SHEETS

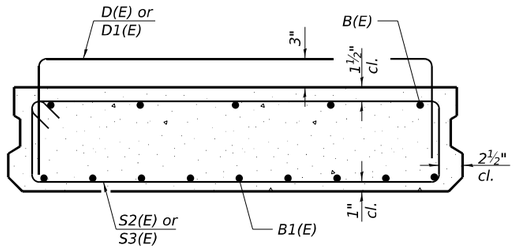
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	81
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



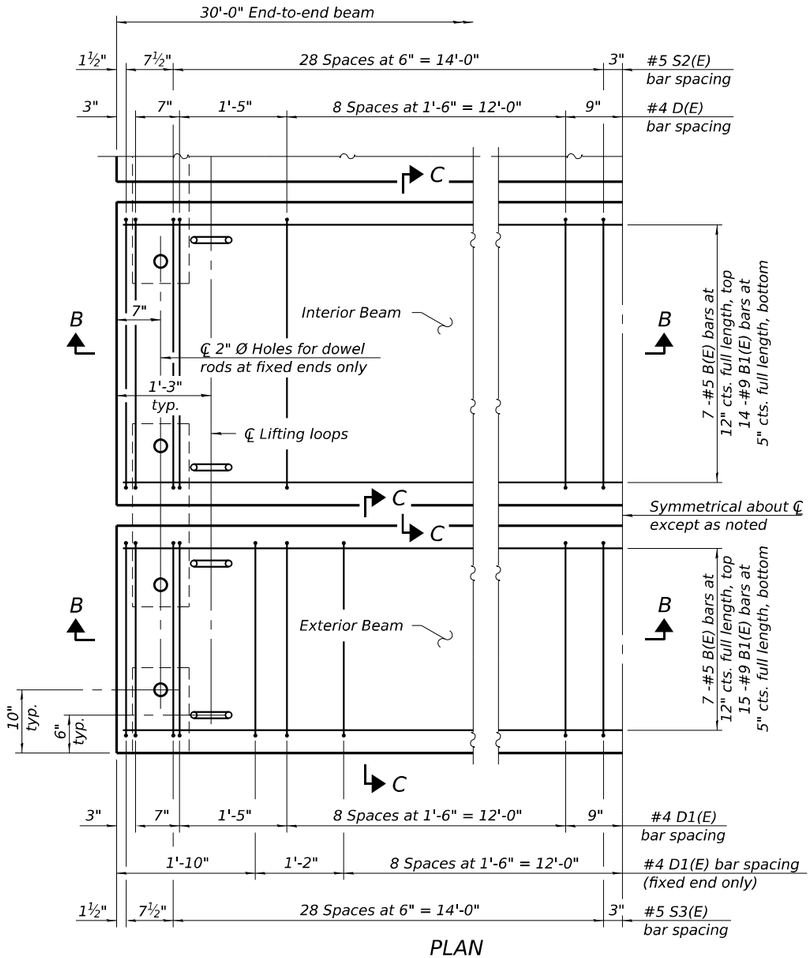
SECTION B-B



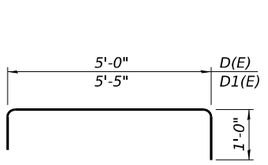
SECTION C-C
(Showing dimensions)



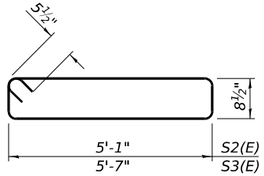
SECTION C-C
(Showing reinforcement)



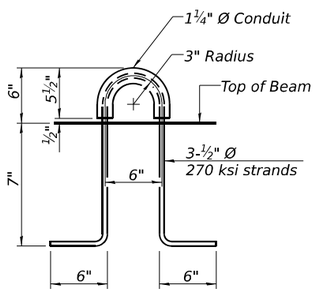
PLAN



BARS D(E) & D1(E)

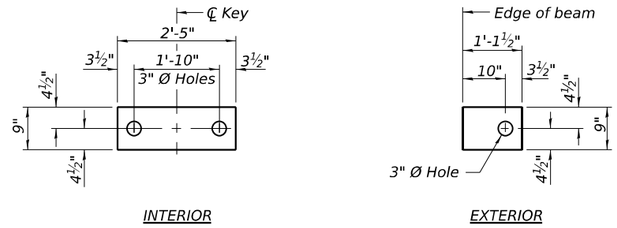


BARS S2(E) & S3(E)



LIFTING LOOP DETAIL

(An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)



FABRIC BEARING PAD

Notes:
Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.
Omit holes for fabric bearing pads at approach slab footing end of beams.

Notes:

1. The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
2. Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
3. The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
4. Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
5. A minimum 2½" Ø lifting pins shall be used to engage the lifting loops during handling.
6. Compressive strength of precast concrete, f'c shall be 6,000 psi.
7. Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.
8. The reinforcing bars for the precast slabs are included with "Precast Bridge Approach Slab" pay item.

BAR LIST
EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	7	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D(E)	22	#4	7'-0"	⊓
S2(E)	58	#5	12'-6"	⊓

BAR LIST
EACH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	7	#5	29'-8"	—
B1(E)	15	#9	29'-8"	—
D1(E)	32	#4	7'-5"	⊓
S3(E)	58	#5	13'-6"	⊓

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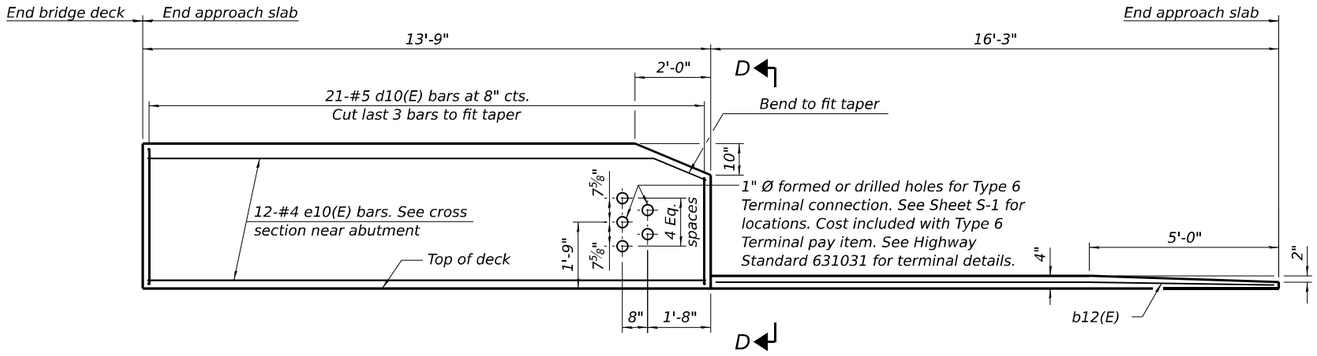
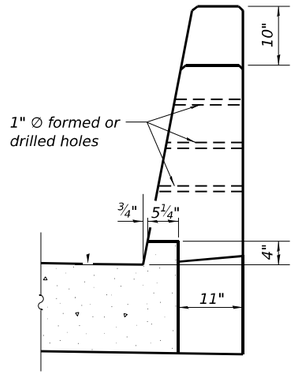
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB 2
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-20 OF S-39 SHEETS

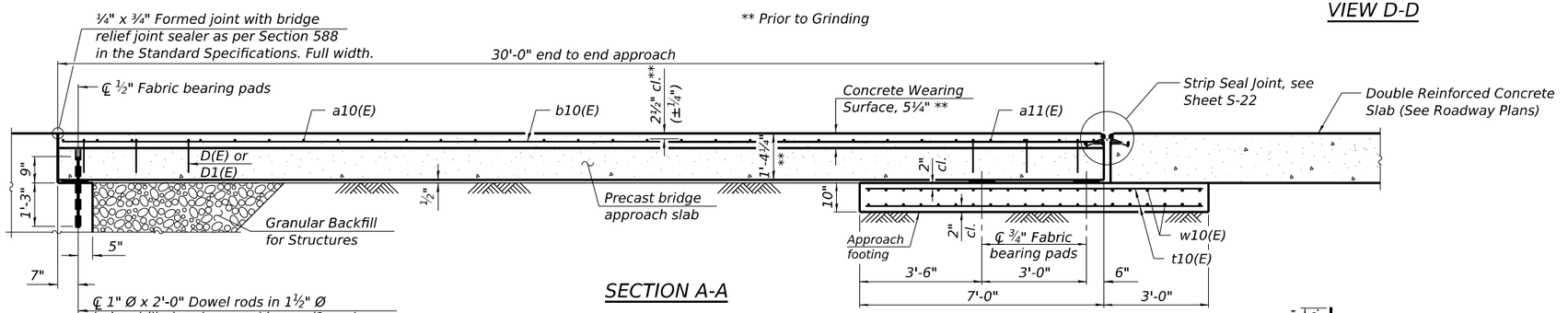
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	82
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



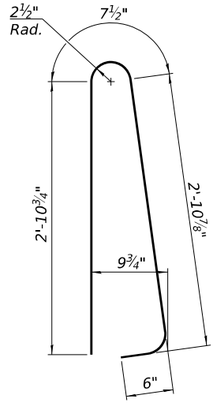
INSIDE ELEVATION OF PARAPET AND CURB



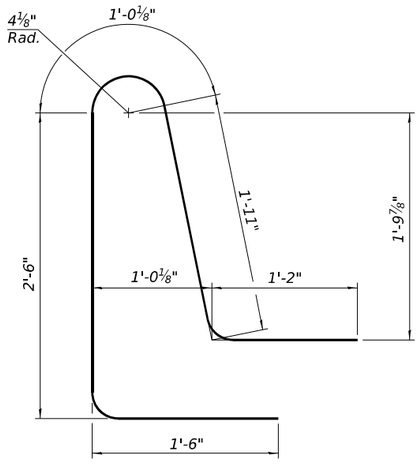
VIEW D-D



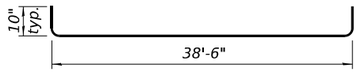
SECTION A-A



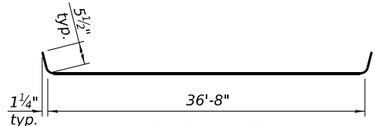
BAR d10(E)



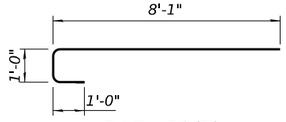
BAR d11(E)



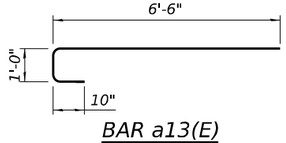
BAR a10(E)



BAR a11(E)



BAR a12(E)



BAR a13(E)

Notes:

1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
2. After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
3. Any concrete poured monolithically with the wearing surface, such as curbs and extra thickness for grinding, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".
4. The strip seal shall extend 6" beyond the edge of the approach slab on each end.
5. Parapet concrete shall be paid for as Concrete Superstructure.
6. Approach footing concrete shall be paid for as Concrete Structures.
7. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
8. Cost of excavation for approach footing included with Concrete Structures.
9. For Granular Backfill for Structures and drainage treatment details, see Sheet S-3.
10. Cost of cellular polystyrene is included with Concrete Superstructure.

FOUR APPROACHES BILL OF MATERIAL

Bar	No. of Bars WB	No. of Bars EB	Size	Length	Shape
a10(E)	30	30	#5	40'-2"	
a11(E)	34	34	#4	37'-7"	
a12(E)	84	84	#8	10'-1"	
a13(E)	68	68	#5	8'-4"	
b10(E)	74	74	#4	29'-8"	
b11(E)	28	28	#5	13'-5"	
b12(E)	12	12	#5	15'-11"	
d10(E)	84	84	#5	7'-0"	
d11(E)	84	84	#5	8'-1"	
e10(E)	48	48	#4	13'-5"	
t10(E)	152	152	#4	9'-8"	
w10(E)	84	84	#5	36'-8"	
Concrete Superstructures				Cu. Yd.	16.0
Concrete Structures				Cu. Yd.	45.8
Reinforcement Bars, Epoxy Coated				Pound	25,940
Precast Bridge Approach Slab				Sq. Ft.	4,100
Concrete Wearing Surface, 5"				Sq. Yd.	506
Diamond Grinding (Bridge Sections)				Sq. Yd.	974*
Bridge Deck Grooving (Longitudinal)				Sq. Yd.	866*

* Quantities include the adjoining roadway double reinfored concrete slabs and PCC pavement connectors.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB 3
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-21 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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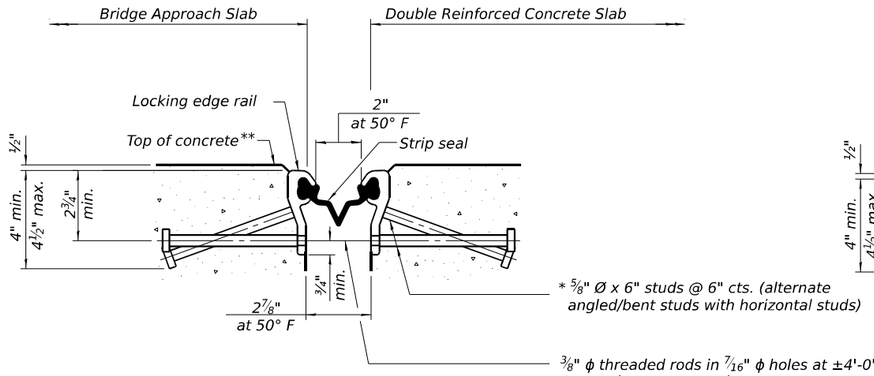
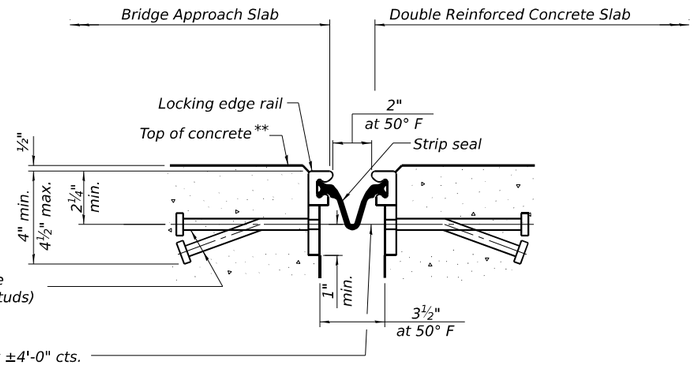
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



SHOWING ROLLED RAIL JOINT

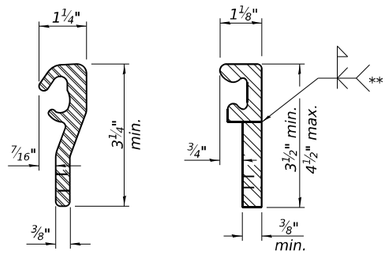


SHOWING WELDED RAIL JOINT

DETAILS

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

** Prior to grinding.

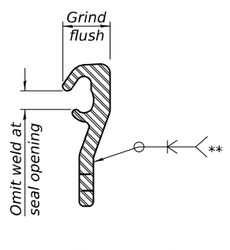


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

Notes:

1. The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the stripseal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
2. The locking edge rails depicted are configured for typical applications and are conceptual only. The actualconfiguration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system isrevised according to the manufacturer'srecommendation.
3. The manufacturer's recommended installation methods shall be followed.
4. All steel components shall be galvanized after fabricationaccording to Article 520.03 of the Standard Specifications.
5. The Maximum space between locking edge rail segmentsshall be 3/16" and sealed with a suitable sealant; however, anyrail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
6. The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.
7. Dimensions are based on Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on this Sheet.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	152.0

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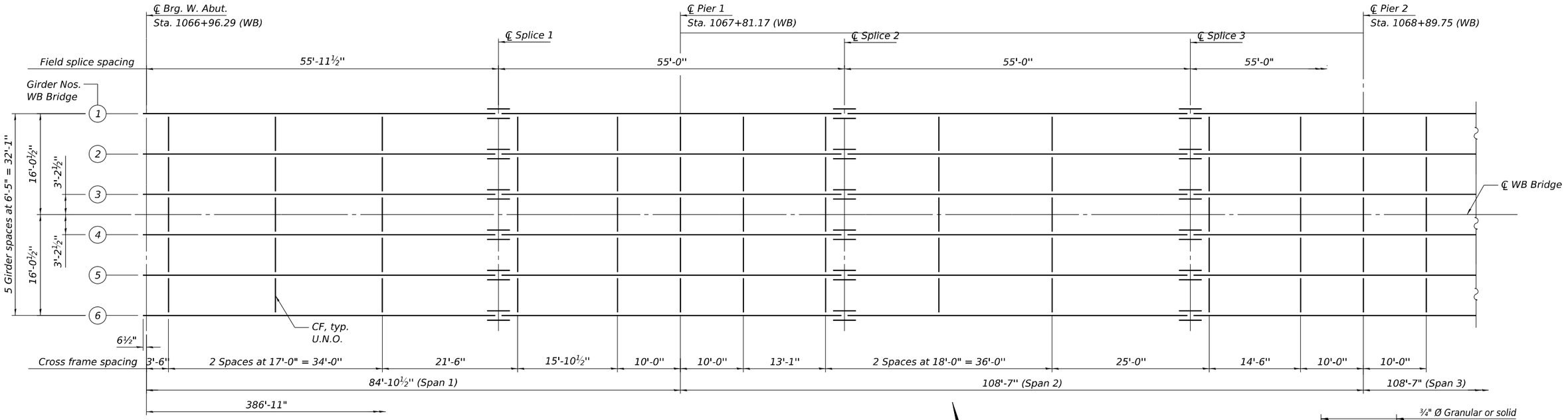
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

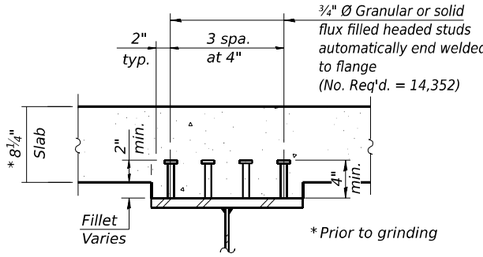
PREFORMED JOINT STRIP SEAL
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-22 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	84
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



PARTIAL FRAMING PLAN

(WB shown; EB Opposite Hand)

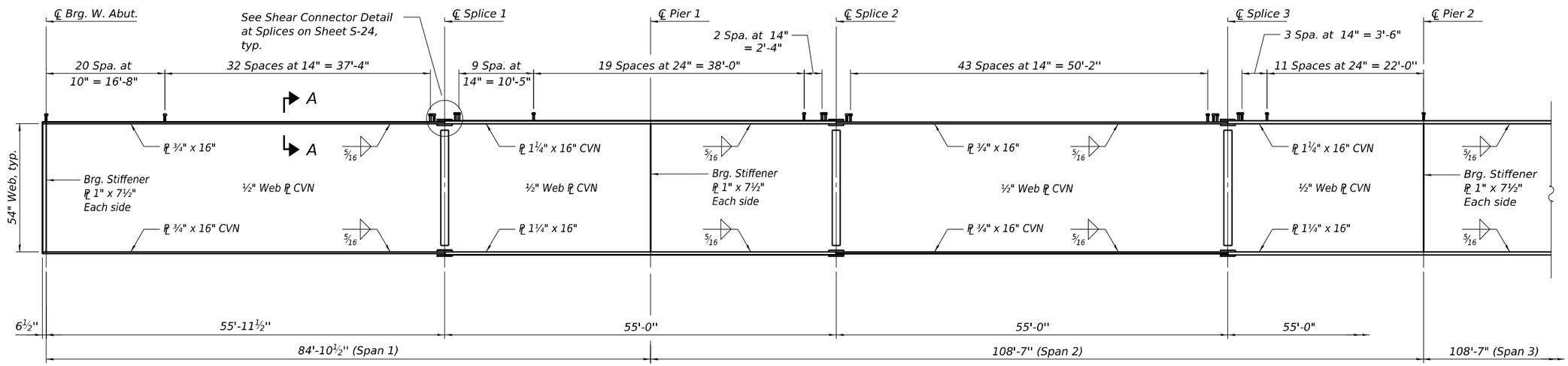


SECTION A-A

Notes:

All cross frames or diaphragms shall be installed as steel is erected and secured with pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

All girder plates, including bearing stiffeners shall be AASHTO M270, Grade 50. All cross-frames shall be AASHTO M270, Grade 36.



PARTIAL GIRDER ELEVATION

(Total 12 required)

Note: Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.

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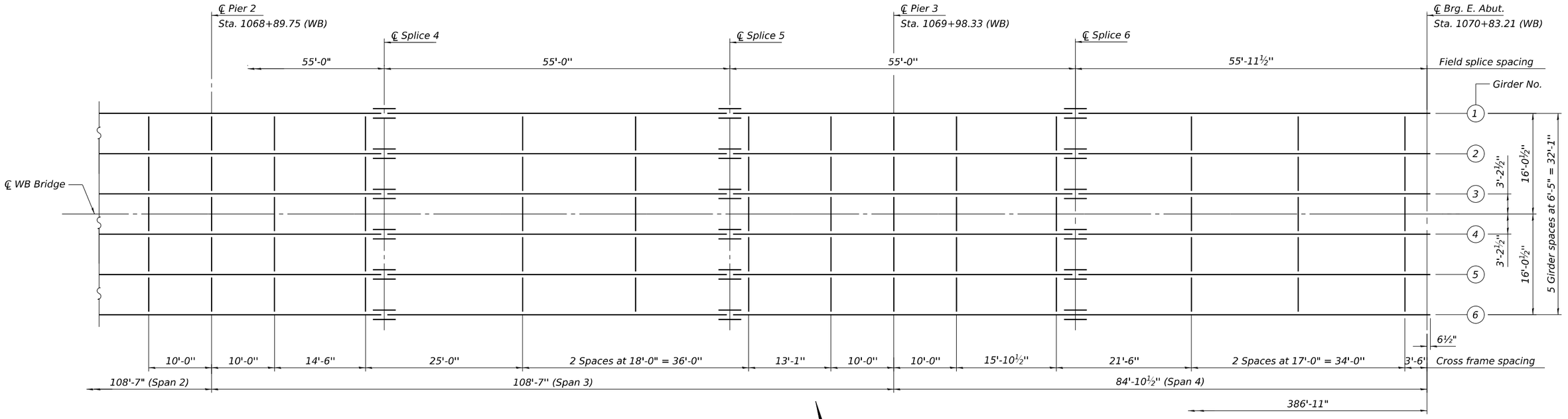
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

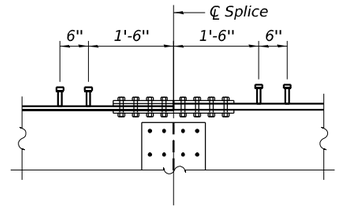
FRAMING PLAN AND GIRDER ELEVATION 1
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-23 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	85
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

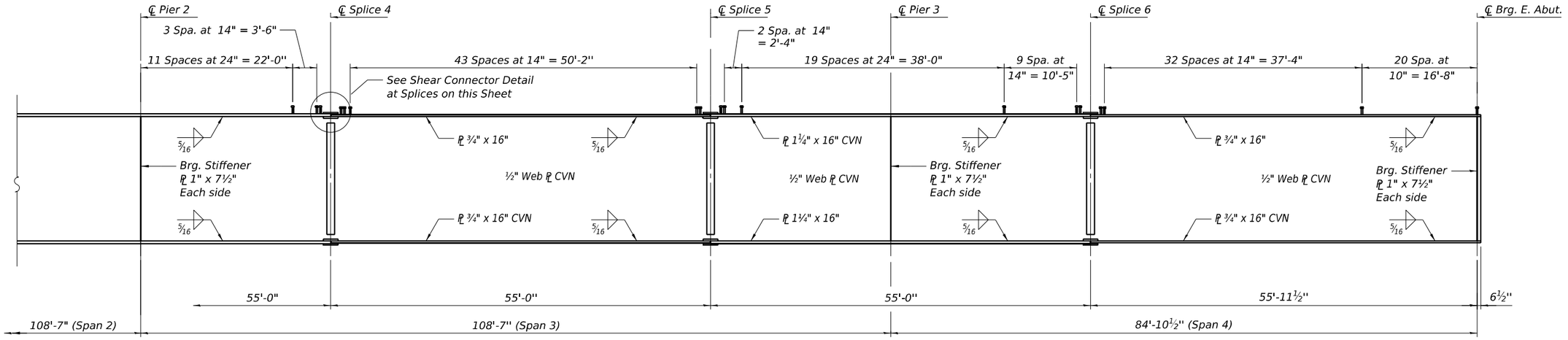


PARTIAL FRAMING PLAN

(WB shown; EB Opposite Hand)



STUD SHEAR CONNECTOR DETAIL AT SPLICES



PARTIAL GIRDER ELEVATION

(Total 12 required)

Note: Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.

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DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND GIRDER ELEVATION 2
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)

SHEET S-24 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	86
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

GIRDER MOMENT TABLE									
		0.4 Span 1 or 0.6 Span 4		Pier 1 or Pier 3		0.5 Span 2 or 0.5 Span 3		Pier 2	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
Is	(in⁴)	24,546		37,087		24,546		37,087	
Ic(n)	(in⁴)	59,777		-		59,777		-	
Ic(3n)	(in⁴)	44,689		-		44,689		-	
Ic(cr)	(in⁴)	-		43,944		-		43,944	
Ss	(in³)	885		1,313		885		1,313	
Sc(n)	(in³)	1,233		-		1,233		-	
Sc(3n)	(in³)	1,127		-		1,127		-	
Sc(cr)	(in³)	-		1,401		-		1,401	
Sx	(in³)	1174		1,380		1177		1,379	
DC1	(k/')	0.890	1.014	0.952	1.076	0.890	1.014	0.952	1.076
M_{DC1}	('k)	403	459	937	1066	381	433	963	1,095
DC2	(k/')	0.190	0.190	0.190	0.190	0.190	0.190	0.190	0.190
M_{DC2}	('k)	88	88	190.6	190.6	85.6	85.6	198.3	198.3
DW	(k/')	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
M_{DW}	('k)	69.5	69.5	150.4	150.4	67.6	67.6	156.5	156.5
LLDF		0.572	0.563	0.572	0.563	0.572	0.563	0.572	0.563
M_{L+IM}	('k)	1,040	1,024	1,279	1,259	1,082	1,065	1,365	1,344
fl (Strength I)	(ksi)	0	0	0	0	0	0	0	0
$M_u + {}^1/_3 fl\ Sx$	('k)	2,538	2,579	3,874	3,999	2,577	2,613	4,075	4,202
Øf Mn	('k)	6,193	6,158	5,760	5,749	6,208	6,175	5,758	5,747
fs DC1	(ksi)	5.5	6.2	8.6	9.7	5.2	5.9	8.8	10.0
fs DC2	(ksi)	0.9	0.9	1.6	1.6	0.9	0.9	1.7	1.7
fs DW	(ksi)	0.7	0.7	1.3	1.3	0.7	0.7	1.3	1.3
fs (L+IM)	(ksi)	10.1	10.0	11.0	10.8	10.5	10.4	11.7	11.5
fl (Service II)	(ksi)	0	0	0	0	0	0	0	0
fs $+ {}^{fl}/_2$ (Service II)	(ksi)	20.3	20.9	25.7	26.7	20.5	21.0	27.0	28.0
Service II Resistance	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5
fs $+ {}^{fl}/_3$ (Strength I)	(ksi)	-	-	-	-	-	-	-	-
Øf Fn	(ksi)	-	-	-	-	-	-	-	-
Vf	(k)	37.2	37.2	42.1	42.1	37.9	37.9	41.0	41.0

GIRDER REACTION TABLE							
		W.Abut. Or E. Abut.		Pier 1 or Pier 3		Pier 2	
		Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF		0.701	0.639	0.701	0.639	0.701	0.639
OCF		-	-	-	-	-	-
R_{DC1}*	(k)	65.3	69.0	99.6	113.1	100.0	113.5
R_{DC2}	(k)	7.5	7.5	20.6	20.6	20.8	20.8
R_{DW}	(k)	4.6	4.6	16.2	16.2	16.4	16.4
R_L	(k)	61.2	55.8	120.5	109.8	122.9	112.0
R_{IM}	(k)	14.4	13.1	22.2	20.3	22.3	20.3
R_{TOTAL} (Strength I) (Impact)	(k)	230.2	223.1	424.3	419.1	429.6	424.0
R_{TOTAL} (Strength I) (No Impact)	(k)	205.0	200.2	385.4	383.7	390.6	388.5

** Girder reactions at abutments include dead loads due to approach slab and semi-integral abutment diaphragm.*

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

Sx: Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

Mu: Strength I load combination of factored design moment (kip-ft.).
1.25 (MDC1+ MDC2) + 1.5 MDW + 1.75 M_{L+IM}

fl: Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

ØfMn: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1/ Ss

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.

fs (LL+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{L+IM} / Sc(n) or M_{L+IM} / Sc(cr) as applicable.

fs $+ {}^{fl}/_2$ (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs(LL+IM) + $^{fl}/_2$

Service II Resistance: Composite (0.95RhFyf) or noncomposite (0.80RhFyf) stress capacity according to Article 6.10.4.2 (ksi).

fs $+ {}^{fl}/_3$ (Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(LL+IM) + $^{fl}/_3$

Øf Fn: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

OCF: Obtuse Correction Factor computed according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

RDC1: Un-factored reaction due to non-composite dead load (kip).

RDC2: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).

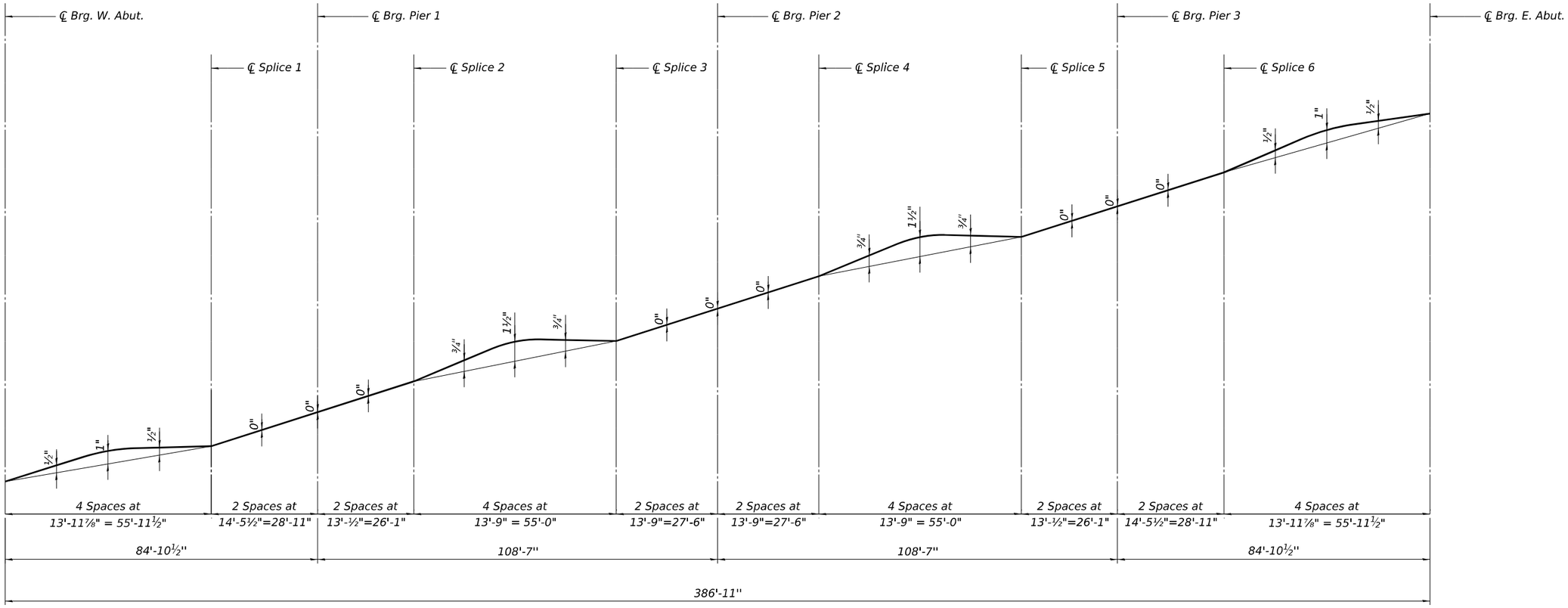
RDW: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

R_L: Un-factored live load reaction (kip).

R_{IM}: Un-factored dynamic load allowance (impact) (kip).

R_{Total} (Strength I) (Impact): Strength I load combination of factored design reactions (kip).
1.25(RDC1 + RDC2) + 1.5 RDW + 1.75 (R_L + R_{IM})

R_{Total} (Strength I) (No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
1.25(RDC1 + RDC2) + 1.5 RDW + 1.75 R_L



CAMBER DIAGRAM

*TOP OF WEB ELEVATIONS

Location	Girder 1 WB Girder 12 EB	Girder 2 WB Girder 11 EB	Girder 3 WB Girder 10 EB	Girder 4 WB Girder 9 EB	Girder 5 WB Girder 8 EB	Girder 6 WB Girder 7 EB
℄ Brg. West Abut.	589.26	589.39	589.48	589.48	589.39	589.26
℄ Splice 1	589.37	589.49	589.59	589.59	589.49	589.37
℄ Brg. Pier 1	589.46	589.59	589.68	589.68	589.59	589.46
℄ Splice 2	589.55	589.67	589.76	589.76	589.67	589.55
℄ Splice 3	589.72	589.84	589.94	589.94	589.84	589.72
℄ Brg. Pier 2	589.81	589.93	590.03	590.03	589.93	589.81
℄ Splice 4	589.90	590.02	590.11	590.11	590.02	589.90
℄ Splice 5	590.07	590.19	590.28	590.28	590.19	590.07
℄ Brg. Pier 3	590.15	590.27	590.37	590.37	590.27	590.15
℄ Splice 6	590.24	590.36	590.46	590.46	590.36	590.24
℄ Brg. East Abut.	590.48	590.60	590.70	590.70	590.60	590.48

*For fabrication only.

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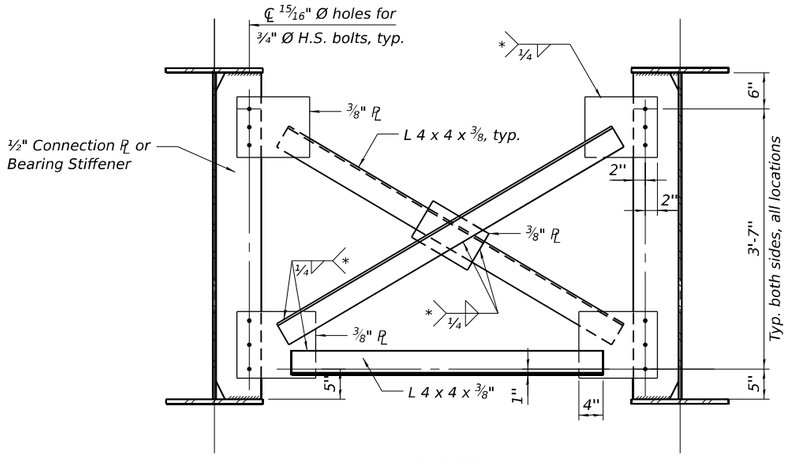
CAMBER DIAGRAM
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-26 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	88
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



CROSS FRAME

(250 Required)

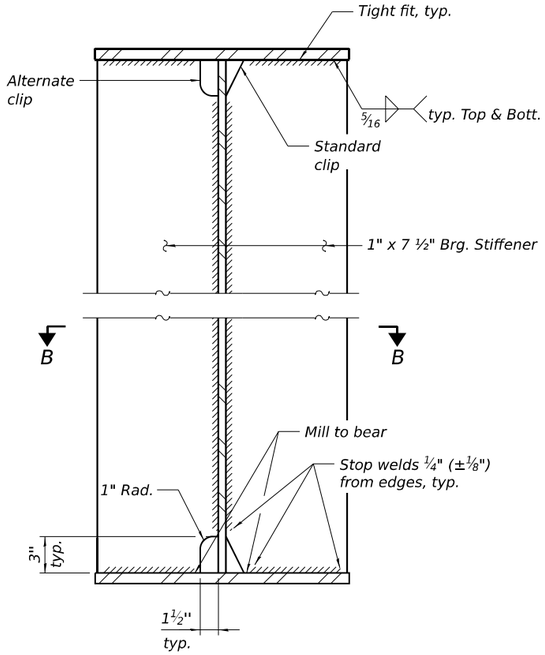
Notes:

Detail 15/16" Ø holes for all 3/4" Ø bolts. Two hardened washers required for each set of oversized holes.

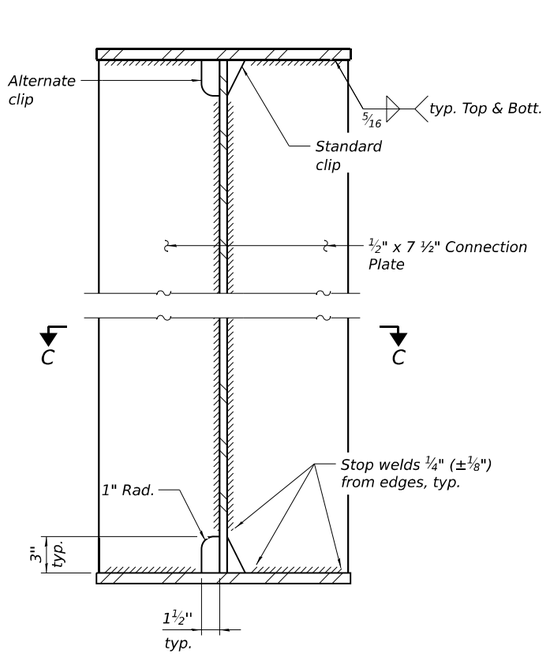
All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.

Omit connection plates on exterior side of exterior girders.

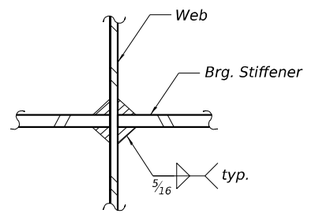
* Cross frames are to be galvanized. Weld all-around.



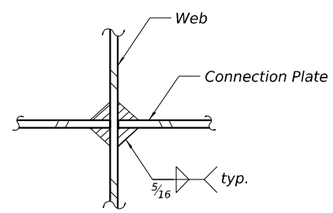
BEARING STIFFENERS



CONNECTION PLATES



SECTION B-B



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STEEL DETAILS 1
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-27 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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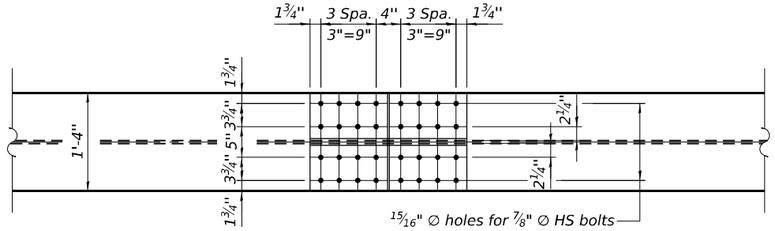
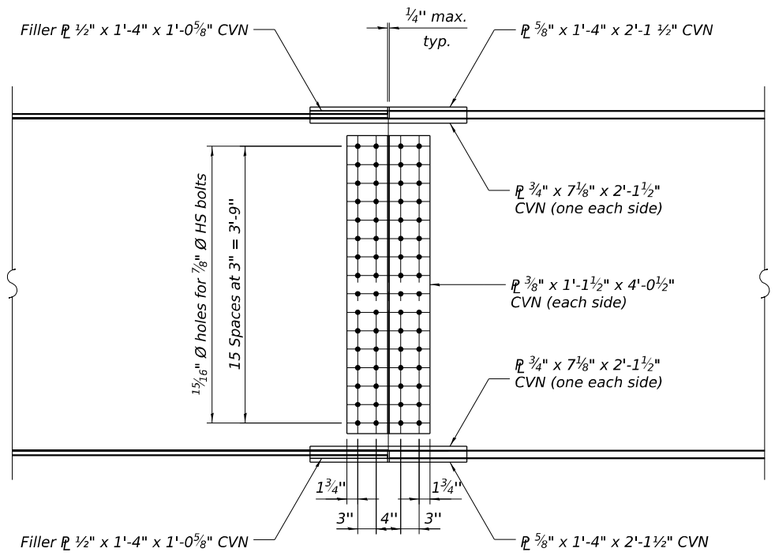
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



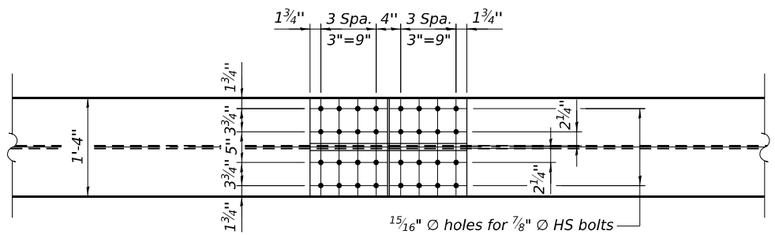
SPLICES 1, 3 & 5 TOP VIEW

(Splices 2, 4 & 6 are Opposite Hand)



SPLICES 1, 3 & 5 ELEVATION

(Splices 2, 4 & 6 are Opposite Hand)



SPLICES 1, 3 & 5 BOTTOM VIEW

(Splices 2, 4 & 6 are Opposite Hand)

Notes:

"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

All splice plates shall be AASHTO M270, Grade 50.

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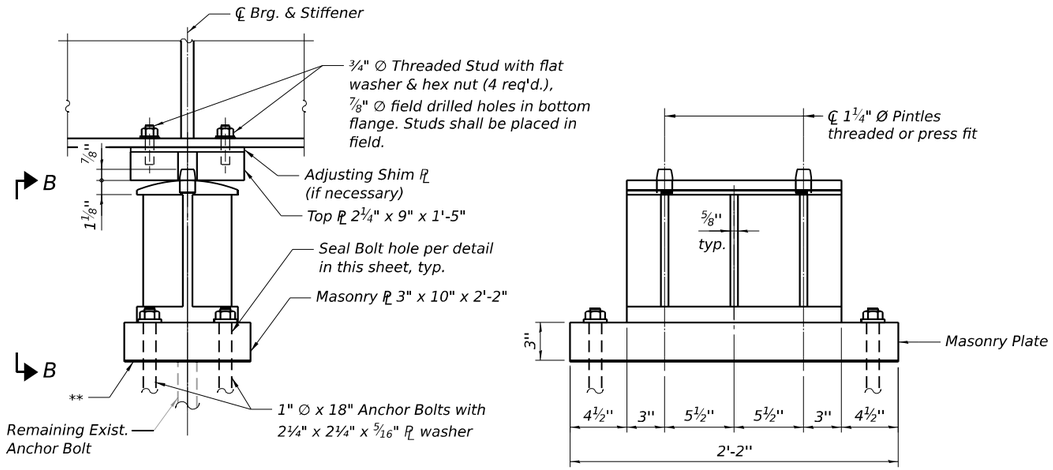
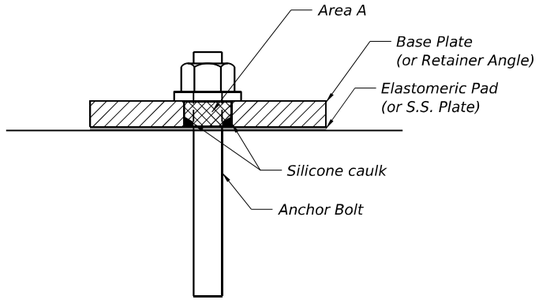
PLOT DATE =	CHECKED - VP	REVISED -	**S.N. 048-0051 (WB) & S.N. 048-0052 (EB)**
			SHEET S-28 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	90
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



ELEVATION

VIEW B-B



ANCHOR BOLT SEALING DETAIL

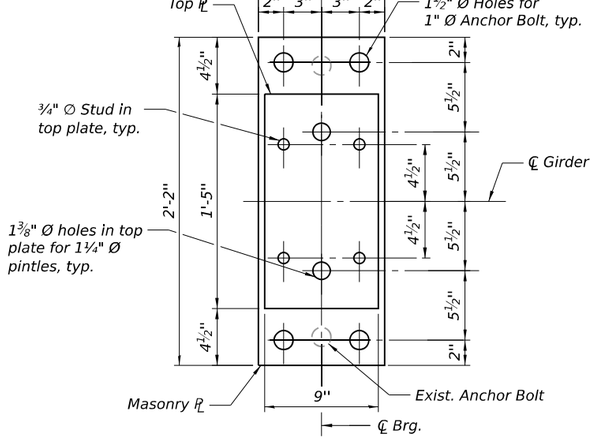
(Cost included with respective bearing pay item)

Anchor Bolt Installation Notes:

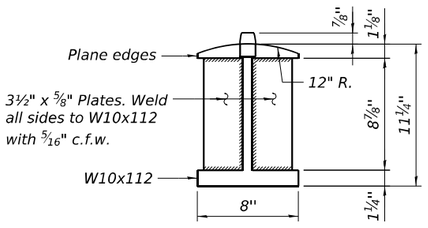
After the anchor bolt is installed and the epoxy in the drilled hole has hardened,

1) Seal the inside of the bolt hole with silicone caulk
2) Fill Area A with 2 part epoxy up to top of base plate or retainer angle, and
3) Install washer and nut

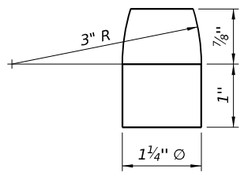
** ⅛" Elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.



PLAN



BOLSTER



PINTLE

FIXED BEARING AT PIER 2

(12 Required)

Notes:

1. All fixed steel bearings including associated side retainers and shim plates will be paid as Furnishing and Erecting Structural Steel.
2. Steel extensions will be paid as Furnishing and Erecting Structural Steel.
3. The side retainers, stainless steel plates and shim plates for the Elastomeric Bearing Assembly shall be included in the cost of Elastomeric Bearing Assembly.
4. Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
5. The sturctural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
6. Two ⅛ in. adjusting shim shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
7. All steel bearing plates, steel extensions and shim plates, side retainers, anchor bolts, nuts washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
8. Prior to preparing bearing shop drawings, the contractor shall field survey the existing bridge seatelevations and verify the height of bearings and steel extensions. Adjust the height if necessary. Submit the verification with the bearing shop drawings for Engineer's approval.
9. Bearing seat surfaces shall be cleaned according to Article 505.08(h) of the Standard Specification.
10. Anchor Bolts for fixed bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed. Bolt holes shall be sealed per detail in this sheet.
11. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specification.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	48

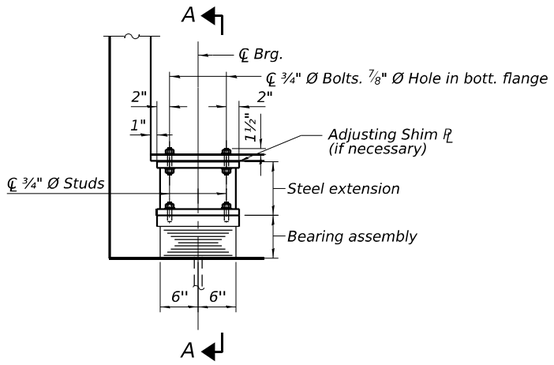
exp.

USER NAME =	DESIGNED - SH	REVISED -	
	CHECKED - VP	REVISED -	
PLOT SCALE =	DRAWN - MTR	REVISED -	
PLOT DATE =	CHECKED - VP	REVISED -	

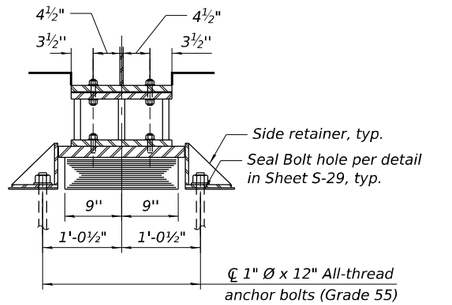
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS 1
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-29 OF S-39 SHEETS

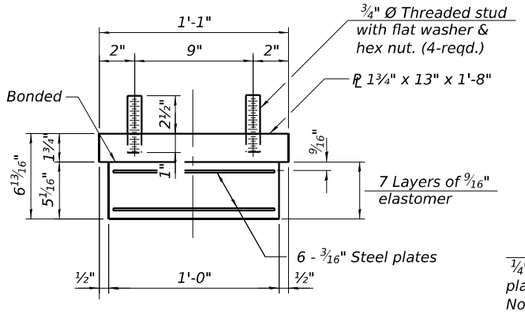
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	91
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



ELEVATION AT ABUT.

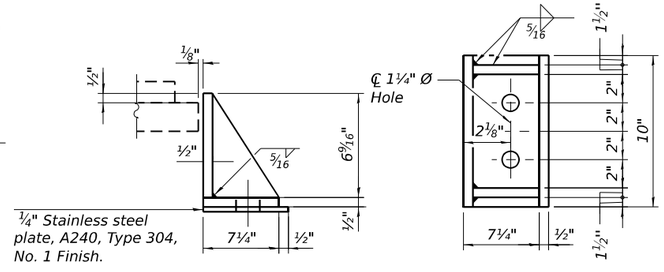


SECTION A-A



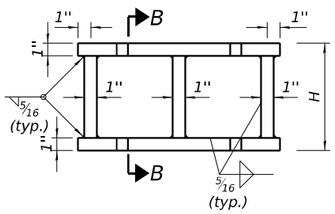
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.

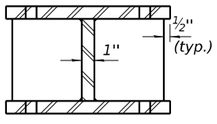


SIDE RETAINER

(2 Req'd. at each bearing)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



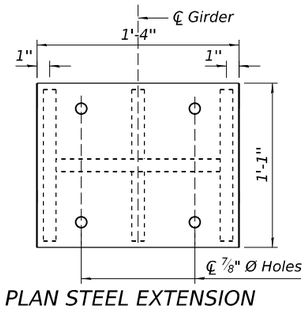
ELEVATION STEEL EXTENSION



SECTION B-B

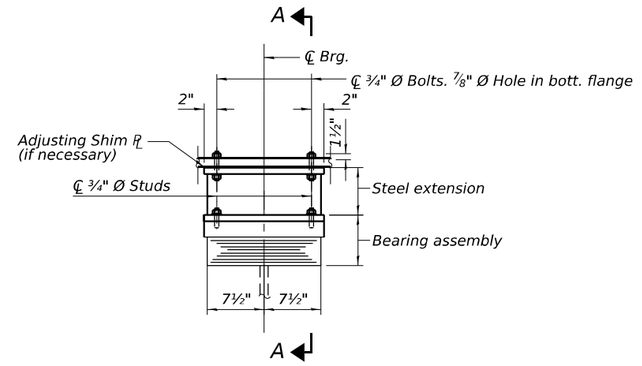
STEEL EXTENSION HEIGHT (H)

Girder No.	W. Abut. (in.)	E. Abut. (in.)
Girder 1 & 12	11 5/8	10 1/8
Girder 2 & 11	11 1/2	10 1/4
Girder 3 & 10	11 7/8	10 1/2
Girder 4 & 9	11 7/8	10 1/2
Girder 5 & 8	11 1/2	10 1/4
Girder 6 & 7	11 5/8	10 1/8

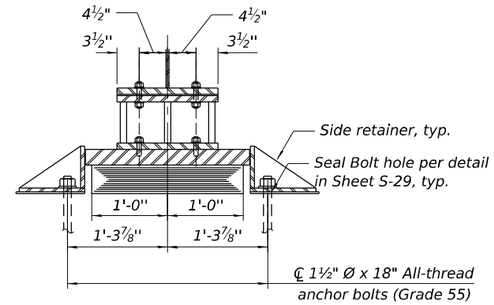


PLAN STEEL EXTENSION

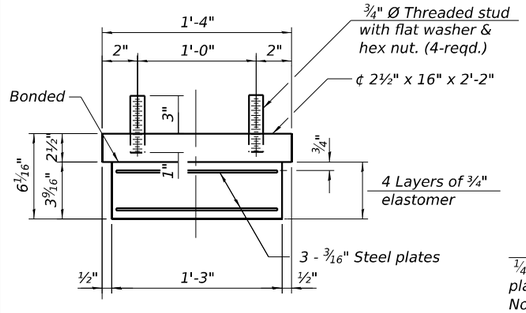
TYPE I BEARINGS AT EAST and WEST ABUTMENTS
(24 Required)



ELEVATION AT PIERS 1 & 3

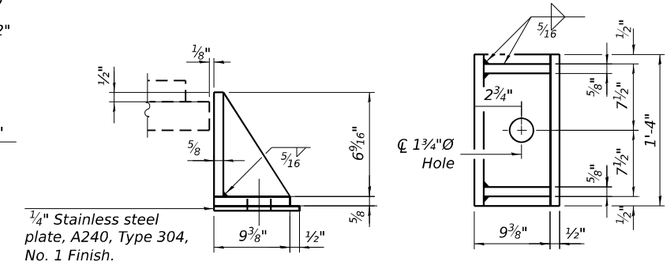


SECTION A-A



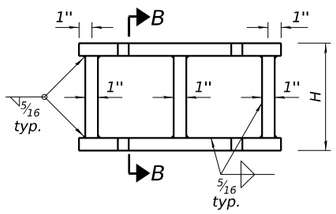
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.

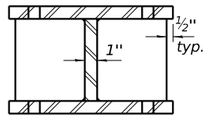


SIDE RETAINER

(2 Req'd. at each bearing)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



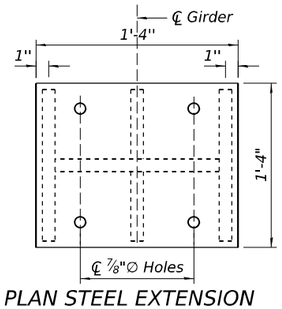
ELEVATION STEEL EXTENSION



SECTION B-B

STEEL EXTENSION HEIGHT (H)

Girder No.	Pier 1 (in.)	Pier 3 (in.)
Girder 1 & 12	11 1/4	11 5/8
Girder 2 & 11	11 1/8	11 1/2
Girder 3 & 10	11 5/8	11 7/8
Girder 4 & 9	11 5/8	11 7/8
Girder 5 & 8	11 1/8	11 1/2
Girder 6 & 7	11 1/4	11 5/8



PLAN STEEL EXTENSION

Note:

1. See notes in Sheet S-29.

TYPE I BEARINGS AT PIERS 1 AND 3
(24 Required)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	48
Anchor Bolts, 1"	Each	96
Anchor Bolts, 1½"	Each	48

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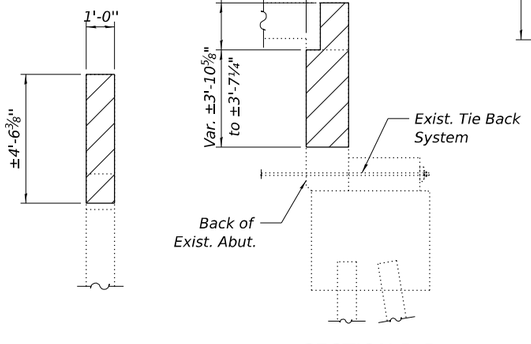
PLOT DATE =	CHECKED - VP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

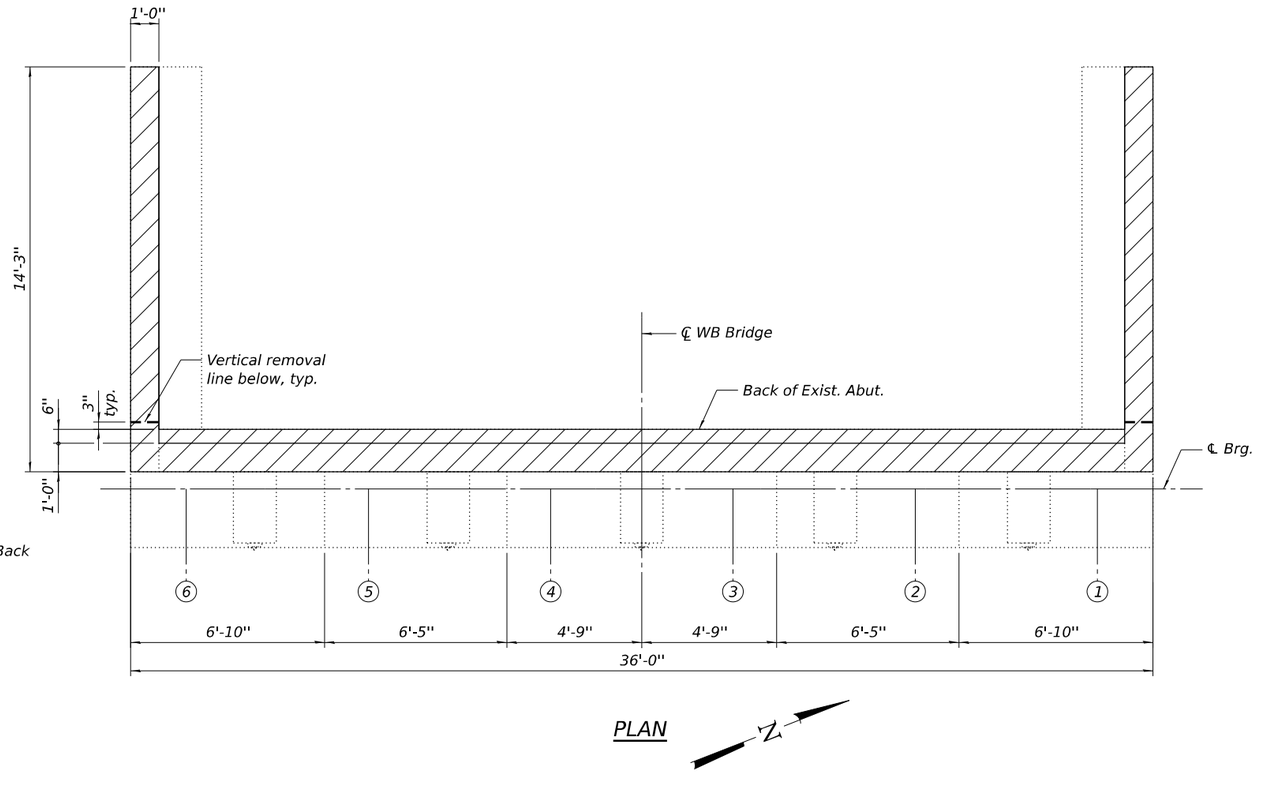
BEARING DETAILS 2
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-30 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	92
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



SECTION C-C

SECTION D-D



PLAN

N

Notes:

1. All saw cuts shall result in a clean and neat edge with no spalling of the remaining concrete.
2. Saw cuts cost included with "Concrete Removal."
3. The repair quantities, if any shown, are for estimating purposes only. The concrete areas to be repaired will be determined by the engineer at the time of construction. Actual repair locations shall be shown on the as-built plans.
4. The contractor shall verify the exist. bearing seat elevations in the field.

LEGEND

Indicates Limits of Concrete Removal

(X) Indicates Girder No.

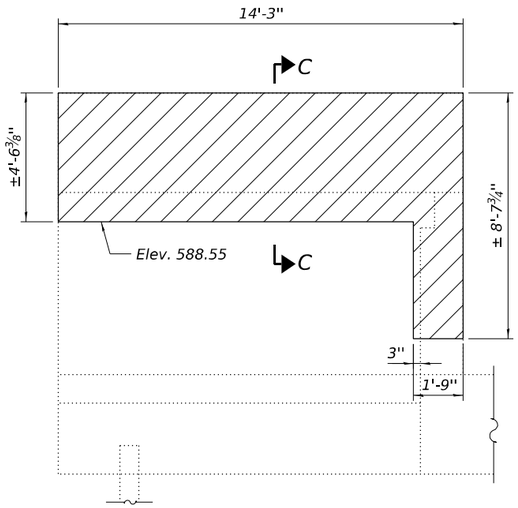
EXIST. BEARING SEAT ELEVATIONS

(As per survey)

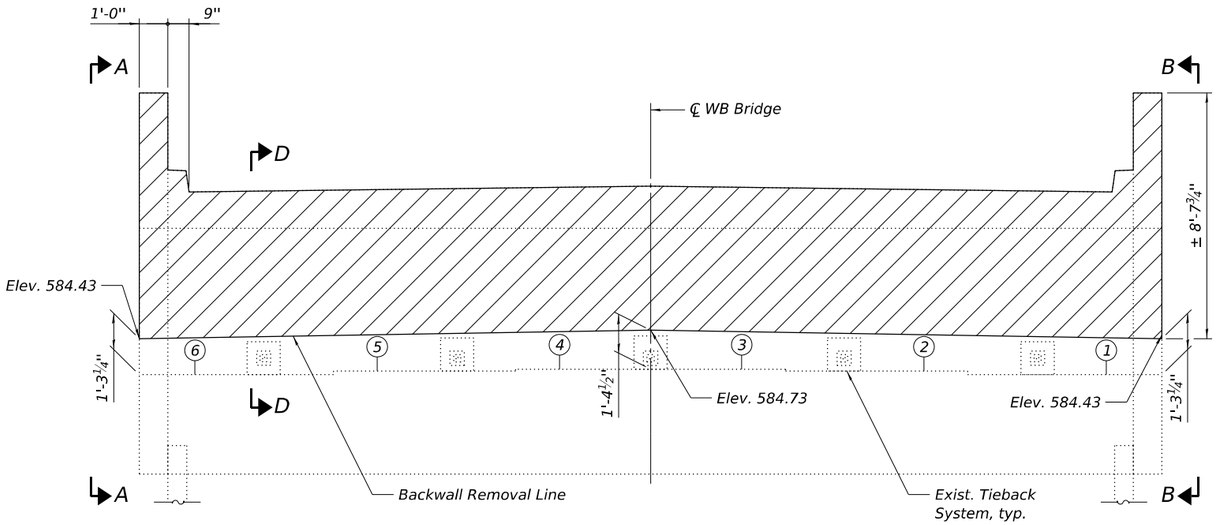
Prop. Girder No.	Elevation
1	583.16
2	583.28
3	583.35
4	583.35
5	583.28
6	583.16

BILL OF MATERIAL

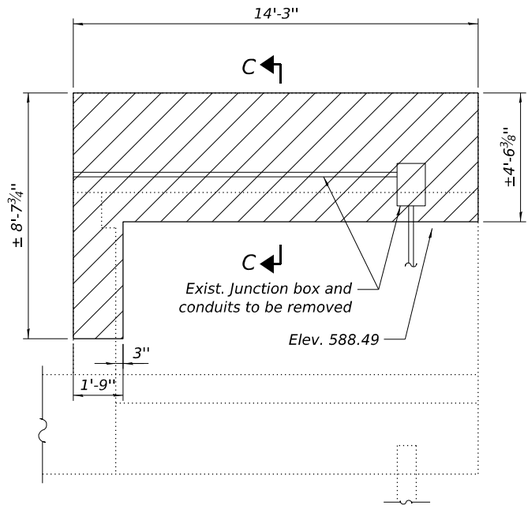
ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	14.5



VIEW A-A



ELEVATION
(Looking West)



VIEW B-B

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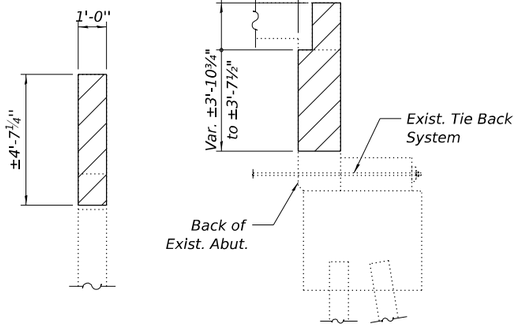
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

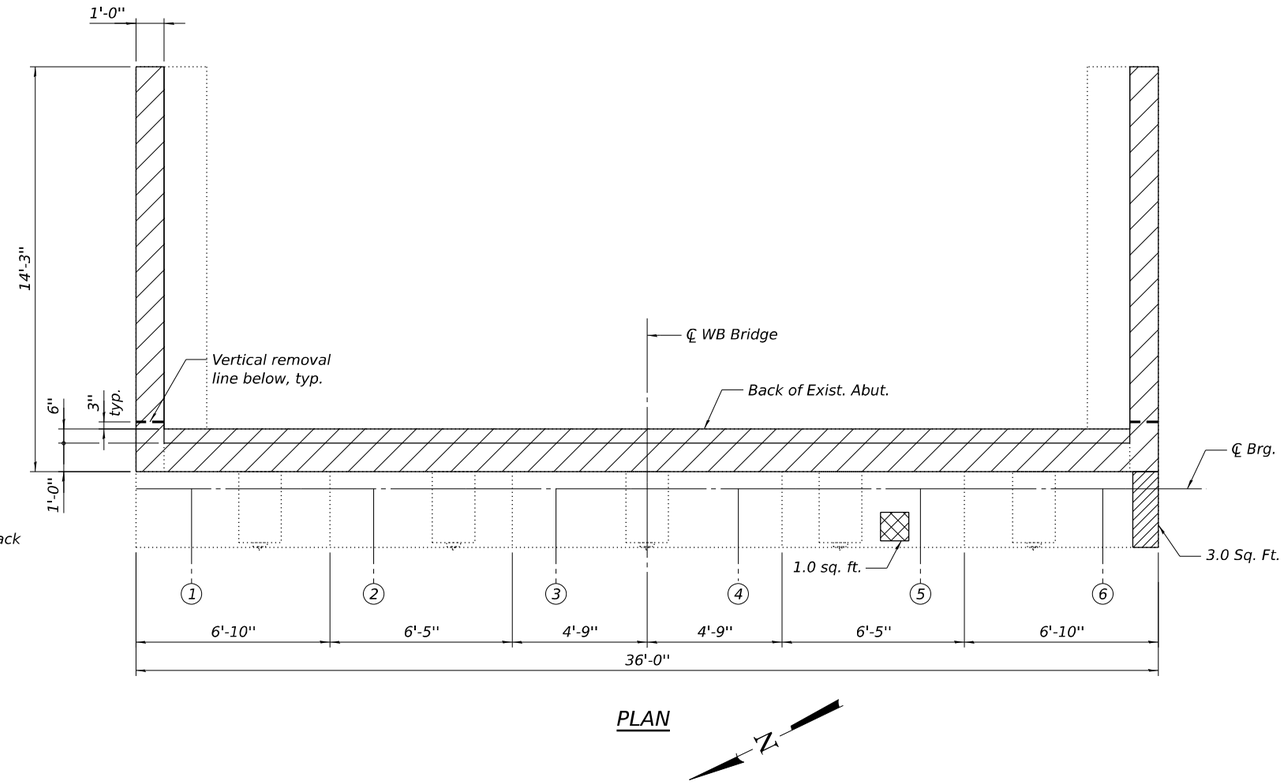
WEST ABUTMENT REMOVAL AND REPAIR DETAILS (WB)
S.N. 048-0051 (WB)
SHEET S-31 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	93
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



SECTION C-C

SECTION D-D



PLAN

Notes:

1. *All saw cuts shall result in a clean and neat edge with no spalling of the remaining concrete.*
2. *Saw cuts cost included with "Concrete Removal."*
3. *The repair quantities, if any shown, are for estimating purposes only. The concrete areas to be repaired will be determined by the engineer at the time of construction. Actual repair locations shall be shown on the as-built plans.*
4. *The contractor shall verify the exist. bearing seat elevations in the field.*

LEGEND

- *Indicates Limits of Concrete Removal*
- *Indicates Structural Repair of Concrete Depth equal to or less than 5"*
- *Indicates Structural Repair of Concrete Depth greater than 5"*
- (X) *Indicates Girder No.*

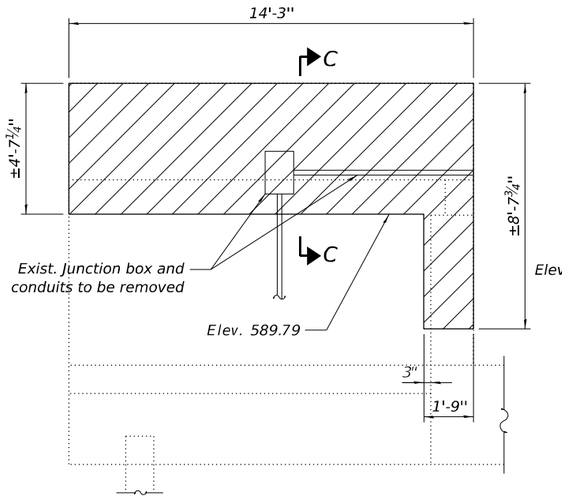
EXIST. BEARING SEAT ELEVATIONS

(As per survey)

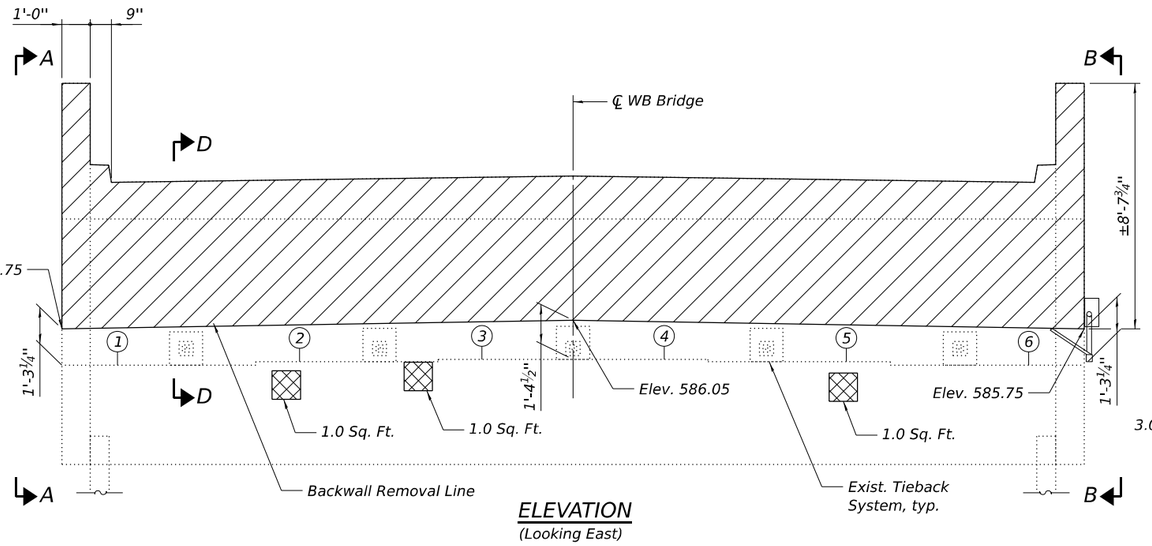
Prop. Girder No.	Elevation
1	584.48
2	584.60
3	584.67
4	584.67
5	584.60
6	584.48

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	4
Structural Repair of Concrete (Depth greater than 5")	Sq. Ft.	6
Concrete Removal	Cu. Yd.	14.7

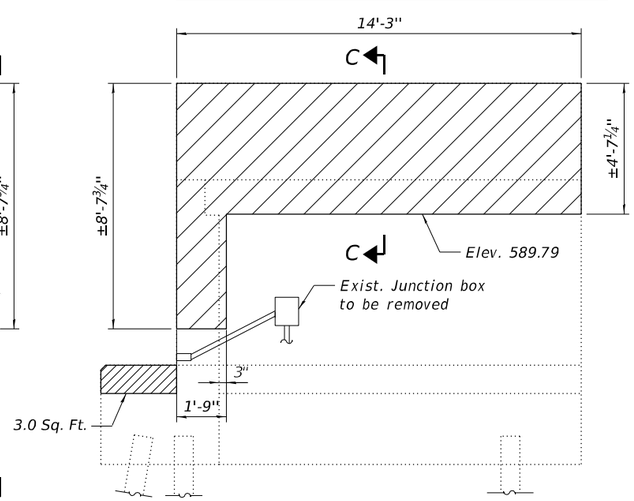


VIEW A-A



ELEVATION

(Looking East)



VIEW B-B

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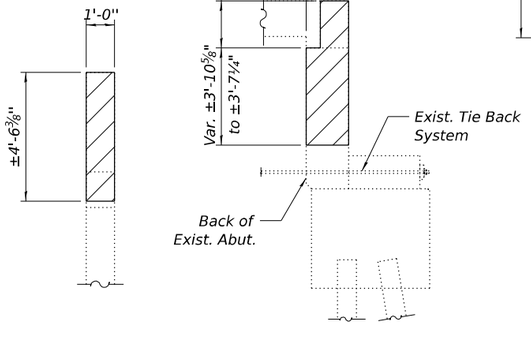
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT REMOVAL AND REPAIR DETAILS (WB)
S.N. 048-0051 (WB)

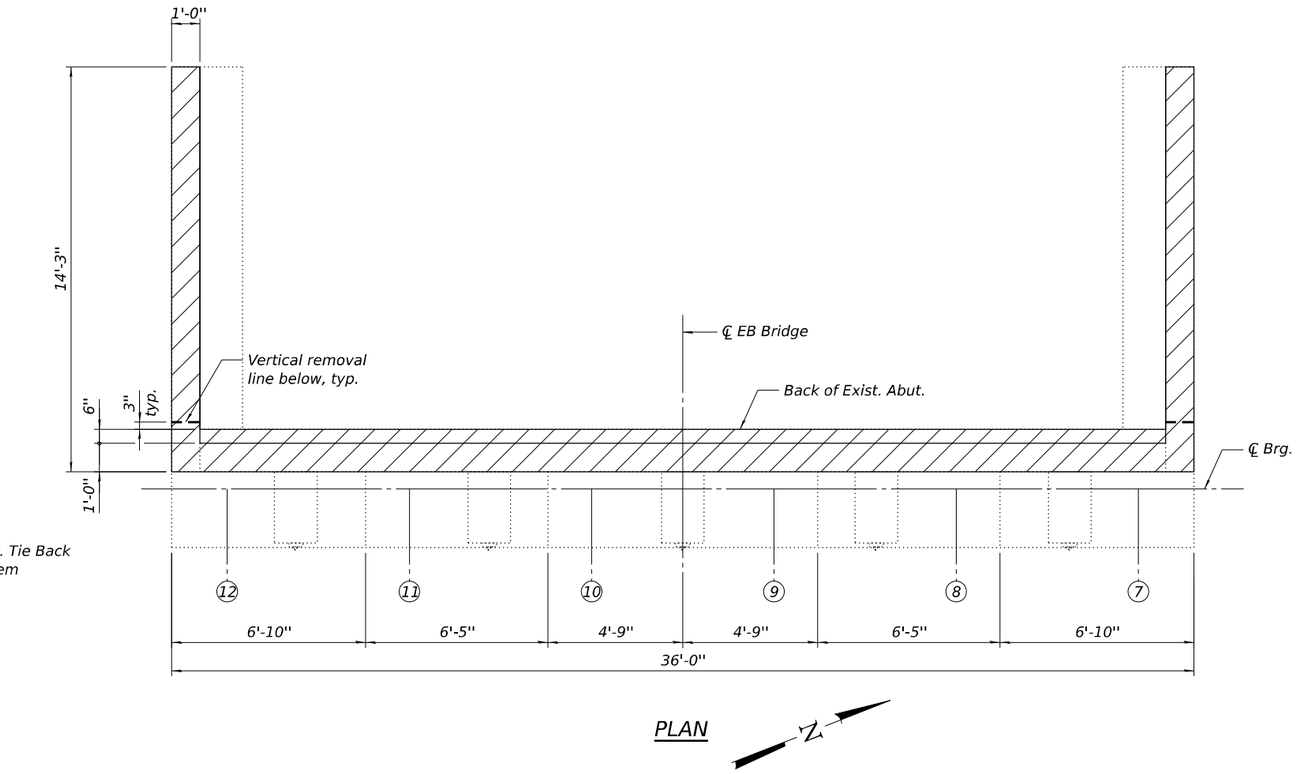
SHEET S-32 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	94
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



SECTION C-C

SECTION D-D



PLAN

N

Notes:

1. *All saw cuts shall result in a clean and neat edge with no spalling of the remaining concrete.*
2. *Saw cuts cost included with "Concrete Removal."*
4. *The repair quantities, if any shown, are for estimating purposes only. The concrete areas to be repaired will be determined by the engineer at the time of construction. Actual repair locations shall be shown on the as-built plans.*
5. *The contractor shall verify the exist. bearing seat elevations in the field.*

LEGEND

Indicates Limits of Concrete Removal

(X) Indicates Girder No.

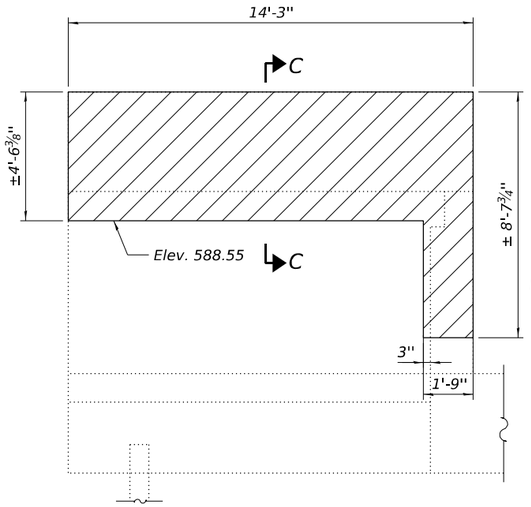
EXIST. BEARING SEAT ELEVATIONS

(As per survey)

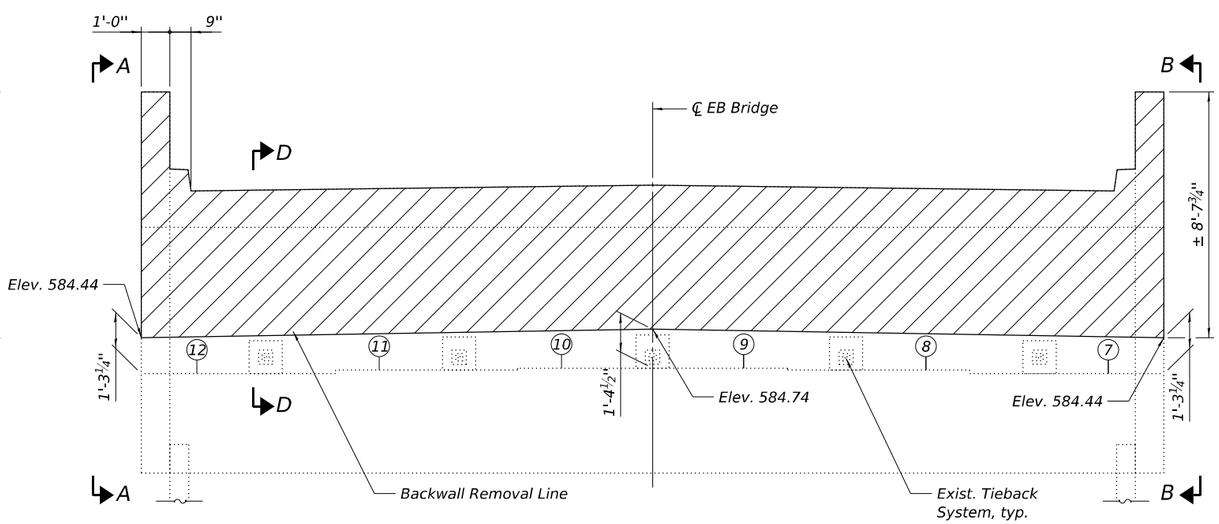
Prop. Girder No.	Elevation
7	583.17
8	583.30
9	583.37
10	583.37
11	583.30
12	583.17

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	14.5

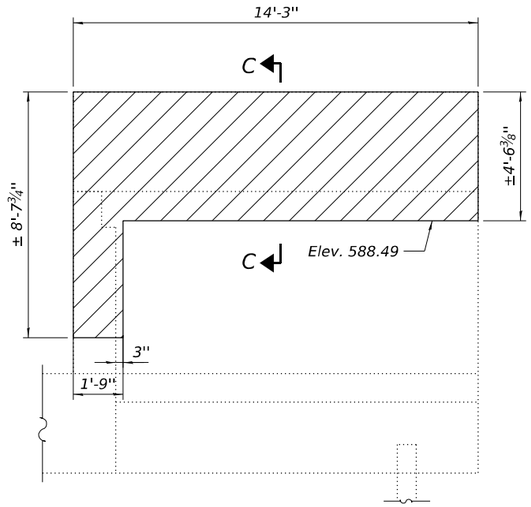


VIEW A-A



ELEVATION

(Looking West)



VIEW B-B

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT REMOVAL AND REPAIR DETAILS (EB)
S.N. 048-0052 (EB)

SHEET S-33 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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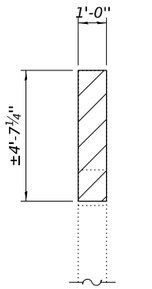
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



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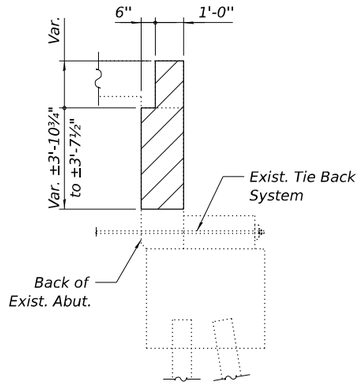

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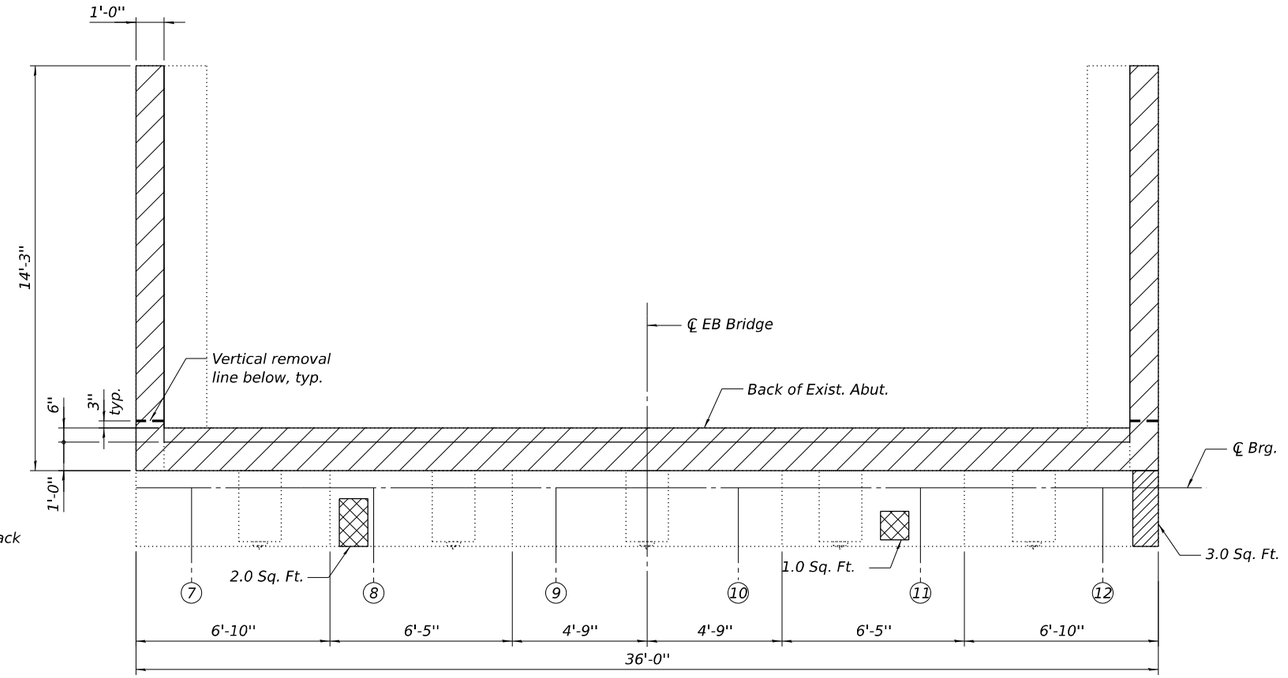


PLAN

Notes:

1. *All saw cuts shall result in a clean and neat edge with no spalling of the remaining concrete.*
2. *Saw cuts cost included with "Concrete Removal."*
3. *The repair quantities, if any shown, are for estimating purposes only. The concrete areas to be repaired will be determined by the engineer at the time of construction. Actual repair locations shall be shown on the as-built plans.*
4. *The contractor shall verify the exist. bearing seat elevations in the field.*

EXIST. BEARING SEAT ELEVATIONS

(As per survey)

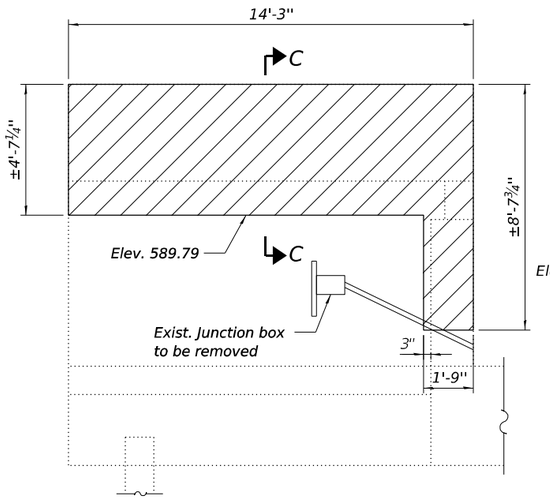
Prop. Girder No.	Elevation
7	584.53
8	584.65
9	584.73
10	584.73
11	584.65
12	584.53

BILL OF MATERIAL

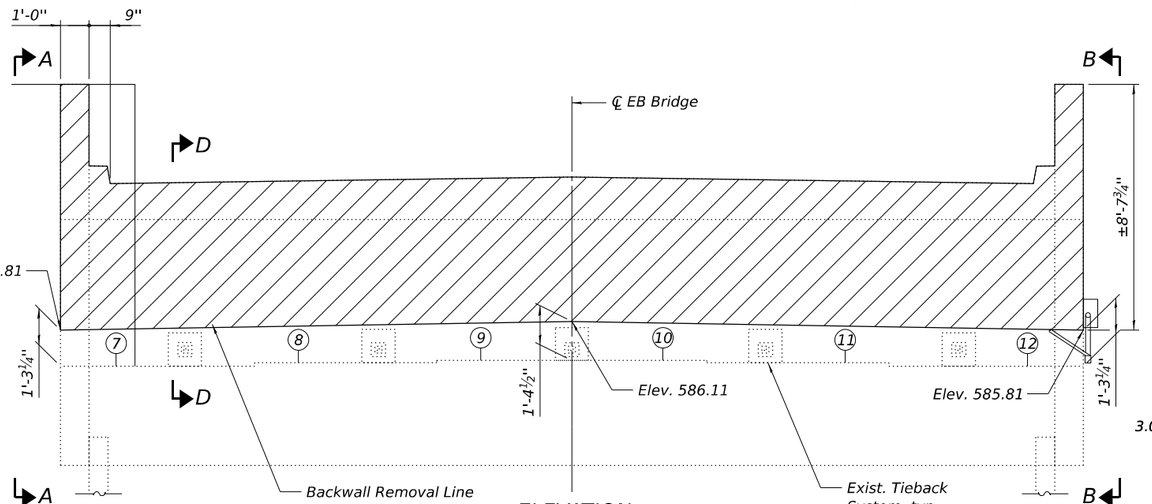
ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	3
Structural Repair of Concrete (Depth greater than 5")	Sq. Ft.	6
Concrete Removal	Cu. Yd.	14.7

LEGEND

- Indicates Limits of Concrete Removal
- Indicates Structural Repair of Concrete Depth equal to or less than 5"
- Indicates Structural Repair of Concrete Depth greater than 5"
- (X) Indicates Girder No.

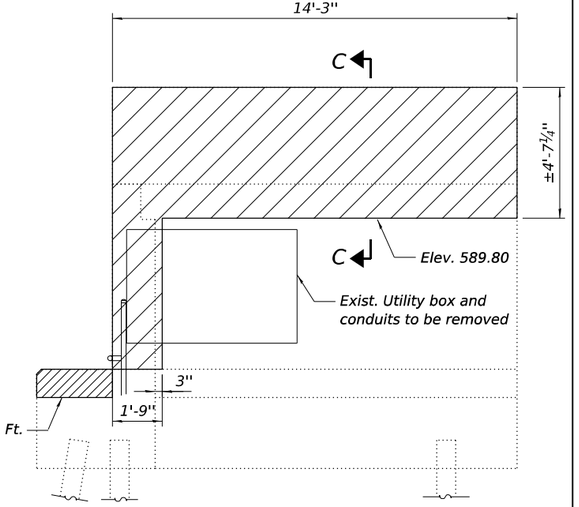


VIEW A-A



ELEVATION

(Looking East)



VIEW B-B

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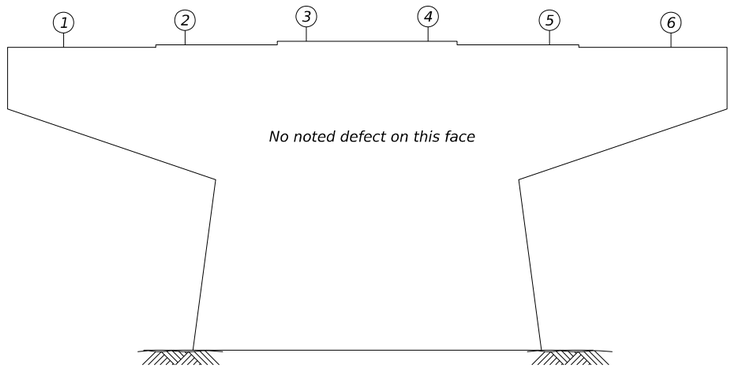
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT REMOVAL AND REPAIR DETAILS (EB)
S.N. 048-0052 (EB)

SHEET S-34 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	96
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



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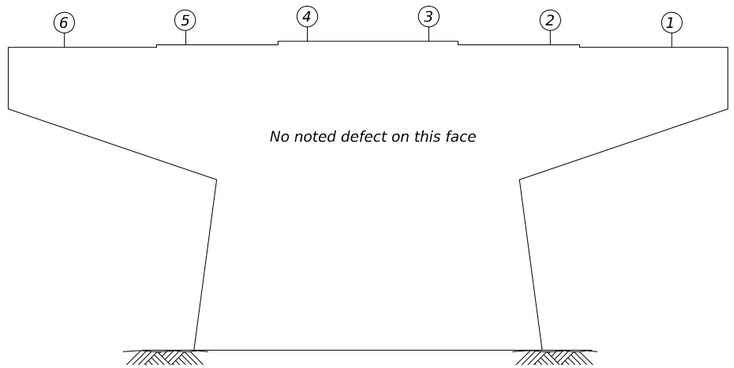
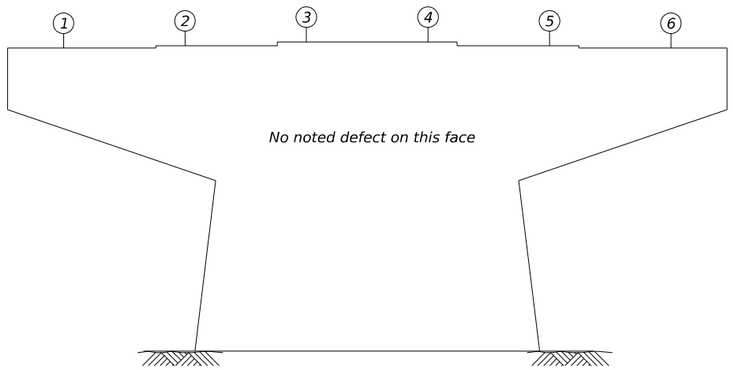


LOOKING WEST

PIER 1 ELEVATION



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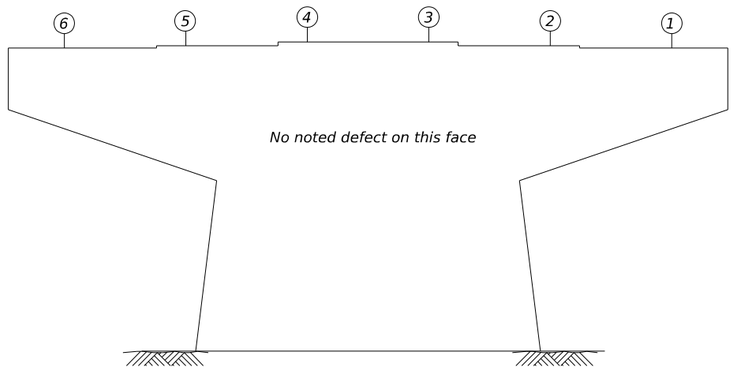
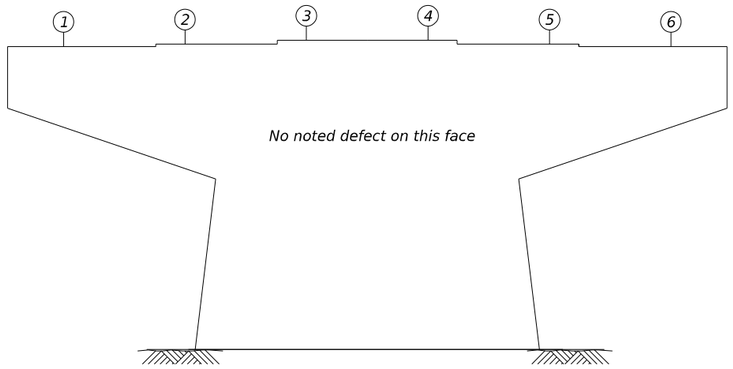


LOOKING WEST

PIER 2 ELEVATION



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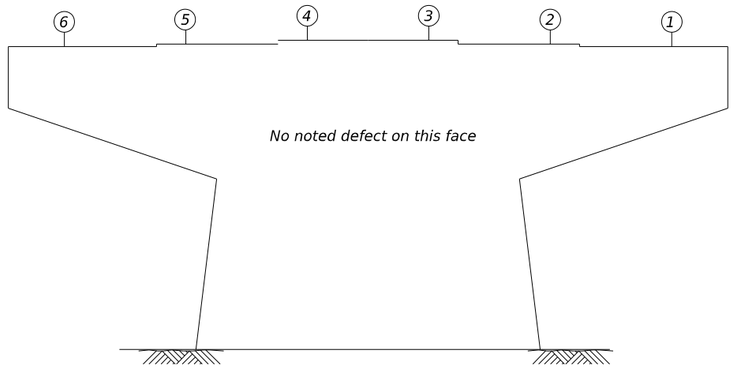

LOOKING WEST

PIER 3 ELEVATION

EXIST. BEARING SEAT ELEVATIONS

(As per Survey)

Pier 1		Pier 2		Pier 3	
Prop. Girder No.	Exist. Brg. Seat Elev.	Prop. Girder No.	Exist. Brg. Seat Elev.	Prop. Girder No.	Exist. Brg. Seat Elev.
1	583.43	1	583.86	1	584.11
2	583.55	2	583.98	2	584.24
3	583.62	3	584.05	3	584.31
4	583.62	4	584.05	4	584.31
5	583.55	5	583.98	5	584.24
6	583.43	6	583.86	6	584.11

Notes:

1. The contractor shall verify the exist. bearing seat elevations in the field.
2. The repair quantities, if any shown, are for estimating purposes only. The concrete areas to be repaired will be determined by the engineer at the time of construction. Actual repair locations shall be shown on the as-built plans.

LEGEND

(X) Indicates Girder No.

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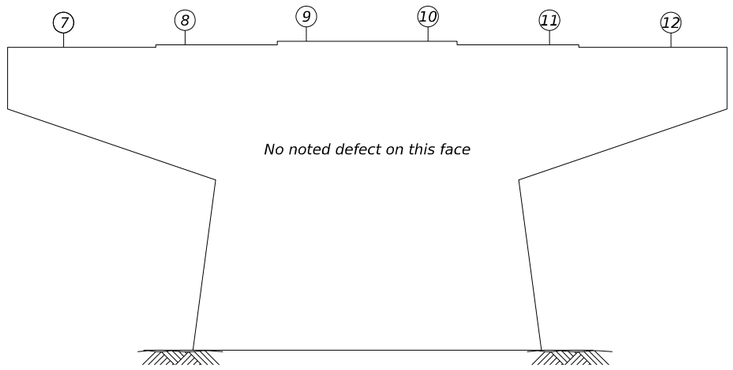
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 THRU 3 REPAIR DETAILS (WB)
S.N. 048-0051 (WB)

SHEET S-35 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	97
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



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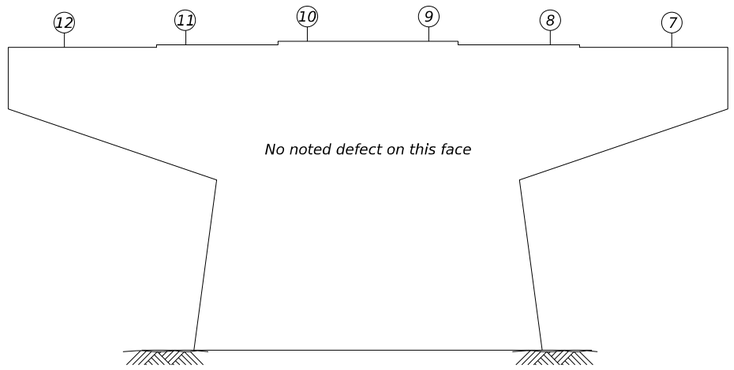
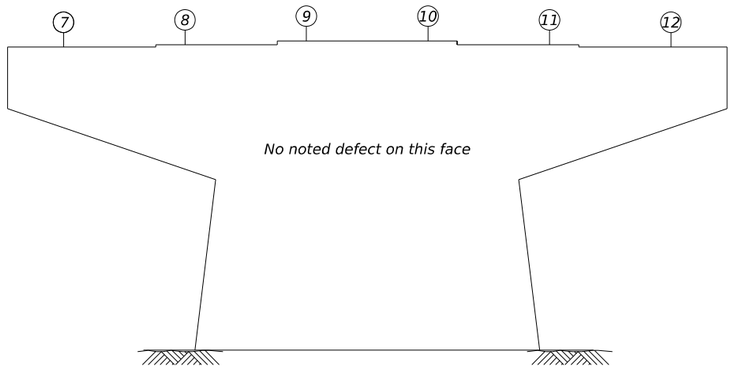


LOOKING WEST

PIER 1 ELEVATION



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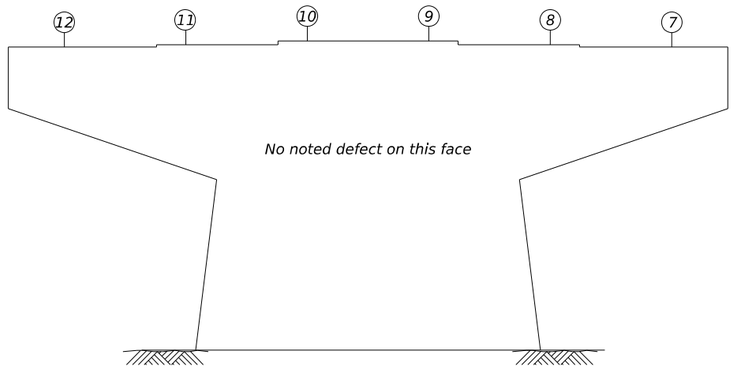
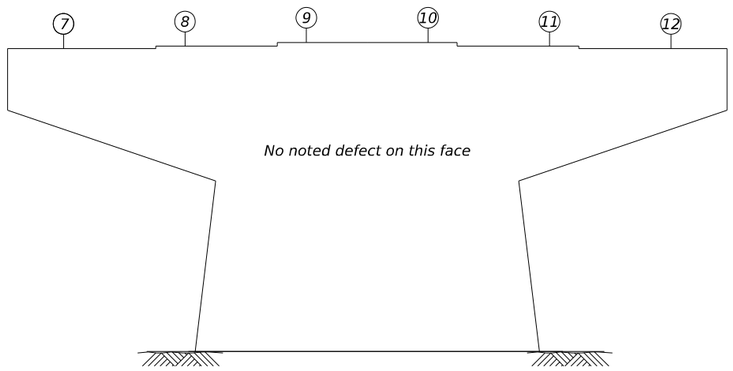


LOOKING WEST

PIER 2 ELEVATION



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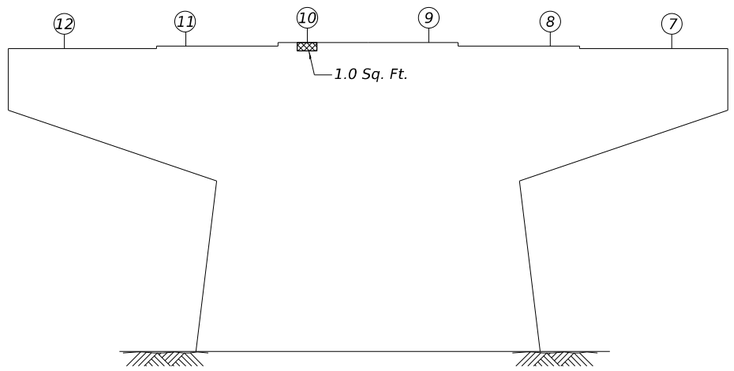

LOOKING WEST

PIER 3 ELEVATION

EXIST. BEARING SEAT ELEVATIONS

(As per Survey)

Pier 1		Pier 2		Pier 3	
Prop. Girder No.	Exist. Brg. Seat Elev.	Prop. Girder No.	Exist. Brg. Seat Elev.	Prop. Girder No.	Exist. Brg. Seat Elev.
7	583.44	7	583.82	7	584.07
8	584.02	8	583.94	8	584.19
9	583.64	9	584.02	9	584.27
10	583.64	10	584.02	10	584.27
11	584.02	11	583.94	11	584.19
12	583.44	12	583.82	12	584.07

Notes:

1. The contractor shall verify the exist. bearing seat elevations in the field.
2. The repair quantities, if any shown, are for estimating purposes only. The concrete areas to be repaired will be determined by the engineer at the time of construction. Actual repair locations shall be shown on the as-built plans.

LEGEND

Indicates Structural Repair of Concrete Depth equal to or less than 5"

(X) Indicates Girder No.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	1

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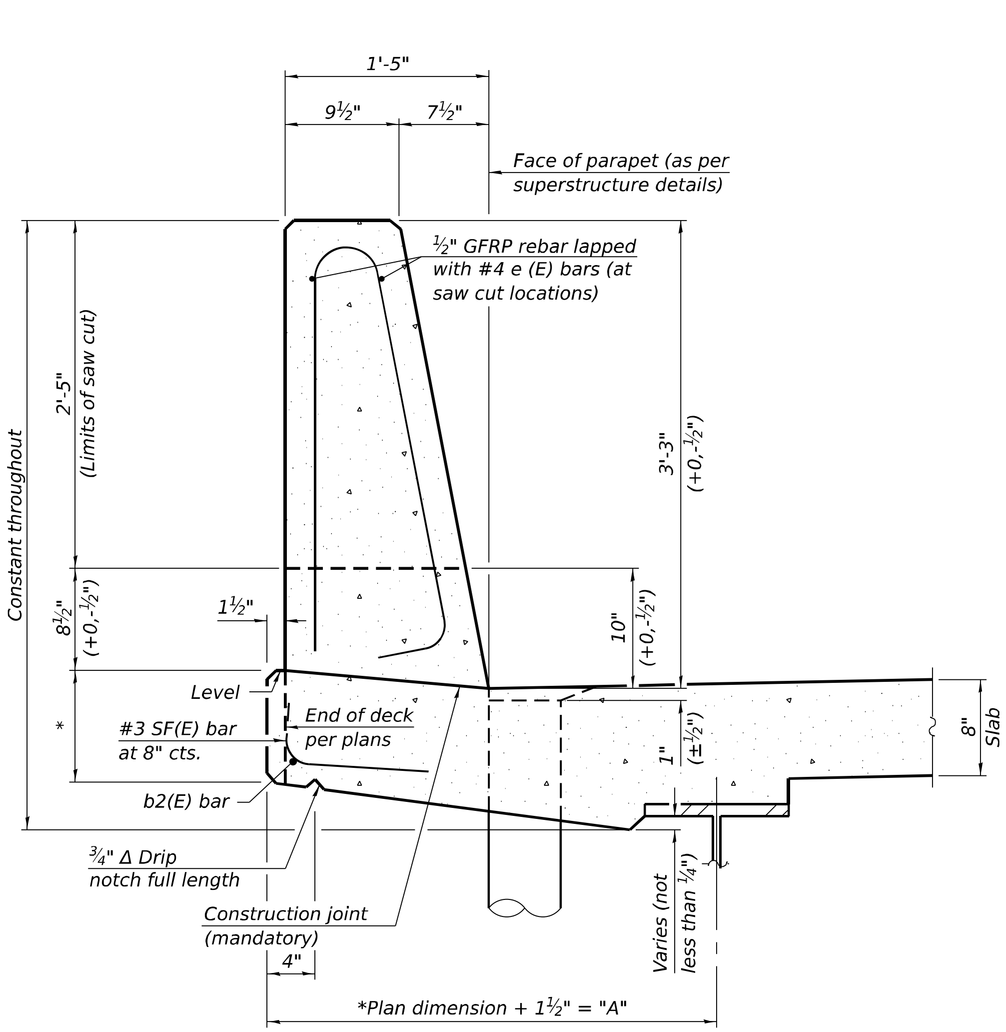
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 THRU 3 REPAIR DETAILS (EB)
S.N. 048-0052 (EB)

SHEET S-36 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	98
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

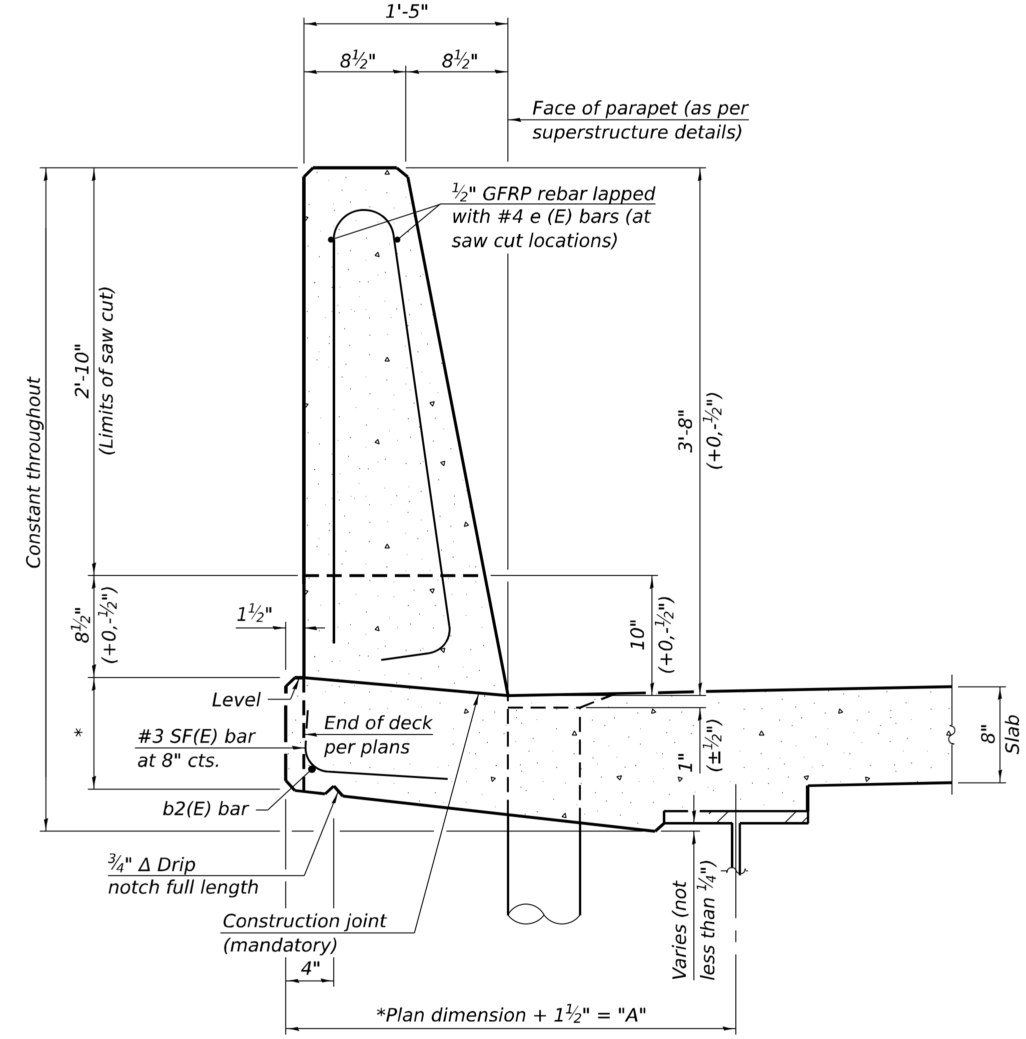


39" CONSTANT-SLOPE PARAPET SECTION

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

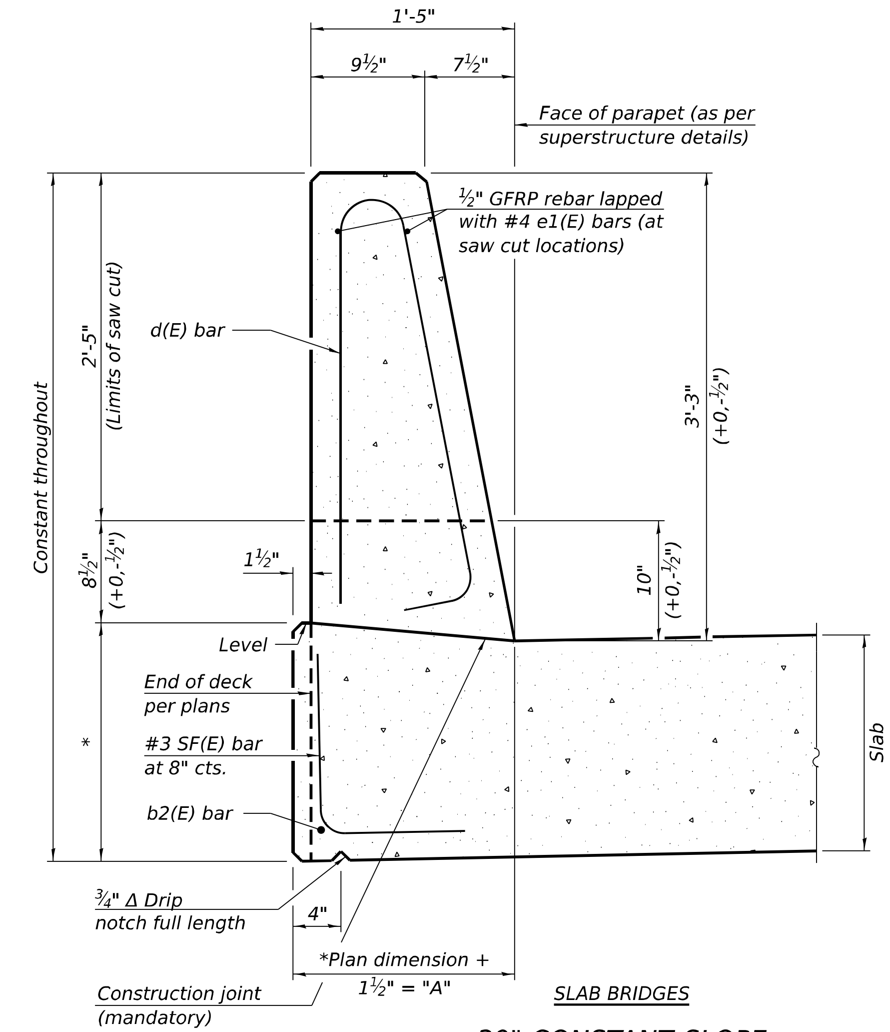
STEEL SUPERSTRUCTURES

*See Superstructure Details.



44" CONSTANT-SLOPE PARAPET SECTION

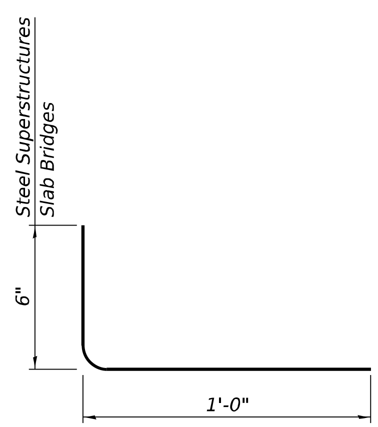
(Showing dimensions, d(E), and ½" Ø GFRP rebar)



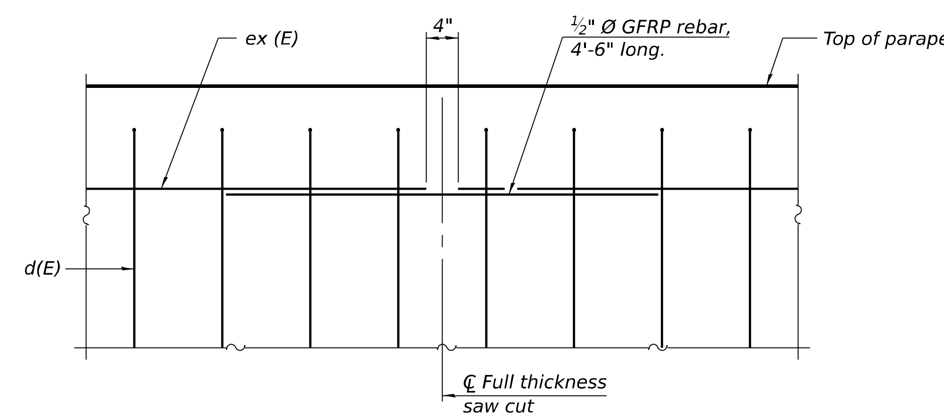
SLAB BRIDGES

39" CONSTANT-SLOPE PARAPET SECTION

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



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

(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" (39" and 44" parapets):
Steel Superstructures: 0.00348 cu. yds./ft.
Slab Bridge Superstructures: 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.
Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44 10/27/2023

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		CHECKED - VP	REVISED -		
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	PLOT DATE =	CHECKED - VP	REVISED -		SHEET S-37 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	99
		CONTRACT NO. 68E35		
		ILLINOIS FED. AID PROJECT		

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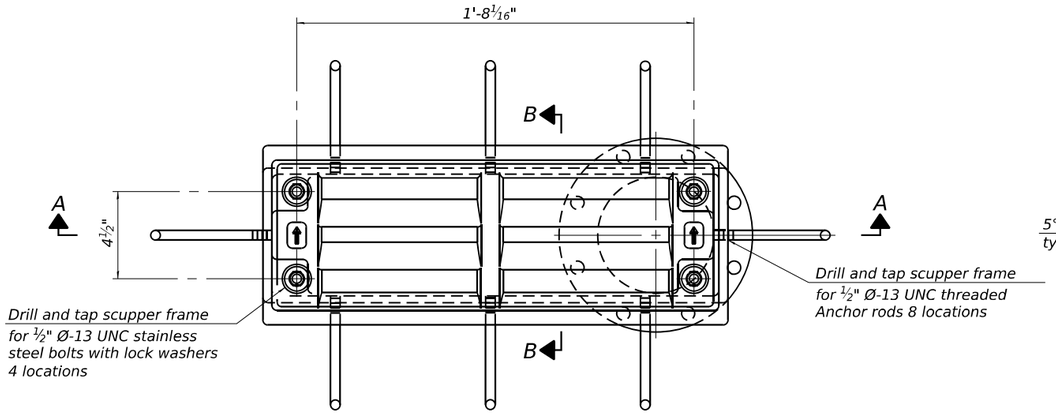
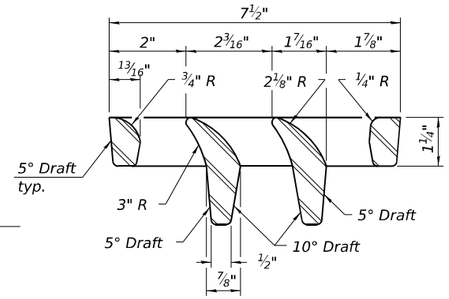
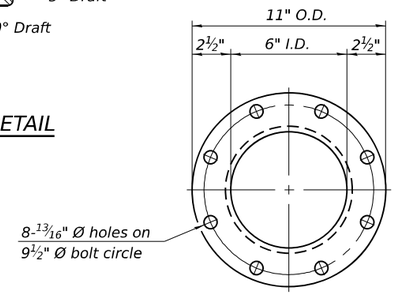


PLAN



VANE GRATE DETAIL



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

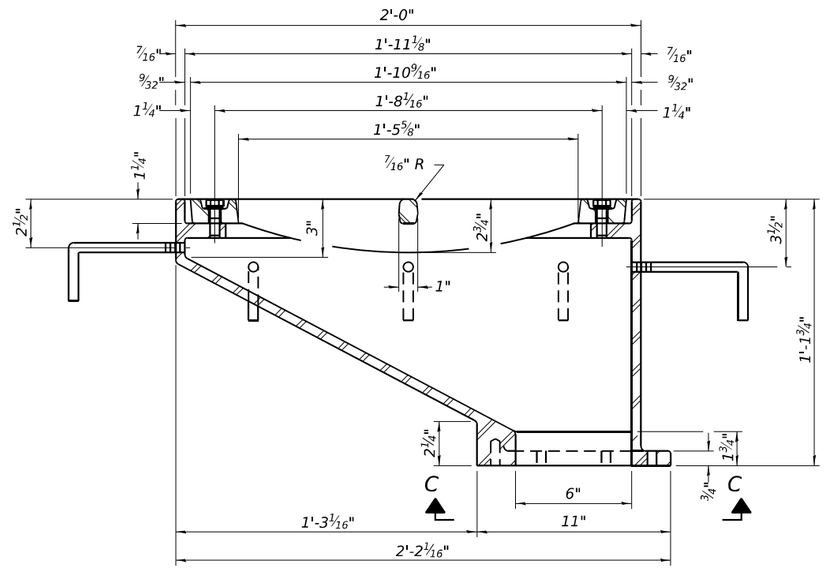
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be pigmented or painted to match the color of the adjacent beam.

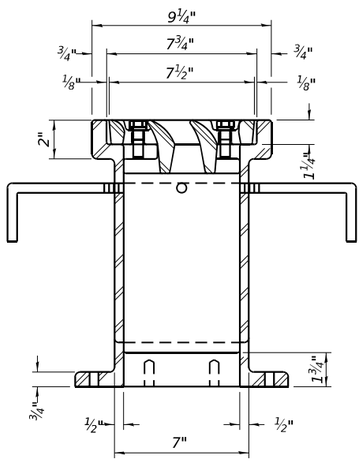
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-12.

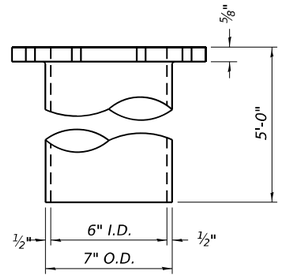


SECTION A-A

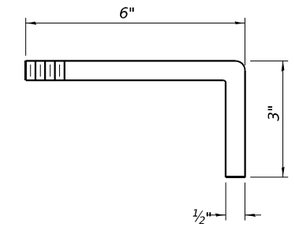
See Superstructure sheets for location relative to parapet.



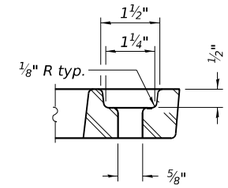
SECTION B-B



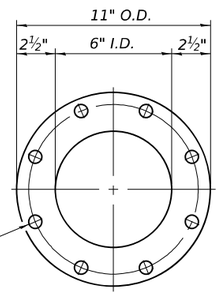
DOWNSPOUT



ANCHOR ROD DETAIL



GRATE BOLT HOLE DETAIL



VIEW C-C

BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scupper, DS-12	Each	16

DS-12

5-15-2023

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	CHECKED - VP	REVISED -	
PLOT SCALE =	DRAWN - MTR	REVISED -	
PLOT DATE =	CHECKED - SH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)

SHEET S-38 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	100
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

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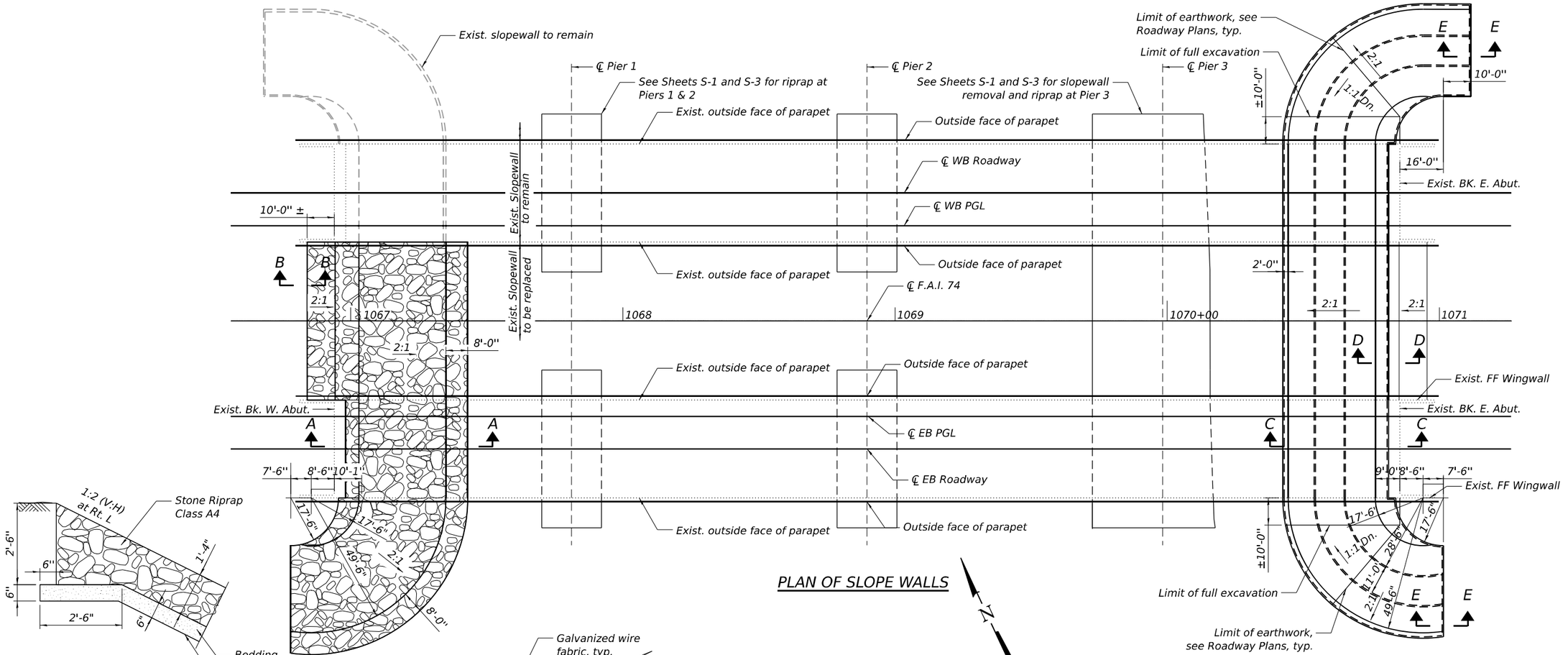

SECTION B-B

SECTION D-D

SECTION E-E

SECTION A-A

SECTION C-C

Notes:

1. The slopewall shall be reconstructed to the same configuration as existing, except the berm elevations shall be adjusted as indicated in Sections A-A and C-C. The contractor shall field survey and document dimensions and elevations of existing slopewalls (some indicated as EL. ** in this sheet) prior to removal of existing slopewalls. The survey and documentation to be included in the cost of the slopewalls.

2. Concrete Slopewall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0 weighting 58 lbs. per 100 sq. ft. The welded wire fabric shall be hot-dip galvanized according to ASTM A1060. Reinforcement bars shall be epoxy coated. The galvanized welded wire fabric and epoxy coated reinforcement bars shall be included in the cost of the slopewalls.

BILL OF MATERIAL

Item	Unit	Total
Slopewall Removal	Sq. Yd.	2,421
Slopewall 4 Inch	Sq. Yd.	1,150
Stone Riprap, Class A4	Sq. Yd.	804

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PLOT DATE =	CHECKED - VP	REVISED -	

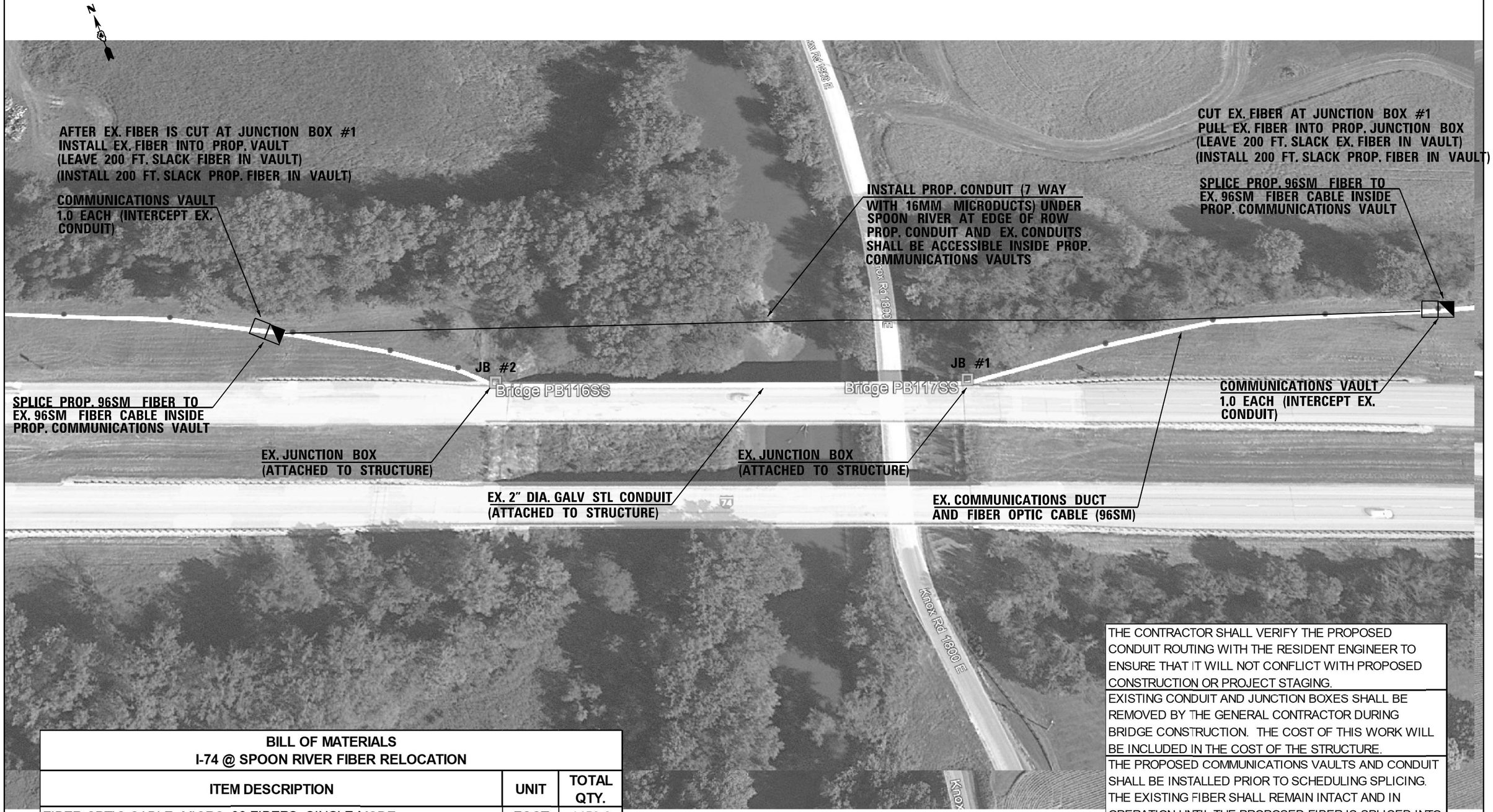
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPEWALL RECONSTRUCTION
S.N. 048-0051 (WB) & S.N. 048-0052 (EB)
SHEET S-39 OF S-39 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	101
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			

1.	EXISTING UTILITY LOCATION INFORMATION IS NOT SHOWN ON THE PLAN SHEETS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES PRIOR TO THE INSTALLATION OF ANY COMPONENTS. THE CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS AND TERRAIN PRIOR TO COMMENCING WORK ON THE PROJECT.
2.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
3.	ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
4	ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATION.
5.	THE COMMUNICATION VAULT SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE MEDIAN, SIDEWALK, OR GROUND LINE.
6.	THE CONTRACTOR SHALL SUBMIT A FIBER SPLICING PLAN TO THE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLING COMMUNICATIONS DUCT AND FIBER.
7.	PROPOSED FIBER OPTIC CABLE SHALL BE SPLICED TO EXISTING FIBER OPTIC CABLE (96 FIBER SINGLE MODE) TO RESTORE CONTINUITY. ALL FIBERS WITHIN THE CABLE SHALL BE FUSION SPLICED AND ALL SPLICES SHALL BE PROTECTED BY A WEATHERPROOF SPLICE ENCLOSURE. SPLICES SHALL BE MADE ONLY IN COMMUNICATION VAULTS.
8.	THE CONTRACTOR SHALL INSTALL A #12 (XLP-TYPE USE OR THHN) TRACER WIRE ALONG WITH THE FIBER OPTIC CABLE FOR LOCATING PURPOSES. THE TRACER WIRE SHALL BE CONTINUOUS AND BE ACCESSIBLE FROM THE COMMUNICATION VAULTS. THE COST OF FURNISHING AND INSTALLING THE TRACER WIRE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE PAY ITEM "FIBER OPTIC CABLE 96 FIBERS, SINGLE MODE". AT THE CONTRACTOR'S OPTION, THE CONTRATOR MAY ELECT TO UTILIZE COMMUNICATION DUCT THAT CONTAINS AN INTEGRATED WIRE THAT CAN BE USED FOR UNDERGROUND LOCATING PURPOSES.
9.	ALL COMMUNICATIONS DUCT SHALL BE INSTALLED IN AND WILL BE PAID FOR IN ACCORDANCE WITH SECTION 810 "UNDERGROUND RACEWAYS" OF THE STANDARD SPECIFICATIONS.
10.	THE LOCATION OF THE PROPOSED CONDUIT AS SHOWN ON THE PLAN SHEETS IS APPROXIMATE AND NOT DRAWN TO SCALE. CONDUIT SHALL BE INSTALLED AT A 36" MINIMUM DEPTH EXCEPT WHEN CROSSING WATERWAYS AND DRAINAGE FLOW LINES WHERE IT SHALL BE INSTALLED AT A 60" MINIMUM DEPTH.
11.	THE COST OF ROCK EXCAVATION, ROCK DISPOSAL, AND THE COST OF INSTALLING CONDUIT THROUGH ROCKY TERRAIN (TRENCHING, BORING, SAW-CUTTING, AND OTHER INSTALLATION METHODS AS REQUIRED) SHALL BE INCLUDED IN THE PAY ITEM "UNDERGROUND CONDUIT, MULTI-DUCT, 7-16MM MICRODUCTS". THERE WILL BE NO ADDITIONAL COMPENSATION FOR THIS WORK.
12.	POTHOLING TO LOCATE EXISTING UNDERGROUND UTILITIES SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE PROPOSED CONDUIT.
13.	NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN THE REQUIRED MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
14.	THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE COMMUNICATIONS DUCT.
15.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING FIELD TILE, UNDERDRAIN, AND DRAINAGE STRUCTURE LOCATIONS. THE CONTRACTOR SHALL MAKE AN EFFORT TO MINIMIZE DAMAGE TO THESE FACILITIES DURING THE INSTALLATION OF CONDUIT AND COMMUNICATION VAULTS. IN THE EVENT THAT THESE FACILITIES ARE DAMAGED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING REPAIRS TO THESE ITEMS TO RESTORE FUCTIONALITY TO THE SATISFACTION OF THE ENGINEER.
16.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MOWING, BRUSH AND SHRUB REMOVAL, AND SMALL TREE (10" DIAMETER OR LESS) REMOVAL REQUIRED TO INSTALL THE PROPOSED CONDUIT AND COMMUNICATION VAULTS. THE CONTRACTOR SHALL DISPOSE OF ALL REMOVED ITEMS OFF OF THE JOB SITE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE BID PRICES FOR THE PROPOSED CONDUIT.
17.	THE CONTRACTOR SHALL INSTALL THE PROPOSED COMMUNICATIONS DUCTS BY DIRECTIONALLY BORING CONDUIT UNDER BRIDGES AND WATERWAYS. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER FOR APPROVAL PRIOR TO COMMENCING DUCT INSTALLATION.
18.	THE CONTRACTOR SHALL INSTALL NEW UNDERGROUND CONDUIT (MULTI-DUCT WITH SEVEN 16MM MICRODUCTS) AT THE LOCATIONS SHOWN ON THE PLAN SHEETS. THE PROPOSED CONDUIT SHALL BE DIRECTIONALLY BORED UNDER THE SPOON RIVER AND LOCATED ON THE OUTSIDE OF THE RIGHT OF WAY AND OUTSIDE THE LIMITS OF CONSTRUCTION.
19.	THE CONTRACTOR SHALL INTERCEPT THE EXISTING MULIT-DUCT AND INSTALL THE PROPOSED COMMUNICATIONS VAULT OVER THE EXISTING CONDUIT AT THE LOCATIONS SHOWN ON THE PLAN SHEETS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE COMMUNICATIONS DUCT.
20.	THE CONTRACTOR SHALL INSTALL NEW 96 FIBER SINGLE MODE CABLE INISDE THE PROPOSED COMMUNICATIONS DUCT AND LEAVE A 200 FT. SLACK COIL INSIDE EACH HANDHOLE. THE FIBER SHALL BE INSTALLED INSIDE THE SAME COLOR OF MICRODUCT AS THE EXISTING FIBER.
21.	THE CONTRACTOR SHALL COLLECT SLACK CABLE FROM EXISTING COMMUNICATIONS VAULTS AND PULL THIS SLACK CABLE (200 FT.) INTO THE PROPOSED COMMUNICATIONS VAULTS TO FACILITATE SPLICING. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE FIBER OPTIC CABLE.
22.	THE CONTRACTOR SHALL SCHEDULE AND CONDUCT ALL FUSION SPLICING WITHIN THE MAINTENANCE WINDOW OF 12:00 AM TO 5:00 AM. THE CONTRACTOR SHALL SPLICE ALL LIVE FIBER STRANDS FIRST TO RESTORE CONNECTIVITY AND REDUCE OUTAGE TIME, FOLLOWED BY ALL UNUSED FIBER STRANDS. THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT A MINIMUM OF FOURTEEN DAYS PRIOR TO SPLICING. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE FIBER OPTIC CABLE.
23.	THE CONTRACTOR SHALL SPLICE ALL UNUSED MICRODUCTS CONTINUOUS INSIDE THE PROPOSED COMMUNICATIONS VAULTS. THE CONTRACTOR SHALL FIELD TEST ALL MICRODUCTS FOR CONTINUITY AND PRESSURIZATION IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED CONDUIT.
24.	ALL FIBER RELOCATION WORK SHALL BE COMPLETED PRIOR TO REMOVING THE EXISTING CONDUIT ATTACHED TO STRUCTURE AND JUNCTION BOXES. THE FIBER RELOCATION WORK SHALL BE COMPLETED BEFORE BRIDGE CONSTRUCTION ACTIVITIES WILL NECESSITATE THE REMOVAL OF THE EXISTING FACILITIES.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED FIBER RELOCATION CONSTRUCTION NOTES I-74 OVER SPOON RIVER	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			74	(48-29B) BR	KNOX	166	102
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 68E35		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: STA. TO STA.			ILLINOIS FED. AID PROJECT		



BILL OF MATERIALS
I-74 @ SPOON RIVER FIBER RELOCATION

ITEM DESCRIPTION	UNIT	TOTAL QTY.
FIBER OPTIC CABLE, MICRO, 96 FIBERS, SINGLE MODE	FOOT	1450.0
UNDERGROUND CONDUIT, MULTI-DUCT, 7-16MM MICRODUCTS	FOOT	1050.0
COMMUNICATIONS VAULT	EACH	2.0

THE CONTRACTOR SHALL VERIFY THE PROPOSED CONDUIT ROUTING WITH THE RESIDENT ENGINEER TO ENSURE THAT IT WILL NOT CONFLICT WITH PROPOSED CONSTRUCTION OR PROJECT STAGING.

EXISTING CONDUIT AND JUNCTION BOXES SHALL BE REMOVED BY THE GENERAL CONTRACTOR DURING BRIDGE CONSTRUCTION. THE COST OF THIS WORK WILL BE INCLUDED IN THE COST OF THE STRUCTURE.

THE PROPOSED COMMUNICATIONS VAULTS AND CONDUIT SHALL BE INSTALLED PRIOR TO SCHEDULING SPLICING. THE EXISTING FIBER SHALL REMAIN INTACT AND IN OPERATION UNTIL THE PROPOSED FIBER IS SPLICED INTO THE EXISTING FIBER DURING THE SCHEDULED SPLICING WINDOW.

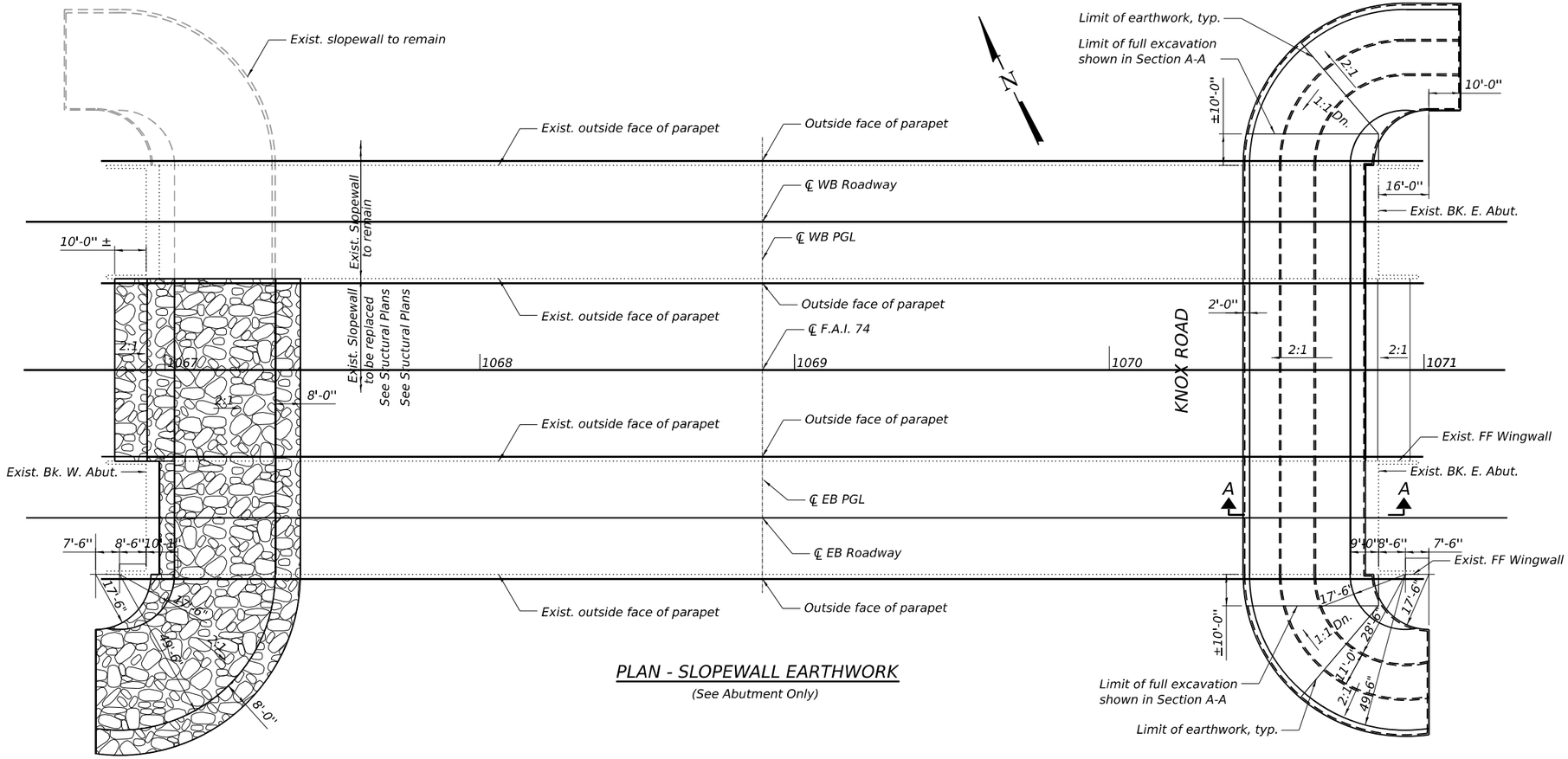
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED FIBER RELOCATION
I-74 OVER SPOON RIVER

SCALE: | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B) BR	KNOX	166	103
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

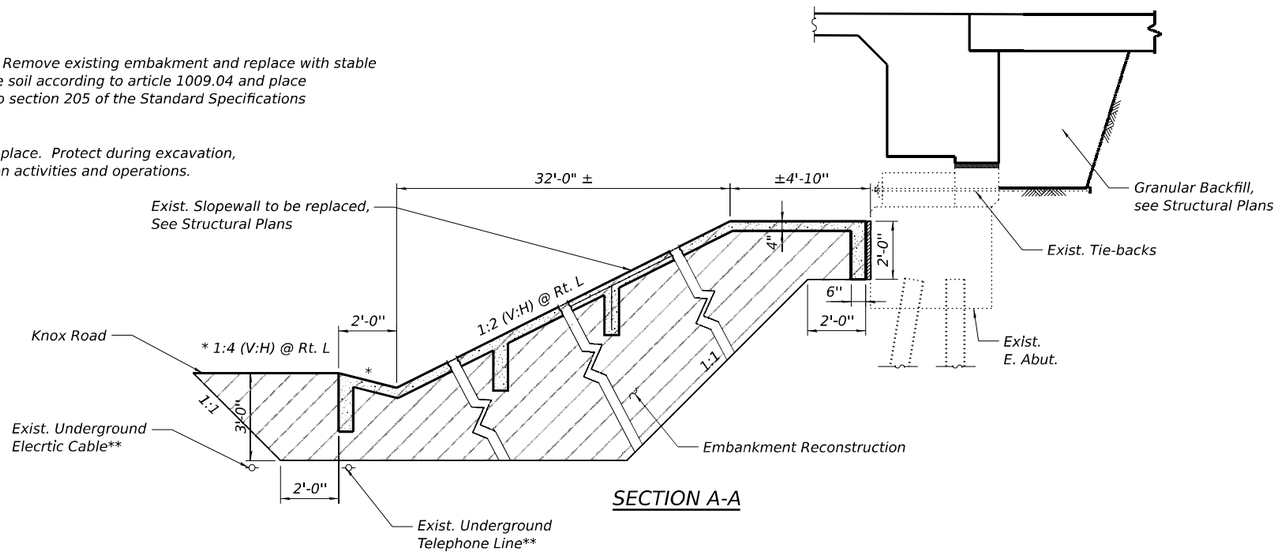


PLAN - SLOPEWALL EARTHWORK

(See Abutment Only)

Earthwork - Remove existing embakment and replace with stable and suitable soil according to article 1009.04 and place according to section 205 of the Standard Specifications

** Existing utilities to remain in place. Protect during excavation, backfill and other construction activities and operations.



SECTION A-A

Notes:

1. The existing slopewall will be removed and replaced. Refer to Structural plans for details.
2. Structure Excavation required to remove existing slopewall and toe wall is included in the cost of Slopewall Removal included in Structure plans.
3. The removal and replacement of the slopewall embankment shall be performed after soil behind the abutment is excavated and prior to placing granular backfill.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKJEXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-DETAIL-SLOPEWALL.DGN

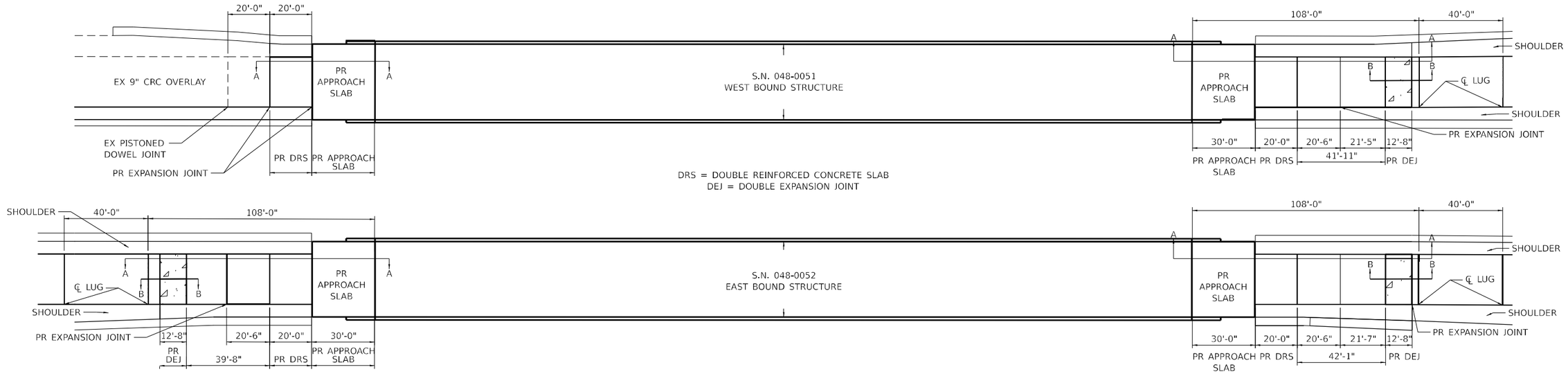
exp.	USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
		DRAWN - V. Parra	REVISED -	
	PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
	PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

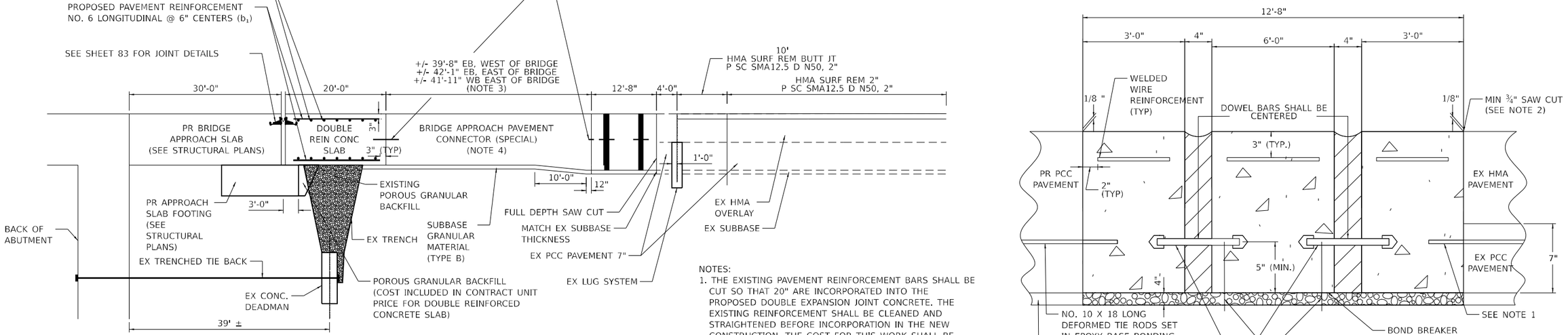
ROADWAY DETAILS
SLOPEWALL EARTHWORK

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	104
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	

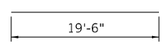


PLAN



BILL OF MATERIAL (PER LOCATION)				
BAR	NO.	SIZE	LENGTH	SHAPE
b_1	96	#6	19'-6"	———
	14	#4	23'-6"	———
REINFORCEMENT BARS, EPOXY COATED		POUND	3032	

SECTION A-A



No. 6 b_1

DOUBLE REINFORCED CONCRETE SLAB (BILL OF MATERIAL)					
			NUMBER OF LOCATIONS	QUANITY / LOCATION	TOTAL QUANITY
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	4	3032	12126
ZZR00004	DOUBLE REINFORCED CONCRETE SLAB	CU YD	4	24.1	96.4

NOTES:

1. THE EXISTING PAVEMENT REINFORCEMENT BARS SHALL BE CUT SO THAT 20" ARE INCORPORATED INTO THE PROPOSED DOUBLE EXPANSION JOINT CONCRETE. THE EXISTING REINFORCEMENT SHALL BE CLEANED AND STRAIGHTENED BEFORE INCORPORATION IN THE NEW CONSTRUCTION. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DOUBLE EXPANSION JOINT 4".
2. AFTER PERFORMING SAW CUT, PROVIDE AN ANGLE IRON AT THE FACE OF THE SAW CUT TO PREVENT SPALLING OF THE EXISTING OVERLAY DURING PAVEMENT REMOVAL AND DRILLING OF DOWEL BAR HOLES.
3. THIS DIMENSION IS THE DISTANCE BETWEEN THE DOUBLE EXPANSION JOINT AND THE DOUBLE REINFORCED CONCRETE SLAB AND SHALL BE VERIFIED IN THE FIELD.
4. EXISTING PAVEMENT WEST OF THE I-74 WB BRIDGE.

PR DOUBLE EXPANSION JOINT, 4"

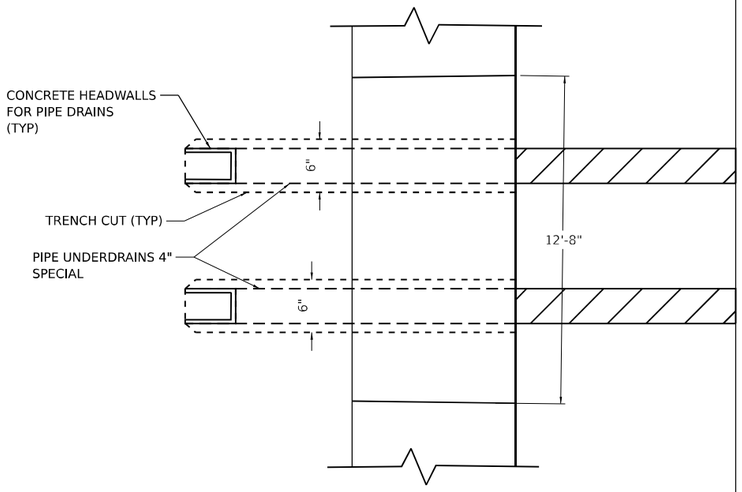
NOT TO SCALE

SECTION B-B

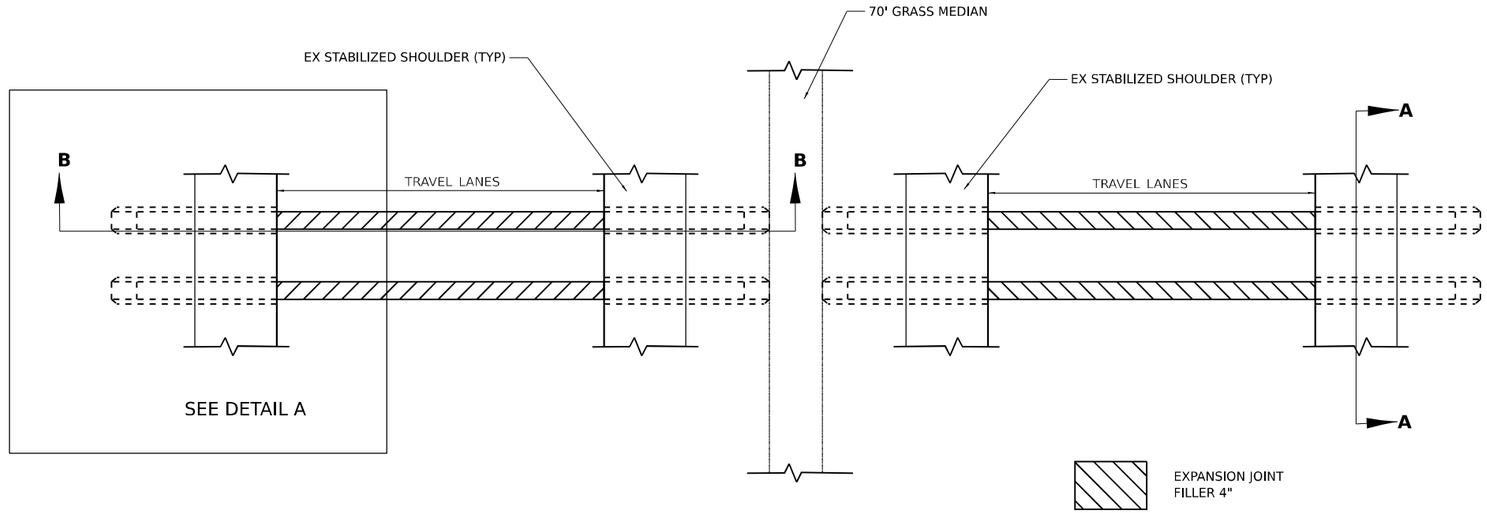
MODEL: DETAIL SHEET-2
FILE NAME: C:\PW WORKS\EXP-PW.BENTLEY.COM EXP-PW\D1\D0143380\D0468835-SHT-DETAIL-01.DGN

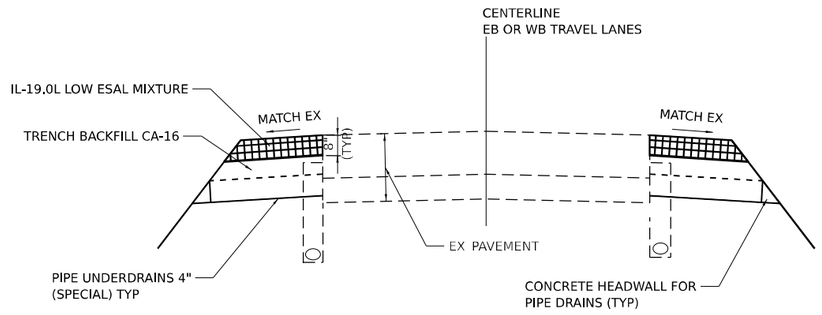
USER NAME = SWANSONAL	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**ROADWAY DETAILS**
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**DOUBLE REIN CONC SLAB AND DOUBLE EXPANSION JOINT DETAILS 1**
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: N.T.S. | SHEET OF SHEETS | STA. TO STA.
PLOT DATE = 3/25/2024	DATE - 3/25/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	105
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

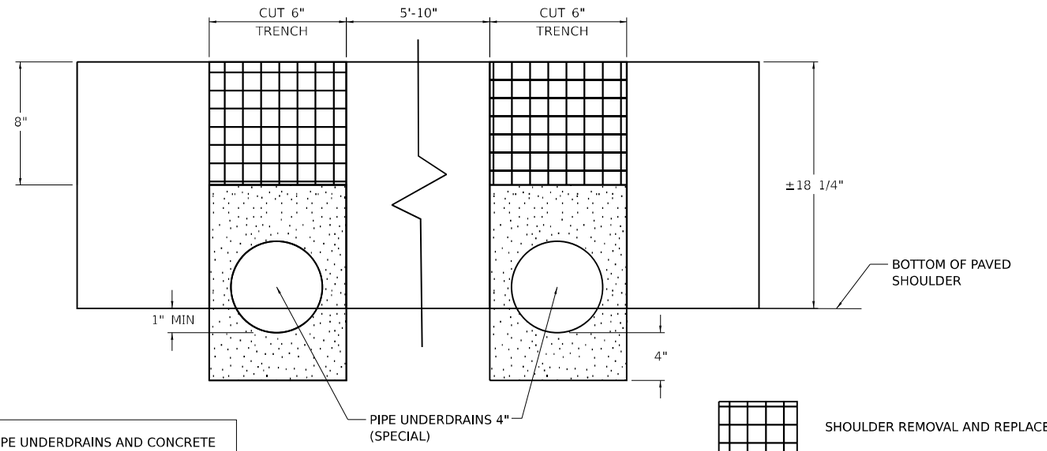


DETAIL A





SECTION B-B



SECTION A-A

REMOVAL OF EXISTING PIPE UNDERDRAINS AND CONCRETE HEAWALLS WILL NOT BE PAID FOR SEPARATLEY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

SHOULDER REMOVAL AND REPLACEMENT

TRENCH BACKFILL, CA-16
(COST INCLUDED IN CONTRACT UNIT PRICE
FOR PIPE UNDERDRAINS 4" (SPECIAL)

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143380\D0468E35_SHT-DETAIL-02.DGN

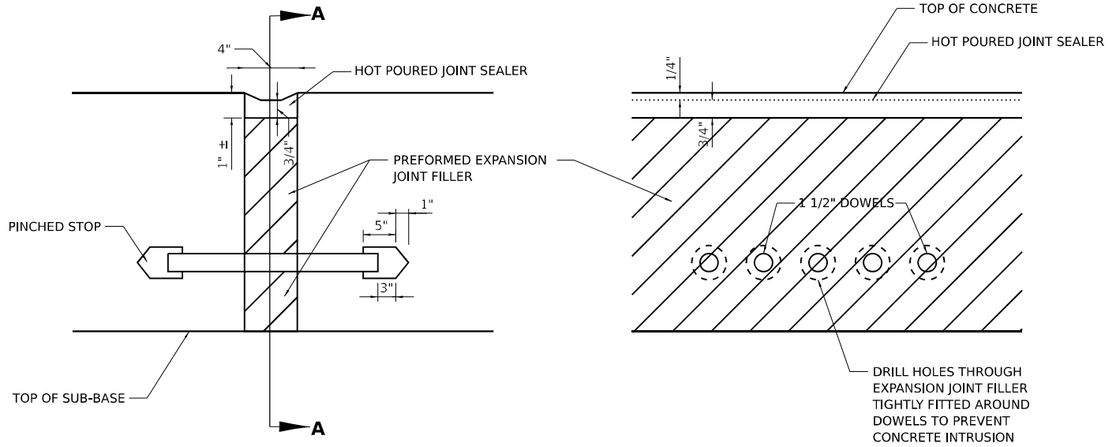
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
DOUBLE EXPANSION JOINT DETAILS 2

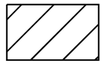
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	106
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

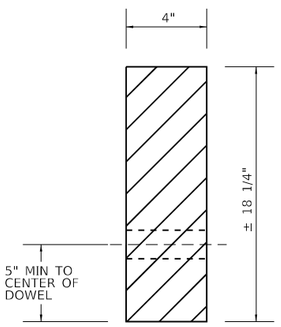


SECTION A-A

DETAIL OF EXPANSION JOINT



PREFORMED EXPANSION JOINT FILLER



ELEVATION

PREFORMED EXPANSION JOINT FILLER

WORK SEQUENCE

1. TRANSVERSE SAW CUTS SHALL BE PARTIAL DEPTH TO THE TOP OF THE EXISTING REINFORCING BARS.
2. LONGITUDINAL SAW CUTS AT THE EDGE OF PAVEMENT AND ALONG THE CENTERLINE SHALL BE FULL DEPTH.
3. REMOVE CONCRETE AND ANY EXISTING DOWEL BARS. SAVE EXISTING REINFORCING BARS.
4. PLACE DOWEL BAR ASSEMBLY AND PREFORMED EXPANSION JOINT FILLER.
5. PLACE CLASS SI CONCRETE, FULL DEPTH.
6. AFTER CURE, PLACE HOT POURED JOINT SEALER.

DAMAGE TO THE SUB-BASE IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-031001434380\D468E35-SHT-DETAIL-03.DGN

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		DRAWN - V. Parra	REVISED -	
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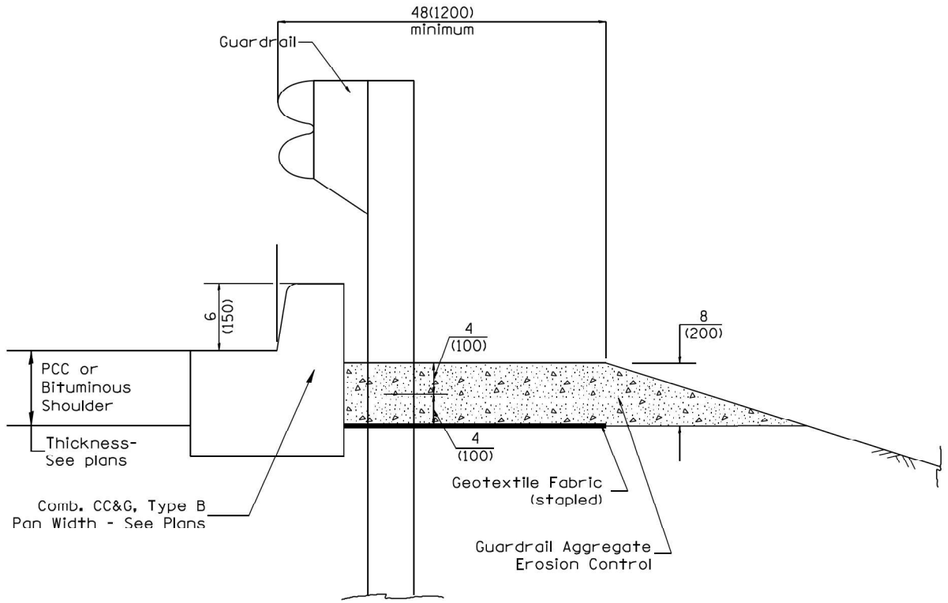
	PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
DOUBLE EXPANSION JOINT DETAILS 3

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	107
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



TYPICAL SECTION WITH COMBINATION CONCRETE CURB & GUTTER

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.

2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.

3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.

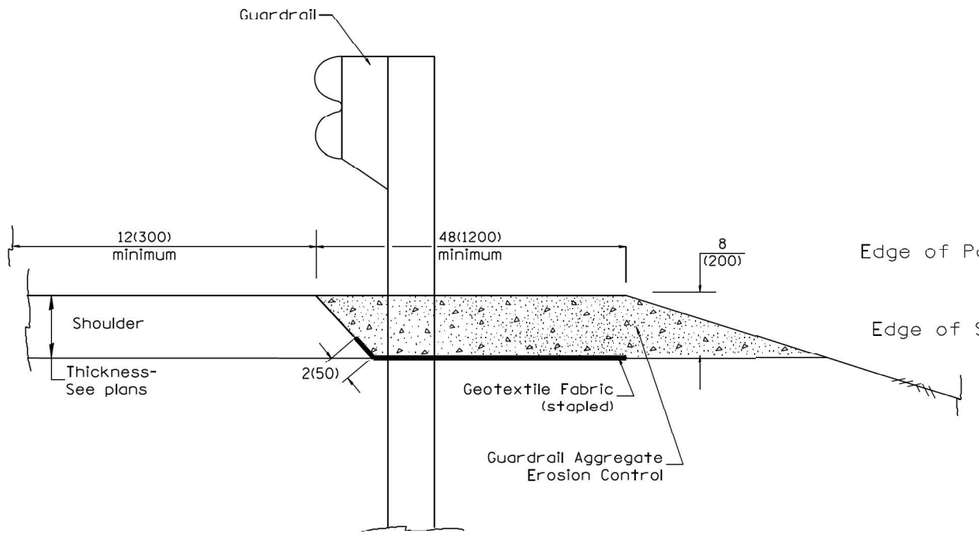
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.

5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.

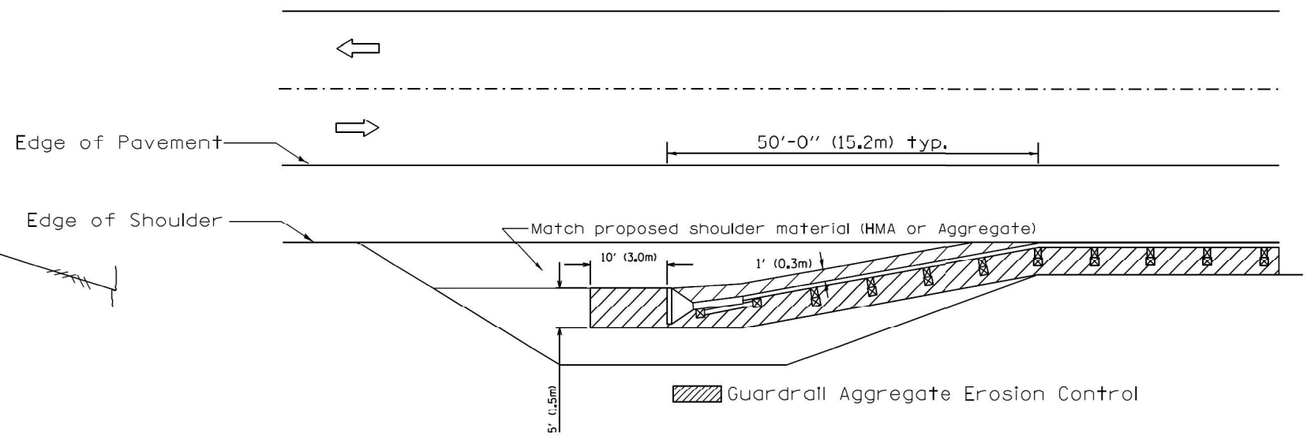
6. Materials shall meet the following requirements:

   A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.

   B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.



TYPICAL SECTION WITHOUT EROSION CONTROL CURB



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

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKS\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35_SHT-D4-DETAIL-01.DGN

exp.

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	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

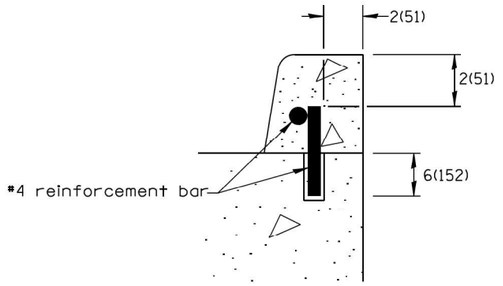
DISTRICT 4 DETAILS
GUARDRAIL EROSION CONTROL TREATMENTS

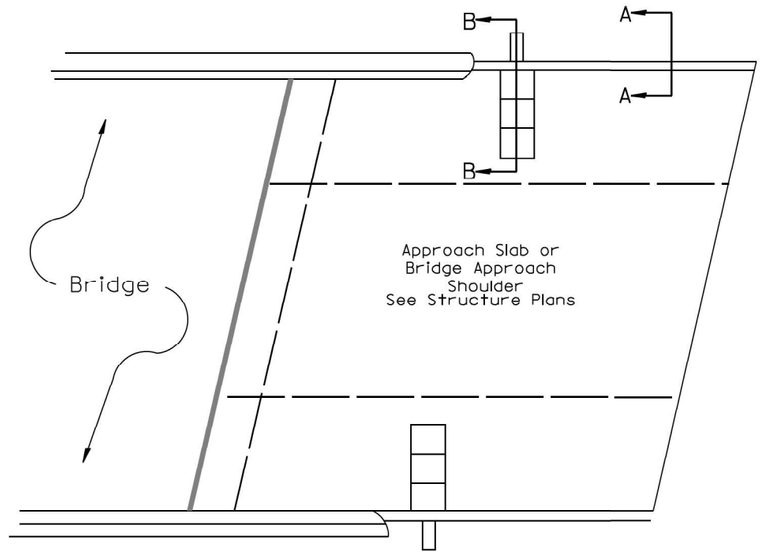
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	108
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		

DETAIL "A"

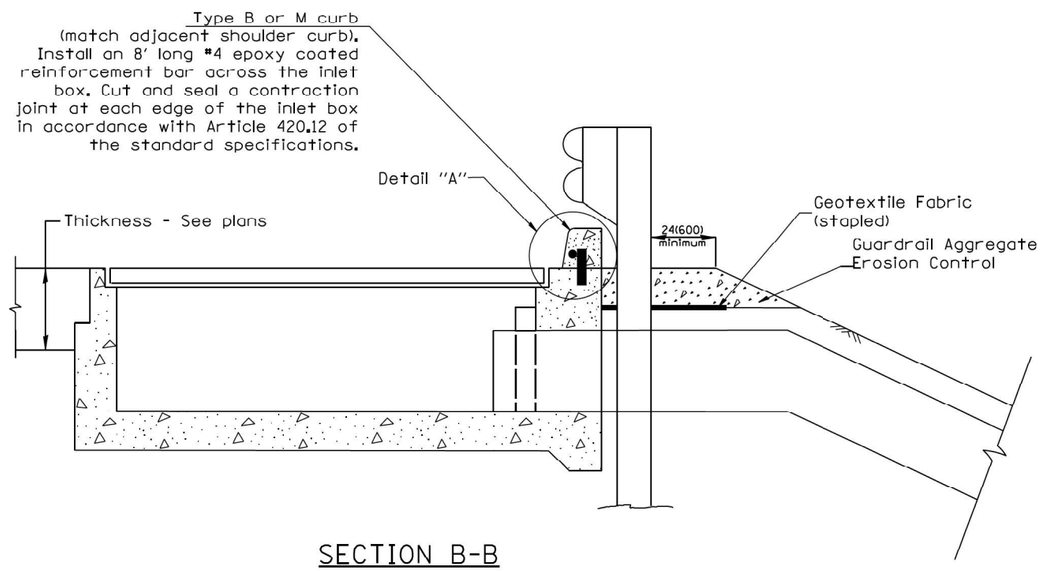
#4 reinforcement bars may be cast in PCC apron and precast inlet box or drilled and anchored with an approved chemical adhesive at 2' spacing. Cost of curb and reinforcement are included in the cost of shoulder inlet.





PLAN VIEW

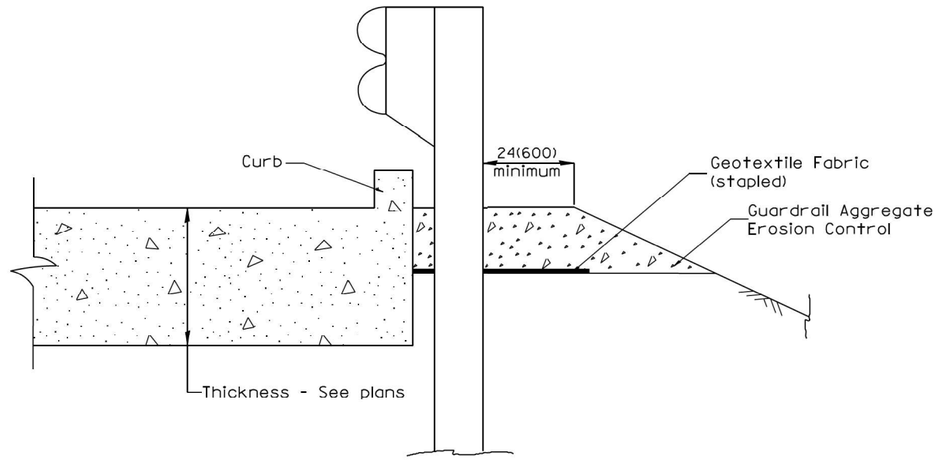
APPROACH SLAB OR SHOULDER PLACEMENT



SECTION B-B

TYPICAL SECTION AT INLETS

TYPICAL E, F & G (HIGHWAY STANDARD 610001)



SECTION A-A

TYPICAL SECTION WITH BRIDGE APPROACH CURB

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

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-INV,BENTLEY.COM_EXP-INV-01\D0143438\D0468E35-SHT-D4-DETAIL-02.DGN

exp.

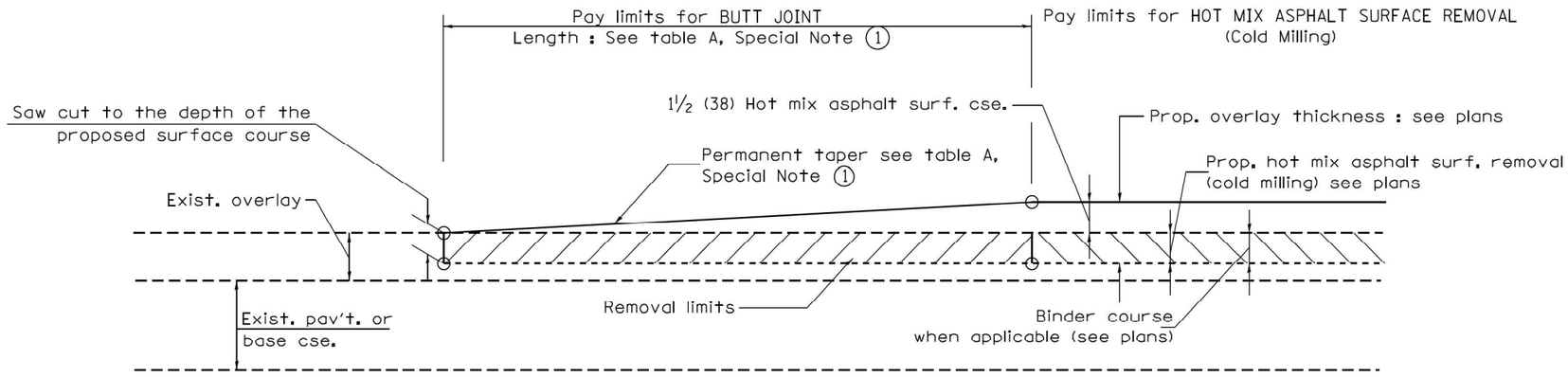
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 4 DETAILS
GUARDRAIL EROSION CONTROL TREATMENTS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	109
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



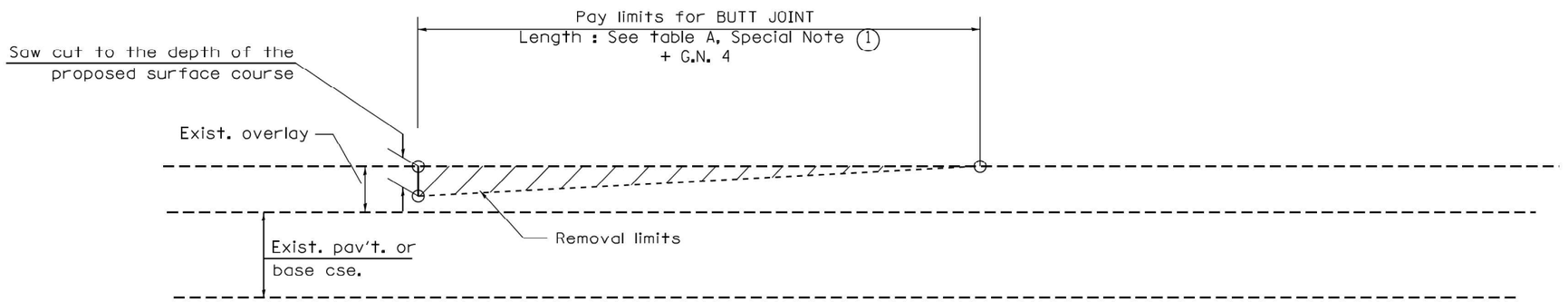
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
TAPER RATES

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
(1)	BUTT JOINT TAPER RATE	1:480	1:240
(2)	TEMPORARY RAMP TAPER RATE	1:80	1:40

GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. 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.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

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

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKS\EXP-PW.BENTLEY.COM.EXP-PW-01\0014343\BD468E35-SHT-D4-DETAIL-06.DGN

exp.

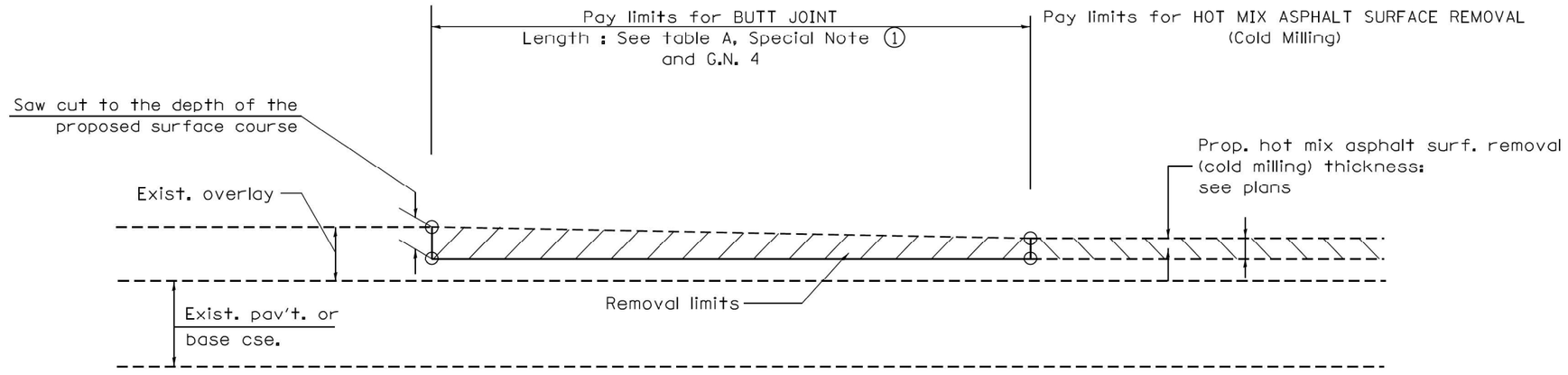
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

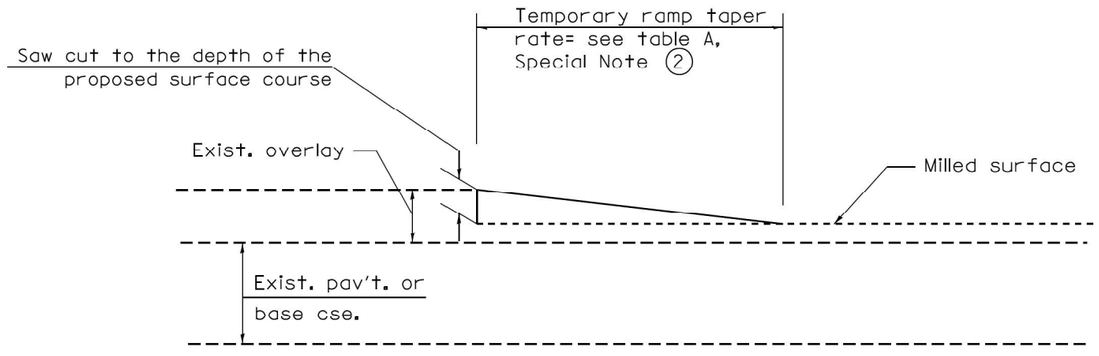
DISTRICT 4 DETAILS
BUTT JOINTS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	110
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



CASE 3 : HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER



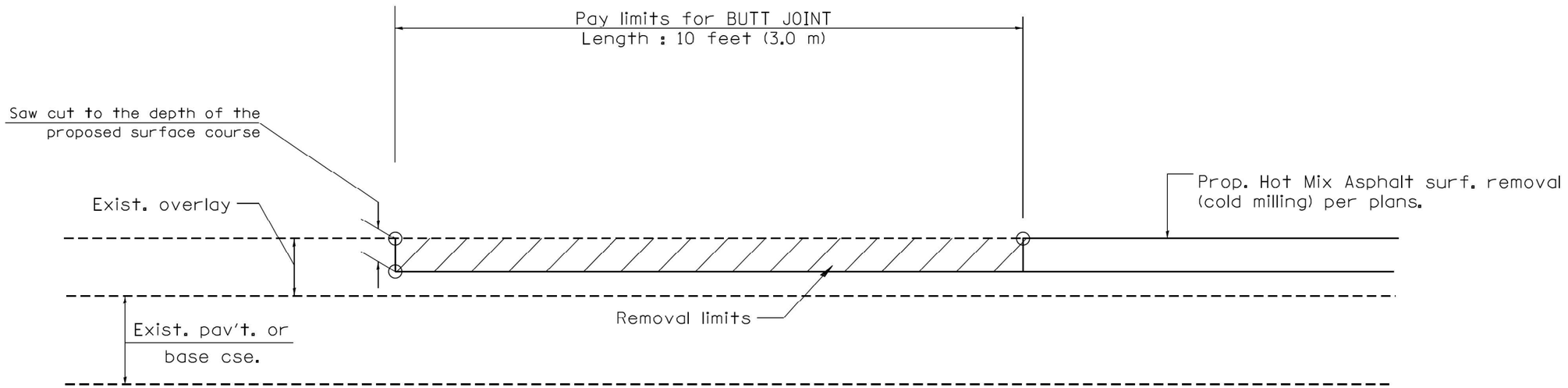
DETAIL TEMPORARY RAMP

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

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-D4-DETAIL-07.DGN

exp.	USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 4 DETAILS BUTT JOINTS
		DRAWN - V. Parra	REVISED -		
	PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -		
	PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	111
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING) TIE-IN TO EXISTING BITUMINOUS TAPER

All dimensions are in inches (millimeter unless otherwise noted.

MODEL: 2D SHEET H
FILE NAME: C:\PW_WORKAREA\EXP-PW.BENTLEY.COM_EXP-PW-001093433810468E35-SHT-04-DETAIL-08.DGN

exp.

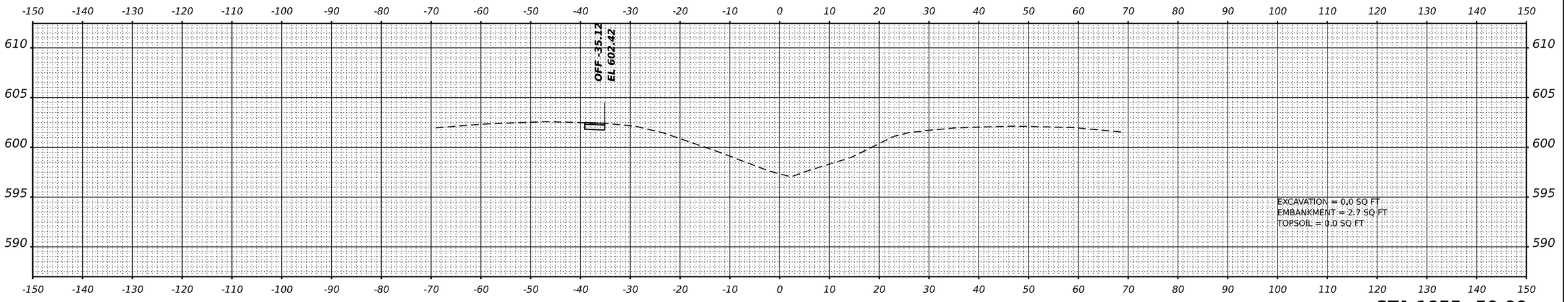
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 3/20/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

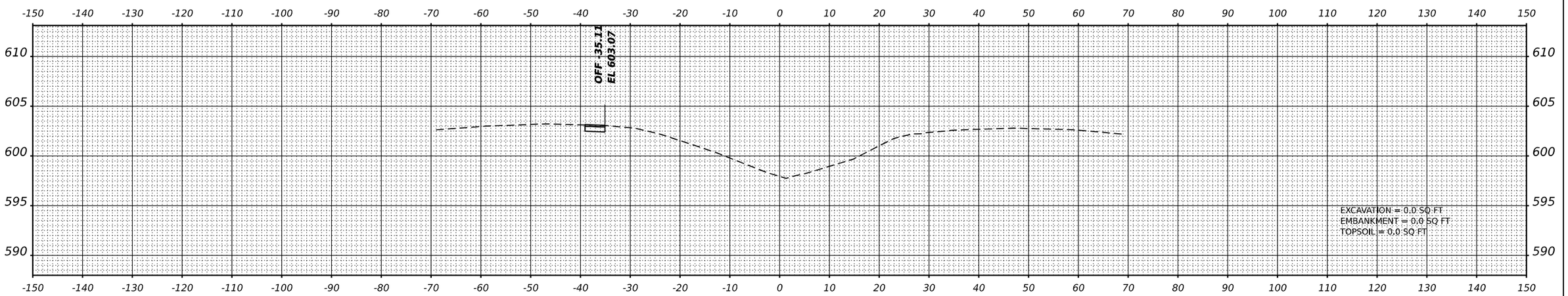
DISTRICT 4 DETAILS
BUTT JOINTS

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	112
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1055+50.00



STA 1055+28.73

MODEL: EXCL-I74_EXSL-5 - 1055+28.73-1 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-02100143438\D0468E35-SHT-TEMP-XSC-01.DGN

exp.

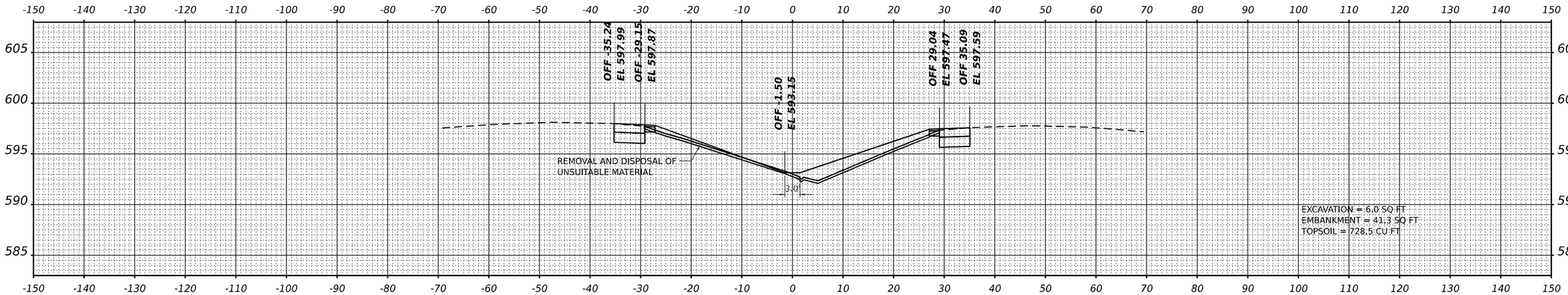
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

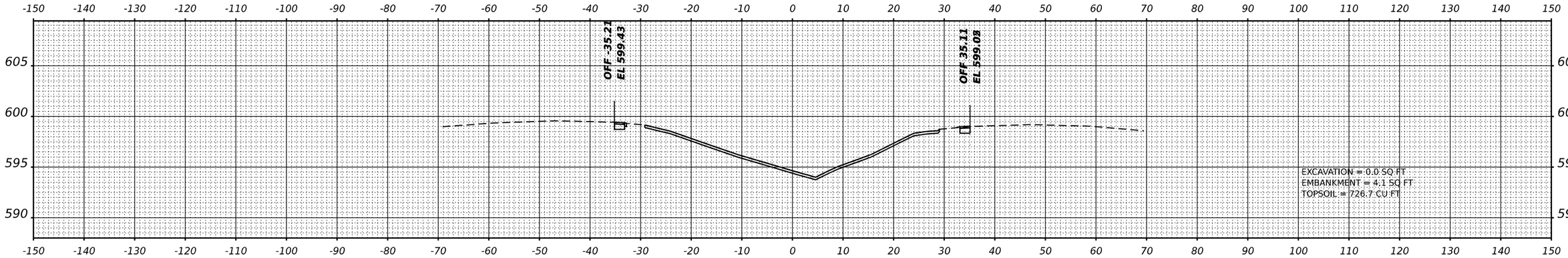
TEMPORARY CROSS SECTIONS
WEST CROSSOVERS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

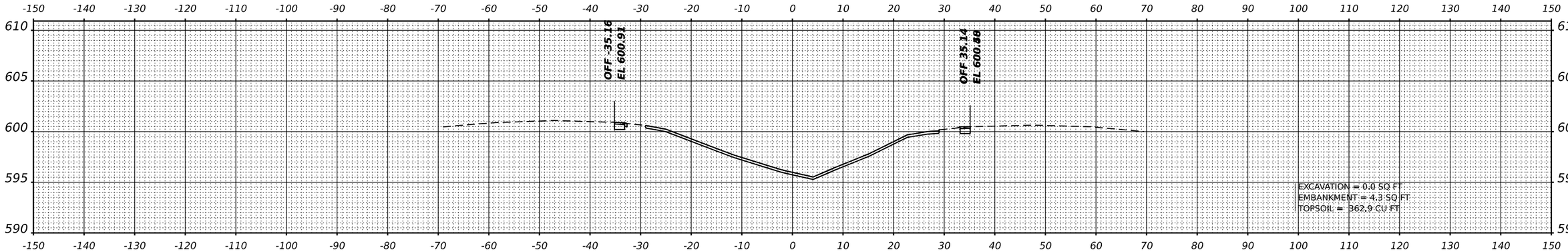
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	113
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



STA 1057+00.00



STA 1056+50.00



STA 1056+00.00

MODEL: EXCL-I74_EXSL-5 - 1056+00,00+1 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-ADI\D0014343B\D468E35-SHT-TEMP-XSC-02.DGN

exp.

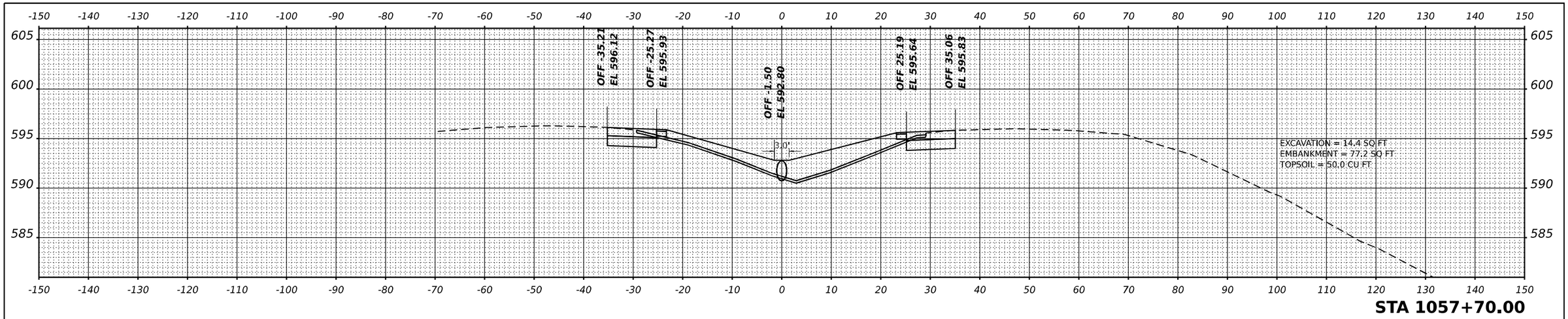
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

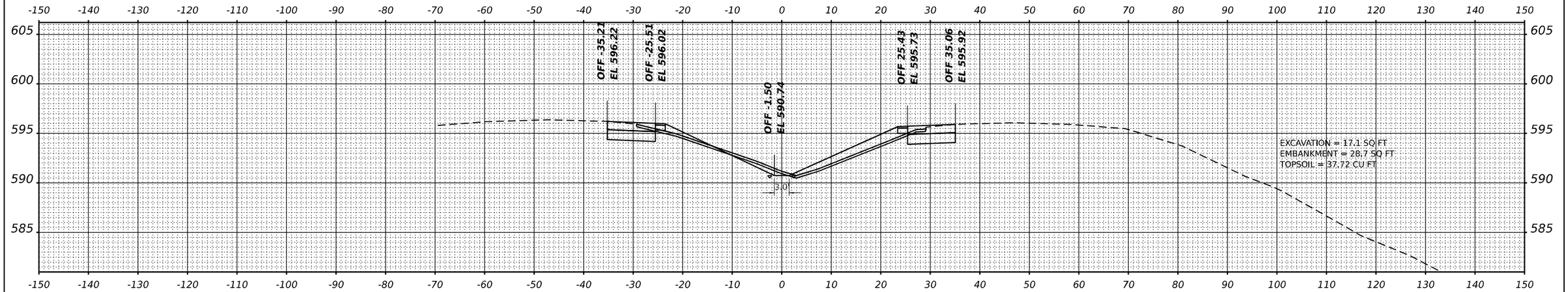
TEMPORARY CROSS SECTIONS
WEST CROSSOVERS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

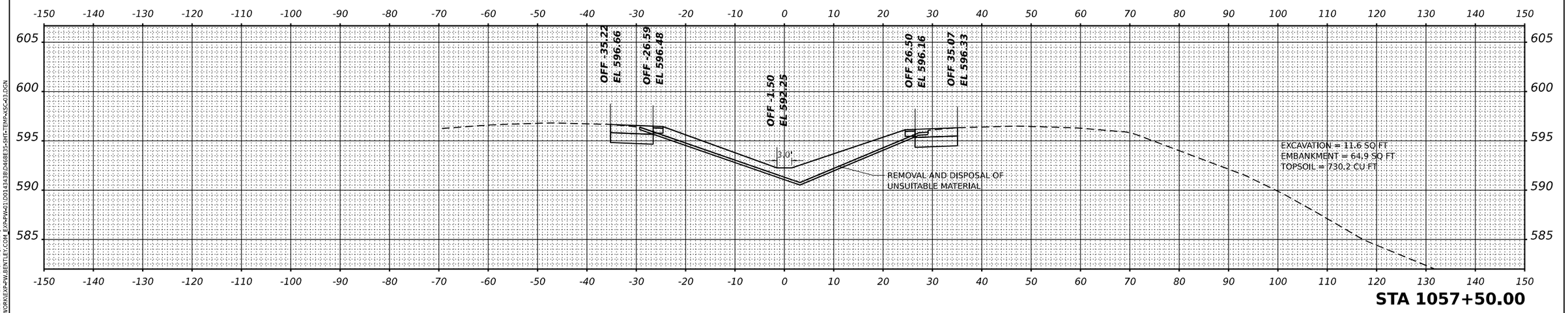
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	114
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



STA 1057+70.00



STA 1057+66.58



STA 1057+50.00

MODEL: EXCL-I74_EXSL-5 • 1057-50.00-1 [SHEET]
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exp.

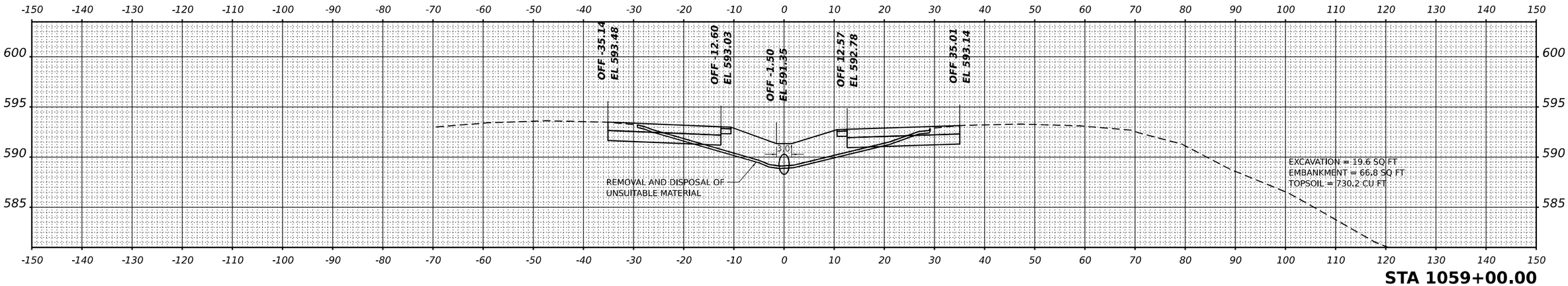
USER NAME = PARRAV	DESIGNED -	D. Hansen	REVISED -		
	DRAWN -	V. Parra	REVISED -		
PLOT SCALE = 0.16666633 ' / IN.	CHECKED -	K. Antonson	REVISED -		
PLOT DATE = 4/22/2024	DATE -	3/20/2024	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

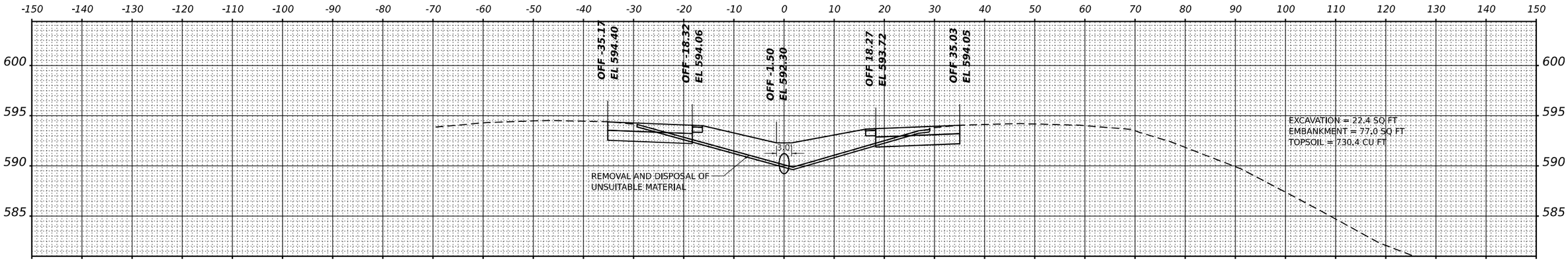
TEMPORARY CROSS SECTIONS
WEST CROSSOVERS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

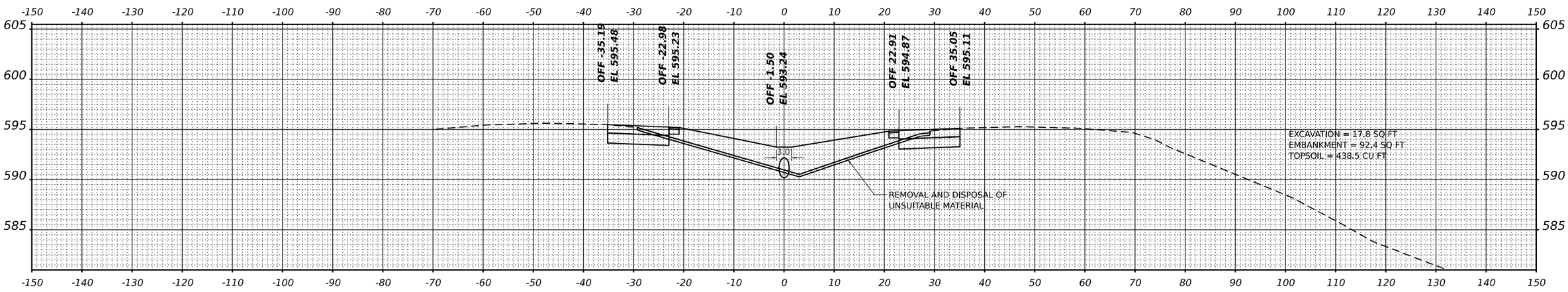
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	115
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1059+00.00



STA 1058+50.00



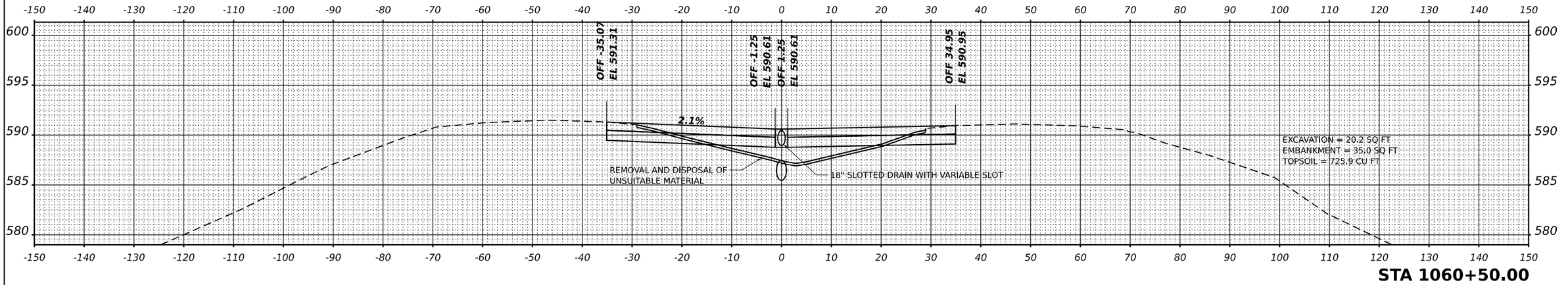
STA 1058+00.00

MODEL: EXCL-I74_EXS-5 - 1058+50.00+1 [SHEET]
FILE NAME: C:\PW_WORKING\EXP-PW\BENTLEY.COM_EXP-PW\d0100143438\D468E35-SHT-TEMP-XSC-04.DGN

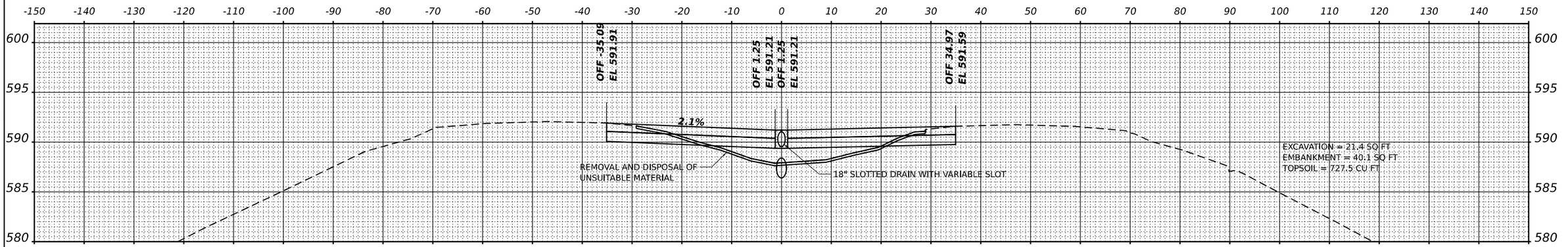
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CROSS SECTIONS WEST CROSSOVERS
	DRAWN - V. Parra	REVISED -		
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -		
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

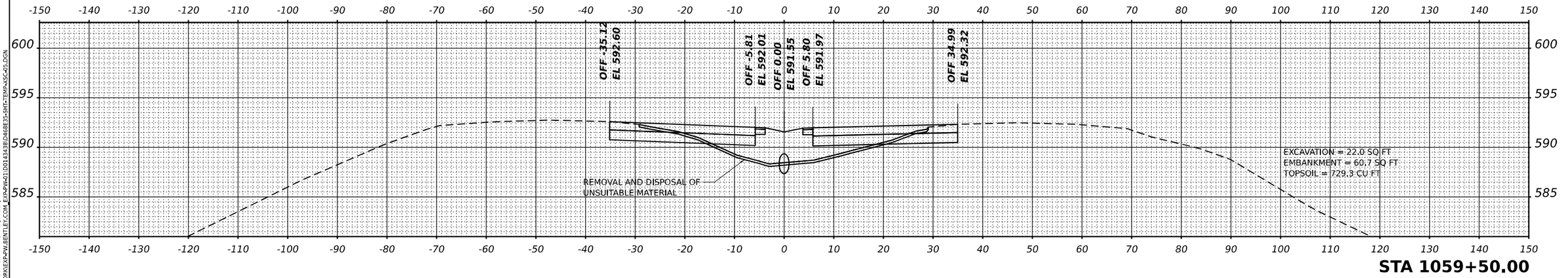
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	116
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1060+50.00



STA 1060+00.00



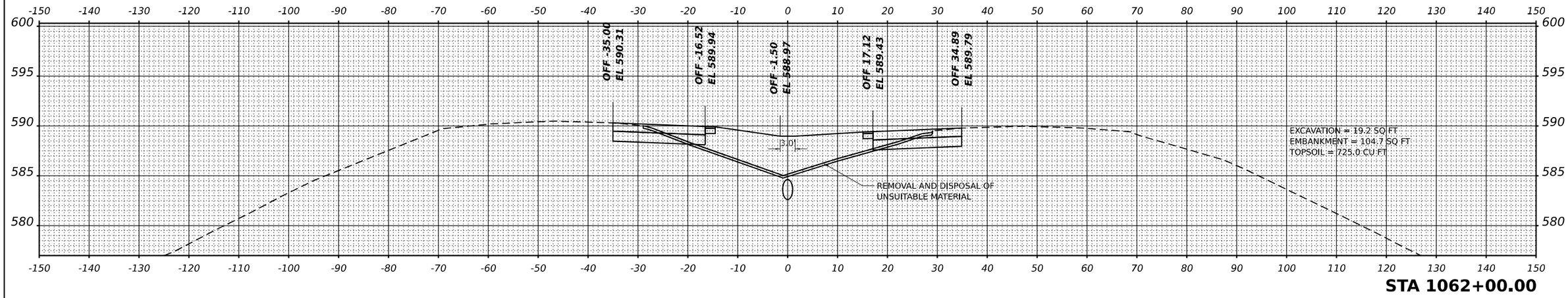
STA 1059+50.00

MODEL: EXCL-I74_EXSL-5 • 1060+00.00+1 [SHEET]
FILE NAME: C:\PW_WORKEXP=PW_BENTLEY.COM_EXP\PW-01\D0143438\D0468E35-SHT-TEMP-XSC-05.DGN

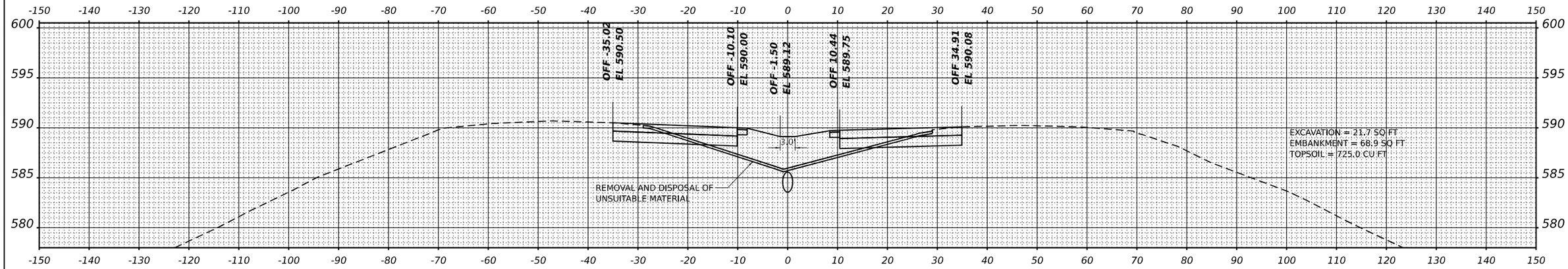
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**TEMPORARY CROSS SECTIONS**	
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**WEST CROSSOVERS**	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -			

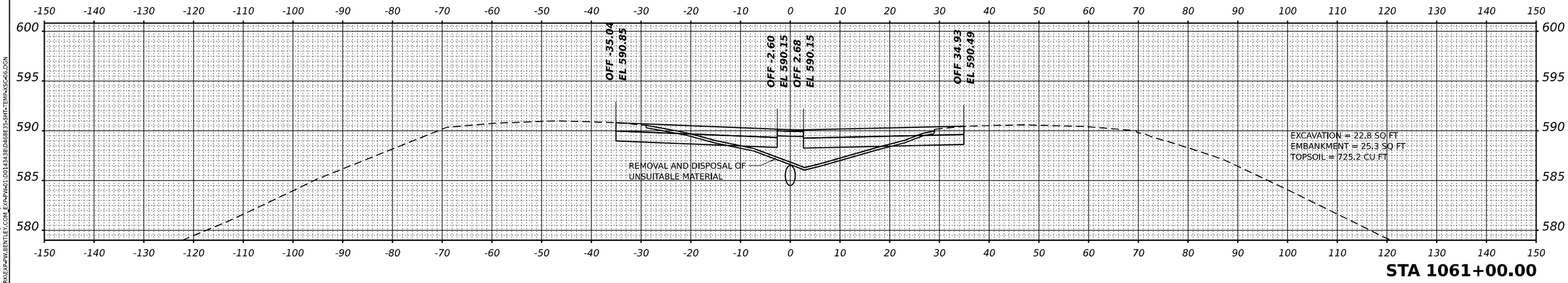
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	117
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	



STA 1062+00.00



STA 1061+50.00



STA 1061+00.00

MODEL: EXCL-I74_EXSL-5 - 1061+50.00+1 [SHEET]
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW\d0100143\8\D468E35-SHT-TEMP-XSC-06.DGN

exp.

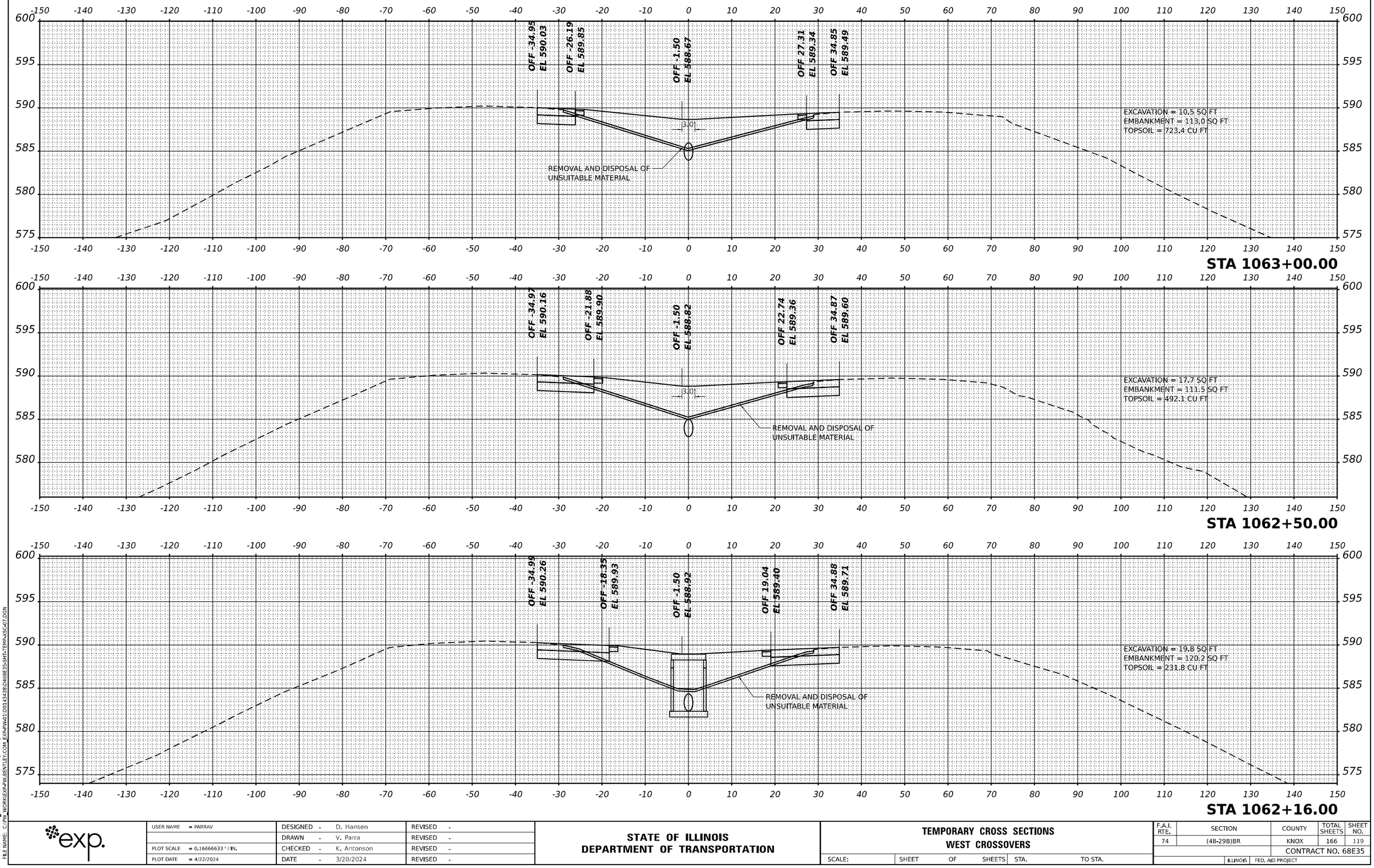
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CROSS SECTIONS
WEST CROSSOVERS

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	118
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



MODEL: EXCL-174_EXSL-5 - 1063+00.00-1 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D468E35-SHT-TEMP-XSC-07.DGN

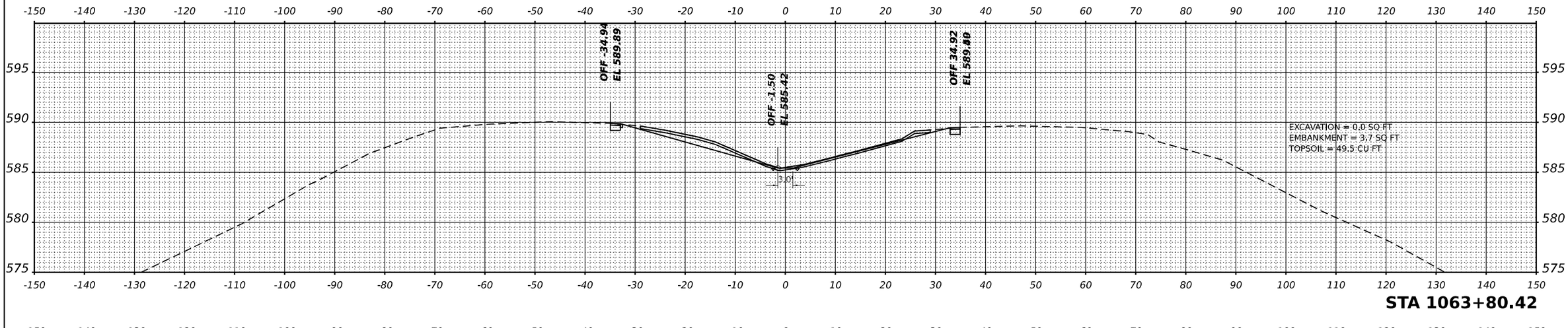
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

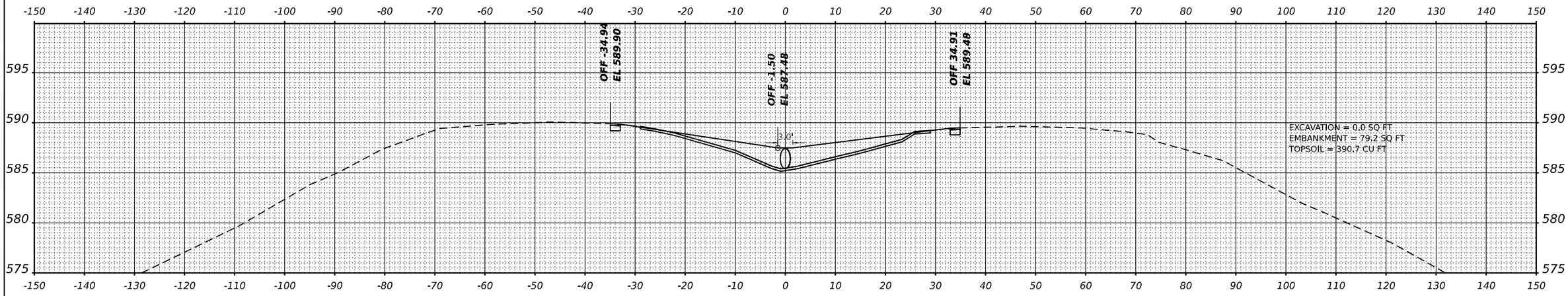
TEMPORARY CROSS SECTIONS
WEST CROSSOVERS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

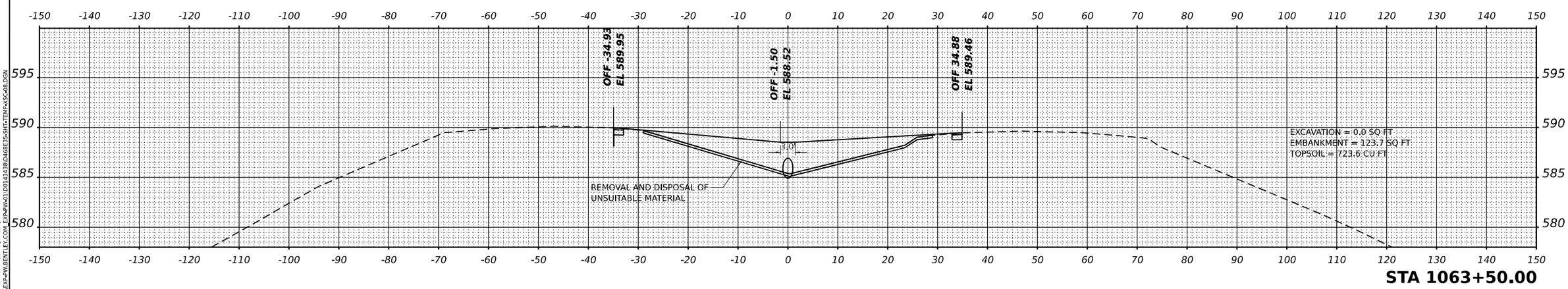
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	119
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1063+80.42



STA 1063+77.00



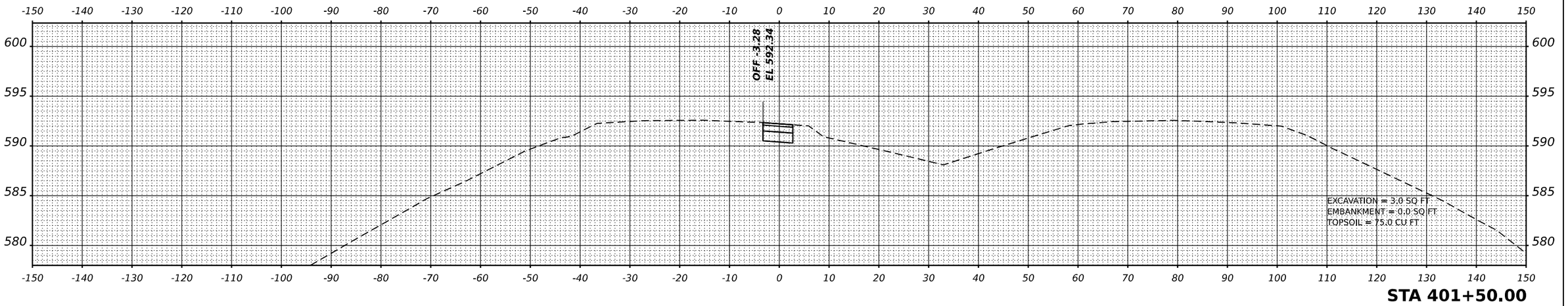
STA 1063+50.00

MODEL: EXCL-I74_EXSL-5 - 1064+50.00-1 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-21\D0143438\D468E35-SHT-TEMP-XSC-08.DGN

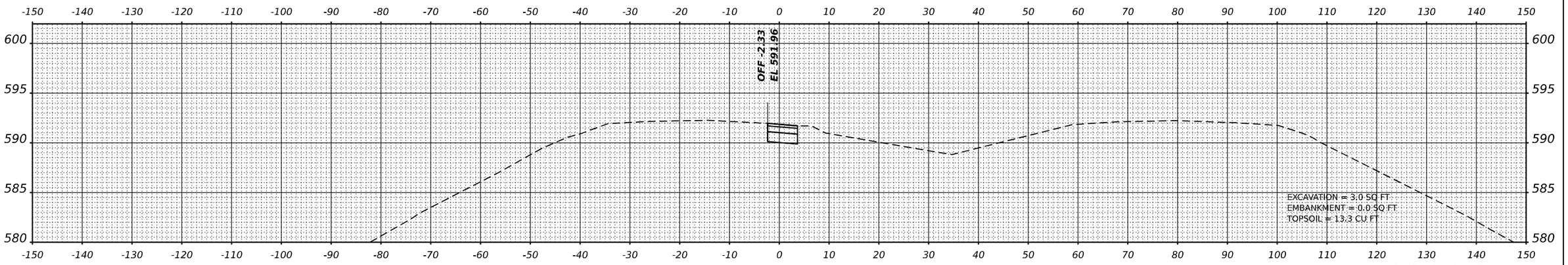
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**TEMPORARY CROSS SECTIONS**
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**WEST CROSSOVERS**
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -		

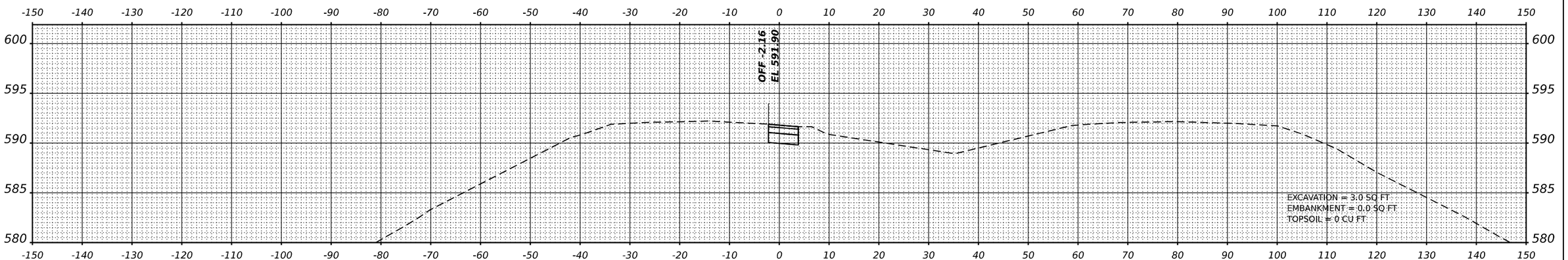
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	120
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 401+50.00



STA 401+00.00



STA 400+91.16

MODEL: STGCL_WB3 - 402+00.00<2 [SHEET]
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW-01\D0141343B\D468E35-SHT-XSC-STAGE1-01.DGN

exp.

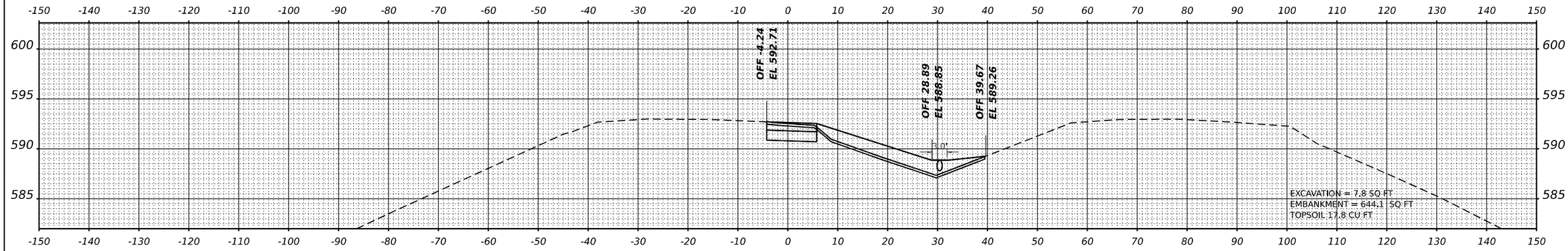
USER NAME = PARRAV		DESIGNED -	D. Hansen	REVISED -
		DRAWN -	V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.		CHECKED -	K. Antonson	REVISED -
PLOT DATE = 4/21/2024		DATE -	3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

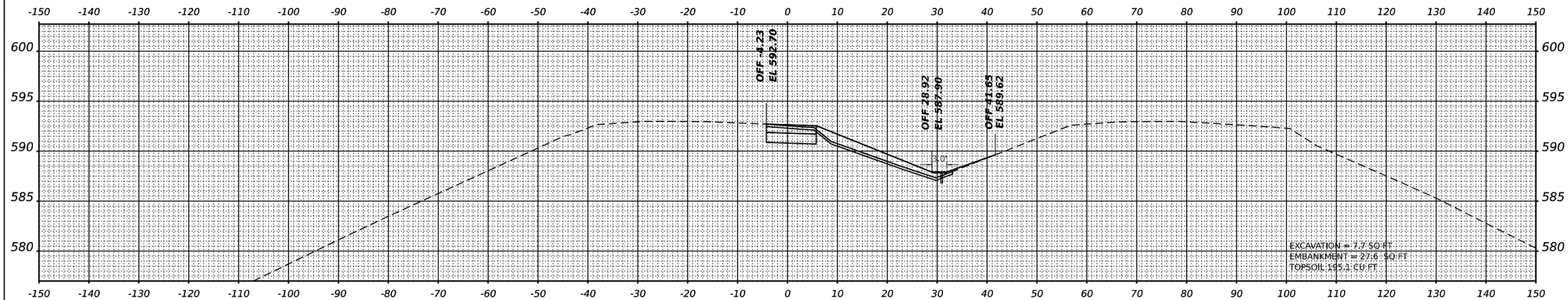
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. | TO STA.

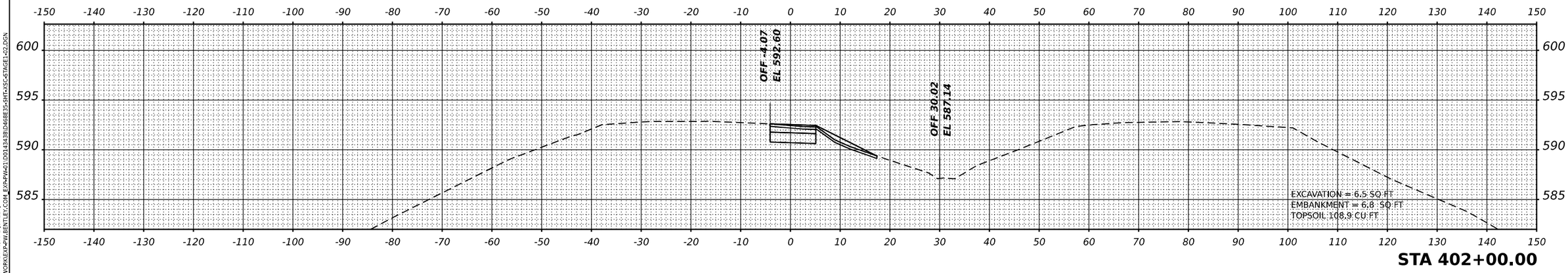
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	121
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 402+28.31



STA 402+26.55



STA 402+00.00

MODEL: STGCL_WB3 - 402+00.00=2 [SHEET]
FILE NAME: C:\PW_WORKEXP=PW_BENTLEY.COM_EXP=PW-01\0014343B\D468E35-SHT-XSCSTAGE1-02.DGN

exp.

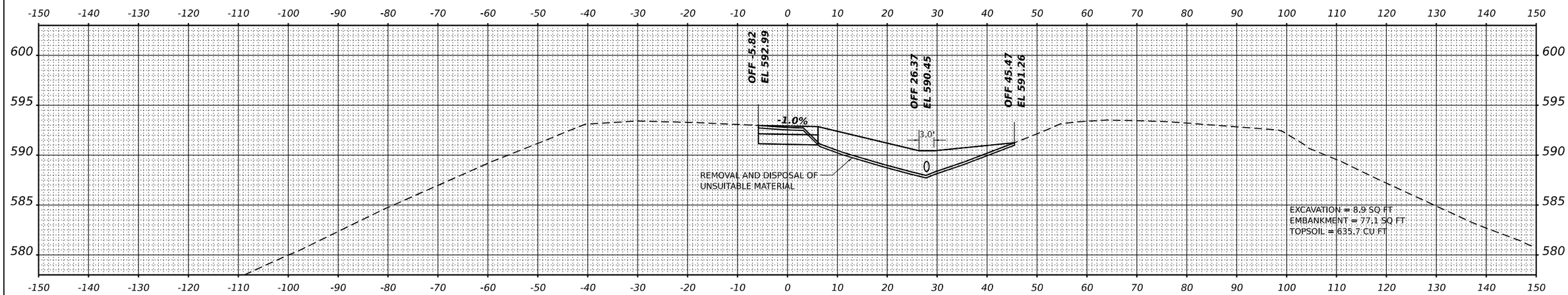
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/21/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

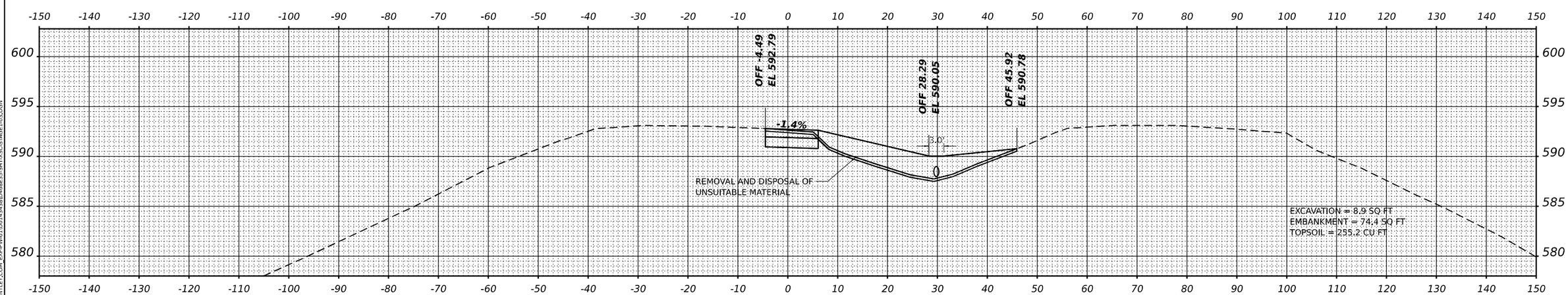
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	122
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 403+00.00



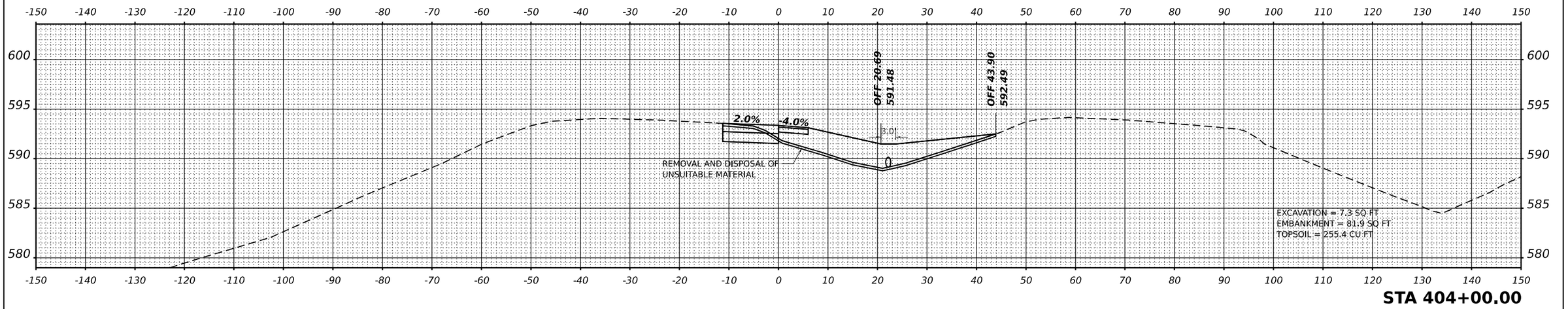
STA 402+50.00

MODEL: STGCL_V83 - 402+00,00+2 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468835-SHT-XSC-STAGE1-03.DGN

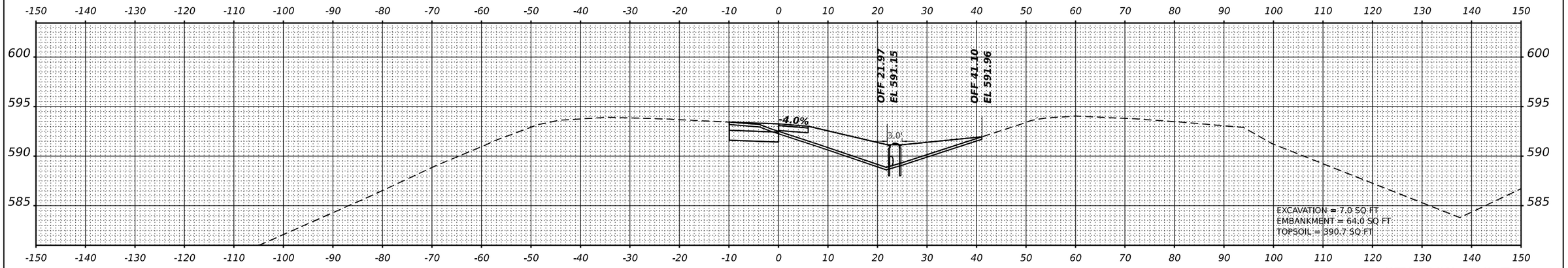
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**MOT CROSS SECTIONS**	
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**EAST CROSSOVER – STAGE 1**	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	
PLOT DATE = 4/21/2024	DATE - 3/20/2024	REVISED -			

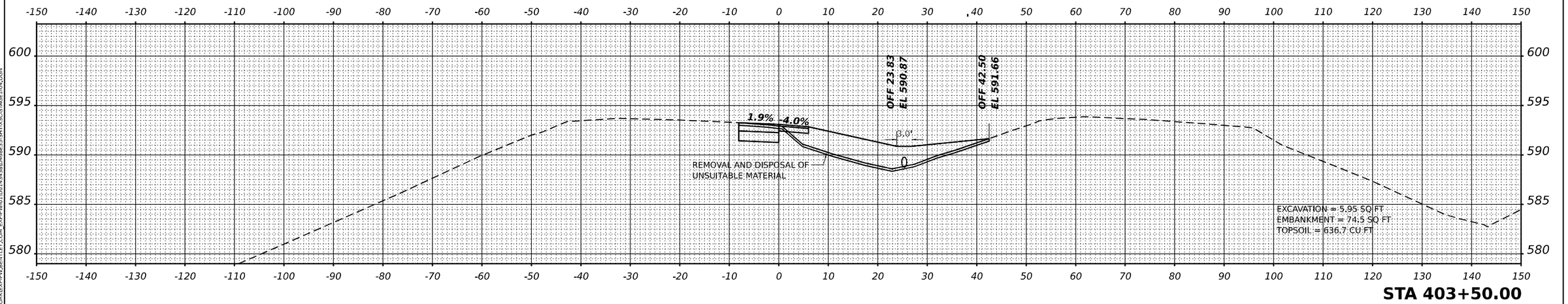
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	123
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 404+00.00



STA 403+80.76



STA 403+50.00

MODEL: STGCL_WB3 - 403+50.00=2 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0014343\BID468E35-SHT-XSC-STAGE1-04.DGN

exp.

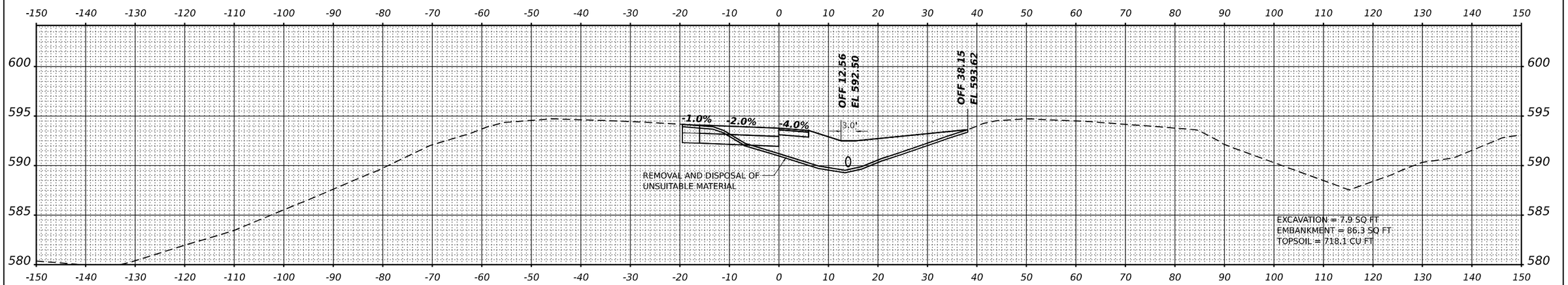
USER NAME = PARRAV	DESIGNED -	D. Hansen	REVISED -	
	DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/21/2024	DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

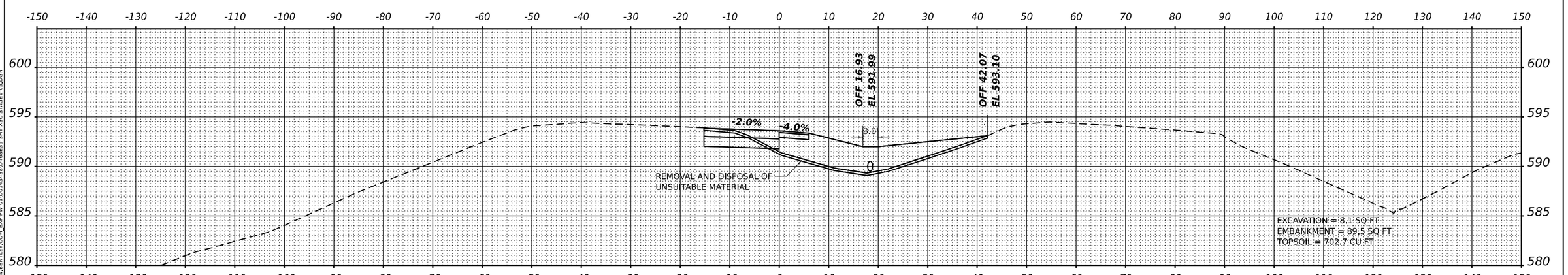
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	124
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 405+00.00



STA 404+50.00

MODEL: STGCL_WB3 - 404+50.00-2 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35_SHT-XSC-STAGE1-05.DGN

exp.

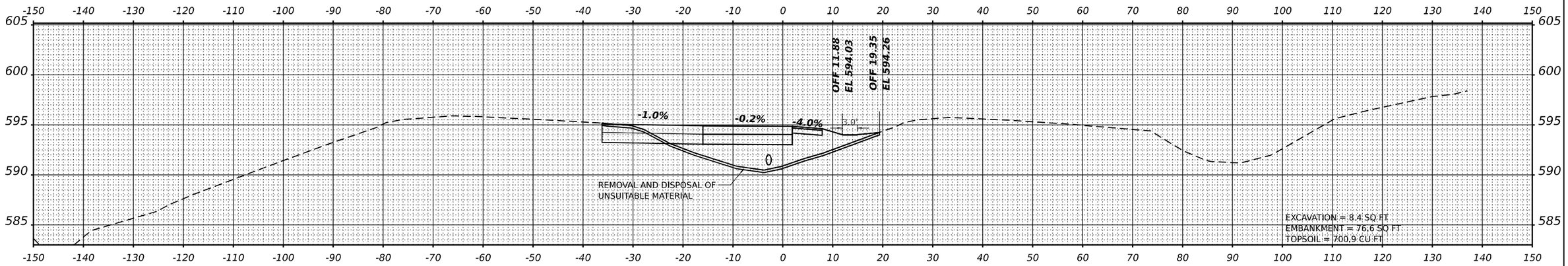
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/21/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

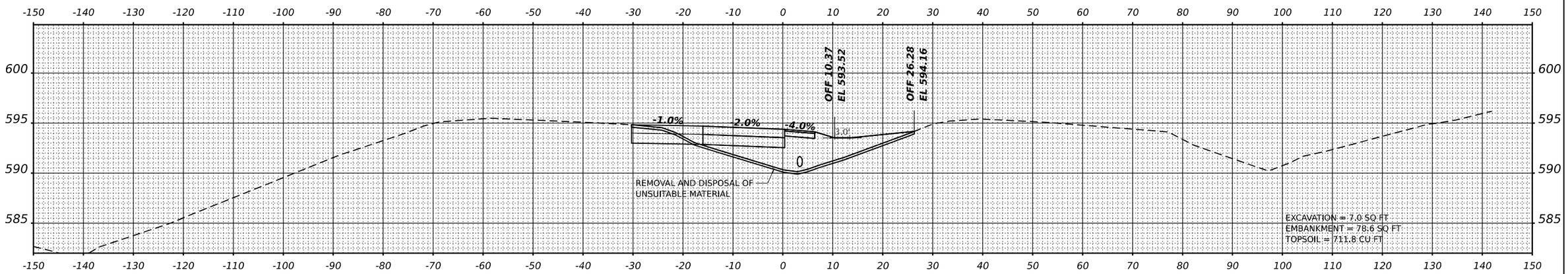
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. TO STA.

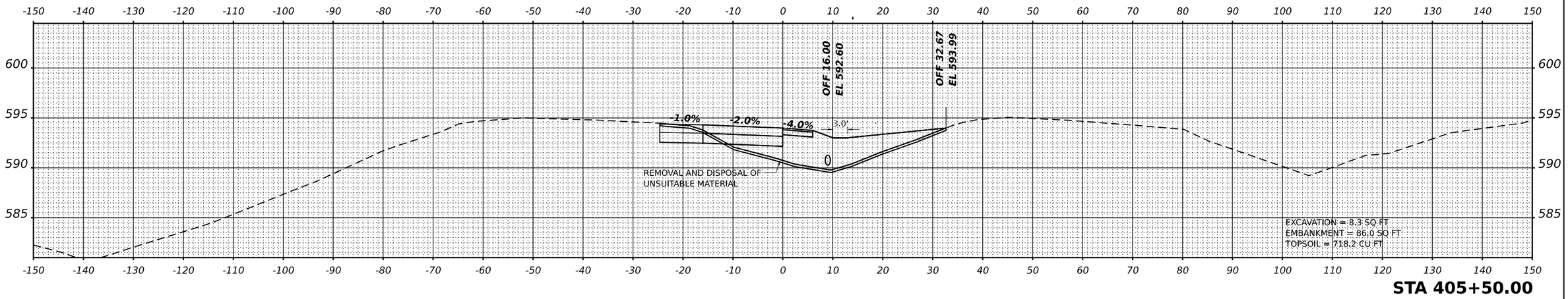
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	125
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 406+50.00



STA 406+00.00



STA 405+50.00

MODEL: STGCL_VR3 - 405+50.00-2 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-031003143438\D468E35-SHT-XSC-STAGE1-06.DGN

exp.

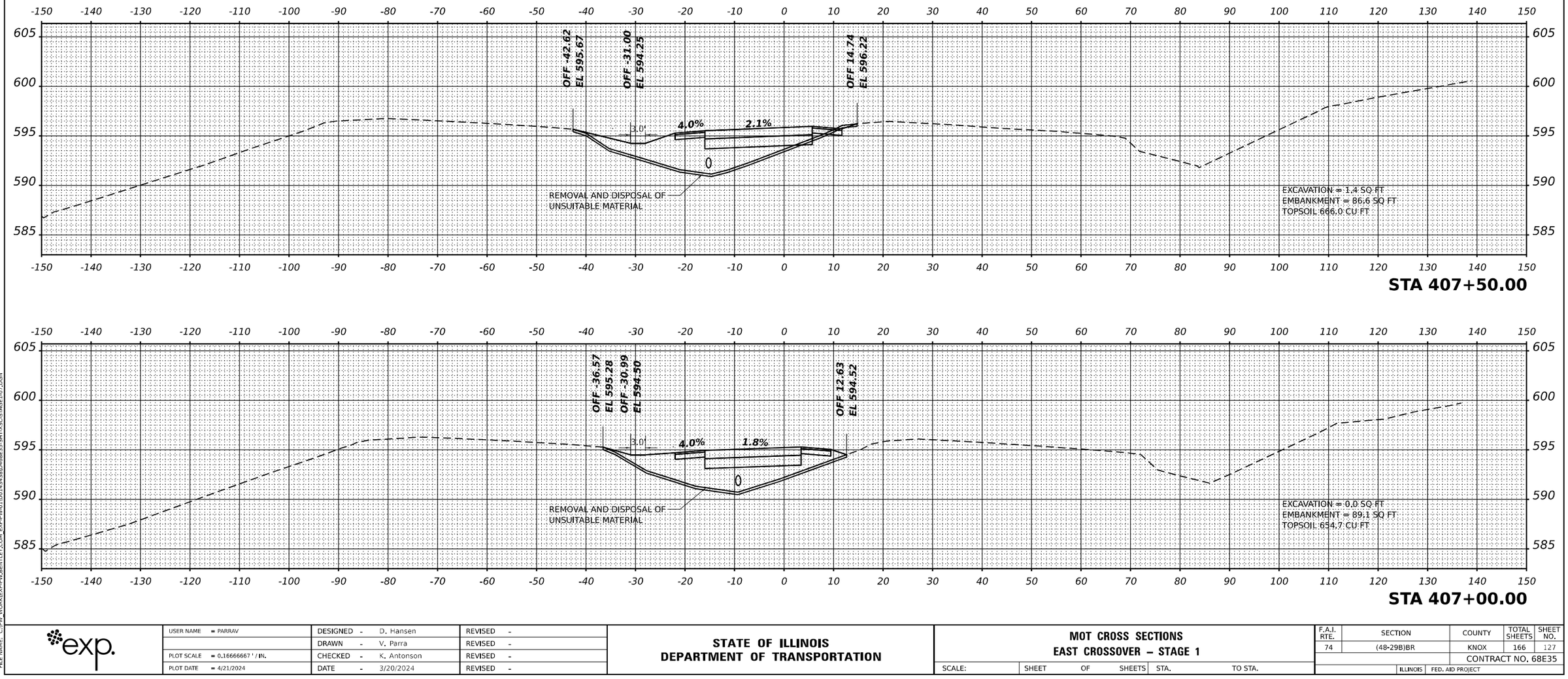
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/21/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	126
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



MODEL: STGCL_VR3 - 407+00.00-2 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM:_EXP-PW-01\D0014343B\D468E35-SHT-XSC-STAGE1-07.DGN

exp.

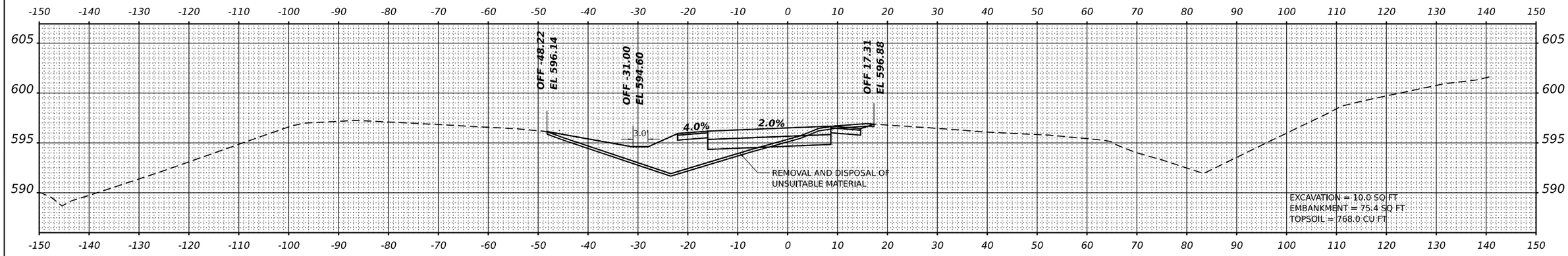
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/21/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

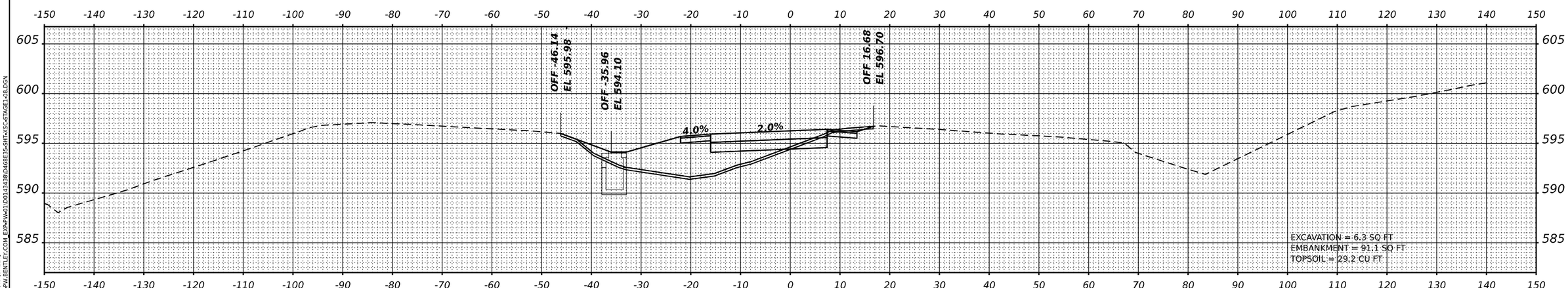
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	127
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



STA 408+00.00



STA 407+80.50

MODEL: STGCI_WB4 - 407+78.65 (SHEET)
FILE NAME: C:\PW_WORK\EXP-JPW.BENTLEY.COM_EXP-JPWJ401\D0014343B\D408E35-SHT-XSC-STAGE1-08.DGN

exp.

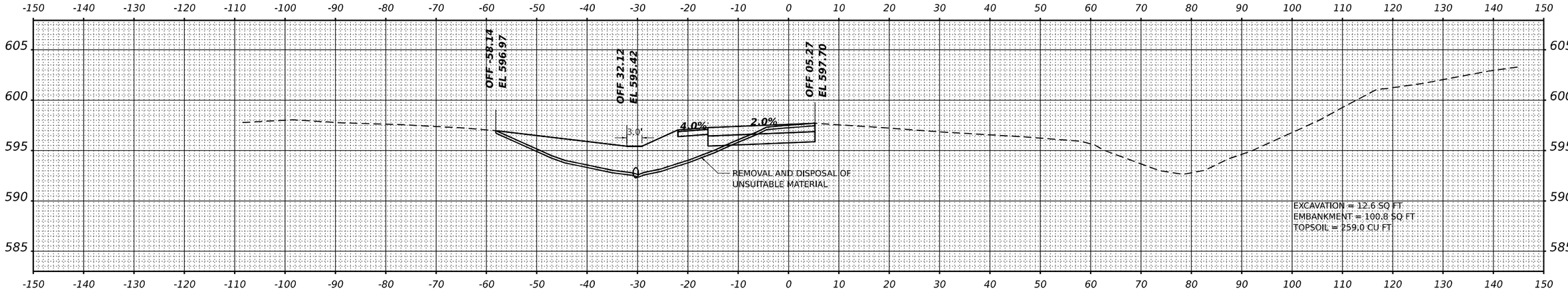
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/21/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

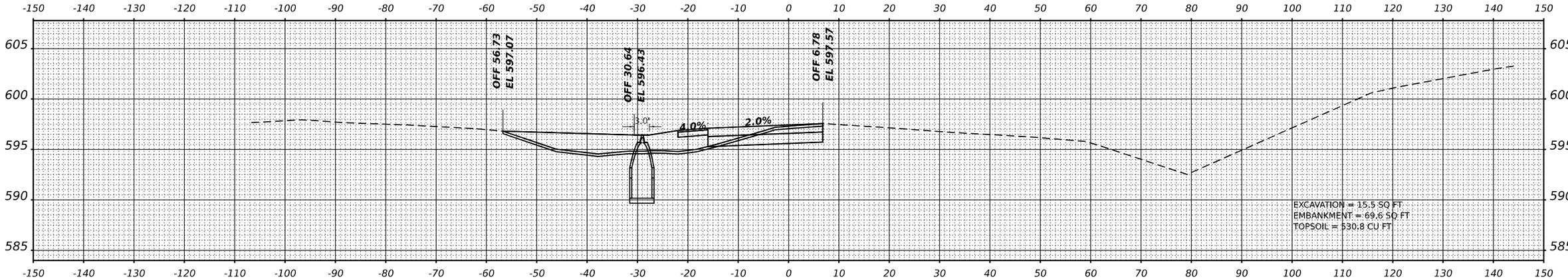
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. TO STA.

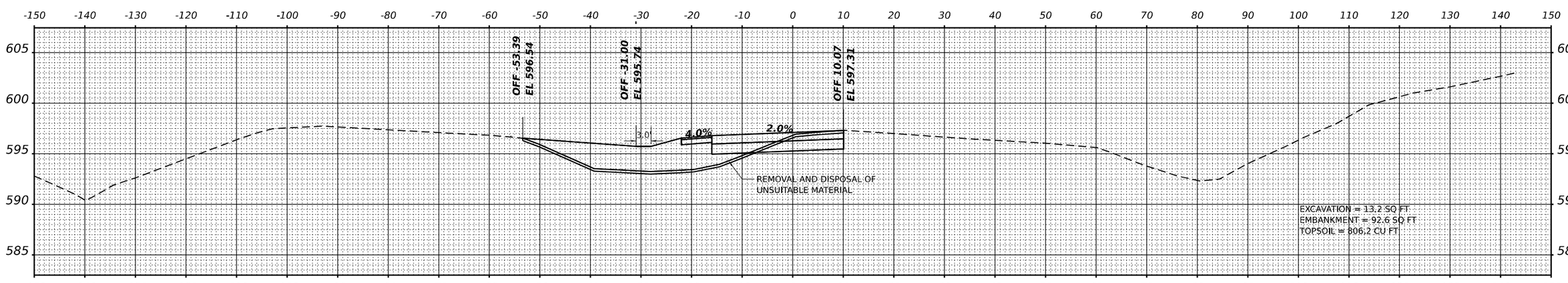
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	128
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 409+00.00



STA 408+83.66



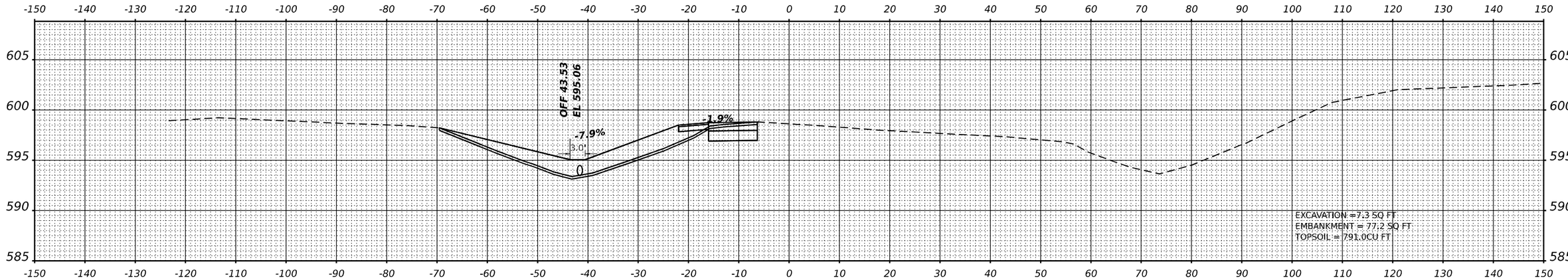
STA 408+50.00

MODEL: STGCL_VR3 - 408+50.00-2 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0014343\D0468E35-SHT-XSC-STAGE1-09.DGN

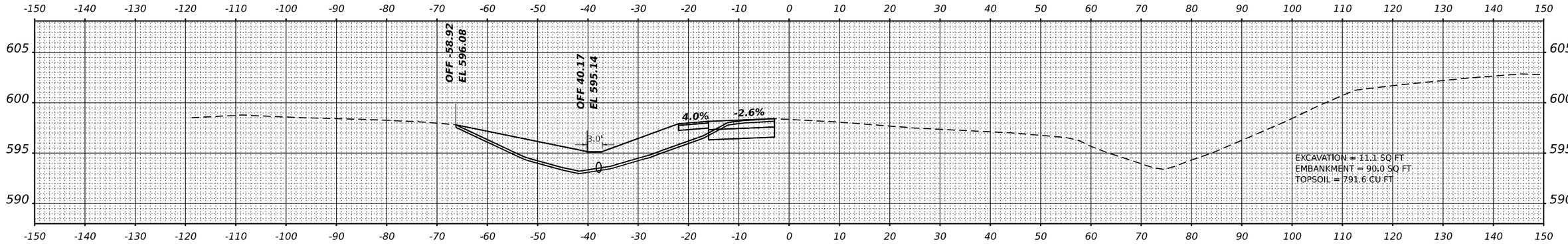
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**MOT CROSS SECTIONS**
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**EAST CROSSOVER – STAGE 1**
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
PLOT DATE = 4/21/2024	DATE - 3/20/2024	REVISED -		

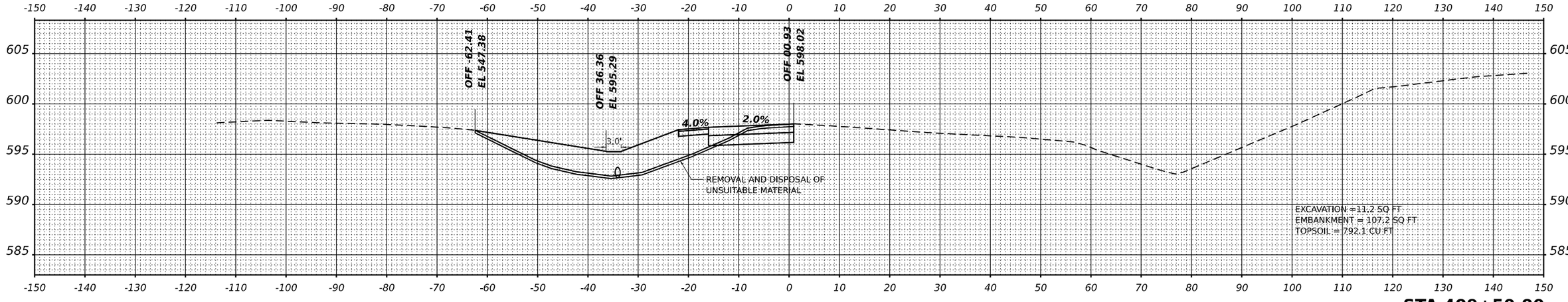
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	129
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 410+50.00



STA 410+00.00



STA 409+50.00

MODEL: STGCL_V83 - 409+50.00-2 [SHEET]
FILE NAME: C:\PW_WORKDIR\P-PW_BENTLEY.COM_EXP-PW-01\D0143438\D468E35-SHT-XSC-STAGE1-10.DGN

exp.

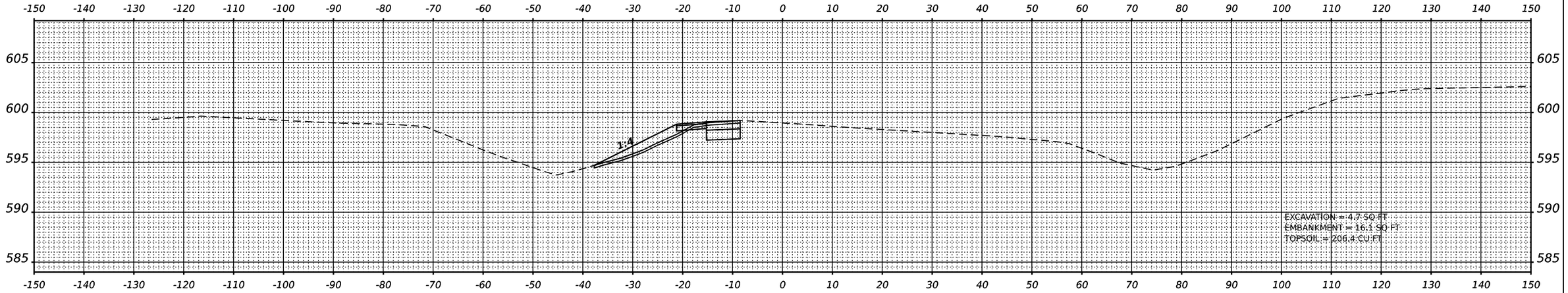
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666667 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/21/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

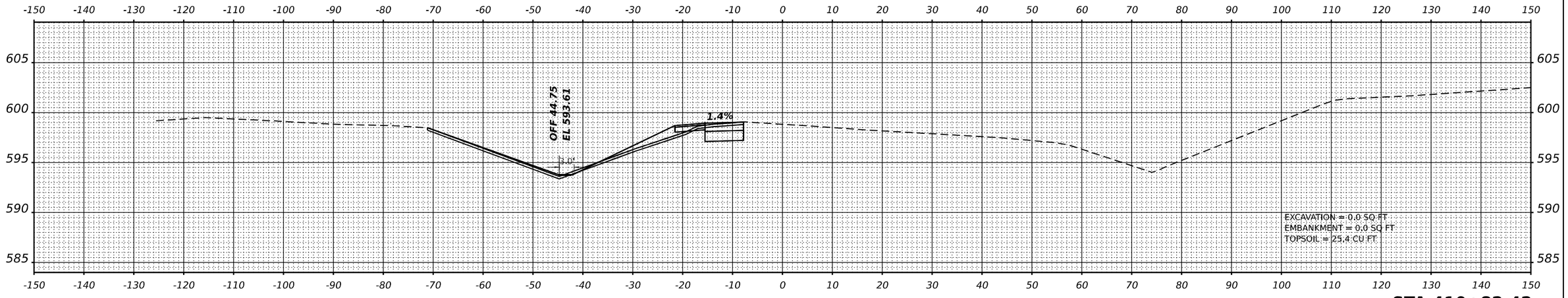
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. TO STA.

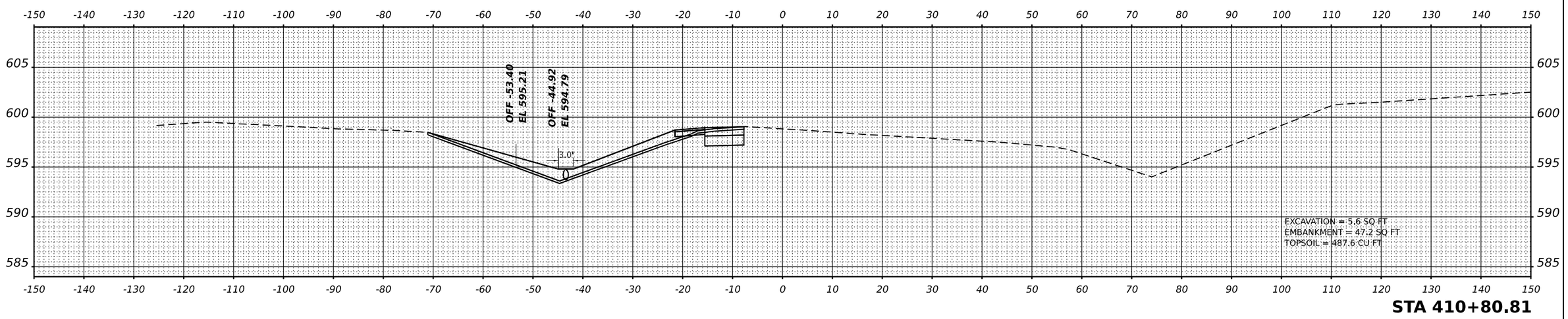
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	130
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 411+00.00



STA 410+82.42



STA 410+80.81

MODEL: STGCL_VB3 - 409+50.0<2 [SHEET]
FILE NAME: C:\DW_WORK\EXP-DW.BENTLEY.COM_EXP-DW-01\D0143438\D468E35-SHT-XSC-STAGE1-11.DGN

exp.

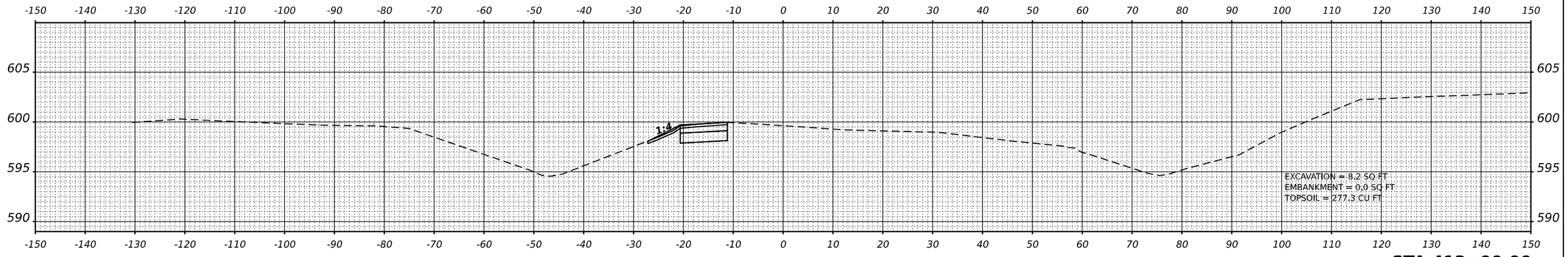
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/21/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

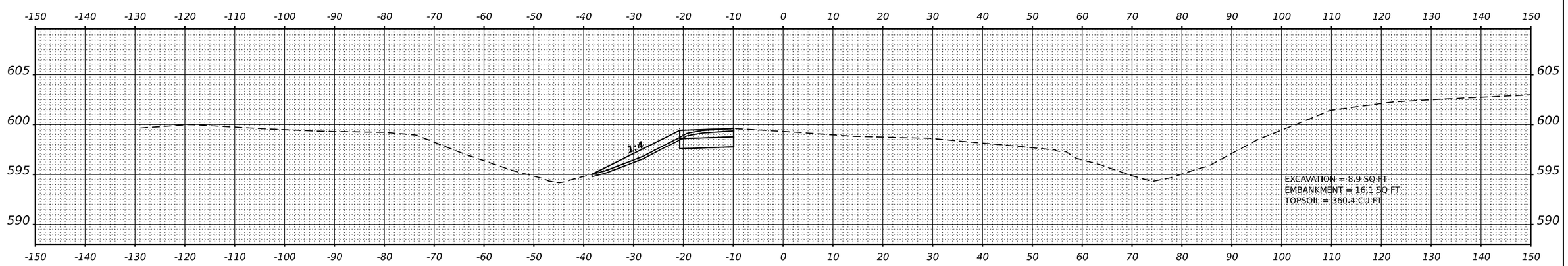
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	131
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 412+00.00



STA 411+50.00

MODEL: STGCL_W83 - 409+50.0x2 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-401\D0143438\D468E35-SHT-XSC-STAGE1-12.DGN

exp.

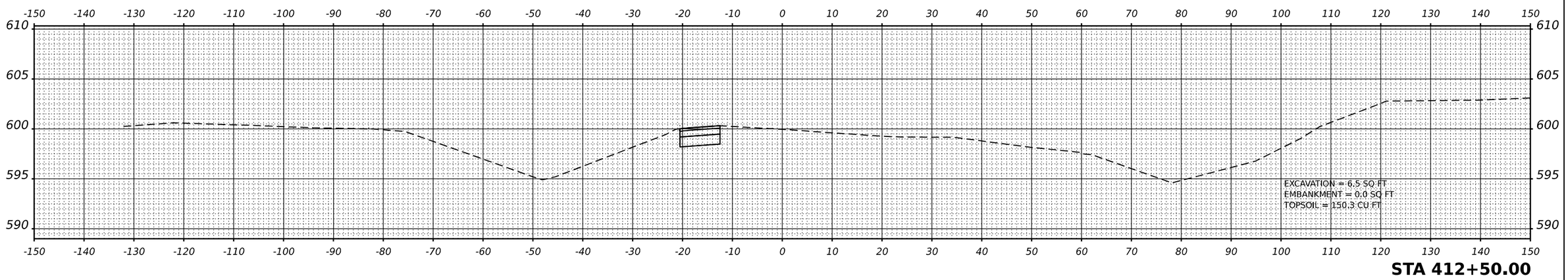
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 4/21/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	132
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



STA 412+50.00

MODEL: STGCL_WB3 - 409+50.00<2 [SHEET]
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW401\D0143438\D468E35-SHT-2SC-STAGE1-13.DGN

exp.

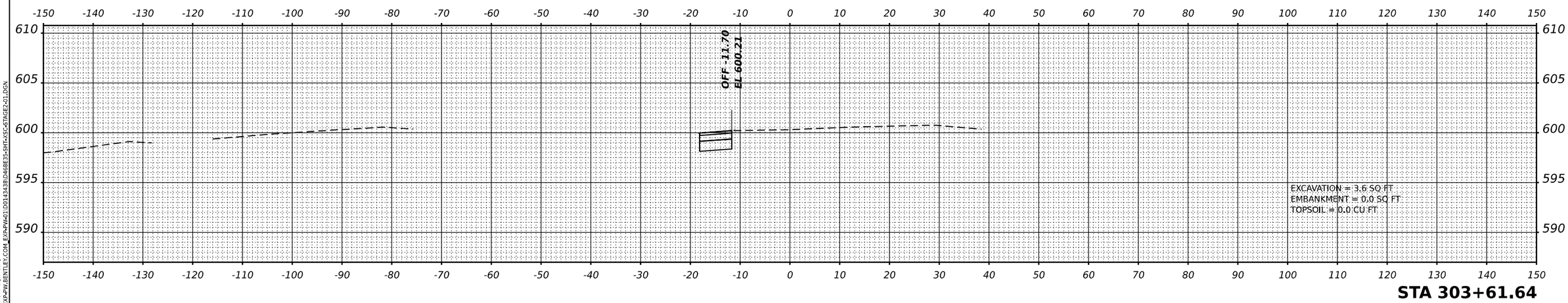
USER NAME = PARRAV	DESIGNED -	D. Hansen	REVISED -	
	DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/21/2024	DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 1

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	133
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



STA 303+61.64

MODEL: PRBL_WB2 - 307+00.00-1 [SHEET]
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW401\D0143438\D468E35-SHT-XSC-STAGE2-01.DGN

exp.

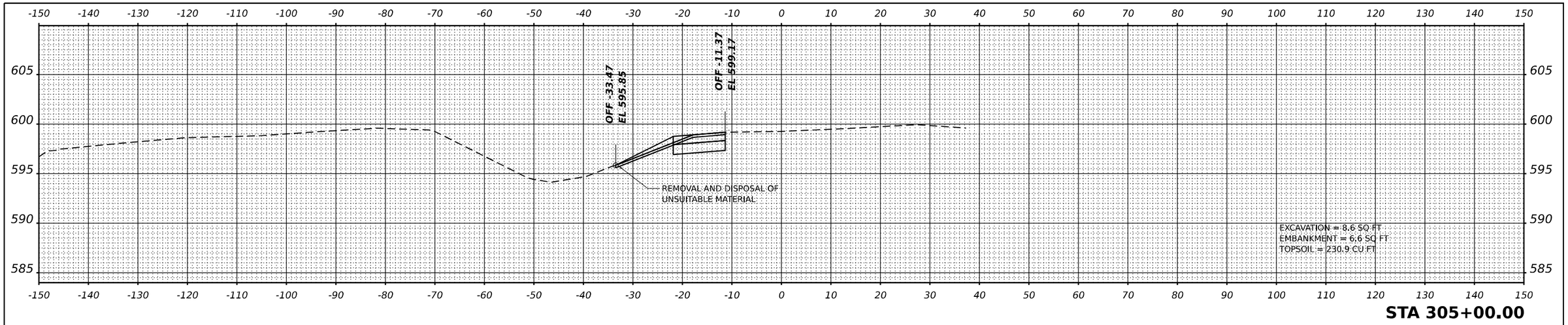
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

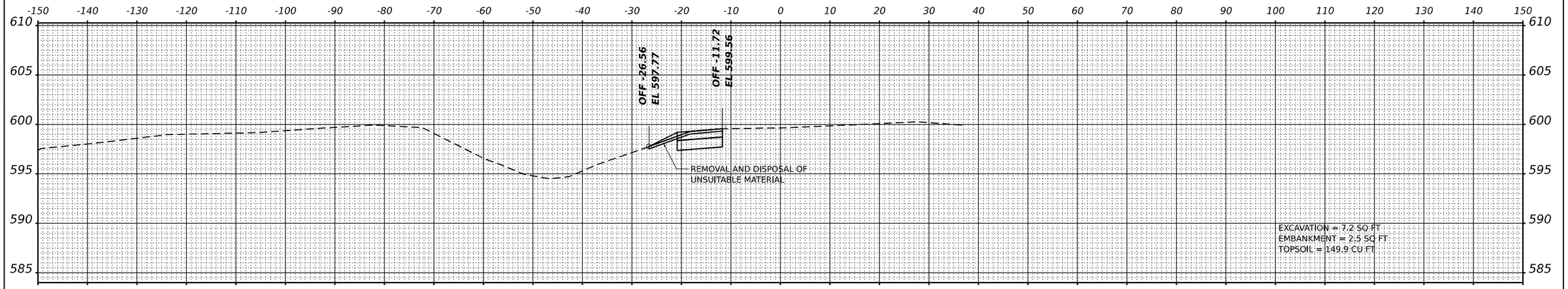
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 2

SCALE: | SHEET OF SHEETS | STA. | TO STA.

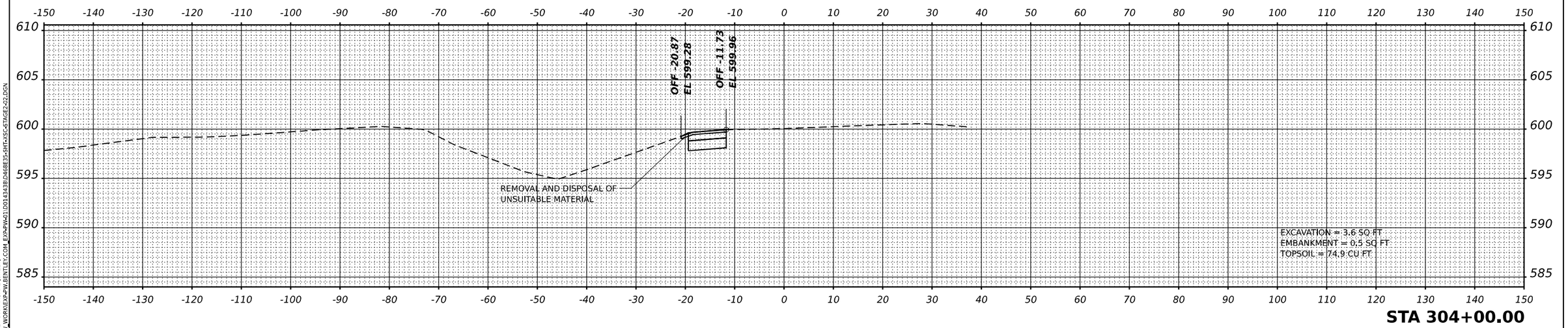
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	134
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 305+00.00



STA 304+50.00



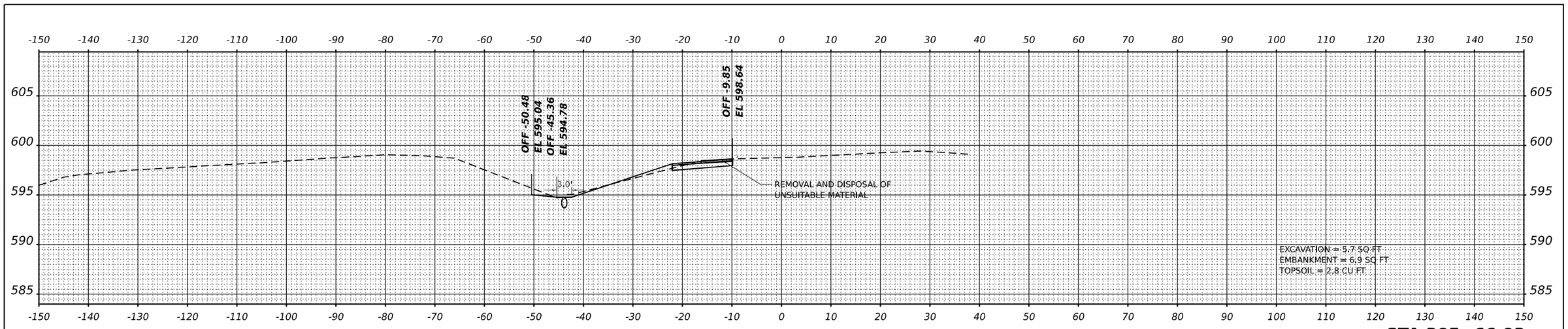
STA 304+00.00

MODEL: PRBL_WB2 - 307+00.00-1 [SHEET]
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW401\D0143438\D0468E35-SHT-XSC-STAGE2-02.DGN

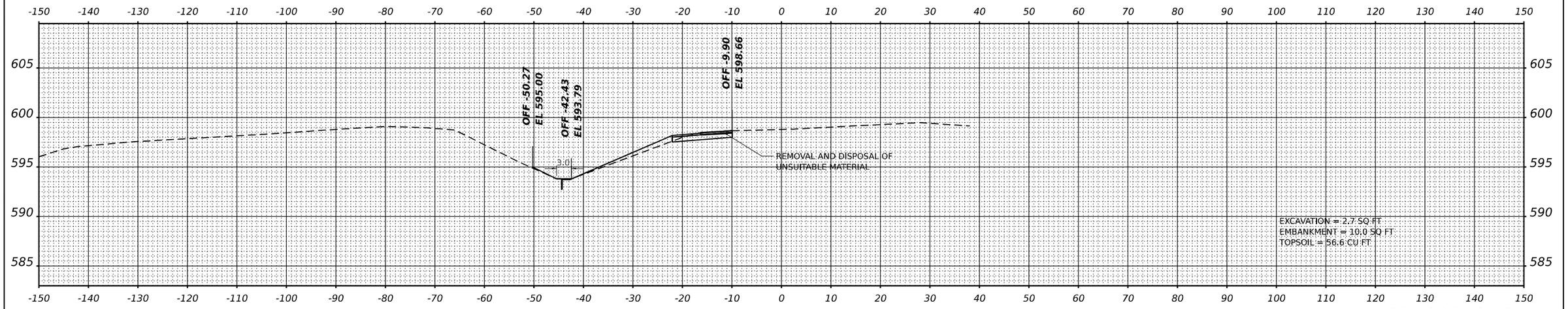
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MOT CROSS SECTIONS EAST CROSSOVER – STAGE 2
	DRAWN - V. Parra	REVISED -		
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -		

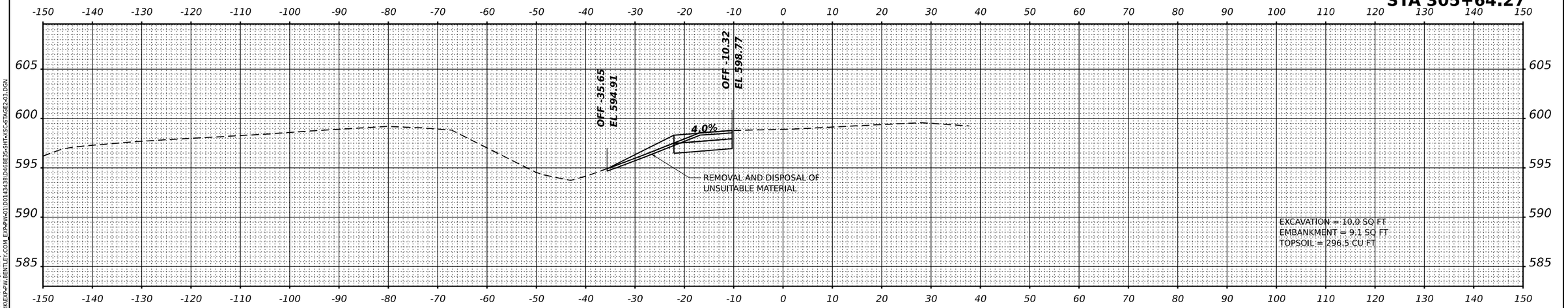
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	135
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 305+66.03



STA 305+64.27



STA 305+50.00

MODEL: PRBL_VB2 - 307+00.00+1 [SHEET]
FILE NAME: C:\PW_WORKEXP=PW.BENTLEY.COM_EXP=PW-01\D0143438\D0468E35-SHT-XSC-STAGE2-03.DGN

exp.

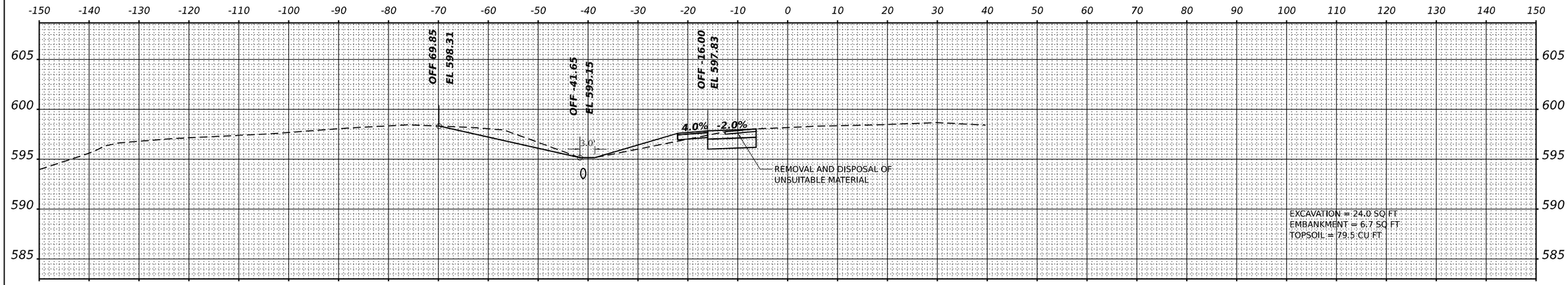
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

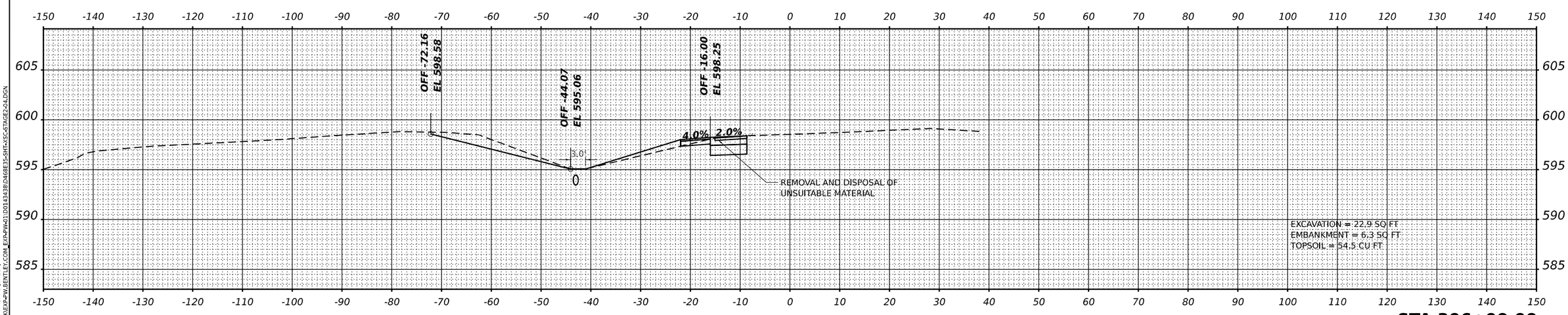
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 2

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	136
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	



STA 306+50.00



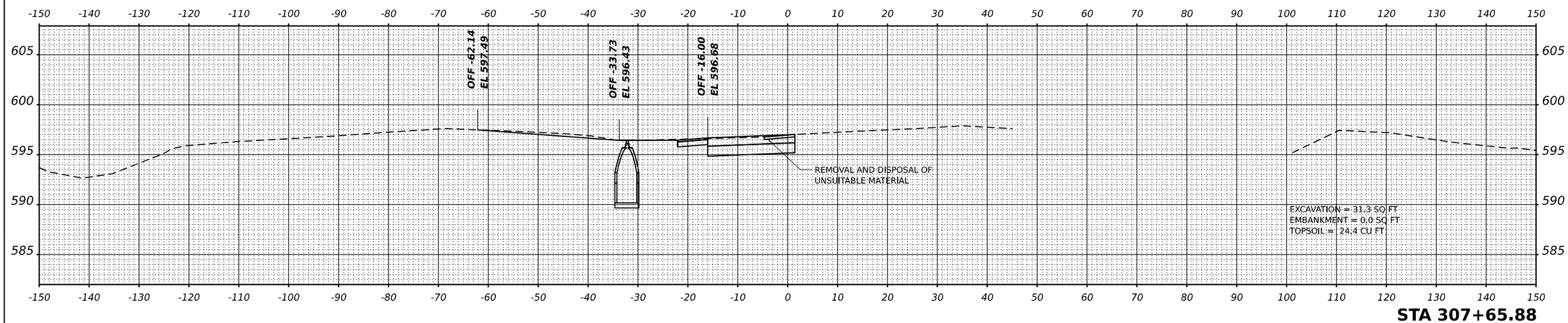
STA 306+00.00

MODEL: PRBL_WB2 - 307+00.00-1 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXPPW\d0110014338\BID468E35-SHT-XSC-STAGE2-24.DGN

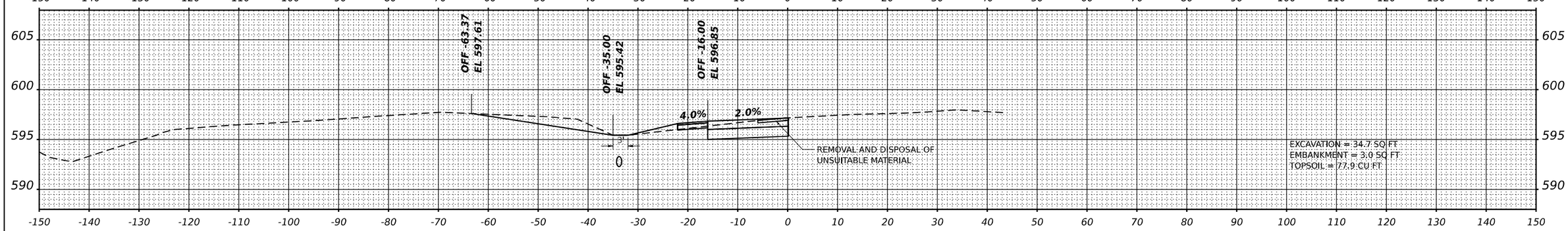
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**MOT CROSS SECTIONS**	
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**EAST CROSSOVER – STAGE 2**	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -			

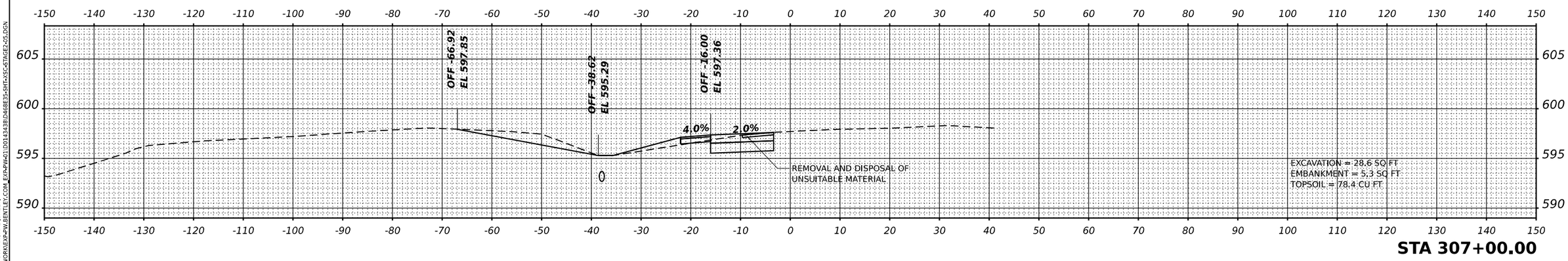
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	137
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 307+65.88



STA 307+50.00



STA 307+00.00

MODEL: PRBL_WB2 - 307+00.00-1 [SHEET]
FILE NAME: C:\DPW_WORK\EXP-PW.BENTLEY.COM_EXP-PW401D0143438D468E35-SHT-XSC-STAGE2-05.DGN

exp.

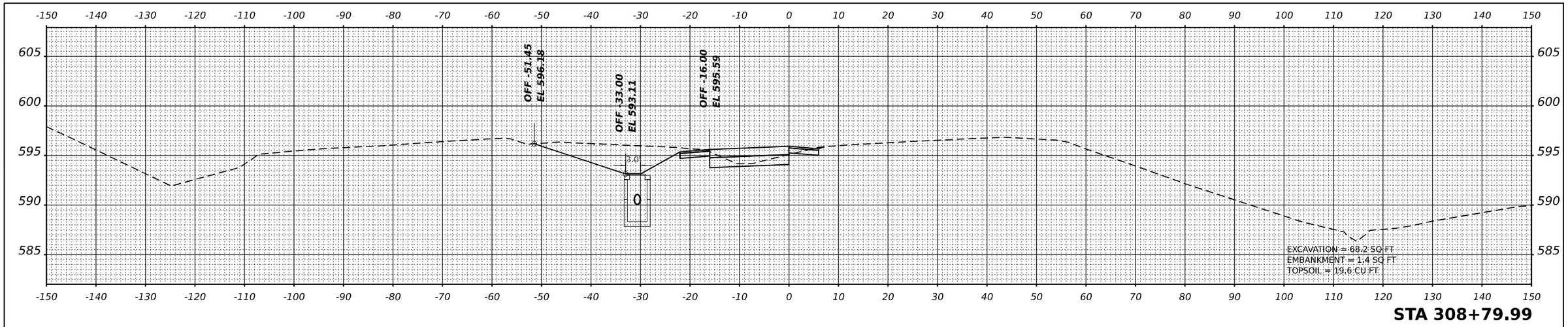
USER NAME = PARRAV		DESIGNED - D. Hansen	REVISED -	
		DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.		CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024		DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

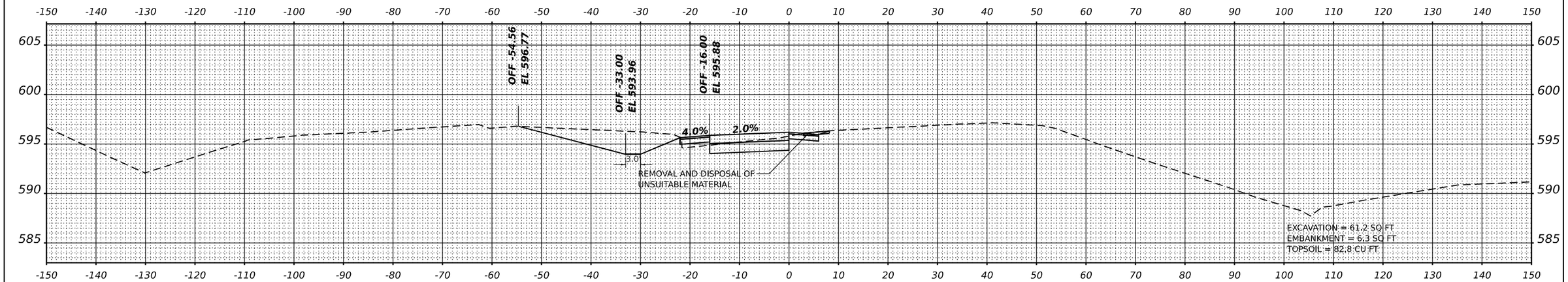
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 2

SCALE: | SHEET OF SHEETS | STA. | TO STA.

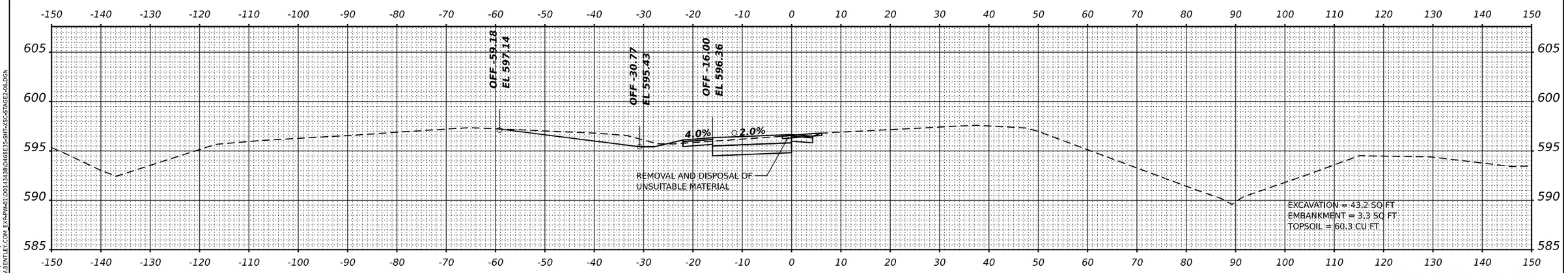
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	138
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 308+79.99



STA 308+50.00



STA 308+00.00

MODEL: PRBL_WB2 - 308+50.00+1 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW\d0114343\D\D468E35-SHT-XSC-STAGE2-06.DGN

exp.

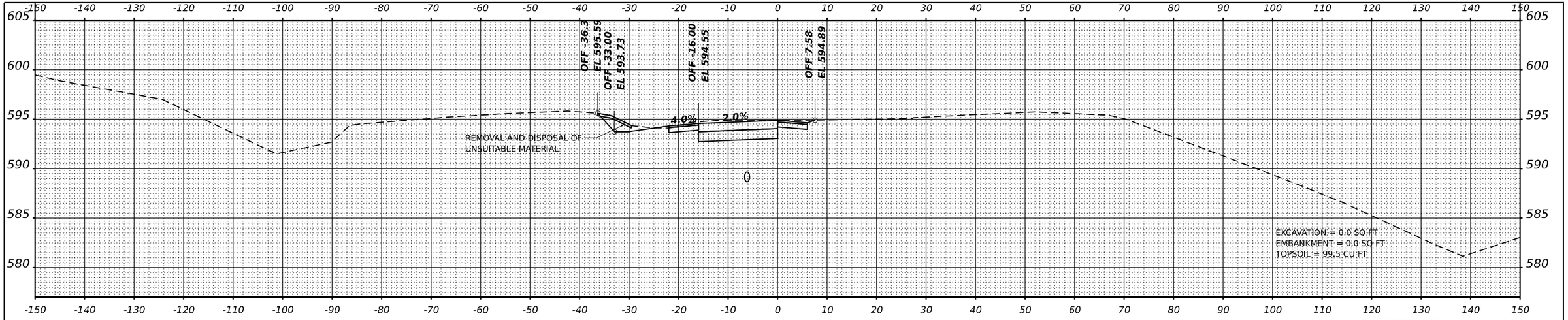
USER NAME = PARRAV		DESIGNED -	D. Hansen	REVISED -	
		DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.		CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024		DATE -	3/20/2024	REVISED -	

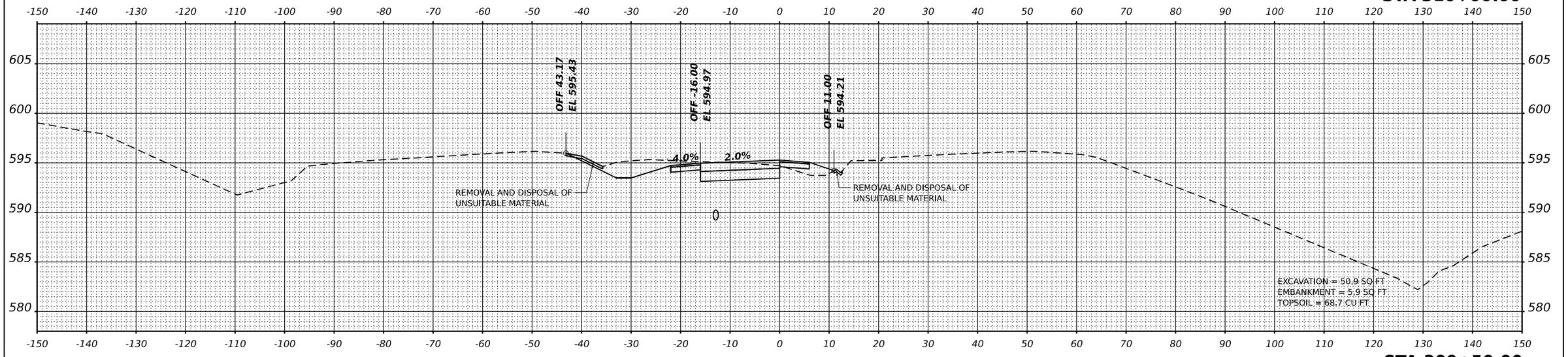
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

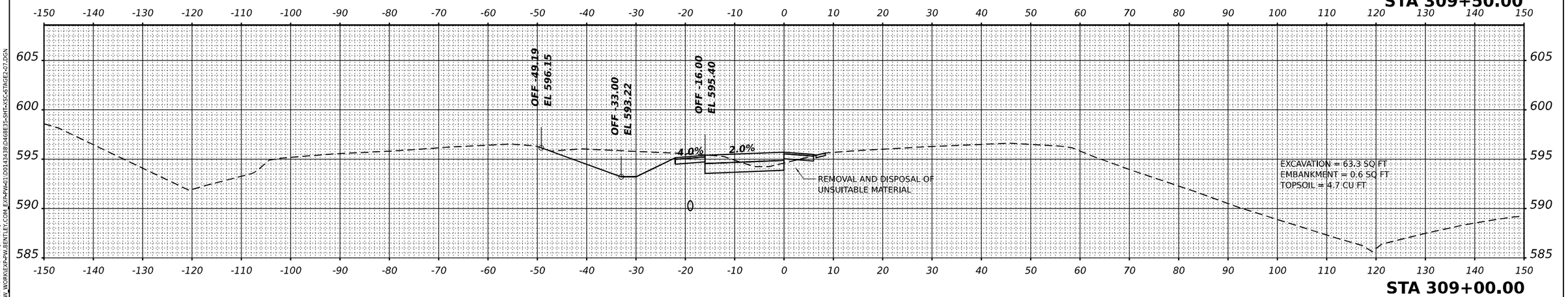
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 2

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	139
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		







MODEL: PRBL_WB2 - 307+00,00+1 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-XSC-STAGE2-07.DGN

exp.

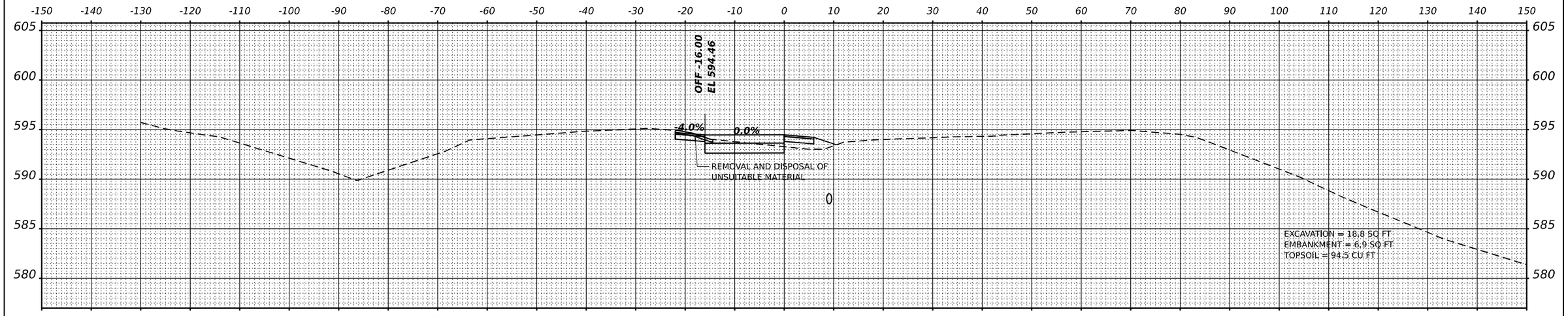
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

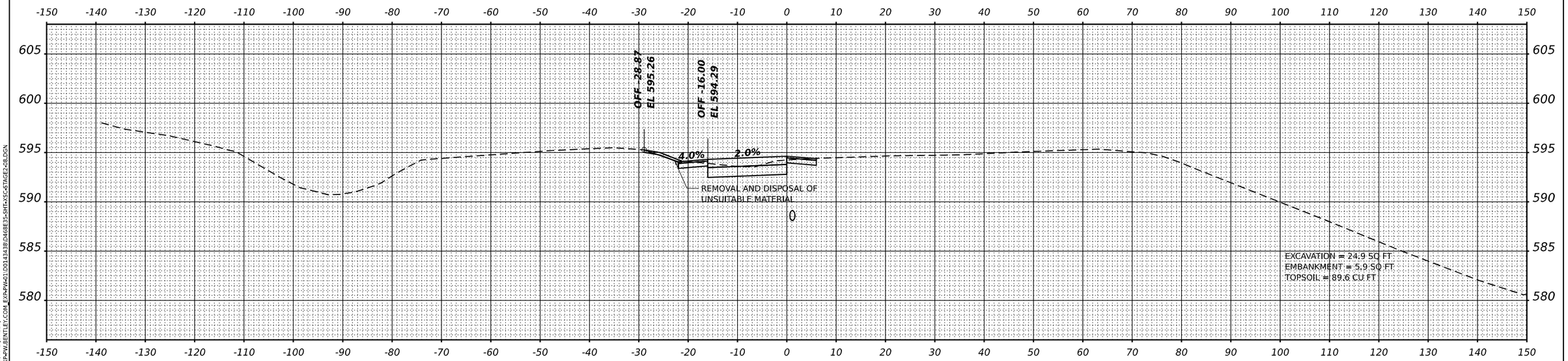
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 2

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	140
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 311+00.00



STA 310+50.00

MODEL: PRBL_VB2 - 310+50.00+1 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D468E35-SHT-XSC-STAGE2-08.DGN

exp.

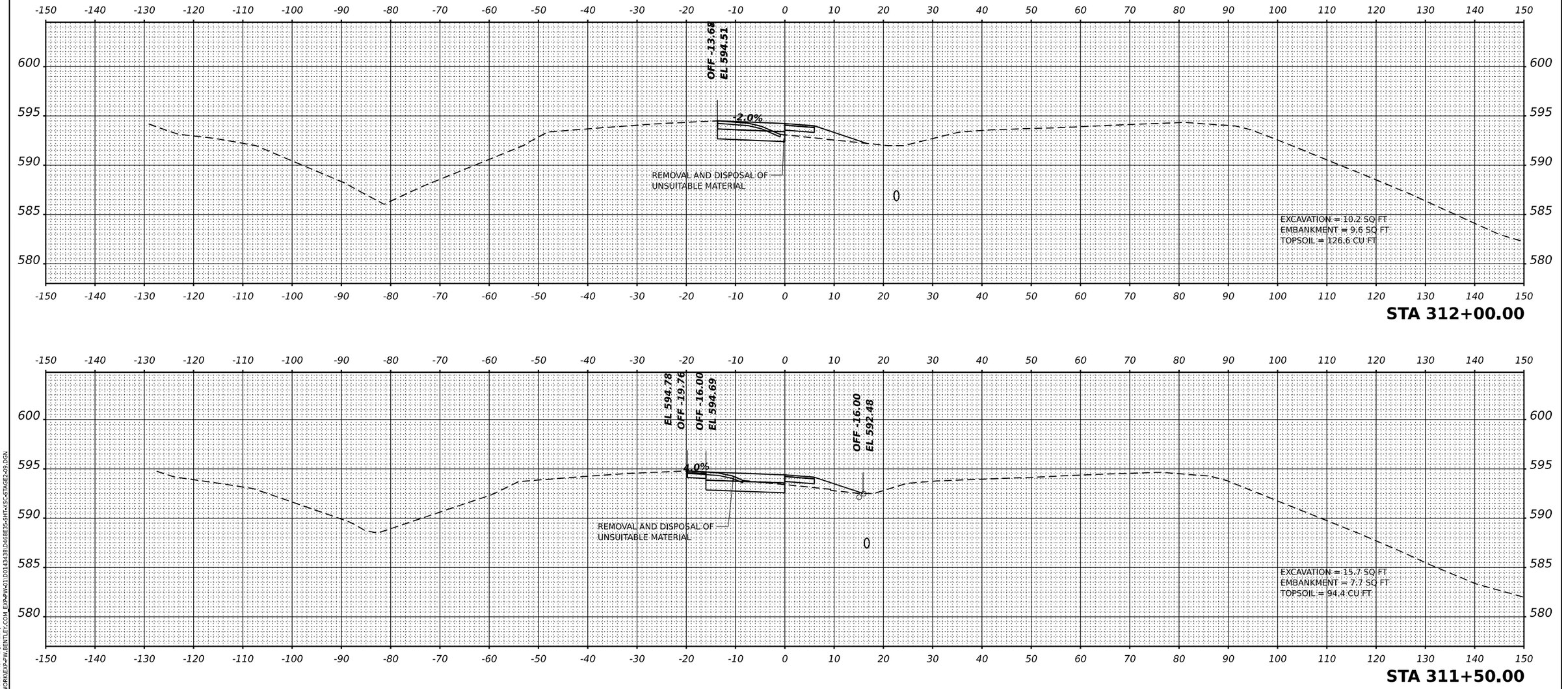
USER NAME = PARRAV		DESIGNED -	D. Hansen	REVISED -	
		DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.		CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024		DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 2

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	141
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



MODEL: PRBL_WB2 - 311+50.00+1 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW\d1\D0014338\D0468E35-SHT-XSC-STAGE2-09.DGN

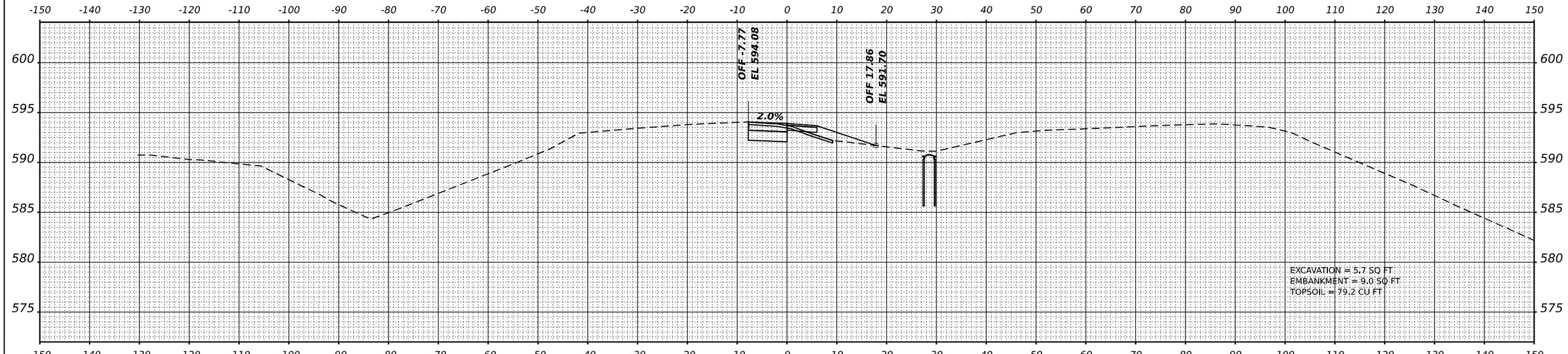
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

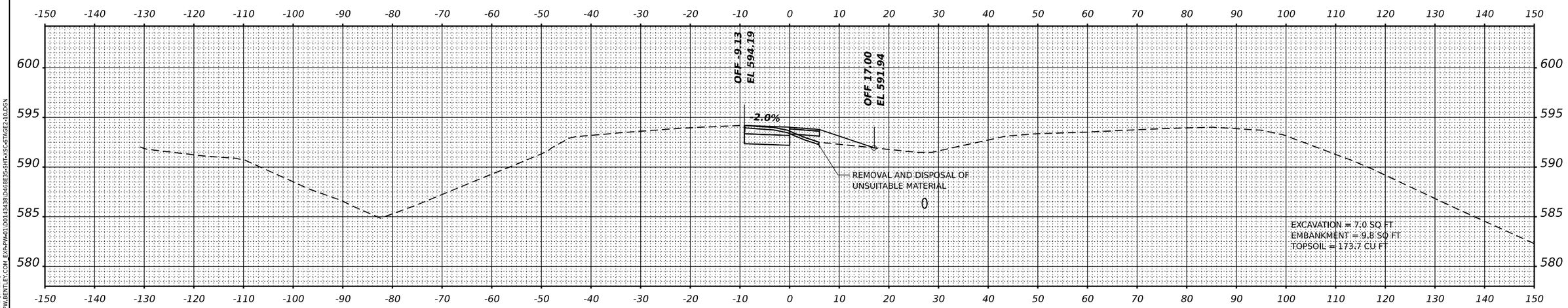
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 2

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	142
		CONTRACT NO. 68E35		
		ILLINOIS	FED. AID PROJECT	



STA 312+69.81

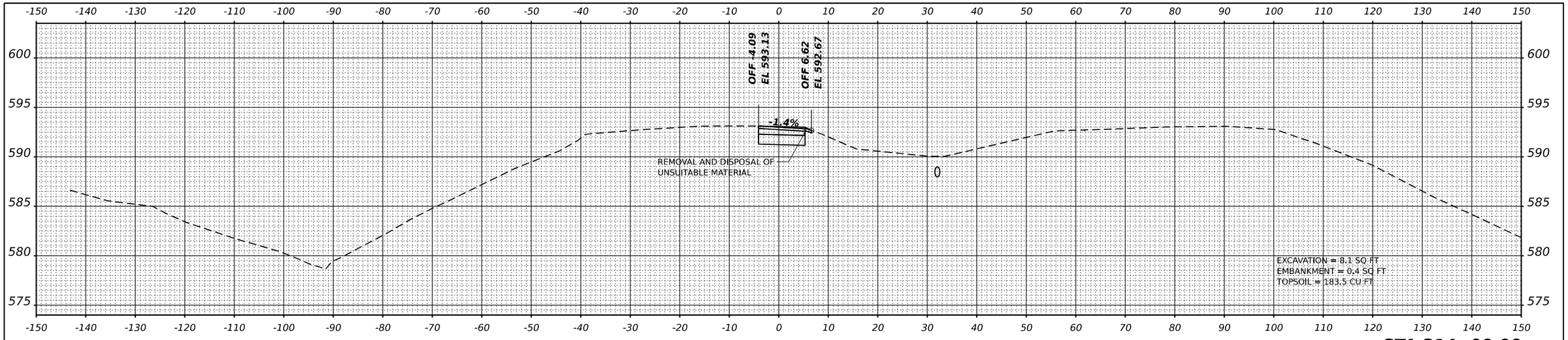


STA 312+50.00

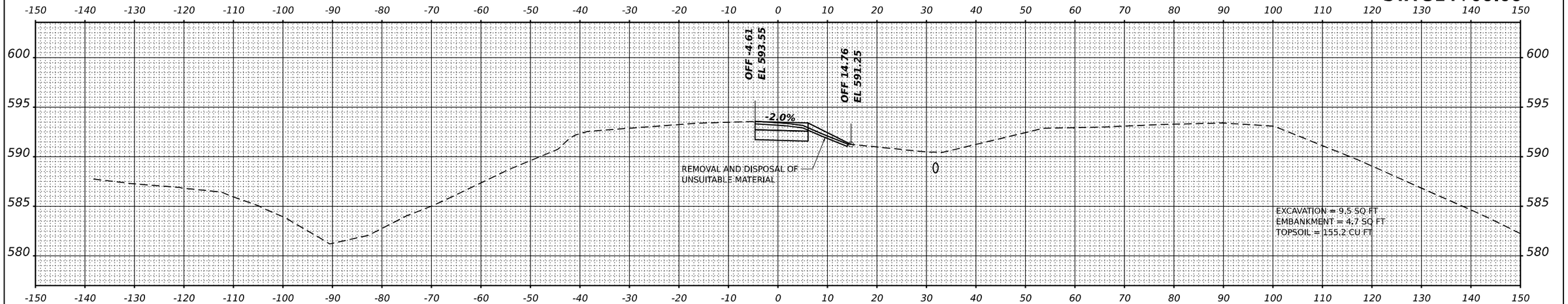
MODEL: PRBL_WB2 - 312+50,00-1 [SHEET]
FILE NAME: C:\PW_WORKS\EXP-PW.BENTLEY.COM_EXP-PW\d1\D0014343\D0468E35-SHT-XSC-STAGE2-10.DGN

exp.	USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MOT CROSS SECTIONS EAST CROSSOVER – STAGE 2
		DRAWN - V. Parra	REVISED -		
	PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -		
	PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

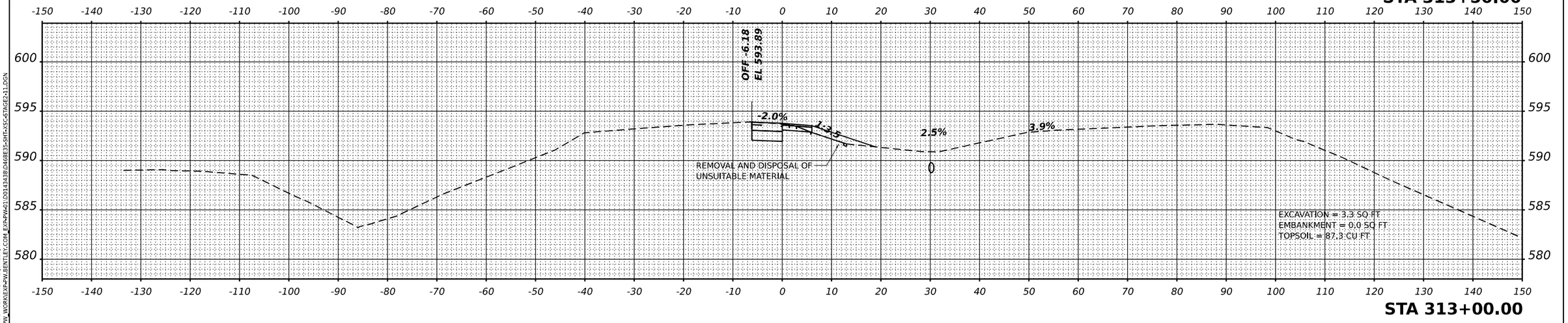
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	143
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 314+00.00



STA 313+50.00



STA 313+00.00

MODEL: PRBL_VB2 - 313+50.00-1 [SHEET]
FILE NAME: C:\PW_WORKEXP\exp-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-XSC-STAGE2-11.DGN

exp.

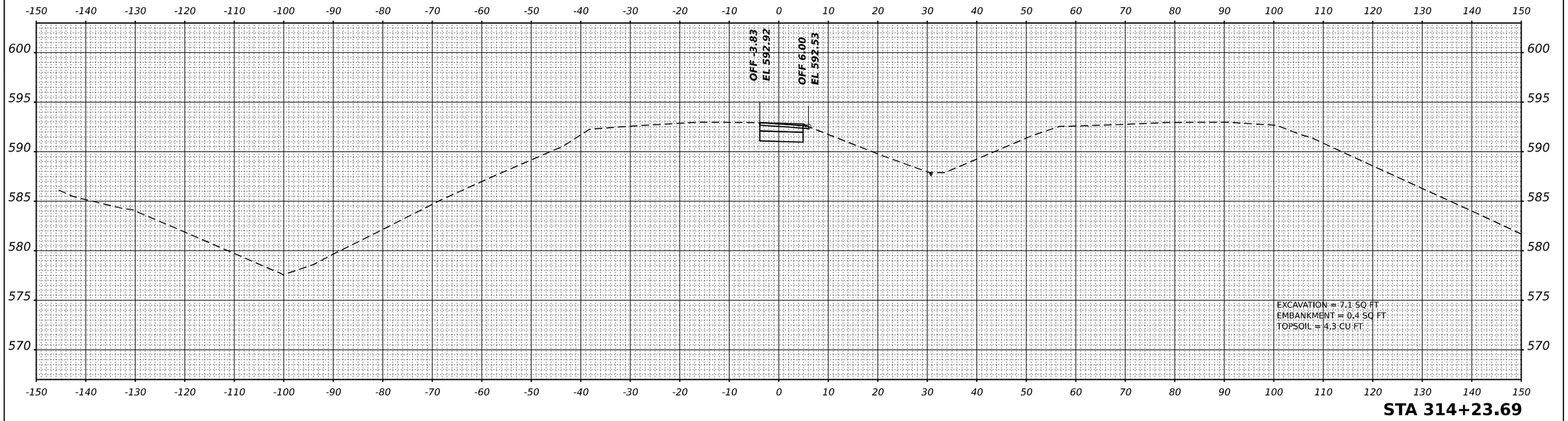
USER NAME = PARRAV	DESIGNED -	D. Hansen	REVISED -	
	DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

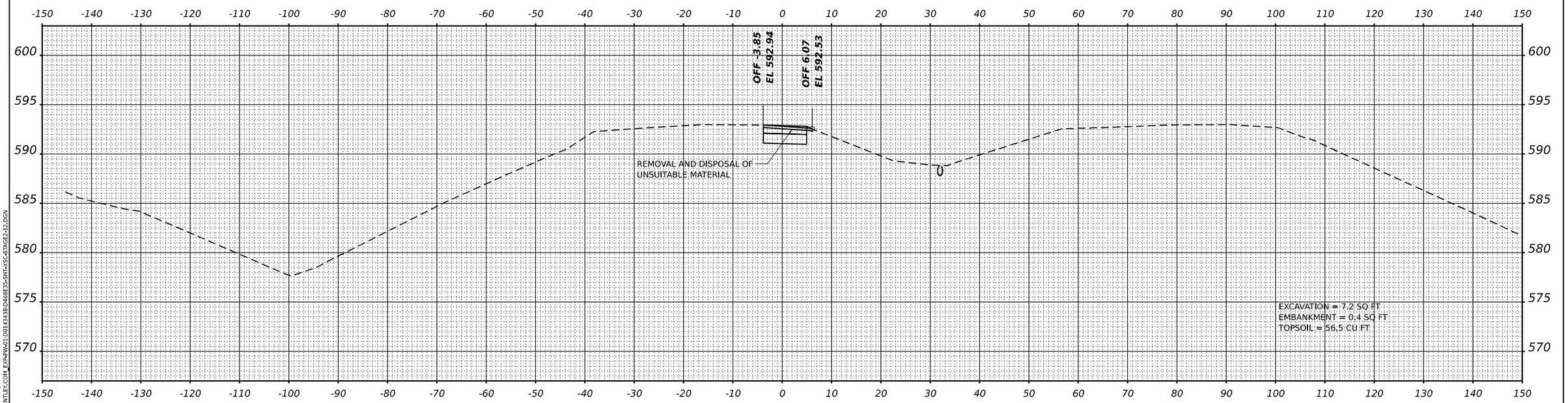
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 2

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	144
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 314+23.69



STA 314+21.93

MODEL: PRBL_WB2 - 313+50.00-1 [SHEET]
FILE NAME: C:\PW_WORKE\exp-PW.BENTLEY.COM_EXP-PW401D0143438D468E35-SHT-25C-STAGE2-12.DGN

exp.

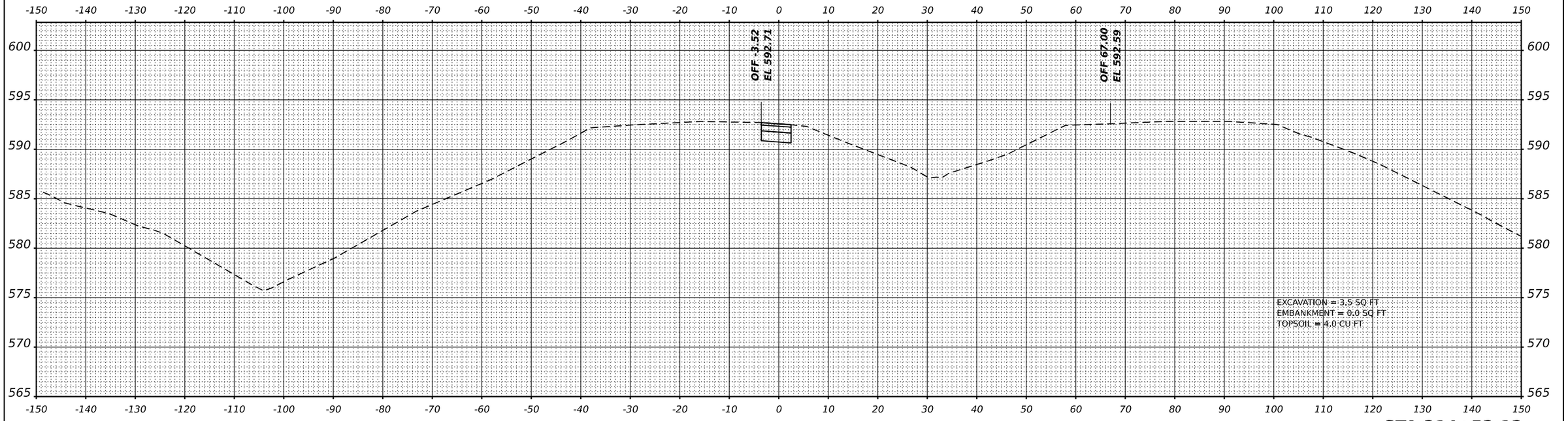
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

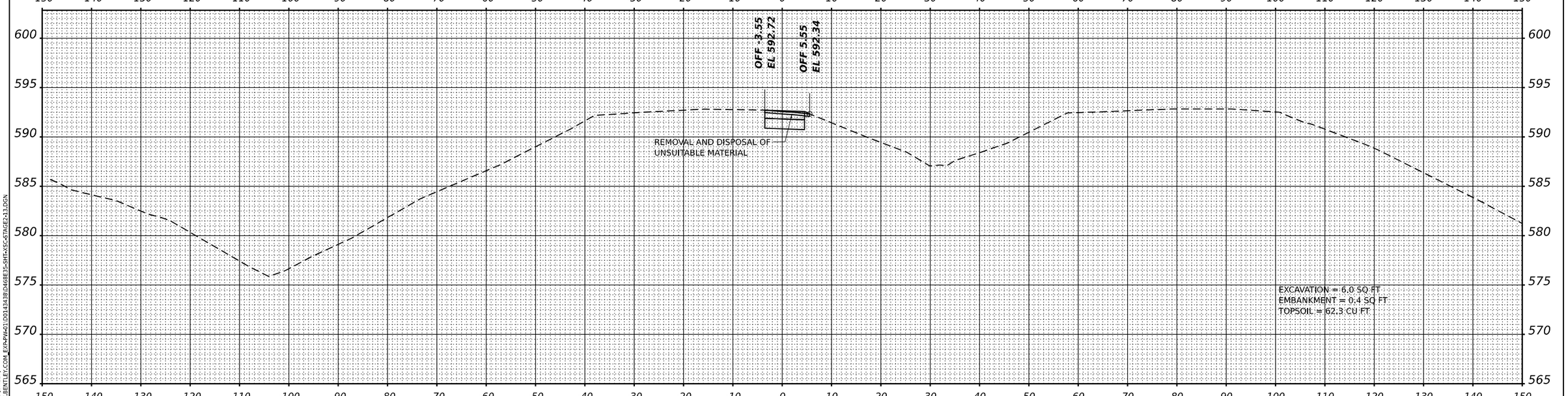
MOT CROSS SECTIONS
EAST CROSSOVER – STAGE 2

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	145
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 314+52.12



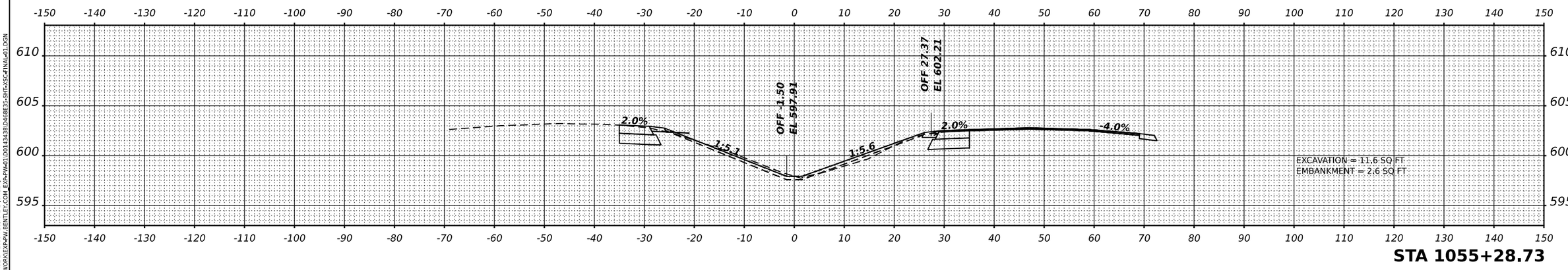
STA 314+50.00

MODEL: PRBL_WB2 - 313+50.00+[SHEET]
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D468E35-SHT-XSC-STAGE2-13.DGN

exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**MOT CROSS SECTIONS**
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**EAST CROSSOVER – STAGE 2**
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	146
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



STA 1055+28.73

MODEL: EXCL-IT4_EXSL-2 - 1055+28.73+2 [SHEET]
FILE NAME: C:\PW_WORKSPACE\EXP-PW.BENTLEY.COM_EXP-PWA01\D0143438\D468E35-SHT-XSC-FINAL-01.DGN

exp.

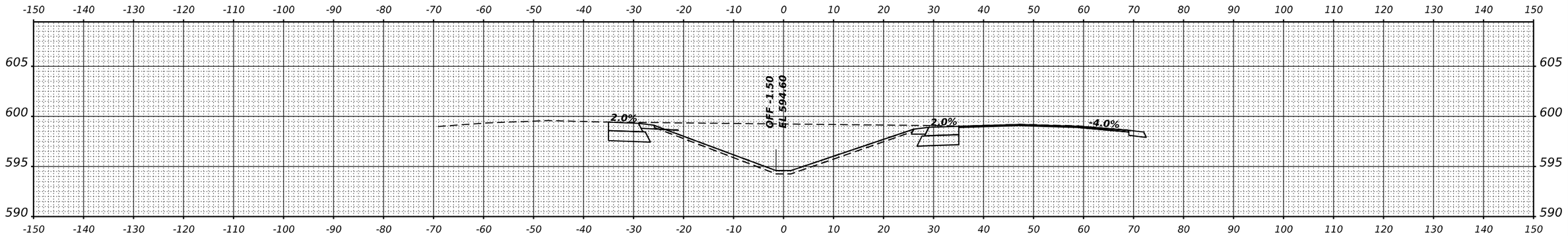
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

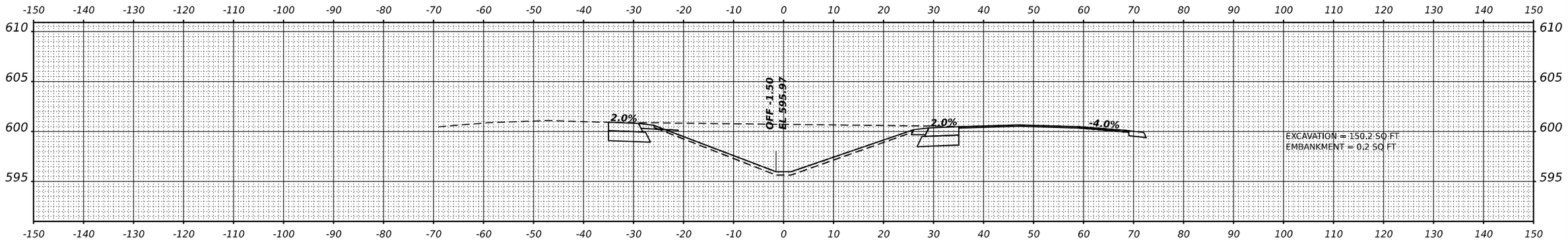
FINAL CROSS SECTIONS
STA 1054+00 TO STA 1055+00

SCALE: | SHEET OF SHEETS | STA. TO STA.

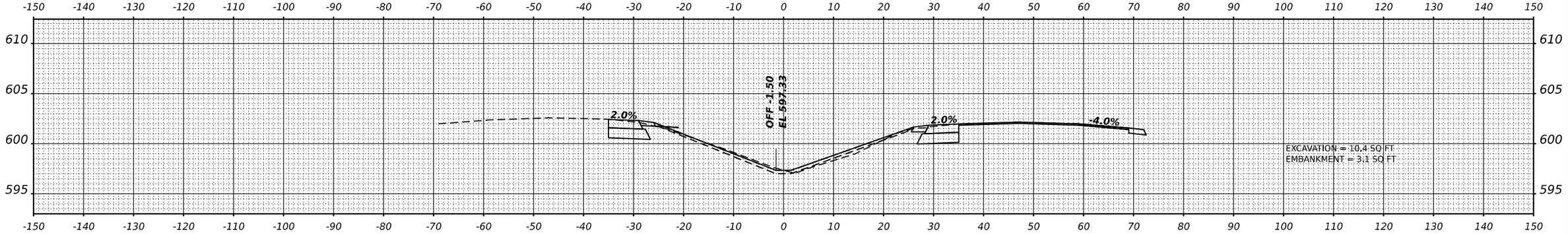
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	147
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1056+50.00



STA 1056+00.00



STA 1055+50.00

MODEL: EXCL-I74_EXSL-2 - 1055+50,00+3 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-ADI00143438\D468E35-SHT-XSC-FINAL-02.DGN

exp.

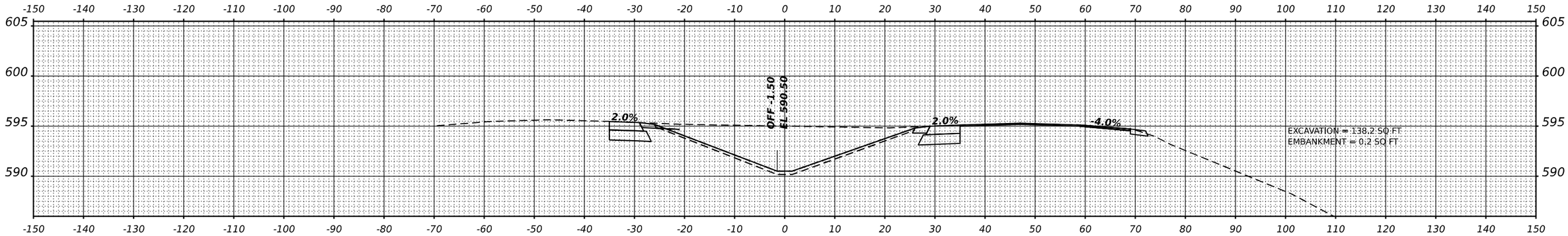
USER NAME = PARRAV		DESIGNED -	D. Hansen	REVISED -	
		DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.		CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024		DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

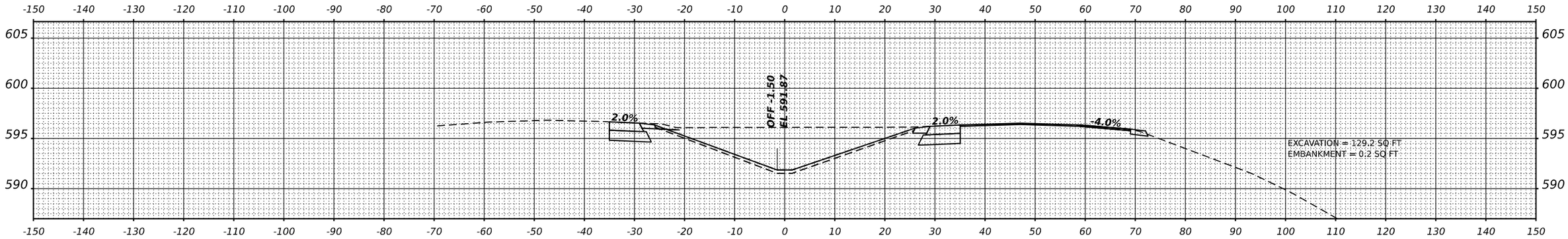
FINAL CROSS SECTIONS
STA 1055+50 TO STA 1056+50

SCALE: | SHEET OF SHEETS | STA. | TO STA.

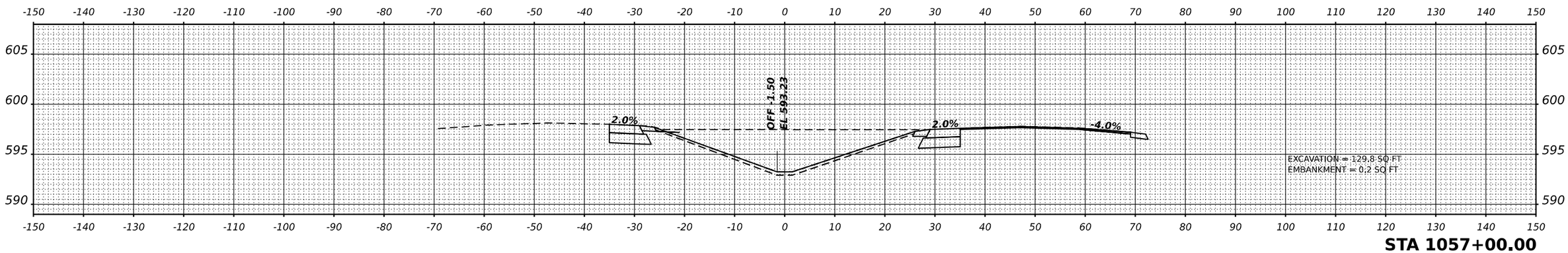
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	148
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



STA 1058+00.00



STA 1057+50.00



STA 1057+00.00

exp.

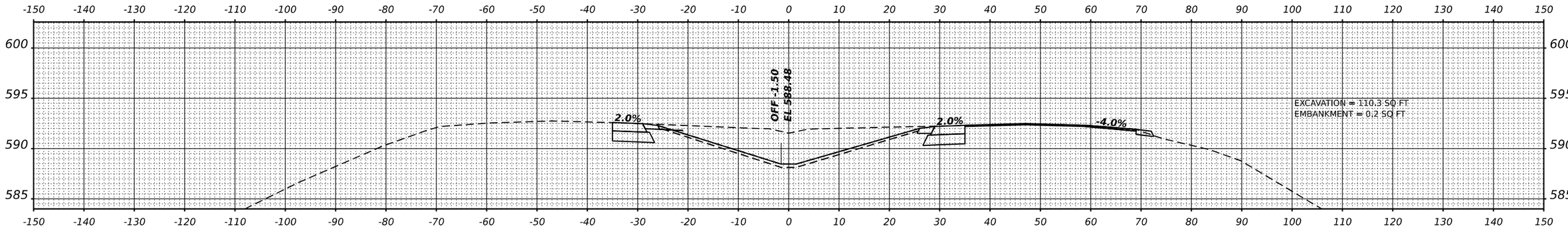
USER NAME = PARRAV		DESIGNED -	D. Hansen	REVISED -	
		DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.		CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024		DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

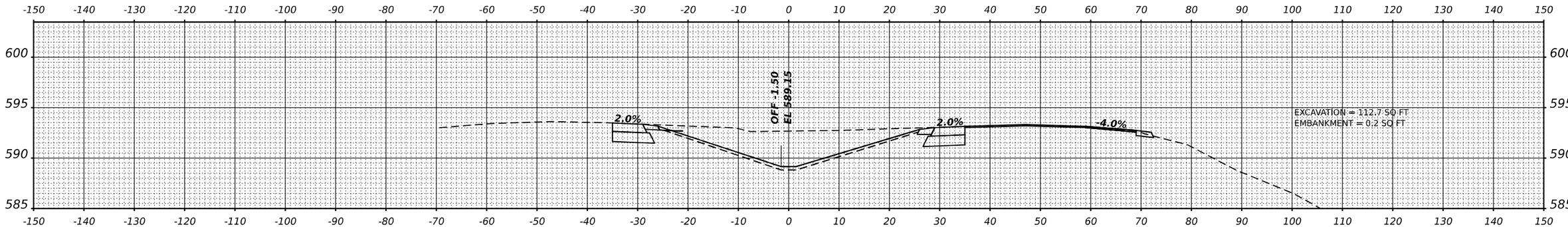
FINAL CROSS SECTIONS
STA 1057+00 TO STA 1058+00

SCALE: | SHEET OF SHEETS | STA. TO STA.

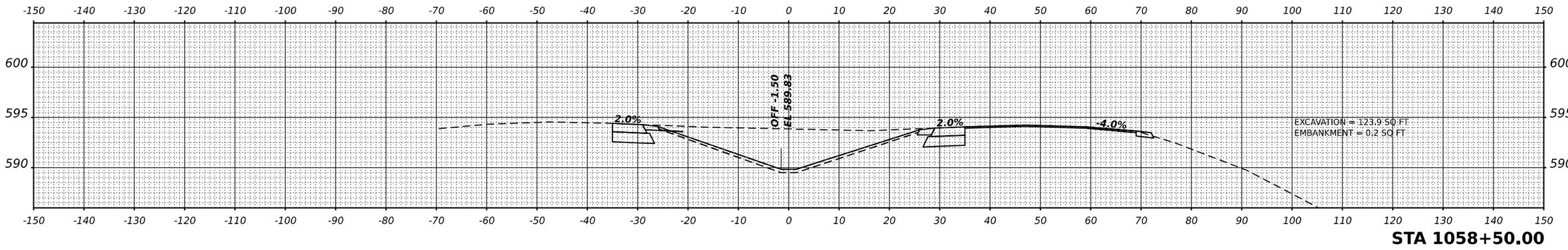
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	149
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1059+50.00



STA 1059+00.00



STA 1058+50.00

exp.

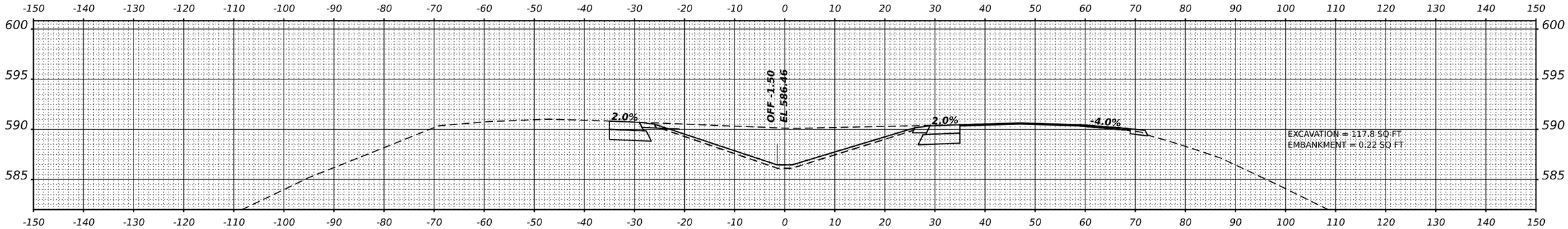
USER NAME = PARRAV		DESIGNED -	D. Hansen	REVISED -	
		DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.		CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024		DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

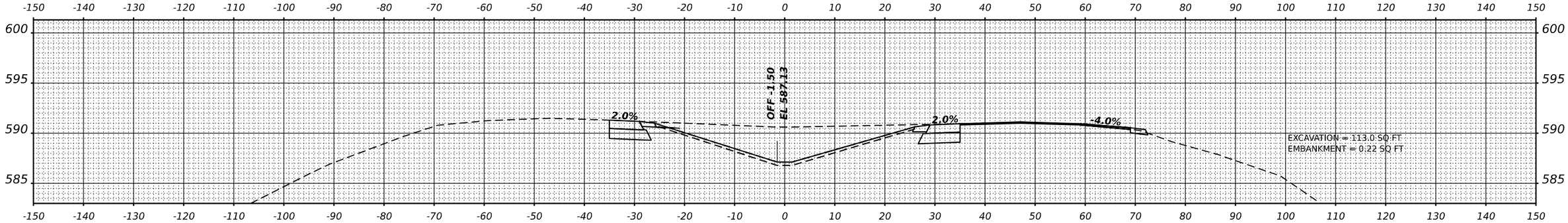
FINAL CROSS SECTIONS
STA 1058+50 TO STA 1059+50

SCALE: | SHEET OF SHEETS | STA. TO STA.

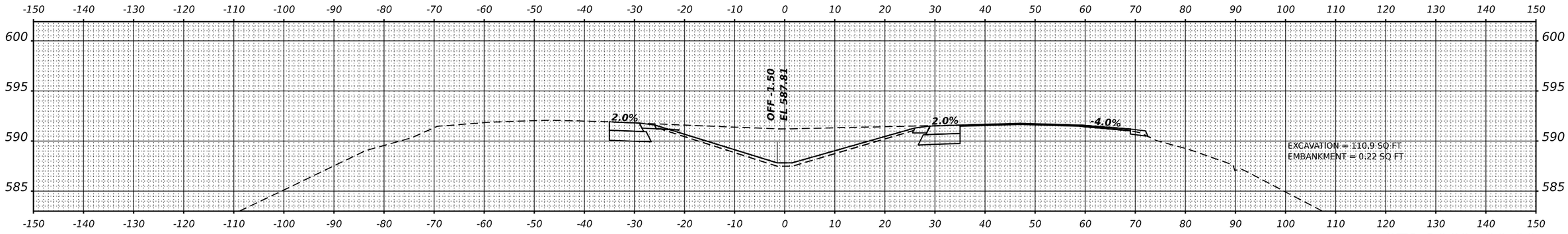
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	150
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1061+00.00



STA 1060+50.00



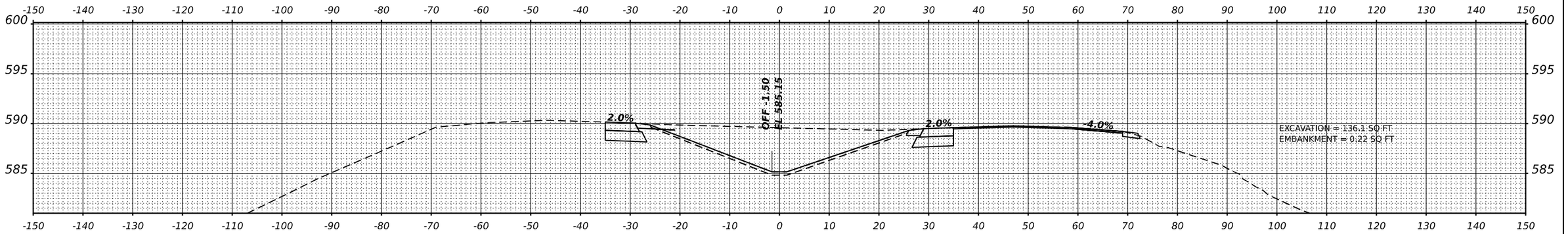
STA 1060+00.00

MODEL: EXCL-F74_EXSL-2 - 1060+00,00+3 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-411D0143438\D468E35-SHT-XSC-FINAL-05.DGN

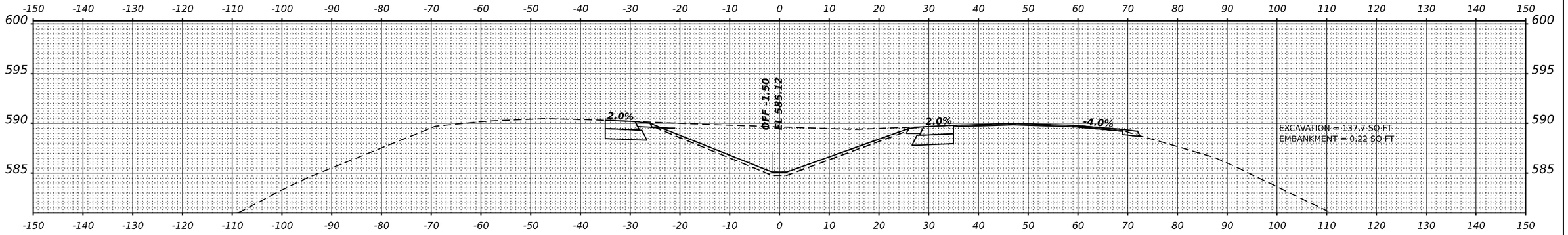
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**FINAL CROSS SECTIONS**
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**STA 1060+00 TO STA 1061+00**
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -		

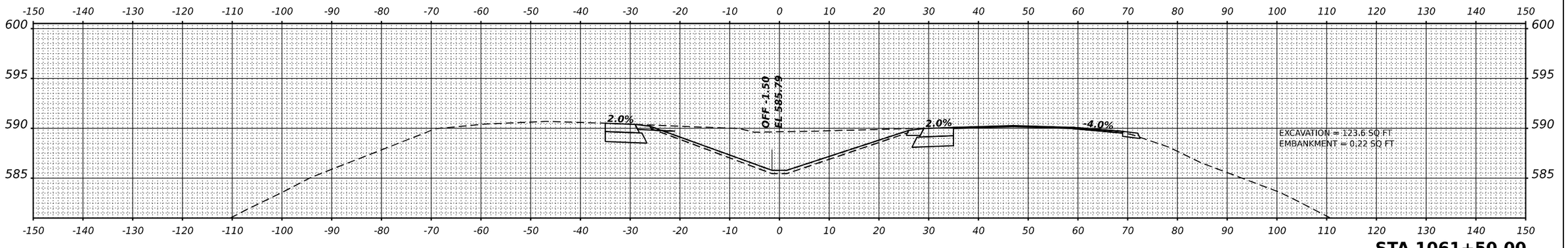
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	151
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1062+50.00



STA 1062+00.00



STA 1061+50.00

MODEL: EXCL-I-74_EXSL-2 • 1061+50.00-3 [SHEET]
FILE NAME: C:\PW_WORKEXP=PW_BENTLEY.COM_EXP=PW-01\D0143438\D0468E35-SHT-XSC-FINAL-06.DGN

exp.

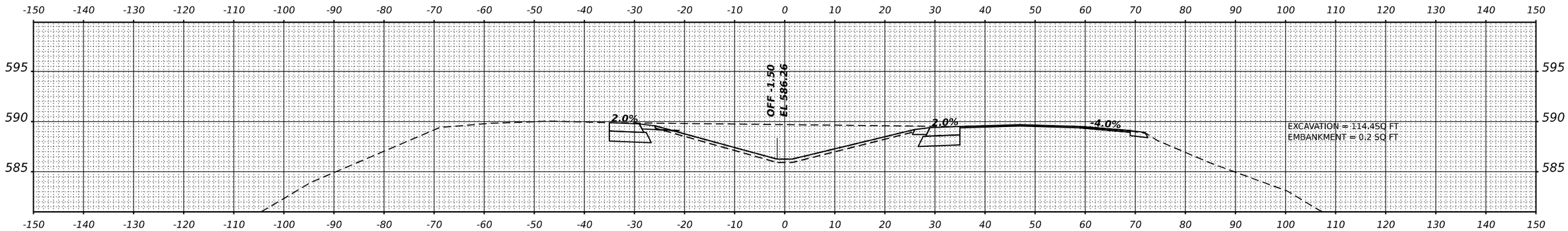
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

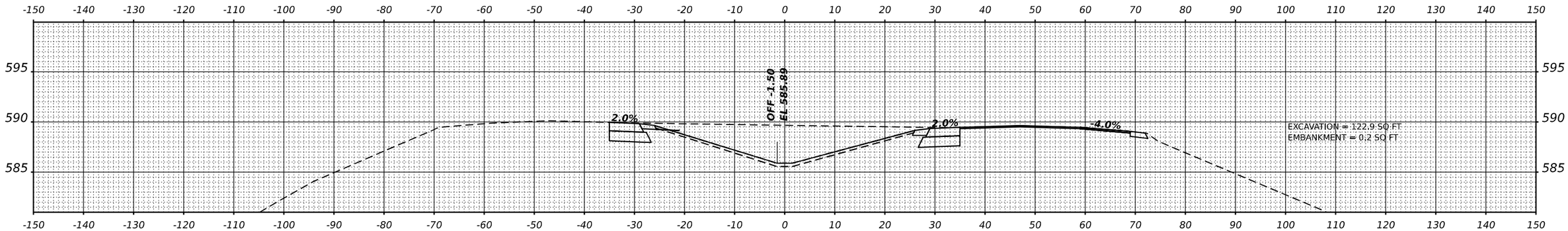
FINAL CROSS SECTIONS
STA 1061+50 TO STA 1062+50

SCALE: | SHEET OF SHEETS | STA. TO STA.

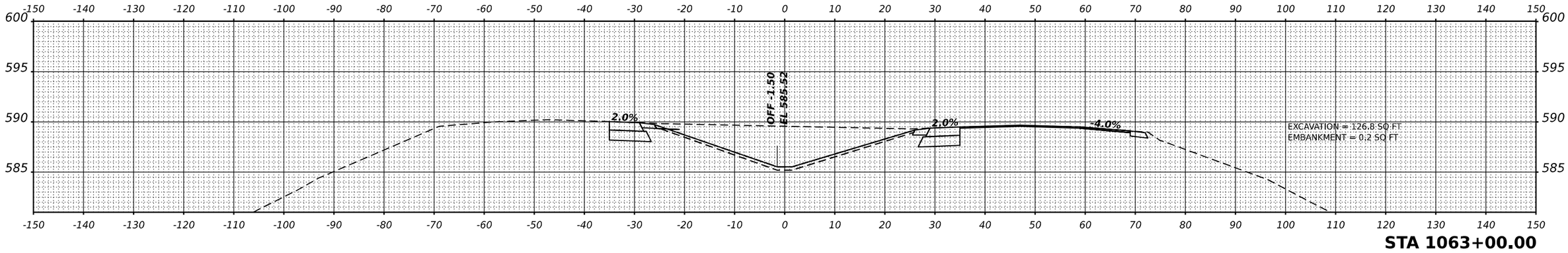
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	152
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1064+00.00



STA 1063+50.00



STA 1063+00.00

MODEL: EXCL-I74_EXSL-2 - 1063+00.00=3 [SHEET]
FILE NAME: C:\PW_WORK\EXP-JW.BENTLEY.COM_EXP-JWV401\D0143438\D468E35-SHT-XSC-FINAL-07.DGN

exp.

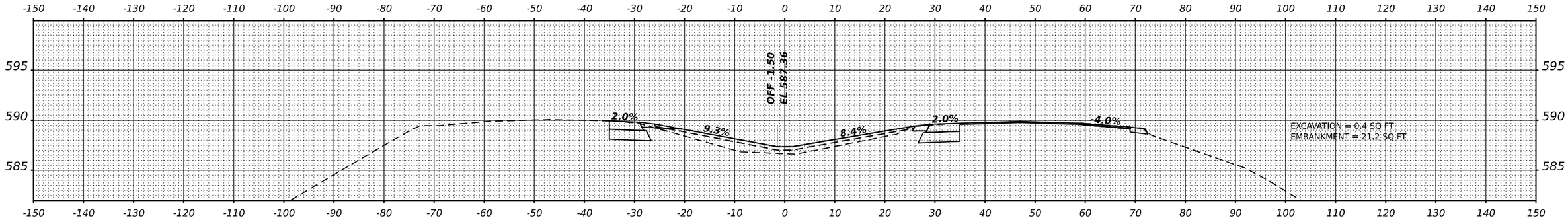
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

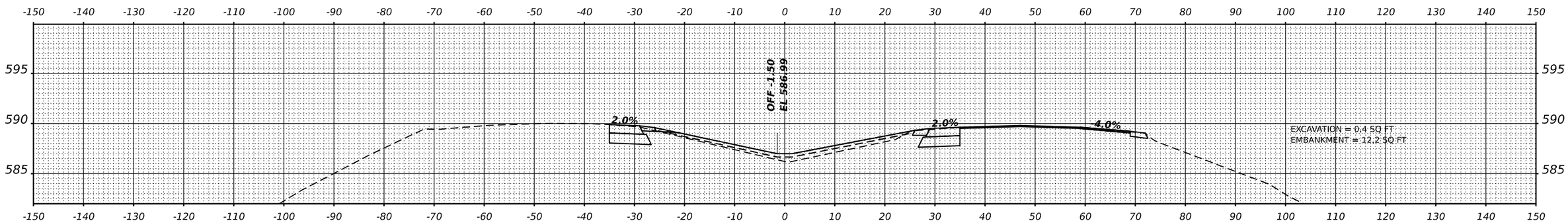
FINAL CROSS SECTIONS
STA 1063+00 TO STA 1064+00

SCALE: | SHEET OF SHEETS | STA. TO STA.

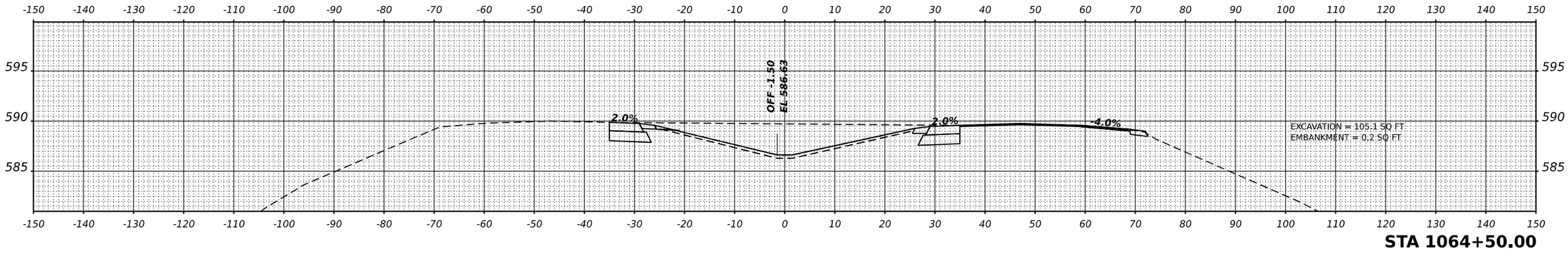
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	153
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1065+50.00



STA 1065+00.00



STA 1064+50.00

MODEL: EXCL-I74_EXSL-2 - 1064+50.00x3 [SHEET]
FILE NAME: C:\PW_WORKEXP+JW.BENTLEY.COM_EXP+JW-01\D0143438\D0468E35-SHT-XSC-FINAL-08.DGN

exp.

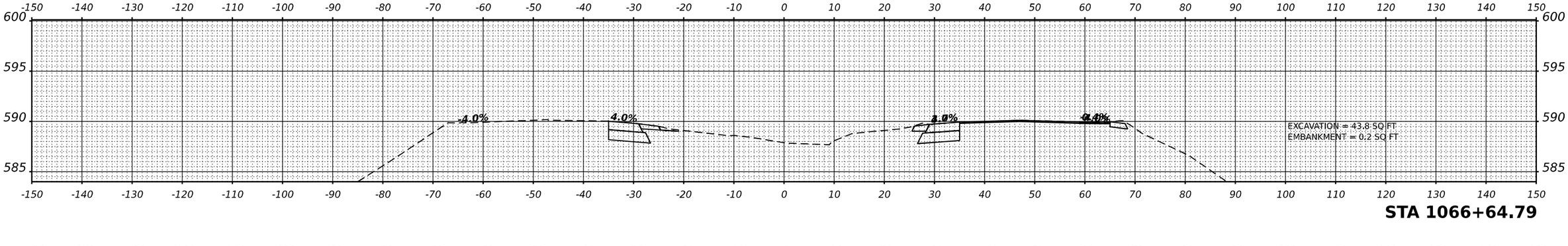
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

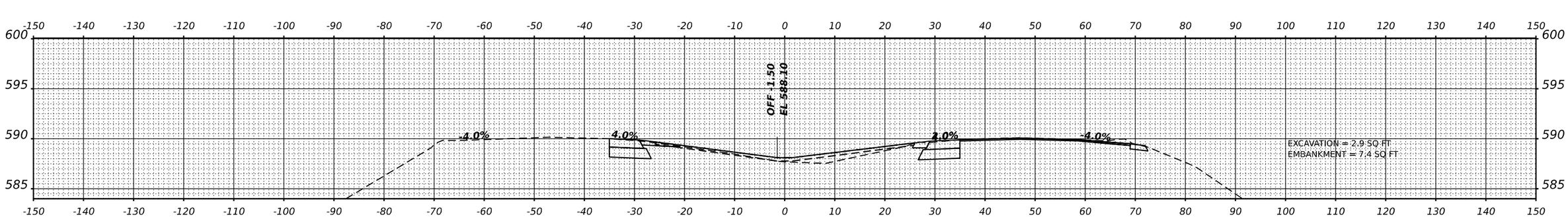
FINAL CROSS SECTIONS
STA 1064+50 TO STA 1065+50

SCALE: | SHEET OF SHEETS | STA. TO STA.

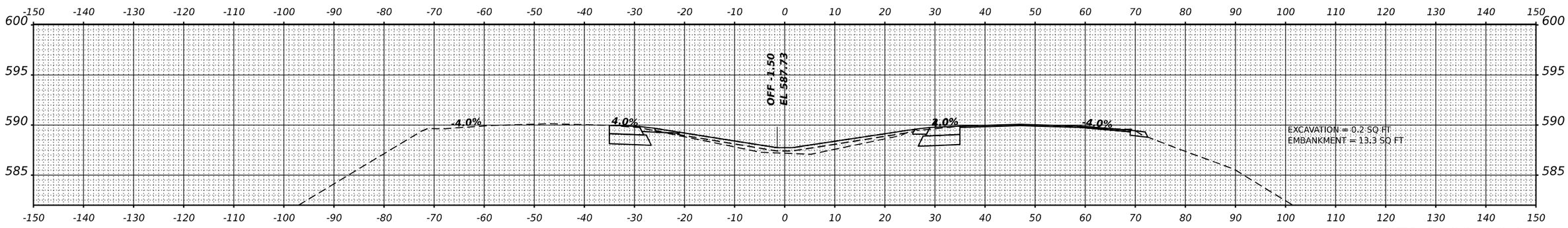
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	154
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1066+64.79



STA 1066+50.00



STA 1066+00.00

MODEL: EXCL-I74_EXSL-2 - 1066+00.00-3 [SHEET]
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exp.

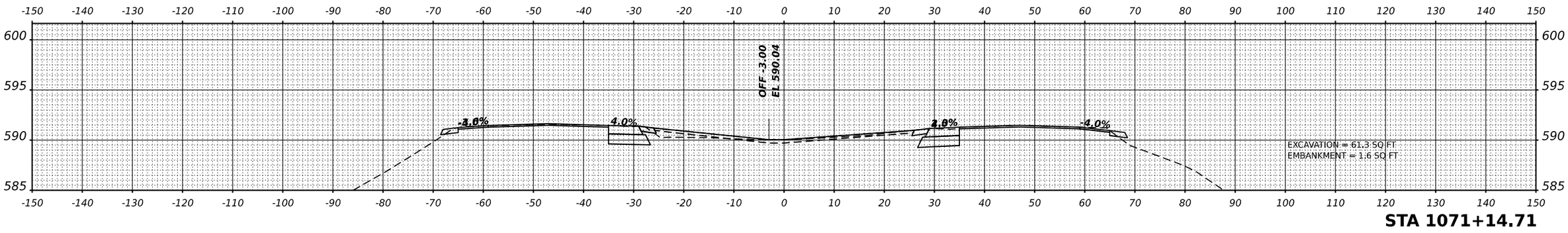
USER NAME = PARRAV		DESIGNED -	D. Hansen	REVISED -	
		DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.		CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024		DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINAL CROSS SECTIONS
STA 1066+00 TO STA 1066+50

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	155
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1071+14.71

MODEL: EXCL-I74_EXSL-2 - 1071+50.00-3 [SHEET]
FILE NAME: C:\PW_WORKIE\KP-PW.BENTLEY.COM_EXP-PW\d0100143380468E35-SHT-XSC-FINAL-10.DGN

exp.

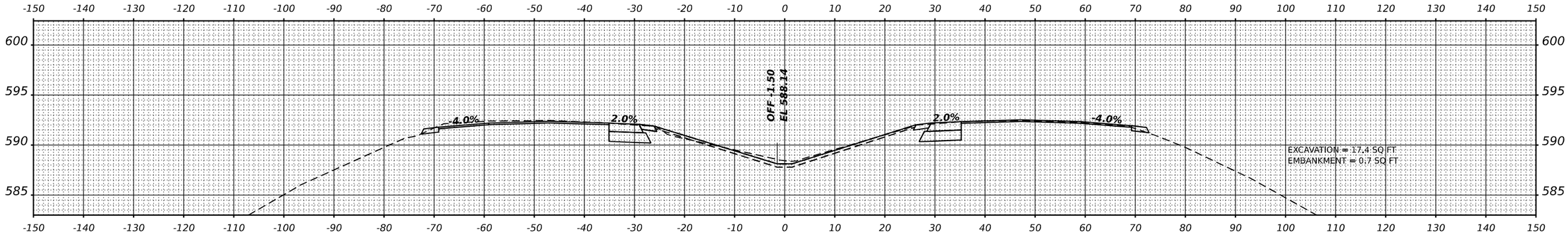
USER NAME = PARRAV	DESIGNED -	D. Hansen	REVISED -	
	DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

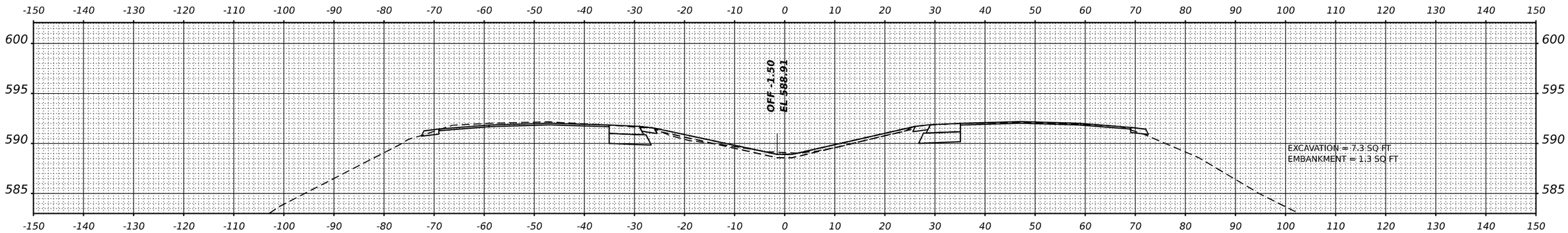
FINAL CROSS SECTIONS
STA 1071+14.71

SCALE: | SHEET OF SHEETS | STA. | TO STA.

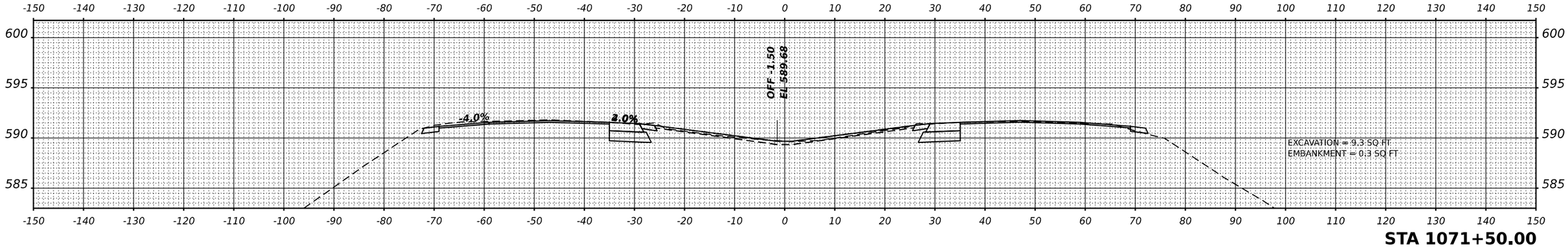
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	156
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



STA 1072+50.00



STA 1072+00.00



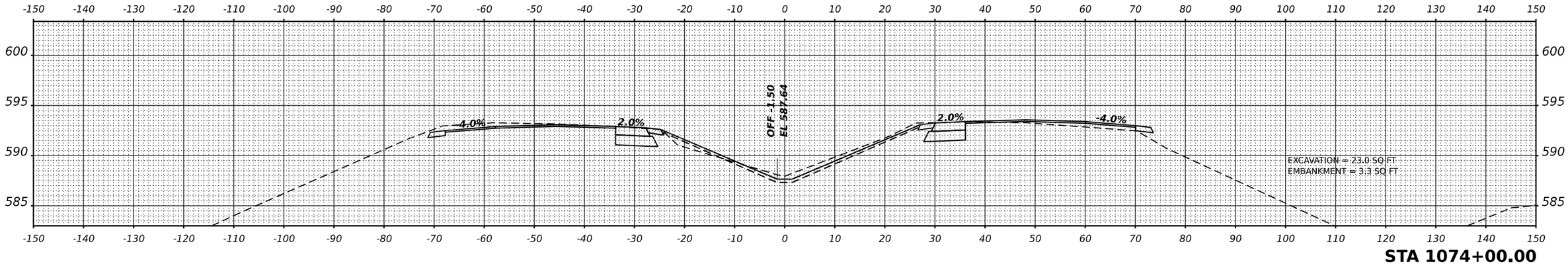
STA 1071+50.00

MODEL: EXCL-I74_EXSL-2 - 1071+50.00+3 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-21\D0143438\D468E35-SHT-XSC-FINAL-11.DGN

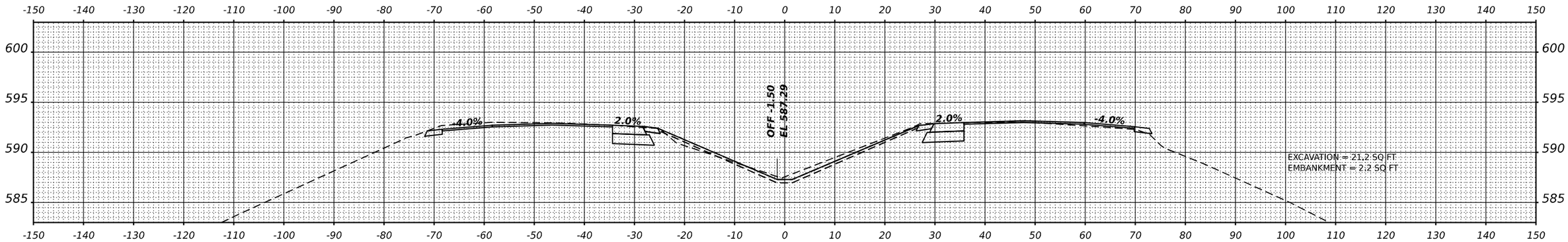
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINAL CROSS SECTIONS STA 1071+50 TO STA 1072+50
	DRAWN - V. Parra	REVISED -		
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -		

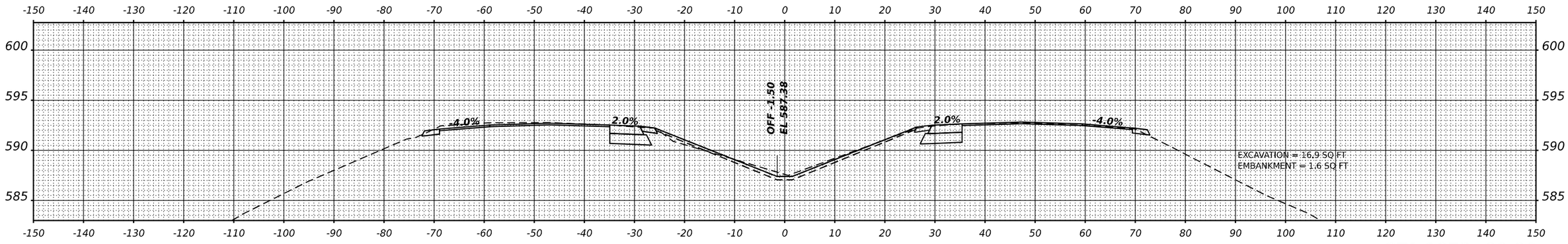
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	157
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1074+00.00



STA 1073+50.00



STA 1073+00.00

MODEL: EXCL-I74_EXSL-2 - 1073+00.00-3 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-2110014343810468E35-SHT-XSC-FINAL-12.DGN

exp.

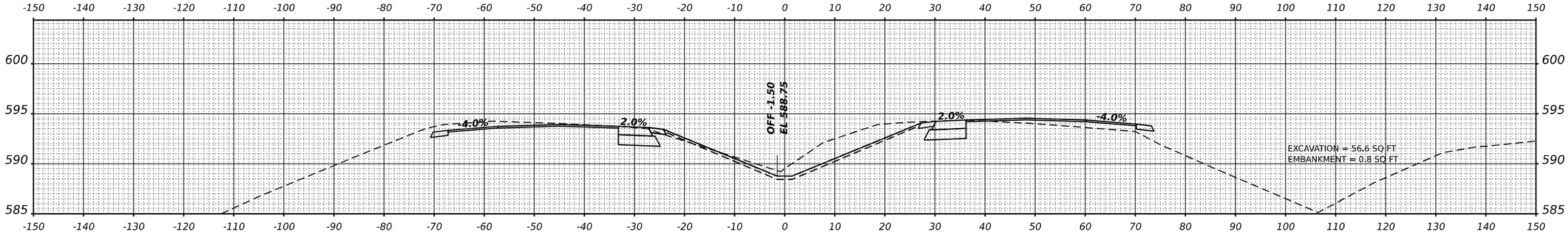
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

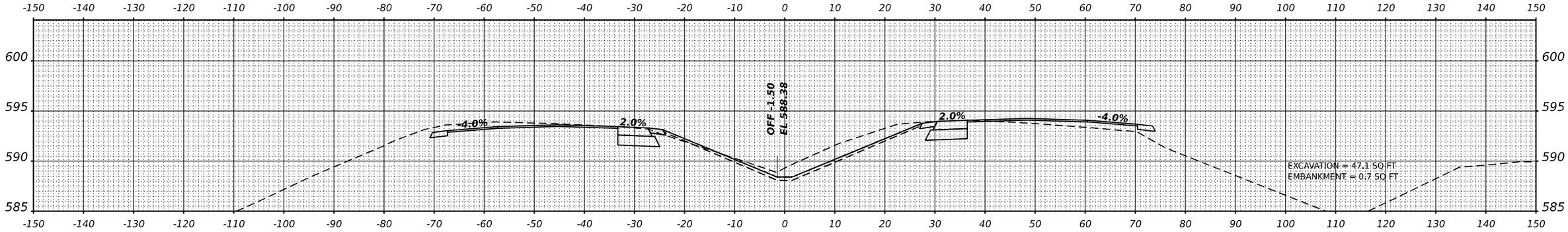
FINAL CROSS SECTIONS
STA 1073+00 TO STA 1074+00

SCALE: | SHEET OF SHEETS | STA. TO STA.

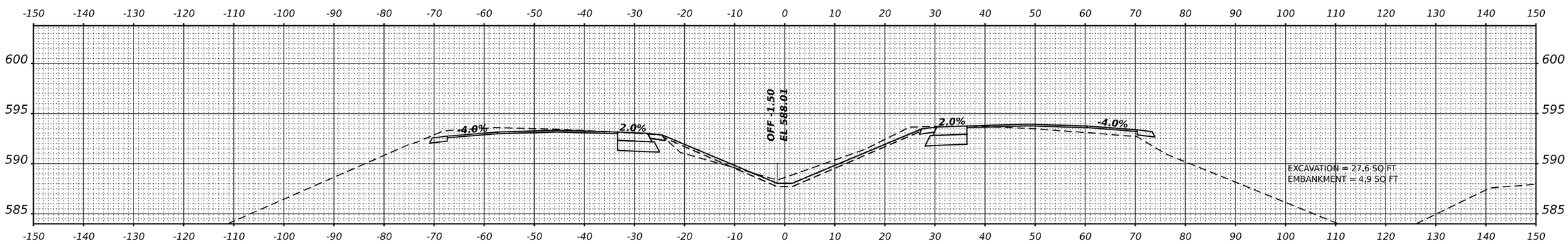
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	158
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



STA 1075+50.00



STA 1075+00.00



STA 1074+50.00

exp.

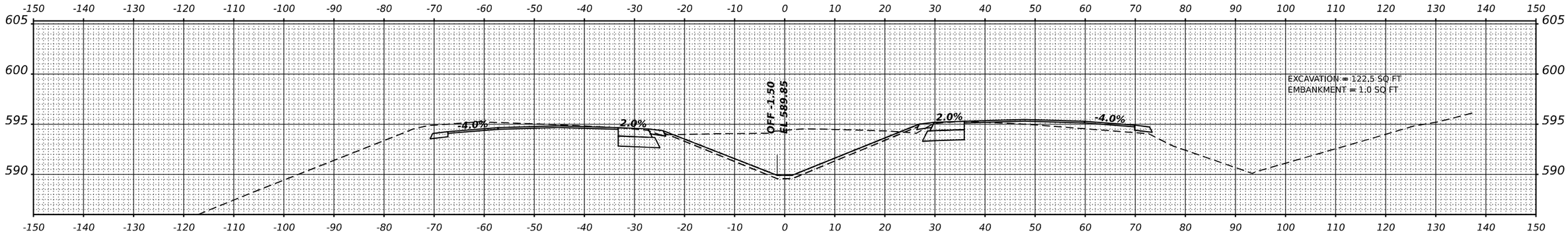
USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -
	DRAWN - V. Parra	REVISED -
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

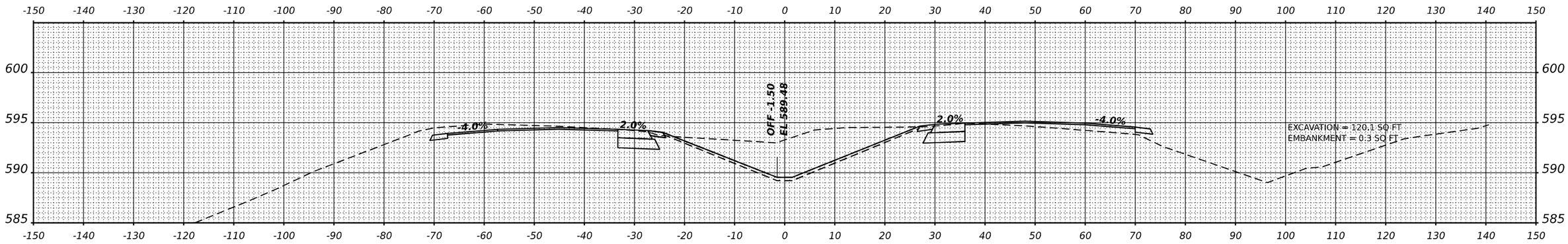
FINAL CROSS SECTIONS
STA 1074+50 TO STA 1075+50

SCALE: | SHEET OF SHEETS | STA. TO STA.

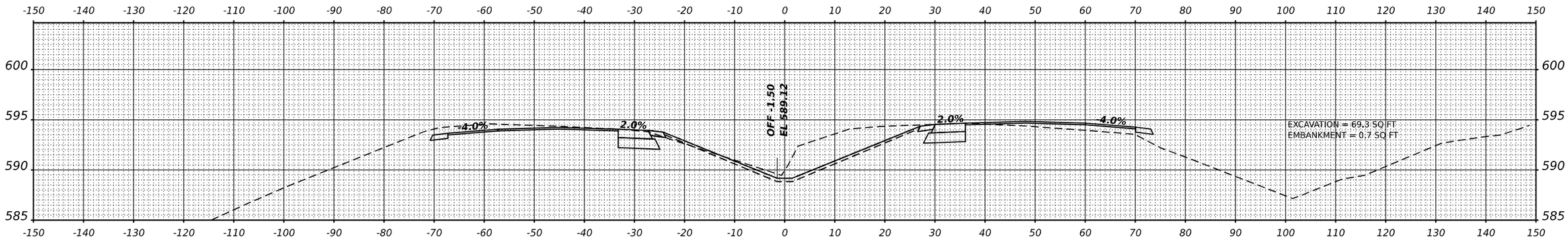
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	159
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1077+00.00



STA 1076+50.00



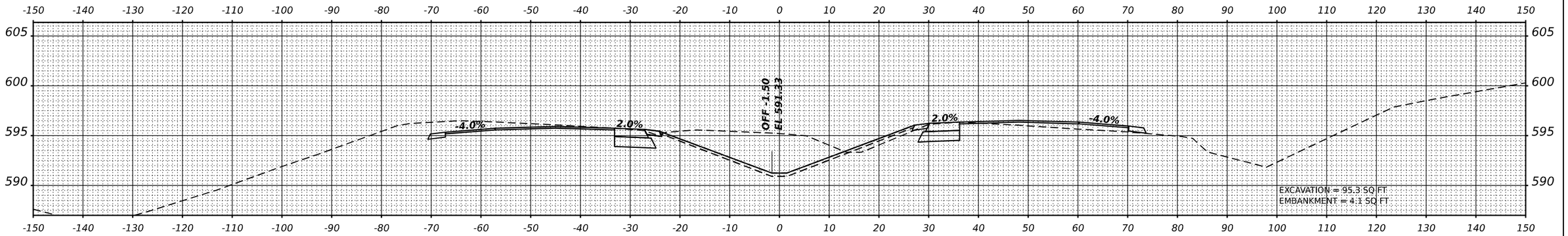
STA 1076+00.00

MODEL: EXCL-I74_EXSL-2 • A 1076+00.00=3 [SHEET]
FILE NAME: C:\PW_WORKING\EXP-W.BENTLEY.COM_EXP-PWA01D0143438D468E35-SHT-XSC-FINAL-14.DGN

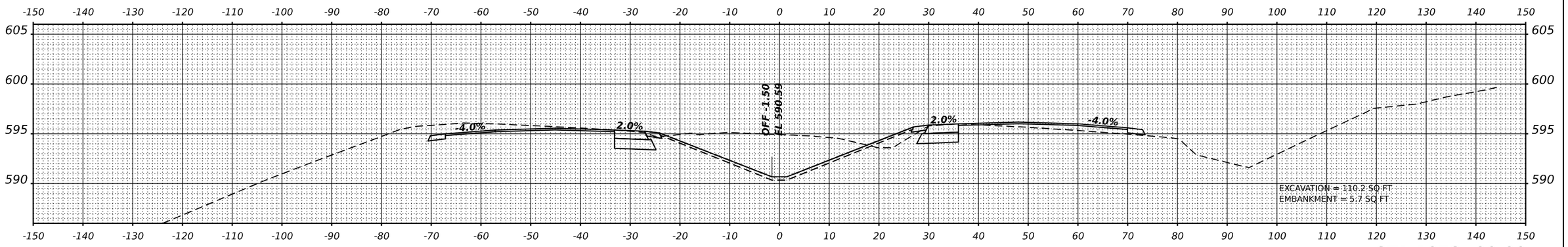
exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	**STATE OF ILLINOIS**	**FINAL CROSS SECTIONS**
	DRAWN - V. Parra	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**STA 1076+00 TO STA 1077+00**
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -		

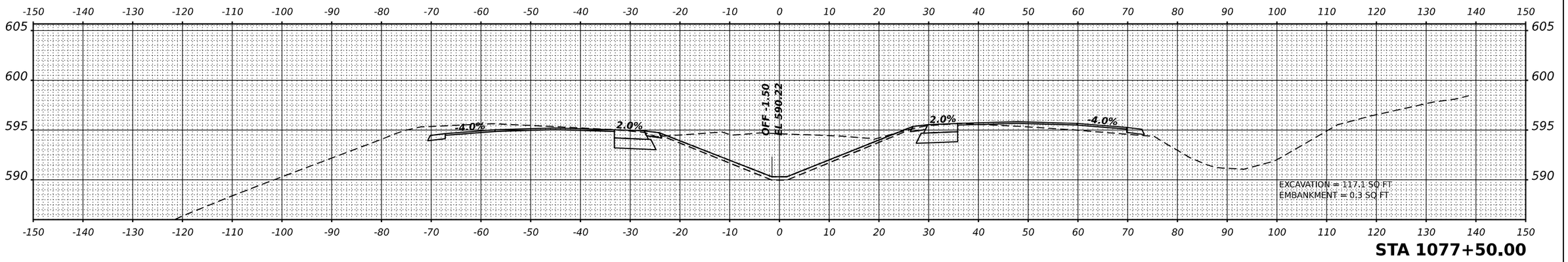
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	160
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1078+50.00



STA 1078+00.00



STA 1077+50.00

MODEL: EXCL-I74_EXSL-2 - A 1077+50.00-3 (SHEET)
FILE NAME: C:\PW_WORKEXP-JW.BENTLEY.COM_EXP-JW\d0110014343810468E35-SHT-XSC-FINAL-15.DGN

exp.

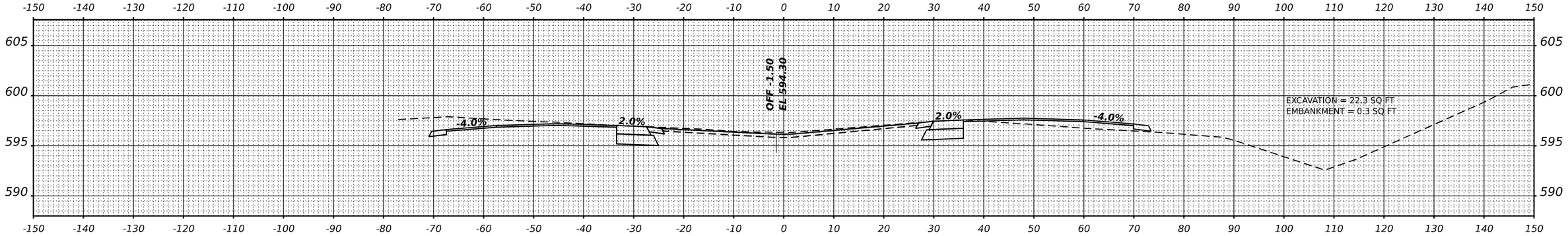
USER NAME = PARRAV	DESIGNED -	D. Hansen	REVISED -	
	DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

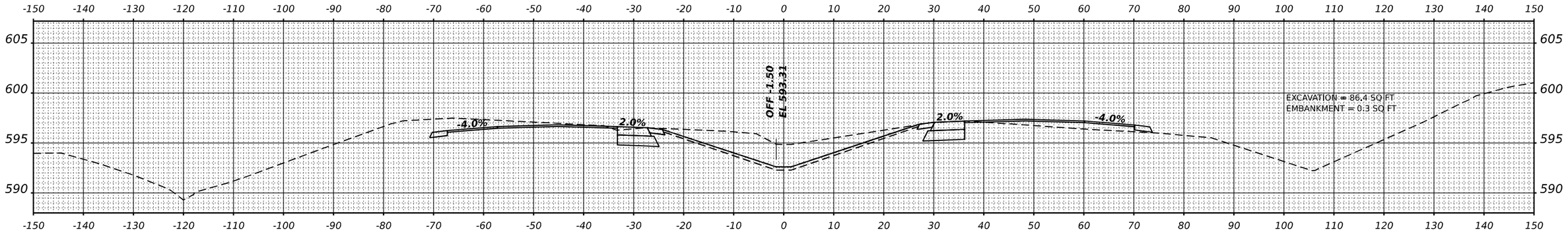
FINAL CROSS SECTIONS
STA 1077+50 TO STA 1078+50

SCALE: | SHEET OF SHEETS | STA. | TO STA.

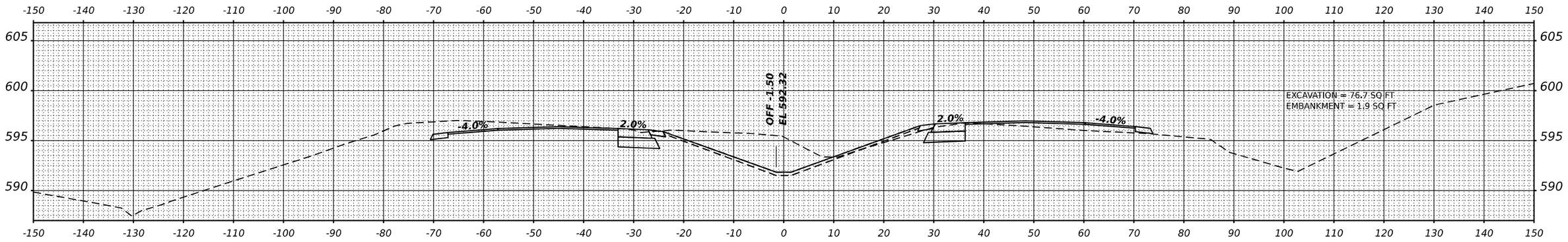
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	161
		CONTRACT NO. 68E35		
	ILLINOIS FED. AID PROJECT			



STA 1080+00.00



STA 1079+50.00



STA 1079+00.00

MODEL: EXCL-I74_EXS-2 • A 1079+00.00=3 [SHEET]
FILE NAME: C:\PW_WORKSPACE\K-PW.BENTLEY.COM_EXS-PW-A01\D0143438\D0468E35-SHT-XSC-FINAL-16.DGN

exp.

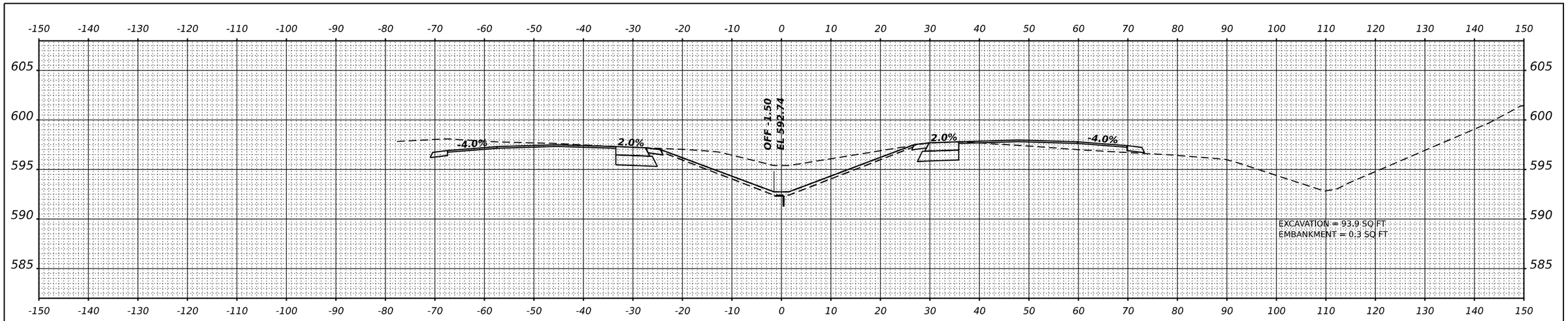
USER NAME = PARRAV	DESIGNED -	D. Hansen	REVISED -	
	DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

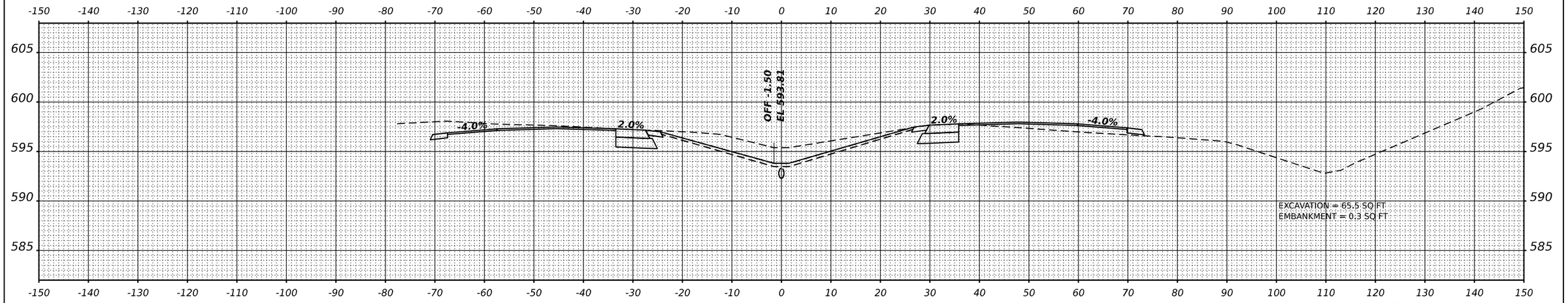
FINAL CROSS SECTIONS
STA 1079+00 TO STA 1080+00

SCALE: | SHEET OF SHEETS | STA. | TO STA.

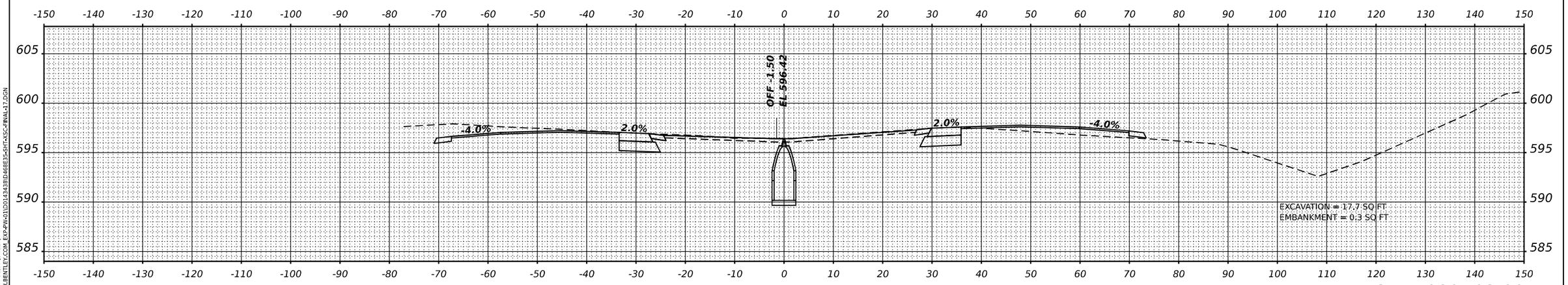
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	162
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1080+31.80



STA 1080+30.07



STA 1080+03.00

MODEL: EXCI-I74_EXSx2 - A 1080+31.80 [SHEET]
FILE NAME: C:\PW_WORKIE\0*-PW.BENTLEY.COM_EXP-PW-01\D0143438\D468E35<SHT>XSC-FINAL-17.DGN

exp.

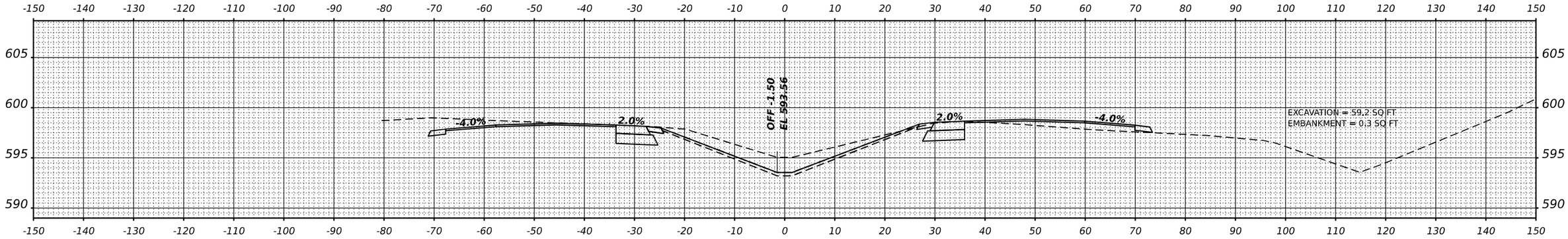
USER NAME = PARRAV	DESIGNED -	D. Hansen	REVISED -	
	DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

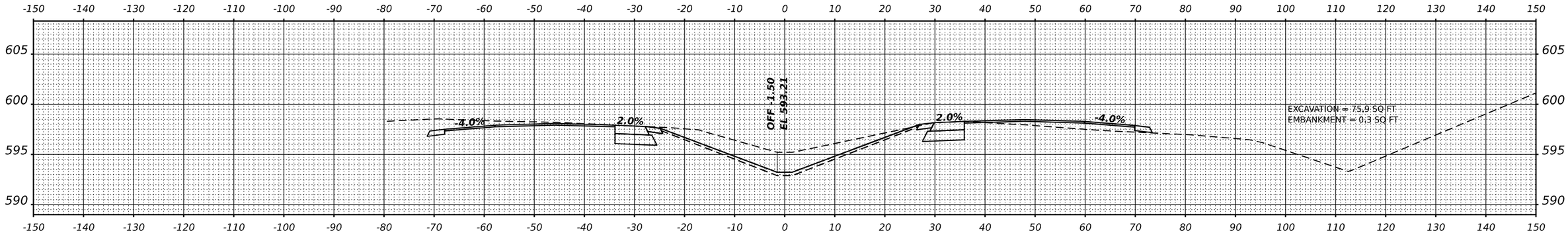
FINAL CROSS SECTIONS
STA 1080+03 TO STA 1080+31.80

SCALE: | SHEET OF SHEETS | STA. | TO STA.

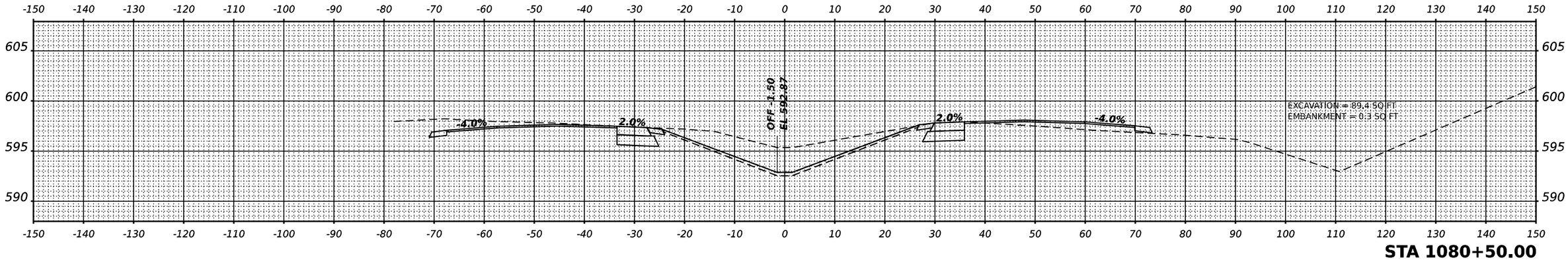
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	163
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1081+50.00



STA 1081+00.00



STA 1080+50.00

MODEL: EXCL-174_EXSL-2 - A 1080+50.00<3 [SHEET]
FILE NAME: C:\PW_WORK\EXP-PW.BENTLEY.COM_EXP-PW-01\D0143438\D0468E35-SHT-XSC-FINAL-18.DGN

exp.

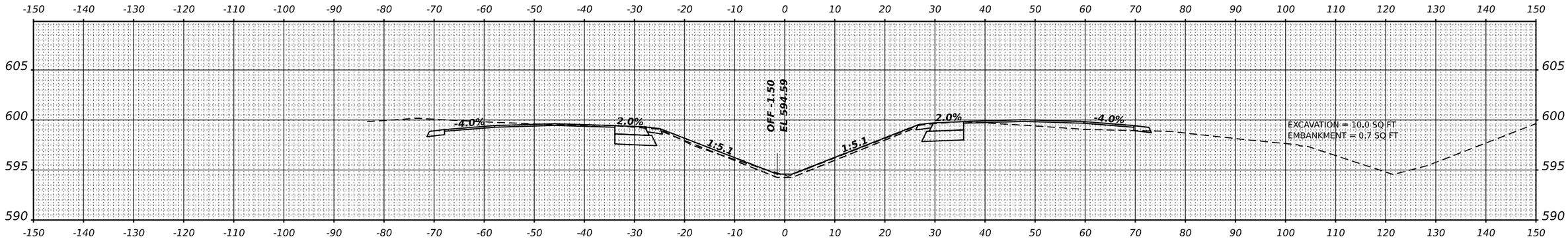
USER NAME = PARRAV	DESIGNED -	D. Hansen	REVISED -	
	DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

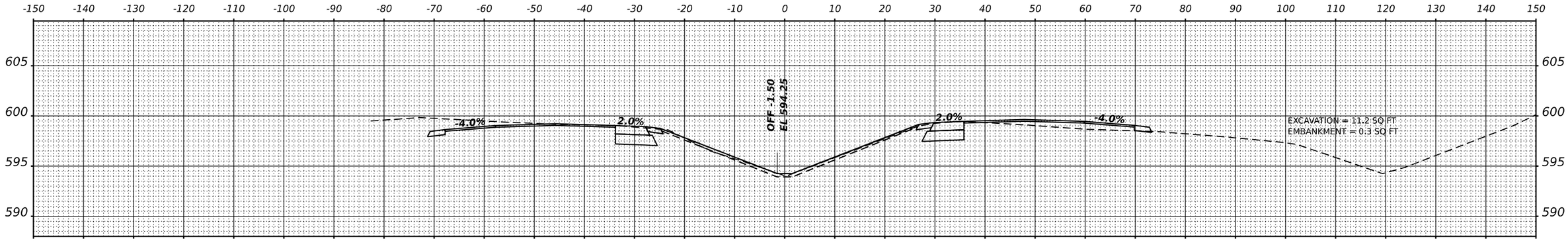
FINAL CROSS SECTIONS
STA 1080+50 TO STA 1081+50

SCALE: | SHEET OF SHEETS | STA. | TO STA.

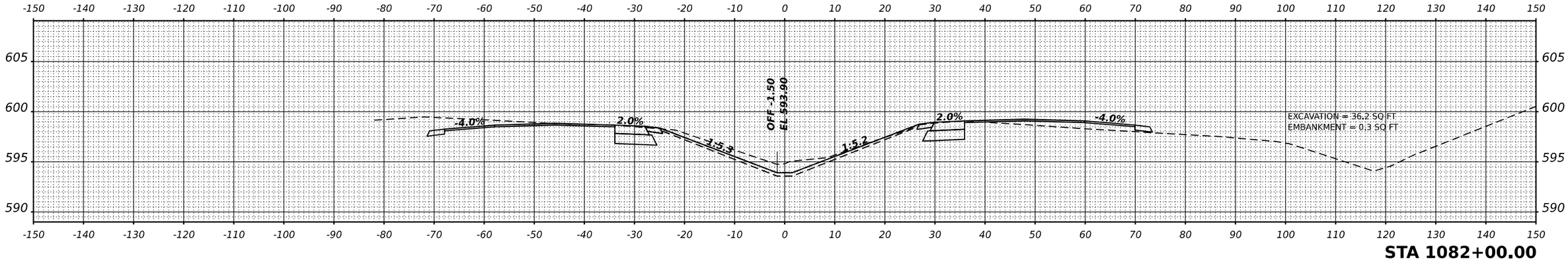
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	164
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1083+00.00



STA 1082+50.00



STA 1082+00.00

exp.

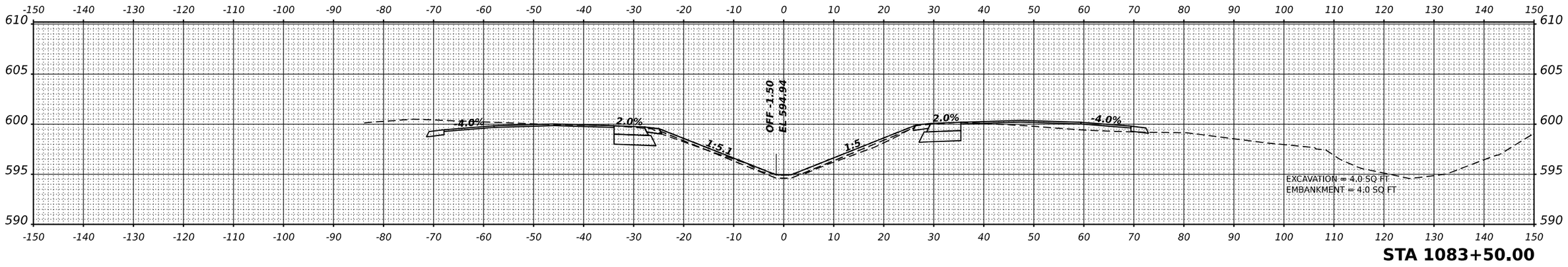
USER NAME = PARRAV	DESIGNED -	D. Hansen	REVISED -	
	DRAWN -	V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED -	K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE -	3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINAL CROSS SECTIONS
STA 1082+00 TO STA 1083+00

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	165
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		



STA 1083+50.00

MODEL: EXCL-I74_EXSL-2 - A 1083+50.00=3 [SHEET]
FILE NAME: C:\PW_WORKEXP-PW.BENTLEY.COM_EXP-PW401\D0143438\D0468E35-SHT-XSC-FINAL-20.DGN

exp.

USER NAME = PARRAV	DESIGNED - D. Hansen	REVISED -	
	DRAWN - V. Parra	REVISED -	
PLOT SCALE = 0.16666633 ' / IN.	CHECKED - K. Antonson	REVISED -	
PLOT DATE = 4/22/2024	DATE - 3/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINAL CROSS SECTIONS
STA 1083+50

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-29B)BR	KNOX	166	166
		CONTRACT NO. 68E35		
	ILLINOIS	FED. AID PROJECT		