3-5-10 LETTING ITEM 017

STRUCTURE SCOPE OF WORK

5C092U150L000.36 SIGN STRUCTURE REPLACEMENT
5C092I074R210.00 SIGN STRUCTURE REPLACEMENT
092–0051 OMISSION
092–0053 OMISSION
092–8037 HMA RESURFACING

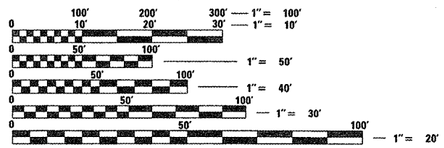
FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEETS 5–7

CURRENT TRAFFIC DATA

	FAU 7052 LEG A	FAP 729 LEG B	FAP 729 LEG C
2009 ADT	4,250	9,700	14,400
20 YR. ADT	4,700	10,800	15,800
P.U. & P.C. %	95.5	94.8	95.5
S.U. %	3.4	2.9	2.9
M.U. %	1.1	2.3	1.6

DESIGN DESIGNATION

LEG "A" - MINOR ARTERIAL
LEG "B & C" - OTHER PRINCIPAL ARTERIAL



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 ENGINEER: KEVIN TRAPP
SQUAD LEADER: JEFF SHERER
DESIGNER: RANDY AUSTIN

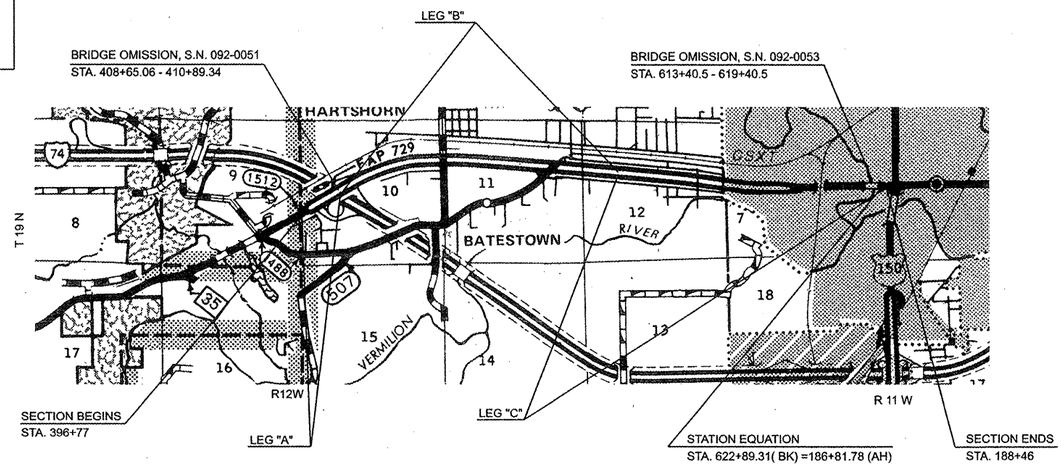
CONTRACT NO. 70315

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAU 7052 / FAP 729 (US 150)
SECTION (36X,36X–1,34Z–3)RS–1
VERMILION COUNTY
RESURFACING (3P)
W. OF I–74 TO LOGAN AVE. IN DANVILLE

C–95–059–03

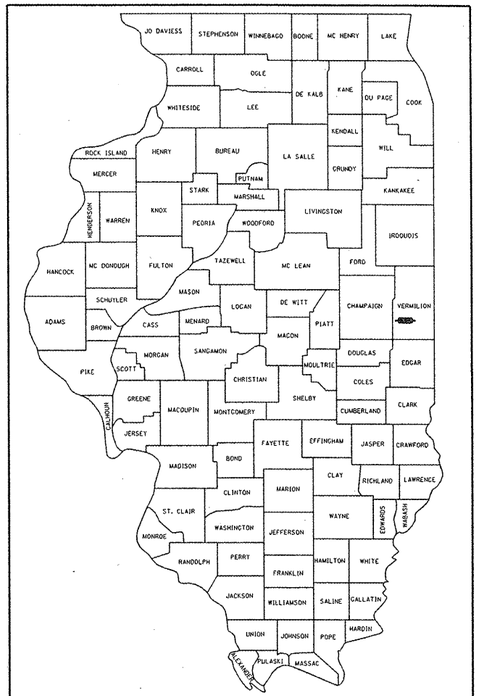


GROSS LENGTH = 22,776.53 FT. = 4.314 MILES
NET LENGTH = 21,952.25 FT. = 4.158 MILES

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	1
	ILLINOIS	CONTRACT NO. 70315		

*FAU 7052 /FAP 729

D–95–033–06



LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 12/7 20 09
Darrell R. Cove
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

January 29, 2010
Scott E. Stitt P.E. RD
acting ENGINEER OF DESIGN AND ENVIRONMENT

January 29, 2010
Christine M. Reed RD
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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40	CANTILEVER SIGN STRUCTURE TRUSS DETAILS ALUMINUM TRUSS & STEEL POST
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47	CANTILEVER SIGN STRUCTURES DRILLED SHAFT ALUMINUM TRUSS & STEEL POST
48	SOIL BORING LOGS
49-51	MILLING TRANSITION DETAILS
52	STRIPING DETAIL & DETECTOR LOOP LAYOUT US 150 & HENNING RD.
53	STRIPING DETAIL & DETECTOR LOOP LAYOUT US 150 & LOGAN AVE.
54-57	PAVEMENT MARKING AND MARKERS (RURAL AND URBAN APPLICATIONS)
58	PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATIONS)

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
442201-03	CLASS C & D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHOULDER STRIPS (SHLDS) WITH RESURFACING OR WIDENING FOR WIDENING & RESURFACING PROJECTS
630001-08	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-06	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-08	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR FOR TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701006-03	OFF-ROAD OPERATIONS 2L, 2W, 15' TO EOP FOR SPEEDS ≥ 45MPH
701101-02	OFF RD OPERATIONS-MULTILANE-LESS THAN 15 FT TO EOP
701411-06	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701421-02	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 TO 55 MPH
701422-02	LANE CLOSURE, MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-03	LANE CLOSURE, MULTILANE, INTERMITTANT OR MOVING OPERATIONS FOR SPEEDS ≥ 45 MPH
701451-01	RAMP CLOSURE, FREEWAY/EXPRESSWAY
701456	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701601-06	URBAN LANE CLOSURE MULTILANE 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701901-01	TRAFFIC CONTROL DEVICES
720021-02	SIGN PANELS, EXTRUDED ALUMINUM TYPE
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

*FAU 7052 / FAP 729

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	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/1/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS /HIGHWAY STANDARDS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	2
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

G.N.-100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G.N.-107.12
THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE LOCAL RAILROAD CONTACT IS:

Mr. Gale Free
Roadmaster
CSX Transportation
564 CSX Lane
Danville, IL 61834
(217) 442-0126

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE RAILROAD CONTACT PERSON FOR FLAGGERS IS:

Dave Fette
1717 Dixie Hwy
Suite 400
Fort Wright, KY 41011
859-344-8137

G.N.-406
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406.05b
ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N. -406H

MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location	US 150	US 150	US 150
Mixture Use	Level Binder	Surface	Binder and Class D Patch
AC/PG	PG 64-22	PG 64-22	PG 64-22
RAP % (Max)	15	10	15
Design Air Voids	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70
Mix Comp(Gradation)	IL 9.5	IL 9.5	IL 19.0
Friction Aggregate	Mix C	Mix D	N.A.

G.N.-406.10
FOR MULTILANE RESURFACING

WHEN BEGINNING THE RESURFACING WITH NEW MIXTURES FOR LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE MIXTURES, THE WORK WILL BE CONFINED TO THE INSIDE TRAFFIC LANE (PASSING LANE) FIRST. THE WORK WILL REMAIN ON THE INSIDE LANE UNTIL THE MIX HAS BEEN ADJUSTED AND APPROVED BY THE ENGINEER BEFORE ANY RESURFACING IS ALLOWED ON THE OUTSIDE (DRIVING) TRAFFIC LANE(S).

ANY DELAYS OR INCONVENIENCES CAUSED THE CONTRACTOR IN COMPLYING WITH THIS REQUIREMENT WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS HOT-MIX ASHPALT PAY ITEMS, AS SHOWN IN THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-408B
THE INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE COMPACTED AS REQUIRED BY THE SPECIFICATIONS FOR DESIGN NUMBER OF GYRATIONS BEING USED,

AT THE FOLLOWING LOCATIONS:

BATESTOWN RD., JONES ST., "G" AVE., "B" AVE. AND LOGAN AVE.

G.N.-442B -SPECIAL * PATCHING SCHEDULES

THE PATCHING QUANTITIES REPRESENT AN ESTIMATE OF CLASS D PATCHING BASED ON 0.5% OF THE TOTAL SQUARE YARDAGE (NOT INCLUDING THE AREA REPRESENTED BY PROPOSED TYPICAL 16 ON SHEET 23) OF THE PROJECT. PATCH TYPE, SIZE, AND LOCATION WILL BE DETERMINED BY THE ENGINEER.

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-gennote.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	3
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

G.N.-631
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED

G.N.-703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION

G.N.-781
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

G.N. - 873
EXISTING DETECTOR LOOPS IN THE AREAS OF PROPOSED SURFACE REMOVAL SHALL BE REPLACED PER THE EXISTING SIZE AND LOCATION EXCEPT AS NOTED IN THE PLANS. EXISTING DETECTOR LOOPS SHALL BE DISCONNECTED AT THE GULFBOX JUNCTION OR HANDHOLE PRIOR TO COLD MILLING AT THAT RESPECTIVE LOCATION. NEW DETECTOR LOOPS SHALL BE CONNECTED TO THE RESPECTIVE EXISTING AMPLIFIER. IN GENERAL, ADVANCED DETECTOR LOOPS FOR DILEMMA ZONE PROTECTION LOCATED AT THE SAME STATION SHALL BE GROUPED TOGETHER ON A COMMON AMPLIFIER. PRESENCE LOOPS SHALL BE GROUPED BY LANE ON A COMMON AMPLIFIER.

WHERE IT IS NECESSARY TO INSTALL MORE THAN ONE LOOP HOMERUN IN A CONDUIT, HOMERUNS SHARING THE SAME CONDUIT SHALL BE ON A COMMON AMPLIFIER.

THE PROPOSED DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO THE FINAL SURFACE.

G.N.-1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS

CURVE DATA

△ = 34° - 09′

T = 3300′

R = 10,749.5′

L = 6,403.7′

E = 495.4′

D = 0° - 32.0′

S.E. = 0.02 FT. PER FOOT

SUPERELEVATION TO BE OBTAINED FROM STA. 410+72 TO STA. 411+72 AND FROM STA. 475+93 TO STA. 474+93.

THERE ARE NO COMMITMENTS FOR THIS CONTRACT.

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-gennote.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	4
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

LOCATION OF WORK FAU 7052 / FAP 729 (US 150)
SECTION : (36X, 36X-1, 34Z-3)RS-1)
VERMILION COUNTY

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	FAU 7052 STA 396+77 TO STA. 408+65.06 URBAN 100% STATE I000	FAP 729 STA. 410+89.34 TO STA. 188+46 URBAN 100% STATE I000	FAU 7052 STA 396+77 TO STA. 408+65.06 URBAN 100% STATE Y002-1C	FAP 729 STA. 410+89.34 TO STA. 188+46 URBAN 100% STATE Y002-1C
40600100	BITUMINOUS MATERIALS PRIME COAT	GALLON	13,176.0	388.0	12,788.0	0.0	0.0
40600300	AGGREGATE PRIME COAT	TON	265.0	8.0	257.0	0.0	0.0
40600635	LEVEL BINDER (MACHINE METHOD), N70	TON	4,323.0	0.0	4,323.0	0.0	0.0
40600990	TEMPORARY RAMP	SQ YD	1,243.0	102.0	1,141.0	0.0	0.0
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	753.0	0.0	753.0	0.0	0.0
40603340	HOT-MIX ASPHALT SURFACE COURSE,MIX "D",N70	TON	10,965.0	300.0	10,665.0	0.0	0.0
40800010	BITUMINOUS MATERIALS PRIME COAT	GALLON	464.0	0.0	464.0	0.0	0.0
40800030	AGGREGATE PRIME COAT	TON	10.0	0.0	10.0	0.0	0.0
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	520.0	0.0	520.0	0.0	0.0
44000154	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"	SQ YD	28,736.0	4,103.0	24,633.0	0.0	0.0
44000157	HOT-MIX ASPHALT SURFACE REMOVAL,2"	SQ YD	101,894.0	0.0	101,894.0	0.0	0.0
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1,208.0	0.0	1,208.0	0.0	0.0
44000170	HOT-MIX ASPHALT SURFACE REMOVAL, 5 1/4"	SQ YD	3,582.0	0.0	3,582.0	0.0	0.0
44201811	CLASS D PATCHES, TYPE I, 14 INCH	SQ YD	64.0	20.0	44.0	0.0	0.0
44201815	CLASS D PATCHES,TYPE II, 14 INCH	SQ YD	96.0	20.0	76.0	0.0	0.0
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SQ YD	224.0	20.0	204.0	0.0	0.0
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	2,793.0	20.0	2,773.0	0.0	0.0
48101200	AGGREGATE SHOULDERS, TYPE B	TON	1,887.0	59.0	1,828.0	0.0	0.0
48203100	HOT-MIX ASPHALT SHOULDERS	TON	104.0	45.0	59.0	0.0	0.0
56109210	WATER VALVES TO BE ADJUSTED	EACH	4.0	0.0	4.0	0.0	0.0
60255500	MANHOLES TO BE ADJUSTED	EACH	12.0	0.0	12.0	0.0	0.0
60260100	INLETS TO BE ADJUSTED	EACH	50.0	0.0	50.0	0.0	0.0

*FAU 7052 / FAP 729

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(36X,36X-1,34Z-3)RS-1	VERMILION	58	5
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

LOCATION OF WORK FAU 7052 / FAP 729 (US 150)
SECTION : (36X, 36X-1, 34Z-3)RS-1
VERMILION COUNTY

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	FAU 7052 STA 396+77 TO STA. 408+65.06 URBAN 100% STATE I000	FAP 729 STA. 410+89.34 TO STA. 188+46 URBAN 100% STATE I000	100% STATE Y002-1C	100% STATE Y002-1C
*63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	3,487.5	0.0	3,487.5	0.0	0.0
*63000005	STEEL PLATE BEAM GUARDRAIL, TYPE B	FOOT	125.0	0.0	125.0	0.0	0.0
*63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	5.0	0.0	5.0	0.0	0.0
*63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2.0	0.0	2.0	0.0	0.0
*63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	11.0	0.0	11.0	0.0	0.0
63200310	GUARDRAIL REMOVAL	FOOT	4,077.0	0.0	4,077.0	0.0	0.0
67000400	ENGINEER FIELD OFFICE, TYPE A	CAL MO	6.0	2.0	4.0	0.0	0.0
67100100	MOBILIZATION	L SUM	1.0	0.1	0.9	0.0	0.0
70100310	TRAFFIC CONTROL-PROTECTION, 701421	L SUM	1.0	0.1	0.4	0.5	0.0
70100320	TRAFFIC CONTROL-PROTECTION, 701422	L SUM	1.0	0.1	0.9	0.0	0.0
70100420	TRAFFIC CONTROL-PROTECTION, 701411	EACH	6.0	4.0	0.0	2.0	0.0
70100820	TRAFFIC CONTROL-PROTECTION, 701451	L SUM	1.0	0.0	0.0	1.0	0.0
70100825	TRAFFIC CONTROL-PROTECTION, 701456	L SUM	1.0	0.0	0.0	1.0	0.0
70102630	TRAFFIC CONTROL-PROTECTION, 701601	L SUM	1.0	0.0	1.0	0.0	0.0
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	14.0	1.0	13.0	0.0	0.0
70300100	SHORT TERM PAVEMENT MARKING	FOOT	13,119.0	2,042.0	11,077.0	0.0	0.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,571.0	340.0	1,231.0	0.0	0.0
*72000300	SIGN PANEL, TYPE 3	SQ FT	490.0	0.0	0.0	0.0	490.0
*72400330	REMOVE SIGN PANEL, TYPE 3	SQ FT	344.0	0.0	0.0	344.0	0.0
*73302210	OVERHEAD SIGN STRUCTURE-CANTILEVER, TYPE III-C-A (36" X 7'-0")	FOOT	74.0	0.0	0.0	74.0	0.0
*73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	25.0	0.0	0.0	25.0	0.0
*73600200	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	2.0	0.0	0.0	2.0	0.0

*SPECIALTY ITEM

*FAU 7052 / FAP 729

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	6
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

LOCATION OF WORK FAU 7052/ FAP 729 (US 150)
SECTION : (36X, 36X-1, 34Z-3)RS-1
VERMILION COUNTY

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	FAU 7052 STA 396+77 TO STA. 408+65.06 URBAN 100% STATE I000	FAP 729 STA. 410+89.34 TO STA. 188+46 URBAN 100% STATE I000	100% STATE Y002-1C	100% STATE Y002-1C
*73700300	REMOVE CONCRETE FOUNDATION OVERHEAD	EACH	2.0	0.0	0.0	2.0	0.0
*78000100	THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS	SQ FT	297.0	0.0	297.0	0.0	0.0
*78000200	THERMOPLASTIC PAVEMENT MARKING- LINE, 4"	FOOT	106,827.0	4,844.0	101,983.0	0.0	0.0
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE, 6"	FOOT	554.0	0.0	554.0	0.0	0.0
*78000500	THERMOPLASTIC PAVEMENT MARKING - LINE, 8"	FOOT	698.0	0.0	698.0	0.0	0.0
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE, 12"	FOOT	58.0	0.0	58.0	0.0	0.0
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE, 24"	FOOT	289.0	0.0	289.0	0.0	0.0
*78100100	RAISED REFLECTIVE PAVEMENT MARKERS	EACH	625.0	4.0	621.0	0.0	0.0
*78200405	GUARDRAIL MARKERS	EACH	53.0	0.0	53.0	0.0	0.0
*78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	11.0	0.0	11.0	0.0	0.0
*81603035	UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	495.0	0.0	0.0	495.0	0.0
*88600100	DETECTOR LOOP, TYPE 1	FOOT	1,551.0	0.0	1,551.0	0.0	0.0
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	16.0	0.0	0.0	16.0	0.0
*X7330110	OVERHEAD SIGN STRUCTURE WALKWAY, CANTILEVER, TYPE A	FOOT	65.0	0.0	0.0	65.0	0.0
*X8040310	ELECTRICAL SERVICE DISCONNECT	EACH	2.0	0.0	0.0	2.0	0.0
Z0010900	COLD MILLING, SPECIAL	FOOT	9,575.0	0.0	9,575.0	0.0	0.0
Z0048665	RAILROAD PROTECTION LIABILITY INSURANCE	L SUM	1.0	0.0	1.0	0.0	0.0

*SPECIALTY ITEM

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D070315-sht-SOQ.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/1/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

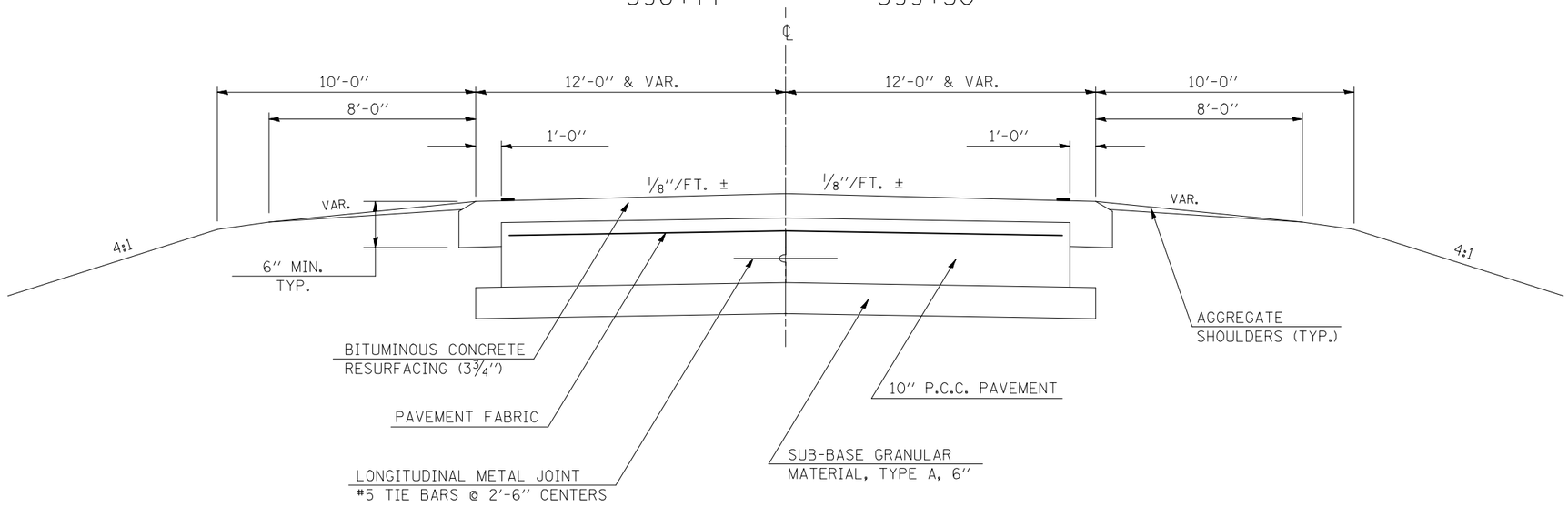
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	7
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

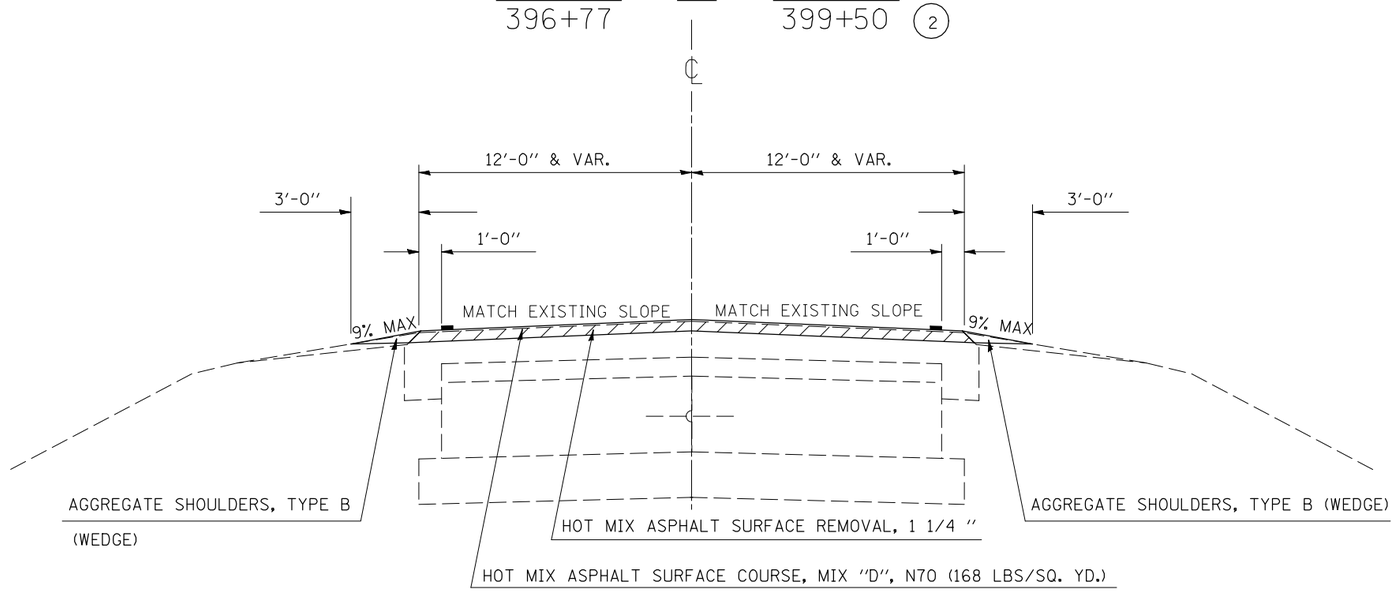
EXISTING TYPICAL CROSS SECTION

STATION 396+77 TO STATION 399+50



① PROPOSED TYPICAL CROSS SECTION

STATION 396+77 TO STATION 399+50 ②



*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ′ / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/1/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

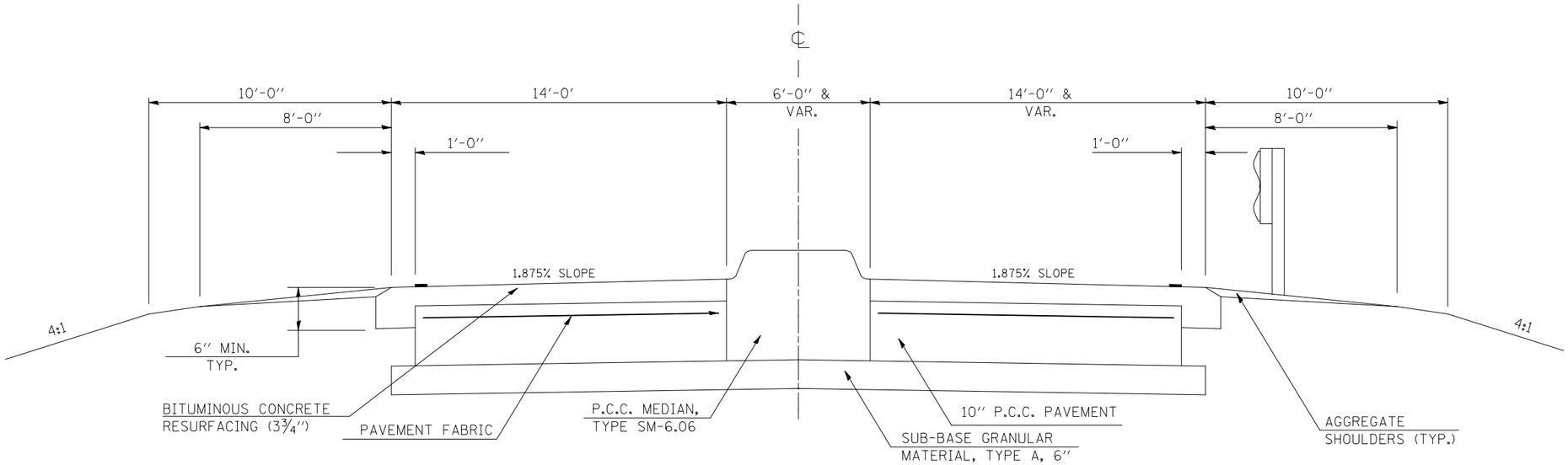
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 1 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	8
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

EXISTING TYPICAL CROSS SECTION

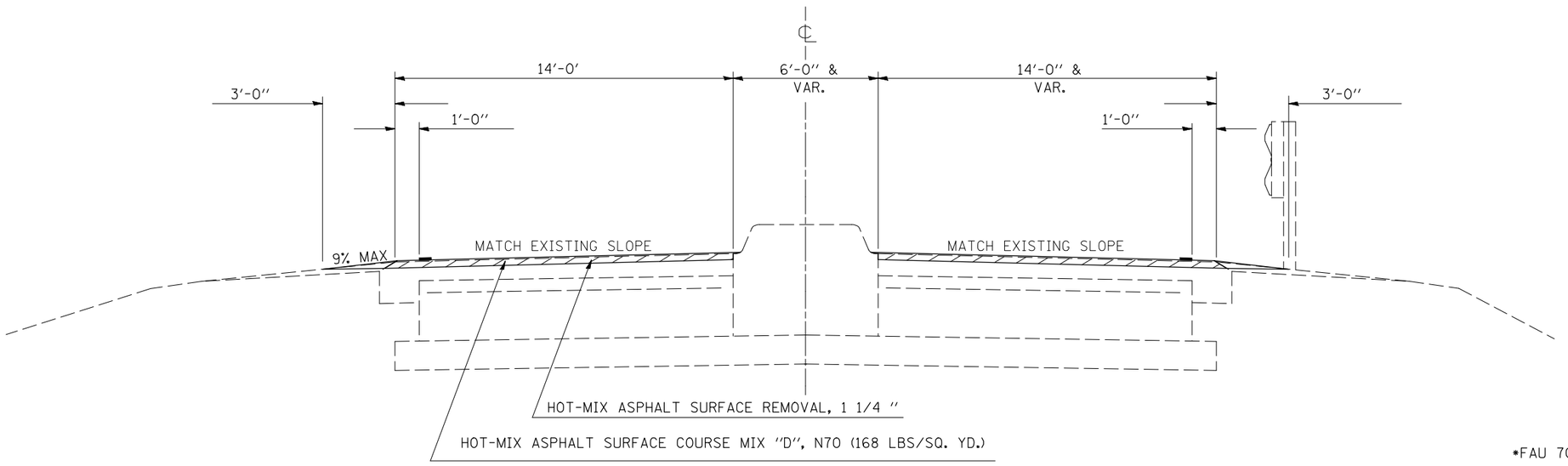
STATION	TO	STATION
399+50		401+94
405+47		408+65.06



② PROPOSED TYPICAL CROSS SECTION

	STATION	TO	STATION
②	399+50		401+94 ③
⑤	405+47		*408+65.06

*OMISSION:S.N. 092-0051: STATION 408+65.06 TO STATION 410+89.34



*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ′ / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/1/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

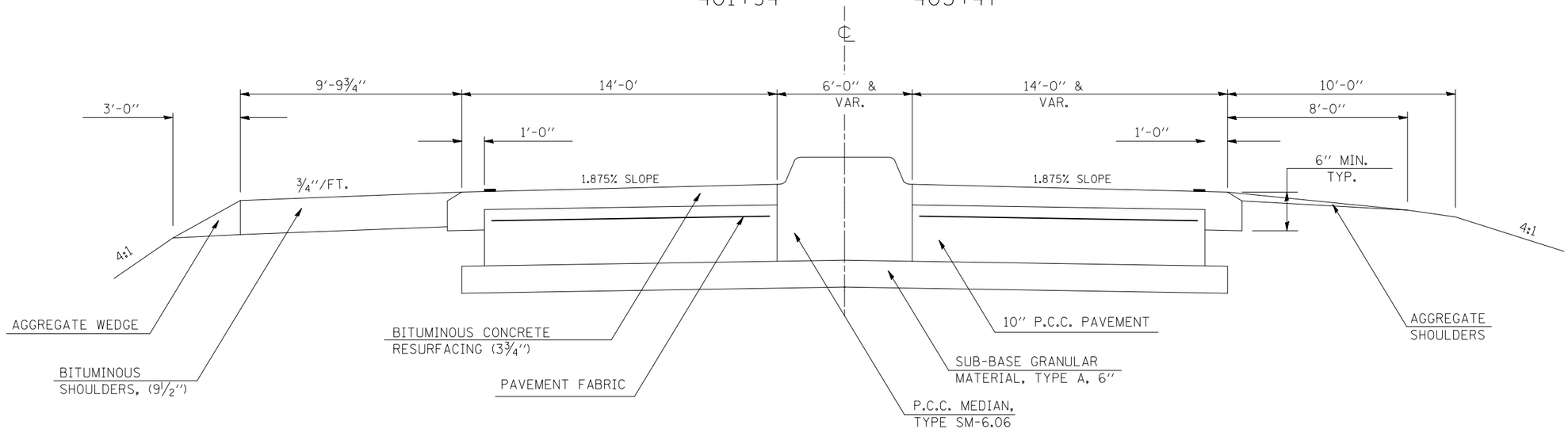
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 2 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	9
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

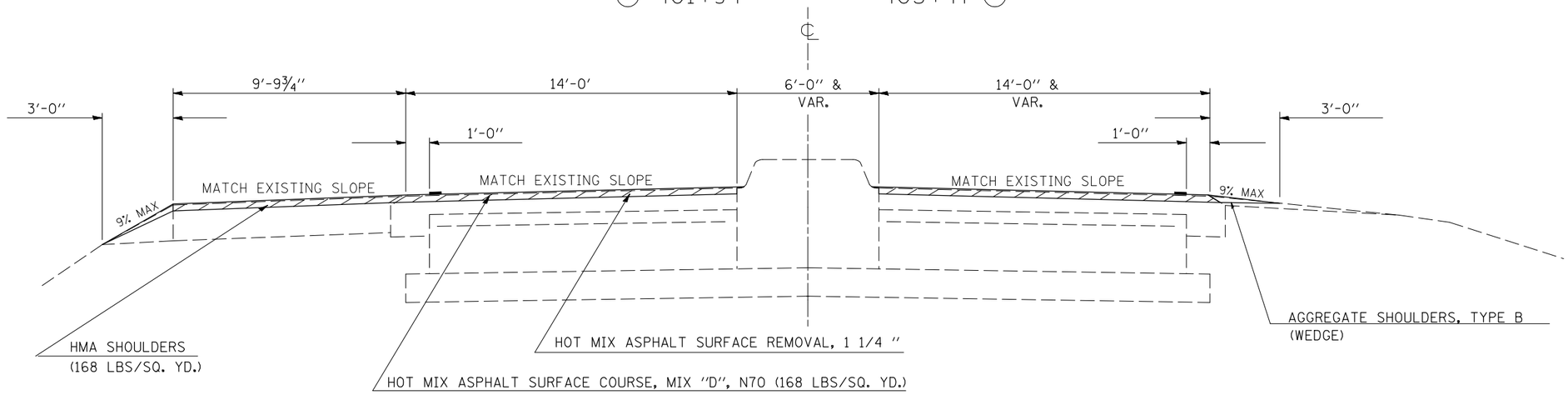
EXISTING TYPICAL CROSS SECTION

STATION 401+94 TO STATION 403+47



③ PROPOSED TYPICAL CROSS SECTION

STATION ② 401+94 TO STATION 403+47 ④



*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ′ / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

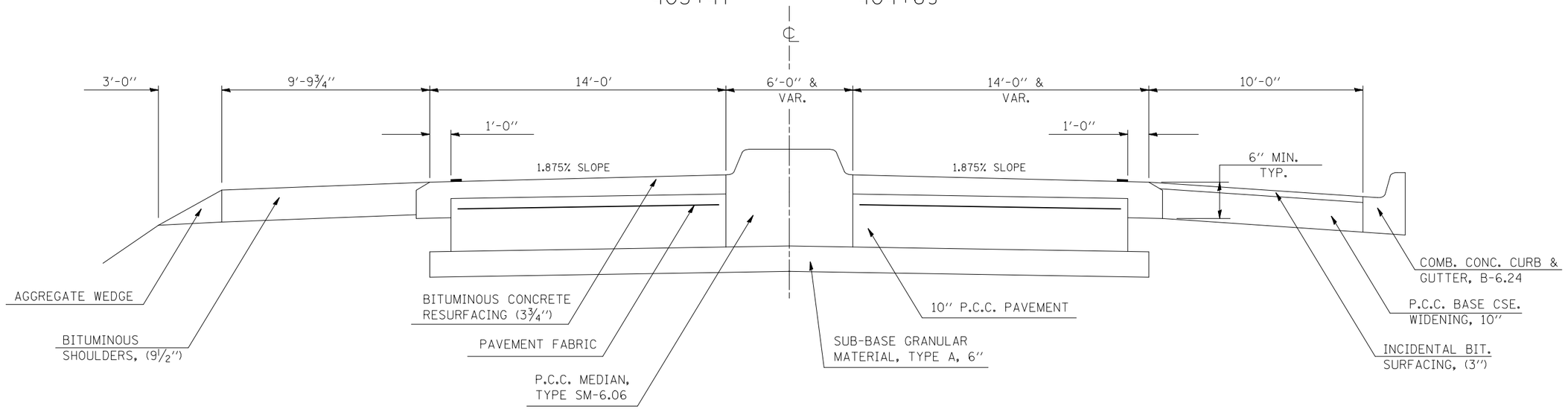
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 3 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	10
		CONTRACT NO. 70315		
	ILLINOIS	FED. AID PROJECT		

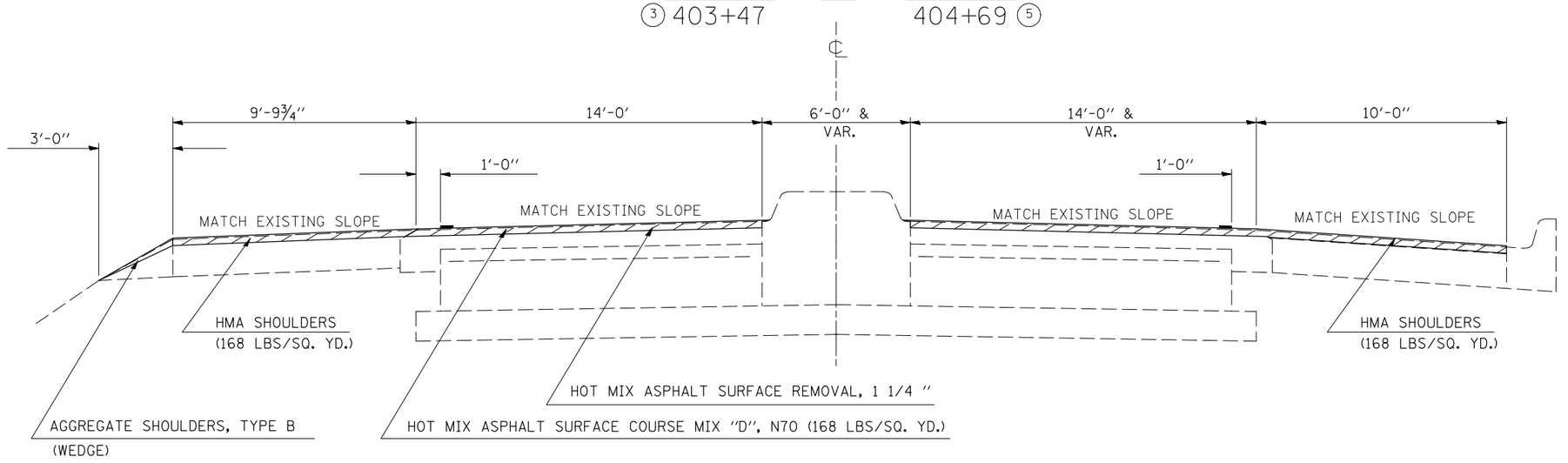
EXISTING TYPICAL CROSS SECTION

STATION 403+47 TO STATION 404+69



④ PROPOSED TYPICAL CROSS SECTION

STATION ③ 403+47 TO STATION 404+69 ⑤



*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ′ / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

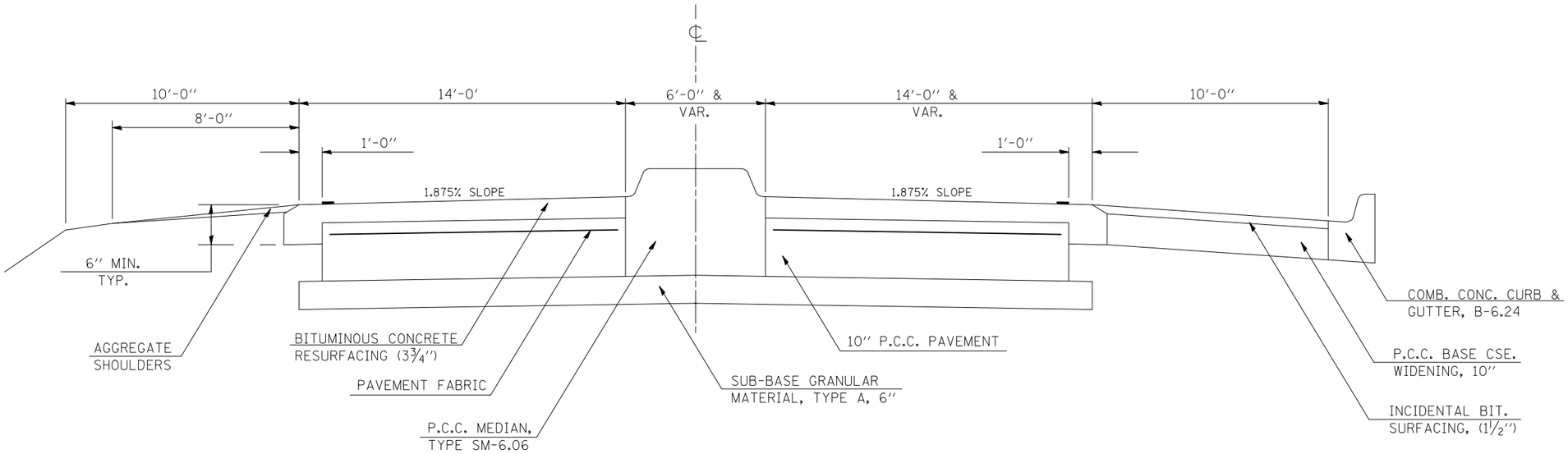
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 4 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	11
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

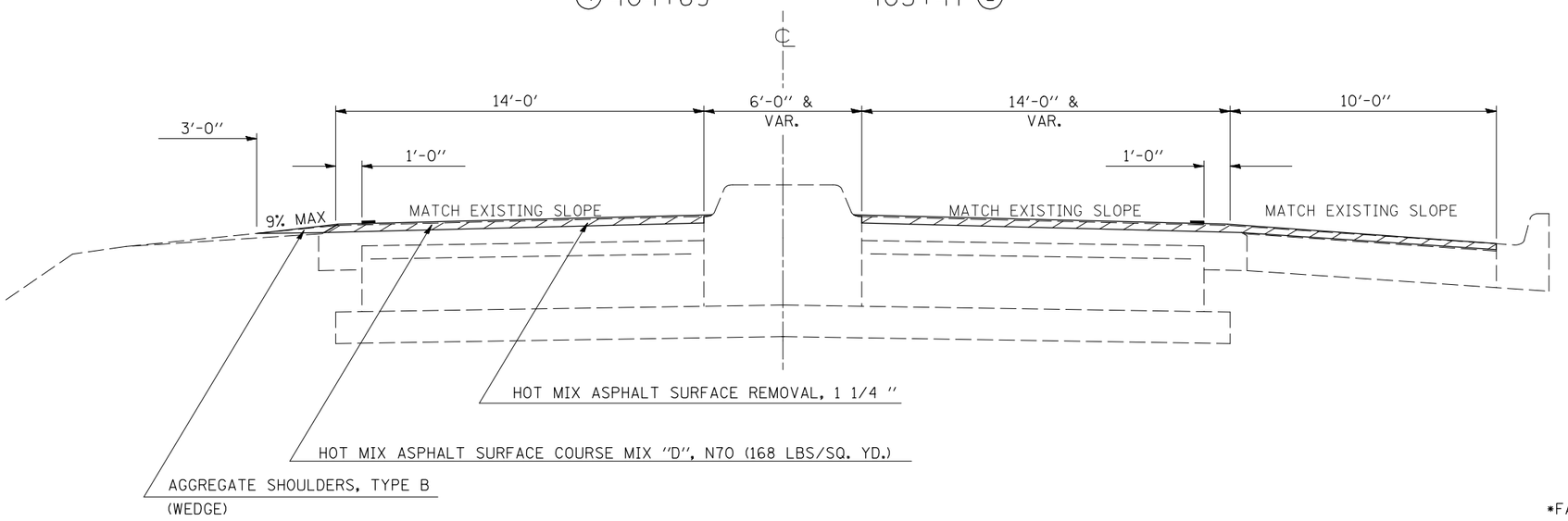
EXISTING TYPICAL CROSS SECTION

STATION 404+69 TO STATION 405+47



⑤ PROPOSED TYPICAL CROSS SECTION

STATION ④ 404+69 TO STATION 405+47 ②



*FAU 7052 / FAP 729

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		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ′ / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

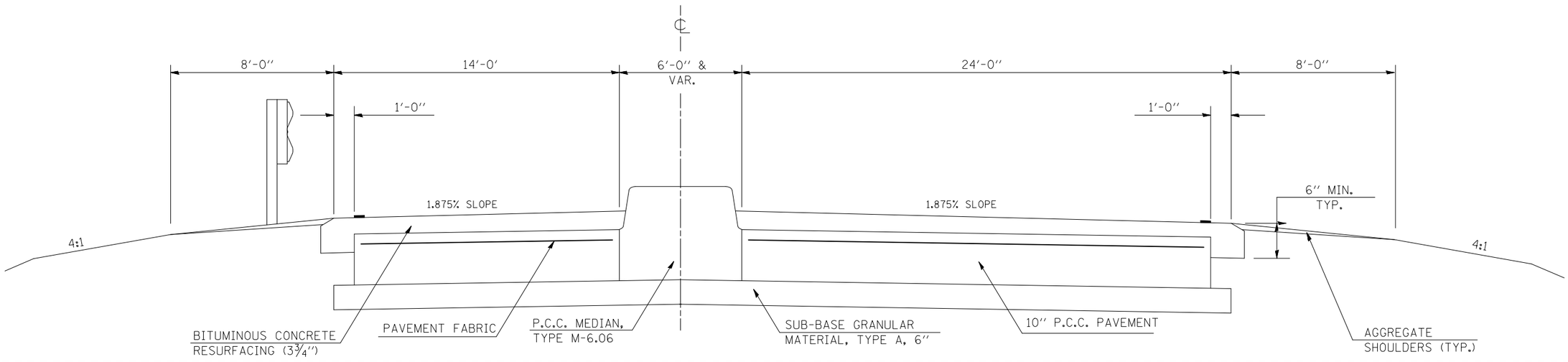
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 5 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	12
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

EXISTING TYPICAL CROSS SECTION

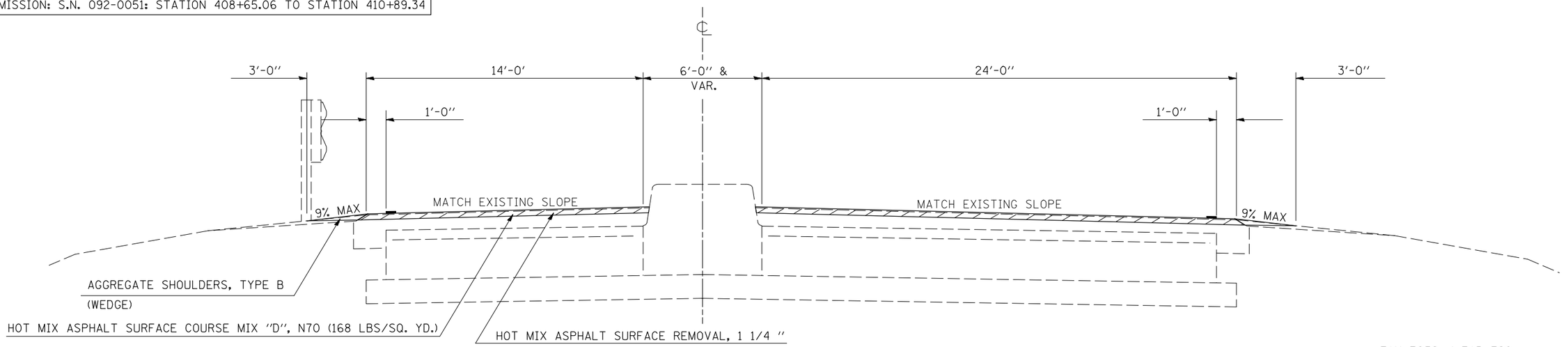
STATION	TO	STATION
410+89. 34		414+78
416+78		416+99



⑥ PROPOSED TYPICAL CROSS SECTION

STATION	TO	STATION
*② 410+89. 34		414+78 ⑦
⑦ 416+78		416+99 ⑧

*OMISSION: S.N. 092-0051: STATION 408+65.06 TO STATION 410+89.34



*FAU 7052 / FAP 729

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		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ′ / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

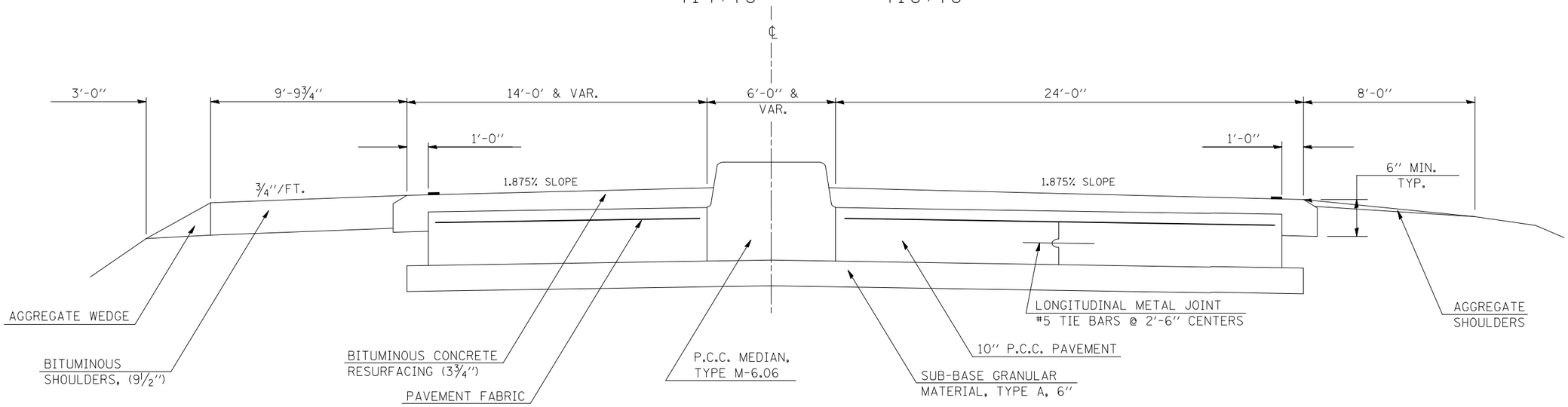
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 6 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	13
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

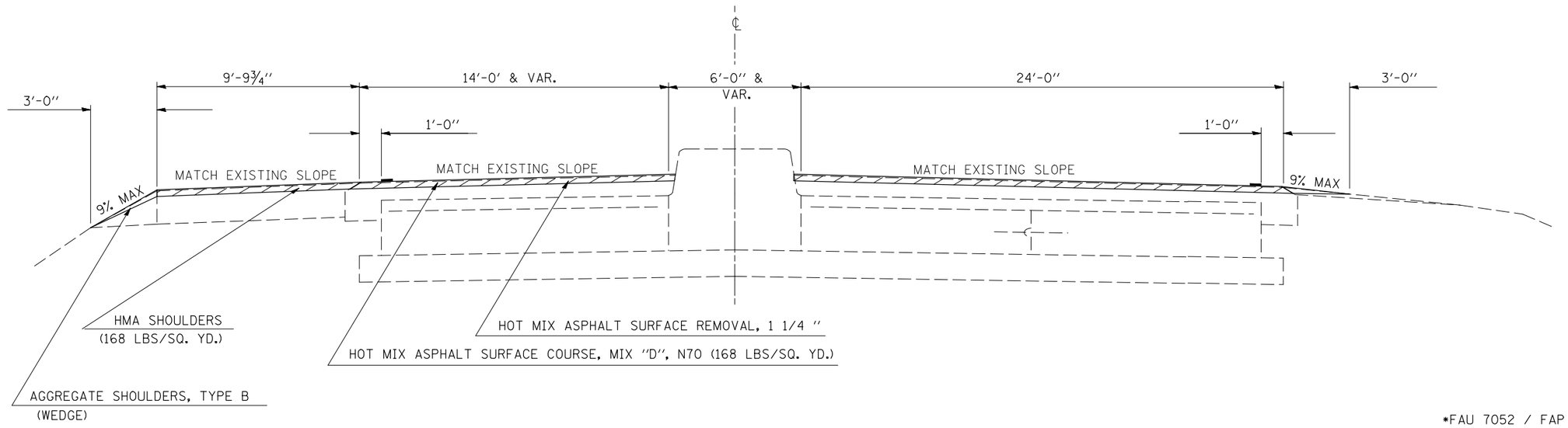
EXISTING TYPICAL CROSS SECTION

STATION 414+78 TO STATION 416+78



⑦ PROPOSED TYPICAL CROSS SECTION

STATION ⑥414+78 TO STATION 416+78⑥



*FAU 7052 / FAP 729

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	PLOT SCALE = 40.0000 ′ / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

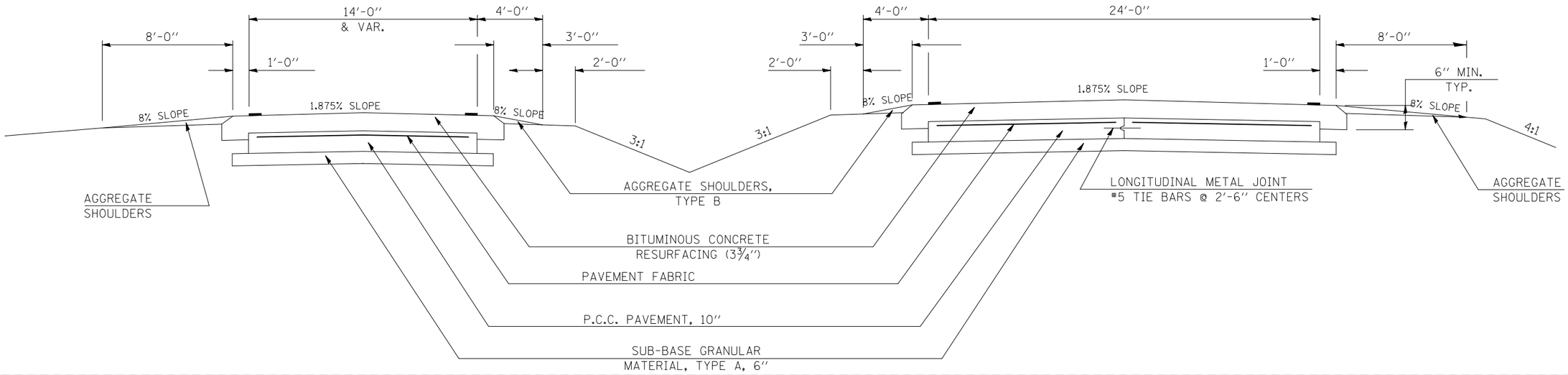
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(36X,36X-1,34Z-3)RS-1	VERMILION	58	14
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

EXISTING TYPICAL CROSS SECTION

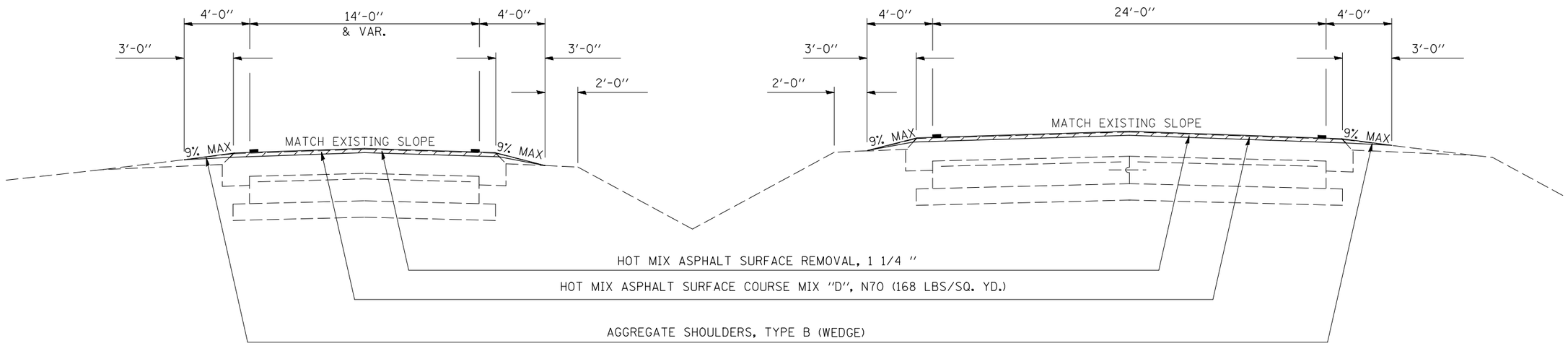
STATION	TO	STATION
416+99		417+92
418+47		423+48



(8) PROPOSED TYPICAL CROSS SECTION

STATION	TO	STATION
(6) 416+99		417+92 (9)
(9) * 418+47		423+48 (10)

* NOTE:
FROM RT. STATION 418+47 TO RT. STATION 423+48, SEE PROPOSED TYPICAL CROSS SECTION # 10



*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
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	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

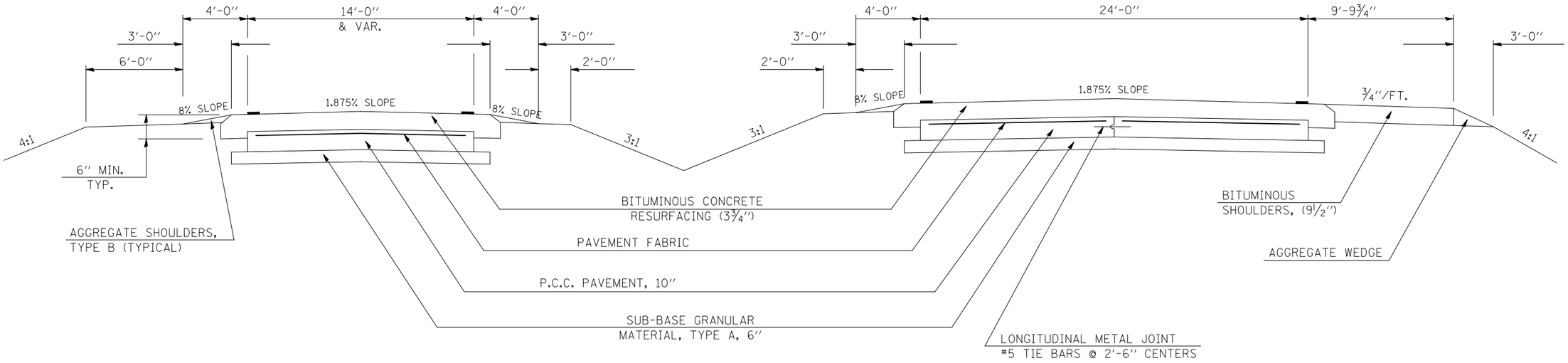
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 8 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	15
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

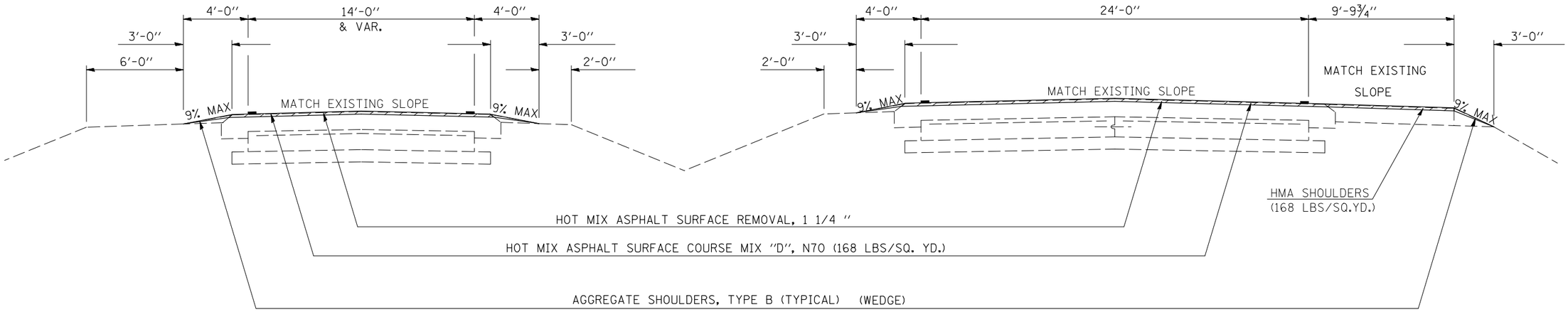
EXISTING TYPICAL CROSS SECTION

STATION 417+92 TO STATION 418+47



(9) PROPOSED TYPICAL CROSS SECTION

STATION (8) 417+92 TO STATION 418+47 (8)



*FAU 7052 / FAP 729

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		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

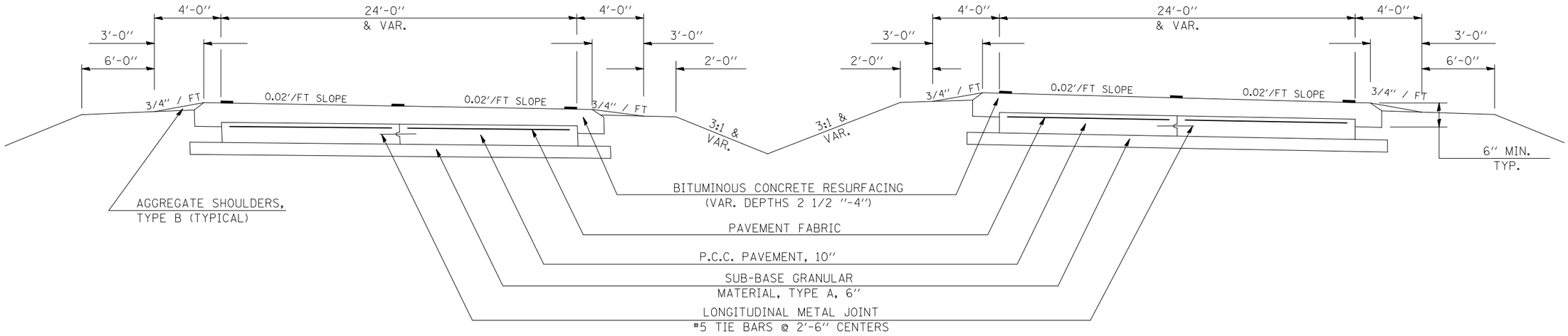
SCALE: | SHEET NO. 9 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	16
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

EXISTING TYPICAL CROSS SECTION

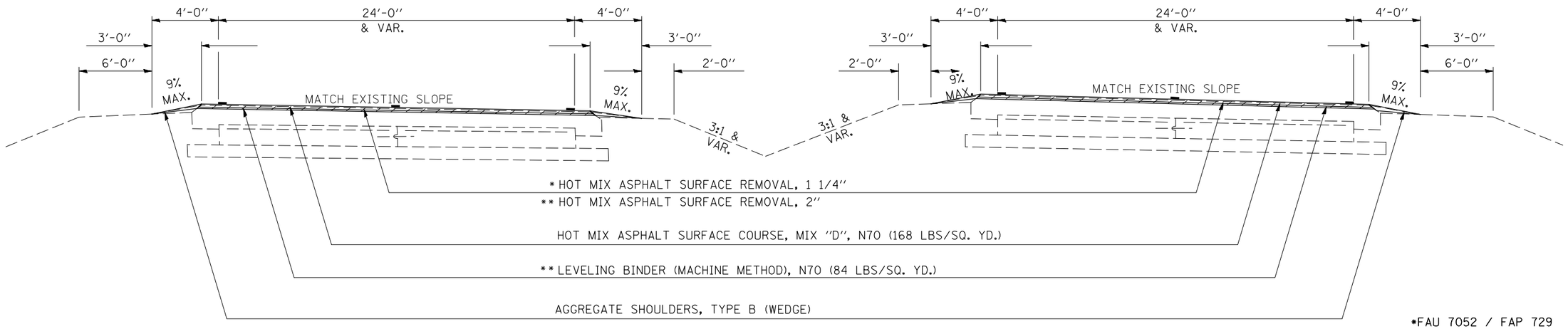
NOTE: NORMAL CROWN SECTION STA. 475+00 TO STA. 496+10

STATION	TO	STATION
423+48		447+82.84
460+40.87		515+87
525+63		586+88



(10) PROPOSED TYPICAL CROSS SECTION

	STATION	TO	STATION	
(8)	* 423+48		447+82.84	(11)
(11)	** 460+40.87		515+87	(12)
(12)	** 525+63		586+88	(13)



*FAU 7052 / FAP 729

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	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

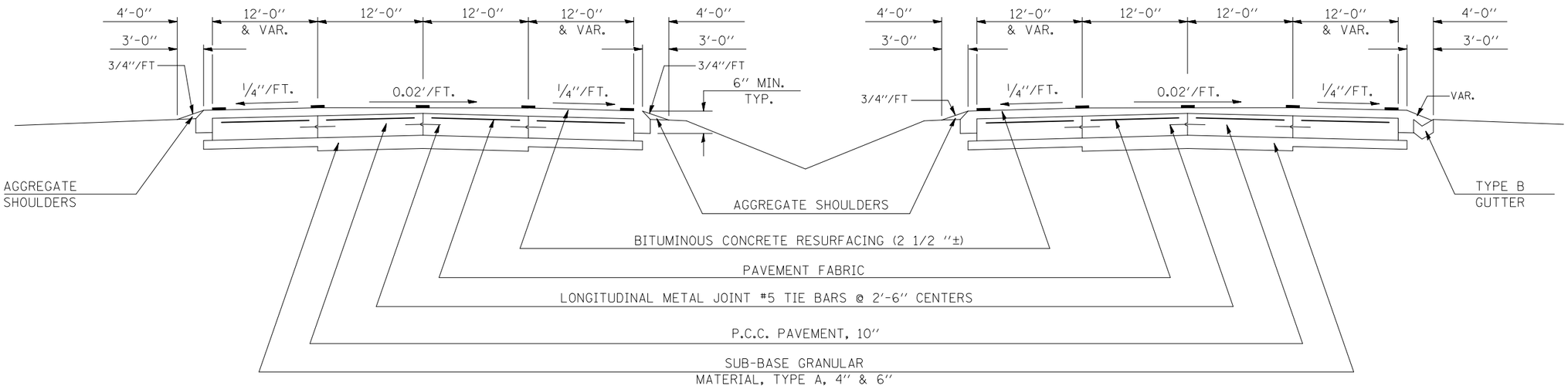
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 10 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	17
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

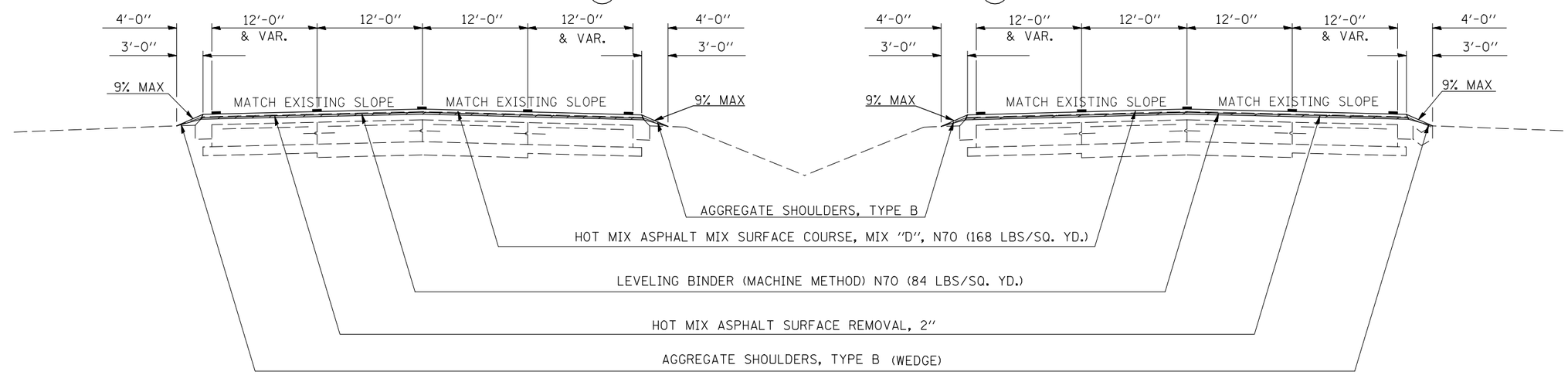
EXISTING TYPICAL CROSS SECTION

STATION TO STATION
447+82.84 460+40.87



(11) PROPOSED TYPICAL CROSS SECTION

STATION TO STATION
(10) 447+82.84 460+40.87 (10)



*FAU 7052 / FAP 729

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	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

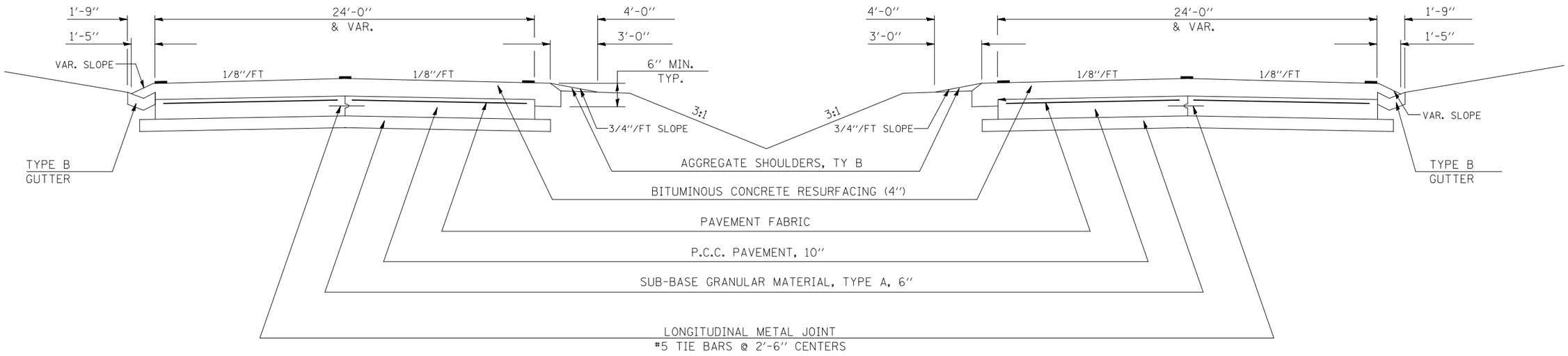
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 11 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	18
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

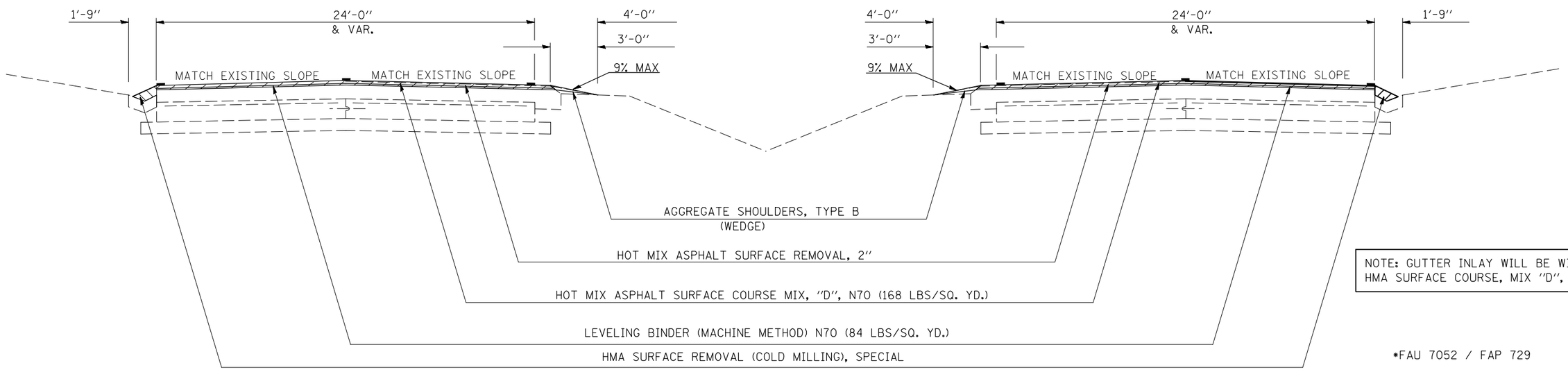
EXISTING TYPICAL CROSS SECTION

STATION 515+87 TO STATION 525+63



(12) PROPOSED TYPICAL CROSS SECTION

STATION (10) 515+87 TO STATION 525+63 (10)



NOTE: GUTTER INLAY WILL BE WITH HMA SURFACE COURSE, MIX "D", N70

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

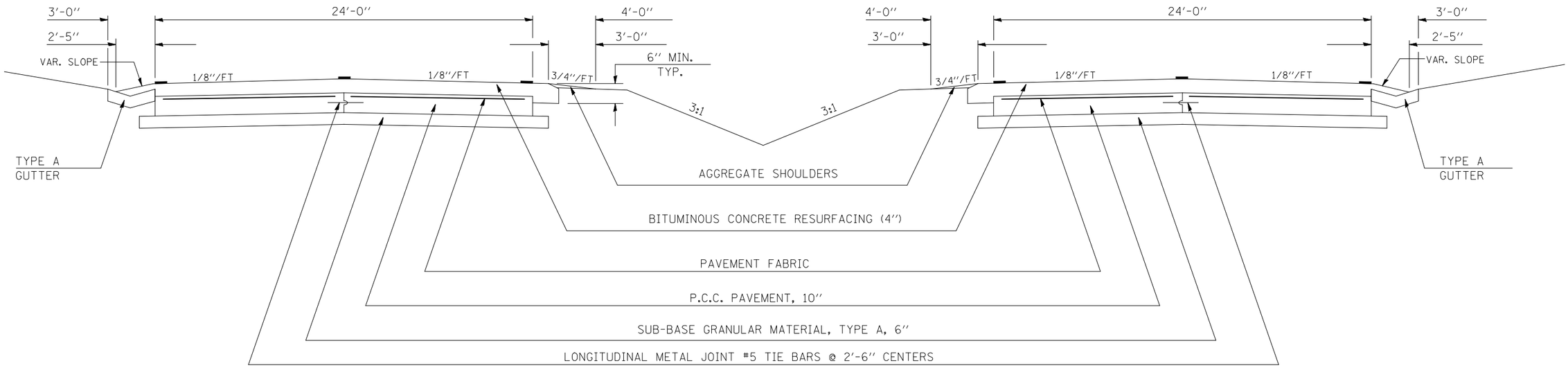
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 12 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	19
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

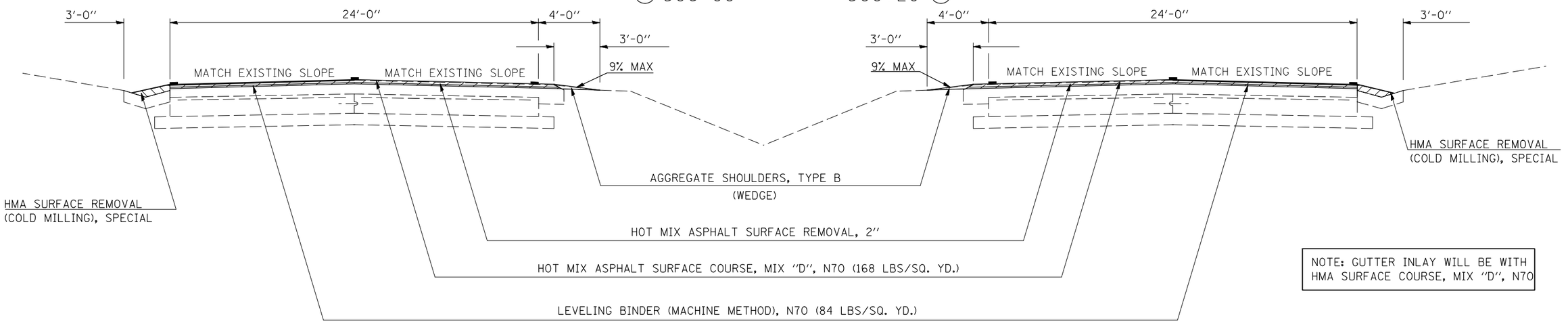
EXISTING TYPICAL CROSS SECTION

STATION 586+88 TO STATION 588+20



(13) PROPOSED TYPICAL CROSS SECTION

STATION (10) 586+88 TO STATION 588+20 (14)



NOTE: GUTTER INLAY WILL BE WITH HMA SURFACE COURSE, MIX "D", N70

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

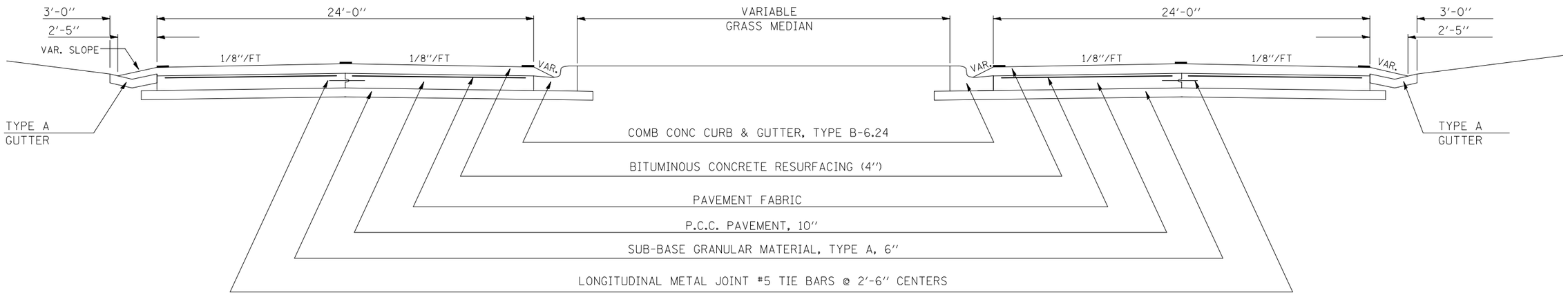
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 13 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	20
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

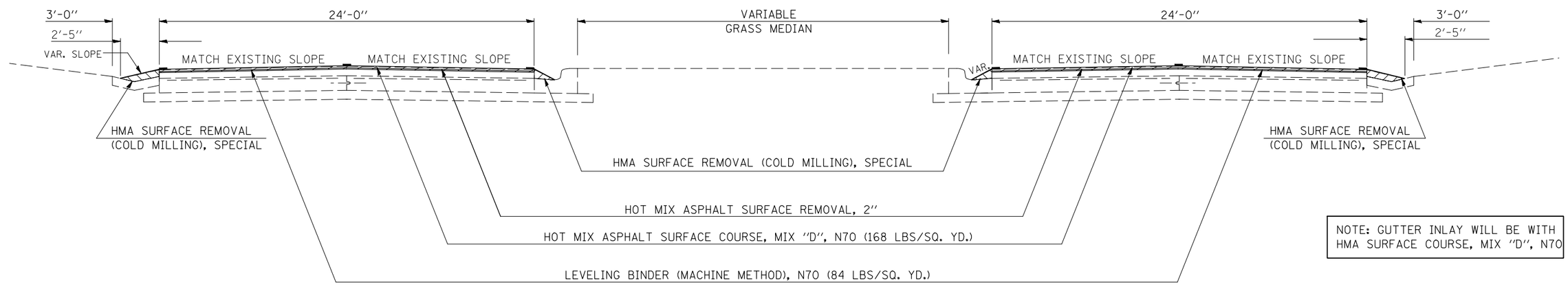
EXISTING TYPICAL CROSS SECTION

STATION 588+20 TO STATION 593+50



(14) PROPOSED TYPICAL CROSS SECTION

STATION (13) 588+20 TO STATION 593+50 (15)



NOTE: GUTTER INLAY WILL BE WITH HMA SURFACE COURSE, MIX "D", N70

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

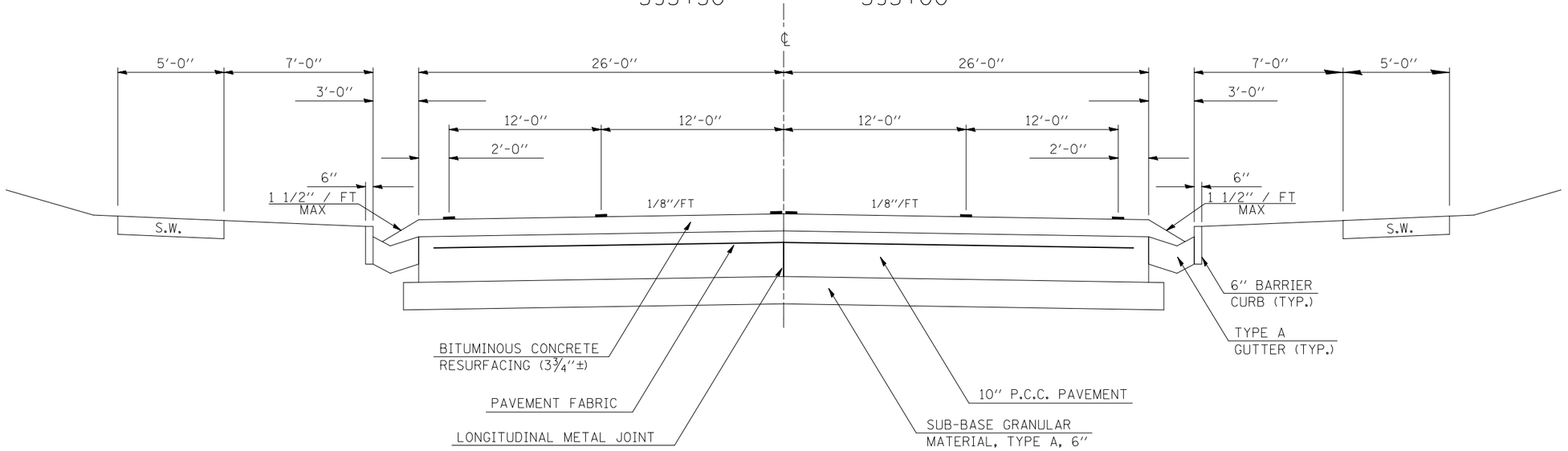
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 14 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	21
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

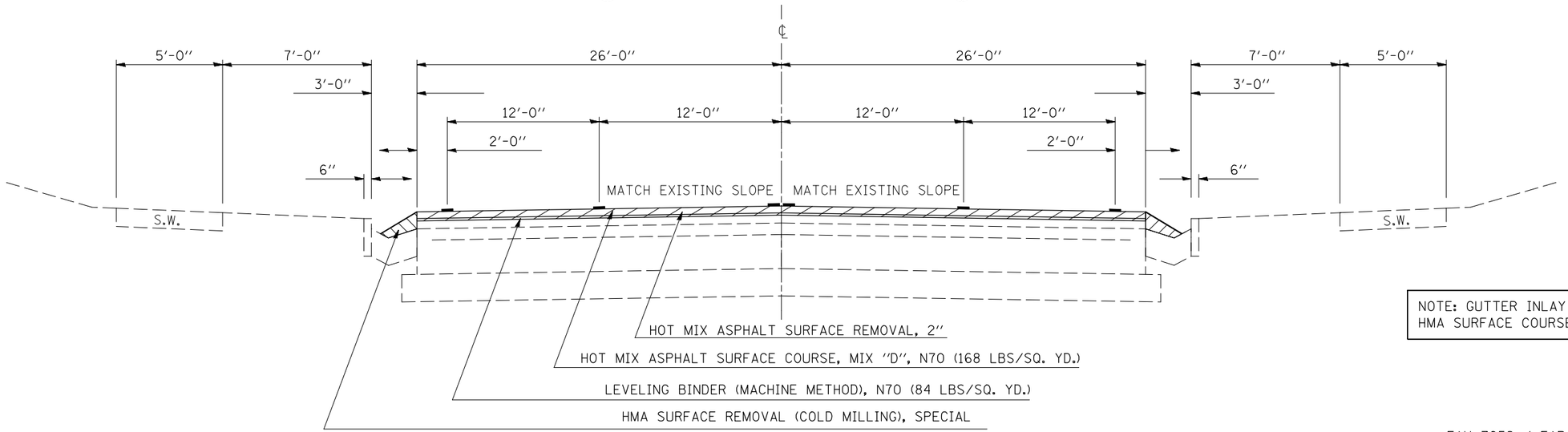
EXISTING TYPICAL CROSS SECTION

STATION 593+50 TO STATION 595+00



(15) PROPOSED TYPICAL CROSS SECTION

STATION (14) 593+50 TO STATION 595+00 (16)



NOTE: GUTTER INLAY WILL BE WITH HMA SURFACE COURSE, MIX ″D″, N70

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ′ / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

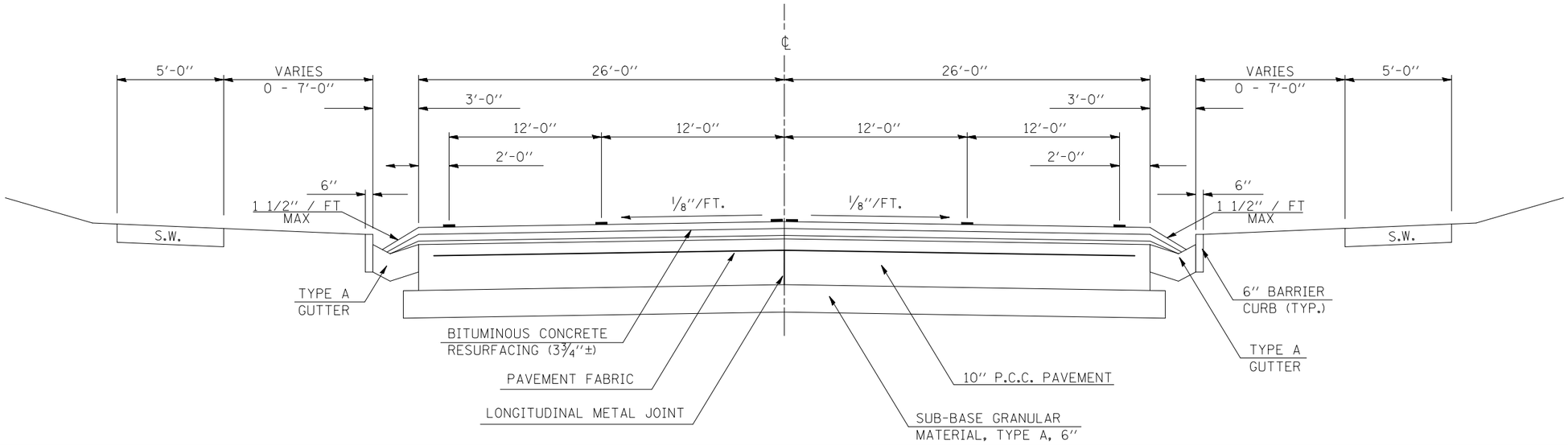
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 15 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	22
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

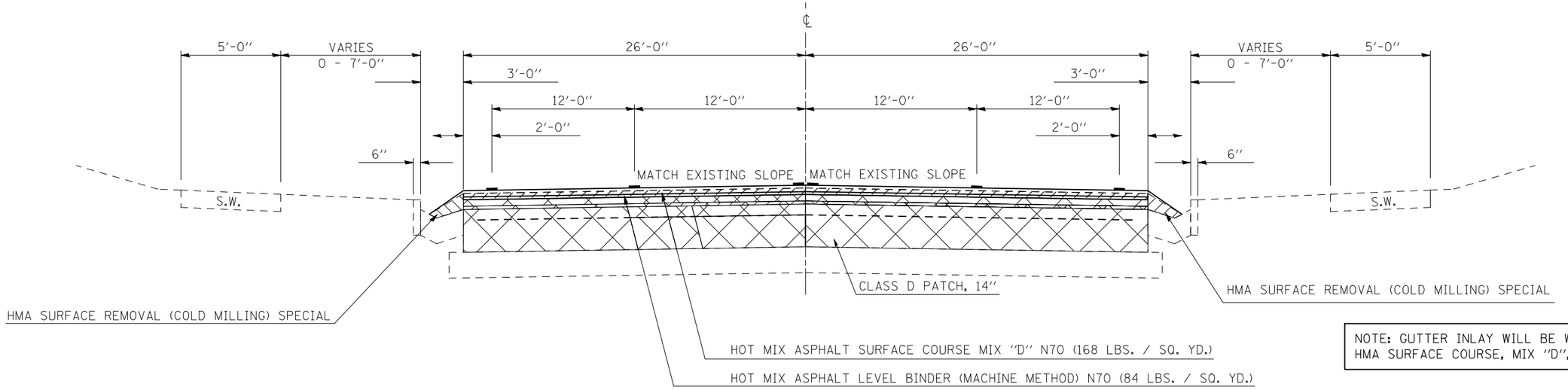
EXISTING TYPICAL CROSS SECTION

STATION 595+00 TO STATION 599+20



(16) PROPOSED TYPICAL CROSS SECTION

STATION (15) 595+00 TO STATION 599+39 (17)



NOTE: GUTTER INLAY WILL BE WITH HMA SURFACE COURSE, MIX ''D'', N70

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

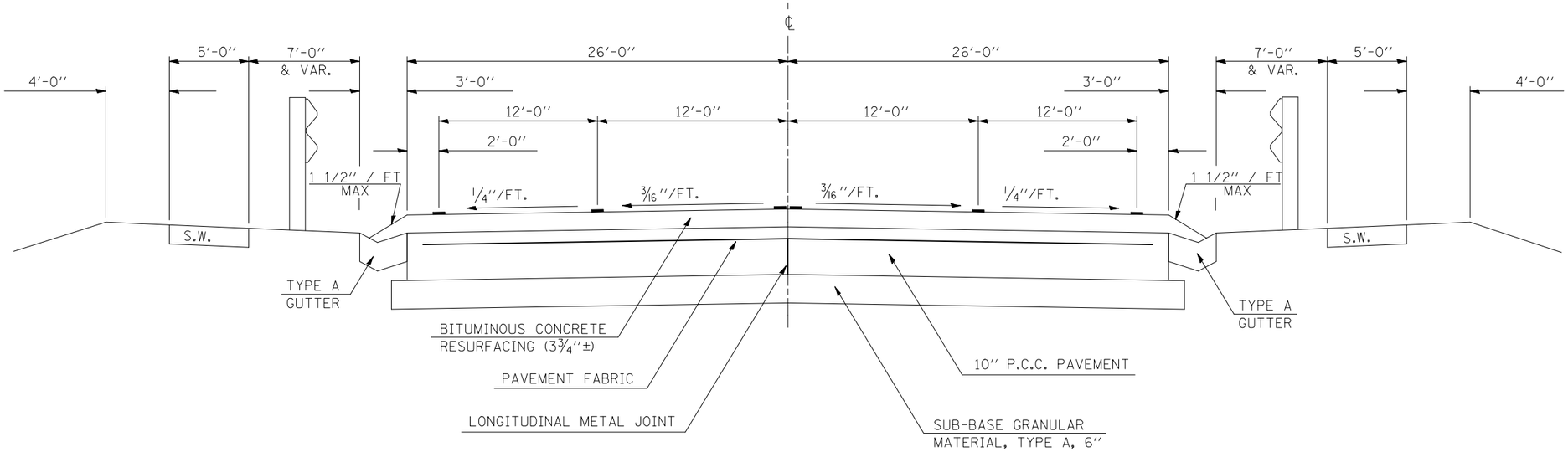
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 16 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	23
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

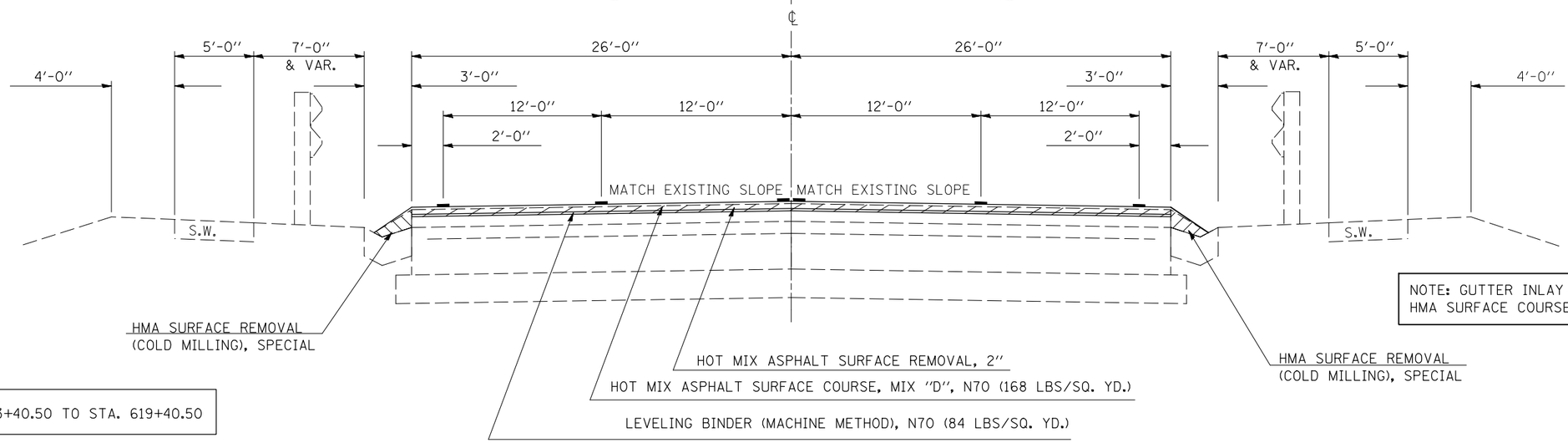
EXISTING TYPICAL CROSS SECTION

STATION 599+20 TO STATION 613+40.50



(17) PROPOSED TYPICAL CROSS SECTION

STATION (16) 599+39 TO STATION 613+40.50 (18) *



NOTE: GUTTER INLAY WILL BE WITH HMA SURFACE COURSE, MIX ''D'', N70

* BRIDGE OMISSION: STA. 613+40.50 TO STA. 619+40.50

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

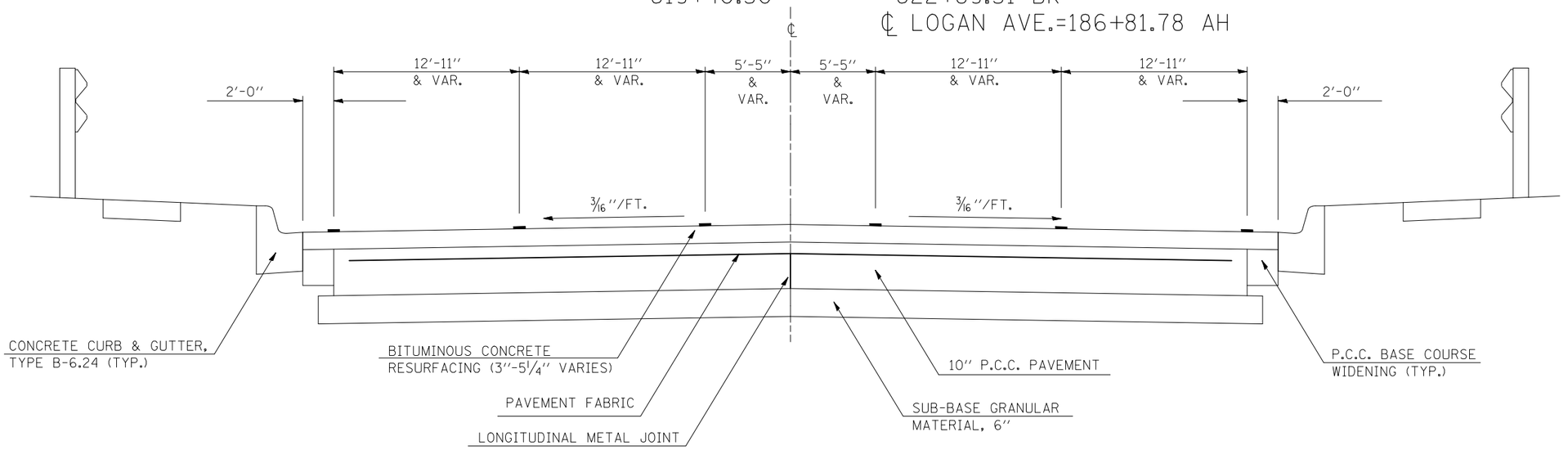
SCALE: | SHEET NO. 17 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	24
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

EXISTING TYPICAL CROSS SECTION

STATION 619+40.50 TO STATION 622+89.31 BK

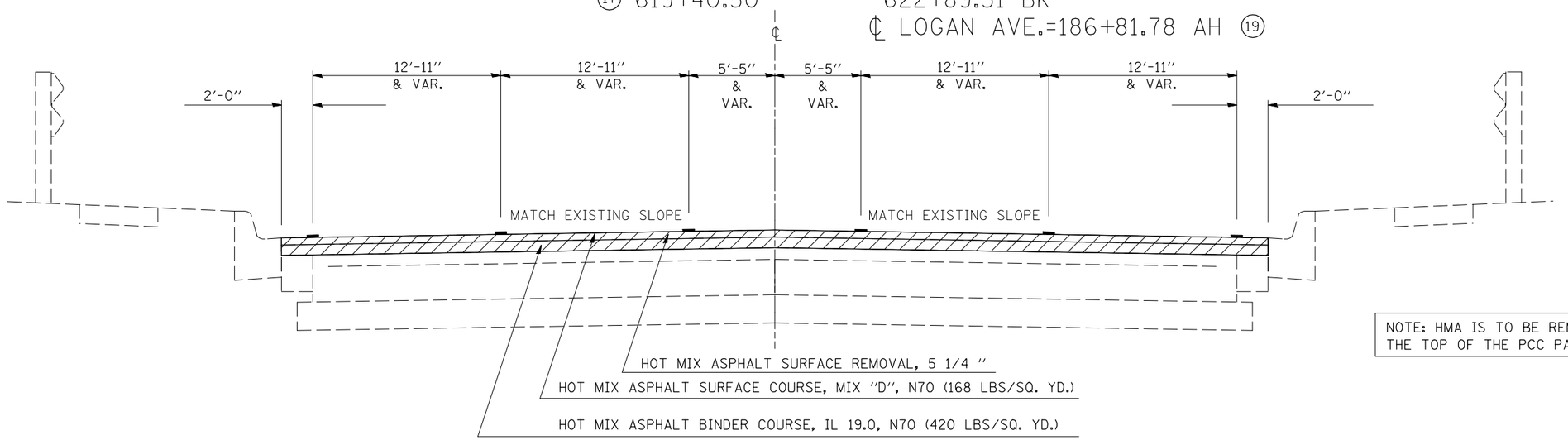
℄ LOGAN AVE.=186+81.78 AH



(18) PROPOSED TYPICAL CROSS SECTION

STATION (17) 619+40.50 TO STATION 622+89.31 BK

℄ LOGAN AVE.=186+81.78 AH (19)



NOTE: HMA IS TO BE REMOVED TO THE TOP OF THE PCC PAVEMENT.

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ′ / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

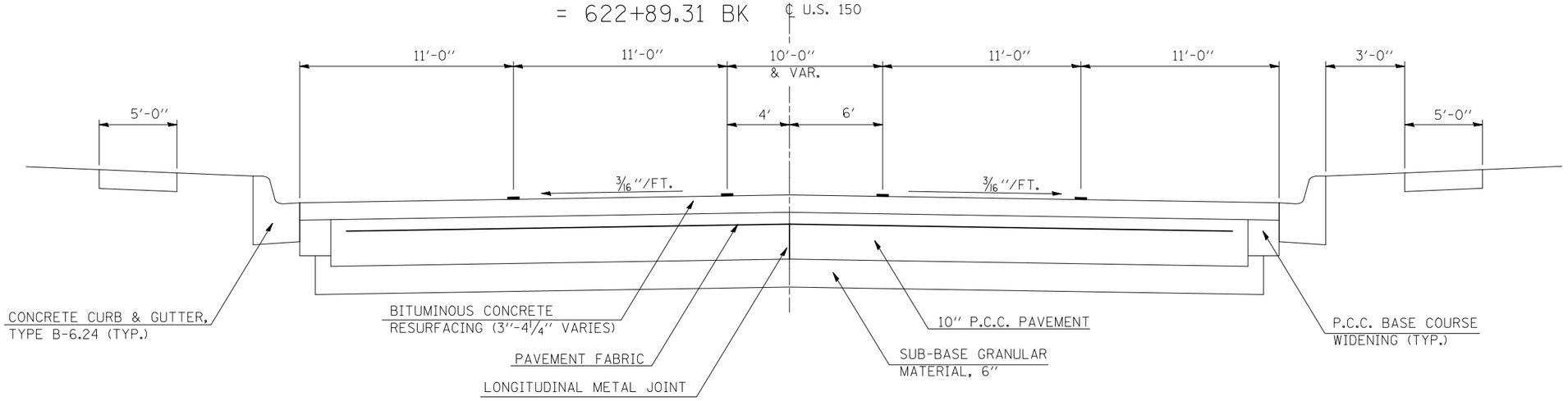
EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 18 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	25
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

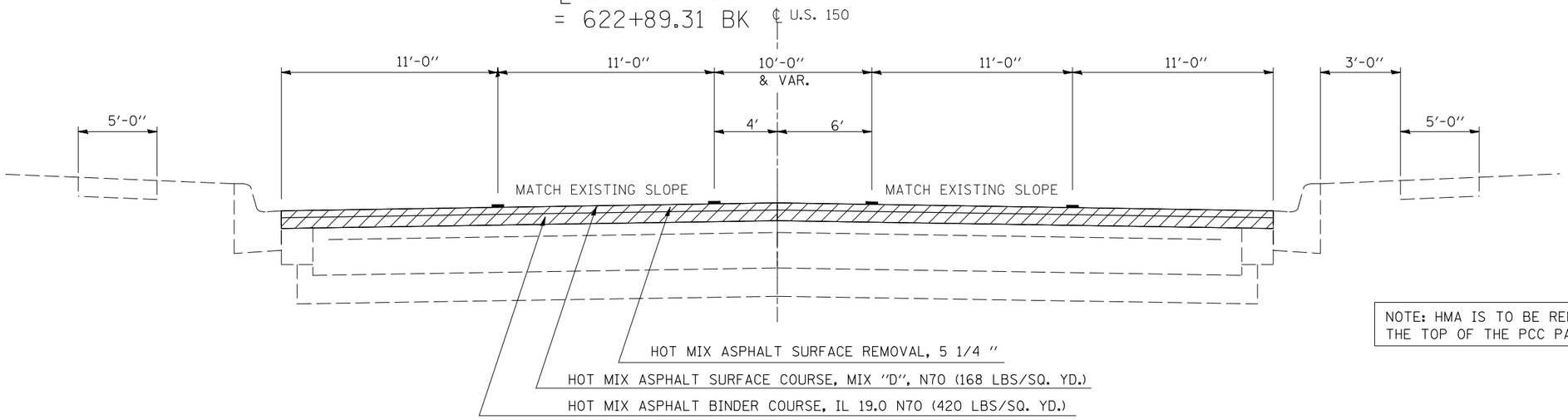
EXISTING TYPICAL CROSS SECTION

STATION TO STATION
186+81.78 AH 188+46
℄ LOGAN AVE.
= 622+89.31 BK



(19) PROPOSED TYPICAL CROSS SECTION

STATION TO STATION
(18) 186+81.78 AH 188+46
℄ LOGAN AVE.
= 622+89.31 BK



NOTE: HMA IS TO BE REMOVED TO THE TOP OF THE PCC PAVEMENT.

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-typical.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ′ / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/2/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED TYPICAL CROSS-SECTIONS

SCALE: | SHEET NO. 19 OF 19 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	26
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

HOT-MIX ASPHALT CALCULATIONS

TYPICAL	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	LEVEL BINDER THICKNESS (INCHES)	HMA BC THICKNESS (INCHES)	HMA SC THICKNESS (INCHES)	40600635 LEVEL BINDER (MM), N70 (TONS)	40603085 HMA BINDER COURSE IL 19.0 N70 (TONS)	40603340 HMA SURFACE COURSE MIX "D" N70 (TONS)	40600300 AGG. PR. CT. (TON)	40600100 BIT. MATLS. PR. CT. (GAL)
1	396+77.00		399+50.00	273.0	24.0	728.0	0.0	0.0	1.5	0.0	0.0	61.2	1.5	72.8
2	399+50.00		401+94.00	244.0	28.0	759.1	0.0	0.0	1.5	0.0	0.0	63.8	1.5	75.9
	405+47.00		408+65.06	318.1	28.0	989.5	0.0	0.0	1.5	0.0	0.0	83.1	2.0	99.0
3	401+94.00		403+47.00	153.0	28.0	476.0	0.0	0.0	1.5	0.0	0.0	40.0	1.0	47.6
4	403+47.00		404+69.00	122.0	28.0	379.6	0.0	0.0	1.5	0.0	0.0	31.9	0.8	38.0
5	404+69.00		405+47.00	78.0	28.0	242.7	0.0	0.0	1.5	0.0	0.0	20.4	0.5	24.3
6	410+89.34	EB	414+78.00	388.7	24.0	1036.4	0.0	0.0	1.5	0.0	0.0	87.1	2.1	103.6
	410+89.34	WB	414+78.00	388.7	14.0	604.6	0.0	0.0	1.5	0.0	0.0	50.8	1.2	60.5
	416+78.00	EB	416+99.00	21.0	24.0	56.0	0.0	0.0	1.5	0.0	0.0	4.7	0.1	5.6
	416+78.00	WB	416+99.00	21.0	14.0	32.7	0.0	0.0	1.5	0.0	0.0	2.7	0.1	3.3
7	414+78.00	EB	416+78.00	200.0	24.0	533.3	0.0	0.0	1.5	0.0	0.0	44.8	1.1	53.3
	414+78.00	WB	416+78.00	200.0	14.0	311.1	0.0	0.0	1.5	0.0	0.0	26.1	0.6	31.1
8	416+99.00	EB	417+92.00	93.0	26.0	268.7	0.0	0.0	1.5	0.0	0.0	22.6	0.5	26.9
	416+99.00	WB	417+92.00	93.0	16.0	165.3	0.0	0.0	1.5	0.0	0.0	13.9	0.3	16.5
	418+47.00	EB	423+48.00	501.0	26.0	1447.3	0.0	0.0	1.5	0.0	0.0	121.6	2.9	144.7
	418+47.00	WB	423+48.00	501.0	16.0	890.7	0.0	0.0	1.5	0.0	0.0	74.8	1.8	89.1
9	417+92.00	EB	418+47.00	55.0	25.0	152.8	0.0	0.0	1.5	0.0	0.0	12.8	0.3	15.3
	417+92.00	WB	418+47.00	55.0	16.0	97.8	0.0	0.0	1.5	0.0	0.0	8.2	0.2	9.8
10	423+48.00	EB	447+82.84	2434.8	26.0	7034.0	0.0	0.0	1.5	0.0	0.0	590.9	14.1	703.4
	423+48.00	WB	447+82.84	2434.8	26.0	7034.0	0.0	0.0	1.5	0.0	0.0	590.9	14.1	703.4
										SUBTOTAL =		1952.1	46.5	2323.9

CONT'D ON NEXT PAGE

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-schedule.dgn	USER NAME = buckles.jj	DESIGNED - RLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.* RTE.	SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	PLOT SCALE = 40.0000 '/ IN.	DRAWN - RLA	REVISED -			*	(36X,36X-1,34Z-3)RS-1 / VERMILION / 58 / 27
	PLOT DATE = 12/7/2009	CHECKED - JMS	REVISED -				CONTRACT NO. 70315
		DATE - 7/2/2009	REVISED -		SCALE: / SHEET NO. 1 OF 8 SHEETS / STA. / TO STA.		ILLINOIS / FED. AID PROJECT

HOT-MIX ASPHALT CALCULATIONS (CONT'D)

TYPICAL	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	LEVEL BINDER THICKNESS (INCHES)	HMA BC THICKNESS (INCHES)	HMA SC THICKNESS (INCHES)	40600635 LEVEL BINDER (MM), N70 (TONS)	40603085 HMA BINDER COURSE IL 19.0 N70 (TONS)	40603340 HMA SURFACE COURSE MIX "D" N70 (TONS)	40600300 AGG. PR. CT. (TON)	40600100 BIT. MATLS. PR. CT. (GAL)
	460+40.89	EB	515+87.00	5546.1	26.0	16022.1	0.75	0.0	1.5	672.9	0.0	1345.9	32.0	1602.2
	460+40.89	WB	515+87.00	5546.1	26.0	16022.1	0.75	0.0	1.5	672.9	0.0	1345.9	32.0	1602.2
	525+63.00	EB	586+88.00	6125.0	26.0	17694.4	0.75	0.0	1.5	743.2	0.0	1486.3	35.4	1769.4
	525+63.00	WB	586+88.00	6125.0	26.0	17694.4	0.75	0.0	1.5	743.2	0.0	1486.3	35.4	1769.4
11	447+82.84	EB	460+40.87	1258.0	50.0	6989.1	0.75	0.0	1.5	293.5	0.0	587.1	14.0	698.9
	447+82.84	WB	460+40.87	1258.0	50.0	6989.1	0.75	0.0	1.5	293.5	0.0	587.1	14.0	698.9
12	515+87.00	EB	525+63.00	976.0	25.0	2711.1	0.75	0.0	1.5	113.9	0.0	227.7	5.4	271.1
	515+87.00	WB	525+63.00	976.0	25.0	2711.1	0.75	0.0	1.5	113.9	0.0	227.7	5.4	271.1
13	586+88.00	EB	588+20.00	132.0	25.0	366.7	0.75	0.0	1.5	15.4	0.0	30.8	0.7	36.7
	586+88.00	WB	588+20.00	132.0	25.0	366.7	0.75	0.0	1.5	15.4	0.0	30.8	0.7	36.7
14	588+20.00	EB	593+50.00	530.0	24.0	1413.3	0.75	0.0	1.5	59.4	0.0	118.7	2.8	141.3
	588+20.00	WB	593+50.00	530.0	24.0	1413.3	0.75	0.0	1.5	59.4	0.0	118.7	2.8	141.3
15	593+50.00		595+00.00	150.0	52.0	866.7	0.75	0.0	1.5	36.4	0.0	72.8	1.7	86.7
16	595+00.00		599+20.00	420.0	52.0	2426.7	0.75	0.0	1.5	101.9	0.0	203.8	4.9	242.7
17	599+20.00		613+40.50	1420.5	52.0	8207.3	0.75	0.0	1.5	344.7	0.0	689.4	16.4	820.7
18	619+40.50		622+89.31 BK	348.8	67.0	2596.7	0.0	3.75	1.5	0.0	545.3	218.1	5.2	259.7
19	186+81.78	AH	188+46.00	164.2	54.0	985.3	0.0	3.75	1.5	0.0	206.9	82.8	2.0	98.5
RAMP "C"	108+78.00		112+05.00	327.0	14.0	508.7	0.0	0.00	1.5	0.0	0.0	42.7	1.0	50.9
RAMP "A"	405+65.50		407+37.50	172.0	15.0	286.7	0.0	0.00	1.5	0.0	0.0	24.1	0.6	28.7
CROSSOVERS	HENNING RD.		00+00.00	0.0	0.0	180.0	0.75	0.00	1.5	7.6	0.0	15.1	0.4	18.0
	BATESTOWN RD.		00+00.00	0.0	0.0	354.0	0.75	0.00	1.5	14.9	0.0	29.7	0.7	35.4
	JONES ST.		00+00.00	0.0	0.0	250.0	0.75	0.00	1.5	10.5	0.0	21.0	0.5	25.0
	"G" AVENUE		00+00.00	0.0	0.0	240.0	0.75	0.00	1.5	10.1	0.0	20.2	0.5	24.0
									SUBTOTAL =	4322.6	752.2	9012.8	214.6	10729.5
									TOTAL =	4322.6	752.2	10964.9	261.1	13053.4
									USE =	4323.0	753.0	10965.0	262.0	13054.0

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-schedule.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 2 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
729	(36X,36X-1,34Z-3)RS-1	VERMILION	58	28
		CONTRACT NO. 70315		
	ILLINOIS	FED. AID PROJECT		

44000154 HMA SURFACE REMOVAL, 1 1/4"

TYPICAL	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
1	396+77.00		399+50.00	273.0	24.0	728.0
2	399+50.00	EB	401+94.00	244.0	14.0	379.6
	399+50.00	WB	401+94.00	244.0	14.0	379.6
	405+47.00	EB	408+65.06	318.1	14.0	494.8
	405+47.00	WB	408+65.06	318.1	14.0	494.8
3	401+94.00	EB	403+47.00	153.0	14.0	238.0
	401+94.00	WB	403+47.00	153.0	24.0	408.0
4	403+47.00	EB	404+69.00	122.0	24.0	325.3
	403+47.00	WB	404+69.00	122.0	24.0	325.3
5	404+69.00	EB	405+47.00	78.0	24.0	208.0
	404+69.00	WB	405+47.00	78.0	14.0	121.3
6	410+89.34	EB	414+78.00	388.7	24.0	1036.4
	410+89.34	WB	414+78.00	388.7	14.0	604.6
	416+78.00	EB	416+99.00	21.0	24.0	56.0
	416+78.00	WB	416+99.00	21.0	14.0	32.7
7	414+78.00	EB	416+78.00	200.0	24.0	533.3
	414+78.00	WB	416+78.00	200.0	24.0	533.3
8	416+99.00	EB	417+92.00	93.0	36.0	372.0
	416+99.00	WB	417+92.00	93.0	16.0	165.3
	418+47.00	EB	423+48.00	501.0	26.0	1447.3
	418+47.00	WB	423+48.00	501.0	16.0	890.7
9	417+92.00	EB	418+47.00	55.0	26.0	158.9
	417+92.00	WB	418+47.00	55.0	16.0	97.8
10	423+48.00	EB	447+82.84	2434.8	26.0	7034.0
	423+48.00	WB	447+82.84	2434.8	26.0	7034.0

TOTAL = 24098.9

USE = 24099.0

44000157 HMA SURFACE REMOVAL, 2"

TYPICAL	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
10	460+40.89	EB	515+87.00	5546.1	26.0	16022.1
	460+40.89	WB	515+87.00	5546.1	26.0	16022.1
	525+63.00	EB	586+88.00	6125.0	26.0	17694.4
	525+63.00	WB	586+88.00	6125.0	26.0	17694.4
11	447+82.84	EB	460+40.87	1258.0	50.0	6989.1
	447+82.84	WB	460+40.87	1258.0	50.0	6989.1
12	515+87.00	EB	525+63.00	976.0	25.0	2711.1
	515+87.00	WB	525+63.00	976.0	25.0	2711.1
13	586+88.00	EB	588+20.00	132.0	25.0	366.7
	586+88.00	WB	588+20.00	132.0	25.0	366.7
14	588+20.00	EB	593+50.00	530.0	24.0	1413.3
	588+20.00	WB	593+50.00	530.0	24.0	1413.3
15	593+50.00	EB	595+00.00	150.0	26.0	433.3
	593+50.00	WB	595+00.00	150.0	26.0	433.3
16	595+00.00	EB	599+20.00	420.0	26.0	1213.3
	595+00.00	WB	599+20.00	420.0	26.0	1213.3
17	599+20.00	EB	613+40.50	1420.5	26.0	4103.7
	599+20.00	WB	613+40.50	1420.5	26.0	4103.7

TOTAL = 101894.1

USE = 101894.0

44000170 HMA SURFACE REMOVAL, 5 1/4"

TYPICAL	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
18	619+40.50		622+89.31BK	348.8	67.0	2596.7
19	186+81.78AH		188+46.00	164.2	54.0	985.3

TOTAL = 3582.0

44000155 HMA SURFACE REMOVAL, 1 1/2"

TYPICAL	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)
16	597+30		599+39	209.0	56.0	1,207.6

TOTAL = 1,207.6

USE = 1,208.0

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-schedule.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/6/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 3 OF 8 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	29
		CONTRACT NO. 70315		
	ILLINOIS	FED. AID PROJECT		

48203100 HOT-MIX ASPHALT SHOULDERS

	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	SHLD. THICK. (INCHES)	48203100 HMA SHLD. (TON)	40600100 BIT.MATLS. PR CT (GAL)	40600300 AGG PR CT (TON)
LT.	401+94.00		404+69.00	275.0	10.0	305.6	1.5	25.7	30.6	0.6
RT.	403+47.00		405+47.00	200.0	10.0	222.2	1.5	18.7	22.2	0.4
LT.	414+78.00		416+78.00	200.0	10.0	222.2	1.5	18.7	22.2	0.4
RT.	417+92.00		418+47.00	55.0	10.0	61.1	1.5	5.1	6.1	0.1
GORE AREA AT RAMP "C"						371.0	1.5	31.2	37.1	0.7
GORE AREA AT "B" AVE.						34.0	2.25	4.3	3.4	0.1
							TOTAL =	103.6	121.6	2.4
							USE =	104.0	122.0	3.0

48101200 AGGREGATE SHOULDERS, TYPE B

TYPICAL	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ YD)	SHLD. THICK. (INCHES)	TON
1	396+77.00	EB	399+50.00	273.0	3.0	91.0	1.5	7.4
	396+77.00	WB	399+50.00	273.0	3.0	91.0	1.5	7.4
2	399+50.00	EB	401+94.00	244.0	3.0	81.3	1.5	6.6
	399+50.00	WB	401+94.00	244.0	3.0	81.3	1.5	6.6
	405+47.00	EB	408+65.06	318.1	3.0	106.0	1.5	8.6
	405+47.00	WB	408+65.06	318.1	3.0	106.0	1.5	8.6
3	401+94.00	EB	403+47.00	153.0	3.0	51.0	1.5	4.1
	401+94.00	WB	403+47.00	153.0	3.0	51.0	1.5	4.1
4	403+47.00	WB	404+69.00	122.0	3.0	40.7	1.5	3.3
5	404+69.00	WB	405+47.00	78.0	3.0	26.0	1.5	2.1
6	410+89.34	EB	414+78.00	388.7	3.0	129.6	1.5	10.5
	410+89.34	WB	414+78.00	388.7	3.0	129.6	1.5	10.5
	416+78.00	EB	416+99.00	21.0	3.0	7.0	1.5	0.6
	416+78.00	WB	416+99.00	21.0	3.0	7.0	1.5	0.6
7	414+78.00	EB	416+78.00	200.0	3.0	66.7	1.5	5.4
	414+78.00	WB	416+78.00	200.0	3.0	66.7	1.5	5.4
8	416+99.00	EB/RT	417+92.00	93.0	3.0	31.0	1.5	2.5
	416+99.00	EB/LT	417+92.00	93.0	3.0	31.0	1.5	2.5
	416+99.00	WB/RT	417+92.00	93.0	3.0	31.0	1.5	2.5
	416+99.00	WB/LT	417+92.00	93.0	3.0	31.0	1.5	2.5
	418+47.00	EB/LT	423+48.00	501.0	3.0	167.0	1.5	13.6
	418+47.00	EB/RT	423+48.00	501.0	3.0	167.0	1.5	13.6
	418+47.00	WB/LT	423+48.00	501.0	3.0	167.0	1.5	13.6
	418+47.00	WB/RT	423+48.00	501.0	3.0	167.0	1.5	13.6
9	417+92.00	EB/LT	418+47.00	55.0	3.0	18.3	1.5	1.5
	417+92.00	EB/RT	418+47.00	55.0	3.0	18.3	1.5	1.5
	417+92.00	WB/LT	418+47.00	55.0	3.0	18.3	1.5	1.5
	417+92.00	WB/RT	418+47.00	55.0	3.0	18.3	1.5	1.5
10	423+48.00	EB/LT	447+82.84	2434.8	3.0	811.6	1.5	65.9
	423+48.00	EB/RT	447+82.84	2434.8	3.0	811.6	1.5	65.9
	423+48.00	WB/LT	447+82.84	2434.8	3.0	811.6	1.5	65.9
	423+48.00	WB/RT	447+82.84	2434.8	3.0	811.6	1.5	65.9
	460+40.89	EB/LT	515+87.00	5546.1	3.0	1848.7	1.5	150.2
	460+40.89	EB/RT	515+87.00	5546.1	3.0	1848.7	1.5	150.2
	460+40.89	WB/LT	515+87.00	5546.1	3.0	1848.7	1.5	150.2
	460+40.89	WB/RT	515+87.00	5546.1	3.0	1848.7	1.5	150.2
	525+63.00	EB/LT	586+88.00	6125.0	3.0	2041.7	1.5	165.9
	525+63.00	EB/RT	586+88.00	6125.0	3.0	2041.7	1.5	165.9
	525+63.00	WB/LT	586+88.00	6125.0	3.0	2041.7	1.5	165.9
	525+63.00	WB/RT	586+88.00	6125.0	3.0	2041.7	1.5	165.9
11	447+82.84	EB/LT	460+40.87	1258.0	3.0	419.3	1.5	34.1
	447+82.84	EB/RT	460+40.87	1258.0	3.0	419.3	1.5	34.1
	447+82.84	WB/LT	460+40.87	1258.0	3.0	419.3	1.5	34.1
	447+82.84	EB/RT	460+40.87	1258.0	3.0	419.3	1.5	34.1
12	515+87.00	EB/LT	525+63.00	976.0	3.0	325.3	1.5	26.4
	515+87.00	WB/RT	525+63.00	976.0	3.0	325.3	1.5	26.4
13	586+88.00	EB/LT	588+20.00	132.0	3.0	44.0	1.5	3.6
	586+88.00	WB/RT	588+20.00	132.0	3.0	44.0	1.5	3.6
							TOTAL =	1886.7
							USE =	1887.0

INCIDENTAL SCHEDULE

	LOCATION	AREA (CADD) SQ YD	40800050 INCI. HMA SURF. TON	44000154 HMA SURF. REM, 1 1/4" SQ YD	40800010 BIT. MATLS. (PRIME COAT) GAL	40800030 AGG. (PRIME COAT) TON
BATESTOWN RD. INTERSECTION	498+35.2 CL OF US 150					
	NORTHSIDE	350.0	39.2	350.0	35.0	0.7
	SOUTHSIDE	364.0	40.8	364.0	36.4	0.7
			0.0		0.0	0.0
JONES ST.INT.	550+84.0		0.0		0.0	0.0
	CL OF US 150		0.0		0.0	0.0
	NORTHSIDE	442.0	49.5	442.0	44.2	0.9
	SOUTHSIDE	432.0	48.4	432.0	43.2	0.9
			0.0		0.0	0.0
"G" AVENUE	567+23.0		0.0		0.0	0.0
	CL OF US 150		0.0		0.0	0.0
	NORTHSIDE	337.0	37.7	337.0	33.7	0.7
	SOUTHSIDE	337.0	37.7	337.0	33.7	0.7
			0.0		0.0	0.0
"B" AVENUE	591+30.0		0.0		0.0	0.0
	CL OF US 150		0.0		0.0	0.0
	SOUTHSIDE	582.0	65.2	582.0	58.2	1.2
			0.0		0.0	0.0
	592+03.6		0.0		0.0	0.0
	CL OF US 150		0.0		0.0	0.0
	NORTHSIDE	477.0	53.4	477.0	47.7	1.0
			0.0		0.0	0.0
LOGAN AVENUE	STA. 8+66 TO	534.0	59.8	534.0	53.4	1.1
	STA. 9+69		0.0		0.0	0.0
			0.0		0.0	0.0
	STA. 10+27 TO	782.0	87.6	782.0	78.2	1.6
	STA.11+71		0.0		0.0	0.0
	TOTALS	519.3	4637.0		463.7	9.3
	USE =	520.0	4637.0		464.0	10.0

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-schedule.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RLA	REVISED -			*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	30
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -					CONTRACT NO. 70315		
	PLOT DATE = 12/7/2009	DATE - 7/6/2009	REVISED -		SCALE: SHEET NO. 4 OF 8 SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

60255500 MANHOLES TO BE ADJUSTED

STATION	EACH
505+45/RT	1.0
505+55/RT	1.0
511+40/RT	1.0
550+40/RT	1.0
597+02/RT	1.0
599+08/RT	1.0
622+73/LT	1.0
622+76/LT	1.0
622+59/RT	1.0
622+82/RT	1.0
186+88/LT	1.0
186+95/LT	1.0
TOTAL =	12.0

56109210 WATER VALVES TO BE ADJUSTED

LT/RT	STATION	EACH
LT	622+42	1.0
LT	622+67	1.0
RT	186+87	1.0
RT	186+95	1.0
TOTAL =		4.0

60260100 INLETS TO BE ADJUSTED

STATION	LOCATION	EACH
411+93	EB RT	1.0
519+40	EB RT	1.0
520+54	EB RT	1.0
523+15	EB RT	1.0
524+13	EB RT	1.0
589+24	"B" AVE. EB	1.0
590+15	"B" AVE. WB	1.0
590+82	"B" AVE. EB	1.0
591+50	"B" AVE. EB	1.0
594+75	EB/WB RT	2.0
596+92	EB/WB RT	2.0
598+84	EB/WB RT	2.0
600+78	EB/WB RT	2.0
602+75	EB/WB RT	2.0
604+75	EB/WB RT	2.0
606+75	EB/WB RT	2.0
608+75	EB/WB RT	2.0
611+11	EB/WB RT	2.0
613+80	EB/WB RT	2.0
TOTAL =		29.0

STATION	LOCATION	EACH
515+23	WB RT	1.0
519+42	WB RT	1.0
521+05	WB RT	1.0
523+86	WB RT	1.0
525+75	WB RT	2.0
618+98.5	EB/WB RT	2.0
619+88.5	EB/WB RT	2.0
620+88.5	EB/WB RT	2.0
621+65.5	WB RT	1.0
621+75.5	WB RT	1.0
622+75	WB RT	1.0
622+87.5	EB RT	1.0
186+82.5	WB RT	1.0
187+15	WB RT	1.0
187+38	EB RT	1.0
187+73	WB RT	1.0
188+11	EB RT	1.0
TOTAL =		21.0

TOTAL = 50.0

Z0010900 COLD MILLING (SPECIAL)

	STATION	TO	STATION	FOOT
EB/RT	447+82.84		460+40.87	1258.0
EB/RT	515+87.00		525+63.00	976.0
WB/LT	515+87.00		525+63.00	976.0
EB/RT	586+88.00		588+20.00	132.0
WB/LT	586+88.00		588+20.00	132.0
EB/RT	588+20.00		593+50.00	530.0
EB/LT	588+20.00		593+50.00	530.0
WB/LT	588+20.00		593+50.00	530.0
WB/RT	588+20.00		593+50.00	530.0
EB/RT	593+50.00		595+00.00	150.0
WB/LT	593+50.00		595+00.00	150.0
EB/RT	595+00.00		599+20.00	420.0
WB/LT	595+00.00		599+20.00	420.0
EB/RT	599+20.00		613+40.50	1420.5
WB/LT	599+20.00		613+40.50	1420.5
			TOTAL =	9575.0

*FAU 7052 / FAP 729

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		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/6/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 5 OF 8 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	31
		CONTRACT NO. 70315		
	ILLINOIS	FED. AID PROJECT		

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

	STATION	TO	STATION	EACH
WB/LT	427+89.04		428+39.0	1.0
EB/RT	584+59.1		585+09.1	1.0
EB/LT	585+06.6		585+56.6	1.0
WB/LT	588+40.9		588+90.9	1.0
WB/RT	587+61.5		588+11.5	1.0
LT	613+22.00		613+72.0	1.0
LT	600+09.5		600+59.5	1.0
RT	599+59.5		600+09.5	1.0
RT	613+22.00		613+72.0	1.0
LT	621+61.7		622+11.7	1.0
RT	621+49.2		621+99.2	1.0
			TOTAL =	11.0

63100045 TRAFFIC BARRIER TERMINAL, TYPE 2

	STATION	TO	STATION	EACH
LT	426+49.24		426+64.0	1.0
EB/RT	586+71.6		586+86.4	1.0
EB/RT	586+69.1		586+83.9	1.0
WB/LT	586+63.6		586+78.4	1.0
WB/RT	586+34.2		586+49.0	1.0
			TOTAL =	5.0

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6

	STATION	TO	STATION	EACH
LT	619+28.6		619+74.2	1.0
RT	619+28.5		619+74.2	1.0
			TOTAL =	2.0

63000001 STEEL PLATE BEAM GUARDRIL,TYPE A, 6 FOOT POST

	STATION	TO	STATION	FOOT
EB/RT	585+09.1		586+71.6	162.5
EB/LT	585+56.6		586+69.1	112.5
WB/LT	586+78.4		588+40.9	162.5
WB/RT	586+49.0		587+61.5	112.5
LT	600+59.5		613+22.0	1262.5
RT	600+09.5		613+22.0	1312.5
LT	619+74.2		621+61.7	187.5
RT	619+74.0		621+49.0	175.0
			TOTAL =	3487.5

63000005 STEEL PLATE BEAM GUARDRAIL, TYPE B

	STATION	TO	STATION	FOOT
LT.	426+64.04		427+89.0	125.0
			TOTAL =	125.0

*FAU 7052 / FAP 729

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		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/6/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 6 OF 8 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	32
		CONTRACT NO. 70315		
	ILLINOIS	FED. AID PROJECT		

78000100 THERMOPLASTIC PAVEMENT MARKING, LETTERS & SYMBOLS

STATION	DESCRIPTION	SQ. FT.
EASTBOUND		
451+95	LT. TURN ARROW	15.6
451+95	RT. TURN ARROW	15.6
452+75	LT. TURN ARROW	15.6
452+75	RT. TURN ARROW	15.6
453+55	LT. TURN ARROW	15.6
453+55	RT. TURN ARROW	15.6
	SUBTOTAL =	93.6
WESTBOUND		
454+91	LT. TURN ARROW	15.6
454+91	RT. TURN ARROW	15.6
455+71	LT. TURN ARROW	15.6
455+71	RT. TURN ARROW	15.6
456+51	LT. TURN ARROW	15.6
456+51	RT. TURN ARROW	15.6
	SUBTOTAL =	93.6
621+11	LT. TURN ARROW	15.6
621+91	LT. TURN ARROW	15.6
187+21	LT. TURN ARROW	15.6
187+63	LT. TURN ARROW	15.6
188+29	RT. TURN ARROW	15.6
10+74	LT. TURN ARROW	15.6
11+54	LT. TURN ARROW	15.6
	SUBTOTAL =	109.2
	TOTAL =	296.4
	USE =	297.0

78000200 THERMOPLASTIC PAVEMENT MARKING,LINE 4" (WHITE)

	STATION	TO	STATION	FOOT
EB	396+77		453+38	5661.0
WB	396+77		453+27	5650.0
EB	450+31	2 LINES	453+73	684.0
WB	454+73	2 LINES	458+41	736.0
EB	455+55		619+40.5	16385.5
WB	454+37		619+40.6	16503.6
	621+09		622+09	100.0
	187+03		187+63	60.0
	188+29		189+42	226.0
	10+58		11+71	113.0
	619+40		622+09	269.0
	619+40		622+20	279.0
			SUBTOTAL =	46667.1

YELLOW

EB	396+77		453+90	5713.0
WB	396+78		453+91	5713.0
EB	454+66		619+40.50	16474.5
WB	454+67		619+40.50	16474.5
	619+40		620+07	133.0
	620+07		621+09	205.0
	619+40		621+09	338.0
	9+55	PAINTED ISLAND		135.0
	621+09		622+09	200.0
	187+03		187+63	120.0
	187+63		188+29	133.0
	8+73		9+54	162.0
	10+58		11+71	226.0
	188+29		189+42	226.0
			SUBTOTAL =	46253.0

SKIP-DASH WHITE

	396+77.00		399+50.00	91.0
EB	410+89.34		619+40.50	6950.4
WB	423+48.00		619+40.50	6530.8
	619+40.50	EB/WB	622+09.00	179.0
	187+03.00		189+42.00	79.7
	187+03.00		189+29.00	75.3
			TOTAL =	13906.2
			SUBTOTAL =	106826.3
			USE =	106827.0

78000400 THERMOPLASTIC PAVEMENT MARKING, LINE 6" WHITE - CROSSWALKS

STATION	TYPE	FOOT
9+62	SOLID	156.0
10+40	SOLID	130.0
622+22	SOLID	136.0
186+93	SOLID	132.0
	TOTAL =	554.0

78000500 THERMOPLASTIC PAVEMENT MARKING,LINE 8"

RAMP C & US 150 GORE AREA STA. 109+00 TO STA. 112+05	FOOT 610.0
RAMP C & US 150 GORE AREA DIAGONALS @ 30' SPACING	88.0
TOTAL =	698.0

CONT'D ON NEXT PAGE

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-schedule.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES			F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000 ' / IN.	DRAWN - RLA	REVISED -					*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	33
	PLOT DATE = 12/7/2009	CHECKED - JMS	REVISED -							CONTRACT NO. 70315		
		DATE - 7/6/2009	REVISED -		SCALE:	SHEET NO. 7 OF 8 SHEETS	STA. TO STA.		ILLINOIS	FED. AID PROJECT		

78000600 THERMOPLASTIC PAVEMENT MARKING, LINE 12"
YELLOW - DIAGONAL MEDIAN

STATION	TO	STATION	FOOT
618+89		621+09	37.0
9+36		9+58	21.0
		TOTAL =	58.0

78000650 THERMOPLASTIC PAVEMENT MARKING, LINE 24"
WHITE - STOP BARS

	STATION	TYPE	FOOT
EB	453+73	SOLID	53.0
WB	454+73	SOLID	58.0
HENNING RD. SOUTH	6+37	SOLID	32.0
HENNING RD. NORTH	7+58	SOLID	28.0
EB	622+09	SOLID	36.0
WB	187+03	SOLID	24.0
LOGAN AVE. SOUTH	9+55		25.0
LOGAN AVE. NORTH	10+55	SOLID	33.0
		TOTAL =	289.0

70300100 SHORT TERM PAVEMENT MARKING

	STATION	TO	STATION	MILLING	BINDER	SURFACE	TOTAL
EB	396+77.00		447+82.84	510.6	0.0	510.6	1021.2
WB	396+77.00		447+82.84	510.6	0.0	510.6	1021.2
EB	447+82.84		622+89.31	1750.6	1750.6	1750.6	5251.8
WB	447+82.84		622+89.31	1750.6	1750.6	1750.6	5251.8
EB	186+81.78		188+46.00	16.4	16.4	16.4	49.2
WB	186+81.78		188+46.00	16.4	16.4	16.4	49.2
HENNING RD./EB	450+31.00		453+73.00	34.2	34.2	34.2	102.6
	450+31.00		453+73.00	34.2	34.2	34.2	102.6
HENNING RD./WB	454+73.00		458+41.00	36.8	36.8	36.8	110.4
	454+73.00		458+41.00	36.8	36.8	36.8	110.4
LOGAN AVE./EB	621+09.00		622+09.00	10.0	10.0	10.0	30.0
	187+03.00		187+63.00	6.0	6.0	6.0	18.0
						TOTAL =	13118.5
						USE =	13119.0

70301000 WORKZONE PAVEMENT MARKING REMOVAL

	STATION	TO	STATION	SURFACE (FOOT)	REMOVAL (SQ FT)
EB	396+77.00		447+82.84	510.6	170.2
WB	396+77.00		447+82.84	510.6	170.2
EB	447+82.84		622+89.31	1750.6	583.5
WB	447+82.84		622+89.31	1750.6	583.5
EB	186+81.78		188+46.00	16.4	5.5
WB	186+81.78		188+46.00	16.4	5.5
HENNING RD./EB	450+31.00		453+73.00	34.2	11.4
	450+31.00		453+73.00	34.2	11.4
HENNING RD./WB	454+73.00		458+41.00	36.8	12.3
	454+73.00		458+41.00	36.8	12.3
LOGAN AVE./EB	621+09.00		622+09.00	10.0	3.3
	187+03.00		187+63.00	6	2.0
				TOTAL =	1571.1
				USE =	1571.0

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-schedule.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/6/2009	REVISED -

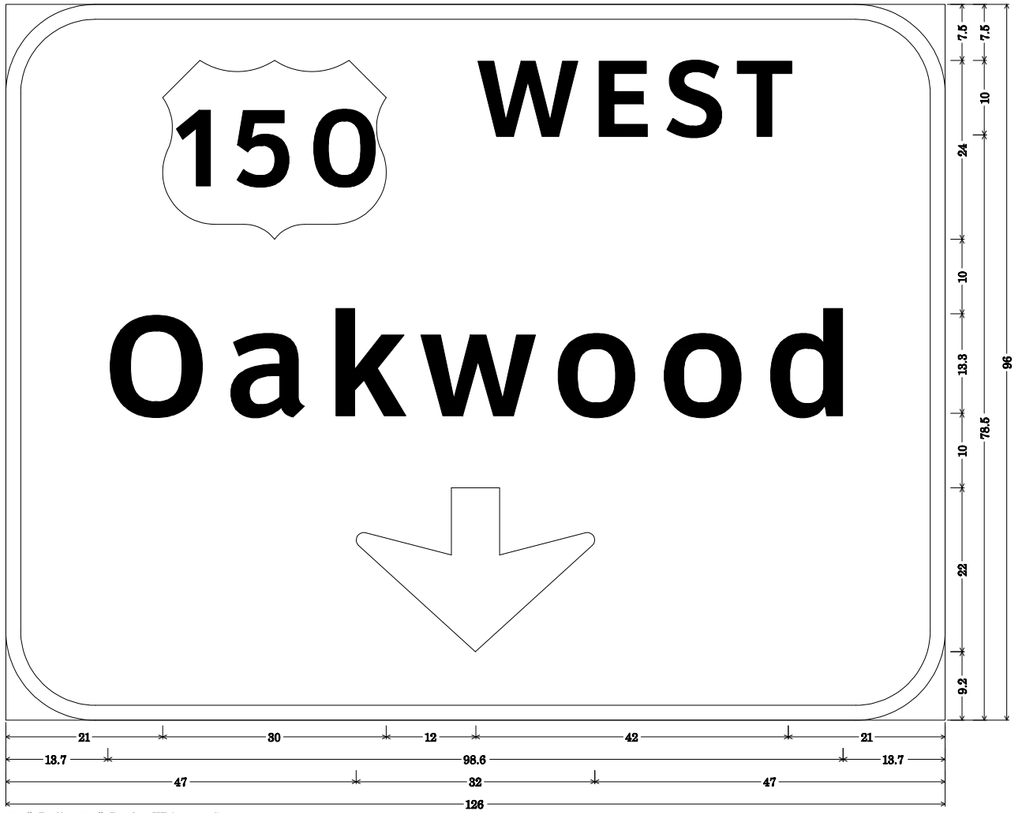
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 8 OF 8 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	34
		CONTRACT NO. 70315		
	ILLINOIS	FED. AID PROJECT		

5 C 092 I074 R210.00
LEFT SIGN



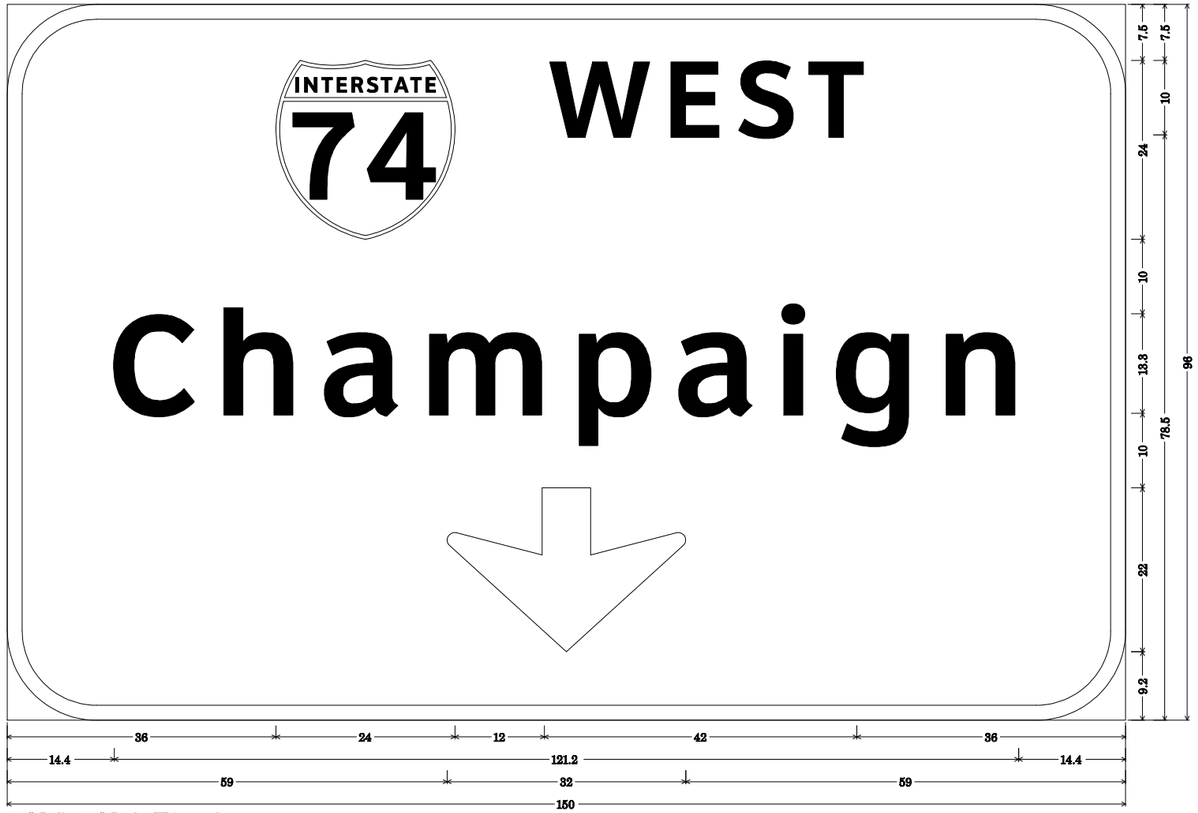
12.0" Radius, 2.0" Border, White on Green;
[WEST] ClearviewHwy-5-W; [Oakwood] ClearviewHwy-5-W; Down Arrow 22.0" 270°
Table of letter and object lefts.

21.0	W 63.0	E 79.3	S 88.3	T 97.7

O 13.7	a 30.0	k 44.1	w 55.5	o 74.0	o 88.3	d 102.7

47.0

5 C 092 U150 L000.36
RIGHT SIGN



12.0" Radius, 2.0" Border, White on Green;
[WEST] ClearviewHwy-5-W; [Champaign] ClearviewHwy-5-W; Down Arrow 22.0" 270°
Table of letter and object lefts.

36.0	W 72.0	E 88.3	S 97.3	T 106.7

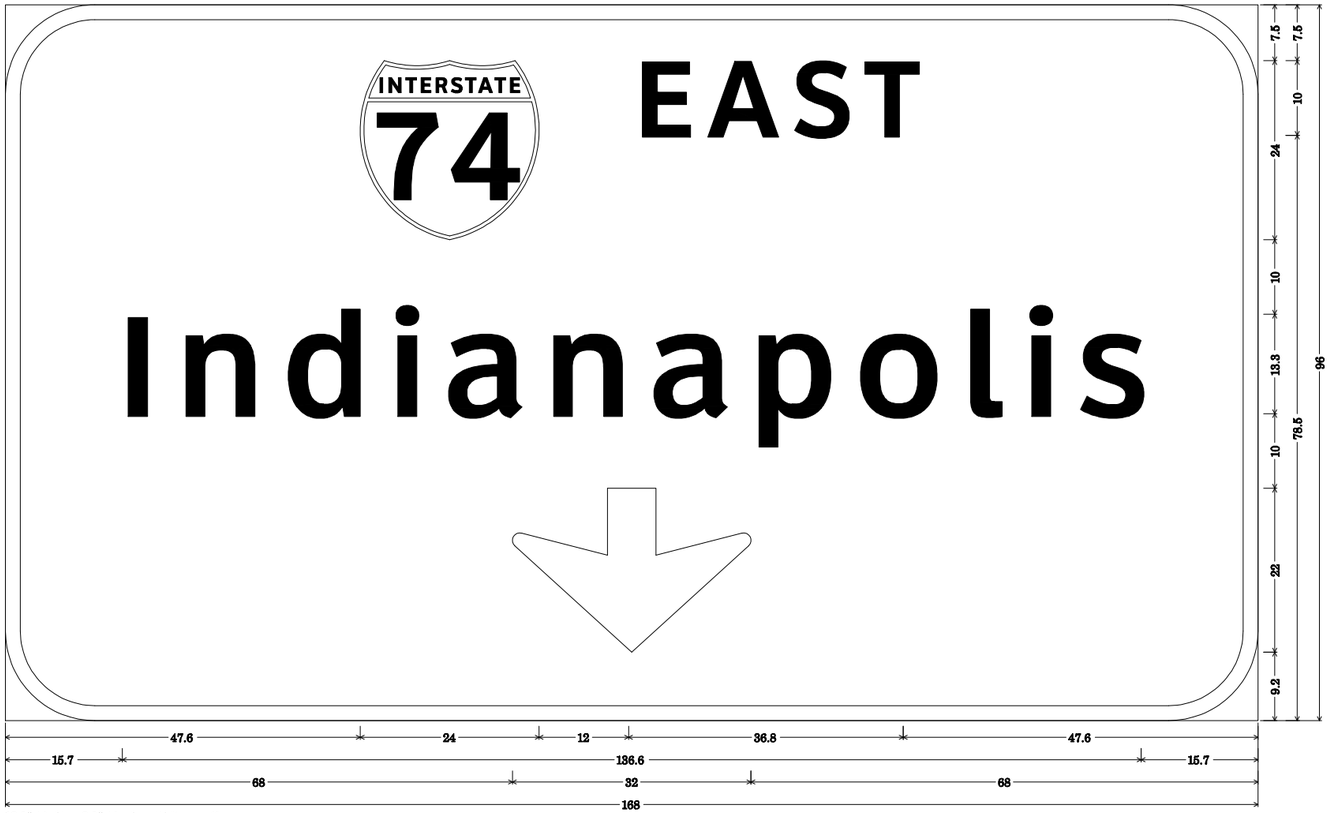
C 14.4	h 29.3	a 42.8	m 56.9	p 77.0	a 90.4	i 104.2	g 111.6	n 126.4

59.0

***FAU 7052 /FAP 729**

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-truss_details.dgn	USER NAME = bucklesjj	DESIGNED - JAL	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**SIGNING DETAILS**	F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JDC	REVISED -			*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	35
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - RLA	REVISED -					CONTRACT NO. 70315		
	PLOT DATE = 12/7/2009	DATE - 6/29/200	REVISED -		SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

5 C 092 U150 L000.36
LEFT SIGN



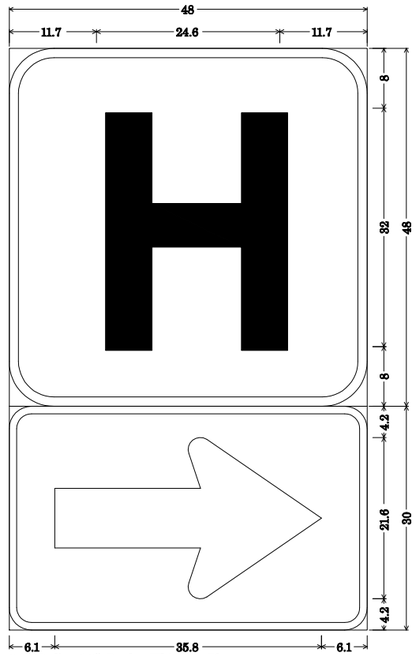
12.0" Radius, 2.0" Border, White on Green;
[EAST] ClearviewHwy-5-W; [Indianapolis] ClearviewHwy-5-W; Down Arrow 22.0" 270°
Table of letter and object lefts.

47.6	E 83.6	A 92.2	S 103.8	T 113.2

I 15.7	n 23.5	d 37.3	i 51.7	a 58.8	n 72.9	a 86.4	p 100.6	o 114.2	l 129.0	i 137.0	s 143.8

68.0

5 C 092 I074 R210.00
RIGHT SIGN



6.0" Radius, 1.3" Border, White on Blue;
[H] ClearviewHwy-5-W;
3.0" Radius, 1.0" Border, White on Blue;
Standard Arrow Custom 35.8" X 21.6" 0°
Table of letter and object lefts.

H 11.7
6.1

*FAU 7052 /FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-truss_details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

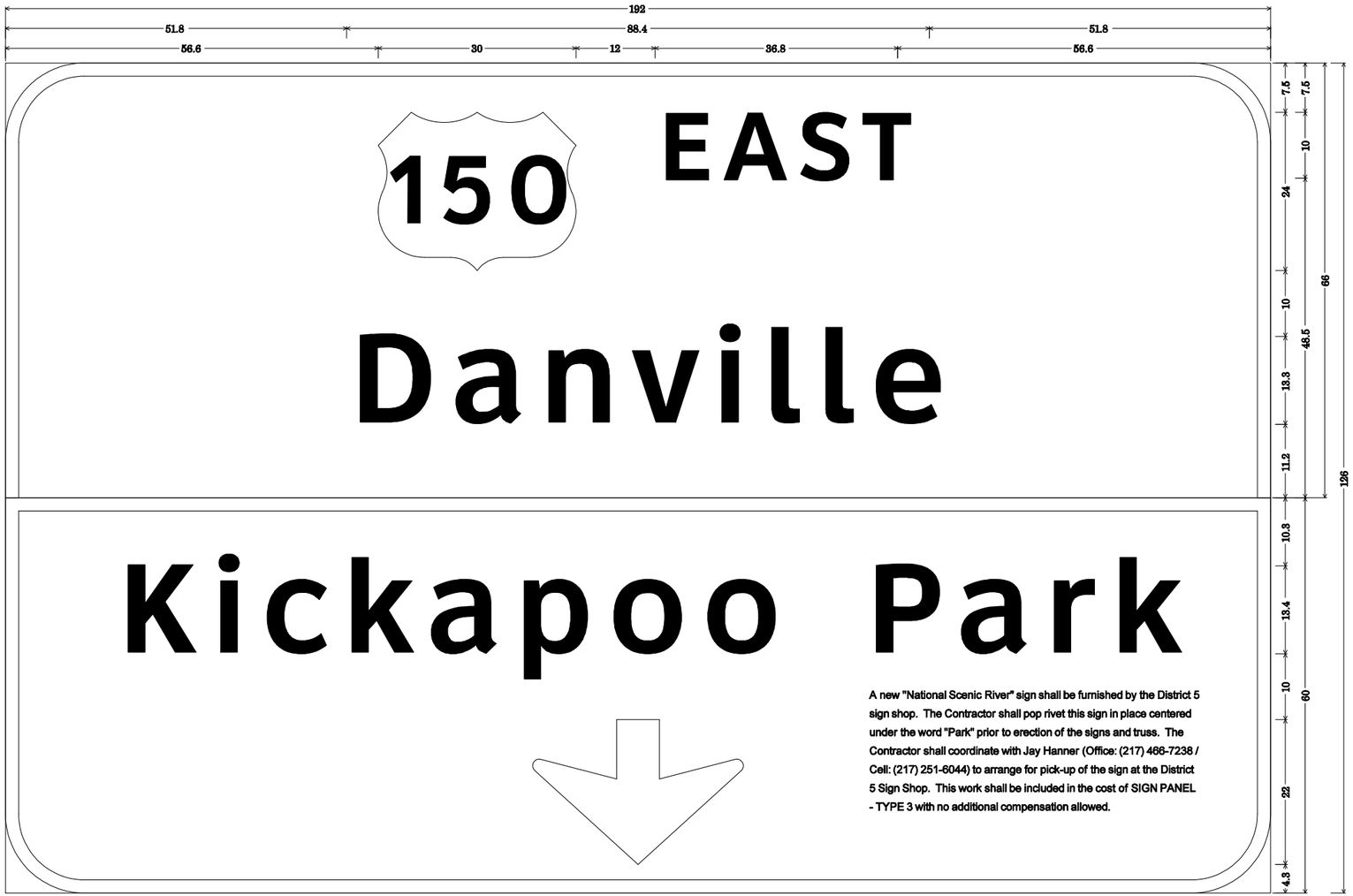
SIGNING DETAILS

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	36
		CONTRACT NO. 70315		
	ILLINOIS	FED. AID PROJECT		

5 C 092 I074 R210.00

MIDDLE SIGN



12.0" Radius, 2.0" Border, White on Green;
[EAST] ClearviewHwy-5-W; [Danville] ClearviewHwy-5-W;
12.0" Radius, 2.0" Border, White on Brown;
[Kickapoo Park] ClearviewHwy-5-W; Down Arrow 22.0" 270°
Table of letter and object lefts.

150	E	A	S	T
56.6	98.6	107.2	118.8	128.2

D	a	n	v	i	l	l	e
51.8	66.4	80.6	93.2	106.6	114.5	122.7	130.4

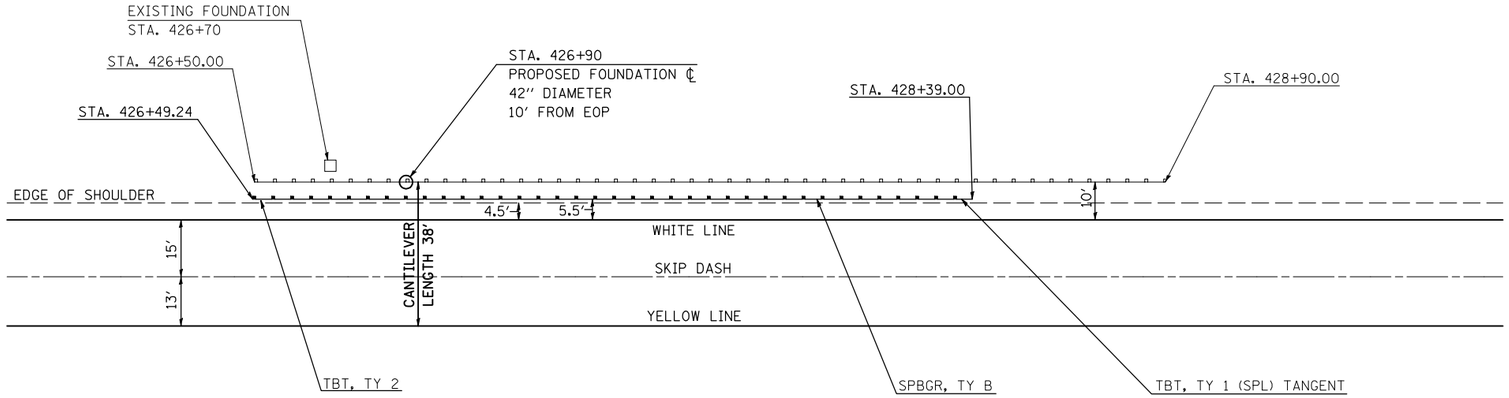
K	i	c	k	a	p	o	o	P	a	r	k
15.8	29.6	37.0	49.8	61.9	76.1	89.7	104.0	129.6	142.6	156.8	166.7

80.0

*FAU 7052 /FAP 729

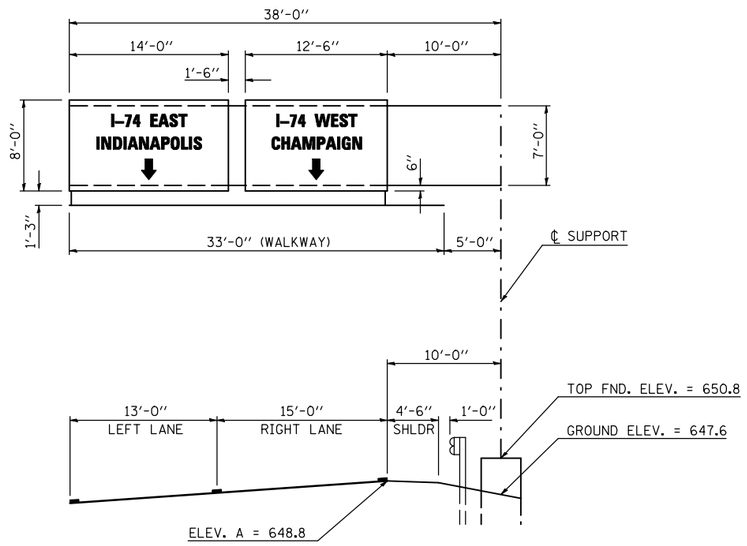
FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-truss_details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SIGNING DETAILS**			F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000 ' / IN.	DRAWN -	REVISED -					*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	37
	PLOT DATE = 12/7/2009	CHECKED -	REVISED -							CONTRACT NO. 70315		
		DATE -	REVISED -		SCALE:	SHEET NO. 3 OF 3 SHEETS	STA. TO STA.			ILLINOIS FED. AID PROJECT		

PLAN VIEW FOR SIGN TRUSS MOUNTING
5 C 092 U150 L000.36



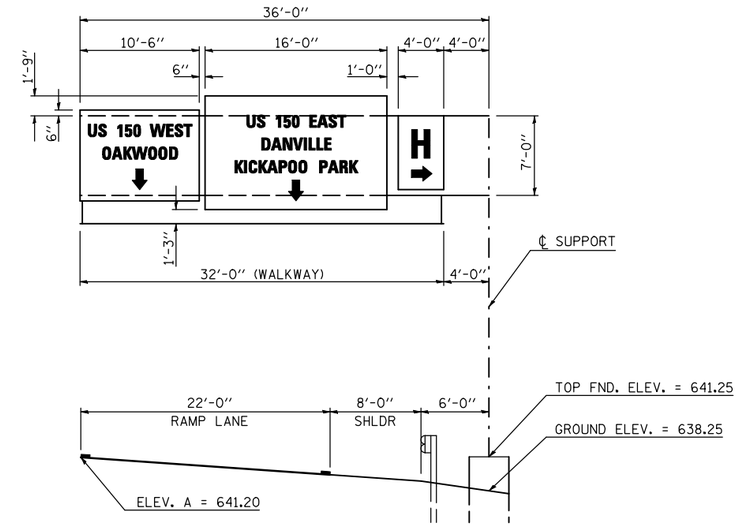
N

SIGN TRUSS MOUNTING DETAIL
5 C 092 U150 L000.36
STA. 426+90



TEMP. BENCHMARK = CHISELED "X" ON SE ANCHOR BOLT = 649.61 - EST. FROM 1971 PLANS

SIGN TRUSS MOUNTING DETAIL
5 C 092 I074 R210.00
STA. 111+39



TEMP. BENCHMARK = CHISELED "X" ON SW ANCHOR BOLT = 641.84 - EST. FROM 1971 PLANS

*FAU 7052 /FAP 729

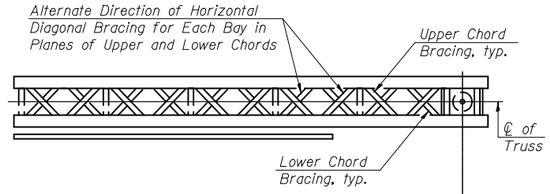
FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-truss_details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN TRUSS MOUNTING DETAIL

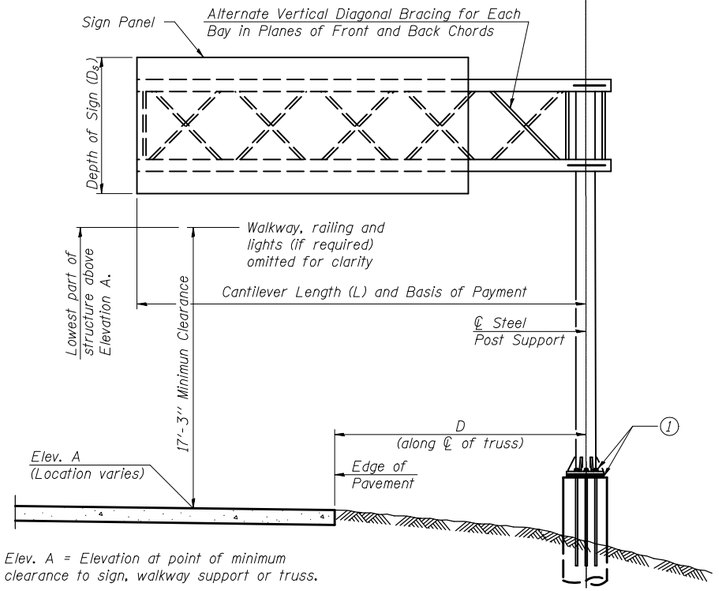
SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	38
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			



TYPICAL PLAN

(Walkway not shown)



Elev. A = Elevation at point of minimum clearance to sign, walkway support or truss.

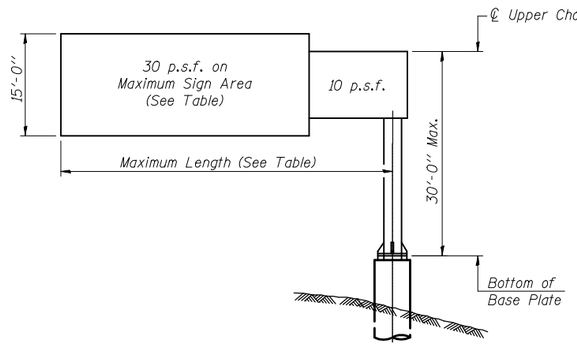
TYPICAL ELEVATION

Looking in Direction of Traffic

Sign support structures may be subject to damaging vibrations and oscillations when sign panels are not in place during erection or maintenance of the structure. To avoid these vibrations and oscillations, consideration should be given to attaching temporary blank sign panels to the structure.

Structure Number	Station	Design Truss Type	Cantilever Length (L)	Elev. A	Dim. D	D_s	Total Sign Area
5 C 092 I074 R210.00	111+39	III-C-A	36'-0"	641.20	14'-0"	10'-6"	278.0
5 C 092 U150 L000.36	426+90	III-C-A	38'-0"	648.80	10'-0"	8'-0"	212.0

Truss Type	Maximum Sign Area	Maximum Length
I-C-A	170 Sq. Ft.	25 Ft.
II-C-A	340 Sq. Ft.	30 Ft.
III-C-A	400 Sq. Ft.	40 Ft.



DESIGN WIND LOADING DIAGRAM

Parameters shown are basis for I.D.O.T. Standards Installations not within dimensional limits shown require special analysis for all components.

① After adjustments to level truss and insure adequate vertical clearance, all top and leveling nuts shall be tightened against the base plate with a minimum torque of 200 lb.-ft. Stainless steel mesh shall then be placed around the perimeter of the base plate. Secure to base plate with stainless steel banding.

Note:
Trusses shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The contractor is responsible for maintaining the configuration and protection of the trusses.

GENERAL NOTES

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

DESIGN STRESSES:
Field Units
f'_c = 3,500 p.s.i.
fy = 60,000 p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specificiations.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.
All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer.
The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: Shall conform to AASHTO M314 Gr. 105 with a minimum Charpy V-Notch (CVN) energy of 15 lb.-ft. at 10° F.

CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Bridge Seat Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

FOUNDATIONS: The contract unit price for Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

* If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE I-C-A	Foot	
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE II-C-A	Foot	
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE III-C-A	Foot	74.0
OVERHEAD SIGN STRUCTURE WALKWAY, CANTILEVER, TYPE A	Foot	65.0
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	25.0

NUMBER	REVISION	DATE

OSC-A-1 12-1-08

*FAU 7052 /FAP 729

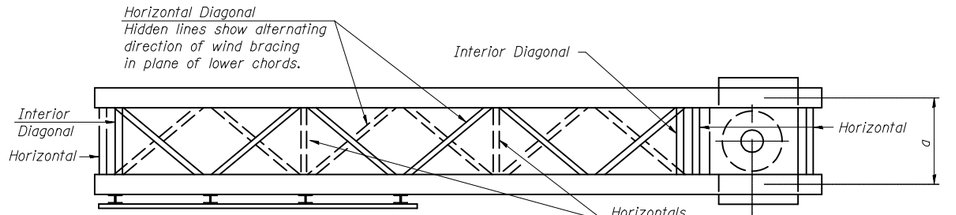
FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-truss_details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

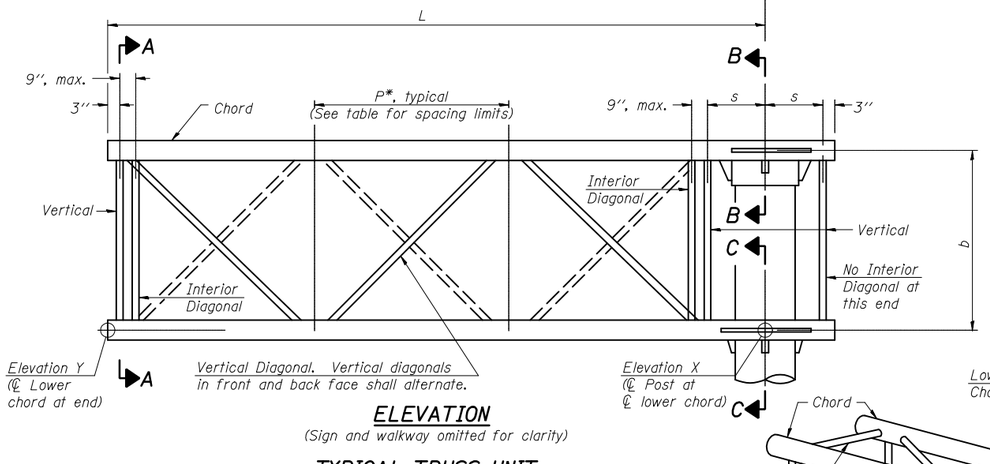
CANTILEVER SIGN STRUCTURE GENERAL PLAN & ELEVATION
ALUMINUM TRUSS & STEEL POST

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

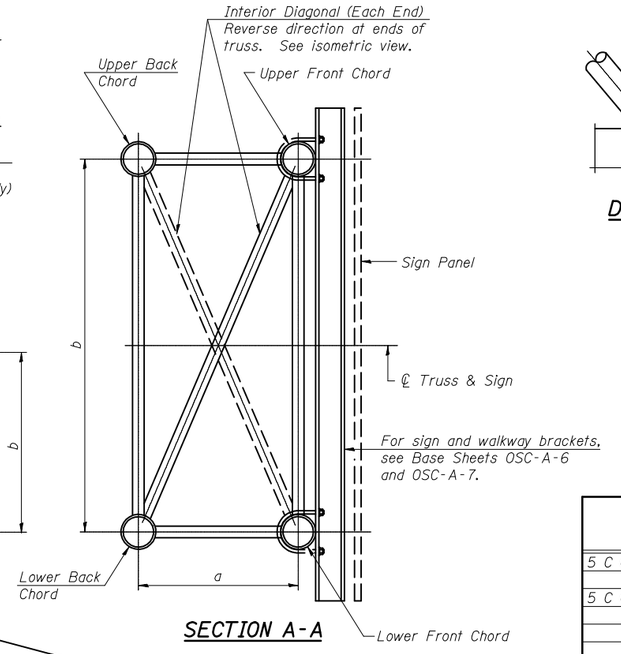
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	39
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			



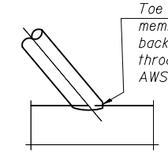
PLAN
(Walkway not shown)



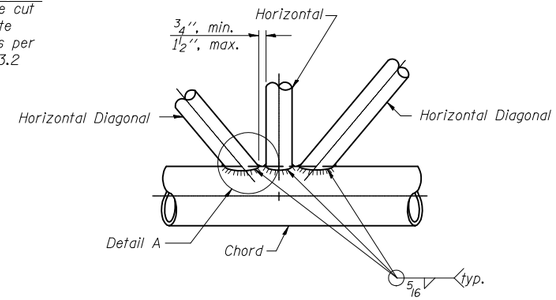
ELEVATION
(Sign and walkway omitted for clarity)



SECTION A-A



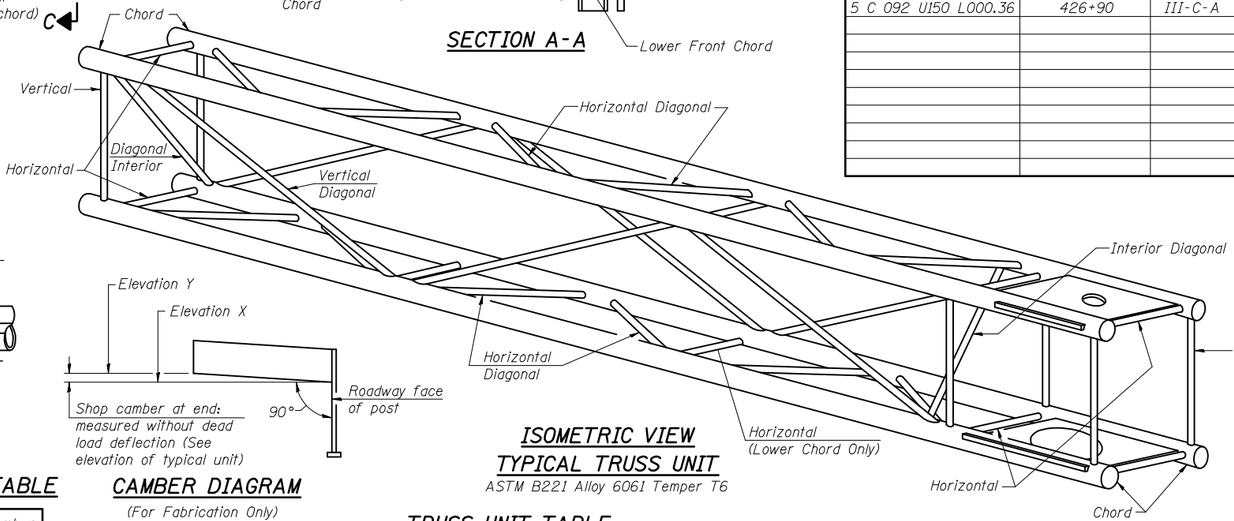
DETAIL A



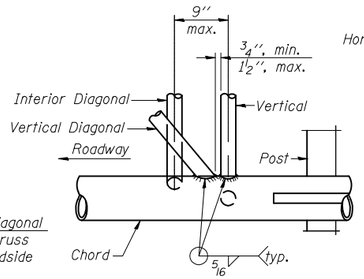
TRUSS INTERIOR JOINT DETAIL

TYPICAL TRUSS UNIT

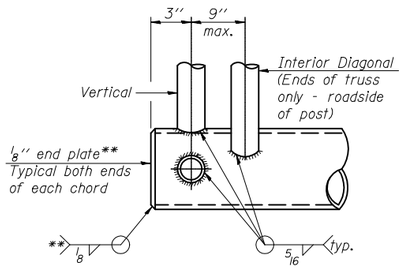
For Section B-B and Section C-C, see Base Sheet OSC-A-3.



Note:
There are twice as many horizontal diagonals as there are vertical diagonals.



POST END JOINT DETAIL



CANTILEVER END JOINT DETAIL
** Contractor may alternatively use standard aluminum drive-fit cap to close ends.

CAMBER DIAGRAM
(For Fabrication Only)

SHOP CAMBER TABLE

Unit Length (L)	Shop Camber at End
15'	1 1/2''
16'-17'	1 3/4''
18'-20'	2''
21'-22'	2 1/4''
23'-25'	2 1/2''
26'-27'	2 3/4''
28'-30'	3''
31'-32'	3 1/4''
33'-35'	3 1/2''
36'-37'	4''
38'-40'	4 1/2''

TRUSS UNIT TABLE

Truss Type	Dimension ''a''	Dimension ''b''	Dimension ''s''	Limits for Panel Spacing (P)*	Up. & Low. Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals	
					O.D.	Wall	O.D.	Wall
I-C-A	24''	54''	16''	36'' min. to 48'' max.	5''	5/16''	2 1/2''	5/16''
II-C-A	36''	66''	21''	42'' min. to 54'' max.	6 1/2''	5/16''	3 1/4''	5/16''
III-C-A (35' Max.)	36''	84''	21''	48'' min. to 66'' max.	7''	3/8''	3 1/2''	3/8''
III-C-A (>35' to 40')	36''	84''	21''	48'' min. to 66'' max.	8''	3/8''	3 1/2''	3/8''

$*P = \frac{L - s - 3''}{\#\ Panels}$

Structure Number	Station	Truss Type	Design Length (L)	Number of Panels Per Unit	Panel Length (P)*
5 C 092 I074 R210.00	111+39	III-C-A	36'-0"	8	4'-3"
5 C 092 U150 L000.36	426+90	III-C-A	38'-0"	8	4'-6"

NUMBER	REVISION	DATE

ISOMETRIC VIEW
TYPICAL TRUSS UNIT
ASTM B221 Alloy 6061 Temper T6

OSC-A-2 12-1-08

*FAU 7052 /FAP 729

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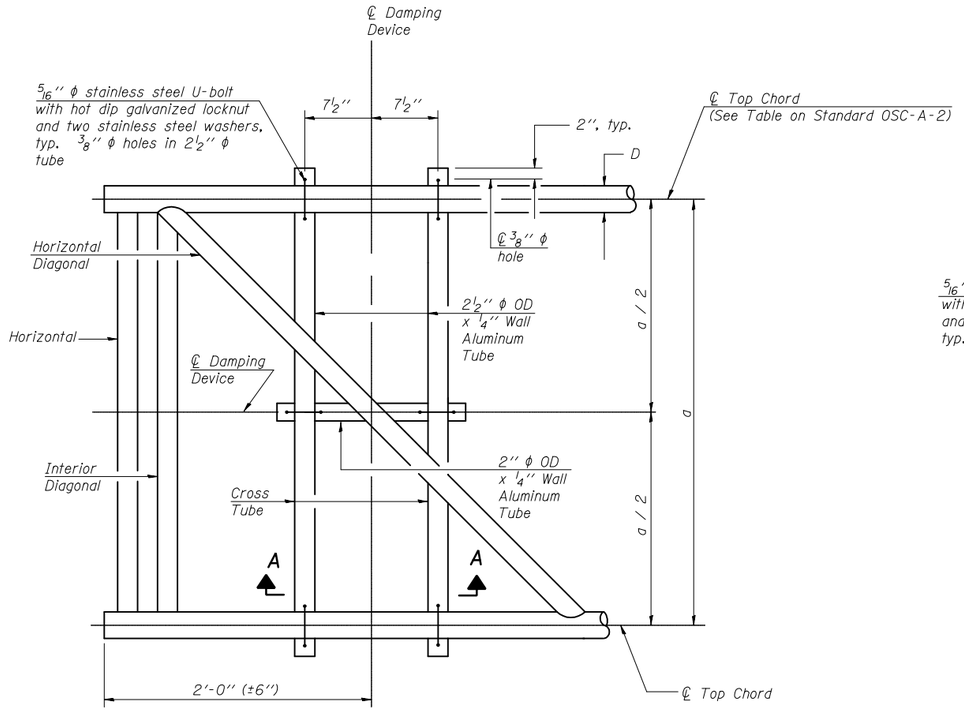
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

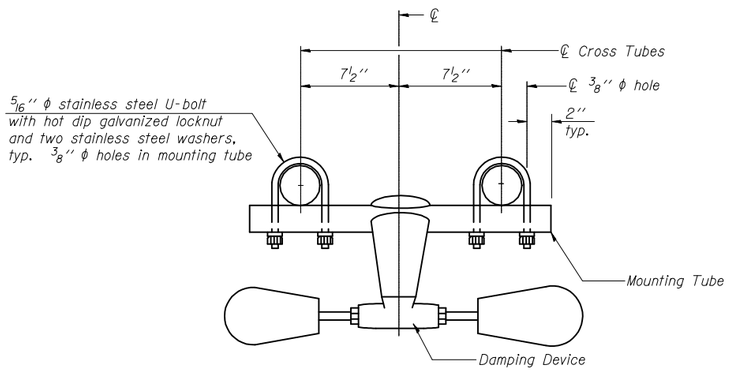
CANTILEVER SIGN STRUCTURE TRUSS DETAILS
ALUMINUM TRUSS & STEEL POST

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

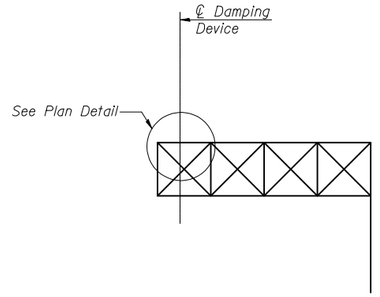
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	40
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			



PLAN DETAIL



TRUSS DAMPING DEVICE CONNECTION DETAIL



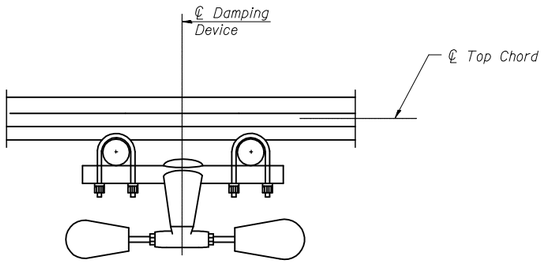
ELEVATION

Aluminum Cantilever Sign Structure

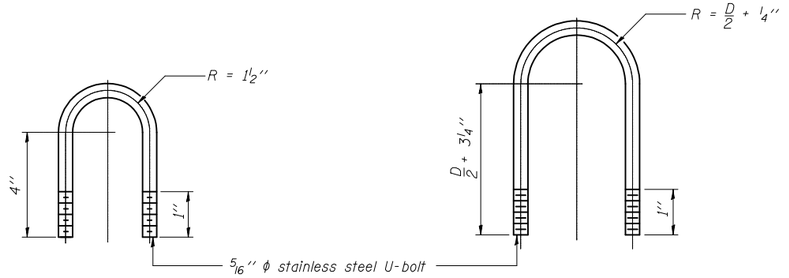
GENERAL NOTES

Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum-29" minimum between ends of weights)

Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6



SECTION A-A



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL

(Typical)

TOP CHORD TO CROSS TUBE U-BOLT DETAIL

(Typical)

OSC-A-D 12-1-08

***FAU 7052 /FAP 729**

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-truss_details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURE
DAMPING DEVICE

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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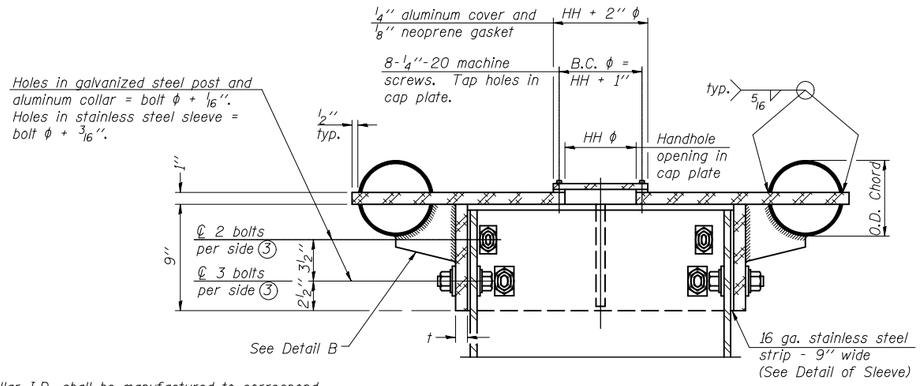
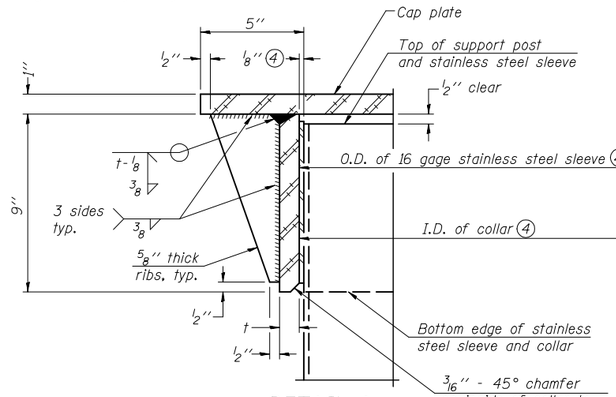
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			



SECTION B-B

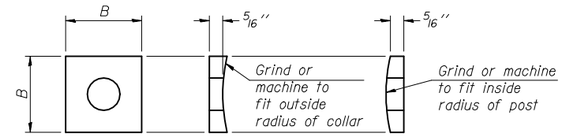
Bolts, washers (including contoured washers), and locknuts shall be stainless steel.

(4) Collar I.D. shall be manufactured to correspond to O.D. of actual galvanized post and stainless steel sleeve plus 1/8'' (±1/16''). Maximum gap between post and collar at any location equals 1/8'' before tightening bolts.



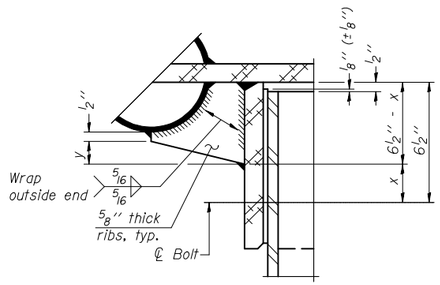
DETAIL A

(Two locations)



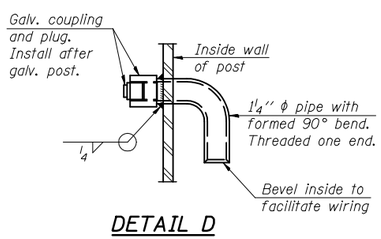
CONTOURED WASHERS

Bolt Size	Contoured Washers	
	Hole Dia.	B
7/8''	1''	2 1/2''
1''	1 1/8''	3''
1 1/4''	1 3/8''	3 1/4''



DETAIL B

Two locations
(For details not shown, see Detail C)

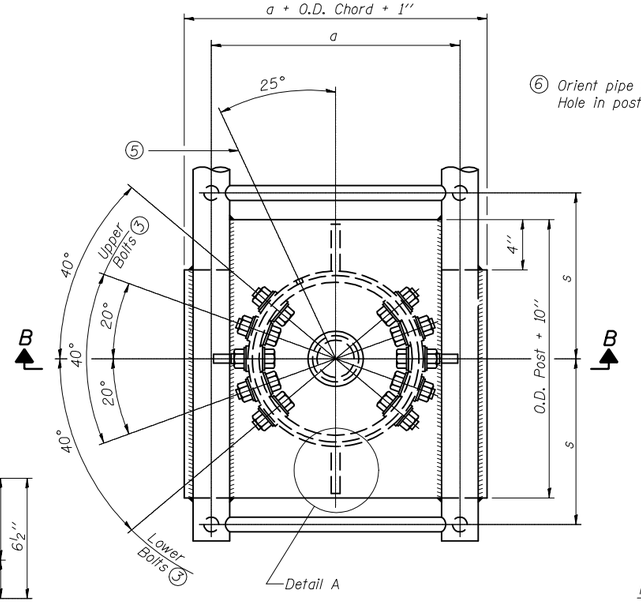


DETAIL D

DETAIL OF STAINLESS STEEL SLEEVE

Weld to post after galvanizing.
(Prepare post surface to insure tight, uniform fit and allow welding.)
Welds to be 1 1/2'' long at 6'' cts. along top edge and at 1/4'' opening.

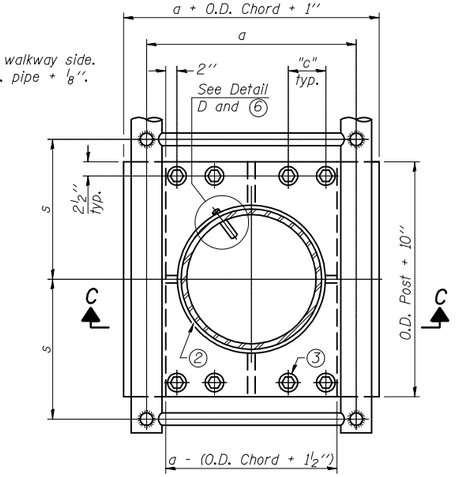
NUMBER	REVISION	DATE



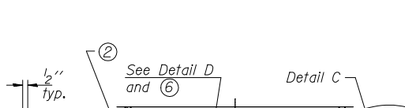
PLAN VIEW - TOP OF COLUMN

(5) Optional full penetration weld in collar.
(Two locations maximum....(180° apart)....X-ray or UT 100%)

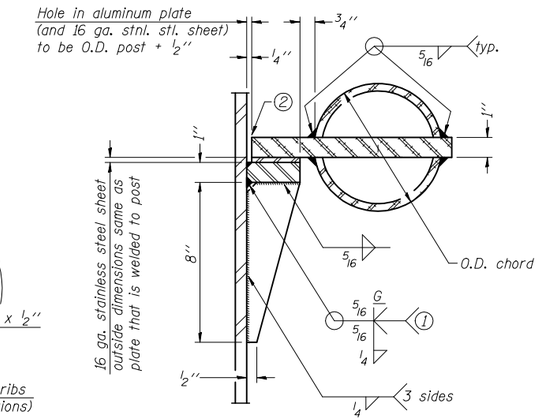
(6) Orient pipe toward walkway side. Hole in post = O.D. pipe + 1/8''.



SECTION THRU POST ABOVE LOWER CHORDS



SECTION C-C



DETAIL C

(1) Grind top if required to fully seat aluminum plate and stainless steel sheet.

(2) After tightening lower connection bolts, fill gap with non-hardening, silicone caulk suitable for exterior exposure and acceptable to the Engineer. Cost is included in Overhead Sign Structure Cantilever.

Truss Type	Post Size	Upper & Lower Connection Bolt Diameter (3)	Lower Juncture Bolt Spacing Dimension "c" (3)	Opening in Cap Plate "HH"	Collar Thickness (t)	Side Ribs	
						x	y
I-C-A	16'' ϕ (83#/')	7/8''	3 1/4''	8''	5/8''	1 3/4''	2 1/4''
II-C-A	24'' ϕ (125#/')	1''	3 1/2''	12''	7/8''	2''	1 1/4''
III-C-A (35' max.)	24'' ϕ (125#/')	1 1/4''	3 1/2''	12''	7/8''	2''	1''
III-C-A (>35' to 40')	24'' ϕ (171#/')	1 1/4''	3 1/2''	12''	7/8''	2''	1''

(3) Upper and lower connection bolts in collar and bolts at lower chord connection shall be high strength with matching locknuts. Connection bolts shall have 2 stainless steel flat washers each.

*FAU 7052 /FAP 729

OSC-A-3

12-1-08

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	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES JUNCTURE DETAILS
ALUMINUM TRUSS & STEEL POST

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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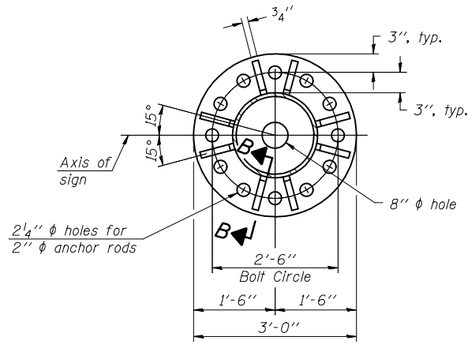
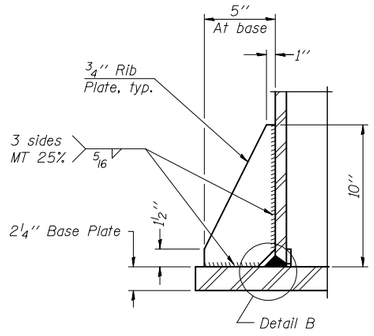
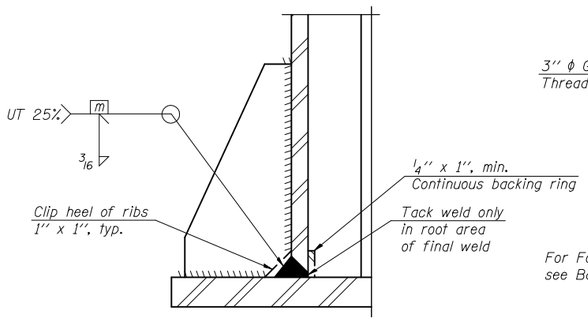
		CONTRACT NO. 70315		
		ILLINOIS FED. AID PROJECT		



SECTION A-A

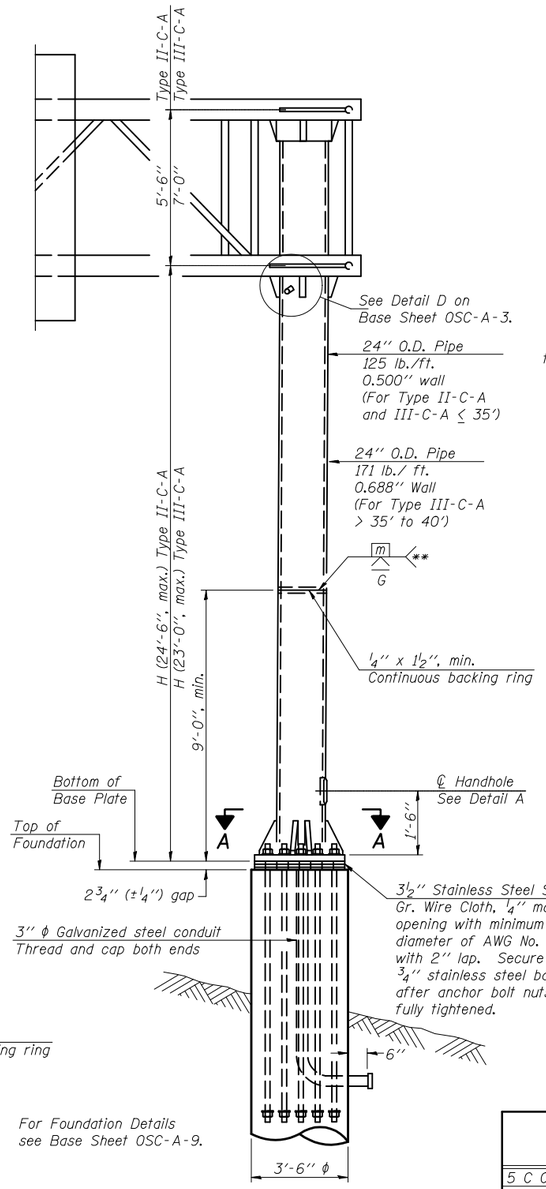


SECTION B-B



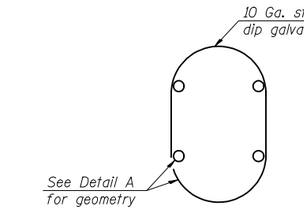
DETAIL B

(Typical rib)

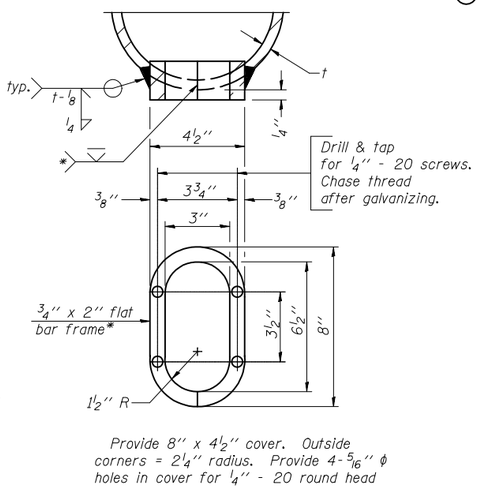


For Foundation Details see Base Sheet OSC-A-9.

FRONT ELEVATION



HANDHOLE COVER

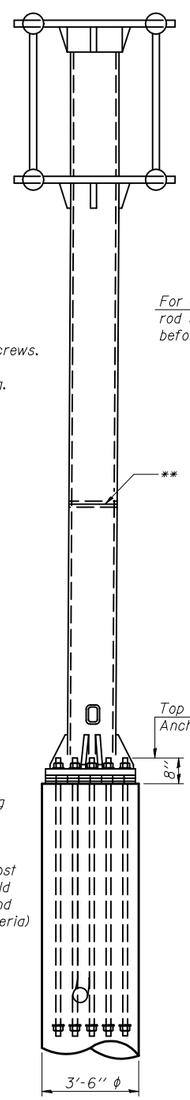


Provide 8'' x 4 1/2'' cover. Outside corners = 2 1/4'' radius. Provide 4-5/16'' ϕ holes in cover for 1/4'' - 20 round head hot dip galvanized or stainless steel machine screws. (See cover details.)

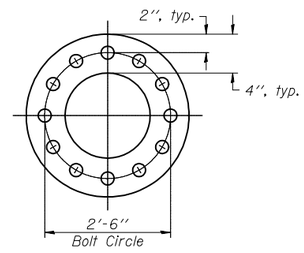
DETAIL A

* Bent bars may be butt welded top and bottom or bottom only. In lieu of fabricated handhole frame as shown, may cut from 2'' plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 **m**in or less.

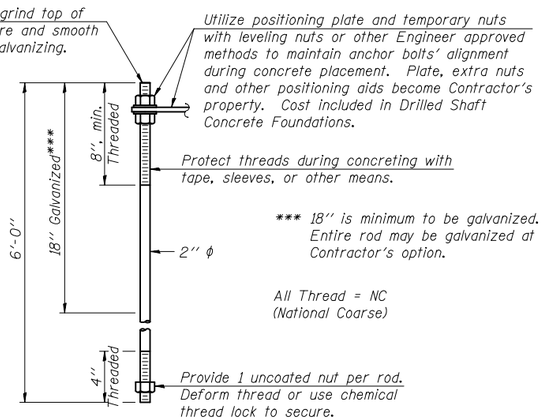
** Butt welded joint in post is only allowed for post heights (H) over 20 ft. in length. If used, weld procedure must be preapproved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.



SIDE ELEVATION



SUGGESTED POSITIONING PLATE



ANCHOR ROD DETAIL

Anchor rods shall conform to AASHTO M314 Grade 105 and meet Charpy V-Notch (CVN) energy of 15 lb.-ft. at 10° F. before galvanizing. Galvanize the upper 18'' (minimum***) and associated M291, Grade A, C or DH heavy hex nuts and hardened washers per AASHTO M232. No welding shall be permitted on rods. Provide an unfinished nut at bottom, a hexagon locknut and washer above base plate and a leveling nut and washer below base plate. Nuts shall each be tightened with 200 lb.-ft. minimum torque against base plate. Before or after threading, but before galvanizing, each anchor rod shall be ultrasonically tested (UT) by a Level II or III inspector, qualified in accord with ANSI guidelines, using a straight beam, 1/2'' ϕ 3.5 mhz. transducer, to insure no rejectable flaws exist in the upper 18'' (tension criteria). Cost of testing included in Drilled Shaft Concrete Foundations.

Structure Number	Station	H
5 C 092 1074 R210.00	111+39	22'-6"
5 C 092 U150 L000.36	426+90	21'-0"

Note: "H" based on 15'-0'' or actual sign height, whichever is greater.

NUMBER	REVISION	DATE

OSC-A-5 12-1-08

*FAU 7052 /FAP 729

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	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
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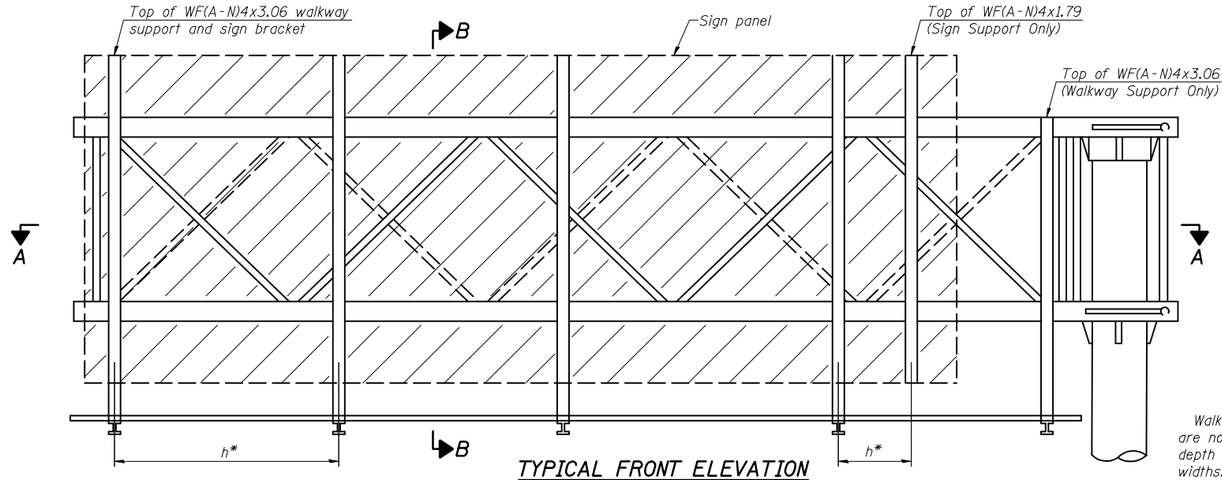
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES TYPE II-C-A & III-C-A
TRUSS SUPPORT POST ALUMINUM TRUSS & STEEL POST

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

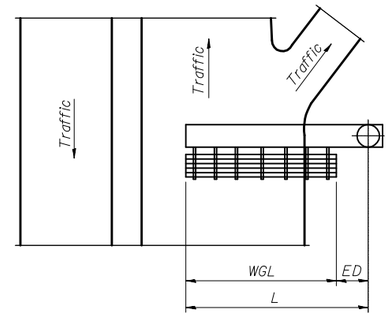
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	43
		CONTRACT NO. 70315		
	ILLINOIS	FED. AID PROJECT		



TYPICAL FRONT ELEVATION

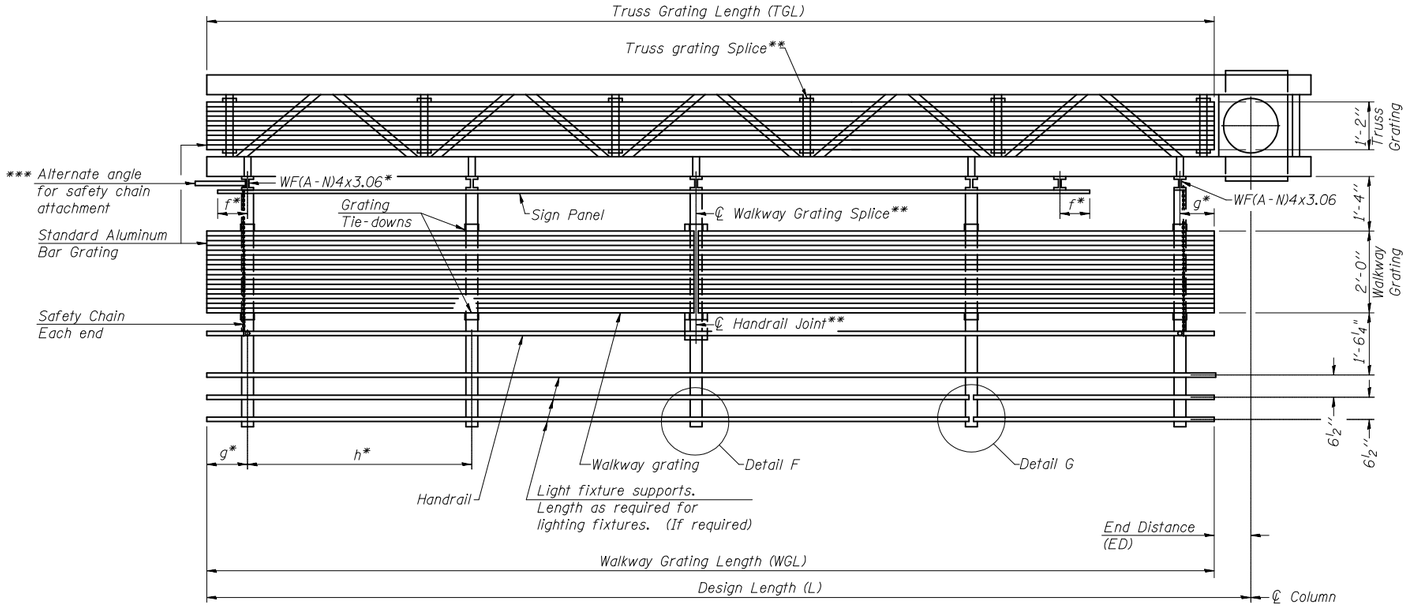
With lights and handrail omitted for clarity.

Walkway and truss grating dimensions are nominal and may vary (width ±½", depth ±½") based on available standard widths.



PLAN
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath truss varies)



Structure Number	Station	WGL	ED	TGL
5 C 092 I074 R2.10.00	111+39	32'-0"	4'-0"	34'-6"
5 C 092 U150 L000.36	426+90	33'-0"	5'-0"	36'-6"

Notes:

* Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:

f = 12" maximum, 4" minimum (End of sign to ℄ of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway to ℄ of nearest bracket)
h = 6'-0" maximum (℄ to ℄ sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)

*** If walkway bracket at safety chain location is behind sign, add angle to bracket. See alternate safety chain attachment on base sheet OSC-A-8

For details of sign placement, sign/walkway brackets, truss and walkway gratings, grating splices and Section B-B, see Base Sheet OSC-A-7.
For details of handrail, handrail joint, safety chain and Details F and G, see Base Sheet OSC-A-8.

Truss grating to facilitate inspection shall run full length of cantilevers. Cost of truss grating is included in Overhead Sign Structure Cantilever.

SECTION A-A

Handrail and walkway grating shall span a minimum of three brackets between splices.
** Use and location of handrail joints or grating splices are optional, based on lengths needed and material availability.

$$TGL = L - \left(\frac{\text{Post O.D.}}{2} + 6''\right)$$

NUMBER	REVISION	DATE

BRACKET TABLE

WF(A-N)4x1.79 or WF(A-N)4x3.06
ASTM B308, Alloy 6061-T6

Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

OSC-A-6 12-1-08

*FAU 7052 /FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-truss_details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES ALUMINUM WALKWAY DETAILS
ALUMINUM TRUSS & STEEL POST

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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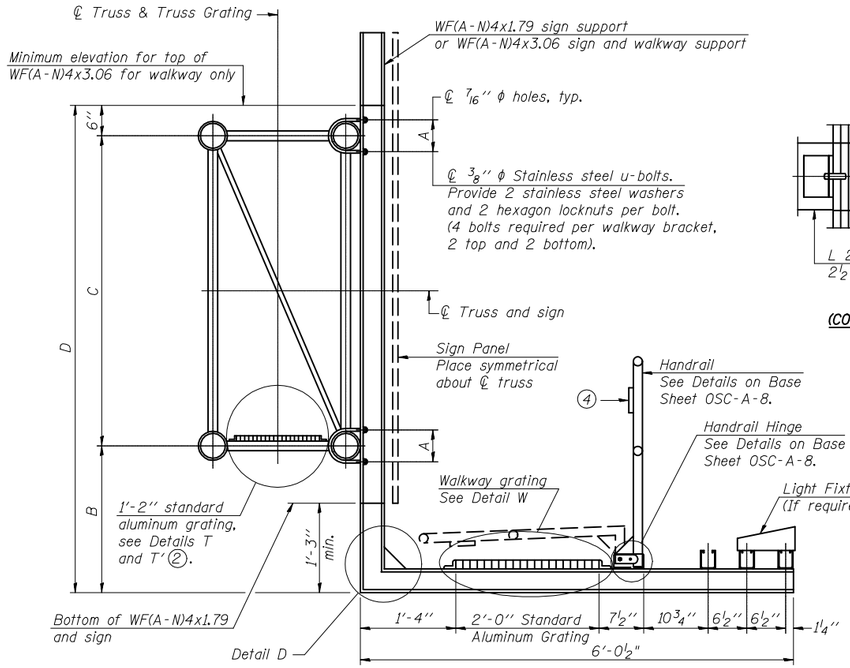
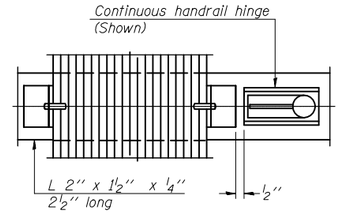
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

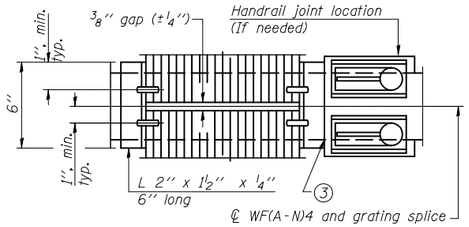


SECTION B-B

Sign shall be even with the top of the bracket, but it may extend no more than 6" above the top of the bracket for field adjustments.

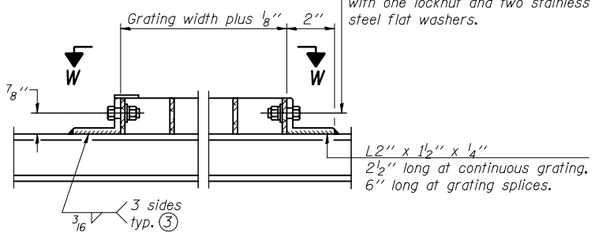


(CONTINUOUS WALKWAY GRATING)



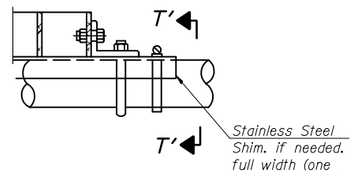
(AT WALKWAY GRATING SPLICE)

SECTION W-W



DETAIL W

(Walkway grating)



DETAIL T'

(Truss grating splice)

Details not shown same as Detail T. Alternate materials may be used subject to the Engineer's review and approval.

SPECIFICATIONS FOR STANDARD ALUMINUM GRATING

Main Bearing Bars (MBB) shall be 3/16" x 1 1/2" on 1 3/16" centers and conform to ASTM B211 Alloy 6061-T6.

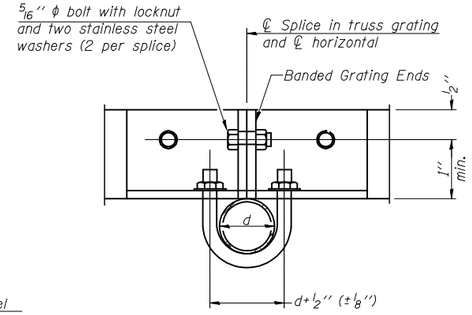
Cross bars (CB) shall be 3/16" x 1 1/2" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR

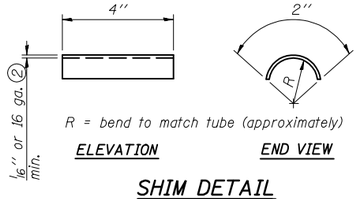
Aluminum Grating with modified "T" sections for main bearing bars shall meet the following requirements:

Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.^{3} per bar, a depth of 1 1/2", spaced on 1 3/16" centers.

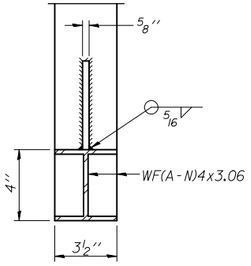
Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.



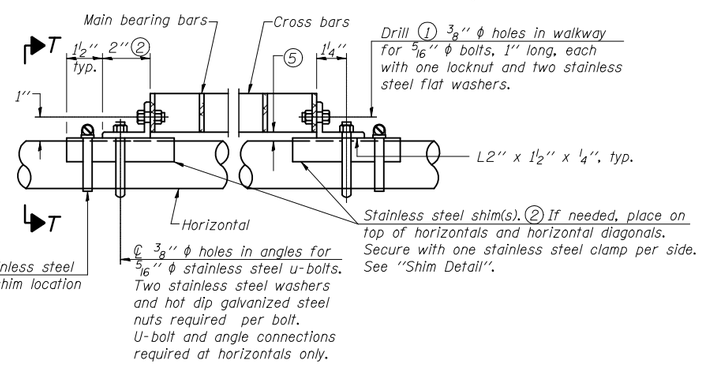
SECTION T-T



SHIM DETAIL

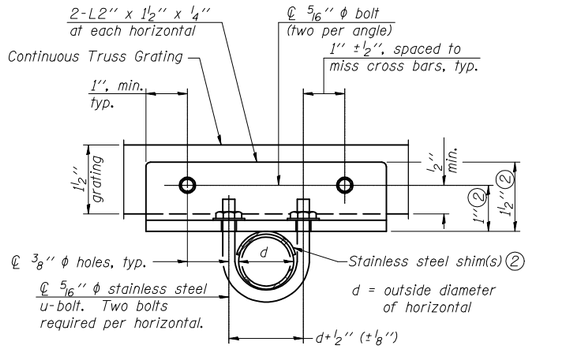


SECTION D-D

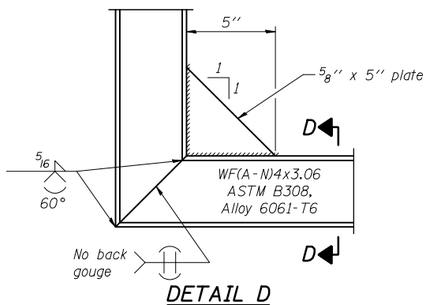


DETAIL T

(Continuous Truss grating)



SECTION T-T



DETAIL D

NUMBER	REVISION	DATE

Structure Number	Station	A	(6) B	C	(6) D
5 C 092 I074 R210.00	111+39	8 7/16"	3'-0"	7'-0"	10'-6"
5 C 092 U150 L000.36	426+90	8 7/16"	1'-9"	7'-0"	9'-3"

1 Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.

2 Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.

3 If Handrail Joint present, weld angle to WF(A-N)4 and 1/4" extension bars. (See Base Sheet OSC-A-8.)

4 PL 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.

5 Tube to grating gap may vary from 0 to 1/2", max. to align walkway, allow for camber, etc.

6 Based on actual sign height, D_S, given on OSC-A-1.

OSC-A-7 6-1-09

*FAU 7052 /FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-truss_details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES WALKWAY DETAILS
ALUMINUM TRUSS & STEEL POST

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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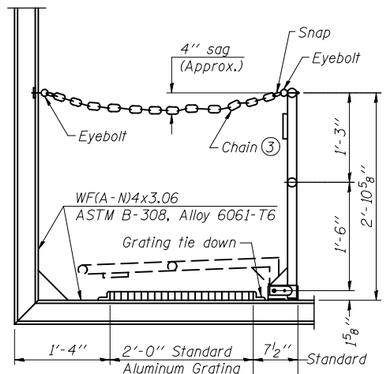
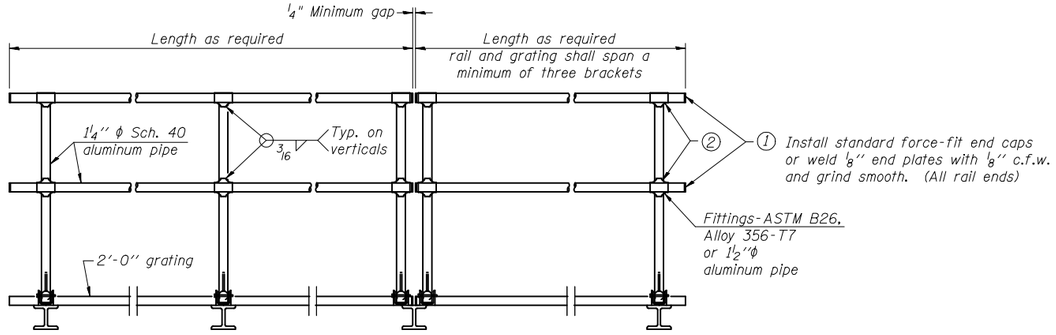
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

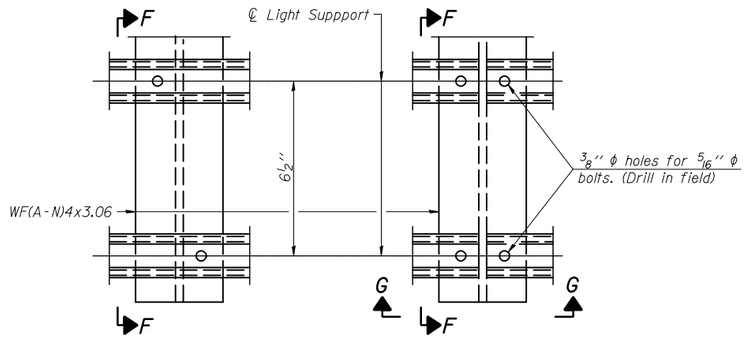


SIDE ELEVATION

(Showing Safety Chain W/O Sign)



FRONT ELEVATION



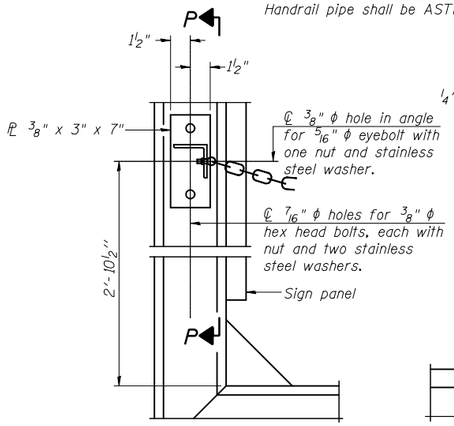
DETAIL F

DETAIL G

HANDRAIL DETAILS

Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.

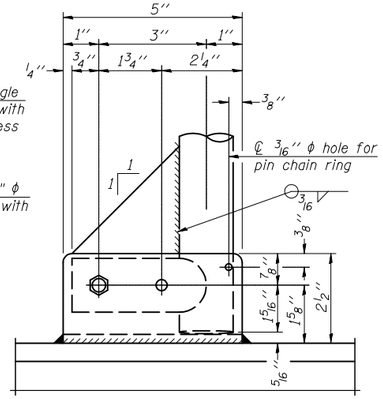
(2) Horizontal handrail member shall be continuous thru fitting. Provide 7/16" ϕ hole in fitting for 3/8" ϕ bolt. Field drill 7/16" ϕ hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 7/16" ϕ holes on top rail at ends only.)



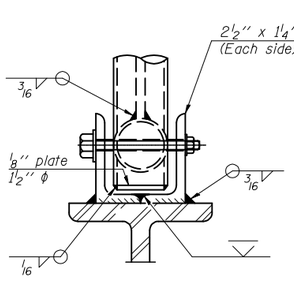
ALTERNATE SAFETY CHAIN ATTACHMENT

(With Sign Present)

Items not shown same as "Side Elevation" of "Handrail Details"

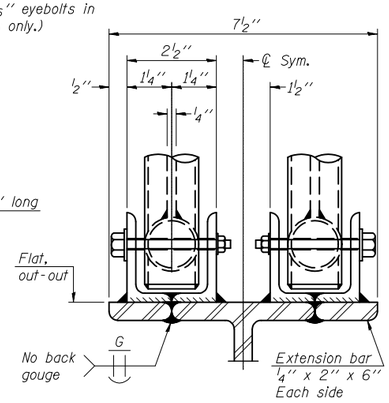


SIDE ELEVATION



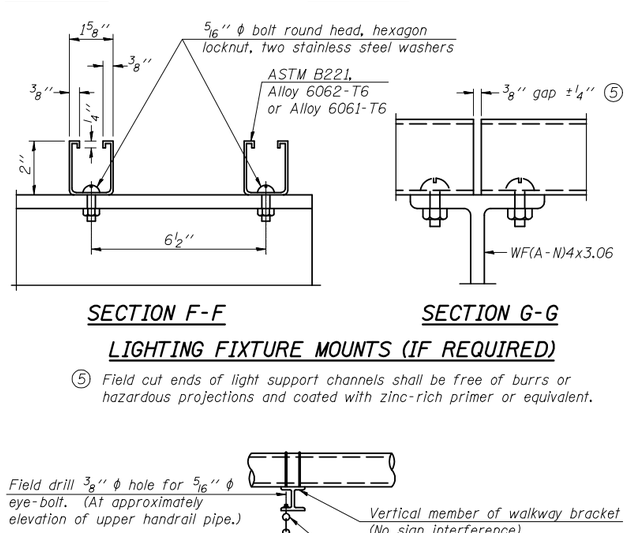
FRONT ELEVATION

Details not shown same as "ELEVATION" at right.



ELEVATION AT HANDRAIL JOINT (4)

Details not shown same as "FRONT ELEVATION"

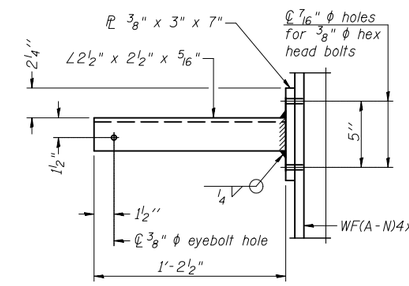


SECTION F-F

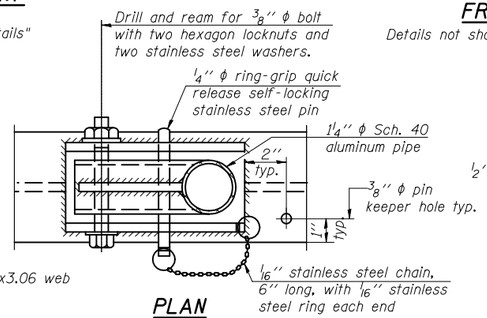
SECTION G-G

LIGHTING FIXTURE MOUNTS (IF REQUIRED)

(5) Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

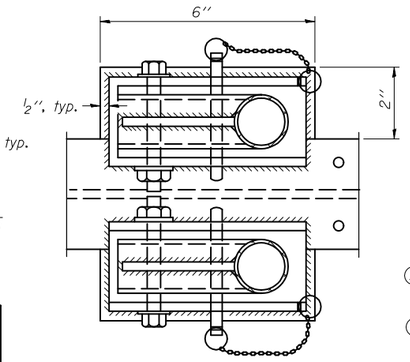


SECTION P-P



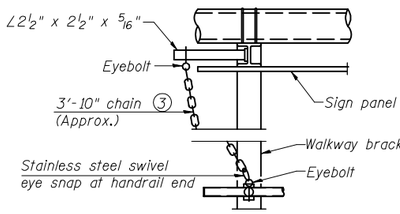
PLAN

DETAIL E HANDRAIL HINGE



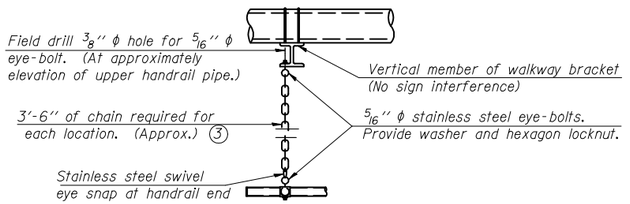
PLAN AT HANDRAIL JOINT

Details not shown same as "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT

Details not shown similar to "Safety Chain" Details
(Walkway omitted for clarity)



SAFETY CHAIN

One required for each end of each walkway.

(3) 3/16" Type 304L stainless steel chain, approximately 12 links per foot.

(4) Extrusions may be used in lieu of the details shown, with approval of the Engineer.

NUMBER	REVISION	DATE

OSC-A-8 12-1-08

*FAU 7052 /FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-truss_details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

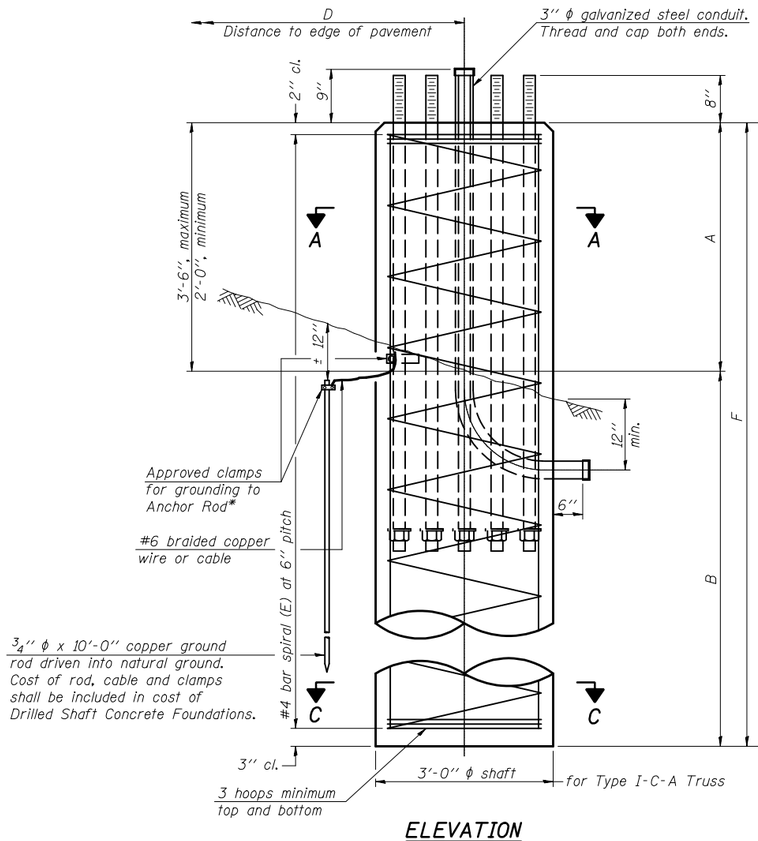
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES HANDRAIL DETAILS
ALUMINUM TRUSS & STEEL POST

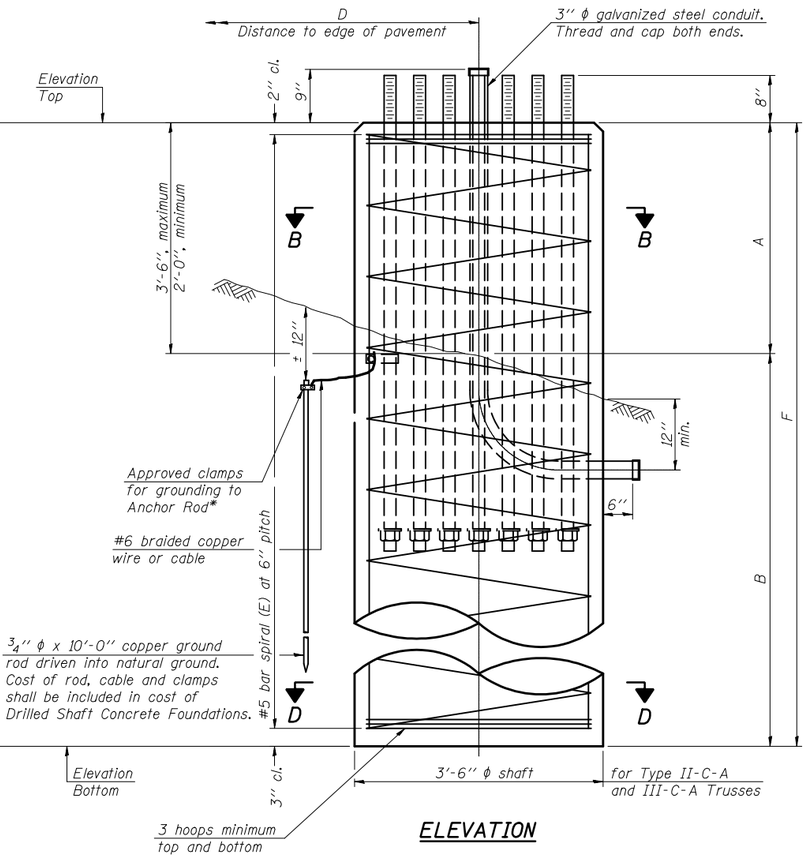
SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	46
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

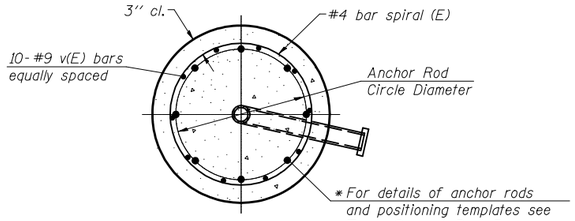
* Grind anchor rod to bright finish at ground clamp location before installing clamp.



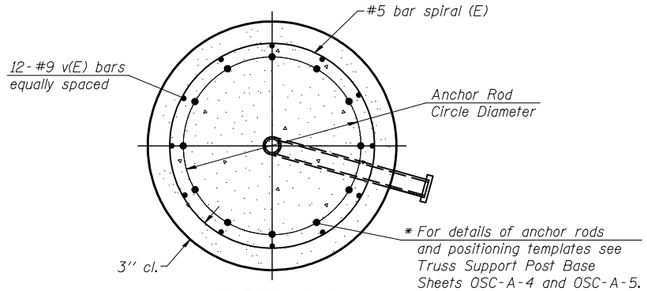
ELEVATION



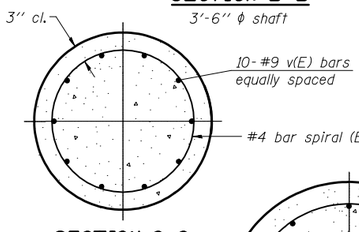
ELEVATION



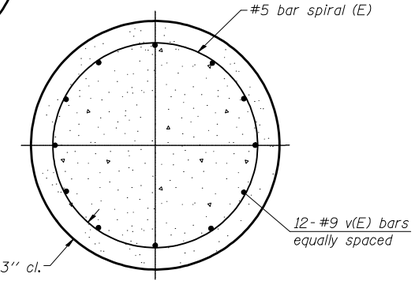
SECTION A-A
3'-0'' ϕ shaft



SECTION B-B
3'-6'' ϕ shaft



SECTION C-C
3'-0'' ϕ shaft



SECTION D-D
3'-6'' ϕ shaft

NOTES:

The foundation dimensions shown in the Foundation Design Table are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown in the Foundation Data Table will be the result of site specific designs.

If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in "Drilled Shaft Concrete Foundation".

FOUNDATION DATA TABLE

Structure Number	Station	Truss Type	Shaft Diameter	Elevation Top	Elevation Bottom	Qu	A	B	F	Class DS Concrete Cubic Yards
5 C 092 I074 R210.00	111+39	III-C-A	3'-6"	641.25			3.0	32.0	35.0	12.5
5 C 092 U150 L000.36	426+90	III-C-A	3'-6"	650.80			3.0	32.0	35.0	12.5

FOUNDATION DESIGN TABLE

Truss Type	Post Base Sheet	Maximum CantileverLength (ft)	Maximum Total Sign Area (sq ft)	Shaft Diameter (in)	"B" Depth (ft)	Anchor Rods No.	Anchor Rods Diameter (in)	Anchor Rod Circle Diameter (in)
I-C-A	OSC-A-4	25	170	3.0	16.0	8	2	22
II-C-A	OSC-A-5	30	170	3.5	17.0	12	2	30
II-C-A	OSC-A-5	30	340	3.5	21.5	12	2	30
III-C-A	OSC-A-5	35	170	3.5	19.0	12	2	30
III-C-A	OSC-A-5	35	250	3.5	22.5	12	2	30
III-C-A	OSC-A-5	35	400	3.5	26.5	12	2	30
III-C-A	OSC-A-5	40	400	3.5	32.0	12	2	30

NUMBER	REVISION	DATE

OSC-A-9 12-1-08

*FAU 7052 /FAP 729

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-truss_details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES DRILLED SHAFT ALUMINUM TRUSS & STEEL POST

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	47
		CONTRACT NO. 70315		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
IDOT – Region 3Dist 5

SOIL BORING LOG

Page 1 of 1

Date 6/5/09

ROUTE FAI 74 DESCRIPTION Mast Arm on I-74EB Exit Ramp A to US 150 LOGGED BY CNA

SECTION LOCATION SE, SEC. 10, TWP. 19N, RNG. 12W, 2nd PM

COUNTY Vermilion DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 5C092I074R210.00
Station 111+74

BORING NO. 1 Mast Arm
Station 111+64
Offset 3.0 ft Lt. of EOP
Ground Surface Elev. 639.0 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 631.0 ft ▼
Upon Completion PLUGGED ft
After Hrs. WASHED ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt Shoulder PAVEMENT			
638.0			
Brown Dirty Poorly Sorted GRAVEL (Embankment)			
636.0			
Brown Clean Medium SAND (Dry)	5		
	6		
-5	10		
	4		
632.0	10		
Gray Dense SILT to SILTY CLAY with Sand Seams ▼	14		
	6		
	13	10.0	11
(2 Feet of Sand Blow In – Washed) -10	14	S	
	8		
	13		17
	23		
626.0			
Gray SANDY CLAY LOAM TILL	5		
	10	10.1	8
-15	15	S	
623.0			
Brown Oxidized Poorly Sorted Coarse SAND	10		
	17		18
	24		
	10		
619.5	15	5.0	9
Brown Dense SANDY LOAM TILL -20	15	B	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown Dense SANDY LOAM TILL (continued)	5		
	15	7.4	8
	15	S	
614.0 -25	20		8
End of Boring	30		
-30			
-35			
-40			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

6/8/2009 10:44:09 AM S:\SOILS\BORING LOGS\VERMILION CNTY\MAST ARMS ON US 150 @ FAI 74.GPJ

Illinois Department of Transportation
Division of Highways
IDOT – Region 3Dist 5

SOIL BORING LOG

Page 1 of 1

Date 6/5/09

Mast Arm on US 150 EB Offramp to FAI 74EB/WB

ROUTE FAI 74 DESCRIPTION LOGGED BY CNA

SECTION LOCATION SW, SEC. 10, TWP. 19N, RNG. 12W, 2nd PM

COUNTY Vermilion DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 5C092U150L000.36
Station 427+00

BORING NO. 2 Mast Arm
Station 426+91
Offset 18.0 ft Lt.
Ground Surface Elev. 648.6 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 638.6 ft ▼
Upon Completion PLUGGED ft
After Hrs. WASHED ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt Shoulder PAVEMENT			
647.6			
Brown SANDY CLAY LOAM (Embankment)			
645.6			
Brown Mottled CLAY LOAM	3		
	3		
-5	5		
	3		
	3	2.1	26
	5	B	
640.6			
Brown Mottled SANDY LOAM to SILT	2		
	3	1.0	16
▼ -10	3	E	
	3		
	2		22
	2		
634.6	2		
Gray/Dark Gray SILT with Sand & Till Seams	6		14
-15	6		
	2		
	5		17
	7		
	3		
	4	1.4	14
-20	5	B	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Gray/Dark Gray SILT with Sand & Till Seams (continued)	2		
	4		14
	5		
	3		
(2 Feet of Sand Blow In – Washed)	4		12
-25	5		
	3		
619.6	3		
Dark Gray/Brown SANDY CLAY LOAM TILL	3	5.4	11
-30	6	S	
	7	4.7	18
613.6 -35	11	S	
End of Boring			
-40			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

6/8/2009 10:44:10 AM S:\SOILS\BORING LOGS\VERMILION CNTY\MAST ARMS ON US 150 @ FAI 74.GPJ

*FAU 7052 / FAP 729

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		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

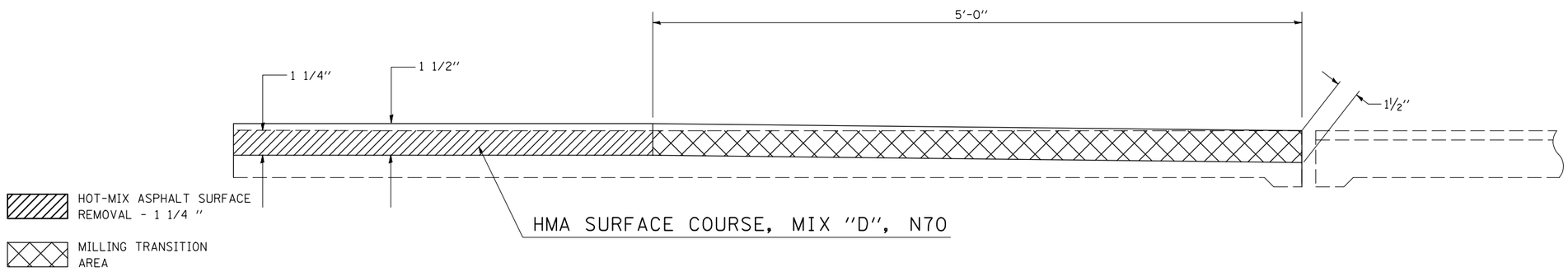
SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	48
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

DETAIL FOR MILLING TRANSITION AT S.N. 092–0051

STA. 408+60.06 TO STA. 408+65.06
STA. 410+89.34 TO STA. 410+94.34

NOTE:
AREA OF MILLING TRANSITION SHALL BE INCLUDED IN CONTRACT UNIT PRICE FOR THE HOT-MIX ASPHALT SURFACE REMOVAL - 1 1/4 ". NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

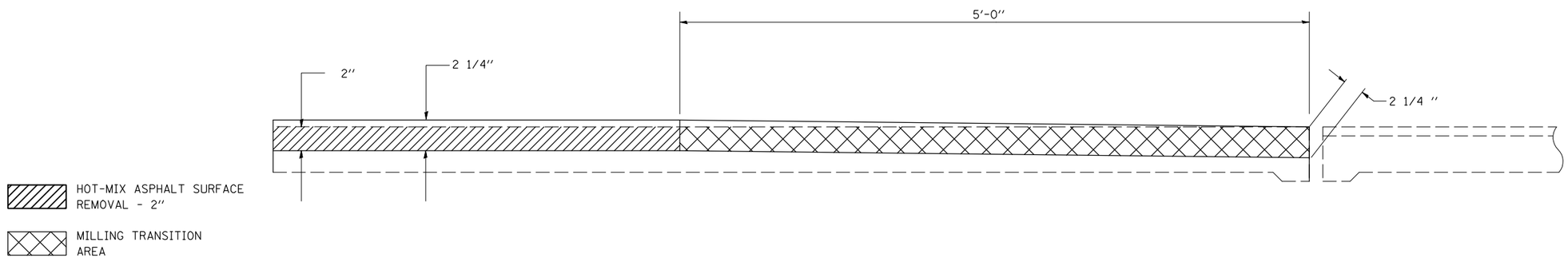


NOT TO SCALE

DETAIL FOR MILLING TRANSITION AT S.N. 092–0053

STA. 613+35.50 TO STA. 613+40.50

NOTE:
AREA OF MILLING TRANSITION SHALL BE INCLUDED IN CONTRACT UNIT PRICE FOR THE HOT-MIX ASPHALT SURFACE REMOVAL, 2". NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.



NOT TO SCALE

*FAU 7052 / FAP 729

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		DRAWN - RLA	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JMS	REVISED -
	PLOT DATE = 12/7/2009	DATE - 7/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

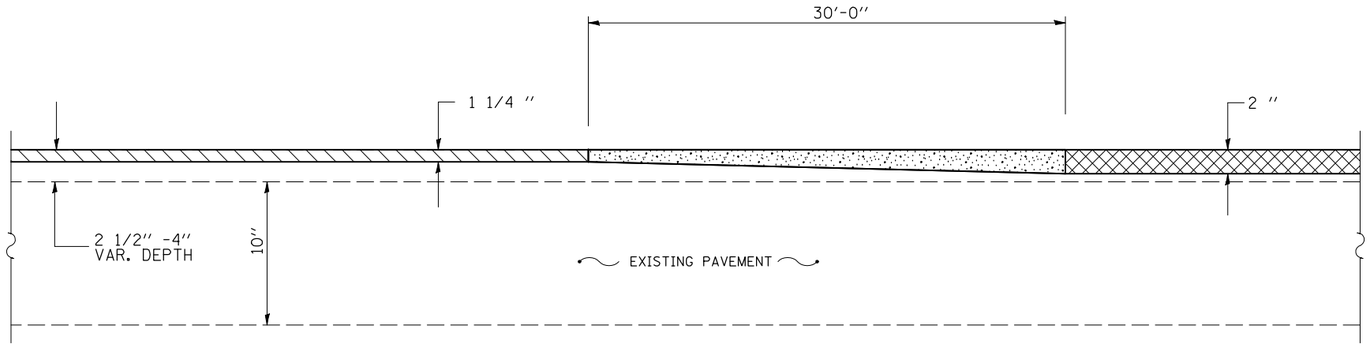
MILLING TRANSITION DETAIL

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	49
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

DETAIL OF MILLING TRANSITION FROM 1 1/4" TO 2"

STATION	TO	STATION
460+40.89		460+70.89



MILLING TRANSITION

BITUMINOUS SURFACE REMOVAL, 2 "

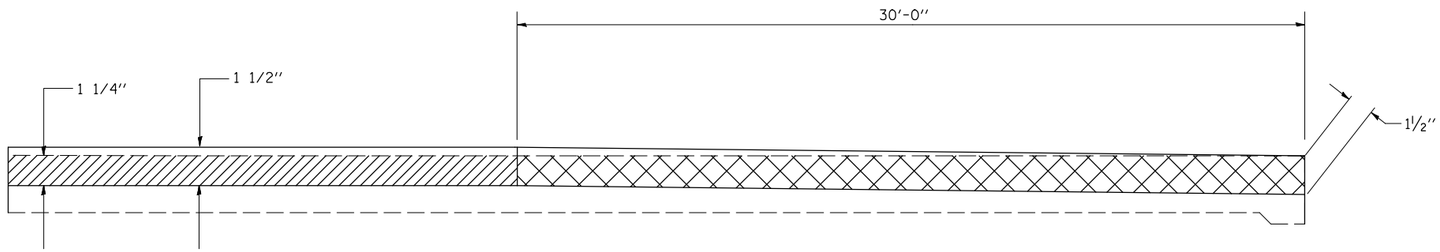
BITUMINOUS SURFACE REMOVAL, 1 1/4 "

NOTE:
MILLING TRANSITION AREA SHALL BE INCLUDED WITH THE COST OF BITUMINOUS SURFACE REMOVAL - 1 1/4 "

NOT TO SCALE

DETAIL OF MILLING TRANSITION

STATION	TO	STATION
396+77		397+07
108+78		109+08
405+65.5		405+95.5



HOT-MIX ASPHALT SURFACE REMOVAL - 1 1/4 "

MILLING TRANSITION AREA

NOTE:
MILLING TRANSITION AREA SHALL BE INCLUDED WITH THE COST OF BITUMINOUS SURFACE REMOVAL - 1 1/4 "

NOT TO SCALE

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\pwidot\buckleslj\d0132727\D570315-sht-details.dgn	USER NAME = buckleslj	DESIGNED - RLA	REVISED -
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	PLOT DATE = 12/7/2009	DATE - 7/6/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MILLING TRANSITION DETAIL

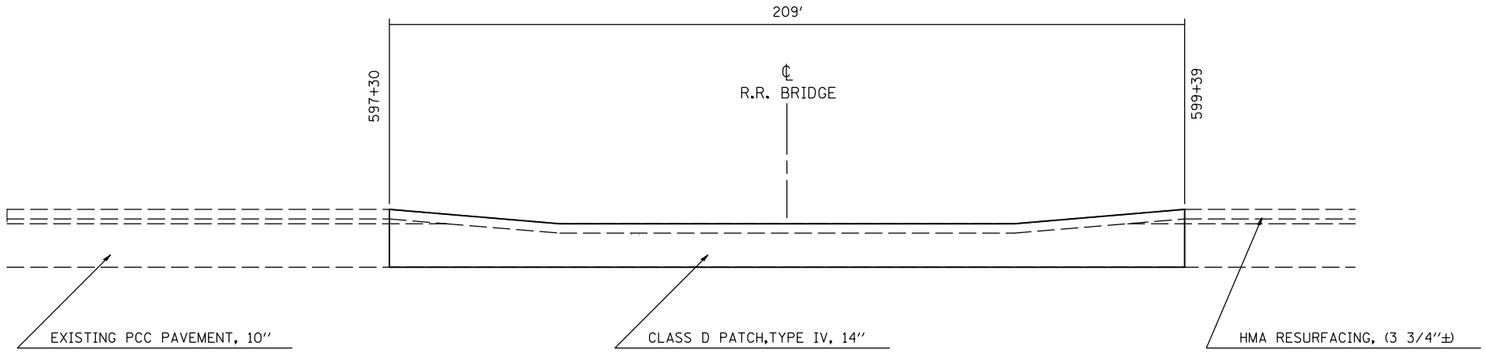
SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	50
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

NOTE:
UPON COMPLETION OF THE PROJECT, THE VERTICAL CLEARANCES OF ALL AFFECTED OVERHEAD STRUCTURES SHALL BE VERIFIED AND REPORTED TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.

DETAIL FOR CLASS D PATCH UNDER S.N. 092–0052 (RAILROAD BRIDGE)

STATION	TO	STATION
597+30.00		599+39.00



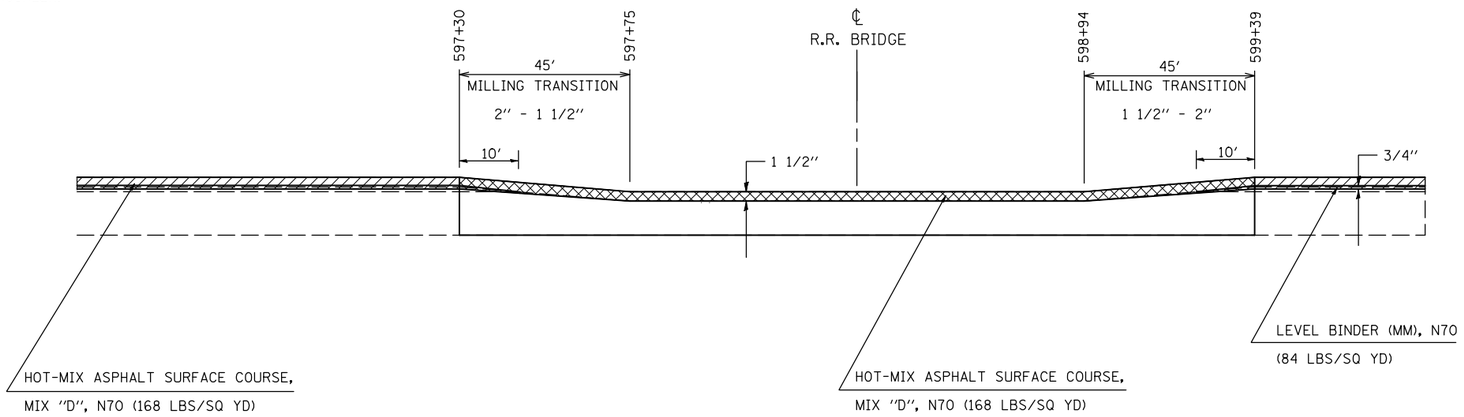
NOT TO SCALE

NOTE: AREA OF MILLING TRANSITION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS PAY ITEMS FOR HOT-MIX ASPHALT SURFACE REMOVAL OF THE DEPTH SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

NOTE:
UPON COMPLETION OF THE PROJECT, THE VERTICAL CLEARANCES OF ALL AFFECTED OVERHEAD STRUCTURES SHALL BE VERIFIED AND REPORTED TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.

DETAIL FOR PAVING/MILLING TRANSITION UNDER S.N. 092–0052 (RAILROAD BRIDGE)

STATION	TO	STATION
597+30.00		599+39.00



HOT-MIX ASPHALT SURFACE REMOVAL, 2″

HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2″″

NOT TO SCALE

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\pwidot\bucklesjj\d0132727\D570315-sht-details.dgn	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -
		DRAWN - RLA	REVISED -
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	PLOT DATE = 12/7/2009	DATE - 7/6/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

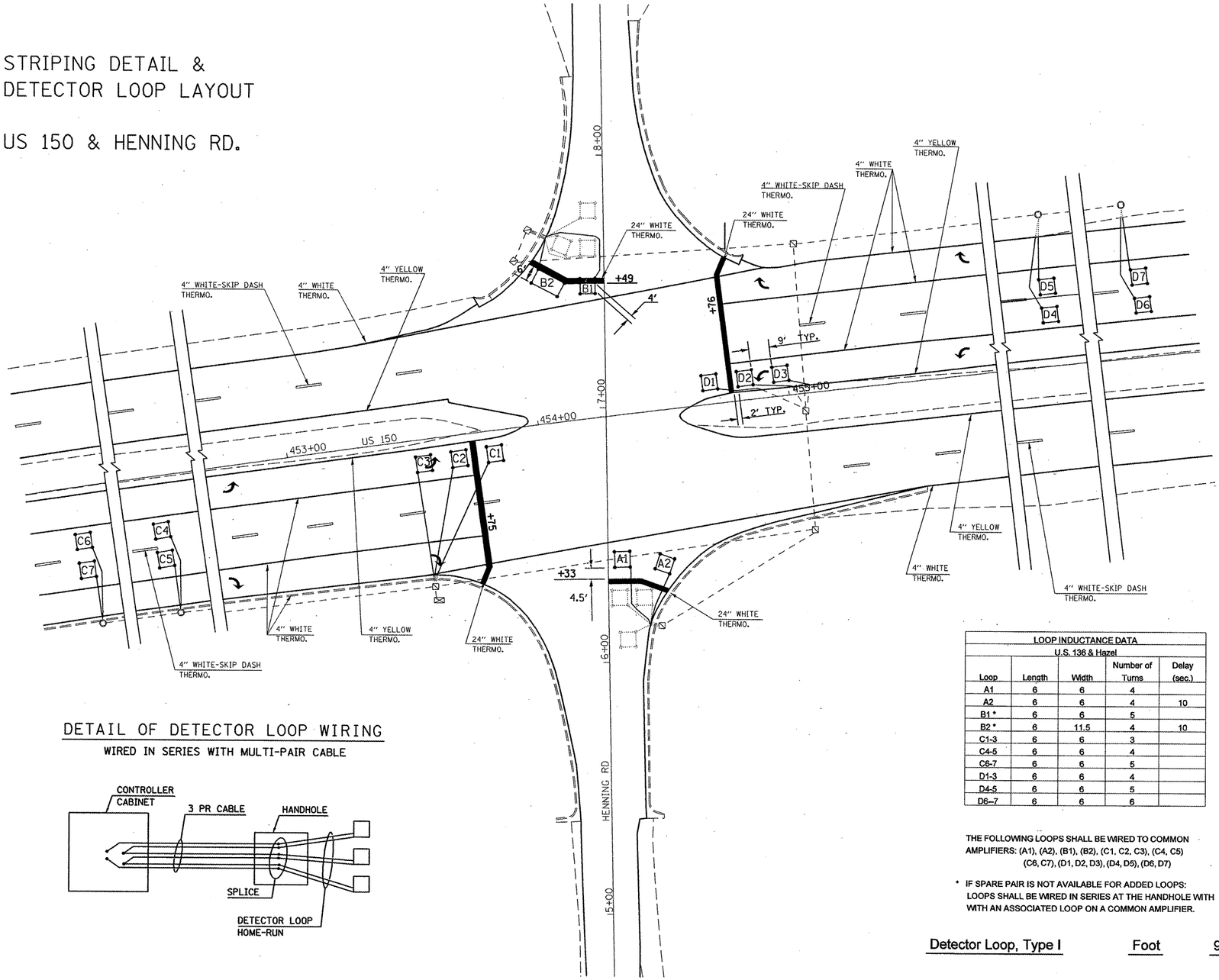
MILLING TRANSITION DETAIL

SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	51
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

STRIPING DETAIL & DETECTOR LOOP LAYOUT

US 150 & HENNING RD.



DETAIL OF DETECTOR LOOP WIRING

WIRED IN SERIES WITH MULTI-PAIR CABLE

LOOP INDUCTANCE DATA U.S. 136 & Hazel				
Loop	Length	Width	Number of Turns	Delay (sec.)
A1	6	6	4	
A2	6	6	4	10
B1 *	6	6	5	
B2 *	6	11.5	4	10
C1-3	6	6	3	
C4-5	6	6	4	
C6-7	6	6	5	
D1-3	6	6	4	
D4-5	6	6	5	
D6-7	6	6	6	

THE FOLLOWING LOOPS SHALL BE WIRED TO COMMON AMPLIFIERS: (A1), (A2), (B1), (B2), (C1, C2, C3), (C4, C5) (C6, C7), (D1, D2, D3), (D4, D5), (D6, D7)

* IF SPARE PAIR IS NOT AVAILABLE FOR ADDED LOOPS: LOOPS SHALL BE WIRED IN SERIES AT THE HANDHOLE WITH WITH AN ASSOCIATED LOOP ON A COMMON AMPLIFIER.

Detector Loop, Type I	Foot	919.0

*FAU 7052 / FAP 729

FILE NAME = c:\pw_work\PWIDOT\BIGGSRD\d0132727\D570315-sht-plan.dgn	USER NAME = biggsrd	DESIGNED - RLA	REVISED -
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	PLOT DATE = 12/17/2009	DATE - 7/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

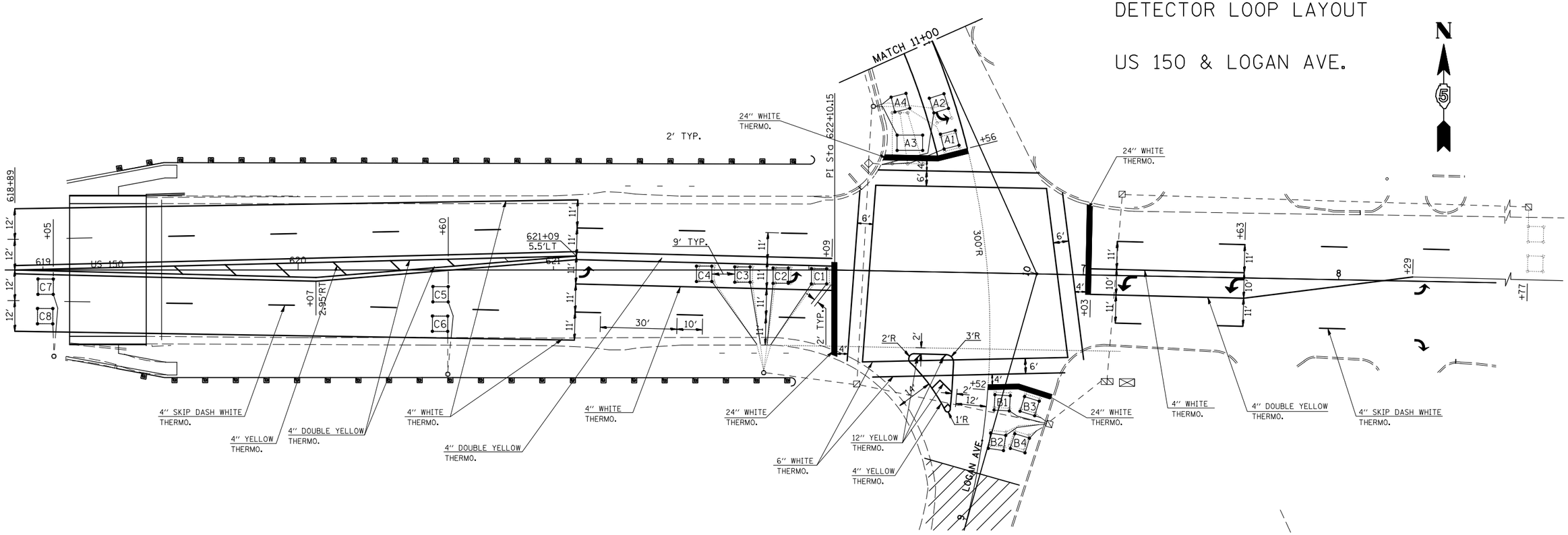
STRIPING DETAIL & DETECTOR LOOP LAYOUT
US 150 & HENNING RD.

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	52
		CONTRACT NO. 70315		
	ILLINOIS FED. AID PROJECT			

STRIPING DETAIL & DETECTOR LOOP LAYOUT

US 150 & LOGAN AVE.



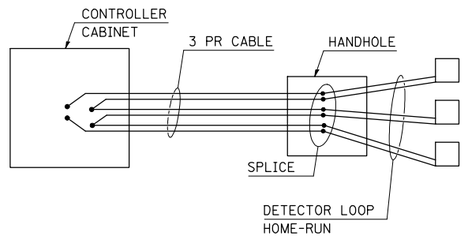
LOOP INDUCTANCE DATA				
U.S. 150 (MLK Dr.) & Logan Ave.				
Loop	Length	Width	Number of Turns	Delay (sec.)
A1, A2	6	6	4	
A3	6	10	4	10
A4	6	6	4	10
B1, B2	6	6	3	
B3, B4	6	6	4	10
C1, C2	6	6	4	
C3, C4	6	6	4	
C5, C6	6	6	5	
C7, C8	6	6	5	

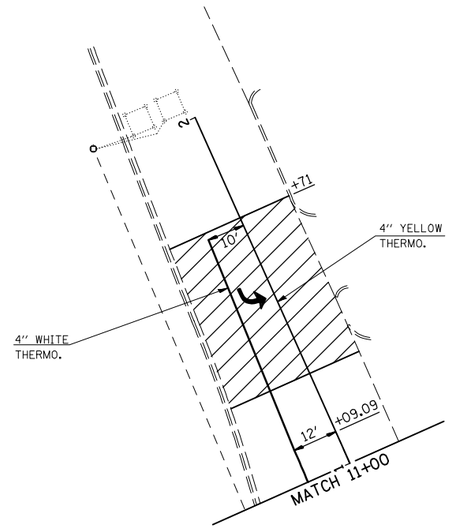
THE FOLLOWING LOOPS SHALL BE WIRED TO COMMON AMPLIFIERS: (A1, A2), (A3, A4), (B1, B2), (B3, B4), (C1, C2), (C3, C4), (C5, C6), (C7, C8)

Detector Loop, Type I	Foot	632.0

DETAIL OF DETECTOR LOOP WIRING

WIRED IN SERIES WITH MULTI-PAIR CABLE





*FAU 7052 / FAP 729

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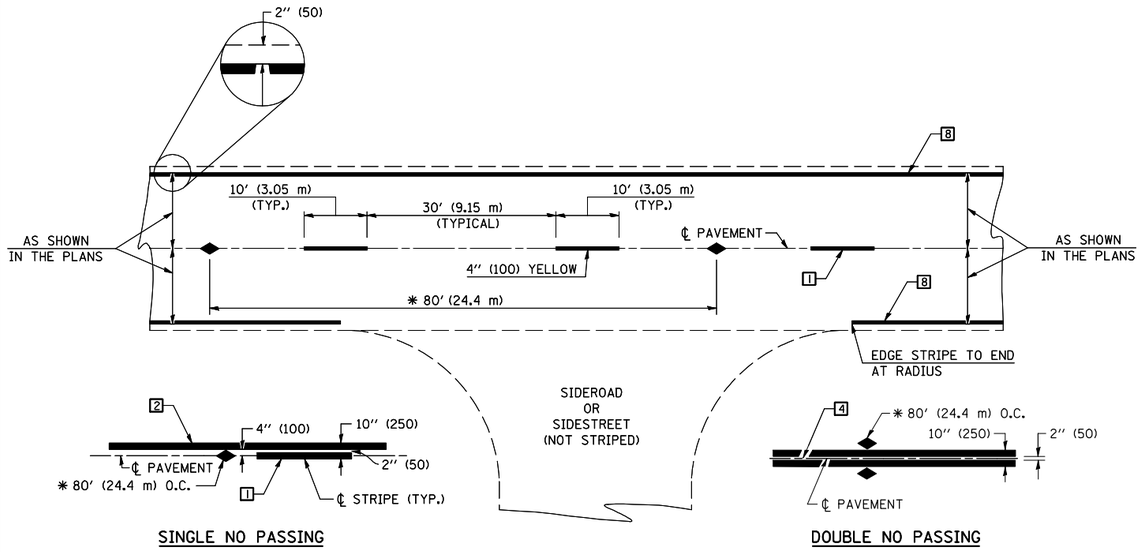
	PLOT SCALE = 40.0000 ' / IN.	DRAWN - RLA	REVISED -			*	(36X,36X-1,34Z-3)RS-1	VERMILION	58	53
	PLOT DATE = 12/7/2009	CHECKED - JMS	REVISED -					CONTRACT NO. 70315		
		DATE - 7/7/2009	REVISED -		SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



SINGLE NO PASSING

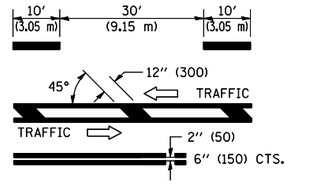
DOUBLE NO PASSING

* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

TWO LANE/TWO WAY

TYPICAL PAVEMENT MARKING LEGEND

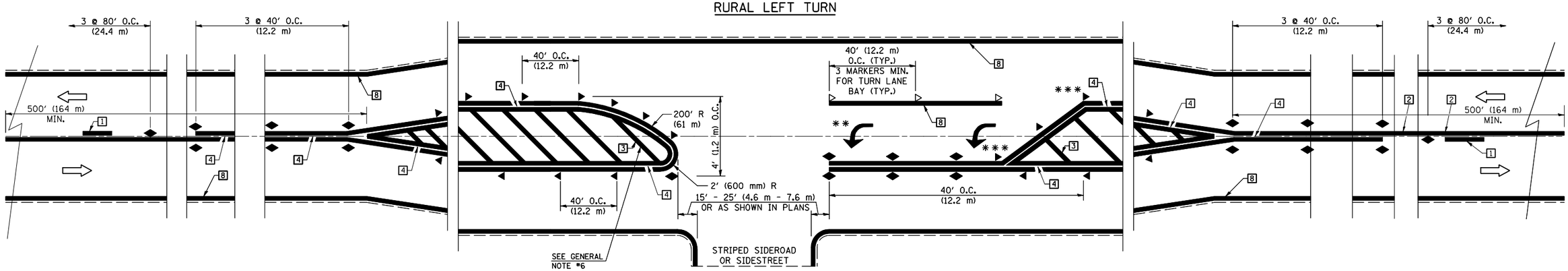
1. 4" (100) SKIP-DASH (YELLOW)
2. 4" (100) SOLID (YELLOW)
3. 12" (300) DIAGONAL (YELLOW)
4. 4" (100) DOUBLE YELLOW (NARROW)
5. RESERVED
6. RESERVED
7. 4" (100) SKIP-DASH (WHITE)
8. 4" (100) SOLID (WHITE)
9. 12" (300) DIAGONAL (WHITE)
10. 6" (150) SOLID (WHITE)
11. 24" (600) STOP BAR (WHITE)
12. 8" (200)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



TYPICAL PAVEMENT MARKERS LEGEND

- TWO-WAY AMBER MARKER
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER

RURAL LEFT TURN



*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

** TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

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

*FAU 7052 / FAP 729

DISTRICT 5 DETAIL NO. 7800AAAA

FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED - 11/06
		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

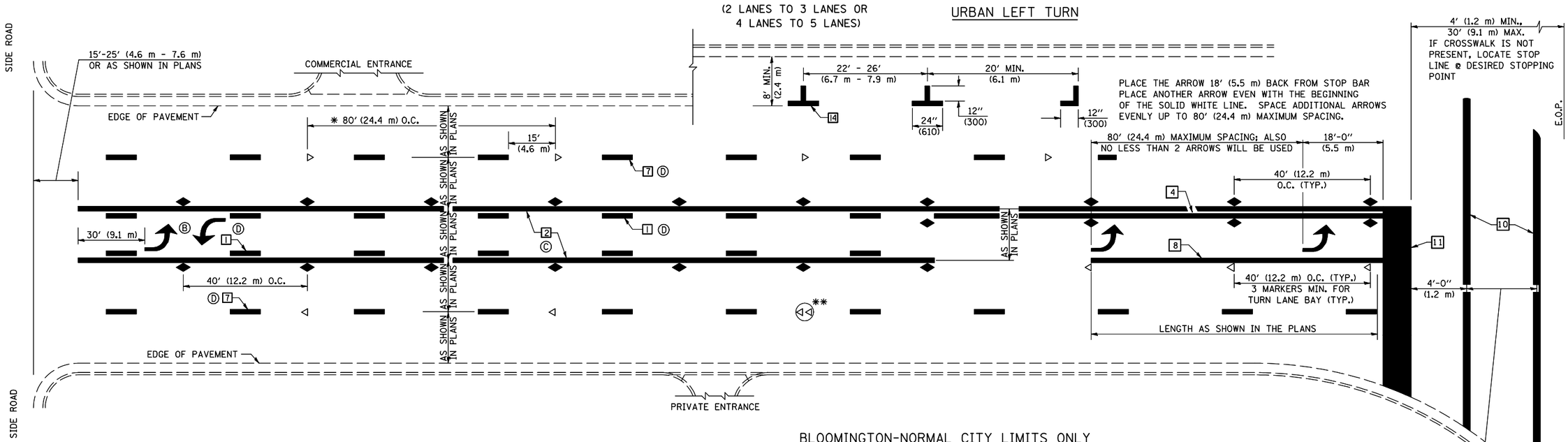
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

SCALE: | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*		VERMILION	58	54
		CONTRACT NO. 70315		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

URBAN LEFT TURN



* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

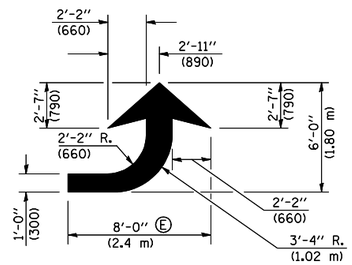
GENERAL NOTES:

Ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.

Ⓒ THE SOLID YELLOW PAVEMENT MARKINGS 2 SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.

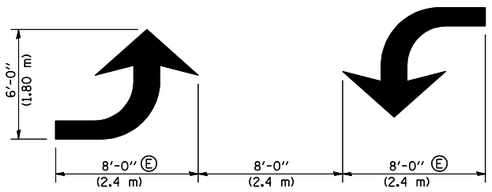
Ⓓ THE SKIP-DASH PAVEMENT MARKINGS 1 OR 7 SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.

Ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



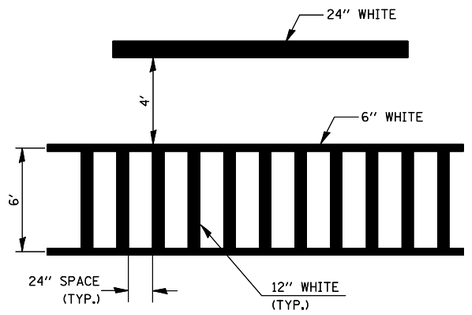
LEFT ARROW

REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m^2)
(WHITE)

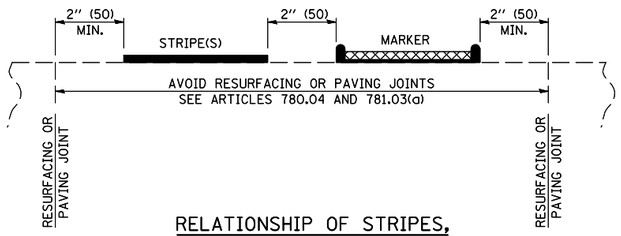


TYPICAL DOUBLE
TURN ARROWS (WHITE)

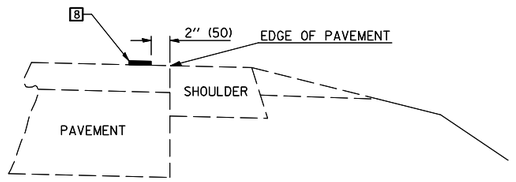
BLOOMINGTON-NORMAL CITY LIMITS ONLY



TYPICAL SPACING FOR
CROSSWALKS & STOP BARS



RELATIONSHIP OF STRIPES,
MARKERS AND JOINTS



RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT

(SAFETY SHOULDER OR PAVED SURFACE)
SEE ARTICLE 780.04

CROSSWALK WIDTH 6'-0" (1.8 m)
OR AS SHOWN IN THE PLANS

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

*FAU 7052 / FAP 729

DISTRICT 5 DETAIL NO. 7800AAAA

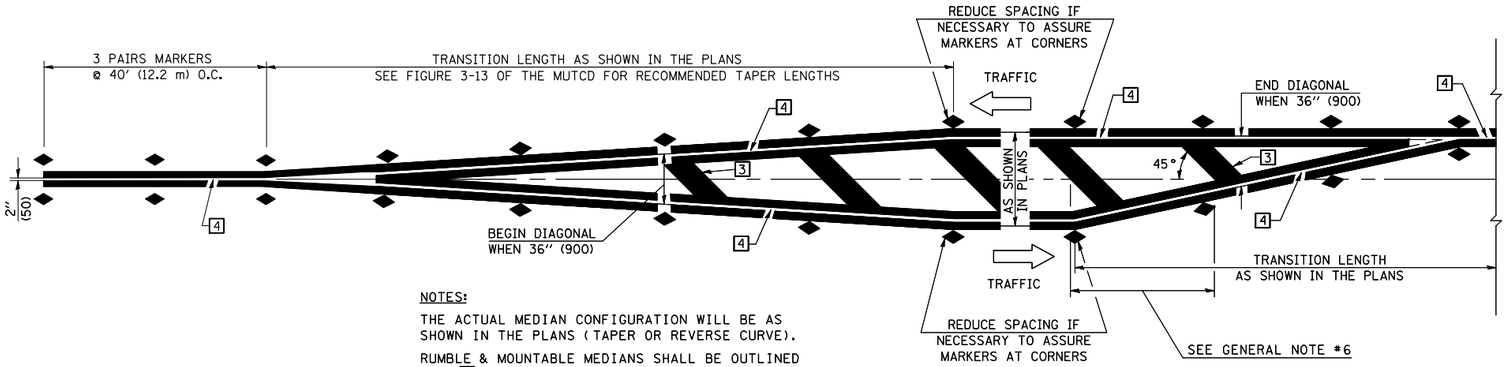
FILE NAME = c:\pw_work\PWIDOT\BUCKLESJJ\d0132727\D570315-sht-details.dgn	USER NAME = bucklesjj	DESIGNED -	REVISED - 11/06
		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

SCALE: | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*		VERMILION	58	55
		CONTRACT NO. 70315		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

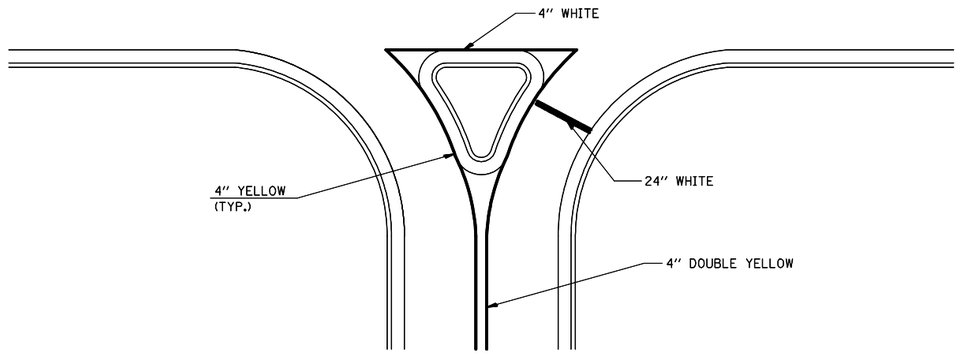
THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).

RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

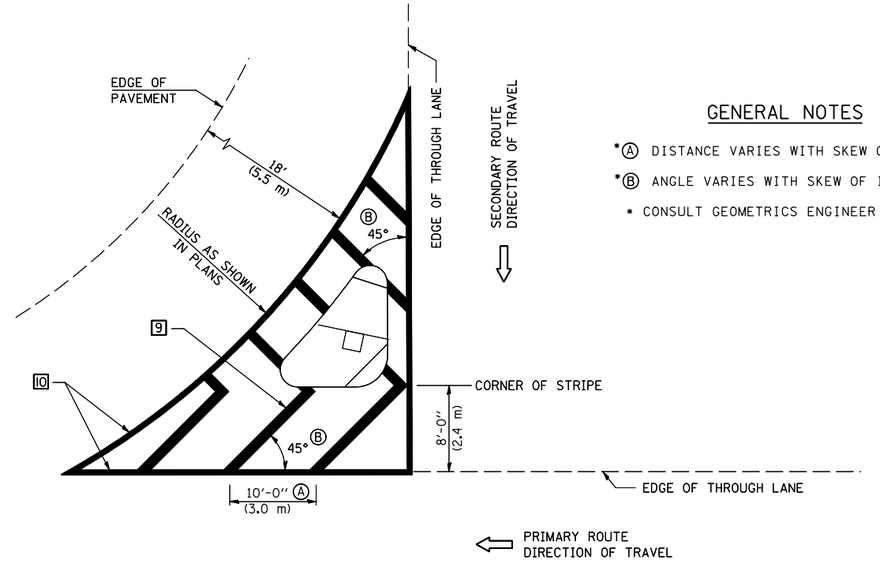
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

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



RIGHT IN - RIGHT OUT ACCESS



GENERAL NOTES

*Ⓐ DISTANCE VARIES WITH SKEW OF INTERSECTION.

*Ⓑ ANGLE VARIES WITH SKEW OF INTERSECTION.

* CONSULT GEOMETRICS ENGINEER

ISLAND

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

*FAU 7052 / FAP 729

DISTRICT 5 DETAIL NO. 7800AAAA

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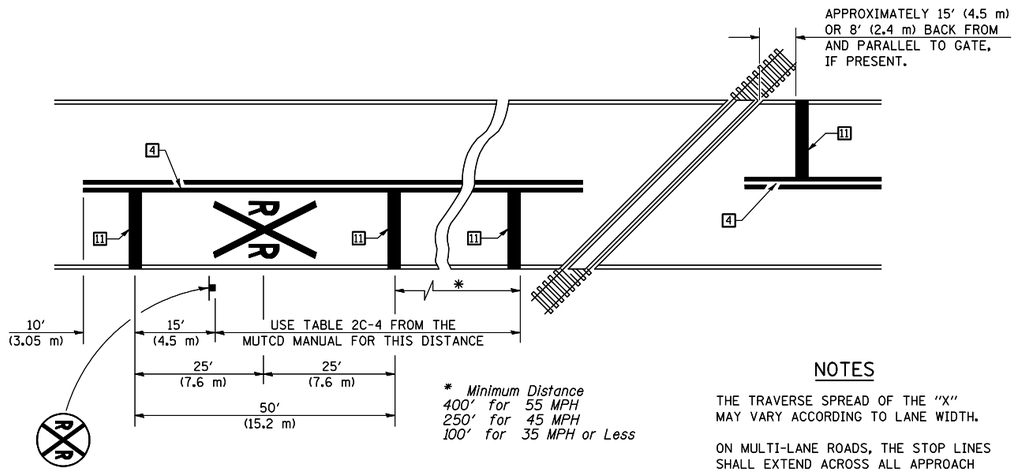
		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

SCALE: | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*		VERMILION	58	56
		CONTRACT NO. 70315		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

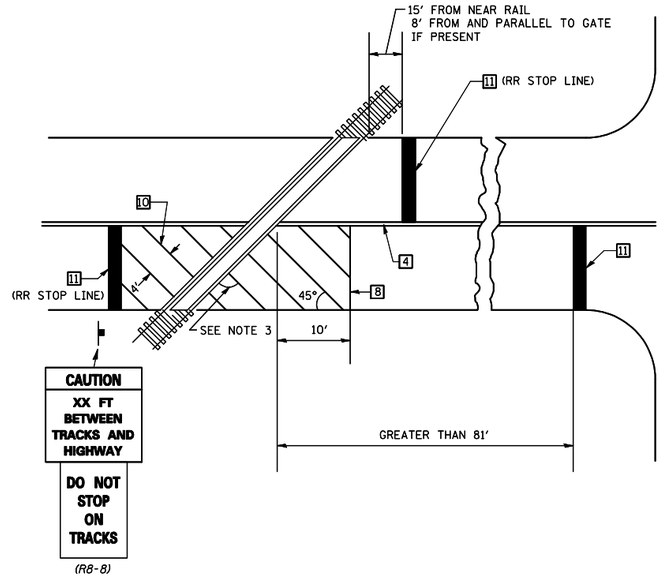
NOTES

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

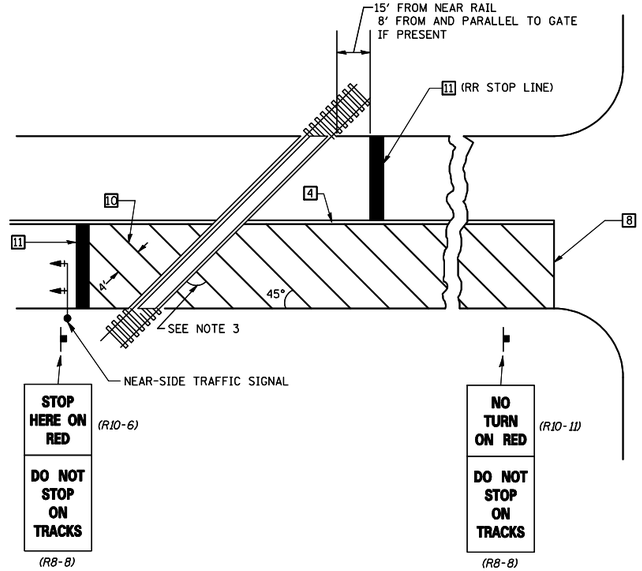
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

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

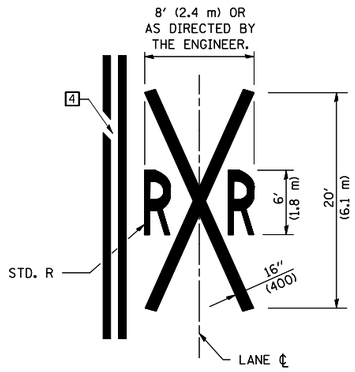
RAILROAD CROSSING WITH INTERCONNECT ONLY



RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING



GENERAL NOTES

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

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

•FAU 7052 / FAP 729

DISTRICT 5 DETAIL NO. 7800AAAA

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	PLOT DATE = 12/7/2009	DATE -	REVISED -

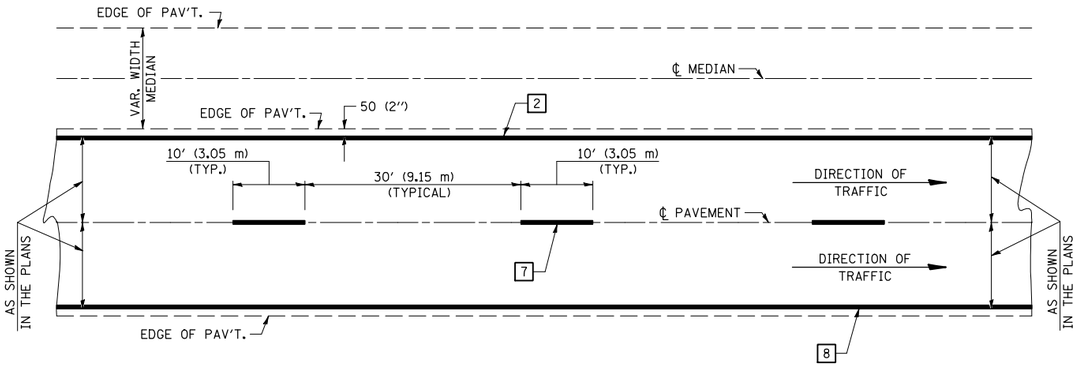
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.• RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•		VERMILION	58	57
		CONTRACT NO. 70315		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

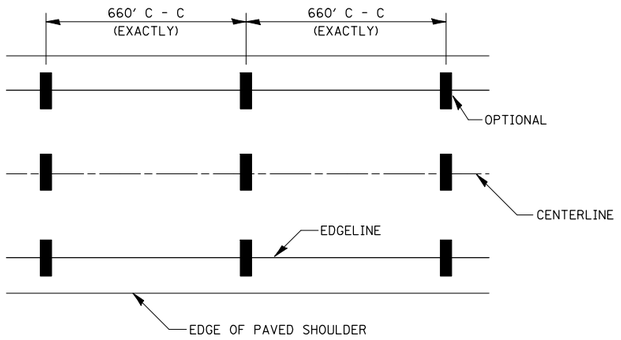
CENTERLINE INTERSTATE OR MULTI-LANE TWO WAY DIVIDED HIGHWAY



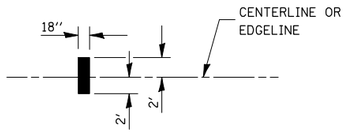
NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

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

FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO STANDARD 781001.



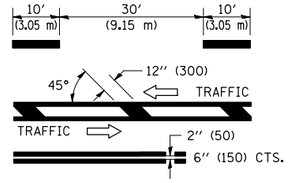
IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF MEASUREMENT CAN BE ATTESTED TO IN COURT.

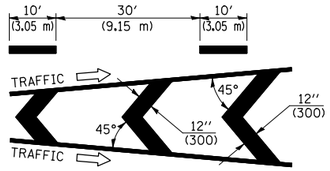


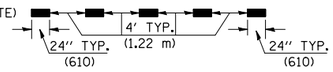
AERIAL SPEED CHECK ZONES

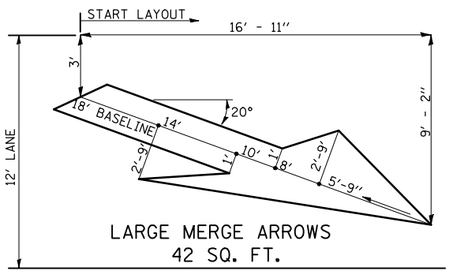
TYPICAL PAVEMENT MARKING LEGEND

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



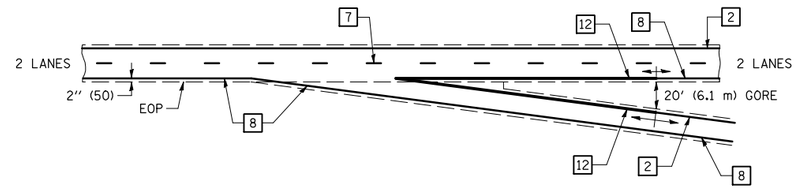




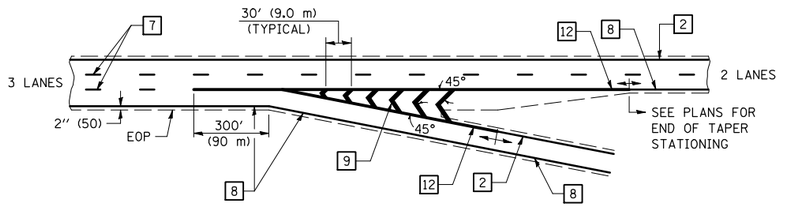


LARGE MERGE ARROWS
42 SQ. FT.

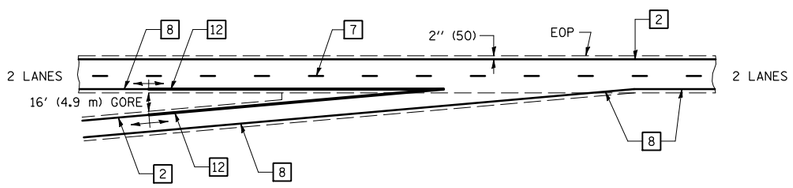
TYPICAL EXIT RAMP TERMINAL



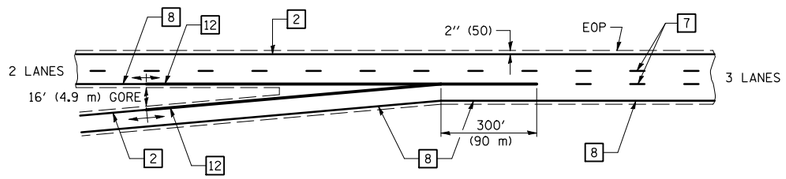
EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



TYPICAL ENTRANCE RAMP TERMINAL



ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE



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•FAU 7052 / FAP 729

DISTRICT 5 DETAIL NO. 7800BBBB

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	PLOT DATE = 12/7/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING (INTERSTATE & MULTI-LANE APPLICATIONS)

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*		VERMILION	58	58
		CONTRACT NO. 70315		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		