

052

03-06-2020 LETTING ITEM 052

FAI DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	3
		ILLINOIS	CONTRACT NO. 68656	

INDEX OF SHEETS:

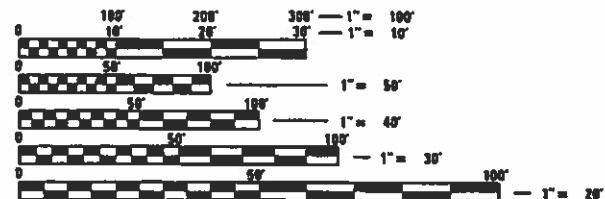
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HIGHWAY STANDARDS

000001-07	630001-12	701101-05	821101-02
001001-02	631011-10	701106-02	
001006-	631033-08	701400-09	
280001-07	631046-04	701401-12	
420001-09	642001-02	701406-12	
420701-03	643001-02	701411-09	
442101-09		701426-09	
542001-06		701451-05	
542301-03		701456-05	
		701901-08	
		780001-05	
		781001-04	

DESIGN DESIGNATION: INTERSTATE CLASS I TRUCK ROUTE

ADT: 16,300	(2015)
HCV: 4,575	(28.07%)
SU: 875	(5.37%)
MU: 3,700	(22.70%)



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 EXCAVATORS 1-800-892-0123 OR 811

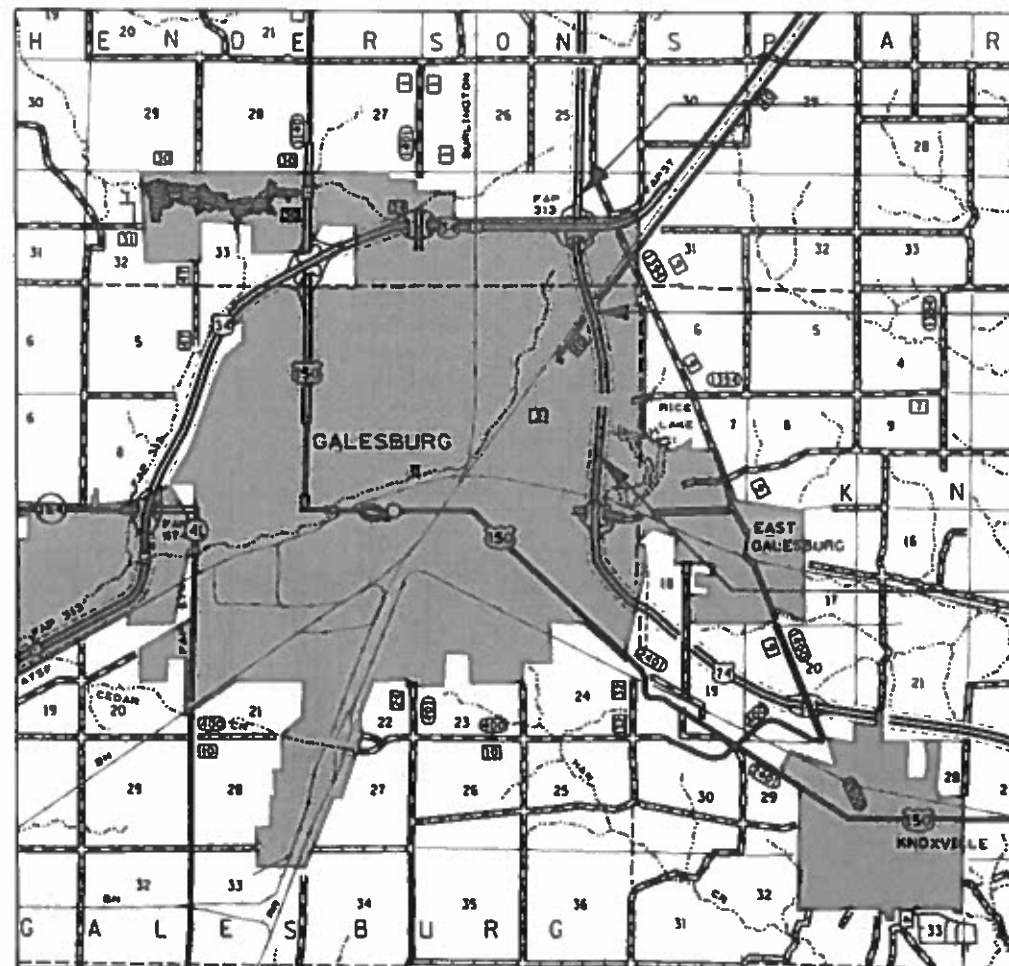
PROJECT ENGINEER: RICHARD DOTSON (309) 671-3455 PROJECT MANAGER: MICHAEL JACOBS (309) 671-3460

CATALOG NO. 033400-00D CONTRACT NO. 68656

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAI ROUTE 74 (INTERSTATE 74) SECTION (48-26)RS-2 PROJECT NHPP-TPN6(107) 3R IMPROVEMENT KNOX COUNTY C-94-193-06

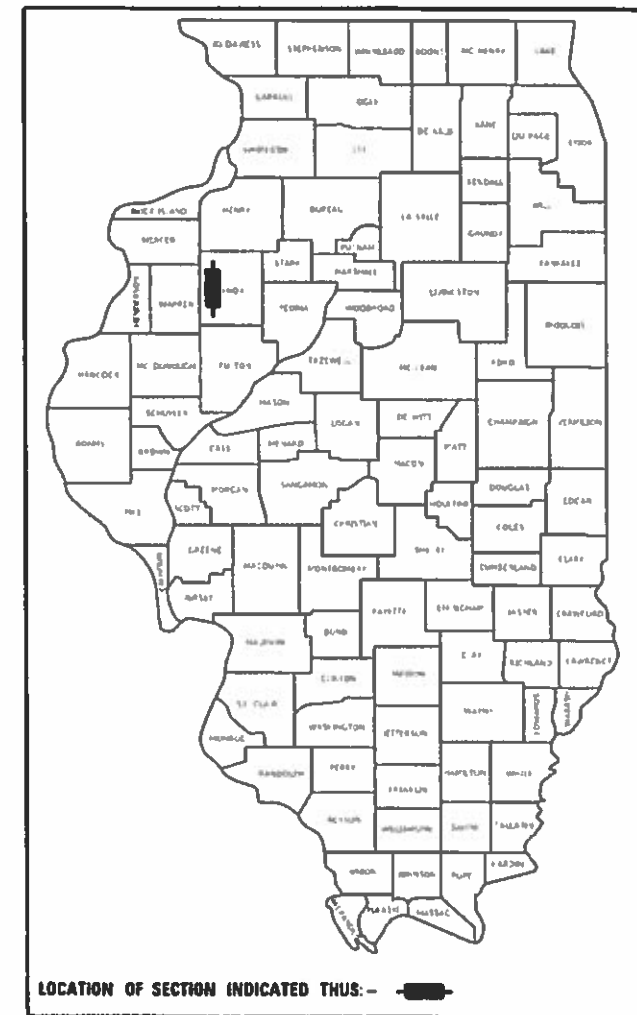


PROJECT BEGINS: STA. 192+00

OVERLAY BRIDGE OMISSION: EB SN 048-0102 STA. 249+90 TO STA. 254+12 WB SN 048-0101 STA. 249+28 TO STA. 253+50

PROJECT ENDS: STA. 328+00

D-94-125-06



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

PROJECT DESCRIPTION:

RESURFACING ON I-74 FROM NORTH OF US 34 TO 0.4 MILES NORTH OF MAIN STREET IN GALESBURG.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED Dec 12 2019  
Kensil A Barnett RSD  
REGIONAL ENGINEER

Jan 31 2020  
[Signature]  
ENGINEER OF DESIGN AND ENVIRONMENT

Jan 31 2020  
[Signature]  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GROSS LENGTH = 13,500 FT. = 2.557 MILE NET LENGTH = 12,200 FT. = 2.311 MILE

**107.29 WINTER SHUTDOWN RESTRICTIONS ON COLD MILLED PROJECTS**

Prior to winter shutdown the following steps shall be taken:

- \* All cold milled surfaces shall be overlaid.
- \* All lanes shall be reopened to traffic.
- \* Temporary or permanent pavement marking shall be placed as applicable.

**201.04 TREE REMOVAL**

The District Four Tree Committee should be contacted and prior approval obtained for any tree removal beyond the limits/locations included in the plans.

**204.00 ENVIRONMENTAL REVIEWS**

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc.) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

Prior to any waste materials being removed from the construction site the required environmental resource surveys will need to be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

The required environmental resource documentation shall include the following:

- \* BDE Form 2289 (Environmental Survey Request)
- \* BDE Form 2290 (Waste/Use Area Review)
- \* A location map showing the size limits and location of the use area
- \* Color photographs depicting the use area
- \* Borrow Area Entry Agreement form-D4 PI0101

Please note that a minimum of four weeks shall be allowed for the District to obtain the required environmental clearances and six weeks for the required borrow site environmental clearances.

**406.03 PAVEMENT STATIONING NUMBERS & PLACEMENT**

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 inch (20mm) wide, 5 inches (125 mm ) high and 5/8 inch (15 mm ) deep.

The pavement station numbers shall be installed as specified herein:

Interval – 200 feet (English stationing) or 100 meters (metric stationing)

Bottom of Numbers – 6 inches (150 mm ) from the inside edge of the pavement marking

Location:

- \* 2,3, & 5 Lane Pavements – right edge of pavement in direction of increasing stations
- \* Multi-Lane Divided Roadways – outside edge of pavement in both directions
- \* Ramps – along baseline edge of pavement

Position – stations shall be placed so they can be read from the adjacent shoulder

Format – English (Metric) pavement stations shall use this format “XXX (XX+X00)” where X represents the pavement station

This work will not be paid for separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

**406.15A MINIMUM VERTICAL CLEARANCE**

The Contractor shall verify the existing structure vertical clearance prior to placing bituminous overlay under any structure. A minimum (16.0') vertical clearance shall be maintained under all structures.

**406.18 BUTT JOINT CUTTING TIME RESTRICTION**

Butt joints shall not be milled more than three (3) days prior to placement of the HMA surface course.

**406.19 PAVING SURFACE COURSE**

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the hot-mix asphalt surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

**503.00 CROSSING EXISTING STRUCTURES WITH EQUIPMENT**

The following structures SN 048-0101 , SN 048-0102 may be crossed with Unloaded MTD.

Any structures not listed above shall be verified by the resident prior to beginning work.

**670.00 ENGINEERS FIELD OFFICE**

Add the following sentence to the end of paragraph 670.02 (i) and 670.04 (e):  
All of the telephone lines provided shall have unpublished numbers.

JOB SPECIFIC NOTES

- ① AREAS OF TREE REMOVAL, AS SPECIFIED IN THE PLANS PER ACRE, SHALL BE CLEARED ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- ② AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE REINFORCEMENT BARS FROM BROKEN CONCRETE PREVIOUSLY DUMPED AT VARIOUS LOCATIONS WHERE PROPOSED IMPROVEMENTS ARE SPECIFIED. THE ENGINEER SHALL DETERMINE IF THE BROKEN CONCRETE CAN THEN REMAIN IN PLACE TO BE USED AS RIPRAP OR BE HAULED OFF THE JOBSITE. THIS WORK SHALL BE PAID FOR AS PER ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- ③ TREES LOCATED IN CLOSE PROXIMITY TO CULVERT HEADWALLS, WINGWALLS, ETC., SHALL BE REMOVED AT GROUND LEVEL AND THE STUMPS LEFT IN PLACE TO MINIMIZE DISTURBANCE TO THE EXISTING DRAINAGE STRUCTURES.
- ④ B-3 RIP-RAP SHALL BE PLACED AT A MINIMUM 10” DEPTH. B-4 RIPRAP SHALL BE PLACED AT A MINIMUM 16” DEPTH. NO BEDDING SHALL BE REQUIRED UNDER B-4 RIPRAP
- ⑤ THE CONCRETE COLLARS ARE INTENDED TO SEAL SEPARATED PIPE CULVERT JOINTS. ALL EXCAVATION REQUIRED TO CONSTRUCT COLLARS IN THIS MANNER SHALL BE INCLUDED IN THE COST OF THE CONCRETE COLLAR

COMMITMENTS

NO COMMITMENTS HAVE BEEN MADE FOR THIS PROJECT

FILE NAME =	USER NAME = jacobsmr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>COMMITMENTS, GENERAL &amp; JOB SPECIFIC NOTES</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\planroom.dot\illinois.gov\PIDOT\Documents\IDOT Offices\District 4\Projects\D4.68\Drawings\CADsheets\FINAL SHEETS.dgn		CHECKED -	REVISED -			74	(48-26)RS-2	KNOX	86	2
Default	PLOT SCALE = 100.0000' / 1in.	DATE -	REVISED -			CONTRACT NO. 68656				
	PLOT DATE = 12/12/2019					SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT	

BITUMINOUS MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Mixture Use(s):	Polymer SMA Surface Course (2" - Mainline and Ramps)	Polymer SMA Binder Course (2" - Mainline)	Polymer Binder for Leveling (Mainline, Ramps, Ramps Shoulder Lower Lift)	HMA Shoulder Surface (2" - Mainline and Ramps)	HMA Shoulder (2" - Mainline Lower Lift)
<b>AC/PG:</b>	SBS or SBR 76-28	SBS or SBR 76-28	SBS or SBR 76-22	PG 64-22	PG 64-22
<b>Design Air Voids:</b>	4.0% @ N=80	4.0% @ N=80	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50
<b>Mixture Composition: (Mixture Gradation)</b>	IL12.5	IL12.5	IL 4.75	IL 9.5FG	IL 9.5
<b>Friction Aggregate:</b>	Mixture E	N.A.	N.A.	Mixture C	N.A.
<b>Quality Management Program:</b>	PFP	PFP	QCP	QC/QA	QC/QA

**POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) RATES**

Surface Type	Residual Rate
Milled (HMA or PCC)	0.08 LB/SF
Existing Pavement	0.08 LB/SF
Fog Coat (between lifts)	0.08 LB/SF

- Note: 1) Individual lift thickness of each mix type will be no less than 3 times nominal maximum aggregate size and no more than 6 times nominal maximum aggregate size, unless otherwise approved by the Engineer.  
 2) For design purposes, mixture weight for all mixes is determined to be 112.0 lb/s.y./in., unless otherwise noted.  
 3) Sublot sizes for PFP and QCP mixes will be 800 tons, unless otherwise agreed to by the Engineer and the paving contractor.

STATUS OF UTILITIES

UTILITY	TYPE	ROUTE	LOCATION	OFFSET	ELEVATION	ISSUE	CONTACT PERSON
CITY OF GALESBURG	12" WATER MAIN	I-74	STA 293+00	CROSSES ROADWAY	UNKNOWN	CAUTION	AARON GAVIN - 309-345-3625
GALESBURG SANITARY DISTRICT	4" FORCE MAIN	I-74	STA 292+00	CROSSES ROADWAY	UNKNOWN	CAUTION	MARSHALL SCHRADER - 309-342-0131
GALESBURG SANITARY DISTRICT	18" SANITARY SEWER	I-74	STA 229+50	CROSSES ROADWAY	20'	CLEAR	MARSHALL SCHRADER - 309-342-0131
US SIGNAL	UNDERGROUND FIBER OPTIC	I-74	STA 294+50	CROSSES ROADWAY	96"-108"	CLEAR	THOMAS GLASS - 616-988-3344
BLUEBIRD NETWORK	UNDERGROUND FIBER OPTIC	I-74/LINCOLN ST	STA 253+00	CROSSES ROADWAY UNDER BRIDGE	UNKNOWN	CLEAR	BRIAN ART - BRIAN.ART@BLUEBIRDNETWORK.COM
CMS	UNDERGROUND FIBER OPTIC	I-74	PROJECT LENGTH	VAR OFFSETS/CROSSES STA 123+80	UNKNOWN	CAUTION	TONY BRIDSON - TONY.BRIDSON@ILLINOIS.GOV

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				URBAN		SN 048-0019		OVERHEAD LIGHTING
				ROADWAY	SN 048-0059	SN 048-0020		
				90% FEDERAL	90% FEDERAL	90% FEDERAL	100% STATE	90% FEDERAL
10% STATE	10% STATE	10% STATE		10% STATE				
				0006	0013	0013	0006	0021
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	12	12				
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	18	18				
21101615	TOPSOIL FURNISH & PLACE, 4"	SQ YD	3073	3073				
21400100	GRADING AND SHAPING DITCHES	FOOT	2766	2766				
25000210	SEEDING, CLASS 2A	ACRE	0.7	0.7				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	59	59				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	59	59				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	59	59				
25000750	MOWING	ACRE	28				28	
25100630	EROSION CONTROL BLANKET	SQ YD	3073	3073				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	39	39				
28000305	TEMPORARY DITCH CHECKS	FOOT	250	250				
28000400	PERIMETER EROSION BARRIER	FOOT	200	200				
28000500	INLET AND PIPE PROTECTION	EACH	16	16				

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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	4
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

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				ROADWAY	SN 048-0059	SN 048-0019		
				90%FEDERAL	90%FEDERAL	90%FEDERAL	100% STATE	90%FEDERAL
10% STATE	10% STATE	10% STATE	100% STATE	10% STATE				
				0006	0013	0013	0006	0021
28100225	STONE RIPRAP, CLASS B3	TON	361	361				
28100227	STONE RIPRAP, CLASS B4	TON	201	201				
28200200	FILTER FABRIC	SQ YD	691	691				
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	183621	183621				
40600982	HOT - MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	4764	4764				
40600990	TEMPORARY RAMP	SQ YD	846	846				
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	4048	4048				
40605015	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT 12.5, N80	TON	6249	6249				
40605034	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "E", N80	TON	10765	10765				
42000060	WELDED WIRE REINFORCEMENT	SQ YD	606	606				
44000152	HOT - MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	32426	32426				
44000156	HOT - MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	57743	57743				
44000157	HOT - MIX ASPHALT SURFACE REMOVAL, 2 "	SQ YD	43711	43711				
44000160	HOT - MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	176	176				

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				ROADWAY	SN 048-0059	SN 048-0019			90%FEDERAL
				90%FEDERAL	90%FEDERAL	90%FEDERAL	100% STATE	10% STATE	10% STATE
10% STATE	10% STATE	10% STATE	100% STATE	10% STATE	10% STATE				
				0006	0013	0013	0006	0021	
50102400	CONCRETE REMOVAL	CU YD	1.9	1.9					
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1					
50104650	SLOPE WALL REMOVAL	SQ YD	6.3		6.3				
50105220	PIPE CULVERT REMOVAL	FOOT	8	8					
50300225	CONCRETE STRUCTURES	CU YD	56.9		17	39.9			
50300300	PROTECTIVE COAT	SQ YD	192		58	134			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5650		1590	4060			
51100100	SLOPE WALL 4 INCH	SQ YD	6.3		6.3				
54213501	END SECTIONS 66"	EACH	2	2					
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2					
54248510	CONCRETE COLLAR	CU YD	18	18					
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	8	8					
542A0271	PIPE CULVERTS, CLASS A, TYPE 1 66"	FOOT	17.5	17.5					
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	3488	3488					

\*= SPECIALTY ITEM

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				90% FEDERAL	90% FEDERAL	90% FEDERAL	100% STATE	90% FEDERAL
10% STATE	10% STATE	10% STATE	100% STATE	10% STATE				
				0006	0013	0013	0006	0021
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	13	13				
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8	8				
* 63100105	TRAFFIC BARRIER TERMINAL, TYPE 10	EACH	4	4				
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	17	17				
63200310	GUARDRAIL REMOVAL	FOOT	4927	4927				
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	39400	39400				
64300450	IMPACT ATTENUATORS (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8				
67100100	MOBILIZATION	L SUM	1	1				
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	16	16				
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1				
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1				
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701451	L SUM	1	1				
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	1				

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				URBAN				OVERHEAD LIGHTING
				ROADWAY	SN 048-0059	SN 048-0019		SN 048-0020
				90%FEDERAL 10% STATE 0006	90%FEDERAL 10% STATE 0013	90%FEDERAL 10% STATE 0013	100% STATE 0006	90%FEDERAL 10% STATE 0021
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10				
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	14	14				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	19136	19136				
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1580	1580				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	140986	140986				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	13220	13220				
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	7268	7268				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	942	942				
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	17	17				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	70493	70493				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	6610	6610				
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	3634	3634				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	471	471				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	412	412				

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				90% FEDERAL	90% FEDERAL	90% FEDERAL	100% STATE	90% FEDERAL	
				10% STATE	10% STATE	10% STATE	10% STATE	10% STATE	
0006	0013	0013	0006	0021					
* 7820005	GUARDRAIL REFLECTORS, TYPE A	EACH	61	61					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	332	332					
* 82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	88						88
82110022	LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION E	EACH	4						4
* 82110031	LUMINAIRE, LED, SIGN LIGHTING, OUTPUT DESIGNATION D	EACH	1						1
* 82110032	LUMINAIRE, LED, SIGN LIGHTING, OUTPUT DESIGNATION E	EACH	3						3
X0322584	REVTMENT MAT REMOVAL	SQ YD	64	64					
X0322936	REMOVE EXISTING FLARED END SECTION	EACH	2	2					
* X0324181	DISCONNECT SIGN LIGHTING AND REMOVE WIRING TO NEAREST SPLICE	EACH	2	2					
X0326341	REATTACH END SECTION	EACH	2	2					
X0326344	GROUT SLURRY, SPECIAL	CU YD	100		100				
* X0326784	MAINTAIN EXISTING LIGHTING CONTROLLER	EACH	2						2
* X0358300	REMOVE AND RELAY END SECTIONS	EACH	1	1					
X0556100	PARTIAL DEPTH PATCHING (SPECIAL)	SQ YD	786	786					

\*= SPECIALTY ITEM

USER NAME = jacobsmr	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	10
CONTRACT NO. 68656				

ILLINOIS FED. AID PROJECT

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				URBAN		SN 048-0019		OVERHEAD LIGHTING
				ROADWAY	SN 048-0059	SN 048-0020		90%FEDERAL
				90%FEDERAL	90%FEDERAL	90%FEDERAL	100% STATE	10% STATE
				0006	0013	0013	0006	0021
X1200207	REMOVE AND RELAY PIPE CULVERTS (SEPCIAL)	FOOT	18	18				
X1400400	INDEPENDENT LUMINAIRE TESTING	L SUM	1					1
X1700035	CLASS SI CONCRETE	CU YD	8.3	8.3				
X2600002	RECOVERABLE DELINEATOR	EACH	320	320				
X4400196	HOT - MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	5028	5028				
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	3094	3094				
X4421000	PARTIAL DEPTH PATCHING	TON	220	220				
X6050065	REMOVING INLETS, SPECIAL	EACH	8	8				
X6350120	DELINEATOR REMOVAL	EACH	200	200				
X6431120	REMOVE IMPACT ATTENUATOR SAND MODULE	EACH	4	4				
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1				
X7360300	REMOVE OVERHEAD SIGN STRUCTURE - WALKWAY	FOOT	91	91				
* X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	70493	70493				
* X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	6610	6610				
* X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	3634	3634				

\*= SPECIALTY ITEM

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PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	11
CONTRACT NO. 68656				

[ILLINOIS] FED. AID PROJECT

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				URBAN	ROADWAY	SN 048-0059	SN 048-0019	OVERHEAD LIGHTING	
					90% FEDERAL	90% FEDERAL	90% FEDERAL	90% FEDERAL	
					10% STATE	10% STATE	10% STATE	10% STATE	
				0006	0013	0013	0006	0021	
* X7830078	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	471		471				
XZ013798	CONSTRUCTION STATION LAYOUT	L SUM	1		1				
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	676		676				
Z0005600	BREAKING PAVED DITCH	FOOT	220		220				
Z0018200	DRAINAGE STRUCTURE RECONSTRUCTION (SPECIAL)	EACH	2		2				
Z0025615	FURNISH AND INSTALL METAL SCREEN	EACH	88					88	
Z0034105	MATERIAL TRANSFER DEVICE	TON	30968		30968				
Z0041500	PLUG EXISTING CULVERTS	EACH	16		16				
Ø Z0076600	TRAINEES	HOUR	1000		1000				
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1000		1000				

\*= SPECIALTY ITEM Ø 0042

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	12
CONTRACT NO. 68656				

ILLINOIS FED. AID PROJECT

CLASS B PATCHES, 12 INCH										
LENGTH	WIDTH	AREA	NUMBER OF PATCHES	TYPE II	TYPE III	TYPE IV	SAW CUTS	DOWEL BARS 1 1/2"	TIE BARS 3/4"	WELDED WIRE REINFORCEMENT
FOOT	FOOT	SQ YD		SQ YD	SQ YD	SQ YD	FOOT	EACH	EACH	SQ YD
<b>I-74</b>										
<b>RAMP A</b>										
6	16	11	12	128.0			720	336		
8	16	14	4	56.9			256	112		
10	16	18	3		53.3		204	84		53.3
20	16	36	1			35.6	88	28	14	35.6
<b>SUBTOTAL</b>				<b>184.9</b>	<b>53.3</b>	<b>35.6</b>	<b>1268</b>	<b>560</b>	<b>14</b>	<b>88.9</b>
<b>RAMP B</b>										
6	16	11	11	117.3			660	308		
8	16	14	4	56.9			256	112		
10	16	18	3		53.3		204	84		53.3
15	16	27	2			53.3	156	56		53.3
20	16	36	3			106.7	264	84	14	106.7
40	16	71	1			71.1	128	28	28	71.1
<b>SUBTOTAL</b>				<b>174.2</b>	<b>53.3</b>	<b>231.1</b>	<b>1668</b>	<b>672</b>	<b>42</b>	<b>284.4</b>
<b>RAMP C</b>										
6	16	11	8	85.3			480	224		
8	16	14	1	14.2			64	28		
<b>SUBTOTAL</b>				<b>99.6</b>			<b>544</b>	<b>252</b>		
<b>RAMP D</b>										
6	16	11	22	234.7			1320	0		
8	16	14	2	28.4			128	56		
<b>SUBTOTAL</b>				<b>263.1</b>			<b>1448</b>	<b>56</b>		
<b>RAMP E</b>										
6	16	11	12	128.0			720	336		
8	16	14	3	42.7			192	84		
<b>SUBTOTAL</b>				<b>170.7</b>			<b>912</b>	<b>420</b>		
<b>RAMP F</b>										
6	16	11	18	192.0			1080	504		
8	16	14	1	14.2			64	28		
10	16	18	1		17.8		68	28		17.8
<b>SUBTOTAL</b>				<b>206.2</b>	<b>17.8</b>		<b>1212</b>	<b>560</b>		<b>17.8</b>
<b>RAMP G</b>										
6	16	11	9	96.0			540	252		
8	16	14	1	14.2			64	28		
<b>SUBTOTAL</b>				<b>110.2</b>			<b>604</b>	<b>280</b>		
<b>RAMP H</b>										
6	16	11	12	128.0			720	336		
8	16	14	1	14.2			64	28		
10	16	18	1		17.8		68	28		17.8
<b>SUBTOTAL</b>				<b>142.2</b>	<b>17.8</b>		<b>852</b>	<b>392</b>		
<b>TOTAL</b>				<b>1351.1</b>	<b>142.2</b>	<b>266.7</b>	<b>8508.0</b>	<b>3192.0</b>	<b>56.0</b>	<b>391.1</b>
<b>WINTER BREAK-UP (ADD 10%)</b>				<b>135.1</b>	<b>14.2</b>	<b>26.7</b>	<b>850.8</b>	<b>319.2</b>	<b>5.6</b>	<b>39.1</b>
<b>GRAND TOTAL</b>				<b>1486.2</b>	<b>156.4</b>	<b>293.3</b>	<b>9358.8</b>	<b>3511.2</b>	<b>61.6</b>	<b>430.2</b>

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USER NAME = jacobsmr	DESIGNED -	REVISED -
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	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	13
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

CLASS B PATCHES, 17 INCH										
LENGTH	WIDTH	AREA	NUMBER OF PATCHES	TYPE II	TYPE III	TYPE IV	SAW CUTS	DOWEL BARS 1 1/2"	TIE BARS 3/4"	WELDED WIRE REINFORCEMENT
FOOT	FOOT	SQ YD		SQ YD	SQ YD	SQ YD	FOOT	EACH	EACH	SQ YD
I-74										
WESTBOUND LANES										
6	12	8	6	48.0			288	120		
8	12	11	2	21.3			104	40		
10	12	13	1	13.3			56	20		
75	12	100	1			100.0	186	20	26	100.0
<b>SUBTOTAL</b>				<b>82.7</b>		<b>100.0</b>	<b>634</b>	<b>200</b>	<b>26</b>	<b>100.0</b>
EASTBOUND LANES										
6	12	8	4	32.0			192	80		
8	12	11	6	64.0			312	120		
10	12	13	1	13.3			56	20		
15	12	20	1		20.0		66	20		20.0
30	12	40	1			40.0	96	20	11	40.0
6	16	11	3	32.0			180	60		
<b>SUBTOTAL</b>				<b>141.3</b>	<b>20.0</b>	<b>40.0</b>	<b>902</b>	<b>320</b>	<b>11</b>	<b>60.0</b>
<b>TOTAL</b>				<b>224.0</b>	<b>20.0</b>	<b>140.0</b>	<b>1536.0</b>	<b>520.0</b>	<b>37.0</b>	<b>160.0</b>
<b>WINTER BREAK-UP (ADD 10%)</b>				<b>22.4</b>	<b>2.0</b>	<b>14.0</b>	<b>153.6</b>	<b>52.0</b>	<b>3.7</b>	<b>16.0</b>
<b>GRAND TOTAL</b>				<b>246.4</b>	<b>22.0</b>	<b>154.0</b>	<b>1690</b>	<b>572</b>	<b>41</b>	<b>176.0</b>

PARTIAL DEPTH PATCHING, 5"							
LENGTH	WIDTH	NUMBER OF PATCHES				PARTIAL DEPTH PATCHING (SPECIAL)	PARTIAL DEPTH PATCHING
		EASTBOUND LANES		WESTBOUND LANES			
FOOT	FOOT	PASSING LANE	DRIVING LANE	PASSING LANE	DRIVING LANE	SQ YD	TON
I-74							
6	12	10	10	6	5	248.0	69.4
8	12	9	9	7	10	373.3	104.5
10	12			2	5	93.3	26.1
<b>SUBTOTAL</b>						<b>714.7</b>	<b>200</b>
<b>WINTER BREAKUP (ADD 10%)</b>						<b>71.5</b>	<b>20</b>
<b>GRAND TOTAL</b>						<b>786</b>	<b>220</b>

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)R5-2	KNOX	86	14
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68656	



**WEST BOUND PAVEMENT TABLE**

LOCATION	LENGTH	WIDTH	AREA	HMA SURF. REMOVAL, VAR. DEPTH	HMA SURF. REMOVAL, 1 3/4"	HMA SURF. REMOVAL, 2"	HMA SURF. REMOVAL, BUTT JOINT	TEMP RAMP	HMA SURF. REMOVAL, (SP)	HMA REM TOTAL	POLY HMA BC IL-4.75 N50	POLY HMA BC SMA IL-12.5 N80	POLY HMA SC SMA IL-12.5 N80	POLY. BIT. MATERIALS (TACK COAT)			MATERIAL TRANSFER DEVICE					
											1ST LIFT	2ND LIFT	3RD LIFT	JOINT TRIM	RATES USED FOR CALCS. (LB/SQ FT)							
															0.08	0.08		0.08				
															Milled Surface	Fog Coat		Fog Coat				
TON	TON	TON	TON	LB	LB	LB	TON															
<b>WESTBOUND</b>																						
STA.	192+00.00	TO	192+80.00						213.3	57.8	4.4	213.3			23.9	0.5	153.6		24.4			
STA.	192+80.00	TO	193+30.00						133.3			133.3		14.9	14.9	0.3	96.0		96.0	30.2		
STA.	193+30.00	TO	194+58.00						341.3			341.3		38.2	38.2	0.8	245.7	245.7	245.7	77.2		
STA.	194+58.00	TO	202+73.00						2173.3			2173.3	121.7	243.4	243.4	5.1	1564.8	1564.8	1564.8	613.6		
STA.	202+73.00	TO	208+11.00						1434.7			1434.7	80.3	160.7	160.7	3.3	1033.0	1033.0	1033.0	405.1		
STA.	208+11.00	TO	209+40.00						344.0			344.0	19.3	38.5	38.5	0.8	247.7	247.7	247.7	97.1		
STA.	209+40.00	TO	213+85.00						1186.7			1186.7	66.5	132.9	132.9	2.8	854.4	854.4	854.4	335.0		
STA.	213+85.00	TO	215+01.00						309.3			309.3	17.3	34.6	34.6	0.7	222.7	222.7	222.7	87.3		
STA.	215+01.00	TO	223+97.00						2389.3			2389.3	49.8	267.6	267.6	5.6	1720.3	1720.3	1720.3	674.6		
STA.	223+97.00	TO	230+35.00						1701.3			1701.3	95.3	190.5	190.5	4.0	1224.9	1224.9	1224.9	480.3		
STA.	230+35.00	TO	235+20.00						1293.3			1293.3	26.9	144.8	144.8	3.0	931.2	931.2	931.2	365.1		
STA.	235+20.00	TO	235+70.00						133.3			133.3		14.9	14.9	0.3	96.0		96.0	30.2		
STA.	235+70.00	TO	236+50.00				213.3					4.4	213.3			23.9	0.5	153.6		24.4		
STA.	236+50.00	TO	246+75.00					2733.3				56.9	2733.3		306.1	6.4	1968.0			312.5		
STA.	246+75.00	TO	248+48.00					461.3				9.6	461.3		51.7	1.1	332.1			52.7		
STA.	248+48.00	TO	249+28.00					213.3	57.8		4.4	213.3		23.9	0.5	153.6				24.4		
<b>BRIDGE OMISSION</b>																						
STA.	253+50.00	TO	254+30.00						213.3	57.8	4.4	213.3			23.9	0.5	153.6			24.4		
STA.	254+30.00	TO	268+30.00					3733.3				77.8	3733.3		418.1	8.7	2688.0			426.8		
STA.	268+30.00	TO	274+00.00					1520.0				31.7	1520.0		170.2	3.5	1094.4			173.8		
STA.	274+00.00	TO	274+80.00				213.3					4.4	213.3		23.9	0.5	153.6			24.4		
STA.	274+80.00	TO	275+30.00						133.3			2.8	133.3		14.9	0.3	96.0		96.0	30.2		
STA.	275+30.00	TO	294+76.00						5189.3			108.1	5189.3	290.6	581.2	12.1	3736.3	3736.3	3736.3	1465.1		
STA.	294+76.00	TO	308+12.00					3562.7				74.2	3562.7	199.5	399.0	8.3	2565.1	2565.1	2565.1	1005.9		
STA.	308+12.00	TO	320+22.00					3226.7				67.2	3226.7	180.7	361.4	7.5	2323.2	2323.2	2323.2	911.0		
STA.	320+22.00	TO	326+70.00					1728.0				36.0	1728.0	96.8	193.5	4.0	1244.2	1244.2	1244.2	487.9		
STA.	326+70.00	TO	327+20.00						133.3			2.8	133.3		14.9	0.3	96.0		96.0	30.2		
STA.	327+20.00	TO	328+00.00						213.3	57.8		4.4	213.3		23.9	0.5	153.6			24.4		
												0.0										
												0.0										
<b>MAINLINE SUB TOTAL</b>						<b>35141</b>	<b>427</b>	<b>24880</b>	<b>8448</b>	<b>1386</b>	<b>231</b>	<b>732</b>	<b>35141</b>	<b>1374</b>	<b>2846</b>	<b>3936</b>	<b>82</b>	<b>25301</b>	<b>17914</b>	<b>18297</b>	<b>8238</b>	
<b>RAMP TAPER AREAS</b>											0.0											
STA.	193+58.00	TO	202+73.00	RAMP F	915.0	VAR	1258.5		1258.5			50.8	1258.5	70.5	141.0	141.0	5.7	906.1	906.1	906.1	358.1	
STA.	208+11.00	TO	212+18.00	RAMP A	407.0	VAR	733.7		733.7			22.6	733.7	41.1	0.0	82.2	2.5	528.3	528.3	528.3	125.8	
STA.	212+18.00	TO	215+01.00	RAMP B	283.0	VAR	525.0		802.7			15.7	802.7	29.4	0.0	58.8	1.8	378.0	378.0	378.0	90.0	
STA.	223+97.00	TO	230+35.00	RAMP G	638.0	VAR	650.4		1459.4			35.4	1459.4	36.4	72.8	72.8	4.0	468.3	468.3	468.3	186.1	
												0.0								0.0		
<b>RAMP TAPER SUB TOTAL</b>						<b>3168</b>		<b>4254</b>				<b>125</b>	<b>4254</b>	<b>177</b>	<b>214</b>	<b>355</b>	<b>14</b>	<b>2281</b>	<b>2281</b>	<b>2281</b>	<b>760</b>	
<b>TOTAL</b>						<b>38308</b>	<b>427</b>	<b>29134</b>	<b>8448</b>	<b>1386</b>	<b>231</b>	<b>857</b>	<b>39395</b>	<b>1552</b>	<b>3060</b>	<b>4291</b>	<b>96</b>	<b>68354</b>			<b>8998</b>	

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 SHEET: 16

USER NAME = jacobsmr	DESIGNED -	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	16
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



SHOULDER TABLE																			
LOCATION				LENGTH	OUTSIDE WIDTH	OUTSIDE AREA	INSIDE WIDTH	INSIDE AREA	HMA SURFACE REMOVAL, BUTT JOINT	HMA SURF. REMOVAL, 3/4"	HMA SURF. REMOVAL, SP	HMA SHOULDER, N50, IL 9.5, MIX "C"		POLY. BIT. MATERIALS (TACK COAT)		SHOULDER RUMBLE STRIP, 16 INCH	MATERIAL TRANSFER DEVICE		
												4'	Qty. for Joint	RATES USED FOR					
				FT	FT	SQ YD	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	0.08 Milled Surf.	0.08 HMA Lifts	FT	TON		
<b>WESTBOUND</b>																			
LT.	STA.	192+00.00	TO	192+80.00	80.0	10.0	88.9	4.0	35.6	124.4		8.9	124.4	1.0	89.6	89.6	160.0	14.9	
LT.	STA.	192+80.00	TO	202+73.00	993.0	VAR	1205.6	4.0	441.3			1646.9	110.3	1646.9	12.4	1185.8	1185.8	1986.0	381.3
LT.	STA.	202+73.00	TO	205+70.00	297.0	10.0	330.0	4.0	132.0			462.0	33.0	462.0	3.7	332.6	332.6	594.0	107.2
LT.	STA.	205+70.00	TO	208+11.00	241.0	VAR	776.0	4.0	107.1			883.1	26.8	883.1	3.0	635.8	635.8	482.0	200.8
LT.	STA.	208+11.00	TO	215+01.00	690.0	10.0	766.7	4.0	306.7			1073.3	76.7	1073.3	8.6	772.8	772.8	1380.0	249.0
LT.	STA.	215+01.00	TO	223+97.00	896.0	10.0	995.6	4.0	398.2			1393.8	99.6	1393.8	11.2	1003.5	1003.5	1792.0	323.4
LT.	STA.	223+97.00	TO	230+35.00	638.0	VAR	952.3	4.0	283.6			1235.9	70.9	1235.9	7.9	889.8	889.8	1276.0	284.8
LT.	STA.	230+35.00	TO	235+70.00	535.0	10.0	594.4	4.0	237.8			832.2	59.4	832.2	6.7	599.2	599.2	1070.0	193.1
LT.	STA.	235+70.00	TO	236+50.00	80.0	10.0	88.9	4.0	35.6	124.4		8.9	124.4	1.0	89.6	89.6	160.0	14.9	
<b>OMISSION</b>																			
LT.	STA.	274+00.00	TO	274+80.00	80.00	10.0	88.9	4.0	35.6	124.4		8.9	124.4	1.0	89.6	89.6	160.0	14.9	
LT.	STA.	274+80.00	TO	308+12.00	3332.00	10.0	3702.2	4.0	1480.9			5183.1	370.2	5183.1	41.5	3731.8	3731.8	6664.0	1202.5
LT.	STA.	308+12.00	TO	320+22.00	1210.00	10.0	1344.4	8.0	1075.6			2420.0	134.4	2420.0	15.1	1742.4	1742.4	2420.0	557.1
LT.	STA.	320+22.00	TO	327+20.00	698.00	10.0	775.6	4.0	310.2			1085.8	77.6	1085.8	8.7	781.8	781.8	1396.0	251.9
LT.	STA.	327+20.00	TO	328+00.00	80.00	10.0	88.9	4.0	35.6	124.4		8.9	124.4	1.0	89.6	89.6	160.0	14.9	
<b>TOTAL WESTBOUND</b>										<b>497.8</b>	<b>16,216.1</b>	<b>1,094.4</b>	<b>16,713.9</b>	<b>122.6</b>	<b>12,034.1</b>	<b>12,034.1</b>	<b>19,700.0</b>	<b>3,810.7</b>	
<b>EASTBOUND</b>																			
RT.	STA.	192+00.00	TO	192+80.00	80.0	10.0	88.9	4.0	35.6	124.4		8.9	124.4	1.0	89.6	89.6	160.0	14.9	
RT.	STA.	192+80.00	TO	194+36.00	156.0	10.0	173.3	4.0	69.3			242.7	17.3	242.7	1.9	174.7	174.7	312.0	56.3
RT.	STA.	194+36.00	TO	201+40.00	704.0	VAR	1147.1	4.0	312.9			1460.0	78.2	1460.0	8.8	1051.2	1051.2	1408.0	335.8
RT.	STA.	201+40.00	TO	203+44.00	204.0	VAR	281.1	4.0	90.7			371.8	22.7	371.8	2.5	267.7	267.7	408.0	85.8
RT.	STA.	203+44.00	TO	209+51.00	607.0	10.0	674.4	4.0	269.8			944.2	67.4	944.2	7.6	679.8	679.8	1214.0	219.1
RT.	STA.	209+51.00	TO	216+58.00	707.0	VAR	1053.6	4.0	314.2			1367.8	78.6	1367.8	8.8	984.8	984.8	1414.0	315.2
RT.	STA.	216+58.00	TO	219+66.00	308.0	VAR	502.3	4.0	136.9			639.2	34.2	639.2	3.8	460.2	460.2	616.0	147.0
RT.	STA.	219+66.00	TO	221+60.00	194.0	10.0	215.6	4.0	86.2			301.8	21.6	301.8	2.4	217.3	217.3	388.0	70.0
RT.	STA.	221+60.00	TO	235+70.00	1410.0	10.0	1566.7	4.0	626.7			2193.3	156.7	2193.3	17.5	1579.2	1579.2	2820.0	508.9
RT.	STA.	235+70.00	TO	236+50.00	80.0	10.0	88.9	4.0	35.6	124.4		8.9	124.4	1.0	89.6	89.6	160.0	14.9	
<b>OMISSION</b>																			
RT.	STA.	274+00.00	TO	274+80.00	80.00	10.0	88.9	4.0	35.6	124.4		8.9	124.4	1.0	89.6	89.6	160.0	14.9	
RT.	STA.	274+80.00	TO	308+12.00	3332.00	10.0	3702.2	4.0	1480.9			5183.1	370.2	5183.1	41.5	3731.8	3731.8	6664.0	1202.5
RT.	STA.	308+12.00	TO	320+22.00	1210.00	10.0	1344.4	8.0	1075.6			2420.0	134.4	2420.0	15.1	1742.4	1742.4	2420.0	557.1
RT.	STA.	320+22.00	TO	327+20.00	698.00	10.0	775.6	4.0	310.2			1085.8	77.6	1085.8	8.7	781.8	781.8	1396.0	251.9
RT.	STA.	327+20.00	TO	328+00.00	80.00	10.0	88.9	4.0	35.6	124.4		8.9	124.4	1.0	89.6	89.6	160.0	14.9	
<b>TOTAL EASTBOUND</b>										<b>497.8</b>	<b>16,209.7</b>	<b>1,094.4</b>	<b>16,707.4</b>	<b>122.6</b>	<b>12,029.4</b>	<b>12,029.4</b>	<b>19,700.0</b>	<b>3,809.3</b>	
<b>TOTAL</b>										<b>995.6</b>	<b>32,425.8</b>	<b>2,188.9</b>	<b>33,421.3</b>	<b>245.2</b>	<b>48,126.9</b>	<b>48,126.9</b>	<b>39,400.0</b>	<b>7,620.0</b>	

MODEL: Default  
 FILE: Model: ProjectRoom.dwg  
 PROJECT: 68656-CAD-DATA-CAD-SHEET-FINAL-SHEETS.dgn

USER NAME = jacobsnr	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	17
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

RAMP PAVING TABLE															
LOCATION	LENGTH	WIDTH	AREA	HMA SURF. REMOVAL, 2"	HMA SURF. REMOVAL, VARIABLE DEPTH	HMA SURF. REMOVAL, BUTT JOINT	TEMPORARY RAMP	POLY HMA BC IL-4.75 N50	POLY HMA BC SMA IL 12.5 N80	POLY HMA SC SMA IL 12.5 N80	POLY. BIT. MATERIALS (TACK COAT)		MATERIAL TRANSFER DEVICE		
								RATES USED FOR CALCS.							
								1"	LOWER 2"	TOP 2"	0.08	0.04			
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	Milled Surface LB	Fog Coat LB	TON		
Ramp A	STA. 0+28 TO 0+73	45.0	16.0	80.0					8.96	8.96		57.6	28.8	17.92	
	STA. 0+73 TO 1+18	45.0	16.0	80.0				4.48		8.96		57.6	28.8	13.44	
	STA. 1+18 TO 9+11	793.0	16.0	1409.8	1409.8			78.95		157.90		1015.0	507.5	236.84	
	STA. 9+11 TO 9+51	40.0	16.0	71.1		71.1	48.0			7.96		51.2	25.6	7.96	
Ramp B	STA. 11+01 TO 10+56	45.0	16.0	80.0					8.96	8.96		57.6	28.8	17.92	
	STA. 10+56 TO 10+11	45.0	16.0	80.0				4.48		8.96		57.6	28.8	13.44	
	STA. 10+11 TO 0+66	945.0	16.0	1680.0	1680.0			94.08		188.16		1209.6	604.8	282.24	
	STA. 0+66 TO 0+26	40.0	16.0	71.1		71.1	48.0			7.96		51.2	25.6	7.96	
Ramp C	STA. 0+33 TO 0+78	45.0	16.0	80.0					8.96	8.96		57.6	28.8	17.92	
	STA. 0+78 TO 1+23	45.0	16.0	80.0				4.48		8.96		57.6	28.8	13.44	
	STA. 1+23 TO 9+73	850.0	16.0	1511.1	1511.1			84.62		169.24		1088.0	544.0	253.87	
	STA. 9+73 TO 10+13	40.0	16.0	71.1		71.1	48.0			7.96		51.2	25.6	7.96	
Ramp D	STA. 11+19 TO 10+74	45.0	16.0	80.0					8.96	8.96		57.6	28.8	17.92	
	STA. 10+74 TO 10+29	45.0	16.0	80.0				4.48		8.96		57.6	28.8	13.44	
	STA. 10+29 TO 0+73	956.0	16.0	1699.6	1699.6			95.18		190.35		1223.7	611.8	285.53	
	STA. 0+73 TO 0+33	40.0	16.0	71.1		71.1	48.0			7.96		51.2	25.6	7.96	
Ramp E	STA. 0+71 TO 1+16	45.0	16.0	80.0					8.96	8.96		57.6	28.8	17.92	
	STA. 1+16 TO 1+61	45.0	16.0	80.0				4.48		8.96		57.6	28.8	13.44	
	STA. 1+61 TO 14+86	1325.0	16.0	2355.6	2355.6			131.91		263.82		1696.0	848.0	395.73	
	STA. 14+86 TO 15+26	40.0	16.0	71.1		71.1	48.0			7.96		51.2	25.6	7.96	
Ramp F	STA. 13+95 TO 13+50	45.0	16.0	80.0					8.96	8.96		57.6	28.8	17.92	
	STA. 13+50 TO 13+05	45.0	16.0	80.0				4.48		8.96		57.6	28.8	13.44	
	STA. 13+05 TO 1+33	1172.0	16.0	2083.6	2083.6			116.68		233.36		1500.2	750.1	350.04	
	STA. 1+33 TO 0+93	40.0	16.0	71.1		71.1	48.0			7.96		51.2	25.6	7.96	
Ramp G	STA. 0+62 TO 1+07	45.0	16.0	80.0					8.96	8.96		57.6	28.8	17.92	
	STA. 1+07 TO 1+52	45.0	16.0	80.0				4.48		8.96		57.6	28.8	13.44	
	STA. 1+52 TO 15+01	1349.0	16.0	2398.2	2398.2			134.30		268.60		1726.7	863.4	402.90	
	STA. 15+01 TO 15+41	40.0	16.0	71.1		71.1	48.0			7.96		51.2	25.6	7.96	
Ramp H	STA. 14+56 TO 14+11	45.0	16.0	80.0					8.96	8.96		57.6	28.8	17.92	
	STA. 14+11 TO 13+66	45.0	16.0	80.0				4.48		8.96		57.6	28.8	13.44	
	STA. 13+66 TO 1+37	1229.0	16.0	2184.9	2184.9			122.35		244.71		1573.1	786.6	367.06	
	STA. 1+37 TO 0+97	40.0	16.0	71.1		71.1	48.0			7.96		51.2	25.6	7.96	
<b>TOTAL</b>				<b>15322.7</b>	<b>1280.0</b>	<b>568.9</b>	<b>384.0</b>	<b>893.91</b>	<b>71.68</b>	<b>1923.21</b>	<b>12363.5</b>	<b>6181.8</b>	<b>2888.80</b>		

\* OTHER SHOULDER RELATED PAY ITEMS INCLUDED IN SHOULDER TABLES

MODEL: Default  
FILE: \\miller\proj\pub\harron\miller\illinois.gov\PR\DOT\Documents\DOT\_Offices\Bartlett\_4\Projects\04\_68656\CADD\04\_CAD\Sheet\TMAA\_SHEETS.dgn

USER NAME = jacobsmr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SCHEDULE OF QUANTITIES</b>				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -	REVISED -	74		(48-26)RS-2	KNOX	86	18					
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -						CONTRACT NO. 68656				
PLOT DATE = 12/12/2019	DATE -	REVISED -		SCALE:	SHEET X OF X SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT			

RAMP SHOULDER PAVING TABLE																		
LOCATION	LENGTH	INSIDE WIDTH	INSIDE AREA	OUTSIDE WIDTH	OUTSIDE AREA	TOTAL AREA	HMA SURF. REMOVAL, 2"	HMA SURF. REMOVAL, VARIABLE DEPTH	HMA SURF. REMOVAL, BUTT JOINT	HMA SURF. REMOVAL, SP	HMA SHOULDER		POLY. BIT. MATERIALS (TACK COAT)		MATERIAL TRANSFER DEVICE			
											3"	JOINT TRIM	RATES USED FOR					
													0.08 Milled	0.08 Fog Coat				
FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	LB	LB	TON			
Ramp A	STA. 0+28 TO 0+73	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	14.00	
	STA. 0+73 TO 1+18	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	10.64	
	STA. 1+18 TO 9+11	793.0	4.0	352.4	8.0	704.9	1057.3	1057.3				88.1	1057.33	9.87	761.3	761.3	187.50	
	STA. 9+11 TO 9+51	40.0	4.0	17.8	8.0	35.6	53.3			53.3	4.4	53.33	0.50	38.4	38.4	6.47		
Ramp B	STA. 11+01 TO 10+56	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	14.00	
	STA. 10+56 TO 10+11	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	10.64	
	STA. 10+11 TO 0+66	945.0	4.0	420.0	8.0	840.0	1260.0	1260.0				105.0	1260.00	11.76	907.2	907.2	223.44	
	STA. 0+66 TO 0+26	40.0	4.0	17.8	8.0	35.6	53.3			53.3	4.4	53.33	0.50	38.4	38.4	6.47		
Ramp C	STA. 0+33 TO 0+78	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	14.00	
	STA. 0+78 TO 1+23	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	10.64	
	STA. 1+23 TO 9+73	850.0	4.0	377.8	8.0	755.6	1133.3	1133.3				94.4	1133.33	10.58	816.0	816.0	200.98	
	STA. 9+73 TO 10+13	40.0	4.0	17.8	8.0	35.6	53.3			53.3	4.4	53.33	0.50	38.4	38.4	6.47		
Ramp D	STA. 11+19 TO 10+74	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	14.00	
	STA. 10+74 TO 10+29	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	10.64	
	STA. 10+29 TO 0+73	956.0	4.0	424.9	8.0	849.8	1274.7	1274.7				106.2	1274.67	11.90	917.8	917.8	226.04	
	STA. 0+73 TO 0+33	40.0	4.0	17.8	8.0	35.6	53.3			53.3	4.4	53.33	0.50	38.4	38.4	6.47		
Ramp E	STA. 0+71 TO 1+16	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	14.00	
	STA. 1+16 TO 1+61	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	10.64	
	STA. 1+61 TO 14+86	1325.0	4.0	588.9	8.0	1177.8	1766.7	1766.7				147.2	1766.67	16.49	1272.0	1272.0	313.29	
	STA. 14+86 TO 15+26	40.0	4.0	17.8	8.0	35.6	53.3			53.3	4.4	53.33	0.50	38.4	38.4	6.47		
Ramp F	STA. 13+95 TO 13+50	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	14.00	
	STA. 13+50 TO 13+05	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	10.64	
	STA. 13+05 TO 1+33	1172.0	4.0	520.9	8.0	1041.8	1562.7	1562.7				130.2	1562.67	14.58	1125.1	1125.1	277.11	
	STA. 1+33 TO 0+93	40.0	4.0	17.8	8.0	35.6	53.3			53.3	4.4	53.33	0.50	38.4	38.4	6.47		
Ramp G	STA. 0+62 TO 1+07	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	14.00	
	STA. 1+07 TO 1+52	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	10.64	
	STA. 1+52 TO 15+01	1349.0	4.0	599.6	8.0	1199.1	1798.7	1798.7				149.9	1798.67	16.79	1295.0	1295.0	318.96	
	STA. 15+01 TO 15+41	40.0	4.0	17.8	8.0	35.6	53.3			53.3	4.4	53.33	0.50	38.4	38.4	6.47		
Ramp H	STA. 14+56 TO 14+11	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	14.00	
	STA. 14+11 TO 13+66	45.0	4.0	20.0	8.0	40.0	60.0				60.0	5.0	60.00	0.56	43.2	43.2	10.64	
	STA. 13+66 TO 1+37	1229.0	4.0	546.2	8.0	1092.4	1638.7	1638.7				136.6	1638.67	15.29	1179.8	1179.8	290.59	
	STA. 1+37 TO 0+97	40.0	4.0	17.8	8.0	35.6	53.3			53.3	4.4	53.33	0.50	38.4	38.4	6.47		
<b>TOTAL</b>																		
							<b>11492.0</b>	<b>960.0</b>	<b>426.7</b>	<b>1073.2</b>	<b>12878.67</b>	<b>120.20</b>	<b>9272.6</b>	<b>9272.6</b>	<b>2286.80</b>			
							<b>11492.0</b>	<b>960.0</b>	<b>426.7</b>	<b>1,073.2</b>	<b>12,878.7</b>	<b>120.2</b>	<b>18545.3</b>		<b>2286.80</b>			

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USER NAME = jacobsmr	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	19
CONTRACT NO. 68656				
ILLINOIS		FED. AID PROJECT		

AGGREGATE SHOULDERS TABLE 1 OF 3							
LOCATION				LENGTH	WEDGE WIDTH	AGGREGATE SHOULDERS, TYPE B	
				FOOT	FOOT	TON	
<b>WESTBOUND I-74</b>							
<b>RT. (INSIDE SHOULDER)</b>							
STA.	192+00.00		TO 200+00.00	800.0	4	58.2	
STA.	200+00.00		TO 202+88.00	GUARDRAIL AGG.			
STA.	202+88.00		TO 224+96.00	2208.0	4	160.7	
STA.	224+96.00		TO 226+84.00	GUARDRAIL AGG.			
STA.	226+84.00		TO 235+20.00	836.0	4	60.8	
<b>STA. 235+20 TO STA. 275+30 (OMISSION)</b>							
STA.	275+30.00		TO 308+14.00	3284.0	4	239.0	
STA.			TO	EMERGENCY CROSSOVER			
STA.	308+14.00		TO 320+19.00	1205.00	4	87.7	
STA.	320+19.00		TO 328+00.00	781.00	4	56.8	
<b>LT. (OUTSIDE SHOULDER)</b>							
STA.	192+00.00		TO 201+65.00	965.00	4	70.2	
STA.	202+78.00		TO 208+03.00	525.00	4	38.2	
STA.	208+37.00		TO 211+54.00	317.00	4	23.1	
STA.	211+99.00		TO 214+20.00	GUARDRAIL AGG.			
STA.	215+05.00		TO 223+92.00	887.00	4	64.5	
STA.	224+60.00		TO 224+98.00	38.00	4	2.8	
STA.	224+98.00		TO 226+11.00	GUARDRAIL AGG.			
STA.	226+11.00		TO 230+41.00	430.00	4	31.3	
STA.	230+41.00		TO 232+91.00	GUARDRAIL AGG.			
STA.	232+91.00		TO 235+20.00	229.00	4	16.7	
<b>STA. 235+20 TO STA. 275+30 (BRIDGE OMISSION)</b>							
STA.	275+30.00		TO 293+60.00	1830.00	4	133.2	
STA.	293+60.00		TO 296+69.00	GUARDRAIL AGG.			
STA.	296+69.00		TO 301+48.00	479.00	4	34.9	
STA.	301+48.00		TO 303+98.00	GUARDRAIL AGG.			
STA.	303+98.00		TO 328+00.00	2402.00	4	174.8	
<b>AGGREGATE SHOULDERS TABLE 1 OF 3 SUB-TOTAL</b>						<b>1,252.7</b>	

AGGREGATE SHOULDERS TABLE 2 OF 3							
LOCATION				LENGTH	WEDGE WIDTH	AGGREGATE SHOULDERS, TYPE B	
				FOOT	FOOT	TON	
<b>EASTBOUND I-74</b>							
<b>RT. (OUTSIDE SHOULDER)</b>							
STA.	192+00.00		TO 200+70.41	870.41	4	63.3	
STA.	201+44.76		TO 209+43.20	798.44	4	58.1	
STA.	210+26.00		TO 212+44.00	GUARDRAIL AGG.			
STA.	212+86.20		TO 216+27.12	340.92	4	24.8	
STA.	216+68.46		TO 221+53.58	485.12	4	35.3	
STA.	222+02.91		TO 228+54.00	651.09	4	47.4	
STA.	228+54.00		TO 230+29.00	GUARDRAIL AGG.			
STA.	230+29.00		TO 235+20.00	491.00	4	35.7	
<b>STA. 235+20 TO STA. 275+30 (OMISSION)</b>							
STA.	275+30.00		TO 290+92.00	1562.00	4	113.7	
STA.	290+92.00		TO 293+67.00	GUARDRAIL AGG.			
STA.	293+67.00		TO 328+00.00	3433.00	4	249.8	
<b>LT. (INSIDE SHOULDER)</b>							
STA.	192+00.00		TO 197+42.00	542.00	4	39.4	
STA.	197+42.00		TO 200+55.00	GUARDRAIL AGG.			
STA.	200+55.00		TO 235+20.00	3465.00	4	252.1	
<b>STA. 235+20 TO STA. 275+30 (OMISSION)</b>							
STA.			TO	EMERGENCY CROSSOVER		1.3	
STA.	275+30.00		TO 328+00.00	5270.00	4	383.5	
<b>AGGREGATE SHOULDERS TABLE 2 OF 3 SUB-TOTAL</b>						<b>1304.4</b>	

AGGREGATE SHOULDERS TABLE 3 OF 3										
LOCATION							LENGTH	WEDGE WIDTH	AGGREGATE SHOULDERS, TYPE B	
							FOOT	FOOT	TON	
Ramp A	RT.	STA.	0+28		TO	STA.	9+51	923.00	3	26.3
	LT.	STA.	0+00		TO	STA.	9+51	951.00	3	27.1
Ramp B	LT.	STA.	0+26		TO	STA.	11+01	1075.00	3	30.6
	RT.	STA.	0+00		TO	STA.	11+01	1101.00	3	31.3
Ramp C	RT.	STA.	0+33		TO	STA.	10+13	980.00	3	27.9
	LT.	STA.	0+00		TO	STA.	10+13	1013.00	3	28.8
Ramp D	RT.	STA.	0+33		TO	STA.	11+19	1086.00	3	30.9
	LT.	STA.	0+00		TO	STA.	11+19	1119.00	3	31.9
Ramp E	RT.	STA.	0+71		TO	STA.	15+26	1455.00	3	41.4
	LT.	STA.	0+00		TO	STA.	15+26	1526.00	3	43.4
Ramp F	RT.	STA.	0+93		TO	STA.	13+95	1302.00	3	37.1
	LT.	STA.	0+00		TO	STA.	13+95	1395.00	3	39.7
Ramp G	LT.	STA.	0+62		TO	STA.	15+41	1479.00	3	42.1
	RT.	STA.	0+00		TO	STA.	15+41	1541.00	3	43.9
Ramp H	RT.	STA.	0+97		TO	STA.	14+56	1359.00	3	38.7
	LT.	STA.	0+00		TO	STA.	14+56	1456.00	3	41.5
<b>RAMP TOTAL</b>									<b>562.6</b>	
<b>AGGREGATE SHOULDERS TABLE 1 OF 3 SUB-TOTAL</b>									<b>1,252.7</b>	
<b>AGGREGATE SHOULDERS TABLE 2 OF 3 SUB-TOTAL</b>									<b>1,304.4</b>	
<b>PROJECT TOTAL</b>									<b>3,119.7</b>	

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PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SCHEDULE OF QUANTITIES</b>			
SCALE:	SHEET X	OF X	SHEETS
	STA.		TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	20
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

LOCATION	X4401198	44000152	44000156	44000157	40600982	40600990	X4400196	40603200	40605015	40605034			48203100	48203009	48203013	40600295	Z0034105	64200116
	HMA SURF. REMOVAL, VAR. DEPTH	HMA SURF. REMOVAL 3/4"	HMA SURF. REMOVAL, 1 3/4"	HMA SURF. REMOVAL, 2"	HMA SURF. REMOVAL, BUTT JOINT	TEMP RAMP	HMA SURF. REMOVAL, (SP)	POLY HMA BC IL-4.75 N50	POLY HMA BC SMA IL 12.5 N80	POLY HMA SC SMA IL 12.5 N80			HMA SHOULDER, N50, IL 9.5, MIX "C"	HMA SHOULDERS, 3"	HMA SHOULDERS, 4"	POLY. BIT. MATERIALS (TACK COAT)	MATERIAL TRANSFER DEVICE	SHOULDER RUMBLE STRIP, 16 INCH
								1ST LIFT	2ND LIFT	3RD LIFT	JOINT TRIM	TOTAL	JOINT TRIM	RATES USED FOR CALCS. (LB/SQ FT)				
								1"	2"	2"					0.08	Milled Surface		
SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	TON	TON	TON	TON	TON	TON	SQ YD	SQ YD	LB.	TON	FOOT	
<b>EAST BOUND</b>	427		28609	8448	1386	231	909	1602	3117	4353	102	4455				69567	9174	
<b>WESTBOUND</b>	427		29134	8448	1386	231	857	1552	3060	4291	96	4387				68354	8999	
<b>MAINLINE SHOULDERS</b>		32426			996		2189						245		33421	24064	7620	39400
<b>RAMP</b>	1280			15323	569	384		894	72	1923		1923				12364	2889	
<b>RAMP SHOULDERS</b>	960			11492	427		1073						120	12879		9273	2287	
<b>TOTAL</b>	<b>3094</b>	<b>32426</b>	<b>57743</b>	<b>43711</b>	<b>4764</b>	<b>846</b>	<b>5028</b>	<b>4048</b>	<b>6249</b>	<b>10567</b>	<b>198</b>	<b>10765</b>	<b>365</b>	<b>12879</b>	<b>33421</b>	<b>183621</b>	<b>30968</b>	<b>39400</b>

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PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	21
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68656	

LOCATION				SN	LENGTH OF NEED BEGINS	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	STEEL PLATE BEAM GUARDRAIL, TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 6B	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 10
*LT/RT	STA	TO	STA		STA.	EACH	FOOT	EACH	EACH	EACH
<b>WESTBOUND</b>										
LT	200+25	TO	203+25		203+12	1.00	237.5		1.0	
RT	211+99	TO	214+20	048-0019/048-0020	214+08	1.0	12.5	2.0		1.0
MEDIAN	211+98	TO	212+48	048-0019/048-0020				2.0		2.0
LT	224+96	TO	226+84		226+72	1.0	125.0		1.0	
RT	224+98	TO	226+11		225+99	1.0	50.0		1.0	
RT	230+41	TO	232+91		232+79	1.0	187.5		1.0	
RT	293+82	TO	296+69	048-0059	296+57	1.0	150.0	1.0		
RT	301+48	TO	303+98		303+86	1.0	187.5		1.0	
<b>EASTBOUND</b>										
LT	197+30	TO	200+30		197+42	1.0	237.5		1.0	
RT	209+90	TO	212+44	048-0019/048-0020	210+02	1.0	12.5	2.0		1.0
RT	222+72	TO	223+72		222+84	1.0	50.0		1.0	
RT	228+54	TO	230+29		228+66	1.0	125.0		1.0	
RT	291+42	TO	293+67	048-0059	291+54	1.0	150.0	1.00		
MEDIAN	293+05	TO	294+60	048-0059						
<b>RAMPS</b>										
LT	5+54	TO	8+79	RAMP A	5+66	1.0	275.0		1.0	
LT	0+82	TO	3+57	RAMP B	0+94	1.0	225.0		1.0	
RT	629+46	TO	3+77	US 34/RAMP B	3+89		625.0		1.0	
LT	6+25	TO	9+38	RAMP C	6+37	1.0	262.5		1.0	
RT	623+66	TO	7+15	US 34/RAMP C	7+27	1.0	475.0			
LT	1+23	TO	2+73	RAMP D	1+35	1.0	100.0		1.0	
<b>TOTAL</b>						<b>17.0</b>	<b>3488</b>	<b>8.0</b>	<b>13.0</b>	<b>4.0</b>

\* LT & RT IS RELATED TO THE DIRECTION OF TRAFFIC

LOCATION				GUARDRAIL MARKERS, TYPE A	TERMINAL MARKER-DIRECT APPLIED	GUARDRAIL AGGREGATE EROSION CONTROL	IMPACT ATTENUATOR SAND MODULE REMOVAL	IMPACT ATTENUATOR (NON-REDIRECTIVE TEST LEVEL 3)	GUARDRAIL REMOVAL	PORTLAND CEMENT CONCRETE SHOULDERS 6"
*LT/RT	STA	TO	STA	EACH	EACH	TON	EACH	EACH	FOOT	SQ YD
<b>WESTBOUND</b>										
LT	200+25	TO	203+25	4.0	1.0	43.5			285.0	
RT	211+99	TO	214+20	2.0	1.0	14.7			302	13.0
MEDIAN	211+98	TO	212+48	2.0	0.0	7.00	2	2	90.0	
LT	224+96	TO	226+84	3.0	1.0	27.00			142.0	
RT	224+98	TO	226+11	1.0	1.0	16.50			156	
RT	230+41	TO	232+91	3.0	1.0	36.40			144	
RT	293+82	TO	296+69	3.0	1.0	32.20			330	
RT	301+48	TO	303+98	3.0	1.0	36.4			141	
<b>EASTBOUND</b>										
LT	197+30	TO	200+30	4.0	1.0	43.4			303	
RT	209+90	TO	212+44	2.0	1.0	14.70			280	13.0
RT	222+72	TO	223+72	1.0	1.0	17.20			90.0	
RT	228+54	TO	230+29	2.0	1.0	27.70			165	
RT	291+42	TO	293+67	3.0	1.0	32.20			319	
MEDIAN	293+05	TO	294+60				2	2		
<b>RAMPS</b>										
LT	5+54	TO	8+79	4.0	1.0	48.70			318	
LT	0+82	TO	3+57	4.0	1.0	41.70			277	
RT	629+46	TO	3+77	8.0	0.0	90.70			619	
LT	6+25	TO	9+38	4.0	1.0	46.9			310	
RT	623+66	TO	7+15	6.0	1.0	74.90			504	
LT	1+23	TO	2+73	2.0	1.0	24.20			152	
<b>TOTAL</b>				<b>61.0</b>	<b>17.0</b>	<b>676.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4927</b>	<b>26</b>

\* LT & RT IS RELATED TO THE DIRECTION OF TRAFFIC

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PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	22
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

LOCATION		LOCATION # (SEE PROP. DRAINAGE DETAILS SHEETS)	REMOVE EX FLARE, END SECTION	REM & RELAY END SECT	REM & RELAY P C SPL	PIPE CULVERT REMOVAL	BREAKING PAVED DITCH	HEADWALL REMOVAL	CONCRETE REMOVAL	DRAIN STR RECONST SPL	CONCRETE COLLAR	P CUL CL A TY 1 24	PRC FLARE END SEC 24	REATTACH END SECTION	CLASS SI CONC	P CUL CL A TY 1 66	END SEC 66
STATION	ROADWAY		EACH	EACH	FOOT	FOOT	FOOT	EACH	CU YD	EACH	CU. YD.	FOOT	EACH	EACH	CU YD	FOOT	EACH
7+50	RAMP A	10									0.73						
1+50	RAMP C	11		1	18						1.2						
12+50	RAMP H	12									1.2						
612+00	US 34	13									1.2						
9+00	RAMP C	14															
208+50	I-74	1	2			8					3.45	8	2	2			
222+50	I-74	2									2.5						
230+24	I-74	3						1			5.5				0.3	17.5	2
276+00	I-74	5							1.86	1							
285+50	I-74	6								1	1.2						
292+90	I-74	7															
301+85	I-74	8															
305+44	I-74	9					220				1.4						
<b>PROJECT TOTAL</b>			2	1	18	8	220	1	1.9	2	18	8	2	2	0.3	17.5	2

LOCATION		LOCATION # (SEE PROP. DRAINAGE DETAILS SHEETS)	GRADING & SHAPING DITCHES	FILTER FABRIC	STONE RIPRAP CL B3	REVTMENT MAT REMOVAL	STONE RIPRAP, CLASS B4	TEMPORARY DITCH CHECKS	TEMPORARY EROSION CONTROL SEEDING	INLET AND PIPE PROTECTION	PERIMETER EROSION BARRIER	SEEDING CLASS 2A	TOPSOIL FURNISH AND PLACE 4"	NITROGEN FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	PHOSPHORU S FERTILIZER NUTRIENT	EROSION CONTROL BLANKET
STATION	ROADWAY		FOOT	SQ. YD.	TON	SQ YD	TON	FOOT	POUND	EACH	FOOT	ACRE	SQ YD	POUND	POUND	POUND	SQ YD
7+50	RAMP A	10															
1+50	RAMP C	11															
12+50	RAMP H	12															
612+00	US 34	13															
9+00	RAMP C	14		88.9	50												
208+50	I-74	1															
222+50	I-74	2		66.5	38	10											
230+24	I-74	3		333.8	184.3	10	20										
276+00	I-74	5		22	12.5	22	64										
285+50	I-74	6	200	80.4	2.05		40.5	20	2.8	1	0.05	222.2	4.5	4.5	4.5	222.2	
292+90	I-74	7		88	12	22	60										
301+85	I-74	8	40	11.1	6.5		6	10	0.6	1	0.01	44.4	0.9	0.9	0.9	44.4	
305+44	I-74	9			55.6		10										
RAMP A			320					20	4.2	2	0.07	355.6	6.3	6.3	6.3	355.6	
RAMP B			295					20	4.2	2	0.07	327.8	6.3	6.3	6.3	327.8	
RAMP C			715					70	10.2	2	0.17	794.4	15.3	15.3	15.3	794.4	
RAMP D			545					40	7.8	2	0.13	605.6	11.7	11.7	11.7	605.6	
RAMP F			211					20	3	2	0.05	234.4	4.5	4.5	4.5	234.4	
RAMP G			355					40	4.8	2	0.08	394.4	7.2	7.2	7.2	394.4	
RAMP H			85					10	1.2	2	0.02	94.4	1.8	1.8	1.8	94.4	
<b>PROJECT TOTAL</b>			2766	691	361	64	201	250	39	16	200	1	3073	59	59	59	3073

LOCATION		LOCATION # (SEE PROP. DRAINAGE DETAILS SHEETS)	HMA SHOULDERS	PLUG EX CULVERTS	CLASS SI CONC	REMOVE INLETS SPL	HMA SURF REM 2.75 "
STATION	ROADWAY		TON	EACH	CU YD	EACH	SQ YD
EASTBOUND							
237+65	I-74	4	3.5	2	1	1	22
243+60	I-74	4	3.5	2	1	1	22
259+00	I-74	4	3.5	2	1	1	22
264+20	I-74	4	3.5	2	1	1	22
WESTBOUND							
239+35	I-74	4	3.5	2	1	1	22
244+17	I-74	4	3.5	2	1	1	22
259+38	I-74	4	3.5	2	1	1	22
265+71	I-74	4	3.5	2	1	1	22
<b>TOTAL</b>			28	16	8	8	176

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET X	OF X	SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	23
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

THERMOPLASTIC PAVEMENT MARKINGS						
LOCATION	4"	4"	6"	8"	8"	12"
	SOLID WHITE	SOLID YELLOW	SKIP-DASH WHITE	SOLID WHITE	SKIP-DASH WHITE	SOLID WHITE
I-74	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
<b>WBL</b>						
STA. 192+00-249+28	5084	5728	1440			
STA. 253+50-328+00	7450	7450	1870			
<b>EBL</b>						
STA. 192+00-249+90	4897	5790	1450			
STA. 254+12-328+00	7388	7388	1850			
<b>RAMPS (SEE STATIONING TABLES)</b>						
RAMP A	923	923		314		101
RAMP B	1075	1075		318		
RAMP C	980	980		380		116
RAMP D	1086	1086		374		
RAMP E	1455	1455		690	120	108
RAMP F	1302	1302		226	180	
RAMP G	1479	1479		430	90	146
RAMP H	1359	1359		342	170	
<b>TOTAL</b>	<b>34478</b>	<b>36015</b>	<b>6610</b>	<b>3074</b>	<b>560</b>	<b>471</b>

GROOVING FOR RECESSED PAVEMENT MARKING						
LOCATION	5"	5"	7"	9"	9"	13"
	SOLID	SOLID	SKIP-DASH	SOLID	SKIP-DASH	SOLID
I-74	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
<b>WBL</b>						
STA. 192+00-249+28	5084	5728	1440			
STA. 253+50-328+00	7450	7450	1870			
<b>EBL</b>						
STA. 192+00-249+90	4897	5790	1450			
STA. 254+12-328+00	7388	7388	1850			
<b>RAMPS (SEE STATIONING TABLES)</b>						
RAMP A	923	923		314		101
RAMP B	1075	1075		318		
RAMP C	980	980		380		116
RAMP D	1086	1086		374		
RAMP E	1455	1455		690	120	108
RAMP F	1302	1302		226	180	
RAMP G	1479	1479		430	90	146
RAMP H	1359	1359		342	170	
<b>TOTAL</b>	<b>34478</b>	<b>36015</b>	<b>6610</b>	<b>3074</b>	<b>560</b>	<b>471</b>

TEMPORARY PAVEMENT MARKINGS *						
LOCATION	4"	4"	6"	8"	8"	12"
	SOLID WHITE	SOLID YELLOW	SKIP-DASH WHITE	SOLID WHITE	SKIP-DASH WHITE	SOLID WHITE
I-74	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
<b>WBL</b>						
STA. 192+00-249+28	10168	11456	2880			
STA. 253+50-328+00	14900	14900	3740			
<b>EBL</b>						
STA. 192+00-249+90	9794	11580	2900			
STA. 254+12-328+00	14776	14776	3700			
<b>RAMPS (SEE STATIONING TABLES)</b>						
RAMP A	1846	1846		628		202
RAMP B	2150	2150		636		
RAMP C	1960	1960		760		232
RAMP D	2172	2172		748		
RAMP E	2910	2910		1380	240	216
RAMP F	2604	2604		452	360	
RAMP G	2958	2958		860	180	292
RAMP H	2718	2718		684	340	
<b>TOTAL</b>	<b>68956</b>	<b>72030</b>	<b>13220</b>	<b>6148</b>	<b>1120</b>	<b>942</b>

\* LOCATION OF THE TEMPORARY PAVEMENT MARKINGS SHALL BE AT THE SAME LOCATION OF THE FINAL PAVEMENT MARKINGS

SHORT TERM PAVEMENT MARKING		
LOCATION	CENTER SKIP-DASH	EDGE DIAGONAL
I-74	FOOT	FOOT
<b>WBL</b>		
STA. 192+00-249+28	573	469
STA. 253+50-328+00	745	605
<b>EBL</b>		
STA. 192+00-249+90	579	475
STA. 254+12-328+00	739	599
SUBTOTAL	2636	2148
<b>**4 APPLICATIONS EACH**</b>		
TOTAL	10544	8592
GRAND TOTAL	19136	

ADJUST FOR HOW MANY TIMES IT WILL BE APPLIED/REMOVED

SHORT TERM PAVEMENT MARKING REMOVAL		
LOCATION	CENTER SKIP-DASH	EDGE DIAGONAL
I-74	SQ FT	SQ FT
<b>WBL</b>		
STA. 192+00-249+28	189	155
STA. 253+50-328+00	246	200
<b>EBL</b>		
STA. 192+00-249+90	191	157
STA. 254+12-328+00	244	198
SUBTOTAL	870	710
GRAND TOTAL	1580	

RAISED REFLECTIVE PAVEMENT MARKER	
LOCATION	
I-74	EACH
<b>WBL</b>	
STA. 192+00-249+28	72
STA. 253+50-328+00	94
<b>EBL</b>	
STA. 192+00-249+90	73
STA. 254+12-328+00	93
<b>RAMPS</b>	
RAMP A	20
RAMP C	20
RAMP E	20
RAMP G	20
<b>TOTAL</b>	<b>412</b>

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
LOCATION	
I-74	EACH
<b>WBL</b>	
STA. 192+00-249+28	72
STA. 253+50-328+00	94
<b>EBL</b>	
STA. 192+00-249+90	73
STA. 254+12-328+00	93
<b>TOTAL</b>	<b>332</b>

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PLOT DATE = 12/12/2019	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES			
SCALE:	SHEET X	OF X	SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	24
CONTRACT NO. 68656				
ILLINOIS		FED. AID PROJECT		



RECOVERABLE DELINEATORS	
LOCATION	EACH
MAINLINE	
WBL	
STA. 192+00 - 210+98	5
STA. 210+98 - 245+00	17
STA. 258+00 - 269+58	3
STA. 269+58 - 293+40	12
STA. 293+40 - 328+00	9
EBL	
STA. 192+00 - 210+98	5
STA. 210+98 - 245+00	17
STA. 258+00 - 269+58	3
STA. 269+58 - 293+40	12
STA. 293+40 - 328+00	9
RAMPS	
RAMP A	29
RAMP B	31
RAMP C	31
RAMP D	32
RAMP E	27
RAMP F	28
RAMP G	25
RAMP H	25
TOTAL	320

REMOVE OVERHEAD SIGN STRUCTURE-WALKWAY	
LOCATION	FOOT
I-74	
WESTBOUND AT STRUCTURE NO. 048-0019	47
EASTBOUND AT STRUCTURE NO. 048-0020	44
TOTAL	91

LOCATION		LOCATION # (SEE PROP. DRAINAGE DETAILS SHEETS)	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL OVER 15
STATION	ROADWAY		UNITS	UNITS
276+00	I-74	5	12	18

DISCONNECT SIGN LIGHTING AND REMOVE WIRING TO NEAREST SPLICE	
LOCATION	EACH
I-74	
WESTBOUND AT STRUCTURE NO. 048-0019	1
EASTBOUND AT STRUCTURE NO. 048-0020	1
TOTAL	2

MOWING				
LOCATION	LENGTH	AVG. WIDTH	AREA	
	FT.	FT.	SQ. FT.	ACRE
JOBSITE MEDIAN	13,500.0	55.0	742,500.0	17.0
WB OUTSIDE SLOPE	9,298.0	25.0	232,450.0	5.3
EB OUTSIDE SLOPE	9,298.0	25.0	232,450.0	5.3
<i>SUB-TOTAL</i>				27.75
<b>PROJECT TOTAL</b>				<b>28</b>

DELINEATOR REMOVAL	
LOCATION	EACH
I-74	
RAMP A	31
RAMP B	27
RAMP C	33
RAMP D	20
RAMP E	35
RAMP F	22
RAMP G	9
RAMP H	23
TOTAL	200

JOBSITE ITEMS		
ITEM	UNIT	QTY.
ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8
MOBILIZATION	LSUM	1
TRAFFIC CONTROL SURVEILLANCE	CAL DA	10
CHANGEABLE MESSAGE SIGN (2 @ 7 DAYS EA)	CAL DA	14
TRAFFIC CONTROL AND PROTECTION STANDARD 701401	LSUM	1
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1
TRAFFIC CONTROL AND PROTECTION STANDARD 701406	LSUM	1
CONSTRUCTION STATION LAYOUT	LSUM	1
TRAFFIC CONTROL AND PROTECTION STANDARD 701411	EACH	16
TRAFFIC CONTROL AND PROTECTION STANDARD 701451	LSUM	1
TRAFFIC CONTROL AND PROTECTION STANDARD 701456	LSUM	1

GROUT SLURRY SPECIAL	
LOCATION	CU YD
SN 048-0059	
EAST SLOPE WALL	60
WEST SLOPE WALL	40
TOTAL	100

SLOPE WALL REMOVAL			
SLOPE WALL 4"			
LOCATION	LENGTH FOOT	WIDTH FOOT	AREA SQ YD
SN 048-0059 EAST SLOPE	7	2	1.6
EAST SLOPE	7	6	4.7
TOTAL			6.3

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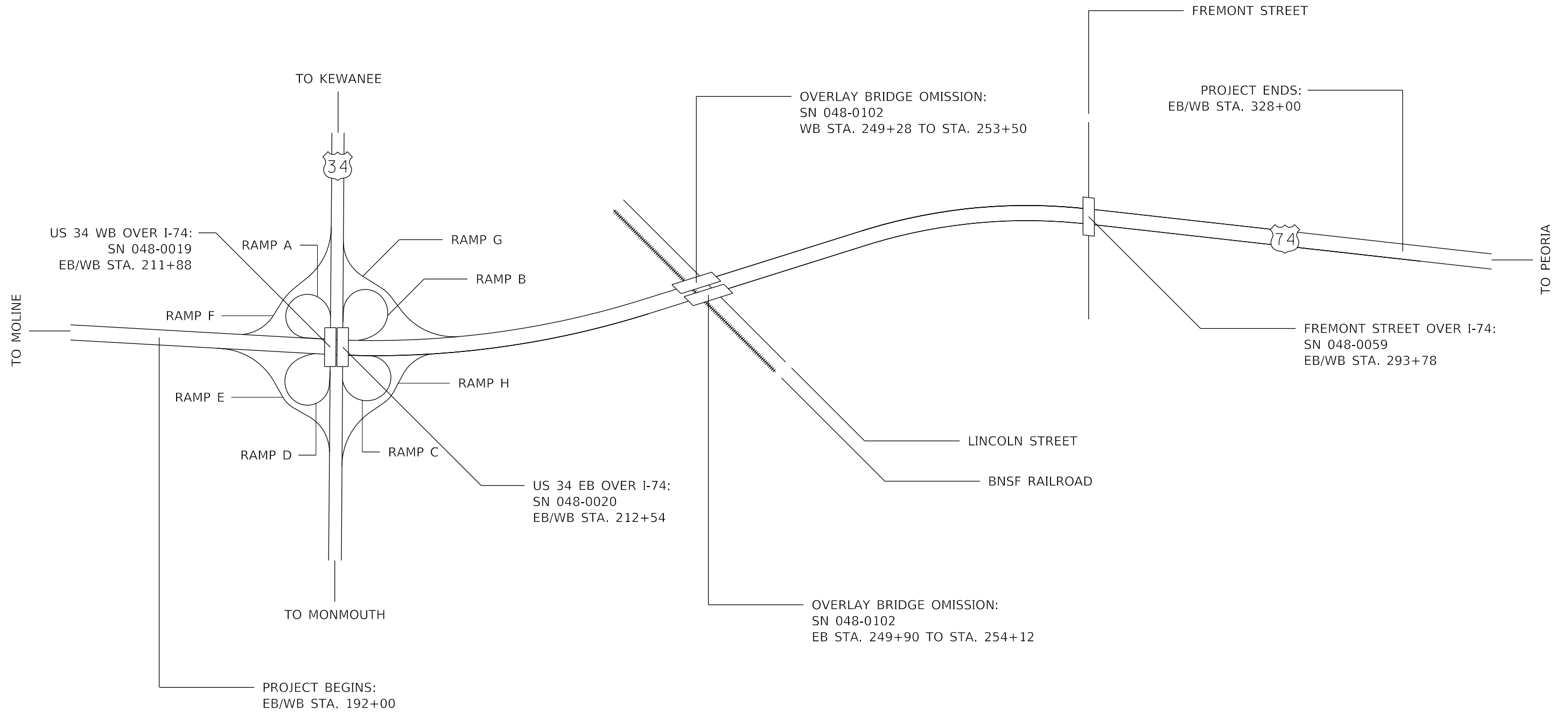
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PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	25
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**LINE DIAGRAM**

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)R5-2	KNOX	86	26
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

I-74 CURVE 1

P.I. = 228+38  
 $\Delta$  = 21° (LT)  
 D = 1°  
 R = 9,549'  
 T = 1,741'  
 L = 3,443'  
 E = 157'  
 S.E. = 2.00%  
 P.C. = 210+98  
 P.T. = 245+41

I-74 CURVE 2

P.I. = 281+66  
 $\Delta$  = 24° (RT)  
 D = 1°  
 R = 5,730'  
 T = 1,208'  
 L = 2,382'  
 E = 126'  
 S.E. = 3.00%  
 P.C. = 269+58  
 P.T. = 293+40

RAMP A CURVE 1

P.I. = 29+82  
 $\Delta$  = 189° (RT)  
 D = 25°  
 R = 230'  
 T = 2,881'  
 L = 759'  
 E = 3,120'  
 S.E. = 8.00%  
 P.C. = 1+01  
 P.T. = 8+60

RAMP A CURVE 2

P.I. = 10+16  
 $\Delta$  = 62° (RT)  
 D = 22°  
 R = 257'  
 T = 156'  
 L = 281'  
 E = 44'  
 S.E. = 8.00%  
 P.C. = 8+60  
 P.T. = 11+41

RAMP B CURVE 1

P.I. = 4+45  
 $\Delta$  = 125° (RT)  
 D = 25°  
 R = 230'  
 T = 445'  
 L = 503'  
 E = 271'  
 S.E. = 8.00%  
 P.C. = 0+00  
 P.T. = 5+03

RAMP B CURVE 2

P.I. = 7+77  
 $\Delta$  = 93° (RT)  
 D = 22°  
 R = 258'  
 T = 274'  
 L = 421'  
 E = 118'  
 S.E. = 8.00%  
 P.C. = 5+03  
 P.T. = 9+24

RAMP B CURVE 3

P.I. = 10+75  
 $\Delta$  = 39° (RT)  
 D = 13°  
 R = 430'  
 T = 151'  
 L = 290'  
 E = 26'  
 S.E. = 8.00%  
 P.C. = 9+24  
 P.T. = 12+14

RAMP C CURVE 1

P.I. = 4+01  
 $\Delta$  = 105° (RT)  
 D = 25°  
 R = 230'  
 T = 298'  
 L = 420'  
 E = 146'  
 S.E. = 8.00%  
 P.C. = 1+03  
 P.T. = 5+23

RAMP C CURVE 2

P.I. = 14+90  
 $\Delta$  = 150° (RT)  
 D = 22°  
 R = 259'  
 T = 967'  
 L = 679'  
 E = 742'  
 S.E. = 8.00%  
 P.C. = 5+23  
 P.T. = 12+02

RAMP D CURVE 1

P.I. = 3+85  
 $\Delta$  = 118° (RT)  
 D = 25°  
 R = 230'  
 T = 385'  
 L = 475'  
 E = 218'  
 S.E. = 8.00%  
 P.C. = 0+00  
 P.T. = 4+75

RAMP D CURVE 2

P.I. = 8+03  
 $\Delta$  = 103° (RT)  
 D = 22°  
 R = 262'  
 T = 328'  
 L = 470'  
 E = 158'  
 S.E. = 8.00%  
 P.C. = 4+75  
 P.T. = 9+45

RAMP D CURVE 3

P.I. = 10+89  
 $\Delta$  = 37° (RT)  
 D = 13°  
 R = 430'  
 T = 145'  
 L = 280'  
 E = 24'  
 S.E. = 8.00%  
 P.C. = 9+45  
 P.T. = 12+24

RAMP E CURVE 1

P.I. = 9+23  
 $\Delta$  = 51° (RT)  
 D = 8°  
 R = 690'  
 T = 332'  
 L = 618'  
 E = 76'  
 S.E. = 8.00%  
 P.C. = 5+91  
 P.T. = 12+09

RAMP E CURVE 2

P.I. = 14+86  
 $\Delta$  = 31° (LT)  
 D = 19°  
 R = 302'  
 T = 83'  
 L = 162'  
 E = 11'  
 S.E. = 8.00%  
 P.C. = 14+03  
 P.T. = 15+65

RAMP E CURVE 3

P.I. = 19+99  
 $\Delta$  = 60° (RT)  
 D = 13°  
 R = 430'  
 T = 248'  
 L = 450'  
 E = 67'  
 S.E. = 8.00%  
 P.C. = 17+51  
 P.T. = 22+01

RAMP F CURVE 1

P.I. = 2+70  
 $\Delta$  = 43° (RT)  
 D = 8°  
 R = 690'  
 T = 270'  
 L = 514'  
 E = 51'  
 S.E. = 8.00%  
 P.C. = 0+00  
 P.T. = 5+14

RAMP F CURVE 2

P.I. = 7+87  
 $\Delta$  = 19° (LT)  
 D = 9°  
 R = 611'  
 T = 101'  
 L = 200'  
 E = 8'  
 S.E. = 8.00%  
 P.C. = 6+86  
 P.T. = 8+86

RAMP F CURVE 3

P.I. = 13+02  
 $\Delta$  = 60° (RT)  
 D = 13°  
 R = 430'  
 T = 248'  
 L = 450'  
 E = 67'  
 S.E. = 8.00%  
 P.C. = 10+54  
 P.T. = 15+04

RAMP G CURVE 1

P.I. = 8+73  
 $\Delta$  = 52° (RT)  
 D = 8°  
 R = 690'  
 T = 337'  
 L = 626'  
 E = 78'  
 S.E. = 8.00%  
 P.C. = 5+36  
 P.T. = 11+62

RAMP G CURVE 2

P.I. = 14+26  
 $\Delta$  = 21° (LT)  
 D = 13°  
 R = 446'  
 T = 83'  
 L = 165'  
 E = 8'  
 S.E. = 8.00%  
 P.C. = 13+43  
 P.T. = 15+08

RAMP G CURVE 3

P.I. = 19+60  
 $\Delta$  = 58° (RT)  
 D = 13°  
 R = 430'  
 T = 238'  
 L = 435'  
 E = 62'  
 S.E. = 8.00%  
 P.C. = 17+21  
 P.T. = 21+57

RAMP H CURVE 1

P.I. = 3+14  
 $\Delta$  = 49° (RT)  
 D = 8°  
 R = 690'  
 T = 314'  
 L = 590'  
 E = 68'  
 S.E. = 8.00%  
 P.C. = 0+00  
 P.T. = 5+90

RAMP H CURVE 2

P.I. = 8+46  
 $\Delta$  = 27° (LT)  
 D = 17°  
 R = 340'  
 T = 82'  
 L = 161'  
 E = 10'  
 S.E. = 8.00%  
 P.C. = 7+64  
 P.T. = 9+24

RAMP H CURVE 3

P.I. = 13+69  
 $\Delta$  = 58° (RT)  
 D = 13°  
 R = 430'  
 T = 238'  
 L = 435'  
 E = 62'  
 S.E. = 8.00%  
 P.C. = 11+31  
 P.T. = 15+66

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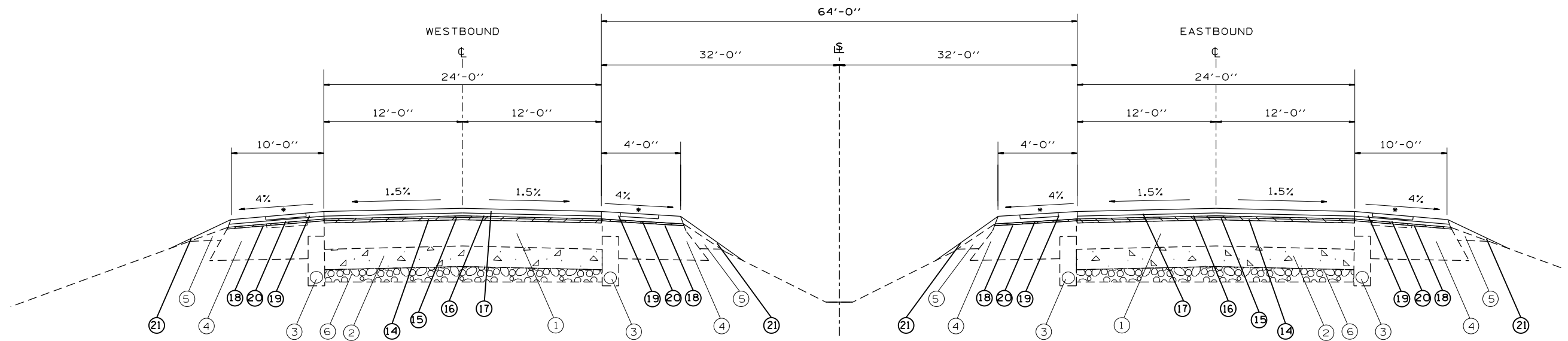
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

HORIZONTAL CURVE DATA

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	27
CONTRACT NO. 68656			ILLINOIS FED. AID PROJECT	

1



TYPICAL SECTION #1 W.B./E.B. I-74

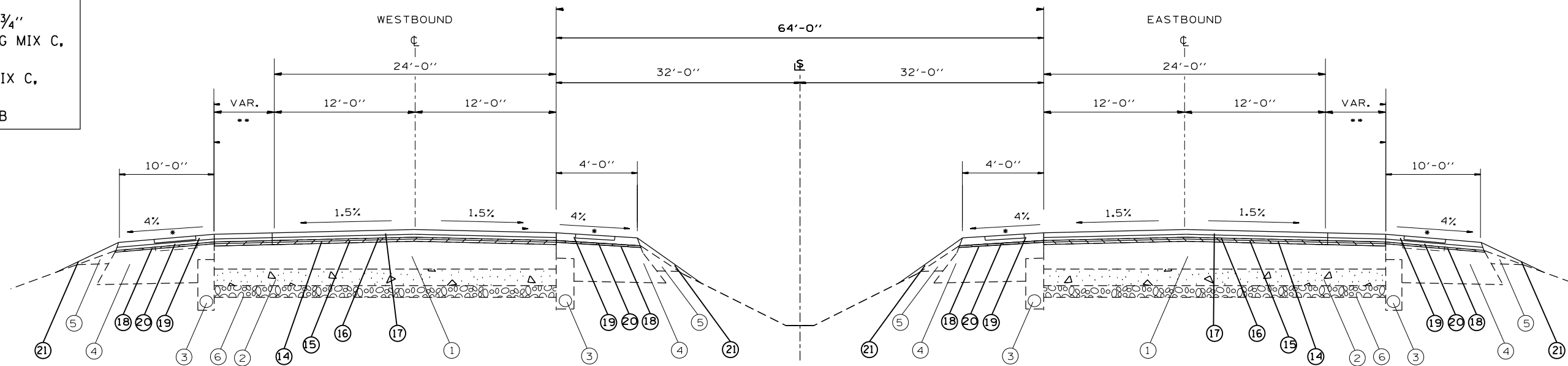
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- EXISTING ITEMS**
- ① EXIST. BIT. OVERLAY 6-9"
  - ② EXIST. P.C.C. PAVT. 7"
  - ③ EXIST. PIPE UNDER DRAIN
  - ④ EXIST. BIT. SHOULDER
  - ⑤ EXIST. AGG. SHOULDER
  - ⑥ EXIST. STABILIZED SUB BASE
- PROPOSED ITEMS**
- ⑭ HMA SURFACE REMOVAL, - 1 3/4"
  - ⑮ POLY HMA BC, IL 4.75, N50 - 1"
  - ⑯ POLY HMA BC, SMA, IL 12.5, N 80 - 2"
  - ⑰ POLY HMA SC, SMA, IL 12.5, MIX E N 80 - 2"
  - ⑱ HMA SURFACE REMOVAL, - 3/4"
  - ⑲ HMA SHOULDER, N50 9.5, FG MIX C, 2" (TOP LIFT)
  - ⑳ HMA SHOULDER, N50 9.5, MIX C, 2" (BOTTOM LIFT)
  - ㉑ AGGREGATE SHOULDER, TY B

W.B. I-74  
 STA. 192+00 TO STA. 193+58  
 STA. 202+73 TO STA. 208+11  
 STA. 294+76 TO STA. 308+12  
 STA. 320+22 TO STA. 328+00

E.B. I-74  
 STA. 192+00 TO STA. 194+36  
 STA. 201+40 TO STA. 209+40  
 STA. 292+40 TO STA. 308+12  
 STA. 320+22 TO STA. 328+00

2



TYPICAL SECTION #2 W.B./E.B. I-74

W.B. I-74  
 STA 193+58 TO STA 202+73  
 STA 208+11 TO STA 213+85

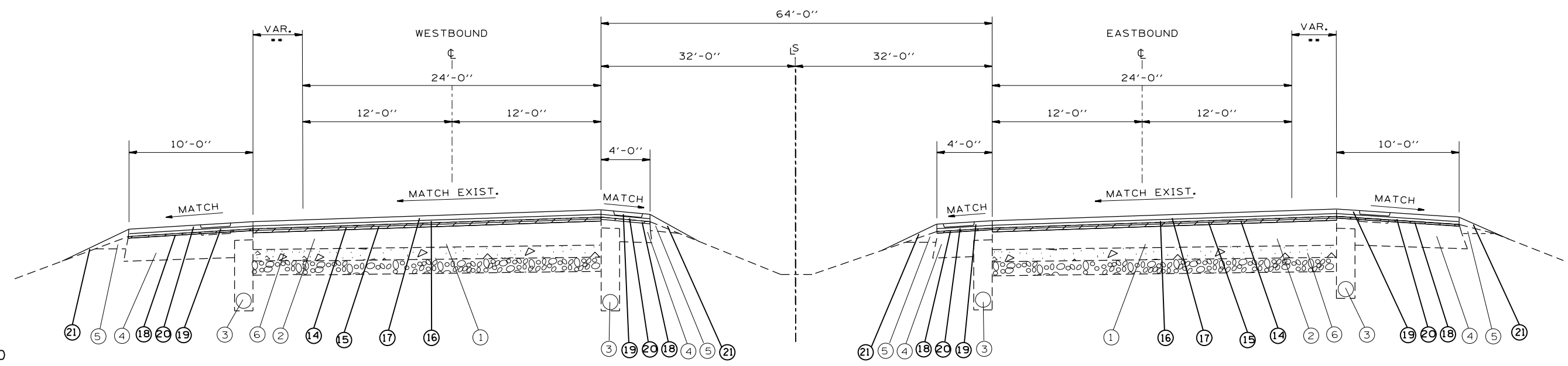
E.B. I-74  
 STA 194+36 TO STA 201+40  
 STA 209+40 TO STA 213+85

\* RUMBLE STRIPS WILL BE INCLUDED ON ALL SHOULDERS

FILE NAME =	USER NAME = jacobsmr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED/EXISTING TYPICAL SECTION</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 12/12/2019					ILLINOIS FED. AID PROJECT					

• 48-129RS-7,30RS-11;72-3RS-2

3



TYPICAL SECTION #3 W.B./E.B. I-74

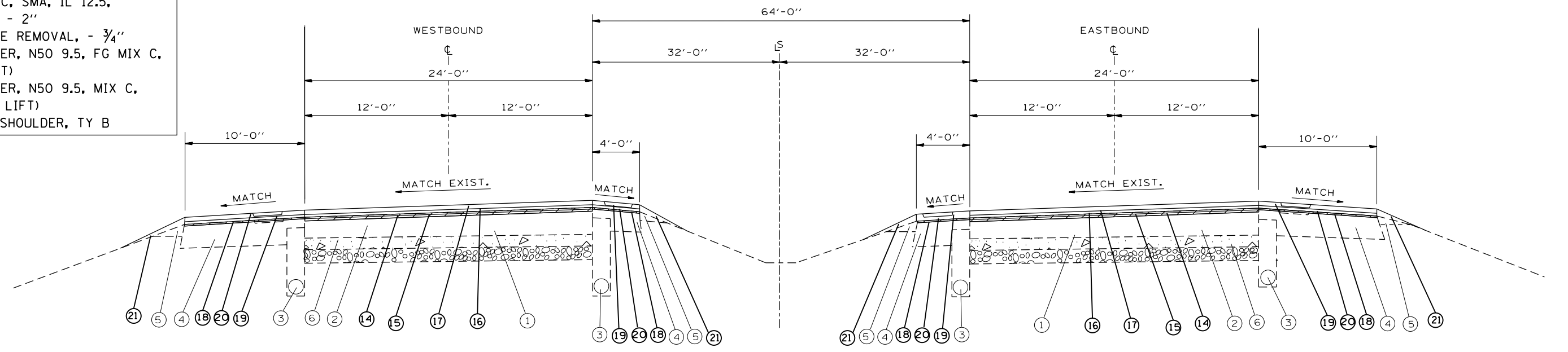
W.B. I-74  
 STA 213+85 TO STA 215+01  
 STA 223+97 TO STA 230+35

E.B. I-74  
 STA 213+85 TO STA 216+58  
 STA 221+60 TO STA 230+30

LEGEND

- EXISTING ITEMS**
- ① EXIST. BIT. OVERLAY 6-9"
  - ② EXIST. P.C.C. PAVT. 7"
  - ③ EXIST. PIPE UNDER DRAIN
  - ④ EXIST. BIT. SHOULDER
  - ⑤ EXIST. AGG. SHOULDER
  - ⑥ EXIST. STABILIZED SUB BASE
- PROPOSED ITEMS**
- ⑭ HMA SURFACE REMOVAL, - 1 3/4"
  - ⑮ POLY HMA BC, IL 4.75, N50 - 1"
  - ⑯ POLY HMA BC, SMA, IL 12.5, N 80 - 2"
  - ⑰ POLY HMA SC, SMA, IL 12.5, MIX E N 80 - 2"
  - ⑱ HMA SURFACE REMOVAL, - 3/4"
  - ⑲ HMA SHOULDER, N50 9.5, FG MIX C, 2" (TOP LIFT)
  - ⑳ HMA SHOULDER, N50 9.5, MIX C, 2" (BOTTOM LIFT)
  - ㉑ AGGREGATE SHOULDER, TY B

4



TYPICAL SECTION #4 W.B./E.B. I-74

W.B. I-74  
 STA 215+01 TO STA 223+97  
 STA 230+35 TO STA 236+50

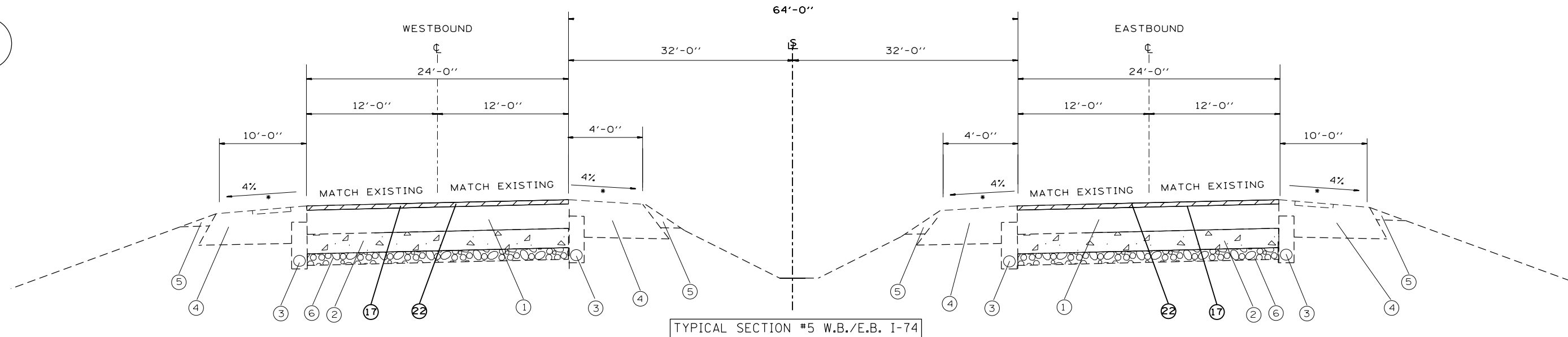
E.B. I-74  
 STA 216+58 TO STA 221+60  
 STA 230+30 TO STA 236+50

\* RUMBLE STRIPS WILL BE INCLUDED ON ALL SHOULDERS

FILE NAME =	USER NAME = jacobsmr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED/EXISTING TYPICAL SECTION</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT												

• 48-(29RS-7,30RS-1);72-3RS-2

5



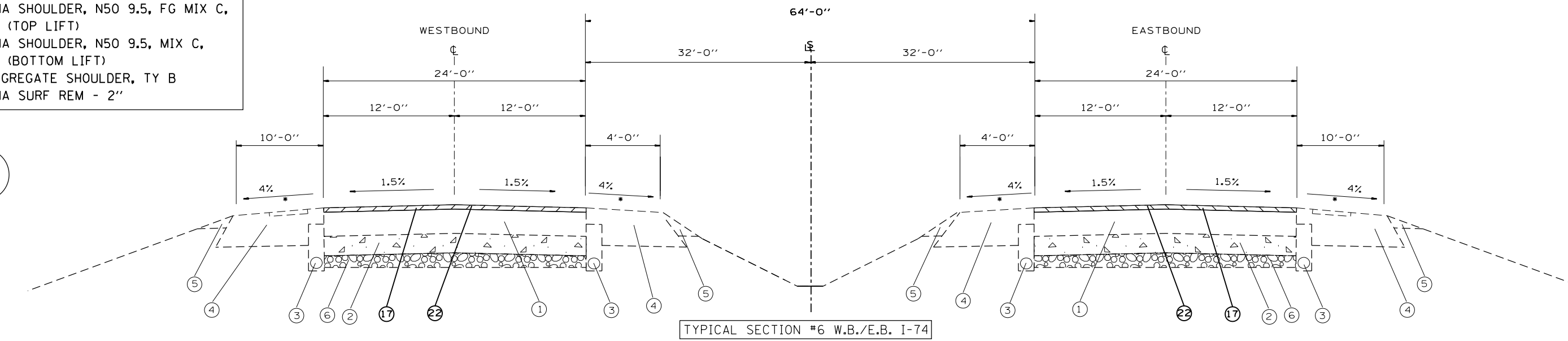
LEGEND

- EXISTING ITEMS**
- ① EXIST. BIT. OVERLAY 6-9"
  - ② EXIST. P.C.C. PAVT. 7"
  - ③ EXIST. PIPE UNDER DRAIN
  - ④ EXIST. BIT. SHOULDER
  - ⑤ EXIST. AGG. SHOULDER
  - ⑥ EXIST. STABILIZED SUB BASE
- PROPOSED ITEMS**
- ⑮ HMA SURFACE REMOVAL, - 1 3/4"
  - ⑯ POLYMERIZED HMA BINDER, IL 4.75, N50 - 1"
  - ⑰ POLYMERIZED HMA SURFACE, IL 12.5, N 80 (TWO LIFTS - 4" TOTAL)
  - ⑱ HMA SURFACE REMOVAL, - 3/4"
  - ⑲ HMA SHOULDER, N50 9.5, FG MIX C, 2" (TOP LIFT)
  - ⑳ HMA SHOULDER, N50 9.5, MIX C, 2" (BOTTOM LIFT)
  - ㉑ AGGREGATE SHOULDER, TY B
  - ㉒ HMA SURF REM - 2"

W.B. I-74  
 STA 236+50 TO STA 246+75  
 STA 268+30 TO STA 274+00

E.B. I-74  
 STA 236+50 TO STA 246+75  
 STA 268+30 TO STA 274+00

6



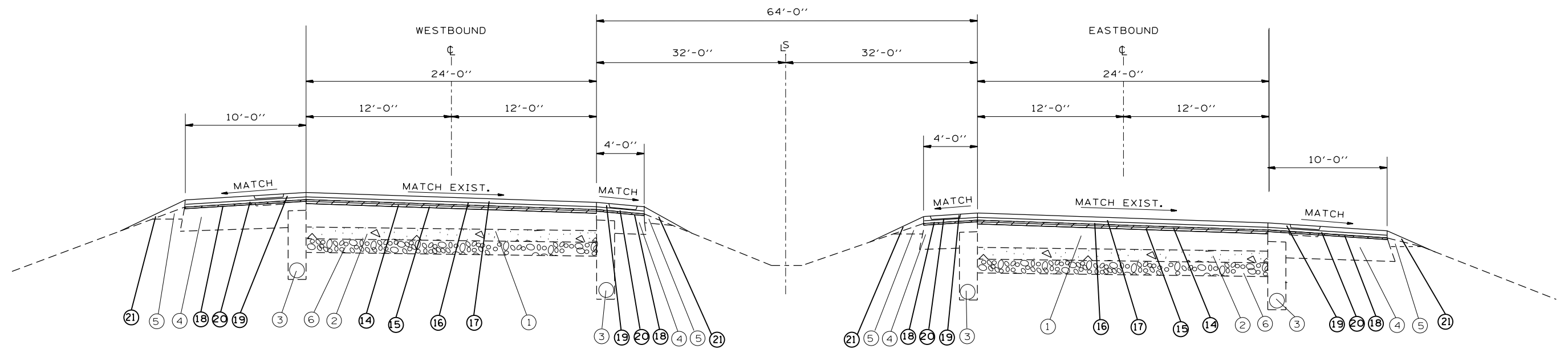
W.B. I-74  
 STA 246+75 TO STA 249+28  
 STA 253+50 TO STA 268+30

E.B. I-74  
 STA 246+75 TO STA 249+90  
 STA 254+12 TO STA 268+30

\* RUMBLE STRIPS WILL BE INCLUDED ON ALL SHOULDERS

FILE NAME =	USER NAME = jacobsmr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED/EXISTING TYPICAL SECTION</b>			48-129RS-7,30RS-13;72-3RS-2			
pw:\planroom\dot.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 4\Projects\D4.686\Drawings\CADsheets\FINAL SHEETS.dgn		REVISIONS			F.A.I. RTE. 74	SECTION 148-26RS-2	COUNTY KNOX	TOTAL SHEETS 86	SHEET NO. 30	CONTRACT NO. 68656	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 12/12/2019	DATE -	REVISED -								

7



TYPICAL SECTION #7 W.B./E.B. I-74

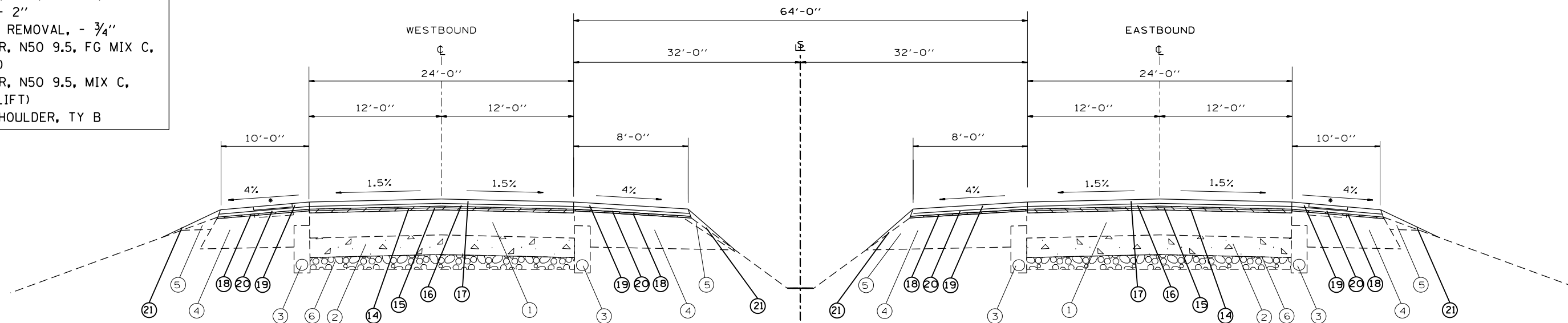
LEGEND

- EXISTING ITEMS**
- ① EXIST. BIT. OVERLAY 6-9"
  - ② EXIST. P.C.C. PAVT. 7"
  - ③ EXIST. PIPE UNDER DRAIN
  - ④ EXIST. BIT. SHOULDER
  - ⑤ EXIST. AGG. SHOULDER
  - ⑥ EXIST. STABILIZED SUB BASE
- PROPOSED ITEMS**
- ⑭ HMA SURFACE REMOVAL, - 1 3/4"
  - ⑮ POLY HMA BC, IL 4.75, N50 - 1"
  - ⑯ POLY HMA BC, SMA, IL 12.5, N 80 - 2"
  - ⑰ POLY HMA SC, SMA, IL 12.5, MIX E N 80 - 2"
  - ⑱ HMA SURFACE REMOVAL, - 3/4"
  - ⑲ HMA SHOULDER, N50 9.5, FG MIX C, 2" (TOP LIFT)
  - ⑳ HMA SHOULDER, N50 9.5, MIX C, 2" (BOTTOM LIFT)
  - ㉑ AGGREGATE SHOULDER, TY B

W.B. I-74  
STA 274+00 TO STA 294+76

E.B. I-74  
STA 274+00 TO STA 292+40

8



TYPICAL SECTION #8 W.B./E.B. I-74

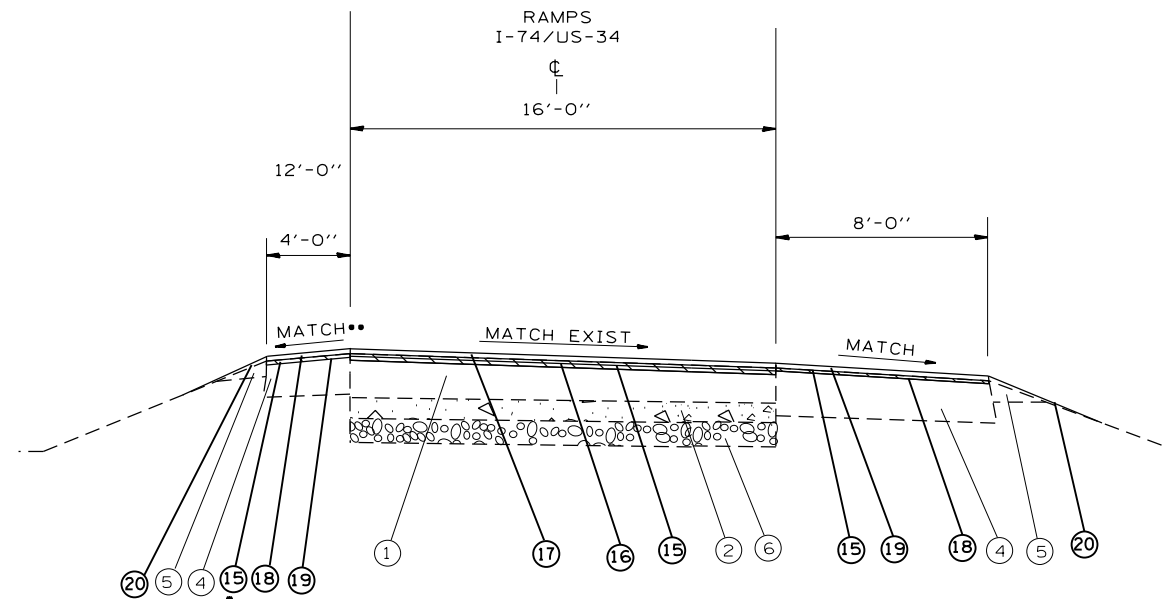
W.B. I-74  
STA 308+12 TO STA 320+22

E.B. I-74  
STA 308+12 TO STA 320+22

\* RUMBLE STRIPS WILL BE INCLUDED ON ALL SHOULDERS

FILE NAME =	USER NAME = jacobsmr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED/EXISTING TYPICAL SECTION</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE = 12/12/2019	DATE -	REVISED -		SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT												

48-129RS-7,30RS-11;72-3RS-2



LEGEND

EXISTING ITEMS	
①	EXIST. BIT. OVERLAY VAR"
②	EXIST. P.C.C. PAVT. 7"
③	EXIST. PIPE UNDER DRAIN
④	EXIST. BIT. SHOULDER
⑤	EXIST. AGG. SHOULDER
⑥	EXIST. STABILIZED SUB BASE
PROPOSED ITEMS	
⑮	HMA SURFACE REMOVAL, 2"
⑯	POLY HMA BC, IL 4.75, N50 - 1"
⑰	POLY HMA SC, IL 12.5, N 80 - 2"
⑱	HMA SHOULDER, N50 9.5, FG MIX C, 2" (TOP LIFT)
⑲	HMA SHOULDER, N50 9.5, MIX C, 1" (BOTTOM LIFT)
⑳	AGGREGATE SHOULDER, TY B

• FOR SHOULDER HMA SURF REM. MATCH RAMP REMOVAL THICKNESS

•• MAXIMUM SUM OF RAMP AND SHOULDER SLOPES SHALL NOT EXCEED 8% (TO BE VERIFIED IN FIELD).

RAMP A	STA 0+28 TO STA 9+51
RAMP B	STA 0+26 TO STA 11+01
RAMP C	STA 0+33 TO STA 10+13
RAMP D	STA 0+33 TO STA 11+19
RAMP E	STA 0+71 TO STA 15+26
RAMP F	STA 0+93 TO STA 13+95
RAMP G	STA 0+62 TO STA 15+40
RAMP H	STA 0+97 TO STA 14+56

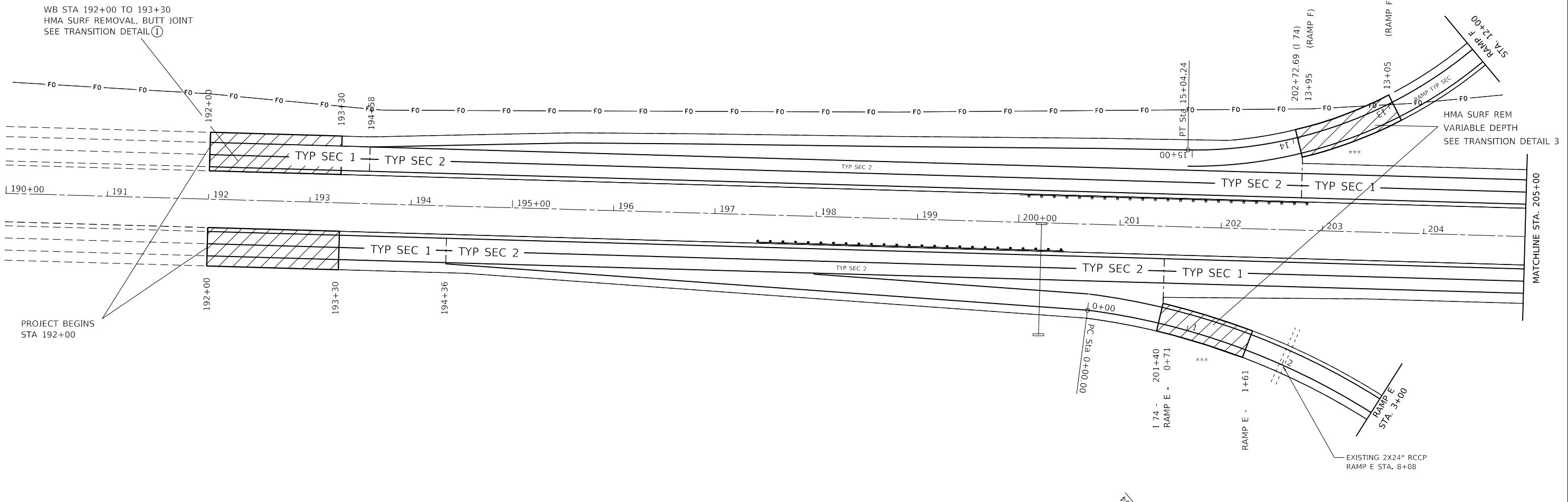
\* RUMBLE STRIPS WILL BE INCLUDED ON ALL SHOULDERS

FILE NAME =	USER NAME = jacobsmr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED/EXISTING TYPICAL SECTION</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE = 12/12/2019	DATE -	REVISED -		SHEET OF SHEETS STA. TO STA.			<b>CONTRACT NO. 68656</b>				
											ILLINOIS FED. AID PROJECT	



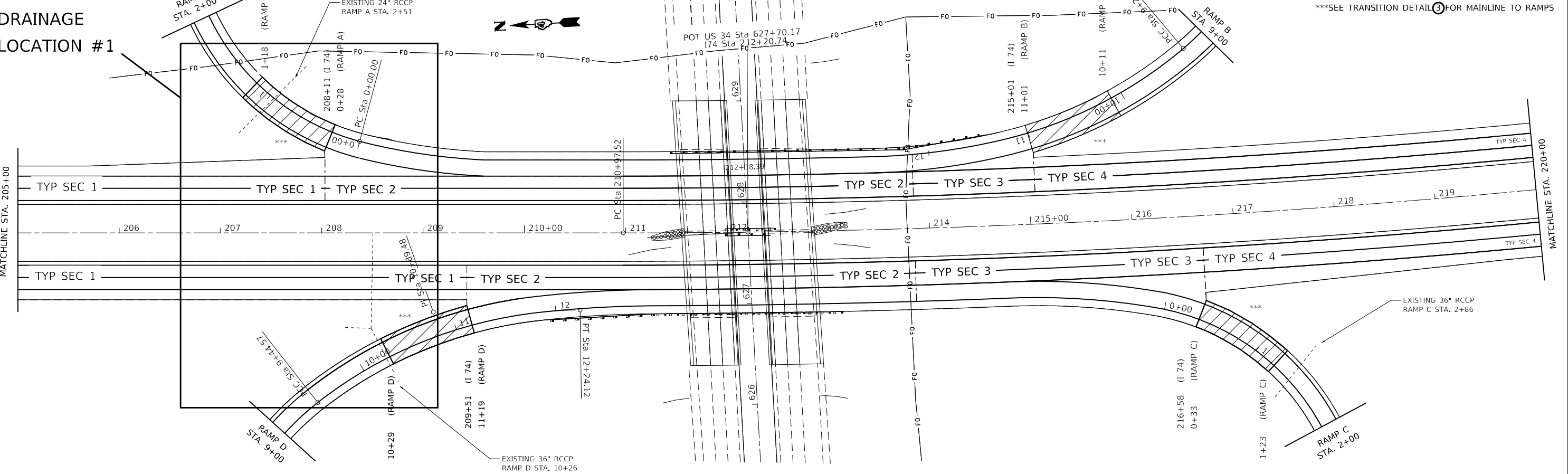
\*\*\*SEE TRANSITION DETAIL (3) FOR MAINLINE TO RAMPS

WB STA 192+00 TO 193+30  
HMA SURF REMOVAL, BUTT JOINT  
SEE TRANSITION DETAIL (1)



\*\*\*SEE TRANSITION DETAIL (3) FOR MAINLINE TO RAMPS

**DRAINAGE  
LOCATION #1**



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 FILE NAME: I:\p1\planroom.dwg  
 PROJECT: I:\p1\planroom.dwg  
 USER: jacobsmr  
 DATE: 12/12/2019

USER NAME = jacobsmr	DESIGNED -	REVISED -
DRAWN -	REVISOR -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISOR -
PLOT DATE = 12/12/2019	DATE -	REVISOR -

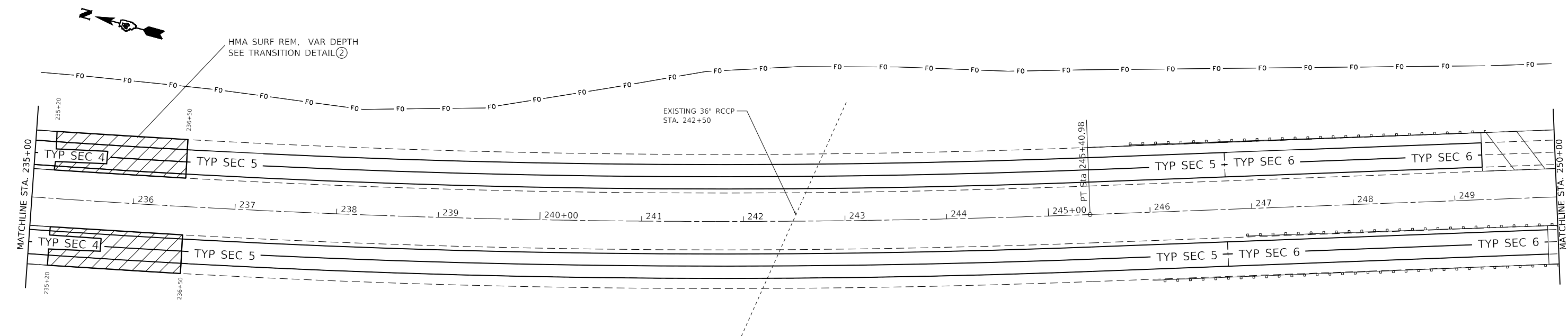
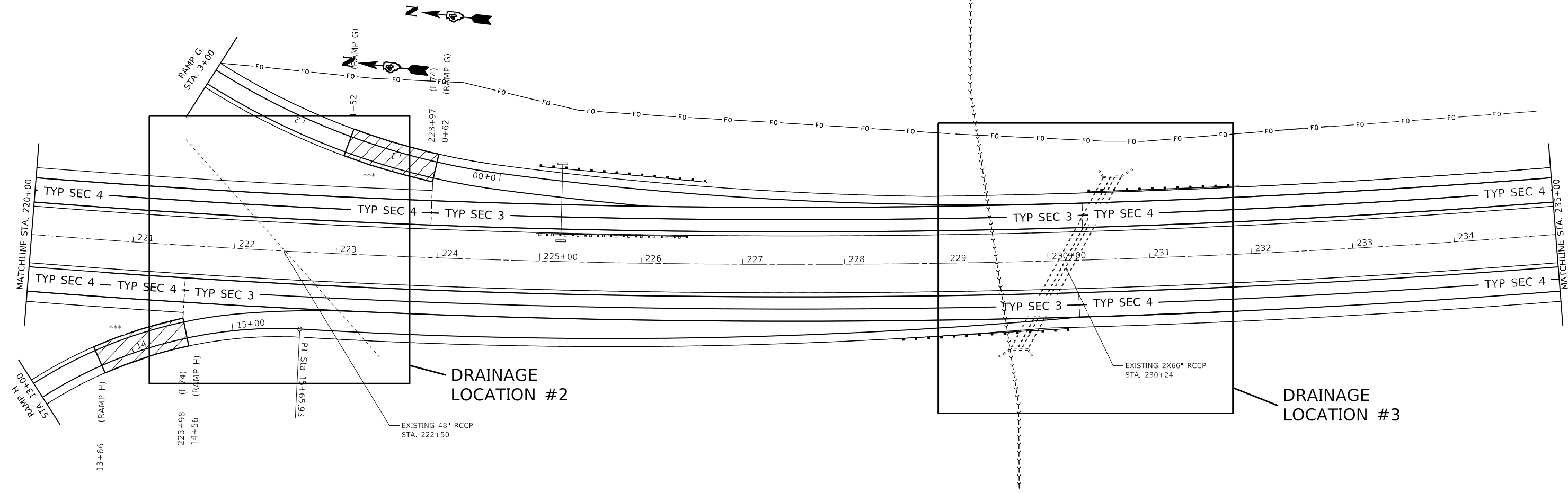
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED PLAN**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	33
CONTRACT NO. 68656				
ILLINOIS   FED. AID PROJECT				

\*\*\*SEE TRANSITION DETAIL ③ FOR MAINLINE TO RAMPS



MODEL: C:\p\planroom.dwt:illinois.gps:P\11\DOT\Documents\11DOT Office\11\11ret\_11p\objects\11d\_68656\CAD\Drawings\CAD\Drawings\FINAL\_SHEETS.dwg FILE NAME: ...

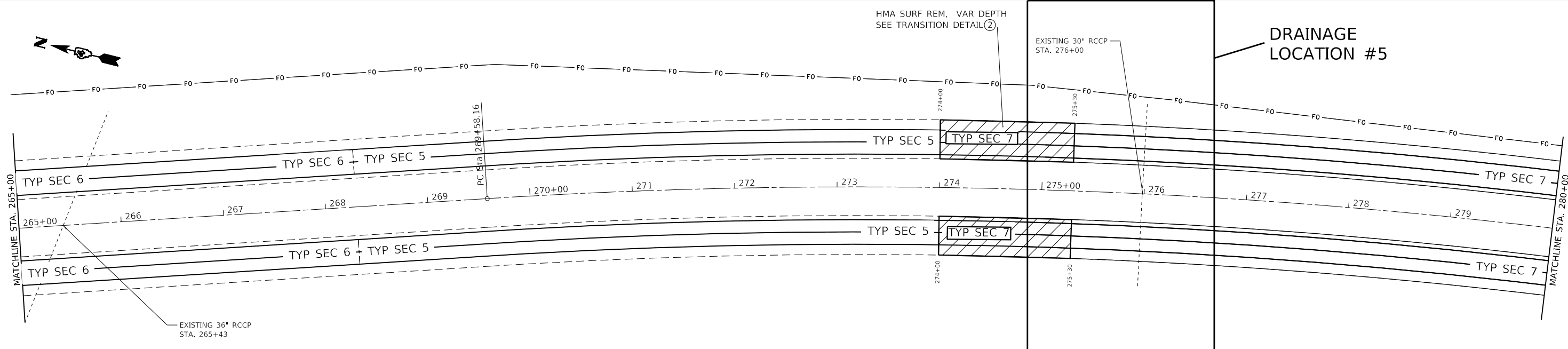
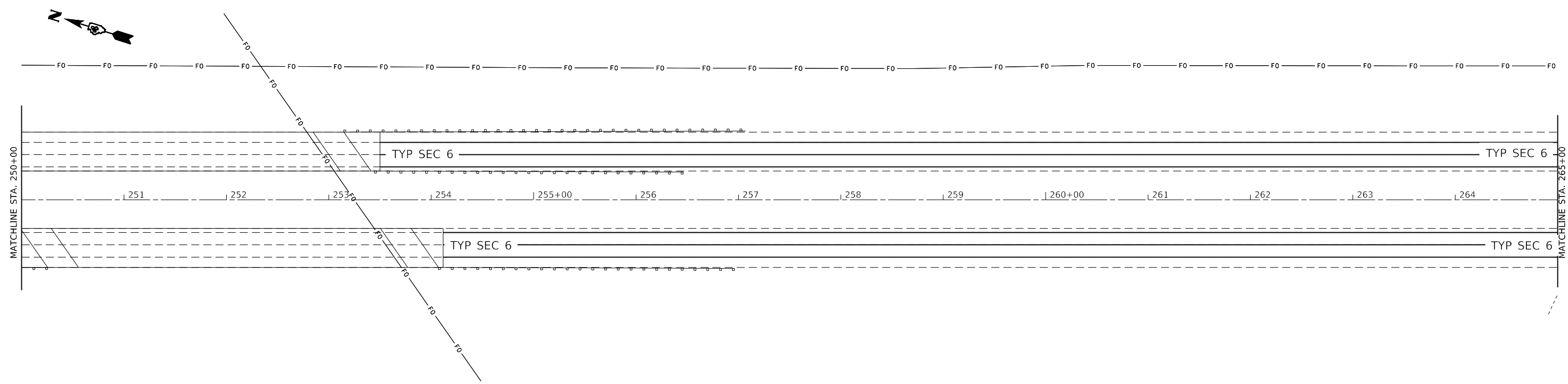
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PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 12/12/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE. 74	SECTION (48-26)RS-2	COUNTY KNOX	TOTAL SHEETS 86	SHEET NO. 34
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



MODEL: C:\p1\planroom.dwt  
 FILE NAME: C:\p1\planroom.dwt  
 PROJECT: ILLINOIS DOT  
 OFFICE: ILLINOIS DOT  
 PROJECT ID: 68656  
 DRAWING: CAD\DWG\CAD\DWG\FINAL\_SHEETS.dwg

USER NAME = jacobsmr	DESIGNED -	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2019	DATE -	REVISED -

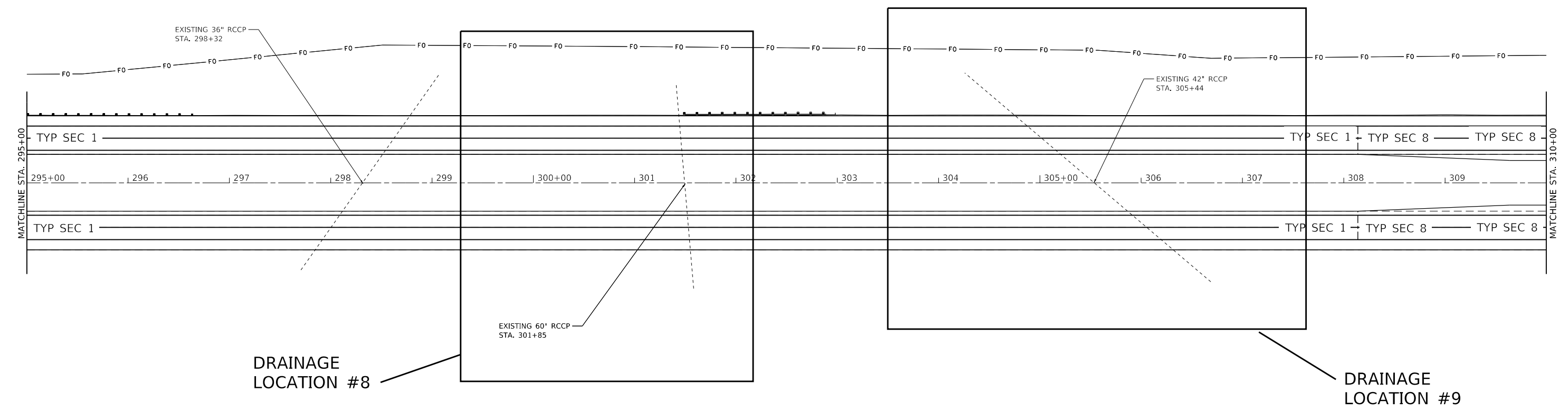
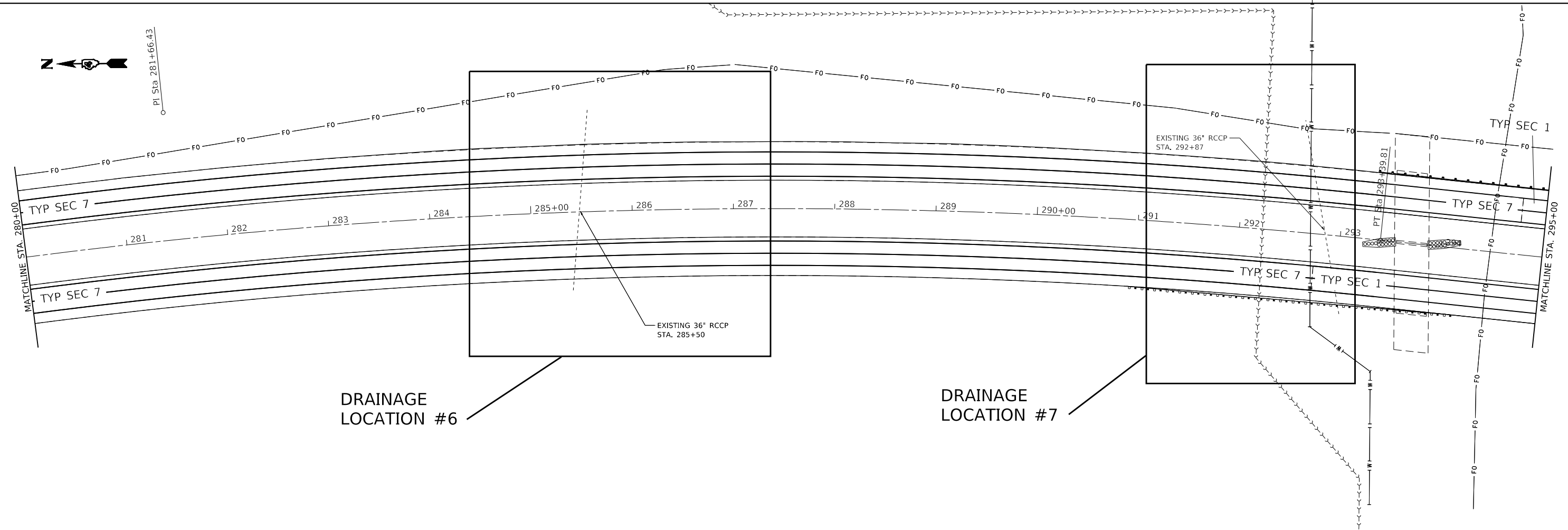
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED PLAN</b>	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.I. RTE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	35
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



PI Sta 281+66.43



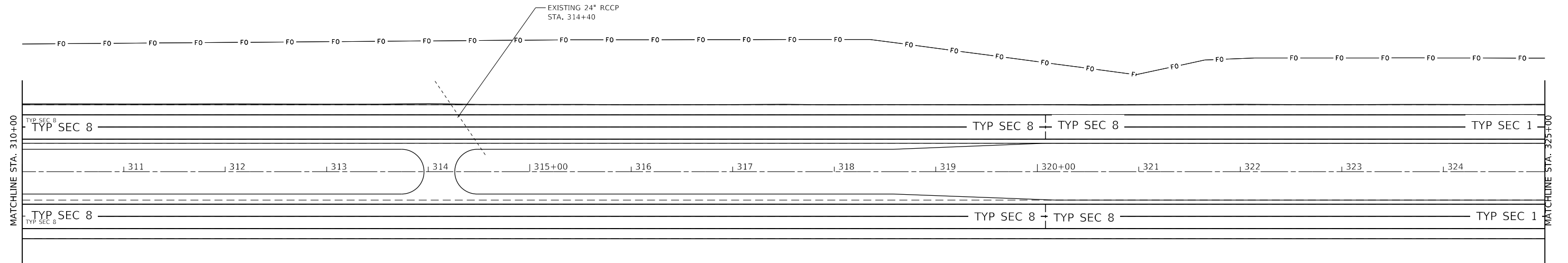
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USER NAME = jacobsnr	DESIGNED -	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED PLAN</b>				
SCALE:	SHEET	OF	SHEETS	STA.
				TO STA.

F.A.I. RTE. 74	SECTION (48-26)R5-2	COUNTY KNOX	TOTAL SHEETS 86	SHEET NO. 36
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



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USER NAME = jacobsnr	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 12/12/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED PLAN**

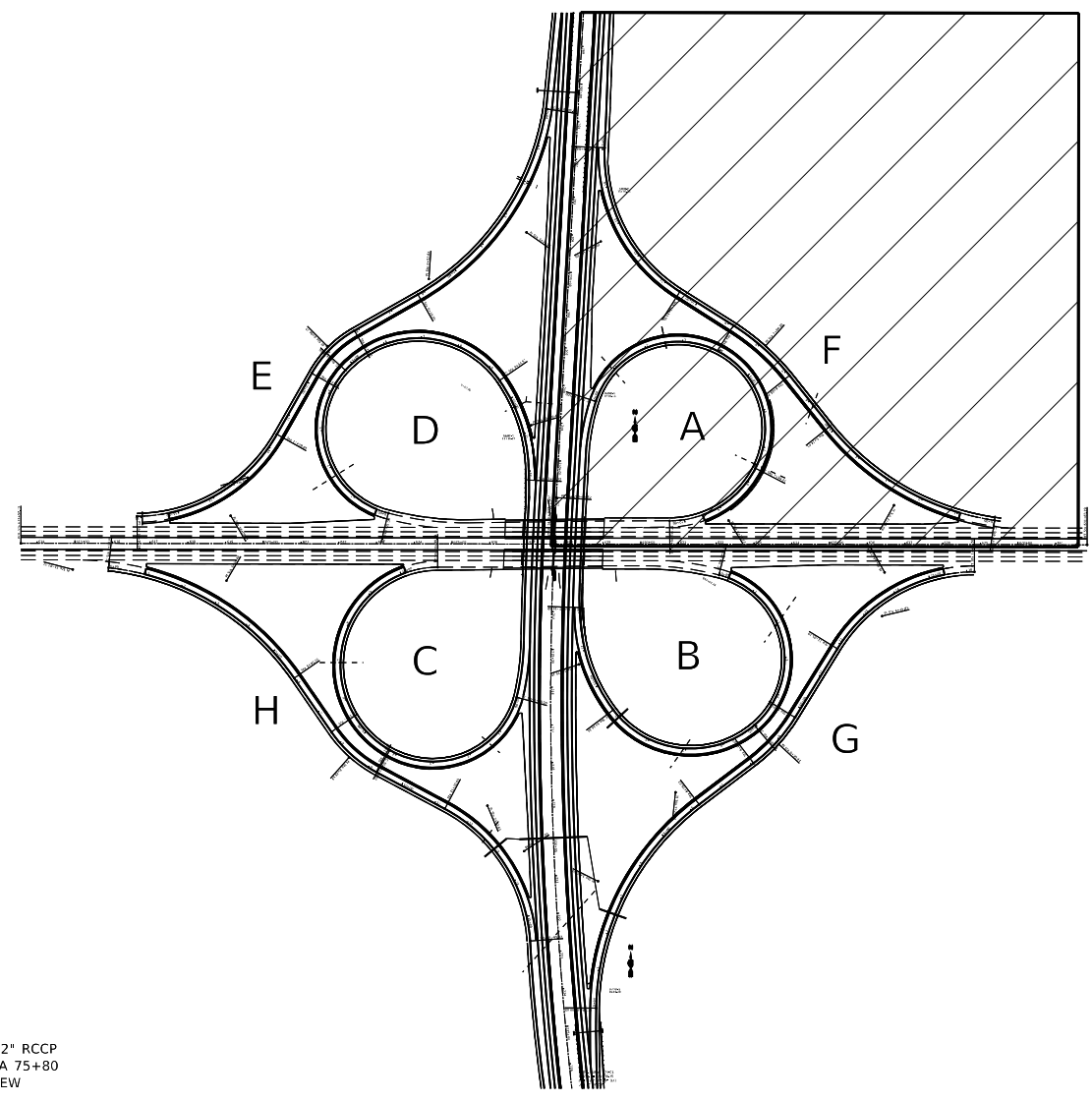
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	37
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

I 74

EXIST. CURVE RAMP-A-C2  
 PI STA. = 9+15.27  
 $\Delta = 62^\circ 26' 31''$  (RT)  
 $D = 22^\circ 15' 12''$   
 $R = 257.47'$   
 $T = 156.06'$   
 $L = 280.60'$   
 $E = 43.60'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 7+59.21  
 P.T. STA. = 10+39.81

EXIST. CURVE RAMP-A-C1  
 PI STA. = 28+81.16  
 $\Delta = 189^\circ 07' 42''$  (RT)  
 $D = 24^\circ 54' 40''$   
 $R = 230.00'$   
 $T = 2,881.16'$   
 $L = 759.21'$   
 $E = 3,120.32'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 0+00.00  
 P.T. STA. = 7+59.21



DRAINAGE LOCATION #10

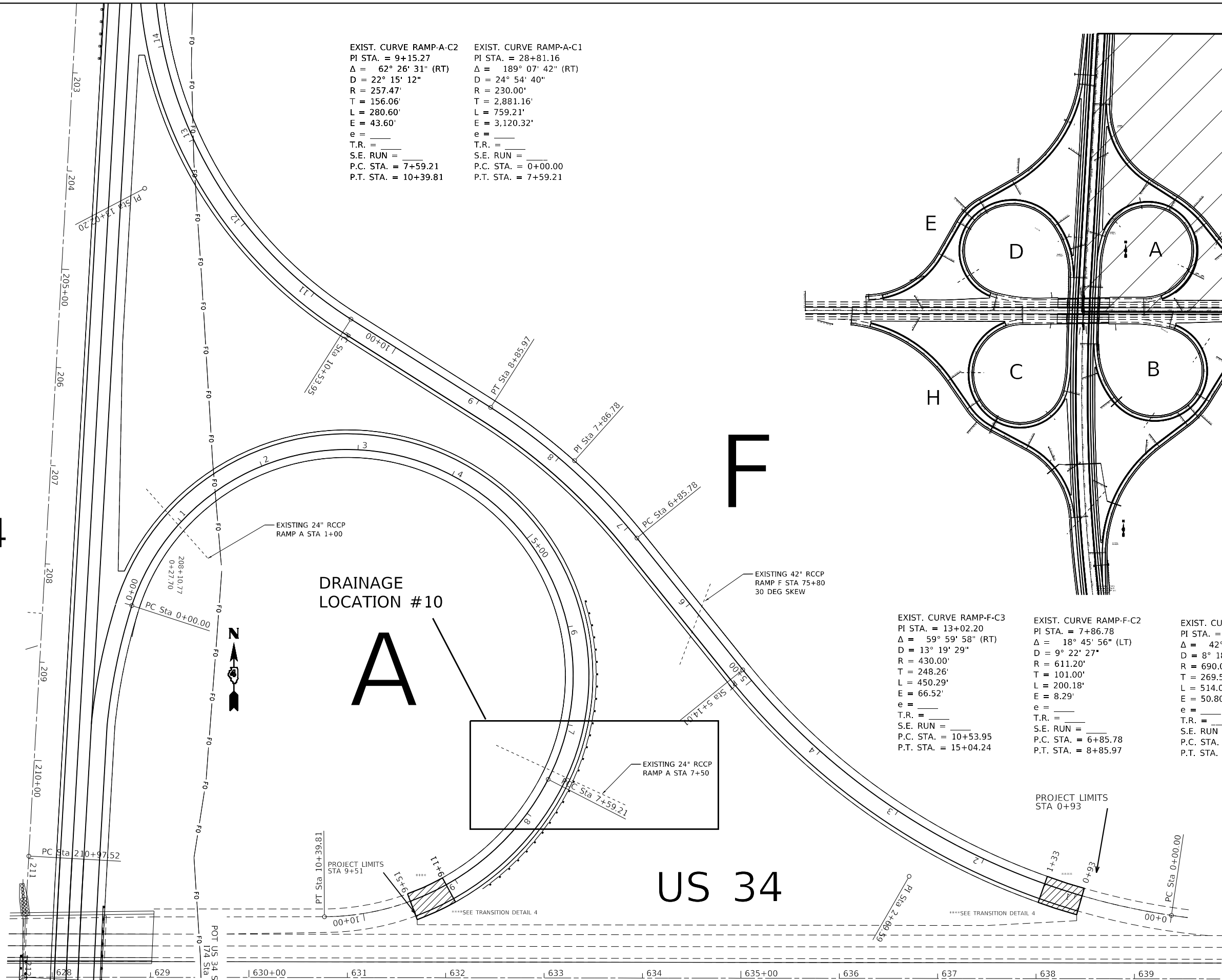
A

US 34

EXIST. CURVE RAMP-F-C3  
 PI STA. = 13+02.20  
 $\Delta = 59^\circ 59' 58''$  (RT)  
 $D = 13^\circ 19' 29''$   
 $R = 430.00'$   
 $T = 248.26'$   
 $L = 450.29'$   
 $E = 66.52'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 10+53.95  
 P.T. STA. = 15+04.24

EXIST. CURVE RAMP-F-C2  
 PI STA. = 7+86.78  
 $\Delta = 18^\circ 45' 56''$  (LT)  
 $D = 9^\circ 22' 27''$   
 $R = 611.20'$   
 $T = 101.00'$   
 $L = 200.18'$   
 $E = 8.29'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 6+85.78  
 P.T. STA. = 8+85.97

EXIST. CURVE RAMP-F-C1  
 PI STA. = 2+69.59  
 $\Delta = 42^\circ 40' 54''$  (RT)  
 $D = 8^\circ 18' 13''$   
 $R = 690.00'$   
 $T = 269.59'$   
 $L = 514.01'$   
 $E = 50.80'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 0+00.00  
 P.T. STA. = 5+14.01



USER NAME = jacobsmr	DESIGNED	REVISED
DRAWN	REVISOR	REVISION
PLOT SCALE = 100,0000" / in.	CHECKED	REVISION
PLOT DATE = 12/12/2019	DATE	REVISION

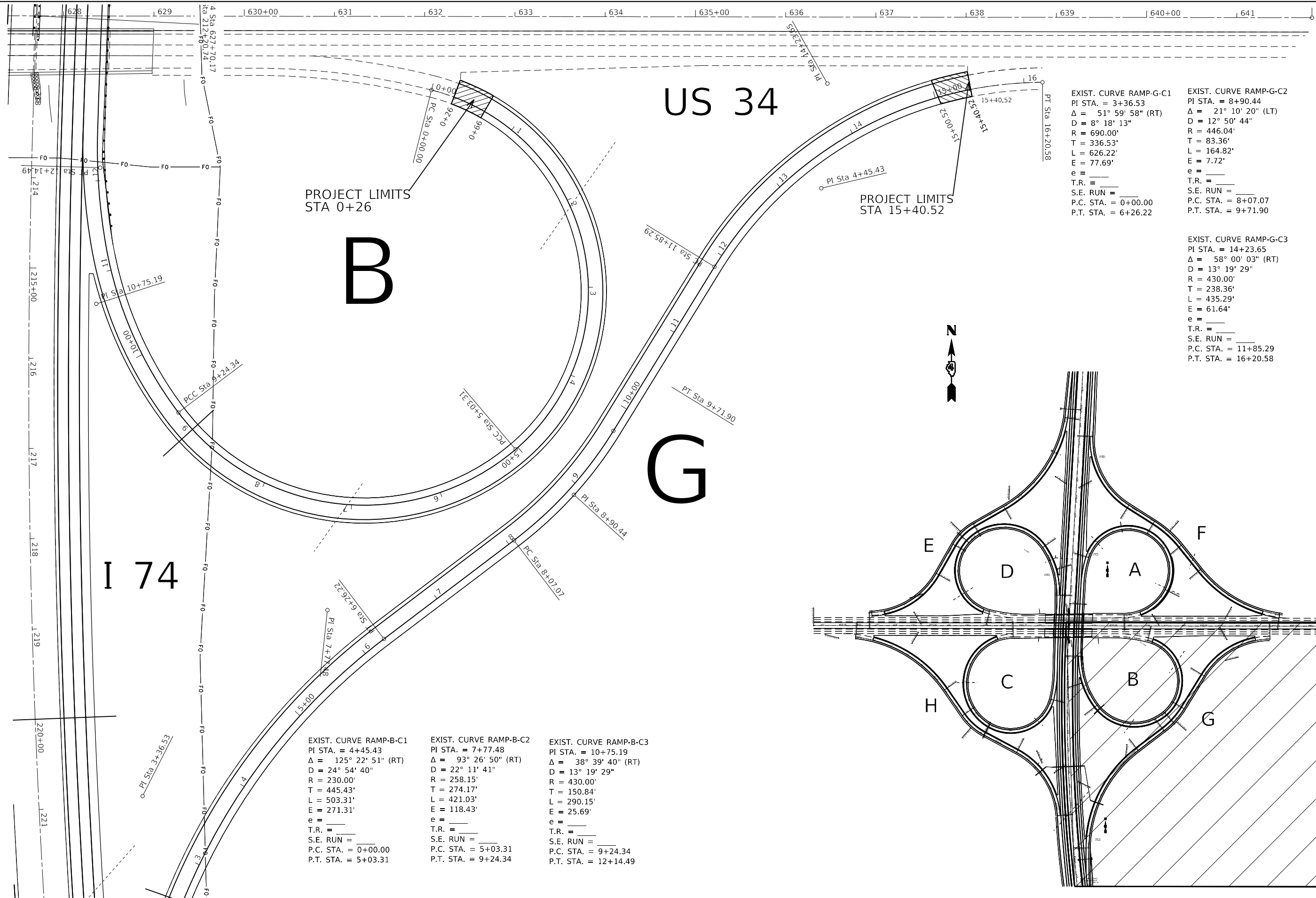
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE. 74	SECTION (48-26)RS-2	COUNTY KNOX	TOTAL SHEETS 86	SHEET NO. 38
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

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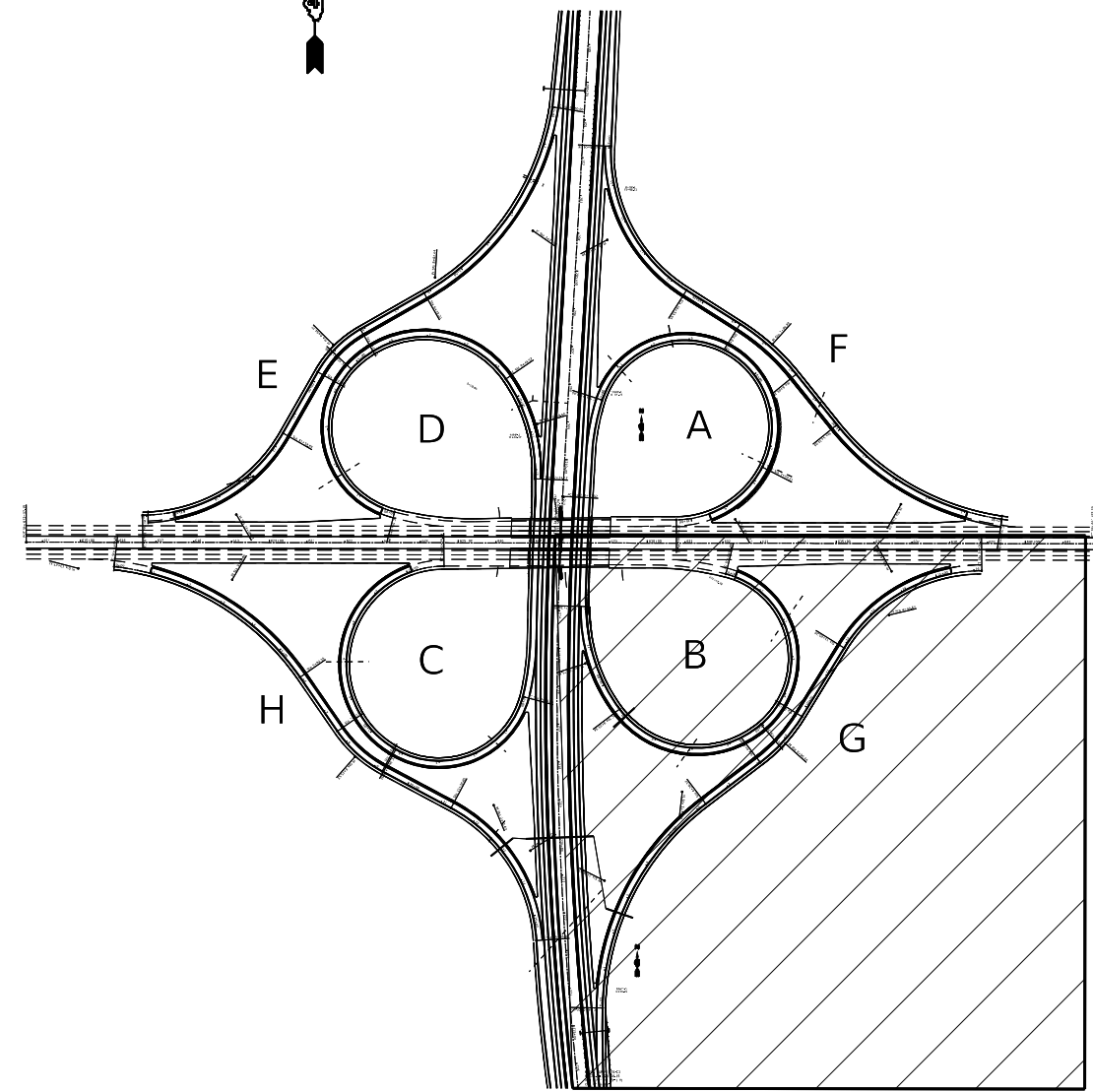
EXIST. CURVE RAMP-G-C1 PI STA. = 3+36.53 $\Delta = 51^\circ 59' 58''$ (RT) D = 8' 18" 13" R = 690.00' T = 336.53' L = 626.22' E = 77.69' e = _____ T.R. = _____ S.E. RUN = _____ P.C. STA. = 0+00.00 P.T. STA. = 6+26.22	EXIST. CURVE RAMP-G-C2 PI STA. = 8+90.44 $\Delta = 21^\circ 10' 20''$ (LT) D = 12' 50' 44" R = 446.04' T = 83.36' L = 164.82' E = 7.72' e = _____ T.R. = _____ S.E. RUN = _____ P.C. STA. = 8+07.07 P.T. STA. = 9+71.90
--	---

EXIST. CURVE RAMP-G-C3 PI STA. = 14+23.65 $\Delta = 58^\circ 00' 03''$ (RT) D = 13' 19' 29" R = 430.00' T = 238.36' L = 435.29' E = 61.64' e = _____ T.R. = _____ S.E. RUN = _____ P.C. STA. = 11+85.29 P.T. STA. = 16+20.58
--

PROJECT LIMITS  
STA 0+26

PROJECT LIMITS  
STA 15+40.52

EXIST. CURVE RAMP-B-C1 PI STA. = 4+45.43 $\Delta = 125^\circ 22' 51''$ (RT) D = 24' 54' 40" R = 230.00' T = 445.43' L = 503.31' E = 271.31' e = _____ T.R. = _____ S.E. RUN = _____ P.C. STA. = 0+00.00 P.T. STA. = 5+03.31	EXIST. CURVE RAMP-B-C2 PI STA. = 7+77.48 $\Delta = 93^\circ 26' 50''$ (RT) D = 22' 11' 41" R = 258.15' T = 274.17' L = 421.03' E = 118.43' e = _____ T.R. = _____ S.E. RUN = _____ P.C. STA. = 5+03.31 P.T. STA. = 9+24.34	EXIST. CURVE RAMP-B-C3 PI STA. = 10+75.19 $\Delta = 38^\circ 39' 40''$ (RT) D = 13' 19' 29" R = 430.00' T = 150.84' L = 290.15' E = 25.69' e = _____ T.R. = _____ S.E. RUN = _____ P.C. STA. = 9+24.34 P.T. STA. = 12+14.49
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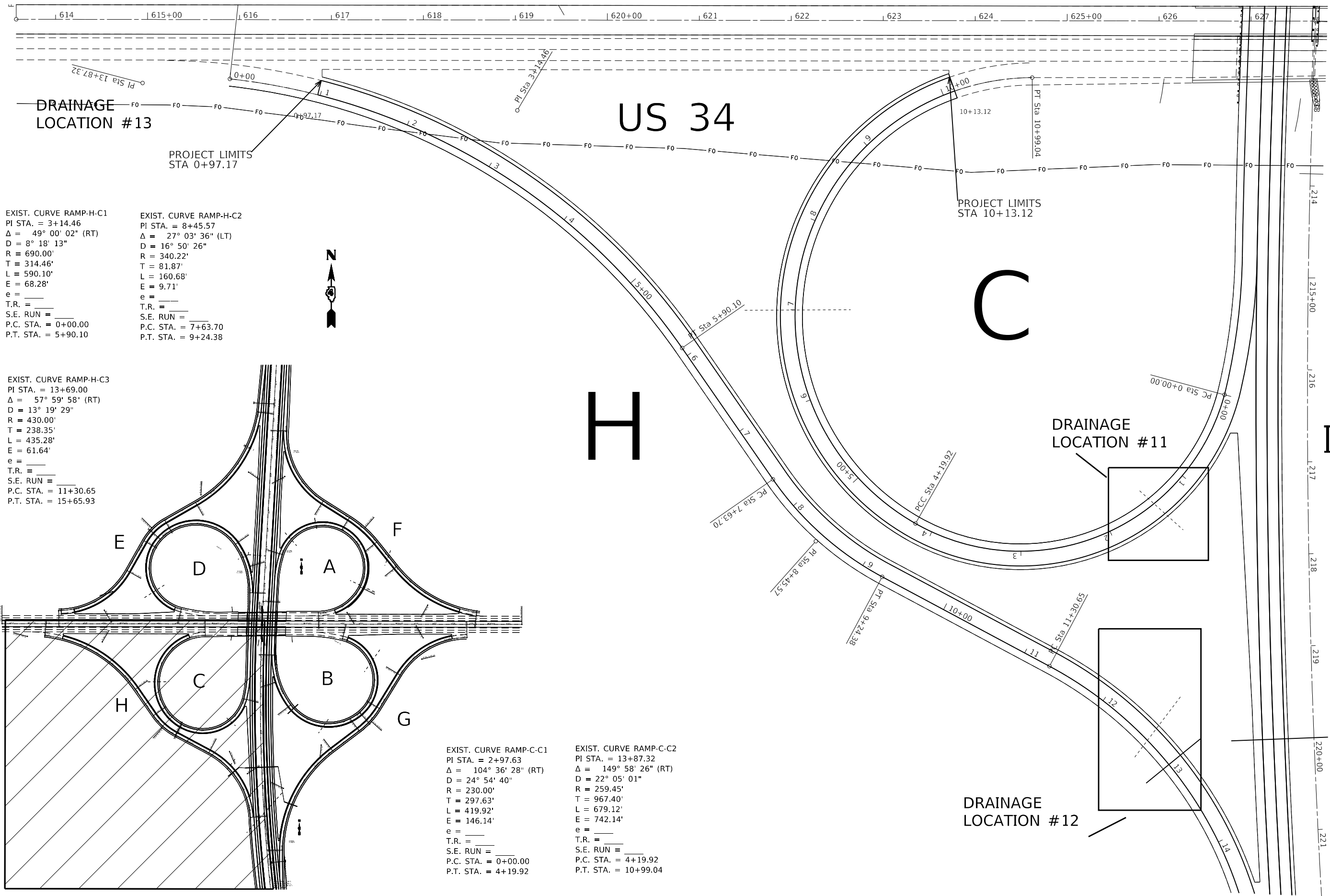
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USER NAME = jacobsnr	DESIGNED -	REVISED -
DRAWN -	REVISOR -	REVISION -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISION -
PLOT DATE = 12/12/2019	DATE -	REVISION -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED PLAN</b>				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	39
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE RAMP-H-C1  
 PI STA. = 3+14.46  
 $\Delta = 49^\circ 00' 02''$  (RT)  
 $D = 8^\circ 18' 13''$   
 $R = 690.00'$   
 $T = 314.46'$   
 $L = 590.10'$   
 $E = 68.28'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 0+00.00  
 P.T. STA. = 5+90.10

EXIST. CURVE RAMP-H-C3  
 PI STA. = 13+69.00  
 $\Delta = 57^\circ 59' 58''$  (RT)  
 $D = 13^\circ 19' 29''$   
 $R = 430.00'$   
 $T = 238.35'$   
 $L = 435.28'$   
 $E = 61.64'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 11+30.65  
 P.T. STA. = 15+65.93

EXIST. CURVE RAMP-C-C1  
 PI STA. = 2+97.63  
 $\Delta = 104^\circ 36' 28''$  (RT)  
 $D = 24^\circ 54' 40''$   
 $R = 230.00'$   
 $T = 297.63'$   
 $L = 419.92'$   
 $E = 146.14'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 0+00.00  
 P.T. STA. = 4+19.92

EXIST. CURVE RAMP-C-C2  
 PI STA. = 13+87.32  
 $\Delta = 149^\circ 58' 26''$  (RT)  
 $D = 22^\circ 05' 01''$   
 $R = 259.45'$   
 $T = 967.40'$   
 $L = 679.12'$   
 $E = 742.14'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 4+19.92  
 P.T. STA. = 10+99.04

USER NAME = jacobsnr	DESIGNED -	REVISED -
PLOT SCALE = 100.0000" / in.	DRAWN -	REVISED -
PLOT DATE = 12/12/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED PLAN</b>				
SCALE:	SHEET	OF	SHEETS	STA.
				TO STA.

F.A.I. RTE. 74	SECTION (48-26)RS-2	COUNTY KNOX	TOTAL SHEETS 86	SHEET NO. 40
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

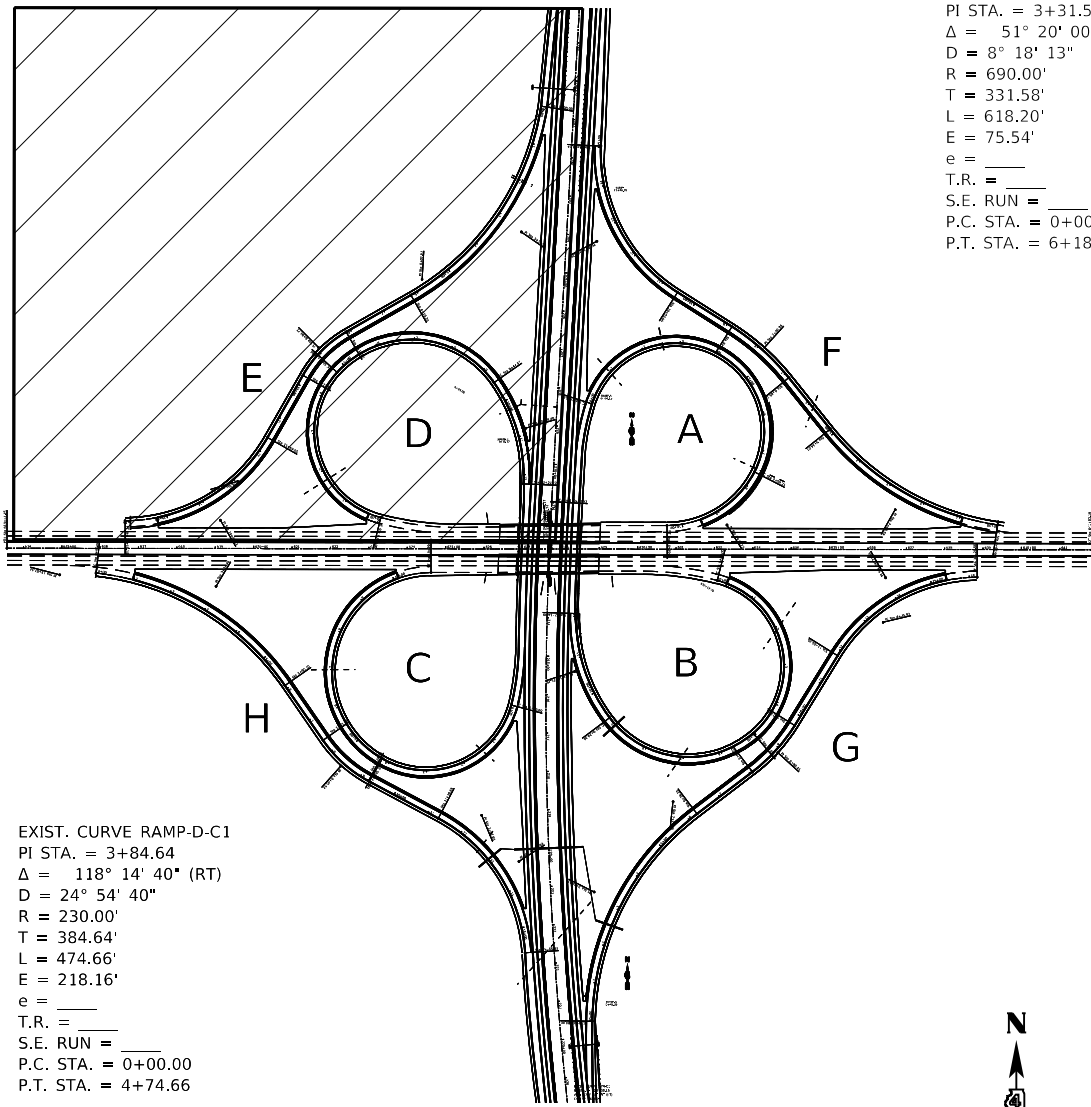
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EXIST. CURVE RAMP-E-C1  
 PI STA. = 3+31.58  
 $\Delta = 51^\circ 20' 00''$  (RT)  
 D = 8° 18' 13"  
 R = 690.00'  
 T = 331.58'  
 L = 618.20'  
 E = 75.54'  
 e = \_\_\_\_\_  
 T.R. = \_\_\_\_\_  
 S.E. RUN = \_\_\_\_\_  
 P.C. STA. = 0+00.00  
 P.T. STA. = 6+18.20

EXIST. CURVE RAMP-E-C2  
 PI STA. = 8+94.77  
 $\Delta = 30^\circ 38' 40''$  (LT)  
 D = 18° 58' 20"  
 R = 302.00'  
 T = 82.74'  
 L = 161.52'  
 E = 11.13'  
 e = \_\_\_\_\_  
 T.R. = \_\_\_\_\_  
 S.E. RUN = \_\_\_\_\_  
 P.C. STA. = 8+12.03  
 P.T. STA. = 9+73.55

EXIST. CURVE RAMP-E-C3  
 PI STA. = 14+08.11  
 $\Delta = 59^\circ 59' 59''$  (RT)  
 D = 13° 19' 29"  
 R = 430.00'  
 T = 248.26'  
 L = 450.29'  
 E = 66.52'  
 e = \_\_\_\_\_  
 T.R. = \_\_\_\_\_  
 S.E. RUN = \_\_\_\_\_  
 P.C. STA. = 11+59.85  
 P.T. STA. = 16+10.14



EXIST. CURVE RAMP-D-C1  
 PI STA. = 3+84.64  
 $\Delta = 118^\circ 14' 40''$  (RT)  
 D = 24° 54' 40"  
 R = 230.00'  
 T = 384.64'  
 L = 474.66'  
 E = 218.16'  
 e = \_\_\_\_\_  
 T.R. = \_\_\_\_\_  
 S.E. RUN = \_\_\_\_\_  
 P.C. STA. = 0+00.00  
 P.T. STA. = 4+74.66

EXIST. CURVE RAMP-D-C2  
 PI STA. = 8+02.64  
 $\Delta = 102^\circ 45' 38''$  (RT)  
 D = 21° 52' 06"  
 R = 262.00'  
 T = 327.97'  
 L = 469.90'  
 E = 157.77'  
 e = \_\_\_\_\_  
 T.R. = \_\_\_\_\_  
 S.E. RUN = \_\_\_\_\_  
 P.C. STA. = 4+74.66  
 P.T. STA. = 9+44.57

EXIST. CURVE RAMP-D-C3  
 PI STA. = 10+89.48  
 $\Delta = 37^\circ 14' 56''$  (RT)  
 D = 13° 19' 28"  
 R = 430.00'  
 T = 144.92'  
 L = 279.55'  
 E = 23.76'  
 e = \_\_\_\_\_  
 T.R. = \_\_\_\_\_  
 S.E. RUN = \_\_\_\_\_  
 P.C. STA. = 9+44.57  
 P.T. STA. = 12+24.12



POT Sta 613+57.15  
 614  
 615+00  
 616  
 617  
 618  
 619  
 620+00  
 621  
 622  
 623  
 624  
 625+00  
 626  
 627

PT Sta 16+10.14  
 15  
 14  
 13  
 12  
 11  
 10  
 9  
 8  
 7  
 6  
 5  
 4  
 3  
 2  
 1  
 00+00

POT Sta 613+57.15  
 614  
 615+00  
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 619  
 620+00  
 621  
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 624  
 625+00  
 626  
 627

PT Sta 16+10.14  
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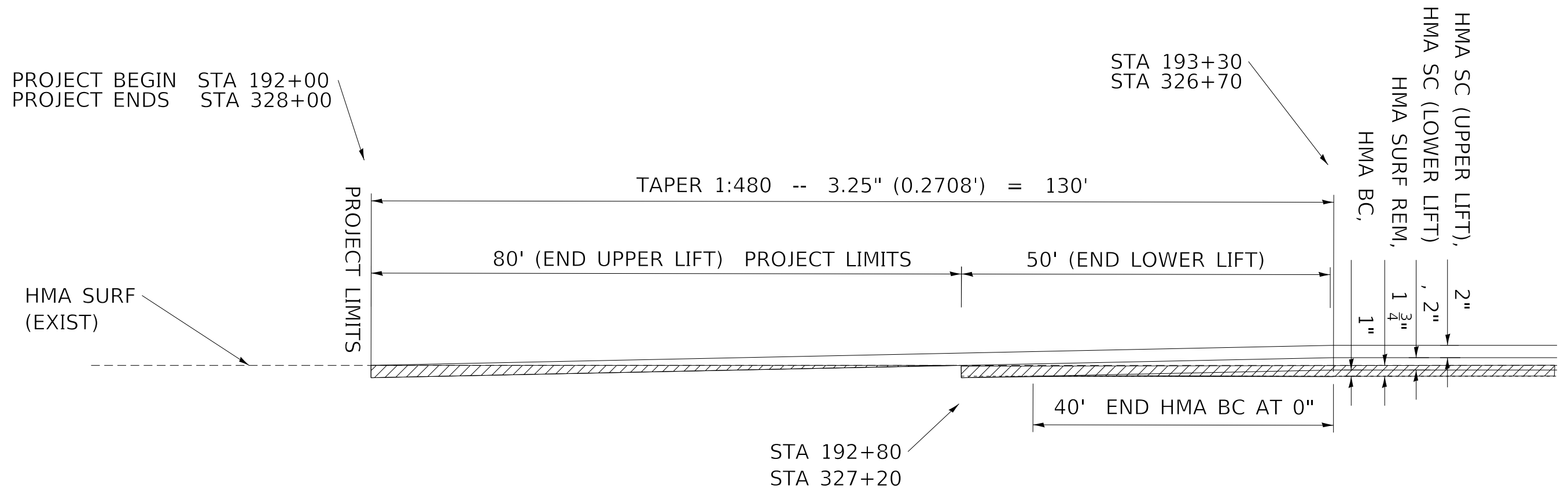
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

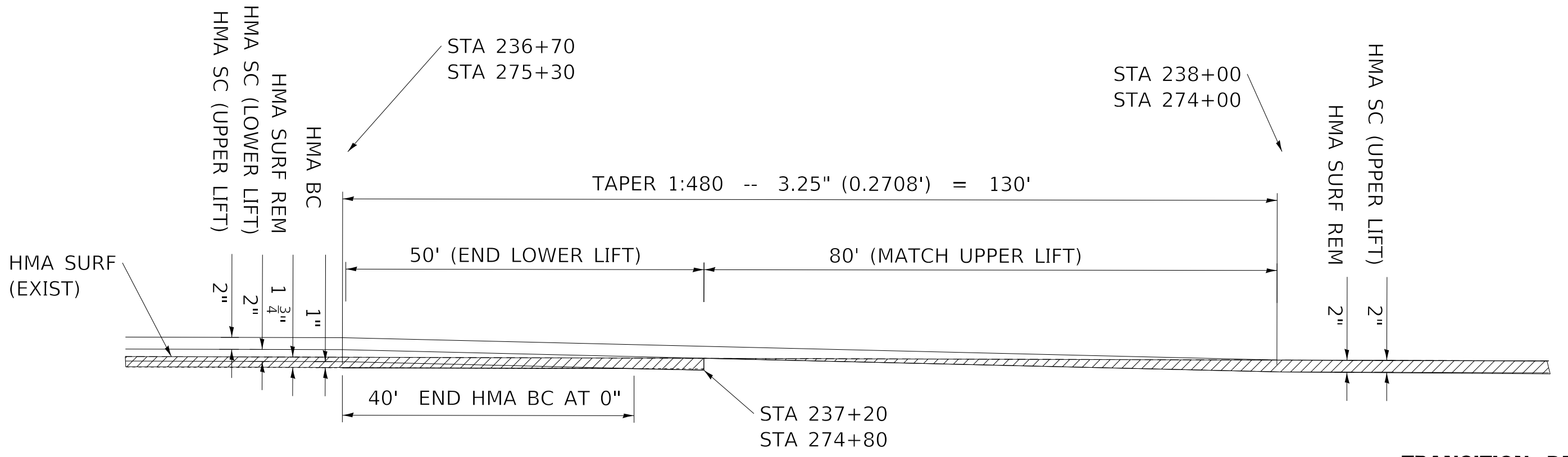
PROPOSED PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	41
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



**TRANSITION DETAIL 1**



**TRANSITION DETAIL 2**

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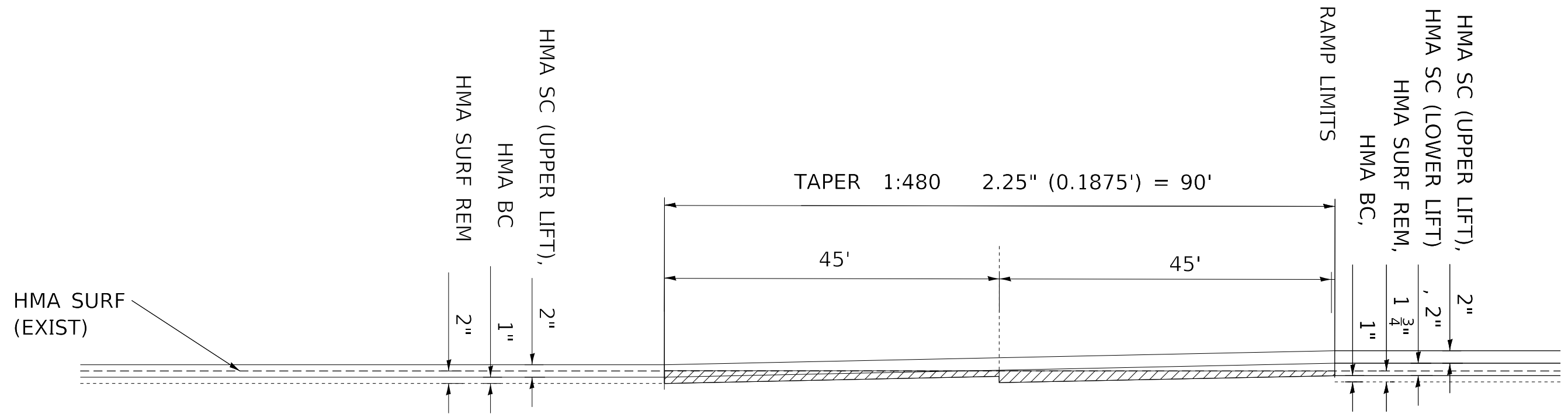
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DRAWN -	REVISOR -	REVISION -
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PLOT DATE = 12/12/2019	DATE -	REVISION -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TRANSITION DETAIL**

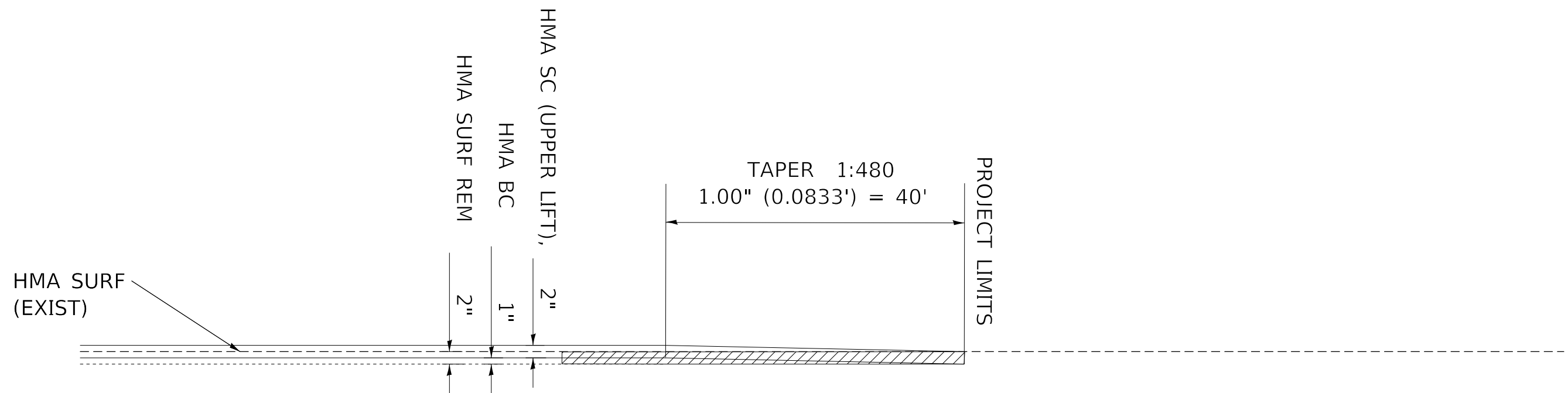
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)R5-2	KNOX	86	42
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



RAMPS TO MAINLINE

TRANSITION DETAIL 3



RAMP TO PROJECT LIMITS

TRANSITION DETAIL 4

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PLOT DATE = 12/12/2019	DATE -	REVISED -

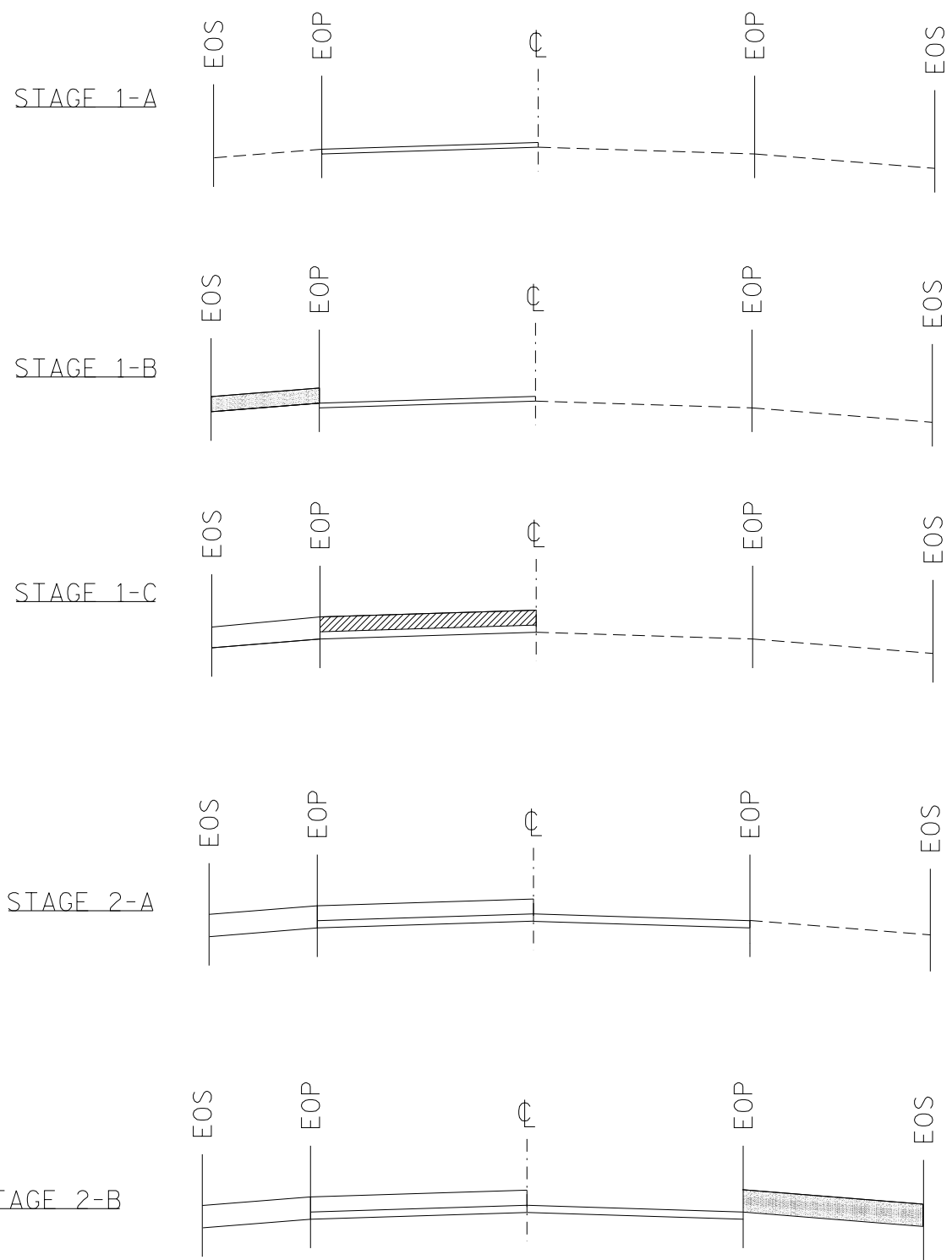
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRANSITION DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	43
CONTRACT NO. 68656			ILLINOIS FED. AID PROJECT	

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HMA SURF REM 1 3/4" MAINLINE, 3/4" SHOULDER  
 PLACE POLY BIT MATERIALS (TACK COAT)  
 PLACE BINDER COURSE 1"

PLACE POLY BIT MATERIALS (TACK COAT)  
 PLACE HMA SHOULDER LOWER LIFT 2"

PLACE POLY BIT MATERIALS (TACK COAT)  
 PLACE SMA BINDER COURSE 2"

PLACE POLY BIT MATERIALS (TACK COAT)  
 PLACE BINDER COURSE 1"

PLACE POLY BIT MATERIALS (TACK COAT)  
 PLACE HMA SHOULDER LOWER LIFT 2"

NOTES:  
 THE CONTRACTOR MAY ELECT TO CHOOSE  
 WHAT LANES, INSIDE OR OUTSIDE, TO  
 BEGIN CONSTRUCTION WORK  
  
 SEE SPECIAL PROVISION "CONSTRUCTION  
 SEQUENCE FOR MAINLINE PAVEMENT AND  
 SHOULDERS"

	HMA SURFACE REMOVAL (SPECIAL)
	HMA LEVELING BINDER
	SMA BINDER COURSE
	SMA SURFACE COURSE
	HMA SHOULDER

USER NAME = jacobsnr	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

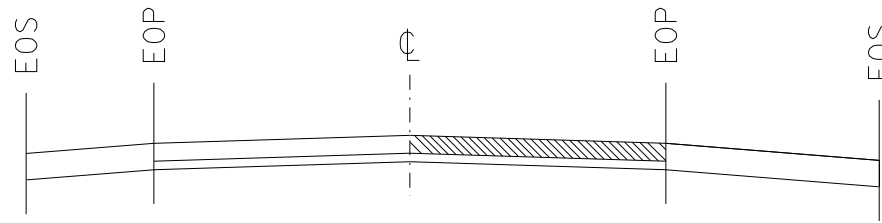
**PAVING SEQUENCE**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)R5-2	KNOX	86	44
CONTRACT NO. 68656			ILLINOIS FED. AID PROJECT	

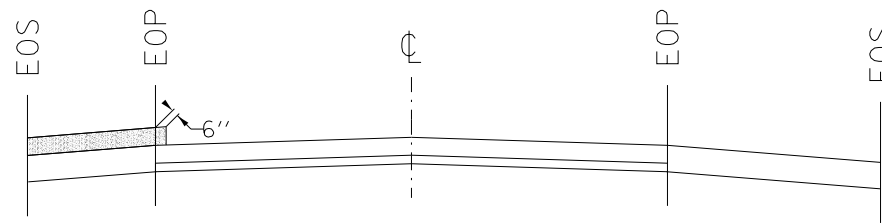
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STAGE 2-C



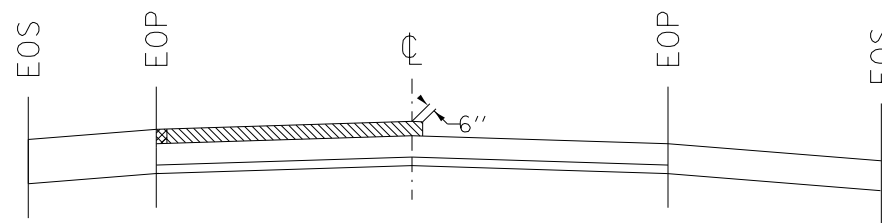
PLACE POLY BIT MATERIALS (TACK COAT)  
PLACE SMA BINDER COURSE 2"

STAGE 3-A



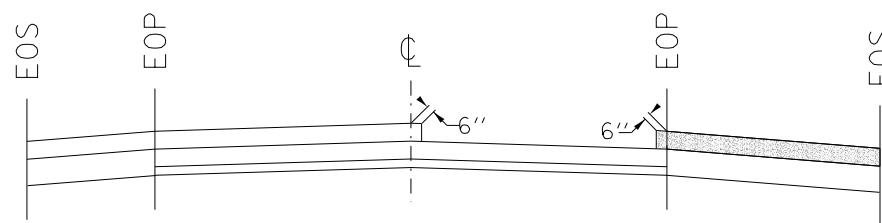
PLACE POLY BIT MATERIALS (TACK COAT)  
PLACE HMA SHOULDER UPPER LIFT 2"

STAGE 3-B



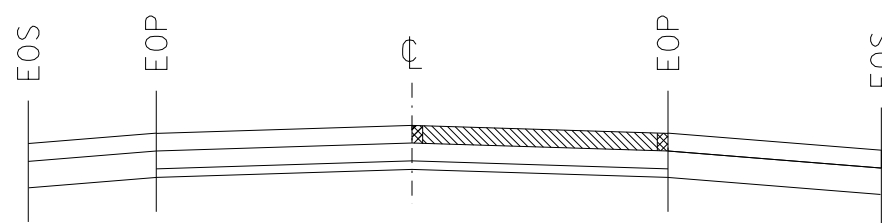
PLACE POLY BIT MATERIALS (TACK COAT)  
PLACE SMA SURFACE COURSE 2"

STAGE 3-C



PLACE POLY BIT MATERIALS (TACK COAT)  
PLACE HMA SHOULDER UPPER LIFT 2"

STAGE 3-D



PLACE POLY BIT MATERIALS (TACK COAT)  
PLACE SMA SURFACE COURSE 2"

NOTES:

THE CONTRACTOR MAY ELECT TO CHOOSE WHAT LANES, INSIDE OR OUTSIDE, TO BEGIN CONSTRUCTION WORK

SEE SPECIAL PROVISION "CONSTRUCTION SEQUENCE FOR MAINLINE PAVEMENT AND SHOULDERS"

	HMA SURFACE REMOVAL (SPECIAL)
	HMA LEVELING BINDER
	SMA BINDER COURSE
	SMA SURFACE COURSE
	HMA SHOULDER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVING SEQUENCE

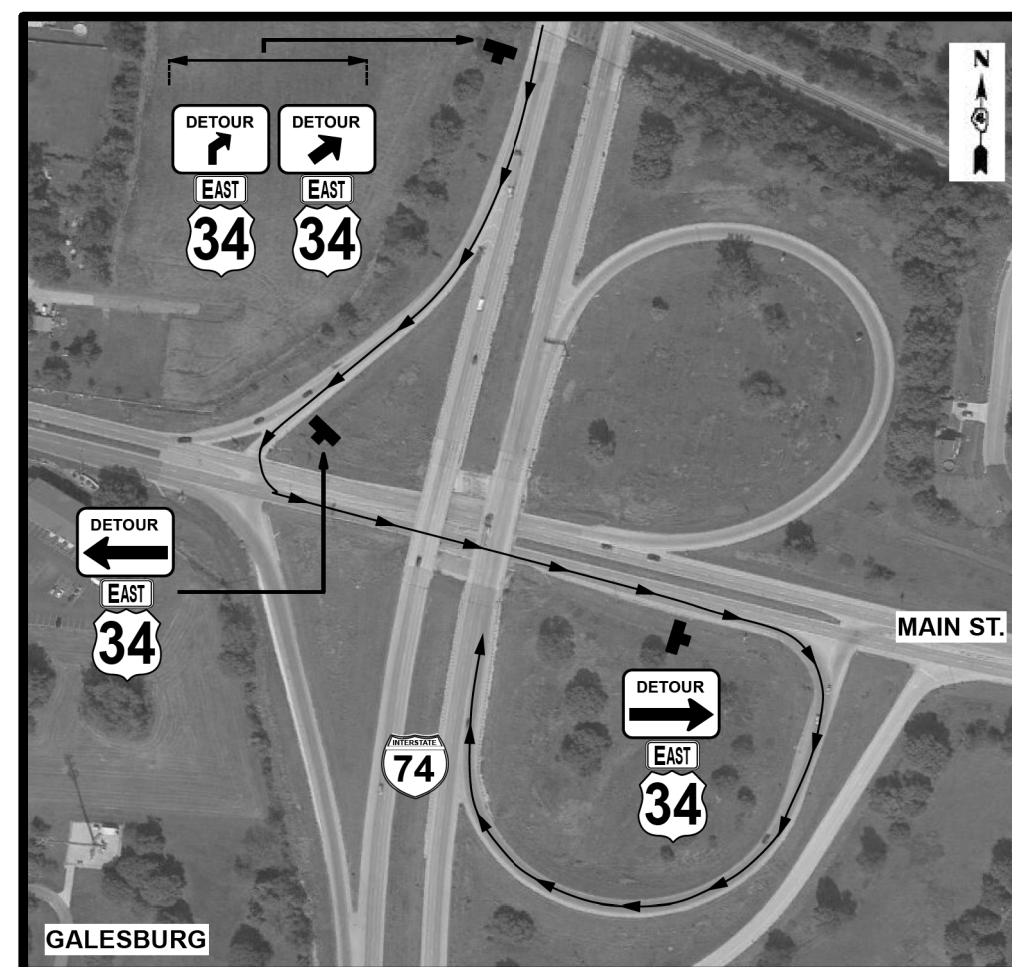
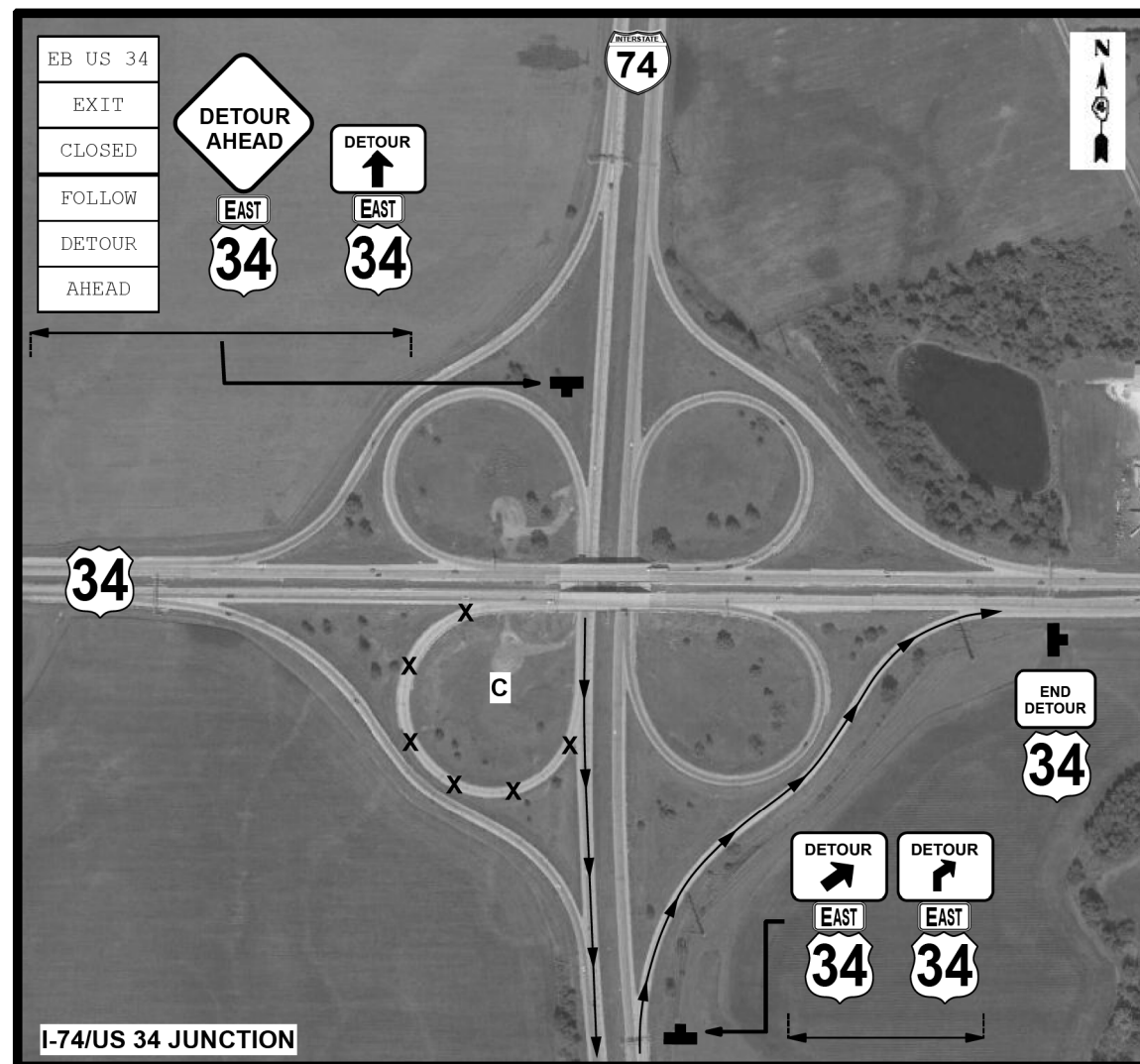
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SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	45
CONTRACT NO. 68656			ILLINOIS FED. AID PROJECT	







# RAMP C DETOUR/CLOSURE DETAILS

ALL U-TURN LOCATIONS-PAVED OR UNPAVED- BETWEEN GALESBURG AND I-74/US 34 JUNCTION  
ON I-74 SHALL HAVE DRUMS PLACED ACROSS THE OPENING TO DISCOURAGE U-TURNS. DETOUR  
SIGNS SHALL BE ALLOWED ON TEMPORARY STANDS-"DETOUR" SIGN MINIMUM  
5' AS MEASURED FROM ROADWAY TO BOTTOM OF SIGN.  
RAMP SHALL BE CLOSED UTILIZING STD. 701451- DETOUR SIGNS AND EXISTING WORK ZONE SIGNS  
MAY NEED ADJUSTED TO FIT FIELD CONDITIONS AND EXISTING TEMPORARY SIGN LOCATIONS.

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	DATE -	REVISED -

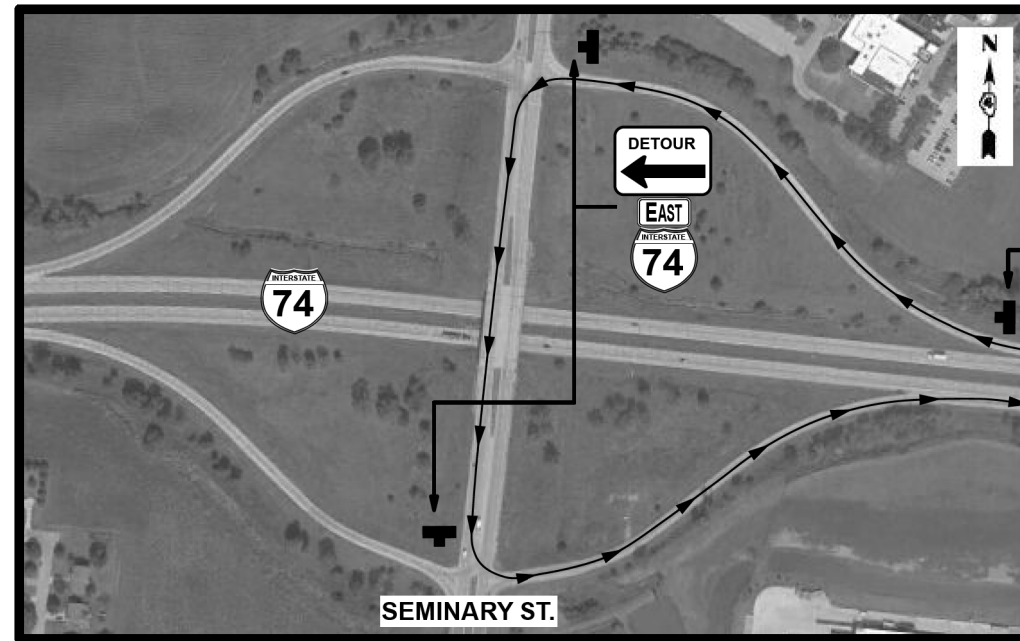
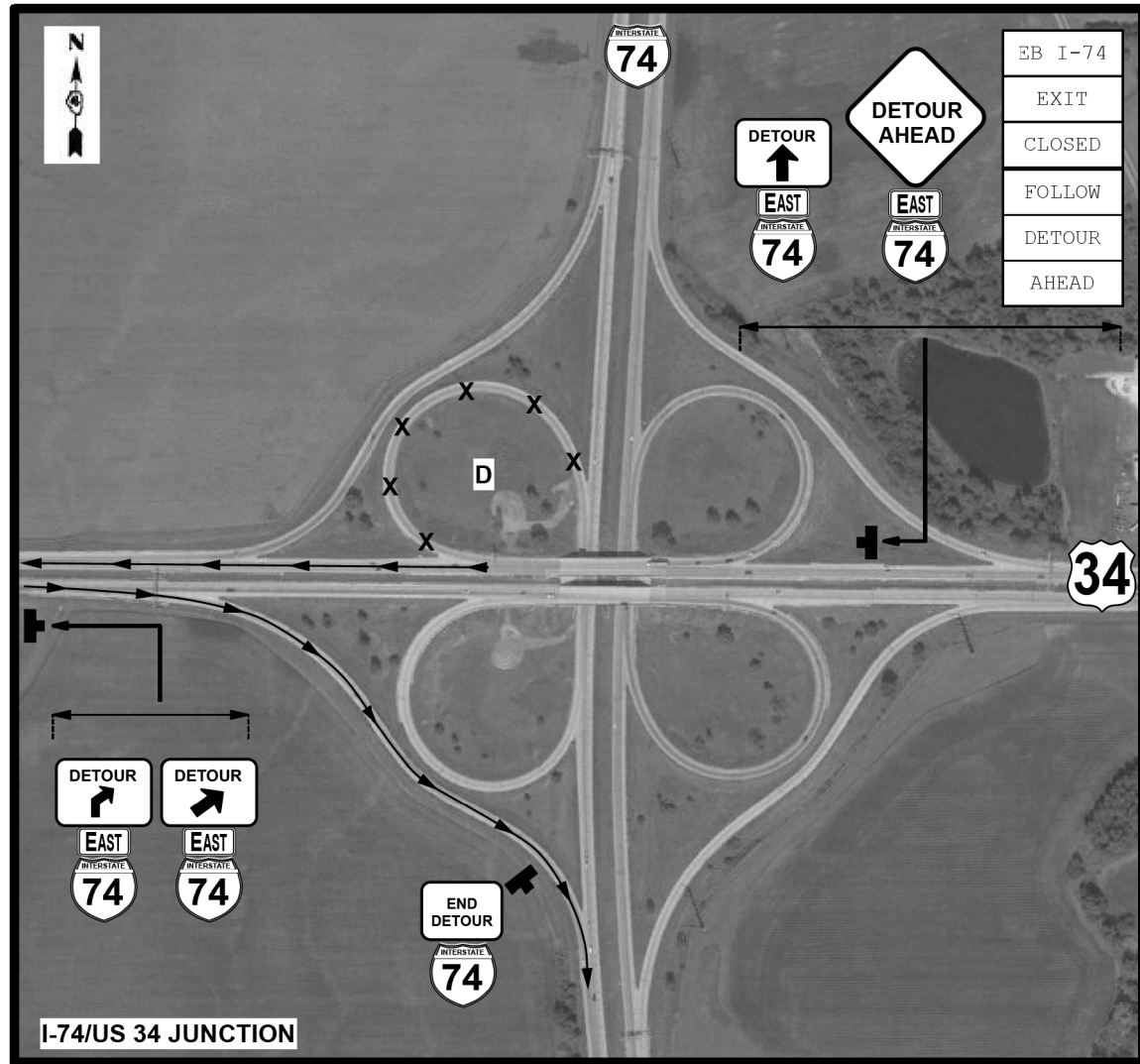
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

I 74 / US 34 RAMP CLOSURE DETAIL

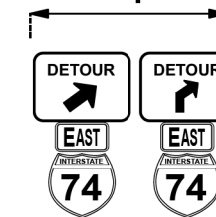
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	48
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				





## RAMP D DETOUR/CLOSURE DETAILS



ALL U-TURN LOCATIONS-PAVED OR UNPAVED- BETWEEN SEMINARY ST. AND I-74/US 34 JUNCTION  
 ONUS 34 SHALL HAVE DRUMS PLACED ACROSS THE OPENING TO DISCOURAGE U-TURNS. DETOUR  
 SIGNS SHALL BE ALLOWED ON TEMPORARY STANDS-"DETOUR" SIGN MINIMUM  
 5' AS MEASURED FROM ROADWAY TO BOTTOM OF SIGN.  
 RAMP SHALL BE CLOSED UTILIZING STD. 701451- DETOUR SIGNS AND EXISTING WORK ZONE SIGNS  
 MAY NEED ADJUSTED TO FIT FIELD CONDITIONS AND EXISTING TEMPORARY SIGN LOCATIONS.

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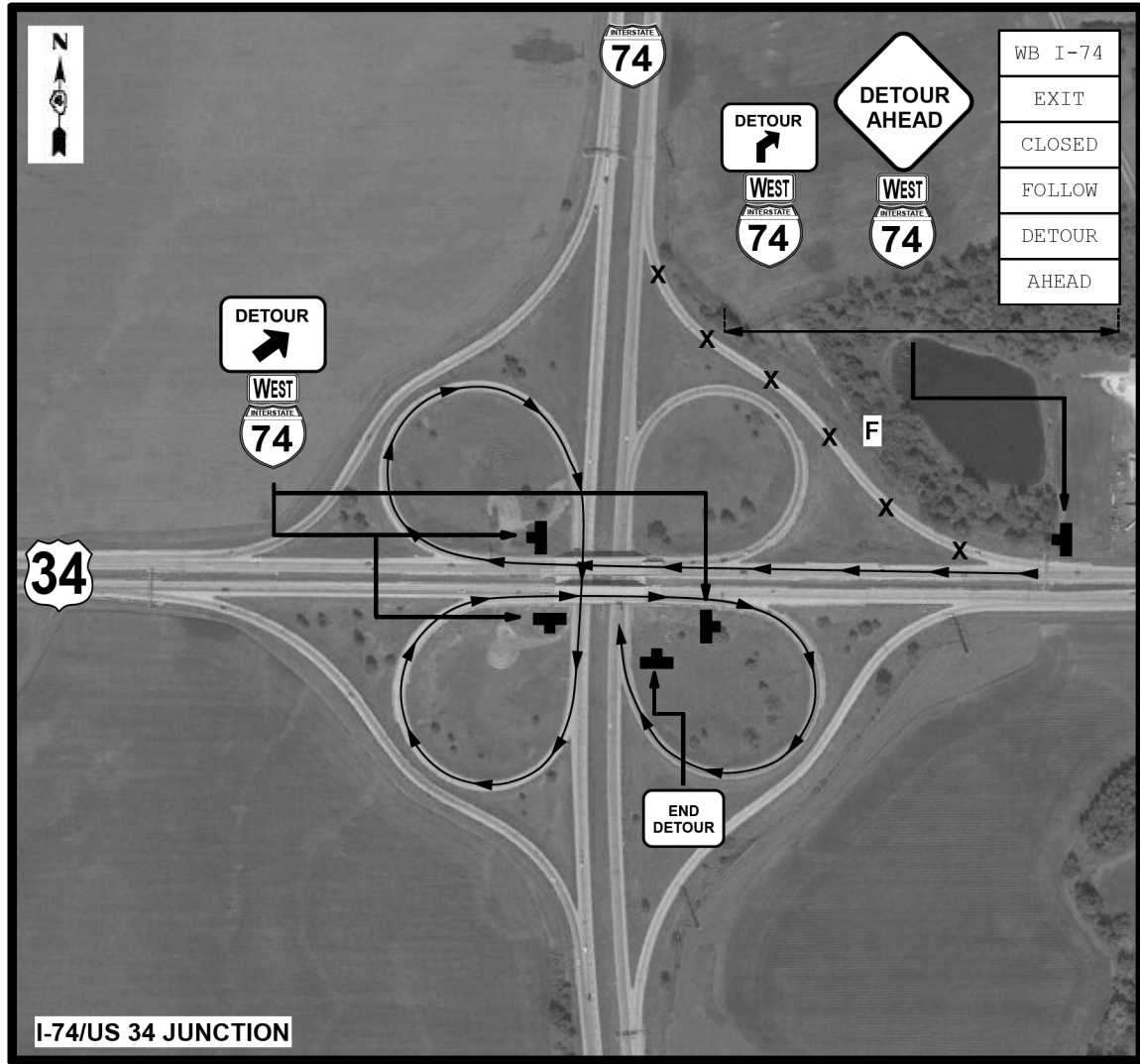
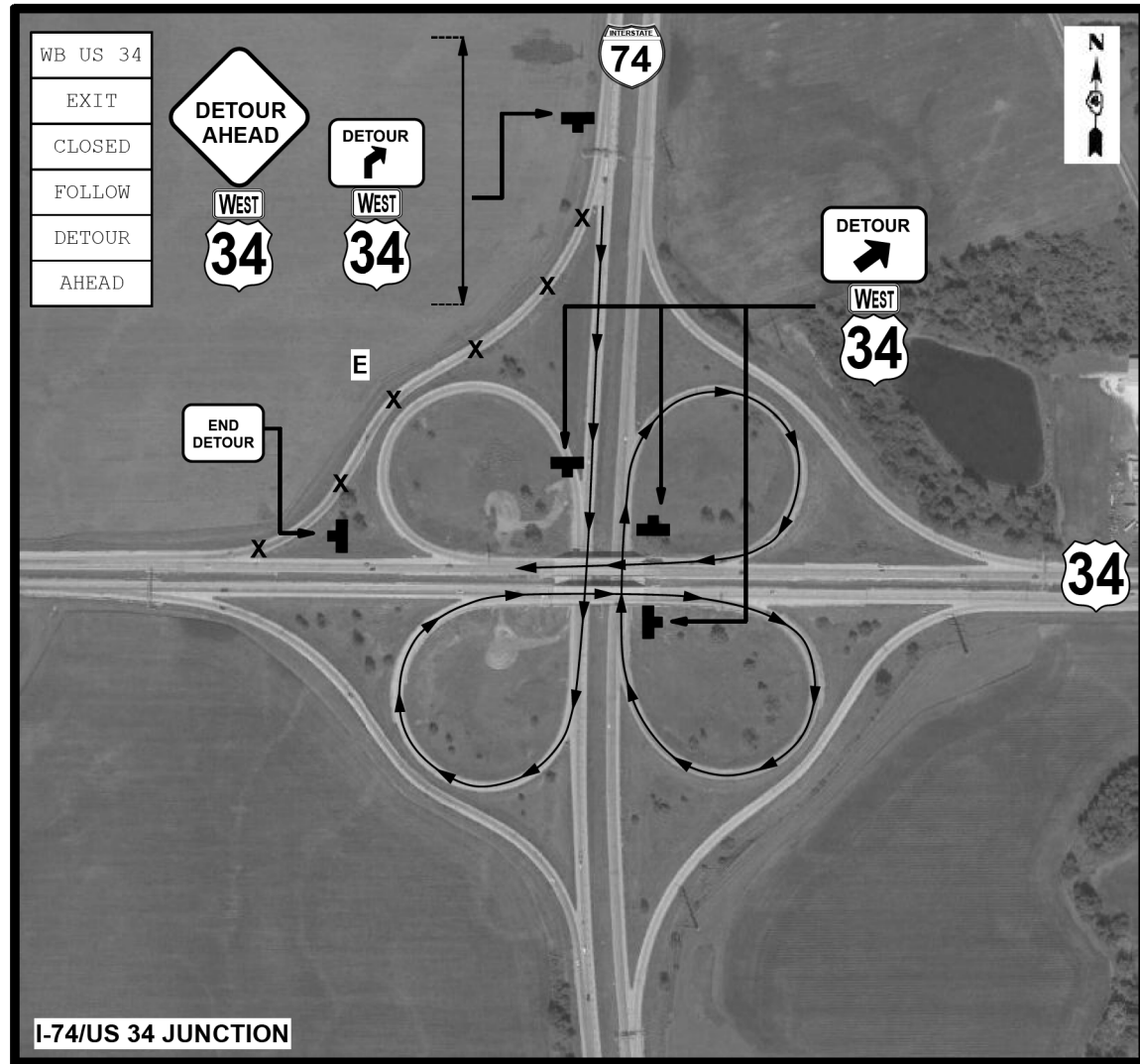
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PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I 74 / US 34 RAMP CLOSURE DETAIL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	49
CONTRACT NO. 68656			ILLINOIS FED. AID PROJECT	



# RAMPS E & F DETOUR CLOSURE DETAILS

SIGNS SHALL BE ALLOWED ON TEMPORARY STANDS-"DETOUR" SIGN MINIMUM  
 5' AS MEASURED FROM ROADWAY TO BOTTOM OF SIGN.  
 RAMP SHALL BE CLOSED UTILIZING STD. 701451- DETOUR SIGNS AND EXISTING WORK ZONE SIGNS  
 MAY NEED ADJUSTED TO FIT FIELD CONDITIONS AND EXISTING TEMPORARY SIGN LOCATIONS.

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PLOT DATE = 12/12/2019	DATE -	REVISED -

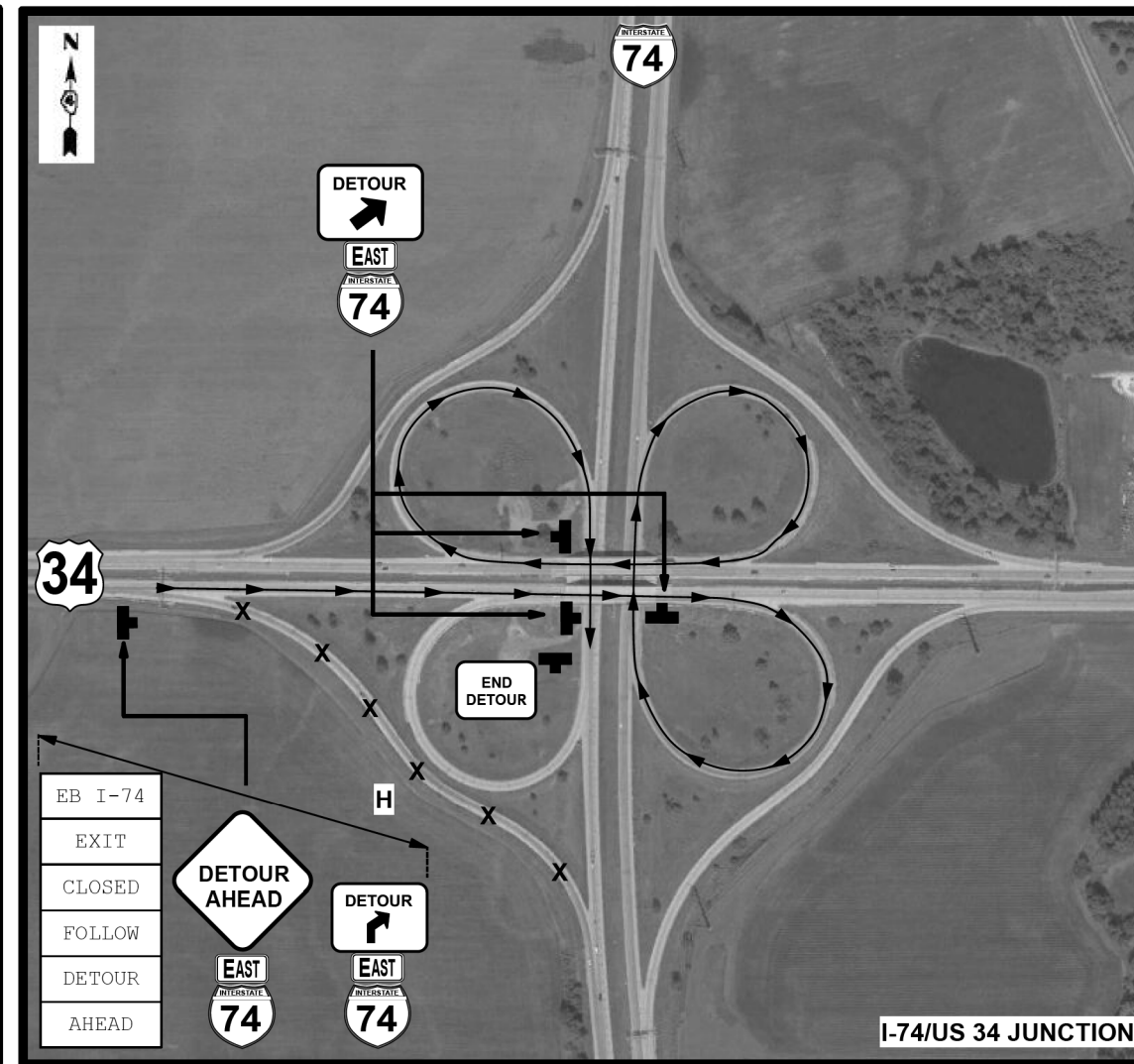
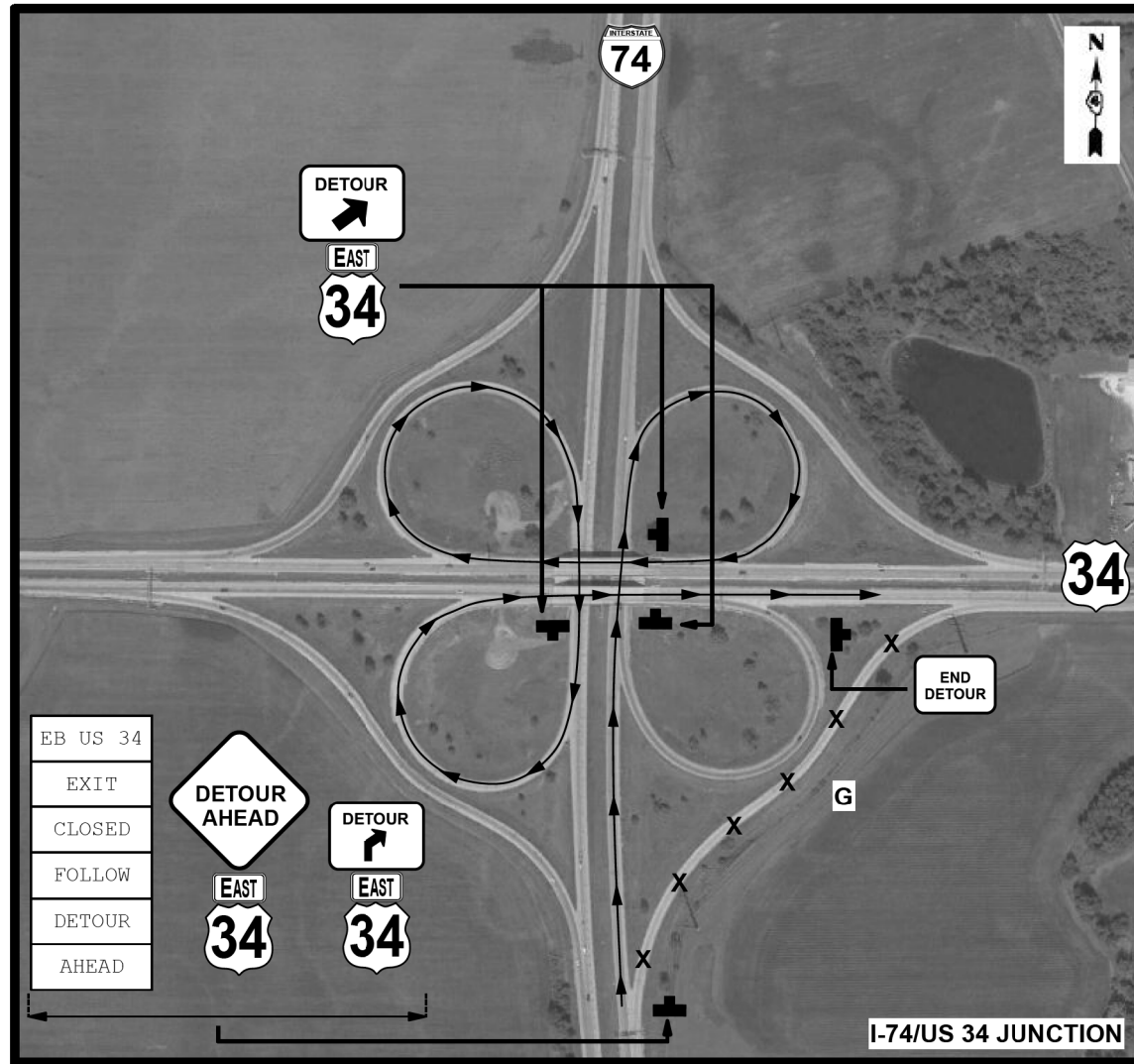
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

I 74 / US 34 RAMP CLOSURE DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	50
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

# RAMPS G & H DETOUR CLOSURE DETAILS

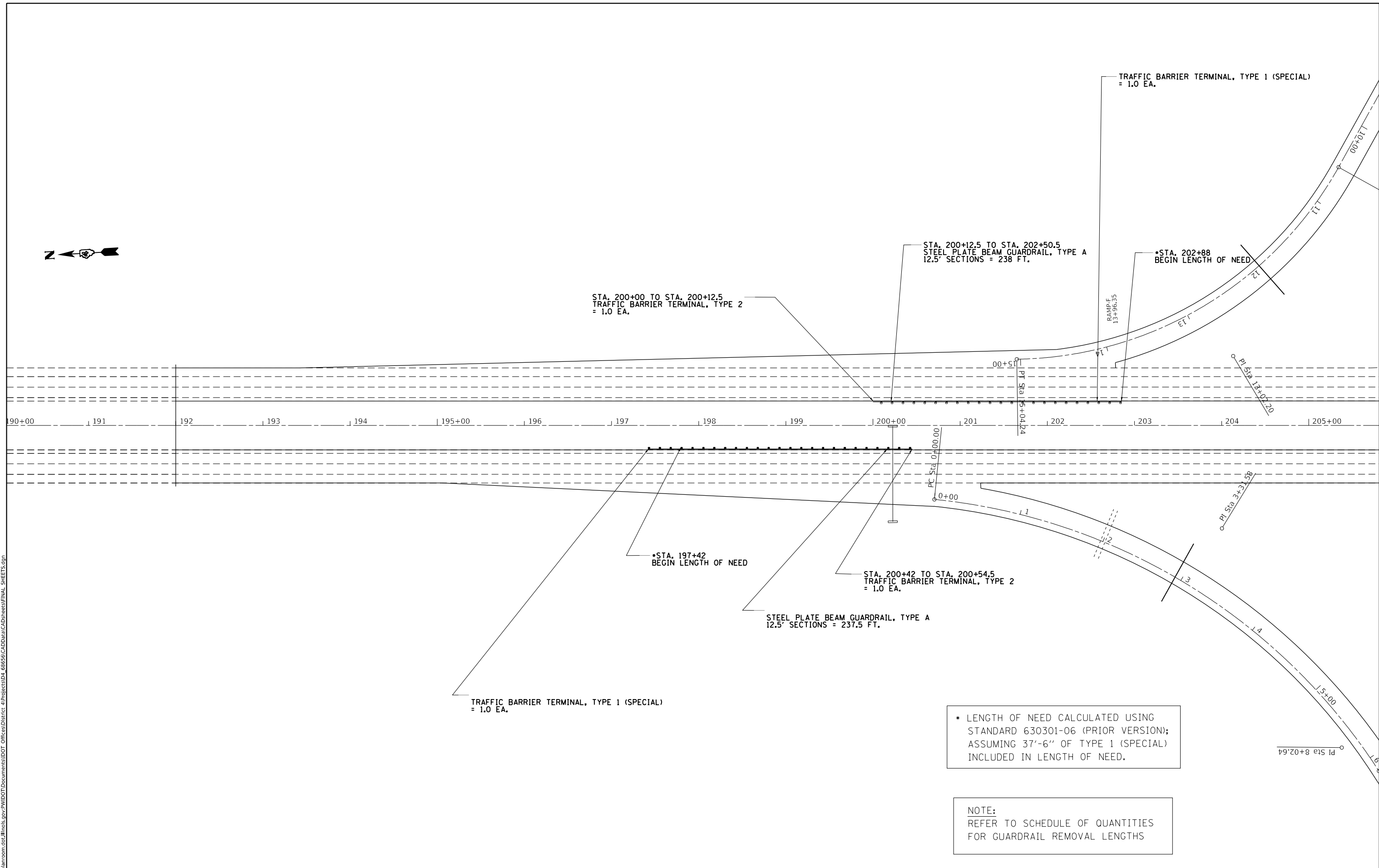


SIGNS SHALL BE ALLOWED ON TEMPORARY STANDS-"DETOUR" SIGN MINIMUM  
5' AS MEASURED FROM ROADWAY TO BOTTOM OF SIGN.

RAMP SHALL BE CLOSED UTILIZING STD. 701451- DETOUR SIGNS AND EXISTING WORK ZONE SIGNS  
MAY NEED ADJUSTED TO FIT FIELD CONDITIONS AND EXISTING TEMPORARY SIGN LOCATIONS.

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	DRAWN -	REVISED -		74	(48-26)RS-2	KNOX	86	51		
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -				CONTRACT NO. 68656				
PLOT DATE = 12/12/2019	DATE -	REVISED -		SCALE:	SHEET	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



\* LENGTH OF NEED CALCULATED USING STANDARD 630301-06 (PRIOR VERSION); ASSUMING 37'-6" OF TYPE 1 (SPECIAL) INCLUDED IN LENGTH OF NEED.

NOTE:  
REFER TO SCHEDULE OF QUANTITIES FOR GUARDRAIL REMOVAL LENGTHS

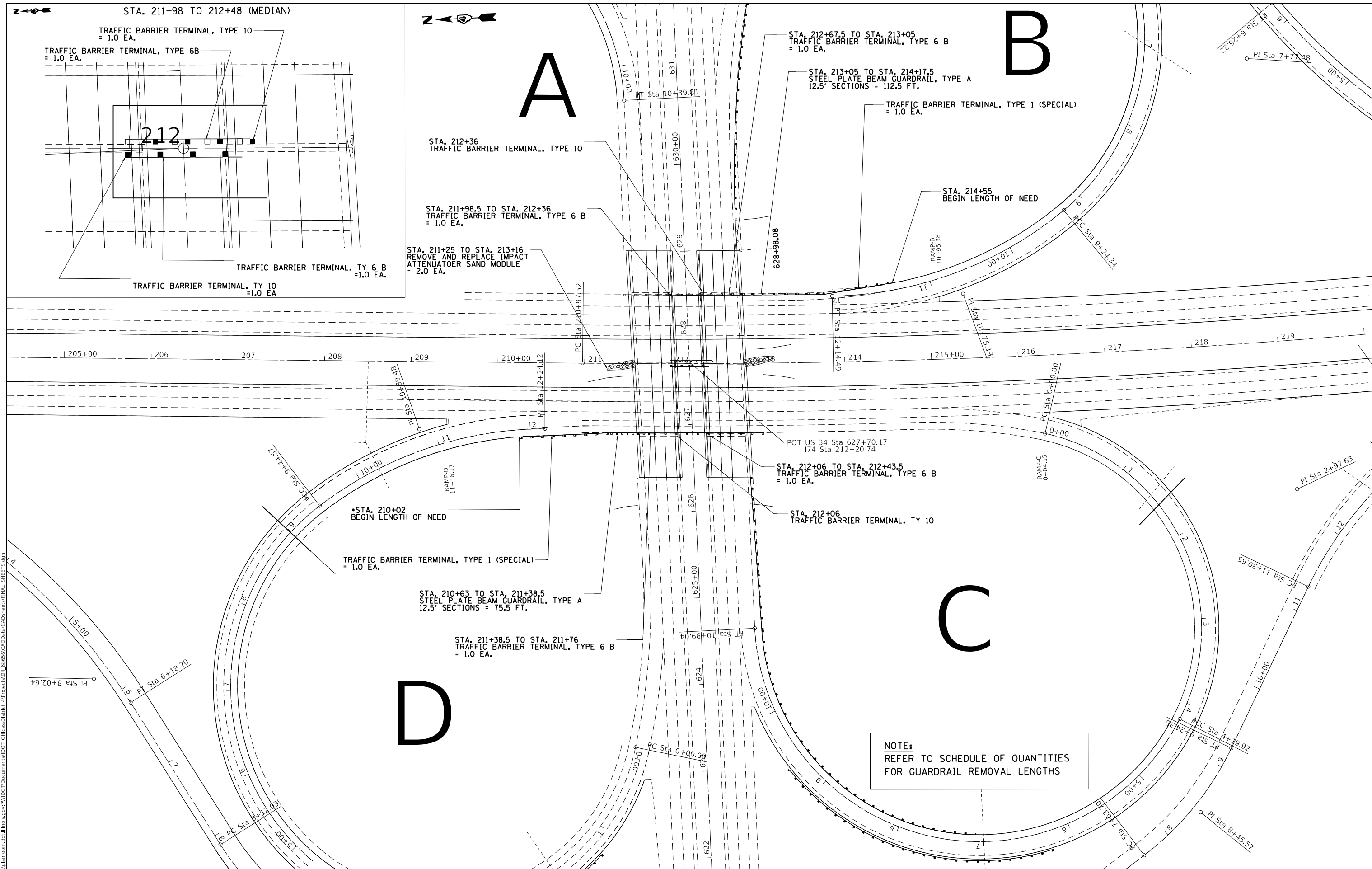
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PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED GUARDRAIL &amp; MEDIAN PIER PROTECTION (EB OVERHEAD SIGN STRUCTURE)</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	52
			CONTRACT NO. 68656	
		ILLINOIS	FED. AID PROJECT	



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DRAWN -	REVISED -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED GUARDRAIL &amp; MEDIAN PIER PROTECTION</b>			
<b>(US 34)</b>			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	53
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



STA. 5+91.5 TO STA. 8+66.5  
STEEL PLATE BEAM GUARDRAIL, TYPE A  
12.5' SECTIONS = 275.0 FT

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)  
= 1.0 EA.

STA. 5+66  
BEGIN LENGTH OF NEED

STA. 8+66.5 TO STA. 8+79.08  
TRAFFIC BARRIER TERMINAL, TYPE 2  
= 1.0 EA.

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)  
= 1.0 EA.

STA. 1+19.5 TO STA. 3+44.5  
STEEL PLATE BEAM GUARDRAIL, TYPE A  
12.5' SECTIONS = 225 FT.

•STA. 0+94  
BEGIN LENGTH OF NEED

STA. 3+44.5 TO STA. 3+57  
TRAFFIC BARRIER TERMINAL, TYPE 2  
= 1.0 EA.

STA. 3+64 TO STA. 3+76.5  
TRAFFIC BARRIER TERMINAL, TYPE 2  
= 1.0 EA.

STA. 629+46 TO STA. 632+07, US 34  
STA. 0+00 TO STA. 3+64, RAMP B  
STEEL PLATE BEAM GUARDRAIL, TYPE A  
12.5' SECTIONS = 625 FT

**NOTE:**  
REFER TO SCHEDULE OF QUANTITIES  
FOR GUARDRAIL REMOVAL LENGTHS

**A**

**B**

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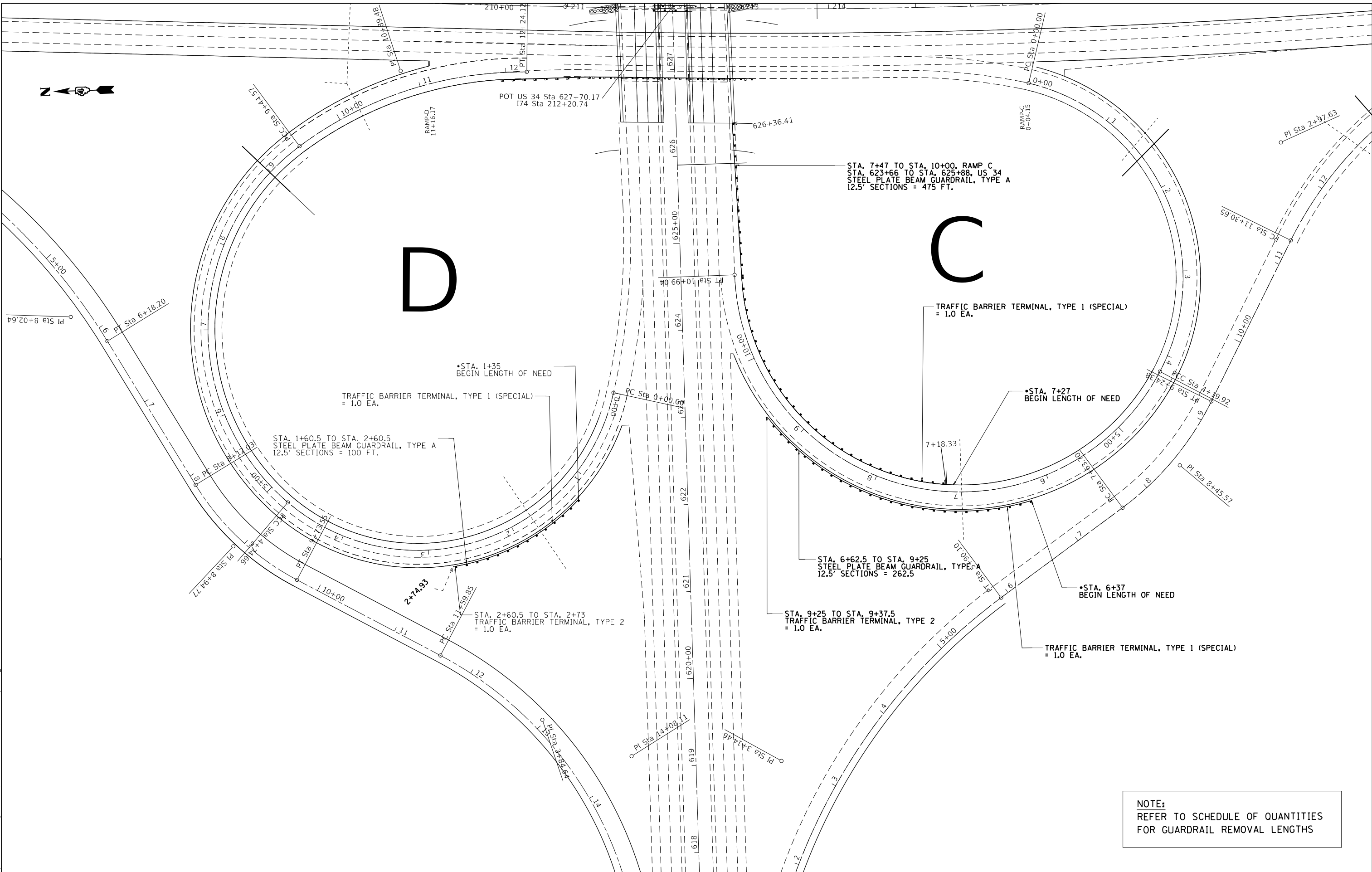
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PLOT DATE = 12/12/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED GUARDRAIL &amp; MEDIAN PIER PROTECTION</b>			
<b>(RAMP A &amp; B)</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	54
			CONTRACT NO. 68656	
ILLINOIS FED. AID PROJECT				



**NOTE:**  
REFER TO SCHEDULE OF QUANTITIES  
FOR GUARDRAIL REMOVAL LENGTHS

MODEL: Default  
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PLOT DATE = 12/12/2019	DATE -	REVISED -

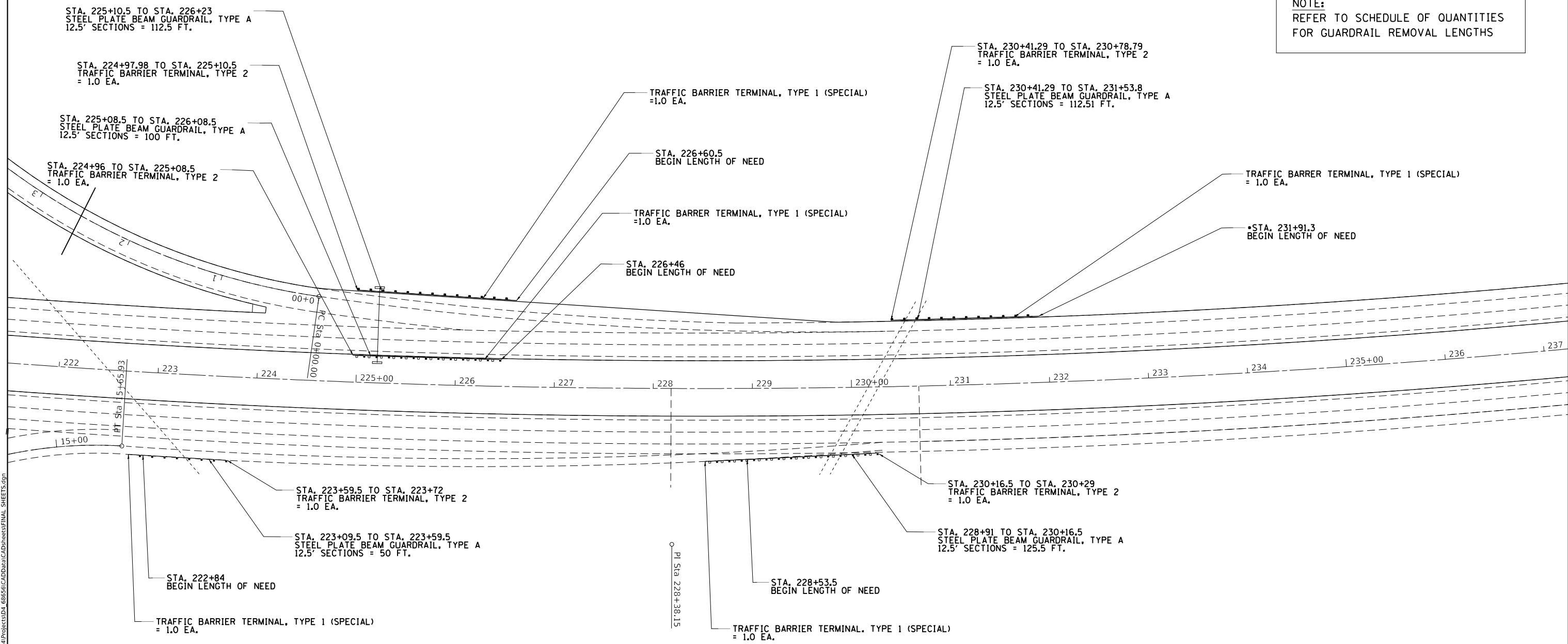
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED GUARDRAIL &amp; MEDIAN PIER PROTECTION</b> <b>(RAMP C &amp; D)</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	55
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



**NOTE:**  
REFER TO SCHEDULE OF QUANTITIES  
FOR GUARDRAIL REMOVAL LENGTHS



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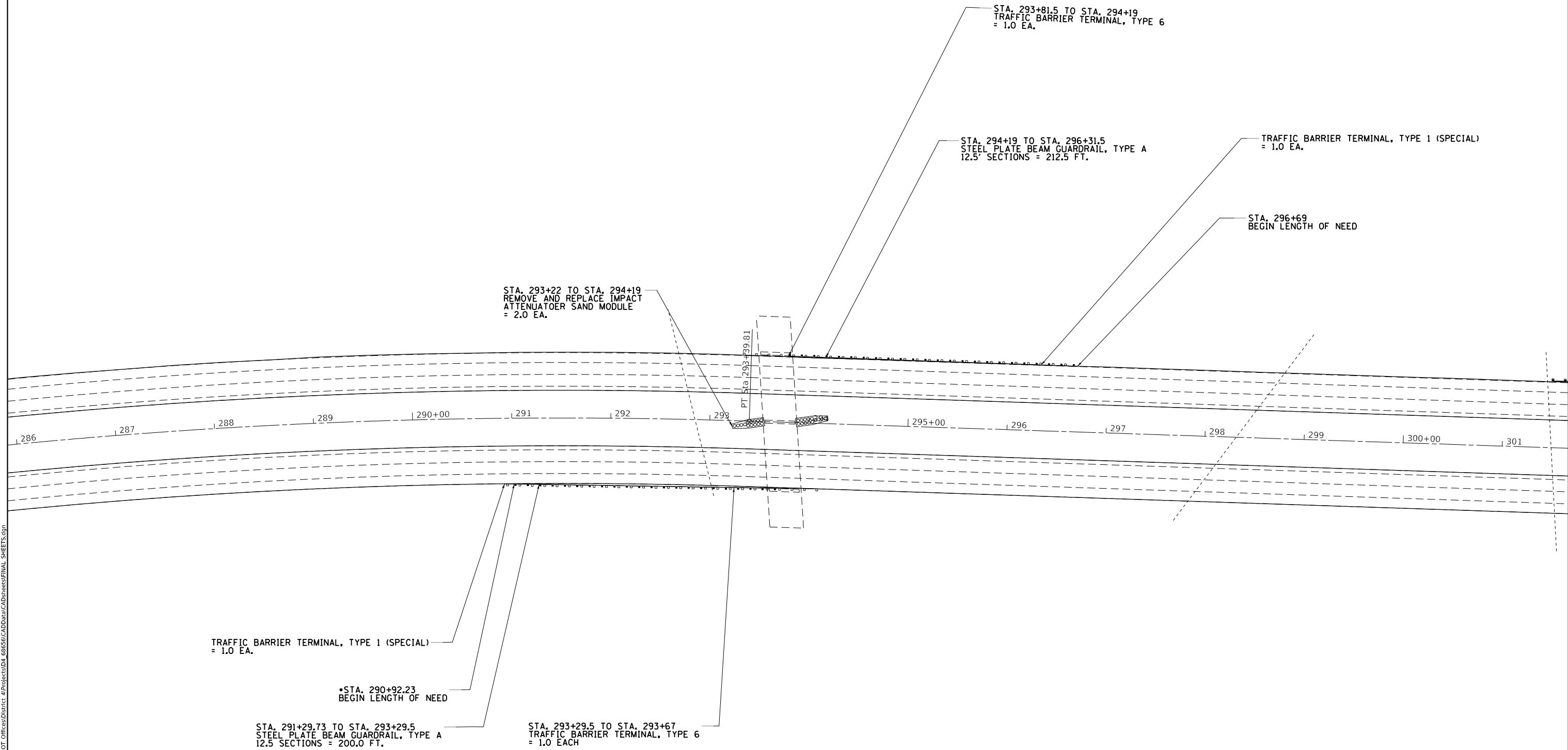
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED GUARDRAIL & MEDIAN PIER PROTECTION  
(WB OVERHEAD SIGN STRUCTURE)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	56
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				





NOTE:  
REFER TO SCHEDULE OF QUANTITIES  
FOR GUARDRAIL REMOVAL LENGTHS

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PLOT DATE = 12/12/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED GUARDRAIL &amp; MEDIAN PIER PROTECTION (E FREMONT ST)</b>			
SCALE:	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	57
			CONTRACT NO. 68656	
		ILLINOIS FED. AID PROJECT		

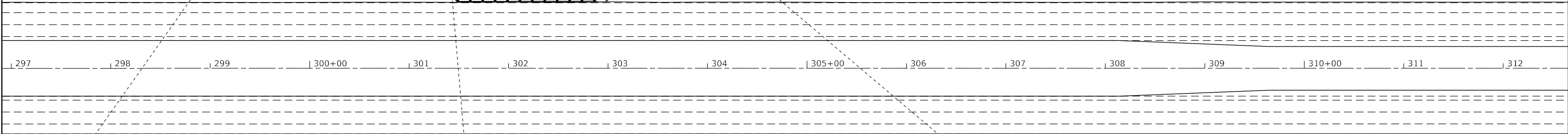


STA. 301+48 TO STA. 301+60.5  
TRAFFIC BARRIER TERMINAL, TYPE 2  
= 1.0 EA.

STA. 301+60.5 TO STA. 303+48  
STEEL PLATE BEAM GUARDRAIL, TYPE A  
12.5' SECTIONS = 187.5 FT.

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)  
= 1.0 EA.

• STA. 302+98  
BEGIN LENGTH OF NEED



**NOTE:**  
REFER TO SCHEDULE OF QUANTITIES  
FOR GUARDRAIL REMOVAL LENGTHS

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PLOT DATE = 12/12/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

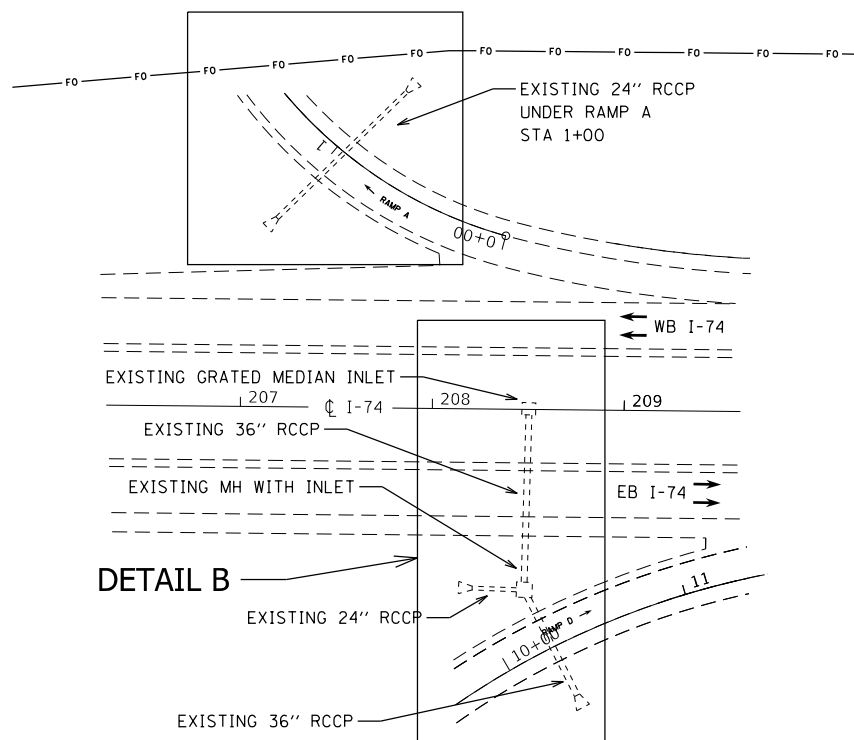
**PROPOSED GUARDRAIL & MEDIAN PIER PROTECTION**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	58
			CONTRACT NO. 68656	
		ILLINOIS	FED. AID PROJECT	

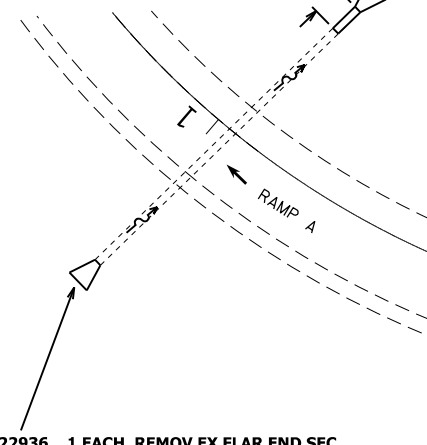
LOCATION 1  
STA. 208+50

DETAIL A



DETAIL A

- X0322936 1 EACH REMOVE EX FLAR END SEC
- 50105220 8 FOOT PIPE CULVERT REMOV
- 54248510 0.5 CU YD CONCRETE COLLAR
- 542A0229 8 FOOT P CUL CL A 1 24
- 54213669 1 EACH PRC FLAR END SEC 24

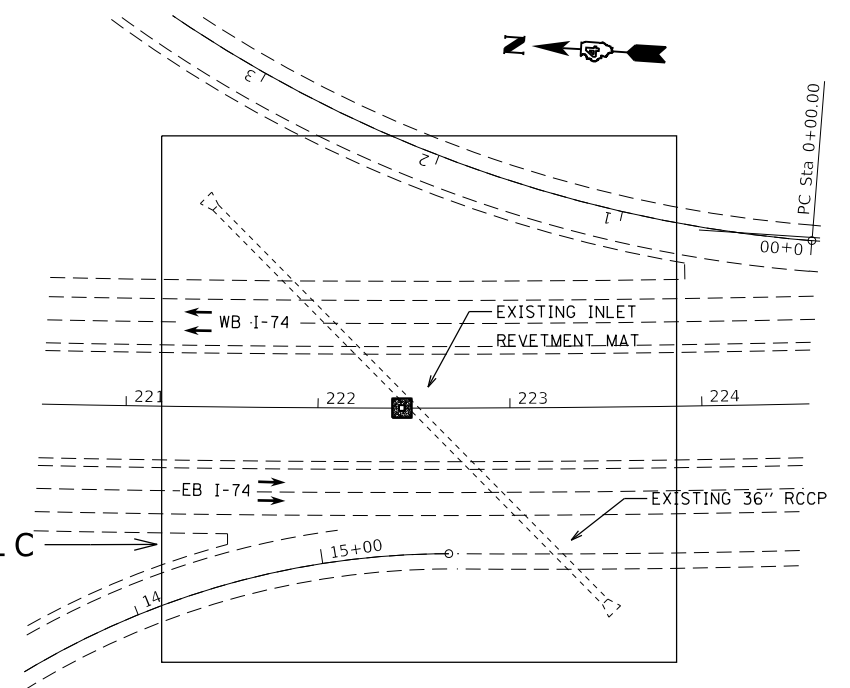


- X0322936 1 EACH REMOVE EX FLAR END SEC
- 54213669 1 EACH PRC FLAR END SEC 24

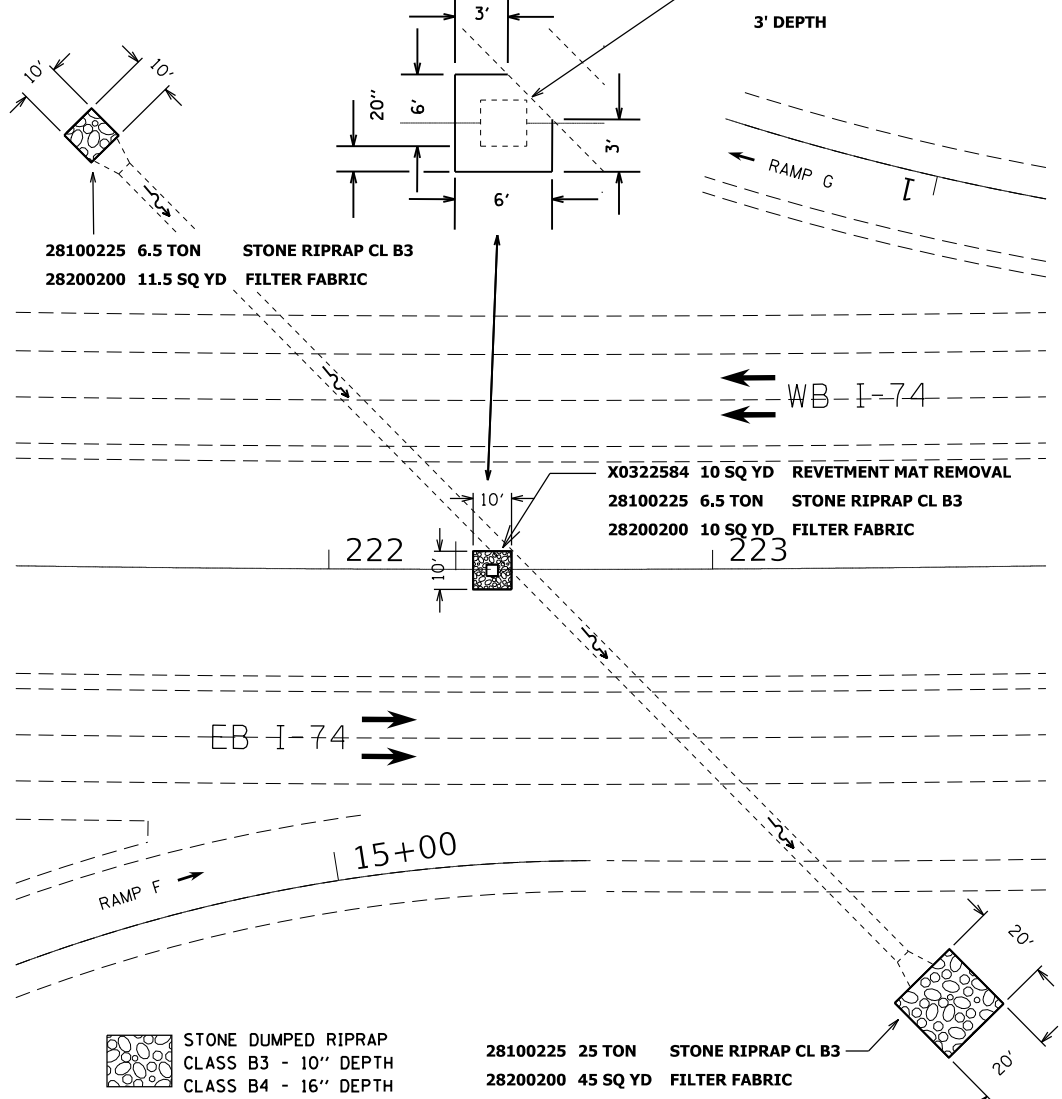
\*\* EXISTING COLLAR REMOVAL INCLUDED IN THE COST

LOCATION 2  
STA. 222+50

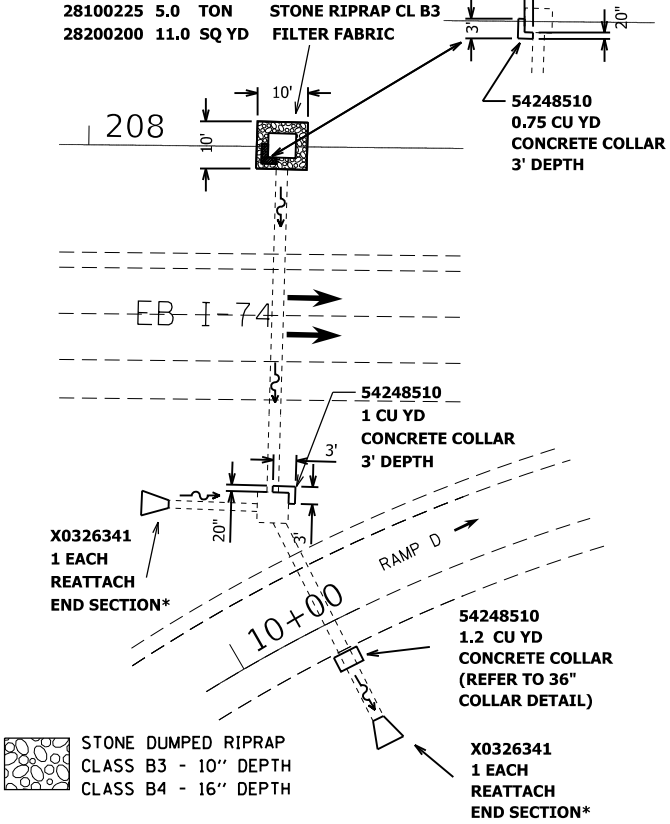
DETAIL C



DETAIL C



DETAIL B

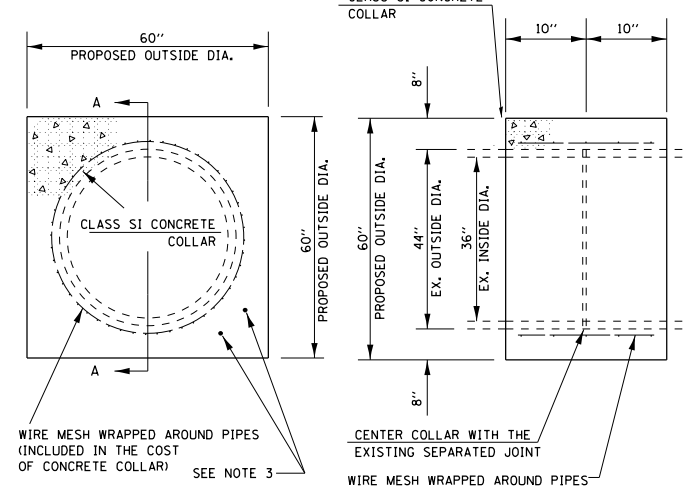


COLLAR DETAIL  
PIPE CULVERT, 36" I.D.

CONCRETE COLLAR= 1.20 CU. YDS. PER COLLAR

END VIEW

SECTION A - A



- GENERAL NOTES
1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
  2. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54#/100 SQ. FT.
  3. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (INLET BOXES, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE INCLUDED IN THE COST OF CONCRETE COLLARS.
  4. THE COST OF THE COLLAR SHALL INCLUDED ALL MATERIAL, EQUIPMENT, LABOR, AND ADDITIONAL WORK REQUIRED TO PROPERLY COMPLETE THE WORK IN PLACE.

DRAWING NOT TO SCALE  
ACTUAL FIELD LOCATIONS AND MEASUREMENTS SHALL BE VERIFIED

\* CONSTRUCTED TO THE SATISFACTION OF THE ENGINEER

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	PLOT DATE = 12/12/2019	DATE -	REVISED -

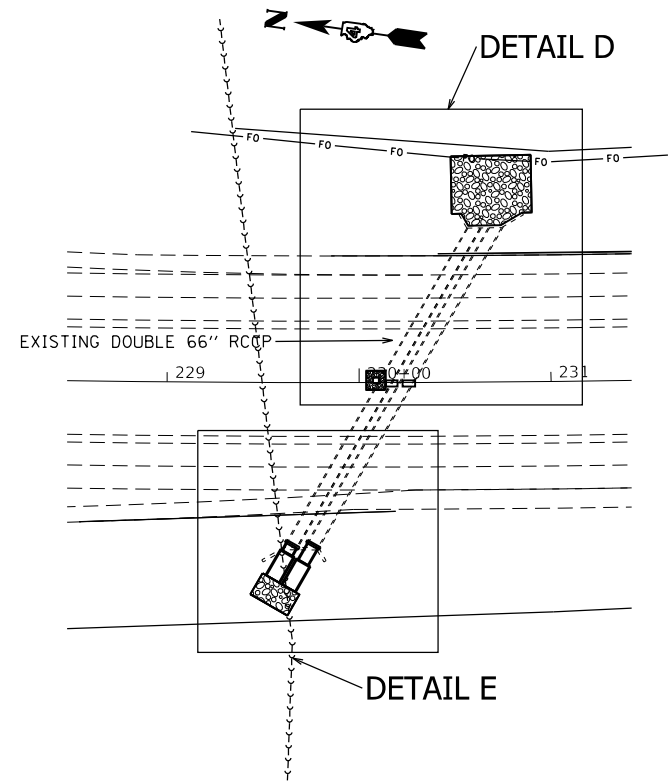
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE & EROSION CONTROL DETAIL

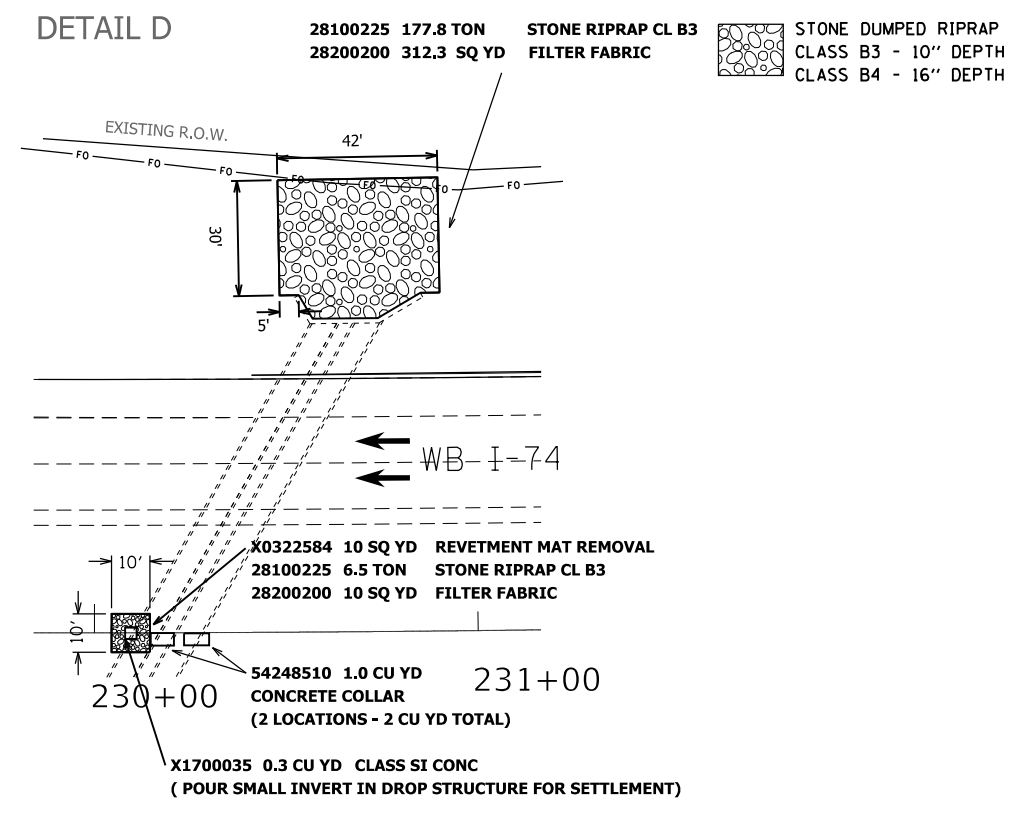
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)R5-2	KNOX	86	59
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

LOCATION 3  
STA. 230+24

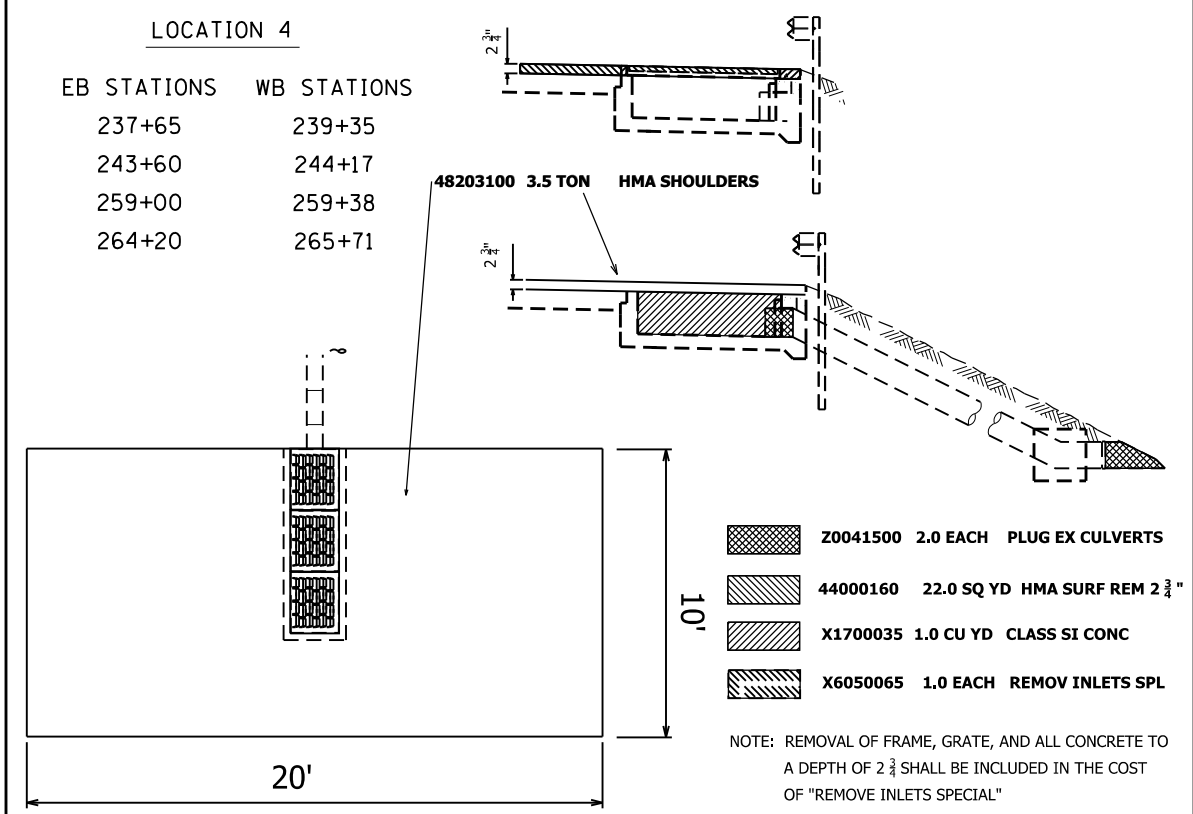


DETAIL D

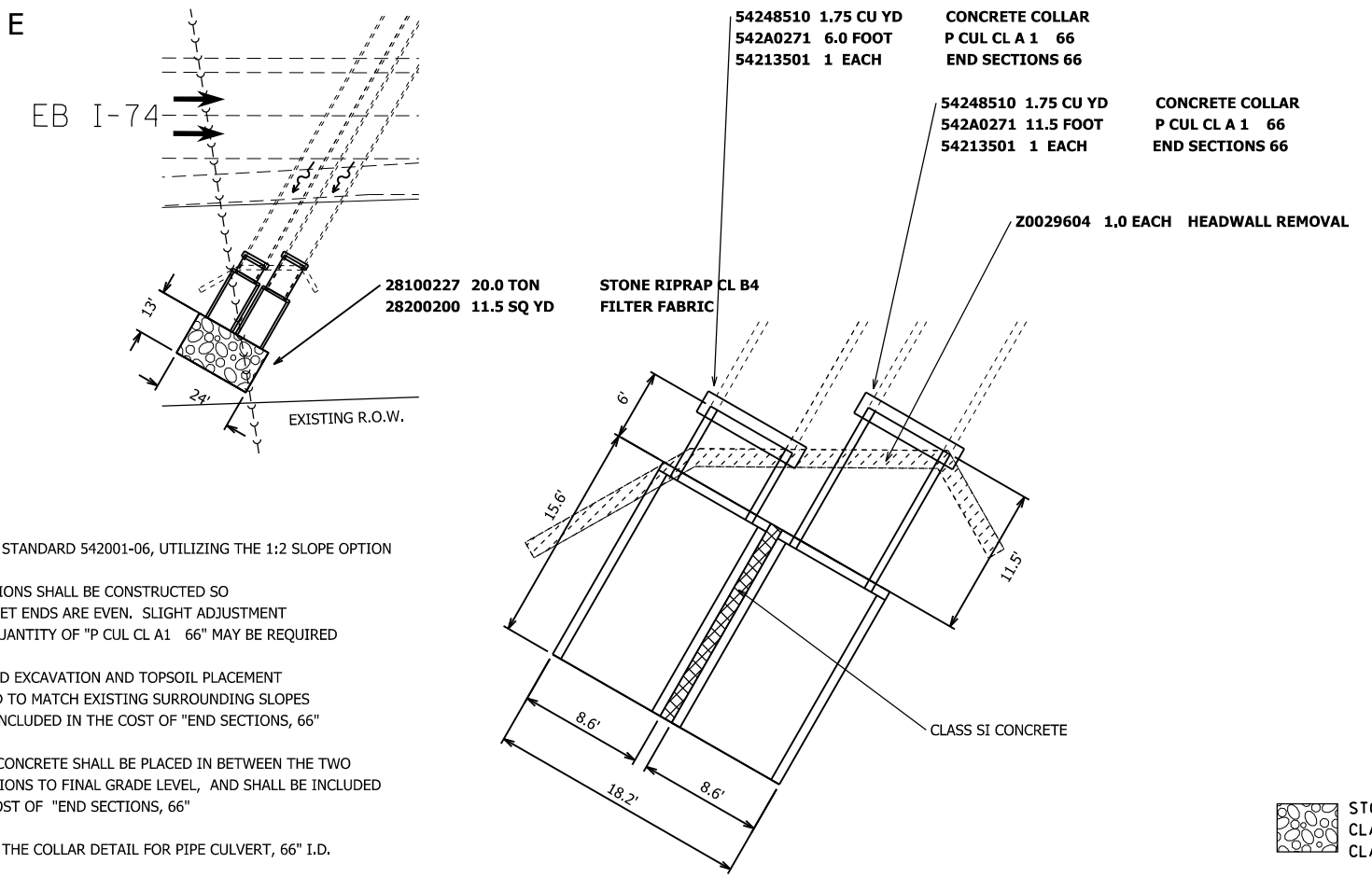


LOCATION 4

EB STATIONS	WB STATIONS
237+65	239+35
243+60	244+17
259+00	259+38
264+20	265+71



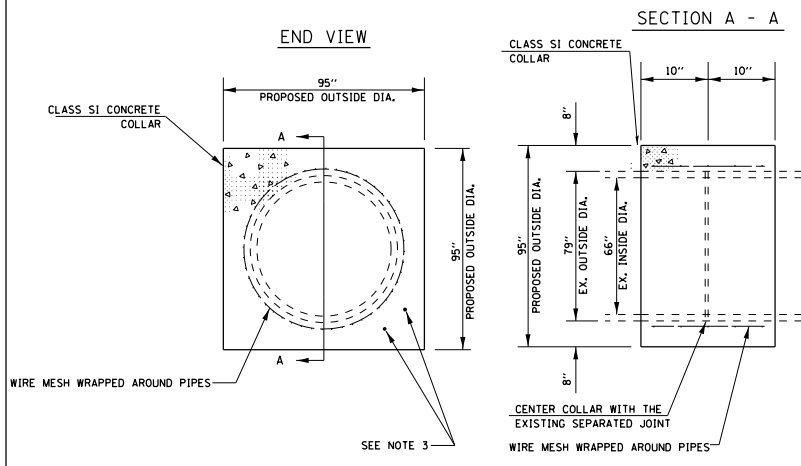
DETAIL E



- NOTES:
- REFER TO STANDARD 542001-06, UTILIZING THE 1:2 SLOPE OPTION
  - END SECTIONS SHALL BE CONSTRUCTED SO THE OUTLET ENDS ARE EVEN. SLIGHT ADJUSTMENT OF THE QUANTITY OF "P CUL CL A 1 66" MAY BE REQUIRED
  - FURNISHED EXCAVATION AND TOPSOIL PLACEMENT REQUIRED TO MATCH EXISTING SURROUNDING SLOPES WILL BE INCLUDED IN THE COST OF "END SECTIONS, 66"
  - CLASS SI CONCRETE SHALL BE PLACED IN BETWEEN THE TWO END SECTIONS TO FINAL GRADE LEVEL, AND SHALL BE INCLUDED IN THE COST OF "END SECTIONS, 66"
  - REFER TO THE COLLAR DETAIL FOR PIPE CULVERT, 66" I.D.

COLLAR DETAIL  
PIPE CULVERT, 66" I.D.

CONCRETE COLLAR= 2.61 CU. YDS. PER COLLAR



- GENERAL NOTES
- CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
  - THE WIRE MESH SHALL WEIGH NOT LESS THAN 54#/100 SQ. FT.
  - WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (INLET BOXES, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE INCLUDED IN THE COST OF CONCRETE COLLARS.
  - THE COST OF THE COLLAR SHALL INCLUDE ALL MATERIAL, EQUIPMENT, LABOR, AND ADDITIONAL WORK REQUIRED TO PROPERLY COMPLETE THE WORK IN PLACE.

DRAWING NOT TO SCALE  
ACTUAL FIELD LOCATIONS AND MEASUREMENTS SHALL BE VERIFIED

STONE DUMPED RIPRAP  
CLASS B3 - 10" DEPTH  
CLASS B4 - 16" DEPTH

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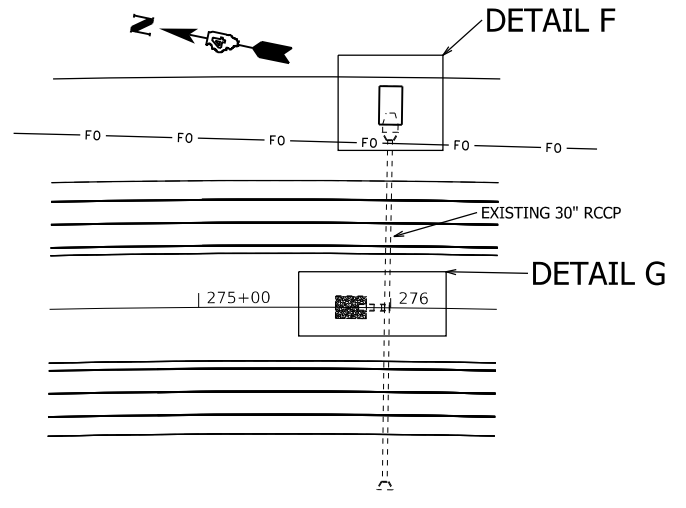
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE & EROSION CONTROL DETAIL

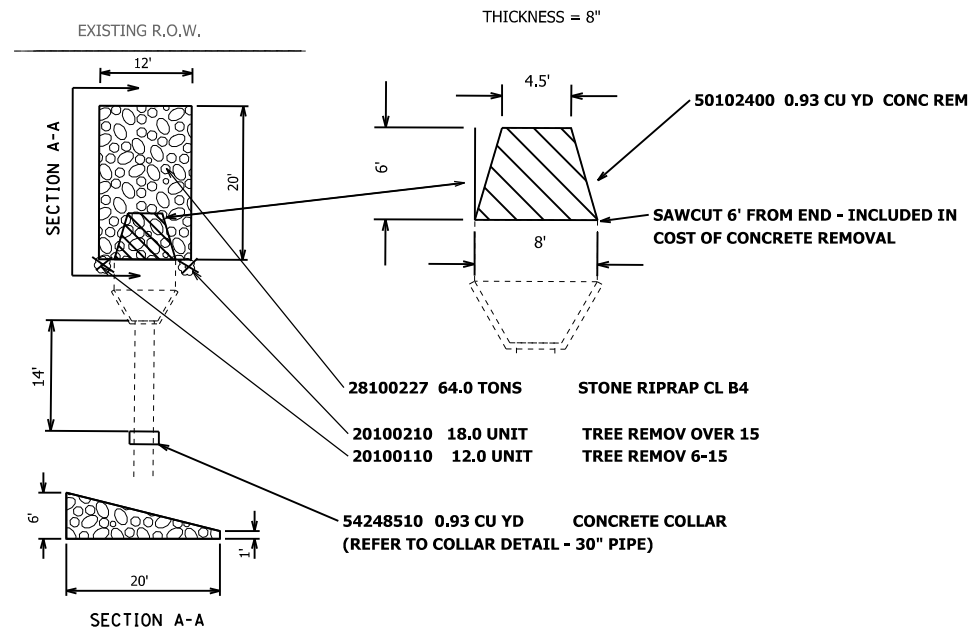
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

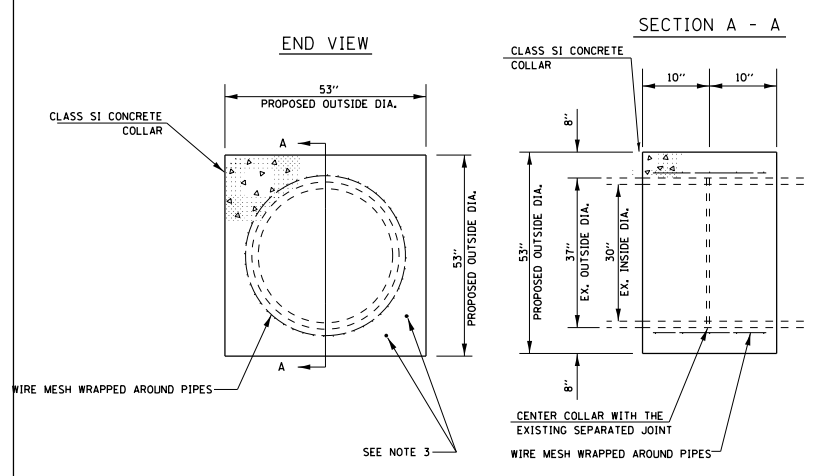
LOCATION 5  
STA. 276+00



DETAIL F

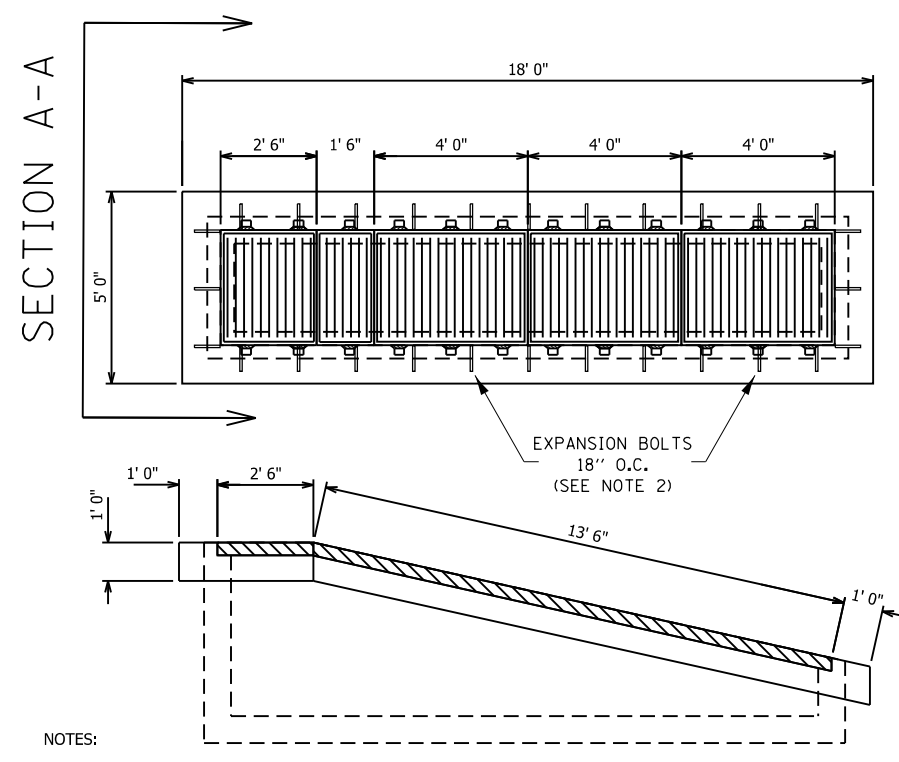
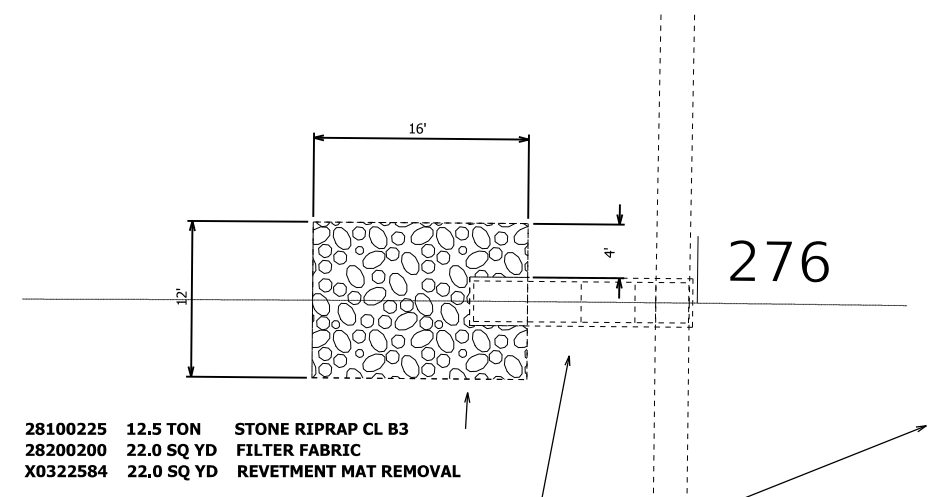


COLLAR DETAIL  
PIPE CULVERT, 30" I.D.  
CONCRETE COLLAR- 0.93 CU. YDS. PER COLLAR

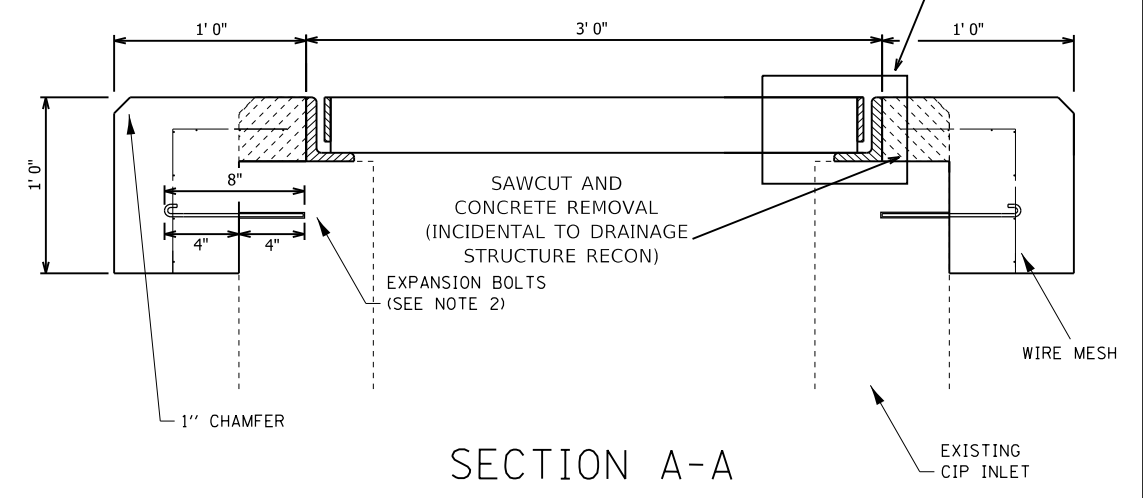
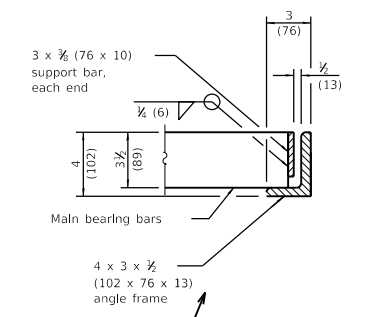
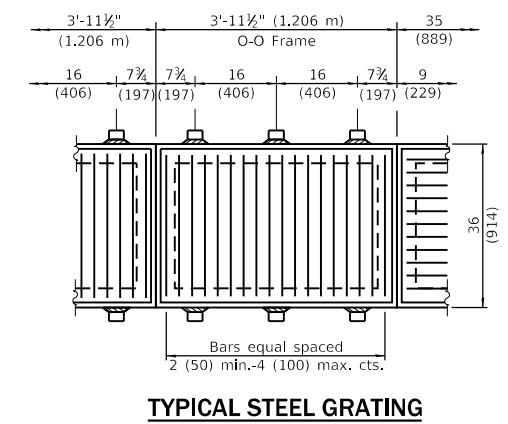


- GENERAL NOTES
1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
  2. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54#/100 SQ. FT.
  3. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (INLET BOXES, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE INCLUDED IN THE COST OF CONCRETE COLLARS.
  4. THE COST OF THE COLLAR SHALL INCLUDED ALL MATERIAL, EQUIPMENT, LABOR, AND ADDITIONAL WORK REQUIRED TO PROPERLY COMPLETE THE WORK IN PLACE.
- DRAWING NOT TO SCALE  
ACTUAL FIELD LOCATIONS AND MEASUREMENTS SHALL BE VERIFIED

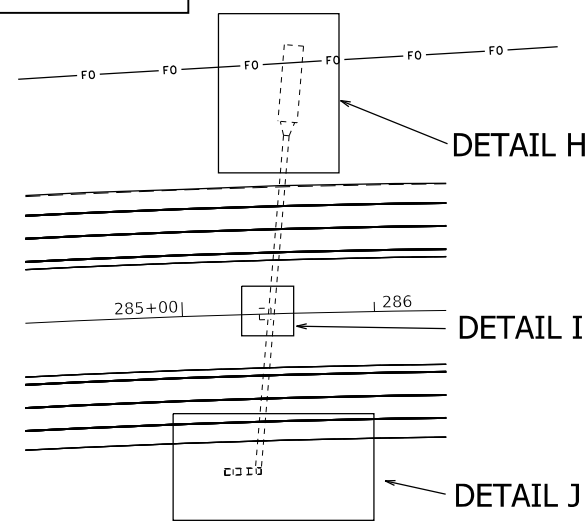
DETAIL G



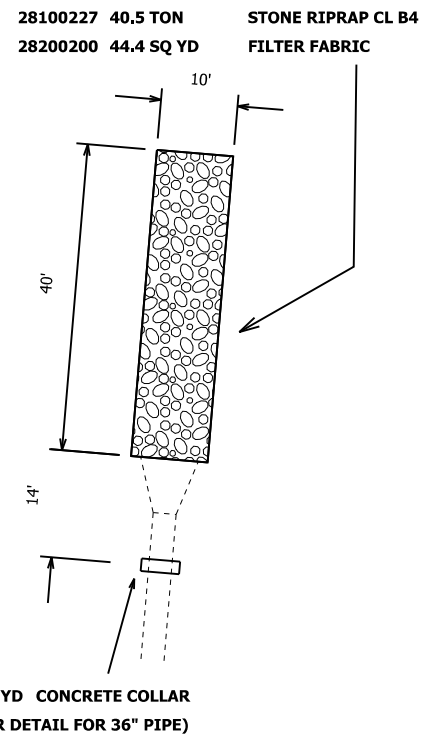
- NOTES:
1. NEW GRATES SHALL BE FURNISHED AS SPECIFIED AND SHALL BE INCLUDED IN THE COST OF "DRAINAGE STRUCTURE RECONSTRUCTION SPECIAL".
  2. EXCAVATION REQUIRED TO PLACE CONCRETE AT THE REQUIRED DEPTH SHALL BE INCLUDED IN THE COST OF "DRAINAGE STRUCTURE RECONSTRUCTION SPECIAL"
  3. EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS, AND  $\frac{3}{4}$ " (M20) HOOK BOLTS WHICH CONFORM TO SECTION 1006.09. THESE BOLTS SHALL EXTEND AT LEAST 4" (100) INTO THE NEW CONCRETE, SHALL BE PLACED 18" O.C., AND SHALL BE INCLUDED IN THE COST OF "DRAINAGE STRUCTURE RECONSTRUCTION SPECIAL".
  4. ALL ITEMS SHOWN IN THE DRAINAGE DETAIL ARE TO BE INCLUDED IN THE COST OF "DRAINAGE STRUCTURE RECONSTRUCTION, SPECIAL"
  5. ALL WORK SHALL BE PERFORMED TO THE SATISFACTION OF THE ENGINEER



LOCATION 6  
STA. 285+50

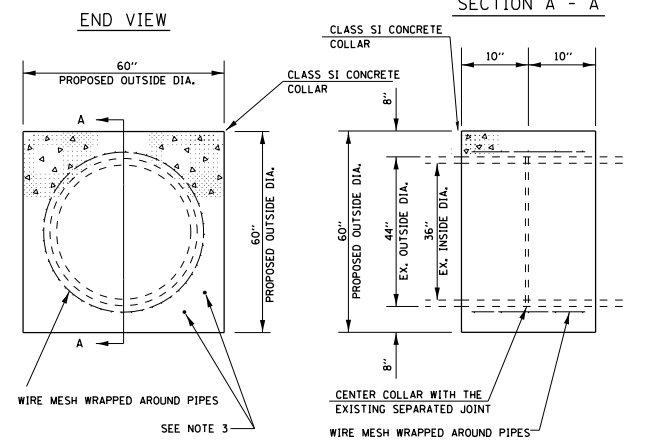


DETAIL H

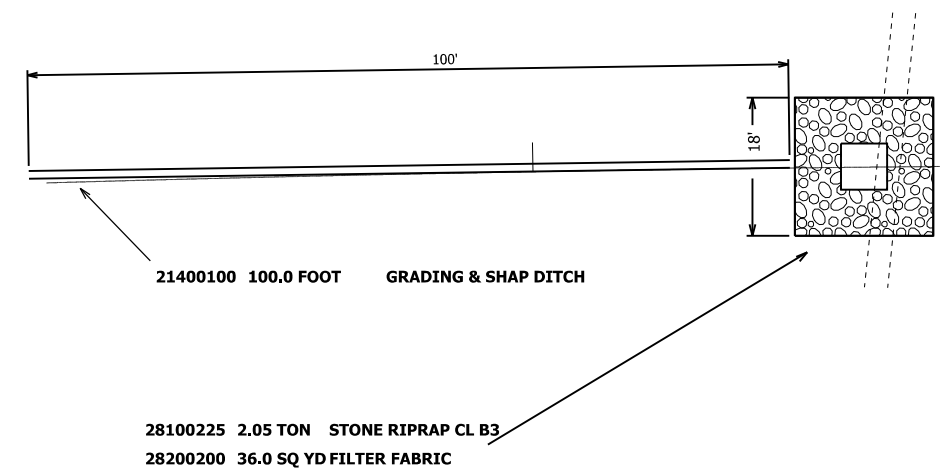


COLLAR DETAIL  
PIPE CULVERT, 36" I.D.  
CONCRETE COLLAR= 1.20 CU. YDS.  
PER COLLAR  
DRAWING NOT TO SCALE  
ACTUAL FIELD LOCATIONS AND  
MEASUREMENTS SHALL BE VERIFIED

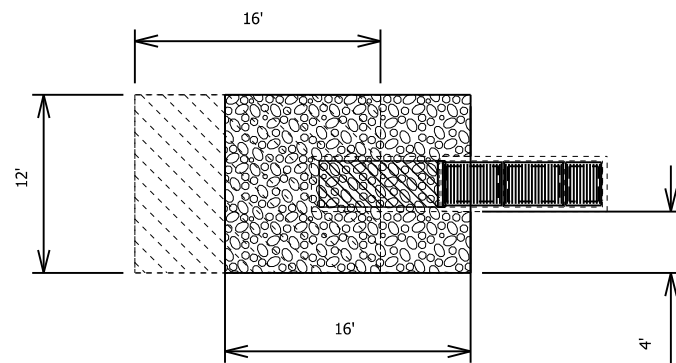
- GENERAL NOTES
1. CLASS S1 CONCRETE SHALL BE USED THROUGHOUT.
  2. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54#/100 SQ. FT.
  3. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (INLET BOXES, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE INCLUDED IN THE COST OF CONCRETE COLLARS.
  4. THE COST OF THE COLLAR SHALL INCLUDED ALL MATERIAL, EQUIPMENT, LABOR, AND ADDITIONAL WORK REQUIRED TO PROPERLY COMPLETE THE WORK IN PLACE.



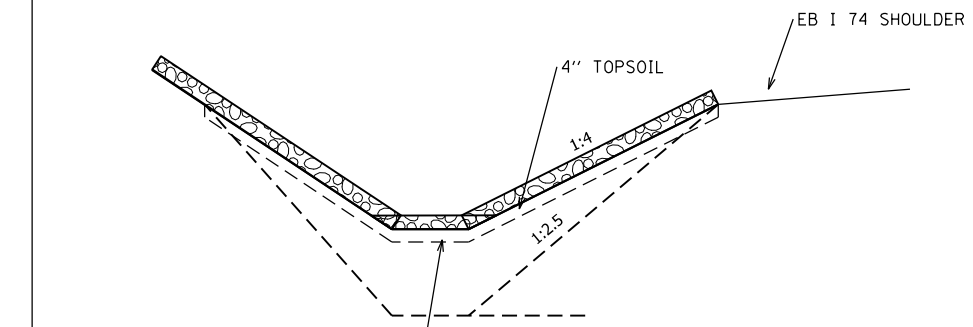
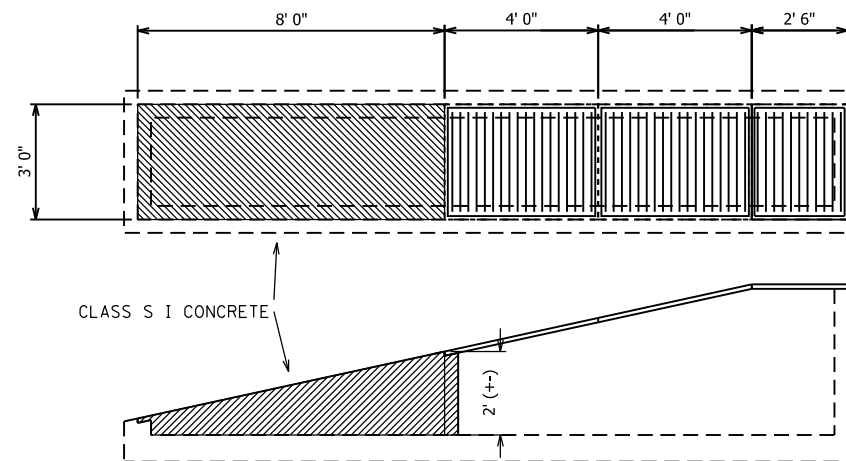
DETAIL I



DETAIL J



Z0018200 1.0 EACH DRAIN STR RECONST SPL

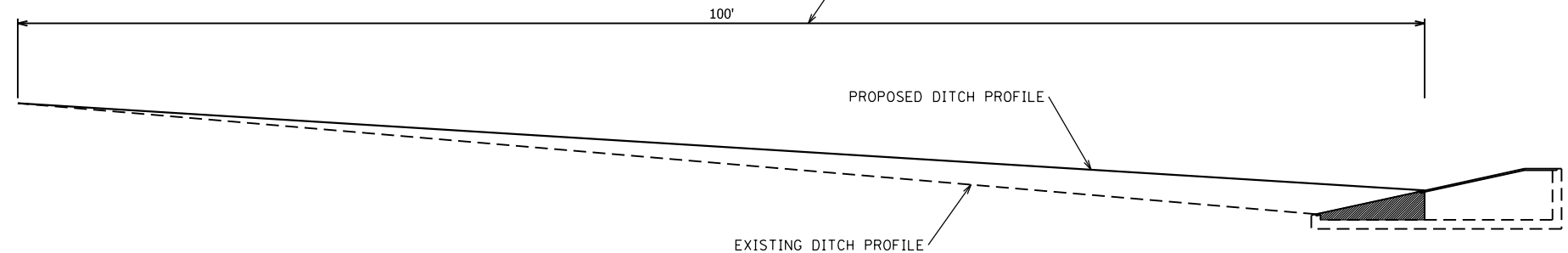


NOTES:

1. NEW GRATES SHALL BE FURNISHED AS SPECIFIED AND SHALL BE INCLUDED IN THE COST OF "DRAINAGE STRUCTURE RECONSTRUCTION SPECIAL".
2. THE S1 CONCRETE REQUIRED TO MODIFY THE DRAINAGE STRUCTURE SHALL BE INCLUDED IN THE COST OF "DRAINAGE STRUCTURE RECONSTRUCTION SPECIAL".
3. ALL ITEMS SHOWN IN THE DRAINAGE DETAIL ARE TO BE INCLUDED IN THE COST OF "DRAINAGE STRUCTURE RECONSTRUCTION, SPECIAL"
4. ALL WORK SHALL BE PERFORMED TO THE SATISFACTION OF THE ENGINEER

21400100 100.0 FOOT GRADING & SHAP DITCH\*

\*ALL FILL/EMBANKMENT REQUIRED SHALL BE INCLUDED IN THE COST OF "GRADING AND SHAPING DITCHES"



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

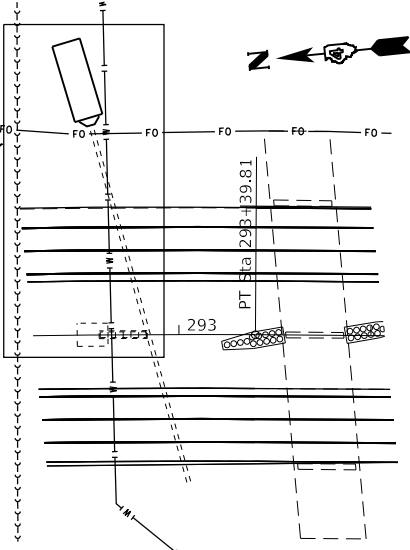
PROPOSED DRAINAGE & EROSION CONTROL DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)R5-2	KNOX	86	62
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

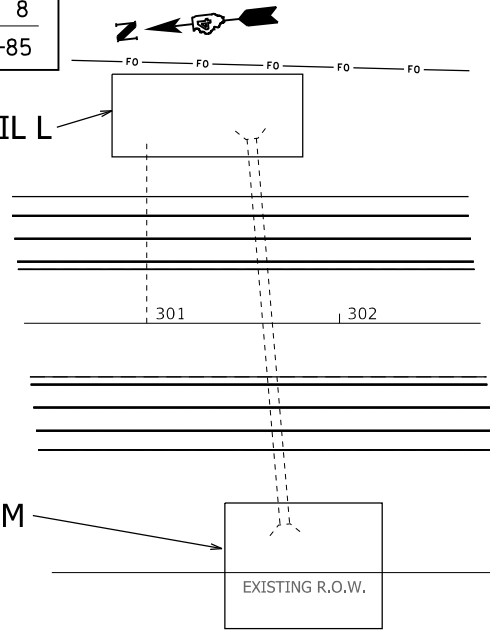
LOCATION 7  
STA. 292+90

DETAIL K



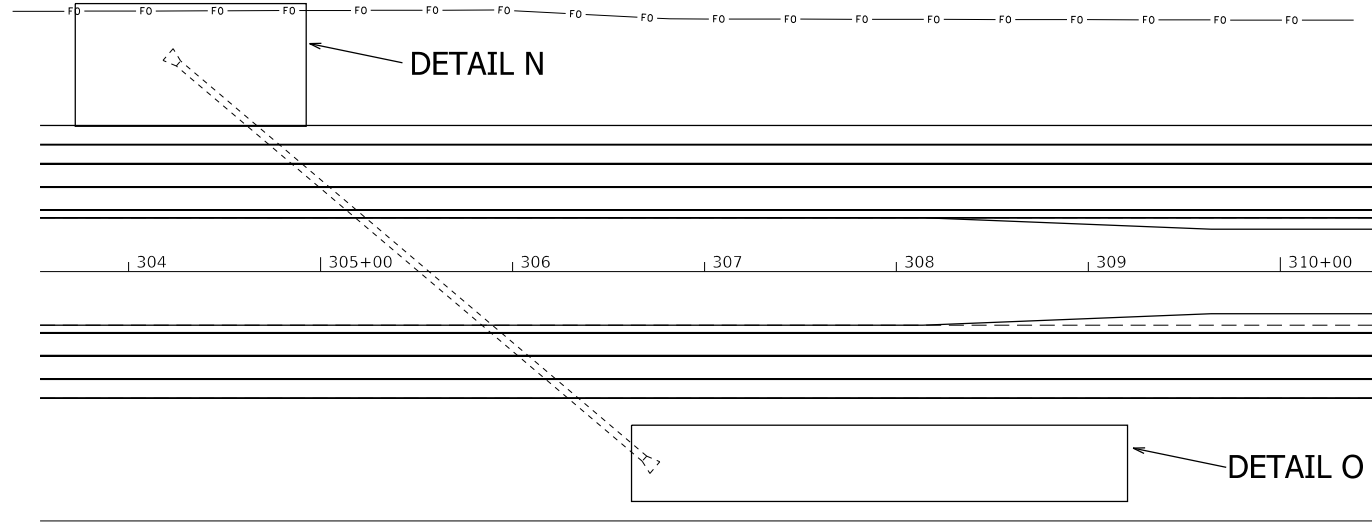
LOCATION 8  
STA. 301+85

DETAIL L



LOCATION 9  
STA. 305+44

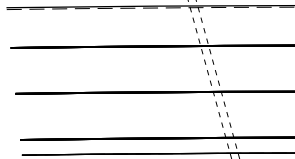
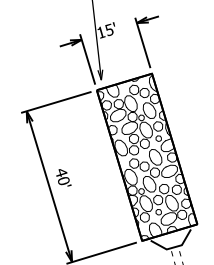
DETAIL N



DETAIL K

28100227 60.0 TON  
28200200 66.0 SQ YD

STONE RIPRAP CL B4  
FILTER FABRIC



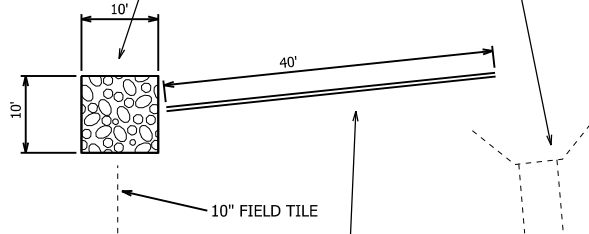
28100225 12.0 TON  
28200200 22.0 SQ YD  
X0322584 22.0 SQ YD

STONE RIPRAP CL B3  
FILTER FABRIC  
REVTMENT MAT REMOVAL \*

DETAIL L

60" RCCP WITH CIP END SECTION

28100225 6.5 TON STONE RIPRAP CL B3  
28200200 11.1 SQ YD FILTER FABRIC

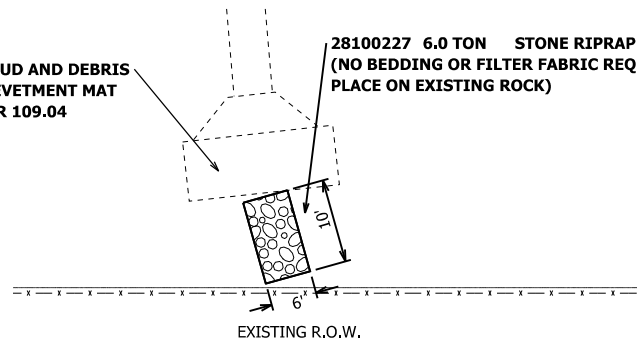


21400100 40 FOOT GRADING & SHAP DITCH  
(GRADE TO DRAIN TO RCCP CULVERT STREAM)

DETAIL M

CLEAN MUD AND DEBRIS FROM REVETMENT MAT PAID FOR 109.04

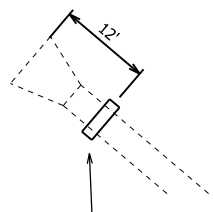
28100227 6.0 TON STONE RIPRAP CL B4  
(NO BEDDING OR FILTER FABRIC REQUIRED, PLACE ON EXISTING ROCK)



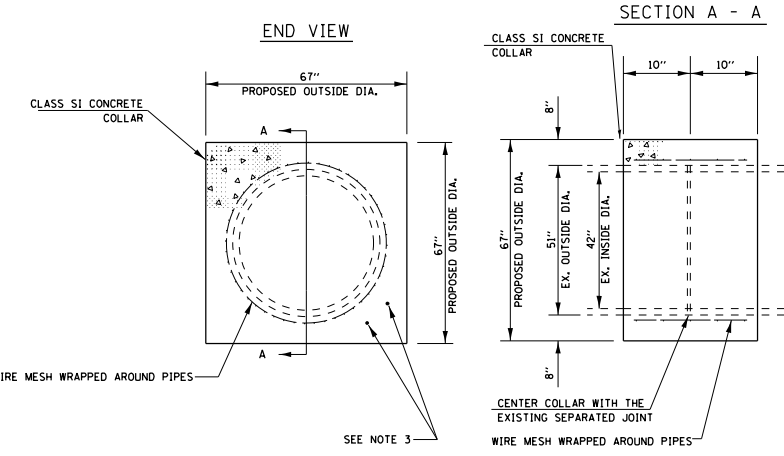
DETAIL N

COLLAR DETAIL  
PIPE CULVERT, 42" I.D.

CONCRETE COLLAR= 1.40 CU YDS.  
PER COLLAR



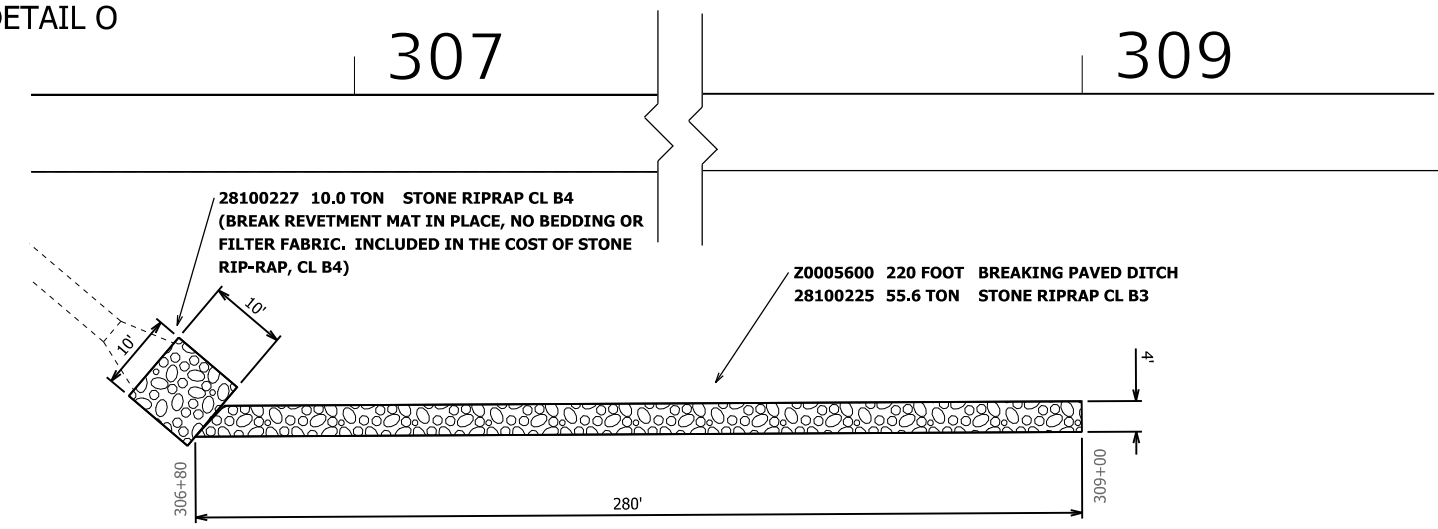
54248510 1.40 CU YD  
CONCRETE COLLAR



- GENERAL NOTES
1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
  2. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54#/100 SQ. FT.
  3. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (INLET BOXES, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE INCLUDED IN THE COST OF CONCRETE COLLARS.
  4. THE COST OF THE COLLAR SHALL INCLUDED ALL MATERIAL, EQUIPMENT, LABOR, AND ADDITIONAL WORK REQUIRED TO PROPERLY COMPLETE THE WORK IN PLACE.

DRAWING NOT TO SCALE  
ACTUAL FIELD LOCATIONS AND  
MEASUREMENTS SHALL BE VERIFIED

DETAIL O



28100227 10.0 TON STONE RIPRAP CL B4  
(BREAK REVETMENT MAT IN PLACE, NO BEDDING OR FILTER FABRIC. INCLUDED IN THE COST OF STONE RIP-RAP, CL B4)

20005600 220 FOOT BREAKING PAVED DITCH  
28100225 55.6 TON STONE RIPRAP CL B3

FILE NAME =	USER NAME = jacobsnr	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/12/2019	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

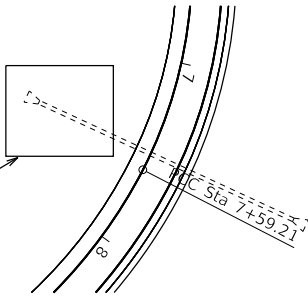
PROPOSED DRAINAGE & EROSION CONTROL DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	63
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

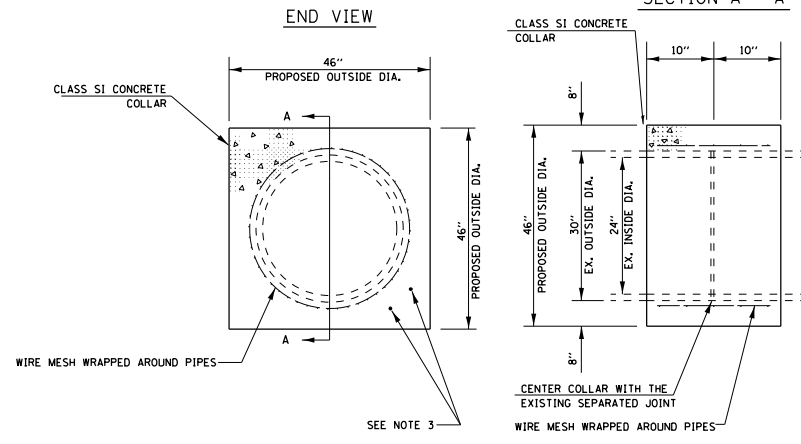
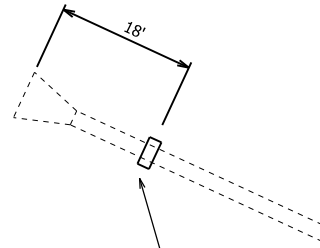
LOCATION 10  
RAMP A STA. 7+50

DETAIL P



54248510 0.73 CU YD CONCRETE COLLAR

DETAIL P



**GENERAL NOTES**

1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
2. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54\*/100 SQ. FT.
3. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (INLET BOXES, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE INCLUDED IN THE COST OF CONCRETE COLLARS.
4. THE COST OF THE COLLAR SHALL INCLUDED ALL MATERIAL, EQUIPMENT, LABOR, AND ADDITIONAL WORK REQUIRED TO PROPERLY COMPLETE THE WORK IN PLACE.

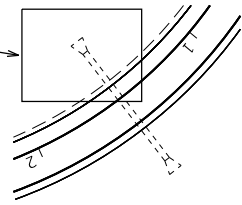
DRAWING NOT TO SCALE  
ACTUAL FIELD LOCATIONS AND MEASUREMENTS SHALL BE VERIFIED

COLLAR DETAIL  
PIPE CULVERT, 24" I.D.

CONCRETE COLLAR= 0.73 CU. YDS.  
PER COLLAR

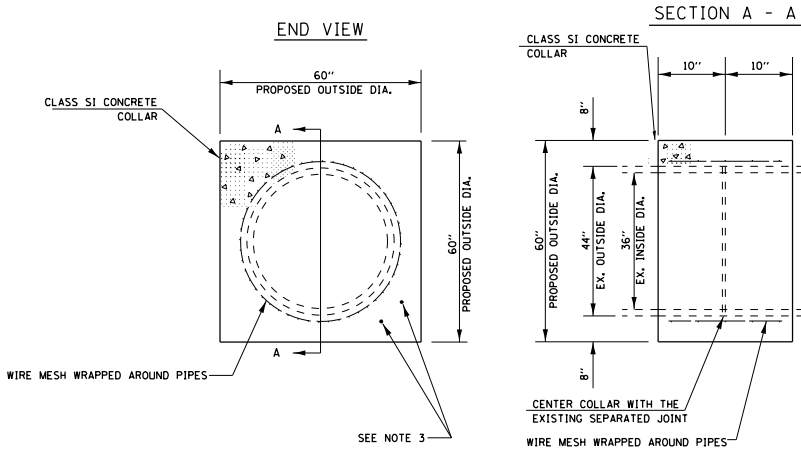
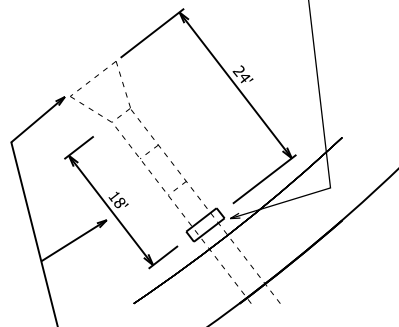
LOCATION 11  
RAMP C STA 1+50

DETAIL Q



X0358300 1.0 EACH REM & RELAY END SECT  
X1200207 18.0 FOOT REM & RELAY P C SPL

54248510 1.20 CU YD CONCRETE COLLAR  
DETAIL Q



**GENERAL NOTES**

1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
2. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54\*/100 SQ. FT.
3. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (INLET BOXES, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE INCLUDED IN THE COST OF CONCRETE COLLARS.
4. THE COST OF THE COLLAR SHALL INCLUDED ALL MATERIAL, EQUIPMENT, LABOR, AND ADDITIONAL WORK REQUIRED TO PROPERLY COMPLETE THE WORK IN PLACE.

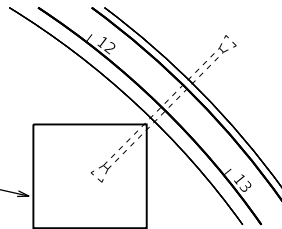
DRAWING NOT TO SCALE  
ACTUAL FIELD LOCATIONS AND MEASUREMENTS SHALL BE VERIFIED

COLLAR DETAIL  
PIPE CULVERT, 36" I.D.

CONCRETE COLLAR= 1.20 CU. YDS.  
PER COLLAR

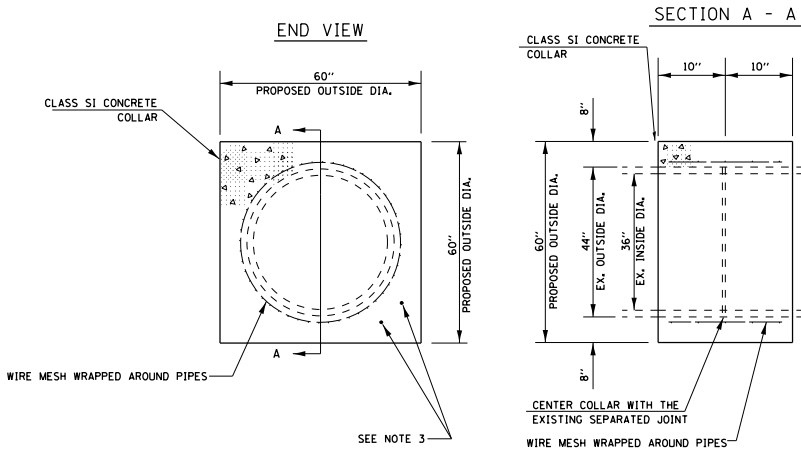
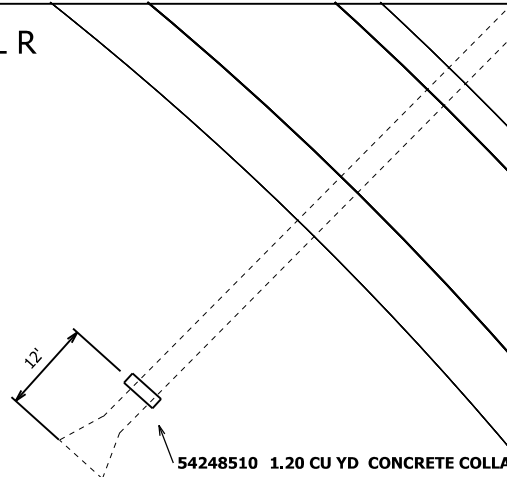
LOCATION 12  
RAMP H STA 12+50

DETAIL R



54248510 1.20 CU YD CONCRETE COLLAR

DETAIL R



**GENERAL NOTES**

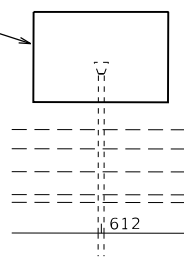
1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
2. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54\*/100 SQ. FT.
3. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (INLET BOXES, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE INCLUDED IN THE COST OF CONCRETE COLLARS.
4. THE COST OF THE COLLAR SHALL INCLUDED ALL MATERIAL, EQUIPMENT, LABOR, AND ADDITIONAL WORK REQUIRED TO PROPERLY COMPLETE THE WORK IN PLACE.

DRAWING NOT TO SCALE  
ACTUAL FIELD LOCATIONS AND MEASUREMENTS SHALL BE VERIFIED

COLLAR DETAIL  
PIPE CULVERT, 36" I.D.

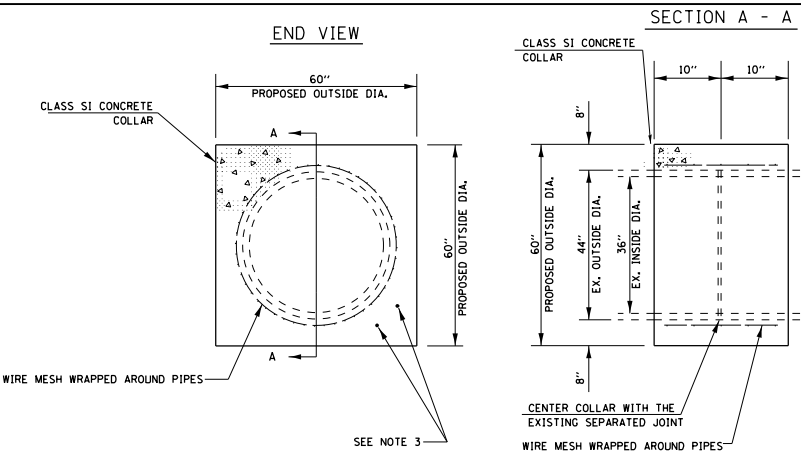
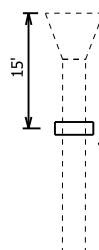
CONCRETE COLLAR= 1.20 CU. YDS.  
PER COLLAR

DETAIL S



54248510 1.20 CU YD CONCRETE COLLAR

DETAIL S



**GENERAL NOTES**

1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
2. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54\*/100 SQ. FT.
3. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (INLET BOXES, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE INCLUDED IN THE COST OF CONCRETE COLLARS.
4. THE COST OF THE COLLAR SHALL INCLUDED ALL MATERIAL, EQUIPMENT, LABOR, AND ADDITIONAL WORK REQUIRED TO PROPERLY COMPLETE THE WORK IN PLACE.

DRAWING NOT TO SCALE  
ACTUAL FIELD LOCATIONS AND MEASUREMENTS SHALL BE VERIFIED

COLLAR DETAIL  
PIPE CULVERT, 36" I.D.

CONCRETE COLLAR= 1.20 CU. YDS.  
PER COLLAR

FILE NAME =	USER NAME = jacobsmr	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/12/2019	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

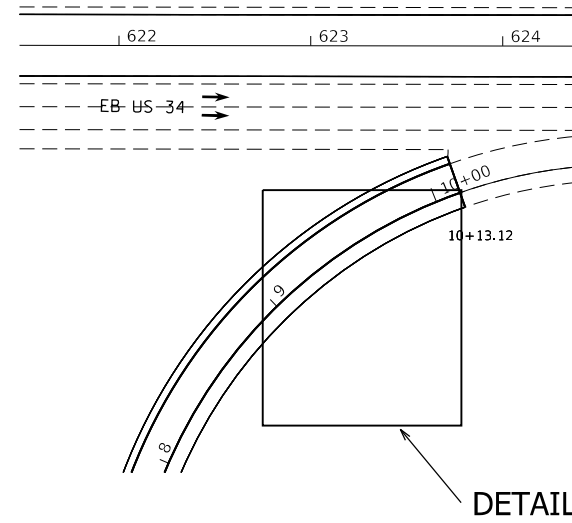
PROPOSED DRAINAGE & EROSION CONTROL DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	64
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



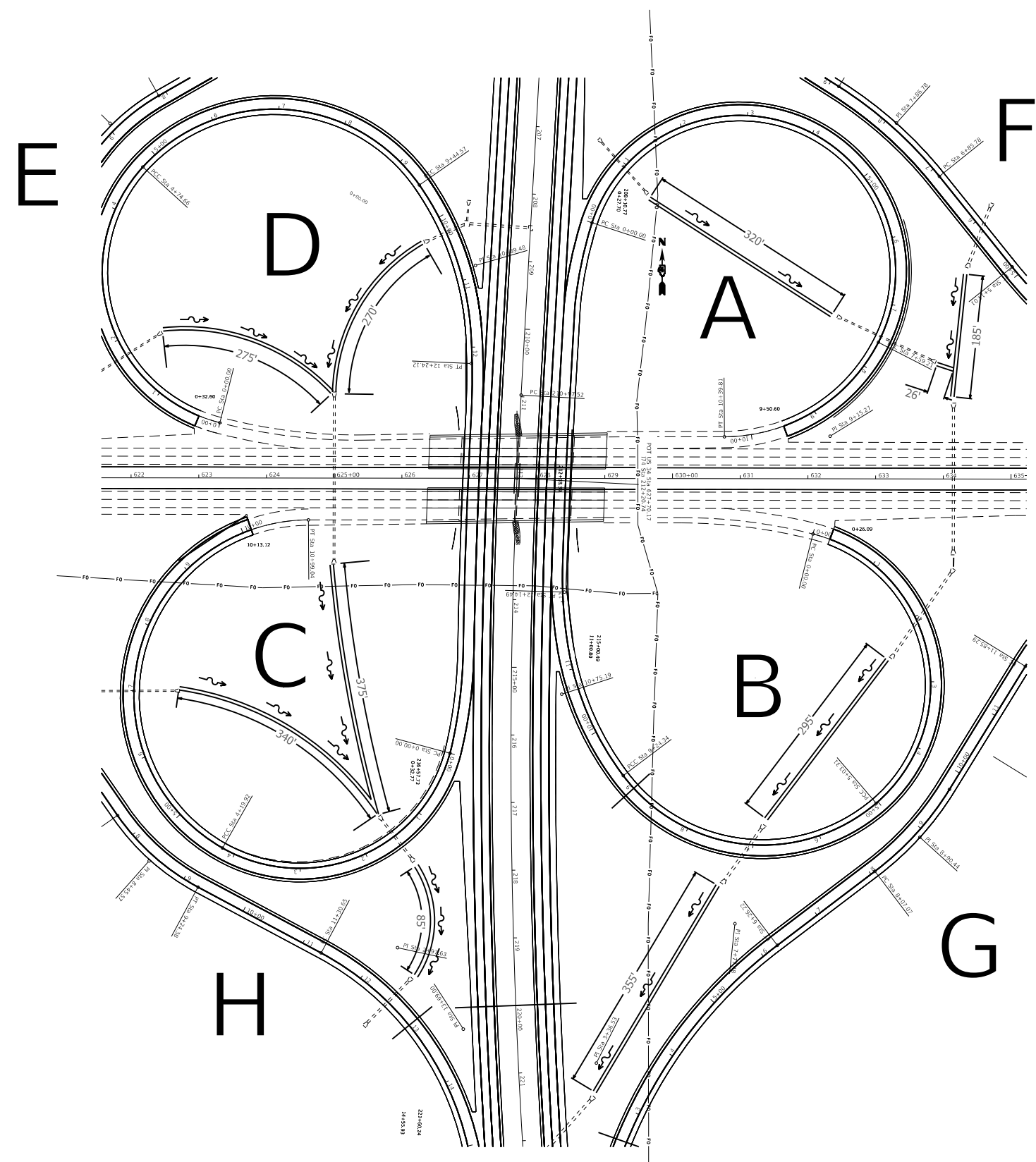
LOCATION 13  
RAMP C STA. 9+00



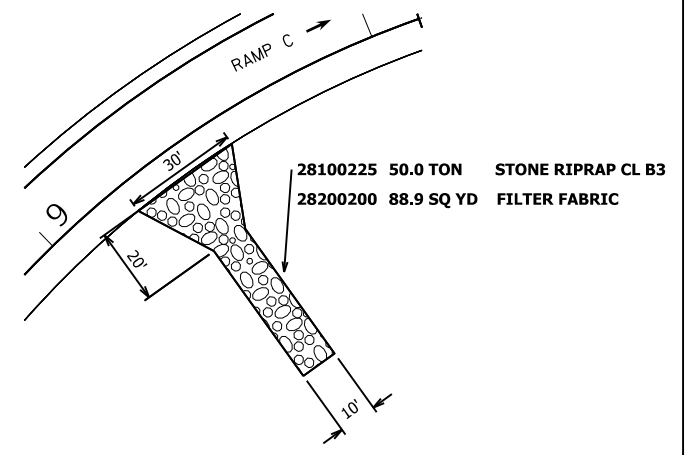
# I 74 / US 34 INTERCHANGE GRADING DETAIL

21400100 GRADING & SHAP DITCH

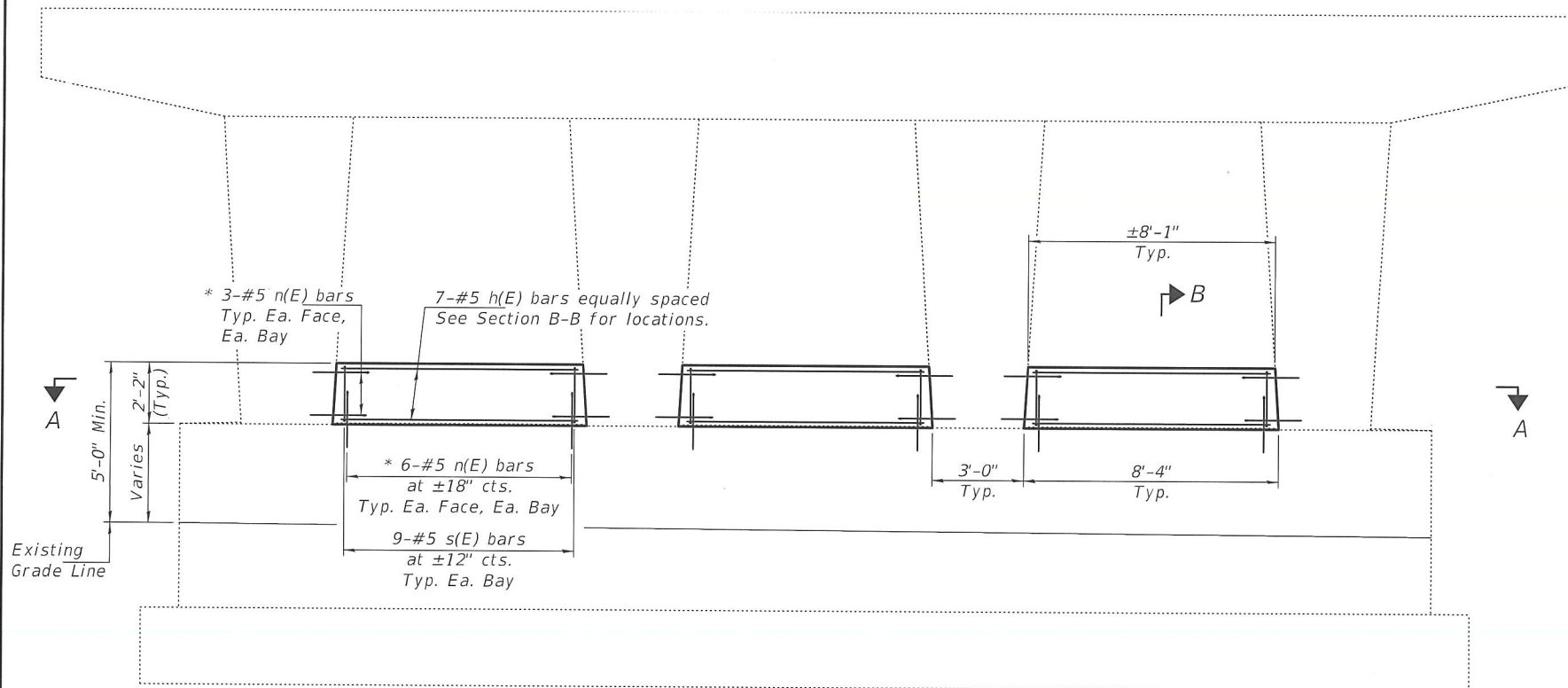
RAMP A	320'
RAMP B	295'
RAMP C	375' 340'
RAMP D	275' 270'
RAMP F	185' 26'
RAMP G	355'
RAMP H	85'
<b>TOTAL</b>	<b>2,526'</b>



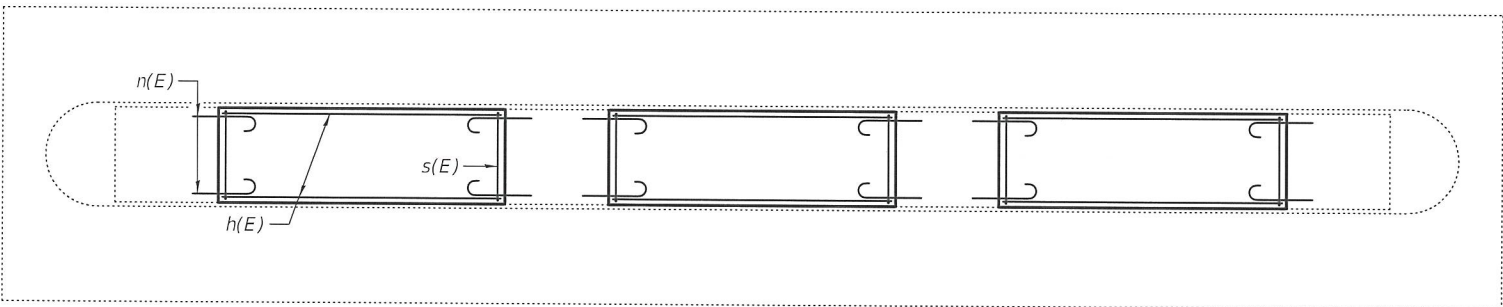
DETAIL T



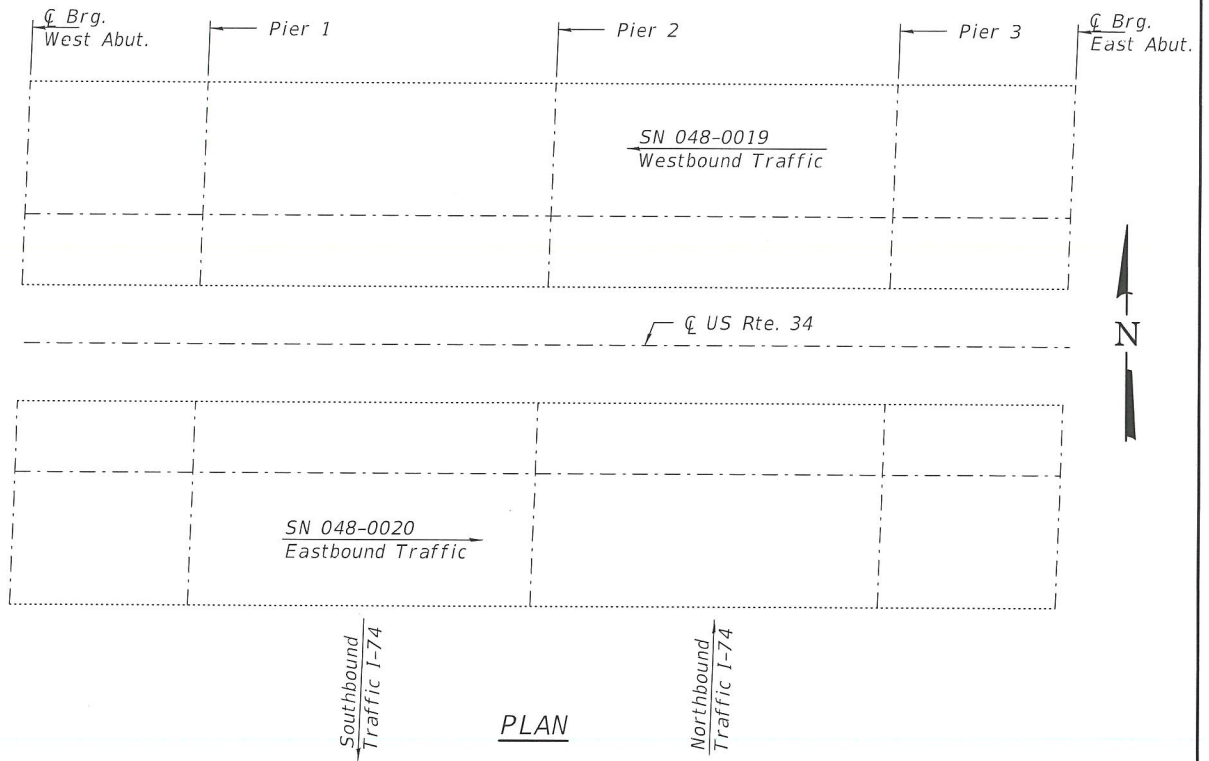
FILE NAME =	USER NAME = jacobsmr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED DRAINAGE &amp; EROSION CONTROL DETAIL</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default		CHECKED -	REVISED -			74	(48-26)R5-2	KNOX	86	65	
		DATE -	REVISED -			CONTRACT NO. 68656					
						ILLINOIS FED. AID PROJECT					



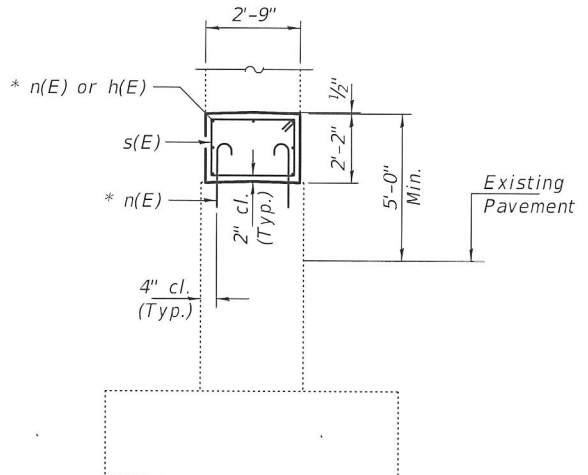
**ELEVATION**  
(Looking West)



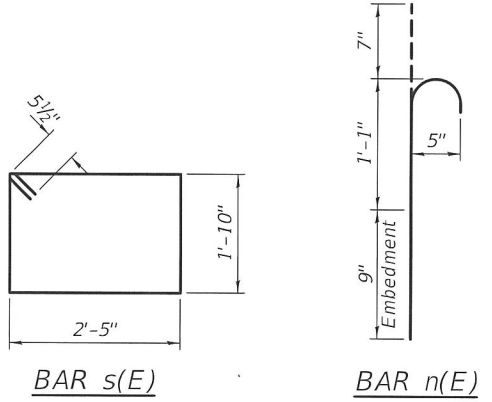
**SECTION A-A**



**PLAN**



**SECTION B-B**



**BAR s(E)**

**BAR n(E)**

\* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

**GENERAL NOTES**

The cost of epoxy grouting threaded rods shall be included with Reinforcement Bars, Epoxy Coated.  
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.  
Reinforcement bars designated (E) shall be epoxy coated.

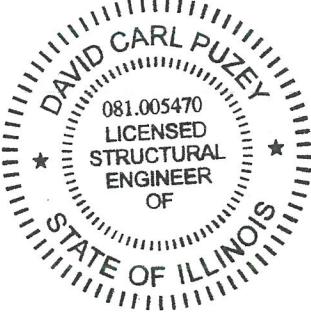
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Structures	Cu. Yd.	39.9
Protective Coat	Sq. Yd.	134
Reinforcement Bars, Epoxy Coated	Pound	4060

**BILL OF MATERIAL - PIER 1**  
**SN 048-0019**

Bar	No.	Size	Length	Shape
h(E)	21	#5	7'-9"	—
n(E)	72	#5	2'-5"	⌋
s(E)	27	#5	9'-5"	□
Concrete Structures		Cu. Yd.		5.4
** Protective Coat		Sq. Yd.		19
Reinforcement Bars, Epoxy Coated		Pound		620

\*\* Apply to new concrete only.



EXPIRES 11-30-2020

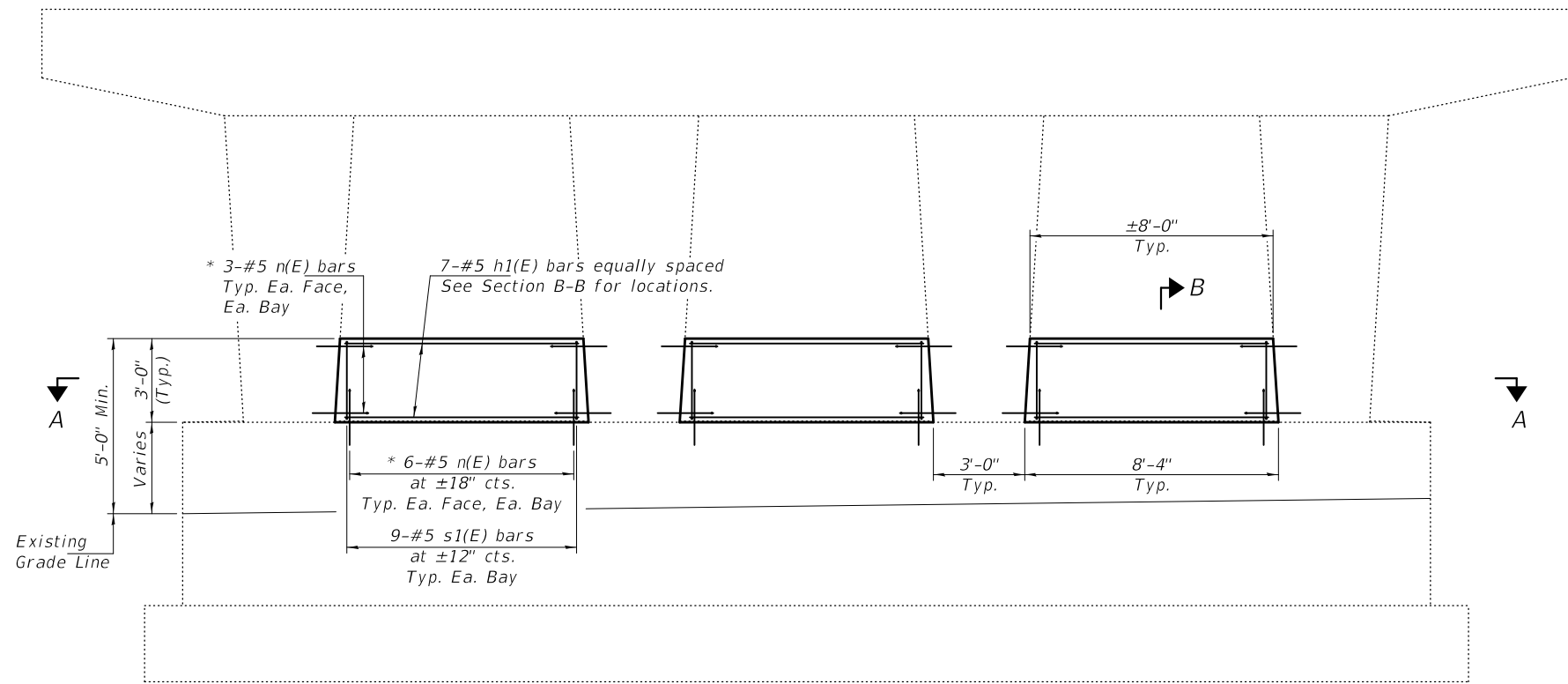
DESIGNED - <i>[Signature]</i>	EXAMINED - <i>[Signature]</i>	DATE - JANUARY 27, 2020
CHECKED - <i>[Signature]</i>	PASSED - <i>[Signature]</i>	REVISED -
DRAWN - daburdell		REVISED -
CHECKED - <i>[Signature]</i>		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

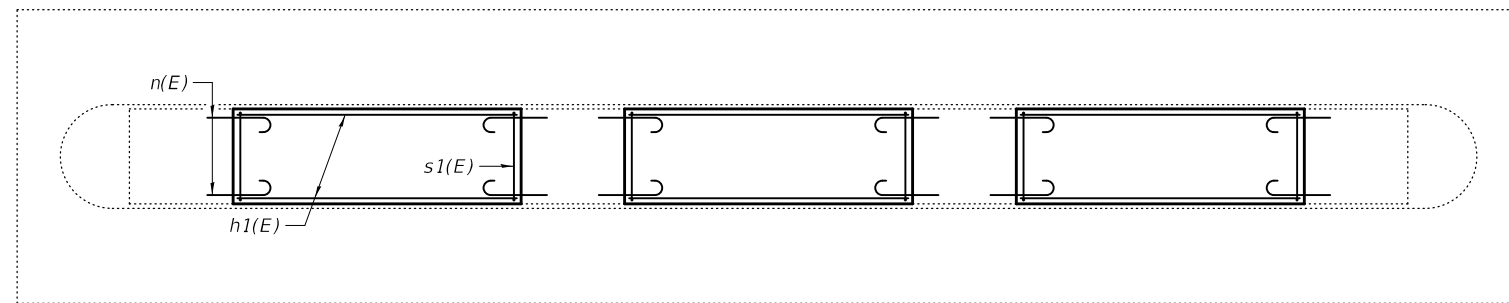
PIER CRASHWALL EXTENSION - PIER 1  
US ROUTE 34 OVER I-74  
SN 048-0019 (WB)

SHEET NO. 1 OF 4 SHEETS

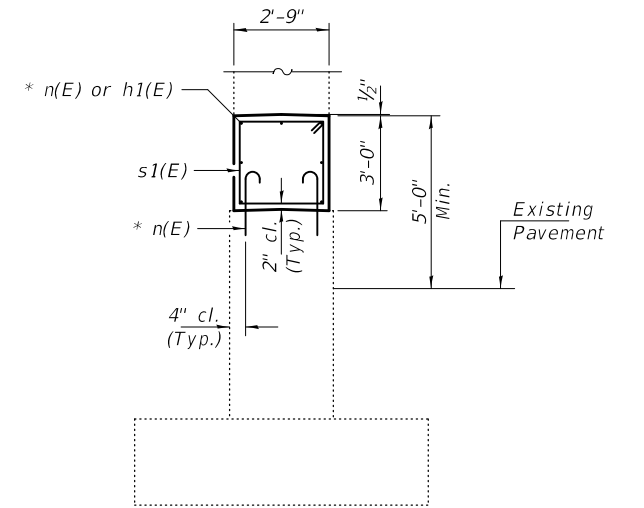
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	66
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



**ELEVATION**  
(Looking West)

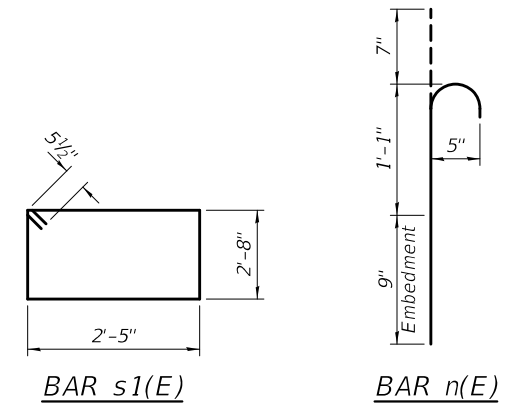


**SECTION A-A**



**SECTION B-B**

\* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



**BILL OF MATERIAL - PIER 1**  
**SN 048-0020**

Bar	No.	Size	Length	Shape
h1(E)	21	#5	7'-8"	—
n(E)	72	#5	2'-5"	⌋
s1(E)	27	#5	11'-1"	□
Concrete Structures			Cu. Yd.	7.5
** Protective Coat			Sq. Yd.	24
Reinforcement Bars, Epoxy Coated			Pound	660

\*\* Apply to new concrete only.

DESIGNED - AJR  
CHECKED - JSB  
DRAWN - daburdell  
CHECKED - AJR JSB

EXAMINED  
PASSED  
  
  
 ENGINEER OF STRUCTURAL SERVICES  
 ENGINEER OF BRIDGES AND STRUCTURES

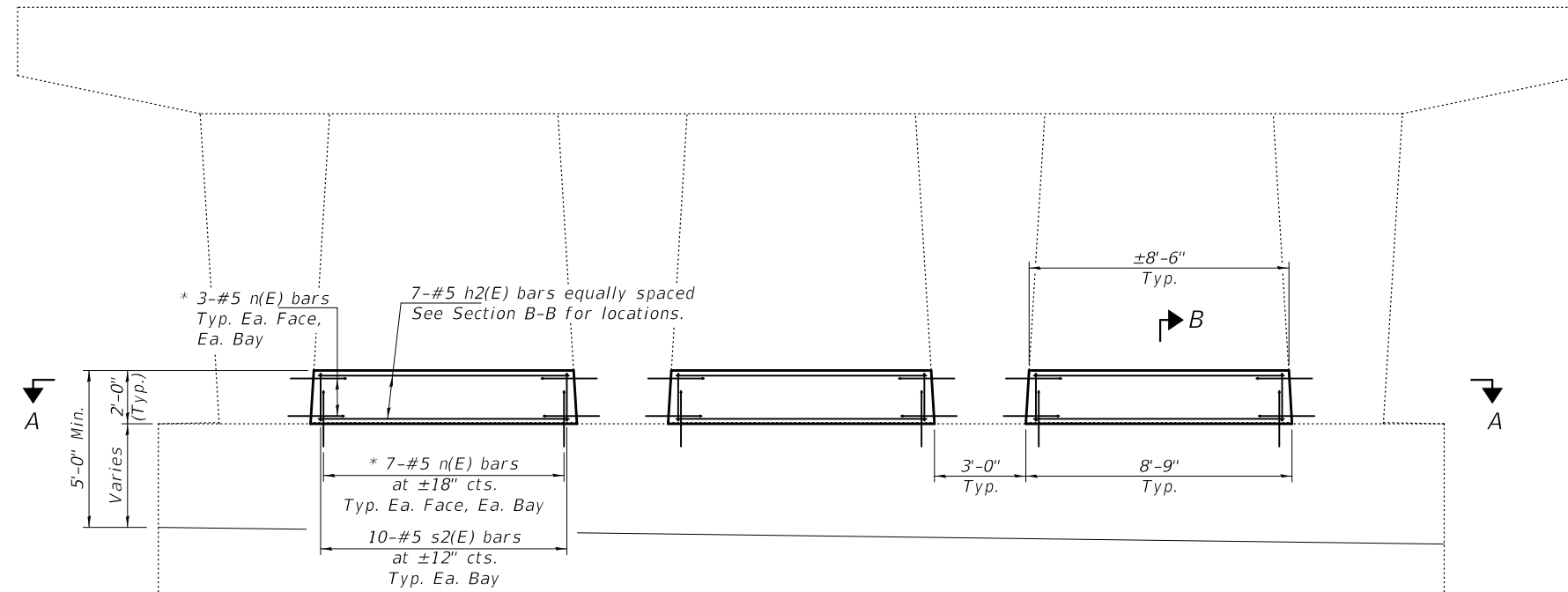
DATE - JANUARY 27, 2020  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

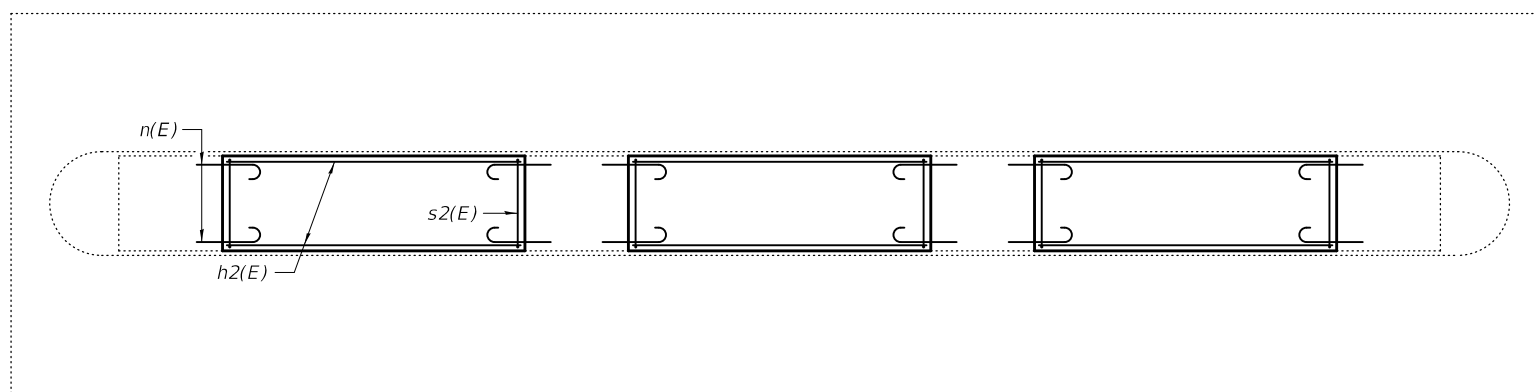
**PIER CRASHWALL EXTENSION - PIER 1**  
**SN 048-0020 (EB)**

SHEET NO. 2 OF 4 SHEETS

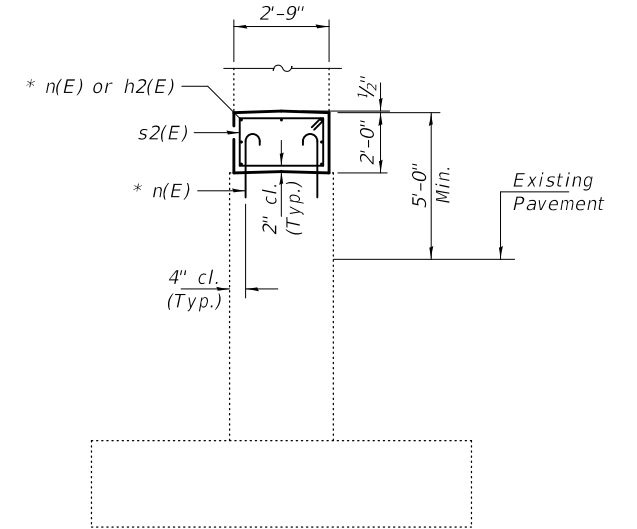
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	67
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



**ELEVATION**  
(Looking West)

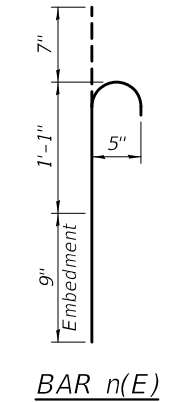
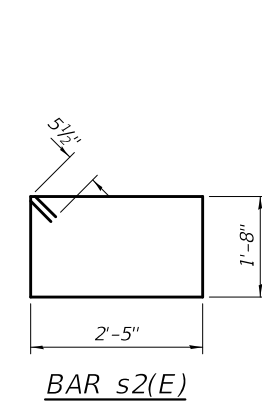


**SECTION A-A**



**SECTION B-B**

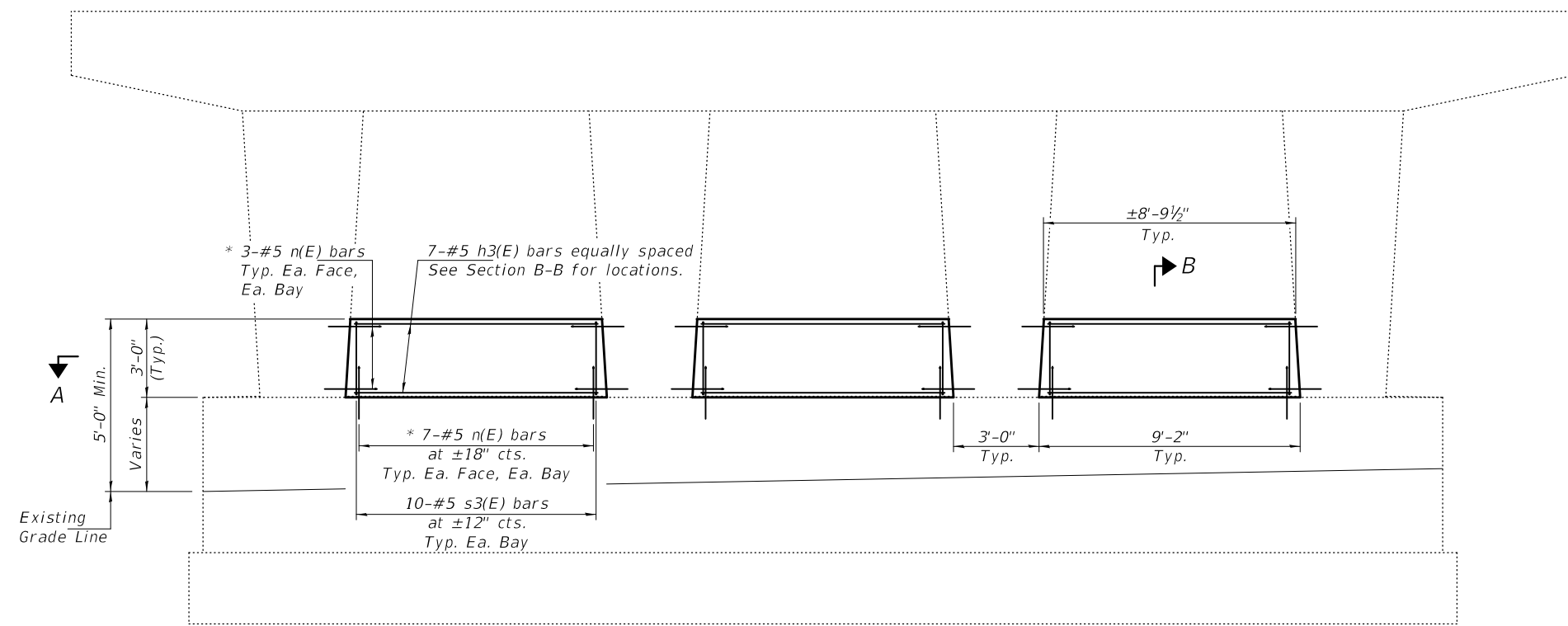
\* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



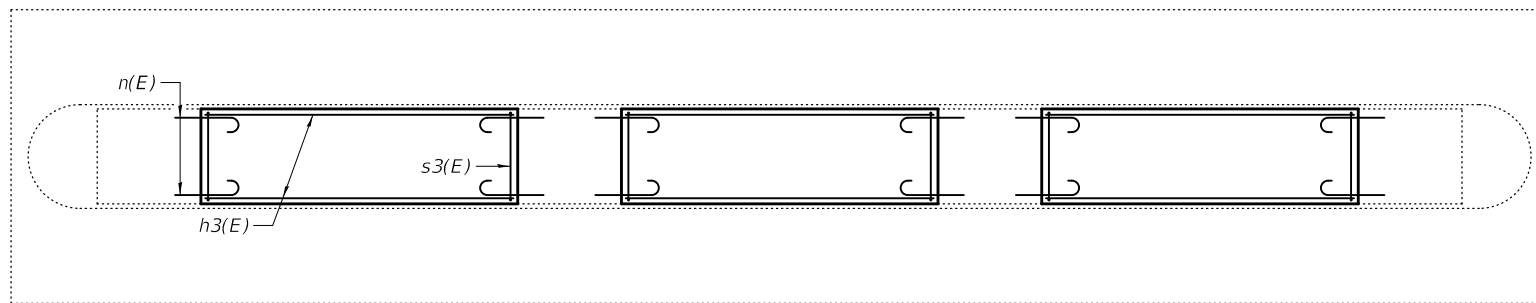
**BILL OF MATERIAL - PIER 2**  
**SN 048-0019 AND 0020**

Bar	No.	Size	Length	Shape	
h2(E)	42	#5	8'-2"	—	
n(E)	156	#5	2'-5"	⌋	
s2(E)	60	#5	9'-1"	□	
Concrete Structures				Cu. Yd.	10.6
** Protective Coat				Sq. Yd.	39
Reinforcement Bars, Epoxy Coated				Pound	1320

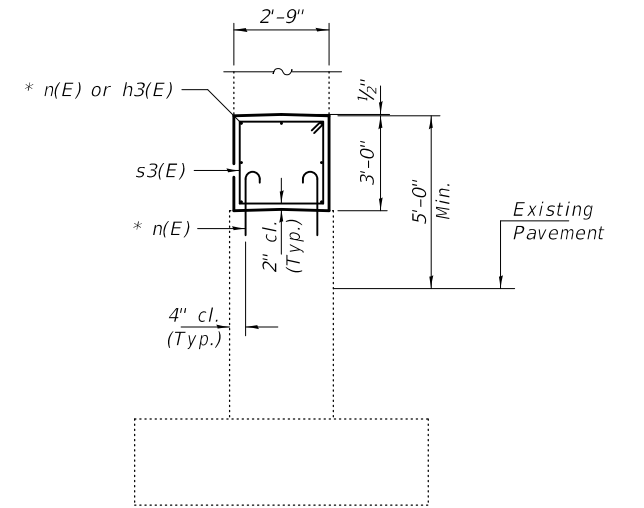
\*\* Apply to new concrete only.



**ELEVATION**  
(Looking West)

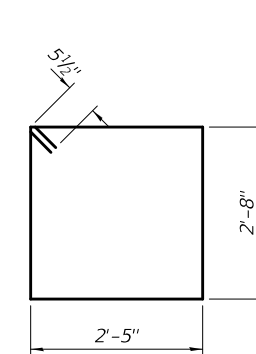


**SECTION A-A**

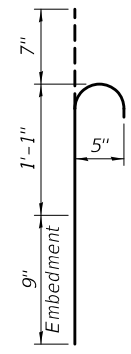


**SECTION B-B**

\* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



**BAR s3(E)**



**BAR n(E)**

**BILL OF MATERIAL - PIER 3**  
**SN 048-0019 & 0020**

Bar	No.	Size	Length	Shape	
h3(E)	42	#5	8'-6"	—	
n(E)	156	#5	2'-5"	U	
s3(E)	60	#5	11'-1"	□	
Concrete Structures				Cu. Yd.	16.4
** Protective Coat				Sq. Yd.	52
Reinforcement Bars, Epoxy Coated				Pound	1460

\*\* Apply to new concrete only.

DESIGNED - AJR  
CHECKED - JSB  
DRAWN - daburdell  
CHECKED - AJR JSB

EXAMINED  
PASSED  
  
  
 ENGINEER OF STRUCTURAL SERVICES  
 ENGINEER OF BRIDGES AND STRUCTURES

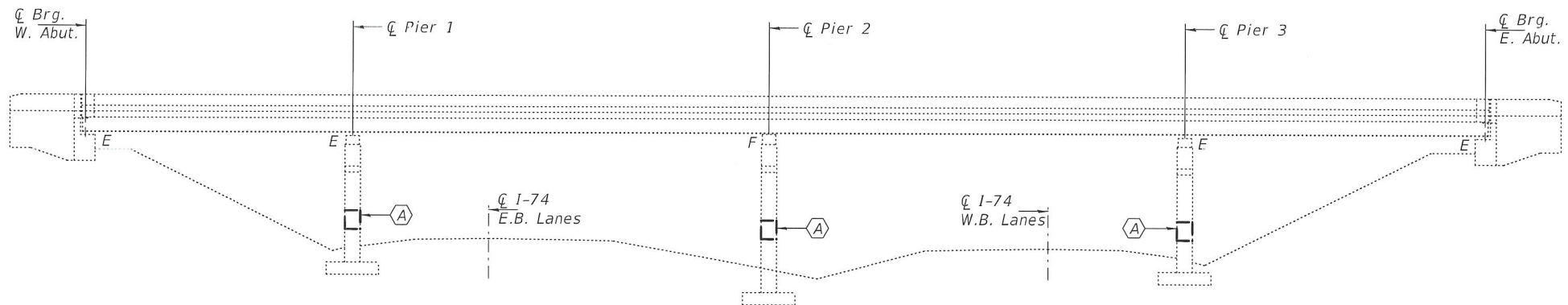
DATE - JANUARY 27, 2020  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PIER CRASHWALL EXTENSION - PIER 3**  
**SN 048-0019 (WB) & 0020 (EB)**

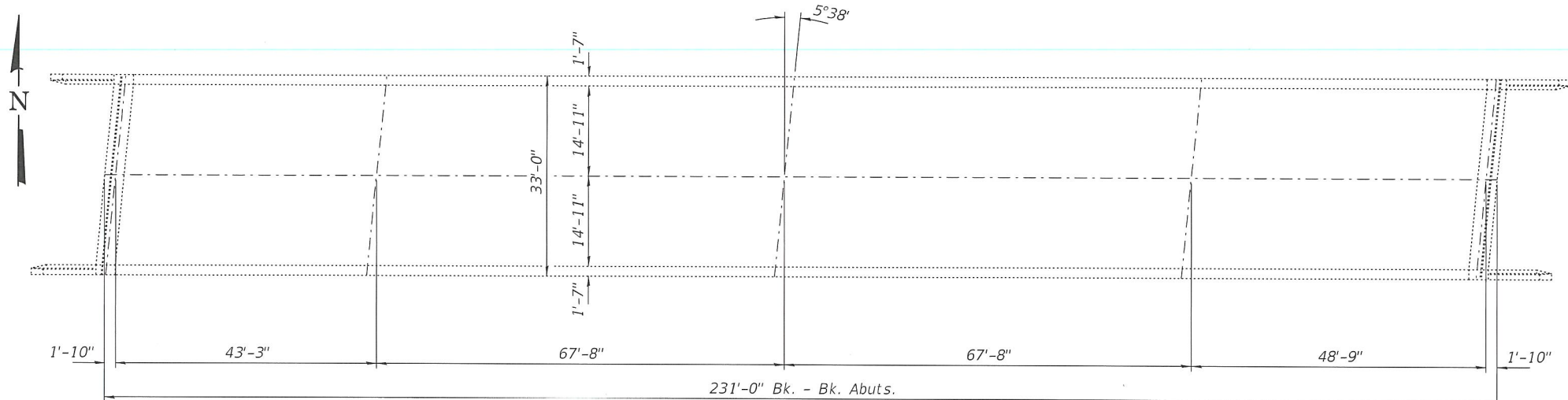
SHEET NO. 4 OF 4 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	69
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				



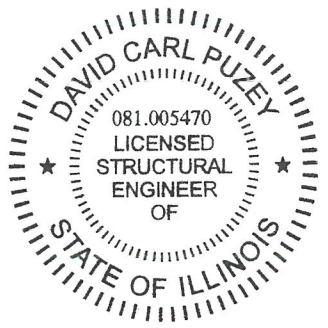
**GENERAL NOTES**

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work. Reinforcement bars designated (E) shall be epoxy coated.



**PLAN**

(A) - Pier Crashwall Extensions



EXPIRES 11-30-2020

DESIGNED - <i>W. H.</i>	EXAMINED - <i>Tungsten A. Amundrecht</i>	DATE - JANUARY 27, 2020
CHECKED - <i>Adrian S. Hallaway</i>	PASSED - <i>David Carl Puzey</i>	REVISOR -
DRAWN - <i>daburdell</i>		REVISOR -
CHECKED - <i>ATH</i>		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

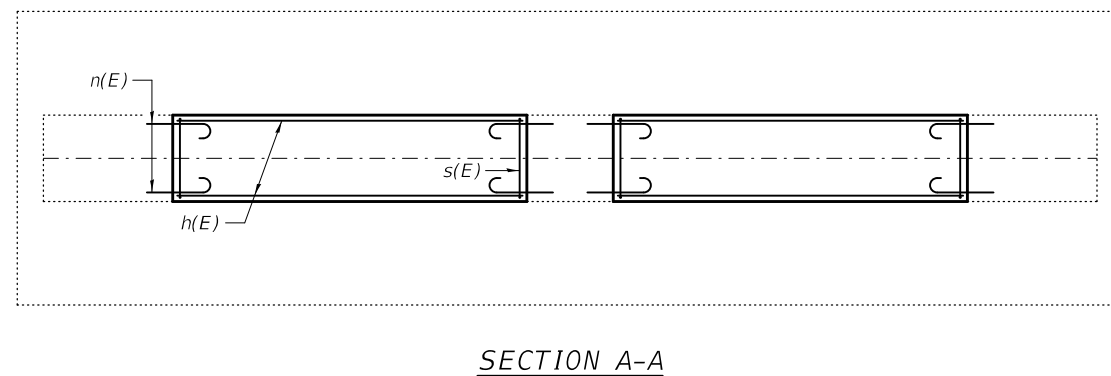
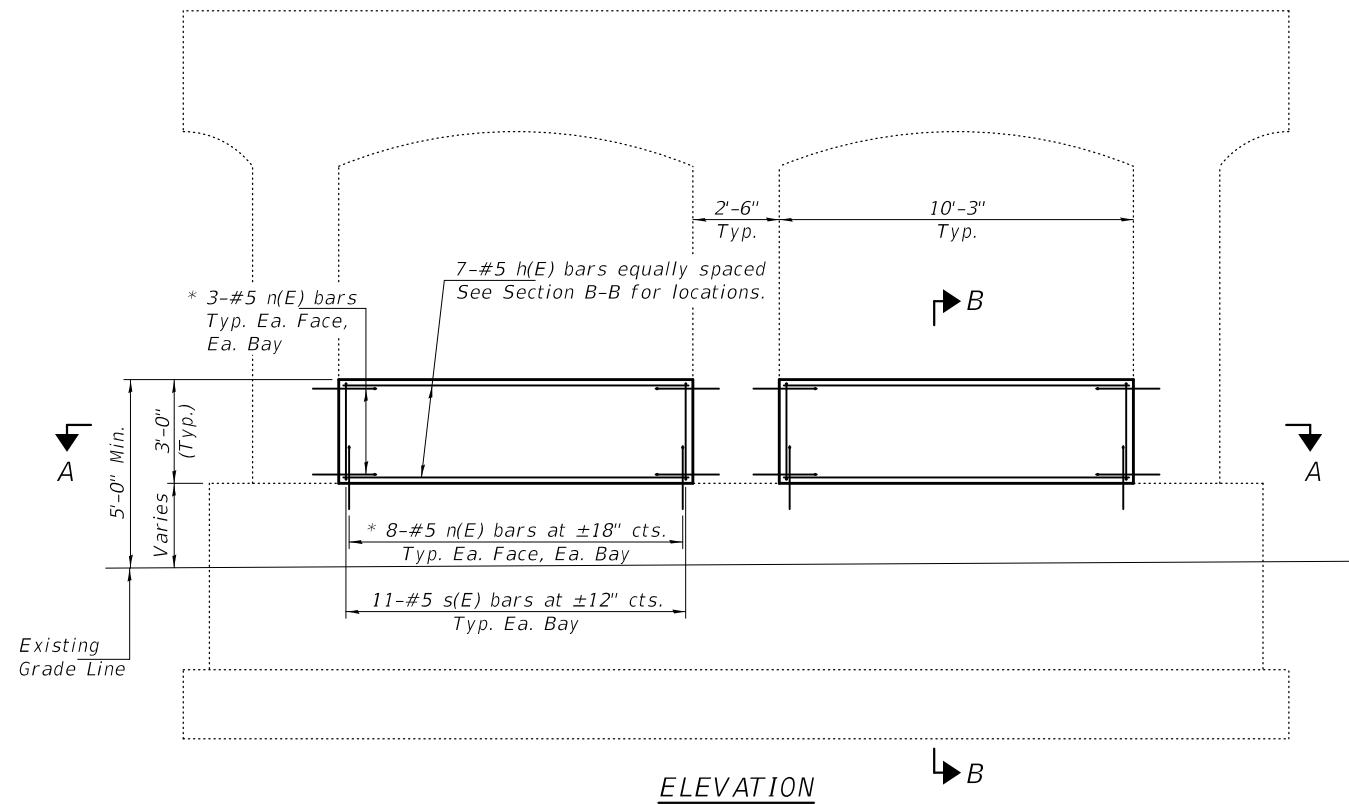
GENERAL PLAN AND ELEVATION  
C.H. 7 OVER FAI 74  
SN 048-0059

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	70
CONTRACT NO. 68656				

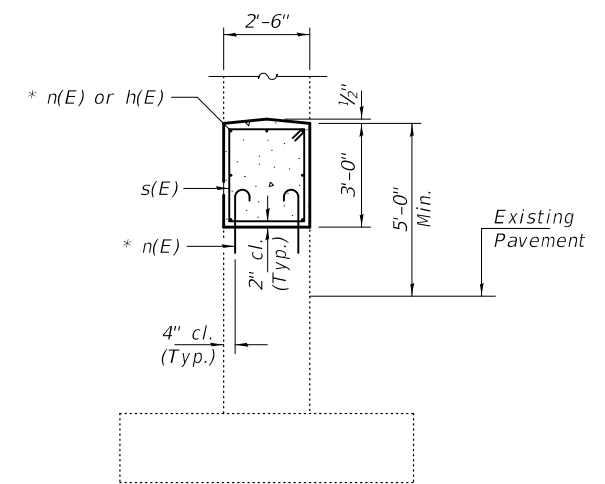
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Reinforcement Bars, Epoxy Coated	Pound	1590
Concrete Structures	Cu. Yd.	17.0
Protective Coat	Sq. Yd.	58

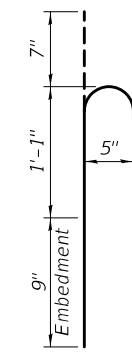
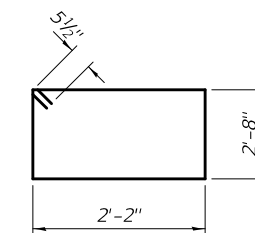
\* Apply to new concrete only.



Note:  
The cost of epoxy grouting threaded rods shall be included with Reinforcement Bars, Epoxy Coated.



\* Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



**BILL OF MATERIAL - 3 PIERS**

Bar	No.	Size	Length	Shape
h(E)	42	#5	9'-11"	—
n(E)	168	#5	2'-5"	U
s(E)	66	#5	10'-7"	□
Concrete Structures			Cu. Yd.	17.0
Reinforcement Bars, Epoxy Coated			Pound	1590
** Protective Coat			Sq. Yd.	58

\*\* Apply to new concrete only.

DESIGNED - AJR  
CHECKED - ATH  
DRAWN - daburdell  
CHECKED - AJR ATH

EXAMINED  
PASSED

Timothy A. Daburdell  
ENGINEER OF STRUCTURAL SERVICES

Carl R. Ruppel  
ENGINEER OF BRIDGES AND STRUCTURES

DATE - JANUARY 27, 2020

REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER CRASHWALL EXTENSION  
SN 048-0059

SHEET NO. 2 OF 2 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	71
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

I-74 & US 34 INTERCHANGE - OVERHEAD LIGHTING SCHEDULE OF QUANTITIES		
ITEM DESCRIPTION	UNIT	TOTAL QTY.
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	88.0
LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION E	EACH	4.0
MAINTAIN EXISTING LIGHTING CONTROLLER	EACH	2.0
FURNISH AND INSTALL METAL SCREEN	EACH	88.0
INDEPENDENT LUMINAIRE TESTING	L SUM	1

ROUTE	LOCATION	EX. LUMINAIRE MOUNTING HEIGHT	EX. LUMINAIRE TYPE AND WATTAGE	EX. LUMINAIRE VOLTAGE	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION E	NOTES
I-74	US 34 (EXIT 46)	45 FT. (POLES)	HPS, 250W, MULTIMOUNT	480 VOLT	88.0	4.0	FURNISH 1 FT. ARM AND INSTALL ON EX. TENON TOP LIGHT POLES, FURNISH AND INSTALL NEW SURGE ARRESTOR, FUSEHOLDER, FUSES, AND LUMINAIRE WIRING



**CONSTRUCTION NOTES**

1. EXISTING UTILITY LOCATION INFORMATION IS NOT SHOWN ON THE PLAN SHEETS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES PRIOR TO THE INSTALLATION OF ANY COMPONENTS. THE CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS AND TERRAIN PRIOR TO COMMENCING WORK ON THE PROJECT.
2. THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
4. ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
5. THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03 UNLESS SPECIFIED OTHERWISE.
6. ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATION.
7. ANY MAINTENANCE OF EXISTING ELECTRICAL FACILITIES WILL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
8. THE EXISTING LIGHTING SHALL REMAIN IN OPERATION DURING THE INSTALLATION OF THE PROPOSED LUMINAIRES.
9. REMOVAL OF EXISTING ITEMS (LUMINAIRES, WIRING, ETC.) WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES FOR THE PROPOSED ITEMS.
10. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW FUSEHOLDERS, FUSES, SURGE ARRESTORS, AND WIRING FOR EACH LUMINAIRE IN ACCORDANCE WITH HIGHWAY STANDARD 821101-02. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED LUMINAIRES.
11. THE CONTRACTOR SHALL REMOVE HPS LAMPS FROM THE EXISTING FIXTURES PRIOR TO DISPOSAL. THE HPS LAMP SHALL BE DISPOSED OF AT A CERTIFIED RECYCLING FACILITY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED LUMINAIRES.
12. THE CONTRACTOR SHALL FURNISH 1 FT. GALVANIZED STEEL LUMINAIRE ARMS AND INSTALL THEM ONTO THE EXISTING TENON TOP LIGHT POLES. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED LUMINAIRES.
13. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW STAINLESS STEEL OR PERFORATED ALUMINUM SCREENING AROUND AN EXISTING LIGHT POLE. THE CONTRACTOR SHALL REMOVE THE EXISTING SCREEN AND DISPOSE OF IT OFF THE RIGHT OF WAY. THE PROPOSED SCREEN SHALL BE SECURELY Banded ON THE TOP AND BOTTOM OF THE BREAK-AWAY COUPLINGS TO PREVENT RODENT ENTRY AND NO GAPS IN EXCESS OF 0.25 INCH WILL BE ALLOWED. THE CONTRACTOR SHALL COVER ALL EXPOSED RODENT ENTRY WAYS GREATER THAN 0.25" DIAMETER AROUND COUPLINGS, ANCHOR BOLT SLOTS, ETC. WITH ALUMINUM SHEETING TO PREVENT RODENT ENTRY. THIS WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "FURNISH AND INSTALL METAL SCREEN"

FILE NAME =	USER NAME = howlde	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING CONSTRUCTION NOTES</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	D:\common\GEN\Transfer - bureaus\68656 - Final Plans\68656 - I-74 & US 34 Luminaire	DRAWN	REVISED -			74	(46-26)RS-2	KNOX	86	73	
	PLOT SCALE = 38.0588' / in.	CHECKED -	REVISED -			CONTRACT NO. 68656					
	PLOT DATE = 12/7/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE:		STA.		TO STA.			

LUM LED UP WM E  
1.0 EACH



MAIN EX LIGHT CONTR  
1.0 EACH

BILL OF MATERIALS I-74 @ US 34 (EXIT 46) GALESBURG (EAST OF US 34)		
ITEM DESCRIPTION	UNIT	TOTAL QTY.
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	44.0
LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION E	EACH	2.0
MAINTAIN EXISTING LIGHTING CONTROLLER	EACH	1.0
FURNISH AND INSTALL METAL SCREEN	EACH	44.0

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
#FILE#		DRAWN -	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROPOSED LUMINAIRE REPLACEMENT  
I-74 & US 34 INTERCHANGE - GALESBURG

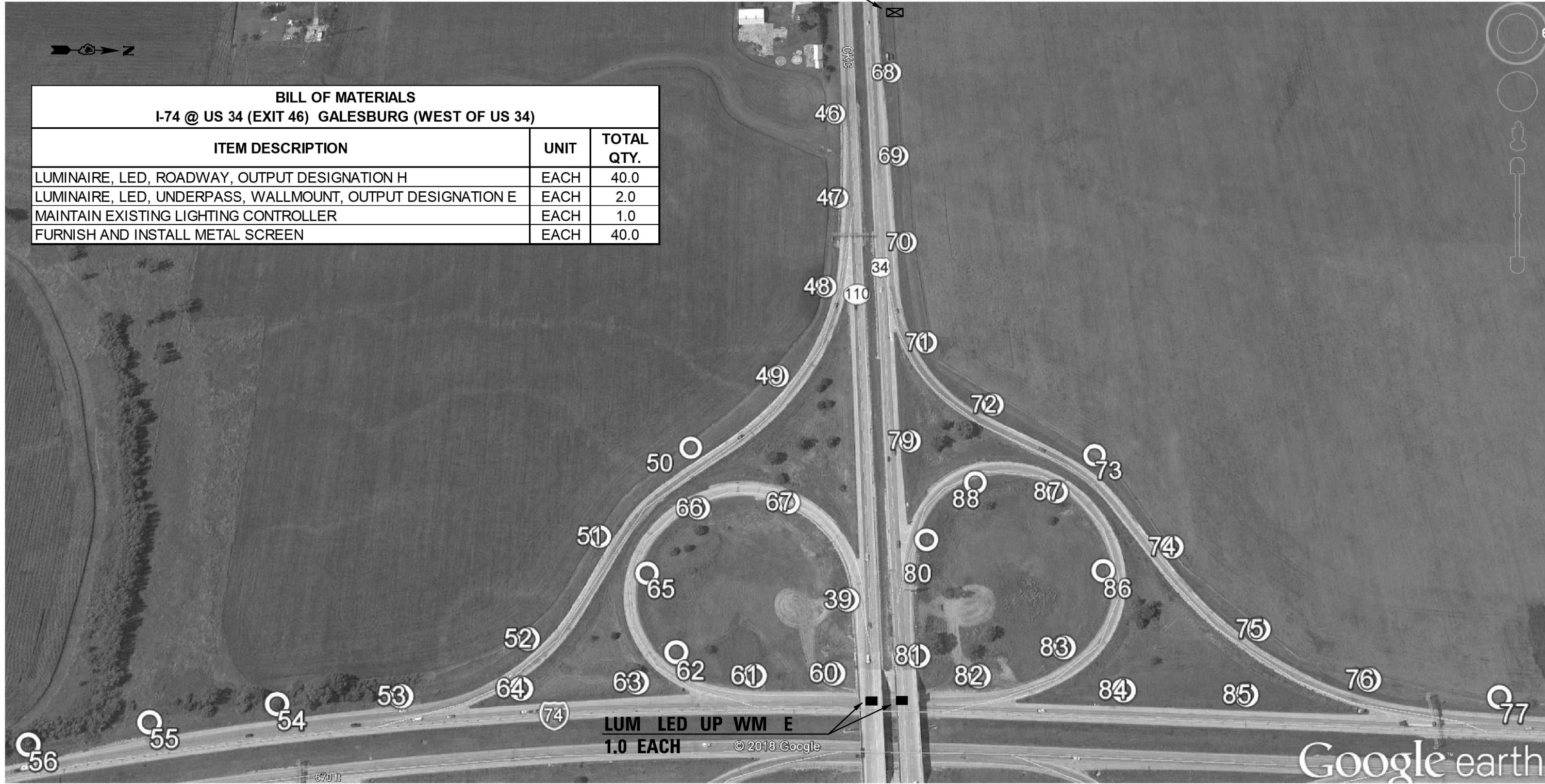
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(46-26)RS-2	KNOX	86	74
CONTRACT NO. 68656				
ILLINOIS FED. AID PROJECT				

NOT TO SCALE

SCALE: STA. TO STA.

**MAIN EX LIGHT CONTR**  
**1.0 EACH**

BILL OF MATERIALS I-74 @ US 34 (EXIT 46) GALESBURG (WEST OF US 34)		
ITEM DESCRIPTION	UNIT	TOTAL QTY.
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	40.0
LUMINAIRE, LED, UNDERPASS, WALLMOUNT, OUTPUT DESIGNATION E	EACH	2.0
MAINTAIN EXISTING LIGHTING CONTROLLER	EACH	1.0
FURNISH AND INSTALL METAL SCREEN	EACH	40.0



NOT TO SCALE

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED LUMINAIRE REPLACEMENT</b> <b>I-74 &amp; US 34 INTERCHANGE - GALESBURG</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			74	(46-26)RS-2	KNOX	86	75	
		CHECKED -	REVISED -			CONTRACT NO. 68656					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:		STA.		TO STA.		



Luminaire Performance Table



Project

Date	Contract Number	Section Number	County
11/18/19	68656	48-26HL	Knox

Marked Route Number	Municipality
I-74 at US 34 Interchange	City of Galesburg

Roadway

Lane Width	# of Lanes	Median Width	I.E.S. Surface Classification	Q-Zero Value
12	3	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back	Number of Luminaires (Highmast & Sign Lighting Only)
45 FT	1 FT	30 FT	N/A

Luminaire

Description	I.E.S. Lateral Distribution	I.E.S. Vertical Distribution	
Roadway Output Designation H	Type III	Medium	
Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
0.684	U = 0	N/A	0-10V

Layout

Spacing (to Nearest 5 ft)	Configuration (Opposite, Staggered, 1 Sided, or Median)
170 FT	1 Sided

Performance

Average Illuminance, E <sub>AVE</sub> (fc)	Uniformity Ratio, E <sub>AVE</sub> /E <sub>MIN</sub>		
0.9	3.0:1		
Average Luminance, L <sub>AVE</sub> (cd/m <sup>2</sup> )	Uniformity Ratio, L <sub>AVE</sub> /L <sub>MIN</sub>	Uniformity Ratio, L <sub>MAX</sub> /L <sub>MIN</sub>	Veiling Luminance Ratio, L <sub>V</sub> /L <sub>AVE</sub>
0.6	3.5:1	6.0:1	0.3:1

Light Trespass

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E <sub>H</sub>	Max. Vertical Illuminance at ROW, E <sub>V</sub>
N/A	N/A	N/A

Notes

- Set-Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.
- Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
- Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.
- Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.

Calculations to be performed with three lanes in one direction only.

Printed 11/23/19

BDE 5630 (04/10/19)



Luminaire Performance Table



Project

Date	Contract Number	Section Number	County
11/20/19	68656	48-26HL	Knox

Marked Route Number	Municipality
I-74 at US 34 Interchange	City of Galesburg

Roadway

Lane Width	# of Lanes	Median Width	I.E.S. Surface Classification	Q-Zero Value
12	3	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back	Number of Luminaires (Highmast & Sign Lighting Only)
16 FT	N/A	20 FT	N/A

Luminaire

Description	I.E.S. Lateral Distribution	I.E.S. Vertical Distribution	
Underpass Output Designation E	Type IV	Medium	
Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
0.684	U = 0	N/A	0-10V

Layout

Spacing (to Nearest 5 ft)	Configuration (Opposite, Staggered, 1 Sided, or Median)
85 FT	1 Sided

Performance

Average Illuminance, E <sub>AVE</sub> (fc)	Uniformity Ratio, E <sub>AVE</sub> /E <sub>MIN</sub>		
0.6	3.0:1		
Average Luminance, L <sub>AVE</sub> (cd/m <sup>2</sup> )	Uniformity Ratio, L <sub>AVE</sub> /L <sub>MIN</sub>	Uniformity Ratio, L <sub>MAX</sub> /L <sub>MIN</sub>	Veiling Luminance Ratio, L <sub>V</sub> /L <sub>AVE</sub>
0.4	3.5:1	6.0:1	0.3:1

Light Trespass

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E <sub>H</sub>	Max. Vertical Illuminance at ROW, E <sub>V</sub>
N/A	N/A	N/A

Notes

- Set-Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.
- Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
- Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.
- Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.

Calculations to be performed with three lanes in one direction only, and luminaire may be tilted as needed.

Printed 11/23/19

BDE 5630 (04/10/19)

FILE NAME =	USER NAME = howlde	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED LED ROADWAY LUMINAIRE PERFORMANCE TABLES</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
D:\common\GEN\Transfer - bureaus\68656	- Final Plans\68656 - I-74 & US 34 Luminaire	DRAWN	REVISED			74	(46-26)RS-2	KNOX	86	76	
	PLOT SCALE = 38.0588' / in.	CHECKED -	REVISED -			CONTRACT NO. 68656					
	PLOT DATE = 12/7/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	48-26HL	KNOX	13	4
STA.		TO STA.		
FD. NO. DIST. NO.		ILLINOIS FED. AID PROJECT		

CONDUIT PUSHED 2" DIA		
RAMP	LOCATION	UNIT
		FT
RAMP A	STA. 1+50	50
RAMP A	STA. 8+30	50
RAMP B	STA. 0+60	50
RAMP B	STA. 9+50	50
RAMP C	STA. 1+15	50
RAMP C	STA. 9+55	50
RAMP D	STA. 0+95	50
RAMP D	STA. 9+25	50
RAMP E	STA. 14+25	50
RAMP F	STA. 1+40	50
RAMP G	STA. 14+00	50
RAMP H	STA. 1+40	50
	CH 9	100
<b>TOTAL</b>		<b>700</b>

CONDUIT PUSHED 3" DIA		
LOCATION	UNIT	
		FT
US 34 STA. 609+00	140	
US 34 STA. 646+50	140	
<b>TOTAL</b>		<b>280</b>

CONDUIT ATTACH. TO STRUCT. 2" GALV. STEEL		
LOCATION	UNIT (FT)	
STR. NO. 048-0019	40	
STR. NO. 048-0020	40	
<b>TOTAL</b>		<b>80</b>

LIGHTING CONTROLLER CB-RCS-60-480		
LOCATION	UNIT (EACH)	
US 34; LT STA. 609+00	1	
US 34; LT STA. 646+50	1	
<b>TOTAL</b>		<b>2</b>

ELECTRIC SERVICE INSTALLATION		
LOCATION	UNIT (EACH)	
US 34; LT STA. 609+00	1	
US 34; LT STA. 646+50	1	
<b>TOTAL</b>		<b>2</b>

JCT BOX STAINLESS STEEL ATTACH. TO STR. 18"x12"		
LOCATION	UNIT (EACH)	
STR. NO. 048-0019	2	
STR. NO. 048-0020	2	
<b>TOTAL</b>		<b>4</b>

SIGN LIGHTING (H.P.S.)				
SIGN NO.	LOCATION	SIGN SIZE	EACH	
20A	I-74, STA. 200+48.86	9' x 11', 7' x 17.5'	3	
30	US 34, STA. 627+21	7' x 15.5'	1	
35	US 34, STA. 624+40	8' x 13'	1	
39	US 34, STA. 827+88	7' x 17.5'	1	
40	US 34, STA. 631+40	9' x 19.5'	1	
52A	I-74, STA. 225+28.61	8' x 19.5', 7' x 15.5'	3	
67A	US 34, STA. 615+00	10.5' x 15.5', 8' x 13'	2	
73A	US 34, STA. 640+00	8.5' x 11', 9' x 19.5'	2	
<b>TOTAL</b>			<b>17</b>	

REMOVAL OF EXISTING LIGHTING UNIT, NO SALVAGE		
LOCATION	EACH	
<b>OVERHEAD SIGNS</b>		
SIGN NO. 20A	1	
SIGN NO. 30	1	
SIGN NO. 35	1	
SIGN NO. 39	1	
SIGN NO. 40	1	
SIGN NO. 52A	1	
SIGN NO. 67A	1	
SIGN NO. 73A	1	
<b>UNDERPASS LIGHTS</b>		
STR. NO. 048-0019	2	
STR. NO. 048-0020	2	
<b>TOTAL</b>		<b>12</b>

ELECTRIC CABLE IN CONDUIT, 600 V (XLP) 1/C #8		
LOCATION	UNIT (FT)	
STR. NO. 048-0019	120	
STR. NO. 048-0020	120	
<b>TOTAL</b>		<b>240</b>

UD 2# 6XLP, 1# 6XLPG 1" P		
LOCATION	UNIT	
CKT#2; C-1 TO POLE 13	1500	
<b>TOTAL</b>		<b>1,500</b>

UD 2# 8XLP 1# 8XLPG 3/4" P		
LOCATION	UNIT	
CKT#1	3585	
CKT#2; POLE 13 TO 23	2560	
CKT#3	3155	
CKT#4	3120	
CKT#5	3485	
CKT#6	3780	
CKT#7	3050	
CKT#8	3435	
<b>TOTAL</b>		<b>26,150</b>

TRENCH AND BACKFILL FOR ELECTRICAL WORK		
LOCATION	UNIT (FT)	
CKT 1 C-1 TO POLE 12	3280	
CKT 2 POLE 5 TO POLE 23	2810	
CKT 3 C-1 TO POLE 35	3095	
CKT 4 RAMP F STA. 1+40 TO POLE 45	2185	
CKT 5 C-2 TO POLE 56	3365	
CKT 6 RAMP H STA. 1+50 TO POLE 67	2720	
CKT 7 C-2 TO POLE 78	2995	
CKT 8 RAMP E STA. 14+30 TO POLE 88	2355	
<b>TOTAL</b>		<b>22,785</b>

LIGHT POLE FOUNDATION, METAL, 15" B.C. 8" DIA x 6' LENGTH		
LOCATION	UNIT (EACH)	
CKT#1, POLE 1 THRU 12	12	
CKT#2, POLE 13 THRU 23	11	
CKT#3, POLE 24 THRU 35	12	
CKT#4, POLE 36 THRU 45	10	
CKT#5, POLE 46 THRU 56	11	
CKT#6, POLE 57 THRU 67	11	
CKT#7, POLE 68 THRU 78	11	
CKT#8, POLE 79 THRU 88	10	
<b>TOTAL</b>		<b>88</b>

LIGHT POLE ALUMINUM, 45' M.H., TENON MOUNT		
LOCATION	UNIT (EACH)	
CKT#1, POLE 1 THRU 12	12	
CKT#2, POLE 13 THRU 23	11	
CKT#3, POLE 24 THRU 35	12	
CKT#4, POLE 36 THRU 45	10	
CKT#5, POLE 46 THRU 56	11	
CKT#6, POLE 57 THRU 67	11	
CKT#7, POLE 68 THRU 78	11	
CKT#8, POLE 79 THRU 88	10	
<b>TOTAL</b>		<b>88</b>

LUMINARE, SODIUM VAPOR, MULTI MOUNT, 250 WATT		
LOCATION	UNIT (EACH)	
CKT#1, POLE 1 THRU 12	12	
CKT#2, POLE 13 THRU 23	11	
CKT#3, POLE 24 THRU 35	12	
CKT#4, POLE 36 THRU 45	10	
CKT#5, POLE 46 THRU 56	11	
CKT#6, POLE 57 THRU 67	11	
CKT#7, POLE 68 THRU 78	11	
CKT#8, POLE 79 THRU 88	10	
<b>TOTAL</b>		<b>88</b>

BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN		
LOCATION	UNIT (EACH)	
CKT#1, POLE 1 THRU 12	48	
CKT#2, POLE 13 THRU 23	44	
CKT#3, POLE 24 THRU 35	48	
CKT#4, POLE 36 THRU 45	40	
CKT#5, POLE 46 THRU 56	44	
CKT#6, POLE 57 THRU 67	44	
CKT#7, POLE 68 THRU 78	44	
CKT#8, POLE 79 THRU 88	40	
<b>TOTAL</b>		<b>352</b>

TRAFFIC CONTROL AND PROTECTION STANDARD 701406		
LOCATION	UNIT	
<b>1 L. SUM</b>		

MOBILIZATION		
LOCATION	UNIT	
<b>1 L. SUM</b>		

ENGINEER'S FIELD OFFICE, TYPE A		
LOCATION	UNIT	
<b>TOTAL = 4 CAL. MO.</b>		

REMOVE EXISTING LIGHTING CONTROLLER AND #4 CONCRETE FOUNDATION		
LOCATION	UNIT	
LT. STA 646+30 +/-	1 EACH	

UNDER PASS LIGHTING UNIT, 150 WATT HPS		
LOCATION	UNIT	
STR. 048-0019	2	
STR. 048-0020	2	
<b>TOTAL</b>		<b>4</b>

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

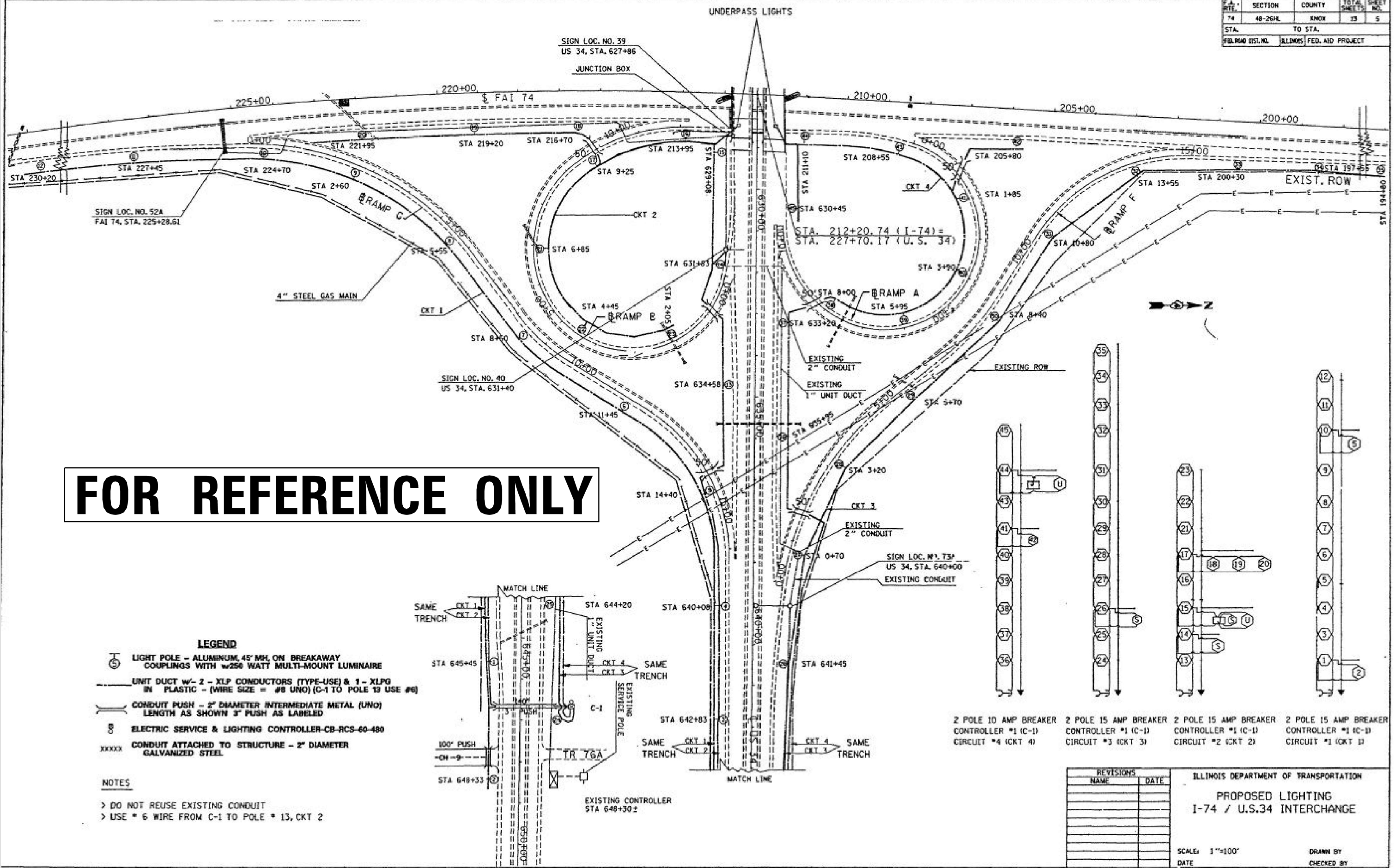
## SCHEDULE OF QUANTITIES

SCALE: NOT TO SCALE

DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

# FOR REFERENCE ONLY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	46-26HL	KNOX	13	5
STA. TO STA.		FED. AID PROJECT		
FIL. ROAD DIST. NO.	BLK/MIS.	FED. AID PROJECT		

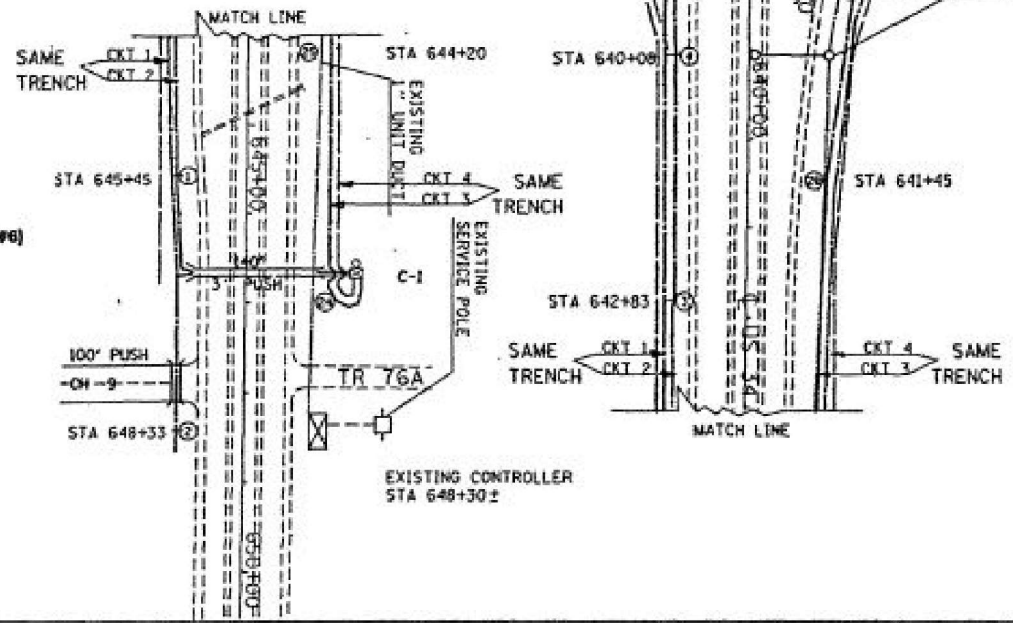


**FOR REFERENCE ONLY**

- LEGEND**
- LIGHT POLE - ALUMINUM, 45' MH, ON BREAKAWAY COUPLINGS WITH w250 WATT MULTI-MOUNT LUMINAIRE
  - UNIT DUCT w/ 2 - XLP CONDUCTORS (TYPE-USE) & 1 - XLPG IN PLASTIC - (WIRE SIZE = #8 UNO) (C-1 TO POLE 13 USE #6)
  - CONDUIT PUSH - 2" DIAMETER INTERMEDIATE METAL (UNO) LENGTH AS SHOWN 3" PUSH AS LABELED
  - ELECTRIC SERVICE & LIGHTING CONTROLLER-CB-RCS-60-480
  - CONDUIT ATTACHED TO STRUCTURE - 2" DIAMETER GALVANIZED STEEL

**NOTES**

- > DO NOT REUSE EXISTING CONDUIT
- > USE # 6 WIRE FROM C-1 TO POLE # 13, CKT 2

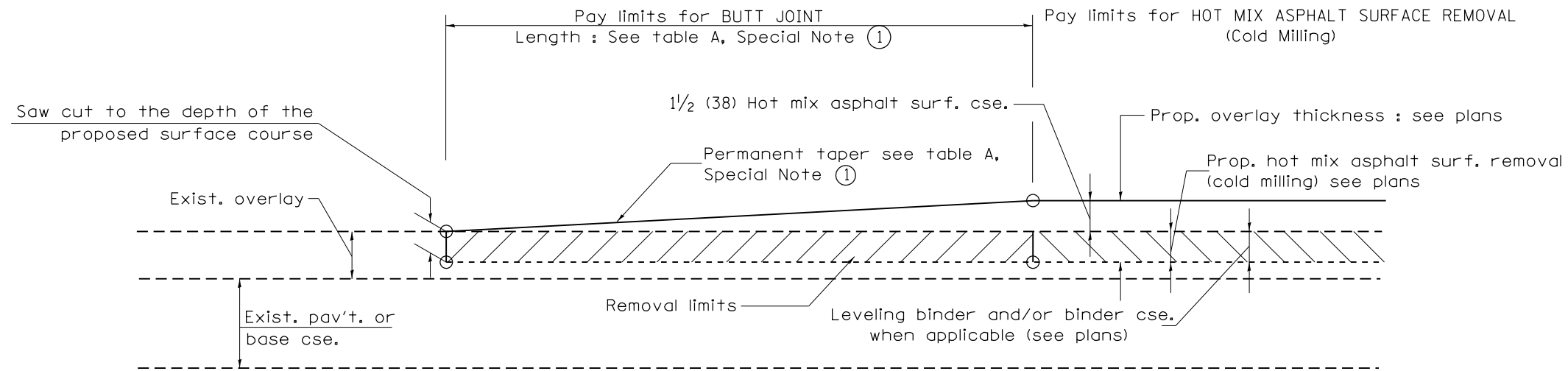


- 2 POLE 10 AMP BREAKER CONTROLLER #1 (C-1) CIRCUIT #4 (CKT 4)
- 2 POLE 15 AMP BREAKER CONTROLLER #1 (C-1) CIRCUIT #3 (CKT 3)
- 2 POLE 15 AMP BREAKER CONTROLLER #1 (C-1) CIRCUIT #2 (CKT 2)
- 2 POLE 15 AMP BREAKER CONTROLLER #1 (C-1) CIRCUIT #1 (CKT 1)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PROPOSED LIGHTING**  
**I-74 / U.S.34 INTERCHANGE**

SCALE: 1"=100'  
 DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_



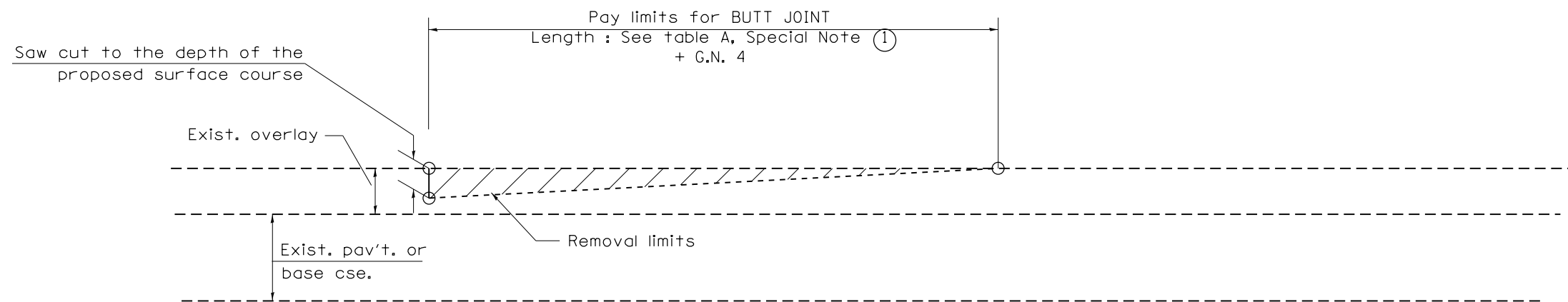
**CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

**TABLE A  
TAPER RATES**

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	BUTT JOINT TAPER RATE	1:480	1:240
②	TEMPORARY RAMP TAPER RATE	1:80	1:40

**GENERAL NOTES**

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.

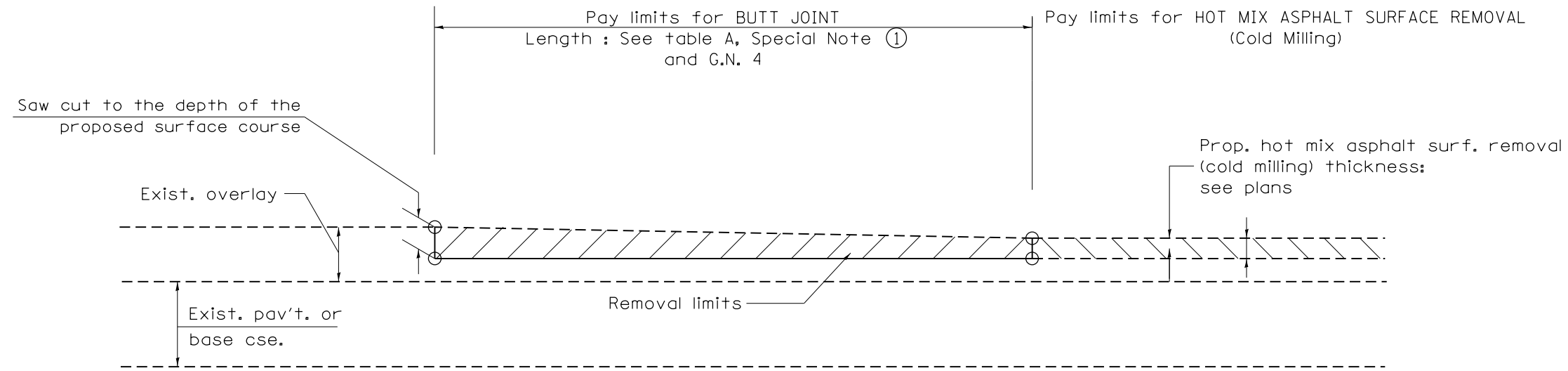


**CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

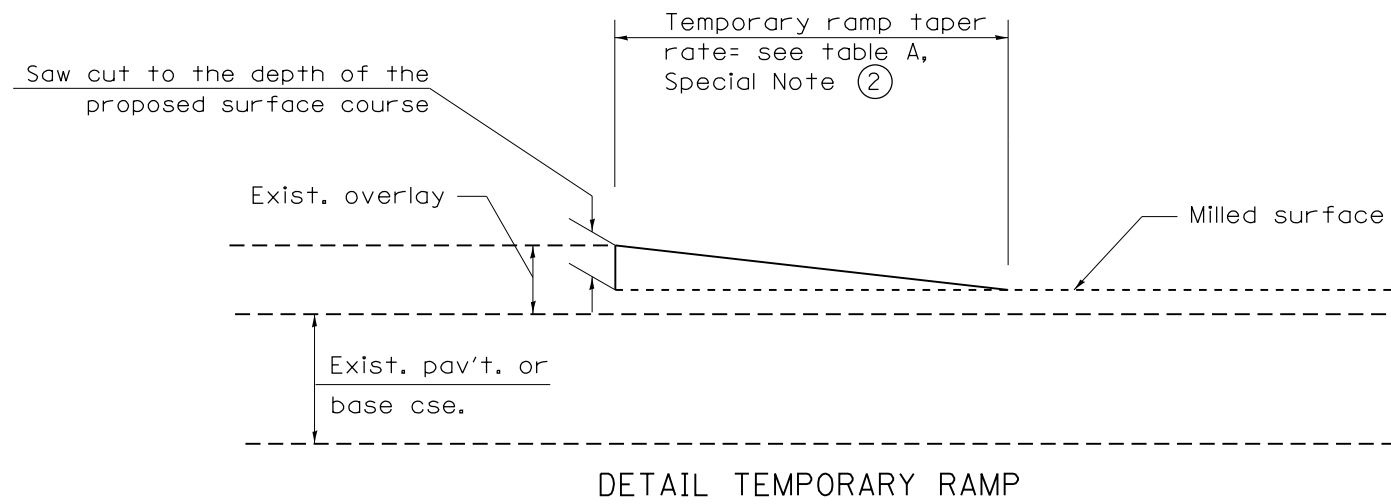
All dimensions are in inches (millimeters) unless otherwise noted.

01-01-97	RENUM. C-23.01, NEW REVISION BOX	T.P.	08-21-13	MAJOR MODIFICATIONS	R.D.	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINTS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
04-01-97	CORRECTION TO DEPTH	J.A.	02-29-16	MINOR CORRECTIONS	R.D.			74	(48-26)RS-2	KNOX	86	79	
09-15-05	REVISED DESIGNER NOTE	M.M.A.	04-12-16	MINOR CORRECTIONS	R.D.			SHT. 1 OF 3 CADD STD. 406101-D4					
10-16-06	REVISED TO 2007 SPEC.	M.A.	02-14-17	ADDED NOTE 5	R.D.			CONTRACT NO. 68656 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

NOT TO SCALE



**CASE 3 : HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)  
TIE-IN TO EXISTING BITUMINOUS TAPER**

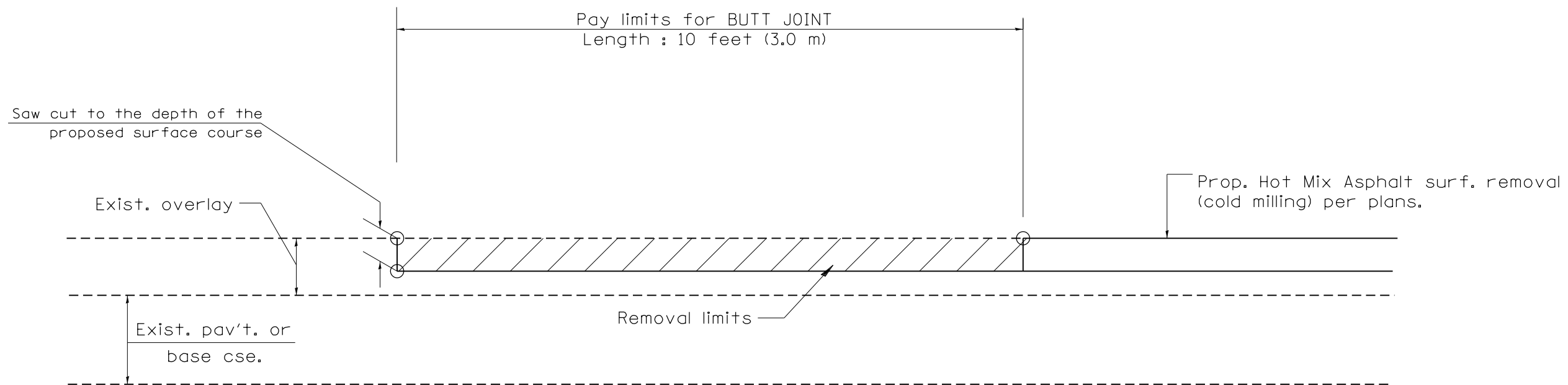


All dimensions are in inches (millimeters) unless otherwise noted.

				<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		<b>BUTT JOINTS</b>		SHT. 2 OF 3 CADD STD. 406101-D4	
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.					
74	(48-26)RS-2	KNOX	86	80	CONTRACT NO. 68656				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT							

NOT TO SCALE



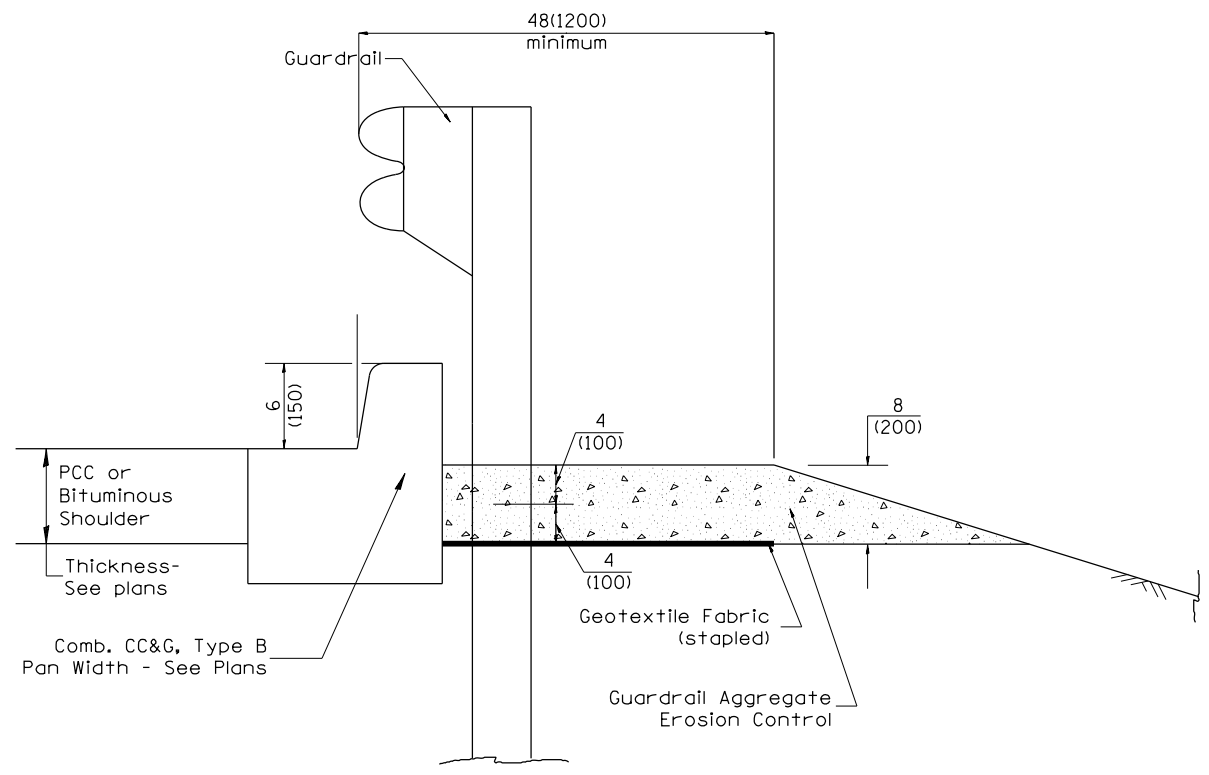


**CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH  
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)  
TIE-IN TO EXISTING BITUMINOUS TAPER**

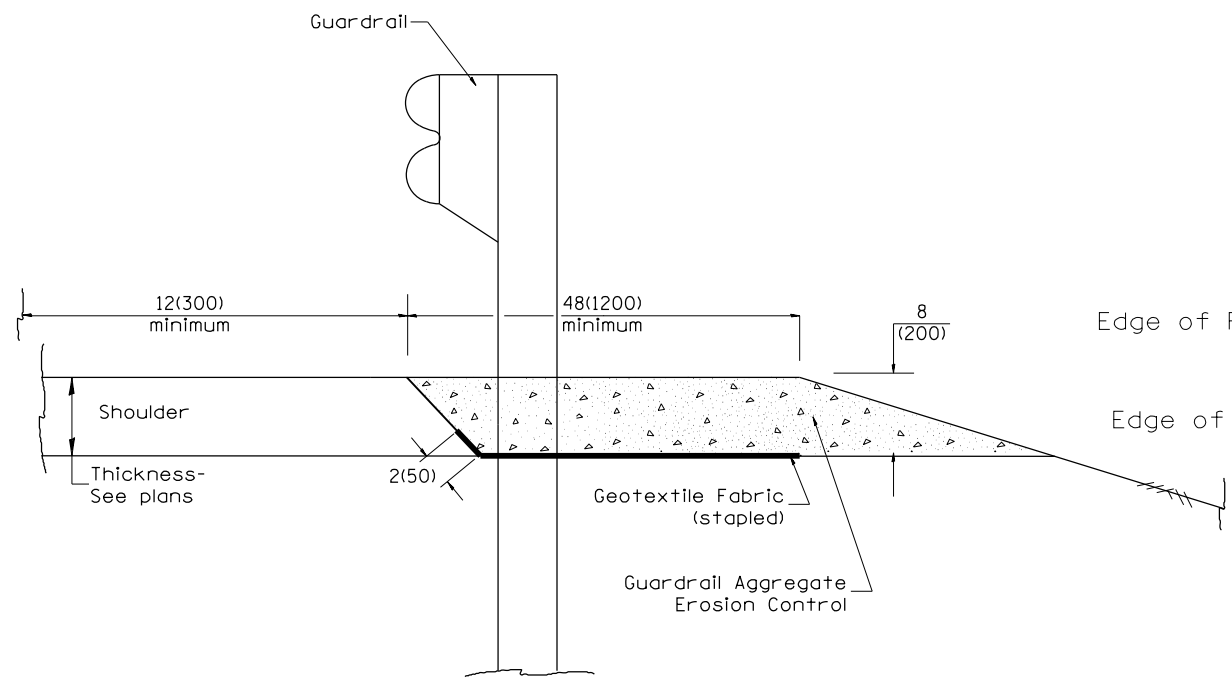
All dimensions are in inches (millimeters) unless otherwise noted.

				<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		<b>BUTT JOINTS</b>		SHT. 3 OF 3 CADD STD. 406101-D4	
				NOT TO SCALE				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.					
74	(48-26)RS-2	KNOX	86	81	CONTRACT NO. 68656				

DESIGNER NOTES:  
 1. CONSIDER USING A "B" CURB PAY ITEM AT GUARDRAIL INSTALLATIONS WHERE GRADES ARE EQUAL TO OR GREATER THAN 1% AND AT INLETS. (INCLUDE DISTRICT SPECIAL PROVISION  
 2. USE "GUARDRAIL AGGREGATE EROSION CONTROL" AT GUARDRAIL INSTALLATIONS WHERE GRADES ARE LESS THAN 1% (INCLUDE DISTRICT SPECIAL PROVISION).  
 3. INCLUDE STATE STANDARD 610001, IF APPLICABLE.  
 4. INCLUDE THE FOLLOWING DISTRICT CADD STANDARDS AS NEEDED: SLOPE DRAINS FOR EXPOSED PIPES; SLOPE DRAINS FOR BURIED PIPES; SEEPAGE COLLARS FOR BURIED PIPES  
 5. SEEPAGE COLLARS FOR EXPOSED PIPES; CONCRETE THRUST BLOCKS AND PIPE ELBOW.  
 6. INCLUDE DISTRICT SPECIAL PROVISION "AGGREGATE QUALITY" FOR PROJECTS LOCATED IN THE WESTERN AREA OF THE DISTRICT - APPROX. DIVIDING LINE IS IL 97.  
 7. DELETE DESIGNER NOTES WHEN INSERTING INTO PLAN FILES.  
 8. OPERATIONS PREFERS USE OF PIPE OUTLETTING ONTO FORESLOPE WITH RIPRAP. USE NON-METALLIC PIPE WHEN POSSIBLE BECAUSE OF FUTURE CORROSION ISSUES.  
 IF NO OTHER SEEDING IS PAID FOR ON THE CONTRACT, USE DISTRICT SPECIAL PROVISION FOR SEEDING, MINOR AREAS



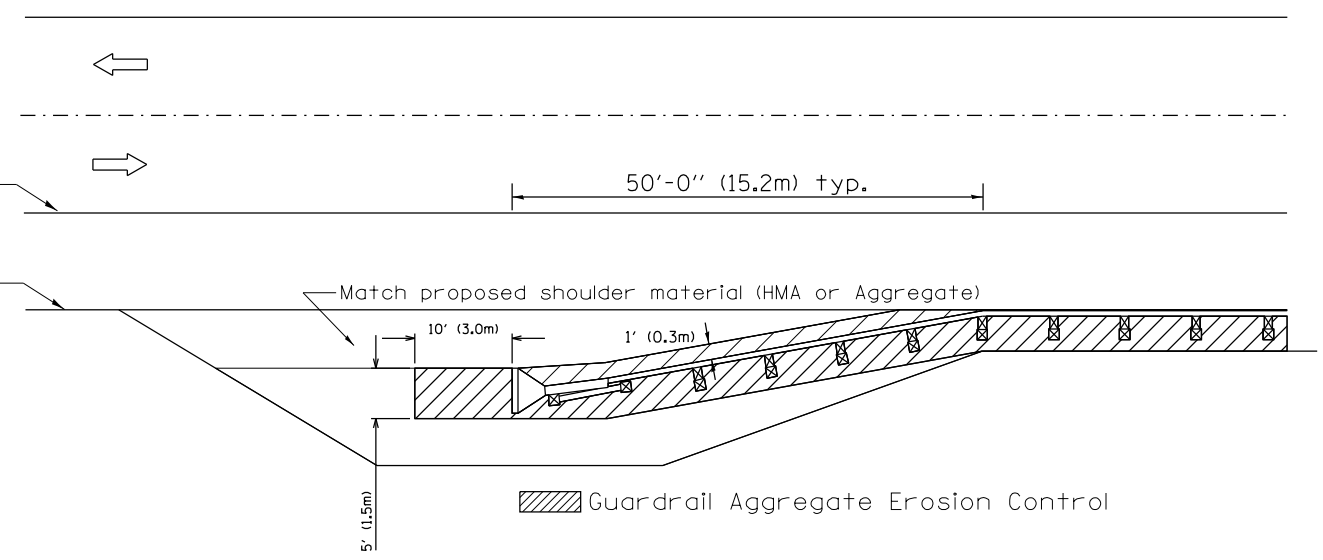
**TYPICAL SECTION WITH COMBINATION CONCRETE CURB & GUTTER**



**TYPICAL SECTION WITHOUT EROSION CONTROL CURB**

**GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL**

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
  - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
  - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.

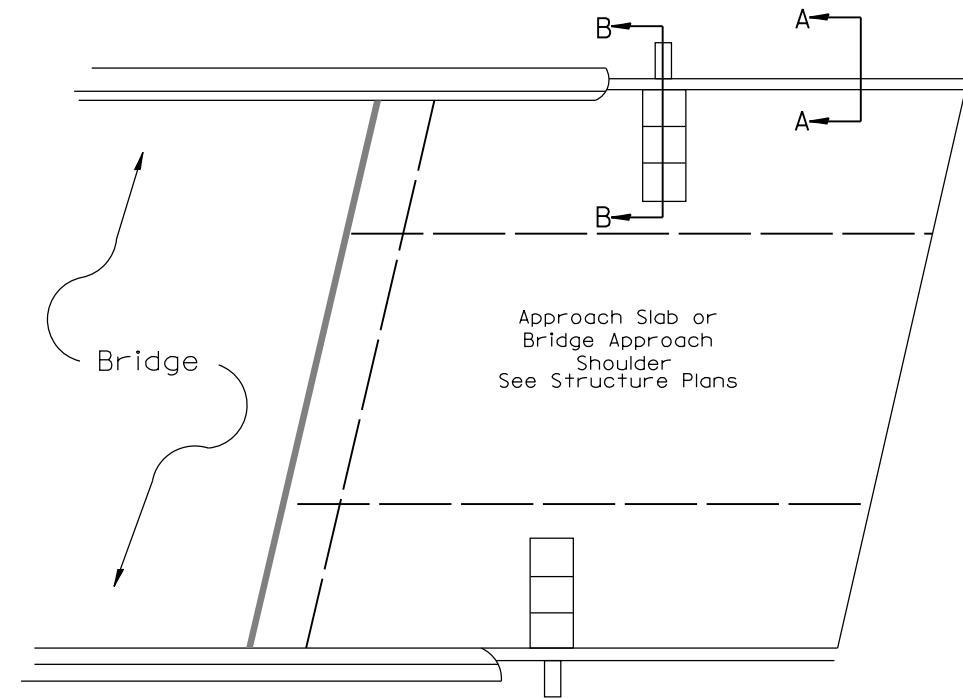
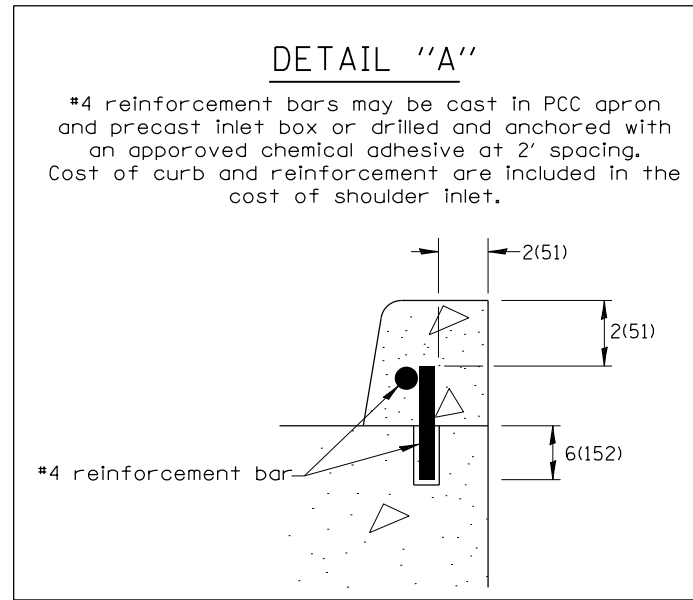


All dimensions are in inches (millimeters) unless otherwise noted.

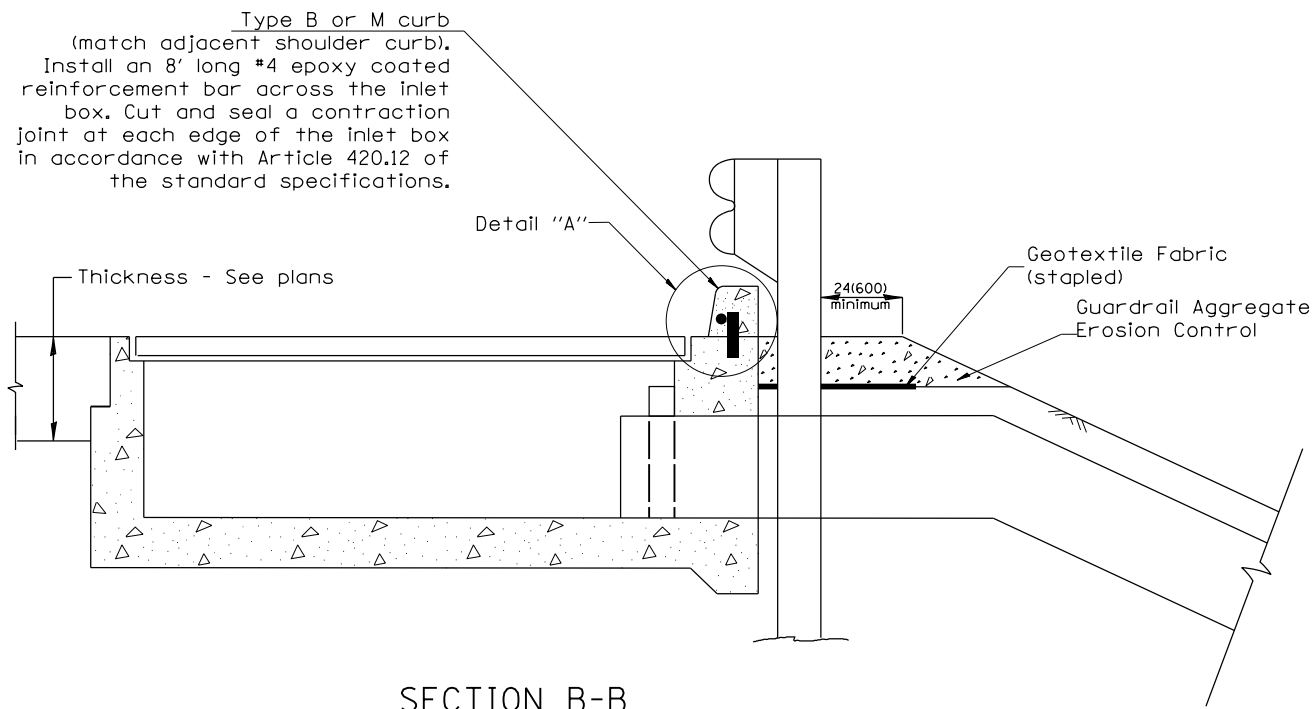
03-07-11	ADDED DETAIL SHOWING PLAN VIEW	R.D.	5-30-18	CHANGE B CURB TO CC&G	R.D.	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GUARDRAIL EROSION CONTROL TREATMENTS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
08-10-12	REVISED CURB "B" AND AGGREGATE	R.D.						74	(48-26)RS-2	KNOX	86	82	
07-15-15	ADDRESSED SHOULDER INLET CURB	R.D.						SHT. 1 OF 2 CADD STD. 630101-D4					
01-26-17	REVISED	R.D.						CONTRACT NO. 68656					

NOT TO SCALE

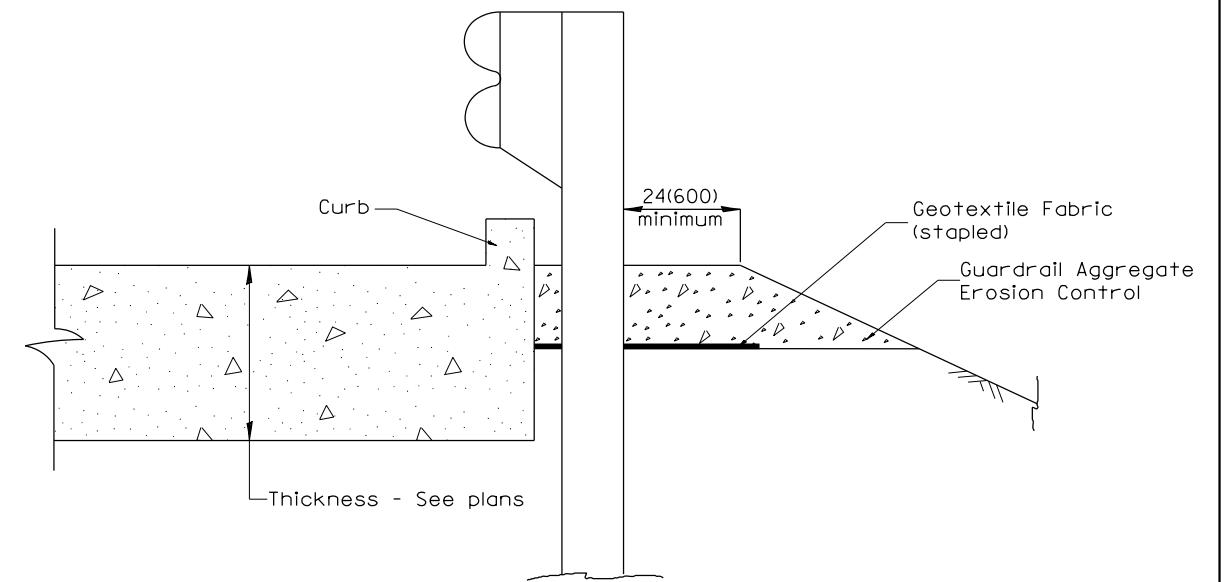
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



**PLAN VIEW**  
**APPROACH SLAB OR SHOULDER PLACEMENT**



**SECTION B-B**  
**TYPICAL SECTION AT INLETS**  
**TYPE E, F & G (HIGHWAY STANDARD 610001)**

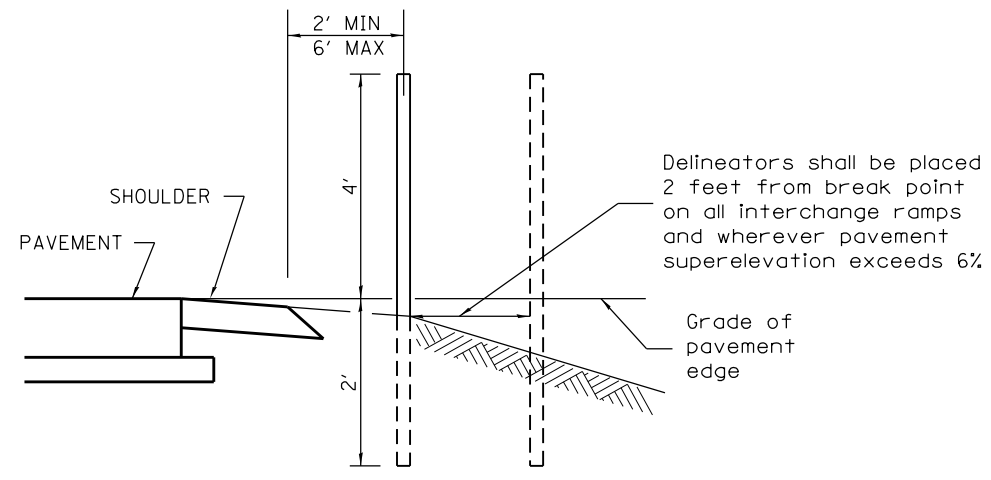


**SECTION A-A**  
**TYPICAL SECTION WITH BRIDGE APPROACH CURB**

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

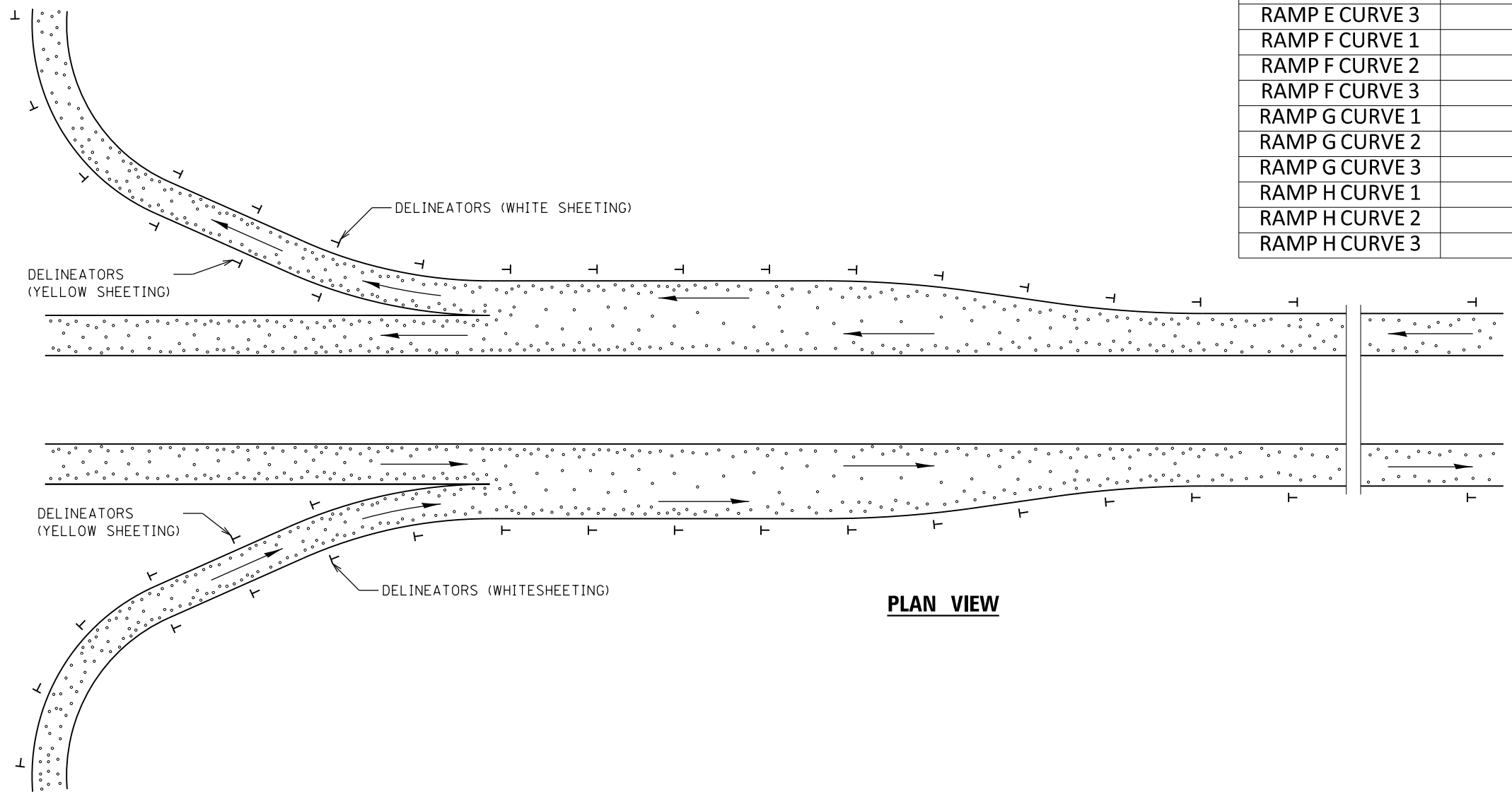
<b>STATE OF ILLINOIS</b>				<b>GUARDRAIL EROSION CONTROL TREATMENTS</b>				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
<b>DEPARTMENT OF TRANSPORTATION</b>				NOT TO SCALE				74	(48-26)RS-2	KNOX	86	83
SHT. 2 OF 2								CONTRACT NO. 68656				
CADD STD. 630101-D4								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**SPACING FOR  
RECOVERABLE DELINEATORS  
ON HORIZONTAL CURVES**



**SECTIONAL VIEW**

LOCATION	RADIUS OF CURVE (FEET)	SPACING ON CURVE (FEET)
RAMP A CURVE 1	230	40
RAMP A CURVE 2	257	40
RAMP B CURVE 1	230	40
RAMP B CURVE 2	258	40
RAMP B CURVE 3	430	55
RAMP C CURVE 1	230	40
RAMP C CURVE 2	259	40
RAMP D CURVE 1	230	40
RAMP D CURVE 2	262	40
RAMP D CURVE 3	430	55
RAMP E CURVE 1	690	75
RAMP E CURVE 2	302	50
RAMP E CURVE 3	430	55
RAMP F CURVE 1	690	75
RAMP F CURVE 2	611	70
RAMP F CURVE 3	430	55
RAMP G CURVE 1	690	75
RAMP G CURVE 2	446	55
RAMP G CURVE 3	430	55
RAMP H CURVE 1	690	75
RAMP H CURVE 2	340	50
RAMP H CURVE 3	430	55



**PLAN VIEW**

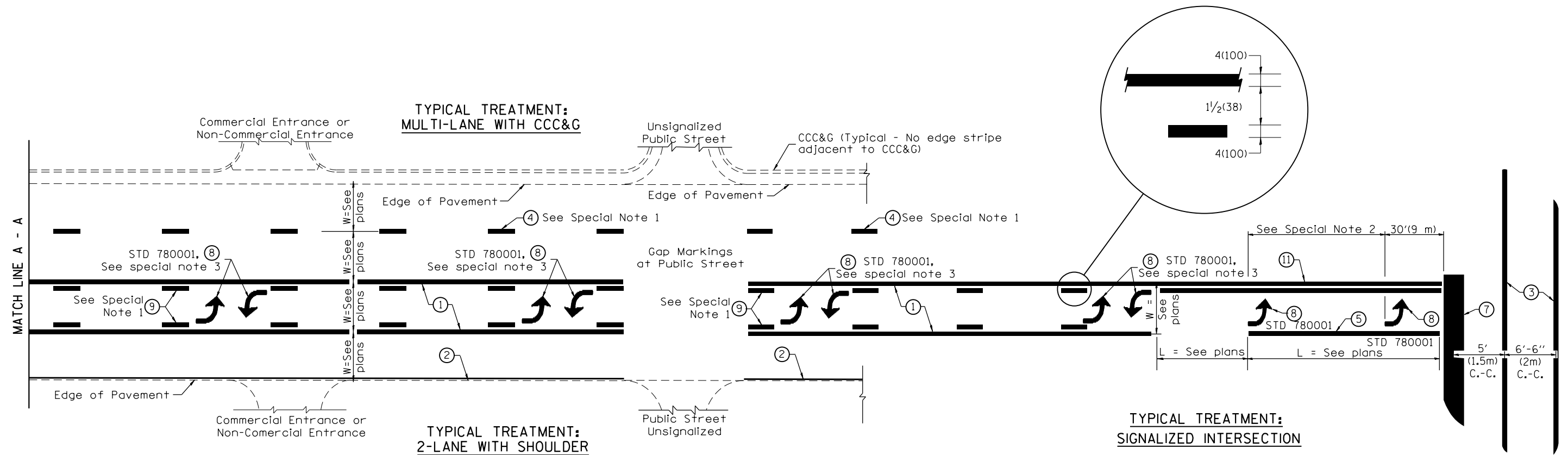
**GENERAL NOTES**

Delineators on mainline shall be placed at 400' spacing on tangent sections, and 200' spacing on curved sections.

Delineators on ramps, shall be placed as follows:  
 1. On tangent sections, acceleration lanes and deceleration lanes at maximum spacing of 100'.  
 2. On outside of all curved sections.  
 (See table above for spacing)

DESIGNER NOTES:  
 1. USE DISTRICT SPECIAL PROVISION FOR RECOVERABLE DELINEATORS WHEN USING THIS CADD STANDARD.  
 2. USE ON INTERSTATE AND EXPRESSWAY FACILITIES.

DESIGNER NOTES:  
1. Include State Standard 780001 (Typical Pavement Markings)



**FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION**

**TYPICAL PAVEMENT MARKING LEGEND**

(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)  
2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A) (See Table A)
- ⑪ 4(100) Double Solid (Yellow) (See Table A)

**SPECIAL NOTES**

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
  - A. A minimum of two (2) arrows is required.
  - B. The maximum spacing between arrows is 80' (24 m).
  - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
  - A. A minimum of two (2) arrow pairs is required.
  - B. The maximum spacing between arrow pairs is 200' (61 m).
  - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
  - D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

**GENERAL NOTES**

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.
3. Refer to Article 780.13 for letter, number and symbol areas (sq. ft.)
4. Areas are grooved 1" beyond each edge for the following symbols:
  - Through Arrow= 14.8 sq. ft.
  - Large Left or Right Arrow= 21.9 sq. ft.
  - 2 Arrow Combination Left (or Right) and Through= 34.9 sq. ft.
  - Wrong Way Arrow= 29.5 sq. ft.
  - Railroad Crossing Symbol= 69.8 sq. ft.
 (For further information, refer to BDE Special Provision: Grooving for Recessed Pavement Markings)

01-01-97	RENUM. F-8.03, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.	
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.	2/29/16	ADDED GROOVING AREAS	R.D.
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.			
08-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.			

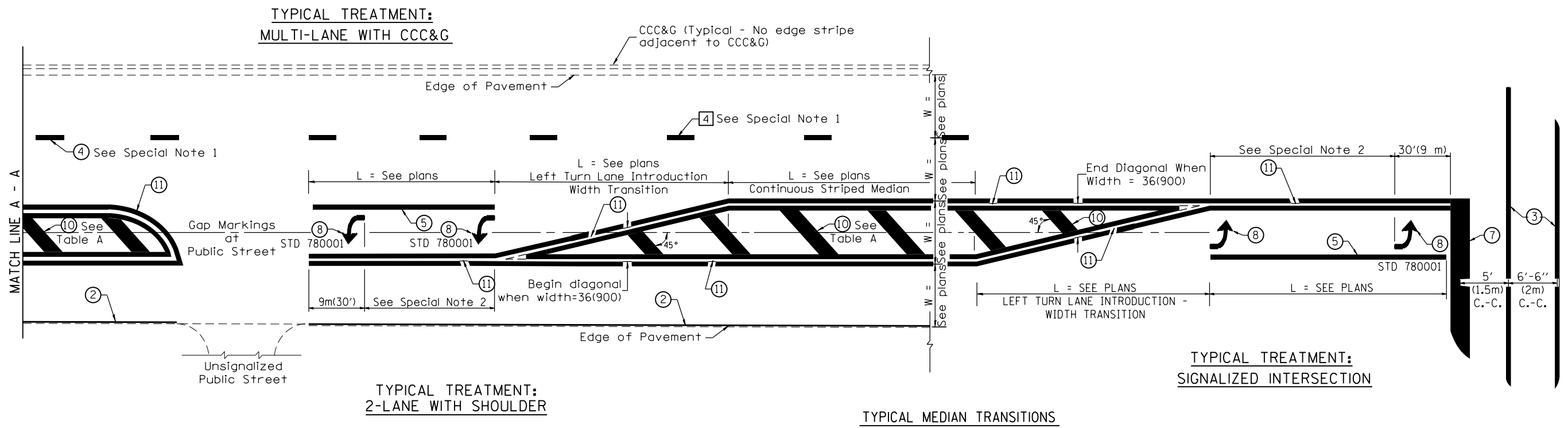
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

NOT TO SCALE

**TYPICAL PAVEMENT MARKINGS**

SHT. 1 OF 2  
CADD STD. 780001-D4

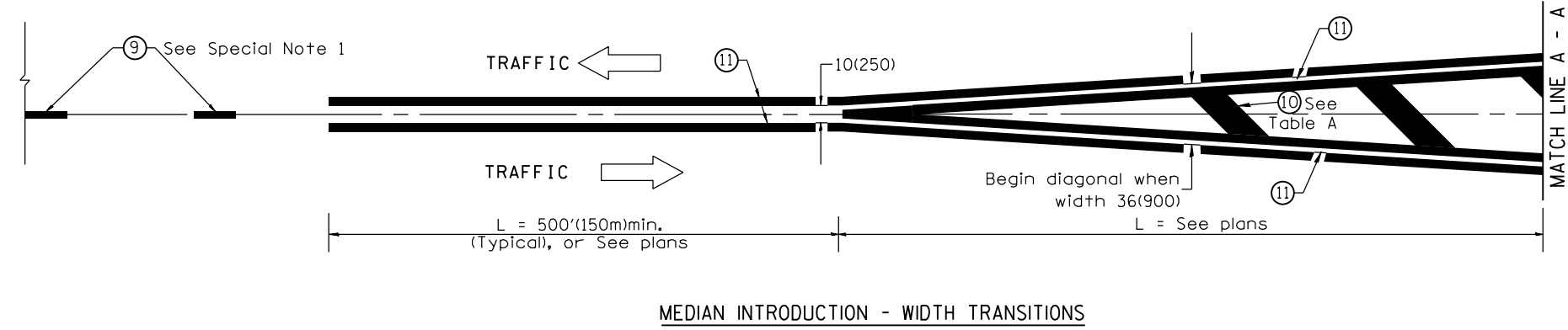
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26)RS-2	KNOX	86	85
CONTRACT NO. 68656				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE**

**TABLE A**  
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

SPEED LIMIT RANGE	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)	
	CONTINUOUS	
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



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