

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D5 BEAM REPLACE 2008-1		26	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 70669		

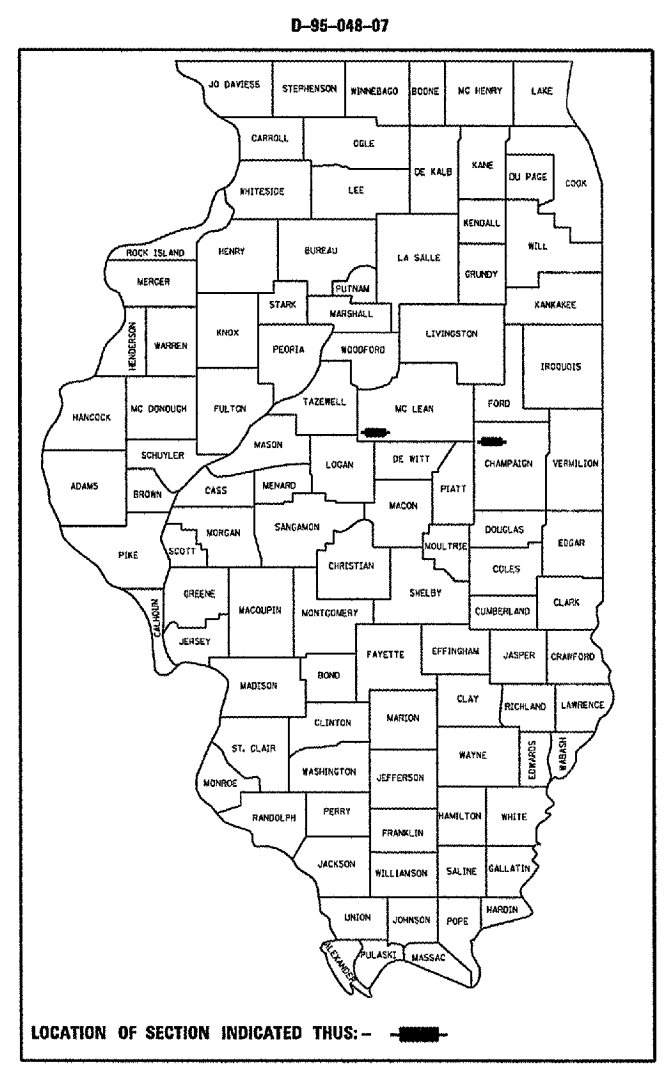
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.P. ROUTE 315 (U.S. 136)
F.A.P. ROUTE 709 (U.S. 136)
SECTION D5 BEAM REPLACEMENT 2008-1
MCLEAN COUNTY & CHAMPAIGN COUNTY

C-95-048-07
BRIDGE REPAIR
PRAIRIE CREEK 7.0 MI. W. OF U.S. 51 & WILDCAT SLOUGH 2.0 MI. E. OF FISHER

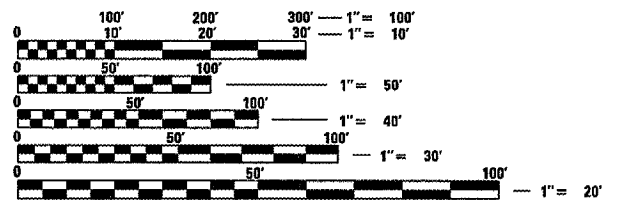
FOR INDEX OF SHEETS, SEE SHEET NO. 3
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 5



CURRENT ADT:
2,700 (2006) FAP 709
2,500 (2006) FAP 315

DESIGN DESIGNATION
MINOR ARTERIAL

SEE SHEET 2 OF
FOR LOCATION MAPS



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER KENSIL A. GARNETT
PROJECT MANAGER ROBERT M. NELSON

CONTRACT NO. 70669

TOTAL LENGTH OF SECTION & PROJECT = 183.62 FEET = 0.035 MILES
NET LENGTH OF SECTION & PROJECT = 183.62 FEET = 0.035 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 10/25 20 07

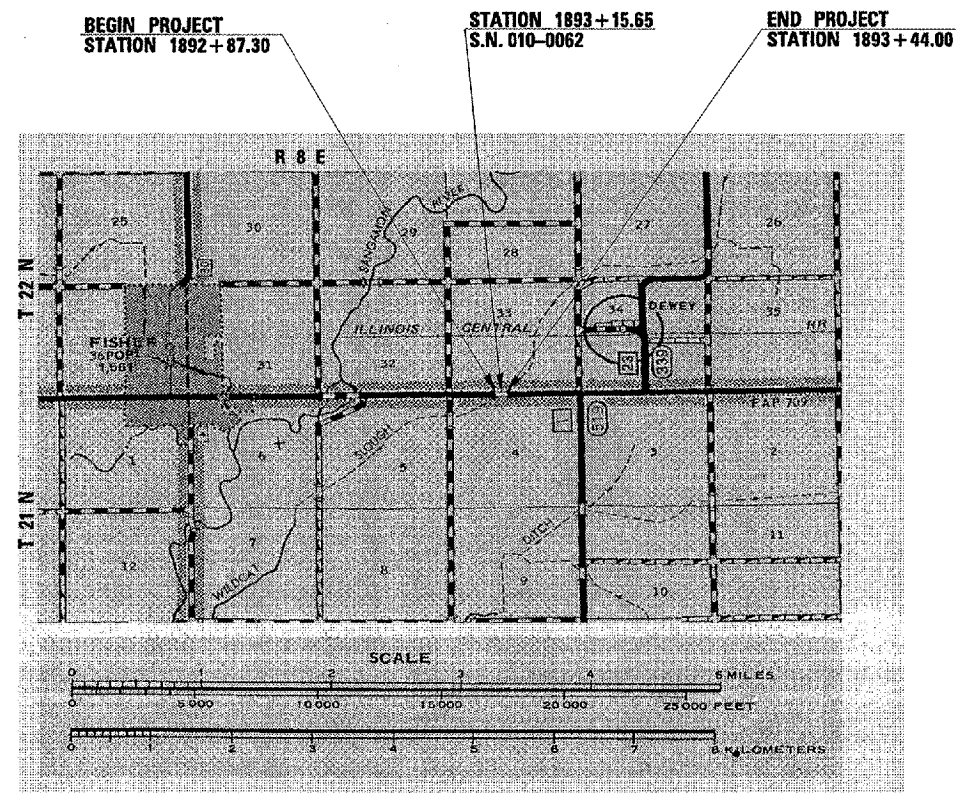
Joseph E. Gove
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Eric E. Harn
ENGINEER OF DESIGN AND ENVIRONMENT

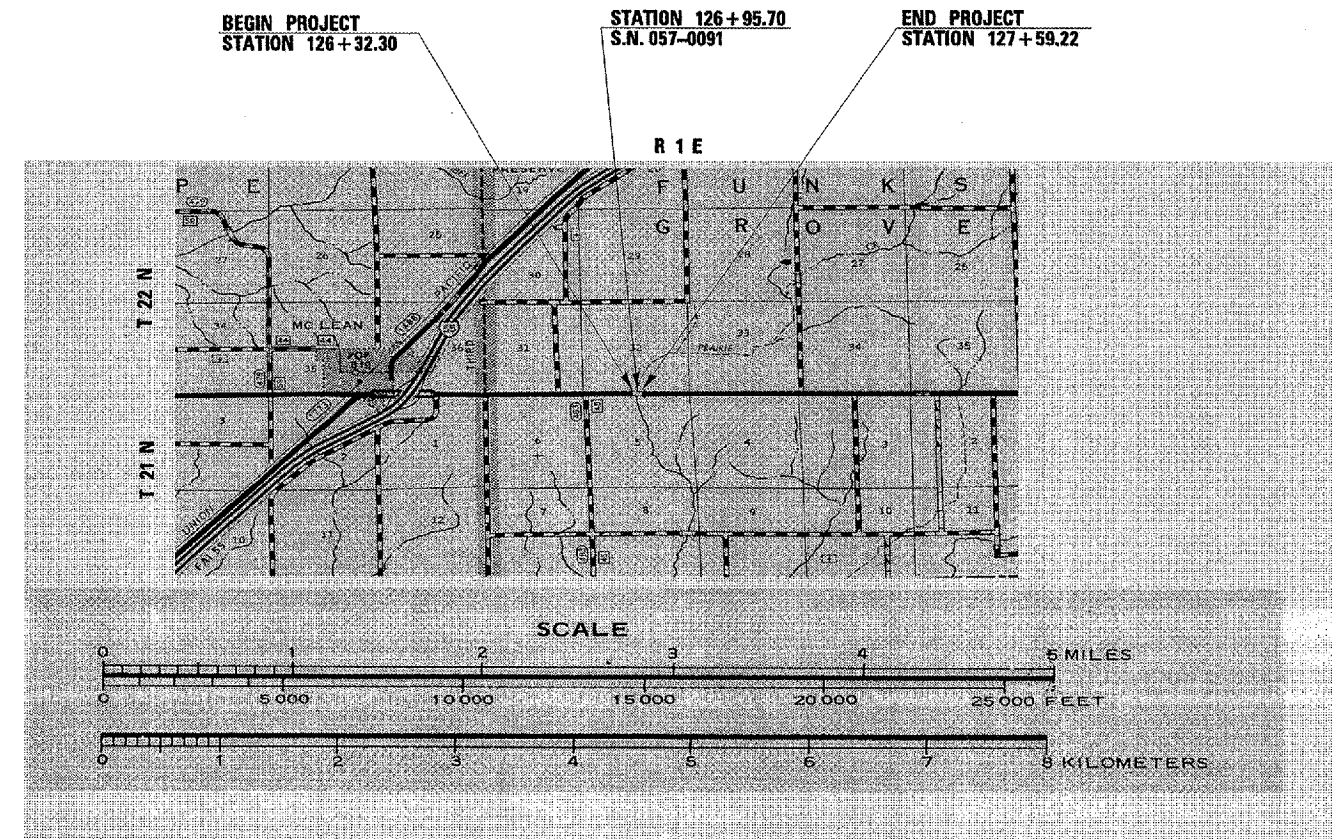
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

LOCATION MAPS



**S.N. 010-0062
U.S. 136 OVER WILDCAT SLOUGH
2 MILES EAST OF FISHER
CHAMPAIGN COUNTY**



**S.N. 057-0091
U.S. 136 OVER PRAIRIE CREEK
7 MILES WEST OF U.S. 51
MCLEAN COUNTY**

FILE NAME =	USER NAME = collie-bw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LOCATION MAPS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\projects\d504807 (v8)\70669cover.dgn		DRAWN -	REVISED -						*		26	2
		PLOT SCALE = 40,0000' / IN.	REVISED -					= D5 BEAM REPLACE 2008-1		CONTRACT NO. 70669		
		PLOT DATE = 10/25/2007	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
				SCALE:			SHEET NO.	OF	SHEETS	STA.	TO STA.	

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	LOCATION MAPS
3	INDEX OF SHEETS AND HIGHWAY STANDARDS
4	GENERAL NOTES
5	SUMMARY OF QUANTITIES
6 - 7	EXISTING TYPICAL CROSS SECTIONS
8 - 9	PROPOSED TYPICAL CROSS SECTIONS
10 - 11	SCHEDULE OF QUANTITIES
12	STAGE CONSTRUCTION S.N. 010-0062
13	STAGE CONSTRUCTION S.N. 057-0091
14	WIDTH RESTRICTION SIGNING DETAIL - S.N. 010-0062
15	WIDTH RESTRICTION SIGNING DETAIL - S.N. 057-0091
16 - 18	BRIDGE PLANS - S.N. 010-0062
19 - 21	BRIDGE PLANS - S.N. 057-0091
22	WIDTH RESTRICTION SIGNING DISTRICT 5 DETAIL X7200201
23 - 26	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS) DISTRICT 5 DETAIL 7800AAAA

LIST OF HIGHWAY STANDARDS

STANDARD NO.	NAME OF STANDARD
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-01	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-02	LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
701321-09	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-02	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH
701901	TRAFFIC CONTROL DEVICES
704001-04	TEMPORARY CONCRETE BARRIER
780001-01	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

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

G.N.-250C
TEMPORARY EROSION CONTROL SEEDING AND MULCH, METHOD 2 IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING AND MULCH WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.

G.N. -406H

MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location(s):	SN 010-0062 & SN 057-0091	FAP 709 & FAP 315 (US 136)
Mixture Use(s):	SURFACE	HMA BINDER
AC/PG:	PG 64-22	PG 64-22
RAP %: (Max)**	15%	25%
Design Air Voids:	4.0% @ Ndes = 50	4.0% @ Ndes = 50
Mixture Composition: (Gradation Mixture)	IL 9.5	IL 19.0
Friction Aggregate:	MIX C	N.A.

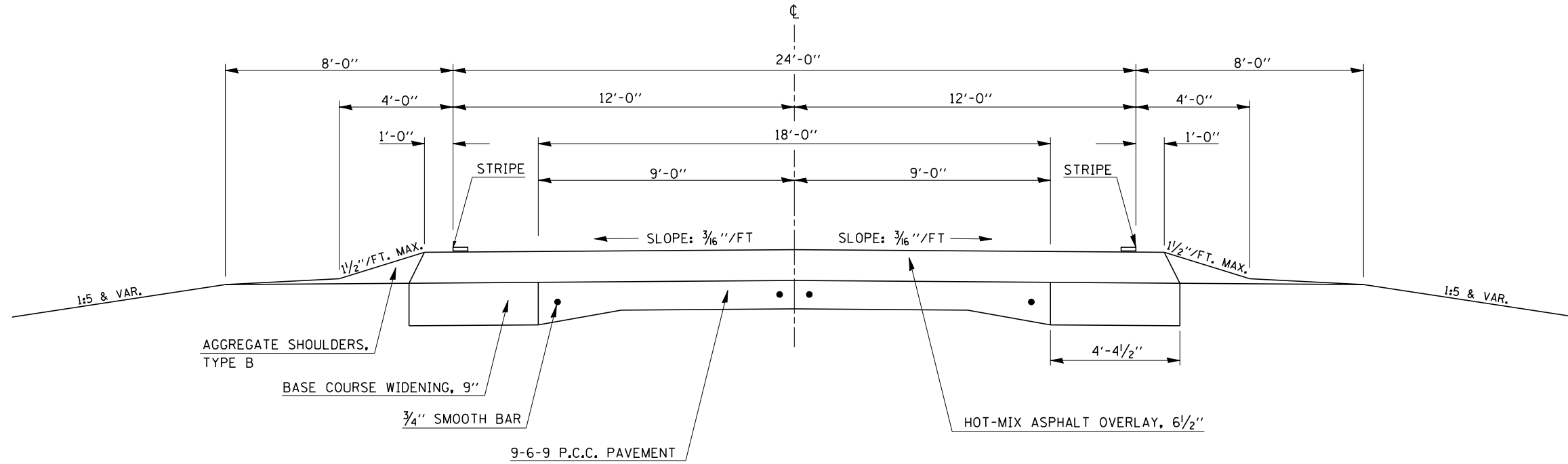
COMMITMENTS:
THERE ARE NO COMMITMENTS FOR THIS PROJECT.

FILE NAME = c:\projects\4504807\48\70669\text.dgn	USER NAME = collierbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 10/25/2007	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

EXISTING TYPICAL CROSS SECTION

F.A.P. 709 (U.S. 136)

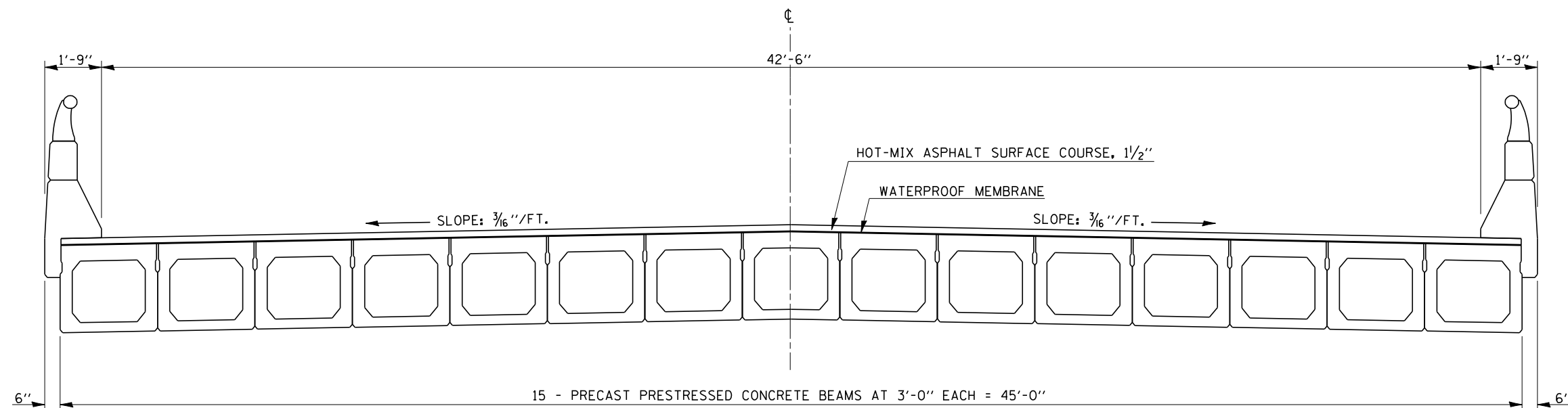
STATION TO STATION
 1891+25.00 1892+45.85 (BRIDGE APPROACH)
 (BRIDGE APPROACH) 1893+85.45 1895+10.00



EXISTING STRUCTURE CROSS SECTION

S.N. 010-0062

STATION TO STATION
 1892+87.30 1893+44.00

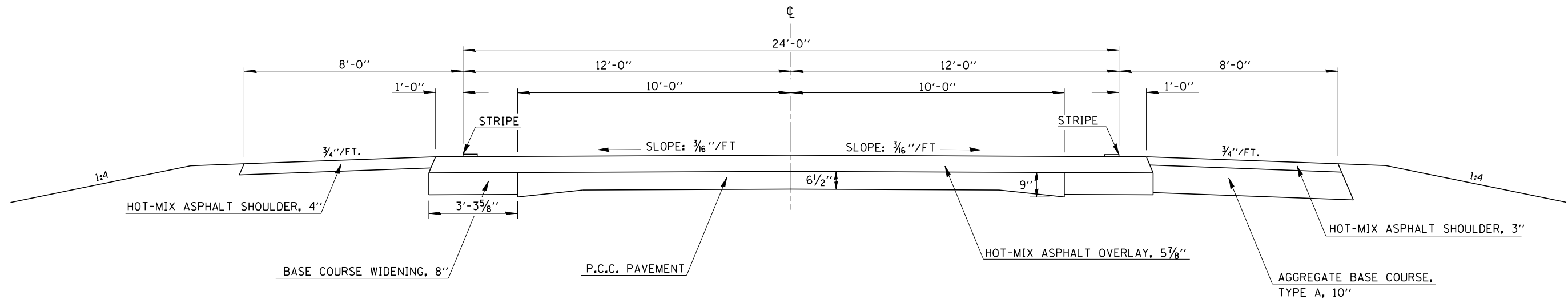


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ct:\projects\d504807 (v8)\70669\typicals.dgn		DRAWN -	REVISED -						*		26	6
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	PLOT DATE = 10/25/2007	DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

EXISTING TYPICAL CROSS SECTION

F.A.P. 315 (U.S. 136)

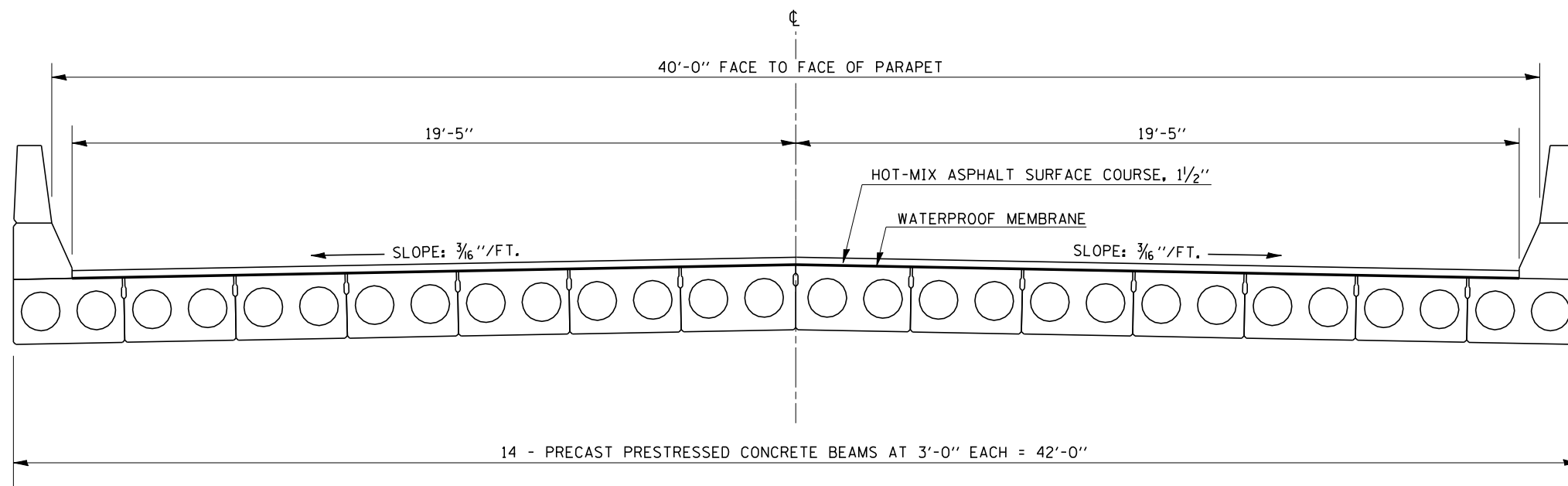
STATION TO STATION
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 (BRIDGE APPROACH) 127+81.14 129+19.39



EXISTING STRUCTURE CROSS SECTION

S.N. 057-0091

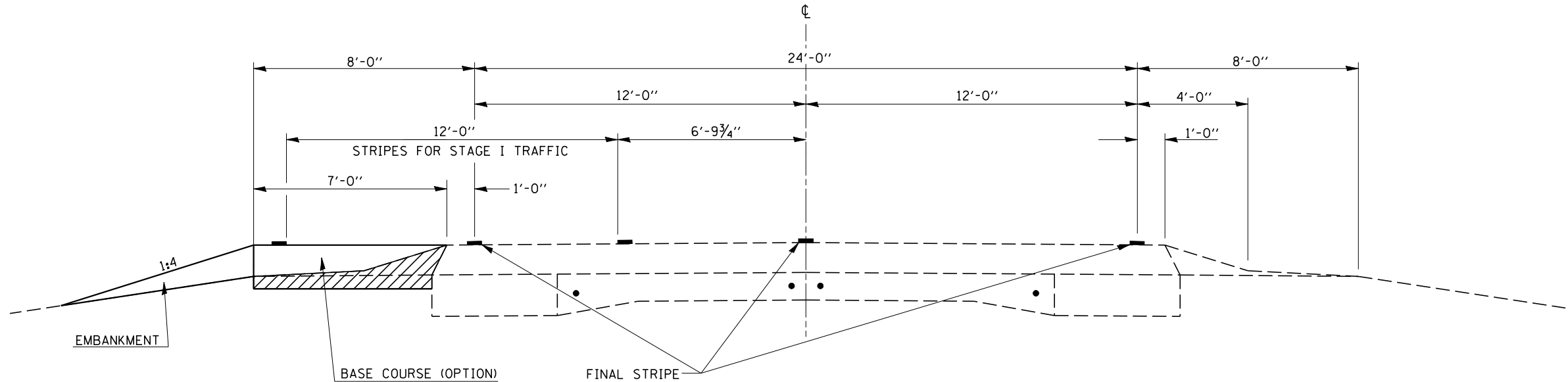
STATION TO STATION
 126+32.30 127+59.22



FILE NAME =	USER NAME = collierbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL CROSS SECTIONS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 10/25/2007	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			* D5 BEAM REPLACE 2008-1		CONTRACT NO. 70669		
		DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

1 PROPOSED TYPICAL CROSS SECTION
F.A.P. 709 (U.S. 136)

STATION TO STATION
 1891+25.00 1892+45.85 (BRIDGE APPROACH)
 (BRIDGE APPROACH) 1893+85.45 1895+10.00

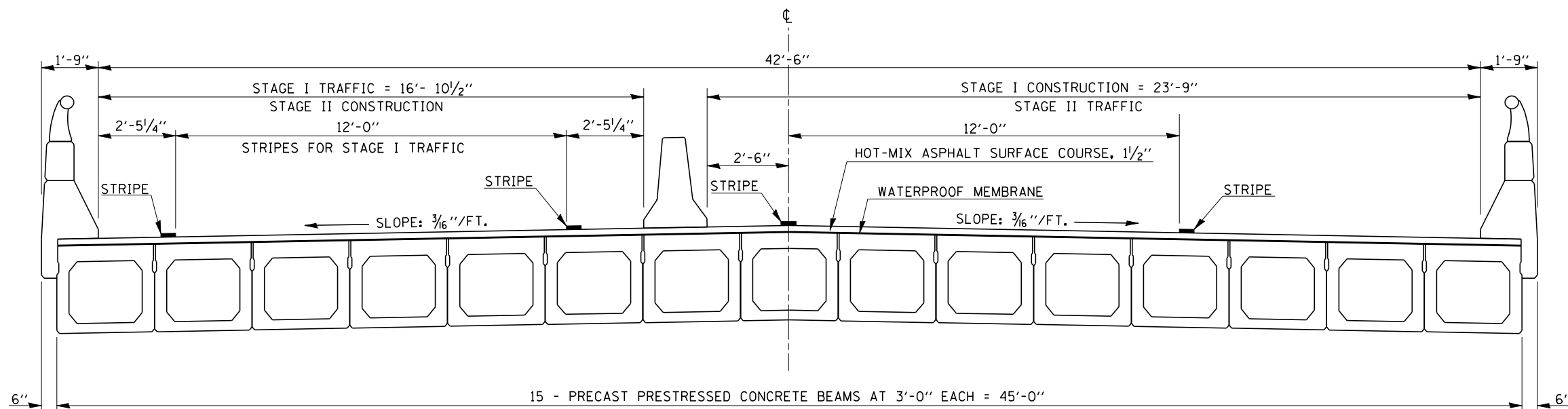


OPTION 1. PORTLAND CEMENT CONCRETE BASE COURSE, 9.5"
 OPTION 2. HOT-MIX ASPHALT BASE COURSE, 13.75"

EARTH EXCAVATION

2 PROPOSED STAGING CROSS SECTION
S.N. 010-0062

STATION TO STATION
 1892+87.30 1893+44.00



FILE NAME =	USER NAME = collierbw	DESIGNED -	REVISED -
ct:\projects\d504807 (v8)\70669\typicals.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

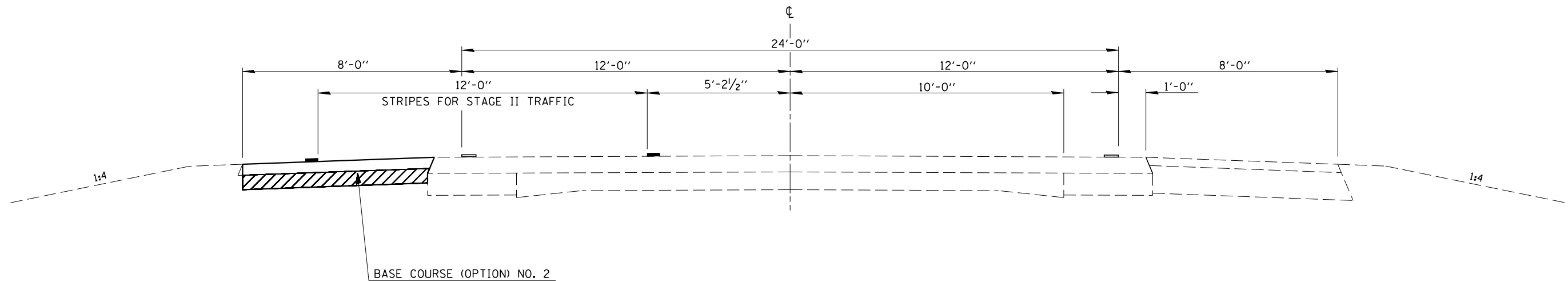
PROPOSED TYPICAL CROSS SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	*		26	8
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70669	

3 PROPOSED TYPICAL CROSS SECTION
F.A.P. 315 (U.S. 136)

STATION TO STATION
 124+50.00 126+10.38 (BRIDGE APPROACH)
 (BRIDGE APPROACH) 127+81.14 129+30.00

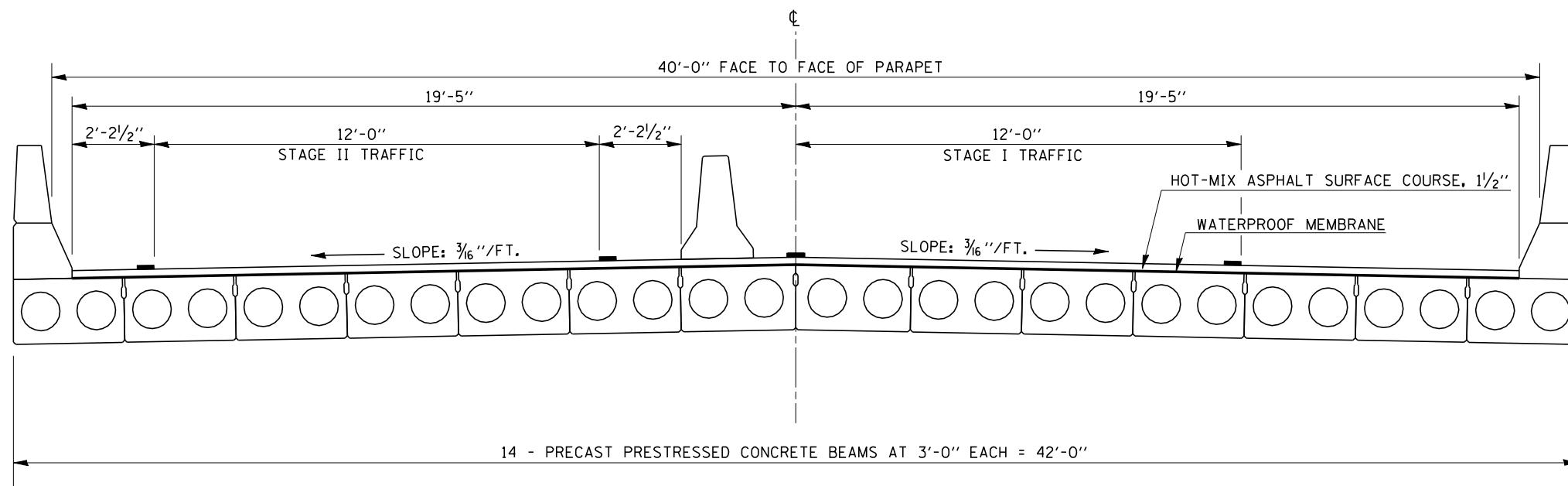


OPTION 1. PORTLAND CEMENT CONCRETE BASE COURSE, 7.5"
 OPTION 2. HOT-MIX ASPHALT BASE COURSE, 9.25"

EARTH EXCAVATION

4 PROPOSED STAGING CROSS SECTION
S.N. 057-0091

STATION TO STATION
 126+32.30 127+59.22



FILE NAME =	USER NAME = collierbw	DESIGNED -	REVISED -
ct:\projects\d504807 (v8)\70669\typicals.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL CROSS SECTIONS				
SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*		26	9
• D5 BEAM REPLACE 2008-1		CONTRACT NO. 70669		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES

BASE COURSE (OPTION)

STATION	STATION	WIDTH (FOOT)	(SQ. YD.)
SN 010-0062			
1891+25.00 LT.	1893+01.56 LT.	7.00	137.32
1893+58.64 LT.	1895+10.00 LT.	7.00	117.72
TOTAL			255.04
USE			256.00

BASE COURSE (OPTION) NO. 2

STATION	STATION	WIDTH (FOOT)	(SQ. YD.)
SN 057-0091			
124+50.00 LT.	126+10.38 LT.	7.00	124.74
127+81.14 LT.	129+30.00 LT.	7.00	115.78
TOTAL			240.52
USE			241.00

PAVED SHOULDER REMOVAL

STATION	STATION	WIDTH (FOOT)	(SQ. YD.)
SN 057-0091			
124+50.00 LT.	126+10.38 LT.	7.00	124.74
127+81.14 LT.	129+30.00 LT.	7.00	115.78
TOTAL			240.52
USE			241.00

PAINT PAVEMENT MARKING - LINE 4"

ROUTE	STATION	TO STATION	LENGTH	4" WHITE (FOOT)	4" SKIP DASH YELLOW (FOOT)
FAP 709	1889+89.62	1896+29.60	639.98	1,280.00	160.00
FAP 315	123+45.49	130+46.03	700.54	1,402.00	176.00
SUB-TOTALS				2,682.00	336.00
TOTAL WHITE				2,682.00	
TOTAL YELLOW				336.00	
TOTAL				3,018.00	

PAVEMENT MARKING REMOVAL

STAGE	STATION	OFFSET (FOOT)	STATION	OFFSET (FOOT)	LENGTH (FOOT)	WIDTH (INCHES)	SQ FT
SN 010-0062							
SKIP DASH							
1	1889+89.62 LT.	0.00	1892+15.00 LT.	0.00	56.35	4.00	19.00
1	1894+00.00 LT.	0.00	1896+29.60 LT.	0.00	57.41	4.00	20.00
EDGE LINE							
1	1891+33.12 LT.	12.00	1895+06.10 LT.	12.00	372.98	4.00	125.00
SKIP DASH							
2	1892+15.00 RT.	0.00	1894+00.00 RT.	0.00	46.25	4.00	16.00
SN 057-0091							
SKIP DASH							
1	124+08.01 LT.	0.00	129+83.51 LT.	0.00	143.88	4.00	48.00
EDGE LINE							
1	124+08.01 LT.	12.00	129+83.51 LT.	12.00	575.50	4.00	192.00
SKIP DASH							
2	123+45.49 LT.	0.00	124+08.01 LT.	0.00	15.64	4.00	6.00
2	129+83.51 LT.	0.00	130+46.03 LT.	0.00	15.64	4.00	6.00
EDGE LINE							
2	124+85.00 LT.	12.00	129+00.00 LT.	12.00	415.00	4.00	139.00
TOTAL							571.00

TEMPORARY CONCRETE BARRIER

STAGE	STATION	OFFSET (FOOT)	STATION	OFFSET (FOOT)	LENGTH (FOOT)
SN 010-0062					
1	1891+76.23 RT.	4.00	1892+63.43 LT.	3.44	87.50
1	1892+63.43 LT.	3.44	1893+75.93 LT.	3.44	112.50
1	1893+75.93 LT.	3.44	1894+63.13 RT.	4.00	87.50
SN 057-0091					
1	125+27.34 LT.	6.00	126+27.01 LT.	2.06	100.00
1	126+27.01 LT.	2.06	127+64.51 LT.	2.06	137.50
1	127+64.51 LT.	2.06	128+64.18 LT.	6.00	100.00
TOTAL					625.00

RELOCATE TEMPORARY CONCRETE BARRIER

STAGE	STATION	OFFSET (FOOT)	STATION	OFFSET (FOOT)	LENGTH (FOOT)
SN 010-0062					
2	1891+76.23 LT.	10.71	1892+63.43 LT.	3.44	87.50
2	1893+75.93 LT.	3.44	1894+63.13 LT.	10.71	87.50
SN 057-0091					
2	125+27.34 RT.	6.00	126+27.01 LT.	2.06	100.00
2	127+64.51 LT.	2.06	128+64.18 RT.	6.00	100.00
TOTAL					375.00

IMPACT ATTENUATORS, TEMPORARY, (NON-REDIRECTIVE), TEST LEVEL 3

STAGE	STATION	EACH
SN 010-0062		
1	1891+76.23 RT.	1.00
1	1894+63.13 RT.	1.00
SN 057-0091		
1	125+27.34 LT.	1.00
1	128+64.18 LT.	1.00
TOTAL		4.00

IMPACT ATTENUATORS, RELOCATE, (NON-REDIRECTIVE), TEST LEVEL 3

STAGE	STATION	EACH
SN 010-0062		
2	1891+76.23 LT.	1.00
2	1894+63.13 LT.	1.00
SN 057-0091		
2	125+27.34 RT.	1.00
2	128+64.18 RT.	1.00
TOTAL		4.00

SCHEDULE OF QUANTITIES

SEEDING

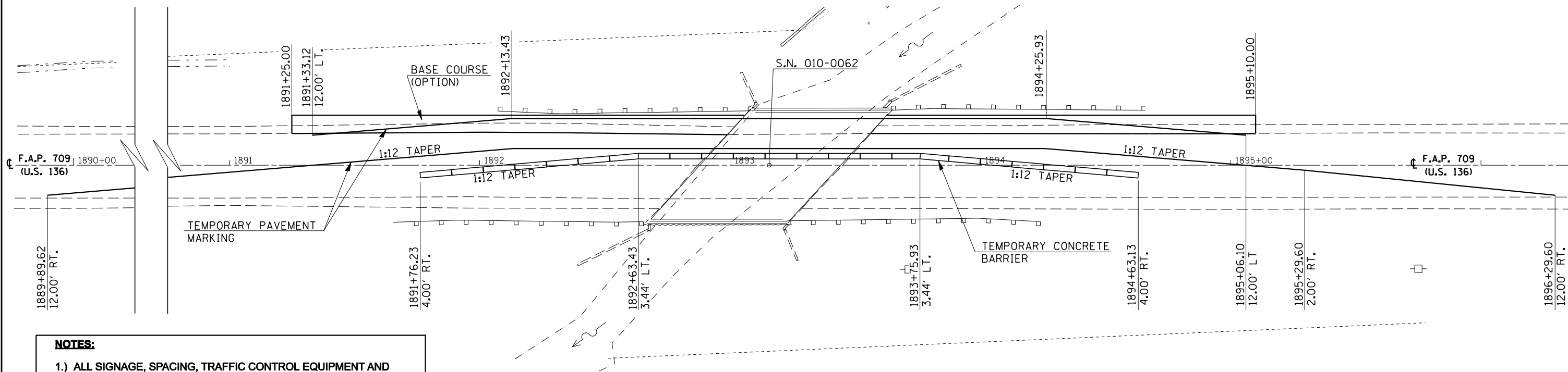
STATION		STATION		SEEDING, CLASS 2 (ACRES)	NITROGEN FERTILIZER NUTRIENT (POUND)	PHOSPHORUS FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	MULCH, METHOD 2 (ACRES)	TEMPORARY EROSION CONTROL SEEDING (POUND)
SN 010-0062									
1891+25.00	LT	1893+01.56	LT	0.04	4.00	4.00	4.00	0.04	4.00
1893+58.64	LT	1895+10.00	LT	0.04	3.00	3.00	3.00	0.04	4.00
SN 057-0091									
124+50.00	LT	126+10.38	LT	0.04	4.00	4.00	4.00	0.04	4.00
127+81.14	LT	129+30.00	LT	0.03	3.00	3.00	3.00	0.03	3.00
TOTALS				0.15	14.00	14.00	14.00	0.15	15.00
USE				0.25	14.00	14.00	14.00	0.25	15.00

EARTHWORK

ROUTE	STATION	TO	STATION	EARTH EXCAVATION (CU YD)	EARTH EX. - 25% SHRINKAGE ADJUSTMENT (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE (CU YD)
FAP 709	1891+25.00		1895+10.00	80.00	60.00	5.00	55.00
FAP 315	124+50.00		129+30.00	40.00	30.00	0.00	30.00
TOTAL				120.00	90.00	5.00	85.00
EARTH EXCAVATION =				120.00			

SEC. 33, T. 22 N., R. 8 E., 3RD. P.M.

STAGE I CONSTRUCTION
S.N. 010-0062

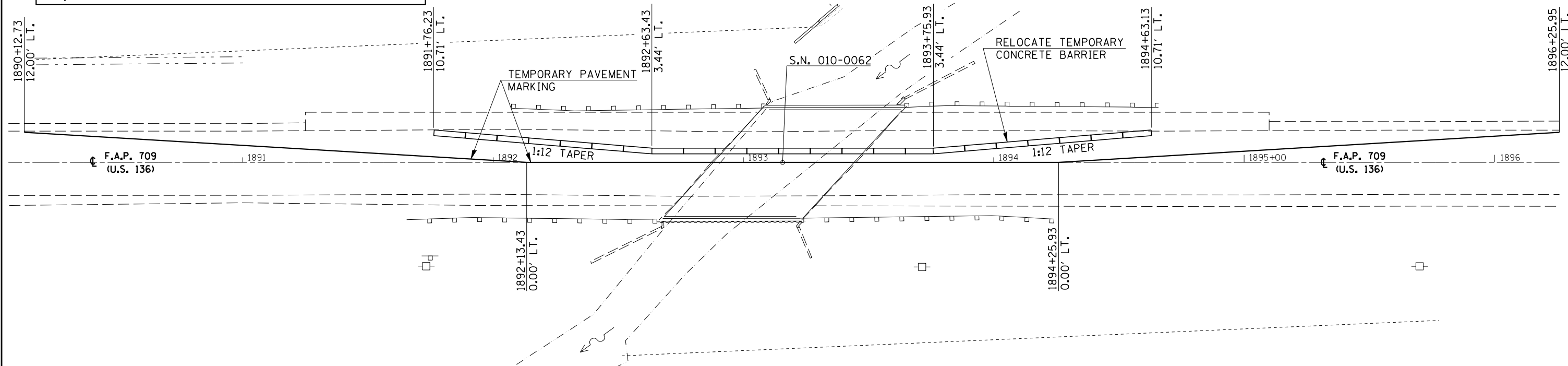


NOTES:

- 1.) ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701321.
- 2.) ALL TEMPORARY BRIDGE TRAFFIC SIGNALS FOR STAGE I AND II WILL BE MEASURED AS 1 UNIT.
- 3.) TEMPORARY RUMBLE STRIPS WILL BE REQUIRED AND INSTALLED ACCORDING TO HIGHWAY STANDARD 701321.
- 4.) BARRIER OFFSETS ARE FROM THE CENTER OF THE BARRIER.

SEC. 33, T. 22 N., R. 8 E., 3RD. P.M.

STAGE II CONSTRUCTION
S.N. 010-0062



FILE NAME =
c:\projects\d504807 (v8)\70669\plan.dgn

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DESIGNED -
DRAWN -
PLOT SCALE = 40.0000' / IN.
PLOT DATE = 10/25/2007

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

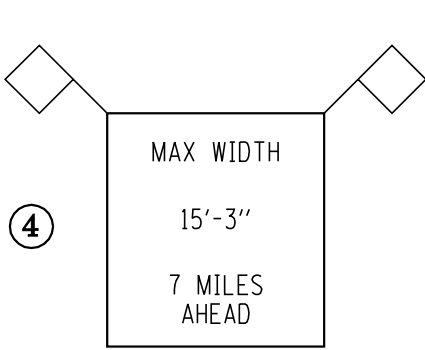
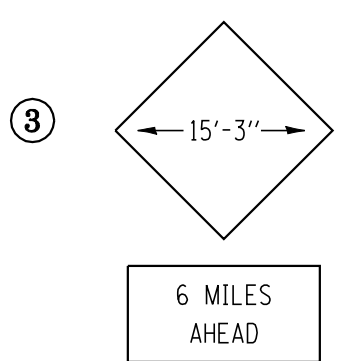
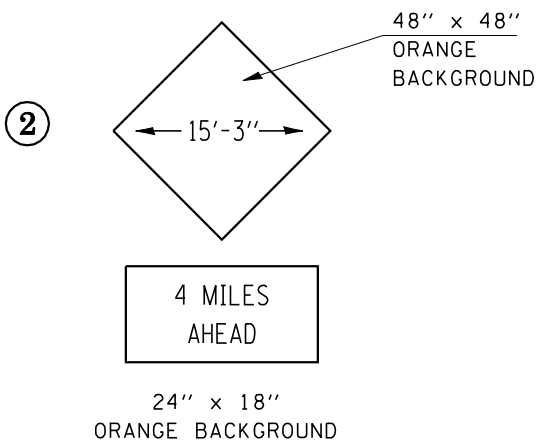
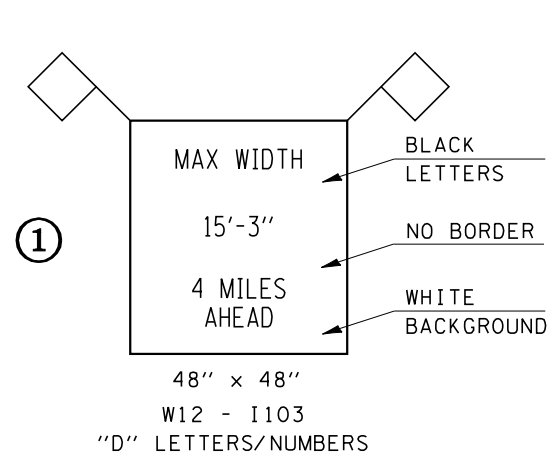
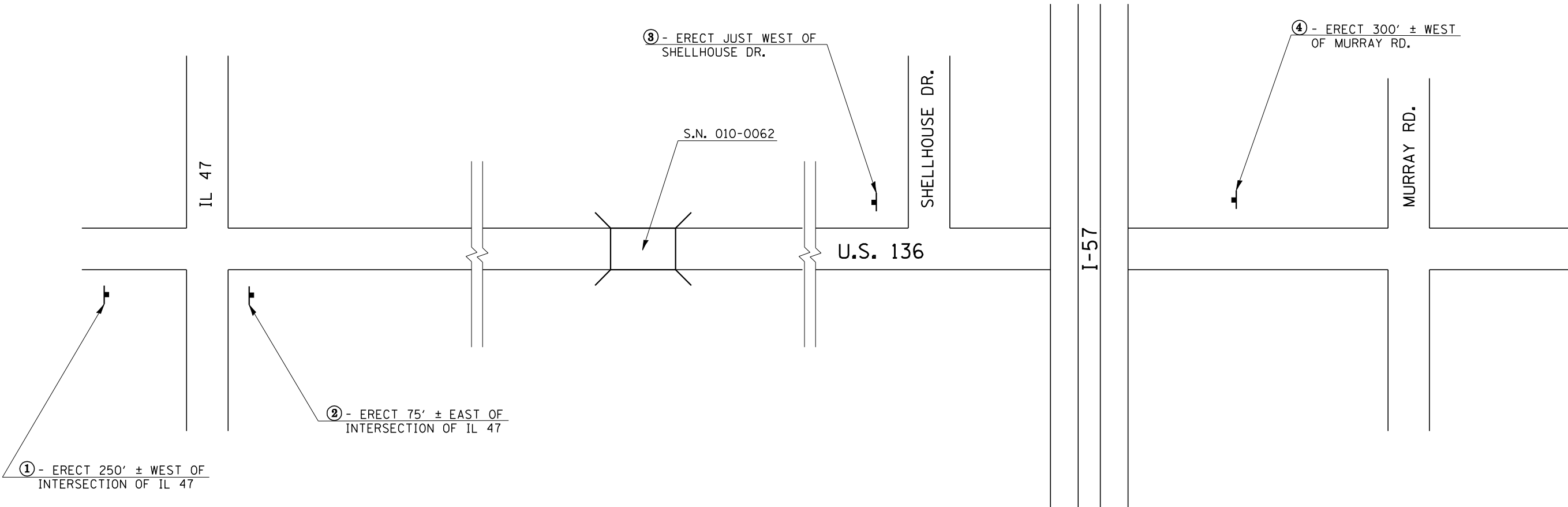
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION PLAN - S.N. 010-0062

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

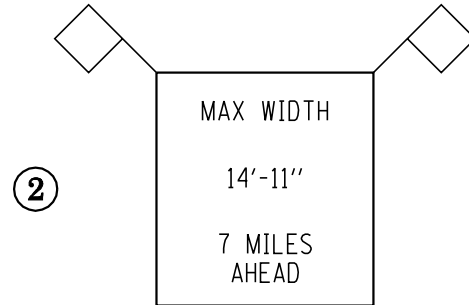
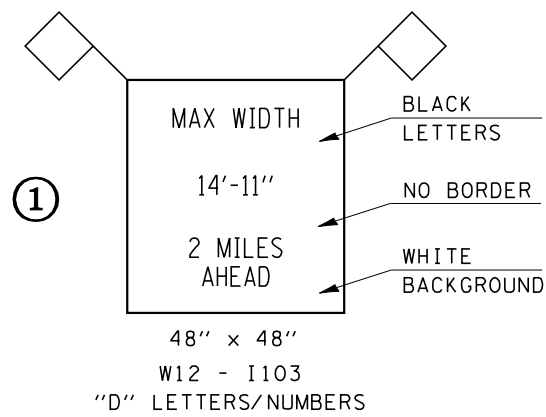
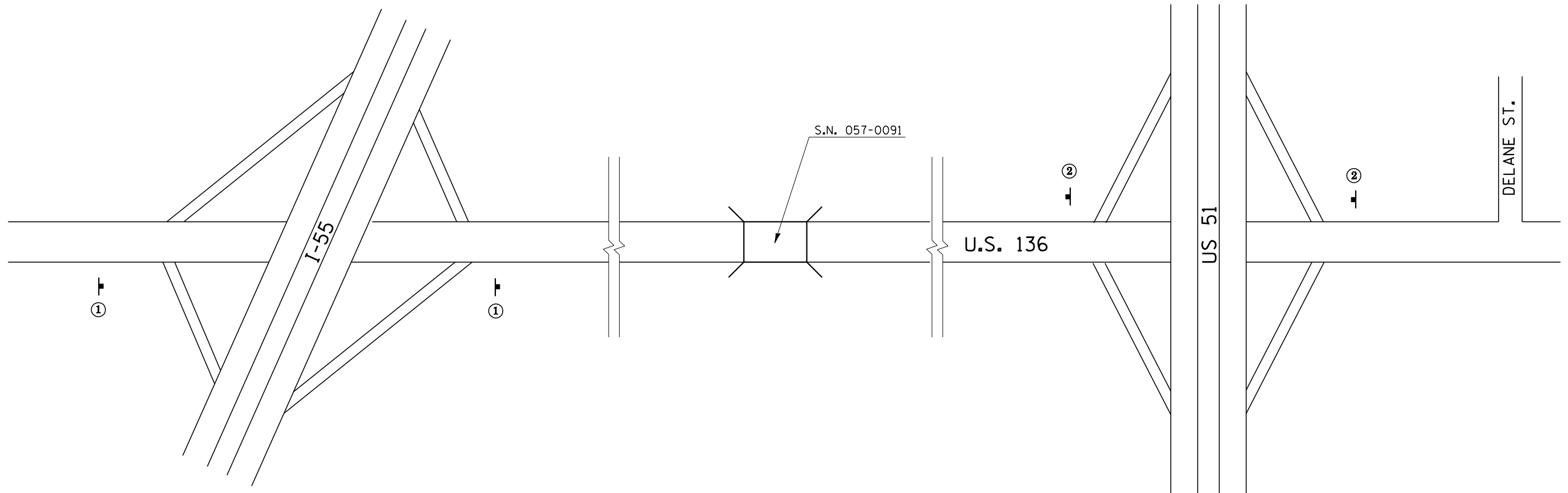
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			26	12
• D5 BEAM REPLACE 2008-1			CONTRACT NO. 70669	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

WIDTH RESTRICTION SIGNING DETAIL STAGE I ONLY FOR S.N. 010-0062 OVER WILDCAT SLOUGH



FILE NAME =	USER NAME = collierbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIDTH RESTRICTION SIGNING DETAIL - S.N. 010-0062			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\projects\d504807 (v8)\70699details.dgn	PLOT SCALE = 40.0000' / IN.	DRAWN -	REVISED -					SCALE: SHEET NO. OF SHEETS STA. TO STA.			*	*
PLOT DATE = 10/25/2007	DATE -	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70669				
		DATE -	REVISED -									

**WIDTH RESTRICTION SIGNING DETAIL
STAGE II
FOR S.N. 057-0091 OVER PRAIRIE CREEK**

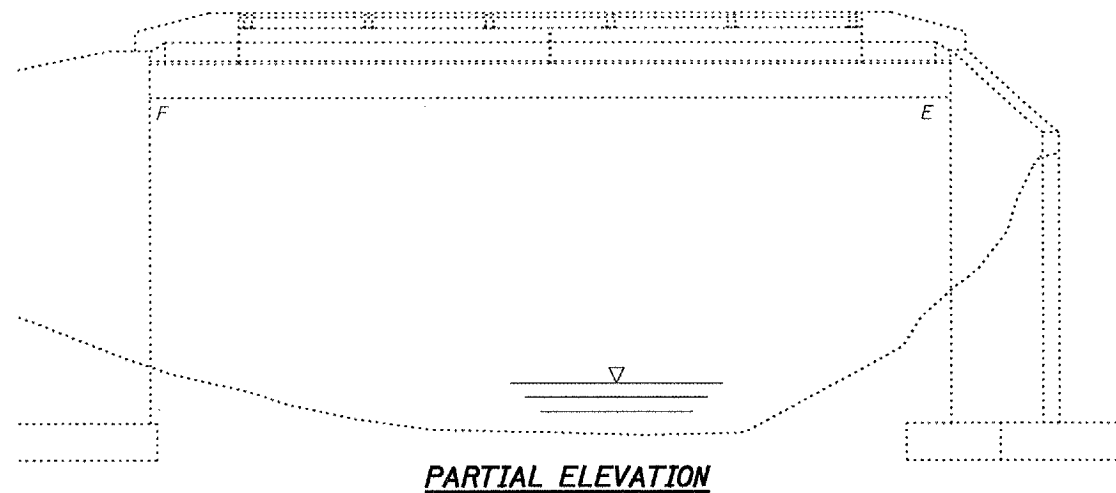


FILE NAME = c:\projects\d504807 (v8)\70699details.dgn	USER NAME = collierbw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIDTH RESTRICTION SIGNING DETAIL - S.N. 057-0091			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -								26	15
PLOT DATE = 10/25/2007	DATE -	REVISED -			SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	• D5 BEAM REPLACE 2008-1 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
										CONTRACT NO. 70669		

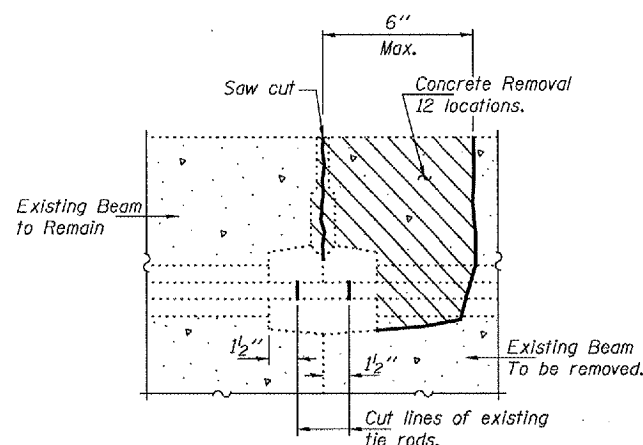
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
SBI 119		CHAMPAIGN	26	16
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 1
3 SHEETS
Contract Number: 70669



PARTIAL ELEVATION



**BEAM REMOVAL DETAIL
AT TRANSVERSE TIES**

GENERAL NOTES

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures.

If the contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new or existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. If heavy equipment will be placed on new PPC deck beams, the following shall be done prior to placement of the timber mats: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.

The top surface of the beams shall be finished according to the IDOT Manual for Fabrication of Precast Prestressed Concrete Products.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Plan dimensions and details relative to existing plans are subject to routine 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 based upon the unit price bid for the work.

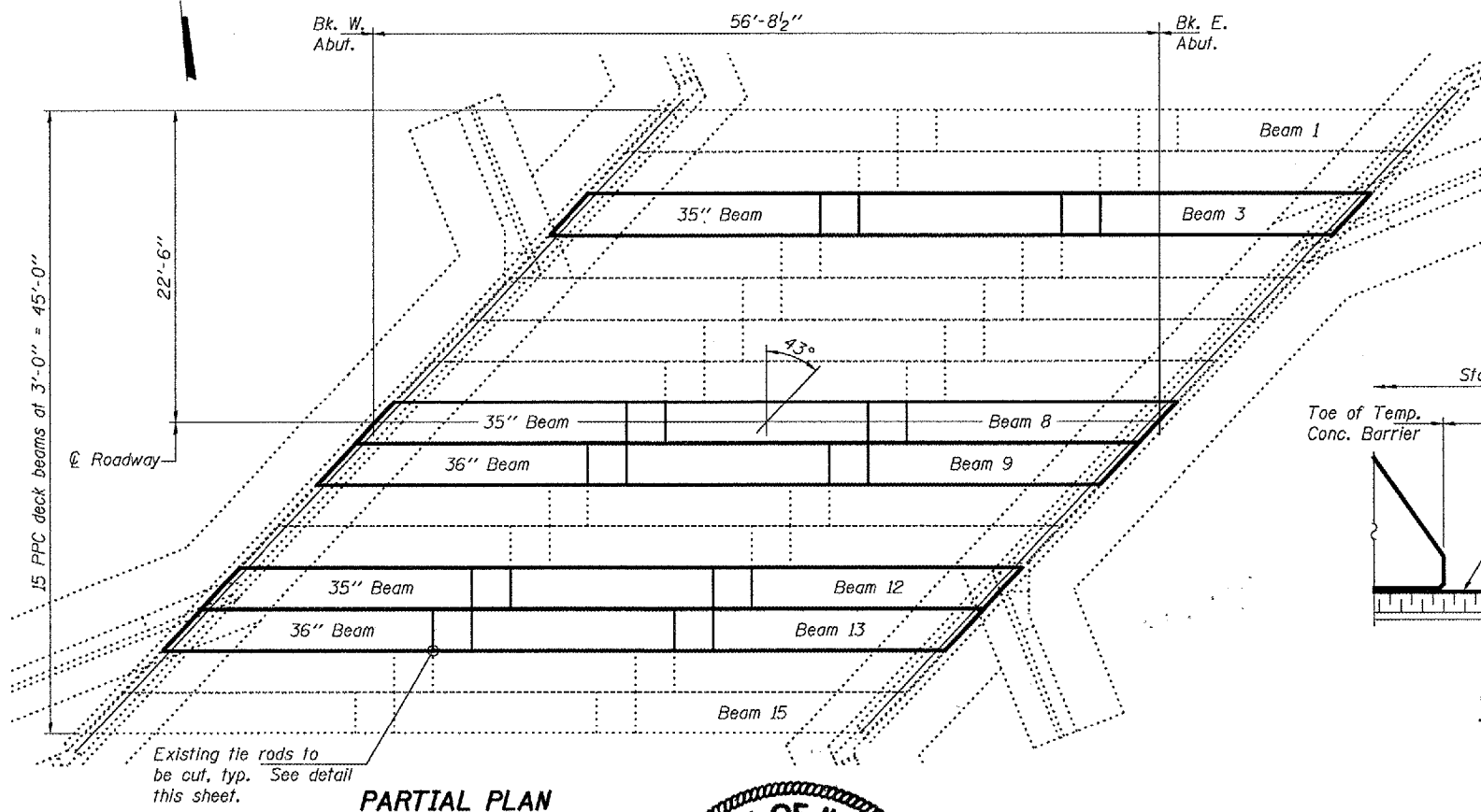
All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Temporary concrete barrier shall only be anchored into the overlay and not into the PPC Deck Beams.

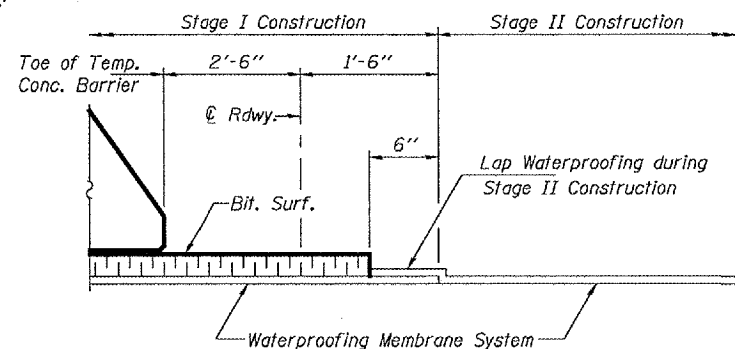
Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.

**DESIGN STRESSES
PRECAST UNITS**

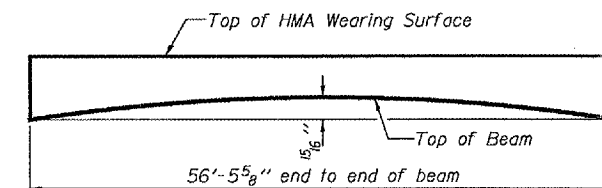
$f'_c = 5,000$ psi
 $f'_{ci} = 4,000$ psi
 $f'_s = 270,000$ psi ($\frac{1}{2}$ " ϕ low lax strands)
 $f'_{si} = 201,960$ psi ($\frac{1}{2}$ " ϕ low lax strands)



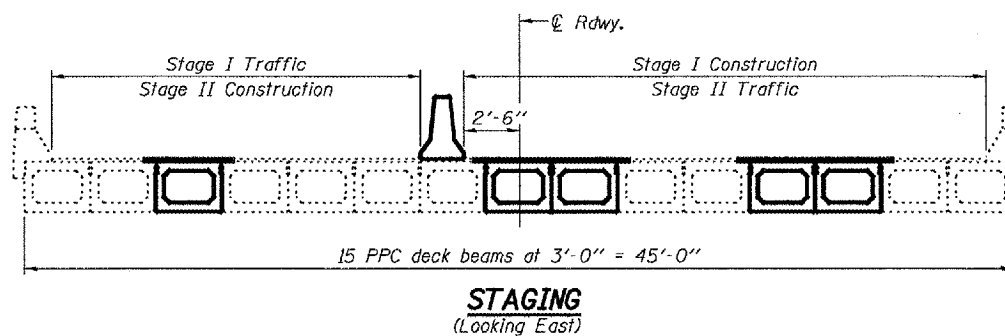
PARTIAL PLAN



**WATERPROOFING TREATMENT
AT STAGE CONSTRUCTION**



ANTICIPATED INITIAL CAMBER DIAGRAM



**STAGING
(Looking East)**

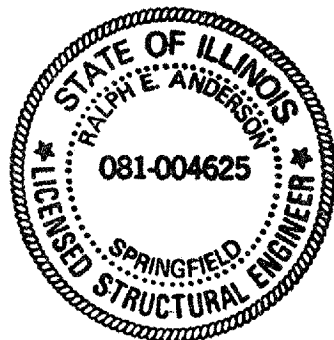
TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing PPC Deck Beams	Sq. Ft.	847
Precast Prestressed Concrete Deck Beams (27" Depth)	Sq. Ft.	833
Hot-Mix Asphalt Surface Removal	Sq. Yd.	20.8
HMA Surface Course Mix "D" N50	Tons	12.9
PC Mortar Fairing Course	Foot	451.8
Asbestos Bearing Pad Removal	Each	16
Waterproofing Membrane System	Sq. Yd.	114.9

**PLAN AND ELEVATION
SBI 119
CHAMPAIGN COUNTY
SN 010-0062**

DESIGNED	V. H. V. H.
CHECKED	SJB
DRAWN	ballva
CHECKED	V. H. V. H. SJB

NOVEMBER 5, 2007
EXAMINED *Carl Pomy*
PASSED *Ralph E. Anderson*
ENGINEER OF STRUCTURAL SERVICES
ENGINEER OF BRIDGES AND STRUCTURES

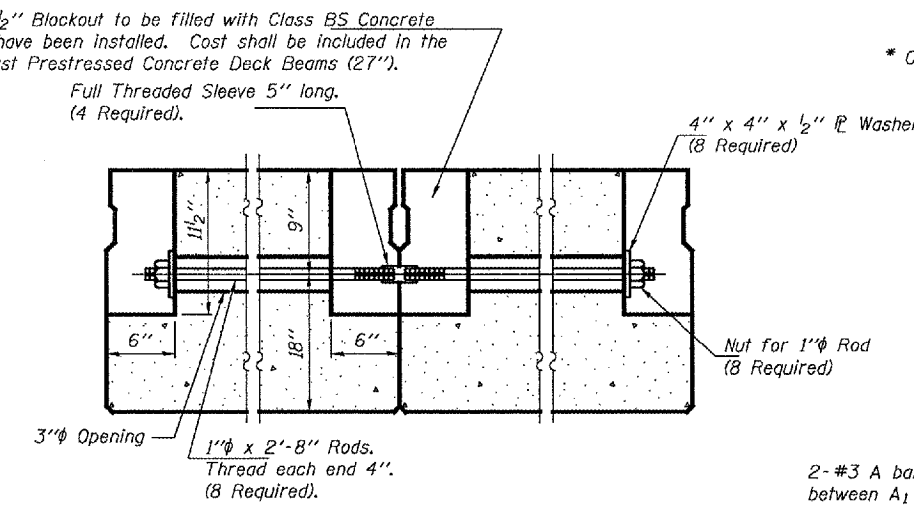
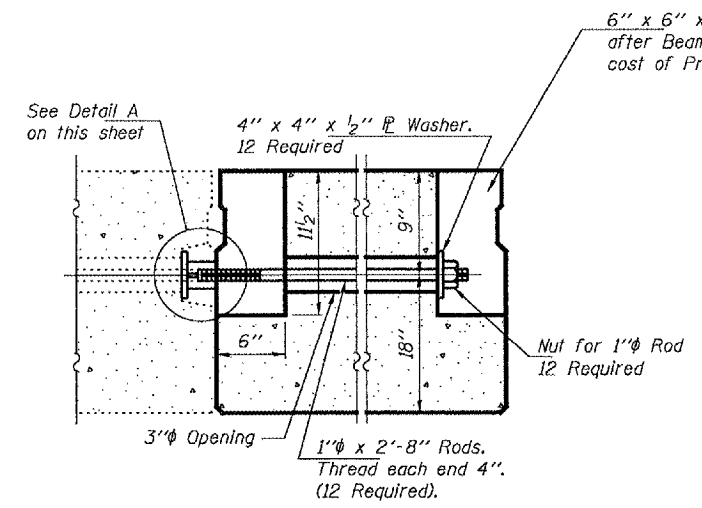
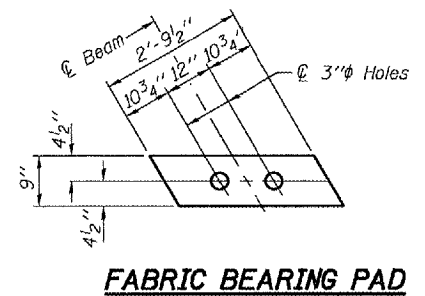


Expires: November 30, 2008

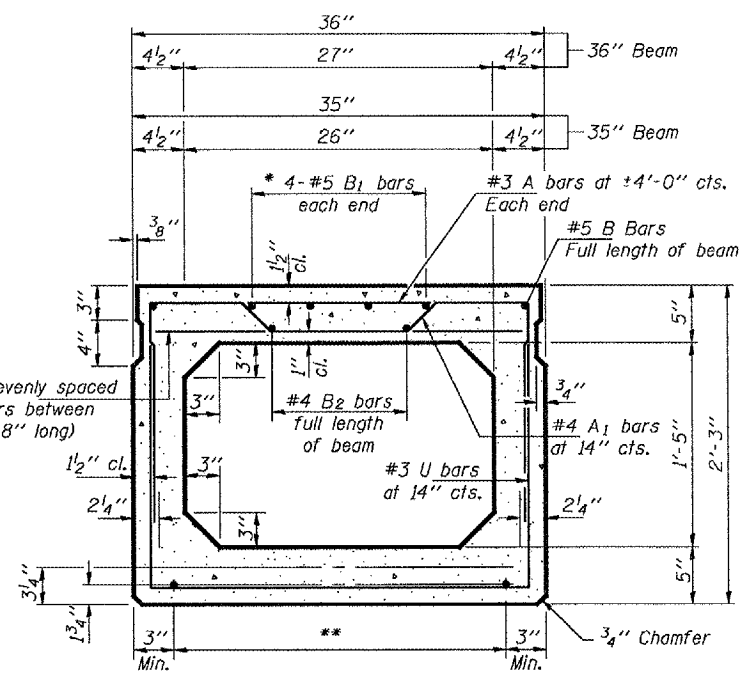
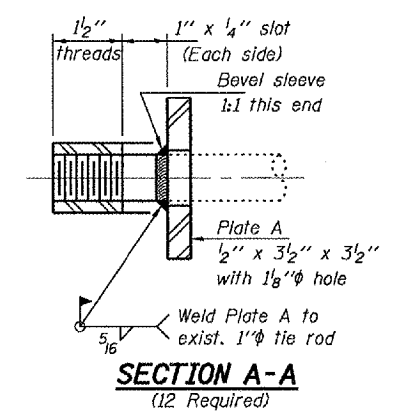
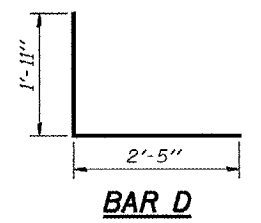
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
SBI 119		CHAMPAIGN	26	17
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT
Contract Number: 70669				

SHEET NO. 2
3 SHEETS

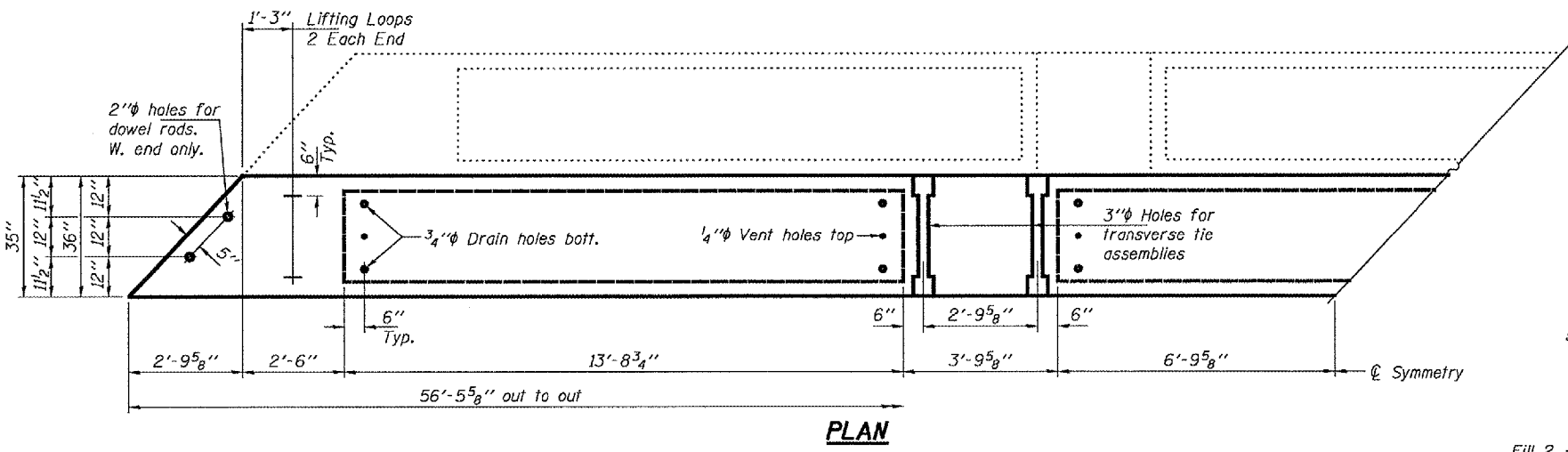


Note:
Existing grout covering existing nuts for transverse tie assemblies shall be removed. Existing rods shall be cut as detailed on sheet 1 of 3. Existing rods shall then be removed through the holes in exterior beam. Cost included with Removal of Existing PPC Deck Beams.



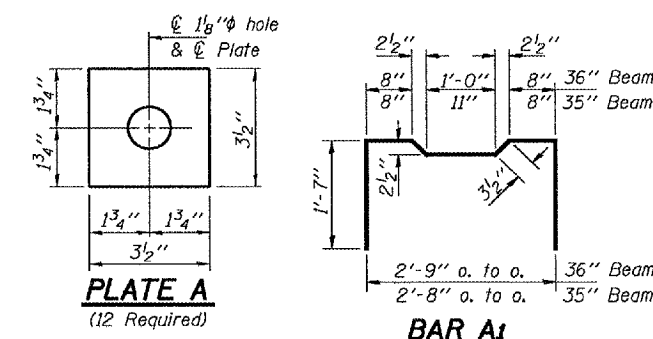
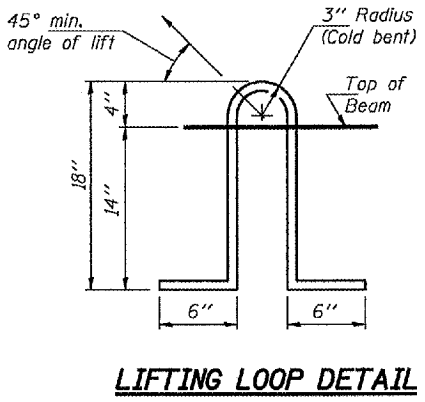
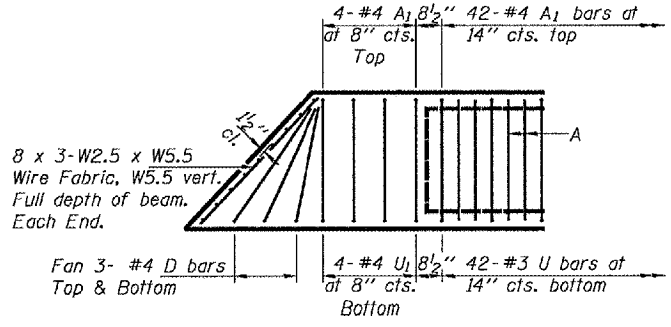
TRANSVERSE PLACEMENT GUIDELINES

1. Place strands symmetrically about centerline of beam.
 2. The minimum distance from center to center of strands in all directions shall be 2".
 3. The minimum clearance from strand to dowel hole shall be 1/2".
 4. The minimum clearance from strand to void shall be 1/2".
- Vertical placement of strands shall not be adjusted to satisfy the above guidelines.



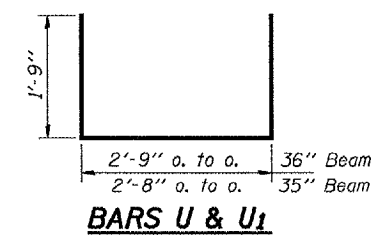
NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2-1/2" x 270 ksi strands, as shown. The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place. Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60. The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key. Corrosion inhibitor, per Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams. Required Release Strength, f'ci, shall be 4000 p.s.i.



BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms.	Sq. Ft.	833
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REPAIR DETAILS
SBI 119
CHAMPAIGN COUNTY
SN 010-0062

DESIGNED	VHV
CHECKED	SJB
DRAWN	ballva
CHECKED	VHV SJB

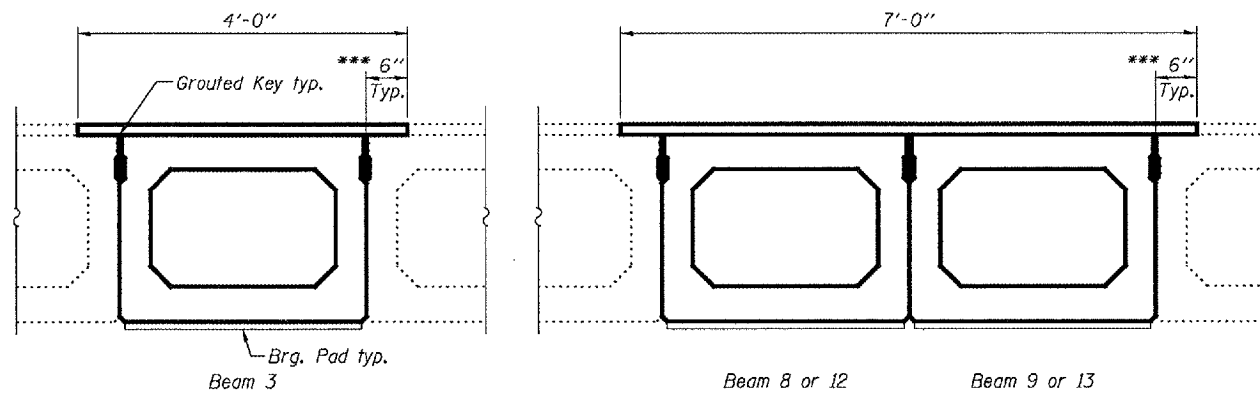
NOVEMBER 5, 2007
EXAMINED *Carl Perry*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
SBI 119		CHAMPAIGN	26	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
3 SHEETS

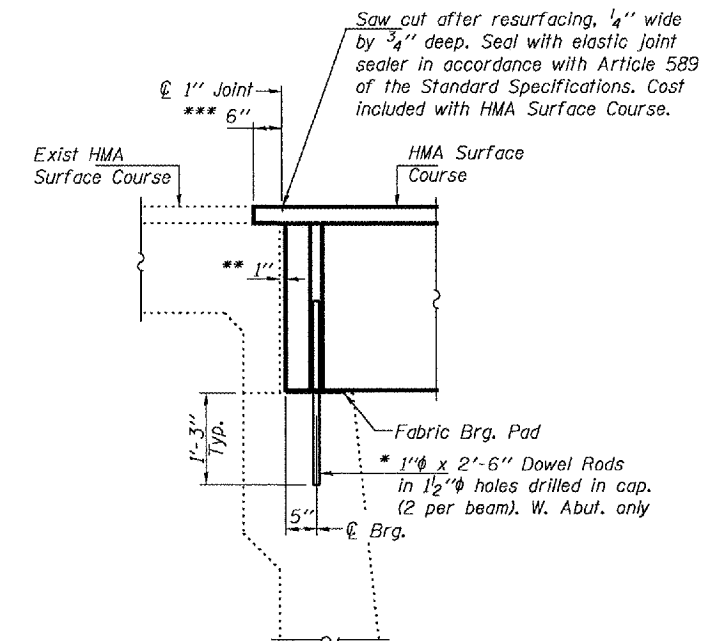
Contract Number: 70669



PARTIAL CROSS SECTION

(Looking East)

*** Limits of HMA Surface Removal.
Existing waterproofing to remain.
Lap new waterproofing 6" over
existing.



TYPICAL SECTION AT ABUTMENTS

* Existing dowel rods are to be burned off, ground flush, and sealed with epoxy prior to placement of new beams. Cost included in Removal of Existing PPC Deck Beams. After beams have been erected holes shall be drilled into cap and dowel rods placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure a minimum of 24 hours prior to grouting the shear keys.
** 1" Joint shall be filled with non-shrink grout. Dimension may vary to accommodate tolerance in beam lengths.

DESIGNED	VHV
CHECKED	SJB
DRAWN	baliva
CHECKED	VHV SJB

NOVEMBER 5, 2007
EXAMINED *Carl Hoyer*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

REPAIR DETAILS
SBI 119
CHAMPAIGN COUNTY
SN 010-0062

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DISTRICT	SHEET NO.
FA 53		McLean	26	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1
3 SHEETS

Contract Number: 70669

GENERAL NOTES

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures.

If the contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new or existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. If heavy equipment will be placed on new PPC deck beams, the following shall be done prior to placement of the timber mats: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.

The top surface of the beams shall be finished according to the IDOT Manual for Fabrication of Precast Prestressed Concrete Products.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction.

Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Plan dimensions and details relative to existing plans are subject to routine 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 based upon the unit price bid for the work.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.

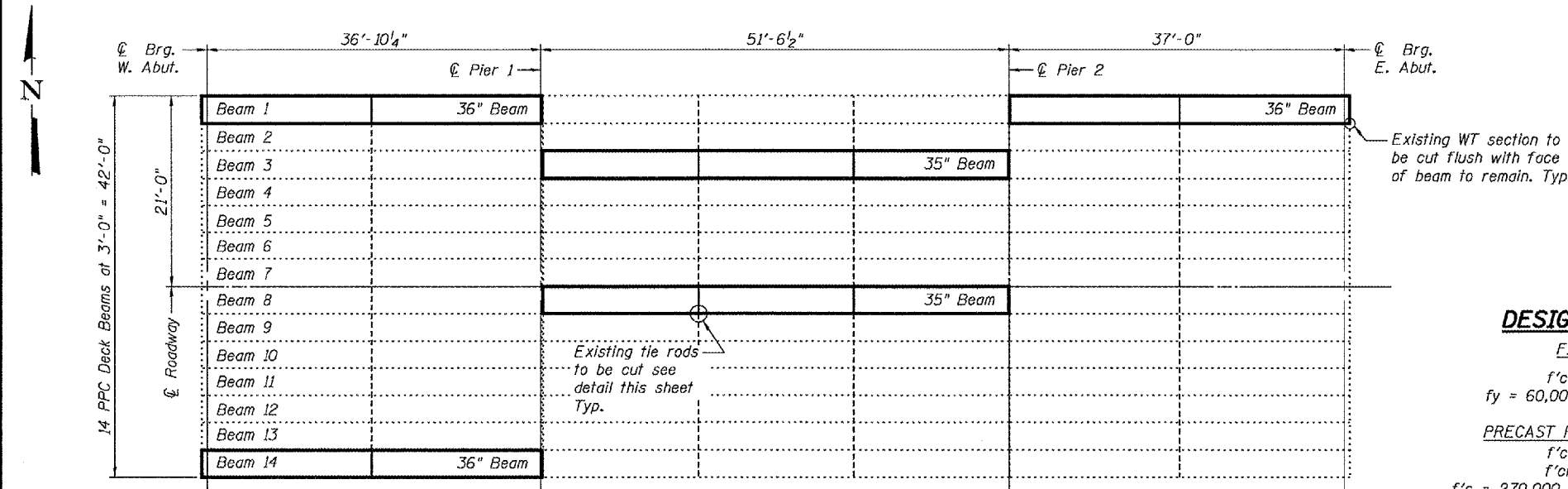
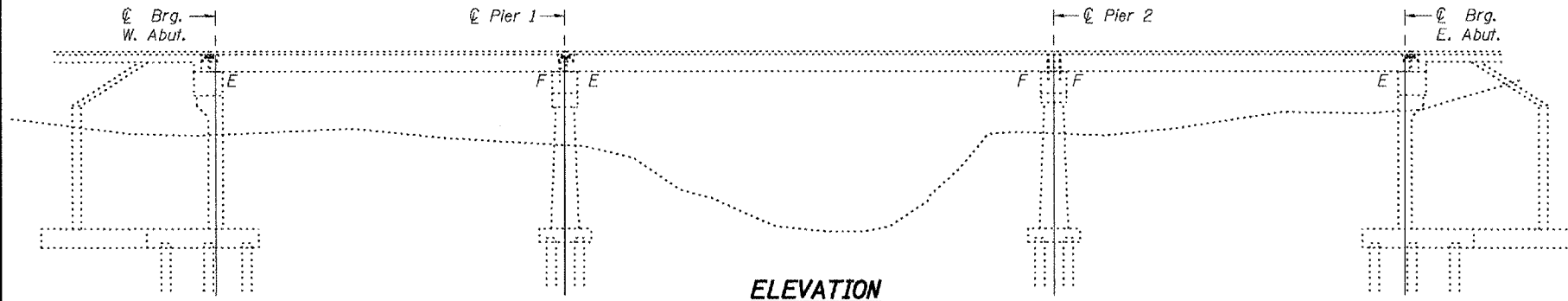
Reinforcement bars designated (E) shall be epoxy coated.

Temporary concrete barrier shall only be anchored into the overlay and not into the PPC Deck Beams.

Protective coat shall not be applied to surfaces to which waterproofing membrane system is applied. Protective coat shall be applied to the top and inside faces of the parapets and the exposed vertical surfaces of the fascia beams that require replacement.

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

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



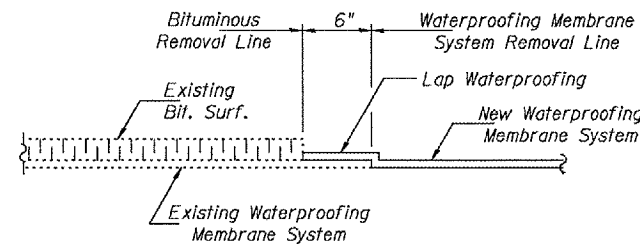
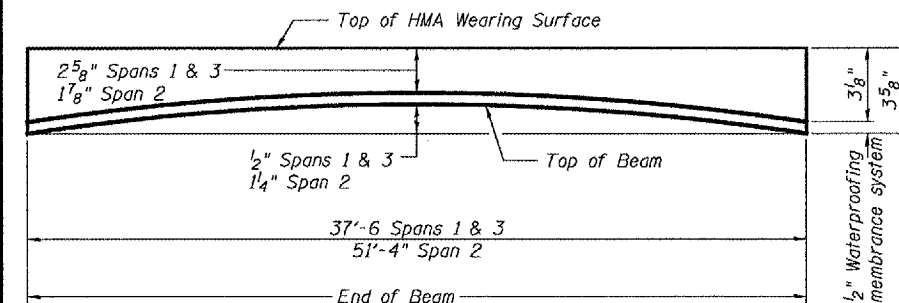
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

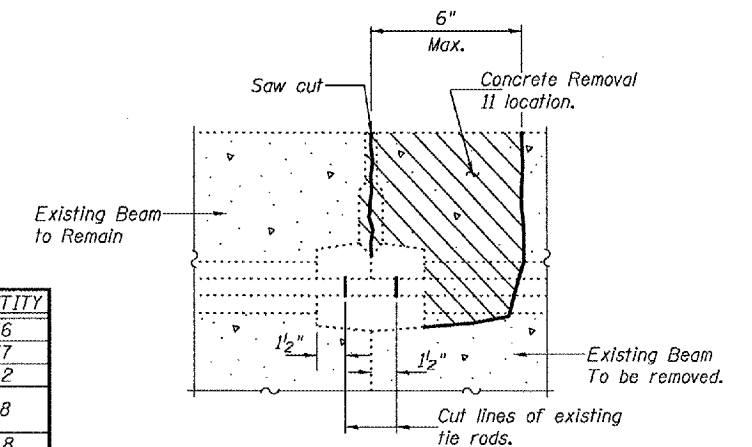
PRECAST PRESTRESSED UNITS

$f'_c = 5,000$ psi
 $f'_{ci} = 4,000$ psi
 $f'_s = 270,000$ psi ($\frac{1}{2}$ " ϕ low lax strands)
 $f'_{si} = 201,960$ psi ($\frac{1}{2}$ " ϕ low lax strands)



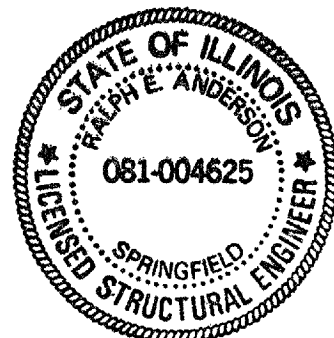
TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing PPC Deck Beams	Sq. Ft.	646
PPC Deck Beams (21" Depth)	Sq. Ft.	637
Hotmix Asphalt Surface Removal	Sq. Yd.	18.2
Hotmix Asphalt Surface Course, Mix "D" N50	Tons	11.8
Concrete Removal	Cu. Yd.	12.8
Concrete Superstructure	Cu. Yd.	12.8
PC Mortar Fairing Course	Foot	318
Waterproofing Membrane System	Sq. Yd.	70
Asbestos Bearing Pad Removal	Each	5
Protective Coat	Sq. Yd.	69.9
Reinforcement Bars, Epoxy Coated	Pound	2,040
Furnishing and Erecting Structural Steel	Pound	360



DESIGNED: [Signature]
CHECKED: Adrian V. Holloway
DRAWN: [Signature]
CHECKED: SJB ATH

November 5, 2007
EXAMINED: [Signature]
PASSED: [Signature]



Expires: November 30, 2008

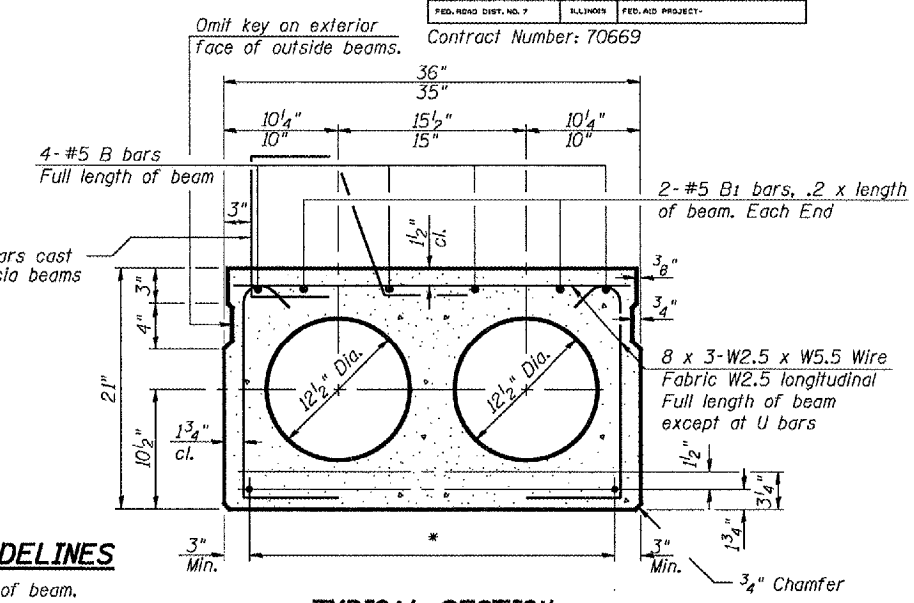
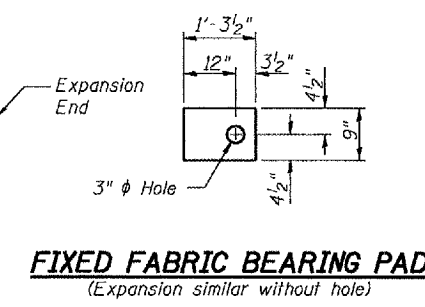
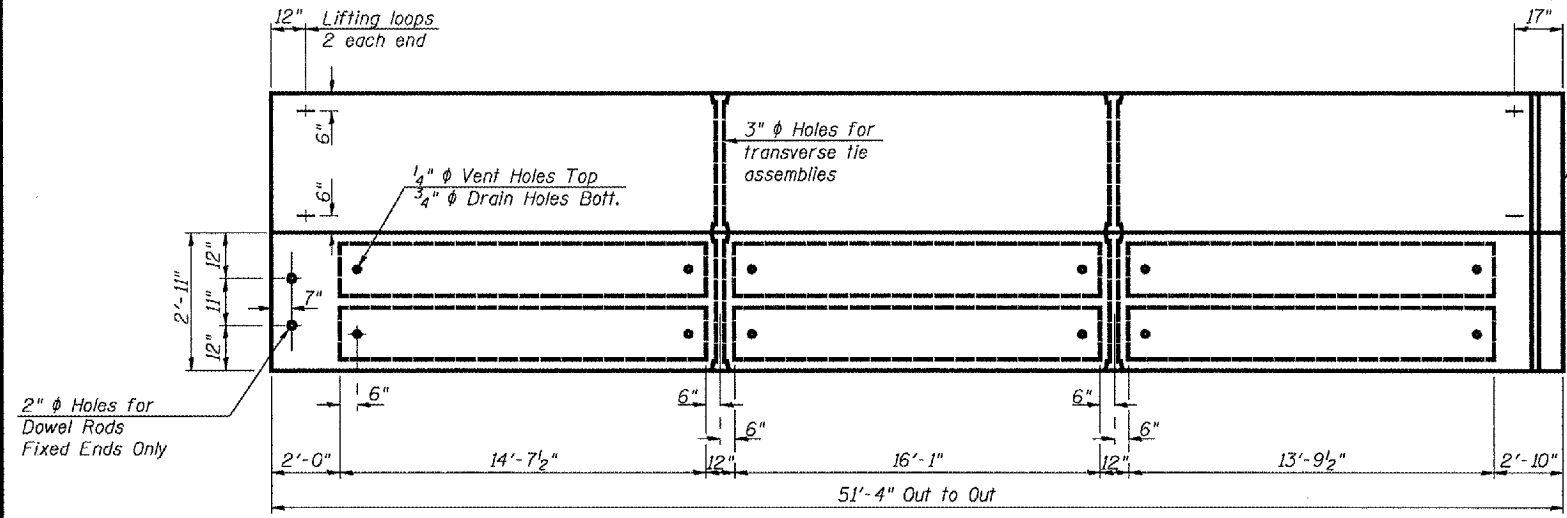
PLAN AND ELEVATION

FA 53
MCLEAN COUNTY
SN 057-0091

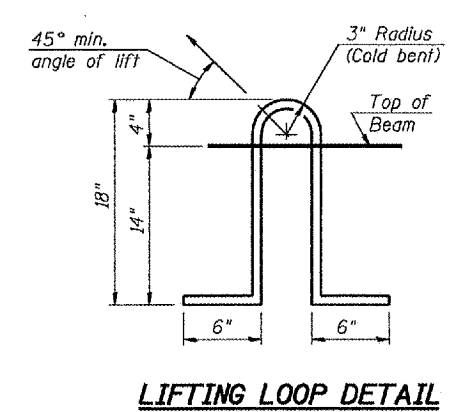
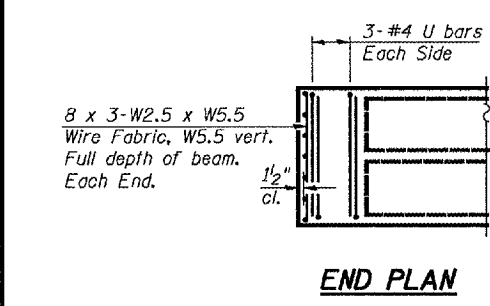
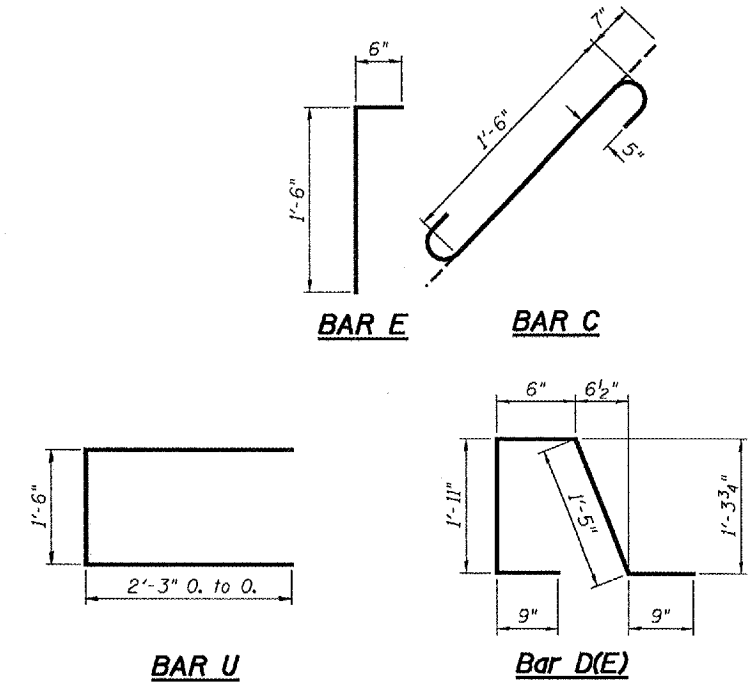
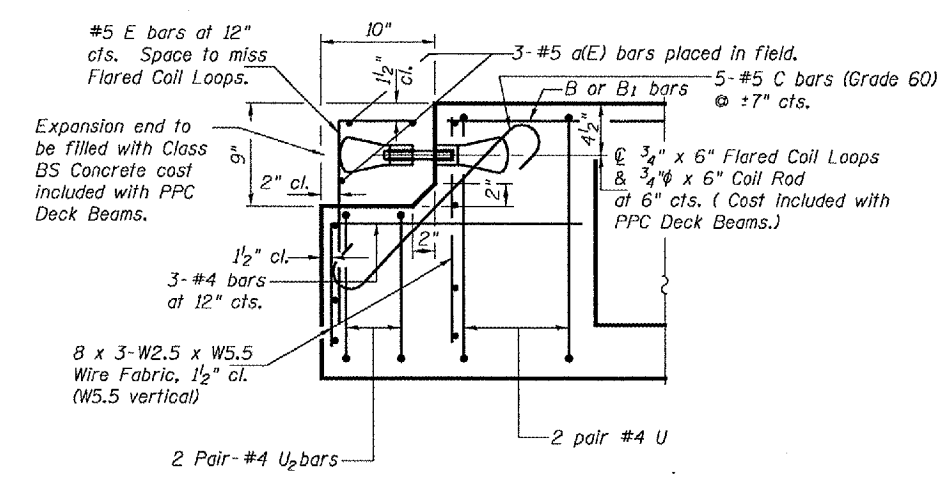
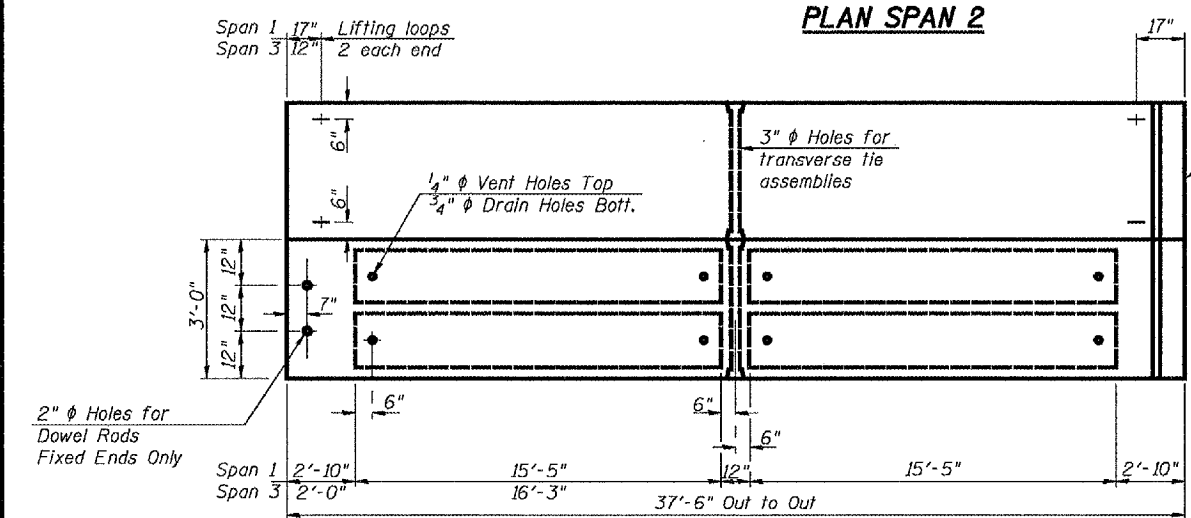
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. 2 3 SHEETS
FA 53		McLean	26	20	
FED. AID DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract Number: 70669



- * TRANSVERSE PLACEMENT GUIDELINES**
1. Place strands symmetrically about centerline of beam.
 2. The minimum distance from center to center of strands in all directions shall be 2".
 3. The minimum clearance from strand to dowel hole shall be 1/2".
 4. The minimum clearance from strand to void shall be 1 1/2".
- Vertical placement of strands shall not be adjusted to satisfy the above guidelines.



EXPANSION END OF BEAM

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2 - 1/2" ϕ -270 ksi strands, as shown.

The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.

The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.

Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.

Corrosion Inhibitor, per Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Required Release Strength, f'ci, shall be 4,000 p.s.i.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms.	Sq. Ft.	637
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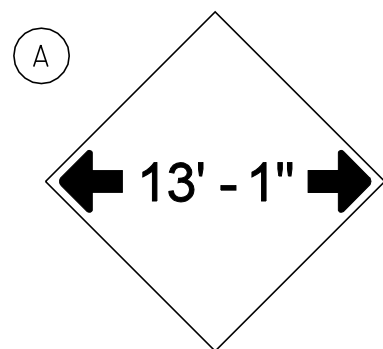
BEAM DETAILS
FA 53
MCLEAN COUNTY
SN 057-0091

DESIGNED	S.J.B.
CHECKED	A.T.H.
DRAWN	Drew Christopher
CHECKED	S.J.B. A.T.H.

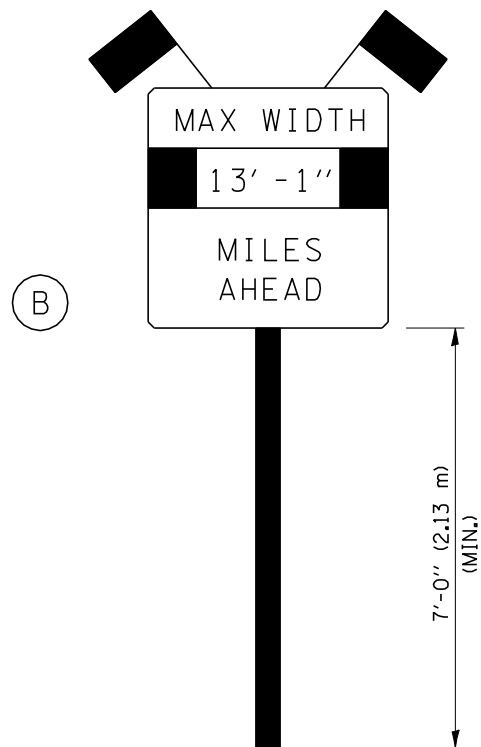
November 5, 2007

EXAMINED *Carl...*
ENGINEER OF STRUCTURAL SERVICES

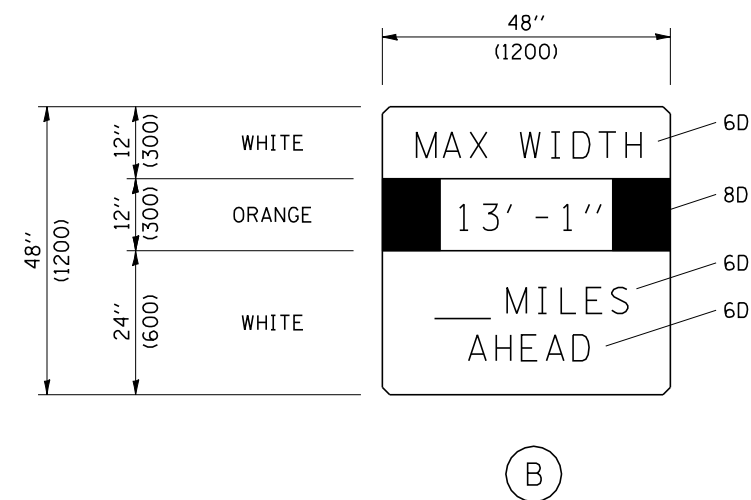
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES



W12-2(0)-48"x48"(1200x1200)



SIGN PANEL, TYPE II



SIGN (A) 2 SIGNS - W12-2(0)-48"x48"(1200x1200) ARE TO BE PLACED AT EACH END OF THE REPAIR IN EACH DIRECTION ALONG ROUTE ____.

SIGN (B) 2 SIGNS - (SIGN PANEL, TYPE II) AS SHOWN ARE TO BE PLACED APPROXIMATELY ____ MILES EACH SIDE OF THE PROJECT ON ROUTE ____.

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.
5. THE ILLINOIS DEPARTMENT OF TRANSPORTATION WILL SUPPLY ALL "ROUTE MARKER" SIGNS, IF APPLICABLE. THE CONTRACTOR SHALL NOTIFY THE DISTRICT BUREAU OF OPERATIONS A MINIMUM OF 10 WORKING DAYS PRIOR TO PLACEMENT OF WIDTH RESTRICTION SIGNING TO ENSURE AVAILABILITY OR FABRICATION OF THE "ROUTE MARKER" SIGNS.
6. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.
7. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.

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

FILE NAME =	USER NAME = collierbw	DESIGNED -	REVISED - 11/06
ct:\projects\d504807 (v8)\70699details.dgn		DRAWN -	REVISED -
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	PLOT DATE = 10/25/2007	DATE -	REVISED -

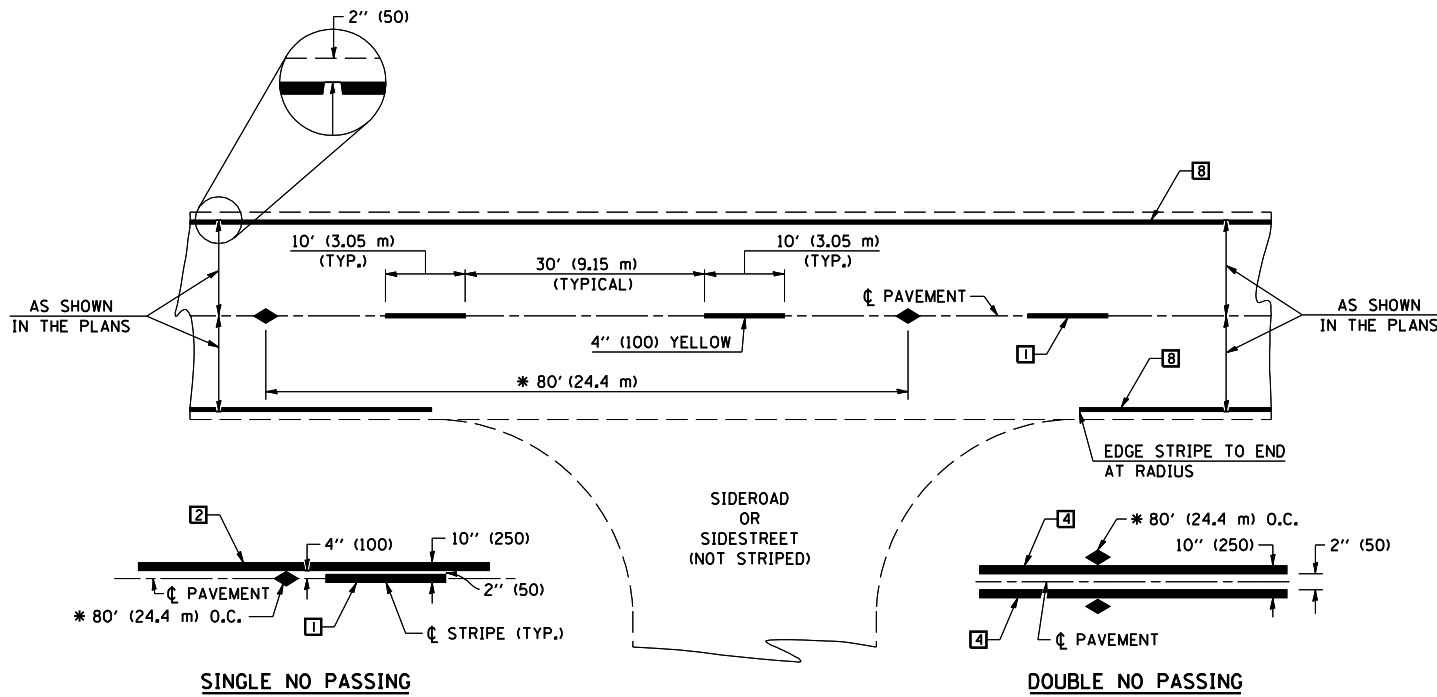
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION SIGNING

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

DISTRICT 5 DETAIL NO. X7200201

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			26	22
• D5 BEAM REPLACE 2008-1			CONTRACT NO. 70669	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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

TWO LANE/TWO WAY

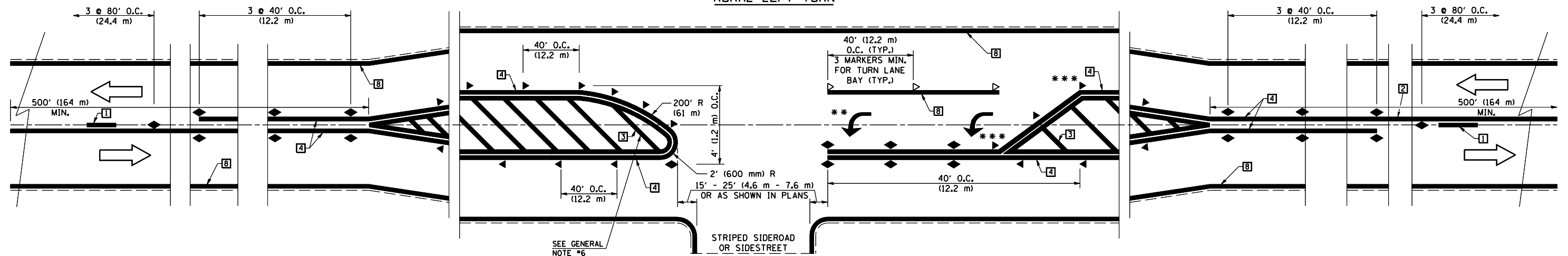
TYPICAL PAVEMENT MARKING LEGEND

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

TYPICAL PAVEMENT MARKERS LEGEND

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

RURAL LEFT TURN



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

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

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

DISTRICT 5 DETAIL NO. 7800AAA

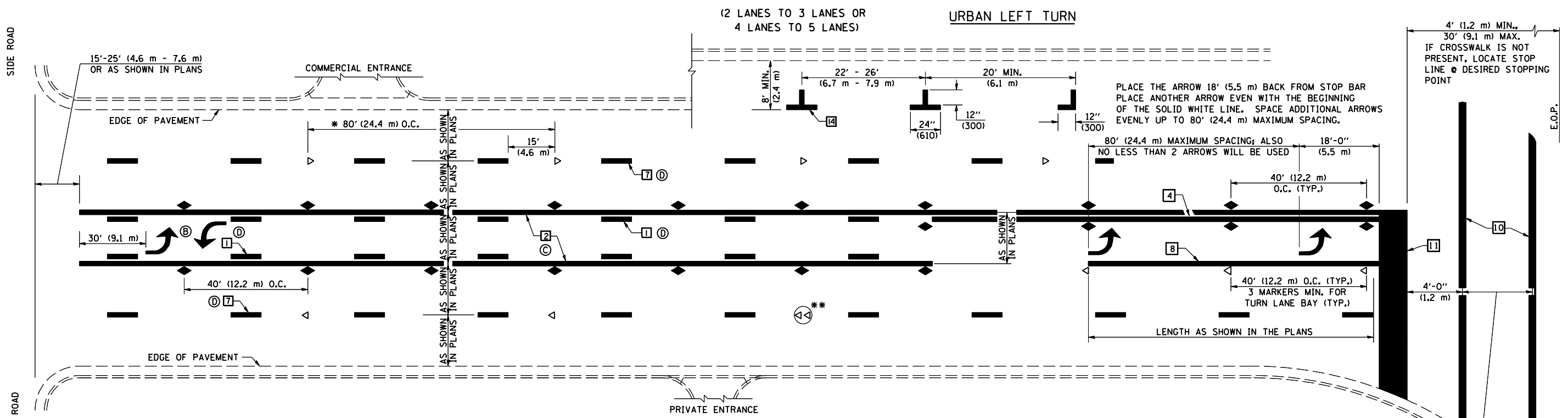
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	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/25/2007	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			26	23
* D5 BEAM REPLACE 2008-1			CONTRACT NO. 70669	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

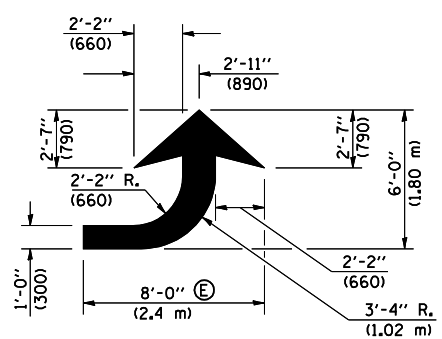


* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

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

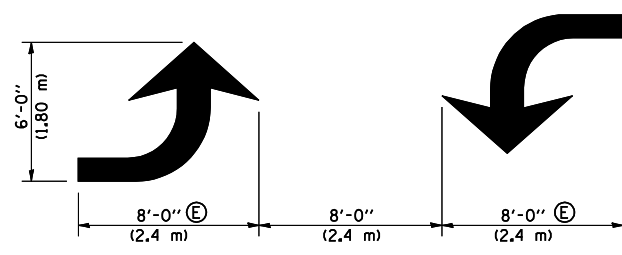
GENERAL NOTES:

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



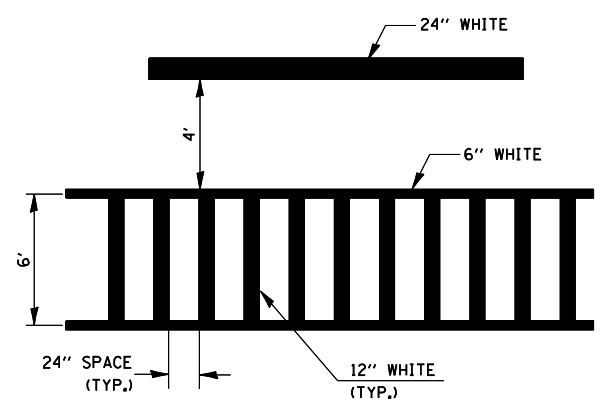
LEFT ARROW

REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m²)
(WHITE)

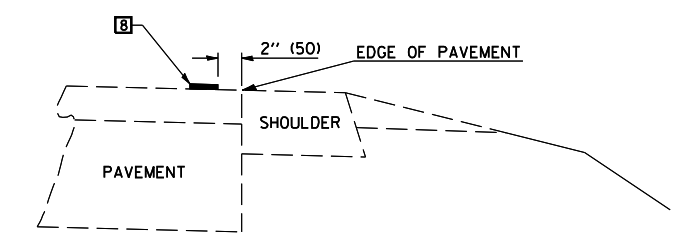


TYPICAL DOUBLE TURN ARROWS (WHITE)

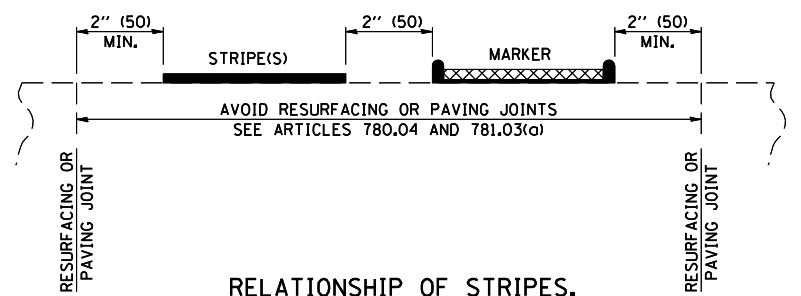
BLOOMINGTON-NORMAL CITY LIMITS ONLY



TYPICAL SPACING FOR CROSSWALKS & STOP BARS



RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT
(SAFETY SHOULDER OR PAVED SURFACE)
SEE ARTICLE 780.04



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS

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

DISTRICT 5 DETAIL NO. 7800AAA

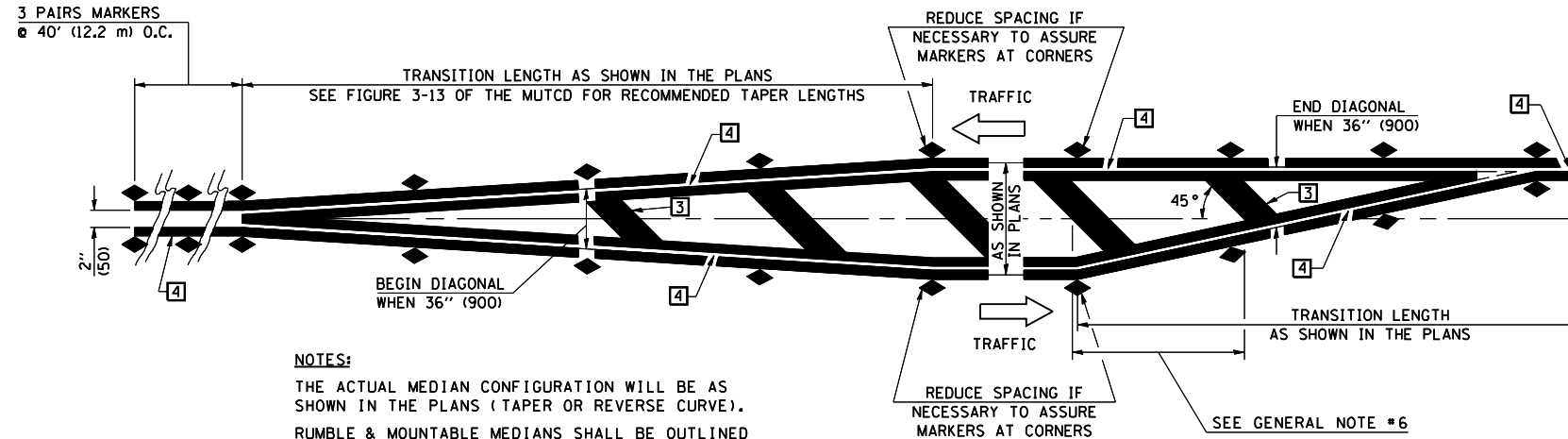
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	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/25/2007	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			26	24
• D5 BEAM REPLACE 2008-1			CONTRACT NO. 70669	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

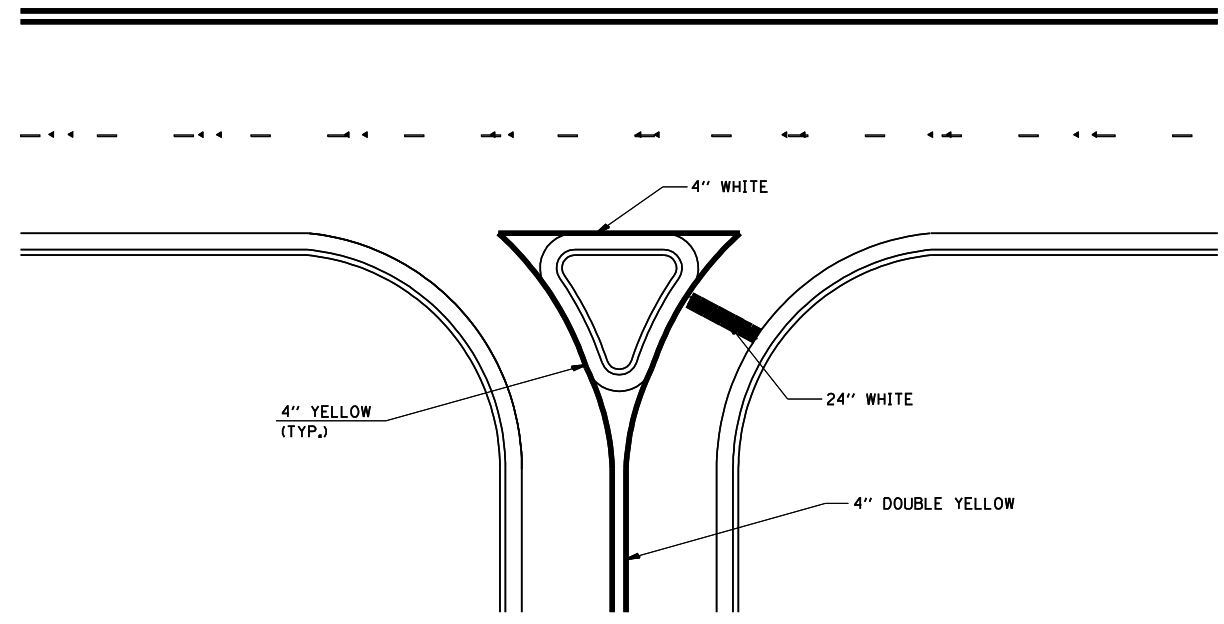


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

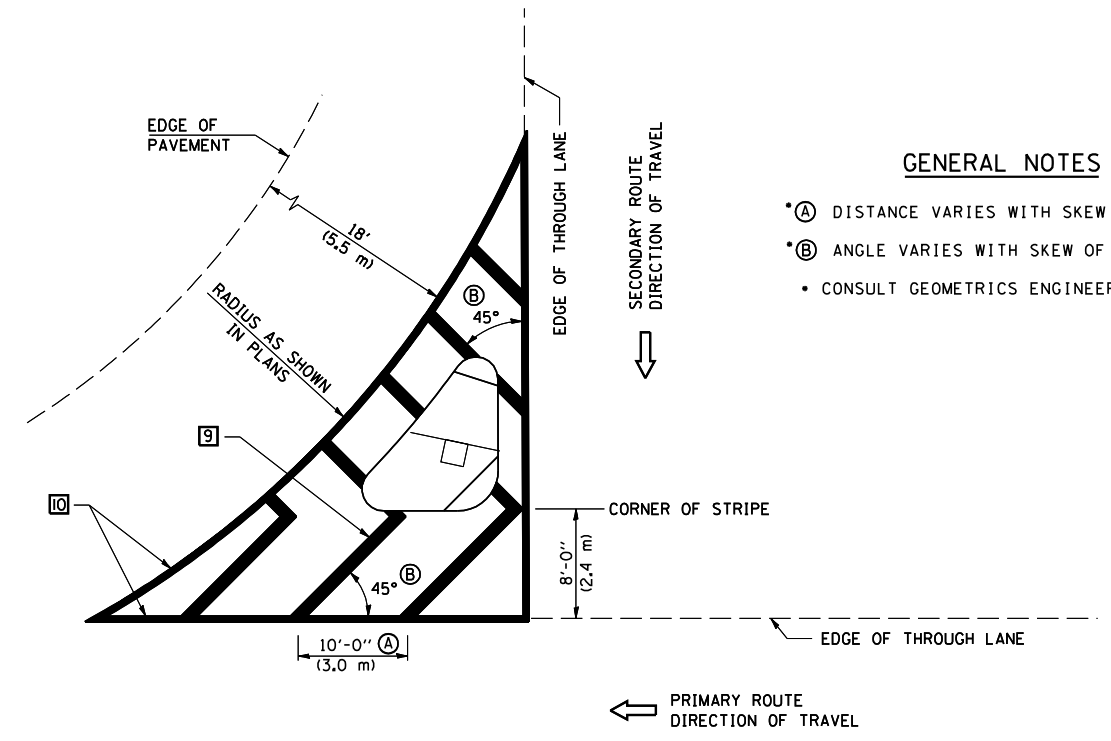
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

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



RIGHT IN - RIGHT OUT ACCESS



GENERAL NOTES

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

ISLAND

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

FILE NAME =	USER NAME = collierbw	DESIGNED -	REVISED - 11/06
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	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/25/2007	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
 (RURAL & URBAN APPLICATIONS)**

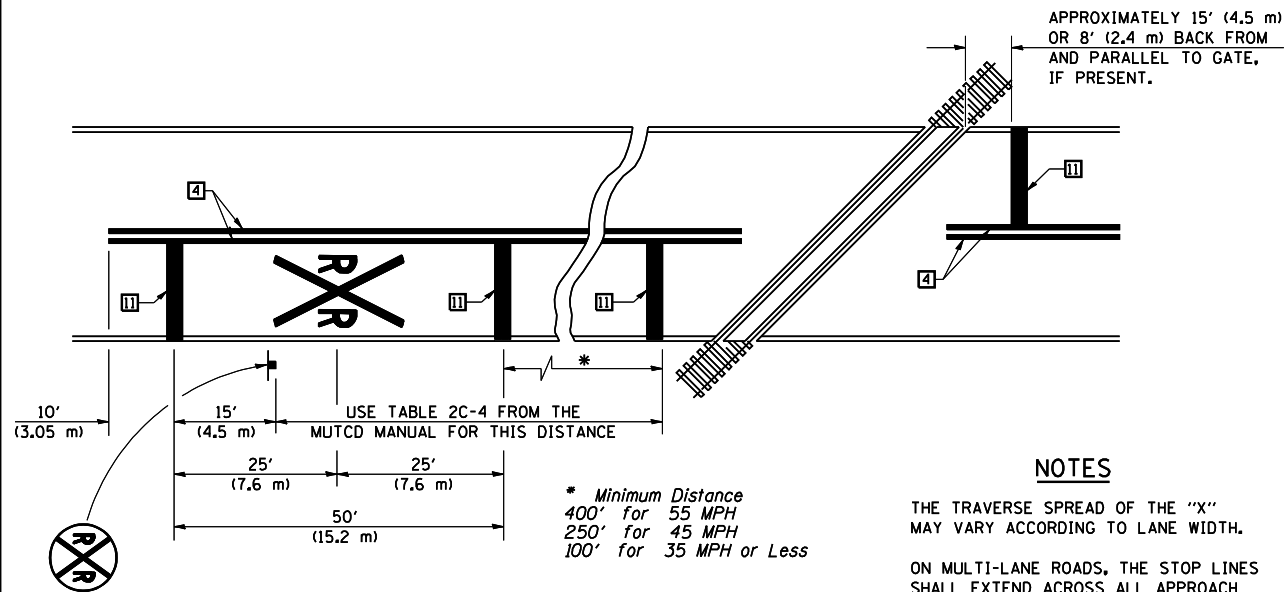
SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			26	25
• D5 BEAM REPLACE 2008-1		CONTRACT NO. 70669		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

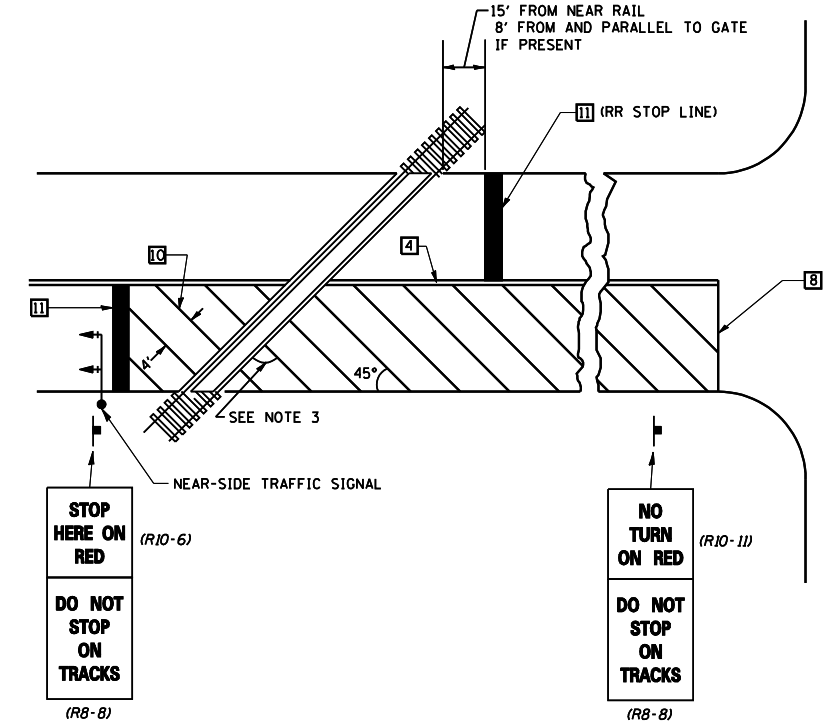
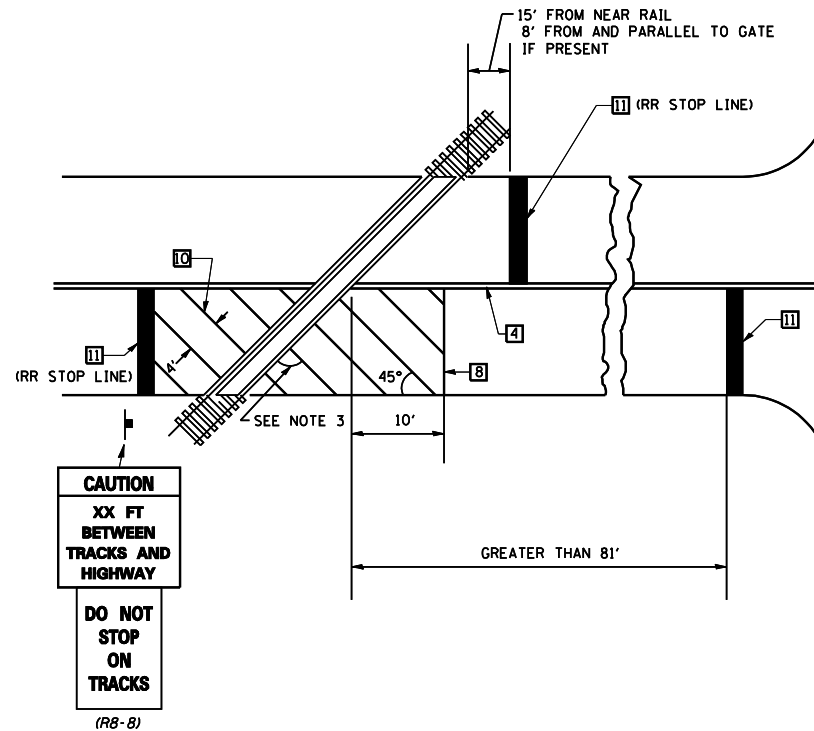
APPROXIMATELY 15' (4.5 m) OR 8' (2.4 m) BACK FROM AND PARALLEL TO GATE, IF PRESENT.

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

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

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

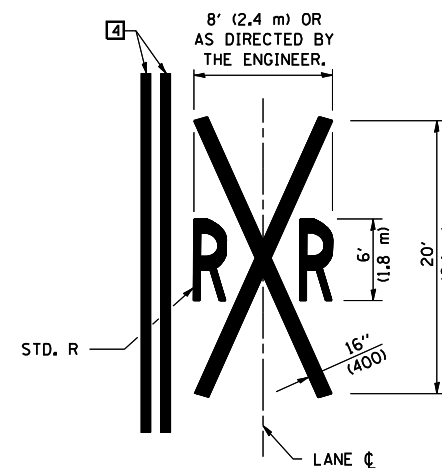
* Minimum Distance
400' for 55 MPH
250' for 45 MPH
100' for 35 MPH or Less



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

GENERAL NOTES

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



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

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	PLOT DATE = 10/25/2007	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

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

DISTRICT 5 DETAIL NO. 7800AAAA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			26	26
• D5 BEAM REPLACE 2008-1			CONTRACT NO. 70669	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				