

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	**	28	1

ILLINOIS PROJECT

* D3 INTERSTATE SAFETY 2007-2

** FORD, IROQUOIS, KANKAKEE

D-93-027-06

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- 001001 AREAS OF REINFORCEMENT BARS
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PROPOSED
HIGHWAY PLANS**

**FAI ROUTE 57 (I-57)
SECTION D3 INTERSTATE SAFETY 2007-2
PROJECT HS-057-5(188)258
FORD, IROQUOIS, KANKAKEE COUNTY**

C - 93 - 047 - 06

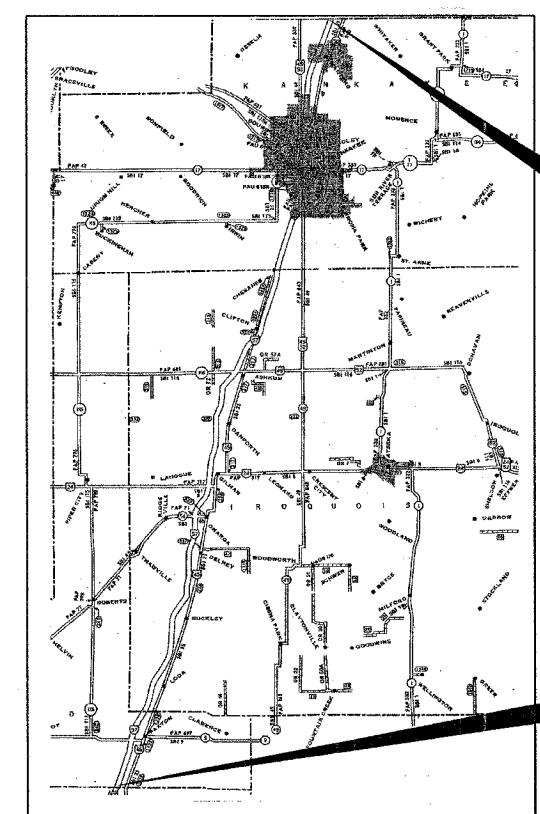
PROJECT DESCRIPTION

UPGRADE GUARDRAIL; MEDIAN PIER CRASH WALL, & ATTENUATORS



**FUNCTION CLASSIFICATION
INTERSTATE**

2003 ADT = VARIES FROM 28,600 IN KANKAKEE
TO 15,800 IN FORD



**LOCATION MAP
NOT TO SCALE**

GROSS LENGTH = 352,704 FT = 66.8 MI.
NET LENGTH = 352,704 FT = 66.8 MI

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS _____

JULIE 1-800-892-0123

DISTRICT 3 NO. (815) 434-6131

PROJECT ENGINEER: DAN DRAPER
UNIT CHIEF: PAT BRABOY
TOWNSHIPS: VARIOUS

CONTRACT NO. 66638

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 3, 2006

[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 12, 2006
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

May 12, 2006
[Signature]
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

F.A.L. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* 03 INTERSTATE SAFETY 2007-2				
** FORD, IROQUOIS, KANKAKEE				

GENERAL NOTES

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

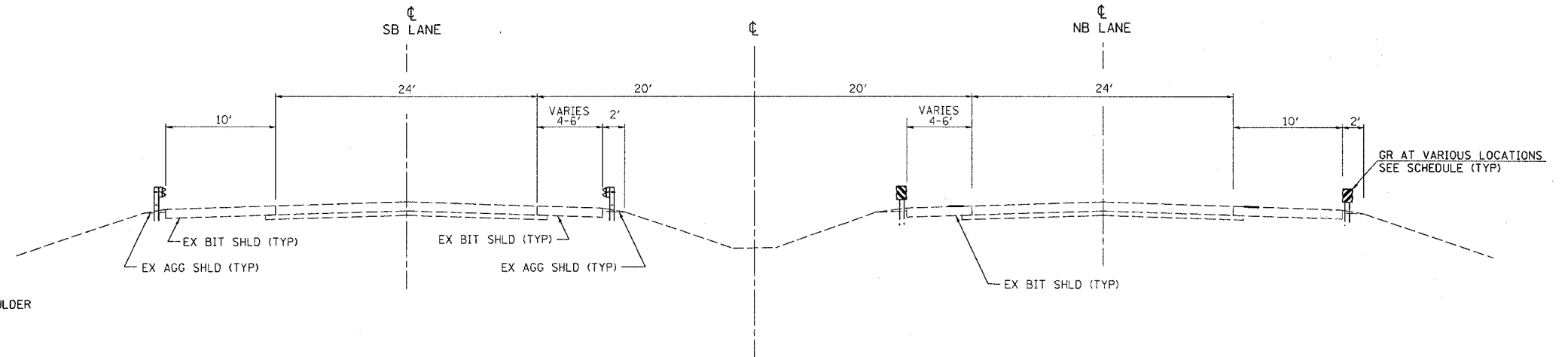
ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS INCLUDED IN THESE PLANS.

AREAS WHERE NEW FURNISHED EXCAVATION IS PLACED SHALL BE SEEDED AND FERTILIZED. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION

THERE ARE SEVERAL AREAS THROUGHOUT THE PROJECT WHERE THERE IS EXISTING BITUMINOUS SHOULDER WHERE CURB AND GUTTER NEEDS TO BE PLACED. REMOVAL OF THE BIT. SHOULDER SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONCRETE CURB.

GUARDRAIL POSTS THAT NEED TO BE DRIVEN THROUGH EXISTING BITUMINOUS SHOULDER OR CONCRETE CURB SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF SPBGR



COMMITMENTS
NONE

MM POSTS 258.2 TO 325.0

TYPICAL SECTION
FAI 57

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: Ruth Powell
DISTRICT STUDIES & PLANS ENGINEER

DATE: April 3, 2006

EXAMINED BY: Robert K. [Signature]
DISTRICT CONSTRUCTION ENGINEER

Harold R. Long
DISTRICT MATERIALS ENGINEER

Bruce A. [Signature]
DISTRICT OPERATIONS ENGINEER

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**GENERAL NOTES
&
TYPICAL SECTIONS**

F. A. L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	3
STA.		TO STA.		
FED. ROAD DIST. NO. -		ILLINOIS	FED. AID PROJECT	

* D3 INTERSTATE SAFETY 2007-2
 ** FORD, IROQUOIS, KANKAKEE

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	90% FED TOTAL 10% STATE QUANTITY	FORD		IROQUOIS				KANKAKEE	
				SFTY-3J	SFTY-2A	SFTY-3J	SFTY - 2A			SFTY-3J	SFTY-2A
					SN 027-0010		SN 038-0077	SN 038-0133	SN 038-0129		SN 038-0123
20400800	FURNISHED EXCAVATION	CU YD	875	330		385					160
50300225	CONCRETE STRUCTURES	CU YD	39.3		11.8		2	1.4	18.4	1.4	4.3
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	4080		1330		260	190	1480	200	620
60600605	CONCRETE CURB, TYPE B	FOOT	5813	496		2906					2411
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2880								2880
60610400	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24	FOOT	2880								2880
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	10700	900		8730					870
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	101	14		41					46
63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	20			20					
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	73	4		38					31
63200310	GUARDRAIL REMOVAL	FOOT	10850	1010		6160					3080
63301000	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL	FOOT	500	50		400					50
63500105	DELINEATORS	EACH	120	20		50					50
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	1.33		1.33					1.34
67100100	MOBILIZATION	L SUM	1	0.33		0.33					0.34
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	0.33		0.33					0.34
78200405	GUARDRAIL MARKERS	EACH	280	30		125					125
78200500	BARRIER WALL MARKERS	EACH	110	10		50					50
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	73	4		38					31
X7011420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	LSUM	1	0.33		0.33					0.34
⊙ Z0030150	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	18	10		8					
⊙ Z0030390	IMPACT ATTENUATORS, REPLACEMENT (NON-REDIRECTIVE), TEST LEVEL 3	EACH	7			3					4
⊙ X0325345	REALIGN EXISTING ATTENUATORS	SQ YD	52			52					

⊙ SFTY-3N

DATE-TIME
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

F. A. I. RLE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
74	*	**	28	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* D3 INTERSTATE SAFETY 2007-2
 ** FORD, IROQUOIS, KANKAKEE

SCOPE OF WORK

MILE POST	STR. NUMBER	LANE	SIDE	GR	SPBGR	TBT TYPE 1	TERM	TBT T2	TBT T6	TBT, T6A	IMP ATTN	IMP ATTN	REALIGN	FURN	CONC	REBAR	REM &	CURB	CONC	CCC&G	SCOPE OF WORK	
				REMOVAL	TYPE A	SPEC (TANG)	MKS DA	FACH	FACH	FACH	FACH	FACH	NON-RE T13	REPL.	EXISTING ATTENUATORS	EX	STRUCT.	EPOXY COATED	REERECT GR	REM		CURB TYPE B
				FOOT	FOOT	FACH	FACH	FACH	FACH	FACH	FACH	FACH	SO YD	CU YD	CU YD	POUNDS	FOOT	FOOT	FOOT	FOOT	(SEE LEGEND)	
258.2027-0028		NBL	DRIVING LANE																			4,5,8,10
258.2027-0028		SBL	DRIVING LANE																			4,5,8,10
258.7027-0052		SBL	MEDIAN	210	300																	10,13
258.7027-0052		SBL	DRIVING LANE																			10
258.7027-0053		NBL	MEDIAN	80																		1,2,10
258.7027-0053		NBL	DRIVING LANE																			10
259.2027-0049		NBL	DRIVING LANE																			4,5,8,10
259.2027-0049		SBL	DRIVING LANE																			4,5,8,10
261.027-0010		NBL	DRIVING LANE	30																		2,5,7,10
261.027-0010		SBL	DRIVING LANE	30																		2,5,7 (MEDIAN PIER)
261.8027-0050		SBL	DRIVING LANE	60																		2,10
261.8027-0050		SBL	MEDIAN	210	300																	10,13
261.8027-0051		NBL	DRIVING LANE	60																		2,10
261.8027-0051		NBL	MEDIAN	210	300																	10,13
262.4027-0048		NBL	DRIVING LANE	30																		2,5,10
262.4027-0048		SBL	DRIVING LANE	30																		2,5,10
263.3027-0047		NBL	DRIVING LANE	30																		2,5,10,15
263.3027-0047		SBL	DRIVING LANE	30																		2,5,10
FORD COUNTY TOTALS				1010	900																	

SCOPE OF WORK LEGEND: 1.REM & REPLACE TYPE 1 END SECTION 2. REM & REPLACE TYPE 6 OR TYPE 6A END SECTION 3.ADD NEW GUARDRAIL (NONE EXISTING) 4. EXTEND EXISTING GUARDRAIL (EXIST. GR LENGTH DEFICIENT) 5.ADD IMPACT ATTN. TO MEDIAN PIER
 6. REMOVE AND REPLACE SINGLE SMIA TO MEDIAN PIER 7.EXTEND PIER WINDOW 8. REM & REERECT T1 END SECTION 9.REM EXIST. BARRIER C&G 10. PLACE TYPE B CURB UNDER EXIST. OR PROP. T6 OR T6A END SECT
 11. EXTEND EXIST. C&G UNDER T6 END SECTION 12.PLACE MOUNTABLE CURB 13. REM & REPLACE ALL MEDIAN GUARDRAIL 14. REM MEDIAN GR AND REPLACE-LEAVE EXIST. T6 END SECTION 15. REM & REERECT GR FOR GR ADJSUTMENT (EXIST GR HIGH) 16. REALIGN EXISTING ATTENUATORS

SCOPE OF WORK

MILE POST	STR. NUMBER	LANE	SIDE	GR	SPBGR	TBT TYPE 1	TERM	TBT T2	TBT T6	TBT, T6A	IMP ATTN	IMP ATTN	REALIGN	FURN	CONC	REBAR	REM &	CURB	CONC	CCC&G	SCOPE OF WORK	
				REMOVAL	TYPE A	SPEC (TANG)	MKS DA	FACH	FACH	FACH	FACH	FACH	NON-RE T13	REPL.	EXISTING ATTENUATORS	EX	STRUCT.	EPOXY COATED	REERECT GR	REM		CURB TYPE B
				FOOT	FOOT	FACH	FACH	FACH	FACH	FACH	FACH	FACH	SO YD	CU YD	CU YD	POUNDS	FOOT	FOOT	FOOT	FOOT	(SEE LEGEND)	
265.6038-0077		NBL	DRIVING LANE																			7(MEDIAN PIER)
265.6038-0077		SBL	DRIVING LANE																			7(MEDIAN PIER)
268.038-0134		NBL	DRIVING LANE	30																		2,10
268.038-0134		SBL	DRIVING LANE	30																		2,10
269.6038-0147		SBL	DRIVING LANE	30																		2,11
269.6038-0147		SBL	MEDIAN	180	300																	11,13
269.6038-0148		NBL	DRIVING LANE	30																		2,11
269.6038-0148		NBL	MEDIAN	180	300																	11,13
271.038-0133		NBL	DRIVING LANE																			7(MEDIAN PIER)
271.038-0133		SBL	DRIVING LANE																			7(MEDIAN PIER)
272.1038-0076		NBL	DRIVING LANE																			10
272.1038-0076		SBL	DRIVING LANE																			10
272.8038-0151		SBL	DRIVING LANE	30	170																	2,4,8,11
272.8038-0151		SBL	MEDIAN	180	300																	11,13
272.8038-0152		NBL	DRIVING LANE	30	170																	2,4,8,11
272.8038-0152		NBL	MEDIAN	180	300																	11,13
273.038-0126		NBL	DRIVING LANE																			10
273.038-0126		SBL	DRIVING LANE																			10
275.4038-0132		NBL	DRIVING LANE																			NO WORK
275.4038-0132		SBL	DRIVING LANE																			NO WORK
277.038-0153		SBL	DRIVING LANE	30	150																	2,4,8,10
277.038-0153		SBL	MEDIAN	180	300																	10,13
277.038-0154		NBL	DRIVING LANE	30	150																	2,4,8,10
277.038-0154		NBL	MEDIAN	180	300																	10,13
277.4038-0082		NBL	DRIVING LANE																			10
277.4038-0082		SBL	DRIVING LANE																			10
277.6038-0155		SBL	DRIVING LANE	30	230																	2,4,8,11
277.6038-0155		SBL	MEDIAN	180	300																	11,13
277.6038-0156		NBL	DRIVING LANE	30	230																	2,4,8,11
277.6038-0156		NBL	MEDIAN	180	300																	11,13
280.038-0048		NBL	DRIVING LANE																			10
280.038-0048		SBL	DRIVING LANE																			10
281.9038-0129		NBL	DRIVING LANE	30																		2,6,7,10,16
281.9038-0129		SBL	DRIVING LANE	30																		2,6,7,10,16
282.1038-0001		SBL	DRIVING LANE	30	200																	2,4,8,10
282.1038-0001		SBL	MEDIAN	180																		10,13
282.1038-0002		NBL	DRIVING LANE	30	200																	2,4,8,10
282.1038-0002		NBL	MEDIAN	180																		10,13
IROQUOIS COUNTY SUBTOTALS				2220	3900																	

SCOPE OF WORK LEGEND: 1.REM & REPLACE TYPE 1 END SECTION 2. REM & REPLACE TYPE 6 OR TYPE 6A END SECTION 3.ADD NEW GUARDRAIL (NONE EXISTING) 4. EXTEND EXISTING GUARDRAIL (EXIST. GR LENGTH DEFICIENT) 5.ADD IMPACT ATTN. TO MEDIAN PIER
 6. REMOVE AND REPLACE SINGLE SMIA TO MEDIAN PIER 7.EXTEND PIER WINDOW 8. REM & REERECT T1 END SECTION 9.REM EXIST. BARRIER C&G 10. PLACE TYPE B CURB UNDER EXIST. OR PROP. T6 OR T6A END SECT
 11. EXTEND EXIST. C&G UNDER T6 END SECTION 12.PLACE MOUNTABLE CURB 13. REM & REPLACE ALL MEDIAN GUARDRAIL 14. REM MEDIAN GR AND REPLACE-LEAVE EXIST. T6 END SECTION 15. REM & REERECT GR FOR GR ADJSUTMENT (EXIST GR HIGH) 16. REALIGN EXISTING ATTENUATORS

DATE-TIME
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

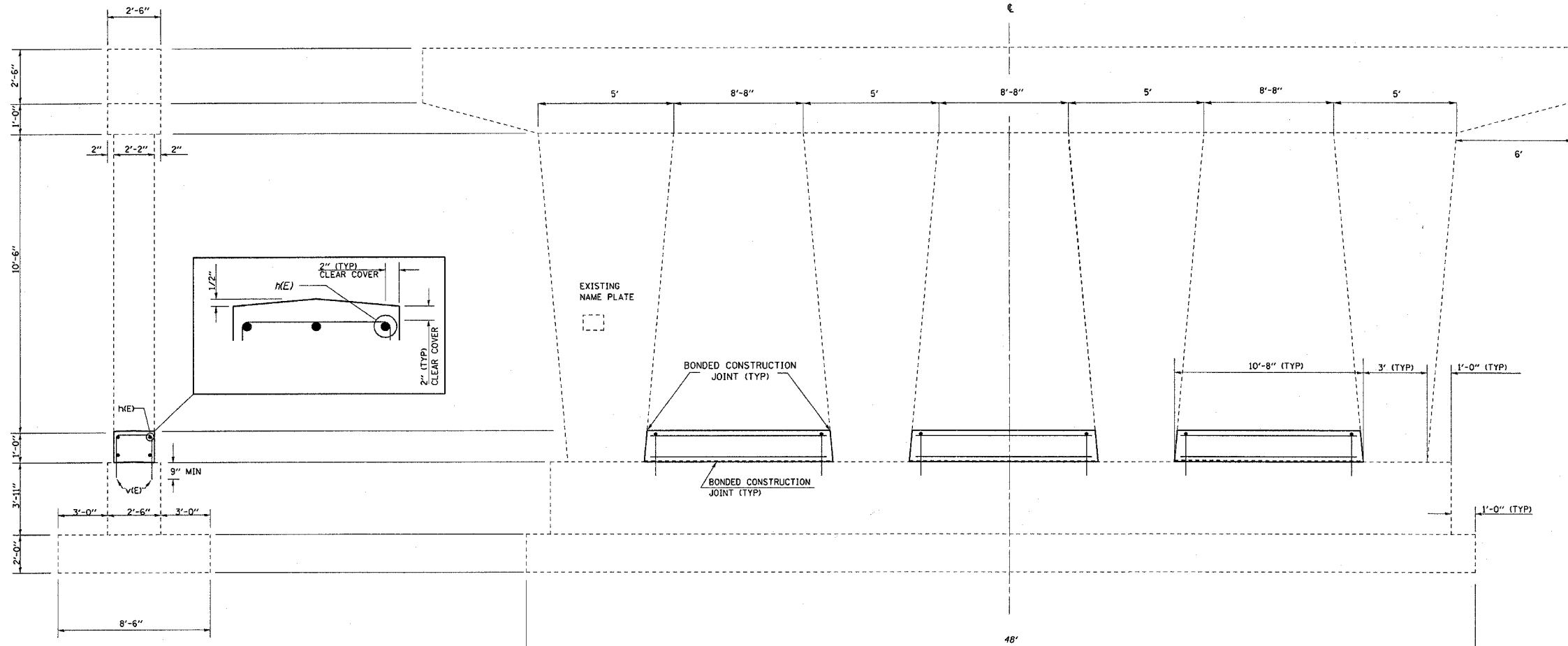
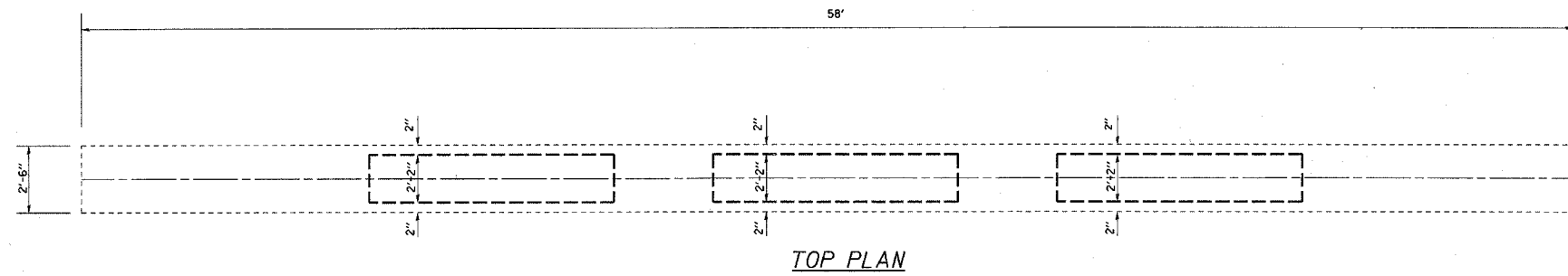
SCHEDULES

F. A. L. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	7
STA.		TO STA.		
FED. ROAD DIST. NO.		BIDDING	FED. AID PROJECT	

* D3 INTERSTATE SAFETY 2007-2
 ** FORD, IROQUOIS, KANKAKEE

NOTE:

- 1.) DRILL & EPOXY GROUT V(E) BARS IN 9" (MIN) DRILLED HOLES ACCORDING TO SECTION 584 OF THE STANDARD SPECIFICATIONS.
- 2.) USE EXISTING PLANS INCLUDED TO AVOIDED DAMAGING LONGITUDINAL REINFORCEMENT IN THE EXISTING CRASHWALL WHILE DRILLING & EPOXY GROUTING V(E) BARS.

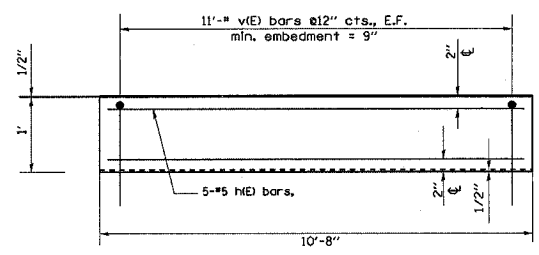


END ELEVATION

ELEVATION
LOOKING EAST

DESIGN STRESSES (NEW)

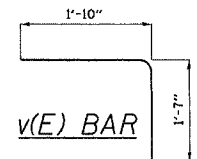
f_c = 3,500 psi
 F_y = 60,000 PSI (REINFORCEMENT)



CRASH WALL DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
H(E)	15	#5	10'-4"	—
V(E)	66	#5	3'-5"	┘
Item		Unit	Quantity	
Concrete Structures		Cu. Yds.	2.6	
Reinforcement Bars, Epoxy Coated		Pound	400	



FAI RTE 57
 SEC D3 INTERSTATE SAFETY 2007-2
 FORD CO / STA 329+98.30
 SN 027-0010 NB

PIER CRASH WALL EXTENSION

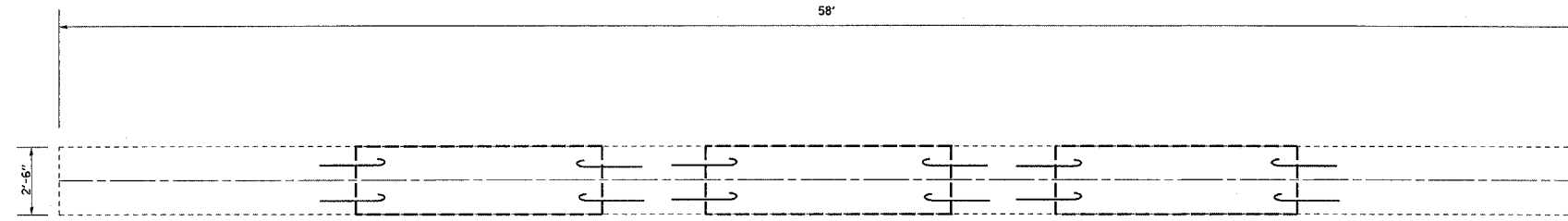
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F. A. I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	8
STA.		TO STA.		
FED. ROAD DIST. NO. -		ILLINOIS	FED. AID PROJECT	

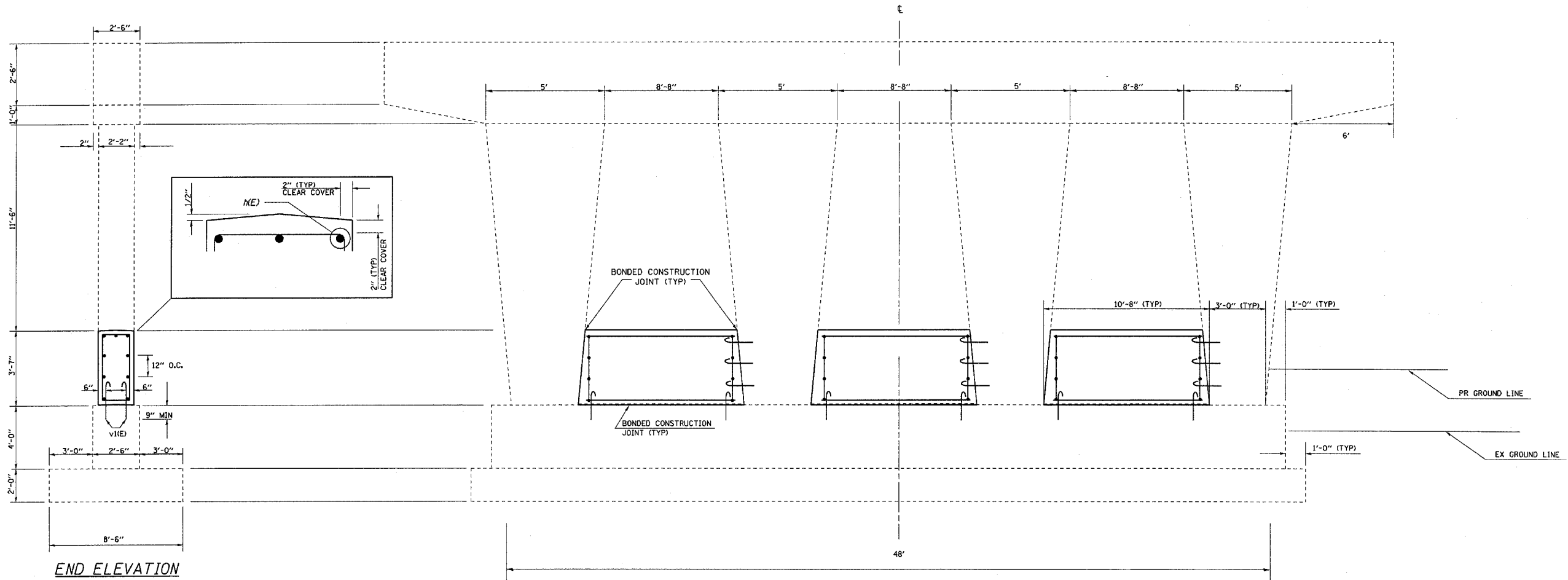
* D3 INTERSTATE SAFETY 2007-2
 ** FORD, IROQUOIS, KANKAKEE

NOTE:

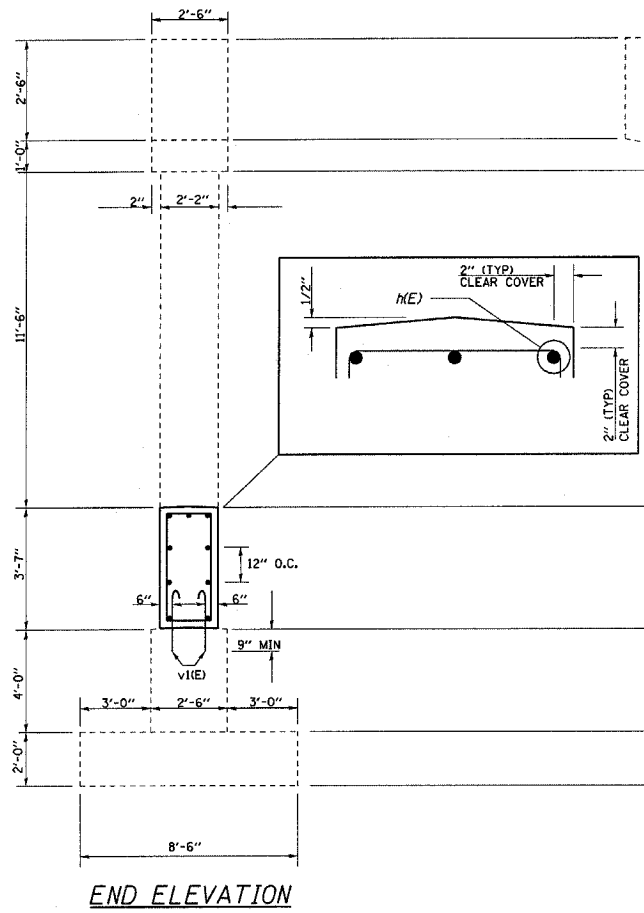
- 1.) DRILL & EPOXY GROUT v(E) BARS IN 9" (MIN) DRILLED HOLES ACCORDING TO SECTION 584 OF THE STANDARD SPECIFICATIONS.
- 2.) USE EXISTING PLANS INCLUDED TO AVOIDED DAMAGING LONGITUDINAL REINFORCEMENT OR VERTICAL REINFORCEMENT IN THE COLUMNS WHILE DRILLING & EPOXY GROUTING v(E) BARS.



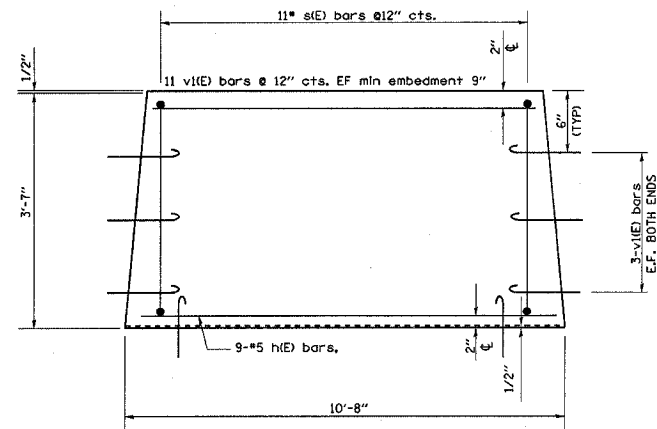
TOP PLAN



ELEVATION
LOOKING EAST



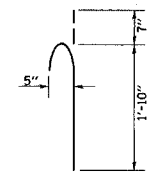
END ELEVATION



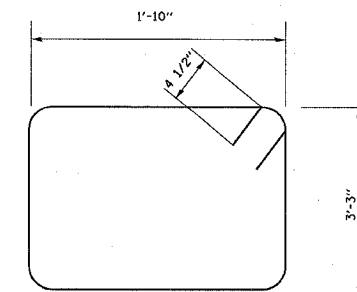
CRASH WALL DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	27	#5	10'-4"	—
s(E)	33	#5	10'-11"	□
v(E)	102	#5	2'-5"	↑
Item		Unit	Quantity	
Concrete Structures		Cu. Yds.	9.2	
Reinforcement Bars, Epoxy Coated		Pound	930	



V(E) BAR



S(E) BAR

DESIGN STRESSES (NEW)

f_c = 3,500 psi
 F_y = 60,000 PSI (REINFORCEMENT)

FAI RTE 57
 SEC D3 INTERSTATE SAFETY 2007-2
 FORD CO / STA 329+98.30
 SN 027-0010 MEDIAN

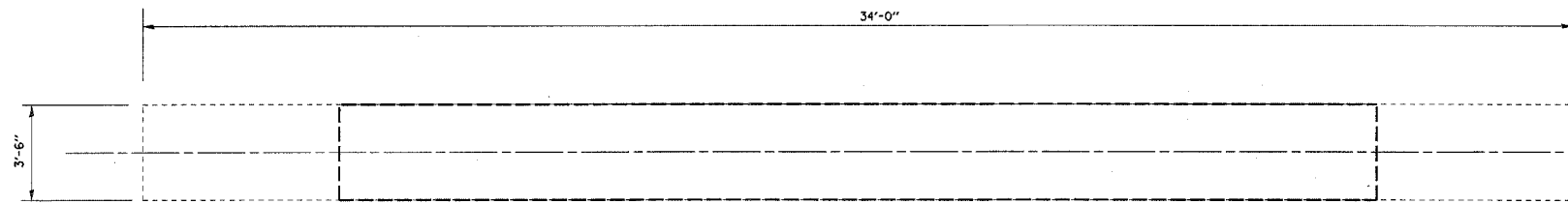
PIER CRASH WALL EXTENSION

F. A. L. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	9
STA.		TO STA.		
FED. ROAD DIST. NO.	MILES	FED. AID PROJECT		

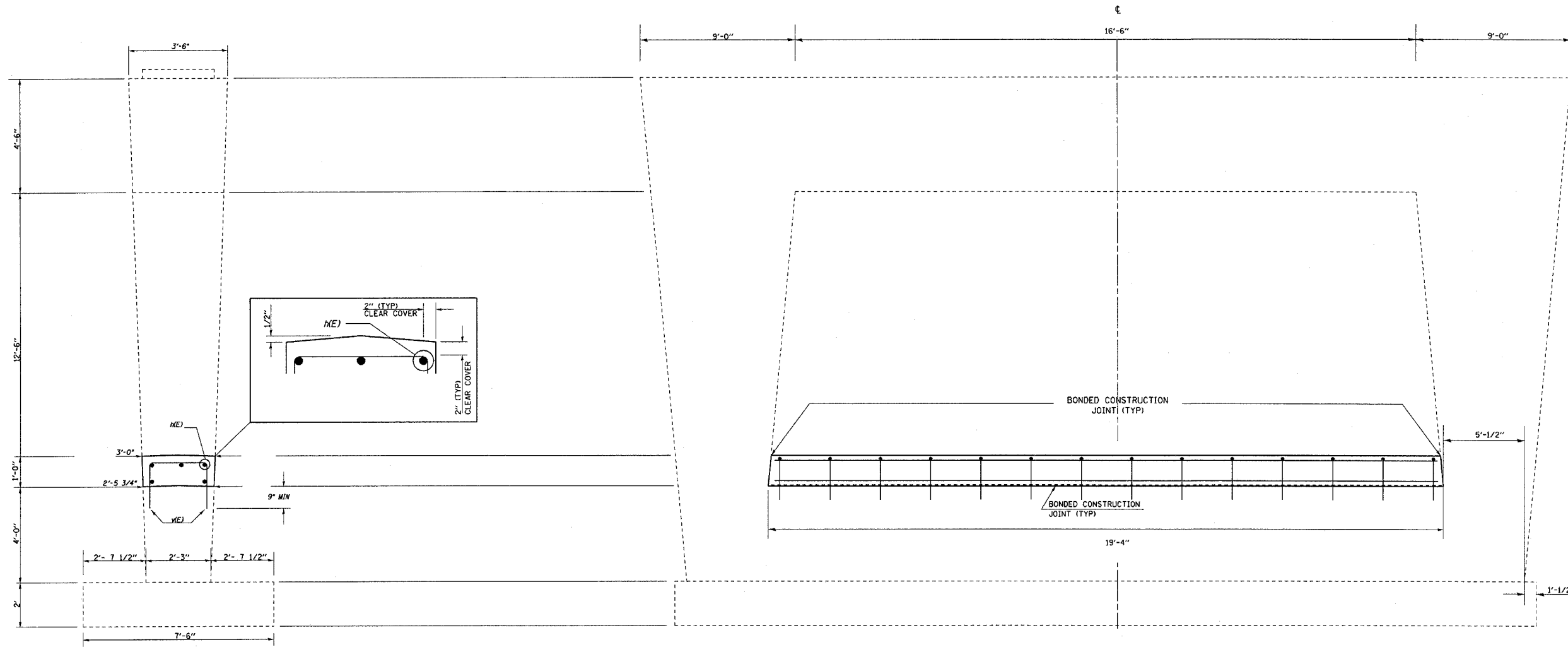
* D3 INTERSTATE SAFETY 2007-2
 ** FORD, IROQUOIS, KANKAKEE



NOTE:
 1.) DRILL & EPOXY GROUT V(E) BARS IN 9" (MIN) DRILLED HOLES ACCORDING TO SECTION 584 OF THE STANDARD SPECIFICATIONS.
 2.) USE EXISTING PLANS INCLUDED TO AVOID DAMAGING LONGITUDINAL REINFORCEMENT IN THE EXISTING CRASHWALL WHILE DRILLING & EPOXY GROUTING V(E) BARS.



TOP PLAN



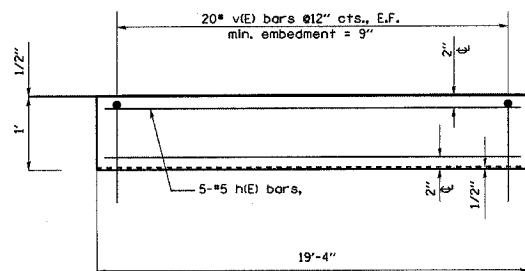
ELEVATION
LOOKING EAST

ELEVATION
LOOKING EAST

DESIGN STRESSES (NEW)

fc = 3,500 psi
 FY = 60,000 PSI (REINFORCEMENT)

END ELEVATION



CRASH WALL DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	5	#5	19'	—
v(E)	40	#5	3'-10"	└
Item		Unit	Quantity	
Concrete Structures		Cu. Yds.	2.0	
Reinforcement Bars, Epoxy Coated		Pound	260	

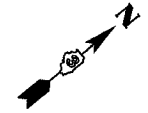


FAI RTE 57
 SEC D3 INTERSTATE SAFETY 2007-2
 IROQUOIS CO / STA 1566+22.01
 SN 038-0077 MEDIAN

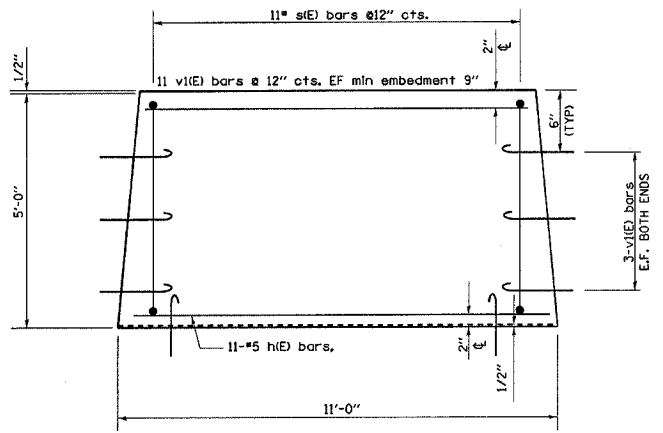
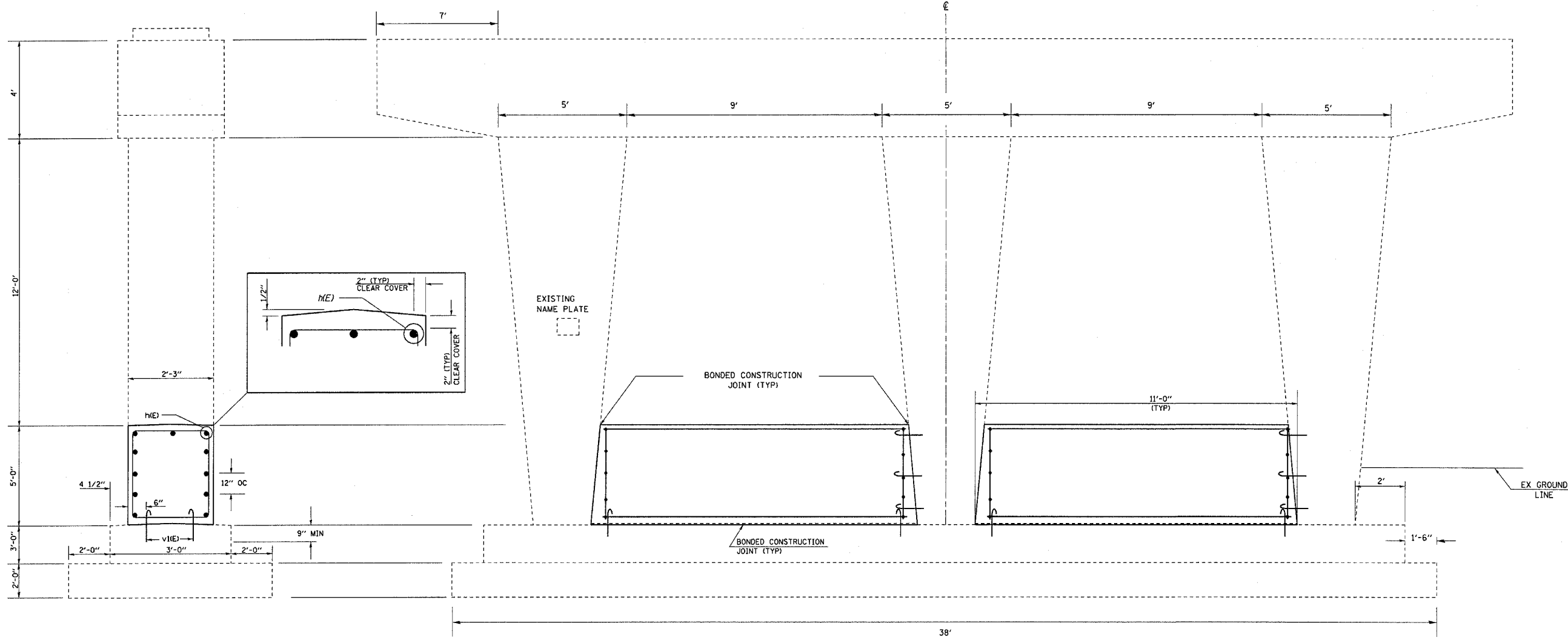
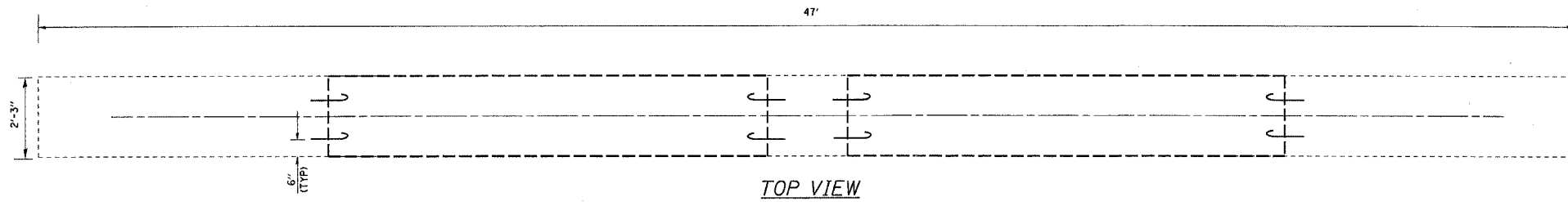
PIER CRASH WALL EXTENSION

F. A. I. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	11
STA.		TO STA.		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

* D3 INTERSTATE SAFETY 2007-2
 ** FORD, IROQUOIS, KANKAKEE

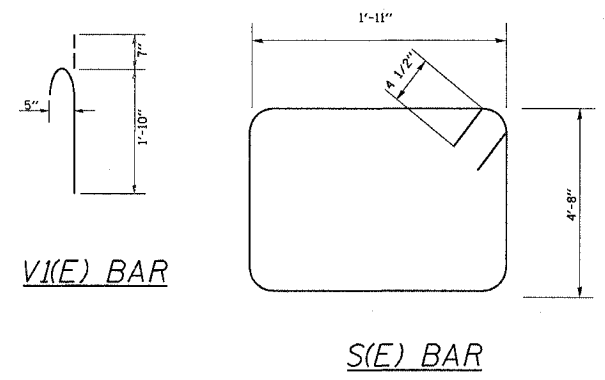


- NOTE:**
- 1.) DRILL & EPOXY GROUT V(E) BARS IN 9" (MIN) DRILLED HOLES ACCORDING TO SECTION 584 OF THE STANDARD SPECIFICATIONS.
 - 2.) USE EXISTING PLANS INCLUDED TO AVOID DAMAGING LONGITUDINAL REINFORCEMENT IN THE EXISTING CRASHWALL OR VERTICAL REINFORCEMENT IN THE COLUMNS WHILE DRILLING & EPOXY GROUTING V(E) BARS.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	22	#5	10'-8"	—
s(E)	22	#5	13'-11"	—
v(E)	68	#5	2'-5"	↑
Item	Unit		Quantity	
Concrete Structures	Cu. Yds.		9.2	
Reinforcement Bars, Epoxy Coated	Pound		740	



DESIGN STRESSES (NEW)

f_c = 3,500 psi
 F_y = 60,000 PSI (REINFORCEMENT)

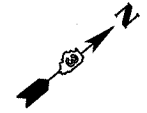
FAI RTE 57
 SEC D3 INTERSTATE SAFETY 2007-2
 IROQUOIS CO / STA 707+86.74
 SN 038-0129 NB

PIER CRASH WALL EXTENSION

4/3/2006 c:\projects\10\led02706\66638\detail.s.dgn

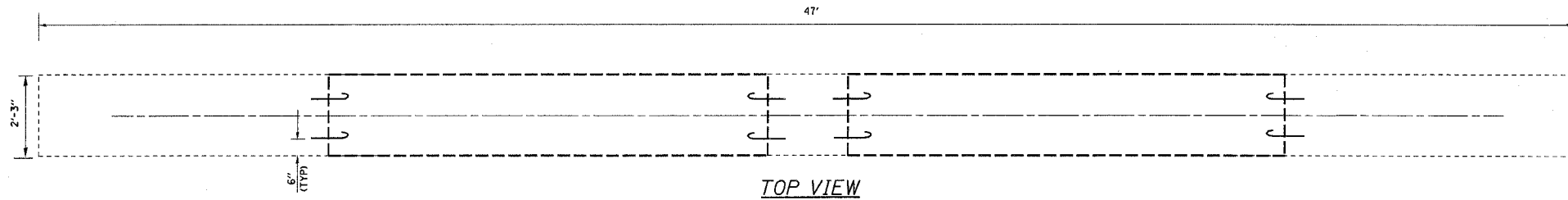
F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D3 INTERSTATE SAFETY 2007-2
FORD, IROQUOIS, KANKAKEE

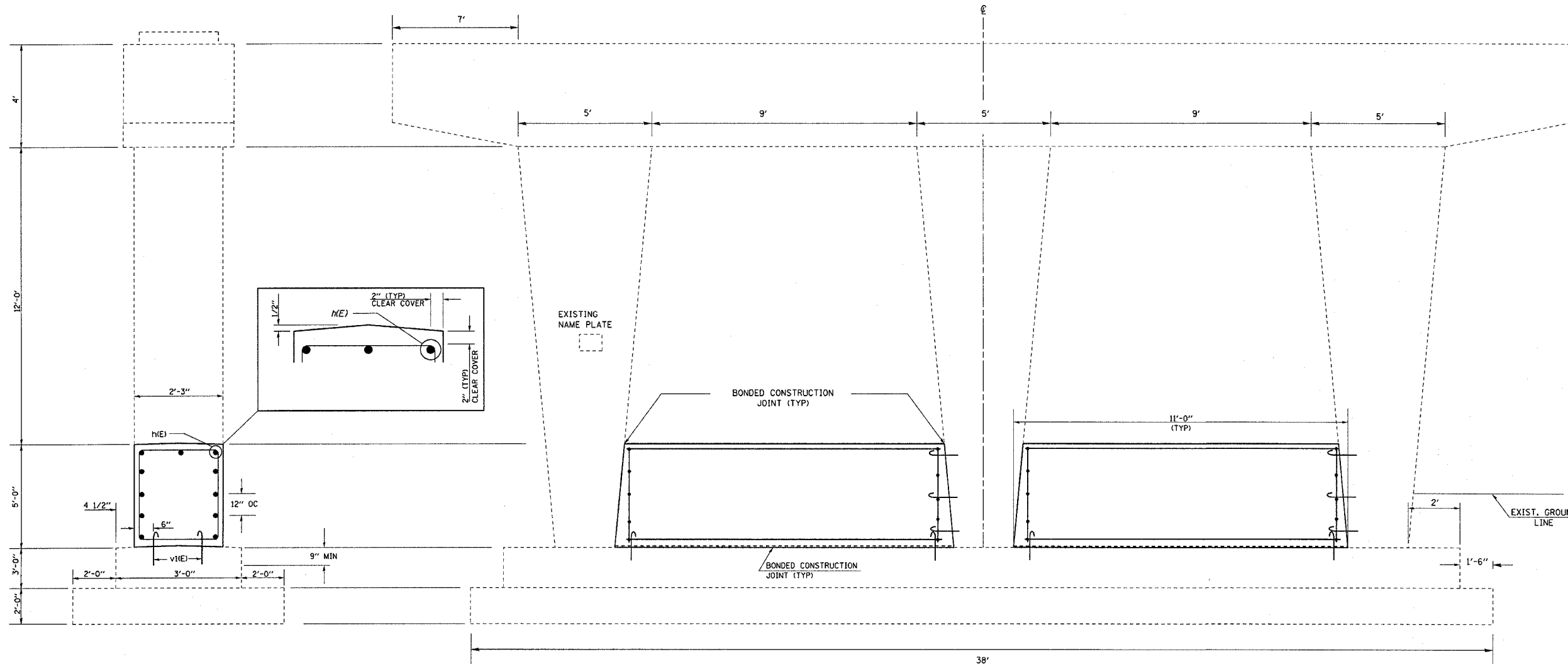


NOTE

- 1.) DRILL & EPOXY GROUT V(IE) BARS IN 9" (MIN) DRILLED HOLES ACCORDING TO SECTION 584 OF THE STANDARD SPECIFICATIONS.
- 2.) USE EXISTING PLANS INCLUDED TO AVOIDED DAMAGING LONGITUDINAL REINFORCEMENT IN THE EXISTING CRASHWALL OR VERTICAL REINFORCEMENT IN THE COLUMNS WHILE DRILLING & EPOXY GROUTING V(IE) BARS.

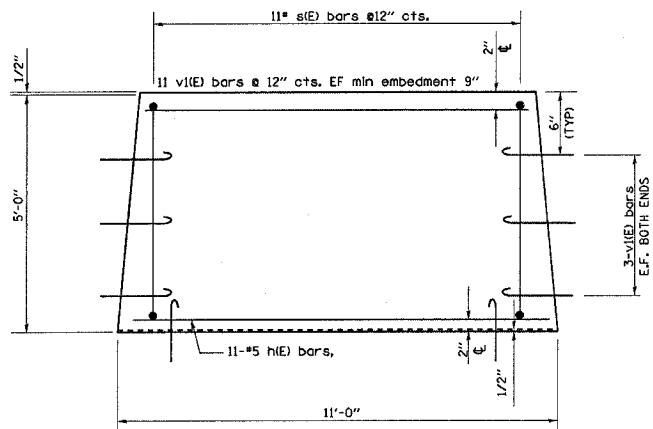


TOP VIEW



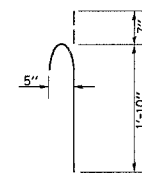
DESIGN STRESSES (NEW)

$f_c = 3,500$ psi
 $FY = 60,000$ PSI (REINFORCEMENT)

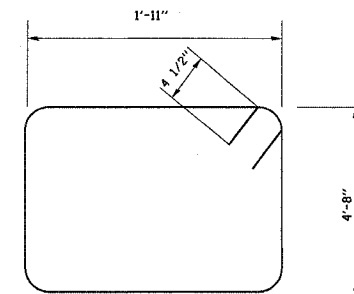


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(IE)	22	#5	10'-8"	—
S(IE)	22	#5	13'-11"	□
v(IE)	68	#5	2'-5"	⤴
Item		Unit	Quantity	
Concrete Structures		Cu. Yds.	9.2	
Reinforcement Bars, Epoxy Coated		Pound	740	



V(IE) BAR



S(IE) BAR

FAI RTE 57
SEC D3 INTERSTATE SAFETY 2007-2
IROQUOIS CO / STA 707+86.74
SN 038-0129 SB

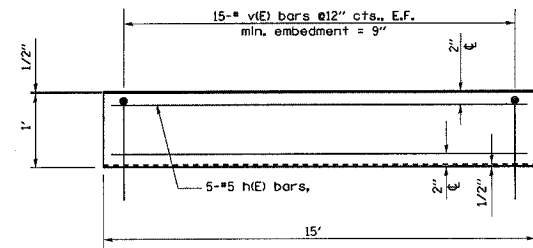
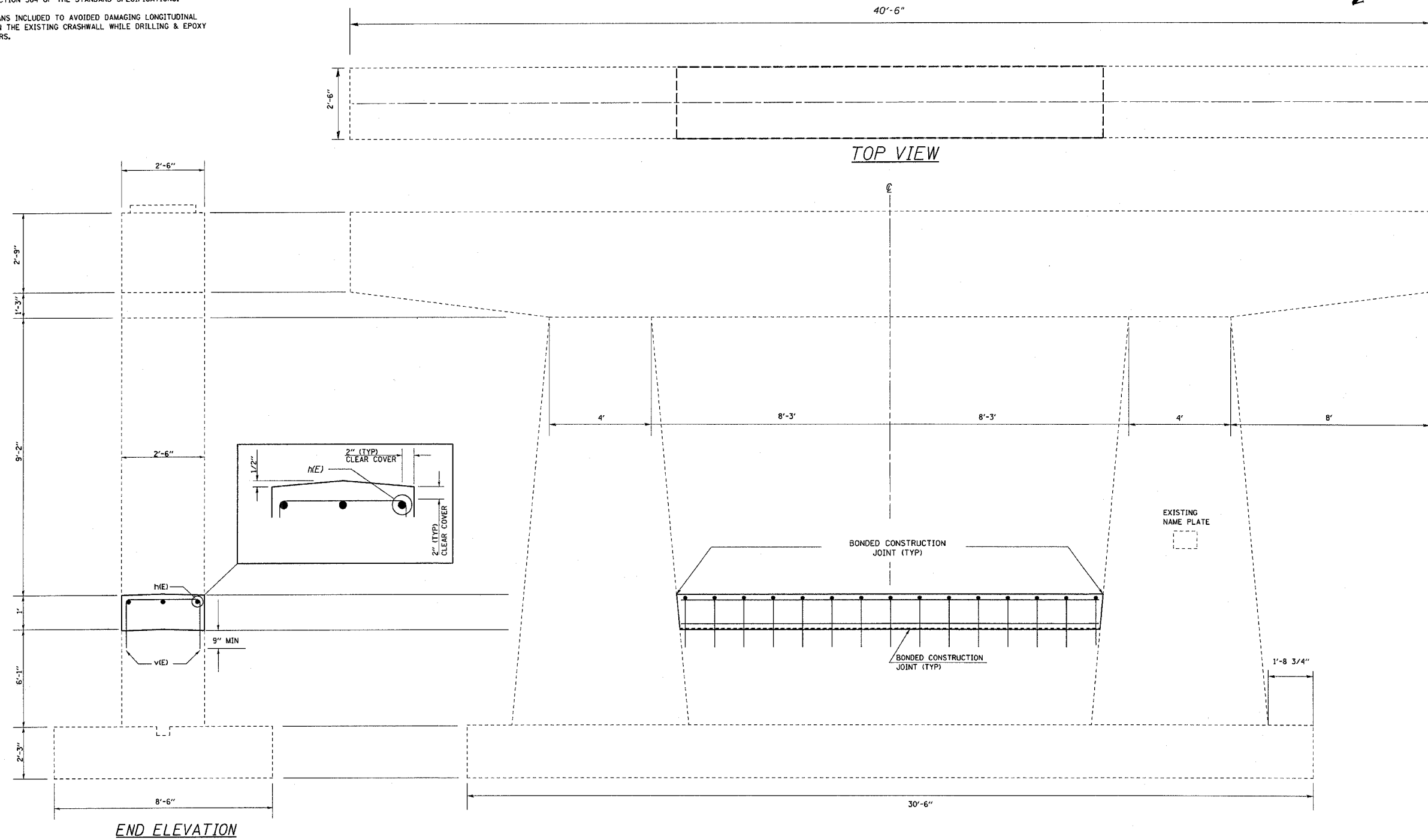
PIER CRASH WALL EXTENSION

F. A. L. SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
28	*	**	28	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

D3 INTERSTATE SAFETY 2007-2
FORD, IROQUOIS, KANKAKEE

NOTE:

- 1.) DRILL & EPOXY GROUT v(E) BARS IN 9" (MIN) DRILLED HOLES ACCORDING TO SECTION 584 OF THE STANDARD SPECIFICATIONS.
- 2.) USE EXISTING PLANS INCLUDED TO AVOIDED DAMAGING LONGITUDINAL REINFORCEMENT IN THE EXISTING CRASHWALL WHILE DRILLING & EPOXY GROUTING v(E) BARS.

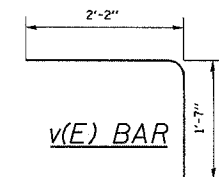


END ELEVATION

CRASH WALL DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	5	#5	14'-8"	—
v(E)	30	#5	3'-9"	└
Item		Unit	Quantity	
Concrete Structures		Cu. Yds.	1.4	
Reinforcement Bars, Epoxy Coated		Pound	200	



DESIGN STRESSES (NEW)

f_c = 3,500 psi
F_y = 60,000 PSI (REINFORCEMENT)

IL 116 OVER FAI RTE 57
SEC D3 INTERSTATE SAFETY 2007-2
IROQUOIS CO / STA 129+68.72
SN 038-0123 NB

PIER CRASH WALL EXTENSION

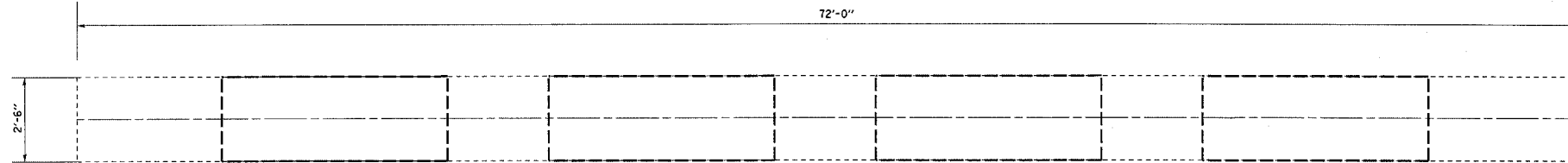
F. A. L. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	14
STA.	TO STA.			
FED. ROAD DIST. NO.	BUILDING	FED. AID PROJECT		

* D3 INTERSTATE SAFETY 2007-2
 ** FORD, IROQUOIS, KANKAKEE

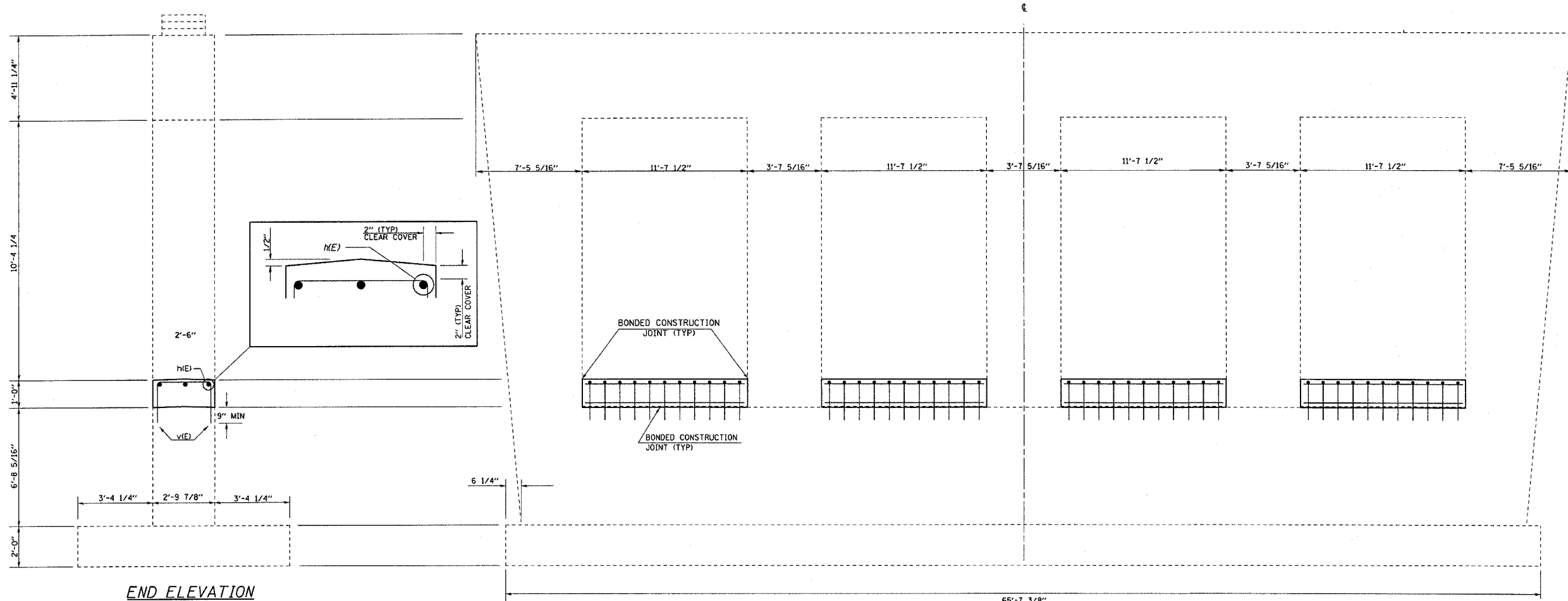


NOTE:

- (CONVERTED FROM METRIC)
- 1.) DRILL & EPOXY GROUT v(E) BARS IN 9" (MIN) DRILLED HOLES ACCORDING TO SECTION 584 OF THE STANDARD SPECIFICATIONS.
- 2.) USE EXISTING PLANS INCLUDED TO AVOIDED DAMAGING LONGITUDINAL REINFORCEMENT IN THE EXISTING CRASHWALL WHILE DRILLING & EPOXY GROUTING v(E) BARS.



TOP VIEW

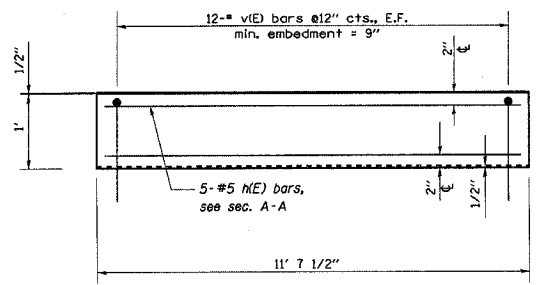


END ELEVATION

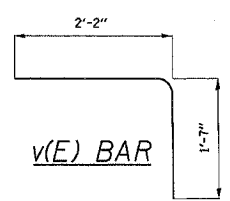
ELEVATION
LOOKING EAST

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n(E)	20	#5	11'-4"	—
v(E)	96	#5	3'-9"	└
Item	Unit	Quantity		
Concrete Structures	Cu. Yds.	4.3		
Reinforcement Bars, Epoxy Coated	Pound	620		



CRASH WALL DETAIL



DESIGN STRESSES (NEW)

f_c = 3,500 psi
 F_y = 60,000 PSI (REINFORCEMENT)

CH RTE 44 ARMOUR RD OVER FAI RTE 57
 SEC D3 INTERSTATE SAFETY 2007-2
 KANKAKEE CO STA 8+570.779
 SN 046-0126 MEDIAN

PIER CRASH WALL EXTENSION

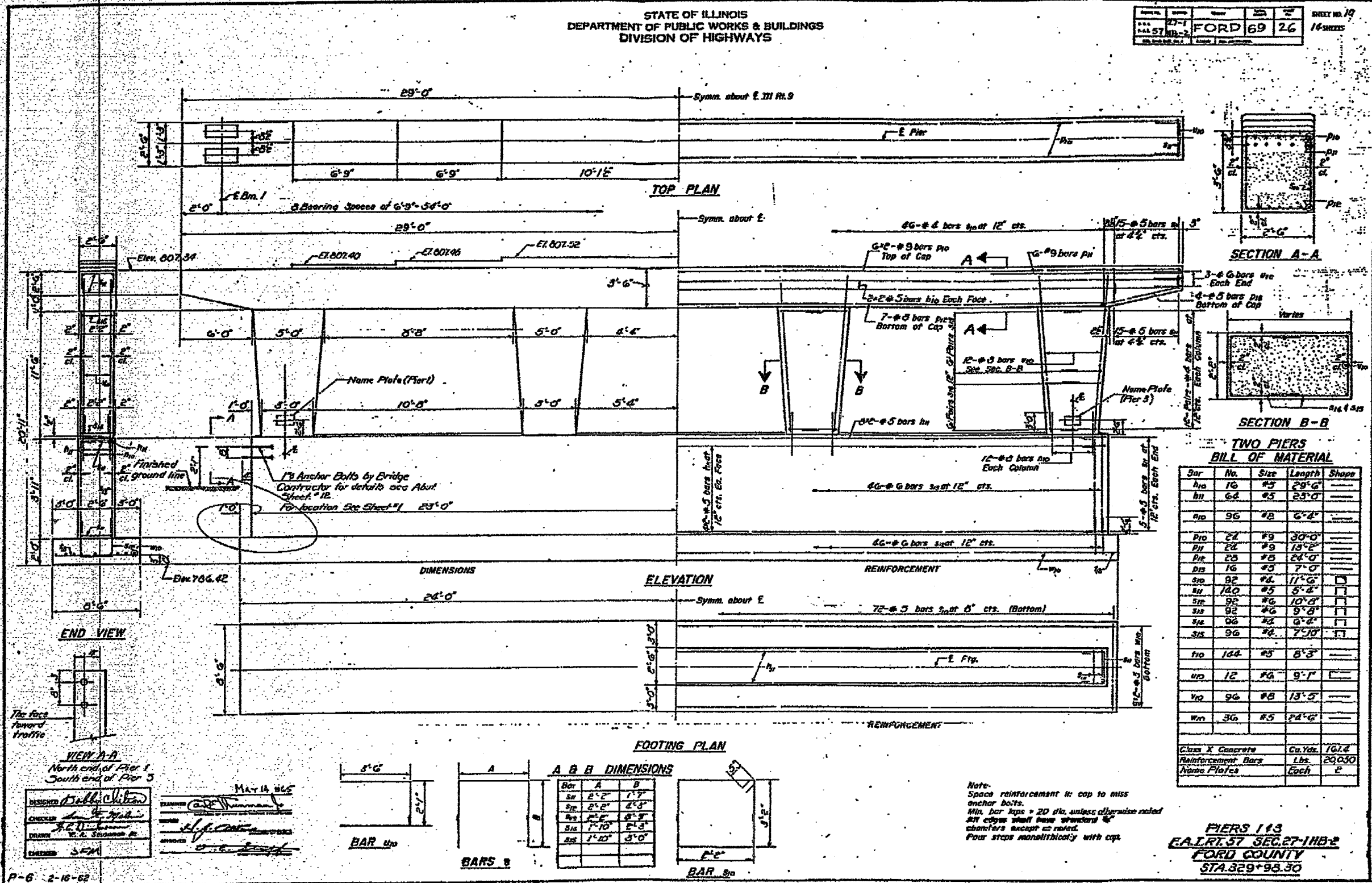
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F. A. I. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	15
STA.		TO STA.		
FED. ROAD DIST. NO.		BLANKETS		FED. AID PROJECT

D3 INTERSTATE SAFETY 2007-2
FORD, IROUOIS, KANKAKEE

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

Project No.	27-1	Sheet No.	15
Dist. No.	57	Project Name	FORD 69 26
Scale	1/4" = 1'-0"	Project No.	16 SHEETS



TWO PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1a	16	#3	29'-6"	---
h1b	68	#5	23'-0"	---
h1c	96	#8	6'-4"	---
h1d	24	#9	30'-0"	---
h1e	24	#9	18'-2"	---
h1f	24	#8	24'-0"	---
h1g	16	#3	7'-0"	---
h1h	92	#4	11'-0"	---
h1i	140	#5	5'-4"	---
h1j	96	#6	10'-8"	---
h1k	96	#6	9'-8"	---
h1l	96	#6	8'-0"	---
h1m	96	#6	7'-10"	---
h1n	144	#5	8'-3"	---
h1o	12	#6	9'-1"	---
h1p	96	#8	13'-5"	---
h1q	36	#5	24'-6"	---
Class X Concrete		Cu. Yds.	161.4	
Reinforcement Bars		Lbs.	29,050	
Name Plates		Each	2	

Note:
Space reinforcement in cap to miss anchor bolts.
Min. bar laps = 20 dia, unless otherwise noted.
All edges shall have standard 45° chamfers except as noted.
Four steps monolithically with cap.

PIERS 113
E.A. RT. 57 SEC. 27-11B-2
FORD COUNTY
STA. 329+98.50

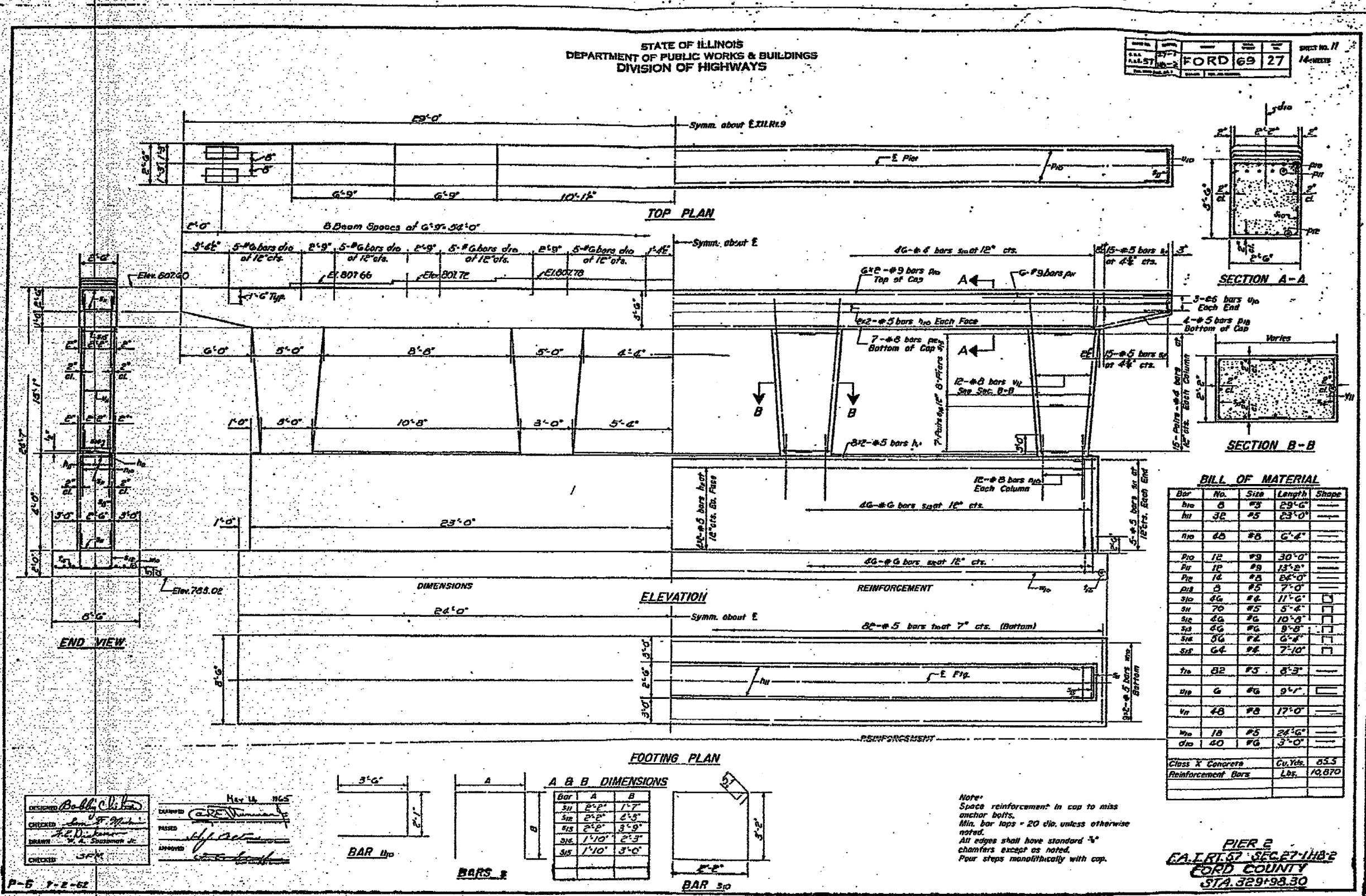
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F. A. L. ETC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T4	*	**	28	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS		
		FED. AID PROJECT		

D3 INTERSTATE SAFETY 2007-2
FORD, IROQUOIS, KANKAKEE

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DESIGNED	DATE	BY	NO.	SHEET NO.
FOR	1965	BY	69 27	16



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1	8	#3	29'-0"	—
h1	32	#5	23'-0"	—
h1	40	#6	6'-0"	—
h10	12	#3	30'-0"	—
h1	12	#3	13'-0"	—
h1	16	#3	24'-0"	—
h1	5	#5	7'-0"	—
h1	46	#6	11'-6"	□
h1	70	#5	5'-4"	□
h1	46	#6	10'-0"	□
h1	46	#6	9'-0"	□
h1	56	#6	6'-0"	□
h1	64	#6	7'-10"	□
h1	82	#5	8'-3"	—
h1	6	#6	9'-1"	—
h1	48	#8	17'-0"	—
h1	18	#5	24'-6"	—
h1	40	#6	3'-0"	—
Class X Concrete		Cu. Yds.	55.3	
Reinforcement Bars		Lbs.	10,870	

DESIGNED: *Ball (Vibron)*
CHECKED: *Sam S. M...*
DRAWN: *H. A. Shoopman Jr.*
DATE: May 14, 1965
PASSED: *[Signature]*
APPROVED: *[Signature]*

FOOTING PLAN

A & B DIMENSIONS

Bar	A	B
3/16	2'-2"	1'-7"
3/8	2'-2"	2'-3"
3/4	2'-2"	3'-9"
3/16	1'-10"	2'-3"
3/8	1'-10"	3'-0"

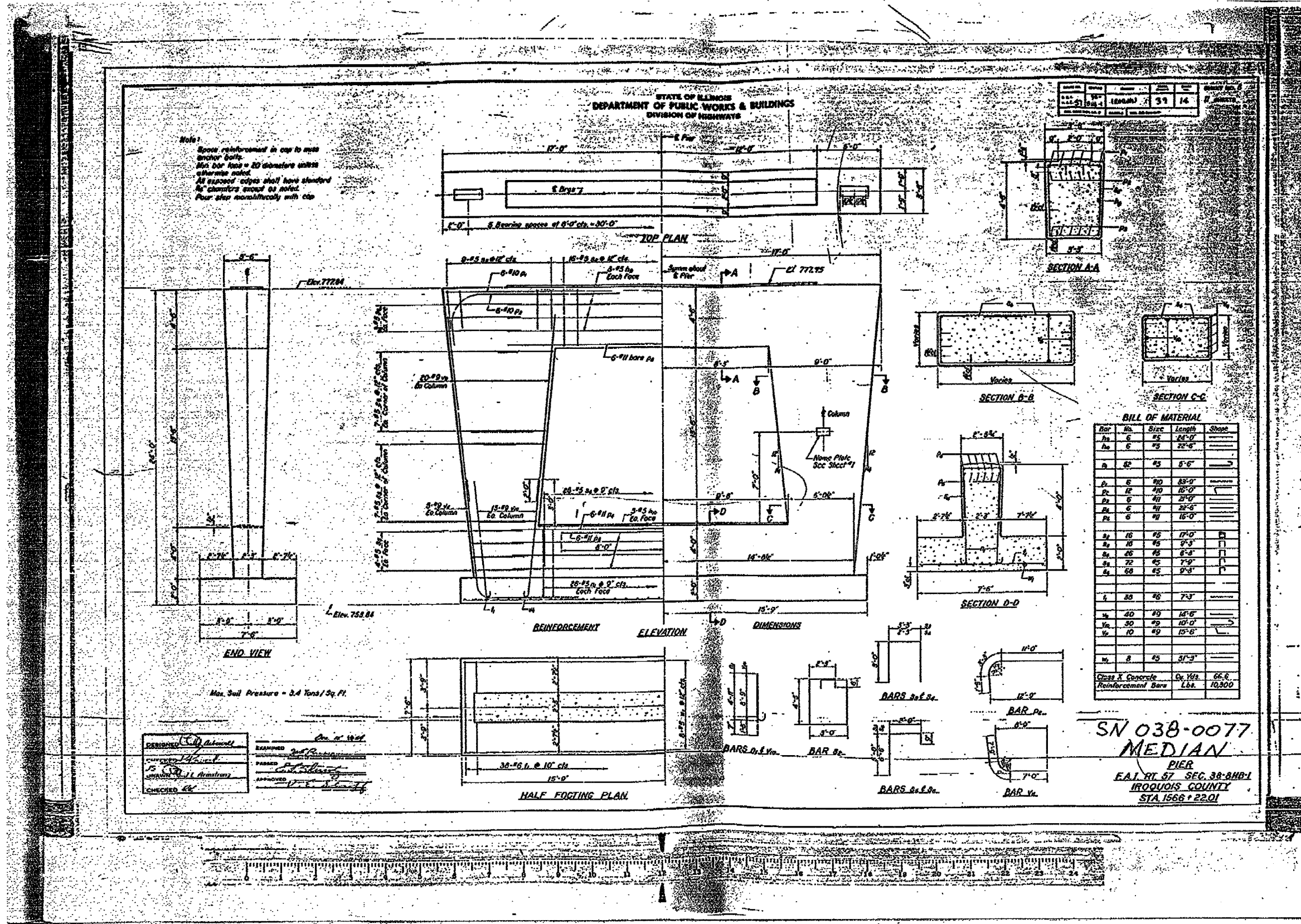
Note:
Space reinforcement in cap to miss anchor bolts.
Min. bar laps = 20 dia. unless otherwise noted.
All edges shall have standard 45° chamfers except as noted.
Four steps monolithically with cap.

PIER 2
CAL RT 67 SEC 27 1/2 E
FORD COUNTY
STA. 329+98.30

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F. A. L. NTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	17
STA.		TO STA.		
FED. ROAD DIST. NO.		BLINDS	FED. AID PROJECT	

D3 INTERSTATE SAFETY 2007-2
FORD, IROUOIS, KANKAKEE



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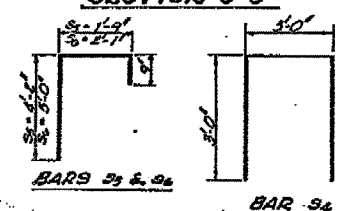
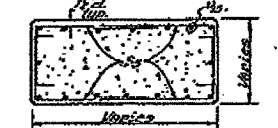
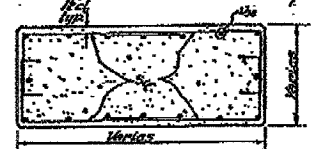
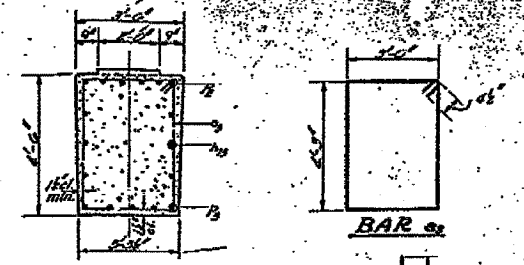
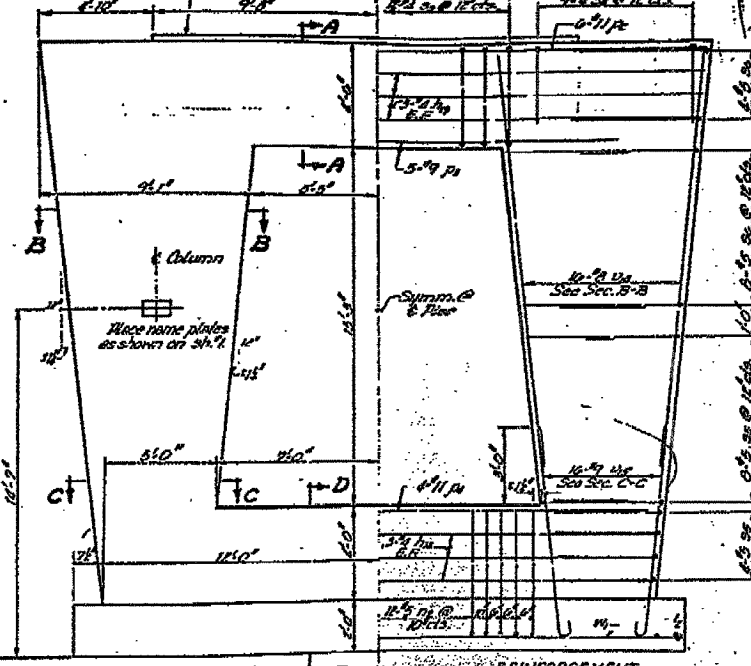
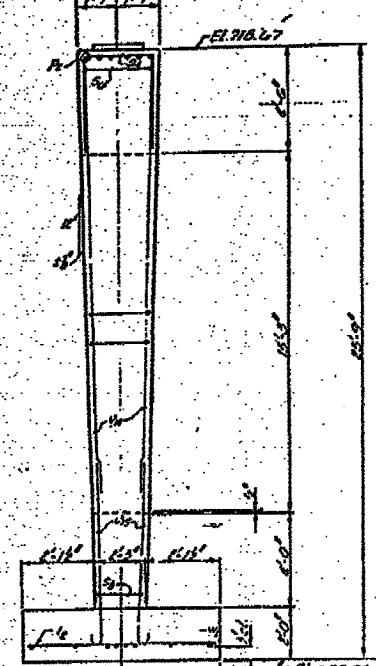
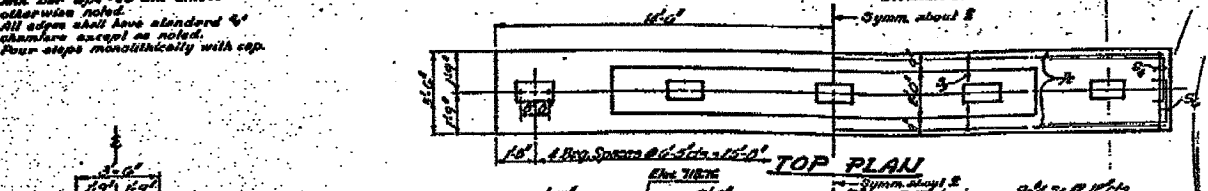
F. A. I. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

D3 INTERSTATE SAFETY 2007-2
FORD, IROQUOIS, KANKAKEE

NOTE:
Space reinforcement in cap to give anchor bolts.
Max. bar size = 20 dia unless otherwise noted.
All edges shall have standard 4" chamfers except as noted.
Four steps monolithically with cap.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

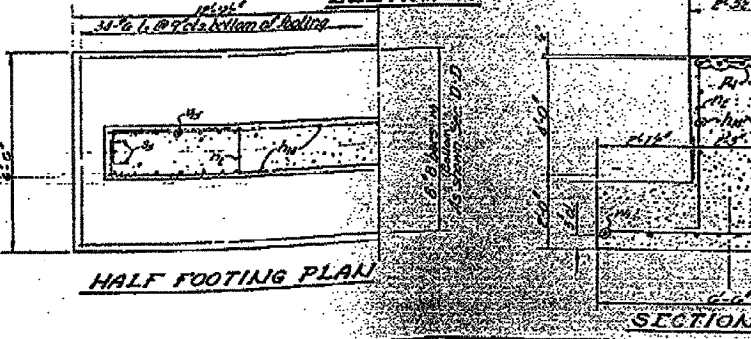
31'	27'	15'	9
187	180	3	



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
1a	6	#8	28'-0"	
1b	6	#8	28'-0"	
2a	20	#5	18'-0"	
2b	6	#7	28'-0"	
2c	5	#7	28'-0"	
2d	4	#7	28'-0"	
3a	12	#4	18'-0"	
3b	12	#4	18'-0"	
3c	12	#4	18'-0"	
3d	20	#5	18'-0"	
4a	24	#6	12'-0"	
4b	24	#6	12'-0"	
4c	24	#6	12'-0"	
4d	24	#6	12'-0"	
4e	24	#6	12'-0"	
4f	24	#6	12'-0"	
4g	24	#6	12'-0"	
4h	24	#6	12'-0"	
4i	24	#6	12'-0"	
4j	24	#6	12'-0"	
4k	24	#6	12'-0"	
4l	24	#6	12'-0"	
4m	24	#6	12'-0"	
4n	24	#6	12'-0"	
4o	24	#6	12'-0"	
4p	24	#6	12'-0"	
4q	24	#6	12'-0"	
4r	24	#6	12'-0"	
4s	24	#6	12'-0"	
4t	24	#6	12'-0"	
4u	24	#6	12'-0"	
4v	24	#6	12'-0"	
4w	24	#6	12'-0"	
4x	24	#6	12'-0"	
4y	24	#6	12'-0"	
4z	24	#6	12'-0"	

DESIGNED: *Morris Blumstein*
CHECKED: *M.E.B.*
DRAWN: *Thomas B. Fetter*
EXAMINED: *[Signature]*
PARSED: *[Signature]*
APPROVED: *[Signature]*

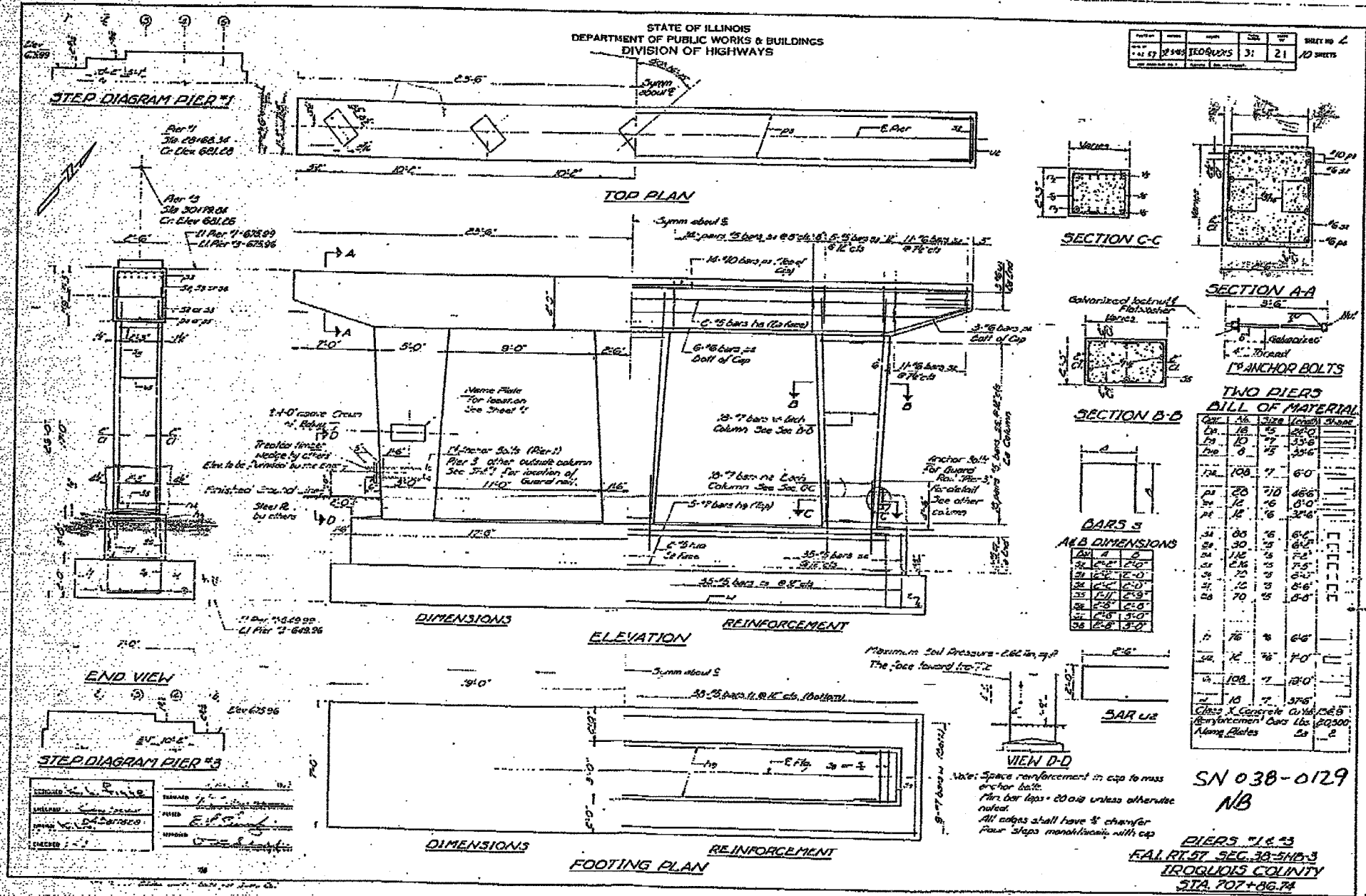


SN 038-0133
MEDIAN
PIER
F.A.I. RT. 57 SEC. 38-71B-3
IROQUOIS COUNTY
STATION 1282 + 22.19

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F.A.I. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

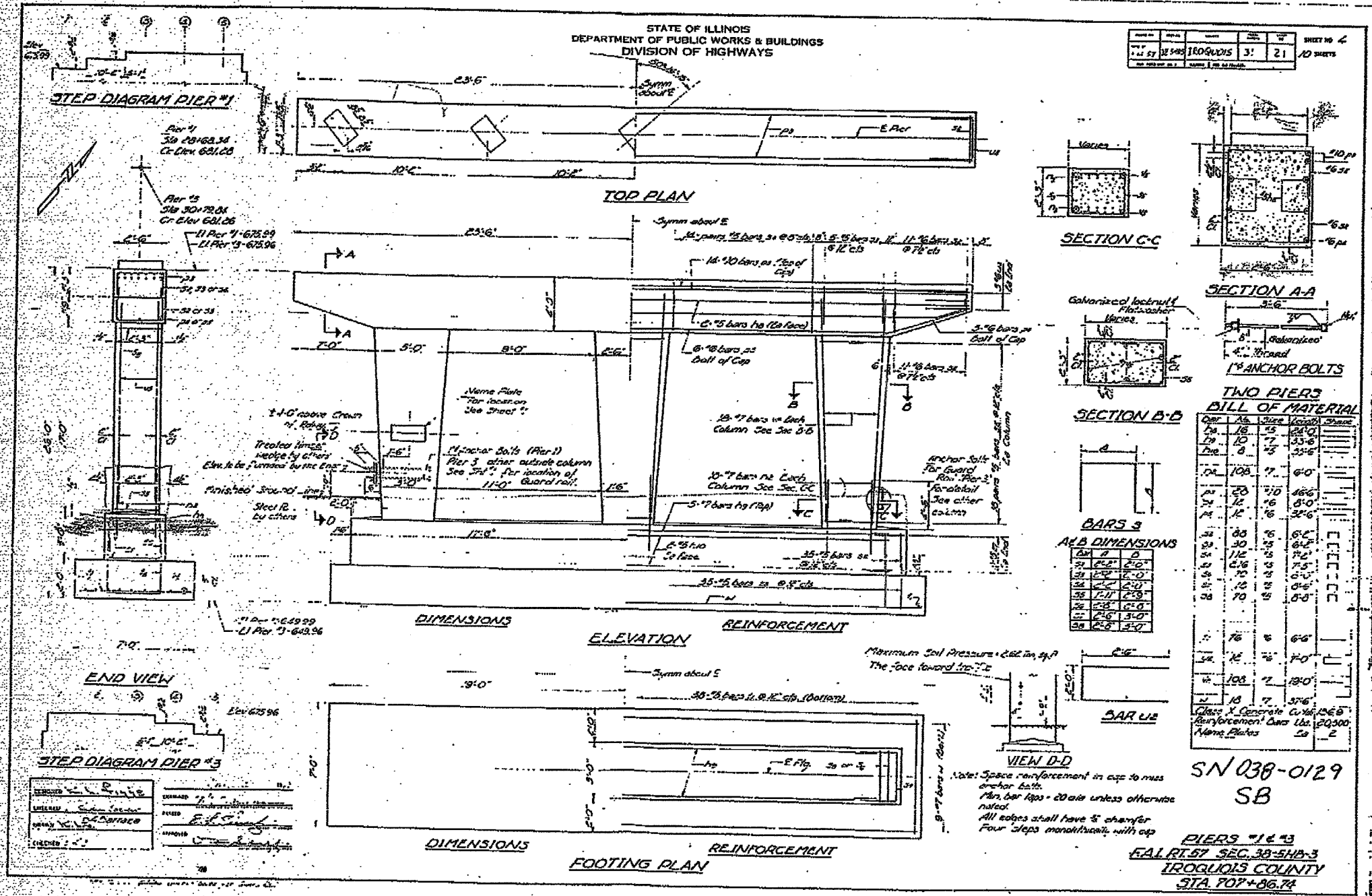
D3 INTERSTATE SAFETY 2007-2
FORD, IROQUOIS, KANKAKEE



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F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

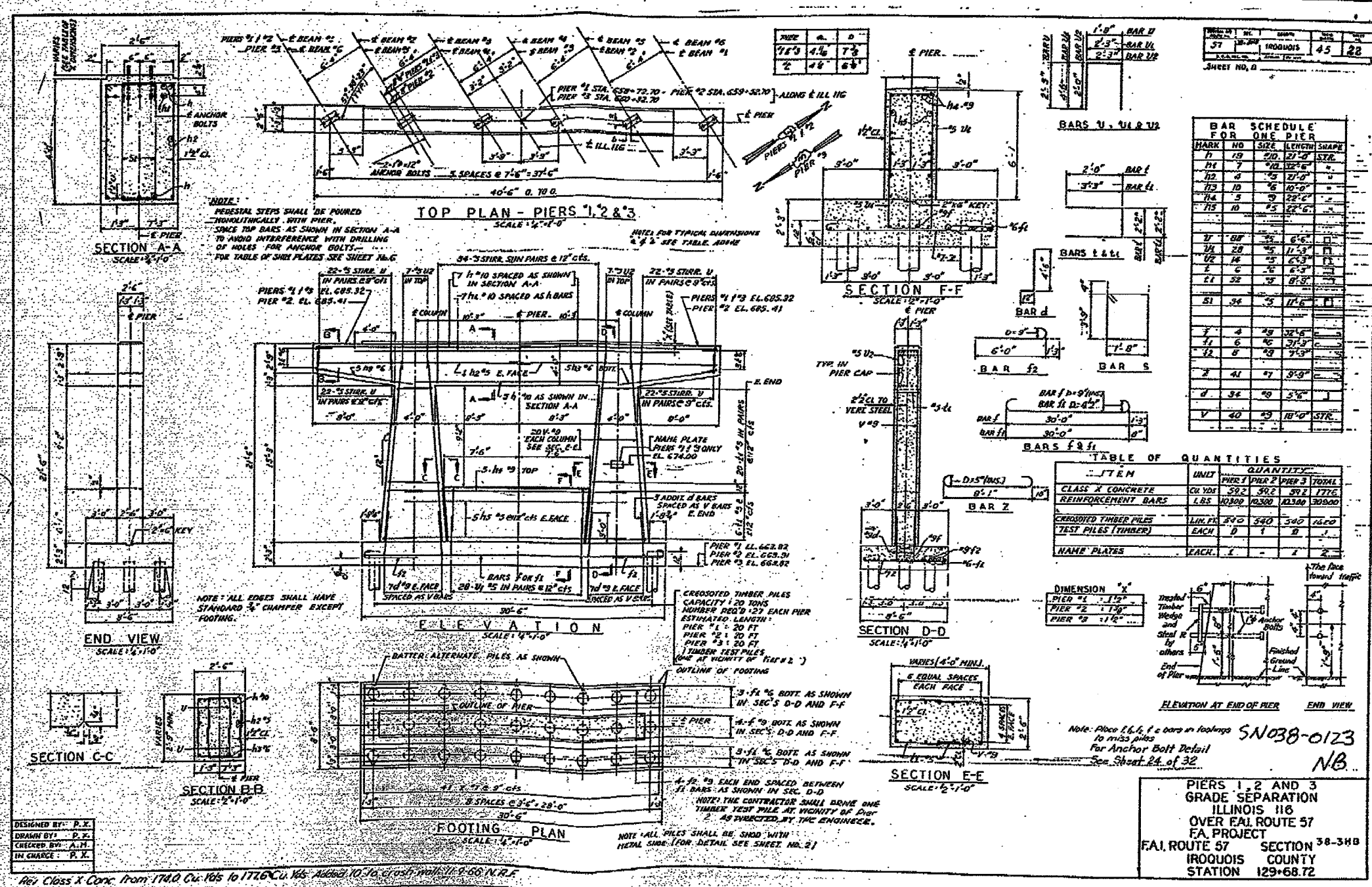
D3 INTERSTATE SAFETY 2007-2
FORD, IROQUOIS, KANKAKEE



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F.A.S. FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D3 INTERSTATE SAFETY 2007-2
FORD, IROQUOIS, KANKAKEE



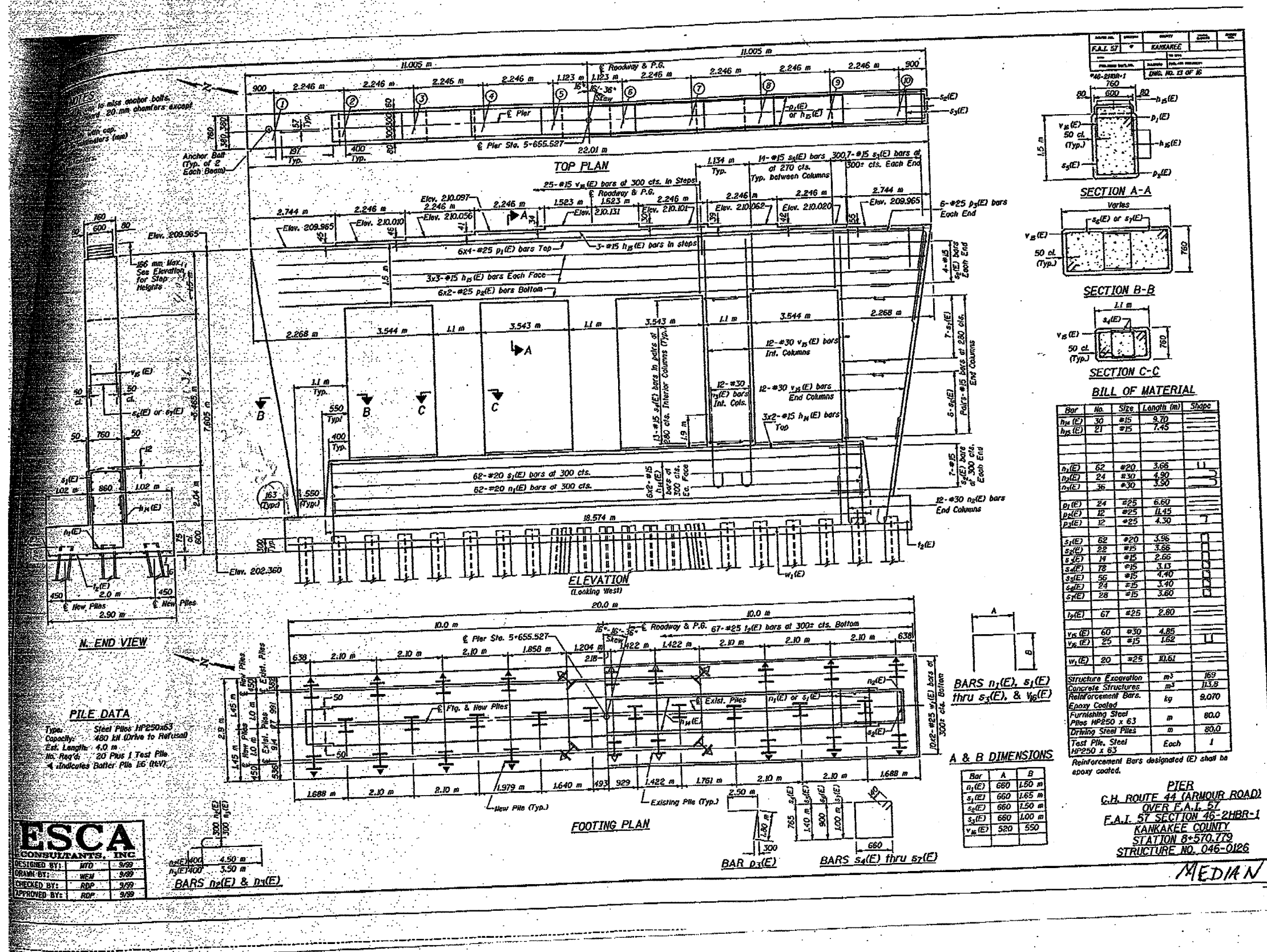
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INFORMATION ONLY

SN 038-0123 NB
EXISTING STRUCTURE

F.A.I. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	22
STA. TO STA.		FED. ROAD DIST. NO. -		
		BLANKS		
		FED. AID PROJECT		

D3 INTERSTATE SAFETY 2007-2
FORD, IROUOIS, KANKAKEE



NOTES
1. All rebar to be epoxy coated.
2. All rebar to be 20 mm chamfers except where noted.
3. All rebar to be lap spliced with cap bars (see details).
4. All rebar to be lap spliced with cap bars (see details).

PILE DATA
Type: Steel Piles HP250x63
Capacity: 480 kN (Drive to Refusal)
Est. Length: 4.0 m
No. Neg'd: 20 Plus 1 Test Pile
A indicates Batter Pile 1/6 (16V).

ESCA CONSULTANTS, INC.
DESIGNED BY: MTD 5/99
DRAWN BY: WEJ 5/99
CHECKED BY: ADP 5/99
APPROVED BY: RDP 5/99

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shops
$d_{15}(E)$	30	#15	9.70	
$d_{25}(E)$	21	#25	7.45	
$d_{15}(E)$	62	#20	3.66	
$d_{25}(E)$	24	#30	4.90	
$d_{30}(E)$	36	#30	3.50	
$d_{15}(E)$	24	#25	6.60	
$d_{25}(E)$	12	#25	11.45	
$d_{30}(E)$	12	#25	4.30	
$s_{15}(E)$	62	#20	3.66	
$s_{25}(E)$	22	#25	3.66	
$s_{30}(E)$	14	#25	2.66	
$s_{45}(E)$	78	#25	3.13	
$s_{55}(E)$	56	#25	4.40	
$s_{65}(E)$	24	#25	3.40	
$s_{75}(E)$	28	#25	3.60	
$w_{15}(E)$	67	#25	2.80	
$v_{15}(E)$	60	#30	4.85	
$v_{25}(E)$	25	#25	1.62	
$w_{15}(E)$	20	#25	10.61	
Structure Excavation		m ³	169	
Concrete Structures		m ³	113.8	
Reinforcement Bars		kg	9,070	
Epoxy Coated				
Furnishing Steel Piles HP250 x 63		m	80.0	
Driving Steel Piles		m	80.0	
Test Pile, Steel HP250 x 63		Each	1	

A & B DIMENSIONS

Bar	A	B
$d_{15}(E)$	680	1.60 m
$s_{15}(E)$	660	1.65 m
$s_{25}(E)$	660	1.50 m
$s_{30}(E)$	660	1.00 m
$v_{15}(E)$	520	550

PIER
C.H. ROUTE 44 (ARMOUR ROAD)
OVER F.A.I. 57
F.A.I. ST SECTION 46-2HBR-1
KANKAKEE COUNTY
STATION 8+570.779
STRUCTURE NO. 046-0126

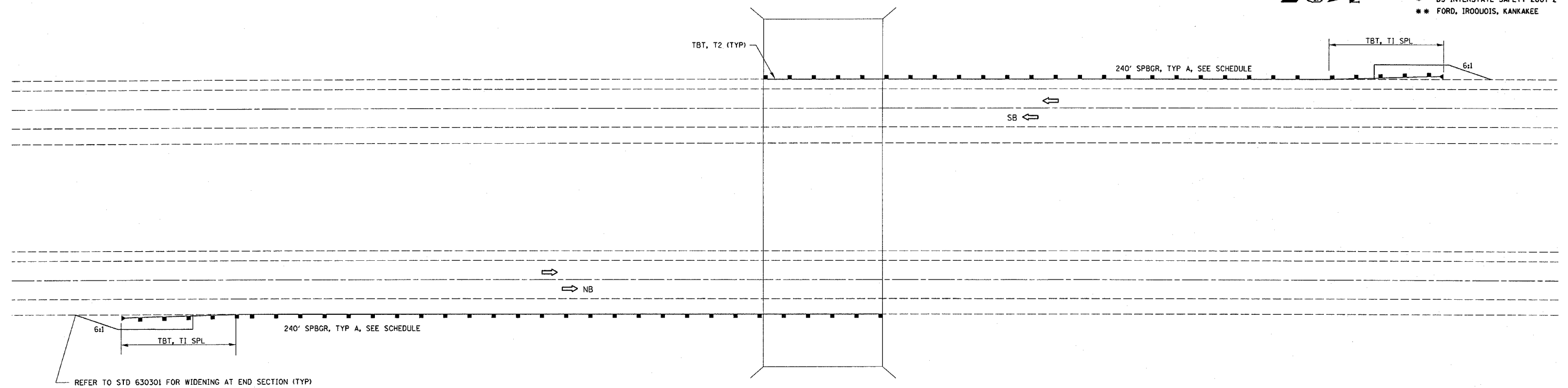
MEDIAN

4/13/2006 c:\projects\10\ed02706\66638\defal1.s.dgn

F. A. L. SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T4	*	**	28	23
STA. TO STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

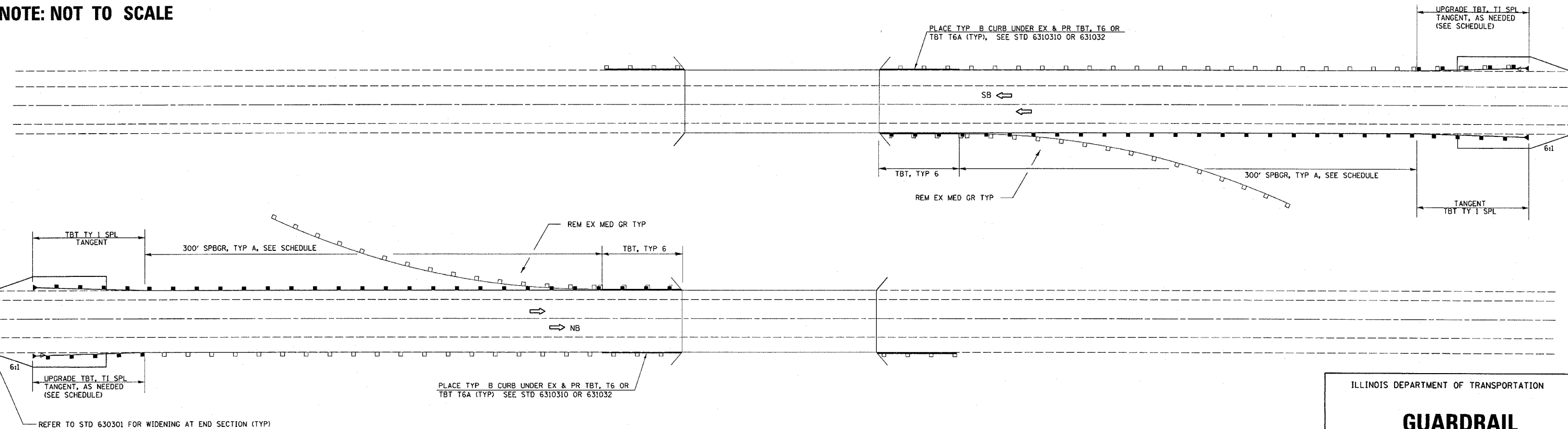
* D3 INTERSTATE SAFETY 2007-2
 ** FORD, IROQUOIS, KANKAKEE

NOTE: NOT TO SCALE



TYPICAL GUARDRAIL TREATMENT AT STRUCTURE WITH NO EXISTING GUARDRAIL

NOTE: NOT TO SCALE



TYPICAL GUARDRAIL TREATMENT AT STRUCTURE WITH NO EXISTING GUARDRAIL

ILLINOIS DEPARTMENT OF TRANSPORTATION

GUARDRAIL DETAILS

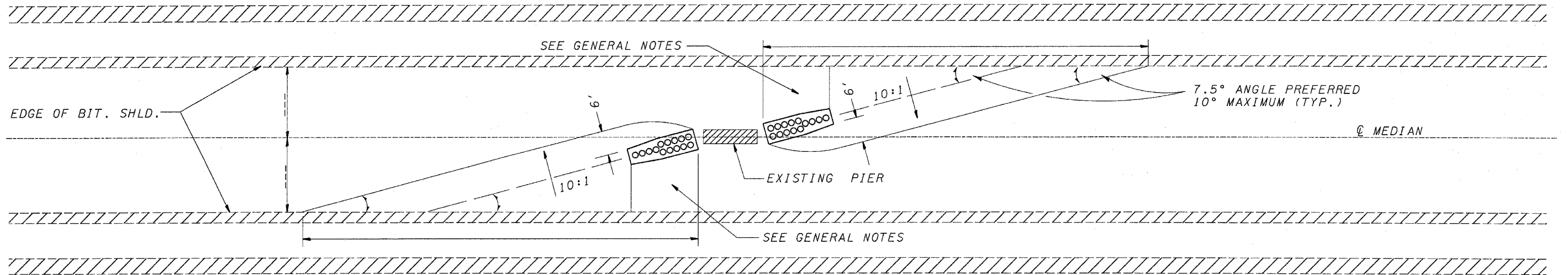
4/3/2006 c:\projects\new\ed02706\66638\det a1 is.dgn

F. A. L. MILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

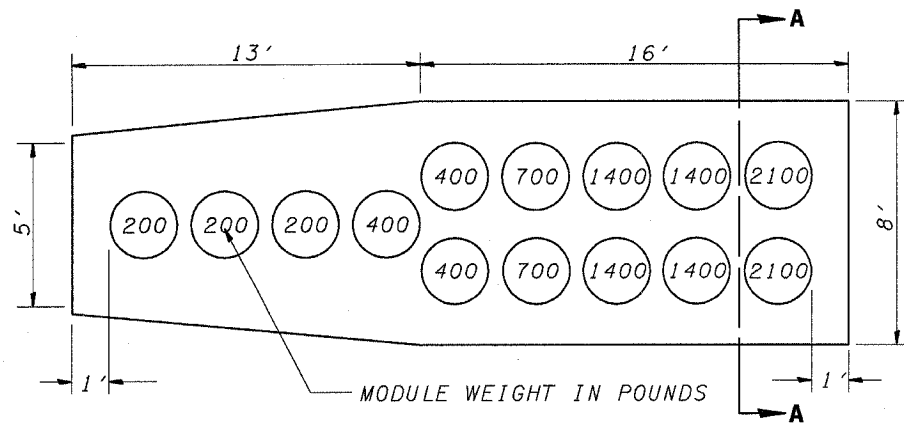
* D3 INTERSTATE SAFETY 2007-2
 ** FORD, IROUOIS, KANKAKEE

GENERAL NOTES

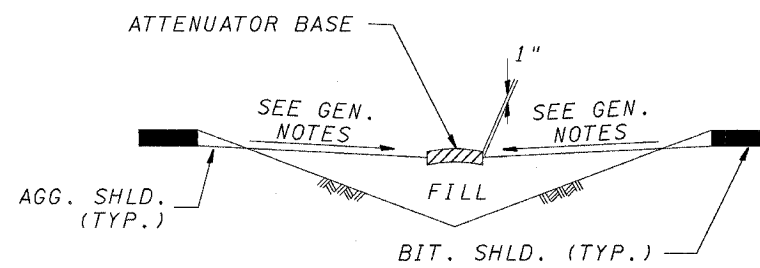
1. THE 10:1 SLOPE CONTROLS NOSE OF ATTENUATOR BASE ELEVATION.
2. ATTENUATOR BASE GRADE PARALLELS EDGE OF PAVEMENT GRADE.
3. SLOPE ADJACENT TO ATTENUATOR BASE SHALL BE 10:1 OR FLATTER.



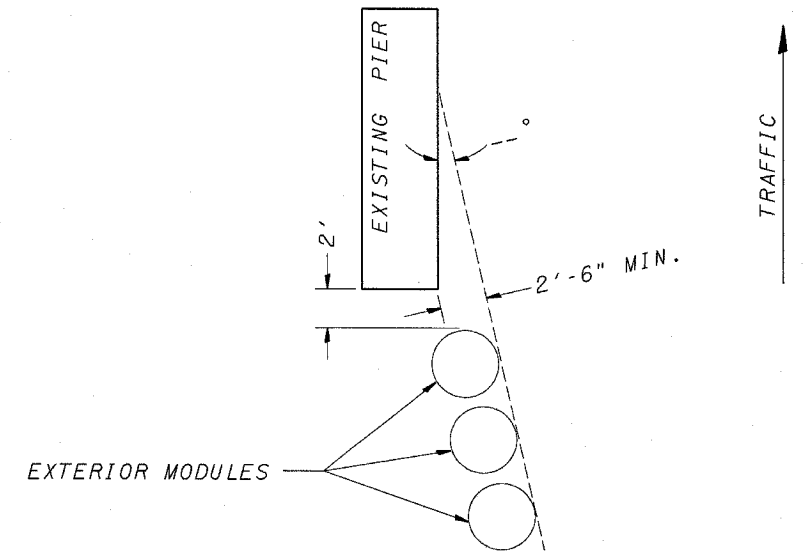
INERTIAL BARRIER LAYOUT AND GRADING PLAN



**IMPACT ATTENUATOR NON REDIRECTIVE TL 3
 ARRAY AND ATTENUATOR BASE PLAN**



SECTION A - A



EXTERIOR MODULE LAYOUT

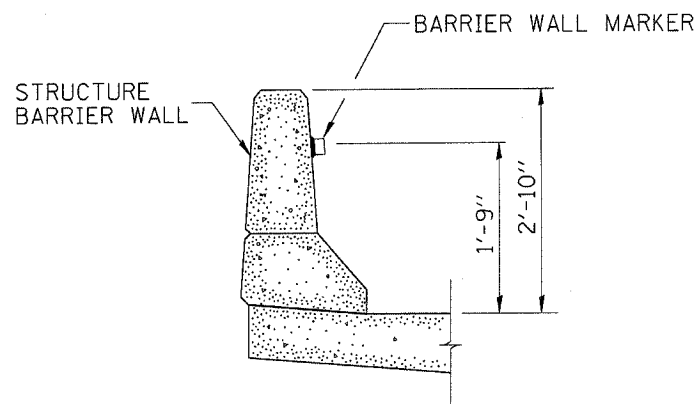
BILL OF MATERIALS (FOR ONE)		
ITEM	UNIT	QUANTITY
IMPACT ATTENUATOR, NON-RE, TL3	EACH	14
ATTENUATOR BASE	SQ. YD.	25.8
	SQ. M.	21.6

ILLINOIS DEPARTMENT OF TRANSPORTATION

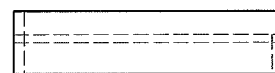
**IMPACT ATTENUATOR
 ARRAYS**

F. A. L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	25
STA.		TO STA.		
FED. ROAD DIST. NO.		FED. AID PROJECT		

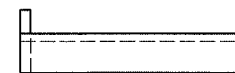
* D3 INTERSTATE SAFETY 2007-2
 ** FORD, IROQUOIS, KANKAKEE



BARRIER WALL MARKER

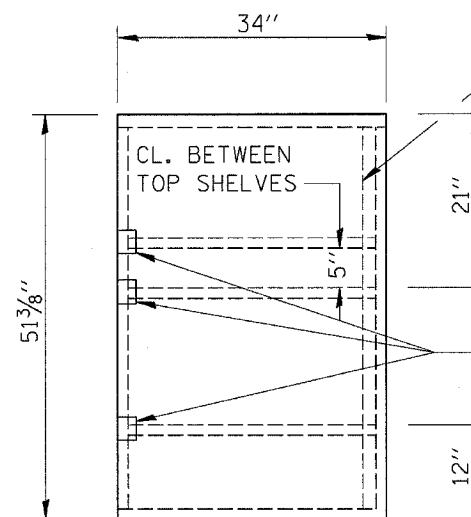


SHELF SIDE VIEW

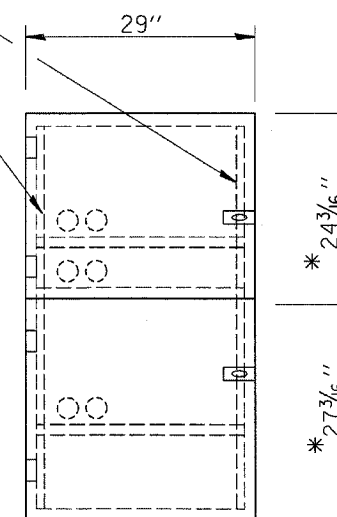


SHELF FRONT VIEW

1/2" X 1/2" FLAT STOCK WELD TO FORM DOOR FRAME AND ALSO AROUND PERIMETER OF EACH DOOR.



SIDE VIEW

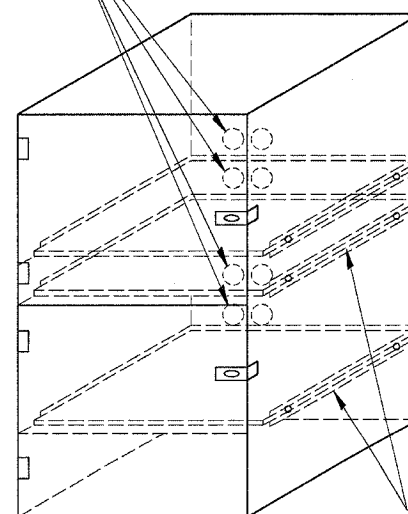


FRONT VIEW

* ALLOWS FOR 1/8" CLEARANCE AT TOP AND BOTTOM OF CABINET AND BETWEEN DOORS.

- NOTES:
1. USE 16 GAUGE STEEL FOR CABINET.
 2. THE TOP SHELF SHALL SLIDE IN OR OUT WITH THE TOP DOOR OPEN.
 3. ALL HINGES AND HASPS WILL BE WELDED TO THE CABINET.
 4. ALL EDGES SHALL BE GROUND SMOOTH.
 5. TWO (2" DIA.) ACCESS HOLES WILL BE REQUIRED FOR EACH SHELF.
 6. CABINET SHALL BE PAINTED WITH TWO COATS OF FLAT PAINT.
 7. 2 EACH MATCHING KEY PADLOCKS, WITH 3 KEYS PROVIDED, MASTER MODEL 3 T OR EQUIVALENT.
 8. 4 EACH PLAIN STEEL, NON-REMOVABLE PIN, NO HOLE 4"X4" SQUARE CORNER HINGES TO BE WELDED ON.
 9. 2 EACH EXTRA HEAVY, PLAIN STEEL, FIXED STAPLE, NO HOLE, 7 1/4 " HASPS TO BE WELDED ON.

2" ACCESS HOLES IN REAR OF CABINET

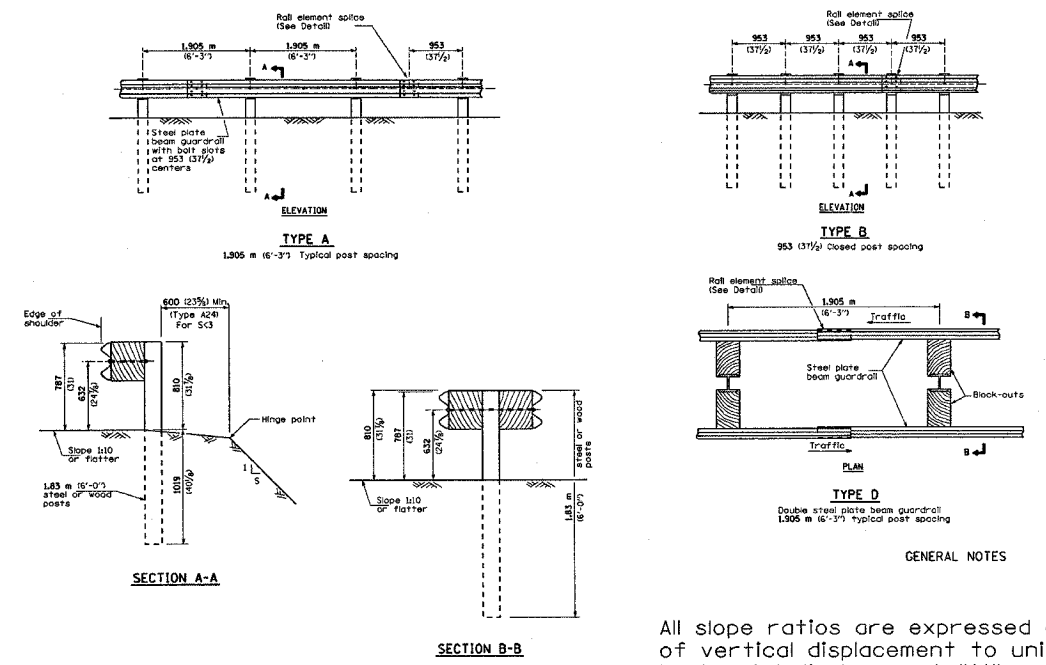


FLAT STOCK DIMENSIONS VARY DEPENDING ON TYPE OF ROLLER ASSEMBLY.

LOCKABLE COMPUTER CABINET

F. A. L. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	26
STA. TO STA.				
FED. ROAD DIST. NO. -		ILLINOIS	FED. AID PROJECT	

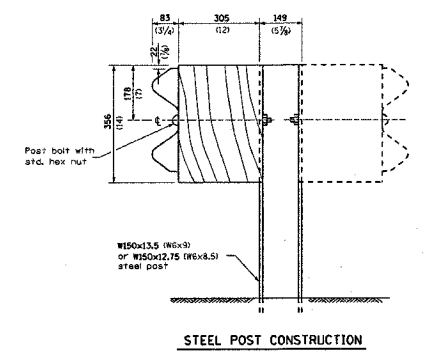
D3 INTERSTATE SAFETY 2007-2
FORD, IROUOIS, KANKAKEE



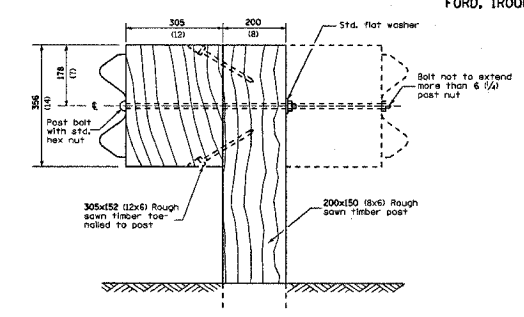
GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
All dimensions are in millimeters (inches) unless otherwise shown.

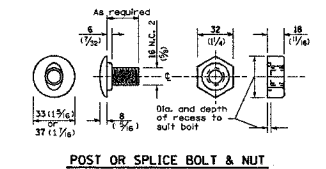
(Sheet 1 of 4)



STEEL POST CONSTRUCTION

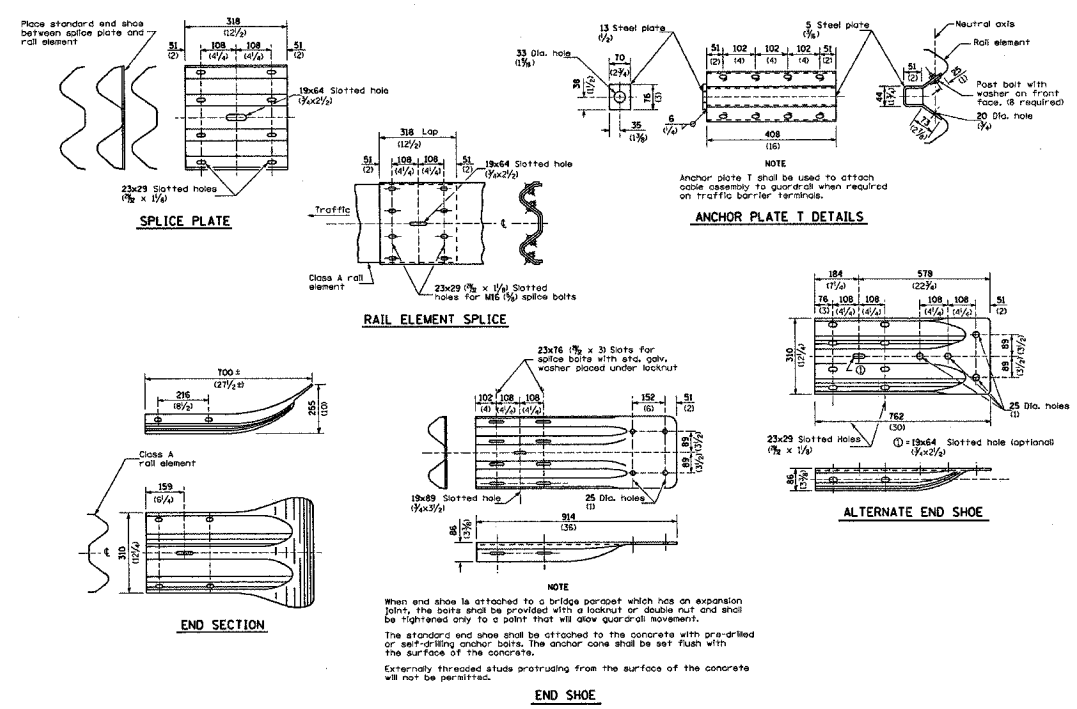


WOOD POST CONSTRUCTION

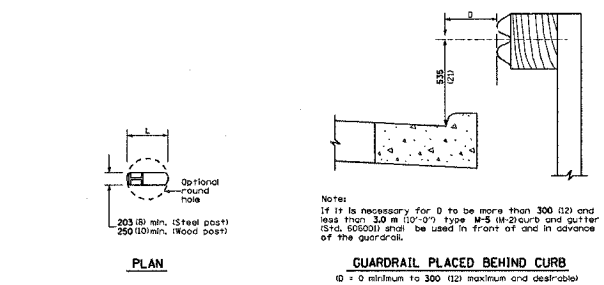


POST OR SPLICE BOLT & NUT

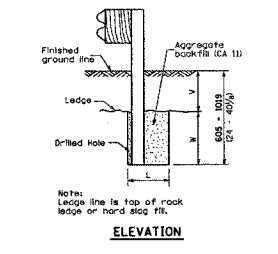
(Sheet 2 of 4)



(Sheet 3 of 4)

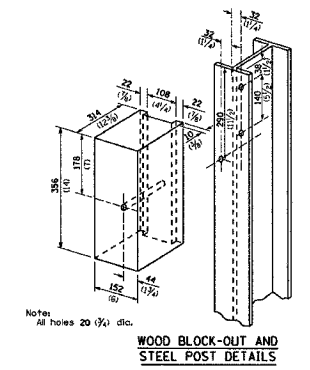


GUARDRAIL PLACED BEHIND CURB
D = 0 minimum to 300 (12) maximum and desirable

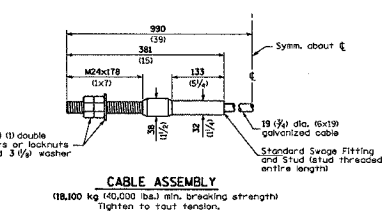


FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

V	W	L	Steel Post	Wood Post
0 - 410	610	530	530	530
410 - 1019	1241	1211	1211	1211
> 1019 - 1714	305	203	250	250
1714 - 1019	305 - 0	203	250	250
1019 - 4274	1211 - 0	181	181	181



WOOD BLOCK-OUT AND STEEL POST DETAILS



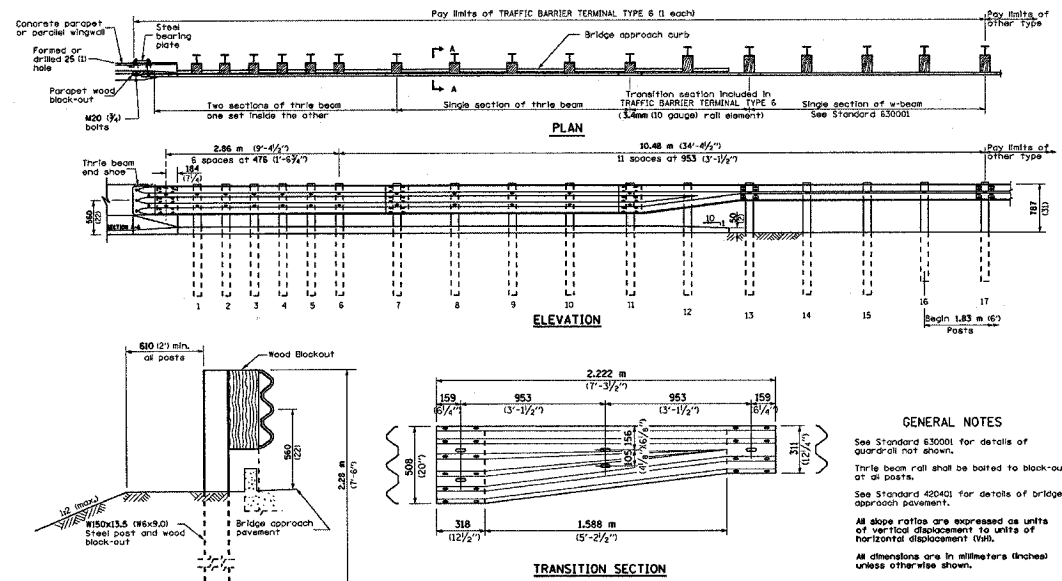
CABLE ASSEMBLY
118,100 kg (260,000 lbs) min. breaking strength
Tighten to four tenths.

STEEL PLATE BEAM
GUARDRAIL
DETAIL

(Sheet 4 of 4)

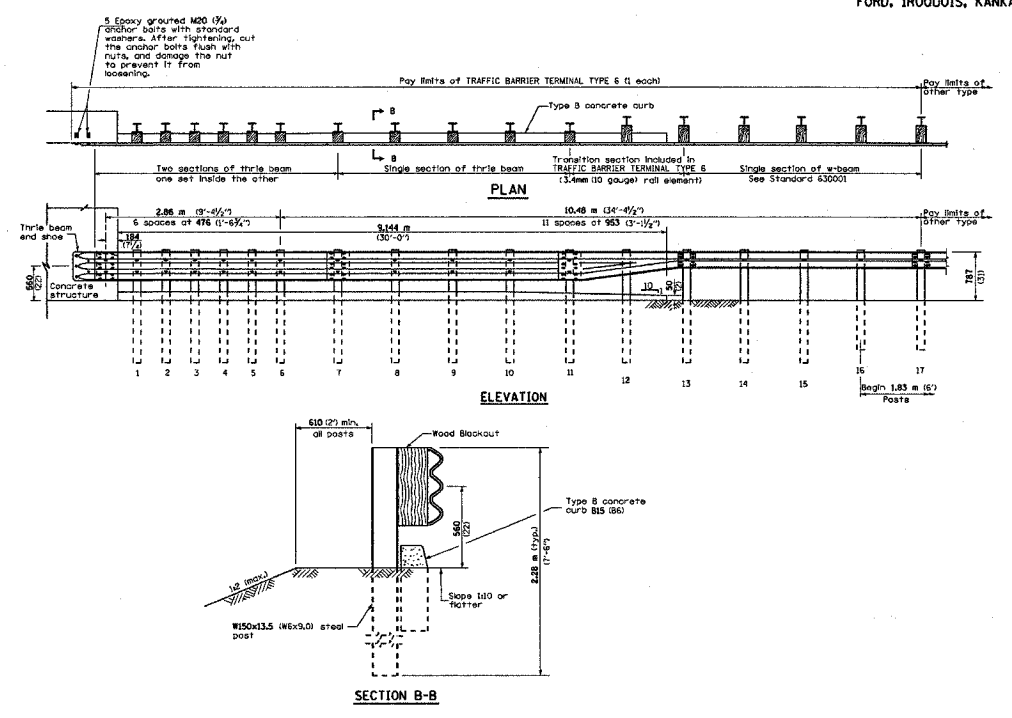
P. A. L. STL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	**	28	27
STA.		TO STA.		
FED. ROAD DIST. NO.		FED. AID PROJECT		

D3 INTERSTATE SAFETY 2007-2
FORD, IROUOIS, KANKAKEE

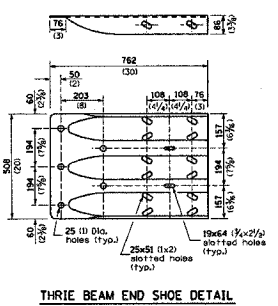


GENERAL NOTES
See Standard 63001 for details of quadrant not shown.
Thrie beam rail shall be bolted to block-out or all posts.
See Standard 42040 for details of bridge approach pavement.
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
All dimensions are in millimeters (inches) unless otherwise shown.

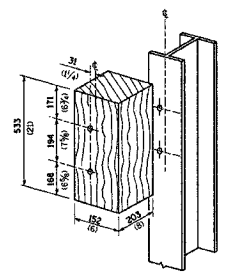
Sheet 1 of 3



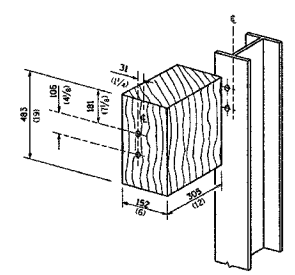
Sheet 2 of 3



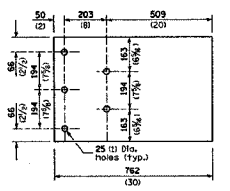
THRIE BEAM END SHOE DETAIL



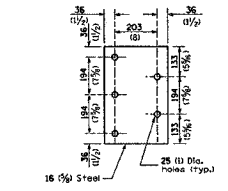
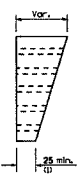
POSTS 1-11 WOOD BLOCKOUT DETAIL



POSTS 12-17 WOOD BLOCKOUT DETAIL



PARAPET WOOD BLOCK-OUT DETAIL



PARAPET STEEL BEARING PLATE DETAIL
16 (5) Steel
15 each individual 125x125x16 (5x5x5/8) steel plates with centered 25 (1) holes may be substituted for the plate shown.

Sheet 3 of 3

TRAFFIC BARRIER
TERMINAL, TYPE 6
DETAIL

* DATE - TIME *
c:\pro\jects\ec02706\66638\def\11s.dgn

