

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

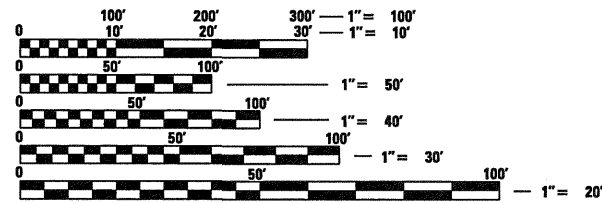
FAS ROUTE 2484 (IL 165)  
SECTION 124BR-1  
PROJECT ACRS-2484(107)  
BRIDGE REPLACEMENT  
MCLEAN COUNTY  
MONEY CREEK 2.9 MI. N. OF IL 9  
C-95-126-06

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2484	124BR-1	MCLEAN	55	1
FED. ROAD DIST. NO. 5	ILLINOIS	CONTRACT NO. 70612		

D-95-126-06



FOR INDEX OF SHEETS, SEE SHEET NO. 2



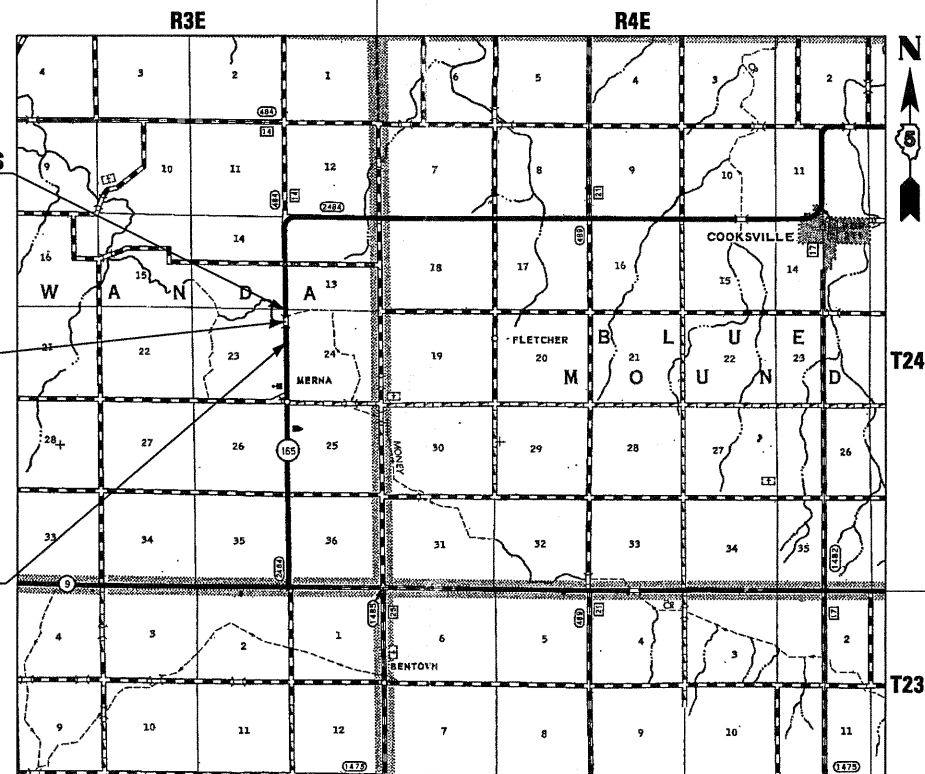
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

MAJOR COLLECTOR - NON-URBAN  
ADT=650 (2007)  
SU=9.0%, MU=4.4%  
PC=86.6%

PROPOSED SN 057-0248  
STATION 152+31.00 (IL RTE 165)  
3-SPANS @ 117'-0" B-B ABUTS.  
32'-0" REINF. CONC. DECK  
SKEW = 0 DEGREES

PROPOSED IMPROVEMENT ENDS  
Sta. 154+00.00

PROPOSED IMPROVEMENT BEGINS  
Sta. 151+00.00



LOCATION MAP



GROSSNET LENGTH = 300 FT. = 0.057 MILE

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

PROJECT ENGINEER: JASON STULTS  
CONSULTANT LIAISON: RUSTIN KEYS  
DISTRICT 5 PHONE NUMBER: (217) 465-4181

CONTRACT NO. 70612

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED 8/10 2010  
Jason L. Gowen  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 1 2010  
Scott E. Stitt, P.E., I.B.  
acting ENGINEER OF DESIGN AND ENVIRONMENT

October 1 2010  
Christine M. Reed, I.B.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

BLANK, WESSELINK, COOK & ASSOCIATES  
ENGINEERS - CONSULTANTS  
DECATUR, ILLINOIS



Charles W. Guthrie, Jr.  
CHARLES W. GUTHRIE, JR., P.E.

DATE August 4 2010

EXPIRES NOVEMBER 30, 2011

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OF THE STATE OF ILLINOIS

BLANK, WESSELINK, COOK & ASSOCIATES ENGINEERS - CONSULTANTS DECATUR, ILLINOIS

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- 482011-03 HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
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- 630001-08 STEEL PLATE BEAM GUARDRAIL
- 630301-05 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631011-06 TRAFFIC BARRIER TERMINAL, TYPE 2
- 631031-08 TRAFFIC BARRIER TERMINAL, TYPE 6
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- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 666001-01 RIGHT-OF-WAY MARKERS
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- 701001-02 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5M (15') AWAY
- 701006-03 OFF-ROAD OPERATIONS, 2L, 2W, 4.5M (15') TO 600MM (24") FROM PAVEMENT EDGE
- 701011-02 OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701201-03 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
- 701301-03 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701321-10 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701901-01 TRAFFIC CONTROL DEVICES
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- 780001-02 TYPICAL PAVEMENT MARKINGS
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- 886001-01 DETECTOR LOOP INSTALLATIONS
- 886006-01 TYPICAL LAYOUT FOR DETECTION LOOPS

**GENERAL NOTES**

1. 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.
2. G.N. 105.09A  
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN DATUM OF 1988 (NAVD 88).
3. G.N. 107.31  
UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.  
  
UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800) 892-0123.
4. G.N. 201  
TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.
5. G.N. 250C-SPL  
TEMPORARY EROSION CONTROL SEEDING 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 WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.
6. G.N. 406  
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.
7. GN. 406H  
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	MAINLINE PAVEMENT
MIXTURE USE(S):	SURFACE COURSE & HMA SHOULDERS
AC/PG:	PG 64-22
RAP % (MAX)	15
DESIGN AIR VOIDS:	4.0% @ NDES=50
MIX COMP: (GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIX "C"

LOCATION(S):	MAINLINE PAVEMENT
MIXTURE USE(S):	FLEXIBLE CONNECTOR, BASE COURSE (OPTION)
AC/PG:	PG 64-22
RAP % (MAX)	25
DESIGN AIR VOIDS:	4.0% @ NDES=50
MIX COMP: (GRADATION)	IL 19.0
FRICTION AGGREGATE:	N/A

8. G.N. 542  
BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.
9. G.N. 542.07  
AT LOCATIONS WHERE END SECTIONS ARE SPECIFIED, CAST-IN-PLACE CONCRETE HEADWALLS WILL NOT BE ALLOWED.
10. G.N. 542B  
ALL THE ENTRANCE CULVERTS LENGTHS SHOWN IN THE PLANS WERE CALCULATED WITH THE ASSUMPTION THAT METAL PIPES AND METAL END SECTION WOULD BE USED.
11. G.N. 631  
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.
12. G.N. 703A  
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).
13. G.N. 781  
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9M) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).
14. G.N. 1004.01  
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.
15. G.N. 2003B  
AN ALUMINUM TABLET OF THE TYPE SHOWN ON STANDARD 667101 SHALL BE PLACED ON THE PROPOSED STRUCTURE AS DIRECTED BY THE ENGINEER. THE BENCH MARK ELEVATION WILL BE ESTABLISHED AND MARKED BY THE DEPARTMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR PERMANENT BENCH MARKS.

**COMMITMENTS**

THERE ARE NO COMMITMENTS FOR THIS PROJECT.

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES</b>			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -					2484	1248R-1	MCLEAN	55	2
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.			CONTRACT NO. 70612				
	PLOT DATE = #DATE#	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

DECATUR, ILLINOIS

ENGINEERS - CONSULTANTS

BLANK, WESSELINK, COOK & ASSOCIATES

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY RURAL TWO-LANE ROADWAY 80% FEDERAL 20% STATE 00II
2010010	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	8
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	292
20200100	EARTH EXCAVATION	CU YD	120
20300100	CHANNEL EXCAVATION	CU YD	430
20400800	FURNISHED EXCAVATION	CU YD	385
25000210	SEEDING, CLASS 2A	ACRE	0.75
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	69
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	69
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	69
25100630	EROSION CONTROL BLANKET	SO YD	2081
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	75
28000305	TEMPORARY DITCH CHECKS	FOOT	102
28000400	PERIMETER EROSION BARRIER	FOOT	880
28000500	INLET AND PIPE PROTECTION	EACH	1
28100107	STONE RIPRAP, CLASS A4	SO YD	1424
28200200	FILTER FABRIC	SO YD	1424
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	22
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	44
40600300	AGGREGATE (PRIME COAT)	TON	1
40600990	TEMPORARY RAMP	SO YD	66
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	26
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	46
44000100	PAVEMENT REMOVAL	SO YD	149
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	363
44004250	PAVED SHOULDER REMOVAL	SO YD	77
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SO YD	90
48203100	HOT-MIX ASPHALT SHOULDERS	TON	8
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	287
50300100	FLOOR DRAINS	EACH	14
50300225	CONCRETE STRUCTURES	CU YD	123.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	392.1
50300260	BRIDGE DECK GROOVING	SO YD	587
50300280	CONCRETE ENCASEMENT	CU YD	7.2
50300300	PROTECTIVE COAT	SO YD	754

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY RURAL TWO-LANE ROADWAY 80% FEDERAL 20% STATE 00II
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	106240
50800515	BAR SPLICERS	EACH	474
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	1774
51202305	DRIVING PILES	FOOT	1774
51203200	TEST PILE METAL SHELLS	EACH	3
51500100	NAME PLATES	EACH	1
54205470	PIPE CULVERTS, CLASS D, TYPE I EQUIVALENT ROUND-SIZE 15"	FOOT	40
54214290	END SECTIONS, EQUIVALENT ROUND-SIZE 15"	EACH	2
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	37
20046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	124
61100605	MISCELLANEOUS CONCRETE	CU YD	0.3
61139900	STORM SEWERS, SPECIAL 6"	FOOT	30
63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	250.0
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3
63200310	GUARDRAIL REMOVAL	FOOT	409
63300725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	25.0
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	14
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	7
67100100	MOBILIZATION	L SUM	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	74
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	966
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	690
70400100	TEMPORARY CONCRETE BARRIER	FOOT	400.0
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	400.0
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	966
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	4
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2
78200405	GUARDRAIL MARKERS	EACH	6
78200500	BARRIER WALL MARKERS	EACH	4

\* DENOTES SPECIALTY ITEM

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PLOT SCALE = 40.000 / IN.	PLOT DATE = 8/13/2010	CHECKED - DATE -	REVISED - REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 3
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70612	

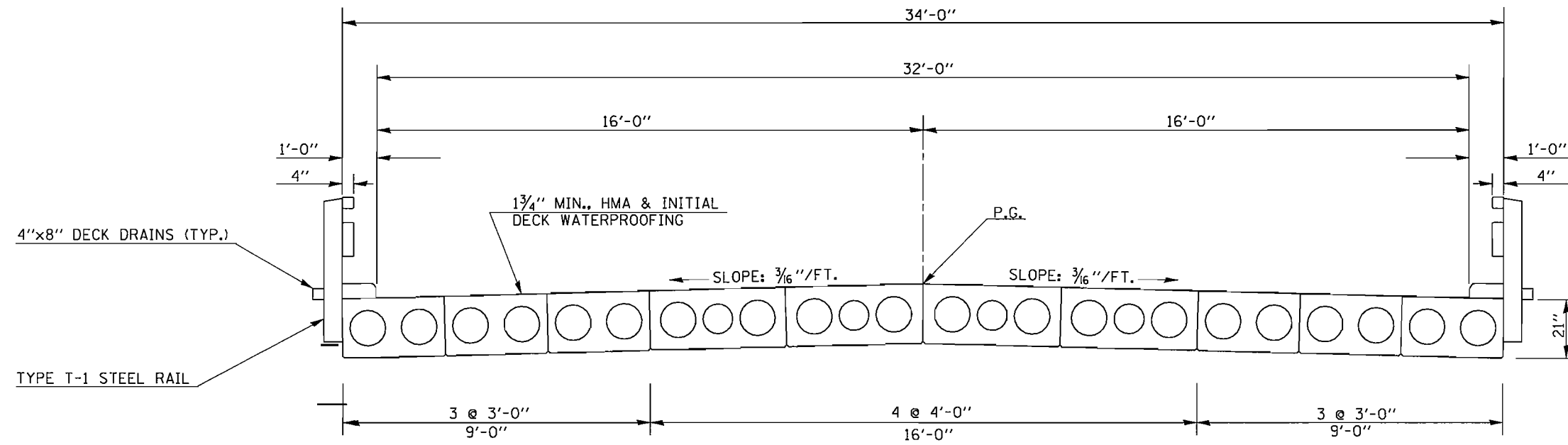






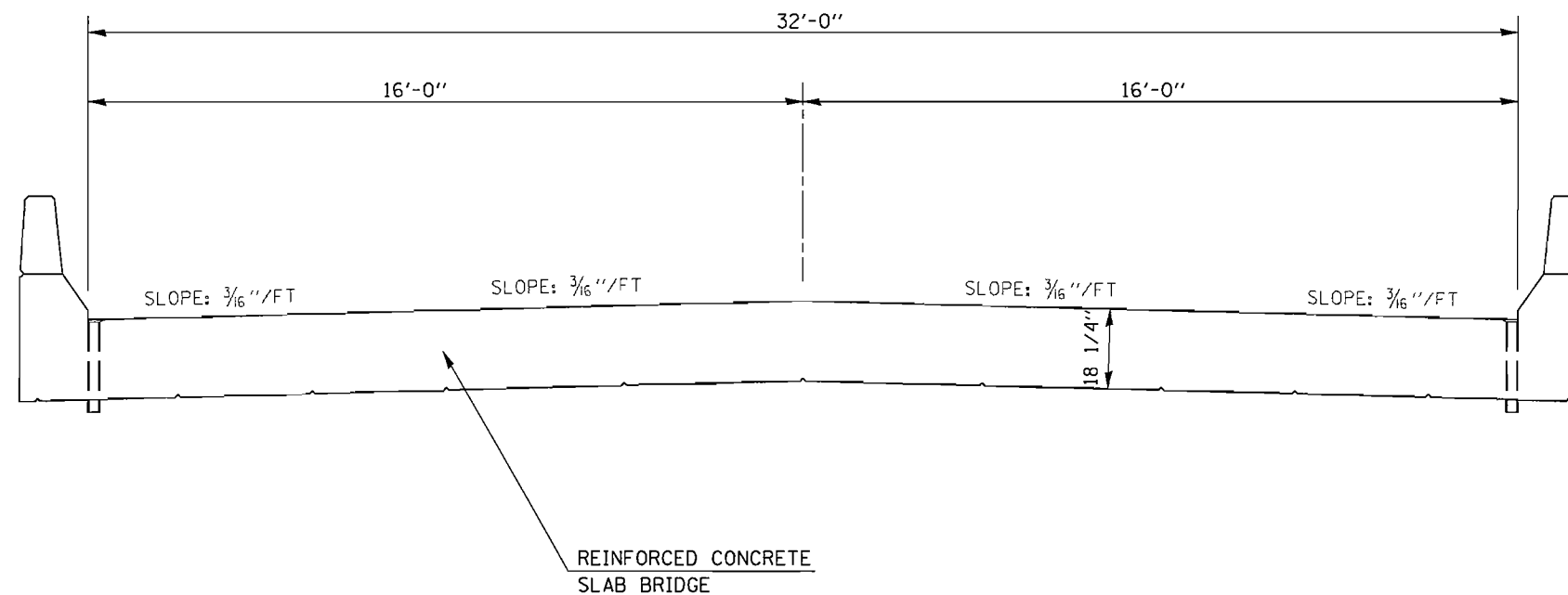
## EXISTING STRUCTURE CROSS SECTION

STA. 151 + 87.00 TO STA. 152 + 80.00



## PROPOSED STRUCTURE CROSS SECTION

STA. 151 + 72.50 TO STA. 152 + 89.50



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS		2484	124BR-1	MCLEAN	55	6
		CHECKED -	REVISED -					CONTRACT NO. 70612				
		DATE -	REVISED -					FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

**EARTHWORK**

LOCATION	EARTH EXCAVATION (CU YD)	EARTH EXCAV. ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT (FILL) (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	CHANNEL EXCAVATION (CU YD)
IL 165 LT	57	43	180	-137	
IL 165 RT	63	47	122	-75	
MONEY CREEK			170	-170	430
TOTAL	120			-382	430
EARTH EXCAVATION	120	FURNISHED EXCAVATION		385	

\*AN EARTH SHRINKAGE FACTOR OF 0.25 IS APPLIED

**TREE REMOVAL (6 TO 15 UNITS DIAMETER)**

STATION	OFFSET	UNITS
152+62.43	31.3' RT	8

**TREE REMOVAL (OVER 15 UNITS DIAMETER)**

STATION	OFFSET	UNITS
150+89.00	34.9' RT	24
150+91.25	35.1' RT	20
151+28.08	37.5' RT	18
151+30.43	36.1' RT	24
151+41.08	37.1' RT	24
151+70.48	34.7' RT	18
151+71.34	39.5' RT	28
152+00.19	34.8' RT	28
152+74.97	30.4' RT	30
153+50.57	34.3' RT	24
153+51.89	32.3' RT	18
153+58.21	33.4' RT	36
TOTAL		292

**EROSION CONTROL BLANKET**

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 165	150+15.00	152+15.00	LT	778
	149+15.00	152+00.00	RT	507
	153+00.00	155+47.00	LT	412
	153+00.00	153+75.00	RT	150
MONEY CREEK	102+05.00	103+40.00	LT	135
	101+92.00	103+36.00	RT	64
	104+06.00	104+50.00	LT	24
	104+15.00	104+35.00	RT	11
TOTAL				2081

**TEMPORARY DITCH CHECKS**

STATION	OFFSET	FOOT
150+50.00	LT	17
151+50.00	LT	17
150+00.00	RT	17
151+00.00	RT	17
151+50.00	RT	17
153+50.00	RT	17
TOTAL		102

**PERIMETER EROSION BARRIER**

STATION TO	STATION	OFFSET	FOOT
150+00.00	152+05.00	LT	205
149+00.00	151+85.00	RT	285
152+65.00	155+50.00	LT	285
152+70.00	153+75.00	RT	105
TOTAL			880

**INLET AND PIPE PROTECTION**

STATION	OFFSET	EACH
154+05.00	RT	1

**SEEDING, FERTILIZERS AND MULCH**

LOCATION	STATION TO	STATION	OFFSET	SEEDING CLASS 2A (ACRE)	NITROGEN FERTILIZER (POUND)	PHOSPHORUS FERTILIZER (POUND)	POTASSIUM FERTILIZER (POUND)	TEMPORARY EROSION CONTROL SEEDING (POUND)
IL 165	150+15.00	155+47.00	LT	0.25	23	23	23	25
IL 165	149+15.00	153+75.00	RT	0.25	23	23	23	25
MONEY CREEK	101+92.00	104+50.00	LT&RT	0.25	23	23	23	25
				0.75	69	69	69	75

**STONE RIPRAP, CLASS A4**

LOCATION	STATION TO	STATION	OFFSET	SQ YD
MONEY CREEK	102+23.28	103+47.53	LT&RT	497
	103+99.05	104+23.28	LT&RT	118
TOTAL				615

SEE BRIDGE PLANS FOR ADDITIONAL QUANTITY

**FILTER FABRIC**

LOCATION	STATION TO	STATION	OFFSET	SQ YD
MONEY CREEK	102+23.28	103+47.53	LT&RT	497
	103+99.05	104+23.28	LT&RT	118
TOTAL				615

SEE BRIDGE PLANS FOR ADDITIONAL QUANTITY

**BITUMINOUS MATERIALS (PRIME COAT)**

LOCATION	STATION TO	STATION	OFFSET	GALLON
IL 165	151+00.00	151+43.00	LT&RT	15
	153+19.00	154+00.00	LT&RT	29
TOTAL				44

**AGGREGATE (PRIME COAT)**

LOCATION	STATION TO	STATION	OFFSET	TON
IL 165	151+00.00	151+36.50	LT&RT	0.4
	153+25.50	154+00.00	LT&RT	0.6
TOTAL				1.0

**TEMPORARY RAMP**

STATION TO	STATION	OFFSET	SQ YD
151+34.50	151+43.00	LT&RT	33
153+19.00	153+27.50	LT&RT	33
TOTAL			66

**HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50**

LOCATION	STATION TO	STATION	OFFSET	TON
IL 165	151+00.00	151+30.00	LT&RT	7
	151+30.00	151+37.00	LT&RT	2
	153+25.00	153+28.00	LT&RT	1
	153+28.00	154+00.00	LT&RT	16
TOTAL				26

**BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)**

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 165	151+37.00	151+43.00	LT&RT	23
	153+19.00	153+25.00	LT&RT	23
TOTAL				46

**PAVEMENT REMOVAL**

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 165	151+36.50	151+67.00	LT&RT	81
	153+00.00	153+25.50	LT&RT	68
TOTAL				149

**HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH**

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 165	151+00.00	151+30.00	LT&RT	107
	153+28.00	154+00.00	LT&RT	256
TOTAL				363

**APPROACH SLAB REMOVAL**

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 165	151+67.00	151+87.00	LT&RT	49
	152+80.00	153+00.00	LT&RT	49
TOTAL				98

**PAVED SHOULDER REMOVAL**

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 165 APPROACH SHLDRS	151+72.00	151+87.00	LT	10
	151+72.00	151+87.00	RT	10
	152+80.00	152+95.00	LT	10
	152+80.00	152+95.00	RT	10
BASE COURSE WIDENING REMOVAL	151+36.50	151+42.50	LT	3
	151+36.50	151+74.00	RT	17
	153+19.50	153+25.50	LT	3
	152+93.00	153+25.50	RT	14
TOTAL				77

**AGGREGATE SHOULDERS, TYPE B, 6"**

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 165	149+15.00	150+15.00	RT	44
	154+43.00	155+47.00	LT	46
TOTAL				90

**HOT-MIX ASPHALT SHOULDERS**

LOCATION	STATION TO	STATION	OFFSET	TON
IL 165	151+00.00	151+30.00	LT	1.1
	151+00.00	151+30.00	RT	1.1
	151+30.00	151+37.00	LT	0.3
	151+30.00	151+37.00	RT	0.3
	153+25.00	153+28.00	LT	0.1
	153+25.00	153+28.00	RT	0.1
	153+28.00	154+00.00	LT	2.7
	153+28.00	154+00.00	RT	2.7
TOTAL				8.4
ROUNDED TOTAL				8

**STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS**

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 165	151+02.35	151+14.85	LT	12.5
	150+02.35	151+14.85	RT	112.5
	153+47.15	154+59.65	LT	112.5
	153+47.15	153+59.65	RT	12.5
TOTAL				250.0

**TRAFFIC BARRIER TERMINAL, TYPE 2**

LOCATION	STATION TO	STATION	OFFSET	EACH
IL 165	153+75.15	153+75.15	RT	1

**TRAFFIC BARRIER TERMINAL, TYPE 6**

LOCATION	STATION TO	STATION	OFFSET	EACH
IL 165	151+14.85	151+60.50	LT	1
	151+14.85	151+60.50	RT	1
	153+01.50	153+47.15	LT	1
	153+01.50	153+47.15	RT	1
TOTAL				4

**TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT**

LOCATION	STATION TO	STATION	OFFSET	EACH
IL 165	150+52.35	151+02.35	LT	1
	149+52.35	150+02.35	RT	1
	154+59.65	155+09.65	LT	1
TOTAL				3

**GUARD RAIL REMOVAL**

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 165	151+10.00	151+87.00	LT	77
	150+47.00	151+87.00	RT	140
	152+80.00	153+95.00	LT	115
	152+80.00	153+57.00	RT	77
TOTAL				409

**STEEL PLATE BEAM GUARD RAIL (SHORT RADIUS)**

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 165	153+59.65	153+75.15	RT	25.0

**FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS**

STATION	OFFSET	EACH
149+00.00	33' LT	1
149+00.00	60' LT	1
149+00.00	33' RT	1
149+00.00	50' RT	1
150+00.00	50' RT	1
150+68.00	75' RT	1
151+80.00	75' RT	1
151+80.00	170' RT	1
152+70.00	170' RT	1
152+70.00	50' RT	1
156+00.00	60' LT	1
156+00.00	33' LT	1
154+25.00	50' RT	1
154+25.00	33' RT	1
TOTAL		14

**SHORT TERM PAVEMENT MARKING**

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 165	150+15.00	154+43.00	CL	44
	151+00.00	154+00.00	CL	30
	TOTAL			74

**TEMPORARY PAVEMENT MARKING - LINE 4"**

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 165	150+15.00	154+43.00	CL	966

**WORKZONE PAVEMENT MARKING REMOVAL**

LOCATION	OFFSET	SO FT
IL 165 (STAGE I)	LT&RT	289
IL 165 (STAGE II)	LT&RT	377
IL 165 (SHT TRM)	CL	24
TOTAL		690

**TEMPORARY CONCRETE BARRIER**

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 165	150+28.81	154+33.32	LT&RT	400.0

**RELOCATE TEMPORARY CONCRETE BARRIER**

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 165	150+28.81	154+33.32	LT&RT	400.0

**PAINT PAVEMENT MARKING - LINE 4"**

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 165	150+15.00	154+43.00	CL, LT&RT	966

**RAISED REFLECTIVE PAVEMENT MARKER**

LOCATION	STATION	OFFSET	TWO WAY AMBER
IL 165	150+15.00	-	1
	150+95.00	-	1
	151+75.00	-	1
	152+55.00	-	1
	153+35.00	-	1
	154+15.00	-	1
TOTAL			4

**RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)**

LOCATION	STATION	OFFSET	TWO WAY AMBER
IL 165	150+15.00	-	1
	150+95.00	-	1
	151+75.00	-	1
	152+55.00	-	1
	153+35.00	-	1
TOTAL			2

**TERMINAL MARKER - DIRECT APPLIED**

LOCATION	STATION	OFFSET	EACH
IL 165	150+51.85	LT	1
	149+51.85	RT	1
	155+10.15	LT	1
TOTAL			3

**GUARDRAIL MARKERS**

STATION TO	OFFSET	GUARDRAIL MARKERS	BARRIER WALL MARKERS
IL 165			
BEGIN STA.	149+51.85	RT	
	150+31.85	RT	1
	151+11.85	RT	1
	151+91.85	RT	1
	152+71.85	RT	1
END STA.	153+51.85	RT	1
	153+75.15	RT	
BEGIN STA.	150+51.85	LT	
	151+10.15	LT	1
	151+90.15	LT	1
	152+70.15	LT	1
	153+50.15	LT	1
	154+30.15	LT	1
END STA.	155+10.15	LT	
TOTAL		6	4

**PAVEMENT MARKING REMOVAL**

LOCATION	STATION TO	STATION	OFFSET	SO FT
IL 165	150+15.00	154+43.00	RT	143
	150+15.00	154+43.00	LT	143
TOTAL				286

**RAISED REFLECTIVE PAVEMENT MARKER REMOVAL**

LOCATION	STATION	OFFSET	TWO WAY AMBER
IL 165	150+15.00	-	1
	150+95.00	-	1
	151+75.00	-	1
	152+55.00	-	1
	153+35.00	-	1
	154+15.00	-	1
TOTAL			6

**AGGREGATE SURFACE COURSE, TYPE B**

LOCATION	STATION	OFFSET	TON
IL 165	153+85.38	RT	22

**BASE COURSE (OPTION)**

LOCATION	STATION TO	STATION	OFFSET	SO YD
IL 165	150+15.00	151+43.00	LT	57
	150+15.00	151+74.00	RT	71
	153+19.00	154+43.00	LT	55
	152+93.00	154+43.00	RT	67
TOTAL				250

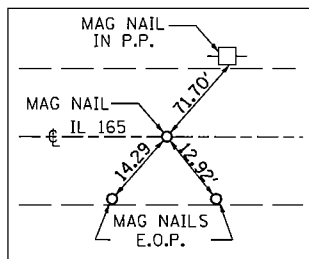
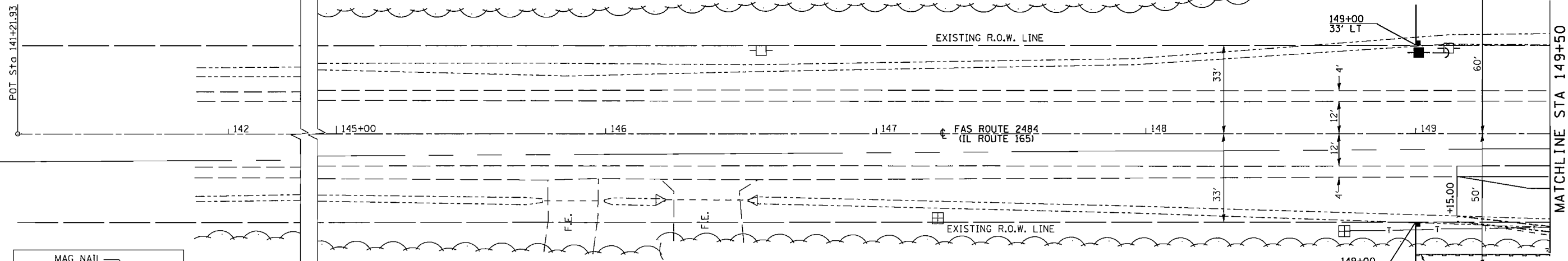
**IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3**

LOCATION	STATION	OFFSET	EACH
IL 165	150+28.81	6.5' LT	1
	154+33.32	6.5' LT	1
TOTAL			2

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

LOCATION	STATION	OFFSET	EACH
IL 165	150+28.81	5.5' LT	1
	154+33.32	5.5' LT	1
TOTAL			2

SEC 23 T24N R3E 3RD PM

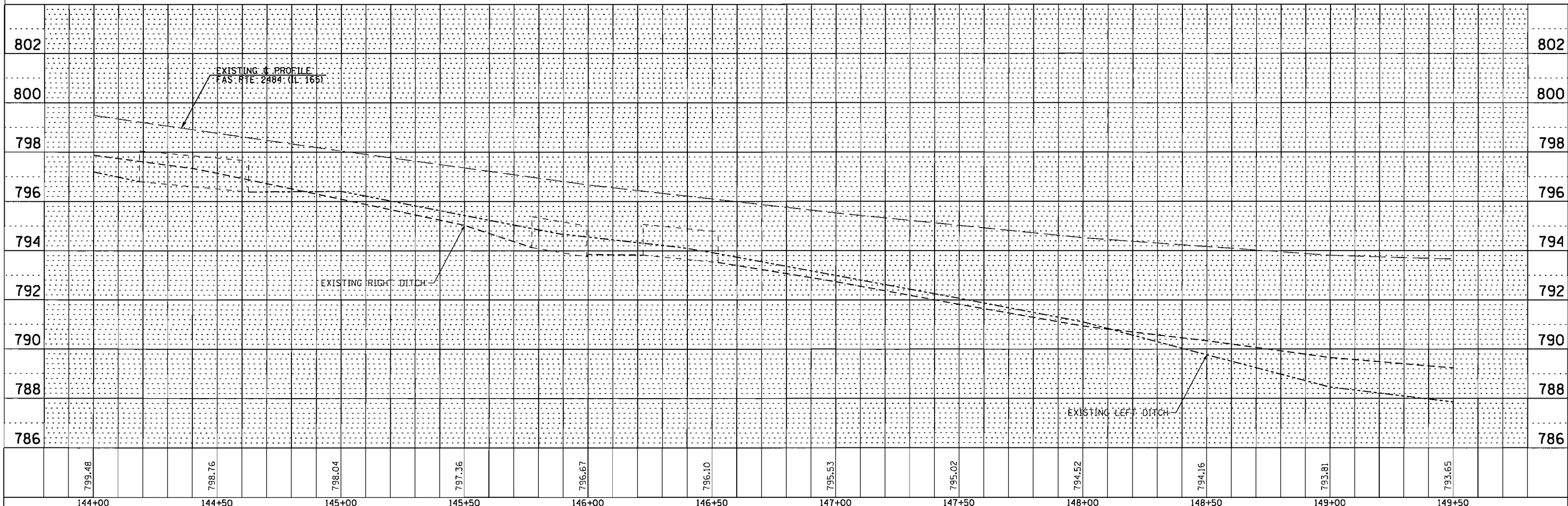


P.O.T. STA 141+21.93

SEC 24 T24N R3E 3RD PM

PLAN	REVISIONS	DATE
NOTE BOOK NO.	NOTATION	
NO.		

PROFILE	REVISIONS	DATE
NOTE BOOK NO.	NOTATION	
NO.		



FILE NAME =	USER NAME = #USER#	DESIGNED - CWG	REVISED -	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 9
#FILEL#		DRAWN -	REVISED -	CONTRACT NO. 70612				
		CHECKED -	REVISED -	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
		DATE -	REVISED -					

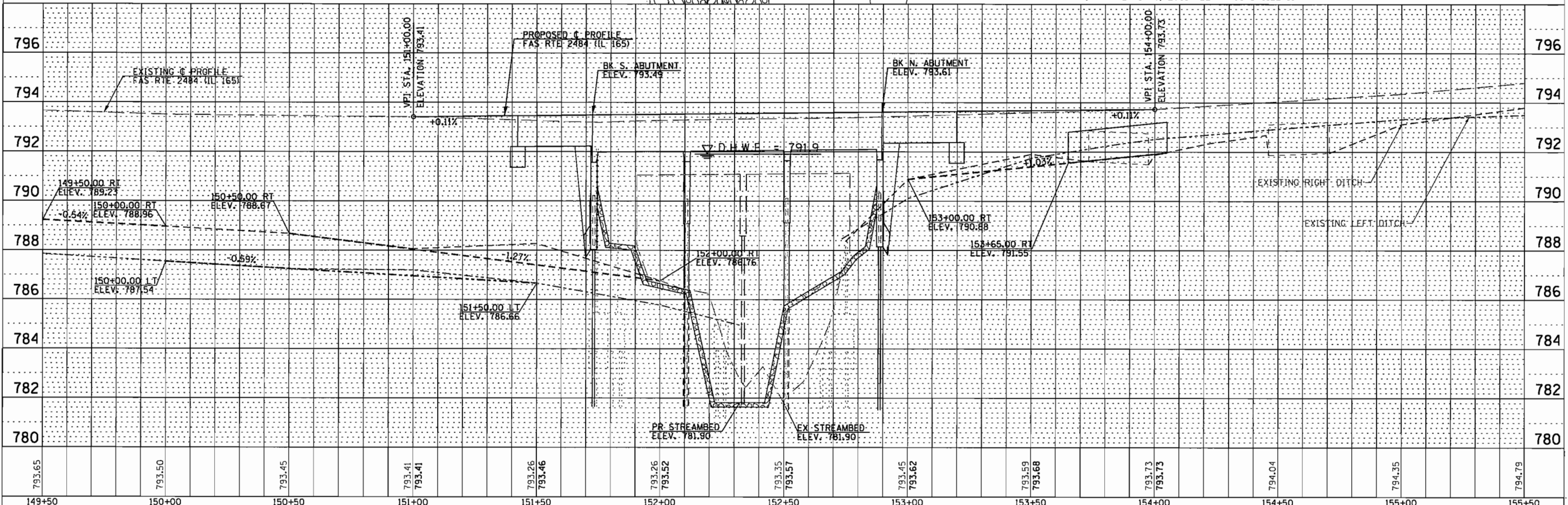
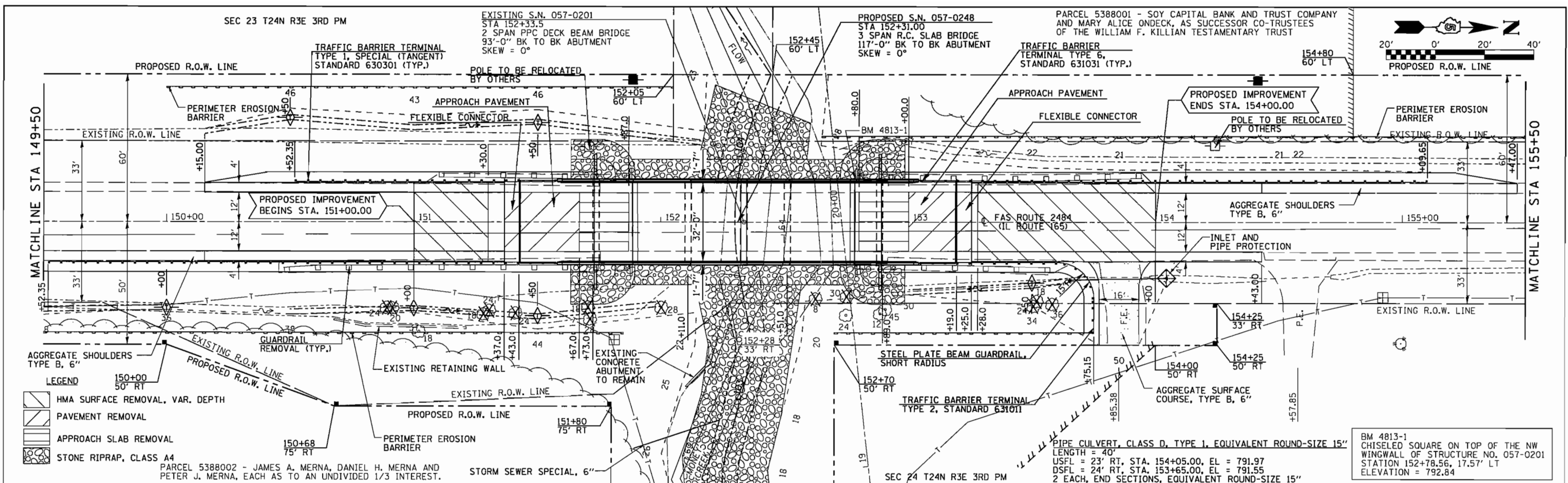
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

SCALE: SHEET NO. 1 OF 3 SHEETS STA. 144+00 TO STA. 149+50

DATE	
BY	
REVISIONS	
NO.	
DATE	
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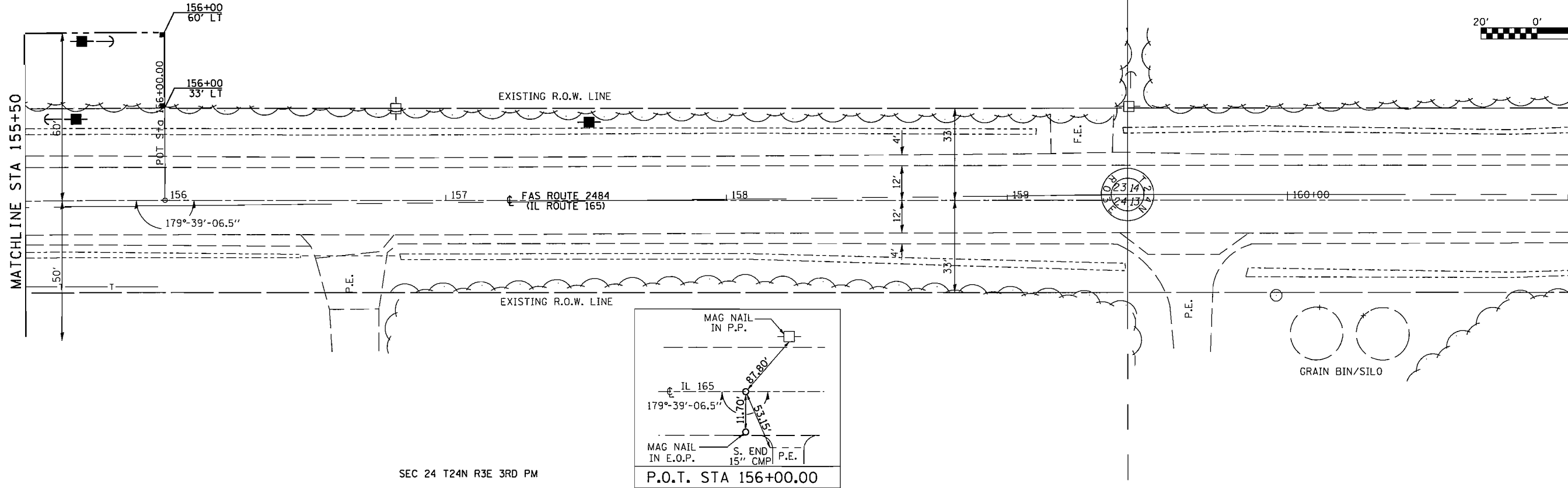
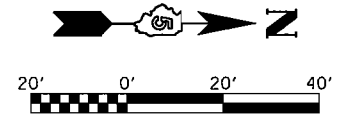
PARCEL 5388002 - JAMES A. MERNA, DANIEL H. MERNA AND PETER J. MERNA, EACH AS TO AN UNDIVIDED 1/3 INTEREST.

BM 4813-1  
CHISELED SQUARE ON TOP OF THE NW WINGWALL OF STRUCTURE NO. 057-0201  
STATION 152+78.56, 17.57' LT  
ELEVATION = 792.84

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN -	REVISED -			2484	1248R-1	MCLEAN	55	10	
		CHECKED -	REVISED -			CONTRACT NO. 70612					
		DATE -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					



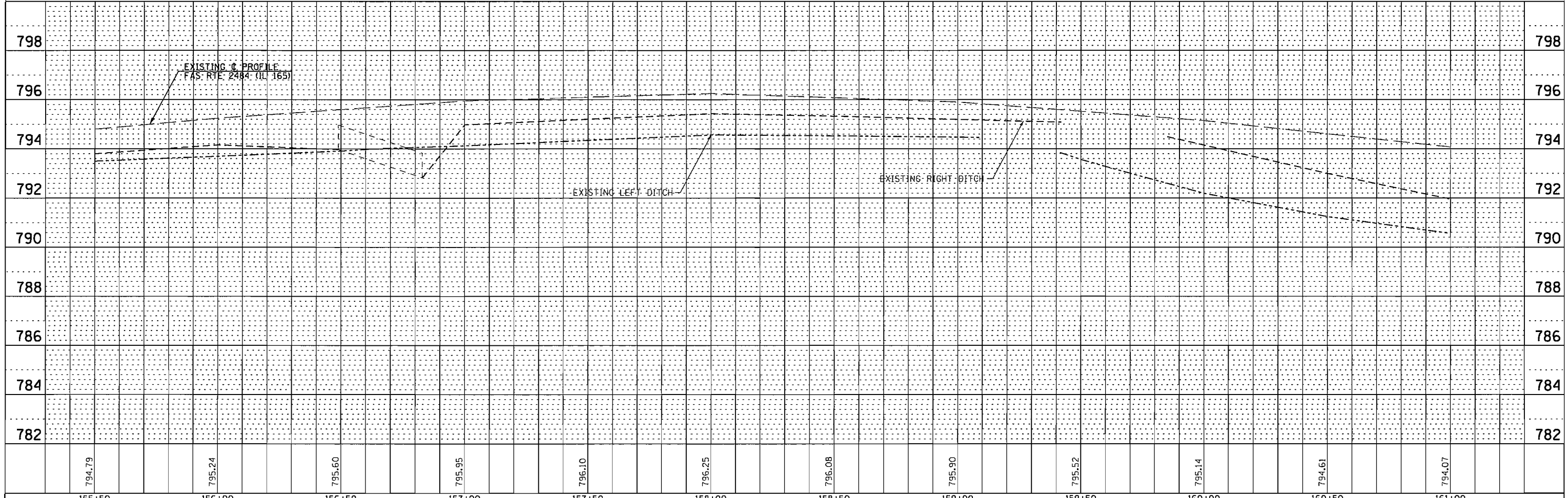
SEC 23 T24N R3E 3RD PM



SEC 24 T24N R3E 3RD PM

PLAN	REVISIONS	DATE
NO.	BY	
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PROFILE	REVISIONS	DATE
NO.	BY	
	DATE	
	BY	
	DATE	
	BY	
	DATE	



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<p align="center"><b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b></p>	<p align="center"><b>PLAN &amp; PROFILE</b></p>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN -	REVISED -			2484	124BR-1	MCLEAN	55	11
		CHECKED -	REVISED -			CONTRACT NO. 70612				
		DATE -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

**MISCELLANEOUS CONCRETE**

LOCATION	CU YD
CONCRETE COLLAR	0.14
CONCRETE HEADWALL	0.15
TOTAL	0.29
ROUNDED TOTAL	0.3

STORM SEWERS, SPECIAL, 6"  
LENGTH = 30'  
DSFL ELEV. = 784.00

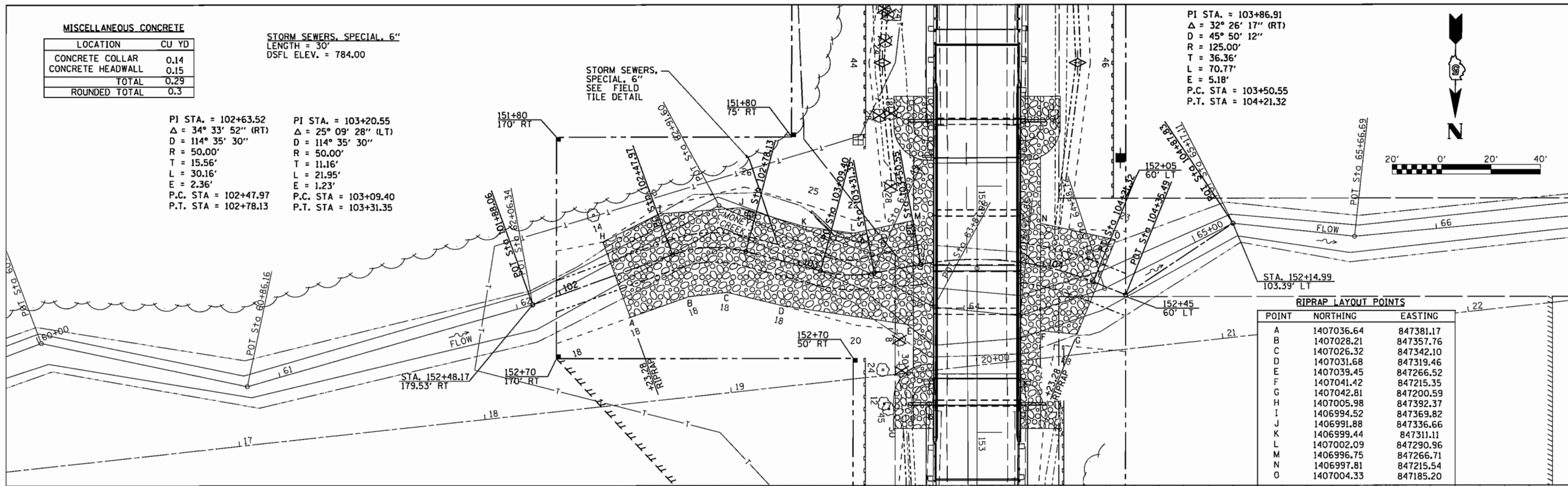
PI STA. = 102+63.52 Δ = 34° 33' 52" (RT) D = 114° 35' 30" R = 50.00' T = 15.56' L = 30.16' E = 2.36' P.C. STA = 102+47.97 P.T. STA = 102+78.13	PI STA. = 103+20.55 Δ = 25° 09' 28" (LT) D = 114° 35' 30" R = 50.00' T = 11.16' L = 21.95' E = 1.23' P.C. STA = 103+09.40 P.T. STA = 103+31.35
--	--

PI STA. = 103+86.91  
Δ = 32° 26' 17" (RT)  
D = 45° 50' 12"  
R = 125.00'  
T = 36.36'  
L = 70.77'  
E = 5.18'  
P.C. STA = 103+50.55  
P.T. STA = 104+21.32



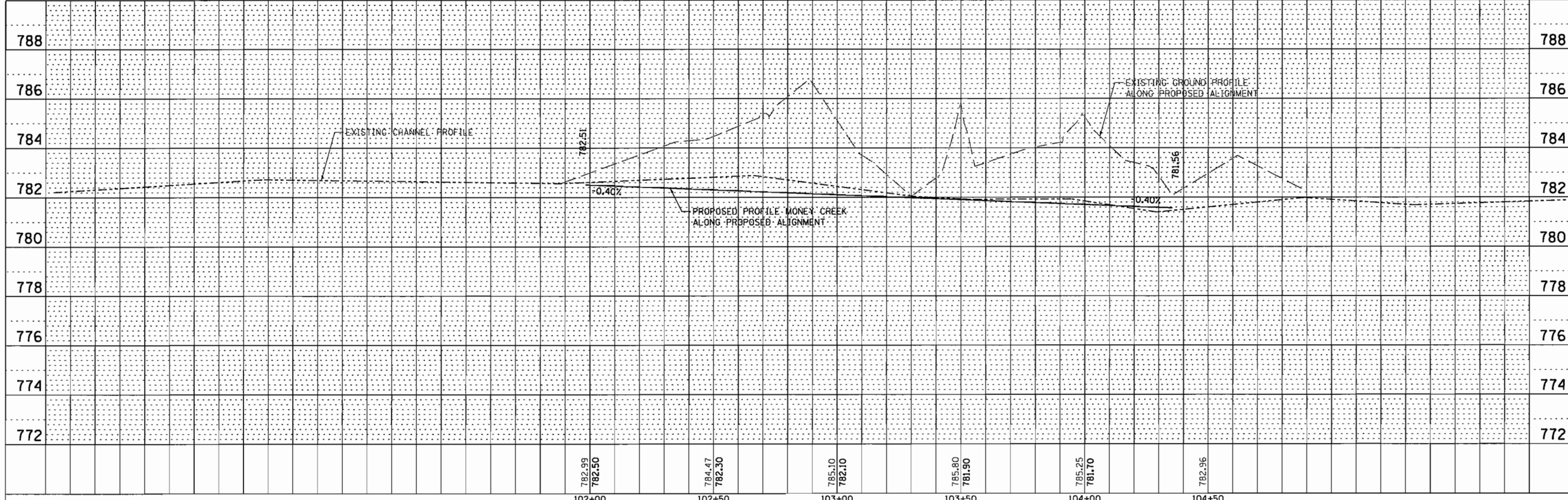
DATE	BY

DATE	BY



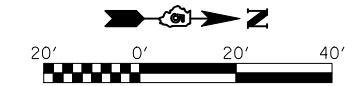
**RIPRAP LAYOUT POINTS**

POINT	NORTHING	EASTING
A	1407036.64	847381.17
B	1407028.21	847357.76
C	1407026.32	847342.10
D	1407031.68	847319.46
E	1407039.45	847266.52
F	1407041.42	847215.35
G	1407042.81	847200.59
H	1407005.98	847392.37
I	1406994.52	847369.82
J	1406991.88	847336.66
K	1406999.44	847311.11
L	1407002.09	847290.96
M	1406996.75	847266.71
N	1406997.81	847215.54
O	1407004.33	847185.20



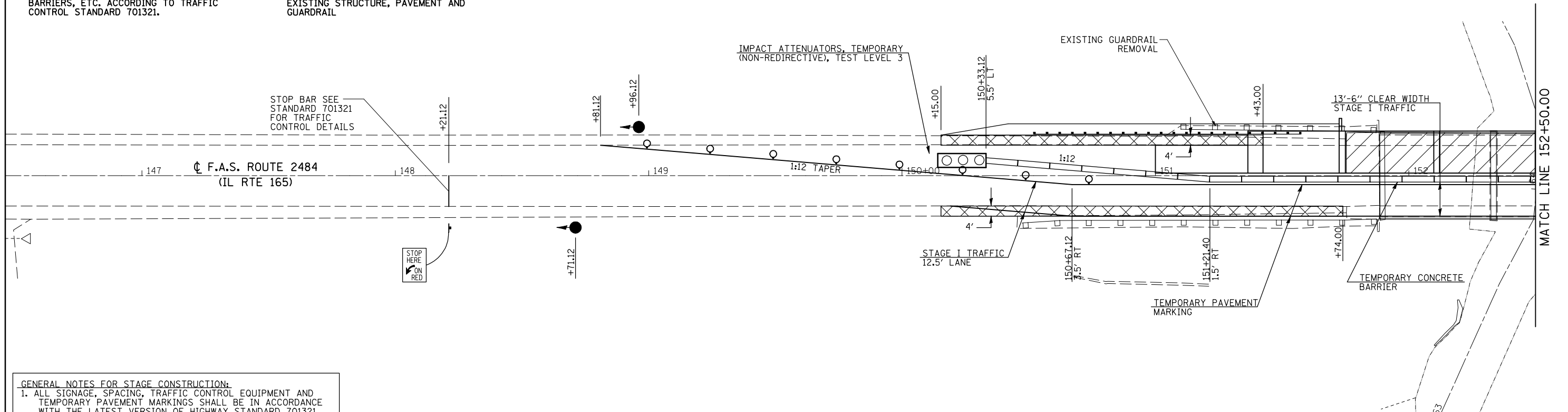
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#FILE#		DRAWN -	REVISED -					2484	124BR-1	MCLEAN	55	12
		CHECKED -	REVISED -					CONTRACT NO. 70612				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

# STAGE I TRAFFIC CONTROL



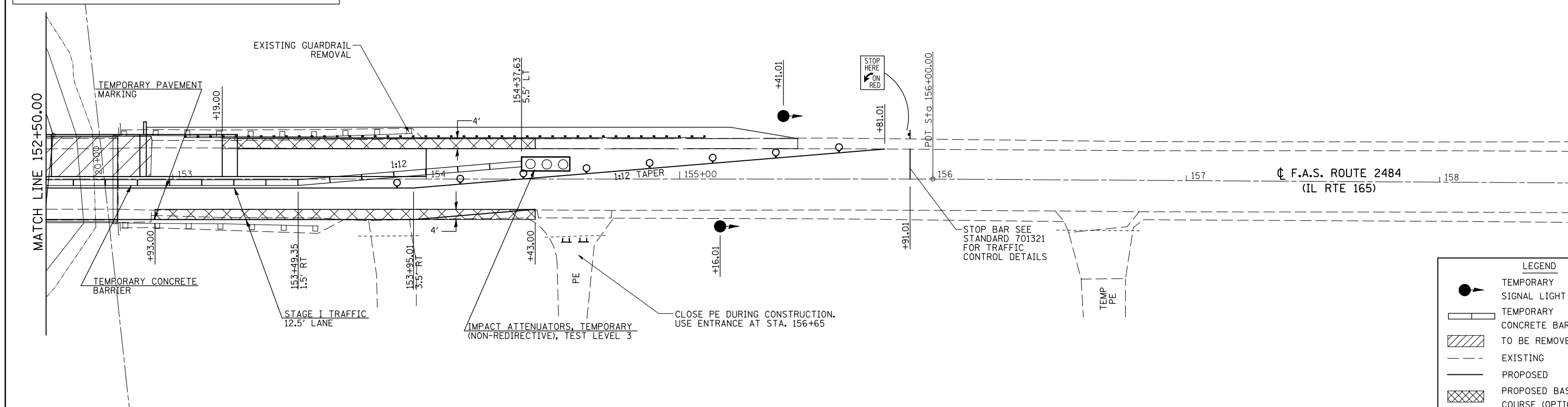
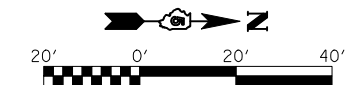
## STAGE I NOTES

1. CONSTRUCT BASE COURSE (OPTION) FOR STAGE I AND STAGE II TRAFFIC USING TRAFFIC CONTROL STANDARD 701201.
2. ERECT SIGNS, TRAFFIC SIGNALS, TEMPORARY BARRIERS, ETC. ACCORDING TO TRAFFIC CONTROL STANDARD 701321.
3. PLACE TEMPORARY PAVEMENT MARKING LINE TO ALLOW FOR A 12'-6" TRAFFIC LANE. REMOVE ANY CONFLICTING STRIPING.
4. REMOVE THE STAGE I PORTION OF THE EXISTING STRUCTURE, PAVEMENT AND GUARDRAIL
5. CONSTRUCT THE STAGE I PORTION OF THE NEW BRIDGE AND TEMPORARY RAMPS.



- GENERAL NOTES FOR STAGE CONSTRUCTION:**
1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701321 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
  2. ALL TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONSTRUCTION WILL BE MEASURED AS 1 (ONE) UNIT.
  3. BARRIER OFFSETS ARE FROM THE CENTER OF THE BARRIER.
  4. SEE BRIDGE PLANS FOR ADDITIONAL DETAILS.
  5. STOP BARS TO BE LOCATED PER STD. 701321.

# STAGE I TRAFFIC CONTROL



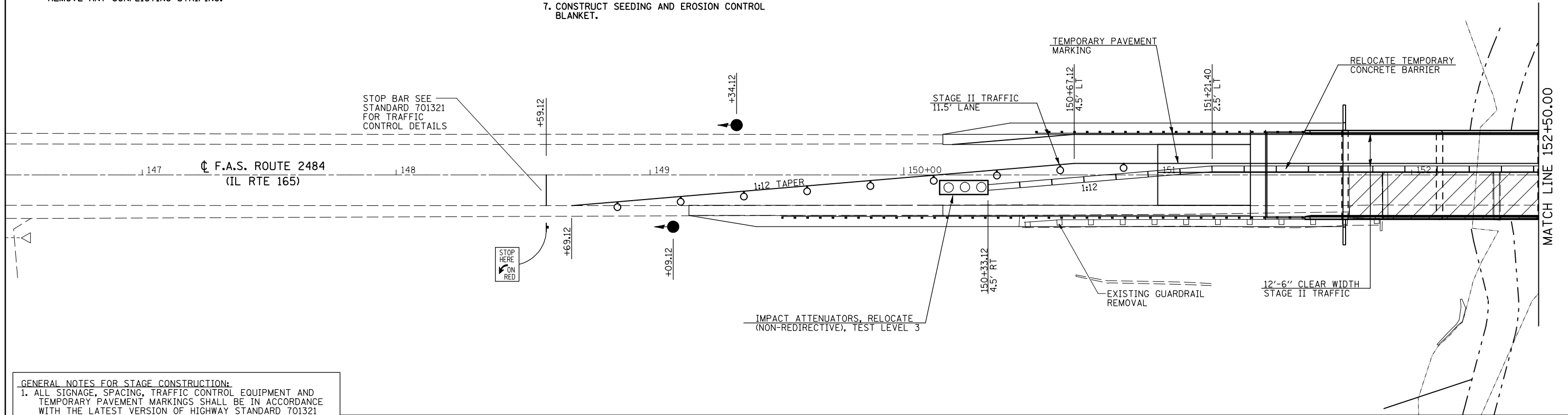
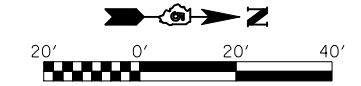
LEGEND			
	TEMPORARY SIGNAL LIGHT		
	TEMPORARY CONCRETE BARRIER		
	TO BE REMOVED		
	EXISTING		
	PROPOSED		
	PROPOSED BASE COURSE (OPTION)		

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE I CONSTRUCTION</b>			F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 13
ct:\pw\work\pwwdot\keysrb\10110114\0570612-sh1-staging.dgn		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 70612			
PLOT SCALE = 39.9471' / IN.		CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
PLOT DATE = 8/10/2010		DATE -	REVISED -									

## STAGE II TRAFFIC CONTROL

### STAGE II NOTES

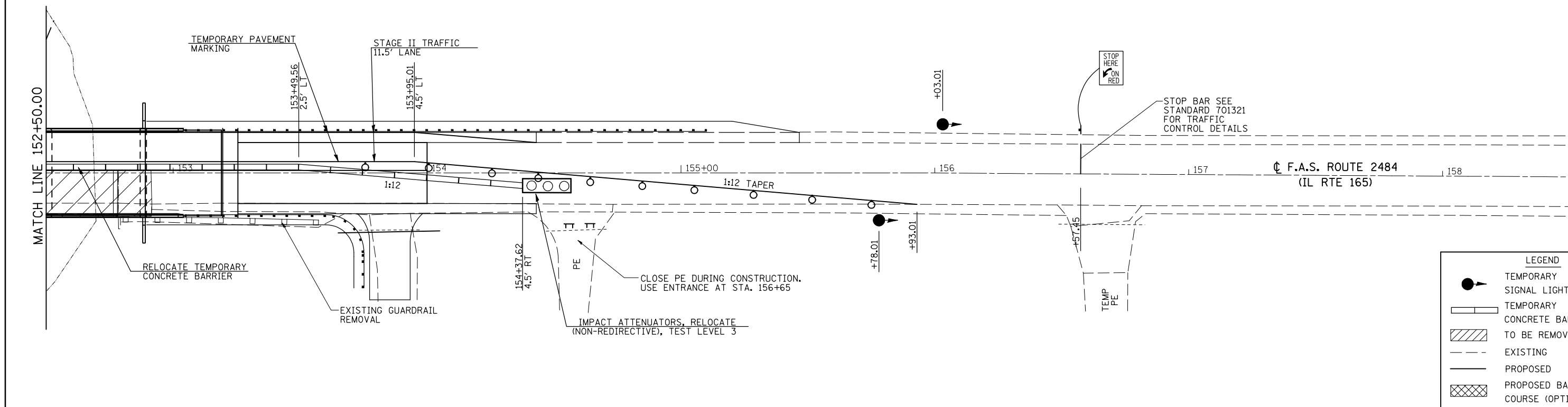
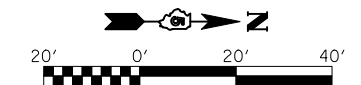
1. RELOCATE SIGNS, TEMPORARY BARRIERS, ETC IN ACCORDANCE WITH TRAFFIC CONTROL STANDARD 701321 AND AS SHOWN ON THIS PLAN.
2. PLACE TEMPORARY PAVEMENT MARKING LINE TO ALLOW FOR A 11'-6" DRIVING LANE. REMOVE ANY CONFLICTING STRIPING.
3. REMOVE THE STAGE II PORTION OF THE EXISTING STRUCTURE, PAVEMENT, GUARDRAIL AND PAVED SHOULDER.
4. CONSTRUCT THE STAGE II PORTION OF THE NEW BRIDGE AND TEMPORARY RAMPS.
5. REMOVE TEMPORARY BARRIERS, SIGNALS, WORK ZONE PAVEMENT MARKING, AND SIGNS ASSOCIATED WITH TRAFFIC CONTROL STANDARD 701321.
6. RESURFACE ROADWAY UTILIZING TRAFFIC CONTROL STANDARD 701201.
7. CONSTRUCT SEEDING AND EROSION CONTROL BLANKET.



**GENERAL NOTES FOR STAGE CONSTRUCTION:**

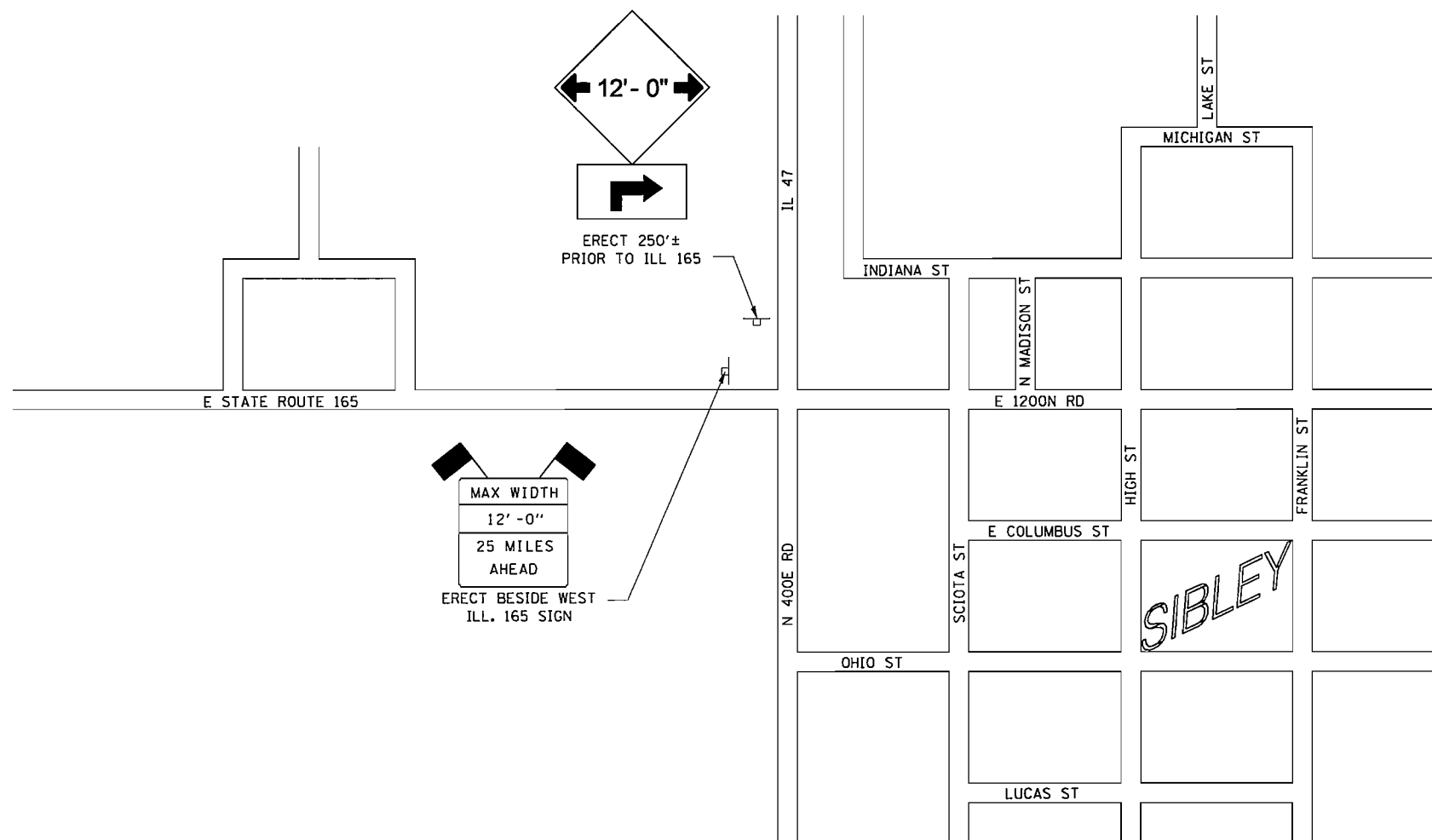
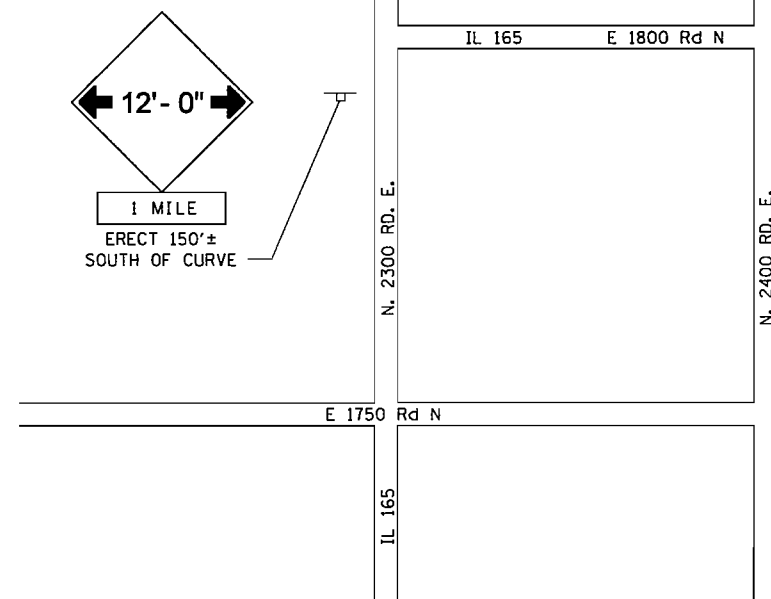
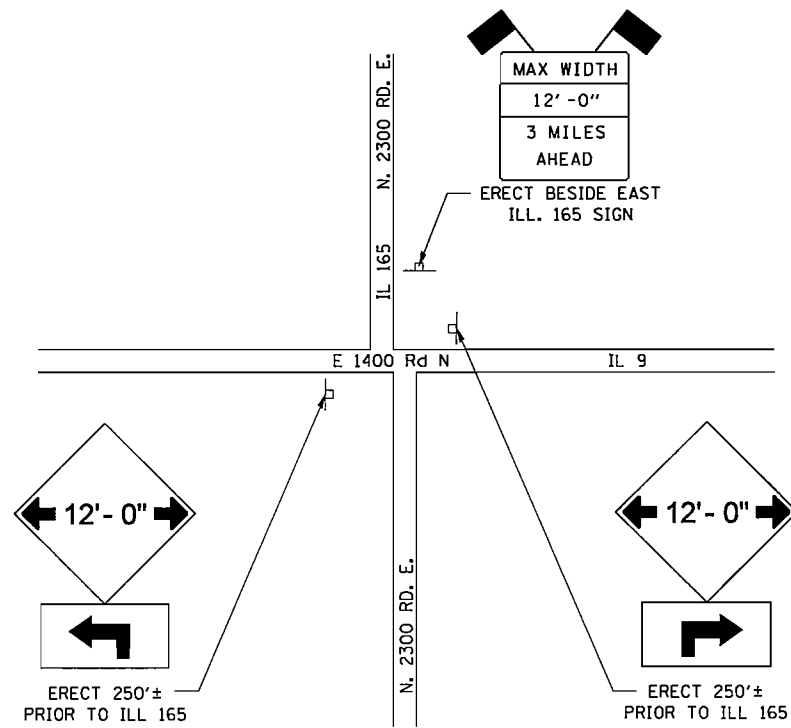
1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701321 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
2. ALL TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONSTRUCTION WILL BE MEASURED AS 1 (ONE) UNIT.
3. BARRIER OFFSETS ARE FROM THE CENTER OF THE BARRIER.
4. SEE BRIDGE PLANS FOR ADDITIONAL DETAILS.
5. STOP BARS TO BE LOCATED PER STD. 701321.

## STAGE II TRAFFIC CONTROL



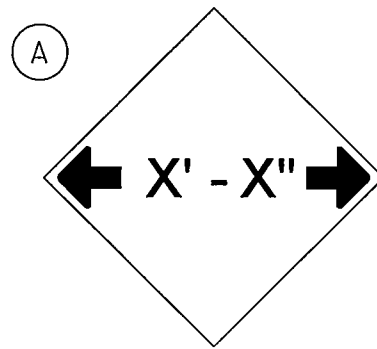
LEGEND			
	TEMPORARY SIGNAL LIGHT		
	TEMPORARY CONCRETE BARRIER		
	TO BE REMOVED		
	EXISTING		
	PROPOSED		
	PROPOSED BASE COURSE (OPTION)		

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE II CONSTRUCTION</b>	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 14
ct:\pw\work\pmsdot\keysrb\10110114\0570612-sh2-staging.dgn		DRAWN -	REVISED -							
PLOT SCALE = 39.9471' / IN.		CHECKED -	REVISED -							
PLOT DATE = 8/10/2010		DATE -	REVISED -							
						SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
						CONTRACT NO. 70612				



NOTE: STAGE II SIGNS POSTED 11'-0" MAX. WIDTH.

FILE NAME - *FILEL\$	USER NAME - #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WIDTH RESTRICTION SIGNING</b>			F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 15
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	PLOT DATE = #DATE#	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

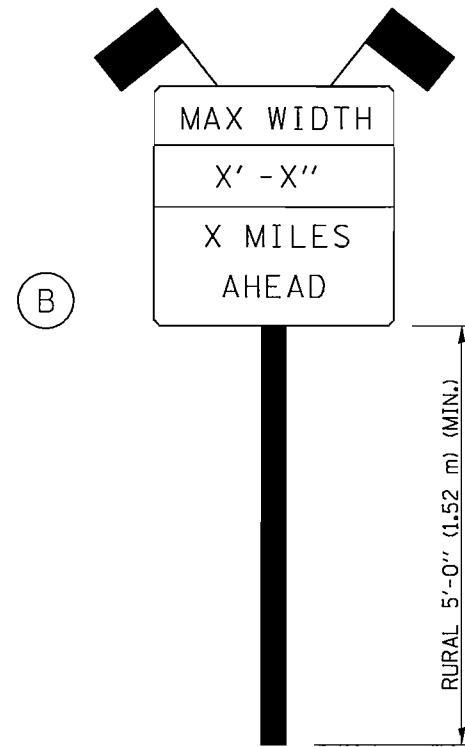


W12-2(0)-48"x48"(1200x1200)

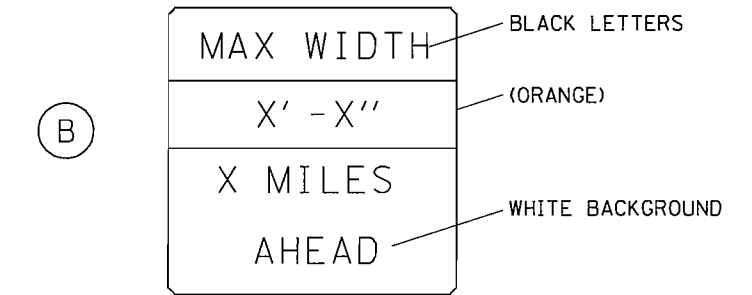
STAGE I 12' -0"  
STAGE II 11' -0"

SIGN (A) 2 SIGNS - W12-2(0)-48"x48"(1200x1200) ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

SIGN (B) 2 SIGNS - (SIGN PANEL, TYPE II) AS SHOWN ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.



SIGN PANEL, TYPE II



W12-I103(0)-48"x48"(1200x1200)  
"D" LETTERS/NUMBERS

STAGE I 12' -0"  
STAGE II 11' -0"

GENERAL NOTES

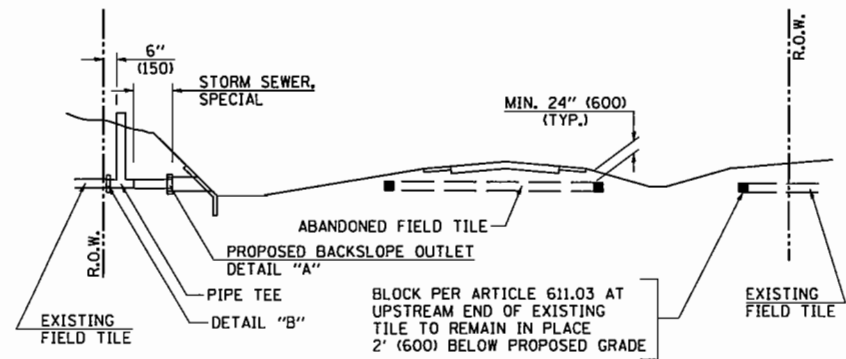
1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.
5. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.
6. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.

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

**DISTRICT 5 DETAIL NO. X7200201**

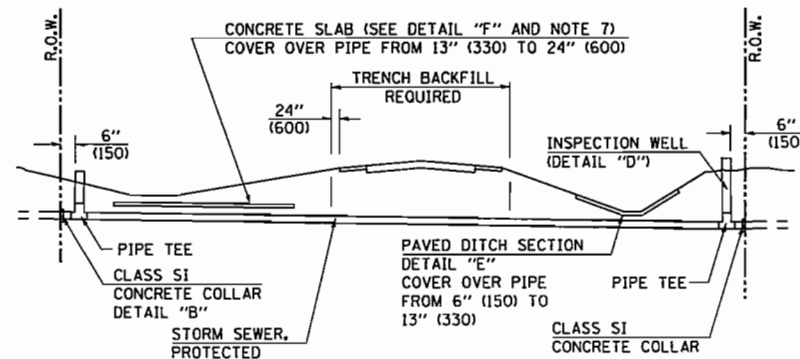
FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED - 11/06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WIDTH RESTRICTION SIGNING</b>			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		DRAWN -	REVISED - 05/08					2484	124BR-1	MCLEAN	55	16
	PLOT SCALE = *SCALE*	CHECKED -	REVISED - 10/08 - KJT		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 70612			
	PLOT DATE = *DATE*	DATE -	REVISED - 7/09 - KJT		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							





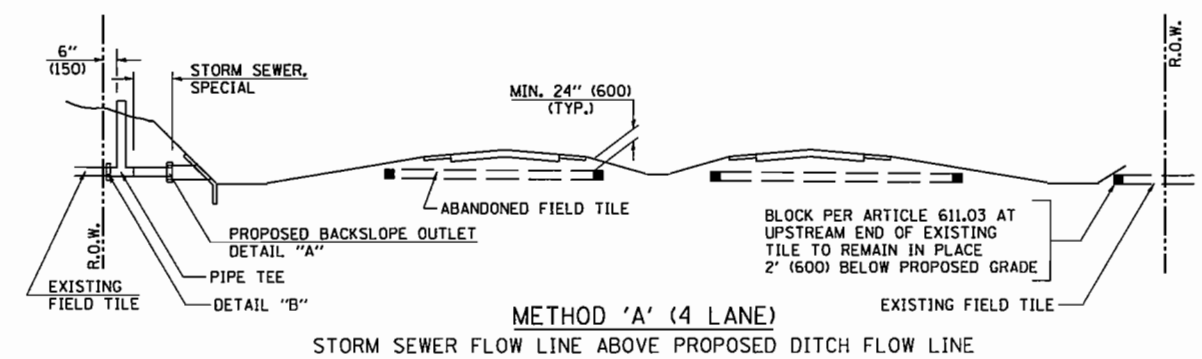
METHOD 'A' (2 LANE)

STORM SEWER FLOW LINE ABOVE PROPOSED DITCH FLOW LINE



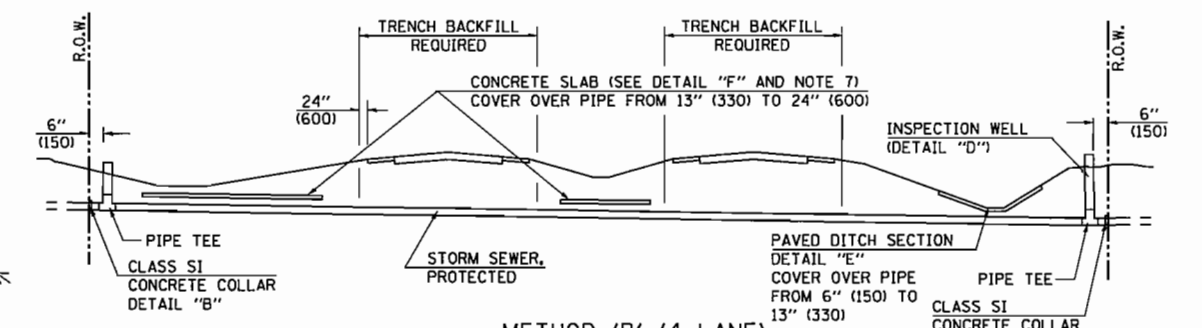
METHOD 'B' (2 LANE)

STORM SEWER LESS THAN 2' (600 mm) BELOW DITCH FLOW LINE AND STORM SEWERS CROSSING UNDER PAVEMENT AND PAVED DITCH



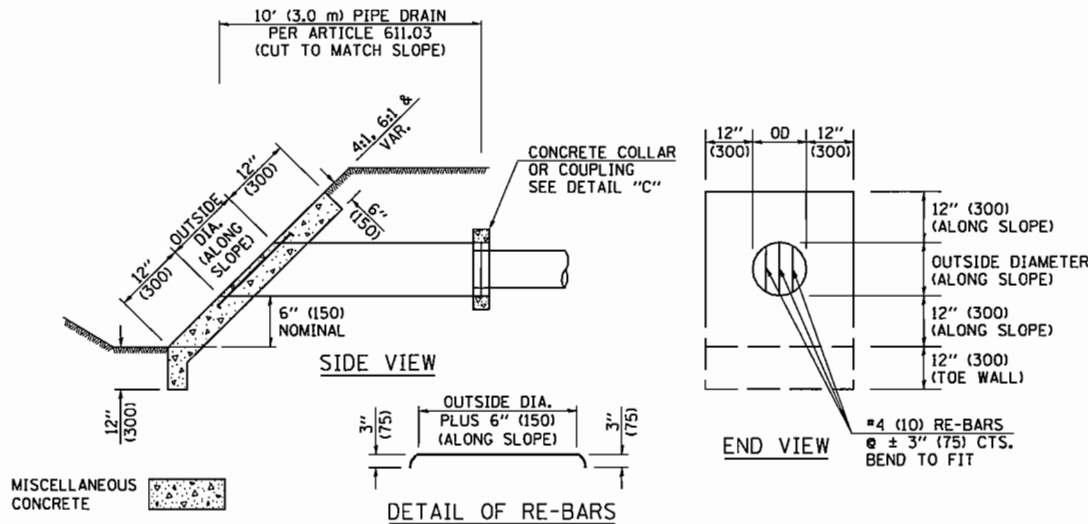
METHOD 'A' (4 LANE)

STORM SEWER FLOW LINE ABOVE PROPOSED DITCH FLOW LINE

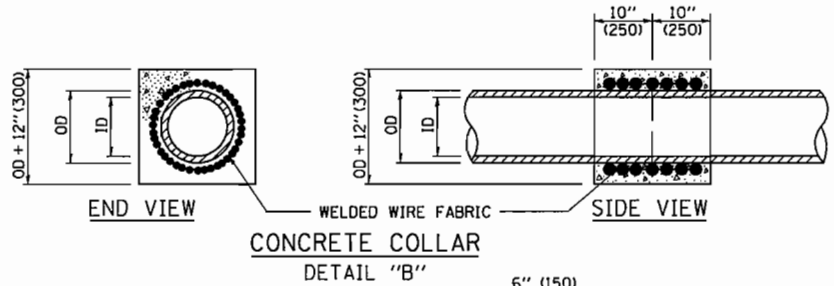


METHOD 'B' (4 LANE)

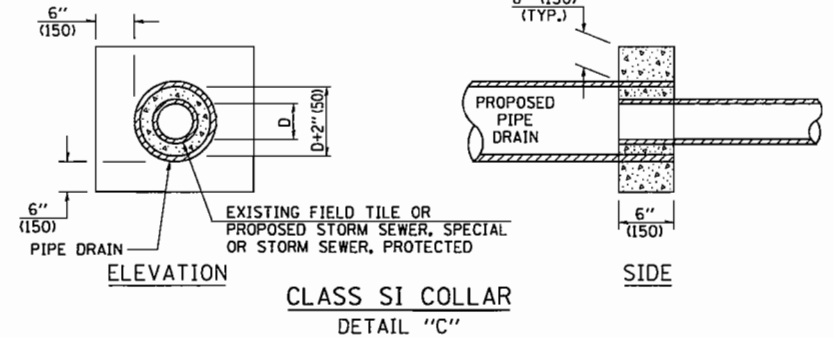
STORM SEWER LESS THAN 2' (600 mm) BELOW DITCH FLOW LINE AND STORM SEWERS CROSSING UNDER PAVEMENTS AND PAVED DITCHES



HEADWALL FOR BACKSLOPE OUTLET  
DETAIL "A"



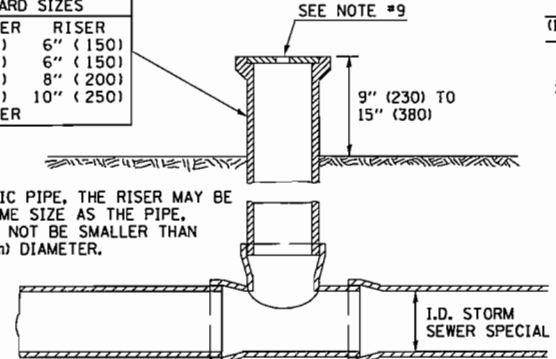
CONCRETE COLLAR  
DETAIL "B"



CLASS SI COLLAR  
DETAIL "C"

CONCRETE PIPE STANDARD SIZES	
STORM SEWER	RISER
6" (150)	6" (150)
8" (200)	6" (150)
10" (250)	8" (200)
12" (300)	10" (250)
OR GREATER	

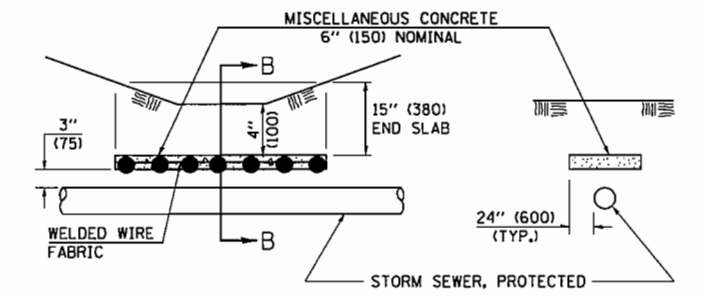
FOR PLASTIC PIPE, THE RISER MAY BE OF THE SAME SIZE AS THE PIPE, BUT SHALL NOT BE SMALLER THAN 4" (100 mm) DIAMETER.



INSPECTION WELL  
DETAIL "D"

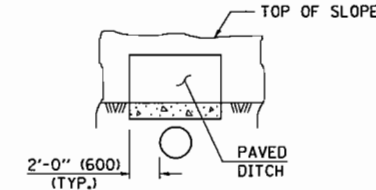
GENERAL NOTES

- EXISTING FIELD TILE ENCOUNTERED BY EXPLORATION TRENCH SHALL BE INSPECTED BY THE ENGINEER FOR UNOBSTRUCTED FLOW WITHIN THE LIMITS OF THE RIGHT-OF-WAY.
- ONLY FIELD TILE THAT DOES NOT HAVE SATISFACTORY FLOW AND OR HAS VISIBLE SIGNS OF DETERIORATION (SINK HOLES, ETC.) SHALL BE REPLACED WITHIN THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH METHOD "B".
- INSPECTION WELLS SHALL BE CONSTRUCTED APPROXIMATELY 6" (150 mm) INSIDE OF BOTH RIGHT-OF-WAY LINES AT ALL FIELD TILE LOCATIONS.
- EXISTING FIELD TILE ABANDONED UNDER EXISTING PAVEMENTS OR PAVED SHOULDERS SHALL BE FILLED WITH FLOWABLE GROUT AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.
- NON-CIRCULAR FIELD TILE SHALL BE REPLACED WITH STORM SEWER, SPECIAL OF AT LEAST THE SAME CROSS SECTIONAL AREA. ALL EXISTING FIELD TILE SHALL BE REPLACED WITH STORM SEWER OF THE TYPE REQUIRED FOR THE MINIMUM DEPTH OF COVER.
- THE 6" (150 mm) CONCRETE SLAB OR DITCH LINING SHALL BE POURED THE LENGTH OF THE TRENCH AT ALL DITCH FLOW LINE LOCATIONS WITHIN THE RIGHT-OF-WAY WITH LESS THAN 2' (600 mm) OF EARTH COVER. MISCELLANEOUS CONCRETE SHALL BE USED ACCORDING TO SECTION 611.
- ALL MISCELLANEOUS SLABS, APRONS AND DITCH LININGS SHALL BE REINFORCED WITH WELDED WIRE FABRIC AS SHOWN FOR PAVED DITCH IN STANDARD 606401.
- HEADWALL FOR BACKSLOPE OUTLET MAY BE USED FOR PIPE DRAIN DIAMETERS UP TO 10" (250 mm). SPECIAL DESIGNS WILL BE REQUIRED FOR LARGER SIZES.
- THE INSPECTION WELL LID FOR P.C.C. PIPE SHALL BE CONSTRUCTED OF 3/8" (10 mm) CAST IRON AND PROVIDED WITH A 1" (25 mm) DIAMETER HOLE IN CENTER. THE LID FOR THE OTHER PIPE MATERIALS SHALL BE A GRATE ASSEMBLY PREFABRICATED FOR AND COMPATIBLE WITH THE PIPE SYSTEM.

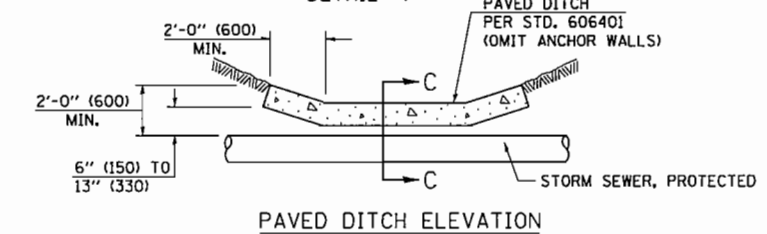


SLAB ELEVATION

SECTION B-B  
CONCRETE SLAB  
DETAIL "F"



SECTION C-C  
PAVED DITCH  
DETAIL "E"



PAVED DITCH ELEVATION

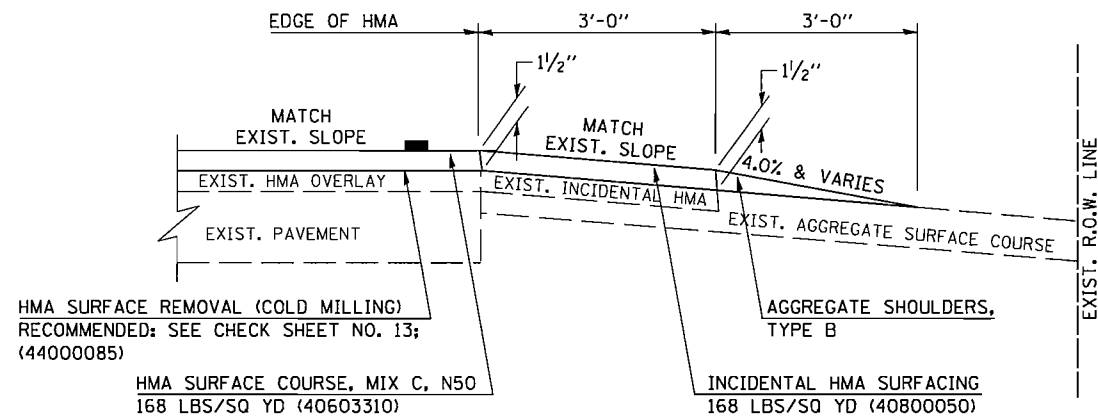
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

**DISTRICT 5 DETAIL NO. 61101011A**

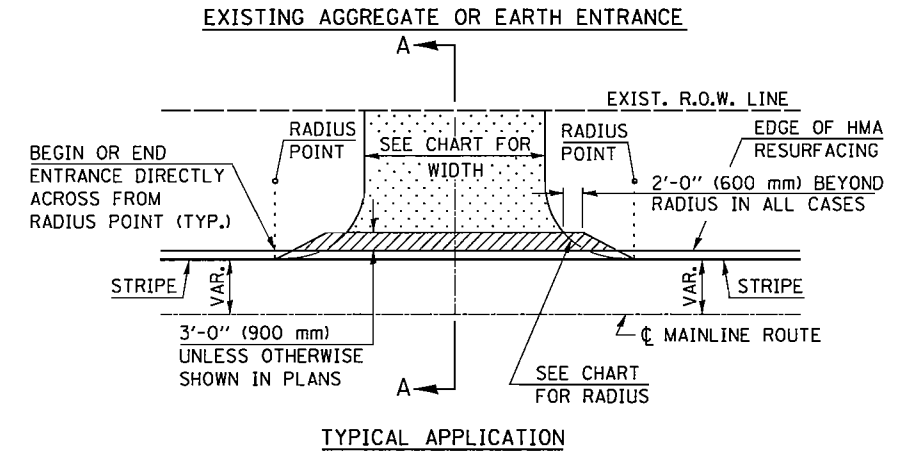
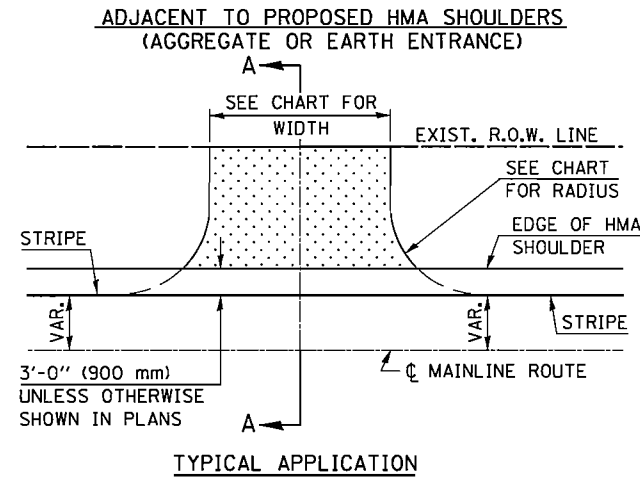
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
CONTRACT NO. 70612	

**PROJECTS WITHOUT RECONSTRUCTION**  
 ("3R" WITHOUT RECONSTRUCTION, 3P, SMART AND CM)

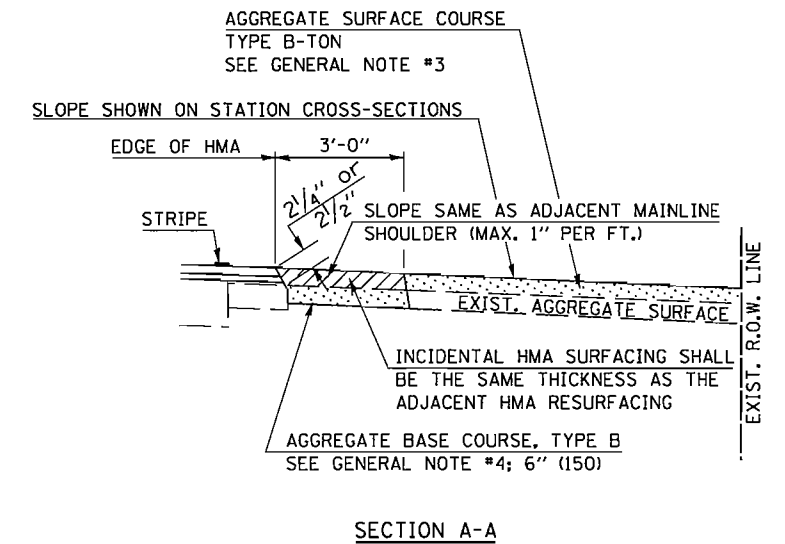
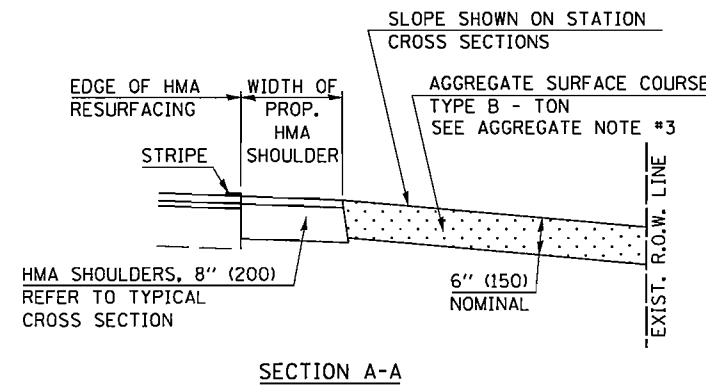
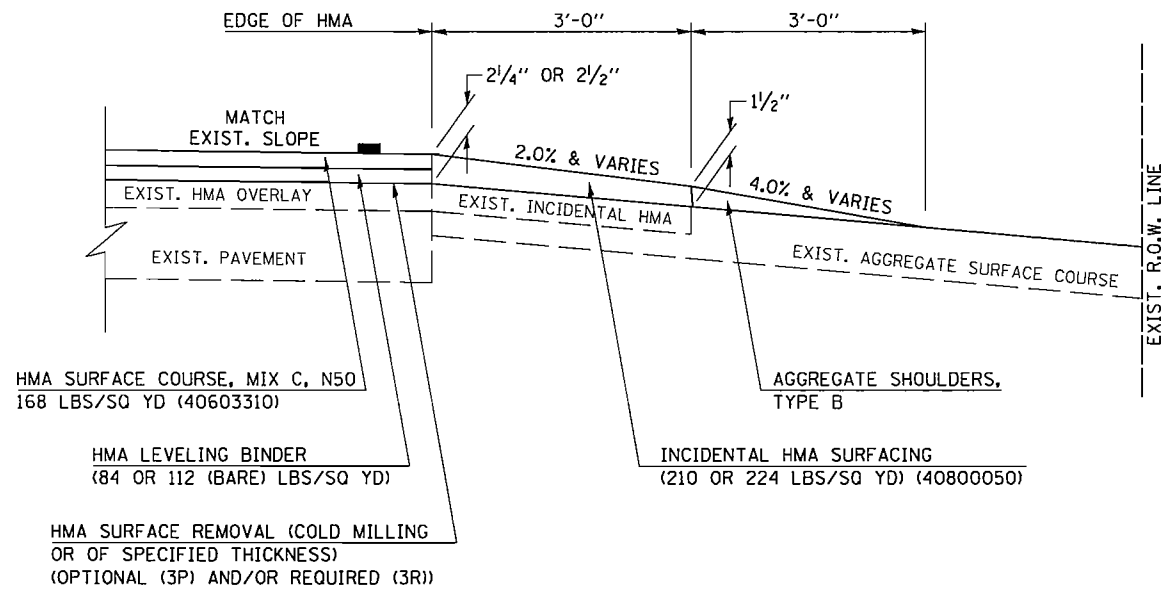
**S.M.A.R.T. IMPROVEMENTS**  
 (POLICY RESURFACING; BDE 53-4.03; 1 1/2")



**PROJECTS WITH RECONSTRUCTION**  
 ("3R" IMPROVEMENTS AND SMART/3P "SPOT" LOCATIONS)



**"3P" OR "3R" IMPROVEMENTS**  
 (POLICY RESURFACING; BDE 53-4.02; 2 1/4" OR 2 1/2" ON BARE CONCRETE)



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

**DISTRICT 5 DETAIL NO. 40800050A**

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 12/01/06 TJB	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FIELD ENTRANCES (NONCOMMERCIAL RURAL)</b>		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL#		DRAWN -	REVISED - 09/21/07 KAG				2484	124BR-1	MCLEAN	55	18
	PLOT SCALE = #SCALE#	CHECKED -	REVISED - 04/30/08 KJT				CONTRACT NO. 70612				
	PLOT DATE = #DATE#	DATE -	REVISED -		SCALE: NA	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

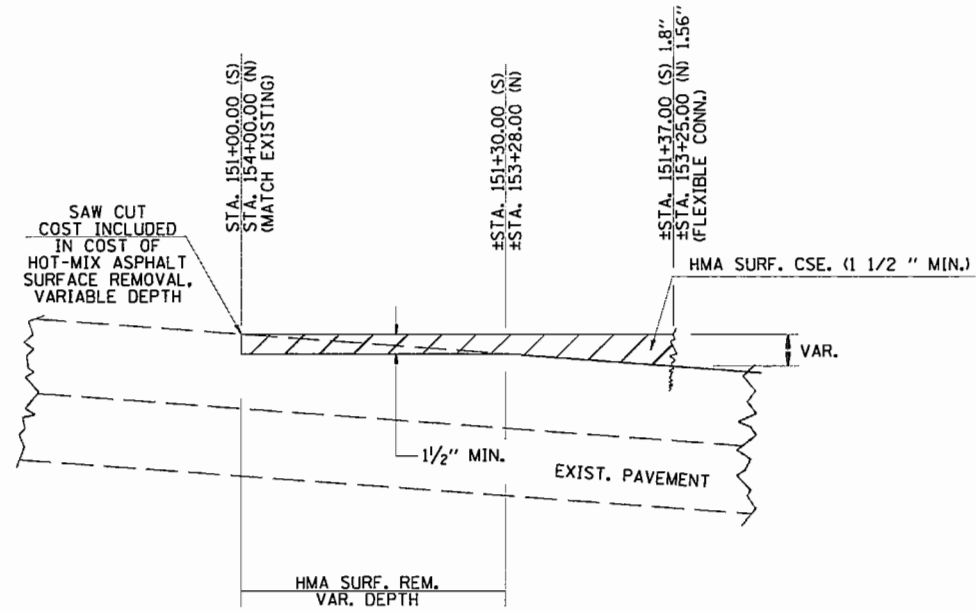
**GENERAL NOTES**

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE HMA SHOULDER OR THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE.
4. AGGREGATE BASE COURSE, TYPE B, 6" (150 mm) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 12" (300 mm) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
6. EXISTING FIELD ENTRANCES OF AGGREGATE OR EARTH WITH NO HMA APRON SHALL NOT RECEIVE A NEW HMA APRON WITHOUT PROPER APPROVAL THROUGH THE BUREAU OF OPERATIONS "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS".
7. TO ASSURE APPROPRIATE ACCESS POLICIES ARE FOLLOWED ALL NEW ACCESS SHALL BE APPLIED FOR THROUGH THE BUREAU OF OPERATIONS PERMIT APPLICATION PROCESS. PLAN PREPARATION MEMORANDUMS 40-09 AND 40-11 ALONG WITH DISTRICT CONSTRUCTION MEMORANDUM 03/14 DISCUSS THIS PROCEDURE.

RURAL ENTRANCE DESIGN STANDARDS (PPM 40-09)																						
DESIGN ELEMENT	NEW CONSTRUCTION & 3R with RECONSTRUCTION						3R w/out RECONSTRUCTION, 3P, SMART & CM															
	NONCOMMERCIAL			FIELD W/ FARM IMPLEMENTS			COMMERCIAL			NONCOMMERCIAL			COMMERCIAL									
	PRIVATE & FIELD			FIELD W/ FARM IMPLEMENTS			COMMERCIAL			PRIVATE & FIELD			COMMERCIAL									
	min.	des.	max.	min.	max.	min.	des.	max.	min.	des.	max.	min.	des.	max.								
SURFACE WIDTH (FT)	24						1 LANE, 1 WAY			1 LANE, 1 WAY												
							14			16			14			16						
							24						2 LANE, 2 WAY			2 LANE, 2 WAY						
													24			30			24			30
RADIUS (FT)	15	25	40	30		20	30	50	resurface existing configuration; existing aggregate or earth entrances shall have the continuation of aggregate shoulders placed behind them													
SHOULDER WIDTH (FT)	2	2		2		1	3															
SHOULDER SLOPE (%)	2	4	6	4		2	4	6														
ENTRANCE GRADE (%)	0	2 to 5	10 or 12	2 to 5	10 or 12	0	2 to 5	8 or 10														
SIDE SLOPE (FT)	1:4	1:6	1:10	1:4	1:6	1:4	1:6	1:10														
<b>SURFACE TYPE</b>																						
INCIDENTAL HMA SURFACING (INCH)		2		2		3 or 4			taper from hma resurfacing thickness (2 1/2", 2 1/4" or 1 1/2") to 1 1/2" to minimize aggregate shoulder													
AGGREGATE SURFACE COURSE, TYPE B (INCH)		6		6		8			if applicable use items: Preparation of Base & Aggregate Base Repair; see PPM 30-02													
PCC DRIVEWAY PAVEMENT (INCH)		6						6 or 8														

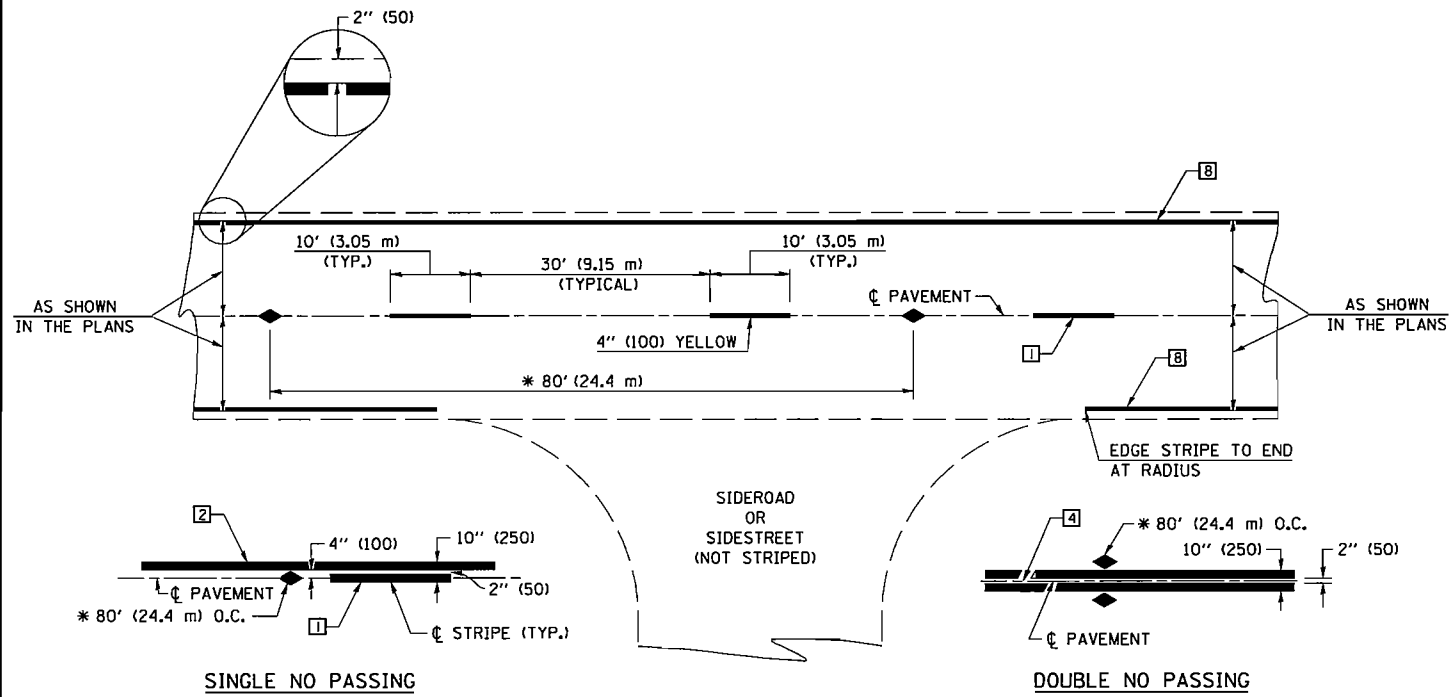
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

**DISTRICT 5 DETAIL NO. 40800050A**



**HMA SURFACE REMOVAL – VARIABLE DEPTH**

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY DETAILS</b>				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		2484	124BR-1	MCLEAN	55	20				
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		CONTRACT NO. 70612								
	PLOT DATE = #DATE#	DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	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**

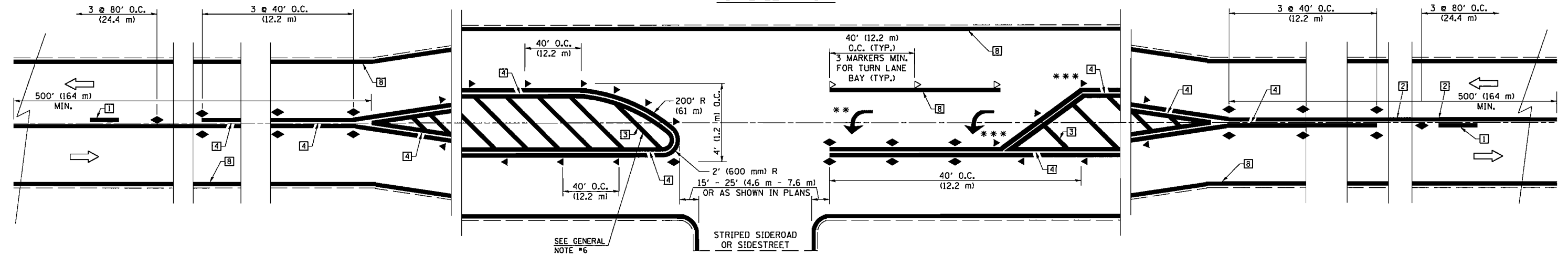
**TYPICAL PAVEMENT MARKING LEGEND**

- 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.

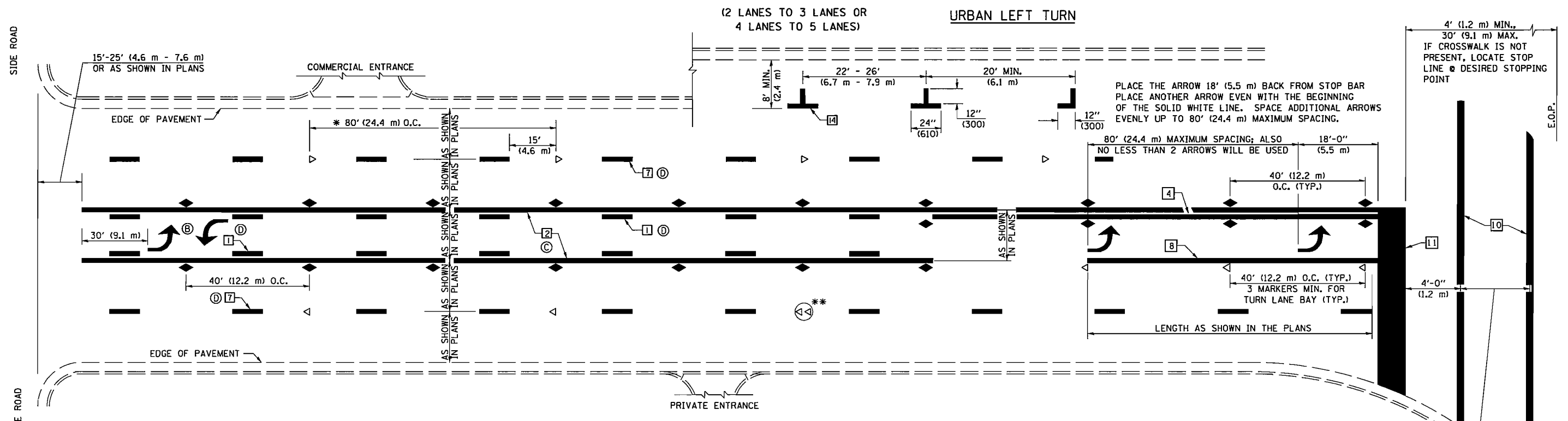
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 11/06
#FILE#		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

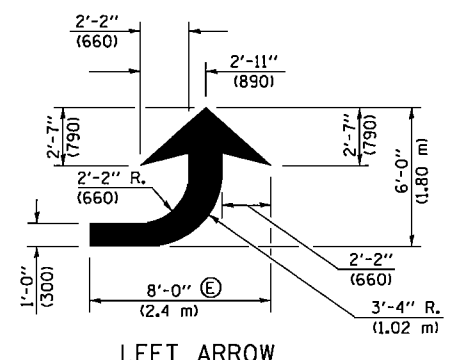
<b>DISTRICT 5 DETAIL NO. 7800AAAA</b>				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2484	124BR-1	MCLEAN	55	21
CONTRACT NO. 70612				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



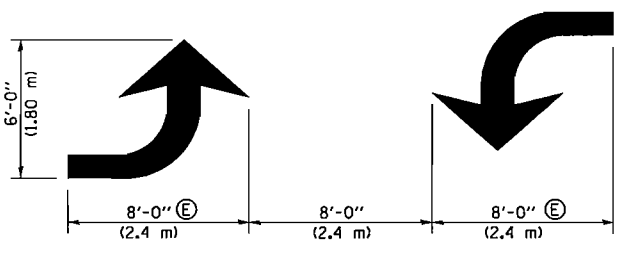
\* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

\*\* 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)

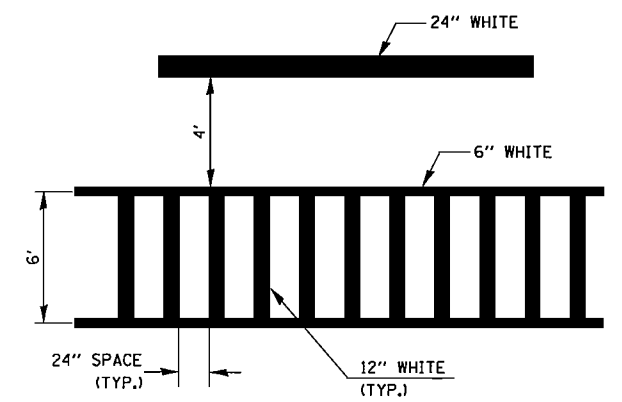


**LEFT ARROW**  
 REVERSE FOR RIGHT ARROW  
 AREA = 15.6 SQ. FT. (1.47 m<sup>2</sup>)  
 (WHITE)

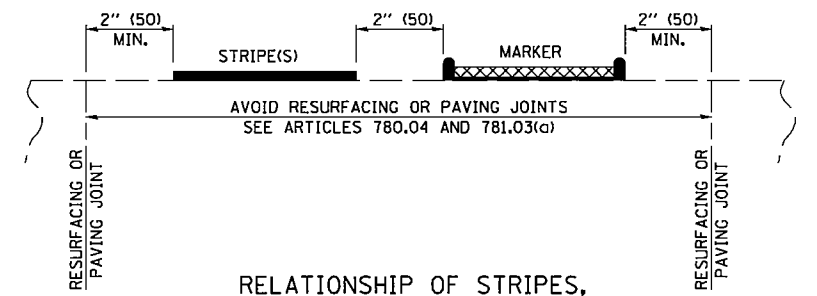


**TYPICAL DOUBLE TURN ARROWS (WHITE)**

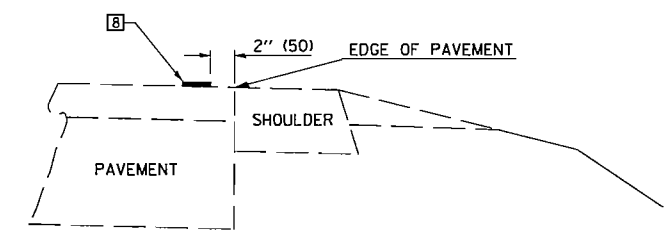
**BLOOMINGTON-NORMAL CITY LIMITS ONLY**



**TYPICAL SPACING FOR CROSSWALKS & STOP BARS**



**RELATIONSHIP OF STRIPES, MARKERS AND JOINTS**



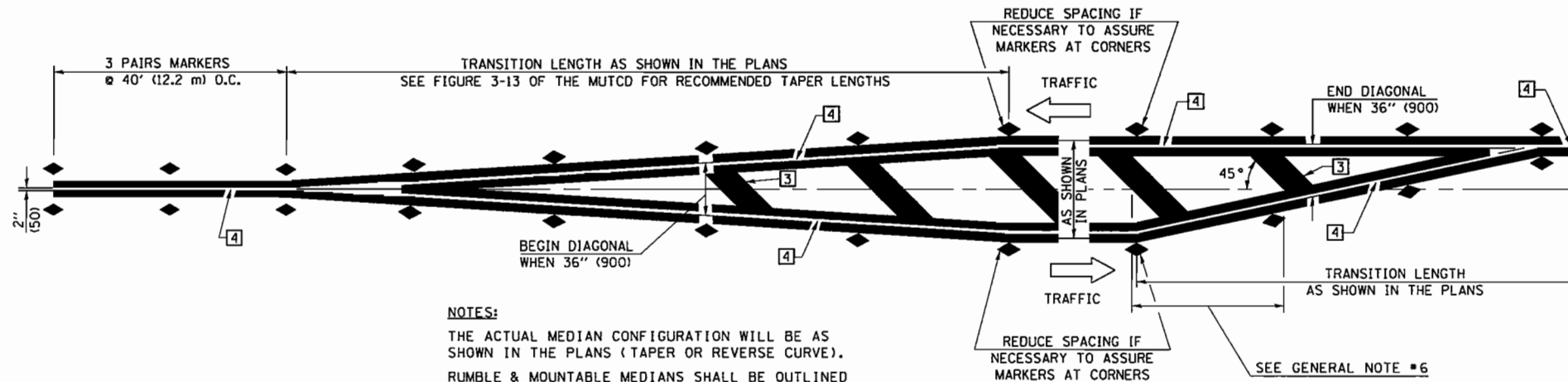
**RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT**  
 (SAFETY SHOULDER OR PAVED SURFACE)  
 SEE ARTICLE 780.04

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

FILE NAME = *FILEL\$	USER NAME = #USER\$	DESIGNED -	REVISED - 11/06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND MARKERS (RURAL &amp; URBAN APPLICATIONS)</b>	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 22		
	PLOT SCALE = #SCALE\$	DRAWN -	REVISED - 09/2009 - KJT			SCALE:	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 70612		
	PLOT DATE = #DATE\$	CHECKED -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT						
		DATE -	REVISED -									

**DISTRICT 5 DETAIL NO. 7800AAAA**



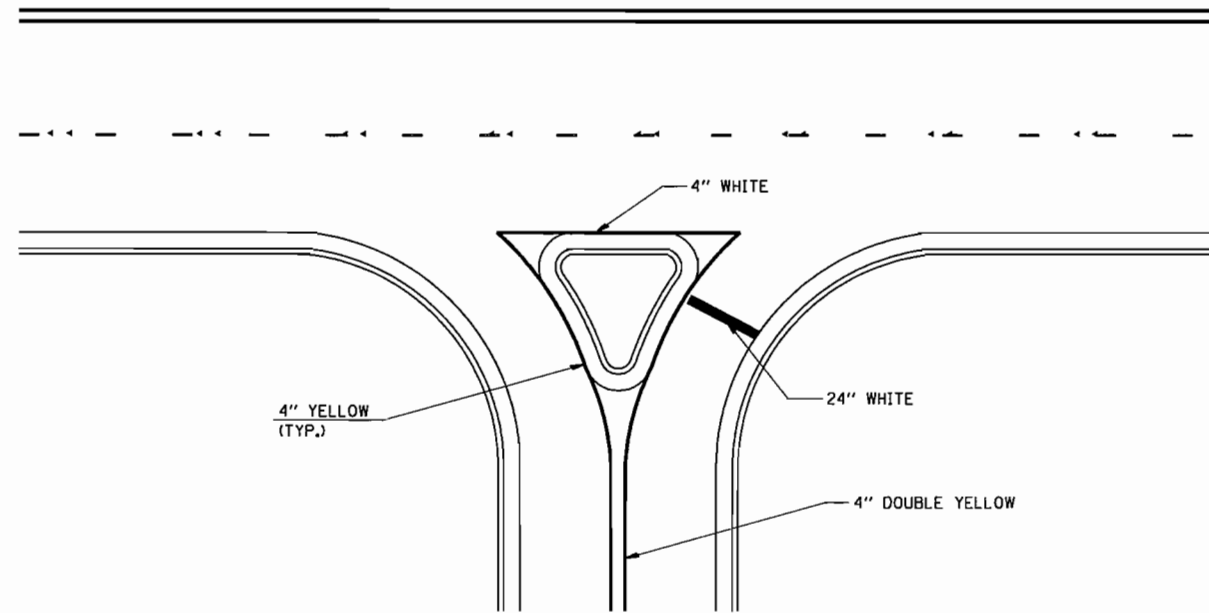


**NOTES:**  
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).  
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

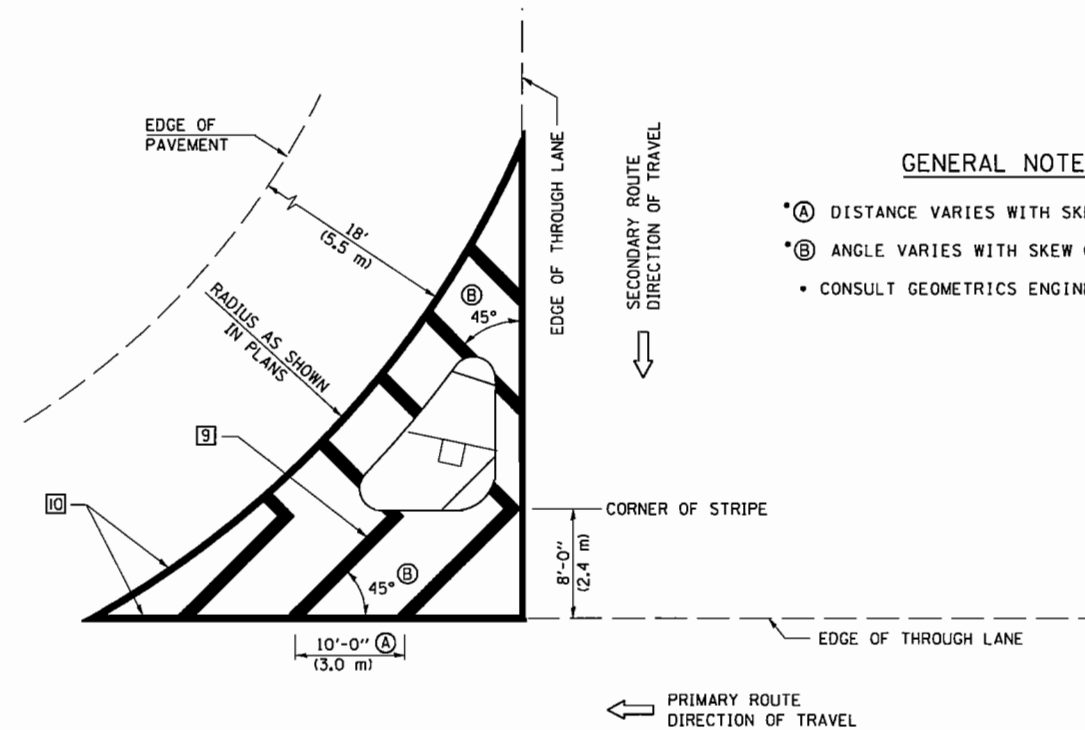
**TYPICAL MEDIAN TRANSITIONS**

**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 = #USER#	DESIGNED -	REVISED - 11/06
#FILE#		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

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

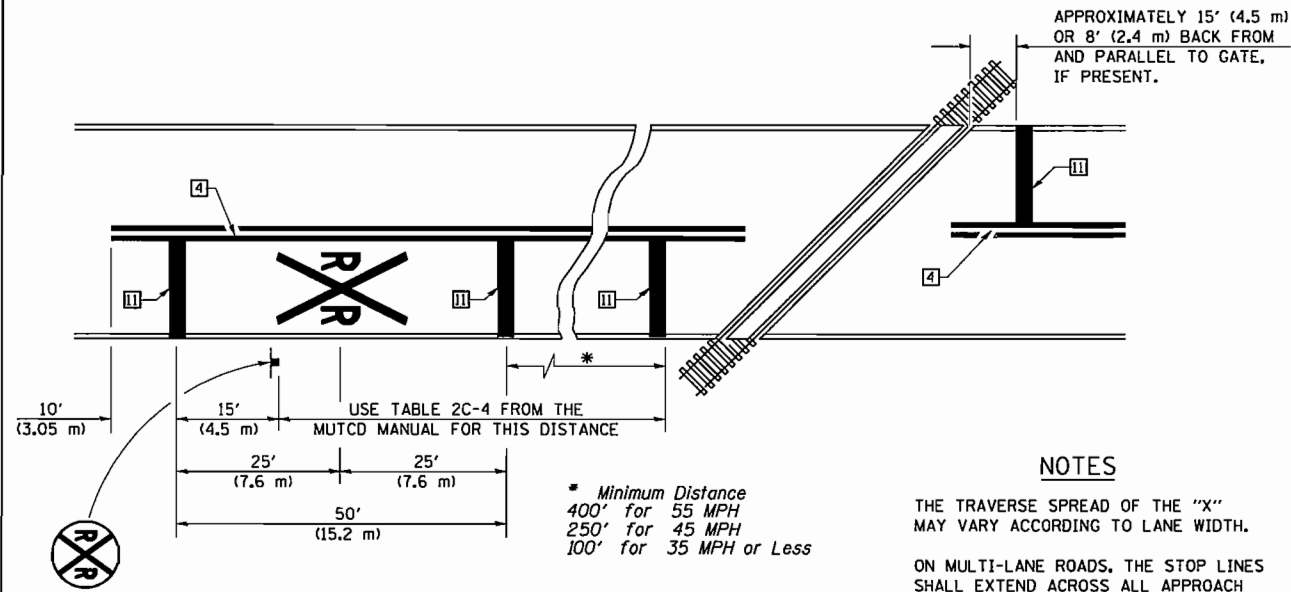
SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

**DISTRICT 5 DETAIL NO. 7800AAAA**

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2484	124BR-1	MCLEAN	55	23
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 70612	

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



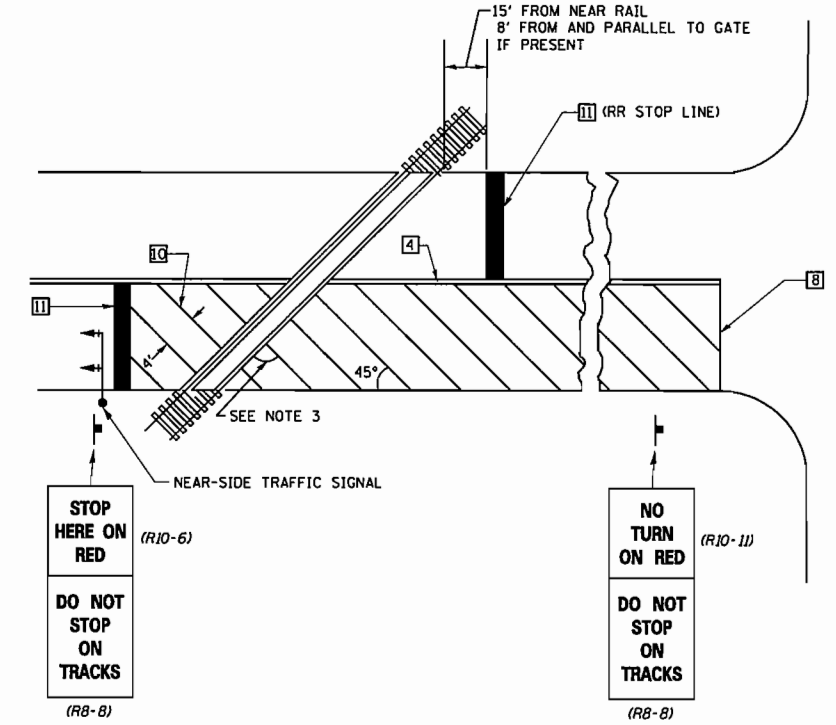
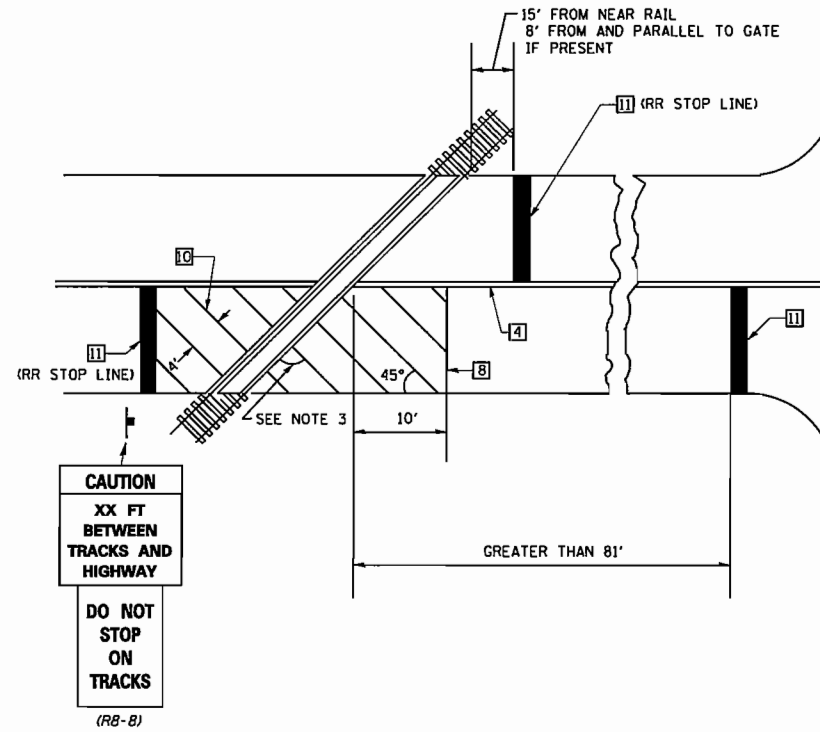
PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

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

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

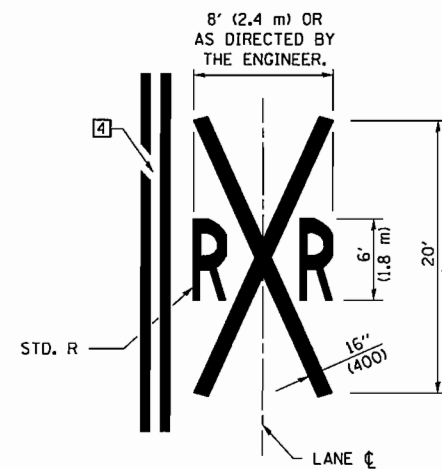
WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.



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.

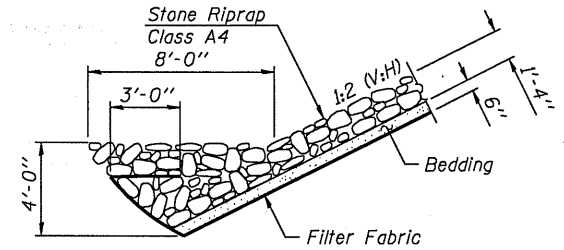
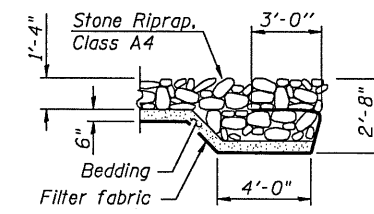
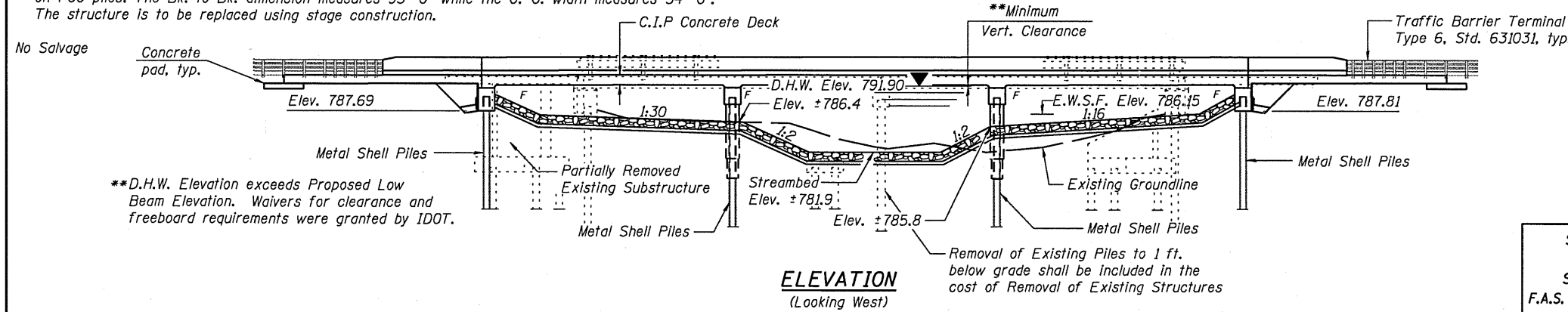
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 11/06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND MARKERS (RURAL &amp; URBAN APPLICATIONS)</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN -	REVISED - 09/2009 - KJT			2484	124BR-1	MCLEAN	55	24
		CHECKED -	REVISED -			CONTRACT NO. 70612				
		DATE -	REVISED -			FED. ROAD DIST. NO.   ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO. 4 OF 4 SHEETS	STA.	TO STA.			

DISTRICT 5 DETAIL NO. 7800AAA

Bench Mark: 4813-1 Chiseled square on top of the Northwest wingwall of S.N. 057-0201. Station 152+78.56 Lt. 17.57' Elevation = 792.84

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Existing Structure: S.N. 057-0201 was built in 1928 as S.B.I. Rt. 165 Section 124B. In 1986 the bridge was replaced with a 2 span, 21" PPC deck beam superstructure added under F.A.S. Rt. 2484 Section 124BR. The substructure consists of open stub abutments and a center pier founded on PCC piles. The Bk. to Bk. dimension measures 93'-0" while the O.-O. width measures 34'-0". The structure is to be replaced using stage construction.



STATION 152+31.00  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.S. RT. 2484 SEC. 124BR-1  
LOADING HL93  
STR. NO. 057-0248

NAME PLATE  
See Std. 515001

LOADING HL-93  
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS  
2007 AASHTO LRFD Bridge Design Specifications  
with 2008 and 2009 Interims

DESIGN STRESSES  
FIELD UNITS

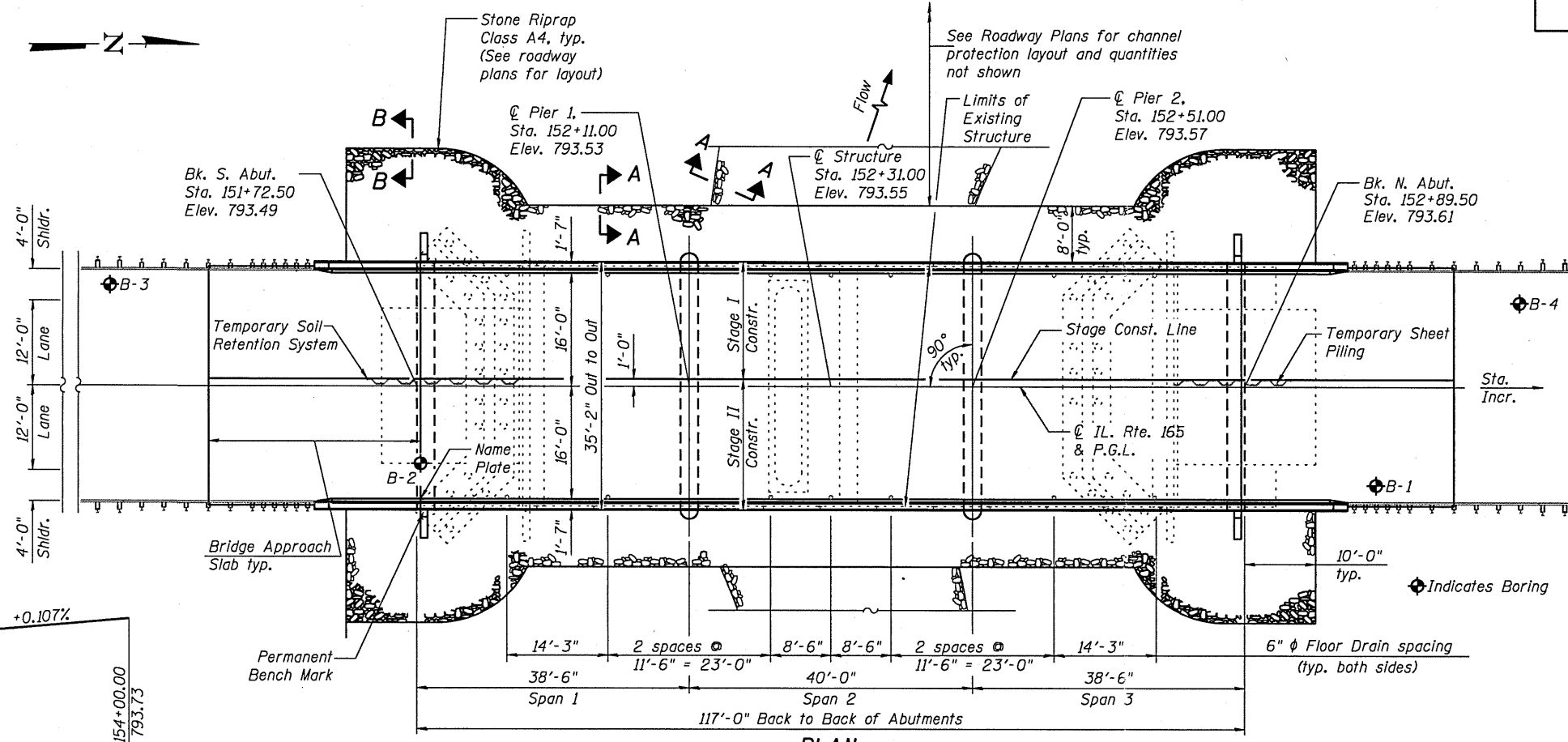
$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = 0.12g  
Design Spectral Acceleration at 0.2 sec. ( $S_{D0.2}$ ) = 0.21g  
Soil Site Class = D

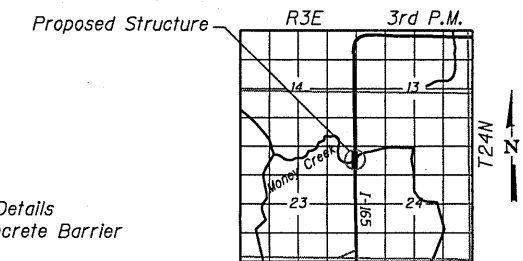
APPROVED  
For Structural Adequacy Only

Ralph E. Anderson (PE)  
Engineer of Bridges & Structures



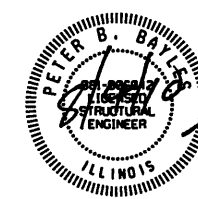
INDEX OF SHEETS

- 1 General Plan
- 2 General Data
- 3 Superstructure
- 4 Superstructure Details
- 5-6 Bridge Approach Slab Details
- 7 Modified Temporary Concrete Barrier
- 8 Abutments
- 9 Piers
- 10 Metal Shell Pile Details
- 11 Bar Splicer Assembly & Mech. Splicer Details
- 12-15 Soil Borings
- 16-17 Existing Bridge Plans



LOCATION SKETCH

GENERAL PLAN  
ILLINOIS ROUTE 165 OVER  
MONEY CREEK  
F.A.S. RTE. 2484 - SEC. 124BR-1  
MCLEAN COUNTY  
STATION 152+31.00  
STRUCTURE NO. 057-0248



Peter B. Bayles, P.E., S.E.  
Structural Engineer License No. 081-006042  
Expiration Date: 11/30/2010

PROFILE GRADE

(along centerline of roadway)

Note:  
The profile grade shows the final elevations after grinding. Up to 1/4" will be ground off the bridge slab and approach pavement.

DESIGNED	PBB/SAL
CHECKED	RKM/MCB
DRAWN	MLO
CHECKED	PBB

EXAMINED  
ENGINEER OF BRIDGE DESIGN

PASSED  
ENGINEER OF BRIDGES AND STRUCTURES

DESIGN SCOUR ELEVATION TABLE

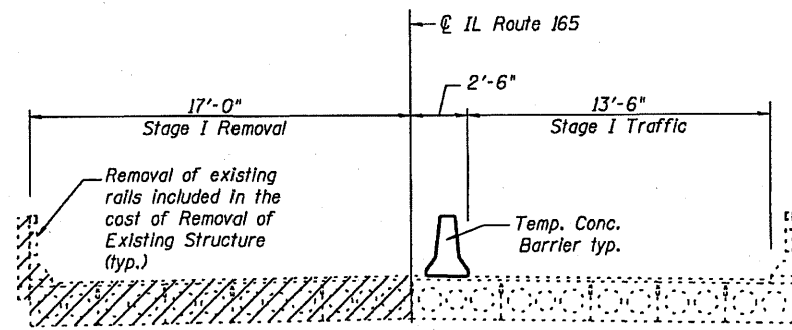
Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 2	N. Abut.
	788.0	768.0	768.0	788.0

WATERWAY INFORMATION

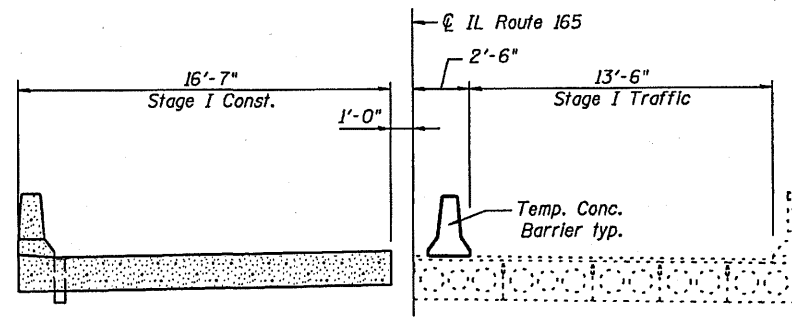
Flood	Freq. Yr.	Q	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	1684	527	553	791.0	0.4	0.4	791.4	791.4
Base	50	2687	535	631	791.9	0.9	0.7	792.8	792.6
Overtop.-Exist.	100	3129	535	631	792.2	1.1	0.9	793.3	793.1
Overtop.-Prop.	250	3550	-	631	792.5	-	1.0	-	793.5
Max. Calc.	500	4203	535	631	792.9	1.3	1.3	794.2	794.2

SHEET NO. 1 17 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2484	124BR-1	MCLEAN	55	25
CONTRACT NO. 70612					
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

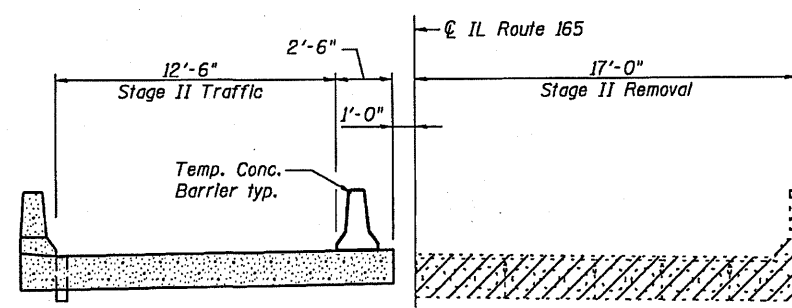
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



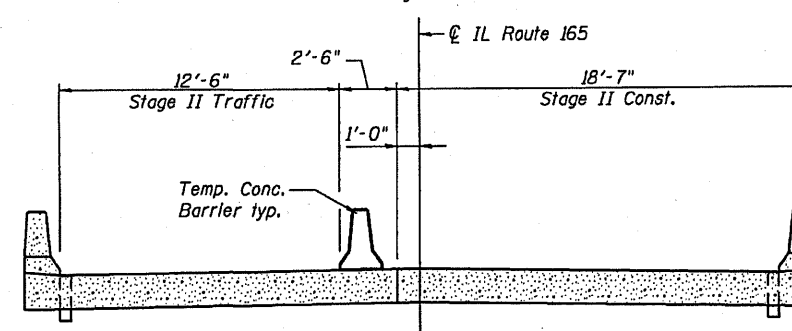
**STAGE I REMOVAL**  
(Looking North)



**STAGE I CONSTRUCTION**  
(Looking North)



**STAGE II REMOVAL**  
(Looking North)

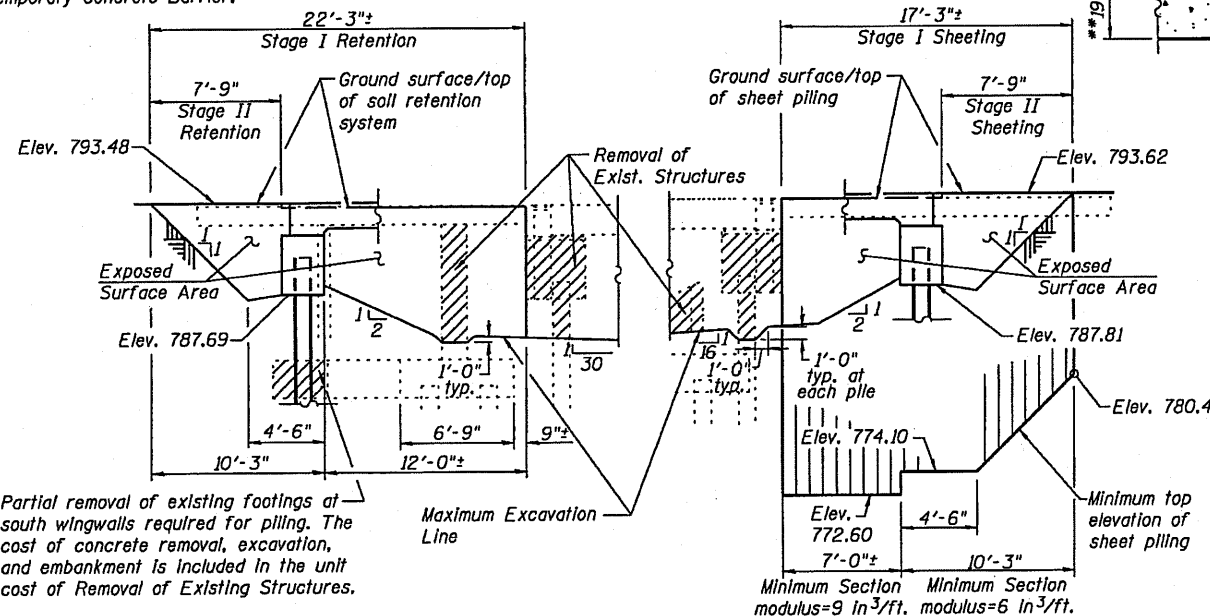


**STAGE II CONSTRUCTION**  
(Looking North)

DESIGNED	PBB/SAL
CHECKED	RKM/MCB
DRAWN	MLO
CHECKED	PBB

EXAMINED	200
PASSED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

Note:  
See Roadway Plans for quantity of temporary concrete barriers. See Sheet 7 of 17 for details of Temporary Concrete Barrier.



Partial removal of existing footings at south wingwalls required for piling. The cost of concrete removal, excavation, and embankment is included in the unit cost of Removal of Existing Structures.

Note:  
A cantilevered sheet piling design does not appear feasible at the South Abutment and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

**TEMPORARY SOIL RETENTION SYSTEM**  
(S. Abut.)

**GENERAL NOTES**

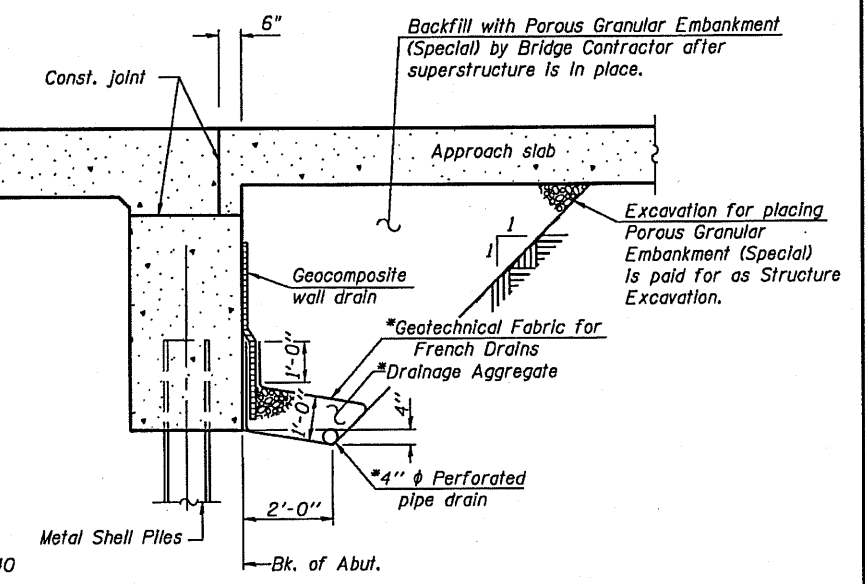
- Reinforcement bars designated (E) shall be epoxy coated.
- Reinforcement bars shall conform to the requirements of ASTM A706 Gr 60. See Special Provisions.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework. In addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.
- The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure. An Existing Structure Information Package is available upon request as noted in the special provisions.
- The approach slabs and bridge deck slabs are to be ground to elevations and grades indicated. See special provisions for additional requirements.
- Slip forming of parapet shall not be allowed.
- An aluminum tablet of the type shown on standard 667101 shall be placed on the proposed structure as directed by the engineer. The bench mark elevation will be established and marked by the department. This work will be paid for at the contract unit price Each for Permanent Bench Marks.

Current Ratings on File for Existing Structure:

Inventory: HS: 17.9  
Operating: HS: 28.6  
Live Load Restrictions: No  
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

**TEMPORARY SHEET PILING**  
(N. Abut.)

Note:  
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



**SECTION THRU INTEGRAL ABUTMENT**  
(Horiz. dim. @ Rt. L's)

\*Included in the cost of Pipe Underdrains for Structures 4".  
\*\* Prior to Grinding.  
Note:  
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. The cost of the concrete headwalls shall be included in the cost of Pipe Underdrains for Structures. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

**TOTAL BILL OF MATERIAL**

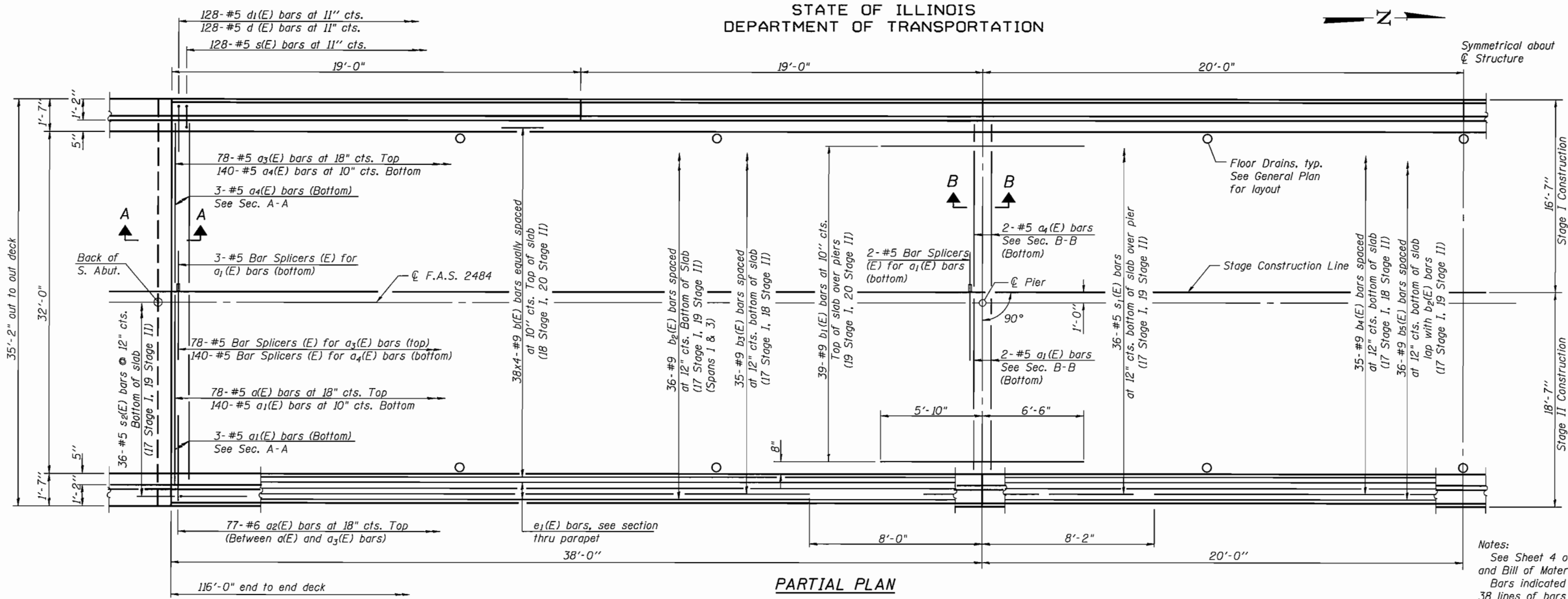
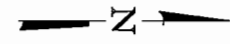
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		76	76
Stone Riprap, Class A4	Sq. Yd.		809	809
Filter Fabric	Sq. Yd.		809	809
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		287	287
Floor Drains	Each	14		14
Concrete Structures	Cu. Yd.		123.0	123.0
Concrete Superstructure	Cu. Yd.	392.1		392.1
** Bridge Deck Grooving	Sq. Yd.	587		587
Concrete Encasement	Cu. Yd.		7.2	7.2
** Protective Coat	Sq. Yd.	754		754
Reinforcement Bars, Epoxy Coated	Pound	94,830	11,410	106,240
Bar Splacers	Each	410	64	474
Furnishing Metal Shell Piles 14"x0.250"	Foot		1,774	1,774
Driving Piles	Foot		1,774	1,774
Test Pile Metal Shells	Each		3	3
Temporary Soil Retention System	Sq. Ft.		178	178
Temporary Sheet Piling	Sq. Ft.		329	329
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		37	37
Pipe Underdrains for Structures 4"	Foot		124	124
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1
** Diamond Grinding (Bridge Section)	Sq. Yd.	548		548
Mechanical Splacers	Each		72	72
Permanent Bench Marks	Each	1		1

\*\* Includes Approaches

**GENERAL DATA**  
**STRUCTURE NO. 057-0248**

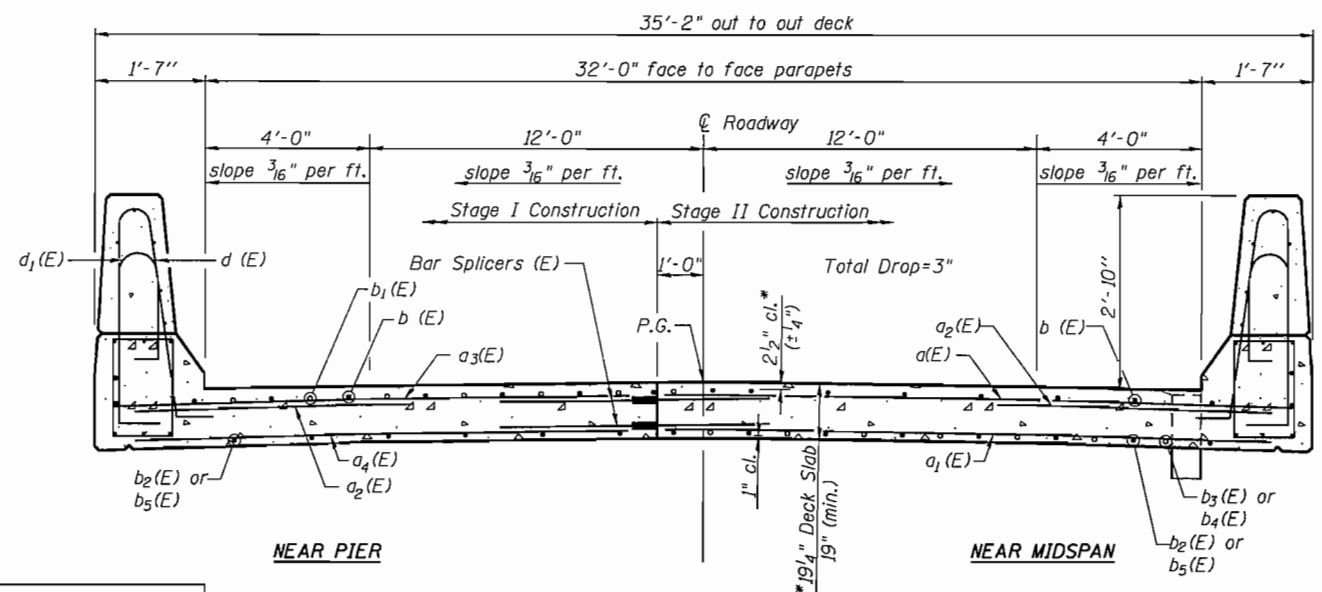
SHEET NO. 2	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 26
17 SHEETS	CONTRACT NO. 70612				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

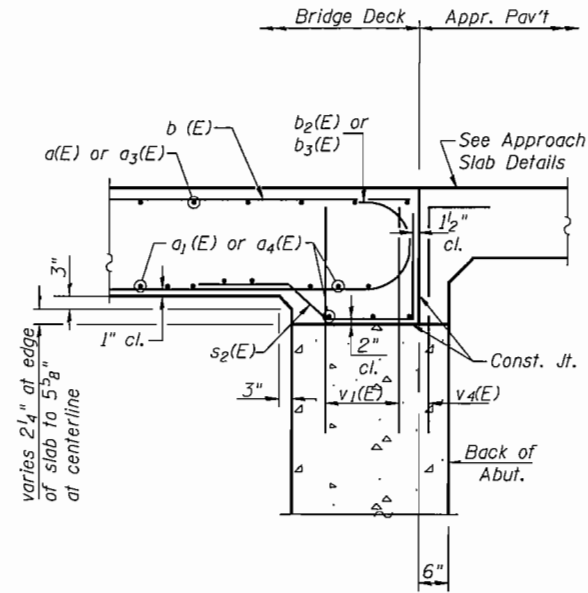


**PARTIAL PLAN**

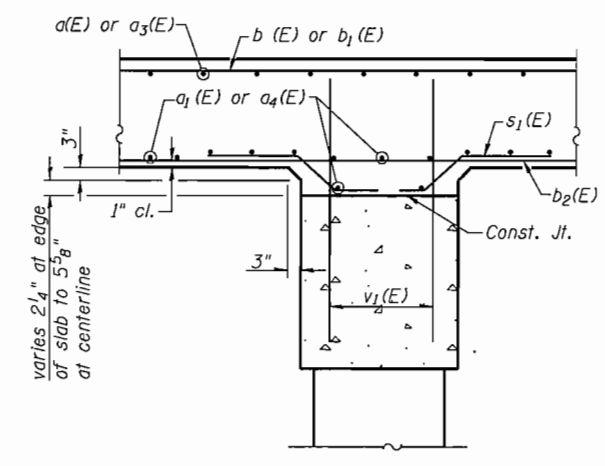
Notes:  
See Sheet 4 of 17 for superstructure details and Bill of Material.  
Bars indicated thus 38 x 4-#9 etc. indicates 38 lines of bars with 4 lengths per line.  
See Sheet 4 of 17 for parapet reinforcement.



**CROSS SECTION**  
(Looking North)



**SECTION A-A**



**SECTION B-B**

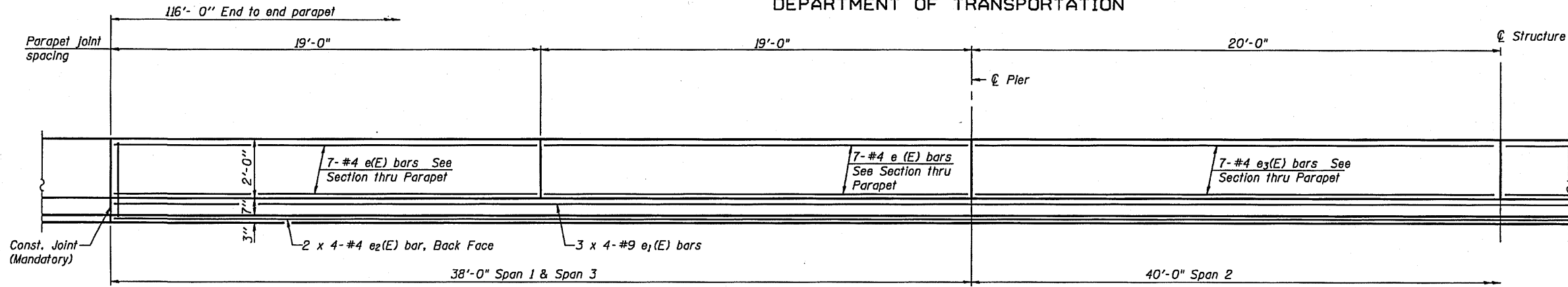
**MINIMUM BAR LAP**  
(Deck Slab)  
#9 bar = 5'-11" Top of Slab  
#9 bar = 8'-9" Btm of Slab

**SUPERSTRUCTURE**  
**STRUCTURE NO. 057-0248**

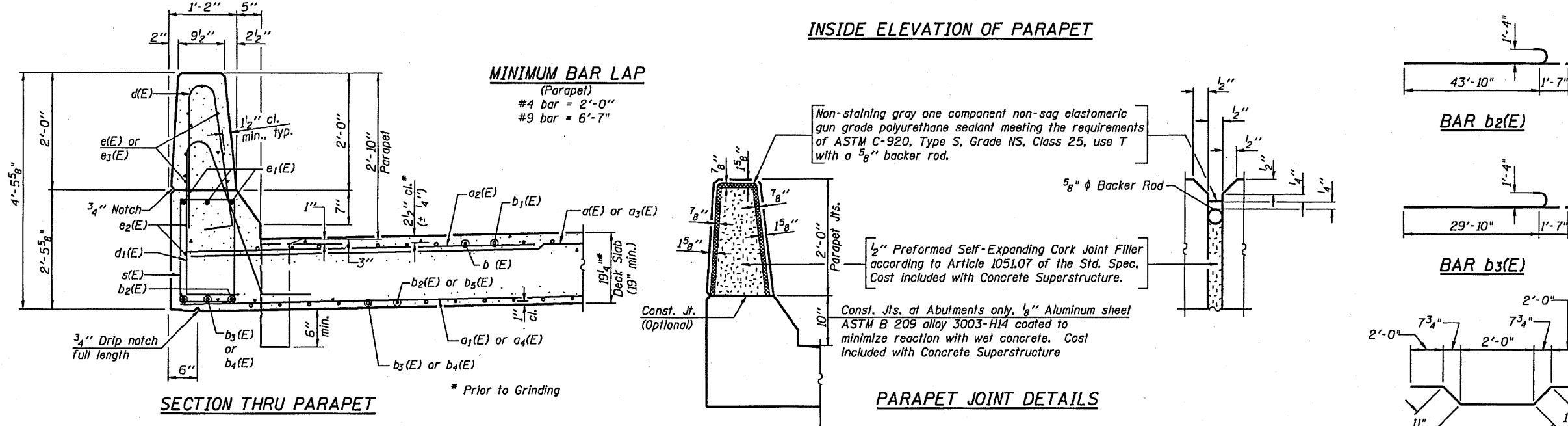
DESIGNED	PBB/SAL	200
CHECKED	RKM/MCB	EXAMINED
DRAWN	MLO	PASSED
CHECKED	PBB	ENGINEER OF BRIDGE DESIGN
		ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 3 17 SHEETS	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 27
	CONTRACT NO. 70612				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



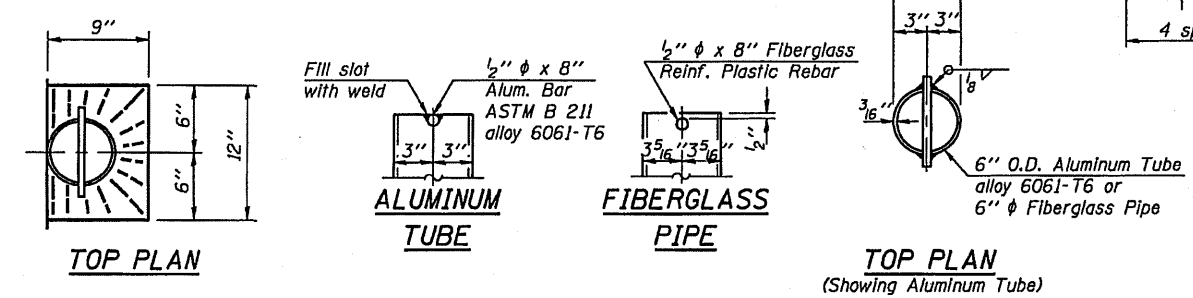
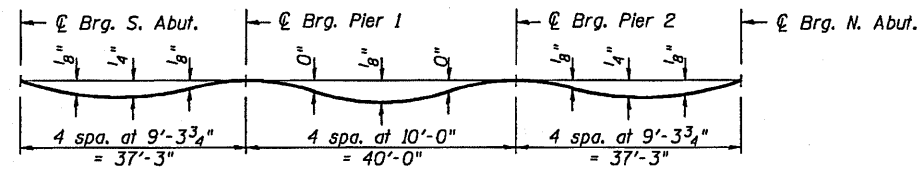
INSIDE ELEVATION OF PARAPET



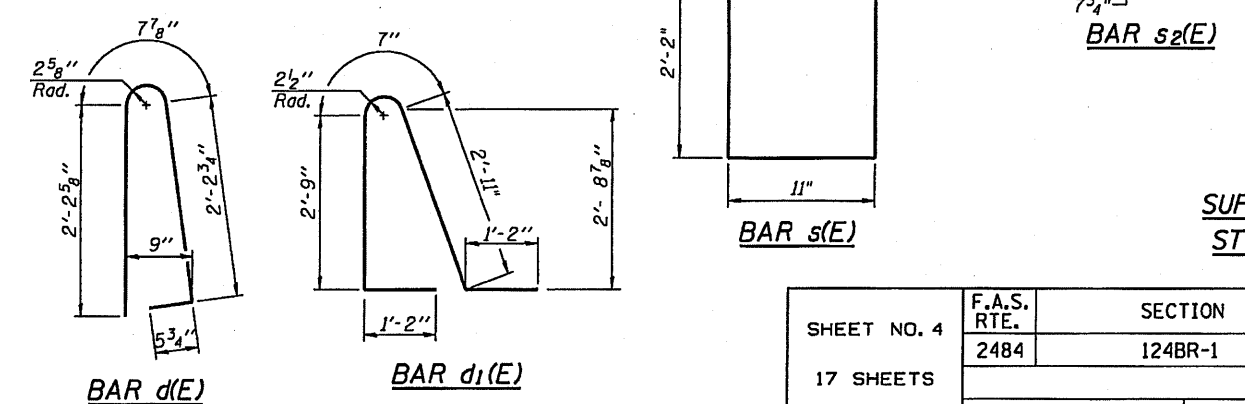
SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	78	#5	18'-3"	—
a1(E)	150	#5	18'-5"	—
a2(E)	154	#6	6'-6"	—
a3(E)	78	#5	16'-3"	—
a4(E)	150	#5	16'-5"	—
b(E)	152	#9	33'-5"	—
b1(E)	78	#9	12'-4"	—
b2(E)	72	#9	45'-5"	—
b3(E)	70	#9	31'-5"	—
b4(E)	35	#9	23'-8"	—
b5(E)	36	#9	44'-4"	—
d(E)	256	#5	5'-7"	—
d1(E)	256	#5	8'-7"	—
e(E)	56	#4	18'-9"	—
e1(E)	24	#9	33'-10"	—
e2(E)	16	#4	30'-5"	—
e3(E)	28	#4	19'-9"	—
s(E)	256	#5	7'-1"	—
s1(E)	72	#5	7'-10"	—
s2(E)	72	#5	5'-9"	—
Reinforcement Bars, Epoxy Coated	Pound		67,990	
Concrete Superstructure	Cu. Yds.		279.1	
Bar Splicers	Each		228	
Floor Drains	Each		14	

Bars indicated thus 2 x 4 - #4 etc. indicates 2 lines of bars with 4 lengths per line.



DEAD LOAD DEFLECTION DIAGRAM  
(Includes weight of concrete only.)



SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 057-0248

DESIGNED	PBB/SAL
CHECKED	RKM/MCB
DRAWN	MLO
CHECKED	PBB

EXAMINED	200
PASSED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

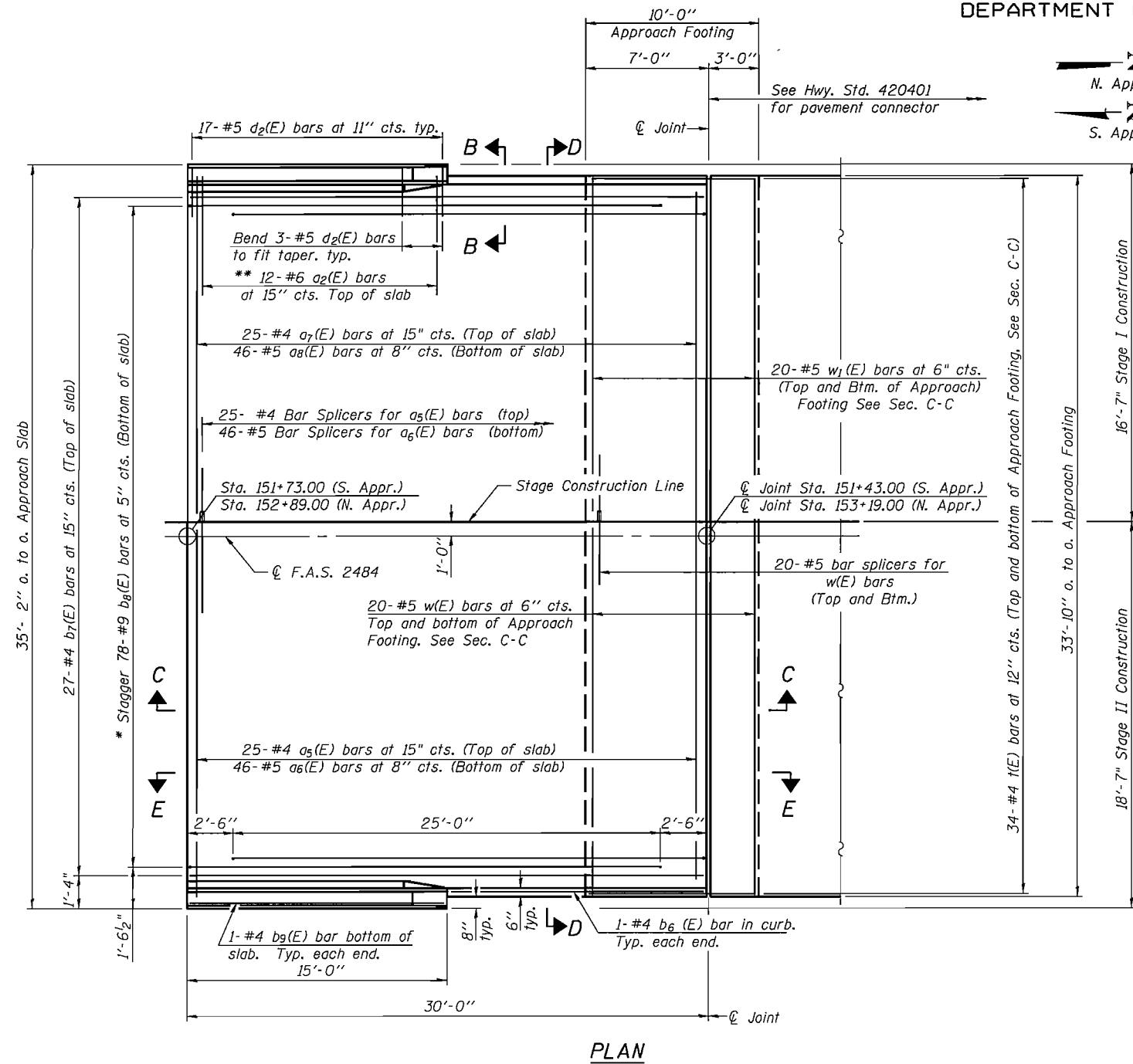
Notes:  
The exterior surfaces of the floor drains shall be coated or pigmented by the manufacturer with a color that matches the concrete.  
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

SHEET NO. 4	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 28
17 SHEETS	CONTRACT NO. 70612				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



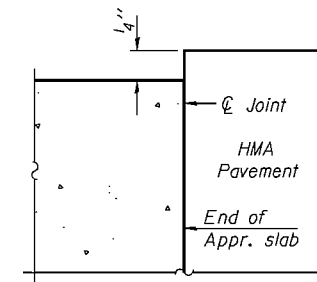
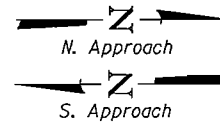
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:  
See sheet 6 of 17 for Sections C-C & D-D and View E-E.



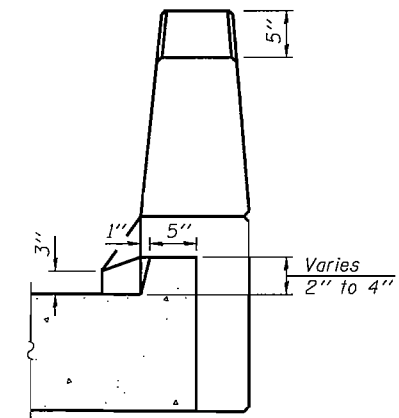
PLAN

\* Tilt #9 b<sub>8</sub>(E) bars as required to maintain clearance.  
\*\* Space between a<sub>5</sub>(E) or a<sub>7</sub>(E) bars, typ. ea. parapet.



HMA PAVEMENT

DETAIL A



VIEW B-B

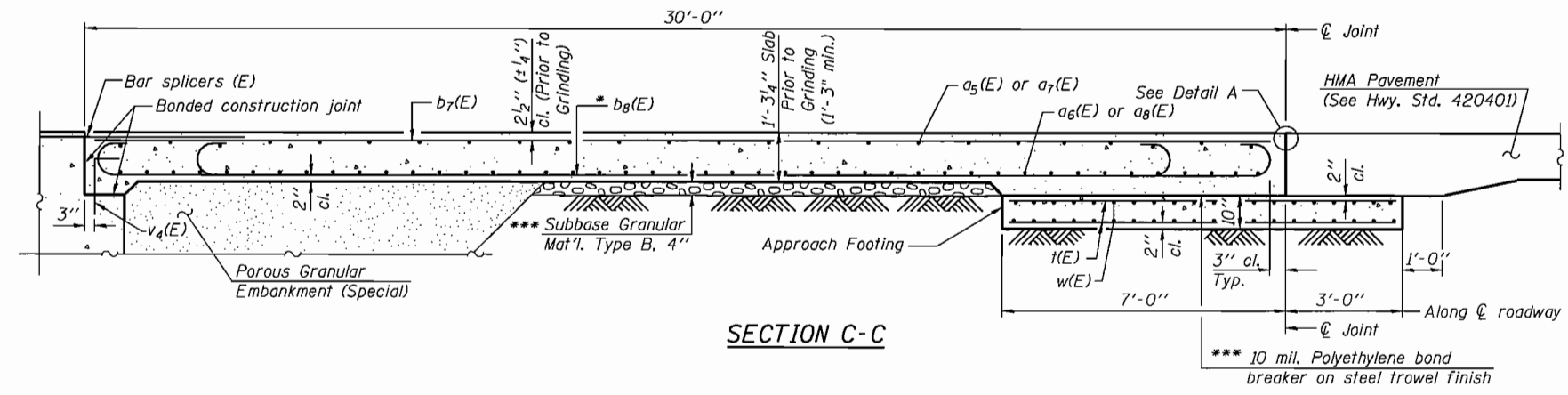
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CHECKED	RKM/MCB
DRAWN	MLO
CHECKED	PBB

EXAMINED	200
PASSED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

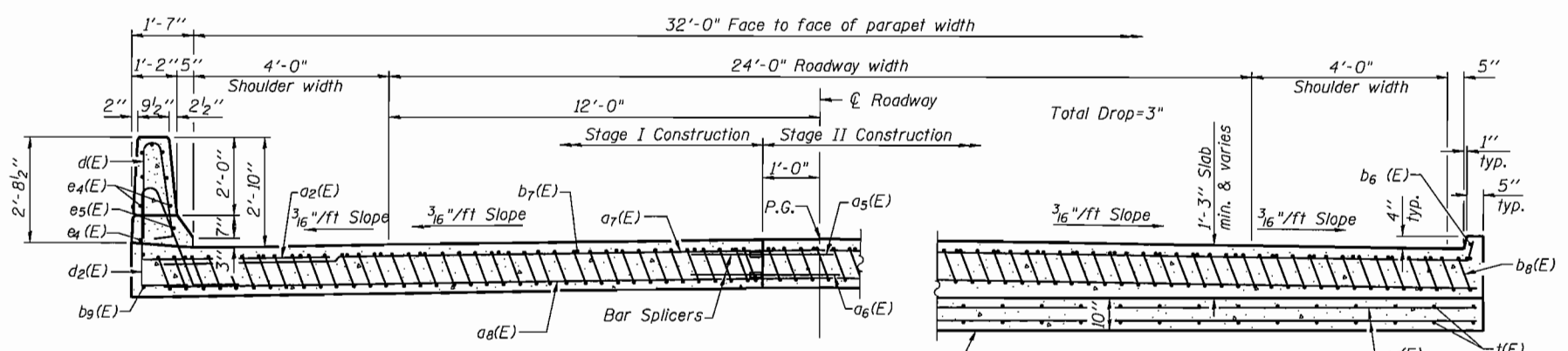
BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 057-0248

SHEET NO. 5 17 SHEETS	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 29
	CONTRACT NO. 70612				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION C-C

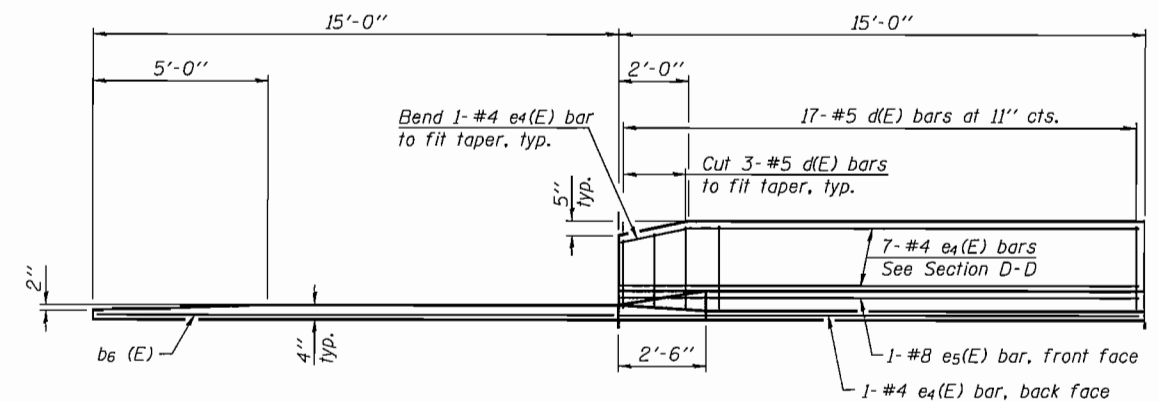


NEAR ABUTMENT

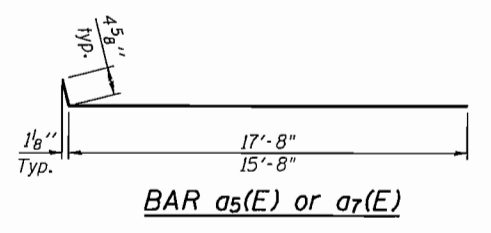
SECTION D-D

(See Plan for dimensions not shown)  
(Looking North)

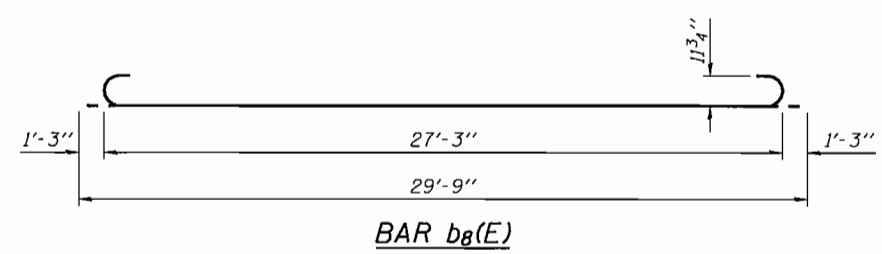
AT APPROACH FOOTING



VIEW E-E

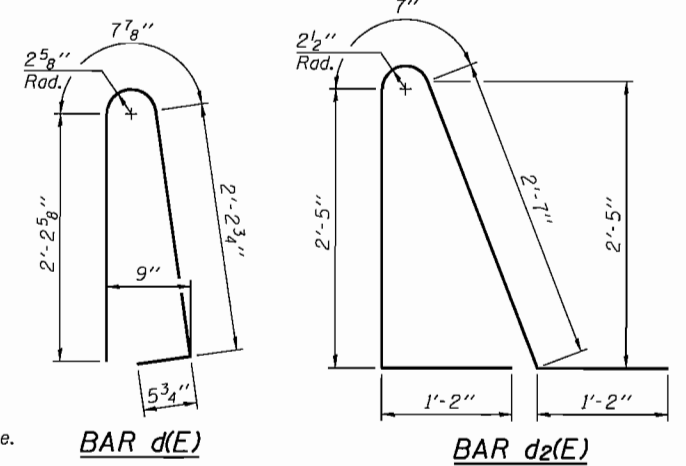


BAR a5(E) or a7(E)



BAR b8(E)

Notes:  
See sheet 5 of 17 for Detail A and View B-B.  
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
Approach footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
For v4(E) bar details, see sheet 8 of 17.  
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
For bar splicer details, see sheet 11 of 17.  
Cost of excavation for approach footing included with Concrete Structures.  
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 17.  
For additional parapet details, see sheet 5 of 17.



BAR d(E)

BAR d2(E)

\* Tilt #9 b8(E) bars as required to maintain clearance.  
\*\*\* Cost included with Concrete Superstructure.

TWO APPROACHES  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a5(E)	50	#4	18'-1"	—
a6(E)	92	#5	17'-8"	—
a7(E)	50	#4	16'-1"	—
a8(E)	92	#5	15'-8"	—
b6(E)	4	#4	14'-9"	—
b7(E)	54	#4	29'-8"	—
b8(E)	156	#9	29'-9"	—
b9(E)	4	#4	14'-8"	—
d(E)	68	#5	5'-7"	⤴
d2(E)	68	#5	7'-11"	⤴
e4(E)	32	#4	14'-8"	—
e5(E)	4	#8	14'-8"	—
i(E)	136	#4	9'-8"	—
w(E)	80	#5	17'-9"	—
w1(E)	80	#5	15'-9"	—
Concrete Superstructure		Cu. Yd.	113	
Concrete Structures		Cu. Yd.	21	
Reinforcement Bars, Epoxy Coated		Pound	26,840	
Bar Splicers		Each	182	

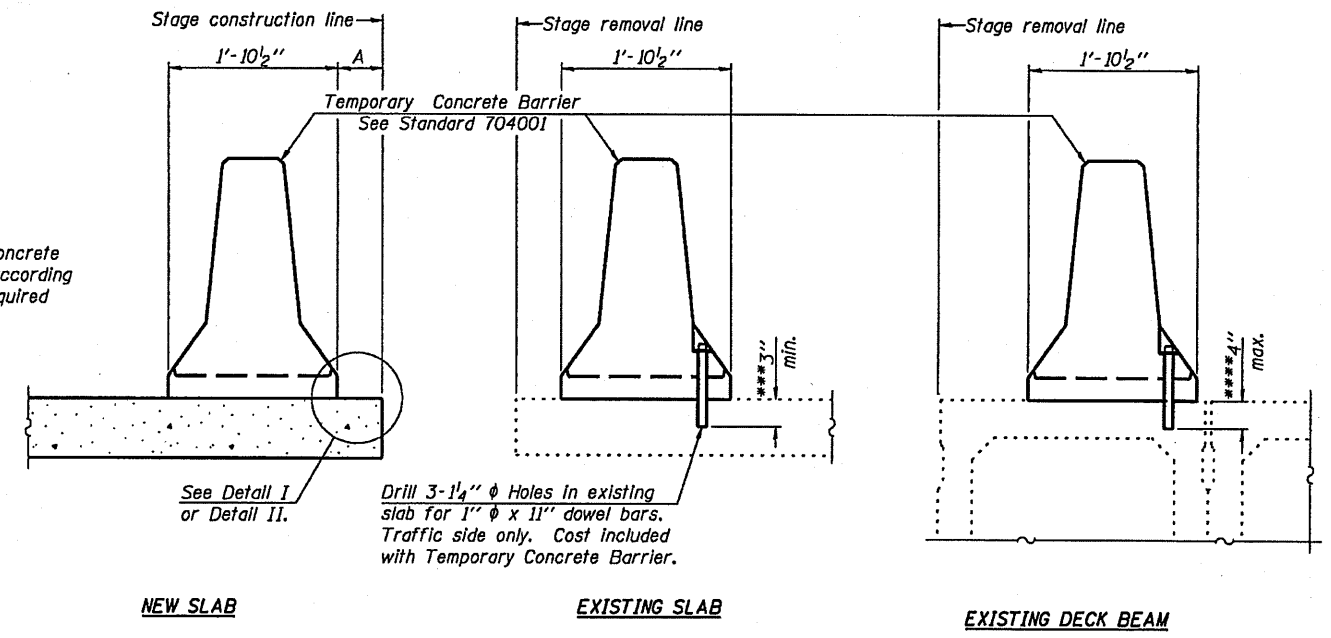
BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 057-0248

DESIGNED	PBB/SAL
CHECKED	RKM/MCB
DRAWN	MLO
CHECKED	PBB

EXAMINED	200
PASSED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 6 17 SHEETS	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 30
	CONTRACT NO. 70612			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



**NEW SLAB**                      **EXISTING SLAB**                      **EXISTING DECK BEAM**

**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

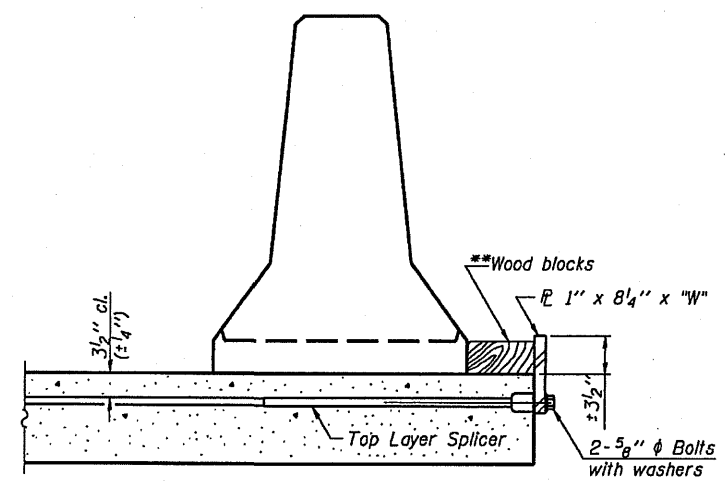
Detail I - With Bar Splicer or Couplers: Connect one (1) 1"x8 1/4"x1'-10" steel  $\bar{E}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

Detail II - With Extended Reinforcement Bars: Connect one (1) 1"x8 1/4"x1'-10" steel  $\bar{E}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

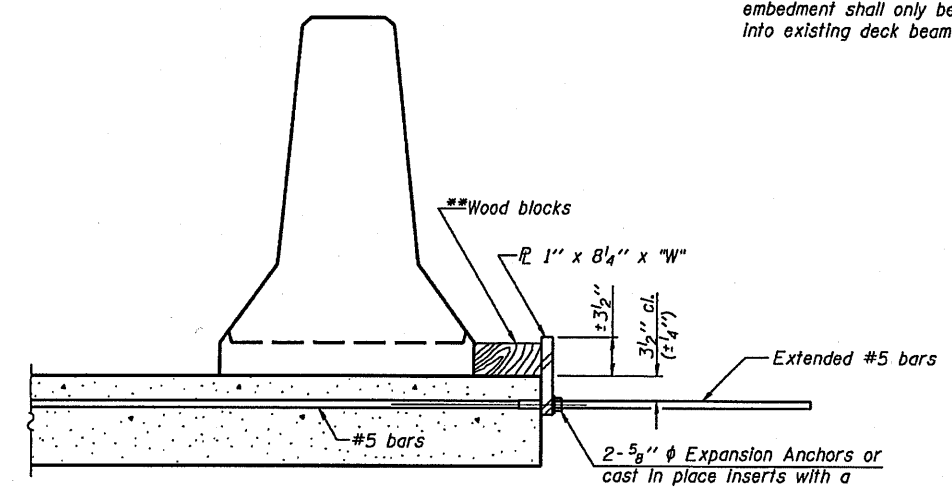
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 8 1/4" x 1'-10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



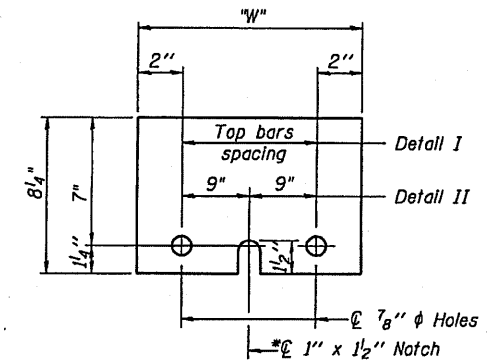
**DETAIL I**



**DETAIL II**

\*\* Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



**STEEL RETAINER  $\bar{E}$  1" x 8 1/4" x 1'-10"**

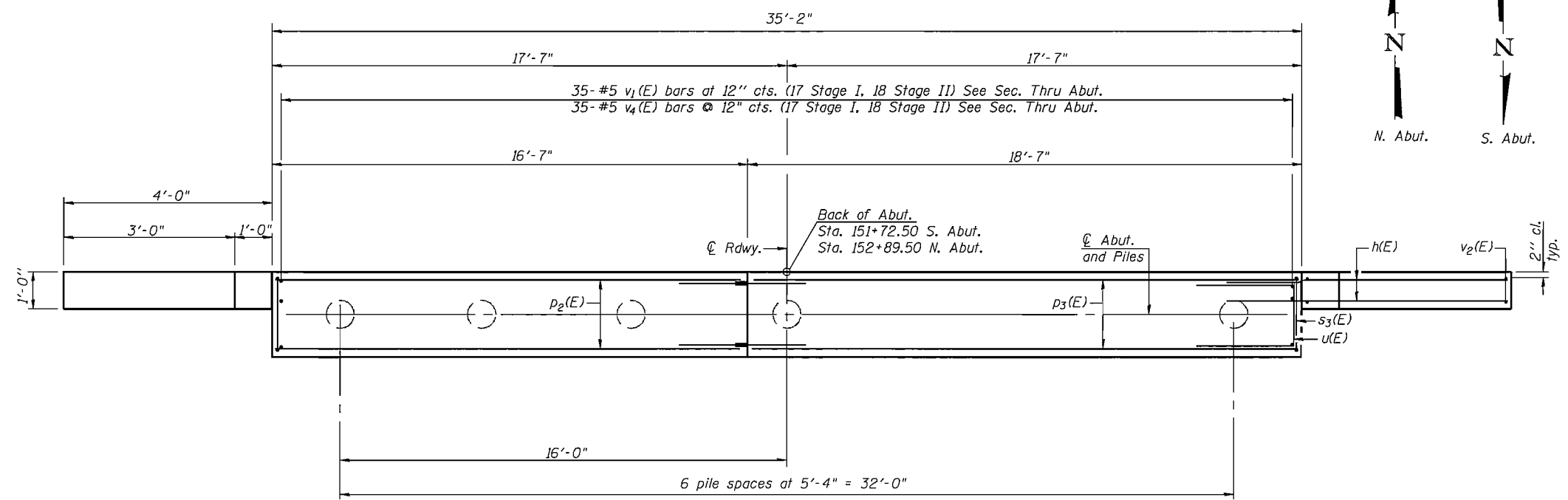
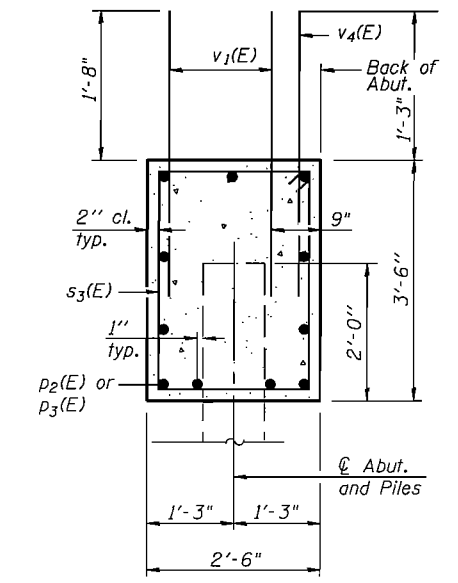
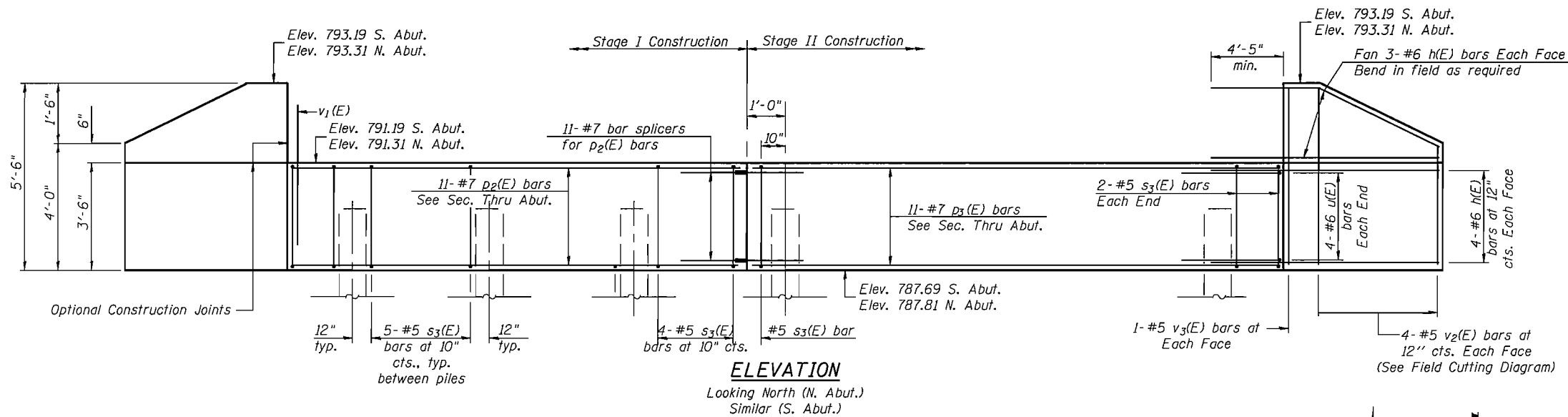
\* Required only with Detail II

**MODIFIED TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 057-0248**

DESIGNED <u>PBB/SAL</u>	200
CHECKED <u>RKM/MCB</u>	EXAMINED
DRAWN <u>MLO</u>	PASSED
CHECKED <u>PBB</u>	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 7	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 31
17 SHEETS	CONTRACT NO. 70612				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**BILL OF MATERIAL**  
(Two Abutments)

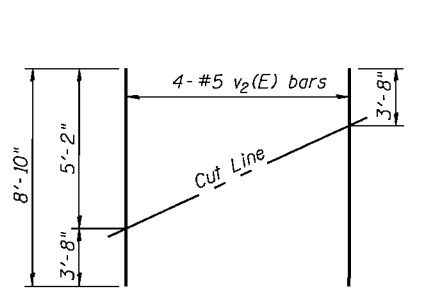
Bar	No.	Size	Length	Shape
$h(E)$	56	#6	8'-5"	—
$p_2(E)$	22	#7	16'-3"	—
$p_3(E)$	22	#7	18'-3"	—
$s_3(E)$	68	#5	11'-7"	□
$u(E)$	16	#6	10'-11"	—
$v_1(E)$	140	#5	3'-4"	—
$v_2(E)$	16	#5	8'-10"	—
$v_3(E)$	8	#5	5'-2"	—
$v_4(E)$	70	#5	3'-1"	┌
Structure Excavation			Cu. Yd.	164
Concrete Structures			Cu. Yd.	26
Reinforcement Bars, Epoxy Coated			Pound	4250
Furnishing Metal Shell Piles 14"x0.250"			Foot	754
Driving Piles			Foot	754
Test Pile Metal Shells			Each	1
Bar Splicers			Each	22

For details of Bar Splicers, see sheet 11 of 17.  
For details of Metal Shell Piles, see sheet 10 of 17.

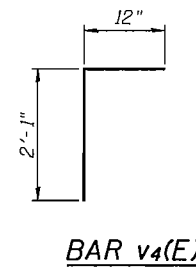
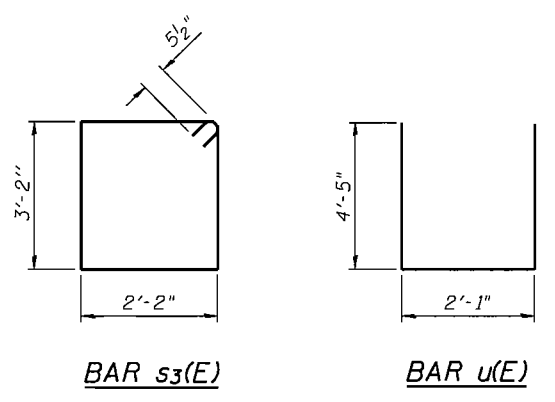
**PILE DATA**

Type: Metal Shell 14"φ w/ 0.25" walls  
Nominal Required Bearing: 416k  
Factored Resistance Available: 208k S. Abut., 189k N. Abut.  
Est. Length: 58'  
No. Production Piles: 13  
No. Test Piles: 1 (N. Abut.)

**FIELD CUTTING DIAGRAM**



Order  $v_2(E)$  full length. Cut as shown and use remainder of bars in opposite face.



**ABUTMENTS**  
STRUCTURE NO. 057-0248

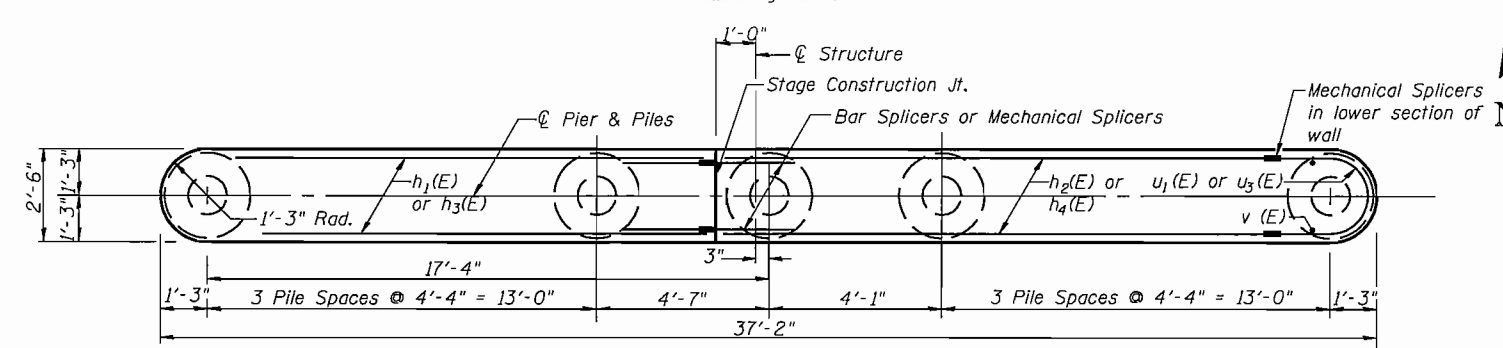
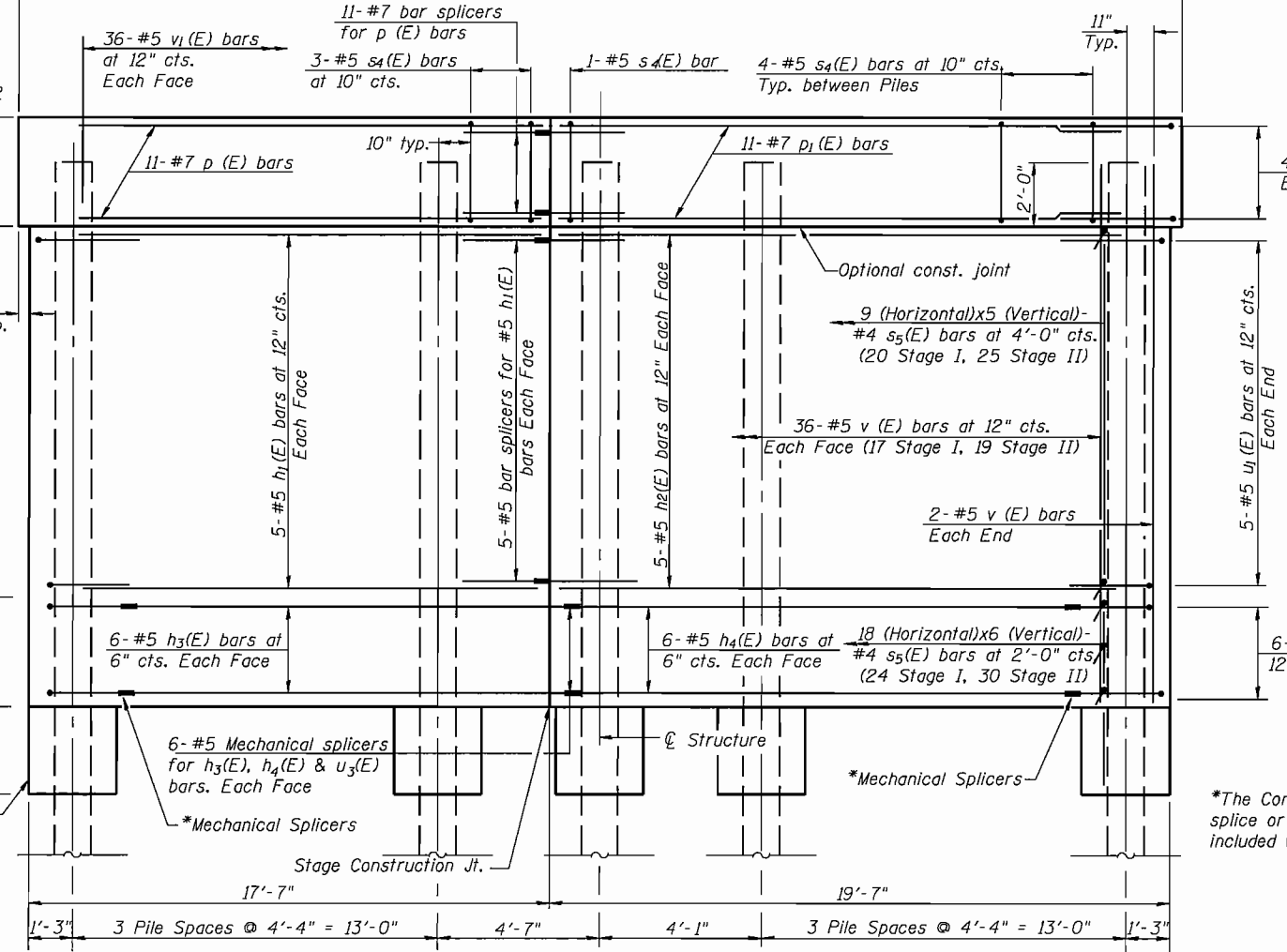
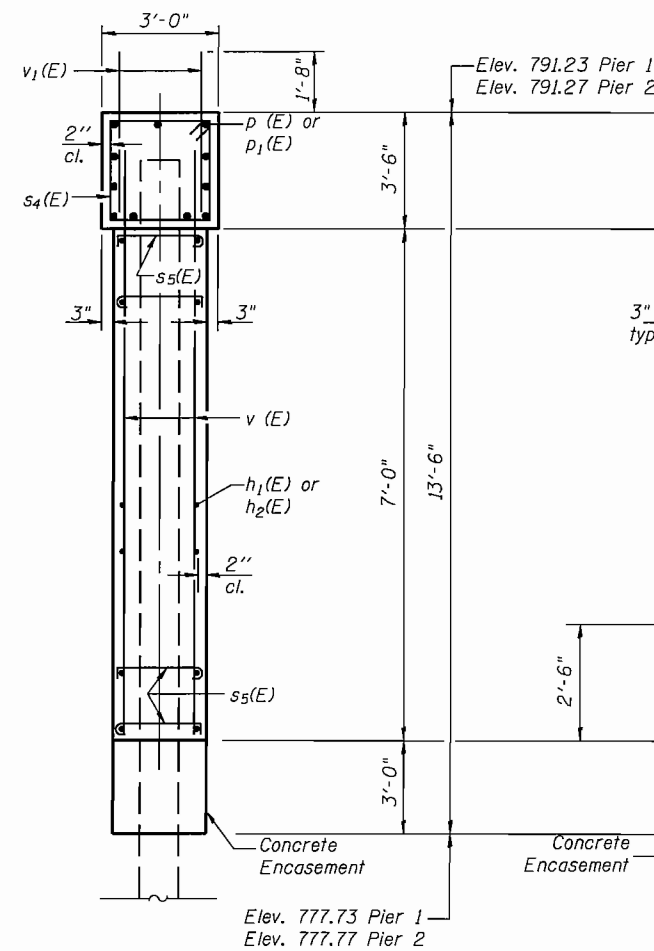
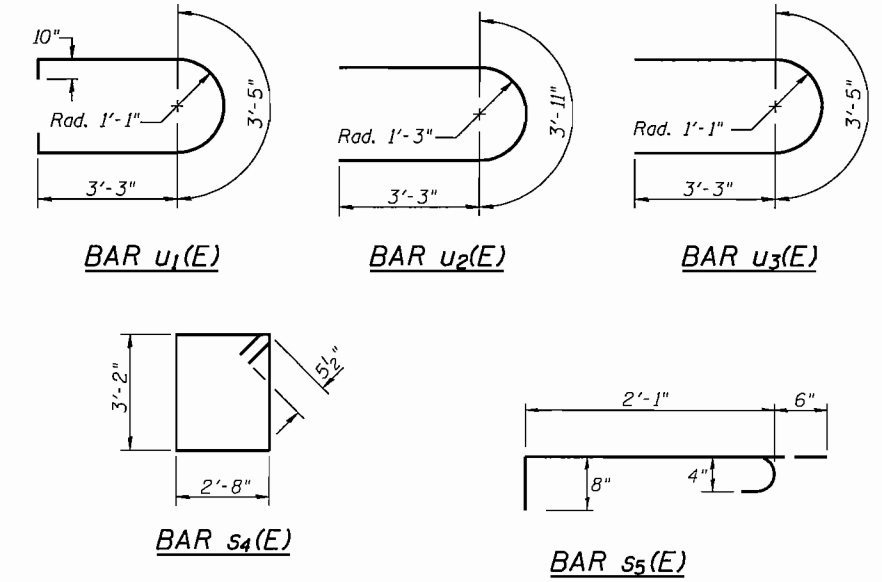
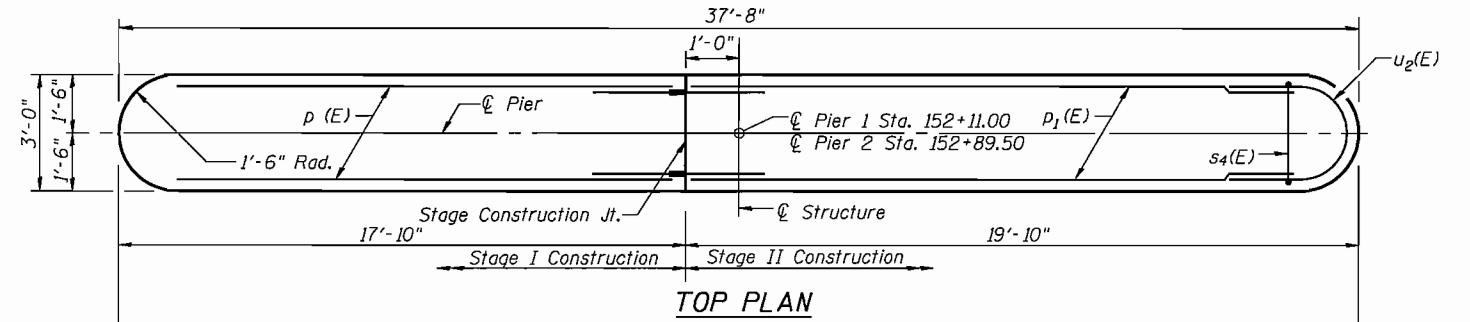
DESIGNED	PBB/SAL	200
CHECKED	-	EXAMINED
DRAWN	MLO	PASSED
CHECKED	-	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 8 17 SHEETS	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 32
	CONTRACT NO. 70612				
FED. ROAD DIST. NO.   ILLINOIS   FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**PILE DATA**

Type: Metal Shell 14"φ w/ 0.25" walls  
Nominal Required Bearing: 416K  
Factored Resistance Available: 168K Pier 1, 179K Pier 2  
Est. Length: 60'  
No. Production Piles: 17  
No. Test Piles: 2 (1 Each Pier)



**BILL OF MATERIAL**  
(Two Piers)

Bar	No.	Size	Length	Shape
h <sub>1</sub> (E)	20	#5	16'-2"	—
h <sub>2</sub> (E)	20	#5	18'-2"	—
h <sub>3</sub> (E)	24	#5	14'-2"	—
h <sub>4</sub> (E)	24	#5	14'-0"	—
p(E)	22	#7	16'-4"	—
p <sub>1</sub> (E)	22	#7	18'-4"	—
s <sub>4</sub> (E)	64	#5	12'-7"	□
s <sub>5</sub> (E)	306	#4	3'-3"	┌┐
u <sub>1</sub> (E)	20	#5	11'-7"	U
u <sub>2</sub> (E)	16	#5	10'-5"	U
u <sub>3</sub> (E)	24	#5	9'-11"	U
v(E)	152	#5	9'-6"	—
v <sub>1</sub> (E)	144	#5	3'-4"	—
Structure Excavation			Cu. Yd.	123
Concrete Structures			Cu. Yd.	76
Reinforcement Bars, Epoxy Coated			Pound	7,160
Furnishing Metal Shell Piles 14"x0.250"			Foot	1,020
Driving Piles			Foot	1,020
Test Pile Metal Shells			Each	2
Bar Splicers			Each	42
Mechanical Splicers			Each	72
Concrete Encasement			Cu. Yd.	7.2
Underwater Structure Excavation Protection - Location 1			Each	1
Underwater Structure Excavation Protection - Location 2			Each	1

\*The Contractor has the option to mechanically splice or to shop weld splice per AWS D1.4. Cost included with Reinforcement Bars, Epoxy Coated.

Notes:  
For details of bar splicers, & mechanical splicers, see sheet 11 of 17.  
For details of metal shell piles & conc. encasement see sheet 10 of 17.

Note:  
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

**PIERS**  
**STRUCTURE NO. 057-0248**

DESIGNED	PBB/SAL	200
CHECKED	-	
DRAWN	MLO	
CHECKED	-	
EXAMINED	-	
PASSED	-	

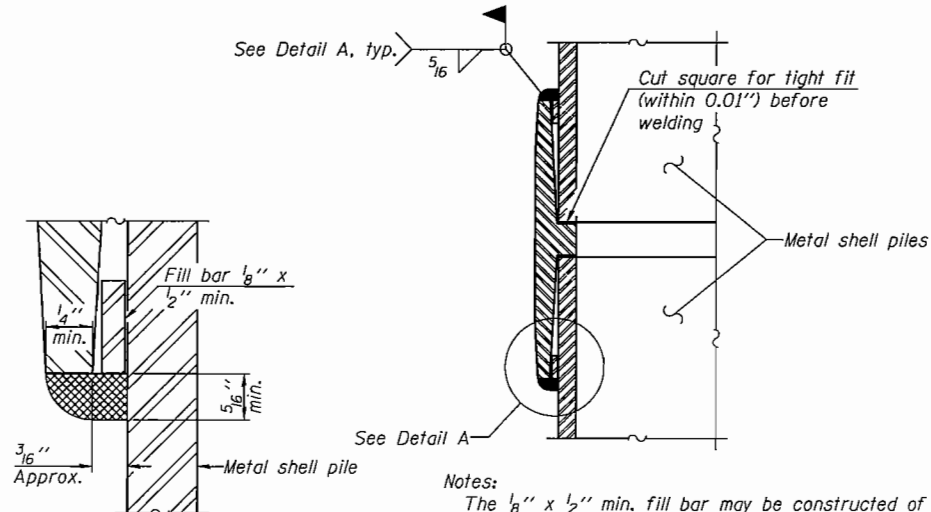
SHEET NO. 9 17 SHEETS	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 33
	CONTRACT NO. 70612				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**METAL SHELL PILE TABLE**

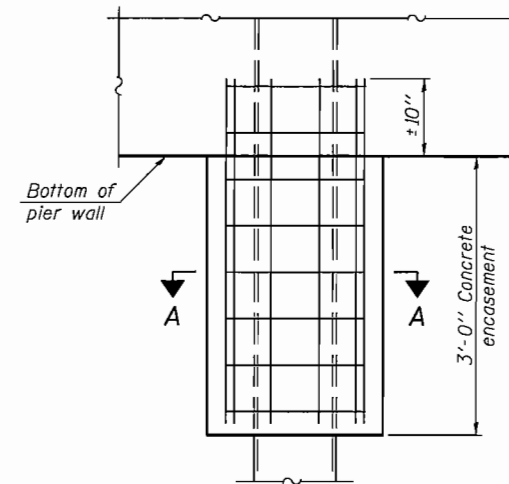
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. <sup>3</sup> /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



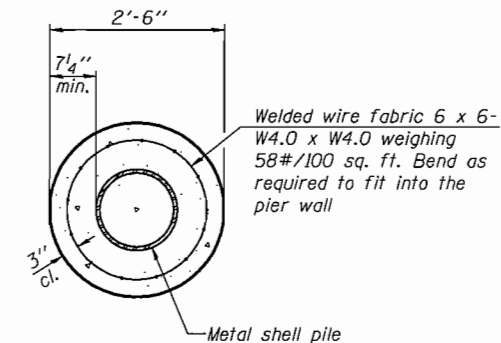
Notes:  
The  $\frac{1}{8}$ " x  $\frac{1}{2}$ " min. fill bar may be constructed of 2 bars with a  $\frac{1}{8}$ " max. gap between them.  
Pile segments shall be driven to solid contact with splicer before welding.

**DETAIL A**

**WELDED COMMERCIAL SPLICE**



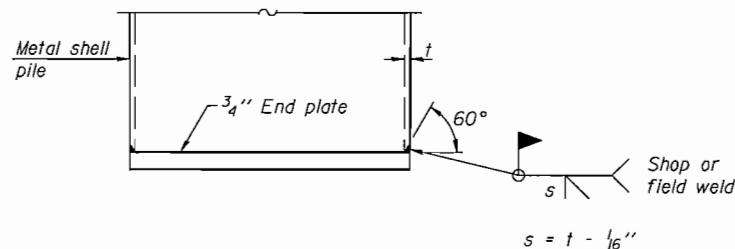
**ELEVATION**



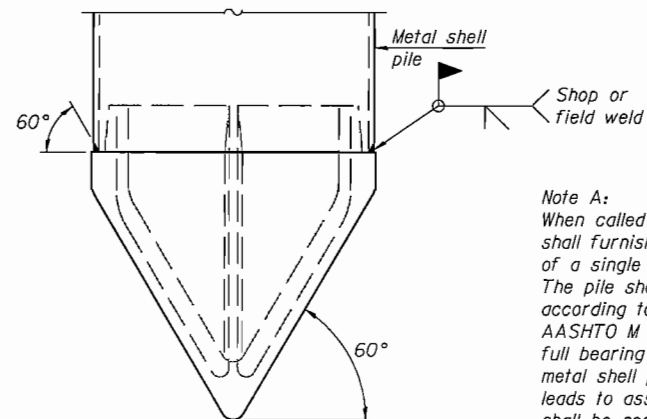
**SECTION A-A**

Note:  
Forms for encasement may be omitted when soil conditions permit.

**CONCRETE ENCASEMENT AT PIERS**



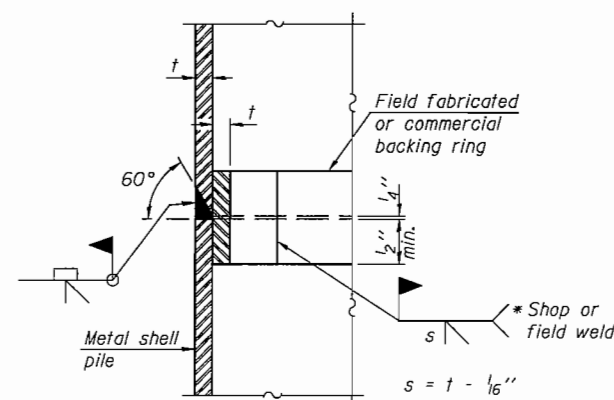
**END PLATE ATTACHMENT**



Note A:  
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

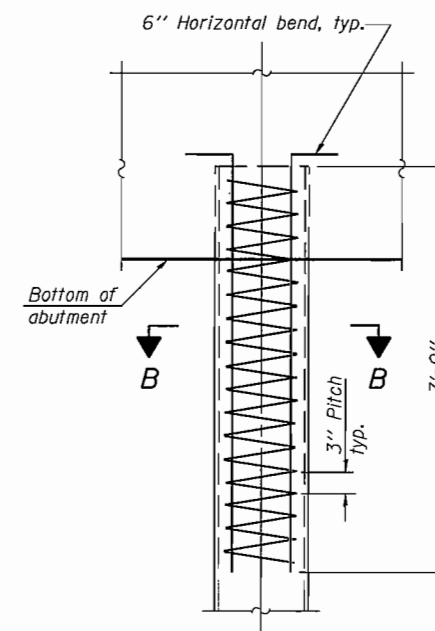
**METAL SHELL PILE SHOE ATTACHMENT**

(See Note A)

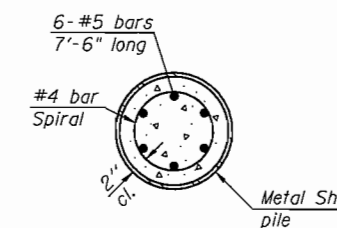


**COMPLETE PENETRATION WELD SPLICE**

\* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



**ELEVATION**



**SECTION B-B**

**METAL SHELL REINFORCEMENT AT ABUTMENTS**

**METAL SHELL PILE DETAILS  
STRUCTURE NO. 057-0248**

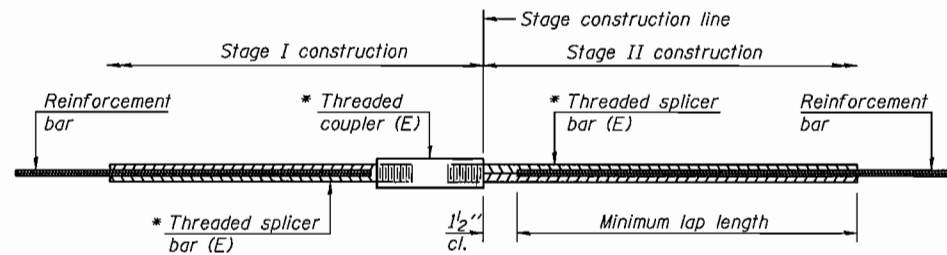
DESIGNED PBB/SAL	200
CHECKED RKM/MCB	EXAMINED
DRAWN MLO	PASSED
CHECKED PBB	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

F-MS

11-1-09

Note:  
The metal shell piles shall be according to ASTM A 252 Grade 3.

SHEET NO. 10	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2484	124BR-1	MCLEAN	55	34
17 SHEETS					
CONTRACT NO. 70612					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



**STANDARD BAR SPLICER ASSEMBLY**

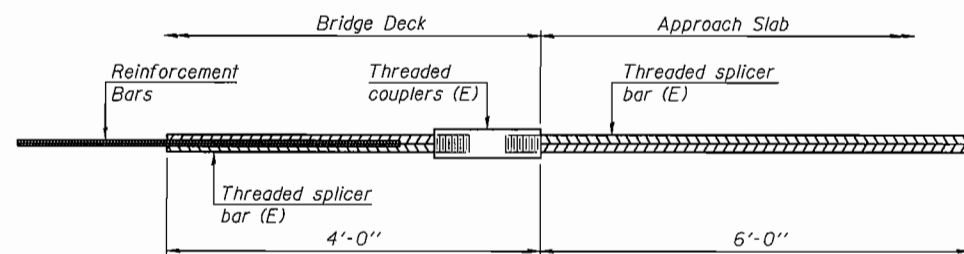
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C  
 Table 2: Black bar, Top bar lap, 0.8 Class C  
 Table 3: Epoxy bar, 0.8 Class C  
 Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

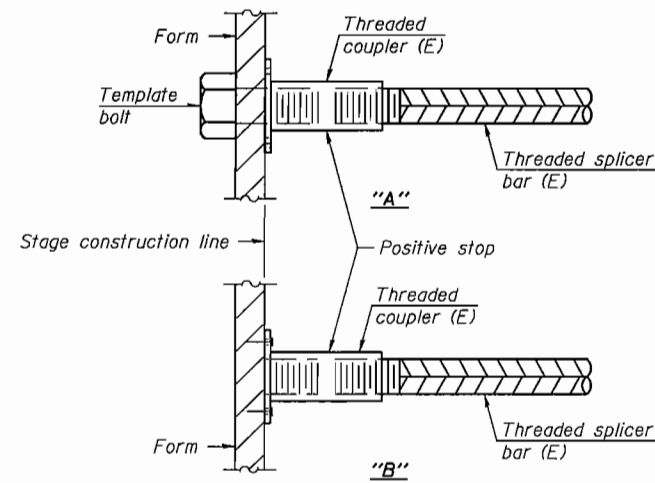
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Approaches Top	#4	50	4
Approaches Ftg.	#5	40	4
Approaches Btm	#5	92	3
Deck Top	#5	78	4
Deck Btm	#5	150	3
Abutments	#7	22	4
Pier Shafts	#5	20	4
Pier Caps	#7	22	4



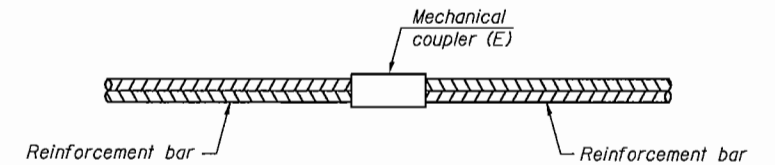
**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required =



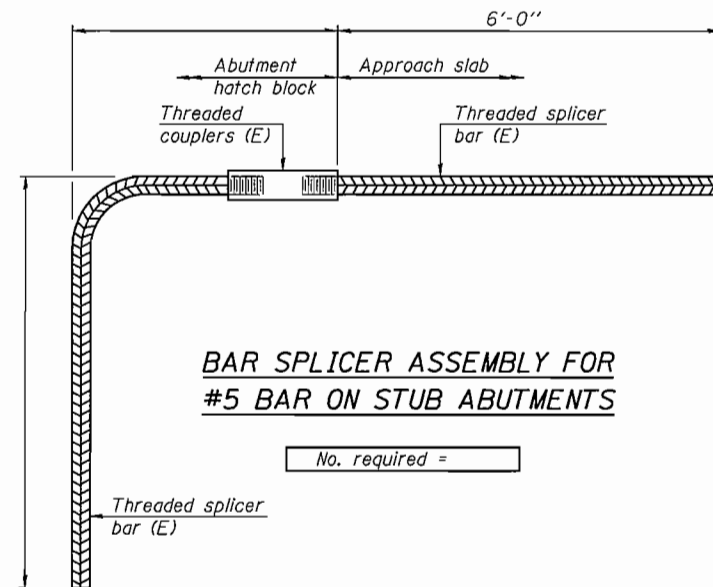
**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.  
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required
Piers	#5	72



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See special provision for Mechanical Splicers.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 057-0248**

DESIGNED PBB/SAL	200
CHECKED RKM/MCB	EXAMINED
DRAWN MLO	PASSED
CHECKED PBB	ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 11-1-09

SHEET NO. 11	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2484	124BR-1	MCLEAN	55	35
17 SHEETS	CONTRACT NO. 70612				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					





STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



Illinois Department  
of Transportation  
Division of Highways  
IDOT - Region 3/Dist 6

SOIL BORING LOG

Page 1 of 2

Date 9/12/07

ROUTE FAS 2482 (IL 165) DESCRIPTION FAS 2484 (IL 165) over Money Creek LOGGED BY RRW

SECTION 124BR-1 LOCATION NE, SEC. 23, TWP. 24N, RNG. 3E

COUNTY McLean DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 057-0248(Prop.)  
Station 152+48  
BORING NO. 2 South Abutment  
Station 151+73  
Offset 11.0 ft  
Ground Surface Elev. 792.5 ft

Surface Water Elev. 783.2 ft  
Stream Bed Elev. 782.3 ft  
Groundwater Elev.:  
First Encounter 758.5 ft  
Upon Completion Wash Bored ft  
After Hrs. ft

DEPTH (ft)	SOIL TYPE	UCS (tsf)	Failure Mode	SPT (blows)	DEPTH (ft)	SOIL TYPE	UCS (tsf)	Failure Mode	SPT (blows)
0-2	Black Silty Clay (Embankment)				0-3	Grey Clay Loam Till (continued)			
2					3				
2-3					9		9.3	B	12
3					12				
3-5					2				
5					7		7.8	B	13
5-7					10				
7					25				
7-8					4				
8					8		7.8	B	12
8-10					13				
10					18				
10-11					25				12
11					30				
11-12					11				
12					15				
12-15					15				
15					33				
15-16					11				
16					12				
16-18					15				
18					11				
18-20					15				
20					11				

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An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.  
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



Illinois Department  
of Transportation  
Division of Highways  
IDOT - Region 3/Dist 6

SOIL BORING LOG

Page 2 of 2

Date 9/12/07

ROUTE FAS 2482 (IL 165) DESCRIPTION FAS 2484 (IL 165) over Money Creek LOGGED BY RRW

SECTION 124BR-1 LOCATION NE, SEC. 23, TWP. 24N, RNG. 3E

COUNTY McLean DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 057-0248(Prop.)  
Station 152+48  
BORING NO. 2 South Abutment  
Station 151+73  
Offset 11.0 ft  
Ground Surface Elev. 792.5 ft

Surface Water Elev. 783.2 ft  
Stream Bed Elev. 782.3 ft  
Groundwater Elev.:  
First Encounter 758.5 ft  
Upon Completion Wash Bored ft  
After Hrs. ft

DEPTH (ft)	SOIL TYPE	UCS (tsf)	Failure Mode	SPT (blows)	DEPTH (ft)	SOIL TYPE	UCS (tsf)	Failure Mode	SPT (blows)
0-5	Grey Coarse Sand with Gravel (continued)				0-5	Grey Clay Loam Till (continued)			
5					5				
5-8					8				
8					14		8.0	B	10
8-14					16				
14					727.5				
14-16					End of Boring				
16									
16-17.5									
17.5									
17.5-18									
18									
18-20									
20									
20-21									
21									
21-24									
24									
24-25									
25									
25-27									
27									
27-28									
28									
28-30									
30									
30-33									
33									
33-35									
35									
35-37									
37									
37-38									
38									
38-40									
40									

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An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.  
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)

SOIL BORINGS  
STRUCTURE NO. 057-0248

SHEET NO. 13 17 SHEETS	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 37
	CONTRACT NO. 70612				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



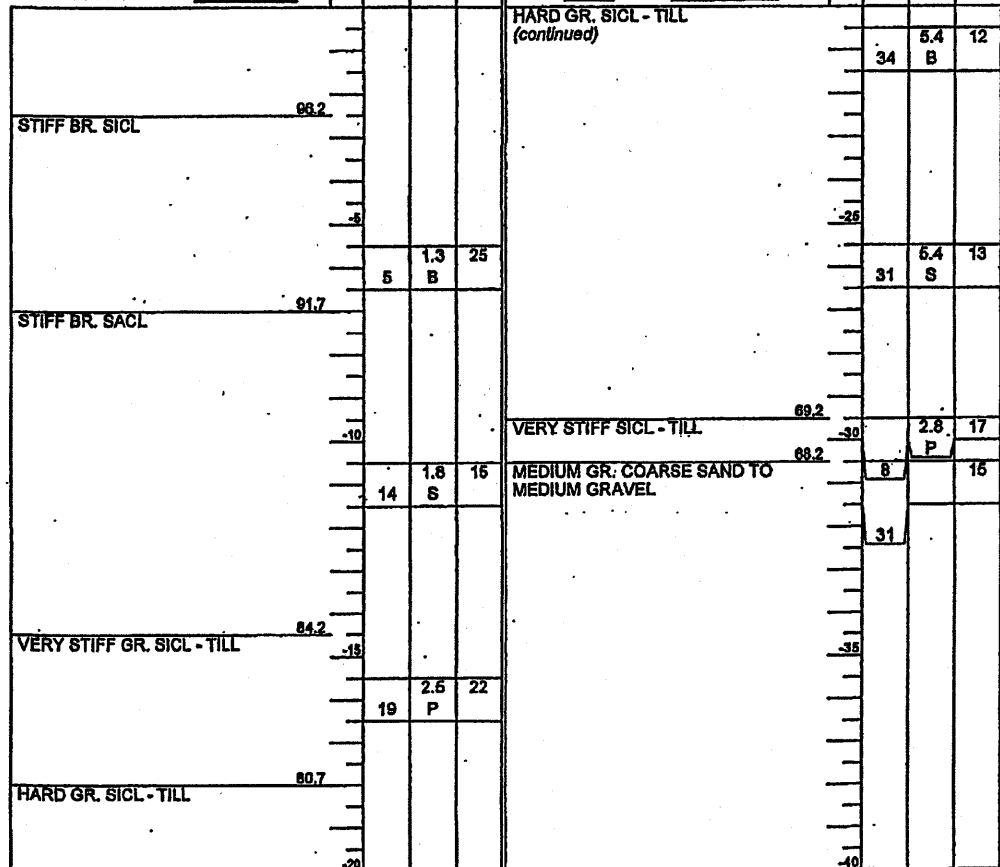
**SOIL BORING LOG**

Page 1 of 2

Date 4/1/85

ROUTE FAS 2482 (IL 185) DESCRIPTION Illinois Route 185 Over Money Creek LOGGED BY J. Legan  
SECTION 124BR-1 LOCATION NE. SEC., TWP., RNG.  
COUNTY McLean DRILLING METHOD Hollow Stem Auger HAMMER TYPE \_\_\_\_\_

STRUCT. NO. 057-0248(Prop.) DEPTH BLOCS MOI Surface Water Elev. \_\_\_\_\_ ft  
Station 152+48 H S Qu T DEPTH BLOCS MOI Stream Bed Elev. \_\_\_\_\_ ft  
BORING NO. 4 N. Abut. H S Qu T H S Qu T Groundwater Elev.:  
Station 153+43 H S Qu T H S Qu T First Encounter \_\_\_\_\_ ft  
Offset 11.0 RLL H S Qu T H S Qu T Upon Completion \_\_\_\_\_ ft  
Ground Surface Elev. 98.7 ft (ft) (ft) (tsf) (%) After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft (ft) (ft) (tsf) (%)



5/17/2007 10:24:14 AM S:\SOILBORING LOGS\957-0248 PROP.GPJ

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.  
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T208)

BBS, from 137 (Rev. 8-89)

NOTE:

Ground Surface elevations for Borings 3S and 4N shall be adjusted to the current datum by adding 694'-8" to the elevations provided.

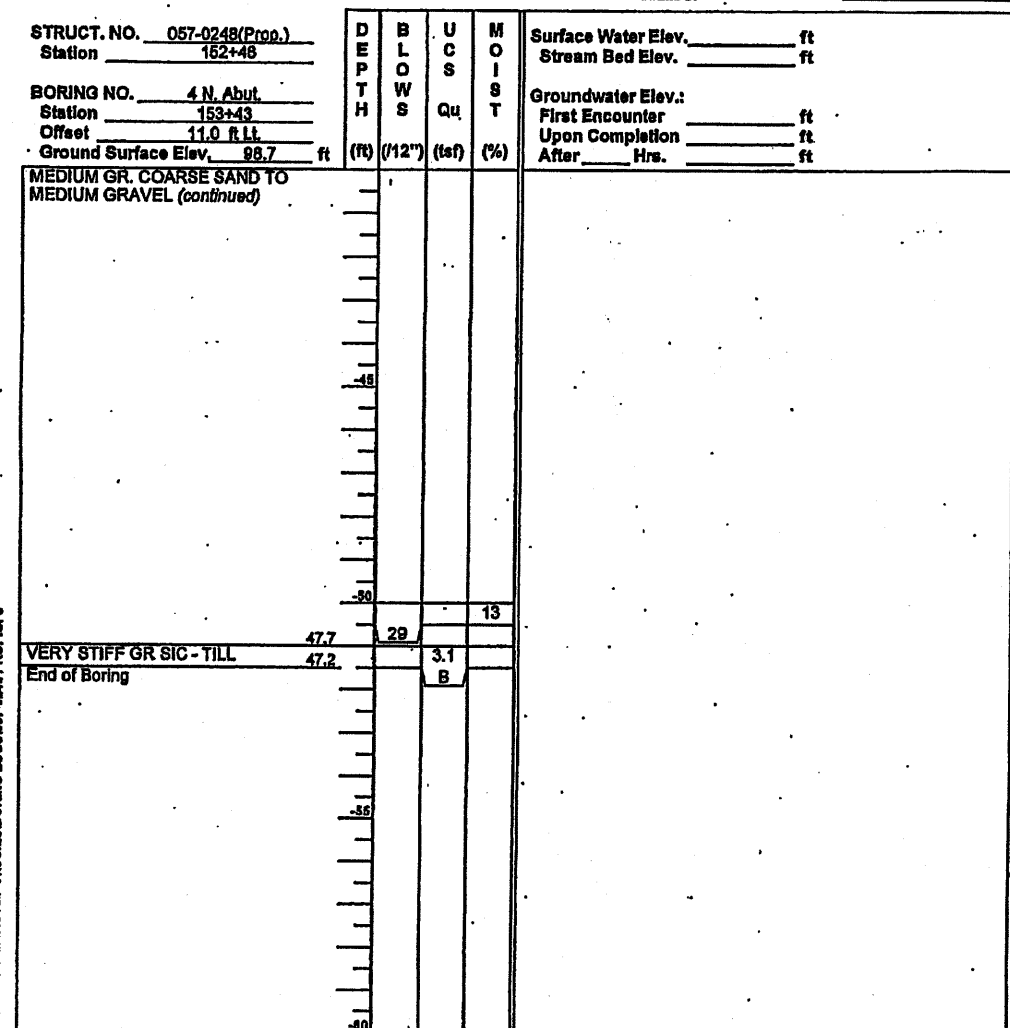


**SOIL BORING LOG**

Page 2 of 2

Date 4/1/85

ROUTE FAS 2482 (IL 185) DESCRIPTION Illinois Route 185 Over Money Creek LOGGED BY J. Legan  
SECTION 124BR-1 LOCATION NE. SEC., TWP., RNG.  
COUNTY McLean DRILLING METHOD Hollow Stem Auger HAMMER TYPE \_\_\_\_\_



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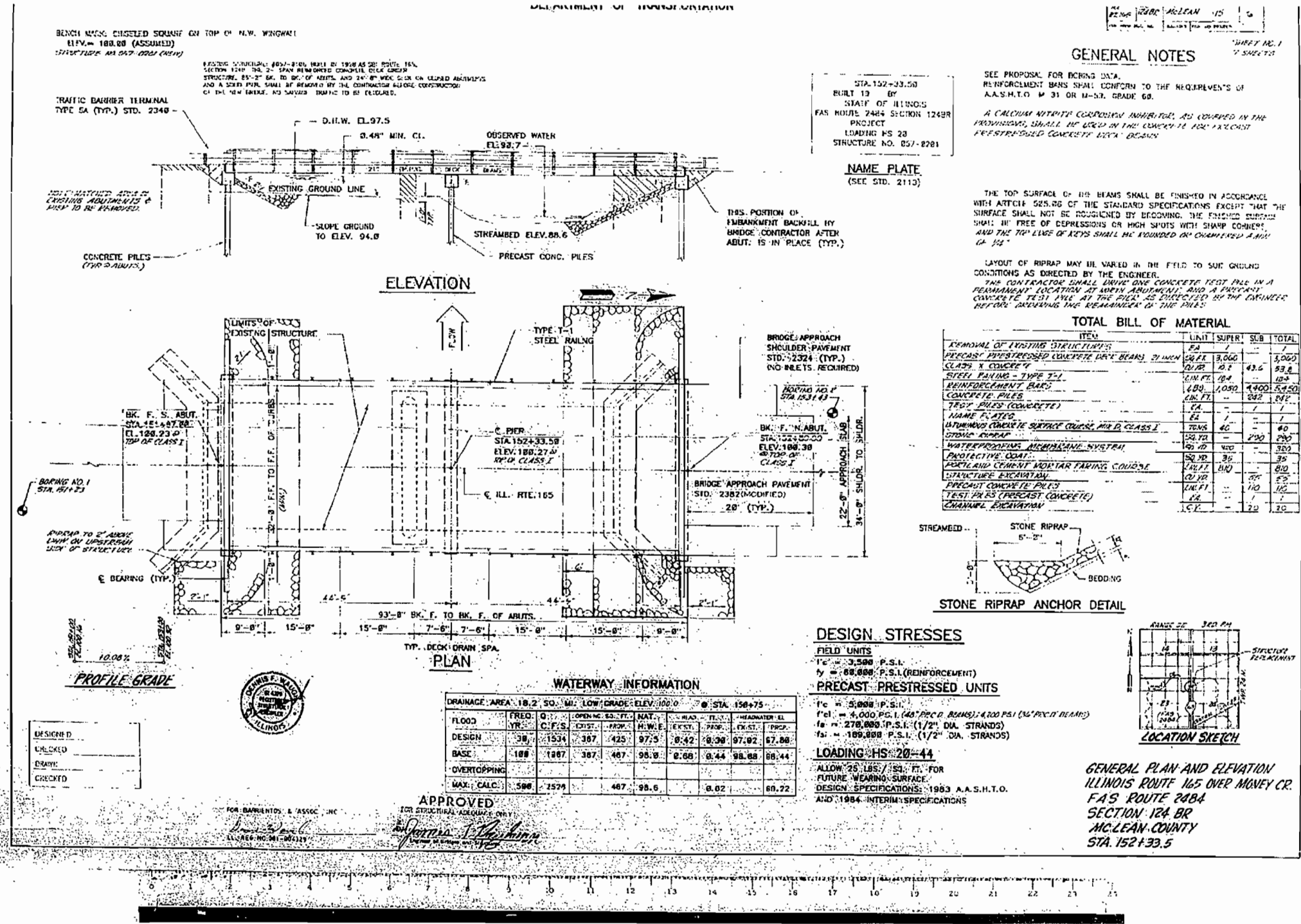
An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.  
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T208)

BBS, from 137 (Rev. 8-89)

SOIL BORINGS  
STRUCTURE NO. 057-0248

SHEET NO. 15 17 SHEETS	F.A.S. RTE. 2484	SECTION 124BR-1	COUNTY MCLEAN	TOTAL SHEETS 55	SHEET NO. 39
	CONTRACT NO. 70612				
FED. ROAD DIST. No. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

SEE PROPOSAL FOR BORING DATA.  
REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF  
A.A.S.H.T.O. M 31 OR M-53, GRADE 60.

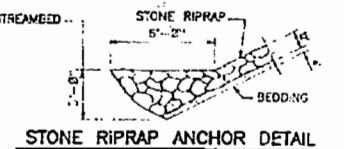
A CALCIUM NITRIDE CORROSION INHIBITOR, AS COUPLED IN THE  
PROVISIONS, SHALL BE USED IN THE CONCRETE FOR PRECAST  
PRESTRESSED CONCRETE BRIDGE BEAMS.

THE TOP SURFACE OF THE BEAMS SHALL BE FINISHED IN ACCORDANCE  
WITH ARTICLE 525.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE  
SURFACE SHALL NOT BE ROUGHENED BY BROOMING. THE FINISHED SURFACE  
SHALL BE FREE OF DEPRESSIONS OR HIGH SPOTS WITH SHARP CORNERS,  
AND THE TOP EDGE OF KEYS SHALL BE ROUNDED IN CHAMFERED A MIN  
1/4" R.

LAYOUT OF RIPRAP MAY BE VARIED IN THE FIELD TO SUIT GROUND  
CONDITIONS AS DIRECTED BY THE ENGINEER.  
THE CONTRACTOR SHALL DRIVE ONE CONCRETE TEST PILE IN A  
PERMANENT LOCATION AT UPPIER ABUTMENT AND A PERMANENT  
CONCRETE TEST PILE AT THE PIER AS DIRECTED BY THE ENGINEER  
BEFORE COMMENCING THE REPAIRS OF THE PILES.

TOTAL BILL OF MATERIAL

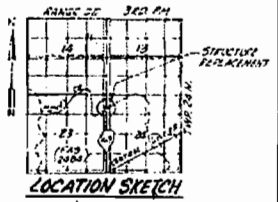
ITEM	UNIT	SUPER	SLB	TOTAL
REMOVAL OF EXISTING STRUCTURE	EA	1		1
PRECAST PRESTRESSED CONCRETE BRIDGE BEAMS	LINEAL FT.	3,060		3,060
CLAYS & CONCRETE	CU YD	43.6		43.6
STEEL PILING - TYPE T-1	LINEAL FT.	104		104
REINFORCEMENT BARS	LB	1,050		4,400
CONCRETE PILES	LINEAL FT.		242	242
TEST PILES (CONCRETE)	EA		1	1
WATERPROOFING ALUMINUM-NITRIDE SYSTEM	SQ YD		40	40
PROTECTIVE COAT	SQ YD		290	290
PORTLAND CEMENT MORTAR FACING COURSE	SQ YD		38	38
STRUCTURE EXCAVATION	CU YD		20	20
PRECAST CONCRETE PILES	LINEAL FT.		110	110
TEST PILES (PRECAST CONCRETE)	EA		1	1
CHANNEL EXCAVATION	LINEAL FT.		20	20



DESIGN STRESSES

FIELD UNITS  
 $f'_c = 3,500$  P.S.I.  
 $f_y = 60,000$  P.S.I. (REINFORCEMENT)  
 PRECAST PRESTRESSED UNITS  
 $f'_c = 5,000$  P.S.I.  
 $f'_{cl} = 4,000$  P.S.I. (40' PRECAST BEAMS); 4,200 P.S.I. (36' PRECAST BEAMS)  
 $f_{pu} = 270,000$  P.S.I. (1/2" DIA. STRANDS)  
 $f_{ps} = 189,000$  P.S.I. (1/2" DIA. STRANDS)

LOADING HS 20-44  
 ALLOW 25 LBS./SQ. FT. FOR  
 FUTURE WEARING SURFACE.  
 DESIGN SPECIFICATIONS: 1983 A.A.S.H.T.O.  
 AND 1984 INTERIM SPECIFICATIONS



GENERAL PLAN AND ELEVATION  
ILLINOIS ROUTE 165 OVER MONEY CR.  
FAS ROUTE 2484  
SECTION 124 BR  
MCLEAN COUNTY  
STA. 152+33.5

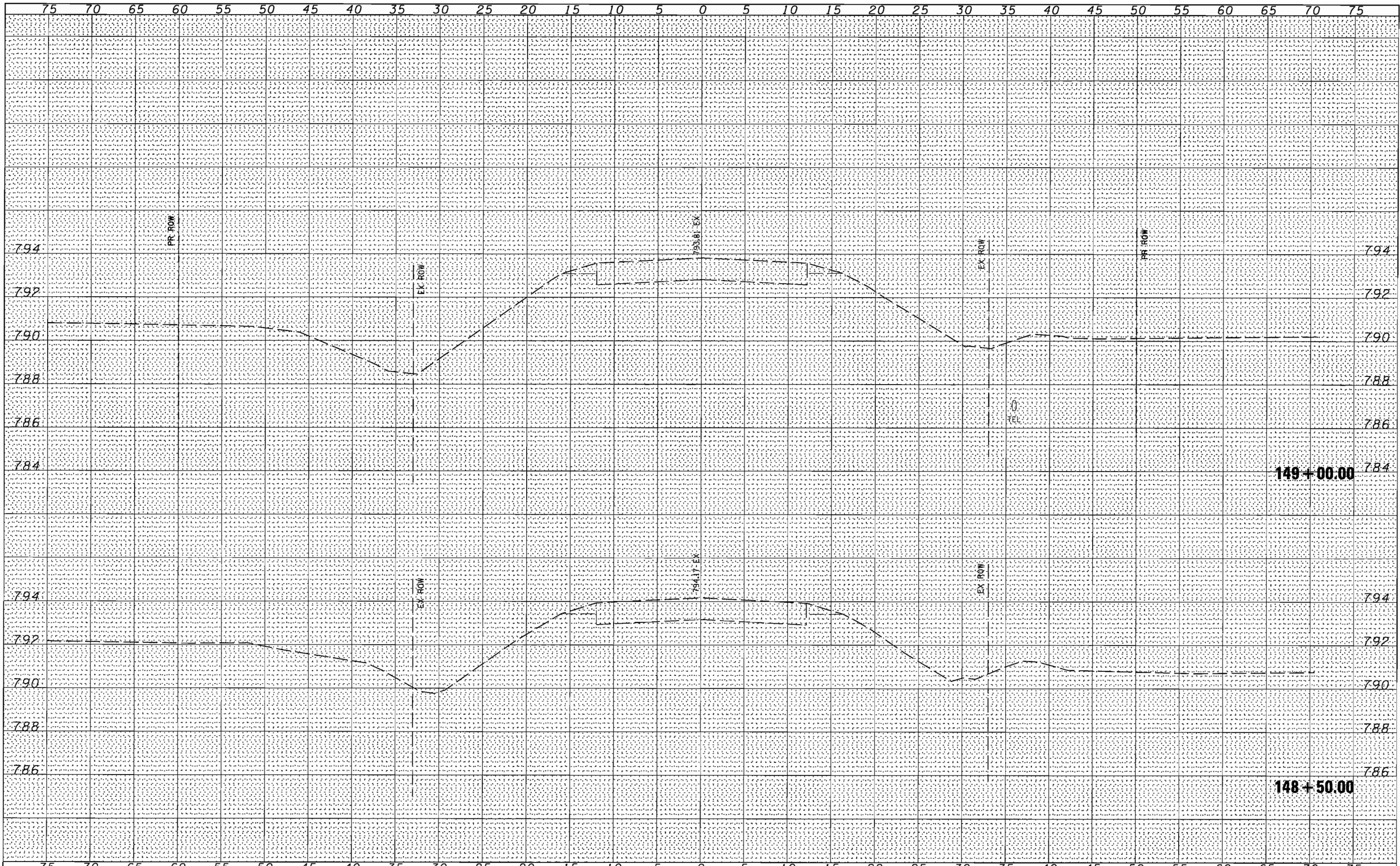
FOR INFORMATION ONLY

EXISTING BRIDGE PLANS  
STRUCTURE NO. 057-0201

SHEET NO. 16	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2484	124BR-1	MCLEAN	55	40
17 SHEETS	CONTRACT NO. 70612				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					







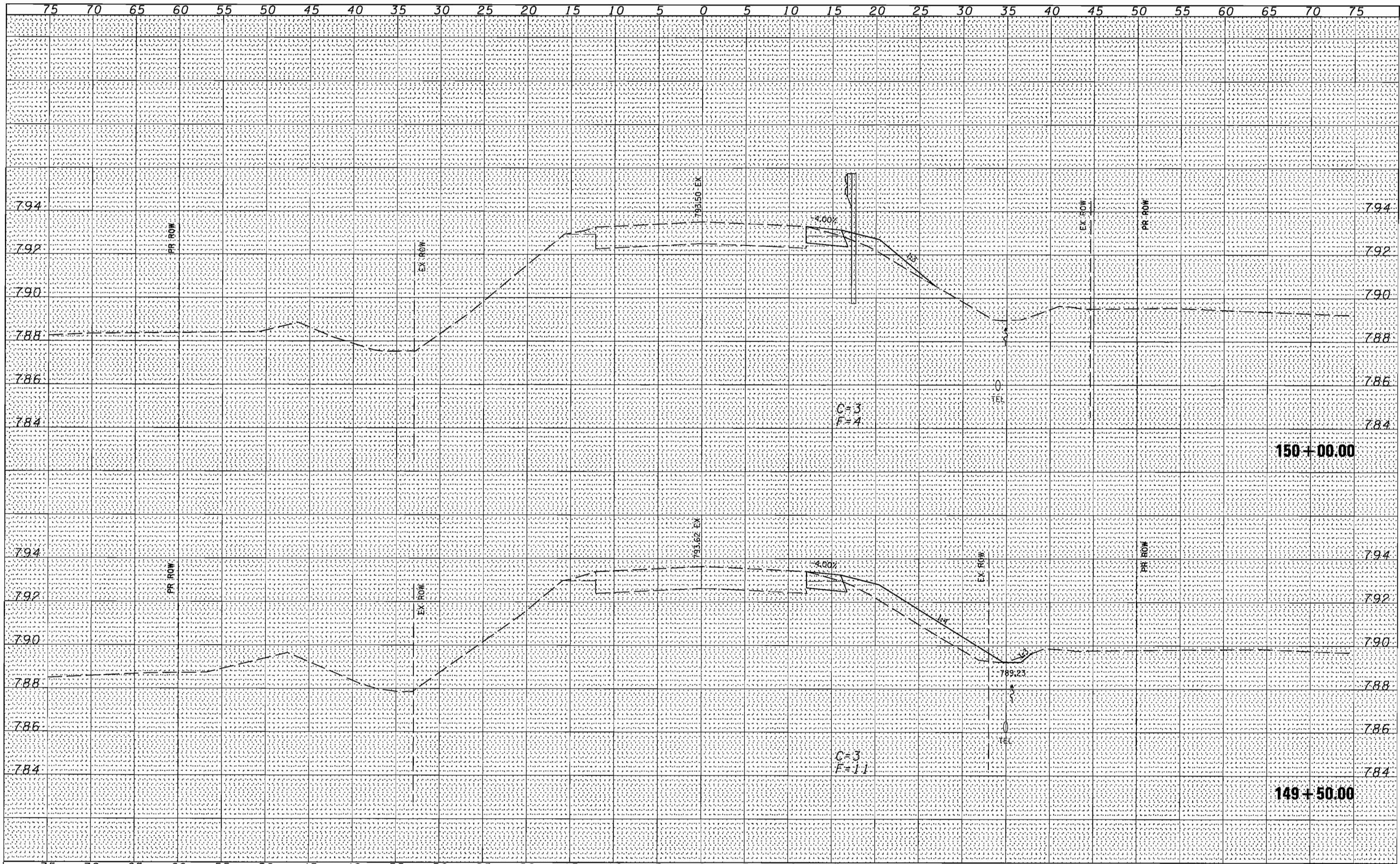
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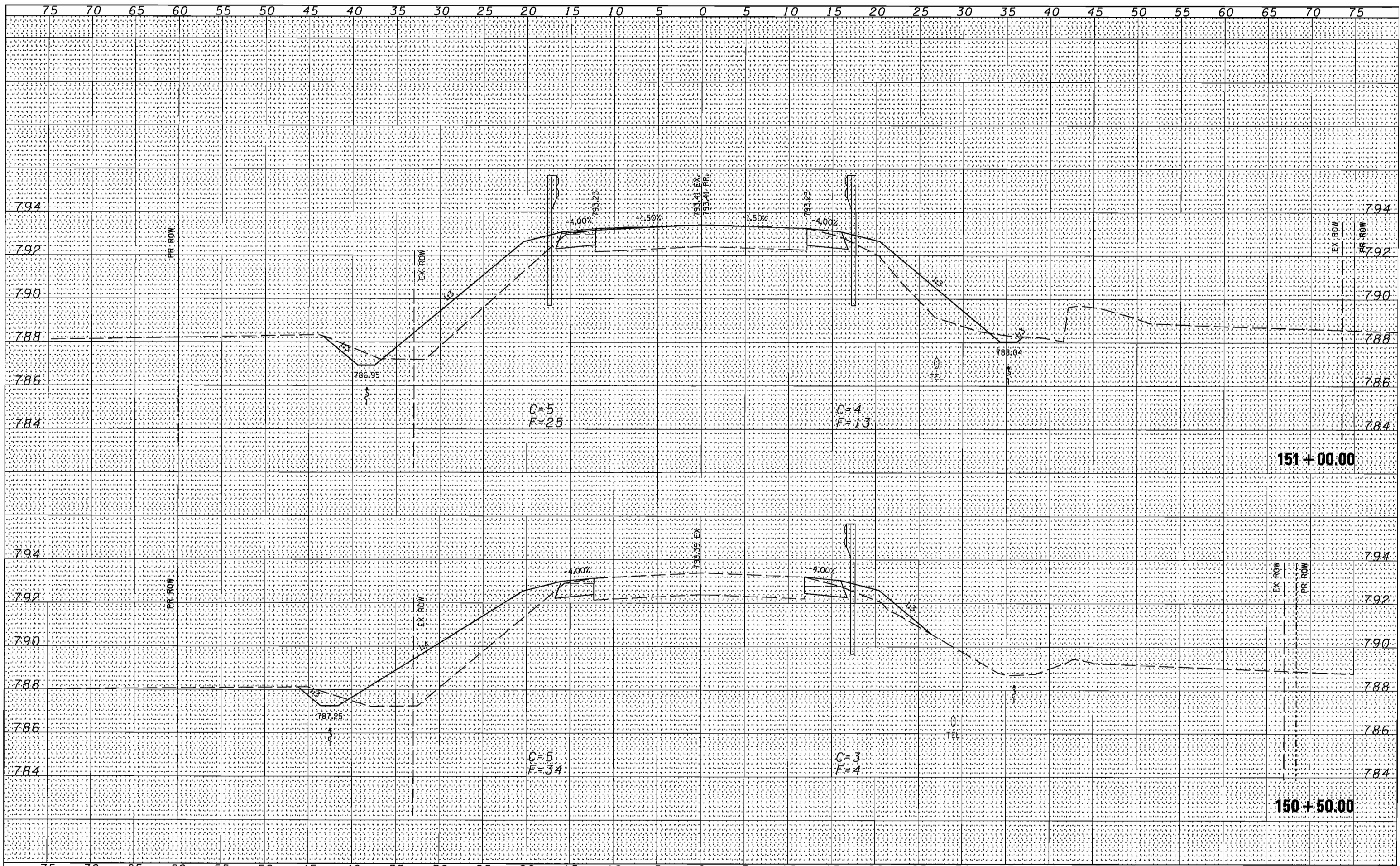


FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				IL ROUTE 165 CROSS SECTIONS				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN -	REVISED -									2484	124BR-1	MCLEAN	55	43	
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -	SCALE:				SHEET NO. 2 OF 9 SHEETS	STA. 149+50.00 TO STA. 150+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70612					
	PLOT DATE = #DATE#	DATE -	REVISED -														



DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
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 PLOTTED \_\_\_\_\_  
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 AREAS CHECKED \_\_\_\_\_

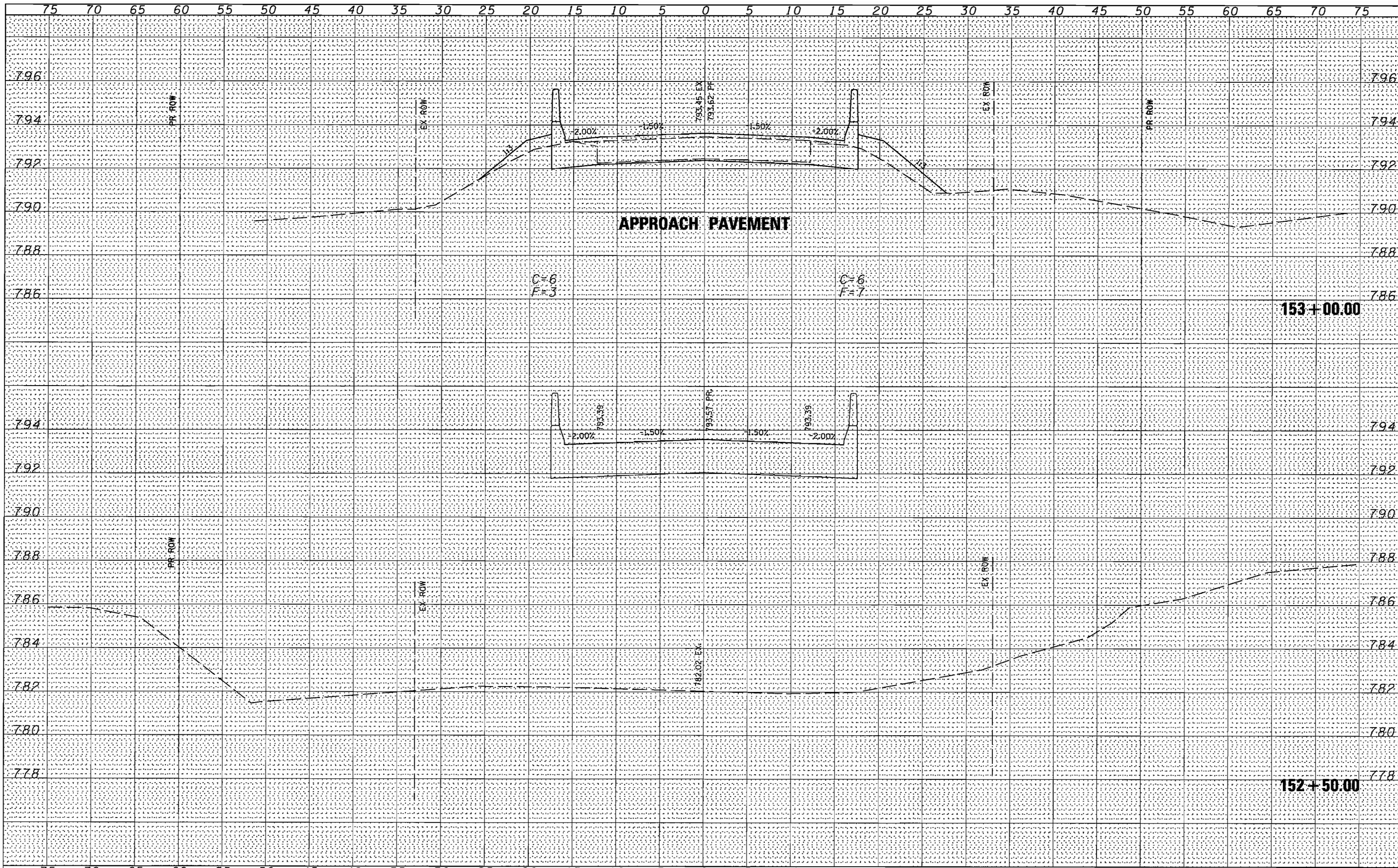
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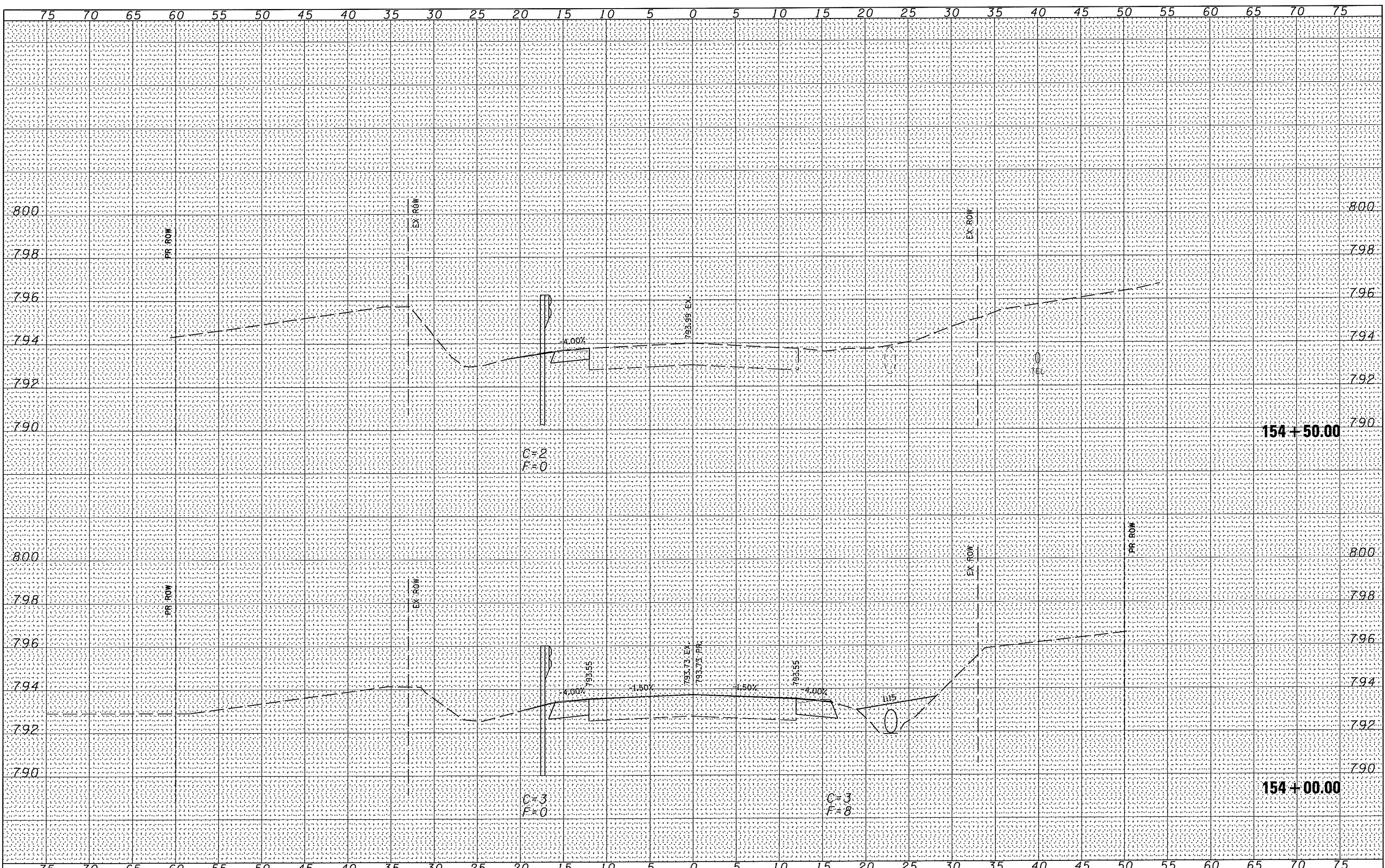
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#FILE#		DRAWN -	REVISED -		SCALE:	SHEET NO. 5 OF 9 SHEETS	STA. 152+50.00 TO STA. 153+00.00	2484	124BR-1	MCLEAN	55	46
		CHECKED -	REVISED -								CONTRACT NO. 70612	
		DATE -	REVISED -								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	





FINAL SURVEY SURVEYED PLOTTED DATE  
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ORIGINAL SURVEY SURVEYED PLOTTED DATE  
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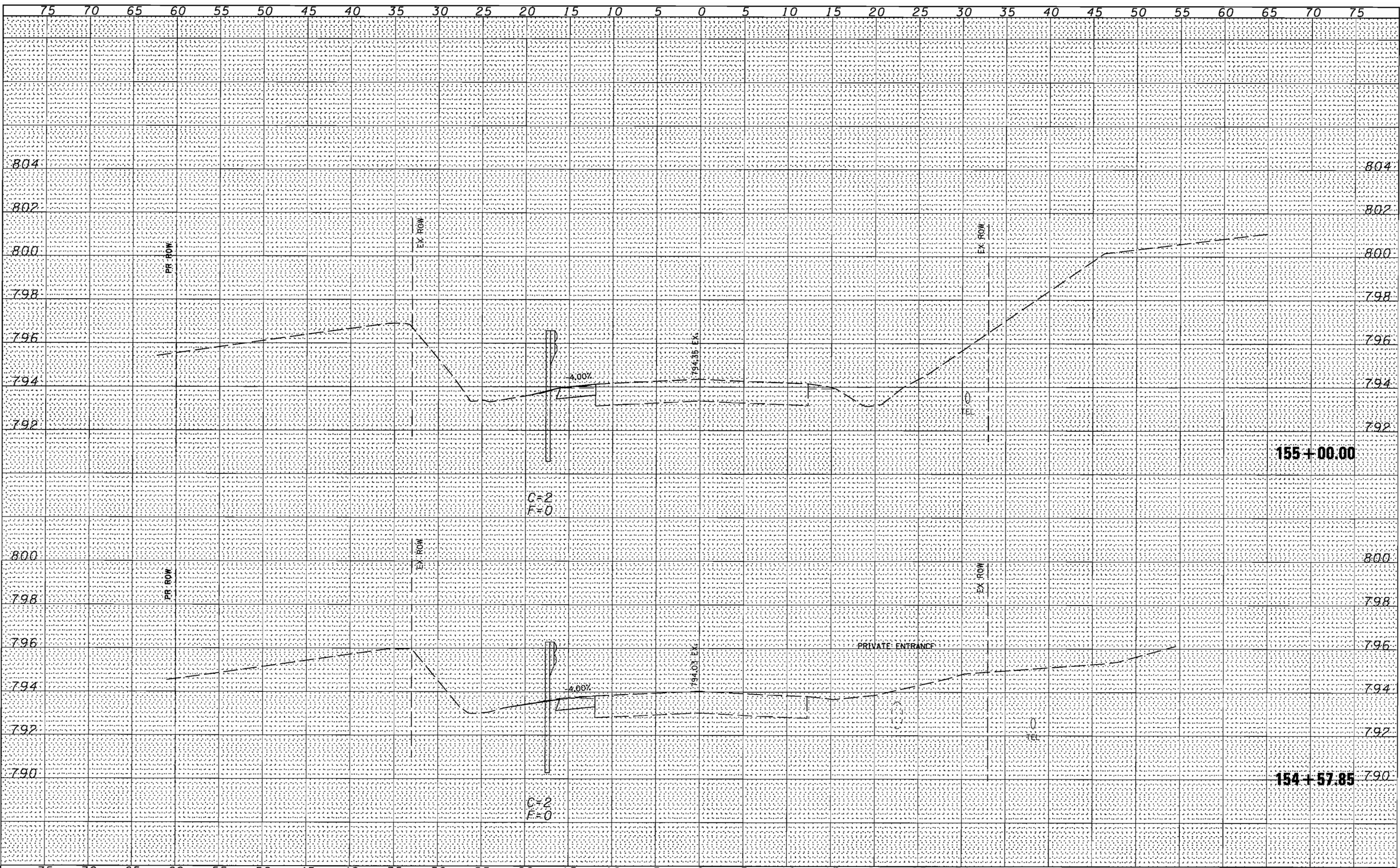


FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL ROUTE 165 CROSS SECTIONS</b>		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		SCALE: 1" = 40'		SHEET NO. 7 OF 9 SHEETS		STA. 154+00.00 TO STA. 154+50.00		CONTRACT NO. 70612	
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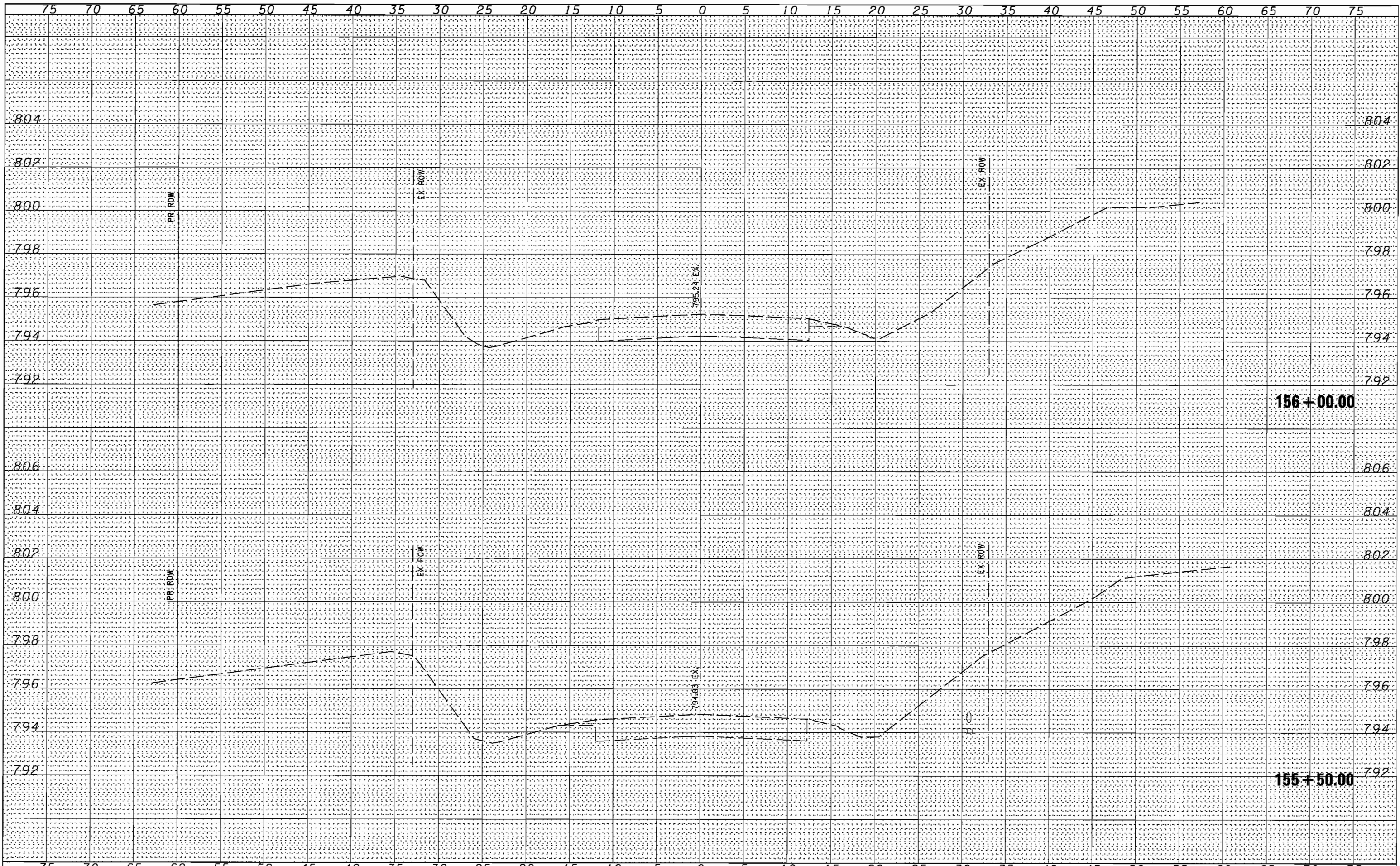


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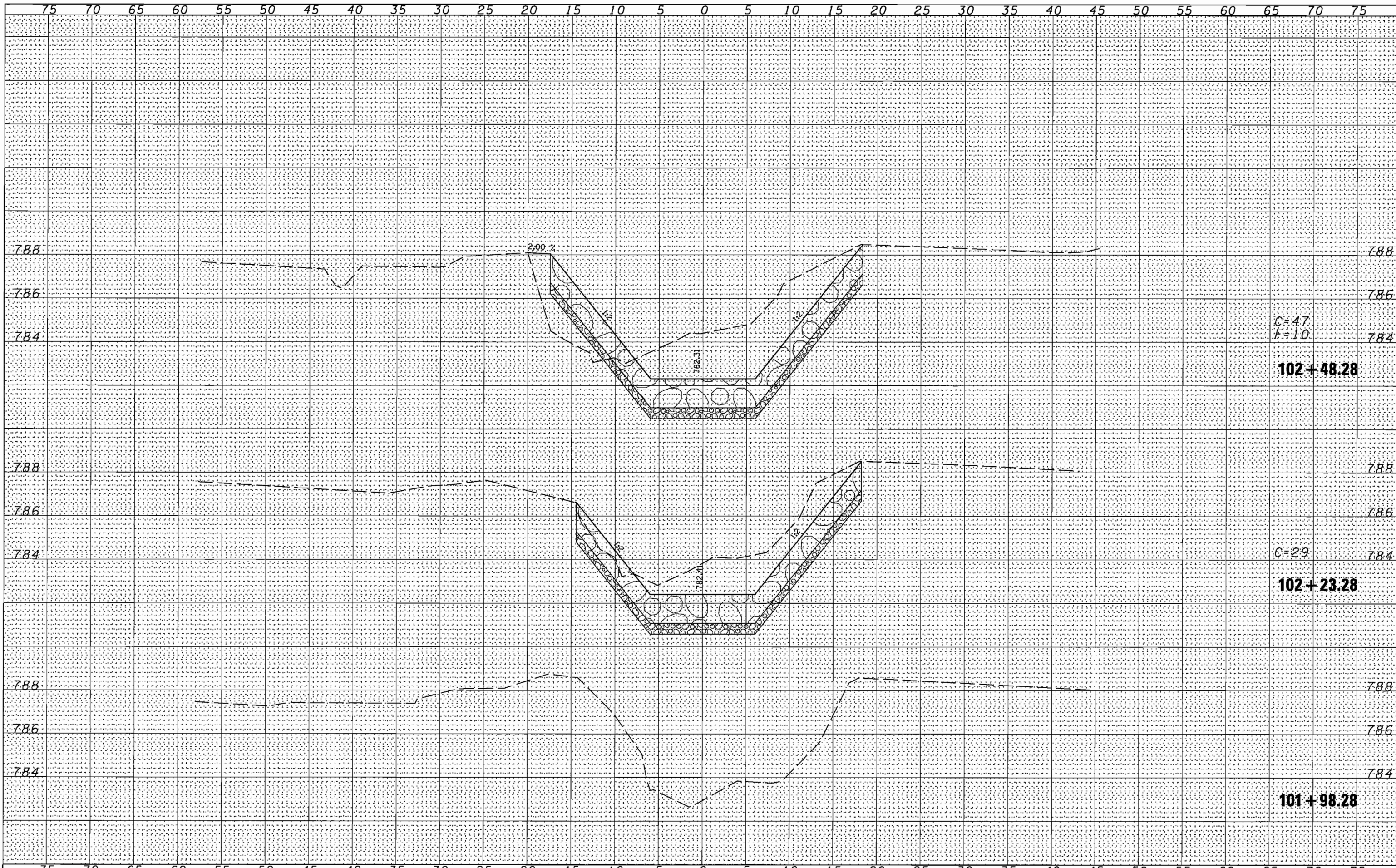




FINAL SURVEY	DATE
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NO. _____	_____
NO. _____	_____
NO. _____	_____

ORIGINAL SURVEY	DATE
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NO. _____	_____
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NO. _____	_____
NO. _____	_____

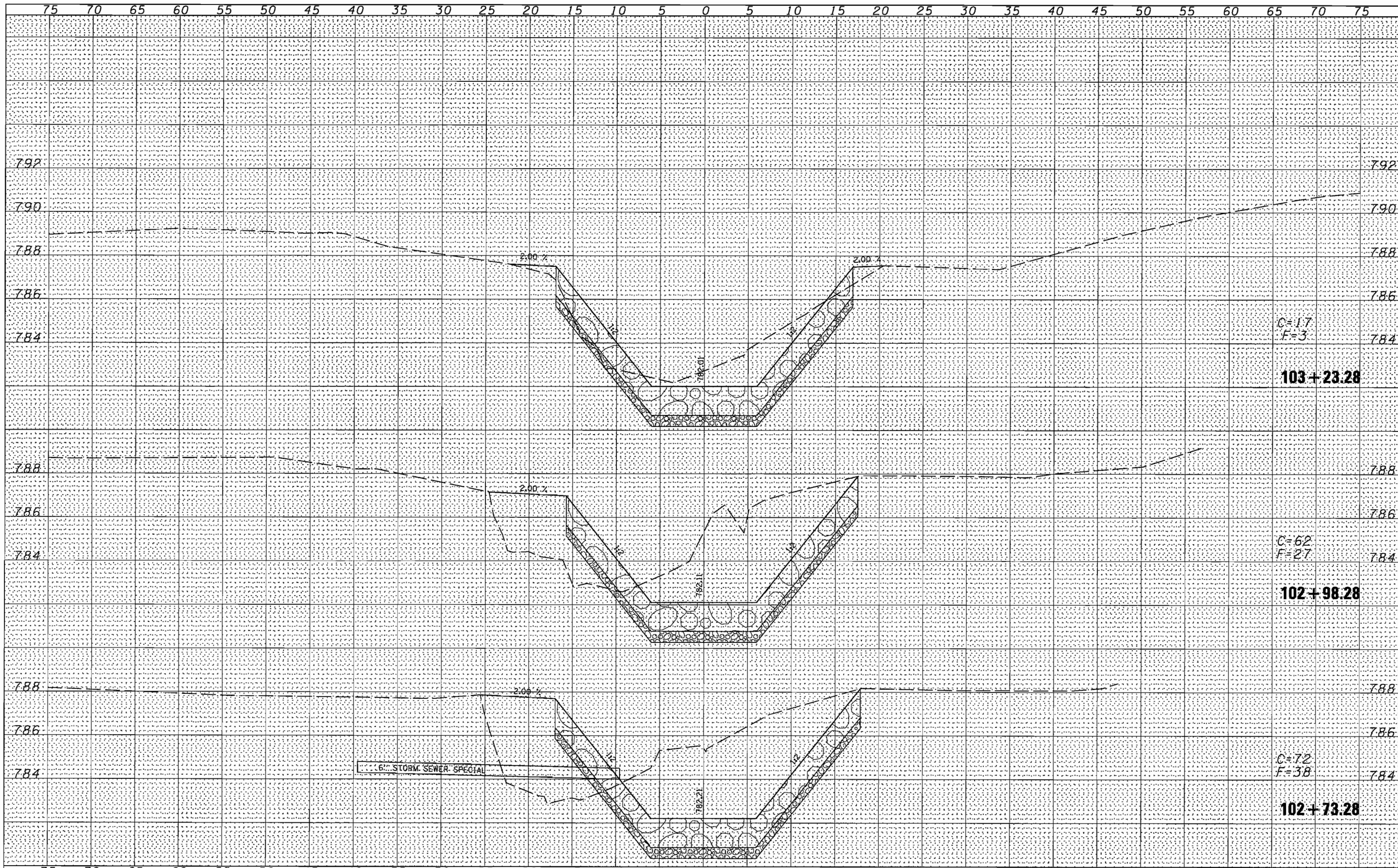




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ORIGINAL SURVEY	
NOTE BOOK	
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TEMPLATES	
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C=1.7  
F=3

**103+23.28**

C=6.2  
F=2.7

**102+98.28**

C=7.2  
F=3.8

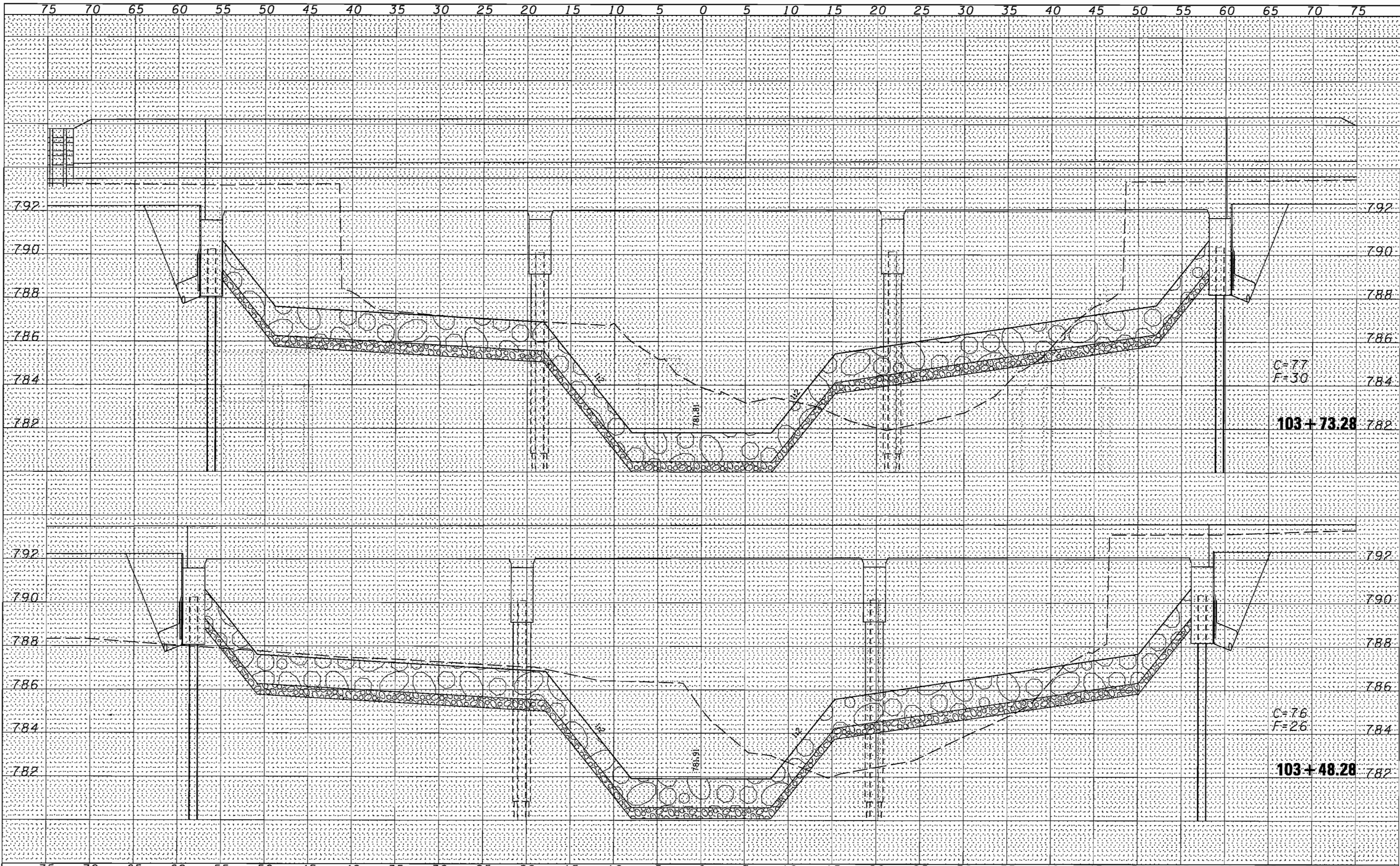
**102+73.28**

6" STORM SEWER SPECIAL

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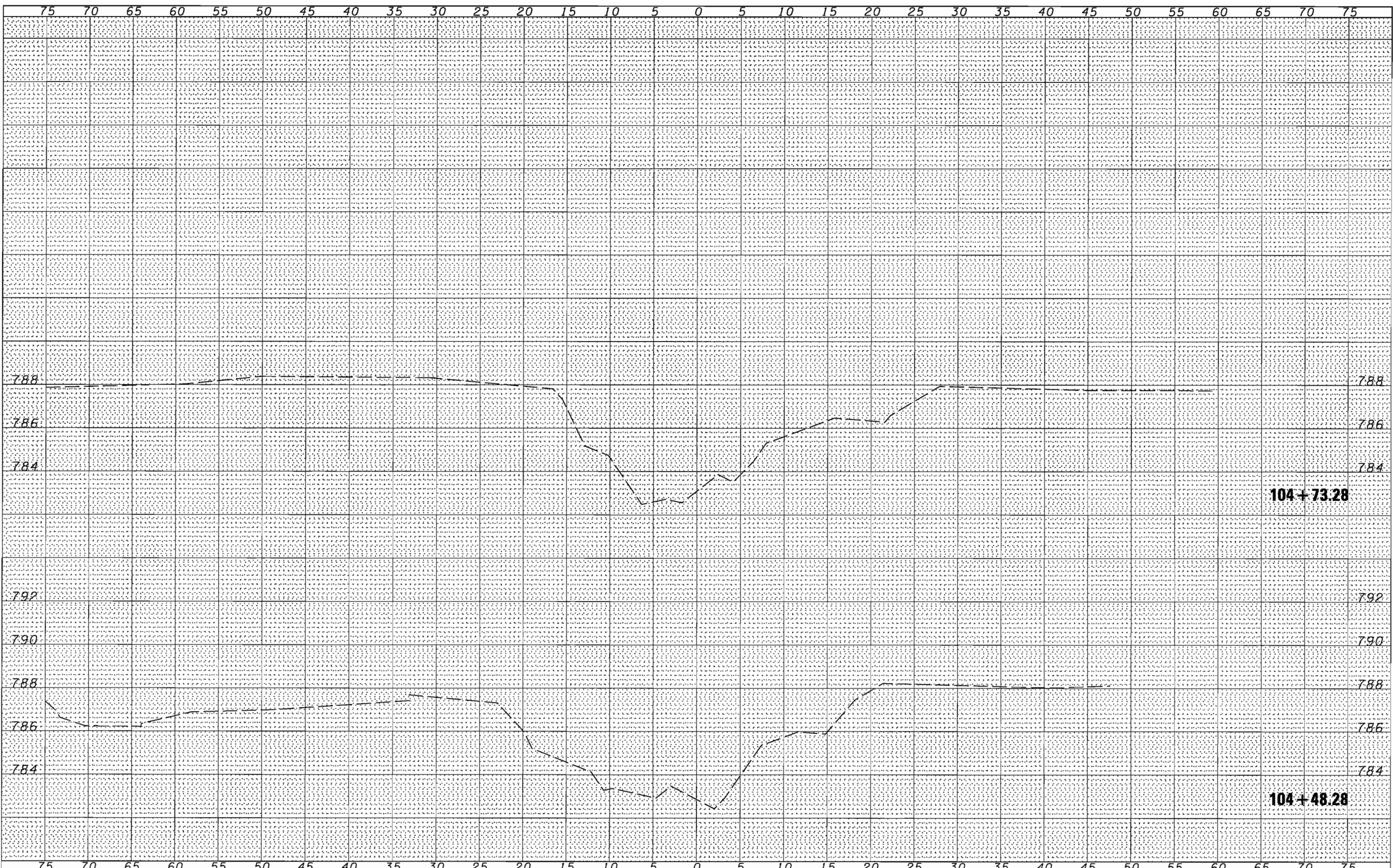
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