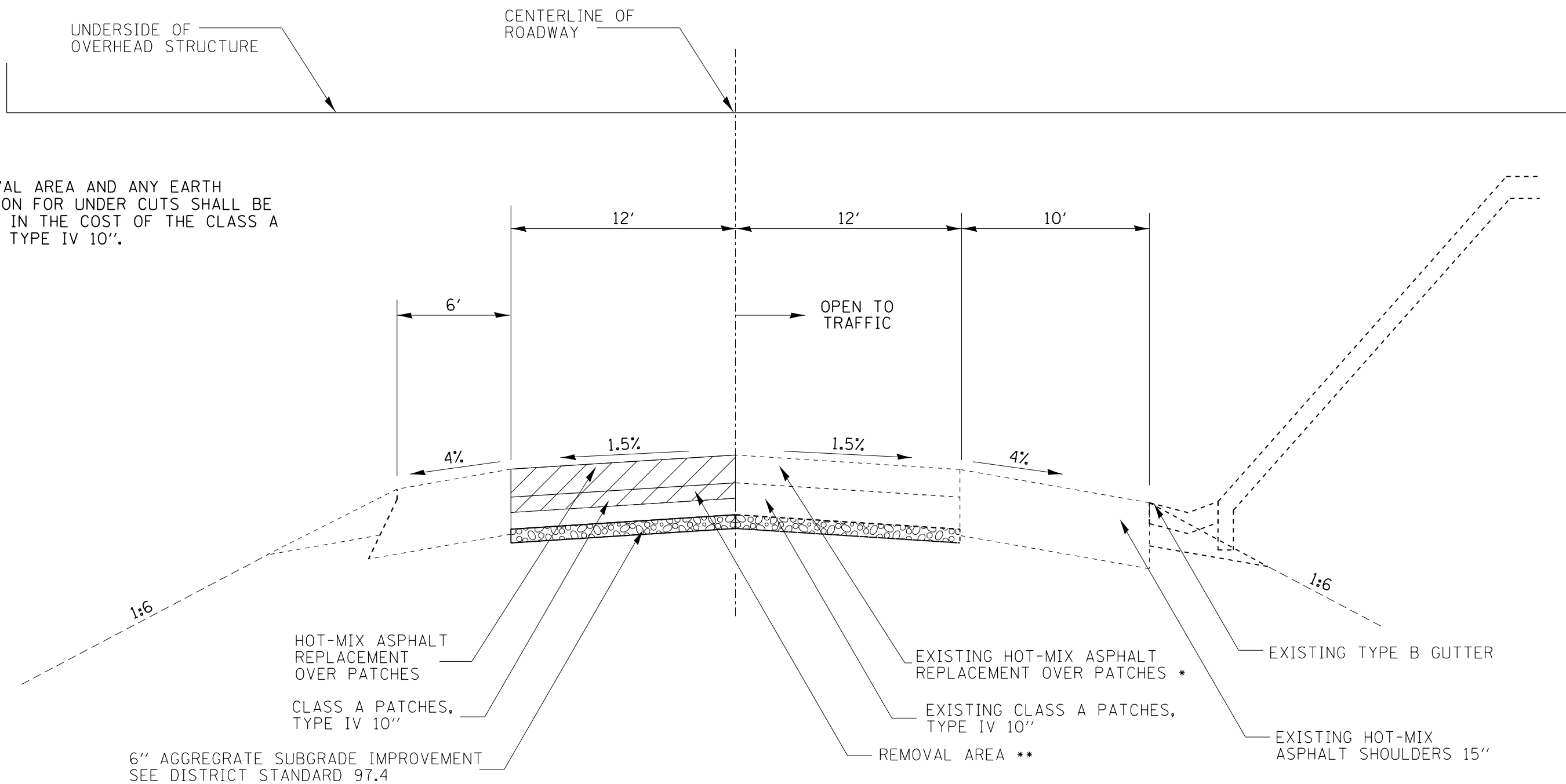


STEP 4

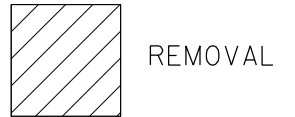
PROFILE ADJUSTMENT TYPICAL



** REMOVAL AREA AND ANY EARTH EXCAVATION FOR UNDER CUTS SHALL BE INCLUDED IN THE COST OF THE CLASS A PATCHES, TYPE IV 10".

* HOT-MIX ASPHALT REPLACEMENT OVER PATCHES SHALL NOT BE PLACED UNTIL CLASS A PATCHES, TYPE IV 10" REACHES A FLEXURAL STRENGTH OF 500 PSI.

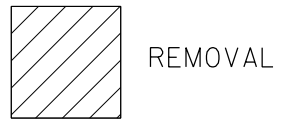
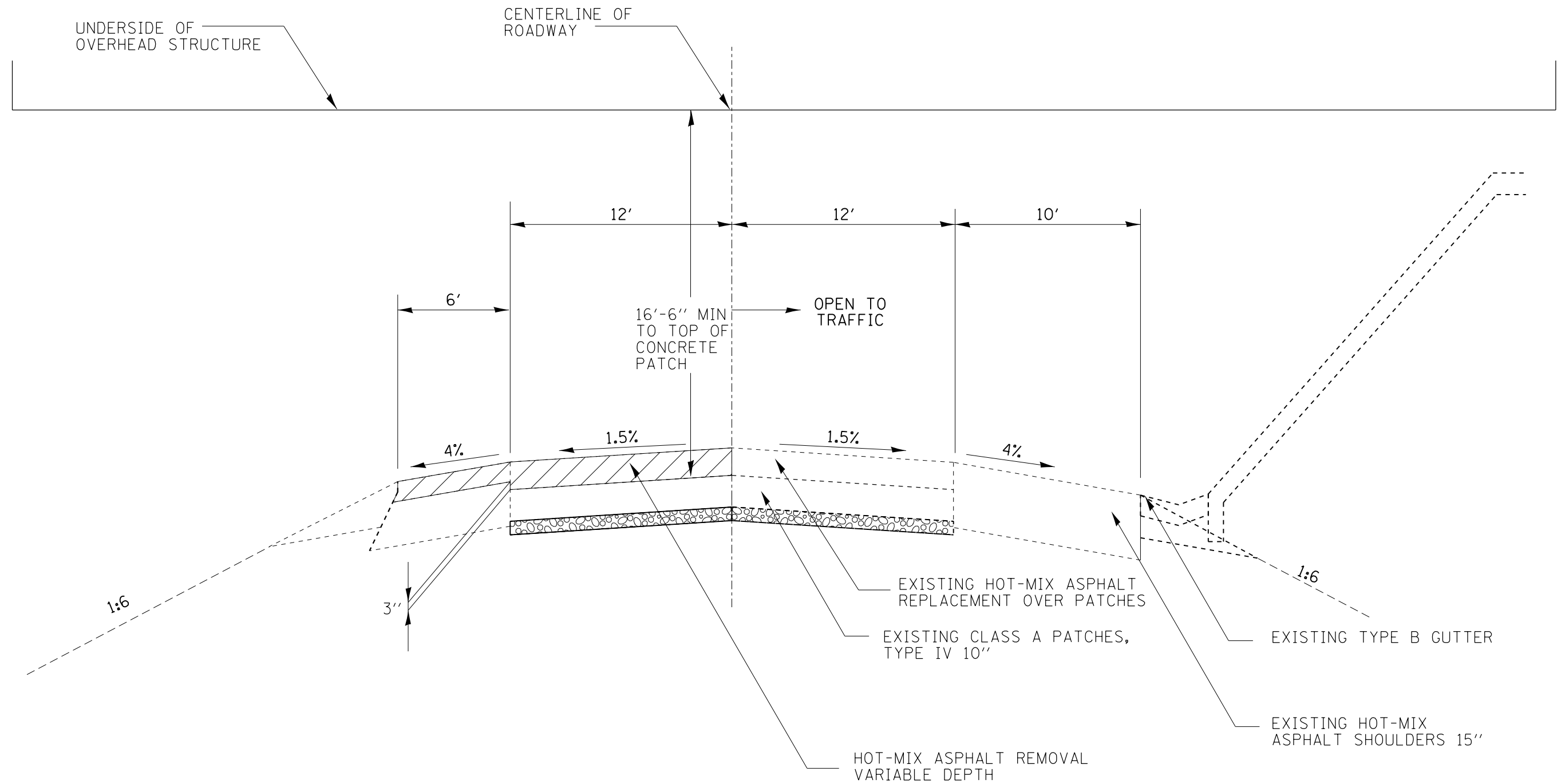
** REMOVAL AREA AND ANY EARTH EXCAVATION FOR UNDER CUTS SHALL BE INCLUDED IN THE COST OF THE CLASS A PATCHES, TYPE IV 10".



FILE NAME =	USER NAME = grantpm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROFILE ADJUSTMENT DETAIL				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	39	(141-1,2,3&201-1)RS-1	116	101
	PLOT DATE = Tue Oct 21 13:46:05 2014	CHECKED -	REVISED -									* OGLE & WINNEBAGO	CONTRACT NO. 64062	
		DATE -	REVISED -									ILLINOIS FED. AID PROJECT		

STEP 5

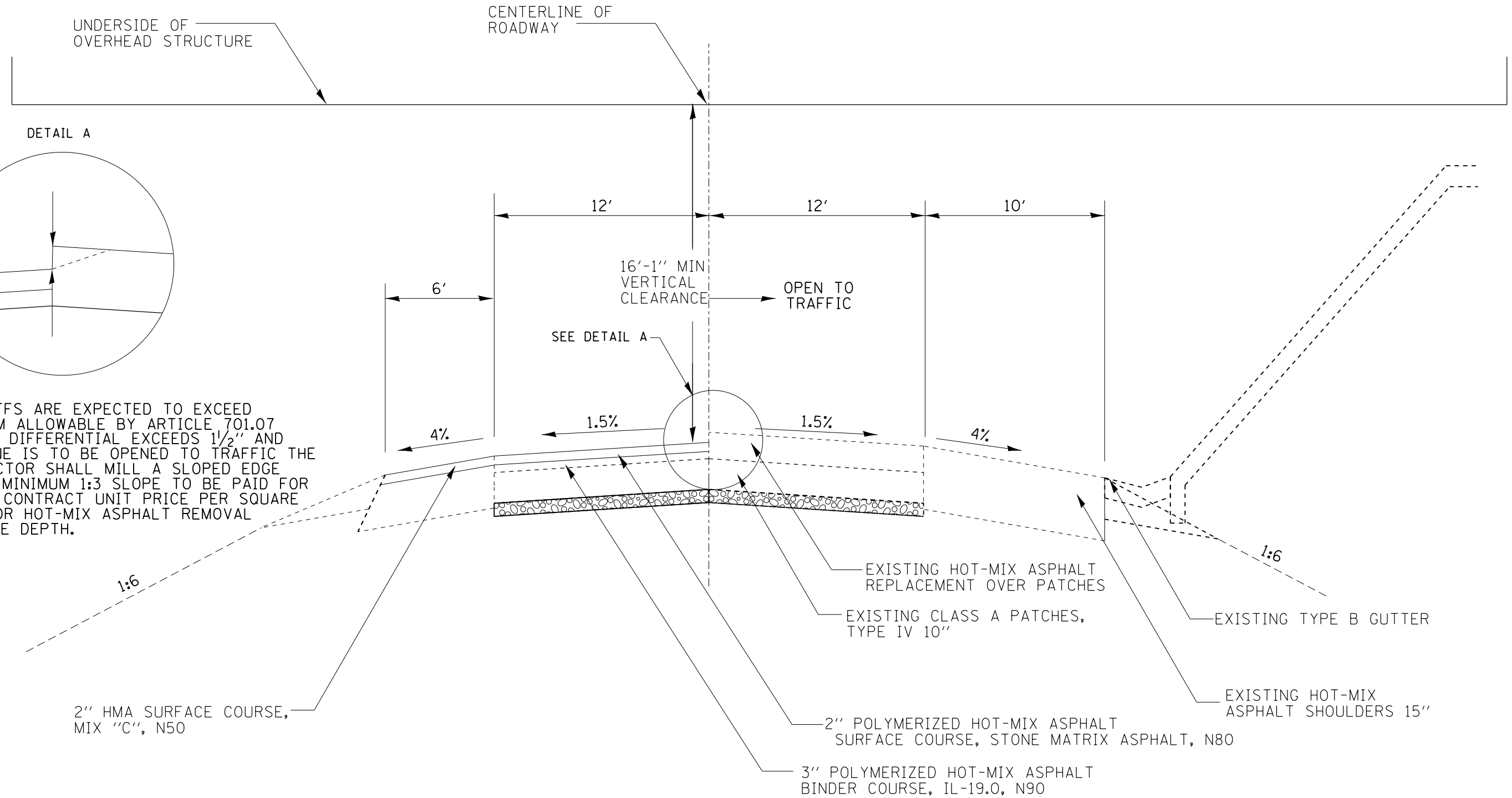
PROFILE ADJUSTMENT TYPICAL



FILE NAME =	USER NAME = grantpm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROFILE ADJUSTMENT DETAIL				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	39	(141-1,2,3&201-1)RS-1	116	102
	PLOT DATE = Tue Oct 21 13:46:15 2014	CHECKED -	REVISED -								•OGLE & WINNEBAGO		CONTRACT NO. 64062	
		DATE -	REVISED -								ILLINOIS FED. AID PROJECT			

STEP 6

PROFILE ADJUSTMENT TYPICAL

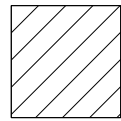
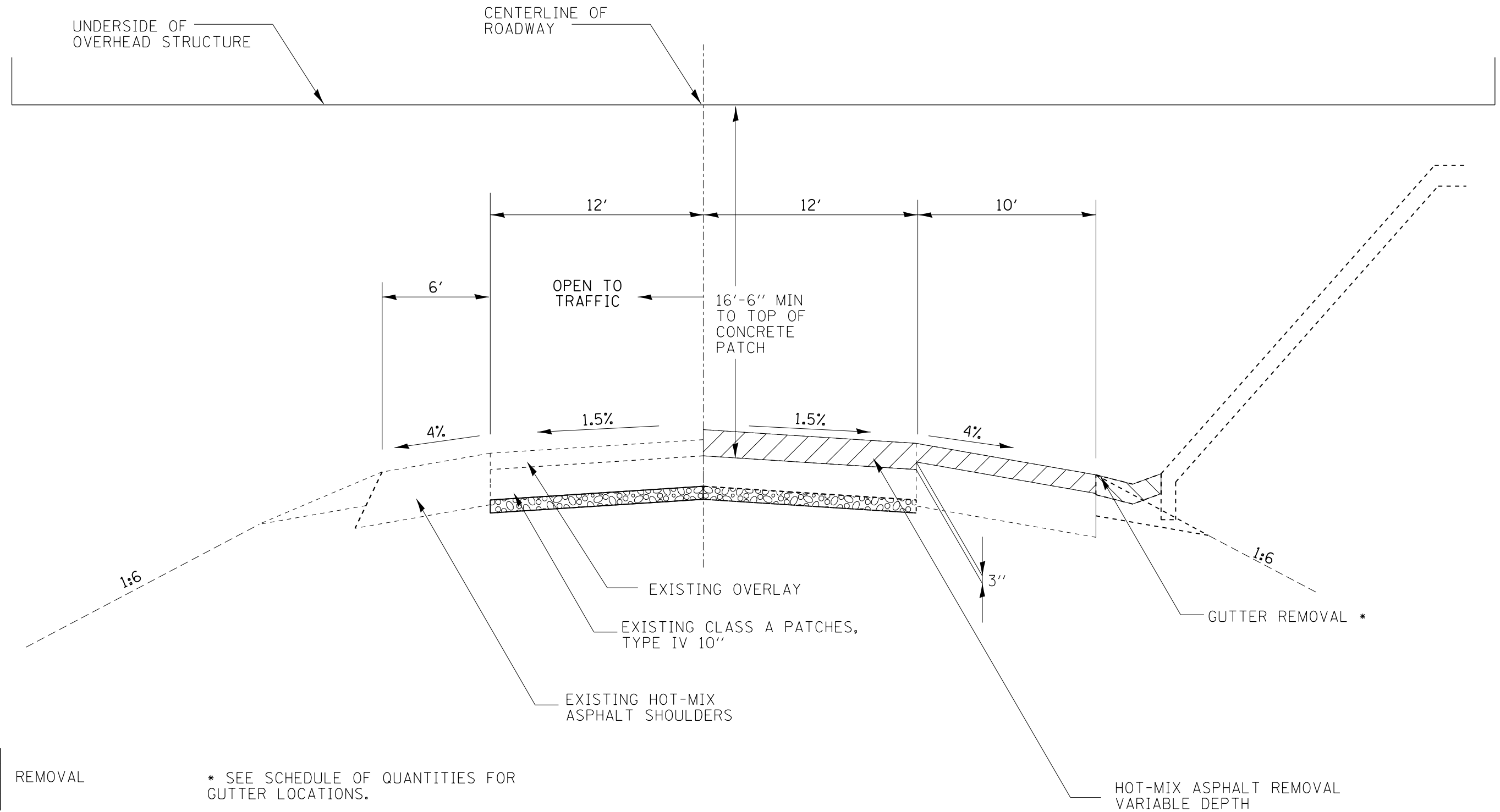


DROP-OFFS ARE EXPECTED TO EXCEED MAXIMUM ALLOWABLE BY ARTICLE 701.07 IF LANE DIFFERENTIAL EXCEEDS 1/2" AND THE LANE IS TO BE OPENED TO TRAFFIC THE CONTRACTOR SHALL MILL A SLOPED EDGE WITH A MINIMUM 1:3 SLOPE TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HOT-MIX ASPHALT REMOVAL VARIABLE DEPTH.

FILE NAME =	USER NAME = grantpm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROFILE ADJUSTMENT DETAIL				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	39	(141-1,2,3&201-1)RS-1	116	103
	PLOT DATE = Tue Oct 21 13:46:28 2014	CHECKED -	REVISED -									*OGLE & WINNEBAGO		CONTRACT NO. 64062
		DATE -	REVISED -									ILLINOIS FED. AID PROJECT		

STEP 7

PROFILE ADJUSTMENT TYPICAL



REMOVAL

* SEE SCHEDULE OF QUANTITIES FOR GUTTER LOCATIONS.

FILE NAME =	USER NAME = grantpm	DESIGNED -	REVISED -
ca:\pwork\pwork\grantpm\d0372771\0200511-shd-detail.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Tue Oct 21 13:46:39 2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

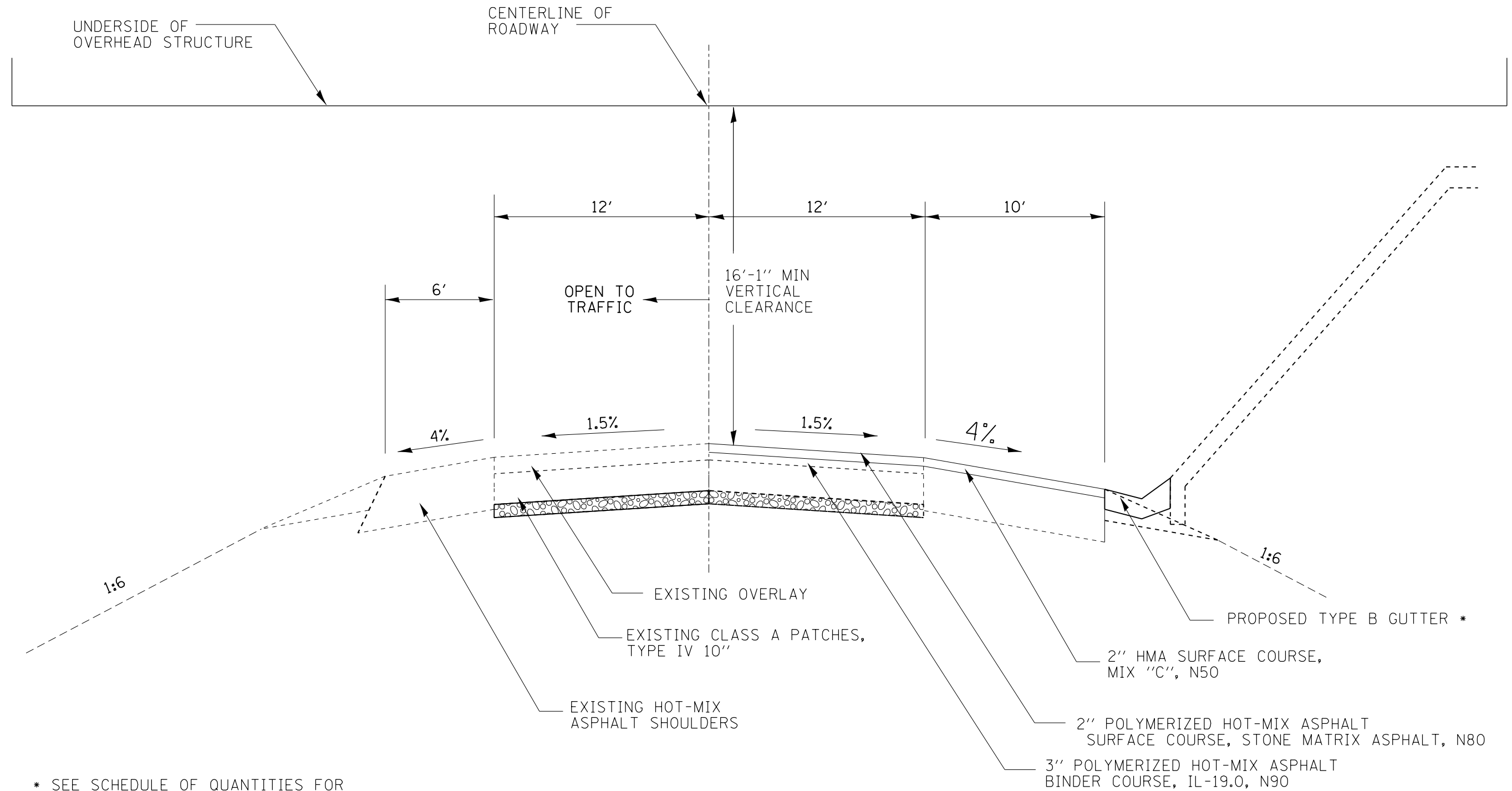
PROFILE ADJUSTMENT
DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-1,2,3&201-1)RS-1	*	116	104
*OGLE & WINNEBAGO			CONTRACT NO. 64062	
ILLINOIS FED. AID PROJECT				

STEP 8

PROFILE ADJUSTMENT TYPICAL

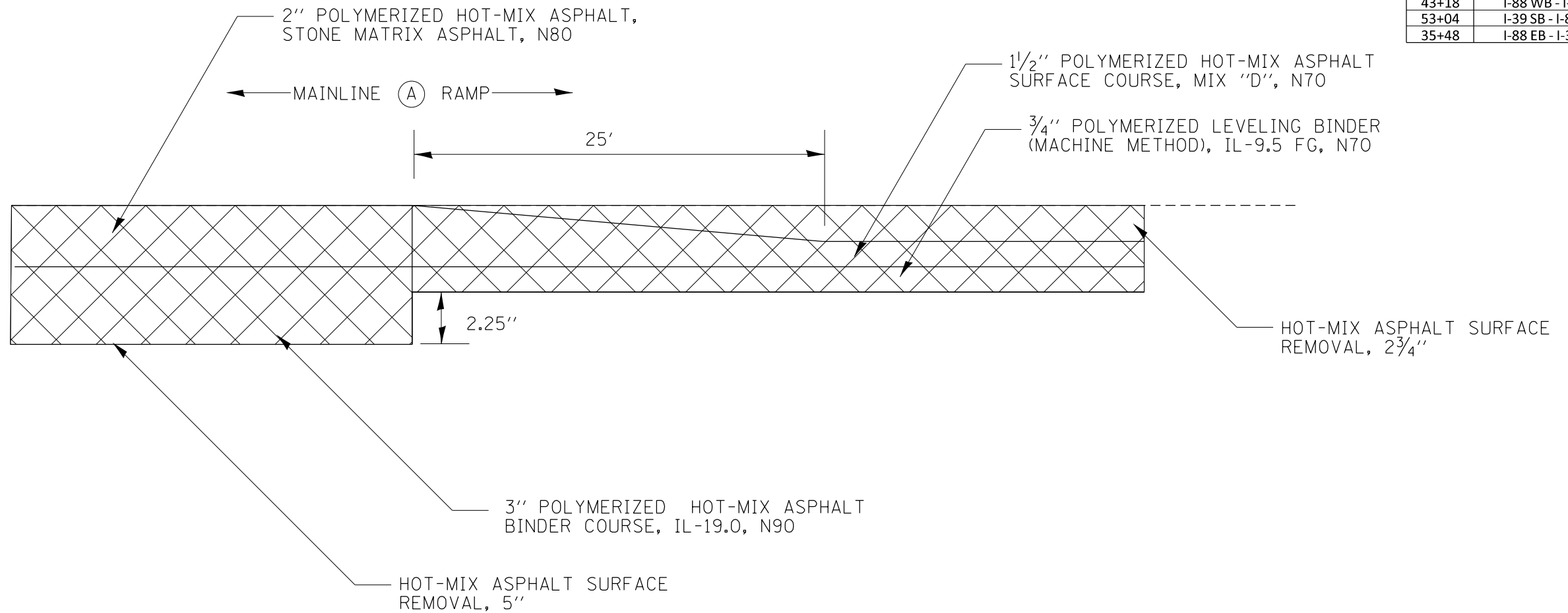


* SEE SCHEDULE OF QUANTITIES FOR GUTTER LOCATIONS.

FILE NAME =	USER NAME = grantpm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROFILE ADJUSTMENT DETAIL				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\grantpm\d0372771\0200511-sht-details.dgn		DRAWN -	REVISED -		39	(141-1,2,3&201-1)RS-1	*	116	105				
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		*OGLE & WINNEBAGO				CONTRACT NO. 64662				
	PLOT DATE = Tue Oct 21 13:46:52 2014	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	

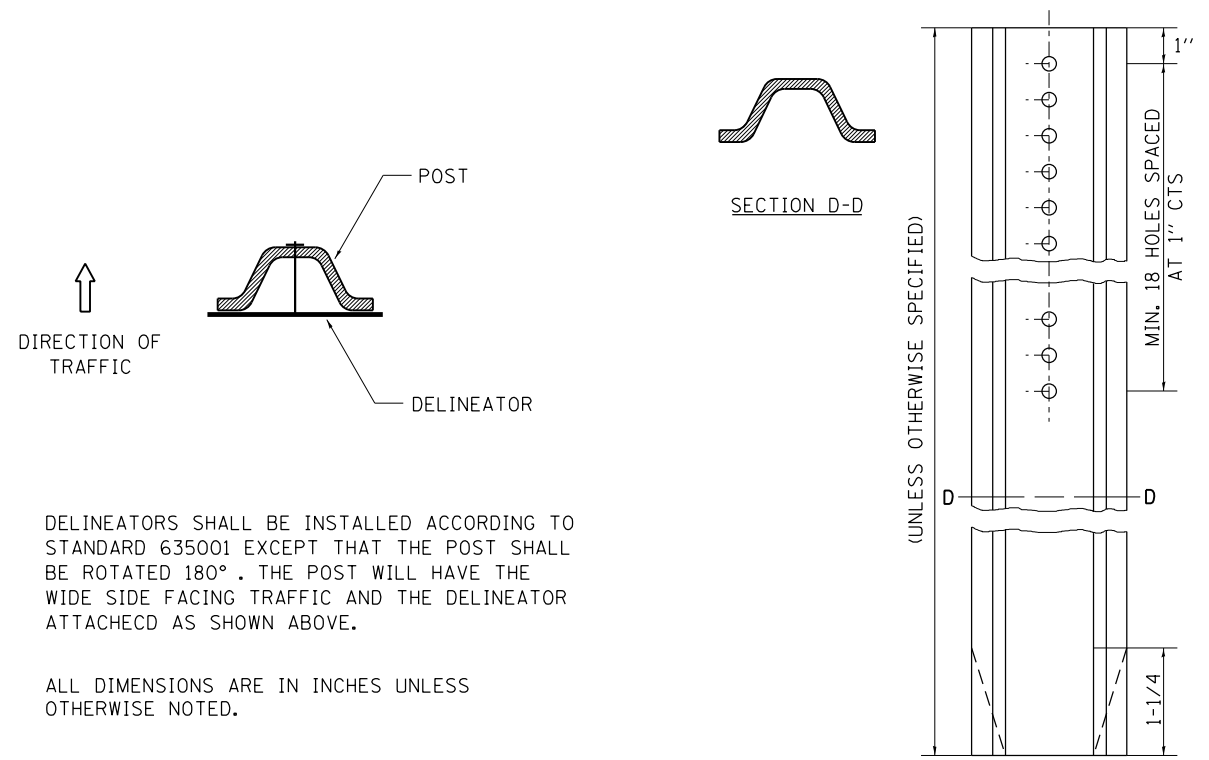
RAMP TRANSITION DETAIL

A	RAMP LOCATION
06+65	I-39 NB - I-88 EB
96+76	I-88 EB - I-39 NB
02+28	I-39 NB - I-88 WB
36+00	I-88 WB - I-39 NB
06+70	I-39 NB - IL 38
14+29	IL 38 - I-39NB
06+60	I-39 NB - IL 64
15+25	IL 64 - I-39 NB
50+00	I-39 NB - IL 72
99+32	IL 72 - I-39 NB
06+64	I-39 NB - BAXTER ROAD
13+23	BAXTER ROAD - I-39 NB
06+65	I-39 SB - BAXTER ROAD
13+44	BAXTER ROAD - I-39 SB
05+00	I-39 SB - IL 72
44+26	IL 72 - I-39 SB
06+60	I-39 SB - IL 64
15+27	IL 64 - I-39 SB
06+66	I-39 SB - IL 38
12+63	IL 38 - I-39 SB
06+65	I-39 SB - I-88 WB
43+18	I-88 WB - I-39 SB
53+04	I-39 SB - I-88 EB
35+48	I-88 EB - I-39 SB



FILE NAME =	USER NAME = grantpm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RAMP TRANSITION DETAIL				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\grantpm\d0372771\0200511-sht-details.dgn		DRAWN -	REVISED -		39	(141-1,2,3&201-1)R5-1	*	116	106				
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -						*OGLE & WINNEBAGO	CONTRACT NO. 64062			
	PLOT DATE = Tue Oct 21 13:47:04 2014	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

DELINEATOR AND POST ORIENTATION



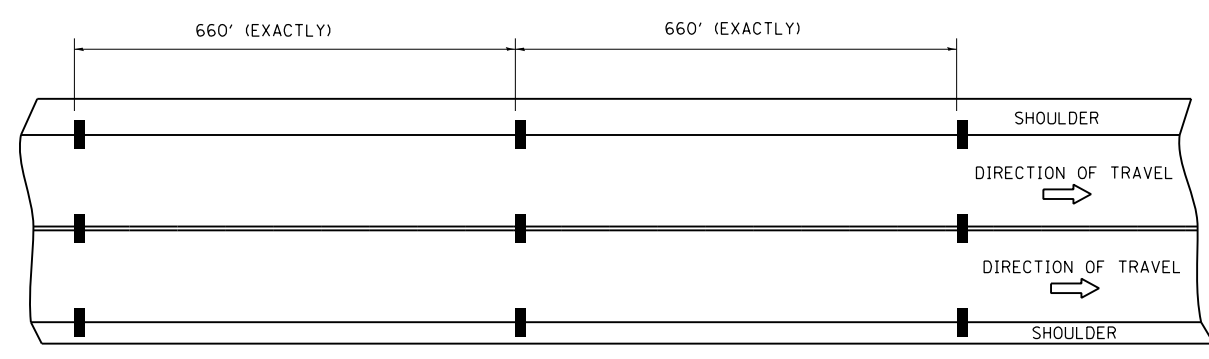
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

DELINEATOR AND POST ORIENTATION 37.4

AERIAL SPEED CHECK ZONES



USE THERMOPLASTIC PAVEMENT MARKINGS

POLICE AERIAL SPEED CHECK ZONES

ESTABLISHED ZONES AND NEW ZONES REQUESTED BY THE ILLINOIS STATE POLICE SHALL BE MARKED CONSISTENT WITH THE REQUIREMENTS OF SECTION 3B.21 OF THE MUTCD. WHEN NEW ZONES ARE PLACED IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF THE MEASUREMENT CAN BE ATTESTED TO IN COURT.

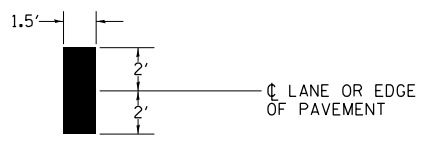
ILLINOIS STATE POLICE

DISTRICT 1 STERLING 815/632-4010 CARROLL, OGLE, OGLE, WHITESIDE
 DISTRICT 7 EAST MOLINE 309/752-4915 HENRY, ROCK ISLAND
 DISTRICT 16 PECAONICA 815/239-1152 BOONE, JO DAVIESS, STEPHENSON, WINNEBAGO

BASIS OF PAYMENT:

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR AERIAL SPEED CHECK MARKING.

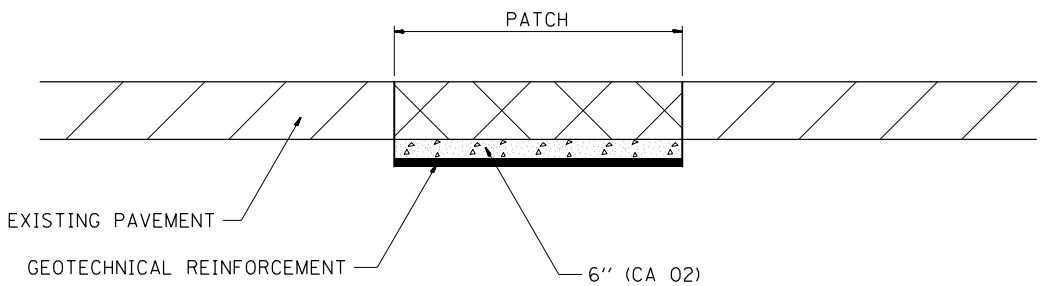
PAVEMENT MARKING DETAIL



REVISED - 6-27-14
 REVISED - 8-27-13
 10-03-11

AERIAL SPEED CHECK ZONES 46.4

SUBGRADE REPLACEMENT



NOTES:

THE CA 02 SHALL BE COMPACTED IN A MANNER APPROVED BY THE ENGINEER. IF THE MOISTURE CONTENT OF THE MATERIAL IS SUCH THAT COMPACTION SATISFACTORY TO THE ENGINEER CANNOT BE OBTAINED, SUFFICIENT WATER SHALL BE ADDED SO THAT SATISFACTORY COMPACTION CAN BE OBTAINED.

THE CA 02 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU YD FOR AGGREGATE SUBGRADE IMPROVEMENT WHICH SHALL ALSO INCLUDE ALL EARTH EXCAVATION.

THE GEOTECHNICAL REINFORCEMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR GEOTECHNICAL REINFORCEMENT.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

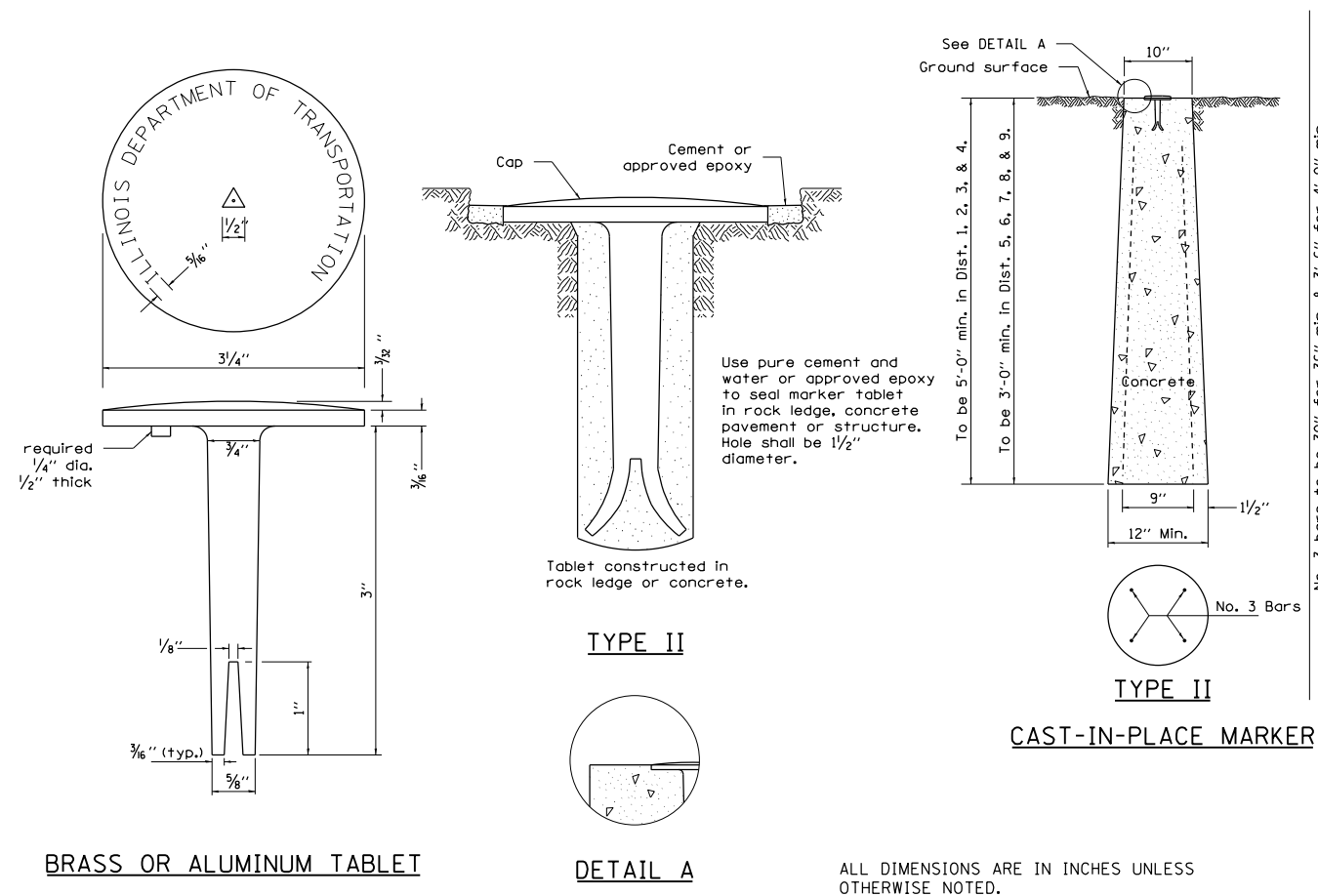
REVISED - 3-13-13

SUBGRADE REPLACEMENT 97.4

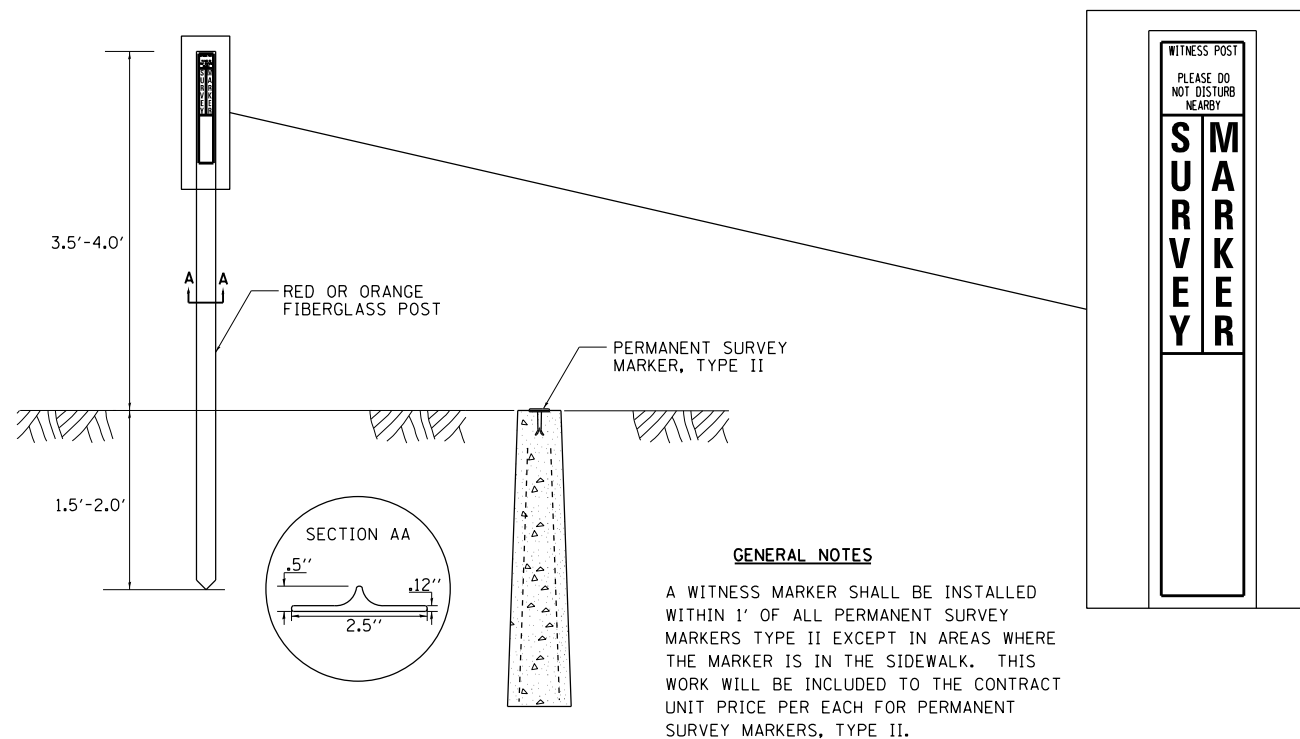
PLOT DATE = Tue Oct 21 13:47:17 2014

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A.1	SECTION	COUNTY	TOTAL	SHEET	
REVISED -		39	(141-1,2,3&201-1)RS-1	*	116	107	
REVISED -		*OGLE & WINNEBAGO			CONTRACT NO. 64062		
REVISED -		SCALE: 100,0000' / 1"	SHEET NO.	OF	SHEETS	STA.	TO STA.
REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

PERMANENT SURVEY MARKERS, TYPE II

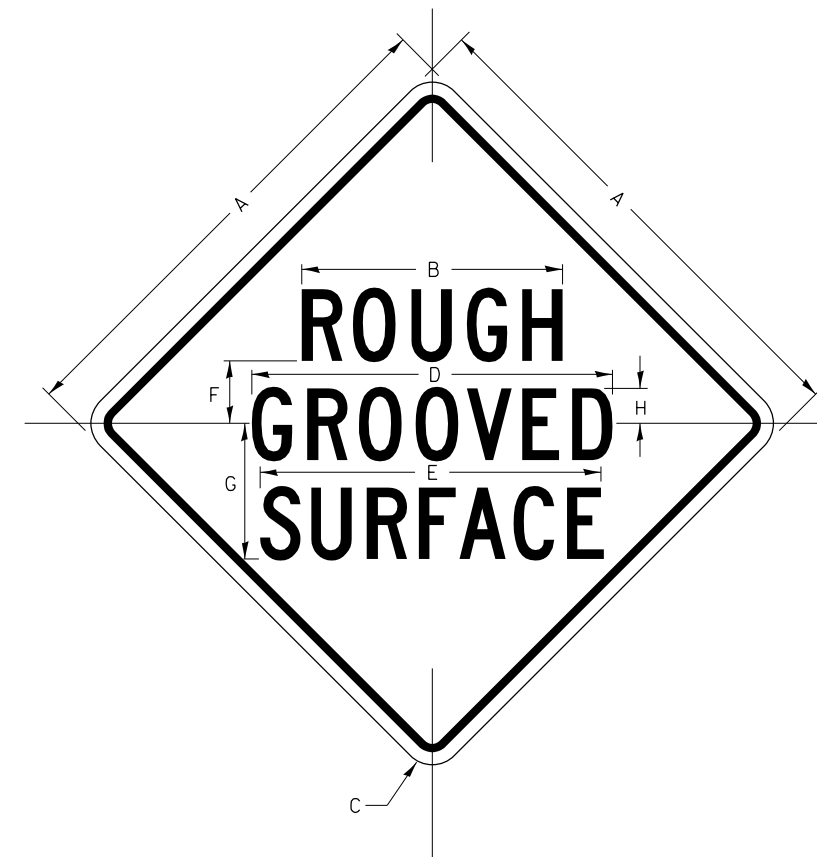


WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-I107
SIGN PANEL TYPE 1



COLOR: LEGEND AND BORDER - BLACK NON-REFLECTIVE
BACKGROUND - ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48x48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES			MARGIN	BORDER	BLANK STD.
	LINES					
	1	2	3			
48x48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES.

GENERAL NOTES

SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS
METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 720011.

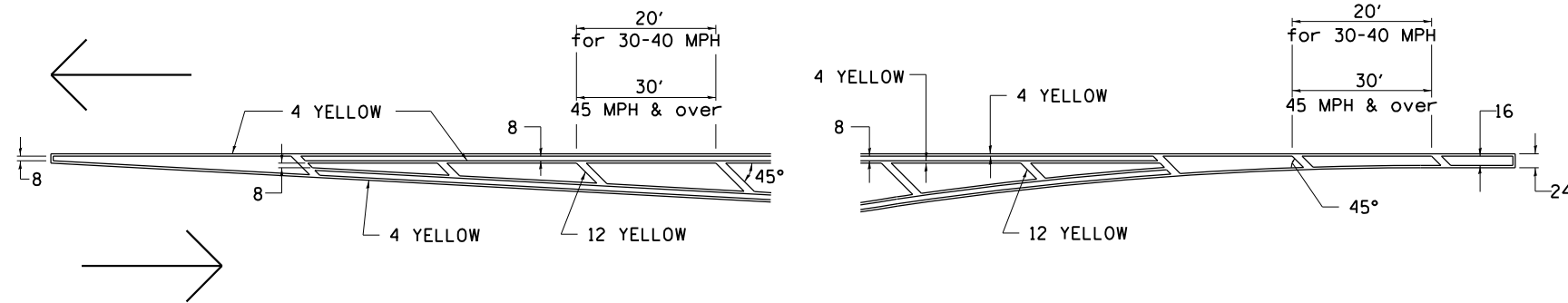
ALL MOUNTING HARDWARE SHALL BE ALUMINUM, STAINLESS STEEL, ZINC OR CADMIUM PLATED STEEL AND SHALL BE INCLUDED TO THE COST OF THE INSTALLATION.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

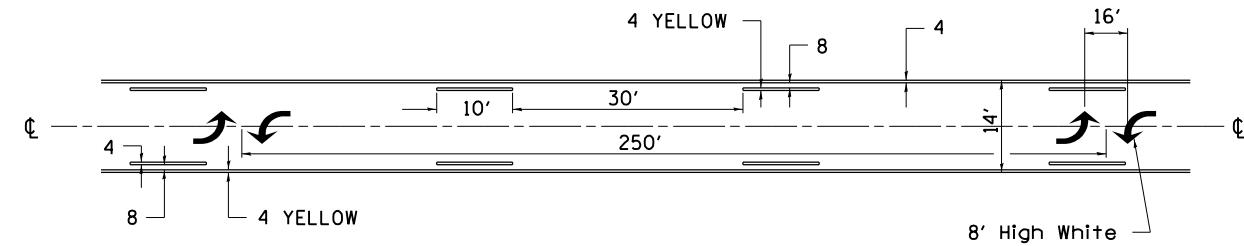
REVISED 10-14-11	REGION 2 / DISTRICT 2 STANDARD				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					39	(141-1,2,3&201-1)RS-1	*	116	108
REVISED -					*OGLE & WINNEBAGO		CONTRACT NO. 64662		
REVISED -	SCALE: 100,0000	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

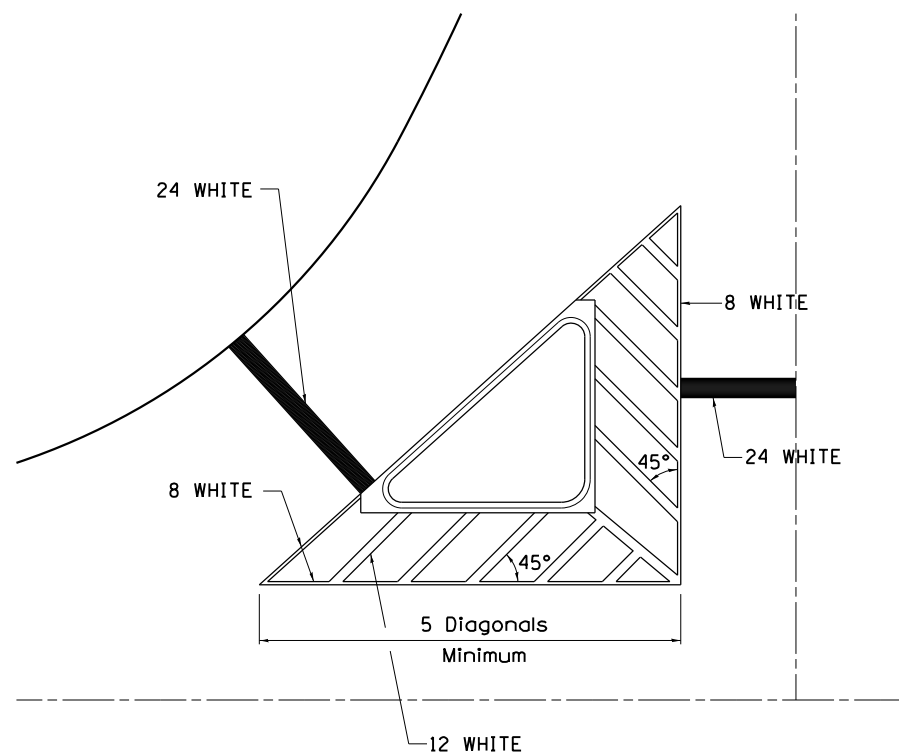


MEDIAN PAVEMENT MARKING



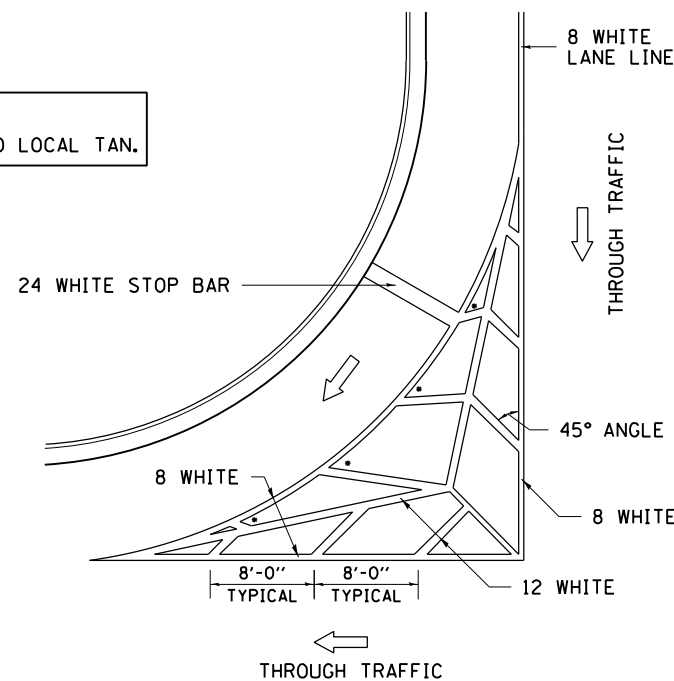
•• ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



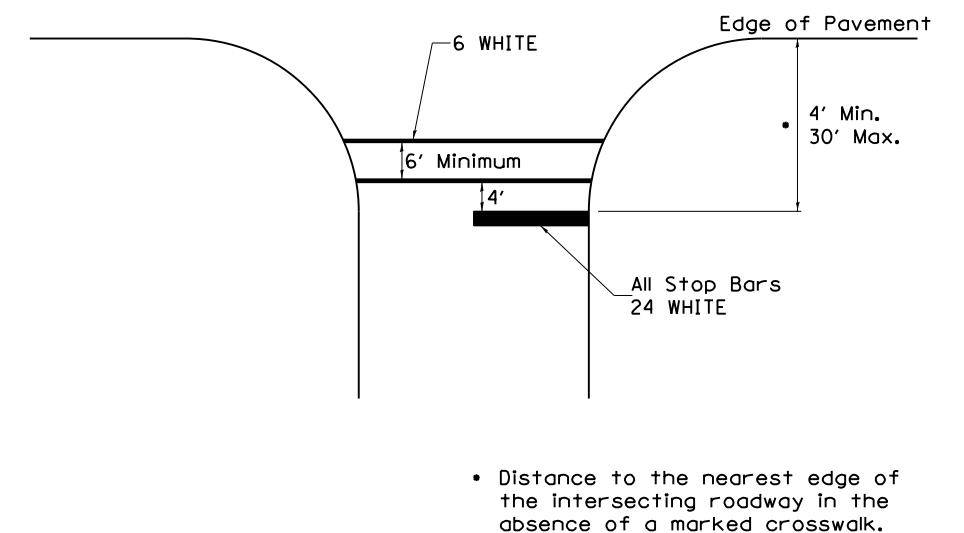
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

See Schedules for Locations



• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = grantpm	DESIGNED -	REVISED - 6-27-14
es:\pwork\pwork\grantpm\d0372771\0200511-sht-details.dgn		DRAWN -	REVISED - 3-05-12
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Tue Oct 21 13:47:41 2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

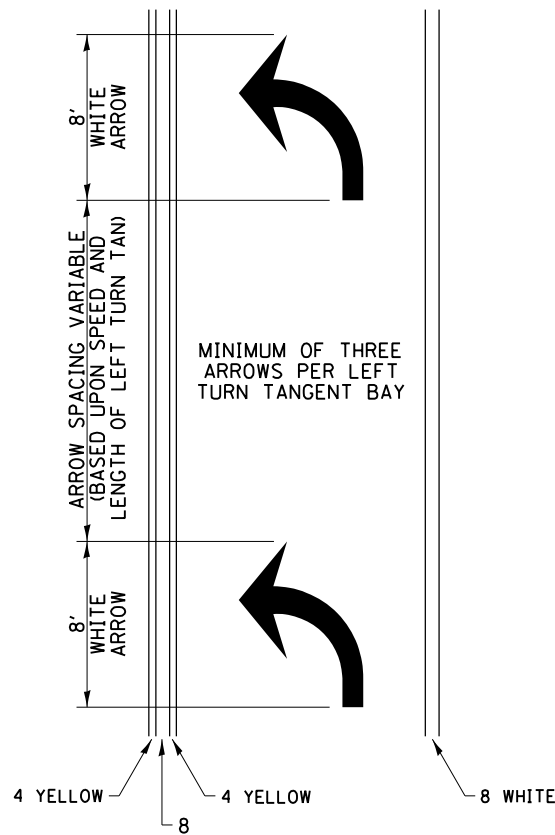
REGION 2 / DISTRICT 2 STANDARD

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-1,2,3&201-1)RS-1	*	116	109
*OGLE & WINNEBAGO		CONTRACT NO. 64062		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

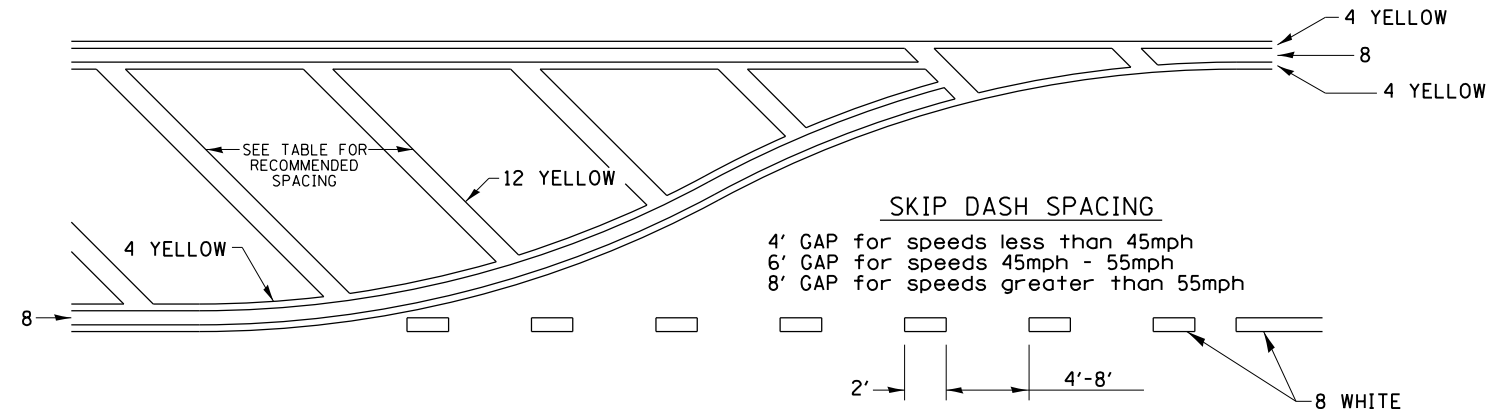
ARROW LAYOUT



- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

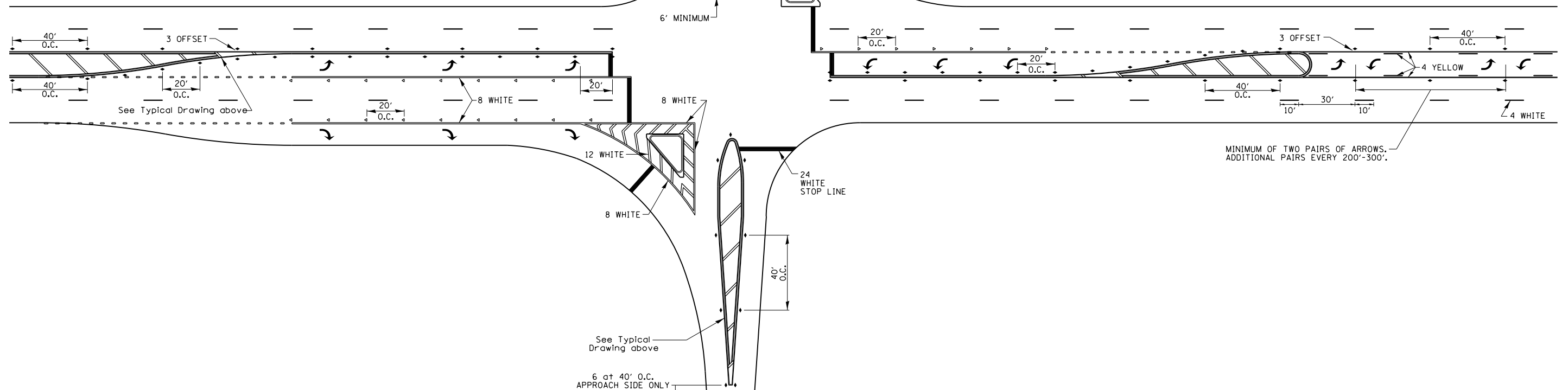
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



FILE NAME =	USER NAME = grantpm	DESIGNED -	REVISED - 6-27-14
es:\pwork\pwork\grantpm\d0372771\0200511-sht-details.dgn	511-sht-details.dgn	DRAWN -	REVISED - 3-05-12
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISOR -	REVISED -
PLOT DATE = Tue Oct 21 13:47:56 2014	DATE -	REVISOR -	REVISED -

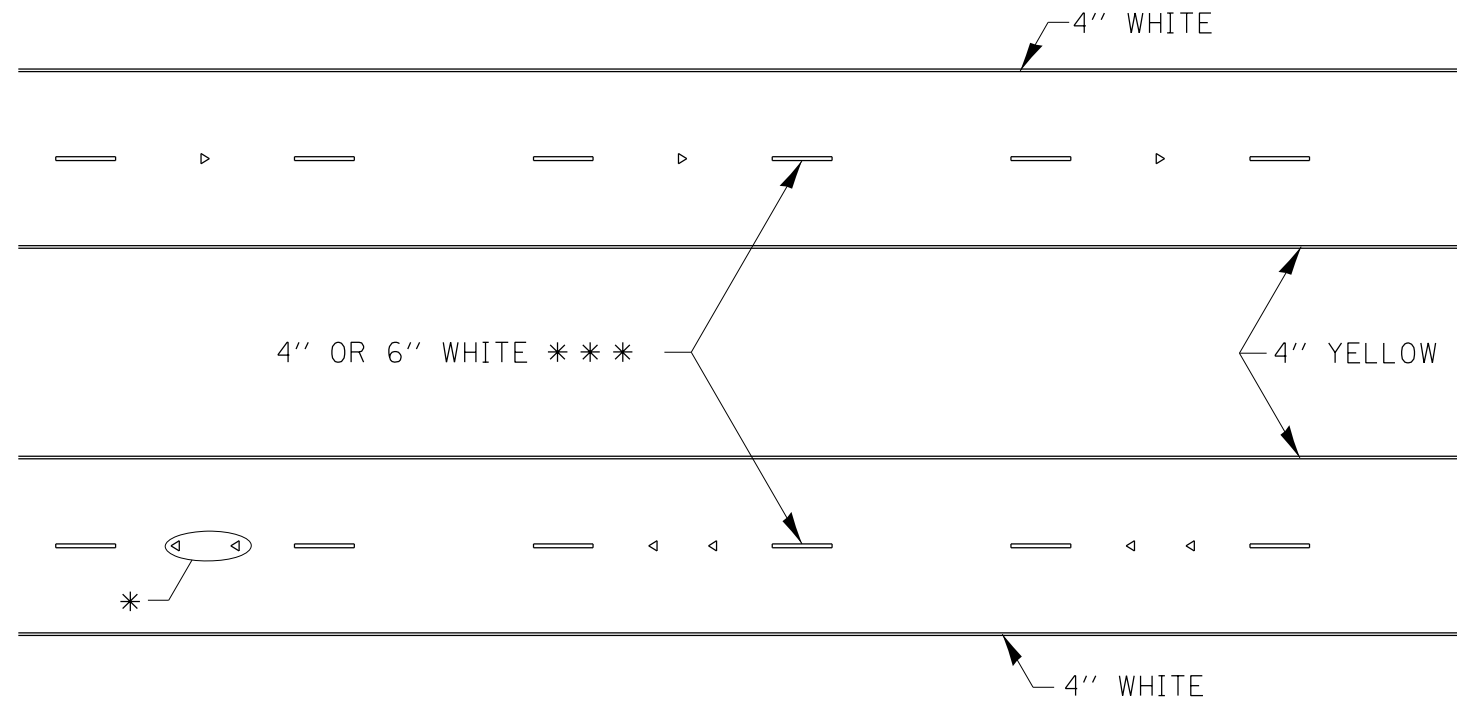
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

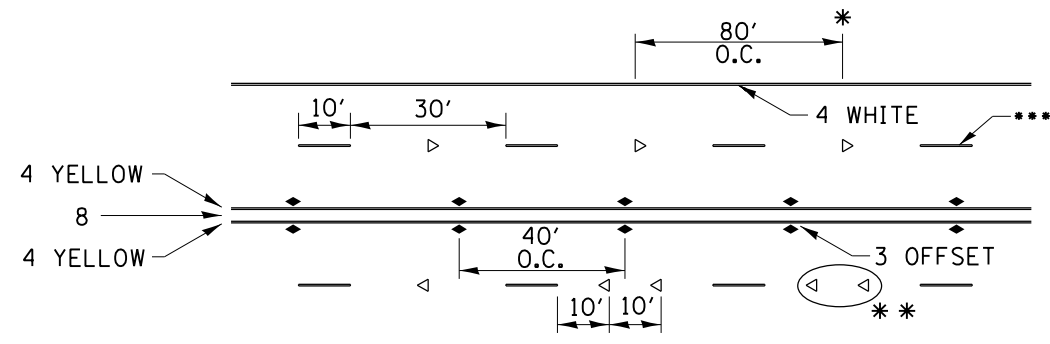
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-1,2,3&201-1)RS-1	*	116	110
*OGLE & WINNEBAGO		CONTRACT NO. 64062		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT > 20,000.

MULTI-LANE / DIVIDED



* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

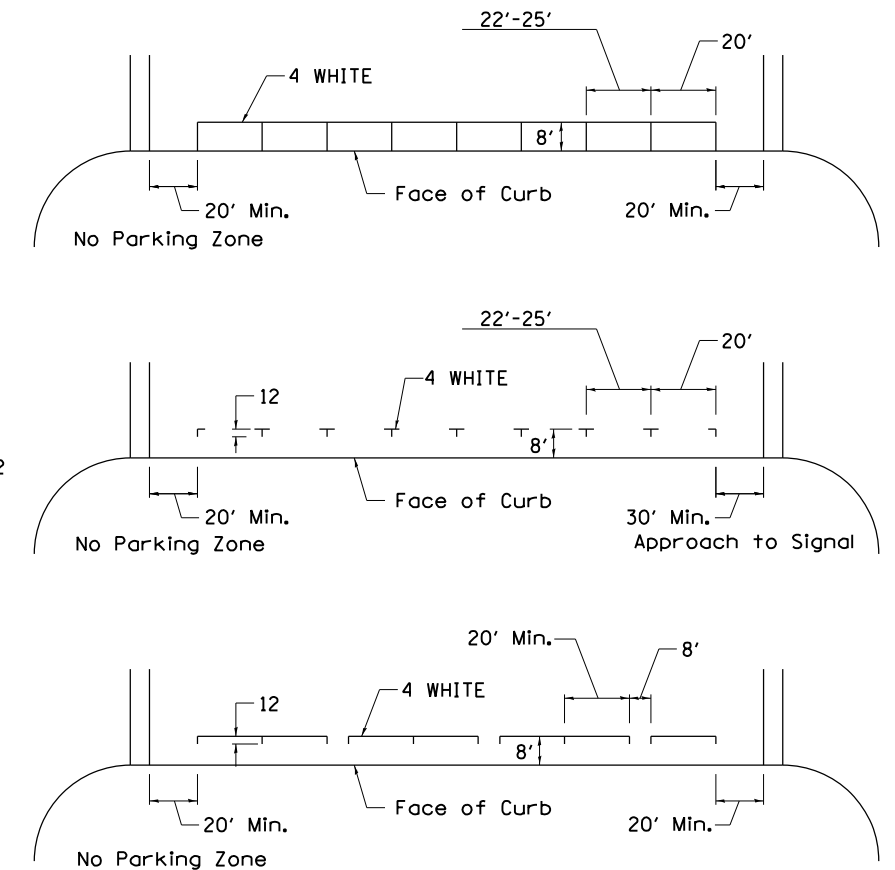
** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE. SPEED LIMIT 40 MPH AND OVER USE 6" LINE.

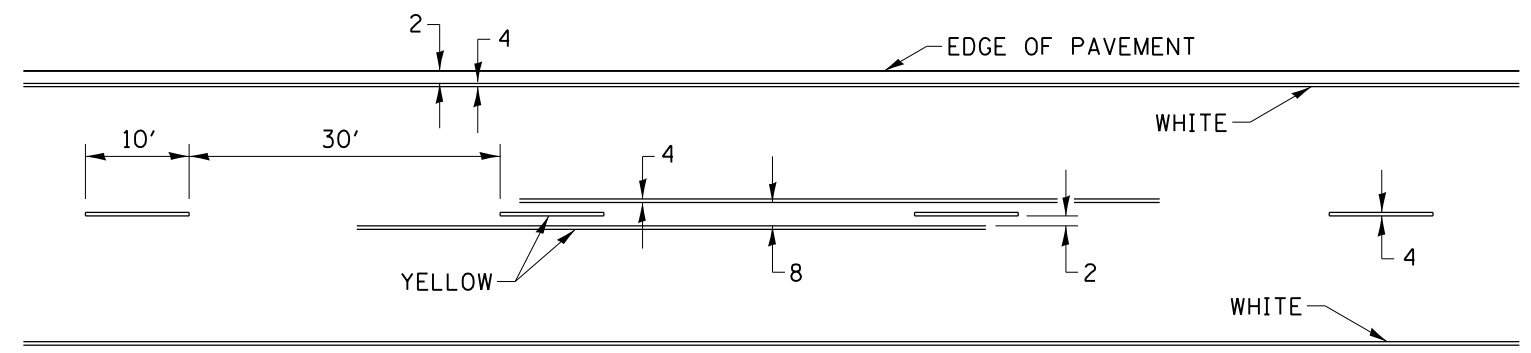
MULTI-LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

TYPICAL PARKING SPACING



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



SYMBOLS

FILE NAME =	USER NAME = grantpm	DESIGNED -	REVISED - 6-27-14
es:\pw\work\p\dot\grantpm\d0372771\0200511-sht-details.dgn	511-sht-details.dgn	DRAWN -	REVISED - 8-27-13
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - 11-28-12
	PLOT DATE = Tue Oct 21 13:48:09 2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

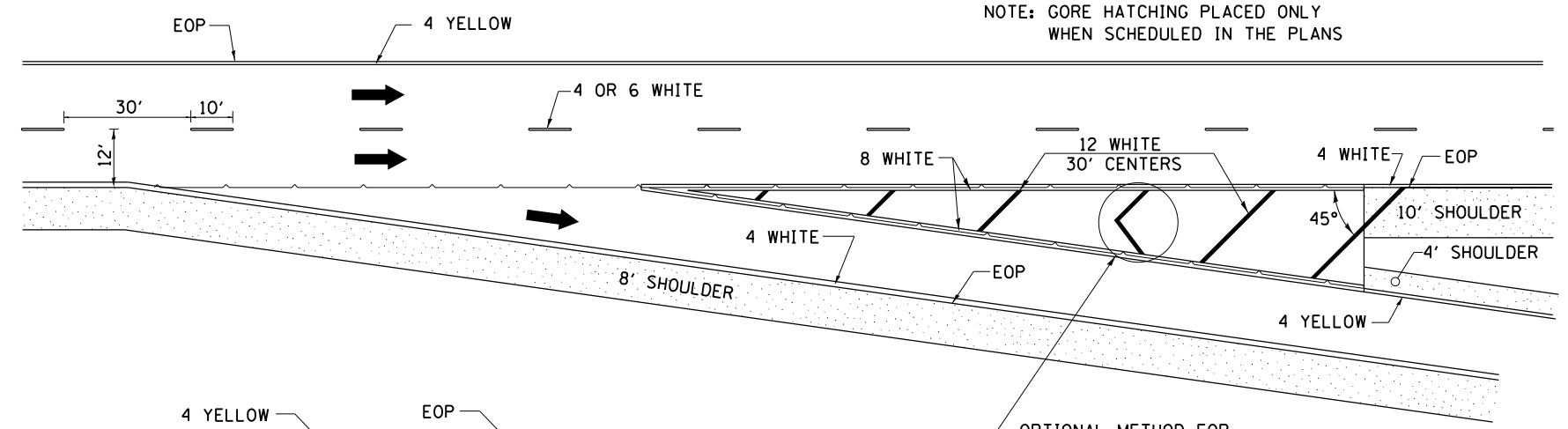
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(141-1,2,3&201-1)RS-1	*	116	111
*OGLE & WINNEBAGO			CONTRACT NO. 64062	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

PAINING DETAILS

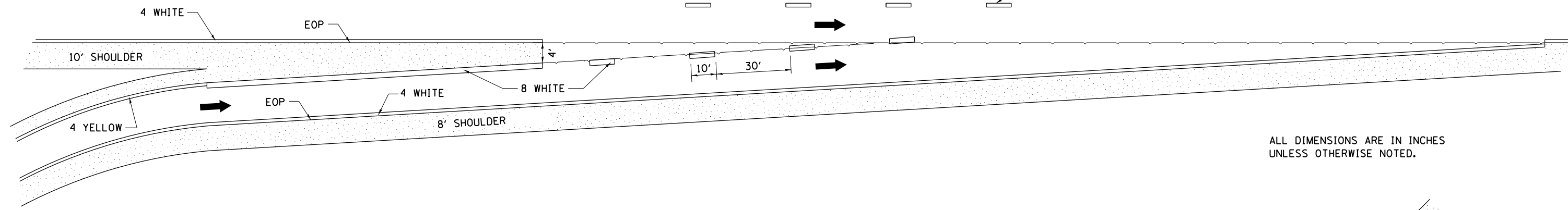
CENTERLINE SKIP DASH PAVEMENT MARKING WIDTH SHALL BE 4" WHEN THE POSTED SPEED LIMIT IS UNDER 40 MPH AND 6" WHEN THE POSTED SPEED LIMIT IS 40 MPH AND OVER.

EXIT RAMP

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN THE PLANS

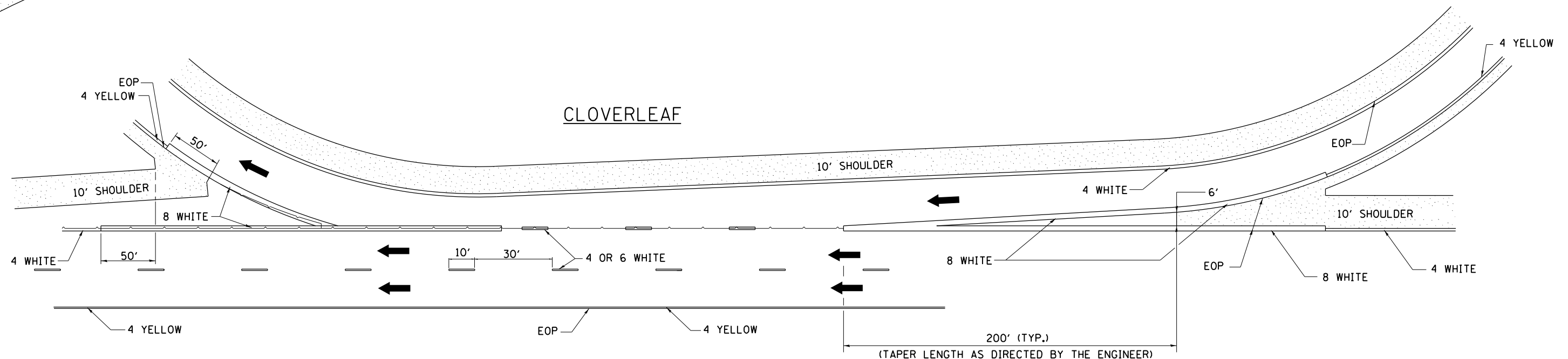


ENTRANCE RAMP



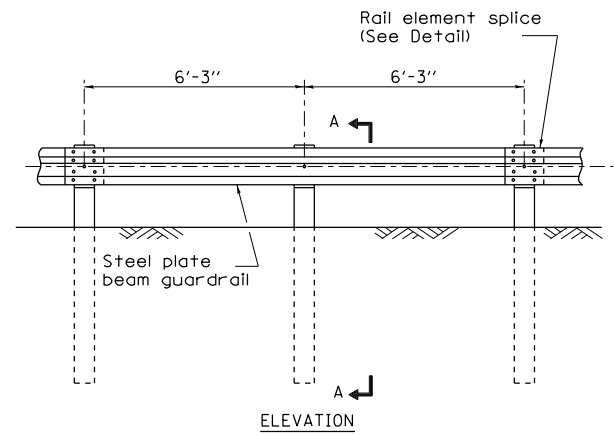
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

CLOVERLEAF

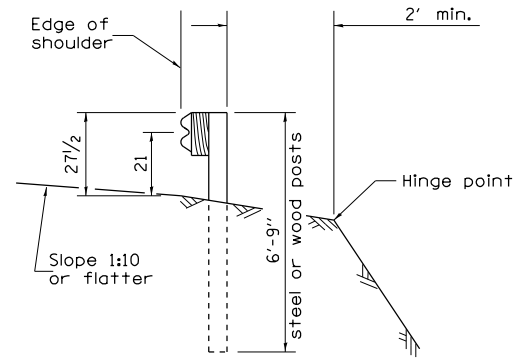


FILE NAME =	USER NAME = grantpm	DESIGNED -	REVISED - 8-27-13	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwork\pwork\grantpm\d0372771\0200511-shd-details.dgn		DRAWN -	REVISED - 10-18-11					39	(141-1,2,3&201-1)RS-1	*	116	112
		CHECKED -	REVISED -		*OGLE & WINNEBAGO			CONTRACT NO. 64062				
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

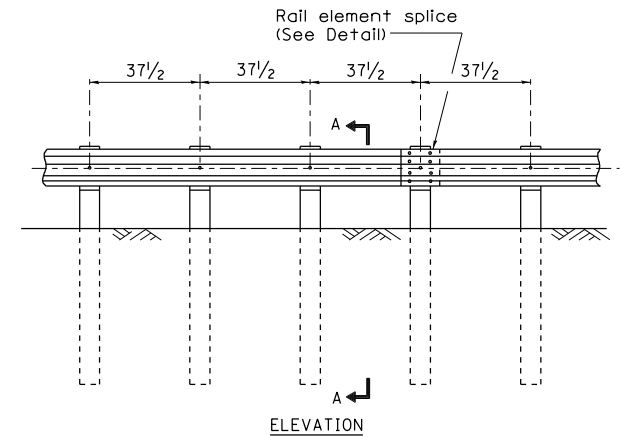
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



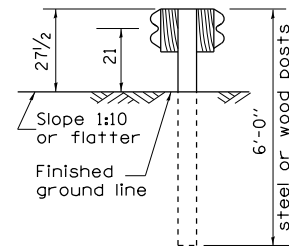
TYPE A
6'-3" Typical post spacing



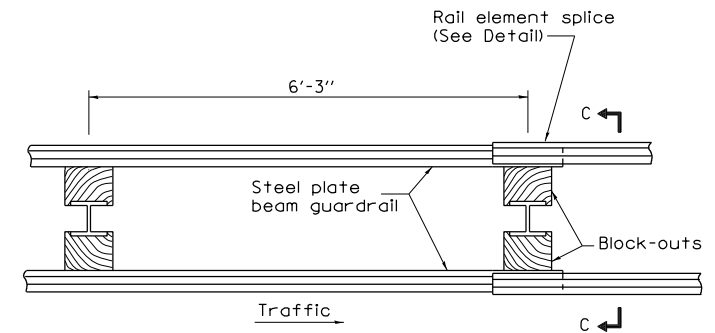
SECTION A-A



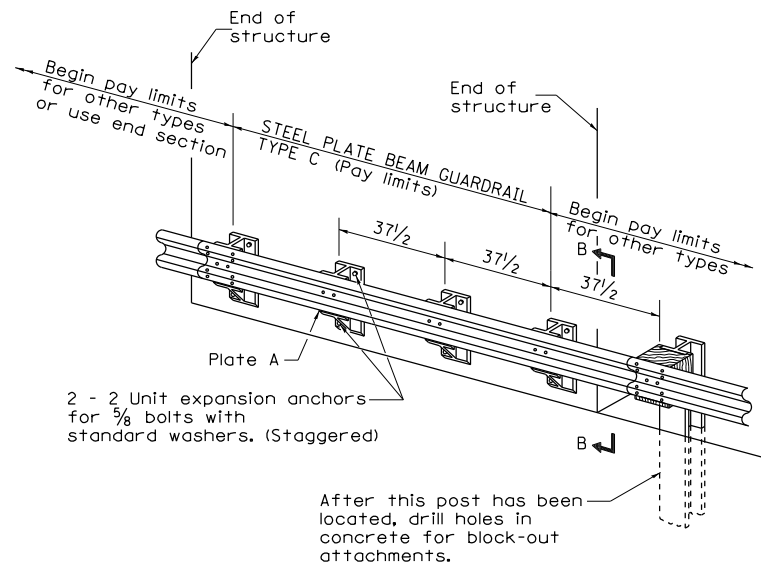
TYPE B
37 1/2 Closed post spacing



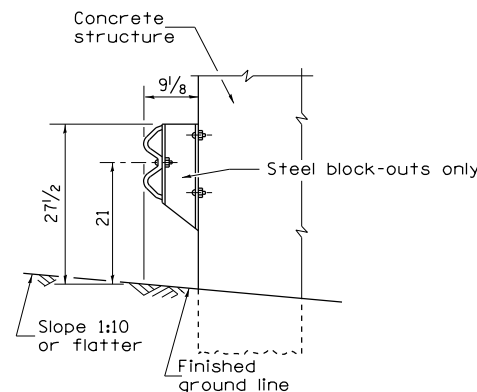
SECTION C-C



TYPE D
Double steel plate beam guardrail
6'-3" typical post spacing



TYPE C
37 1/2 Block-out spacing



SECTION B-B

GENERAL NOTES

- All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
- All dimensions are in inches unless otherwise shown.
- The existing steel posts may be drilled to match the bolt pattern shown herein for the wood block-out, or a new steel post shall be provided.
- This detail is applicable to the guardrail system used prior to January 1, 2007. For details on the Midwest Guardrail System, see Standard 630001.

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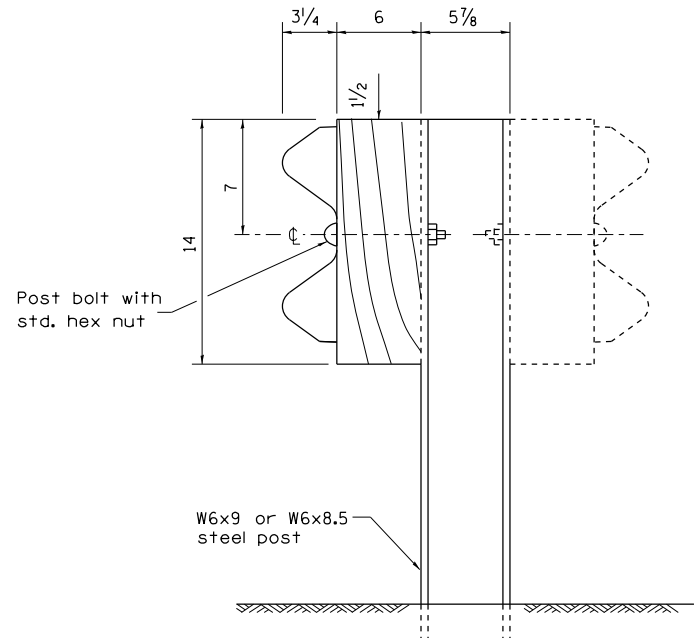
STATE OF ILLINOIS
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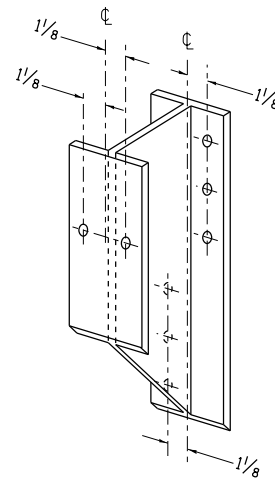
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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*OGLE & WINNEBAGO		CONTRACT NO. 64062		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

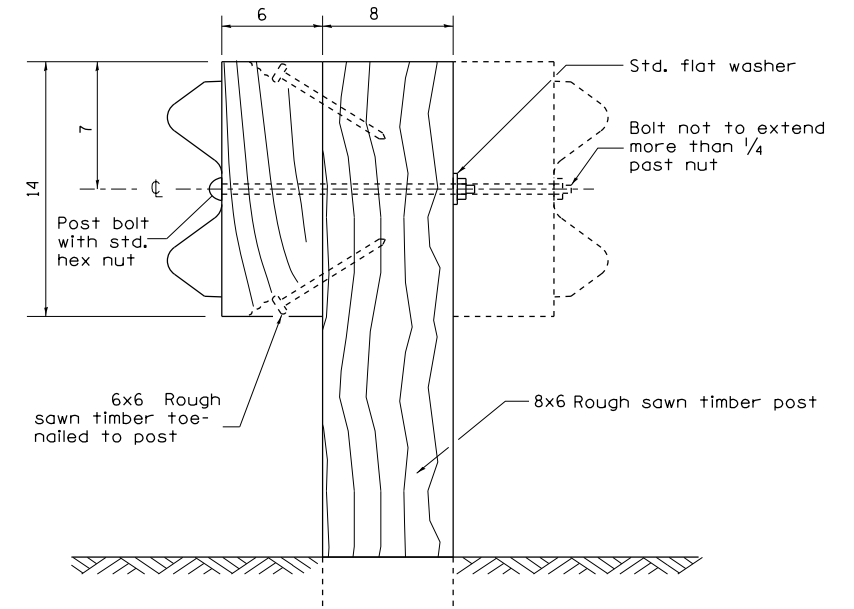
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



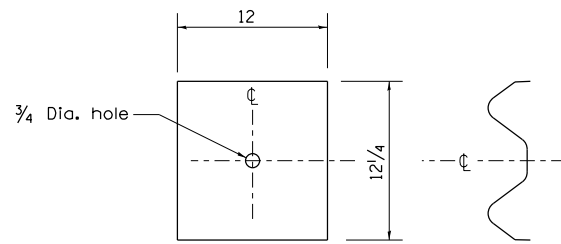
STEEL POST CONSTRUCTION



STEEL BLOCK-OUT DETAIL



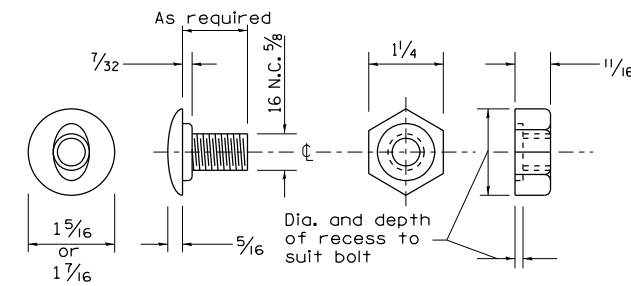
WOOD POST CONSTRUCTION



NOTE

Plate A shall be placed between rail element and block-out at non-splice mounting points only when steel block-outs are used.

PLATE A



POST OR SPLICE BOLT & NUT

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	PLOT DATE = Tue Oct 21 13:48:47 2014		

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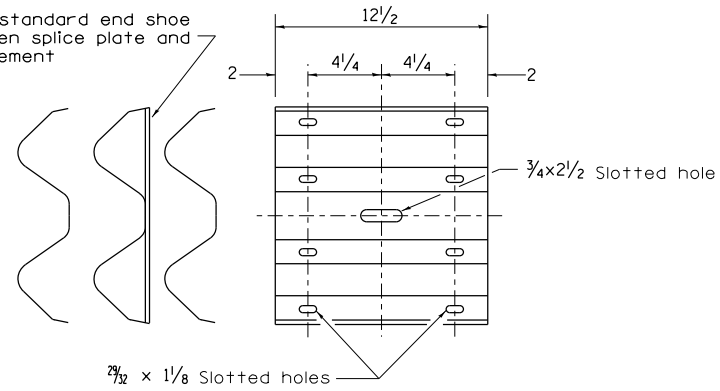
REGION 2 / DISTRICT 2 STANDARD

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

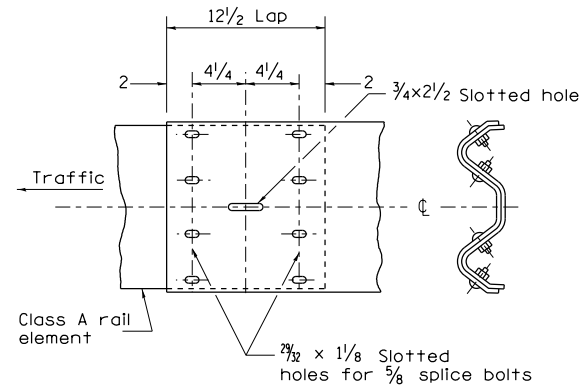
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*OGLE & WINNEBAGO			CONTRACT NO. 64062	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

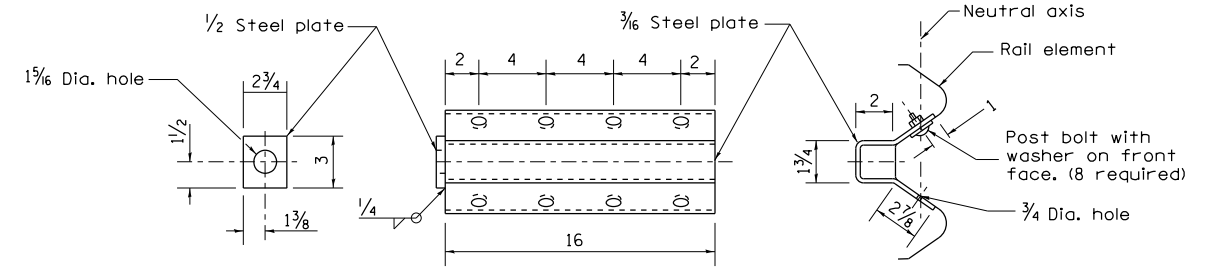
Place standard end shoe between splice plate and rail element



SPLICE PLATE



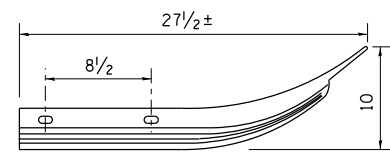
RAIL ELEMENT SPLICE



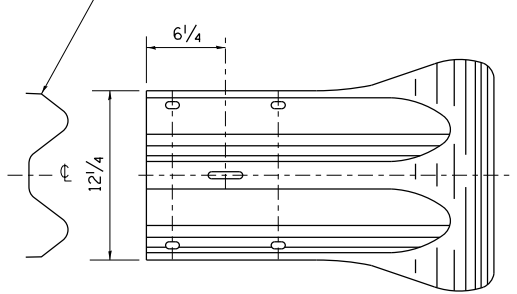
NOTE

Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

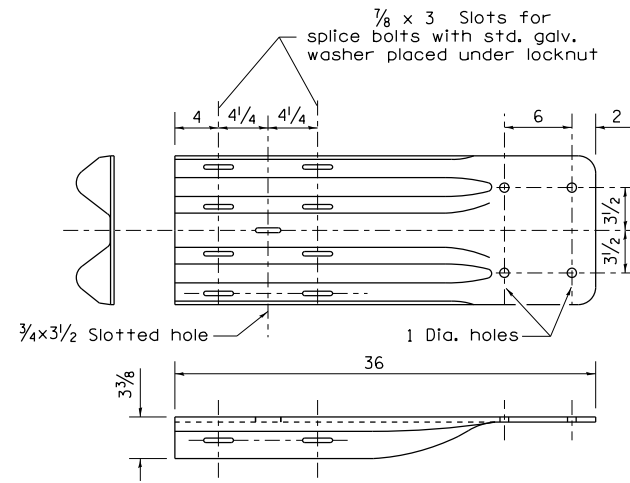
ANCHOR PLATE T DETAILS



Class A rail element



END SECTION



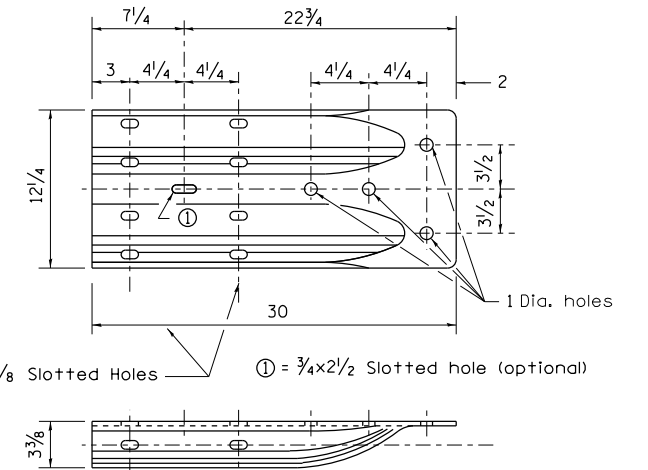
NOTE

When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE



ALTERNATE END SHOE

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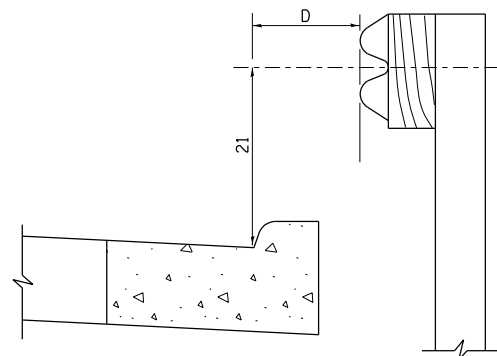
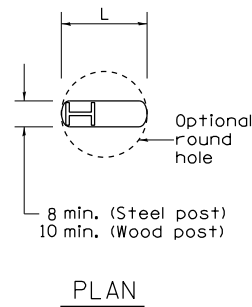
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REGION 2 / DISTRICT 2 STANDARD

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*OGLE & WINNEBAGO		CONTRACT NO. 64062		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

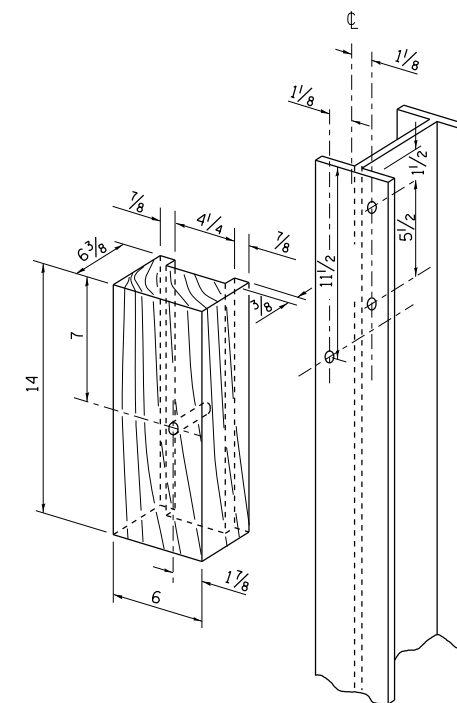
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



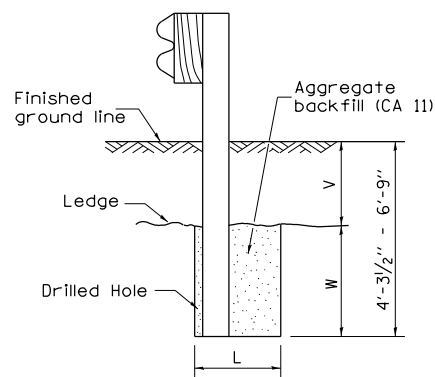
Note:
If it is necessary for D to be more than 12 and less than 10'-0" type M-2 curb and gutter (Std. 606001) shall be used in front of and in advance of the guardrail.

GUARDRAIL PLACED BEHIND CURB

(D = 0 desirable to 12 maximum)



WOOD BLOCK-OUT AND STEEL POST DETAILS

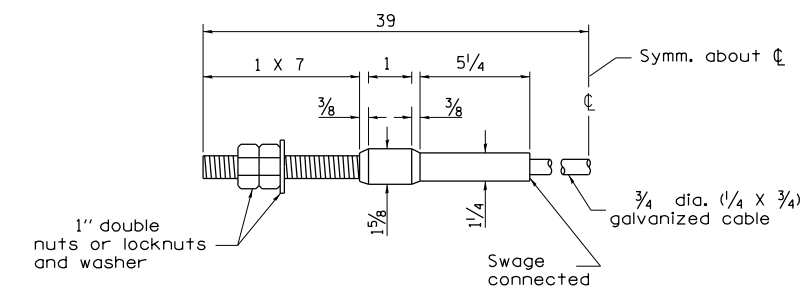


Note:
Ledge line is top of rock ledge or hard slag fill.

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

V	W	L	
		Steel Post	Wood Post
0 - 18	24	21	23
>18 - 41.5	12	8	10
>41.5 - 53.5	12 - 0	8	10



CABLE ASSEMBLY
(40,000 lbs. min. breaking strength)
Tighten to taut tension.

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