

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

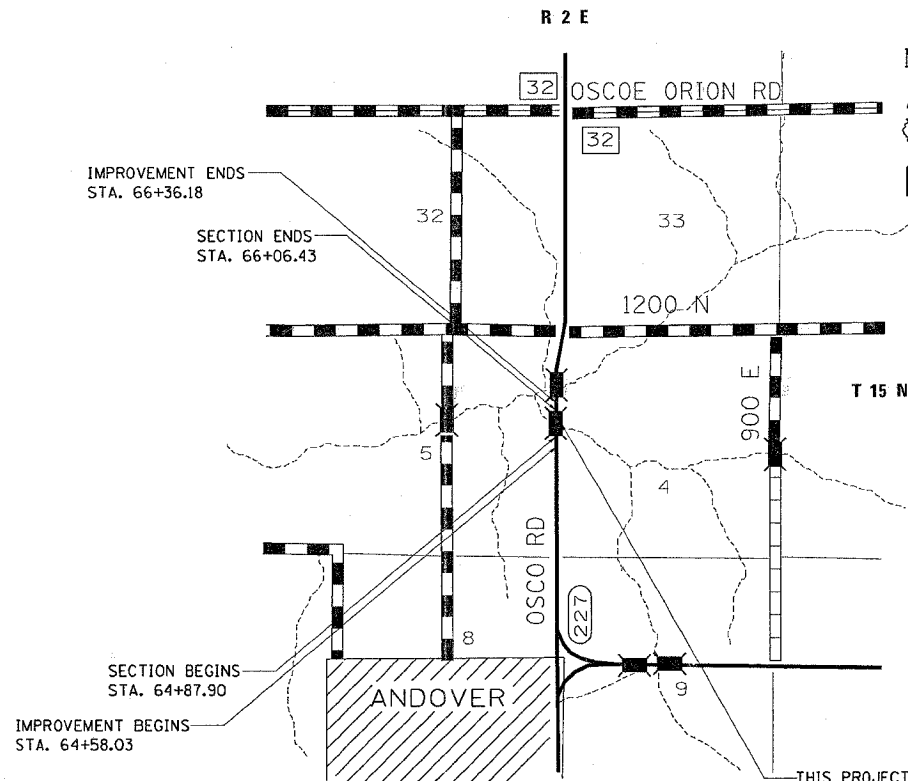
FAS ROUTE 227 (OSCO RD.)
SECTION 105BR-2
PROJECT RS-0227 (110)
HENRY COUNTY
C-92-042-06

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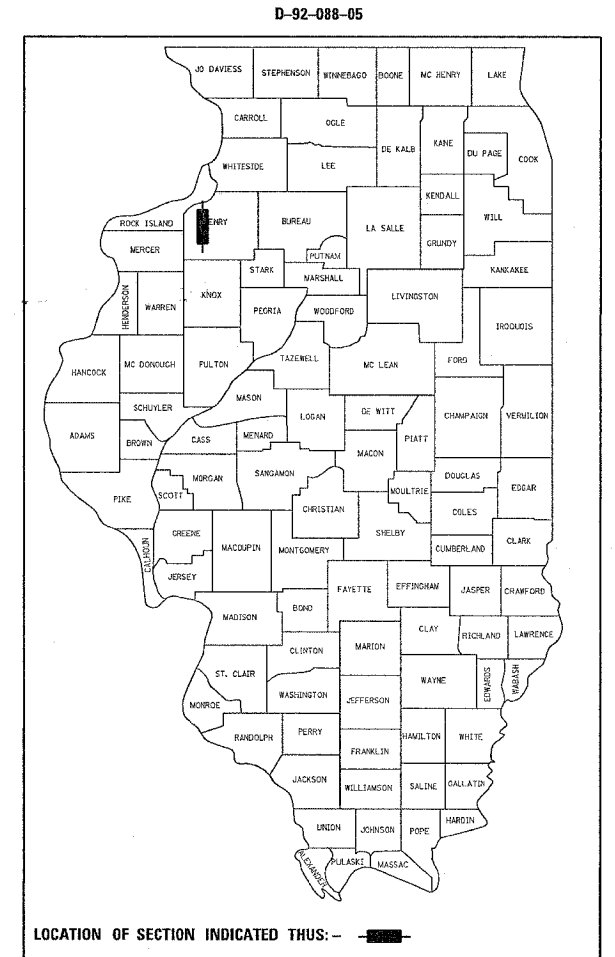
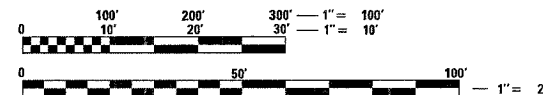
STATE STANDARDS

- 001001 AREAS OF REINFORCEMENT REBARS
- 001006 DECIMAL OF AN INCH AND A FOOT
- 420001-06 PAVEMENT JOINTS BARRIER
- 515001-02 NAME PLATE FOR BRIDGES
- 631032-01 TRAFFIC BARRIER TERMINAL, TYPE 6A
- 635006-02 REFLECTOR AND TERMINAL MARKER REPLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- 667101 PERMANENT SURVEY MARKERS
- 701006-02 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
- 701201-02 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
- 701301-02 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
- 701311-02 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
- 701321-08 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
- 702001-05 TRAFFIC CONTROL DEVICES
- 704001-02 TEMPORARY CONCRETE
- 720011 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 886001 DETECTOR LOOP INSTALLATIONS
- 886006 TYPICAL LAYOUT FOR DETECTION LOOPS



THIS PROJECT INCLUDES THE REMOVAL AND REPLACEMENT OF SUPERSTRUCTURE ON BRIDGE (SN 037-0083) CARRYING OSCO ROAD OVER CAMP CREEK LOCATED 1.2 MILES NORTH OF 81 JUNCTION

GROSS LENGTH OF SECTION = 118.53 FEET = 0.022 MILES
NET LENGTH OF SECTION = 118.53 FEET = 0.022 MILES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED December 19, 2005

Theron R. Mountain
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

February 3, 2006
Mike Hine
ENGINEER OF DESIGN AND ENVIRONMENT

February 3, 2006
Michael R. Sess
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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PLANS ENGINEER: ROBERT WAGNER

SQUAD LEADER: MIKE YUSEF
PHONE: (815) 284-5354

PROJECT ENGINEER: THOMAS HALLA
PHONE: (815) 284-5993

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

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

HENRY COUNTY
ANDOVER TOWNSHIP, SECTION 15

CONTRACT NO. 64B25

SUMMARY OF QUANTITIES

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	X080-2A 80 % FED 20 % STATE	SFTY-3N 80 % FED 20 % STATE
44000007	BITUMINOUS SURFACE REMOVAL 2"	SQ YD	142	142	
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	1	
50300260	BRIDGE DECK GROOVING	SQ YD	262	262	
50300300	PROTECTIVE COAT	SQ YD	295	295	
5030305	CONCRETE WEARING SURFACE 5"	SQ YD	280	280	
50301245	FORMED CONCRETE REPAIR, (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	126	126	
50400305	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SQ. FT.	2518	2518	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	785	785	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	3810	3810	
50901005	STEEL BRIDGE RAIL, TYPE SM	FOOT	151	151	
51401600	TEMPORARY BRIDGE RAIL	FOOT	77	77	
51500100	NAME PLATES	EACH	1	1	
59000100	EPOXY CRACK SEALING	FOOT	56	56	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION STD 701321	EACH	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION STD. 701201	L SUM	1	1	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1634	1634	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	800	800	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	460	460	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	380	380	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2400	2400	
X0322932	SILICONE JOINT SEALER, 1.5"	FOOT	77	77	
X4066414	BITUMINOUS CONCRETE SURFACE COARSE, SUPERPAVE, MIX 'C', N50	TON	20	20	
X0712400	TEMPORARY PAVEMENT	SQ YD	80	80	
* XX005496	TRAFFIC BARRIER TERMINAL, TYPE 6A (SPECIAL)	EACH	4	4	
* Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	24	24	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2

* SPECIALTY ITEMS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. HORIZ. DATE DRAWN BY CHECKED BY

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 227 (Osco Road)	105BR-2	Henry	3	31
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64B25				

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Mainline Surface Course
PG:	PG 64-22
RAP%: (Max)	10%
Design Air Voids	4.2 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5
Friction Aggregate	C
20 Year ESAL	4.3

Install a "TO ACTUATE SIGNAL" sign for the traffic signal detector loops. The detail of this sign is included in the plans. This work will be included in the cost of TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

This structure will retain the same number 037-0083.

Bituminous Prime Coat shall be placed in accordance with Section 406 of the Standard Specifications. The cost of the Bituminous Prime Coat shall be included in the contract unit price per TON for BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX C, N50.

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials and on all existing posts in need of a nail.

Pavement marking shall be done according to Standard 780001, except as follows:

- All words, such as ONLY, shall be 2.4 m (8 feet) high.
- All non-freeway arrows shall be the large size.
- The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

Permanent survey markers, Type II shall be cast-in-place as shown on Highway Standard 667101. A marker shall be placed near each end of the structure in such a location that will take into account satellite and future construction. Location shall be determined by the Engineer.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The Engineer shall submit this information to the Survey Crew.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

Mediacom
Mid American Energy Co.
Ameren IP

Cambridge Telephone
Citizens Telephone

Following are the known utilities located within the project limits or immediately adjacent to the project construction limits which are not members of JULIE and should be notified individually by the contractor:

IDOT
819 Depot Ave.
Dixon, IL 61021

Due to environmental concerns, the following shall be strictly adhered to:

- All work shall be performed from the existing decks and no work shall take place below the existing structure on the ground.
- No fill shall be placed in or around Camp Creek.

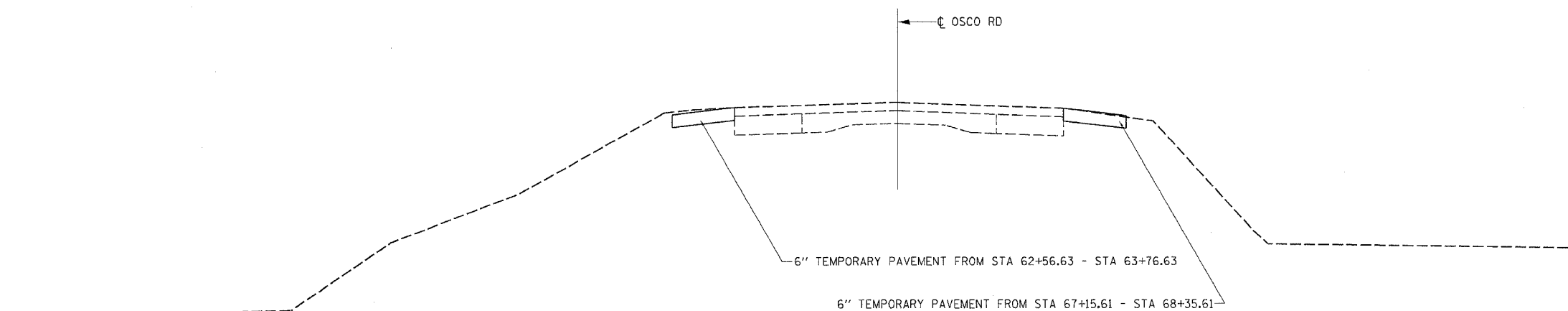
CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

Program #5
(Arch. Size)
Enlarge
200%
Enlarge 107%

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	13BR-2	HENRY	31	4
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

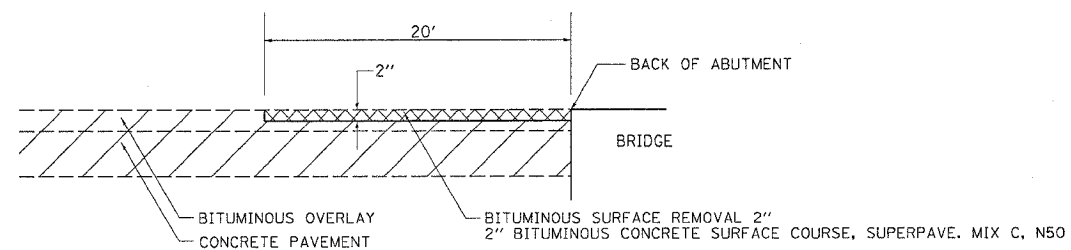
TYPICALS

TEMPORARY PAVEMENT TYPICAL



BITUMINOUS SURFACE REMOVAL - 2"

BITUMINOUS SURFACE REMOVAL - 2"
 STA 64+88 TO STA 65+08 & STA 65+87 TO STA 66+07



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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SCHEDULE OF QUANTITIES

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

44000007	<u>BITUMINOUS CONCRETE SURFACE REMOVAL 2"</u>				
	<u>SO YD</u>	<u>LOCATION</u>			
	71	64+ 88-	65+ 7.9	LT & RT	
	71	65+ 86-	66+ 6.4	LT & RT	
	142	TOTAL			
50101500	<u>REMOVAL OF EXISTING SUPERSTRUCTURES</u>				
	<u>EACH</u>	<u>LOCATION</u>			
	1	TOTAL			
50901005	<u>STEEL BRIDGE RAIL, TYPE SM</u>				
	<u>FOOT</u>	<u>LOCATION</u>			
	92	64+ 92-	65+ 8.3	RT	
	92	65+ 11-	66+ 2.3	LT	
	184	TOTAL			
63301210	<u>TEMPORARY CONCRETE BARRIER</u>				
	<u>FOOT</u>	<u>LOCATION</u>			
	190	63+ 19-	65+ 8.6	STAGE 1	
	190	65+ 88-	67+ 7.8	STAGE 1	
	80	65+ 8.6-	65+ 8.8	STAGE 2	
	460	TOTAL			
70300100	<u>SHORT TERM PAVEMENT MARKING</u>				
	<u>FOOT</u>	<u>LOCATION</u>			
	817	61+ 40-	69+ 5.7	STAGE 1	
	817	61+ 40-	69+ 5.7	STAGE 2	
	1634	TOTAL			
70301000	<u>WORK ZONE PAVEMENT MARKING REMOVAL</u>				
	<u>SO FT</u>	<u>LOCATION</u>			
	400	61+ 40-	69+ 5.7	STAGE 1	
	400	61+ 40-	69+ 5.7	STAGE 2	
	800	TOTAL			
70400200	<u>RELOCATE TEMPORARY CONCRETE BARRIER</u>				
	<u>FOOT</u>	<u>LOCATION</u>			
	190	63+ 19-	65+ 8.6	LT & RT	
	190	65+ 88-	67+ 7.8	LT & RT	
	380	TOTAL			
78001110	<u>PAINT PAVEMENT MARKING LINE 4"</u>				
	<u>FOOT</u>	<u>LOCATION</u>			
	1000	62+ 50 -	67+ 5.0	WHITE EDGELINES - 2 COATS	
	1000	63+ 25 -	68+ 2.5	WHITE EDGELINES - 2 COATS	
	400	61+ 60 -	69+ 4.0	SKIP DASH YELLOW - 2 COATS	
	2400	TOTAL			
X0712400	<u>TEMPORARY PAVEMENT</u>				
	<u>SO YD</u>	<u>LOCATION</u>			
	40	62+ 57 -	63+ 7.7	LT	
	40	67+ 16 -	68+ 3.6	RT	
	80	TOTAL			
X4066414	<u>BITUMINOUS CONCRETE SURFACE COARSE, SUPERPAVE, MIX C, N50</u>				
	<u>TON</u>	<u>LOCATION</u>			
	10	64+ 88-	65+ 7.9	LT & RT	
	10	65+ 86-	66+ 6.4	LT & RT	
	20	TOTAL			
XX005495	<u>TRAFFIC BARRIER TERMINAL, TYPE 6A (SPECIAL)</u>				
	<u>EACH</u>	<u>LOCATION</u>			
	1	64+ 58-	64+ 9.2	RT	
	1	64+ 77-	65+ 1.1	LT	
	1	65+ 83-	66+ 1.7	RT	
	1	66+ 2.3-	66+ 3.6	LT	
	4	TOTAL			
Z0030250	<u>IMPACT ATTENUATORS, TEMPORARY (NON -RE-DIRECTIVE), TEST LEVEL 3</u>				
	<u>EACH</u>	<u>LOCATION</u>			
	1	63+ 19	RT		
	1	67+ 7.8	RT		
	2	TOTAL			
Z0030350	<u>IMPACT ATTENUATORS, RELOCATE (NON -RE-DIRECTIVE), TEST LEVEL 3</u>				
	<u>EACH</u>	<u>LOCATION</u>			
	1	63+ 1.6	LT		
	1	67+ 7.5	LT		
	2	TOTAL			

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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

EXISTING HORIZONTAL & VERTICAL CONTROL

HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1694513.007	2265143.156	720.013	OSCO	68+40.1289	19.1545' LT	TOPO SURVEY POINT, PIN
2	1694239.286	2265125.277	714.967	OSCO	65+66.3078	35.4283' LT	TOPO SURVEY POINT, PIN
3	1694036.141	2265141	719.74	OSCO	63+63.2585	18.5145' LT	TOPO SURVEY POINT, PIN
4	1695278.315	2265166.798	720.26	OSCO	76+05.5624	0.0000'	POT, NAIL
5	1688920.883	2265129.61	770.52	OSCO	12+48.0216	0.0872' RT	POT, NAIL
6	1687517.165	2265121.533	755.4	OSCO	OUT OF CHAIN	-----	POT, NAIL
7	1685894.778	2265111.78	782.19	OSCO	OUT OF CHAIN	-----	POT, NAIL
8	1688099.374	2265297.516	771.557	OSCO	OUT OF CHAIN	-----	POC, NAIL
9	1688395.641	2265278.457	773.504	OSCO	7+23.6614	152.0112' RT	POC, NAIL
10	1688234.87	2265890.594	764.46	OSCO	OUT OF CHAIN	-----	POT, NAIL
11	1688107.173	2277621.454	761.051	OSCO	OUT OF CHAIN	-----	POT, NAIL

Chain OSCO contains:
200 4

Beginning chain OSCO description

Point 200 N 1,688,243.1979 E 2,265,125.5494 Sta 5+70.3244

Course from 200 to 4 0° 20' 09.3678" Dist 7,035.2380'

Point 4 N 1,695,278.3150 E 2,265,166.7980 Sta 76+05.5624

Ending chain OSCO description

SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	1694254.208	2265174.723	720.848	OSCO	65+81.5195	13.9294' RT	TOPO SURVEY POINT, PK NAIL
101	1694170.162	2265174.625	720.743	OSCO	64+97.4743	14.3241' RT	TOPO SURVEY POINT, PK NAIL
102	1694115.074	2265174.143	720.651	OSCO	64+42.3844	14.1651' RT	TOPO SURVEY POINT, PK NAIL

REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	OSCO	68+55.7267	40.2223' LT	POWER POLE, SHINER
501	OSCO	68+33.9618	44.8048' RT	POWER POLE, SHINER
502	OSCO	68+26.3443	19.491' RT	MAILBOX, SHINER
503	OSCO	66+35.3950	41.5685' LT	POWER POLE, SHINER
504	OSCO	65+64.6662	42.3438' LT	WARNING SIGN, GAS
505	OSCO	65+57.5592	18.9577' LT	PIER, FACE
506	OSCO	64+09.5963	41.0176' LT	POWER POLE, SHINER
507	OSCO	64+07.0749	19.5914' LT	GUARDRAIL STEEL PLATE BEAM, END
508	OSCO	63+36.5395	21.4768' RT	GUARDRAIL STEEL PLATE BEAM, END

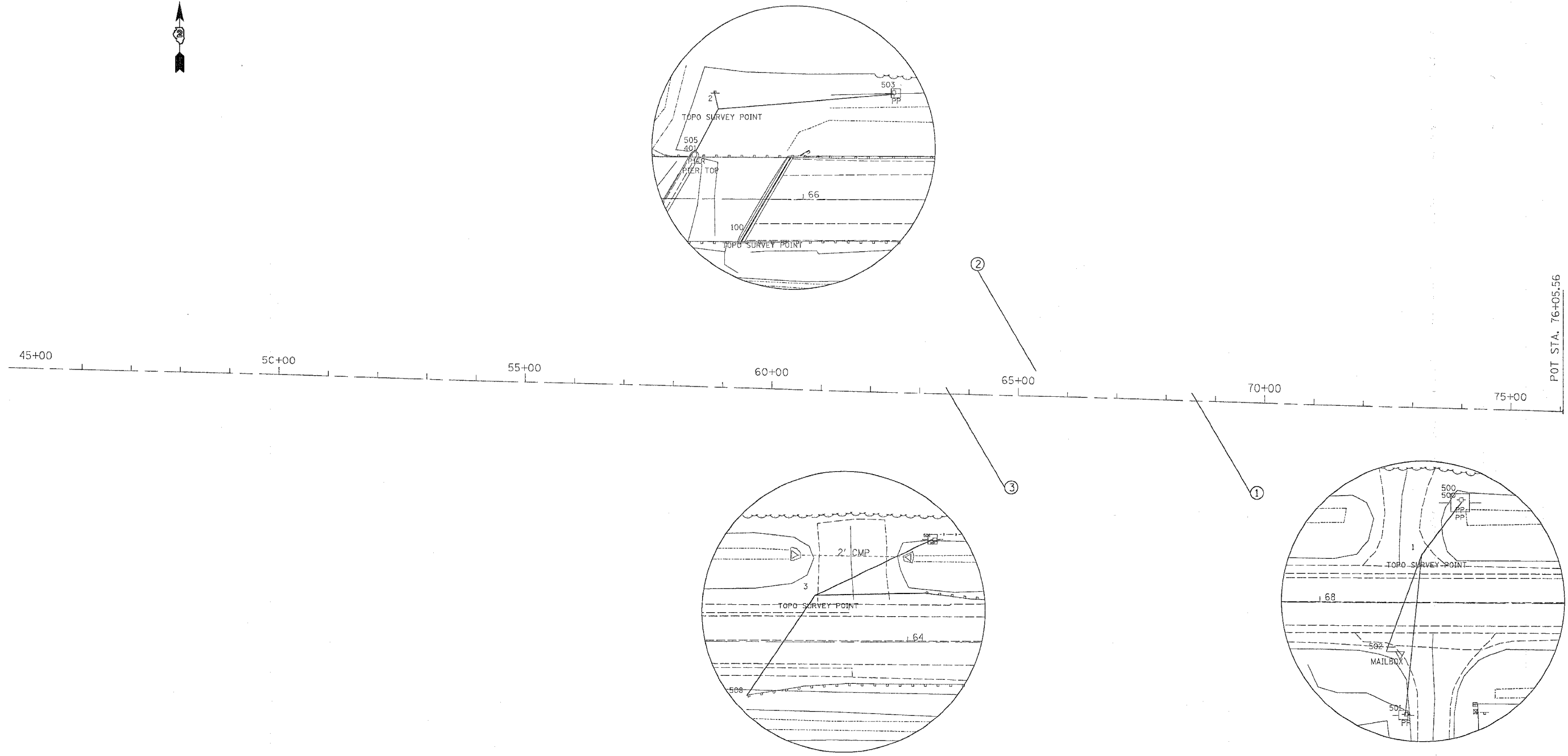
BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
400	1694889.11	2265147.067	718.67	OSCO	72+16.2484	17.4487' LT	TOP OF WINGWALL, PLUG
401	1694230.064	2265142.492	718.78	OSCO	65+57.1869	18.1595' LT	TOP OF PIER, CHISELED SQUARE

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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

EXISTING HORIZONTAL & VERTICAL CONTROL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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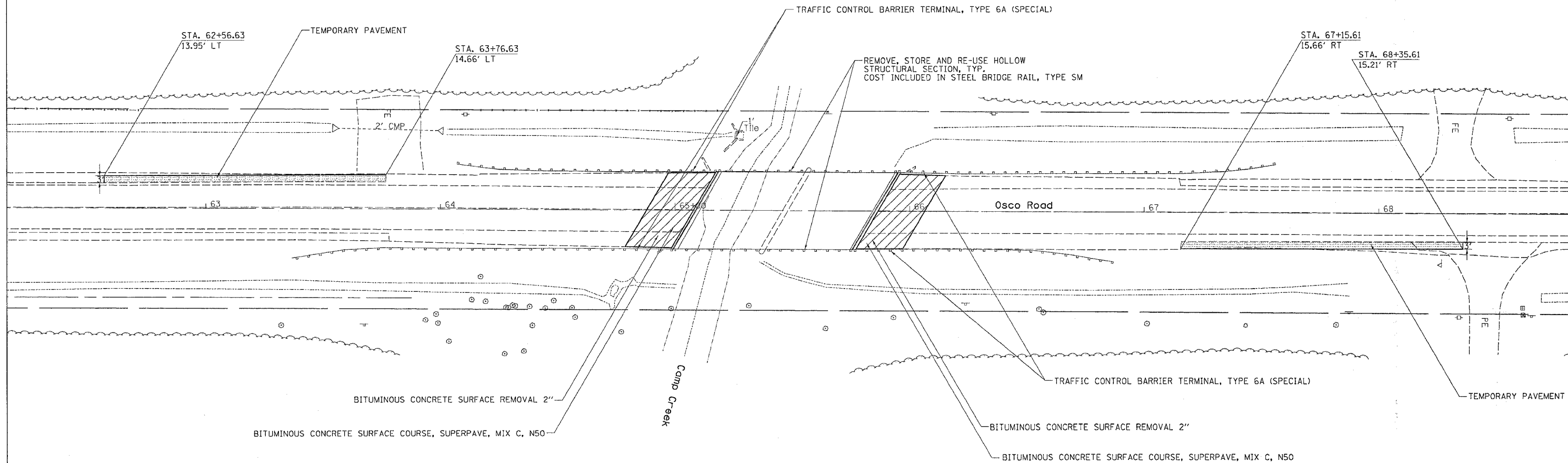
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PLAN SHEET

CONTRACT NO. 64B25

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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NAME	DATE

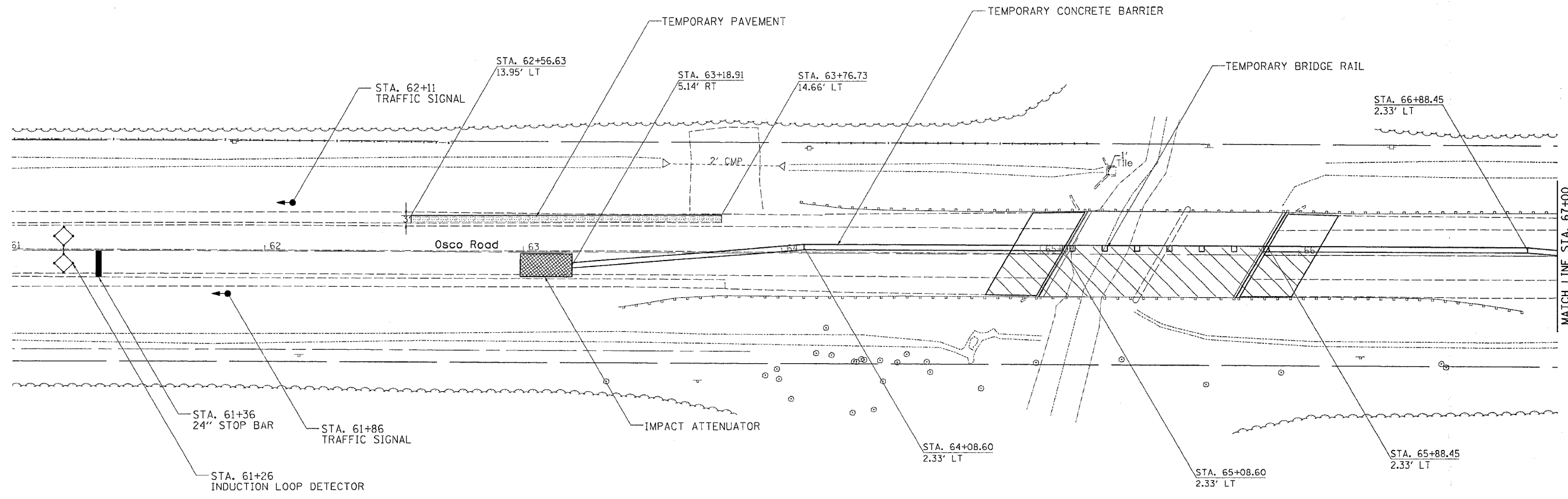
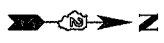
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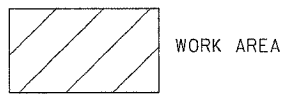
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STAGING DETAILS

CONTRACT NO. 64B25				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:
 THIS TRAFFIC CONTROL AND PROTECTION SHALL BE SET UP AND PAID FOR ACCORDING TO STANDARD 701321-08



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

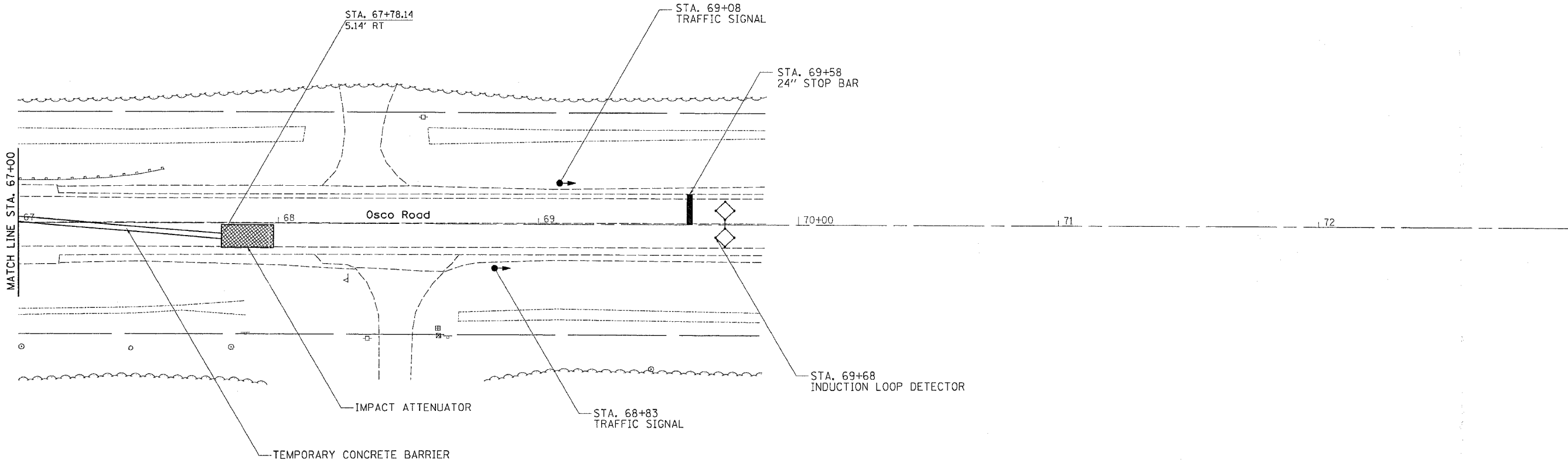
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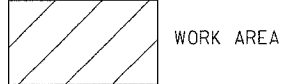
STAGING DETAILS

CONTRACT NO. 64B25				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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 FILE NAME = c:\p1\105br-2\105br-2.dgn
 PLOT SCALE = 20.0000 / IN.
 USER NAME = gsfj1

NOTE:
 THIS TRAFFIC CONTROL AND PROTECTION
 SHALL BE SET UP AND PAID FOR ACCORDING
 TO STANDARD 701321-08



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

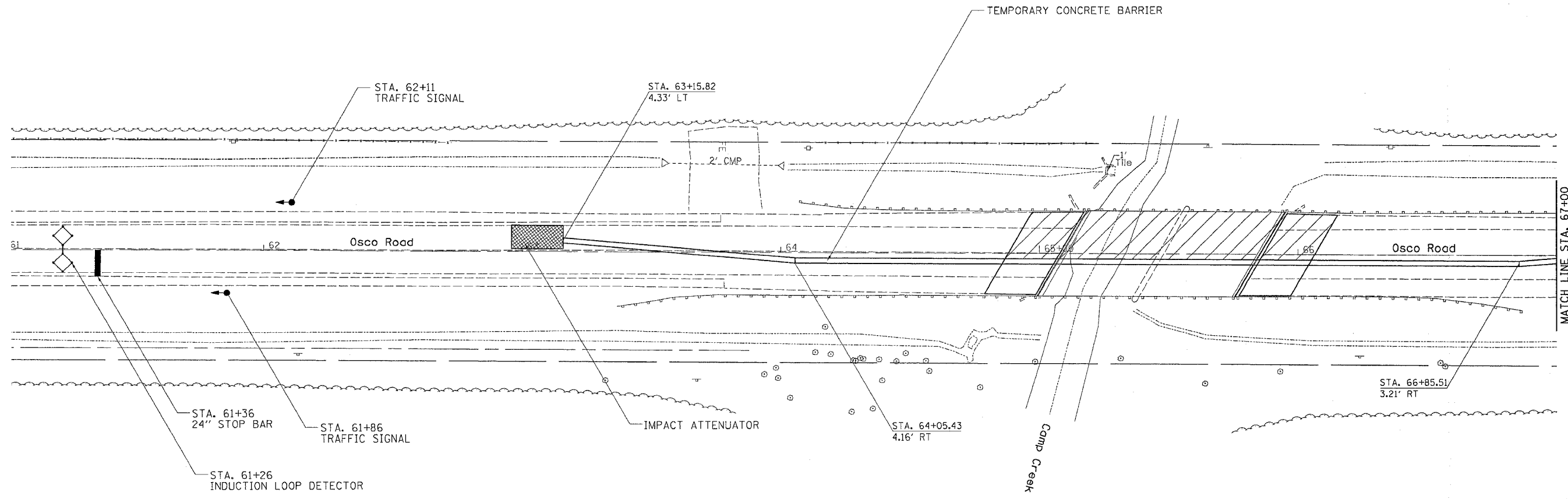
SCALE: VERT.
 HORIZ.
 DATE

DRAWN BY
 CHECKED BY

STAGING DETAILS

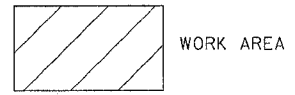
CONTRACT NO. 64825

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PLOT DATE = Mon, Oct 10, 10:21:47, 2005
 FILE NAME = c:\p1\projects\102005\102005.dwg
 PLOT SCALE = 20.00000 / 1.00
 USER NAME = gaff,jl

NOTE:
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REVISIONS	
NAME	DATE

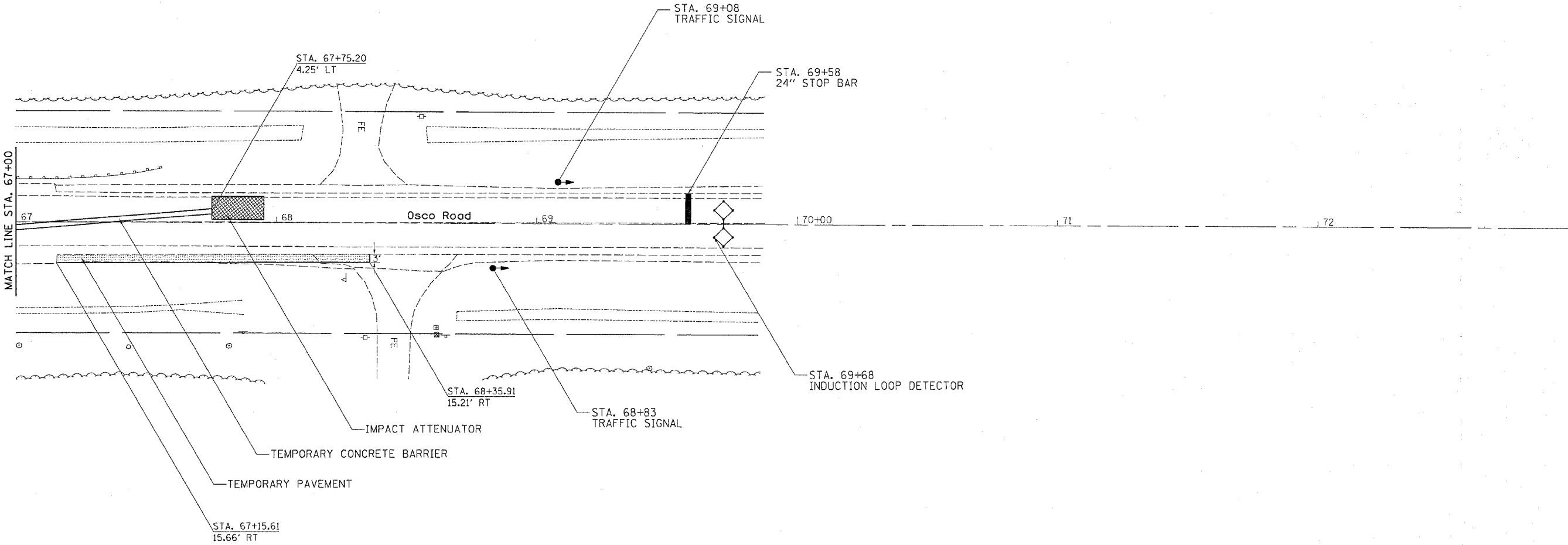
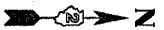
ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. HORIZ.
 DATE

DRAWN BY
 CHECKED BY

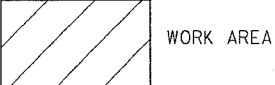
STAGING DETAILS

CONTRACT NO. 64B25				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLOT DATE = Mon Dec 19 10:21:48 2005
 FILE NAME = c:\p\proj\105BR-2\105BR-2\105BR-2.dgn
 PLOT SCALE = 28.0000' / IN.
 USER NAME = gcfjt

NOTE:
 THIS TRAFFIC CONTROL AND PROTECTION SHALL BE SET UP AND PAID FOR ACCORDING TO STANDARD 701321-08



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

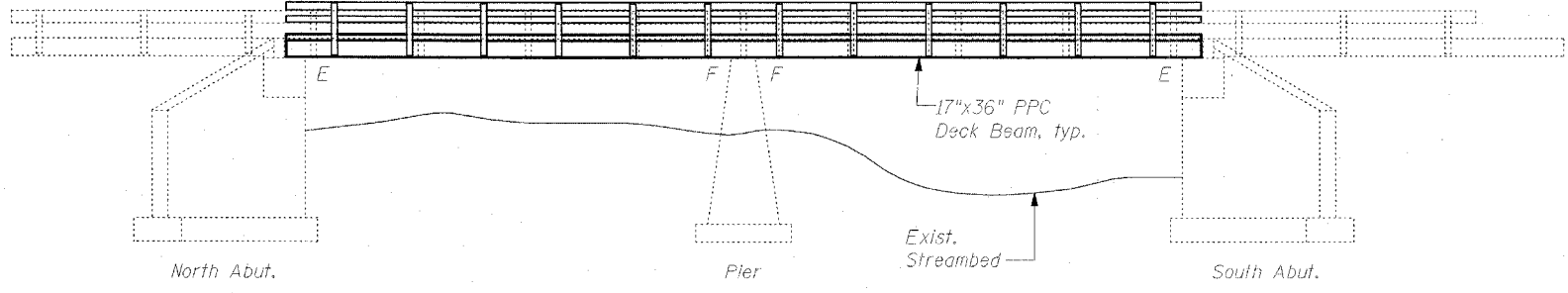
SCALE: VERT. / HORIZ.
 DATE

DRAWN BY
 CHECKED BY

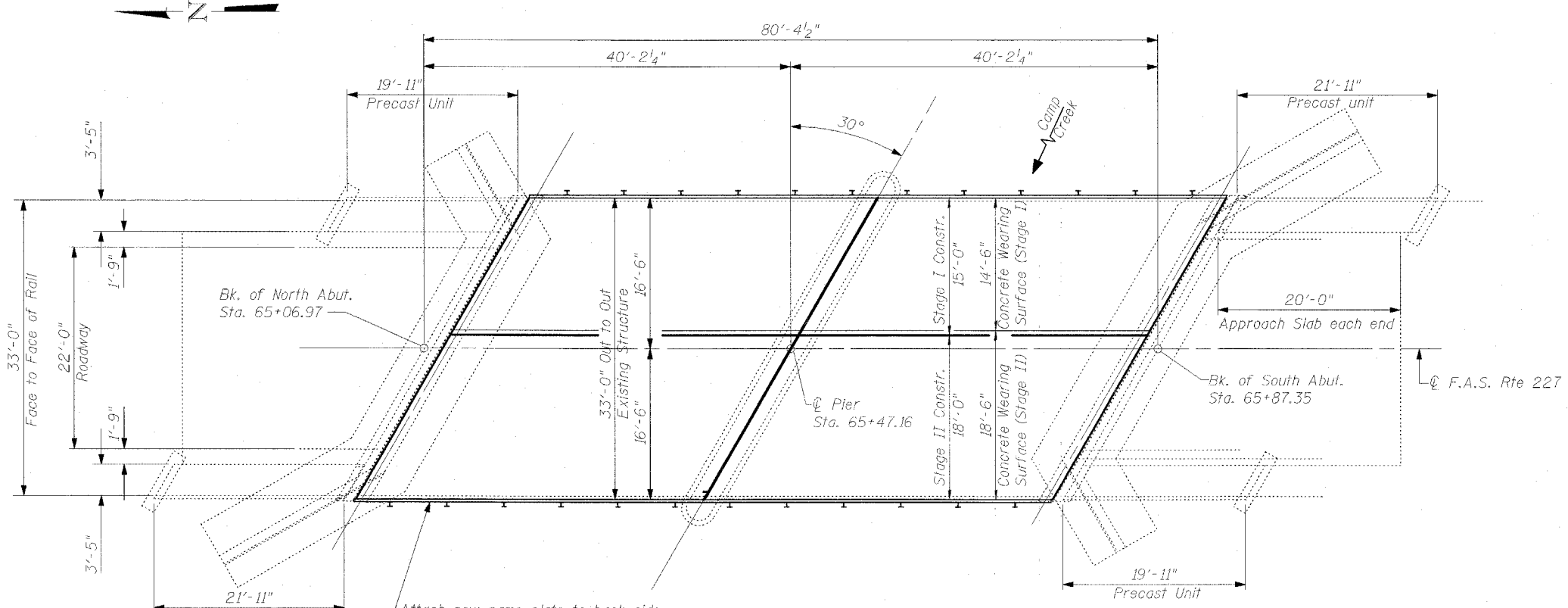
Existing Structure: The original structure, SN 037-0083 built as S.B.I. Rte. 81, Section 105 B @ Sta. 110+04 in 1932 was replaced with deck beams in 1982, as Section (105 BR & 105 BR-1)M.
 The existing structure is a two span bridge with 17" P.P.C. deck beams & 5" concrete overlay. It is 80'-4 1/2" back to back of abutments. The existing deck is 33'-0" out to out & it provides two lanes of traffic. The substructure consists of two closed abutments and a solid web pier.

The superstructure to be removed & replaced utilizing Stage Construction.

Salvage Existing Bridge Rail.

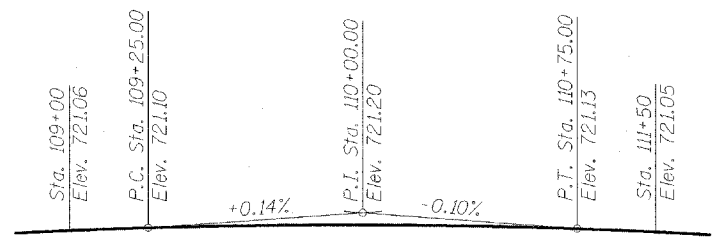


ELEVATION



PLAN

Attach new name plate to back side of 8" rail element. Clean and re-locate existing name plate. Cost included in "Name Plates."



PROFILE GRADE LINE
 (For Information Only)

LOADING HS20-44
 No allowance for future wearing surface.
DESIGN SPECIFICATIONS
 2002 AASHTO

DESIGN STRESSES
 FIELD UNITS
 $f'_c = 3,500$ psi
 $f'_c = 5,000$ psi (concrete wearing surface)
 $f_y = 60,000$ psi (reinforcement)

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

INDEX OF SHEETS

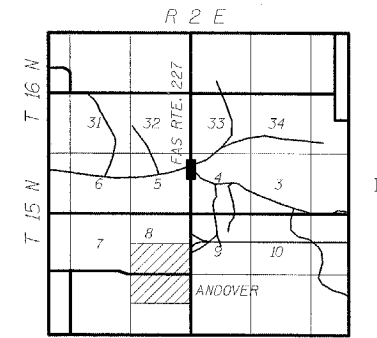
1. General Plan
2. General Notes and Stage Construction
3. Type SM Steel Bridge Rail Side Mounted
4. Concrete Wearing Surface
- 5.-7. Superstructure Details
8. Silicone Joint Sealer
- 9.-10. Abutment Repairs
11. Pier Repairs
12. Temporary Concrete Barrier For Stage Construction
13. Temporary Bridge Rail
14. Bar Splicer Assembly Details
15. Anchor Bolt Details
16. Existing Type SM Modified Steel Bridge Rail

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
FAS 227	105BR-2	HENRY	31	13	16 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #64B25

STATION 109+94.50
 BUILT BY
 STATE OF ILLINOIS
 F.A.S. RTE. 227
 SECTION 105BR-2
 LOADING HS20
 STR. NO. 037-0083

NAME PLATE
 See Std. 515001



LOCATION SKETCH



Clark Dietz
 Structural Engineer
 Clark Dietz, Inc.
 DATE: 12-14-2005
 License Expires 11-30-2006

GENERAL PLAN
 F.A.S. ROUTE 227 (OSCO ROAD)
 OVER CAMP CREEK
 SECTION 105BR-2
 HENRY COUNTY
 STATION 65+47.16
 STRUCTURE NO. 037-0083

CHAMPAIGN, ILLINOIS
 CHICAGO, ILLINOIS
 EVANSVILLE, INDIANA
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN

REVISIONS	
NAME	DATE

NOTES: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.
 DESIGNED BY: S.L.D. PROJECT NO: 102302
 DRAWN BY: M.W. DATE: 12/95
 CHECKED BY: M.M.
 APPROVED BY: M.M.
 ACTIVITY INITIALS

DRAWING NUMBER
S-1

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 227	105BR-2	HENRY	31	14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2

16 SHEETS

Contract #64B25

GENERAL NOTES

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

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

All Construction joints shall be bonded.

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of the fascia beams. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

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

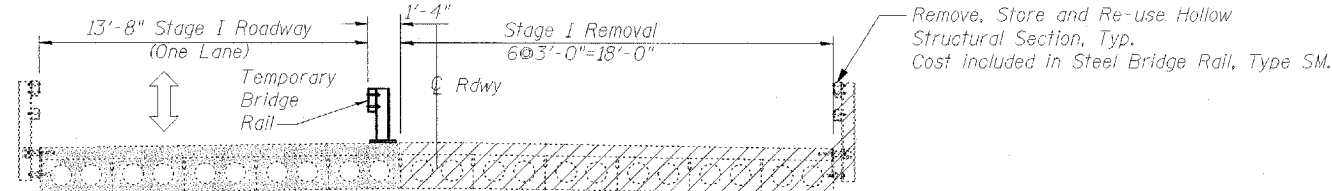
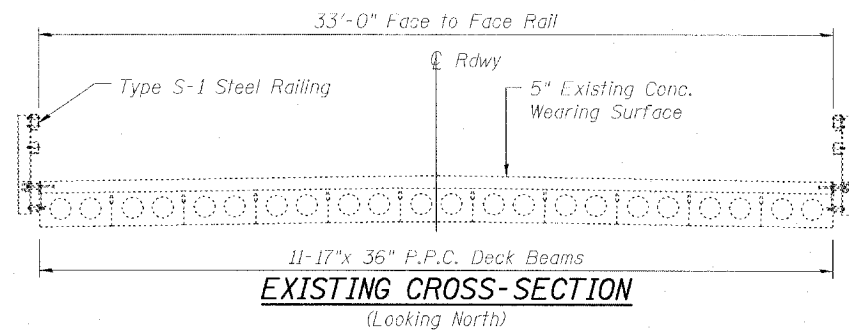
Repair of the abutments and pier caps shall be completed prior to placement of the new deck beams.

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

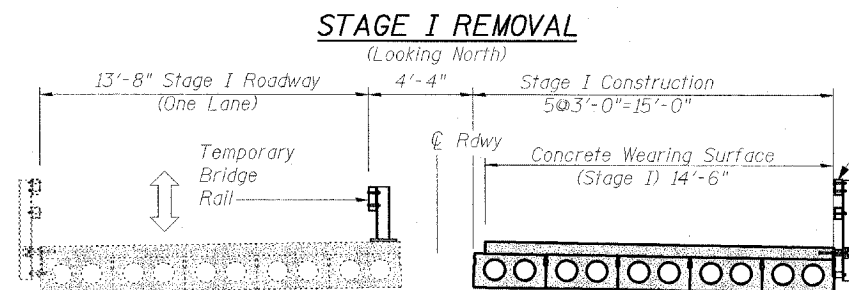
All structural steel shall be painted with inorganic zinc rich primer per AASHTO M300, Type L. Cost included with Furnishing and Erecting Structural Steel.

No in-stream work will be allowed on this project.

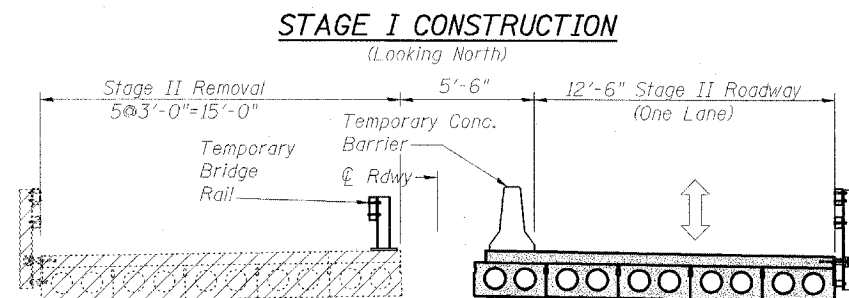
Existing name plate shall be cleaned and relocated adjacent to new name plate. Cost included with "Name Plates."



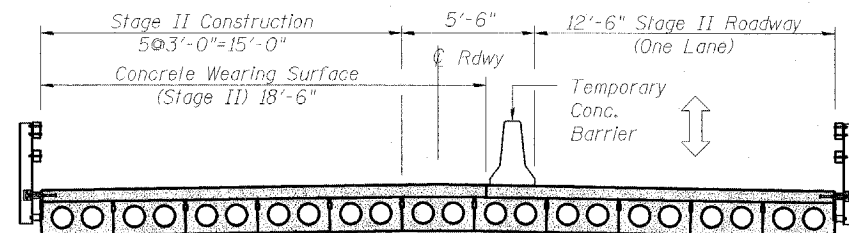
Remove, Store and Re-use Hollow Structural Section, Typ. Cost included in Steel Bridge Rail, Type SM.



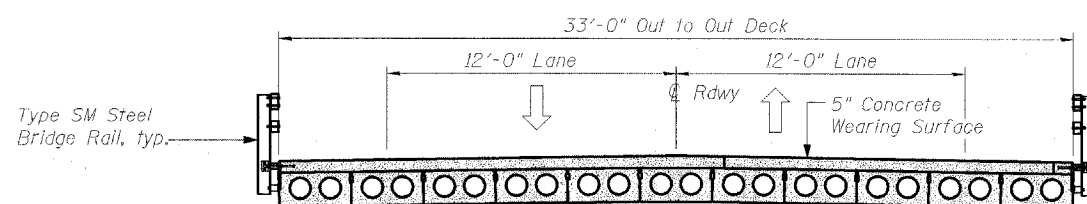
Re-Install Salvaged Hollow Structural Section. See Sheet 3 of 16 for details.



STAGE II REMOVAL
(Looking North)



STAGE II CONSTRUCTION
(Looking North)



PROPOSED CROSS-SECTION
(Looking North)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1		1
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq. Ft.	2,518		2,518
Reinforcement Bars, Epoxy Coated	Pound	3,810		3,810
Concrete Wearing Surface, 5"	Sq. Yd.	280		280
Bridge Deck Grooving	Sq. Yd.	262		262
Steel Bridge Rail, Type SM	Foot	151		151
Name Plates	Each	1		1
Silicone Joint Sealer, 1/2"	Foot	77		77
Formed Concrete Repair, (Depth equal to or less than 5")	Sq. Ft.		126	126
Epoxy Crack Sealing	Foot		56	56
Asbestos Bearing Pad Removal	Each	24		24
Temporary Bridge Rail	Foot	77		77
Furnishing & Erecting Structural Steel	Pound	785		785
Protective Coat	Sq. Yd.	295		295

GENERAL NOTES AND STAGE CONSTRUCTION

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083



CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENDISHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS	
NAME	DATE

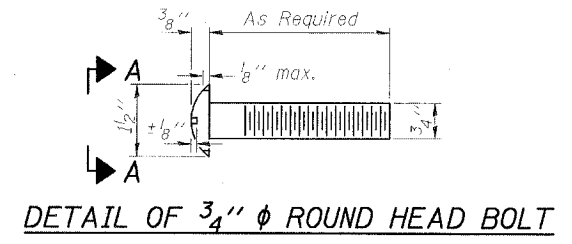
NOTE: DIMENSIONAL DATA IS NOT TO BE FORTIFIED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: S.L.D. PROJECT NO: 102382
DRAWN BY: M.E.W. DATE: 12/85
CHECKED BY: M.M.
APPROVED BY: M.M.
ACTIVITY: DETAILS

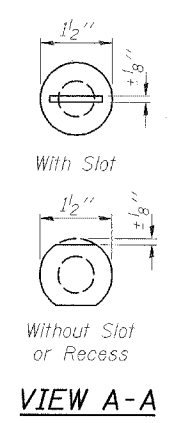
DRAWING NUMBER

S-2

Contract #64B25

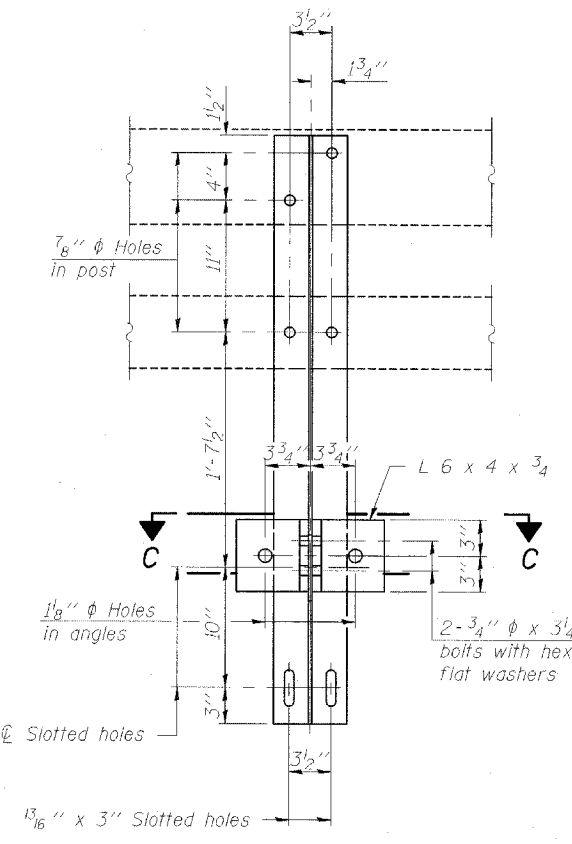


DETAIL OF 3/4" ϕ ROUND HEAD BOLT

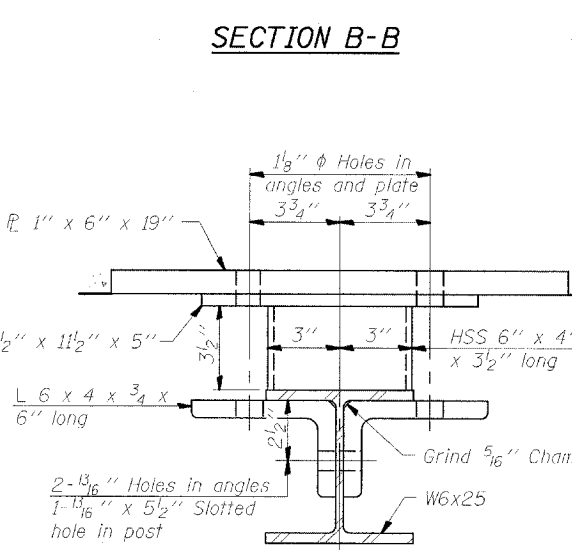


VIEW A-A

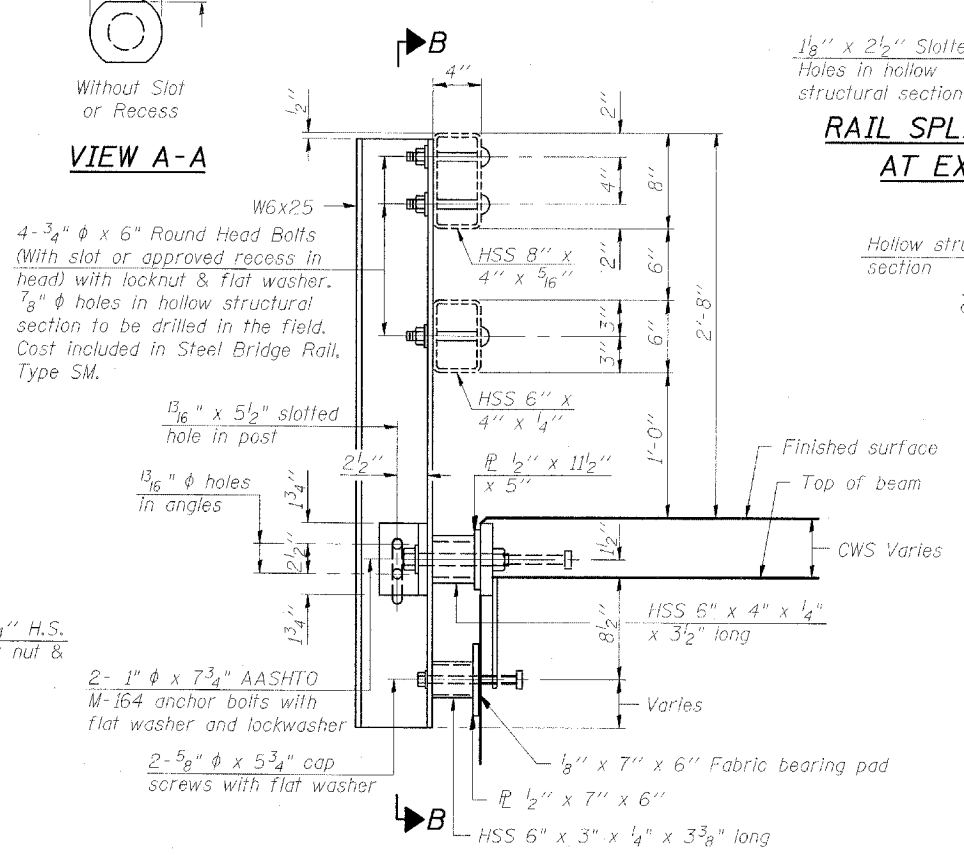
4-3/4" ϕ x 6" Round Head Bolts (With slot or approved recess in head) with locknut & flat washer. 7/8" ϕ holes in hollow structural section to be drilled in the field. Cost included in Steel Bridge Rail, Type SM.



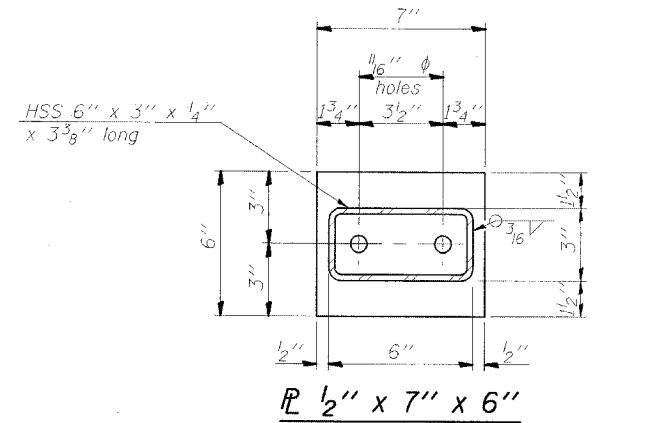
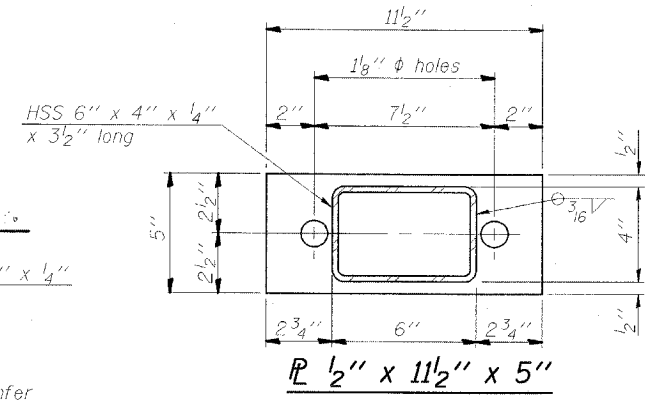
SECTION B-B



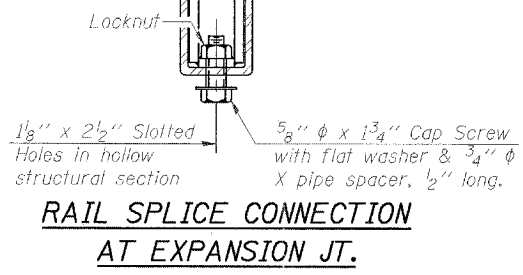
SECTION C-C



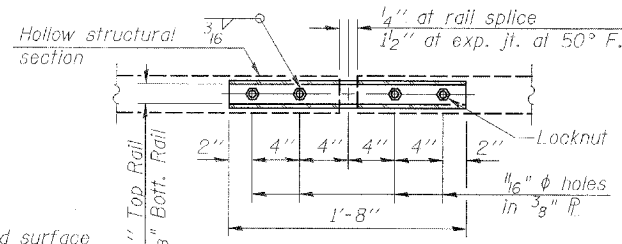
SECTION AT RAIL POST



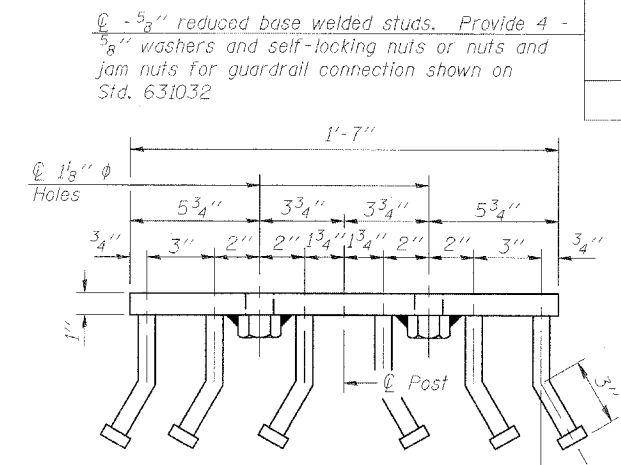
ANCHOR DEVICE



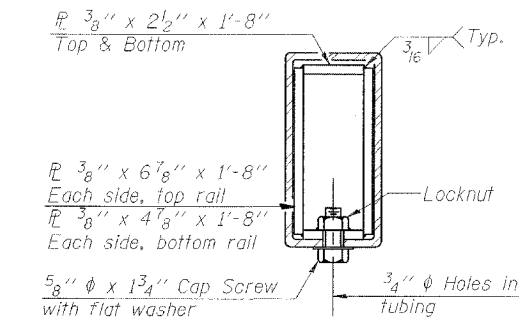
RAIL SPLICE CONNECTION AT EXPANSION JT.



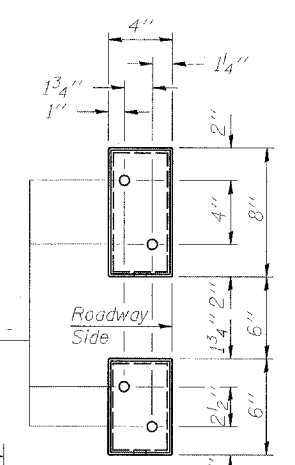
PLAN-BOTT. SPLICE R TYPICAL



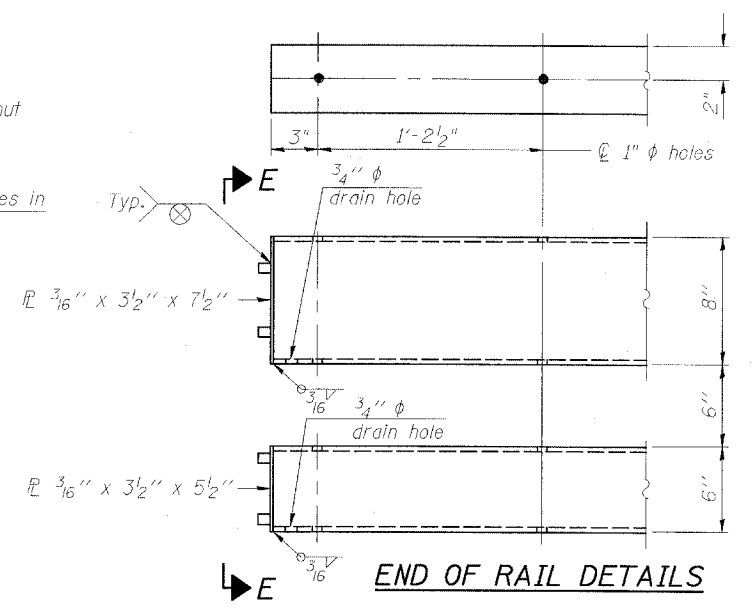
VIEW D-D



SECTION AT RAIL SPLICE



VIEW E-E



END OF RAIL DETAILS

NOTES

Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.

Railing shall be removed, stored and reused according to Section 501 of the Standard Specifications. Cost will be included in the contract unit price per foot for Steel Bridge Rail, Type SM.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM.

The 3/4" ϕ high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened according to Article 505.04(f)(2) of the Standard Specifications. The 1" ϕ high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8" ϕ cap screws in bottom of posts shall be tightened to a snug fit only.

Existing 7/8" ϕ holes in hollow structural steel section shall be filled with new 3/4" ϕ Round Head Bolts with locknut and flat washer.

* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Bridge Rail, Type SM	Foot	151

REVISIONS

NAME	DATE

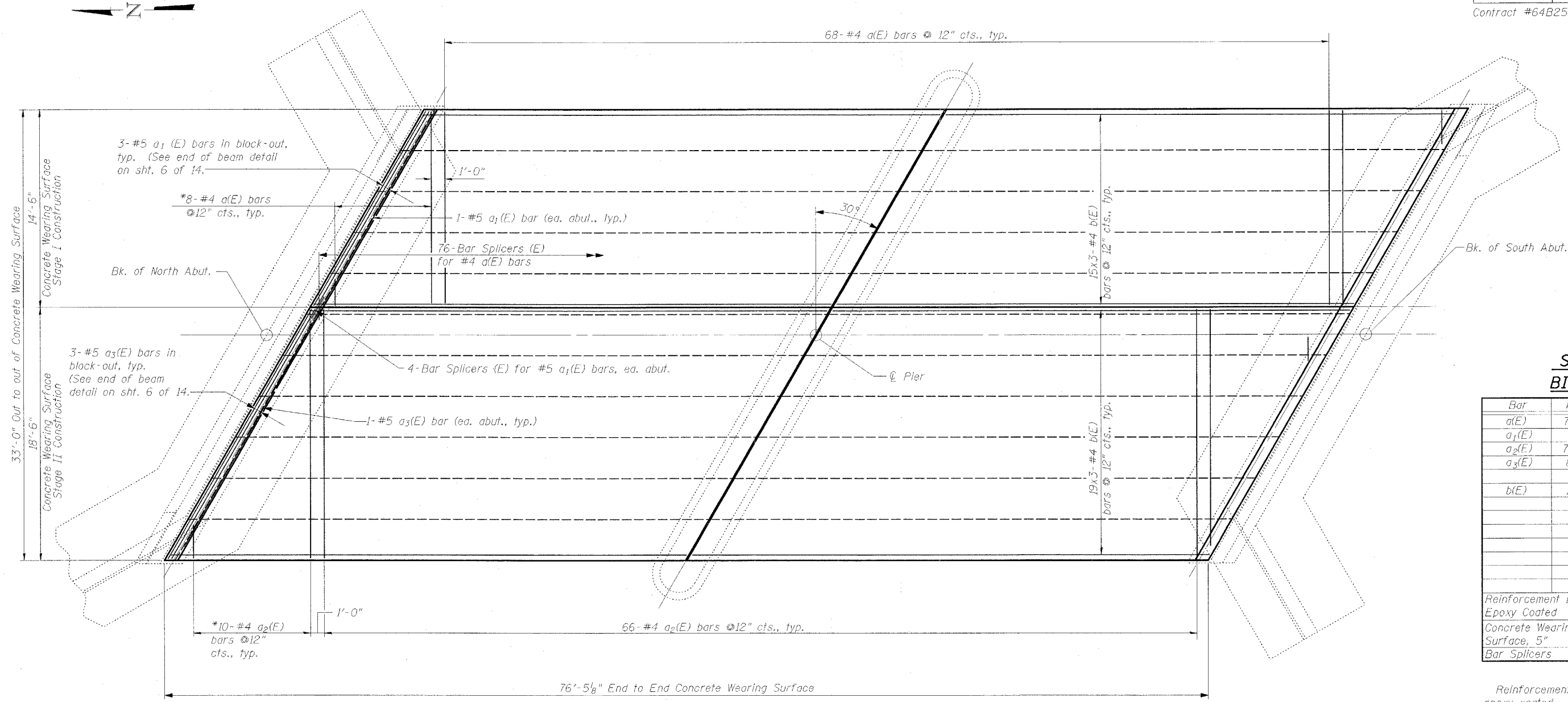
TYPE SM
STEEL BRIDGE RAIL SIDE MOUNTED WITH CONCRETE WEARING SURFACE
F.A.S. ROUTE 227 (OSCO ROAD) OVER CAMP CREEK SECTION 105BR-2 HENRY COUNTY STATION 65+47.16 STRUCTURE NO. 037-0083

CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN



(6'-3" Maximum Post Spacing) (5" minimum to 7 1/8" maximum CWS thickness)

Contract #64B25

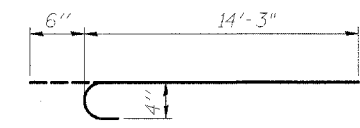


**SUPERSTRUCTURE
BILL OF MATERIAL**

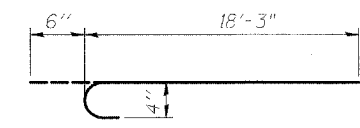
Bar	No.	Size	Length	Shape
a(E)	76	#4	14'-9"	C
a ₁ (E)	8	#5	16'-6"	—
a ₂ (E)	76	#4	18'-9"	C
a ₃ (E)	8	#5	21'-1"	—
b(E)	102	#4	26'-5"	—
Reinforcement Bars, Epoxy Coated			Pound	3,810
Concrete Wearing Surface, 5"			Sq. Yd.	280
Bar Splicers			Each	84

Reinforcement bars designated (E) shall be epoxy coated.
For details of Bar Splicers, see sheet 14 of 14.
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

*Order a(E) bars full length.
Cut to fit skew and use remainder of bars in opposite end.



MIN. BAR LAP
#4 Bar = 1'-8"
#5 Bar = 2'-2"



CONCRETE WEARING SURFACE

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083

CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

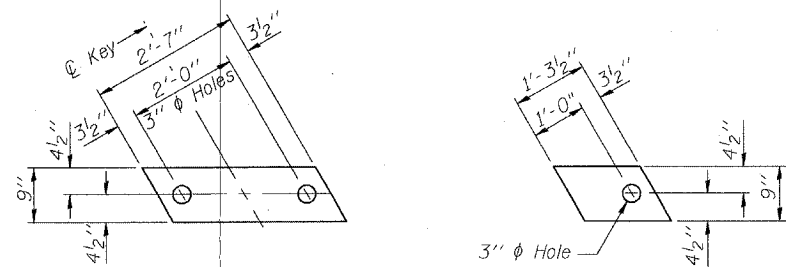


REVISIONS	
NAME	DATE

DESIGNED BY: S.L.D. PROJECT NO: 102302
DRAWN BY: MEW DATE: 12/05
CHECKED BY: M.M.
APPROVED BY: M.M.
ACTIVITY: INITIALS

DRAWING NUMBER
S-4

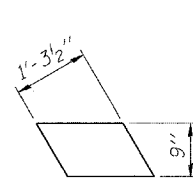
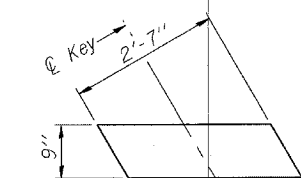
Contract #64B25



FABRIC BEARING PAD (Interior)

FABRIC BEARING PAD (Exterior)

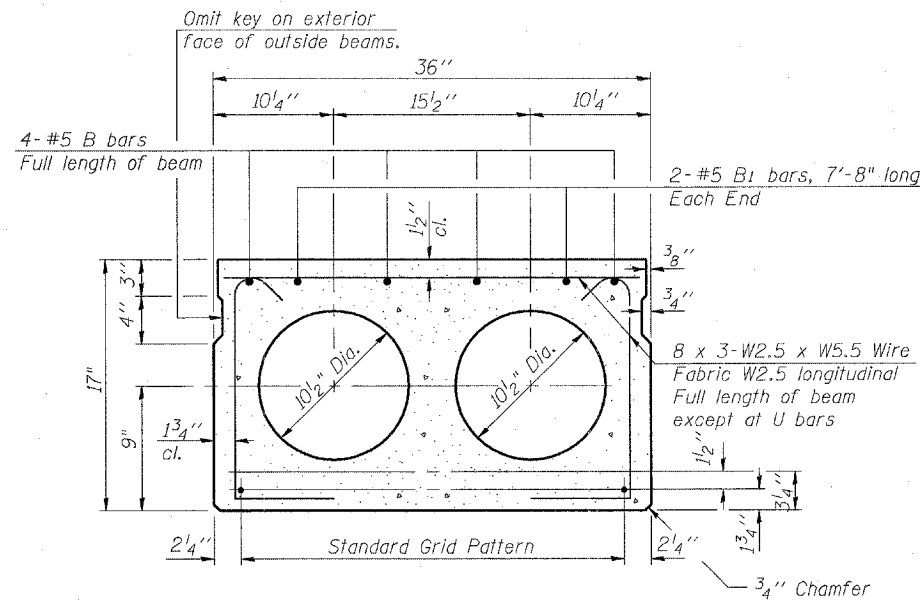
FIXED



FABRIC BEARING PAD (Interior)

FABRIC BEARING PAD (Exterior)

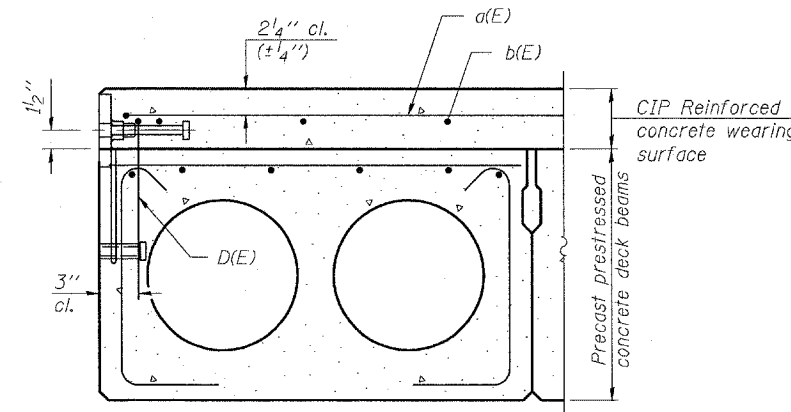
EXPANSION



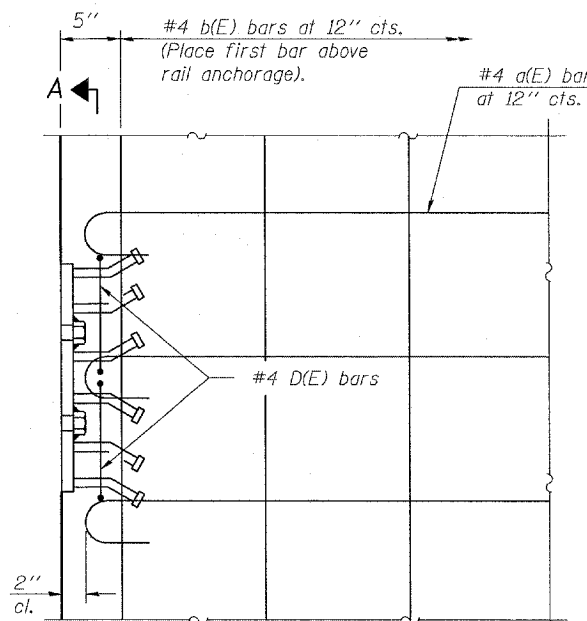
TYPICAL SECTION

1/2" ϕ Strands, Each Strand Stressed to 30,900 Lbs.
9-Strands 1 3/4" up, 4-Strands 3 1/4" up, 2-Strands 12" up

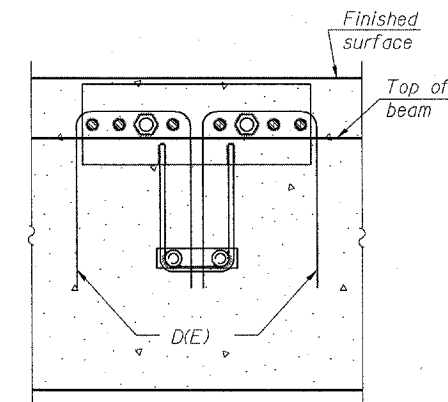
Note:
Place strands symmetrically about ϕ of beam.



CROSS SECTION



PLAN

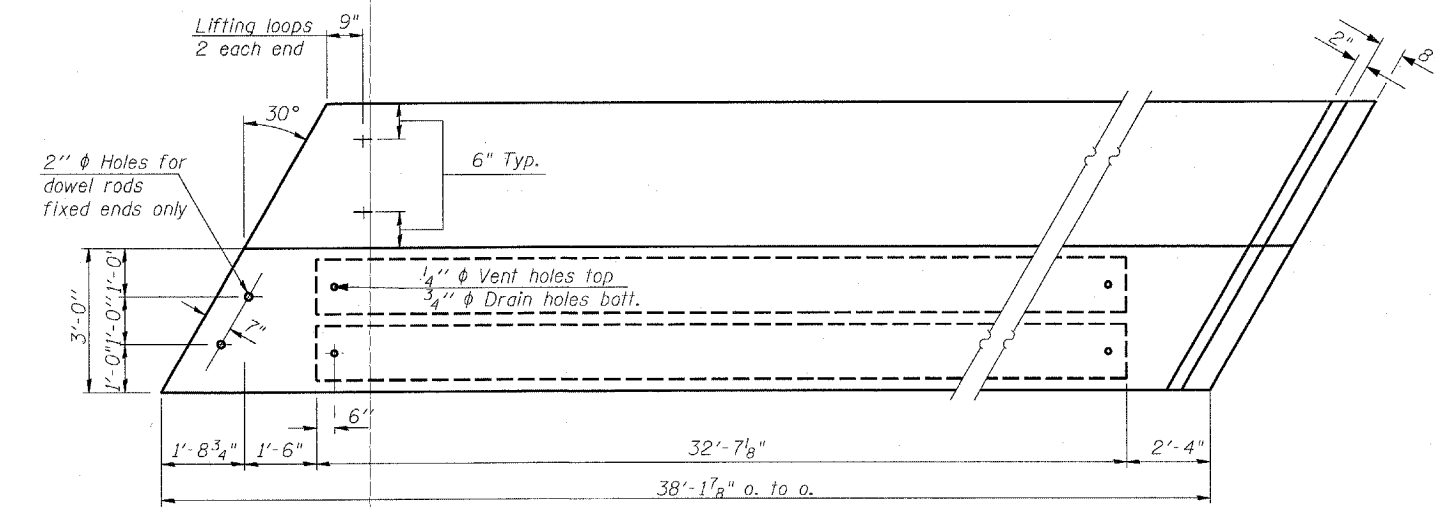


SECTION A-A

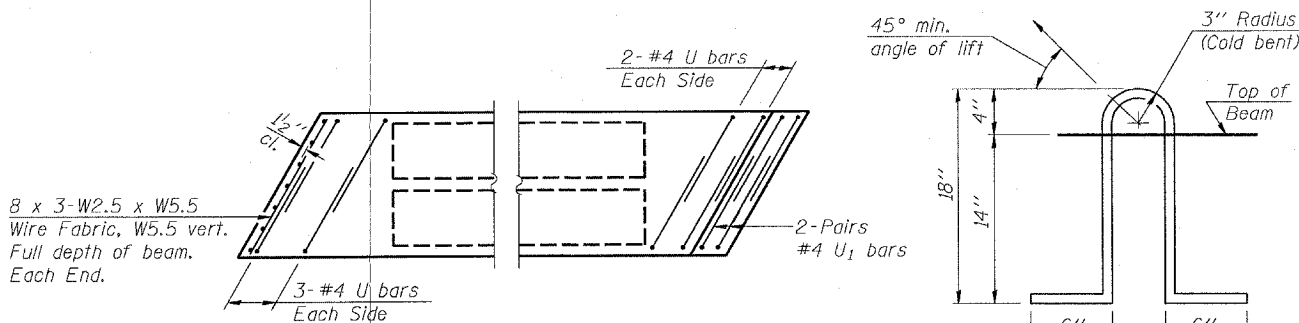
Notes:
The rail anchorage shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the beam. Drilling into the beam will not be permitted.

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2 - 1/2" ϕ -270 ksi strands, as shown.
Non prestressing steel shall conform to AASHTO M-31 or M-322 Grade 60.
The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.
Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.
Corrosion inhibitor, as covered in the Special Provisions, shall be used in the concrete for precast prestressed concrete deck beams.
Required Release Strength, f'ci, shall be 4,000 p.s.i.



PLAN



END PLAN

LIFTING LOOP DETAIL

SUPERSTRUCTURE DETAILS

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083

Clark Dietz

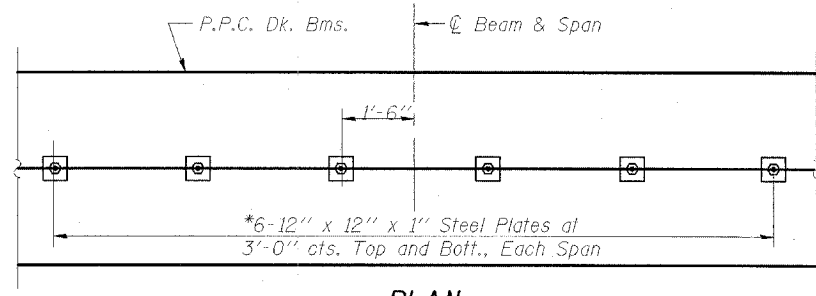
CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS		DATE	DRAWING NUMBER
NAME			

S-5

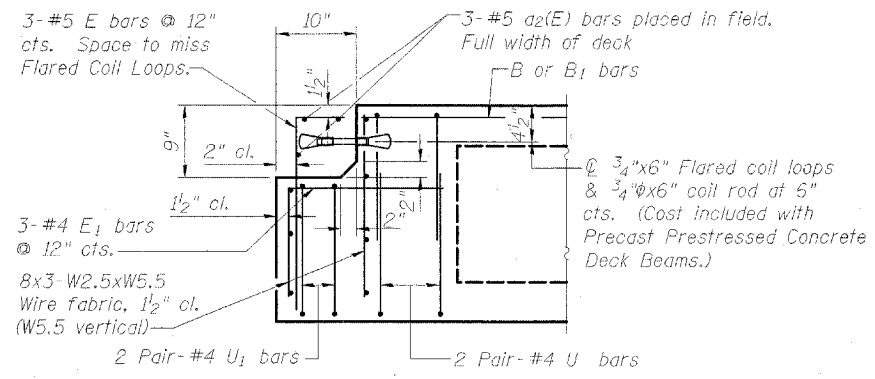
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6 16 SHEETS
FAS 227	105BR-2	HENRY	31	18	
REG. ROAD DIST. NO. 7		ILLINOIS	PRELIM. PROJECT		

Contract #64B25



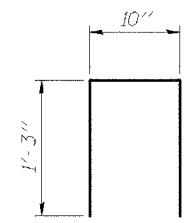
PLAN

*Space plates to miss Temporary Bridge Rail Posts.

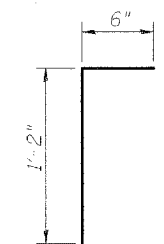


END OF BEAM (EXPANSION END)

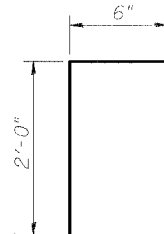
(Dimensions are at Rt. L's)



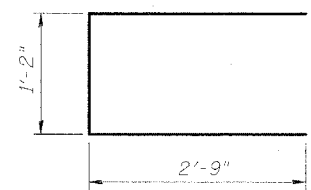
D(E) BAR



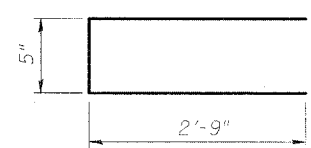
BAR E



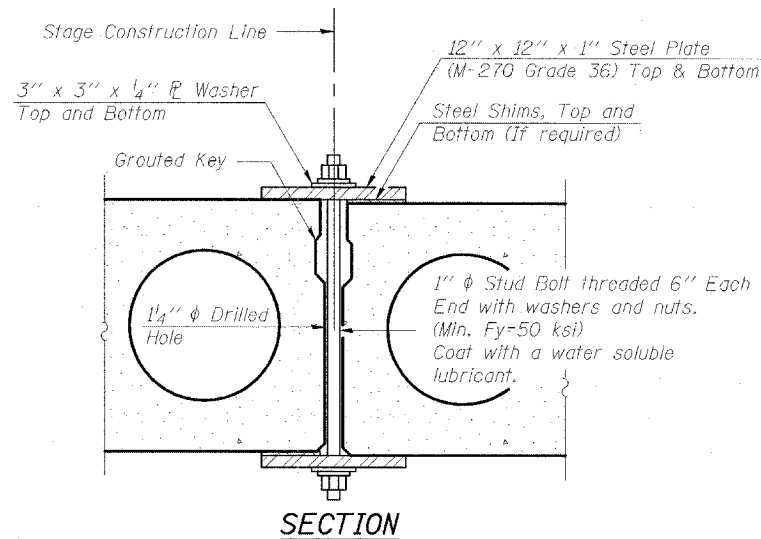
BAR E1



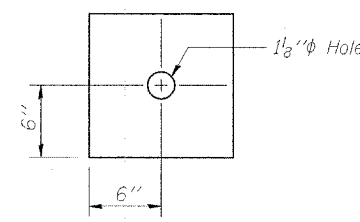
BAR U



BAR U1



SECTION



CLAMPING PLATE

SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

See Special Provisions for Stage Construction of Precast Prestressed Concrete Deck Beams.
See Stage Construction Details for Traffic Lanes.
Cost included with "Precast Prestressed Concrete Deck Beams".

BILL OF MATERIAL

Precast Prestressed Concrete Deck Beams (17" Depth).	Sq. Ft.	2,518
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SUPERSTRUCTURE DETAILS

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083

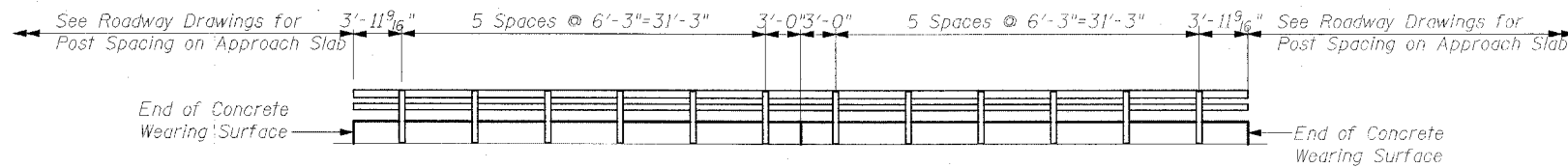
Clark Dietz
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CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS	
NAME	DATE

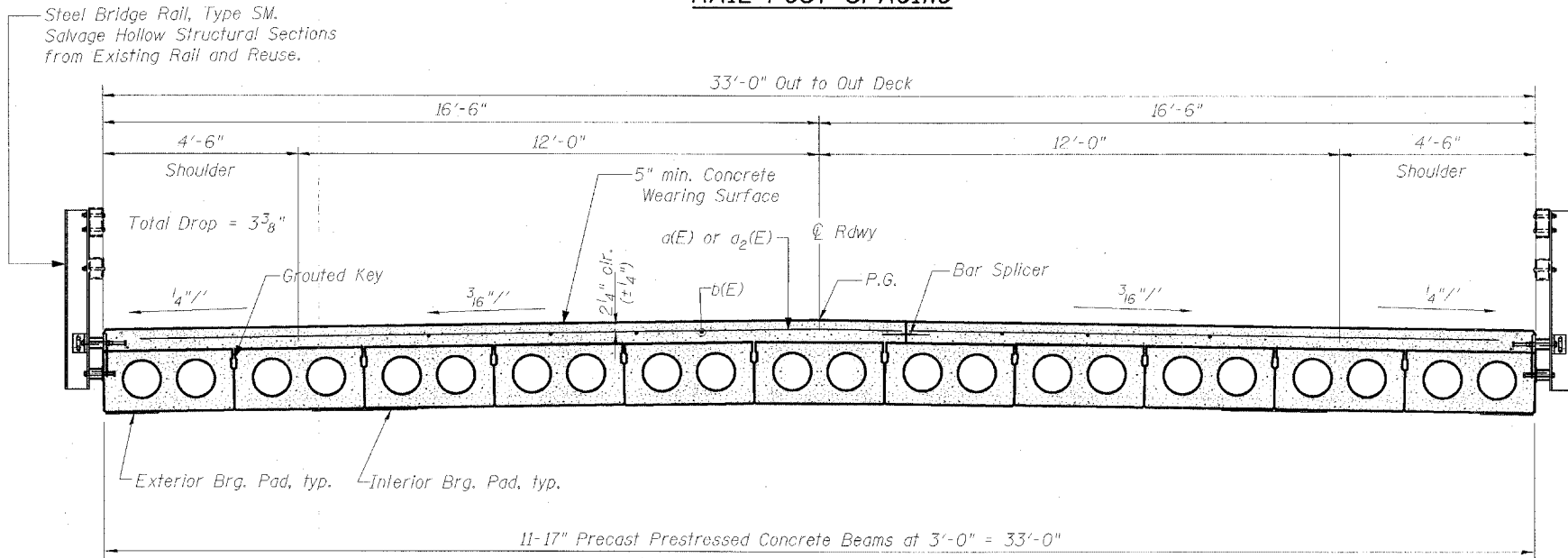
NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.
DESIGNED BY: S.L.C. PROJECT NO.: 102302
DRAWN BY: M.E.N. DATE: 12/05
CHECKED BY: M.M.
APPROVED BY: M.M.
ACTIVITY: DETAILS

DRAWING NUMBER
S-6

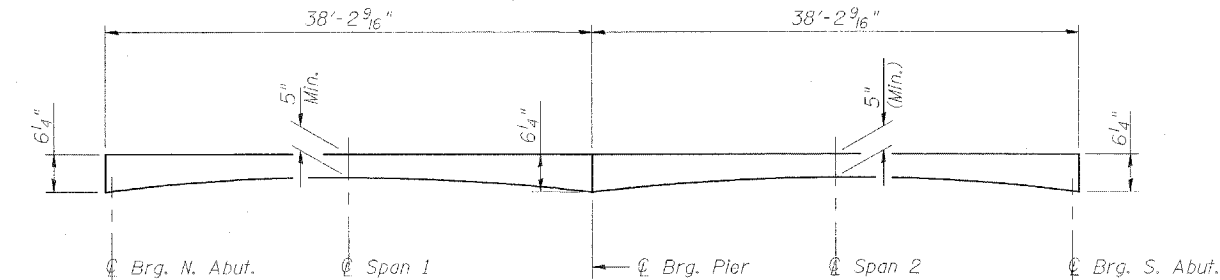
Contract #64B25



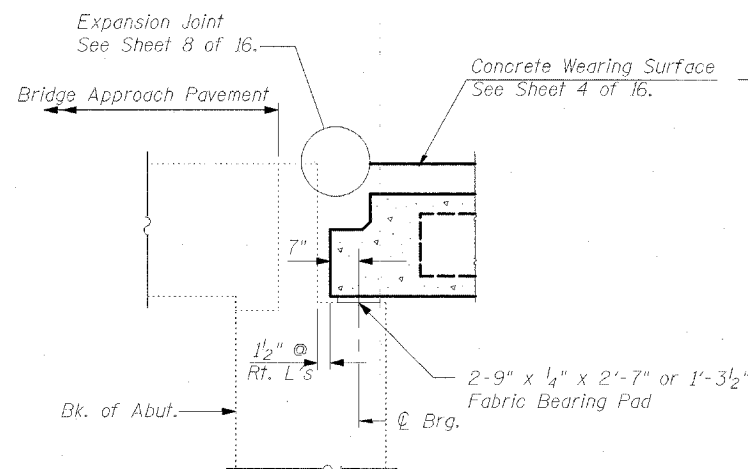
RAIL POST SPACING



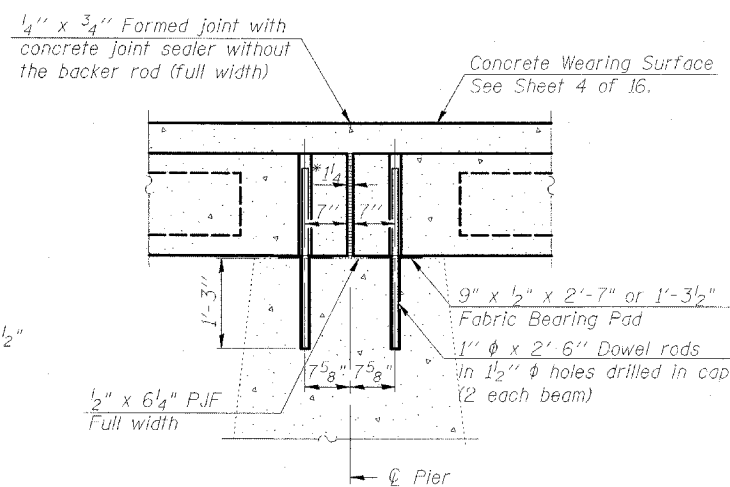
FULL CROSS SECTION



REINFORCED CONCRETE WEARING SURFACE PROFILE

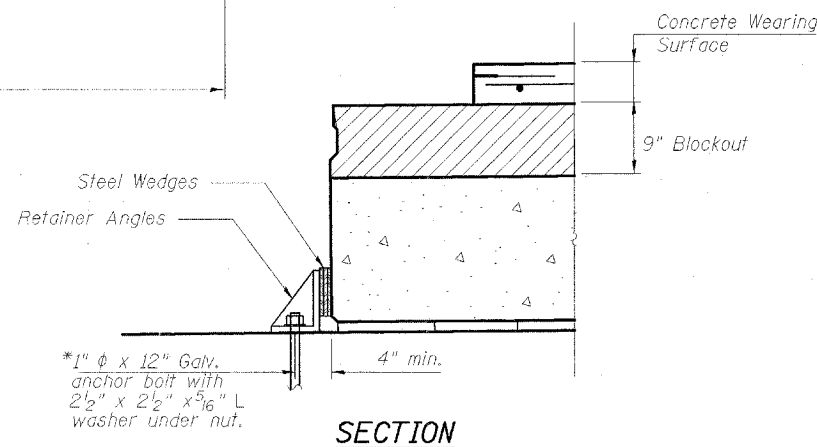


SECTION THRU ABUTMENTS

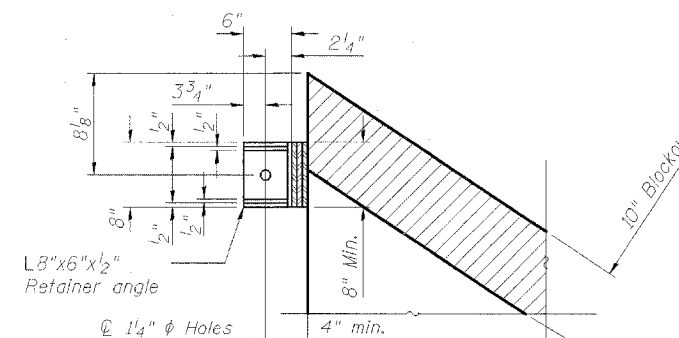


SECTION THRU PIER

* 1 1/4" Jt. shall be filled with non-shrink grout. 1 1/4" dimension may vary to accommodate tolerance in beam lengths.
Dimensions at Rt. L's



SECTION



PLAN

SIDE RETAINER AT EXPANSION JOINT

** Anchor bolts shall be approved threaded rod and placed in drilled holes and grouted in place. Cost of retainer and accessories are included with Precast Prestressed Concrete Deck Beams.
Note: After block-outs are poured and cured the retainer angles shall be removed. Anchor bolts may be left in place.

Notes :

After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
All horizontal dimensions are at right angles to beam ends. See sheet 5 of 16 for bearing pad details.
Existing Dowel Rods shall be cut off and ground flush with the top of the existing concrete. Cost to be included in the cost of "Removal of Existing Superstructures".

SUPERSTRUCTURE DETAILS

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083



CHAMPAIGN, ILLINOIS
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EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS	
NAME	DATE

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY MEASURING ANY PORTION OF THIS DRAWING.

DESIGNED BY: S.L.D. PROJECT NO: 102302
DRAWN BY: MEW DATE: 12/85
CHECKED BY: M.M.
APPROVED BY: M.M.
ACTIVITY: INITIALS

DRAWING NUMBER

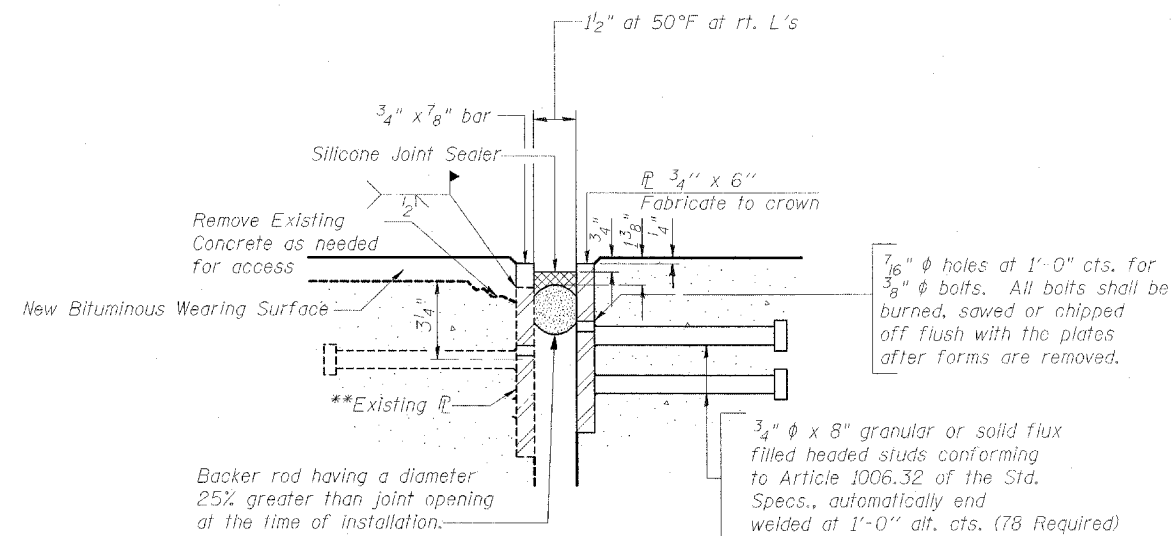
S-7

Contract #64B25

GENERAL NOTES

Furnish steel plates in segments of 20 feet maximum length. Maximum space between installed segments shall be 3/16". Seal space with silicone sealant suitable for structural steel.

After fabrication all surfaces of the steel plates shall be given one coat of paint specified for Structural Steel.



**The existing 3/4"x7" surface shall be sand blasted and given one coat of paint specified for structural steel. Cost to be included with Furnishing & Erecting Structural Steel.

SECTION THRU EXPANSION JOINT AT ABUTMENTS

BILL OF MATERIAL

Item	Unit	Total
Silicone Joint Sealer, 1 1/2"	foot	77

SILICONE JOINT SEALER

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083

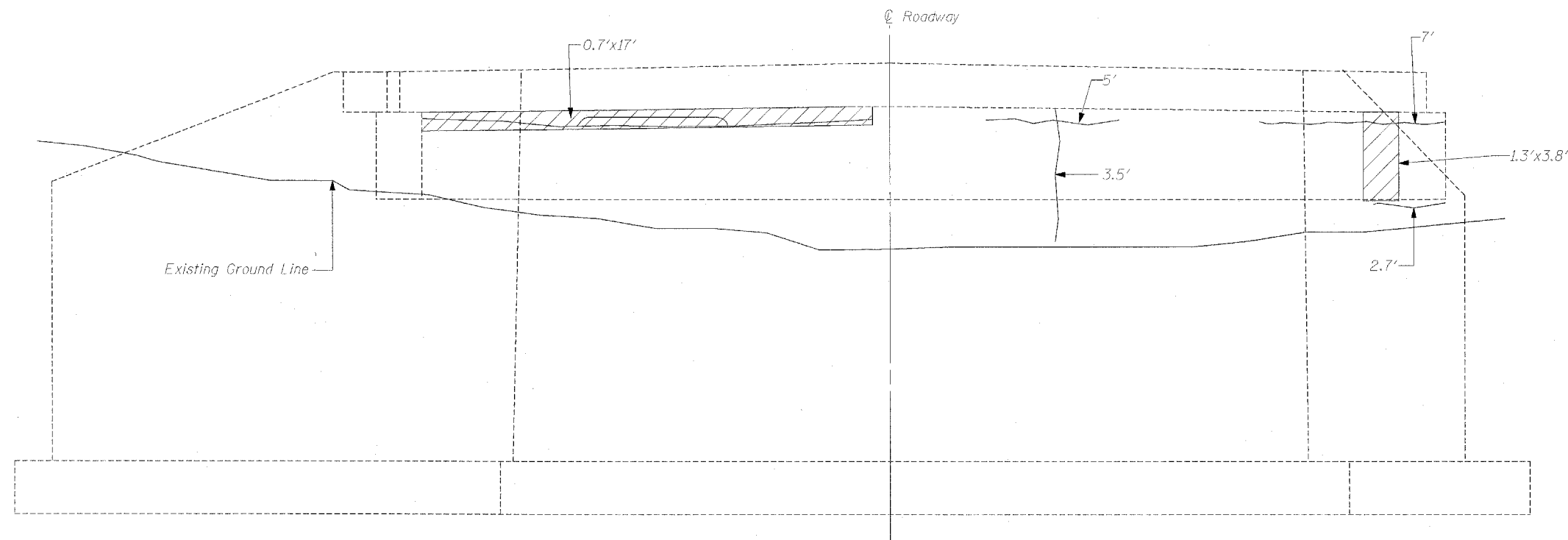
Clark Dietz
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CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENDSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS		DRAWING NUMBER
NAME	DATE	
		S-8

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: S.L.D. PROJECT NO: 102302
 DRAWN BY: M.W. DATE: 12/05
 CHECKED BY: M.M.
 APPROVED BY: M.M.
 ACTIVITY: DETAILS

Contract #64B25



ELEVATION

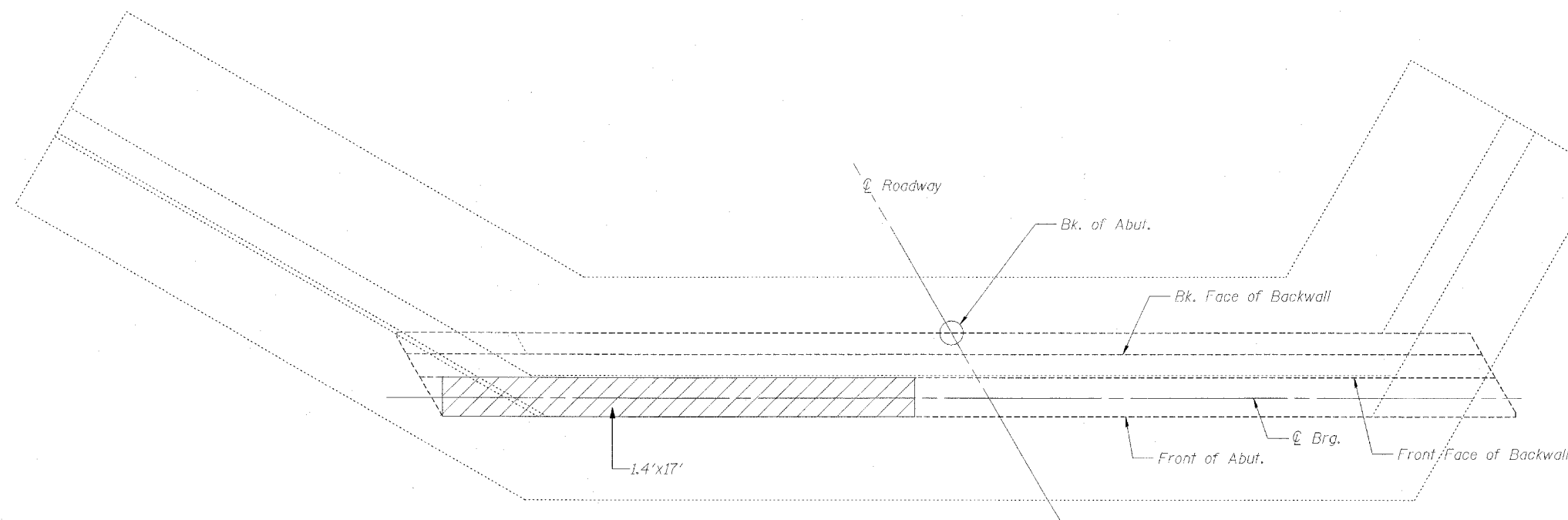
LEGEND

- Formed Concrete Repair
Depth equal to or less than 5"
- Epoxy Crack Sealing
- Hairline Crack - Not to be sealed

Note: Crack widths are $\frac{1}{8}'' \pm \frac{1}{16}''$ unless otherwise noted.

BILL OF MATERIAL - NORTH ABUTMENT

ITEM	UNIT	QUANTITY
Epoxy Crack Sealing	Foot	19
Formed Concrete Repair (Depth equal to or less than 5")	Sq Ft	41



PLAN

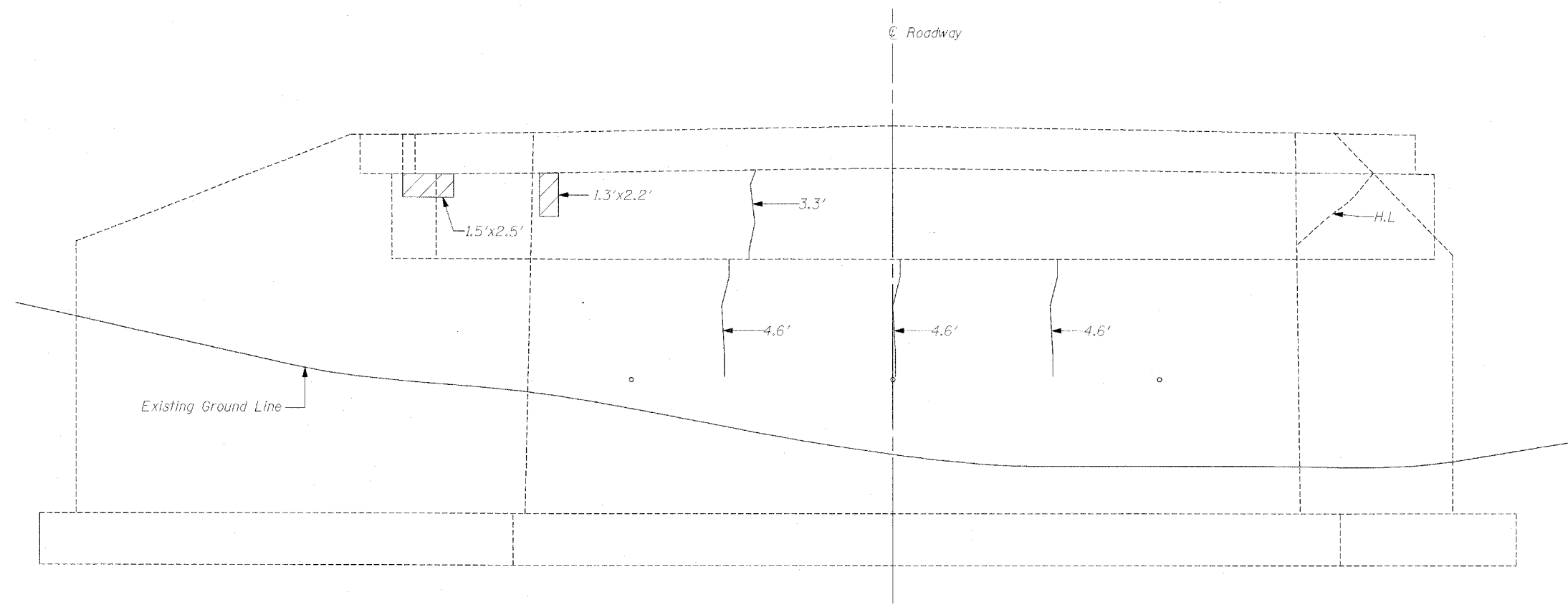
NORTH ABUTMENT REPAIRS

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083

Clark Dietz
CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS		NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.	DRAWING NUMBER
NAME	DATE		
		DESIGNED BY: S.L.D. PROJECT NO: 102302	S-9
		DRAWN BY: M.E.W. DATE: 12/85	
		CHECKED BY: M.M.	
		APPROVED BY: M.M.	
		ACTIVITY: DETAILS	

Contract #64B25



ELEVATION

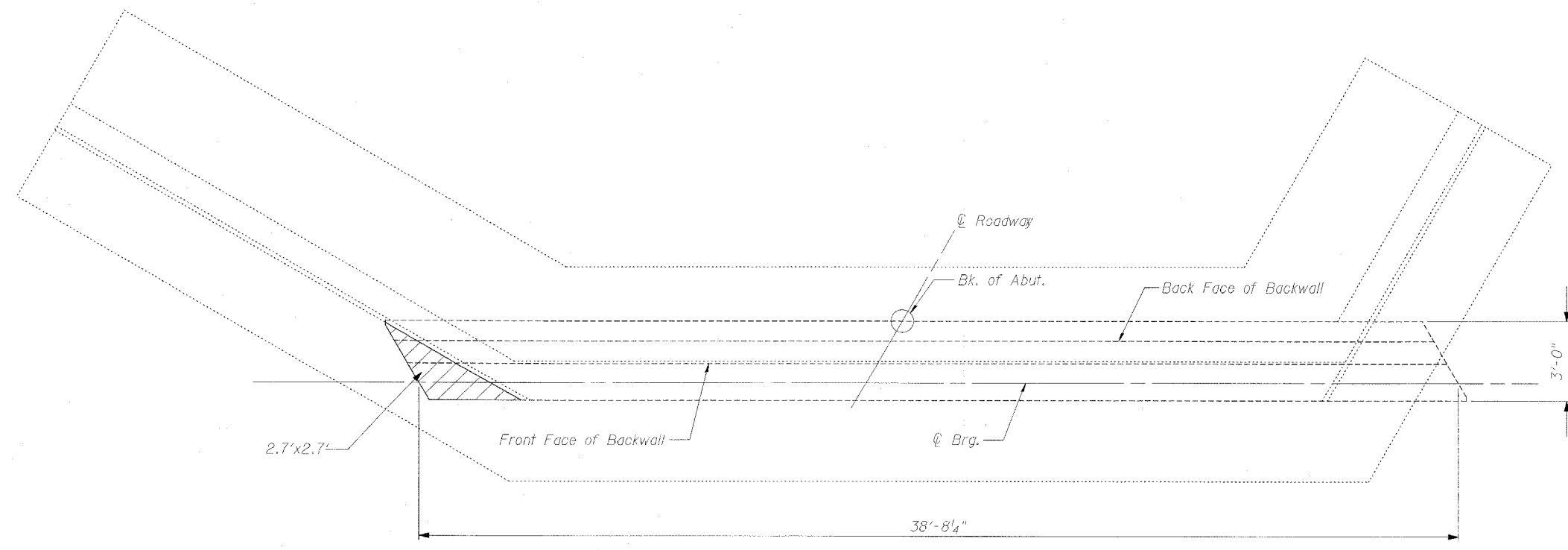
LEGEND

- Formed Concrete Repair
Depth equal to or less than 5"
- 3' Epoxy Crack Sealing
- H.L. Hairline Crack - Not to be sealed

Note: Crack widths are $\frac{1}{8}'' \pm \frac{1}{16}''$ unless otherwise noted.

BILL OF MATERIAL - SOUTH ABUTMENT

ITEM	UNIT	QUANTITY
Epoxy Crack Sealing	Foot	17
Formed Concrete Repair (Depth equal to or less than 5")	Sq Ft	14



PLAN

SOUTH ABUTMENT REPAIRS

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083

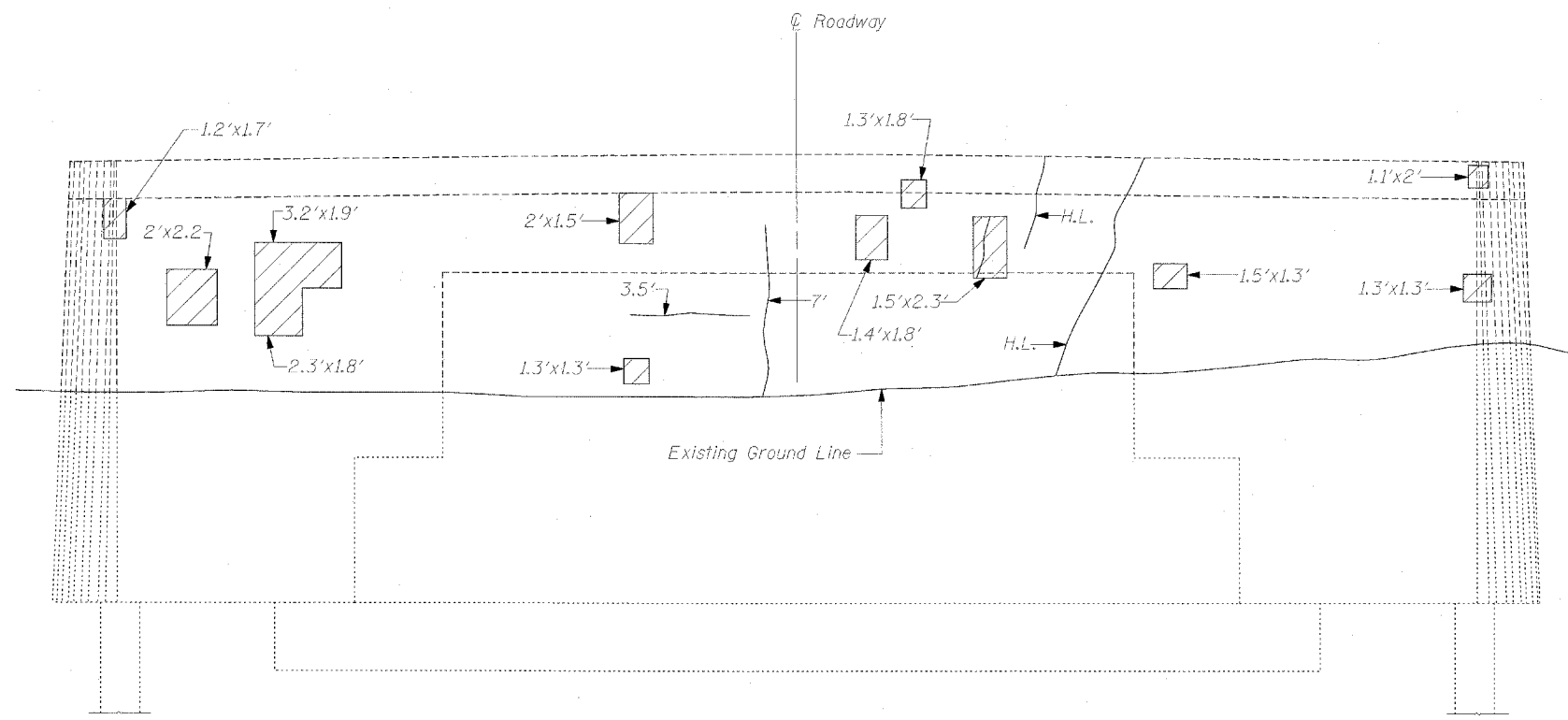
Clark Dietz

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CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

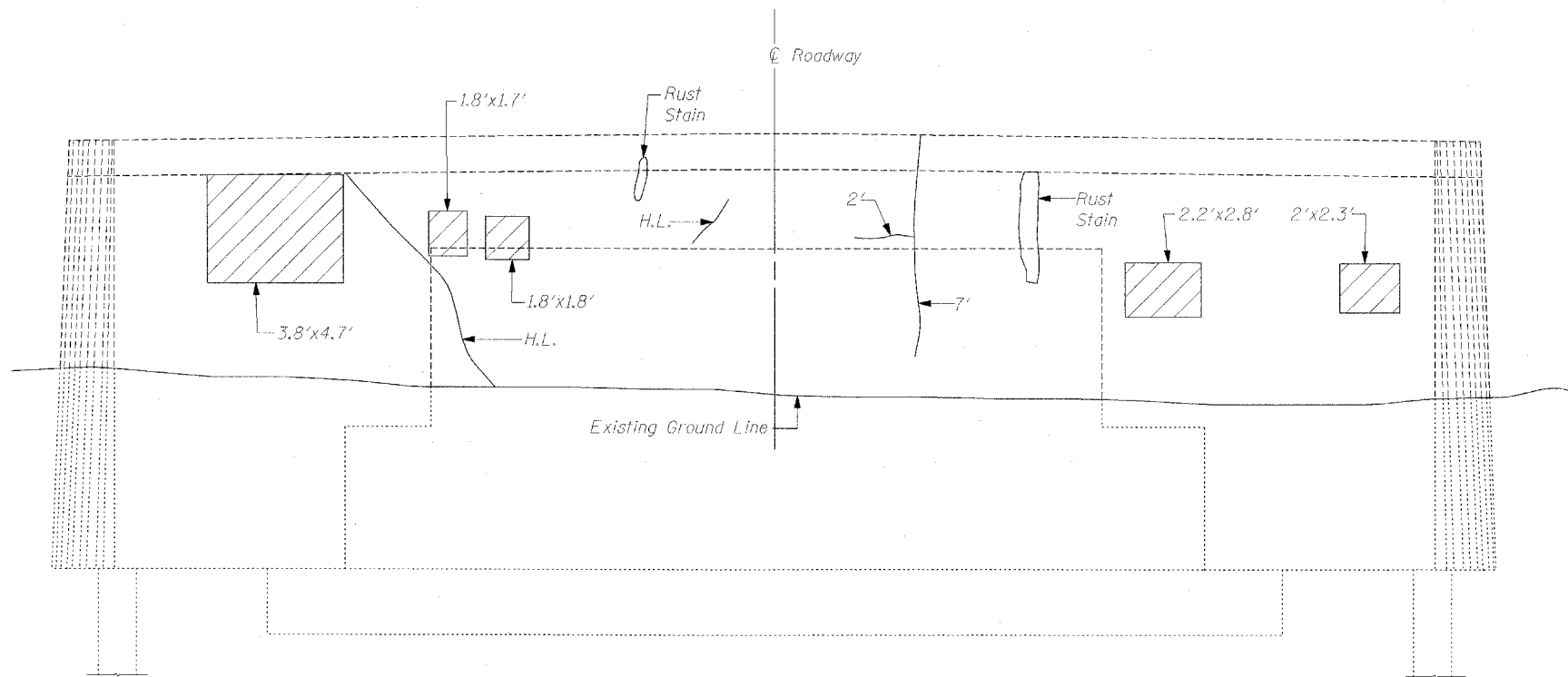
REVISIONS		DRAWING NUMBER
NAME	DATE	
		S-10

DESIGNED BY: S.J.D.	PROJECT NO: 102302
DRAWN BY: MEW	DATE: 12/85
CHECKED BY: M.M.	
APPROVED BY: M.M.	
ACTIVITY: REPAIRS	

Contract #64B25



ELEVATION-NORTH FACE



ELEVATION - SOUTH FACE

LEGEND

- Formed Concrete Repair
Depth equal to or less than 5"
- Epoxy Crack Sealing
- Hairline Crack - Not to be sealed

Note: Crack widths are $\frac{1}{8}'' \pm \frac{1}{16}''$ unless otherwise noted.

BILL OF MATERIAL - PIER

ITEM	UNIT	QUANTITY
Epoxy Crack Sealing	Foot	20
Formed Concrete Repair (Depth equal to or less than 5")	Sq Ft	71

PIER REPAIRS

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083



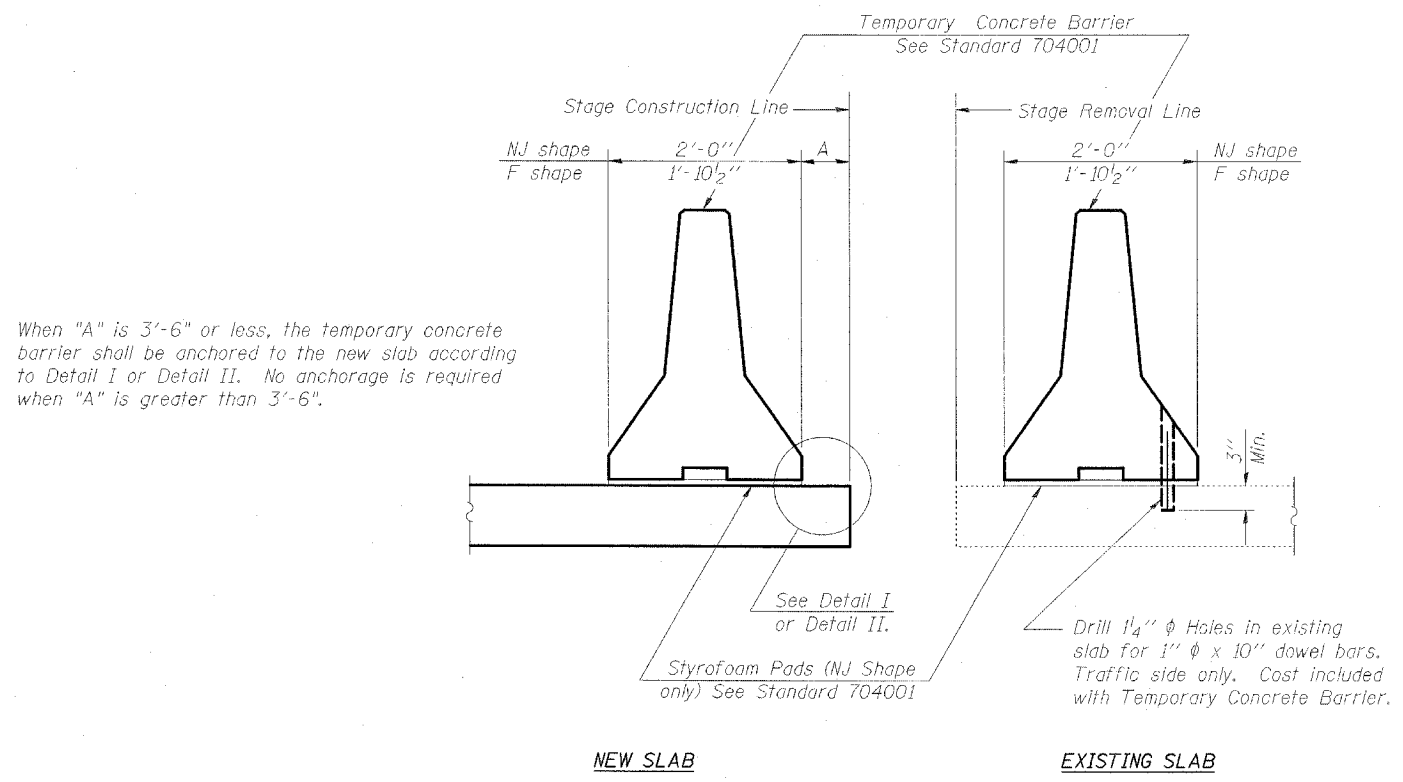
CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS		DRAWING NUMBER
NAME	DATE	
		S-11

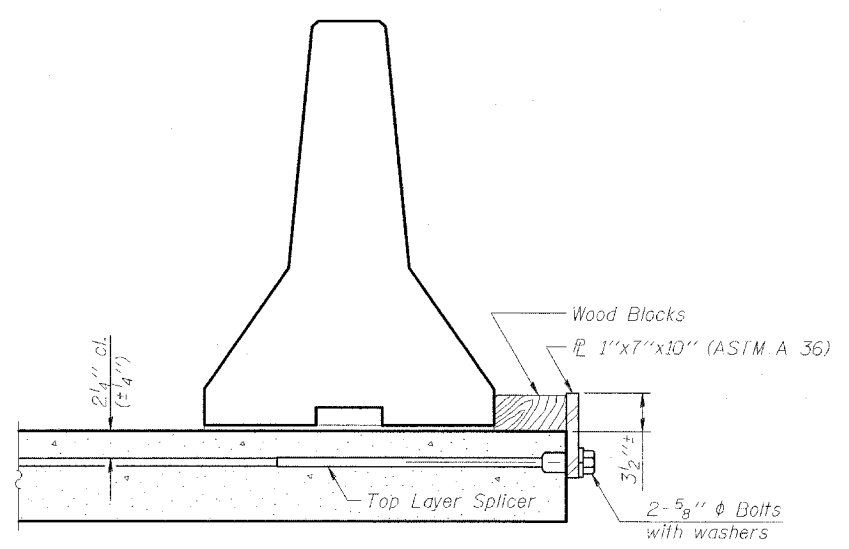
NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: S.J.D.	PROJECT NO: 102302
DRAWN BY: MEW	DATE: 12/05
CHECKED BY: M.M.	
APPROVED BY: M.M.	
ACTIVITY	INITIALS

Contract #64B25

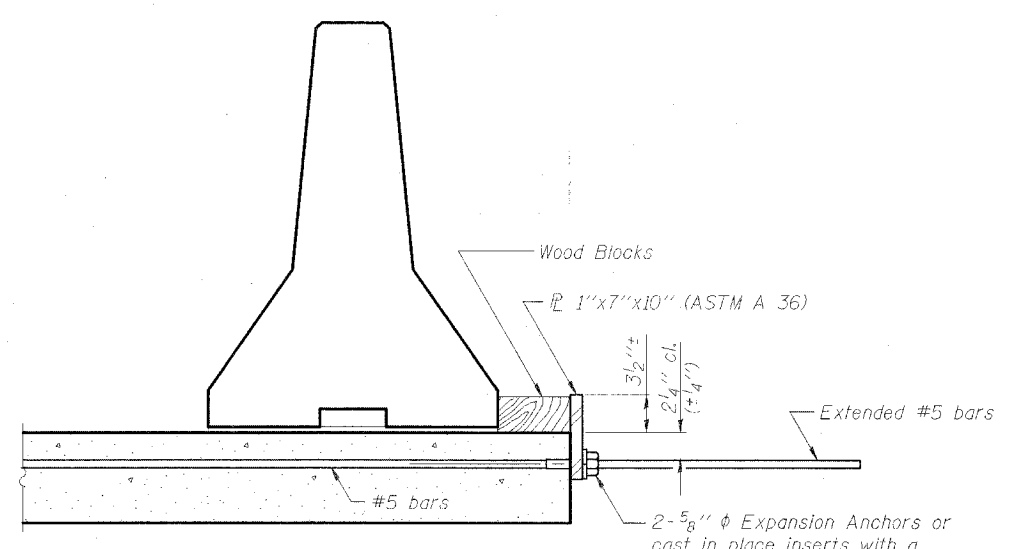


SECTIONS THRU SLAB



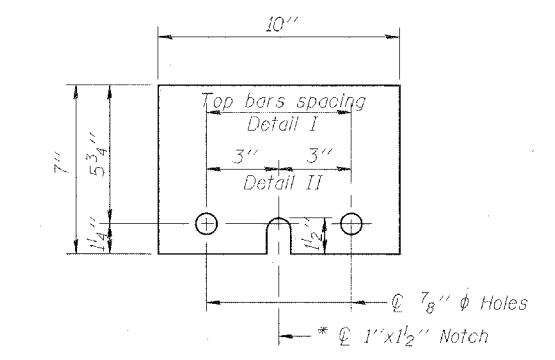
DETAIL I

The 1" x 7" x 10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1" x 7" x 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.



1" x 7" x 10"

* Required only with Detail II

NOTES

- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x 10" steel \bar{E} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.
 - Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x 10" steel \bar{E} to the concrete slab with 2-5/8" ϕ 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.

REVISIONS		DATE
NAME		

DESIGNED BY: S.L.D.	PROJECT NO: 102382
DRAWN BY: MEW	DATE: 12/05
CHECKED BY: M.M.	
APPROVED BY: M.M.	
ACTIVITY	INITIALS

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DRAWING NUMBER

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083

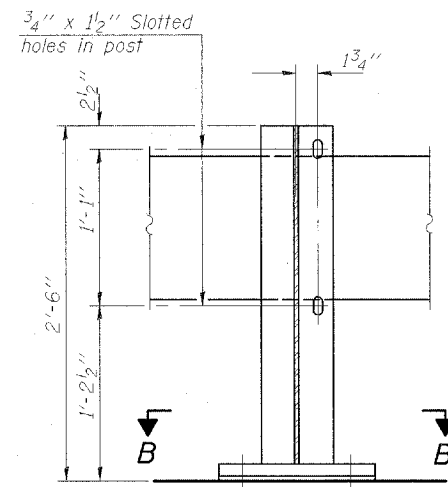
CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN



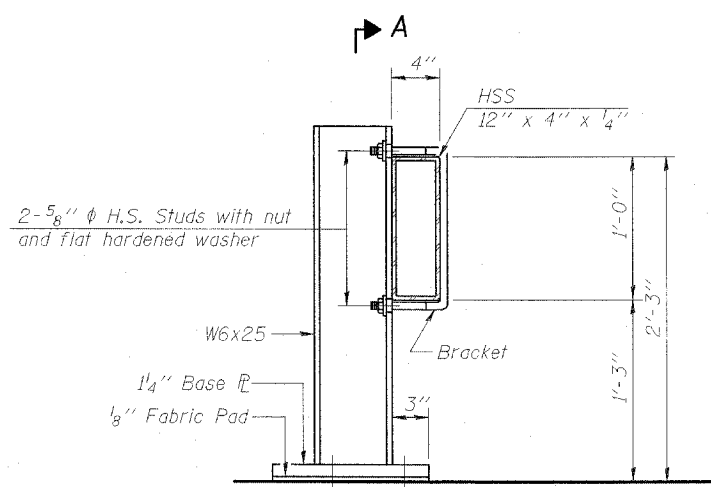
Contract #64B25

NOTES

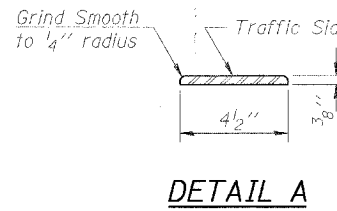
Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing.
 All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and brackets shall conform to AASHTO M 270, Grade 50.
 Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, threaded rods, studs, nuts and washers noted which shall conform to AASHTO M 164.
 The bridge rail shall receive one shop coat of a steel prime paint.
 The 1" ϕ high strength bolts or threaded rods used to connect the railposts shall be tightened according to Article 505.04(f)(2) of the Standard Specifications.
 Temporary Bridge Rail shall be according to Section 514 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Temporary Bridge Rail.
 See sheet of for Rail Post spacing.
 The contact surfaces between post flange, rail and inside face of bracket for Alternate I shall be free of all lubricants.
 The nut for 5/8" ϕ high strength studs used in Alternate I to connect bracket to post shall be tightened to a snug fit and given an additional one half turn.



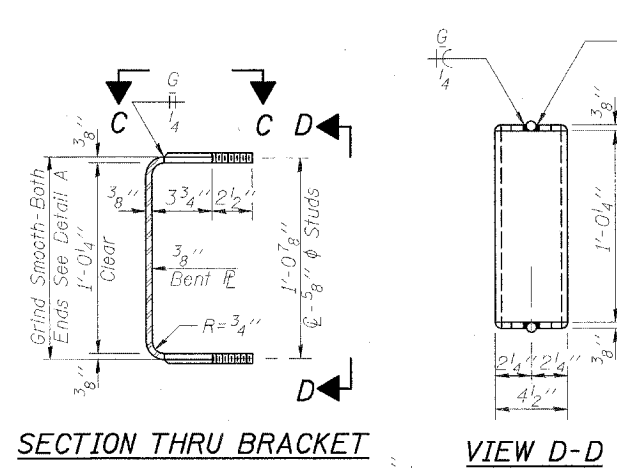
SECTION A-A



SECTION AT RAIL POST

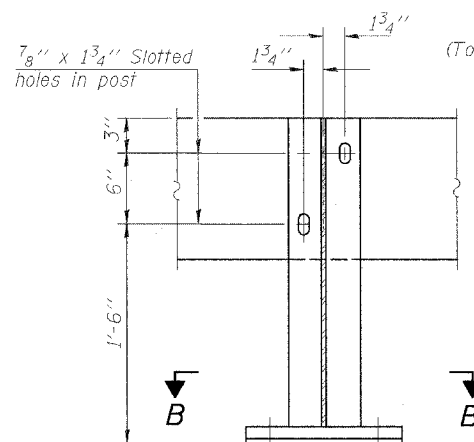


DETAIL A



SECTION THRU BRACKET

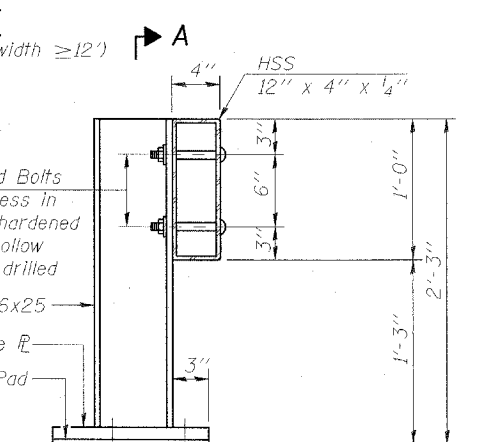
VIEW D-D



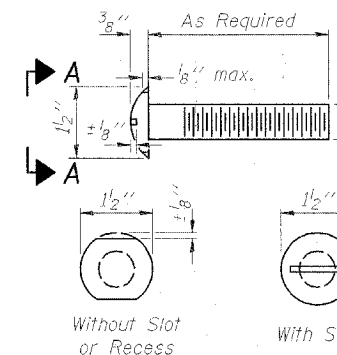
SECTION A-A

ALTERNATE I
 (To be used only for Roadway width $\geq 12'$)

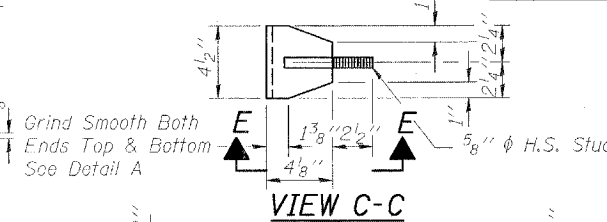
2-3/4" ϕ x 6" Round Head Bolts (With slot or approved recess in head) with locknut & flat hardened washer. 7/8" ϕ holes in hollow structural section may be drilled in the field.



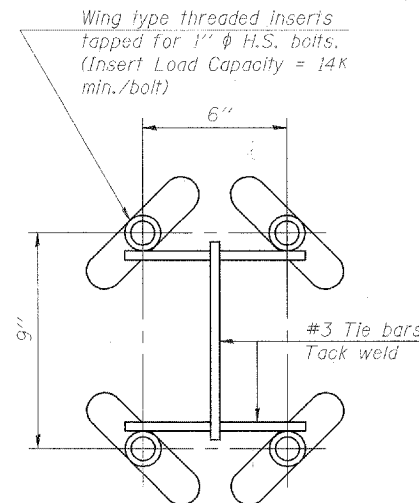
SECTION AT RAIL POST



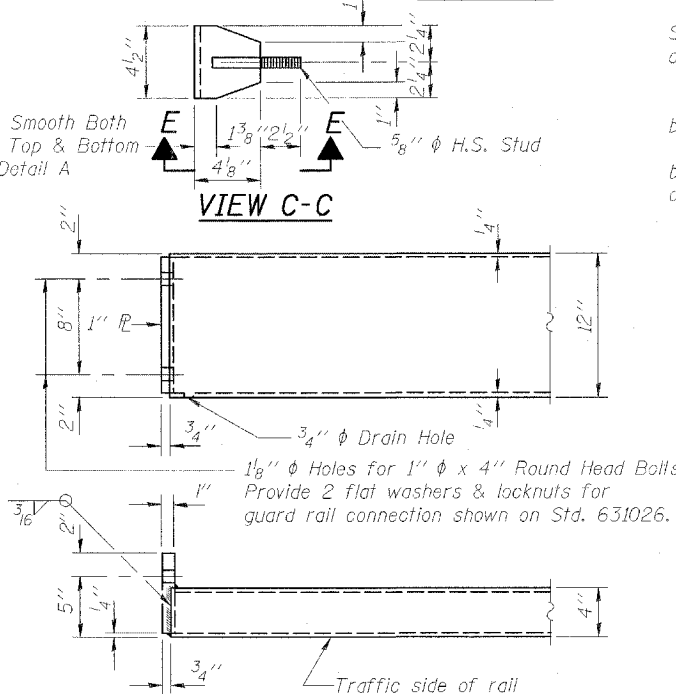
VIEW A-A ROUND HEAD BOLT



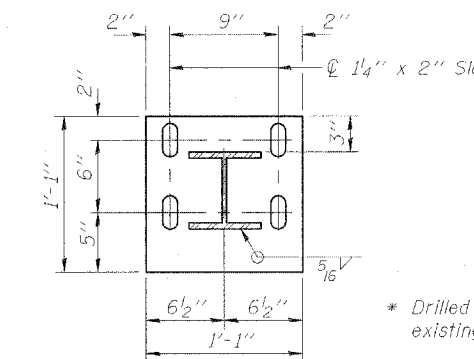
VIEW C-C



INSERT DETAIL

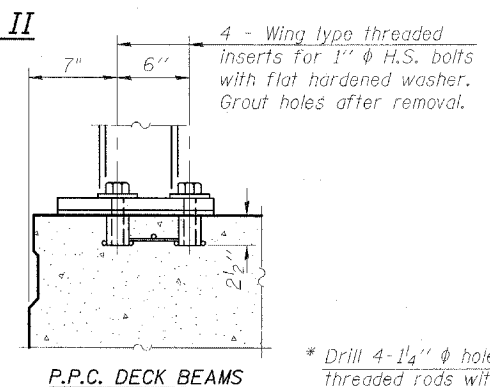


END OF RAIL DETAILS

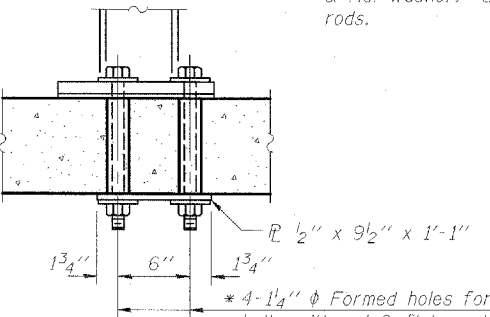


SECTION B-B

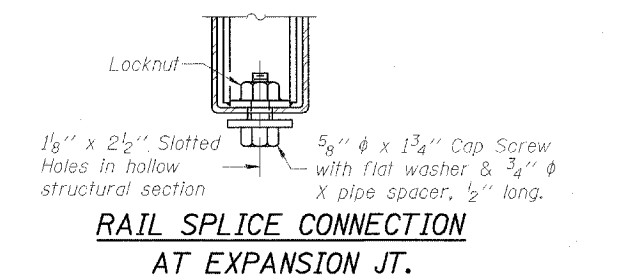
* Drilled holes for existing deck.



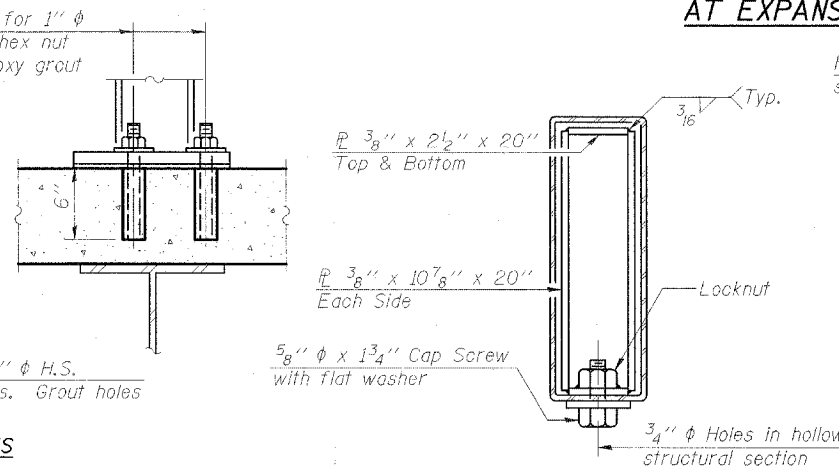
P.P.C. DECK BEAMS



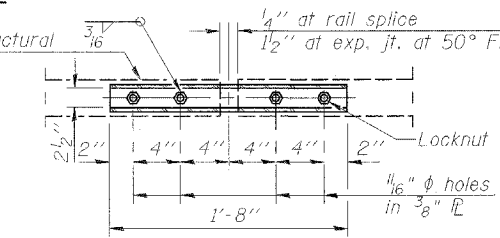
NEW & EXISTING DECKS ANCHORAGE DETAILS



RAIL SPLICE CONNECTION AT EXPANSION JT.



SECTION AT RAIL SPLICE



PLAN-BOTT. SPLICE R TYPICAL

TEMPORARY BRIDGE RAIL POST SPACING

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Bridge Rail	Foot	77

TEMPORARY BRIDGE RAIL

F.A.S. ROUTE 227 (OSCO ROAD)
 OVER CAMP CREEK
 SECTION 105BR-2
 HENRY COUNTY
 STATION 65+47.16
 STRUCTURE NO. 037-0083



CHAMPAIGN, ILLINOIS
 CHICAGO, ILLINOIS
 EVANSVILLE, INDIANA
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN

REVISIONS		DRAWING NUMBER
NAME	DATE	
		S-13

Contract #64B25

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s_{allow}} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.

$f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)

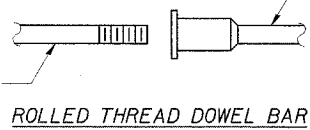
A_t = Tensile stress area of lapped reinforcement bars.

* = 28 day concrete

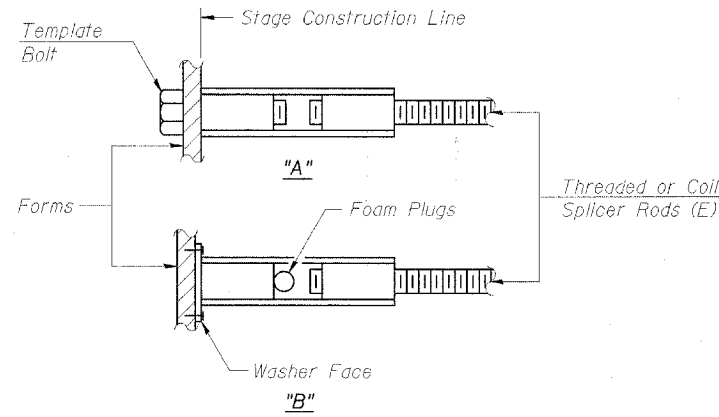
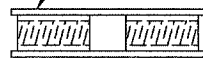
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is the same as the diameter of the bar spliced.



Wire Connector



INSTALLATION AND SETTING METHODS

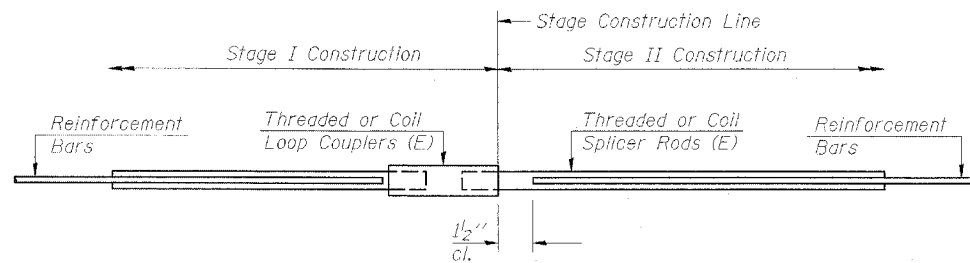
"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.

BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



STANDARD

Bar Size	No. Assemblies Required	Location
#4	76	Conc. Wearing Surface
#5	8	Conc. Wearing Surface

BAR SPLICER ASSEMBLY DETAILS

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083

CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENDISHA, WISCONSIN
SPRING GREEN, WISCONSIN

Clark Dietz

REVISIONS		DATE	DRAWING NUMBER
NAME			
			S-14

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY:	S.L.D.	PROJECT NO.:	102382
DRAWN BY:	M.E.W.	DATE:	12/05
CHECKED BY:	M.M.		
APPROVED BY:	M.M.		
ACTIVITY:	DETAILS		

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 227	105BR-2	HENRY	31	27
FED. ROAD DIST. NO. 7	REVISIONS	FILED AND PROJECT		

Contract #64B25

SHEET NO. 15
16 SHEETS

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

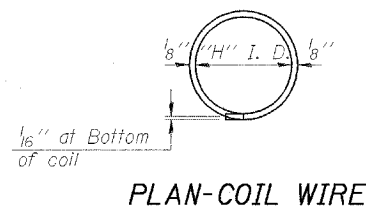
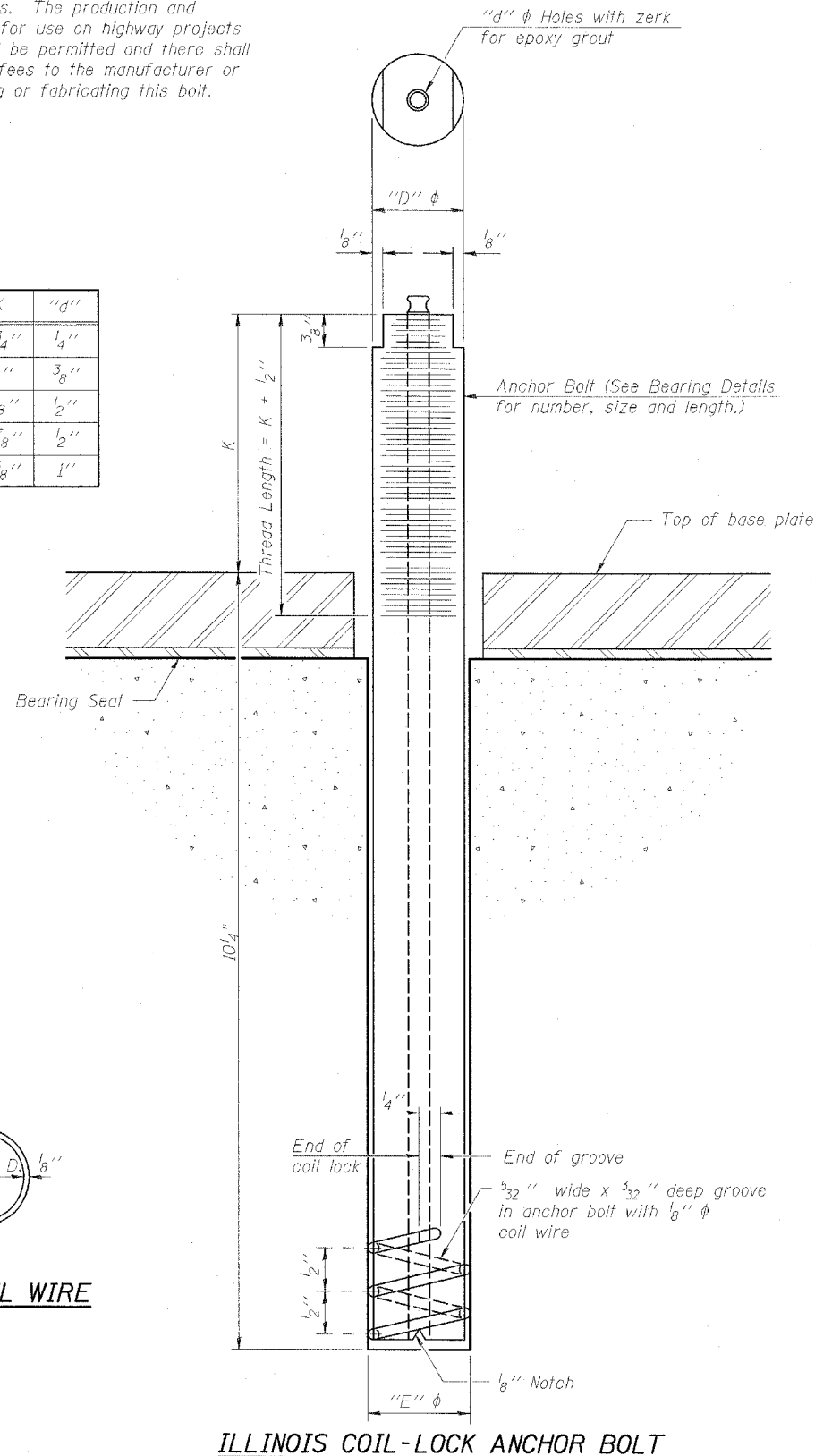
ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 3/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



Location	Type
N. Abut.	A 325
S. Abut.	A 325

ANCHOR BOLT DETAILS

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 65+47.16
STRUCTURE NO. 037-0083

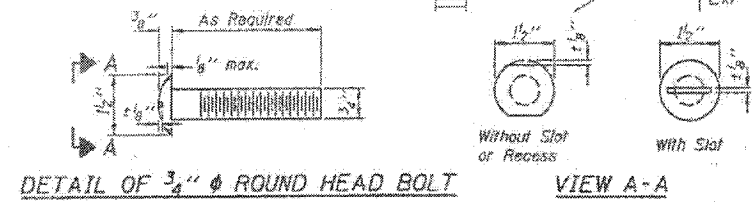
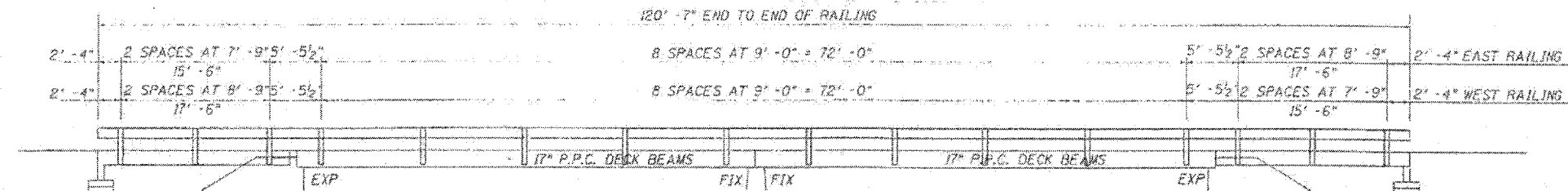
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CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

REVISIONS		DRAWING NUMBER
NAME	DATE	
		S-15

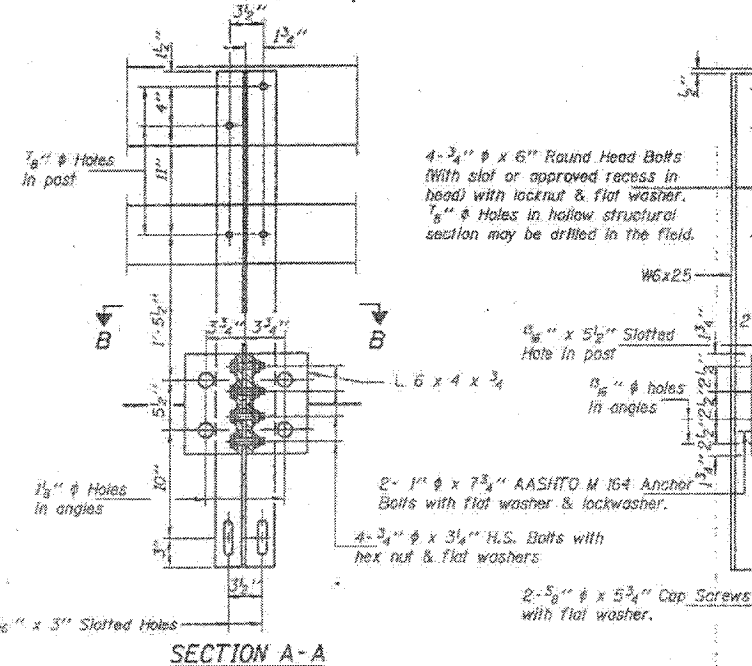
NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: S.L.D.	PROJECT NO: 102302
DRAWN BY: M.E.W.	DATE: 12/05
CHECKED BY: M.M.	
APPROVED BY: M.M.	
ACTIVITY	INITIALS

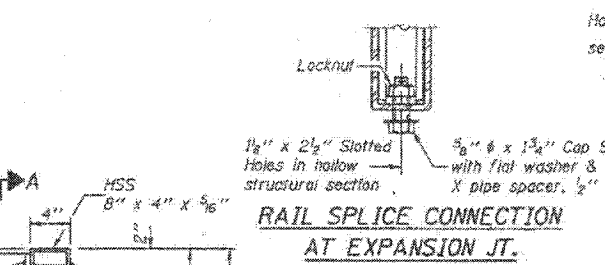
Contract #64B25



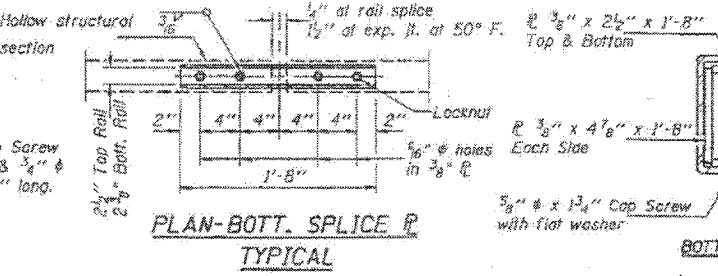
DETAIL OF 3/4" ϕ ROUND HEAD BOLT
VIEW A-A



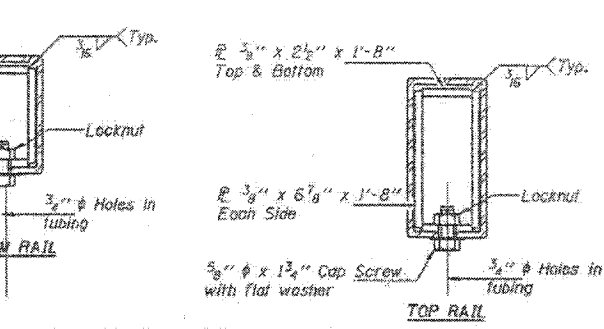
SECTION A-A



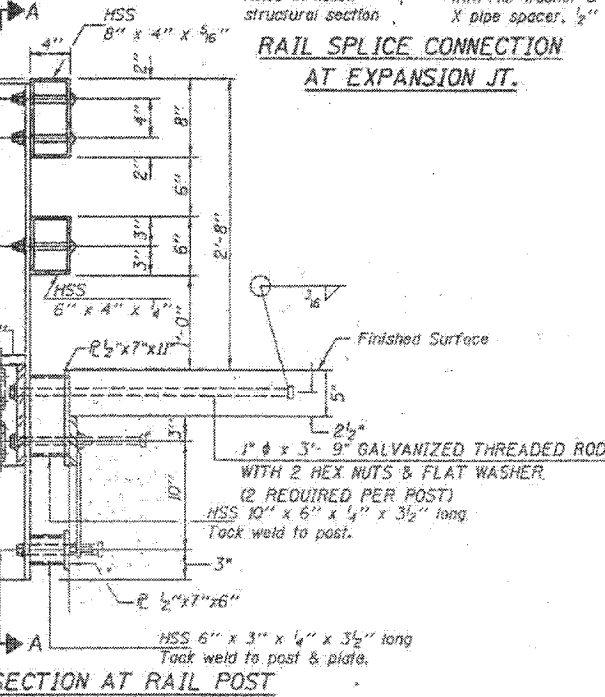
RAIL SPLICE CONNECTION AT EXPANSION JT.



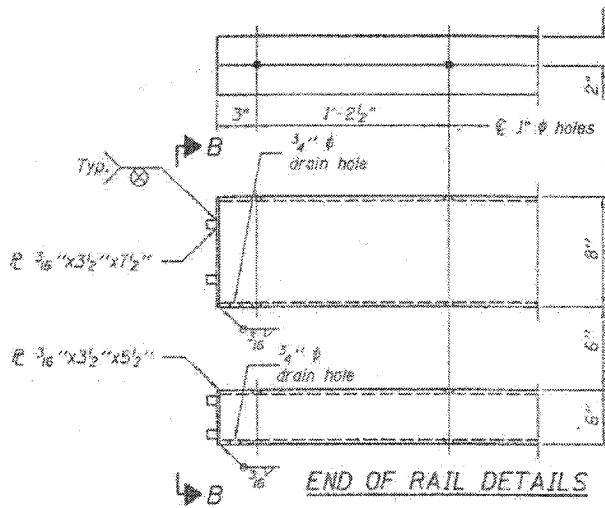
PLAN-BOTT. SPLICE TYPICAL



SECTIONS AT RAIL SPLICE



SECTION AT RAIL POST



END OF RAIL DETAILS

NOTES

Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 395. Galvanized rail shall not be painted.

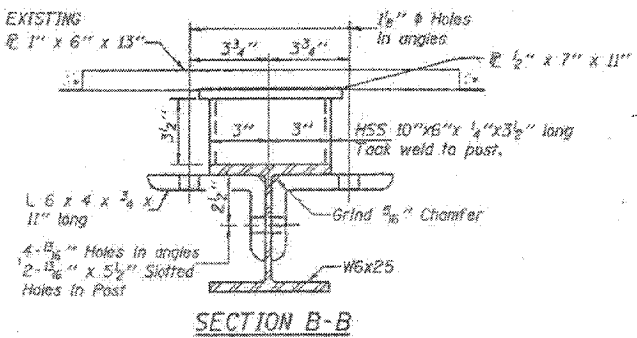
Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Steel Bridge Rail, Type SM.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

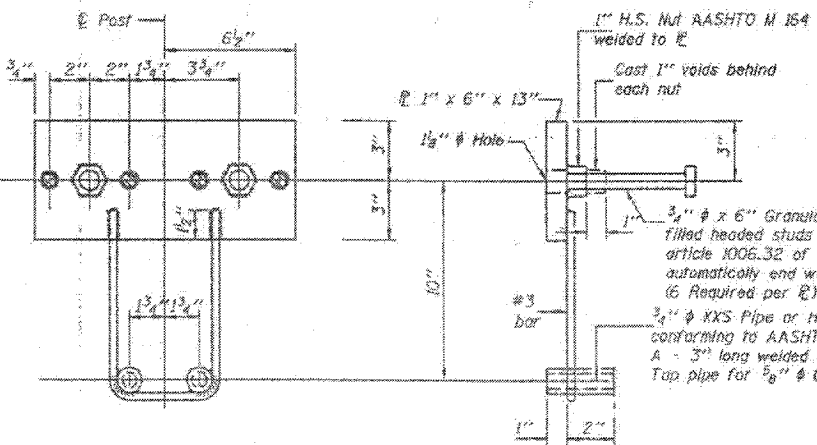
For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM.

The 1/2" x 7" x 6" plates that come in contact with concrete shall receive two coats of asphalt paint conforming to Section 1060.07 Type II or place 1/2" fabric bearing pads between the plates and concrete.

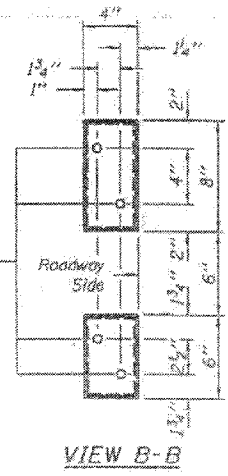
The 3/4" ϕ high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened according to Article 505.041(X2) of the Standard Specifications. The 1" ϕ high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/2 turn. The 5/8" ϕ cap screws in bottom of posts shall be tightened to a snug fit only.



SECTION B-B



EXISTING ANCHOR DEVICE FOR INFORMATION ONLY



VIEW B-B

EXISTING TYPE SM MODIFIED
STEEL BRIDGE RAIL SIDE MOUNTED

F.A.S. ROUTE 227 (OSCO ROAD)
OVER CAMP CREEK
SECTION 105BR-2
HENRY COUNTY
STATION 109+94.50
STRUCTURE NO. 037-0083

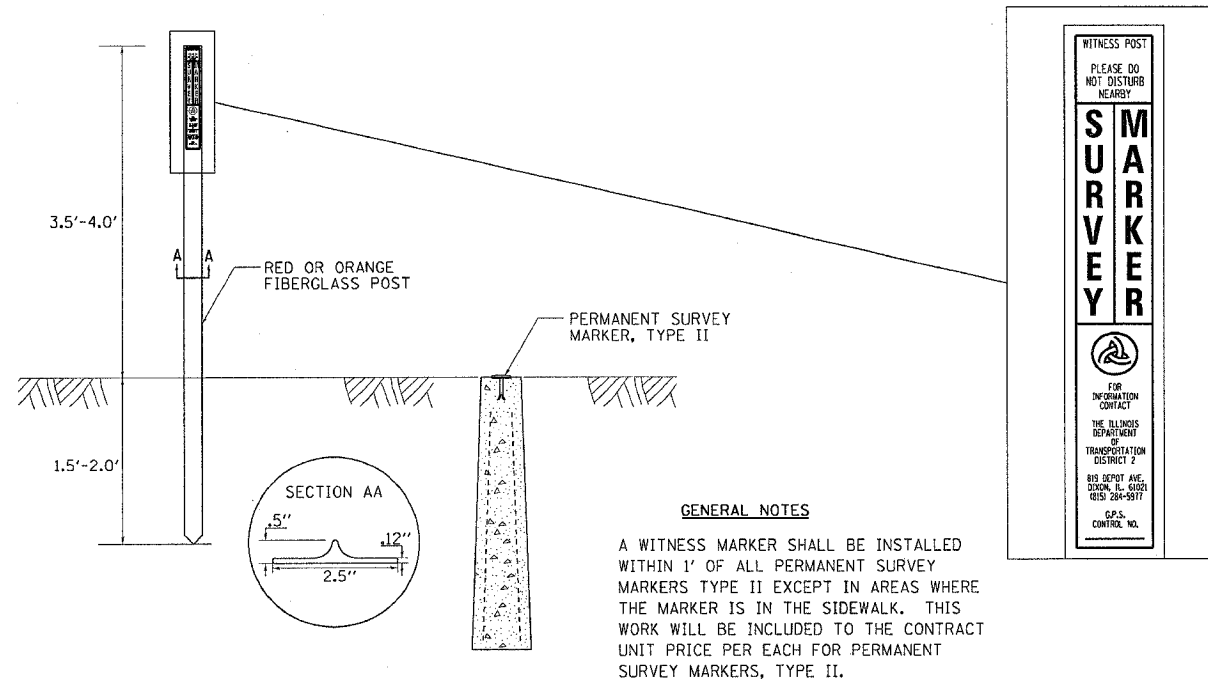
FOR INFORMATION ONLY

REVISIONS		NOTE: OPERATIONAL DATA IS NOT TO BE OBTAINED BY SCROLLING ANY PORTION OF THIS DRAWING.	DRAWING NUMBER
NAME	DATE		

CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

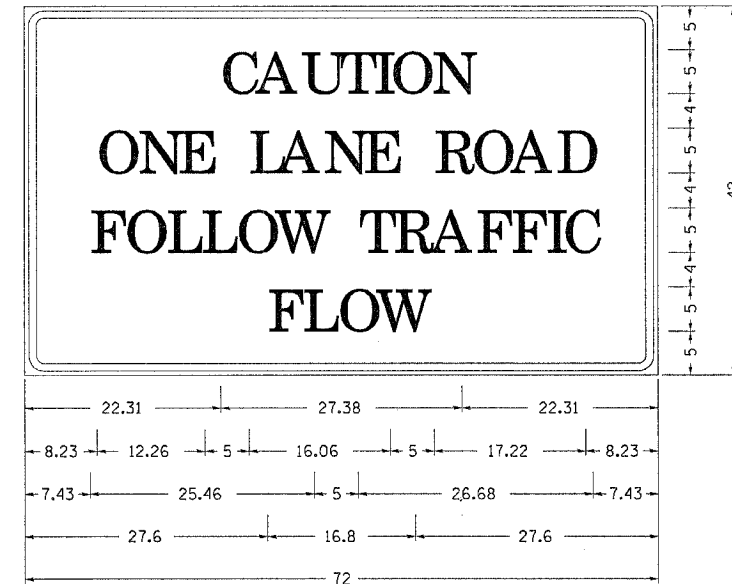
WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II



WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II 38.4

REVISED 1-31-00

ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS



Type AA Fluorescent Orange Sheeting :
 2.25" Radius, 0.88" Border, 0.50" Indent, Black on Orange;
 [CAUTION] D; [ONE LANE ROAD] D;
 [FOLLOW TRAFFIC] D; [FLOW] D

Table Of Widths And Spaces

22.31	C	3.36	0.62	A	4.18	0.94	U	3.36	0.94	T	3.04	0.94	I	0.78	1.17	O	3.52	1.17	N	3.36	22.31	
8.23	O	3.51	1.17	N	3.36	1.18	E	3.04														
5.00	L	3.05	0.31	A	4.18	0.94	N	3.36	1.17	E	3.05											
5.00	R	3.36	0.93	O	3.52	0.94	A	4.18	0.93	D	3.36	8.23										
7.43	F	3.04	0.94	O	3.52	1.17	L	3.04	0.94	L	3.05	0.94	O	3.51	0.94	W	4.37					
5.00	T	3.05	0.94	R	3.36	0.94	A	4.18	0.93	F	3.05	0.94	F	3.04	0.94	I	0.78	1.18	C	3.35	7.43	
27.60	F	3.05	0.94	L	3.04	0.94	O	3.52	0.93	W	4.38	27.60										

GENERAL NOTES

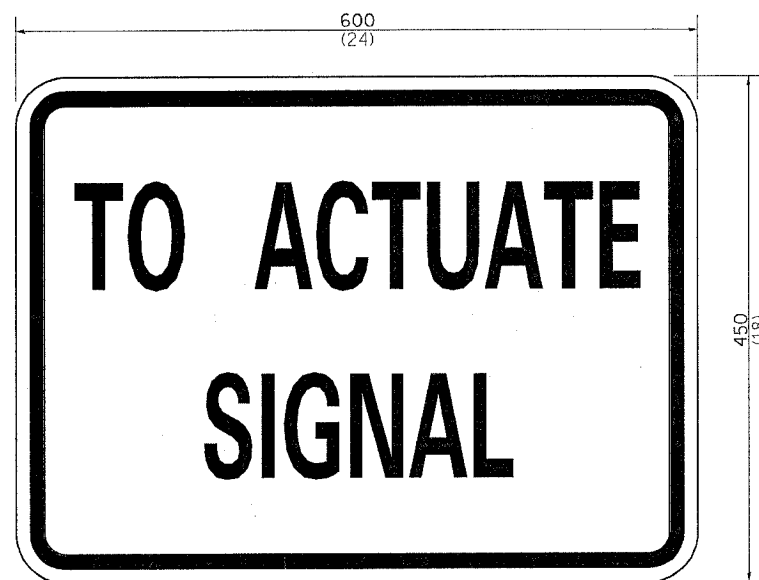
THIS SIGN SHALL BE INSTALLED AT ENTRANCES LOCATED BETWEEN THE TEMPORARY SIGNALS AS DIRECTED BY THE ENGINEER.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

THE COST TO FURNISH, INSTALL AND REMOVE THIS SIGN AT THE REQUIRED LOCATIONS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701321-08.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

STOP LINE SIGN FOR TEMPORARY SIGNALS



SIZE: 600(24) x 450(18)
 100(4) CAPITAL LETTERS - BLACK
 13(1/2) BORDER - BLACK
 WHITE REFLECTIVE - TYPE B
 ENGINEERING GRADE SHEETING

GENERAL NOTE:

THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY ENGINEER.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

STOP LINE SIGN FOR TEMPORARY SIGNALS 99.4

REVISED 8-7-90

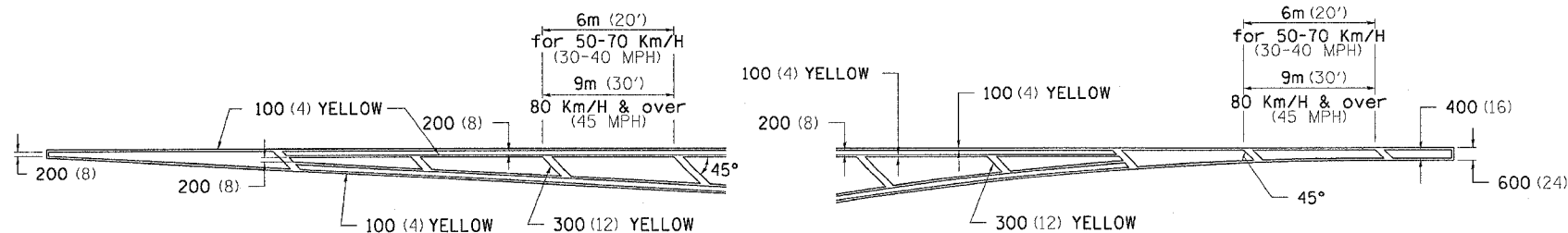
ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS 75.2

REVISED 10-28-05

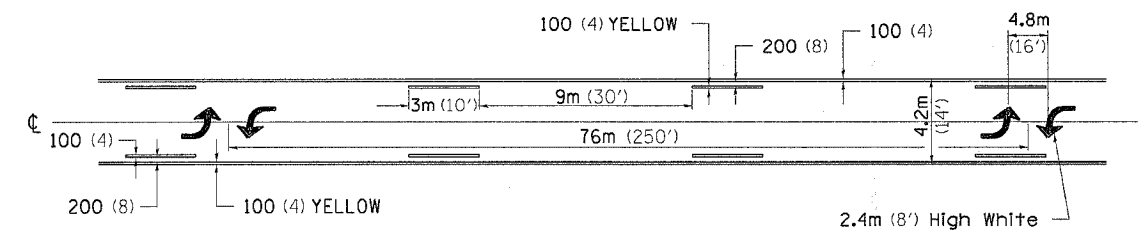
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	30
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

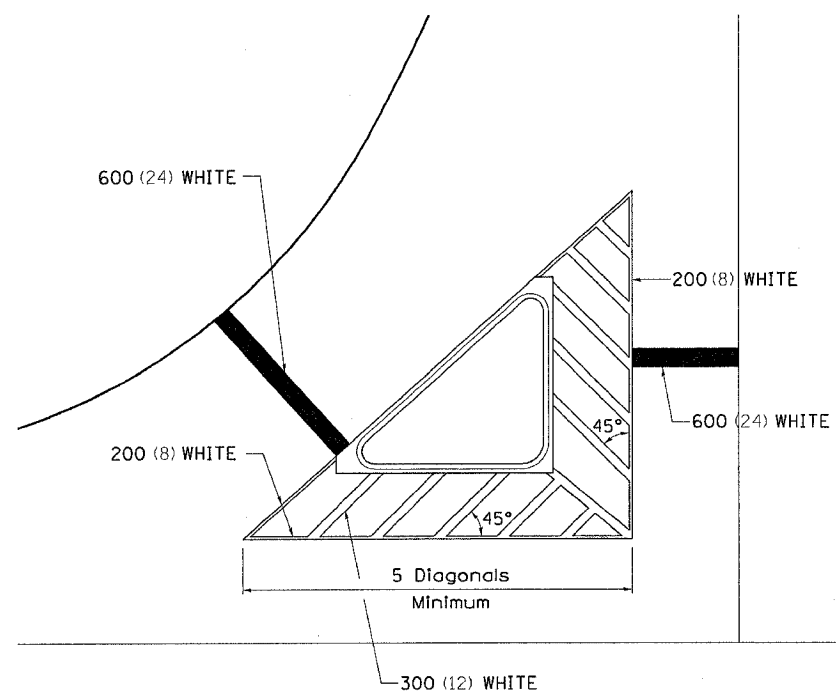
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



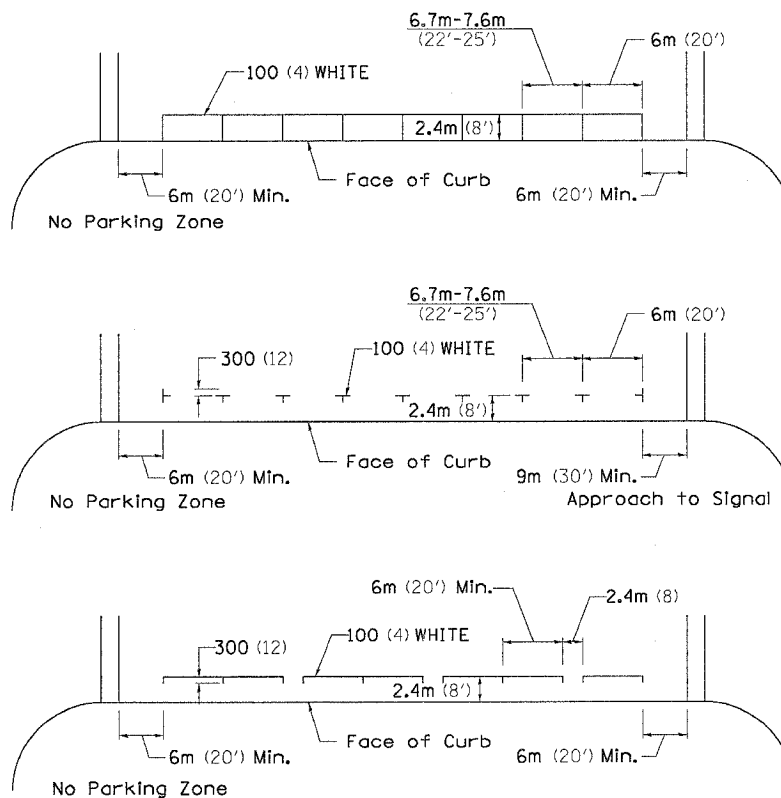
MEDIAN PAVEMENT MARKING



TYPICAL ISLAND OFFSET SHOULDER WIDTH



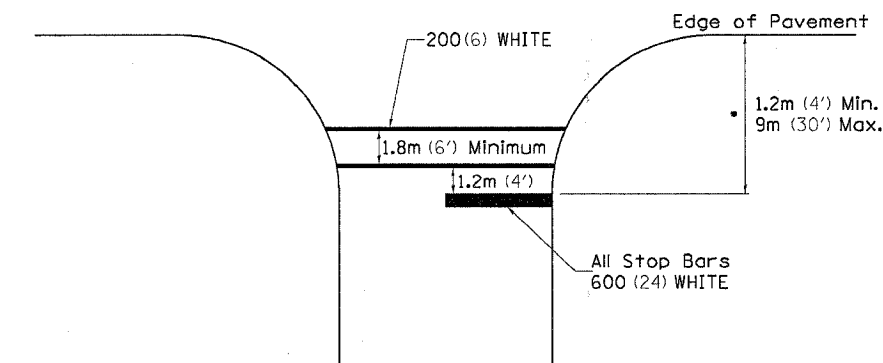
TYPICAL PARKING SPACING



•• ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

STANDARD CROSSWALK MARKING

See Schedules for Locations



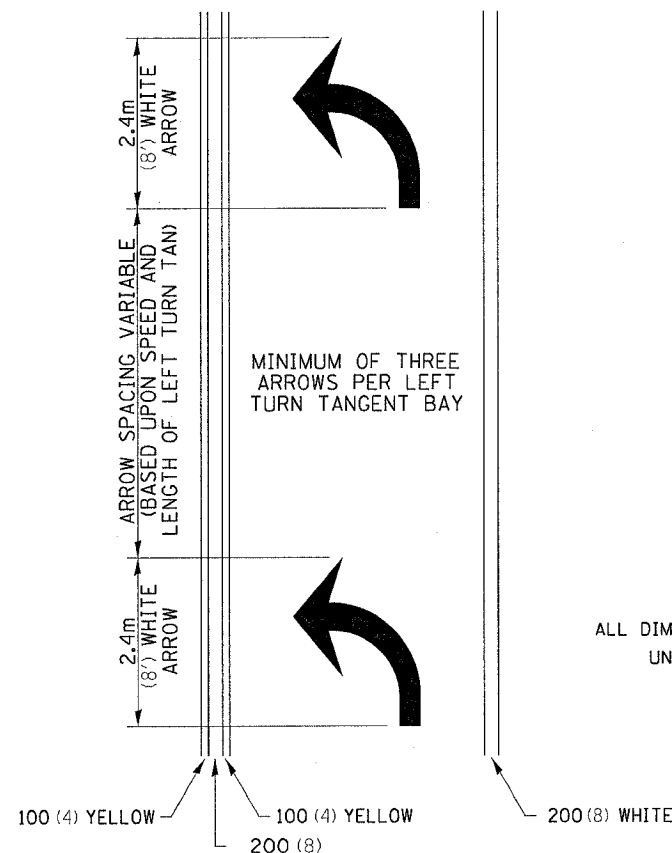
• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

PLOT DATE = Mon Dec 19 09:54:16 2005
 PLOT SCALE = 50,000 / IN.
 REFERENCE = 4REF*

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
227	105BR-2	HENRY	31	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

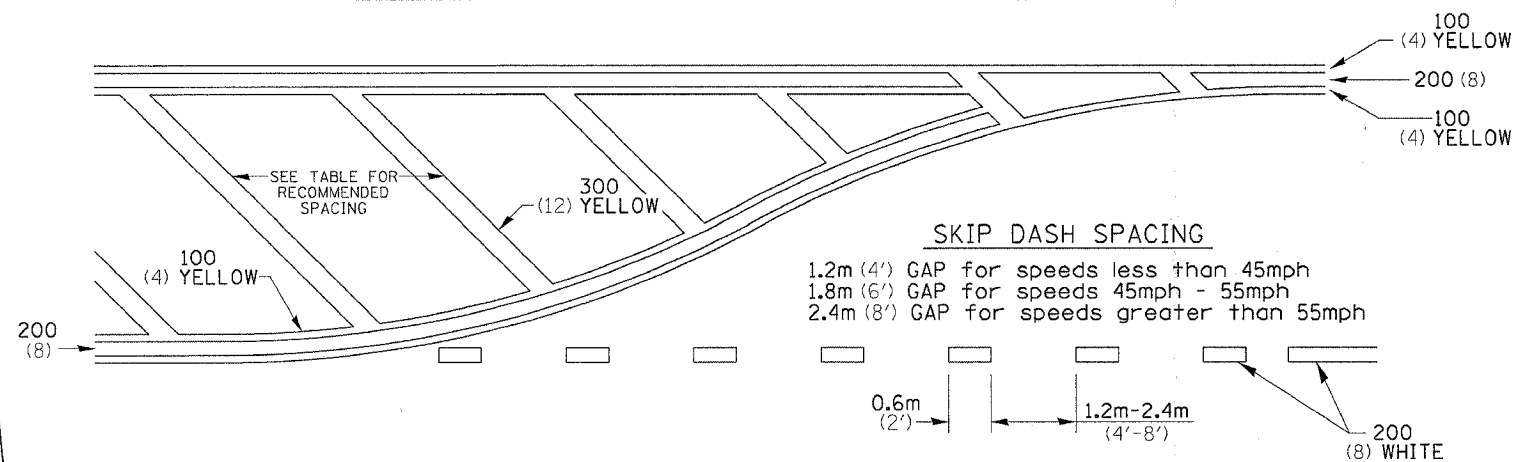


12.2m
6 at (40') O.C.
APPROACH SIDE ONLY

See Typical Drawing at right

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

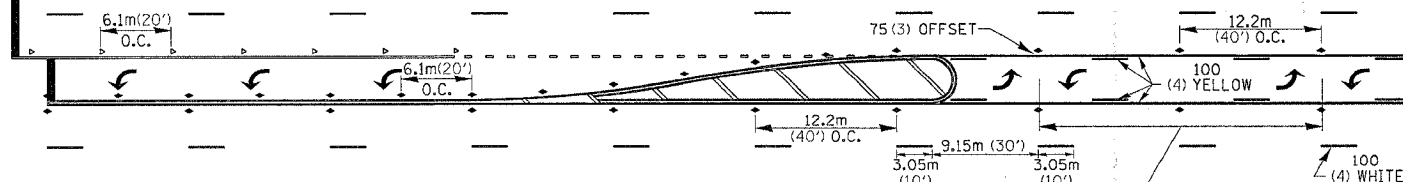
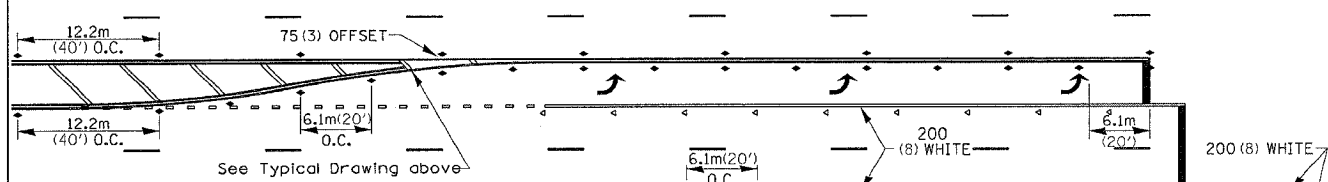
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

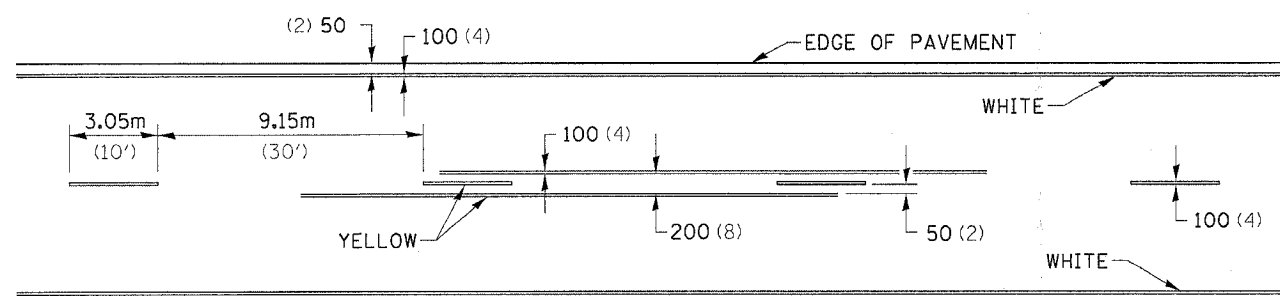
Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

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.



MINIMUM OF TWO PAIRS OF ARROWS. ADDITIONAL PAIRS EVERY 200'-300'.

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



SYMBOLS

See Typical Drawing above

12.2m
6 at (40') O.C.
APPROACH SIDE ONLY

- REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.
- USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

PLDT DATE = Mon Dec 19 09:54:16 2005
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DRAWN BY = JLN
REFERENCE = #REF#