

8 1/2 X 11 PLANS

ROUTE: FAI 55 (I-55)

SECTION NO: (57-2B-2)I

COUNTY: MCLEAN

LOCATION/DESCRIPTION: EAST OF CLARKSVILLE

JOB NO. P-93-

D-93-012-98

C-93-004-98

CONTRACT NO. 86804

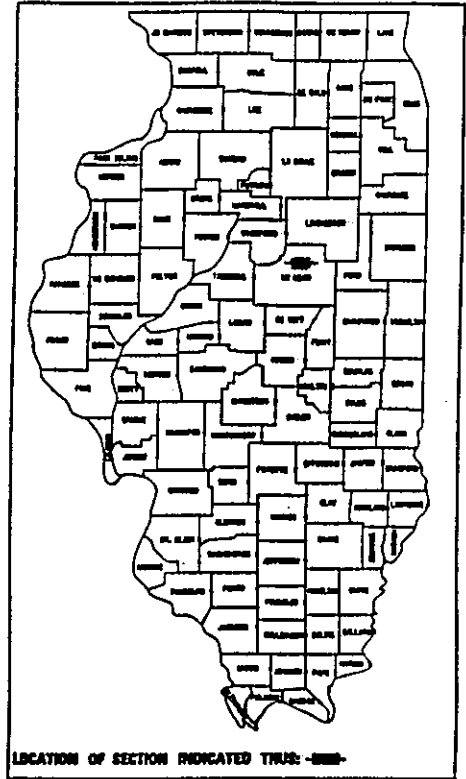
FILE NO.: _____ D3 NO. _____

FAI 55 (I-55)
SECTION (57-2B-2)I
MCLEAN COUNTY
SHEET 1 OF 16

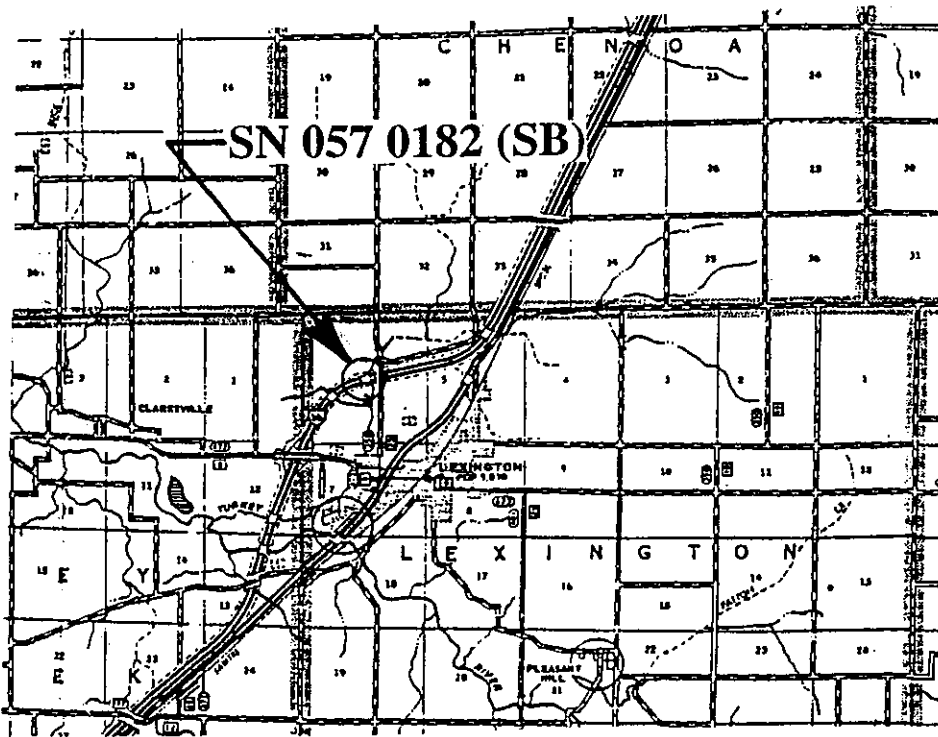
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED HIGHWAY

D - 93 - 012 - 98

FAI 55 (I-55)
SECTION (57-2B-2)I
MCLEAN COUNTY
C - 93 - 004 - 98



1997 ADT 23101
PC 79.2 SU 2.3 MU 18.5



INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES
- 3 SUMMARY OF QUANTITIES
- 4 SCHEDULES
- 5 PLAN VIEW
- 6 SECTION A-A
- 7 REINFORCEMENT DETAILS
- 8 STRUCTURAL STEEL DETAILS
- 9 SILICONE JOINT SEALER DETAILS
- 10 TRAFFIC CONTROL DETAILS - STAGE I
- 11 TRAFFIC CONTROL DETAILS - STAGE II
- 12 - 16 EXISTING PLAN FOR INFORMATION ONLY

STANDARDS

- 515MM1 NAME PLATE FOR BRIDGES
- 701101 OFF-RD OPERATIONS, MULTILANE LESS THAN 4.5 m (15') AWAY FOR SPEEDS > 45 MPH
- 701401 LANE CLOSURE, MULTILANE FOR SPEEDS > 45 MPH
- 702001 TRAFFIC CONTROL DEVICES
- 780MM1 TYPICAL PAVEMENT MARKINGS

D.O.T. Dist.#3: (815) 434-6131
LIE (800) 892-0123
PROJECT ENGINEER: TOM SCHEAFER
QUAD CHIEF: ROYCE DAVIS (815) 434-8419
TOWNSHIP: LEXINGTON
CONTRACT NO. 86804

GENERAL NOTES

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN RELATED CONSTRUCTION ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THE PLANS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED.

NEW REINFORCEMENT BARS SHALL BE EPOXY COATED AND CONFORM TO THE REQUIREMENTS OF AASHTO M-31m, M-42m, OR M-53m, GRADE 400.

THE COST OF SAW CUTTING THE EXISTING PAVEMENT AND BITUMINOUS SHOULDERS AT LIMITS OF REMOVAL SHALL BE INCLUDED IN THE RELATED CONSTRUCTION ITEMS. MINIMUM DEPTH SHALL BE 32mm UNLESS SPECIFIED ELSEWHERE IN THE PLANS.

ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH THE ZINC-SILICATE PRIMER PER AASHTO M300-921, TYPE 1A.

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 MAKE NECESSARY 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 FURNISHED AT THE UNIT PRICE BID FOR THE WORK COMPLETED.

UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 50 mm FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 50 mm FROM THE EDGE LINE OF PAVEMENT SEE SECTION T502 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.

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

SUMMARY OF QUANTITIES

100% STATE

CONSTRUCTION CODE TYPE: X081 SAFTY 2A

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	SEC (57-2B-2) I
51500200	RELOCATING NAME PLATES	EACH	1	1
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	25	25
M4402120	BITUMINOUS CONCRETE SHOULDER REMOVAL	SQ M	3	3
M4820230	BITUMINOUS SHOULDER 230	SQ M	3	3
M5010240	CONCRETE REMOVAL	CUM	15.6	15.6
M5030350	CONCRETE STRUCTURES	CUM	15.6	15.6
M5050405	FURNISHING AND ERECTING STRUCTURAL STEEL	KG	358	358
M5080205	REINFORCEMENT BARS, EPOXY COATED	KG	194	194
M7030220	TEMPORARY PAVEMENT MARKING - LINE 100MM	METER	1944	1944
M7800205	PAINT PAVEMENT MARKING - LINE 100MM	METER	873	873
M7800215	PAINT PAVEMENT MARKING - LINE 150MM	METER	170	170
/830505	PAINT PAVEMENT MARKING REMOVAL	METER	873	873
MX030069	SILICONE JOINT SEALER	METER	15.3	15.3
MZ013825	CONTROLLED LOW-STRENGTH MATERIAL	CUM	1.5	1.5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: *Shagg Mounts*
DISTRICT OPERATIONS ENGINEER


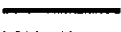




DATE: 10/24/97

EXAMINED BY: *D. C. Matella*
DISTRICT CONSTRUCTION ENGINEER

John R. Blank
DISTRICT STUDIES & PLANS ENGINEER

Bennett R. Long
DISTRICT MATERIALS ENGINEER

REINFORCEMENT SCHEDULE

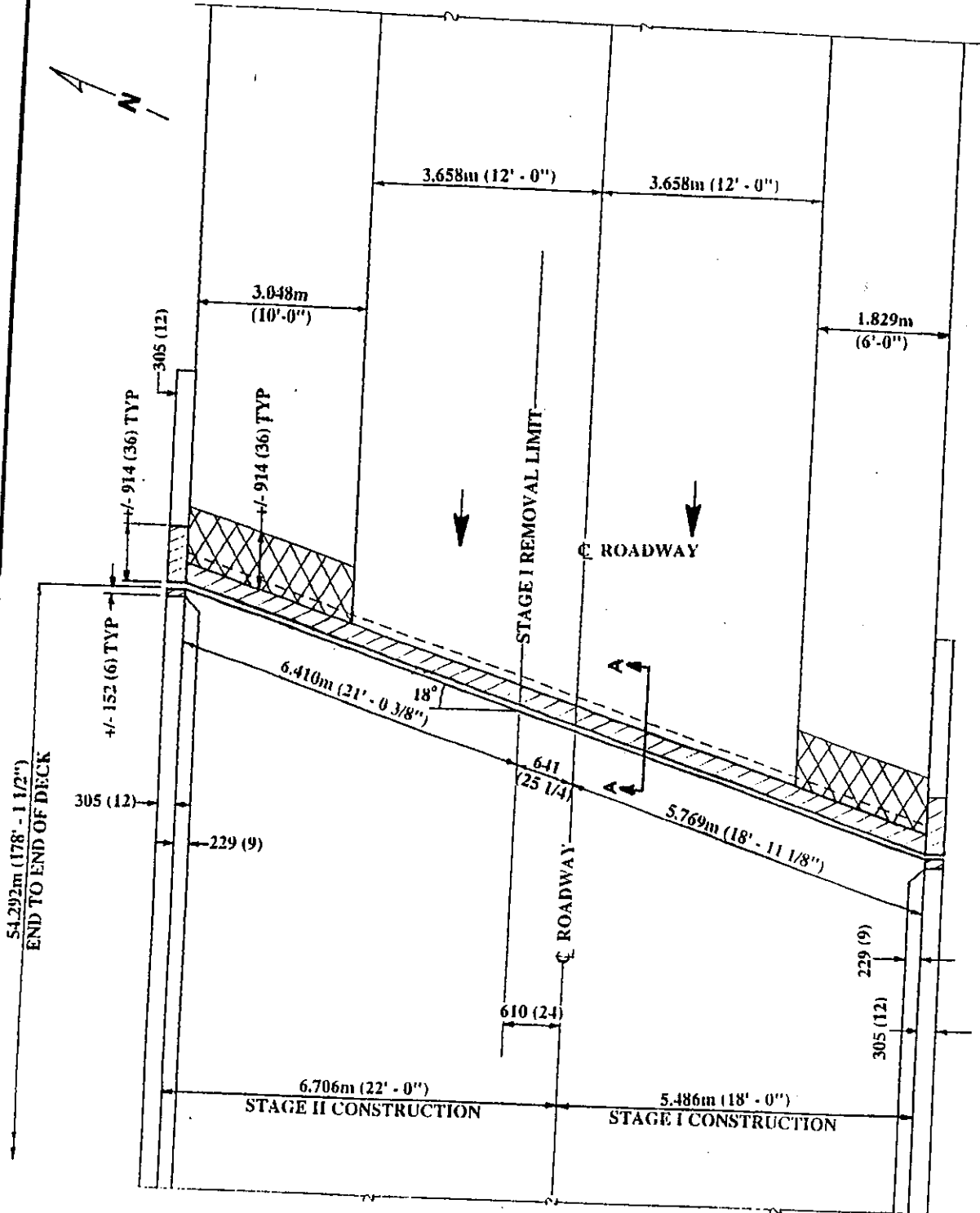
LOCATION	BAR	SIZE	NO.	LENGTH	KG/M	SHAPE	WEIGHT
				METER			KG
STAGE I							
EAST ABUTMENT	H1(E)	#15	8	1.6	1.570		20
	H5(E)	#20	4	6.325	2.355		60
	V1(E)	#15	8	1.372	1.570		17
STAGE II							
EAST ABUTMENT	H2(E)	#15	8	1.6	1.570		20
	H6(E)	#20	4	6.325	2.355		60
	V1(E)	#15	8	1.372	1.570		17
TOTAL WEIGHT							194



(e) Denotes Epoxy Coated

BITUMINOUS SHOULDER REMOVAL BITUMINOUS SHOULDER 230mm	
LOCATION	SQ METER
NORTHEAST QUAD (STAGE II)	3
SOUTHEAST QUAD (STAGE I)	3
TOTAL	6

PAVEMENT MARKING SCHEDULE

	TEMPORARY PAVEMENT MARKING LINE 100 mm METER	PAINT PAVEMENT MARKING LINE 100 mm METER	PAINT PAVEMENT MARKING LINE 150 mm METER	PAVEMENT MARKING REMOVAL METER
STAGE I	1031	476		476
STAGE II	912	397	170	397
TOTAL	1944	873	170	873

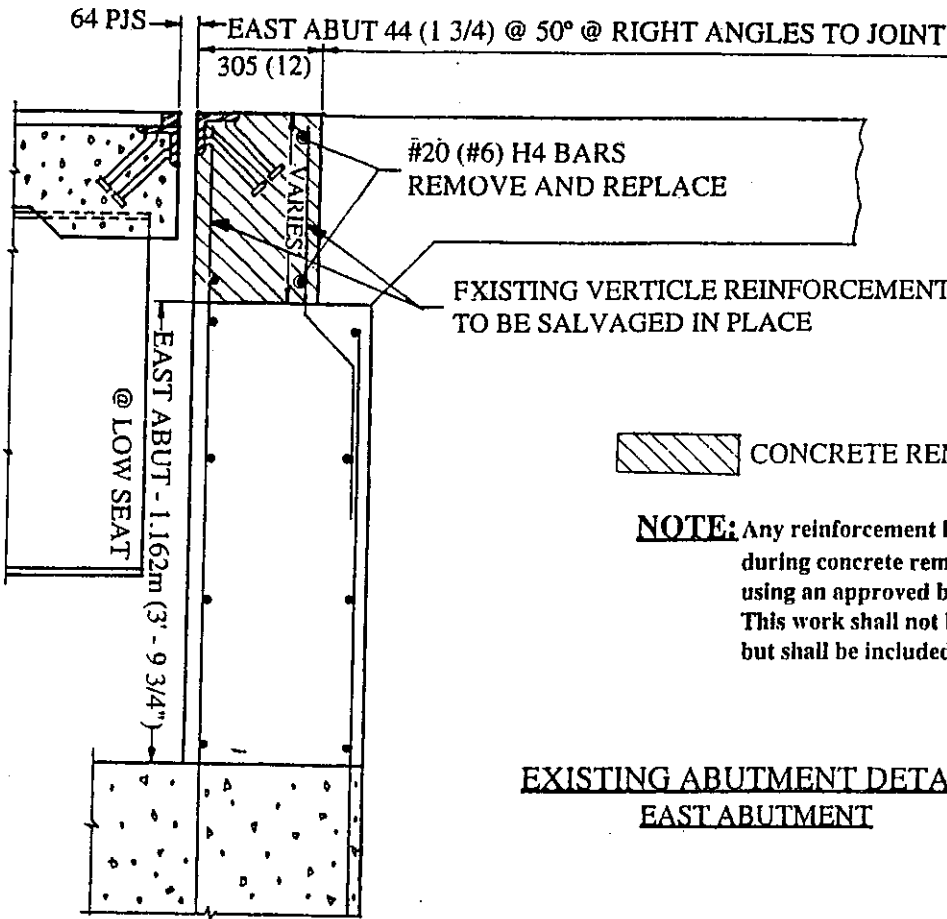


 BITUMINOUS SHOULDER REMOVAL & REPLACEMENT
 CONCRETE REMOVAL & CONCRETE STRUCTURES

NOTE: Any reinforcement bars that are damaged by the contractor during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. This work shall not be measured or paid for separately, but shall be included in the unit bid price for concrete removal.

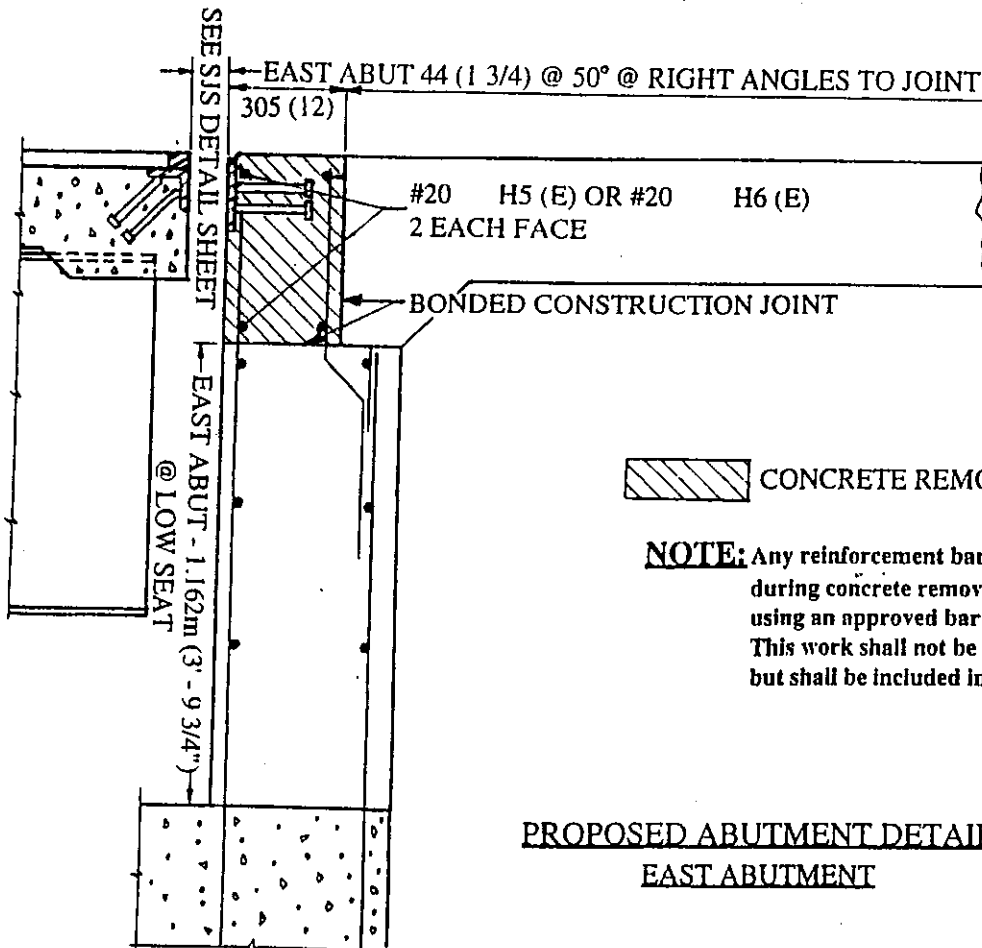
PLAN VIEW

S.N. 057 - 0182 (SB)



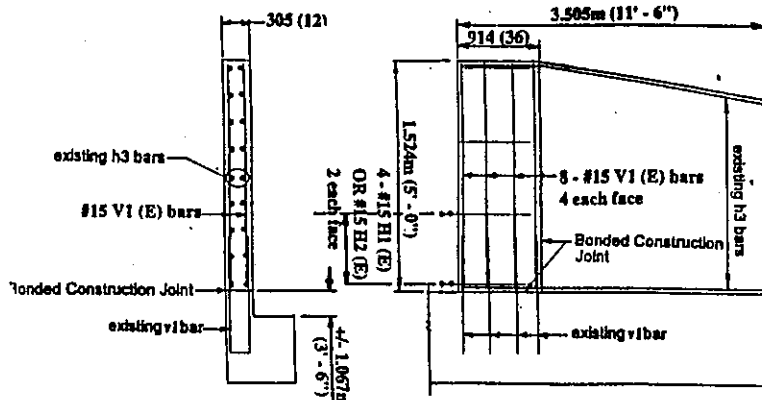
NOTE: Any reinforcement bars that are damaged by the contractor during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. This work shall not be measured or paid for separately, but shall be included in the unit bid price for concrete removal.

EXISTING ABUTMENT DETAIL
 EAST ABUTMENT

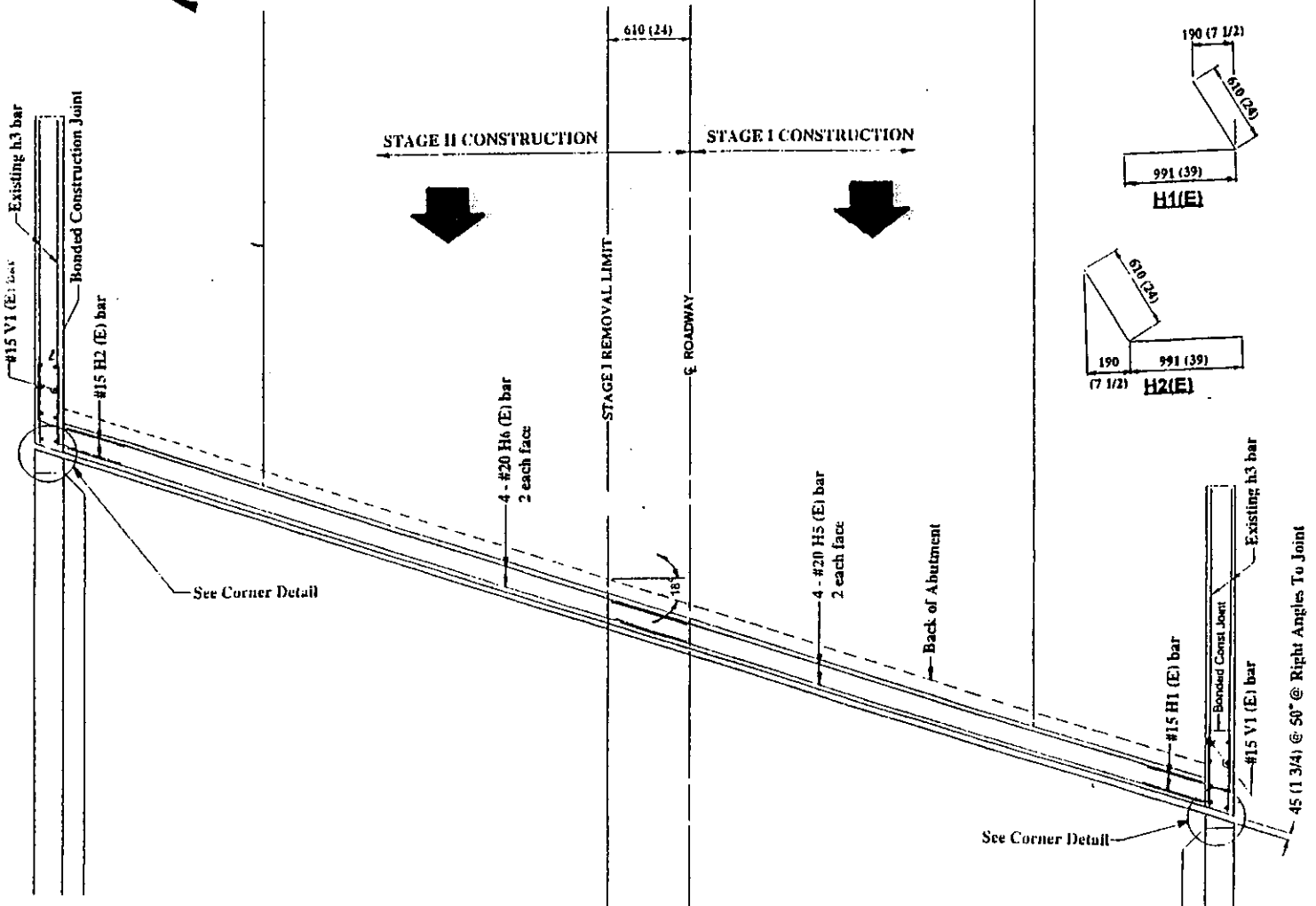


NOTE: Any reinforcement bars that are damaged by the contractor during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. This work shall not be measured or paid for separately, but shall be included in the unit bid price for concrete removal.

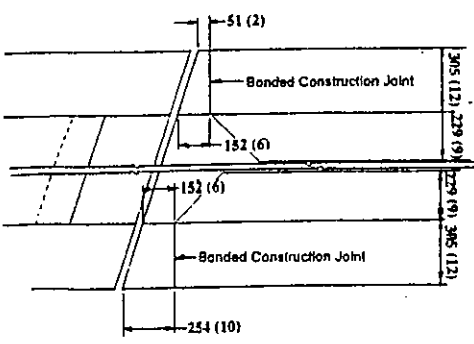
PROPOSED ABUTMENT DETAIL
 EAST ABUTMENT



WINGWALL REINFORCEMENT



**REINFORCEMENT PLAN
EAST ABUTMENT
BLOCKOUT & WINGWALLS**



CORNER DETAIL

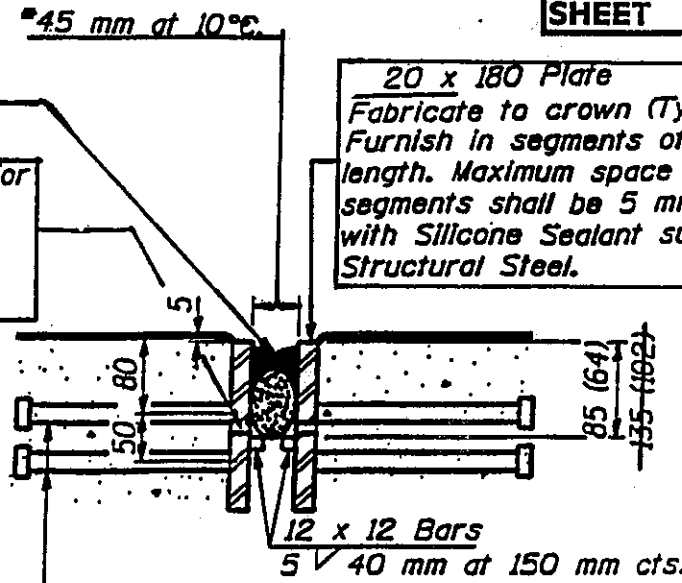
REINFORCEMENT SCHEDULE							
LOCATION	BAR	SIZE	NO.	LENGTH	KG/M	SHAPE	WEIGHT
				METER			KG
STAGE I							
EAST ABUTMENT	H1(E)	#15	8	1.6	1.570		20
	H5(E)	#20	4	6.325	2.355		60
	V1(E)	#15	8	1.372	1.570		17
STAGE II							
EAST ABUTMENT	H2(E)	#15	8	1.6	1.570		20
	H6(E)	#20	4	6.325	2.355		60
	V1(E)	#15	8	1.372	1.570		17
TOTAL WEIGHT							194

(el) Denotes Epoxy Coated

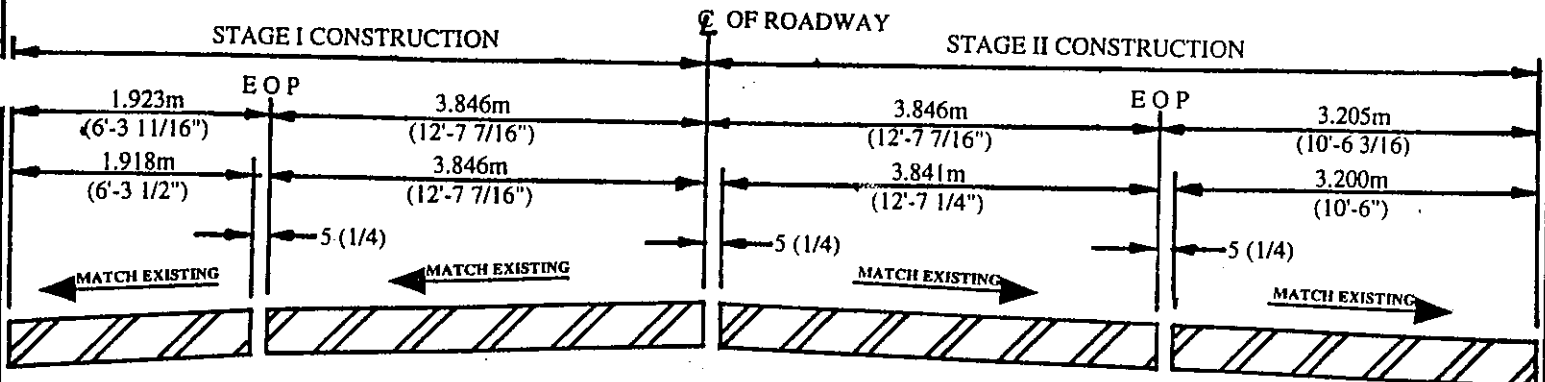
SEE SILICONE JOINT SEALER DETAILS

12 mm ϕ Holes at 300 mm cts. for 10 mm ϕ bolts. All bolts shall be burned, sawed or chipped off flush with the plates after forms are removed. (Typ.)

20 x 180 Plate
Fabricate to crown (Typ.)
Furnish in segments of 6 m maximum length. Maximum space between installed segments shall be 5 mm. Seal space with Silicone Sealant suitable for Structural Steel.



19 mm ϕ x 200 mm Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Spec's. automatically end welded at 300 Alt. cts.



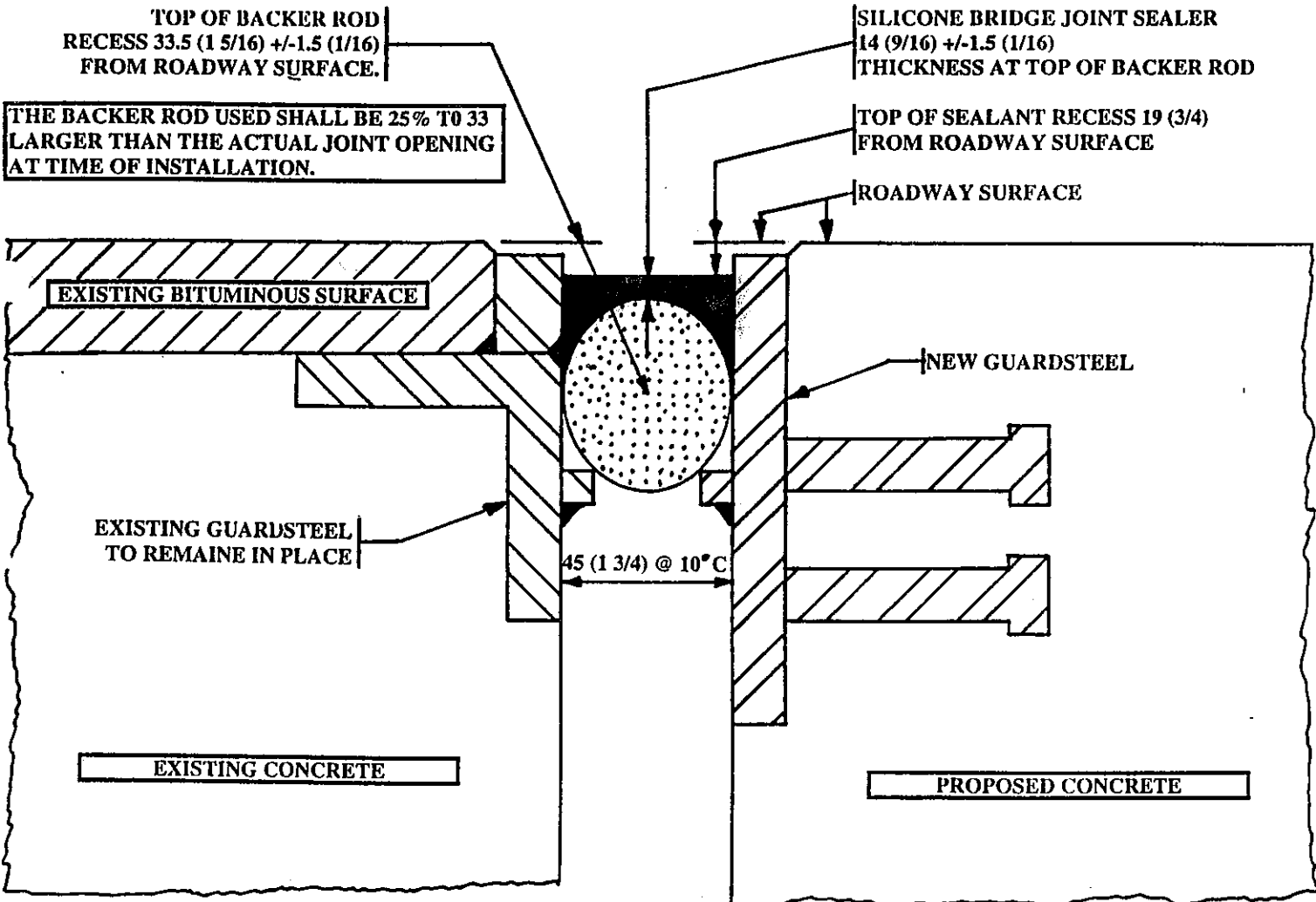
NOTES:

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

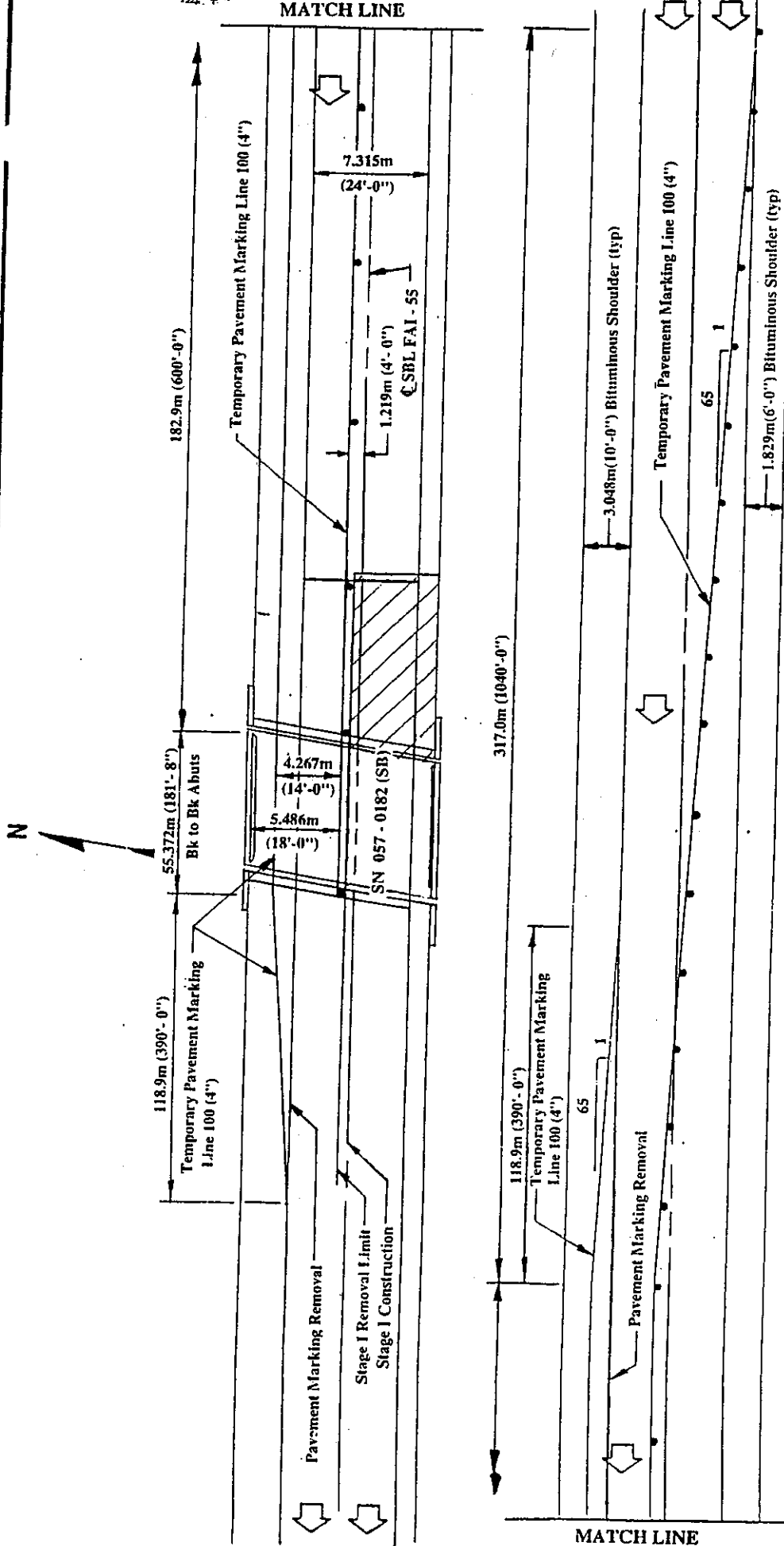
AFTER FABRICATION ALL SURFACES OF STEEL PLATES SHALL BE GIVEN ONE SHOP COAT OF PAINT SPECIFIED FOR STRUCTURAL STEEL. NO FIELD PAINTING WILL BE REQUIRED.

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 MAKE NECESSARY 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 FURNISHED AT THE UNIT PRICE BID FOR THE WORK COMPLETED.

STRUCTURAL STEEL DETAILS



SILICONE JOINT SEALER DETAILS

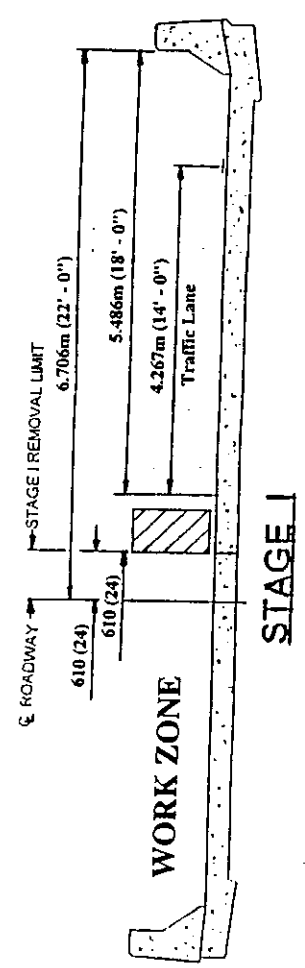


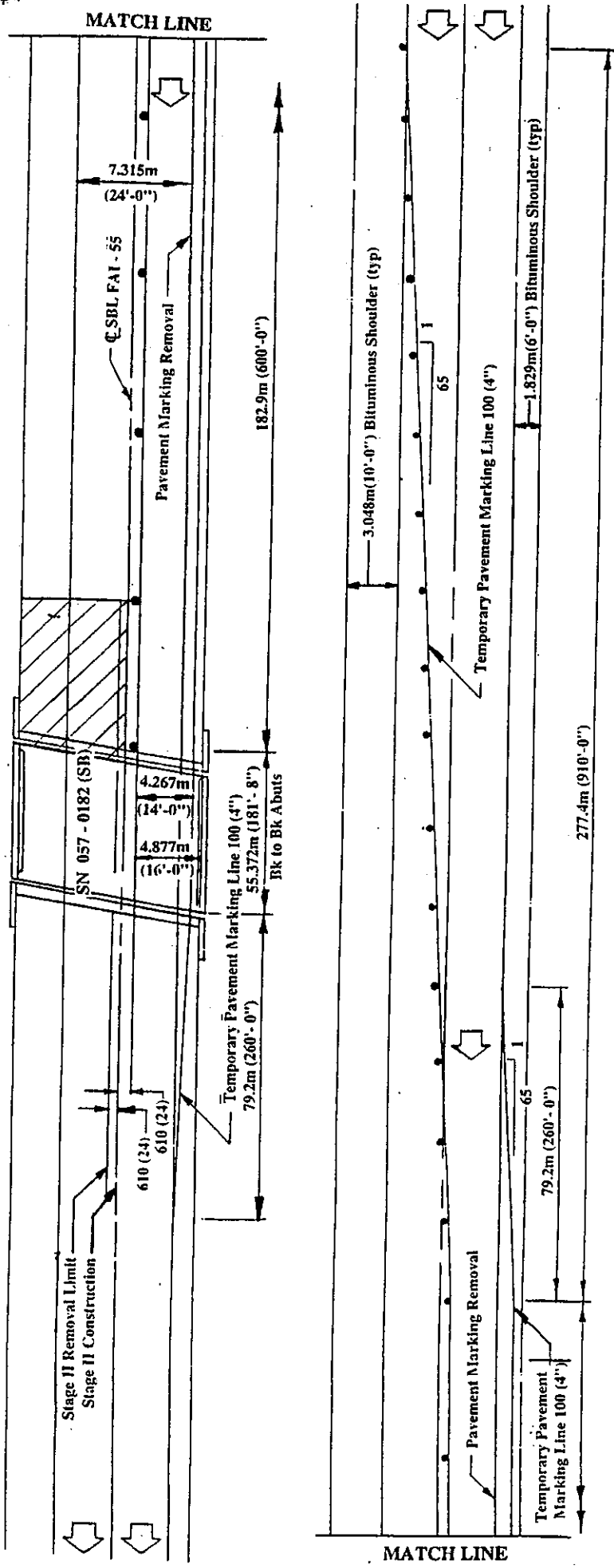
TRAFFIC CONTROL DETAILS - STAGE I

● ReflectORIZED Nonmetallic Barricades or Drums



NOTE: All signing and additional details not shown shall be in accordance with STANDARD 701-401.





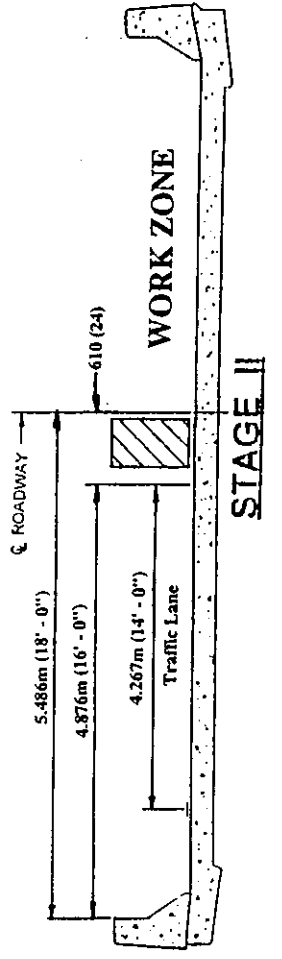
TRAFFIC CONTROL DETAILS - STAGE II

NOTE: All signing and additional details not shown shall be in accordance with STANDARD 701.401.



Work Zone

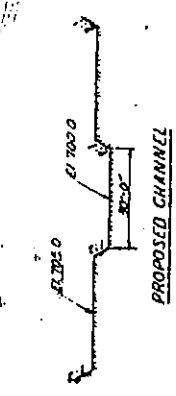
- ReflectORIZED Nonmetallic Barricades or Drums



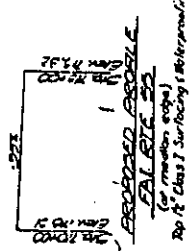
**FAI 55 (I-55)
SECTION (57-2B-2)
MCLEAN COUNTY
SHEET 12 OF 16**

NO.	DATE	BY	REVISION
1			
2			
3			
4			
5			
6			
7			

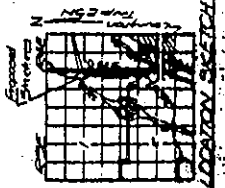
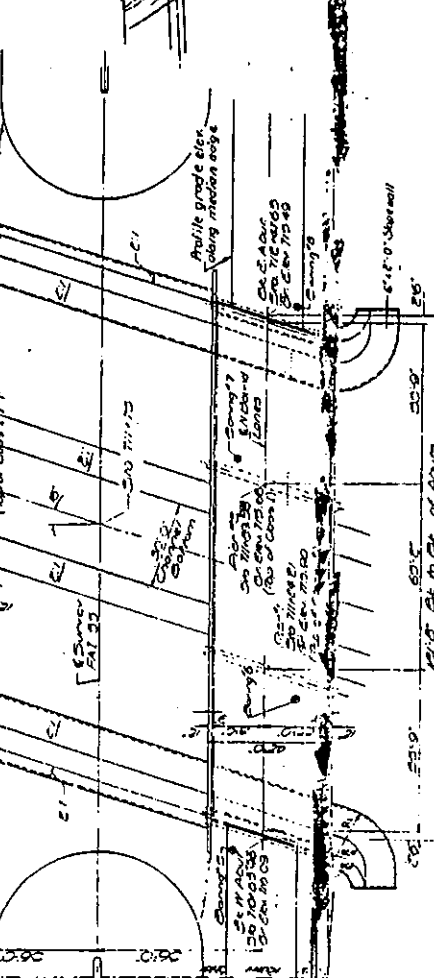
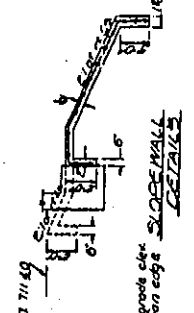
STATE OF ILLINOIS
COUNTY OF MCLEAN



STATION 71+75
BUILT BY
STATE OF ILLINOIS
I.A.T. 57-55 SEC 57-2B-2
P.A. PROJ. P-55-5 (36)
LOADING HS 2014 LT
NAME PLATE
563 340 215



WATERWAY INFORMATION
Channel Area 17500 Sq. Ft.
Character Culminated Bridge
Abut. Opening 51' 0" x 51' 0"
Proposed Opening 51' 0" x 51' 0"
Clearance 4000' 0"
Low water Elevation 700.5



GEORGE L. COOPELAND
GENERAL PLAN ELEVATION
EXAMINED BY TURKEY OR
EXAMINED BY SEC 57-2B-2
MCLEAN COUNTY
STA. 71+75

FAI 55A R.E. 55 in force corner 530.47
The portion of embankment section
is in place
Contractor after abutment
is in place

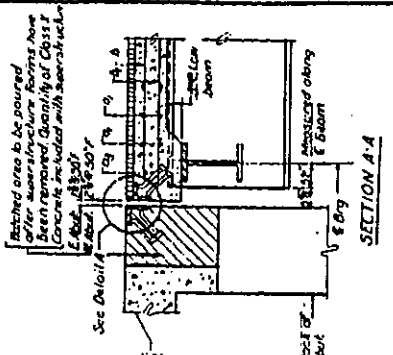
DESIGN SPECIFICATIONS
A. 10000 Super
B. 10000 Super
C. 10000 Super
D. 10000 Super
E. 10000 Super
F. 10000 Super
G. 10000 Super
H. 10000 Super
I. 10000 Super
J. 10000 Super
K. 10000 Super
L. 10000 Super
M. 10000 Super
N. 10000 Super
O. 10000 Super
P. 10000 Super
Q. 10000 Super
R. 10000 Super
S. 10000 Super
T. 10000 Super
U. 10000 Super
V. 10000 Super
W. 10000 Super
X. 10000 Super
Y. 10000 Super
Z. 10000 Super

NO.	DATE	BY	REVISION
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

**FAI 55 (I-55)
SECTION (57-2B-2)
MCLEAN COUNTY
SHEET 13 OF 16**

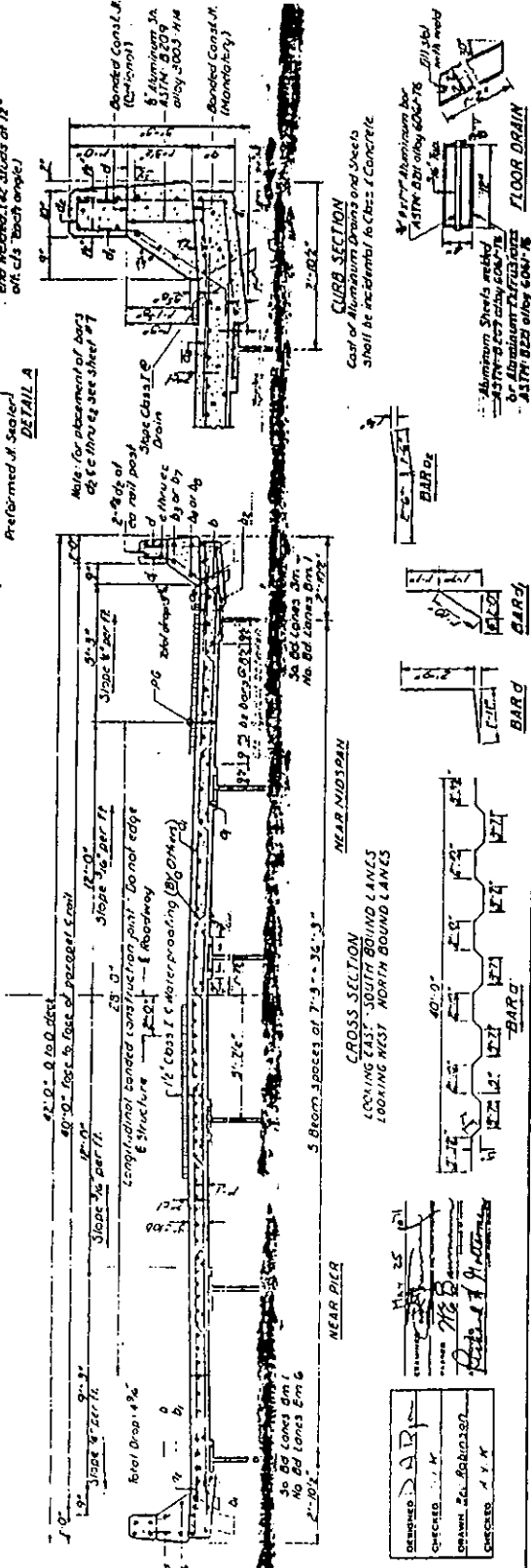
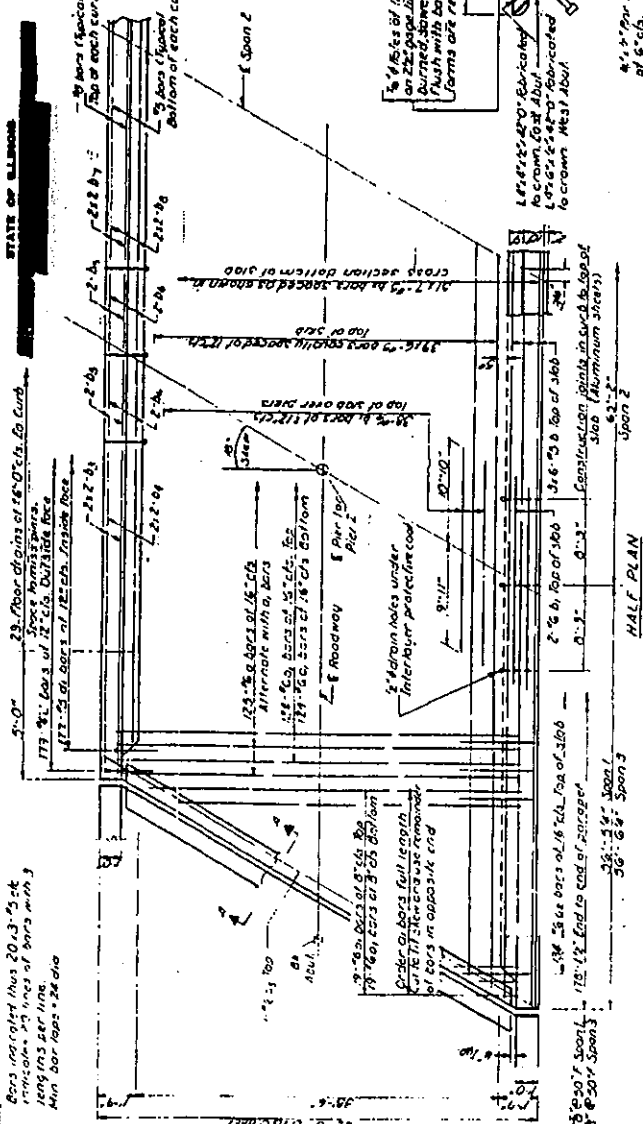
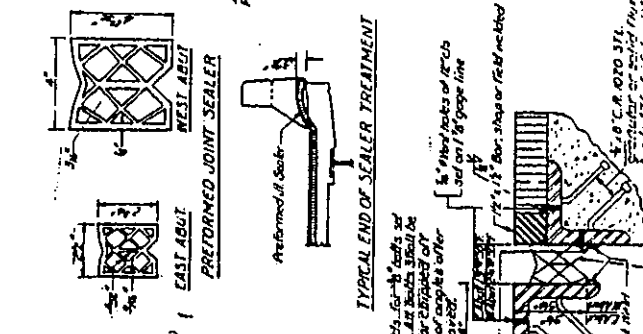
**SUPERSTRUCTURE
FAI AT 55, SEC. 57-2B-2
MCLEAN COUNTY
SHEET 13 OF 16**

NO.	DESCRIPTION	QTY.	UNIT
1	CONCRETE	1.00	CU YD
2	STEEL	1.00	TON
3	FORMWORK	1.00	SQ YD
4	REINFORCING	1.00	TON
5	PAINT	1.00	TON
6	SEALER	1.00	TON
7	JOINT SEALER	1.00	TON
8	CURB	1.00	TON
9	DRAIN	1.00	TON
10	BAR	1.00	TON



**IMD STRUCTURES
BILL OF MATERIAL**

NO.	DESCRIPTION	QTY.	UNIT
1	CONCRETE	1.00	CU YD
2	STEEL	1.00	TON
3	FORMWORK	1.00	SQ YD
4	REINFORCING	1.00	TON
5	PAINT	1.00	TON
6	SEALER	1.00	TON
7	JOINT SEALER	1.00	TON
8	CURB	1.00	TON
9	DRAIN	1.00	TON
10	BAR	1.00	TON



DESIGNED BY [Signature]

CHECKED BY [Signature]

DRAWN BY [Signature]

CORRECTED BY [Signature]

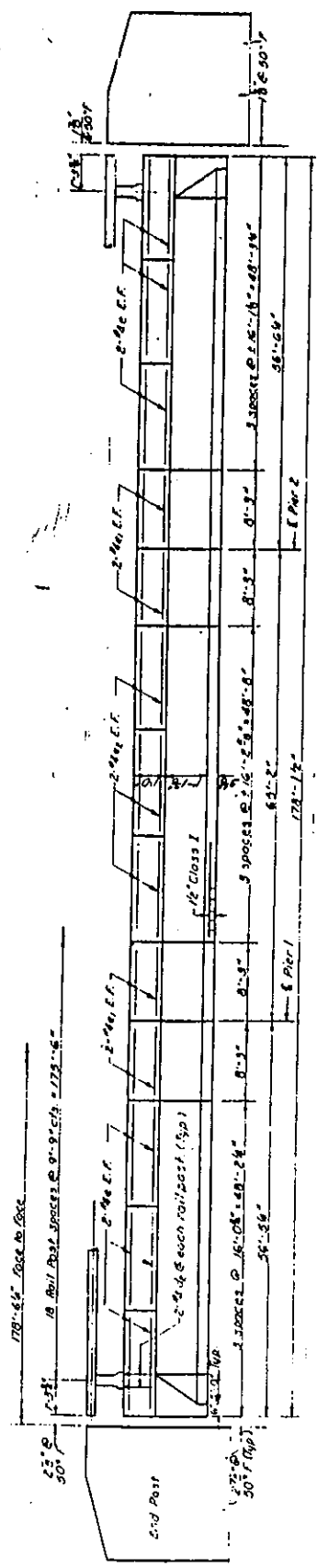
DATE [Date]

SCALE [Scale]

**FAI 55 (I-55)
SECTION (57-2B-2)
MCLEAN COUNTY
SHEET 14 OF 16**

NO.	DATE	BY	REVISION
1			
2			
3			
4			
5			
6			
7			

QUALITY OF MATERIALS

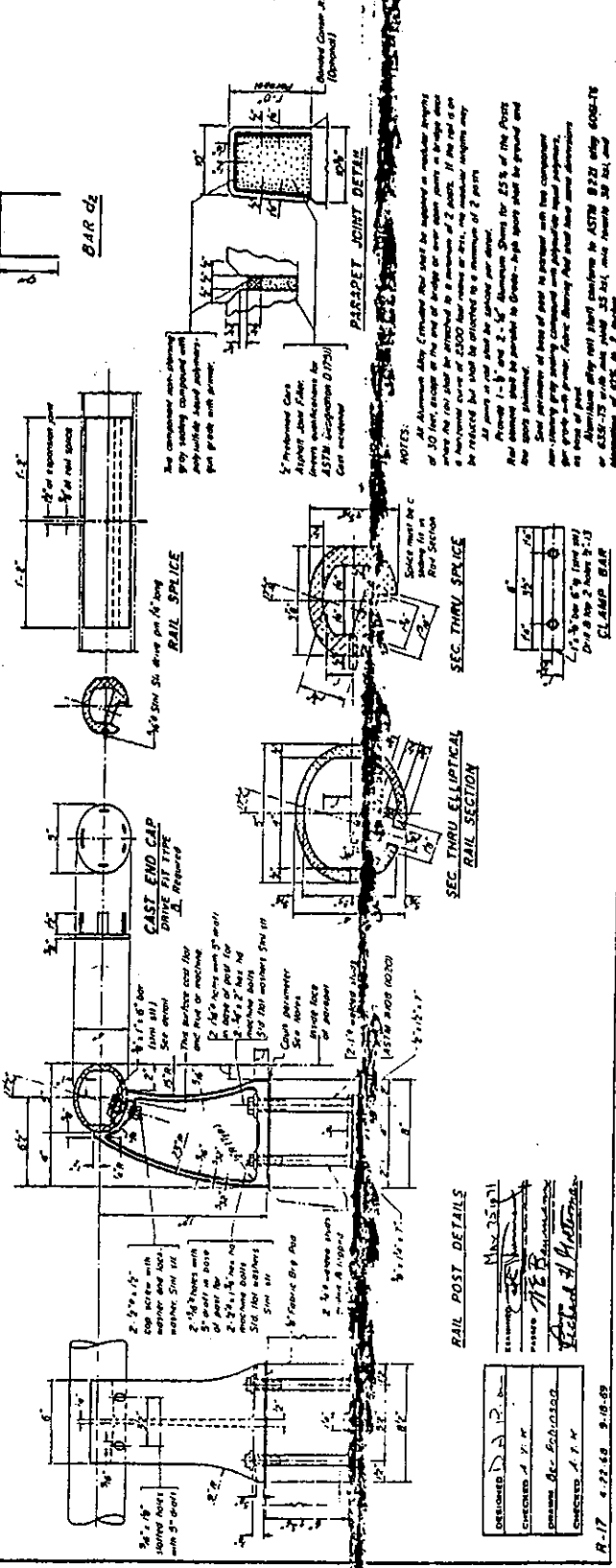


ELEVATION

**PARAMETS & BARS
CALL OF MATERIAL**

NO.	DATE	BY	REVISION
1			
2			
3			
4			
5			
6			
7			

**ALUMINUM RAILING
FAI, RL-55 SEC. 57-2B-2
MCLEAN COUNTY
STA. 711175**

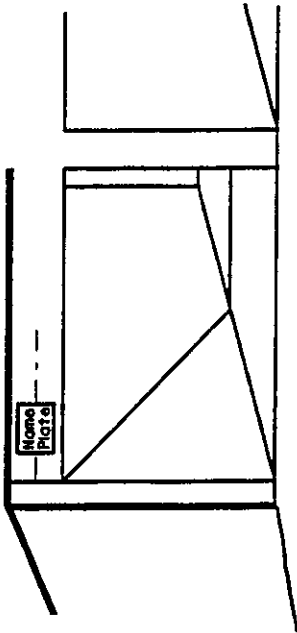


NOTES:
 All Aluminum alloy components shall be subjected to anodic treatment of 30 feet, except at the end of bridge or over span areas in bridge where where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2500 feet radius or less, the anodic treatment may be reduced but shall be extended to a minimum of 2 posts.
 The posts shall be spaced at 10 foot intervals.
 Rail details shall be suitable for Green-pipe spans shall be provided and the spans shall be.
 Steel portions of base of post to protect with two components.
 Anodizing shall be provided with polyethylene sealant.
 The posts shall be provided with rubber gaskets and shall have same dimensions.
 Aluminum alloy post shall conform to ASTM B322, alloy 6061-T6 or 6356-T3 with min yield 33 ksi, min tensile 38 ksi, and elongation of 15% in 2 inches.

RAIL POST DETAILS

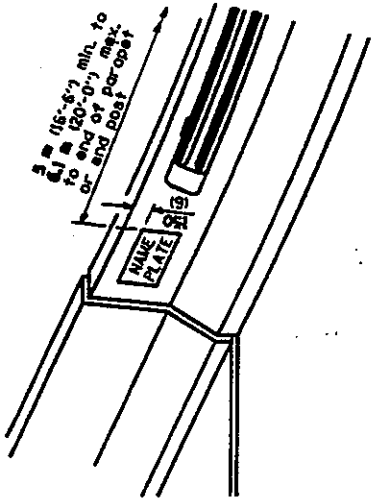
DESIGNED BY	Max J. Smith
CHECKED BY	Max J. Smith
ISSUED BY	Max J. Smith
CHECKED BY	Max J. Smith
DATE	4-22-68

4-22-68 9:18-68



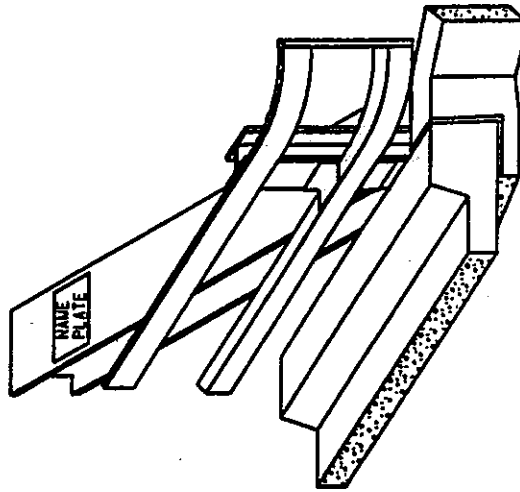
FOR MULTI-SPAN CULVERTS

(Unless otherwise noted on the plans, name plates are not required for single box culverts.)

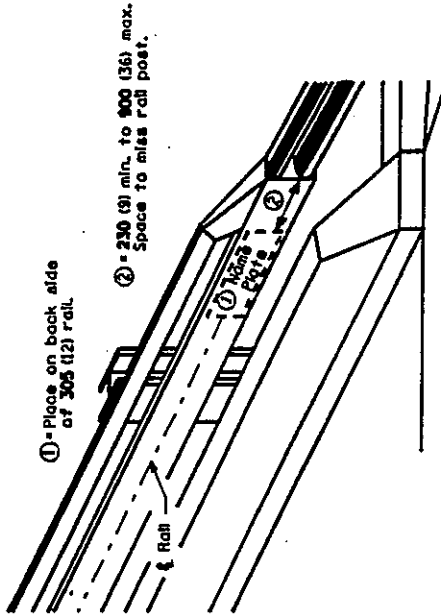


FOR PARAPET AND END POST MOUNTED

1 - 115'-6 1/2" min. to end of post
2 - 120'-0" max. or end post



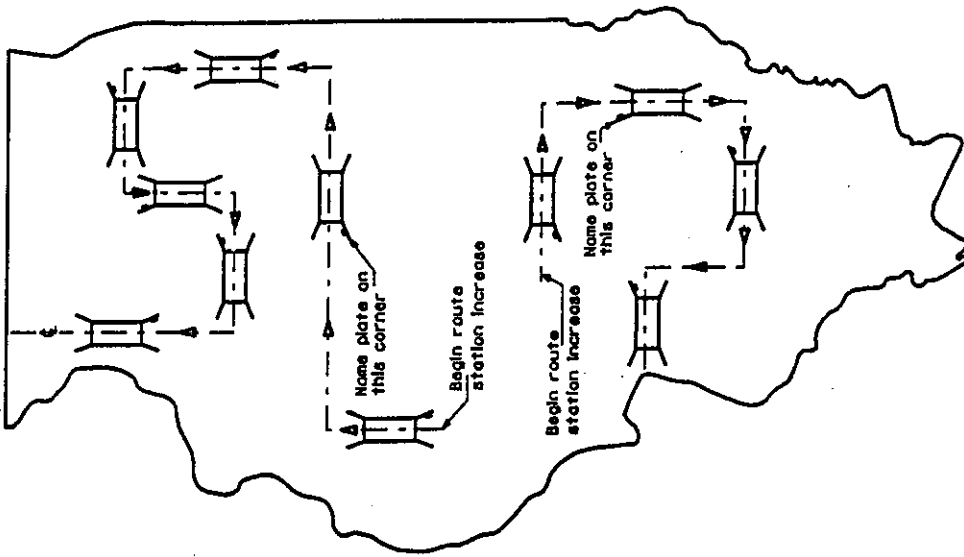
FOR TRUSSES



FOR STEEL RAILS

① - Place on back side of 305 (12) rail

② - 230 (9) min. to 300 (36) max. Space to miss rail post.



TYPICAL EXAMPLES

The name plate shall be located on the approach traffic end of a structure based on the direction of increasing stationing.

All dimensions are in millimeters (inches) unless otherwise shown.

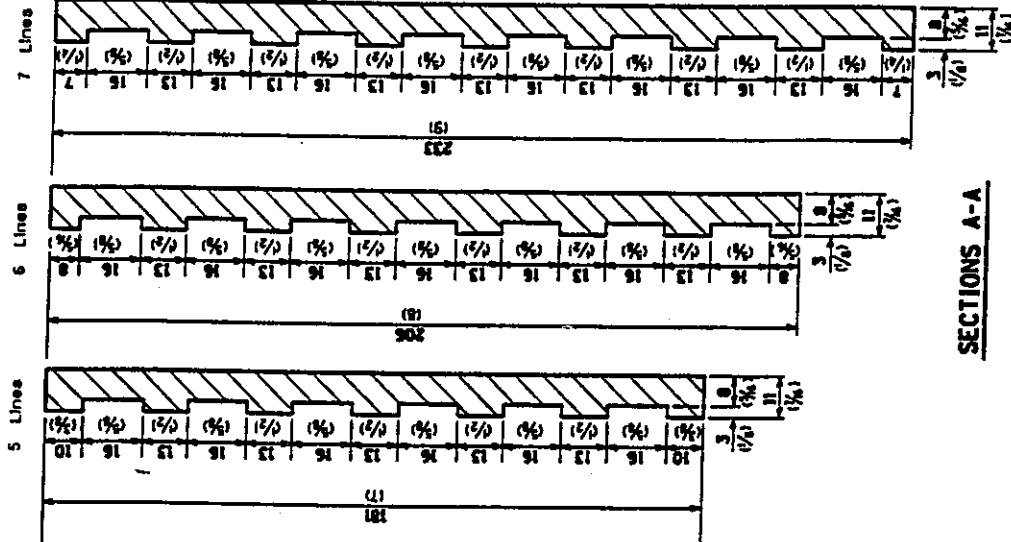
State Department of Transportation DIVISION OF HIGHWAYS DIVISION OF BRIDGES AND TUNNELS DIVISION OF TRANSPORTATION PLANNING AND RESEARCH DIVISION OF TRANSPORTATION ENGINEERING	
DATE	REVISIONS
1-1-37	Revised Standard 2113-4.
	Rev. metric value of raised letter height.
11-1-94	Revised plan of plate.

NAME PLATE FOR BRIDGES

(Sheet 1 of 2)

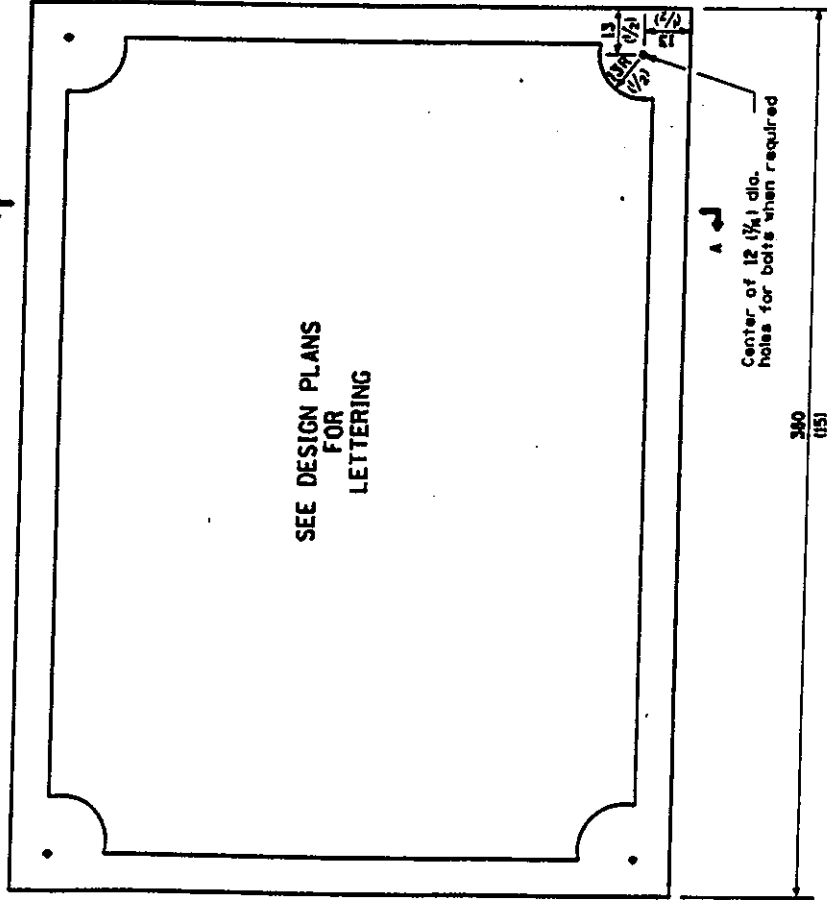
STANDARD 515001

Lettering for



SECTIONS A-A

A ↗



SEE DESIGN PLANS
FOR
LETTERING

Center of 12 (3/4) dia.
holes for bolts when required

360
(151)

NOTE

Border and lettering:
 Raised 3/16", square cut and not tapered.
 Placing:
 For concrete parapets ----- Plates to be placed 3 in. (15'-6") min. to 6.1 m (20'-0") max. to end of parapet.
 For steel truss span ----- Brace to and past about 1.5 m (5'-0") above roadway.
 For steel rolls ----- Place on back side of 305 (12) roll.
 For subways ----- See design plans for location.

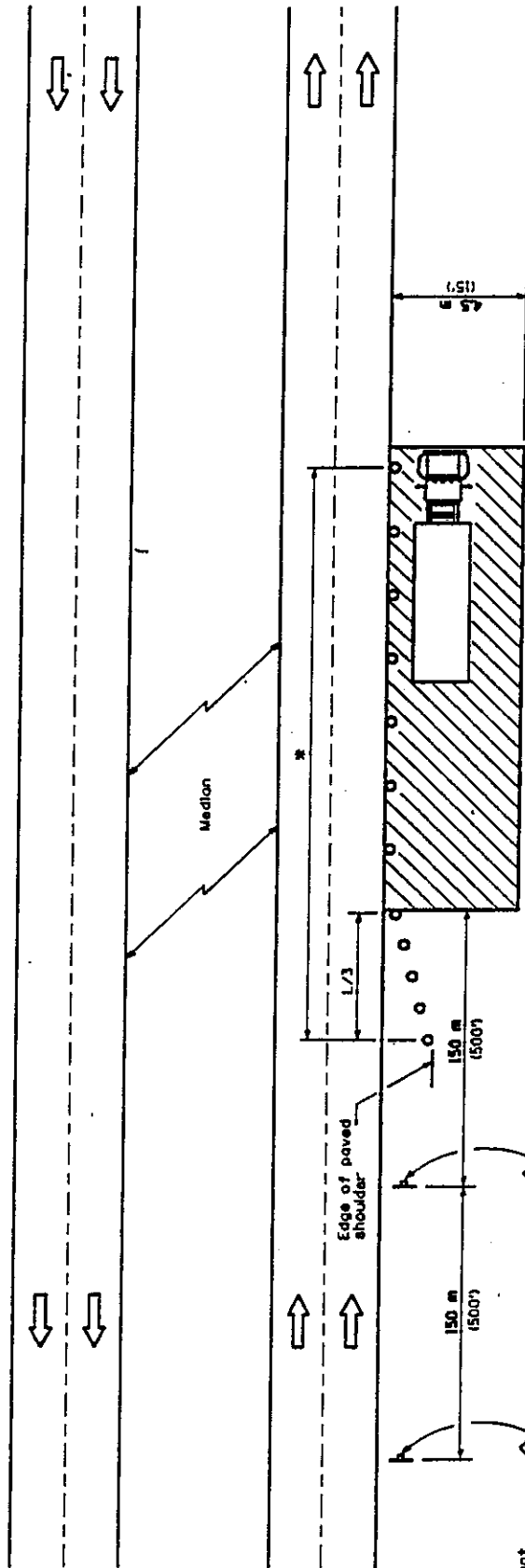
All dimensions are in millimeters (inches) unless otherwise shown.

**NAME PLATE
FOR BRIDGES**

(Sheet 2 of 2)

STANDARD 515001

Missouri Department of Transportation
 DIVISION OF BRIDGE ENGINEERING
 APPROVED: [Signature]
 DATE: [Date]
 DESIGNED BY: [Signature]
 CHECKED BY: [Signature]



For contract construction projects

For maintenance and utility projects

W20-110(-)48

W21-110(-)48

W20-110(-)48

W21-110(-)48

W21-110(-)48

Or

W20-110(-)48

TYPICAL APPLICATIONS

- Utility operations
- Culvert extensions
- Side slope changes
- Guardrail installation and maintenance
- Delimited installation
- Landscaping operations
- Shoulder repair
- Sign installation and maintenance

GENERAL NOTES

This Standard is used where at any time, any vehicles, equipment, worker or their activities will encroach in the area closer than 4.5 m (15') up to the edge of pavement.

* Cones, drums or barricades at 8 m (25') centers for L/3 distance, 15 m (50') centers through remainder of work area when work occurs within 600 mm (24") of the edge of pavement.

Shoulder tapers should have a minimum length of L/3.

Where L is

FORMULAS

SPEED LIMIT

70 km/h (40 mph) or less $L = \frac{WS}{150}$ (English)

80 km/h (45 mph) or greater $L = 0.65(W/S)$ (Metric)

W = Width of offset in meters (feet).

S = Normal posted speed km/h (mph).

SYMBOLS

- Work area
- Sign
- Cone, drum or barricade

All dimensions are in millimeters (inches) unless otherwise shown.

State Department of Transportation

APPROVED: _____ DATE: _____

DESIGNED BY: _____

REVISIONS:

DATE	REVISIONS
1-1-97	Revised Standard 2314-9, Deleted orange flags.
10-1-95	Revised 1st and 2nd G.N. and work area.

OFF-ROAD OPERATIONS, MULTILANE LESS THAN 4.5 M (15') AWAY FOR SPEEDS ≥ 45 MPH

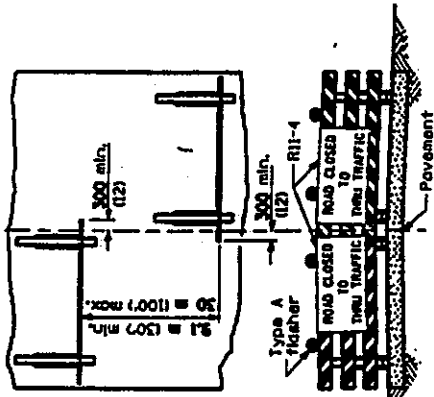
STANDARD 70101

ROAD CONSTRUCTION NEXT X MILES
G20-1101-6036

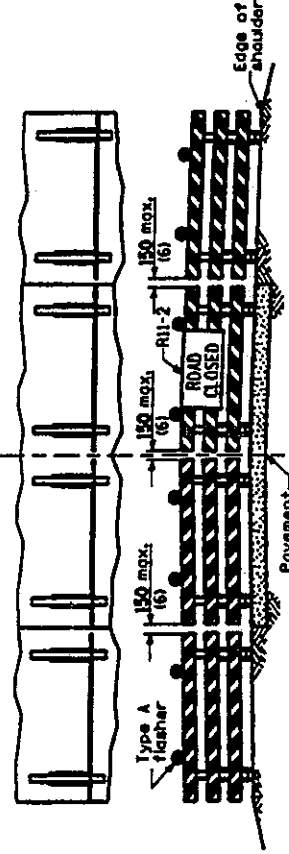
END CONSTRUCTION
G20-2101-6024

This signing is required for all projects over 3200 m (2 miles) or more in length.
ROAD CONSTRUCTION NEXT X MILES sign shall be placed 150 m (500') in advance of project.
END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 3200 m (2 miles).

WORK LIMIT SIGNING

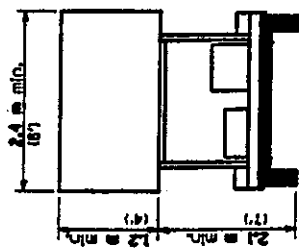


ROAD CLOSED TO ALL THRU TRAFFIC
ReflectORIZED striping shall appear on both sides of the barricades. The barricades shall be to the edge of the pavement except when otherwise directed by the Engineer or shown on the detailed construction plans.

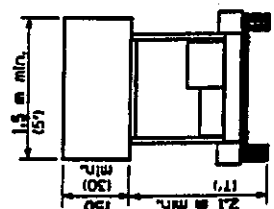


ROAD CLOSED TO ALL TRAFFIC
ReflectORIZED striping may be omitted on the back side of the barricades. The barricades shall be to the edge of the shoulders except when otherwise directed by the Engineer or shown on the detailed construction plans.

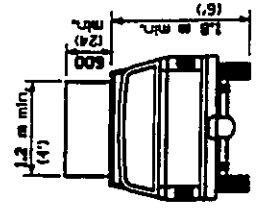
TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD



TYPE C
TRAILER MOUNTED

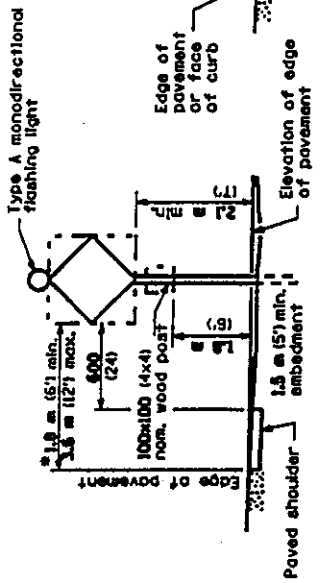


TYPE B
ROOF OR TRAILER MOUNTED



TYPE A
ROOF MOUNTED

ARROW BOARDS



TYPICAL SIGN INSTALLATIONS

GENERAL NOTES

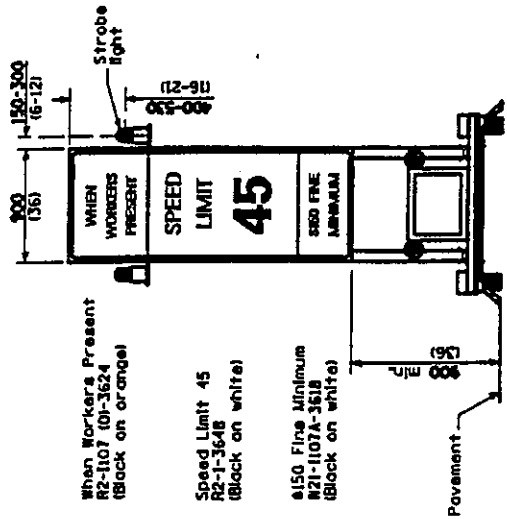
- * When curb or paved shoulder are present this dimension shall be 600 mm (24") to the face of curb or 18 m (6') to the outside edge of the paved shoulder.
- All heights shown shall be measured above the pavement surface.
- All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS
1-1-97	Revised Standard 223B-12
	Revised construction
	speed limit sign
10-1-95	Rev. height above post for TYPE B arrow board

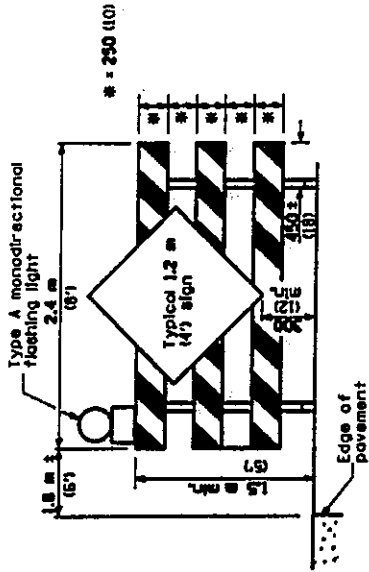
Iowa Department of Transportation	
APPROVED	DATE
DESIGNED BY	1987
APPROVED	DATE
DESIGNED BY	1987
IOWA DEPARTMENT OF TRANSPORTATION	

TRAFFIC CONTROL DEVICES

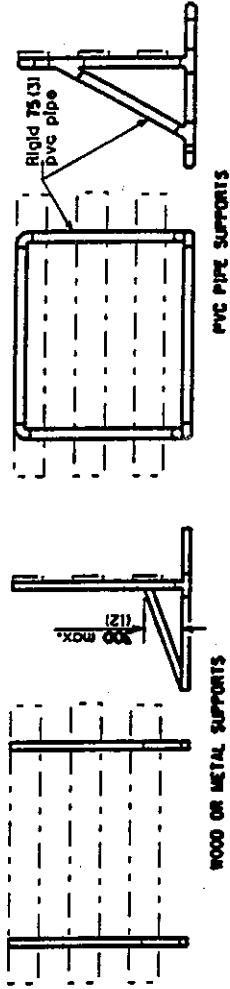
STANDARD 702001
(Sheet 1 of 3)



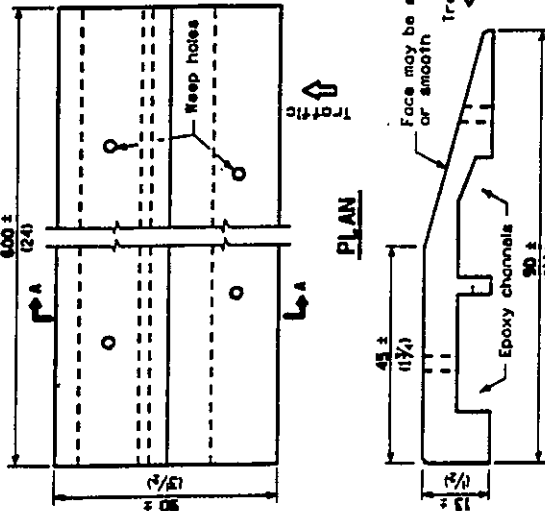
CONSTRUCTION SPEED LIMIT SIGN



Frames shall be no heavier than 100x100 (4x4) nominal diam. wood or 50x50x3 (2x2x3/4) steel tubing or 50x50x5 (2x2x3/4) steel angle

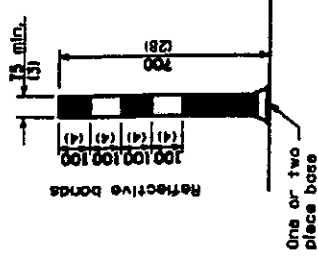


WING BARRICADES



SECTION A-A

TEMPORARY RUMBLE STRIPS

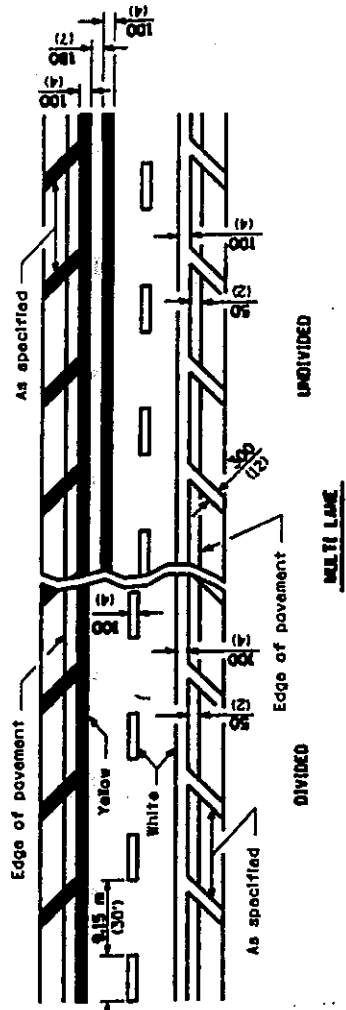


FLEXIBLE DELINEATORS

All dimensions are in millimeters (inches) unless otherwise shown.

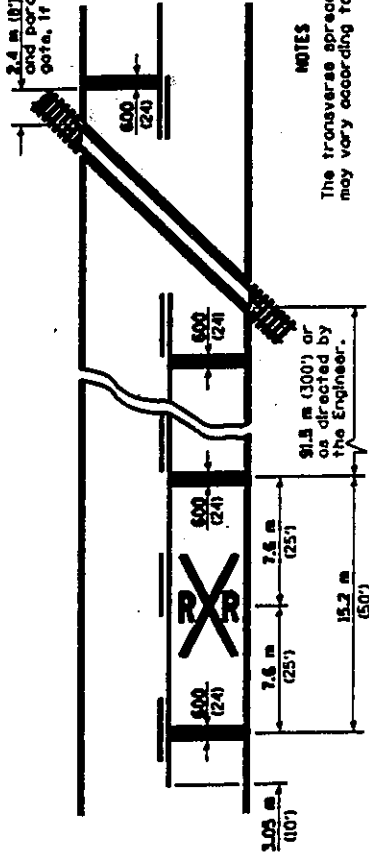
TRAFFIC CONTROL DEVICES
(Sheet 2 of 3)
STANDARD 702001

Missouri Department of Transportation
APPROVED: [Signature] 1987
DIRECTOR OF HIGHWAYS
APPROVED: [Signature] 1987
CHIEF OF DIVISION



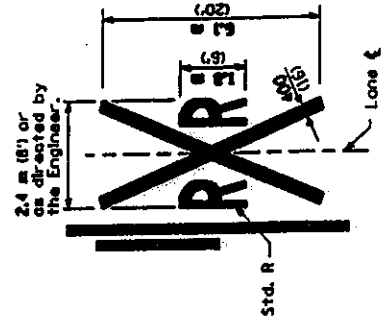
LANE AND EDGE LINES

2.4 m (8') or as directed by the Engineer, and parallel to galle, if present.



NOTES

The transverse spread of the "X" may vary according to lane width. On multi-lane roads, the stop lines shall extend across all approach lanes and separate RRR symbols shall be placed adjacent to each other in each lane.



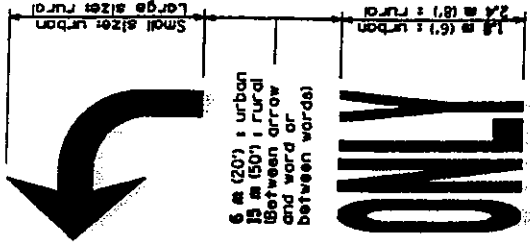
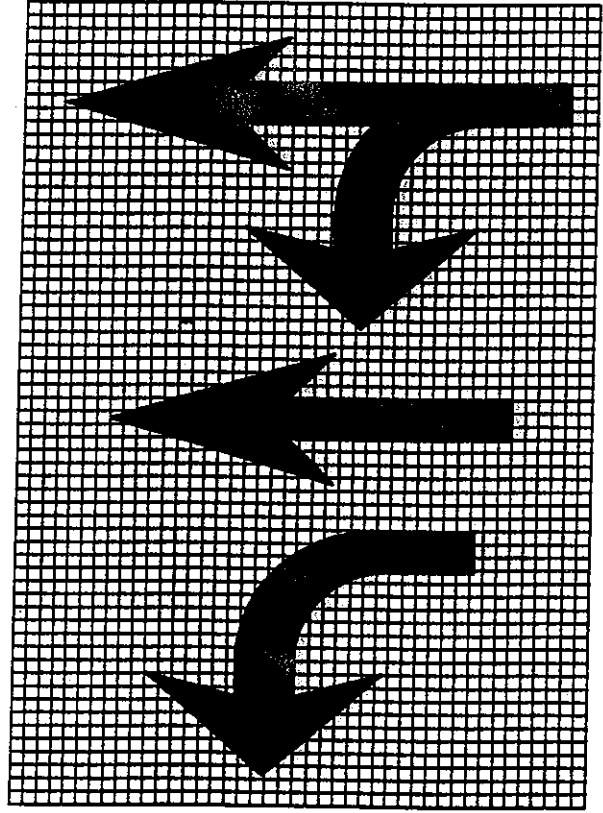
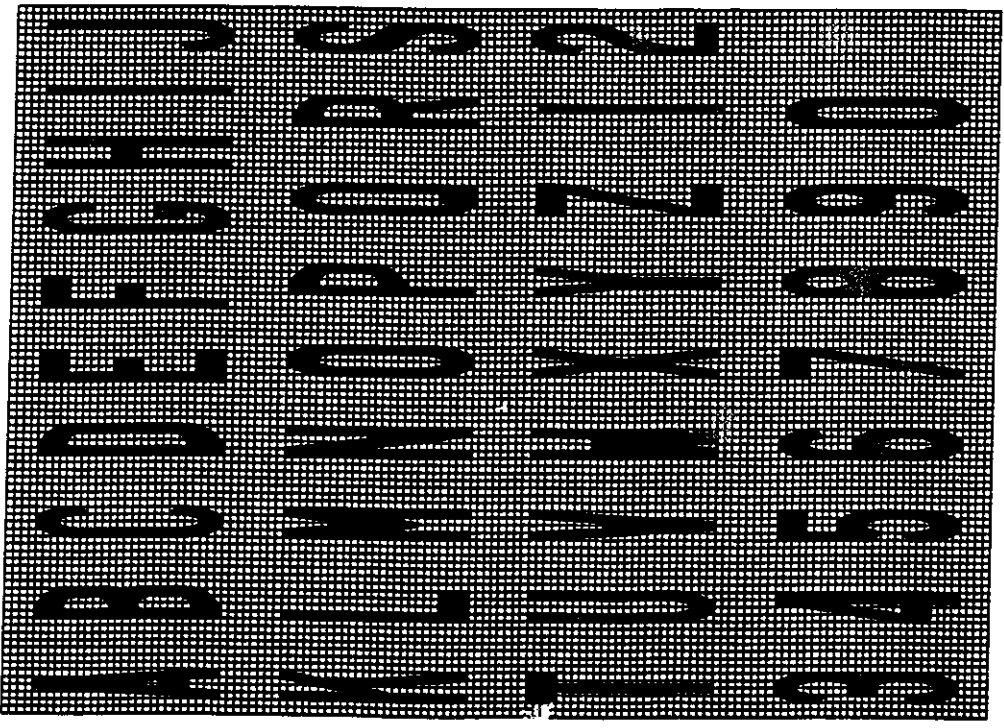
PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS
1-1-97	Revised metric values.
2-1-95	Moved notes to Spec. Del. notes = 1 & 3. Added metric.

Approved: _____
 District Engineer
 Approved: _____
 District Engineer

TYPICAL PAVEMENT MARKINGS
(Sheet 1 of 2)
STANDARD 780001

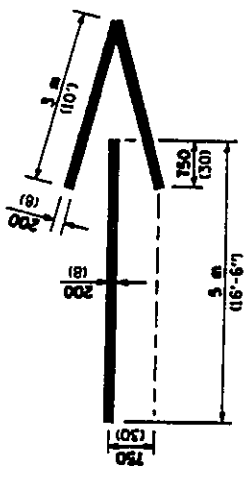


WORD AND ARROW LAYOUT

a	a

Legend Height	Arrow Size	a
1.8 m (6')	Small	74 (23)
2.4 m (8')	Large	96 (30)

The space between adjacent letters or numerals should be approximately 25 (3) for 1.8 m (6') legend and 100 (4) for 2.4 m (8') legend.



FREEWAY ARROW

All dimensions are in millimeters (inches) unless otherwise shown.

LETTER AND ARROW GRID SCALE

TYPICAL PAVEMENT MARKINGS
(Sheet 2 of 2)

STANDARD 780001

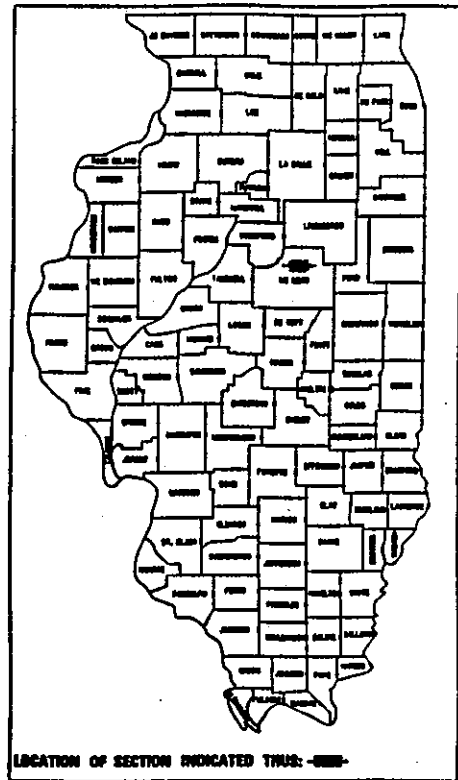
Approved by: _____
 Director of Planning & Development
 Approved by: _____
 Director of Engineering & Construction
 Approved by: _____
 Director of Transportation

1987
 1993

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PLANS FOR PROPOSED HIGHWAY

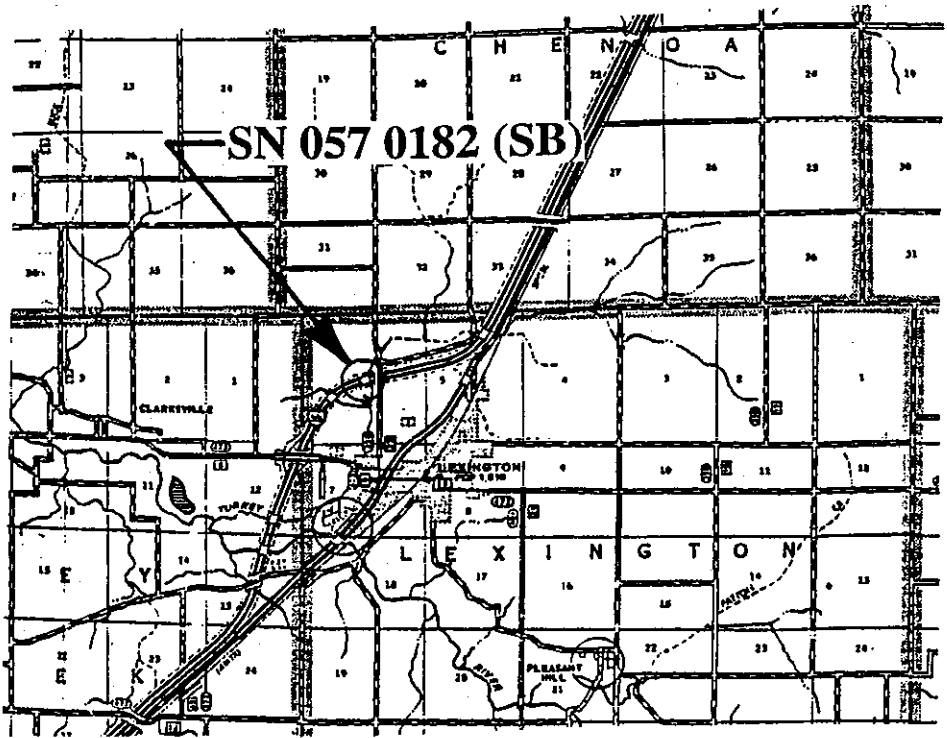
D - 93 - 012 - 98

FAI 55 (I-55)
 SECTION (57-2B-2)I
 MCLEAN COUNTY
 C - 93 - 004 - 98



LOCATION OF SECTION INDICATED THIS: ———

1997 ADT 23100
 PC 79.2 SU 2.3 MU 18.5



INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES
- 3 SUMMARY OF QUANTITIES
- 4 SCHEDULES
- 5 PLAN VIEW
- 6 SECTION A-A
- 7 REINFORCEMENT DETAILS
- 8 STRUCTURAL STEEL DETAILS
- 9 SILICONE JOINT SEALER DETAILS
- 10 TRAFFIC CONTROL DETAILS - STAGE I
- 11 TRAFFIC CONTROL DETAILS - STAGE II
- 12 - 16 EXISTING PLAN FOR INFORMATION ONLY

STANDARDS

- 515001 NAME PLATE FOR BRIDGES
- 701101 OFF-RD OPERATIONS, MULTILANE LESS THAN 4.5 m (15') AWAY FOR SPEEDS > 45 MPH
- 701401 LANE CLOSURE, MULTILANE FOR SPEEDS > 45 MPH
- 702001 TRAFFIC CONTROL DEVICES
- 780001 TYPICAL PAVEMENT MARKINGS

L.D.O.T. Dist.#3: (815) 434-6131
 JULIE (800) 892-0123
 PROJECT ENGINEER: TOM SCHEAFER
 SQUAD CHIEF: ROYCE DAVIS (815) 434-8419
 TOWNSHIP: LEXINGTON
 CONTRACT NO: 86804

03/06/98 letting
Contract 86804

FAI Route 55 (I-55)
Section (57-2B-2)I
McLean County
Contract No. 86804
(sp86804.doc)

CHECK SHEET
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 1998

This Check Sheet contains a listing of SUPPLEMENTAL SPECIFICATIONS AND frequently used RECURRING SPECIAL PROVISIONS.

SUPPLEMENTAL SPECIFICATIONS

Std. Spec. Sec.		PAGE NO.
102	Bidding Requirements and Conditions	1
104	Scope of Work	2
107	Legal Regulations and Responsibility to Public	3
109	Measurement and Payment	4
253	Planting Woody Plants	5
281	Riprap	6
402	Aggregate Surface Course	7
406	Bituminous Concrete Binder and Surface Course Class I	8
442	Pavement Patching	10
481	Aggregate Shoulders	11
512	Piling	12
543	Insertion Lining of Pipe Culverts	13
582	Bituminous Concrete Surfacing on Bridge Decks	15
601	Pipe Drains, Underdrains and French Drains	16
606	Concrete Gutter, Curb, Median, and Paved Ditch	17
611	Treatment of Existing Field Tile Systems	18
701	Work Zone Traffic Control	19
703	Work Zone Pavement Marking	20
781	Raised Reflective Pavement Markers	21
813	Junction and Pull Boxes	22
814	Handhole	23
865	Breakaway Devices	24
1001	Portland Cement or Blended Hydraulic Cement	25
1003	Fine Aggregates	26
1004	Coarse Aggregate	28
1020	Portland Cement Concrete	29
1040	Drain Pipe, Tile, Tubing, Drainage Mat, and Wall Drain	30
1060	Waterproofing Materials	32
1080	Fabric Materials	33
1081	Materials For Planting	34
1085	Electric Materials	36
1101	General Equipment	37
1103	Portland Cement Concrete Equipment	38

RECURRING SPECIAL PROVISIONS

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

<u>CHECK SHEET #</u>	<u>PAGE NO.</u>
1	R.R. Protection Liability Form (Eff. 6-10-58) (Rev. 9-29-67) 39
2	State Required Contract Provisions All Federal - aid Construction Contracts (Eff. 2-1-69) (Rev. 10-1-83) 48
3	X Specific Equal Employment Opportunity Responsibilities NonFederal - aid Contracts (Eff. 3-20-69) (Rev. 1-1-94) 49
4	X Required Provisions - State Contracts (Eff. 4-1-65) (Rev. 4-1-93) 53
5	Asphalt Quantities and Cost Reviews (Eff. 7-1-88) 56
6	Subletting of Contracts (Federal Aid Contracts) (Eff. 1-1-88) (Rev. 5-1-93) 57
7	National Pollutant Discharge Elimination System Permit (Eff. 7-1-94) 58
8	Grading and Shaping Ditches (Eff. 5-1-93) 59
9	Earthwork (Eff. 7-1-94) (Rev. 2-1-95) 60
10	Construction Layout Stakes Except for Structures (Eff. 5-1-93) (Rev. 8-1-93) 61
11	Construction Layout Stakes (Eff. 5-1-93) (Rev. 8-1-93) 63
12	X Controlled Low - Strength Material (CLSM) (Eff. 1-1-90) (Rev. 1-1-98) 65
13	Use of Geotextile Fabric for Railroad Crossing (Eff. 1-1-95) (Rev. 1-1-97) 68
14	Erosion Control Fiber Blanket (Eff. 3-1-91) (Rev. 7-1-96) 69
15	Bituminous Surface Removal (Cold Milling) (Eff. 11-1-87) (Rev. 10-15-97) 71
16	Bituminous Surface Treatments Half - Smart (Eff. 7-1-93) (Rev. 1-1-97) 73
17	Subsealing of Concrete Pavements (Eff. 11-1-84).(Rev. 2-1-97) 77
18	Asphaltic Emulsion Slurry Seal and Fibrated Asphaltic Emulsion Slurry Seal (Eff. 8-1-89) (Rev. 10-1-90) 80
19	Polymer Modified Emulsified Asphalt (Eff. 5-15-89) 84
20	Reserved 86
21	Reserved 87
22	Surface Test Using The 5 m (16 ft.) Straightedge (Eff. 11-1-94) 88
23	Bituminous Surface Removal Over Patches (Eff. 10-1-95) 89
24	Haul Road Stream Crossings, Other Temporary Stream Crossings, and In-Stream Work Pads (Eff. 1-2-92) (Rev. 1-1-98) 90
25	Protective Shield System (Eff. 4-1-95) (Rev. 8-1-95) 91
26	Pipe Underdrains (Eff. 9-9-87) (Rev. 1-1-98) 92
27	Reserved 93
28	Reserved 94
29	Traffic Barrier Terminal Type 3B (QuadGuard) (Eff. 10-1-86) (Eff.10-15-97) 95
30	Sand Module Impact Attenuators (Eff. 10-15-76) (Rev. 7-1-95) 96

RECURRING SPECIAL PROVISIONS - Continued

<u>CHECK SHEET #</u>	<u>PAGE NO.</u>
31	98
32	99
33	100
34 X	101
35	102
36	103
37 X	104
38	105
39	108
40	109
41	110
42	111
43 X	123

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", adopted January 1, 1997, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAI Route 55, Section (57-2B-2)I in McLean County, and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

DESCRIPTION OF WORK:

The work in this contract consists of furnishing all labor, equipment and materials necessary to rehabilitate Structure No. 057-0182, 1.0 mile north of Lexington.

The improvement consists of removing and replacing the east expansion joint. Also included in the work is bituminous shoulder removal and replacement.

C.L.S.M. - SLOPEWALL REPAIR:

The top of the east slopewall has settled and moved approximately 50mm (± 2 "") from the east abutment face, creating a void of variable depths. C.L.S.M. shall be used to fill this void. The C.L.S.M. shall be thoroughly vibrated with concrete vibrators during placement to insure complete filling of all voids and struck off flush with the existing top of slopewall. The mix design, method of measurement, and basis of payment shall be in accordance with the provisions of Recurring Special Provision Check Sheet #12, "Controlled Low-Strength Material (C.L.S.M.).

BITUMINOUS SHOULDER REMOVAL:

This work will consist of the complete removal of the existing bituminous shoulders and preparation of the sub-grade for Bituminous Shoulders - 230mm at locations shown on the plans. The existing Bituminous Shoulders at these locations are a nominal 230 (9) thick. No adjustments in unit price will be made for any variance in actual thickness of the existing bituminous shoulder.

The last paragraph of Article 440.02 shall be revised to read:

Any excavation made by the Contractor for the removal shall be replaced, and any excavation made by the contractor for approach slab form work shall be replaced. The excavated space shall be filled with material satisfactory to the Engineer, and placed according to Section 205 by and at the expense of the Contractor.

The contract unit price for Bituminous Shoulder Removal shall include sub-grade preparation. The sub-grade shall be prepared according to Section 301, except Articles 301.04, 301.05, 301.06, 301.10 and 301.11 will not apply.

BITUMINOUS SHOULDER REMOVAL shall be measured for payment in place and the area computed in square meters (square yards).

This work will be paid for at the unit price per square meter (square yard) for **BITUMINOUS SHOULDER REMOVAL**.

VEHICLE PARKING: Parking of personal vehicles within the interstate right of way will be strictly prohibited. Parking of construction equipment within the right of way will be permitted only at locations approved by the engineer and never within median area or overnight on any roadway area.

EQUIPMENT ILLUMINATION:

(Revised June 14, 1996)

The contractor shall equip all machinery and vehicles with a flashing amber dome light, installed so the illumination is visible from all directions.

TRAFFIC CONTROL PLAN:

(Revised March 5, 1997)

Traffic control shall be in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways, these special provisions, and any special details and Highway Standards herein and in the plans and the Standard Specifications for Traffic Control Items.

Special attention is called to the following sections of the Standard Specifications, the Highway Standards, and the special provisions relating to traffic control:

Standard Specifications:

- Section 701- Work Zone Traffic Control
- Section 702 - Work Zone Traffic Control Devices
- Section 703 - Work Zone Pavement Markings
- Section 783 - Pavement Marking and Marking Removal

Highway Standards:

701011 701401 702001

In addition, the following also relate to traffic control for this project:

SPECIAL PROVISIONS

Equipment Illumination
Vehicle Parking
Traffic Control Deficiency Deduction

SUPPLEMENTAL SPECIFICATIONS

RECURRING SPECIAL PROVISIONS

TRAFFIC CONTROL SURVEILLANCE: In addition to the Standard Specifications for Article 701.04(b)(2) ,Surveillance, this item will be required when Traffic Standards 701401 is in place.

PLASTIC DRUMS:

(Revised 8-18-97)

Revise the second paragraph of Article 702.03(e) to read:

Plastic drums according to Standard 702001 shall be used in lieu of Type I and Type II barricades throughout lane closures. The plastic drums shall have steady burning lights. The plastic drums shall be placed at the location and spacing shown on the applicable traffic control standards.

RELOCATING NAME PLATES:

This work shall consist of the careful detachment, storage and reinstallation of the existing bridge name plate, located in the northeast wingwall of Structure No. 057-0182.

Detachment shall be done with hand held tools preserving the name plate and bolts/lugs in good condition. The Contractor shall be responsible for repairing any damage caused by the Contractor to the name plate. If the Contractor's operations cause unrepairable damage to the existing name plate, a new name plate with identical markings and in accordance with Section 515 shall be provided.

The Contractor shall be responsible for storing the detached name plate in a secure location until reinstallation.

The name plate shall be reinstalled in accordance with Article 515.04.

This work shall be paid for at the unit price EACH for RELOCATING NAME PLATES, which price shall include the detachment, storage and reinstallation of the name plate as herein described.

October 10, 1997

BDE SPECIAL PROVISIONS
 For The
 January 16, 1998 Letting

The Following Special Provisions Indicated By An "X" Are Applicable To This Contract And Will Be Included By The Project Development And Implementation Section.

An * Indicates A New Or Revised Special Provision For The Letting.

File Name	#	Special Provision Title	Effective	Revised
7254I	1	Asbestos Waterproofing Membrane Or Asbestos Bituminous Concrete Surface Removal	June 1, 1989	June 30, 199
5026I	2	Building Removal-Case I	Sept. 1, 1990	Jan. 1, 1996
5048I	3	Building Removal-Case II	Sept. 1, 1990	Jan. 1, 1996
5049I	4	Building Removal-Case III	Sept. 1, 1990	Jan. 1, 1996
5053I	5	Building Removal-Case IV	Sept. 1, 1990	Jan. 1, 1996
* 21314	6	X Claim Procedure	Jan. 1, 1998	
* 52331	7	Corrosion Inhibitor	March 1, 1990	June 1, 1990
42796	8	Concrete Mats for Riprap	July 15, 1997	
31417	9	Contractor's Mix Designs	Jan. 1, 1997	April 1, 1997
41427	10	English Substitution For Metric Bolts	July 1, 1996	
30770	11	X English Substitution Of Metric Reinforcement Bars	April 1, 1996	July 15, 1997
52086	12	X Flagger Vests	Oct. 15, 1997	
* 21364	13	Fly Ash in Class PP Concrete	Jan. 1, 1998	
* 43479	14	Jointed Concrete Pavement	Jan. 1, 1998	
* 21268	15	Multilane Divided Crossover With Barrier	Jan. 1, 1998	
41182	16	Night Time Inspection Of Roadway Lighting	May 1, 1996	
7755I	17	One Part, Cold Applied, Non-Sag Silicone Joint Seal	Nov. 1, 1994	Nov. 2, 1994
* 21298	18	X Partial Removal of Structures	Jan. 1, 1998	
7253I	19	Pavement Cracking And Seating-Experimental		
51495	20	Pavement Patching	Jan. 1, 1997	July 15, 1997
* 21308	21	PCC Partial Depth Bituminous Patching	Jan. 1, 1998	
50315	22	Polymer Concrete	Aug. 1, 1995	Oct. 15, 199
43211	23	Precast Concrete Box Culverts	Oct. 15, 1997	
* 21273	24	Preparation of Base	Jan. 1, 1998	
* 21270	25	PVC Coated Galvanized Steel Conduit	Jan. 1, 1998	
60220	26	QC/QA Of Concrete Mixtures	April 1, 1992	April 1, 1997
20820	27	QC/QA Of Polymerized Class I Bituminous Concrete Mixtures Using Modified AC-10 or AC-20	Jan. 1, 1997	April 1, 1997
3426I	28	Railroad Protective Liability Insurance	Dec. 1, 1986	May 1, 1988
6050I	29	Required DBE Participation	May 2, 1975	Nov. 1, 1992
52388	30	Second Tier Subcontracting	Jan. 1, 1998	
42795	31	Segregation Control of Bituminous Concrete	July 15, 1997	
50311	32	X Silicone Bridge Joint Sealer	Aug. 1, 1995	

* 21302	33	<input type="checkbox"/>	Structure Backfill	Jan. 1, 1998	
41209	34	<input type="checkbox"/>	Traffic Barrier Terminal Type 1, Special	Aug. 1, 1994	Oct. 15, 1997
* 52116	35	<input type="checkbox"/>	Traffic Barrier Terminal Type 3, Special	Aug. 1, 1994	Jan. 1, 1998
57291	36	<input checked="" type="checkbox"/>	Traffic Control Deficiency Deduction (25 Days)	April 1, 1992	
20338	37	<input type="checkbox"/>	Training Special Provisions	Oct. 15, 1975	

The following special provisions require additional information from the designer. The additional information needs to be included in a separate document attached to this check sheet. The Project Development and Implementation section will then include the information in the applicable special provision.

The Special Provisions are:

- Building Removal-Case I
- Building Removal-Case II
- Building Removal-Case III
- Building Removal-Case IV
- Railroad Protective Liability Insurance
- Traffic Control Deficiency Deduction
- QC/QA Of Polymerized Class I Bituminous Concrete Mixtures Using Modified AC-10 or AC-20

GENERAL NOTES

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN RELATED CONSTRUCTION ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THE PLANS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED.

NEW REINFORCEMENT BARS SHALL BE EPOXY COATED AND CONFORM TO THE REQUIREMENTS OF AASHTO M-31m, M-42m, OR M-53m, GRADE 400.

THE COST OF SAW CUTTING THE EXISTING PAVEMENT AND BITUMINOUS SHOULDERS AT LIMITS OF REMOVAL SHALL BE INCLUDED IN THE RELATED CONSTRUCTION ITEMS. MINIMUM DEPTH SHALL BE 32mm UNLESS SPECIFIED ELSEWHERE IN THE PLANS.

ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH THE ZINC-SILICATE PRIMER PER AASHTO M300-921, TYPE 1A.

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 MAKE NECESSARY 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 FURNISHED AT THE UNIT PRICE BID FOR THE WORK COMPLETED.

UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 50 mm FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 50 mm FROM THE EDGE LINE OF PAVEMENT SEE SECTION T502 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.

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

SUMMARY OF QUANTITIES

100% STATE

CONSTRUCTION CODE TYPE: X081 SAFTY 2A

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	SEC (57-2B-2) I
51500200	RELOCATING NAME PLATES	EACH	1	1
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	25	25
M4402120	BITUMINOUS CONCRETE SHOULDER REMOVAL	SQ M	3	3
M4820230	BITUMINOUS SHOULDER 230	SQ M	3	3
M5010240	CONCRETE REMOVAL	CU M	15.6	15.6
M5030350	CONCRETE STRUCTURES	CU M	15.6	15.6
M5050405	FURNISHING AND ERECTING STRUCTURAL STEEL	KG	358	358
M5080205	REINFORCEMENT BARS, EPOXY COATED	KG	194	194
M7030220	TEMPORARY PAVEMENT MARKING - LINE 100MM	METER	1944	1944
M7800205	PAINT PAVEMENT MARKING - LINE 100MM	METER	873	873
M7800215	PAINT PAVEMENT MARKING - LINE 150MM	METER	170	170
/830505	PAINT PAVEMENT MARKING REMOVAL	METER	873	873
MX030069	SILICONE JOINT SEALER	METER	15.3	15.3
MZ013825	CONTROLLED LOW-STRENGTH MATERIAL	CU M	1.5	1.5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: *Gregg Mount*
DISTRICT OPERATIONS ENGINEER







DATE: 10/24/97

EXAMINED BY: *D. C. Matella*
DISTRICT CONSTRUCTION ENGINEER

Steve R. Schaub
DISTRICT STUDIES & PLANS ENGINEER

Kenneth R. Long
DISTRICT MATERIALS ENGINEER

REINFORCEMENT SCHEDULE

LOCATION	BAR	SIZE	NO.	LENGTH METER	KG/M	SHAPE	WEIGHT KG
STAGE I							
EAST ABUTMENT	H1(E)	#15	8	1.6	1.570		20
	H5(E)	#20	4	6.325	2.355		60
	V1(E)	#15	8	1.372	1.570		17
STAGE II							
EAST ABUTMENT	H2(E)	#15	8	1.6	1.570		20
	H6(E)	#20	4	6.325	2.355		60
	V1(E)	#15	8	1.372	1.570		17
TOTAL WEIGHT							194

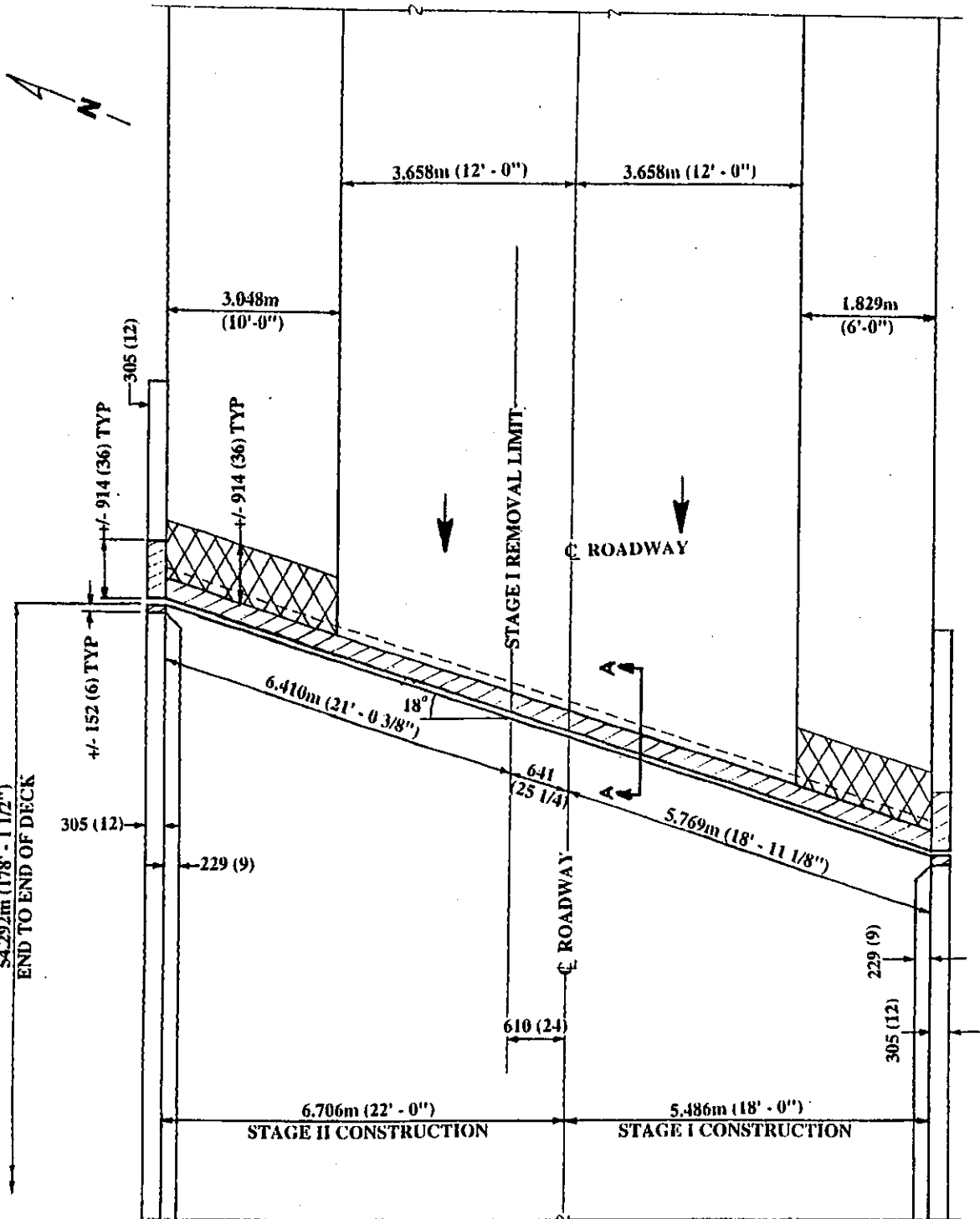
(e) Denotes Epoxy Coated

**BITUMINOUS SHOULDER REMOVAL
BITUMINOUS SHOULDER 230mm**

LOCATION	SQ METER
NORTHEAST QUAD (STAGE II)	3
SOUTHEAST QUAD (STAGE I)	3
TOTAL	6

PAVEMENT MARKING SCHEDULE

	TEMPORARY PAVEMENT MARKING LINE 100 mm METER	PAINT PAVEMENT MARKING LINE 100 mm METER	PAINT PAVEMENT MARKING LINE 150 mm METER	PAVEMENT MARKING REMOVAL METER
STAGE I	1031	476		476
STAGE II	912	397	170	397
TOTAL	1944	873	170	873

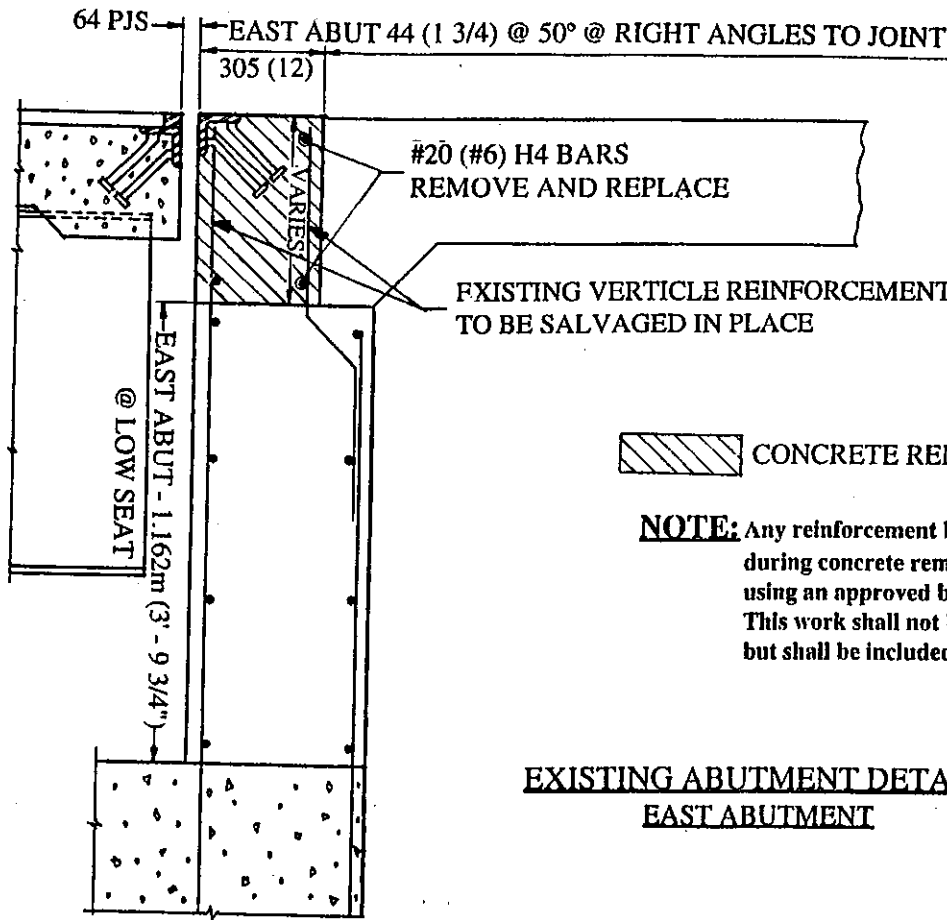


BITUMINOUS SHOULDER REMOVAL & REPLACEMENT
CONCRETE REMOVAL & CONCRETE STRUCTURES

NOTE: Any reinforcement bars that are damaged by the contractor during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. This work shall not be measured or paid for separately, but shall be included in the unit bid price for concrete removal.

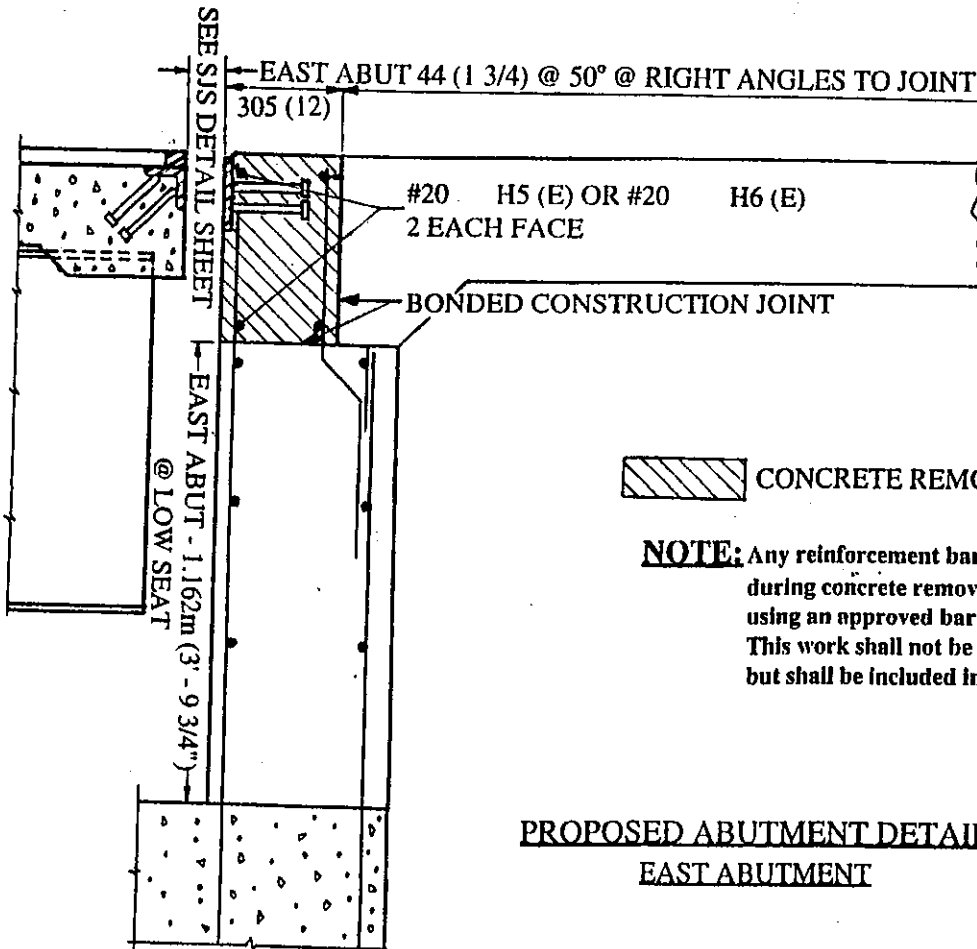
PLAN VIEW

S.N. 057 - 0182 (SB)



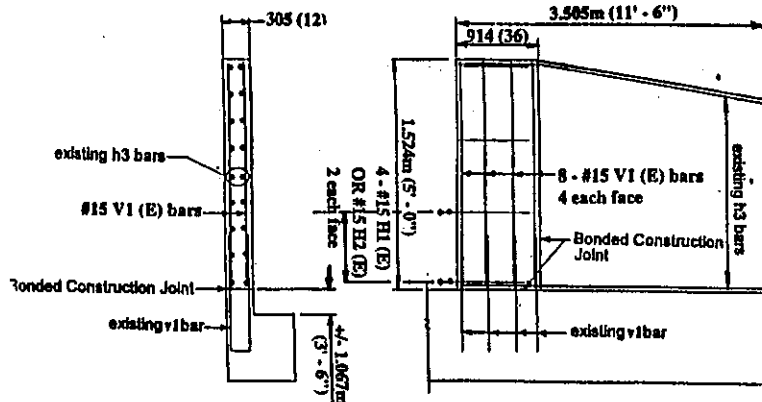
EXISTING ABUTMENT DETAIL
EAST ABUTMENT

NOTE: Any reinforcement bars that are damaged by the contractor during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. This work shall not be measured or paid for separately, but shall be included in the unit bid price for concrete removal.

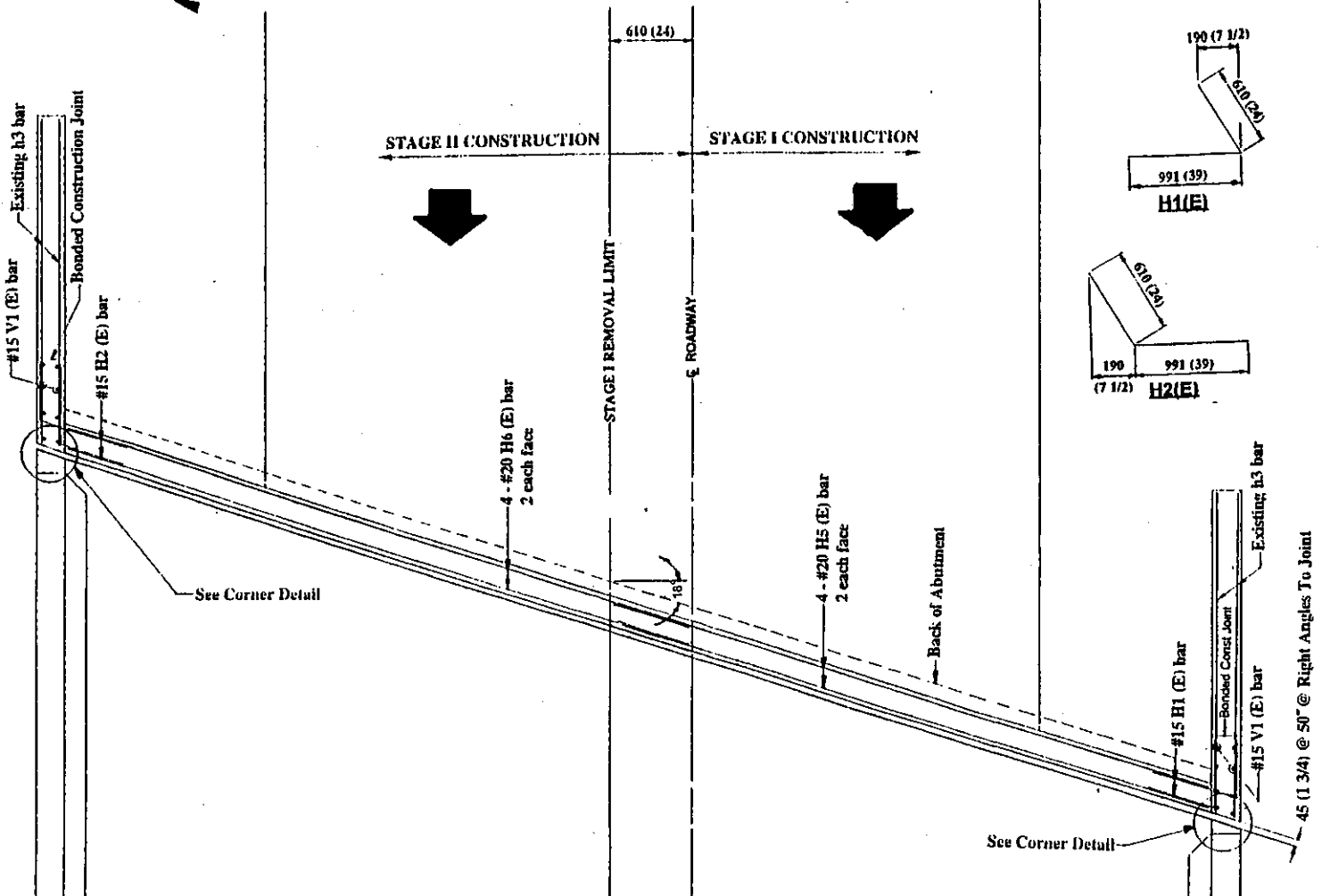


PROPOSED ABUTMENT DETAIL
EAST ABUTMENT

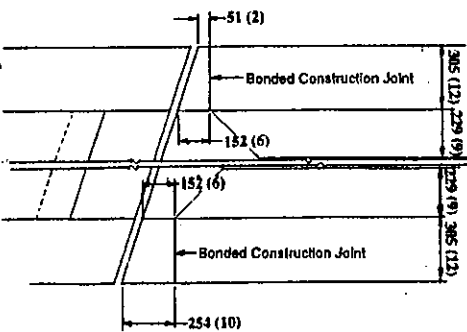
NOTE: Any reinforcement bars that are damaged by the contractor during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. This work shall not be measured or paid for separately, but shall be included in the unit bid price for concrete removal.



WINGWALL REINFORCEMENT



**REINFORCEMENT PLAN
EAST ABUTMENT
BLOCKOUT & WINGWALLS**



CORNER DETAIL

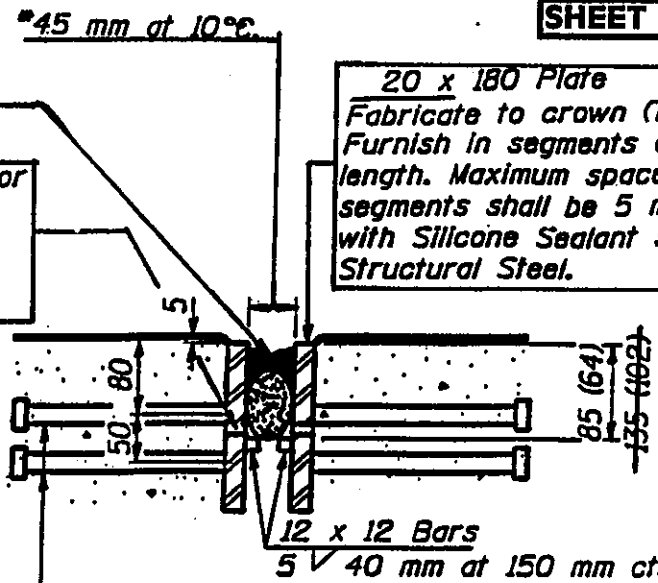
REINFORCEMENT SCHEDULE							
LOCATION	BAR	SIZE	NO.	LENGTH METER	KG/M	SHAPE	WEIGHT KG
STAGE I							
EAST ABUTMENT	H1(E)	#15	8	1.6	1.570		20
	H6(E)	#20	4	6.325	2.355		60
	V1(E)	#15	8	1.572	1.570		17
STAGE II							
EAST ABUTMENT	H2(E)	#15	8	1.6	1.570		20
	H6(E)	#20	4	6.325	2.355		60
	V1(E)	#15	8	1.572	1.570		17
TOTAL WEIGHT							194

(E) Denotes Epoxy Coated

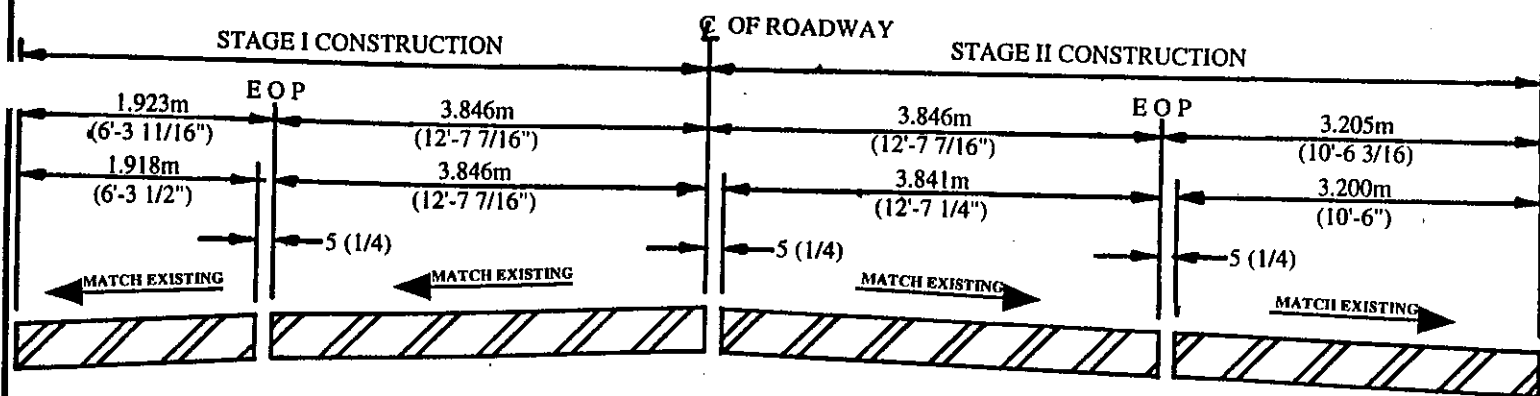
SEE SILICONE JOINT SEALER DETAILS

12 mm ϕ Holes at 300 mm cts. for 10 mm ϕ bolts. All bolts shall be burned, sawed or chipped off flush with the plates after forms are removed. (Typ.)

20 x 180 Plate
Fabricate to crown (Typ.)
Furnish in segments of 6 m maximum length. Maximum space between installed segments shall be 5 mm. Seal space with Silicone Sealant suitable for Structural Steel.



19 mm ϕ x 200 mm Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Spec's. automatically end welded at 300 Alt. cts.



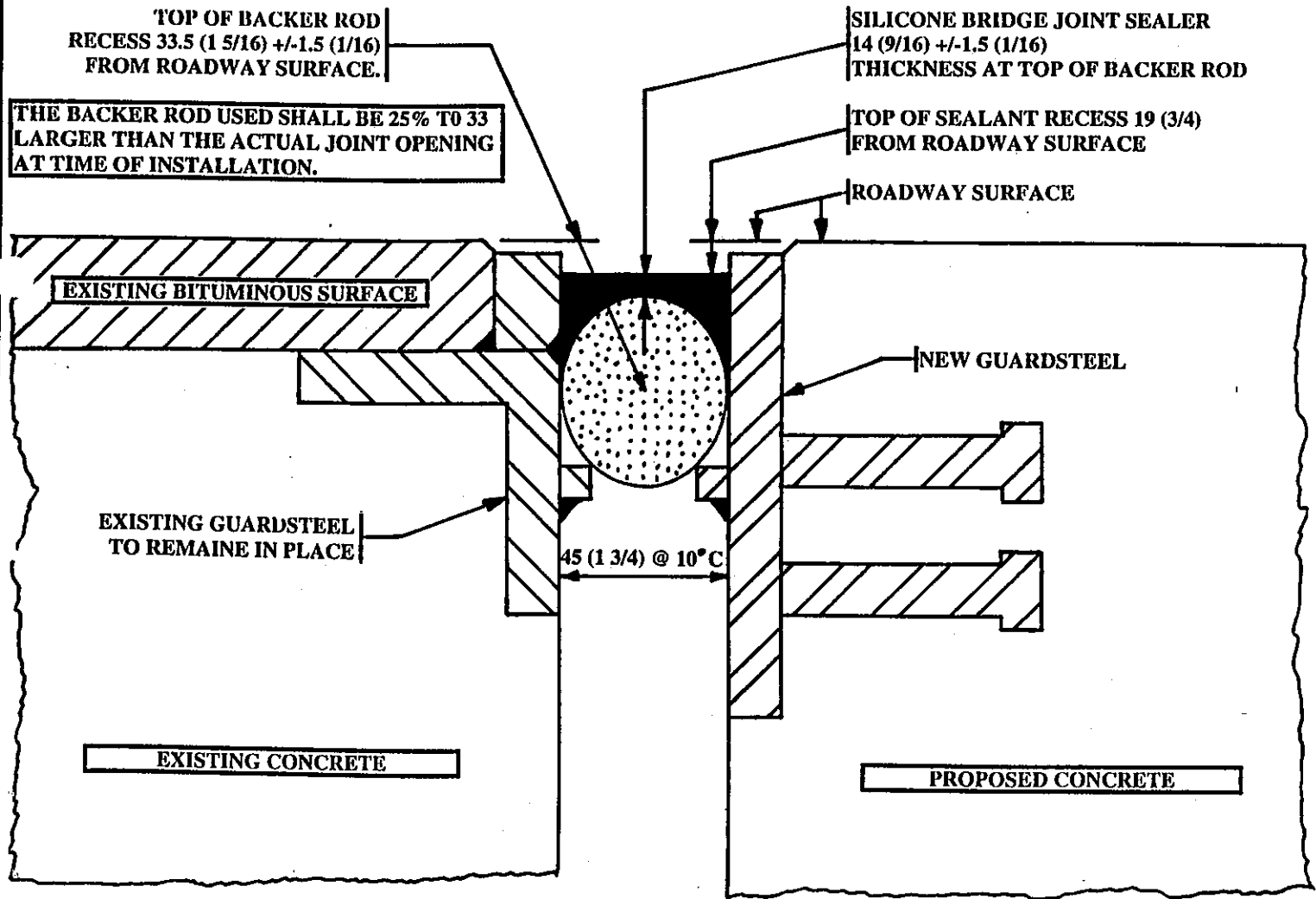
NOTES:

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

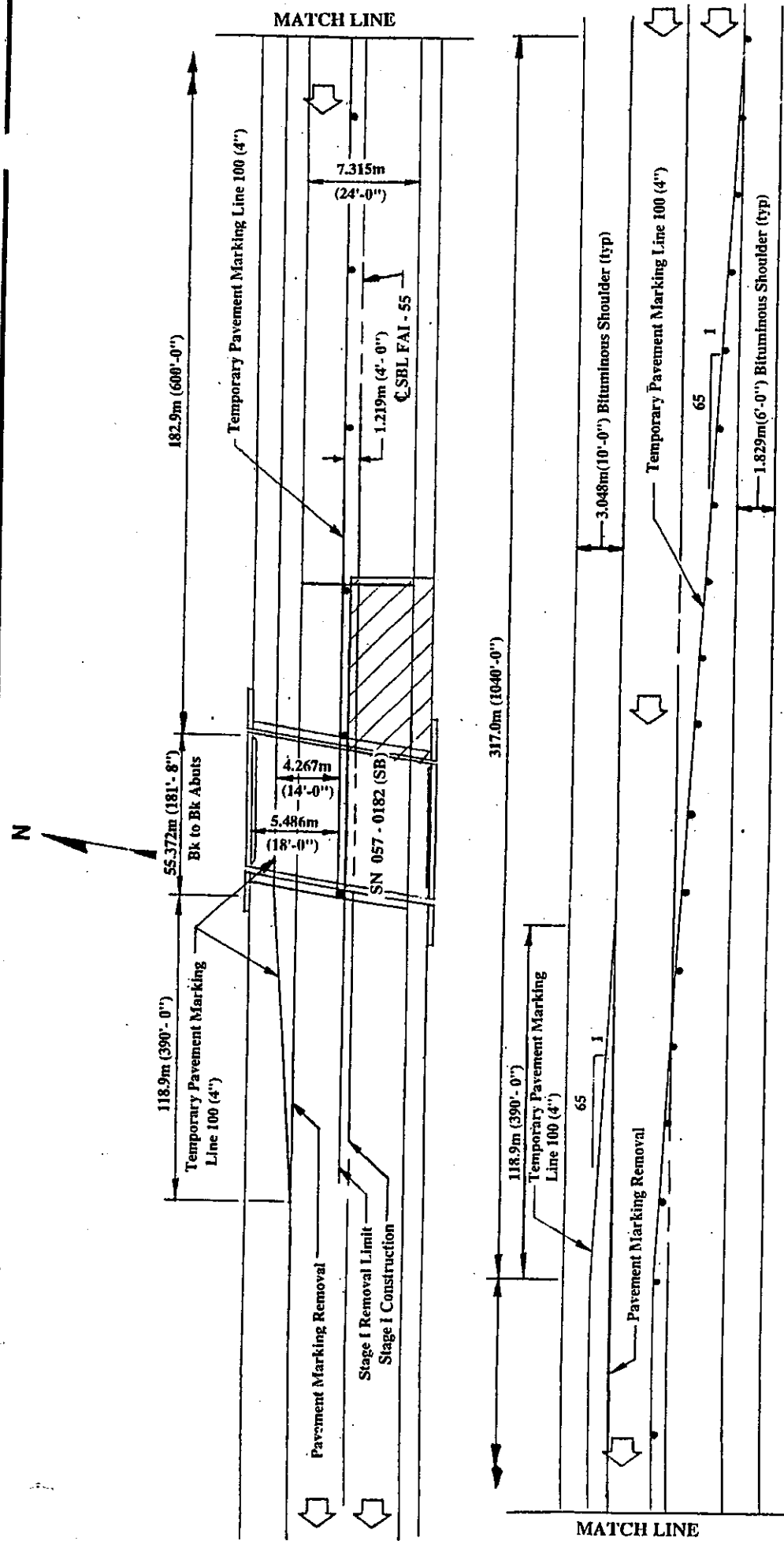
AFTER FABRICATION ALL SURFACES OF STEEL PLATES SHALL BE GIVEN ONE SHOP COAT OF PAINT SPECIFIED FOR STRUCTURAL STEEL. NO FIELD PAINTING WILL BE REQUIRED.

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 MAKE NECESSARY 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 FURNISHED AT THE UNIT PRICE BID FOR THE WORK COMPLETED.

STRUCTURAL STEEL DETAILS



SILICONE JOINT SEALER DETAILS

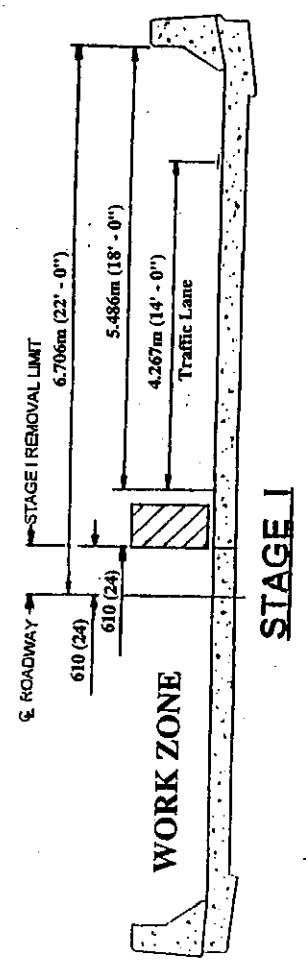


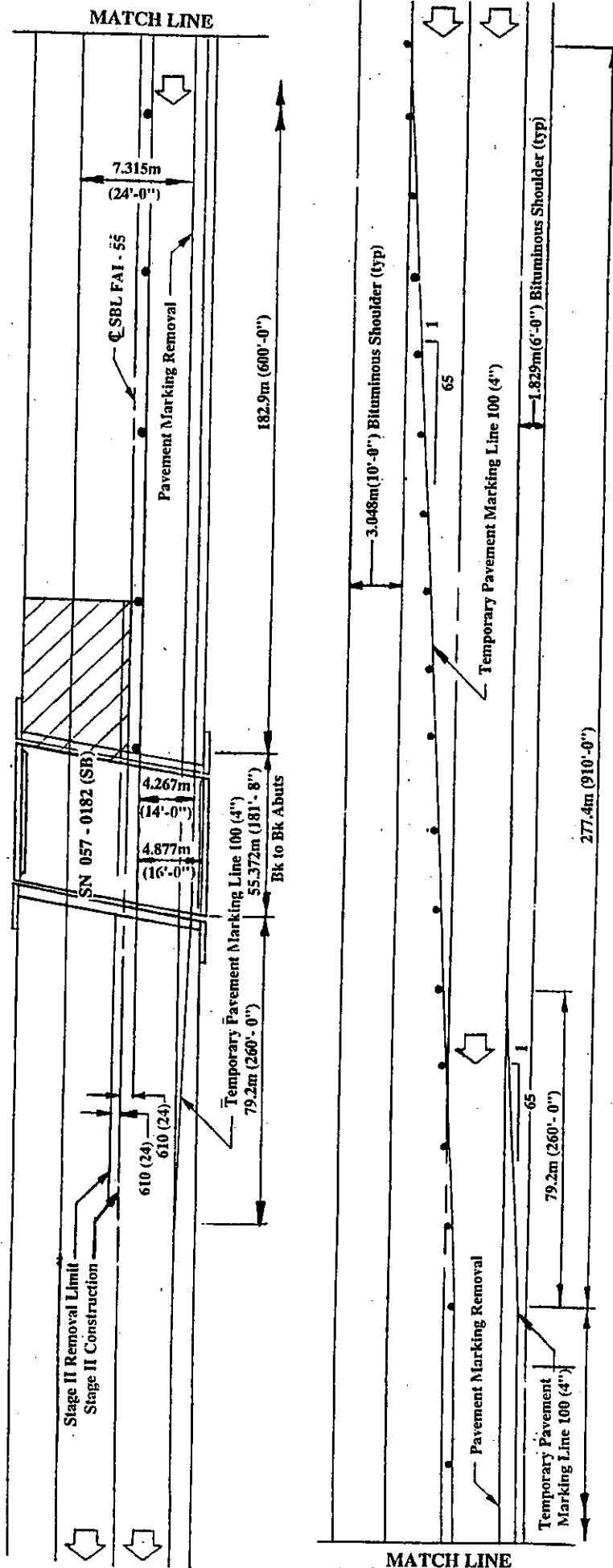
TRAFFIC CONTROL DETAILS - STAGE I

● ReflectORIZED Nonmetallic Barricades or Drums

▨ Work Zone

NOTE: All signing and additional details not shown shall be in accordance with STANDARD 701401.





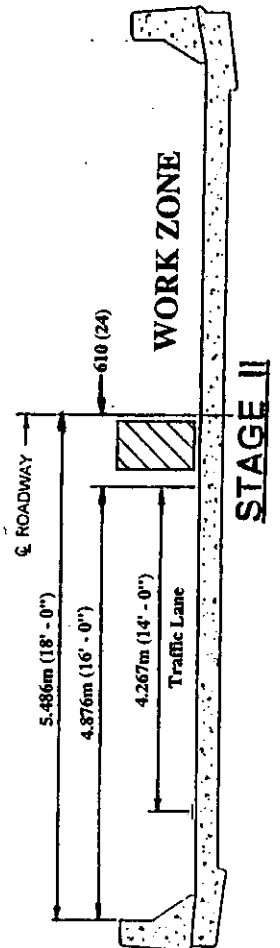
TRAFFIC CONTROL DETAILS - STAGE II

NOTE: All signing and additional details not shown shall be in accordance with STANDARD 701401.



Work Zone

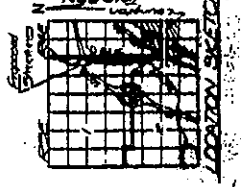
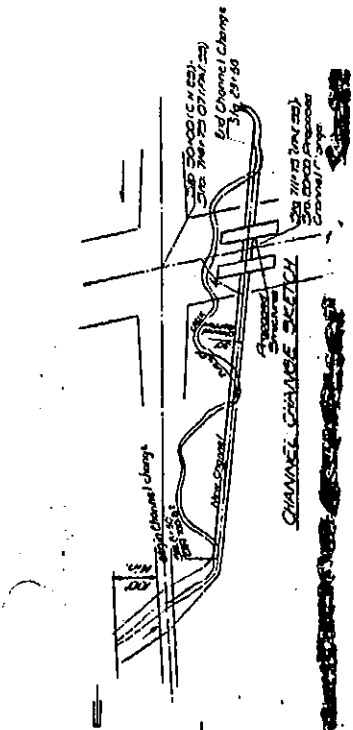
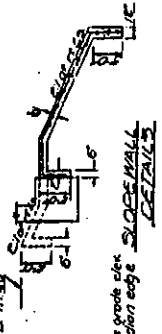
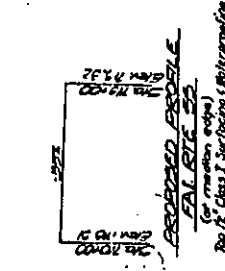
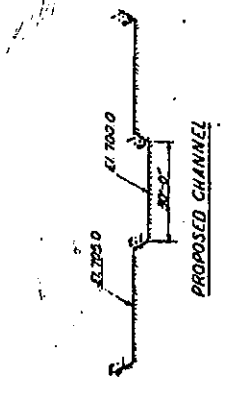
- ReflectORIZED Nonmetallic Barricades or Drums



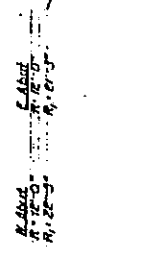
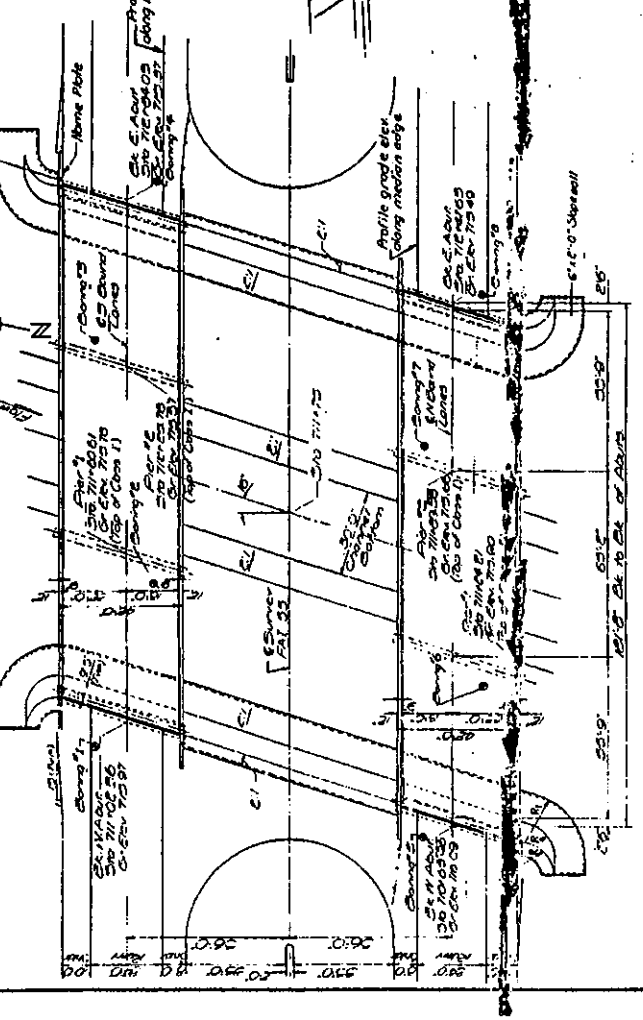
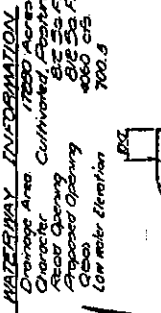
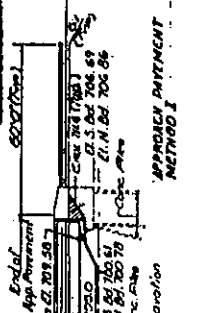
NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR BIDDING	10/20/77	J.S.	J.S.
2	REVISED	11/10/77	J.S.	J.S.
3	REVISED	11/10/77	J.S.	J.S.
4	REVISED	11/10/77	J.S.	J.S.
5	REVISED	11/10/77	J.S.	J.S.
6	REVISED	11/10/77	J.S.	J.S.
7	REVISED	11/10/77	J.S.	J.S.
8	REVISED	11/10/77	J.S.	J.S.
9	REVISED	11/10/77	J.S.	J.S.
10	REVISED	11/10/77	J.S.	J.S.
11	REVISED	11/10/77	J.S.	J.S.
12	REVISED	11/10/77	J.S.	J.S.
13	REVISED	11/10/77	J.S.	J.S.
14	REVISED	11/10/77	J.S.	J.S.
15	REVISED	11/10/77	J.S.	J.S.
16	REVISED	11/10/77	J.S.	J.S.
17	REVISED	11/10/77	J.S.	J.S.

STATION 71175
 BUILT BY
 STATE OF ILLINOIS
 I.A. AT 55 SEC 27 2B 2
 F.A. PROJ. 1-35-5 (36)
 LOADING HOIST LAIT
 NAME PLATE
 SEC 378213

PROJ. 1-35-5 (36) 177
 GENERAL CONTRACTOR
 FAI 55 (I-55) SEC 27 2B 2
 CALLESS S&L 57-2B-2
 MCLEAN COUNTY
 STA. 71175



STATE OF ILLINOIS



FAI 55 (I-55) State in East Corner 550' x 21' 1/2
 This portion of Embankment section to be built by Bridge Contractor after abutment is in place

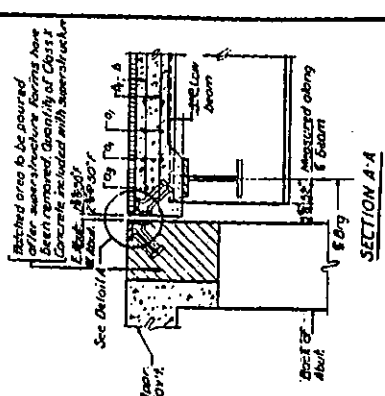
Design: 1:1000 Scale
 1:5000 Scale
 1:2500 Scale
 1:100 Scale
 Core Plan
 Structure Location
 Bridge Contractor

DESIGNED: J.S.
 CHECKED: J.S.
 DRAWN: J.S.
 CHECKED: A.V.K.

NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR BIDDING	10/20/77	J.S.	J.S.
2	REVISED	11/10/77	J.S.	J.S.
3	REVISED	11/10/77	J.S.	J.S.
4	REVISED	11/10/77	J.S.	J.S.
5	REVISED	11/10/77	J.S.	J.S.
6	REVISED	11/10/77	J.S.	J.S.
7	REVISED	11/10/77	J.S.	J.S.
8	REVISED	11/10/77	J.S.	J.S.
9	REVISED	11/10/77	J.S.	J.S.
10	REVISED	11/10/77	J.S.	J.S.
11	REVISED	11/10/77	J.S.	J.S.
12	REVISED	11/10/77	J.S.	J.S.
13	REVISED	11/10/77	J.S.	J.S.
14	REVISED	11/10/77	J.S.	J.S.
15	REVISED	11/10/77	J.S.	J.S.
16	REVISED	11/10/77	J.S.	J.S.
17	REVISED	11/10/77	J.S.	J.S.

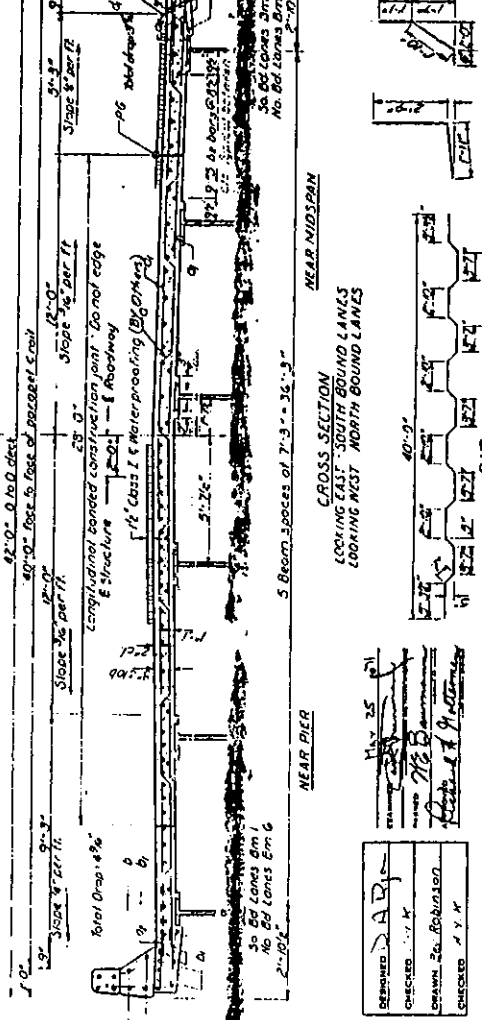
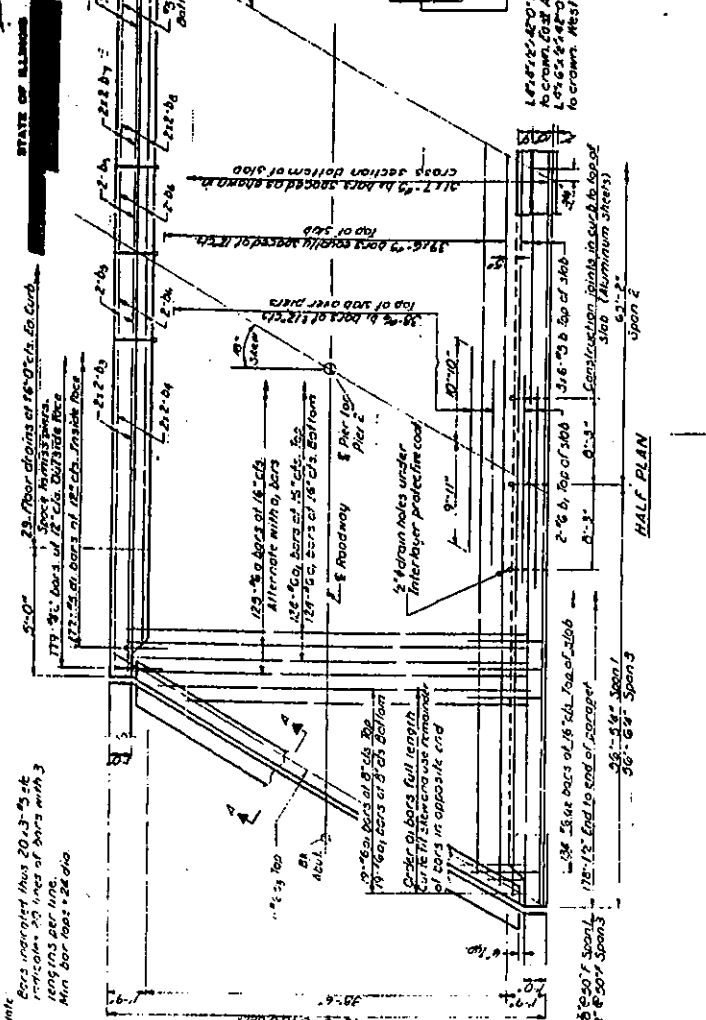
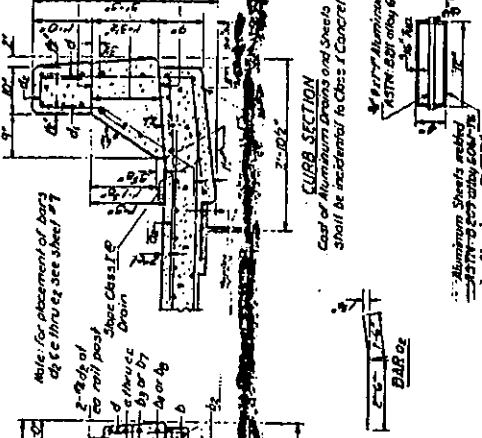
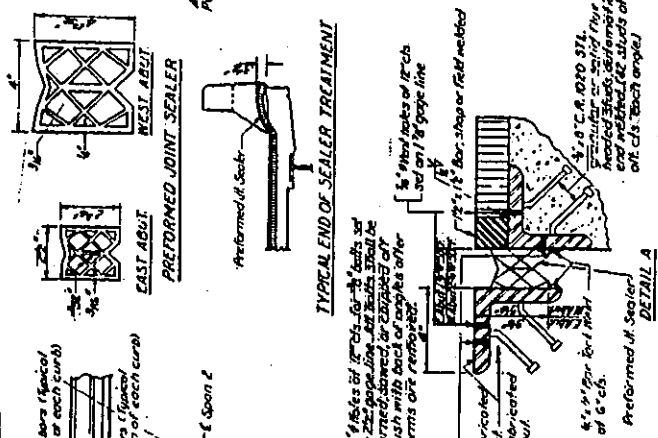
FAI 55 (I-55)
SECTION (57-2B-2)
MCLEAN COUNTY
SHEET 13 OF 16

NO.	DATE	BY	REVISION
1	10/24/54	W.A. KANE	ISSUED FOR BIDDING
2	11/2/54	W.A. KANE	REVISED



TWO STRUCTURES BILL OF MATERIAL

NO.	QTY	DESCRIPTION	UNIT
1	10.5	CONCRETE	CU YD
2	10.5	CONCRETE	CU YD
3	10.5	CONCRETE	CU YD
4	10.5	CONCRETE	CU YD
5	10.5	CONCRETE	CU YD
6	10.5	CONCRETE	CU YD
7	10.5	CONCRETE	CU YD
8	10.5	CONCRETE	CU YD
9	10.5	CONCRETE	CU YD
10	10.5	CONCRETE	CU YD
11	10.5	CONCRETE	CU YD
12	10.5	CONCRETE	CU YD
13	10.5	CONCRETE	CU YD
14	10.5	CONCRETE	CU YD
15	10.5	CONCRETE	CU YD
16	10.5	CONCRETE	CU YD
17	10.5	CONCRETE	CU YD
18	10.5	CONCRETE	CU YD
19	10.5	CONCRETE	CU YD
20	10.5	CONCRETE	CU YD
21	10.5	CONCRETE	CU YD
22	10.5	CONCRETE	CU YD
23	10.5	CONCRETE	CU YD
24	10.5	CONCRETE	CU YD
25	10.5	CONCRETE	CU YD
26	10.5	CONCRETE	CU YD
27	10.5	CONCRETE	CU YD
28	10.5	CONCRETE	CU YD
29	10.5	CONCRETE	CU YD
30	10.5	CONCRETE	CU YD
31	10.5	CONCRETE	CU YD
32	10.5	CONCRETE	CU YD
33	10.5	CONCRETE	CU YD
34	10.5	CONCRETE	CU YD
35	10.5	CONCRETE	CU YD
36	10.5	CONCRETE	CU YD
37	10.5	CONCRETE	CU YD
38	10.5	CONCRETE	CU YD
39	10.5	CONCRETE	CU YD
40	10.5	CONCRETE	CU YD
41	10.5	CONCRETE	CU YD
42	10.5	CONCRETE	CU YD
43	10.5	CONCRETE	CU YD
44	10.5	CONCRETE	CU YD
45	10.5	CONCRETE	CU YD
46	10.5	CONCRETE	CU YD
47	10.5	CONCRETE	CU YD
48	10.5	CONCRETE	CU YD
49	10.5	CONCRETE	CU YD
50	10.5	CONCRETE	CU YD



DEVELOPED BY: [Signature]

CHECKED BY: [Signature]

DESIGNED BY: [Signature]

CHECKED BY: [Signature]

SUPERSTRUCTURE
FAI 55, SEC. 57-2B-2
MCLEAN COUNTY
STA. 74+25

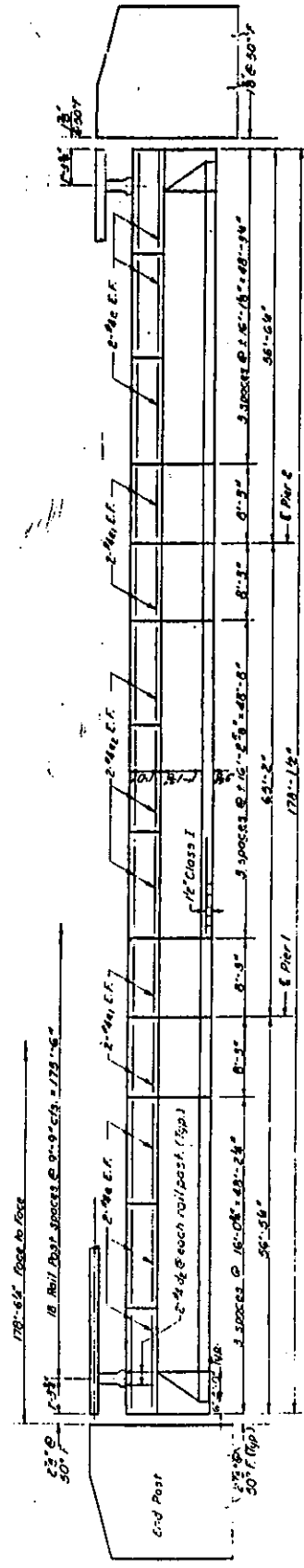
**FAI 55 (I-55)
SECTION (57-2B-2)
MCLEAN COUNTY
SHEET 14 OF 16**

NO.	DATE	BY	REVISION
1	10/15/54	W. H. MCGEE	PRELIMINARY
2	11/15/54	W. H. MCGEE	REVISED
3	1/15/55	W. H. MCGEE	REVISED
4	2/15/55	W. H. MCGEE	REVISED
5	3/15/55	W. H. MCGEE	REVISED
6	4/15/55	W. H. MCGEE	REVISED
7	5/15/55	W. H. MCGEE	REVISED

**PARAPETS & RAILS
BILL OF MATERIAL**

NO.	QTY.	DESCRIPTION	UNIT	PRICE	TOTAL
1	12.0	ALUMINUM RAIL	LB	2.00	24.00
2	12.0	CAST END CAP	EA	1.50	18.00
3	12.0	RAIL SPICE	EA	1.00	12.00
4	12.0	CLAMP BAR	EA	1.00	12.00
5	12.0	PARAPET JOINT DETAIL	EA	1.00	12.00
6	12.0	RAIL POST DETAIL	EA	1.00	12.00
7	12.0	RAIL SECTION	EA	1.00	12.00
8	12.0	THRU SECTION	EA	1.00	12.00
9	12.0	ELLIPTICAL SECTION	EA	1.00	12.00
10	12.0	ELLIPTICAL SECTION	EA	1.00	12.00

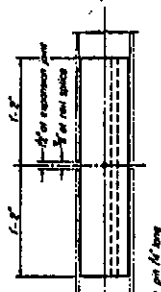
**ALUMINUM RAILS
FAI 55 SEC 57-2B-2
MCLEAN COUNTY
SIA 711-75**



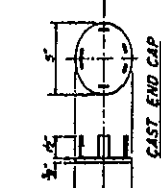
ELEVATION



BAR 1/2"



RAIL SPICE



CAST END CAP

DRIVE FIT TYPE
2. Required



PARAPET JOINT DETAIL

RAIL SECTION

THRU SECTION

ELLIPTICAL SECTION

ELLIPTICAL SECTION



CLAMP BAR

NOTES:
All Aluminum Alloy Castings shall be supplied in regular lengths of 30 feet, except at the end of bridge or over spans joints in bridge where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2500 feet radius or less, the minimum lengths may be reduced for the length indicated to a minimum of 2 posts.
Parapet 1-1/2" and 2-1/2" Aluminum Shims for 25% of the Posts Rail sections shall be provided in Grade - high spots shall be ground and low spots shinned.
Steel perimeter at base of post to conform with the component non-riveting girth-pulling compound with polyethylene lined perimeter, galvanized steel primer, fabric sheathing that shall have same dimensions as the parapet primer.
Aluminum alloy rail shall conform to ASTM B221 alloy 6061-T6 or 6351-T6 with max yield 35 ksi, max tensile 50 ksi, and elongation of 10% to 2 inches.

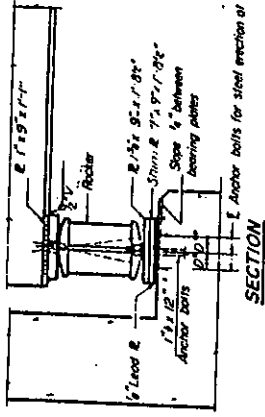
RAIL POST DETAILS

ESTIMATED BY: Max 20/5/51
DRAWN BY: W. H. MCGEE
CHECKED BY: Richard J. H. [Signature]
DATE: 4-22-68

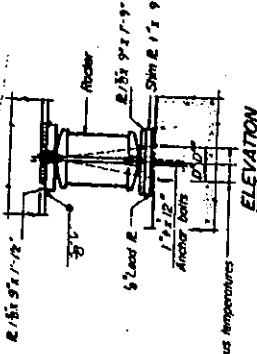
DESIGNED BY: W. H. MCGEE
CHECKED BY: RICHARD J. H.
DATE: 4-22-68

R-17 4-22-68 9-10-69

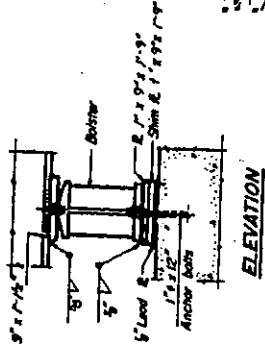
NO.	DATE	BY	REVISION
1	11-15-55	W. K. GIBB	AS SHOWN
2	1-15-56	W. K. GIBB	REVISION
3	1-15-56	W. K. GIBB	REVISION
4	1-15-56	W. K. GIBB	REVISION
5	1-15-56	W. K. GIBB	REVISION



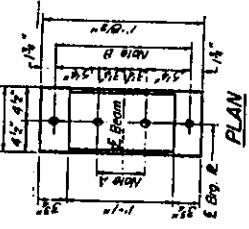
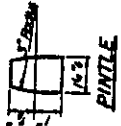
SECTION



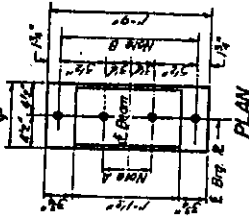
ELEVATION



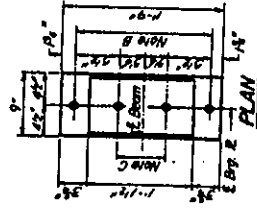
ELEVATION



PLAN AT ABUTMENT



PLAN AT PIER 1



PLAN AT PIER 2

NOTES ON SETTING OF ANCHOR BOLTS AT EXP. BRGS.

1) 0" Side of brg. away from fixed brg.)
 0% per each 100' of expansion for every 50°F of 50°F
 0" Side of brg. toward fixed brg.)
 0% per each 100' of expansion for every 10° rise above the normal temp.

BEARING ASSEMBLY DETAILS

INTERIOR BEAM MOMENT TABLE

Span	1st Brg.	2nd Brg.	3rd Brg.	4th Brg.	5th Brg.
100'	1,300	1,300	1,300	1,300	1,300
150'	1,950	1,950	1,950	1,950	1,950
200'	2,600	2,600	2,600	2,600	2,600
250'	3,250	3,250	3,250	3,250	3,250
300'	3,900	3,900	3,900	3,900	3,900

INTERIOR BEAM REACTION TABLE

Span	1st Brg.	2nd Brg.	3rd Brg.	4th Brg.	5th Brg.
100'	200	200	200	200	200
150'	300	300	300	300	300
200'	400	400	400	400	400
250'	500	500	500	500	500
300'	600	600	600	600	600

SHIM PLATES 1/4" IN THICKNESS
North Bound lanes only

Span	1st Brg.	2nd Brg.	3rd Brg.	4th Brg.	5th Brg.
100'	1	1	1	1	1
150'	1	1	1	1	1
200'	1	1	1	1	1
250'	1	1	1	1	1
300'	1	1	1	1	1

DESIGNED BY D. A. R. GIBB
 CHECKED BY W. K. GIBB
 DRAWN BY P. G. BERRY
 DATE 1-15-56

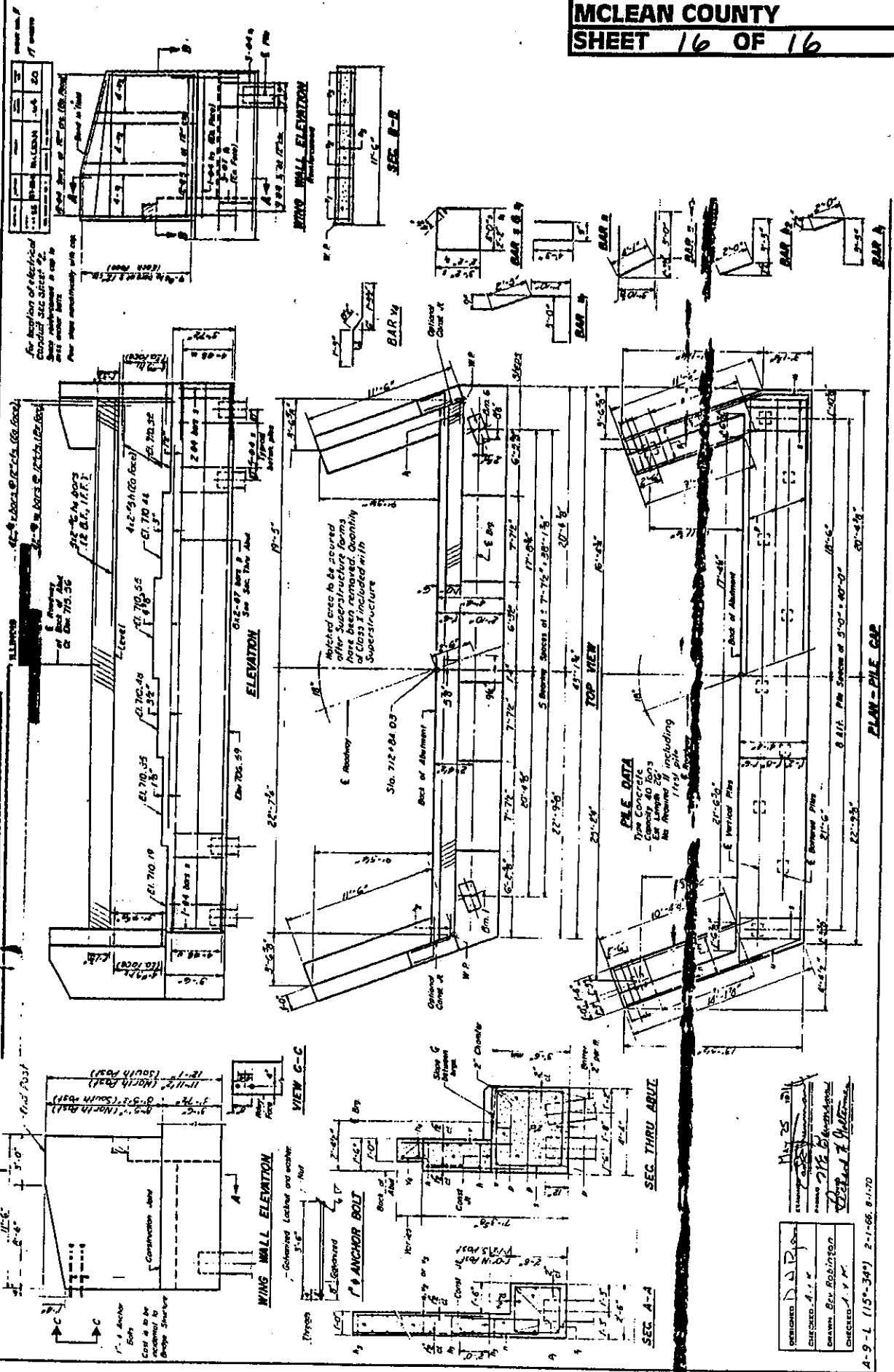
STRUCTURAL STEEL
 FAI 55 SEC. 57-2B-2
 MCLEAN COUNTY
 STA. 711+72

**ONE ABUTMENT
BILL OF MATERIAL**

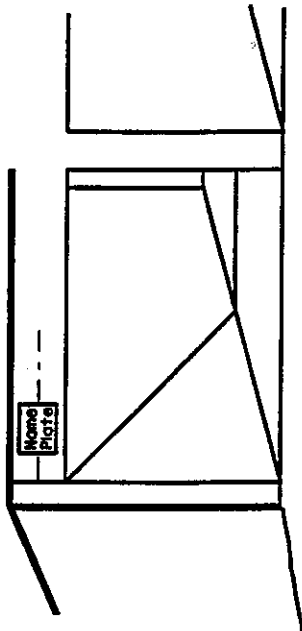
Item	Qty	Size	Length	Shape
1	16	08	21'-7"	□
2	16	08	21'-7"	□
3	2	08	21'-7"	□
4	40	08	11'-5"	□
5	6	08	11'-5"	□
6	22	08	9'-3"	□
7	16	07	23'-1"	□
8	12	07	17'-4"	□
9	43	08	15'-7"	□
10	24	08	9'-3"	□
11	0	08	10'-7"	□
12	0	08	8'-3"	□
13	14	08	6'-3"	□
14	16	08	3'-9"	□
15	12	08	6'-11"	□
16	22	08	3'-3"	□
17	16	08	26'-3"	□
18	22	08	3'-3"	□
19	16	08	26'-3"	□
20	22	08	3'-3"	□
21	16	08	26'-3"	□
22	22	08	3'-3"	□
23	16	08	26'-3"	□
24	22	08	3'-3"	□
25	16	08	26'-3"	□
26	22	08	3'-3"	□
27	16	08	26'-3"	□
28	22	08	3'-3"	□
29	16	08	26'-3"	□
30	22	08	3'-3"	□
31	16	08	26'-3"	□
32	22	08	3'-3"	□
33	16	08	26'-3"	□
34	22	08	3'-3"	□
35	16	08	26'-3"	□
36	22	08	3'-3"	□
37	16	08	26'-3"	□
38	22	08	3'-3"	□
39	16	08	26'-3"	□
40	22	08	3'-3"	□
41	16	08	26'-3"	□
42	22	08	3'-3"	□
43	16	08	26'-3"	□
44	22	08	3'-3"	□
45	16	08	26'-3"	□
46	22	08	3'-3"	□
47	16	08	26'-3"	□
48	22	08	3'-3"	□
49	16	08	26'-3"	□
50	22	08	3'-3"	□
51	16	08	26'-3"	□
52	22	08	3'-3"	□
53	16	08	26'-3"	□
54	22	08	3'-3"	□
55	16	08	26'-3"	□
56	22	08	3'-3"	□
57	16	08	26'-3"	□
58	22	08	3'-3"	□
59	16	08	26'-3"	□
60	22	08	3'-3"	□
61	16	08	26'-3"	□
62	22	08	3'-3"	□
63	16	08	26'-3"	□
64	22	08	3'-3"	□
65	16	08	26'-3"	□
66	22	08	3'-3"	□
67	16	08	26'-3"	□
68	22	08	3'-3"	□
69	16	08	26'-3"	□
70	22	08	3'-3"	□
71	16	08	26'-3"	□
72	22	08	3'-3"	□
73	16	08	26'-3"	□
74	22	08	3'-3"	□
75	16	08	26'-3"	□
76	22	08	3'-3"	□
77	16	08	26'-3"	□
78	22	08	3'-3"	□
79	16	08	26'-3"	□
80	22	08	3'-3"	□
81	16	08	26'-3"	□
82	22	08	3'-3"	□
83	16	08	26'-3"	□
84	22	08	3'-3"	□
85	16	08	26'-3"	□
86	22	08	3'-3"	□
87	16	08	26'-3"	□
88	22	08	3'-3"	□
89	16	08	26'-3"	□
90	22	08	3'-3"	□
91	16	08	26'-3"	□
92	22	08	3'-3"	□
93	16	08	26'-3"	□
94	22	08	3'-3"	□
95	16	08	26'-3"	□
96	22	08	3'-3"	□
97	16	08	26'-3"	□
98	22	08	3'-3"	□
99	16	08	26'-3"	□
100	22	08	3'-3"	□
101	16	08	26'-3"	□
102	22	08	3'-3"	□
103	16	08	26'-3"	□
104	22	08	3'-3"	□
105	16	08	26'-3"	□
106	22	08	3'-3"	□
107	16	08	26'-3"	□
108	22	08	3'-3"	□
109	16	08	26'-3"	□
110	22	08	3'-3"	□
111	16	08	26'-3"	□
112	22	08	3'-3"	□
113	16	08	26'-3"	□
114	22	08	3'-3"	□
115	16	08	26'-3"	□
116	22	08	3'-3"	□
117	16	08	26'-3"	□
118	22	08	3'-3"	□
119	16	08	26'-3"	□
120	22	08	3'-3"	□
121	16	08	26'-3"	□
122	22	08	3'-3"	□
123	16	08	26'-3"	□
124	22	08	3'-3"	□
125	16	08	26'-3"	□
126	22	08	3'-3"	□
127	16	08	26'-3"	□
128	22	08	3'-3"	□
129	16	08	26'-3"	□
130	22	08	3'-3"	□
131	16	08	26'-3"	□
132	22	08	3'-3"	□
133	16	08	26'-3"	□
134	22	08	3'-3"	□
135	16	08	26'-3"	□
136	22	08	3'-3"	□
137	16	08	26'-3"	□
138	22	08	3'-3"	□
139	16	08	26'-3"	□
140	22	08	3'-3"	□
141	16	08	26'-3"	□
142	22	08	3'-3"	□
143	16	08	26'-3"	□
144	22	08	3'-3"	□
145	16	08	26'-3"	□
146	22	08	3'-3"	□
147	16	08	26'-3"	□
148	22	08	3'-3"	□
149	16	08	26'-3"	□
150	22	08	3'-3"	□
151	16	08	26'-3"	□
152	22	08	3'-3"	□
153	16	08	26'-3"	□
154	22	08	3'-3"	□
155	16	08	26'-3"	□
156	22	08	3'-3"	□
157	16	08	26'-3"	□
158	22	08	3'-3"	□
159	16	08	26'-3"	□
160	22	08	3'-3"	□
161	16	08	26'-3"	□
162	22	08	3'-3"	□
163	16	08	26'-3"	□
164	22	08	3'-3"	□
165	16	08	26'-3"	□
166	22	08	3'-3"	□
167	16	08	26'-3"	□
168	22	08	3'-3"	□
169	16	08	26'-3"	□
170	22	08	3'-3"	□
171	16	08	26'-3"	□
172	22	08	3'-3"	□
173	16	08	26'-3"	□
174	22	08	3'-3"	□
175	16	08	26'-3"	□
176	22	08	3'-3"	□
177	16	08	26'-3"	□
178	22	08	3'-3"	□
179	16	08	26'-3"	□
180	22	08	3'-3"	□
181	16	08	26'-3"	□
182	22	08	3'-3"	□
183	16	08	26'-3"	□
184	22	08	3'-3"	□
185	16	08	26'-3"	□
186	22	08	3'-3"	□
187	16	08	26'-3"	□
188	22	08	3'-3"	□
189	16	08	26'-3"	□
190	22	08	3'-3"	□
191	16	08	26'-3"	□
192	22	08	3'-3"	□
193	16	08	26'-3"	□
194	22	08	3'-3"	□
195	16	08	26'-3"	□
196	22	08	3'-3"	□
197	16	08	26'-3"	□
198	22	08	3'-3"	□
199	16	08	26'-3"	□
200	22	08	3'-3"	□

Class of Concrete: Class II
Reinforcing Bars: LSA
Concrete Piles: LSA
Pile Caps: LSA

EAST ABUTMENT
SOUTH ROUND LANES
FAI 55 SEC. 57-2B-2
MCLEAN COUNTY
STA. 711+75

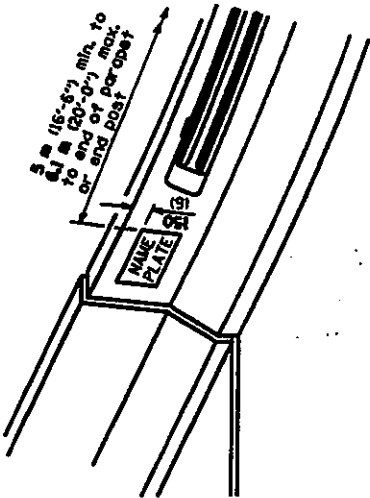


DESIGNED: D. J. ...
 CHECKED: A. J. ...
 DRAWN: B. J. ...
 CHECKED: C. J. ...
 DATE: May 25, 1970
 PROJECT: FAI 55 Sec. 57-2B-2
 SHEET: 16 OF 16
 SCALE: As Shown



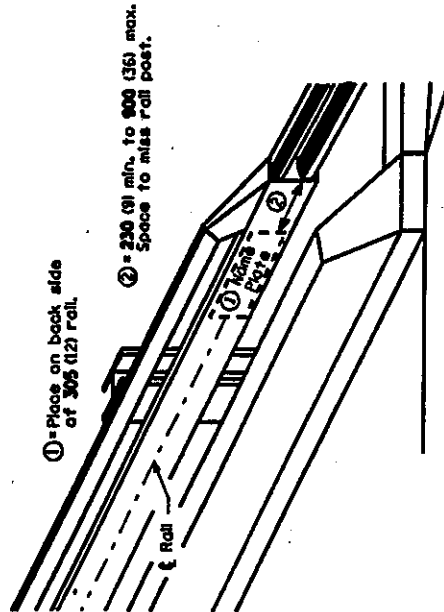
FOR MULTI-SPAN CULVERTS

(Unless otherwise noted on the plans, name plates are not required for single box culverts.)



4" (16-6") min. to end of parapet
4" (20-0") max. to end of post

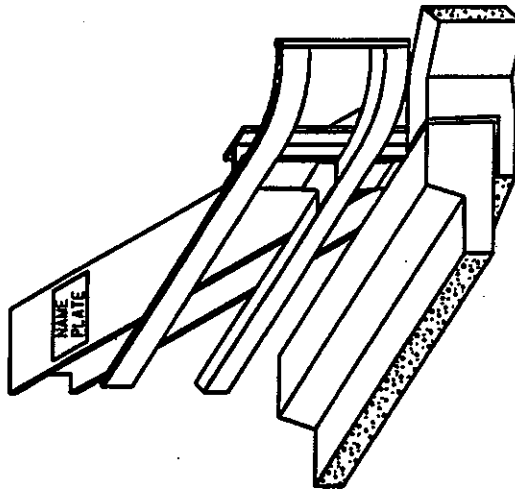
FOR PARAPET AND END POST MOUNTED



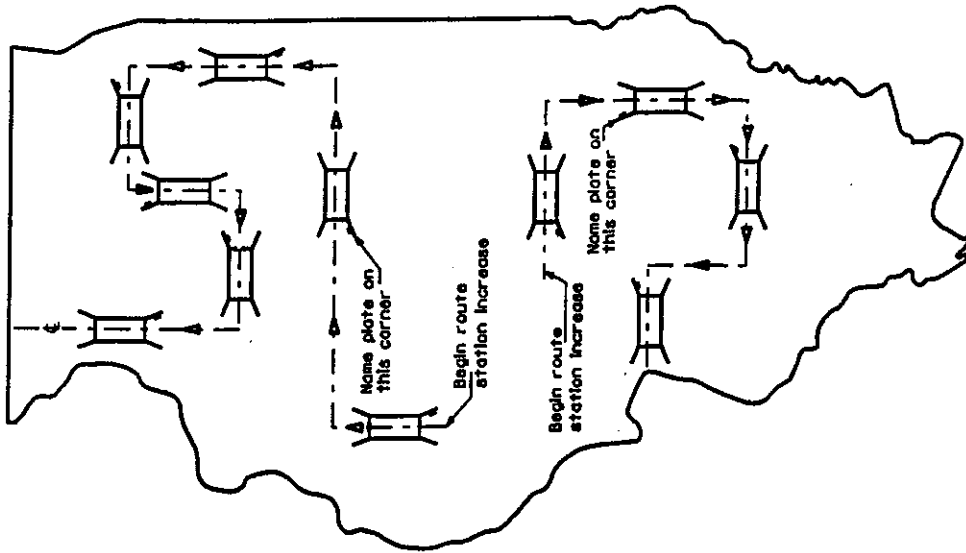
FOR STEEL RAILS

① Place on back side of 305 (12) rail.

② = 230 (9) min. to 900 (36) max. Space to miss rail post.



FOR TRUSSES



TYPICAL EXAMPLES

The name plate shall be located on the approach traffic end of a structure based on the direction of increasing stationing.

All dimensions are in millimeters (inches) unless otherwise shown.

Illinois Department of Transportation	
APPROVED	DATE
<i>[Signature]</i>	1987
DIVISION OF BRIDGE AND STRUCTURES	
APPROVED	DATE
<i>[Signature]</i>	1987
BUREAU OF BRIDGE ENGINEERING	

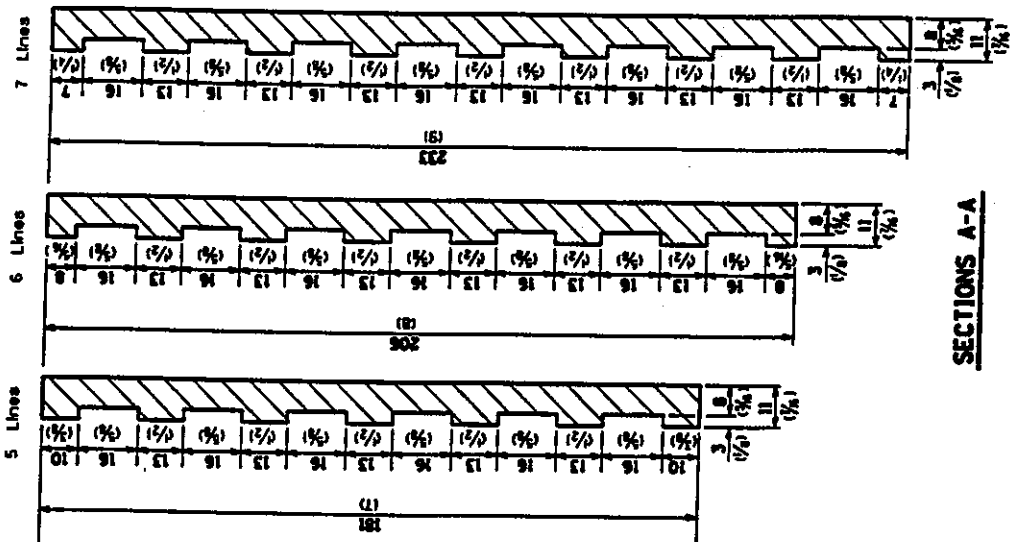
DATE	REVISIONS
1-1-97	Revised Standard 2113-4.
	Rev. metric value of raised letter height.
11-1-94	Revised plan of plate.

NAME PLATE FOR BRIDGES

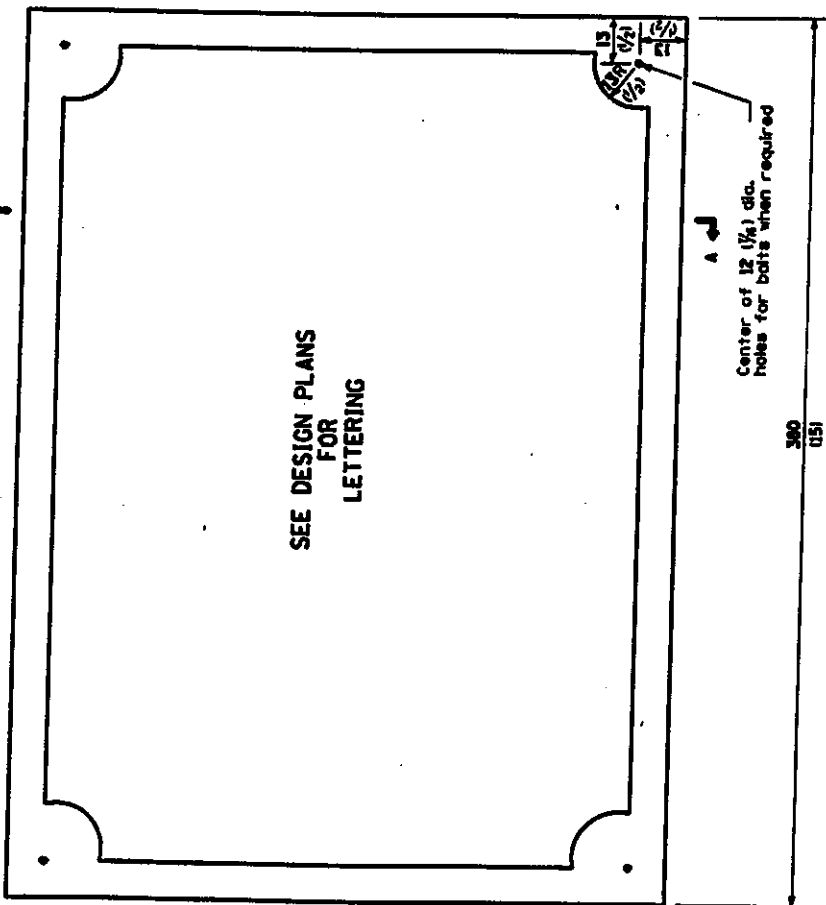
(Sheet 1 of 2)

STANDARD 515001

Lettering for



SECTIONS A-A



SEE DESIGN PLANS
FOR
LETTERING

Center of 12 1/4 dia.
holes for bolts when required

300
(118)

NOTE

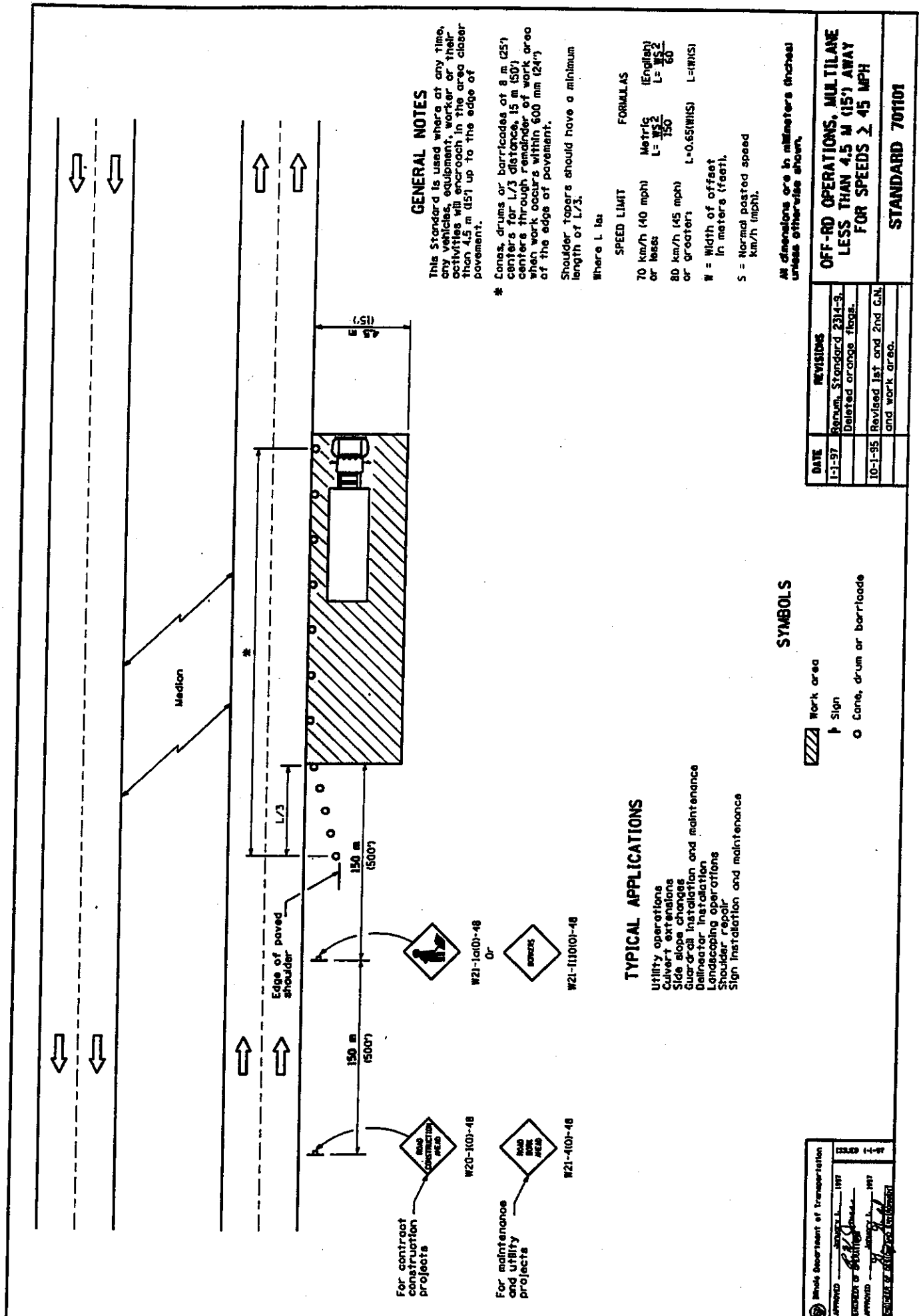
Border and lettering: Refined 3 1/8", square cut and not tapered.

- Placing:
 For concrete parapets ----- Plates to be placed 5 m (15'-0") min. to 6.1 m (20'-0") max. to end of parapet.
 For steel truss span ----- Brace to end post about 1.5 m (5'-0") above roadway.
 For steel rolls ----- Place on back side of 305 (12) roll.
 For subways ----- See design plans for location.

All dimensions are in millimeters (inches) unless otherwise shown.

NAME PLATE FOR BRIDGES
 STANDARD 515001
 (Sheet 2 of 2)

Missouri Department of Transportation
 APPROVED: [Signature]
 ENGINEER OF BRIDGES AND STRUCTURES
 APPROVED: [Signature]
 PROJECT NO. 2002-10-1000



GENERAL NOTES

This Standard is used where at any time, any vehicles, equipment, worker or their activities will encroach in the area closer than 4.5 m (15') up to the edge of pavement.

* Cones, drums or barricades at 8 m (25') centers for L/3 distance, 15 m (50') centers through remainder of work area when work occurs within 600 mm (24") of the edge of pavement.

Shoulder tapers should have a minimum length of L/3.

Where L is:

FORMULAS

SPEED LIMIT **FORMULAS**

70 km/h (40 mph) Metric (English)
 or less L = $\frac{WS^2}{150}$ L = $\frac{WS^2}{60}$

80 km/h (45 mph) or greater L = $0.65(WHS)$ L = (WHS)

W = Width of offset
 in meters (feet).

S = Normal posted speed
 in meters (feet).

SYMBOLS

- Work area
- Sign
- Cone, drum or barricade

TYPICAL APPLICATIONS

- Utility operations
- Culvert extensions
- Side slope changes
- Guardrail installation and maintenance
- Ballreaster installation
- Landscaping operations
- Shoulder repair
- Sign installation and maintenance

REVISIONS

DATE	REVISIONS
1-1-97	Revised Standard 2314-9.
	Deleted orange flags.
10-1-95	Revised 1st and 2nd C.N. and work area.

**OFF-ROAD OPERATIONS, MULTILANE
 LESS THAN 4.5 M (15') AWAY
 FOR SPEEDS ≥ 45 MPH**

STANDARD 70101

APPROVED

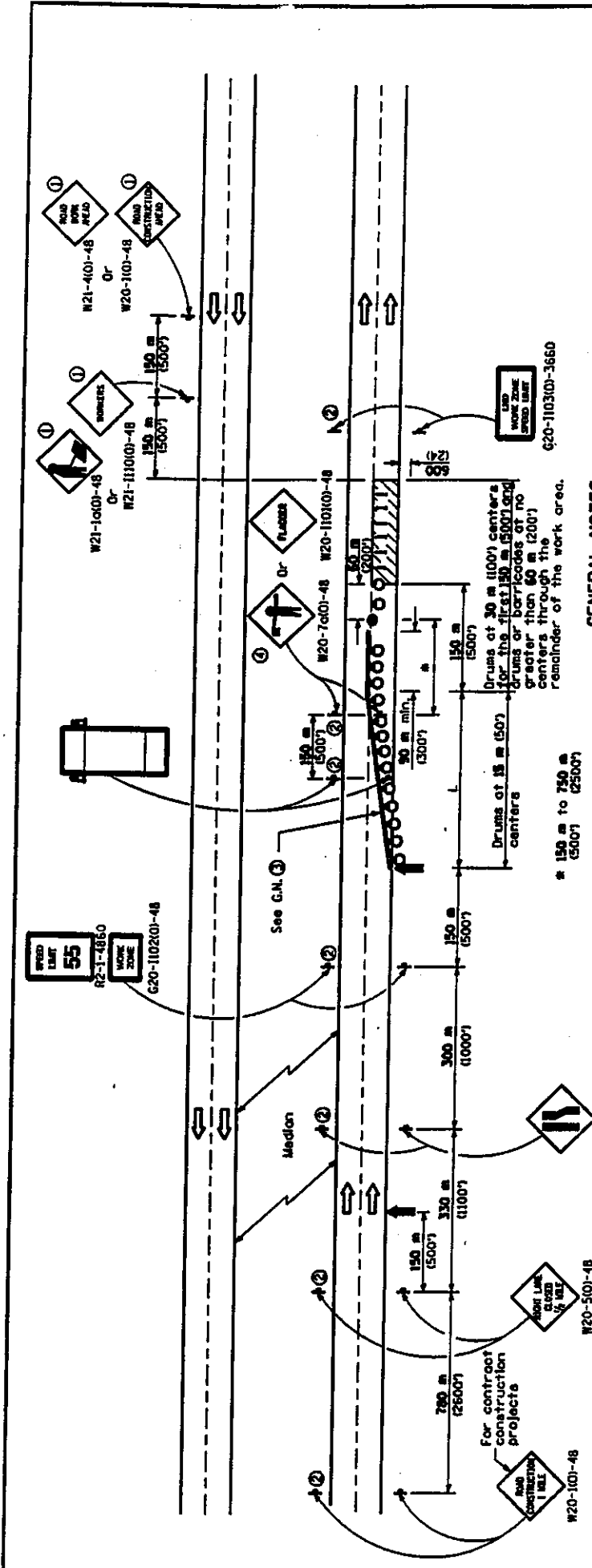
Whole Department of Transportation

APPROVED: *[Signature]* 1997

DEPARTMENT OF TRANSPORTATION

APPROVED: *[Signature]* 1997

STATE OF CALIFORNIA



GENERAL NOTES

This standard is used where at any time any vehicle, equipment, workers or their activities will encroach on the lane adjacent to the shoulder, or on the shoulder within 600 mm (24") of the edge of pavement for day light operation exceeding one day.

This standard also applies when work is being performed in the left lane. Under the conditions LEFT LANE CLOSED signs shall be substituted for RIGHT LANE CLOSED signs on undivided highways, signs shall be added in the opposite direction as shown. On left lane closure with narrow medians, the work board or the beginning of the lane closure shall be relocated behind the taper as necessary so that a clearance of at least 1.2 m (4') can be maintained from the opposing traffic.

A check barricade shall be placed in the middle of the closed lane and at the shoulder at 300 m (1000') centers.

L = lane width x taper ratio	
Normal Posted Speed	Taper Ratio
110 mph	65/1
100 mph	60/1
50 mph	55/1
80 mph	45/1

SYMBOLS

- ↑ Arrow board
- ▨ Work area
- ⊥ Sign
- I Barricade or drum
- Drum with steady burning monodirectional light
- Flagger with traffic control sign
- ⊠ Construction speed limit sign

- ① Undivided roadway only with left lane closure in opposite direction.
- ② Omitted when median is less than 3 m (10').
- ③ ReflectORIZED temporary pavement marking tape shall be placed throughout the taper area for 30 m (100') closing-side the work area where the closure time is greater than four days. The edge line shall be yellow for left lane closure. Raised reflectORIZED pavement markers at 8 m (25') centers may be used to supplement the pavement marking tape.
- ④ Construction speed limit signs and FLAGGER signs shall be moved as necessary to maintain a spacing of 150 m (500') to 150 m (2500') between the FLAGGER sign and each separate work activity.

The flaggers shall be stationed approximately 60 m (200') in advance of the work party. All dimensions are in millimeters (inches) unless otherwise stated.

LANE CLOSURE MULTILANE FOR SPEEDS ≥ 45 MPH	
STANDARD 701401	
DATE	REVISIONS
1-1-97	Revised Standard 2316-16
	Del. across floor. Added
	SN. Rev. Barr. symbol.
10-1-95	Rev. arrowboard, flagger symbols and M. signs to be filed in Rev. DN sym.

State Department of Transportation

APPROVED: _____

DESIGNED BY: _____

REVISIONS: _____

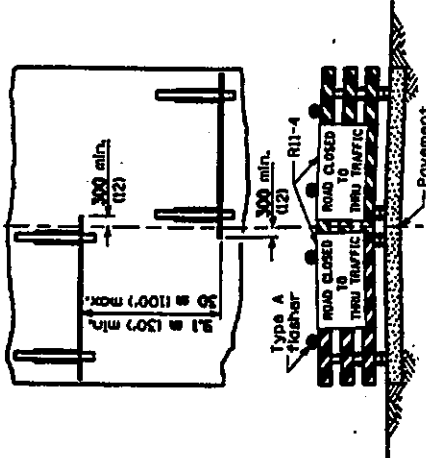
DATE: _____

ROAD CONSTRUCTION NEXT X MILES
G20-1(0)-6036

END CONSTRUCTION
G20-2(0)-6024

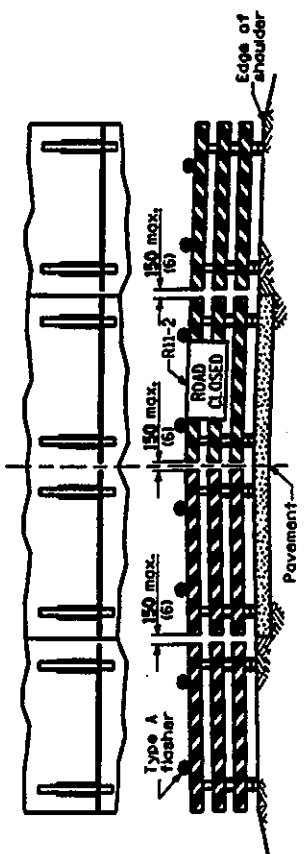
This stoning is required for all projects over 3200 m (2 miles) or more in length.
ROAD CONSTRUCTION NEXT X MILES sign shall be placed 150 m (500') in advance of project.
END CONSTRUCTION sign shall be erected 500 m (1640') from the job unless another job is within 3200 m (2 miles).

WORK LIMIT SIGNING



ROAD CLOSED TO ALL THRU TRAFFIC

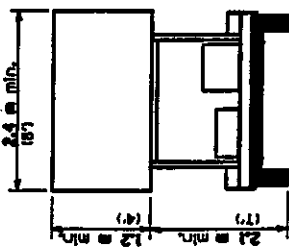
ReflectORIZED striping shall appear on both sides of the barricades. The barricades shall be to the edge of the pavement except when otherwise directed by the Engineer or shown on the detailed construction plans.



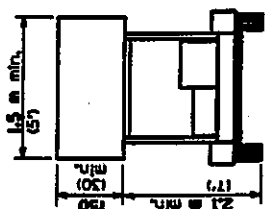
ROAD CLOSED TO ALL TRAFFIC

ReflectORIZED striping may be omitted on the back side of the barricades. The barricades shall be to the edge of the shoulders except when otherwise directed by the Engineer or shown on the detailed construction plans.

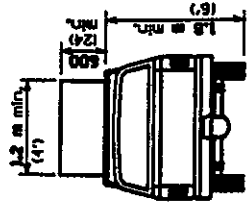
TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD



TYPE C
TRAILER MOUNTED

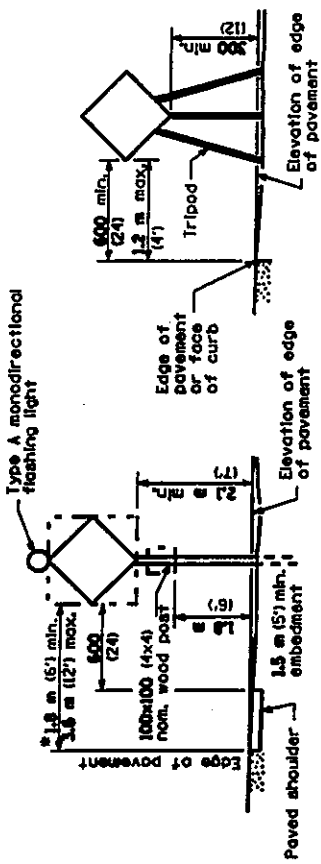


TYPE B
ROOF OR TRAILER MOUNTED



TYPE A
ROOF MOUNTED

ARROW BOARDS



TYPICAL SIGN INSTALLATIONS

GENERAL NOTES

* When curb or paved shoulder are present this dimension shall be 600 mm (24") to the face of curb or 1.8 m (6') to the outside edge of the paved shoulder.
All heights shown shall be measured above the pavement surfaces.
All dimensions are in millimeters (inches) unless otherwise shown.

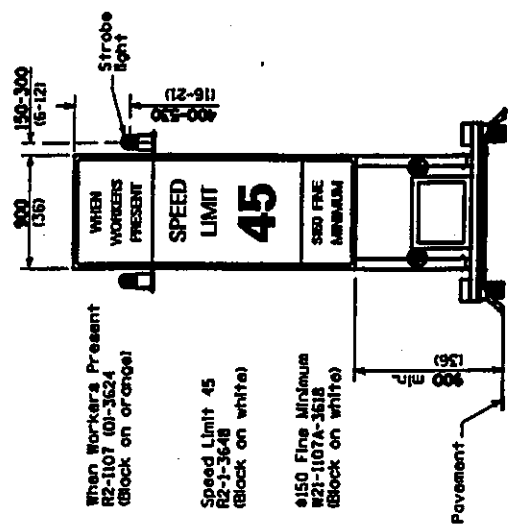
DATE	REVISIONS
1-1-97	Revised Standard 2238-13.
	Revised construction
	Speed limit sign.
10-1-95	Rev. height above pav't for TYPE B arrow board.

Approved: _____ ENGINEER OF TRANSPORTATION Approved: _____ SUPERVISOR OF HIGHWAY CONSTRUCTION	Idaho Department of Transportation 1-1-97
--	--

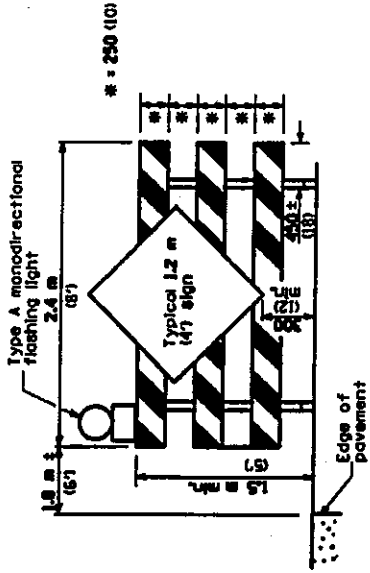
TRAFFIC CONTROL DEVICES

STANDARD 702001

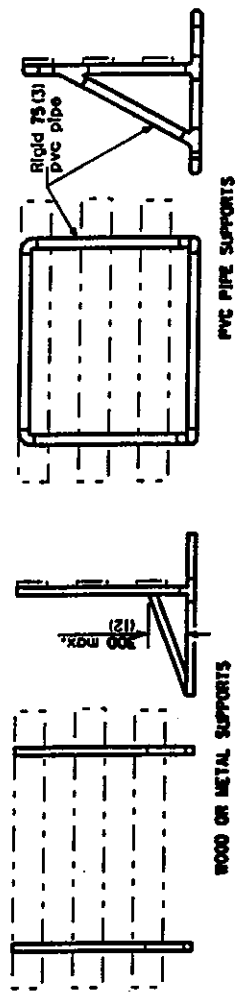
(Sheet 1 of 3)



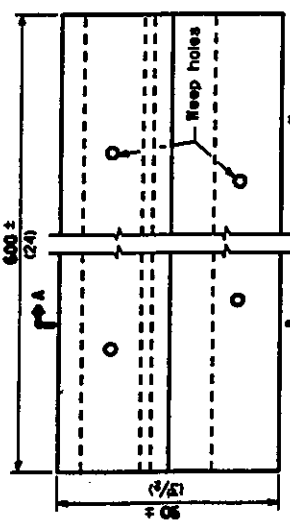
CONSTRUCTION SPEED LIMIT SIGN



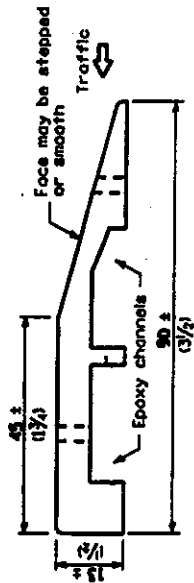
Frames shall be no heavier than 100mm (4x4) from, dial wood or 50x50mm (2x2x2) steel tubing or 50x50mm (2x2x2) steel angles



WING BARRICADES

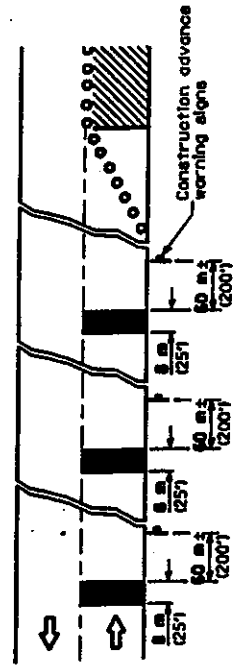


PLAN



SECTION A-A

TEMPORARY RUMBLE STRIPS

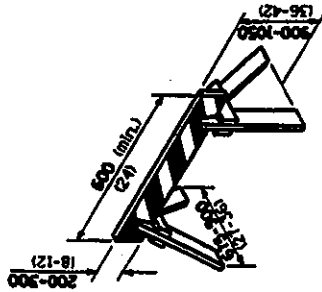


FLEXIBLE DELINEATORS

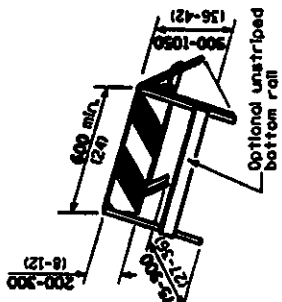
All dimensions are in millimeters (inches) unless otherwise shown.

Illinois Department of Transportation
 APPROVED: [Signature] 1997
 DESIGNED BY: [Signature]
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

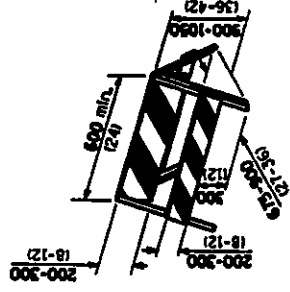
TRAFFIC CONTROL DEVICES
 (Sheet 2 of 3)
STANDARD 702001



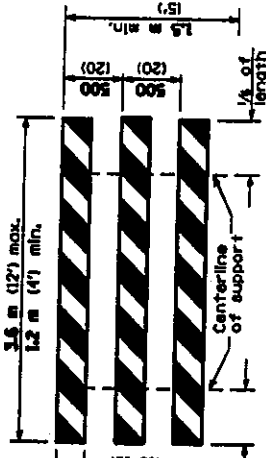
TYPE IA BARRICADE



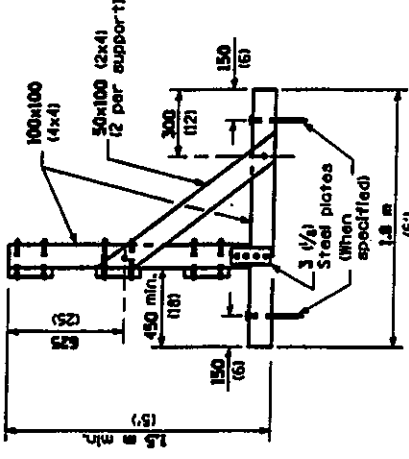
TYPE I BARRICADE



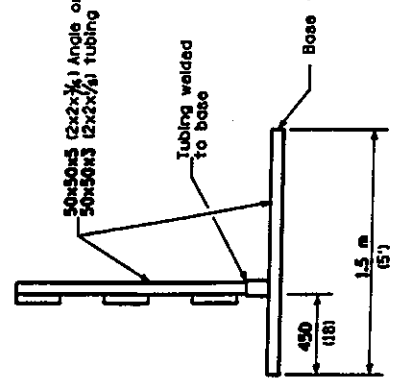
TYPE II BARRICADE



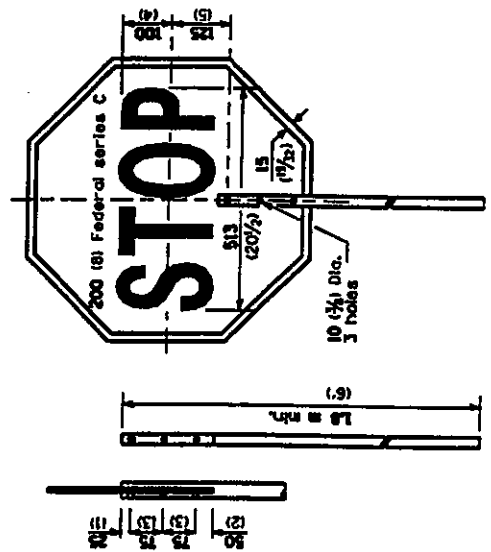
TYPE III BARRICADES



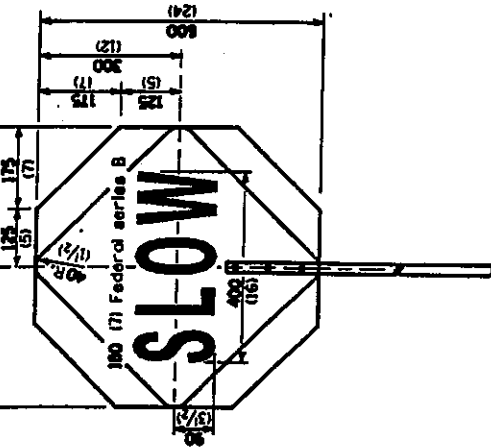
TYPICAL WOOD SUPPORT



TYPICAL STEEL SUPPORT

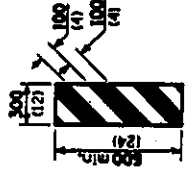


FRONT SIDE

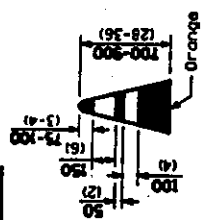


REVERSE SIDE

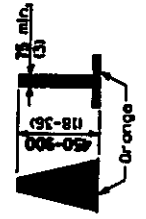
FLAGGER TRAFFIC CONTROL SIGN



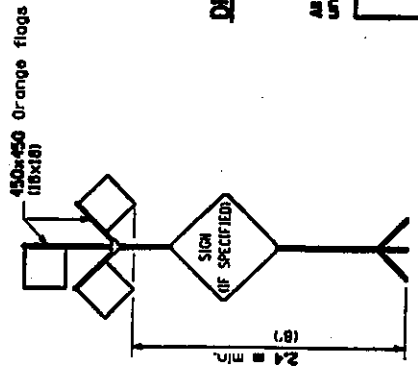
VERTICAL PANELS



REFLECTORIZED CONES



CONES



HIGH LEVEL WARNING DEVICE



DRUMS AND SAND MODULE IMPACT ATTENUATORS

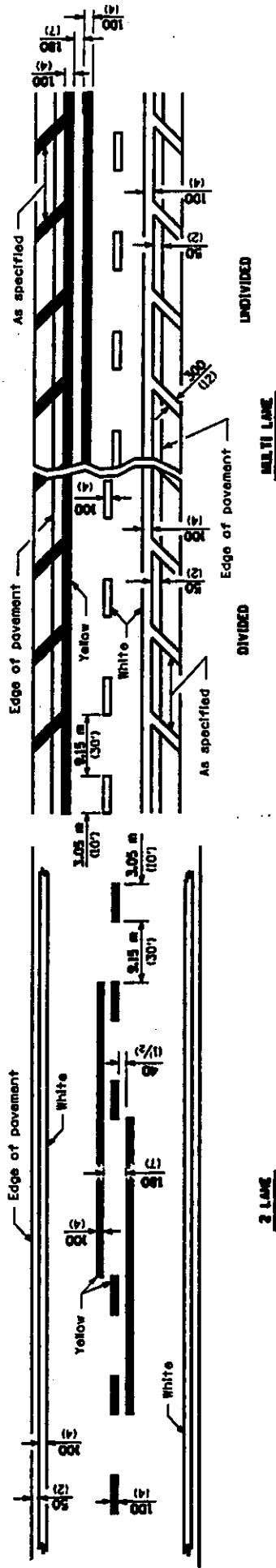
All dimensions are in millimeters (inches) unless otherwise shown.

Single Department of Transportation
 APPROVED: _____ 1987
 DESIGNED BY: _____
 APPROVED BY: _____ 1987
 OFFICE OF SAFETY RESEARCH

TRAFFIC CONTROL DEVICES

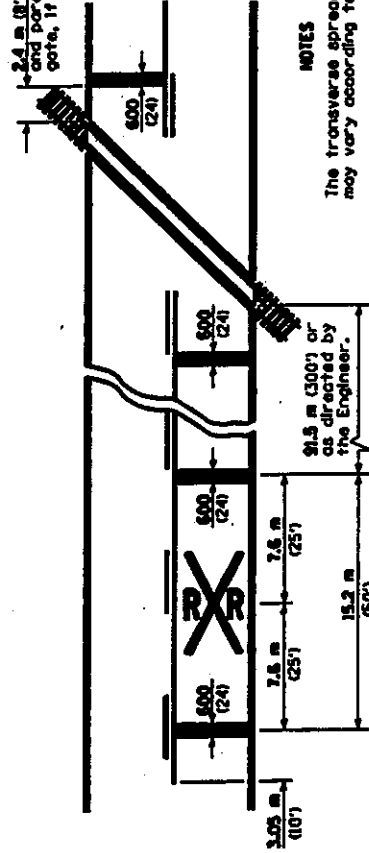
(Sheet 3 of 3)

STANDARD 702001



LANE AND EDGE LINES

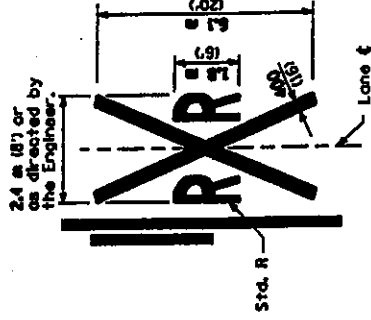
2.4 m (8') or as directed by the Engineer, and parallel to gate, if present.



NOTES

The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RR symbols shall be placed adjacent to each other in each lane.



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS
1-1-97	Revised metric values.
2-1-95	Moved notes to Spec. Del. notes 1 & 3. Added metric.

TYPICAL PAVEMENT MARKINGS (Sheet 1 of 2)

STANDARD 780001

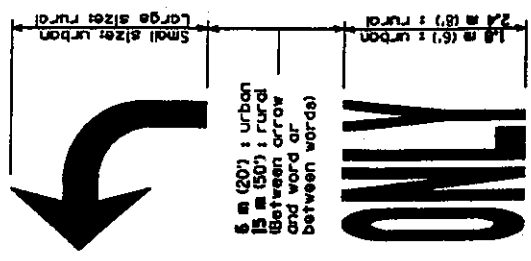
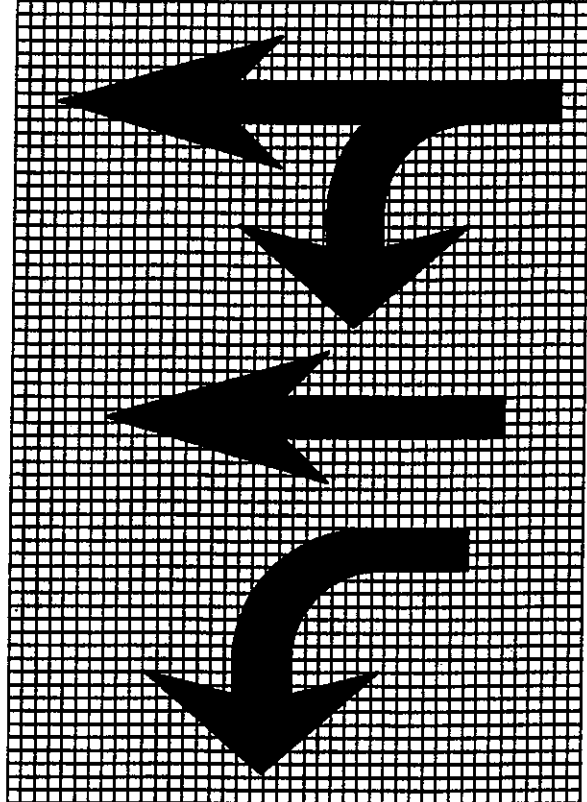
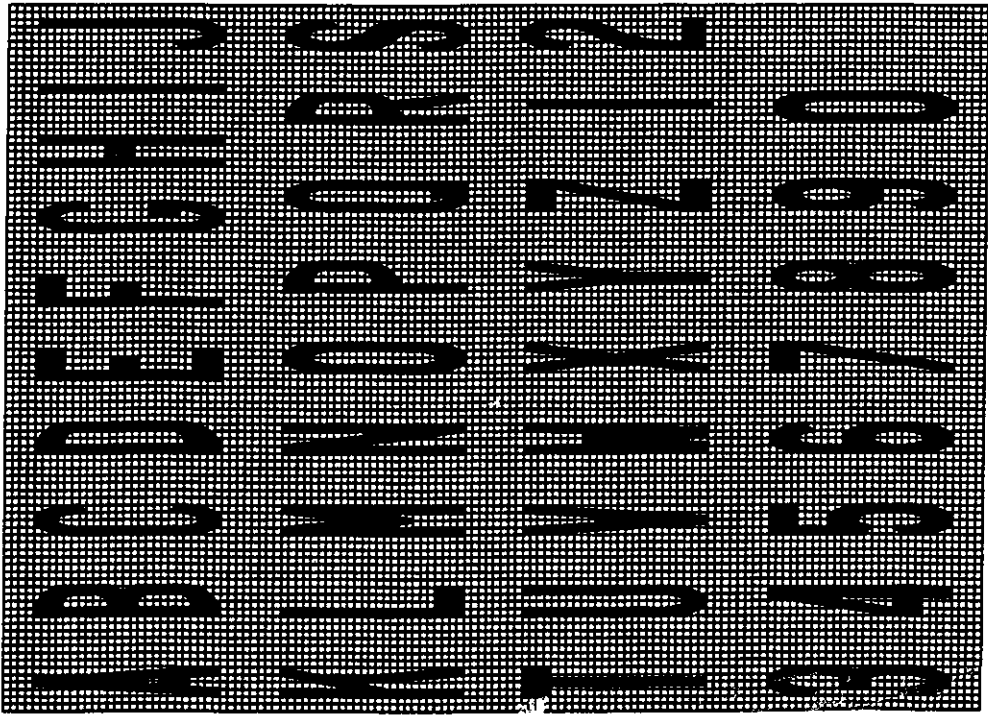
APPROVED	ISSUED
APPROVED	1-1-97
APPROVED	2-1-97
APPROVED	

Ministry of Transportation

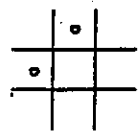
1997

1997

1997

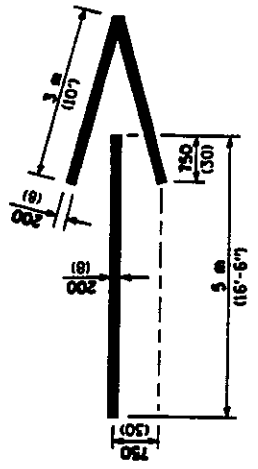


WORD AND ARROW LAYOUT



Legend Height	Arrow Size	g
1.8 m (6')	Small	74 (2.3)
2.4 m (8')	Large	96 (3.0)

The space between adjacent letters or numerals should be approximately 75 (3) for 1.8 m (6') legend and 100 (4) for 2.4 m (8') legend.



FREEWAY ARROW

LETTER AND ARROW GRID SCALE

All dimensions are in millimeters (inches) unless otherwise shown.

TYPICAL PAVEMENT MARKINGS
(Sheet 2 of 2)

STANDARD 780001

Illinois Department of Transportation

APPROVED: _____ DATE: _____

DESIGNED BY: _____

APPROVED: _____ DATE: _____

PROJECT NO. _____

ISSUED 1-1-97